



SUBJECT: 100/130 fuel marking corrections to wing filler caps and Owners Manual.

MODELS AFFECTED: M20C S/N: 3185 thru 3466
670001 thru 670149
680001 thru 680198
690001 thru 690098
M20G S/N: 680001 thru 680164
690001 thru 690020

TIME OF COMPLIANCE: Mandatory compliance within the next annual or 100 hour inspection, whichever comes first.

- INSTRUCTIONS:
1. Remove existing decals from each wing tank filler cap and adhere 150010-93 decal as shown in picture on reverse side.
 2. Correct applicable aircraft Owner Manual by making 100/130 entry on all affected pages similar to typical correction entry shown on reverse side. Pages of Owner Manuals to be corrected are:

<u>Aircraft Model Yr.</u>	1966	1967	1968	1969
M20C	Page 1	Page 1	Page 1 - 5	Page 1 - 5
	Page 3	Page 4	Page 5 - 4	Page 5 - 4
	Page 25	Page 31	Page 7 - 5	Page 7 - 5
M20G	-----	-----	Page 1 - 5	Page 1 - 5
	-----	-----	Page 5 - 4	Page 5 - 4
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COMPLIANCE
NOTIFICATION:

To fully comply with this Service Bulletin, fill out the enclosed Compliance Card and mail to factory.

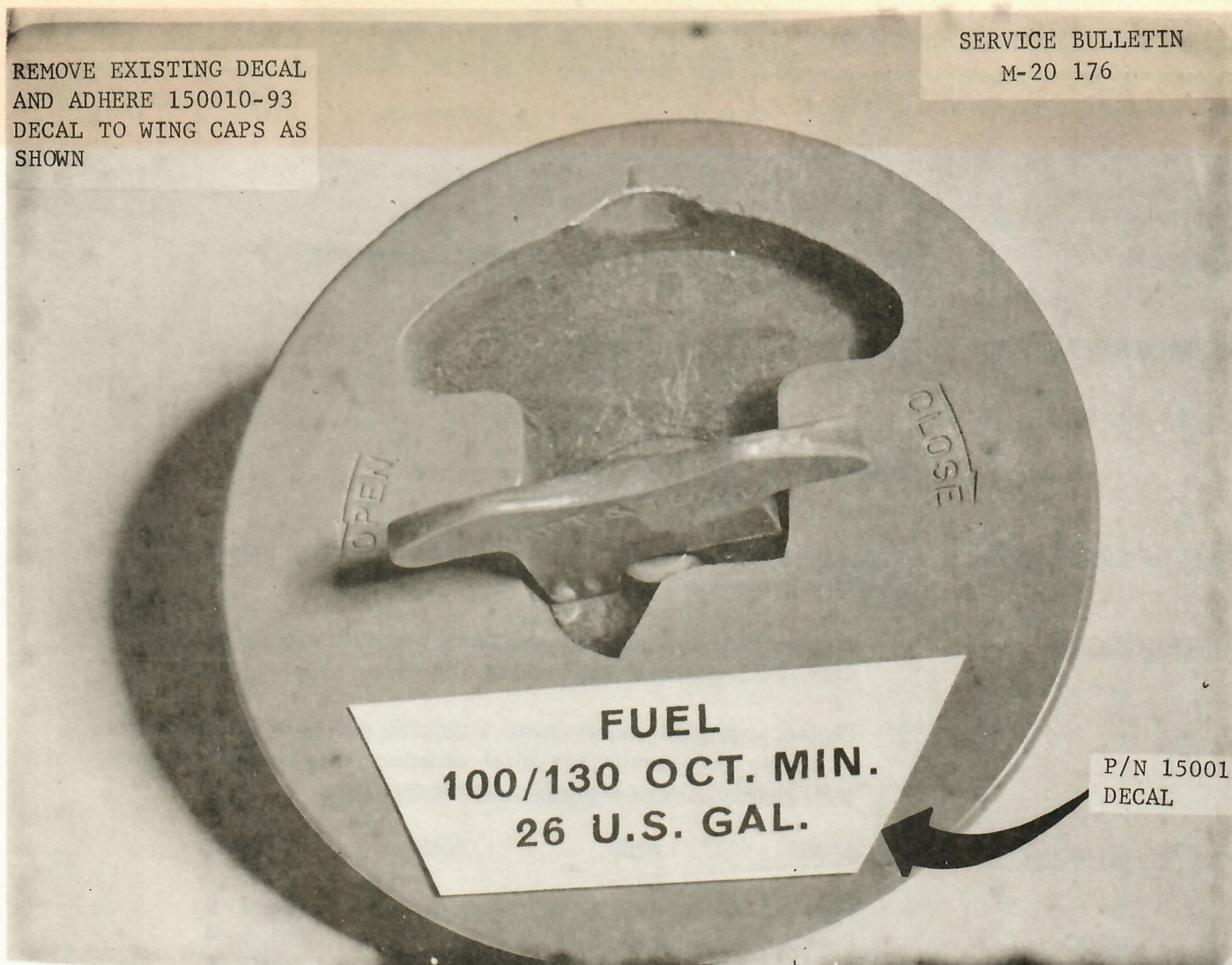
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SERVICE BULLETIN KIT: M20-176-1 - 150010-93 Decal (2)
Service Bulletin Compliance Card (1)

These Service Bulletin Kits may be procured from your local Mooney Distributor and service center. Direct factory orders will not be accepted.

REMOVE EXISTING DECAL
AND ADHERE 150010-93
DECAL TO WING CAPS AS
SHOWN

SERVICE BULLETIN
M-20 176



P/N 150010-93
DECAL

POWER PLANT

Engine Lycoming Model O-360-A1D

Engine limits for all

operations 180 BHP, 2700 RPM

Fuel ^{100/130}
~~91/98~~ octane aviation
gasoline

Propeller Hartzell Constant Speed
Hub HC-C2YK-1B
Blade 7666A-2
Pitch setting at 30-inch
station: High $29^{\circ} \pm 2^{\circ}$;
Low $13^{\circ} \pm 0^{\circ}$

POWER PLANT INSTRUMENTS

Tachometer

Radial Red Line (Rated) 2700 RPM

Green Arc--Narrow (Rated operating
range) 2300-2700 RPM

Green Arc--Wide (Recommended operating
range) 2300-2500 RPM

Red Arc--Wide (No continuous operation in
this range) 2000-2250 RPM

Cylinder Head Temperature

Radial Red Line (Maximum) 500 DEG F

TYPICAL
CORRECTION
ENTRY