

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 R-1340 | 6 6 | 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.