



# CLASS I SERVICE INSTRUCTIONS

77

No. 1155  
ATA Code 24-50

**SUBJECT:** ELECTRICAL POWER - REPLACEMENT OF THE AVIONICS BUS FEED WIRE  
**EFFECTIVITY:** BEEHCRAFT Skipper 77, serials WA-1 through WA-97, WA-99 through WA-102 and WA-104 through WA-113.

### NOTE

Airplanes which were delivered from the factory without avionics should also be inspected. If an avionics bus feed wire has been installed it should be an 8 gage wire. If a smaller wire has been installed it must be replaced with an 8 gage wire as specified in these Service Instructions.

**REASON:** To provide improved overload protection for the avionics bus.  
**COMPLIANCE:** Beech Aircraft Corporation considers this to be a mandatory modification and it should be accomplished as soon as possible after receipt of these Service Instructions, but no later than the next 100 service hours.  
**APPROVAL:** FAA Approved - DOA CE-2.  
**MANPOWER:** The following information is for planning purposes only:  
Estimated man-hours: 1 hour.  
Suggested number of men: 1 man.  
**MATERIAL:** The following parts required for this modification may be ordered through BEEHCRAFT Aero or Aviation Centers and International Distributors and Dealers.

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
108-360012-651	Wire Assembly	1
324486	Dead End Cap	2
TY35M	Ty-Rap	As Required

No BECP  
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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.

98-34239D



CLASS I

## Service Instructions No. 1155

**WARRANTY:** Warranty credit for parts and labor to the extent noted under MATERIAL and MANPOWER will be allowed for all claims submitted prior to June 30, 1981.

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:** BEECHCRAFT Skipper 77 Wiring Diagram Manual, P/N 108-590000-15B or subsequent, Chapters 24-50 and 24-51.

**PUBLICATIONS AFFECTED:** None.

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

1. Turn off and/or disconnect all electrical power and disconnect the battery.
2. Disconnect the avionics bus feed wire from the bus bar under the left side of the instrument panel.
3. Cut the terminal off of the disconnected wire and dead end cap and stow the wire using a P/N 324486 dead end cap.
4. Disconnect the avionics bus feed wire from the circuit breaker on the avionics bus or from the avionics master switch, if installed, under the right side of the instrument panel.
5. Cut the terminal off of the disconnected wire and dead end cap and stow the wire using a P/N 324486 dead end cap.
6. Install the new P/N 108-360012-651 wire assembly between the bus bar and the circuit breaker on the avionics bus or on the avionics master switch, if installed.

### NOTE

Refer to the Skipper 77 Wiring Diagram Manual, Chapters 24-50 and 24-51, wire P12E8.

7. Use P/N TY35M ty-raps (or equivalent) as required to secure the new wire to the wire bundle. Check to assure that the new wire does not interfere with or chafe against the flight controls, engine controls or structure.
8. Reconnect the battery and check all avionics for proper operation.

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