



# H6

## **FITTING, REMOVAL AND MAINTENANCE OF H6 model Autoprop.**

The Autoprop is supplied assembled, tested, and ready to fit to your yacht. Observing the following notes will ensure correct fitting and trouble free service. Please also register your purchase by going to our website [www.autoprop.info/register](http://www.autoprop.info/register) and complete the online form.

### **Tools required for maintenance and fitting/removal.**

Selection of Allen keys.

Small flat blade screwdriver.

Socket spanner for propeller shaft nut.

Propeller extractor tool. (Brunton's special tool for Autoprop removal)

### **Spare Parts**

Zinc anode with screws

Bearing service kit

Individual components

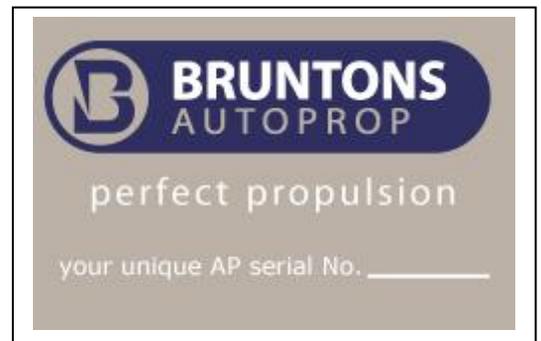
Blade fitting and removal Instructions

Corrosion resistant waterproof grease

Grease gun

Greasing nozzle (supplied with Autoprop)

Replacement blades



### **Fitting.**

**Before fitting your new Autoprop ensure that the cutlass bearing is not worn. A worn bearing will not be suitable for any propeller. If it is worn replace it with a good quality bearing, preferably with a brass shell**

1. After removing the old propeller check that the shaft taper, key, and thread are undamaged. Try the new shaft nut on to the thread. The taper should be clean and dry. Check that the key will slide through the keyway in the Autoprop without jamming at any point.
2. Fit the key into its seat on the shaft. Push the Autoprop on to the shaft making sure it fits snugly on the taper. If it does not appear to fit well, there may be some foreign objects on the taper, or you may need to file the key down until the Autoprop fits snugly on to the taper.
3. Screw the new shaft nut up tight using a socket spanner, finishing with one of the flats of the nut coming under the shaft nut locking screw. If the shaft nut locking screw will bear on to the body of the shaft nut you will need to dimple the body of the shaft nut, with a drill or punch.
4. Smear the thread of the shaft nut locking screw with thread locking compound and screw it down on to the shaft nut.
5. Hold the anode nose cone in place and screw down to fit. Do not over tighten.

Your Autoprop is now ready for use

## **Removal.**

1. We recommend that you use a special extractor available from your Autoprop supplier. This is simple to use and avoids having to remove the rope cutter, if fitted. Most three legged pullers will fit the Autoprop.
2. Remove the anode nose cone by removing the nylon screws.
3. Unscrew the shafts nut locking screw until it is clear of the shaft nut.
4. Unscrew the shafts nut remembering whether it has a right or left hand thread.
5. You can now use your three legged puller to remove your Autoprop from the shaft. With the Brunton's extractor tool, screw the extractor plate on to the end of the propeller boss using the socket head screws provided. Screw in the jacking screw and tighten until the Autoprop loosens on the taper, and remove from the shaft.
6. Tape the key on to the shaft, or remove and keep in a safe place.

## **AUTOPROP MAINTENANCE**

Your new AVP Autoprop is fitted with greasing channels in each blade; therefore blade removal is not necessary in order to re-grease your Autoprop. The Autoprop needs to be re-greased once every two years. Alternatively grease whenever you haul the boat for anti fouling.

The Autoprop needs good protection from electrolytic and chemical corrosion. Ensure that you replace the anode each year. For extra protection it is advisable to fit a shaft anode or shaft brushes, as the Autoprop anode will only protect the Autoprop.

The bearings should not need replacement for upwards of 1000 engine hours, depending on power of your engine and usage. It may be prudent to check the bearings and the seals after 800 engine hours. Eventually, the bearings will need replacing. This is a straightforward procedure covered in the maintenance sheet supplied with our bearing kit. To order this kit simply contact your Autoprop distributor and advise your AP number stamped on the blades.

## **GREASING YOUR AUTOPROPS BEARINGS**

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 grease as supplied by your Autoprop distributor.

A special grease nipple is supplied with your Autoprop that fits into the greasing channel. This nipple 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.

## **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 bearings before laying up your yacht for a long period.**

## **Automatic Variable Pitch**

The Autoprop's blades are custom designed by Brunton's Propellers for the particular power, shaft revolutions, and vessel speed. 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 Autoprop 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

## **Heavily fouled 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 the 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 characteristics of the Autoprop?**

Due to the self pitching action of the Autoprop, manoeuvring is different to conventional propellers. Firstly, in most cases, there is noticeably less 'prop-walk' experienced. This is due to the finer pitch setting at low speeds giving a reduced 'paddle wheel' effect. Secondly, due to this finer pitch, at low speeds there is less 'bite' felt when engaging ahead or astern from a standstill. This means that more engine revolutions than normal should be used when moving off from a standstill, or at very low speeds. Once some speed has been attained, the engine revolutions may be reduced.

This unique feature of the Autoprop, enables the full power of the engine to be used in situations such as towing, or in emergencies. With conventional propellers the pitch is too coarse at very low speeds, the engine cannot achieve its full revolutions, and therefore full thrust is not achievable.

## **Damaging your Autoprop**

The Autoprop is some 40% stronger than conventional propellers, as it is made from a special high grade bronze alloy called Superston. The high resistance to impact damage means that you are less likely to damage the Autoprop. In the unlikely event that a blade becomes damaged, you only need to replace that blade, and not the complete Autoprop.

## **Fitting a new engine or gearbox with the Autoprop**

It is not usually necessary to fit a new Autoprop when re-engining your yacht. Unless the new engine or gearbox necessitates a large change in the diameter of Autoprop needed, Brunton's Propellers can supply replacement blades only, matched to the new engine or gearbox. This will reduce the cost of your new installation.

## **Fitting a rope cutter with the Autoprop**

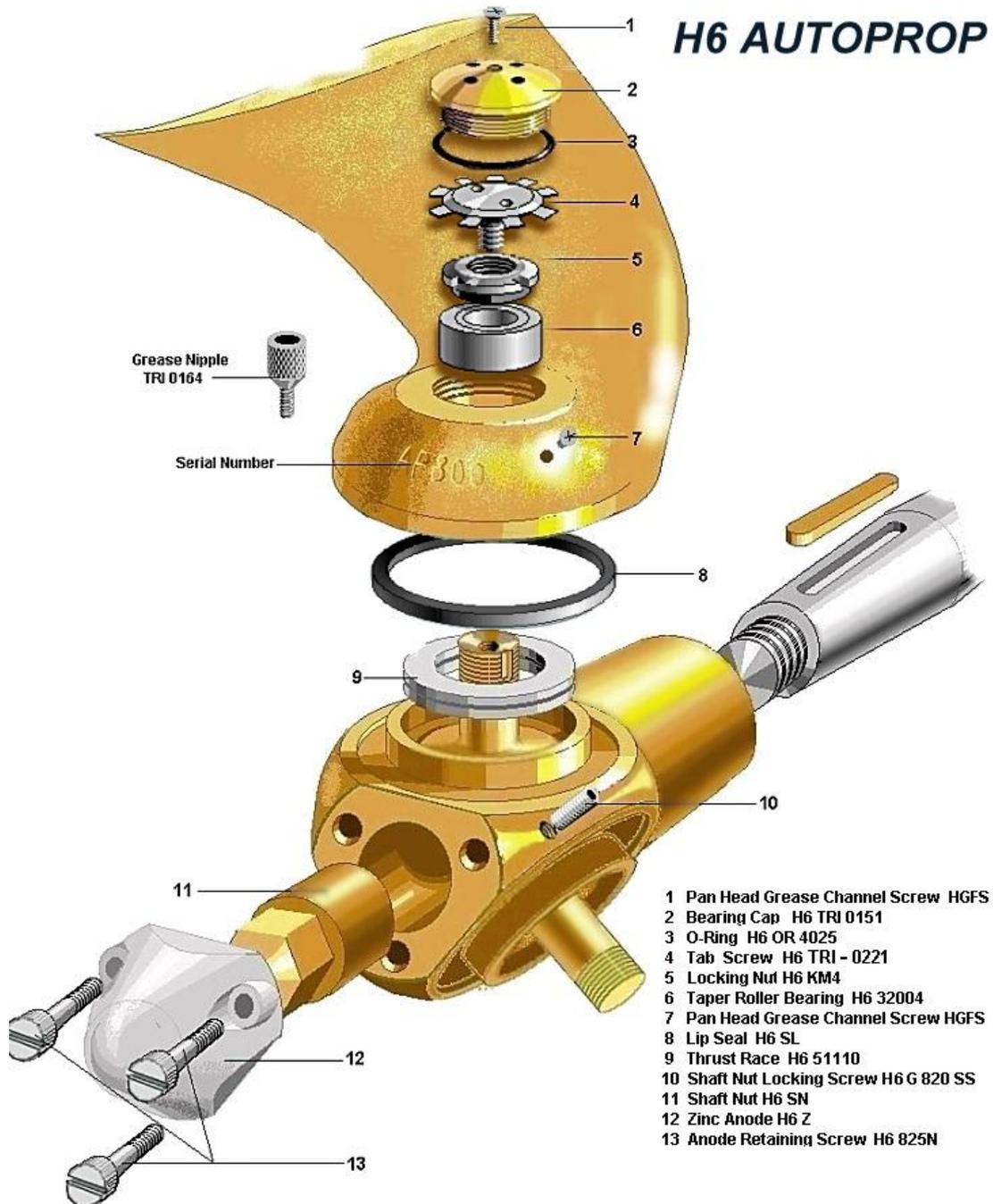
You may fit a rope cutter with the Autoprop in the same way as any other propeller. Follow the manufacturer's fitting instructions for or three bladed propellers.

With conventional propellers you need to dismantle the rope cutter in order to use a puller for propeller removal. Although you can use most conventional three legged pullers to remove the Autoprop, with Brunton's Propellers purpose made puller there is no need to disturb the rope cutter.

**Warranty**

The Autoprop is guaranteed against faulty materials or workmanship for on year from installation.

Thank you for choosing Autoprop for your propulsion package.



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