

## INSTALLATION INSTRUCTION

Prepare new mounting gasket. Coat the gasket with a suitable release agent before installation.

- Check that mounting studs project a minimum of 1.250" (31.75 mm) from face of engine pad.
- Clean engine pad, studs and mounting hardware before installing the new mounting gasket.
- Torque the 5/16-18 (Lycoming) mounting nuts to 110-150 in lbs (12-17 Nm) and the 5/16-24 (Continental) nuts to 180-220 in lbs. (21-25 Nm).
- Reattach the propeller control using new mounting hardware and adjust the linkage per aircraft service information.

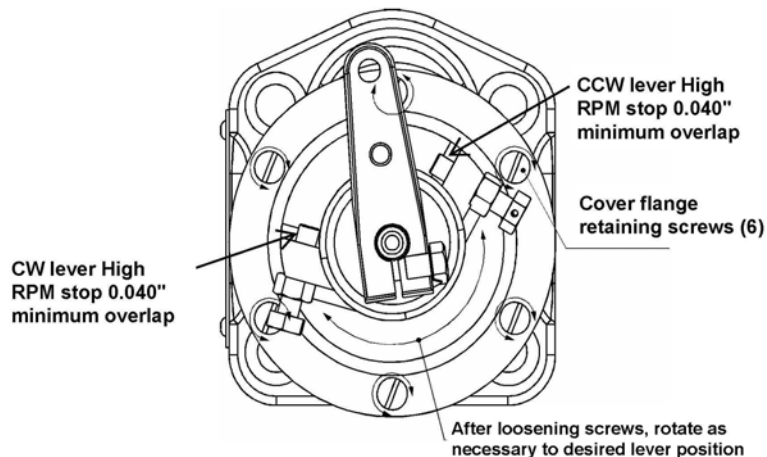
## CONTROL LEVER POSITION FIELD ADJUSTMENT

Use this procedure to accommodate unique prop control positions

- Remove the cover flange retaining screw safety wire.
- Loosen the six screws cover flange screws and gently turn the control head to an appropriate position.
- After establishing the desired control position, tighten and torque the six screws to  $16 \pm 1$  in. lbs. (1.6-1.8 Nm.)
- Re-safety the cover flange retention screws with new safety wire.
- After run-up, check for oil leaks, none are permitted.

## HIGH PROPELLER RPM FIELD ADJUSTMENT

- Remove the safety wire from the high RPM stop screw and rotate the control lever to the high RPM stop.
- Loosen the high RPM jam nut and set high propeller RPM by turning the stop screw. One full turn clockwise will reduce RPM by approximately 25. One full turn counter-clockwise will increase RPM by approximately 25. Tighten and re-torque jam nut between 24.8 and 28.3 in. lbs (2.8-3.2 Nm)



*Adjustment instructions apply to both CW and CCW levers.  
Typical head and control lever assembly is shown.*

**Note: Adjust high RPM only. Do not adjust the low RPM stop. Minimum RPM is achieved prior to low stop contact.**