

Applies To:

RamAirs produced after January, 1994, and replacement of kingpost VG compensator pulleys on all RamAirs and all HP AT's.

Pulley Design Change:

The original phenolic pulley used in all kingpost compensator systems (top right) is being replaced by a new molded plastic pulley (bottom right). Please take note of the following service related concerns regarding the new pulley:

1) The new pulley consists of two parts as indicated - the molded plastic pulley and a press fit stainless steel bushing reducer. In the new pulley, the mounting bolt passes through this press fit bushing, instead of through a free spinning bearing race as on the original. As a result, in the assembly shown in the bottom right diagram on this page, (any VG kingpost) you must be careful not to overtighten the bolts securing the pulley between the tangs.

Otherwise, the tangs will clamp on the bushing, and the pulley will not turn freely.

2) The new molded pulleys have some degree of variation in the outside pulley diameter. This is not a problem in most applications. However, in the kingpost bottom assembly of the early RamAirs, in which the two pulleys are mounted to tangs which are in turn mounted to the kingpost tube, the outer edge of this pulley passes very closely by the rivet which secures the upper end of the tangs in the bottom of the kingpost tube. As a result, there may be interference between the pulley and the rivet head. If you need to install the new style pulleys in an old style kingpost, you may need to turn down the outer pulley diameter slightly. This can be done by using a 3/16" bolt to chuck the pulley in a hand held drill, and spinning the pulley against an abrasive surface.

