INSTALLATION MANUAL

DSP-IM95-1
STC No. SA2200SW

DSP-IM95-2
STC No. SA368CH

REVISION F

INSTALLATION DRAWINGS
AND INSTRUCTIONS
ENGINE BAFFLE
10–550/520 CANTED

D’SHANNON PRODUCTS, LTD
## NUMERICAL DRAWING LIST CONTROL

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<td>244103A</td>
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<td>59</td>
<td>DSP-IM95-1-25/26/26A/26B</td>
<td>46</td>
<td>AD44H</td>
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<td>5</td>
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<tr>
<td>55</td>
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<td>3</td>
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<tr>
<td>54</td>
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<td>1</td>
<td>244098Z</td>
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<td>53</td>
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<tr>
<td>52</td>
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<td>1</td>
<td>244050Z</td>
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<tr>
<td>51</td>
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<td>244048Z</td>
<td>BAFFE SIDE</td>
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<tr>
<td>50</td>
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<td>2</td>
<td>244047Z</td>
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<tr>
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<td>4</td>
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<tr>
<td>48</td>
<td>DSP-IM95-1-21</td>
<td>6</td>
<td>AN566G6328R</td>
<td>TRUSS HEAD MACHINE SCREW</td>
</tr>
</tbody>
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**ITEM 86 IS USED WHEN NEEDED TO SUPPORT ITEM 16.**
**IF PROP GOVERNOR HAS A RECESSED INTERFACE FOR ITEM 16, THIS PROVIDES THE RIGID SUPPORT NEEDED.**

**ITEM 82 IS OPTIONAL AND WILL REPLACE ITEM 49.**

**THIS ITEM IS OPTIONAL AND WILL REPLACE ITEM 49.**

**ITEM 76 IS OPTIONAL AND SHALL REPLACE ITEM 79.**
**IF AIR DISCHARGE TUBE ASSEMBLY IS REQUIRED.**
GENERAL NOTES: COOLING SYSTEM (BAFFLES)

1. Torque rocker box cover screws between 45 to 55 in/lb per TCM specs. Aftermarket rocker box cover gasket installations may require special torque specs.

2. Through experience, substantial improvements in the cooling efficiency to the aft cylinders has been noted by simply rotating the magnetos upwards as far as possible without interfering with the cowling; and routing the ignition harness as high as possible so as not to impede airflow to 1, 2, 3 and 4 cylinders or to the oil cooler. Retime the magnetos if they are rotated. Maintain a minimum of 1/4" clearance between the magneto and the cowl.

3. For best results install the complete baffle kit. It is permissible and does not invalidate this STC to install the front baffle, side baffle, rear baffle, or inner cylinder baffle independent of each other, replacing the Beech factory installed pieces until such time as it is convenient to install the balance of the baffle kit.

4. Prior to cowling installation maintain a 1/8" clearance between the seal and the cowling plates installed by this kit. Address any interference between the kit and the airframe prior to releasing the aircraft for flight.

5. Teflon tape may be installed to the adjacent wearing surface to minimize seal wear.

6. Cylinder head temperature probe (CHT) is to be located in cylinder #2. Move the probe to #2 as required. Original CHT probe is not to be replaced by after-market single or multi-probe units unless the unit is certified as primary (many are not).

7. If the aircraft is equipped with an accessory pad mounted back-up generator, mount the cooling intake blast tube inlet to the right side of the unit through the right side of the rear baffle part No. 2440692, 2440692-1, 2440692-2 or 2440692-3 as high as possible. Shorten the tube or replace with a longer flange-type blast tube as required. Do not mount the blast tube in its original center position. Assure tube is properly secured and that the exhaust is aimed at the open area of the generator casing.

8. Mount the existing flange-type cooling blast tube for the pressure pump through the right side of the rear baffle part No. 2440692, 2440692-1, 2440692-2 or 2440692-3 as high as possible. Shorten the tube or replace with longer flange-type blast tube as required. Do not mount the blast tube in its original position on the original baffle. Assure that the tube is properly secured and that the exhaust is aimed at the center of the pressure pump.

9. Note: This baffle kit was carefully made to fit the majority of Bonanza or Debonair aircraft configured with an IO-520/550 engine, either originally or through an STC. Variances in tooling the aircraft or engine over the years requires care in hand fitting some parts, occasionally enlarging fastener holes, and providing through holes for equipment previously installed. Sometimes, loose assembly of portions of the kit and then tightening in place will aid in lining up parts and will speed installation. Any modifications to the kit should be made in accordance with AC-43.13-1B. If you have any questions about your installation, please contact the D'Shannon factory at one of the telephone numbers provided on the cover of these instructions.
3. REMOVE THE PROPELLER FOR EASIER INSTALLATION OF THE BAFFLES IN THE FRONT OF THE ENGINE.

2. FOR A COMPLETE BAFFLE INSTALLATION REMOVE THE INTAKE PIPES ON BOTH SIDES AS A UNIT (ALL THREE CYLINDER'S WORTH ONLY NOT THE CROSS OVER PIPE IN FRONT OF THE ENGINE NOR THE BOTTOM 'Y' TUBE) BE SURE TO COVER ALL ENDS OF EACH INTAKE PIPE REMOVED FROM THE ENGINE AND THE CROSS OVER PIPE AND THE 'Y' PIPE.

1. WE RECOMMEND THE COMPLETE BAFFLE KIT INSTALLATION, HOWEVER IF THIS INSTALLATION IS TO BE INSTALLED ON AN ENGINE WHICH ALREADY HAS BEECH BAFFLES INSTALLED YOU MAY DELETE THE INSTALLATION OF THE FOUR INNER CYLINDERS BAFFLES. THE BAFFLES DO HOWEVER HAVE TO BE INSTALLED CORRECTLY AND IT WILL BE UP TO THE INSTALLER TO CHECK AND CORRECT ANY EXISTING BAFFLING THAT MAY NOT BE INSTALLED CORRECTLY.

NOTES:

3 REMOVE THE PROPELLER FOR EASIER INSTALLATION OF THE BAFFLES IN THE FRONT OF THE ENGINE.

NOTES:
1. REMOVE ALL OLD BAFFLING FROM THE ENGINE (IF APPLICABLE). TAKE THE UTMOST CARE IN THE FOLLOWING TO PREVENT DAMAGING ENGINE GASKETS:
   (A) REMOVE THE ALTERNATOR AND THE PROP GOVERNOR.
   (B) COVER OPENINGS SECURELY.
   (C) TO REMOVE OLD BAFFLES AND INSTALL NEW ONES, ON THE FIFTH AND SIXTH CYLINDER IT WILL BE NECESSARY TO REMOVE SOME VALVE COVER SCREWS IF REMOVING OLD BAFFLING.

2. DOES NOT SHOW OLD BAFFLES

COVER HOLES SECURELY AFTER REMOVAL OF THE GOVERNOR AND ALTERNATOR
5. ANOTHER OPTION IS TO "SCORE" BAFFLE AT BEND POINT WITH A SHARP CARPENTERS KNIFE. GENTLY ROCK BAFFLE BACK AND FORTH UNTIL IT BREAKS, ALLOWING BETTER ACCESS TO RIVETS. CAREFULLY GRIND RIVET HEADS WITH A RIGHT ANGLE DIE-GRINDER.

4. COVER THE HOLES MADE WHILE REMOVING RIVETS WITH ALUMINUM TAPE. MAKE SURE THAT ANY NOSE AREA THAT WILL BE IN CONTACT WITH THE TAP IS FREE OF DUST, DIRT OR ANY OTHER CONTAMINATES.

3. TO REMOVE THE INSIDE SOLID RIVETS GAIN ACCESS THROUGH THE NOSE AIR ENTRANCE AS SHOWN.

2. TO REMOVE THE SOLID RIVETS SHOWN GAIN MORE SPACE FOR THE DRILL BY LIFTING THE NOSE FLANGE GENTLY.

1. REMOVE THE OLD SOLID RIVETS AND REPLACE WITH COUNTERSUNK RIVETS OF THE SAME SIZE.
OPTION "B"
(TO BE USED IF THE ENGINE IS NOT INSTALLED)

6 USING A CUTTING TOOL, REMOVE ALL SHARP EDGES AND BURRS.
   SMOOTH ALL THE EDGES WITH A FILE.

5 CUT THE ORIGINAL BAFFLES AS CLOSE AS POSSIBLE TO THE NOSE SURFACE. WARNING: DO NOT
   DAMAGE THE NOSE SURFACE WHILE CUTTING OFF THE OLD BAFFLES.

NOTES:
NOTES:

1. INSTALL LOCKNUT ITEM 10 ON THE END OF ROD ITEM 6 AND HAND TIGHTEN. INSTALL ITEM 6 TO ITEM 1 AS SHOWN. REPEAT FOR ITEMS 2 AND 3.
REFERENCE SHEET 5 OF 5 FOR CORRECT INSTALLATION OF THE INNER CYLINDER BAFFLES.

INSTALL SUPPORTS ITEM 4 ONTO THE RODS ITEM 6. REFERENCE SHEET 3 OF 5 AND 4 OF 5.

FASTEN RODS ITEM 6 INTO PLATE NUTS BEFORE POSITIONING INNER CYLINDER BAFFLE ITEMS 1, 2, AND 3 BETWEEN CYLINDERS.

A CATERPILLAR GROMMET IS FACTORY INSTALLED ON ITEM 2 AND 3 WHERE THE FUEL LINE PASSES THROUGH THE INNER CYLINDER BAFFLE. DO NOT PROCEED IF THE GROMMET IS MISSING. CALL CUSTOMER SUPPORT.
NOTES:

1. IT IS REQUIRED TO TWIST THE VERTICAL LEGS OF THE INJECTOR LINE SUPPORT AS SHOWN IN PICTURE.
2. TIGHTEN LOCKNUT ITEM 9 GENTLY, AS TO NOT BOW THE LEGS ON ITEM 4.
3. FASTEN FACTORY INSTALLED LINE SUPPORT INTO THE INNER CYLINDER ROD CONNECTOR USING ITEM 8 AND 9 AND TIGHTEN AS SHOWN. FOR ADDITIONAL REFERENCE SEE SH. 4 OF 5.
TIGHTEN LOCKNUT ITEM 9 GENTLY, AS TO NOT BOW THE LEGS ON ITEM 4
1. CYLINDERS VIEWED UPSIDE DOWN

NOTES:

- APPLY SILICONE SEALANT ITEM 78 TO GAPS BETWEEN ENGINE CASE AND AROUND THE AREA IN WHICH THE HOSE AND VENT LINE INTERCEPT. ALL INNER CYLINDER BAFFLES REQUIRE THAT ALL GAPS BETWEEN THE CASE AND THE INNER CYLINDER BAFFLE BE SEALED WITH SILICONE.

- INSERT INNER CYLINDER BOTTOM BAFFLE FLANGE IN THE 13TH COOLING FIN SPACE AS SHOWN.
INSTALL ITEM 11 AS SHOWN, USING ORIGINAL HARDWARE.

ORIGINAL HARDWARE (FOR TORQUE VALUES SEE CONTINENTAL MANUALS).
3. Torque rocker cover to 45 to 55 in/lb (per TCM specs.) Installation of after-market rocker cover gaskets may require special torque specs. Optional to leave hand tight until next operation on DSP-IM95-1-11 when bracket item 23 is installed.

2. Original hardware. See Beechcraft shop manual for torque values.

1. Remove the rocker cover screw as shown. Install item 12 onto the #6 cylinder behind the prop governor. Line up item 12 tightly against the cylinder and the cylinder barrel. Reinstall the previously removed rocker cover screw.

NOTES:

D'SHANNON PRODUCTS, LTD

REV Rvision B

SCALE: NONE
DATE: 04/24/09
SH 1 OF 1
5 INSTALL ITEM 16 ONTO STUDS. LOCK PROP GOVERNOR, INSTALL NUTS AND LOCK WASHERS AND TORQUE AS PER BEECHCRAFT SHOP MANUAL.

4 WASHER ITEM 86 IS USED TO SUPPORT BRACKET ITEM 16. ONLY IF THE GOVERNOR HAS A RECESS AREA WHERE THE BRACKET ITEM 16 MOUNTS. INSTALL AS SHOWN.

3 INSTALL NEW SCREENED PROP GOVERNOR GASKET.

2 REMOVE PROP GOVERNOR COVER PRIOR TO INSTALLING THE PROP GOVERNOR.

1 ORIGINAL HARDWARE. (FOR TORQUE VALUES SEE BEECHCRAFT SHOP MANUAL).

NOTES:
ITEM 16 IS REFERENCED ON DWG. DSP-1M95-1-10 ON SHEET 1 OF 1.

ITEM 12 IS REFERENCED ON DWG. DSP-1M95-1-9 ON SHEET 1 OF 1.

2 INSTALL ITEM 23 USING ORIGINAL HARDWARE AND TIGHTEN AS PER MANUAL.

1 ORIGINAL HARDWARE. (FOR TORQUE VALUES SEE BEECHCRAFT SHOP MANUAL).

NOTES:
7. **TIGHTEN ALL REMAINING SCREWS. ITEM 41**

6. **INSTALL ITEM 24 AS SHOWN, USING ITEM 41. ASSURE THAT ITEM 31 AND ITEM 32 LINE UP AND SLIDE INTO SLOT OPENING IN ITEM 12.**

5. **NEST ITEM 31 INTO ITEM 32 AND INSTALL IN ITEM 24 USING ITEM 25.**

**NOTES:**
NOTES:

1 INSTALL ITEM 26 AS SHOWN, USING ITEM 41.
<table>
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<td>100 AMP.</td>
<td>2 5/16&quot; DIA.</td>
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<tr>
<td>70 AMP.</td>
<td>2&quot; DIA.</td>
</tr>
<tr>
<td>60 AMP.</td>
<td>2&quot; DIA.</td>
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CENTER PILOT HOLE.
DRILL IN ACCORDANCE WITH DRILL TABLE ABOVE.
3M SUPER WEATHER STRIP 08001 ADHESIVE

SECTION A-A
TYPICAL GROMMET INSTALLATION

NOTES:
3 INSTALL ITEM 83 ON ITEM 28 AS SHOWN, USING 3M SUPER WEATHER STRIP 08001 ADHESIVE.
ORIGINAL HARDWARE (FOR TORQUE VALUES SEE BEECHCRAFT MANUALS).

TIGHTEN ALL REMAINING SCREWS ITEM 29 TO COMPLETE INSTALLATION.

AFTER INSTALLATION OF ITEMS 29, 29 AND 30, TIGHTEN ORIGINAL HARDWARE ON THE ROCKER COVER PER CONTINENTAL MANUAL TORQUE VALUES. TIGHTEN REST OF SCREWS ITEM 29.

INSTALL ITEM 29 AS SHOWN, USING ITEM 29. DO NOT TIGHTEN.
1 REMOVE ALTERNATOR COVER PLATE IF INSTALLED PRIOR TO
REINSTALLING THE ALTERNATOR IN ITS ORIGINAL POSITION.
REINSTALLATION OF ALTERNATOR MAY BE DELAYED UNTIL AFTER
THE FRONT Baffle SEALS ARE INSTALLED. SEE DWG

NOTES: DSP-IM95-1-24,
ONCE INSTALLATION OF THE ALTERNATOR IS COMPLETE, SEAL ALL CLEARANCE/GAPS USING ITEM 78 G.E. SILICONE II. DO NOT APPLY ABOVE THE CASE FLANGE NOR UNDER THE ALTERNATOR FLANGE, THERE MUST BE CLEARANCE BETWEEN THE ALTERNATOR AND THE SILICONE.

4. TORQUE ALTERNATOR PER CONTINENTAL OVERHAUL MANUAL TORQUE VALUES. TORQUE ALTERNATOR NUTS EVENLY.

3. ALTERNATOR SHOWN IS ONE OF MANY POSSIBLE CONFIGURATIONS.

2. INSTALL ALTERNATOR IN ITS ORIGINAL LOCATION AS SHOWN.
**NOTES:**

- POSITION #2 BAFFLE TAB ITEM 33 BETWEEN THE ENGINE OIL COOLER AND BELOW NUMBER 2 CYLINDER. WHEN TOP FACE OF ITEM 33 IS PARALLEL TO THE BOTTOM OF THE CASE SECURE TO ENGINE BLOCK USING ITEM 35, 36 AND 34.

---

**REVOLUTION RECORD**

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<td>A</td>
<td>SH 2 DELETED</td>
<td>D.R.</td>
<td>12/02/09</td>
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**INSL OF REAR #2 BAFFLE TAB**

**D' SHANNON PRODUCTS, LTD**
MAKE SURE THAT THE GASKET BETWEEN THE MANIFOLD AND THE CYLINDER MATCH, THEY ARE NOT SYMMETRICAL.

NOTE 3. IS APPLICABLE FOR BOTH SIDES OF THE ENGINES.


RE-INSPECT FOR ANY FOREIGN OBJECTS OR ANY OTHER OBSTRUCTION INSIDE THE PIPES.

REMOVE ALL COVERS/CAPS FROM ALL ENDS OF INTAKE PIPES, BALANCE TUBE AND THE INDUCTION ‘Y’ PIPE BEFORE REINSTALLING THE INDUCTION MANIFOLD.
INSTALL ITEM 37 USING SCREW ITEM 20 THROUGH ITEM 14 INTO ITEM 33, LOOSEN ITEM 20 SO ITEM 37 CAN ROTATE. SEE SHT. 2 OF 4 TO VIEW ORIENTATION OF ITEM 37.

ITEM 33 REFERENCED ON DWG. DSP-IM95-1-16, SH 1 OF 1.

7B A R G E SILICONE III SILICONE SEALANT
20 2 MS35206-227 PAN HEAD MACHINE SCREW
14 2 AN960C6 FLAT WASHER
38 1 244024Z #2 CYLINDER VERTICAL HEAD BAFFLE ASSY
37 1 244023Z #2 CYLINDER LOWER AFT BAFFLE ASSY

INSTALLATION OF REAR #2 BAFFLE
TIGHTEN ITEM 20.

INSTALL THE ORIGINAL BOLTS, WASHERS AND LOCK WASHERS INTO THE #2 CYLINDER'S INTAKE BOLT HOLES. TORQUE EACH BOLT IN EVERY CYLINDER ON BOTH SIDES IN SEQUENCE. (REF. CONTINENTAL MANUAL FOR TORQUE VALUES).
6. INSTALL ITEM 38 TO THE ROCKER COVER USING ORIGINAL HARDWARE AS SHOWN ON DRAWING AND TIGHTEN AS PER CONTINENTAL TORQUE SPECIFICATIONS. USING ITEMS 20 & 14, SCREW THROUGH ITEM 38 THROUGH ITEM 37.

5. APPLY A SILICONE BEAD ITEM 78 TO THE AREA WHERE THE RUBBER EDGE OF ITEM 37 AND THE OIL COOLER MEET. APPLY SILICONE TO THE BOTTOM NOT TO ANY OF THE OIL COOLER FINS. APPLICATION OF SILICONE IS ALSO REQUIRED ON ANY AREA WHERE ITEM 37 MEETS WITH THE ENGINE CASE.

4. TRIM RUBBER TO FIT, SO THE EDGE OF THE RUBBER INSTALLED ON ITEM 37 IS AGAINST THE OIL COOLER.

NOTES:
NOTES:

TRACE FROM THE OLD BAFFLE ANY ADDITIONAL HOLES REQUIRED BY THE ACCESSORIES ON THE AIRCRAFT. DRILL OR OTHERWISE FORM THE ADDITIONAL HOLES PRIOR TO INSTALLING ITEM 39. ALIGN HOLES IN ITEM 39 WITH OIL COOLER, RUN ITEM 40 THROUGH ITEMS 8, 39 AND THE OIL COOLER AND ANOTHER ITEM 8. SECURE WITH ITEM 9.

REVISION RECORD

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<td>ATTACH #2 BAFFLE. MOVE NOTES, REMOVE SH 5</td>
<td>D. R.</td>
<td>06/30/10</td>
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<tr>
<td>B</td>
<td>REVISE NOTE 1 TO INCLUDE ADDITIONAL HOLES</td>
<td>D. R.</td>
<td>05/15/13</td>
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<tr>
<td>C</td>
<td>RESIZE BOLT</td>
<td>W. E.</td>
<td>7/2/15</td>
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<td>D</td>
<td>ADD NUT AND WASHER TO SH. 3 OF 4</td>
<td>L. L.</td>
<td>10/14/15</td>
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D’SHANNON PRODUCTS, LTD

Installation Baffles Rear Left

DRAWN BY: W. E. ENGINEER: R. R. CHECKED: Y. L.

TOLERANCES:
X, Y, Z: ±0.001
ANGLES: ±5° UNLESS STATED

DWG. No. DSP-1M95-1-19 REVISION D
SCALE: NONE DATE 10/14/15 SHEET 1 OF 4

15 2 MS21042-06 REDUCED DIMENSION LOCKNUT
45 1 AN931-12-17 GROMMET
40 8 AN3-4A BOLT UNDRILLED #10-32
39 1 2440672 BAFFLE REAR CANTED LEFT ASSEMBLY
20 4 MS35206-227 PAN HEAD MACHINE SCREW
14 6 AN960C6 FLAT WASHER
9 8 MS21042-3 REDUCED DIMENSION LOCKNUT
8 16 AN960-10 FLAT WASHER

QTY PART No. NAME DESCRIPTION

INSTALLATION BAFﬂE REAR LEFT
INSTALL ITEMS 20, 14 THROUGH ITEM 38 AND 39, TIGHTEN.
INSTALL ITEMS 20, 14 THROUGH ITEM 39 AND 37, TIGHTEN.

ITEM 37 REFERENCED ON DWG. DSP-IM95-1-18, SH 1 OF 3.
NOTES:

5 USE NIPPLE AND PRESSURE GAP SEAL IF REQUIRED FROM ORIGINAL BAFFLE.

4 INSTALL GROMMET ITEM 45 ON ITEM 39 AS SHOWN.
1. Use 244069Z-1, 244069Z-1 or 244069Z-3 as options for item 42.

2. If needed to clear air conditioner bracket, trim seal with corner cut as shown in inset. Fill gap with item 78 G.E. Silicone II sealant.

3. Install item 42 on engine using original rocker cover hardware as guide. See sheet 1 of 4 for detail. Also see note 4 for installation advice. Tighten per Continental manual torque values.

4. Original hardware.
6 ALIGN HOLE IN ITEM 44 WITH STARTER STUD AND FASTEN USING ORIGINAL HARDWARE. TIGHTEN PER CONTINENTAL MANUAL TORQUE VALUES.

1 ORIGINAL HARDWARE.
8 DUE TO VARYING STARTER FLANGE THICKNESS, IT IS PERMISSIBLE TO RELOCATE ITEM 44 BY DRILLING NEW HOLES IN ITEM 42.

7 ALIGN HOLES IN ITEM 44 WITH HOLES ON ITEM 42 AND FASTEN USING ITEMS 8 AND 19 RUNNING ITEMS 19 INTO NUT PLATES ON ITEM 44. TIGHTEN.
ITEM 42 REFERENCED ON DWG. DSP-1M95-1-20, SH 1 OF 4.

ITEM 39 REFERENCED ON DWG. DSP-1M95-1-18, SH 1 OF 3.

CLECO AS SHOWN, TO PIERCE, GO THROUGH AS SHOWN FROM ITEMS 39 AND 42 TO ITEM 46 USING A NO. 29 DRILL BIT, 2 PLACES.

D’SHANNON PRODUCTS, LTD

REVISION RECORD

LTR | CHANGES | BY | DATE
--- | --- | --- | ---
NC | RELEASED | K.S. | 04/24/09
A | MOVE NOTES. REMOVE SH 7. | D.R. | 08/30/10
B | REVISED ASSY ORDER. ADDED VIEW SH 1.
 | ITEMS 46 AND 47 REDRAWN, REVISE NOTES | D.R. | 05/15/13

TRUSS HEAD MACHINE SCREW

REAR RETAINER REAR BAFFLE

FRONT RETAINER REAR BAFFLE

PAN HEAD MACHINE SCREW

REDUCED DIMENSION LOCKNUT

INSTALLATION CENTER BRACKET REAR

TOBONTS

SCALE: NONE DATE 04/24/09 SH 1 OF 6
4. Pierce the remaining three holes from items 46 and 39 to item 47 using a No. 29 drill bit.

3. Cleco as shown at the far ends of item 46, through items 42 and 39 respectively.

1. Cleco
DETAIL "A"

COMES FROM SHEET 1 OF 6

STEP 3

⚠️ CLECO ITEM 47 IN PLACE AND DRILL THROUGH FROM THE OPPOSITE SIDE IN THREE PLACES USING A NO. 29 DRILL BIT TO PIERCE THROUGH ITEM 47.

⚠️ CLECO

NOTES:
DETAIL "A"
COMES FROM SHEET 1 OF 6

STEP 4

6 REMOVE CLECS AND COMPLETE INSTALLATION OF ITEMS 46 AND 47 IN ITEMS 39 AND 42 USING ITEM 48 AND TIGHTEN WITH ITEM 15 AS SHOWN.

INSTALLATION CENTER BRACKET REAR

D'SHANNON PRODUCTS, LTD

DWG. No. DSP-1M95-1-21 REVISION B
SCALE: NONE DATE 04/24/09 SH 4 OF 6
DETAIL "A"
COMES FROM SHEET 1 OF 6

STEP 4

- RUN ITEM 20 THROUGH ITEMS 42 AND 47. TIGHTEN WITH ITEM 15.
- TO PIERCE, GO THROUGH ONE HOLE FROM ITEM 39 TO ITEM 47 USING A NO. 29 DRILL BIT.


**DETAIL “A”**

COMES FROM SHEET 1 OF 6

**STEP 6**

- MAKE A SMALL HOLE APPROXIMATELY 1/4" AS SHOWN ON DRAWING TO ALLOW THE MAGNETO WIRES TO BE PASSED THROUGH THE BAFFLE SEAL.

- RUN ITEM 20 THROUGH ITEMS 39 AND 47. TIGHTEN WITH ITEM 15.

**NOTES:**
TYP. INSTALLATION

3. USE ITEM 65 244045-1 AS OPTION FOR ITEM 49.

2. REMOVE MAGNETO WIRE SUPPORTS FROM THE CYLINDERS AND INSTALL ITEM 49 USING ORIGINAL ROCKER COVER HARDWARE. TORQUE PER CONTINENTAL MANUAL TORQUE SPECIFICATIONS.

NOTES:

ITEM 42 REFERENCED ON DWG. DSP-IM95-1-20, SH 1 OF 4.

49 4 244045Z BRACKET BAFFLE SIDE
51 1 244048Z BRACKET BAFFLE SIDE
50 2 244047Z BRACKET BAFFLE SIDE
49 4 244045Z BRACKET BAFFLE SIDE
20 27 MS35206-227 PAN HEAD MACHINE SCREW
14 1 AN960C6 FLAT WASHER
1 S 1 MS21042-06 REDUCED DIMENSION LOCKNUT

NOTES:

ORIGINAL HARDWARE.

REV. 1 49 (2 PLCS)

D'SHANNON PRODUCTS, LTD

DWG. No. DSP-IM95-1-23 REVISION C

SCALE: NONE DATE 7/2/15 SH 1 OF 6
NEW AN931-4-7 ELASTIC GROMMETS, ITEM 56, MUST BE INSTALLED ON THE MAGNETO WIRE SLOTS FOUND IN THE SUPPORT BRACKETS.

TYP. MAGNETO WIRE INSTALLATION

NOTES:
ALL REMAINING GAPS AND OPENINGS SHOULD BE SEALED WITH CLEAR G.E. SILICONE II ITEM 79 (-65°F TO +400°F) OR EQUIVALENT.

**VERY IMPORTANT**: TIGHTEN SNUGLY AND BACK-OFF 1/4 TURN TO ALLOW FOR EXPANSION.


NOTES:
- SECURE FORWARD END OF ITEM 54 USING ITEM 29 SCREWS THROUGH ITEMS 14 AND 15.
SEAL ALL CLEARANCE/GAPS USING ITEM 78 G.E. SILICONE II SEALANT.


INSTALL ITEM 72 AS SHOWN, USING ITEMS 66, 67, 68 AND 58.
SEAL ALL CLEARANCE/GAPS USING ITEM 78 G.E. SILICONE II SEALANT.


INSTALL ITEM 69 AS SHOWN, USING ITEMS 60 AND 58.


**NOTES:**
- SEAL ALL CLEARANCE/GAPS USING ITEM 78 G.E. SILICONE II SEALANT.
- INSTALL ITEM 70 AS SHOWN, USING ITEMS 61 AND 58.

**ITEMS 22 AND 24 ARE REFERENCED ON DWG. DSP-1M95-1-11, SHEET 2 AND 4 OF 4.**
SEAL ALL CLEARANCE/GAPS USING ITEM 78 G.E. SILICONE II SEALANT.


INSTALL ITEM 71 AS SHOWN, USING ITEMS 62, 63, 69, 58 AND 55.

ITEMS 22 AND 24 ARE REFERENCED ON DWG. DSP-IM95-1-11, SH 2 AND 4 OF 4.
ORIGINAL GASKET

SEE DETAIL "A"
ON SHEET 2 OF 2
3. REMOVE ALL SHARP EDGES AND BURRS, USING A CUTTING TOOL. SMOOTH ALL EDGES WITH A FILE.
2. CUT OFF THE ORIGINAL GASKET RETAINERS. 
   NOTE: TAKE CARE NOT TO DAMAGE THE RETAINER SURFACES.
1. REMOVE CLIPS AND GASKET. 
   NOTE: DO NOT REMOVE THE RIVETS FROM THE RETAINERS.
REVISION RECORD


1. INSTALL THE ENTIRE FIBERGLASS COWLING INSERTS (F.C.I.) ITEMS 73 AND 74. THE COWLING PLATES FIT ALL UNMODIFIED BEECH COWLINGS.

2. INSTALL THE BEECH COWLING ON THE AIRCRAFT AND TIGHTEN FASTENERS.


NOTES:

- APPLY SILICONE SEAL ITEM 78 TO FILL ANY AIR GAPS IN THE MATING EDGES OF THE COWL AND AROUND THE STRINGERS AND THE FIBERGLASS MATING SURFACES.

DUE TO MANY DIFFERENT COWL DOOR CONFIGURATIONS THERE IS ONLY ONE F.C.I. FOR THE CANTED INSTALLATION WITH MINOR NOTCHING AND ADJUSTING THESE WILL FIT IN ALMOST EVERY SITUATION.

IF NECESSARY ADJUST GAPS FILED IF ADDITIONAL OR LESS STRUCTURE IS FOUND IN COWLING THAN IS STANDARD.

INSTALL THE ENTIRE FIBERGLASS COWLING INSERTS (F.C.I.) ITEMS 73 AND 74. THE COWLING PLATES FIT ALL UNMODIFIED BEECH COWLINGS.


WHEN THE FIT IS SATISFACTORY FASTEN THE OUTER EDGES TO THE ORIGINAL BEECH COWL SUPPORT STRUCTURE WITH RIVETS ITEM 59.

APPLY SILICONE SEAL ITEM 78 TO FILL ANY AIR GAPS IN THE MATING EDGES OF THE COWL AND AROUND THE STRINGERS AND THE FIBERGLASS MATING SURFACES.

NOTES:

DUE TO MANY DIFFERENT COWL DOOR CONFIGURATIONS THERE IS ONLY ONE F.C.I. FOR THE CANTED INSTALLATION. WITH MINOR NOTCHING AND ADJUSTING THESE WILL FIT IN ALMOST EVERY SITUATION.

IF NECESSARY ADJUST GAPS FILED IF ADDITIONAL OR LESS STRUCTURE IS FOUND IN COWL THE THAN IS STANDARD.

INSTALL THE ENTIRE FIBERGLASS COWLING INSERTS (F.C.I.) ITEMS 73 AND 74. THE COWLING PLATES FIT ALL UNMODIFIED BEECH COWLINGS.


WHEN THE FIT IS SATISFACTORY FASTEN THE OUTER EDGES TO THE ORIGINAL BEECH COWL SUPPORT STRUCTURE WITH RIVETS ITEM 59.

APPLY SILICONE SEAL ITEM 78 TO FILL ANY AIR GAPS IN THE MATING EDGES OF THE COWL AND AROUND THE STRINGERS AND THE FIBERGLASS MATING SURFACES.

NOTES:
DIMENSION 7.75 AND VIEW ONLY FOR D’SANNON PRODUCTS WET VACUUM PUMP STC’D SYSTEM

SEE SHEET 2 OF 2 FOR DETAILED COWLING HOSE HOLDER INSTALLATION.

ITEM 73 IS REFERENCED FROM DSP-IM95-1-25, SHEET 1.
ITEM 74 IS REFERENCED FROM DSP-IM95-1-25, SHEET 1.

D’SANNON PRODUCTS, LTD

REV 0.0
Dwg. No. DSP-IM95-1-25A

SCALE: NONE
DATE 12/02/09
SH 1 OF 2
**STEP 1**

Fuel pump blast tube installation

**STEP 2**

FUEL PUMP BLAST TUBE TO THE FUEL PUMP SHROUD

**STEP 3**

Fuel pump shroud

Apply silicon on gap this side only

"Once item 75 is installed"

After cutting original blast tube to length (DEMCO part No. BE709-6-31-6) reinstall original clamp and tighten

Do not stretch bellows when cutting and installing blast tube.
- WARNING -

READ AND BE FAMILIAR WITH INSTRUCTIONS
BEFORE CUTTING HOLES AND INSTALLING FUEL PUMP BLAST TUBE

ITEM 73 IS REFERENCED FROM DSP-1M95-1-25, SHEET 1.
ITEM 74 IS REFERENCED FROM DSP-1M95-1-25, SHEET 1.

LEFT SIDE OF COWLING OPEN 90°.

SEE SHEET 2 OF 2 FOR DETAILED AIR DISCHARGE TUBE ASSEMBLY INSTALLATION.
**Fuel Pump Blast Tube Installation**

**Step 1**
- Align the discharge of the tube to the fins on pressure pump. Tube should not touch dry pressure pump or dry vacuum pump.
- Only for pressure pump system not for D’Shannon products.
- Wet vacuum pump STC’d system.

**Step 2**
- Fuel pump blast tube installation to the right of rear baffle as high as practical.
- To the right of rear baffle see detail "A" above.

**Step 3**
- After cutting original blast tube to length (Bemco Part No. BE709-6-31-6) reinstall original clamp and tighten.
- Do not stretch bellows when cutting and installing blast tube.

*Note: Item (42) is referenced on DWG. DSP-IM95-1-20. Sh 1 of 4 (see NOTE 3 on the referenced DWG. also).*

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**Tolerances**
- X: 10 \( \pm 0.01 \)
- Y: 0.03 \( \pm 0.001 \)
- Angles: 45° unless stated.

**Company:** D’Shannon Products, LTD

**Drawing Information:**
- DWG. No. DSP-IM95-1-26B
- Revision: RC
- Scale: None
- Date: 12/02/09
- Sh 2 of 2


**NOTES:**

3. **WARNING:** REMOVE ANY RAG OR CAP FROM THE PROPELLER SHAFT IN THE FRONT OF THE ENGINE.

2. REINSTALL THE PROPELLER AFTER INSTALLATION OF THE BAFFLES. ASSURE THAT THE ENGINE HAS #1 CYLINDER ON COMPRESSION AND #1 BLADE UP/ WHEN REQUIRED BY MANUFACTURER'S INSTRUCTIONS.

1. TIGHTEN AND TORQUE AS PER PROP MANUFACTURE'S TORQUE VALUES. AND IF REQUIRED INSTALL SAFETY WIRE IN ACCORDANCE WITH AC-43.13.