

**YAW DAMPER - ADJUSTMENT/TEST****1. Yaw Damper Rigging****A. Adjust the Yaw Damper (Refer to Figure 501).**

- (1) Make sure the rudder control system has been adjusted correctly. Refer to Chapter 27, Rudder - Maintenance Practices.
- (2) Adjust the slip clutch yaw damper servo to a setting of 50 +5 or -5 inch pounds. Refer to the King drawing number 155-9347-00 (or latest revision) for the clutch setting procedures.
- (3) Connect the yaw damper servo cables to the rudder cables with the clamp, bolts, washers and nuts.
  - (a) Torque the cable clamp nuts each to 50 +5 or -5 inch pounds.
- (4) Set the rudder control cables in the center of the travel position and the ball position of the yaw damper servo capstan straight forward.
  - (a) Wrap the bridle cable around the capstan.
  - (b) Use the turnbuckle and apply tension to the bridle cable to 20 +5 or -5 inch pounds.
  - (c) Use a lock clip and lock the turnbuckles. Refer to Chapter 20, Safelying - Maintenance Practices.
  - (d) Install the capstan cable guard with one leg aft.
- (5) The KRG331 yaw rate gyro must be installed so that it is level +2 or -2 degrees in all directions when the airplane is in level flight.

**NOTE:** The inverter, yaw computer and yaw rate gyro are located below the copilot's seat.

Figure 501 : Sheet 1 : Yaw Damper Rigging

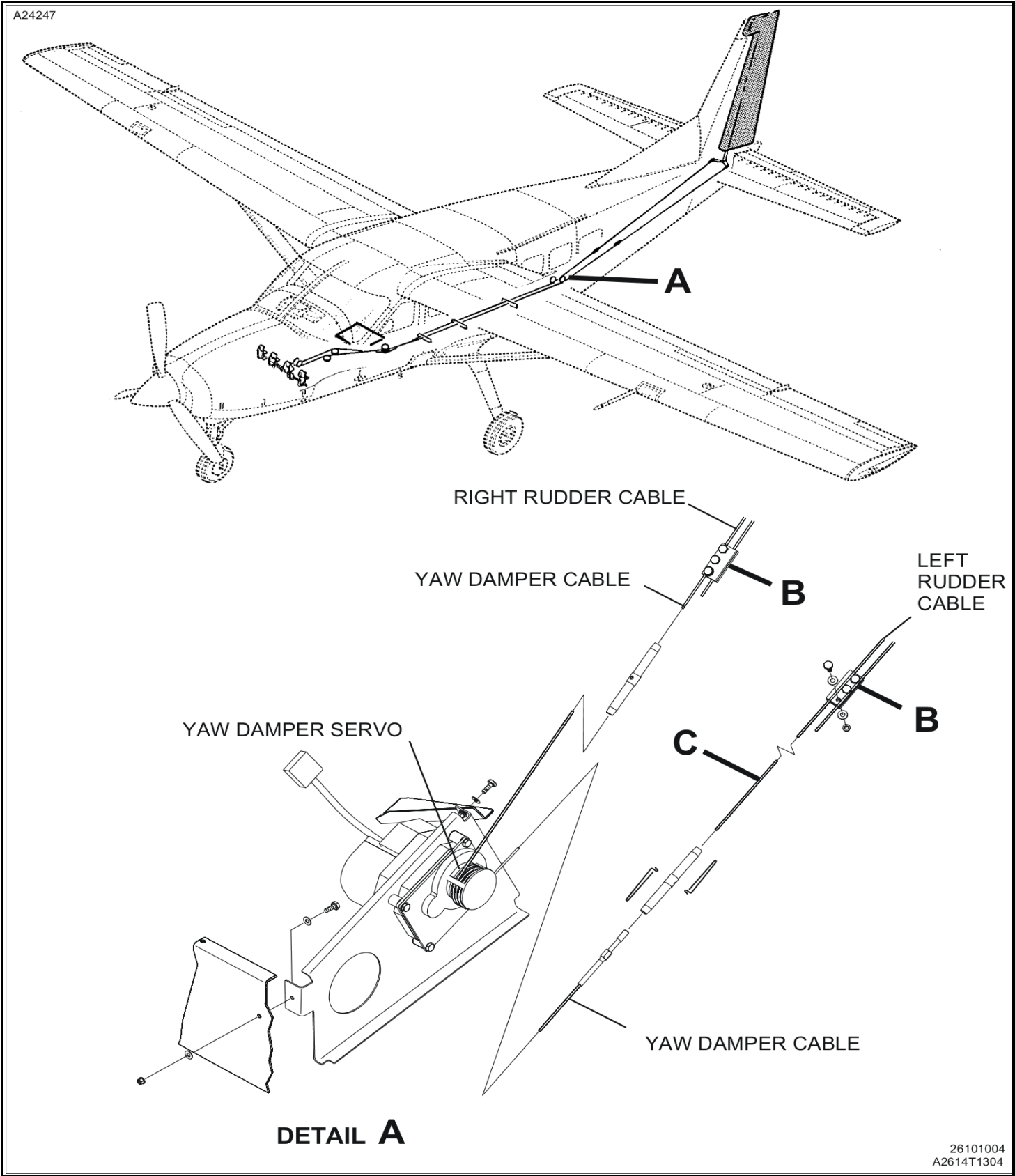
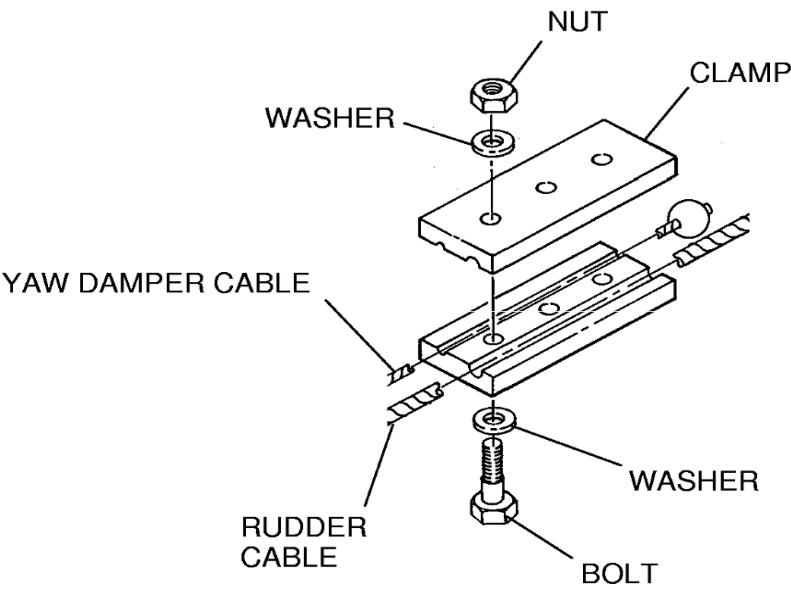
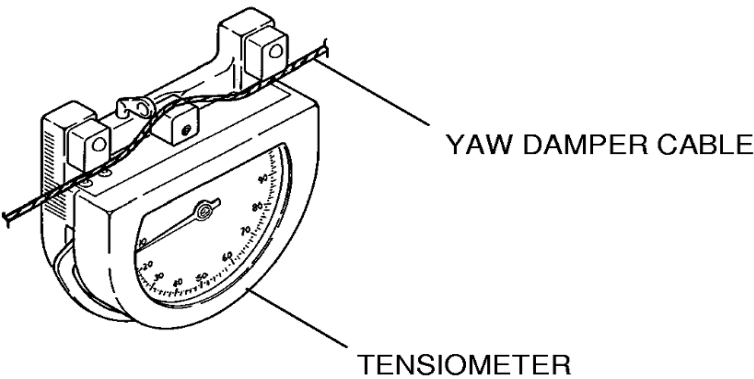


Figure 501 : Sheet 2 : Yaw Damper Rigging

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**DETAIL B**



**DETAIL C**

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