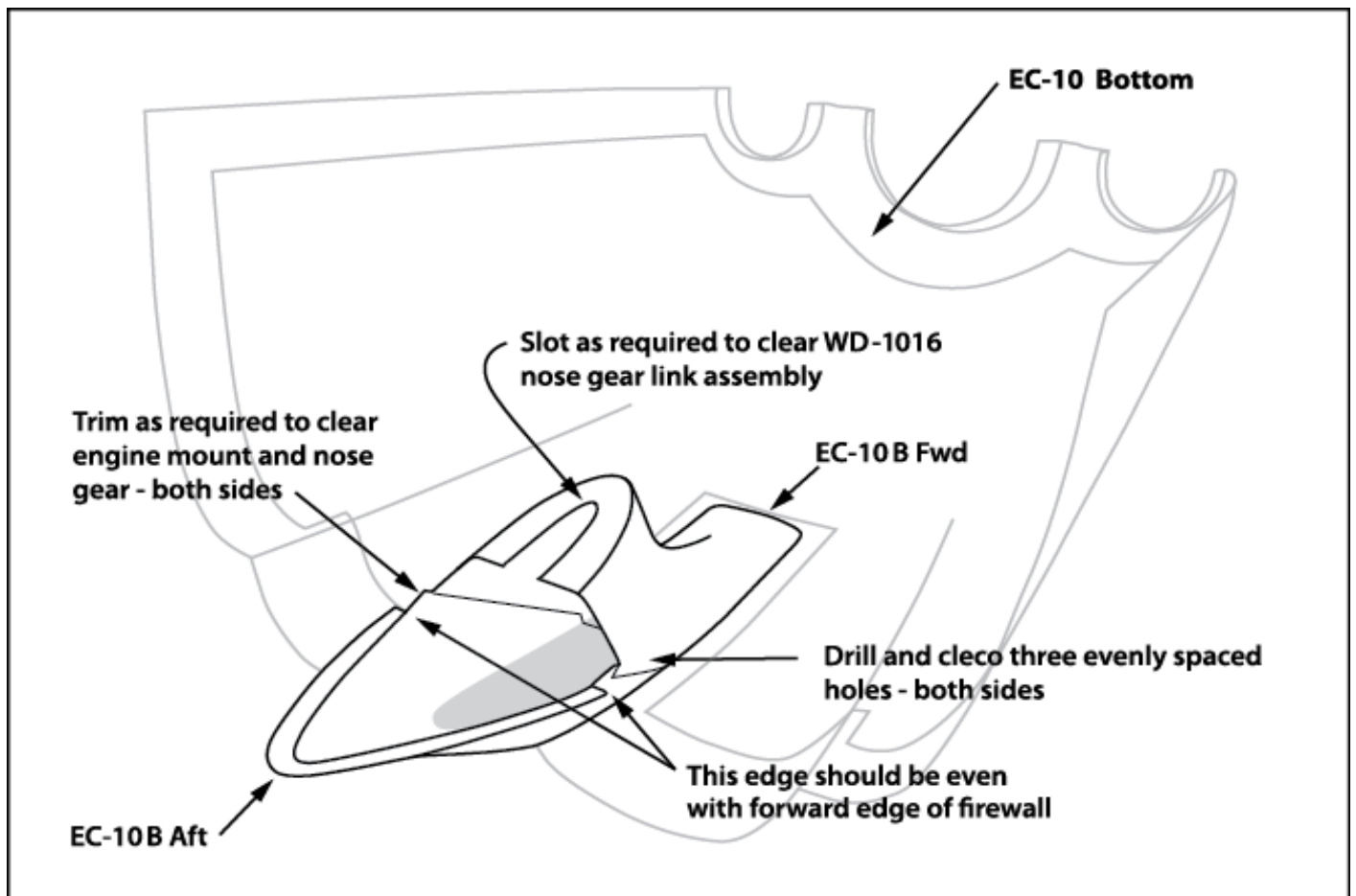
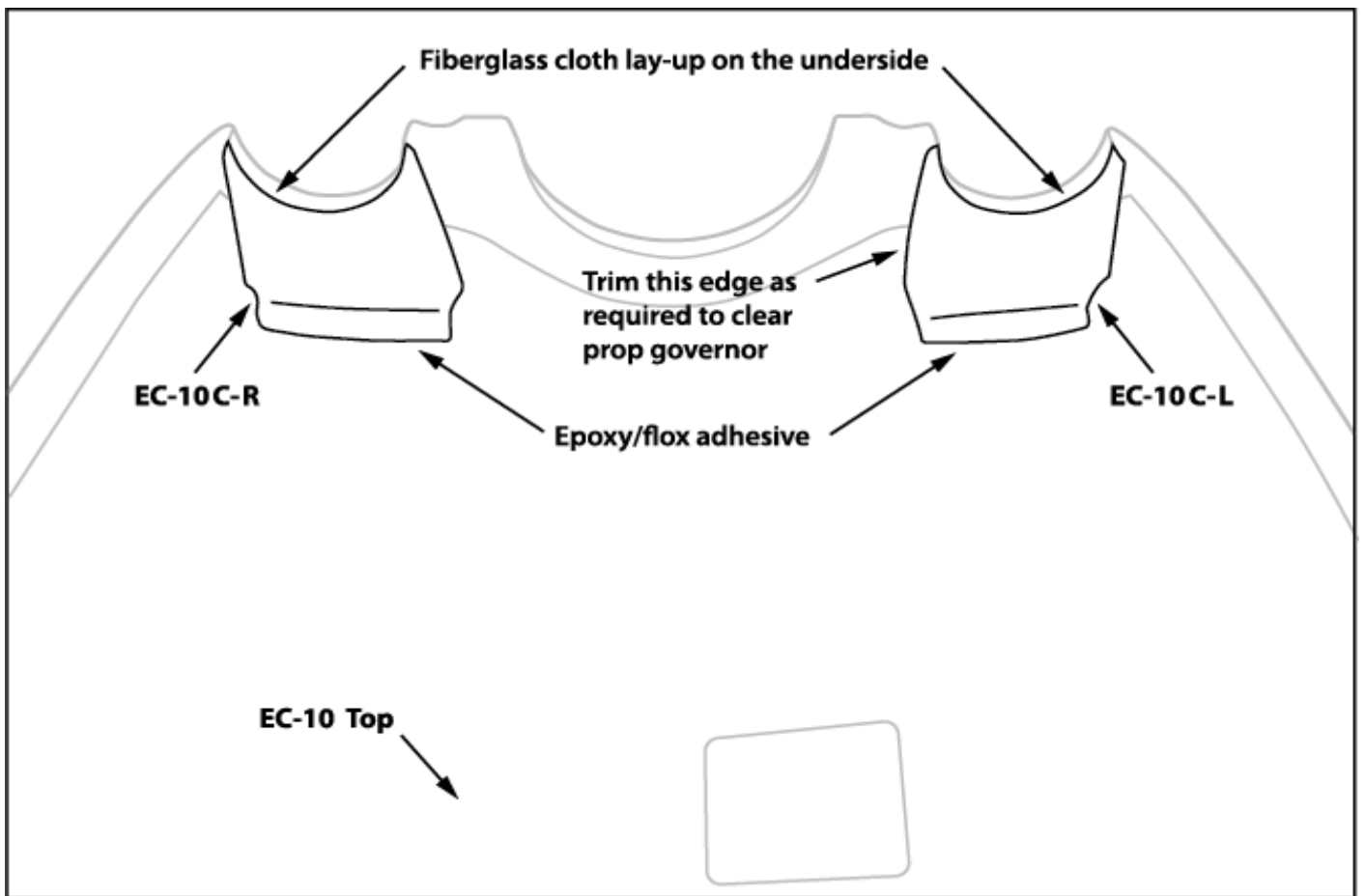


## INSTALLATION INSTRUCTIONS FOR RV-10 COWLING



The cowling and oil door will install per Van's instructions, section 47, with little difference. Hinge or quarter turn fasteners can be used for attachment. The cowling is made with extra material length around all edges and depending on the prop/spinner used it will vary as to how much will need to be trimmed at the firewall. Trimming at the parting line of the top and bottom cowling will be complete when the correct fit with the spinner diameter and firewall has been achieved.

The air intake inside flanges should be trimmed approx 1"- 1 ½" depending on spinner used. We recommend one 8/32 screw on each side of the inside flange of the air intakes and one 8/32 screw between the spinner and the air intake each side, for a total of six 8/32 screws. Prior to fitting the EC-10B Fwd & Aft nose gear fairing, the cowling and the nose gear strut fairing must be installed. This fairing has excess material on it and you only need a ¾" flange where it mounts to the bottom of the aircraft. Also, the fwd flange needs to be trimmed where it mounts to the EC-10B Fwd fairing. The aft fairing can be attached via blind rivets or screws to the bottom of fuselage. To fit the EC-10B Aft gear fairing, you will have to trim away material to clear the nose gear strut fairing. The fwd edge of the fairing should be even with the forward edge of the firewall. The joggled split line should be approximately in the middle of the nose gear strut fairing. Once the aft nose gear fairing is located, put the cowl on and drill two 3/32" holes into the cowl and aft fairing for locating purposes. Remove the cowl and aft fairing. Trim the EC-10B Fwd fairing where it fits to the aft fairing. Once they look like they fit well together, put the bottom cowl on two saw horses and locate the aft fairing in place using two 3/32" cleco's. Pay attention to how the fwd fairing fits to the aft fairing. The fwd fairing must fit in the area of the cowl that has no core material. Once you are satisfied with the fit, drill and cleco three holes in each side of the nose fairing where it meets the aft fairing. The nose gear fairing needs to lay flat on the cowl over it's entire length. Cleco the aft fairing to the aircraft, then trim and fit the fwd fairing to clear the gear strut fairing, landing gear tubes and engine mount tubes until you can cleco the fwd and aft fairings together. Trial fit the bottom cowl again to make sure the gear fairing fits nicely to the cowl. When satisfied with the fit, drill the cowl to the gear fairing at the locations you want the final attachment. If using quarter turn fasteners, four on each side of gear leg slot (four in the aft fairing, four in the fwd fairing, eight total) works well.



Fitting of the EC-10C L & R intake air ramps can not be completed until the cowling, engine baffles and propeller governor have been installed. Initial fitting can be accomplished with the top cowl removed using the bottom cowl and the engine baffles to get a rough fit. Install the top with the ramps roughly in place mark ramps as required then remove top cowl and trim ramps as needed, this will continue for some time until the proper fit has been achieved. Air ramps should butt up to the cowl flange for a smooth transition. You want the ramps to fit as tight as possible to the baffles but have clearance for the engine to shake. Trimming around the prop governor will vary between models, make sure to have clearance for movement. Once fitting is complete sand the air ramps and cowl were needed for bonding, an epoxy/flox mixture and fiberglass cloth lay-up will be used for final installation.