



(This Service Bulletin is FAA D.O. Authorization SW-1 Approved)

## THIS SERVICE BULLETIN OBSOLETES SB M20-160

**SUBJECT:** INSPECTION OF WIRE INSTALLATION AT STALL WARNING AND GEAR WARNING CIRCUIT BREAKERS.

**MODELS AFFECTED:** M20C, S/N 670001 thru 670123, S/N 670125 thru 670134, and S/N 670136 thru 670149.  
M20E, S/N 670001 thru 670062.

**TIME OF COMPLIANCE:** IMMEDIATELY ON ALL AFFECTED ELECTRIC-GEAR AIRCRAFT. At owner's convenience on all other affected aircraft (but within the next 100 hours).

**INTRODUCTION:** When the standard manual gear is converted to the electric gear, wire number 800007-153 behind the main circuit breaker panel is to be left disconnected.  
(See Figure 4.)

Investigation reveals that the wire connections may be reversed (See Figure 1 & 3.) at the stall warning horn and gear warning horn circuit breakers. Reversed wires at this location will make the stall warning horn inoperative on electric-gear equipped aircraft.

**INSTRUCTIONS:** With aircraft parked and the engine shutdown, turn master switch on. Trip gear warning horn circuit breaker. Manipulate stall warning vane at left wing leading edge; if stall warning signal is heard, no further action is required for compliance with this bulletin. If stall warning is not heard, proceed as follows:

- 1) Inspect electric gear circuit breaker wire hookup. Reverse wire connections if hookup does not conform to the circuit illustrated in Figure 4.
- 2) Inspect manual gear circuit breaker wire hookup. Reverse wire connections if hookup does not conform to the circuit illustrated in Figure 2.

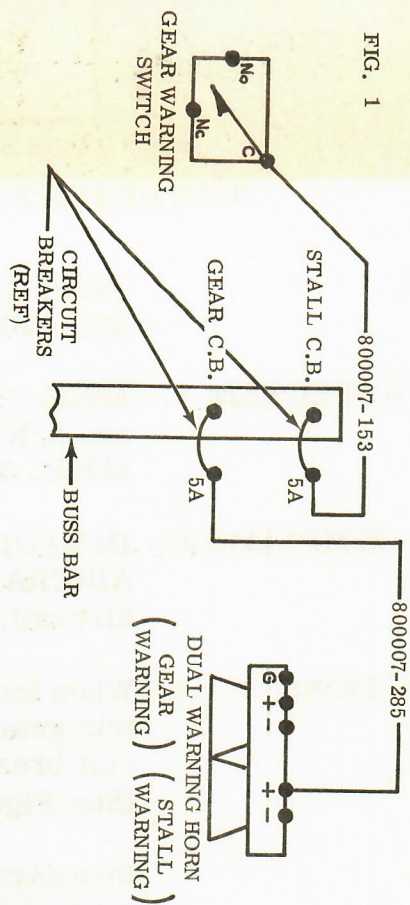
**NOTE:** On all aircraft listed above under Models Affected, wire No. 800007-285 must run from stall warning horn positive connection to stall warning horn circuit breaker.

**SERVICE BULLETIN KIT:** NONE

**COMPLIANCE NOTIFICATION:** To fully comply with this service bulletin, fill out the attached compliance card and mail to the factory.

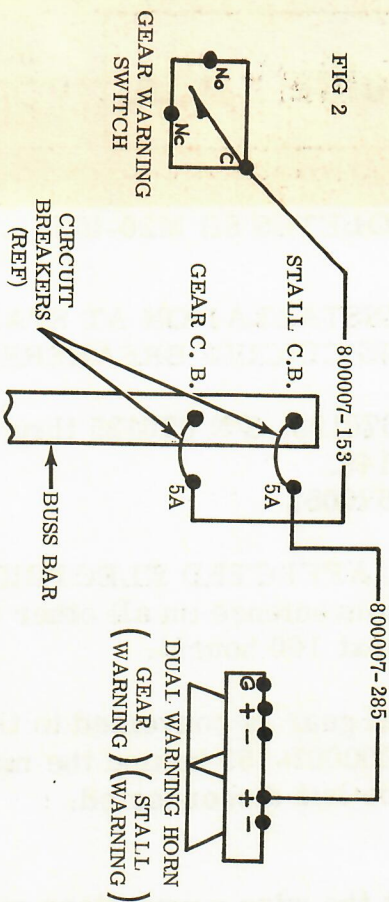


FIG. 1



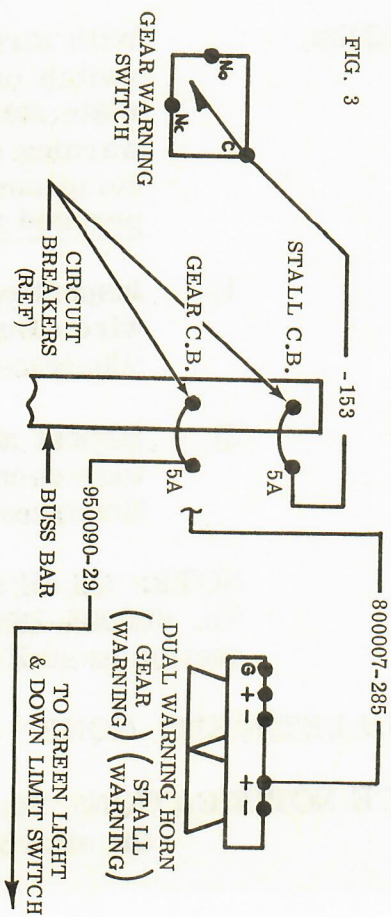
## POSSIBLE REVERSED MANUAL GEAR WIRE CONNECTIONS

FIG 2



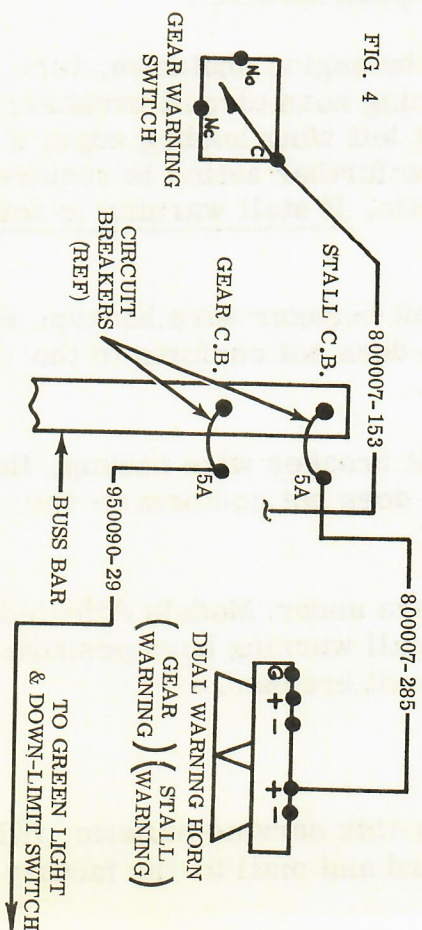
## CORRECT MANUAL GEAR WIRE CONNECTIONS

FIG. 3



## POSSIBLE REVERSED ELECTRIC GEAR WIRE CONNECTIONS MAKING THE STALL WARNING HORN INOPERATIVE

FIG. 4



## CORRECT ELECTRIC GEAR WIRE CONNECTIONS