

**MANDATORY****MTL-32-02****TITLE**

LANDING GEAR - MAIN-LANDING-GEAR TORQUE-KNEE PINS REPLACEMENT

**EFFECTIVITY**

MODEL	SERIAL NUMBERS
B200GT	BY-207, BY-215, BY-224 thru BY-392
B200CGT	BZ-2
200C/B200C	BL-141 thru BL-146
200/B200	BB-1704 thru BB-1813
B300	FL-266 thru FL-1243
B300C	FM-58 thru FM-95
1900D	UE-393 thru UE-439

**NOTE:** Upper Torque Knee Pins that are manufactured between September 2000 to November 2020, or if unknown.

**NOTE:** Lower Torque Knee Pins that are manufactured between March 2000 to October 2002 and between January 2015 to December 2020, or if unknown.

**SPARES**

Also affected are any Upper or Lower Torque Knee Pins that are in spares stock that were manufactured between the dates listed in the previous Notes.

**REASON**

An investigation on the torque knee pins revealed that some knees pins are not properly cadmium plated and primed.

**DESCRIPTION**

This service document provides parts and instructions to replace the upper and lower torque knee pins at the next maintenance event where the wheels and brakes are removed.

**COMPLIANCE**

**MANDATORY.** This service document must be accomplished at the next maintenance event where the wheels and brakes are removed.

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.

November 9, 2021

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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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**MANDATORY****MTL-32-02**

- 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.

NAME	NUMBER	MANUFACTURER	USE
Grease, High Temperature (Mobilgrease 28)	MIL-PRF-81322	Commercially Available	To grease knee pins prior to installation.

**TOOLING**

No specialized tooling is required to complete this service document.

**REFERENCES**

- Super King Air B200/B200CGT Fusion Maintenance Manual
- Super King Air B300/B300C Maintenance Manual
- Super King Air B300/B300C Fusion Maintenance Manual
- Model 1900D Airliner Maintenance Manual
- King Air Standard Practices Manual

**PUBLICATIONS AFFECTED**

None

**ACCOMPLISHMENT INSTRUCTIONS**

**NOTE:** This service document is intended to be accomplished when the wheels and brakes are removed for other maintenance such as replacement or inspection event. The wheel and brake removal is considered a separate task and not part of this service document.

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.
  - C. Make sure that the landing gear handle is in the DOWN position.
  - D. Disconnect electrical power from the airplane.
    - (1) Disconnect external electrical power.
    - (2) Disconnect the airplane battery.
  - E. Attach maintenance warning tags to the battery and external power receptacle that have **"DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS"** written on them.
  - F. Attach maintenance warning tags to the landing gear handle that has **"DO NOT OPERATE LANDING GEAR - MAINTENANCE IN PROGRESS"** written on it.
2. Remove the 101-810025-0001 Upper and 101-810026-0001 lower torque knee pins as follows:
  - A. Deflate the landing gear strut by relieving pressure at the valve located on top of the strut.

- B. Cut the lockwire from the clevis pin and remove the clevis pin from the upper torque knee pin. Tap the upper torque knee pin out and remove the upper torque knee.
  - C. Remove the cotter pin , washer and clevis pin from the lower torque knee pin. Tap the lower torque knee pin out and remove the lower torque knee.
  - D. Discard the removed torque knee pins
3. Install new 101-810025-0003 Upper and 101-810026-0005 Lower torque knee pins as follows:
- A. Coat the upper and lower knee pins, bushing, and bolt with MIL-PRF-81322 Grease (or equivalent high temperature grease).
  - B. Position the lower torque knee in place. Tap the lower knee pin through the torque knee and the lug on the landing gear.
    - (1) Safety the clevis pin and the washer with cotter pin. (Refer to the King Air Standard Practices Manual, Chapter 20 , Fastener Locking Devices - Maintenance Practices.)

**NOTE:** Use the appropriate Model Illustrated Parts Catalog for the correct cotter pin part number for your airplane.
  - C. Position the upper torque knee in place. Tap the upper torque knee pin through the torque knee and the lug on the landing gear brace and install the clevis pin.
    - (1) Safety the clevis pin to the lockwire hole in the forward side of the retainer ring using lockwire. (Refer to the King Air Standard Practices Manual, Chapter 20 , Fastener Locking Devices - Maintenance Practices.)
4. (After the brakes and wheels are installed.) Cycle the landing gear for two full cycles and make sure there is no binding.
5. Remove the maintenance warning tags and connect the airplane battery.
6. 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.

**MANDATORY****MTL-32-02****MATERIAL INFORMATION**

The parts below may be necessary to complete this service document.

NEW P/N	QUANTITY	KEY WORD	OLD P/N	INSTRUCTIONS/ DISPOSITION
MS24665-132	As Necessary	Cotter Pin	Same	
MS24665-283	As Necessary	Cotter Pin	Same	
101-810025-0003	As Necessary	Upper Torque Knee Pin	101-810025-0001	Discard removed, install new
101-810026-0005	As Necessary	Lower Torque Knee Pin	101-810026-0001	Discard removed, install new

**NOTE:** Use the appropriate Model Illustrated Parts Catalog for the correct cotter pin part number for your airplane.

\* Please contact your Regional Textron Aviation Parts Distribution Customer Support Team for current cost and availability of parts listed in this service document. Phone at 1-800-835-4000 (Domestic) or 1-316-517-5603 (International).

For more information, please visit the TAPD Support & Aftermarket Account Management website at <https://ww2.txtav.com/Parts/Promos/TAPD>.

Based on availability and lead times, parts may require advanced scheduling.

**TITLE**

LANDING GEAR - MAIN-LANDING-GEAR TORQUE-KNEE PINS REPLACEMENT

**TO:**

Beechcraft Model B200GT, B200CGT, 200C, B200C, 200, B200, B300, B300C, and 1900D Aircraft Owner

**REASON**

An investigation on the torque knee pins revealed that some knees pins are not properly cadmium plated and primed.

**COMPLIANCE**

MANDATORY. This service document must be accomplished at the next maintenance event where the wheels and brakes are removed.

**NOTE:** This service document is intended to be accomplished when the wheels and brakes are removed for other maintenance such as replacement or inspection event. The wheel and brake removal is considered a separate task and not part of this service document.

**LABOR HOURS**

WORK PHASE	LABOR-HOURS
Replacement	7.0

**MATERIAL AVAILABILITY**

PART NUMBER	AVAILABILITY	COST
MS24665-132	*	*
MS24665-283	*	*
101-810025-0003	*	*
101-810026-0005	*	*

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**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.

Original Issue - November 9, 2021  
 Revision A - November 10, 2021

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**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 Beechcraft 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](http://ww2.txtav.com/Parts) or email the completed Textron Aviation Claim Form to [warranty@txtav.com](mailto: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 Parts Distribution  
Warranty Administration  
285 South Greenwich Road  
Bldg B89, Docks 1-4  
Wichita, KS 67206  
USA

**Expiration:** November 9, 2022 (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 [www.txtavsupport.com](http://www.txtavsupport.com) to register.