

Category: 5.3. Systems

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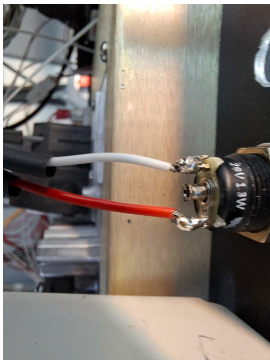
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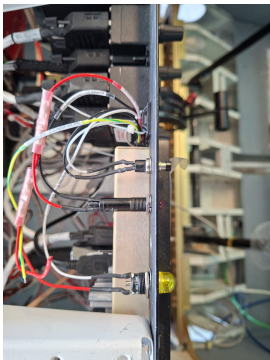
My delivery from Steinair came in so I received my missing led indicator light for EMS warnings and also installed the Alternator low voltage warning light.

I wired the connection from the voltage regulator tabs towards one pole of the led (it grounds when active). This is the white wire. The red wire is a 12V+ wire coming from the VPX and is shared with the other led lights and connected with butt splices.

I hate soldering, especially on the small tabs on delicate led lights. Surely not my best soldering but it will do the job.



Covered the soldered legs with heat shrink. In the image below you also see how I split off the 12V+ red wire multiple times to be shared among all leds.



Some time later I tested the illumination of the low voltage warning. It's a very bright yellow led and it worked as soon as the battery got some load on it.



Then I installed the red led from Steinair for the EMS warning signal.

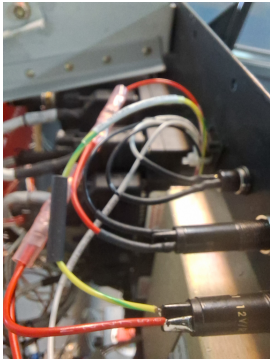
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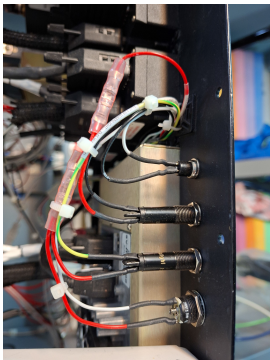
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The yellow/green wire comes from the Dynon EMS box and activates when a critical event is detected by the EMS.



All wired up, isolated with heatshrink and organised with tyraps.



Neat and clean.



Then used the test function on the Dynon Skyview setup menu to activate the EMS warning led.



Next started looking into the fuel pump to firewall fuel line connection. I have been postponing for a long time the final installation of this for as long as I was messing with pulling wires

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through the conduits.

The plans indicate that you should place some foam under the fuel line as support and to avoid chafing against the the cockpit floor.

I'm planning on not using loose pieces of foam but rather try the expansion foams they use in house construction as this will encapsulate the line bottom and top.

I wasn't happy yet on the spacing between the fuel line and the corner and enlarged the bulge in the corner a little more to get the cover out of the way of the fuel line.

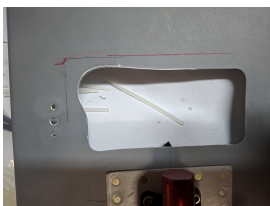
I also marked the location of the doghouse so that I knew how far I could grind away without seeing the gap once the doghouse is on.



On the bottom side, the fuel line stays nicely between cover and floor. No issues here.



Here is the corner enlarged after grinding.



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Another issue I found is that the conduit lines of electrical wiring will pass left and right side between the brackets of the fuel pump. They just fit underneath and are sandwiched between the side of the cover and the brackets that protect the nutplates of the fuel pump in the center. However, I was not happy with the nutplate location near the fuel line exit point. In the image below (mid right) you can see that I removed a nutplate of the doghouse in the front and added a new one in the middle. I flattened the holes of the nutplate ears so that they won't interfere with the conduit that passes just underneath.

I'm always worried about screws in nutplates perforating the conduit line and creating some short circuits in the wiring. I read about builder who had that issue. In a first attempt I cut these foam block and glued them over the nutplates. I removed them again later on as they kept coming loose.

