

Category: 5.3. Systems

Published: Tuesday, 09 September 2025 12:12

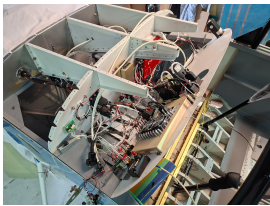
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As electrical work behind the panel comes closer to an end, it's also time to paint the instrument panel. I decided on black mat color. I will use labels that are printed on decals using a white laser toner I bought from [Ghost White Toner](#). I will first have the panel painted black. Then scuff it with 1000 grit, degrease and then apply the labels.

These labels are cut out and then laid in water. The water separates the background from the decal. As long as it's wet, it can be moved. Once dry it sticks to the surface it's applied to.

The only problem with it is that it gets loose again when it's made wet again. I will have a coat of transparent mat paint on it so I don't have to worry about that. I tested this with a while ago and it looks really good when finished.

In order to do the painting, the instrument panel had to be totally decoupled from the wiring and all instruments removed. I first did some testing how the panel would move forward now that the wiring is more tight and bundled. Once the top fuselage is on. It is easier to change things if the panel can tilt forward. Some people even installed hinges on the bottom so that it pivots on the hinge.



Final look at the panel before painting with the top fuselage skin clecoed partly.



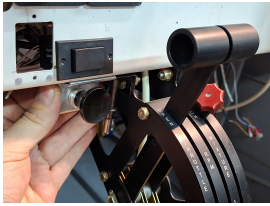
One thing I still needed to do was finding a good place for the alternate air knob. You probably will never need it but if you do, you have to be able to reach it as soon as possible.

I saw good idea from another builder (Matt RV7) who installed it on the side of the throttle quadrant. It's out of the way in normal use and is still easily and fast reachable.

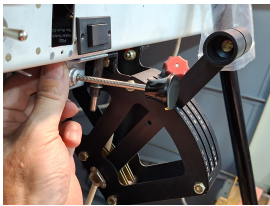
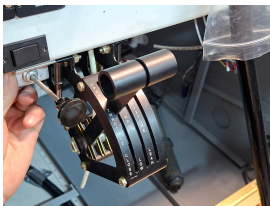
His article can be found : [here](#).

The bracket is just a piece of aluminum angle rivetted to the bottom

flange of the instrument panel. The knob is a [A-740 ratchet style black control knob](#).



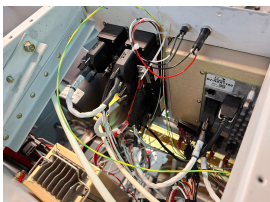
When the alternate door will be opened as shown below, there is no obstruction on the throttle quadrant.



Drilled the angle to the bottom flange and countersunk the holes in the angle.



Also pulled a new wire from the EMS module to the EMS warning light led. (yellow/green)



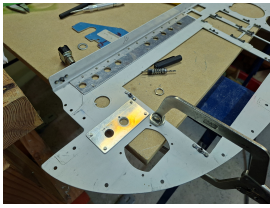
The back of the panel. I just had drilled an additional switch hole where the clamp is for the AP master disconnect switch.

11/08/25 - Alternate air bracket & various electrical - 5h

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Drilled 2 additional holes for leds above the Dynon skyview. One for the EMS warning led, another one for the Alternator Low voltage warning.

