# 05+06/08/25 - Wire reorganisation (part 1) - 19h

Category: 5.1. Planning electrical / instruments
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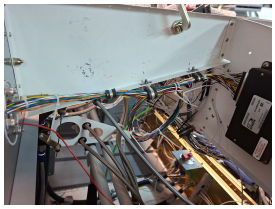
Hits: 544

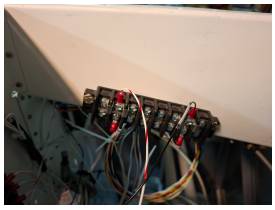
Closing the top fuselage skin comes closer and closer. I was thinking of closing the top fuselage skin prior to fitting the Sam James cowling but realized that there are still a lot of wiring tasks to be done afterwards. Routing wires after the top is closed will be very difficult so I might stick with a clecoed top fuselage skin until all of the wiring is really done. I'm still missing some wires going forward like the pressure sensors, temp sensors, p-lead wires. I can only do those later on so have to continue with what I can do now.

This article is a summary of 3 days of work rerouting wiring and installing clamps and strips.

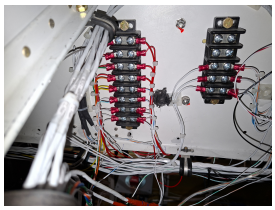
First I decided to cleanup a bit of the wiring in the most forward side of the cockpit nearest the firewall. On the pilot side I have my Dynon EMS module and all the wiring going forward. I installed 3 adel clamps on the sub rib in order to guide the bundle.



Next I drilled and installed the second bus bar which splits some wires from the EMS towards the sensors and trim motors. One is a ground connection (EMS pin 17) on the right in the picture below, the other one is a +5V power lead (EMS pin 18). I jumpered the tabs so multiple splits are available now for the same EMS pin.



Also reorganised the wiring on the 2 bus bars for landing lights and nav lights. some strips are routing the main wire bundle downwards. I put some RTV over a screw that was near the busses in order to avoid wear if ever there would be any chafing. (one of the screw holding the COM radio).





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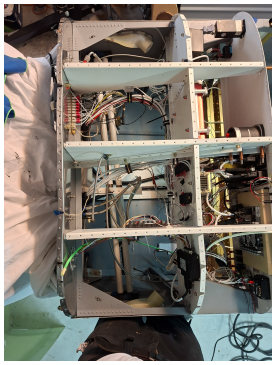
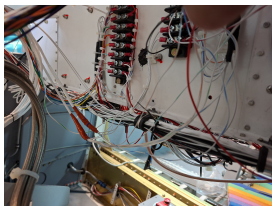
This shot from above shows the main wire bundle going from underneath the ground block forward to the first subpanel and moving all the way to the left to the panel area. I also installed some adel clamps on the bottom of the subpanel.







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