



SERVICE No. 451 BULLETIN

Piper Aircraft Corporation

"FAA DOA EA-1 Approved"

Lock Haven, Pennsylvania, U.S.A.

February 26, 1975

Subject: Inspection of Throttle Control Shaft

Models Affected: PA-23-250 (Six Place) Aztec

Serial Numbers Affected: 27-7305074 to 27-7405460 incl. (normally aspirated only)

Compliance Time: Within the next 25 hours of operation.

Purpose: Reports received at the factory have revealed insufficient thread engagement of the throttle control cable to the corresponding ball joint attached at the fuel injector throttle arm. This service release has been issued to provide instructions to inspect the Throttle Control Cable/Fuel Injector linkage to insure adequate thread engagement of the threaded control cable shaft into the corresponding fuel injector linkage ball joint. Insufficient thread engagement could lead to throttle control cable disengagement from the injector throttle arm, resulting in unwanted power change. (Refer to the sketch/instruction data on the reverse side of this service release for an illustrated description of this area).

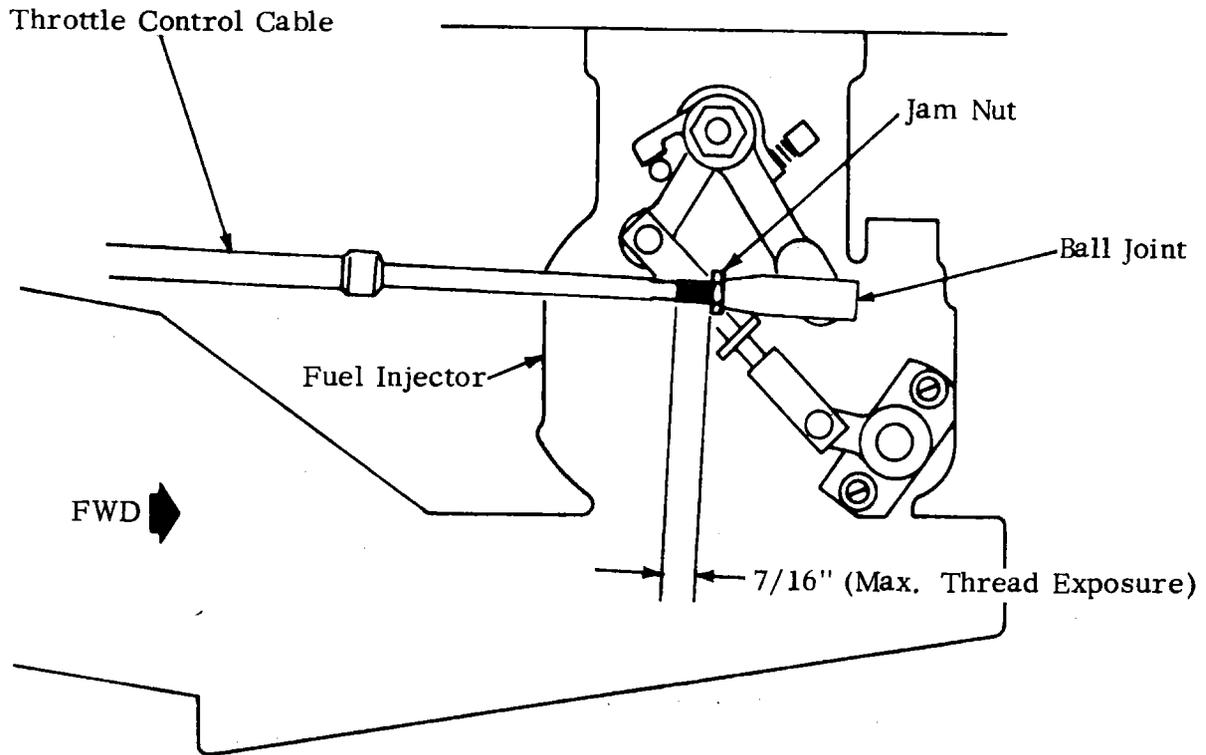
Instructions: Refer to sketch/instruction data on the reverse side of this service release for inspection details.

Material Required: Not applicable.

Availability of Parts: Not applicable.

Effectivity Date: This service release is effective upon receipt.

Summary: Please contact your Piper Field Service Facility to make arrangements for compliance with the provisions of this service release. The inspection procedure described above can be accomplished in a minimum amount of time.



● INSTRUCTIONS

- A. Remove inboard side cowl from left engine and outboard side cowl from right engine to gain access to the throttle control cable.
- B. Measure the threads exposed at the rear of the ball joint jam nut.
 1. If thread exposure is 7/16 of an inch or less, no further action is required.
 2. If thread exposure is more than 7/16 of an inch, it will be necessary to proceed as follows:
 - a. Remove ball joint from throttle arm. Loosen jam nut and rotate ball joint on cable until thread exposure is 7/16 of an inch or less. Tighten jam nut and reinstall ball joint on throttle arm.
 - b. At the pedestal assembly, remove the engine control placard to gain access to the throttle control cable clevis and remove clevis from throttle lever. Loosen jam nut and rotate clevis the same amount as the ball joint in order to maintain the pre-set distance between ball joint and clevis. Tighten jam nut, connect clevis to throttle lever and reinstall placard.
- C. Reinstall engine cowling.
- D. Make appropriate log book entry.