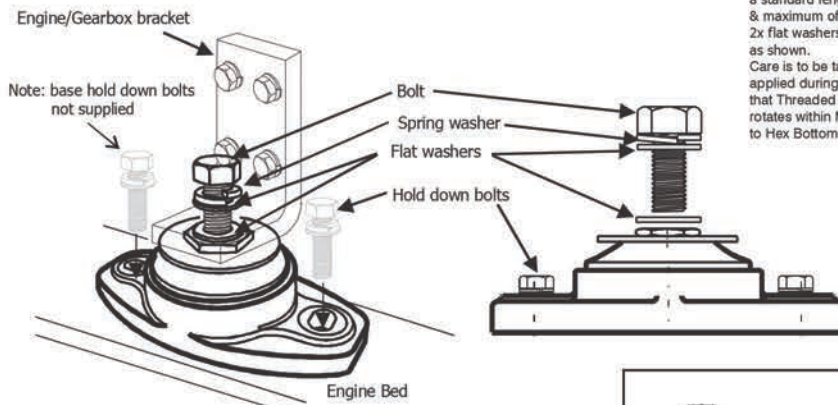


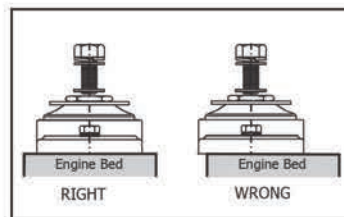
IsoFlex Engine Mount installation - 'B type' (bolt)



Note: the bolt length required is dependent on the application, a standard length bolt is supplied. Allow a minimum of 1x bolt dia & maximum of 1.5x bolt dia into the mount.
 2x flat washers & 1x spring washer supplied, ensure that they are fitted as shown.
 Care is to be taken that excessive torque is not applied during assembly or installation such that Threaded Insert with Hex Steel Bottom Washer rotates within Mount Base as damage may occur to Hex Bottom Core.

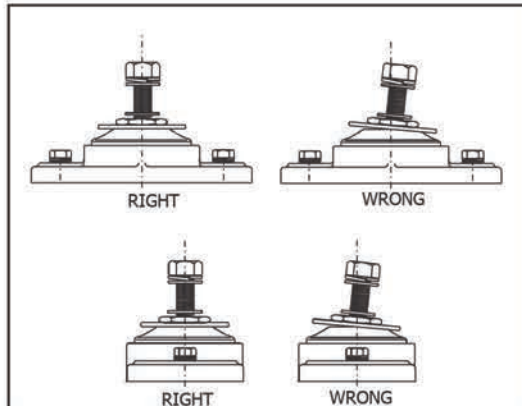
Bolt size	Recommended torque	
	N-m	ft-lbs
M12	30	22
M16	70	52
M20	135	100
M24	195	145

Hold down bolt size	Recommended torque	
	N-m	ft-lbs
M8 (5/16")	8	6
M10 (3/8")	15	11
M12 (1/2")	30	22
M16 (5/8")	70	52



Important Note 1: The mount should not be allowed to over-hang the engine bed,

Important Note 2:
 DO NOT attempt to modify the assembled mount in any way. The warranty is deemed null and void if the mount or any component is tampered with in any way.



Important Note 3: The mounting bracket must be aligned parallel to the engine bed in the fore & aft and lateral directions

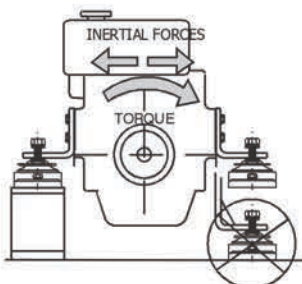
Identification System & Colour Code

eg: Mount M130-24B(70)

M130 = mount model number
 24 = M24
 B = Bolt type
 (70) = 70 SDH-A hardness of core
 Core Colour - Hardness SDH-A
 Yellow = 50
 Red = 60
 Black = 70
 Dark Blue = 75
 Green = 80
 Grey = 90

Base Colour - Hardness
 Black = 75 SDH-D

SDH = Shore Durometer Hardness
 A & D = Hardness Scales



Preferred bracket arrangement.
Do not use transportation brackets for the installation.

Important Note 5: IsoFlex engine mounts electrically isolate the machinery from the structure.

Important Note 4:

The engine mounts should always be fitted as close as possible to the engine crankshaft / machinery centerline to effectively resist the inertial and torque loadings.
 The mounts & brackets should be placed such that the mounts are evenly loaded in all installations.

Genset example:

