SUBJECT: Seat Belt retainer bushings nylon grommet failure.

MODEL/S/N AFFECTED: M20 Series - ALL S/N’s with Non-Inertial Reel Shoulder Restraints installed
  * M20J - 24-0001 thru 24-1685 - With Non-Inertial Reel Shoulder Restraint Assemblies
  24-1686 thru 24-TBA - With Rear Seat Shoulder Restraint Assemblies
  * M20K - 25-0001 thru 25-1224 - With Non-Inertial Reel Shoulder Restraint Assemblies
  25-1225 thru 25-TBA - With Rear Seat Shoulder Restraint Assemblies
  M20L - 26-0001 thru 26-0041 - With Rear Seat Shoulder Restraint Assemblies
  M20M - 27-0001 thru 27-TBA - With Rear Seat Shoulder Restraint Assemblies
  M20R - 29-0001 thru 29-TBA - With Rear Seat Shoulder Restraint Assemblies
  * M20J S/N’s 24-1150 thru 24-1417 & M20K S/N’s 25-0560 thru 25-0780 had Indiana Mills
  Seat Belt and/or Shoulder Restraint Assemblies installed during production, however,
  if any replacement has been accomplished, the replacement Seat Belt/Restraint Assem-
  bly may have the retainer bushing, nylon grommet configuration.

NOTE
AM-Safe Brand shoulder restraint’s incorporate a retainer bushing used for the cargo restraint
tie down system for the rear seats. These retainer bushing’s should also be inspected for
missing or defective nylon grommets used in the original configuration.

TIME OF COMPLIANCE: Within the next 25 operational hours or at next maintenance action.

INTRODUCTION: Ramp inspections at some airports have found the nylon grommets missing or bro-
ken from shoulder harness retainer bushings on several model aircraft. Unauthorized repairs using ty-
raps have been found. The Ty-rap’s locking tab may prevent the restraint buckle from properly snapping
into position or may create difficulties in releasing the restraint buckle in an emergency. The intent of this
SB is to provide information for inspection and correctly repairing any defective retainer bushing grom-
met that may have failed.

INSTRUCTIONS: Figure SB M20-263-1 depicts the conditions that may be found on any seat belt/re-
straint assembly. Refer to the illustration and follow the procedures shown on the figure.

WARRANTY: Mooney Aircraft Corporation will allow 0.5 hours labor to inspect and repair the seat
belt/harness restraints on aircraft still WITHIN WARRANTY. The parts will be available through your Mo-
oney Service Center. Your account will be credited in the normal manner when properly completed war-
ranty claims are returned to Service Parts Department, Kerrville, TX.

REFERENCE DATA: FAA General Aviation Airworthiness Alerts, AC No. 43-16, No. 210, January, 1996

PARTS LIST: Kit Part number SB M20-263-1

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<tr>
<td>1</td>
<td>HRSR-1/2</td>
<td>GROMMET</td>
<td>4</td>
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Vendor for Grommet: XL Technologies
1315 So. Park Dr.
Kernsville, NC 27284
Telephone: (910) 996-6777
Fax: (910) 996-2887

FIGURES/TABLES: See Figure SB M20-263-1 on next page.
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FIGURES/
TABLES: SB M20-263-1

Figure SB M20-263-1

UNSAFE — NYLON BUSHING MISSING
(INSPECT FOR DEFECTS)

1. HRSR-1/2 GROMMET SLIPPED OVER STUD ...
2. APPLY HEAT FROM HEAT GUN TO SHRINK GROMMET
3. HRSR-1/2 GROMMET SHRUNK IN PLACE
4. VERIFY SHOULDER RESTRANT SNAPS OVER GROMMET SECURELY

RETROFIT PROCEDURE'S