

TO: Distributors, Dealers, Service Centers, and Owners

FROM: Customer Service

SUBJECT: Mooney Exhaust and Muffler System

MODELS AFFECTED: M20C

SERIAL NUMBERS AFFECTED:

M20C SN 670003, 670004, 670021, 670028, 670032 through 670041,  
670043 through 670050, 670052 and on.

TIME OF COMPLIANCE:

At each 100 hour interval or annual inspection, whichever occurs first.

INTRODUCTION:

1. A new muffler system has been installed on M20C aircraft of the serial numbers listed above.

GENERAL:

A carbon monoxide indicator is placed on the plastic fairing under the center of the instrument panel. The indicator button turns dark in the presence of carbon monoxide gas. The life of the indicator is one month from the time its plastic container is opened. Replacement buttons may be obtained from the nearest Service Center, Dealer or Distributor.

The pilot should monitor the indicator during flight paying particular attention when the cabin heater is on. Should the indicator become discolored or should the pilot notice fumes or carbon monoxide symptoms, he should shut off the heater, open the forward and overhead air vent systems and land at the nearest suitable airport.

The pilot should then report the landing to the Mooney Distributor or to Customer Service, Mooney Aircraft, Inc. by a collect telephone call, giving the location, aircraft registration number, tachometer time, and the conditions noted which caused the landing.

**INSTRUCTIONS:**

1. All M20C aircraft whose serial numbers are listed at the beginning of this document should at each 100 hours of operation or annually, whichever occurs first, be normally inspected using the latest Mooney Service and Maintenance Manual and the latest Mooney Service Information (Bulletins, Instructions and Operation and Service Tips).
2. In addition, all of these aircraft are to have the exhaust system removed and checked for leaks every 100 hours or annually whichever occurs first, as follows:
  - A. As the system is removed from the aircraft, lay aside the tailpipe and the four header pipes. Remove the heating shroud from around the muffler body.
  - B. Seal off the five openings in the muffler body using plates cut from suitable material such as 1/2 in. plywood. Each plate will have a three bolt pattern to match the three lugs on the header and tailpipe fittings. Bolt up the plates to the exhaust system using fasteners that were used to assemble the system. A piece of 1/16 in. neoprene or other suitable gasket material is to be installed between the plates and the end of the exhaust tube to be sealed. One of the five plates must be provided with a valve stem by which air pressure may be applied.
  - C. Cautiously apply air pressure to the muffler checking with a tire pressure checker. Apply between 5 and 10 lb/sq. in. DO NOT EXCEED 10 lb/sq. in. Immerse the system in water and observe any bubbles. Check all sealing plates to make sure that all bubbles come from exhaust leaks and not from a faulty test.
  - D. Repeat steps B and C above for the four header pipes.
  - E. Inspect the tailpipe visually for cracks near the ball joint weld.

3. Replace any of these exhaust assembly parts which are cracked. Send the rejected part or assembly, with a completed Mooney Unsatisfactory Report form firmly attached, to Mooney Aircraft, Inc. Replacement exhaust system parts for those that are rejected from these listed aircraft (subject to review at the Mooney Aircraft, Inc. factory) will be furnished F.O.B. at the Kerrville, Texas factory for twelve months from date of aircraft manufacture.
4. The Mooney Service Center, upon completion of the 100 hour inspection, will airmail to Mooney Aircraft, Inc. a completed copy of the inspection form with any notations or conditions noted on the form or attached to the form.
5. The inspections must be accomplished at an authorized Mooney Service Center. If there is any question regarding any Service Center, please contact your Mooney Distributor or the Customer Service Department of Mooney Aircraft, Inc.