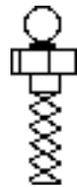


Cessna Throttle Control Attachment Replacement



These are the two types of carb throttle devices which attach to the throttle arm of the carburetor and to the 10-32 threaded end of the throttle cable.

On the left, the old type. In the body is a spring pushing on a 'cup' which presses on the ball shaped end of the swivelable portion with the threads and hex and the ball end. The threaded portion is secured to the throttle arm and what appears to be an open end of the body contains a "screw" which can be repositioned to change the pressure on the ball shaped end for easy movement but good tension. After tightening, the threaded part is secured with the safety wire.



Too many of these came loose, so the termination end was changed to the style on the right. The bearing permits accommodation of the different angles of the throttle end and the throttle arm as the throttle position is changed. An AN-3 bolt drilled through at the threaded end goes through the bearing and the throttle arm with spacers as required to align and a locking nut (castellated nut and cotter key) to secure the assembly.

The service letter following was issued in 1979 (about thirty years after the original part was installed) and another special notice was issued by Cessna in 1986.

This is all I could find. There may be another, third page to the messages from Cessna. Note that there are no part numbers called out in the Cessna notes other than the bolt and cotter key. The figure created to show the intent is not an absolute, so be guided by what you have on the plane/engine and make no changes unless sanctioned beforehand by the A&X and then observed and approved after! The fact that the notice was re-issued in '86 suggests that too many owners/FBO's had not incorporated the '79 notice to upgrade.

You can tell that the info from Cessna was already a copy of a copy, so the scanning and conversion can't bring back the clarity of printing the originals had.



TAKE YOUR CESSNA HOME
FOR SERVICE AT THE SIGN
OF THE CESSNA SHIELD

SINGLE ENGINE CUSTOMER CARE SERVICE INFORMATION LETTER

MARKETING DIVISION / CESSNA AIRCRAFT COMPANY / WICHITA, KANSAS 67201 . CABLE ADDRESS - CESSCO WICHITA

April 16, 1979

SE79-6

SUBJECT: ENGINE CONTROL ATTACHMENT

AIRCRAFT APPLICABILITY: All Single Engine Aircraft Prior to Model Year 1979

An improved means of attaching the engine and propeller controls, which utilize a ball bearing type rod end, is now being used on all production single engine aircraft.

The throttle, mixture, and propeller control cable ends are now being secured to the engine with a predrilled AN bolt, castellated nut, and a cotter pin.

Replacement of any undrilled bolts and self-locking nuts with an AN bolt of appropriate size and length, predrilled for use with an AN 310 castellated nut and cotter pin is recommended. This improved type attachment should be incorporated on all earlier aircraft at the next 100 hour or annual inspection.

NOTE: Steel AN bolts with an undrilled shank are identified with an "A" suffix (AN3-6A). A steel bolt of the same size, with the shank drilled for castellated nut and cotter pin, is identified as -- AN3-6. Aluminum AN bolts are not to be used in this application.

A copy of the related Owner Advisory is attached and is being sent to registered owners.

(Owner Notification System - No. 1)

CESSNA AIRCRAFT COMPANY

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And this special notice in 1986:

2 86-24-07

Compliance: Required within the next 100 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent engine power interruption due to loss of attachment of the engine controls, accomplish the following:

(a) Modify the engine controls installation by installing a drilled steel bolt, AN310 type castellated nut and a steel cotter pin in accordance with Cessna Single-Engine Customer Care Service Information Letter SE79-6. *copy attached.*

(b) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD can be accomplished.

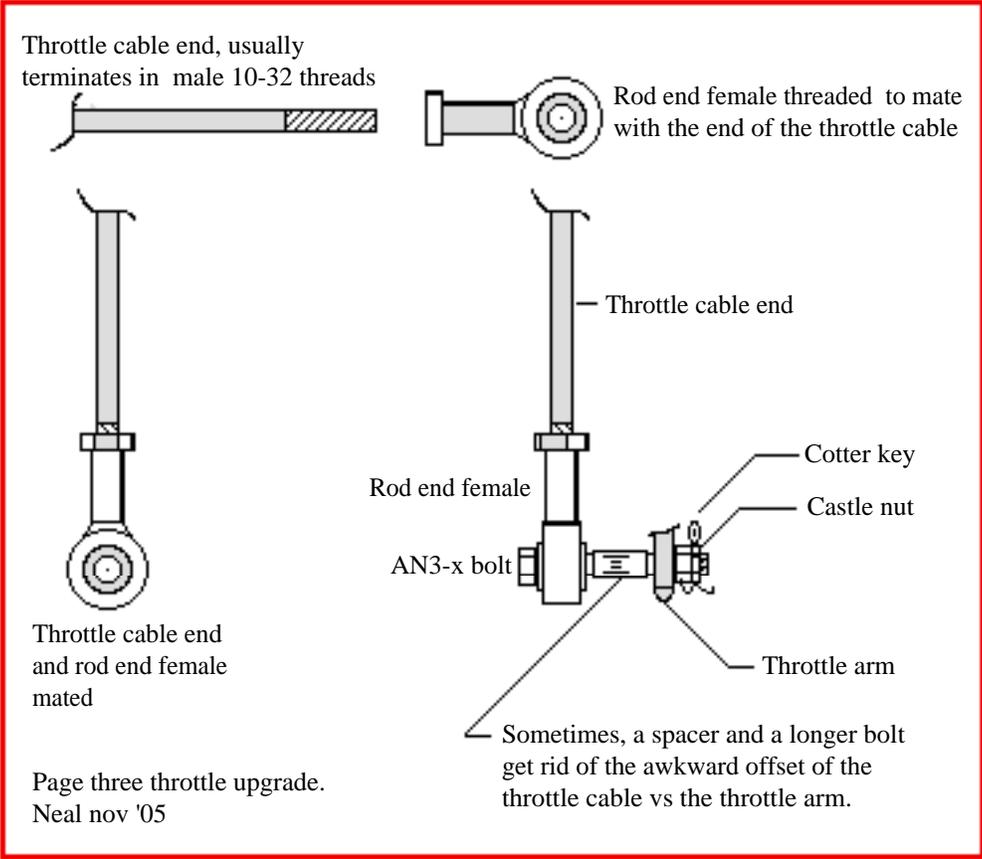
(c) An equivalent means of compliance with this AD may be used if approved by the Manager, Wichita Aircraft Certification Office, Federal Aviation Administration, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

All persons affected by this directive may obtain copies of the document(s) referred to herein upon request to Cessna Aircraft Company, Customer Services, Post Office Box 1521, Wichita, Kansas 67201; or the FAA, Rules Docket, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment becomes effective on January 7, 1987.

FOR FURTHER INFORMATION CONTACT:

Mr. Paul O. Pendleton, Aerospace Engineer, Wichita Aircraft Certification Office, Federal Aviation Administration, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; Telephone (316) 946-4427.



Nov '05, filed as Cessna throttle all
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