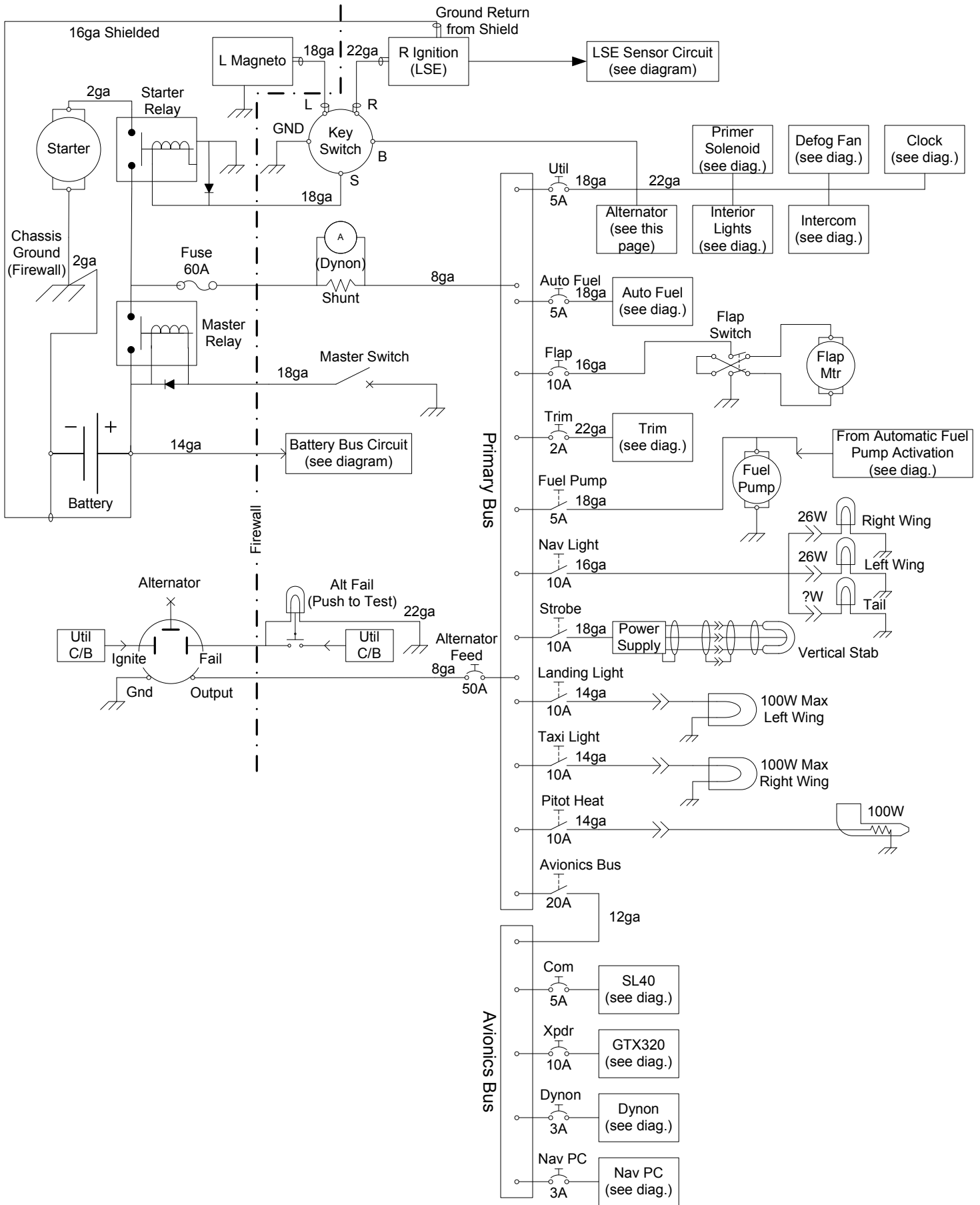
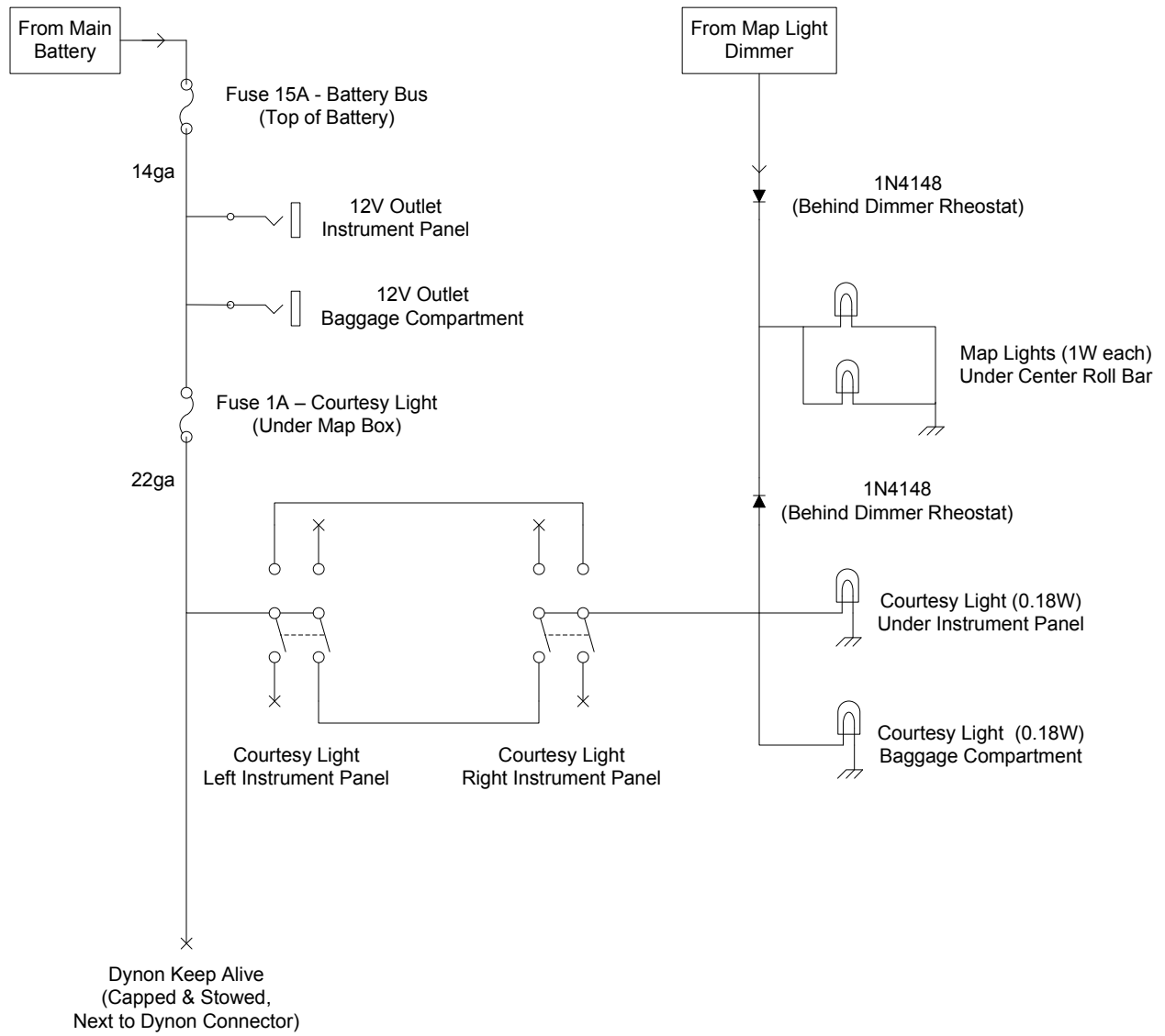


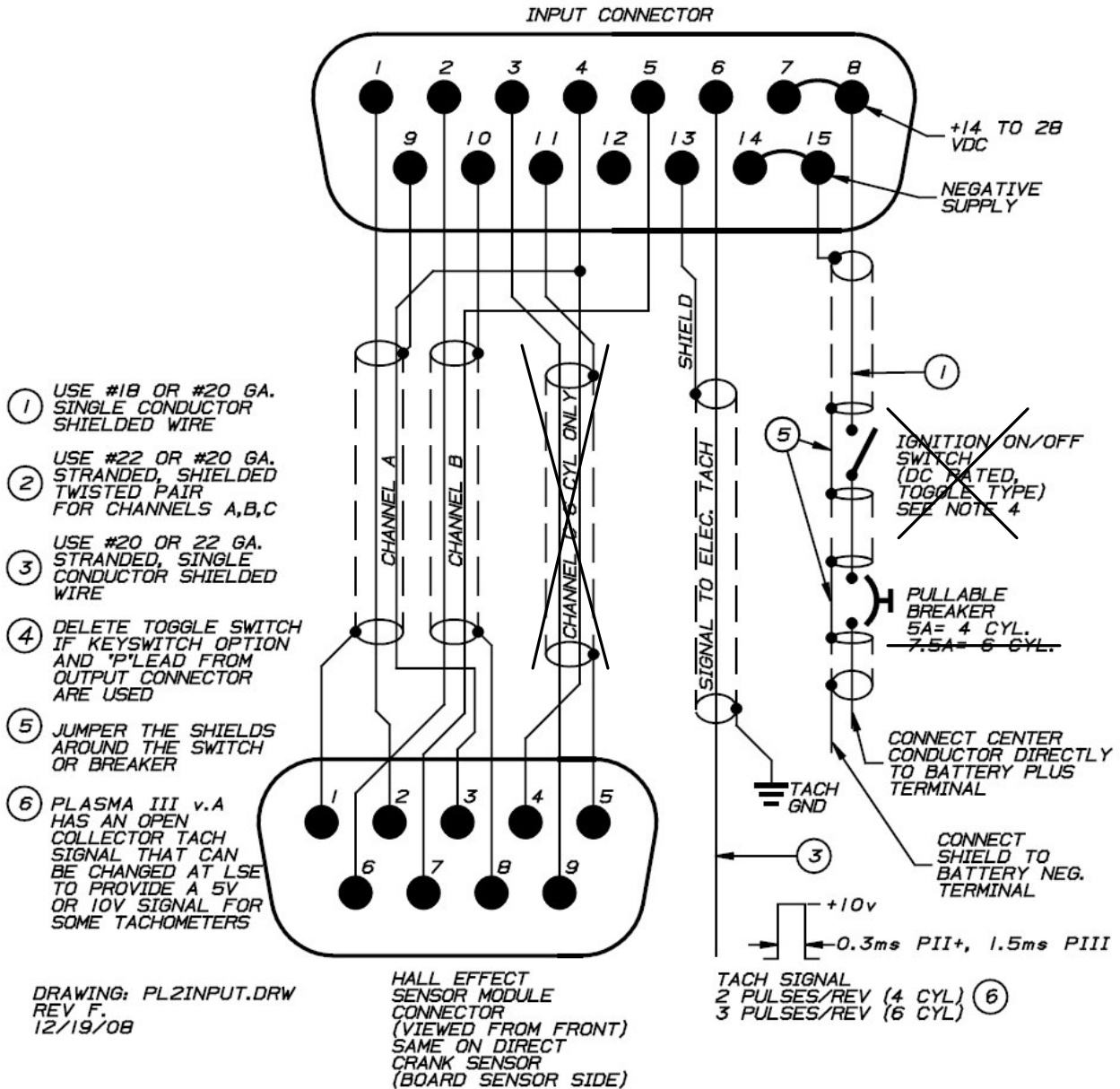
# Main Power Distribution – RV9 Serial 90398



# Battery Bus – RV9 Serial 90398

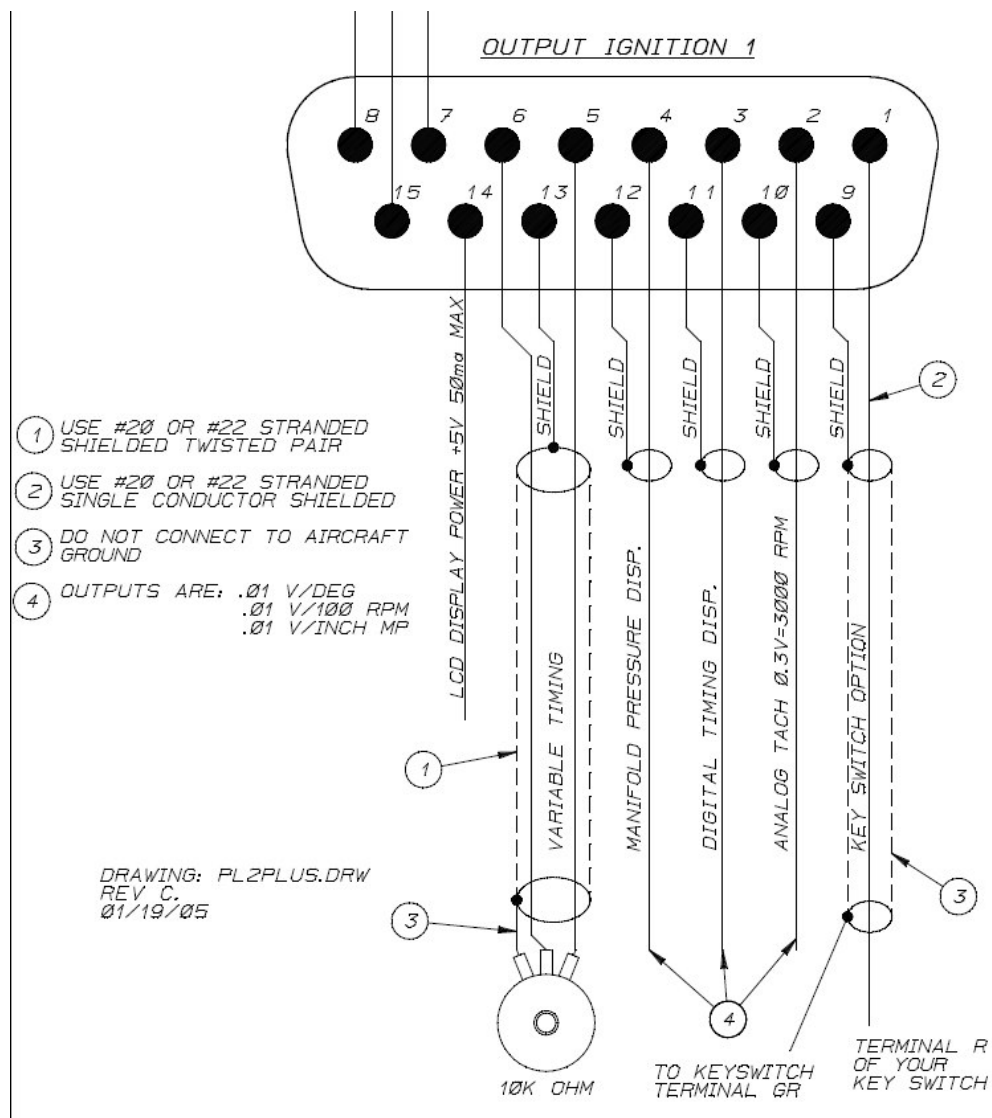


~~PLASMA II, PLASMA II PLUS, AND PLASMA III~~



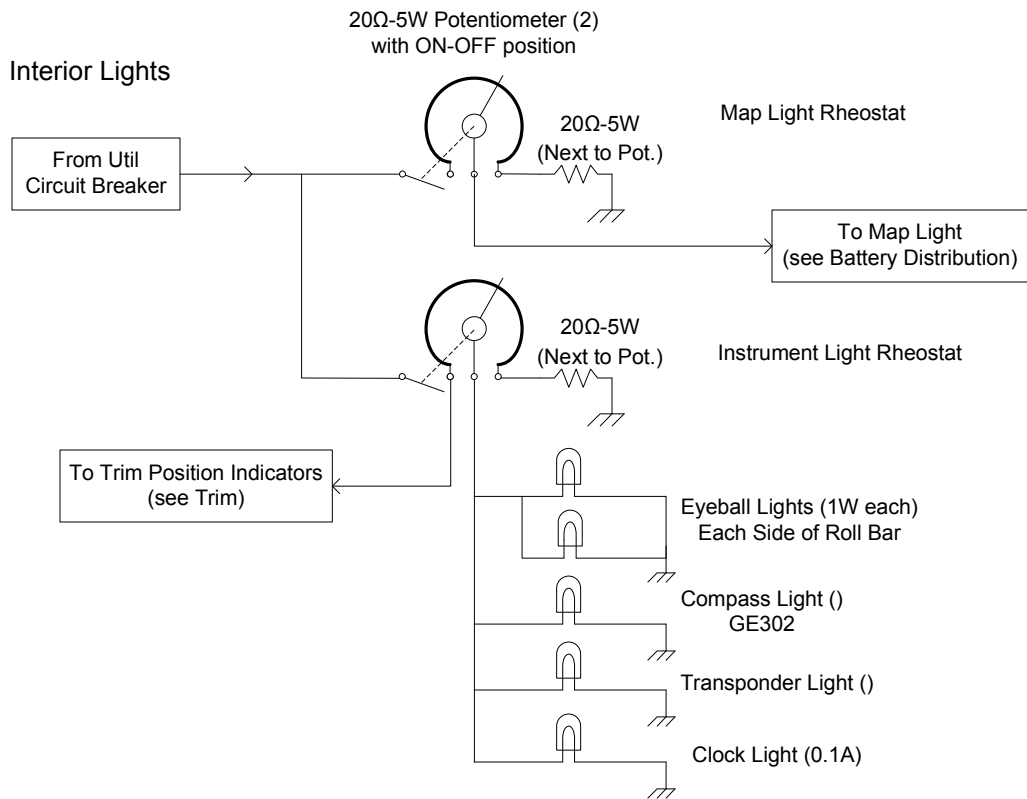
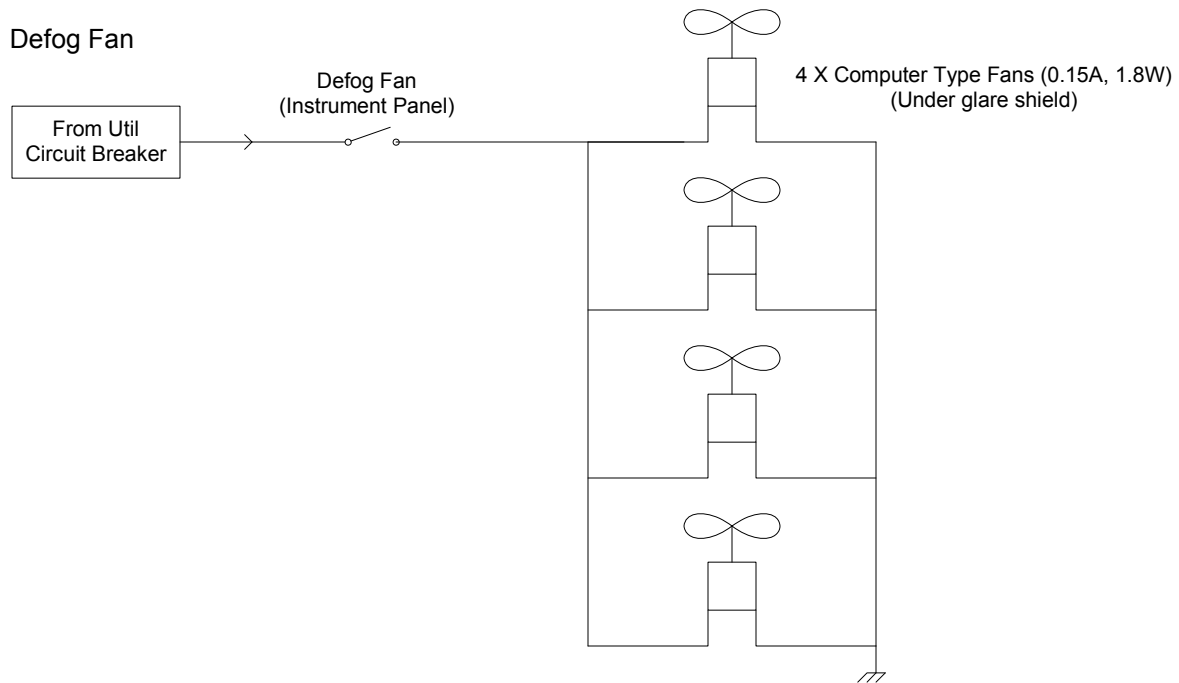
Wiring per diagram above except where noted.  
Tach signal connected to Dynon, but shield not used.  
Power connection uses circuit breaker but no on/off switch.

LSE Ignition (sheet 2 of 2) – RV9 Serial 90398



Wiring per diagram above except where noted.  
 Variable Timing and Display Output not used.  
 Key switch connected to key switch as shown on Main Distribution

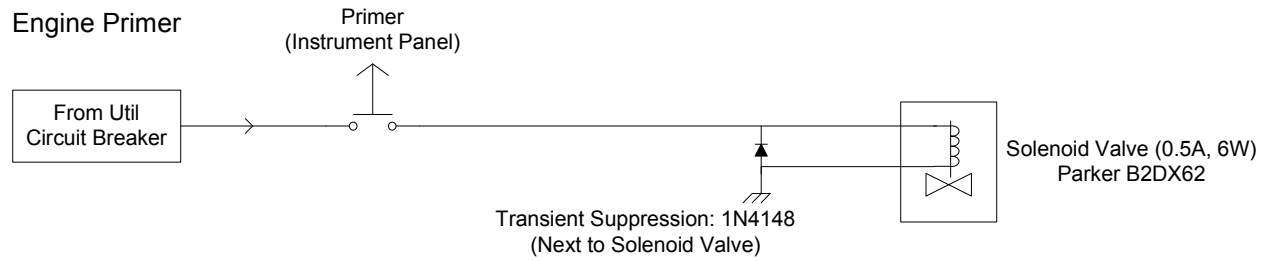
# Defog Fan, Interior Lights – RV9 Serial 90398



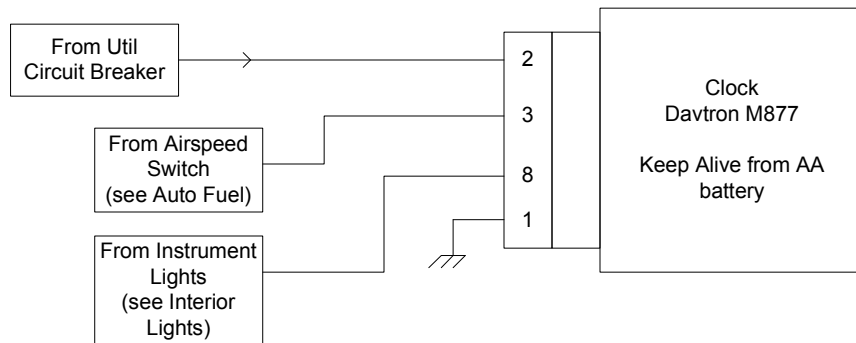
**NOTE:**  
POTENTIOMETER  
TO BE REPLACED  
WITH LOWER  
RESISTANCE TYPE,  
AND REWIRED  
WITHOUT  
EXTERNAL  
RESISTANCE

# Primer, Clock – RV9 Serial 90398

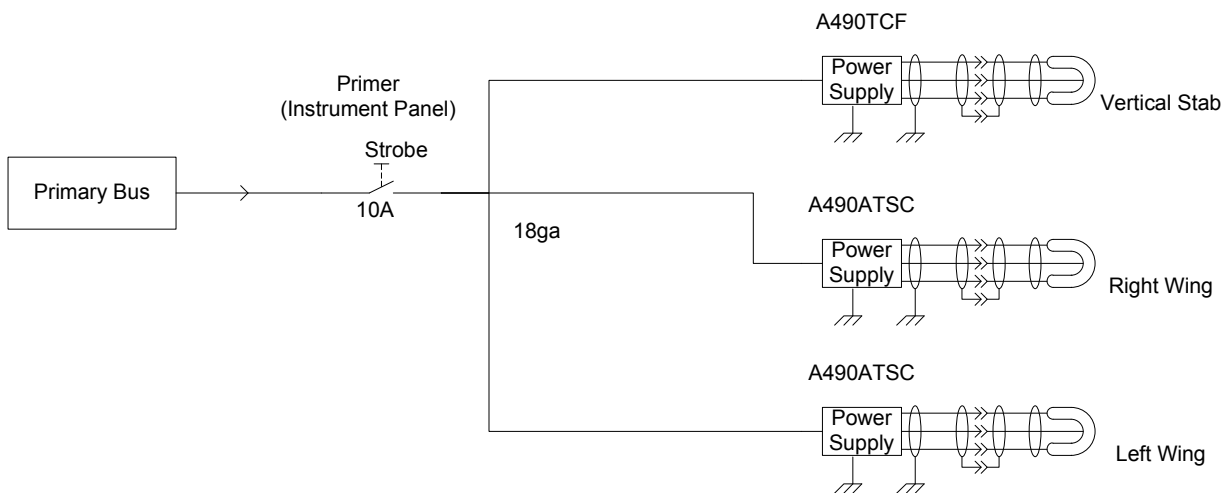
## Engine Primer



## Clock



## Strobes

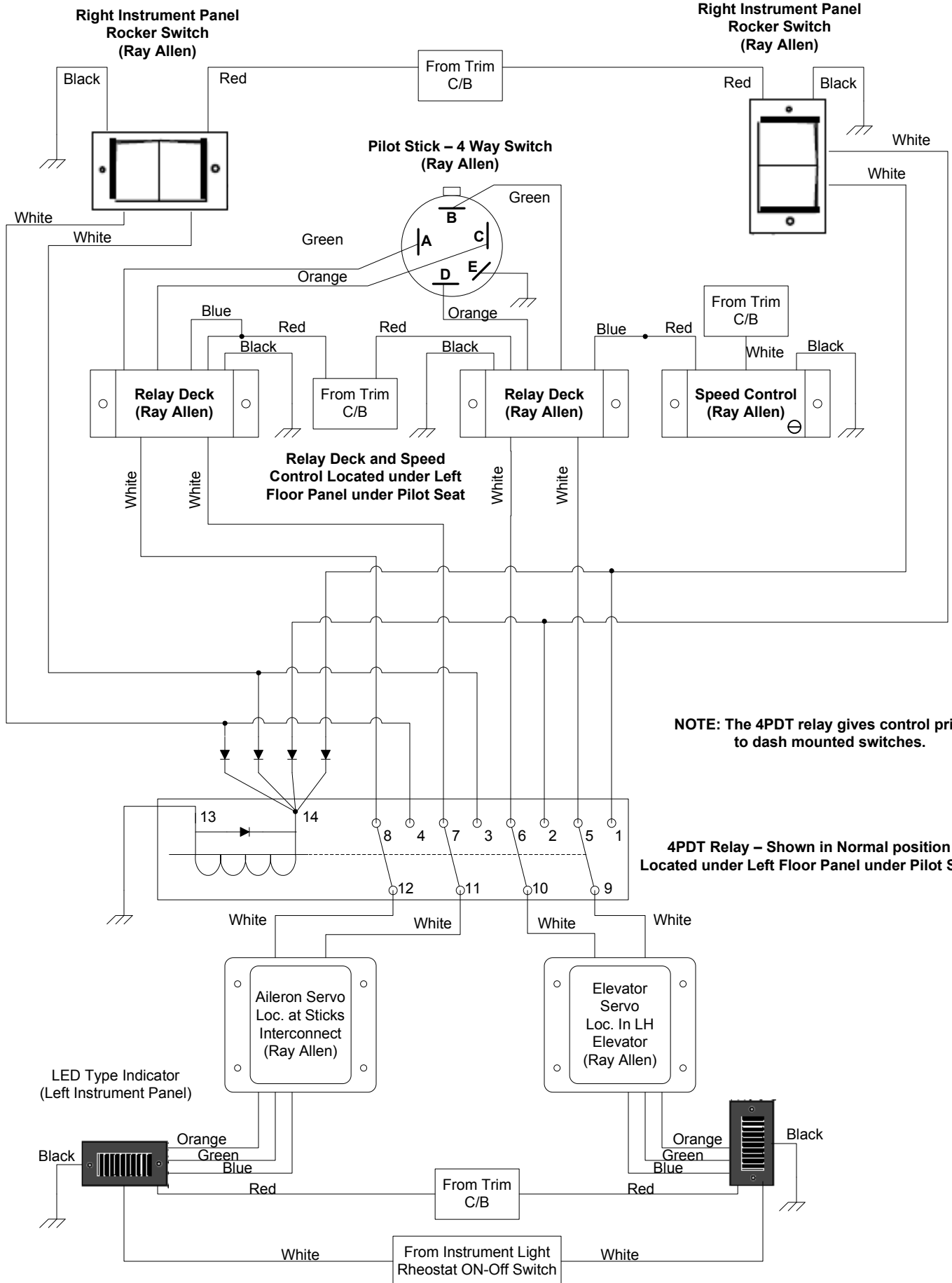


Note: Wing Power Supply located next to aileron bellcrank

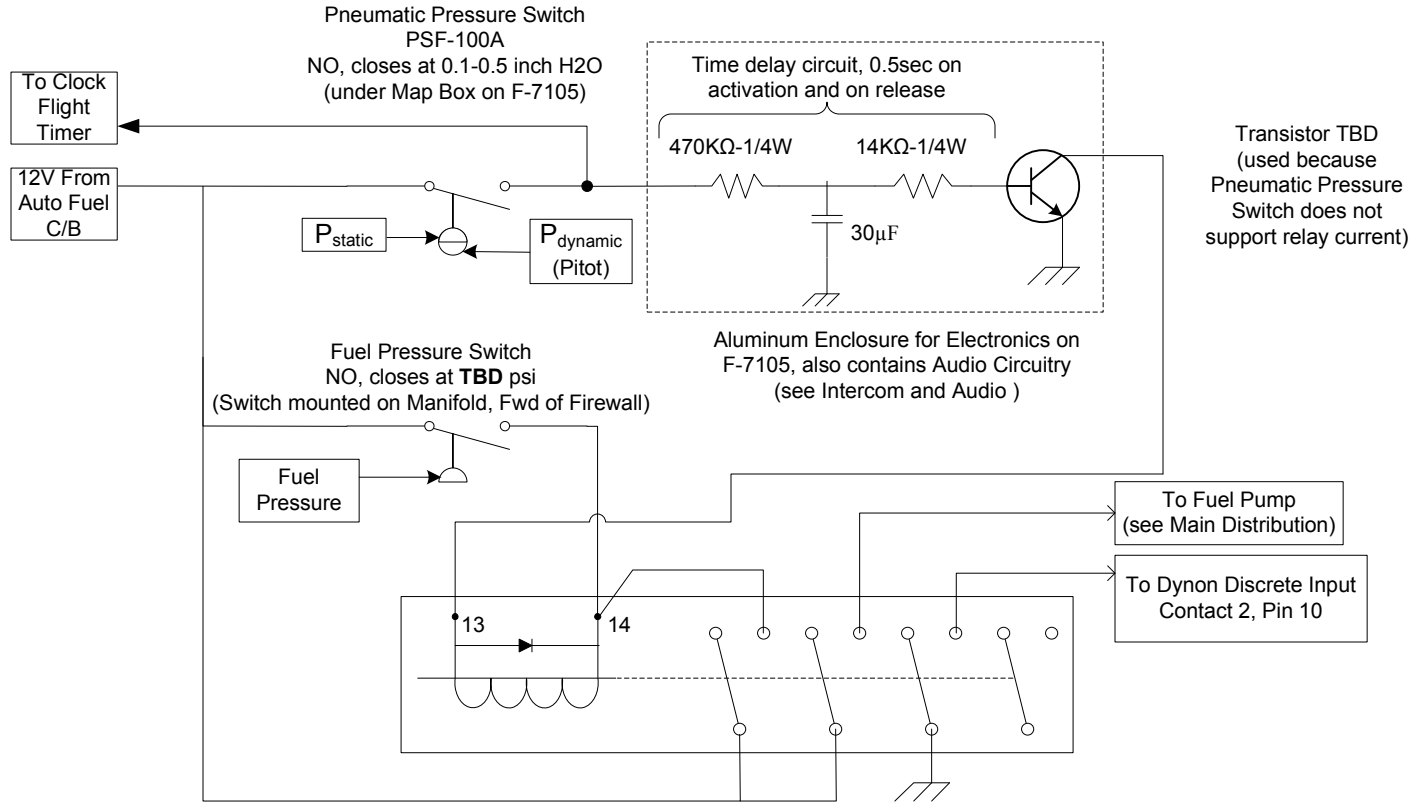


# Aileron Trim Control

# Elevator Trim Control



# Automatic Fuel Pump Activation Circuit



4PDT Relay – Shown in Normal position  
Located on F-7105 center section

**NOTE:** The objective of this circuitry is to activate electric fuel pump automatically in case of low fuel pressure, maybe due to mechanical pump failure, when in flight.

**AEROMAX Stall warning 2.2  
connecting diagram  
with 2 pressure switches**

**NOTE:**

The stall detection system uses its own 9V battery for power, and therefore is not connected to the rest of the aircraft electrical system.

The installation drawings below are applicable except where noted.

