

ENGINE VIBRATION ISOLATORS

FOR

PRATT & WHITNEY WASP JR. R-985 AND
PRATT & WHITNEY WASP R-1340 AIRCRAFT ENGINES



NOW STOCKING

BEAVER ENGINE MOUNTS



BARRY vibration isolation systems are used to mount the Pratt & Whitney R-985 and R-1340 engines in the aircraft and are designed to isolate powerplant vibrations from the airframe. Spring-rate and damping properties have been optimized to protect the pilot and aircraft structure from damaging vibration.

To achieve this high standard of performance, the vibration isolation system is comprised of six isolators paired together by three torque arms. Each isolator consists of two vulcanized core assemblies, housing, stud, and associated components. All primary and secondary components of the isolator are steel and are cadmium plated or passivated for maximum corrosion resistance and durability.

These vibration isolators are designed and produced by BARRY to meet the exacting standards of the aircraft industry. To maintain maximum performance of the isolation system, BARRY suggests replacing the core assemblies at every engine overhaul and returning the vibration isolator to BARRY for complete refurbishment at every second engine overhaul.

APPLICATIONS

Part Number	Aircraft	Engine	Isolators/Engine	Isolators/Aircraft
MB4040	de Havilland DHC-3 Otter	R-1340	6	6
MB100875	Beech AT-7, AT-11	R-985-AN1/3	6	12
MB100875	Beech C-45	R-985-AN1/3	6	12
MB100875	de Havilland DHC-2 Beaver (U6-A or L-20)	R-985-AN1/3	6	6
MB100875	Gulfstream American Model A/450 or B/450 Ag-Cat	R-985	6	6
MB100876	Gulfstream American Model A/600 or B/600 Ag-Cat Model "C" Ag-Cat	R-1340	6	6
		R-1340	6	6
MB100875	Sikorsky H-5	R-985-AN5	6	6
MB100876	Sikorsky H-19A, B, C	R-1340-57	6	6

Pratt & Whitney R-985 and R-1340 engines are used for numerous applications; therefore, BARRY suggests that the aircraft be checked to verify engine type and isolator part number.