



# CLASS III SERVICE INSTRUCTIONS

19,23,24,24R

No. 0682-202  
ATA Code 32-00

**SUBJECT:** LANDING GEAR - MAIN GEAR ASSEMBLY - INCREASED TIRE CLEARANCE ON MAIN LANDING GEAR STRUTS

**EFFECTIVITY:** These Service Instructions supersede and cancel Part I of Service Letter No. 65-10 and Service News Article, Volume XX, No. 4, page 17, which were issued on the same subject.

BEEHCRAFT A23-19, 19A, M19A and B19, serials MB-1 through MB-520;  
B19 Sport 150, serials MB-521 through MB-688, except MB-652;  
23, A23, A23A, B23 and C23, serials M-1 through M-1361;  
C23 Sundowner 180, serials M-1362 through M-1556;  
A23-24 and A24, serials MA-1 through MA-368;  
A24R, serials MC-2 through MC-95.  
B24R Sierra 200, serials MC-96 through MC-262;  
unless previously accomplished.

**REASON:** Installation of larger diameter main landing gear tires in the field on earlier aircraft serials, which were not previously equipped with the larger tires, requires rework of the struts to provide clearance for the tires.

**COMPLIANCE:** If larger diameter tires are to be installed on aircraft not previously so equipped.

**DESCRIPTION:** The main landing gear struts are to be reworked to provide clearance for larger diameter tires.

**APPROVAL:** FAA Approved - DOA CE-2.

**MANPOWER:** The following information is for planning purposes only:

Estimated man-hours for rework: 4 hours.  
Estimated man-hours for plate replacement: 10 hours.  
Suggested number of men: 1 man.

**MATERIAL:** The following part, if required for modification of 23 series aircraft prior to serial M-555, is available through your BEEHCRAFT Parts and Service Outlet.

PART NUMBER	DESCRIPTION	QUANTITY	PRICE*
169-810000-99	Plate	2 per aircraft	\$ 9.40 each

\*Estimated suggested selling price. (Subject to change without notice.)

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

BEEHCRAFT 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 BEEHCRAFT 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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## Service Instructions No. 0682-202

**WARRANTY:** None.

**SPECIAL TOOLS:** None.

**WEIGHT AND BALANCE:** None.

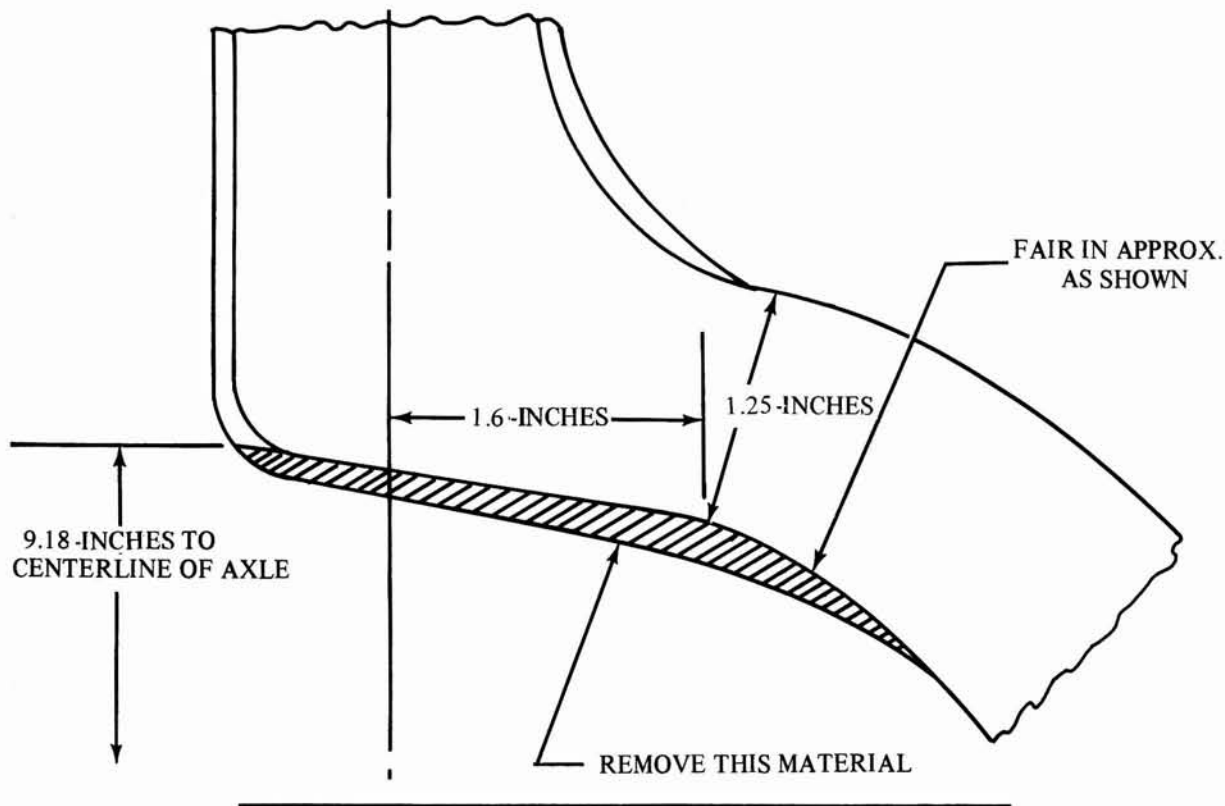
**REFERENCES:** BEEHCRAFT 19, 23, 24 and 24R series, Shop Manual, P/N 169-590015F or subsequent.

**PUBLICATIONS AFFECTED:** None.

### ACCOMPLISHMENT INSTRUCTIONS:

The main landing gear struts may be reworked as follows:

1. Place the aircraft on jacks.
2. Remove the main gear wheels and tires from the landing gear assemblies and remove material from the main gear struts as shown in the illustration.
3. Smooth the reworked area with a fine file or sandpaper to remove all tool marks.
4. Treat the exposed metal surfaces with a chemical film treatment such as Iridite, Alodine or Chromic Acid to protect the area from corrosion.
5. On 23 series aircraft serials prior to M-555 which have not previously accomplished this modification, remove the main landing gears from the aircraft and disassemble the rubber disk shock absorber stacks as instructed in Section 3 of the Shop Manual.
6. Remove and replace the .050-inch thick steel plate (P/N 169-810000-57) with a .312-inch thick aluminum plate (P/N 169-810000-99). Reassemble the rubber disk stacks.
7. Reinstall the tires and wheels on the main gear struts and check for clearance. There should be a minimum of .19-inch clearance between a new tire and the strut at the closest point.
8. Reinstall the main landing gears on the aircraft as instructed in the Shop Manual.



**RECORD COMPLIANCE:** Upon completion of these Service Instructions, make an appropriate maintenance record entry.