



CLASS I

SERVICE INSTRUCTIONS

19, 23

No. 0574-241
ATA Code 71-00

Kit No. 23-9011-1 S
Kit No. 23-9011-3 S
Kit No. 23-9011-5 S

SUBJECT: POWERPLANT - MODIFICATION OF CARBURETOR AIRBOX VALVE

EFFECTIVITY: BEECHCRAFT Model 23, B23 and C23, serials M-1 through M-554 and M-1095 through M-1361, except M-3;
Sundowner C23, serials M-1362 through M-1420, M-1423, M-1425, M-1426, M-1430, M-1434, M-1438, M-1439, M-1442, M-1443, M-1447 and M-1453 through M-1473;
Model A23-19, 19A, M19A and B19, serials MB-1 through MB-520;
Sport B19, serials MB-521 through MB-585.

REASON: To prevent possible malfunction of the carburetor airbox valve. These Service Instructions No. 0574-241 cancel and supersede Service Instructions No. 0471-241 and Revisions thereof.

COMPLIANCE: Within 25 hours time in service as specified in FAA Airworthiness Directive on same subject.

DESCRIPTION: The existing carburetor airbox valve is replaced with an improved valve of double thickness. On the Model 19, 19A, M19A and early Model B19 aircraft, the carburetor heat control cable is to be replaced if necessary.

APPROVAL: FAA Approved - DOA CE-2.

MANPOWER: The following information is for planning purposes only:
Estimated man-hours: 6 hours.
Suggested number of men: 1 man.

MATERIAL: The parts necessary to complete this modification are contained in the following kits available through your BEECHCRAFT Parts and Service Outlet.

MODEL	PART NUMBER	DESCRIPTION	QUANTITY	PRICE
Model B23, C23 and Sundowner C23, serials M-1095 through M-1420, M-1423, M-1425, M-1430, M-1438, M-1439, M-1442, M-1447 and M-1453 through M-1473.	23-9011-1 S	Kit - Carburetor Airbox Valve Modification	1	To be advised

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573: Beechcraft Corporation issues service information for the benefit of owners and fixed base operators in the form of three classes of Service Instructions: CLASS I (Red Border) are changes, inspections, and modifications that could affect safety. The factory considers compliance mandatory. CLASS II (Green Border) covers changes, modifications, improvements or inspections the factory feels will benefit the owner and although highly recommended, they are not considered mandatory compliance, unless specified at the time of issuance. Class I and II are mailed to:

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

BEECHCRAFT International Owner Notification Service List (a) Those having a publications subscription

CLASS III (No Border) covers changes which are optional, maintenance aids, product improvement kits and miscellaneous service information. Compliance is at the owner or operator's prerogative. Copies of Class III are distributed per a and c above. Information on Owner Notification Service or Subscriptions can be obtained through any BEECHCRAFT Aero or Aviation Center, International Distributor and Dealer, or the Factory. As Service Instructions are issued temporary notation in the index should be made until the index is revised. Warranty will be allowed only when specifically defined in the Service Instructions and in accordance with Beech Warranty Policy.

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CLASS I

Service Instructions No. 0574-241

MODEL	PART NUMBER	DESCRIPTION	QUANTITY	PRICE
Model 23, serials M-1 through M-554 except M-3, Model A23-19, 19A, M19A, B19 and Sport B19, serials MB-1 through MB-558.	23-9011-3 S	Kit - Carburetor Airbox Valve Modification	1	To be advised
Sport B19, serials MB-559 through MB-585.	23-9011-5 S	Kit - Carburetor Airbox Valve Modification	1	To be advised

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: None.

REFERENCES: None.

PUBLICATIONS AFFECTED: It is recommended that a note be made on Figure 241, 241B and 241D of all Parts Catalogs to "See Service Instructions No. 0574-241". These Service Instructions No. 0574-241 cancel and supersede Service Instructions No. 0471-241 and Revisions thereof.

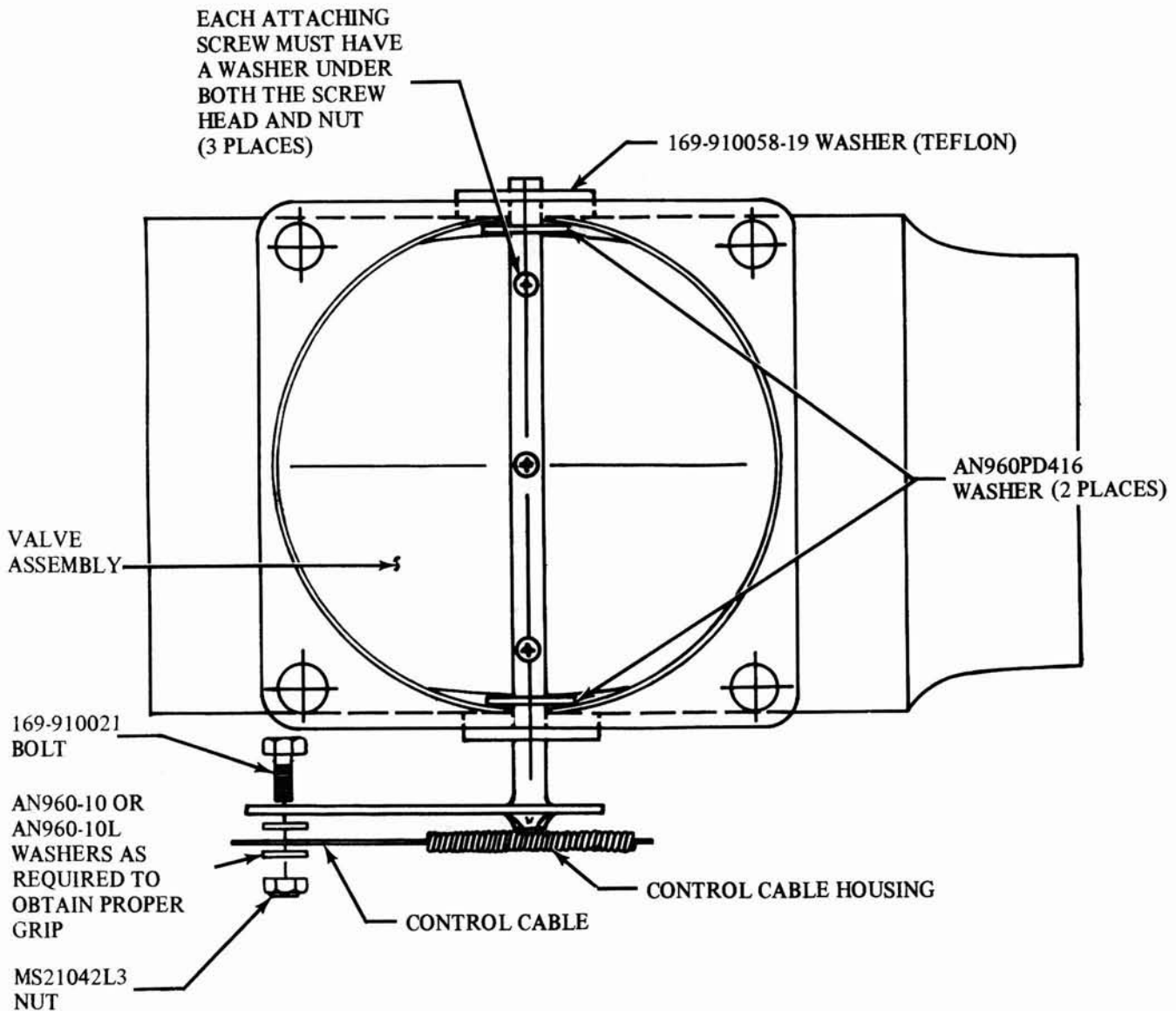


Figure 1. Looking Down on Carburetor Airbox

ACCOMPLISHMENT

INSTRUCTIONS:

This modification may be accomplished in the following manner:

1. Remove the engine cowling from the aircraft.
2. Remove the carburetor airbox from the carburetor.
3. Remove the 3 screws securing the carburetor airbox valve to the shaft assembly.
4. Remove the valve and the shaft assembly from the carburetor airbox and discard the valve and shaft.
5. Inspect the airbox for cracks or excessive wear and replace if necessary.
6. Inspect the Teflon bearings on the airbox for elongation of the shaft hole. Replace as necessary.
7. If replacement of the bearings is necessary, install the bearings on the airbox before line reaming the center (shaft) hole to .250/.254 inch diameter.
8. Install the new valve assembly and AN960PD416 washers as indicated in Figure 1.
9. Install the new screws, washers and nuts through the valve and shaft making certain to place a washer under both the screw head and the nut.
10. Reinstall the carburetor airbox to the carburetor.

This may require replacement of the carburetor heat control cable assembly in order to obtain enough cable housing for clamping. This may be accomplished as outlined in steps 11 through 14.

11. Loosen the hold down nut at the instrument panel and remove the existing carburetor heat control cable assembly.
12. Install the new carburetor heat control cable assembly making certain to route and secure it similar to the original control cable assembly.
13. Remove the carburetor heat control housing clamp from the upper rear corner of the bracket and reinstall at the existing hole in the aft end of the bottom flange of the bracket as indicated in Figure 2.
14. Remove only enough control cable housing to permit full travel of the airbox shaft arm and secure the housing to the bracket with the existing bolt, washer and nut.
15. Attach the carburetor heat control cable to the new valve shaft arm with the new 169-910021 bolt, AN960-10 and/or AN960-10L washers and MS21042L3 nut, being certain that full travel of the airbox valve is obtained. Use a combination of washers as necessary to obtain the proper grip on the actuator cable.
16. Reinstall the cowling.

NOTE

On Model A23-19, 19A, M19A, B19 and Sport B19, serials MB-1 through MB-558 it is necessary to relocate the control cable clamp.

RECORD COMPLIANCE:

Upon completion of these Service Instructions make an appropriate maintenance record entry.

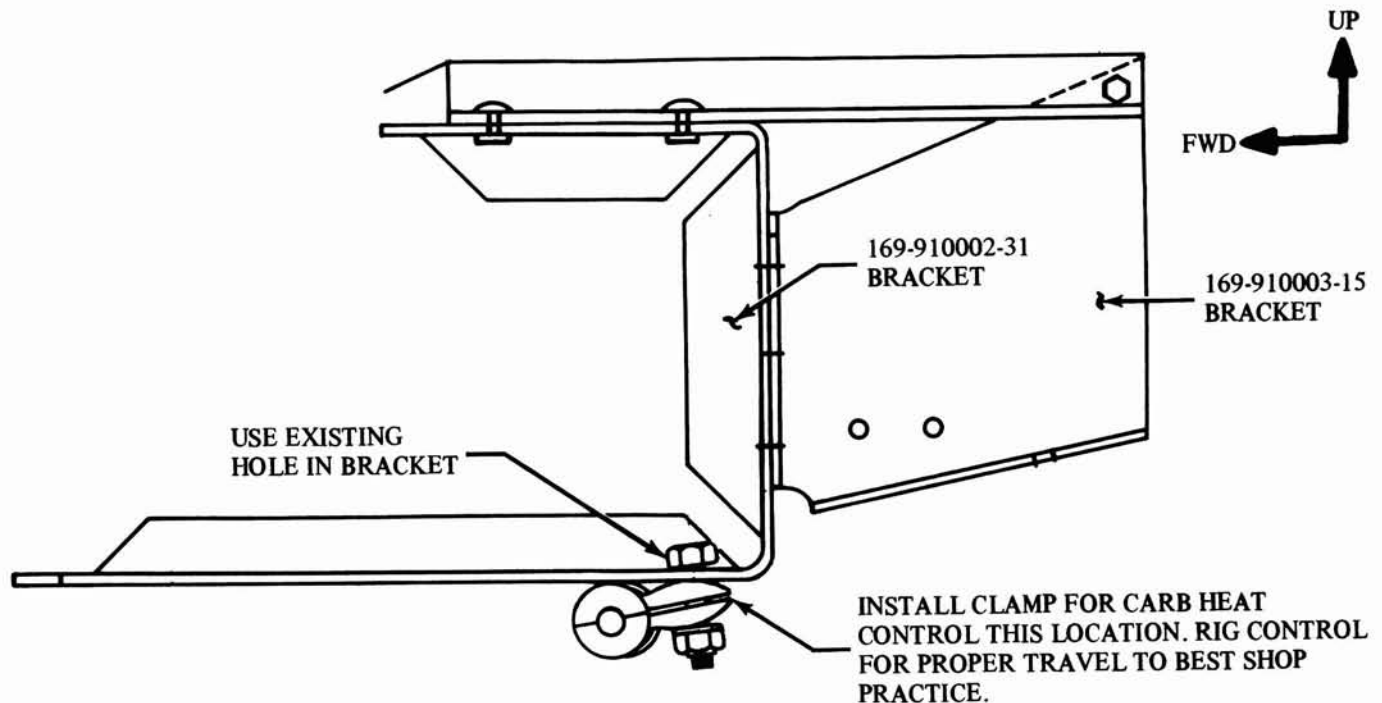


Figure 2. Looking from Left to Right in Engine Compartment