

# **COX MUFFLER**

PAT. PENDING

## **INSTRUCTIONS**

**CATALOG No. 6086**

**PRICE \$1.50**

The Cox Thimble-Drome muffler assembly, designed to fit Cox Thimble-Drome reed valve .049 engines, has been engineered to reduce engine noise with a minimum loss of power.

The installation of the muffler assembly is a comparatively simple operation, however the following instructions should be read thoroughly before assembling the muffler to your engine:

### **GENERAL ASSEMBLY INSTRUCTIONS**

Figure #1 is an exploded view indicating the relationship of the muffler components in respect to the engine. If a starter spring is to be used, make sure the flange on the inside diameter of the muffler top, Part #6089, extends down into the muffler housing. (Fig. 2.) If no starter spring is to be used, make sure this flange faces up toward the cylinder fins. (Fig. 3). The following steps should be followed to install this muffler to your engine:

1. Remove cylinder assembly from engine using Cox wrench, Part #1530. To insert wrench, crankshaft should be rotated so that piston is at the bottom of its stroke. Make sure that the wrench slot is all the way through the exhaust slots to avoid forcing cylinder out of round or turning a burr into the cylinder bore.
2. Install muffler housing, Part #6087, so that small diameter of housing seats around the cylinder boss on the crankcase. (Fig. 4.) The side opening in the muffler housing should be oriented in an up position, on engines having cylinders mounted sideways, to allow ease of engine priming.
3. Place muffler top, Part #6089, in recess provided in the top of muffler housing, Part #6087. (Figs. 2 & 3.)
4. Re-install cylinder on engine, making sure that muffler top is seated on the second cooling fin up from the bottom of the cylinder.
5. Snug up cylinder assembly into crankcase using head lug end of wrench, #1530. Do not tighten more firmly than necessary to get a snug fit between cylinder and crankcase.
6. Install muffler spring, Part #6088, onto muffler housing. The spring will seat in the groove turned into the outside diameter of the housing. The detents on the spring will hold it in any

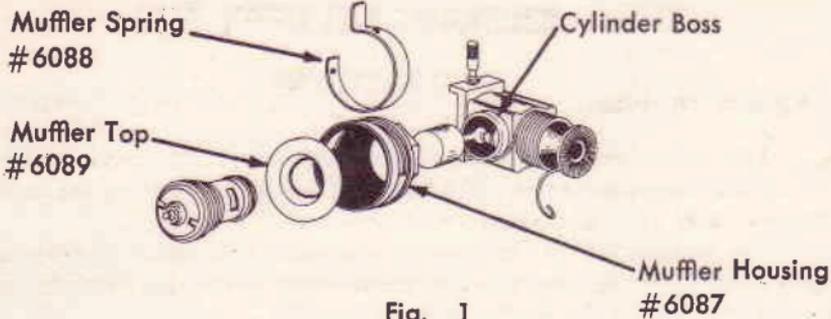


Fig. 1

pre-set location to prevent rotation of the spring while engine is running. The spring may be installed either forward or backward to allow the adjusting tab, (See Fig. 1) to be located away from the propeller. When spring completely covers the opening on the outside diameter of the muffler housing, engine noise will be muffled.

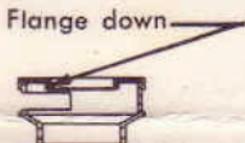


Fig. 2



Fig. 3



Fig. 4

If it is desired to remove the cylinder from the engine, it is first necessary to remove the complete engine from the product in which it is mounted. (Check your specific product instruction sheet for disassembly procedure.) After engine has been removed, separate engine crankcase from its tank assembly or firewall by removing the four attaching screws. The muffler can then be rotated so the exhaust opening in the housing lines up 90° to the exhaust ports. Remove the muffler spring and insert the wrench through the muffler opening to engage the cylinder.

In some engine installations, it will be necessary to cut away part of the fuselage around the engine in order to install the muffler. It is recommended that only a sufficient amount of material to allow proper installation of muffler be removed so that your plane is not weakened excessively.

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