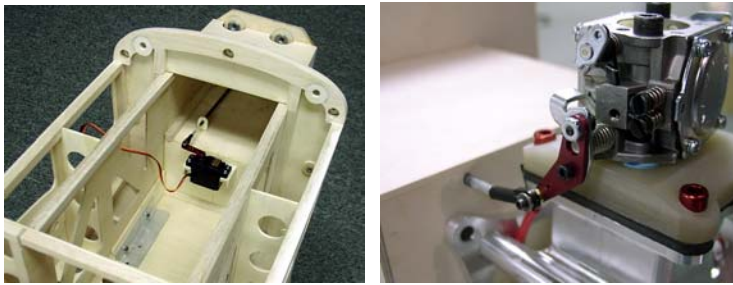


Throttle and Choke

The DA 100 comes with a beautiful machined throttle arm already bolted to the engine. Connecting the throttle to the servo is a simple matter of positioning the servo for a straight shot to the throttle arm and using your favorite pushrod system.

Erik used some nyrod and sleeve that we had lying around the shop. Cap screws and lock nuts are used at both ends to prevent any slop or loose metal-to-metal connections.

We mounted our servo to the inside of F1 with the arm in line with the throttle just above the bottom of the motor box as shown on the plans. The throttle butterfly is spring loaded. Some people like to leave the spring tension intact in the event of a servo failure but it does put a slight load on the servo. I like to clip the hooks off the ends of the spring to free up the throttle movement. Do not remove the spring.



It's essential that you have access to the choke on a gasoline engine. For the DA 100, a choke lever consists of connecting a short pushrod to the choke arm and exiting the cowl through a rubber grommet.

I like to use a scrap of carbon fiber pushrod tube because it's light (meaning engine vibration is not transferred as heavily). For a nice finishing touch, add a fuel line cover to the end of the pushrod.

