

MANDATORY**CAL-76-01****TITLE**

ENGINE CONTROLS - INSPECTION OF POWER LEVER LOCKOUT MECHANISM KNOBS

EFFECTIVITY

MODEL	SERIAL NUMBERS
208	20800001 thru 20800696
208B	208B0001 thru 208B5731

REASON

Power Lever Lockout mechanism knobs may vibrate loose during flight. This interface depends upon the application of thread locking adhesive, such as Loctite 242, to secure the threads. If the application of thread locking adhesive was missed at time of installation, the knobs may work their way loose from each other

DESCRIPTION

This service document provides instructions to check the lockout knobs for tightness and if the lockout knobs can be broken loose, procedure to re-secure the knobs with thread locking adhesive.

COMPLIANCE

MANDATORY. This service document must be accomplished at the next 100-hour or 12-month (annual-type) inspection.

A service document published by Textron Aviation may be recorded as *completed* in an aircraft log only when the following requirements are satisfied:

- 1) The mechanic must complete all of the instructions in the service document, including the intent therein.
- 2) The mechanic must correctly use and install all applicable parts supplied with the service document kit. Only with written authorization from Textron Aviation can substitute parts or rebuilt parts be used to replace new parts.
- 3) The mechanic or airplane owner must use the technical data in the service document only as approved and published.
- 4) The mechanic or airplane owner must apply the information in the service document only to aircraft serial numbers identified in the *Effectivity* section of the document.
- 5) The mechanic or airplane owner must use maintenance practices that are identified as acceptable standard practices in the aviation industry and governmental regulations.

No individual or corporate organization other than Textron Aviation is authorized to make or apply any changes to a Textron Aviation-issued service document or flight manual supplement without prior written consent from Textron Aviation.

Textron Aviation is not responsible for the quality of maintenance performed to comply with this document, unless the maintenance is accomplished at a Textron Aviation-owned Service Center.

CONSUMABLE MATERIAL

You must use the consumable materials that follow, or their equivalent, to complete this service document.

June 5, 2023

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 Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277, U.S.A. 1-316-517-5800

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NAME	NUMBER	MANUFACTURER	USE
Primer	Loctite 7649 (Primer N) U467020	Textron Aviation Parts Distribution 7121 Southwest Boulevard Wichita, KS 67215	A general purpose primer to promote adhesion of thread locking adhesive.
Thread locking Adhesive	Loctite 242 (Blue) U074062	Textron Aviation Parts Distribution	Medium-strength adhesive to lock and seal threaded fasteners that are 0.25 inch diameter or larger. Removable with hand tools.

TOOLING

No specialized tooling is required to complete this service document.

REFERENCES

None

PUBLICATIONS AFFECTED

None

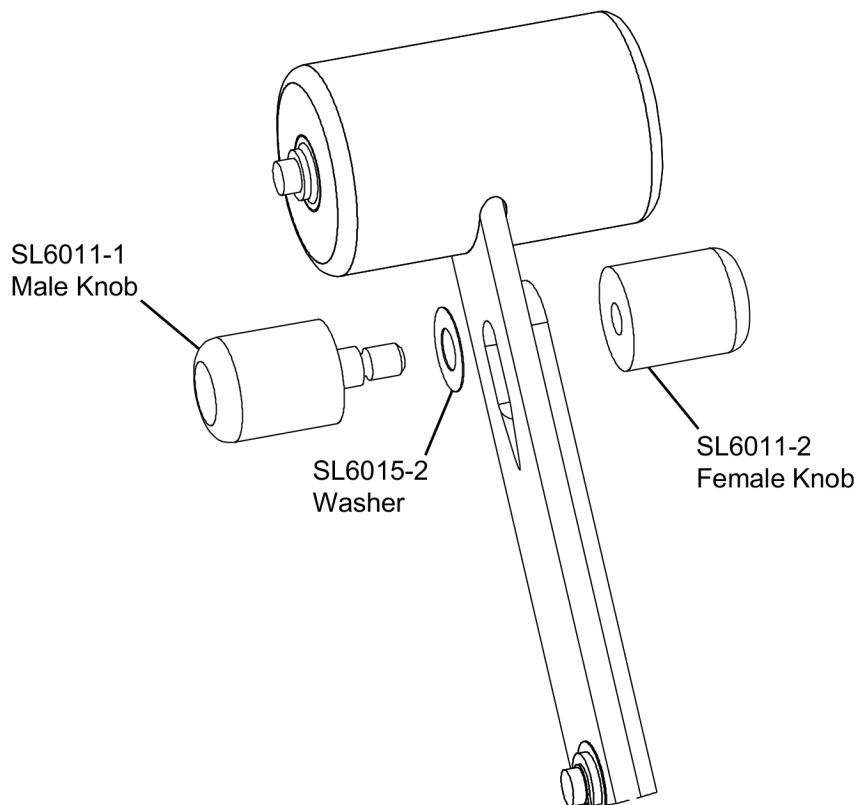
ACCOMPLISHMENT INSTRUCTIONS

1. Prepare the airplane for maintenance.
 - A. Make sure that the airplane is electrically grounded.
 - B. Make sure that all switches are in the OFF/NORM position.
2. (Refer to Figure 1.) Carefully try to rotate the SL6011-1 Male Knob and SL6011-2 Female Knob by hand, without employing the use of tools or excessive force, to see if the two knobs are loose or can be easily loosened.

CAUTION: Care must be used if the knobs loosen and can be separated, there is a washer on the male knob that could fall into the throttle quadrant.

(Figure 1) Power Lever Lockout Knobs

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- A. If knobs cannot be easily loosened, this verifies that the knobs are presently in a tightened condition and no further action is required. Go to Step 8.
- B. If the knobs can be loosened, follow the steps that follow to secure the knobs:
- NOTE:** If the knobs can be loosened, use care to retain the SL6015-2 Washer from under the SL6011-1 Male Knob-Detent.
3. (Refer to Figure 1.) Separate the knobs by unscrewing and removing from the lockout bar.
- CAUTION:** Care must be used as the knobs are removed. The washer on the male knob could fall into the throttle quadrant.
4. (Refer to Figure 1.) Apply thin coat of U467020 Primer to the threads of the SL6011-1 Male Knob-Detent and allow to air dry for 1 minute minimum. (Refer to the Model 208 Series Maintenance Manual, Chapter 20, Anaerobic Adhesives - Maintenance Practices.)
5. (Refer to Figure 1.) Make sure the SL6015-2 Washer is on the threads of the SL6011-1 Male Knob-Detent, apply 1 drop of U074062 Thread locking Adhesive to the threads of the SL6011-1 Male Knob-Detent, position on the lockout bar and install the SL6011-2 Female Knob-Detent until bottomed and hand tight. (Refer to the Model 208 Series Maintenance Manual, Chapter 20, Anaerobic Adhesives - Maintenance Practices.)
- CAUTION:** Use care to apply sufficient adhesive but not so much that the adhesive seeps out of the threads and into the lockout bar and throttle lever.
- A. Visually look to make sure no adhesive has seeped between the lockout bar and throttle lever, clean up any excess adhesive that has seeped out of the threads.

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6. Allow thread locking adhesive to cure per manufactures instructions. (Refer to the Model 208 Series Maintenance Manual, Chapter 20, Anaerobic Adhesives - Maintenance Practices.)
7. Do an engine run and a check for correct operation of the lockout levers by manually operating by lifting the lockout knobs and moving the throttle over the stop to beta, reverse and then back to idle while checking for freedom of movement, smooth operation.

CAUTION: The propeller reversing linkage will be damaged if the power lever is moved aft of the idle position with the engine not running and the propeller in feather.

8. Make an entry in the airplane logbook that states compliance and method of compliance with this service document.

NOTE: Textron Aviation recommends that compliance with all service documents is reported to a maintenance tracking system provider.

- Complete a record of compliance. (Maintenance Transaction Report, Log Book Entry, or other record of compliance.)
- Put a copy of the completed record of compliance in the airplane logbook.
- Send a copy of the completed record of compliance to the maintenance tracking system provider used.

MATERIAL INFORMATION

No parts are required to complete this service document.

TITLE

ENGINE CONTROLS - INSPECTION OF POWER LEVER LOCKOUT MECHANISM KNOBS

TO:

Cessna Model 208 and 208B Aircraft Owner

REASON

Power Lever Lockout mechanism knobs may vibrate loose during flight. This interface depends upon the application of thread locking adhesive, such as Loctite 242, to secure the threads. If the application of thread locking adhesive was missed at time of installation, the knobs may work their way loose from each other

COMPLIANCE

MANDATORY. This service document must be accomplished at the next 100-hour or 12-month (annual-type) inspection.

LABOR HOURS

WORK PHASE	LABOR-HOURS
Inspection and Modification	0.5

MATERIAL AVAILABILITY

No part are required to complete this service document.

WARRANTY

This service document is *mandatory*. Eligible airplanes may qualify for parts and labor coverage to the extent noted in the *Labor Hours* and *Material Availability* sections of this document.

Eligibility: Airplanes identified within the serial number effectivity of this service document must have active Airframe warranty coverage on the original issue date of this document and the coverage must be active on the day the work is accomplished.

Parts Coverage: Textron Aviation-owned and Textron Aviation-authorized Service Facilities, operators, or other maintenance facilities may submit a claim for the parts required to accomplish this service document as defined in the *Material Availability* section of this document.

Labor Coverage: Textron Aviation-owned and Textron Aviation-authorized Service Facilities rated to perform maintenance on the specific model of Cessna Aircraft may submit a claim for the labor necessary to accomplish this service document as defined in the *Labor Hours* section of this document.

Credit Application: After this service document has been accomplished, a claim must be submitted to Textron Aviation within 30 days of the service document completion. Claims for compliance of this service document are to be filed as a W4 type claim.

Please submit your claim form online at ww2.txtav.com/Parts or email the completed Textron Aviation Claim Form to warranty@txtav.com. If submitted on-line a Return Authorization will be provided. If a paper claim is submitted your claim will be entered into the system and a Return Authorization will be sent to you.

The Return Authorization must accompany any required return parts (see *Material Availability*), to the point of purchase.

Parts to be returned to Textron Aviation Parts Distribution should be forwarded to:

TEXTRON AVIATION INC
CORE RETURNS
201 N GREENWICH RD BLDG 94
Wichita, KS 67206-2558

Expiration: June 5, 2025 (after this date the owner/operator assumes the responsibility for compliance costs)

Textron Aviation reserves the right to void continued airplane warranty coverage for the parts affected by this service document until the service document is accomplished.

NOTE: As a convenience, service documents are now available online to all our customers through a simple, free-of-charge registration process. If you would like to sign up, please visit the Customer Access link at support.txtav.com to register.