

## LAYING -UP

Whenever you haul-out for antifouling or laying-up for example, the Autoprop needs to be given a high pressure wash before it has a chance to dry out. This will remove any deposits or growth from the propeller. After this, rotate the blades by hand to ensure they are free moving. At this stage re-greasing can be carried out to the Autoprop. Ensure that you grease the Autoprop's bearings before laying up your yacht for a long period.

## GREASING YOUR AUTOPROP BEARINGS

(refer to parts and assembly drawing page 3)

You will see these channels on the blade palm situated near the bearing mechanism (7). Inserted into a 5mm diameter hole you will find a pan head screw, which is fastened into the blade using an Allen key. The retaining cap (1) facilitates a grease exit hole sealed with a pan head socket screw and this also needs to be removed when greasing. O-rings are fitted to these greasing channel screws.

Always use good quality waterproof lithium grease as supplied by your Autoprop distributor.

A special grease nozzle is supplied with your Autoprop which fits into the greasing channel. This nozzle will attach to a hose type grease gun.

## H6 greasing procedure

1. Remove the pan head screws from the grease channel (7) on the blade.
2. Fit the grease nipple by screwing it into the grease channel (7) on the blade and connect to the grease gun.
3. Remove the grease exit screw (1) in the retaining cap.
4. Your hub can now be applied with the grease. Pump the gun until the new grease pushes through the grease exit hole. You may need to rotate the blade, working

- the new grease around the bearing.
5. Clean any excess grease from the retaining cap and replace the pan head screw (1) with the O-ring.
  6. Remove the grease nipple and clean the excess grease and replace the grease channel screw.
  7. Ensure that all three blades are greased as per instructions.

### **Automatic Variable Pitch**

The Autoprop's blades are custom designed by Brunton's Propellers for the particular power, shaft revolutions, and speed of your boat. The components of hydrodynamic and centrifugal forces balance, to set the blades at the correct pitch angle. As the yacht speed or engine revolutions change, the blades will automatically readjust to keep the optimum angle of attack to the water flow at all time.

### **Feathering your Autoprop under sail**

All you need to do, is to stop the engine whilst motoring in ahead, and thereafter leave the engine engaged in ahead. With engines fitted with some hydraulic gearboxes, engage your shaft lock. Your Autolock distributor will be able to advise you if this is necessary. Details of the Autolock manufactured by Brunton's Propellers are also available on request.

### **Heavy fouling on Autoprop blades**

The performance of the Autoprop will be impaired by marine growth just as any conventional propeller. With heavy fouling, thrust diminishes and there is a reduction in maximum engine revolutions attainable. However, the Autoprop will still pitch correctly. In areas of high fouling, smoothly coating the Autoprop with a high quality marine antifouling may help to reduce the amount of growth.

### **Manoeuvring character**

Due to the self pitching different to conventional there is noticeably less the finer pitch setting 'wheel' effect. Secondly there is less 'bite' felt standstill. This means normal should be used very low speeds. One engine revolutions may This unique feature of the engine to be used in emergencies. With coarse at very low revolutions, and there

### **Damaging your Autoprop**

The Autoprop is so propellers, as it is made called Superston. This means that you are less unlikely event that a blade to replace that blade, a

### **Fitting a new engine w**

It is not usually necessary engineering your yacht. necessitates a large cost needed, Brunton's Prop only, matched to the the cost of your new in