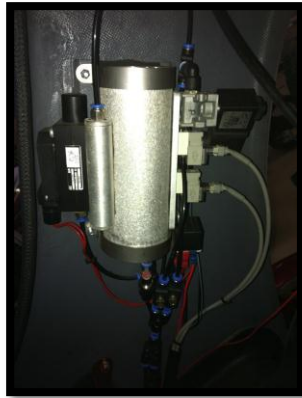


1) OLD PNEUMATIC SYSTEM:

- Remove the rear seat to access to the pneumatic system.



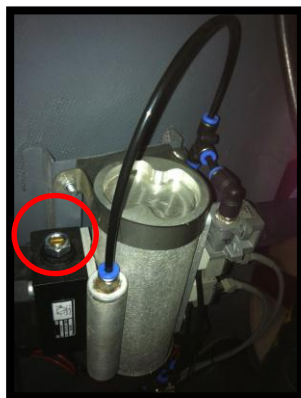
- Adjust the pressure regulator to 8 BAR:

Switch ON the master and prerotator breaker.

Select the instrument panel valve in "FLIGHT" position, hold the control stick and increase the trim pressure to max. (trim back).

Notice the pressure showed in the gauge of the instrument panel. It should be 8 bar +/- 0,5 bar.

Turn right the bolt of the picture to increase the max. pressure in the tank, turn left to decrease the max. pressure.



- Adjust prerotator speed:

It is possible to adjust the prerotator speed by tightening or loosening the flow control valve.

Perform a prerotator speed test:



PROCEDURE FOR ADJUSTING PNEUMATIC SYSTEM

ELA 07

Date: 21st November 2012.

Start the engine in a clear area and warm up the engine.
Select "FLIGHT" position.
Wait for 10 secs.
Engine at 3000 rpm.
Push the prerotator button and timing to achieve 200 Rotor rpm. The time should be between 10 to 12 secs.

Adjust the valve and try again.



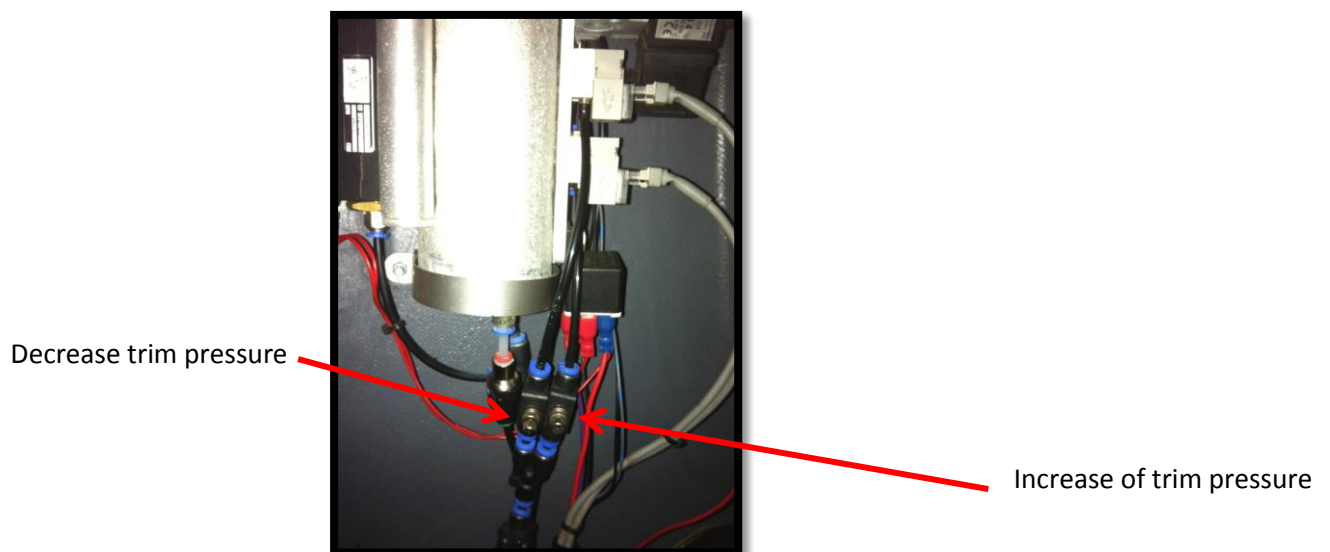
- Adjusting trim speed:

Adjust the trim load and unload speed by tightening or loosening the flow control valves:

Switch ON the master.

Select "FLIGHT" position.

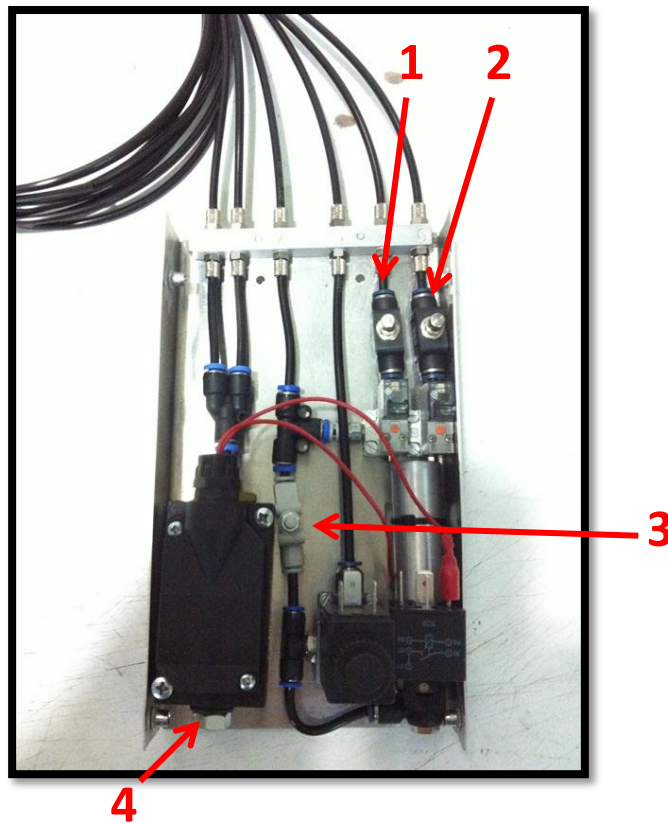
Apply trim fore and back: the trim speed should be approximately of 1 bar/sec.



2) NEW PNEUMATIC SYSTEM:

The new pneumatic system is placed behind the instrument panel. Remove it to follow the same instructions.

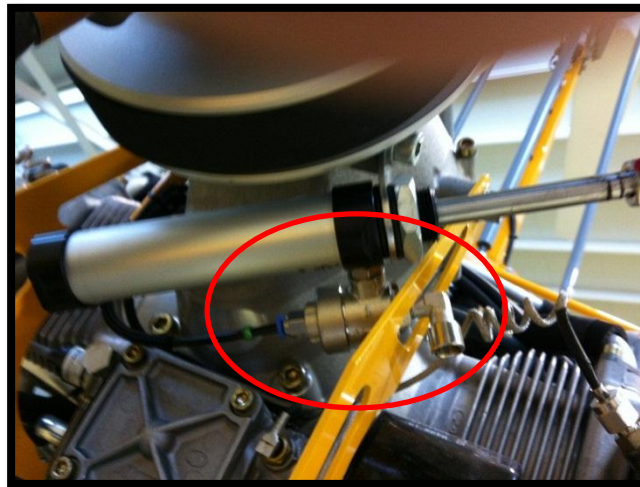
- 1) Trim load flow control valve.
- 2) Trim unload flow control valve.
- 3) Prerotator flow control valve.
- 4) Pressure regulator.



3) POSSIBLE PROBLEMS OF PNEUMATIC SYSTEM:

1) The prerotator has no energy (power).

Maybe there is an air leak in the system or in the prerotator piston. With Master ON, "FLIGHT" position and engine stopped, push the prerotator button to listen a possible leak. Sometimes the "fast discharge valve" is dirty and loses air when prerotating.



2) The trim increase or decrease pressure by itself in flight. An electrical problem may be in the trim button but the also the trim valves could be dirty so they cannot close the air circuit. Remove the trim load or unload valve for inspection/cleaning.

