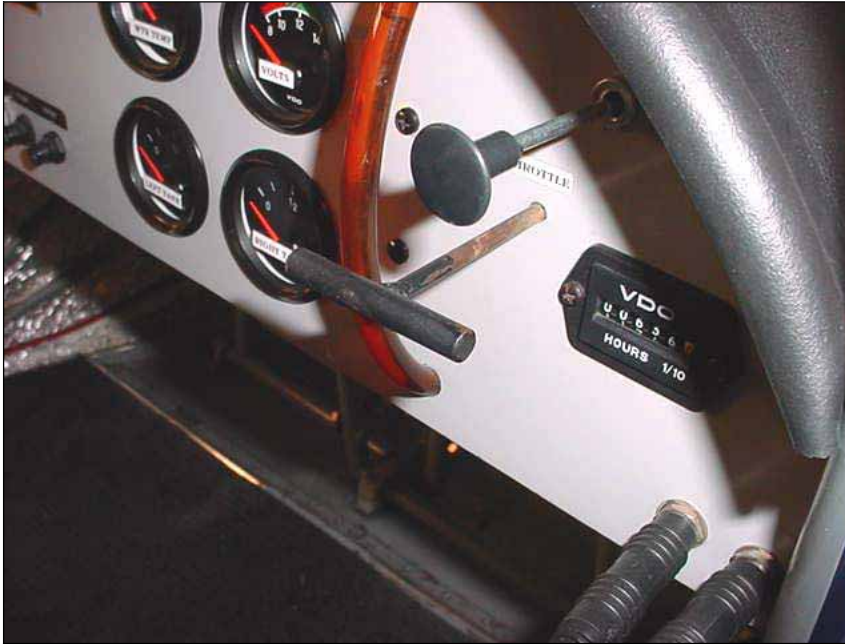


## SECTION 1C

### THROTTLE RODS & CABLE CHOKE



“T” handle throttle: Detail of left side of instrument panel (top right: cabin heat push/pull cable, visual sight gauge for old style header tank, and hour meter underneath cabin heat.)

Rotax aircraft engines are manufactured and supported by Rotax GmbH of Austria. Read and understand the Rotax manuals completely before starting with the engine installation, as they contain important engine installation, operation and maintenance information. Follow all of the important safety information provided in the Rotax manuals regarding the installation, operation and maintenance of the Rotax engine. Read and understand the Rotax Operator's Manual before starting the engine.

Make sure that your engine is registered with Rotax or an authorized distributor so that the factory warranty is in effect. In the United States, the Rotax distributor is Kodiak Research: <http://www.kodiakbs.com> Contact a Rotax distribution or service partner if you do not understand the instructions or if you have any additional questions. Maintain copies the manuals with the aircraft in case of sale. Obtain current versions of the manuals from the official Rotax website, as well as current service and maintenance information: [www.rotax-aircraft-engines.com](http://www.rotax-aircraft-engines.com)

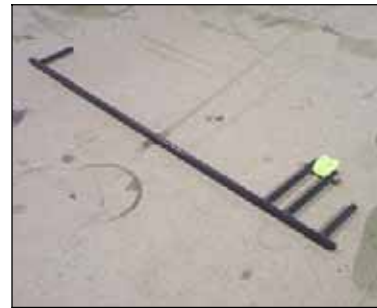
If a discrepancy arises between the information provided by Rotax and the following pages, the Rotax manuals and/or service information and instructions take precedence. Zenith Aircraft Company does not manufacture or directly support engines.

Alternative engines will affect performance, specifications and flight characteristics of the aircraft. Also, the weight and balance of the aircraft may be adversely affected by alternative engines, and the original fuel system may not be adequate or suitable for some engines. Most alternative engines will require a custom engine mount and engine cowl.



THROTTLE RODS  
7E5-4 Qty: 2.

Cutout slot in the firewall for the throttle rod.



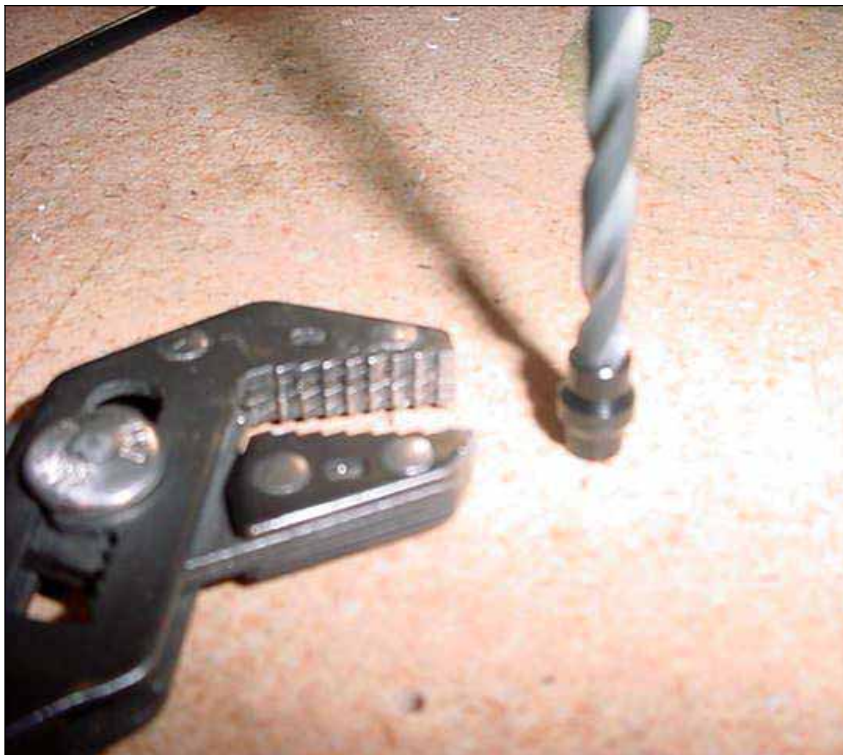
7E5-1  
THROTTLE BELL CRANK

Welded assembly.  
**Orientation:** Vertical rods  
are installed on the right  
side of the aircraft.

Remove the Bell Crank to drill the 3/16" hole parallel to the Firewall.



3/16" hole for the Throttle Rods 7E5-4 in the left and right vertical tube on the Bell Crank 7E5-1



If the Sleeve does not want to go over the flexible cable housing, drill it out to enlarge the inside diameter of the sleeve.



Bing carburetor, left side (throttle lever arm not in photo).



Remove the cable adjusters on the carburetors (they will be used and installed on the Choke Cable Angle 7E5-7).

Open the hole in the mounting bracket and screw in the cable stop adjuster 25-0700.



Cable housing fits between cable adjusters.

Detail of right carburetor.



Detail of left carburetor.

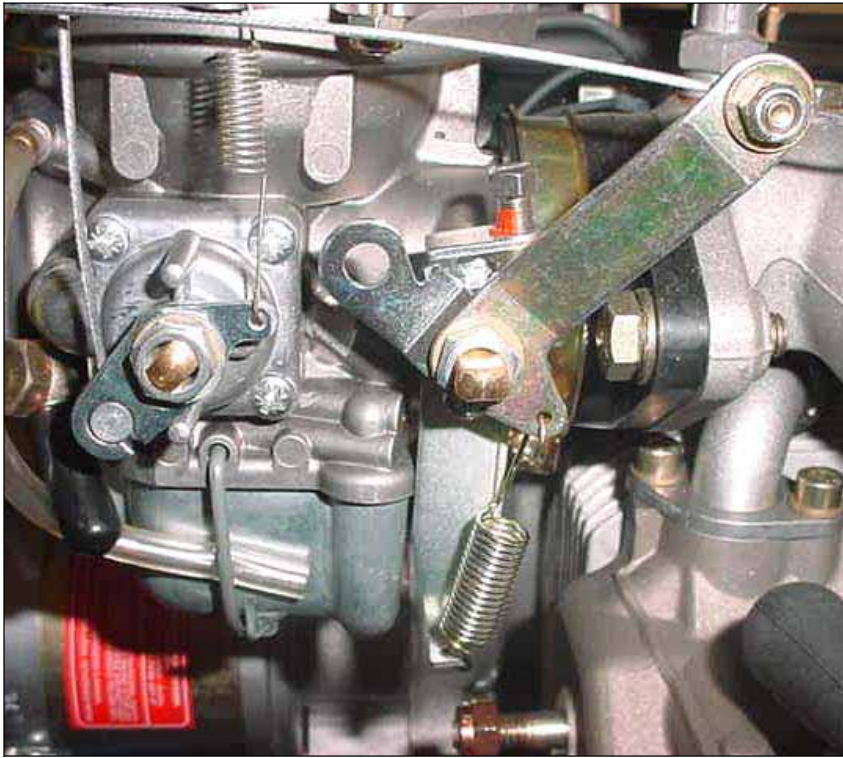
Install the cable housing to the left carburetor.



Insert the end of the throttle through the 1/16" hole in the AN3 bolt.



Throttle cable with formed end.



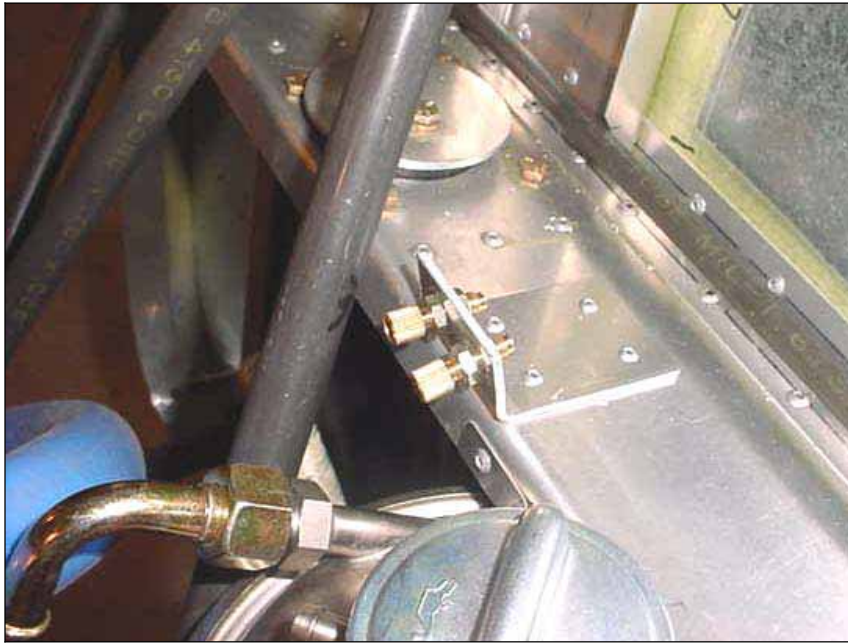
The spring is already installed on the carburetor

**NOTE:** The spring pulls the throttle full open.

Cable end: insert the end of the cable through the drilled bolt and tighten nut.



IDLE: Pull throttle for idle.



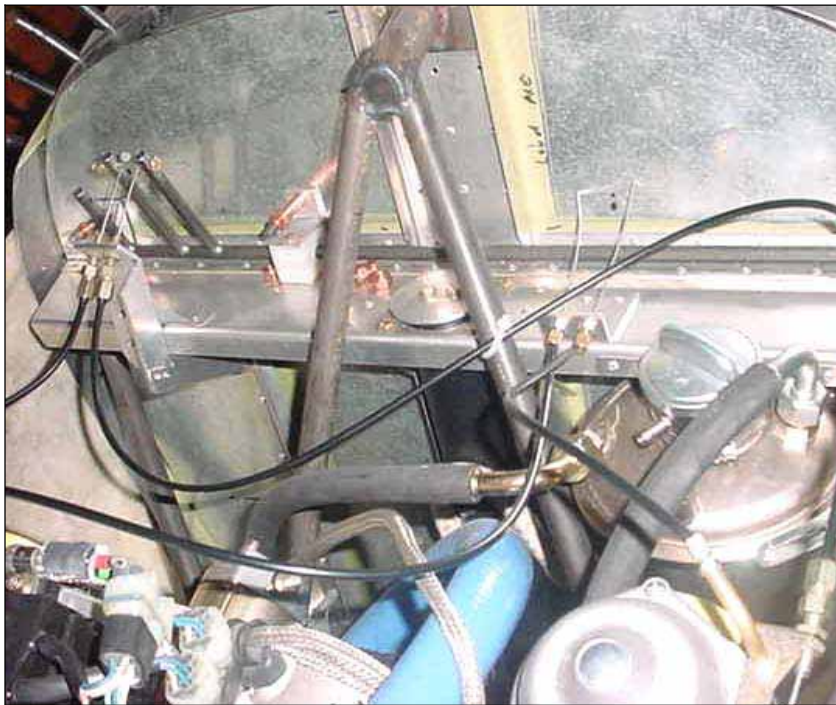
CHOKE CABLE ANGLE  
7E5-7 Qty: 1

**4 RIVETS A4**



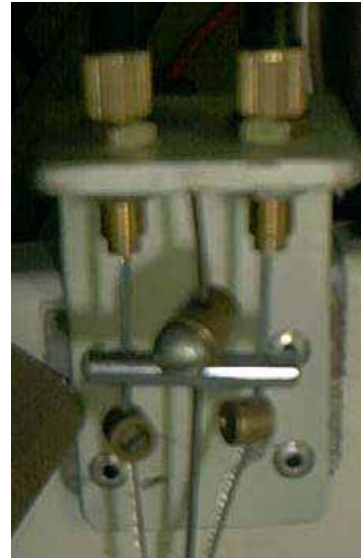
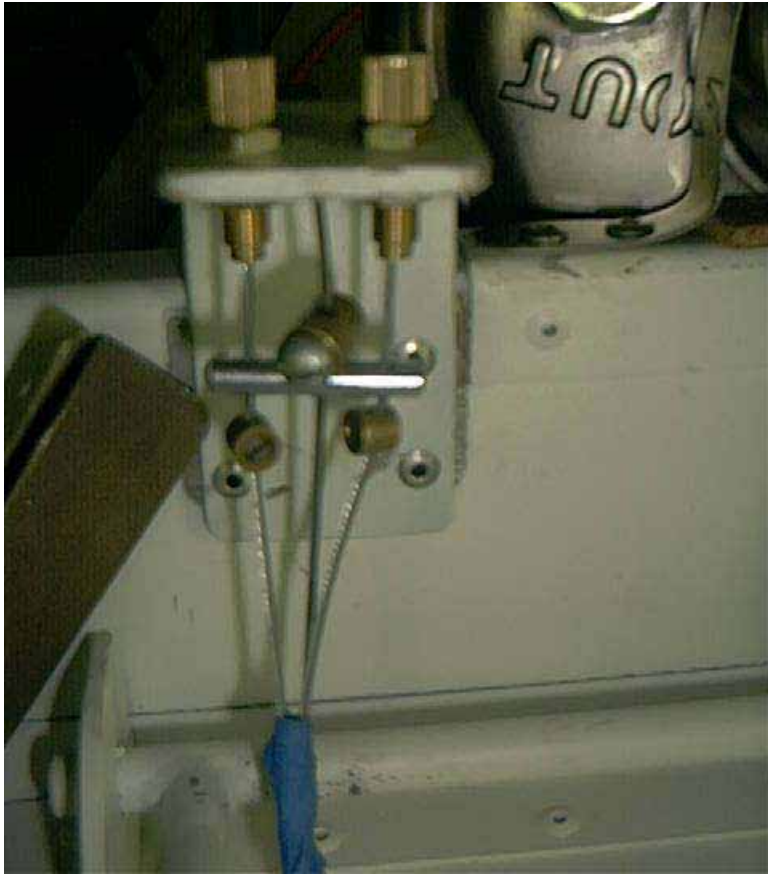
Push / pull cable.

7E5-7 installed on left side of the Upper Channel 7F7-1SP.



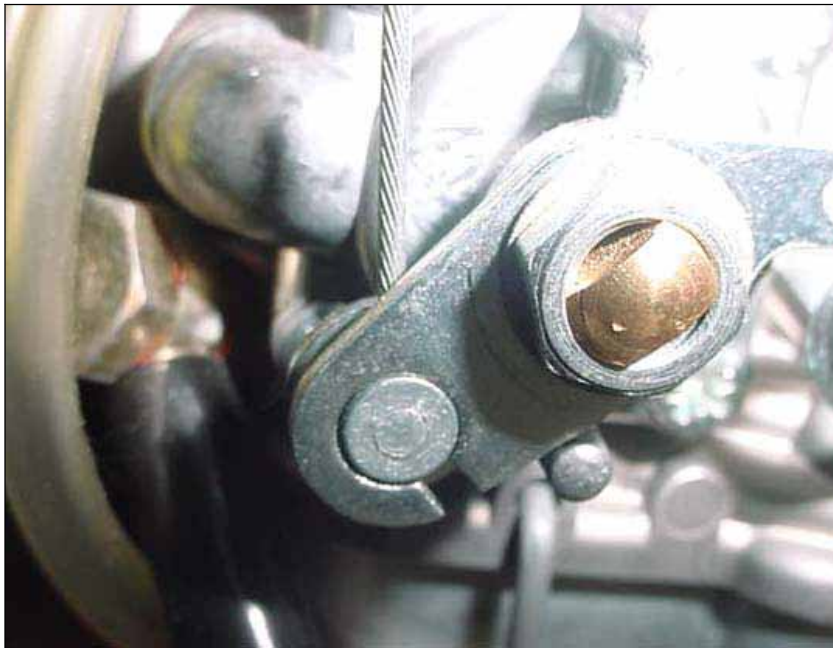
Install the left cable housing.





Bar with 3 holes.

Choke cable connection: Middle cable is the push/pull to the instrument panel.



Left Carburetor: the mark on the choke shaft points towards the cable engagement.



Right side has to be changed, see section 15-2 of Rotax installation manual.