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**MANDATORY**

**SERVICE  
BULLETIN**

**MANDATORY BULLETIN Z 242/9**

1. SUBJECT : All Z 242L aircraft.
2. REASON : Excessive range of manufacturing tolerances can result in the limited or lost function of the clamped connection and consequently in slipping the teleflex tubes out from the bushing L 242.1510-03.00.
3. MEASURES :  
In the following assemblies:  
The central throttle control L 242.7310  
The mixture control L 242.7500  
The propeller control L 242.7800  
carry out expanding the teleflex tubes ends inserted into bushing L 242.1510-03.00 in accordance with the Fig.1.
4. MEASURES SHALL BE PERFORMED : Immediately after bulletin receipt.
5. SHALL BE PERFORMED BY : The customer.
6. EXPENSES SHALL BE COVERED : The user.
7. PROCEDURE : See Fig.1, Fig.2 and Enclosure.
8. NECESSARY MATERIAL: The expanding jig 003-430-0814 will be provided by the manufacturer.
9. THE BULLETIN COMES IN FORCE SINCE DAY OF DELIVERY TO THE USER.
10. SUPPLEMENT : Procedure - See Fig.1 and Fig. 2.

..... Mr. Partika  
Manufacturer's  
Representative

..... Mr. Vyhnálek  
CAI Representative

15.12.1993  
.....  
Date

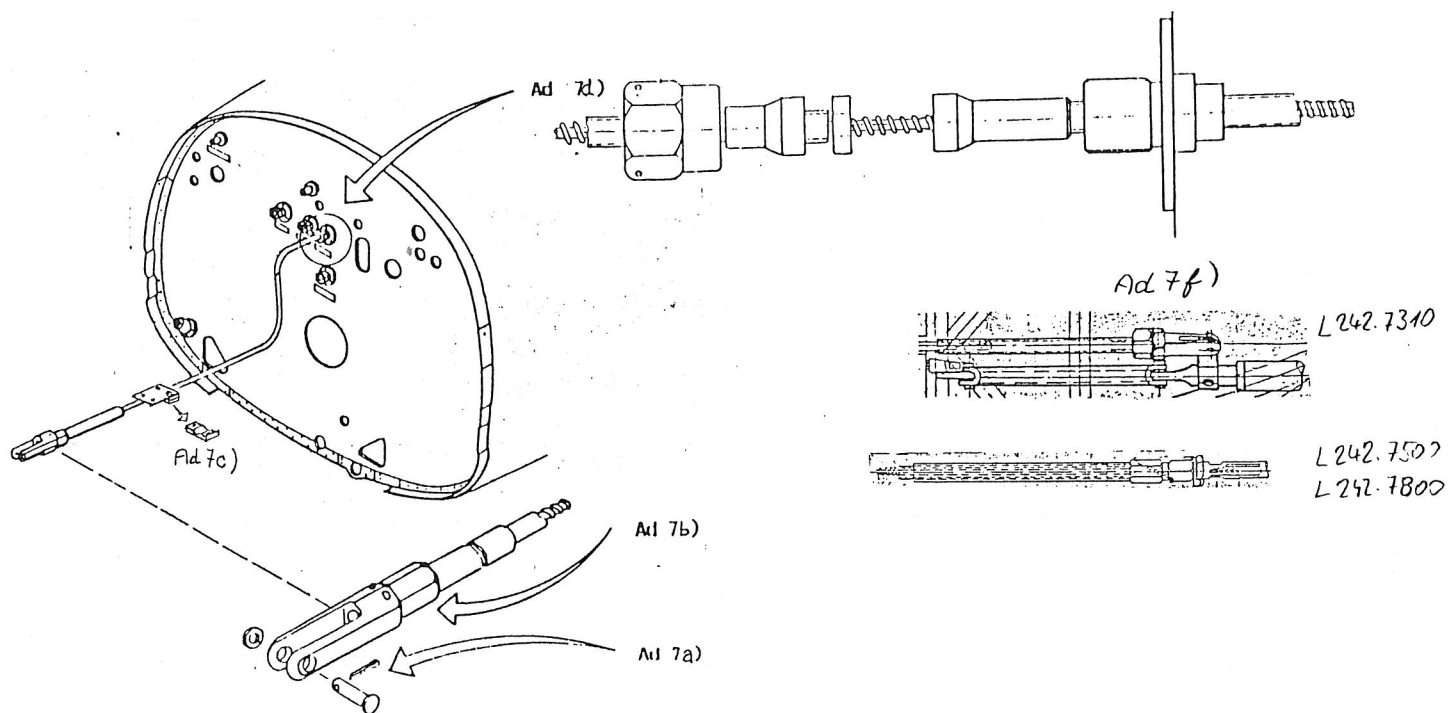
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Enclosure 1

PROCEDURE :

- a) Release the teleflex clevis from the control lever in the engine compartment (by pulling the pin out).
- b) Loosen the clamped connection between the teleflex clevis and the guide, release the teleflex cable.
- c) Loosen the clamped connection between the front tube and supports.
- d) Disconnect the bushing L 242.1510-03.00 (loosen the cap nut L 242.1510-03.02).
- e) Remove the front tube (from the teleflex cable).
- f) In the assembly L 242.7310:  
Release the teleflex clevis with the guide from the throttle pull rod eye (by pulling the pin out), remove the teleflex clevis with the guide and the teleflex cable from the rear tube. Remove the rear tube.  
In the assemblies L 242.7500 and L 242.7800:  
Release the coupling and the guide from the mixture pull rod /the propeller pull rod/ (loosen the locking washer, the nut, screw off the mixture pull rod/the propeller pull rod/ from the coupling), pull the rear tube out from the bushing in the direction from the firewall to the propeller, remove the teleflex cable together with the coupling and the guide.
- g) Put the cap nut and the insertion piece (15mm) on the front tube from the tube end inserted into the bushing (the tube end is marked with the centre mark and with the red colour - See the Mandatory Bulletin Z 242/5). Clamp the tube into the expanding jig 003-430-081 and expand the tube end in accordance with the Fig.2.  
Expand marked ends of the rear tubes according to the Fig.2, put the insertion pieces (25mm) on tubes.
- h) Pass the front tubes through the bushing from the engine compartment area to the area in front of the instrument board.  
Insert the teleflex cable with the teleflex clevis and with the guide /the teleflex cable with the coupling and with the guide into the bushing from the area in front of the instrument board to the engine compartment area.  
Connect the throttle pull rod/the mixture pull rod/ the propeller pull rod with the teleflex clevis and the guide/ the coupling and the guide according to the point f) in the reverse procedure.
- i) Pass the teleflex cable /the cable through the ring and the front tube with the cap nut and the insertion piece (15 mm). Set the insertion piece (25 mm), the rear tube, the ring, the insertion piece (15 mm), the front tube into the bushing. Tighten the cap nut with the torque 60Nm, lock it with the binding wire to prevent from loosening.

- j) Fasten the front tube into supports /into the clamp/ according to the point c) in the reverse procedure.
- k) Renovate the clamped connection between the teleflex clevis and the guide according to the point b) in the reverse procedure.
- l) Connect the teleflex clevis to the control lever in the engine compartment according to the point a) in the reverse procedure.
- m) Carry out the check and renovate the marking (See the Mandatory Bulletin Z 242/5).
- n) Check adjustment (the engine test).



Obr. 2

