

Performance Products Unlimited

VDTB-1000

VIBRADAMP TAB MOUNT

VIBRATION ISOLATING FIREWALL MOUNT
FOR ENGINES UP TO .60 IN.³

DAVE BROWN PRODUCTS INC.

**Following these mounting tips will ensure
that you will have years of trouble free
operation of your VIBRA-DAMP Tab Mount.**

INSTRUCTIONS

The small holes in the tabs may need to be enlarged for your engine's backplate bolts. Remove the tabs and bolt them to the engine back plate, sharp edge toward the engine; using your engine's backplate bolts and the lockwasher provided. The flats of the tabs toward the center of the back plate, angled at 45 degrees (See fig. A).

The tabs may vary from 45° for clearance purposes, but be sure that the holes in the firewall will match. Note some engine will require longer

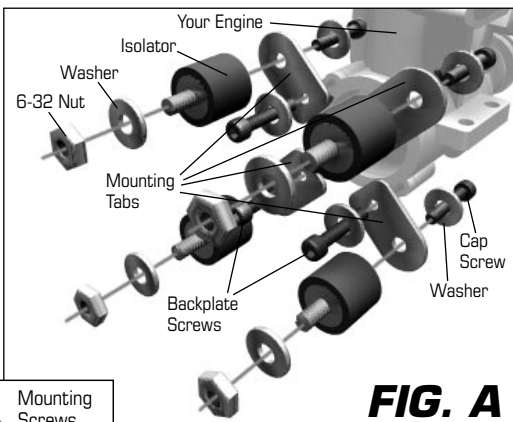


FIG. A

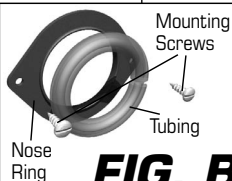


FIG. B

backplate bolts and/or smaller washers (Du-Bro handles metric hardware).

Make the firewall from 1/8" to 3/16" plywood, heavier material is not needed. Hole spacing in the firewall is .066" plus the distance between your backplate bolts. Slots may be cut in the firewall to allow different engine combinations.

**INSTRUCTIONS CONTINUED ON
REVERSE SIDE...**

VDTB-1000
MADE IN USA



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DAVE BROWN PRODUCTS INC.
4560 LAYHIGH • HAMILTON, OH 45013



CONTINUED FROM REVERSE SIDE...

Install the firewall in the airplane allowing 9/16" from the rear of the engine backplate to the front of the firewall with the spinner tight against the airplane's nose ring, also include any thrust angle. This will give you spinner clearance equal to the thickness of the mounting tabs (.062") when the engine is installed. Another method is to use 8-32 bolts with the ends ground to a point, bolted in the tabs to extend 9/16" beyond the tabs. When the engine is placed in its' desired position, the bolt points will give the proper location of the firewall and mounting holes.

The Vibra-Damp bushings are bolted between the tabs and the firewall using the supplied nuts, bolts and washers - be careful not to twist or damage the bushings. 8-32 blind nuts may be substituted for the nuts and washers behind the firewall. The engine may be installed and removed by any of 3 methods which are convenient for your application: nuts on the firewall, bolts on the mounting tabs, or through a hole in the firewall to the back plate bolts.

The front nose ring is recommended on engines over .40 in.' displacement. Its' function is to reduce engine movement during low idle speeds and engine shut down. During high speed running, the engine does not come in hard contact with it. The split silicon tubing is placed over the inside ring and acts as a bumper (See fig. B). After the engine has been mounted, the front ring and bumper is centered around the front bearing for positioning of the hold down blocks. Hardwood or plywood mounting blocks are glued to the fuselage sides and the front ring is screwed to the blocks with the #4 screws (provided).

Adequate clearance must be provided around the engine and exhaust system. 1/8" side to side and up and down, plus $\frac{1}{5}$ degrees of rotational clearance about the crankshaft is recommended. This is especially true of the cylinder head and needle valve.

Tuned pipes must be free to move with the engine. A single mount at the C.G. of the pipe is recommended. The tuned pipe to header connection must be flexible, a gap of 1/8" minimum should be used between the header and pipe.

IMPORTANT. To get the most benefit of sound reduction, prop tip velocity should not exceed 650 fps and an effective exhaust silencing system must be used.

WARNING! IMPROPER USE OF THIS PRODUCT MAY CAUSE SEVERE INJURY OR DEATH. THE OPERATOR ASSUMES ALL RESPONSIBILITY FOR ITS INSTALLATION, MAINTENANCE AND USE.