

2. Slide propeller on shaft, aligning the wide hub spline with the blind spline (if used) on the shaft.

NOTE: Be sure each blade connects to the correct blade actuating link as previously marked.

3. Install front cone and retaining nut on shaft. Tighten nut with a force of 180 pounds on the end of a 3-foot bar.
4. Safety retainer nut with removed clevis pin and new AN380-2-2 cotter pin.
5. Attach blade actuating links to respective blade shanks, using removed Allen head bolts and wire safety locks.
6. Adjust stop bolt on new servo lever so that approximately 5/16 inch of the threaded end of the bolt extends through the elastic stop nut.

NOTE: This will give an approximate low pitch setting before running engine.

7. Install new servo lever, using previously removed bolt, nut, clevis pin, washers, and two new AN380-2-2 cotter pins.

NOTE: When the lever is in place, the head of the bolt will be aft. The forward end of the bolt will strike the propeller cylinder, providing a low pitch (high rpm) stop.

D. ADJUSTMENT OF HARTZELL PROPELLER, HUB MODEL HC-12 X 20-1, BLADE MODEL 842BR

1. Be sure that low pitch stop bolt is adjusted as explained in paragraph C. (6)
2. Adjust clevis end of propeller control to provide approximately 1/8 inch spring-back in control when knob in cockpit is pushed in and low pitch stop bolt is striking the propeller cylinder.
3. Run up engine and check for 1975 (115) ground (static) rpm. Adjust maximum (static) rpm by turning low pitch stop bolt in to decrease or out to increase rpm. One turn of bolt equals 20 to 25 rpm.

NOTE: When the above correct ground rpm is obtained, the full throttle rpm in a 95 mph IAS climb will fall within the authorized 2250-2300 rpm.