Revision Transmittal
March 29, 1996

SUBJECT: Service Letter SE73-29, Item #2 Revision 1, Shoulder Harness - Seat Belt Connection

REASON FOR REVISION
To announce that Single Engine Service Letter SE73-29, Item #2 is superseded by Service Bulletin SEB96-2, Seat Belt And Shoulder Harness Connection Inspection.

SEB96-2 provides instructions to inspect the seat belt to shoulder harness connection and to repair or replace as applicable those assemblies that do not have sufficient friction to hold the shoulder harness/seat belt connection together.

REQUIRED ACTION
Please replace your copy of SE73-29 with the attached supersede notice copy of SE73-29, Item #2 Revision 1 which is printed in its entirety. Comply with SEB96-2.

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September 28, 1973

SE73-29

ITEM #1:

MODEL 172 COWLING IMPROVEMENTS

AIRCRAFT AFFECTED:

1967 thru 1973 Model 172 and F172 Series
Serial Numbers
17254893 thru 17261569
F1720320 thru F1721044

Several improvements, as shown below, have been made
to the Model 172 and F172 cowling design for increased
strength and improved fit.

1. The aft portion of the upper cowl doubler (at the
   parting line) has been increased in width.

2. The aft upper cowl channel has been juggled over
   the doubler to stiffen the rear corner.

The improvements mentioned in 1 and 2 above involve
spot welding and therefore, are not considered practical
for incorporation on earlier in-service aircraft.

On in-service aircraft it is recommended that the cowl
shock mount brackets be checked at the next periodic
inspection to make certain that the aft lower corner of
the upper cowling is not being pulled in-board and sub-
ject to undue stress. If this condition is noted the
cowling is to be inspected in accordance with the pro-
cedures shown in Figure #1 attached and reworked as
required.

(Owner Notification System - No. 1)

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ITEM #2:

SHOULDER HARNESS - SEAT BELT CONNECTION

AIRCRAFT AFFECTED:

All Single Engine
Aircraft Equipped
with Shoulder Harness
Assemblies (except
Agwagons)

Excessive looseness in the shoulder harness to seat belt
connection (engagement of the stud in the slot of the lap
belt buckle) can be corrected by installing an O-Ring
(SSE12-06) as shown in Figure #2 attached. It is
recommended that this connection be checked at periodic
intervals and O-Rings installed as necessary.

(Owner Notification System - No. 1)

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ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

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THE CESSNA AIRCRAFT COMPANY

There are more Cessnas flying than any other make.
1. INSPECTION. (Refer to Figure 1.)

a. Inspect aft lower corners of upper cowl (6) for clearance between cowl skin and forward fuselage skin (See View C-C).

b. Check for distortion when securing upper cowl.

c. Check for cracks in cowl skins.

2. CORRECTIVE MEASURES. (Refer to Figure 1.)

a. If clearance, as shown in View C-C, is under the minimum of .06" or distortion is evident when upper cowl is secured, install shims (9) as follows at Detail "B" location:

(1) Remove shock mount (8) from bracket (4) of shock mount assembly (2) (the lowest aft upper cowl mount) by drilling out rivets (7).

(2) Temporarily install one shim (9) between mount and bracket and secure with clamp or small bolts.

(3) Secure cowl and again check for clearance and distortion. If one shim is insufficient to relieve distortion or gain the minimum clearance, repeat the above steps using two or more shims. Do not, however, go over the maximum clearance of .18".

(4) When the desired number of shims is determined, secure mount and shims with rivets (7) as shown.

(5) Repeat above procedure on opposite side of aircraft.

b. If inspection discloses minor cracks, stop drill and patch in accordance with the applicable Cessna Service Manual.

c. If cracks are extensive the upper cowl may have to be replaced.

(1) If cowl must be replaced use procedure 2.a to insure proper alignment and securing of new cowl.
Figure 1. Upper Cowl Improvement.
Figure 2. Shoulder Harness - Seat Belt Connection.