



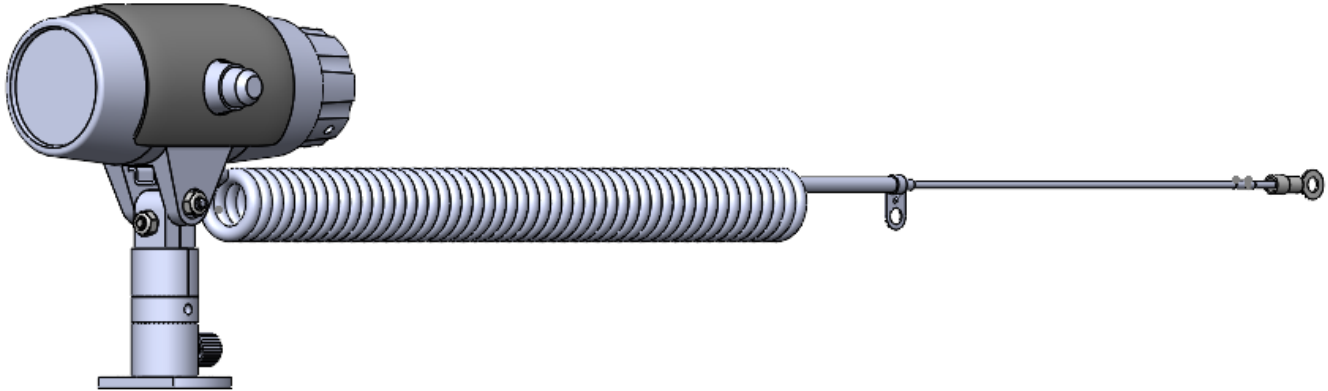
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INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

a) 34265-8FS: Cockpit Light

INSTALLED ON
BOEING 737, 747, 757, and 767 SERIES AIRCRAFT
(SEE FSCC SUPPLEMENT(s) FOR SPECIFIC MODELS)



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1. Introduction

This HEICO Aerospace Technical Instruction (TI) defines the Instructions for Continued Airworthiness when Flight Specialties Components Corp. (FSCC) P/N 34265-8FS, Cockpit Light is installed on the Boeing series aircraft listed on the FAA approved supplement(s) for P/N 34265-8FS.

The P/N 34265-8FS Cockpit Light is a PMA as a replacement for Honeywell P/N 34265-8.

2. Description and Operation

Honeywell P/N 34265-8 Cockpit Light, also referred to as cockpit floodlight, is a multipurpose light designed to provide red or white illumination in a concentrated beam. The lens housing in the front section of the Cockpit Light can be rotated to change the color of illumination. The Cockpit Light operates on 28 VDC and is controlled by a rheostat knob on the back of the housing. To vary illumination intensity, rotate the rheostat knob. Pressing and holding the override button on the rear of the Cockpit light will provide full illumination intensity at any rheostat position.

Flight Specialties Components Corp P/N 34265-8FS Cockpit Light incorporates the following changes:

- Illumination method. FSCC P/N 34265-8FS Cockpit Light provides illumination with LEDs instead of the incandescent lamp used by the Honeywell counterpart. The LEDs of the FSCC P/N 34265-8FS Cockpit Light have been deemed acceptable by FSC engineering as having no negative impact on the illumination of the cockpit as the illumination of the FSCC P/N 34265-8FS Cockpit Light has been measured and is comparable to the Honeywell counterpart.
- Illumination color switching method. FSCC P/N 34265-8FS Cockpit Light switches illumination color via a pushbutton switch on the side of the housing instead of the by rotating the lens housing method used by the Honeywell counterpart.
- Full illumination intensity override. FSCC P/N 34265-8FS provides no means of full illumination intensity override. The Honeywell counterpart contains an override button on the rear of the Cockpit Light which provides full illumination intensity at any rheostat position.

All of the changes have been deemed acceptable by FSCC engineering as having no impact to the fitment of the FSCC Cockpit Light P/N 34265-8FS in its eligible aircraft as the mating and installation interfaces have not been changed from the Honeywell counterpart. The aforementioned FSCC PMA article contains no replaceable lamps or interchangeable components. No components of the FSCC Cockpit Light P/N 34265-8FS are intermateable or intermixable with the Honeywell counterpart.

3. Installation

NOTE:

The information presented in this section is for informational purposes only. It is not intended to alter any existing component maintenance manual or documentation.

Shown below in Figure 1 is a sample installation of the Honeywell P/N 34265-8 Cockpit Light on the Boeing 747 Series Aircraft. The Cockpit Light is mounted in five locations in the cockpit although installation locations and instances vary by aircraft model.

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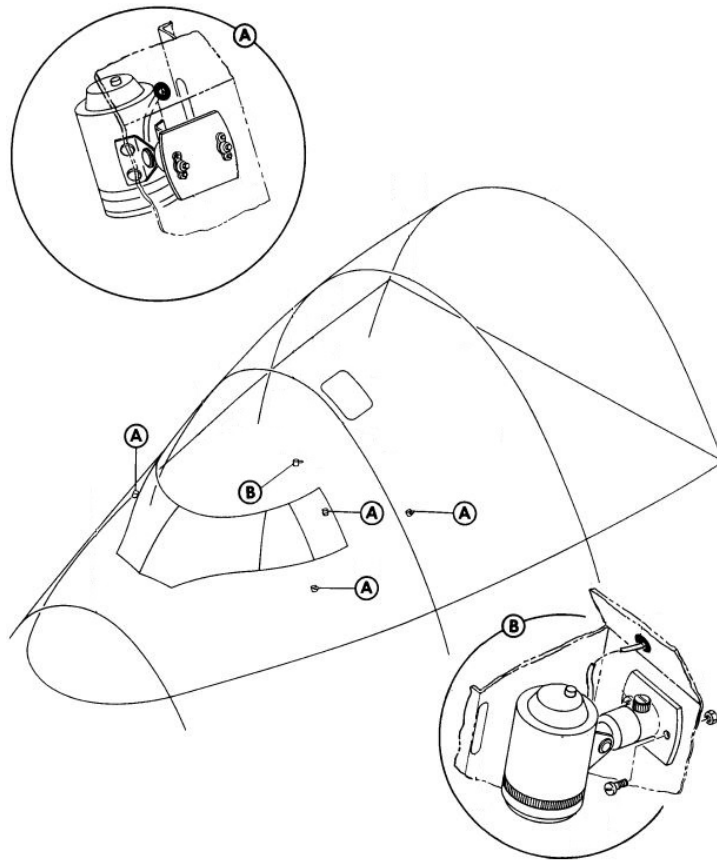


Figure 1. Cockpit Light Installation Locations

4. Airworthiness Limitations

The Airworthiness Limitations section is FAA-approved and specifies maintenance required under Sec. 43.16 and 91.403 of the Federal Aviation Regulations, unless an alternative program has been FAA approved. The Instructions for Continued Airworthiness presently acceptable to the FAA for P/N 34265-8 are valid for use on P/N 34265-8FS with exception that the Cockpit Light is not relampable. Due to the fact that P/N 34265-8FS is not a life limited part, no additional airworthiness limitations are imposed by the supplementary Instructions for Continued Airworthiness found below in Section 5.

5. Testing

All test equipment and instrumentation shall be calibrated with standards traceable to the National Institute of Standards (NIST) when required. The test equipment listed in the Table 1 below represents suggested makes and models. Alternative equipment of equal or greater accuracy may be substituted as required.

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Table 1. Required Test Equipment

Instrument	Model	Range	Comment
ELECTRICAL TEST EQUIPMENT			
DC Power Supply	MIL-STD-704 or equivalent	0 – 30 VDC	Provides DC power to the Cockpit Light
AC Power Supply	MIL-STD-704 or equivalent	0 – 30 VAC	Provides AC power to the Cockpit Light
Multimeter (DMM 1)	Fluke 8010A or equivalent	0 – 30 VDC/VAC	Verifies Power Supply voltage
Multimeter (DMM 2)	Fluke 8010A or equivalent	0 – 400 mA	Measures Cockpit Light current
DMM Test Probes	Various	N/A	Probes Cockpit Light terminals

5.1 Test setup

Use industry approved electrostatic discharge sensitive precautions. The Cockpit Light contains electrostatic discharge sensitive items.



Pretest Procedures

- Review any shipping tags or forms to determine cause for removal from aircraft.
- Clean the Cockpit Light P/N 34265-8FS with a MIL-B-43871 cleaning brush or MIL-C-85043 cleaning cloth to remove dirt, dust, and foreign material.
- Visually inspect the Cockpit Light P/N 34265-8FS for signs of missing, broken, bent or cracks in the housing, lens, mounting base, pivot clamp, and cable.

5.1.1 Electrical Characteristics

The following describes the procedure to setup the test equipment to power the Cockpit Light P/N 34265-8FS, measure input current, and verify illumination and dimming.

5.1.1.1 Input Current, Illumination, and Dimming

- Determine which Power Supply input voltage source will be used, DC or AC.
- Ensure the Power Supply is off.
- Connect DMM 1 in parallel to the Power Supply outputs to monitor the Power Supply output voltage:
 - Connect the Power Supply positive (+) output to the voltage input on DMM 1
 - Connect the Power Supply negative (-) output to the COMMON input on DMM 1
- Turn the Power Supply on.
- Using DMM 1 on the DC or AC voltage setting to match whichever input power source is being used, monitor the Power Supply output voltage, and adjust voltage to 27.9 – 28.1 VDC or 27.9 – 28.1 VAC and 400 Hz.
- Turn Power Supply off.
- Connect Power Supply to Cockpit Light with DMM 2 in series:
 - Connect the Power Supply positive (+) output to mA input of DMM 2
 - Connect DMM test probe from COMMON input of DMM 2 to positive ring terminal of Cockpit Light

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- Connect the Power Supply negative (-) output to Cockpit Light negative flag terminal
- (h) Set DMM 2 to measure milliamps.

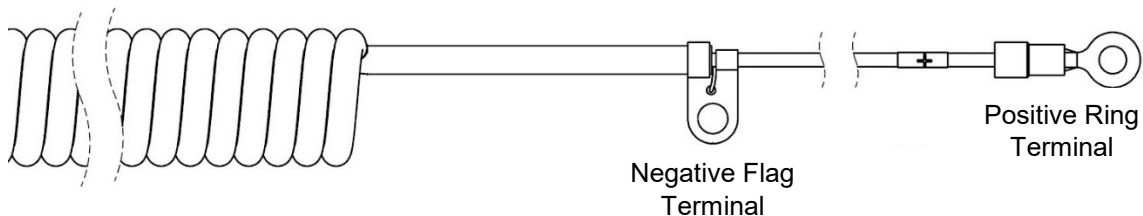


Figure 2. Cockpit Light Terminals

5.2 Test procedure

Use industry approved electrostatic discharge sensitive precautions. The Cockpit Light contains electrostatic discharge sensitive items.



5.2.1 Electrical Characteristics

5.2.1.1 Input Current, Illumination, and Dimming

- (a) Confirm test setup per section 5.1.1.1.
- (b) Turn the Power Supply on.
- (c) Observe the white illumination.
- (d) Rotate the dimmer knob on the back of the Cockpit Light fully clockwise. This is the full bright condition. The dimmer knob should have a smooth rotation, free of any resistance.
- (e) Verify the input current measurement on DMM 2 is 41.58 mA max for DC input voltage and 52.36 mA max for AC input voltage.
- (f) Slowly rotate the dimmer knob fully counter clockwise while observing the white illumination gradually dimming as the dimmer knob is rotated. A detent should be felt when in the full off position.
- (g) Slowly rotate the dimmer knob fully clockwise while observing the white illumination gradually brightening as the dimmer knob is rotated.
- (h) Verify the illumination and dimming is consistent in both directions.
- (i) Press the pushbutton switch on the side of the Cockpit Light housing once.
- (j) Verify the change in illumination color from white to red.
- (k) Repeat steps 5.2.1.1 (c) through (j) for the red illumination.
- (l) Verify the input current measurement on DMM 2 is 19.25 mA max for DC input voltage and 22.22 mA max for AC input voltage.
- (m) Turn the Power Supply off.

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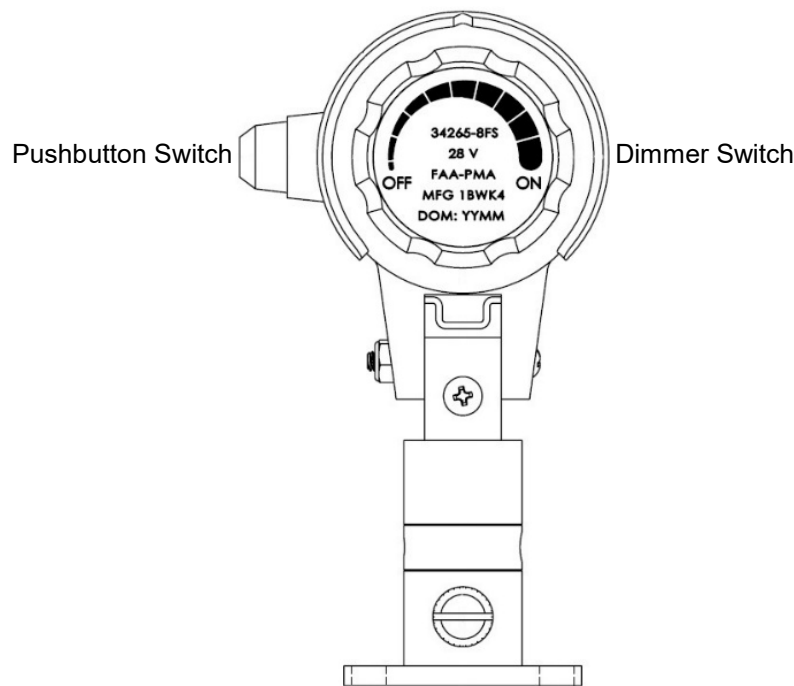


Figure 3. Cockpit Light P/N 34265-8FS Switches

Post test Procedures

- (a) If the Cockpit Light P/N 34265-8FS passed all the tests, prepare it for shipment or storage.
- (b) If the Cockpit Light P/N 34265-8FS did not pass all the tests, repair or replace defective parts and repeat all tests.

6. Fault Isolation of the Cockpit Light

- (a) Do fault isolation (diagnostics) on the Cockpit Light P/N 34265-8FS, as part of the test procedure.

Table 2. Fault Isolation for P/N 34265-8FS

Fault	Probable Cause	Corrective Action
Cockpit Light does not illuminate or does not operate within the specified input current range.	1. Defective LED or other circuit component internal to the Cockpit Light. 2. Defective wiring. 3. Defective rheostat switch.	Replace Cockpit Light.
Cockpit Light does not dim.	Defective rheostat switch.	Replace Cockpit Light.
Cockpit Light does not change illumination color.	Defective pushbutton switch.	Replace Cockpit Light.



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7. Disassembly

- (a) There are no disassembly instructions for the Cockpit Light P/N 34265-8FS. The Cockpit Light is a sealed assembly and is not repairable.

8. Assembly

- (a) There are no assembly instructions for the Cockpit Light P/N 34265-8FS. The Cockpit Light is a sealed assembly and is not repairable.

9. Repair

Reference changes to Boeing Aircraft Maintenance Manuals in the following Appendices for further repair details:

- Appendix A - Boeing 737-300/400/500 Aircraft Maintenance Manual 33-11-00
 - Rev. 72, dated September 25, 2010
- Appendix B - Boeing 737-600/700/800/900 Aircraft Maintenance Manual 33-17-00
 - Rev. 52, dated October 15, 2013
- Appendix C - Boeing 737-7/8/8200/9 Aircraft Maintenance Manual 33-17-00
 - Rev. 1A, dated July 15, 2017
- Appendix D - Boeing 747 Aircraft Maintenance Manual 33-15-00
 - Rev. 66, dated July 15, 2009
- Appendix E - Boeing 757 Aircraft Maintenance Manual 33-14-00
 - Rev. 100, dated January 20, 2011
- Appendix F - Boeing 767 Aircraft Maintenance Manual 33-14-00
 - Rev. 44, dated April 22, 2009

10. Illustrated Parts List

The Cockpit Light P/N 34265-8FS does not contain replaceable lamps. Instead of relamping the Cockpit Light when the light is malfunctioning, removal and replacement of the Cockpit Light will be necessary.

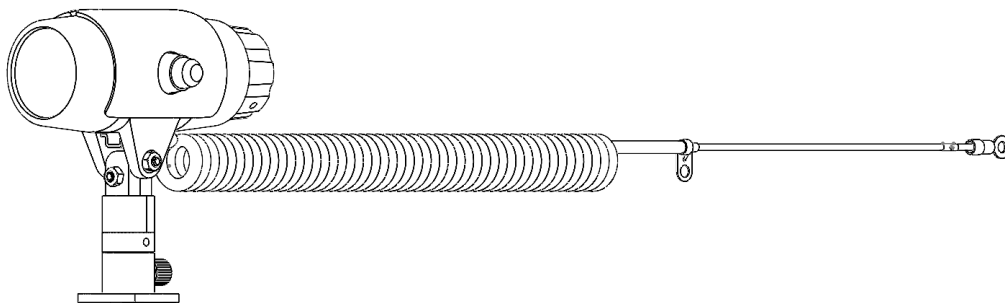


Figure 4. FSCC COCKPIT LIGHT

Table 3. Cockpit Light Subcomponent List (Only identical P/Ns are Cross-Compatible)

Item #	Description	Honeywell P/N	FSCC P/N
1	Cockpit Light	34265-8	34265-8FS



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11. Material Information

This document will be maintained and the latest approved revision posted on the HEICO web site at <http://ipc.heico.com>.

In addition, it is the responsibility of the person(s) performing maintenance on their installed system to ensure that this document is current by checking the HEICO web site at <http://ipc.heico.com> prior to performing maintenance.

12. Revision and Approval History

Rev. Level	Rev. Date	Remarks
NC	March 24, 2025	Initial release



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APPENDIX A

Boeing 737-300/400/500 Aircraft Maintenance Manual 33-11-00

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AMM Changes

The following changes to Boeing 737-300/400/500 Aircraft Maintenance Manual 33-11-00 dated Sep 25/2010 are recommended for proper maintenance of PMA article P/N 34265-8FS.

- Boeing AMM 33-11-00, page 2 dated May 25/2008:

8. Flight Kit Light	
press the pushbutton switch on the side of the housing	A. Flight kit lights are on the flight compartment sidewalls adjacent to the captain's and first officer's seats.
	B. All the controls for the flight kit light are on the housing of the light.
	(1) You make the light come on and go off with an electrical switch on the base of the light.
	(2) You turn the front housing to change the lighting from white to red.
	(3) You turn the rear housing to control the intensity of the lighting.
	C. The 28 volts ac transfer bus No. 1 supplies electrical power for the operation of these lights.

- Boeing AMM 33-11-00, page 103 dated May 25/2008:

TROUBLE	PROBABLE CAUSE	ISOLATION PROCEDURE	REMEDY
Flight kit light or reading light inoperative	Burned-out bulb, faulty switch or potentiometer on light assembly	Observe light is maximum brightness.	Relamp light
	Defective LED or other circuit component	If light does not come on, then the assembly is the problem.	Replace light assembly

Replace cockpit light



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APPENDIX B

Boeing 737-600/700/800/900 Aircraft Maintenance Manual 33-17-00



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AMM Changes

The following changes to Boeing 737-600/700/800/900 Aircraft Maintenance Manual 33-17-00 dated Oct 15/2013 are recommended for proper maintenance of PMA article P/N 34265-8FS.

- Boeing AMM 33-17-00, page 201 dated Oct 15/2012:

1. General

A. This procedure has these tasks:

- (1) Map light - Lamp Replacement
- ~~(2) Flight Kit/Reading Light - Lamp Replacement~~
- (3) Chart Light - Lamp Replacement

- Boeing AMM 33-17-00, page 204 dated Oct 15/2013:

TASK 33-17-00-960-802

3. Flight Kit/Reading Light - Lamp Replacement
(Figure 202)

A. References

Reference	Title
24-22-00-860-811	Supply Electrical Power (P/B 201)
24-22-00-860-812	Remove Electrical Power (P/B 201)
WDM 33-17-11	Wiring Diagram Manual

B. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
21	Lamp	33-17-00-07-035	KAL 051-060, 071, 072, 080-099, 591-599, 601-699, 921-999
		33-17-00-07A-035	KAL 001-006, 010-017, 020, 901-907
		33-17-00-09-037	KAL 001-006, 010-017, 020, 053-060, 071, 072, 080-099, 591-599, 601-699, 901-907, 921-999
		33-17-00-12-020	KAL 051-054, 591-599, 921-999
		33-17-00-12A-021	KAL 001-006, 010-017, 020, 901-907
		33-17-00-15-040	KAL 056-060, 072, 080-099, 603-699

C. Location Zones

Zone	Area
211	Flight Compartment - Left
212	Flight Compartment - Right

D. Procedure

SUBTASK 33-17-00-860-004

(1) At the back of the light, set the switch to the off mode.

NOTE: Use the knob, not the push-button switch.

SUBTASK 33-17-00-960-002

WARNING: DO NOT TOUCH THE SOCKET OR THE METAL END OF THE LAMP. WHEN ELECTRICAL POWER IS SUPPLIED TO THE LIGHT, ELECTRICAL SHOCK CAN OCCUR.

(2) Do these steps to replace the lamp (WDM 33-17-11):

- (a) Remove the retainer [23].
- (b) Remove the lens [22].
- (c) Replace the lamp [21].
- (d) Install the lens [22].
- (e) Install the retainer [23].

SUBTASK 33-17-00-860-005

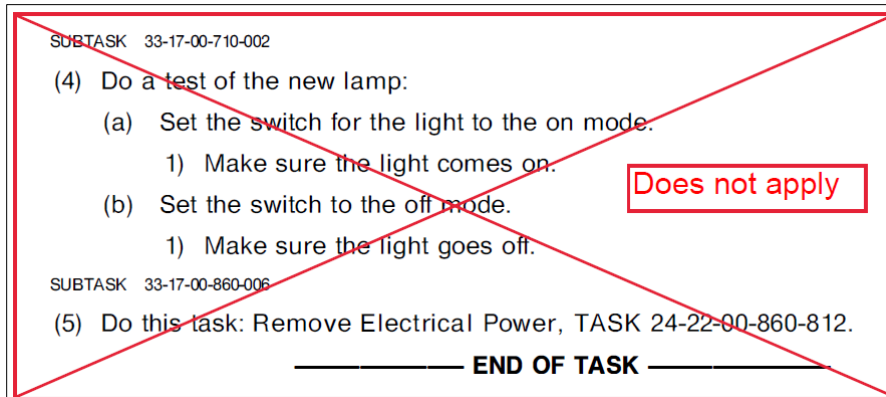
(3) Do this task: Supply Electrical Power, TASK 24-22-00-860-811.

Does not apply

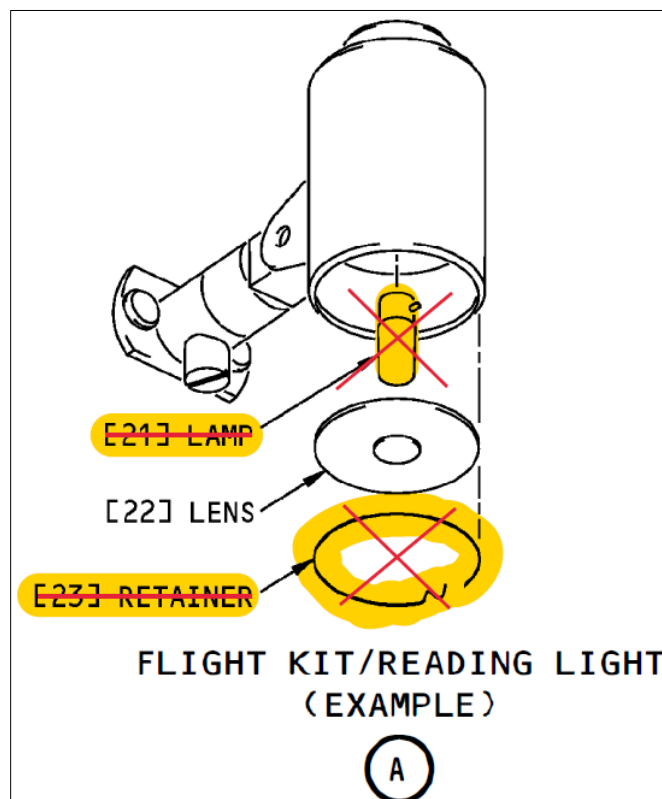
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- Boeing AMM 33-17-00, page 205 dated Oct 15/2013:



- Boeing AMM 33-17-00, page 205 dated Oct 15/2013:





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APPENDIX C

Boeing 737-7/8/8200/9 Aircraft Maintenance Manual 33-17-00

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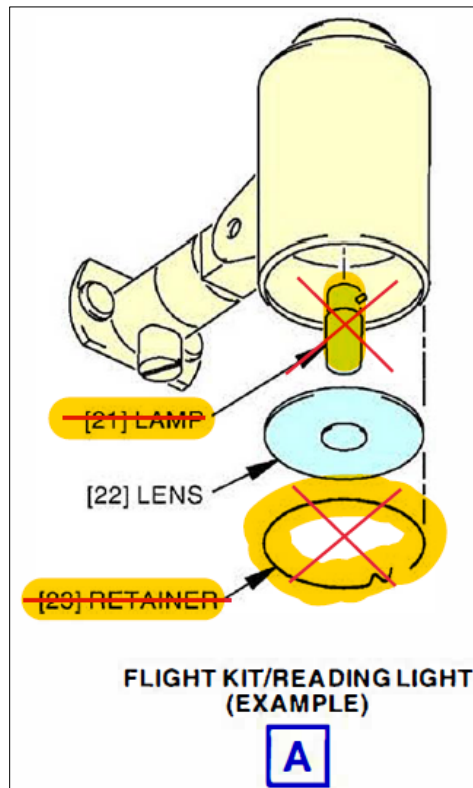
AMM Changes

The following changes to Boeing 737-7/8/8200/9 Aircraft Maintenance Manual 33-17-00 dated Jul 15/2017 are recommended for proper maintenance of PMA article P/N 34265-8FS.

- Boeing AMM 33-17-00, page 201 dated Jan 15/2017:

1. General
A. This procedure has these tasks:
(1) Flight Crew Lights Deactivation.
(2) Flight Crew Lights Activation.
(3) Map light - Lamp Replacement.
(4) Flight Kit/Reading Light - Lamp Replacement.
(5) Chart Light - Lamp Replacement.

- Boeing AMM 33-17-00, page 204 dated Jan 15/2017:





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- Boeing AMM 33-17-00, page 209 dated Jan 15/2017:

TASK 33-17-00-960-802

5. Flight Kit/Reading Light - Lamp Replacement
(Figure 205) Does not apply

A. References

Reference	Title
24-22-00-860-801	Supply Electrical Power (P/B 201)
24-22-00-860-802	Remove Electrical Power (P/B 201)
WDM 33-17-11	D000534484

B. Expendables/Parts

AMM Item	Description	AIPC Reference	AIPC Effectivity
21	Lamp	33-17-00-07-035	AAL ALL
		33-17-00-15-040	AAL ALL

C. Location Zones

Zone	Area
211	Flight Compartment - Left
212	Flight Compartment - Right

D. Procedure

SUBTASK 33-17-00-960-006

(1) At the back of the light, set the switch to the off mode.
NOTE: Use the knob, not the push-button switch.

SUBTASK 33-17-00-960-002

WARNING: DO NOT TOUCH THE SOCKET OR THE METAL END OF THE LAMP. WHEN ELECTRICAL POWER IS SUPPLIED TO THE LIGHT, ELECTRICAL SHOCK CAN OCCUR.

(2) Do these steps to replace the lamp (WDM 33-17-11):

- Remove the retainer [23].
- Remove the lens [22].
- Replace the lamp [21].
- Install the lens [22].
- Install the retainer [23].

SUBTASK 33-17-00-960-001

(3) Do this task: Supply Electrical Power, TASK 24-22-00-860-801.

SUBTASK 33-17-00-960-002

(4) Do a test of the new lamp:

- Set the switch for the light to the on mode.
 - Make sure the light comes on.
- Set the switch to the off mode.
 - Make sure the light goes off.

SUBTASK 33-17-00-960-003

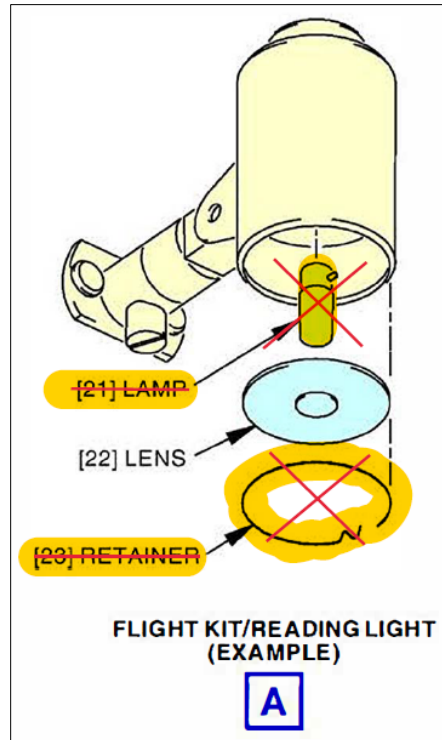
(5) Do this task: Remove Electrical Power, TASK 24-22-00-860-802.

——— **END OF TASK** ———

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- Boeing AMM 33-17-00, page 210 dated Jan 15/2017:





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APPENDIX D

Boeing 747 Aircraft Maintenance Manual 33-15-00

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AMM Changes

The following changes to Boeing 747 Aircraft Maintenance Manual 33-15-00 dated Jul 15/2009 are recommended for proper maintenance of PMA article P/N 34265-8FS.

- Boeing AMM 33-15-00, page 1 dated Oct 18/2004:

4. Utility Lights

A. Utility floodlights are provided in the flight compartment, one for each flight crewmember. The utility lights are semiportable. They can be removed from their mounting fixture and used to illuminate areas not possible otherwise. The light assembly is electrically connected to its mount by a flexible cord that extends to approximately 50 inches.

Pressing the pushbutton switch on the side of the housing

Rotation of the front section of the light permits the selection of white or red light. Rotation of the red knob on the light varies its intensity from off to dim through bright. A small pushbutton on the red knob provides maximum intensity light output at any position of knob rotation. Releasing the pushbutton restores the light intensity to that selected by knob rotation.

black

B. The 28-volt ac bus 4 supplies power to the utility lights through a circuit breaker located on the P6 panel. The utility lights and the map lights use a common circuit breaker.

- Boeing AMM 33-15-00, page 502 dated Jun 18/2005:

SUBTASK 33-15-00-715-029

(7) Do a test of the utility lights:

(a) Turn the red knob on a utility light to the BRT position. fully clockwise

black (b) Make sure the utility light changes to a bright intensity.

(c) Turn the red knob on the utility light to the OFF position. fully counter clockwise

~~(d) Push the small button on the red knob of the utility light.~~

~~(e) Make sure the utility light changes to a bright intensity.~~

(f) Do this procedure again for the other utility lights.



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APPENDIX E

Boeing 757 Aircraft Maintenance Manual 33-14-00

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AMM Changes

The following changes to Boeing 757 Aircraft Maintenance Manual 33-14-00 dated Jan 20/2011 are recommended for proper maintenance of PMA article P/N 34265-8FS.

- **Boeing AMM 33-14-00, page 1 dated Feb 20/2010:**

(3) Flight Kit and Utility Lights

(a) **LED** ~~incandescent~~ flight kit and utility lights are provided at the captain's, first officer's, and observer's stations. They use 28v ac from the right bus on the P11 panel.

(b) The portable lights are released from a mounting stand with a snap release tensioner. **output illumination from** A red/white **filter in** each unit is selected by **rotating the front lens assembly**. **Another switch** Two switches and a rheostat are built into the assembly. **The** One switch is in series with the rheostat. **pressing the pushbutton switch on the side of the housing** The other bypasses the rheostat and provides maximum brightness when pressed. The rotary control is on the back of the light assembly.

- **Boeing AMM 33-14-00, page 201 dated Feb 20/2010:**

1. General

- A. This procedure contains these tasks for the flight compartment miscellaneous lights:
- (1) Map Light - Lamp Replacement
 - (2) Chart Light - Lamp Replacement
 - ~~(3) Flight Kit Light or Utility Light - Lamp Replacement~~
 - (4) Threshold Step Light - Lamp Replacement

- **Boeing AMM 33-14-00, page 202 dated Feb 20/2010:**

~~TASK 33-14-00-962-010~~

~~4. Flight Kit Light or Utility Light - Lamp Replacement~~

~~A. References~~

Reference	Title
24-22-00 P/B 201	CONTROL (SUPPLY POWER) - MAINTENANCE PRACTICES

Does not apply



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- Boeing AMM 33-14-00, page 203 dated Feb 20/2010:

B. Location Zones

Zone	Area
211	Control Cabin - Sect 41 - Left (Pass)
212	Control Cabin - Sect 41 - Right (Pass)

C. Procedure

SUBTASK 33-14-00-712-021

(1) Replace the lamp.

(a) Remove electrical power from the light:

1) Open this circuit breaker and install safety tag:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
N	32	C01281	UTILITY

(b) Remove the clip that holds the lens in position.

(c) Remove the lens.

(d) Carefully replace the lamp.

(e) Install the lens.

(f) Replace the clip.

SUBTASK 33-14-00-712-012

(2) Do a test of the new lamp.

(a) Supply electrical power (PAGEBLOCK 24-22-00/201).

(b) Remove the safety tag and close this circuit breaker:

Overhead Circuit Breaker Panel, P11

Row	Col	Number	Name
N	32	C01281	UTILITY

(c) Set the switch on the rear of the light from the dim to bright position.

1) Make sure the new lamp comes on correctly.

(d) Set the switch to the usual position.

(e) Remove electrical power if it is not necessary (PAGEBLOCK 24-22-00/201).

————— **END OF TASK** —————

Does not apply



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APPENDIX F

Boeing 767 Aircraft Maintenance Manual 33-14-00

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AMM Changes

The following changes to Boeing 767 Aircraft Maintenance Manual 33-14-00 dated Apr 22/2009 are recommended for proper maintenance of PMA article P/N 34265-8FS.

- Boeing AMM 33-14-00, page 1 dated May 10/1995:

(3) Flight Kit/Utility/Note Pad Lights

(a) The flight kit/utility/note pad lights give specific lighting in the flight compartment. These lights operate with 28 volts ac.

(b) These portable lights are released from a mounting stand with a snap release tensioner. A red/white filter in each unit is selected by rotating the front lens assembly. Two switches and a rheostat are built into the assembly. One switch is in series with the rheostat. When pressed, the other bypasses the rheostat and provides maximum brightness. The rotary control is on the back of the light assembly.

output illumination from

Another switch

pressing the pushbutton switch on the side of the housing

The

- Boeing AMM 33-14-00, page 201 dated Aug 22/2005:

1. General

A. This procedure contains these tasks:

(1) Map Light - Lamp Replacement

(2) Chart Light - Lamp Replacement

~~(3) Flight Kit Light, Utility Light, or Note Pad Light - Lamp Replacement~~

(4) Flight Kit Light, Utility Light, or Note Pad Light - Light Assembly Replacement

(5) Supernumerary Reading Light - Lamp Replacement

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- Boeing AMM 33-14-00, page 203 dated Apr 22/2000:

TASK 33-14-00-962-024

4. Flight Kit Light, Utility Light, or Note Pad Light - Lamp Replacement

A. References

- (1) AMM 24-22-00/201, Electrical Power - Control
- (2) SSM 33-14-01
- (3) WDM 33-00-11, Lamp Usage Chart
- (4) WDM 33-14-31

B. Access

- (1) Location Zones
 - 211 Left Flight Compartment
 - 212 Right Flight Compartment

C. Procedure

S 962-027

- (1) Replace the lamp.
 - (a) Remove electrical power from the light:
 - 1) Open each applicable circuit breaker for the light and attach the DO-NOT-CLOSE tag:
 - a) On the overhead circuit breaker panel, P11.
 - (b) Remove the spring clip that holds the lens in position.
 - (c) Remove the lens.
 - (d) If you suspect that there are crossed wires connected to this light, do the following:
 - 1) Remove the lamp
 - 2) Using an ohmmeter, verify continuity between the light base and airplane structure.
 - (e) Carefully replace the lamp.
 - (f) Install the lens.
 - (g) Install the spring clip.

S 712-025

- (2) Do a test of the new lamp.
 - (a) Supply electrical power (AMM 24-22-00/201).
 - (b) Remove the DO-NOT-CLOSE tag and close each circuit breaker that was opened.
 - (c) Set the switch on the rear of the light to the on position.
 - 1) Make sure the new lamp comes on correctly.
 - (d) Set the switch to the usual position.
 - (e) Remove electrical power if it is not necessary (AMM 24-22-00/201).

Does not apply

- Boeing AMM 33-14-00, page 205 dated Apr 22/2006:

~~(c) To make sure that there is no crossed wire connection to the utility light, do these steps:~~

- ~~1) Remove the spring clip that holds the lens in position.~~
- ~~2) Remove the lens.~~
- ~~3) Remove the lamp.~~
- ~~4) Use the ohmmeter to make sure that there is a continuity between the light base and airplane structure.~~
- ~~5) Carefully re-install the lamp.~~
- ~~6) Install the lens.~~
- ~~7) Install the spring clip.~~