

mt-propeller		Governor Installations P-8() ()-(), P-9() ()-()						E-1057 27.08.2026 						
Propeller	Governor	Engine	Aircraft	Pump	Gear Reduction	Direction of Rotation. facing engine mounting pad	RPM max.	RPM min.	Feather RPM	Solenoid	ÜV- Pressure 1	ÜV- Pressure 2	Head Position	Oil Pressure to
MTV-12-B-/LD-101b	P-850-2	DH200V4	Velocity	Standard	1:1	left	2700	1400		n/a	1750 rpm at 320±10psi	n/a	300°±5°	increase
MTV-12-B	P-850-3	Lyc. LIO-360-C1E6	Velocity SUV	Standard	0.895:1	left	2420±10	1400		n/a	1750 rpm at 320±10psi	n/a	100°±2°	increase
MTV-21-A	P-850-12	Rotax 912/914		Standard	0.54:1	left	3132±10	1900		n/a	2400 rpm at 320±10 psi	n/a	315°±5°	increase
	P-850-12	Rotax 912/914	Aquila	Standard	0.54:1	left	2970±10	1900		n/a	2400 rpm at 320±10 psi	n/a	315°±5°	increase
MTV-12-D	P-850-13	Franklin 6A-350	Spitfire MK 26	Standard	0.847:1	left	2370±10	1400		n/a	1750 rpm at 320±10psi	n/a	40°±5°	increase
MTV-6-D	P-850-16			16 mm	1:1	left	2680±10	1700		n/a	1750 rpm at 320±10psi	n/a	300°±5°	increase
	P-850-18	Lycoming -IO-360		Standard	0.866:1	left	2340±10	1400		n/a	1750 rpm at 320±10psi	n/a	315°±5°	increase
MTV-	P-850-26	Modena Avia Engines	Testbench	16 mm		left	2500±10	1400		n/a	1750 rpm at 320±10psi	n/a	60°±5°	increase
MTV-21-A	P-850-34	Rotax 912A3		Standard	0.58:1	left	3364±10	2000		n/a	2400 rpm at 320±10psi	n/a	315°±5°	increase
HOV352	P-850-35	Rotax 912S/914		Standard	0.54:1	left	3132±10	1900		n/a	2400 rpm at 450±10 psi	n/a	315°±5°	increase
	P-850-X	TAE Centuiron 2.0		Standard	1:1	left	3900±10	2900		na	2800 rpm at 320±10psi	n/a	315°±5°	increase
MTV-15-D	P-850-45	Ortner (VW TDI)	Glasair Sportsman	Standard	0.5:1	left	1900±10	900		n/a	1500 rpm at 320±10psi	n/a	255°±5°	increase
	P-850-73	Rotax 912/914		Standard	0.54:1	left	3132±10	1900		n/a	2400 rpm at 320±10psi	n/a	340°±5°	increase
	P-850-77	Rotax 915iS		Standard	0.51759:1	left	3002±10	1900		n/a	2400 rpm at 320±10psi	n/a	315°±5°	increase
MTV-12-B	P-850-108	Delta Hawk		8 mm	1:1.4	left	3780±10	1700		n/a	3000 rpm at 320±10psi	n/a	tbd±2	increase
	P-850-109	Chevy LS3V8	Spitfire MK26	8 mm		left	3300±10	1800		n/a	3000 rpm at 320±10psi	n/a	100±2	increase
MTV-21-A/195-80	P-850-123	Rotax 915iS	Cirrus SRT	Standard	0.52:1	left	3010±10	1900		n/a	2400 rpm at 320±10psi	n/a	289°±5°	increase
	P-850-123E	Rotax 915/916iS	Cirrus	Standard	0.51759:1	left	3000±10	1900		n/a	2400 rpm at 320±10psi	n/a	289°±2°	increase
	P-850-151	Rotax 915iS / 916iS	TL-Ultralight	Standard	0.51759:1	left	2980±10	1900		n/a	2400 rpm at 320±10psi	n/a	315°±5°	increase
MTV-9-B/188-52a	P-850-178	Delta Hawk		8 mm	1:1.4	left	3360±10	1700		n/a	3000 rpm at 320±10psi	n/a	tbd±2	increase
MTV-9-B/188-52a	P-850-179	Delta Hawk		8 mm	1:1.4	left	3360±10	n/a		n/a	3000 rpm at 320±10psi	n/a	n/a	increase
MTV-9-B-S	P-853-2	SMA-SR-305-230		16 mm	1.227:1	left	2700±10	2430		24 VDC	2500 rpm at 320±10psi	n/a	n/a	increase

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MTV-21	P-853-12	Rotax 912 iSC		Standard	0.54:1	left	3138±10	2480±20		12 VDC	2800 rpm at 340±10psi	n/a	355°	increase
	P-853-12E50	Rotax 912		Standard	0.54:1	left	3132±10	2300±30		12 VDC	2400 rpm at 320±10psi	na	355°	increase
MTV-33-1-A	P-853-12R	Rotax 912iS		Standard	0.54:1	left	3132±10	2300±30		12 VDC	2600 rpm at 320±10psi	n/a	355°±5°	increase
MTV-6-D	P-853-16	Austro Engine E4	DA40-NG	16 mm	0.69:1	left	2680±20	1980±10		n/a	2400 rpm at 320±10psi	n/a	355°	increase
	P-853-48	Experimental Turbine	Testbench	Standard	1:1.347 to proppside	left	3187±10	2560±20		n/a	2800 rpm at 340±10psi	n/a	355°	increase
MTV-6- ()	P-853-64	Centurion 2.0S	PA28 / C172	Standard	1.69:1	left	3900±10	3000		n/a	3200 rpm at 320±10psi	n/a	355°	increase
MTV-9	P-853-68	EPS	Testbench	Standard	1:1	left	3600±10	2730±30		24 VDC	3000 rpm at 320±10psi	n/a	355°	increase
MTV-6-A/LD194-80	P-853-77	Rotax 915iS		Standard	0.51759:1	left	3000±10	2390±20		24 VDC	2800 rpm at 340±10psi	n/a	355°	increase
	P-853-78E50	EPS		Standard	1:1	left	2680±10	2030±30		n/a	2400 rpm at 320±10psi	n/a	355°	increase
MTV-12	P-853-81	CKT Diesel	Glas Air Sportsman	Standard		left	3100±10	2450±20		24 VDC	2700 rpm at 320±10psi	n/a	355°	increase
MTV-6	P-853-83	TEI		Standard	0.72:1	left	2810±10	2180±20		24 VDC	2500 rpm at 320±10psi	n/a	355°	increase
	P-853-83E	TEI-170		Standard		left	2810±10	2180±30		n/a	2500 rpm at 320±10psi	n/a	355°	increase
MTV-25	P-853-89	E-Motor		Standard	1.06:1	left	2120±10	1500±30		n/a	2000 rpm at 320±10psi	n/a	355°	increase
MTV-21	P-853-94	Rotax 912 iSC		Standard	0.54:1	left	3138±10	2480±20		24 VDC	2800 rpm at 340±10psi	n/a	355°	increase
MTV-6-A/190-69	P-853-95	Rotax 915iS	Kitfox	Standard	0.51759:1	left	3000±10	2390±20		12 VDC	2800 rpm at 340±10psi	n/a	355°	increase
	P-853-139	Rotax 915iS		Standard	0.51759:1	left	2610±10	2280±20		12 VDC	2800 rpm at 340±10psi	n/a	355°	increase
MTV-5-1-D/LD190-53a	P-853-102R	Audi 3.0 TDI	Raptor Canard	Standard	1:1	left	2765±10	2090±30		12 VDC	2400 rpm at 320±10psi	n/a	355°	increase
MTV-21	P-853-116	Rotax 912 iSC		Standard	0.54:1	left	3132±10	2540±30		12 VDC	2800 rpm at 320±10psi	n/a	355°	increase
	P-853-134	Rotax 912 iS		Standard	0.54:1	left	3138±10	2050±30		12 VDC	2400 rpm at 320±10psi	n/a	355°	increase
	P-853-139	Rotax 915iS		Standard	0.51759:1	left	2610±10	2280±20		12 VDC	2800 rpm at 340±10psi	n/a	355°	increase
	P-854-2	SMA-SR-305-230		Standard	1.227:1	left	2700±10	1500		n/a	1750 rpm at 320±10psi	n/a	300°±5°	increase
MTV-9-B	P-854-14A	M-14()	Grumman Bearcat	Standard	1.045:1	left	3085±10	1800		n/a	2400 rpm at 320±10psi	n/a	270°	increase

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MTV-36-1-A	P-854-77	Rotax 915iS	Scalewings Mustang	Standard	0.52:1	left	3000±10	1900		n/a	2400 rpm at 320±10psi	n/a	315±2	increase
	P-860-2			16 mm	1:1	right	2700±10	1600		n/a	1750 rpm at 320±10psi	n/a	300°±5°	increase
	P-860-3	Lycoming IO-360-() front mounting		Standard	0.895:1	right	2420±10	1400		n/a	1750 rpm at 320±10psi	n/a	100°±5°	increase
MTV-9-B/188-50	P-860-3AB	Lycoming IO-540	Comanche	16 mm	0.895:1	right	2420±10	1400		n/a	1750 rpm at 320±10psi	n/a	130°±2°	increase
	P-860-3B	Lycoming (I)O-540-()	Piper PA24-250	Standard	0.947:1	right	2420±10	1400		n/a	1750 rpm at 320±10psi	n/a	100°±2°	increase
	P-860-4	Lycoming IO-360 /-320		Standard	0.866:1	right	2340±10	1400		n/a	1750 rpm at 320±10psi	n/a	100°±5°	increase
MTV-9-B	P-860-5	Lycoming O-580-	Express S-90	16 mm	0.947:1	right	2557±10	1500		n/a	1750 rpm at 320±10psi	n/a	110°±5°	increase
	P-860-6	Conti IO-520-D	Cessna A-185-K	16 mm	1:1	right	2850±10	1500		n/a	2000 rpm at 320±10psi	n/a	60°±5°	increase
	P-860-9	Lycoming O-540		Standard	0.947:1	right	2270±10	1400		n/a	1750 rpm at 320±10psi	n/a	100°±5°	increase
MTV-14-B	P-860-13	Lycoming TIO-540	Comanche 350T Eagle XP	16 mm	0.947:1	right	2370±10	1400		n/a	1750 rpm at 320±10psi	n/a	40°±5°	increase
MTV-9-D	P-860-16	TCM-IO-520		16 mm	1:1	right	2800±10	1700		n/a	1750 rpm at 320±10psi	n/a	80°±15°	increase
	P-860-18	Lycoming IO-360		Standard	0.866:1	right	2340±10	1400		n/a	1750 rpm at 320±10psi	n/a	315°±5°	increase
	P-860-18B	Lycoming IO-360-A1B6	Robin DR400/200R	Standard	0.866:1	right	2340±10	1460		n/a	1750 rpm at 320±10psi	n/a	315°±2°	increase
MTV-12-B/193-52	P-860-19	Lycoming IO-540	RV10	16 mm	0.947:1	right	2557±10	1400		n/a	1750 rpm at 320±10psi	n/a	300°±5°	increase
MTV-9-B	P-860-20	Lycoming IO-540		Standard	0.947:1	right	2557±10	1450		n/a	1750 rpm at 320±10psi	n/a	205°±5°	increase
MTV-9-D/LD178-102	P-860-22	Conti TSIO-520M	Velocity	16 mm	1:1	right	2600±10	1400		n/a	1750 rpm at 320±10psi	n/a	60°±5°	increase
MTV-9-D	P-860-22B	TCM O-470S	Cessna 182	Standard	1:1	right	2600±10	1550		n/a	1750 rpm at 320±10psi	n/a	300°±2°	increase
MTV-12	P-860-23	Lycoming IO-360	DA40 XL	16 mm	0.895 : 1	right	2420±10	1400		n/a	1750 rpm at 320±10psi	n/a	255±5°	increase
MTV-6-D/175-112	P-860-25	WAM 120	RV9A	16 mm	1:1	right	2750±10	1400		n/a	1750 rpm at 320±10psi	n/a	100°±5°	increase
MTV-14-D/188-30g	P-860-26	TCM TSIO-550	Mooney M20R	16 mm	1:1	right	2500±10	1400		n/a	1750 rpm at 320±10psi	n/a	60°±5°	increase
MTV-9-B	P-860-28	Lycoming O-540-J3A5	Zlim Z-143-L	16 mm	0.947:1	right	2273±10	1400		n/a	1750 rpm at 320±10psi	n/a	95±5	increase
MTV-6-C/LD175-112	P-860-32	DE165HP @2444 rpm	UAV	16 mm	0.717:1	right	2725±10	1434		n/a	1750 rpm at 320±10psi	n/a	270°±5°	increase

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MTV-9-D	P-860-33	TCM-IO-470-F		16 mm	1:1	right	2625±10	1400		n/a	1750 rpm at 320±10psi	n/a	315°±5°	increase
MTV-12-D	P-860-40	TCM-TSIO-360-E	Bumerangue EX27	16 mm	1:1	right	2575±10	1400		n/a	1750 rpm at 320±10psi	n/a	300°±5°	increase
	P-860-42			16 mm		right	3200±10	1900		n/a	2400 rpm at 320±10psi	n/a	300°±5°	increase
	P-860-45	Elektro		16 mm	1:1	right	1900±10	1400		n/a	1750 rpm at 320±10psi	n/a	255±5	increase
MTV-12-D	P-860-46	Mistral Engine		16 mm	1:1	right	2250±10	1400		n/a	1750 rpm at 320±10psi	n/a	300°±5°	increase
MTV-9-B/LD203-58	P-860-47	Lycoming TIO-540-()	HO300	Standard	0.895:1	right	2305±10	1300		n/a	1750 rpm at 320±10psi	n/a	210°±5°	increase
MTV-9-E	P-860-49	Subaru EZ36	VROOM EXP B	Standard	1:1	right	1650±10	1250		n/a	1350 rpm at 320±10psi	n/a	300°±5°	increase
MTV-9-D	P-860-50	TCM-IO-520		16 mm	1:1	right	2800±10	1700		n/a	1750 rpm at 320±10psi	n/a	300°±5°	increase
MTV-9-D	P-860-57B	TCM O-470U	Cessna 182Q	Standard	1:1	right	2400±10	1550		n/a	1750 rpm at 320±10psi	n/a	60°±2°	increase
	P-860-61	Lyc. IO-360-()		16 mm	0.895:1	right	2420±10	1400		n/a	1750 rpm at 320±10psi	n/a	105°±5°	increase
HOV-()()	P-860-62	Lycoming IO-235	Long EZ	16 mm	0.895:1	right	2420±10	1400		n/a	2000 rpm at 450±10psi	n/a	77±2	increase
	P-860-66	Lyc. TIO-540-AH1A		16 mm	0.947:1	right	2440±10	1400		n/a	1750 rpm at 320±10psi	n/a	210°±2°	increase
	P-860-70B	Continental IO-360	Victa	16 mm	1:1	right	2800±10	1350		n/a	1750 rpm at 320±10psi	n/a	130°±2°	increase
MTV-9-B/188-50	P-860-72	Lyc. (I)O-540-()	Piper PA-24-250	16 mm	0.895:1	right	2305±10	1400		n/a	1750 rpm at 320±10psi	n/a	200°±5°	increase
MTV-9-B/188-50	P-860-72AB	Lyc. (I)O-540-()		16 mm	0.895:1	right	2305±10	1400		n/q	1750 rpm at 320±10psi	n/a	130°±2°	increase
	P-860-74	Lyc. TIO-540-AG1A		16 mm	0.947:1	riht	2440±10	1400		n/a	1750 rpm at 320±10psi	n/a	95±2	increase
	P-860-79	Lyc. IO-540	Panthera	Standard	1.385:1	right	3740±10	2900		n/a	3000 rpm at 320±10psi	n/a	100°±2°	increase
	P-860-85	TCM CD 155		Standard	1.055:1	right	4100±10	3100		n/a	3400 rpm at 320±10psi	n/a	100°±2°	increase
	P-860-86B	TCM O-470-50P		Standard	1:1	right	2700±10	1550		n/a	1750 rpm at 320±10psi	n/a	100°±5°	increase
MV-9-B-S/198-58B	P-860-101	Safran SMA 6-cylinder		8 mm	1.547:1	right	3405±10	1400		n/a	3000 rpm at 320±10psi	n/a	100°±2°	increase
	P-860-107B	IO-540-C4D5D	Socata TB-20	16 mm	0.947:1	right	2438±10	1280		n/a	1750 rpm at 320±10psi	n/a	183°±2°	increase
	P-860-108	Delta Hawk		8 mm	1:1	right	3780±10	1700		n/a	3000 rpm at 320±10psi	n/a	100°±2°	increase

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MTV-12-B	P-860-111	Lycoming IO-540-V45A	Panthera	Standard	0.947:1	right	2557±10	1500		n/a	1750 rpm at 320±10psi	n/a	280°±5°	increase
	P-860-112	Diesel Engine 165HP		16 mm		right	2950±10	1800		n/a	2400 rpm at 320±10psi	n/a	30±2	increase
MTV--6()	P-860-114			16 mm	0.79:1	right	3084±10	1600		n/a	2400 rpm at 320±10psi	n/a	225°±5°	increase
MTV--6()	P-860-114G			16 mm	0.79:1	right	3084±10	1600		n/a	2400 rpm at 320±10psi	n/a	262°±5°	increase
	P-860-115	Lycoming IO-360/IO-320		Standard	0.866:1	right	2340±10	1400		n/a	1750 rpm at 320±10psi	n/a	225°±5°	increase
MTV-9-D	P-860-119B	TCM IO-520	Cessna 206	Standard	1:1	right	2700±10	1550		n/a	1750 rpm at 320±10psi	n/a	60°±2°	increase
MTV-9-D	P-860-124B	TCM IO-550B / IO-550D / IO-550F	Cessna 185 / 206 Bonanza A36	Standard	1:1	right	2700±10	1550		n/a	1750 rpm at 320±10psi	n/a	60°±2°	increase
	P-860-125	Lycoming IO-360 /-320		Standard	0.866:1	right	2340±10	1400		n/a	1750 rpm at 320±10psi	n/a	50°±5°	increase
MTV-9-B/198-58a	P-860-126	Lycoming IO-720		Standard	0.947:1	right	2510±10	1400		n/a	1750 rpm at 320±10psi	n/a	50°±5°	increase
MTV-14-D/195-30b	P-860-132	Conti IO-550 N	SR-22	Standard	1:1	right	2500±10	1400		n/a	1750 rpm at 320±10psi	n/a	123°±5°	increase
	P-860-113	Conti GIO-550-A	Comp Air 11	16mm		right	2710±11	1600		n/a	1750 rpm at 320±10psi	n/a	55°±2°	increase
MTV-9-D	P-860-138B	TCM O-470S	Cessna 182	Standard	1:1	right	2600±10	1550		n/a	1750 rpm at 320±10psi	n/a	60°±2°	increase
MTV-9-B	P-860-141B (McC C290D2()/T11)	Lycoming IO-360-A1F6	Cessna F177-RG	Standard	0.866:1	right	2340±10	1300		n/a	1750 rpm at 320±10psi	n/a	95°±7°	increase
MTV-9-B	P-860-142AB	Lycoming IO-540	PA32-300	Standard	0.895:1	right	2420±10	1300		n/a	1750 rpm at 320±10psi	n/a	30°±7°	increase
MTV-9-B	P-860-144B (EDO AIRE 34-828-014)	Lycoming O-360	Mooney M20C	Standard	0.866:1	right	2340±10	1400		n/a	1750 rpm at 320±10psi	n/a	315°±5°	increase
MTV-9-B	P-860-145B	Lycoming IO-540-T4B5D (v	Rockwell 114	16mm	0.947:1	right	2557±10	1400		n/a	1750 rpm 320±10psi	n/a	105°±4°	increase
	P-860-146B	Conti IO-470-K	Beech 35-C33	16mm	1:1	right	2625±10	1625		n/a	1750 rpm at 320±10psi	n/a	57°±2°	increase
	P-860-147B	Lycoming IO-360-C1D6	Rockwell 112	16mm	0.866:1	right	2340±10	1730		n/a	1750 rpm at 290±10psi	n/a	105°±5°	increase
MTV-9-B	P-860-148	Centurion 583 (mod. IO-580)	Helio Courier	16 mm	0.947:1	right	2225±10	1500		n/a	1750 rpm at 320±10psi	n/a	110°±5°	increase
	P-860-152	Conti TSIO-520	Cessna T--210-N	16 mm	1:1	left	2700±10	1750		n/a	1750 rpm at 320±10psi	n/a	192°±2°	increase
	P-860-153	Conti TSIO-520	Cessna T--210-N	16 mm	1:1	left	2850±10	1800		n/a	1750 rpm at 320±10psi	n/a	192°±2°	increase
MTV-9-D/LD193-58a	P-860-155	Conti IO-550	Cirrus VK30	16 mm	1:1	right	2700±10	1750		n/a	1750 rpm 320±10psi	n/a	280°±2°	increase

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Propeller	Governor	Engine	Aircraft	Pump	Gear Reduction	Direction of Rotation. facing engine mounting pad	RPM max.	RPM min.	Feather RPM	Solenoid	ÜV- Pressure 1	ÜV- Pressure 2	Head Position	Oil Pressure to
	P-860-160	Conti IO-550N	Cirrus SR22		1:1	right	2700±10	1750		n/a	1750 rpm 320±10psi	n/a	138°±2°	increase
	P-860-161	Conti TSIO-550K	Cirrus SR22T		1:1	right	2500±10			n/a	2600 rpm 360±10psi	n/a	tbd	increase
	P-860-162B	Conti TSIO-360-FB	Piper PA28RT-201T	Standard	1:1	right	2575±10	1820		n/a	1750 rpm 320±10psi	n/a	118°±5°	increase
MTV-9-D/210-58	P-860-166	TCM IO-550-R	Navion	Standard	1:1	right	2700±10	1600		n/a	1750 rpm 320±10psi	n/a	140°±5°	increase
	P-860-168B	Conti IO-520-B	Navion	Standard	1:1	right	2700±10	1800		n/a	1750 rpm 320±10psi	n/a	138°±2°	increase
	P-860-172	Lyc. IO-390- ()	Cirrus SR20	Standard	0.895:1	right	2420±10	1750		n/a	1750 rpm 320±10psi	n/a	63°±2°	increase
	P-860-173B	Lyc. IO-360- ()	Cessna 177-RG	Standard	0.850:2	right	2295±10	1445		n/a	1750 rpm 290±10psi	n/a	111°±2°	increase
	P-860-174B	Lyc. (I)O-360- ()	Fuji FA-200-180, Aero Commander 100, Mooney M20A / B / C	Standard	0.866:1	right	2340±10	1100		n/a	1750 rpm 290±10psi	n/a	315°±4°	increase
	P-863-4R			Standard	0.866:1	right	2340±10	1750		n/a	2200 rpm at 330±10psi	n/a	355°±5°	increase
	P-863-5			Standard	0.947:1	right	2557±10	1900		n/a	2200 rpm at 320±10psi	n/a	355°±5°	increase
	P-863-5R	Lycoming IO-540	Lancair	Standard	0.947:1	right	2557±10	1900		n/a	2200 rpm at 330±10psi	n/a	355°±5°	increase
	P-863-16	Austro Engine E4	DA40-NG	16 mm	0.69:1	right	2680±20	1980±10		n/a	2400 rpm at 320±10psi	n/a	355°	increase
MTV-12- ()	P-863-42	unknown	Testbench Lycoming	16 mm	unknown	right	3200±10	2000±20		n/a	2400 rpm at 320±10psi	n/a	355°±5°	increase
	P-863-50	RED		Standard	0.684:1	right	2735±10	2050±20		n/a	2400 rpm at 320±10psi	n/a	355°±5°	increase
MTV-16-a-E/L245-55a	P-863-50K	Ampaire 765HP	Cessna 208			right	2735±10	2050		n/a	2400 rpm at 340±10psi	n/a	355°±5°	decrease
MTV-12-C	P-863-56	CFR FIAT TDA CR 1.9 8 valves	Testbench	Standard	0.717:1	right	2725±10	1430±20		n/a	2400 rpm at 320±10psi	n/a	355°±5°	increase
MTV-25-1-D/190-69	P-863-76	Siemens Hybrid	Hypstair Project	Standard	1:1.125	right	2735±10	2050±20		n/a	2400 rpm at 320±10psi	n/a	355°±5°	increase
	P-863-85	TCM CD 155		Standard	1.055:1	right	4100±10	3100±20		n/a	3400 rpm at 320±10psi	n/a	355°±5°	increase
	P-863-85R	TCM CD 155		Standard	1.055:1	right	4100±10	3100±20		n/a	3400 rpm at 320±10psi	n/a	355°±5°	increase
	P-863-122	6-Zylinder Boxer Diesel		Standard	1.2:1	right	2880±10	2200±30		n/a	2400 rpm at 320±10psi	n/a	355°±5°	increase
MTV-16-1-E/230-43	P-864-2	Chevy	Mustang SW51	16 mm	1:1	right	2700±10	1800		n/a	1750 rpm at 320±10psi	n/a	300°±5°	increase

mt-propeller		Governor Installations P-8() ()-(), P-9() ()-()						E-1057 27.08.2026 						
Propeller	Governor	Engine	Aircraft	Pump	Gear Reduction	Direction of Rotation. facing engine mounting pad	RPM max.	RPM min.	Feather RPM	Solenoid	ÜV- Pressure 1	ÜV- Pressure 2	Head Position	Oil Pressure to
MTV-9-B/198-25	P-864-3	Lycoming AEIO-540-()	EDGE 540	16 mm	0.895 : 1	right	2420±10	1800		n/a	1750 rpm at 320±10psi	na	100°±5°	increase
	P-864-5	Lycoming AEIO-540	EDGE 540	16 mm	0.947:1	right	2557±10	1800		n/a	1750 rpm at 320±10psi	n/a	110±5	increase
	P-870-2	DH200V4		16 mm	1:1	left	2700±10	1600		n/a	1750 rpm at 320±10psi	n/a	300°±5°	decrease
	P-870-7	ASH 82		16 mm	1:1	left	2670±10	1400		n/a	1750 rpm at 440±10psi	n/a	205°±5°	decrease
MTV-6-A-C	P-870-12	Rotax 912 ULS-3	homebuilt	16 mm	0.54:1	left	3132±10	1800		n/a	2400 rpm at 320±10psi	n/a	315°±5°	decrease
MTV-12-D-C	P-870-13	Franklin 6A350C1		Standard	0.847:1	left	2370±10	1600		n/a	1750 rpm at 320±10psi	n/a	110°±5°	decrease
MTV-9-B-C	P-870-14	M-14-P/PF		Standard	1.045:1	left	3085±10	1600		n/a	2400 rpm at 320±10psi	n/a	265°±5°	decrease
MTV-9-B-C	P-870-14A	M-14-P/PF		Standard	1.045:1	left	3085±10	1600		n/a	2400 rpm at 320±10psi	n/a	270°	decrease
	P-870-16	RED	Testbench	Standard	0.75:1	left	2800±10	1700		n/a	1750 rpm at 320±10psi	n/a	300°±5°	decrease
	P-870-25	WAM 120		16 mm	1:1	left	2750±10	1600		n/a	1750 rpm at 320±10psi	n/a	100°±2	decrease
MTV-9-E-C	P-870-50	RED	Testbench	Standard	0.75:1	left	2800±10	1700		n/a	1750 rpm at 320±10psi	n/a	300°±5°	decrease
	P-870-60C	Allison V-1710	Focke-Wulf FW 190-D13	Standard		left	2535±10	1400		n/a	1750 rpm at 320±10psi	n/a		decrease
MTV-9-B-C	P-870-63	Camdrive 500 LSX572GM V8		Standard		left	2750±10	1600		n/a	1750 rpm at 320±10psi	n/a	100°±2	decrease
	P-870-129	Deltahawk		8 mm	1.54:1	left	4158±10			n/a	3000 rpm at 320±10psi	n/a		decrease
	P-870-154	V8 LS7 Chevrolet Corvette	Steward S-51 Mustang	8 mm	0.828:1	left	4470±10			n/a	3000 rpm at 320±10psi	n/a	100°±2	decrease
MTV-12-B-C-F	P-871-2	DH200V4	Velocity Twin	16 mm	1:1	left	2700±10		1755±30	n/a	2400 rpm at 320±10psi	n/a	140°±2	decrease
MTV-12-D-C-F	P-871-5	Subaru IJ20T	AL-1		1:1	left	2557±10		1700±30	n/a	1750 rpm at 320±10psi	n/a	110°±5	decrease
MTV-21-A-C-F	P-871-12	Rotax 912 ULS		Standard	0.54:1	left	3132±10		2044±30	n/a	2400 rpm at 320±10psi	n/a	315°±5°	decrease
	P-871-16	Austro Engine E4	DA42	16 mm	0.69:1	left	2680±10		1900±30	n/a	1750 rpm at 320±10psi	n/a	315°±5°	decrease
MTV-12-C-C-F	P-871-17	Lyc. LIO-320-B1A	EM-11 Orka	16 mm	0.866:1	left	2340±10		1780±30	n/a	1750 rpm at 320±10psi	n/a	300°±5°	decrease
MTV-5	P-871-52	Soloy		8 mm	0.7927:1	left	2640±10		1715±25	n/a	2000 rpm at 320±10psi	n/a	5°±2°	decrease
MTV-27-1-N-C-F-J	P-871-93	MS-14	AN2-100	8 mm		left	4340±10		2780±30	n/a	3000 rpm at 360±10psi	n/a	100°±2°	decrease

mt-propeller		Governor Installations P-8() ()-(), P-9() ()-()						E-1057 27.08.2026 						
Propeller	Governor	Engine	Aircraft	Pump	Gear Reduction	Direction of Rotation. facing engine mounting pad	RPM max.	RPM min.	Feather RPM	Solenoid	ÜV- Pressure 1	ÜV- Pressure 2	Head Position	Oil Pressure to
	P-871-171	MGM		16 mm	1.41:1	left	3382±10		2200±30	n/a	2400 rpm at 320±10psi	n/a	315°±2°	decrease
	P-871-176B	Conti LTSIO-360-EB	PA-34-200T	Standard	1:1	left	2575±10		1660±25	n/a	1750 rpm at 320±10psi	n/a	137°±2°	decrease
MTV-31	P-873-7R	ASH-82	PW-190	16 mm		left	2670±10	1700		n/a	1750 rpm at 440±10psi	n/a	355°±5°	decrease
MV-14-D-C	P-873-16R	Audi 3.0l TDI	Raptor		1:1	left	2680±10	2030±20		n/a	2400 rpm at 320±10psi	n/a	355°±5°	decrease
	P-873-38	V8	Mustang			left	3600±10	2200±20		n/a	2600 rpm at 320±10psi	n/a	355°±5°	decrease
MTV-9-E-C	P-873-50	RED	Testbench		0.75:1	left	2800±10	2100±20		n/a	2400 rpm at 320±10psi	n/a	355°±5°	decrease
	P-873-60C	Allison V-1710-111		25 mm		left	2535±10	1950±20		n/a	1750 rpm at 320±10psi	n/a	355°±5°	decrease
MTV-6-R-C/C190-69	P-873-95	Rotax 916iS	Sprint 160		0.51759:1	left	3007±10	2390±20		n/a	2800 rpm at 320±10psi	n/a	355°	decrease
MTV-9	P-874-14	M-14P/PF		Standard	1.045:1	left	3085±10	1800		n/a	2400 rpm at 320± 10 psi	n/a	135°±5°	decrease
MTV-9	P-874-14A	M-14P/PF	YAK-52	Standard	1.045:1	left	3085±10	1800		n/a	2400 rpm at 320± 10 psi	n/a	180°±5°	decrease
MTV-9-B-C-F-S	P-875-2	SMA SR305-230E	Davis Aviation QS3 Night Hawk	Standard	1.227:1	left	2700±10		1950±30	n/a	1750 rpm at 320±10psi	n/a	300°±2°	decrease
MTV-12-B-C-F	P-875-3	Lyc. LIO-360-M1A	DA42L360	Standard	0.895:1	left	2420±10		1750±30	n/a	1750 rpm at 320±10psi	n/a	100°±5°	decrease
MTV-21-A-C-F	P-875-12	Rotax 912/914	HK-36	Standard	0.54:1	left	3132±10		2044±30	n/a	2400 rpm at 320±10 psi	n/a	315°±5°	decrease
	P-875-14A	M-14 P/PF		Standard	1.045:1	left	3085±10		2230±10	n/a	2400 rpm at 320±10 psi	n/a	180°±2°	decrease
MTV-12-B-C-F	P-875-43	Lyc. LIO-360-M1A	DA42L360	Standard	0.895:1	left	2420±10		1650±30	n/a	1750 rpm at 320±10psi	n/a	315°±5°	decrease
MTV-4-1-T/50-C-F	P-875-51C	Allison V-1710-143	F/P-82-E	25 mm	0.843:1	left	2700±10		1515±50	n/a	1750 rpm at 320±10psi	n/a	10°±2°	decrease
MTV-31-L-C(-50)/C330-60	P-875-60C	Allison V-1710-111	FW 190 D9/N	25 mm	0.845:1	left	2535±10		1686±50	n/a	1750 rpm at 320±10psi	n/a		decrease
MTV-6-A-C-F/CF180-51	P-875-77	Rotax 915iSC	L-42M		0.52:1	left	3000±10		2000±30	n/a	2400 rpm at 320±10 psi	n/a	315±2	decrease
	P-875-108	Delta Hawk	Piper Seminole	8 mm	1.4:1	left	3780±10		1950±30	n/a	3000 rpm at 320±10 psi	n/a	100°±2°	decrease
MTV-6-()	P-877-16	Austro Diesel E4	DA42-NG	16 mm	0.69:1	left	2680±20	1980±10		24VDC	2400 rpm at 340±10 psi	n/a	355°	decrease
	P-877-83	PD-170		Standard	0.72:1	left	2810±10	2180±20		24VDC	2500 rpm at 320±10 psi	na	355°±5°	decrease
	P-877-106	TEI		Standard	0.72:1	left	2810±10	2180±20		24 VDC	2400 rpm at 340±10 psi	n/a	355°±5°	decrease

mt-propeller		Governor Installations P-8() ()-(), P-9() ()-()						E-1057 27.08.2026 						
Propeller	Governor	Engine	Aircraft	Pump	Gear Reduction	Direction of Rotation. facing engine mounting pad	RPM max.	RPM min.	Feather RPM	Solenoid	ÜV- Pressure 1	ÜV- Pressure 2	Head Position	Oil Pressure to
MTV-4-1-T/50-C-F	P-878-55ACF	Allison RRV-1650-23/25	X/P-82	Standard	0.828:1	left	2485±10		1686±50	n/a	1750 rpm at 320±10psi	n/a	240°±2	decrease
MTV-25-1-D-C-F	P-879-44	TP-100	Velocity	Standard	1.365:1	left	2945±10	CL fixed to max rpm		24 VDC	2400 rpm at 320±10 psi	n/a	100°	decrease
	P-879-178S	Deltahawk DHK 180	Piper Seminole DX	8 mm	1:1.4	left	3330±10			n/a	3000 rpm at 320±10psi	n/a	n/a	decrease
	P-880-2			16 mm	1:1	right	2700±10	1400		n/a	1750 rpm at 320±10psi	n/a	300°±5°	decrease
	P-880-3	Lycoming IO-360/ AEIO 540() narrow deck		16 mm	0.895:1	right	2420±10	1400		n/a	1750 rpm at 320±10psi	n/a	100°±5°	decrease
	P-880-3AB	Lycoming IO-540		16 mm	0.895:1	right	2420±10	1400		n/a	1750 rpm at 320±10psi	n/a	130°±2°	decrease
MTV-12-B-C	P-880-4	Lycoming (AE)(I)O-360	EA300/200	Standard	0.866:1	right	2340±10	1400		n/a	1750 rpm at 320±10psi	n/a	100°±5°	decrease
	P-880-5	Lyc. (AE)(I)O-540-B1A	EXTRA EA 300, 300/S	16 mm	0.947:1	right	2557±10	1500		n/a	1750 rpm at 320±10psi	n/a	110°±5°	decrease
MTV-12-D-C/C183-59b	P-880-16	TCM IO-360-ES(3)	G 202	16 mm	1:1	right	2800±10	1600		n/a	1750 rpm at 320±10psi	n/a	135°±5°	decrease
	P-880-18	Lyc. IO-360-A1B6	Acro 200	16 mm	0.866:1	right	2340±10	1400		n/a	1750 rpm at 320±10psi	n/a	315°±5°	decrease
	P-880-20	Lycoming IO-540		Standard	0.947:1	right	2557±10	1600		n/a	1750 rpm at 320±10psi	n/a	205°±5°	decrease
	P-880-21	Lycoming IO-540(n. deck)		16 mm	0.895:1	right	2420±10	1400		n/a	1750 rpm at 320±10psi	n/a	315°±5°	decrease
MTV-9-B-C	P-880-28	Lyc. AEIO-360-A1B6	Zlin Z-242-L	16 mm	0.866:1	right	2273±10	1400		n/a	1750 rpm at 320±10psi	n/a	95°±5°	decrease
	P-880-31	Lyc. AEIO-540-D4A5	Slingsby T67M260	Standard	0.947:1	right	2557±10	1500		n/a	1750 rpm at 320±10psi	n/a	205°±2°	decrease
MTV-12-B-C/C183-17e(-A)	P-880-37	Lyc. (AE)(I)O-360-B1F/B1E	G115	16 mm	0.866:1	right	2340±10	1400		n/a	1750 rpm at 320±10psi	n/a	20°±5°	decrease
	P-880-41	Lycoming (AE)(I)O-540	Extra 300SC	16 mm	0.947:1	right	2460±10	1500		n/a	1750 rpm at 320±10psi	n/a	110°±5°	decrease
MTV-12-D-C/C183-59b	P-880-50	TCM IO-360-ES(3)	G 202	16 mm	1:1	right	2800±10	1600		n/a	1750 rpm at 320±10psi	n/a	135°±5°	decrease
	P-880-54		Windmill	Standard	1:1	right	1400±10			n/a	1200 rpm at 260±10psi (18 bar)	n/a		decrease
	P-880-60B	Wright 1820 F52	Fokker D21	Standard	1:1	right	2450±10	1500		n/a	1750 rpm at 320±10psi	n/a	100°±5°	decrease
MTV-9-D-C/C-203-58	P-880-67	GF56	Testbench	Standard		right	2400±10	1200		n/a	1750 rpm at 320±10psi	n/a	100°±2°	decrease
MTV-12-C-C	P-880-104	Lyc. (AE)(I)O-320-D1B	T67 Firefly	16 mm	0.895:1	right	2420±10	1400		n/a	1750 rpm at 320±10psi	n/a	200°±5°	decrease

mt-propeller		Governor Installations P-8() ()-(), P-9() ()-()						E-1057 27.08.2026 						
Propeller	Governor	Engine	Aircraft	Pump	Gear Reduction	Direction of Rotation. facing engine mounting pad	RPM max.	RPM min.	Feather RPM	Solenoid	ÜV- Pressure 1	ÜV- Pressure 2	Head Position	Oil Pressure to
	P-880-120A	Continental E225, E185	Beech 35	8 mm	1:1.67	left	4340±10	2400		n/a	2400 rpm at 275±10psi	n/a	200°±5°	decrease
MTV-9-B-C/C192-52	P-880-125	Lyc. IO-540-C4B5	Saab Safir 91	Standard	0.866:1	right	2340±10	1500		n/a	1750 rpm at 320±10psi	n/a	50°±2°	decrease
	P-880-130A	WACO YKS-6	Jacobs R-755-B2	16 mm	1:1	right	2200±10	1500		n/a	1750 rpm at 230±10psi	n/a	90°±5°	decrease
	P-880-140	DLR		Standard	01:01	right	3755±10	2600		n/a	1750 rpm at 320±10psi	n/a	315°±2°	decrease
	P-880-143	Lycoming (AE)(I)O-580	Game Composite GB1	16 mm	0.947:1	right	2460±10	1500		n/a	1750 rpm at 320±10psi	n/a	315°±5°	decrease
	P-880-154X	V8	Steward S-51 Mustang	8 mm	1:1	right	4450±10			n/a	3000 rpm at 320±10psi	n/a	100°±2°	decrease
	P-880-158AB	Lycoming G-480-G1D6	Piaggio	16 mm	0.0801:1	right	2725±10	1400		n/a	1750 rpm at 320±10psi	n/a	130°±2°	decrease
	P-880-167	Lycoming AEIO-360-A1B6	Zlin Z-242-L	16 mm	0.866:1	right	2252±10	1400		n/a	1750 rpm at 320±10psi	n/a	95°±5°	decrease
	P-881-2			16 mm	1:1	right	2700±10		1900±30	n/a	1750 rpm at 320±10psi	n/a	138°±5°	decrease
	P-881-3	Lycoming IO-360-		16 mm	0.895:1	right	2420±10		1750±30	n/a	1750 rpm at 320±10psi	n/a	100°±5°	decrease
MTV-12-B-C-F	P-881-4	ASP376M1	DX1	16 mm	0.867:1	right	2340±10		1700±30	n/a	1750 rpm at 320±10psi	n/a	100°±5°	decrease
	P-881-4AB	Lyc. IO-540-()	Piper PA-23-250	16 mm	0.895:1	right	2340±10		1700±25	n/a	1750 rpm at 320±10psi	n/a	148°±2°	decrease
MTV-12-B-C-F/CF175-59b	R-881-4S	Lyc. AEIO-360-()	Rutan Defiant	16 mm	0.866:1	right	2340±10		1700±30	n/a	1750 rpm at 320±10psi	n/a	100°±2°	decrease
MTV-21-A-C-F/CFL165-06b	P-881/4-15	Sauer S2500-1-HS1	Grob 109	16 mm	1:1	right	3000±10		1900±30	n/a	2400 rpm at 320±10psi	n/a	225°±5°	decrease
	P-881-16			16 mm	1:1	right	2800±10		1900±30	n/a	1750 rpm at 320±10psi	n/a	300°±5°	decrease
MTV-12-C-C-F	P-881-17	Lyc. IO-320-B1A	EM-11 Orka	Standard	0.866:1	right	2340±10		1780±30	n/a	1750 rpm at 320±10psi	n/a	300°±5°	decrease
MTV-12-B-C-F	P-881-29	Lyc. O-360-C1A6D	P68 TC Observer P68C-TC	16 mm	0.895:1	right	2305±10		1740±30	n/a	1750 rpm at 320±10psi	n/a	210°±5°	decrease
MTV-12-B-C-F	P-881-30	Lyc. IO-360-A1B	P68()Obs.Left Eng.	16 mm	0.866:1	right	2340±10		1780±30	n/a	1750 rpm at 320±10psi	n/a	240°±5°	decrease
MTV-12-B-C-F	P-881-31	Lyc. IO-360-A1B	P68()Obs.Right Eng.	16 mm	0.866:1	right	2340±10		1780±30	n/a	1750 rpm at 320±10psi	n/a	295°±5°	decrease
	P-881-50			16 mm	1:1	right	2800±10		1900±30	n/a	1750 rpm at 320±10psi	n/a	300°±5°	decrease
	P-881-58A			16 mm	1:1.03	right	2370±10			n/a	1750 rpm at 320±10psi	n/a	180°±5	decrease
MTV-14-B-C-F/CF195-30t	P-881-71	Lyc. TEO-540-()	Tecnam P2012	16 mm	0.947:1	right	2438±10		1515±30	n/a	1750 rpm at 320±10psi	n/a	315°±5°	decrease

mt-propeller		Governor Installations P-8() ()-(), P-9() ()-()						E-1057 27.08.2026 						
Propeller	Governor	Engine	Aircraft	Pump	Gear Reduction	Direction of Rotation, facing engine mounting pad	RPM max.	RPM min.	Feather RPM	Solenoid	ÜV-Pressure 1	ÜV-Pressure 2	Head Position	Oil Pressure to
MTV-14-B-C-F/CF195-30t	P-881-71S	Lyc. TEO-540-()	Techam P2012	16 mm	0.947:1	right	2438±10		1515±30	24 VDC	1750 rpm at 320±10psi	n/a	315°±5°	decrease
	P-881-90A	Ivchenko				right	2780±10		2050±30	n/a	2400 rpm at 320±10psi	n/a	240°±5°	decrease
MTV-12-B-C-F	P-881-99	Lyc. IO-360-A1B	P68() Observer LE	16 mm	0.866:1	right	2340±10		1385±30	n/a	1750 rpm at 320±10psi	n/a	240°±5°	decrease
MTV-12-B-C-F	P-881-100	Lyc. IO-360-A1B	P68() Observer RE	16 mm	0.866:1	right	2340±10		1385±30	n/a	1750 rpm at 320±10psi	n/a	295°±5°	decrease
MTV-9-B-S/198-58B	R-881-101	Safran SMA 6-cylinder		8 mm	1.547:1	right	3405±10		2215±30	n/a	3000 rpm at 320±10psi	n/a	100°±2°	decrease
	P-881-113	GTSIO-520-M/-L		16 mm	0.809:1	right	2710±10		1700±30	n/a	1750 rpm at 320±10psi	n/a	55°±5°	decrease
	P-881-157A	Lyc. TIO-540-C1A (wide deck)	PA-23-250 Aztec	16mm	1:1	right	2435±10		1515±30	n/a	1750 rpm 320±10psi	n/a	tbd	decrease
	P-881-163B	Lyc. IO-540-K1B5 (wide deck)	Britten Norman BN-2-26	Standard	0.947:1	right	2557±10	1790		n/a	1750 rpm 320±10psi	n/a	205°±2°	decrease
	P-881-175A	Subaru		Standard		right	3326±10		2300±25	n/a	1750 rpm 320±10psi	n/a	90°±2°	decrease
	P-881-176B	Conti TSIO-360-EB	PA-34-200T	Standard	1:1	right	2575±10		1660±25	n/a	1750 rpm 320±10psi	n/a	137°±2°	decrease
MTV-9-E-C	P-883-50	RED	YAK		0.684:1	right	2735±10	2050±20		n/a	2400 rpm at 340±10psi	n/a	355°±5°	decrease
	P-883-50K	RED			0.684:1	right	2735±10	2050±20		n/a	2400 rpm at 340±10psi	n/a	355°±5°	decrease
MTV-9-E-C	P-883-82	RED			0.684:1	right	2735±10	2050±20		n/a	2400 rpm at 340±10psi	n/a	155°±5°	decrease
MTV-9-E-C	P-883-82K	RED			0.684:1	right	2735±10	2050±20		n/a	2400 rpm at 340±10psi	n/a	115°±5°	decrease
	P-883-82X	RED			0.621:1	right	2485±10	1850±20		n/a	2200 rpm at 340±10psi	n/a	115°±5°	decrease
	P-884-2	Lyc. IO-360		16 mm	1:1	right	2700±10	1400		n/a	1750 rpm at 320±10psi	n/a	300°±5°	decrease
	P-884-3	IO-540 narrow deck		Standard	0.895:1	right	2420±10	1400		n/a	1750 rpm at 320±10psi	n/a	100°±5°	decrease
MTV-12-B-C	P-884-4	Lycoming (AE)(I)O-360		Standard	0.866:1	right	2340±10	1400		n/a	1750 rpm at 320±10psi	n/a	100°±5°	decrease
	P-884-5	IO-540 wide deck		16 mm	0.947:1	right	2557±10	1400		n/a	1750 rpm at 320±10psi	n/a	110°±5°	decrease
MTV-9-B-C	P-884-18	Lyc. IO-360-C1E6	Pitts S1T Exp.	Standard	0.866:1	right	2340±10	1400		n/a	1750 rpm at 320±10psi	n/a	315°±5°	decrease
	P-884-20	Lyc.IO-540 wide deck			0.947:1	right	2557±10	1400		n/a	1750 rpm at 320±10psi	n/a	315°±2°	decrease
	P-884-69	Edge 540 Racer	Lyc. Thunderbolt 580		0.947:1	right	2750±10	1600		n/a	1750 rpm at 320±10psi	n/a	110°±2°	decrease

mt-propeller		Governor Installations P-8() ()-(), P-9() ()-()						E-1057 27.08.2026 						
Propeller	Governor	Engine	Aircraft	Pump	Gear Reduction	Direction of Rotation, facing engine mounting pad	RPM max.	RPM min.	Feather RPM	Solenoid	ÜV-Pressure 1	ÜV-Pressure 2	Head Position	Oil Pressure to
MTV-9-B-C/C193-18b	P-884-127	Lyc. IO-360-C1B	Giles 202		0.866:1	right	2340±10	1600		n/a	1750 rpm at 320±10psi	n/a	100°±2°	decrease
	P-884-XP	RED				right				n/a	1750 rpm at 320±10psi	n/a		decrease
MTV-9-D-C-F	P-885-2	TSIO-550-E23B		16 mm	1:1	right	2700±10		1900	n/a	1750 rpm at 320±10psi	n/a	300°±2°	decrease
MTV-12-B-C-F	P-885-3	Lyc. IO-360-M1A	DA42L360	Standard	0.895:1	right	2420±10		1750±30	n/a	1750 rpm at 320±10psi	n/a	100°±5°	decrease
MTV-12-C-C-F	P-885-4	Lycoming IO-320		Standard	0.866:1	right	2340±10		1750±30	n/a	1750 rpm at 320±10psi	n/a	100°±2°	decrease
MTV-12-B-C-F	P-885-43	Lyc. IO-360-M1A	DA42L360	Standard	0.895:1	right	2420±10		1650±50	n/a	1750 rpm at 320±10psi	n/a	315°±5°	decrease
MTV-4-1-T/50-C-F	P-885-51C	Allison V-1710-145	F/P-82-E	25 mm	0.843:1	right	2700±10		1515±50	n/a	1750 rpm at 320±10psi	n/a	10°±2°	decrease
	P-885-108	Delta Hawk	Piper Seminole	8 mm	1.4:1	right	3780±10		1950±30	n/a	3000 rpm at 320±10 psi		100°±2	decrease
	P-886-156	Conti IO-520	Beech Baron	Standard	1:1	right	2700±10		2050±50	n/a	2400 rpm at 320±10psi	n/a	138°±5°	decrease
MTV-5-1-E-C-F	P-887-50	RED			0.684:1	right	2735±10	2050±20		24 VDC	2400 rpm at 340±10psi	n/a	355°±5°	decrease
MTV-5-1-E-C-F	P-887-50K	RED			0.684:1	right	2735±10	2050±20		24 VDC	2400 rpm at 340±10psi	n/a	355°±5°	decrease
	P-887-82	RED			0.684:1	right	2735±10	2050±20		24 VDC	2400 rpm at 340±10psi	n/a	115°±5°	decrease
	P-887-82K	RED			0.684:1	right	2735±10	2050±20		24 VDC	2400 rpm at 340±10psi	n/a	115°±5°	decrease
	P-887-82X	RED			0.621:1	right	2485±10	1850±20		24 VDC	2200 rpm at 340±10psi	n/a	115°±5°	decrease
	P-889-178S	Deltahawk DHK 180	Piper Seminole DX	8 mm	1:1.4	left	3330±10			n/a	3000 rpm at 320±10psi	n/a	n/a	decrease
MTV-25-1-D-C-F	P-8S1-1	TP-100	Velocity		1.365:1	left	3034±10	2650±50		24 VDC		n/a		decrease
	P-8S2-2	PT6-			0.1273:1	right	4368±10	3864±40		24 VDC		n/a		decrease
	P-8S2-6K	PT6A-67F	GameBird 2	Standard	0.1405:1	right	4452±10	3864±40		24 VDC		n/a		decrease
	P-8S3-3K	PT6A-42A, -52A	Piper M500, M700	Standard	0.1405:1	right	4040±10	3565 +20/-40		28 VDC		n/a		decrease
Hartzell	P-8S4-4	PT6A-62	Pucara	--	0.1264:1	right	4040±10	3202±40		28 VDC		n/a		decrease
MTV-16-1-E-C-F-R(P)/CFR250-55a	P-8S4-6K	Zero Avia ZA601	Dornier 228			right	4387±10	3685±40		28 VDC		n/a		decrease
MTV-27-1-E-C-F-R(P)/CFRLD220-55g	P-8S5-2K	Gas Turbine	eVTOL	Standard		right	4368±10	3864±40		24 VDC		n/a		decrease

mt-propeller		Governor Installations P-8() ()-(), P-9() ()-()						E-1057 27.08.2026 						
Propeller	Governor	Engine	Aircraft	Pump	Gear Reduction	Direction of Rotation, facing engine mounting pad	RPM max.	RPM min.	Feather RPM	Solenoid	ÜV-Pressure 1	ÜV-Pressure 2	Head Position	Oil Pressure to
	P-8S5-5	PT6A-25C	Grob120X		0.1264:1	right	4039±10	3392±40		28 VDC		n/a		decrease
	P-8S5-5K	PT6A-25C	Grob120X		0.1264:1	right	4039±10	3392±40		28 VDC		n/a		decrease
MTV-27-1-E-C-F-R(P)/CFR245-55a	P-8S5-11	PT6A-135A	YM-16 Sky Ranger		0.1405:1	right	4368±10	3864±40		28 VDC		n/a		decrease
	P-8S6-6	PT6A-67A/P			0.1405:1	right	4452±10	3864±40		28 VDC		n/a		decrease
MTV-5-1-B-C-F-R(P)	P-910-1	Ivchenko AI 450S	DART 450, A60			right	2723±10			24 VDC	2400 rpm at 385±10psi	n/a	310°±5°	decrease
MTV-5-1-B-C-F-R(P)	P-910-2	Ivchenko AI-450 / 800 HP	DART 450, A60			right	2780±10			24 VDC	2400 rpm at 385±10psi	n/a	310°±5°	decrease
MTV-5-1-E-C-F-R(P)	P-914-1	Ivchenko AI 450S	DART 450. A60			right	2720±10			24 VDC	2400 rpm at 385±10psi	n/a	310°±5°	decrease
MTV-27-1-E-C-F-R(P)/CFR225-55f	P-914-2	Ivchenko AI 450 CR2	P01			right	2780±10			24 VDC	2400 rpm at 385±10psi	n/a	310°±5°	decrease
MTV-27-1-E-C-F-R(P)	P-914-3	MC-500B-02C				right	2780±10			24 VDC	2400 rpm at 385±10psi	n/a	310°±5°	decrease
MTV-27-1-N-C-F-R(P)	P-915-5	HAPRI	Teststand		1:2.125	right	4250±10			24VDC	4000 rpm at 385±10psi	n/a	310°±5°	decrease
	P-920-1	SAFRAN				right	3115±10			n/a	2400 rpm at 385±10psi	na	?	decrease
	P-927-13R	1MW electric	Prototype		1:1	right	2667±10	1930±10		24 VDC	2400 rpm at 385 ±10psi	n/a	?	decrease
MTV-27-1-E-C-F-R(P)/CFR225-55f	P-930-6	HAPRI			1:1	right	3280±10			24 VDC	2400 rpm at 385 ±10psi	n/a	52°-68°	decrease
MTV-16-1-E-C-F-R(P)/CFR250-55a	P-930-11	Zero Avia ZA601	Dornier 228		1:1	right	4259±10				2400 rpm at 385 ±10psi	n/a	52°-68°	decrease
MTV-27-1-E-C-F-R(P)/CFR225-55f	P-933-6	HAPRI			1:1	right	3280±10	2425±10		24 VDC	2400 rpm at 385 ±10psi	n/a	?	decrease
MTV-16 / MTV-27	P-933-8	(JCA Engine with 1500 hp)			1:1	right	3100±10	2425±10		24 VDC	2400 rpm at 385 ±10psi	n/a	?	decrease
MTV-6-A-C-R(M)	P-953-21D	Rotax 915iS	Amphibian L-45 Sieber	8 mm	0.54:1	left	3132±10	2500±50		12 VDC	2400 rpm at 250±10psi	2180 rpm at 560±10psi	355°	decrease
	P-963-43D			16 mm	0.684:1	right	2735±10	2050±30		24 VDC	2400 rpm at 250-10psi		300°±5°	decrease
	P-970-2	Rotax 912A	A-60	20 / 25 mm	0.580:1	left	3200±10	2500		24 VDC	2400 rpm at 240-250 psi	2180 rpm at 560±20psi	300°±5°	decrease
MTV-12-B-C-R(M)	P-970-4	DH200V4	Airship	25 mm	1:1	left	2700±10	1600		24 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	355°±5°	decrease
	P-970-5	Chevy V8	Seabee	20 / 25 mm		left	2500±10	1200		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	310°±5°	decrease
MTV-9-B-C-R(M)	P-970-6	M-14-()	Murphy Moose	25 mm	1.045:1	left	3085±10	1800		12 VDC	2400 rpm at 240-250 psi	2180 rpm at 560±25psi	310°±5°	decrease

mt-propeller		Governor Installations P-8() ()-(), P-9() ()-()						E-1057 27.08.2026 						
Propeller	Governor	Engine	Aircraft	Pump	Gear Reduction	Direction of Rotation, facing engine mounting pad	RPM max.	RPM min.	Feather RPM	Solenoid	ÜV-Pressure 1	ÜV-Pressure 2	Head Position	Oil Pressure to
MTV-9-B-C-R(M)	P-970-6D	M-14-P	Murphy Moose	20 mm	1.045:1	left	3085±10	1800		12 VDC	2400 rpm at 240-250 psi	2180 rpm at 560±25psi	310°±5°	decrease
MTV-25-2-D-C-R(M)	P-970-8	Lycoming LIO-360	Airship	25 mm	0.947:1	left	2440±10	1400		24 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	340±5°	decrease
MTV-9-D-C	P-970-11	TCM Tiara 6-285-C6		25 mm	0.866:1	left	2340±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	315°±5°	decrease
MTV-21-A-C-R(M)	P-970-21	Rotax 912 / 914	S-Ray 007	20 mm	0.54:1	left	3132±10	1900		12 VDC	2400 rpm at 240-250 psi	2180 rpm at 560±25psi	315°±5°	decrease
MTV-9-B-C-R(M)	P-970-22	M-14-()	Murphy Moose	25 mm	1.045:1	left	3085±10	1800		24 VDC	2400 rpm at 240-250 psi	2180 rpm at 560±25psi	310°±5°	decrease
MTV-15-B-C-R(M)	P-970-28	Turbine		20 mm	0.54:1	left	2340±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	300°±5°	decrease
	P-971-4	SMA SR305-230		20 / 25 mm	1:1.227	left	2700±10		1715±25	24 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	355°±5°	decrease
MTV-5-1-E-C-F-R(M)	P-971-7	Soloy	C 206	20 / 25 mm	0.7927:1	left	2640±10		1715±25	24 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	355°±5°	decrease
MTV-25-2-D-C-F-R(M)	P-971-10	Allison T63 Mod.	Lancair 360	25 mm	1:2	left	2700±10		1715±25	24 VDC	1750 rpm at 240-250 psi	1200 rpm at 565±25psi	355°±5°	decrease
MTV-5-1-E-C-F-R(M)	P-971-38D	AI-450S	DA50T	25 mm		left	2890±10		1980±30	24 VDC	2100 rpm at 240-250 psi	1000 rpm at 560±25psi	100°±5°	decrease
MTV-9-B-C-R(M)	P-971-41D	Lycoming LIO-540-	Gweduck	25 mm	0.895:1	left	2420±10		1300±30	12 VDC	2100 rpm at 240-250 psi	1000 rpm at 560±25psi	305°±5	decrease
MTV-9-D-C-R(M)	P-980-3	TCM IO-550-()	Lancair Legacy	25 mm	1:1	right	2700±10	1400		24 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	25°±5°	decrease
MTV-9-D-C-R(M)	P-980-3D	TCM IO-550-()		25 mm	1:1	right	2700±10	1400		24 VDC	1750 rpm at 240-250 psi	1000 rpm at 560±25psi	25°±5°	decrease
MTV-9-B-C-R(M)	P-980-8	Lycoming IO-540- (wide deck)	Lake 250	20 / 25 mm	0.947 : 1	right	2440±10	1400		24 VCD	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	340°±5°	decrease
MTV-9-B-C-R(M)	P-980-8D	Lycoming IO-540-	Lake LA-250	25 mm	0.947 : 1	right	2440±10	1200		24 VCD	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	340°±5°	decrease
MTV-9-B-C-R(M)	P-980-9	Lycoming IO-540-	Lake 250	20 / 25 mm	0.947 : 1	right	2440±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	340°±5°	decrease
MTV-9-B-C-R(M)	P-980-9D	Lycoming IO-540-	Cessna 185	25 mm	0.947 : 1	right	2440±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	340°±5°	decrease
MTV-9-B-C	P-980-11	Lycoming IO-360-		25 mm	0.866:1	right	2340±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	315°±5°	decrease
MTV-9-B-C-R(M)	P-980-11D	Lycoming O-375-A1A	Murphy Rebel	25 mm	0.866:1	right	2340±10	1200		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	315°±5°	decrease
MTV-9-B-C-R(M)	P-980-16	Lycoming-IO-360-A1A	Glasstar	25 mm	0.866:1	right	2340±10	1400		28 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	300°±5°	decrease
MTV-12-C-C-R(M)/ CR170-30d	P-980-16D	Lycoming O-320	Airship	25 mm	0.866:1	right	2340±10	1400		24 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	300°±5°	decrease
MTV-9-D-C-R(M)	P-980-17	TCM IO-520-L	Murphy Seaplane	25 mm	1:1	right	2700±10	1700		24 VDC	2400 rpm at 240-250 psi	1200 rpm at 560±25psi	315°±5°	decrease

mt-propeller		Governor Installations P-8() ()-(), P-9() ()-()						E-1057 27.08.2026 						
Propeller	Governor	Engine	Aircraft	Pump	Gear Reduction	Direction of Rotation, facing engine mounting pad	RPM max.	RPM min.	Feather RPM	Solenoid	ÜV- Pressure 1	ÜV- Pressure 2	Head Position	Oil Pressure to
MTV-9-D-C-R(M)	P-980-18	TCM IO-550-()	Experim. Amphib.	25 mm	1:1	right	2700±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	300°±5°	decrease
MTV-25-2-D-C-R(M)	P-980-20	Lycoming AEIO-580-()	Skycruiser	25 mm	0.947:1	right	2557±10	1400		24 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	315°±5°	decrease
MTV-9-B-C-R(M)	P-980-20D	Lycoming IO-580-B1A	E350 Found Aircraft	25 mm	0.947:1	right	2557±10	1500		24 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	315°±5°	decrease
MTV-9-B-C-R(M)/CR210-56	P-980-20H	Lycoming IO-580-B1A		25 mm	1:1	right	2557±10	1600		24 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	110°±5°	decrease
MTV-9-B-C-R(M)	P-980-25	Lycoming IO-540 300 hp	Maule M-7-300-C	25 mm	0.947:1	right	2557±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	315°±5°	decrease
	P-980-25D			25 mm	0.947:1	right	2557±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	315°±5°	decrease
MTV-9-B-C-R(M)	P-980-26	V8		25 mm		right	3428±10	2200		12 VDC	3000 rpm at 240-250 psi	3000 rpm at 560±25psi	305°±5°	decrease
	P-980-26D	Chevy V8	Seabee	25 mm		right	2400±10	1200		12 VDC	2400 rpm at 240-250 psi	1200 rpm at 560±25psi	55°±5°	decrease
MTV-9-B-C-R(M)	P-980-27	IO-540-T4B5	Experimental	25 mm	0.895:1	right	2305±10	1200		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	305°±5°	decrease
MTV-15-B-C-R(M)	P-980-28	Lycoming O-360-A1A	PA-18-180	25 mm	0.866:1	right	2340±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	300°±5°	decrease
MTV-9-B-C-R(M)	P-980-29	Lycoming IO-390-()	Zenith CH 801	25 mm	0.947:1	right	2557±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	300°±5°	decrease
MTV-14-D-C-R(M)	P-980-30	V8	Found Expedition	20 / 25 mm	1.98:1	right	2600±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	305°±5°	decrease
MTV-16-1-E-C-R(M)	P-980-30D	Rolls-Royce M250	Flightship	25 mm	1:1	right	2600±10	1300		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	305°±5°	decrease
MTV-14-B-C-R(M)	P-980-31	Chevy V8	Seabee	20 / 25 mm	1.67:1	right	2950±10	1750		12 VDC	2400 rpm at 240-250 psi	1200 rpm at 560±25psi	310°±5°	decrease
MTV-14-B-C-R(M)	P-980-31D	Chevy V8	Seabee	20 / 25 mm	1.67:1	right	2950±10	1750		12 VDC	2400 rpm at 240-250 psi	1200 rpm at 560±25psi	55°±5°	decrease
MTV-15-B-C-R(M)	P-980-33	Lyc. IO-390-A1B6	PA-18-180	25 mm	0.895:1	right	2420±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	340°±5°	decrease
MTV-9-B-C-R(M)	P-980-33D	Lyc. IO-360-1AP	Husky A-1A, A1-B	25 mm	0.895:1	right	2420±10		1200±30	12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	340°±5°	decrease
	P-980-34D			25 mm	0.895:1	right	2420±10		1200±30	12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	300°±5°	decrease
MTV-9-B-C-R(M)	P-980-37	Lyc. IO-390-A1B6	PA-18-	25 mm	0.895:1	right	2420±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	80°±5°	decrease
MTV-9-B-C-R(M)	P-980-37D	Lyc. IO-540-N1A5	Velocity XL	25 mm	0.895:1	right	2420±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	80°±2°	decrease
MTV-9-B-C-R(M)	P-980-42	Lyc. O-375		25 mm	0.866:1	right	2340±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	80°±5°	decrease
MTV-9-B-C-R(M)/CR200-52	P-980-45D	Lyc. O-360-A1P	Husky A-1A, A1-B	25 mm	0.895:1	right	2420±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	104°± 5	decrease

mt-propeller		Governor Installations P-8() ()-(), P-9() ()-()						E-1057 27.08.2026 						
Propeller	Governor	Engine	Aircraft	Pump	Gear Reduction	Direction of Rotation, facing engine mounting pad	RPM max.	RPM min.	Feather RPM	Solenoid	ÜV-Pressure 1	ÜV-Pressure 2	Head Position	Oil Pressure to
MTV-9-B-C-R(M)/CR200-52	P-980-45H	Lyc. O-360-A1P	Husky A-1A, A1-B	25 mm	0.895:1	right	2420±10	1200		12VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	104°± 5	decrease
MTV-9-B-C-R(M)/CR200-52	P-980-49D	Lyc. YIO-390-EXP	Glasair Sportsman	25 mm	0.895:1	right	2420±10	1200		12VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	300°±5°	decrease
MTV-9-B-C-R(M)	P-980-55H	TCM O-470, -520, -550	Cessna 185	25 mm	1:1	right	2700±10	1200		12VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	45°±5°	decrease
	P-980-56H	TCM O-470, -520, -550	Cessna 185	25 mm	1:1	right	2700±10	1200		24VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	45°±5°	decrease
MTV-9-B-C-R(M)	P-980-59D	Lyc. TIO-540	Cessna 206	25 mm	0.947:1	right	2370±10	1200		24 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	110°±5°	decrease
MTV-16-1-E-C-R(M)/CR220-37a	P-980-61D	V8 LS3 Corvette	Murphy Moose	25 mm	1:1	right	2650±10	1300		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	300°±10°	decrease
	P-980-63D	Lycoming		25 mm	0.895:1	right	2420±10	1200		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	104°±2	decrease
MTV-9-B-C-R(M)/CR200-52	P-980-63H	Ly. O-360-A1P	American Champion Scout	25 mm	0.895:1	right	2420±10	1200		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	104°±5	decrease
MTV-9-B-C-R(M)	P-980-65D	Lycoming TIO-540	Cessna 185	25 mm	0.947:1	right	2438±10	1500		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	210°±5	decrease
	P-980-67D			25 mm	0.947:1	right	2273±10	1400		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	315°±5	decrease
	P-981-3	TCM IO-550-		25 mm	1:1	right	2700±10		1715±25	24 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	25°±5°	decrease
	P-981-3D			25 mm	1:1	right	2700±10		1700±30	24 VDC	1750 rpm at 240-250 psi	100 rpm at 560±25psi	25°±5°	decrease
	P-981-5	Chevy V8	Cessna 337	20 / 25 mm	1:1	right	2500±10		1300±20	12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	310°±5°	decrease
MTV-12-B-C-F-R(M)	P-981-8	Lyc. O-540-B4B5	LA8	25 mm	0.947:1	right	2440±10		1600±30	24 VDC	1750 rpm at 240-250 psi	1200 rpm at 565±25psi	340°±5°	decrease
MTV-12-B-C-F-R(M)	P-981-10	Lyc. O-540-B4B5	LA8	25 mm	1:1	right	2600±10		1500±30	24 DVC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	355°±5°	decrease
MTV-12-D-C-F	P-981-12A	Ly. TCM IO-360-ES	BE-103	25 mm	1:1	right	2800±10	≤1670		24 DVC	2500 rpm at 240-250 psi	2000 rpm at 565±25psi	35°±5°	decrease
MTV-9-B-C-F-R(M)	P-981-20	Lyc. IO-540-()	AERO	25 mm	0.947:1	right	2557±10		1300±30	24 VDC	1750 rpm at 240-250 psi	1200 rpm at 565±25psi	315°±5°	decrease
MTV-9-B-C-F-R(M)/CFR(L)205-58	P-981-20D	Lyc. IO-540-()	Gweduck	25 mm	0.947:1	right	2557±10		1700±30	24 VDC	2100 rpm at 240-250 psi	1000 rpm at 560±25psi	315°±5°	decrease
MTV-5-1-B-C-F-R(M)	P-981-26	Chevy V8	Cessna Skymaster	25 mm	1.37:1	right	3428±10		2300±30	12 VDC	3000 rpm at 240-250 psi	1500 rpm at 565±25psi	305°±5°	decrease
MTV-5-1-B-C-F-R(M)	P-981-30	Chevy V8	Cessna 337	20 / 25 mm	1.98:1	right	2600±10		1300±20	12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	310°±5°	decrease
MTV-9-B-C-F-R(M)/CFR(L)205-58	P-981-30D	Lycoming O-540-()		25 mm	1.98:1	right	2600±10		1300±30	12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	305°±5°	decrease
MTV-12-B-C-F-R(M)	P-981-32	Lyc. O-540-B4B5	LA8	25 mm	0.947:1	right	2440±10		1600±30	24 VDC	1750 rpm at 240-250 psi	1200 rpm at 565±25psi	210°±5°	decrease

mt-propeller		Governor Installations P-8() ()-(), P-9() ()-()						E-1057 27.08.2026 						
Propeller	Governor	Engine	Aircraft	Pump	Gear Reduction	Direction of Rotation. facing engine mounting pad	RPM max.	RPM min.	Feather RPM	Solenoid	ÜV- Pressure 1	ÜV- Pressure 2	Head Position	Oil Pressure to
	P-981-32D	Lyc. O-540		25 mm	0.895:1	right	2420±10		1700±30	24 VDC	2100 rpm at 240-250 psi	1000 rpm at 560±25psi	210°±5°	decrease
MTV-12-D-C-F-R(M)	P-981-35D	LOM M-337-C	LA-8C-RS	25 mm	0.893:1	right	2500±10		1700±30	24 VDC	2100 rpm at 240-250 psi	1000 rpm at 560±25psi	310°±5°	decrease
	P-981-38D	AI-450S		25 mm	1:1	right	2890±10		1950±30	24 VDC	2100 rpm at 210-220 psi	1000 rpm at 440±25psi	100°±5°	decrease
MTV-14-D-C-R(M)	P-981-39D	TCM TSIO-550-()	Lancair 4P	25 mm	1:1	right	2700±10		1700±30	24 VDC	1750 rpm at 240-250 psi	1000 rpm at 560±25psi	110°±5	decrease
MTV-9-B-C-F-R(M)	P-981-41D	Lycoming LIO-540-	Gweduck	25 mm	0.895:1	right	2420±10		1300±30	12 VDC	2100 rpm at 240-250 psi	1000 rpm at 560±25psi	305°±5	decrease
MTV-9-D-C-F-R(M)	P-981-46D	Lycoming GO-480-G2D6	Piaggio Royal Gull	25 mm	0.801:1	right	2720±10		1700±30	24 VDC	1750 rpm at 240-250 psi	1000 rpm at 560±25psi	310°±5°	decrease
MTV-12-B-C-F-R(M)	P-981-58DS	Lycoming AEIO-360-()	Rutan Defiant	25 mm	0.866:1	right	2340±10		1550±30	12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	310°±5°	decrease
MTV-12-D-C-F-R(M)	P-981-62D	Conti IO-360-ES	Distar CZ experimental twin	25 mm	1:1	right	2800±10	1300±30		12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	104°±2°	decrease
MTV-12-D-C-F-R(M)	P-981-66D	Lycoming TSIO-360-()	Cessna C-337-G	25 mm	1:1	right	2800±10		1640±30	24 VDC	1750 rpm at 240-250 psi	1000 rpm at 560±25psi	135°±5°	decrease
MTV-5-1-E-C-F-R(M)	P-983-43D	RED	OTTO Aircraft	25 mm	0.684:1	right	2735±10		2050±30	24 VDC	2400 rpm at 240-250 psi	1200 rpm at 565±25psi	45°±5°	decrease
MTV-5	P-983-43DX	RED	OTTO Aircraft	25 mm	0.684:1	right	2735±10		2050±30	24 VDC	2400 rpm at 240-250 psi	1200 rpm at 560±25psi	45°	decrease
MTV-5-1-D-C-R(M)	P-984-36D	Adept 320T	C-Wolf A.U.V.	25 mm	1.67:1	right	2250±10	1000		12 VDC	2000 rpm at 240-250 psi	1000 rpm at 560±25psi	310°±5°	decrease
MTV-9-D-C-F-R(M)	P-985-3	TCM IO-550-N	BE-101	25 mm	1:1	right	2700±10		1900±25	24 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	300°±5°	decrease
MTV-9-B-C-F-R(M)	P-985-11D	Lycoming IO-375	L72	25 mm	0.895:1	right	2340±10		1700±25	12 VDC	1750 rpm at 240-250 psi	1200 rpm at 560±25psi	315°±5°	decrease