

EZ Cylinder Head Cooling

Jimmie Hays via Al Coho (AZ) - Through the good offices of Al Coho, I discovered a terrific idea for making cylinder head baffling.

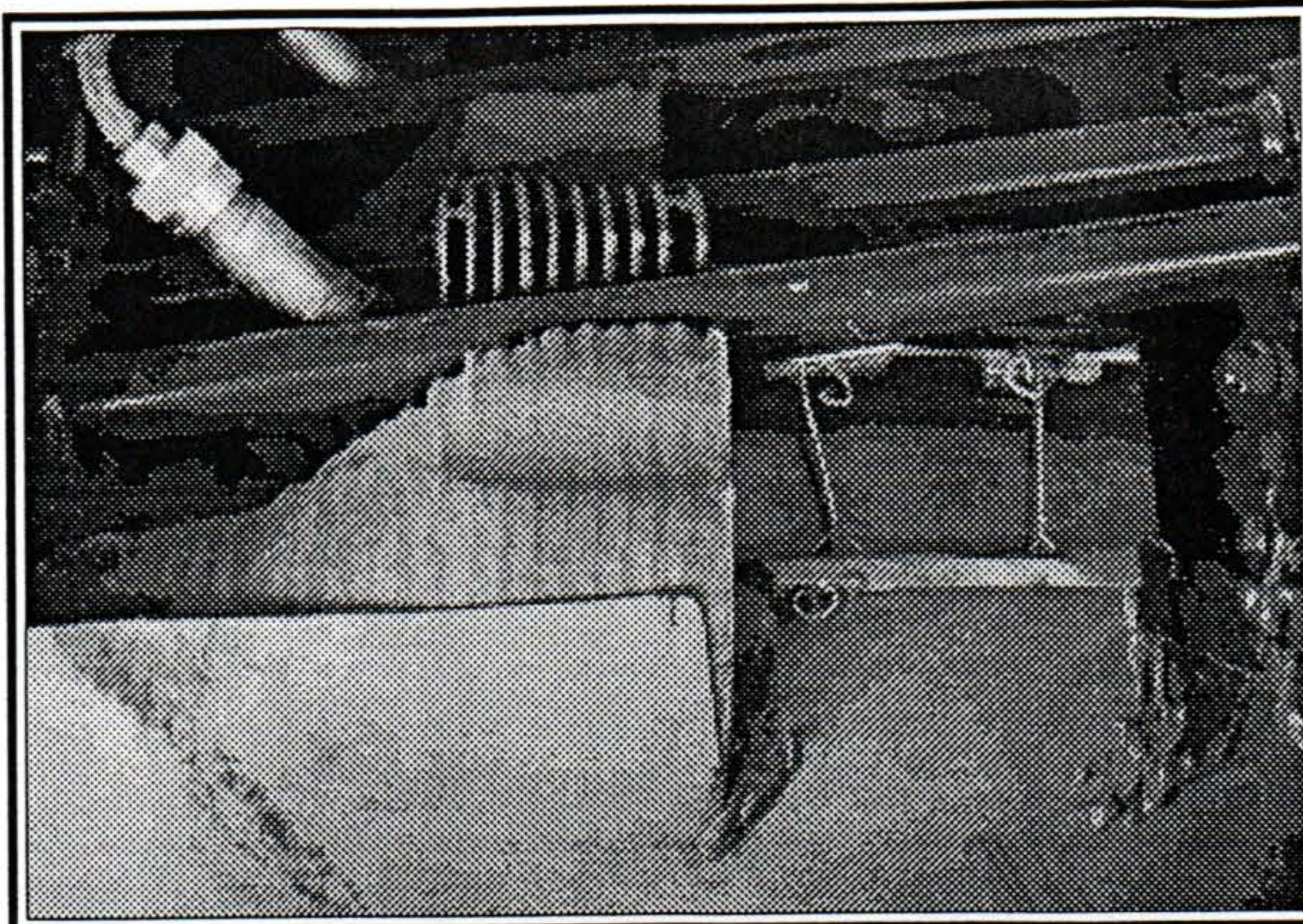
As we all know, baffling the barrel of the cylinder is fairly simple, since it is nice and uniform. Getting metal to conform around the head though is beyond me. Try this - Lay a single piece of thin, lightweight fiberglass on Saran Wrap, thoroughly impregnate with RTV squeegeed all the way through, then build up the RTV to about 1/16" above the fiberglass. Lay against the cylinder with the Saran Wrap side out, trim to fit, and simply massage onto the fins with your hand, then peel off the Saran Wrap. The layer of RTV which stood up adheres to the fins.

Use separate pieces around the front of # 1 and # 2 and back of # 3 and # 4 and another across the top between the cylinders. Leave a 2" gap at the top of each cylinder and bring down the front and the back far enough to be below the front and back baffle bulkheads.

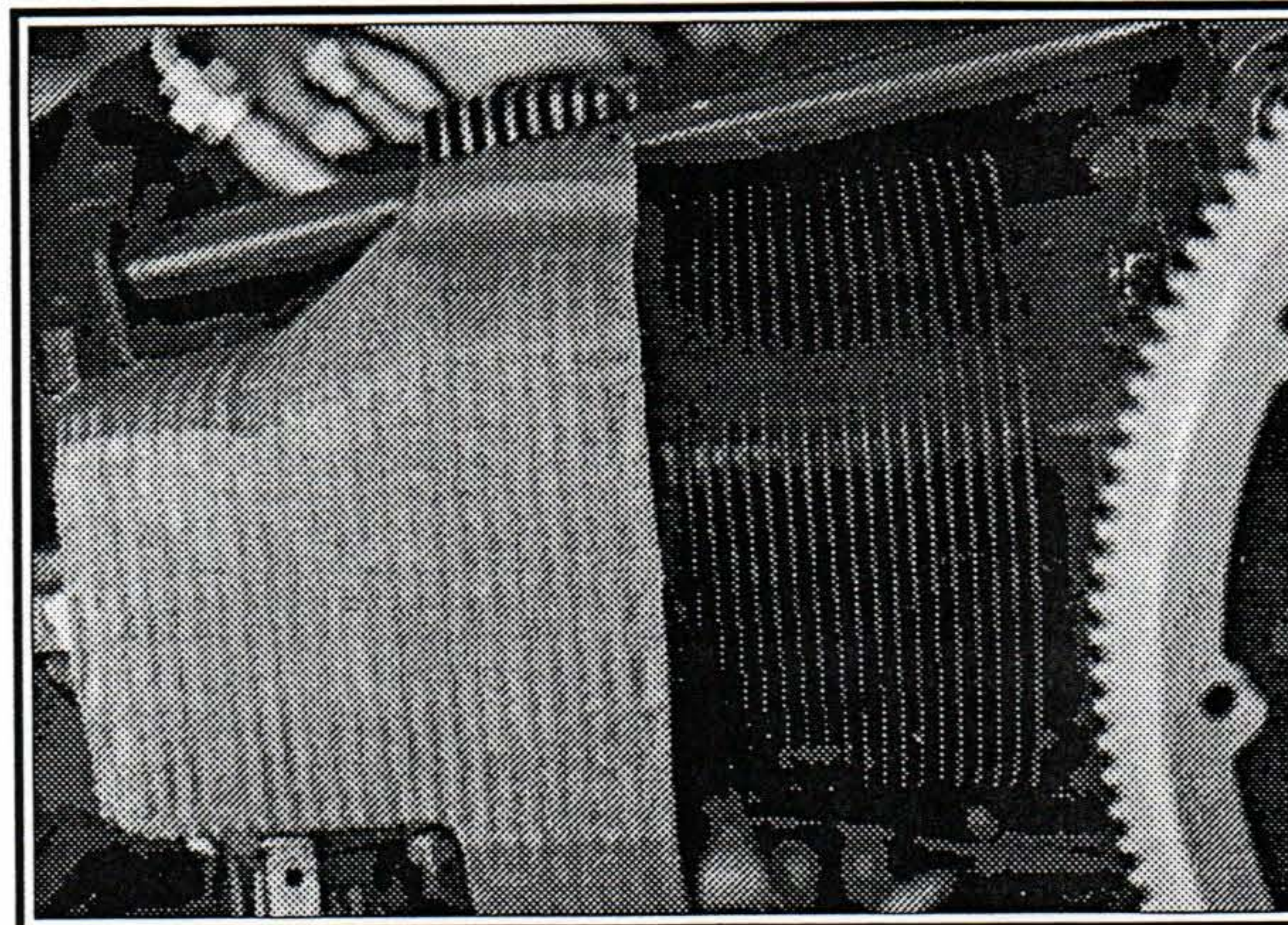
Let the RTV cure over night and you're ready to go. This can be manually lifted off but, it will stay put with normal air flow.

I used High Temp RTV, but Al used normal RTV and his has been on for years.

I'm sure this method could be used to replace the metal baffle around the cylinder barrel fins as well. The really neat part is that all the baffling around the cylinder fins can be done in an hour or so. I used this idea here in Phoenix and flew with a freshly overhauled engine when the OATs were well over 100 degrees. I never saw any CHT climb over 435 degrees.



Well contoured, very close, lightweight baffles



This should answer the baffle leak problem

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Brock-Cozy Mark IV rudder pedal set. Paid \$295, yours for \$250, new condition. Never used.

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