

SERVICE BULLETIN



CLASS II

SERVICE INSTRUCTIONS

35

No. 1149
ATA Code 32-30

Kit No. 35-8007-1 S

SUBJECT: LANDING GEAR - INSTALLATION OF AN IMPROVED NOSE LANDING GEAR RETRACT ROD PLUNGER

EFFECTIVITY: BEEHCRAFT Bonanza 35, A35, B35, C35, D35, E35, F35 and G35, serials D-1 through D-4546.

NOTE

These Service Instructions supersede BEEHCRAFT Service Letters No. 35-55, A35-37, B35-22, C35-22, D35-14, E35-15, F35-13 and G35-9 for the purpose of reactivating instructions for installation of parts which were originally contained in Kit No. 35-619 which was cancelled in 1966.

REASON: To provide a longer plunger which will reduce the possibility the plunger pulling out of the forward retract rod should the spring retainer pin shear during landing gear retraction.

COMPLIANCE: Beech Aircraft Corporation recommends that the modification specified herein be accomplished if not already accomplished per one of the above noted Service Letters.

APPROVAL: FAA Approved - DOA CE-2.

MANPOWER: The following information is for planning purposes only:
Estimated man-hours: 2 hours.
Suggested number of men: 1 man.

MATERIAL: The parts required for this modification are contained in Kit No. 35-8007-1 S. The kit may be ordered through BEEHCRAFT Aero or Aviation Centers and International Distributors and Dealers. The value of the kit required for the incorporation of these Service Instructions on one airplane is to be advised. Price, when issued, will be subject to change without notice.

WARRANTY: None.

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 effect safety. The factory considers compliance is mandatory. These are mailed to:

- (a) Owners of record on the FAA Registration list,
- (b) Those having a publications subscription
- (c) BEEHCRAFT Parts and Service Outlets.

Those owners previously requesting notification by card will receive a card on Class I and II Service Instructions. 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 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 II and III are distributed per b 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.

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WEIGHT AND BALANCE:

None.

REFERENCES:

BEECHCRAFT 35, 33 series Shop Manual, P/N 35-590096B or subsequent, Section 3.

PUBLICATIONS AFFECTED:

None.

ACCOMPLISHMENT INSTRUCTIONS:

These Service Instructions may be accomplished as follows:

1. Place the airplane on jacks.
2. Disconnect the nose landing gear doors and remove the boot from the nose gear retract rod where it passes through the aft bulkhead.
3. Remove the cotter pin and washers and remove the shear pin from the retract rod slip joint. Discard the cotter pin and the shear pin, but retain the washer for later reinstallation.
4. Partially retract the landing gear sufficiently to relieve tension from the slip joint spring, then remove the nut and bolt which attach the forward end of the forward retract rod to the nose landing gear V-brace, and remove the rod from the V-brace. Retain the existing bolt, etc. for later reinstallation.
5. Extend the landing gear to full down. Note the position of the spacing washers at the forward retract rod connection to the idler arm and the aft retract rod, and disconnect the forward rod. Retain all existing attaching parts.
6. Remove the plunger from the forward retract rod. Discard the plunger but retain the existing slip joint spring.
7. Install the new P/N 35-825094-4 plunger assembly in the forward retract rod with the existing slip

joint spring. Install a new P/N 100951DD064XM washer between the spring and the flange on the forward rod assembly.

8. Reassemble the forward and aft retract rods to the idler arm using the existing bolt, nut and washers. The bolt head should be installed outboard and spacing washers should be installed in the positions where they were removed in step 5. Install a new MS24665-132 cotter pin in the bolt.

9. Partially retract the landing gear and connect the forward end of the forward retract rod to the nose landing gear V-brace using the existing bolt and nut. The bolt head should be outboard. Install a new MS24665-132 cotter pin in the bolt.

10. Extend the landing gear full down to compress the slip joint spring; then install the new MS20392-2C25 shear pin (head up) with the existing washer and a new MS24665-132 cotter pin.

11. Remove the existing decal from the forward retract rod and install the new P/N 36-820012 pressure sensitive decal.

12. Rig the nose landing gear retract system as directed in the Shop Manual.

RECORD

COMPLIANCE:

Upon completion of these Service Instructions, make an appropriate maintenance record entry, specifying the kit identification number and the kit serial number. The parts list contained in the kit should be filed for future reference.