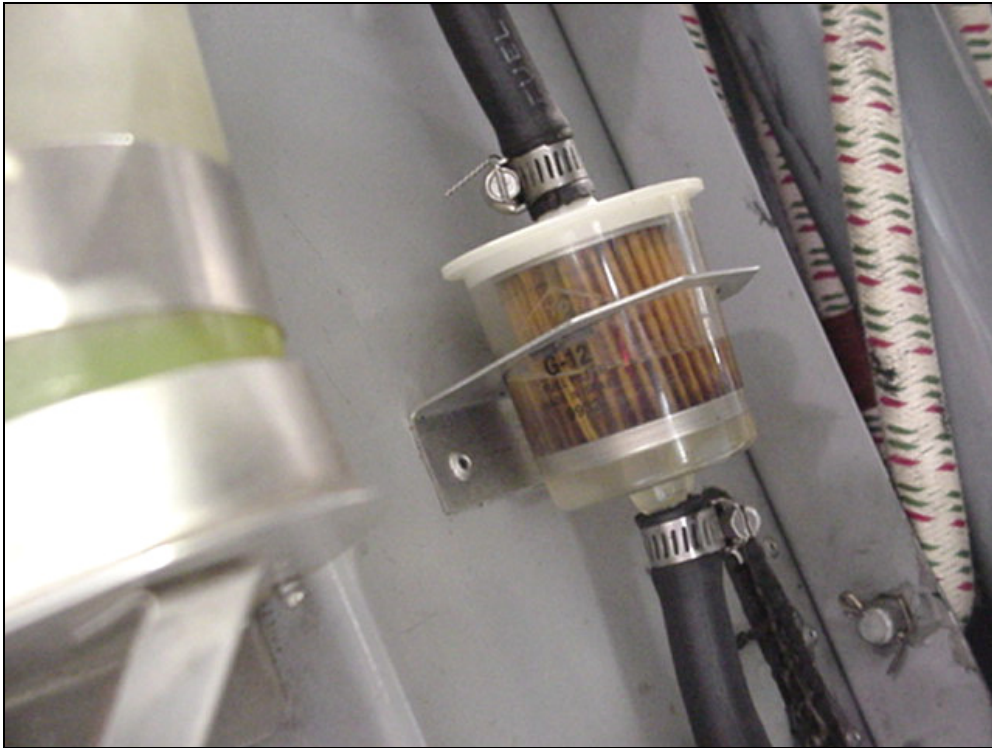


SECTION 9

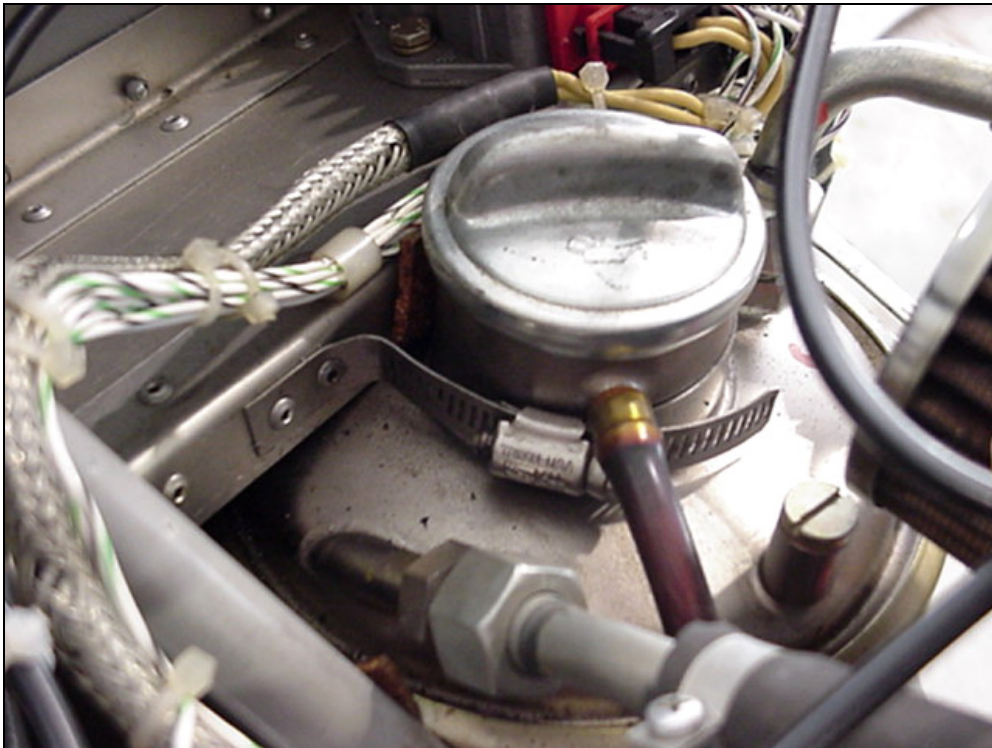
FINAL INSTALLATION BATTERY



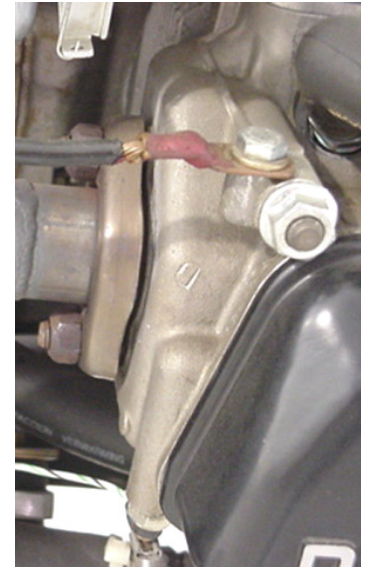
Top view



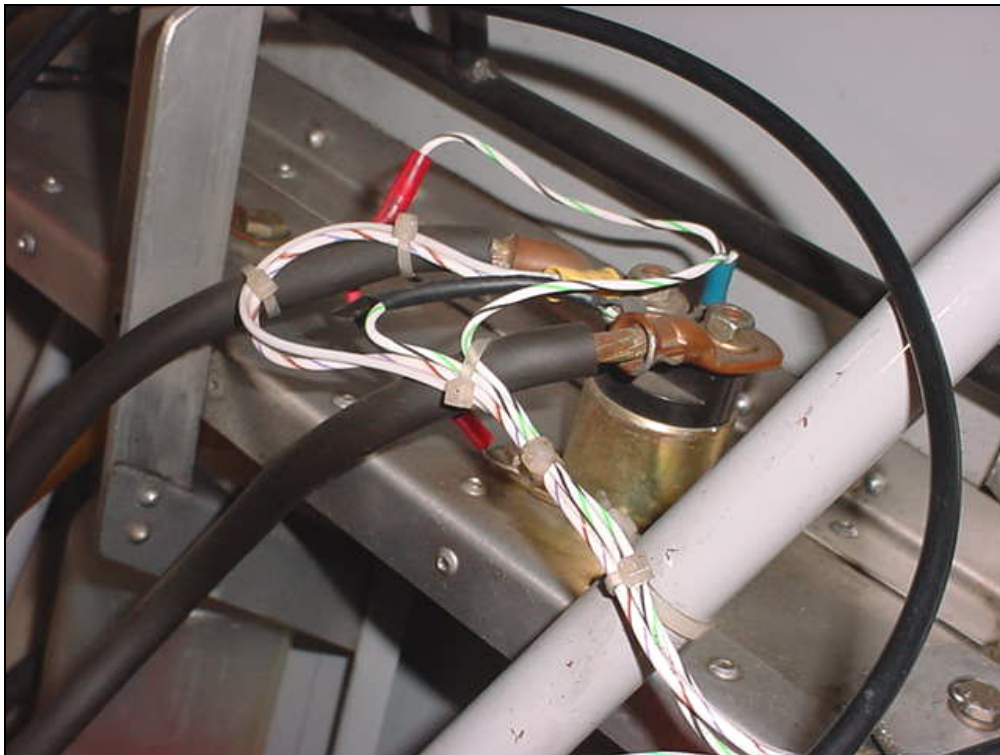
Fuel filter



Oil tank breather and overflow line (plastic hose connected to nipple on neck of oil reservoir). Line ends just below bottom of fuselage, at firewall.



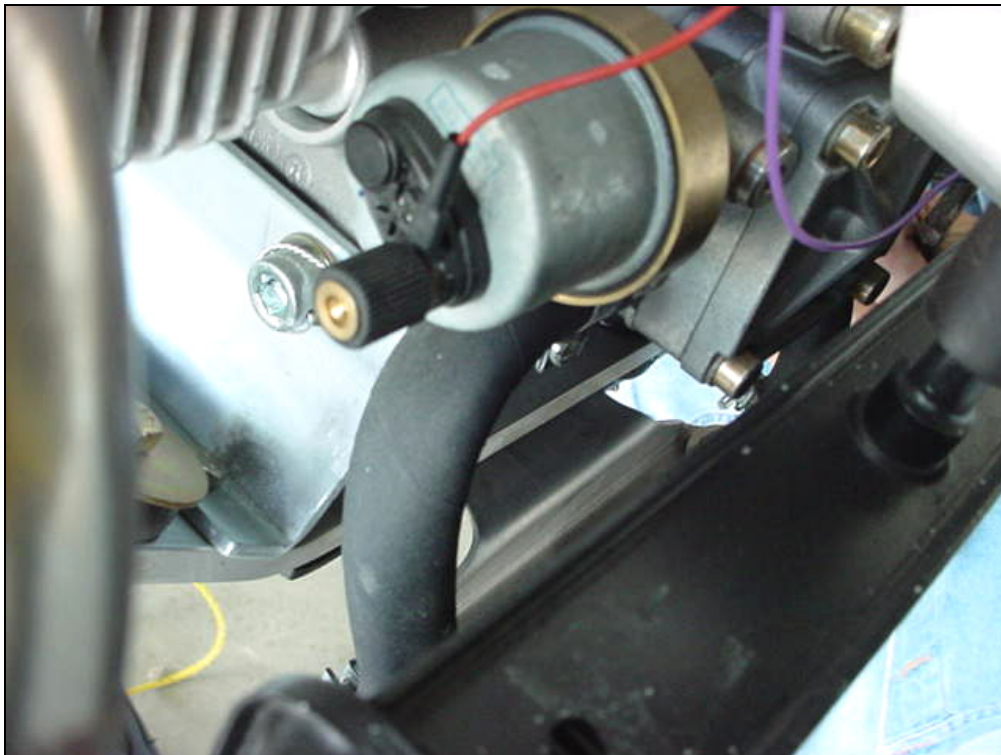
Grounding of engine to airframe (right side of engine)



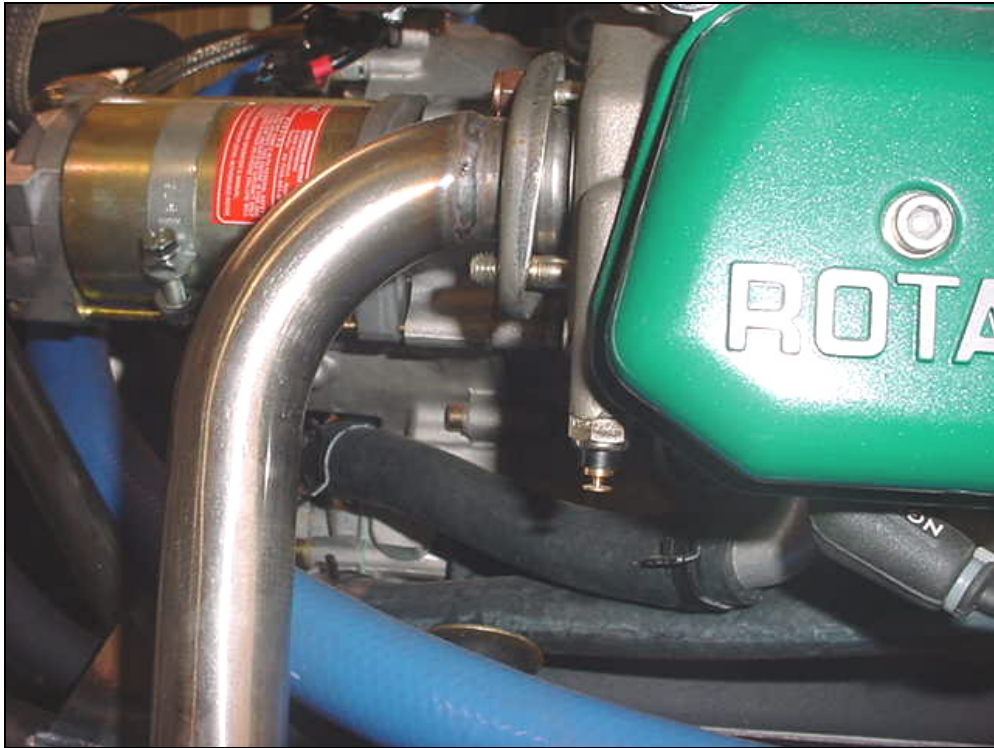
Battery solenoid



Regulator/ rectifier



Electrical connection for
oil pressure sender

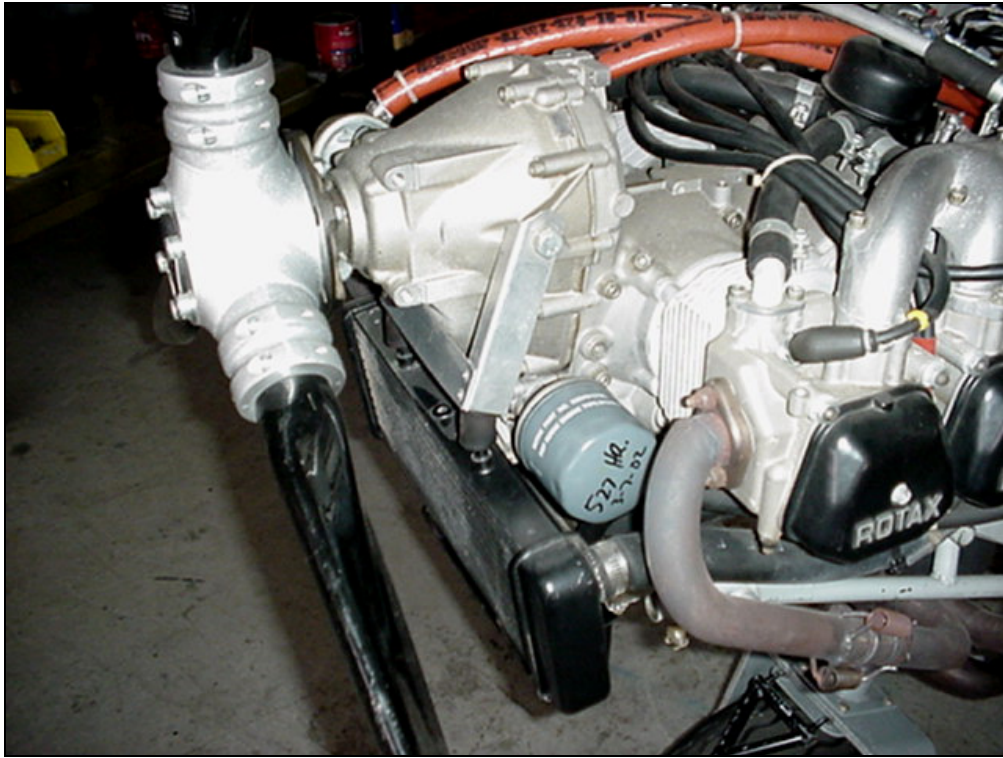


Sender:
Water temperature at the
cylinder head (wires not
yet installed).

Rear cylinder on right side.



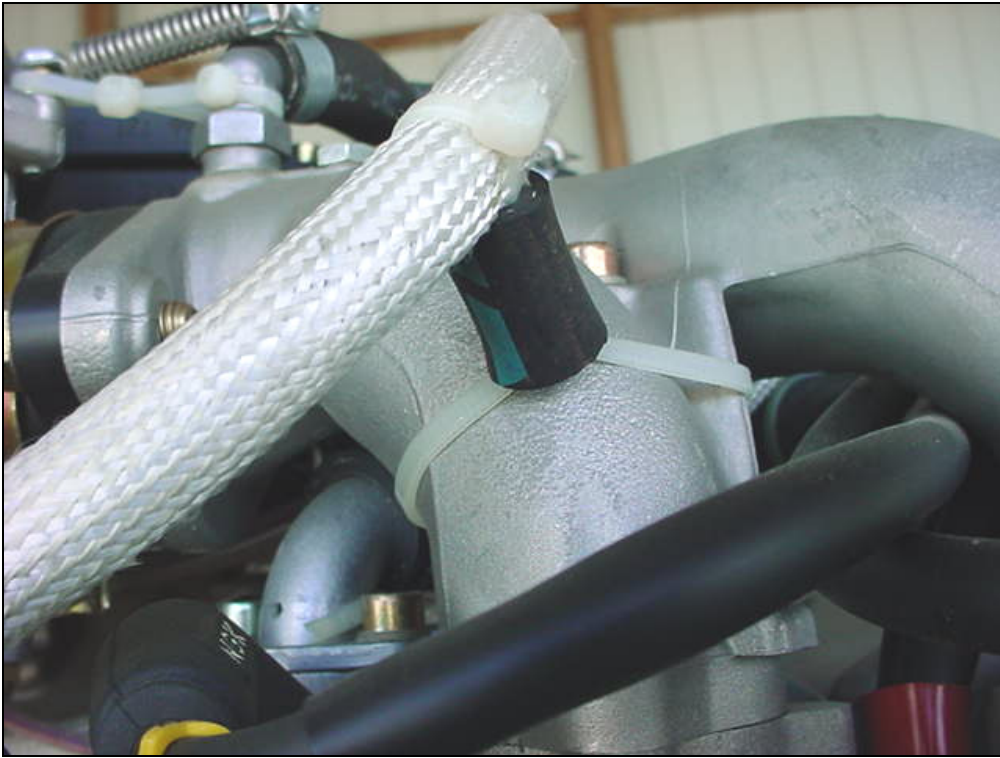
Safety wire the banjo
bolt, oil fitting on the
bottom of the engine.



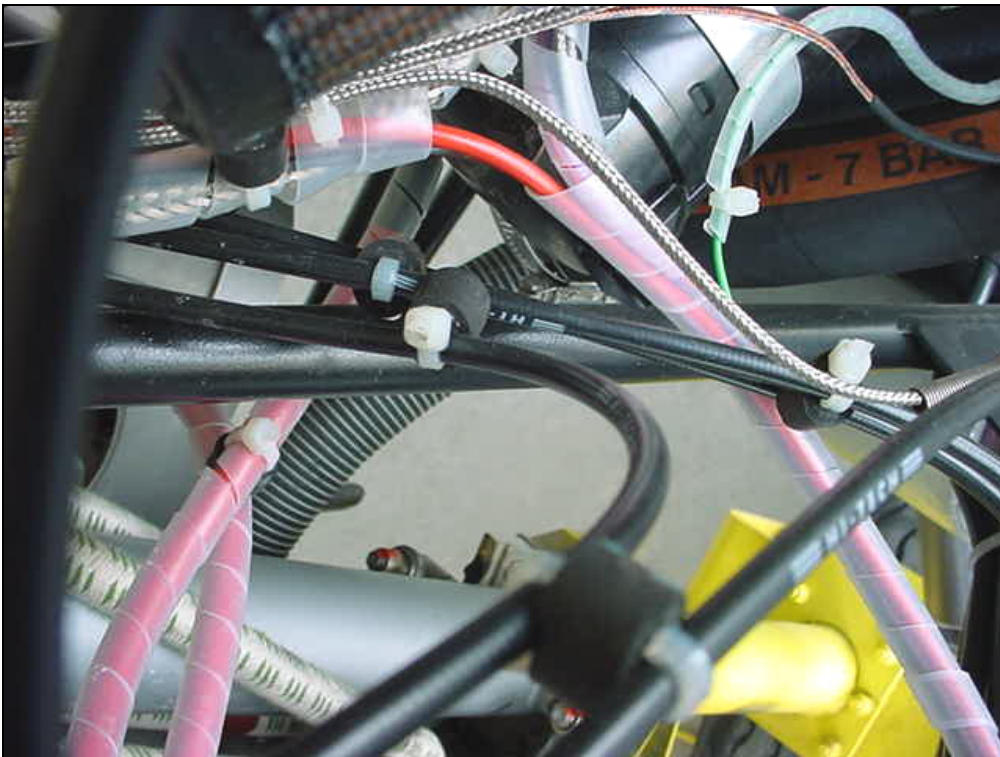
Write date and hours on oil filter



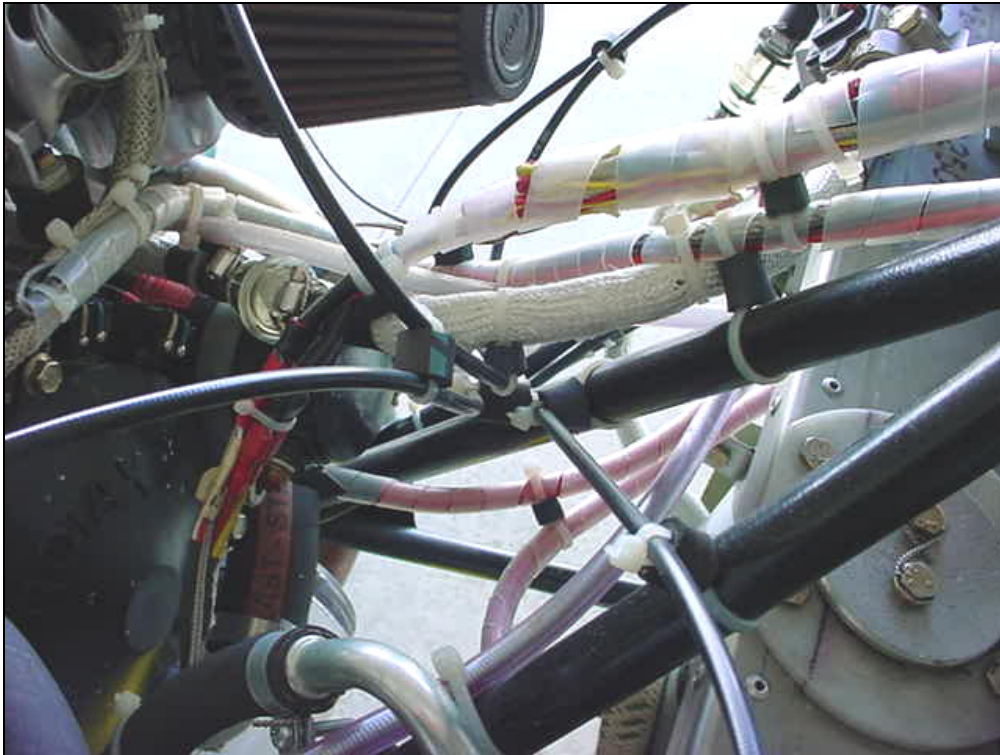
Grommet through firewall



Stand off with tie wrap
and piece of rubber hose



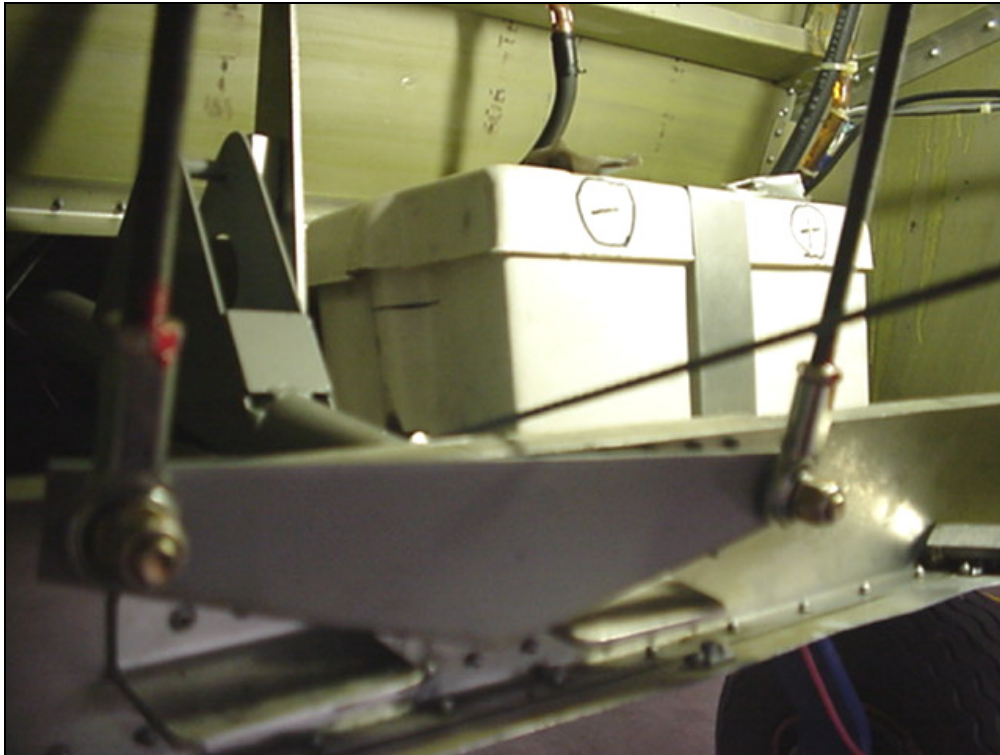
Tie wrap all wires



Secure all wires.
Check that hoses do not
rub on sharp edges and
are away from the
muffler.



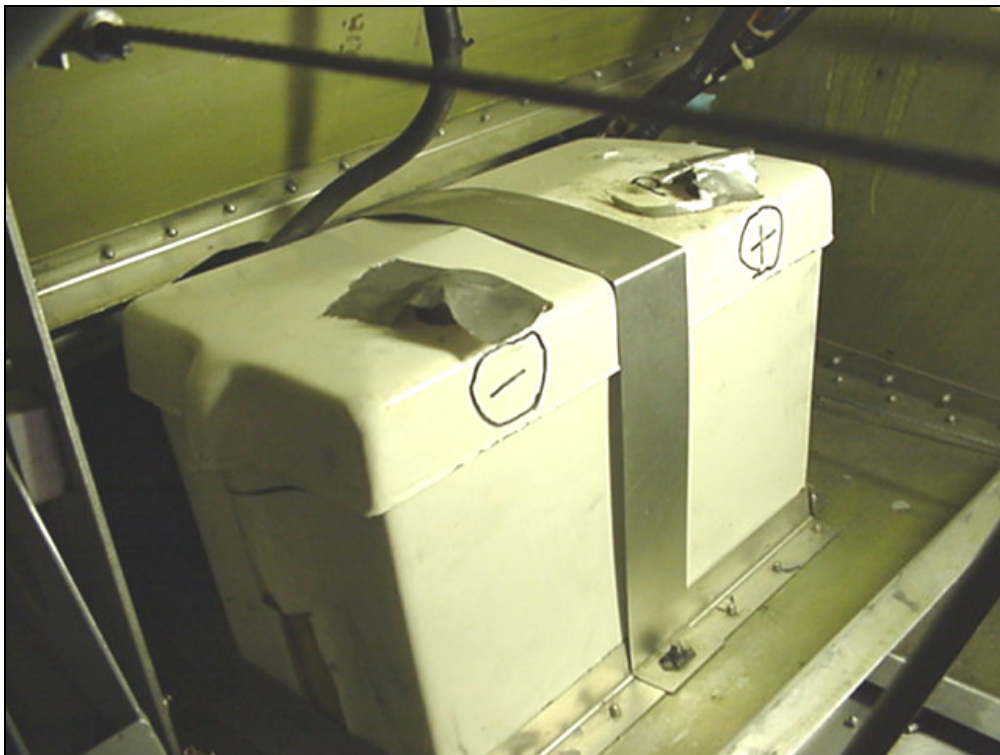
Look up through the rear fuselage access panel



Fiberglass battery box with lid, vend underneath fuselage.



Airframe is grounded



Reinforcement L angles around base of battery box
Strap around the top of the battery box



Battery position on the right side of fuselage, between the gear and the rear fuselage access panel.



Battery vent, screw to hold the battery strap, rivets through reinforcement L angles

Looking up at rear fuselage (behind the gear spring)



Use bungee to keep the elevator cables from rubbing together