

## Piper Control Cable Tension

[Piper Control Cable Tensions.doc](#)

### PA-18

Current produced aircraft must have published cable tension specifications. This has been required to help assure proper rigging and to prevent cables jumping pulleys or prematurely wearing them out.

For year most mechanics were able to figure out appropriate cable tensioning based on experience. All of the older models of Piper aircraft were built and maintained without any published cable tensioning specification.

However, the Owner's Manual for the 1974 and later PA-18 Super Cubs does state this in SECTION VI, page 43 of that manual:

#### *CONTROL CABLE TENSION ADJUSTMENTS*

*Control Cable tension should be adjusted as follows:*

- 1. Elevator cable tension should be checked and set to a tension of  $62 \pm 2$  pounds (See Tail Surface Control System, page 40)*
- 2. Aileron cable tension should be checked and set to a tension of  $40 \pm 2$  pounds. (See Aileron Flap Control System page 41.)*
- 3. Flap cable tension should be taunt and the left flap is set at  $50^\circ \pm 2^\circ$ , then bring the right flap to the same setting.*
- 4. Rudder cable tension should be taunt and adjustment is made by setting the rudder at neutral and connecting the cable with the rudder horn by aligning the cable end with the proper hole on the rudder horn.*