

Beechcraft CLASS I SERVICE INSTRUCTIONS

23

No. 0209-241

SUBJECT: POWER PLANT, REPLACING THE CARBURETOR

AIRCRAFT AFFECTED: BEECHCRAFT Musketeers, Model B23, serials M-1095 through M-1122, M-1124 through M-1135, M-1137 through M-1146, M-1149, M-1151 through M-1154, M-1157 through M-1169, M-1171, M-1174 through M-1182, M-1184 through M-1186, M-1188, M-1189, M-1192 through M-1197, M-1199, M-1201 through M-1203, M-1207, M-1209, M-1211, M-1216, M-1218, M-1219, M-1224, M-1232, M-1234 through M-1245, M-1247 through M-1249.

REASON FOR INSTRUCTIONS: To provide an improved carburetor.

ACCOMPLISHMENT: As soon as is practical after receiving these service instructions.

DESCRIPTION: On the affected BEECHCRAFT Musketeers, it is recommended, according to the specification of Lycoming Engineering Change Order No. 15143, that existing carburetors with serial numbers below BW3-394 that are not identified with a white dot adjacent to the placard and on the float bowl cover be replaced with the improved HA6 carburetor (Lycoming P/N LW10260, Marvel Schebler P/N 10-5045).

Replacement carburetors with serial numbers below BW3-394 also must be identified with the white dot adjacent to the placard and on the float bowl cover. Carburetors with serial numbers BW3-394 and above will not have, and need not have, the white dot identification.

After removal of the existing carburetor, it will be necessary to use the following procedure in installing the new LW10260 (Lycoming) carburetor:

1. Prior to installation, slightly loosen the bolt that locks the throttle arm to the throttle shaft.
2. Remove the AN823-6 45° elbow and the AN816-6 straight nipple from the existing carburetor and install them on the new carburetor. Be certain that the 45° elbow is very slightly (approximately 10°) forward of a straight down position.

NOTE

On those carburetors installed with Palnuts, it is permissible to use star washers in lieu of the Palnuts when the new carburetor is installed.

3. After installation of the carburetor on the engine, locate the throttle arm on the throttle shaft so as to insure full

travel of the throttle between the external stops, and lock it into place. Be certain that the throttle arm is locked securely to the throttle shaft to prevent slippage of the throttle arm when it strikes the throttle stops.

4. Adjust the throttle control cable to insure that, when the control is making full throttle contact at the throttle body, a maximum gap of 1/16 inch remains at the instrument panel. (See Service Instructions No. 0130-159, Rev. I.)

5. Adjust the mixture control cable to provide full travel of the mixture control arm and to provide for approximately 1/8 inch cushion in full rich position.

6. Pressurize the fuel system with the boost pump and inspect the carburetor installation for possible fuel leaks.

7. Start the engine and warm it up at 1000 to 1500 RPM until oil temperature rises to at least 85° and check idle speed for 650 RPM.

8. Check the mixture and adjust it so that, when the mixture control is pulled into the idle cut-off position with the engine idling at 650 RPM, a rise of from 35 RPM to 50 RPM is noted just prior to engine stoppage.

9. After adjustment of the mixture control, recheck the idle speed and adjust it as necessary to obtain 650 RPM.

The following item is necessary for this change:

PART NUMBER	DESCRIPTION	QUANTITY
LW10260 (Lycoming)	Carburetor	1

After complying with these service instructions, make an appropriate entry in the engine log book and return the attached compliance card to Beech Aircraft Corporation.

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- (a) BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers
- (b) Owners of record on the FAA Registration list and the

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CLASS I