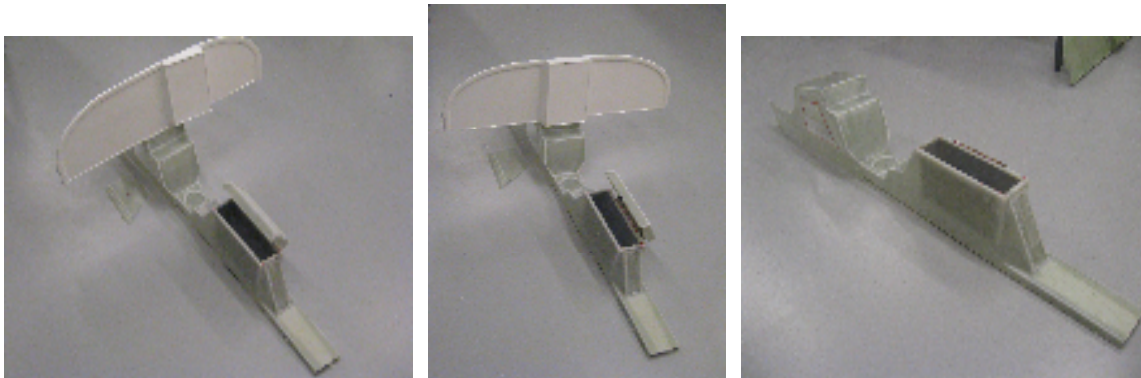


RV10 Panel/ Center Console Installation Instructions

Congratulations on your decision to take your panel to the next level. The fiberglass pieces will, for the most part, attach right to where the stock pieces did that were provided with the kit, using most of the same mounting holes (where applicable), in a very rigid and secure mount. When finished the assembly will appear like this:



The panel fits right to the arced ridge portion of the glareshield assembly that the stock aluminum panel fits to and incorporates pieces of the cross-brace as well (most of it is cut off). The center console forward section fits under the panel (and is eventually secured to it), secures to the tunnel using the stock nutplates, and spans the tunnel from the firewall to just forward of the fuel selector. The center console aft section secures to the forward section, secures to the tunnel in the same fashion as the forward section, and spans from the fuel selector to between the passenger seats where the stock tunnel cover attaches.

First, remove the tunnel cover that runs from the firewall to between the passenger seats. Here you'll start with the aft section of the center console. The recess for the fuel selector handle will be positioned over the fuel selector with the appropriate holes drilled into the fiberglass and the rear portion between the passenger seats will use the two nutplates already installed to the aft tunnel piece. A small notch will probably be needed, one on each corner to blend it with the tunnel cover that continues aft. Place a light inside the tunnel and mark the nutplate holes for mounting.

At this point, secure the aft section of the center console and position the forward section and the panel to verify everything is lining up. The forward section should fit onto the tunnel cover with the small mounting lip positioned under the aft section at the disconnect point forward of the fuel selector and span to about an inch or two from the firewall. The panel sits on top of the forward section and is positioned right where the aluminum panel attaches, pushed up against the glareshield arc as well as the cross brace. The long edge of the bottom of the panel should line up with the recessed top portion of the forward section of the console, primarily used for your Vernier controls (the forward section also can accommodate the Van's throttle quadrant, in the "face"), and the vertical plane of the radio stack lines up with the "face" of the forward section (only with the

center stack version, but you get the idea). You'll probably have to lift the forward section of the console to bring it up to the panel; if so, make sure there is enough "meat" along the bottom to attach to the tunnel cover all the way forward and that the forward and aft sections line up long ways (not "hinged" at the disconnect point).



If everything looks good, you're ready to continue. If not, fill the holes in the aft section and try again. That's the beauty of fiberglass. Give us a call anytime if there are questions or concerns.

Before attaching the panel, the cross-brace needs to be modified. You'll cut the majority of it off and discard, leaving only the end pieces. What will be used are the portions riveted to the fuselage skin and they will both extend about 1-1.5" inboard. These "ears" will be used to secure the bottom corners of the panel, one nutplate will suffice on each. Make sure that they don't extend to the indented "joggle" that the aluminum insert fits into. The top arc of the panel can contain however many of the mounting holes in the glareshield arc you would like to use. All are not necessary, but most people seem to prefer using the majority. At each of the mounting points on the panel; it may help to add a "pad" of bondo or micro at each hole to fill the concavity, just to make sure that there is no extra stress on the fiberglass.

With the panel and aft section secured, the forward section is ready to be attached. Line it up so that the lip slides under the aft section at the console disconnect point (forward of the fuel selector) and the top of the forward section touches the bottom edge of the panel. You have the option of attaching nutplates to the underside of the forward section lip to secure the forward and aft sections of the console together, but you can make that call. The lip itself may also need to be rounded in the center to accommodate for the recess of the fuel selector. The mounting holes along the tunnel are located and drilled along the bottom fins; the light in the tunnel method works well here also.

The panel and forward section are attached with two nutplates fastened onto the panel. This way you can install the bolts from underneath and don't have to worry about getting to that point with extreme difficulty once the panel is constructed. To make this even easier, you can cut a square out of the large "face" of the console so you don't have to go through the side access piece for marking and drilling. Regardless of what you're putting into the "face" of the forward section, most of it will be cut out eventually, but don't get too close to the inside of the top edge of the "joggle" that the aluminum insert sits in. There is about an eighth of an inch gap between glass and aluminum for aesthetic look.

705 SE Salmon Ave.
Redmond, Or 97756
CRS#: Q9RR266Y



Phone: 541-923-1355
Fax: 541-923-4181
www.redmondair.com

Now that it all fits, it's time to send the fiberglass back to us and we will return it to you constructed, painted, powder-coated, silk-screened, and fully tested and ready to install. You're almost in the air!

