



LORD Mounts for General Aviation



LORD Mounts for General Aviation

LORD set the standard for elastomeric engine mounts more than 70 years ago by providing the first Dynafocal® engine mounts for aircraft. Today, LORD mounts continue to provide superior performance and life at all levels of General Aviation. Millions of LORD mounts have been produced, sold into the market place and flown by operators all over the world. With best-in-class quality and performance, most major OEMs and service shops specify LORD Mounts.

Because of our strong history of vibration and motion control products, we offer a wide array of innovative solutions for the aerospace industry. We can work with you to determine the LORD mount for your aircraft. For more information, contact customer support at aerotechsupport@lord.com or +1 877 ASK LORD (275 5673).

Maintenance of Bonded Sandwich Mountings and Assemblies

For type certificated aircraft, you must use the FAA approved component maintenance manual.

1. GENERAL COMMENTS

Bonded sandwich assemblies are natural rubber or specially blended synthetic compounds bonded to two plates. The normal installation requires four assemblies, each consisting of two sandwich mountings and one spacer. Satisfactory performance requires that the spacer be designed to the correct length to precompress each mounting to guarantee proper positioning of the mountings. When properly installed, these mountings provide excellent isolation of engine vibration, resulting in smoother, quieter flight. Always order replacement mountings by the mounting assembly number to ensure the correct spacer.

2. VISUAL INSPECTION OF INSTALLED MOUNTINGS

At each annual inspection and at FAA-required inspections of the aircraft's engines, all mounting assemblies should be visually inspected in their installed state while supporting the engine weight. The correct visual inspection procedure is as follows:

- a. Inspect all bonded sandwich mountings for metal-to-rubber bond separations, flex cracks, rubber deterioration due to exposure to fluids, and mechanical damage such as cuts in the rubber surface.
- b. Visually inspect all bonded steel parts for cracks and excessive nicks, scratches or gouges.
- c. Inspect all nut locking wires for looseness and tighten as necessary.
- d. When applicable, measure all drift indicators in each mounting assembly for excessive deflection.
- e. Whenever any of the conditions detailed above in steps a, b and d are found, remove the mounting assembly from the engine, disassemble, inspect and repair it as described in the maintenance manual.

CAUTION: WHENEVER THE AIRCRAFT'S ENGINES ARE CLEANED DURING A NORMAL INSPECTION, COVER EACH MOUNTING ASSEMBLY TO PROTECT IT FROM CONTAMINATION BY CLEANING FLUIDS OR SOLVENTS. THIS ALSO APPLIES TO ENGINE LUBRICANTS. SHOULD ANY SUCH MATERIALS ACCIDENTALLY GET ON A MOUNTING ASSEMBLY, WIPE IT OFF THOROUGHLY AS SOON AS POSSIBLE WITH A CLEAN, DRY RAG.

3. DISASSEMBLY

To remove mounting assemblies from the installation, it is necessary to remove the engine weight from the mountings, by the use of a chain hoist or equivalent, and disconnect

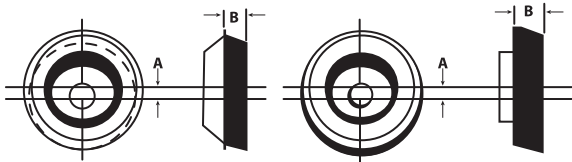
the nuts and bolts which hold the mountings in place. In general, removal of one mounting at a time can usually be accomplished, if necessary, without removing the engine weight from the mountings.

4. CLEANING & INSPECTION

- a. Wipe oil and dirt from bonded mountings, but do not dip in cleaning solvents.
- b. Steel bolts and spacers should be inspected for cracks or damaged threads. Examine spacers for crushing of ends, caused by excessive tightening torque on bolt. Replace if either condition is apparent.
- c. Examine bonded rubber mounting for oil swelling, bond or rubber separation and shear or compression set. Bond separation, oil swelling or flex cracks in the surface of the rubber are cause for rejection. The effects of shear and compression set are determined by measuring the dimensions shown on the sketch. Reject parts which have an eccentricity greater than dimension "A" or an overall thickness less than dimension "B".

Mounting Series Number	Eccentricity Max. "A"	Thickness Min. "B"
J-1552	0.05	0.29
J-2245	0.06	0.45
J-3049	0.07	0.71
J-6113	0.05*	0.39
J-7401	0.06	0.75
J-7530	0.06*	0.75
J-7649	0.06*	0.75
J-7763	0.08	1.02
J-8381	0.06	0.75
J-9555	0.06*	0.75
J-9612	0.08	1.22
J-10533	0.10*	0.80
J-10776	0.10*	1.01
J-12165	0.20	1.00
J-12397	0.20	0.86
J-12454	0.20	1.30
J-12799	0.20	1.28
J-13051	0.23	1.40
J-15199	0.40	1.60
J-7763-34 (BTR-II)	0.14	1.02
J-9612-30 (BTR-II)	0.14	1.20
J-9612-32 (BTR-II)	0.12	1.20

*From original position (see installation drawing)



LORD ENGINE MOUNTS FOR YOUR AIRCRAFT APPLICATION

MODEL	LORD PART NO.	NO. PER A/C	SPECIAL INFORMATION
AEROMACCHI			
AL-60C5/F5	J-9613-9/-24	2 ea.	
AVIAT			
S-1, S-1S, S-2A	J-7401-2	8	
BELLANCA			
17-30A	J-12453-1/-2	2 ea.	S/N 30847 & up
17-31, 17-31A, 17-31TC	J-9868-5	4	
7ECA, 7GCAA, 7GCBC, 7KCAB	J-6230-1	4	
8GCBC, 8GCBC-CS, 8GCBC-FP	J-6230-1	4	
8KCAB, 8KCAB-CS, 8KCAB-FP, 8KCAB-180	J-6230-1	4	
BRITTON-NORMAN – UNITED KINGDOM			
BN-2	J-7402-20	8	
BN-2A-26	J-7402-20	8	
BN-2A Mk. 3	J-7402-20	12	
CESSNA			
152	J-7402-1	4	S/N 15279406-85594
A152	J-7402-1	4	S/N 15279406-85594
172I-P	J-9613-49	4	
172Q	J-9613-49 J-9613-72	2 2	S/N 17275869 & up
172RG	J-9613-49 J-9613-72	2 2	
R172E	J-9613-42	4	S/N R172-0302 to -0335
R172K	J-9613-42		S/N R1722000 & up
177A, 177B	J-9613-49	4	
177RG	J-9613-59	4	
180	J-3804-14 J-3804-15	2 2	S/N 30002-32150
180, 180A-G, 180H	J-6545-1	4	S/N 32151-32661
182, 182A-P	J-6545-1	4	
T182, TR182	J-9613-12	4	
185, 185A-E	J-6545-1	4	
188A, 188B	J-15198-1 J-15198-2	2 2	S/N 18802349 & up
T188	J-6545-6 J-15198-1	2 2	S/N T1883297T & up
205, 205A	J-6545-1 J-6984-64	4	
P206, P206A-E	J-12453-1 J-12453-2	2 2	
TP206A-E	J-12453-1 J-12453-2	2 2	
TU206A-F	J-12453-1 J-12453-2	2 2	
207, 207A, 207A II	J-12453-1 J-12453-2	2 2	

For reference only – oem aircraft manual is governing document

MODEL	LORD PART NO.	NO. PER A/C	SPECIAL INFORMATION
208	LM600-9 (Sand) LM600-20 (Spacer)	6 3	
210, 210A-C, 210C	J-6545-1	4	
210D-L	J-12453-1 J-12453-2	2 2	
T210M,N	J-12453-1/-2/ (MOD)	2/1/1	
T210F-L, T210J-L	J-12453-1 J-12453-2	2 2	
P210R (1985-86)	J-12453-1 J-12453-2	4 2	
310J-Q	J-12390-1	8	Non-turbo-charged models only
310R, T310P,Q,R	J-9613-58	8	
320, 320A-C	J-7764-4	8	
320D-F	J-9613-31 or -58	8	
335	J-9613-58	8	
336	J-7764-10	8	
337, 337A	J-9613-31	8	
T337B-G, T337G	J-9613-31	8	
P337H	J-9613-31	8	
340, 340A	J-9613-58	8	
401, 401A,B	J-9613-58	8	
402, 402A, 402B, 402C	J-9613-58	8	
404	J-9613-54	8	
414, 414A	J-9613-58	8	
421, A, B, C	J-9613-54	8	
425	LM-600-9(Sand) LM-600-20 (Spacer)	12 6	
441	LM-600-9(Sand) LM-600-12 (Spacer) 200PE1210-45	12 4 2	
500 / 501	LM-420-SA5 LM-420-SA6	4 2	
550, 551	LM-420-SA30 LM-420-SA31 LM-420-SA23	2 2 2	
COMMANDER AIRCRAFT CORP. (includes Twin Commander)			
111, 112, 112B, 112T, 112TCA	J-9613-40/-53	2 ea	
DASSAULT BERQUET – FRANCE			
Falcon 50	LM-833-SA9/ -SA20-3	4/2	
Falcon 50	LM-833-SA21/ -SA22	2/1	Center Engine Isolator
Falcon 50, 900	LM-833-SA10	2	Center Engine
Falcon 50, 900, 900EX	LM-833-SA13	2	Engine 2 Isolator
EMBRAER – BRAZIL			
EMB-810	J-9613-58	8	
EMB-820	J-9613-12	8	

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MODEL	LORD PART NO.	NO. PER A/C	SPECIAL INFORMATION
GAF – AUSTRALIA			
N 22B, N24A	LM-206-SA8-1	6	
GULFSTREAM (formerly Israel Aircraft Corporation)			
1125	LM-833-SA20-6 LM-833-SA18-3	2 2	
GULFSTREAM AMERICAN CORP.			
AA-1C, AA-IC, AA-5, AA-5A	J-7402-24	4	
AA-5B	J-9613-49	4	
AA-I	J-6113-5	8	
AA-IA, -IB	J-6113-5	8	
AG-5B	J-9613-59	4	
GA7	J-9613-49	8	
HAWKER			
MU-2B-20	LM-821-SA40 LM-821-SA41	4 2	S/N 224 & up
MU-2B-25, -26	LM-821-SA47 LM-821-SA48	4 2	S/N 280 & up
MU-2B-35	LM-821-SA40 LM-821-SA41	4 2	S/N 239-279
MU-2B-60	LM-821-SA47 LM-821-SA48	4 2	
MU-300	LM-420-SA15 LM 420-SA16	4 2	
MU-300-10	LM-420-SA15 LM-420-SA40	4 2	
BEECHCRAFT			
E18S, H18S	J-5384-1 J-5385-1	2/4	
19A, BI9, M19A	J-7402-16	4	
A23, A23A	J-10778-4	4	
C-23	J-7402-16	4	
24, A24, A24R, B24R, C24R	J-10778-14 J-10778-16	2 2	
C33A	J-10520-1	4	
E33, F33	J-7518-2	4	
E33A, E33C, F33A, F33C, G33	J-10520-1	4	
35, A35, B35	J-2245-1	8	
H35, J35, K35, M35, N35, P35	J-7518-2	4	
S35, T35, V35, V35A, V35B	J-10520-1	4	
36, A36	J-10520-1	4	
A36TC, B36TC	J-10520-1	4	
V35A-TC	J-10520-1	4	
B50, C50	J-3804-10	8	
55, A55, B55, B55A	J-9613-5	8	
C55 (1967), D55, D55A, E55, E55A	J-10778-16	8	S/N TE1-TE-849
56TC / A56TC	J-9613-9		
58	J-10778-16	8	
58P	J-12453-12	8	
58TC	J-12453-12	8	
60, A60, B60	J-9613-9	8	
65, A65	J-6545-1	8	

MODEL	LORD PART NO.	NO. PER A/C	SPECIAL INFORMATION
76TC, 76	J-9613-49 J-9613-50	2 2	
77	J-7402-1	4	
80, A80, B80	J-6545-1	8	
C90, C90A, E90, F90	LM-427-SA7	6	
95,95A,95B, D95A, E95	J-7402-1	8	
A100	LM-427-SA7	6	
B100	LM-821-SA49 LM-821-SA50	4 2	
200, 200C, 200CT, B200	LM-427-SA7	8	
C90, E90, C99, 200, C, CT, A200, C, CT, B200, C, CT, T	LM-427-SA12	8	Overhaul Kit for Barry Controls P/N5906-25A9
1900D	LM-421-SA25	8	
400, 400A, 400T	LM-420-SA15 LM-420-SA16	4 2	
HELIO AIRCRAFT			
H-250	J-9613-12	4	
KELOWNA FLIGHTCRAFT (formerly General Dynamics, Convair)			
580	LM-207-SA1	4	
LAKE AIRCRAFT			
C-2	J-7402-1	4	
LA-4-200, LA-4A	J-7402-6	4	
LEARJET			
23, 24, 25	LM-308-SA4/-19 /-33	2 ea	
24D, 24E	LM-308-SA4/-19 /-33	2 ea	
24F, 25D, 25F, 28, 29	LM-308-SA4/-19 /-33	2 ea	
35, 35A, 36, 36A	LM-833-SA4/-5	2/4	
M2 (formerly Fairchild & Swearingen)			
SA-226AT	LM-600-SA9 LM-421-SA12 J-7401-25	4 4 2	
SA-227AC	LM-600-SA9 LM-421-SA12 J-7401-25	4 2 2	
SA227-AC	LM 600-SA9 LM 600-SA17 J-7401-25	4 2 2	
MAULE			
M-5-210C	J-7764-10	4	
M-5-235C	J-7764-20	4	
MOONEY			
M20B	J-7402-1	4	S/N 101 to 260
M20C	J-7402-1	4	S/N 101 to 470
M20D	J-7402-1	4	471 to 21-1180
M20E	J-9613-12	4	S/N 670001 to 22-1438
M20E	J-7402-16	4	S/N 680001 to 700006
M20F (1966-77)	J-9613-12	4	
M20G (1968-70)	J-7402-1	4	
M20J (1976-up)	J-9613-40	4	S/N 24-0001 & up

MODEL	LORD PART NO.	NO. PER A/C	SPECIAL INFORMATION
M20K (1979-85)	J-9613-58	4	1 Con TSIO-360-GB1
M20K (1979-85)	J-9613-75 J-9613-76	1 3	1 Con TSIO-360-GB3 or MB1
M20K (1986-up)	J-9613-75 J-9613-76	1 3	
NEW ZEALAND AEROSPACE – NEW ZEALAND			
FU24-954, FU24A-954	J-9613-9 J-9613-24	2 2	
PARTENAVIA – ITALY			
P-68	J-9613-40	4	
PIPER			
PA-23-236	J-9613-12		
PA-23-250	J-9613-12	8	S/N 27-1to27-2504
PA-23-250	J-3804-20 J-3804-24	4 4	
PA-23-250T	J-9613-12	8	
PA-24-250	J-3804-20	4	
PA-24-250	J-3804-41	4	with McCauley prop STC-SA00773CH
PA-24-260	J-3804-20	4	S/N 24-3364 to 24-4803
PA-24-400	J-9613-9 J-9613-24	2 2	
PA-25-235	J-3804-20	4	
PA-25-250	J-3804-20	4	
PA-25-260	J-3804-20	4	
PA-28-140	J-7402-16	4	S/N 20002-24999
PA-28-140	J-9613-40	2	S/N 25000-25641
PA-28-140	J-9613-40	2	S/N 7225001 & up
PA-28-150	J-7402-16	4	S/N 20002-24999
PA-28-150	J-7402-24	4	S/N 1479 to 1760
PA-28-150	J-7402-16	4	S/N 1761-4377
PA-28-151	J-9613-40 J-9613-53	2 2	
PA-28-160	J-7402-16	4	S/N 1-507
PA-28-160	J-7402-16	4	S/N 28-508 to 28-1478
PA-28-160	J-7402-24	4	S/N 28-1479 to 28-3299
PA-28-161	J-9613-40 J-9613-53	2 2	
PA-28-180	J-7402-24	4	S/N 28-330 to 4377
PA-28-180	J-7402-24	4	S/N 28-4378 to 5149
PA-28-180	J-7402-16	4	S/N 1761-4377
PA-28-181	J-9613-40	4	
PA-28-236	J-9613-12	4	
PA-28R-180	J-9613-40	4	S/N 30001 & up
PA-28R-200	J-9613-40	4	S/N 35001 & up
PA-28R-201	J-9613-40	4	S/N 28R-7737002 & up
PA-28R-201T	J-9613-58	4	
PA-28S-160	J-7402-16	4	

MODEL	LORD PART NO.	NO. PER A/C	SPECIAL INFORMATION
PA-30	J-9613-19	8	
PA-31	J-9613-12	8	
PA-31-300	J-9613-30	8	S/N 31228-31511
PA31-310	J-9613-12	8	
PA-31-325	J-9613-12	8	
PA-31-350	J-9613-29	8	
PA-31T	LM-423-SA1	6	
PA-31T-1,-500	LM-423-SA1	6	
PA-31T-620,	LM-423-SA1	4	
PA-31T-2	LM-423-SA1	6	
PA-32-260	J-7402-20	4	S/N 1-569
PA-32-260	J-3804-27	4	S/N 570 & up
PA-32-300	J-3804-27	4	S/N 40001-7240055
PA-32-300	J-3804 -40	4	S/N 7240056 & up
PA-32-301	J-9613-19 J-9613-12	2 2	
PA-32R-300	J-3804-31	4	S/N 32R7680001 & up
PA-32R-300	J-3804-40	4	S/N 32R7680141 & up
PA-32R-301	J-9613-19 J-9613-12	2 2	
PA-32RT-300	J-3804-40	4	S/N 32RT7885001 & up
PA-32RT-300T	J-3804-37 (bottom) J-3804-39 (top)	2 2	
PA-34-200	J-9613-40	8	
PA-38-112	J-7402-16	4	
PA-39	J-9613-19	8	
PA-44-180T	J-9613-40	8	
PA-46-310P	J-9613-55	4	
PA-46-350P	J-9613-55	8	S/N 4622001 & up
RILEY TURBOSTREAM CORP.			
Dove Convers.	J-9613-9	8	Executive 400
SIAI MARCHETTI – ITALY			
S-208	J-3804-20	4	
SF-260, M, W	J-3804-20	4	
SOCATA – FRANCE			
235C,E	J-9613-40	4	



"Ask Us How" is a trademark of LORD Corporation or one of its subsidiaries.

LORD provides valuable expertise in adhesives and coatings, vibration and motion control, and magnetically responsive technologies. Our people work in collaboration with our customers to help them increase the value of their products. Innovative and responsive in an ever-changing marketplace, we are focused on providing solutions for our customers worldwide ... Ask Us How.

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