



## RV-6A Elastomer Mount WARNING

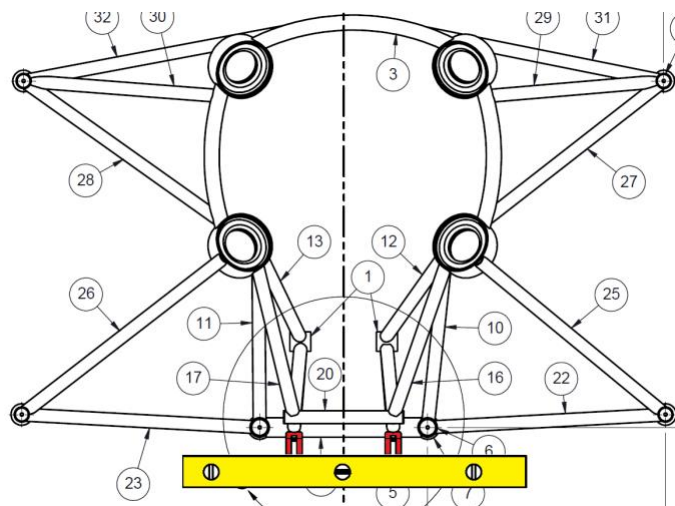
Van's Aircraft has not installed an Elastomer style engine mount on a RV-6A airframe. Those considering this should first, read "Retrofit Considerations" detailed in [SL 19-04-30 - Van's Aircraft Total Performance RV Kit Planes \[vansaircraft.com\]](#). RV-6A additional considerations detailed below. Weight and balance changes on the RV-6A may be more significant than that of the RV-7A and RV-9A. The new elastomer style mount may move the engine up to (but not limited to) one inch further forward than the original RV-6A engine mounts. There is potential that ballast may be needed to ensure aircraft remains within designed CG limits.

The cowling will likely not fit due to the new mount moving the engine up to (but not limited to) one inch further forward than the original RV-6A engine mounts. The original cowling can be modified to work but this will be labor intensive. Some builders may find it easier to start with a new cowling.

For latter model RV-6A airframes with pre-punched firewalls - the match drilling process detailed in SL 19-04-03 can be followed [SL 19-04-30 - Van's Aircraft Total Performance RV Kit Planes \[vansaircraft.com\]](#)

Early RV-6A airframes without pre-punched firewalls will require emphasis and concentration on the drilling of the center two mounting holes in the new mount first. Centering of these two holes is required to be accurate as tightening of the associated bolts requires the insertion of a 1/2" socket into the base of the mount. The mount must also be leveled between the gear leg lugs and longerons to ensure the mount and nose gear are properly oriented to the airframe.

Please note that you should substitute the **U-00020-250-PC** for the **U-00020-PC** in the **7A/9A DYNALMNT KIT RETRO** if installing on an RV-6A.



## Optional U00020-250-PC shorter linkage

### **WARNING**

- The shorter U-00020-250-PC shorter linkage is untested by Van's and is used at builder's own risk.
- Warning, use of U-00020-250-PC may cause gear leg to engine interference and/or damage under maximum landing load.
- Warning - use of U-00020-250-PC may not provide sufficient prop/ground clearance at maximum landing load.
- Warning - use of U-00020-250-PC may require custom fabricated Throttle and Mixture cabling mounting brackets to accommodate the engine mount / nose gear leg attachment structure.