

Beechcraft SERVICE LETTER

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PREVENTIVE MAINTENANCE FOR FUEL SYSTEMS

MODELS AFFECTED: All Beech Aircraft

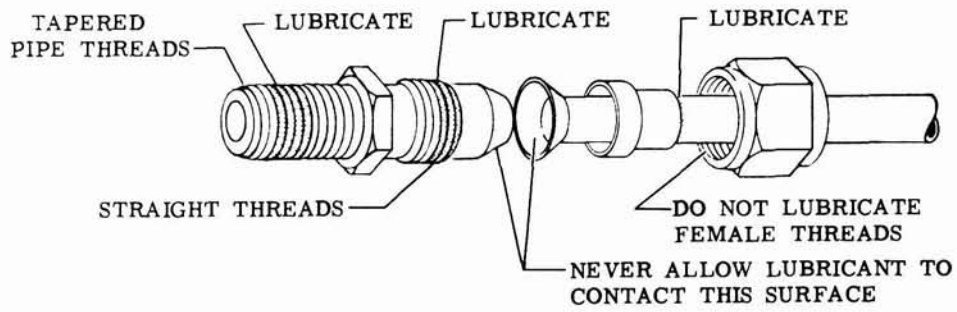
Many fuel system problems can be stopped before they become big ones by using a little preventive maintenance. For instance, leaks around sumps, submerged fuel pumps, and fuel system fittings and lines can be stopped before they start by tightening the bolts to the proper torque value. Many small leaks can be stopped, also, by proper tightening of loose bolts and fittings. These torque values are in all BEECHCRAFT shop manuals except for flared fittings and hoses which are given in the chart below.

TUBING OD INCHES	WRENCH TORQUE FOR TIGHTENING AN818 NUT (POUND INCH)				HOSE END FITTING AND HOSE ASSEMBLIES (POUND INCH)	
	ALUMINUM-ALLOY TUBING FLARE AND10061 or AND10078		STEEL TUBING FLARE AND10061			
	MINIMUM	MAXIMUM	MINIMUM	MAXIMUM	MINIMUM	MAXIMUM
1/8	---	---	---	---	---	---
3/16	---	---	90	100	70	100
1/4	40	65	135	150	70	120
5/16	60	80	180	200	85	180
3/8	75	125	270	300	100	250
1/2	150	250	450	500	210	420
5/8	200	350	650	700	300	480
3/4	300	500	900	1000	500	850
1	500	700	1200	1400	700	1150
1-1/4	600	900	---	---	---	---
1-1/2	600	900	---	---	---	---
1-3/4	---	---	---	---	---	---
2	---	---	---	---	---	---

As a reminder, the following illustration shows the proper tightening technique for flared fittings. Use MIL-T-5544 anti-seize graphite thread compound sparingly where lubricant is called for in the illustration. Anti-seize Compound I, made by Esso Standard Co., and Armitite Product, made by Armitite Laboratories in Los Angeles, California, are both satisfactory lubricants. When previously installed fittings are removed, they should be wiped clean and relubricated before they are reinstalled.

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When tightening the bolts and fittings, check the gaskets, too. If any of them show any signs of deterioration or evidence of leaks, now is the time to change them, not after a leak develops.