

April 4, 2002

TO ALL EXEC, EXEC 90, AND EXEC 162F OWNERS

ADVISORY BULLETIN A-37

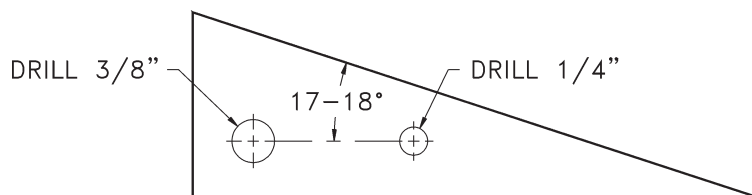
History: Proper throttle linkage adjustment should prevent binding or restriction of movement. It has been found that if the stop bracket and/or "B" control arm is improperly adjusted on the pilot's collective control, the passenger's throttle action may lock up.

Throttle linkage should be inspected for proper adjustment as follows:

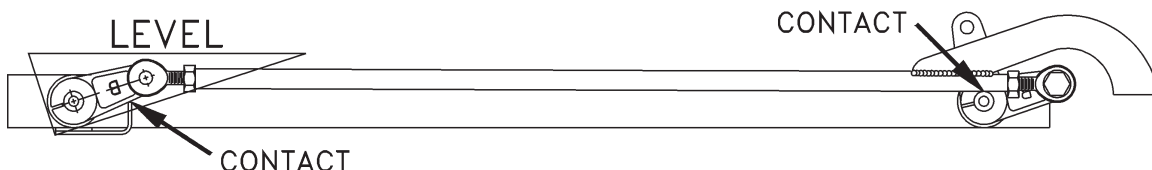
1. At full off throttle, the "B" control arm at the end of the pilot's collective handle should be at an angle of 17 to 18 degrees in reference to the collective cross shaft.
2. The metal stop bracket on the pilot's collective handle should contact the "B" control arm.
3. The throttle connector cross shaft should contact the passenger throttle shaft. (Refer to the drawing below for rear view of collective cross shaft and throttle linkage, and template to determine "B" control arm angle.)

Action: If "B" control arm on pilot's side collective is less than 17 to 18 degrees, the throttle connector cross shaft should be lengthened by unscrewing the rod ends, then the angle should be rechecked. If the throttle stop does not contact the "B" control arm, it should be adjusted by bending the throttle stop so that it does contact the "B" control arm.

Freedom of collective and throttle movement should be checked after any adjustment.



Template to determine angle of control arm (not to scale). Measure throttle shaft to rod end distance on control arm, use measurement for drilling holes in template.



To use template: With throttle in full closed position the angle should be 17-18° in reference to the collective cross shaft (template is level).