

The life expectancy of the spinner is 2000 hours. Told to me by a factory representative. On pre-flight check around the propeller shank spinner holes for cracks at the first screw next to the shank opening as well as loose screws around the spinner. There is a centering round ring about half way into the spinner. The material is thin aluminum cemented into place. There is a filler that looks like clear tape around the propeller nose hub that acts as a gasket. If the spinner is forced by wiggling it may crack the centering ring. To remove the spinner first index the spinner to the backing plate. Remove all attachment screws and nylon washers. The spinner must not be wiggled to remove and or on replacement. I use a hammer handle that is placed in the propeller shank opening, a round piece of wood will do, **GENTLY** pry the spinner loose off the backing plate going from shank hole to shank hole. Check for cracks on the spinner backing plate. When replacing the spinner grease the gasket, push the spinner straight on by hand. Install each spinner screw with a nylon washer under the screw head, Finger tighten each screw. You may have to use a small punch or pick to alien the last set of screws. Tighten each screw till it bottoms then about  $\hat{A}$ ¼ turn. **DO NOT OVER TIGHTEN**. If a spinner inner ring is damaged the spinner must be re-placed. No welding of the center ring should be accepted!