



MAINTENANCE SHEET

1. Wood Propellers are long lasting IF maintained. Wood is a natural substance, and will decay if not protected. The propeller's finish must be maintained to protect the wood. A wood propeller needs to be refinished typically every couple of years, and more frequently when the propeller is used in a more severe environment such as a pusher aircraft application, flown in rain, operated off dirty taxi / runways, etc.
2. Use proper PRESSURE PLATE: 6" dia x 3/8" thick, 7 x 3/8, or 7 x 1/2, depending on your engine and horsepower. Excellent and best source for plates, bolts and prop extensions is Saber Mfg, 817-326-6293, www.sabermfg.com.
3. Torque bolts using CROSSING method similar to tightening wheel lug bolts. First torque to a value 15 ft-lbs below final torque value, then torque again 5 ft-lbs higher, then again, then finally to the final torque value. Propeller Bolt Torque is as follows: 3/8" 25-30 ft lbs 7/16" 30-35 ft lbs 1/2" 35-40 ft lbs
Propellers with a sealer coat or propellers with a new finish should be retorqued within the first couple hours of use. The propeller bolt torque should be checked periodically.
4. Propeller tracking should be checked. It is unlikely that it will need any adjustment, but a little adjustment is possible by adding some bolt torque in the proper bolts. DO NOT USE SHIMS ON THE FACE OF THE PROP. This causes damage and requires rework.
5. The propeller's finish can be protected using a good quality wax. NO silicone products. Do not wax a propeller in a sealer coat. You should, when flying a propeller in a sealer coat, avoid visible moisture.

If FOD impacts the prop and compromises the finish, we suggest you (1) clean the nick/gouge with lots of lacquer thinner, then (2) cover with either epoxy or clear nail polish. The point is to KEEP DIRT AND MOISTURE OUT, AND PROTECT BARE WOOD FROM EXPOSURE TO AIR.

6. After you have flight-tested your propeller in sealer coat, and noted the achieved static and max rpm of the prop on your plane, then you will return it for adjustment and final finishing. The amount of needed testing varies, although usually does not exceed 40 hours. After flight-testing, please CALL US BEFORE REMOVING PROP from airplane, and indicate any change you would like in RPM. Include a note taped to the outside of the box. SHIPPER depends on type of prop. Please follow PACKING Instruction sheet.

7. Let us know if you want flat black on the back, for anti-glare. The high gloss clear is easier to clean, and stays looking great longer than the flat black. Photos on website. There is a charge for flat black.

Unless color tips are specified, we finish props with all clear durethane paint, so the natural wood grain fans all the way out to the tips. This clear finish stays looking best the longest. Photos on website. There is a charge for color paint.

8. Final finishing (which includes the addition of your rain-proof leading edge and glassing if applicable) is included in the price of the propeller as long as the propeller is returned for final finishing within the warranty period and in good condition. If returned after the warranty period, or in weathered or damaged condition, your final finishing may incur additional charges. Save packaging materials for future use.

9. To STORE PROP when not in use: Remove packaging. Hang prop on indoor wall, on sturdy bolt through center hole of prop.

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