

SECTION 15
ELECTRONICS SYSTEMS

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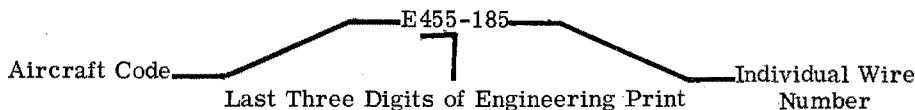
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GENERAL DESCRIPTION.

This section contains wiring diagrams which clearly show the complete wiring on each item of electronic

equipment listed in the wiring diagram index. The last portion of the section contains tables showing the electronic loading of various components on the shelves and rack in the aircraft.

Wiring Code.



NOTE

The wiring diagrams in this section pertain to Aircraft 310P0001 thru 310Q0130 and 310Q0211 thru 310Q0215 and 310Q0217 thru 310Q0218.

For wiring diagrams on Aircraft 310Q0201 and On, except Aircraft 310Q0211 thru 310Q0215 and 310Q0217 thru 310Q0218, refer to the applicable wiring diagram book furnished with your aircraft.

Each wire used in the electronics system is identified by code. This coding provides a convenient way of identifying wires when installing new wiring or servicing existing wires. The wire code is shown on each diagram. Some cabling is supplied by vendors of the electronics equipment and do not carry Cessna identification. The diagrams covering such wiring may refer to the instruction manuals of such equipment where a more complete wiring diagram may be found. The wiring code used by Cessna on the 310 is shown above.

ELECTRONIC INTERFERENCE

Radio Noise

Radio noise is a problem of great importance to the aircraft industry. A noisy radio system may actually imperil the safety of the aircraft occupants. The performance of radio navigation equipment can be completely erroneous if radio noise is excessive. For this reason, radio installations should be made only by persons who are qualified. Radio noise is not generated in a properly operating radio set, but is merely presented to the listener in an audible form exactly the same way that a radio station is received. Many forms of noise can exist in any particular aircraft and, ironically, sometimes certain aircraft can be amazingly quiet. This condition is unusual and even though the aircraft is quiet without noise suppression, it cannot be released without proper suppression. A quiet aircraft without suppression may degenerate into a noisy aircraft with changes in age, temperature, and humidity. Common radio noise is generated by ordinary electrical devices in the aircraft such as flap or gear motors, navigation light flashers and ignition or alternator systems. By properly installing capacitive and inductive devices in these circuits, the noise can usually be reduced to a tolerable level. A more difficult type of noise to suppress, is that generated by friction between two components or by rectification. Another difficult problem is noise that is carried to sensitive areas by grounding loops. The following paragraphs contain solutions that have been effective for the factory. It is important to remember that each aircraft may present a slightly different problem and, therefore, a "fix" on one aircraft will not necessarily be effective in all cases.

Alternator Noise.

While the alternators are relatively free from radio noise, there is the possibility the alternators will produce an audible noise in the radio and electronic systems. Inside the alternator a three phase AC voltage is applied to a full wave rectifier assembly, thus converting the AC voltage to DC. During the rectification, an AC ripple appears on top of the DC voltage, thus the bus voltage is actually fluctuating. While the battery acts as a capacitance, it is also necessary to have additional filtering. This is accomplished by the use of a capacitor from the output terminal to ground at the alternator. The use of solid state regulators reduces the possibility of regulator noise to a minimum and will not require filtering.

Ignition Noise.

The sound of ignition noise is easily identified because of its timing. The 310 has a shielded magneto ignition system. Each secondary lead from the magneto to the plug is a shielded wire. Double shielded wiring is used in the primary circuit with a special suppressor in series with the switch lead. The suppressor is constructed coaxially with a shielded lead coming out of the end which is connected to the magneto cigarette cartridge. The double shielded wire is connected to the terminal end of the filter (the shield is grounded). The double shielded wire enters the cabin area through connectors in the wing root rib to prevent noise transfer to the junction box wiring. The double shielding is continued to the inside of the cabin to the magneto switch. The magneto switches are enclosed in a shielded case to which the double shield of the wire is grounded. If ignition noise is prevalent in the radio system, the entire magneto system should be checked for tight connections, especially in the root rib connectors and at the switch and suppressor. All ground connections in the circuit are critical and any oil or dirt accumulation should be cleaned from the connection and the metal should be brightened to provide the best possible ground. Ignition harness should be replaced if the shielding becomes questionable.

Flap and Landing Gear Motor Noise.

During a landing approach, an unfiltered motor in the flap or gear circuits can produce a startling volume of noise which is very distracting. There is also the possibility of the noise blanketing a message from the tower during the approach. It is possible that sufficient noise could be created through these circuits to blanket an ILS signal, creating a hazardous situation. For these reasons, the circuits have a filter section built into the motor. The filter should be very effective if the unit is properly grounded. If noise becomes excessive with good grounding, a motor overhaul or replacement may be necessary.

Auxiliary Fuel Pump Noise.

Coaxial type capacitors produce effective results when installed on the base of the fuel boost pumps. Because of the location of the fuel pump and capacitors, the connections must be kept tight to avoid any possible arcing. When proper filtering and grounding do not produce the desired filtering results, a new pump should be tried.

Lighting Circuit Noise.

All lighting components on the 310 have internal filters and usually do not require external capacity. The light wiring, however, because of its route to the extremities of the aircraft can, in unusual cases, conduct noise to vital areas. The light wires and electrical wiring bundles should be routed away from the antenna and loop antenna cables to prevent picking up noise in the radio systems. Shielding should be properly grounded.

ELECTRONIC INTERFERENCE TROUBLESHOOTING GUIDE.

The following general troubleshooting information is presented as a guide to determine the system or systems producing the interference.

- a. Pinpoint the particular system causing the noise by the process of elimination.
- b. Once the system causing a particular noise is isolated, investigate the particular system or systems to determine which component or components are causing the noise, by observing which components are actually operating when the noise occurs.
- c. Check the component for proper operation or damage.
- d. Check wiring connections and wiring coming in contact with moving parts.
- e. Check wire routing for proper separation.
- f. Check wire shielding where applicable.
- g. Check all system grounds.

Alternator Noise

If alternator noise is experienced and it is determined it is coming from the output of the alternator, the following troubleshooting should be accomplished before attempting additional filtering.

- a. Check attenuator output bypass filter for broken leads or inadequate ground.
- b. Check the lead attaching to alternator power (+) terminal is as short as possible or approximately 1 to 2 inches long.
- c. Check alternator ground wire for any damage or improper contact or corrosion between terminal and grounding point.
- d. Check alternator brushes for damage that could be arcing.
- e. Check alternator brush tension for proper seating.

Regulator Noise

If regulator noise is present and traced to the regulator and its associated control leads, the following checks should be made before attempting to add additional filtering.

- a. Check regulator adjustment for proper setting (27.25 to 27.75 volts).
- b. Check regulator noise filter for damage, loose wires, broken leads, or improper connections.
- c. Check shield wire on regulator to alternator field wires for proper termination (single point ground), shield damage, check for adequate coverage at termination ends.
- d. Check alternator for brush arcing.

E. L. Inverter Noise

In most cases noise produced by the E. L. inverters could be due to the light capacitive load on inverter. When this problem occurs, it can be eliminated by the addition of .01 to .05 ufd 200 WV capacitor to the

output terminals of the inverter. If the noise cannot be eliminated it should be determined whether the noise is due to one of the following:

- a. Radiation from AC wiring, requiring shielding.
- b. Noise conducted to the power bus by the DC input, requiring filtering.
- c. Radiation from DC power leads requiring shielding.
- d. Radiation from inverter, necessitating replacement of inverter.
- e. If the aircraft has an ADF installed the following guidelines may be used to locate E. L. inverter noise:
 1. Tune ADF to a low frequency band.
 2. Place all panel light controls in the lowest position.
 3. Turn each panel control fully on one at a time and listen for a high pitched buzzing sound similar to an electric drill motor.
 4. After isolation of the noisy control, check panels on that control for operation.
 5. If the inverter has a capacitor across its output terminals, check the capacitor for damage or substitute a capacitor known to be good.

Electric Trim Motor Noise

In the event of noise difficulties caused by the trim system motors the following should be checked to insure standard noise suppression equipment is properly installed.

- a. Check that motor frame and actuator assembly are properly grounded.
- b. Check capacitors inside of motor for broken leads or damage.
- c. Check to make sure shielded wires are properly grounded at the actuator assembly and that the shields are not shorted in other areas to structure which could create noise loops.
- d. If the filters are good and noise is not totally eliminated the following procedures should be attempted to eliminate the noise.
 1. Change C₁ to .05 microfarad.
 2. Add a 1.0 microfarad feed-thru capacitor with shielded lead to (+) lead of the side producing the noise. Attach the housing or capacitance ground to the actuator housing assembly.
 3. Make sure shielding wire and motor frame are making good ground.
 4. If the motor is noisy in both directions of rotation add a 1.0 microfarad feed-thru capacitor to both leads and insure that shield and housing or capacitor ground are attached to the actuator housing assembly.
 5. The addition of larger capacitors, inductors or RF chokes is not recommended; experience has proven no significant change in additional filtering.

Fuel Boost and Auxiliary Transfer Pump Noise.

If boost pump noise is experienced in the audio system, check for following:

- a. Insure that wiring is properly shielded.

- b. Insure shields are properly grounded.
- c. Check loose wiring connections for looseness and breaks.

NOTE

If the cause of the noise cannot be eliminated, a .47 microfarad 50 WV feed-thru capacitor should be installed in the power (AX) lead as close to the pump as possible and insure the case of the capacitor is properly grounded to the airframe.

Tip Tank Transfer Pump Noise.

If the tip tank transfer pump is causing noise in the audio system, check the following:

- a. Check capacitor case ground.
- b. Check capacitor for damage, open circuit, short circuit, loose wiring and damaged shielding.
- c. Substitute a capacitor of the same value known to be good in place of the original capacitor.

Rotating Beacon Noise.

If the rotating beacons are causing noise in the audio system, the following should be checked:

- a. Filter for proper ground.
- b. Lamp circuit for loose connections and wiring.
- c. Bulb for loose socket.
- d. Internal filter for damage.
- e. External light for proper ground to frame or structure of aircraft.

Strobe Light Noise.

If the strobe lights are causing noise in the audio

system from radiation or in-line interference, the following should be checked:

- a. Make sure all power supply units are grounded properly to the airframe.
- b. Insure the shielded wires and twisted pairs from the tail light are grounded.

NOTE

Grounds must be terminated at the power supply.

- c. Insure tail Nav light is adequately grounded.

NOTE

If it is determined the noise is being radiated from the tail light, flash tube, the interference can be minimized by installing a strip of aluminum metalized tape on top of the existing white stripe painted on the glass and insuring the aluminum strip is grounded to the metal case of the light assembly.

AVIONICS MASTER SWITCHES AND CIRCUIT BREAKER. (310Q0901 and On.)

Two avionics master switches are provided with factory-installed avionics. Power is supplied from the battery, through a circuit breaker, located in the left wing outboard of the engine nacelle, to the AVIONICS MASTER switch breaker, located on the upper forward section of the side panel and on to avionics bus. The ALTERNATE AVIONICS power switch breaker, located on the lower section of the side panel, provides backup power in the event the circuit breaker, switch breaker or their associated wiring and battery circuits become inoperative.

Access to the avionics circuit breaker is gained by removing access plate (66), figure 1-3.

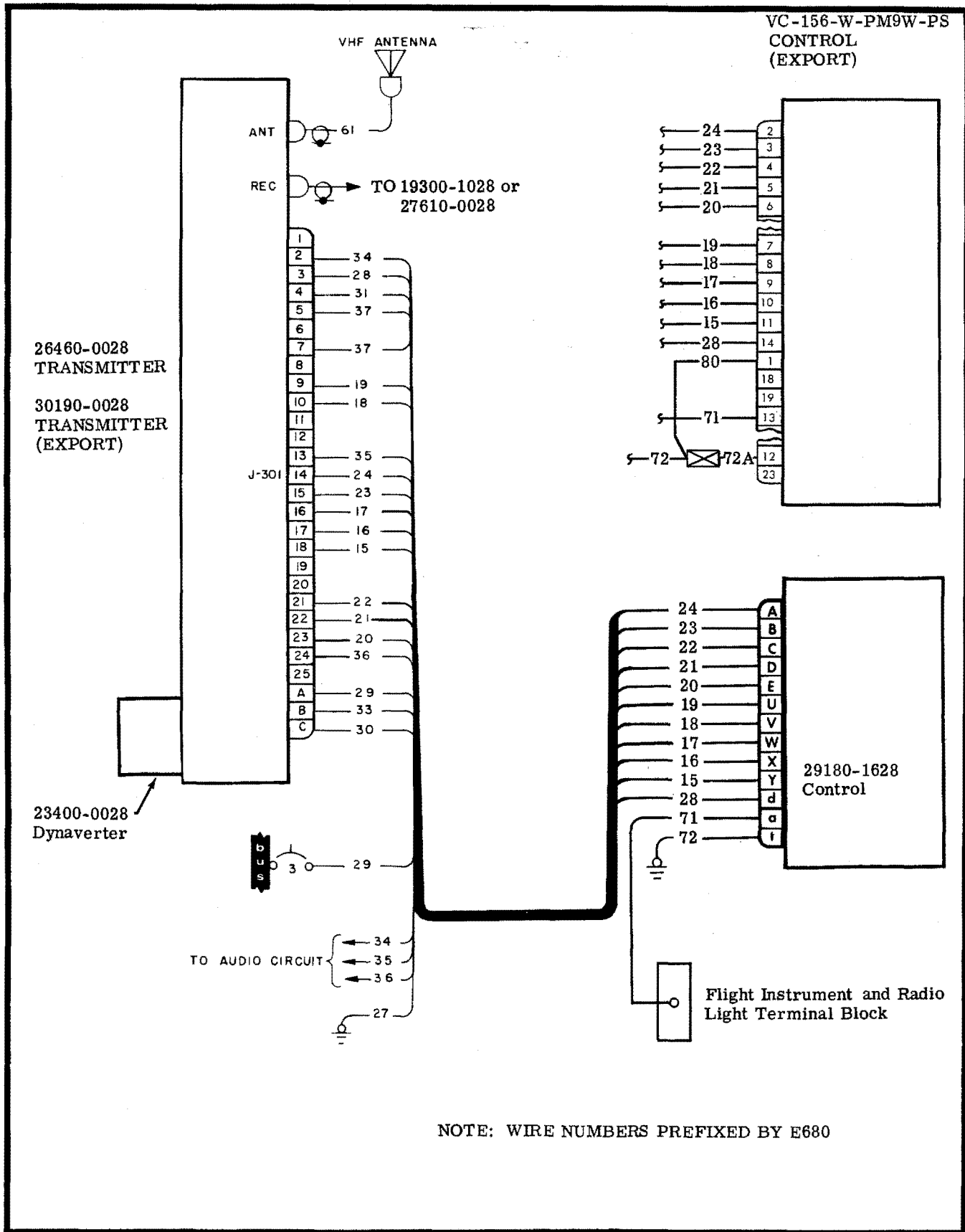
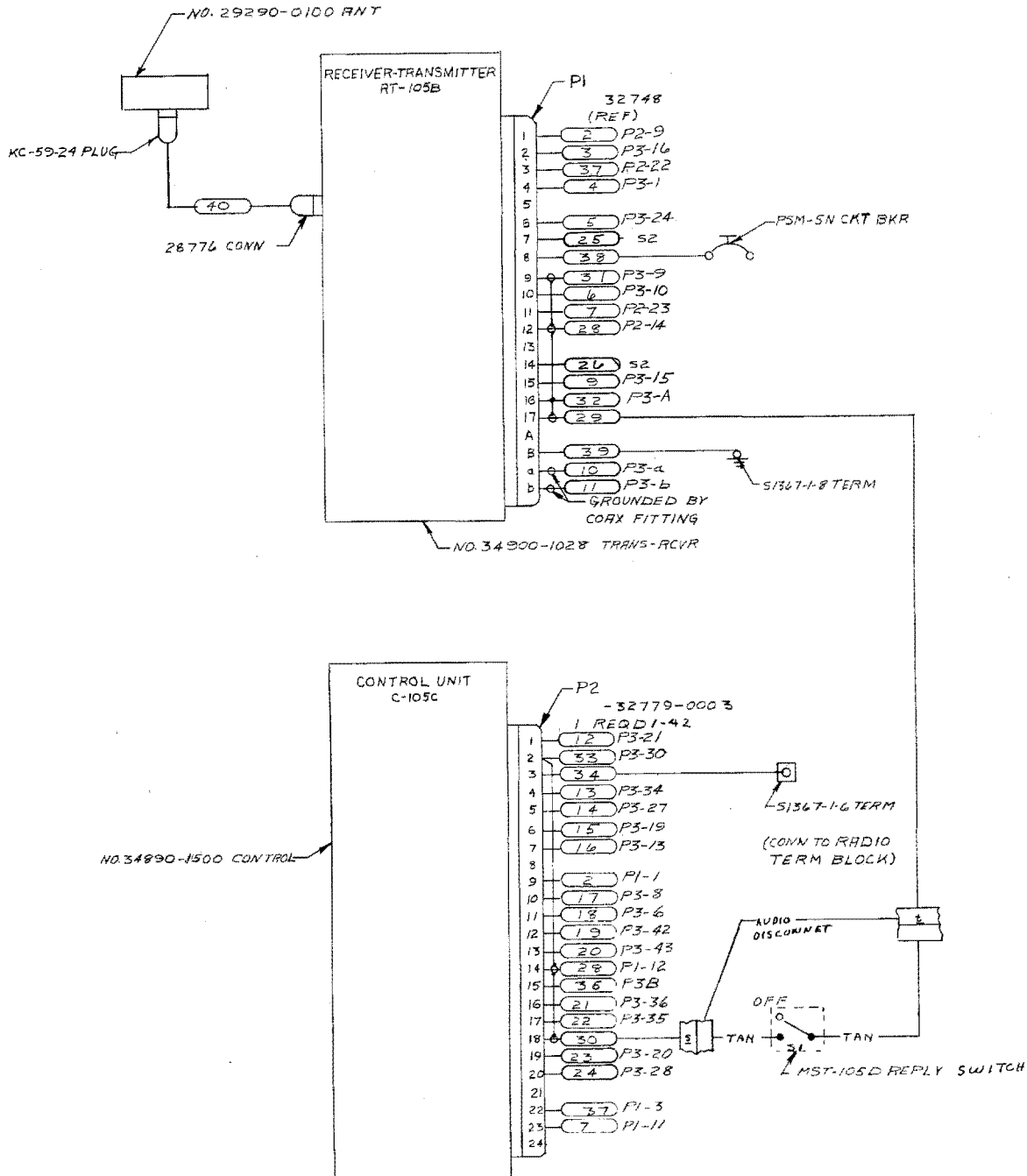


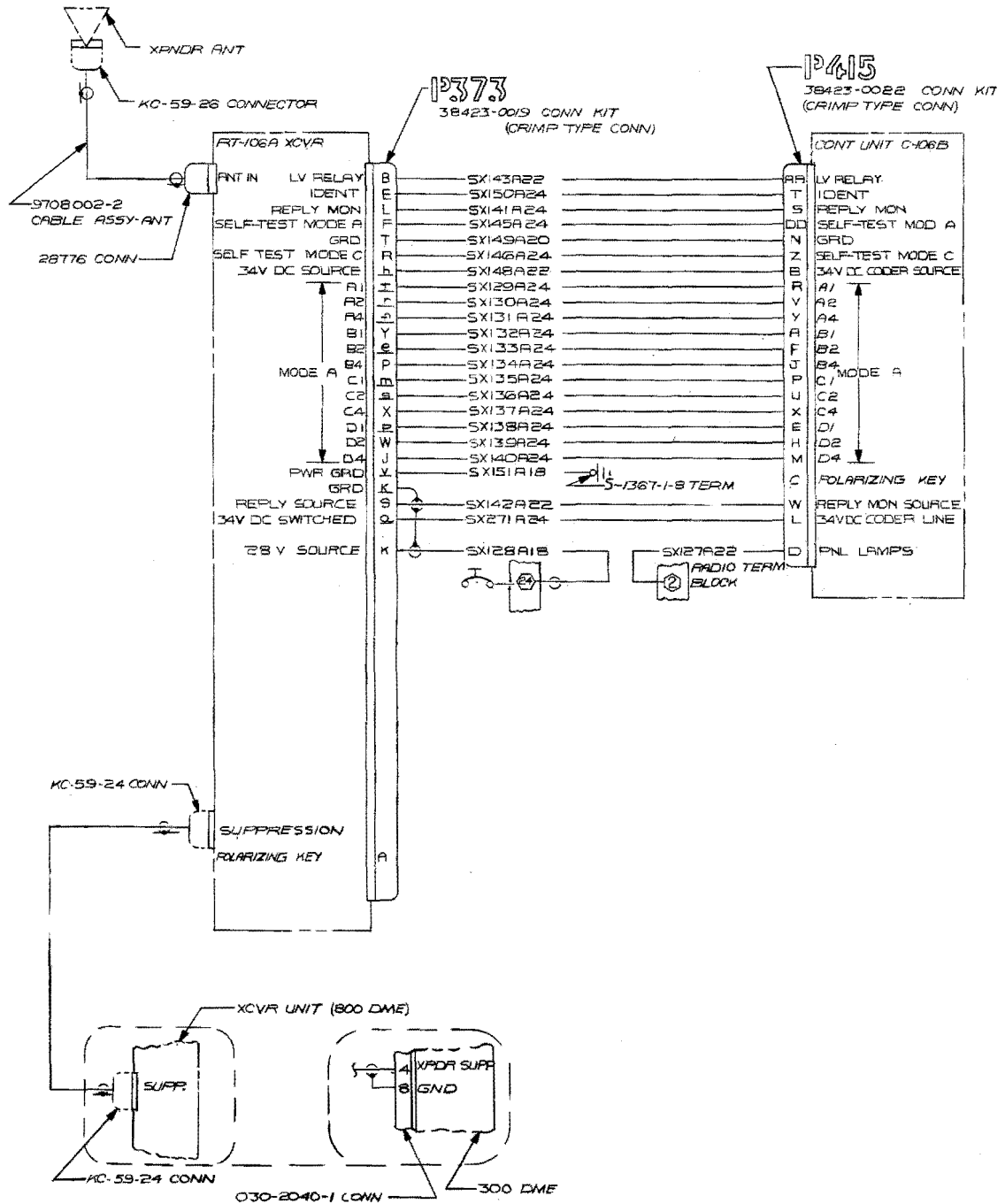
Figure 15-2. Cessna Transmitter 800



310P0001 TO 310P0015
 TURBO-SYSTEM 310P0001 TO 310P0015

NOTE: WIRE NUMBERS PREFIXED BY E1206

Figure 15-3. Cessna Transponder 800 (Sheet 2 of 2)



AIRCRAFT 310P0200 AND ON

NOTE: WIRE NUMBERS PREFIXED BY 9708012

Figure 15-4. Cessna 800 Transponder

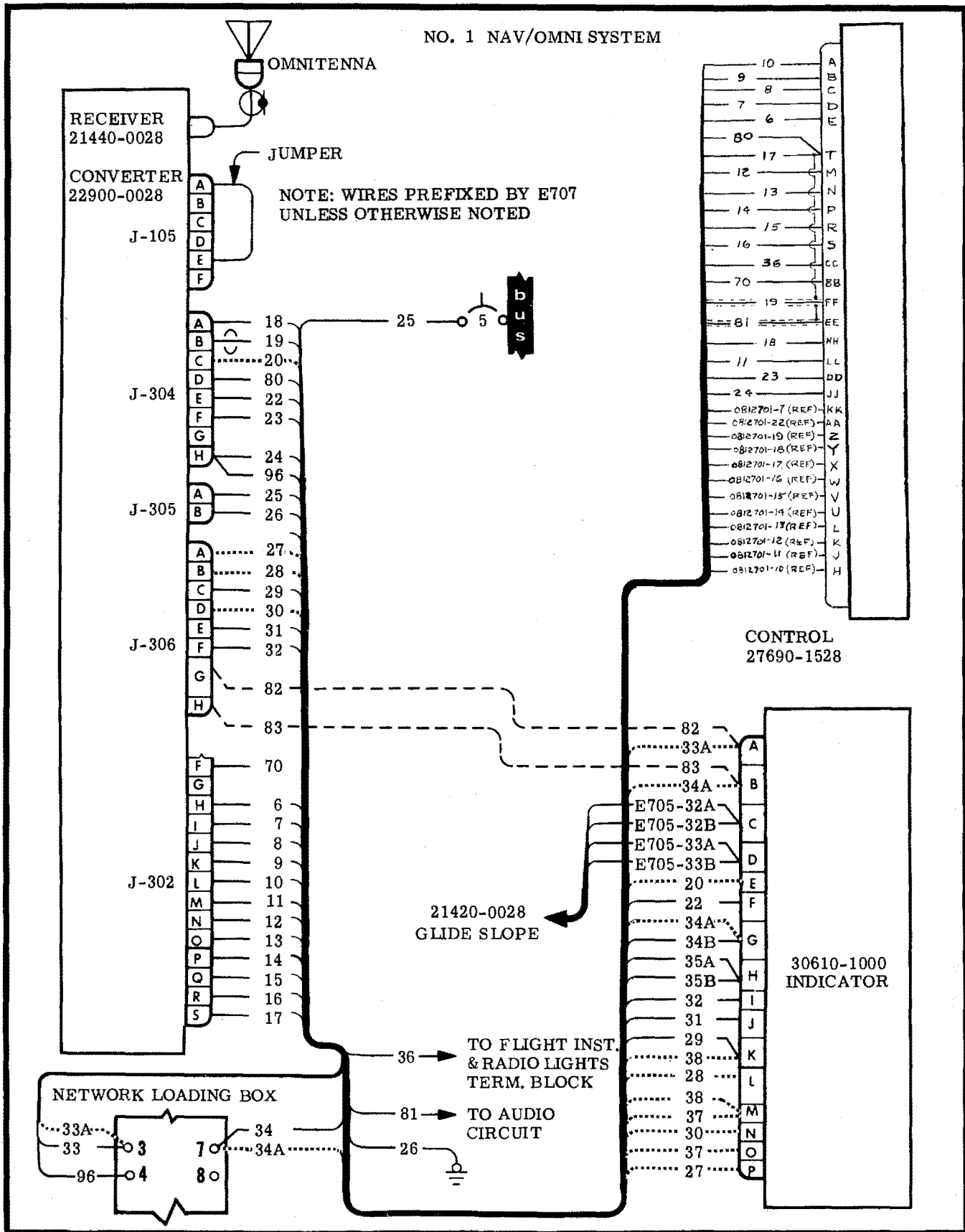
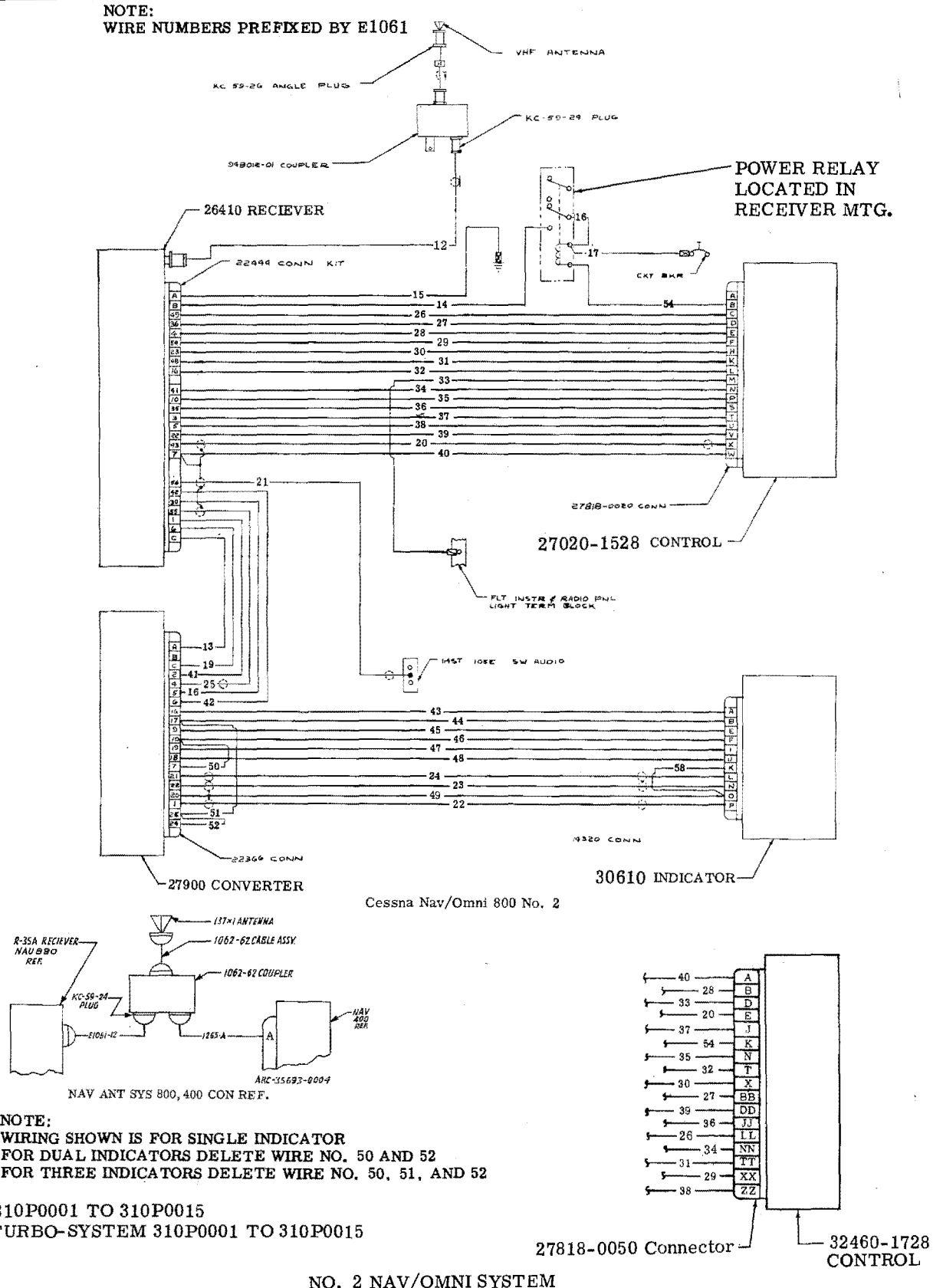


Figure 15-5. Cessna Nav/Omni 800 (190 Channel) (Sheet 1 of 2)

NOTE:
WIRE NUMBERS PREFIXED BY E1061



Cessna Nav/Omni 800 No. 2

NOTE:
WIRING SHOWN IS FOR SINGLE INDICATOR
FOR DUAL INDICATORS DELETE WIRE NO. 50 AND 52
FOR THREE INDICATORS DELETE WIRE NO. 50, 51, AND 52

310P0001 TO 310P0015
TURBO-SYSTEM 310P0001 TO 310P0015

NO. 2 NAV/OMNI SYSTEM

Figure 15-8. Cessna Nav/Omni 800 (560 Channel) (Sheet 2 of 2)

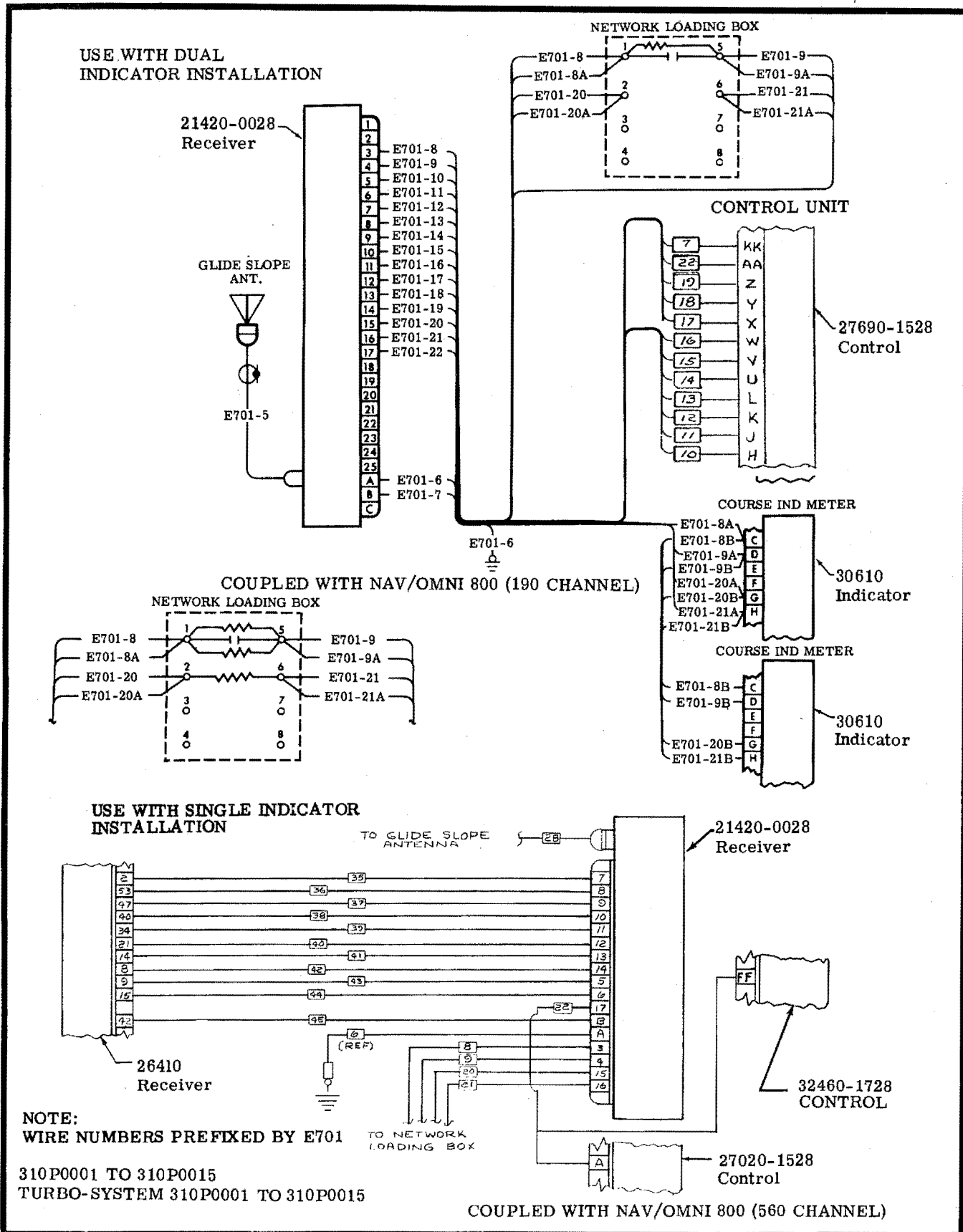


Figure 15-9. Cessna Glide Slope 800

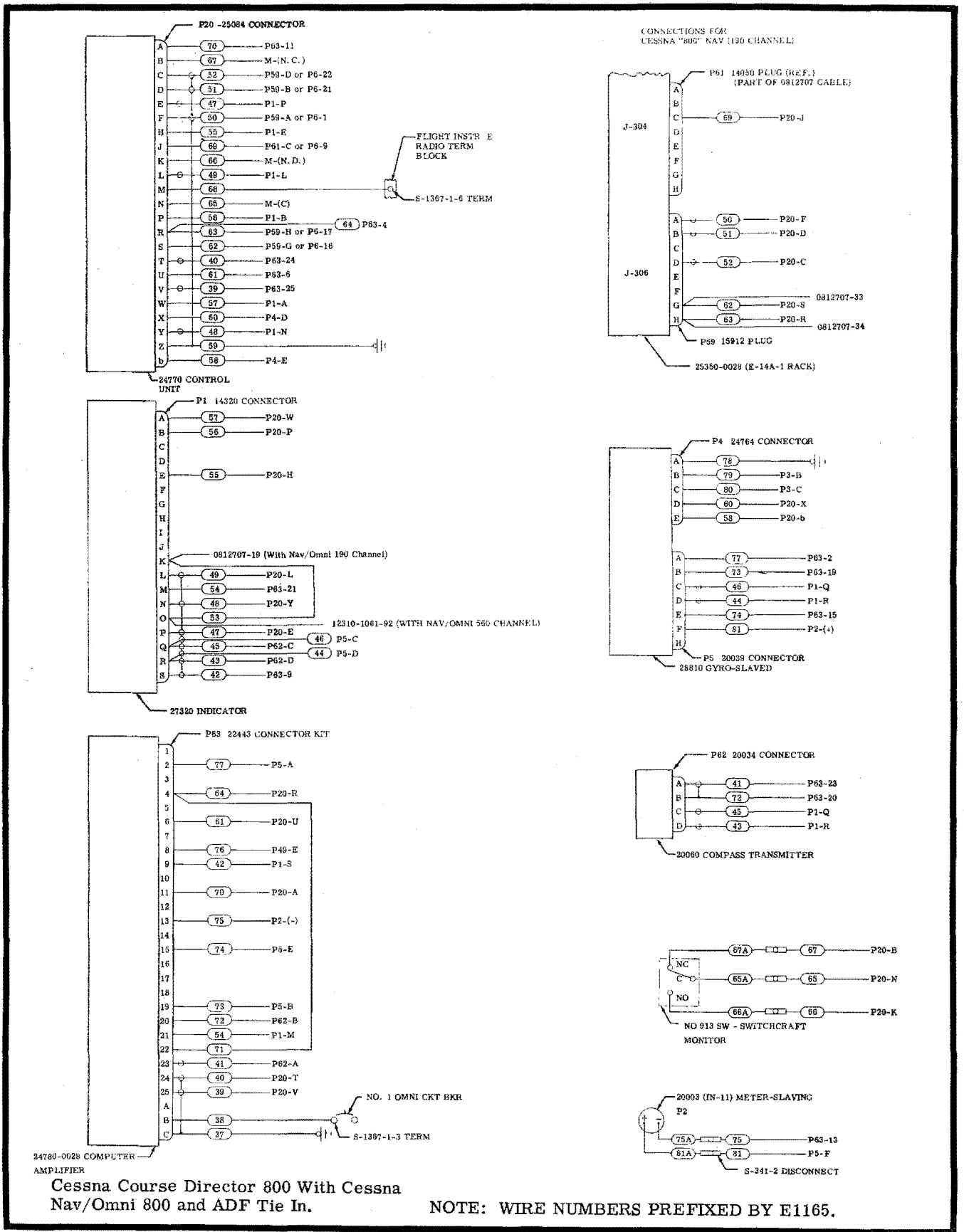
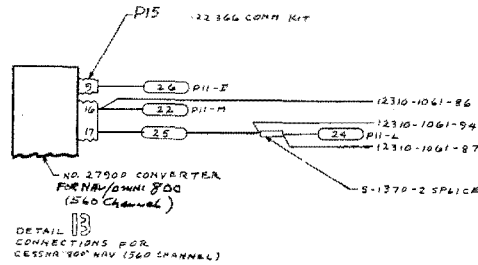
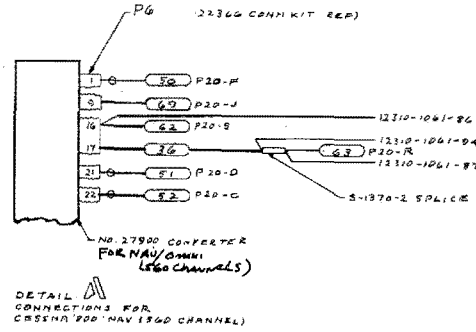
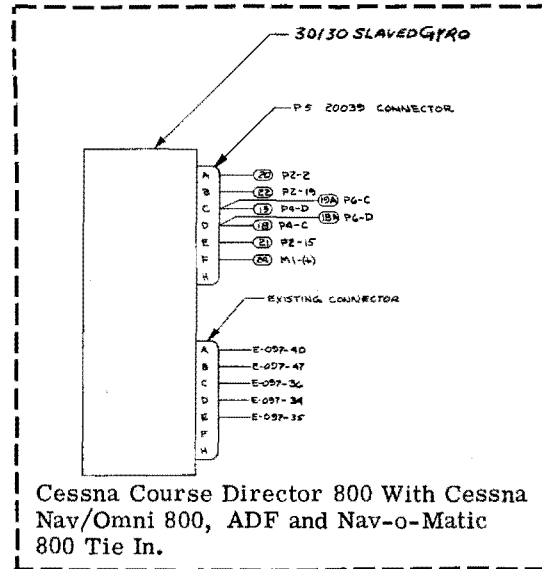
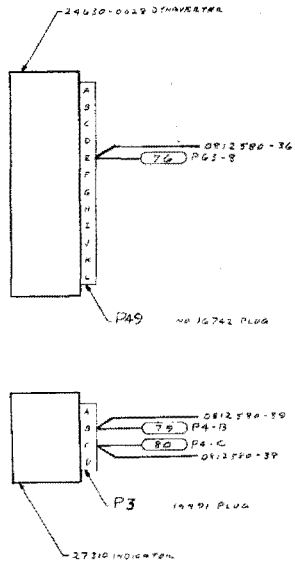


Figure 15-15. Cessna Course Director 800 (Sheet 1 of 3)



NOTE:

1. WHEN SYSTEM INSTALLED WITH CESSNA 800 NAV SYSTEM (180 CHANNEL) DELETE THE FOLLOWING WIRE: QV12 707-20-27, -28, -30, -33A, -34A, -37, E-10, E-30 WIRE.
2. WHEN SYSTEM INSTALLED WITH CESSNA 900 NAV SYSTEM (560 CHANNEL) DELETE THE FOLLOWING WIRES: 12310-1061-62, -69, -85, -88, -96, -97, E-39.



NOTE: WIRE NUMBERS PREFIXED BY E1165

Cessna Course Director 800 With Cessna Nav/Omni 800 And ADF Tie In.

Figure 15-15. Cessna Course Director 800 (Sheet 2 of 3)

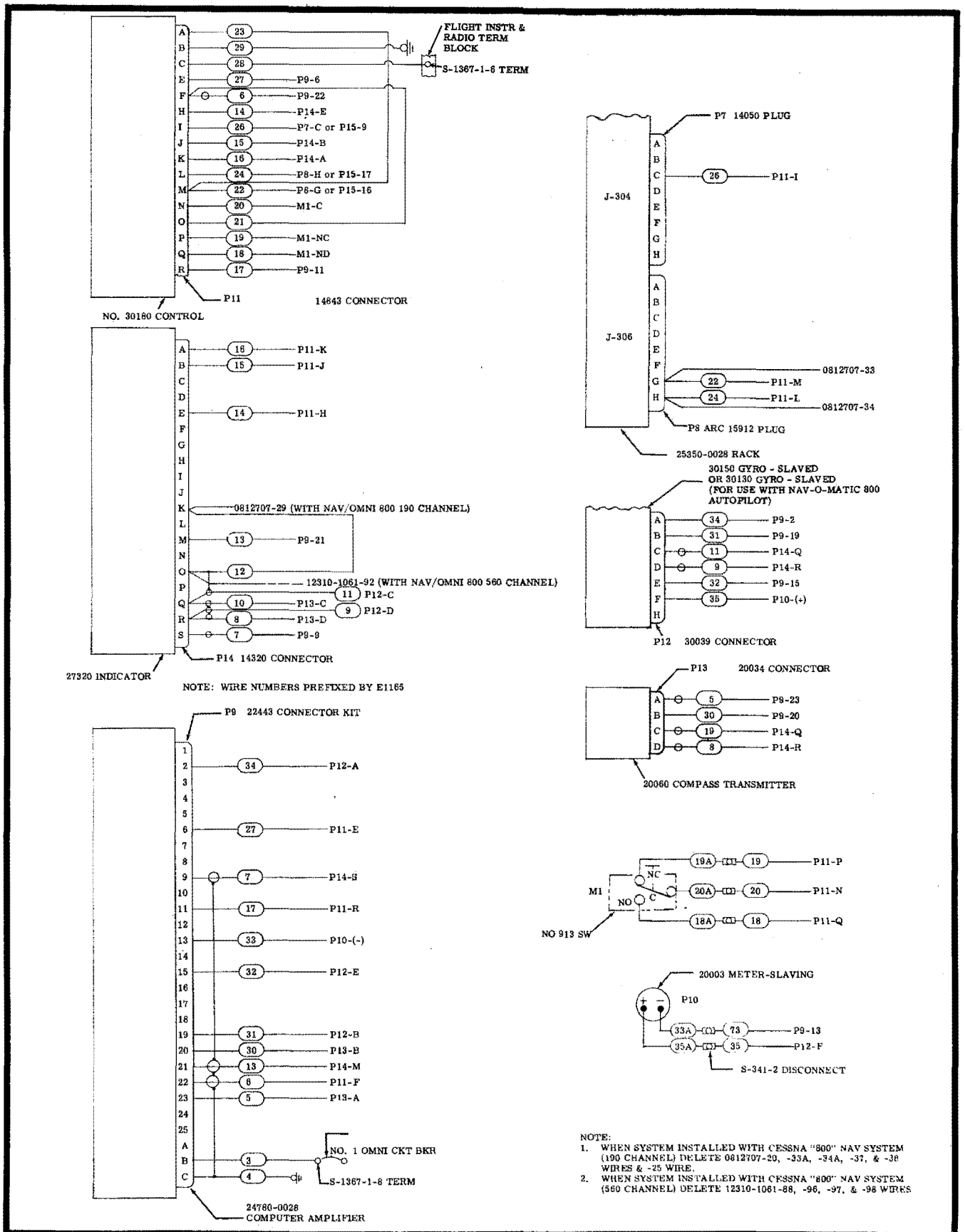


Figure 15-15. Cessna Course Director 800 (Sheet 3 of 3)

NOTE: WIRE NUMBERS PREFIXED BY E1193

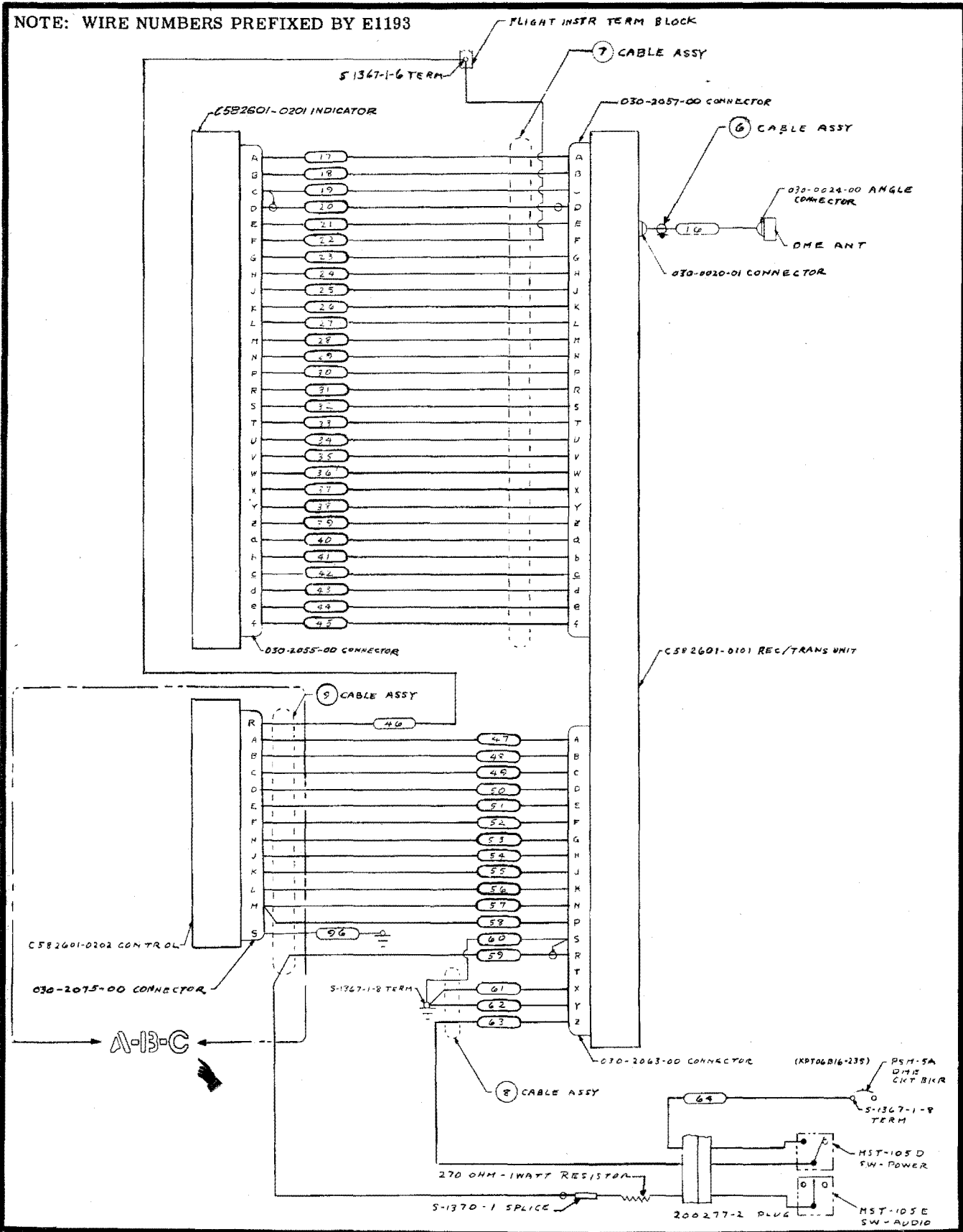


Figure 15-16. Cessna DME 800 (Sheet 1 of 4)

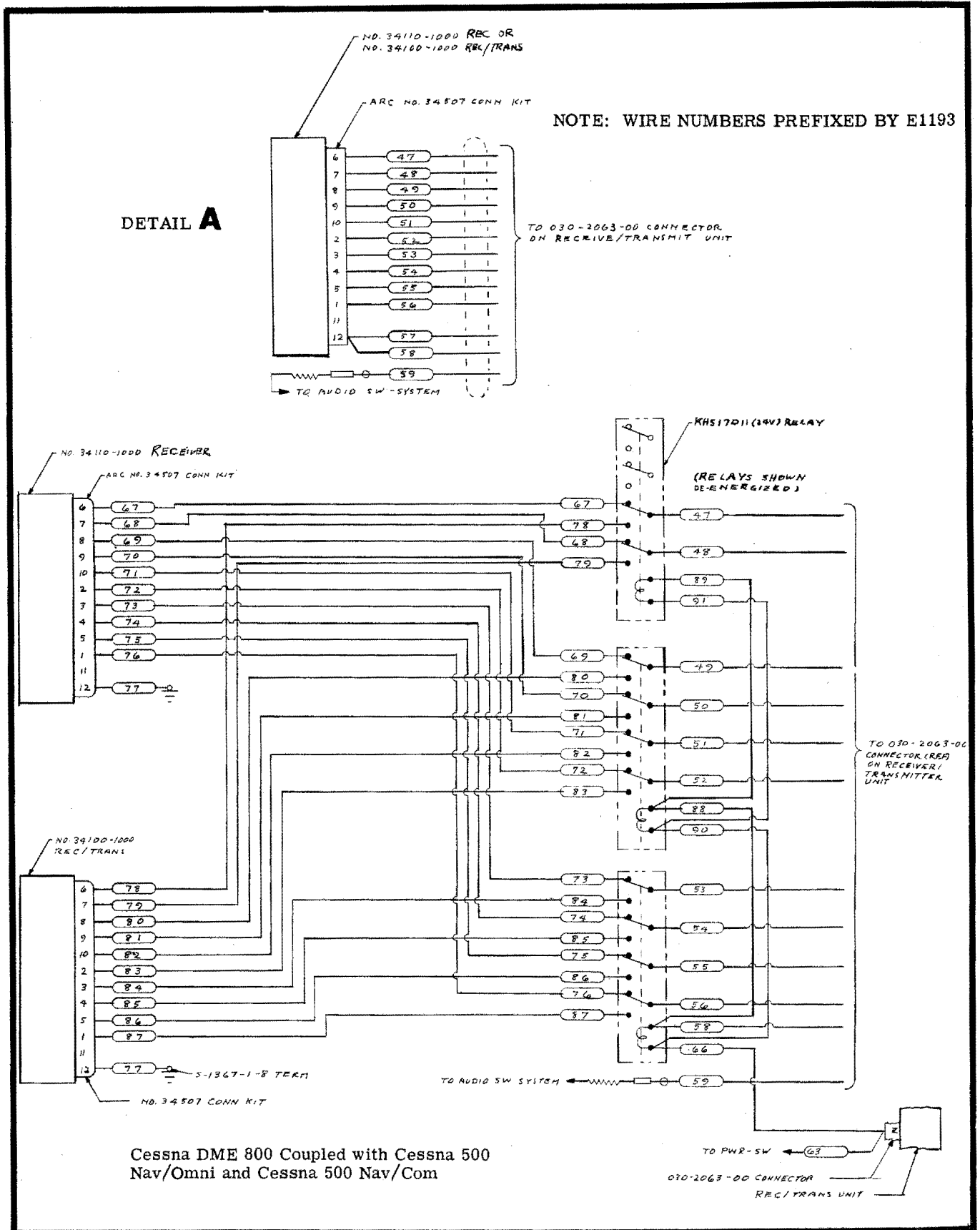
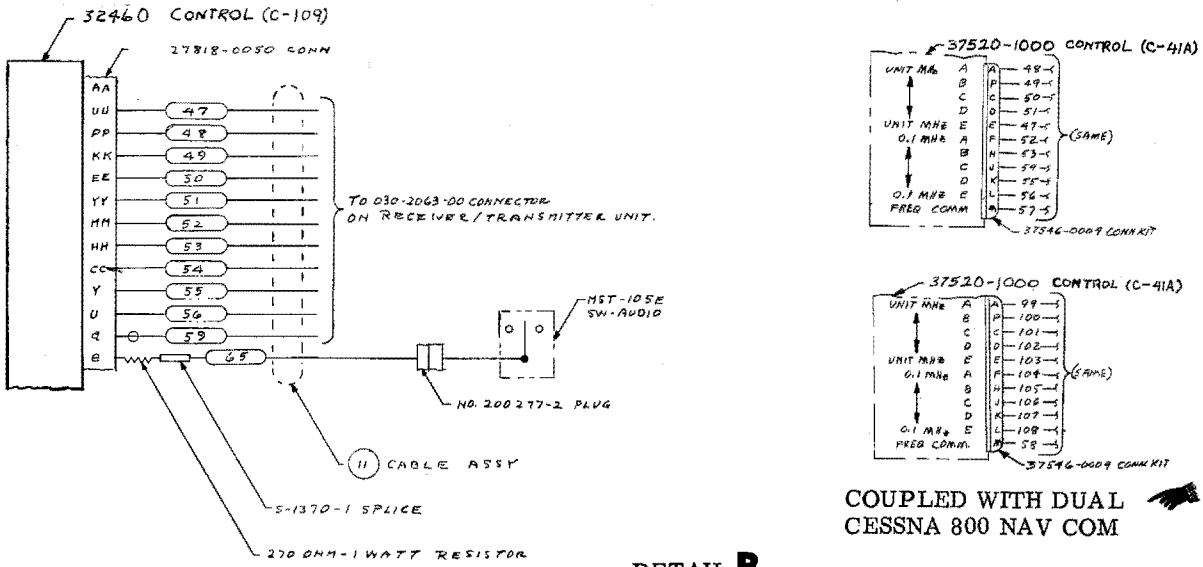
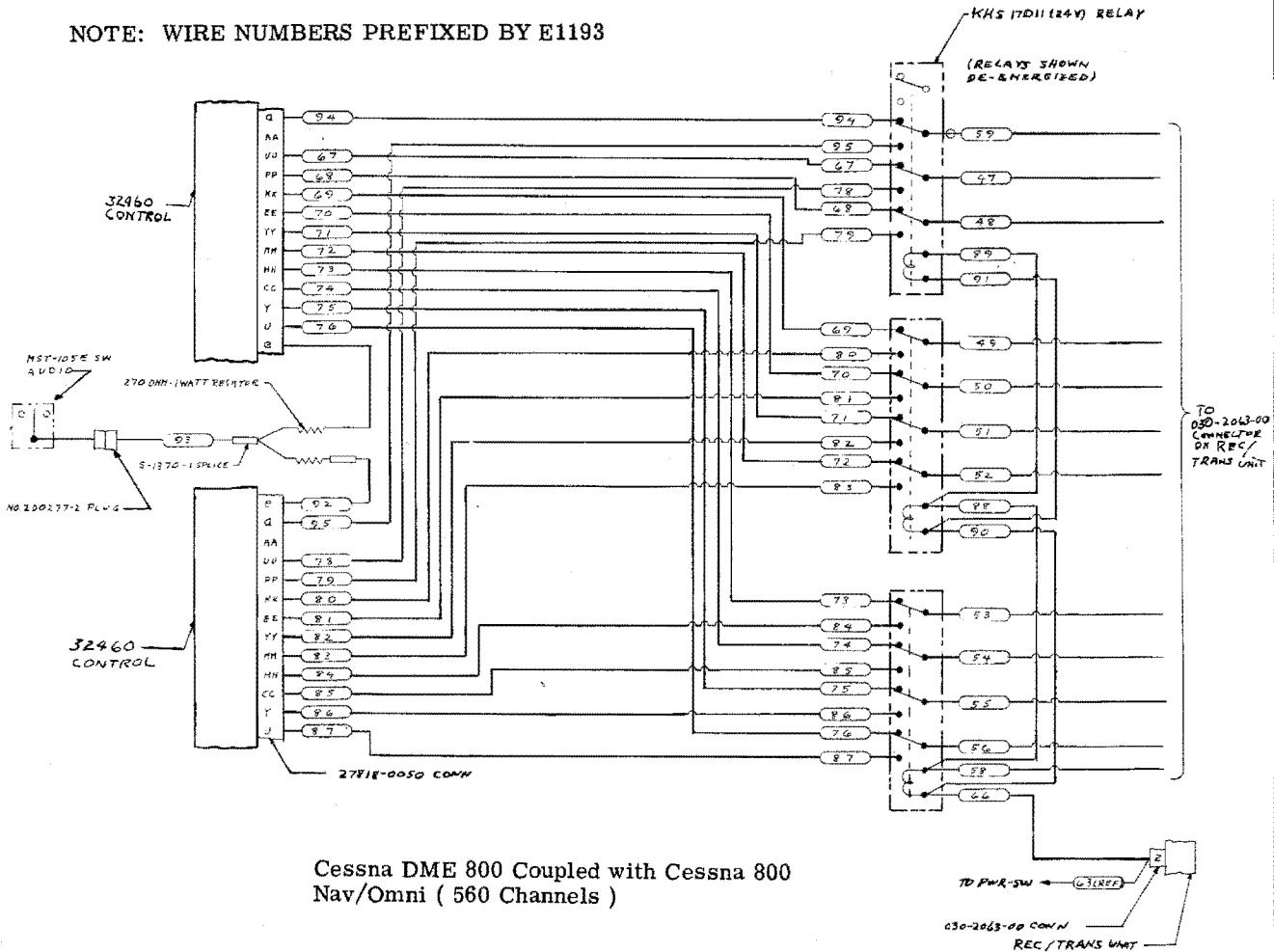


Figure 15-16. Cessna DME 800 (Sheet 2 of 4)



DETAIL B

NOTE: WIRE NUMBERS PREFIXED BY E1193



Cessna DME 800 Coupled with Cessna 800 Nav/Omni (560 Channels)

Figure 15-16. Cessna DME 800 (Sheet 3 of 4)

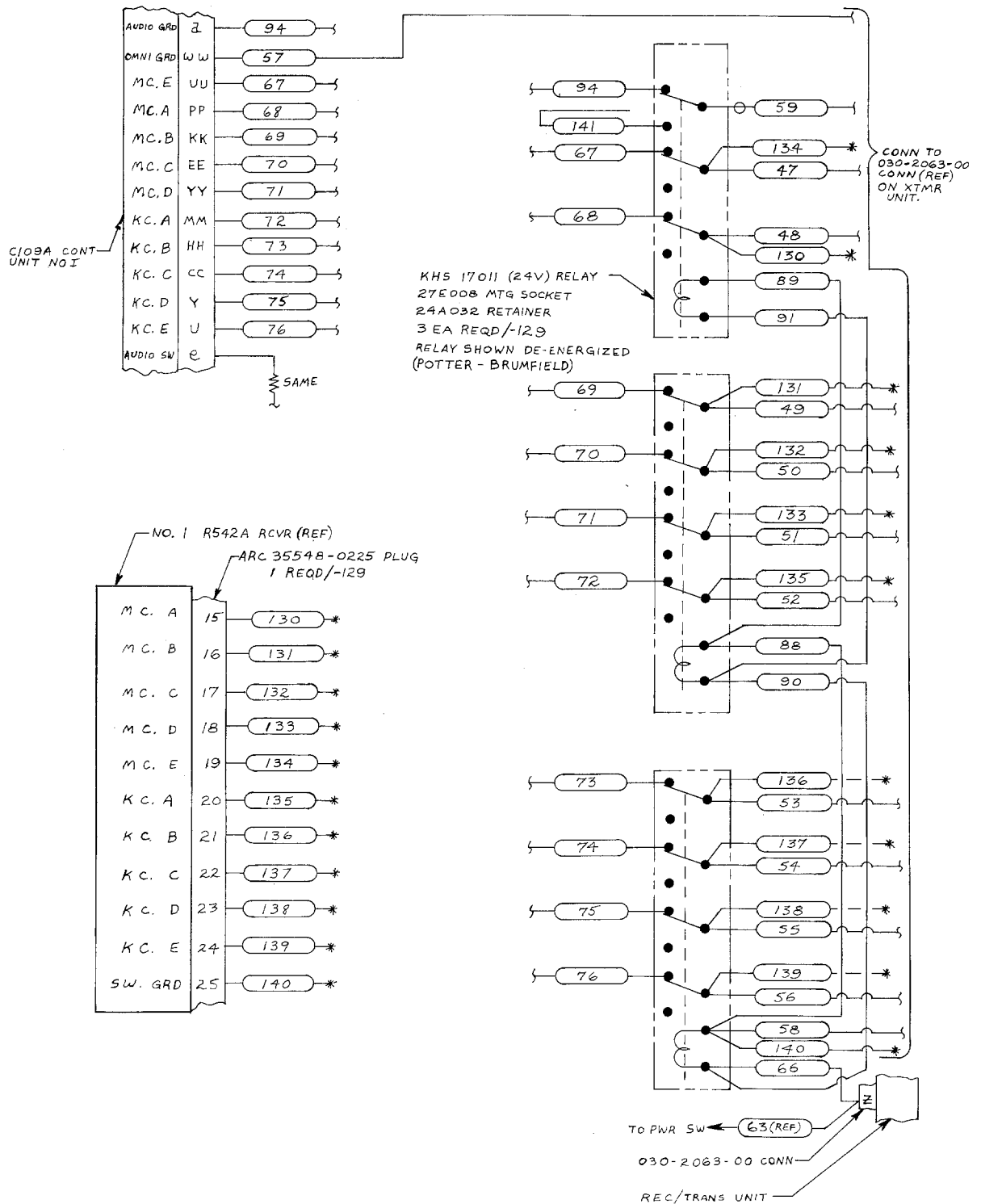


Figure 15-16. Cessna DME 800 (Sheet 4 of 4)

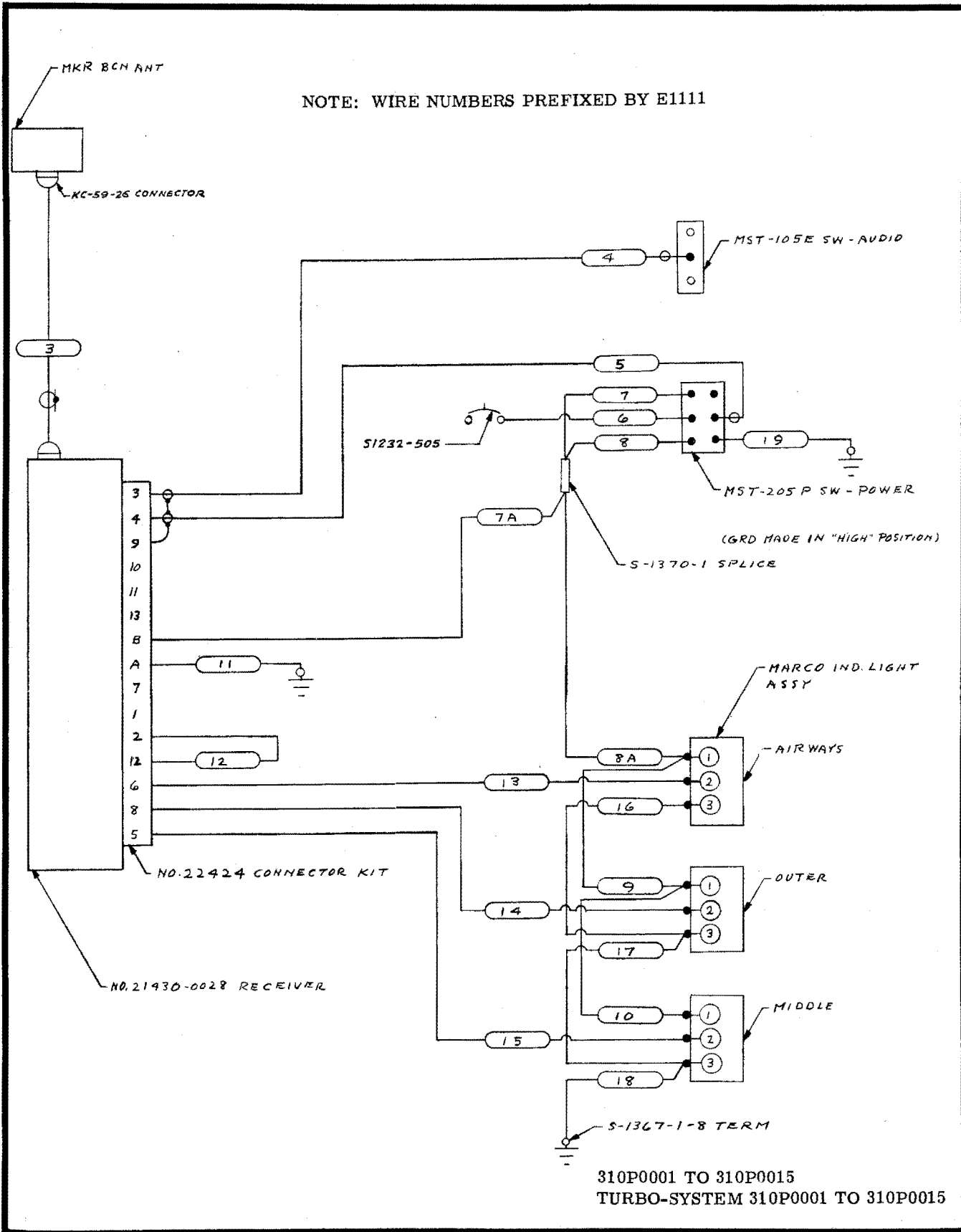
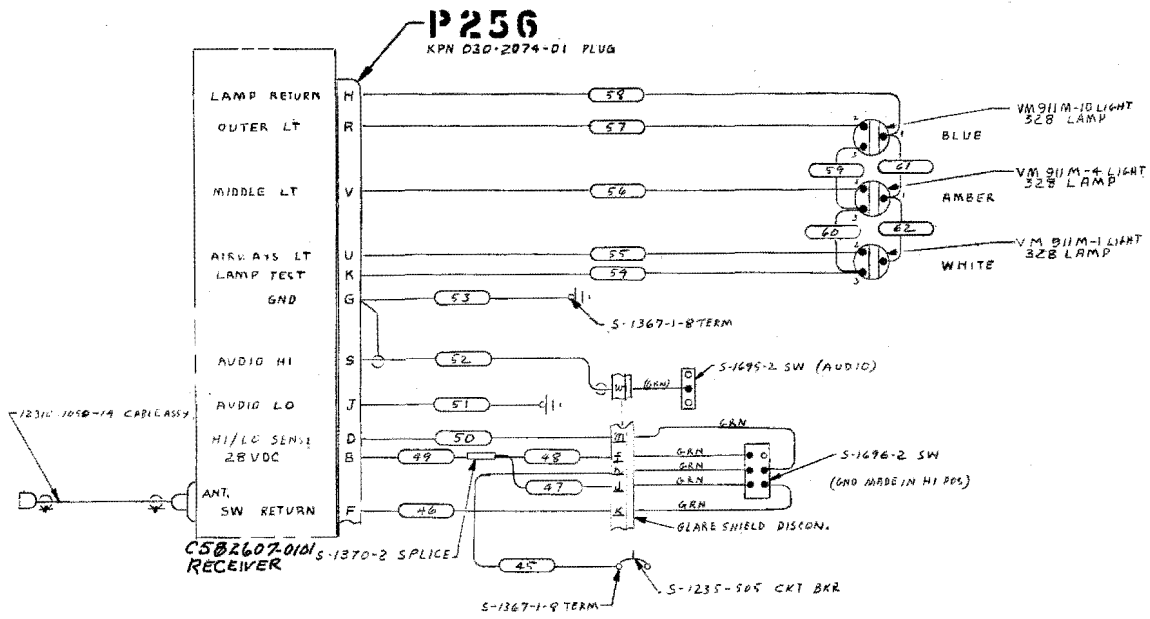
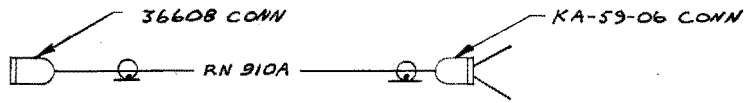


Figure 15-17. Cessna Marker Beacon 800

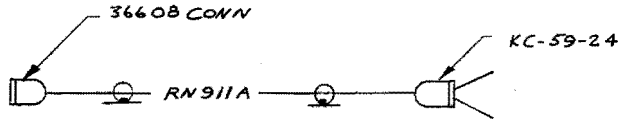


310P0015 AND ON
TURBO-SYSTEM 310P0015 AND ON

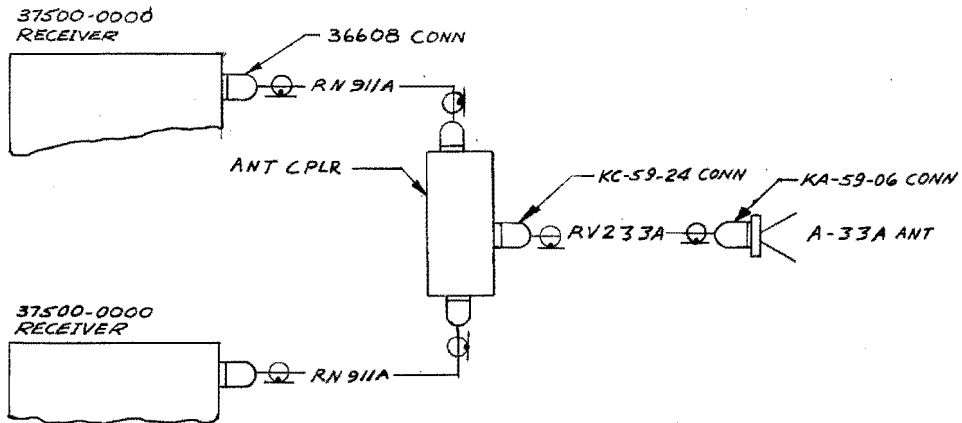
Figure 15-18. Cessna 800 Marker Beacon



A-33A ANTENNA

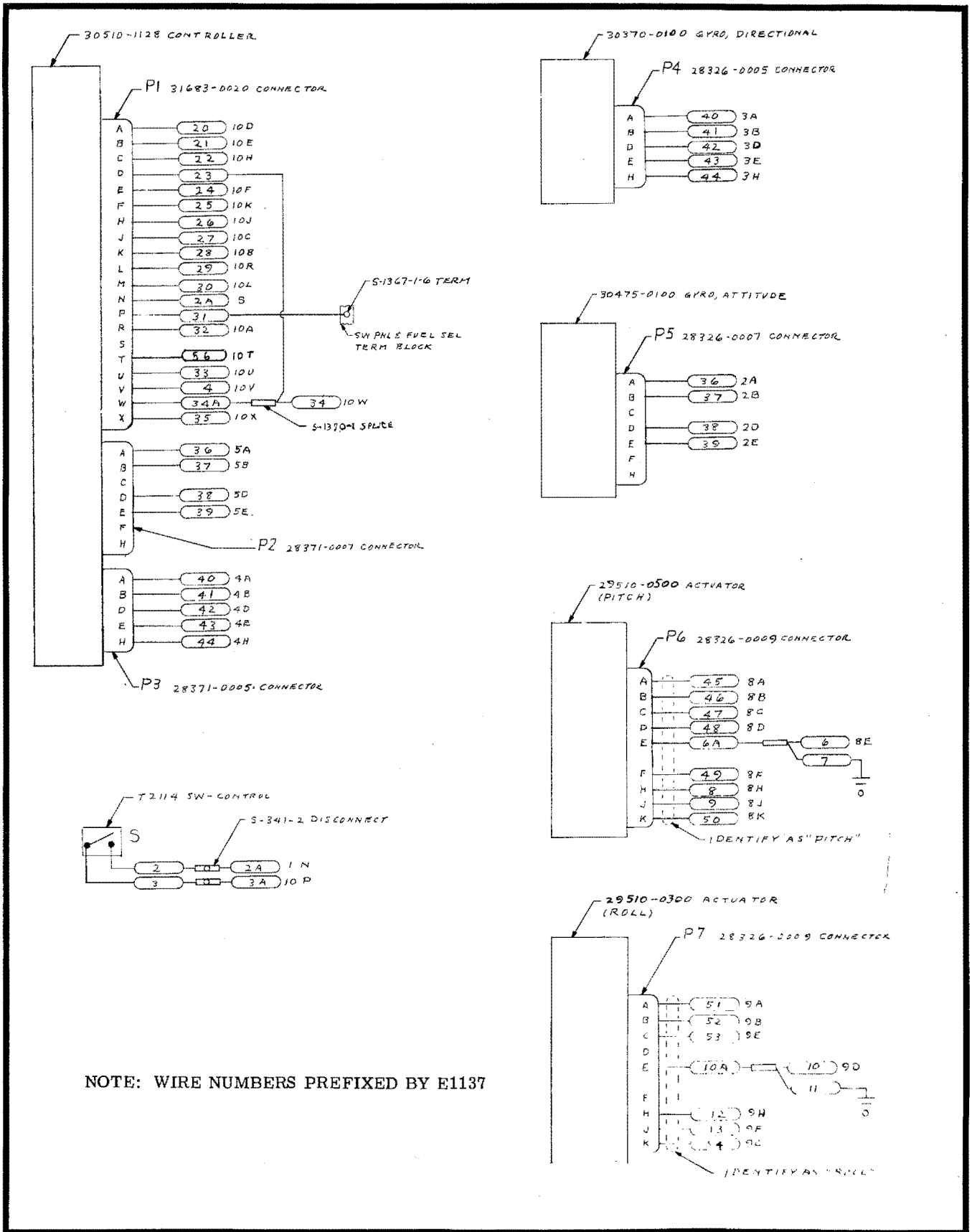


OMNI-TENNA OR COUPLER



NOTE: WIRE NUMBERS PREFIXED BY E1354

Figure 15-19. Cessna 800 Antenna Interconnects



NOTE: WIRE NUMBERS PREFIXED BY E1137

Figure 15-23. Cessna Nav-O-Matic 400 Autopilot (Sheet 1 of 3)

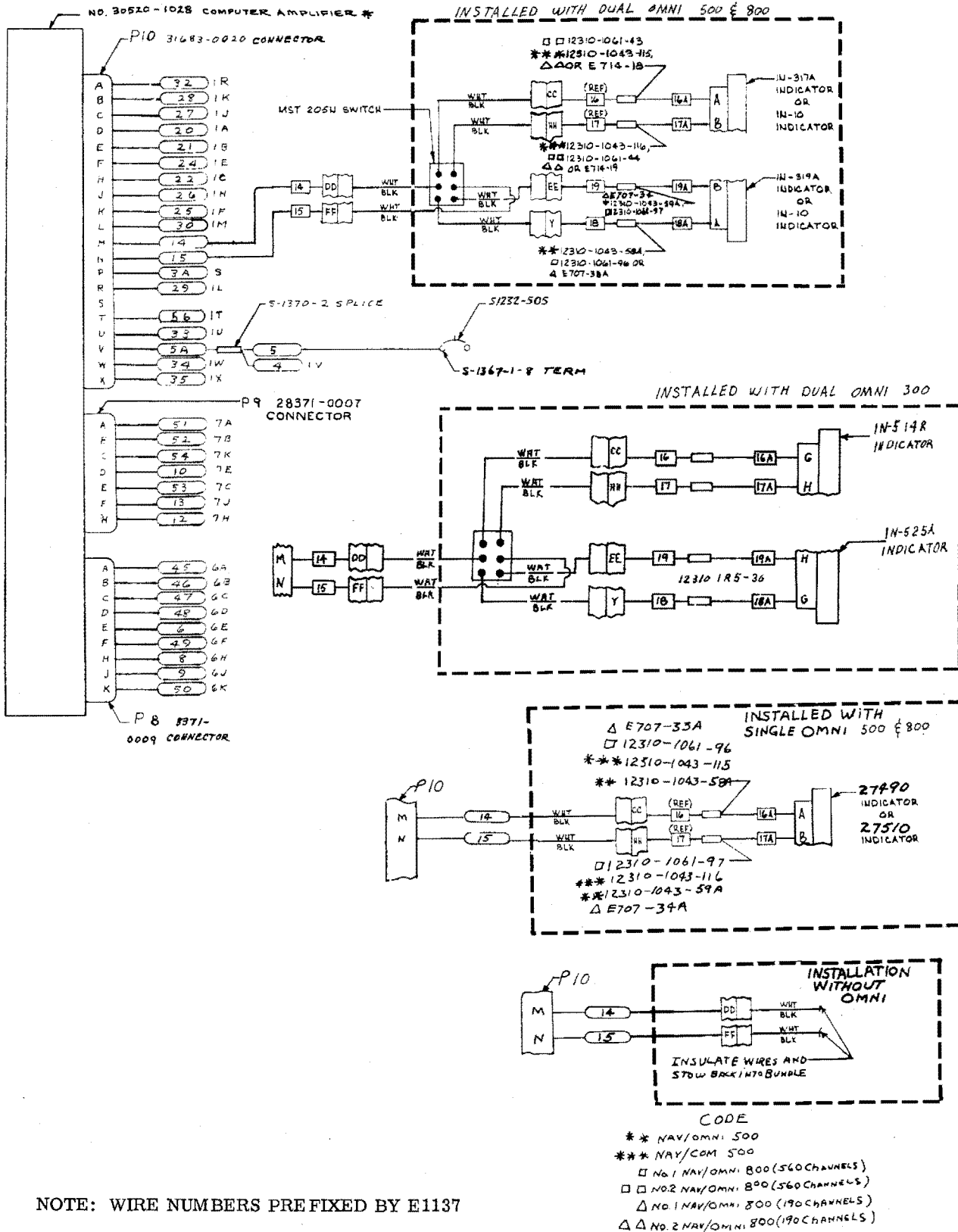
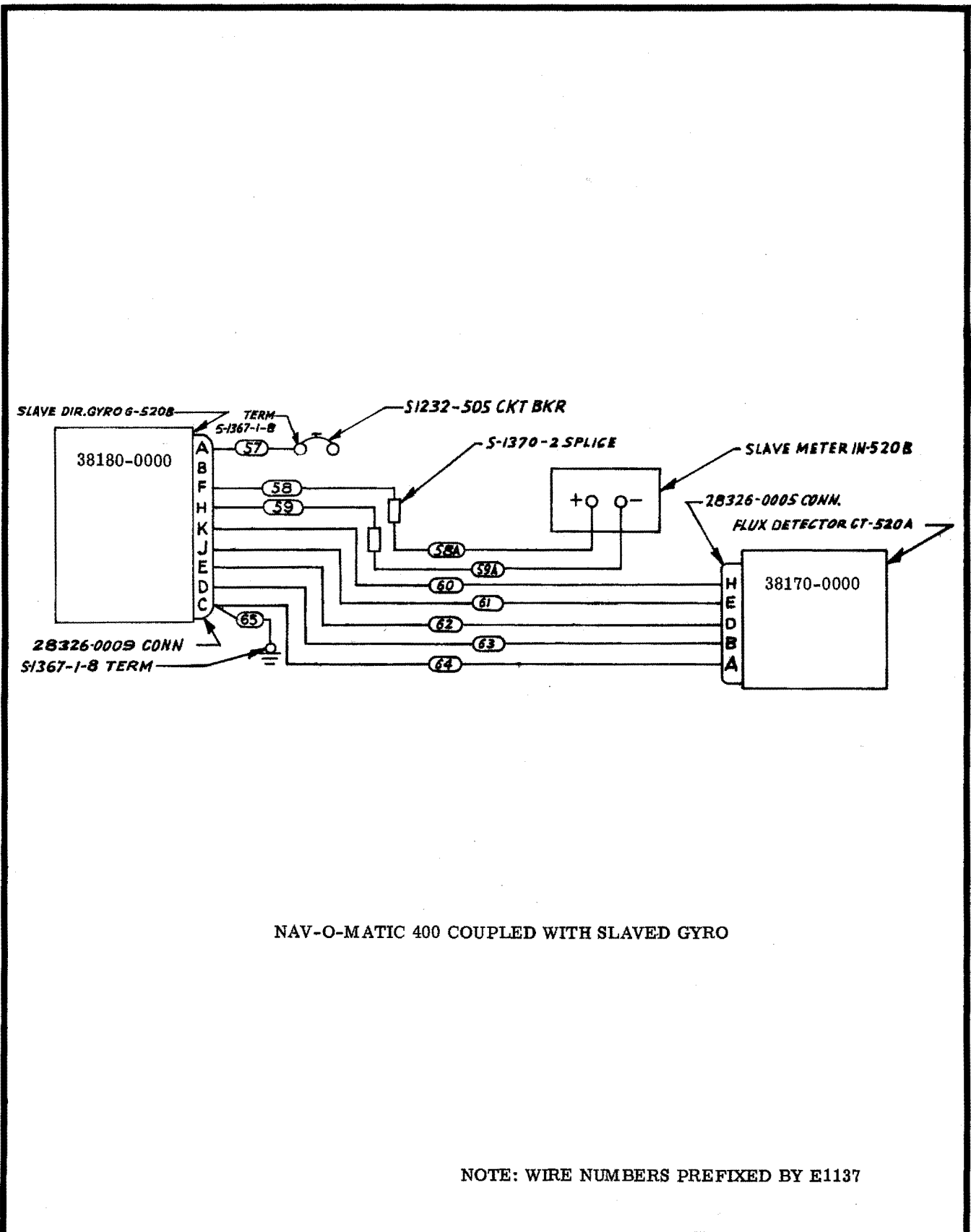


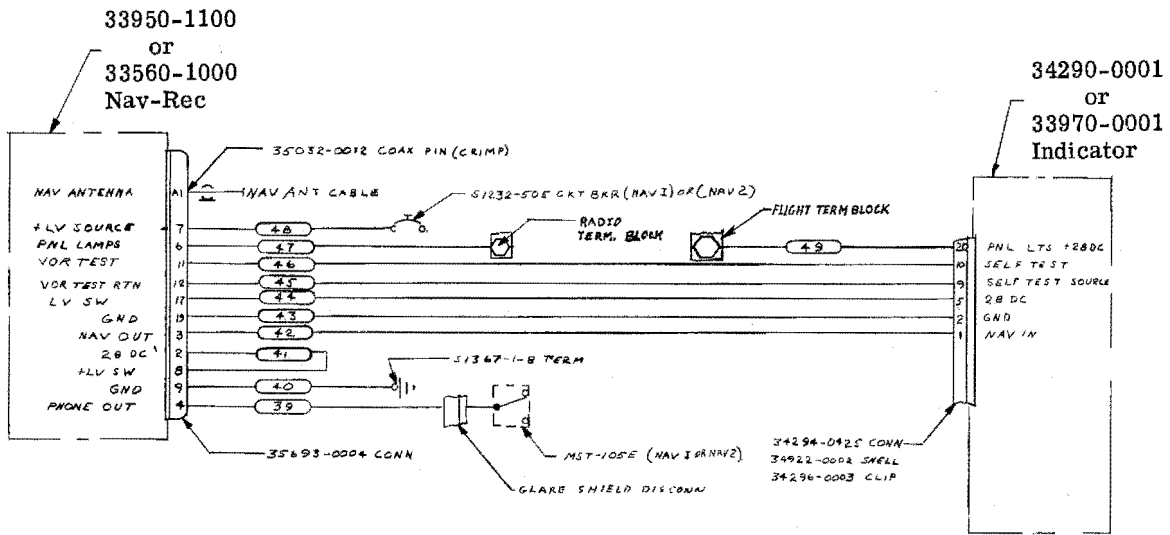
Figure 15-23. Cessna Nav-O-Matic 400 Autopilot (Sheet 2 of 3)



NAV-O-MATIC 400 COUPLED WITH SLAVED GYRO

NOTE: WIRE NUMBERS PREFIXED BY E1137

Figure 15-23. Cessna Nav-O-Matic 400 Autopilot (Sheet 3 of 3)



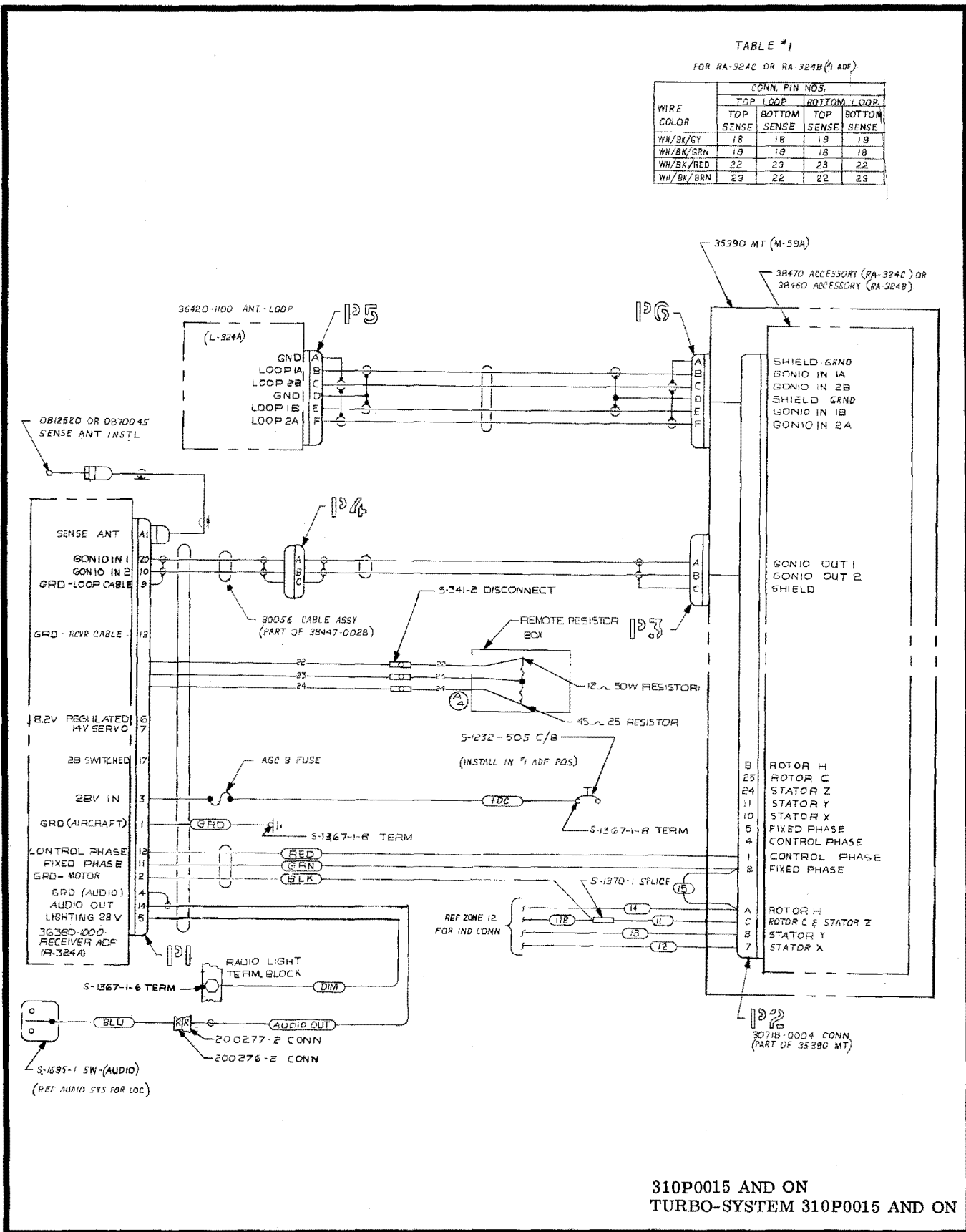
NOTE: WIRE NUMBERS PREFIXED BY E1265

Figure 15-24. Cessna Nav/Omni 400 (100 Channel)

TABLE #1

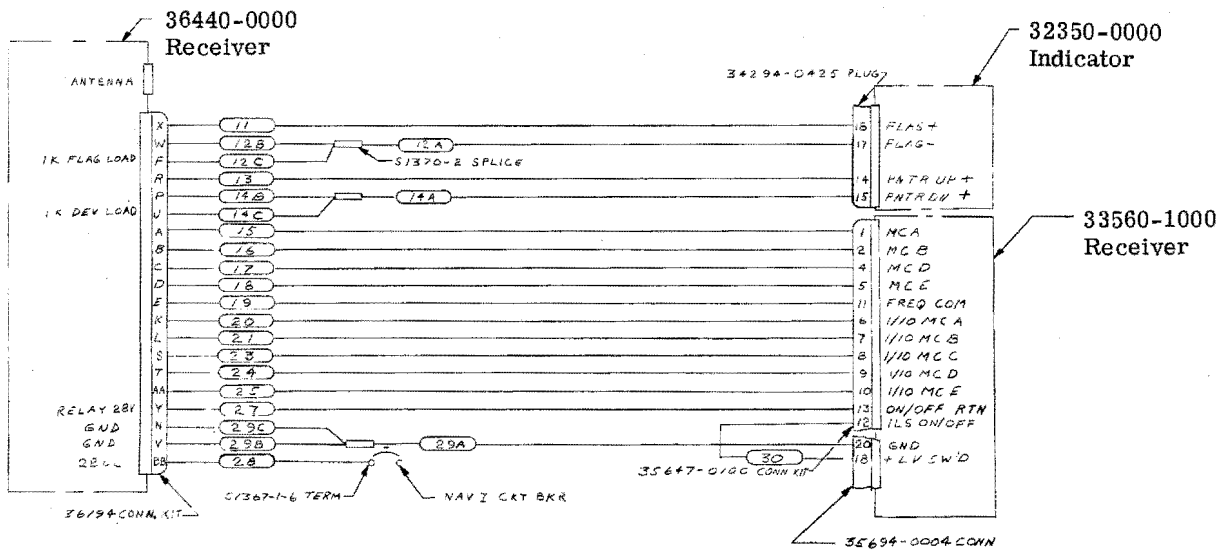
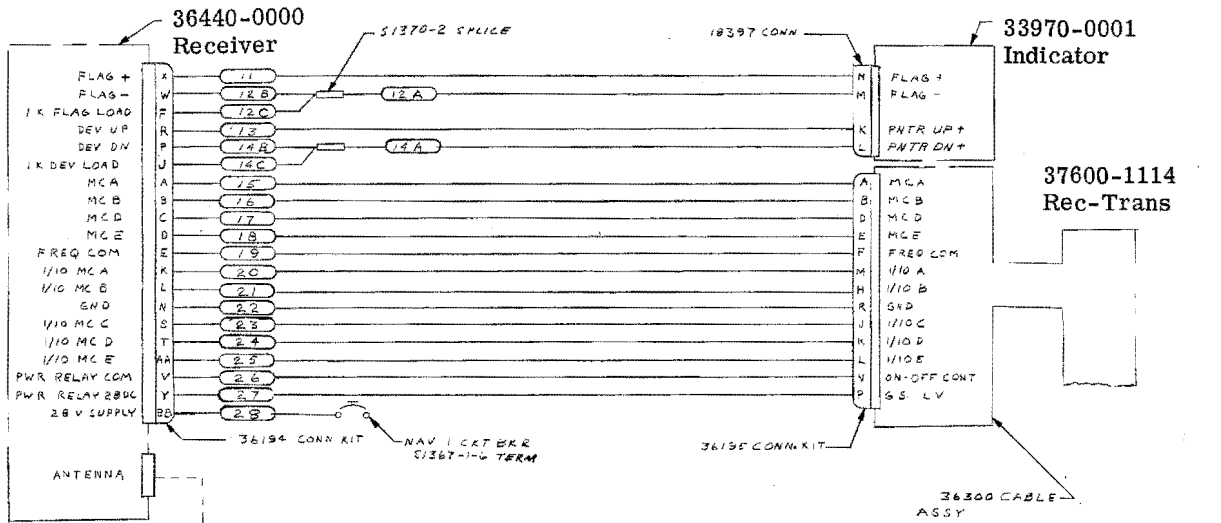
FOR RA-324C OR RA-324B (1 ADF)

WIRE COLOR	CONN. PIN NOS.			
	TOP LOOP		BOTTOM LOOP	
	TOP SENSE	BOTTOM SENSE	TOP SENSE	BOTTOM SENSE
WH/BK/GY	18	18	19	19
WH/BK/GRN	19	19	18	18
WH/BK/RED	22	23	23	22
WH/BK/BRN	23	22	22	23



310P0015 AND ON
TURBO-SYSTEM 310P0015 AND ON

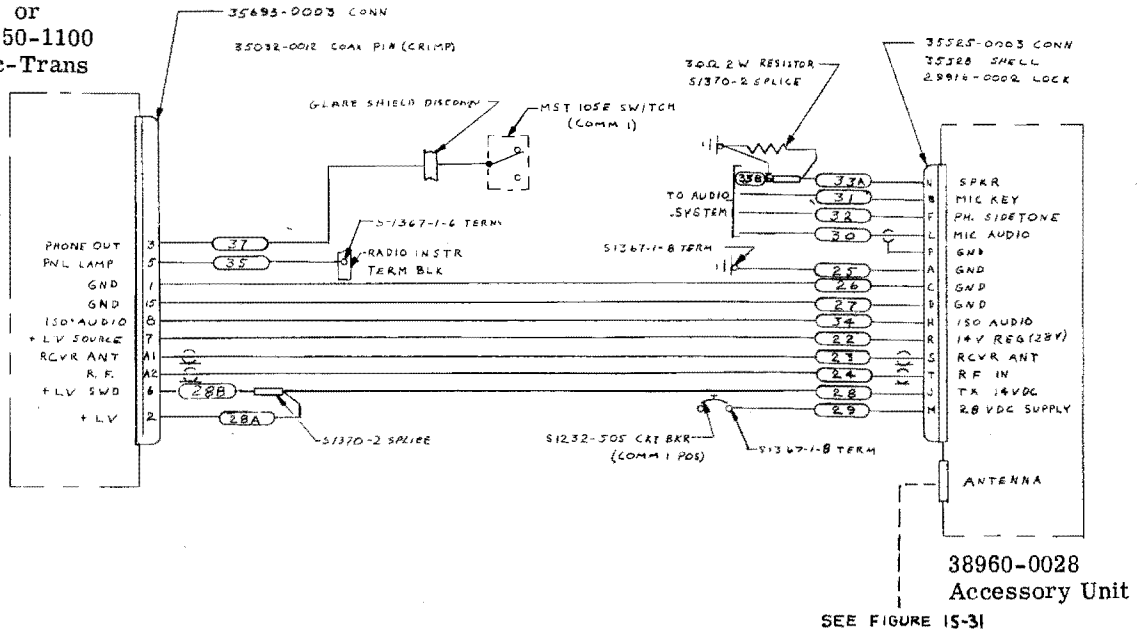
Figure 15-25. Cessna 400 ADF (Sheet 2 of 2)



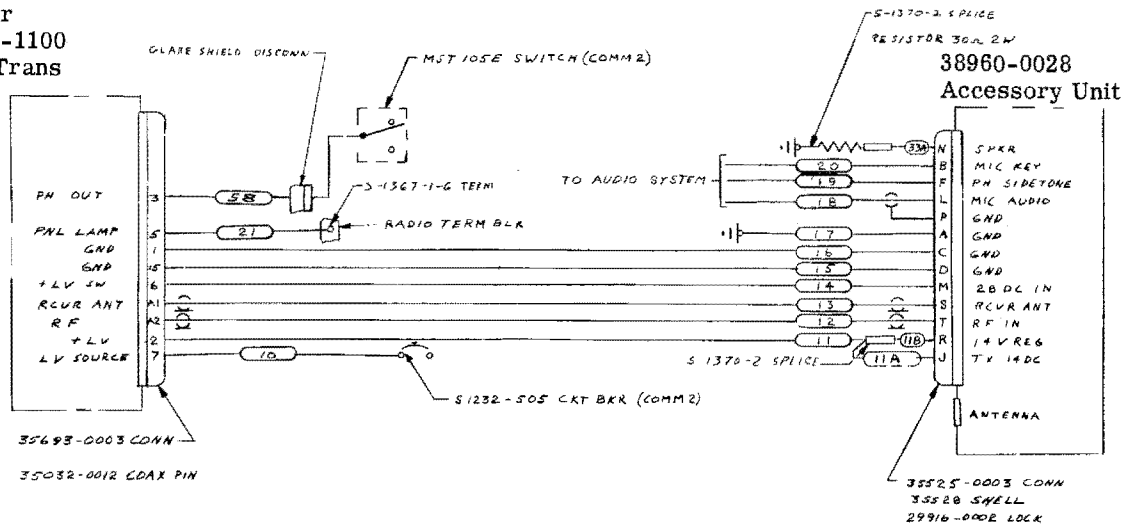
NOTE: WIRE NUMBERS PREFIXED BY 1299.

Figure 15-28. Cessna Glide Slope 400

33570-1000
or
33950-1100
Rec-Trans

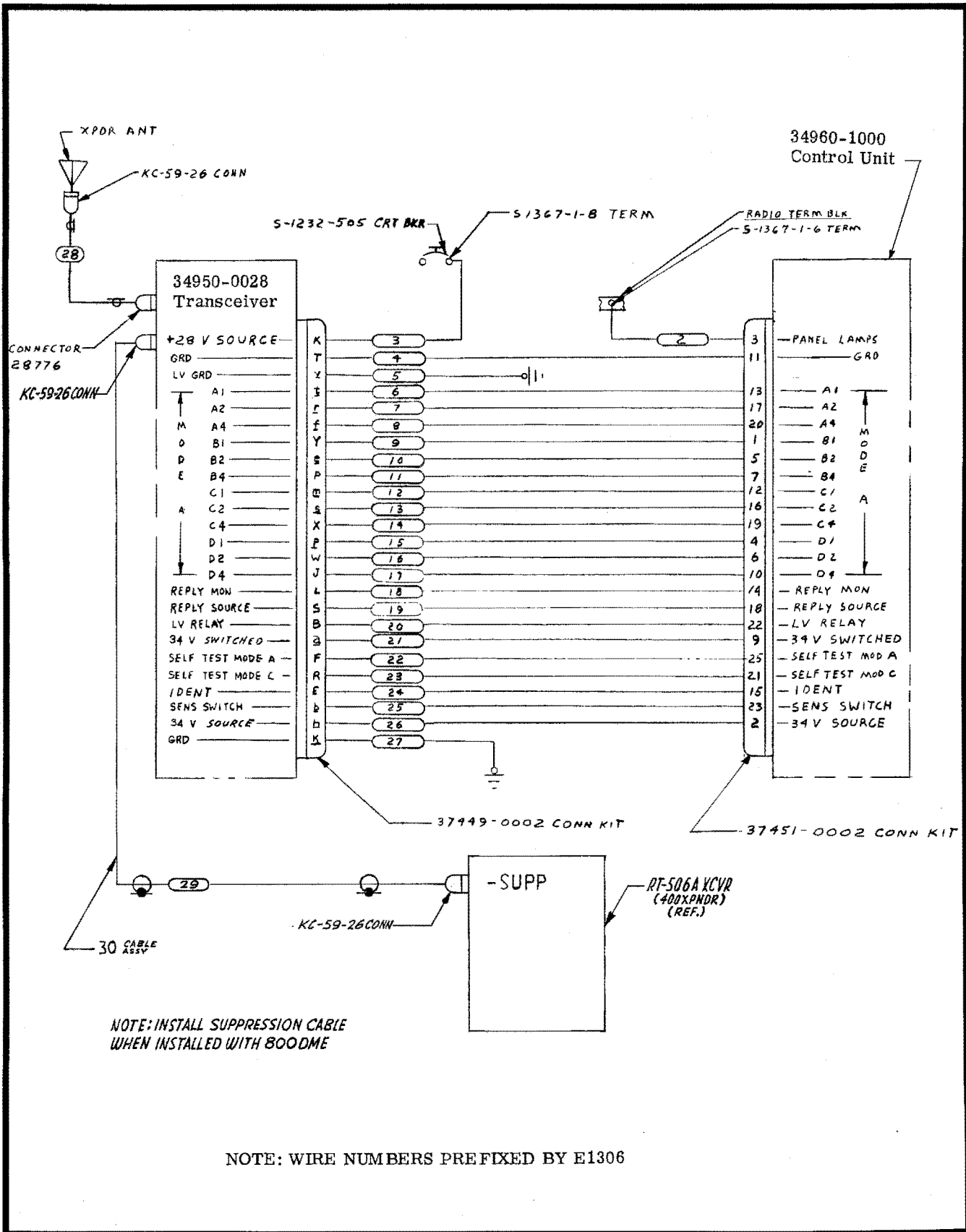


33570-1000
or
33950-1100
Rec-Trans



NOTE: WIRE NUMBERS PREFIXED BY E1265

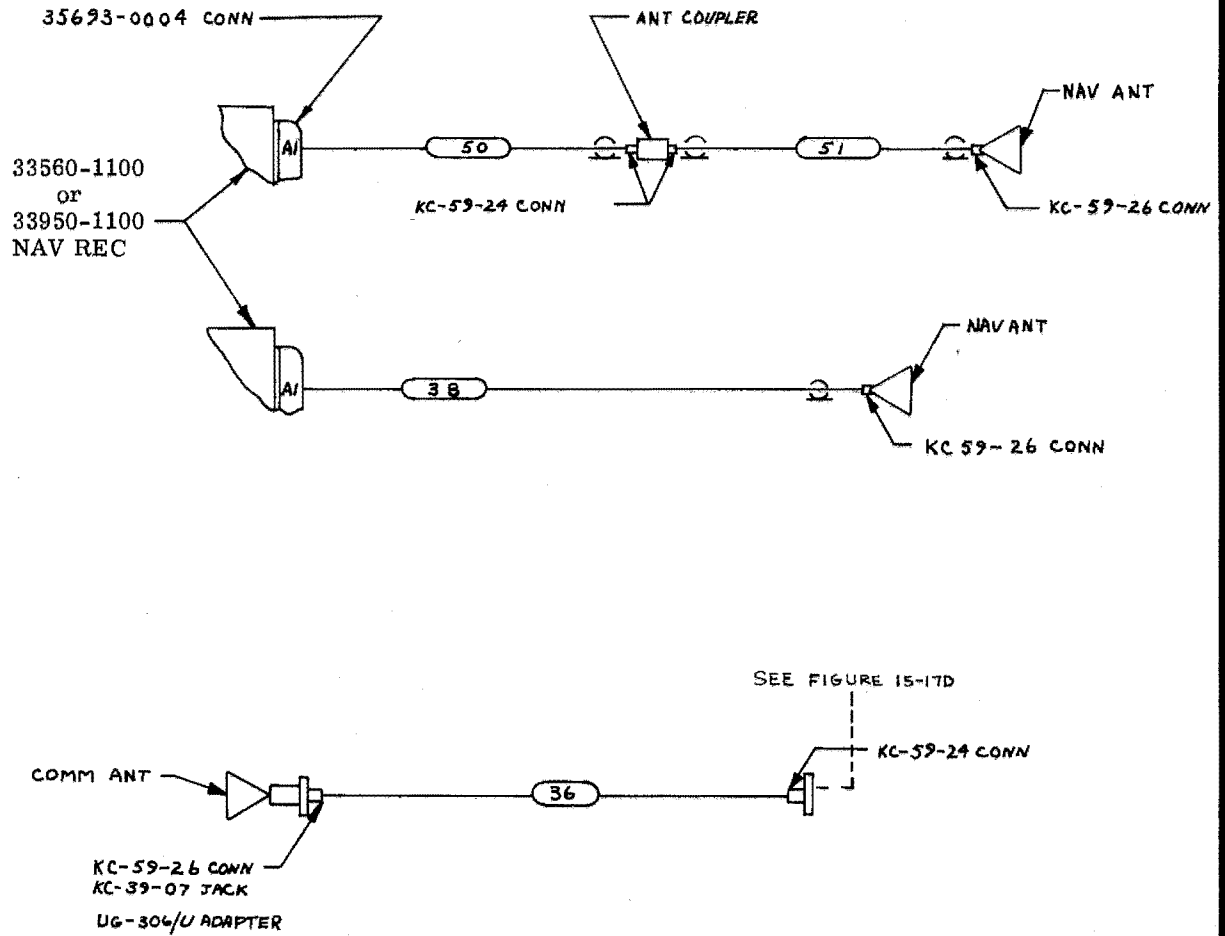
Figure 15-29. Cessna Transceiver 400



NOTE: INSTALL SUPPRESSION CABLE WHEN INSTALLED WITH 800DME

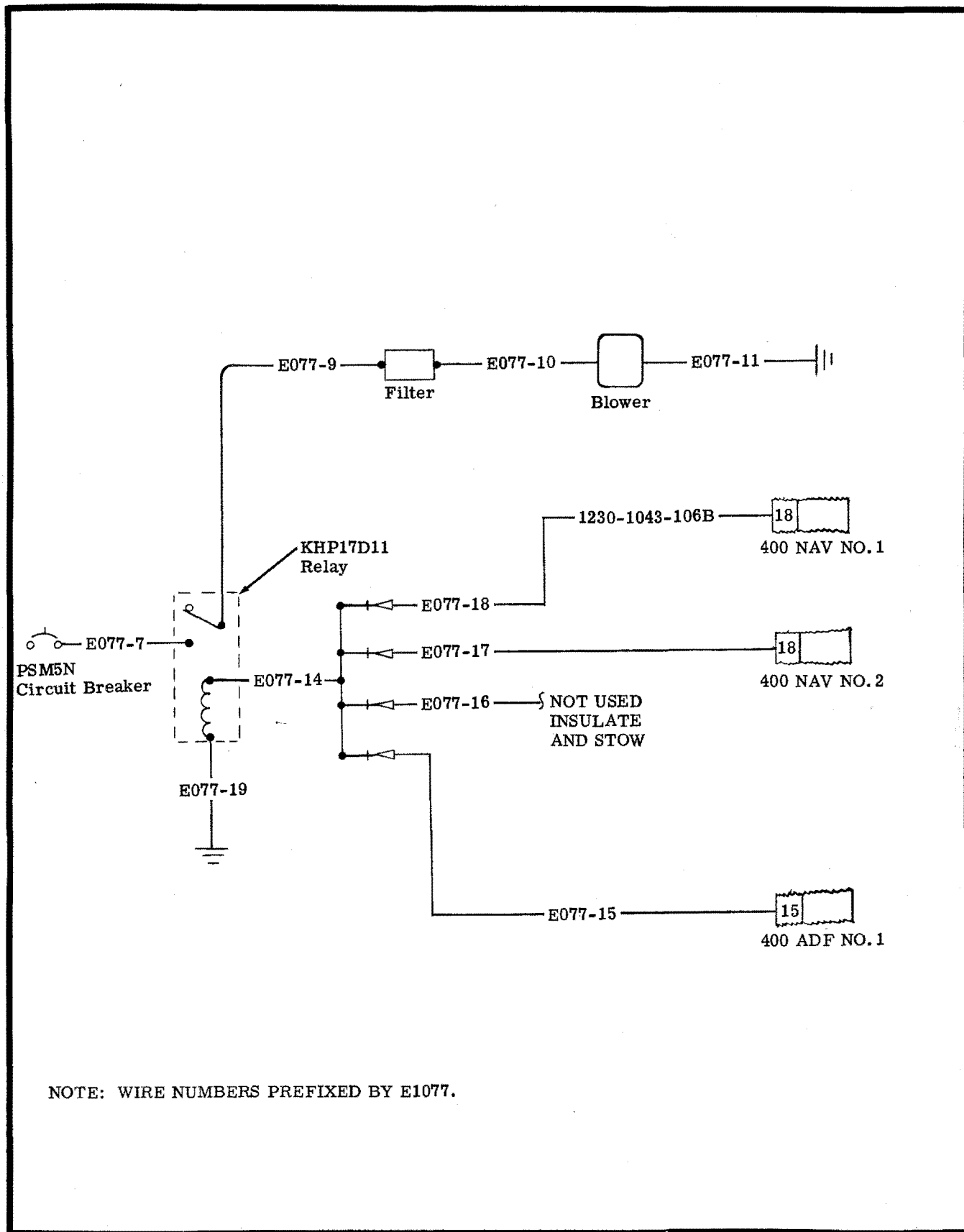
NOTE: WIRE NUMBERS PREFIXED BY E1306

Figure 15-30. Cessna Transponder 400



NOTE: WIRE NUMBERS PREFIXED BY E1265.

Figure 15-31. Cessna 400 Series Antenna Interconnects



NOTE: WIRE NUMBERS PREFIXED BY E1077.

Figure 15-32. Radio Cooling Blower (400 Series Radio)

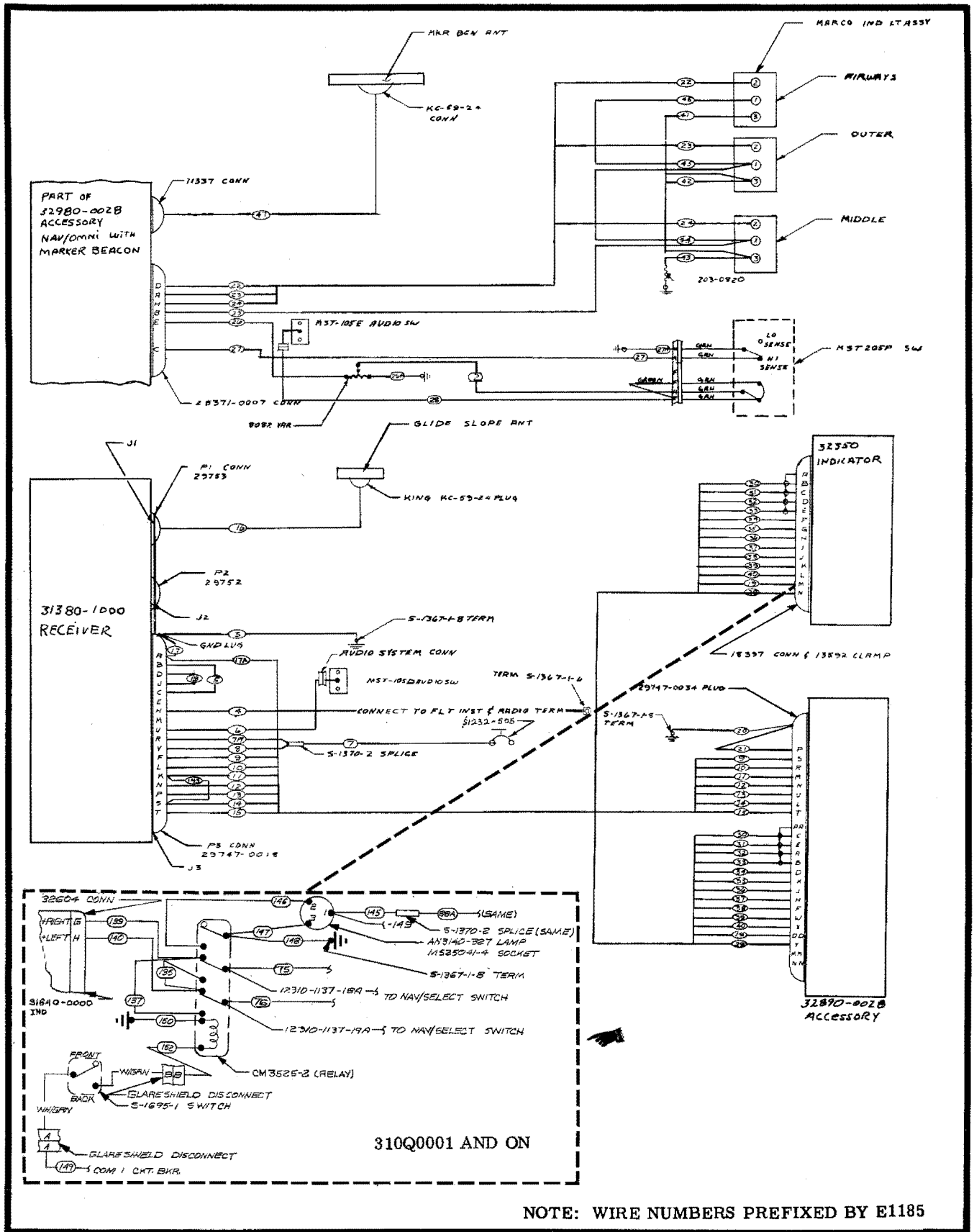


Figure 15-33. Cessna Nav/Omni 300

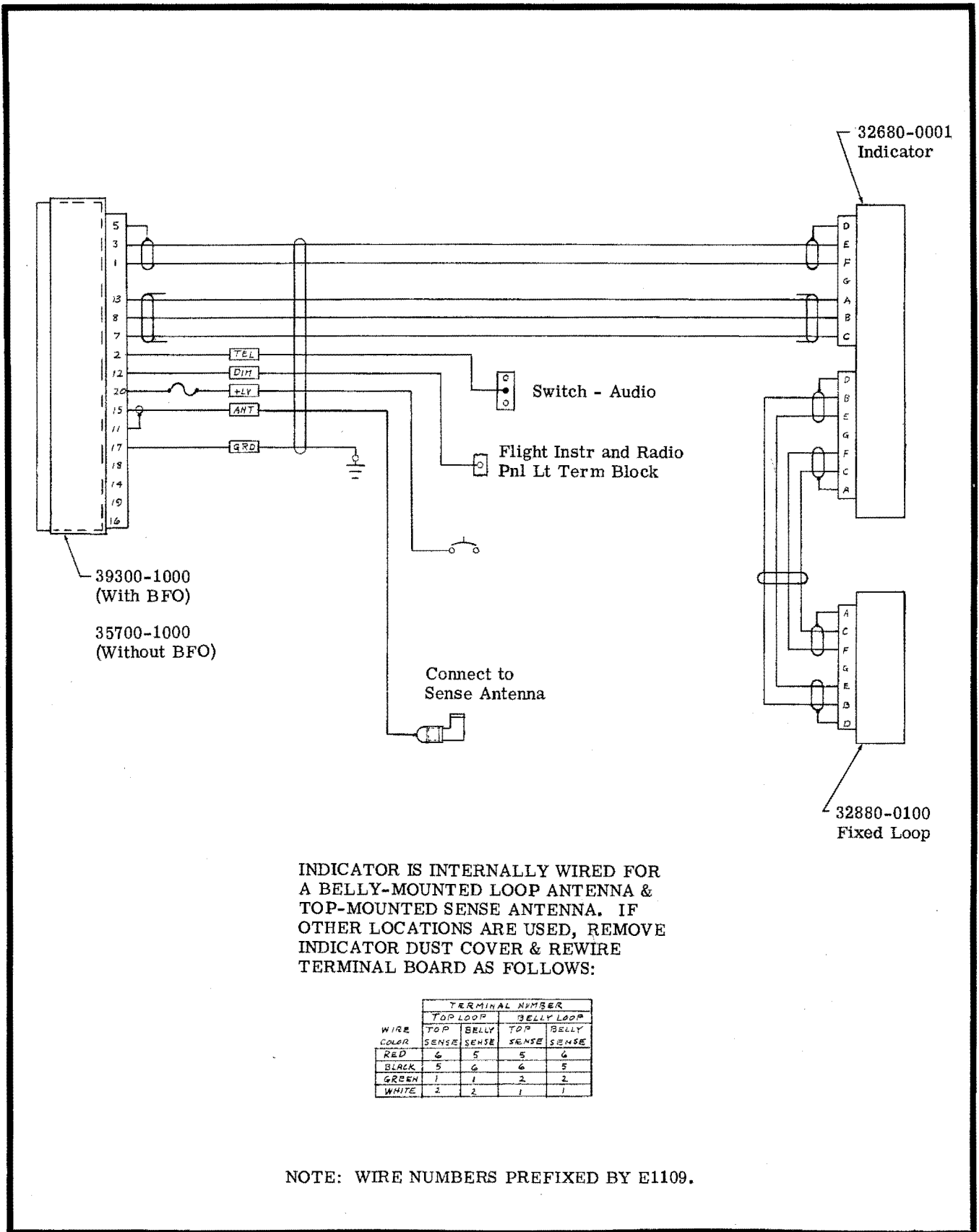
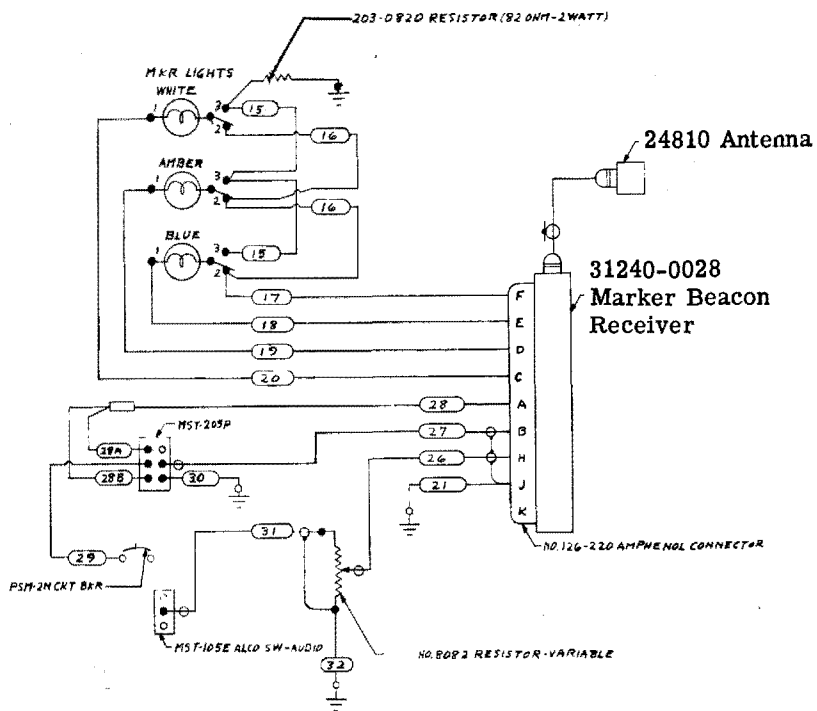


Figure 15-35. Cessna ADF 300



NOTE: WIRE NUMBERS PRECEDED BY E1059

Figure 15-36. Cessna Marker Beacon 300

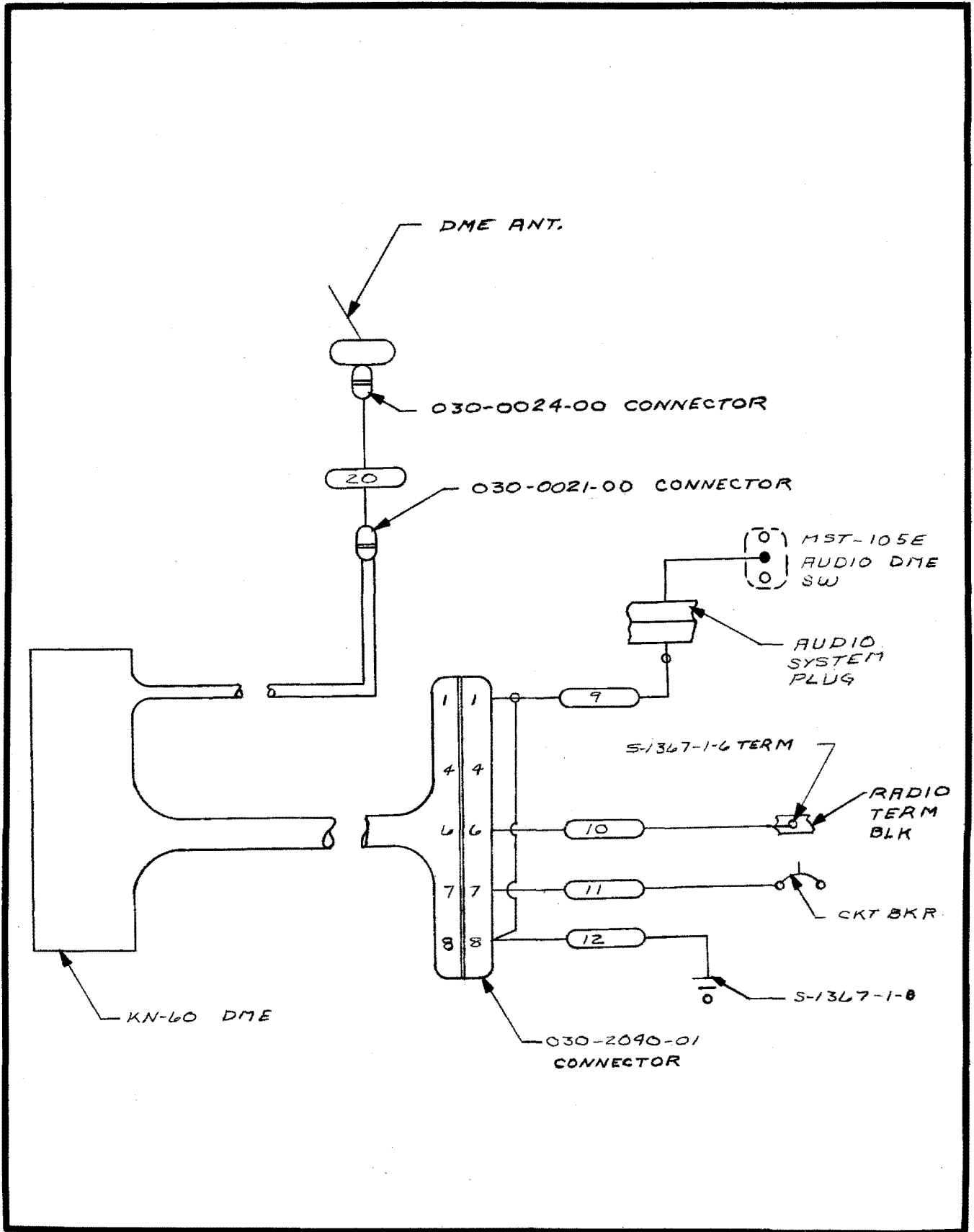
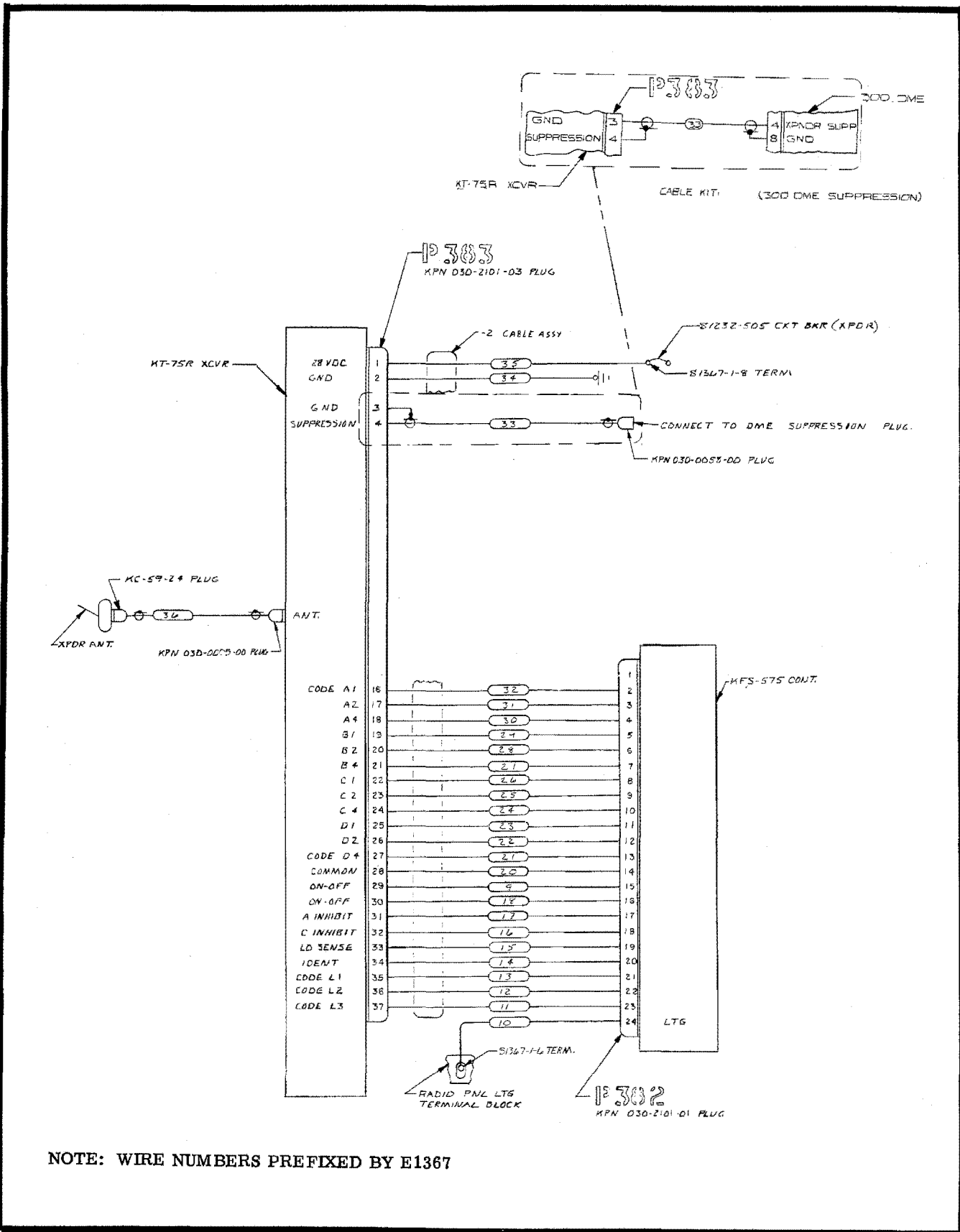
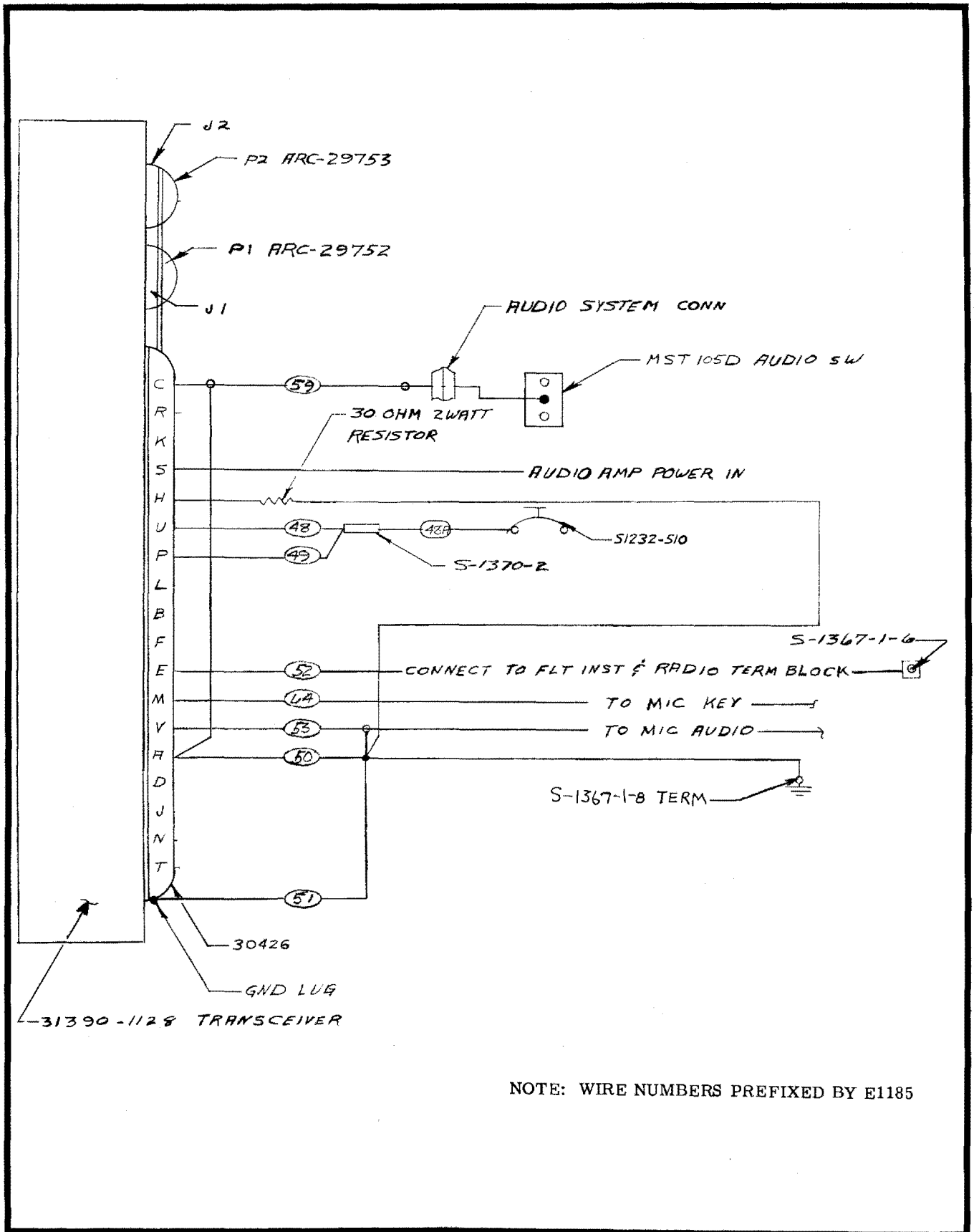


Figure 15-36A. Cessna 300 DME



NOTE: WIRE NUMBERS PREFIXED BY E1367

Figure 15-36B. Cessna 300 Transponder



NOTE: WIRE NUMBERS PREFIXED BY E1185

Figure 15-37. Cessna Transceiver 300

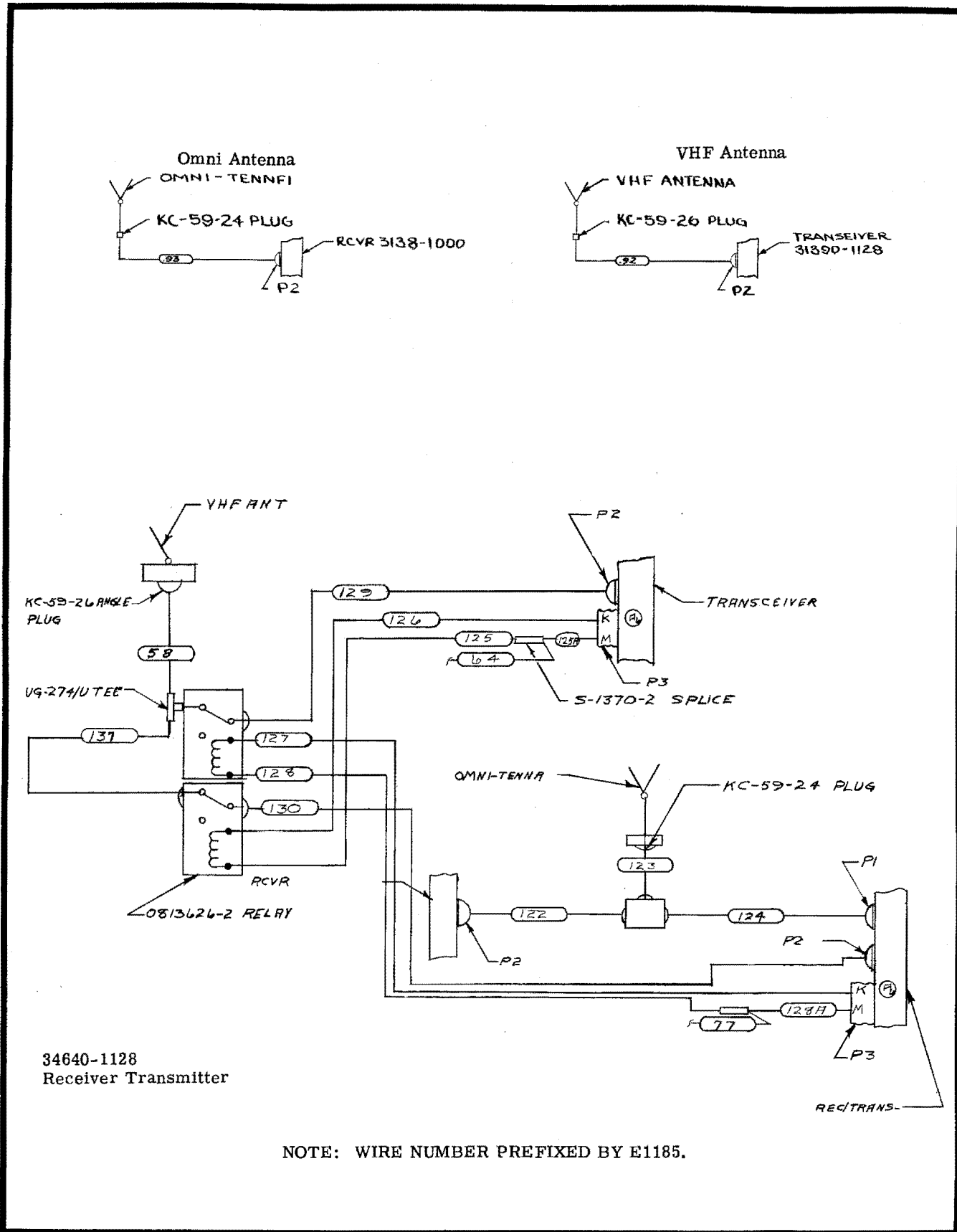
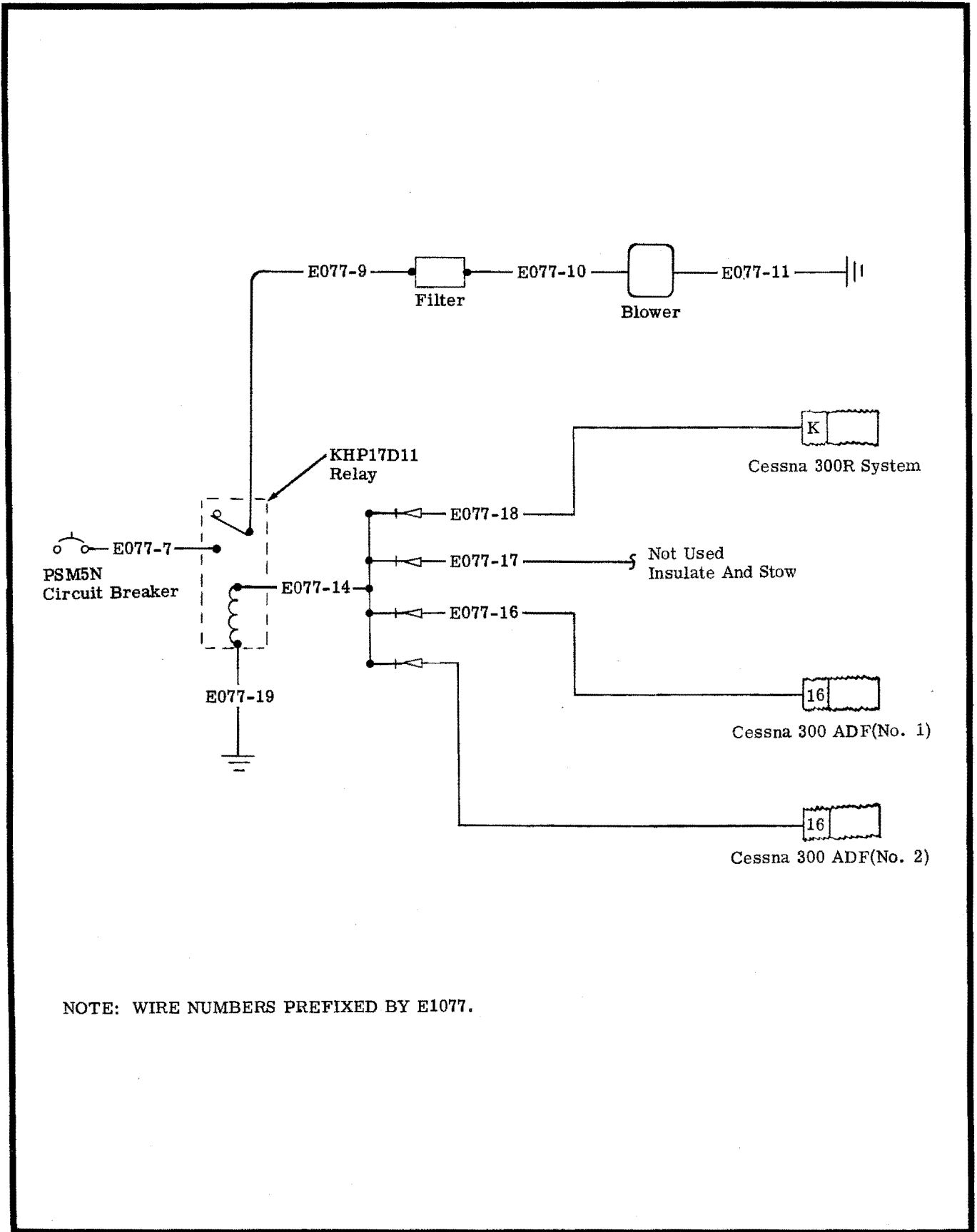


Figure 15-38. Cessna 300 Series Antenna Interconnect



NOTE: WIRE NUMBERS PREFIXED BY E1077.

Figure 15-39. Radio Cooling Blower (300 Series Radio)

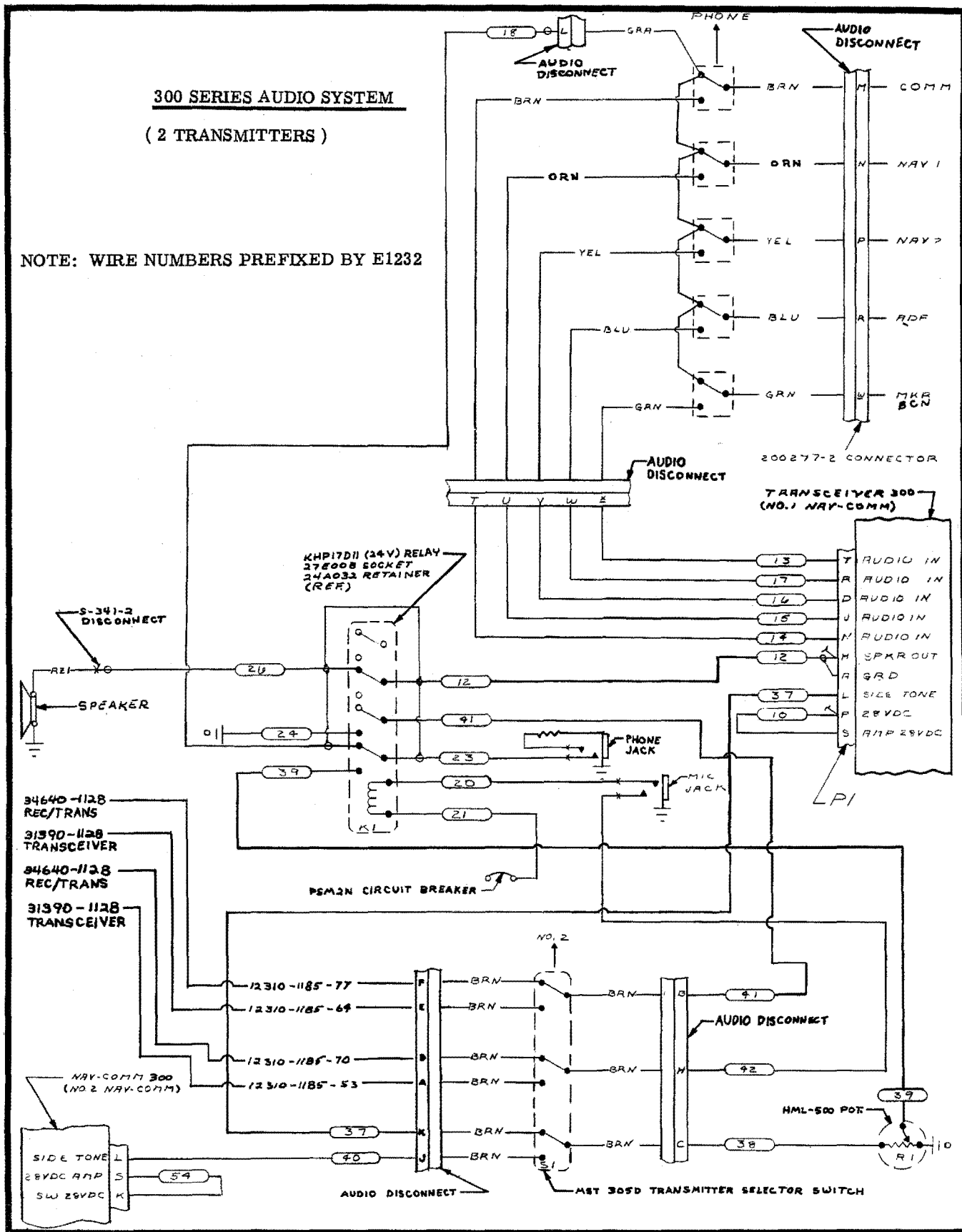


Figure 15-40. Audio Interconnect System (Sheet 1 of 3)

300 SERIES AUDIO SYSTEM

(3 TRANSMITTERS)

NOTE: WIRE NUMBERS PREFIXED BY E1232

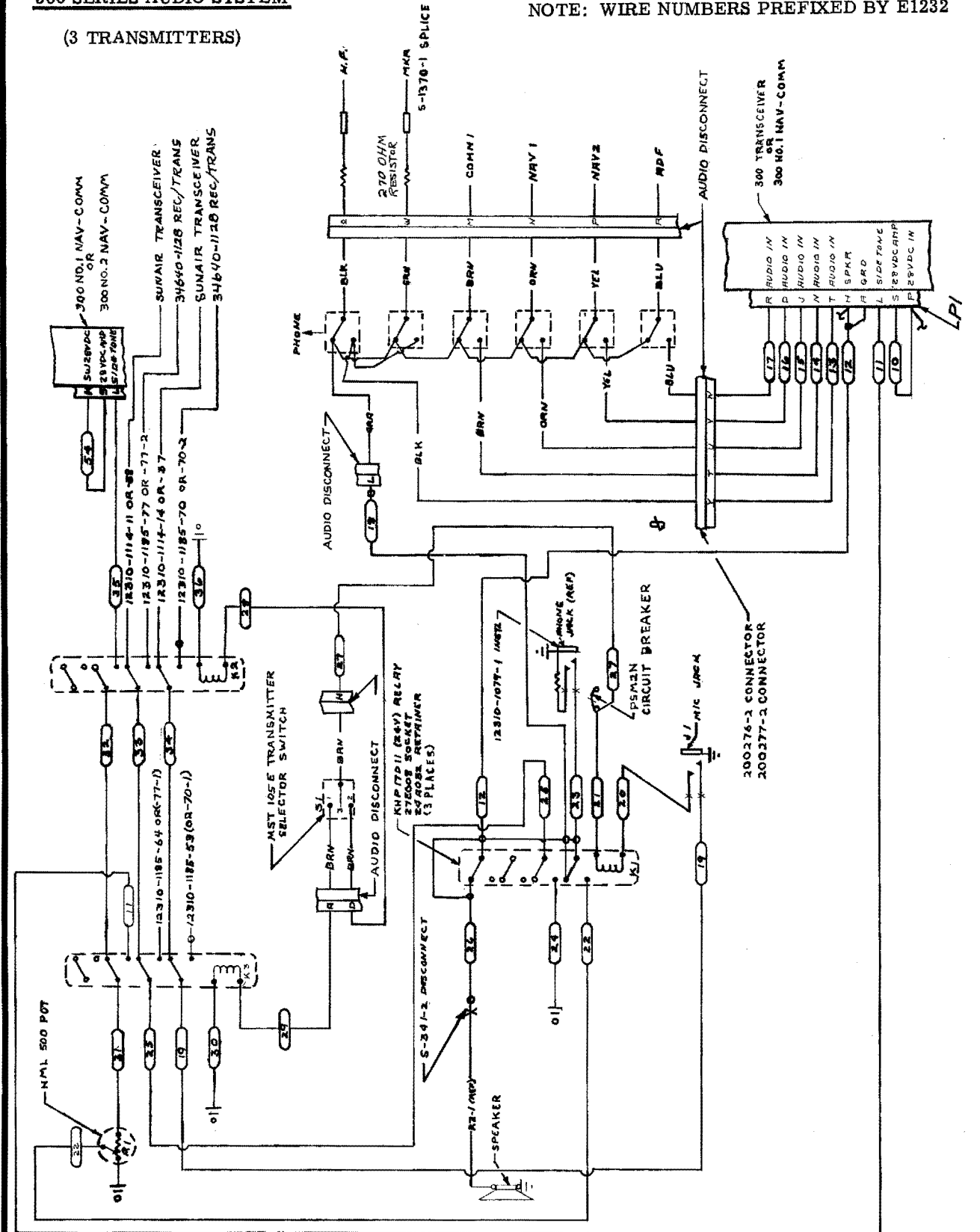


Figure 15-40. Audio Interconnect System (Sheet 2 of 3)

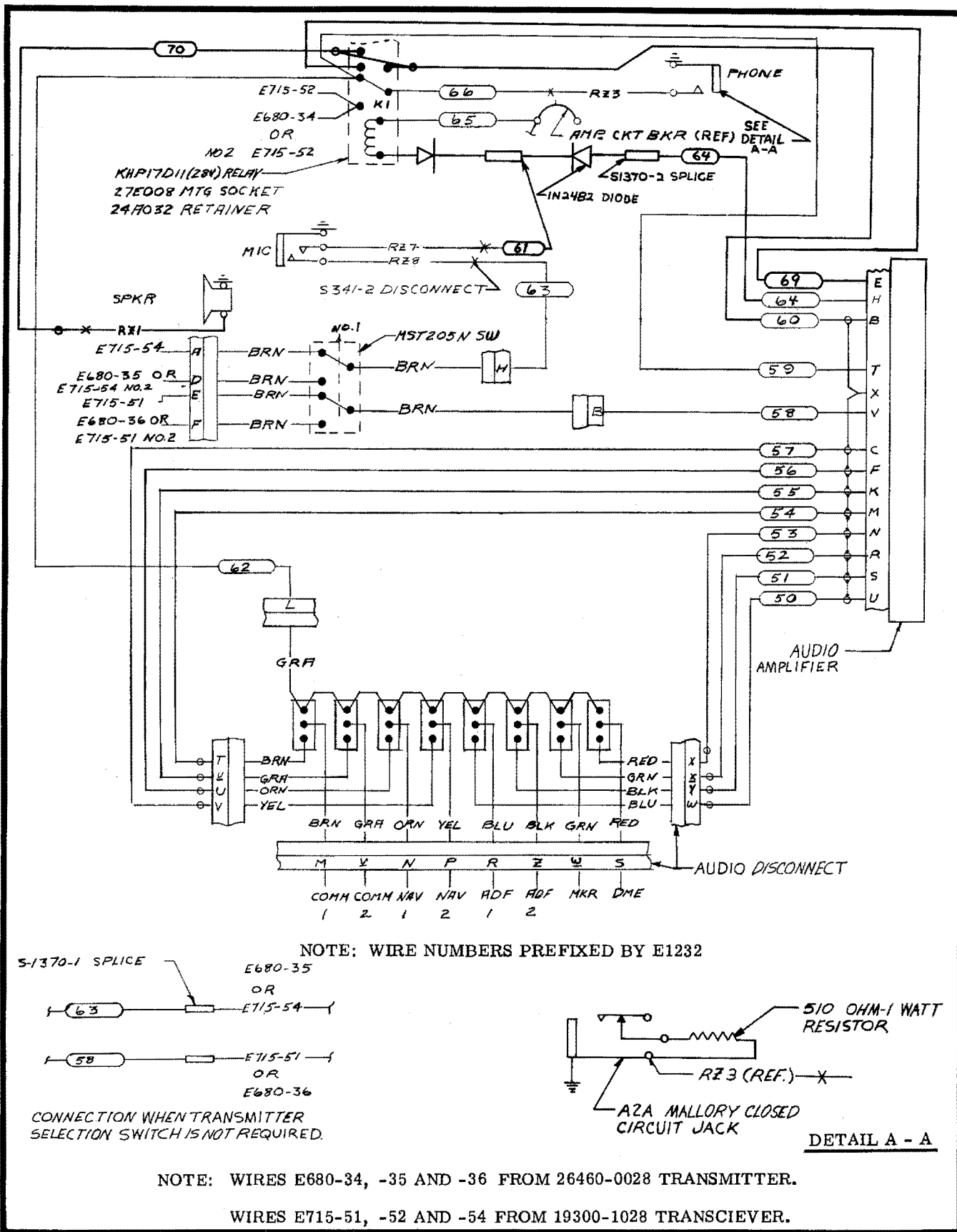
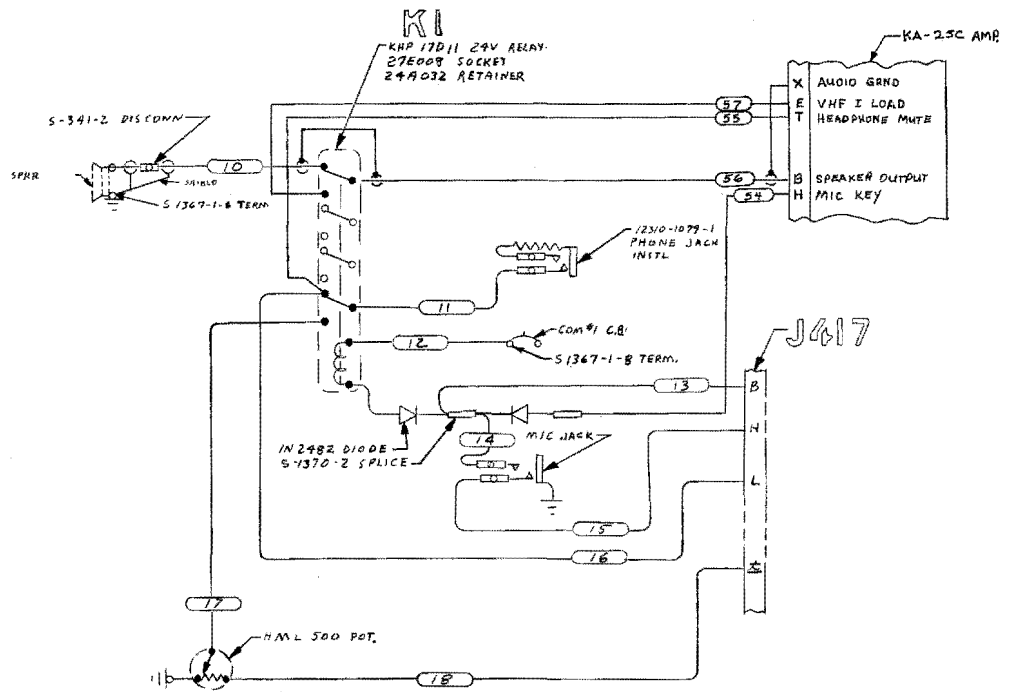
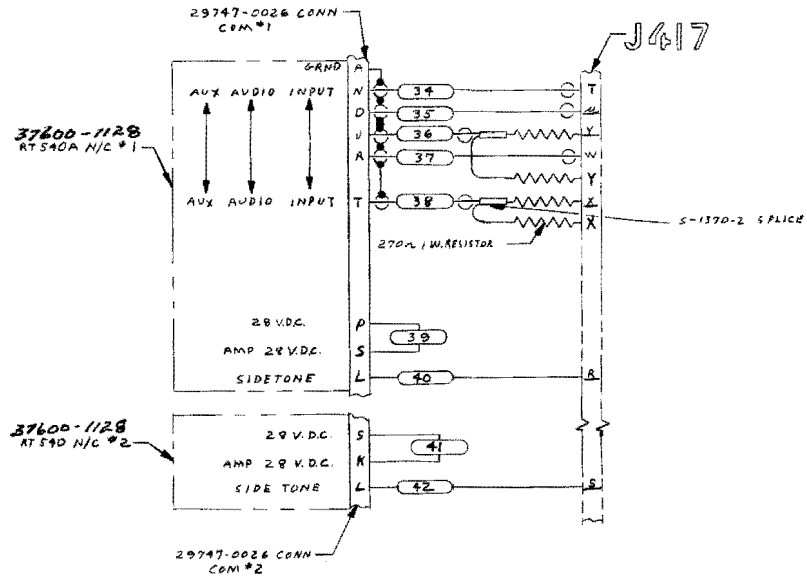


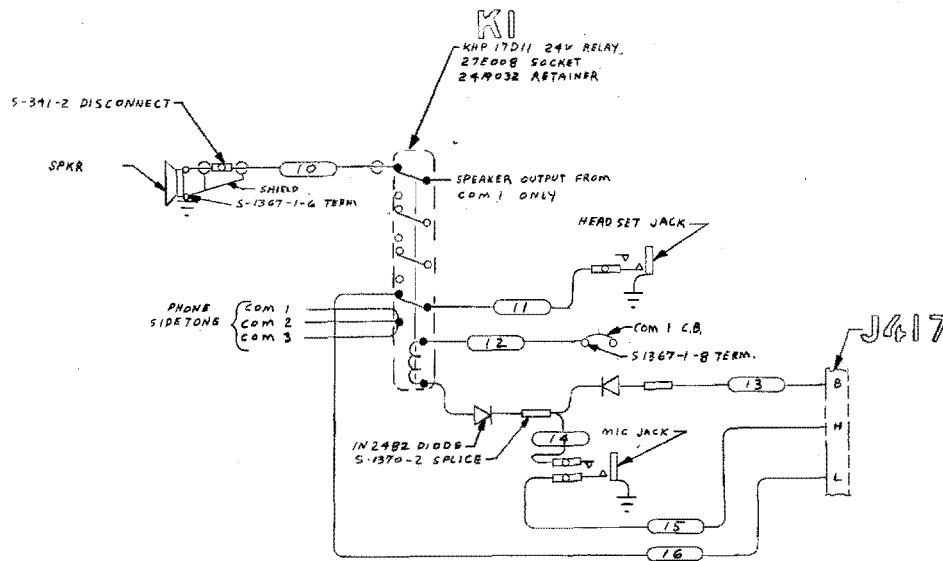
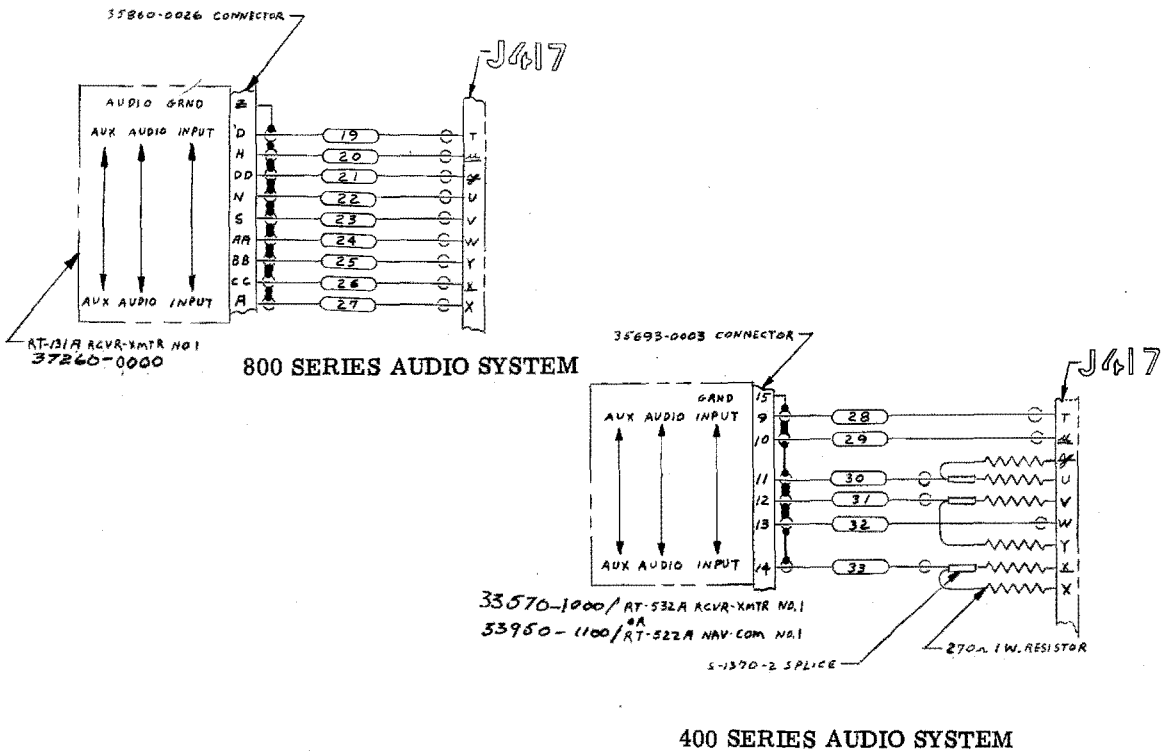
Figure 15-40. Audio Interconnect System (Sheet 3 of 3)



NOTE: WIRE NUMBERS PREFIXED BY E1383

300 SERIES AUDIO SYSTEM

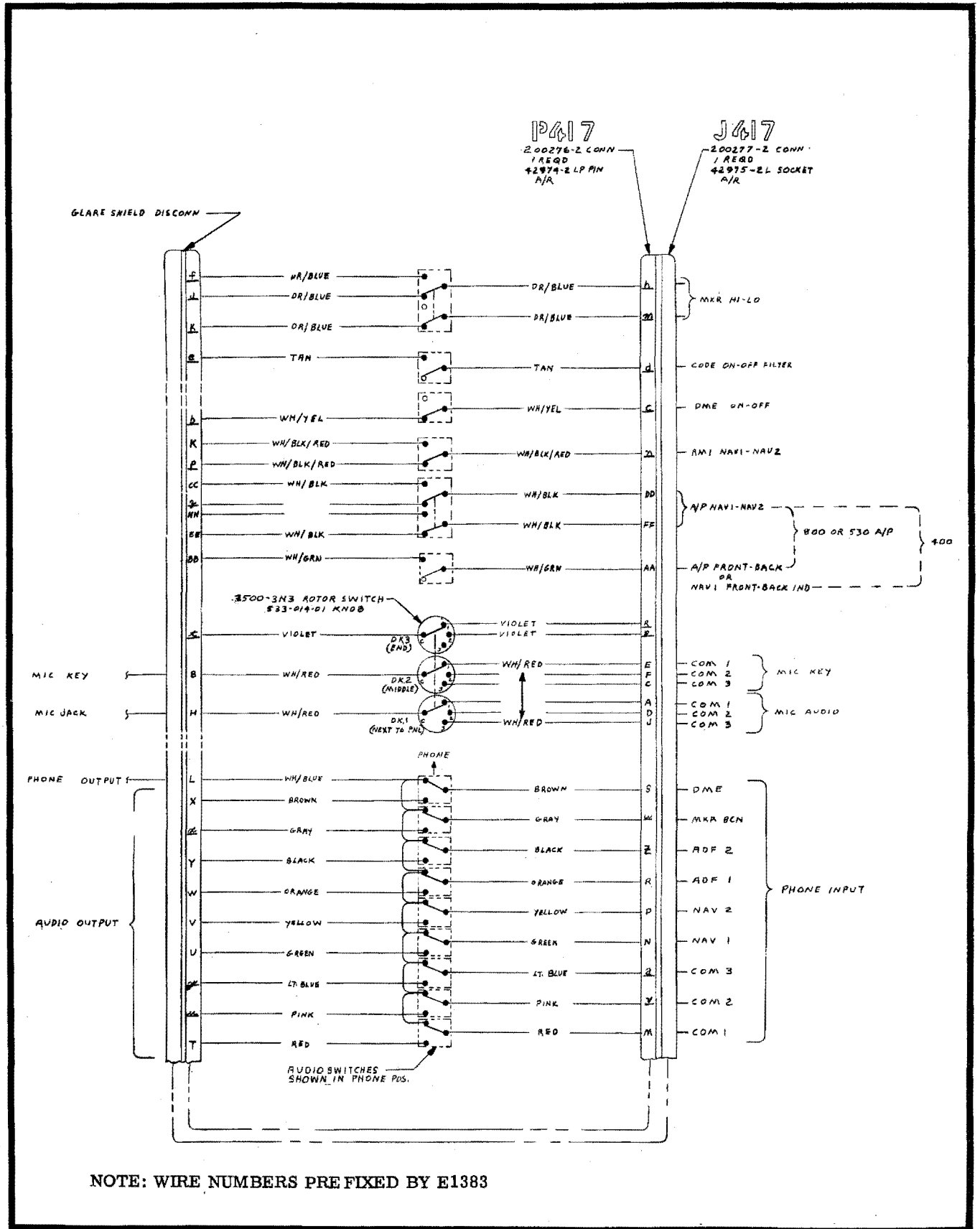
Figure 15-40A. Audio System (Sheet 1 of 5)



NOTE: WIRE NUMBERS PREFIXED BY E1383

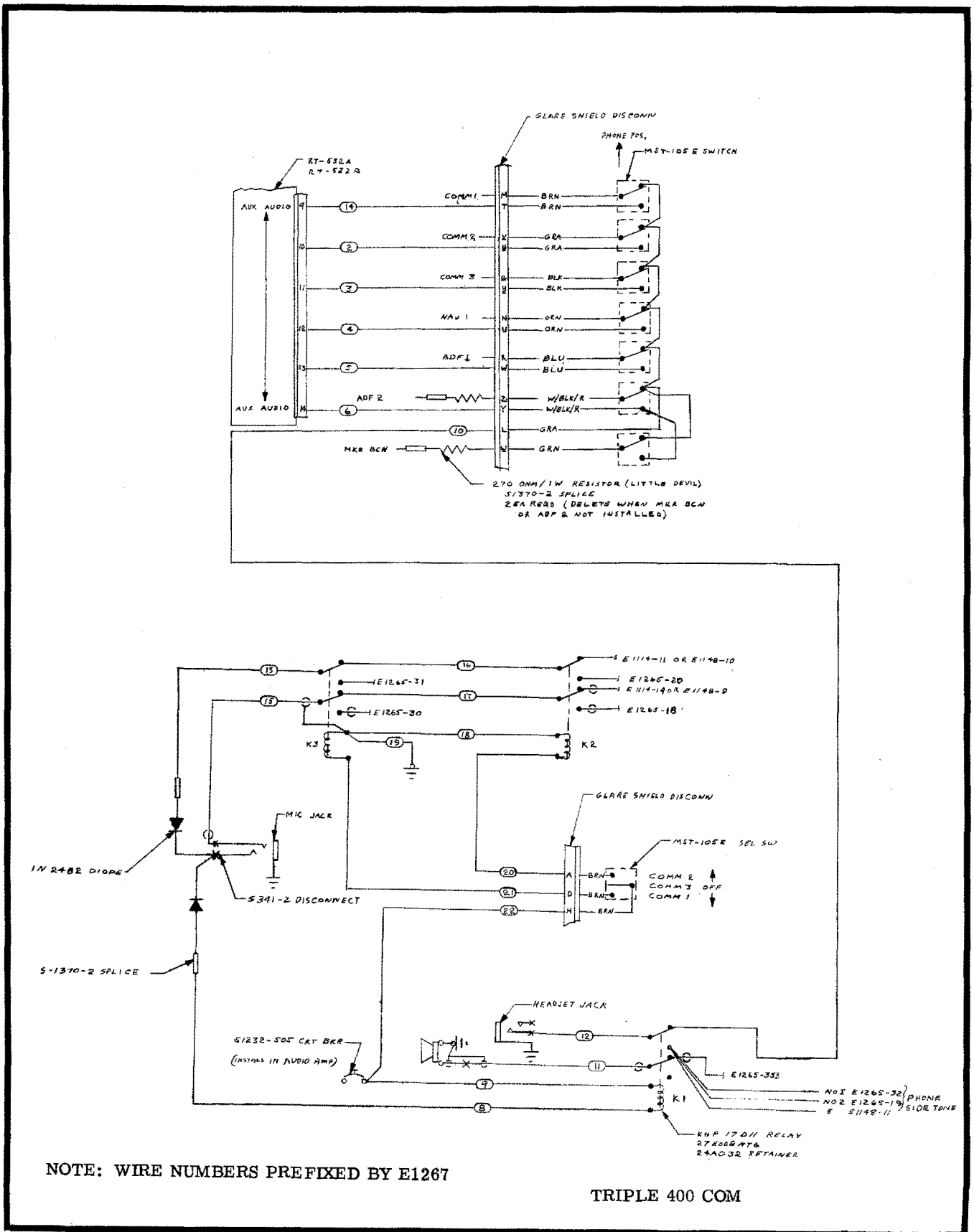
400 AND 800 SERIES AUDIO SYSTEMS

Figure 15-40A. Audio System (Sheet 2 of 5)



NOTE: WIRE NUMBERS PREFIXED BY E1383

Figure 15-40A. Audio System (Sheet 3 of 5)



NOTE: WIRE NUMBERS PREFIXED BY E1267

TRIPLE 400 COM

Figure 15-40A. Audio System (Sheet 5 of 5)

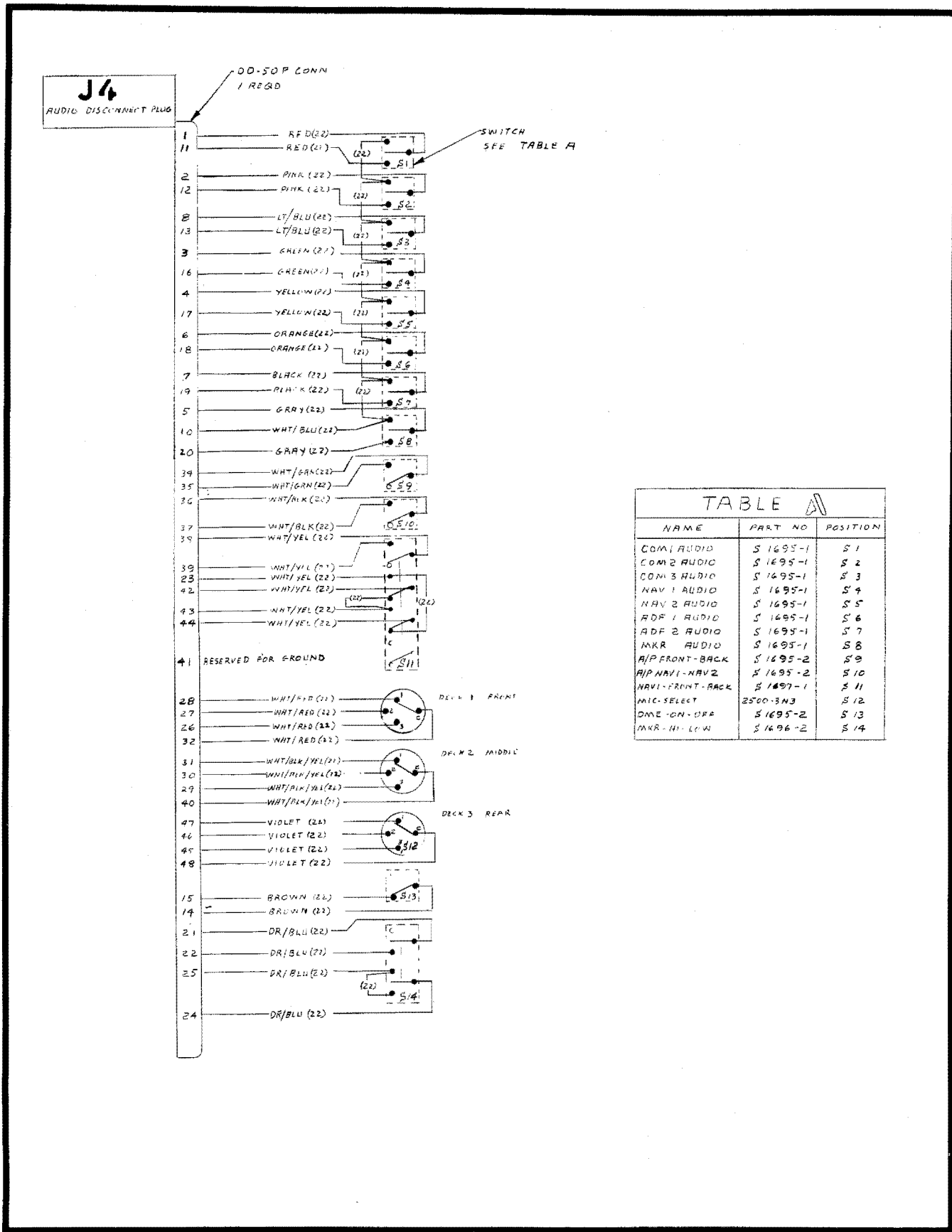


TABLE A		
NAME	PART NO	POSITION
COM 1 AUDIO	S 1695-1	S 1
COM 2 AUDIO	S 1695-1	S 2
COM 3 AUDIO	S 1695-1	S 3
NAV 1 AUDIO	S 1695-1	S 4
NAV 2 AUDIO	S 1695-1	S 5
ADF 1 AUDIO	S 1695-1	S 6
ADF 2 AUDIO	S 1695-1	S 7
MKR AUDIO	S 1695-1	S 8
R/P FRONT-BACK	S 1695-2	S 9
R/P NAV1-NAV2	S 1695-2	S 10
NAV1-FRONT-BACK	S 1697-1	S 11
MIC. SELECT	2500-3N3	S 12
DME-ON-OFF	S 1695-2	S 13
MKR-HI-LOW	S 1696-2	S 14

Figure 15-40B. Audio Control Panel

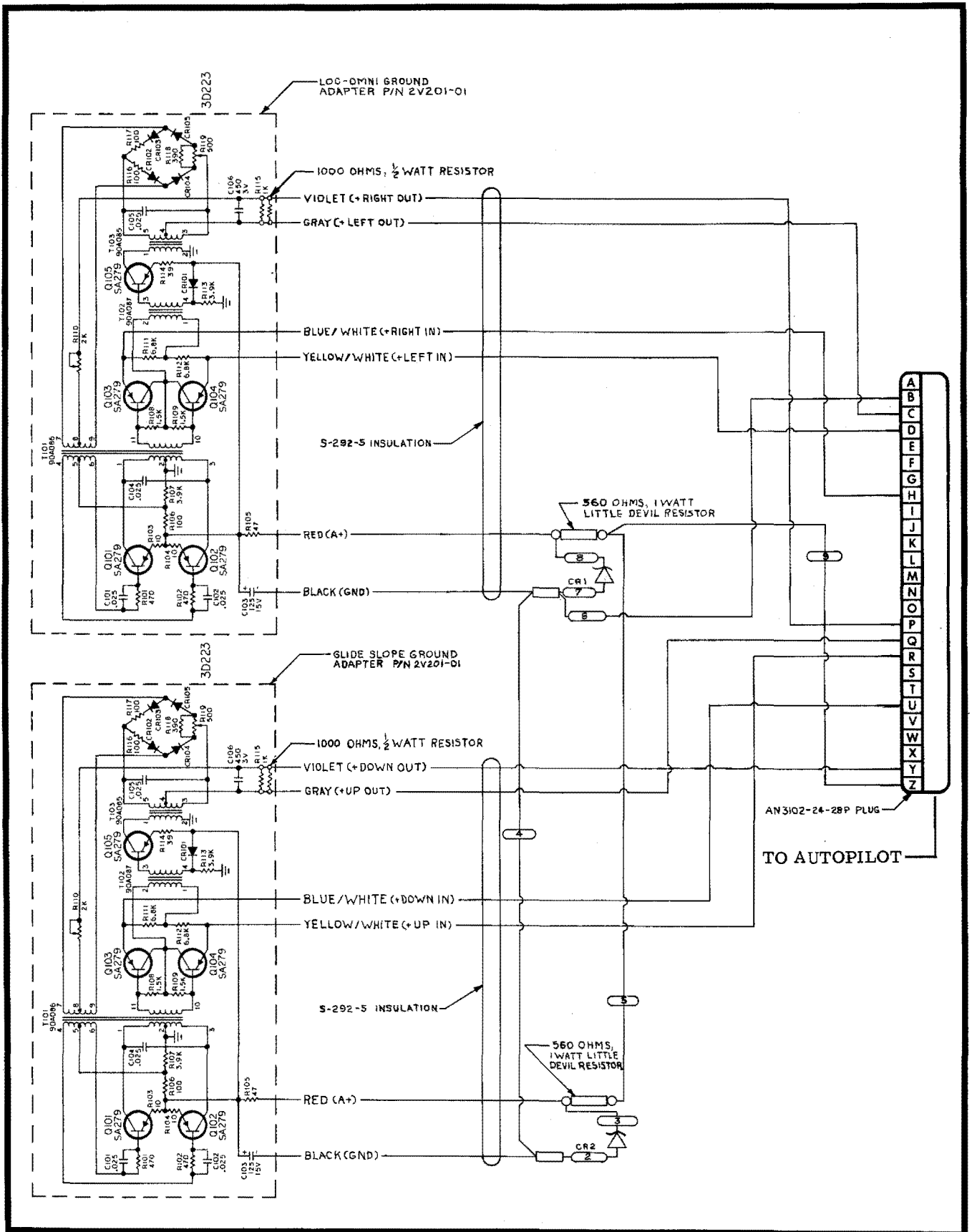


Figure 15-41. 12310-1144 Ground Adapter

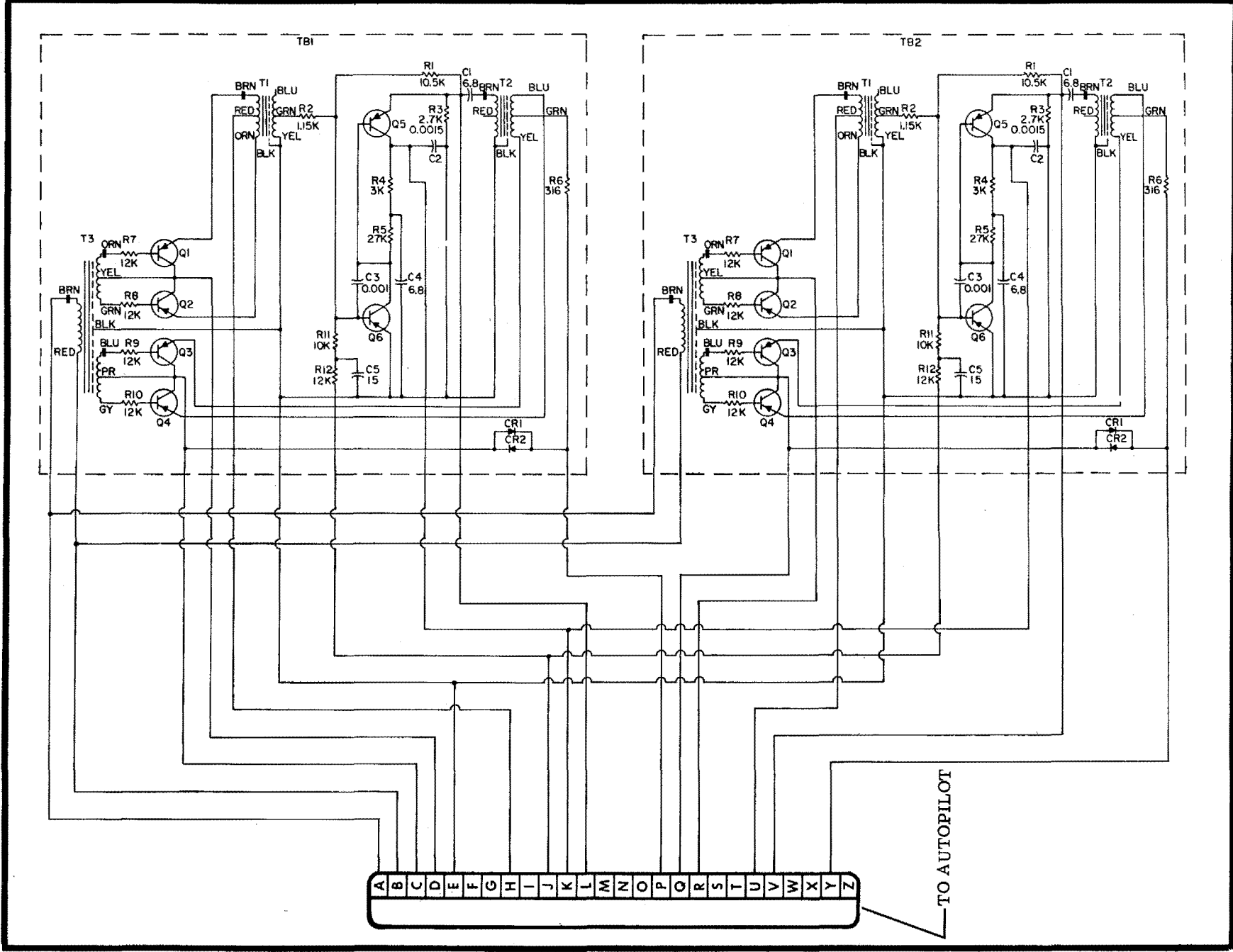


Figure 15-42. DG104B-1 Ground Adapter

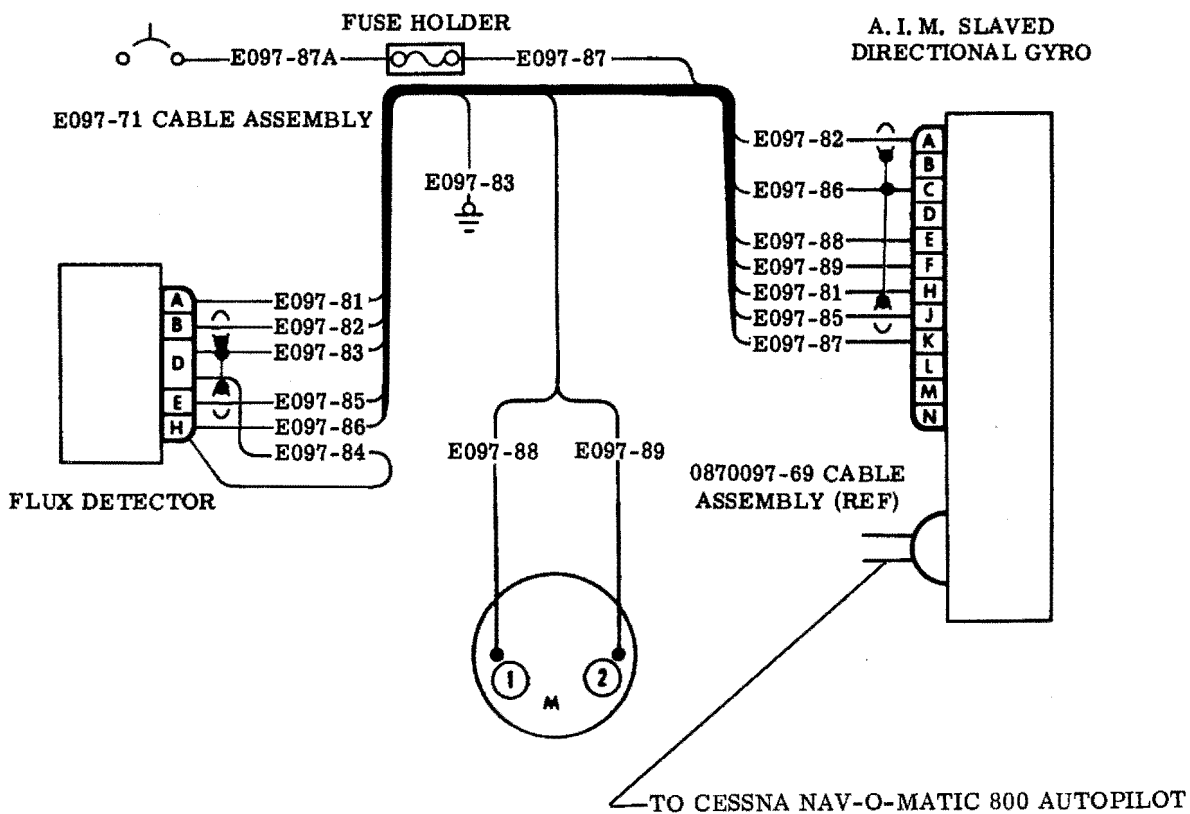


Figure 15-43. AIM Slaved Directional Gyro System

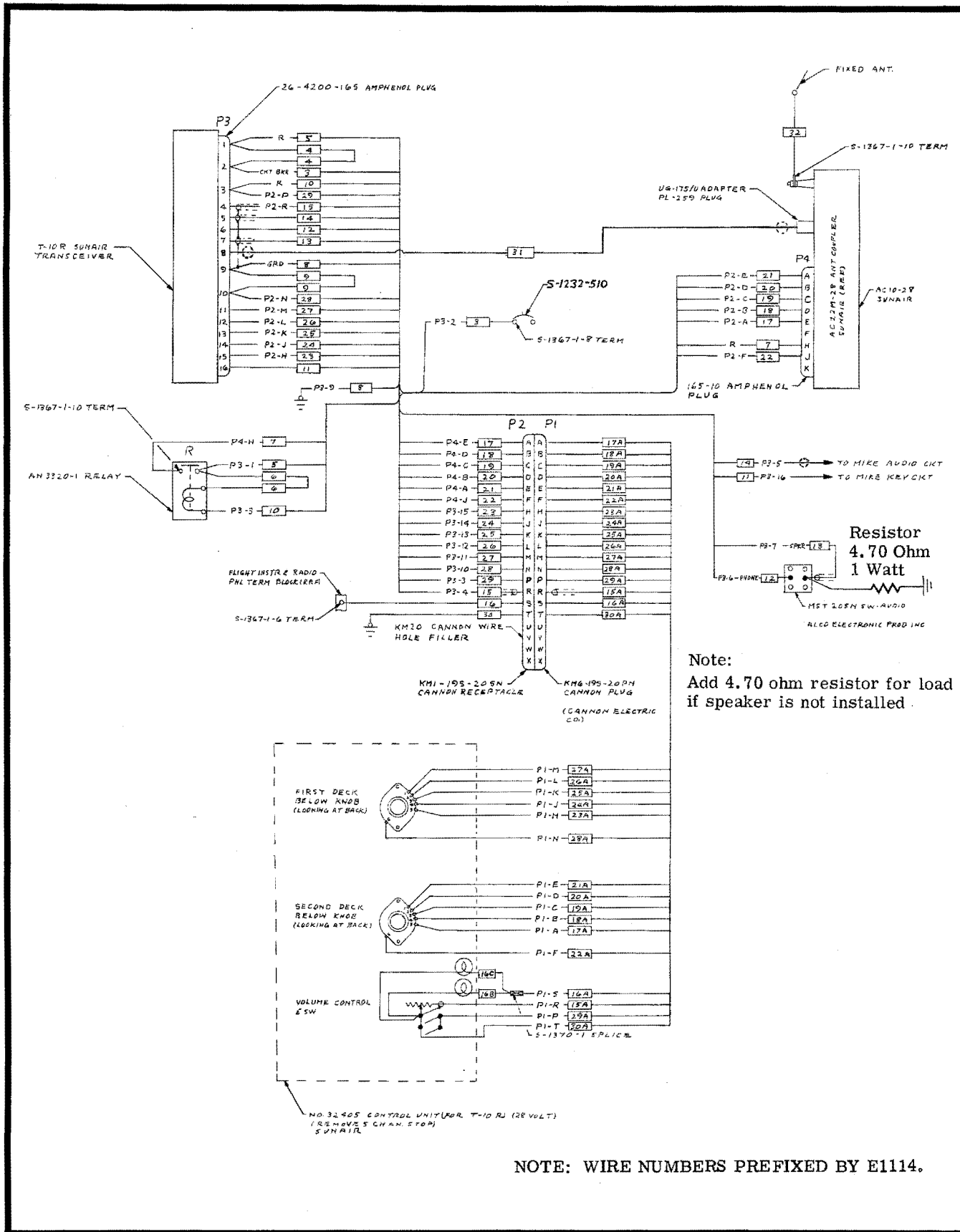


Figure 15-44. T-10-R Transceiver

NOTE: WIRE NUMBERS PREFIXED BY E 1148.

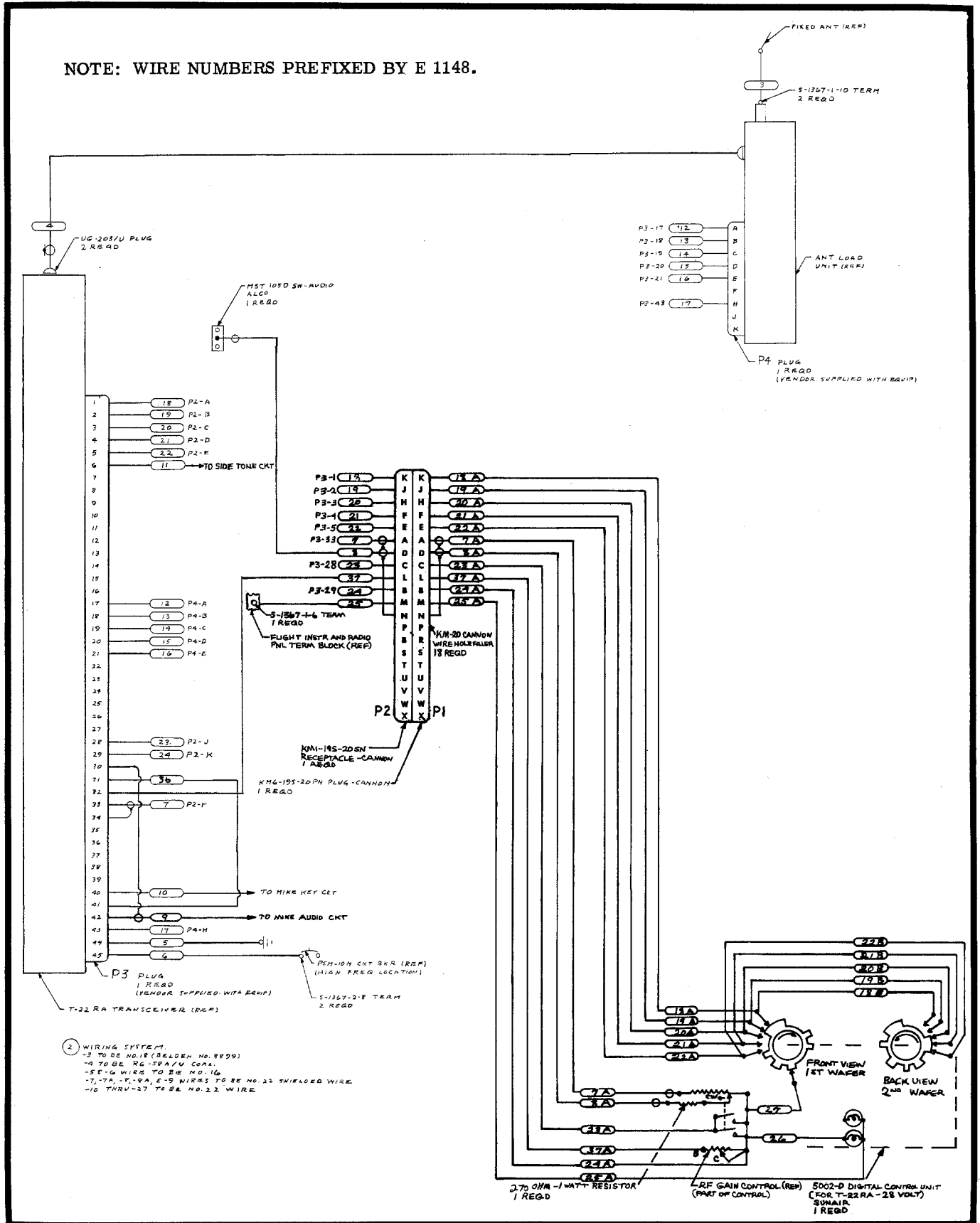
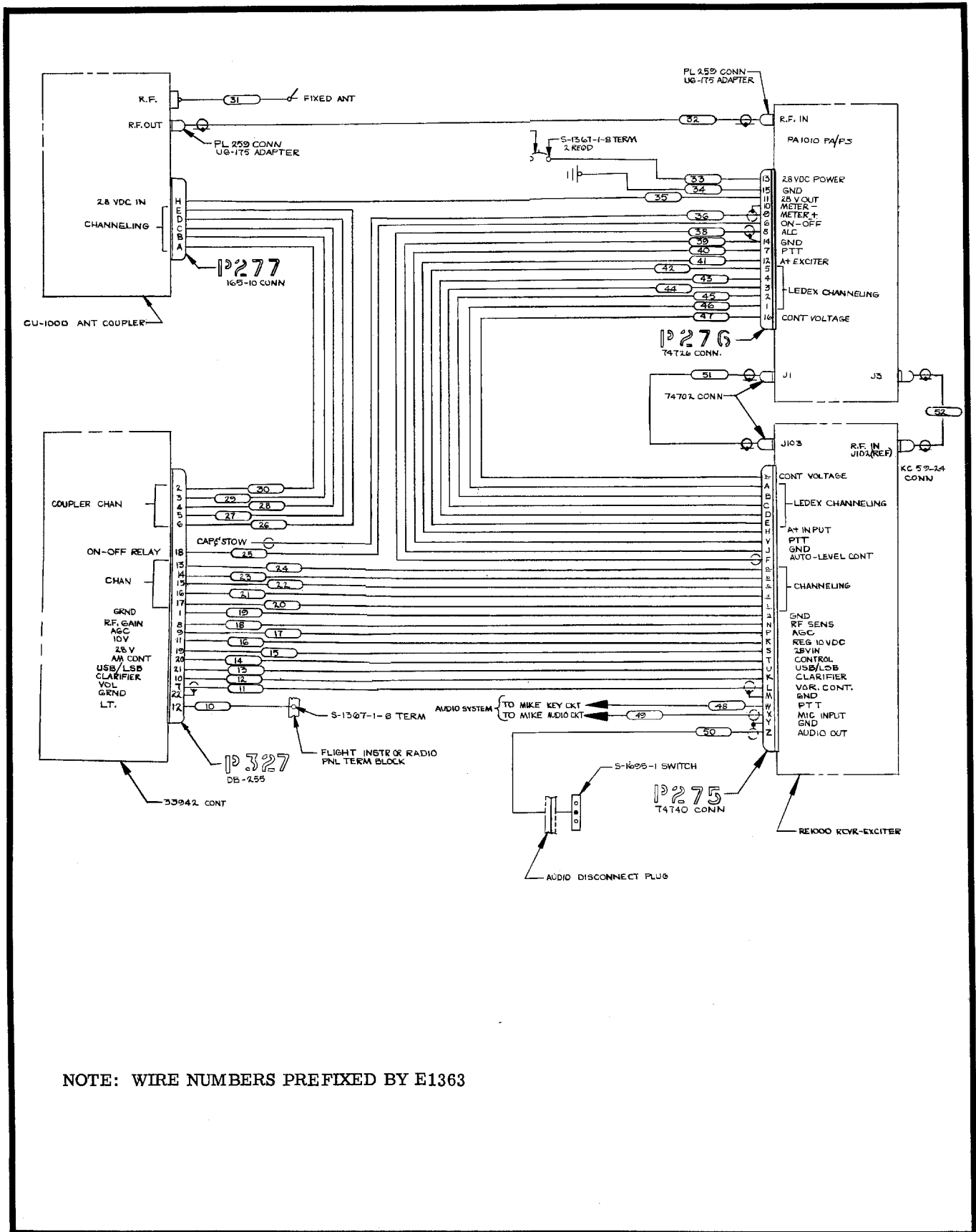


Figure 15-45. T-22-RA Transceiver



NOTE: WIRE NUMBERS PREFIXED BY E1363

Figure 15-45A. ASB-100 Transceiver

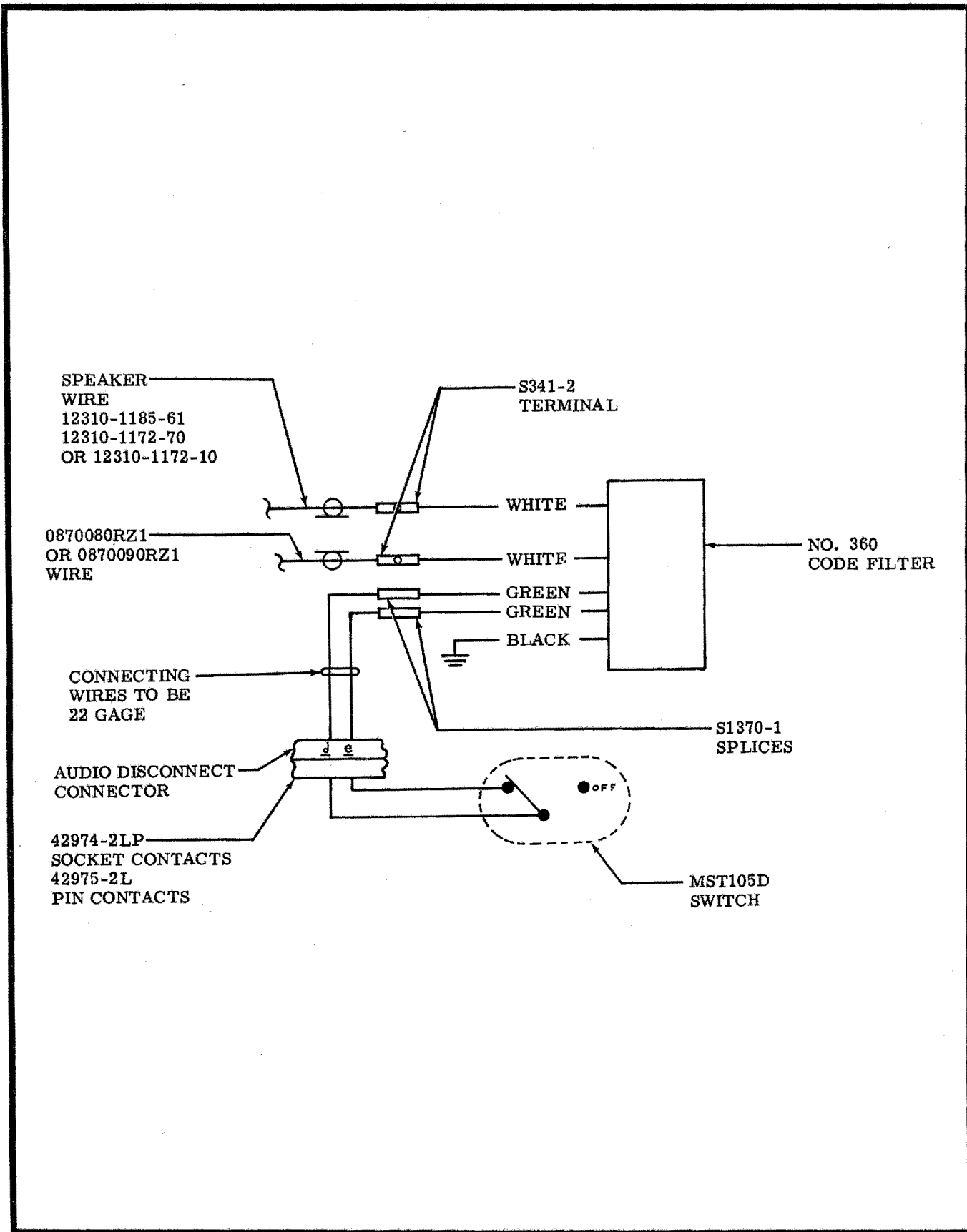
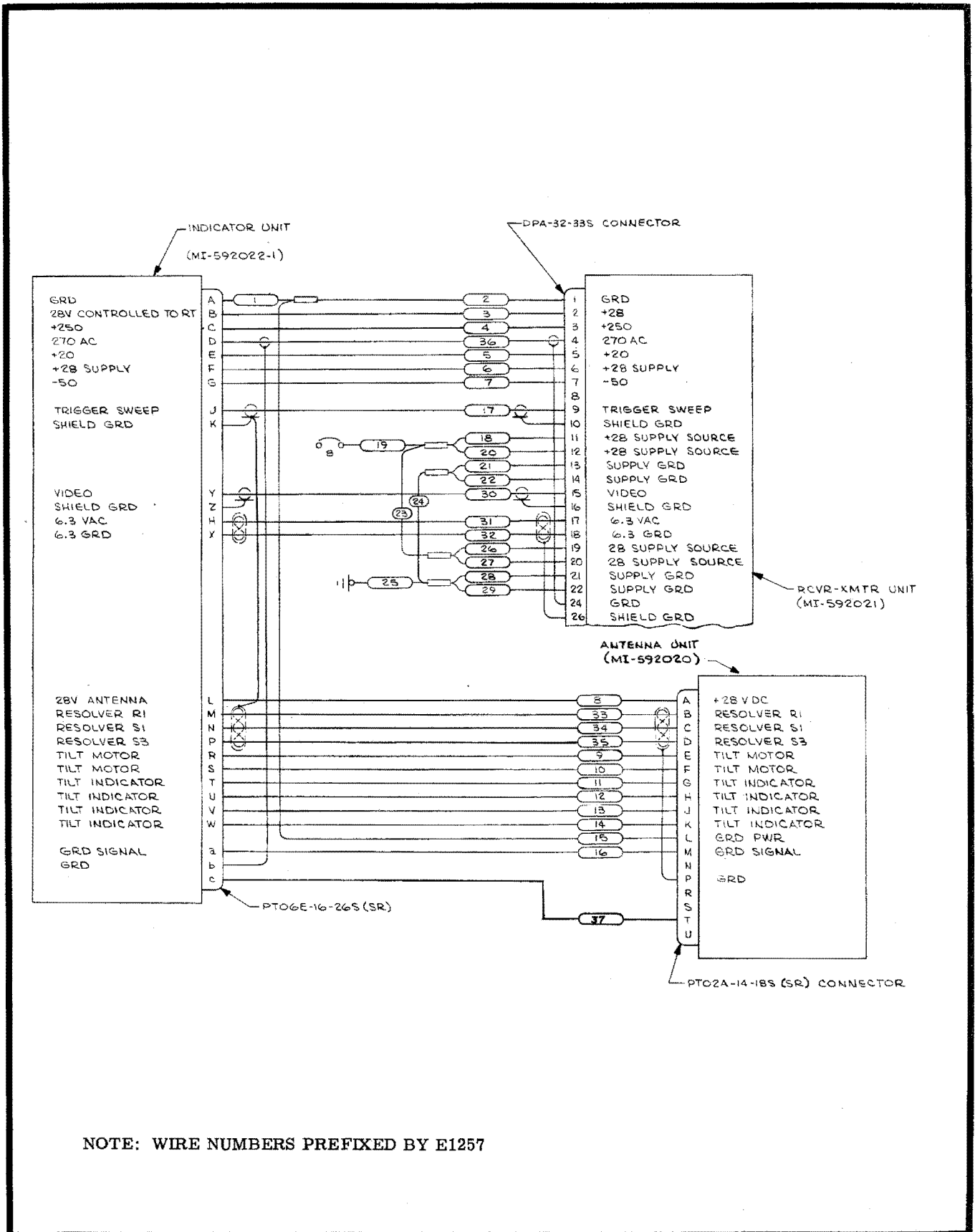


Figure 15-46. Audio Code Filter



NOTE: WIRE NUMBERS PREFIXED BY E1257

Figure 15-47. AVQ-45 Weather Radar

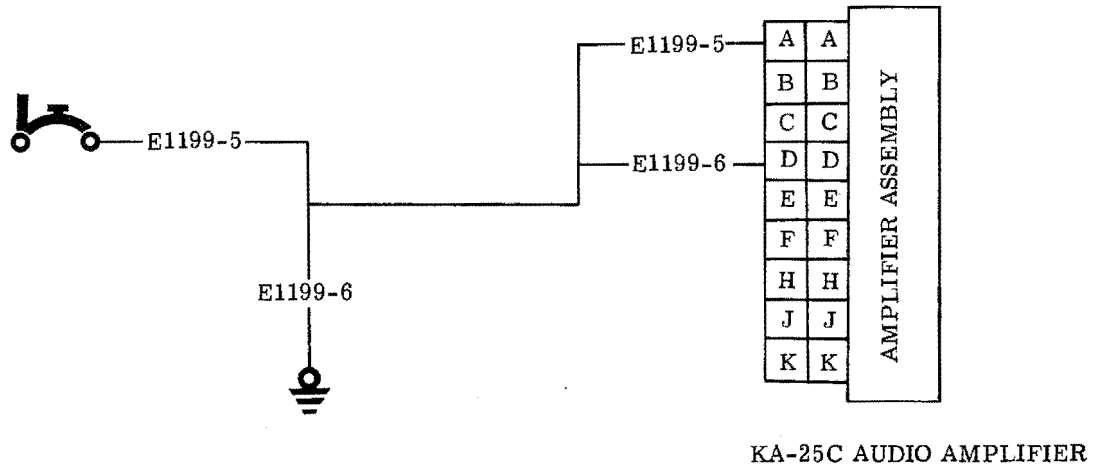
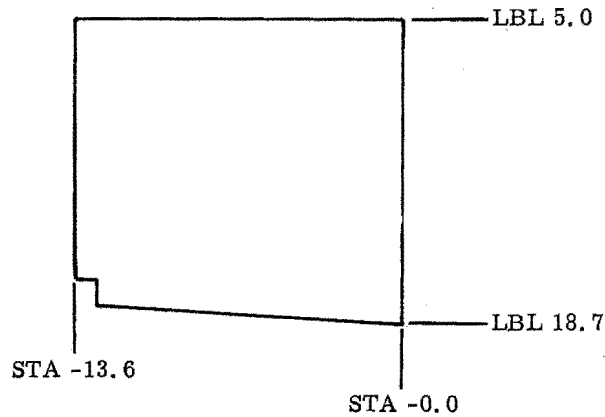


Figure 15-48. Audio Amplifier System

	Amp. Reqd.
Cessna Transceiver 800	4.5
Cessna Transmitter 800	0.9
Cessna Transponder 800	0.25
DV-20B Dynaverter	2.7
Cessna 800 Transponder	1.5
Cessna Nav/Omni 800 (190 Channel)	2.5
Cessna Com 800	1.5
Cessna Nav 800	0.075
Cessna Nav/Omni 800 (560 Channel)	1.96
Cessna Glide Slope 800	1.7
Cessna 800 Glide Slope/800 Marker Beacon	0.15
Cessna ADF 800	2.8
Cessna 800 ADF	2.8
Cessna Course Director 800	0.5
Cessna DME 800	2.75
Cessna Marker Beacon 800	0.4
Cessna 800 RMI	2.5
Cessna Nav-O-Matic 800	0.4
Cessna 800 Nav-O-Matic	0.4
Cessna RMI 800	3.0
Cessna Nav/Com 400	1.5
Cessna Glide Slope 400	0.45
Cessna Transceiver 400	1.0
Cessna Transponder 400	1.5
Cessna Nav-O-Matic 400	1.2
Cessna 400A Nav-O-Matic	1.2
Cessna ADF 400	1.5
Cessna Nav/Omni 300	3.0
Cessna Nav/Com 300R	3.0
Cessna ADF 300	1.1
Cessna Marker Beacon 300	0.015
Cessna Transceiver 300	2.1
AIM Slaved Directional Gyro	0.08
T-10-R Transceiver	2.0
T-22-RA Transceiver	3.0
AVQ-45 Weather Radar	5.0
ASB-100A Transceiver	2.5

Figure 15-49. Electronics Continuous Load Chart

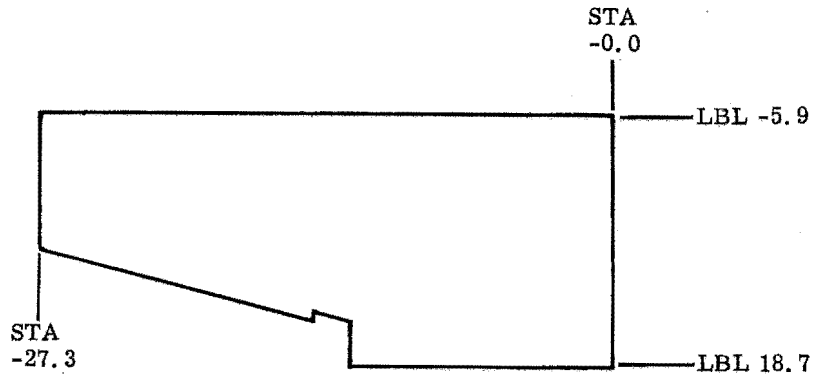
FOR SHELF ASSEMBLY
PART NO. 0813300-59



EQUIPMENT	COMPONENT WEIGHT	REMARKS
Cessna Nav/Omni 800 (190 Channel) Receiver (21440-0028) Converter (22900-0028)	6.70 lbs. 6.10 lbs.	
Cessna Nav/Omni 800 (560 Channel) Receiver (264101-0028) Converter (27900) Receiver (26410) Converter (27900-0028)	7.0 lbs. 4.5 lbs. 14.0 lbs. 9.0 lbs.	Single Installation Single Installation Dual Installation Dual Installation
Cessna 800 Nav 37500-0000 Receiver 35950-0000 Converter 36450-0000 Mounting	2.7 lbs. 1.9 lbs.	Includes Mount Includes Mount
Cessna 800 Com 38500-0000 Accessory Unit 37260-0000 Transceiver 36280-0000 Mounting (Transceiver) 34980-0000 Mounting (Accessory Unit)	5.6 lbs. 4.1 lbs.	Includes Mount Includes Mount
Cessna Nav/Omni 300 Accessory Unit (3389-0028)	5.5 lbs.	
Cessna Nav/Com 400 Accessory Unit (36600)	12.2 lbs.	
Cessna Nav/Omni 400 Accessory Unit (36600)	7.3 lbs.	
Cessna Glide Slope 400 Receiver (34340-0000)	4.9 lbs.	

TABLE OF ELECTRONIC EQUIPMENT (Sheet 1 of 6)

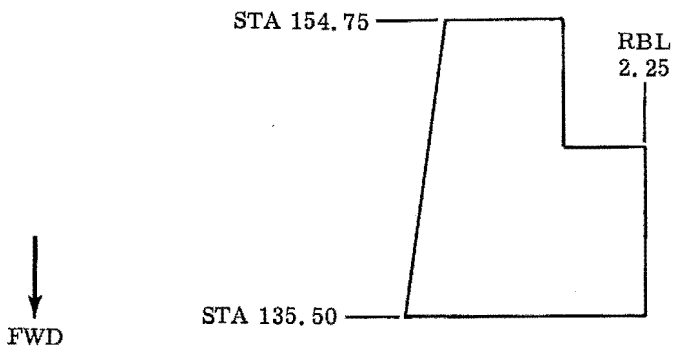
SHELF ASSEMBLY
PART NO. 0813300-103



EQUIPMENT	COMPONENT WEIGHT	REMARKS
Cessna ADF 800 Receiver (34850-0028) Dynaverter (24630-0028)	7.4 lbs. 4.1 lbs.	Includes Mount Includes Mount
Cessna DME 800 Receiver/Transmitter (C582601-0101)	11.4 lbs.	
T-22-RA Transceiver	15.0 lbs.	
Marker Beacon 800 Receiver (21430-0028)	3.7 lbs.	Includes Mount
Transponder 800 Receiver/Transmitter (3490-0028) Coder (29300-0000)	7.1 lbs. 3.5 lbs.	
Cessna 800 Transponder 39210-0028 Transceiver 34980-0000 Mounting	6.5 lbs.	Includes Mount

TABLE OF ELECTRONIC EQUIPMENT LOADING (Sheet 2 of 6)

FOR SHELF INSTALLATION
PART NO. 0870140-3



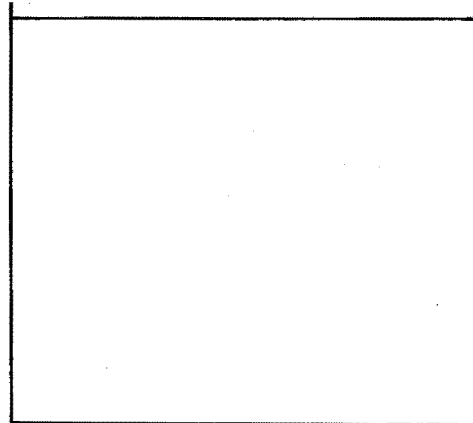
EQUIPMENT	COMPONENT WEIGHT	REMARKS
Cessna Nav-O-Matic 800 Autopilot Computer (0870069-1)	9.9 lbs.	A/Pilot, Includes Mount
Cessna Transceiver 800 Receiver/Transmitter (19300-1028) Dynaverter (22560-0028)	12.2 lbs. 3.8 lbs.	
Cessna Transmitter 800 Transmitter (26460-0028)	7.1 lbs.	
Cessna Glide Slope 800 Receiver (21420-0028)	6.0 lbs.	
Marker Beacon 800 Receiver (21430-0028)	3.7 lbs.	
Cessna 800 Marker Beacon/Glide Slope C582607-0101 Receiver C582607-0103 Mounting	4.2 lbs.	Includes Mount
T-22-RA Transceiver	15.0 lbs.	Includes Mount

TABLE OF ELECTRONIC EQUIPMENT LOADING (Sheet 3 of 6)

FOR SHELF INSTALLATION
PART NO. 0870140-1



LBL 5.00



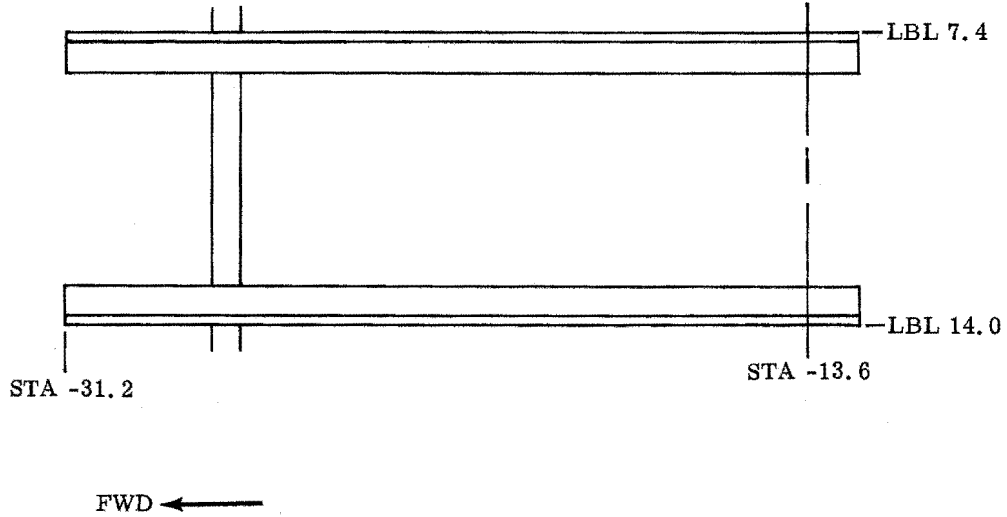
STA 145.30

STA 132.00

EQUIPMENT	COMPONENT WEIGHT	REMARKS
Cessna Transponder 800 Coder (29300-0000)	3.5 lbs.	
Cessna Nav/Omni 800 (190 Channel) Receiver (21440-0028) Converter (22900-0028)	6.70 lbs. 6.10 lbs.	
Cessna DME 800 Receiver/Transmitter (C582601-0101)	11.4 lbs.	
Cessna 800 RMI C582606-0101 C582606-0102 C582606-0103	5.8 lbs. 4.6 lbs.	Includes Mount Includes Mount

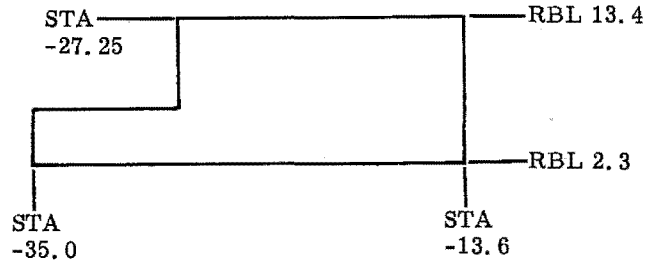
TABLE OF ELECTRONIC EQUIPMENT LOADING (Sheet 4 of 6)

FOR SHELF ASSEMBLY
PART NO. 0813316-2



EQUIPMENT	COMPONENT WEIGHT	REMARKS
Cessna Glide Slope 800 Receiver (21420-0028)	6.0 lbs.	
Cessna Marker Beacon 800 Receiver (21430-0028)	3.7 lbs.	
Cessna Transponder 800 Receiver/Transmitter (34900-0028) Coder (29300-0000)	7.1 lbs. 3.5 lbs.	
Course Director 800 Computer Amplifier (24780-0028)	4.4 lbs.	
Cessna Transmitter 800 Transmitter 800 (26460-0028) Dynaverter (23400-0028)	7.1 lbs. 1.0 lbs.	
T-10-R Transceiver	13.0 lbs.	Includes Mount
Cessna Transponder 400 Receiver-Transmitter (34950-0028)	1.5 lbs.	

FOR SHELF ASSEMBLY
PART NO. 0813201-8



EQUIPMENT	COMPONENT WEIGHT	REMARKS
Cessna Transceiver 800 Receiver/Transmitter (19300-1028) Dynaverter (22560-0028)	12.2 lbs. 3.8 lbs.	
Cessna Marker Beacon 300 Receiver (31240-0028)	1.0 lbs.	Mounted on Lower Side
Cessna Transceiver 300 Receiver/Transmitter (31390-1128)	7.2 lbs.	
Cessna Nav/Omni 300 Accessory Unit (3389-0028)	5.5 lbs.	
AVQ-45 Weather Radar Receiver/Transmitter	15.0 lbs.	Includes Mount

TABLE OF ELECTRONIC EQUIPMENT LOADING (Sheet 6 of 6)