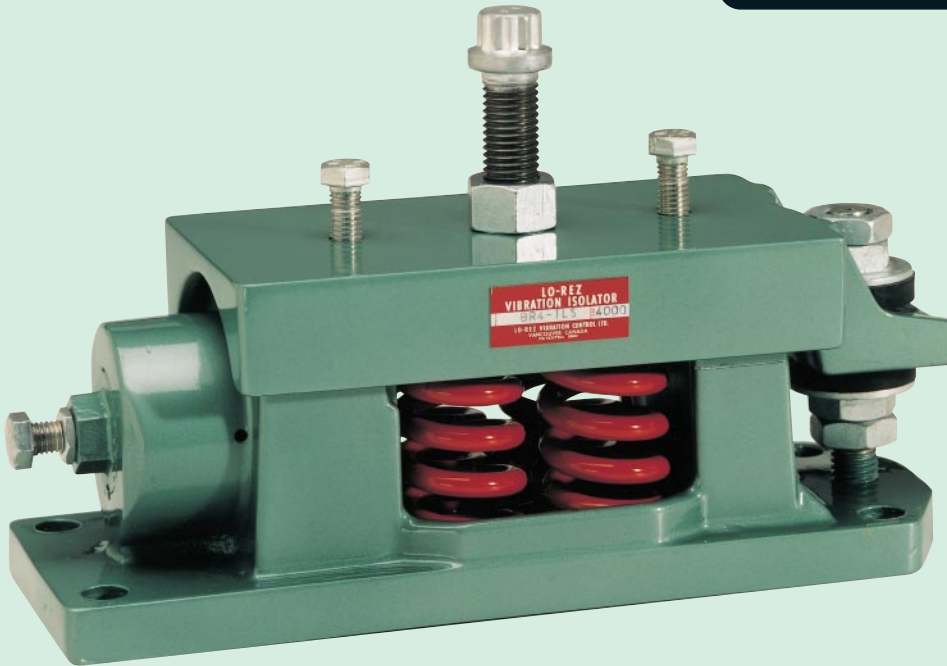


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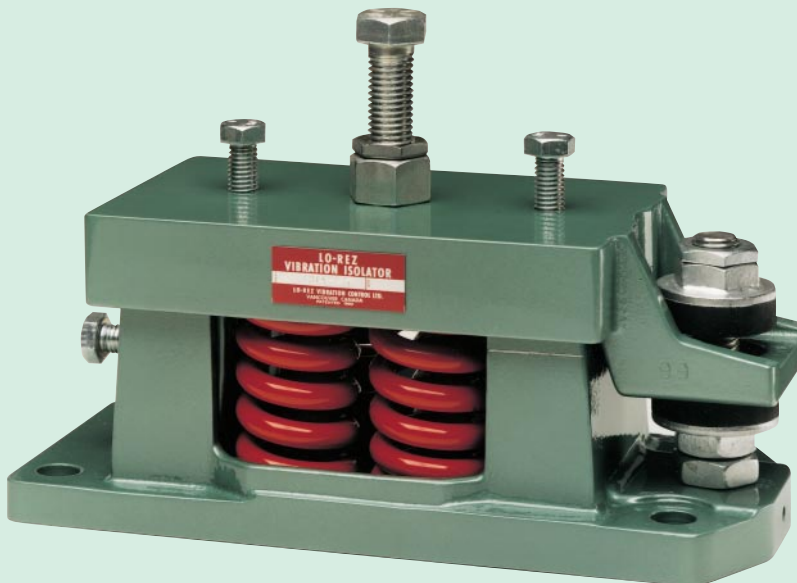
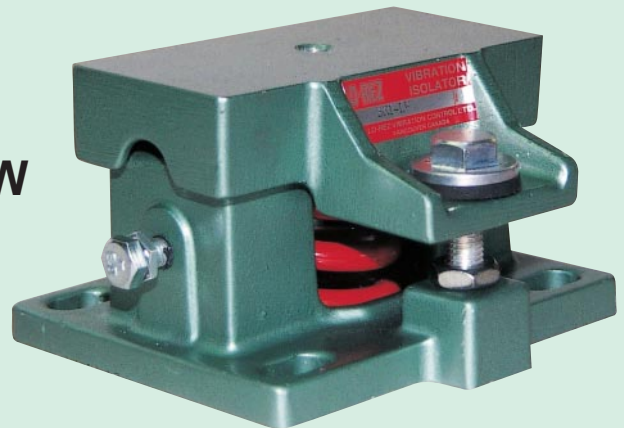
**Isolators designed for high
horizontal and vertical loads**

STEEL-SPRING VIBRATION ISOLATORS



BR4 -TLS

BR1-LW



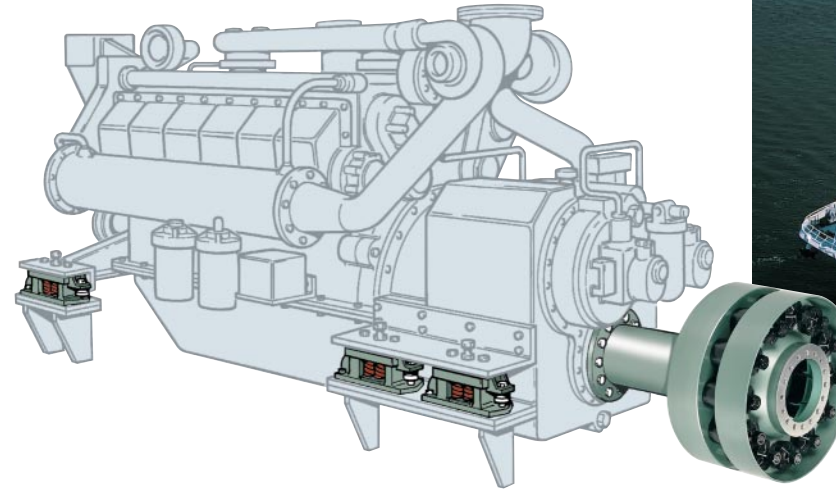
BR4-LS

LO-REZ VIBRATION CONTROL LTD.

186 West 8th Avenue, Vancouver, B.C. Canada V5Y 1N2 Tel: (604) 879-2974 Fax: (604) 879-6588
E-mail: lo-rez@LO-REZ.com Web: www.LO-REZ.com



Lo-Rez BR4-HS Isolators under one of twelve 4,000 HP EMD 16-cylinder Model 710 Diesel Generators, 110,000 Lbs. each. Supplied for (3) Washington State "Jumbo Mark II" ferries (MV **Puyallup** shown).

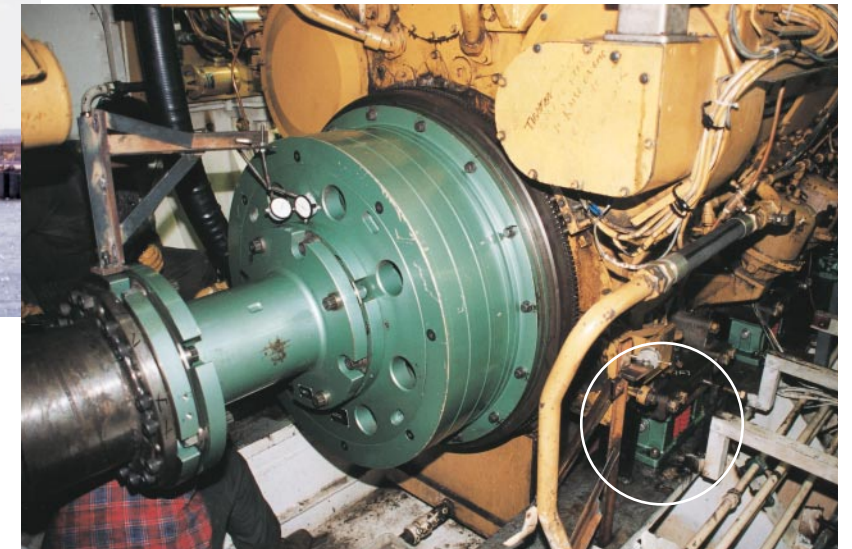


Trump Princess Casino Boat
Main propulsion engines, Detroit 12V149 mounted on BR4-TMS Isolators and 30RT Couplings. Generators, Detroit 16V149 (not shown) mounted on BR4-LS Isolators.

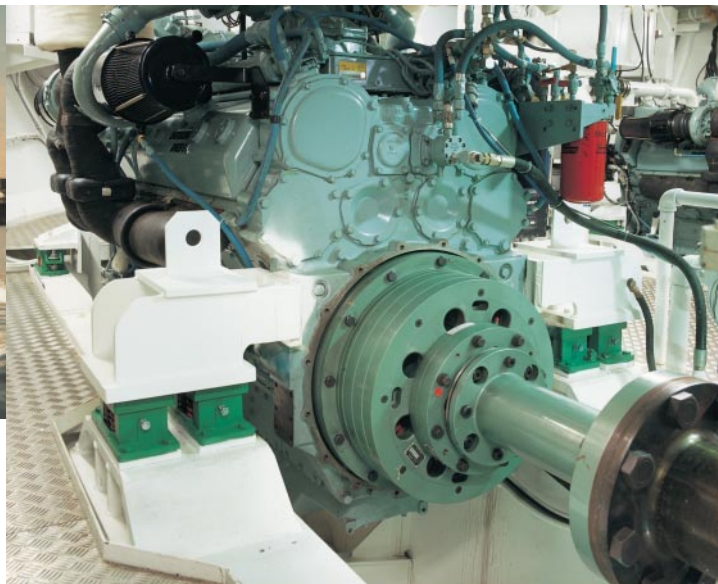
CAT. D399 Generator sits on LO-REZ LR4-LS Isolators. Westcoast Transmission Building, Vancouver



MV Teleost
Main propulsion, Caterpillar 3612 engine mounted on BR4-HS Isolators. Couplings used I/SF steel spring & 16HLF laminated disc.



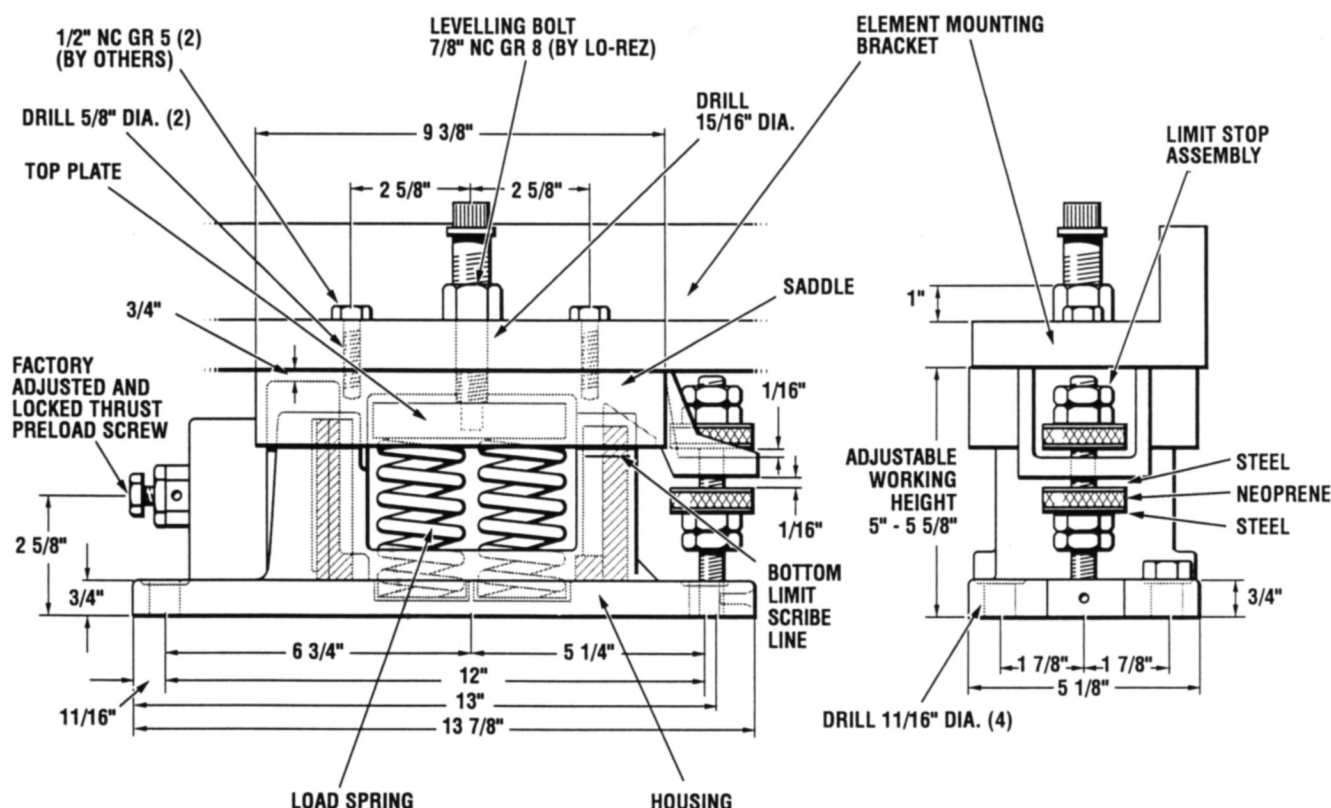
Tugboat **Vancouver**
Main propulsion Detroit 16V149 mounted on BR4-LS Isolators. Couplings used F/SF steel spring & 8HLF laminated disc.



BR4-TLS, -TEHS, -TELS
Thrust Type Isolators

LO-REZ

BR4-TLS ISOLATOR



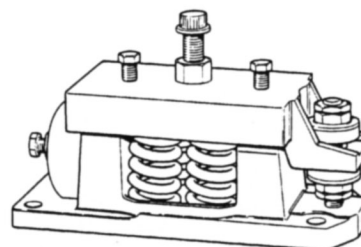
The **BR4-TLS** isolator incorporates a limit stop to prevent excessive vertical motion and rocking motion of isolated equipment in ships, locomotives, trailers, etc. It is a useful isolator also where high lateral loading of stationary equipment may occur due to wind and/or earthquake loading. The neoprene bumpers can be easily adjusted to accommodate the actual working height of the isolator (shown here in the lowest position) as well as to limit the random motions to any desired degree ($\pm 1/16$ " shown).

The **LO-REZ BR-T** isolators have special thrust carrying devices which permit them to carry full thrust load without "locking up" so that they are capable of providing effective isolation of the engine-generated vibration over the entire speed range.

The 7/8" leveling screw and the additional 1/2" cap screw securely fasten the equipment sub-base to the top of the isolator. As with all **LO-REZ** isolators there are neoprene dampers inside each end of the isolator to withstand lateral (including crash) forces - so obviating need for any external chocks.

CAPACITY AND DEFLECTION

RATED LOAD CAPACITY (lbs)	STATIC DEFLECTION d, AT RATED LOAD (Inches)	NATURAL FREQ., F _n , AT RATED LOAD
1000	0.60	243CPM
1200	0.60	243
1400	0.60	243
1600	0.60	243
2000	0.60	243
2600	0.60	243
3200	0.60	243
4000	0.60	243
4800	0.60	243



LO-REZ

DESIGNED AND MANUFACTURED BY:
LO-REZ VIBRATION CONTROL LTD.
 186 WEST 8TH AVE., VANCOUVER, B.C., CANADA. V5Y 1N2
 TEL: (604) 879-2974 FAX: (604) 879-6588

TD-103.6

LO-REZ VIBRATION CONTROL LTD. has been dedicated to the design and manufacture of vibration control equipment since the 1950's. Our commitment to research and design as well as high quality and exacting standards in manufacture, means we are meeting the challenge of new technology with systems that are state of the art in the 1990's. For example the LO-REZ SOFT-MOUNT® SYSTEM, in place in over 375 marine propulsion applications around the world, produces typical vibration isolation efficiency of 97% with noise levels of 62-70dBA. Committed to system performance LO-REZ provides extensive services and test facilities, providing certification prior and subsequent to overhaul when required. Comprehensive technical specifications and performance data is available upon request on all LO-REZ systems and components.

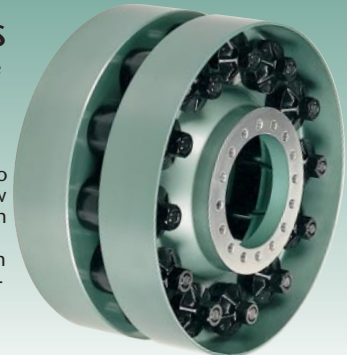
SS STEEL-SPRING FLEXIBLE COUPLINGS

Providing low, constant and accurate torsional stiffness ($\pm 8\%$) for precise tuning control in geared propulsion, reciprocating compressor and other critical systems. Features include; no lubrication, easy inspection of internal working parts and easily adjustable damping. A number of models (including a single row series) and sizes are available to suit specific system requirements. (Shown with cover removed.)



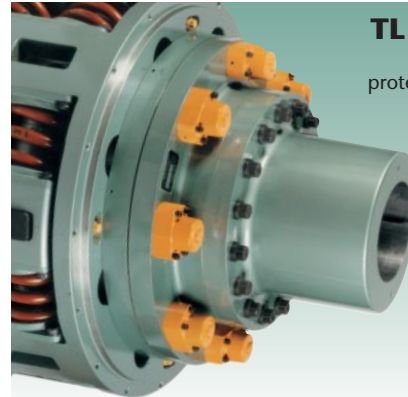
RT STEEL BOLTED RUBBER COUPLINGS

Torsionally flexible and capable of accommodating axial load, these couplings are ideal for any propulsion application. Featuring; reverse thrust capability, noise attenuation, no thrust bearing requirement, low stiffness, non-lubricated and high damping. Available in various sizes and an integral part of the Lo-Rez Soft-Mount® System.



HLF LAMINATED DISC COUPLINGS

These High Lateral Flexibility disc couplings significantly impede a propulsion engine's linear/torsional vibration and noise from entering any hard mounted gear box. (Shown here attached to a Lo-Rez RT coupling and its integral spool spacer).

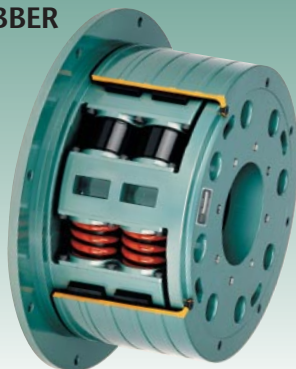


TL TORQUE LIMITERS

Providing optimum overload protection. With low maintenance and easily reset, these torque limiters keep downtime to a very minimum. A number of models and sizes are available to suit any system requirement. (Shown here attached to a Lo-Rez Steel-Spring Flexible coupling/cover removed).

SS-R STEEL-SPRING/RUBBER FLEXIBLE COUPLINGS

A variation of the steel-spring coupling, incorporating a high damping ability while retaining some torsional stiffness accuracy ($\pm 15-20\%$) for tuning control. Features include; no lubrication, easy inspection of internal working parts and easily adjustable damping. A number of models (including a single-row series) and sizes are available to suit specific system requirements.



VTD VISCOUS TORSIONAL VIBRATION DAMPERS

Tuned, double tuned and non-tuned patented Viscous Dampers. Available in a wide range of sizes, providing optimum damping coefficients, custom designed particularly to suit custom requirements. A vital part of crankshaft, gear train and bearing protection.



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