CREW SEAT RECLINE MODIFICATION

Orders for the required parts listed below must be placed by using this form only.

NOTE: All web orders for these kits/parts will be cancelled.

FAX completed forms to 316-831-4187.

ORDER INFORMATION:

Service Station/Company Code: ________________________________________________________
Company Name: ____________________________________________________________________
Contact Person: _________________________ Title: _____________________________________
Phone Number: _________________________ Fax Number: ______________________________
Airplane Serial No. _______________________Registration No.____________________________
Airplane Model : _________________________ Shipping Method: __________________________
Purchase Order: _________________________ (Ground shipping will be prepaid, no rebill)

Please provide a separate order form for each airplane serial number.

Required Modification Kit or UltraLocs (Circle one group only).

| MK172-25-10C0 (NOTE 1) | OR | MK172-25-10C1 (NOTE 2) | OR | UL18-019VSP1 UL18-020VSP1 UL18-021VSP1 (2 Required per Airplane) (NOTE 3) |

NOTE 1: Applicable for Group A airplanes that have installed MK172-25-07 or that have production configuration seats (Refer to the attached MK172-25-10C, Figure 1, Detail B). Also refer to Figure 1, View C-C, Detail F, and Detail G. Make sure that the part number 0790007-2 Height Adjustment Nut is installed. If the 0790007-2 Height Adjustment Nut is not installed, then order the MK172-25-10C1 kit.

NOTE 2: Applicable for Group A airplanes that have not installed MK172-25-07 or that do not have production configuration seats or the part number 0790007-2 Height Adjustment Nut installed (Refer to the attached MK172-25-10C, Figure 1, Detail B, View C-C, Detail F, and Detail G).

NOTE 3: For Group B airplanes, the UL18-020VSP1 and the UL18-021VSP1 are alternatives for the UL18-019VSP1.

This form may be copied.
TITLE
CREW SEAT RECLINE MODIFICATION

EFFECTIVITY

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>172R</td>
<td>17280001 thru 17281262</td>
</tr>
<tr>
<td>172S</td>
<td>172S8001 thru 172S9994</td>
</tr>
<tr>
<td>182S</td>
<td>18280001 thru 18280944</td>
</tr>
<tr>
<td>182T</td>
<td>18280945 thru 18281701</td>
</tr>
<tr>
<td>T182T</td>
<td>T18208001 thru T18208453</td>
</tr>
<tr>
<td>206H</td>
<td>20608001 thru 20608250</td>
</tr>
<tr>
<td>T206H</td>
<td>T20608001 thru T20608570</td>
</tr>
</tbody>
</table>

DESCRIPTION

This modification kit provides instructions and parts to do seat-back recline modifications on both crew seats.

CAUTION:

APPROVAL

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

REFERENCE

SB04-25-01R4

December 26, 2006
Original Issue: November 8, 2005
CHANGE IN WEIGHT AND BALANCE
Negligible

MATERIAL INFORMATION

NOTE: The parts included in these modification kits cover installation for two crew seats in one airplane.

Airplanes that have installed MK172-25-07 or airplanes that have the production manufactured configuration seat (See Figure 1, Detail B), order the kit below.

NOTE: Also refer to Figure 1, View C-C, Detail F, and Detail G. Make sure that the part number 0790007-2 Height Adjustment Nut is installed. If the 0790007-2 Height Adjustment Nut is not installed, then you must order the MK172-25-10C1 kit.

<table>
<thead>
<tr>
<th>NEW P/N</th>
<th>QUANTITY</th>
<th>DESCRIPTION</th>
<th>OLD P/N</th>
<th>DISPOSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MK172-25-10C0</td>
<td>1</td>
<td>Kit, consisting of the following parts:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AN4-11A</td>
<td>2</td>
<td>Bolt</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>AN4-16A</td>
<td>2</td>
<td>Bolt</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>AN4-17A</td>
<td>2</td>
<td>Bolt</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AN4-4A</td>
<td>4</td>
<td>Bolt</td>
<td>AN4-12A</td>
<td>Discard</td>
</tr>
<tr>
<td>MS21044N4</td>
<td>8</td>
<td>Nut</td>
<td>MS21044N4 and MS21042-4</td>
<td>Discard</td>
</tr>
<tr>
<td>NAS1149F0463P</td>
<td>16</td>
<td>Washer</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SP22306</td>
<td>2</td>
<td>Ultraloc Actuator Kit</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>S2456-6-4</td>
<td>10</td>
<td>Rivet</td>
<td>S2456-6-4</td>
<td>Discard</td>
</tr>
<tr>
<td>UL18-019VSP1 or UL18-020VSP1 or UL18-021VSP1 (NOTE)</td>
<td>2</td>
<td>Ultraloc</td>
<td>0719013-2</td>
<td>Return to Cessna</td>
</tr>
<tr>
<td>0790012-2</td>
<td>2</td>
<td>Ultraloc End Fitting</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>0790012-3</td>
<td>2</td>
<td>Ultraloc Clevis Bracket</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>0790012-4</td>
<td>2</td>
<td>Ultraloc Clevis Bracket</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>MK172-25-10</td>
<td>1</td>
<td>Instructions</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTE: The UL18-020VSP1 and the UL18-021VSP1 are alternatives for the UL18-019VSP1.

Airplanes that have not installed MK172-25-07 or do not have the production manufactured configuration seat or part number 0790007-2 Height Adjustment Nut installed (See Figure 1, Details B, F, and G, and View C-C), order the kit below.

<table>
<thead>
<tr>
<th>NEW P/N</th>
<th>QUANTITY</th>
<th>DESCRIPTION</th>
<th>OLD P/N</th>
<th>DISPOSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MK172-25-10C1</td>
<td>1</td>
<td>Kit, consisting of the following parts.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AN4-11A</td>
<td>2</td>
<td>Bolt</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>AN4-16A</td>
<td>2</td>
<td>Bolt</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>AN4-17A</td>
<td>2</td>
<td>Bolt</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AN4-4A</td>
<td>4</td>
<td>Bolt</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>
MS21044N4 8 Nut MS21044N4 and MS21042-4 Discard
MS24665-136 2 Cotter Pin Same Discard
NAS1149F0463P 16 Washer Same Discard
NAS561P4-10 2 Pin Same Discard
SP22306 2 Ultraloc Actuator Kit None None
S2456-6-4 10 Rivet None None
UL18-019VSP1 or UL18-020VSP1 or UL18-021VSP1 (NOTE)
0790012-2 2 Ultraloc End Fitting None None
0790007-2 2 Nut, Height Adjustment 0514037-3 Discard
0790012-3 2 Ultraloc Clevis Bracket None None
0790012-4 2 Ultraloc Clevis Bracket None None
MK172-25-10 1 Instructions

NOTE: The UL18-020VSP1 and the UL18-021VSP1 are alternatives for the UL18-019VSP1.

In addition to the MK172-25-10C0 and MK172-25-10C1 parts kits, the following may be necessary.

<table>
<thead>
<tr>
<th>NEW P/N</th>
<th>QUANTITY</th>
<th>DESCRIPTION</th>
<th>OLD P/N</th>
<th>DISPOSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MS24694S101</td>
<td>2</td>
<td>Screw</td>
<td>AN4-7A</td>
<td>Discard</td>
</tr>
<tr>
<td>MS21044N4</td>
<td>2</td>
<td>Nut</td>
<td>Same</td>
<td>Discard</td>
</tr>
</tbody>
</table>

For Airplanes 17280001 thru 17280830, 172S8001 thru 172S8347, 18280001 thru 18280660, 20608001 thru 20608082, and T20608001 thru T20608146, the part below may be necessary.

<table>
<thead>
<tr>
<th>NEW P/N</th>
<th>QUANTITY</th>
<th>DESCRIPTION</th>
<th>OLD P/N</th>
<th>DISPOSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>MC5794-24</td>
<td>2 (As Required)</td>
<td>Seat Control Assembly</td>
<td>MC100-24 or MC194-24</td>
<td>Discard</td>
</tr>
</tbody>
</table>

The materials, or equivalent, listed in this table will be necessary.

<table>
<thead>
<tr>
<th>NAME</th>
<th>NUMBER</th>
<th>MANUFACTURER</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retaining Compound</td>
<td>Loctite 242 (alternate U074062)</td>
<td>Cessna Aircraft Company Cessna Parts Distribution 5800 East Pawnee PO Box 1521 Wichita, KS 67218 USA</td>
<td>Retention of the AN4-4A Bolts.</td>
</tr>
<tr>
<td>Alodine 1132 Marker</td>
<td>U074093 (or equivalent)</td>
<td>Cessna Aircraft Company Cessna Parts Distribution 5800 East Pawnee PO Box 1521 Wichita, KS 67218 USA</td>
<td>To apply to bare metal.</td>
</tr>
<tr>
<td>Corrosion Resistant Primer</td>
<td>K000912</td>
<td>Cessna Aircraft Company Cessna Parts Distribution 5800 East Pawnee PO Box 1521 Wichita, KS 67218 USA</td>
<td>To apply to bare metal.</td>
</tr>
</tbody>
</table>
ACCOMPLISHMENT INSTRUCTIONS

WARNING: READ AND MAKE SURE THAT YOU UNDERSTAND ALL OF THE INSTRUCTIONS BEFORE YOU INSTALL THIS MODIFICATION KIT. AN INCORRECTLY INSTALLED MODIFICATION KIT CAN POTENTIALLY CONTRIBUTE TO THE FAILURE OF AN ULTRALOC.


1. Prepare the airplane for maintenance.
   A. Make sure that all switches are in the OFF/NORM position.
   B. Disconnect electrical power from the airplane.
      (1) Disconnect the airplane battery.
      (2) Disconnect external electrical power.
   C. Attach maintenance warning tags to the battery and external power receptacle that have "DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS" written on them.

WARNING: FOLLOW ALL SAFETY PRECAUTIONS WHEN YOU WORK ON OR NEAR THE INFLATABLE RESTRAINT SYSTEM. THE INFLATOR ASSEMBLY IS A STORED, GAS/ENERGETIC MATERIAL DEVICE AND CAN CAUSE DAMAGE TO THE SYSTEM AND/OR INJURY TO PERSONNEL IF ACCIDENTALLY DEPLOYED.

2. Disconnect and remove the crew seat belts from the crew seats as necessary. Keep the attaching hardware. (Refer to the applicable Maintenance Manual, Chapter 25, Flight Compartment and Inflatable Restraint System - Maintenance Practices.)

3. Remove the crew seats from the airplane. (Refer to the applicable Maintenance Manual, Chapter 25, Flight Compartment - Maintenance Practices.)

4. (Refer to Figure 1, Detail B.) Look at the crew seats to see if MK172-25-07 is installed, the production manufactured configuration seat is installed, or if neither is installed, and go to Step 5 or Step 6 as applicable.

   NOTE: Airplanes with MK172-25-07 installed have the hydrolok slip fitting riveted to the seat frame.

   NOTE: Airplanes that have the production manufactured configuration seat installed have the hydrolok slip fitting welded to the seat frame.

   NOTE: Airplanes without MK172-25-07 or production manufactured configuration seats installed do not have a hydrolok slip fitting installed.
5. (Airplanes that have installed MK172-25-07 or have the production manufactured configuration seat) Do a modification to each crew seat.

**NOTE:** Airplanes that do not have MK172-25-07 or the production manufactured configuration seat installed, go to Step 6.

A. Disassemble the crew seats as follows.

1. (Refer to Figure 1, View A-A before modification.) Remove and discard the nut, washers, and bolt that attach the aft end of the cylinder lock assembly or steel bar to the seat back frame.

2. Remove and keep the washers and the bolt that attach the aft end of the seat base frame to the seat back frame on the right side. Discard the nut.

3. (Refer to Figure 1, View B-B before modification.) Remove and discard the nut, washers, and bolt that attach the aft end of the seat base frame to the seat back frame on the left side.

4. (Refer to Figure 1, Detail B.) Remove and discard the nut, washers, and bolt that attach the cylinder lock assembly or steel rod/bar to the hydrolok slip fitting.

5. (Refer to Figure 1, Detail C.) Remove the end of the MC5794-24 Seat Control Cable Assembly, with the long adjustment nut attached, from the cylinder lock assembly. Keep the long adjustment nut on the bracket and the jam nut on the cable. If the steel bar had been installed, remove the tie wraps securing the MC5794-24 Seat Control Cable Assembly to the seat frame.

**NOTE:** The MC100-24 and the MC194-24 Seat Control Cable Assemblies do not have the long adjustment nut attached to the cylinder lock assembly.

(a) If the MC100-24 or the MC194-24 Seat Control Cable Assemblies are installed, remove and replace them with MC5794-24 Seat Control Cable Assemblies.

6. Return the removed cylinder lock assembly to Cessna as described in the CREDIT INFORMATION section of SB04-25-01R4 (or latest revision). Discard the steel rod/bar.

7. (Airplanes that have installed MK172-25-07) Remove the hydrolok slip fitting as follows.

**NOTE:** Airplanes with the production manufactured configuration seat, go to Step 5B.

(a) (Refer to Figure 1, Detail B.) Remove and discard the nut, washers, and bolt that attach the hydrolok slip fitting to the 1214192-18 Bracket.

(b) Remove the two rivets that attach the hydrolok slip fitting to the bracket and the seat base frame.

(c) Discard the shim if installed and the hydrolok slip fitting.

B. (Refer to Figure 1, View B-B after modification.) Drill a bolt hole in the seat base frame to attach the forward end of the UL18-019VSP1, UL18-020VSP1, or UL18-021VSP1 Ultraloc as follows.

1. From the lower edge of the angle that is on the left side of the seat base frame, measure 1.44 inches up to locate the center of the new bolt hole location.

2. From the aft edge of the angle, measure 0.47 inch to locate the center of the new bolt hole.

3. Make a mark at this location to show the center of the new bolt hole that you will drill.

4. Drill a 0.256-inch diameter hole through the angle. Deburr the hole.

**NOTE:** The angle is made of steel, and it is recommended that you use a titanium nitrate coated (gold or yellow in color) drill bit and also that you use lubricant cutting oil (or equivalent) when you drill. When you drill through steel, it is recommended to drill at a slow speed and to use light hand pressure to help keep the material from an overheat condition.

5. Apply Alodine 1132 and primer to the hole area as necessary.
C. (Refer to Figure 1, View A-A after modification and View B-B after modification.) Drill a bolt hole in the seat back frame to attach the 0790012-4 Ultraloc Clevis Bracket as follows:

1. Put the 0790012-4 Ultraloc Clevis Bracket in position on the inside surface of the seat back frame as shown. Align the top and the bottom holes on the bracket with the bolt holes in the seat back frame.

2. Put a mark on the seat back frame where you will match drill the new hole in the seat back frame with the existing middle hole in the 0790012-4 Ultraloc Clevis Bracket.

3. Remove the 0790012-4 Ultraloc Clevis Bracket from the seat frame.

4. Drill a 0.256-inch diameter hole through the seat back frame. Deburr the hole.

5. Apply Alodine 1132 and primer to the hole area as necessary.

D. (Refer to Figure 1, View A-A after modification.) Install the 0790012-4 Ultraloc Clevis Bracket to the seat back frame with the new AN4-11A Bolt, two NAS1149F0463P Washers, and MS21044N4 Nut.

E. (Refer to Figure 1, View D-D.) Install the 0790012-3 Ultraloc Clevis Bracket to the crew seat base frame as follows.

1. Put the 0790012-3 Ultraloc Clevis Bracket in position on the bottom of the seat base frame. Align the bolt hole in the bracket with the new hole that you drilled in the seat base frame.

2. (Refer to Figure 1, Detail D.) If necessary for the correct bolt hole alignment, trim the forward edge of the 0790012-3 Ultraloc Clevis Bracket as shown. Make sure that you remove no more than 0.10 inch of material from the 0790012-3 Ultraloc Clevis Bracket.

3. (Refer to Figure 1, Detail D.) (Airplanes with production manufactured configuration seat) If necessary to install the 0790012-3 Ultraloc Clevis Bracket in the correct position, you can trim the aft end of the hydrolok slip fitting as follows:
   a. Trim as necessary.
   b. Make sure that you do not remove material from the seat frame.
   c. Apply Alodine 1132 and primer to the area as necessary.

4. (Airplanes with MK172-25-07 installed) Put marks on the 0790012-3 Ultraloc Clevis Bracket to match the two existing rivet holes in the seat base frame where the hydrolok slip fitting was attached.

5. (Refer to Figure 1, View D-D and Detail D.) (Airplanes with production manufactured configuration seat) Mark and drill two Number 5 (0.205-inch diameter) holes in the 0790012-3 Ultraloc Clevis Bracket and on the seat frame.

6. Put marks on the 0790012-3 Ultraloc Clevis Bracket and on the seat base frame for the three new rivet holes that you will drill.

7. Drill three equally-spaced Number 5 (0.205-inch diameter) holes through the seat base frame.

8. Match drill five Number 5 (0.205-inch diameter) holes through the 0790012-3 Ultraloc Clevis Bracket. Deburr the holes.

9. Apply Alodine 1132 and primer to the holes and forward edge as necessary.

10. Install the 0790012-3 Ultraloc Clevis Bracket to the seat base frame with five S2456-6-4 Rivets.

11. (Refer to Figure 1, View C-C, Detail F, and Detail G.) Determine what part number height adjustment nut is installed on your airplane and do as follows:
   a. If the 0790007-2 Height Adjustment Nut (2.00 inches in length) is installed, make sure that it is installed exactly in the correct configuration as shown. If it is not installed exactly in the correct configuration as shown, correct the installation.
   b. If the 0514037-3 Height Adjustment Nut (1.51 inches in length) is installed, remove it and replace it with the 0790007-2 Height Adjustment Nut with a new NAS561P4-10 Pin and a
new MS24665-136 Pin. Make sure that you install the 0790007-2 Height Adjustment Nut exactly as shown.

F. Install the seat back frame to the seat base frame on the right side of the crew seat with the kept hardware and new MS21044N4 Nut.

G. (Refer to Figure 1, View A-A after modification.) With the AN4-17A Bolt, two NAS1149F0463P Washers, and MS21044N4 Nut, install the seat back frame (with the new 0790012-4 Ultraloc Clevis Bracket installed to it) to the seat base frame.

**NOTE:** For airplanes equipped with the AMSAFE restraint system, one 0514232-3 Bushing and two NAS1149F0563P Washers are installed also.

**NOTE:** Use a longer AN4 bolt as necessary to make one to three threads show beyond the nut when it is installed.

H. Install the UL18-019VSP1, UL18-020VSP1, or UL18-021VSP1 Ultraloc on the crew seat as follows.

1. (Refer to Figure 1, View D-D, and Detail K.) Put the 0790012-2 Ultraloc End Fitting in position between the 0790012-3 Ultraloc Clevis Bracket and the angle.

   **CAUTION:** MAKE SURE TO INSTALL THE 0790012-2 ULTRALOC END FITTING WITH THE 0.68-INCH END TOWARDS THE OUTSIDE OF THE CREW SEAT BASE FRAME. IF THE END FITTING IS INSTALLED INCORRECTLY THE ULTRALOC CYLINDER WILL NOT BE ALIGNED AND THE SEAT WILL NOT OPERATE CORRECTLY.

2. (Refer to Figure 1, View D-D.) Install the 0790012-2 Ultraloc End Fitting to the angle and the 0790012-3 Ultraloc Clevis Bracket with the two AN4-4A Bolts and the two NAS1149F0463P Washers. Apply Loctite 242 or equivalent to the threads of the bolts.

3. Tighten the two bolts until they are snug and then back them off one quarter turn.

4. (Refer to Figure 1, Detail E.) Install the SP22306 Ultraloc Actuator Kit on the UL18-019VSP1, UL18-020VSP1, or UL18-021VSP1 Ultraloc.

5. (Refer to Figure 1, View A-A after modification.) Put the UL18-019VSP1, UL18-020VSP1, or UL18-021VSP1 Ultraloc in position and install it to the seat frame and the 0790012-4 Ultraloc Clevis Bracket with one AN4-16A Bolt, two NAS1149F0463P Washers, and one MS21044N4 Nut.

6. (Refer to Figure 1, Detail E.) Connect the MC5794-24 Control Cable with the jam nut to the Ultraloc Actuator Kit.

   **NOTE:** The SP22306 Ultraloc Actuator Kit includes the jam nut and the adjustment nut.

7. (Refer to Figure 1, Detail E.) Adjust the cable tension to minimize free play at the MC5794-24 Control Jam Nut end. Go to Step 7.

6. (Airplanes that have not installed MK172-25-07 or do not have the production manufactured configuration seat) Do a modification to each crew seat.

A. Disassemble the crew seat as follows.

1. (Refer to Figure 1, View A-A before modification.) Remove and discard the nut, washers, and bolt that attach the aft end of the cylinder lock assembly or steel bar to the seat back frame.

2. Remove and keep the washers and bolt that attach the aft end of the seat base frame to the seat back frame on the right side. Discard the nut.

3. (Refer to Figure 1, View B-B before modification.) Remove and discard the nut, washers, and bolt that attach the aft end of the seat base frame to the seat back frame on the left side.

4. (Refer to Figure 1, Detail B.) Remove and discard the nut, washers, and bolt that attach the forward end of the cylinder lock assembly or steel rod/bar to the bracket on the crew seat.

5. (Refer to Figure 1, Detail C.) Remove the end of the MC5794-24 Control Cable, with the long adjustment nut attached, from the cylinder lock assembly. Keep the long adjustment nut on
the bracket and the jam nut on the cable. If the steel bar had been installed, remove the tie wraps securing the MC5794-24 control cable to the seat frame.

**NOTE:** The MC100-24 and the MC194-24 Seat Control Cable Assemblies do not have the long adjustment nut attached to the cylinder lock assembly.

(a) If the MC100-24 or the MC194-24 Seat Control Cable Assemblies are installed, remove and replace them with MC5794-24 Seat Control Cable Assemblies.

(6) Return the removed cylinder lock assembly to Cessna as described in the CREDIT INFORMATION section of SB04-25-01R3 (or latest revision). Discard the steel rod/bar.

B. (Refer to Figure 1, View B-B after modification.) Drill a bolt hole in the seat base frame to attach the forward end of the UL18-019VSP1, UL18-020VSP1, or UL18-021VSP1 Ultraloc as follows:

(1) From the lower edge of the angle that is on the left side of the seat base frame, measure 1.44 inches up to locate the center of the new bolt hole location.

(2) From the aft edge of the angle, measure 0.47 inch to locate the center of the new bolt hole.

(3) Make a mark at this location to show the center of the new bolt hole that you will drill.

(4) Drill a 0.256-inch diameter hole through the angle. Deburr the hole.

**NOTE:** The angle is made of steel, and it is recommended that you use a titanium nitrate coated (gold or yellow in color) drill bit and also that you use lubricant cutting oil (or equivalent) when you drill. When you drill through steel, it is recommended to drill at a slow speed and to use light hand pressure to help keep the material from an overheat condition.

(5) Apply Alodine 1132 and primer to the hole as necessary.

C. (Refer to Figure 1, View B-B after modification.) Drill a bolt hole in the seat back frame to attach the 0790012-4 Ultraloc Clevis Bracket as follows:

(1) Put the 0790012-4 Ultraloc Clevis Bracket in position on the inside surface of the seat back frame as shown. Align the top and the bottom holes in the bracket with the bolt holes in the seat back frame.

(2) Put a mark on the seat back frame where you will match drill the new hole in the seat back frame with the existing middle hole in the 0790012-4 Ultraloc Clevis Bracket.

(3) Remove the 0790012-4 Ultraloc Clevis Bracket from the seat frame.

(4) Drill a 0.256-inch diameter hole through the seat back frame. Deburr the hole.

(5) Apply Alodine 1132 and primer to the hole as necessary.

D. (Refer to Figure 1, View A-A after modification.) Install the 0790012-4 Ultraloc Clevis Bracket to the seat back frame with the new AN4-11A Bolt, two NAS1149F0463P Washers, and one MS21044N4 Nut.

E. (Refer to Figure 1, View D-D and Detail D.) Install the 0790012-3 Ultraloc Clevis Bracket to the crew seat base frame as follows.

(1) Put the 0790012-3 Ultraloc Clevis Bracket in position on the bottom of the seat base frame and align the bolt hole in the bracket with the new hole that you drilled in the seat base frame.

(2) Put marks on the 0790012-3 Ultraloc Clevis Bracket and on the seat base frame for the five new rivet holes that you will drill as shown.

(3) Drill five Number 5 (0.205-inch diameter) holes through the seat base frame as shown. Deburr the holes.

(4) Match drill five Number 5 (0.205-inch diameter) holes through the 0790012-3 Ultraloc Clevis Bracket. Deburr the holes.

(5) Apply Alodine 1132 and primer to the holes as necessary.
(6) Install the 0790012-3 Ultraloc Clevis Bracket to the seat base frame with the five S2456-6-4 Rivets.

F. Install the seat back frame to the seat base frame on the right side of the crew seat with the kept hardware and new MS21044N4 Nut.

G. (Refer to Figure 1, View A-A after modification.) With the AN4-17A Bolt, two NAS1149F0463P Washers, and one MS21044N4 Nut, install the seat back frame (with the new 0790012-4 Ultraloc Clevis Bracket installed to it) to the seat base frame.

**NOTE:** For airplanes equipped with the AMSAFE restraint system, one 0514232-3 Bushing and two NAS1149F0563P Washers are installed also.

**NOTE:** Use a longer AN4 bolt as necessary to make one to three threads show beyond the nut.

H. Install the UL18-019VSP1, UL18-020VSP1, or UL18-021VSP1 Ultraloc on the crew seat as follows.

1. (Refer to Figure 1, View D-D.) Put the 0790012-2 Ultraloc End Fitting in position between the 0790012-3 Ultraloc Clevis Bracket and the angle.

   **CAUTION:** MAKE SURE TO INSTALL THE 0790012-2 ULTRALOC END FITTING WITH THE 0.68-INCH END TOWARDS THE OUTSIDE OF THE CREW SEAT BASE FRAME. IF THE END FITTING IS INSTALLED INCORRECTLY THE ULTRALOC CYLINDER WILL NOT BE ALIGNED AND THE SEAT WILL NOT OPERATE CORRECTLY.

2. (Refer to Figure 1, View D-D.) Install the 0790012-2 Ultraloc End Fitting to the angle and the 0790012-3 Ultraloc Clevis Bracket with the two AN4-4A Bolts and the two NAS1149F0463P Washers. Apply Loctite 242 or equivalent to the threads of the bolts.

3. Tighten the two bolts until they are snug and then back them off one quarter turn.

4. (Refer to Figure 1, Detail E.) Install the SP22306 Ultraloc Actuator Kit on the UL18-019VSP1, UL18-020VSP1, or UL18-021VSP1 Ultraloc.

5. (Refer to Figure 1, View A-A after modification.) Put the UL18-019VSP1, UL18-020VSP1, or UL18-021VSP1 Ultraloc in position and install it to the seat frame and the 0790012-4 Ultraloc Clevis Bracket with one AN4-16A Bolt, two NAS1149F0463P Washers, and one MS21044N4 Nut.

6. (Refer to Figure 1, Detail E.) Connect the MC5794-24 Control Cable with the jam nut to the Ultraloc Actuator Kit.

   **NOTE:** The SP22306 Ultraloc Actuator Kit includes the jam nut and the adjustment nut.

7. (Refer to Figure 1, Detail E.) Adjust the cable tension to minimize free play at the MC5794-24 Control Jam Nut end.

I. (Refer to Figure 1, View C-C.) Install the new 0790007-2 Height-Adjustment Nut as follows.

1. Remove the NAS561P4-10 Pin at the aft end of the height adjustment shaft.

2. Lower the seat to the lowest position before you remove the height adjustment nut.

   **NOTE:** If necessary, adjust the height of the seat to remove the existing height adjustment nut from the seat.

3. Remove the existing height adjustment nut and keep the hardware that attached it to the bell crank. Discard the cotter pin.

4. Discard the removed height adjustment nut.

5. (Refer to Figure 1, View E-E, Detail H and Detail J.) Do an inspection of the pilot's and copilot's crew seat left rear crank arm for the installation of the MS24694S101 Countersunk Screw.

   a. (Refer to Figure 1, Detail H.) If the pilot's and copilot's crew seat left rear crank arm have the MS24694S101 Countersunk Screw installed, then go to Step 6.I.(6).
If the pilot's and/or copilot's crew seat left rear crank arm does not have the MS24694S101 Countersunk Screw installed, go to Step 6.I.(5)(c).

Install a MS24694S101 Countersunk Screw in the pilot's crew seat left rear crank arm.

1. Remove the AN4-7A Bolt and the MS21044N4 Nut from the crank arm and seat angle at the left side aft end of the seat frame that is adjacent to the Ultraloc.
   
   NOTE: The crank arm for the crew seat may or may not have lightening holes, but this does not affect this modification.

2. (Refer to Figure 1, Detail J.) Countersink the existing bolt hole on the inboard side of the crank arm to 0.50-inch X 100 degrees as shown.
   
   NOTE: The new MS24694S101 Screw head must be flush with the surface of the crank arm.

3. Install a MS24694S101 Screw in the crank arm and through the seat angle hole.

4. (Refer to Figure 1, View E-E.) Install a new MS21044N4 Nut on the MS24694S101 Screw. Tighten the nut completely and then back off one complete turn.

(d) Repeat Step 6.I.(5)(c) for the co-pilot's seat.

(6) (Refer to Figure 1, View C-C, Detail F and Detail G.) Install the 0790007-2 Height Adjustment Nut to the height adjustment shaft and attach it to the bell crank with the kept hardware.

**WARNING:** THE 0790007-2 HEIGHT ADJUSTMENT NUT MUST ONLY BE INSTALLED IN THE CONFIGURATION AS SHOWN FOR THE SEAT TO OPERATE CORRECTLY AND SAFELY.

(a) Install the pin through the height adjustment nut with the head on the pin on the inner side of the seat bracket.

(b) Install the kept washer and a new MS24665-136 Cotter Pin on the outer side of the seat bracket.

(c) Install a new NAS561P4-10 Pin in the aft end of the height adjustment shaft.

(d) Turn the height adjustment crank to make sure that the seat moves up and down smoothly.

7. (Refer to Figure 1, View D-D and Detail E.) Do an adjustment of the MC5794-24 Seat Control Cable Assembly.

   A. Turn the jam nut to unlock the adjustment nut.

   B. (Refer to Figure 1, Detail E.) Turn the adjustment nut to tighten the cable. Make sure that there is no less than a 0.015-inch gap between the Ultraloc and the lock mechanism.

   **CAUTION:** DO NOT TIGHTEN THE CABLE TOO MUCH SINCE THIS CAN CAUSE THE SEAT RECLINE MECHANISM TO RELEASE FROM A LOCKED POSITION UNCOMMANDED.

   C. Tighten the jam nut to lock the tension on the cable.

   D. Move the seat back forward and aft a few times to make sure that it operates smoothly and that it locks.

8. (Refer to Figure 1, Detail F.) Do an operational check as follows:

   A. Move the seat through the full up and full down height adjustment range, and make sure that the seat operates smoothly and does not bind.

   B. If the seat does bind, you must correct the installation as necessary to make sure that the seat operates correctly.
WARNING: MAKE SURE THAT THERE IS A MINIMUM OF 0.12-INCH CLEARANCE BETWEEN THE ULTRALOC AND THE SEAT CRANK ARM BELL CRANK. WITHOUT THIS 0.12-INCH MINIMUM CLEARANCE, THE ULTRALOC MAY FAIL.

C. Move the seat height to the full down position. Have an occupant sit in the seat and then do a check to make sure that there is a minimum of 0.12-inch clearance between the ultraloc and the seat crank arm bell crank.

D. If there is less than 0.12-inch clearance between the ultraloc and the seat crank arm bell crank, check the installation of the height adjustment nut. Make sure that the 0790007-2 Height Adjustment Nut is installed and that it is oriented correctly.

9. Install the crew seats in the airplane. (Refer to the applicable Model Maintenance Manual, Chapter 25, Flight Compartment - Maintenance Practices.)

10. With the kept hardware, install the seat belts. (Refer to the applicable Maintenance Manual, Chapter 25, Flight Compartment and Inflatable Restraint System - Maintenance Practices.)

11. For airplanes with the AMSAFE inflatable restraint system, do an operational check of the seat belt system. (Refer to applicable Maintenance Manual, Chapter 25, Inflatable Restraint System - Maintenance Practices.)

12. Remove maintenance warning tags from battery and external power receptacle and reconnect electrical power. (Refer to the applicable Maintenance Manual, Chapter 24, Electrical Power.)

13. Make an entry in the airplane logbook stating that this modification kit has been installed.
NOTE 1: AIRoplanes THAT HAVE THE AMsAFE REstraint System ALSO HAVE ONE 0514232–3 BUSHING AND TWO NAS1149F0563P WASHERS INSTALLED.

SEAT BASE FRAME (REFERENCE)

AN4–17A BOLT (1 REQUIRED)
NAS1149F0463P WASHER
(2 REQUIRED)
MS21044N4 NUT (1 REQUIRED)
(NOTE 1)

0790012–4 ULTRALOC CLEVIS BRACKET (1 REQUIRED)

AN4–16A BOLT (1 REQUIRED)
NAS1149F0463P WASHER
(2 REQUIRED)
MS21044N4 NUT (1 REQUIRED)

UL18–019VSP1 OR
UL18–020VSP1 OR
UL18–021VSP1
ULTRALOC (1 REQUIRED)

AN4–11A BOLT (1 REQUIRED)
NAS1149F0463P WASHER
(2 REQUIRED)
MS21044N4 NUT (1 REQUIRED)

SEAT BACK FRAME (REFERENCE)

CYLINDER LOCK ASSEMBLY (REFERENCE)

Figure 1. Crew Seat Recline Modification (Sheet 1)
Figure 1. Crew Seat Recline Modification (Sheet 2)
Figure 1. Crew Seat Recline Modification (Sheet 3)

NOTE 12: THIS HYDROLOK SLIP FITTING BRACKET IS ATTACHED WITH RIVETS.

Figure 1. Crew Seat Recline Modification (Sheet 4)
NOTE 4: THE JAM NUT AND THE ADJUSTMENT NUT ARE INCLUDED IN AND ARE PART OF THE SP22306 ULTRALOC ACTUATOR KIT.

NOTE 13: INSTALL THE ULTRALOC END FITTING WITH THE 0.68 INCH END TOWARD THE OUTSIDE EDGE OF THE CREW SEAT BASE FRAME.


Figure 1. Crew Seat Recline Modification (Sheet 5)
NOTE 5: TRIM NO MORE THAN 0.10 INCH FROM THE FORWARD END OF THE 0790012–3 ULTRALOC CLEVIS BRACKET TO GIVE CLEARANCE BETWEEN THE BRACKET AND THE HYDROLOK SLIP FITTING.

NOTE 6: MAKE SURE THAT YOU KEEP THE MINIMUM EDGE DISTANCE OF APPROXIMATELY 0.20 INCH BETWEEN THE CENTER OF THE RIVET HOLE AND FORWARD EDGE OF THE 0790012–3 ULTRALOC CLEVIS BRACKET.

NOTE 7: TRIM THE AFT END OF THE HYDROLOK SLIP FITTING AS NEEDED TO GIVE CLEARANCE BETWEEN THE 0790012–3 ULTRALOC CLEVIS BRACKET AND THE HYDROLOK SLIP FITTING.
NOTE 9: THE HEIGHT ADJUSTMENT NUT MUST BE INSTALLED AS SHOWN FOR THE SEAT TO FUNCTION CORRECTLY AND FOR PROPER CLEARANCE BETWEEN THE ULTRALOC AND THE SEAT CRANK ARM BELL CRANK.
Figure 1. Crew Seat Recline Modification (Sheet 8)
Figure 1. Crew Seat Recline Modification (Sheet 9)
Figure 1. Crew Seat Recline Modification (Sheet 10)
Revision Transmittal

June 14, 2004

TO: Cessna Distributors, Single Engine Service Stations and CPC’s


REASON FOR REVISION

To provide notification that compliance with Service Bulletin SB04-25-01 has been suspended and Modification Kit MK172-25-07 should not be installed until further notice via SB04-25-01 Revision 2.

Miscellaneous changes as required.

REQUIRED ACTION

Please place a copy of SB04-25-01 Revision 1 with the Original Issue of SB04-25-01.

NOTE: If in compliance with the Original Issue of Service Bulletin SB04-25-01, Modification Kit MK172-25-07 should remain installed. Refer to Service Bulletin SB04-25-02 for crew seat back cylinder lock inspection requirements.

LOG OF EFFECTIVE PAGES

<table>
<thead>
<tr>
<th>Page No.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>June 14, 2004</td>
</tr>
<tr>
<td>2</td>
<td>June 14, 2004</td>
</tr>
<tr>
<td>3</td>
<td>June 14, 2004</td>
</tr>
</tbody>
</table>

* * * * * * * *
Revision Transmittal

June 5, 2006

TO: Cessna Distributors, Single Engine Service Stations and CPC's

REASON FOR REVISION

Group A Airplanes: To announce Modification Kit MK172-25-10A that installs a new model cylinder lock for the crew seat backs. MK172-25-10A supersedes and replaces MK172-25-07.

Group B Airplanes: To add crew seat back ultraloc (cylinder lock) replacement instructions.

Miscellaneous changes as required.

REQUIRED ACTION

Please replace any copy of SB04-25-01 Revision 1 and the Original Issue of Service Bulletin SB04-25-01 with the attached copy of SB04-25-01 Revision 2 and Modification Kit MK172-25-10A which are printed in their entirety.

NOTE: Compliance with SB04-25-01 Revision 2 is required if in compliance with the Original Issue of Service Bulletin SB04-25-01.

LOG OF EFFECTIVE PAGES

<table>
<thead>
<tr>
<th>Page No.</th>
<th>Date</th>
<th>Page No.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>June 5, 2006</td>
<td>6</td>
<td>June 5, 2006</td>
</tr>
<tr>
<td>2</td>
<td>June 5, 2006</td>
<td>7</td>
<td>June 5, 2006</td>
</tr>
<tr>
<td>3</td>
<td>June 5, 2006</td>
<td>8</td>
<td>June 5, 2006</td>
</tr>
<tr>
<td>4</td>
<td>June 5, 2006</td>
<td>9</td>
<td>June 5, 2006</td>
</tr>
<tr>
<td>5</td>
<td>June 5, 2006</td>
<td>10</td>
<td>June 5, 2006</td>
</tr>
</tbody>
</table>

To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277, U.S.A. (316) 517-5800, Facsimile (316) 942-9006

COPYRIGHT © 2006
Revision Transmittal

July 24, 2006

TO:  Cessna Distributors, Single Engine Service Stations and CPC's

REASON FOR REVISION

Group A Airplanes:
To add a Conformity Of Installation Inspection requirement for airplanes on which MK172-25-10A has been installed.
To announce Modification Kit MK172-25-10 Revision B.

Group B Airplanes: No Change.

Changes as required for incorporating the Conformity Of Installation Inspection and MK172-25-10B.

REQUIRED ACTION

Please replace any copy of SB04-25-01 Revision 2 and Revision 1 and the Original Issue of Service Bulletin SB04-25-01 with the attached copy of SB04-25-01 Revision 3 and Modification Kit MK172-25-10B which are printed in their entirety.

NOTE:  For Group A Airplanes: Compliance with SB04-25-01 Revision 3 is required if in compliance with SB04-25-01 Revision 2, or the Original Issue of Service Bulletin SB04-25-01.

For Group B Airplanes: Compliance with SB04-25-01 Revision 3 is not required if in compliance with SB04-25-01 Revision 2.

LOG OF EFFECTIVE PAGES

<table>
<thead>
<tr>
<th>Page No.</th>
<th>Date</th>
<th>Page No.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>July 24, 2006</td>
<td>8</td>
<td>July 24, 2006</td>
</tr>
<tr>
<td>2</td>
<td>July 24, 2006</td>
<td>9</td>
<td>July 24, 2006</td>
</tr>
<tr>
<td>3</td>
<td>July 24, 2006</td>
<td>10</td>
<td>July 24, 2006</td>
</tr>
<tr>
<td>4</td>
<td>July 24, 2006</td>
<td>11</td>
<td>July 24, 2006</td>
</tr>
<tr>
<td>5</td>
<td>July 24, 2006</td>
<td>12</td>
<td>July 24, 2006</td>
</tr>
<tr>
<td>6</td>
<td>July 24, 2006</td>
<td>13</td>
<td>July 24, 2006</td>
</tr>
<tr>
<td>7</td>
<td>July 24, 2006</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.
Revision Transmittal

December 26, 2006

TO: Cessna Distributors, Single Engine Service Stations and CPC's

REASON FOR REVISION

Group A Airplanes: To add a Conformity Of Installation Inspection requirement for airplanes on which MK172-25-10A or MK172-25-10B has been installed.

To announce Modification Kit MK172-25-10 Revision C.

To provide notification that 206H and T206H models with an optional Keith Products, L.P. air conditioner system (installed in accordance with Supplemental Type Certificate # SA10144SC) will require modification of the installation in accordance with Keith Products, L.P. Service Bulletin No. SB205 before installing MK172-25-10C.

Group B Airplanes: No Change.

Other changes as required for incorporating the Conformity Of Installation Inspection and MK172-25-10C.

REQUIRED ACTION

Please replace any copy of SB04-25-01 Revision 3, Revision 2, and Revision 1 and the Original Issue of SB04-25-01 with the attached copy of SB04-25-01 Revision 4 and Modification Kit MK172-25-10C which are printed in their entirety.

NOTE: For Group A Airplanes: Compliance with SB04-25-01 Revision 4 is required if in compliance with SB04-25-01 Revision 3, SB04-25-01 Revision 2, or the Original Issue of Service Bulletin SB04-25-01.

For Group B Airplanes: Compliance with SB04-25-01 Revision 4 is not required if in compliance with SB04-25-01 Revision 3 or SB04-25-01 Revision 2.

LOG OF EFFECTIVE PAGES

<table>
<thead>
<tr>
<th>Page No.</th>
<th>Date</th>
<th>Page No.</th>
<th>Date</th>
<th>Page No.</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>December 26, 2006</td>
<td>6</td>
<td>December 26, 2006</td>
<td>11</td>
<td>December 26, 2006</td>
</tr>
<tr>
<td>2</td>
<td>December 26, 2006</td>
<td>7</td>
<td>December 26, 2006</td>
<td>12</td>
<td>December 26, 2006</td>
</tr>
<tr>
<td>3</td>
<td>December 26, 2006</td>
<td>8</td>
<td>December 26, 2006</td>
<td>13</td>
<td>December 26, 2006</td>
</tr>
<tr>
<td>4</td>
<td>December 26, 2006</td>
<td>9</td>
<td>December 26, 2006</td>
<td>14</td>
<td>December 26, 2006</td>
</tr>
<tr>
<td>5</td>
<td>December 26, 2006</td>
<td>10</td>
<td>December 26, 2006</td>
<td>15</td>
<td>December 26, 2006</td>
</tr>
</tbody>
</table>

To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277, U.S.A. (316) 517-5800, Facsimile (316) 942-9006

COPYRIGHT © 2006
CREW SEAT RECLINE MODIFICATION

EFFECTIVITY

Group A Airplanes: Modification Of Crew Seat Back Cylinder Lock Installation.

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>172R</td>
<td>17280001 thru 17281262</td>
</tr>
<tr>
<td>172S</td>
<td>172S8001 thru 172S9994</td>
</tr>
<tr>
<td>182S</td>
<td>18280001 thru 18280944</td>
</tr>
<tr>
<td>182T</td>
<td>18280945 thru 18281701</td>
</tr>
<tr>
<td>T182T</td>
<td>T18208001 thru T18208453</td>
</tr>
<tr>
<td>206H</td>
<td>20608001 thru 20608250</td>
</tr>
<tr>
<td>T206H</td>
<td>T20608001 thru T20608570</td>
</tr>
</tbody>
</table>


The following airplanes were delivered from Cessna equipped with part number UL18-017VSP1 Ultralocs that must be replaced with a new Ultraloc as described in this Service Bulletin.

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>172R</td>
<td>17281263 thru 17281329</td>
</tr>
<tr>
<td>172S</td>
<td>172S9995 thru 172S10167</td>
</tr>
<tr>
<td>182T</td>
<td>18281702 thru 18281808</td>
</tr>
<tr>
<td>T182T</td>
<td>T18208454 thru T18208543</td>
</tr>
<tr>
<td>206H</td>
<td>20608251 thru 20608264</td>
</tr>
<tr>
<td>T206H</td>
<td>T20608571 thru T20608621</td>
</tr>
</tbody>
</table>
REASON

To provide a modification for the crew seats that is designed to install a new model cylinder lock for the seat back recline feature.

Since the issuance of Revision 3 to this Service Bulletin, five reports from Group A serial number airplanes have been received concerning failure of the seat back recline Ultraloc. It has been determined that a Conformity Of Installation Inspection is required on airplanes that have installed Modification Kit MK172-25-10A or MK172-25-10B.

DESCRIPTION

For Group A Airplanes: the modification shall be installed as described in Modification Kit MK172-25-10C (or latest revision) for airplanes that have not previously installed Modification Kit MK172-25-10A or MK172-25-10B. Airplanes that have Modification Kit MK172-25-10A or MK172-25-10B installed, shall perform the Conformity Of Installation Inspection as described in this Service Bulletin.

For Group B Airplanes: the seat back Ultralocs shall be replaced as described in this Service Bulletin.

Non-compliance with this Service Bulletin may result in it being more difficult to exit the airplane from an aft passenger seat if a crew seat is in the full aft position.

COMPLIANCE

Mandatory:

Group A Airplanes that have installed Modification Kit MK172-25-10A or MK172-25-10B: shall perform the Conformity Of Installation Inspection within the next 25 flight hours.

Group A Airplanes that have not installed MK172-25-10A or MK172-25-10B: shall install Modification Kit MK172-25-10C within the next 24 months.

NOTE: For Group A Airplanes: Compliance with SB04-25-01 Revision 4 is required if in compliance with SB04-25-01 Revision 3, SB04-25-01 Revision 2, or the Original Issue of Service Bulletin SB04-25-01.

Group B Airplanes: shall replace the Crew Seat Back Ultraloc within the next 24 months.

NOTE: For Group B Airplanes: Compliance with SB04-25-01 Revision 4 is not required if in compliance with SB04-25-01 Revision 3 or SB04-25-01 Revision 2.

APPROVAL

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

MANPOWER

Group A Airplanes:

3.3 man-hours per airplane to install MK172-25-10C (man-hours are based on accomplishment during a scheduled 100/annual type inspection).

If necessary, 1.0 man-hour per airplane to perform the Conformity Of Installation Inspection.

If necessary, 0.2 man-hour per seat to replace the Seat Control Cable Assembly.

If necessary, approximately 1.0 man-hour per seat to perform the Crank Arm Modification for the countersunk screw.

If necessary, approximately 0.7 man-hour per seat to correctly install the 0790007-2 Height Adjustment Nut.

Group B Airplanes:

0.6 man-hour per seat to replace an Ultraloc.
REFERENCES

AMSAFE Supplemental Maintenance Manual, part number E508804

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 parts below are available from Cessna Parts Distribution through an appropriate Cessna Service Station for the suggested list price shown.
Orders for the Modification Kits and the Ultralocs must be placed by using the attached form only. All web orders for the Modification Kits and the Ultralocs will be cancelled. All other required parts will need to be ordered through normal procedures. FAX completed order forms for the Modification Kits and the Ultralocs to 316-831-4187.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Qty/Airplane</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>MK172-25-10C0</td>
<td>Crew Seat Recline Modification Kit</td>
<td>1 (as required)</td>
<td>$ 590.00 (N) ea</td>
</tr>
<tr>
<td></td>
<td>(See Note 1 and Note 4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MK172-25-10C1</td>
<td>Crew Seat Recline Modification Kit</td>
<td>1 (as required)</td>
<td>$ 590.00 (N) ea</td>
</tr>
<tr>
<td></td>
<td>(See Note 2 and Note 4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>UL18-019VSP1</td>
<td>Ultraloc</td>
<td>(as required)</td>
<td>$ 220.00 (N) ea</td>
</tr>
<tr>
<td></td>
<td>(See Note 3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>UL18-020VSP1</td>
<td>Ultraloc</td>
<td>(as required)</td>
<td>$ 220.00 (N) ea</td>
</tr>
<tr>
<td></td>
<td>(See Note 3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>UL18-021VSP1</td>
<td>Ultraloc</td>
<td>(as required)</td>
<td>$ 220.00 (N) ea</td>
</tr>
<tr>
<td></td>
<td>(See Note 3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MS21044N4</td>
<td>Nut</td>
<td>2 (if required)</td>
<td>$ 0.26 (PS) ea MQ 100</td>
</tr>
<tr>
<td>0790007-2</td>
<td>Height Adjustment Nut</td>
<td>2 (if required)</td>
<td>$ 96.10 (PS) ea</td>
</tr>
<tr>
<td>MC5794-24</td>
<td>Seat Control Assembly</td>
<td>2 (if required)</td>
<td>$ 20.00 (VR) ea</td>
</tr>
<tr>
<td>MS21044N4</td>
<td>Nut</td>
<td>2 (if required)</td>
<td>$ 0.26 (PS) ea MQ 100</td>
</tr>
<tr>
<td>MS24694S101</td>
<td>Screw</td>
<td>2 (if required)</td>
<td>$ 0.31 (PS) ea MQ 25</td>
</tr>
<tr>
<td>MS24665-136</td>
<td>Cotter Pin</td>
<td>2 (if required)</td>
<td>$ 0.03 (PS) ea MQ 100</td>
</tr>
<tr>
<td>NAS561P4-10</td>
<td>Pin</td>
<td>2 (if required)</td>
<td>$ 0.82 (PS) ea MQ 25</td>
</tr>
<tr>
<td>U074093</td>
<td>Alodine 1132 Marker</td>
<td>(as required)</td>
<td>$ 140.00 (VR) ea</td>
</tr>
<tr>
<td>K000912</td>
<td>Corrosion Resistant Primer</td>
<td>(as required)</td>
<td>$ 326.00 (VS) ea</td>
</tr>
<tr>
<td></td>
<td>(1.5 gal kit)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>U074062</td>
<td>Loctite 242 (Blue)</td>
<td>(as required)</td>
<td>$ 34.30 (VR) ea</td>
</tr>
<tr>
<td></td>
<td>(1.69 fl oz bottle)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

**NOTE 1:** Applicable for Group A airplanes that have installed MK172-25-07 or that have production configuration seats (Refer to the attached MK172-25-10C, Figure 1, Detail B). Also refer to Figure 1, View C-C, Detail F, and Detail G. Make sure that the part number 0790007-2 Height Adjustment Nut is installed. If the 0790007-2 Height Adjustment Nut is not installed, then order the MK172-25-10C1 kit.

**NOTE 2:** Applicable for Group A airplanes that have not installed MK172-25-07 or that do not have production configuration seats or the part number 0790007-2 Height Adjustment Nut installed (Refer to the attached MK172-25-10C, Figure 1, Detail B, View C-C, Detail F, and Detail G).

**NOTE 3:** For Group B airplanes, the UL18-020VSP1 and the UL18-021VSP1 are alternatives for the UL18-019VSP1.
NOTE 4: Any MK172-25-10A0, MK172-25-10A1, MK172-25-10B0, or MK172-25-10B1 kits in Service Station stock shall have the MK172-25-10A or MK172-25-10B installation instructions removed and replaced with MK172-25-10C instructions. The MK172-25-10C instructions attached to this Service Bulletin may be copied for this purpose only.

CREDIT INFORMATION

Any Modification Kit MK172-25-07 in Service Station stock should be returned for credit per standard procedures.

For airplanes that have not installed MK172-25-10A or MK172-25-10B: applicable Modification Kit parts credit, a miscellaneous parts credit of $22.00, and a labor allowance credit of 3.3 man-hours per airplane will be provided to install MK172-25-10C.

NOTE: Removed cylinder lock assemblies shall be returned with the Warranty Claim.

For airplanes that have installed MK172-25-10A or MK172-25-10B: a labor allowance credit of 1.0 man-hour per airplane will be provided to perform the Conformity of Installation Inspection as stated in this Service Bulletin.

For airplane serial numbers 17280001 thru 17280830, 172S8001 thru 172S8347, 18280001 thru 18280660, 20608001 thru 20608082, and T20608001 thru T20608146: MC5794-24 Seat Control Assembly parts credit and a labor allowance credit of 0.2 man-hour per seat will be provided if installation of the control is required per MK172-25-10B or MK172-25-10C instructions.

Applicable Ultraloc parts credit, a miscellaneous parts credit of $2.50, and a labor allowance credit of 0.6 man-hour per seat will be provided to replace a part number UL18-017VSP1 Ultraloc with a part number UL18-019VSP1 or UL18-020VSP1 or UL18-021VSP1 Ultraloc.

NOTE: The removed UL18-017VSP1 Ultralocs shall be returned with the Warranty Claim.

Freight will be credited at the most economical method unless pre-approved by Cessna. For pre-approval contact Cessna Parts Distribution Warranty Administration at Telephone: 316-831-4296, Fax: 316-206-2746 or E-mail: cpd2claims@cessna.textron.com.

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. Refer to Notes above.

<table>
<thead>
<tr>
<th>Domestic</th>
<th>June 5, 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>International</td>
<td>June 5, 2008</td>
</tr>
</tbody>
</table>

SPECIAL NOTE TO SERVICE STATIONS

When completing the Warranty Claim, the labor allowance claimed shall be itemized for each action completed as listed above.

ACCOMPLISHMENT INSTRUCTIONS

Group A airplanes. Airplanes that have not installed MK172-25-10A or MK172-25-10B: Install Modification Kit MK172-25-10C Crew Seat Recline Modification. The instructions are attached for your reference.

Airplanes that have installed MK172-25-10A or MK172-25-10B: A Conformity Of Installation Inspection shall be accomplished as detailed in the following Step 2 of these instructions.

Group B airplanes, proceed to Step 3 of these instructions.

Weight And Balance Information

Negligible
Material Information

NOTE: The parts below cover replacement of the Ultraloc for two crew seats in one airplane.

The parts below will be necessary:

<table>
<thead>
<tr>
<th>New P/N</th>
<th>Quantity</th>
<th>Description</th>
<th>Old P/N</th>
<th>Disposition</th>
</tr>
</thead>
<tbody>
<tr>
<td>MS21044N4</td>
<td>2</td>
<td>Nut</td>
<td>Same</td>
<td>Discard</td>
</tr>
<tr>
<td>UL18-019VSP1,</td>
<td>2</td>
<td>Ultraloc</td>
<td>UL18-017VSP1</td>
<td>Return to Cessna</td>
</tr>
<tr>
<td>or UL18-020VSP1,</td>
<td></td>
<td></td>
<td>(NOTE)</td>
<td></td>
</tr>
<tr>
<td>or UL18-021VSP1</td>
<td></td>
<td></td>
<td>(NOTE)</td>
<td></td>
</tr>
</tbody>
</table>

NOTE: The UL18-020VSP1 and the UL18-021VSP1 are alternatives for the UL18-019VSP1.

The material listed in this table will be necessary.

<table>
<thead>
<tr>
<th>NAME</th>
<th>NUMBER</th>
<th>MANUFACTURER</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loctite</td>
<td>U074062</td>
<td>Cessna Aircraft Company</td>
<td>To apply to the threads</td>
</tr>
<tr>
<td>(Blue)</td>
<td></td>
<td>Cessna Parts Distribution</td>
<td>of the bolts.</td>
</tr>
<tr>
<td></td>
<td></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>
</tbody>
</table>

Instructions


1. (For Group A airplanes that have not installed MK172-25-10A or MK172-25-10B.) Accomplish Modification Kit MK172-25-10C.
2. (For Group A airplanes that have installed MK172-25-10A or MK172-25-10B.) Perform the following Conformity Of Installation Inspection.

A. With a flashlight, mirror, and a device that measures in inches, inspect each crew seat for:
   (1) A 0.12-inch minimum clearance between the Ultraloc and the Seat Crank Arm Bell Crank and between the Ultraloc and the Crank Arm installation hardware. (Refer to MK172-25-10C, Figure 1, View C-C, Detail F, Detail G, and all of the MK172-25-10C Step 8 instructions.)
   (2) Curved, bent, or kinked type damage to the Ultraloc from possible contact with the Seat Crank Arm Bell Crank or the Crank Arm installation hardware. (Refer to MK172-25-10C, Figure 1, View C-C and Detail F.)
   (3) Installation of an old 0514037-3 Height Adjustment Nut (1.51 inches in length) which should not be installed, and the correct installation of the 0790007-2 Height Adjustment Nut. (2.00 inches in length). (Refer to MK172-25-10C, Figure 1, View C-C, Detail F, and Detail G.)
   (4) Seat Crank Arm countersink modification and MS24694S101 Screw installation. (Refer to MK172-25-10C, Figure 1, Detail J.)
(5) (For airplane serial numbers 17280001 thru 17280830, 172S8001 thru 172S8347, 18280001 thru 18280660, and T20608001 thru T20608146 only). Installation of MC5794-24 Seat Control Cable Assembly. (Refer to Modification Kit MK172-25-10C.)

(6) (For model 206H and T206H airplanes) Do a check of the airplane to see if the Keith Products, L. P. air conditioner system is installed, which will require further action as directed in the steps that follow.

B. If there were no discrepancies detected by the Conformity Of Installation Inspection, go to Step 13. If any discrepancies were found, go to Step 2C.

C. Make sure that all switches are in the OFF/NORM position.

D. Disconnect electrical power from the airplane.

(1) Disconnect the airplane battery.

(2) Disconnect external electrical power.

E. Attach maintenance warning tags to the battery and external power receptacle that have "DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS" written on them.

WARNING: FOLLOW ALL SAFETY PRECAUTIONS WHEN YOU WORK ON OR NEAR THE INFLATABLE RESTRAINT SYSTEM. THE INFLATOR ASSEMBLY IS A STORED, GAS/ENERGETIC MATERIAL DEVICE AND CAN CAUSE DAMAGE TO THE SYSTEM AND/OR INJURY TO PERSONNEL IF ACCIDENTALLY DEPLOYED.

F. Disconnect and remove the crew seat belts from the crew seats as necessary. Keep the attaching hardware. (Refer to the applicable Maintenance Manual, Chapter 25, Flight Compartment and Inflatable Restraint System - Maintenance Practices.)

G. Remove the crew seats from the airplane. (Refer to the applicable Maintenance Manual, Chapter 25, Flight Compartment - Maintenance Practices.

H. If the Ultraloc is curved, bent, or has kinked type damage from possible contact with the Seat Crank Arm Bell Crank or the Crank Arm installation hardware, remove and replace the Ultraloc. (Refer to MK172-25-10C instructions or latest revision).

I. If a 0514037-3 Height Adjustment Nut (1.51 inches in length) is installed, replace it with a correctly installed 0790007-2 Height Adjustment Nut. Refer to MK172-25-10C, Step 5E(11)(a) and (b).

J. If the 0790007-2 Height Adjustment Nut is installed incorrectly, remove the Height Adjustment Nut and install per MK172-25-10C instructions and Figure 1, View C-C, Detail F, and Detail G.

K. If there is not a minimum of 0.12-inch clearance between the Ultraloc and the Seat Crank Arm Bell Crank Arm and the Crank Arm installation hardware, it is most likely because an old 0514037-3 Height Adjustment Nut is still installed or because the 0790007-2 Height Adjustment Nut is incorrectly installed. Repeat accomplishment of Steps 2I and 2J and do an inspection of the seat to find any other abnormal conditions that could have an effect on the lack of ability to achieve the minimum 0.12-inch clearance. Make sure that you take actions necessary to correct any abnormal conditions that you find.

L. If AN4-7A bolt is installed in the left aft Seat Crank Arm and not the MS24694S101 countersunk Screw, modify the Seat Crank Arm as stated in the MK172-25-10C instructions. (Refer to MK172-25-10C, Figure 1, Detail H, Detail J, and View E-E).

M. If MC100-24 or MC194-24 Seat Control Cable Assemblies are installed, remove and install with a new MC5794-24 Seat Control Cable Assembly and go to Step 8. (Refer to MK172-25-10C instructions or latest revision).

N. (For model 206H and T206H airplanes) If the Keith Products, L. P. air conditioner system is installed, get and accomplish Keith Products, L. P. Service Bulletin No. SB205.

O. Go to Step 9.
3. (For Group B airplanes only). Prepare the airplane for maintenance.
   A. Make sure that all switches are in the OFF/NORM position.
   B. Disconnect electrical power from the airplane.
      (1) Disconnect the airplane battery.
      (2) Disconnect external electrical power.
   C. Attach maintenance warning tags to the battery and external power receptacle that have "DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS" written on them.

   **WARNING:** FOLLOW ALL SAFETY PRECAUTIONS WHEN YOU WORK ON OR NEAR THE INFLATABLE RESTRAINT SYSTEM. THE INFLATOR ASSEMBLY IS A STORED, GAS/ENERGETIC MATERIAL DEVICE AND CAN CAUSE DAMAGE TO THE SYSTEM AND/OR INJURY TO PERSONNEL IF ACCIDENTALLY DEPLOYED.

4. Disconnect and remove the crew seat belts from the crew seats as necessary. Keep the attaching hardware. (Refer to the applicable Maintenance Manual, Chapter 25, Flight Compartment and Inflatable Restraint System - Maintenance Practices.)

5. Remove the crew seats from the airplane. (Refer to the applicable Maintenance Manual, Chapter 25, Flight Compartment - Maintenance Practices.)

6. (Refer to Figure 1.) Remove the UL18-017VSP1 Ultraloc from the crew seat.
   A. Remove the nut, washers, and bolt that attach the aft end of the ultraloc to the seat back frame. Keep the bolt and the washers and discard the nut.
   B. Remove and keep the bolts and the washers that attach the ultraloc end fitting and the ultraloc to the ultraloc clevis bracket and the angle.
   C. Unscrew the Ultraloc from the ultraloc fitting. Remove and keep the ultraloc end fitting.
   D. (Refer to Figure 1.) Remove the end of the control cable, with the adjustment nut attached, from the ultraloc. Keep the adjustment nut and the jam nut.
   E. Remove the ultraloc actuator kit from the ultraloc and keep the ultraloc actuator kit.
   F. Return the UL18-017VSP1 Ultraloc to Cessna as described in the Credit Information section of this Service Bulletin.

7. Install the UL18-019VSP1, UL18-020VSP1, or UL18-021VSP1 Ultraloc to the crew seat.
   **NOTE:** The UL18-020VSP1 and the UL18-021VSP1 are alternatives for the UL18-019VSP1.
   A. (Refer to Figure 1.) Install the control cable with the jam nut and the adjustment nut.
   B. (Refer to Figure 1.) Put the ultraloc end fitting in position between the ultraloc clevis bracket and the angle.
   C. Install the ultraloc end fitting to the angle and the ultraloc clevis bracket with the two bolts and the two washers. Apply Loctite 242 or equivalent to the threads of the bolts.
   D. Tighten the two bolts until they are snug and then back them off one quarter turn.
   E. Install the ultraloc actuator kit on the ultraloc.
   F. Put the ultraloc in position and install it to the seat frame and the ultraloc clevis bracket with the kept bolt, washers, and one new MS21044N4 Nut.
   G. Adjust the cable tension to minimize free play at the control jam nut end.

8. Do an adjustment of the seat back recline cable-lock mechanism.
   A. Turn the jam nut to unlock the adjustment nut.
B. Turn the adjustment nut to tighten the cable. Make sure that there is no less than a 0.015-inch gap between the lock and the lock release mechanism.

**CAUTION:** DO NOT TIGHTEN THE CABLE TOO MUCH SINCE THIS CAN CAUSE THE SEAT RECLINE MECHANISM TO RELEASE FROM A LOCKED POSITION UNCOMMANDED.

C. Tighten the jam nut to lock the tension on the cable.

D. Move the seat back forward and aft a few times to make sure that it operates smoothly and that it locks.

9. Install the crew seats in the airplane. (Refer to the applicable Model Maintenance Manual, Chapter 25, Flight Compartment - Maintenance Practices.)

10. With the kept hardware, install the seat belts. (Refer to the applicable Maintenance Manual, Chapter 25, Flight Compartment and Inflatable Restraint System - Maintenance Practices.)

11. For airplanes with the AMSAFE inflatable restraint system, do an operational check of the seat belt system. (Refer to the AMSAFE Supplemental Maintenance Manual, part number E508804.)

12. Remove maintenance warning tags from battery and external power receptacle and reconnect electrical power. (Refer to the applicable Maintenance Manual, Chapter 24, Electrical Power.)

NOTE: MAKE SURE THAT THERE IS NO LESS THAN A 0.015-INCH GAP BETWEEN THESE TWO POINTS OF THE LOCK MECHANISM.

UL18–019VSP1 OR
UL18–020VSP1 OR
UL18–021VSP1
ULTRALOC
(REFERENCE)

CONTROL
JAM NUT
(REFERENCE)

.SP22306 ULTRALOC ACTUATOR KIT

Figure 1. Ultraloc Replacement (Sheet 1)
OWNER NOTIFICATION

A. On March 15, 2004 the following Owner Advisory message was sent to applicable owners of record in SB04-25-01A.

Dear Cessna Owner:

This Owner Advisory is to inform you that Service Bulletin SB04-25-01 has been issued. SB04-25-01 provides a modification for the crew seat recline and lock mechanism that is designed to provide a greater range of travel for the crew seat back and refine the adjustment of the seat back cylinder lock control cable. The modification shall be installed as described in Modification Kit MK172-25-07. Non-compliance with Service Bulletin SB04-25-01 may result in it being more difficult to exit the airplane from an aft passenger seat if a crew seat is in the full aft position.

Compliance is Mandatory; shall be accomplished within the next 200 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.

Applicable Modification Kit parts credit and a labor allowance credit of 3.3 man-hours per airplane will be provided to install MK172-25-07.

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.

Domestic ........................ March 15, 2005
International ......................... March 15, 2005

Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB04-25-01 accomplished on your airplane.
B. On June 14, 2004 the following Owner Advisory message was sent to applicable owners of record in SB04-25-01AR1.

Dear Cessna Owner:

This Owner Advisory is to inform you that compliance with Service Bulletin SB04-25-01 has been suspended and Modification Kit MK172-25-07 should not be installed until further notice via SB04-25-01 Revision 2.

NOTE: If in compliance with the Original Issue of Service Bulletin SB04-25-01, Modification Kit MK172-25-07 should remain installed. Refer to Service Bulletin SB04-25-02 for crew seat back cylinder lock inspection requirements.

Please contact a Cessna Single Engine Service Station for detailed information.

C. On June 5, 2006 the following Owner Advisory message was sent to applicable owners of record in SB04-25-01AR2.

Dear Cessna Owner:

This Owner Advisory is to inform you that SB04-25-01 Revision 2 has been issued to provide a modification for the crew seat that is designed to install a new model cylinder lock for the seat back recline feature.

For airplane serial numbers 17280001 thru 17281262, 172S8001 thru 172S9994, 182S8001 thru 182S9945, 18280945 thru 18281701, T18208001 thru T18208453, 20608001 thru 20608250 and T20608001 thru T20608570: the modification shall be installed as described in Modification Kit MK172-25-10A (or latest revision).

For airplane serial numbers 17281263 thru 17281329, 172S89995 thru 172S10167, 182S10168 thru 18281808, T18208454 thru T18208543, 20608251 thru 20608264, and T20608571 thru T20608621: the seat back ultralocs shall be replaced as described in SB04-25-01 Revision 2.

Non-compliance with SB04-25-01 Revision 2 may result in it being more difficult to exit the airplane from an aft passenger seat if a crew seat is in the full aft position.

Compliance is mandatory; shall be accomplished within the next 24 months.

NOTE: Compliance with SB04-25-01 Revision 2 is required if in compliance with the Original Issue of Service Bulletin SB04-25-01.

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.

For airplane serial numbers 17280001 thru 17281262, 172S8001 thru 172S9994, 18280001 thru 18280944, 18280945 thru 18281701, T18208001 thru T18208453, 20608001 thru 20608250 and T20608001 thru T20608570: applicable Modification Kit parts credit, a miscellaneous parts credit of $22.00, and a labor allowance credit of 3.3 man-hours per airplane will be provided to install MK172-25-10A.

For airplane serial numbers 17281263 thru 17281329, 172S89995 thru 172S10167, 182S10168 thru 18281808, T18208454 thru T18208543, 20608251 thru 20608264, and T20608571 thru T20608621: applicable ultraloc parts credit, a miscellaneous parts credit of $2.50, and a labor allowance credit of 0.6 man-hour per seat will be provided to replace the seat back ultraloc with a new part.

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.
Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB04-25-01 Revision 2 accomplished on your airplane.

D. On July 24, 2006 the following Owner Advisory message was sent to applicable owners of record in SB04-25-01AR3.

Dear Cessna Owner:

This Owner Advisory is to inform you that SB04-25-01 Revision 3 has been issued to provide a modification for the crew seats that is designed to install a new model cylinder lock for the seat back recline feature.

Since the issuance of Revision 2 to this Service Bulletin, two reports from Group A serial number airplanes have been received concerning failure of the seat back recline Ultraloc. It has been determined that a Conformity Of Installation Inspection is required on airplanes that have installed Modification Kit MK172-25-10A.

Group A airplanes: Serial numbers 17280001 thru 17281262, 172S8001 thru 172S9994, 18280001 thru 18280944, 18280945 thru 18281701, T18208001 thru T18208453, 20608001 thru 20608250 and T20608001 thru T20608570: the modification shall be installed as described in Modification Kit MK172-25-10B (or latest revision) for airplanes that have not previously installed Modification Kit MK172-25-10A. Airplanes that have Modification Kit MK172-25-10A installed, shall perform the Conformity Of Installation Inspection as described in Service Bulletin SB04-25-01 Revision 3.

Group B airplanes: Serial numbers 17281263 thru 17281329, 172S9995 thru 172S10167, 18281702 thru 18281808, T18208454 thru T18208543, 20608251 thru 20608264, and T20608571 thru T20608621: the seat back ultralocs shall be replaced as described in SB04-25-01 Revision 3.

Non-compliance with SB04-25-01 Revision 3 may result in it being more difficult to exit the airplane from an aft passenger seat if a crew seat is in the full aft position.

Compliance is mandatory for group A Airplanes that have installed Modification Kit MK172-25-10A. A Conformity Of Installation Inspection shall be accomplished within the next 25 flight hours.

Compliance is mandatory for group A Airplanes that have not installed Modification Kit MK172-25-10A. Compliance is required within the next 24 months by installation of MK172-25-10B.

Compliance is mandatory for group B Airplanes; the seat back Ultraloc shall be replaced within the next 24 months.

NOTE: For Group A Airplanes: Compliance with SB04-25-01 Revision 3 is required if in compliance with SB04-25-01 Revision 2, or the Original Issue of Service Bulletin SB04-25-01.

For Group B Airplanes: Compliance with SB04-25-01 Revision 3 is not required if in compliance with SB04-25-01 Revision 2.

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.

Group A Airplanes Credit:

For airplanes that have not installed MK172-25-10A: applicable Modification Kit parts credit, a miscellaneous parts credit of $22.00, and a labor allowance credit of 3.3 man-hours per airplane will be provided to install MK172-25-10B.
For airplanes that have installed MK172-25-10A: a labor allowance credit of 1.0 man-hour per airplane will be provided to perform the Conformity of Installation Inspection as stated in this Service Bulletin.

For airplane serial numbers 17280001 thru 17280830, 172S8001 thru 172S8347, 18280001 thru 18280660, 20608001 thru 20608082, and T20608001 thru T20608146: MC5794-24 Seat Control Assembly parts credit and a labor allowance credit of 0.2 man-hour per seat will be provided if installation of the control is required per MK172-25-10B instructions.

Group B Airplanes Credit:

Applicable Ultraloc parts credit, a miscellaneous parts credit of $2.50, and a labor allowance credit of 0.6 man-hour per seat will be provided to replace a part number UL18-017VSP1 Ultraloc with a part number UL18-019VSP1 or UL18-020VSP1 or UL18-021VSP1 Ultraloc.

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>International</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 5, 2008</td>
<td>June 5, 2008</td>
</tr>
</tbody>
</table>

Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB04-25-01 Revision 3 accomplished on your airplane.

E. On December 26, 2006 the following Owner Advisory message will be sent to applicable owners of record in SB04-25-01AR4.

Dear Cessna Owner:

This Owner Advisory is to inform you that SB04-25-01 Revision 4 has been issued to provide a modification for the crew seats that is designed to install a new model cylinder lock for the seat back recline feature.

Since the issuance of Revision 3 to this Service Bulletin, five reports from Group A serial number airplanes have been received concerning failure of the seat back recline Ultraloc. It has been determined that a Conformity Of Installation Inspection is required on airplanes that have installed Modification Kit MK172-25-10A or MK172-25-10B.


Non-compliance with SB04-25-01 Revision 4 may result in it being more difficult to exit the airplane from an aft passenger seat if a crew seat is in the full aft position.

Compliance is mandatory for group A Airplanes that have installed Modification Kit MK172-25-10A or MK172-25-10B. A Conformity Of Installation Inspection shall be accomplished within the next 25 flight hours.

Compliance is mandatory for group A Airplanes that have not installed Modification Kit MK172-25-10A or MK172-25-10B. Compliance is required within the next 24 months by installation of MK172-25-10C.

NOTE: For Group A Airplanes: Compliance with SB04-25-01 Revision 4 is required if in compliance with SB04-25-01 Revision 3, SB04-25-01 Revision 2, or the Original Issue of Service Bulletin SB04-25-01.
Compliance is mandatory for group B Airplanes; the seat back Ultraloc shall be replaced within the next 24 months.

NOTE: For Group B Airplanes: Compliance with SB04-25-01 Revision 4 is not required if in compliance with SB04-25-01 Revision 3 or SB04-25-01 Revision 2.

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.

Group A Airplanes Credit:

For airplanes that have not installed MK172-25-10A or MK172-25-10B: applicable Modification Kit parts credit, a miscellaneous parts credit of $22.00, and a labor allowance credit of 3.3 man-hours per airplane will be provided to install MK172-25-10C.

For airplanes that have installed MK172-25-10A or MK172-25-10B: a labor allowance credit of 1.0 man-hour per airplane will be provided to perform the Conformity of Installation Inspection as stated in this Service Bulletin.

For airplane serial numbers 17280001 thru 17280830, 172S8001 thru 172S8347, 18280001 thru 18280660, 20608001 thru 20608082, and T20608001 thru T20608146: MC5794-24 Seat Control Assembly parts credit and a labor allowance credit of 0.2 man-hour per seat will be provided if installation of the control is required per MK172-25-10B or MK172-25-10C instructions.

Group B Airplanes Credit:

Applicable Ultraloc parts credit, a miscellaneous parts credit of $2.50, and a labor allowance credit of 0.6 man-hour per seat will be provided to replace a part number UL18-017VSP1 Ultraloc with a part number UL18-019VSP1 or UL18-020VSP1 or UL18-021VSP1 Ultraloc.

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>June 5, 2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>International</td>
<td>June 5, 2008</td>
</tr>
</tbody>
</table>

Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB04-25-01 Revision 4 accomplished on your airplane.