

To get the most out of your motor mount it is best to understand it's fundamentals. It is advanced in what it does but remains simple in how it does it.

Vibration & harmonic resonance are by-products of your engine, they can & will in time cause failure of something, it can show up in a broken hinge, a loosened clevis, fuel foam-ing, worn servo grommets & it gets worse - battery packs & receivers.

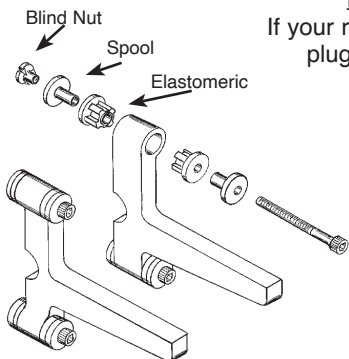
Look at the exploded view below, the spool is solidly bolted to the firewall, the elastomeric rides on the spool & the sleeve which bears the engine surrounds the elastomeric, it's just that simple. The recess on the rear of the engine bearer is to accommodate a nose gear in that application.

Motor Mount Installation Instructions

If your retrofitting, fill the old bolt holes by cutting hardwood dowel plugs, press them in place & epoxy.

The only critical measurement is where a cowled in appli-cation exists, allow room for compression of the elasto-merics when measuring for spinner clearance.

Use care to keep the beams parallel & in line when marking & drilling (do this without the spools or elasto-merics in place). NOTE: To mark for drilling, lightly coat beams with petroleum jelly, place engine exactly in position & sprinkle talcum powder into bolt holes, blow out the excess - then remove engine. Powdered spots will indicate where holes are to be drilled. After tap-ping, bolt engine to mounts & check for square & alignment.



Replace the spools & elastomerics, insert the bolts for the firewall & position the entire unit in place on the firewall. When your satisfied with it's position strike the bolt heads to leave an imprint on the firewall. Using the imprints drill and install the blind nuts. Tighten the bolts as much as a conventional mount. Finish the mounting with your throttle hook-up & fuel hook-up & your done.

Sometime while making a needlevalve adjustment touch with your fingernail the beam portion of the mount, then touch the spool. You'll be astonished at the difference in vibra-tion you feel. **CAUTION: Watch out for the prop.**

Care & Replacement of Elastomerics

Periodically remove the elastomerics & wash them well with fuel. Lubricate the elasto-merics well with Castor Oil & reassemble.

The elastomeric is a wear item & should last through several gallons of fuel. When you notice significant wear replace with new elastomerics available through your hobby dealer.

Replacement Elastomeric Element Part No. 689 for 1.20 to 1.50 4-Stroke Engines and 1.20 to 1.80 2-Cycle Engines.

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