



GA200L Propeller

Best Practices

(Models: 616, 716, 816)

Lycoming Engines

10/22/18

Recommended Inspection Intervals

Inspection Intervals	Inspection Type
First 5 Hours	Check Bolt Torque After Pitch Change
25 Hours	Check Bolt Torque
50 Hours	50 Hr or Annual Inspection Per Manual
Repeat Intervals 25 and 50 Hr Inspections Until 2000 Hours is Reached and a Major Periodic Inspection is Necessary	

Torque Values	
3/8" Bolts	300-325 in-lbs
7/16" Bolts	480-500 in-lbs
1/2" Bolts	580-600 in-lbs

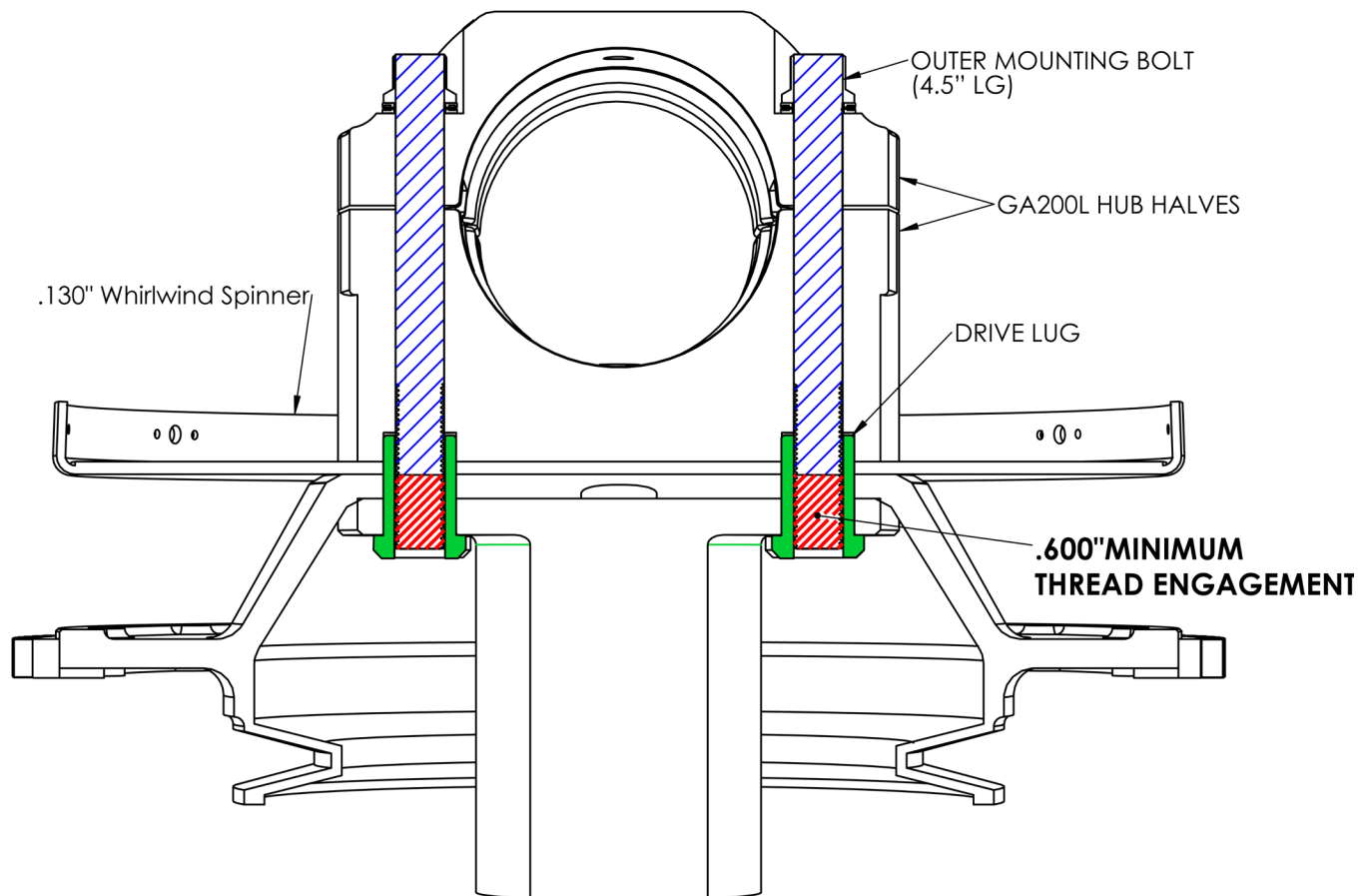
Minimum Thread Engagement

GA200L HUB - MOUNTING BOLT

MINIMUM THREAD ENGAGEMENT IS 0.600" INTO THREADS OF DRIVE LUG

NOTE: THE BOLT MIGHT NOT EXTEND COMPLETELY THROUGH THE DRIVE LUG

NOTE: TAKE CARE THAT THE MOUNTING BOLTS DO NOT SHANK OUT IN THE DRIVE LUG



CAUTION – Experimental Installations Only.

This GA200L propeller is an experimental propeller system. WWPC has designed and engineered this propeller for specific series engines with general known characteristics. However, it is impossible to know and test all possible modifications and combinations of modifications for these type engines in the experimental category. The owner and operator of this propeller acknowledges this nature of the experimental category and understands that experimental engine modifications can severely limit the life and reliability of this propeller. INSTALLATIONS ON MODIFIED ENGINES MAY CREATE AN UNSAFE CONDITION THAT MAY RESULT IN DEATH, SERIOUS BODILY INJURY, AND/OR SUBSTANTIAL PROPERTY DAMAGE.