Needed Parts: The new assembly kit Part.-No.: 250.103.250.000 consists of the following parts:

o	Tube, telescopic intake manifold	250.105.055.000
o	Spring	250.105.080.000
o	Tube, telescopic throttle lever	250.105.065.000
o	Screw, set M4*5	510.010.054.000
o	Nut M5 narrow	520.002.005.000
o	Ball joint	207.105.012.000
o	Safety clamp	207.105.014.000
o	Ball head	207.105.011.000
o	Stepwasher	250.105.070.000
o	Washer 5,4	570.001.005.000
o	Nut, self locking M5	520.003.005.000

Source:

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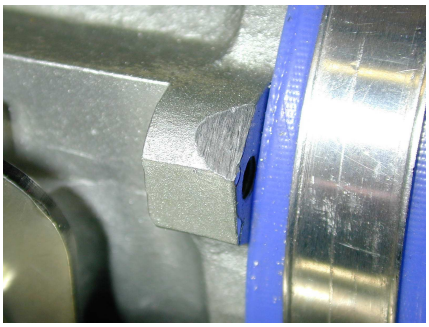
Approval: The technical content of this Technical Bulletin is checked by the LBA.

Note: This document has been translated to the best of our knowledge. In case of doubt however only the German original shall be considered authoritative.

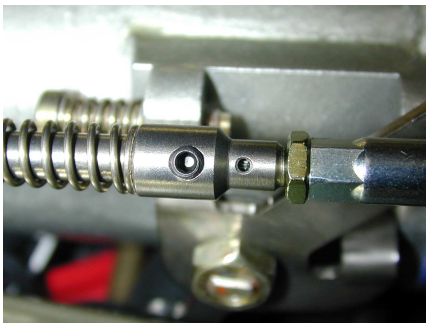
Install the stepwasher onto the ball head and insert both parts into the second hole (counted from the shaft). From the rear install and tighten a washer and a locknut.
Check the throttle lever for freedom of movement. The locknut my collide with the intake manifold if the lever is rested against it's left stop (in direction of flight).

In such cases use a file to remove metal from the fastening lug until there is a gap of at least 1mm between the locknut and the intake manifold.



Clean the engine from saw and filedust with compressed air. Remove the safety clamp from the ball joint of the telescopic tube. Push the balljoint onto the ball head and reinstall the safety clamp. Slide the spring onto the telescopic tube.
Apply a thin layer of grease onto outside of the second telescopic tube and slide it into the spring until the first tube is nearly fully inserted into the other. Position the second telescopic tube this compressed condition onto the ajusting sleeve. Check whether the telescopic tune is fully seated on the adjusting sleeve.

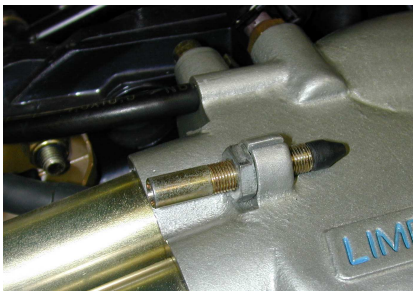
Insert the bowden cable into the adjusting sleefe until ist end is visible in the check bore next to the set screw. Tighten the set screw and secure with safety paint. Push the Bowden sleeve into the adjusting sleeve until fully rested against the stop and secure with lockwire.



Perform a functional check. The throttle lever must move reach both the idle as well as the wide-open position until in contact with each stop. If necessary adjust with the adjusting sleeve

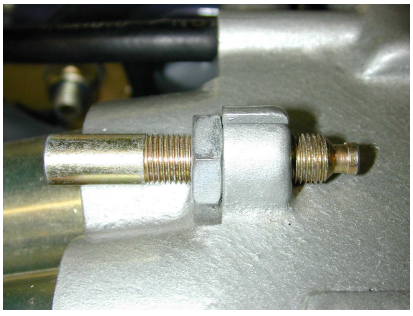
Following preparations are necessary:

Remove the rubber grommet on the adjusting sleeve for the bowden cable (it is not required anymore). Unscrew the adjusting sleeve after removing the lock nut.

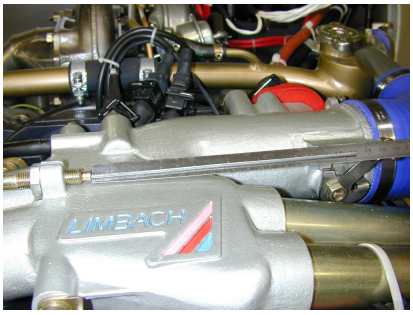


Cut a slot above the thread for the adjusting sleeve along the centerline. Width of the slot 2,2 to 3mm. Deburr the slot.

Reinstall the adjusting sleeve and position it so that the thread extends symmetrically on both sides.



Push the throttle in the cabin into the “wide open” position and retract aaproximately 3 to 4 mm. Insert the Bowden cable into the adjusting sleeve. Ensure that the bowden sleeve is fully seated against the stop in the adjusting sleeve.
On the engine cut the bowden cable 161 ± 1 mm measured from the end of the adjusting sleeve with a sharp cutter. Pull the bowden cable out of the adjusting sleeve.



On engines that were not yet modified according to TB 67 (Fig. 2) the old spring (1) must be removed also.

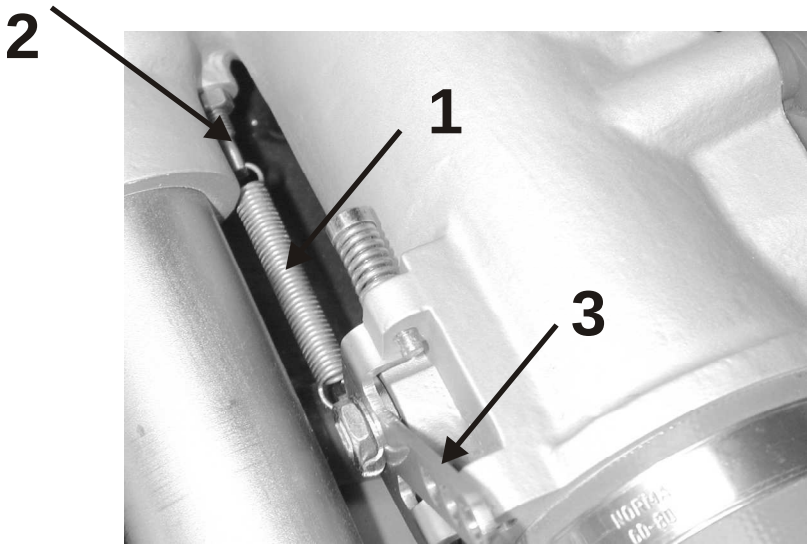


Fig. 2

- After removing the spring (1) the spring hanger (2) can remain at the engine.

New Condition

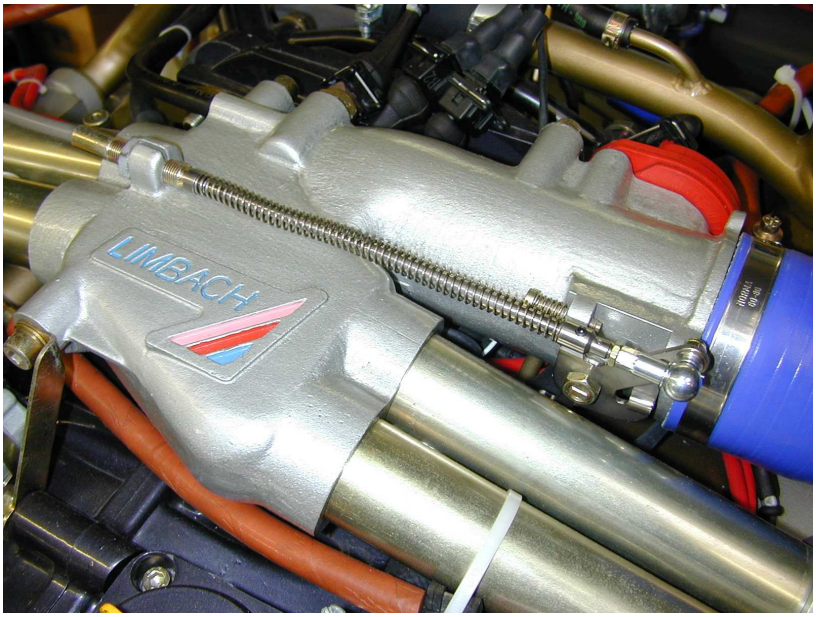


Fig. 3

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Subject: Throttle Lever Spring

Affected engine models: All engine models:

L 2400 EF, DF,
L 2400 ET, DT

Backgroung information: Broken throttle lever spring in several cases. In the worst case the throttle lever can get stuck with the broken spring and prevent the operation of the throttle. With a blocked throttle lever it is not possible to change the set power output and adjust the performance. Therefore unsafe flying conditions can occur.

Priority: within the next 10 hrs of operation

Compliance: The assembly kit used according to TB 67 (Fig.1) must be removed and replaced by an assembly kit according to Fig. 3

Old Condition:

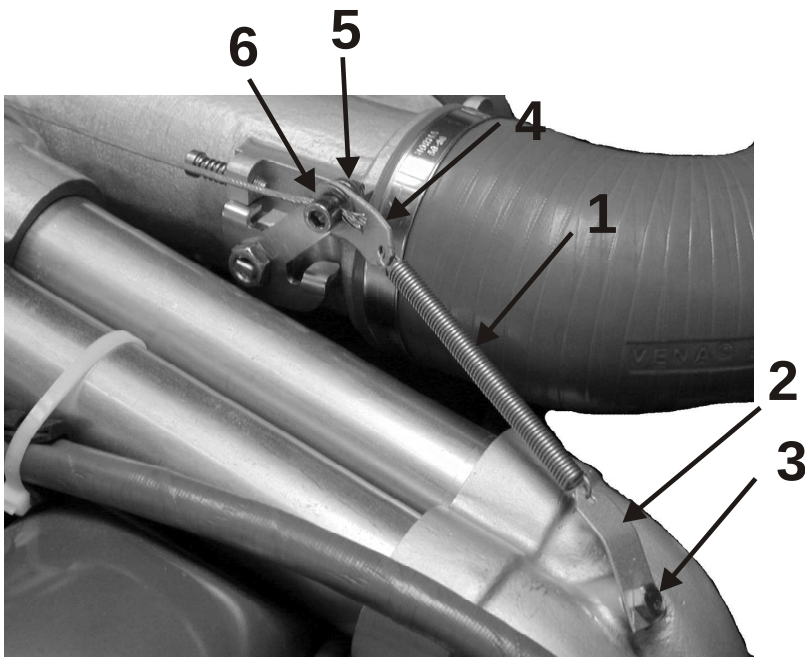

Fig. 1