

1) THE PROPELLER FLANGE IS ON THE AIRCRAFT CENTER LINE

PROP FLANGE TO FIREWALL APPROXIMATE DIMENSIONS

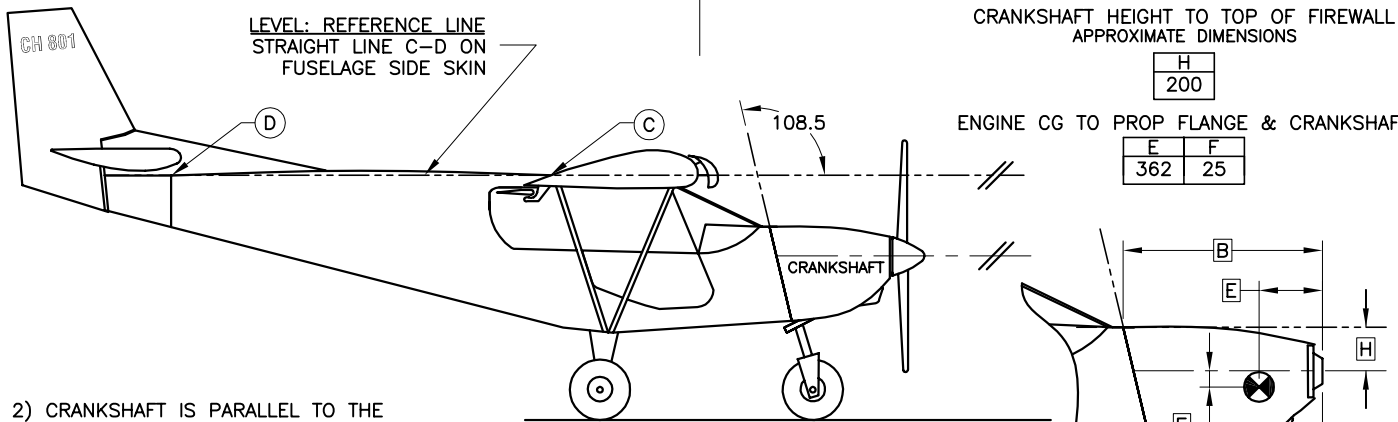
A	B
725	985

CRANKSHAFT HEIGHT TO TOP OF FIREWALL APPROXIMATE DIMENSIONS

H
200

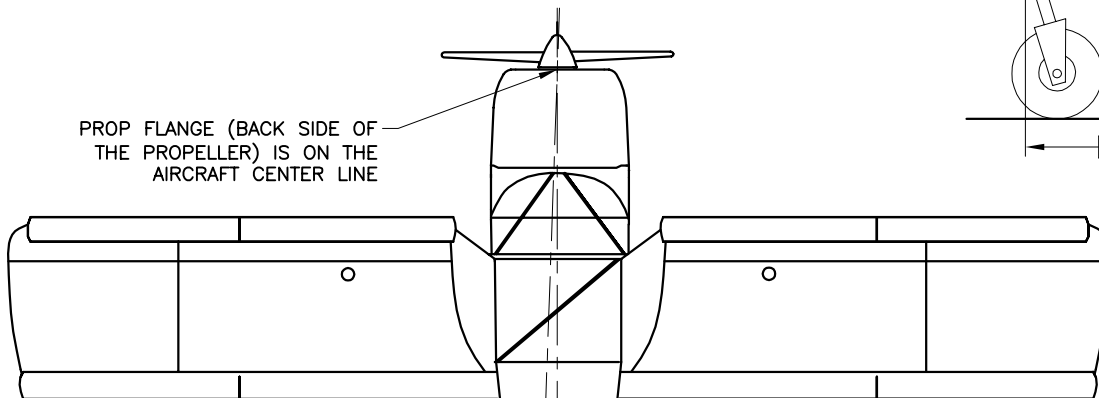
ENGINE CG TO PROP FLANGE & CRANKSHAFT

E	F
362	25



2) CRANKSHAFT IS PARALLEL TO THE FUSELAGE REFERENCE LINE. TOLERANCE +/- 5 DEGREE

NOTE: THE FIREWALL IS ANGLED 18.5 DEGREE FROM VERTICAL



PROP FLANGE (BACK SIDE OF THE PROPELLER) IS ON THE AIRCRAFT CENTER LINE

3) TOP VIEW FOR THE LYCOMING (PROPELLER TURNING CLOCKWISE AS SEEN FROM THE PILOT SEAT) THE CRANKSHAFT IS ANGLED 2 TO 3 DEGREES TO THE LEFT (TO COMPENSATE FOR THE TORQUE OR "P" FACTOR).

MAXIMUM DESIGN WEIGHT FOR THE POWERPLANT (ENGINE, PROP & ACCESSORIES ON THE ENGINE) = 440LBS

0-360-A4M (180HP) = 265LBS

PROPELLER: SENSENICH S76EM8-0-54  
GROUND CLEARANCE: 15.5"

NO PROP EXTENSION REQUIRED

COWL (TWO PIECE FIBERGLASS ENGINE COWL)

WIDTH = 920mm (FIREWALL)

LENGTH = 990mm (MEASURED AT THE TOP OF THE FIREWALL)

HEIGHT = 818mm (FIREWALL)

STOL  
CH 801

ORIGINAL INFO  
NH 08/01/00

REVISION INFO  
MJM 08/26/02

DESCRIPTION

LYCOMING 0-360 AND LYCOMING 0-320  
THRUST LINE

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PART NO.

**THRUST**