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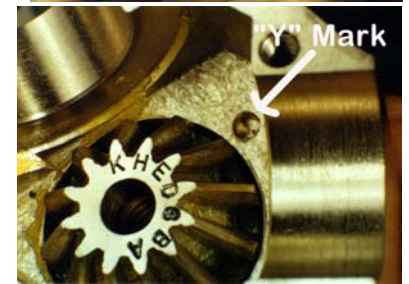
## Max-Prop Three Blade Classic Removal Instructions

Move the blades to a feathered position, making sure that the rounded trailing edges of blades are aft as shown in figure 3 of your instruction manual. Next make a mark between the spinner and exposed part of the hub so that any rotation can be noted and corrected as shown at right. If the spinner is rotated after the blades are detached it will alter the blade angle.



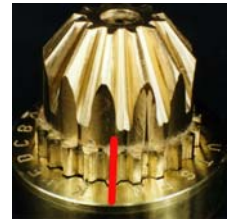
Remove the zinc and the 6ea end cap bolts, Slide the end cap and feathered blades off of the spinner as one piece.

Confirm that the mark made between the spinner and the hub is in alignment. Adjust if necessary. Clean the grease out around the cone gear and locate the letters on the aft flat surface of the cone gear. Then locate the "Y" mark, it is a drill mark as pictured to the right, and determine which letter on the aft surface of the cone gear aligns with this mark. Write this letter down and designate it "Y". In the picture the letter E aligns with the "Y" mark.

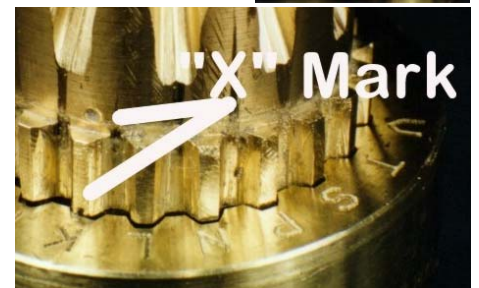


Remove the four spinner bolts holding the two spinner half's together, and remove the two spinner half's. **DO NOT REMOVE THE CENTRAL CONE GEAR!!**

Clean the hub and cone gear put a mark between the central cone gear and the central hub. This will give you a reference so that the Central Cone Gear can be re inserted into the Central hub in the same location if you are unable to locate the "X" mark.



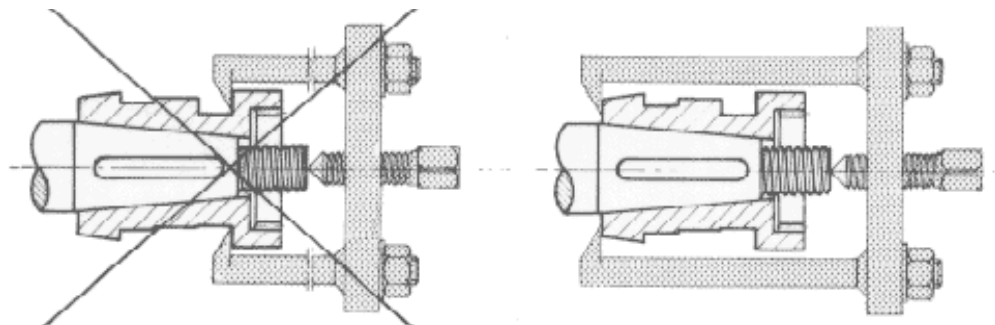
Locate the small punch mark on the central cone gear near its base as the cone gear enters the central hub. As shown to the right. This mark correlates with a letter on the central hub. This letter is the "X" mark. Write this letter down and designate it "X". It corresponds with the letter K in the picture below.



Remove the central cone gear and confirm that the punch mark and the groove on the forward face of the cone are indeed in the same place, as shown in the picture below.

Remove the pin or pins from the nut and loosen the nut one turn. Do not remove the nut, so that when the hub "pops" off the shaft it will not fall to the ground. Place a propeller puller or gear puller onto the shaft in front of the central hub.

Be sure only to pull from outside the hub as shown below. If the surfaces on the hub are hit or dinged it can effect the performance of the propeller. Use the puller to remove the hub from the shaft.



no!

yes