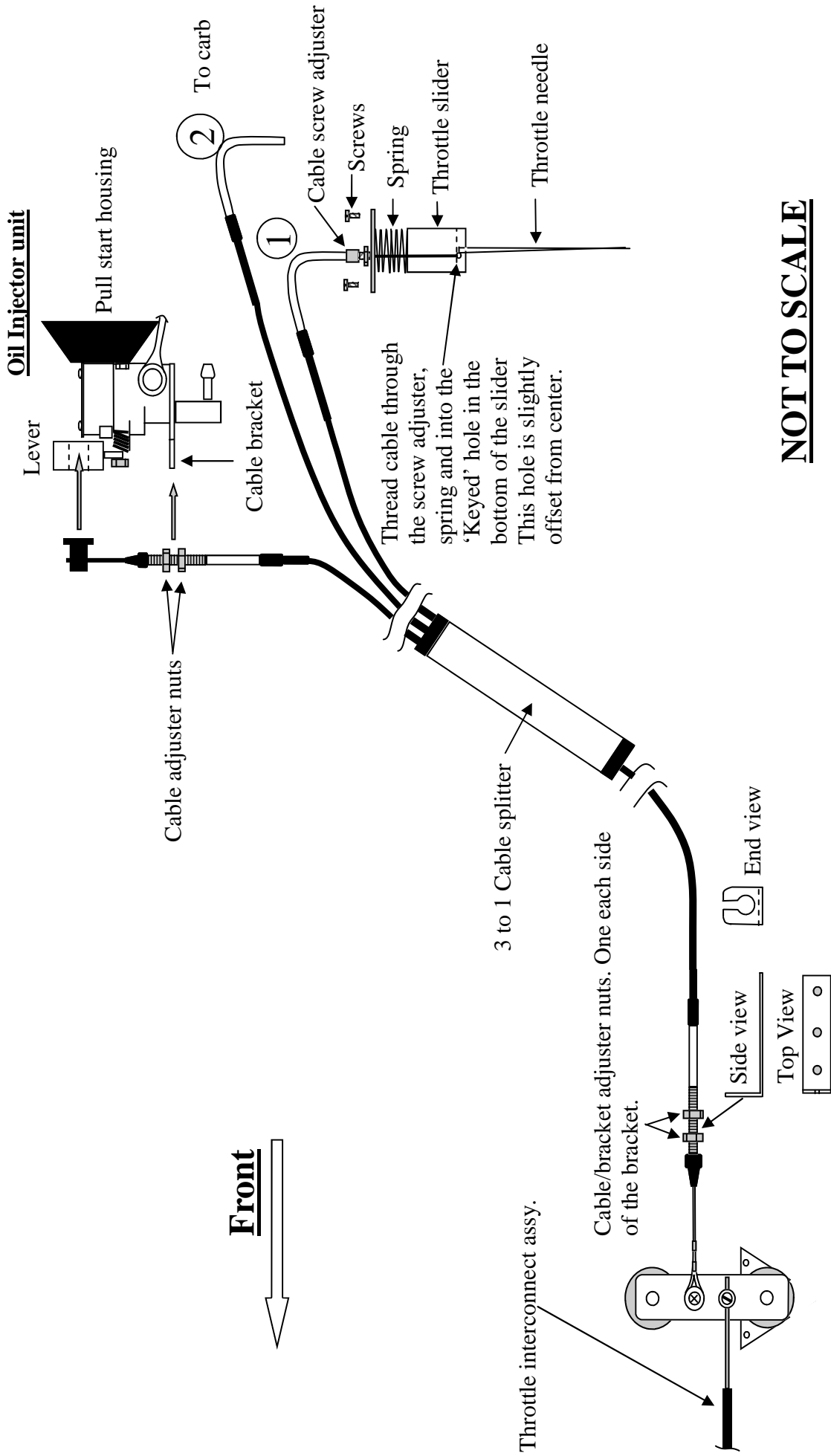


Throttle and Oil injector cable assembly.

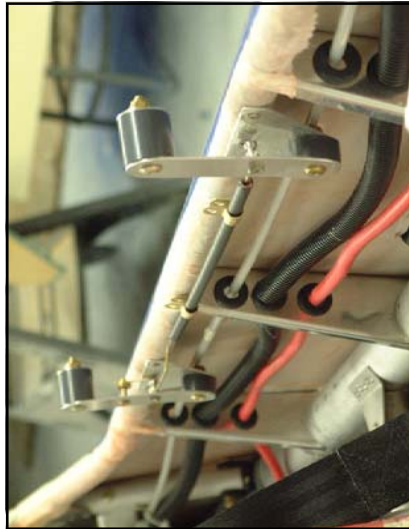


Rear throttle assembly
ST16-L-T Bracket attached to cockpit side rail. 3 x AD42ABS alum rivets (short).

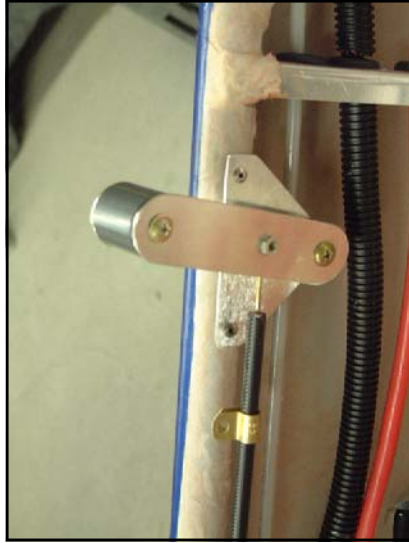
How to attach the throttle inter connect assy.



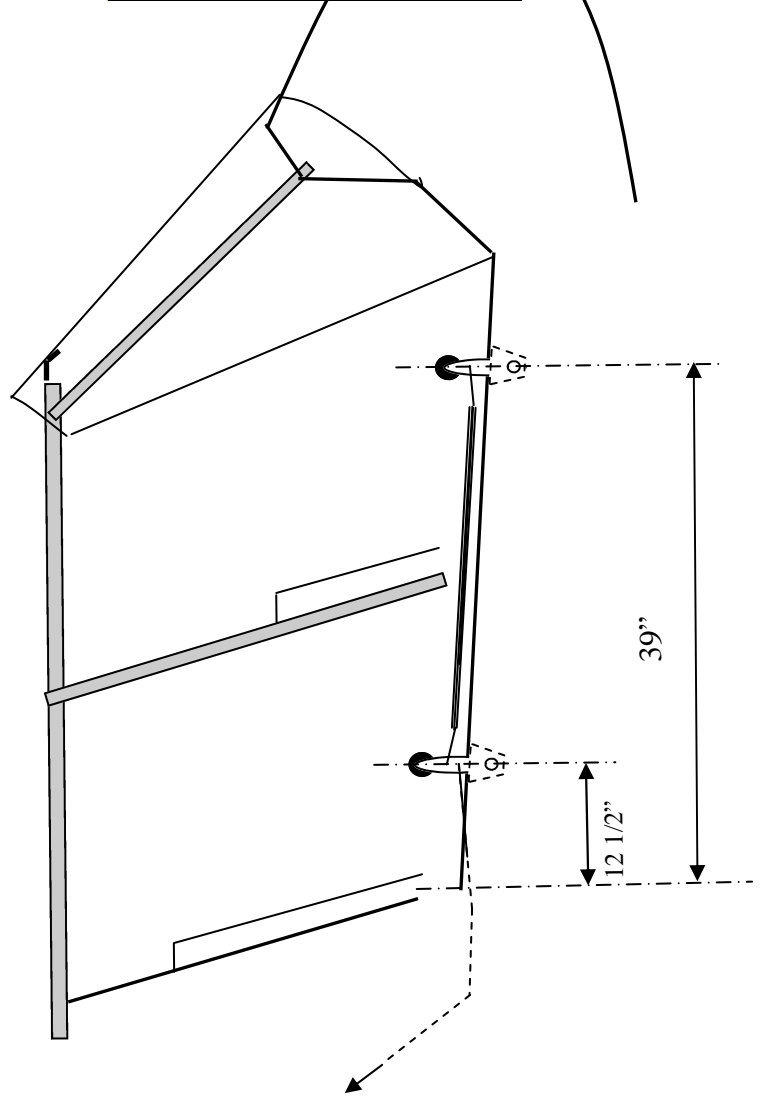
Rear Throttle quadrant assy.



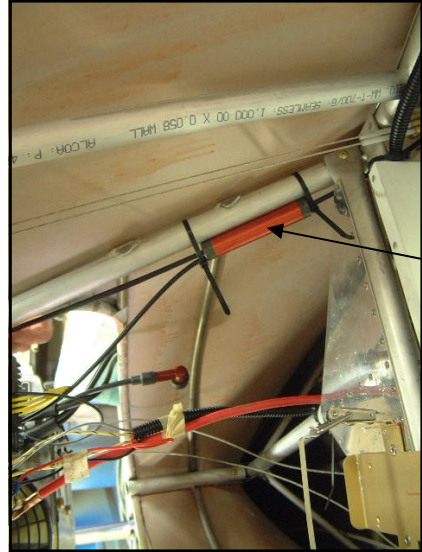
Example of throttle interconnect setup



Front throttle quadrant assy.

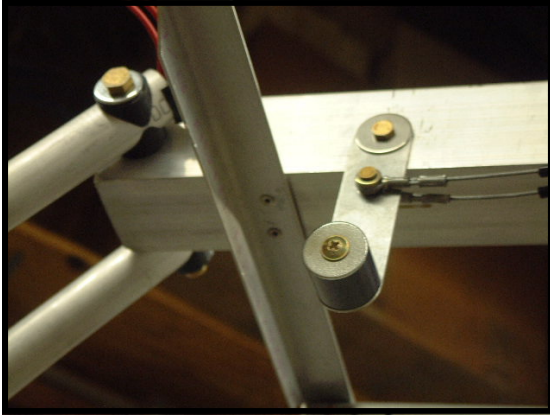


Throttle cable to Engine

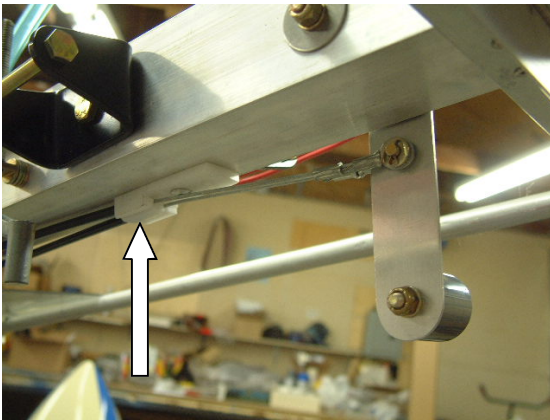


We found that zip tying the cable splitter to the 2DT4 at this point works well.

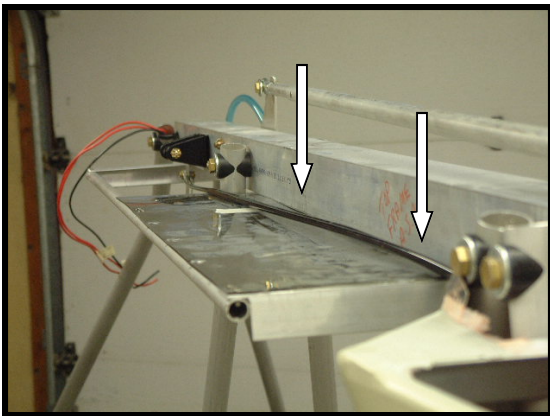
How to attach the Choke cables.



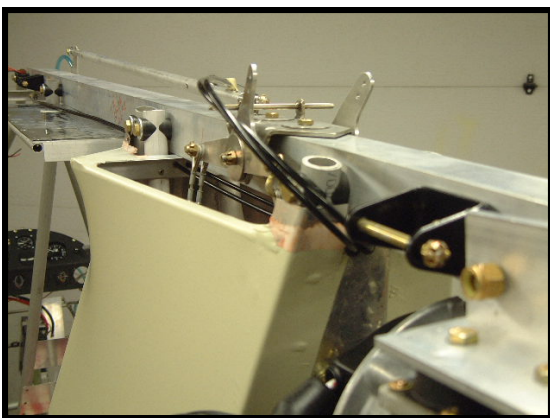
Position the throttle lever approx 5" from front of Root tube and 1" up from the base of root tube. Drill a 1/4" hole through the 2" square root tube. Secure choke lever in place with AN4-24 bolt, 1/4" AN castle nut, AN safety pin, AN960-10 washer and 3 large area stainless washers



Attach the double choke cable to the choke lever using accompanying hardware. Secure the outer sleeves to the underside of the root tube with AD4 Adel clamps, or if you have any scrap nylon block, fashion a cable stop system as we have done here



Run the cable and outer sleeves along the top of the door frame. It is a good idea to secure it in a couple of places using AD4 Adel clamps.



Carefully weave the cables through or over the front and rear fuselage former gussets. Some protection from chaffing may need to be added around the cables if choosing to go through the FFF2 and FFR2. Tie the cables back and away from the engine until ready to install. You will find the cables are even in length and this will cause the cable for the front carburetor to bow a little more than the rear cable.