



CLASS I SERVICE INSTRUCTIONS

19, 23, 24

No. 0717-159
ATA Code 73-20

SUBJECT: FLIGHT CONTROLS - ENGINE CONTROLS - INSPECTION OF MIXTURE CONTROL AND CARBURETOR HEAT CONTROL CABLES

EFFECTIVITY: BEEHCRAFT A23-19, 19A, M19A and B19, serials MB-1 through MB-520; B19 Sport 150, serials MB-521 through MB-776; 23, A23, A23A, B23 and C23, serials M-1 through M-1361; C23 Sundowner 180, serials M-1362 through M-1664; A23-24 and A24, serials MA-1 through MA-368; A24R, serials MC-2 through MC-95; A24R and B24R Sierra 200, serials MC-96 through MC-360.

REASON: Breakage of the mixture control and carburetor heat control cables can result if improperly connected so as not to allow freedom of rotation of the attach bolts.

COMPLIANCE: Beech Aircraft Corporation considers accomplishment of these Service Instructions mandatory and should be accomplished as soon as practical but no later than the next 50 service hours on all noted airplanes.

DESCRIPTION: The bolts which attach the mixture control cable to the carburetor mixture control arm and the carburetor heat control cable to the carburetor air box arm are to be inspected for freedom of rotation and for proper installation.

APPROVAL: FAA Approved - DOA CE-2.

MANPOWER: The following information is for planning purposes only:
Estimated man-hours: 1.0 hour.
Suggested number of men: 1 man.

MATERIAL: None.

WARRANTY: None.

CLASS I

No BECP
675

1 of 2

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.

98 34239D



Member of GAMA
General Aviation
Manufacturers Association

Service Instructions No. 0717-159

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: None.

REFERENCES: None.

PUBLICATIONS AFFECTED: It is recommended that a note be made in Section 3 of all Shop Manual copies, P/N 169-590015F or subsequent, to "See Service Instructions No. 0717-159 when it is necessary to disconnect, replace, repair or adjust the mixture control cable and/or the carburetor heat control cable at the engine end, until such time as the information has been incorporated into the Shop Manual."

ACCOMPLISHMENT INSTRUCTIONS:

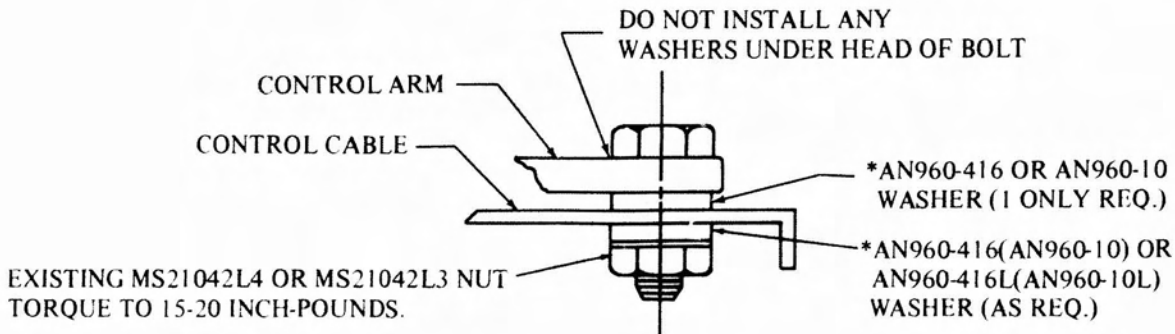
Inspection of the mixture and/or carburetor heat control cables is accomplished as follows:

1. Remove the engine cowling.
2. Check for freedom of rotation of the bolt in the mixture control arm at the carburetor or fuel injector, as applicable. In the event the bolt does not rotate freely, refer to the illustration and adjust washers as necessary to lock the control in the bolt and obtain free rotation of the bolt in the arm to prevent breakage of the control wire.

NOTE

Torque the nut to 15-20 inch-pounds.

3. On the aircraft equipped with carburetors, repeat step 2 for the carburetor air box valve arm and control.
4. Reinstall the cowling.



***USE WASHERS APPROPRIATE TO THE SIZE OF THE EXISTING BOLT. THE BOLT MUST SWIVEL FREELY IN THE CONTROL ARM.**

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