



CLASS II

SERVICE INSTRUCTIONS

CLASS II

77

No. 1219
ATA Code 32-40

SUBJECT: LANDING GEAR - INSTALLATION OF 17.5 INCH DIAMETER TIRES AND MODIFICATION OF BRAKE ASSEMBLIES

EFFECTIVITY: BEEHCRAFT Skipper 77, serials WA-1 through WA-312.

REASON: To reduce the possibility of shimmy at the main landing gear wheels and premature tire wear.

COMPLIANCE: At the owner's discretion, however, Beech Aircraft Corporation recommends that these Service Instructions be accomplished at the next scheduled inspection.

APPROVAL: Engineering data contained in these Service Instructions is FAA approved.

MANPOWER: The following information is for planning purposes only:

Estimated man-hours: 3 hours.
Suggested number of men: 1 man.

The above is an estimate based on experienced personnel complying with these Service Instructions. Occasionally, after work has started, conditions may be found which could result in additional man-hours.

MATERIAL: The following parts, if required, may be ordered through BEEHCRAFT Aero or Aviation Centers and International Distributors and Dealers.

PART NUMBER	DESCRIPTION	QUANTITY
108-580000-75	Brake Hose Assembly	2
6 00X6 4P TT	6.00-6X17.5 TYPE III 4 Ply Tube Type Tire	2

The value of the parts required to incorporate these Service Instructions on one airplane is to be advised. Price, when issued, will be subject to change without notice.

WARRANTY: This is a product improvement type change and may be accomplished at the owner's discretion, therefore no warranty is applicable.

SPECIAL TOOLS: None.

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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.

98-34238D



WEIGHT AND BALANCE:

WEIGHT (LBS)	ARM (IN)	MOMENT (LBS/IN)
+ 4.2	+ 101.5	+ 426.3

The owner or operator is responsible to maintain compliance with FAR 23.25/CAR 3.74.

REFERENCES:

BEEHCRAFT Skipper 77 Maintenance Manual, P/N 108-590000-7 or subsequent, Chapters 7-00, 32-40 and 91-00.

PUBLICATIONS AFFECTED:

It is recommended that a note to "See Service Instructions No. 1219" be made in the following:

BEEHCRAFT Skipper 77 Maintenance Manual copies, P/N 108-590000-7 or subsequent, Chapter 32-40;

BEEHCRAFT Skipper 77 Parts Catalog copies, P/N 108-590000-9B or subsequent, Chapter 32-41.

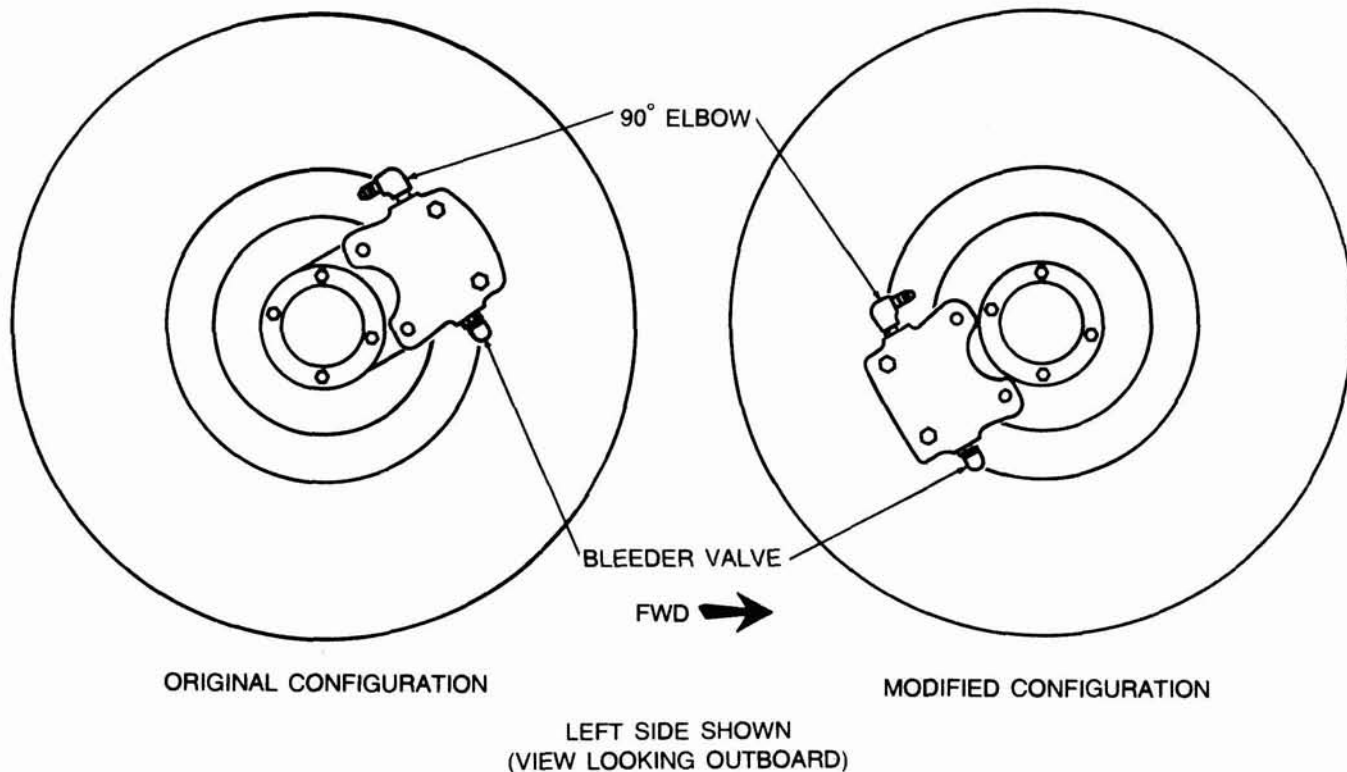
ACCOMPLISHMENT INSTRUCTIONS:

These Service Instructions may be accomplished as follows:

1. Refer to the Maintenance Manual, Chapter 7-00 to jack the airplane and cradle the wing.
2. Refer to the Maintenance Manual, Chapter 32-40 and remove the wheel/tire and brake assembly.
3. Rotate the brake assembly 180° about the axle spindle and reinstall to the strut (see illustration). Torque the attaching bolts to 75 - 80 inch-pounds.
4. Remove the 90° elbow fitting and bleeder

assembly and reinstall with the bleeder in the bottom of the brake housing and the 90° elbow fitting in the top of the brake housing (see illustration). Seal only the pipe thread of the 90° elbow fitting and bleeder assembly with teflon tape.

5. Remove the existing brake hose from the main landing gear strut. Install the new P/N 108-580000-75 brake hose assembly. Refer to the Maintenance Manual, Chapter 91-00 and torque the fittings.



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NOTE

The brake hose may be secured to the strut, necessitating the removal of the main gear strut fairing. If it is necessary to remove the fairing, drill out the rivets on the fairing, secure the brake hose and reinstall the fairing using P/N MS20470AD3 rivets of appropriate length (obtain locally).

6. Refer to the Maintenance Manual, Chapter 32-40 and bleed the brakes.

7. Replace the 15X6.00-6 4P TT tire with a new 6.00 - 6X17.5 Type III 4P TT tube type tire using the existing inner tube. Refer to the Maintenance Manual, Chapter 32-40 to reassemble the wheel. The 6.00 - 6X17.5 4P TT tires should be inflated to 20 + 3 - 0 psi when unloaded or 22 + 3 - 0 psi when loaded.

8. Before reinstallation of the main wheel and tire, balance the wheel/tire assembly as specified in the Maintenance Manual, Chapter 32-40.

NOTE

Beech Aircraft Corporation recommends that the nose landing gear wheel/tire be removed and balanced as specified in the Maintenance Manual, Chapter 32-40, and the nose strut extension checked as specified in the Maintenance Manual, Chapter 32-30.

9. Repeat steps 1 through 8 on the other wheel/tire and brake assembly.

RECORD

COMPLIANCE:

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