# Single Engine

## Service Bulletin

**July 28, 2003**

**Title**

ELEVATOR CONTROL YOKE ROLLER ENGAGEMENT INSPECTION/MODIFICATION

**Effectivity**

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>172R</td>
<td>17280001 thru 17281150</td>
</tr>
<tr>
<td>172S</td>
<td>172S8001 thru 172S9326</td>
</tr>
</tbody>
</table>

The following airplanes must comply with Revision 1 even if they are in compliance with the Original Issue of this Service Bulletin.

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>172R</td>
<td>17280069 thru 17280073, 17280159, 17280234, 17280242, 17280245, 17280251, 17280253, 17280257, 17280262, 17280281, 17280282, 17280285, 17280292, 17280297, 17280301, 17280305, 17280347, 17280439, 17280454, 17280456, 17280459, 17280606 thru 17280610, 17280613, 17280614, 17280616, 17280621 thru 17280624, 17280631 thru 17280634, 17280638 thru 17280640, 17280646 thru 17280648, 17280652, 17280653, 17280655, 17280659 thru 17280662, 17280664, 17280667 thru 17280670, 17280672 thru 17280675</td>
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<tr>
<td>172S</td>
<td>172S8002 thru 172S8005, 172S8008, 172S8009, 172S8012, 172S8013</td>
</tr>
</tbody>
</table>

**Reason**

Reports have been received of the elevator control yoke binding during operation.

**Description**

The elevator control yoke roller, support and guide assemblies shall be inspected, and if required, modified as described in this service bulletin. Non-compliance with this service bulletin could result in increased friction in the elevator control system if the condition exists and is not corrected.

*Original Issue: December 6, 1999*

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 © 1999
REMOVE NAS43DD3-10FC AND REPLACE WITH NAS43DD3-9FC BOLT SPACER (AS REQUIRED)

AN3-3A BOLT (REFERENCE)

C

ROLLER (REFERENCE)

AN3-10A BOLT (REFERENCE)

NAS1149D0316K WASHER (REFERENCE)

AN3-11A BOLT (REFERENCE)

MS21042L3 NUT SELF-LOCKING (AS REQUIRED)

MS21042L4 NUT (REFERENCE)

AN4-32A CONTROL YOKE PIVOT BOLT (REFERENCE)

Figure 1. Control Yoke Roller Engagement Inspection/Modification (Sheet 2)
Figure 1. Control Yoke Roller Engagement Inspection/Modification (Sheet 4)
FABRICATE A FEELER GAGE USING 0.100 INCH THICK 2024T3 ALUMINUM.

Figure 2. Control Yoke Roller Engagement Inspection/Modification (Sheet 1)
OWNER NOTIFICATION

A. On December 6, 1999 the following Owner Advisory message was sent to applicable owners of record in SB99-53-03A.

Dear Cessna Owner:

Reports have been received of the elevator control yoke binding during operation. An inspection of the elevator control yoke roller, support and guide assemblies in accordance with Service Bulletin SB99-53-03 is required to make sure proper engagement and alignment. Non-compliance with Service Bulletin SB99-53-03 could result in restricted movement of the elevator control system if this condition exists and is not corrected.

Compliance is mandatory; shall be accomplished within the next 100 hours of operation or 6 months, whichever occurs first.

The information contained in SB99-53-03 shall be considered an amendment to the Cessna Manufacturer's Maintenance Manual or Instructions for continued airworthiness, and must be accomplished for ongoing airworthiness compliance as required per 14 CFR Part 43.13.

An inspection labor allowance credit of 2.4 man-hours per airplane will be provided. If required, applicable parts credit and a labor allowance credit of 6.3 man-hours per airplane will be provided to modify the control yoke roller and/or support assembly.

To receive credit, the work must be completed and a Quick Claim submitted by a Cessna Single Engine Service Station before the dates shown below.

    Domestic  ................. June 6, 2000
    International  .............. August 6, 2000

Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB99-53-03 accomplished on your airplane.

Dear Cessna Owner:

Reports have been received of the elevator control yoke binding during operation. An inspection of the elevator control yoke roller, support and guide assemblies in accordance with Service Bulletin SB99-53-03 Revision 1 is required to ensure proper engagement and alignment. Non-compliance with Service Bulletin SB99-53-03 Revision 1 could result in restricted movement of the elevator control system if this condition exists and is not corrected.

Compliance is mandatory; shall be accomplished within the next 100 hours of operation or 6 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 (FAR) 43.13.

An inspection labor allowance credit of 2.4 man-hours per airplane will be provided. If required, applicable parts credit and a labor allowance credit of 6.3 man-hours per airplane will be provided to modify the control yoke roller and/or support assembly.

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>January 28, 2004</th>
</tr>
</thead>
<tbody>
<tr>
<td>International</td>
<td>January 28, 2004</td>
</tr>
</tbody>
</table>

Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB99-53-03 Revision 1 accomplished on your airplane.

* * * * * * * *
COMPLIANCE

Mandatory; shall be accomplished within the next 100 hours of operation or 6 months, whichever occurs first.

NOTE: Compliance with this revision is not required if in compliance with the Original Issue of this Service Bulletin except as noted in the Effectivity section.

APPROVAL

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

MANPOWER

2.4 man-hours per airplane for inspection.

If required, add 6.3 man-hours per airplane for modification of the control yoke roller and/or support assembly.

REFERENCES


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

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 (FAR) 43.13.

OTHER PUBLICATIONS AFFECTED

Model 172R and Model 172S Illustrated Parts Catalog

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

MATERIAL PRICE AND AVAILABILITY

The following parts are 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>
</tr>
</thead>
<tbody>
<tr>
<td>AN3-4A</td>
<td>Bolt</td>
<td>1</td>
<td>$0.21</td>
</tr>
<tr>
<td>AN970-3</td>
<td>Washer</td>
<td>as required</td>
<td>$0.10</td>
</tr>
<tr>
<td>MS21042L3</td>
<td>Nut, Locking</td>
<td>2</td>
<td>$0.17</td>
</tr>
<tr>
<td>MS21042L4</td>
<td>Nut, Locking</td>
<td>2 (if required)</td>
<td>$0.24</td>
</tr>
<tr>
<td>MS21044N3</td>
<td>Nut, Locking</td>
<td>3 (if required)</td>
<td>$0.17</td>
</tr>
<tr>
<td>MS21256-1</td>
<td>Clip, Locking</td>
<td>2 (if required)</td>
<td>$0.31</td>
</tr>
<tr>
<td>NAS43DD3-9FC</td>
<td>Spacer</td>
<td>1 (if required)</td>
<td>$0.17</td>
</tr>
<tr>
<td>U000851</td>
<td>Lubricant (11 oz. Spray)</td>
<td>as required</td>
<td>$83.00 (VR)</td>
</tr>
<tr>
<td>0513089-203</td>
<td>Support Assembly</td>
<td>1 (if required)</td>
<td>$243.00 (SE)</td>
</tr>
</tbody>
</table>

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

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SB99-53-03 Revision 1
July 28, 2003
CREDIT INFORMATION

An inspection labor allowance credit of 2.4 man-hours per airplane will be provided. If required, a labor allowance credit of 0.5 man-hour will be provided to relieve binding of the control yoke roller and support assemblies. If required, applicable parts credit and a labor allowance credit of 6.3 man-hours per airplane will be provided to modify the control yoke roller and/or support assembly.

To receive credit, the work must be completed and a Quick Claim submitted by a Cessna Single Engine Service Station before the dates shown below.

Domestic ........................................ June 6, 2000
International ............................... August 6, 2000

For airplane serial numbers added in Revision 1.

An inspection labor allowance credit of 2.4 man-hours per airplane will be provided. If required, applicable parts credit and a labor allowance credit of 6.3 man-hours per airplane will be provided to modify the control yoke roller and/or support assembly.

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. The removed support assembly must be returned with the Warranty Claim.

Domestic ........................................ January 28, 2004
International ............................... January 28, 2004

ACCOMPLISHMENT INSTRUCTIONS

Weight And Balance Information

Model .......................... 172R/172S
Weight Change ................. Negligible

Material Information

The following information may be required to accomplish this service bulletin.

<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>0513089-203</td>
<td>1 (If Required)</td>
<td>Support Assembly</td>
<td>05013089-3</td>
<td>Return to Cessna</td>
</tr>
<tr>
<td>2024T3</td>
<td>As Required</td>
<td>Aluminum 0.10 X 0.75 X 4.0</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>AN3-4A</td>
<td>1</td>
<td>Bolt</td>
<td>AN3-3A</td>
<td>Discard</td>
</tr>
<tr>
<td>AN970-3</td>
<td>As Required</td>
<td>Washer</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>MS21042L3</td>
<td>2</td>
<td>Nut Locking</td>
<td>MS21042L3</td>
<td>Discard</td>
</tr>
<tr>
<td>MS21042L4</td>
<td>2 (If Required)</td>
<td>Nut Locking</td>
<td>MS21042L4</td>
<td>Discard</td>
</tr>
<tr>
<td>MS21044N3</td>
<td>3 (If Required)</td>
<td>Nut Locking</td>
<td>MS21044N3</td>
<td>Discard</td>
</tr>
<tr>
<td>MS21256-1</td>
<td>2 (If Required)</td>
<td>Clip-Lock</td>
<td>MS21256-1</td>
<td>Discard</td>
</tr>
<tr>
<td>NAS43DD3-9FC</td>
<td>1 (If Required)</td>
<td>Spacer</td>
<td>NAS43DD3-10FC</td>
<td>Discard</td>
</tr>
</tbody>
</table>
In addition to the above parts, the following material, or equivalent, is required for the accomplishment of this service bulletin.

<table>
<thead>
<tr>
<th>NEW P/N</th>
<th>QUANTITY</th>
<th>DESCRIPTION</th>
<th>OLD P/N</th>
<th>DISPOSITION</th>
</tr>
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<tbody>
<tr>
<td>U000851</td>
<td>As Required</td>
<td>Lubricant, EC321R</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

**Inspection/Modification Instructions**

**NOTE:** Read the accomplishment instructions in their entirety before you accomplish this procedure.

1. Make sure that all switches are in the OFF position.
2. Ground the airplane electrically and remove the engine cowl as necessary.
3. Disconnect the battery and external electrical power from the airplane. Attach maintenance warning tags to the battery and external power receptacle that tell personnel: **DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS.**

**CAUTION:** IF THE PEDESTAL COVER MUST BE REMOVED TO ACCOMPLISH THIS INSPECTION, TAKE CARE WHEN YOU DISCONNECT THE HAND HELD MICROPHONE BRACKET TO MAKE SURE THE NUTS AND WASHERS ARE NOT ALLOWED TO FALL ONTO THE FLOOR AND INTO THE BELLY OF THE AIRPLANE.

**WARNING:** REMOVE THE REMOTE CONNECTOR FROM THE ELT BEFORE YOU PERFORM AIRCRAFT MAINTENANCE IN THE AREA OF THE PANEL REMOTE MOUNTED SWITCH. IF YOU DO NOT REMOVE THE REMOTE CONNECTOR YOU CAN ACCIDENTALLY BLOW THE ELT’S INTERNAL FUSE.

4. (Refer to Figure 1, Sheet 3, Detail C, and Sheet 4, View A-A.) These instructions are for the inspection of the pilot’s control yoke assembly to determine if there is too tight a fit or if inadequate engagement of the roller in the guide is present, and to perform modification as required to bring the control yoke assembly into specification.

5. (Refer to Figure 2, Sheet 1.) Make a 0.10 inch thick feeler gage out of 2024T3 aluminum.

6. (Refer to Figure 1, Sheet 4, View A-A, Without Washer/Shim Installed.) Inspect the roller gap with the 0.10 inch thick feeler gage. Measure the pilot’s control yoke roller/guide engagement clearance between the 0560015 Yoke Assembly and the guide flange of each side of the 2413113 Guide.

**NOTE:** Minimum roller/guide engagement is achieved when the maximum allowable gap between the yoke and the guide flange is no more than 0.10 inch. The maximum allowable gap applies through the full range of yoke travel.

A. Remove the pilot’s seat. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 25.) Retain the seat and hardware for installation.

B. (Refer to Figure 1, Sheet 2 and Sheet 3.) Get access to the full length of the 0513089 Support Assembly and 2413113 Guide Flange by removal of the turn coordinator instrument and the pilot’s control wheel assembly. Remove the pilot’s control wheel assembly from the universal-joint by removing the AN3-10A Bolt and the MS21044N3 Locknut. Discard MS21044N3 Locknut and keep all other hardware for installation.
C. Use the 0.10 inch feeler gage and check for a maximum of 0.10 inch clearance between the 2413113 Guide flange and the top of the 0560015 Yoke Assembly through the total range of yoke travel.

(1) If less than 0.10 inch guide-to-yoke assembly clearance is found in the control travel, no yoke assembly contact is observed with the guide, and the guide-to-yoke assembly does not rub or fit too tight, proceed to Step 7.

(2) (Refer to Figure 1, Sheet 2, Sheet 3 and Sheet 4.) If there is contact between the control yoke roller bolt and the top of the 2413113 Guide (scoring, scratching the primer), do the steps in this section.

NOTE: If this condition does not exist go to Step 6C(3).

(a) Remove the upholstery forward of the pedestal base as necessary to gain access to control yoke pivot bolt.

(b) Install a tie wrap on the aileron chain close to the pilot’s control yoke sprocket.

NOTE: The tie wrap keeps the chain on the sprocket during the disassembly and assembly process.

(c) Remove and keep the control yoke pivot bolt and washers, but discard the MS21042L4 Nut. Carefully lower the control yoke assembly to allow access to the roller. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 27.)

(d) (Refer to Figure 1, Sheet 2.) Remove and keep the AN3-11A Bolt attaching the pilot control wheel tube U-joint to left aileron cable sprocket, but discard the MS21044N3 Nut. This will allow removal of the sprocket from the control yoke. Keep the sprocket and slide the control wheel tube assembly out of the sleeve.

(e) Remove and keep the AN3-3A Bolt and NAS1149D0316K Washer that attaches the roller to the control yoke, but discard the NAS43DD3-10FC Spacer and MS21042L3 Nut.

(f) Assemble the roller to the control yoke with the removed AN3-3A Bolt, NAS1149D0316K Washer, one NAS43DD3-9FC Spacer and a new MS21042L3 Nut.

(g) Assemble the control wheel tube U-joint, sprocket and attach bolt with one new MS21044N3 Nut, and then remove the tie wrap from aileron chain.

(h) Raise the control yoke assembly carefully and engage the two control yoke rollers into the two guides, and then install the control yoke pivot bolt and washer with one new MS21042L4 Nut.

NOTE: It may be necessary to loosen one of the aileron cable turnbuckles to allow proper alignment of the control yoke for installation. When the turnbuckle is loosened, count the number of turns and return the turnbuckle back the same number of turns when you install it. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 20, Safeguarding-Maintenance Practices.)

1. If turnbuckle was loosened, install new safety wire or MS21256-1 Safety Clips (2 per turnbuckle) as necessary.

(i) Examine the flight control systems and rig as necessary. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 27.)

(j) When the control yoke does not bind or rub go to Step 7.
(3) (Refer to Figure 1, Sheet 3 and Sheet 4, View A-A.) Shim the yoke roller assembly if more than 0.10 inch guide-to-yoke clearance is found anywhere in the yoke travel.

**NOTE:** If this condition does not exist go to Step 6C(3)(c).

(a) Remove the upholstery forward of the floorboard pedestal base as necessary to get access to the control yoke pivot bolt.

(b) Move the control yoke through the aft 4.0 inches of travel and measure (use a feeler gauge) the minimum distance between the top of the roller and the guide.

1. Get a shim that will be installed under the roller so less than 0.10 inch guide-to-yoke clearance is achieved and no contact between the top of the roller and the guide occurs.

   **NOTE:** You can use AN970-3 Washer(s) and/or use an AN970-3 Washer as a pattern and make a shim from 2024T-3 aluminum.

2. Remove and keep the control yoke pivot bolt and washer but discard the lock nut. Carefully lower the control yoke assembly to allow access to the roller. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 27, Aileron Control System - Maintenance Practices.)

3. Attach a tie wrap to the aileron chain close to the pilot’s control yoke sprocket to keep the chain on the sprocket.

4. Remove and keep the AN3-11A Bolt that attaches the pilot’s control wheel tube U-joint to the aileron cable sprocket and discard the MS21044N3 Nut.

5. Remove the sprocket from the control yoke.

6. Keep the sprocket and slide the control wheel tube assembly out of the sleeve.

7. Remove the AN3-3A Bolt and NAS1149D0316K Washer that attaches the roller to the control yoke and discard the AN3-3A Bolt, NAS43DD3-10FC Spacer and MS21044N3 Nut. Keep the roller and the NAS1149D0316K Washer.

8. Assemble the control yoke roller with the selected washer/shim under the roller to lift the roller higher in the guide with a new NAS43DD3-9FC Spacer, new AN3-4A Bolt, new MS21044N3 Nut and the kept NAS1149D0316K Washer.

9. Assemble the control wheel tube U-joint and sprocket with the kept AN3-11A Bolt and a new MS21044N3 Nut. Remove the tie wrap from the aileron chain.

10. Carefully raise the control yoke assembly and engage the two rollers into the two guides. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 27, Aileron Control System - Maintenance Practices.)

   **NOTE:** It may be necessary to loosen one of the aileron direct cable turnbuckles to allow proper alignment of the control yoke for installation. When you loosen the turnbuckle, count the number of turns and return the turnbuckle back the same number of turns when installing. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 20, Safetying-Maintenance Practices.) Install new safety wire or MS21256-1 Safety Clips (2 per turnbuckle) as required, if turnbuckle was loosened.

11. Install the control yoke pilot bolt and washer with one new MS21042L4 Nut. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 27, Aileron Control System - Maintenance Practices.)
12 Check the flight control systems and rig them as necessary. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 27.)

NOTE: Use the 0.10 inch feeler gauge with a AN970-3 Washer attached and check for a maximum of 0.10 inch clearance between the 2413113 Guide side flanges and the top of the 0560015 Yoke Assembly in the roller guide travel. If this test indicates an out of specification gap still exists, determine if additional shim adjustment is needed under the roller to produce the required gap and install it with the process describe in the above steps.

(c) If the roller is within specification or less than 0.10 inch, proceed to Step 7.

NOTE: If the roller is still below the guide more than 0.10 inch after shimming, a new 0513089-203 Support Assembly must be installed so the specified yoke roller engagement can be achieved. Contact Cessna Propeller Aircraft Product Support for further instructions: Telephone 316-517-5800, Fax 316-942-9006.

7. Make sure the forward and aft control movement of the pitch axis is not too tight or does not rub.

8. Do an elevator control system friction band measurement.

NOTE: The desired elevator control system friction band is 10 pounds or less. The maximum allowable friction band is 15 pounds. All friction band measurements shall be made with the load scale installed so that the force required to move the elevator is applied in the direction parallel to the control column. The movement of the control wheel assembly must be slow and steady to achieve an accurate force indication. The friction band that is required applies over the complete elevator travel range. The inspection shall be made at or within one inch on either side of the position occupied by the control wheel assembly when the elevator is in neutral position.

A. Start with the pilot's control wheel one inch forward of the neutral elevator position, (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 27, Elevator Control System-Maintenance Practices, Elevator Control Adjustment/Test.), move the control wheel assembly aft (elevator surface upward) and apply force as directed in the "NOTE" above. Take the load scale indication as the control wheel assembly passes the elevator neutral position. Identify this indication as $F_1$.

NOTE: The neutral position is measured with the bottom of the elevator balance area flush with the bottom of the stabilizer.

B. Start the elevator control system friction band measurement with the pilot's control wheel one inch aft of the neutral elevator position (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 27, Elevator Control System-Maintenance Practices, Elevator Control Adjustment/Test.). Then allow the control wheel assembly to move forward (elevator surface downward) with the force caused by the weight of the elevator and with smooth and slow movement as directed in the "NOTE" above. Take the load scale indication as the control wheel assembly passes the elevator neutral position. Identify this reading as $F_2$.

C. The friction band is the difference of forces $F_1$ and $F_2$. Friction Band = $F_1 - F_2$.

D. EXAMPLE:

(1) If the load scale indicates 8.2 pounds as the control wheel passes through the neutral position when it moves aft, $F_1$ is 8.2 pounds.

(2) If the load scale indicates a 1.1 pounds as the control wheel passes through the neutral position when it moves forward, $F_2$ is 1.1 pounds.

(3) The friction band is then $F_1 - F_2$, or $(8.2 - 1.1) = 7.1$ pounds.
E. Do the steps below when the friction band exceeds the 15 pound limit.

1. Reduce elevator cable tension as required (20 pounds minimum) with the elevator in neutral position.

2. Apply U000851 (or equivalent) Lubricant to the outer surface of the round control tube.

3. Check for alignment of pulleys and correct as necessary. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 27.)

4. Repeat the friction band measurements of Step 6A through Step 6D on copilot's control wheel.

**NOTE:** If the friction band calculation still exceeds 15 pound limit, contact Cessna Propeller Aircraft Product Support for further instructions: Telephone 316-517-5800, Fax 316-942-9006.

9. Install the removed upholstery forward of the pedestal base.

10. Install any removed instruments. (Refer to the Model 172 Series 1996 and On Maintenance Manual.)

11. Install the pilot's seat. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 25.)

12. Verify correct flight control travel and freedom of movement, and make sure all fasteners and turnbuckles are safetied.

13. Remove maintenance warning tags and connect the airplane battery.


15. Do a functional test of any system(s) that were disconnected and connected to accomplish this procedure.

Figure 1. Control Yoke Roller Engagement Inspection/Modification (Sheet 1)
Revision Transmittal

July 28, 2003

TO:

Cessna Distributors, Single Engine Service Stations and CPC's


REASON FOR REVISION

To add airplane serial numbers 17280702 thru 17281150 and 172S8133 thru 172S9326 to the Effectivity section.

To require airplane serial numbers 17280069 thru 17280073, 17280159, 17280234, 17280242, 17280245, 17280251, 17280253, 17280257, 17280262, 17280281, 17280282, 17280285, 17280292, 17280297, 17280301, 17280305, 17280437, 17280439, 17280454, 17280456, 17280459, 17280606 thru 17280610, 17280613, 17280614, 17280616, 17280621 thru 17280624, 17280631 thru 17280634, 17280638 thru 17280640, 17280646 thru 17280648, 17280652, 17280653, 17280655, 17280659 thru 17280662, 17280664, 17280667 thru 17280670, 17280672 thru 17280675, 172S8002 thru 172S8005, 172S8008, 172S8009, 172S8012 and 172S8013 to comply with SB99-53-03 Revision 1 even though they have previously complied with the Original Issue.

Miscellaneous changes as necessary.

REQUIRED ACTION

Please replace any copy of SB99-53-03 with the attached copy of SB99-53-03 Revision 1 which is printed in its entirety.

NOTE: Compliance with Revision 1 is not required if in compliance with the Original Issue of this Service Bulletin, except as noted in the Effectivity section.

LOG OF EFFECTIVE PAGES

<table>
<thead>
<tr>
<th>Page No.</th>
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<th>Date</th>
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</thead>
</table>

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

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