

## REVISION TRANSMITTAL

This sheet transmits Revision 1 to SL680A-27-08, which:

- A. Changed vertical stabilizer access panel from 341JL to 341ML in Steps 1.A and 1.N.

**NOTE:** This revision replaces the original issue of SL680A-27-08 in its entirety.

### REVISION COMPLIANCE

NO EFFECT. Aircraft previously modified by this service letter are not affected by this revision.

### LOG OF REVISIONS

Original Issue	April 3, 2020
Revision 1	June 5, 2020



**TITLE**

FLIGHT CONTROLS - INSPECTION OF THE AFT ELEVATOR SECTOR BOLT FOR CORRECT INSTALLATION

**EFFECTIVITY****MODEL**

680A (Citation Latitude)

**SERIAL NUMBERS**

-0005 thru -0225

The equivalent of this service document has been incorporated on production airplanes -0226 and On.

**REASON**

The bolts that attach the S3775-1 Spring to the aft elevator sector may have been installed with their heads oriented on the inboard side instead of outboard side.

**DESCRIPTION**

This service letter provides instructions to inspect the S3775-1 Spring attach bolts for proper orientation, and fix as necessary.

**COMPLIANCE**

RECOMMENDED. This service document should be accomplished at a scheduled maintenance period or inspection.

A service document published by Textron Aviation may be recorded as *completed* in an aircraft log only when the following requirements are satisfied:

- 1) The mechanic must complete all of the instructions in the service document, including the intent therein.
- 2) The mechanic must correctly use and install all applicable parts supplied with the service document kit. Only with written authorization from Textron Aviation can substitute parts or rebuilt parts be used to replace new parts.
- 3) The mechanic or airplane owner must use the technical data in the service document only as approved and published.
- 4) The mechanic or airplane owner must apply the information in the service document only to aircraft serial numbers identified in the *Effectivity* section of the document.
- 5) The mechanic or airplane owner must use maintenance practices that are identified as acceptable standard practices in the aviation industry and governmental regulations.

No individual or corporate organization other than Textron Aviation is authorized to make or apply any changes to a Textron Aviation-issued service document or flight manual supplement without prior written consent from Textron Aviation.

Textron Aviation is not responsible for the quality of maintenance performed to comply with this document, unless the maintenance is accomplished at a Textron Aviation-owned Service Center.

**CONSUMABLE MATERIAL**

No specialized consumable materials are required to complete this service document.

**TOOLING**

No specialized tooling is required to complete this service document.

Original Issue - April 13, 2020  
Revision 1 - June 5, 2020

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## REFERENCES

Cessna Model 680A Maintenance Manual

Citation Standard Practices Manual

## PUBLICATIONS AFFECTED

None

## ACCOMPLISHMENT INSTRUCTIONS

1. (Refer to Figure 1, Sheet 1.) Examine the upper bolts that attach the S3775-1 Spring to the aft elevator sector as follows:
  - A. Remove vertical stabilizer access panel 341ML to get access to the aft elevator sectors and the elevator down springs. (Refer to Cessna Model 680A Maintenance Manual, Chapter 6, Access Plates and Panels Identification - Description and Operation.)
  - B. If not already done, engage the circuit breakers that follow:
    - PRI STAB TRIM CONT - Left Circuit Breaker Panel
    - PRI STAB TRIM PWR (HT136 - Left DC Power J-Box)
  - C. If not already done, connect external electrical power to the airplane. (Refer to Cessna Model 680A Maintenance Manual, Chapter 24, External Electrical Power - Maintenance Practices.)
  - D. Push and release the SECONDARY TRIM switch on the pedestal to the OFF position.

**WARNING:** Before you move the horizontal stabilizers, make sure that all personnel and equipment are clear of the horizontal stabilizers. Make sure that the personnel know that the horizontal stabilizers will move. Put warning tags in the area. This will help to prevent injury to personnel.

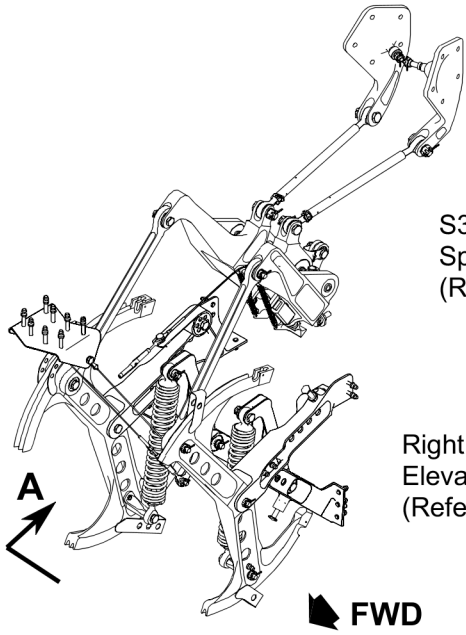
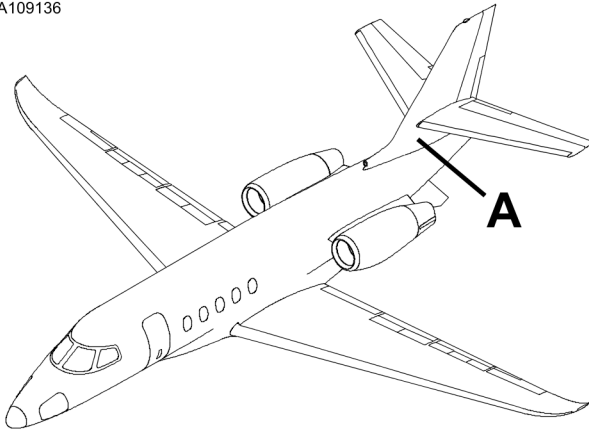
- E. Using the two split trim switches on the pilot's or the copilot's control wheel to move the horizontal stabilizer to the airplane nose down electrical stop.
- F. Attach a digital inclinometer to the upper surface of the horizontal stabilizer perpendicular to the horizontal stabilizer pivot line above the stabilizer aft spar.
  - (1) Set the digital inclinometer to ALT ZERO.
- G. Using the two split trim switches on the pilot's or the copilot's control wheel to move the horizontal stabilizer airplane until the digital inclinometer shows 7.95 ( $\pm$  0.2) degrees Leading Edge Down (LED).
- H. Pull the roll/pitch disconnect tee handle.
  - (1) Make sure that the left and the right elevators are fully disconnected.
- I. Make sure that all switches are in the OFF/NORM position.
- J. Disconnect electrical power from the airplane.
  - (1) Disconnect the airplane batteries.
  - (2) Disconnect external electrical power.
- K. Attach maintenance warning tags to the batteries and external power receptacle that have "**DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS**" written on them.
- L. Using a high intensity light, examine the upper bolts that attach the down spring to the aft elevator sector for correct installation (bolt head installed facing outboard).
  - (1) On aircraft where the examination revealed the upper bolt was installed correctly (bolt head installed facing outboard), do the steps that follow:
    - (a) Go to Step 1.M.

- (2) On aircraft where the examination revealed the upper bolt was not installed correctly (bolt head installed facing inboard), do the steps that follow:
  - (a) Remove the MS21256-1 Clips from the turnbuckles on the down spring cables.
    - 1 Loosen turnbuckles to decrease tension on the down spring cables.
  - (b) Remove the cotter pins from the incorrectly installed bolts and nuts.
  - (c) Remove the nut and washer from the bolts.
  - (d) Remove the bolts from the down springs. Keep the bolts.
  - (e) Install the kept bolts with the head of the bolts facing outboard.
  - (f) Install the washers and nuts.
  - (g) Torque the bolts. (Refer to the Citation Standard Practices Manual, Chapter 20, Torque Data - Maintenance Practices.)
  - (h) Install two MS24665-134 Cotter Pins in the bolts. (Refer to the Citation Standard Practices Manual, Chapter 20, Safelying - Maintenance Practices.)
  - (i) (Refer to Figure 2, Sheet 1.) If not already done, using an indelible marker, make a mark along the center line of both down spring bell cranks.
  - (j) Adjust the down spring cable turnbuckles until the marks on both down spring bell cranks are aligned with the center of the holes in the aft elevator sector brace.
  - (k) Install MS21256-1 Clips in the turnbuckles on the down spring cables. (Refer to the Citation Standard Practices Manual, Chapter 20, Safelying - Maintenance Practices.)
  - (l) Push the roll/pitch disconnect tee handle.
    - 1 Make sure the left and right elevators are fully connected.
  - (m) Do the Elevator Down Spring Functional Test. (Refer to the Cessna Model 680A Maintenance Manual, Chapter 27, Elevator Control System - Adjustment/Test.)
- M. Remove the digital inclinometer from the upper surface of the horizontal stabilizer.
- N. Install vertical stabilizer access panel 341ML. (Refer to the Cessna Model 680A Maintenance Manual, Chapter 6, Access Plates and Panels Identification - Description and Operation.)
2. Remove the maintenance warning tags and connect the airplane batteries.
3. Make an entry in the airplane logbook that states compliance and method of compliance with this service document.

**NOTE:** Textron Aviation recommends that compliance with all service documents is reported to a maintenance tracking system provider.

- Complete a record of compliance. (Maintenance Transaction Report, Log Book Entry, or other record of compliance.)
- Put a copy of the completed record of compliance in the airplane logbook.
- Send a copy of the completed record of compliance to the maintenance tracking system provider used.

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**DETAIL A**

**NOTE**

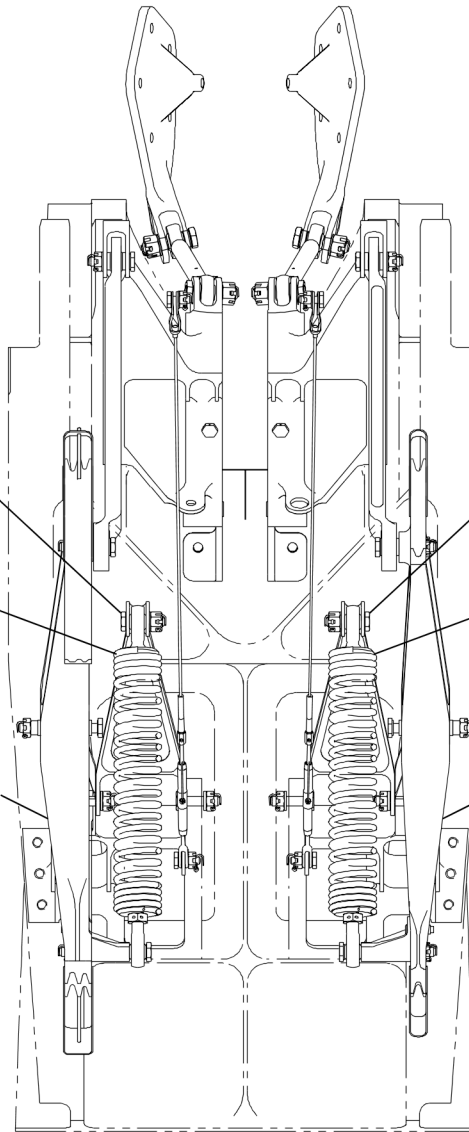
S3775-1 Spring  
 (Reference)

Right Aft Elevator Sector  
 (Reference)

**NOTE**

S3775-1 Spring  
 (Reference)

Right Aft Elevator Sector  
 (Reference)



**VIEW A-A**  
 View Looking Aft

**NOTE:** The NAS6204-10D Bolt should be installed with the bolt head facing outboard.

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 A6963T1021  
 AA6960T450-13

Figure 1. Inspection of the Aft Elevator Sector Bolt for Correct Installation (Sheet 1)

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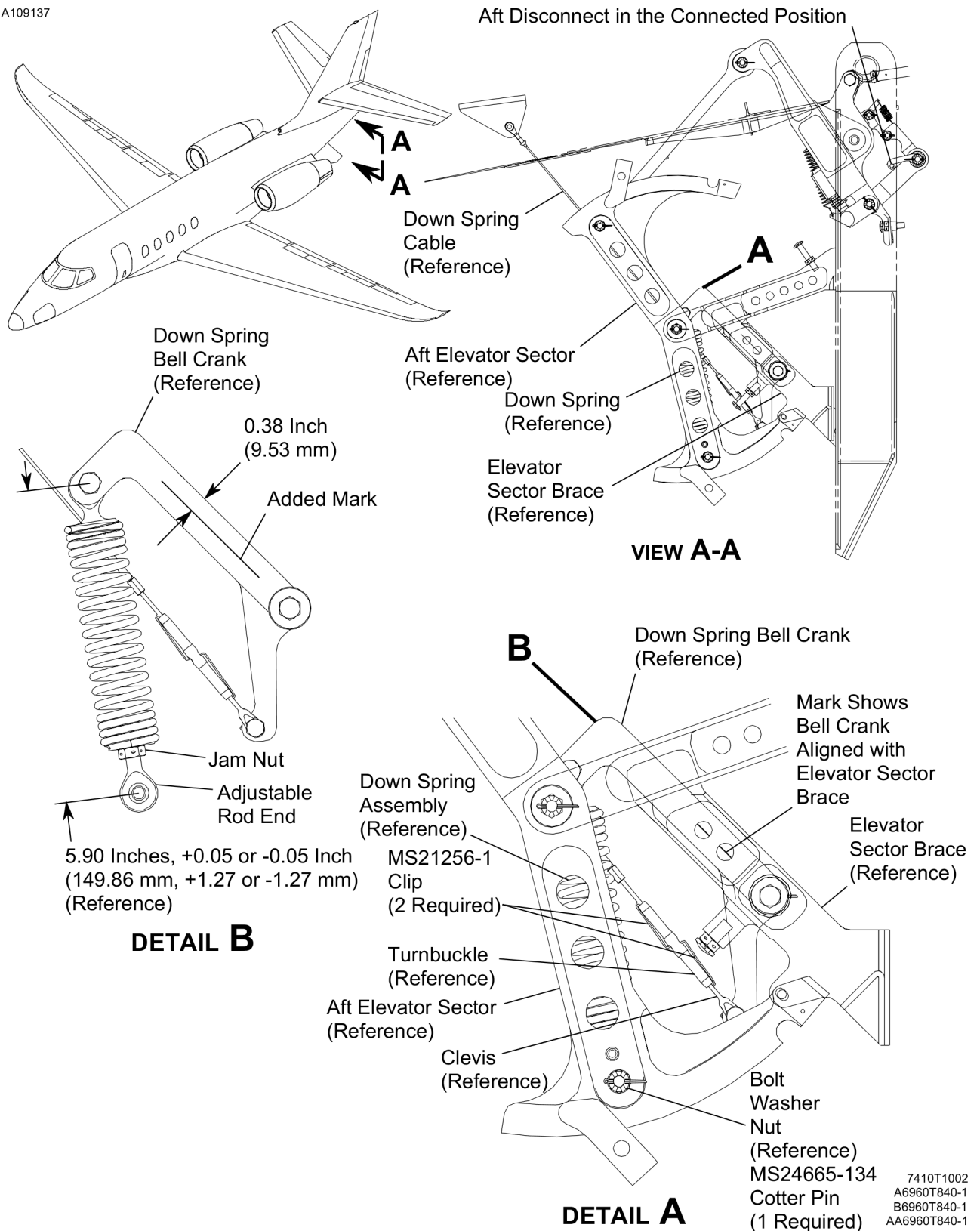


Figure 1. Inspection of the Aft Elevator Sector Bolt for Correct Installation (Sheet 2)

**MATERIAL INFORMATION**

If the examination revealed the bolt heads were incorrectly installed, order the parts below to do this service document.

<b>NEW P/N</b>	<b>QUANTITY</b>	<b>KEY WORD</b>	<b>OLD P/N</b>	<b>INSTRUCTIONS/ DISPOSITION</b>
MS21256-1	4	Clip	MS21256-1	Discard
MS24665-134	2	Cotter Pin	MS24665-134	Discard



**TITLE**

FLIGHT CONTROLS - INSPECTION OF THE ELEVATOR AFT SECTOR BOLT FOR CORRECT INSTALLATION

**TO:**

Cessna Model 680A (Citation Latitude) Aircraft Owner

**REASON**

The bolts that attach the S3775-1 Spring to the aft elevator sector may have been installed with their heads oriented on the inboard side instead of outboard side.

**COMPLIANCE**

RECOMMENDED. This service document should be accomplished at a scheduled maintenance period or inspection.

**LABOR HOURS**

WORK PHASE	LABOR-HOURS
Modification	4.0
Inspection	0.5

**MATERIAL AVAILABILITY**

If the examination revealed the bolt heads were incorrectly installed, order the parts below to do this service document.

PART NUMBER	AVAILABILITY	COST
MS21256-1	*	*
MS24665-134	*	*

\* Please contact Textron Aviation Parts Distribution for current cost and availability of parts listed in this service document. Phone at 1-800-835-4000 (Domestic) or 1-316-517-5603 (International). Send email to: [parts@txtav.com](mailto:parts@txtav.com).

Based on availability and lead times, parts may require advanced scheduling.

**WARRANTY**

This service document is *recommended*. Eligible airplanes may qualify for parts and labor coverage to the extent noted in the *Labor Hours* and *Material Availability* sections of this document.

April 13, 2020

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**Eligibility:** Airplanes identified within the serial number effectivity of this service document.

**Parts Coverage:** Textron Aviation-owned and Textron Aviation-authorized Service Facilities, operators, or other maintenance facilities may submit a claim for the parts required to accomplish this service document as defined in the *Material Availability* section of this document.

**Labor Coverage:** Textron Aviation-owned and Textron Aviation-authorized Service Facilities rated to perform maintenance on the specific model of Cessna Aircraft may submit a claim for the labor necessary to accomplish this service document as defined in the *Labor Hours* section of this document.

**Credit Application:** After this service document has been accomplished, a claim must be submitted to Textron Aviation within 30 days of the service document completion. Claims for compliance of this service document are to be filed as a W4 type claim.

Please submit your claim form online at [ww2.txtav.com/Parts](http://ww2.txtav.com/Parts) or email the completed Textron Aviation Claim Form to [warranty@txtav.com](mailto:warranty@txtav.com). If submitted on-line a Return Authorization will be provided. If a paper claim is submitted your claim will be entered into the system and a Return Authorization will be sent to you.

The Return Authorization must accompany any required return parts (see *Material Availability*), to the point of purchase.

Parts to be returned to Textron Aviation Parts Distribution should be forwarded to:

Textron Aviation Parts Distribution  
Warranty Administration  
285 South Greenwich Road  
Bldg B89, Docks 1-4  
Wichita, KS 67206  
USA

**Expiration:** April 13, 2022 (after this date the owner/operator assumes the responsibility for compliance costs)

Textron Aviation reserves the right to void continued airplane warranty coverage for the parts affected by this service document until the service document is accomplished.

**NOTE:** As a convenience, service documents are now available online to all our customers through a simple, free-of-charge registration process. If you would like to sign up, please visit the Customer Access link at [www.txtavsupport.com](http://www.txtavsupport.com) to register.