

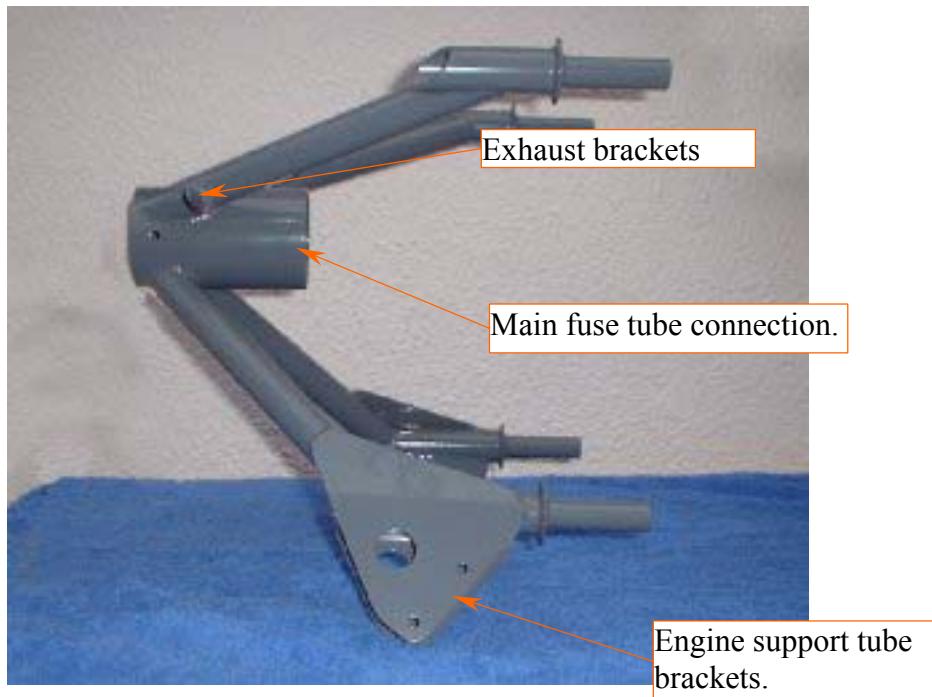
FITTING THE ENGINE MOUNT.

Jabiru 2200

Alterations to the airframe to accommodate the Jabiru 2200 engine mount.

Do this when the main frame work of the fuselage is built and the aircraft is standing on it's wheels.

Photo number 1



1 Build the aircraft as though the original mount were going to be used. This will ensure all parts are fitted and alignment is true. When the front portions of the engine support tubes and the main keel tube are cut the framework will not collapse, but may just settle a little. Please watch out for this.

2 Undo and set aside the 8 mm bolt at the front passing through the fuse tube and the engine support tubes.

Lightly cover the main fuse tube in light oil to allow the engine mount to slide over. Make sure there are no burrs inside the engine mount main tube. Carefully prise the engine support tubes apart and slide it on the fuse tube. The position is approximately 75 mm from the front of the wing leading edge connecting plates, but this is **only a checking dimension**. The engine mount may be placed further back if required.

The amount it slides on is determined by the position of the engine support tubes where they enter the mount between the steel welded on plates. Adjust the position of the mount until the best position is found. See photo number 4 note A. Mark off at the front of the tubular portion of the mount on the fuse tube using a felt tipped pen. **Being a little out of position will affect the clearance of the engine support tubes where they run through the screen slots, but these usually need widening to give more clearance anyway.**

3 Remove the mount ready for final cutting. Using plastic insulation tape wrapped around the tubes as a sawing guide cut away the excess material. The tape will act as an aid to sawing square. De-burr the cut edge.

4 Re-fit the mount and offer up the two engine support tubes. Using a straight edge mark off with the pen the position where the engine support tubes will need to be trimmed.

5 Cut the engine support tubes to length, and de-burr.

Check that the mount is horizontal and positioned correctly on the main fuse tube. Now, **drilling from either** side drill the 8mm holes through the main fuse tube. The mount will act as a drill jig.

Do not attempt to drill through from one side, as it will be nearly impossible to line up the holes.

Slip a bolt through the drilled holes temporarily, then drill the 8mm vertical bolt at the front of the mount, and temp fit bolt.

Drill the 6 mm holes through the steel plates for the engine support tubes from either side as well. When both sides have been drilled run the drill right through to clean up and assure that the holes are in line.

6 Remove the mount and de-burr all holes.

Coat the inside of any drilled holes with Waxoyl or Duralac sealant, reassemble and bolt up.

See sketch A

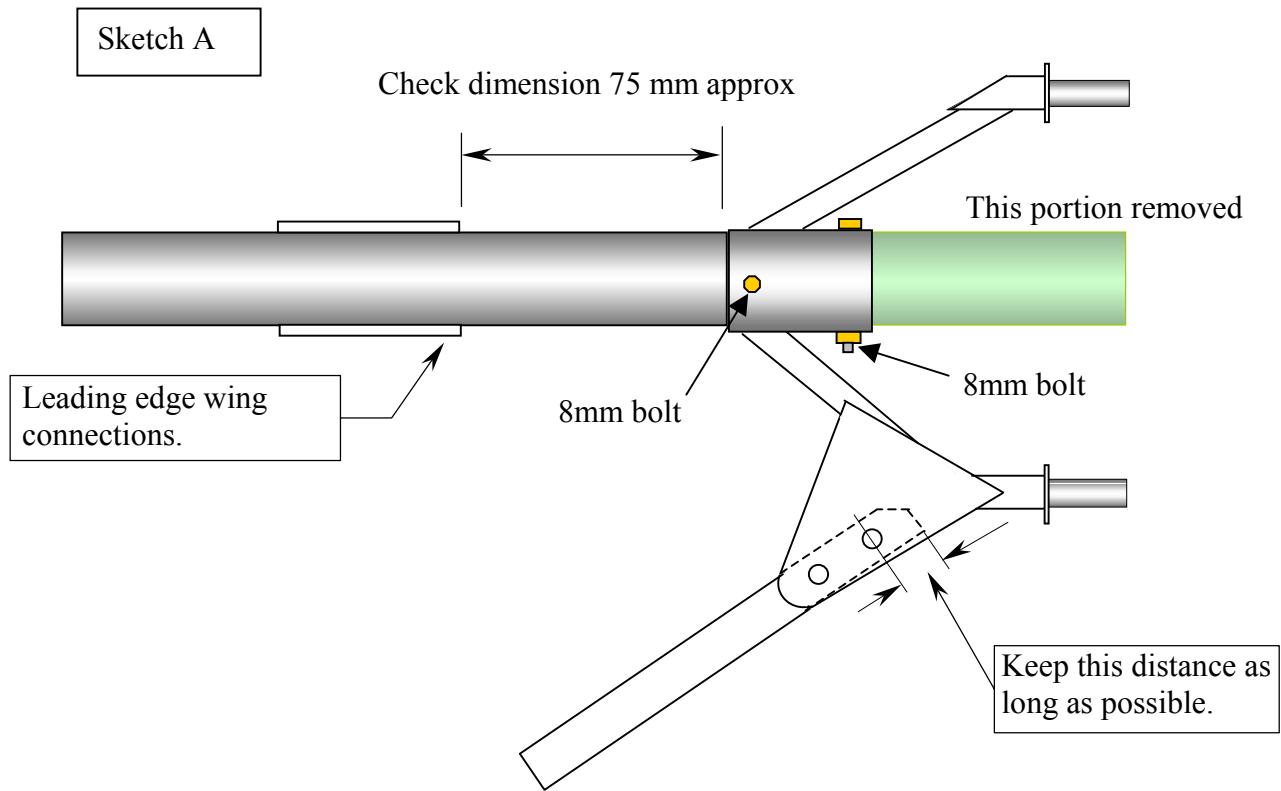


Photo number 2



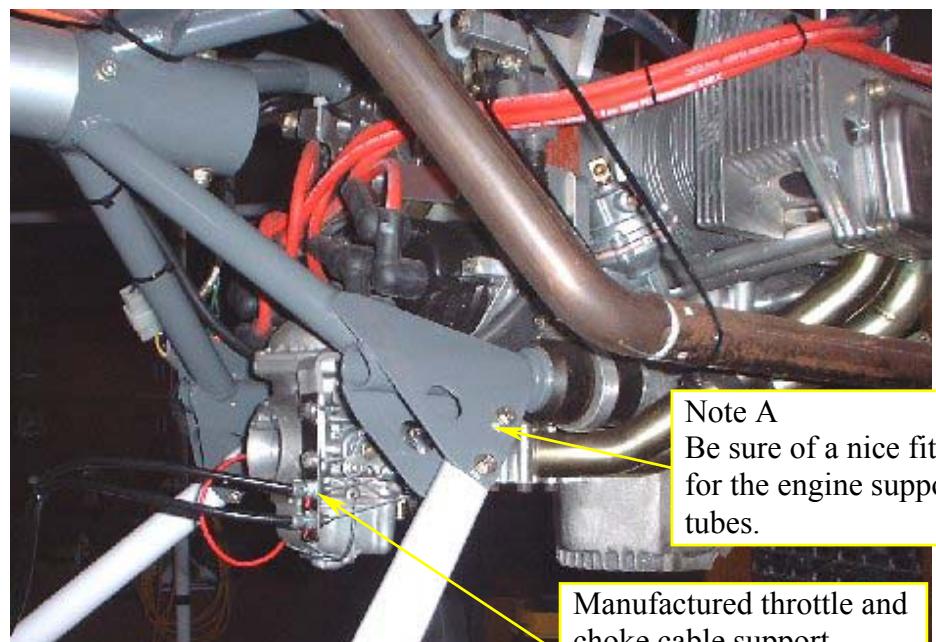
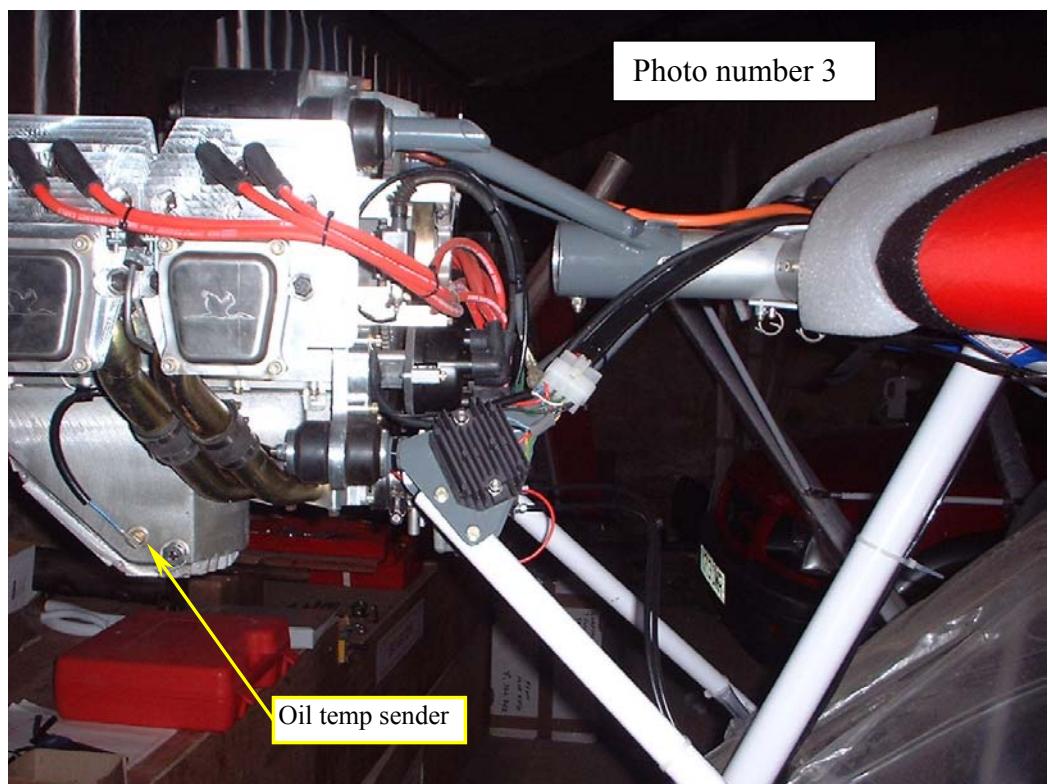


Photo number 4

Remove and re-arrange these levers.

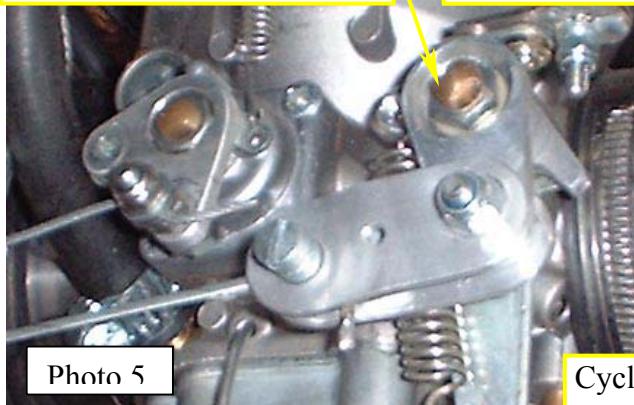


Photo 5

This bracket needs to be re-manufactured

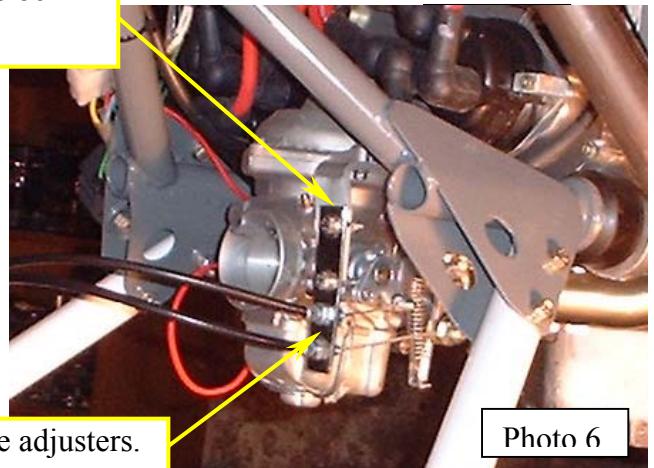


Photo 6

See also Modifications Manual relating to the above.



Photo number 7

Views showing the Jabiru Exhaust system . Fitting is quite straight forward.



Photo number 8