TITLE
CREW SEAT BACK CYLINDER LOCK CONTROL INSPECTION/ADJUSTMENT

EFFECTIVITY

Model          | Serial Numbers
---             | ---------------
172R           | 17280001 thru 17281199
172S           | 172S8001 thru 172S9567
182S           | 18280001 thru 18280944
182T           | 18280945 thru 18281296
T182T          | T18208001 thru T18208223
206H           | 20608001 thru 20608207
T206H          | T20608001 thru T20608436

REASON
Reports have been received of crew seat backs reclining unexpectedly. It has been determined that this condition may be caused by incorrect adjustment of the seat back control.

DESCRIPTION
The crew seat back controls shall be inspected and adjusted as described in this Service Bulletin. Non-compliance with this Service Bulletin could allow an incorrectly adjusted seat back control to go undetected which could allow a crew seat back to recline unexpectedly.

COMPLIANCE
Mandatory: shall be accomplished within the next 100 hours of operation or 12 months, whichever occurs first.

APPROVAL
FAA approval has been obtained on technical data in this publication that affects airplane type design.
MANPOWER

1.1 man-hours per airplane to adjust the crew seat back cylinder lock controls

REFERENCES


NOTE: Make sure all publications used are complete and current.

NOTE: This information shall be considered an amendment to the Cessna Manufacturer’s Service/Maintenance Manual or Instructions for continued airworthiness and must be accomplished for ongoing airworthiness compliance as required per 14 CFR Part 43.13.

OTHER PUBLICATIONS AFFECTED

Model 172R and Model 172S Illustrated Parts Catalog
Model 182S/182T/T182T Illustrated Parts Catalog
Model 206H & Model T206H Illustrated Parts Catalog

NOTE: Make sure all publications used are complete and current.

MATERIAL PRICE AND AVAILABILITY

The material below is available from Cessna Parts Distribution through an appropriate Cessna Service Station for the suggested list price shown.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Qty/Airplane</th>
<th>Price</th>
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<tbody>
<tr>
<td>Loctite 242</td>
<td>Adhesive</td>
<td>(as required)</td>
<td>$33.10 ea (VR)</td>
</tr>
<tr>
<td>(Alternate U074062)</td>
<td>1.69 Oz.</td>
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ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

CREDIT INFORMATION

A miscellaneous parts credit of $0.50 and a labor allowance credit of 1.1 man-hours per airplane will be provided to adjust the crew seat back cylinder lock control as described in this Service Bulletin. The labor allowance credit is based on the work being completed during a normal scheduled annual/100 hour type inspection.

To receive credit, the work must be completed and a Warranty Claim submitted by a Cessna Single Engine Service Station within 30 calendar days of Service Bulletin compliance before the credit expiration dates shown below.

<table>
<thead>
<tr>
<th>Domestic</th>
<th>October 11, 2005</th>
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<tbody>
<tr>
<td>International</td>
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ACCUMPLISHMENT INSTRUCTIONS

Weight And Balance Information

WEIGHT CHANGE ................. Negligible

Material Information

Use the material below, or equivalent, to complete this service bulletin:

<table>
<thead>
<tr>
<th>NAME</th>
<th>NUMBER</th>
<th>SUPPLIER</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retaining Compound</td>
<td>Loctite 242</td>
<td>Cessna Aircraft Company</td>
<td>Retention of adjustment lock</td>
</tr>
<tr>
<td></td>
<td>(Alternate</td>
<td>Cessna Parts Distribution</td>
<td>nut.</td>
</tr>
<tr>
<td></td>
<td>U074062)</td>
<td>5800 East Pawnee</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>PO Box 1521</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Wichita, KS 67218 USA</td>
<td></td>
</tr>
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Instructions

1. (Refer to Figure 1, Detail A.) Remove the crew seats from the airplane. (Refer to the applicable Model Maintenance Manual, Chapter 25, Flight Compartment - Maintenance Practices.)

2. (Refer to Figure 1, Detail A and Detail B.) Do a seat back recline cable lock mechanism adjustment.
   
   A. Turn the cable adjustment locking nut counterclockwise to unlock the cable adjustment nut.
   
   B. Turn the cable adjustment nut counterclockwise until there is a 0.10 inch play at the recline lever.
   
   C. Tighten the adjustment locking nut to lock the tension on the cable.
   
   CAUTION: DO NOT TIGHTEN THE CABLE TOO MUCH SINCE THIS COULD CAUSE THE SEAT RECLINE MECHANISM NOT TO LOCK.
   
   D. Move the seat back forward and aft a few times to make sure it operates smoothly and locks. Loosen and tighten the adjustment locking nut as necessary to keep the 0.10 inch play at the recline lever.
   
   E. Use a drop of Loctite 242 (or equivalent) to safety the adjustment locking nut in place and tighten the locking nut.

3. Install the crew seats in the airplane. (Refer to the applicable Model Maintenance Manual, Chapter 25, Front Seats and Rails - Maintenance Practices.)

4. Make an entry in the airplane logbook that states compliance with this Service Bulletin.
NOTE 1: ADJUST THE CABLE ADJUSTMENT NUT SO THE RECLINE LEVER HAS 0.10 INCH PLAY.
NOTE 2: UPHOLSTERY NOT SHOWN FOR CLARITY.

Figure 1. Crew Seat Inspection/Adjustment (Sheet 1)
Figure 1. Crew Seat Inspection/Adjustment (Sheet 2)
OWNER NOTIFICATION

On October 11, 2004 the following message will be sent to applicable owners of record in SB04-25-04A.

Dear Cessna Owner:

This Owner Advisory is to inform you that reports have been received of crew seat backs reclining unexpectedly. It has been determined that this condition may be caused by incorrect adjustment of the seat back control.

The crew seat back controls shall be inspected and adjusted as described in Service Bulletin SB04-25-04. Non-compliance with SB04-25-04 could allow an incorrectly adjusted seat back control to go undetected which may allow a crew seat back to recline unexpectedly.

Compliance is mandatory: shall be accomplished within the next 100 hours of operation or 12 months, whichever occurs first.

The information contained in the referenced Cessna Service Bulletin shall be considered an amendment to the Cessna Manufacturer’s Service/Maintenance Manual or Instructions for continued airworthiness, and must be accomplished for ongoing airworthiness compliance as required per 14 CFR Part 43.13.

A miscellaneous parts credit of $0.50 and a labor allowance credit of 1.1 man-hours per airplane will be provided to adjust the crew seat back cylinder lock control as described in SB04-25-04. The labor allowance credit is based on the work being completed during a normal scheduled annual/100 hour type inspection.

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Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB04-25-04 accomplished on your airplane.

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