

CHAPTER 4 ENGINE CONTROLS

(Completely revised)

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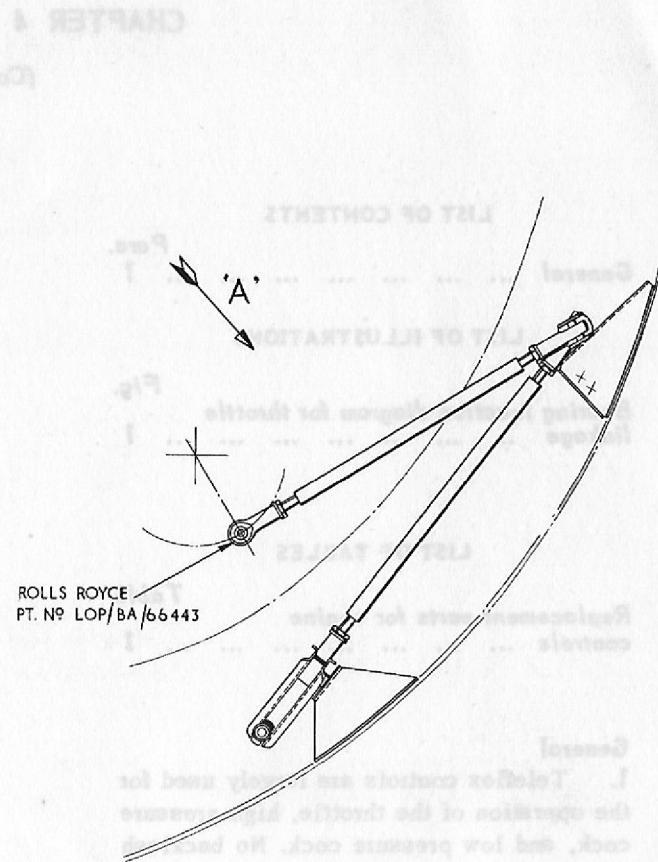
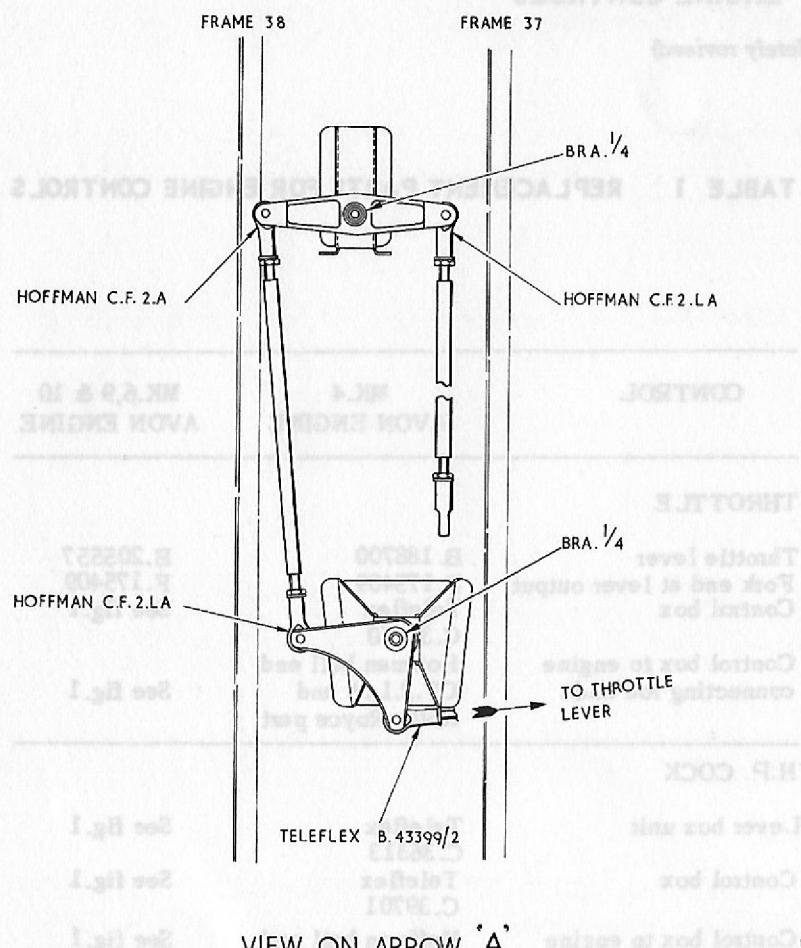
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General

1. Teleflex controls are largely used for the operation of the throttle, high pressure cock, and low pressure cock. No backlash in the transmission line is permitted. Backlash due to stretching of the cables is eliminated by use of the adjusters provided in the systems; if it is found to be due to wear in the joints or ball ends the complete joint should be renewed; if it is due to end float or play in the lever bushes, the levers should be renewed. Replacement for joints, levers and ball ends may be found in table 1 and fig.1.

TABLE 1 REPLACEMENT PARTS FOR ENGINE CONTROLS

CONTROL	MK.4 AVON ENGINE	MK.6,9 & 10 AVON ENGINE
THROTTLE		
Throttle lever	B.188700	B.205557
Fork end at lever output	F.175409	F.175409
Control box	Teleflex C.39260	See fig.1
Control box to engine connecting rod ends	Hoffman ball end CF.2.L.A and Rolls-Royce part	See fig.1
H.P. COCK		
Lever box unit	Teleflex C.36313	See fig.1
Control box	Teleflex C.39701	See fig.1
Control box to engine connecting rod ends	Hoffman ball end CF.2.L.A and Rolls-Royce part	See fig.1
L.P. COCK		
Lever box unit	Teleflex C.36314	Teleflex C.36314



NOTES:-

1. FOR ALL OTHER DETAILS OF THROTTLE CONTROL FOR MK.6,9&10 SEE PARAGRAPH I OF TEXT
2. FOR WEAR LIMITS OF BALL BEARING ASSEMBLIES SEE CHAP. I

FIG. 1. BEARING LOCATION DIAGRAM – FOR THROTTLE CONTROL LINKAGE-MK.6,9 &10

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