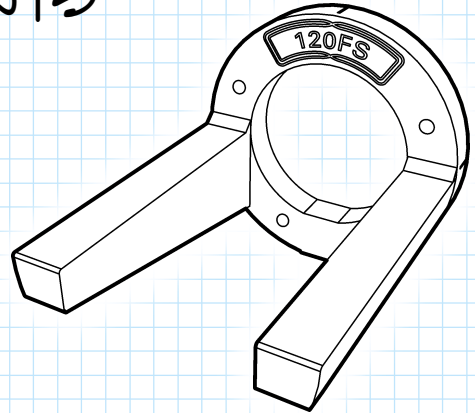


DBP TECH SHEET

MOLDED ENGINE MOUNTS

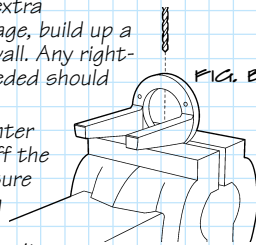
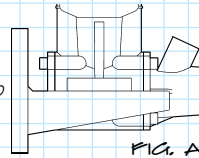
FEATURES

- Molded from fiber-filled plastic – very strong, but designed to break away in a crash, protecting the engine
- Top, bottom and side alignment guides aid in positioning the mount on firewall
- Mount can be drilled to accept a steerable nose gear – flat on bottom of mount easily allows wheel collars to be used.
- Includes 4 self-tapping screws to attach the engine to the mount
- Available in 15 different sizes – to fit .049's up to 1.20 4-strokes
- Made in the U.S.A.



INSTALLATION TECHNIQUES

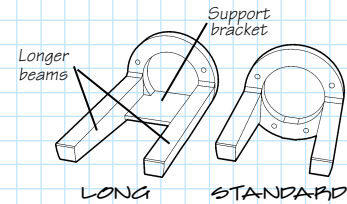
- Test the engine's fit into the mount before attaching the mount to the aircraft. (Do not force an engine into the mount so that it bends the mount's beams past parallel.) Once satisfactory engine/mount fit has been determined, temporarily attach the mount to the firewall of the model – use c-clamps or equivalent.
- As a general rule, proper positioning of the engine would be so it is roughly centered, front to back. The engine's mounting holes should be as close to centered, side to side, on the mount's rails. See figure A
- Do not mount the engine too far forward. If extra length is needed to clear a cowl or the fuselage, build up a plywood spacer between the mount and firewall. Any right-thrust and/or down-thrust which may be needed should also go between the firewall and the mount.
- Mark the mounting holes using a pencil or center punch. Remove engine and take the mount off the fuselage. Place the mount in a vise, making sure that both beams are level. Drill the mounting holes using the drill size noted on the mount packaging. If you are using a nose gear, it can also be drilled at this time. See figure B
- After all the holes have been drilled, the mount is ready to be permanently attached to the fuselage. Use the 4 mounting screws included with the mount to attach the engine to the mount. A drop of oil on the screw may make it tap into the mount a bit easier.



LONG VS. STANDARD

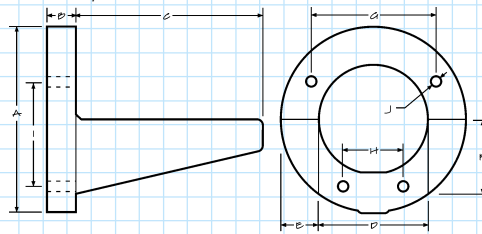
Several mounts are available in a longer version. These longer versions are ideal for 4-stroke and ducted fan engines, both have a rear mounted carburetor.

These mounts can also be used in situations where a standard mount just isn't quite long enough.



DIMENSIONS

- Due to shrinkage which occurs in the molding process, mount dimensions may vary slightly.



MOUNT	A	B	C	D	E	F	G	H	I	J	WGT.
0405-0405	1.15	0.26	0.88	0.66	0.23	0.42	0.78	0.43	0.63	0.09	0.24 oz.
0506-0506	1.20	0.24	0.95	0.71	0.23	0.45	0.78	0.43	0.63	0.09	0.26 oz.
1011-1011	1.50	0.29	1.25	0.92	0.28	0.56	1.05	0.61	0.83	0.12	0.40 oz.
1519-1519	1.57	0.30	1.48	0.96	0.30	0.60	1.12	0.63	0.89	0.12	0.48 oz.
2025-2025	1.81	0.35	1.50	1.19	0.31	0.67	1.29	0.58	1.07	0.12	0.64 oz.
202L-2021	1.81	0.35	2.20	1.19	0.31	0.67	1.29	0.58	1.07	0.12	0.96 oz.
3035-3035	1.88	0.35	1.61	1.20	0.32	0.64	1.29	0.89	0.98	0.12	0.72 oz.
4045-4045	2.07	0.37	1.75	1.32	0.36	0.73	1.45	0.72	1.20	0.14	1.04 oz.
404L-4041	2.07	0.37	2.57	1.32	0.36	0.73	1.45	0.72	1.20	0.14	1.44 oz.
4650-4650	2.20	0.37	1.98	1.37	0.40	0.74	1.46	0.71	1.20	0.14	1.12 oz.
5060-5060	2.49	0.38	2.08	1.53	0.47	0.88	1.75	0.82	1.40	0.14	1.60 oz.
6070-6070	2.49	0.38	2.49	1.67	0.41	0.85	1.72	0.82	1.43	0.14	1.62 oz.
60FS-6004	2.49	0.38	2.86	1.57	0.45	0.85	1.72	0.82	1.43	0.14	1.92 oz.
90FS-9004	2.74	0.38	3.24	1.69	0.51	1.00	1.96	0.91	1.67	0.15	2.48 oz.
120F-1204	2.90	0.38	3.20	1.86	0.51	1.10	1.98	0.91	1.63	0.15	2.56 oz.

If your engine is a size that doesn't fit satisfactorily in one of our mounts, here is a quick modification that allow you to use our mounts.

- Choose the mount that has the proper length needed
- Using a saw, cut-off tool, etc., make 4 cuts as shown in figure C
- Discard the top and bottom pieces, leaving just the two beams as shown in figure D



- Mount the engine as described in the Installation Techniques

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MOLDED ENGINE MOUNTS

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