

76

No. 2020  
ATA Code 71-00

## Kit No. 76-5005-1 S

**SUBJECT:** POWERPLANT - INSTALLATION OF SPACER BETWEEN THE CARBURETOR AND ENGINE

**EFFECTIVITY:** BEECHCRAFT Duchess 76, serials ME-1 through ME-437.

**REASON:** To reduce the possibility of the carburetor coming in contact with the engine mount.

**COMPLIANCE:** At the owner's discretion, however, Beech Aircraft Corporation recommends that this modification be accomplished.

**APPROVAL:** Engineering data contained in this Service Bulletin is FAA approved.

**MANPOWER:** The following information is for planning purposes only:  
Estimated man-hours: 6 hours per airplane.  
Suggested number of men: 1 man.  
The above is an estimate based on experienced personnel complying with this Service Bulletin. Occasionally, after work has started, conditions may be found which could result in additional man-hours.

**MATERIAL:** The parts required to accomplish this Service Bulletin are contained in Kit No. 76-5005-1 S. The kit may be ordered through BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers. Beech Aircraft Corporation expressly reserves the right to supersede, cancel and/or declare obsolete any kits or publications that may be referenced in this Service Bulletin without prior notice.

### NOTICE

All BEECHCRAFT kits, unless otherwise designated, are approved for installation on BEECHCRAFT airplanes in original or BEECHCRAFT modified configurations only. BEECHCRAFT kits may not be compatible with airplanes modified by STC installations or modifications other than BEECHCRAFT approved kits.

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Beech Aircraft Corporation issues service information for the benefit of owners and fixed base operators in the form of two classes of Service Bulletins. MANDATORY (Red Border) Service Bulletins are changes, inspections and modifications that could affect safety. The factory considers compliance with these Service Bulletins mandatory. OPTIONAL (No Border) Service Bulletins cover changes, modifications, improvements or inspections the factory feels will benefit the owner and although highly recommended, they are not considered mandatory compliance at the time of issuance, unless so stated in the publication. Due to the wide range of information covered by the OPTIONAL Service Bulletin, each owner/operator is responsible for conducting a thorough review of each Optional Service Bulletin and determine if compliance is required based on the applicability of the OPTIONAL Service Bulletin to his particular set of operating conditions. Both classes are mailed to:

- BEECHCRAFT Authorized Outlets.
- Owners of record on the FAA Aircraft Registration Branch List and the BEECHCRAFT International Owner Notification Service List.

(c) Those having a publications subscription.

Information on Owner Notification Service or Subscriptions can be obtained through any BEECHCRAFT Authorized Outlet. As Service Bulletins are issued, temporary notification in the Service Bulletin Master Index should be made until the index is revised. Warranty will be allowed only when specifically defined in the Service Bulletin and in accordance with the Beech Aircraft Corporation Warranty Policy.

Unless otherwise designated, Beech Aircraft Corporation Service Bulletins as well as BEECHCRAFT kits are approved for installation on BEECHCRAFT airplanes in original or BEECHCRAFT modified configurations only. BEECHCRAFT Service Bulletins and Kits may not be compatible with airplanes modified by STC installations or modifications other than BEECHCRAFT Approved kits.

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**WARRANTY:** Warranty credit for parts and labor to the extent noted under MATERIAL and MANPOWER will be allowed on all affected airplanes which are within warranty at the time this Service Bulletin is released.

All warranty reimbursements are handled through franchised BEEHCRAFT Aero or Aviation Centers and International Distributors and Dealers. Owners and operators should arrange with these outlets to perform the work and have them submit the standard Beech Aircraft Corporation warranty claim form through BEEHCRAFT Parts and Equipment Marketing Wholesalers or International Distributors.

**SPECIAL TOOLS:** None.

**WEIGHT AND BALANCE:** None.

**REFERENCES:** BEEHCRAFT Duchess 76 Maintenance Manual, P/N 105-590000-7 or subsequent, Chapters 71-00 and 71-10.

**PUBLICATIONS AFFECTED:** BEEHCRAFT Duchess 76 Parts Catalog P/N 105-590000-9C or subsequent, Chapter 71-00.

**ACCOMPLISHMENT INSTRUCTIONS:** This Service Bulletin may be accomplished as follows:

1. Refer to the Maintenance Manual and remove the engine cowling from either engine.

2. Turn the fuel selector valve to the off position.

**NOTE**

Do not remove the carburetor heat control cable from the air box. Do not remove the throttle control cable or mixture control cable from the engine control bracket.

3. Remove the carburetor from the engine. Discard the existing carburetor gasket. Retain the nuts and Pal nuts.

4. Carefully remove the four mounting studs from the engine and install four new P/N 31C16P03 studs.

5. Install two new P/N 77154 gaskets, a P/N 105-910020-1 spacer and reinstall the carburetor on the new mounting studs as shown in the illustration. Use the nuts and Pal nuts which were removed in Step 3.

6. Repeat Steps 1 through 5 on the opposite engine.

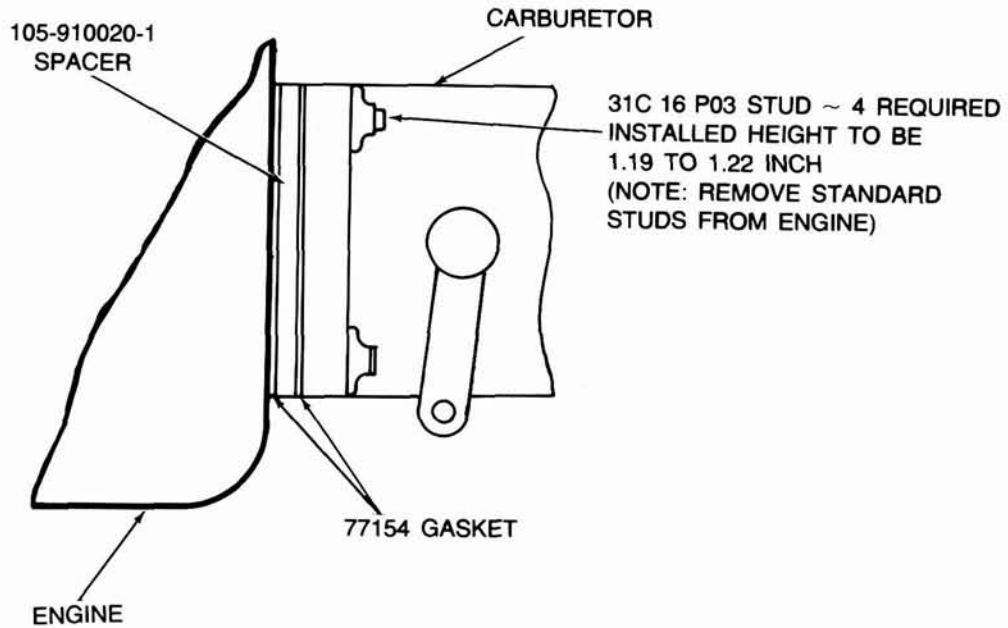
**NOTE**

When checking for leaks in the fuel system, ensure that the fuel system is pressurized by turning the BATT ON switch on and both the LH and RH AUX FUEL PUMP switches on. The battery switch is located on the pilot's far left subpanel and the auxiliary fuel pump switches are located just to the left of the landing gear switch handle.

7. Turn the fuel selector valves to on, mixture controls to rich, throttles to open, the fuel pumps to on and check both engines for fuel leaks.

8. Refer to the Maintenance Manual and reinstall the engine cowlings.

9. Refer to the Maintenance Manual and ground run the engines to check for leaks, proper rigging and proper operation of all controls.



**Spacer Installation**

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**RECORD COMPLIANCE:**

Upon completion of this Service Bulletin, make an appropriate maintenance record entry specifying the kit identification number and the kit serial number. It is recommended that the parts list contained in the kit be filed for future reference until the listing of parts has been incorporated into the Parts Catalog.