



# CLASS I SERVICE INSTRUCTIONS

19, 23, 24

No. 1168  
ATA Code 32-40

**SUBJECT:** LANDING GEAR - INSTALLATION OF AN IMPROVED GREASE SEAL AND AXLE SPACER

**EFFECTIVITY:** BEECHCRAFT B19 Sport 150, serials MB-891 through MB-905;  
C23 Sundowner 180, serials M-2035 through M-2262;  
C24R Sierra 200, serials MC-579 through MC-716.

**REASON:** To provide improved retention of the main wheel inboard bearing and reduce the possibility of the brake disc contacting the landing gear fork.

**COMPLIANCE:** Beech Aircraft Corporation considers this to be a mandatory modification and it should be accomplished at the next scheduled inspection when the wheels are removed for repacking the wheel bearings.

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

**MANPOWER:** The following information is for planning purposes only:  
Estimated man-hours: .5 hour per wheel (1 hour per airplane).  
Suggested number of men: 1 man.

**MATERIAL:** The following parts required for this modification may be ordered through BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers. The value of the parts required for the incorporation of these Service Instructions on one airplane is to be advised, Prices, when issued, will be subject to change without notice.

PART NUMBER	DESCRIPTION	QUANTITY
153-00900	Ring, Grease Seal	4 per airplane
154-00800	Felt, Grease Seal	2 per airplane
169-810064-1	Spacer	2 per airplane
MS24665-132	Cotter Pin	2 per airplane

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

AW-1210  
381 I

1 of 2

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. 1168

All warranty reimbursements are handled through franchised BEEHCRAFT 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 BEEHCRAFT Parts and Equipment Marketing Wholesalers or International Distributors.

### SPECIAL TOOLS:

None.

### WEIGHT AND BALANCE:

None.

### REFERENCES:

BEEHCRAFT 19, 23 and 24 Shop Manual, P/N 169-590015G or subsequent, Sections 2 and 3.

### PUBLICATIONS

#### AFFECTED:

It is recommended that a note to "See Service Instructions No. 1168" be made in all B19, C23 and C24R Parts Catalog copies, P/N 169-590026C or subsequent, Figure 203A.

### ACCOMPLISHMENT

#### INSTRUCTIONS:

These Service Instructions may be accomplished as follows:

1. Jack either main wheel in accordance with the Shop Manual and remove the wheel.

3. Remove the snap ring and grease seal from the inboard side of the wheel and discard the two metal washers and felt pad that make up the grease seal.

4. Saturate a new felt (P/N 154-00800) with 10W lubricating oil, squeeze out the excess oil and lightly coat the felt with grease conforming to MIL-G-81322. (Obtain grease locally.)

5. Sandwich the felt between two new rings (P/N 153-00900), install the rings and the felt in the wheel and secure in place with the existing snap ring which was removed in step 3.

6. Reinstall the wheel on the axle with the existing retaining nut and secure with a new MS24665-132 cotter pin.

7. Repeat steps 1 through 6 on the opposite main wheel. Reactivate the circuit breaker and close the emergency extend valve on C24R airplanes.

### WARNING

When jacking the C24R, pull the landing gear circuit breaker and open the emergency extend valve to reduce the possibility of inadvertent retraction of the landing gear.

2. Slide the existing spacer (P/N 169-810000-131) off the axle and discard the spacer. Install a new spacer (P/N 169-810064-1) on the axle with the small diameter end of the spacer next to the landing gear fork.

---

### RECORD

#### COMPLIANCE:

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