

Installation Overview

FAA/STC-SA02211CH / PMA APPROVED

CESSNA 100 SERIES AIRCRAFT

Three Point Torso Restraint System Installations

Model -114F



Model -114I



Model Number	Product Description
C100114F	Three-point restraint system, -C114, Fixed torso
C100114I	Three-point restraint system, -C114, Inertial reel torso

Product Description

This STC authorizes the installation of a vendor supplied, FAA approved, TSO-C114 restraint system, at each pilot position. The restraint system incorporates a traditional pelvic restraint strap (lap belt) provided with the provision to attach, as needed, a single diagonal upper torso (shoulder) restraint strap. The upper end of the shoulder strap is hard mounted to the airframe at a location aft and above the pilot position. The free end of the shoulder strap is attached to the pelvic restraint strap at the buckle location and adjusted, as necessary, by use of the cinch strap or inertial reel.

The attachment of the fixed end of the shoulder strap is accomplished by the installation of a MS21075-4N Nut Plate centered at fuselage station 65.33, as called out in the drawing package.

Weight and Balance

Model C100-114FS has a location of station 65.33 and a net weight change of 1.75 pounds per installation; two pilot positions.

Model C100-114IR has a location of station 65.33 and a net weight change of 3.50 pounds per installation; two pilot positions.

Installation - Note - The right & left side upper attach point installations are identical.

The headliner is opened as needed, and using clamps, positioned to provide access to the cabin structure.

The left and right nut plates are positioned in the aircraft and riveted in place.

The headliner is closed and a .250-inch mounting hole is opened through the headliner fabric.

The upper end of the shoulder strap or inertial reel is installed using the hardware provided.

New lap belts are installed.

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