



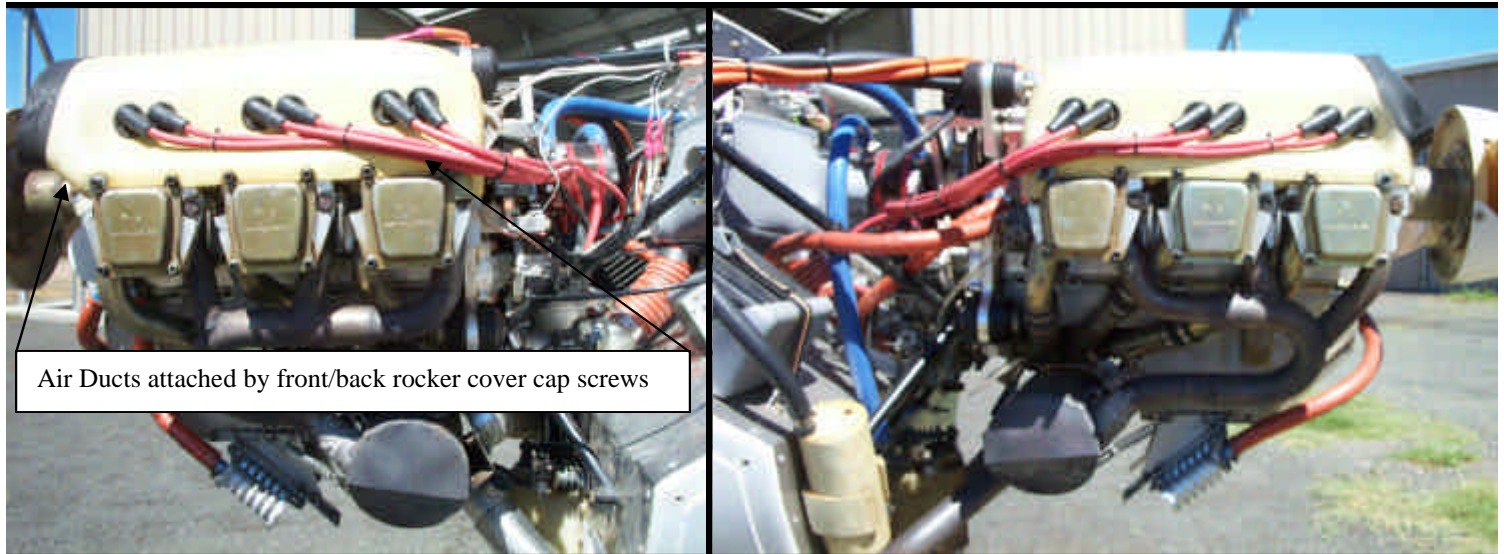
## **Typical Installation- 4/6 Cylinder Jabiru Engine**

**Reference:**            Drawing  
                              Photos

### **Parts Required:**

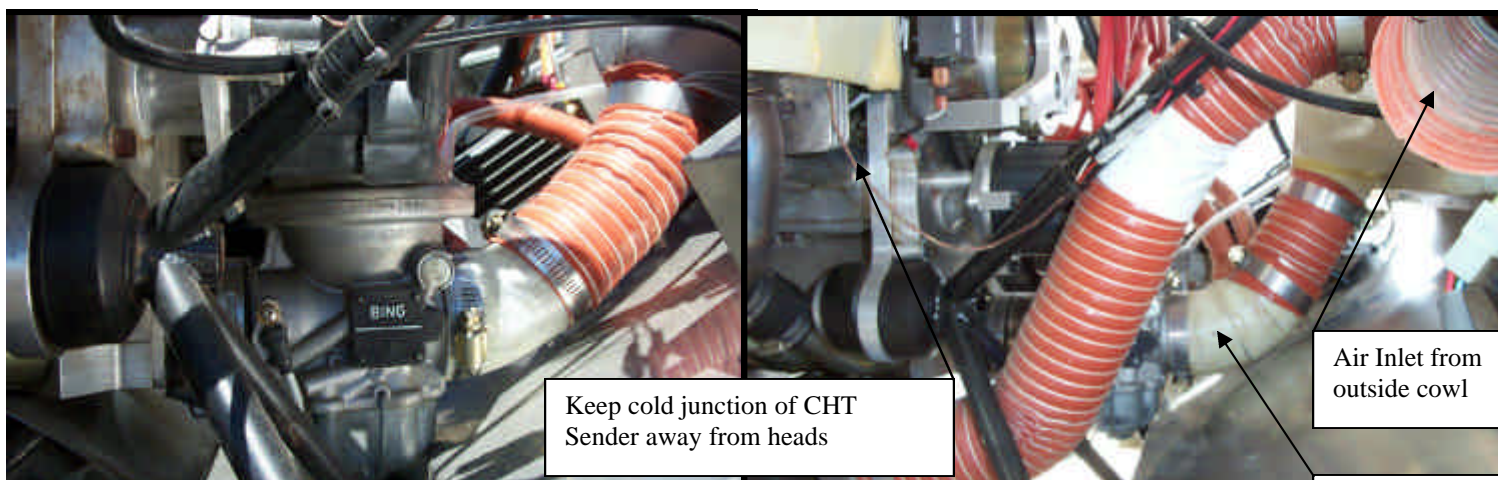
### ***Materials Required:***

*Please note: Prop Selection should aim to obtain 2800-2900 @ T/O & around 3200RPM full power Straight & Level. Operation of the engine out side these Values may affect engine tuning.*

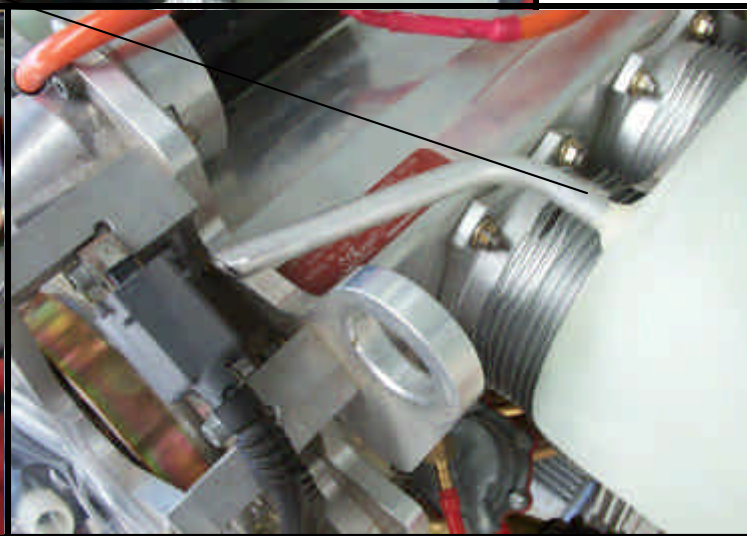
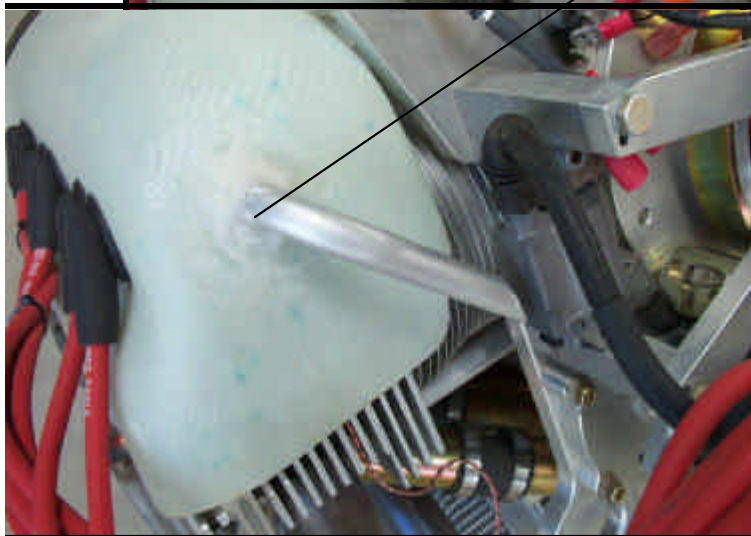
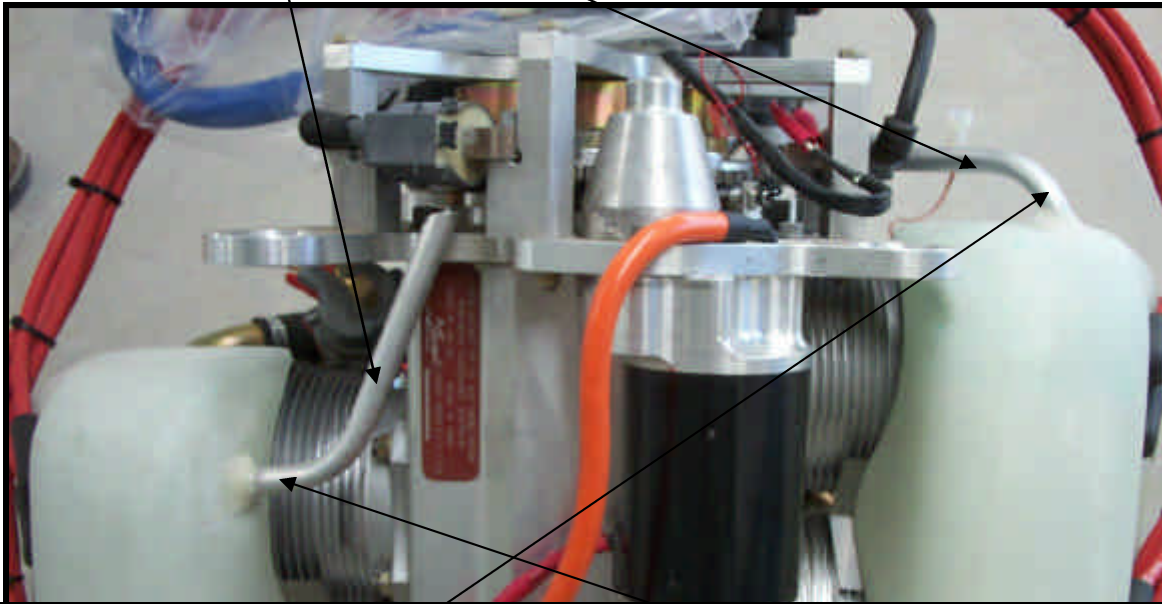


- *Al Glass joins must have smoothed interiors.*
- *Strongly recommend engines use air mixer box, adequate filter size, carby heat arrangement.*
- *Note: Slope of air scat hose to carby & glass Joiner.*

*Important that scat hose not bunched up on carby. (no tight bends in scatt hose).*



Air Pipes to bleed air to both coils on each air duct.





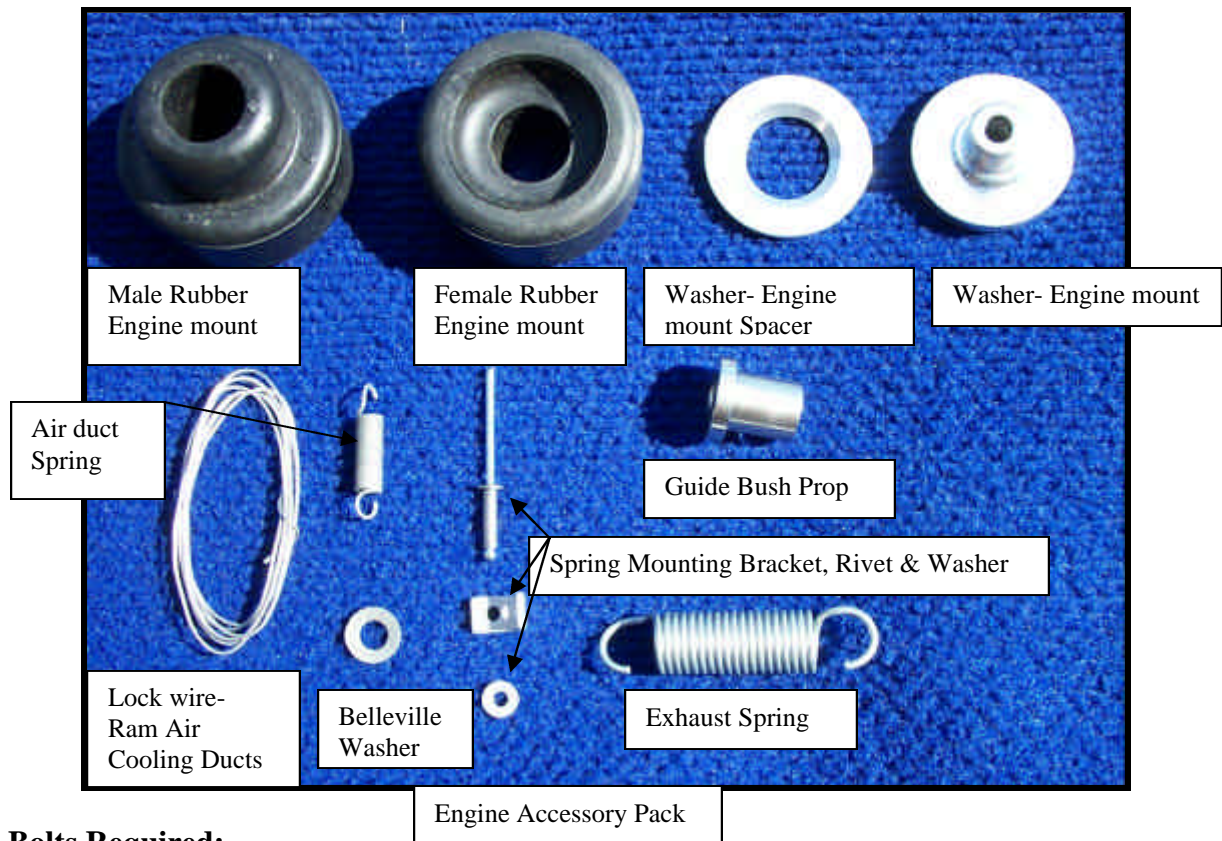
## Connect Engine

**Reference:**

Photo

**Parts Required:**

Various – Refer to Packing List for this Section

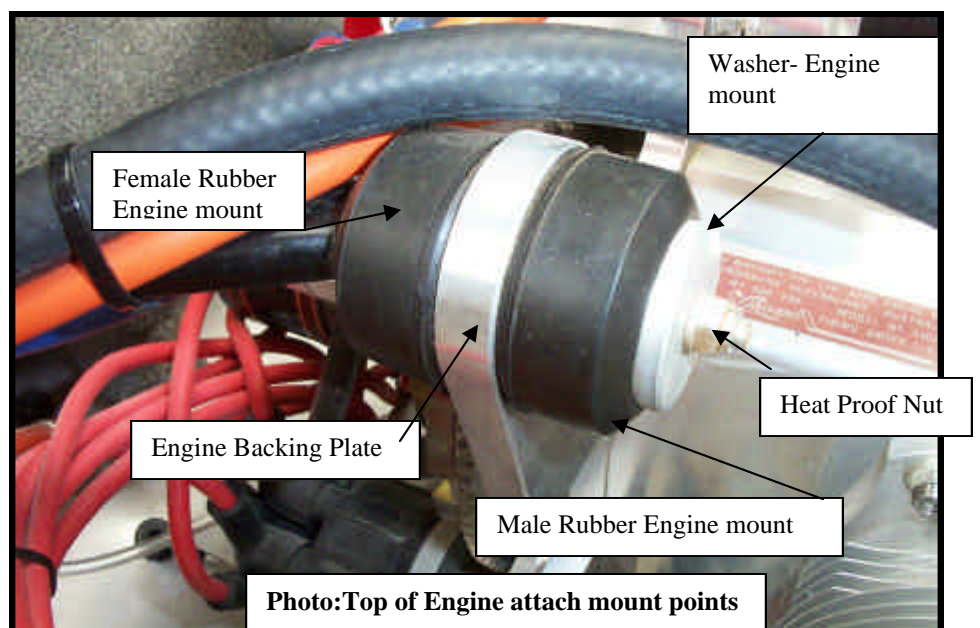


### **Bolts Required:**

Engine – Engine Mount :- AN4-31a x 4

### **Procedure:**

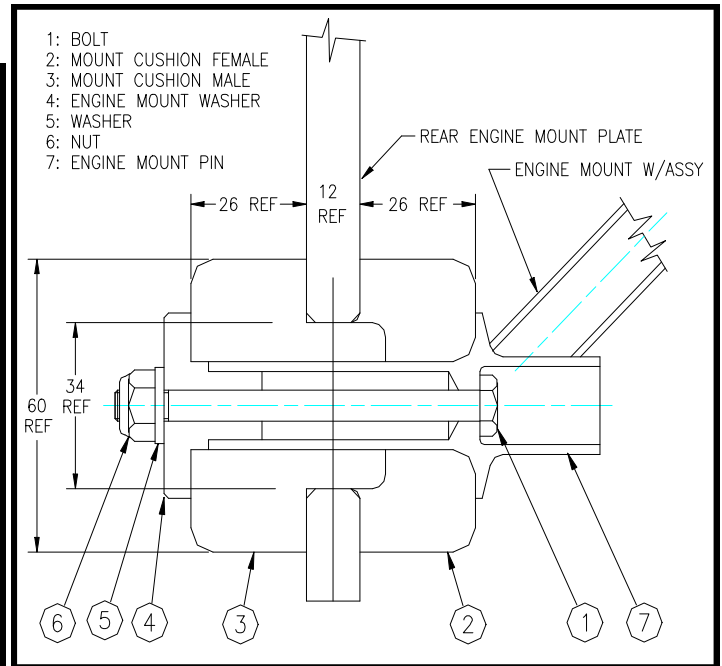
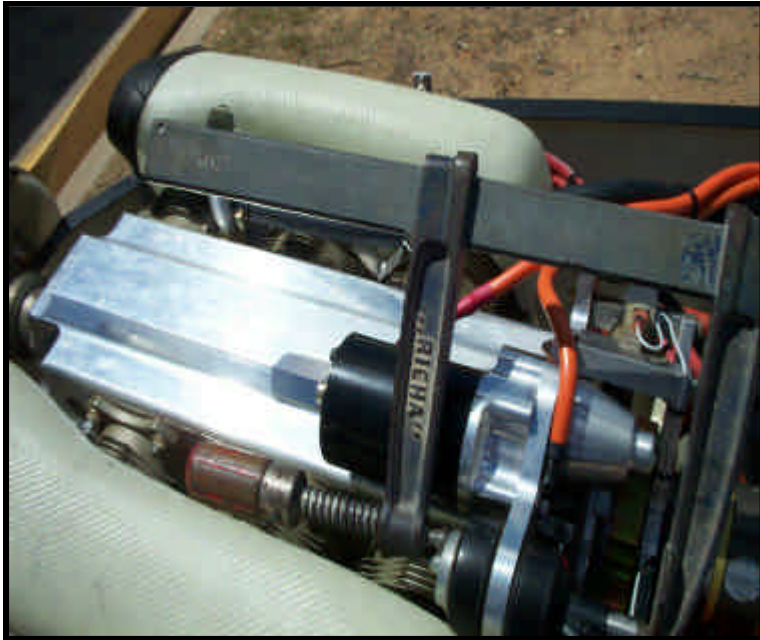
1. Attach Female Rubbers Engine mount to both engine attach point on the Top Only.
2. Attach Male Rubber Engine mount to lower engine mount pins.
3. With the Back of the Aircraft Supported & the wheels chocked, lift the engine onto the engine mount.
4. Attaching the lower engine mount points first by tilting the front of the engine down. Continue raising the engine & align the top engine mount pins.
5. Insert the Male Rubber engine mount onto TOP



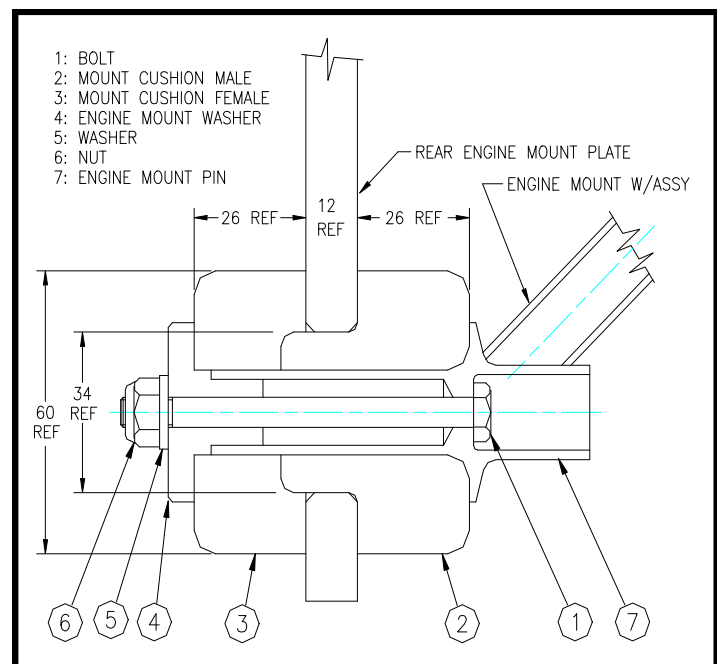
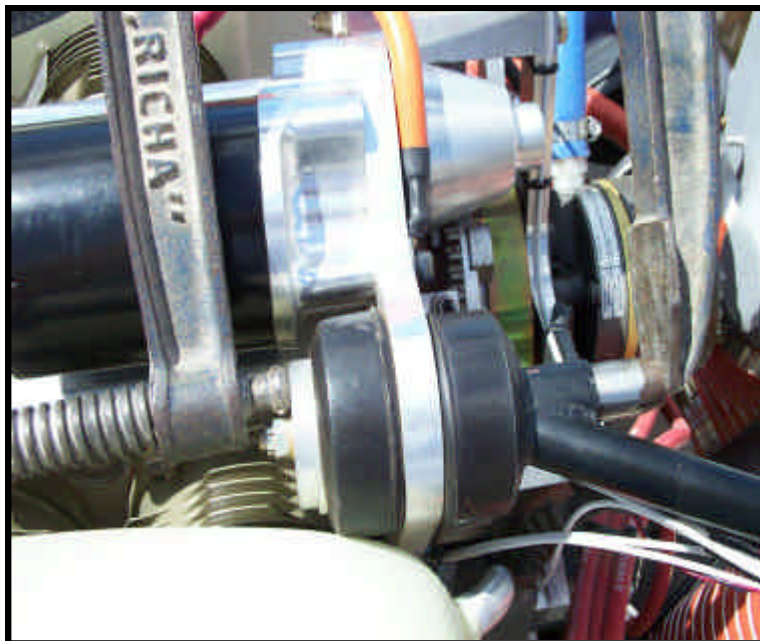


engine mount spigots followed by the Washer- Engine mount Spacer, Washer- Engine mount, 1/4" washer & Heat Proof nut. Refer to drawing.

6. Compress Rubbers by using a long deep reach socket inside in pin Engine mount & a G-Clamp with the swivel take off the Ball. See Photo.



**Top Engine mount Rubber**

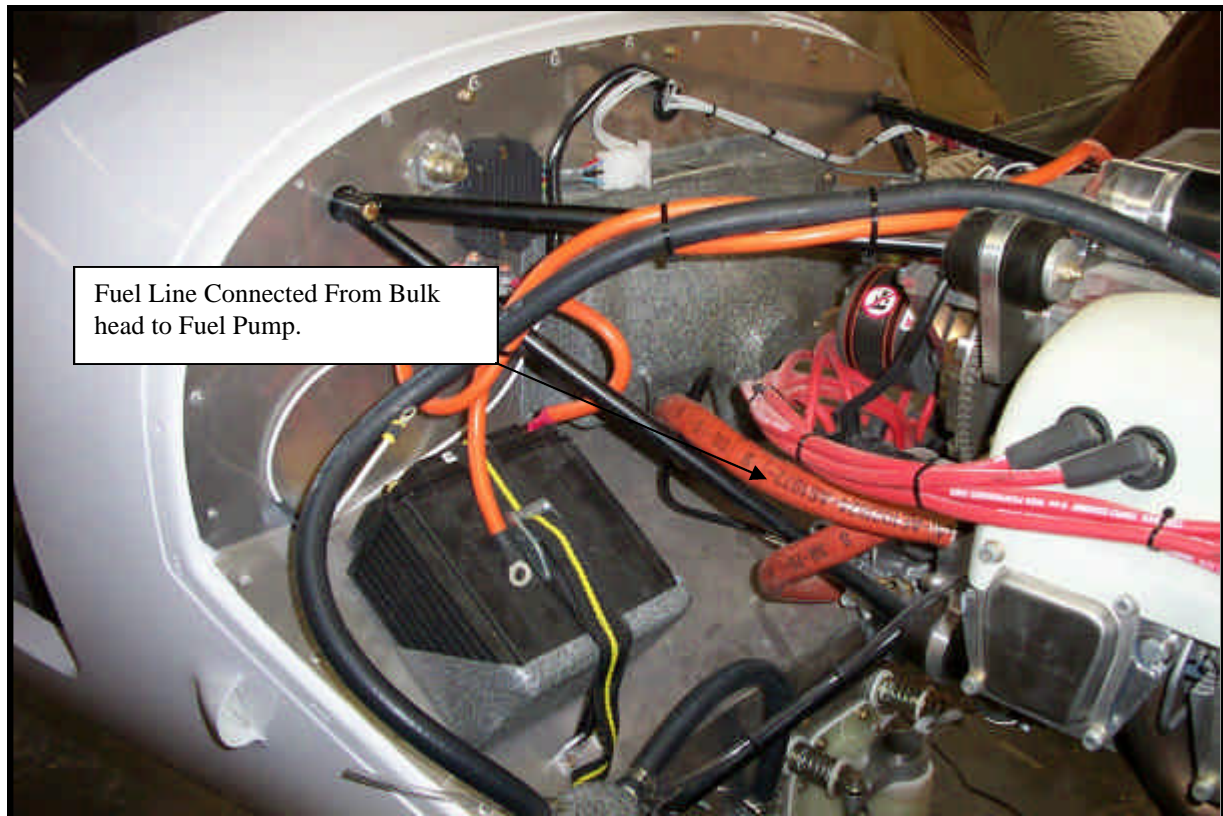


**Bottom Engine mount Rubber**

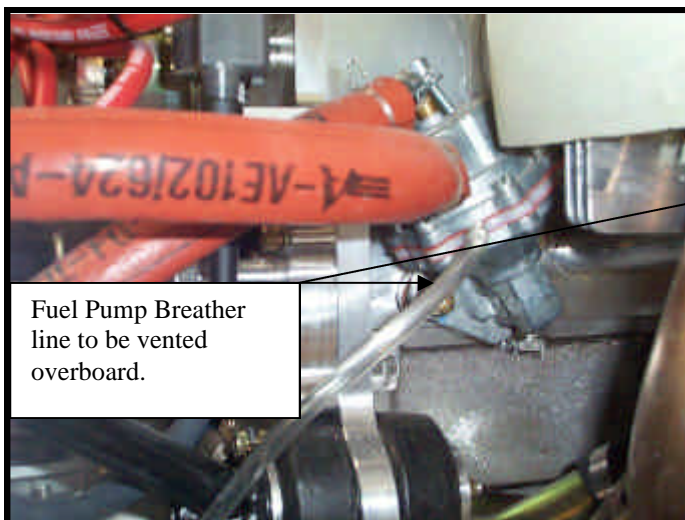
7. Repeat same procedure for lower engine mount rubbers except attach the Engine mount rubber male first. Refer to Drawing.
8. Tighten Nut until firm. (Engine mount Washer will compress until it touches Pin Engine mount.)

[illegible]





9. Connect the fuel line to fuel pump. Refer to photo). Make sure the



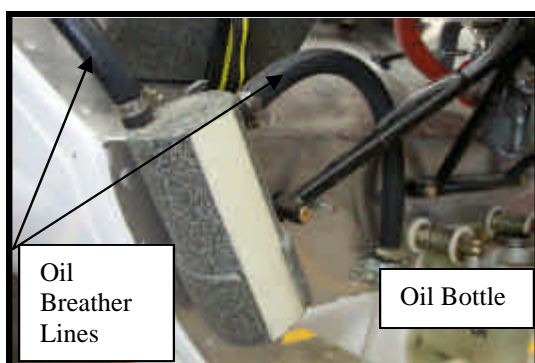
fireproof sleeve is in place.

10. Make sure the Fuel Line from fuel pump to the carburettor in connected.

11. Ensure that the fuel overflow line is in place, refer to photo, and secured to vent overboard.

12. Fit the oil over flow bottle to the firewall by drilling and Riveting oil bottle holder in place using 73as 6-6 rivets. Refer to photo

13. Connect the oil breather line.



Connect Engine

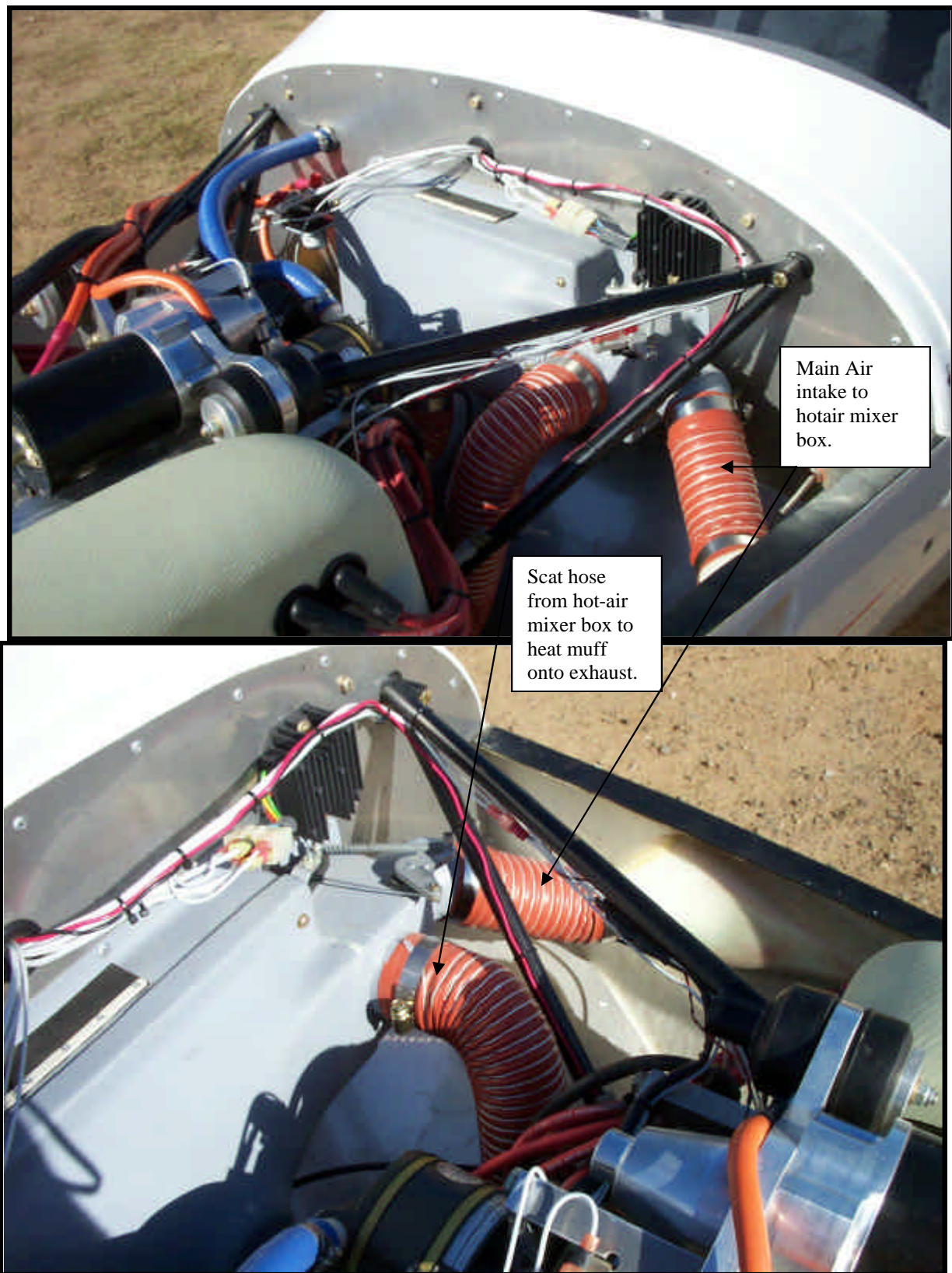






*Ensure that the oil overflow line is in place and vents overboard.*

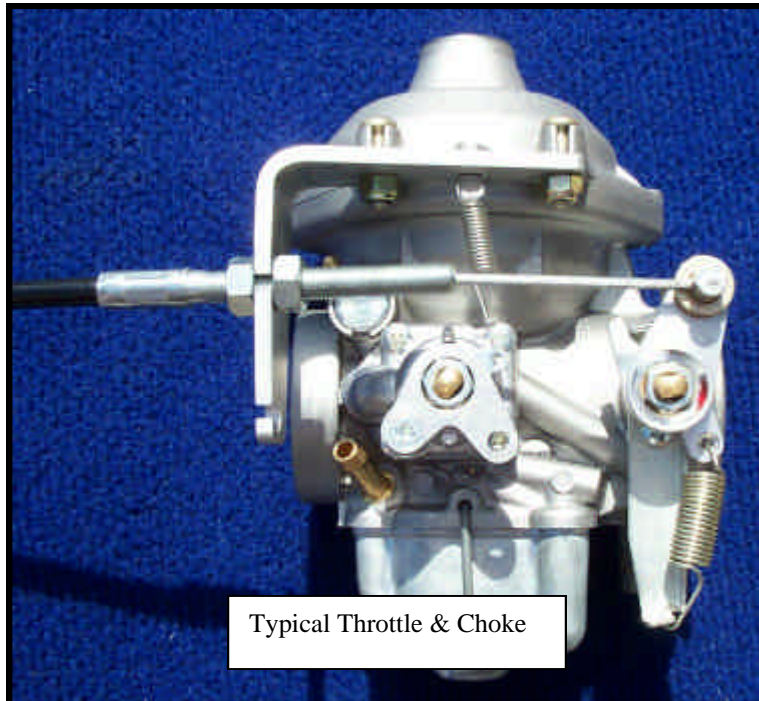
14. Fit Scat hoses
- NACA duct to Air Inlet Housing Assembly.
  - Hot Air Muff to Carby Heat Inlet
  - Air Inlet Housing Assembly to the Carburetor. (refer to photo )





15. Fit Carburetor cable to Carby making sure you use 2 x 5/16" washers on pin to align cable & a split pin on opposite side.

### Fit Engine Sensors



**Reference:** Photo  
**Parts Required:** as detailed

### **Materials Required:**

### **Procedure:**

#### **Cylinder Head Temperature Sensor**

The cylinder head temperature sensor used in Jabiru aircraft is a J-type thermocouple located under the rear spark plug of No: 6 cylinder. The VDO 310 980 Cylinder Head Temperature Gauge Kit is installed as standard equipment in the Jabiru Aircraft.

Photo– Position of oil temperature sensor, oil pressure sensor and oil pressure switch



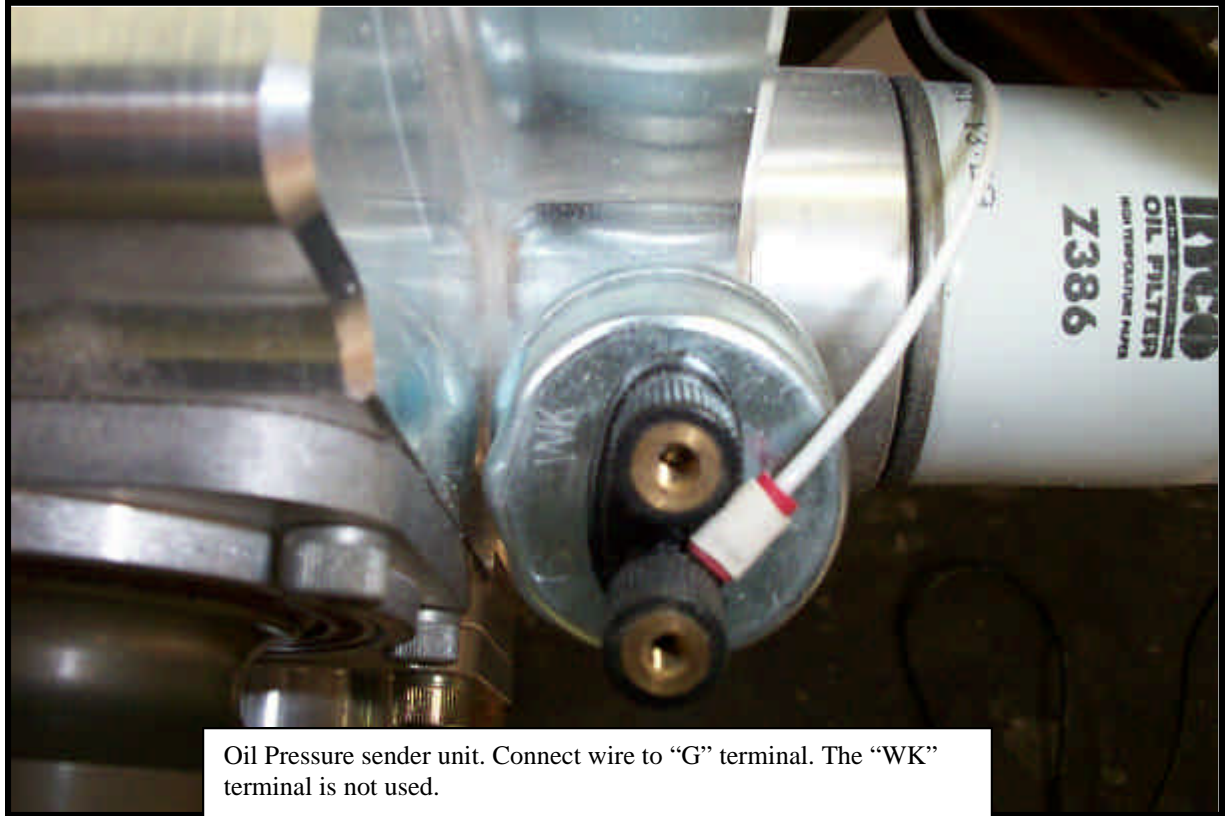
#### **Oil Temperature Sensor**

The Oil Temperature Sensor used is a VDO 320 028 which is located in the bottom of the sump as shown in photo



### Oil Pressure Sensor

The oil pressure sensor is located at the base of the oil filter and this can be seen in photo. The sensor used is VDO 360 001



Oil Pressure sender unit. Connect wire to “G” terminal. The “WK” terminal is not used.

### Exhaust Gas Temperature Probe

The exhaust gas probe used on Jabiru’s is a VDO 310 306 Pyrometer which is supplied as a complete kit. The probe is mounted in an exhaust pipe and as such the mount must be welded on, (*this fitting is not standard*) and this is best done at the time of order although the exhaust pipe may be returned and the fitting added it may take a couple of weeks before the pipe is returned to you.

### Magnetic Pick-up Sensor (Tachometer)

The sensor used is a 6.35 x 22 mm analogue magnetic pick-up and is fitted to a bracket on the alternator housing as shown in photo in the engine electrical section.



Tacho sender location