



King Air® 100 Series

100	B-2 thru B-89 & B-93
A100	B-1, B-90 and After except B-93
B100	BE-1 and After

Maintenance Manual

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**BEECHCRAFT
KING AIR 100 SERIES
MAINTENANCE MANUAL**

INDICATING - MAINTENANCE PRACTICES

SECONDARY LOW PITCH STOP CHECK (B-2 thru B-89 and B-93 prior to compliance with SI,0808-247)

- a. Run the engine with the power lever at the idle detent. Set the condition lever to the high idle (70 percent gas generator (N₁) speed). Note propeller rpm.
- b. Hold the momentary test switch on the pilot's RH subpanel in the SEC LOW PITCH STOP TEST position. Lift the power lever and pull it aft until it is over the top horizontal line marking on the pedestal. After the initial deflection of its pointer in the increase rpm direction, the propeller tachometer should indicate a maximum fluctuation of 50 rpm. The midpoint of the fluctuation range should be 170 to 250 rpm higher than the reading noted in step "a" and the SECONDARY LOW PITCH STOP light (amber) in the annunciator panel should be illuminated.

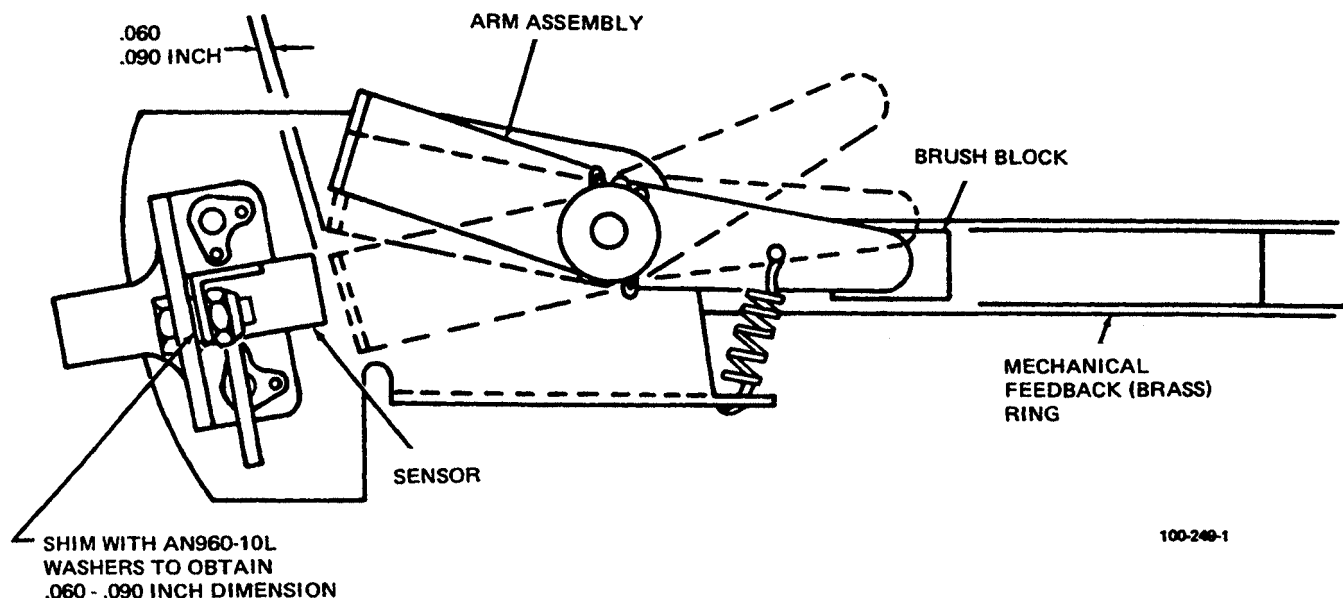
NOTE

If the propeller rpm does not increase within the prescribed limits, readjust the position of the sensor on its mounting bracket (Figure 201). Move the sensor forward to decrease rpm or aft to increase rpm.

- c. Release the momentary test switch and rpm should increase. Return the power lever to its normal idle position.

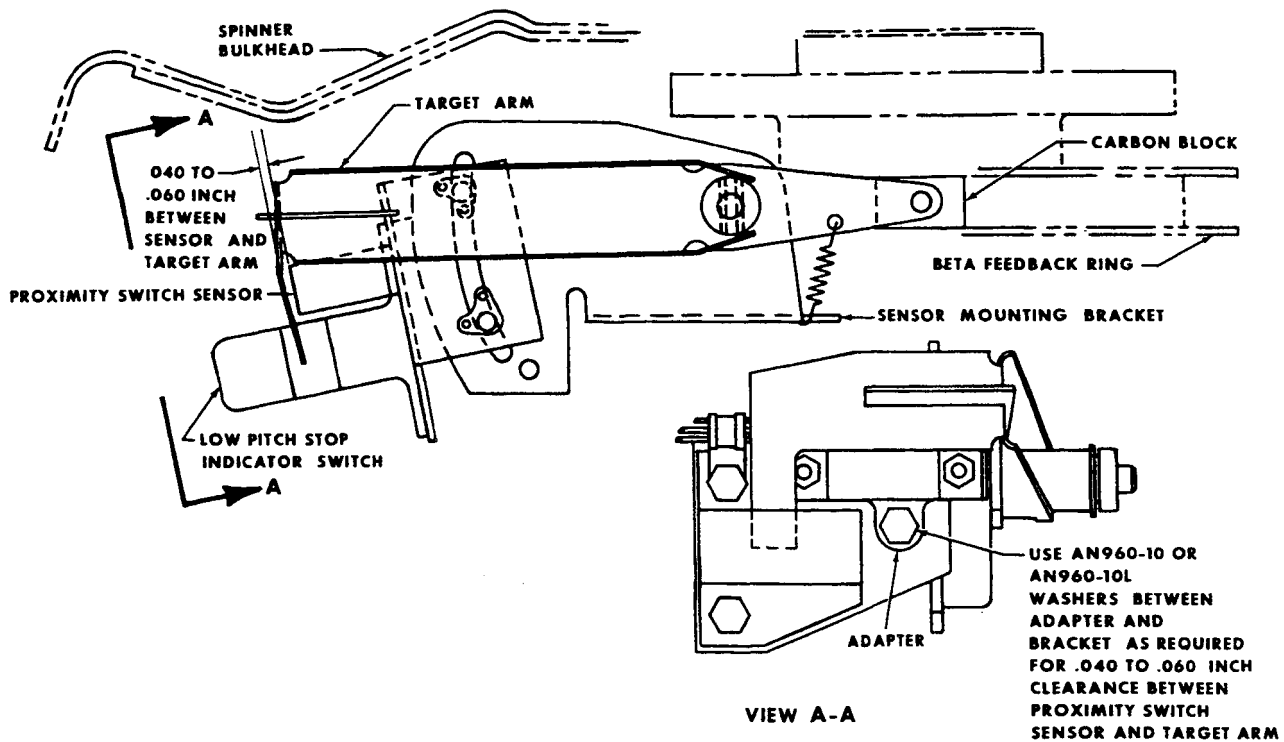
LOW PITCH STOP CHECK (B-1, B-90 and after, except B-93)

- a. Place the power levers at IDLE and the condition levers at HIGH IDLE, then note propeller rpm.
- b. Depress the low pitch indicator test switch; the PROP LOW PITCH lights in the annunciator panel should illuminate.
- c. Hold the prop test switch in the PROP LOW PITCH TEST position; the propeller rpm should decrease and the PROP LOW PITCH lights should go out.
- d. Release the prop low pitch indicator test switches and note that the LOW PITCH TEST lights remain off.
- e. Lift the power levers above the detent and note the increase in propeller rpm.
- f. Release the prop test switches and note that propeller rpm increases to the value noted in step "a".
- g. If necessary, reposition the low pitch stop indicator switch on its mounting bracket adjacent to the proximity switch sensor (Figure 202) until the indicator lights respond correctly during preceding steps.



**Target Clearance Check (3-Bladed Propellers)
Figure 201**

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KING AIR 100 SERIES
MAINTENANCE MANUAL**



**Target Clearance Check (4-Bladed Propellers)
Figure 202**

THROTTLE SWITCH ADJUSTMENT (B-1 and after except B-2 thru B-89 and B-93 which have complied with SI.0808-247) (Figure 203)

Power to the secondary low pitch stop system is provided through the throttle switch actuated by the power levers.

- a. Remove the panel from the left side of the pedestal.
- b. Adjust the throttle switch in its mounting slots until it is in the full overtravel position (approximately .06 inch beyond the point of actuation) with the power levers in the forward position.
- c. Lift either power lever and check that the switch clicks at a point approximately .20 inch before the end of travel by the lever attached to the actuating arm.

ADJUSTMENT OF SWITCHES FOR PROPELLER REVERSE NOT READY LIGHT (B-1 and after) (Figure 203)

On B-1 and after, the switches for the PROP REVERSE NOT READY light in the annunciator panel are mounted in

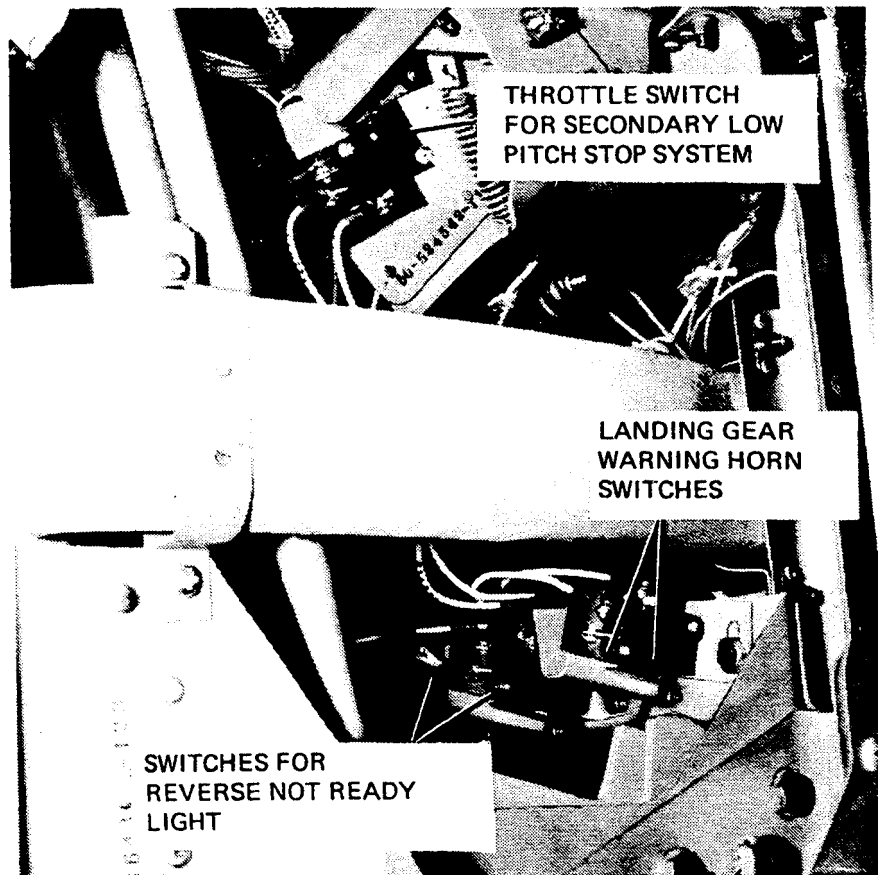
the pedestal adjacent to the propeller lever bell cranks. Access to the switches is through the cover on the left side of the pedestal. Adjust the switches as follows:

With the landing gear control switch in the DOWN position and the propeller control levers in the full high rpm (low pitch) position, advance the power lever to obtain 2200 rpm. Adjust each switch in its mounting slot so that the PROP REVERSE NOT READY light (amber) illuminates at the point when the propeller lever for that switch is set to obtain 2075 rpm.

The switches for the PROP REV NOT READY light (BE-1 and after) in the annunciator panel are mounted in the pedestal adjacent to each engine speed lever bell crank. Access to the switches is through the cover on the left side of the pedestal. Make the adjustment as follows:

Adjust the PROP REV NOT READY light switch to actuate the light out when the engine speed lever is in the forward position. Adjust the switch to actuate when the lever is .25 inch from the full forward position. Establish the dimension at the upper surface on the edge lighted panel pedestal cover.

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**Pedestal Switches
Figure 203**

"END"