



CLASS I

SERVICE INSTRUCTIONS

77

No. 1233, Rev. I
ATA Code 71-20

Kit No. 77-9001-1 S

SUBJECT: POWERPLANT - REPLACEMENT OF THE ENGINE MOUNT ASSEMBLY AND MODIFICATION OF THE ENGINE CONTROL LINKAGE

SYNOPSIS OF CHANGE: Deleted original Steps 13 through 16 and Figure 2 which contained the procedures for drilling a .193/.200 inch diameter hole in the mixture control lever, changed original Step 7 drill bit size from #21 to #30 and deleted the word "EXISTING" from the P/N 108-910000-49 bushing in Figure 1, View A-A.

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

REASON: To provide a new improved replacement engine mount assembly, and to ensure clearance between the engine mount and engine control linkage.

COMPLIANCE: Beech Aircraft Corporation considers this to be a mandatory modification and, unless previously accomplished per the original issue of these Service Instructions, should be accomplished as soon as possible after receipt of these Service Instructions, but no later than the next 100 service hours.

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

MANPOWER: The following information is for planning purposes only:

Estimated man-hours: 17 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.

DJ-129
1182 I
R 483 I

1 of 6

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



CLASS I

MATERIAL: The parts required to accomplish these Service Instructions are contained in Kit No. 77-9001-1 S. The kit may be ordered through BEEHCRAFT Aero or Aviation Centers and International Distributors and Dealers. The value of the kit required to incorporate these Service Instructions on one airplane is to be advised. Price, when issued, will be subject to change without notice. Beech Aircraft Corporation expressly reserves the right to supersede, cancel and/or declare obsolete any kits or publications that may be referenced in these Service Instructions without prior notice.

NOTICE

All BEEHCRAFT kits, unless otherwise designated, are approved for installation on BEEHCRAFT airplanes in original or BEEHCRAFT modified configurations only. BEEHCRAFT kits may not be compatible with airplanes modified by STC installations or modifications other than BEEHCRAFT approved kits.

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

Warranty credit for parts to the extent noted under MATERIAL will be allowed on all affected airplanes which are within the normal BEEHCRAFT warranty period at the time these Service Instructions are released.

On airplanes that are not within the normal BEEHCRAFT warranty period, prorated warranty credit for parts to the extent noted under MATERIAL will be allowed, based on 2000 hours total time in service.

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:

WEIGHT (LBS)	ARM (IN)	MOMENT (LBS/IN)
+2.5	46.5	116.25

The owner/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, Chapter 71-00.

PUBLICATIONS AFFECTED:

It is recommended that a note to "See Service Instructions No. 1233, Rev. I" be made in the following:

BEEHCRAFT Skipper 77 Maintenance Manual copies, P/N 108-590000-7 or subsequent, Chapter 71-00;

BEECHCRAFT Skipper 77 Parts Catalog copies, P/N 108-590000-9B or subsequent, Chapter 71-10.

ACCOMPLISHMENT

INSTRUCTIONS: These Service Instructions may be accomplished as follows:

1. Refer to the Maintenance Manual and remove the engine cowling.

2. Remove electrical power from the airplane. Disconnect and remove the battery and battery box from the airplane. Using a suitable weight or tail tiedown, raise the nose landing gear off the ground.

3. Refer to the Maintenance Manual and remove the engine from the engine mount. Retain all attaching hardware except the clamps, spacers and bushings securing the throttle and carburetor heat control cables to the control bracket. Do not discard the bolts and nuts securing these clamps.

4. Disconnect the nose landing gear steering rod, remove the four bolts securing the nose landing gear to the engine mount and remove the nose landing gear from the engine mount. Remove the four bolts securing the engine mount and remove the engine mount.

NOTE

Airplanes WA-271 and after do not have barrel nuts. Access to the mounting bolt nuts must be obtained from inside the cockpit.

NOTE

It may be necessary to remove the cable ties and/or the clamps securing the plumbing and/or wiring to the engine mount before removing the engine mount from the airplane.

5. Remove the carburetor airbox and drill out the six rivets attaching the carburetor control cable support assembly to the carburetor air box. Remove the support assembly.

6. Locate and install a P/N

108-910000-63 block on the carburetor throttle arm as shown in Figure 1.

7. Install the new P/N 108-940013-1 bracket assembly, using the six P/N MS20470AD4-5 rivets provided in the kit. Locate the existing holes in the air box with a hole locator and drill the holes in the bracket with a .129 (#30) drill bit.

8. Attach a P/N 108-910000-41 link assembly to the carburetor mixture control arm as shown in Figure 1. (View B-B) using a P/N AN3-7A bolt and a P/N 169-910073-3 bushing which was removed in Step 3, three P/N AN960-10L washers, a P/N AN960-10 washer and a P/N MS21042L3 nut which are supplied in the kit.

9. Attach a P/N 108-910000-53 block and a P/N 108-910000-39 link assembly as shown in Figure 1 (View A-A), to the new P/N 108-910013-1 bracket, using a P/N AN3-12A bolt, four AN960-10L washers, a P/N 108-910000-51 bushing and a P/N MS21042L3 nut, supplied with the kit. Do not tighten the nut until the mixture control cable is installed and rigged. Reinstall the carburetor airbox at this time.

NOTE

On some later model airplanes, it will be necessary to ream the cable clamp portion of the P/N 108-910000-53 block with a 7/32 inch drill bit.

10. Connect the free ends of the P/N 108-910000-41 link assemblies using a P/N AN3-6A bolt, two AN960-10L washers, one P/N AN960-10 washer and a P/N MS21042L3 nut which are supplied in the kit. Install a P/N 108-910000-55 bolt, P/N 108-910000-57 bushing, two AN960-10L washers and a P/N MS21042L3 nut in the open hole of the P/N 108-910000-41 link assembly. Do not tighten this nut until the mixture control cable is installed and rigged.

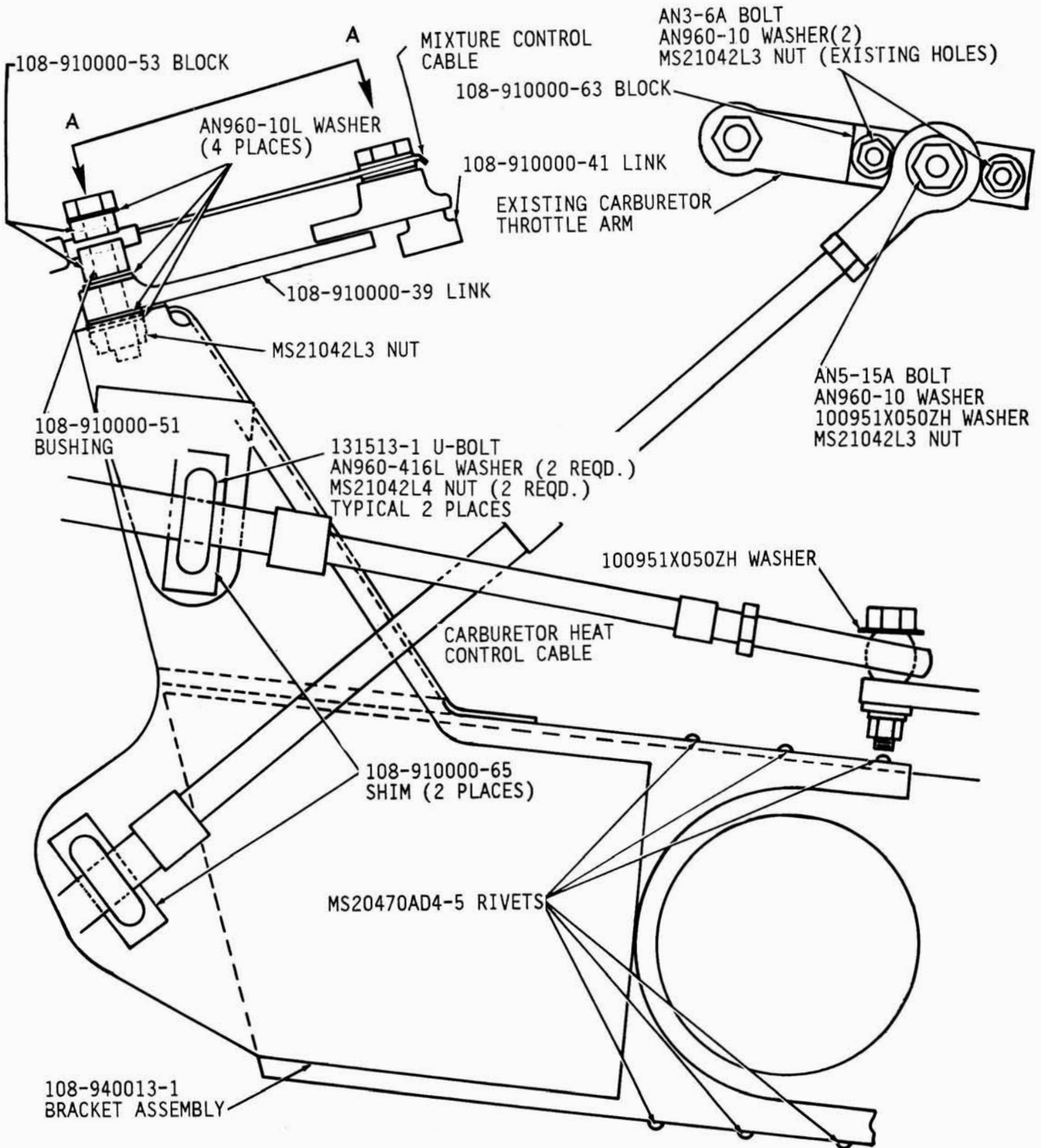
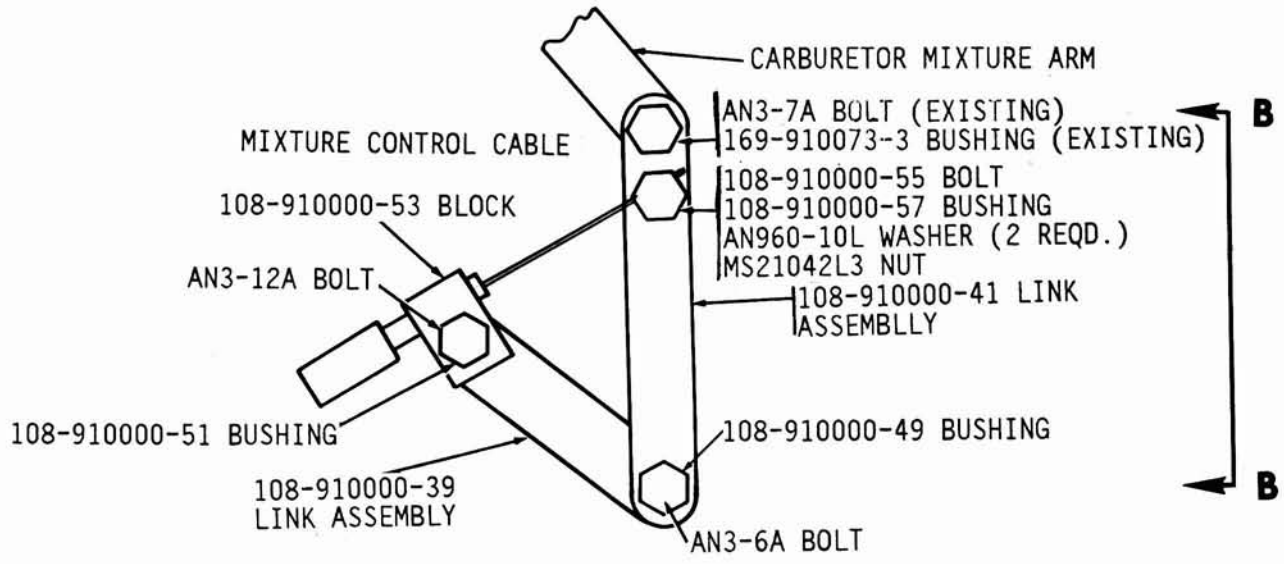
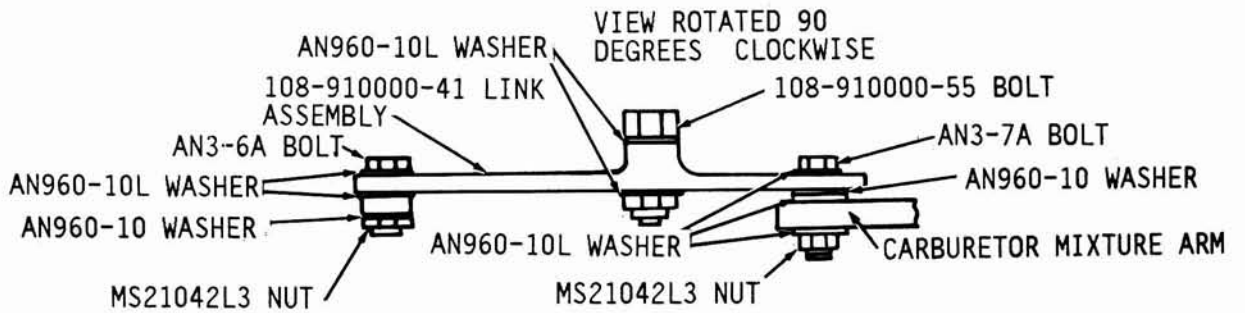


Figure 1.



VIEW A-A



VIEW B-B

Figure 1.
(Continued)

