- ✓ Install nuts and washers on all 12 bolts and torque them all evenly in small steps. Use a cross pattern to tighten the nuts, i.e., 12 o-clock, 6 o-clock, 9 o-clock, 3 o-clock etc. On this initial tightening, you should not tighten them to their final spec of 50 inch pounds but just snug them up using a screwdriver grip nut driver and firm wrist pressure. Allow the sealant to set overnight then use a cross pattern and torque them to 50 inch pounds.
- ✓ Note that this is INCH POUNDS, not foot pounds. (Yes, some builders have made this mistake). **Resist the urge to over-tighten these nuts.**
- ✓ Verify that the system lash play is still free in several crankshaft positions.

22. You are now ready to plumb the oil feed and return lines. The oil feed hole on top of the drive is tapped for a 1/8" NPT fitting. **IMPORTANT: Unlike the Ross Drive, no restrictor is to be used in the oil feed line!** . The two return holes are taped for ¼" NPT fittings. The two return lines may be "T'd" together and routed to the engine crankcase together. The return point should be as low as possible on the engine but still above the full oil line in the engine. Remember that the starter mounts below the gear housing and plan your oil return lines so as not to interfere with mounting the starter.

23. Now install the starter (1988 non-turbo RX7 manual transmission model should be used) in the starter hole. *Note: The prop hub should be protected from rust by spraying it with a corrosion inhibiter like Corrosion X or by painting it. Do not paint the drive lugs as they are a close tolerance fit into the counter bores in the prop.*

24. When installing any new power plant on an aircraft, you should complete a thorough ground test before attempting flight. I would suggest at least 5 hours of engine run time with a minimum of 1 hour being at full throttle.

25. These instructions cover all the basic steps involved with installation but you may encounter other questions during the process. Please call if you have any questions or problems during the installation of your drive and thanks again for choosing Real World Solutions.

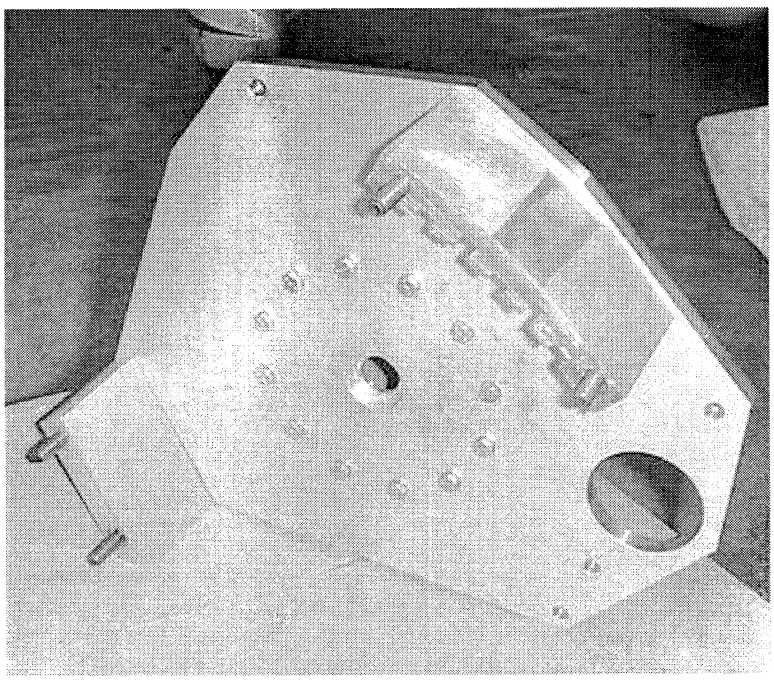


Photo showing the proper orientation of bolts and two large spacers prior to mating the adapter plate to the engine.