



CLASS I

SERVICE INSTRUCTIONS

19, 23, 24

No. 0679-395, Rev. II
ATA Code 28-40, 79-30

SUBJECT: INSTRUMENT - SUBPANEL - INSPECTION OF FUEL QUANTITY AND OIL TEMPERATURE INDICATION SYSTEMS

SYNOPSIS OF CHANGE: Added torque note to step 5. Changed oil temperature requirement in step 9.

NOTE

Airplanes which have accomplished the original issue or Revision I of these Service Instructions do not need to comply with Revision II.

EFFECTIVITY: BEECHCRAFT B19 Sport 150, serials MB-655 through MB-786;
C23 Sundowner 180, serials M-1517 through M-1786;
B24R Sierra 200 serials MC-199 and MC-209 through MC-405.

REASON: To ensure proper operation of the fuel quantity gages and the oil temperature gage.

COMPLIANCE: As soon as practical, but no later than the next 50 hours time in service.

DESCRIPTION: The terminal posts on the fuel quantity gages and oil temperature gage are to be retorqued to ensure proper installation. The oil temperature gage indication is to be checked with a known resistance in the system.

APPROVAL: FAA Approved - DOA CE-2.

MANPOWER: The following information is for planning purposes only:

Estimated man-hours for inspection: 2 hours.
Estimated man-hours for instrument cluster replacement: 2 hours.
Suggested number of men: 1 man.

MATERIAL: The following parts, if required, are available through your BEECHCRAFT Parts and Service Outlet.

PART NUMBER	DESCRIPTION	QUANTITY
169-380036-37	Instrument Cluster	1 per airplane

AW-1000, AW-1002, AW-1003

176 I

R276 I

R1076 I

1 of 3

CLASS I

Beech Aircraft 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
(c) 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.

98-34239D



Service Instructions No. 0679-395, Rev. II

WARRANTY:

Warranty credit will be allowed for parts and labor not to exceed the man-hours listed under MANPOWER on warranty claims received prior to July 1, 1976.

All warranty reimbursements are handled through franchised BEEHCRAFT outlets. Owners and operators may arrange with these outlets to perform the work and submit the standard Beech Aircraft Corporation warranty claim form to the Commercial Service Department, Beech Aircraft Corporation, Wichita, Kansas 67201.

SPECIAL TOOLS:

None.

WEIGHT AND BALANCE:

None.

REFERENCES:

Safety Communique No. All-27.

PUBLICATIONS AFFECTED:

It is recommended that a note to "See Service Instructions No. 0679-395, Rev. II" be made in all 19, 23 and 24 series Parts Catalog copies, P/N 169-590012H or subsequent, Figures 281, 281B, 281C and 392E.

ACCOMPLISHMENT INSTRUCTIONS:

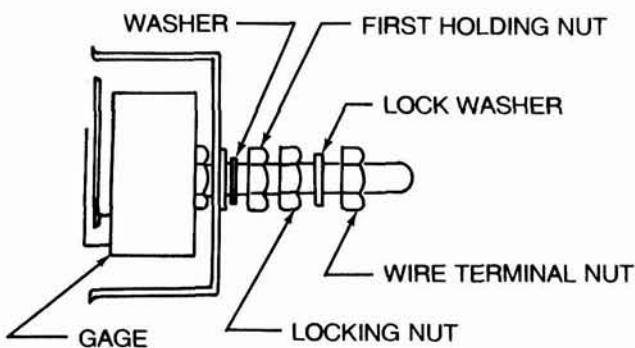
These Service Instructions may be accomplished in the following manner:

1. Ensure that all electrical power is turned off.
2. Disconnect the electrical wires and loosen all hardware on the two terminals on the back of each fuel quantity and oil temperature gage. (See illustration.)

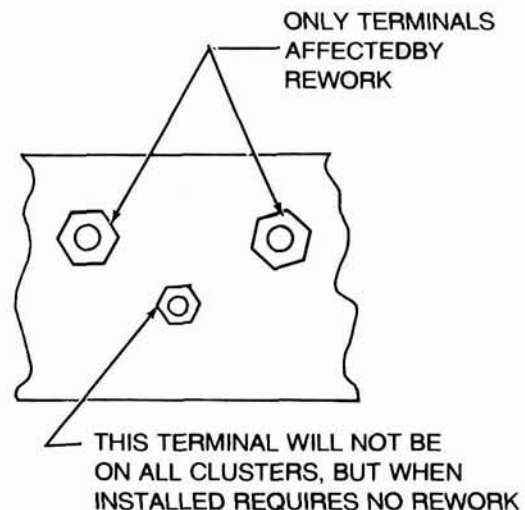
CAUTION

DO NOT REWORK THE AMMETER OR THE OIL PRESSURE GAGES!

3. Using a torque wrench, retorque the first holding nut on each terminal to 20/22 inch-pounds. (See illustration.)
4. Hold the first holding nut with a 3/8-inch open end wrench (not to exceed .09-inch thickness) and torque the locking nut on each terminal to 22 inch-pounds. (See illustration.)
5. Reinstall the electrical wires which were removed in step two except to the "Send" terminal of the oil temperature gage. (Do not exceed 20 inch pounds torque on the terminal.)
6. Hold the first holding nut with the 3/8-inch wrench when tightening the nut down on the wire terminal.



SIDE VIEW



REAR VIEW

7. Connect a 100 ohm, 1 watt, 5% tolerance resistor between the terminal marked "SEND" and ground on the oil temperature gage only.
8. Ensure that the airplane is reasonably level and has 20 gallons of fuel or more in each fuel tank.
9. Turn on the battery master switch and observe the gages in the instrument cluster. The fuel quantity gages must read full and the oil temperature gage must read 80° to 120° (120° is at the left edge of the green bar). If these indications are not obtained, the instrument cluster must be replaced with a new P/N 169-380036-37 instrument cluster.

NOTE

If replacement of the instrument cluster is necessary, be certain that the new cluster assembly has a serial number of 0774 or above.

10. If the correct indications are obtained, turn off the battery master switch, remove the resistor which was connected in step seven and reconnect electrical wiring.

RECORD COMPLIANCE:

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