



CLASS I

SERVICE INSTRUCTIONS

77

No. 1153
ATA Code 71-20

- SUBJECT:** POWER PLANT - INSPECTION OF THE ENGINE MOUNT ASSEMBLY TO FIREWALL ATTACH BOLTS
- EFFECTIVITY:** BEEHCRAFT Skipper 77, serials WA-1 through WA-156, WA-158 through WA-161, WA-163 through WA-171, WA-173, WA-174, WA-177 and WA-178.
- REASON:** To inspect the bolts and barrel nuts which attach the engine mount assembly to the firewall for stripped or damaged threads and to replace the bolts and barrel nuts if required.
- COMPLIANCE:** Beech Aircraft Corporation considers this to be a mandatory inspection and it should be accomplished before the next flight of the airplane.

NOTE

If the airplane must be flown to a maintenance facility prior to accomplishing this inspection, contact the Sales and Service Department, Beech Aircraft Corporation, Liberal, Kansas, Phone (316) 624-1613 or TWX No. 910-740-1501 prior to the flight.

- APPROVAL:** FAA Approved - DOA CE-2.
- MANPOWER:** The following information is for planning purposes only:

Estimated man-hours: 2 hours.
Suggested number of men: 1 man.
- MATERIAL:** The following parts, if required, may be ordered through BEEHCRAFT Aero or Aviation Centers and International Distributors and Dealers or may be obtained from local sources.

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
130909B71 or	Bolt	4
AN6-21A /M/	Bolt	4

No BECP
1080 I

1 of 3

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.

98-34239L



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Service Instructions No. 1153

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
2452-064 or LH8065-064	Barrel Nut	4
or NAS577-6A	Barrel Nut	4
NAS578-6	Retainer	4

NOTE

If P/N 2452-064 or P/N LH8065-064 barrel nuts are used, the existing retainers may be reused. If P/N NAS577-6A barrel nuts are used, P/N NAS578-6 retainers will be required for each P/N NAS577-6A barrel nut.

WARRANTY: Warranty credit for parts and labor to the extent noted under MATERIAL and MANPOWER will be allowed on all affected airplanes.

All warranty reimbursements are handled through franchised BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers. Owners and operators should arrange with these outlets to perform the work and have them submit the standard Beech Aircraft Corporation warranty claim form through BEECHCRAFT Parts and Equipment Marketing Wholesalers or International Distributors.

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: None.

REFERENCES: None.

PUBLICATIONS AFFECTED: None.

ACCOMPLISHMENT INSTRUCTIONS: These Service Instructions may be accomplished as follows:

1. Remove the engine cowling.
2. Place a suitable support under the tail of the airplane and a hoist on the engine.
3. Inspect the four bolts which attach the engine mount assembly to the firewall as follows:

- c. Align the holes in the engine mount assembly, firewall and fuselage attach fitting. Ream the holes in the firewall and fuselage attach fitting to .375/.379 inch diameter.

NOTE

The bolts and barrel nuts should be removed and inspected one at a time.

a. Remove one of the bolts, washers and barrel nuts from the engine mount assembly and firewall and inspect the bolt and barrel nut for damage. The barrel nut is held in place by a spring clip and may be removed by using a magnet or a wire hook.

b. If the bolt or the barrel nut have any thread damage, both the bolt and the barrel nut must be replaced with a new bolt and barrel nut as specified under MATERIAL.

NOTE

It may be necessary to use a strap between the two upper and/or lower engine mount assembly tubes to pull the engine mount assembly holes into alignment.

NOTE

If necessary to facilitate reaming of the firewall and attach fitting holes, support the engine and remove the remaining three bolts.

d. Assure that the bolt, barrel nut and all attaching hardware and fittings are clean and free of any grease or oil.

e. Install the bolt, washer, barrel nut and spring clip and torque the bolt to $325 + 0 - 20$ inch pounds. DO NOT USE A POWER WRENCH TO INSTALL

THE BOLTS.

f. Repeat steps a. through e. on the other three engine mount assembly to firewall bolts.

4. Remove the engine hoist and tail support and reinstall the engine cowling.

RECORD

COMPLIANCE:

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