



American Aviation Corporation  
318 Bishop Road Cleveland, Ohio 44143

# SERVICE

K  
I  
T

SERVICE KIT NO. SK-114

DATE: March 29, 1972  
~~TIME:~~  
 SUBJECT: Front Seat Improvements  
 SERIALS AFFECTED: AA5-0001 thru AA5-0089  
 WEIGHT AND BALANCE CHANGE: Negligible

Parts List

<u>Quantity</u>	<u>Part Number</u>	<u>Description</u>
8	NAS697A4	Nut Plate
16	MS20426AD3-4	Rivets
16	MS20470AD5-7	Rivets
4	AN24-8A	Clevis Bolt
4	AN24-9A	Clevis Bolt
4	5102328-24	Spacer
4	901035-1	Washer

Description of Modification

This modification incorporates recent production improvements which make the front seat latching more pronounced and positive and strengthens the seat support attachment.

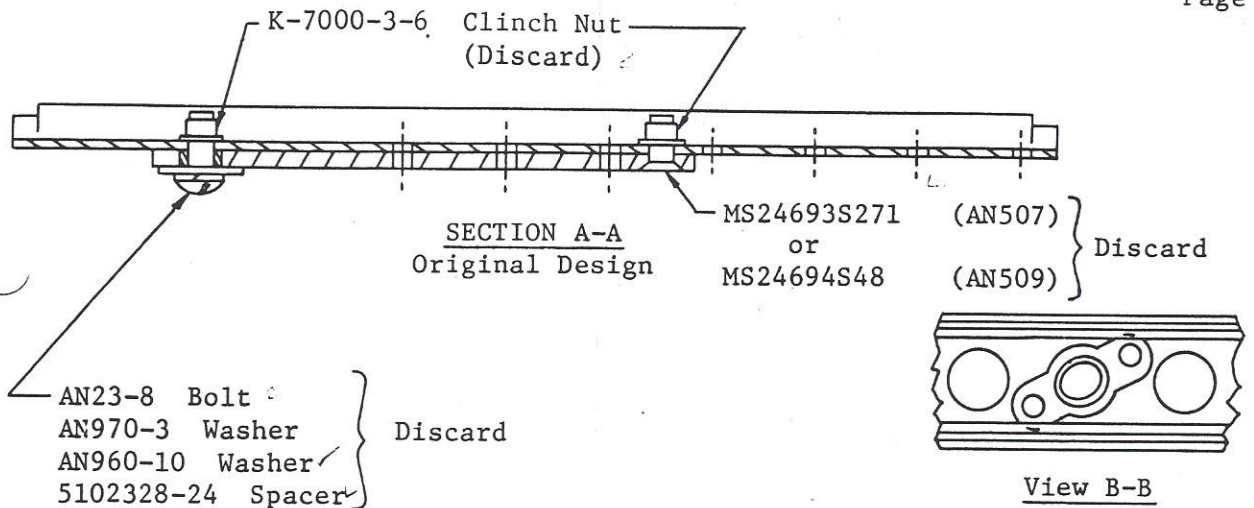
Modification Instructions (Both Front Seats)

1. Remove both front seats from the aircraft by removing the two (2) forward (1 in each track) support bracket to seat rail attach screws and sliding the seat rails aft out of the slot in the support bracket.
2. Remove the inner tracks from the seat assembly by drilling out MS20470AD5-7 (8) rivets and removing part no. 5102328-9 clips (Fig. 2).
3. Remove the existing AN23-8 bolt, AN960-10 washer, AN970-3 washer and 5102328-24 spacer (.190" I.D.) from each inner track.
4. Modify the inner tracks by enlarging the .203" dia. lock pin holes to .312" dia. (7 holes per track) (Note: this already incorporated on aircraft serial no. AA5-0064 and up). Remove (and discard) the clinch nuts, drill out holes to .250 dia. and install NAS697A4 nut plates and MS20426AD3-4 rivets supplied with kit. (See Fig. 1)
5. Install the new 5102328-24 bushings, 901035-1 washer and AN24-9A clevis bolts, from the Service Kit, at the aft track mounting holes.
6. Open up hole in link and pawl arm (aft common connection) to .312" dia. and reassemble connection using original hardware (See Figure 2). Be sure the link is installed on the side opposite the pawl arm flange as shown in Figure 2, Section AA. Nut should be 1 1/2 turns loose to provide proper link end play.

7. Assemble inner track assembly (with balls & retainer) in seat assembly. Reinstall existing part no. 5102328-9 clips (2) with MS20470AD5-7 rivets (8) supplied with kit.
8. Bend both pawl arms up toward seat pan so that top of pin is aligned with top of adjustment holes within .030" as shown in Fig.2 Sec. BB.
9. To confirm proper linkage operation, place a .20" thick spacer between inner track and locking pin on one side while checking that the opposite side pin is positively spring loaded against its track. Reverse this procedure to check operation on the other side. Elongate new hole in link for any required adjustment (Fig. 2).
10. Cycle seat adjustment mechanism to confirm full engagement and release of the locking pins at the full forward and full aft track positions.
11. On the seat mounting brackets (still mounted to center spar in the aircraft), drill the existing .203" dia., (3) lock pin holes to a .312" dia. and countersink .385" dia. x 100° on the inside surface (to each seat), of each bracket. (Note: this already incorporated on serial no. AA5-0058 and up). This helps guide the lock pins in place. Drill the existing forward seat rail attach bolt hole in each bracket to .250" dia. (Fig. 1)
12. Reinstall the seats in the aircraft in the reverse of the removal procedure except use AN24-8A clevis bolts in place of the original MS screws in the forward seat rail attach holes.
13. Test seats for free movement and positive latching in all positions.
14. Complete and mail attached Service Reply Card.

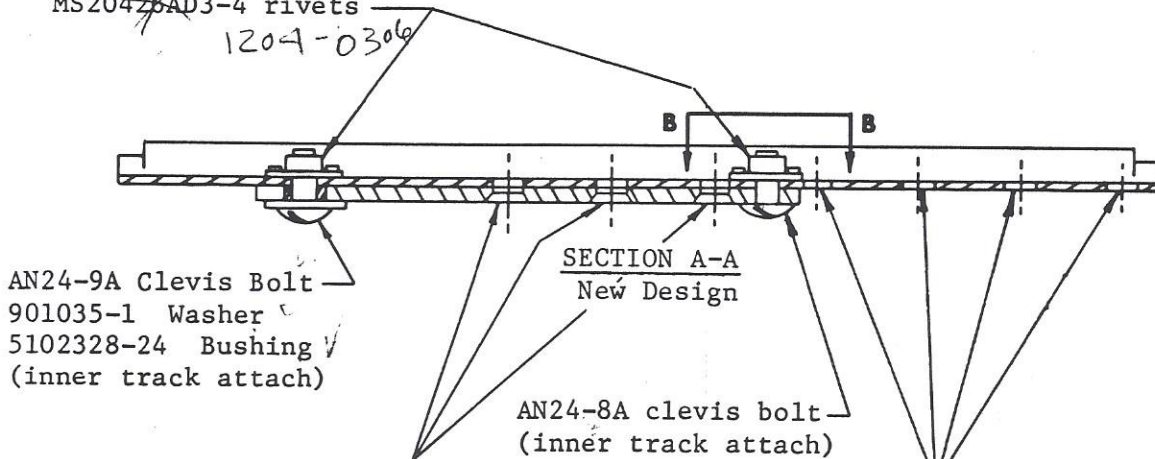
AMERICAN AVIATION CORPORATION

Attachment: Service Reply Card



Install NAS697A4 nutplates with  
MS20426AD3-4 rivets

1204-0306



Drill .312" dia. through mounting  
brackets and inner track. Counter-  
sink 3 holes in each bracket to  
.385" dia. x 100°.

Enlarge ALL lock pin  
holes to .312" dia. in  
inner track.

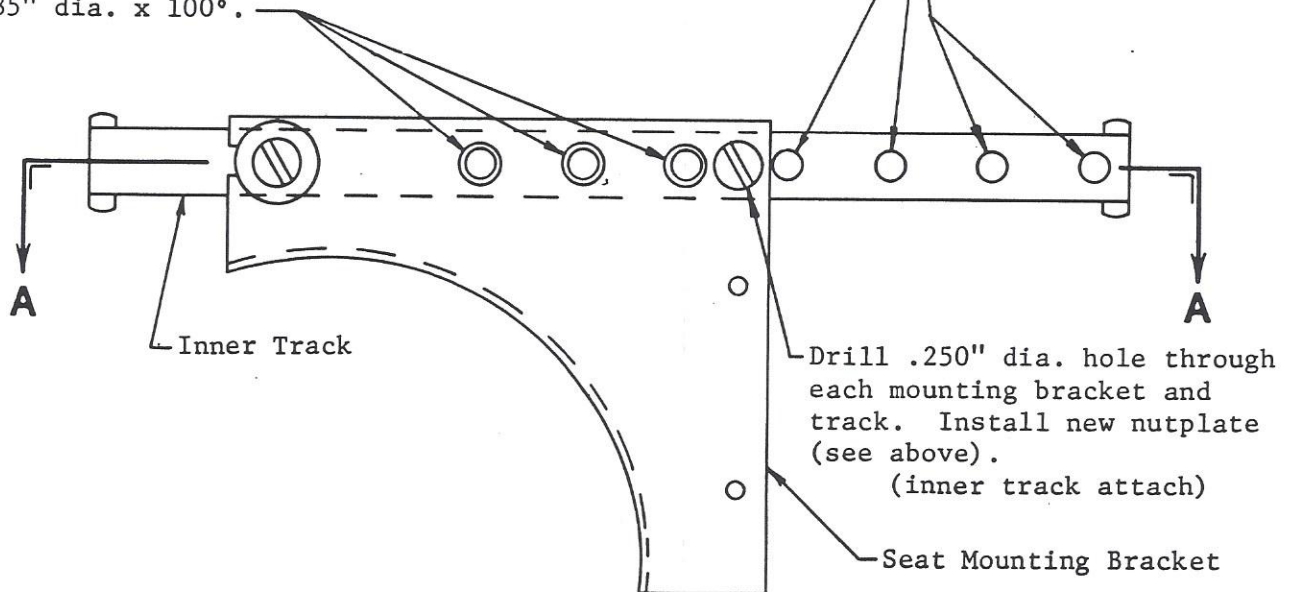
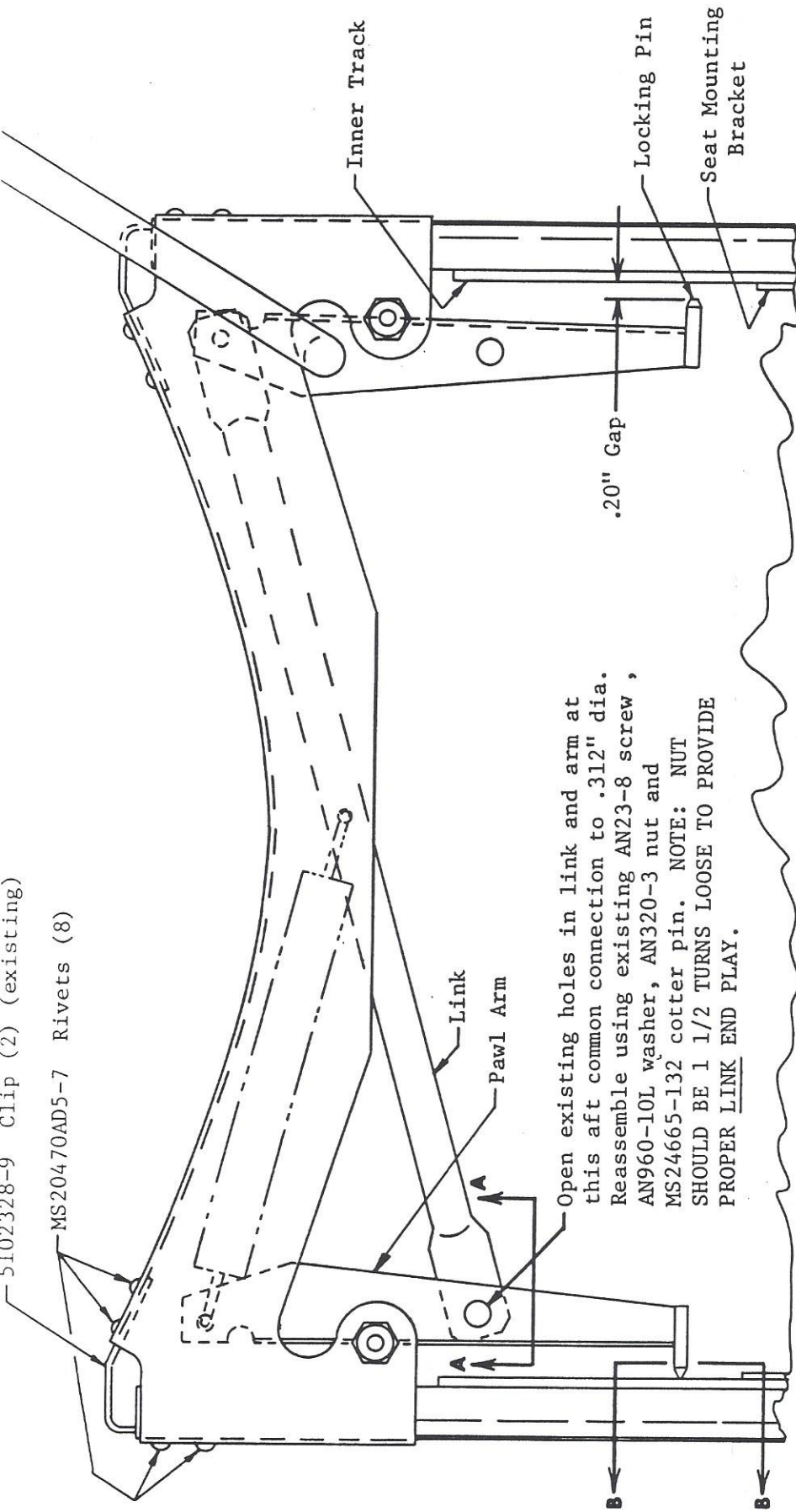


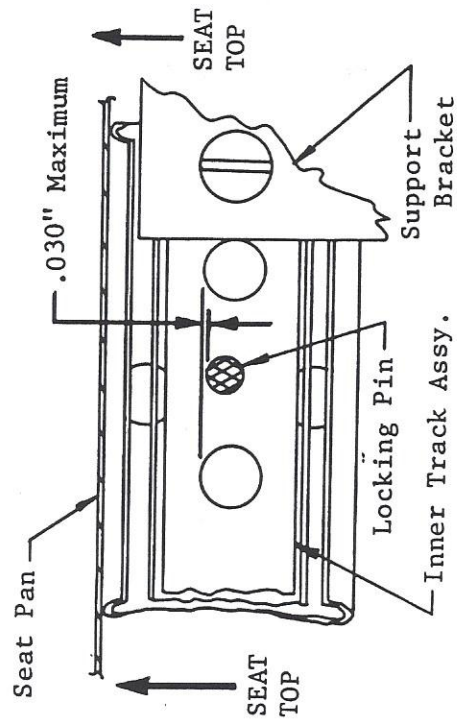
FIGURE 1.

SEAT SUPPORT BRACKET AND INNER TRACK MODIFICATION AND ASSEMBLY  
L.H. ASSEMBLY SHOWN, R. H. OPPOSITE

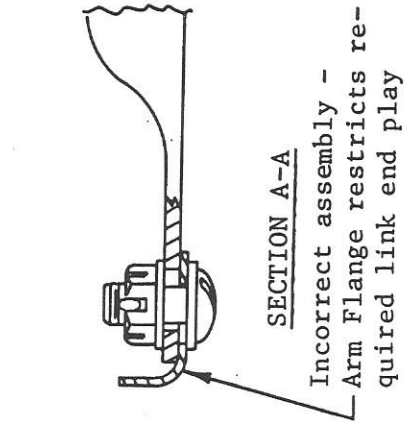




Open existing holes in link and arm at this aft common connection to .312" dia. Reassemble using existing AN23-8 screw, AN960-10L washer, AN320-3 nut and MS24665-132 cotter pin. NOTE: NUT SHOULD BE 1 1/2 TURNS LOOSE TO PROVIDE PROPER LINK END PLAY.



SECTION B-B. LATCH PIN ADJUSTMENT  
(View rotated 90° counterclockwise)



SECTION A-A  
Correct assembly - Link mounted on side opposite arm flange allows maximum end play required for proper latching operation. ELONGATE NEW .312 DIA. HOLE IN LINK IF ADDITIONAL END PL. IS REQUIRED PER PAR. 9.  
Incorrect assembly - Arm Flange restricts required link end play

FIGURE 2.

BOTTOM OF L.H. (PILOT) SEAT  
LOOKING UP