

My aircraft spruce order with the hardware for attaching the shunt and breaker finally came in, which enables me to continue working on the connecting wiring of the 2 items.

Well it ain't really wires. I'm using the left overs from the copper bar that connects the master and start solenoid to make the high current connection of the master solenoid to the shunt and fuse..

Bent and drilled the holes in the bar and then cut it to length.



This is how it will look like. The fuse will screw on on top of the two studs.



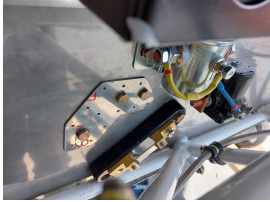
I realised I would need a doubler plate on the opposite side of the firewall to support the shunt and fuse. and cut this funky form out of 0.64 alu.



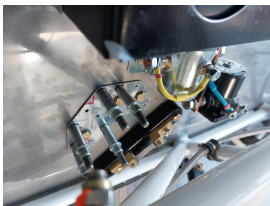
Drilled the rivet holes in the side of the doubler and used it screwed in place from the front side to drill the holes through the firewall and use the doubler as a drill guide.

Drilling holes through the firewall is and remains a pain up the butt,

and it's even worse with the engine mount already in place. I do hope I will be able to rivet it on. Thinking of using the back rivetting set from the inside and placing a backing plate against the front.



almost all drilled...



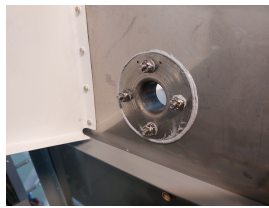
I also got my 3M Fire barrier tube in the delivery and used the occasion to make a final installation of the safeair firewall passthrough parts on both sides.

Applied a coat of the product and then screwed all in place. It is oozing out quite a bit in the center and I think that's a good thing. I'm not touching it and let it dry out this way.



Other side





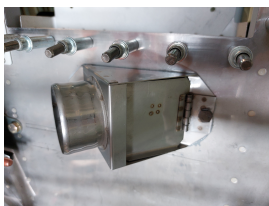
Did the same for the hot air vent. You can see here the amount I'm putting on.



I protected the insides so that there is no product blocking full closure of the lever.



firewall forward view of the finished product.



I had some time left and countersunk the rivet holes on the doubler plate.

18+19/05/2023 - shunt and fuse doubler and fire barrier - 8h

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