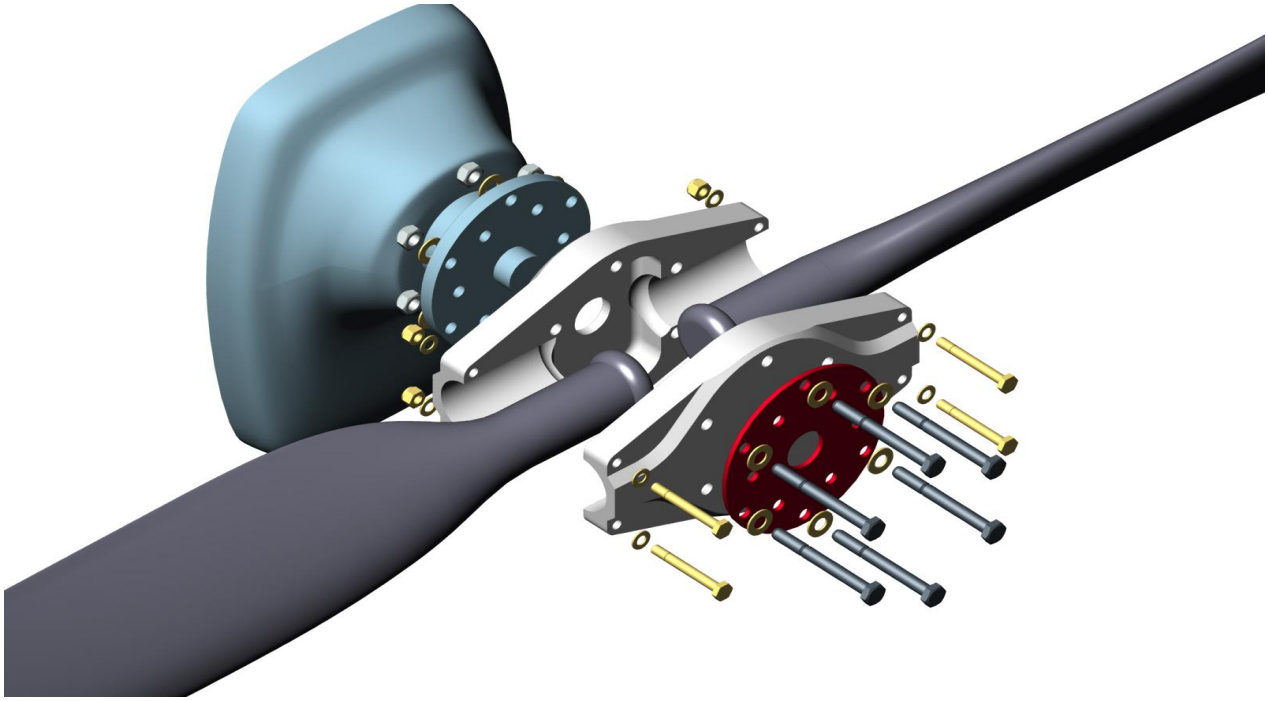
BOLLY AVIATION

Propeller Craftmen for over 25 years

ASSEMBLY INSTRUCTIONS



All bolts, washers and Nylock nuts used to clamp the hub plates, and attach propeller assembly to the engine should be assembled dry, without oil or moisture. Always double check you have the correct amount of threads exiting the nuts / no bottoming of threads etc. These are IMPORTANT.

Always use a calibrated torque wrench, and evenly (side to side) tighten grip bolts, and evenly tighten the engine bolts / nuts in an acceptable sequence, ie < bolt 1 – bolt 4 – bolt 2 – bolt 5 – bolt 6 – bolt 3 >. Apply the torque to the nuts – not the bolts.

First torque the ¼" blade grip bolts to approx 8Nm. Then tighten the engine mounting bolts to the same before returning to finish the **blade grip** bolts at a **maximum** setting of **11 Nm** **(8 ft-pounds / 95 inch-pounds)**. Do a quick check for pitch and runout etc before (and after) final torque settings.

The final tightening of the **engine** bolts should be at a **maximum** setting of **13 Nm** **(9.5 ft-pounds / 115 inch-pounds).** This is assuming the engine's prop flange is threaded M8 and backed up by Nylock nuts. Props mounted via AN5 hardware (usually without a threaded prop flange) can also use 13 Nm. *For ¼" hardware, use 12 Nm and for 3/8" use 15 Nm (or as specified in other instructions).*

Nylock nuts should **not** be reused after the final (full torque) check has been completed.