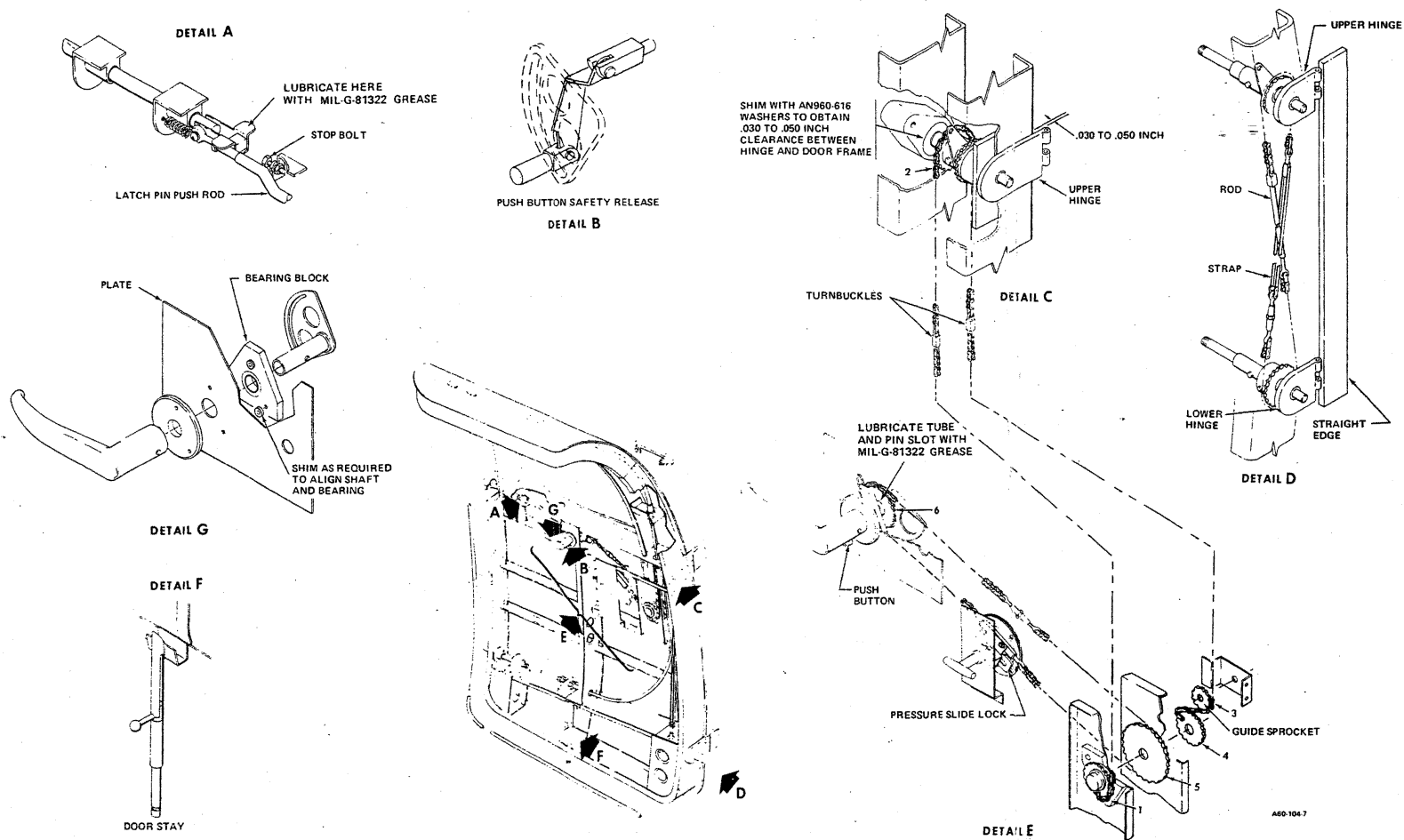


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DUKE 60 SERIES  
MAINTENANCE MANUAL**



**Cabin Door Mechanism (P-123, P-127 and after)  
Figure 202**

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Check that the chains are positioned on sprockets (5 and 6, Detail E) so that the interior handle can be rotated for its full travel without interference between the chain turnbuckle and the sprockets.

**NOTE**

If the handle binds while being rotated, check the chain for proper deflection under firm thumb pressure as indicated in Detail E. Adjust the chain turnbuckle as necessary to obtain this deflection. If the chain is at the proper tension but the handle still binds, check for alignment of the plate and bearing (see Detail G) with the handle shaft. Shim between the bearing block and plate with AN960-10L washers as necessary to eliminate the misalignment.

e. Check that the lock bolt (P-4 thru P-126, except P-123) pulls aft to clear the lock (see Detail B, Figure 201) when the exterior handle is in the fully open position. If necessary, reposition the lock arm support at its slotted mounting holes to obtain this clearance.

f. Adjust the stop bolt (see Detail A) until the complete travel of the center latch bolt from the locked position is 1-1/4 inches.

**CAUTION**

To prevent damage to the ears of the spring in the exterior handle, (P-4 thru P-126, except P-123) the stop bolt must be adjusted to provide .010 to .030 inch clearance (see Detail F, Figure 201) between the ears of the spring and the lug in the casting of the handle when the handle reaches the limit of its travel.

Check that the center latch pin extends 1-1/4 inches beyond the door frame when the hinges are in the closed position and 1/4 inch when in the open position. If necessary, adjust the length of the latch pin push rod (see Detail A) to obtain these settings.

g. Unsafety and adjust the length of the upper and lower latch pins until they extend one inch beyond the door frame with the hinges in the closed position.

**LUBRICATION OF CABIN DOOR LATCHING MECHANISM**

The latch mechanism is lubricated upon assembly and will not normally require further lubrication except when parts are replaced, then the chains and all points of friction except oilite bearings should be lubricated with MIL-G-81322 grease (9, Chart 207, 91-00-00).

**"END"**