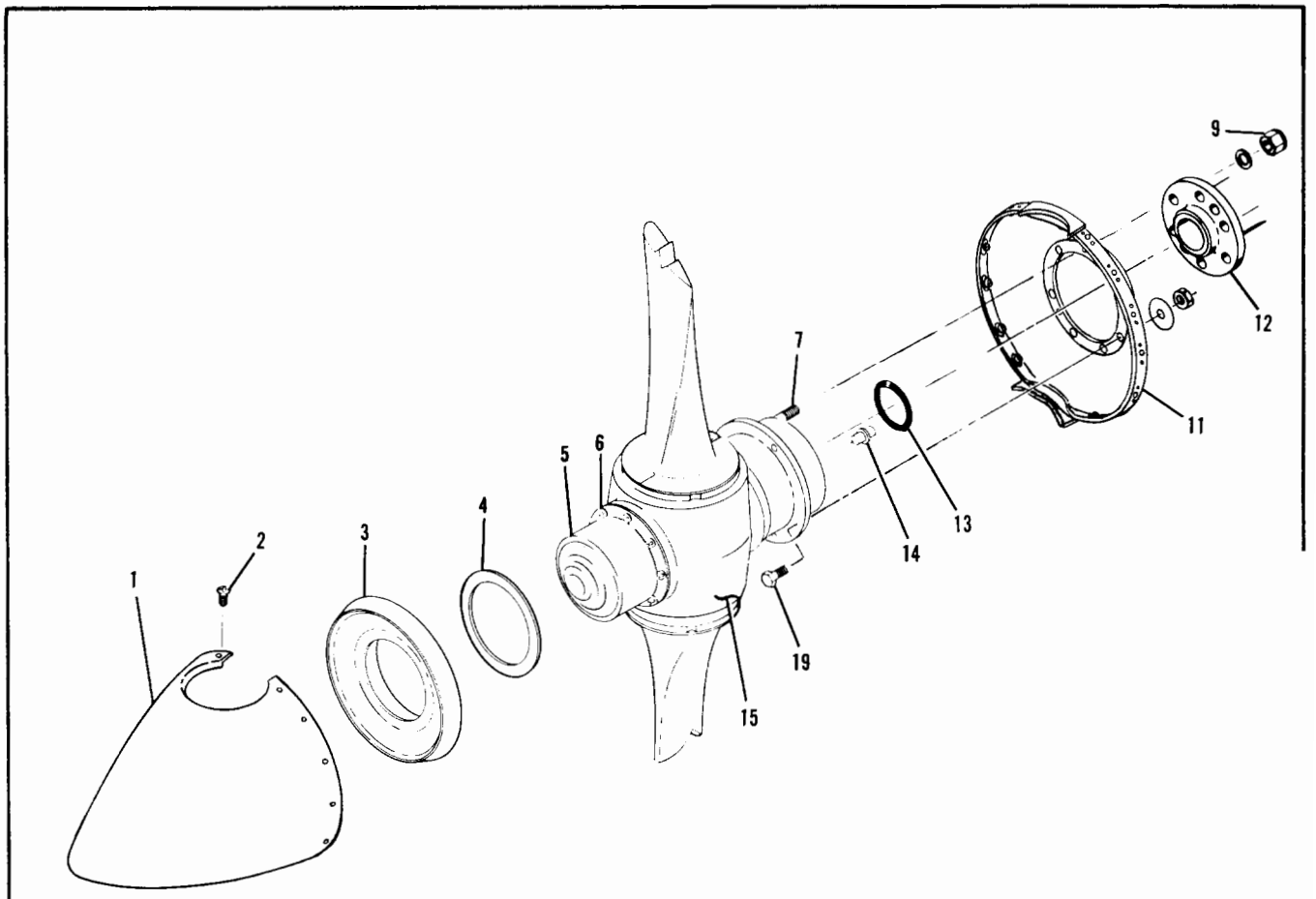


TWO-BLADED, EXTENDED HUB PROPELLER

Figure 14-1. Propeller Installation (Sheet 2 of 4)

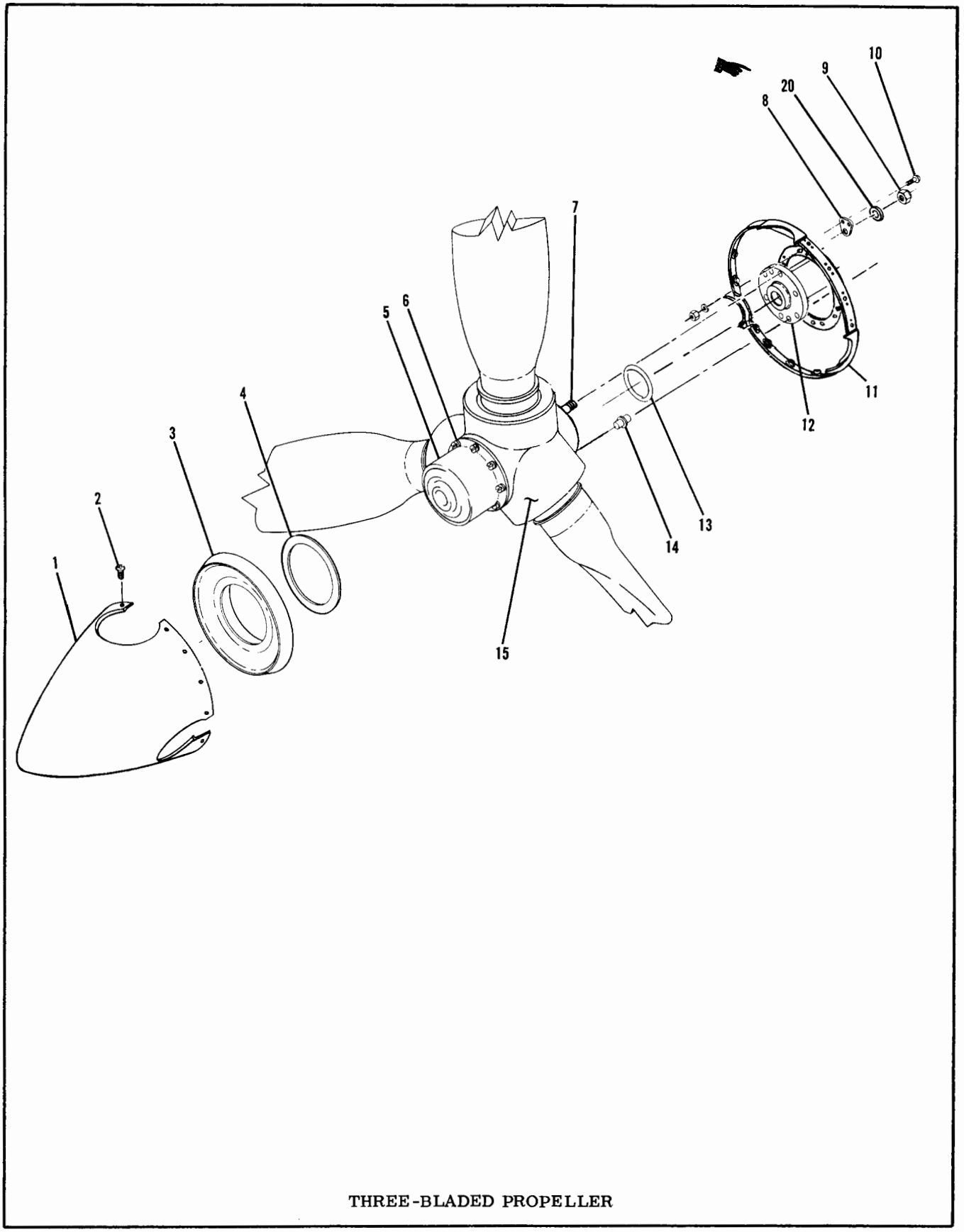
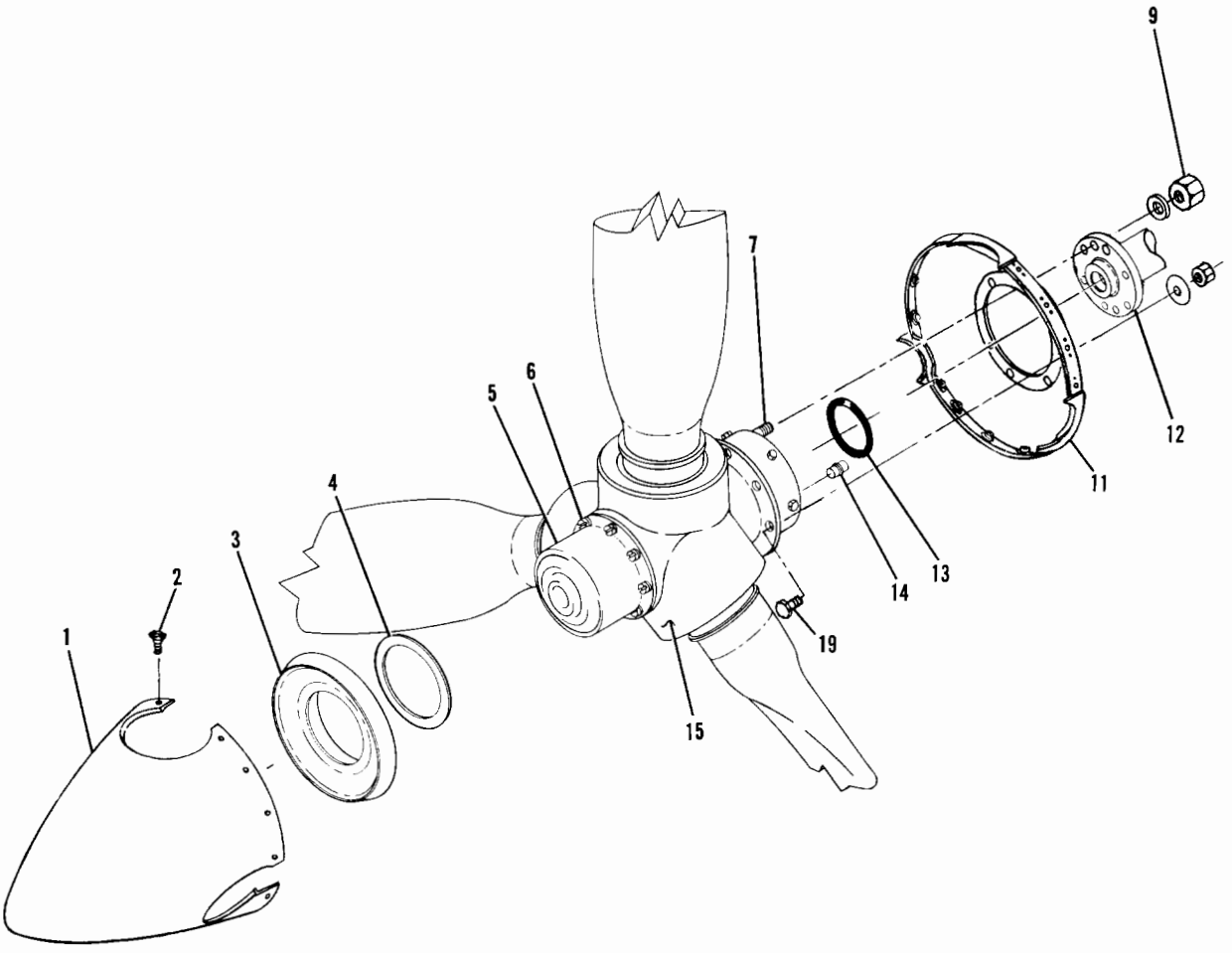


Figure 14-1. Propeller Installation (Sheet 3 of 4)



THREE-BLADED, EXTENDED HUB PROPELLER

Figure 14-1. Propeller Installation (Sheet 4 of 4)

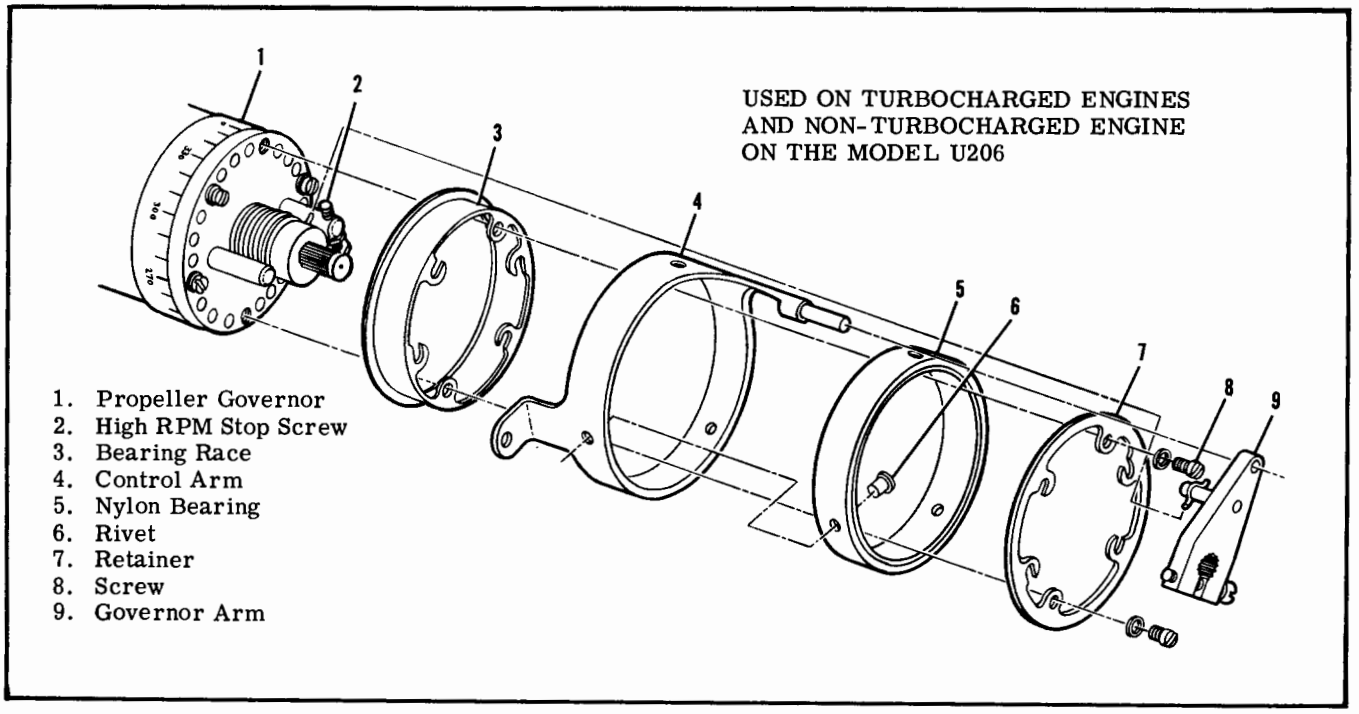


Figure 14-2. Governor Control Arm and Bearing Assembly

14-9. TROUBLE SHOOTING. When trouble shooting the propeller-governor combination, it is recommended that a governor known to be in good condition be installed to check whether the propeller or the governor is at fault. Removal and replacement, rigging, high-speed stop adjustment, desludging and replacement of the governor mounting gasket are not major repairs and may be accomplished in the field. Repairs to propeller governors are classed as propeller major repairs in Federal Aviation Regulations, which also define who may accomplish such repairs.

14-10. REMOVAL.

a. Remove cowling, nose cap and engine baffles as required for access to governor.

b. Disconnect governor control from governor.

NOTE

Note EXACT position of all washers so that washers may be installed in the same position on reinstallation.

c. Disconnect intake manifold balance tube at front of engine and move as required for clearance.

d. Remove nuts and washers securing governor to engine and pull governor from mounting studs.

e. Remove gasket from between governor and engine mounting pad.

14-11. CONTROL ARM AND BEARING ASSEMBLY. Refer to figure 14-2.

14-12. REMOVAL AND INSTALLATION.

a. Using a scribe, make aligning index marks on governor arm (9) and end of governor serrated shaft.

NOTE

The governor arm (9) must be installed on the governor shaft in the same serration or the governor speed will be changed approximately 200 rpm.

b. Remove safety wire from governor arm screw and from screws attaching governor head to governor.

c. Remove screws (8) that pass through the non-notched holes in the retainer (7).

d. Loosen, but do not remove, the four remaining screws so that retainer (7) may be rotated.

e. Loosen screw in governor arm (9) so that arm may be slipped toward end of serrated shaft.

f. Slip governor arm toward end of serrated shaft and work retainer (7) and control arm (9) from governor (1).

NOTE

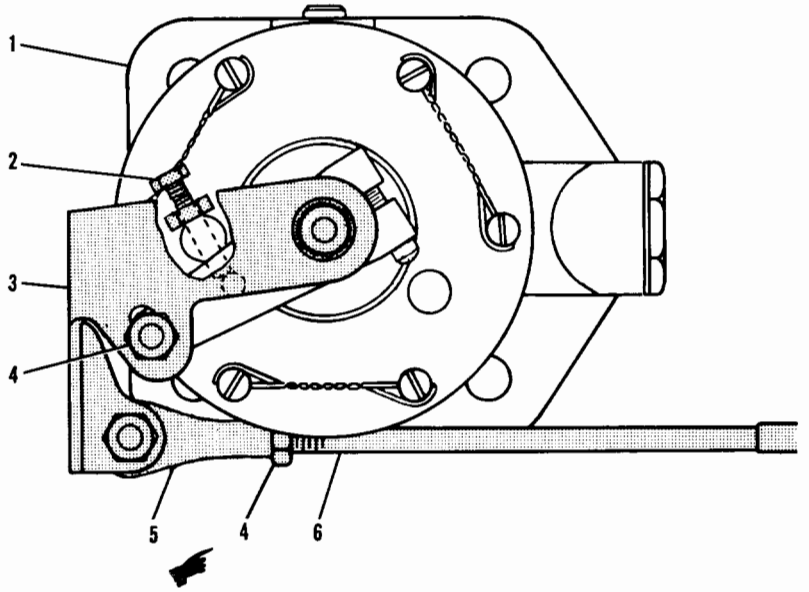
If governor arm (9) becomes disengaged from serrated shaft, align index marks and install arm on serrated shaft. The control arm spring has approximately 1-1/2 turns preload.

g. Rotate and remove bearing race (3) from governor (1).

TYPE **A**

USED ON NON-TURBOCHARGED ENGINE ON THE MODEL P206

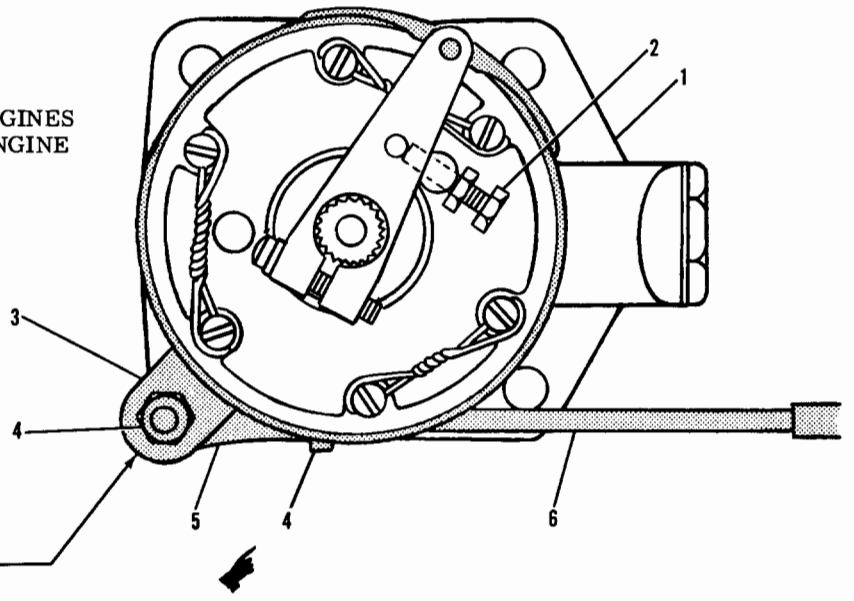
1. Propeller Governor
2. High-RPM Stop Screw
3. Governor Arm Extension
4. Nut
5. Control Rod End
6. Governor Control



TYPE **B**

USED ON TURBOCHARGED ENGINES AND NON-TURBOCHARGED ENGINE ON THE MODEL U206

1. Propeller Governor
2. High-RPM Stop Screw
3. Arm and Bearing Assembly
4. Nut
5. Control Rod End
6. Governor Control



REFER TO FIGURE 14-2

Figure 14-3. Governor and Control Adjustments

h. Reverse the preceding steps for reinstallation.

14-13. INSTALLATION.

a. Wipe governor and engine mounting pad clean.

b. Install a new gasket on the mounting studs. Install gasket with raised surface of the gasket screen toward the governor.

c. Position governor on mounting studs, aligning governor drive splines with splines in the engine and install mounting nuts and washers. Do not force spline engagement. Rotate engine crankshaft slightly and splines will engage smoothly when properly aligned.

d. Connect governor control to governor and rig control as outlined in paragraph 14-15.

e. Connect intake manifold balance tube, if removed. Ensure all clamps are tight.

f. Reinstall all items removed for access.

14-14. HIGH-RPM STOP ADJUSTMENT. Refer to figure 14-3.

a. Remove engine cowling.

b. (TYPE B.) Disconnect cabin heater inlet air duct from nose cap.

c. (TYPE A.) Remove plug button from left front baffle.

d. Remove safety wire and loosen the high-speed stop screw locknut.

e. Turn the stop screw IN to decrease maximum rpm and OUT to increase maximum rpm. One full turn of the stop screw causes a change of approximately 25 rpm.

f. Tighten stop screw locknut, safety wire stop screw and make propeller control linkage adjustment as necessary to maintain full travel.

g. Install cabin heater inlet air duct or plug button and install cowling.

h. Test operate propeller and governor.

NOTE

It is possible for either the propeller low pitch (high-rpm) stop or the governor high-rpm stop to be the high-rpm limiting factor. It is desirable for the governor stop to limit the high-rpm at the maximum rated rpm for a particular aircraft. Due to climatic conditions, field elevation, low-pitch blade angle and other considerations, an engine may not reach rated rpm on the ground. It may be necessary to readjust the governor stop after test flying to obtain maximum rated rpm when airborne.

14-15. RIGGING PROPELLER GOVERNOR CONTROL.

a. Disconnect control end (5) from governor (1).

b. Place propeller control in cabin, full forward, then pull it back approximately 1/8 inch and lock in this position. This will allow "cushion" to assure full contact with governor high-rpm stop screw.

c. Place governor arm against high-rpm stop screw.

d. Loosen jam nuts and adjust control rod end until attaching holes align while governor arm is against high-rpm stop screw. Be sure to maintain sufficient thread engagement of the control and rod end. If necessary, shift control in the clamps to achieve this.

e. Attach rod end to the governor. Be sure all washers are installed correctly.

f. Operate the control to see that the governor arm bottoms out against the low pitch stop and bottoms out against or a maximum of . 12" from the high pitch stop on the governor before reaching the end of control cable travel.

NOTE

Non-turbocharged engines on the Model P206 are equipped with an offset extension to the governor arm. The offset extension has an elongated slot to permit further adjustment. The preceding steps may still be used as an outline in the rigging procedure. The result of rigging, in all cases, is full travel of the governor arm (bottom out against both high and low pitch stops) with some "cushion" at both ends of control travel.

- Refer to the inspection chart in Section 2 for inspection and/or replacement interval for the propeller control.

SHOP NOTES:

SECTION 15

UTILITY SYSTEMS

TABLE OF CONTENTS

15-1. UTILITY SYSTEMS.

15-2. HEATING SYSTEM.

15-3. DESCRIPTION. On non-turbocharged aircraft, the heating system is comprised of the heat exchange section of the left exhaust muffler, a heater valve, mounted on the left forward side of the firewall, a duct across the aft side of the firewall, a push-pull control on the instrument panel, and flexible ducts connecting the system. On aircraft with turbocharged engines, the heating system consists of an opening in the left side of the nose cap, an exhaust shroud, a heater valve, mounted on the left forward side of the firewall, to which is attached an adapter and a tube extending downward and overboard. The system also includes a duct across the aft side of the firewall, a push-pull control on the instrument panel, and flexible ducts connecting the system.

15-4. HEATER OPERATION. On airplanes with non-turbocharged engines, ram air is ducted through an engine baffle and the heat exchange section of the left exhaust muffler, to the heater valve at the firewall. On aircraft with turbocharged engines, ram air is ducted through an opening in the left side of the nose cap, through an exhaust shroud, to the heater valve at the firewall. On both models, heated air flows from the heater valve into a duct across the aft side of the firewall, where it is distributed into the cabin. The heater valve, operated by a push-pull control marked "CABIN HEAT", located on the instrument panel, regulates the volume of heated air entering the system. Pulling the heater control full out supplies maximum flow, and pushing it in gradually decreases flow, shutting off flow completely when the control is pushed full in.

15-5. TROUBLE SHOOTING. Most of the operational troubles in the heating system are caused by sticking or binding air valves and their controls, damaged air ducting, or defects in the exhaust muffler. In most cases, valves or controls can be freed by proper lubrication. Damaged or broken parts should be repaired or replaced. When checking controls, be sure valves respond freely to control movement, that they move in the correct direction, and that they move through their full range of travel and seal properly. Check that hose are properly secured and replace hose that are burned, frayed or crushed. If fumes are detected in the cabin, a very thorough inspection of the exhaust muffler should be accomplished. Refer to the applicable paragraph in Section 12 for the non-turbocharged engine exhaust system inspection, or for the turbocharged engine, refer to Section 12A. Since any holes or cracks may permit exhaust fumes to enter the cabin, replacement of defective parts is imperative because fumes constitute an extreme danger. Seal any gaps in heater ducts across the firewall with Pro-Seal #700 (Coast Pro-Seal Co., Los Angeles, California) compound, or equivalent compound.

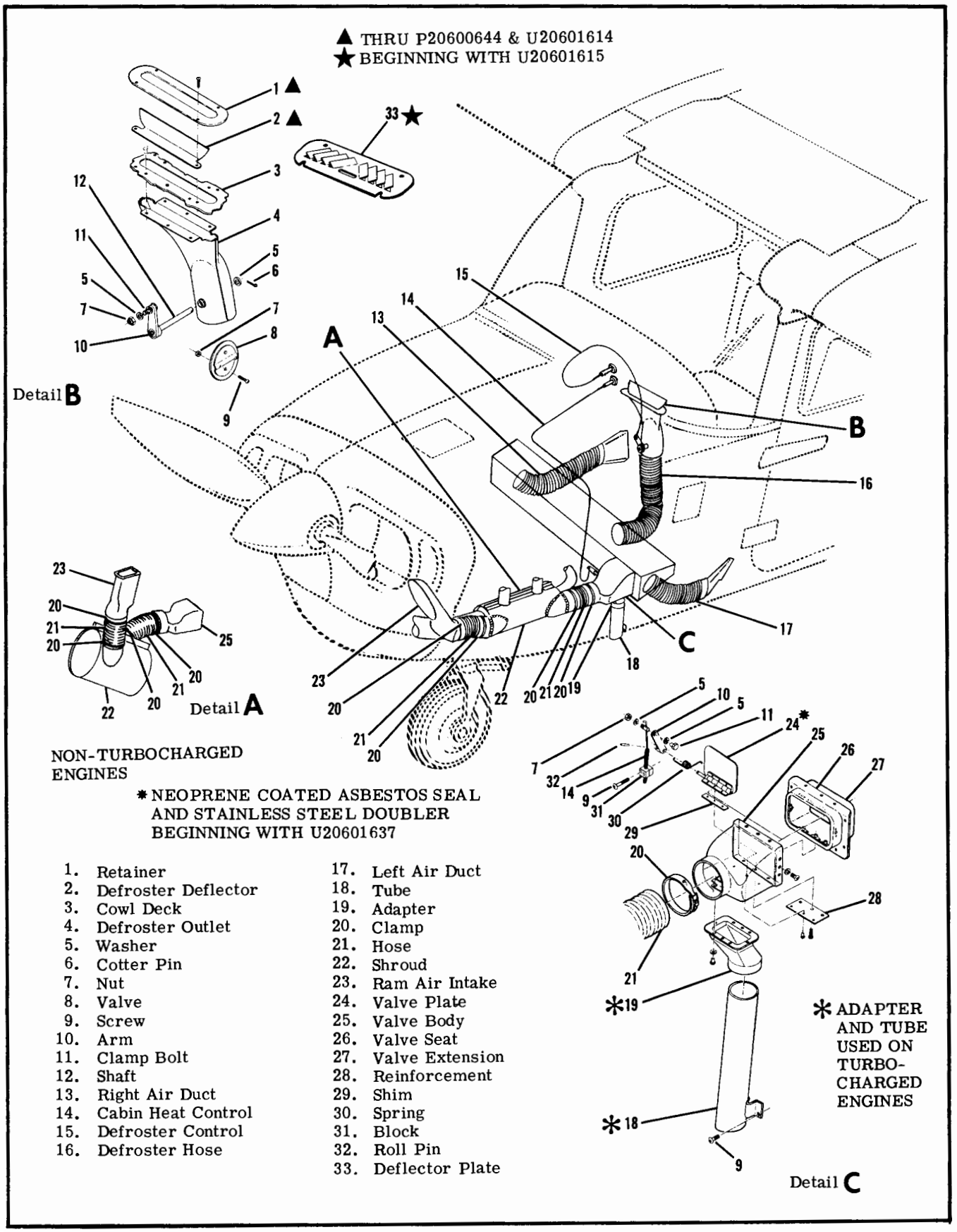
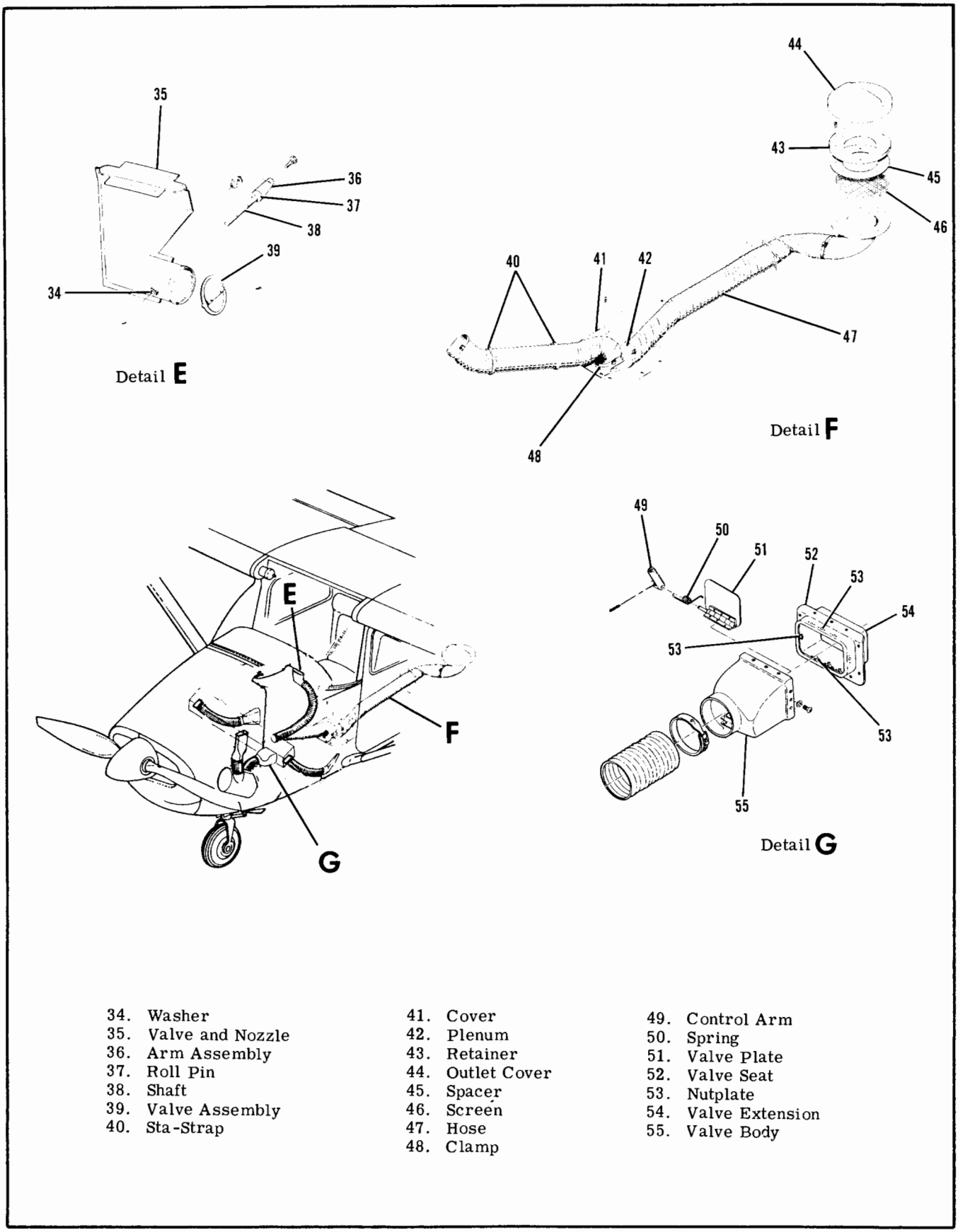


Figure 15-1. Heating and Defrosting Systems (Sheet 1 of 2)



34. Washer
35. Valve and Nozzle
36. Arm Assembly
37. Roll Pin
38. Shaft
39. Valve Assembly
40. Sta-Strap
41. Cover
42. Plenum
43. Retainer
44. Outlet Cover
45. Spacer
46. Screen
47. Hose
48. Clamp
49. Control Arm
50. Spring
51. Valve Plate
52. Valve Seat
53. Nutplate
54. Valve Extension
55. Valve Body

Figure 15-1. Heating and Defrosting Systems (Sheet 2 of 2)

15-6. REMOVAL AND INSTALLATION OF COMPONENTS. Figure 15-1 may be used as a guide for removal and installation of components of the heater system. Cut replacement hose to length and install in the original routing. Trim hose winding shorter than the hose to allow hose clamps to be fitted. Defective heater valves should be repaired or replaced. Check for proper operation of valves and their controls after installation or repair.

15-7. DEFROSTER SYSTEM.

15-8. DESCRIPTION. The system is composed of a duct across the aft side of the firewall, a defroster outlet, mounted in the left side of the cowl deck immediately aft of the windshield, a defroster control knob on the instrument panel, and flexible ducting connecting the system.

15-9. DEFROSTER OPERATION. Air from the duct across the aft side of the firewall flows through a flexible duct to the defroster outlet. The defroster control operates a damper in the outlet to regulate the amount of air deflected across the inside surface of the windshield. The temperature and volume of this air is controlled by the settings of the cabin heating system control.

15-10. TROUBLE SHOOTING. Most of the operational troubles in the defrosting system are caused by sticking or binding of the damper in the defroster outlet or its control. Since the defrosting system depends on proper operation of the cabin heating system, refer to paragraph 15-5 for trouble shooting the heating and defrosting system.

15-11. REMOVAL AND INSTALLATION OF COMPONENTS. Figure 15-1 may be used as a guide for removal and installation of components of the defrosting system. Cut replacement hose to length and install in the original routing. Trim hose winding shorter than the hose to allow hose clamps to be fitted. A defective defroster outlet should be repaired or replaced. Check for proper operation of defroster outlet and its control after installation or repair.

15-12. VENTILATING SYSTEM.

15-13. DESCRIPTION. The system is comprised of two airscoops mounted in the inboard leading edge of each wing, an adjustable ventilator mounted on each side of the cabin near the upper corners of the windshield, two plenum chambers mounted in the left and right rear cabin wing root areas, two fresh airscoop doors, one on each side of the fuselage, just forward of the front seats, a control on the instrument panel for each of these scoop doors and flexible ducting connecting the system.

15-14. VENTILATING SYSTEM OPERATION. Air received from scoops mounted in the inboard leading edges of the wings is ducted to adjustable ventilators mounted on each side of the cabin near the upper corners of the windshield. Rear seat ventilation is provided by plenum chambers mounted in the left and right rear cabin wing root areas. These plenum chambers receive ram air from the airscoops in the inboard leading edges of the wings. Each plenum chamber is equipped with a valve which meters the incoming cabin ventilation air. This provides a chamber for the expansion of cabin air which greatly reduces inlet air noise. Filters at the air inlets are primarily noise reduction filters. Forward cabin ventilation is provided by two fresh airscoop doors, one on each side of the fuselage, just forward of the front seats. The left scoop door is operated by a control in the instrument panel marked "CABIN AIR," and the right scoop door is operated by a control in the instrument panel marked "AUX CABIN AIR." Fresh air from the scoop doors is routed to the duct across the aft side of the firewall, where it is distributed into the cabin. As long as the "CABIN HEAT" control is pushed full in, no heated air can enter the firewall duct; therefore, when the "CABIN AIR" or "AUX CABIN AIR" controls are pulled out, only fresh air from the scoops will flow through the duct into the cabin. As the "CABIN HEAT" control is gradually pulled out, more and more heated air will blend with the fresh air from the scoops and be distributed into the cabin. All of the controls may be set at any position from full open to full closed.

15-15. TROUBLE SHOOTING. Most of the operational troubles in the ventilating system are caused by sticking or binding of the lever in the inlet scoop door or its control. The spring or plate in the plenum chambers could also bind or stick, requiring repair or replacement of the plenum chamber. Check the filter elements in the airscoops in the leading edges of the wings for obstructions. The elements may be removed and cleaned or replaced. Since air passing through the filters is emitted into the cabin, do not use a cleaning solution which would contaminate cabin air. The filters may be removed to increase air flow. However, their removal will cause a slight increase in noise level.

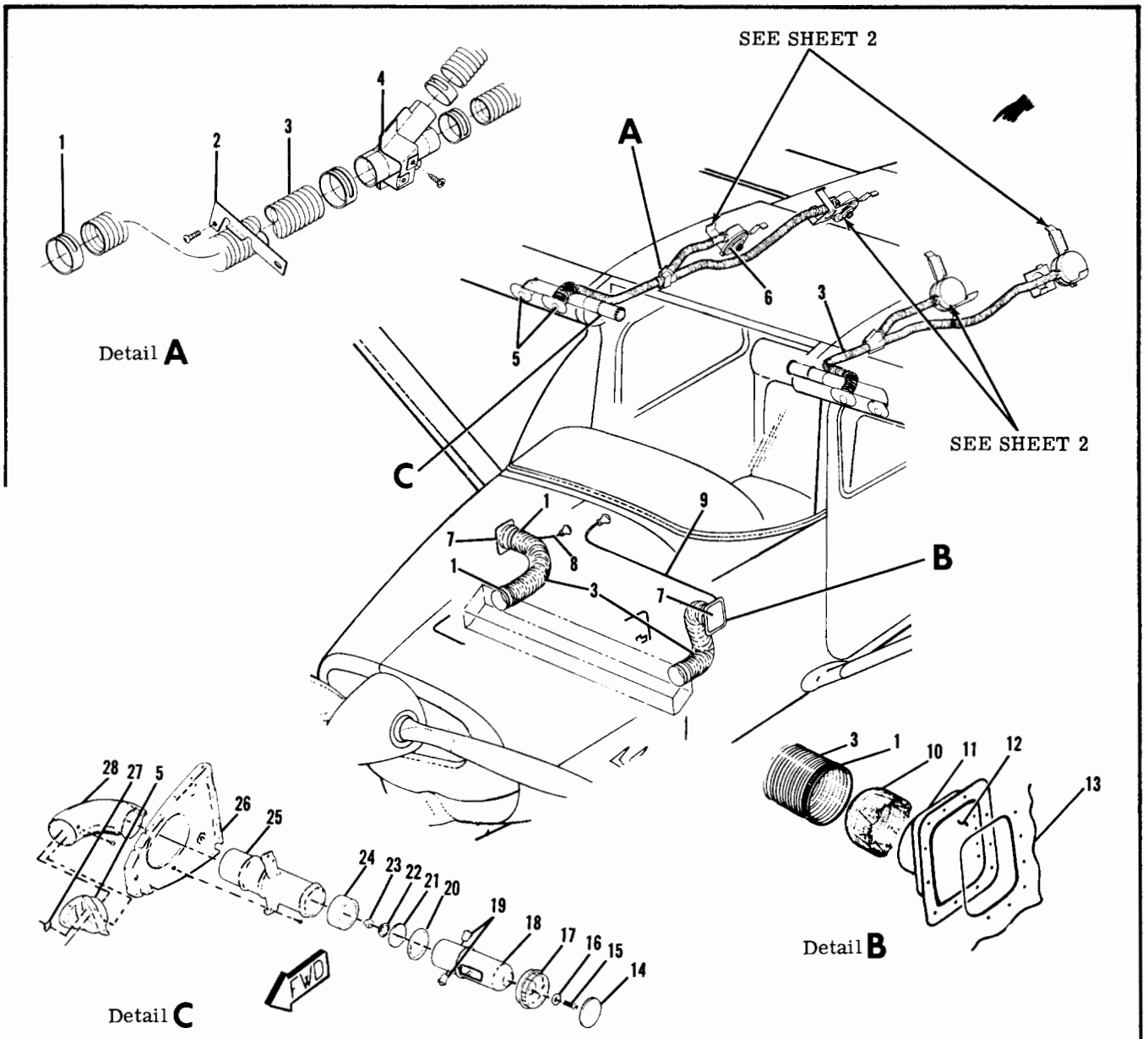
15-16. REMOVAL AND INSTALLATION OF COMPONENTS. Figure 15-2 may be used as a guide for removal and installation of components of the ventilating system. Cut replacement hose to length and install in the original routing. Trim hose winding shorter than the hose to allow hose clamps to be fitted. A defective plenum chamber should be repaired or replaced. Check for proper operation of ventilating controls after installation or repair.

15-17. OXYGEN SYSTEM.

WARNING

Under NO circumstances should the ON-OFF control on the oxygen regulator be turned to the "ON" position with the outlet (low pressure) ports open to atmosphere. Operation of these units in this manner will induce serious damage to the regulators and having the following results:

1. Loss of outlet set pressure.
2. Loss of oxygen flow through the regulator which will result in inadequate oxygen being fed through the aircraft system.
3. Internal leakage of oxygen through the regulator.



1. Clamp
2. Retainer
3. Hose
4. Fitting Assembly
5. Air Scoop
6. Silencer Assembly
7. Inlet Assembly
8. Auxiliary Cabin Air Control
9. Cabin Air Control
10. Screen
11. Air Valve Assembly
12. Scoop Door
13. Fuselage Skin
14. Insert
15. Screw
16. Washer
17. Knob
18. Outlet Assembly
19. Bullet Catch
20. Seal
21. Washer
22. Washer
23. Nut
24. Seal
25. Tube Assembly
26. Rib
27. Nut Plate
28. Elbow Assembly

Figure 15-2. Forward and Overhead Ventilating System (Sheet 1 of 2)

Opening of the control lever with the outlet ports open to atmosphere, results in an "overshoot" of the regulator metering device due to the extreme flow demand through the regulator. After overshooting, the metering poppet device goes into oscillation, creating serious damage to the poppet seat and diaphragm metering probe. This condition can occur even by turning the control lever on and then turning it quickly off.

A potential hazard exists to aircraft in the field where inexperienced personnel might remove the cylinder and regulator assembly from the aircraft and for some reason, attempt to turn the regulator to the "ON"

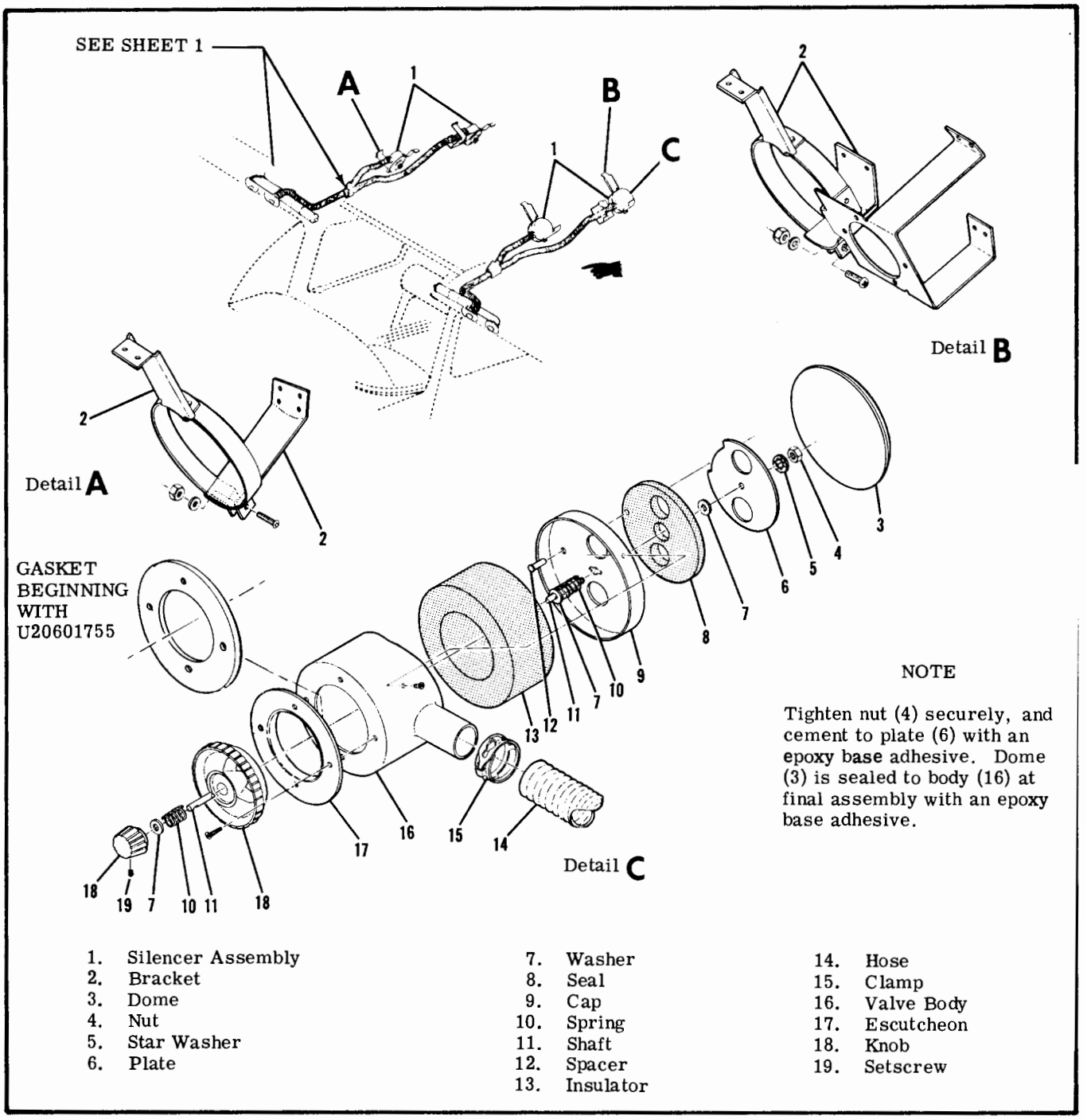


Figure 15-2. Overhead Ventilating System (Sheet 2 of 2)

position with the outlet ports open. Unfortunately, after the units have been improperly operated as noted, there is no outward appearance indicating that damage has occurred.

Testing these regulators should be accomplished only after installation in the aircraft, with the "downstream" low pressure line attached.

15-18. DESCRIPTION. The system is comprised of an oxygen cylinder and regulator assembly, filler valve, pressure lines and six outlets, four in the left and right cabin wing root areas and two in the overhead console, above the pilot and copilot. Oxygen mask and line assemblies are furnished with the system. The pilot's supply line is designed to provide a greater flow of oxygen than the passenger's lines. The pilot's oxygen mask is equipped with a microphone that is keyed by a switch button on the pilot's control wheel. A pressure gage is mounted in the overhead console above the pilot and copilot. An access plate is provided on the left side of the tailcone, just aft of the baggage door for filler valve access on turbocharged aircraft. On non-turbocharged air-

craft, the filler valve is located on the rear cabin bulkhead thru 1972 Models. Beginning with 1973, the filler valve is located on the left tailcone.

WARNING

Oil, grease or other lubricants in contact with high-pressure oxygen, create a serious fire hazard and such contact should be avoided. Do not permit smoking or open flame in or near aircraft while work is performed on oxygen systems.

15-19. MAINTENANCE PRECAUTIONS.

a. Working area, tools and hands must be clean.

b. Keep oil, grease, water, dirt, dust and all other foreign matter from system.

c. Keep all lines dry and capped until installed.

d. Use only MIL-T-5542 thread compound or teflon lubricating tape on threads of oxygen valves, tubing connectors, fittings, parts of assemblies which might under any conditions, come in contact with oxygen. The thread compound must be applied sparingly and carefully to only the first three threads of the male fitting. No compound shall be used on aluminum flared fittings or on the coupling sleeves or on the outside of the tube flares. The teflon tape shall be used in accordance with the instructions listed following this step. Extreme care must be exercised to prevent the contamination of the thread compound or teflon tape with oil, grease or other lubricant.

1. Lay tape on threads close to end of fitting. Clockwise on standard threads, opposite on left hand threads.
2. Apply enough tension while winding so tape forms into thread grooves.
3. After wrap is complete, maintain tension and tear tape by pulling apart in direction it was applied. Resulting ragged end is the key to the tape staying in place. (If sheared or cut, tape may unwind.)
4. Press tape well into threads.
5. Make connections.

e. Fabrication of oxygen pressure lines is not recommended. Lines should be replaced by part numbers called out in the aircraft Parts Catalog.

f. Lines and fittings must be clean and dry. One of the following methods may be used.

1. Clean by degreasing with stabilized trichlorethylene, conforming to Federal Specifications O-T-634 or MIL-T-27602. These items can be obtained from American Mineral Spirits of Houston, Texas.

NOTE

Most air compressors are oil lubricated, and a minute amount of oil may be carried by the airstream. If only an oil lu -icated air compressor is available, drying must be accomplished by heating at a temperature of 250° to 300°F for a suitable period.

NOTE

Cap lines at both ends immediately after drying to prevent contamination.

15-20. REPLACEMENT OF COMPONENTS. Removal, disassembly, assembly and installation of system components may be accomplished while using figure 15-3 as a guide.

CAUTION

The pressure regulator, pressure gage and line and filler valve should be removed and replaced only by personnel familiar with high-pressure fittings. Observe the maintenance precautions listed in the preceding paragraph.

NOTE

Oxygen cylinder and regulator assemblies may not always be installed in the field exactly as illustrated in figure 15-3, which shows factory installation. Important points to remember are as follows.

a. Before removing cylinder, release low-pressure line by opening cabin outlets. Disconnect push-pull control cable, filler line, pressure gage line and outlet line from regulator. CAP ALL LINES IMMEDIATELY.

b. If it is necessary to replace filler valve O-rings, remove parts necessary for access to filler valve. Remove line from quick-disconnect valve at the regulator, then disconnect chain, but do not remove cap from filler valve. Remove screws securing valve and disconnect pressure line. Referring to applicable figure, cap pressure line and seat. Disassemble valve, replace O-rings and reassemble valve. Install filler valve by reversing procedures outlined in this step.

c. A cabin outlet is illustrated in figure 15-3. Repair kit, (part no. C166006-0108), available from the Cessna Service Parts Center, may be used for replacement of components of the outlet assembly.

d. To remove entire oxygen system, headliner must be lowered and soundproofing removed to expose lines. Refer to Section 3 for headliner removal.

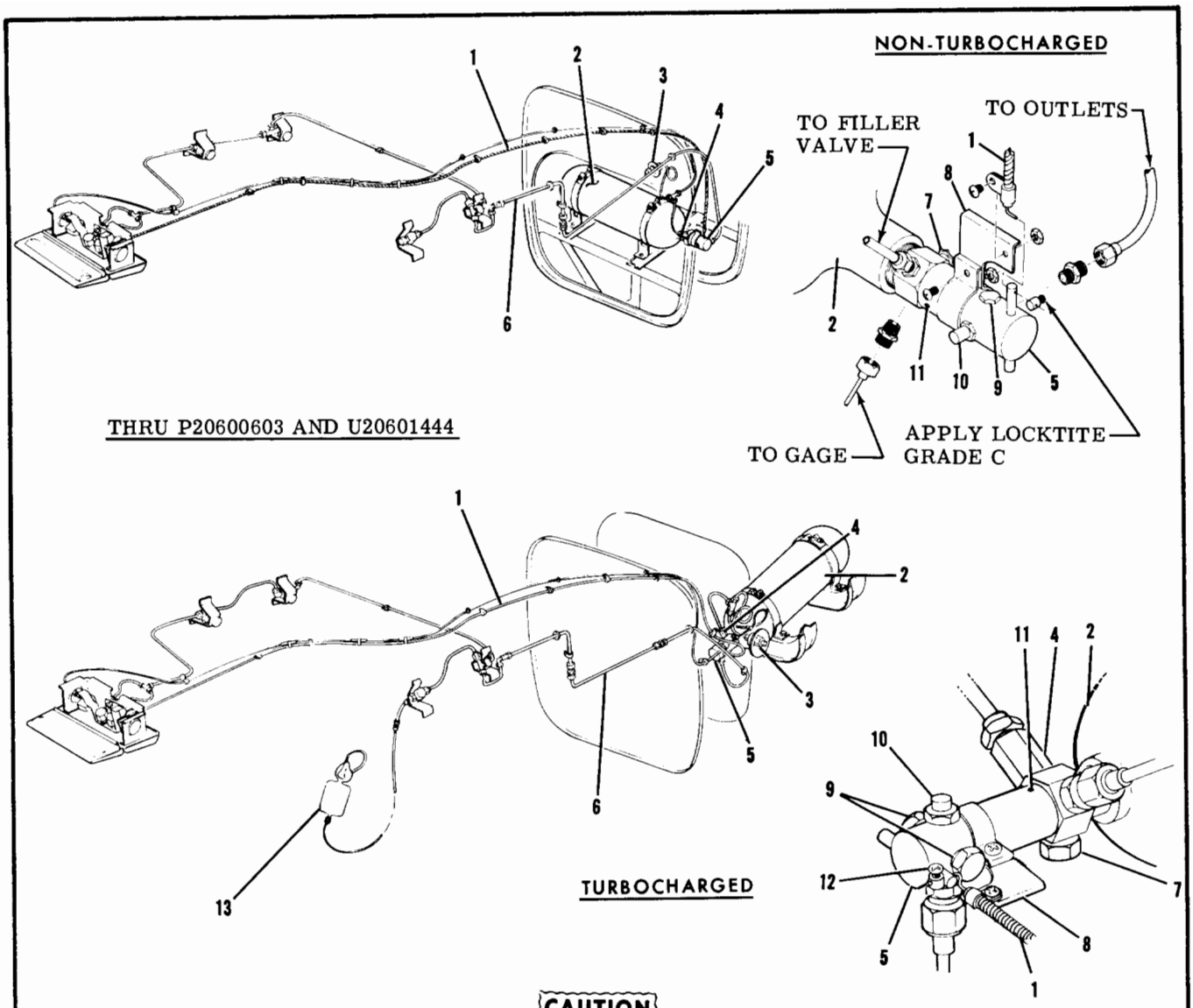
15-21. OXYGEN CYLINDER GENERAL INFORMATION. The following information is permanently steel stamped on the shoulder, top head or neck of each oxygen cylinder:

a. Cylinder specification, followed by service pressure (e.g. "ICC-3AA1800" and "ICC-3HT1850" for standard and light weight cylinders respectively).

NOTE

Effective 1 January, 1970, all newly-manufactured cylinders are stamped "DOT" (Department of Transportation), rather than "ICC" (Interstate Commerce Commission). An example of the new designation would be: "DOT-3HT1850".

b. Cylinder serial number is stamped below or directly following cylinder specification. The symbol of the purchaser, user or maker, if registered with the Bureau of Explosives, may be located di-



CAUTION

Vent hole (11) in the regulator body must not be covered by control clamp installed around regulator body. Low pressure relief valve (10) should not be removed except for replacement; it is installed in a specific port only. Although the other three ports are common to each other, the low pressure relief valve port is not. High pressure relief valve (7) should not be removed except for replacement. Although all other high pressure ports are common to each other, the thread size is different for the high pressure relief valve.

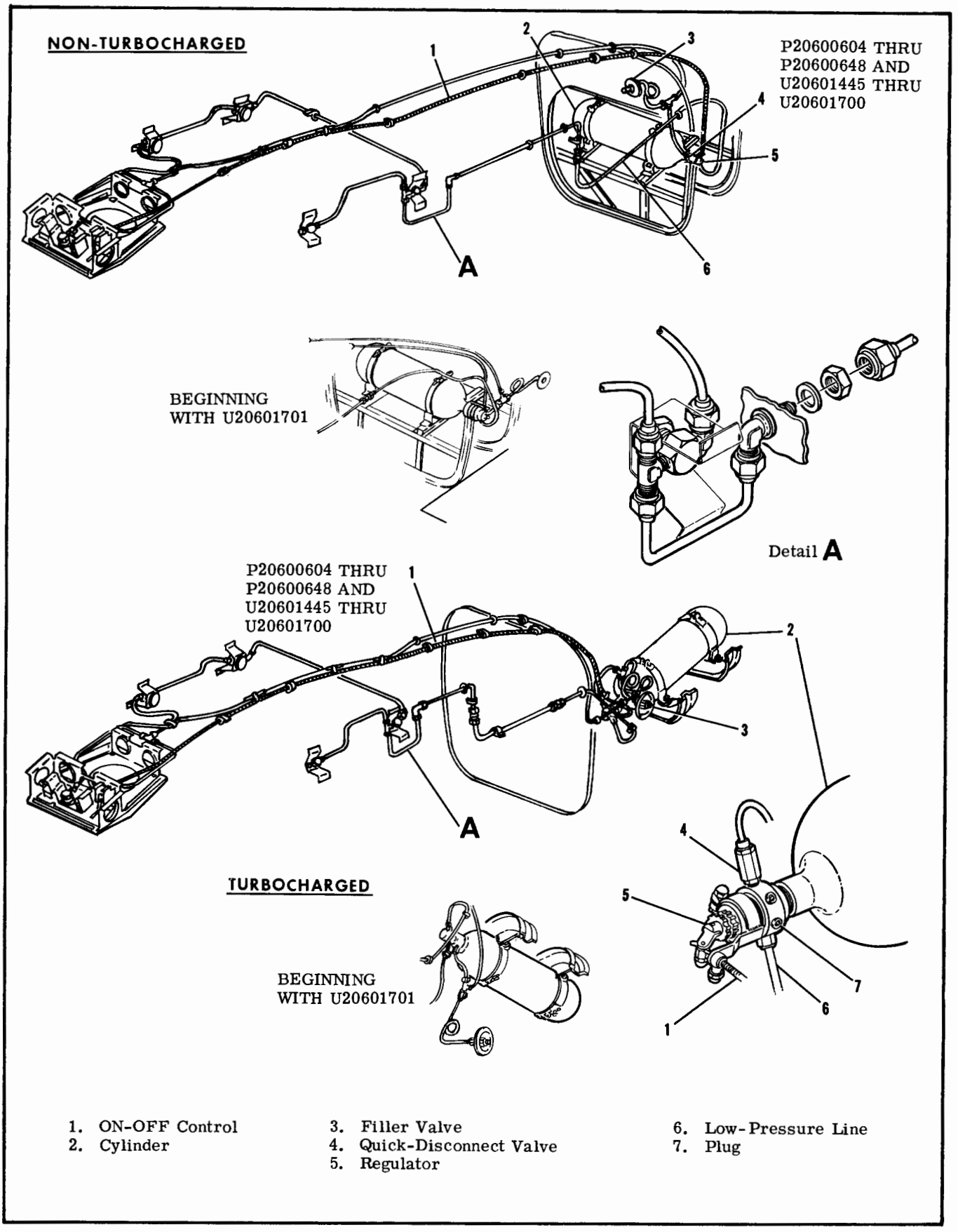
1. ON-OFF Control
2. Cylinder
3. Filler Valve
4. Quick-Disconnect Valve
5. Regulator
6. Low Pressure Line
7. High Pressure Relief Valve
8. Bracket
9. Plug
10. Low Pressure Relief Valve
11. Atmospheric Vent Hole
12. Clamp
13. Mask Assembly

Figure 15-3. Oxygen System (Sheet 1 of 3)

rectly below or following the serial number. The cylinder serial number may be stamped in an alternate location on the cylinder top head.

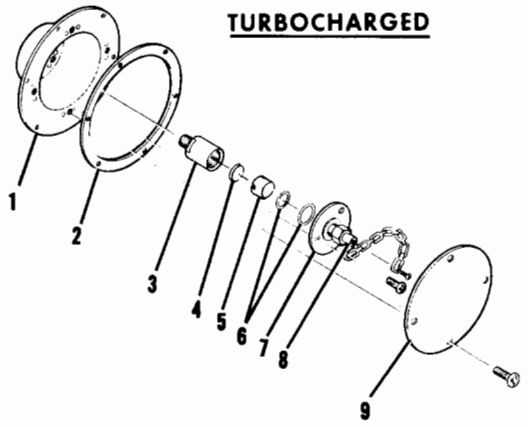
c. Inspector's official mark near serial number.

d. Date of manufacture: This is the date of the first hydrostatic test (such as 4-69 for April 1969). The dash between the month and the year figures may be replaced with the mark of the testing or inspection agency (e.g. 4L69).

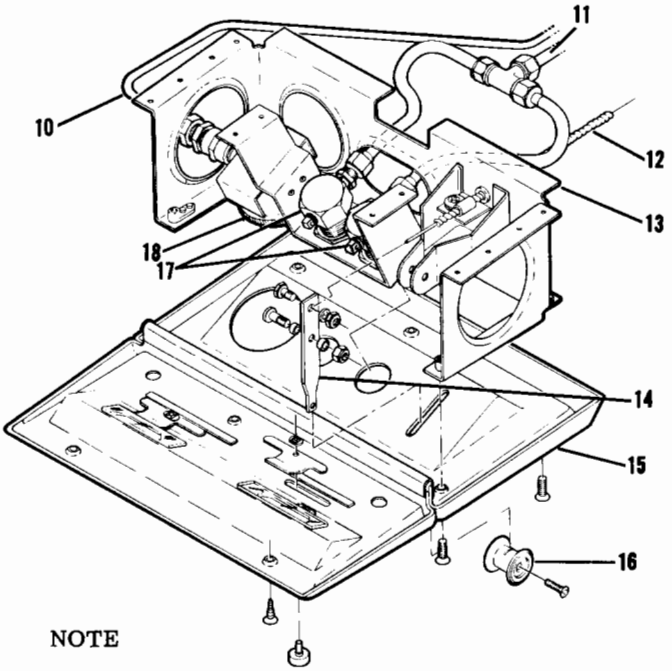


1. ON-OFF Control
2. Cylinder
3. Filler Valve
4. Quick-Disconnect Valve
5. Regulator
6. Low-Pressure Line
7. Plug

Figure 15-3. Oxygen System (Sheet 2 of 3)

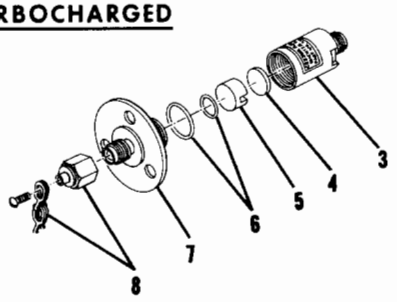


THRU P20600603 AND U20601444



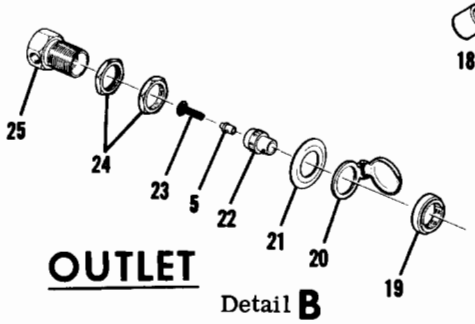
FILLER VALVE DETAILS

NON-TURBOCHARGED



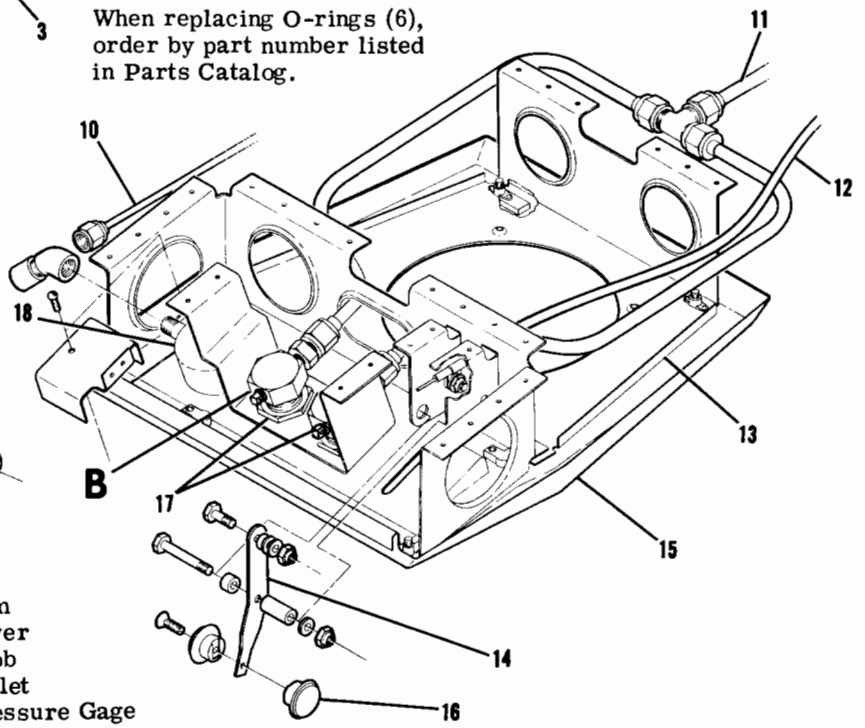
NOTE

When replacing O-rings (6), order by part number listed in Parts Catalog.



OUTLET

Detail **B**



BEGINNING WITH P20600604 AND U20601445

1. Adapter
2. Spacer
3. Housing
4. Filter
5. Poppet
6. O-Ring
7. Flange
8. Cap and Chain Assembly
9. Cover
10. Pressure Gage Line
11. Low Pressure Line
12. ON-OFF Control
13. Bracket
14. Arm
15. Cover
16. Knob
17. Outlet
18. Pressure Gage
19. Lock Ring
20. Cover
21. Escutcheon
22. Core
23. Spring
24. Jam Nut
25. Base

Figure 15-3. Oxygen System (Sheet 3 of 3)

e. Hydrostatic test date: The dates of subsequent hydrostatic tests shall be steel stamped (month and year) directly below the original manufacture date. The dash between the month and year figures can be replaced with the mark of the testing agency.

f. A Cessna identification placard is located near the center of the cylinder body.

g. Halogen test stamp: "Halogen Tested", date of test (month, day and year) and inspector's mark appears directly underneath the Cessna identification placard.

15-22. OXYGEN CYLINDER SERVICE REQUIREMENTS.

a. Hydrostatic test requirements:

1. Standard weight (ICC or DOT-3AA1800) cylinders must be hydrostatically tested to 5/3 their working pressure every five years commencing with the date of the last hydrostatic test.

2. Light weight (ICC or DOT-3HT1850) cylinders must be hydrostatically tested to 5/3 their working pressure every three years commencing with the date of the last hydrostatic test.

b. Service life requirements:

1. Standard weight (ICC or DOT-3AA1800) cylinders have no age life limitations and may continue to be used until they fail hydrostatic test.

2. Light weight (ICC or DOT-3HT1850) cylinders must be retired from service after 12 years or 4, 380 filling cycles after date of manufacture, whichever occurs first.

NOTE

These test periods and life limitations are established by the Interstate Commerce Commission Code of Federal Regulations, Title 49, Chapter 1, Para. 73.34.

15-23. OXYGEN CYLINDER INSPECTION REQUIREMENTS.

a. Inspect the entire exterior surface of the cylinder for indication of abuse, dents, bulges and strap chafing.

b. Examine the neck of cylinder for cracks, distortion or damaged threads.

c. Check the cylinders to determine if markings are legible.

d. Check date of last hydrostatic test. If the periodic retest date is past, do not return the cylinder to service until the test has been accomplished.

e. Inspect the cylinder mounting bracket, bracket hold-down bolts and cylinder holding straps for cracks, deformation, cleanliness, and security of attachment.

f. In the immediate area where the cylinder is stored or secured, check for evidence of any types of interference, chafing, deformation or deterioration.

15-24. OXYGEN SYSTEM COMPONENT SERVICE REQUIREMENTS.

a. PRESSURE REGULATOR. The regulator shall be functionally tested every two years or 1, 000 hours for aircraft operating under 15, 000 ft. and one year for aircraft operating over 15, 000 ft. The regulator shall be overhauled every five years ao at time of hydrostatic test.

b. FILLER VALVE. The valve shall be functionally tested every two years and overhauled every five years or at time of hydrostatic test.

c. QUICK-RELEASE COUPLING. The coupling shall be functionally tested every two years and overhauled every five years or at time of hydrostatic test.

d. PRESSURE GAGE. The gage shall be checked for accuracy and overhauled by an FAA approved facility every five years.

e. OUTLETS. The outlets shall be disassembled and inspected and the sealing core replaced, regardless of condition, every five years.

15-25. OXYGEN SYSTEM COMPONENT INSPECTION REQUIREMENTS.

a. Examine all parts for cracks, nicks, damaged threads or other apparent damage.

b. Actuate regulator controls and valve to check for ease of operation.

c. Determine if the gage is functioning properly by observing the pressure build-up and the return to zero when the system oxygen is bled off.

d. Replace any oxygen line that is chafed, rusted, corroded, dented, cracked or kinked.

e. Check fittings for corrosion around the threaded area where lines are joined together. Pressurize the system and check for leaks.

15-26. MASKS AND HOSE.

a. Check oxygen masks for fabric cracks and rough face seals. If the mask is a full-faced model, inspect glass or plastic for cleanliness and state of repair.

b. Flex the mask hose gently over its entirety and check for evidence of deterioration or dirt.

c. Examine mask and hose storage compartment for cleanliness and general condition.

15-27. MAINTENANCE AND CLEANING.

a. Clean and disinfect mask assemblies after use, as appropriate.

NOTE

Use care to avoid damaging microphone assembly while cleaning and sterilizing.

b. Wash mask with a mild soap solution and rinse it with clear water.

c. To sterilize, swab mask thoroughly with a gauze or sponge soaked in a water/merthiolate solution. This solution should contain 1/5 teaspoon of merthiolate per one quart of water. Wipe the mask with a clean cloth and let air dry.

d. Observe that each mask breathing tube end is free of nicks and that the tube end will slip into the cabin oxygen receptacle with ease and will not leak.

e. If a mask assembly is defective (leaks, does not allow breathing or contains a defective microphone) it is advisable to return the mask assembly to the manufacturer or a repair station.

f. Replace hose if it shows evidence of deterioration.

g. Hose may be cleaned in the same manner as the mask.

15-28. SYSTEM PURGING. Whenever components have been removed and reinstalled or replaced, it is advisable to purge the system. Charge oxygen system in accordance with procedures outlined in paragraph 15-31. Plug masks into all outlets and turn the pilot's control to ON position and purge system by allowing oxygen to flow for at least 10 minutes. Smell oxygen flowing from outlets and continue to purge until system is odorless. Refill cylinders as required during and after purging.

15-29. FUNCTIONAL TESTING. Whenever the regulator and cylinder assembly has been replaced or overhauled, perform the following flow and internal leakage tests to check that the system functions properly.

a. Fully charge oxygen system in accordance with procedures outlined in paragraph 15-31.

b. Disconnect line and fitting assembly from pilot's mask and line assembly. Insert outlet end of line and fitting assembly into cabin outlet and attach opposite end of line to a pressure gage (gage should be calibrated in one-pound increments from 0 to 100 PSI). Place control lever in ON position. Gage pressure should read 75±10 PSI.

c. Insert mask and line assemblies into all remaining cabin outlets. With oxygen flowing from all outlets, test gage pressure should still be 75±10 PSI.

d. Place oxygen control lever in OFF position and allow test gage pressure to fall to 0 PSI. Remove all adapter assemblies except the one with the pressure gage. The pressure must not rise above 0 PSI when observed for one minute. Remove pressure gage and adapter from oxygen outlet.

NOTE

If pressures specified in the foregoing procedures are not obtained, the oxygen regulator is not operating properly. Remove and replace cylinder-regulator assembly with another unit and repeat test procedure.

e. Connect mask and line assemblies to each cabin outlet and check each mask for proper operation.

f. Check pilot's mask microphone and control wheel switch for proper operation. After checking, return all masks to mask case.

g. Recharge oxygen system in accordance with procedures outlined in paragraph 15-31.

15-30. SYSTEM LEAK TEST. When oxygen is being lost from a system through leakage, a sequence of steps may be necessary to locate the opening. Leakage may often be detected by listening for the distinct hissing of escaping gas. If this check proves negative, it will be necessary to soap-test all lines and connections with a castile soap and water solution or specially compounded leak-test material. Make the solution thick enough to adhere to the contours of the fittings. At the completion of the leakage test, remove all traces of the leak detector or soap and water solution.

CAUTION

Do not attempt to tighten any connections while the system is charged.

15-31. SYSTEM CHARGING.

WARNING

BE SURE TO GROUND AIRCRAFT AND GROUND SERVICING EQUIPMENT BEFORE CHARGING OXYGEN SYSTEM.

a. Do not attempt to charge oxygen cylinders if servicing equipment fittings or filler valve are corroded or contaminated. If in doubt, clean with stabilized trichlorethylene and let air dry. Do not allow solvent to enter any internal parts.

b. If cylinder is completely empty, do not charge, as the cylinder must then be removed, inspected and cleaned.

CAUTION

A cylinder which is completely empty may well be contaminated. The regulator and cylinder assembly must then be disassembled, inspected and cleaned by an FAA approved facility, before filling. Contamination, as used here, means dirt, dust or any other foreign material, as well as ordinary air in large quantities. If a gage line or filler line is disconnected and the fittings capped immediately, the cylinder will not become contaminated unless temperature variation has created a suction within the cylinder. Ordinary air contains water vapor which could condense and freeze. Since there are very small orifices in the system, it is very important that this condition not be allowed to occur.

c. Connect cylinder valve outlet or outside filler valve to manifold or portable oxygen cascade.

d. Slowly open valve on cascade cylinder or manifold with lowest pressure, as noted on pressure gage, allow pressure to equalize, then close cascade cylinder valve.

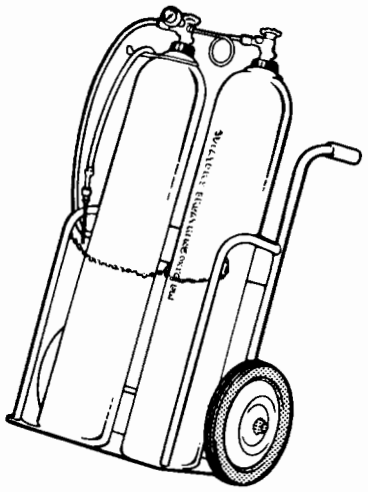
e. Repeat this procedure, using a progressively higher pressure cascade cylinder, until system has been charged to the pressure indicated in the chart immediately following step "f" of this paragraph.

f. Ambient temperature listed in the chart is the air temperature in the area where the system is to be charged. Filling pressure refers to the pressure to which aircraft cylinders should be filled. This table gives approximations only and assumes a rise in temperature of approximately 25°F. due to heat of compression. This table also assumes the aircraft cylinders will be filled as quickly as possible and that they will only be cooled by ambient air; no water bath or other means of cooling be used.

Example: If ambient temperature is 70°F., fill

NOTE

Each interconnected series of oxygen cylinders is equipped with a single gage. The trailer type cascade may also be equipped with a nitrogen cylinder (shown reversed) for filling landing gear struts, accumulators, etc. Cylinders are not available for direct purchase, but are usually leased and refilled by a local compressed gas supplier.



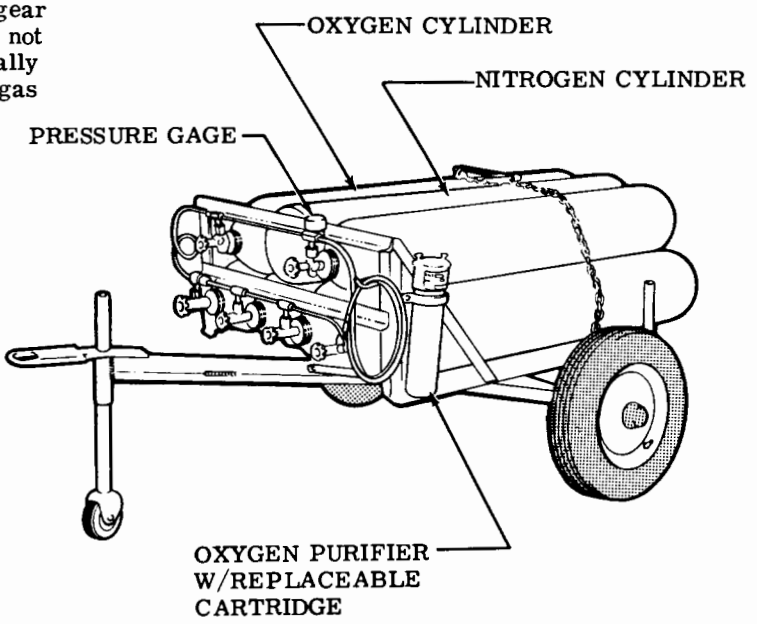


Figure 15-4. Portable Oxygen Cascades

aircraft cylinders to approximately 1,975 psi or as close to this pressure as the gage may read. Upon cooling, cylinders should have approximately 1,850 psi pressure.

TABLE OF FILLING PRESSURES

Ambient Temp. °F	Filling Press. psig	Ambient Temp. °F	Filling Press. psig
0	1650	50	1875
10	1700	60	1925
20	1725	70	1975
30	1775	80	2000
40	1825	90	2050

SHOP NOTES:

SECTION 16

INSTRUMENTS AND INSTRUMENT SYSTEMS

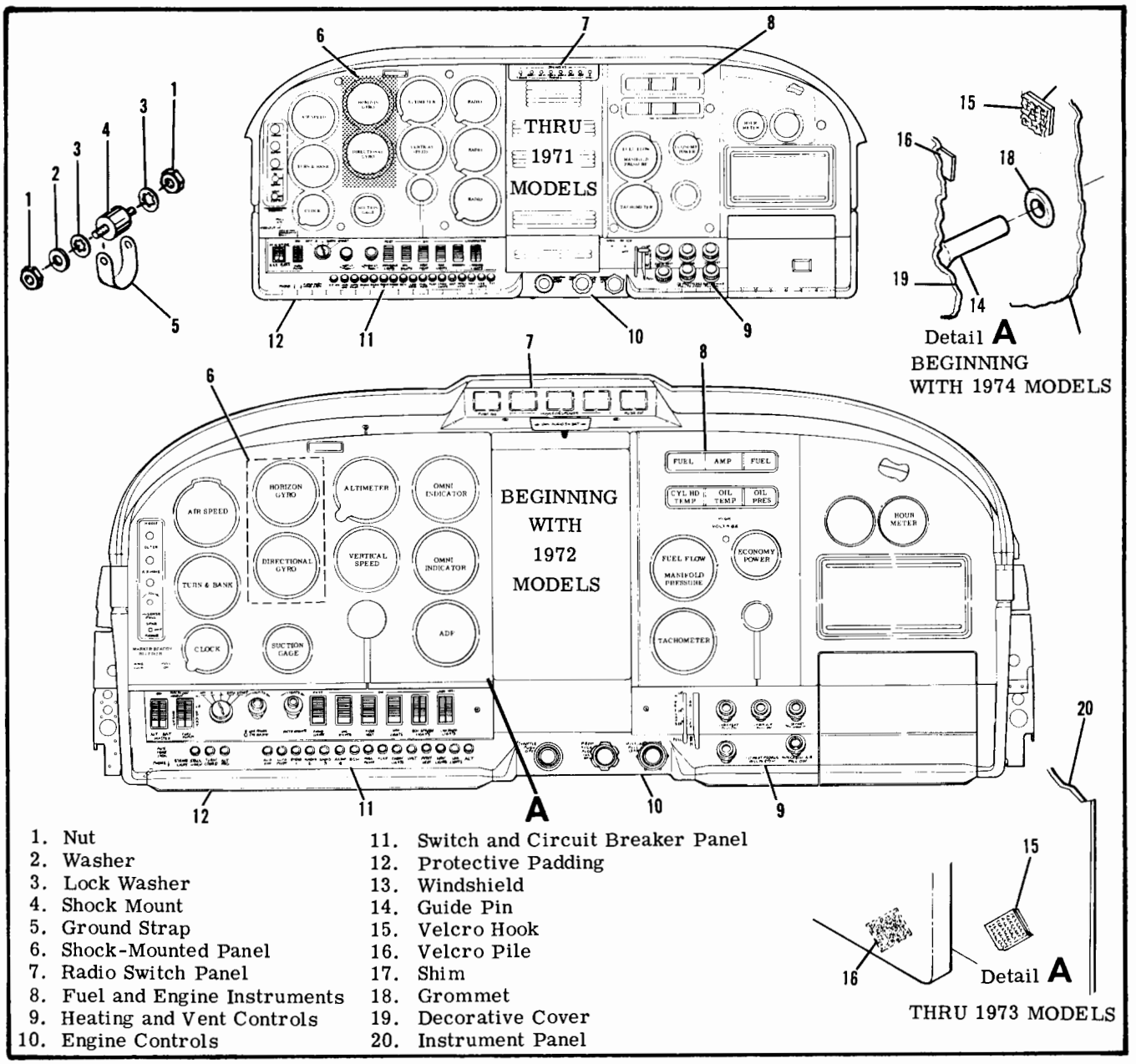
TABLE OF CONTENTS

16-1. INSTRUMENT AND INSTRUMENT SYSTEMS.

16-2. GENERAL. This section describes typical instrument installations and the systems operating them, with emphasis on trouble shooting and corrective measures for the systems themselves. It does NOT deal with specific instrument repairs since this usually requires special equipment and data and should be handled by instrument specialists. Federal Aviation Regulations require malfunctioning instruments be sent to an approved instrument overhaul and repair station or returned to manufacturer for servicing. Our concern here is with preventive maintenance on various instrument systems and correction of system faults which result in instrument malfunctions. The descriptive material, maintenance and trouble shooting information in this section is intended to help the mechanic determine malfunctions and correct them, up to the defective instrument itself, at which point instrument technicians should be called in. Some instruments, such as fuel quantity and oil pressure gages, are so simple and inexpensive repairs usually will be more costly than a new instrument. On the other hand, aneroid and gyro instruments usually are well worth repairing. The words "replace instrument" in the text, therefore, should be taken only in the sense of physical replacement in aircraft. Whether replacement is to be with a new instrument, an exchange or original instrument is to be repaired must be decided on basis of individual circumstances.

16-3. INSTRUMENT PANEL. (Refer to figure 16-1.)

16-4. DESCRIPTION. The instrument panel assem-



1. Nut
2. Washer
3. Lock Washer
4. Shock Mount
5. Ground Strap
6. Shock-Mounted Panel
7. Radio Switch Panel
8. Fuel and Engine Instruments
9. Heating and Vent Controls
10. Engine Controls
11. Switch and Circuit Breaker Panel
12. Protective Padding
13. Windshield
14. Guide Pin
15. Velcro Hook
16. Velcro Pile
17. Shim
18. Grommet
19. Decorative Cover
20. Instrument Panel

Figure 16-1. Typical Instrument Panel Installation

bly consists of a stationary, removable and shock-mounted panel. The stationary panel, normally NOT considered removable, contains instruments such as tachometer, manifold/fuel pressure, fuel and oil gages. The removable panel contains flight instruments such as airspeed, vertical speed and altimeter which ARE NOT sensitive to vibration. The shock-mounted panel, located in the removable panel, contains the major flight instruments such as horizontal and directional gyros which ARE affected by vibration. Most of the instruments are screw-mounted on the panel.

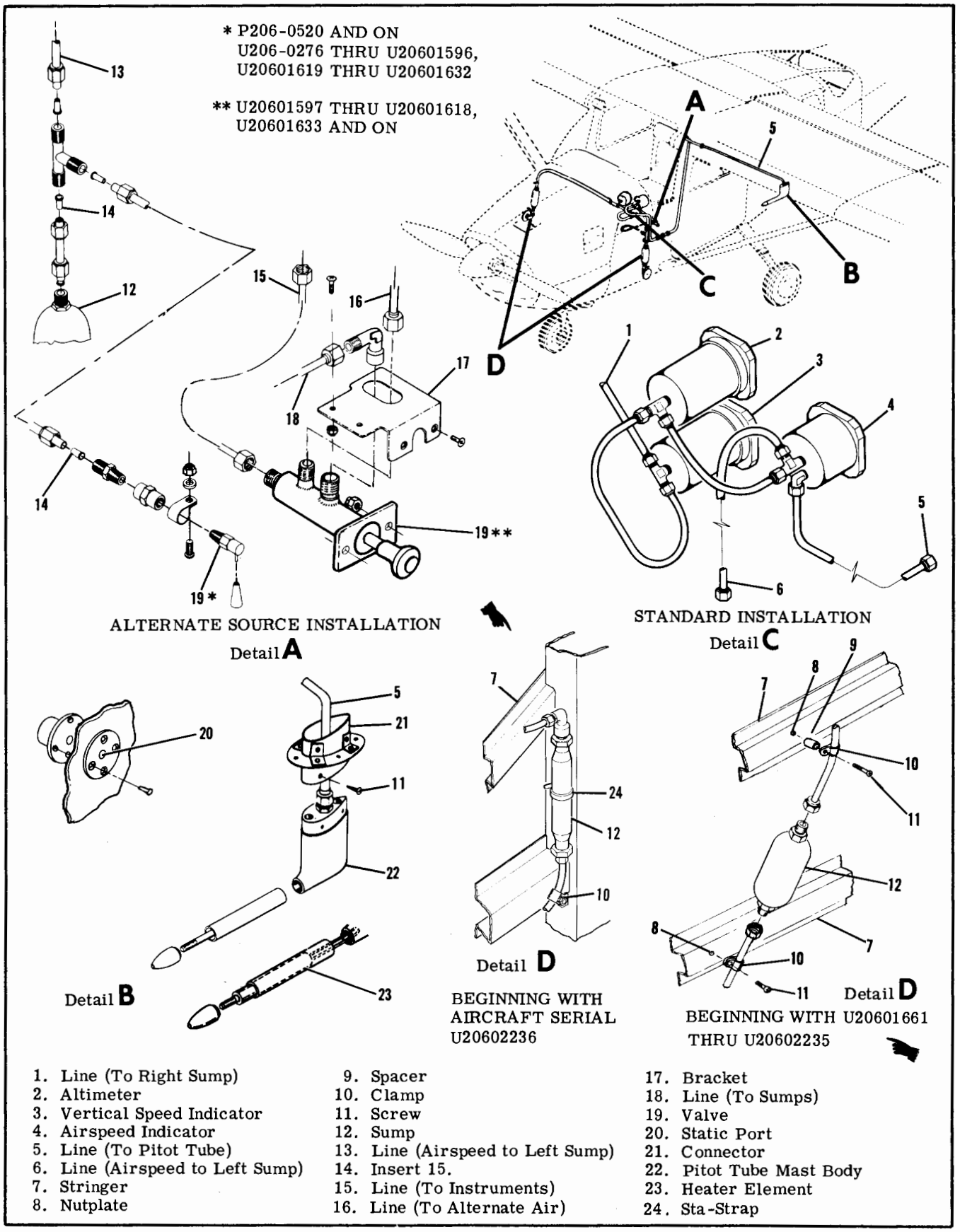
16-5. REMOVAL AND INSTALLATION. The stationary panel is secured to engine mount stringers and ordinarily not considered removable. The removable panel is secured to the stationary panel with screws.

The shock mounted panel is secured to the removable panel with rubber shock-mounts. To remove flight instrument panel proceed as follows:

a. Thru 1971 Models remove retainer clips securing decorative cover by carefully prying under clip buttons. Beginning with 1972 Models covers are installed with Velcro fasteners, beginning with 1974 models a combination of Velcro fasteners, guide pins and grommet arrangement is used to install the decorative covers. To remove, pull gently on the cover until released.

b. Remove control knobs or switches from panel as necessary and remove panel.

c. Remove screws securing panel to stationary panel, tag and disconnect instrument wiring and plumbing and pull panel straight back.



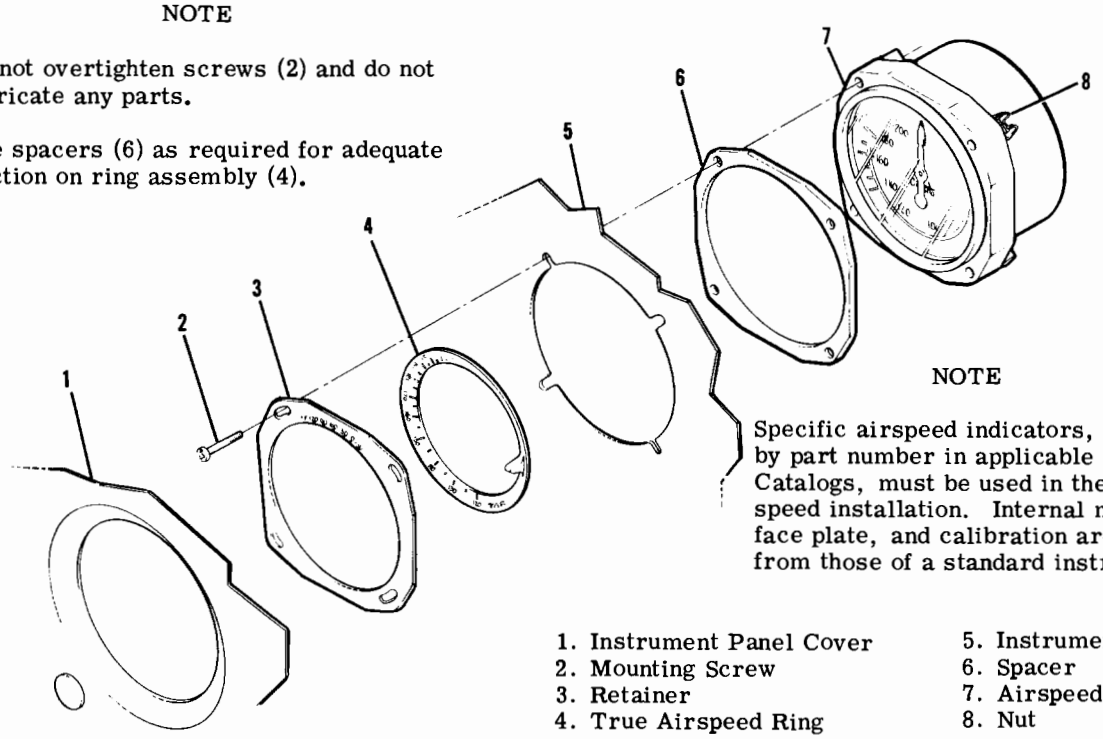
1. Line (To Right Sump)
2. Altimeter
3. Vertical Speed Indicator
4. Airspeed Indicator
5. Line (To Pitot Tube)
6. Line (Airspeed to Left Sump)
7. Stringer
8. Nutplate
9. Spacer
10. Clamp
11. Screw
12. Sump
13. Line (Airspeed to Left Sump)
14. Insert 15.
15. Line (To Instruments)
16. Line (To Alternate Air)
17. Bracket
18. Line (To Sumps)
19. Valve
20. Static Port
21. Connector
22. Pitot Tube Mast Body
23. Heater Element
24. Sta-Strap

Figure 16-2. Pitot-Static Systems

NOTE

Do not overtighten screws (2) and do not lubricate any parts.

Use spacers (6) as required for adequate friction on ring assembly (4).



NOTE

Specific airspeed indicators, listed by part number in applicable Parts Catalogs, must be used in the true airspeed installation. Internal mechanism, face plate, and calibration are different from those of a standard instrument.

1. Instrument Panel Cover
2. Mounting Screw
3. Retainer
4. True Airspeed Ring
5. Instrument Panel
6. Spacer
7. Airspeed Indicator
8. Nut

Figure 16-3. True Airspeed Indicator

NOTE

If panel is to be removed from aircraft, remove control wheel.

d. To remove shock-mounted panel remove nuts from shock mounts and pull panel straight back.
e. Reverse preceding steps for installation.

NOTE

A light coat of paraffin, beeswax or soap on prongs of retainer clips will ease installation.

16-6. SHOCK MOUNTS. Service life of instruments is directly related to adequate shock-mounting of panel. If removal of panel is necessary, check mounts for deterioration and replace as necessary.

16-7. INSTRUMENTS. (Refer to figure 16-1.)

16-8. REMOVAL. Most instruments are secured to panel with screws inserted through panel face, under decorative cover. To remove an instrument, remove decorative cover, disconnect plumbing or wiring to instrument concerned, remove retainer screws and take instrument out from behind, or, in some cases from front of instrument panel. Instrument clusters are installed as units, secured by a screw on each corner of cluster. Cluster must be removed from panel to replace an individual gage. In all cases when an instrument is removed, lines or wires disconnected from it should be protected. Cap open lines and cover pressure connections on instrument to prevent thread damage and entrance of foreign matter. Wire terminals should be insulated or tied up so they will not ground accidentally or short-circuit on another terminal.

16-9. INSTALLATION. Generally, installation procedure is the reverse of removal procedure. Make sure mounting screw nuts are tightened firmly, but do not overtighten, particularly on instruments having plastic cases. The same rule generally applies to connecting plumbing and wiring.

NOTE

All instruments (gages and indicators), requiring a thread seal or lubricant, shall be installed using teflon tape on male fittings only. This tape is available through Cessna Service Parts Center.

When replacing an electrical gage in an instrument cluster assembly, avoid bending pointer or dial plate. Distortion of dial or back plate could change calibration of gages.

16-10. PITOT AND STATIC SYSTEMS. (Refer to figure 16-2.)

16-11. DESCRIPTION. The pitot system conveys ram air pressure to the airspeed indicator. The static system vents vertical speed indicator, altimeter and airspeed indicator to atmospheric pressure through plastic tubing connected to static ports.

A static line sump is installed at each source button to collect condensation in static system. Beginning with 1974 models a new smaller diameter static line sump is installed and is located on the firewall. An alternate static source may be installed and is used only in emergencies. When used as a static source on Aircraft Serials thru U20601632 the cabin air becomes another source of static air and the external source is not shut off unless totally obstructed. Beginning with Serial U20601633 the static source valve is so connected to the system that when the control is pulled on the external source is mechanically shut off and the cabin air becomes the only source of static air. When used as a static source, cabin pressure is substituted for atmospheric pressure, causing instrument readings to vary from normal. Refer to Owner's Manual for flight operation using alternate static source pressure. A pitot tube heater and stall warning heater may be installed. The heating elements are controlled by a switch at the instrument panel and powered by the electrical system.

16-12. MAINTENANCE. Proper maintenance of pitot and static system is essential for proper operation of altimeter, vertical speed and airspeed indicators. Leaks, moisture and obstructions in pitot system will result in false airspeed indications, while static system malfunctions will affect readings of all three instruments. Under instrument flight conditions, these instrument errors could be hazardous. Cleanliness and security are the principal rules for system maintenance. The pitot tube and static ports MUST be kept clean and unobstructed.

16-13. STATIC PRESSURE SYSTEM INSPECTION AND LEAKAGE TEST. The following procedure outlines inspection and testing of static pressure system, assuming altimeter has been tested and inspected in accordance with current Federal Aviation Regulations.

a. Ensure static system is free from entrapped moisture and restrictions.

b. Ensure no alterations or deformations of airframe surface have been made which would affect the relationship between air pressure in static pressure system and true ambient static air pressure for any flight configuration.

c. Seal off one static pressure source opening with plastic tape. This MUST be an air-tight seal.

d. Close static pressure alternate source valve, if installed.

e. Attach a source of suction to remaining static pressure source opening. Figure 16-4 shows one method of obtaining suction.

f. Slowly apply suction until altimeter indicates a 1000-foot increase in altitude.

CAUTION

When applying or releasing suction, do not exceed range of vertical speed indicator or airspeed indicator.

g. Cut off suction source to maintain a "closed" system for one minute. Leakage shall not exceed 100 feet of altitude loss as indicated on altimeter.

h. If leakage rate is within tolerance, slowly release suction source, then remove tape used to seal static source.

NOTE

If leakage rate exceeds maximum allowable, first tighten all connections, then repeat leakage test. If leakage rate still exceeds maximum allowable, use following procedure.

i. Disconnect static pressure lines from airspeed indicator and vertical speed indicator. Use suitable fittings to connect lines together so altimeter is the only instrument still connected into static pressure system.

j. Repeat leakage test to check whether static pressure system or the removed instruments are cause of leakage. If instruments are at fault, they must be repaired by an "appropriately rated repair station" or replaced. If static pressure system is at fault, use following procedure to locate leakage.

k. Attach a source of positive pressure to static source opening. Figure 16-4 shows one method of obtaining positive pressure.

CAUTION

Do not apply positive pressure with airspeed indicator or vertical speed indicator connected to static pressure system.

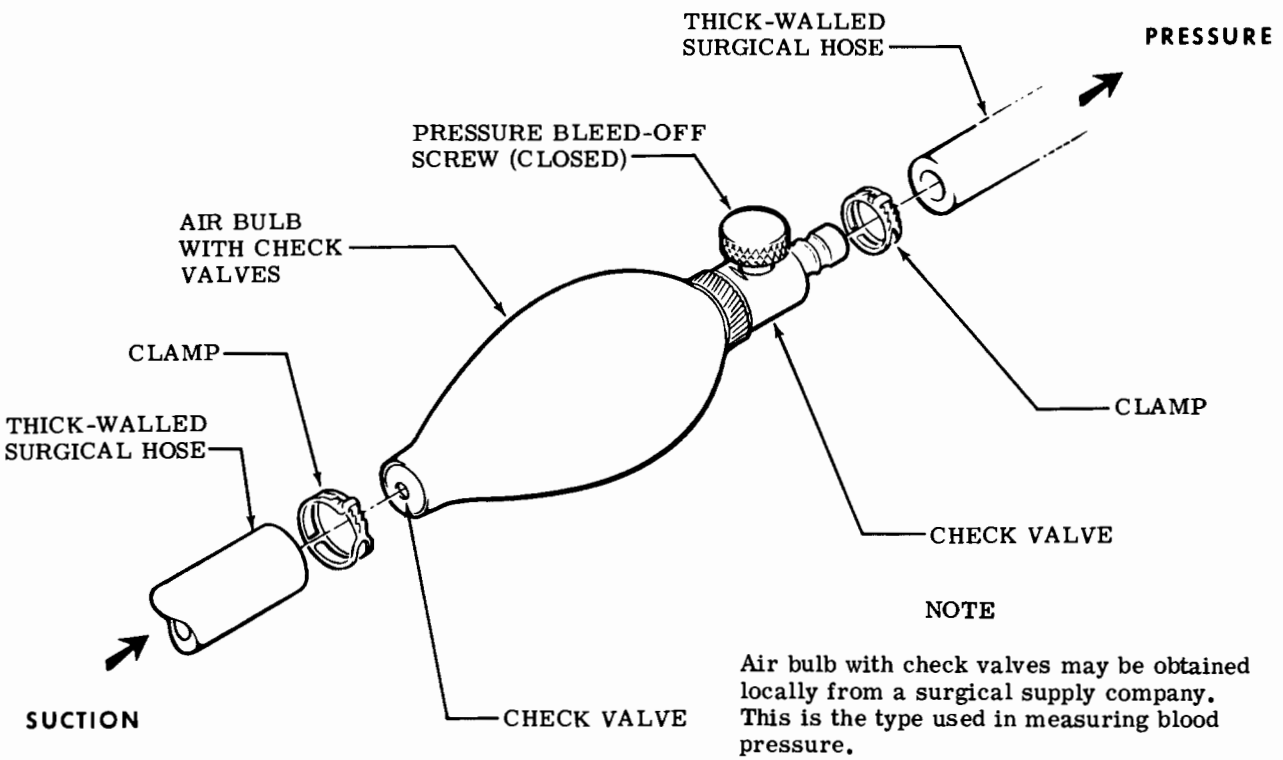
l. Slowly apply positive pressure until altimeter indicates a 500-foot decrease in altitude and maintain this altimeter indication while checking for leaks. Coat line connections, static pressure alternate source valve and static source flange with solution of mild soap and water, watching for bubbles to locate leaks.

m. Tighten leaking connections. Repair or replace parts found defective.

n. Reconnect airspeed and vertical speed indicators into static pressure system and repeat leakage test per steps "c" thru "h".

16-14. PITOT SYSTEM INSPECTION AND LEAKAGE TEST. To check pitot system for leaks, fasten a piece of rubber or plastic tubing over pitot tube, close opposite end of tubing and slowly roll up tube until airspeed indicator registers in cruise range. Secure tube and after a few minutes recheck airspeed indicator. Any leakage will have reduced the pressure in system, resulting in a lower airspeed indication. Slowly unroll tubing before removing it, so pressure is reduced gradually. Otherwise instrument may be damaged. If test reveals a leak in system, check all connections for tightness.

16-15. BLOWING OUT LINES. Although pitot system is designed to drain down to pitot tube opening, condensation may collect at other points in system and produce a partial obstruction. To clear line, disconnect at airspeed indicator. Using low pressure air, blow from indicator end of line toward pitot tube.



NOTE

Air bulb with check valves may be obtained locally from a surgical supply company. This is the type used in measuring blood pressure.

TO APPLY SUCTION:

1. Squeeze air bulb to expel as much air as possible.
2. Hold suction hose firmly against static pressure source opening.
3. Slowly release air bulb to obtain desired suction, then pinch hose shut tightly to trap suction in system.
4. After leak test, release suction slowly by intermittently allowing a small amount of air to enter static system. To do this, tilt end of suction hose away from opening, then immediately tilt it back against opening. Wait until vertical speed indicator approaches zero, then repeat. Continue to admit this small amount of air intermittently until all suction is released, then remove test equipment.

TO APPLY PRESSURE:

CAUTION

Do not apply positive pressure with airspeed indicator or vertical speed indicator connected into static system.

1. Hold pressure hose firmly against static pressure source opening.
2. Slowly squeeze air bulb to apply desired pressure to static system. Desired pressure may be maintained by repeatedly squeezing bulb to replace any air escaping through leaks.
3. Release pressure by slowly opening pressure bleed-off screw, then remove test equipment.

Figure 16-4. Static System Test Equipment

CAUTION

Never blow through pitot or static lines toward instruments.

Like pitot lines, static pressure lines must be kept clear and connections tight. All models have static source sumps which collect moisture and keep system clear. However, when necessary, disconnect static line at first instrument to which it is connected, then blow line clear with low-pressure air.

NOTE

On aircraft equipped with alternate static source, use same procedure, opening alternate static source valve momentarily to clear line, then close valve and clear remainder of system.

Check all static pressure line connections for tightness. If hoses or hose connections are used, check for general condition and clamps for security. Replace hoses which have cracked, hardened or show other signs of deterioration.

16-16. REMOVAL AND INSTALLATION. (Refer to figure 16-2.) To remove pitot mast remove four mounting screws on side of connector (21) and pull mast out of connector far enough to disconnect pitot line (5). Electrical connections to heater assembly (if installed) may be disconnected through wing access plate just inboard of mast. Pitot and static lines are removed in the usual manner, after removing wing access plates, lower wing fairing strip and upholstery as required. Installation of tubing will be simpler if a guide wire is drawn in as tubing is removed from wing. The tubing may be removed intact by drawing it out through cabin and right door. When replacing components of pitot and static pressure systems, use anti-seize compound sparingly on male threads on both metal and plastic connections. Avoid excess compound which might enter lines. Tighten connections firmly, but avoid overtightening and distorting fittings. If twisting of plastic tubing is encountered when tightening fittings, VV-P-236 (USP Petrolatum), may be applied sparingly between tubing and fittings.

16-17. TROUBLE SHOOTING--PITOT STATIC SYSTEM.

TROUBLE	PROBABLE CAUSE	REMEDY
LOW OR SLUGGISH AIRSPEED INDICATION. (Normal altimeter and vertical speed.)	Pitot tube obstructed, leak or obstruction in pitot line.	Test pitot tube and line for leaks or obstructions. Blow out tube and line, repair or replace damaged line.
INCORRECT OR SLUGGISH RESPONSE. (all three instruments.)	Leaks or obstruction in static line.	Test line for leaks and obstructions. Repair or replace line, blow out obstructed line.

16-18. TRUE AIRSPEED INDICATOR. A true airspeed indicator may be installed. This indicator, equipped with a conversion ring, may be rotated until pressure altitude is aligned with outside air temperature, then airspeed indicated on instrument is read as true airspeed on adjustable ring. Refer to figure 16-3 for removal and installation. Upon installation, before tightening mounting screws (2), calibrate the instrument as follows: Rotate ring (4) until 120 mph on adjustable ring aligns with 120 mph on indicator. Holding this setting, move retainer (3) until 60°F aligns with zero pressure altitude, then tighten mounting screws (2) and replace decorative cover.

NOTE

On indicators graduated in knots, use 105 knots instead of 120 miles per hour in the above calibration procedure.

SHOP NOTES:

16-19. TROUBLE SHOOTING--AIRSPEED INDICATOR.

TROUBLE	PROBABLE CAUSE	REMEDY
HAND FAILS TO RESPOND.	Pitot pressure connection not properly connected to pressure line from pitot tube.	Test line and connection for leaks. Repair or replace damaged line, tighten connections.
	Pitot or static lines clogged.	Check line for obstructions. Blow out lines.
INCORRECT INDICATION OR HAND OSCILLATES.	Leak in pitot or static lines.	Test lines and connections for leaks. Repair or replace damaged lines, tighten connections.
	Defective mechanism or leaking diaphragm.	Substitute known-good indicator and check reading. Replace instrument.
	Leaking diaphragm.	Substitute known-good indicator and check reading. Replace instrument.
(Refer to Paragraph 16-11)	Alternate static source valve open. THRU U20601596, U20601619 THRU U20601632 AND THRU P20601587.	Check visually. Close for normal operation.
HAND VIBRATES.	Excessive vibration.	Check panel shock mounts. Replace defective shock mounts.
	Excessive tubing vibration.	Check clamps and line connections for security. Tighten clamps and connections, replace tubing with flexible hose.

SHOP NOTES:

16-20. TROUBLE SHOOTING--ALTIMETER

TROUBLE	PROBABLE CAUSE	REMEDY
INSTRUMENT FAILS TO OPERATE.	Static line plugged.	Check line for obstructions. Blow out lines.
	Defective mechanism.	Substitute known-good altimeter and check reading. Replace instrument.
INCORRECT INDICATION.	Hands not carefully set.	Reset hands with knob.
	Leaking diaphragm.	Substitute known-good altimeter and check reading. Replace instrument.
	Pointers out of calibration.	Compare reading with known-good altimeter. Replace instrument.
HAND OSCILLATES.	Static pressure irregular.	Check lines for obstruction or leaks. Blow out lines, tighten connections.
	Leak in airspeed or vertical speed indicator installations.	Check other instruments and system plumbing for leaks. Blow out lines, tighten connections.

16-21. TROUBLE SHOOTING--VERTICAL SPEED INDICATOR.

TROUBLE	PROBABLE CAUSE	REMEDY
INSTRUMENT FAILS TO OPERATE.	Static line plugged.	Check line for obstructions. Blow out lines.
	Static line broken.	Check line for damage, connections for security. Repair or replace damaged line, tighten connections.
INCORRECT INDICATION.	Partially plugged static line.	Check line for obstructions. Blow out lines.
	Ruptured diaphragm.	Substitute known-good indicator and check reading. Replace instrument.
	Pointer off zero.	Reset pointer to zero. Reset pointer to zero.
POINTER OSCILLATES.	Partially plugged static line.	Check line for obstructions. Blow out lines.

16-21. TROUBLE SHOOTING--VERTICAL SPEED INDICATOR. (Cont)

TROUBLE	PROBABLE CAUSE	REMEDY
POINTER OSCILLATES. (cont).	Leak in static line.	Test lines and connections for leaks. Repair or replace damaged lines, tighten connections.
	Leak in instrument case.	Substitute known-good indicator and check reading. Replace instrument.
HAND VIBRATES.	Excessive vibration.	Check shock mounts. Replace defective shock mounts.
	Defective diaphragm.	Substitute known-good indicator and check for vibration. Replace instrument.

16-22. TROUBLE SHOOTING--PITOT TUBE HEATER.

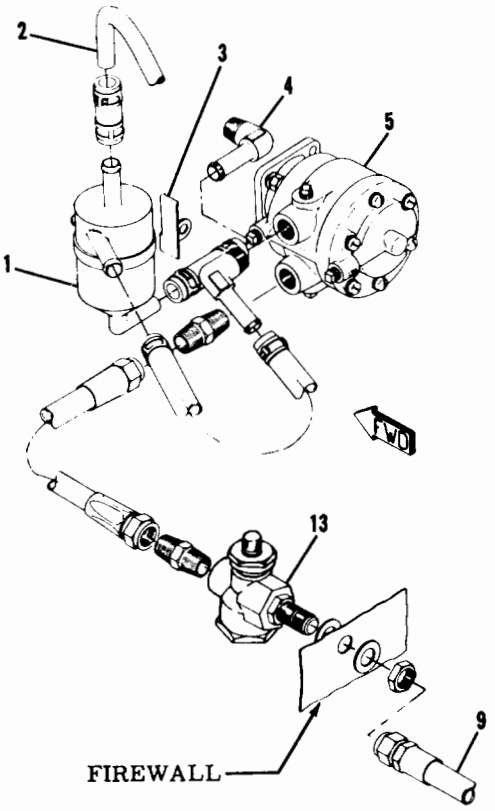
TROUBLE	PROBABLE CAUSE	REMEDY
TUBE DOES NOT HEAT OR CLEAR ICE.	Switch turned "OFF."	Turn switch "ON."
	Blown fuse.	Check fuse. Replace fuse.
	Break in wiring.	Test for open circuit. Repair wiring.
	Heating element burned out.	Check resistance of heating element. Replace element.

16-23. VACUUM SYSTEM (Refer to Figure 16-5)

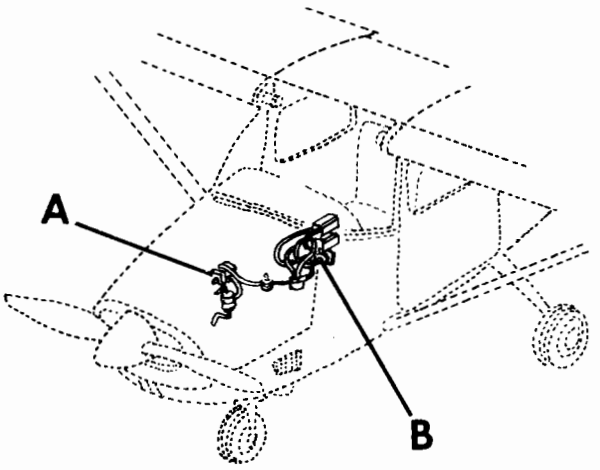
16-24. DESCRIPTION. Through Aircraft Serial U20601956 suction to operate the gyros is provided by an engine-driven vacuum pump, gear-driven through a spline-type coupling. The vacuum pump discharge air passes through an oil separator, where the oil, which passes through the pump for lubrication, is returned to the engine and the air is expelled overboard. Beginning with Aircraft Serial U20601957 a dry vacuum system is installed. This system utilizes a sealed bearing, engine-driven vacuum pump, which eliminates the oil separation components from the system. A discharge tube is connected to the pump to expell the air from the pump overboard. A suction relief valve is used to control system pressure and is connected between the pump inlet and the instruments. In the cabin, the vacuum line is routed from the gyro instruments to the relief valve at the firewall. A central air filtering system is utilized. The reading of the suction gage indicates net difference in suction before and after air passes through a gyro. This differential pressure will gradually decrease as the central air filter becomes dirty, causing a lower reading on the suction gage.

16-25. TROUBLE SHOOTING--VACUUM SYSTEM --THRU U20601956 (WET SYSTEM)

TROUBLE	PROBABLE CAUSE	REMEDY
HIGH SUCTION GAGE READINGS.	Gyros function normally-relief valve screen clogged, relief valve malfunction.	Check screen, than valve. Compare gage readings with new gage. Clean screen, reset valve. Replace gage.

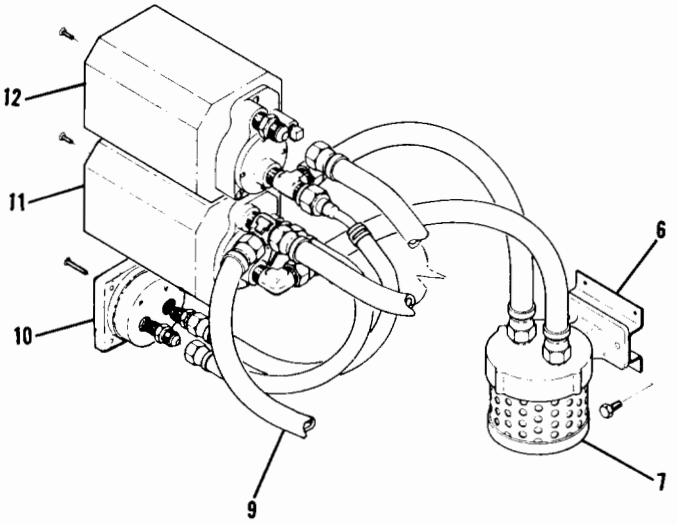


Detail **A**



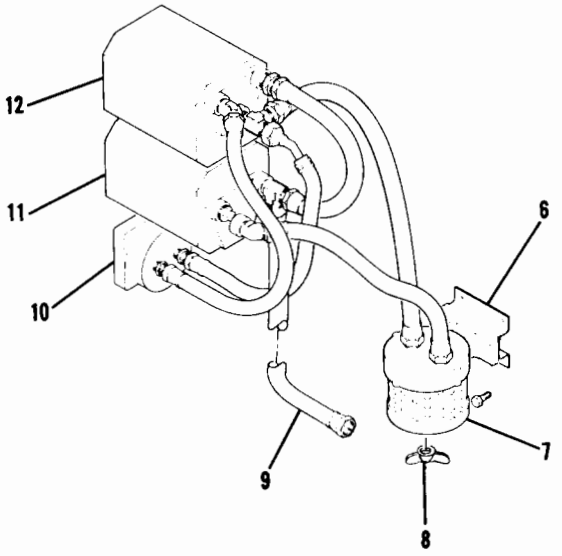
NOTE

Refer to paragraph 16-30 for relief valve adjustment.



BEGINNING WITH 1972 MODELS

Detail **B**



THRU 1971 MODELS

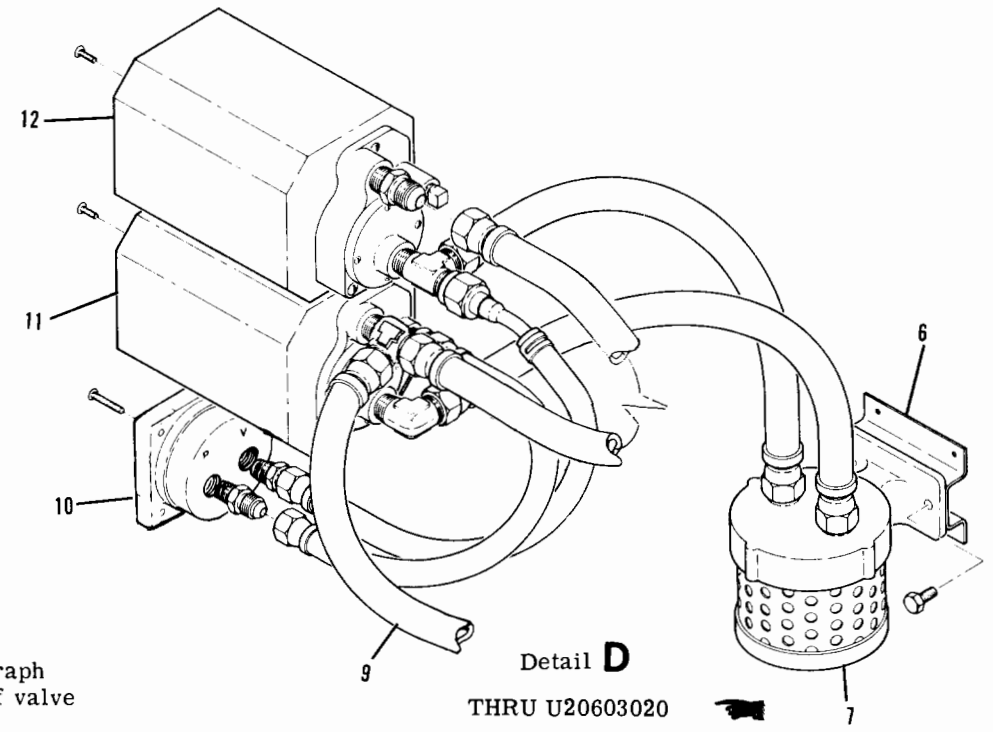
Detail **B**

1. Oil Separator
2. Vent
3. Bracket
4. Oil Return (To Engine)
5. Vacuum Pump
6. Bracket
7. Filter Element
8. Wing Nut
9. Suction Hose
10. Suction Gage
11. Directional Gyro
12. Gyro Horizon

THRU AIRCRAFT SERIAL U20602199

13. Relief Valve
14. Vacuum Adjust
15. Tube Locator
16. Firewall
17. O-Ring
18. Fitting
19. Cross Assembly

Figure 16-5. Vacuum System (Sheet 1 of 3) Wet System

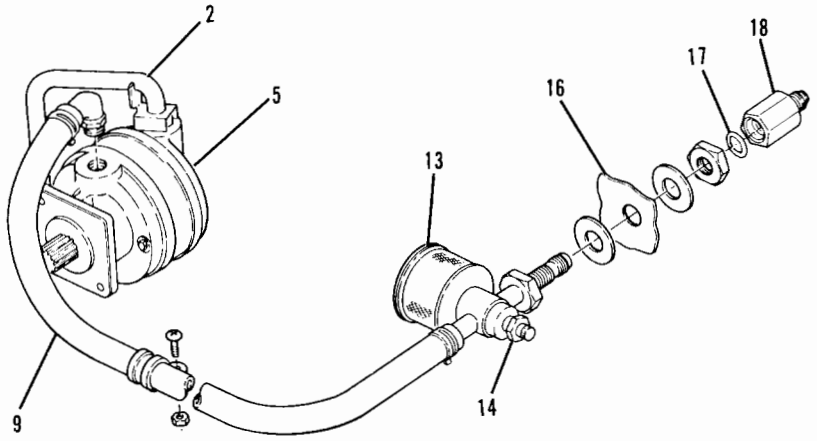


NOTE

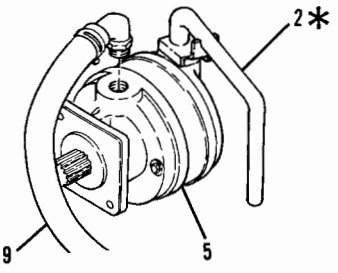
Refer to paragraph 16-30 for relief valve adjustment.

Detail **D**

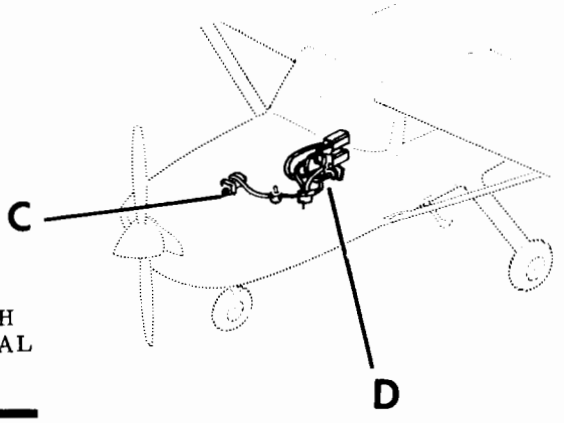
THRU U20603020



Detail **C**

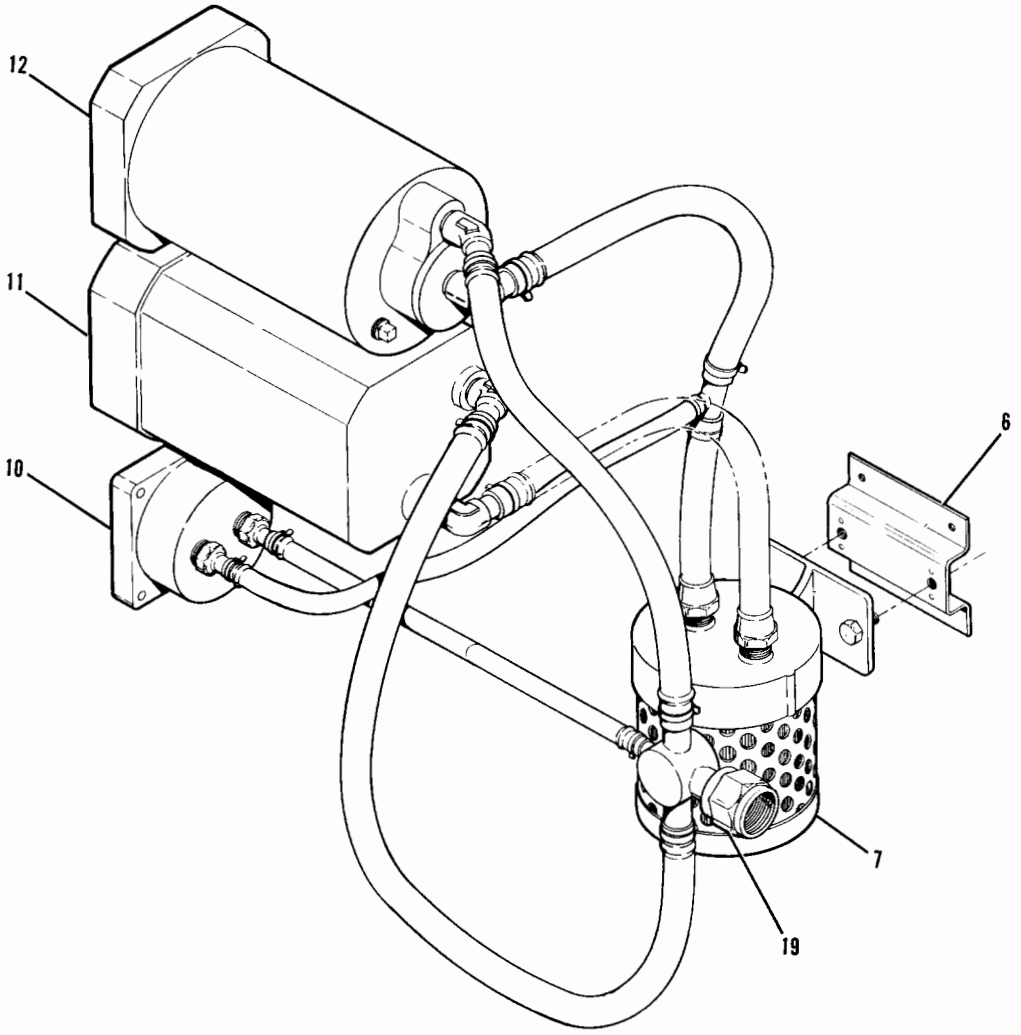


*FOR TU206 MODELS, VENT TUBE IS POSITIONED AS SHOWN



BEGINNING WITH AIRCRAFT SERIAL U20601957 (DRY SYSTEM)

Figure 16-5. Vacuum System (Sheet 2 of 3) Dry System



Detail **D**

BEGINNING WITH U20603021

Figure 16-5. Vacuum System (Sheet 3 of 3) Dry System

16-25. TROUBLE SHOOTING--VACUUM SYSTEM--THRU U20601956 (WET SYSTEM) (cont)

TROUBLE	PROBABLE CAUSE	REMEDY
NORMAL SUCTION GAGE READING, SLUGGISH OR ERRATIC GYRO RESPONSE.	Instrument air filters clogged.	Clean or replace filter as necessary.
LOW SUCTION GAGE READINGS.	Leaks or restriction between instruments and relief valve, relief valve out of adjustment, defective pump, restriction in oil separator or pump discharge line.	Check lines for leaks, disconnect and test pump. Repair or replace lines, adjust or replace relief valve, repair or replace pump. clean oil separator.
	Central air filter dirty.	Clean or replace filter as necessary.
SUCTION GAGE FLUCTUATES.	Defective gage or sticking relief valve.	Check suction with test gage. Replace gage. Clean sticking valve with Stoddard solvent. Blow dry and test. If valve sticks after cleaning, replace valve.
OIL COMES OVER IN PUMP DISCHARGE LINE.	Oil seperator clogged, oil return line obstructed, excessive oil flow through pump.	Check oil seperator, return line. Check that pump oil return rate does not exceed 120 cc/hour (approx. 8 drops/minute), at 50 psi oil pressure. Clean oil separator is Stoddard solvent, blow dry. Blow out lines. If pump oil consumption is excessive, replace oil metering collar and pin in pump.

16-25A. TROUBLE SHOOTING--VACUUM SYSTEM--BEGINNING WITH U20601957 (DRY SYSTEM)

TROUBLE	PROBABLE CAUSE	REMEDY
HIGH SUCTION GAGE READINGS.	Gyros function normally-relief valve screen clogged, relief valve malfunction.	Check screen, then valve. Compare gage readings with new gage. Clean screen, reset valve. Replace gage.
NORMAL SUCTION GAGE READING, SLUGGISH OR ERRATIC GYRO RESPONSE.	Instrument air filters clogged.	Clean or replace filter as necessary.
LOW SUCTION GAGE READINGS.	Leaks or restriction between instruments and relief valve, relief valve out of adjustment, defective pump.	Check lines for leaks, disconnect and test pump. Repair or replace lines, adjust or replace relief valve, repair or replace pump.
	Central air filter dirty.	Clean or replace filter as necessary

16-25A. TROUBLE SHOOTING--BEGINNING WITH U20601957 DRY SYSTEM (Cont)

TROUBLE	PROBABLE CAUSE	REMEDY
SUCTION GAGE FLUCTUATES.	Defective gage or sticking relief valve.	Check suction with test gage. Replace gage. Clean sticking valve with Stoddard solvent. Blow dry and test. If valve sticks after cleaning, replace valve.

16-26. TROUBLE SHOOTING--GYROS.

TROUBLE	PROBABLE CAUSE	REMEDY
HORIZON BAR FAILS TO RESPOND.	Central filter dirty.	Check filter. Clean or replace filter.
	Suction relief valve improperly adjusted.	Adjust or replace relief valve.
	Faulty suction gage.	Substitute known-good suction gage and check gyro response. Replace suction gage.
	Vacuum pump failure.	Check pump. Replace pump.
	Vacuum line kinked or leaking.	Check lines for damage and leaks. Repair or replace damaged lines, tighten connections.
HORIZON BAR DOES NOT SETTLE.	Defective mechanism.	Substitute known-good gyro and check indication. Replace instrument.
	Insufficient vacuum.	Adjust or replace relief valve.
	Excessive vibration.	Check panel shock-mounts. Replace defective shock-mounts.
HORIZON BAR OSCILLATES OR VIBRATES EXCESSIVELY.	Central filter dirty.	Check filter. Clean or replace filter.
	Suction relief valve improperly adjusted.	Adjust or replace relief valve.
	Faulty suction gage.	Substitute known-good suction gage and check gyro indication. Replace suction gage.
	Defective mechanism.	Substitute known-good gyro and check indication. Replace instrument.
	Excessive vibration.	Check panel shock-mounts. Replace defective shock-mounts.

16-26. TROUBLE SHOOTING--GYROS. (Cont).

TROUBLE	PROBABLE CAUSE	REMEDY
EXCESSIVE DRIFT IN EITHER DIRECTION.	Central air filter dirty.	Check filter. Clean or replace filter.
	Low vacuum, relief valve improperly adjusted.	Adjust or replace relief valve.
	Faulty suction gage.	Substitute known-good suction gage and check gyro indication. Replace suction gage.
	Vacuum pump failure.	Check pump. Replace pump.
	Vacuum line kinked or leaking.	Check lines for damage and leaks. Repair or replace damaged lines, tighten connections.
DIAL SPINS IN ONE DIRECTION CONTINUOUSLY.	Operating limits have been exceeded.	Replace instrument.
	Defective mechanism.	Substitute known-good gyro and check indication. Replace instrument.

16-27. TROUBLE SHOOTING--VACUUM PUMP (Wet System)

TROUBLE	PROBABLE CAUSE	REMEDY
EXCESSIVE OIL IN DISCHARGE.	Damaged engine drive seal.	Replace gasket.
	Oil separator clogged, oil return line obstructed, excessive oil flow through pump.	Clean oil separator with Stoddard solvent, then blow dry. Blow out lines. If pump oil consumption is excessive, replace oil metering pin in pump.
HIGH SUCTION.	Suction relief valve screen clogged.	Clean or replace screen.
LOW SUCTION.	Relief valve leaking.	Replace relief valve.
	Vacuum pump failure.	Replace vacuum pump.

16-27A. TROUBLE SHOOTING -- VACUUM PUMP (Dry System)

TROUBLE	PROBABLE CAUSE	REMEDY
OIL IN DISCHARGE.	Damaged pump drive seal.	Replace gasket.

16-27A. TROUBLE SHOOTING--VACUUM PUMP (Wet System) (Cont)

TROUBLE	PROBABLE CAUSE	REMEDY
HIGH SUCTION.	Suction relief valve screen clogged.	Clean or replace screen.
LOW SUCTION.	Relief valve leaking.	Replace relief valve.
	Vacuum pump failure.	Replace vacuum pump.

16-28. REMOVAL AND INSTALLATION OF COMPONENTS. Through Aircraft Serial U20601956 the various components of the vacuum system are secured by conventional clamps, mounting screws and nuts. To remove a component, remove mounting screws and disconnect inlet and discharge lines. When replacing a vacuum system component, ensure connections are made correctly. Use thread lubricant sparingly and only on male threads. Avoid overtightening connections. Before reinstalling a vacuum pump, probe oil passages in pump and engine, to make sure they are open. Place mounting pad gasket in position over studs and ensure it does not block oil passages. Coat pump drive splines lightly with a high-temperature grease such as Dow Silicone #30 (Dow-Corning Co., Midland, Mich.). After installing pump, before connecting plumbing, start engine and hold a piece of paper over pump discharge to check for proper lubrication. Proper oil flow through pump is one to four fluid ounces per hour.

16-28A. REMOVAL AND INSTALLATION OF COMPONENTS. Beginning with U20601957 the various components of the vacuum system are secured by conventional clamps, mounting screws and nuts. To remove a component, remove mounting screws and disconnect inlet and discharge lines. Cap open lines and fitting to prevent dirt from entering the system. When replacing a vacuum system component, ensure connections are made correctly. Use no lubricants on any components when assembling a dry vacuum system. Avoid over-tightening connections. Before installing the vacuum pump, place mounting pad gasket in position over studs. Be sure all lines and fittings are open and caps are removed.

16-29. CLEANING. Low pressure, dry compressed air should be used in cleaning vacuum system components. The suction relief valve should be washed with Stoddard solvent then dried with low-pressure air. Refer to Section 2 for central air filter. Check hose for collapsed inner liners as well as external damage.

CAUTION

Never apply compressed air to lines or components installed in aircraft. The excessive pressures will damage gyros. If an obstructed line is to be blown out, disconnect at both ends and blow from instrument panel out.

16-30. VACUUM RELIEF VALVE ADJUSTMENT. A suction gage reading of 5.3 inches of mercury is desirable for gyro instruments. However, a range of 4.6 to 5.4 inches of mercury is acceptable. To adjust relief valve, remove control air filter, run engine to 2200 rpm on ground and adjust relief valve to 5.3 ± .1 inches of mercury.

CAUTION

Do not exceed maximum engine temperature.

NOTE

The relief valve on turbocharged aircraft is alitude compensated by an internal aneroid. Operation of the compensating mechanism is automatic. Standard relief valve adjustment applies to the compensated relief valve.

Be sure filter element is clean before installing. If reading drops noticeably, install new filter element.

SHOP NOTES:

16-30. VACUUM RELIEF VALVE ADJUSTMENT. A suction gage reading of 5.3 inches of mercury is desirable for gyro instruments. However, a range of 4.6 to 5.4 inches of mercury is acceptable. To adjust relief valve, remove control air filter, run engine to 2200 rpm on ground and adjust relief valve to 5.3 ± .1 inches of mercury.

CAUTION

Do not exceed maximum engine temperature.

Be sure filter element is clean before installing. If reading drops noticeably, install new filter element.

16-31. ENGINE INDICATORS.

16-32. TACHOMETER.

16-33. DESCRIPTION. The tachometer is a mechanical indicator driven at half crankshaft speed by a flexible shaft. Most tachometer difficulities will be found in the drive-shaft. To function properly, the shaft housing must be free of kinks, dents and sharp bends. There should be no bend on a radius shorter than six inches and no bend within three inches of either terminal. If a tachometer is noisy or pointer oscillates, check cable housing for kinks, sharp bends and damage. Disconnect cable at tachometer and pull it out of housing. Check cable for worn spots, breaks and kinks.

NOTE

Before replacing a tachometer cable in housing, coat lower two thirds with AC Type ST-640 speedometer cable grease or Lubriplate No. 110. Insert cable in housing as far as possible, then slowly rotate to make sure it is seated in engine fitting. Insert cable in tachometer, making sure it is seated in drive shaft, then reconnect housing and torque to 50 pound-inches (at instrument).

16-34. MANIFOLD PRESSURE/FUEL FLOW INDICATOR.

15-35. DESCRIPTION. The manifold pressure and fuel flow indicators are in one instrument case. However, each instrument operates independently. The manifold pressure gage is a barometric instrument which indicates absolute pressure in the intake manifold inches of mercury. The fuel flow indicator is a pressure instrument calibrated in gallons per hour, indicating approximate gallons of fuel metered per hour to the engine. Pressure for operating the indicator is obtained through a hose from the fuel manifold valve. The fuel flow indicator is vented to atmospheric pressure with standard engines and to turbocharger outlet pressure on turbocharged engines.

16-36. TROUBLE SHOOTING -- FUEL FLOW INDICATOR.

TROUBLE	PROBABLE CAUSE	REMEDY
DOES NOT REGISTER.	Pressure line clogged.	Blow out line.
	Pressure line broken.	Repair or replace damaged line.
	Fractured bellows or damaged mechanism.	Replace instrument.
	Clogged snubber orifice.	Replace instrument.
	Pointer loose on staff.	Replace instrument.
POINTER FAILS TO RETURN TO ZERO.	Foreign matter in line.	Blow out line.
	Clogged snubber orifice.	Replace instrument.
	Damaged bellows or mechanism.	Replace instrument.
INCORRECT OR ERRATIC READING.	Damaged or dirty mechanism.	Replace instrument.
	Pointer bent, rubbing on dial or glass.	Replace instrument.
	Leak or partial obstruction in pressure or vent line.	Blow out dirty line, repair or tighten loose connections.

16-37. TROUBLE SHOOTING -- MANIFOLD PRESSURE INDICATOR.

TROUBLE	PROBABLE CAUSE	REMEDY
EXCESSIVE ERROR AT EXISTING BAROMETRIC PRESSURE.	Pointer shifted.	Replace instrument.
	Leak in vacuum bellows.	Replace instrument.
	Loose pointer.	Replace instrument.
	Leak in pressure line.	Repair or replace damaged line, tighten connections.
	Condensate or fuel in line.	Blow out line.
JERKY MOVEMENT OF POINTER.	Excessive internal friction.	Replace instrument.
	Rocker shaft screws tight.	Replace instrument.
	Link springs too tight.	Replace instrument.
	Dirty pivot bearings.	Replace instrument.
	Defective mechanism.	Replace instrument.
	Leak in pressure line.	Repair or replace damaged line, tighten connections.
SLUGGISH OPERATION OF POINTER.	Foreign matter in line.	Blow out line.
	Damping needle dirty.	Replace instrument.
	Leak in pressure line.	Repair or replace damaged line, tighten connections.
EXCESSIVE POINTER VIBRATION.	Tight rocker pivot bearings.	Replace instrument.
	Excessive vibration.	Tighten mounting screws.
IMPROPER CALIBRATION.	Faulty mechanism.	Replace instrument.
NO POINTER MOVEMENT.	Faulty mechanism.	Replace instrument.
	Broken pressure line.	Repair or replace damaged line.

16-38. CYLINDER HEAD TEMPERATURE GAGE.

16-39. DESCRIPTION. The temperature bulb regulates electrical power through the cylinder head temperature gage. The gage and bulb require little or no maintenance other than cleaning, making sure lead is properly supported and all connections are clean, tight and properly insulated. A potentiometer is installed on the gage for calibration purposes.

NOTE

A Cylinder Head Temperature Gage Calibration Unit, SK182-43 is available and may be ordered through the Cessna Service Parts Center.

16-40. TROUBLE SHOOTING.

TROUBLE	PROBABLE CAUSE	REMEDY
GAGE INOPERATIVE.	No current to circuit.	Repair electrical circuit.
	Defective gage, bulb or circuit.	Repair or replace defective items.
GAGE FLUCTUATES RAPIDLY.	Loose or broken wire permitting alternate make and break of gage circuit.	Repair or replace defective wire.
GAGE READS TOO HIGH ON SCALE.	High voltage.	Check "A" terminal.
	Gage off calibration.	Recalibrate or replace gage.
GAGE READS TOO LOW ON SCALE.	Low voltage.	Check voltage supply and "D" terminal.
	Gage off calibration.	Recalibrate or replace gage.
GAGE READS OFF SCALE AT HIGH END.	Break in bulb.	Replace bulb.
	Break in bulb lead.	Replace bulb.
	Internal break in gage.	Replace gage.
OBVIOUSLY INCORRECT READING.	Defective gage mechanism.	Replace gage.
	Incorrect calibration.	Recalibrate.

16-41. OIL PRESSURE GAGE.

16-42. DESCRIPTION. The Bourdon tube-type oil pressure gage is a direct-reading instrument, operated by a pressure pickup line connected to the engine main oil gallery. The oil pressure line from the instrument to the engine should be filled with kerosene, especially during cold weather operation, to attain an immediate oil indication.

16-43. TROUBLE SHOOTING.

TROUBLE	PROBABLE CAUSE	REMEDY
GAGE DOES NOT REGISTER.	Pressure line clogged.	Check line for obstructions. Clean line.
	Pressure line broken.	Check line for leaks and damage. Repair or replace damaged line.
	Fractured Bourdon tube.	Replace instrument.
	Gage pointer loose on staff.	Replace instrument.
	Damaged gage movement.	Replace instrument.
GAGE POINTER FAILS TO RETURN TO ZERO.	Foreign matter in line.	Check line for obstructions. Clean line.
	Foreign matter in Bourdon tube.	Replace instrument.
	Bourdon tube stretched.	Replace instrument.
GAGE DOES NOT REGISTER PROPERLY.	Faulty mechanism.	Replace instrument.
GAGE HAS ERRATIC OPERATION.	Worn or bent movement.	Replace instrument.
	Foreign matter in Bourdon tube.	Replace instrument.
	Dirty or corroded movement.	Replace instrument.
	Pointer bent and rubbing on dial, dial screw or glass.	Replace instrument.
	Leak in pressure line.	Check line for leaks and damage. Repair or replace damaged line.

16-44. OIL TEMPERATURE GAGE.

16-45. DESCRIPTION. The oil temperature gage is a Bourdon-type pressure instrument connected by armored capillary tubing to a temperature bulb in the engine. The temperature bulb, capillary tube and gage are filled with fluid and sealed. Expansion and contraction of fluid in the bulb with temperature changes operates gage. Checking capillary tube for damage and fittings for security is the only maintenance required. Since the tube's inside diameter is small, small dents and kinks which would be quite acceptable in larger tubing may partially or completly close off capillary, making gage inoperative.

16-46. FUEL QUANTITY INDICATING SYSTEM.

16-47. DESCRIPTION. The magnetic type fuel quantity indicators are used in conjunction with a float-operated variable-resistance transmitter in each fuel tank. The full position of float produces a minimum resistance through transmitter, permitting maximum current flow through the fuel quantity indicator and maximum pointer deflection. As fuel level is lowered, resistance in transmitter is increased, producing a decreased current flow through fuel quantity indicator and a smaller pointer deflection. Beginning with Serial U206-01573, a heat sink assembly (Voltage Regulator) is incorporated into the fuel quantity indicating system of aircraft equipped with a 24-volt system. The unit is mounted on top of the glove box thru U20602199 and is located under the glove box beginning with U20602200. The unit converts 28-volt current flow from the bus to a 14-volt current flow to the fuel quantity indicators and transmitters. Refer to the 24-volt part of Section 20 in this Service Manual for a schematic wiring diagram of the Heat Sink Assembly.

16-48. TROUBLE SHOOTING.

TROUBLE	PROBABLE CAUSE	REMEDY
FAILURE TO INDICATE.	No power to indicator or transmitter. (Pointer stays below E.)	Check fuse and inspect for open circuit. Replace fuse, repair or replace defective wire.
	Grounded wire. (Pointer stays above F.)	Check for partial ground between transmitter and gage. Repair or replace defective wire.
	Low voltage.	Check voltage at indicator. Correct voltage.
	Defective indicator.	Substitute known-good indicator. Replace indicator.
OFF CALIBRATION.	Defective indicator.	Substitute known-good indicator. Replace indicator.
	Defective transmitter.	Substitute known-good transmitter. Recalibrate or replace.
	Low or high voltage.	Check voltage at indicator. Correct voltage.
STICKY OR SLUGGISH INDICATOR OPERATION.	Defective indicator.	Substitute known-good indicator. Replace indicator.
	Low voltage.	Check voltage at indicator. Correct voltag
ERRATIC READINGS.	Loose or broken wiring on indicator or transmitter.	Inspect circuit wiring. Repair or replace defective wire.
	Defective indicator or transmitter.	Substitute known-good component. Replace indicator or transmitter.
	Defective master switch.	Replace switch.

16-49. TRANSMITTER CALIBRATION. Chances of transmitter calibration changing in normal service is remote, however, it is possible that float arm or float arm stops may become bent if transmitter is removed from cell. Transmitter calibration is obtained by adjusting float travel. Float travel is limited by float arm stops.

WARNING

Use extreme caution while working with electrical components of fuel system. The possibility of electrical sparks around an "empty" fuel cell creates a hazardous situation.

Before installing transmitter, attach electrical wires and place master switch in "ON" position. Allow float arm to rest against lower float arm stop and read indicator. The pointer should be on E (empty) position. If not, adjust lower stop so pointer indicator is on E (empty). Raise float until arm is against upper stop and adjust stop to permit indicator pointer to be on F (full). Install transmitter in accordance with Paragraph 16-49A and Section 13.

16-49A. REMOVAL AND INSTALLATION FUEL QUANTITY TRANSMITTERS. (Refer to Section 13, figure 13-5.) Observe precautions of Section 13-3 when working with fuel components.

a. Drain fuel from cell.
b. Remove wing root fairing.
c. Disconnect electrical lead and ground strap from transmitter.
d. Remove screws through transmitter and wing root rib, and remove transmitter.

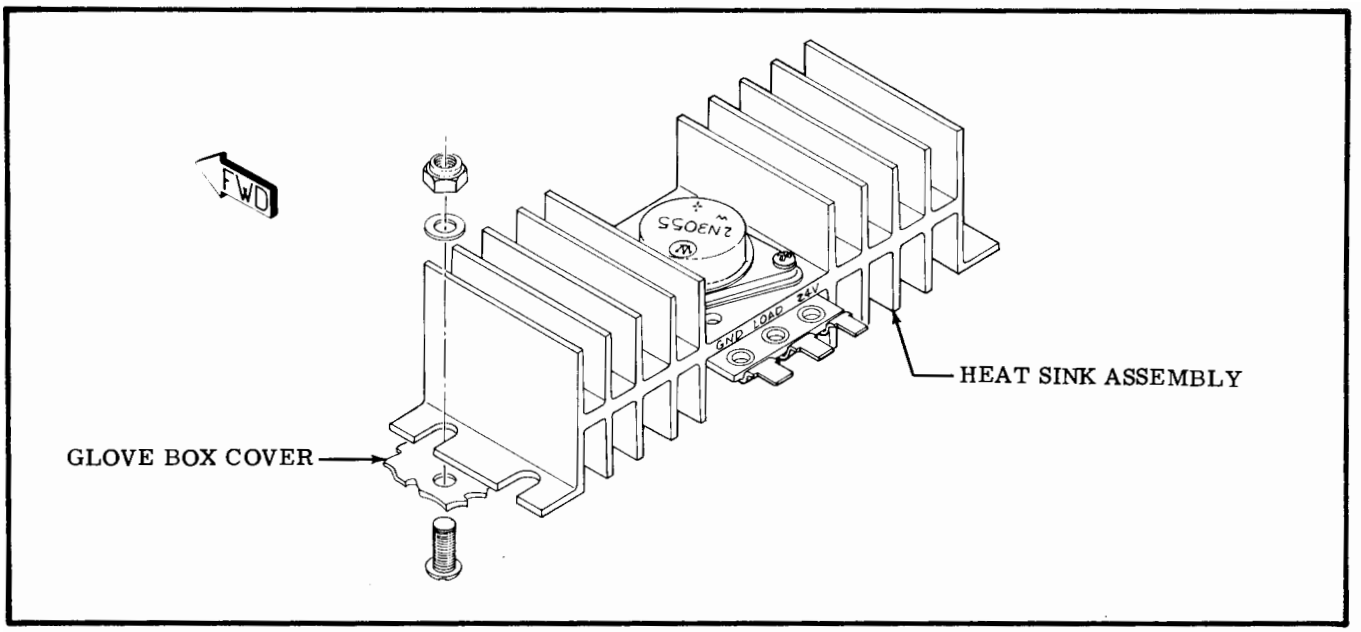


Figure 16-6. Heat Sink Assembly (Voltage Regulator) Installation

e. Install transmitter by reversing preceding steps. No gasket paste should be used.
f. Fill fuel cell. Check for leaks and correct fuel quantity indication.

NOTE

Be sure grounding is secure and in accordance with figure 13-5.

16-49B. REMOVAL AND INSTALLATION HEAT SINK. (Refer to figure 16-6.)
a. Turn off master switch or disconnect battery leads.
b. Disconnect 3 wires from heat sink assembly and tag for identification.
c. Remove nuts, screws and washers attaching unit to glove box and remove the unit.
d. Reverse preceding steps to install the heat sink unit.

16-50. HOURMETER.

16-51. DESCRIPTION. The hourmeter is electrically operated instrument, actuated by a pressure switch in the oil pressure gage line. Electrical power is supplied through a one-amp fuse from the electrical clock circuit, and therefore will operate independent of master switch.

SHOP NOTES:

16-52. ECONOMY MIXTURE INDICATOR.

16-53. DESCRIPTION. The economy mixture indicator is an exhaust gas temperature (EGT) sensing device which is used to aid pilot in selecting most desirable fuel-air mixture for cruising flight at less than 75% power. Exhaust gas temperature (EGT) varies with ratio of fuel-to-air mixture entering engine cylinders. Refer to Owner's Manual for operating procedure of system.

16-54. TROUBLE SHOOTING.

TROUBLE	PROBABLE CAUSE	REMEDY
GAGE INOPERATIVE.	Defective gage, probe or circuit.	Repair or replace defective part.
INCORRECT READING.	Indicator needs calibrating.	Calibrate indicator in accordance with paragraph 15-56.
FLUCTUATING READING.	Loose, frayed or broken lead, permitting alternate make and break of circuit.	Tighten connections and repair or replace defective leads.

16-55. CALIBRATION. A potentiometer adjustment screw is provided behind the plastic cap at the back of the instrument for calibration. This adjustment screw is used to position the pointer over the reference increment line (4/5 of scale) at peak EGT. Establish 65% power in level flight, then carefully lean the mixture to peak EGT. After the pointer has peaked, using the adjustment screw, position pointer over the reference increment line (4/5 of scale).

NOTE

This setting will provide relative temperature indications for normal cruise power settings within range of the instrument.

Turning the screw clockwise increases the meter reading and counterclockwise decreases the meter reading. There is a stop in each direction and damage can occur if too much torque is applied against stops. Approximately 600°F total adjustment is provided. The adjustable yellow pointer on the face of the instrument is a reference pointer only.

16-56. REMOVAL AND INSTALLATION. Removal of the indicator is accomplished by removing the mounting screws and disconnecting the leads. Tag leads to facilitate installation. The thermocouple probe is secured to the exhaust stack with a clamp. When installing probe, tighten clamp to 45 pound-inches and safety as required.

16-57. MAGNETIC COMPASS.

16-58. DESCRIPTION. The magnetic compass is liquid-filled, with expansion provisions to compensate for temperature changes. It is equipped with compensating magnets adjustable from the front of the case. The compass is internally lighted, controlled by the panel lights rheostat. No maintenance is required on the compass except an occasional check on a compass rose and replacement of the lamp. The compass mount is attached by three screws to a base plate which is bonded to the windshield with methylene chloride. A tube containing the compass light wires is attached to the metal strip at the top of the windshield. Removal of the compass is accomplished by removing the screw at the forward end of the compass mount, unfastening the metal strip at the top of the windshield and cutting the two wire splices. Removal of the compass mount is accomplished by removing the outside air temperature probe and removing the three screws attaching mount to the base plate. Access to the inner screw is gained through a hole in the bottom of mount, through which a thin screwdriver may be inserted. When installing the compass, it will be necessary to splice the compass light wires.

16-59. STALL WARNING HORN AND TRANSMITTER.

16-60. DESCRIPTION. The stall warning horn is mounted on the glove box. It is electrically operated

and controlled by a stall warning transmitter mounted on leading edge of left wing. For further information on warning horn and transmitter, refer to Section 17.

16-61. TURN-AND-SLIP INDICATOR.

16-62. DESCRIPTION. The turn-and-slip indicator is operated by the aircraft electrical system and operates ONLY when the master switch is on. Its circuit is protected by an automatically-resetting circuit breaker.

16-63. TROUBLE SHOOTING.

TROUBLE	PROBABLE CAUSE	REMEDY
INDICATOR POINTER FAILS TO RESPOND.	Automatic resetting circuit breaker defective.	Check circuit breaker. Replace circuit breaker.
	Master switch "OFF" or switch defective.	Check switch "ON." Replace defective switch.
	Broken or grounded lead to indicator.	Check circuit wiring. Repair or replace defective wiring.
	Indicator not grounded.	Check ground wire. Repair or replace defective wire.
	Defective mechanism.	Replace instrument.
HAND SLUGGISH IN RETURNING TO ZERO.	Defective mechanism.	Replace instrument.
	Low voltage.	Check voltage at indicator. Correct voltage.
POINTER DOES NOT INDICATE PROPER TURN.	Defective mechanism.	Replace instrument.
HAND DOES NOT SIT ON ZERO.	Gimbal and rotor out of balance.	Replace instrument.
	Hand incorrectly sits on rod.	Replace instrument.
	Sensitivity spring adjustment pulls hand off zero.	Replace instrument.
IN COLD TEMPERATURES, HAND FAILS TO RESPOND OR IS SLUGGISH.	Oil in indicator becomes too thick.	Replace instrument.
	Insufficient bearing end play.	Replace instrument.
	Low voltage.	Check voltage at indicator. Correct voltage.
NOISY GYRO.	High voltage.	Check voltage at indicator. Correct voltage.
	Loose or defective rotor bearings.	Replace instrument.

16-64. TURN COORDINATOR.

16-65. DESCRIPTION. The turn coordinator is an electrically operated, gyroscopic, roll-rate turn indicator. Its gyro simultaneously senses rate of motion roll and yaw axes which is projected on a single indicator. The gyro is a non-tumbling type requiring no caging mechanism and incorporates an a.c. brushless spin motor with a solid state inverter.

16-66. TROUBLE SHOOTING.

TROUBLE	PROBABLE CAUSE	REMEDY
INDICATOR DOES NOT RETURN TO CENTER.	Friction caused by contamination in the indicator damping.	Replace instrument.
	Friction in gimbal assembly.	Replace instrument.
DOES NOT INDICATE A STANDARD RATE TURN (TOO SLOW).	Low voltage.	Measure voltage at instrument. Correct voltage.
	Inverter frequency changed.	Replace instrument.
NOISY MOTOR.	Faulty bearings.	Replace instrument.
ROTOR DOES NOT START.	Faulty electrical connection.	Check continuity and voltage. Correct voltage or replace faulty wire.
	Inverter malfunctioning.	Replace instrument.
	Motor shorted.	Replace instrument.
	Bearings frozen.	Replace instrument.
IN COLD TEMPERATURES, HAND FAILS TO RESPOND OR IS SLUGGISH.	Oil in indicator becomes too thick.	Replace instrument.
	Insufficient bearing end play.	Replace instrument.
	Low voltage.	Check voltage at instrument. Correct voltage.
NOISY GYRO.	High voltage.	Check voltage to instrument. Correct voltage.
	Loose or defective rotor bearings.	Replace instrument.

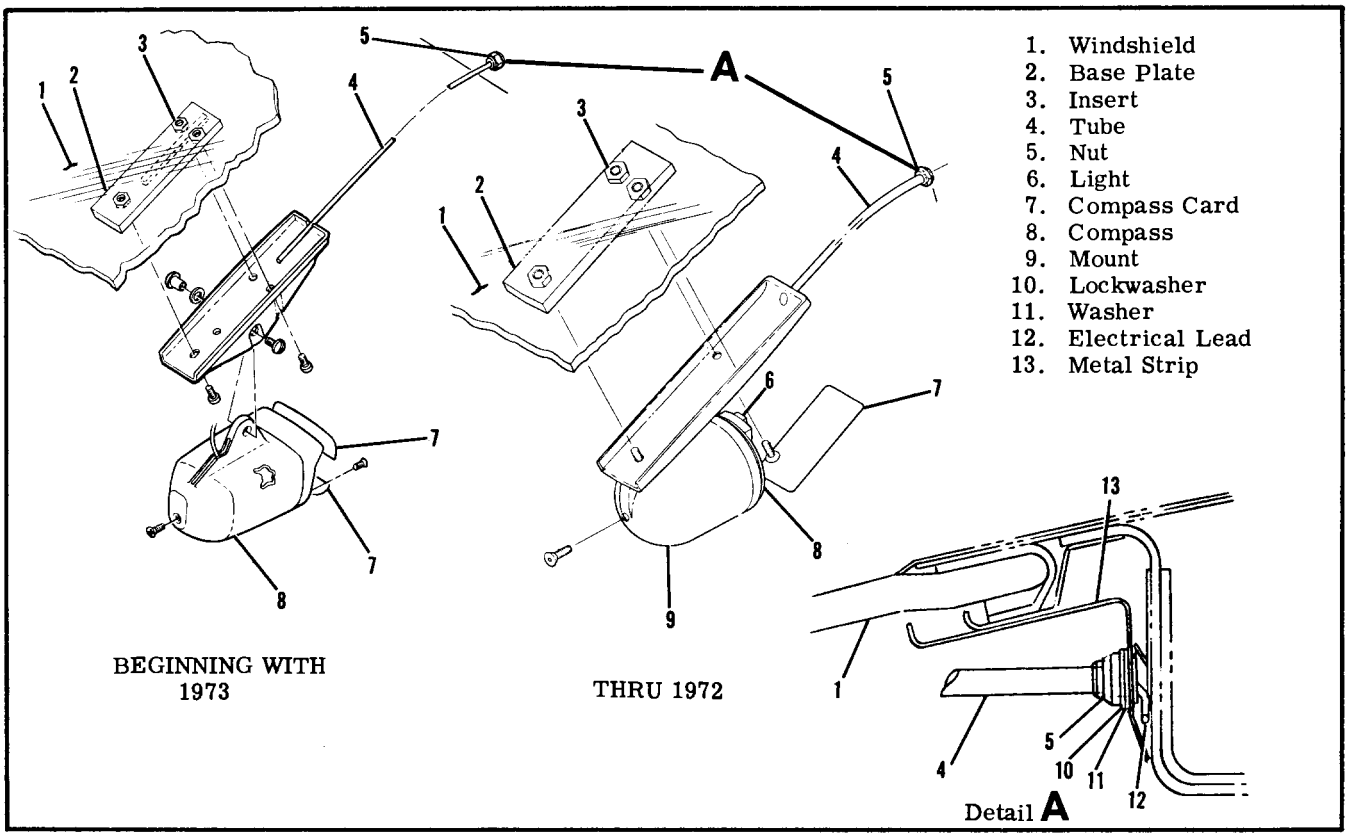


Figure 16-7. Magnetic Compass Installation

16-67. ELECTRIC CLOCK.

16-68. DESCRIPTION. The electric clock is connected to the battery through a one-ampere fuse mounted adjacent to the battery box. The electrical circuit is separate from the aircraft electrical system and will operate when the master switch is OFF.

16-69. WING LEVELER. (Refer to figure 16-8). THRU AIRCRAFT SERIAL U20602199.

16-70. DESCRIPTION. The wing leveler control system, consisting of a turn coordinator (9), pneumatic servos (3), connecting cables (4) and hose (1 and 2) may be installed. The turn coordinator gyro senses changes in roll attitude, then electrically meters vacuum power from engine-driven vacuum pump to cylinder-piston servos, operating ailerons for lateral stability. Manual control of system is afforded by the roll trim knob (10). Roll trim should not be used to correct faulty rigging or "wing heaviness". Manual override of the system may be accomplished without damage to the aircraft or system. The ON-OFF valve (11) controls vacuum supply to distributor valve, but does not affect electrically operated turn coordinator gyro. Installation of wing leveler does not change vacuum relief valve settings. Refer to appropriate publication issued by manufacturer for trouble shooting procedures.

16-71. RIGGING.

a. Remove access plates as necessary to expose components.

b. Check distance between clamp (7) and swaged ball (8). Adjust to 10.94 inches and tighten clamp on cable.

c. Position aileron in full UP position.

d. Adjust turnbuckle (5) until servo seal is fully extended but not stretched. Spring (6) should now have cable (4) and clamp (7) pulled away from its normal angle approximately one inch.

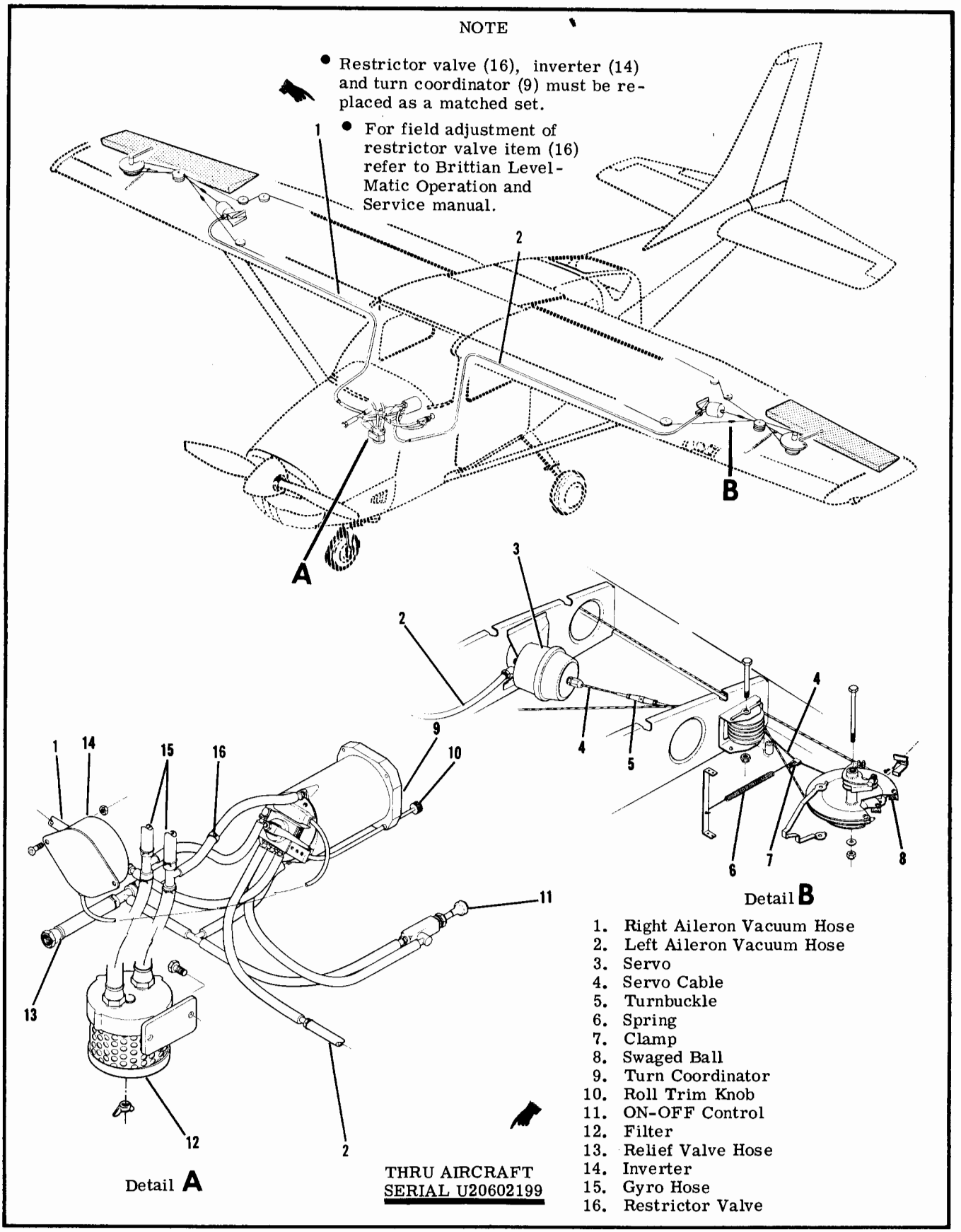


Figure 16-8. Wing Leveler Control System

SECTION 17

ELECTRICAL SYSTEMS

TABLE OF CONTENTS

17-1. ELECTRICAL SYSTEMS.

17-2. GENERAL. This section contains service information necessary to maintain the Aircraft Electrical Power Supply System, Battery and External Power Supply System, Alternator Power System, Aircraft Lighting System, Pitot Heater, Stall Warning, Cigar Lighter and Electrical Load Analysis.

17-3. ELECTRICAL POWER SUPPLY SYSTEM.

17-4. DESCRIPTION. Electrical energy for the aircraft is supplied by a 14-volt or optional 24-volt, direct-current, single wire, negative ground electrical system. A single 33 Amp-Hour 12-volt battery or optional 17 Amp-Hour, 24-volt battery supplies power for starting and furnishes a reserve source of power in the event of alternator failure. An engine-driven alternator is the normal source of power during flight and maintains a battery charge controlled by a voltage regulator. An external power source receptacle is offered as optional equipment to supplement the battery alternator system for starting and ground operation.

17-5. SPLIT BUS BAR.

17-6. DESCRIPTION. Electrical power is supplied through a split bus bar. One side of the bus bar supplies power to the electrical equipment while the other side supplies the electronic installations. When the master switch is closed the battery contactor engages and battery power is supplied to the electrical side of the split bus bar. The electrical bus feeds battery power to the electronics bus through a normally-closed relay; this relay opens when the starter switch is engaged or when an external power source is used, preventing transient voltages from damaging the semiconductor circuitry in the electronic installations. (Refer to figure 17-1.)

17-7. SPLIT BUS POWER RELAY.

17-8. DESCRIPTION. A power relay is installed behind the instrument panel on all aircraft utilizing a split bus bar. The relay is a normally-closed type, opening when external power is connected or when the starter is engaged, thus removing battery power from the electronic side of the split bus bar and preventing transient voltages from damaging the electronic installations. (Refer to figure 17-1.)

17-9. MASTER SWITCH.

17-10. DESCRIPTION. On models prior to 1970, the operation of the battery and alternator system is controlled by a single master switch. The switch is a rocker type with double-pole, single-throw contacts. The switch, when operated, connects the battery contactor coil to ground and the alternator field circuit to the battery, activating the power systems. On 1970 models and on, a new master switch is utilized. This switch is an interlocking split rocker with the battery mode on the right hand side and the alternator mode on the left hand side. This arrangement allows the battery to be on the line without the alternator, however, operation of the alternator without the battery on the line is not possible. The switch is labeled "BAT" and "ALT" below the switch and is located on the left hand side of the switch panel.

17-11. AMMETER.

17-12. DESCRIPTION. The ammeter is connected between the battery and the aircraft bus. The meter indicates the amount of current flowing either to or from the battery. With a low battery and the engine operating at cruise speed the ammeter will show the full alternator output when all electrical equipment is off. When the battery is fully charged and cruise RPM is maintained with all electrical equipment off, the ammeter will show a minimum charging rate.

17-13. BATTERY POWER SYSTEM.

17-14. BATTERY.

17-15. DESCRIPTION. On 14-volt systems, the battery is 12-volts and is approximately 33 ampere-hour capacity. On all 14-volt aircraft the battery is mounted on the forward, left side of the firewall.

On the 1971 & on optional 28-volt systems, the battery is 24-volts and is approximately 17 ampere-hour capacity. On 28-volt aircraft thru 1973 models the battery is mounted below the engine in the nose wheel tunnel. Beginning with 1974 models the battery is mounted on the left hand side of the firewall.

17-16. TROUBLE SHOOTING.

TROUBLE	PROBABLE CAUSE	REMEDY
BATTERY WILL NOT SUPPLY POWER TO BUS OR IS INCAPABLE OF CRANKING ENGINE	Battery discharged.	1. Measure voltage at "BAT" terminal of battery contactor with master switch and a suitable load such as a taxi light turned on. Normal battery will indicate 11.5 volts or more on a 14 volt system or 23 volts or more on a 28 volt system. If voltage is low proceed to step 2. If voltage is normal, proceed to step 3.
	Battery faulty.	2. Check fluid level in cells and charge 12-volt battery at 14 volts or 24-volt battery at 28 volts for approximately 30 minutes or until battery voltage rises to 14 volts on 12-volt battery or 28 volts on 24-volt battery. If tester indicates a good battery, the malfunction may be assumed to be a discharged battery. If the tester indicates a faulty battery, replace the battery.
	Faulty contactor or wiring. between contactor and master switch.	3. Measure voltage at master switch terminal (smallest) on contactor with master switch closed. Normal indication is zero volts. If voltage reads zero, proceed to step 4. If a voltage reading is obtained, check wiring between contactor and master switch. Also check master switch.

17-16. TROUBLE SHOOTING. (Cont.)

TROUBLE	PROBABLE CAUSE	REMEDY
BATTERY WILL NOT SUPPLY POWER TO BUS OR IS INCAPABLE OF CRANKING ENGINE (Cont.)	Open coil on contactor.	4. Check continuity between "BAT" terminal and master switch terminal of contactor. Normal indication on 14 volt aircraft is 16-24 ohms. Normal indication on 28 volt aircraft is 50-70 ohms. If ohmmeter indicates an open coil, replace contactor. If ohmmeter indicates a good coil, proceed to step 5.
	Faulty contactor contacts.	5. Check voltage on "BUS" side of contactor with master switch closed. Meter normally indicates battery voltage. If voltage is zero or intermittent, replace contactor. If voltage is normal, proceed to step 6.
	Faulty wiring between contactor and bus.	6. Inspect wiring between contactor and bus. Repair or replace wiring.

17-17. REMOVAL AND INSTALLATION OF 12 VOLT BATTERY. (Refer to figure 17-2.)

a. To gain access to the battery, remove the upper left half of cowling.

b. Remove the battery box lid and disconnect the battery ground cable.

CAUTION

Always remove the ground cable first and connect it last to prevent accidentally shorting the battery to the airframe with tools.

c. Disconnect the positive cable from the battery and remove the battery from aircraft.

d. To install a battery, reverse this procedure.

17-18. REMOVAL AND INSTALLATION OF 24 VOLT BATTERY. (Refer to figure 17-2.)

a. Turn Master Switch to OFF position.

b. Remove lower cowling access plate from tunnel located under the engine.

c. Remove drain tube from battery box assembly.

d. Remove quick disconnect cable assembly from battery box by loosening knob on the cable assembly.

CAUTION

Place a stand under the battery box and support assembly before removing the nuts, washers and bolts securing the battery support assembly to the tunnel. When these nuts, washers and bolts are removed, the complete battery and battery box support assembly will fall free from the aircraft, thus causing damage to the battery and battery box support assembly.

e. Remove the upper engine cowling half to gain access to the nuts, washers and bolts securing the battery support assembly and ground strap to the tunnel walls.

f. Remove the nut securing the ground strap to the right side of the tunnel wall and push the bolt thru the tunnel hole to ensure the ground strap is free for removal.

g. Remove three nuts and washers from each side of the tunnel which secure the battery support assembly.

h. Inside the tunnel, remove the three bolts from each side of the tunnel which secure the battery support assembly to the tunnel walls.

j. To reinstall the battery, reverse this procedure.

17-18A. REMOVAL AND INSTALLATION. (28 VOLT BEGINNING WITH 1974 MODELS.) (Refer to figure 17-2.)

a. To gain access to the battery, remove the upper left half of the engine cowling.

b. Remove the battery box lid and disconnect the battery ground cable.

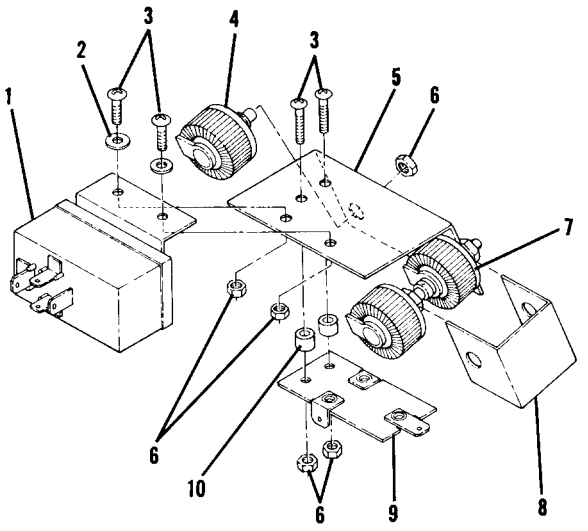
CAUTION

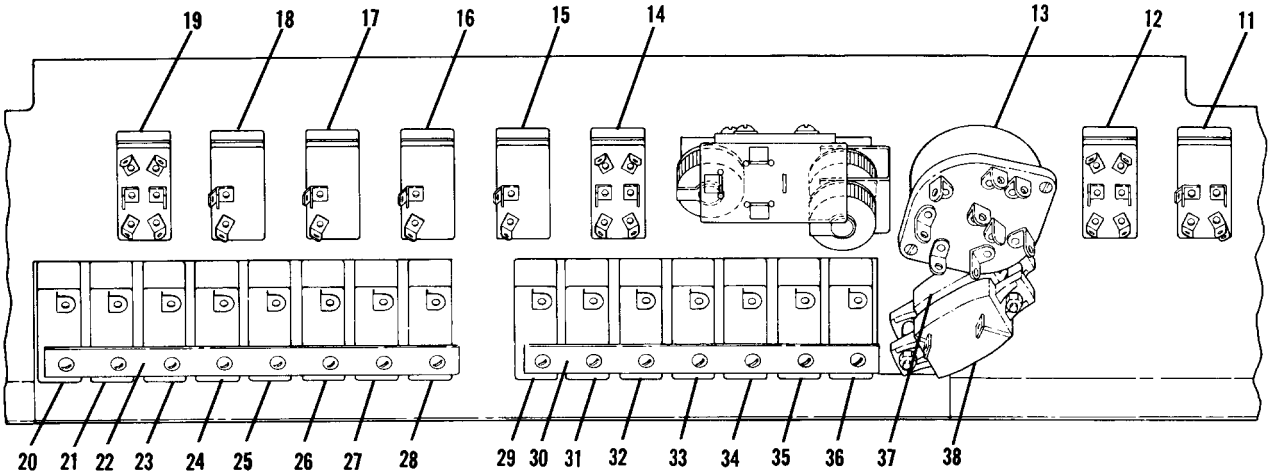
Always remove the ground cable first and connect it last to prevent accidentally shorting the battery to the airframe with tools.

c. Disconnect the positive cable from the battery and remove the battery from the aircraft.

d. To install the battery, reverse this procedure.

1. Split Bus Power Relay
2. Washer
3. Screw
4. Radio Light Rheostat
5. Bracket - Relay Mounting
6. Nut
7. Tandem Rheostat Assembly
8. Bracket - Rheostat Mounting
9. Diode Assembly Board
10. Spacer





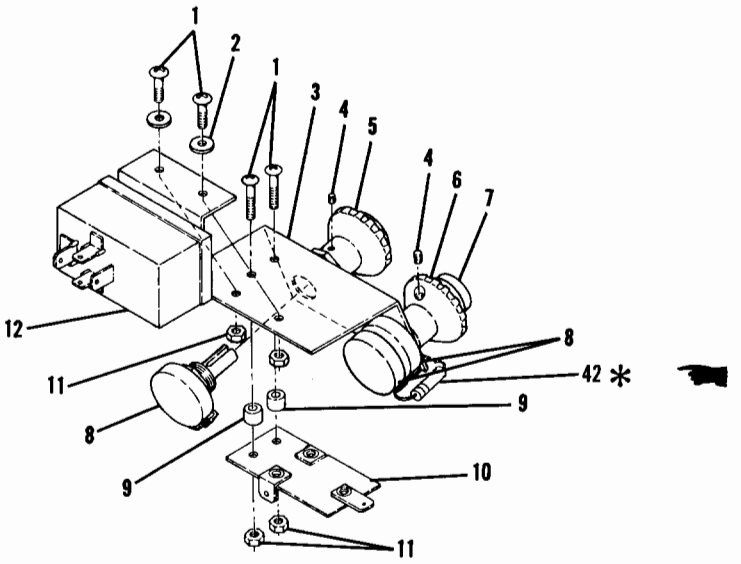
VIEWED FROM THE BACK SIDE OF THE SWITCH PANEL

11. Master Switch
12. Fuel Pump Switch
13. Magneto Switch
14. Console Light Switch (Opt)
15. Oil Dilution Switch (Opt)
16. Pitot Heat Switch (Opt)
17. Navigation Light Switch
18. Flashing Beacon Light Switch
19. Landing Light Switch
20. Generator Circuit Breaker
21. Landing Light Circuit Breaker
22. Primary Bus Bar
23. Navigation Lights Circuit Breaker
24. Pitot Heat Circuit Breaker (Opt)
25. Instrument Light Circuit Breaker
26. Cabin Light Circuit Breaker
27. Flap Circuit Breaker
28. Fuel Pump Circuit Breaker
29. Beacon Light Circuit Breaker
30. Electronics Bus Bar
31. Radio #4 Circuit Breaker (Opt)
32. Radio #3 Circuit Breaker (Opt)
33. Radio #2 Circuit Breaker (Opt)
34. Radio #1 Circuit Breaker (Opt)
35. Auto Pilot Circuit Breaker (Opt)
36. Audio Amp Circuit Breaker (Opt)
37. Automatic Circuit Breaker, Gen. Field
38. Automatic Circuit Breaker, Turn Coordinator and Stall Horn

THRU 1969 MODELS ONLY

Figure 17-1. Split Bus Bar and Split Bus Power Relay Installation (Sheet 1 of 3)

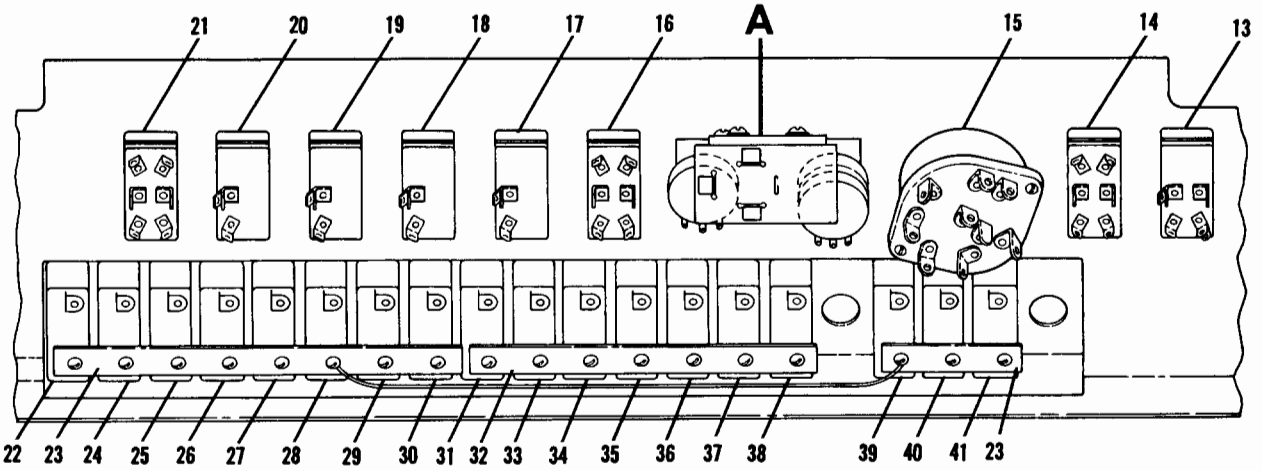
1. Screw
2. Washer
3. Bracket - Relay Mounting
4. Set Screw
5. Instrument Light Control
6. Engine - Radio Light Control
7. Lower Panel Light Control
8. Rheostat
9. Spacer
10. Diode Assembly Board
11. Nut
12. Split Bus Power Relay



* NOTE

Beginning with aircraft serials P20600635 and U20601493.

Detail **A**



VIEWED FROM THE BACK SIDE OF THE SWITCH PANEL

13. Master Switch
14. Fuel Pump Switch
15. Magneto Switch
16. Console Light Switch (Opt)
17. Oil Dilution Switch (Opt)
18. Pitot Heat Switch (Opt)
19. Navigation Light Switch
20. Flashing Beacon Light Switch (Opt)
21. Landing Light Switch
22. Alternator Circuit Breaker
23. Primary Bus Bar
24. Landing Light Circuit Breaker
25. Navigation Lights Circuit Breaker
26. Pitot Heat Circuit Breaker (Opt)
27. Instrument Light Circuit Breaker
28. Cabin Light Circuit Breaker
29. Flap Circuit Breaker
30. Fuel Pump Circuit Breaker
31. Flashing Beacon Light Circuit Breaker (Opt)
32. Electronics Bus Bar
33. Radio #4 Circuit Breaker (Opt)
34. Radio #3 Circuit Breaker (Opt)
35. Radio #2 Circuit Breaker (Opt)
36. Radio #1 Circuit Breaker (Opt)
37. Auto Pilot Circuit Breaker (Opt)
38. Audio Amp Circuit Breaker (Opt)
39. Alt - Reg Circuit Breaker (Opt)
40. Turn Coordinator Circuit Breaker (Opt)
41. Stall Warning Circuit Breaker (Opt)
42. Resistor

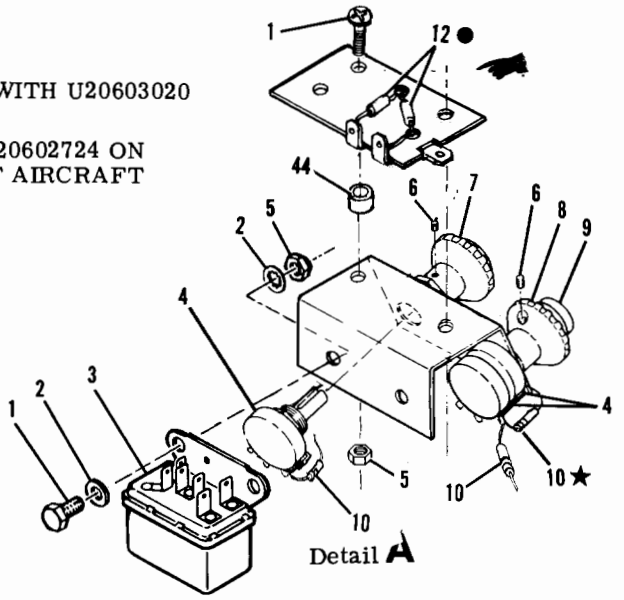
1970 MODELS THRU 1973

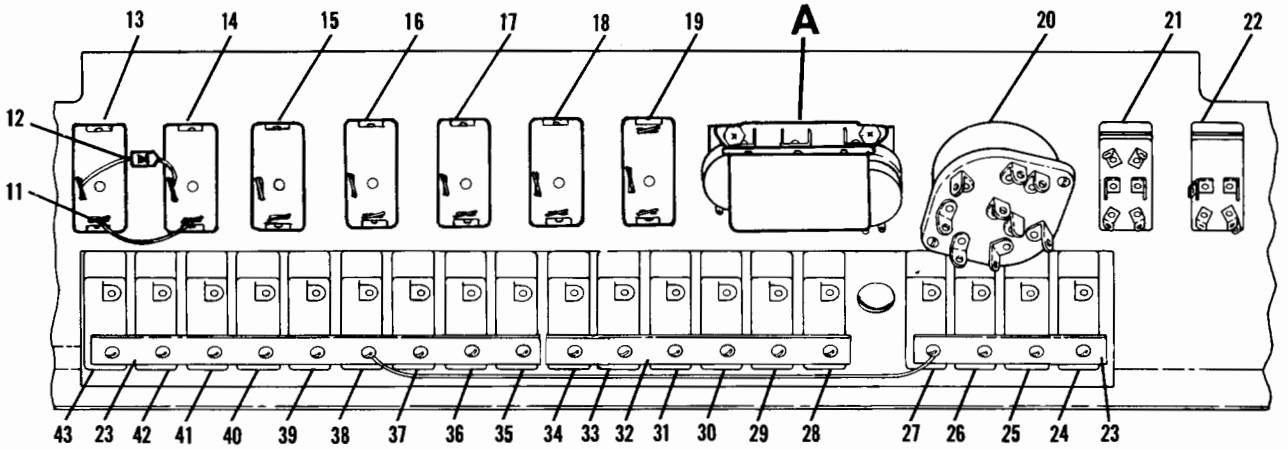
Figure 17-1. Split Bus Bar and Split Bus Power Relay Installation (Sheet 2 of 3)

● BEGINNING WITH U20603020

★ THRU U20602724 ON 24 VOLT AIRCRAFT

1. Bolt
2. Washer
3. Split Bus Relay
4. Rheostat
5. Nut
6. Set Screw
7. Instrument Light Control
8. Engine-Radio Light Control
9. Lower Panel (EL Panel) Light Control
10. Resistor



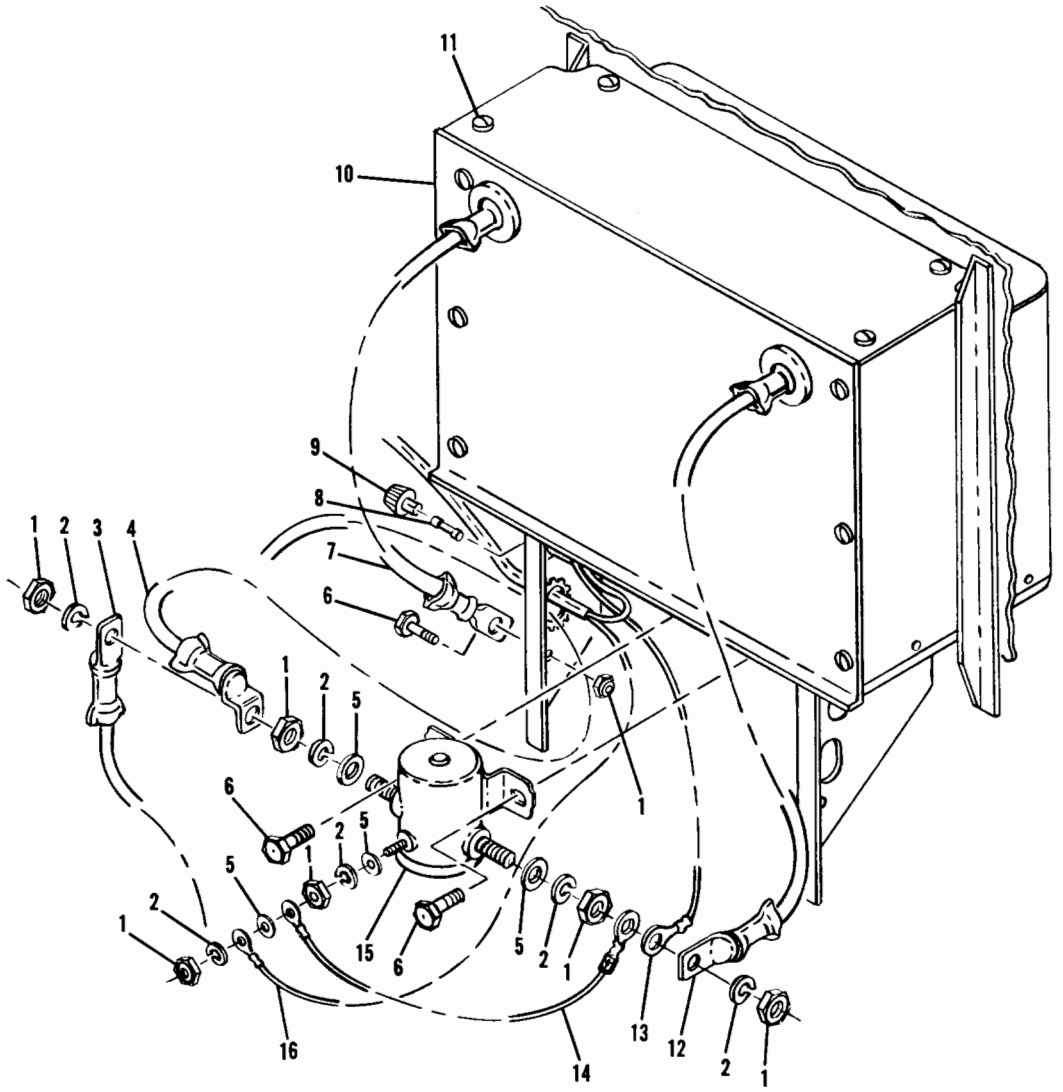


VIEWED FROM THE BACK SIDE OF THE SWITCH PANEL (TYPICAL INSTALLATION)

11. Jumper Wire
12. Diode
13. Landing Light Switch
14. Taxi Light Switch
15. Strobe Light Switch
16. Flashing Beacon Light Switch
17. Navigation Light Switch
18. Pitot Heat Switch
19. Post Light and Flood Light Switch
20. Magneto Switch
21. Fuel Pump Switch
22. Master Switch
23. Primary Bus Bar
24. Strobe Light Circuit Breaker
25. Stall Warning Circuit Breaker
26. Turn Coordinator Circuit Breaker
27. Alt-Reg Circuit Breaker
28. Audio Amp Circuit Breaker
29. Autopilot Circuit Breaker
30. Radio #1 Circuit Breaker
31. Radio #2 Circuit Breaker
32. Electronics Bus Bar
33. Radio #3 Circuit Breaker
34. Radio #4 Circuit Breaker
35. Flashing Beacon Circuit Breaker
36. Fuel Pump Circuit Breaker
37. Flap Circuit Breaker
38. Cabin Light Circuit Breaker
39. Instrument Light Circuit Breaker
40. Pitot Heat Circuit Breaker
41. Naviagtion Light Circuit Breaker
42. Landing Light Circuit Breaker
43. Alternator Circuit Breaker
44. Spacer

BEGINNING WITH 1974 MODELS

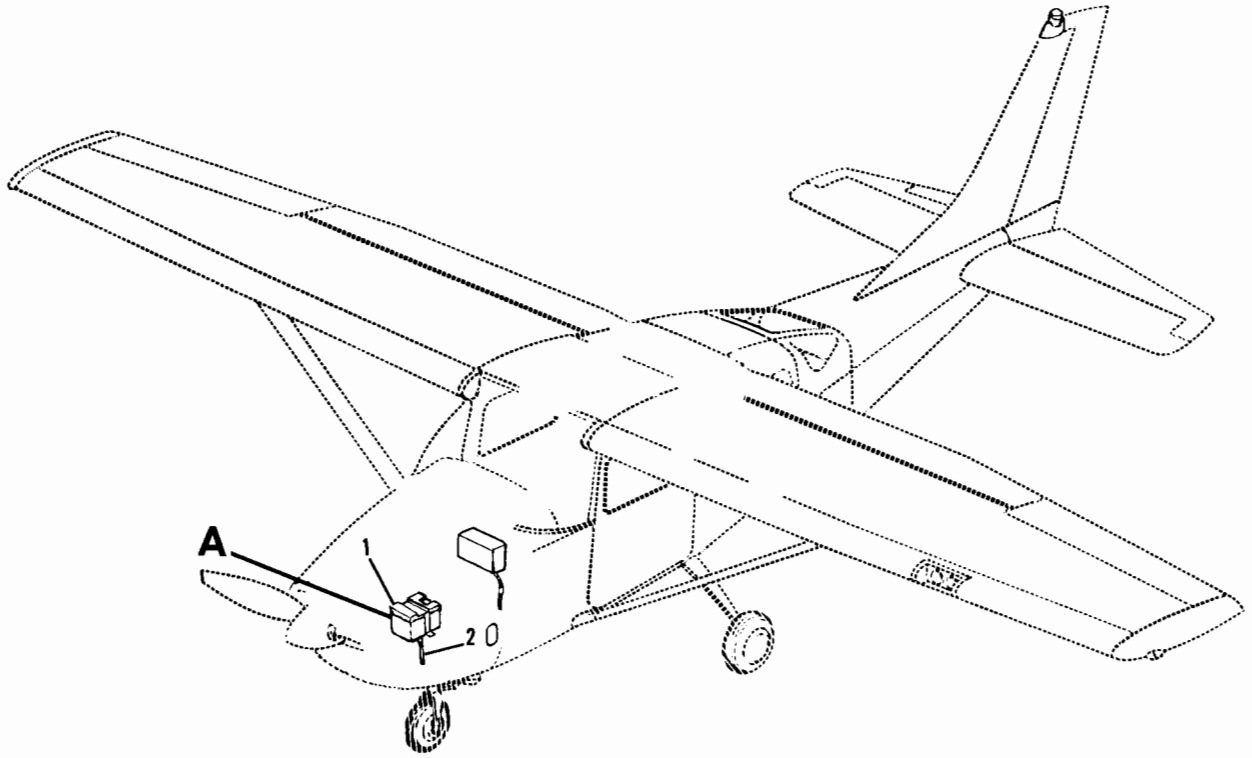
Figure 17-1. Split Bus Bar and Split Bus Power Relay Installation (Sheet 3 of 3)



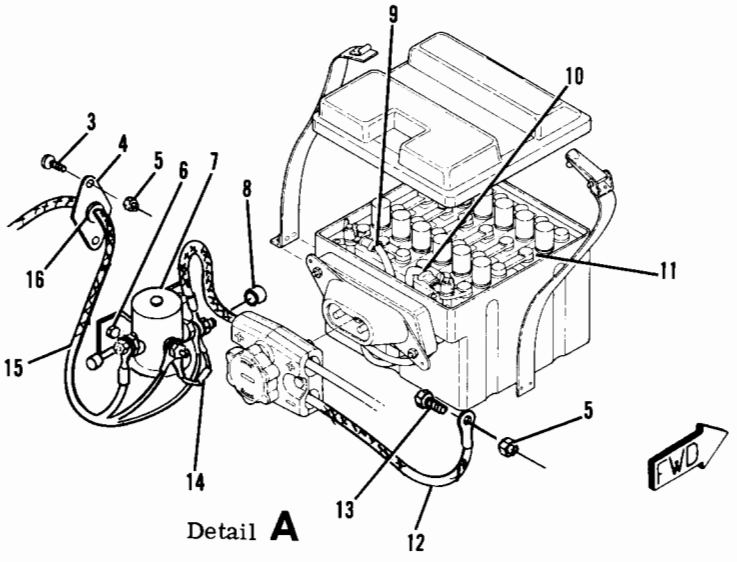
12-VOLT SYSTEMS ONLY

1. Nut
2. Lockwasher
3. Gnd Ser Recpt Cable
4. Starter Contactor Cable
5. Washer
6. Bolt
7. Ground Cable
8. Fuse
9. Cap-Fuse
10. Battery Box
11. Fasteners
12. Power Cable
13. Clock Wire
14. Diode Wire
15. Battery Solenoid
16. Master Switch Wire

Figure 17-2. Battery Installation (Sheet 1 of 3)



24-VOLT INSTALLATION



Detail A

THRU 1973 MODELS

1. Battery Box
2. Drain Hose
3. Screw
4. Shield
5. Nut
6. Bolt
7. Contactor Assembly
8. Cover - Terminal
9. Cable - Negative Terminal
10. Cable - Positive Terminal
11. Battery
12. Cable - Ground
13. Bolt
14. Diode Assembly
15. Cable Assembly
16. Grommet

Figure 17-2. Battery Installation (Sheet 2 of 3)

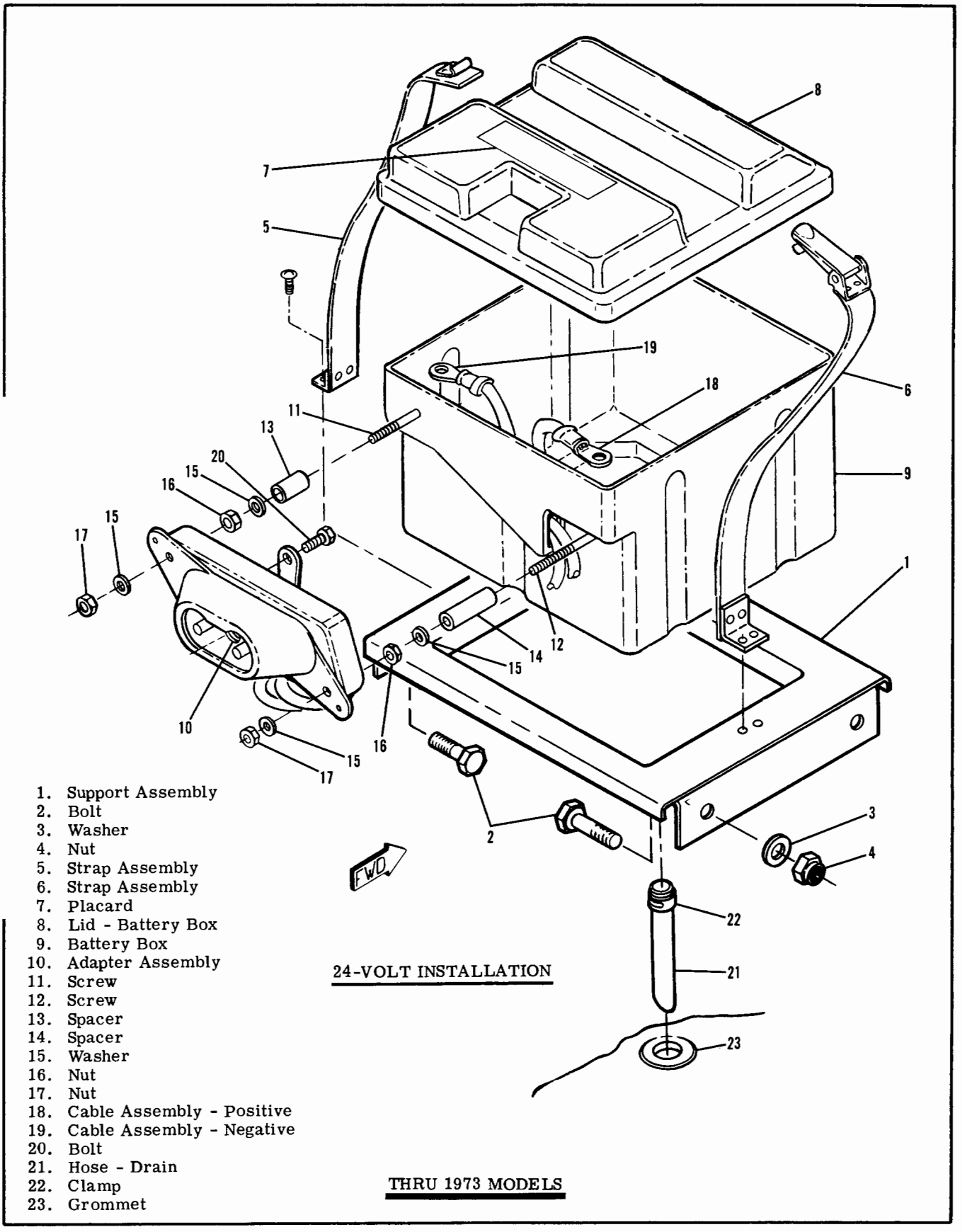
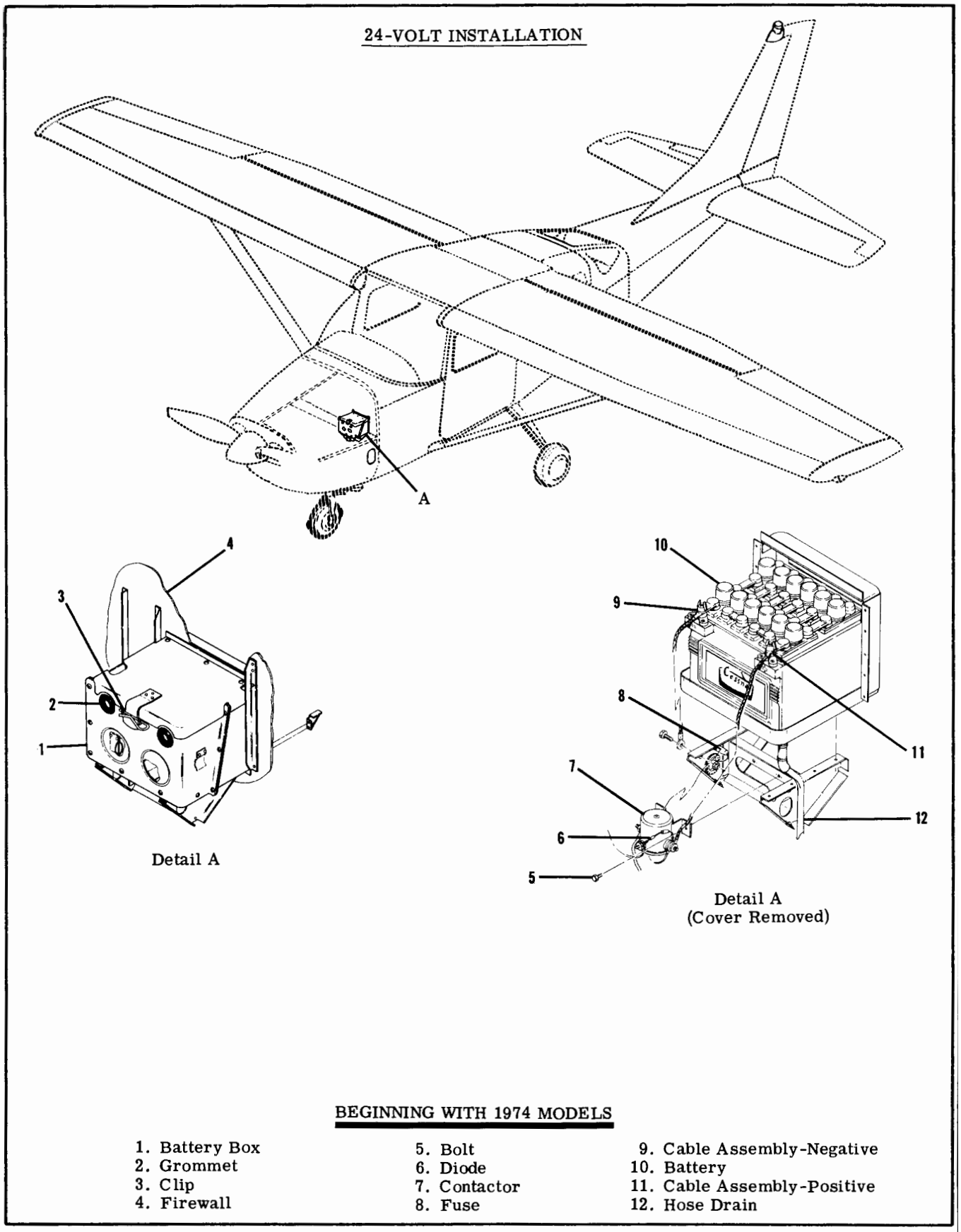


Figure 17-2. Battery Installation (Sheet 3 of 3)



BEGINNING WITH 1974 MODELS

1. Battery Box
2. Grommet
3. Clip
4. Firewall
5. Bolt
6. Diode
7. Contactor
8. Fuse
9. Cable Assembly-Negative
10. Battery
11. Cable Assembly-Positive
12. Hose Drain

Figure 17-2. Battery Installation (Sheet 4 of 4)

17-19. CLEANING THE BATTERY. For maximum efficiency, the battery and connections should be kept clean at all times.

a. Remove the battery in accordance with preceding paragraph.

b. Tighten battery cell filler caps to prevent the cleaning solution from entering the cells.

c. Wipe battery cable ends, battery terminals and entire surface of the battery with a clean cloth moistened with a solution of bicarbonate of soda (baking soda) and water.

d. Rinse with clear water, wipe off excess water and allow battery to dry.

e. Brighten up cable ends and battery terminals with emery cloth or a wire brush.

f. Install the battery according to the preceding paragraph.

g. Coat the battery terminals and the cable ends with petroleum jelly.

17-20. ADDING ELECTROLYTE OR WATER TO THE BATTERY. A battery being charged and discharged with use will decompose the water from the electrolyte by electrolysis. When the water is decomposed, hydrogen and oxygen gases are formed which escape into the atmosphere through the battery vent system. The acid in the solution chemically combines with the plates of the battery during discharge or is suspended in the electrolyte solution during charge. Unless the electrolyte has been spilled from a battery, acid should not be added to the solution. The water will decompose into gases and should be replaced regularly. Add distilled water as necessary to maintain the electrolyte level even with the horizontal baffle plate inside the battery. When "dry charged" batteries are put into service, fill as directed with electrolyte. However, as the electrolyte level falls below normal with use add only distilled water to maintain the proper level. The battery electrolyte contains approximately 25% sulphuric acid by volume. Any change in this volume will hamper the proper operation of the battery.

CAUTION

Do not add any type of "battery rejuvenator" to the electrolyte. When acid has been spilled from a battery, the acid balance may be adjusted by following instructions published by the Association of American Battery Manufacturers.

17-21. TESTING THE BATTERY. The specific gravity check method of testing the battery is preferred when the condition of the battery is in a questionable state-of-charge. However, when the aircraft has been operated for a period of time with an alternator output voltage which is known to be correct, the question of battery capability may be answered more correctly with a load type tester. If testing the battery is deemed necessary, the specific gravity should be checked first and compared with the following chart.

BATTERY HYDROMETER READINGS	
1.280 Specific Gravity	100% Charged
1.250 Specific Gravity	75% Charged
1.220 Specific Gravity	50% Charged
1.190 Specific Gravity	25% Charged
1.160 Specific Gravity	Practivally Dead

NOTE

All readings shown are for an electrolyte temperature of 80° Fahrenheit. For higher temperatures the readings will be slightly lower. For cooler temperatures the readings will be slightly higher. Some hydrometers have a built-in temperature compensation chart and a thermometer. If this type tester is used, disregard this chart.

If a specific gravity reading indicates that the battery is not fully charged, the battery should be charged on 12-volt systems at 14-volts, or on 24-volt systems at 28-volts for approximately 30 minutes, or until battery voltage rises to 14-volts on 12-volt systems or 28-volts on 24-volt systems. After charging, a load tester will give more meaningful results. A special gravity check can be used after charging but the check cannot spot cells which short under load, broken connectors between plates of a cell, etc.

17-22. CHARGING THE BATTERY. When the battery is to be charged, the level of electrolyte should be checked and adjusted by adding distilled water to cover the tops of the internal battery plates. The battery cables and connections should be clean.

WARNING

When a battery is charging, hydrogen and oxygen gases are generated. Accumulation of these gases can create a hazardous explosive condition. Always keep sparks and open flame away from the battery. Allow unrestricted ventilation of the battery area during charging.

The main points of consideration during a battery charge are excessive battery temperature and violent gassing. Under a reasonable rate of charge, the battery temperature should not rise over 125°F nor should gassing be so violent that acid is blown from the vents.

17-23. BATTERY BOX.

17-24. DESCRIPTION. On 12-volt aircraft, the battery is enclosed in a metal battery box which is painted with acid proof paint and is riveted to the forward side of the firewall. On 24-volt aircraft, thru 1973 models, the battery is enclosed in a acid resistant plastic box which is mounted in the tunnel

below the engine. Beginning with 1974 models the 24-volt aircraft, the battery box is mounted on the left hand firewall and constructed of metal covered with acid proof paint. On all three systems, the battery box completely encloses the battery preventing any spillage of electrolyte or accumulation of battery gases inside the aircraft. All three battery boxes are vented by a tube which attaches to the bottom of the battery box and extends downward through the bottom of the fuselage.

17-25. REMOVAL AND INSTALLATION OF 12 VOLT BATTERY BOX. (Refer to figure 17-2.) The battery box is riveted to the firewall. The rivets must be drilled out to remove the box. When a battery box is installed and riveted into place, all rivets and scratches inside the box should be painted with acid-proof lacquer, Part No. CES1054-381, available from the Cessna Service Parts Center.

17-26. REMOVAL AND INSTALLATION OF 24 VOLT BATTERY BOX. (Refer to figure 17-2.)

a. Use paragraph 17-18 as a guide for removal and replacement of the battery box.

NOTE

If rivets are removed from battery box, new rivets should be painted with acid-proof lacquer, Part No. CES1054-381, available from the Cessna Service Parts Center.

17-27. MAINTENANCE OF BATTERY BOX. The battery box should be inspected and cleaned periodically. The box and cover should be cleaned with a strong solution of bicarbonate of soda (baking soda) and water. Hard deposits may be removed from a metal box with a wire brush or from a plastic box with a plastic scraper. When all corrosive deposits have been removed from the box, flush it thoroughly with clean water.

WARNING

Do not allow acid deposits to come in contact with skin or clothing. Serious acid burns may result unless the affected area is washed immediately with soap and water. Clothing will be ruined upon contact with battery acid.

Inspect the cleaned box and cover for physical damage and for areas lacking proper acid proofing. A badly damaged or corroded box should be replaced. If the box or lid require acid proofing, paint the area with acid-proof black lacquer, Part No. CES1054-381, available from the Cessna Service Parts Center.

17-28. BATTERY CONTACTOR.

17-29. DESCRIPTION. The battery contactor on 12-volt systems is bolted to the firewall below the battery box. Thru 1973 models on the 24 volt system the battery contactor is bolted to the tunnel wall below the engine, beginning with 1974 models on the 24 volt system the battery contactor is bolted to the battery box support bracket on the firewall. The contactor is a solenoid plunger type, which is actuated by turning the master switch on. Beginning with U20601912 a vented battery contactor is installed. When the master switch is off, the battery is disconnected from the electrical system. A silicon diode is used to eliminate spiking of the transistorized radio equipment. The cathode (+) terminal of the diode connects to the battery terminal of the battery contactor. The anode (-) terminal of the diode connects to the same terminal on the contactor as the master switch wire. This places the diode directly across the contactor solenoid coil so the inductive spikes originating in the coil are clipped when the master switch is opened. Refer to figure 17-2 for pictorial installation of the battery contactor and diode.

17-30. REMOVAL AND INSTALLATION. (Refer to figure 17-2.)

a. On 12-volt aircraft and 24-volt aircraft beginning with 1974 models, open battery box and disconnect negative battery terminal. Pull cable clear of aircraft.

b. On 24-volt aircraft thru 1973 models, remove the quick disconnect cable assembly from the battery box by loosening the knob on the cable assembly.

c. Refer to figure 17-2 as a guide for removal and installation.

d. For installation of battery contactor, reverse this procedure.

a. On 12-volt aircraft, open battery box and disconnect negative battery terminal. Pull cable clear of aircraft.

b. On 24-volt aircraft, remove the quick disconnect cable assembly from the battery box by loosening the knob on the cable assembly.

c. Refer to figure 17-2 and use as a guide for removal.

d. For replacement of battery contactor, reverse this procedure.

17-31. BATTERY CONTACTOR CLOSING CIRCUIT.

17-32. DESCRIPTION. This circuit consists of a fuse, a resistor and a diode mounted on the ground service receptacle bracket. This serves to shunt a small charge around the battery contactor so that ground power may be used to close the contactor when the battery is too dead to energize the contactor by itself. Refer to figure 17-3.

17-33. GROUND SERVICE RECEPTACLE.

17-34. DESCRIPTION. A ground service receptacle is installed to permit the use of external power for cold weather starting or when performing lengthy electrical maintenance. A reverse polarity protection system is utilized whereby ground power must pass through an external power contactor to be connected to the bus. A silicon junction diode is connected in series with the coil on the external power contactor so that if the ground power source is inadvertently connected with a reversed polarity, the external power contactor will not close. This feature protects the diodes in the alternator, and other semiconductor devices used in the aircraft, from possible reverse polarity damage.

NOTE

Maintenance of the electronic installations cannot be performed when using external power. Application of external power opens the relay supplying voltage to the electronics bus. For lengthy ground testing of electronics systems, connect a well regulated and filtered power supply directly to the battery side of the battery contactor. Adjust the supply for 14-volts on 12-volt systems or 28-volt on 24-volt systems and close the master switch.

NOTE

When using ground power to start the aircraft, close the master switch before removing the ground power plug. This will ensure closure of the battery contactor and excitation of the alternator field in the event that the battery is completely dead.

CAUTION

Failure to observe polarity when connecting an external power source directly to the battery or directly to the battery side of the battery contactor, will damage the diodes in the alternator and other semiconductor devices in the aircraft.

WARNING

External power receptacle must be functionally checked after wiring, or after replacement of components of the external power or split bus systems. Incorrect wiring or malfunctioned components can cause immediate engagement of starter when ground service plug is inserted.

17-35. TROUBLE SHOOTING.

TROUBLE	PROBABLE CAUSE	REMEDY
STARTER ENGAGES WHEN GROUND POWER IS CONNECTED.	Shorted or reversed diode in split bus-bar system.	Check wiring to, and condition of diode mounted on the split bus relay bracket adjacent to the magneto switch. Correct wiring. Replace diode board assembly.
GROUND POWER WILL NOT CRANK ENGINE.	Ground service connector wired incorrectly.	1. Check for voltage at all three terminals of external power contactor with ground power connected and master switch off. If voltage is present on input and coil terminals but not on the output terminal, proceed to step 4. If voltage is present on the input terminal but not on the coil terminal, proceed to step 2. If voltage is present on all three terminals, check wiring between contactor and bus.
		2. Check for voltage at small terminal of ground service receptacle. If voltage is not present, check ground service plug wiring. If voltage is present, proceed to step 3.

17-35. TROUBLE SHOOTING. (Cont).

TROUBLE	PROBABLE CAUSE	REMEDY
GROUND POWER WILL NOT CRANK ENGINE. (Cont).	Open or mis-wired diode on ground service diode board assembly.	3. Check polarity and continuity of diode on diode board at rear of ground service receptacle. If diode is open or improperly wired, replace diode board assembly.
	Faulty external power contactor.	4. Check resistance from small (coil) terminal of external power contactor to ground (master switch off and ground power unplugged). Normal indication is 16-24 ohms. on 12-volt system or 50-70 ohms on the 24-volt systems. If resistance indicates an open coil, replace contactor. If resistance is normal, proceed to step 5.
	Faulty contacts in external power contactor.	5. With master switch off and ground power applied, check for voltage drop between two large terminals of external power (turn on taxi light for a load). Normal indication is zero volts. If voltage is intermittently present or present all the time, replace contactor.

17-36. REMOVAL AND INSTALLATION. (Refer to figure 17-3.)

a. On 12-volt systems, open the battery box and disconnect the ground cable from the negative terminal of the battery and pull the cable free of the box.

b. On 24-volt systems, remove the quick-disconnect cable assembly from the battery box assembly by loosening the knob on the cable assembly.

c. Remove the nuts, washers, ground strap, bus bar and diode board from the studs of the receptacle and remove battery cable.

d. Remove the screws and nuts holding the receptacle; ground strap will then be free from the bracket.

e. To install a ground service receptacle, reverse this procedure.

17-37. ALTERNATOR POWER SYSTEM.

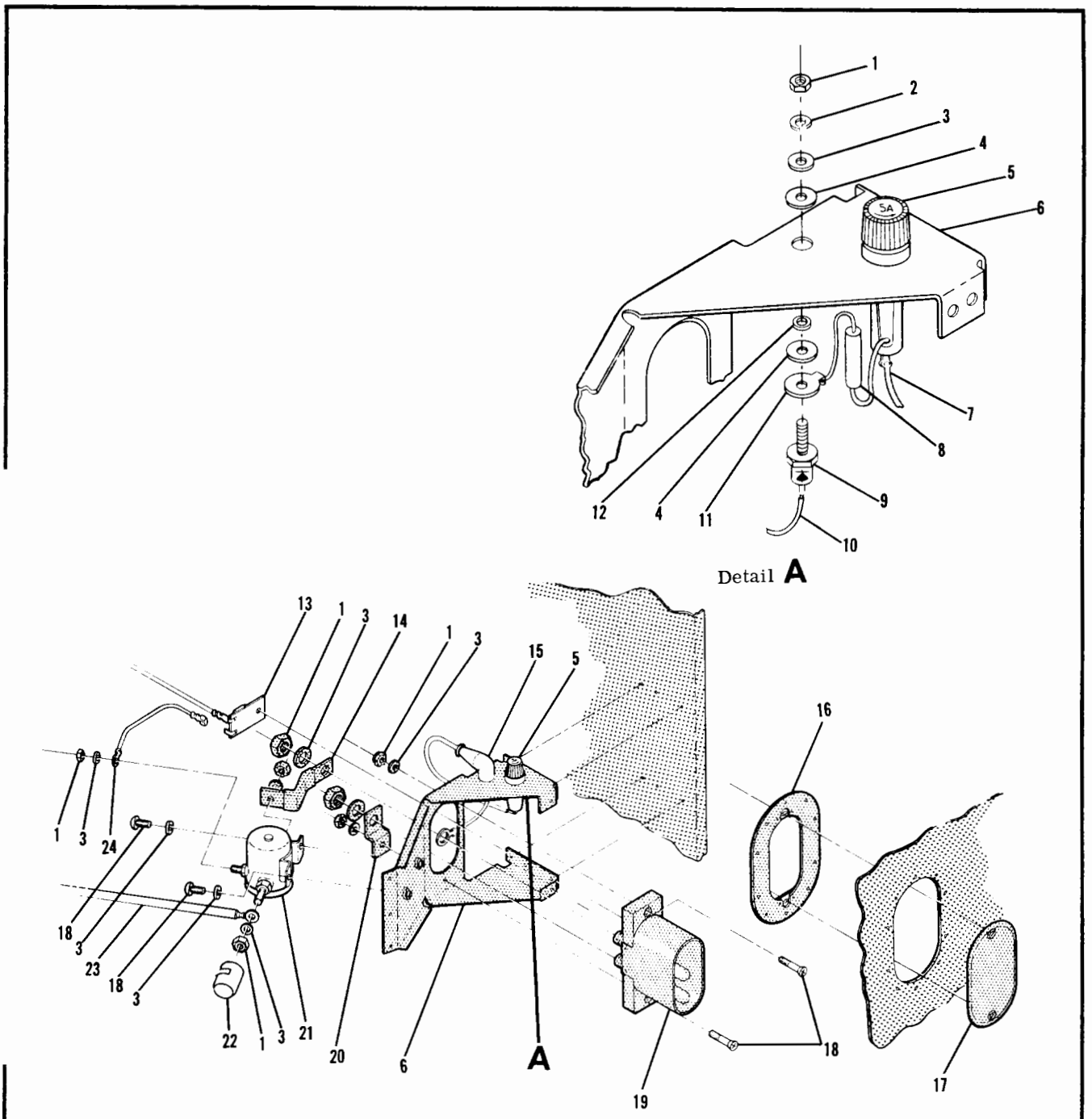
17-38. DESCRIPTION. The alternator system consists of an engine driven alternator, a voltage regulator and a circuit breaker located on the instrument panel. The system is controlled by the left hand portion of the split rocker, master switch labeled ALT. Beginning with 1972 models an over-voltage sensor switch and red warning light labeled HIGH VOLTAGE are incorporated to protect the system, (refer to paragraph 17-57). The aircraft battery supplies the source of power for excitation of the alternator.

17-39. ALTERNATOR.

17-40. DESCRIPTION. The 60-ampere alternator used on the aircraft are three-phase, delta connected with integral silicon diode rectifiers. The alternator is rated at 14-volts or 28-volts at 60-amperes continuous output. The moving center part of the alternator (rotor) consists of an axial winding with radial interlocking poles which surround the winding.

With excitation applied to the winding through slip rings the pole pieces assume magnetic polarity. The rotor is mounted in bearings and rotates inside the stator which contains the windings in which the ac current is generated. The stator windings are three-phase, delta connected and are attached to two diode plates, each of which contains three silicon diodes. The diode plates are connected to accomplish full-wave, rectification of the ac. The resulting dc output is applied to the aircraft bus and sensed by the voltage regulator. The regulator controls the excitation applied to the alternator field thus controlling the output voltage of the alternator.

17-41. ALTERNATOR REVERSE VOLTAGE DAMAGE. The alternator is very susceptible to reverse polarity damage due to the very low resistance of the output windings and the low resistance of the silicon diodes in the output. If a high current source, such as a battery or heavy duty ground power cart is attached to the aircraft with the polarity inadvertently reversed, the current through the alternator will flow almost without limit and the alternator will be immediately damaged.



1. Nut
2. Lockwasher
3. Washer
4. Insulating Washer
5. Fuse
6. Bracket
7. Wire to Battery Contactor
8. Resistor-.75 ohm
9. Diode
10. Wire to Ext. Pwr. Recept.
11. Solder Terminal
12. Spacer
13. Diode Board
14. Bus Bar
15. Nipple - Used before resistor was added
16. Doubler
17. Cover Plate
18. Screw
19. Receptacle
20. Ground Strap
21. Ext. Power Contactor
22. Cover - Late Airplanes
23. Power Cable
24. Contactor Control Wire

Figure 17-3. Ground Service Receptacle Installation

17-42. TROUBLE SHOOTING.

TROUBLE	PROBABLE CAUSE	REMEDY
AMMETER INDICATES HEAVY DISCHARGE WITH ENGINE NOT RUNNING OR ALTERNATOR CIRCUIT BREAKER OPENS WHEN MASTER SWITCH IS TURNED ON.	Shorted field in alternator.	1. Remove plug from regulator with master switch on and observe if heavy drain persists. If heavy drain is reduced, proceed to step 2. If heavy drain is not reduced, proceed to step 3. 2. Check resistance from terminal "F" on alternator to the alternator case. Normal indication on 12-volt systems is 6-7 ohms of 11-12 ohms on 24-volt systems. If resistance is too low, repair or replace alternator.
	Shorted radio noise filter or shorted wire.	3. Remove cable from output terminal of alternator. Check resistance from end of cable to ground (MASTER SWITCH MUST BE OFF). If resistance does not indicate a direct short, proceed to step 6. If resistance indicates a direct short, proceed to step 4.
		4. Remove cable connections from radio noise filter. Check resistance from the filter input terminal to ground. Normal indication is infinite resistance. If reading indicates a direct short, replace filter. If no short is evident, proceed to step 5. 5. Check resistance from ground to the free ends of the wires which were connected to the radio noise filter (or alternator if no noise filter is installed). Normal indication does not show a direct short. If a short exists in wires, repair or replace wiring.
	Shorted diodes in alternator.	6. Check resistance from output terminal of alternator to alternator case. Reverse leads and check again. Resistance reading may show continuity in one direction but should show an infinite reading in the other direction. If an infinite reading is not obtained in at least one direction, repair or replace alternator.

17-42. TROUBLE SHOOTING (Cont).

TROUBLE	PROBABLE CAUSE	REMEDY
ALTERNATOR SYSTEM WILL NOT KEEP BATTERY CHARGED.	Regulator faulty or improperly adjusted.	1. Start engine and adjust for 1500 RPM. Ammeter should indicate a heavy charge rate with all electrical equipment turned off. Rate should taper off in 1-3 minutes. On 12-volt aircraft a voltage check at the bus should indicate a reading consistant with the voltage vs temperature chart on page 17-19. If charge rate tapers off very quickly and voltage is normal, check battery for malfunction. If ammeter shows a low charge rate or any discharge rate, and voltage is low, proceed to step 2. 2. Stop engine, remove cowl, and remove cover from voltage regulator. Turn master switch ON/OFF several times and observe field relay in regulator. Relay should open and close with master switch and small arc should be seen as contacts open. If relay is inoperative, proceed to step 3. If relay operates, proceed to step 4. 3. Check voltage at "S" terminal of regulator with master switch closed. Meter should indicate bus voltage. If voltage is present, replace regulator. If voltage is not present, check wiring between regulator and bus. 4. Remove plug from regulator and start engine. Momentarily jumper the "A+" and "F" terminals together on the plug. Aircraft's ammeter should show heavy rate of charge. If heavy charge rate is observed, replace regulator. If heavy charge rate is not observed, proceed to step 5.
	Faulty wiring between alternator and regulator, or faulty alternator.	5. Check resistance from "F" terminal of regulator to "F" terminal of alternator. Normal indication is a very low resistance. If reading indicates no, or poor continuity, repair or replace wiring from regulator to alternator.

17-42. TROUBLE SHOOTING. (Cont).

TROUBLE	PROBABLE CAUSE	REMEDY
ALTERNATOR SYSTEM WILL NOT KEEP BATTERY CHARGED. (Cont).	Faulty wiring between alternator and regulator, or faulty alternator. (Cont).	6. Check resistance from "F" terminal of alternator to alternator case. Normal indication on 12-volt systems is 6-7 ohms or 11-12 ohms on 24-volt systems. If resistance is high or low, repair or replace alternator. 7. Check resistance from case of alternator to airframe ground. Normal indication is very low resistance. If reading indicates no, or poor continuity, repair or replace alternator ground wiring.
ALTERNATOR OVERCHARGES BATTERY - BATTERY USES EXCESSIVE WATER.	Regulator faulty or improperly adjusted.	Check bus voltage with engine running. Normal indication agrees with voltage vs temperature chart on page 17-13. Observe aircraft's ammeter, ammeter should indicate near zero after a few minutes of engine operation. Replace regulator.
OVER-VOLTAGE WARNING LIGHT STAYS ON. (24-VOLT).	Faulty regulator.	Reset over-voltage relay by turning master switch (ALT side) off and on. Check regulator by replacement. Replace regulator.
	Over-voltage relay out of adjustment.	Warning light comes on without over-voltage. Adjust over-volt relay assembly, thru 1973 models.
	Faulty over-voltage relay.	Repair or replace. Substitute relay.
	Faulty field wiring.	Test wiring - look for field wire shorted to primary voltage. Repair.
OVER-VOLTAGE WARNING LIGHT ON. (12 VOLT)	Regulator faulty or improperly adjusted. Faulty sensor switch.	1. With engine running turn off and on battery portion of the master switch. If the light stays on shut down engine then turn on the "BAT" and "ALT" portions of the master switch. Check for voltage at the "S" terminal of the voltage regulator. If voltage is present adjust or replace regulator. If voltage is not present check master switch and wiring for short or open condition. If wiring and switch are normal replace sensor.

17-43. REMOVAL AND INSTALLATION. (Refer to figure 17-4.)

a. Make sure that the master switch remains in the off position or disconnect the negative lead from the battery.

b. Disconnect the wiring from the alternator.

c. Remove the safety wire from the upper adjusting bolt and remove the bolt from the alternator.

d. Remove the nut and washer from the lower mounting bolt.

e. Remove the alternator drive belt and lower mounting bolt to remove the alternator.

f. To replace alternator, reverse this procedure.

g. Adjust belt tension to obtain 3/8" deflection at the center of the belt when applying 12 pounds pressure to the belt. After belt is adjusted and bolt is safety wired, tighten the bottom bolt to 100-140 lb.in. torque to remove any play between alternator mounting foot and the U-shaped support assembly.

CAUTION

When new belt in installed, belt tension should be checked withih 10 to 25 hours of operation.

NOTE

When tightening the alternator belt, apply pry bar pressure only to the end of the alternator nearest to the belt pulley.

17-44. ALTERNATOR FIELD CIRCUIT PROTECTION. On models prior to 1970, a 2-amp automatic resetting circuit breaker located on the back of the instrument panel is provided to protect the alternator field circuit. On 1970 models and on, a manually-resettable circuit breaker located on the switch panel is provided to protect the alternator field circuit.

17-45. ALTERNATOR VOLTAGE REGULATOR. 12 VOLT AIRCRAFT ONLY.

17-46. DESCRIPTION. The alternator voltage regulator contains two relays. The field relay is actuated by the aircraft master switch and connects the regulator to the battery. The voltage limiter relay is a two-stage, voltage sensitive device, which is used to control the current applied to the field winding of the alternator. When the upper set of contacts on the voltage regulator relay are closed, full bus voltage is applied to the field. This condition will exist when the battery is being heavily charged or when a very heavy load is applied to the system. When the upper contacts open, as the voltage begins to rise toward normal bus voltage, the voltage to the alternator field is reduced through a resistor network in the base of the regulator, thus reducing the output from the alternator. As the voltage continues to rise, assuming a very light load on the system, the lower contacts will close and ground the alternator field and shut the alternator completely off. Under lightly loaded conditions the voltage relay will vibrate between the intermediate charge rate and the lower (completely off) contacts. Under a moderate load, relay will vibrate between intermediate charge and upper (full output) contacts. The voltage relay is temperature compensated so that the battery is supplied with the proper charging voltage for all operating temperatures. With the battery fully charged (ship's ammeter indicating at or near zero) and a moderate load applied to the system (a taxi light turned on), the voltage at the bus bar should be within the range shown according to the air tem-

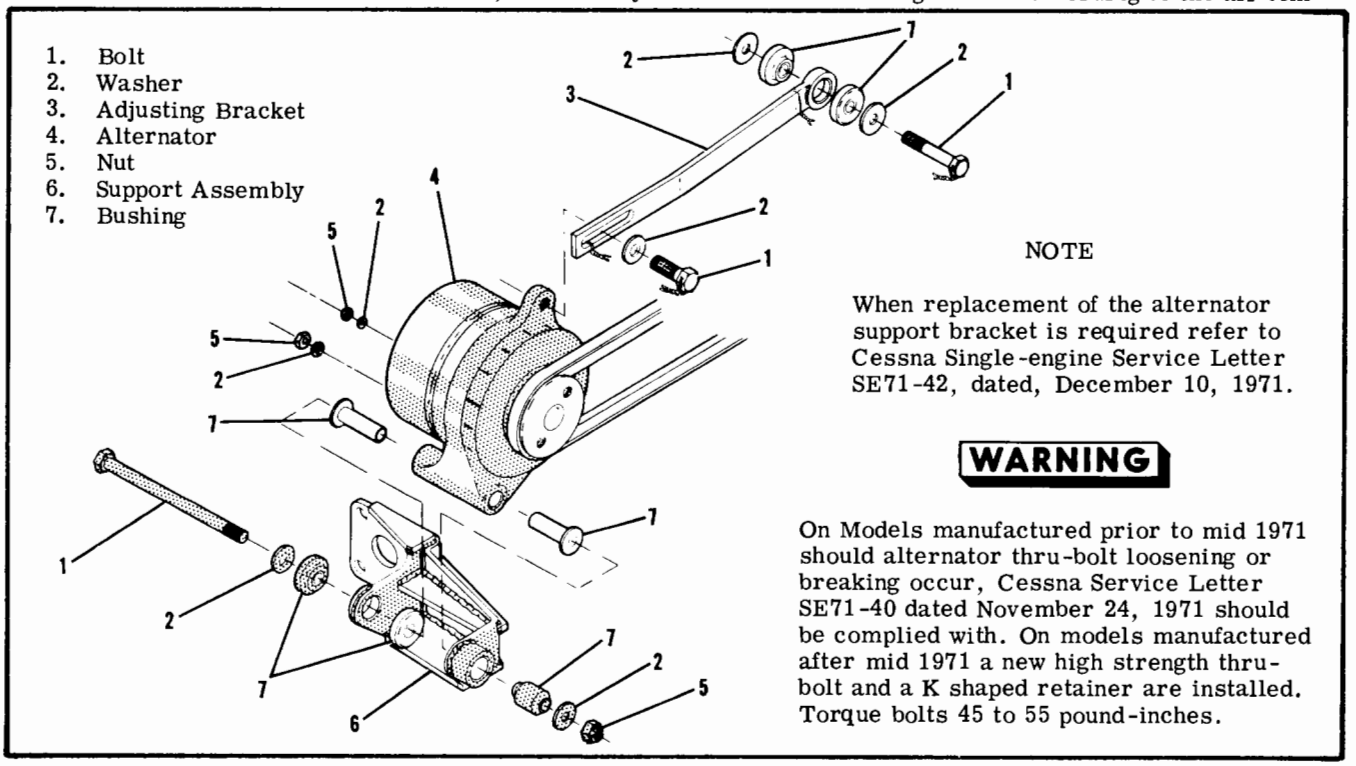


Figure 17-4. Alternator Installation

perature on the temperature and bus voltage chart.

Beginning with U20602200 a solid state voltage regulator is installed. The Voltage Limiter relay in this regulator is replaced by a circuit board. The regulator is a remove and replace item and not repairable. The regulator may be adjusted by removing the cover and adjusting the potentiometer either up or down.

12-VOLT SYSTEM	
TEMPERATURE	BUS VOLTAGE
60 - 75°F	13.8 - 14.1
75 - 90°F	13.7 - 14.0
91 - 100°F	13.6 - 13.9

The voltage regulator is adjustable but adjustments on the aircraft is not recommended. A bench adjustment procedure is outlined in the Cessna Alternator Charging Systems Service/Parts Manual.

17-47. TRANSISTORIZED VOLTAGE REGULATOR. (24-VOLT AIRCRAFT ONLY.)

17-48. DESCRIPTION. The transistorized voltage regulator controls the alternator output in a similar manner to a mechanical voltage regulator: by regulating the alternator field current. The regulation is accomplished electronically with the use of transistors and diodes rather than by a vibrating armature relay. The voltage sensing component is a zener diode which has the characteristic of suddenly changing its resistance when a specified voltage is reached.

When the engine is started, battery current is supplied to the field through a "bias" diode, and power transistor. The bias diode aids high temperature stability of the power transistor. A second diode, connected from the field terminal to common ground, absorbs undesirable field voltage peaks more efficiently than the resistor used in electro-mechanical regulators. As the alternator begins to supply current, battery voltage will increase. When battery voltage reaches approximately 28 volts, the zener diode suddenly reduced its resistance and turns on the driver transistor. When the driver transistor turns on, the power transistor is caused to turn off. Battery voltage is reduced slightly because the alternator output was reduced when the power transistor turned off the field current. Zener diode voltage is reduced at the same time as battery voltage, causing the zener diode to increase its resistance and turn off the driver transistor. The power transistor is caused to turn on again, resulting in a complete cycle of events. The transistors alternate in the on-off action. When the driver transistor turns on the power transistor turns off.

The temperature compensating resistor is made of a special material that changes its resistance with temperature in such a manner that during cold weather the battery charging voltage is increased. This resistor performs the same function as the bimetal hinge on the voltage limiter armature of a mechanical regulator.

Transistor regulator calibration can be changed by screwdriver adjustment of potentiometer. Adjusting the potentiometer performs the same function as adjusting the voltage limiter armature spring tension on a mechanical regulator.

A capacitor, in series with two resistors, causes the driver transistor and the power transistor to switch on and off faster, for proper flip-flop action.

The remaining resistors in the unit provide proper operating voltages for the zener diode and the two transistors.

17-49. TRANSISTORIZED REGULATOR ADJUSTMENTS - 24 VOLT AIRCRAFT ONLY. Regulator voltage limiter adjustments.

The only adjustment on the transistorized alternator regulator is the voltage limiter adjustment. The voltage setting can be tailored to meet the requirements of a given aircraft in order to maintain proper battery specific gravity. Never shift the voltage setting by more than 0.3 volt from the previous setting. Always allow an adequate time interval between each new voltage setting in order to obtain an accurate reading of battery specific gravity.

NOTE

Clockwise adjustment decreases voltage and counterclockwise adjustment increases voltage. Refer to the Cessna Alternator Charging Systems Manual for bench testing.

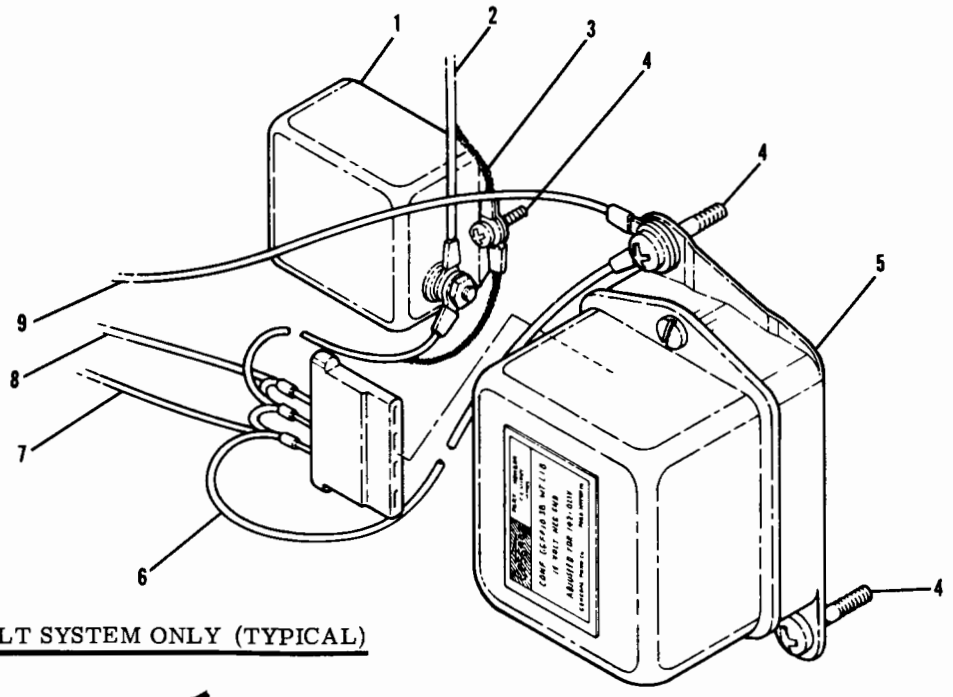
17-50. TROUBLE SHOOTING THE VOLTAGE REGULATOR. For trouble shooting the voltage regulator, refer to paragraph 17-42.

17-51. REMOVAL AND INSTALLATION - 12-VOLT AIRCRAFT ONLY (Refer to Figure 17-5.)

a. Make sure that the master switch is off or disconnect the negative lead from the battery.
b. Remove the connector plug from the regulator.
c. Remove two screws holding the regulator on the firewall.
d. To replace the regulator, reverse this procedure. Be sure that the connections for grounding the alternator, wiring shields and the base of the regulator are clean and bright before assembly. Otherwise, poor voltage regulation and/or excessive radio noise may result.

17-52. REMOVAL AND INSTALLATION OF TRANSISTORIZED VOLTAGE REGULATOR - 24-VOLT AIRCRAFT ONLY.

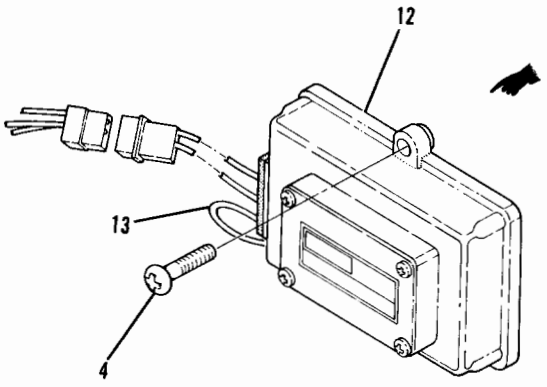
a. Ensure that the master switch is off.
b. Remove the quick-disconnect cable assembly from the battery box assembly by loosening the knob on the cable assembly.
c. Remove the upper cowling to gain access to the regulator mounted on the forward left side of the firewall.
d. Disconnect wiring from regulator and label wires.
e. Remove the three mounting bolts and nuts.
f. To replace the regulator, reverse this procedure.



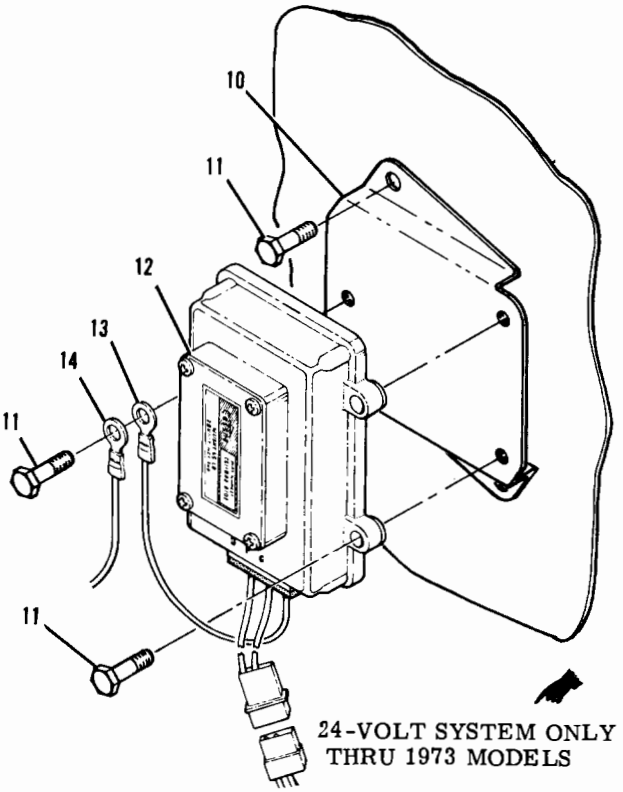
12-VOLT SYSTEM ONLY (TYPICAL)

NOTE

Beginning with 1974 Models a solid state voltage regulator is installed on the 12 volt system.



24-VOLT SYSTEM ONLY BEGINNING WITH 1974 MODELS.



24-VOLT SYSTEM ONLY THRU 1973 MODELS

1. Filter - Radio Noise
2. Wire to Master Switch
3. Shield - Ground
4. Screw
5. Voltage Regulator
6. Wire Shields to Ground
7. Wire to Alternator "F"
8. Wire to Alternator "A+"
9. Wire to Alternator Ground
10. Support Assembly - Regulator
11. Bolt
12. Alternator Regulator
13. Regulator Ground Wire
14. Alternator Ground Wire

Figure 17-5. Voltage Regulator Installation

17-53. OVER-VOLTAGE WARNING CIRCUIT - 24-VOLT AIRCRAFT ONLY. (Refer to Figure 17-6.)

17-54. DESCRIPTION. Thru 1973 models the over-voltage warning system consists of a relay assembly, condenser and red indicator light. The relay is voltage sensitive, opening the alternator field circuits and turning on a red warning light if excessive voltage is present. Simultaneously with lamp illumination, the alternator will automatically shut down. To turn the over-volt light out, the ALT side of the master switch must be turned OFF and then back ON to reset the system. Monitor the output of the alternator on the ammeter and shut off enough electronic equipment to bring the reading below full scale. Beginning with 1974 models the system operation remains the same except the relay and capacitor are replaced by a new type relay. This relay is a remove and replace item and not adjustable.

17-55. ADJUSTMENT OF OVER-VOLTAGE RELAY ASSEMBLY. (THRU 1973 MODELS, 24 VOLT). Connect a well filtered D.C. supply to terminals E (negative) and B (positive) of the relay. Connect a 28 volt light bulb between terminals B and F of the relay. Increase the voltage of the supply until the lamp lights. The lamp should come on when the power supply voltage reaches 31.5 volts. The relay may be adjusted with a screwdriver until proper pull-in voltage is obtained.

17-56. REMOVAL AND INSTALLATION OF OVER-VOLTAGE RELAY ASSEMBLY.

a. Turn Master Switch (BAT side) to OFF position.

b. Label wires for identification and use figure 17-6 as a guide for removal and replacement.

17-57. OVER-VOLTAGE SENSOR AND WARNING LIGHT. (12 VOLT AIRCRAFT ONLY, BEGINNING WITH 1972 MODELS.)

17-58. DESCRIPTION. The over-voltage system consists of a over-voltage sensor switch and a red warning light labeled, "HIGH VOLTAGE", on the instrument panel. When an over-voltage tripoff occurs the over-voltage sensor turns off the alternator system and the red warning light comes on. The ammeter will show a discharge. Turn off both sections of the Master Switch to recycle the over-voltage sensor. If the over-voltage condition was transient, the normal alternator charging will resume and no further action is necessary. If the over-voltage tripout recurs, then a generating system malfunction has occurred such that the electrical accessories must be operated from the aircraft battery only. Conservation of electrical energy must be practiced until the flight can be terminated. The over-voltage red warning light filament may be tested at any time by turning off the "Alternator" portion of the Master Switch and leaving the "Battery" portion turned on. This test does not induce an over-voltage condition on the electrical system.

NOTE

Should nuisance trip-outs occur on aircraft prior to U20601751, Single-engine Service letter SE72-15, Dated April 21, 1972 should be complied with.

17-58A. RIGGING THROTTLE OPERATED MICRO-SWITCH. Refer to Section 13.

17-58B. AUXILIARY ELECTRIC FUEL PUMP FLOW RATE ADJUSTMENT. Refer to Section 13.

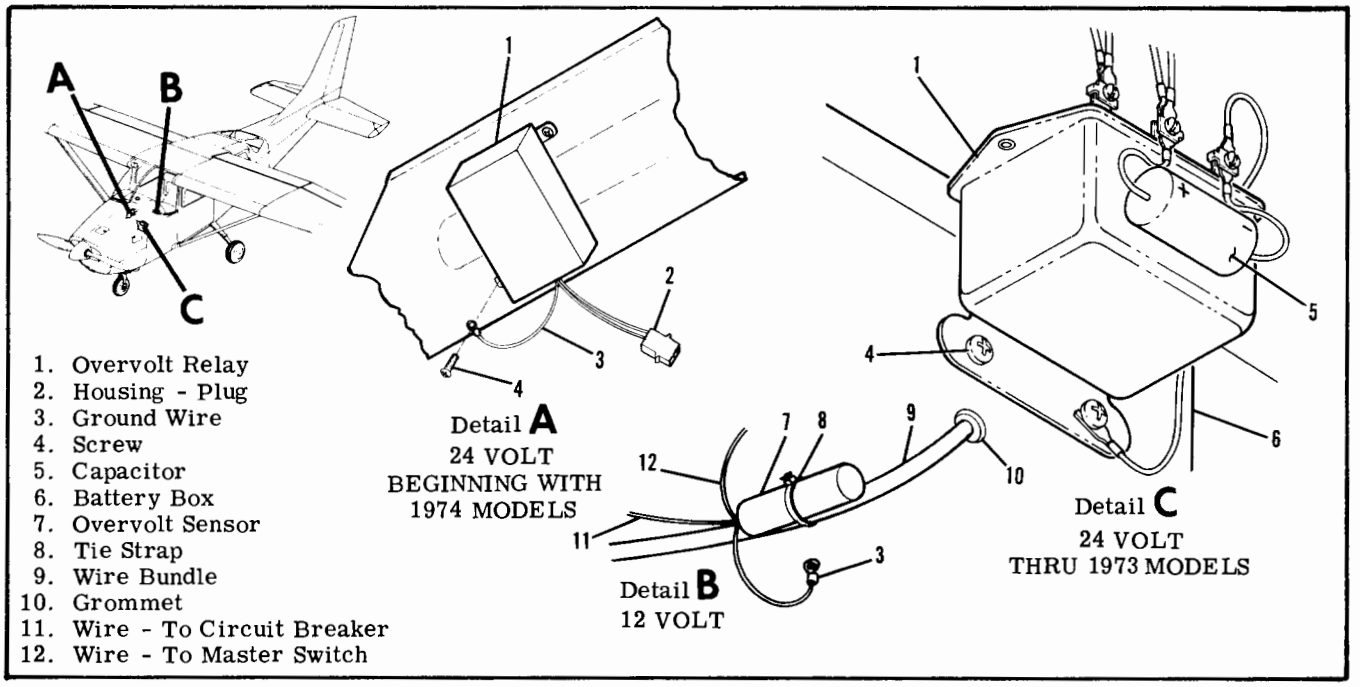


Figure 17-6. Overvolt Relay Installation

17-59. AIRCRAFT LIGHTING SYSTEM.

17-60. DESCRIPTION. The aircraft lighting system consists of landing and taxi lights, navigation lights, anti-collision strobe lights, flashing beacon light, interior and instrument panel flood lights, electro-luminescent panel lighting, instrument post lighting, pedestal lights, courtesy lights, control wheel map light, compass and radio dial lights.

On the 1969 model, snap-in type rocker switches are introduced. These switches have a design feature which permits them to snap into the panel from the panel side and can subsequently be removed for easy maintenance. These switches also feature spade type slip-on terminals.

17-61. TROUBLE SHOOTING.

TROUBLE	PROBABLE CAUSE	REMEDY
LANDING AND TAXI LIGHTS OUT.	Short circuit in wiring.	1. Inspect circuit breaker. If circuit breaker is open, proceed to step 2. If circuit breaker is OK, proceed to step 3.
	Defective wiring.	2. Test each circuit separately until short is located. Repair or replace wiring.
	Defective switch.	3. Check voltage at lights with master and landing and taxi light switches ON. Should read battery voltage. Replace switch.
LANDING OR TAXI LIGHT OUT.	Lamp burned out.	1. Test lamp with ohmmeter or new lamp. Replace lamp.
	Open circuit in wiring.	2. Test wiring for continuity. Repair or replace wiring.
FLASHING BEACON DOES NOT LIGHT.	Short circuit in wiring.	1. Inspect circuit breaker. If circuit breaker is open, proceed to step 2. If circuit breaker is OK, proceed to step 3.
	Defective wiring.	2. Test circuit until short is located. Repair or replace wiring.
	Lamp burned out.	3. Test lamp with ohmmeter or a new lamp. Replace lamp. If lamp is good, proceed to step 4.
	Open circuit in wiring.	4. Test circuit from lamp to flasher for continuity. If no continuity is present, repair or replace wiring. If continuity is present, proceed to step 5.
	Defective switch.	5. Check voltage at flasher with master and beacon switch on. Should read battery voltage. Replace switch. If voltage is present, proceed to step 6.
	Defective flasher.	6. Install new flasher.
FLASHING BEACON CONSTANTLY LIT.	Defective flasher.	1. Install new flasher.

TROUBLE	PROBABLE CAUSE	REMEDY
ALL NAV LIGHTS OUT.	Short circuit in wiring.	1. Inspect circuit breaker. If circuit breaker is open, proceed to step 2. If circuit breaker is OK, proceed to step 3.
	Defective wiring.	2. Isolate and test each nav light circuit until short is located. Repair or replace wiring.
	Defective switch.	3. Check voltage at nav light with master and nav light switches on. Should read battery voltage. Replace switch.
ONE NAV LIGHT OUT.	Lamp burned out.	1. Inspect lamp. Replace lamp.
	Open circuit in wiring.	2. Test wiring for continuity. Repair or replace wiring.
ONE ANTI-COLLISION STROBE LIGHT WILL NOT LIGHT. THRU 1972 MODELS.	Flash tube burned out.	Test with new flash tube. Replace flash tube.
	Faulty wiring.	Test for continuity. Repair or replace.
	Faulty trigger head.	Test with new trigger head. Replace trigger head.
BOTH ANTI-COLLISION STROBE LIGHTS WILL NOT LIGHT. THRU 1972 MODELS.	Circuit breaker open.	Inspect. Reset.
	Faulty power supply.	Listen for whine in power supply to determine if power is operating.
	Faulty switch.	Test for continuity. Repair or replace.
	Faulty wiring.	Test for continuity. Repair or replace.
WARNING The anti-collision system is a high voltage device. Do not remove or touch tube assembly while in operation. Wait at least 5 minutes after turning off power before starting work.		
BOTH ANTI-COLLISION STROBE LIGHTS WILL NOT LIGHT. BEGINNING WITH 1973 MODELS.	Open circuit breaker.	1. Check, if open reset. If circuit breaker continues to open proceed to step 2.

TROUBLE	PROBABLE CAUSE	REMEDY
BOTH ANTI-COLLISION STROBE LIGHTS WILL NOT LIGHT. BEGINNING WITH 1973 MODELS. Cont.	Open circuit breaker. Cont.	2. Disconnect red wire between aircraft power supply (battery/external power) and strobe power supplies, one at a time. If circuit breaker opens on one strobe power supply, replace strobe power supply. If circuit breaker opens on both strobe power supplies proceed to step 3. If circuit breaker does not open proceed to step 4.
		3. Check aircraft wiring. Repair or replace as necessary.
		4. Inspect strobe power supply ground wire for contact with wing structure.
CAUTION Extreme care should be taken when exchanging flash tube. The tube is fragile and can easily be cracked in a place where it will not be obvious visually. Make sure the tube is seated properly on the base of the nav light assembly and is centered in the dome. NOTE When checking defective power supply and flash tube, units from opposite wing may be used. Be sure power leads are protected properly when unit is removed to prevent short circuit.		
ONE ANTI-COLLISION STROBE LIGHT WILL NOT LIGHT. BEGINNING WITH 1973 MODELS.	Defective Strobe Power Supply, or flash tube.	1. Connect voltmeter to red lead between aircraft power supply (battery/external power) and strobe power supply, connecting negative lead to wing structure. Check for 12 volts. If OK proceed to step 2. If not, check aircraft power supply (battery/external power).
		2. Replace flash tube with known good flash tube. If system still does not work, replace strobe power supply.

TROUBLE	PROBABLE CAUSE	REMEDY
DOME LIGHT TROUBLE.	Short circuit in wiring.	1. Inspect circuit breaker. If circuit breaker is open, proceed to step 2. If circuit breaker is OK, proceed to step 3.
	Defective wiring.	2. Test circuit until short is located. Repair or replace wiring.
		3. Test for open circuit. Repair or replace wiring. If no short or open circuit is found, proceed to step 4.
	Lamp burned out.	4. Test lamp with ohmmeter or new lamp. Replace lamp.
	Defective switch.	5. Check for voltage at dome light with master and dome light switch on. Should read battery voltage. Replace switch.
ELECTROLUMINESCENT PANELS WILL NOT LIGHT.	Short circuit in wiring.	1. Inspect circuit breaker. If circuit breaker is open, proceed to step 2. If circuit breaker is OK, proceed to step 3.
	Defective wiring.	2. Test circuit until short is located. Repair or replace wiring. 3. Test for open circuit. Repair or replace wiring. If no open or short circuit is found, proceed to step 4.
	Defective resistor.	4. Check resistor for continuity. (Located in line between rheostat and inverta-pak.) Replace resistor.

SHOP NOTES:

17-61. TROUBLE SHOOTING (Cont).

TROUBLE	PROBABLE CAUSE	REMEDY
ELECTROLUMINESCENT PANELS WILL NOT LIGHT. (Cont).	Defective rheostat.	5. Check input voltage at inverta-pak with master switch on. Voltmeter should give a smoothly varied reading over the entire control range of the rheostat. If no voltage is present or voltage has a sudden drop before rheostat has been turned full counterclockwise, replace rheostat.
	Defective inverta-pak.	6. Check output voltage at inverta-pak with ac voltmeter. Should read about 125 volts ac with rheostat set for full bright. Replace inverta-pak.
INSTRUMENT LIGHTS WILL NOT LIGHT (THRU 1969 MODELS ONLY).	Short circuit in wiring.	1. Inspect circuit breaker. If circuit breaker is open, proceed to step 2. If circuit breaker is OK, proceed to step 3.
	Defective wiring.	2. Test circuit until short is locat ed. Repair or replace wiring 3. Test for open circuit. Repair or replace wiring. If no short or open circuit is found, proceed to step 4.
	Defective rheostat.	4. Check voltage at instrument light with master switch on. Should read battery voltage with rheostat turned full clockwise and voltage should decrease as rheostat is turned counterclockwise. If no voltage is present or voltage has a sudden drop before rheostat has been turned full counterclockwise, replace rheostat.
	Lamp burned out.	5. Test lamp with ohmmeter or new lamp. Replace lamp.
INSTRUMENT LIGHTS WILL NOT LIGHT (1970 MODELS & ON).	Short circuit wiring.	1. Inspect circuit breaker. If circuit breaker is open, proceed to step 2. If circuit breaker is OK, proceed to step 3.
	Defective wiring.	2. Test circuit until short is located. Repair or replace wiring. 3. Test for open circuit. Repair or replace wiring. If no short or open circuit is found, proceed to step 4.
	Faulty section in dimming potentiometer.	4. Lights will work when control is placed in brighter position. Replace potentiometer.

TROUBLE	PROBABLE CAUSE	REMEDY
INSTRUMENT LIGHTS WILL NOT LIGHT (1970 MODELS & ON). (Cont).	Faulty light dimming transistor.	5. Test both transistors with new transistor. Replace faulty transistor.
	Faulty selector switch.	6. Inspect. Replace switch.
INSTRUMENT LIGHTS WILL NOT DIM (1970 MODELS & ON).	Open resistor or wiring in minimum intensity end of potentiometer.	1. Test for continuity. Replace resistor or repair wiring.
	Shorted transistor.	2. Test transistor by substitution. Replace defective transistor.
CONTROL WHEEL MAP LIGHT WILL NOT LIGHT THRU 1969 MODELS ONLY.	Nav light switch turned off.	1. Nav light switch has to be ON before map light will light.
	Short circuit in wiring.	2. Check lamp fuse on terminal board located on back of stationary panel with ohmmeter. If fuse is open, proceed to step 3. If fuse is OK, proceed to step 4.
	Defective wiring.	3. Test circuit until short is located. Repair or replace wiring. 4. Test for open circuit. Repair or replace wiring. If a short or open circuit is not found, proceed to step 5.
	Defective map light assembly.	5. Check voltage at map light assembly with master and nav switches on. If battery voltage is present, replace map light assembly.
	CAUTION Failure to observe polarity shown on wiring diagram 11.11.0 will result in immediate failure of the transistor on the map light circuit board assembly.	
CONTROL WHEEL MAP LIGHT WILL NOT LIGHT 1970 MODELS & ON.	Nav light switch turned off.	1. Nav light switch has to be ON before map light will light.
	Short circuit in wiring.	2. Check lamp fuse on terminal board located on back of stationary panel with ohmmeter. If fuse is open, proceed to step 3. If fuse is OK, proceed to step 4.

17-61. TROUBLE SHOOTING (Cont).

TROUBLE	PROBABLE CAUSE	REMEDY
CONTROL WHEEL MAP LIGHT WILL NOT LIGHT 1970 MODELS AND ON. (Cont).	Defective wiring.	3. Test circuit until short is located. Repair or replace wiring. 4. Test for open circuit. Repair or replace wiring. If a short or open circuit is not found, proceed to step 5.
	Defective map light assembly.	5. Check voltage at map light assembly with master and nav switches on. If battery voltage is present, replace map light assembly.

17-62. LANDING AND TAXI LIGHTS.

17-63. DESCRIPTION. Thru 1971 Models the landing and taxi lights are mounted in the leading edge of the left wing. A clear plastic cover provides weather protection for the lamps and is shaped to maintain the leading edge curvature of the wing. The landing lamp is mounted on the inboard side and is adjusted to throw its beam further forward than the taxi lamp. Both lamps are controlled by an interlocking split rocker switch. Beginning with 1972 Models the landing and taxi lights are mounted in the lower nose cowl. Beginning with 1974 models the interlocking split rocker switch is replaced by two separate rocker switches interconnected by a jumper wire and a diode assembly.

17-64. REMOVAL AND INSTALLATION. (THRU 1971 MODELS). (Refer to Figure 17-7.)

a. Remove the 18 screws securing the landing light window assembly (1) and the assembly will then be free for removal.

b. Remove the four attaching screws (6) from the bracket assembly and remove the bracket.

NOTE

Do not reposition the landing and taxi light adjustment screws (2). If readjustment is required refer to figure 17-7.

c. Remove the two screws securing the wiring to the lamp contacts and remove the lamp.

d. Install new lamp and reassemble.

17-65. REMOVAL AND INSTALLATION. (BEGINNING WITH 1972 MODELS.) (Refer to Figure 17-7.)

a. Remove screws securing support assembly (2) to cowl and pull assembly forward from cowl.

b. Remove screws securing the wiring to lamp contacts.

c. Remove the tinnerman screws from the bracket (5) and remove bracket and lamp.

d. Install new lamp and reassemble.

17-66. NAVIGATION LIGHTS.

17-67. DESCRIPTION. The navigation lights are located on each wing tip and the stinger. Operation of the lights is controlled by a single switch. A plastic light detector on each wing tip allows the pilot to determine if the lamps are working properly during flight.

17-68. REMOVAL AND INSTALLATION. Refer to Figure 17-8 for removal and installation.

17-69. ANTI-COLLISION STROBE LIGHTS.

17-70. DESCRIPTION. A white strobe light is installed on each wing tip. These lights are vibration resistant and operate on the principle of a capacitor discharge into a xenon tube, producing an extremely high intensity flash. Thru 1972 Models energy is supplied to the strobe lights from a power supply. The power supply is mounted inside the left wing, on the rib at wing station 118.00 just forward of the wing rear spar. Beginning with 1973 Models energy is supplied from individual power supplies mounted on the wing tip rib.

17-70A. OPERATIONAL REQUIREMENTS.

WARNING

The capacitors in the strobe light power supplies must be reformed if not used for a period of six (6) months. The following procedure must be used.

Connect the power supply, red wire to plug, black to ground to 6 volt DC source. Do Not connect strobe tube. Turn on 6 volt supply. Note current draw after one minute. If less than 1 ampere, continue operation for 24 hours. Turn off DC power source. Then connect to the proper voltage, 12/24 volt. Connect tube to output of strobe power supply and allow to operate, flashing, for 15 minutes. Remove strobe tube. Operating power supply at 12/24 volts, note

the current drain after one minute. If less than 0.5 amperes, operate for 6 hours. If current draw is greater than 0.5 amperes, reject the unit.

17-71. REMOVAL AND INSTALLATION. Refer to Figure 17-8 as a guide for removal and installation.

WARNING

The anti-collision system is a high voltage device. Do not remove or touch the tube assembly while in operation. Wait at least five minutes after turning off power before starting work.

17-72. FLASHING BEACON LIGHT.

17-73. DESCRIPTION. The flashing beacon light is attached to the (ABS constructed) vertical fin tip. The assembly consists of a red dome cover and a iodine vapor lamp electrically switched by a solid-

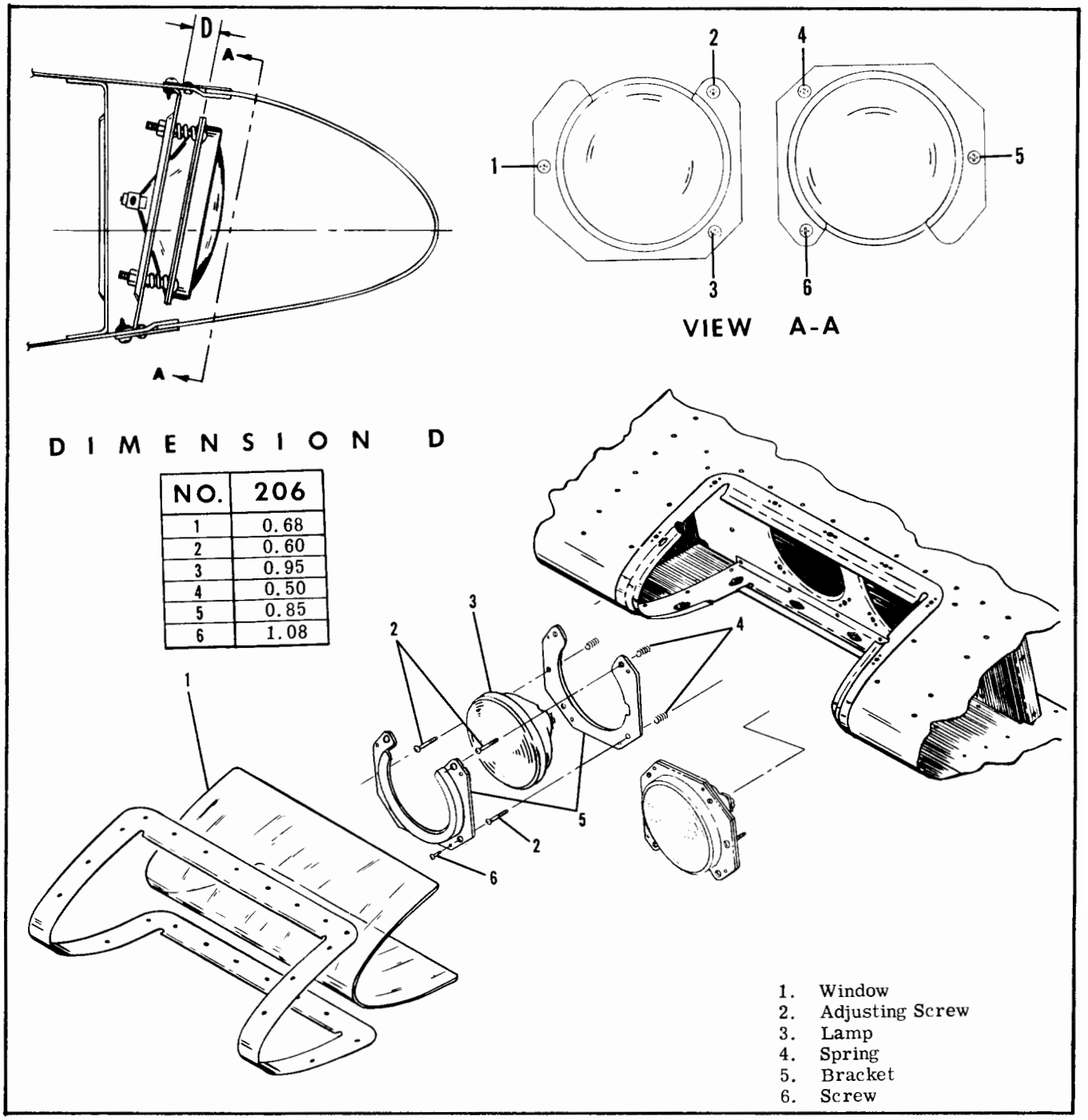
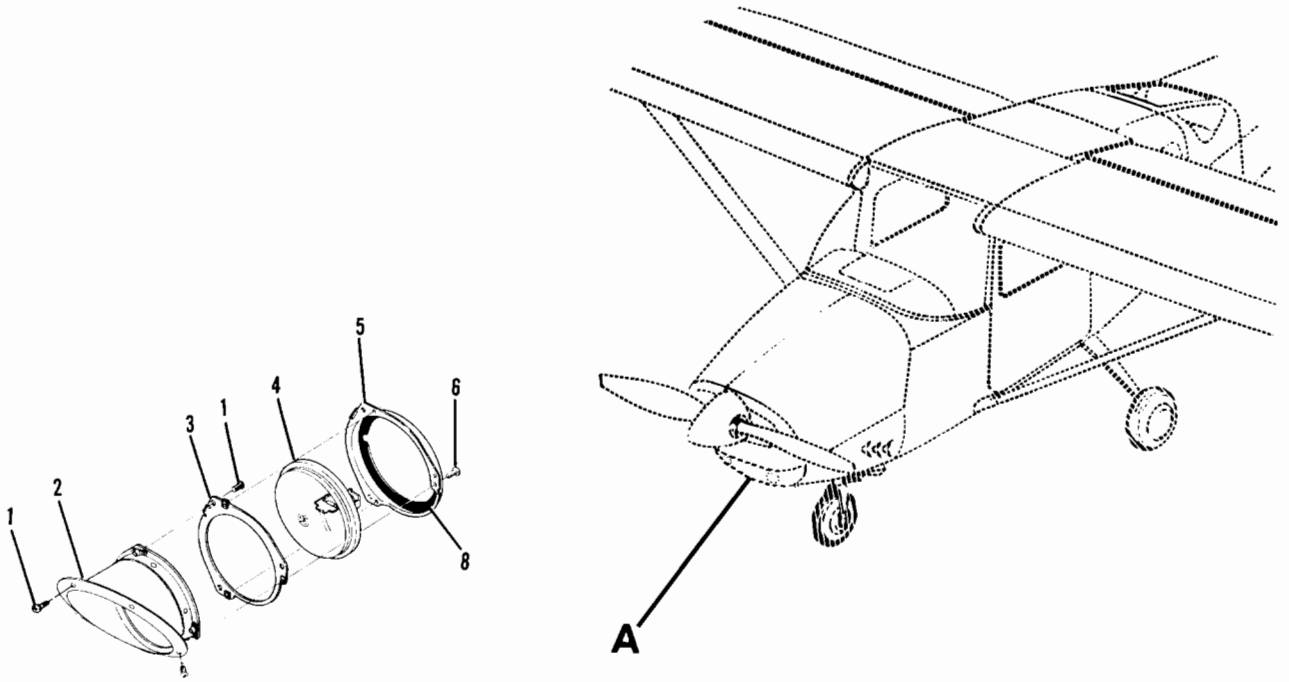
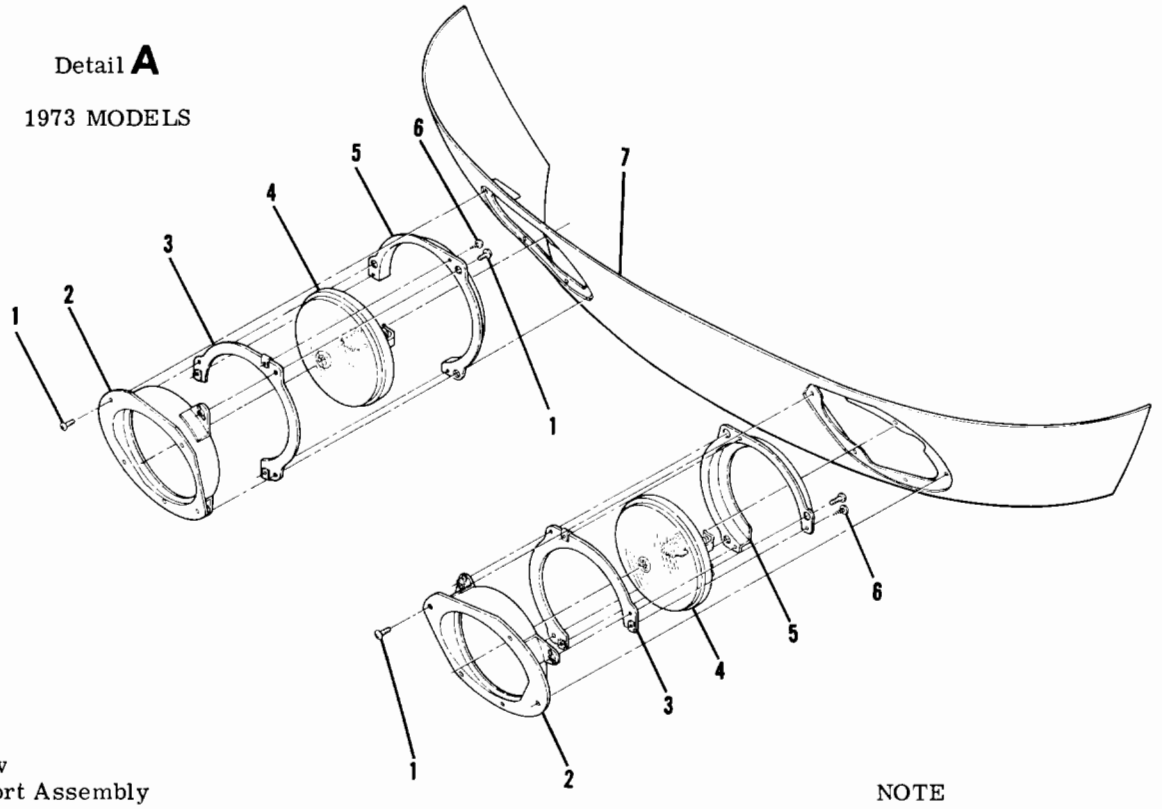


Figure 17-7. Landing and Taxi Light Installation (Sheet 1 of 2)



Detail **A**

1973 MODELS



1. Screw
2. Support Assembly
3. Plate
4. Lamp
5. Bracket
6. Tinnerman Screw
7. Nose Cap
8. Gasket

Detail **A**

1972 MODELS

NOTE

Should further adjustment be desired washers may be added between retainer (2) and plate (3).

Figure 17-7. Landing and Taxi Light Installation (Sheet 2 of 2)

state flasher assembly. Thru U20601966 a 100 watt lamp is installed. Beginning with U20601967 a 125 watt lamp is installed. The flasher assembly is located in the vertical fin tip. A 1.5 ohm resistor on 12 volt and 6 ohm resistor on the 24 volt, is installed on the forward upper side of the stabilizer to prevent pulsing of the aircraft lighting when the beacon is operating. The switching frequency of the flasher assembly operates the beacon at approximately 45 flashes per minute.

17-74. REMOVAL AND INSTALLATION. Refer to Figure 17-9 for removal and installation.

17-75. INSTRUMENT LIGHTING.

17-76. DESCRIPTION. The instrument panel lighting is fabricated in two separate sections. The lower two-thirds of the instrument panel is illuminated by two lights mounted in the overhead light console. The lighting for the upper one-third of the instrument panel is provided by (four small lights thru 1972 Models and five small lights beginning with the 1973 Models) located in the instrument panel glare shield. The intensity of the instrument panel lighting is controlled by a dimming rheostat located on the left side of the instrument panel. A remotely located two-circuit, transistorized dimmer is installed as standard equipment to control the instrument panel lighting on 1970 and on models. Panel lighting dimming controls are increased from two to three. This is accomplished by concentric knob arrangement on one of the existing control knobs. Transistor light dimming is used on two of three circuits, thereby allowing greater dimming load variation and better linearity of control. One circuit controls the engine instruments and radio lights while the other circuit controls the instrument flood lights and post lights.

17-77. REMOVAL AND INSTALLATION. Refer to Figure 17-10 and 17-12 for removal and installation.

17-78. REMOVAL AND INSTALLATION OF TRANSISTORIZED LIGHT DIMMING. Refer to Figure 17-11 for removal and installation.

17-79. ELECTROLUMINESCENT PANEL LIGHTING.

17-80. DESCRIPTION. The electroluminescent lighting consists of two "EL" panels; the switch panel

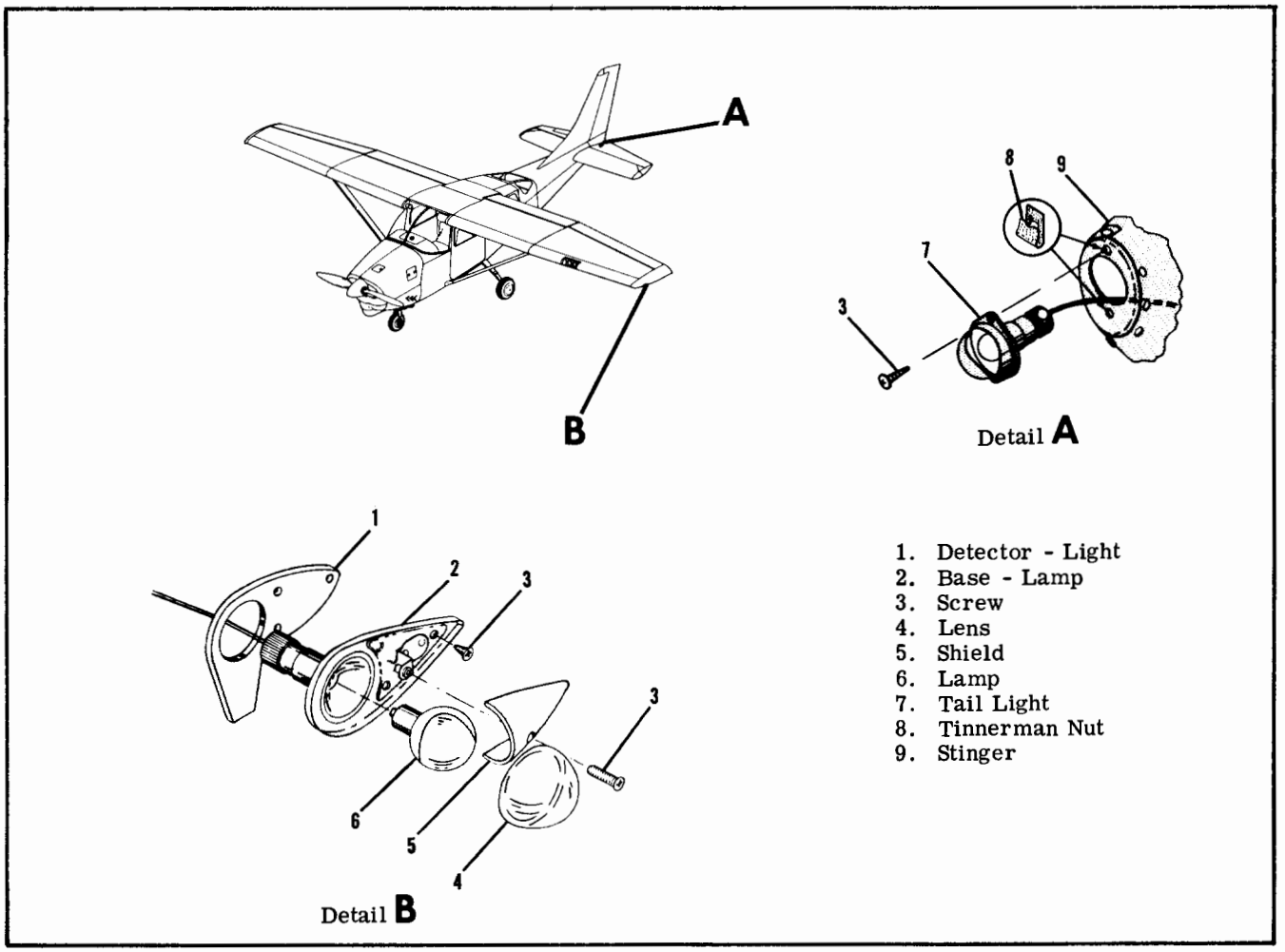
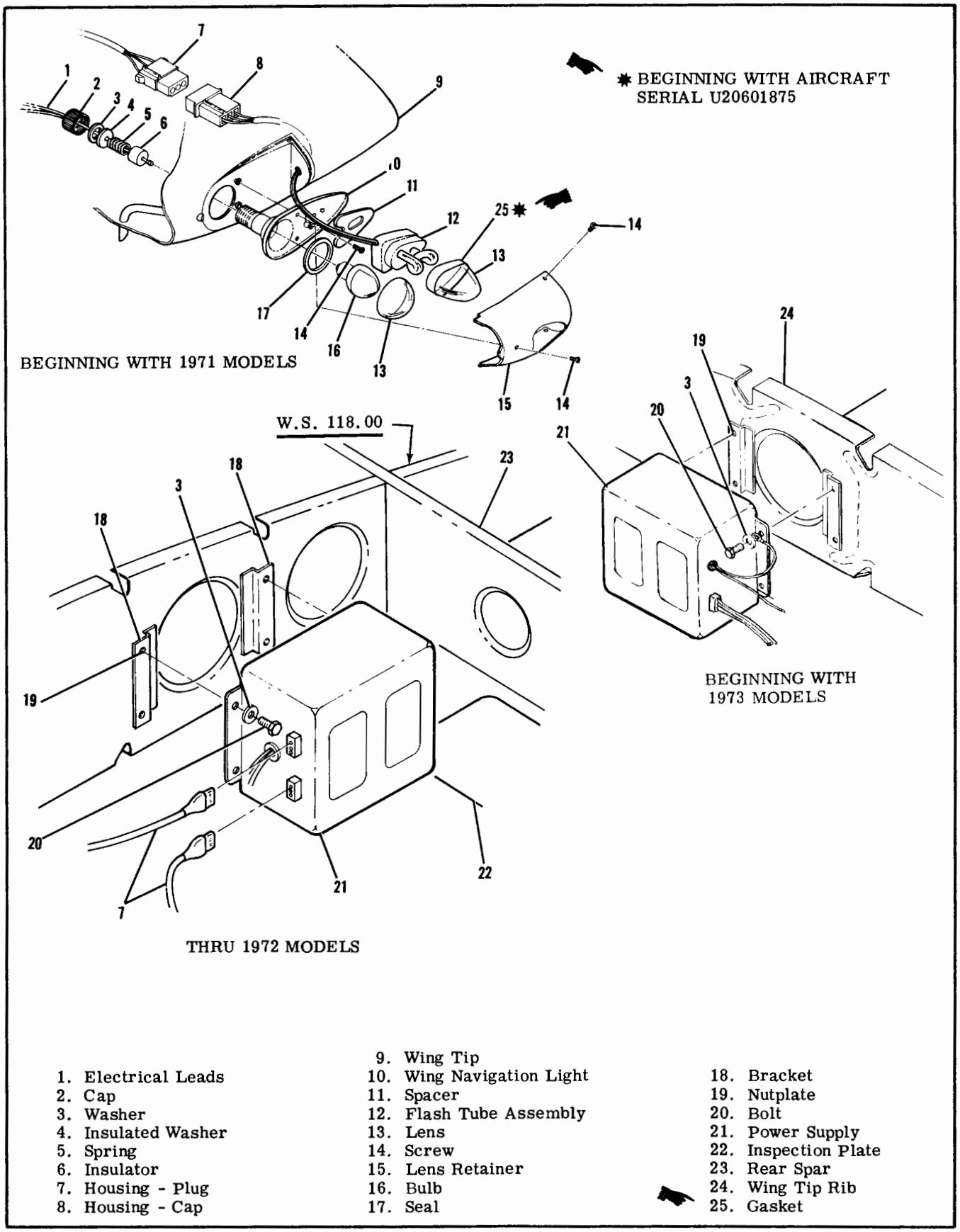
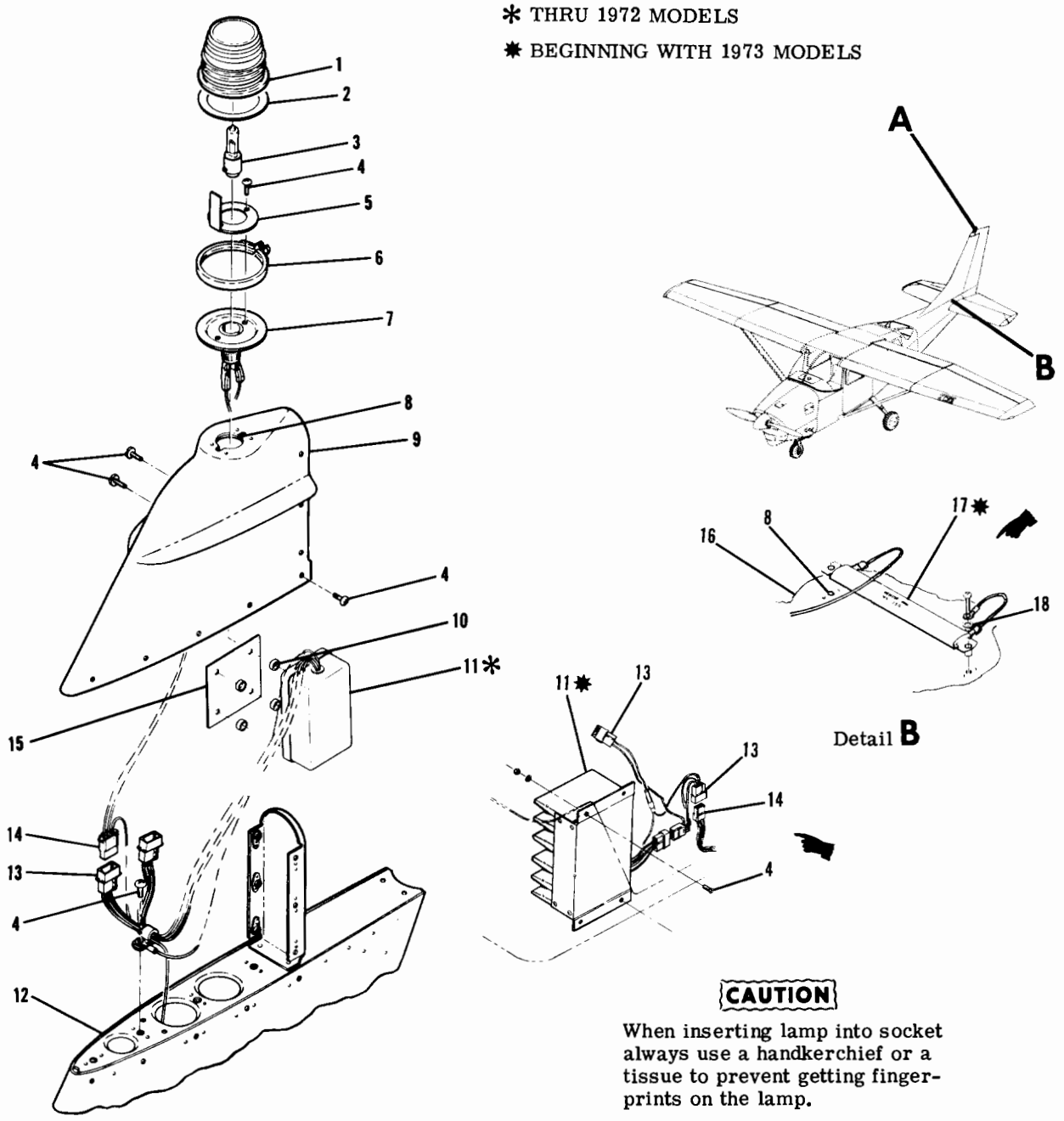


Figure 17-8. Navigation and Anti-Collision Strobe Lights Installation (Sheet 1 of 2)



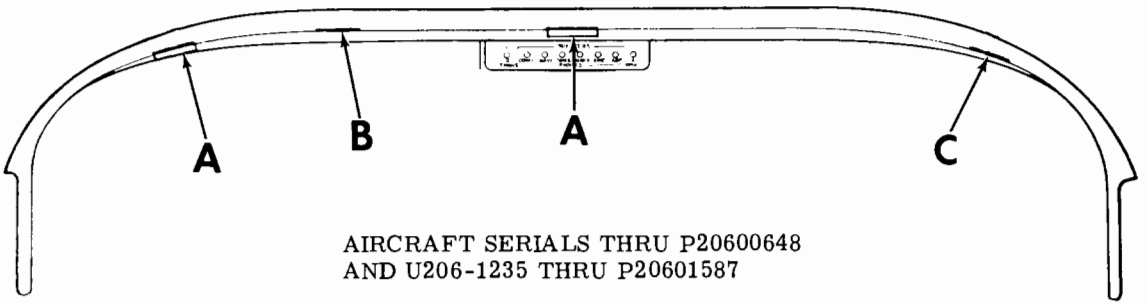
1. Electrical Leads
2. Cap
3. Washer
4. Insulated Washer
5. Spring
6. Insulator
7. Housing - Plug
8. Housing - Cap
9. Wing Tip
10. Wing Navigation Light
11. Spacer
12. Flash Tube Assembly
13. Lens
14. Screw
15. Lens Retainer
16. Bulb
17. Seal
18. Bracket
19. Nutplate
20. Bolt
21. Power Supply
22. Inspection Plate
23. Rear Spar
24. Wing Tip Rib
25. Gasket

Figure 17-8. Navigation and Anti-Collision Strobe Lights Installation (Sheet 2 of 2)

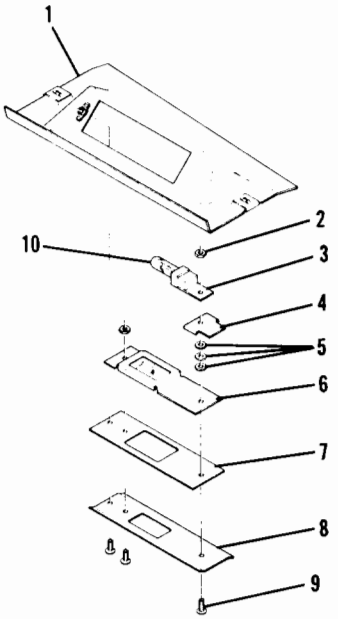


1. Dome
2. Gasket
3. Lamp
4. Screw
5. Baffle
6. Clamp Assembly
7. Socket Assembly
8. Nutplate
9. Tip Assembly - Fin
10. Spacer
11. Flasher Assembly
12. Fin Assembly
13. Housing - Cap
14. Housing - Plug
15. Plate
16. Stabilizer Skin - Upper
17. Resistor
18. Washer

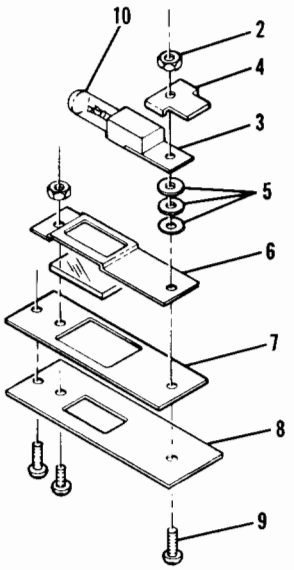
Figure 17-9. Flashing Beacon Light Installation



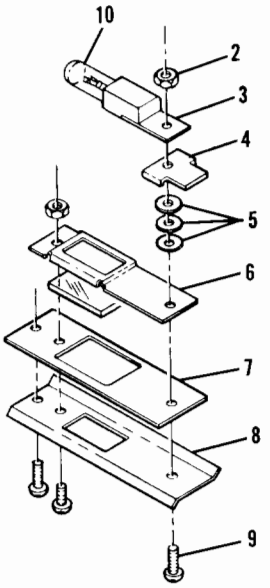
AIRCRAFT SERIALS THRU P20600648
AND U206-1235 THRU P20601587



DETAIL **A**
TYPICAL
INSTALLATION



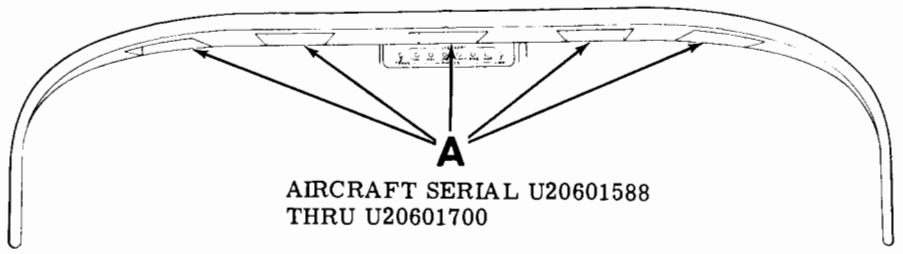
DETAIL **B**



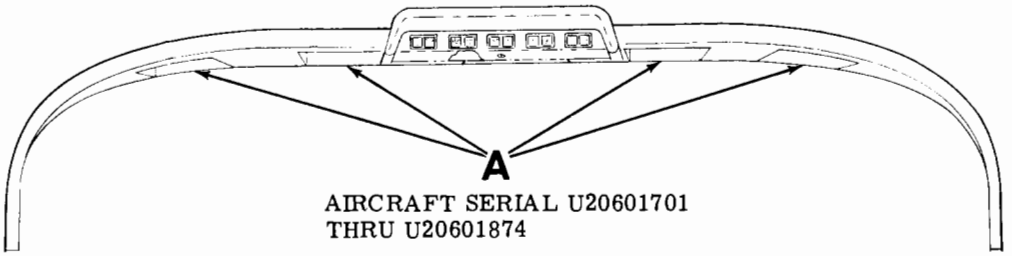
DETAIL **C**

1. Light Fitting Assembly
2. Nut
3. Light Assembly
4. Retainer
5. Washer
6. Bracket
7. Gasket
8. Cover
9. Screw
10. Bulb

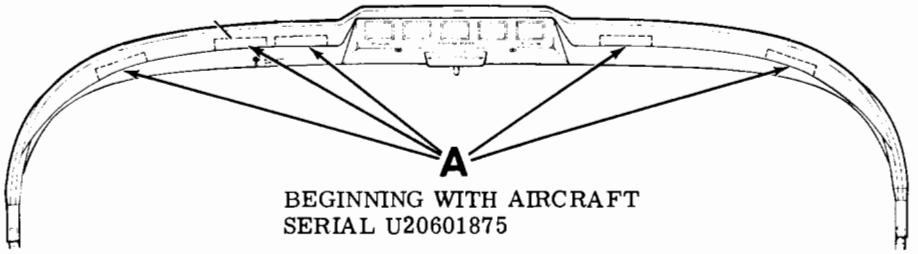
Figure 17-10. Instrument Panel Glare Shield Light Installation (Sheet 1 of 2)



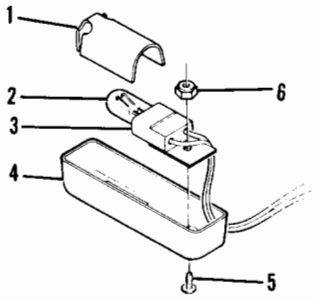
AIRCRAFT SERIAL U20601588
THRU U20601700



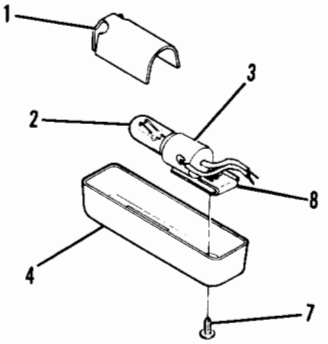
AIRCRAFT SERIAL U20601701
THRU U20601874



BEGINNING WITH AIRCRAFT
SERIAL U20601875



12 VOLT
Detail **A**



24 VOLT
Detail **A**

1. Reflector
2. Lamp
3. Lamp Socket
4. Housing
5. Screw
6. Nut
7. Tinnerman Screw
8. Tinnerman Nut

Figure 17-10. Instrument Panel Glare Shield Light Installation (Sheet 2 of 2)

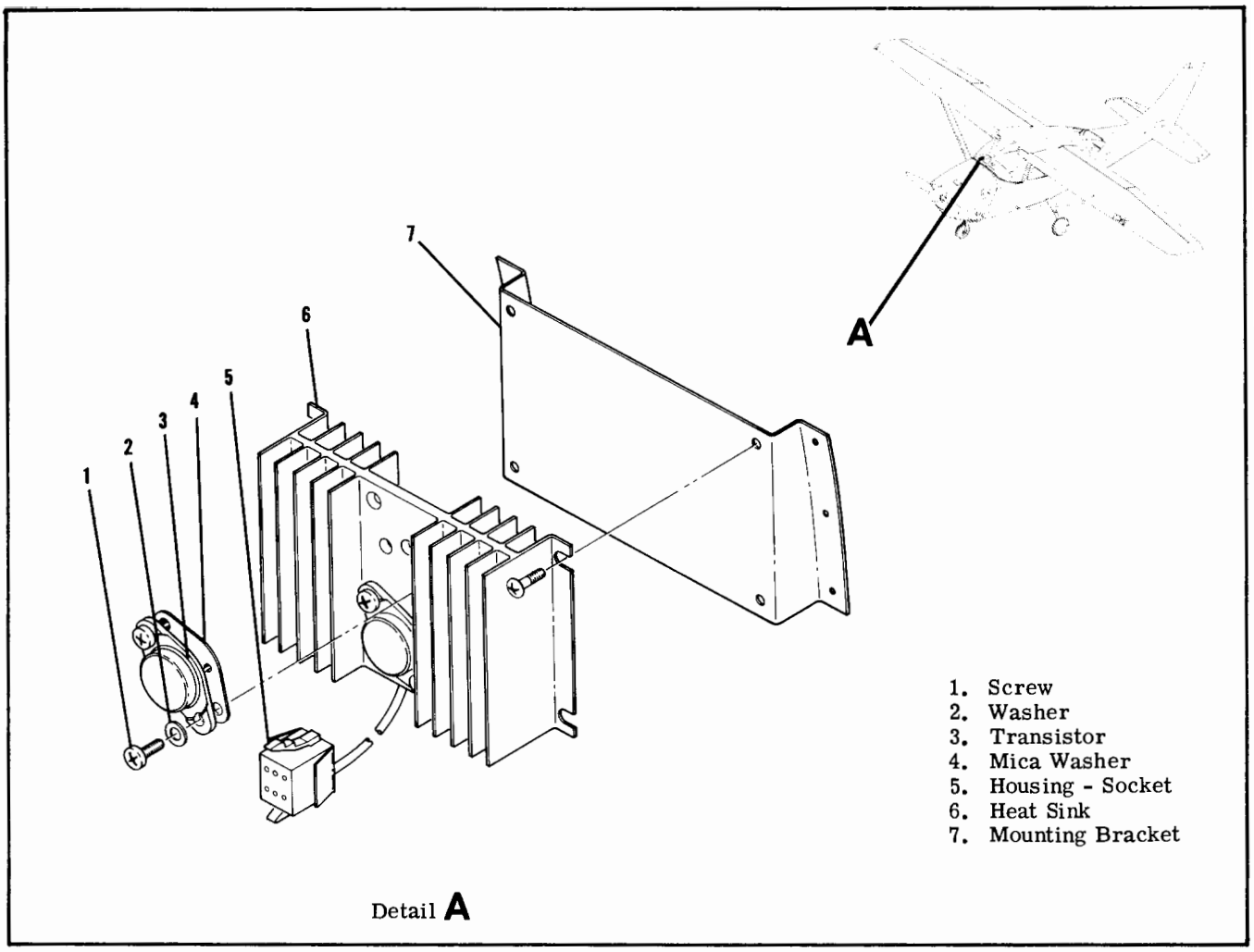


Figure 17-11. Transistorized Light Dimming Installation

and the comfort control panel. The ac voltage required to drive the "EL" panels is supplied by a small inverta-pak (power supply) located behind the instrument panel. The intensity of the "EL" panel lighting is controlled by a rheostat located on the instrument panel. Beginning with aircraft serials P20600635 and U20601493 a resistor is installed ahead of the dimming EL rheostat as a lood for the AC output of the E inverter. Due to heat dissipation, the resistor must be kept away from the wire bundle. Refer to figure 17-1 and 17-13.

17-81. PEDESTAL LIGHTS .

17-82. DESCRIPTION. The pedestal lights consist of two post type lights mounted on the pedestal to illuminate the rudder and elevator trim controls. The pedestal lights are controlled by the instrument light rheostat.

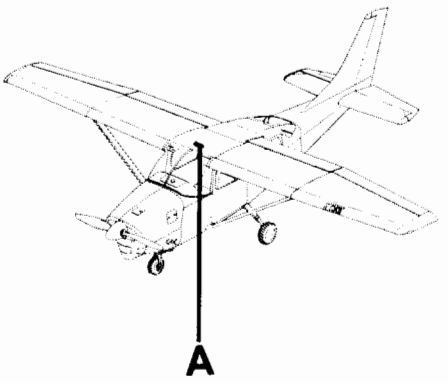
17-83. REMOVAL AND INSTALLATION. For removal and replacement of the pedestal lamp, slide the cap and lens assembly from the base. Slide the lamp from the socket and replace.

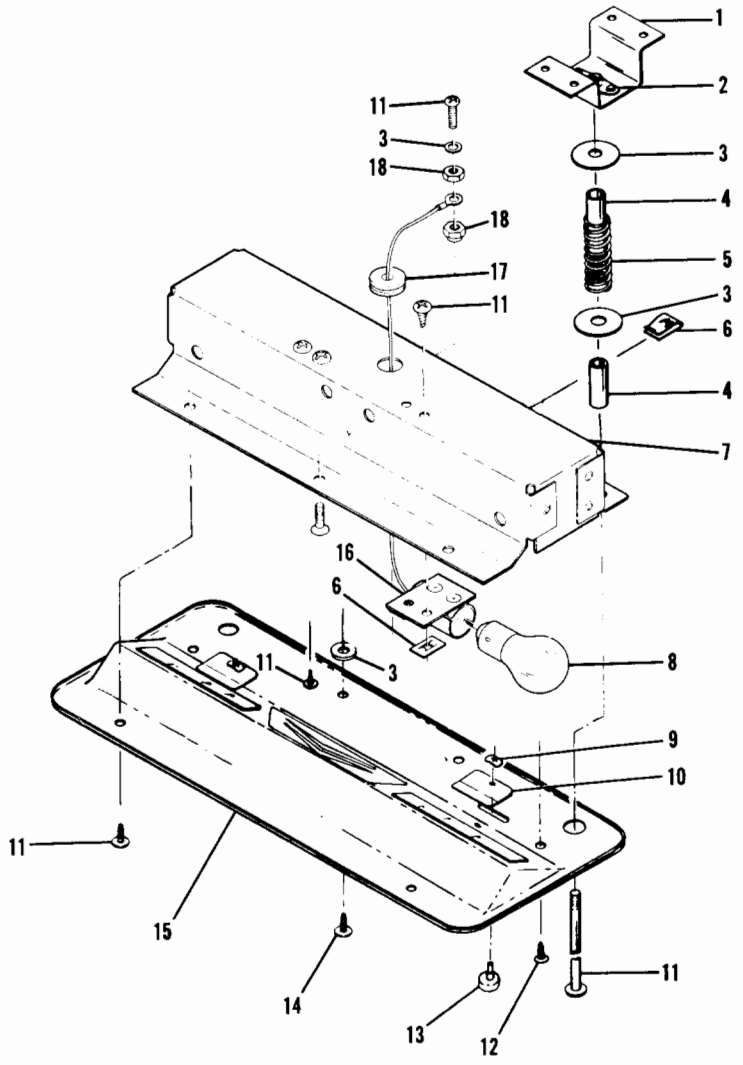
17-84. INSTRUMENT POST LIGHTING.

17-85. DESCRIPTION. Individual post lighting may be installed as optional equipment to provide for nonglare instrument lighting. The post light consists of a cap and a clear lamp assembly with a tinted lens. The intensity of the instrument post lights is controlled by the radio light dimming rheostat located on the switch panel.

NOTE

Adjust the overhead map light so that the forward edge of the lighted area is 3.0 (±1.0) inches aft of the control wheel (when full forward).

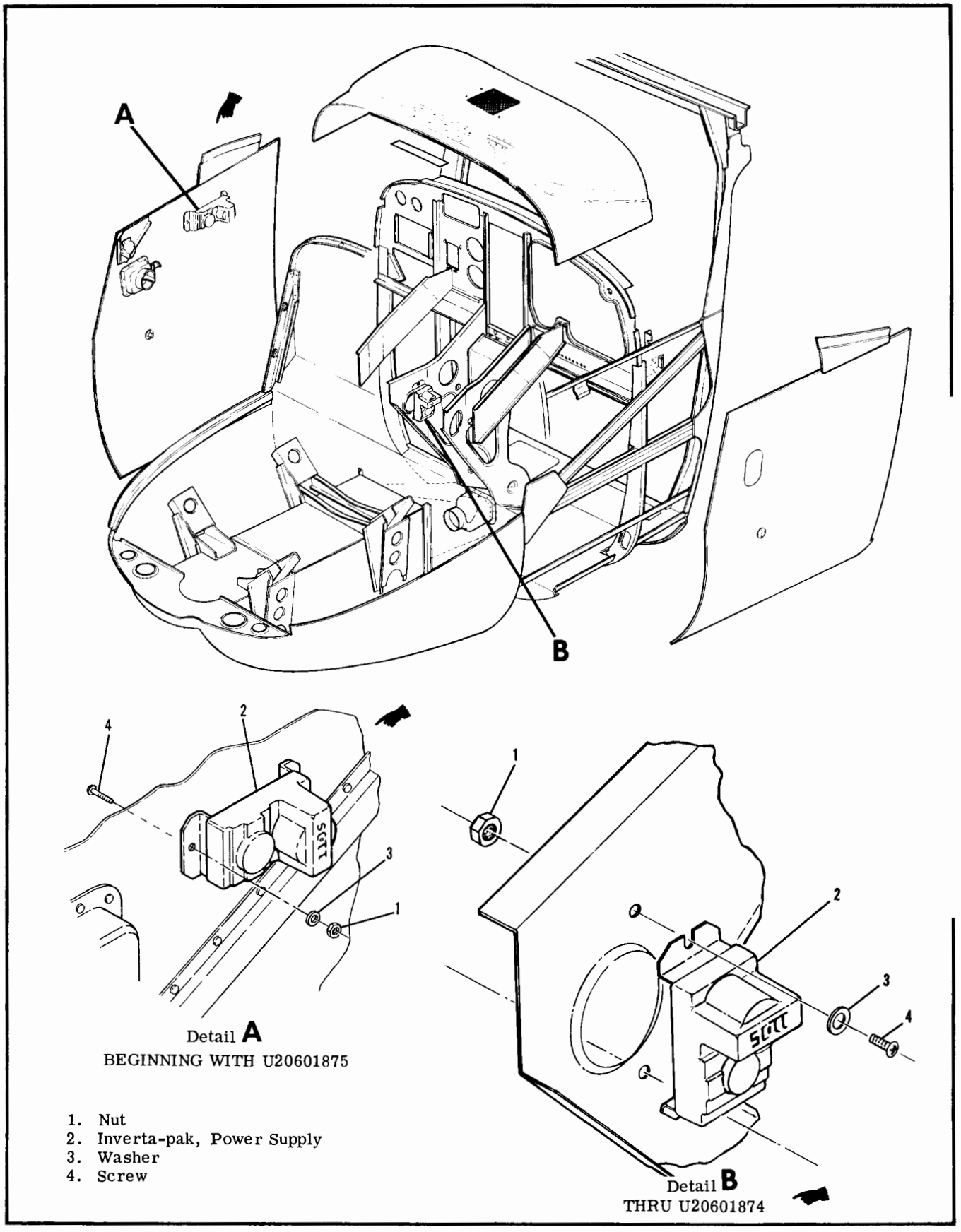




Detail **A**

1. Panel Light Bracket
2. Nutplate
3. Washer
4. Spacer
5. Spring
6. Tinnerman Nut
7. Panel Light Housing
8. Lamp
9. Clip
10. Slide Cover
11. Adjustment Screw
12. Screw
13. Slide Knob
14. Panel Light Cover
15. Lamp Socket
16. Grommet
17. Nut

Figure 17-12. Overhead Console Installation



1. Nut
2. Inverta-pak, Power Supply
3. Washer
4. Screw

Figure 17-13. Electroluminescent Panel Inverta-pak Power Supply

17-86. REMOVAL AND INSTALLATION. For removal and replacement of the instrument post lamps, slide the cap and the lens assembly from the base. Slide the lamp from the socket and replace.

17-87. COURTESY LIGHTS.

17-88. DESCRIPTION. The lights consist of one light located on the underside of each wing to provide ground lighting around the cabin area. The courtesy lights have clear lens and are controlled by a single slide switch labeled, "Utility Lights," located on the left rear door post. The switch also operates the dome lights thru 1972 Models.

17-89. REMOVAL AND INSTALLATION. Refer to Figure 17-14 for removal and installation.

17-90. INTERIOR LIGHTING. Thru 1972 Models the cabin interior is illuminated by two dome lights, one dome light on each side of the aft cabin. The dome lights are controlled by a single slide switch labeled "Utility Lights," located on the left door post. The switch also operates the courtesy lights. Beginning with 1973 Models a single dome light is installed overhead center aft of the rear spar. The light is controlled by a rocker switch on the assembly.

17-91. REMOVAL AND INSTALLATION. Thru 1972 models for removal and replacement of dome lamps, pry light assembly out of retainer then pry socket out of light assembly. Twist the bayonet type lamp from the socket and replace. Beginning with 1973 models the lens snap out for access to the lamp.

17-92. CONTROL WHEEL MAP LIGHT.

17-93. DESCRIPTION. As optional equipment, a white, dimmable map light may be installed on the underside of the pilot's control wheel. On 1969 models, a solid-state dimming circuit along with a miniature dimming control was used. On 1970 thru 1971 models, a new type of optional map light has been installed on the underside of the pilot's control wheel. The new map light assembly consists of a rectangle shaped housing containing two small lamps and a small rheostat. On both type of installations, the dimming control extends just below the edge of the control wheel map light housing for convenient thumb or finger operation. For dimming the control should be rotated clockwise. Beginning with 1972 models the control wheel map light is internally mounted in the control wheel. Thru 1974 models a rheostat switch located on the right hand forward side of the wheel controls the light, Beg Beginning with 1975 models the rheostat switch is located on the lower right hand side of the control wheel.

17-94. REMOVAL AND INSTALLATION (THRU U 206-1444) (Refer to Figure 17-15.)

a. Rotate the control wheel 90° to the left to gain access to the underside of the control wheel.

b. Remove four screws at the corner of the etched circuit board assembly.

c. Detach wires from the terminal strip along the edge of the circuit board. Note the connection for reference when replacing the board.

d. To install the control wheel map light, reverse the procedure.

NOTE

It is recommended that the board be replaced as an assembly if the lamps should become defective. If personnel familiar with etched circuit board repair work are available, emergency repairs of the map light assembly may be made by soldering leads to #330 lamps and then soldering the lamps to the board in place of those provided. The lamps should be secured in place with a spot of epoxy cement after soldering.

17-95. REMOVAL AND INSTALLATION (AIRCRAFT U20601445 THRU U20601700) (Refer to Figure 17-15.)

a. Rotate the control wheel 90° to the left to gain access to the underside of the control wheel.

b. Remove two screws and nuts holding map light assembly to control wheel.

c. Detach two wires from the terminal strip above the map light. Note the connection and mark for reference when replacing the wires.

d. To install the control wheel map light reverse this procedure.

e. For replacement of defective lamps, remove two screws holding map light cover in place and unplug rheostat to remove cover.

f. Unsnap lamp sockets and replace lamps.

g. To reassemble, reverse this procedure.

17-96. REMOVAL AND INSTALLATION. (AIRCRAFT SERIAL U20601701 THRU U20601757).

a. Disconnect electrical cable connector of aft side of control wheel.

b. Remove screws securing control wheel back plate to control wheel tube adapter.

c. Remove screws securing plate to control wheel.

d. Disconnect socket from map light lamp and reflector unit.

e. Remove lamp and reflector unit.

NOTE

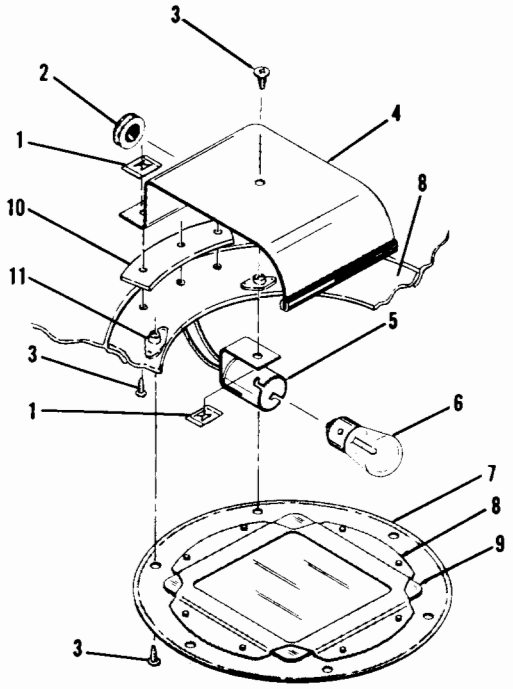
Lamp and reflector unit are bonded to control wheel.

CAUTION

Care must be taken in removing excess bonding material, (do not hammer on control wheel) as control wheel could be damaged.

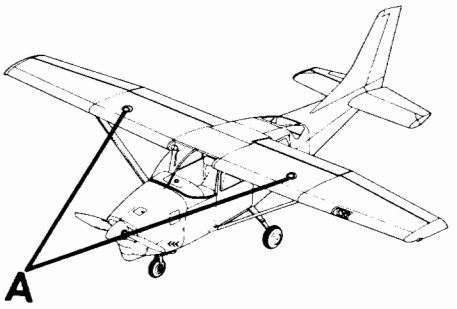
f. Using Conley Weld C1 and C2 or Hysol 5095 and 3673, bond new lamp and reflector unit.

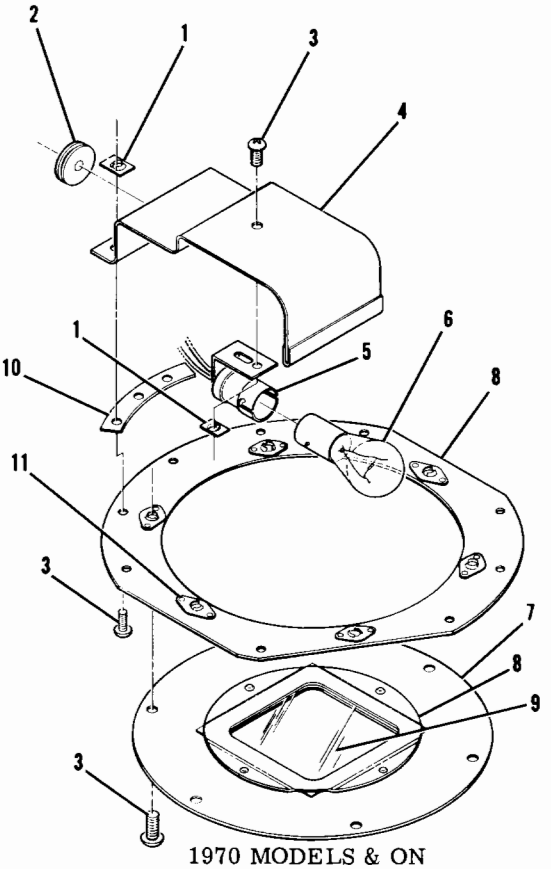
g. To reassemble, reverse this procedure.



THRU 1969 MODELS ONLY

Detail **A**



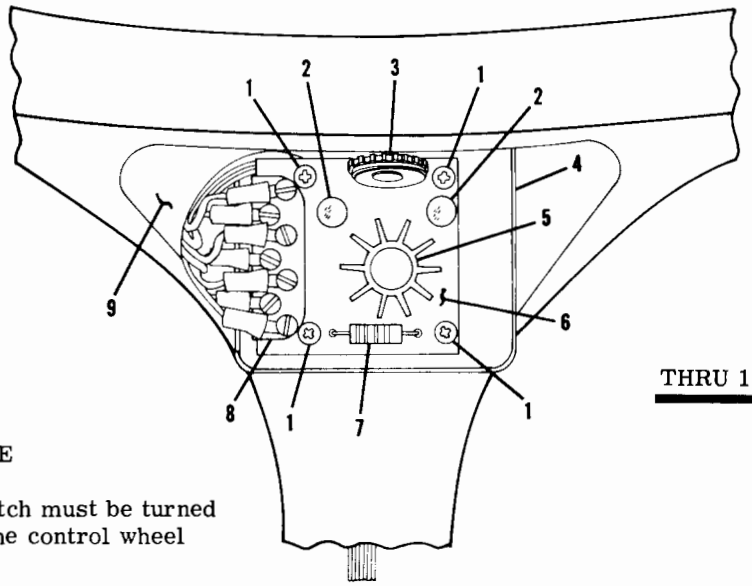


1970 MODELS & ON

Detail **A**

1. Tinnerman Nut
2. Grommet
3. Screw
4. Reflector
5. Socket
6. Bulb
7. Inspection Plate
8. Doubler
9. Lens
10. Spacer
11. Nutplate

Figure 17-14. Courtesy Light Installation



THRU 1969 MODELS ONLY

NOTE

The "NAV LIGHTS" switch must be turned on in order to operate the control wheel map light.

1. Screw
2. Lamp
3. Dimming Control
4. Map Light Housing
5. Transistor
6. Circuit Board
7. Resistor
8. Terminal Board
9. Control Wheel

Figure 17-15. Control Wheel Map Light Installation (Sheet 1 of 4)

17-97. REMOVAL AND INSTALLATION. (BEGINNING WITH AIRCRAFT SERIAL U20601758 AND ALL SERVICE PARTS BEGINNING WITH U20601701). To remove, push upward on the lamp and turn. The lamp and reflector is replaced as a unit.

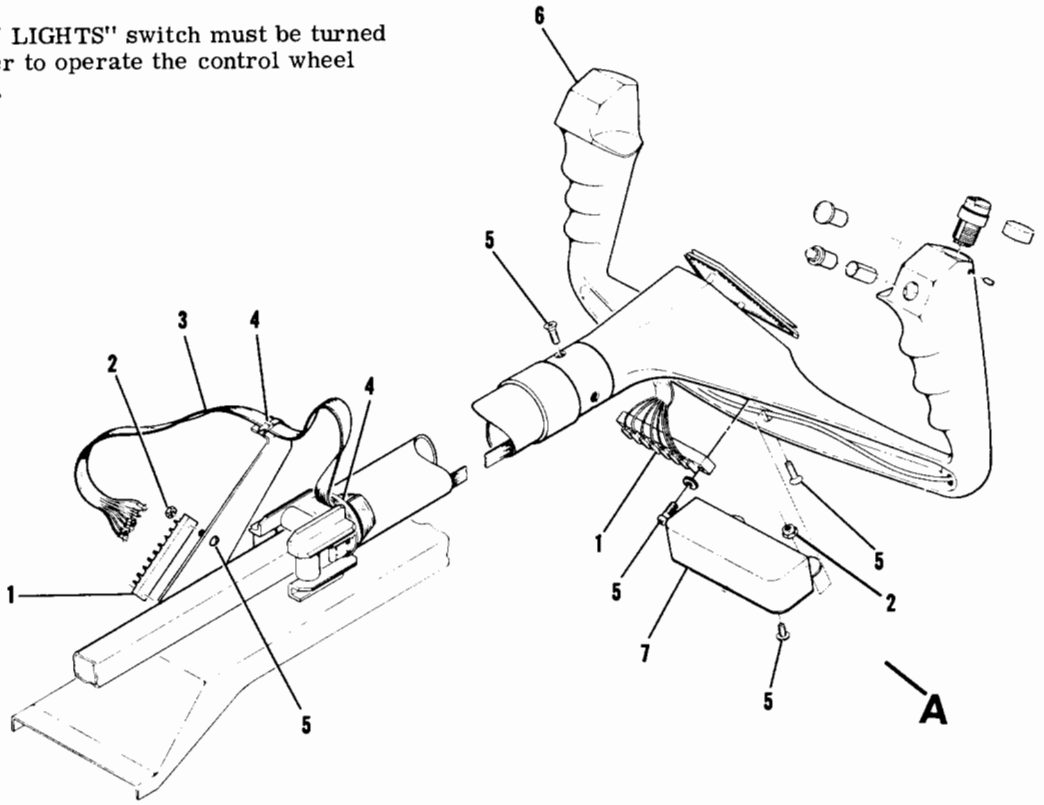
17-98. COMPASS AND RADIO DIAL LIGHTS.

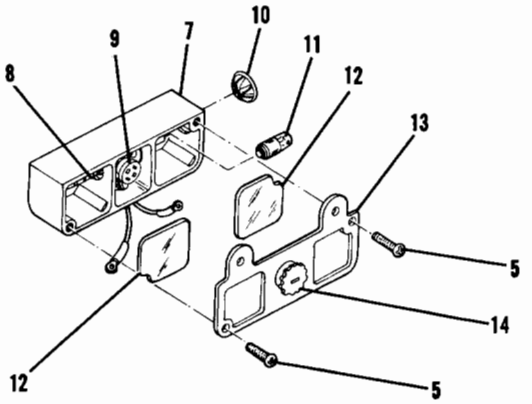
17-99. DESCRIPTION. The compass and radio dial lights are contained within the individual units. The

SHOP NOTES:

NOTE

The "NAV LIGHTS" switch must be turned on in order to operate the control wheel map light.





Detail **A**

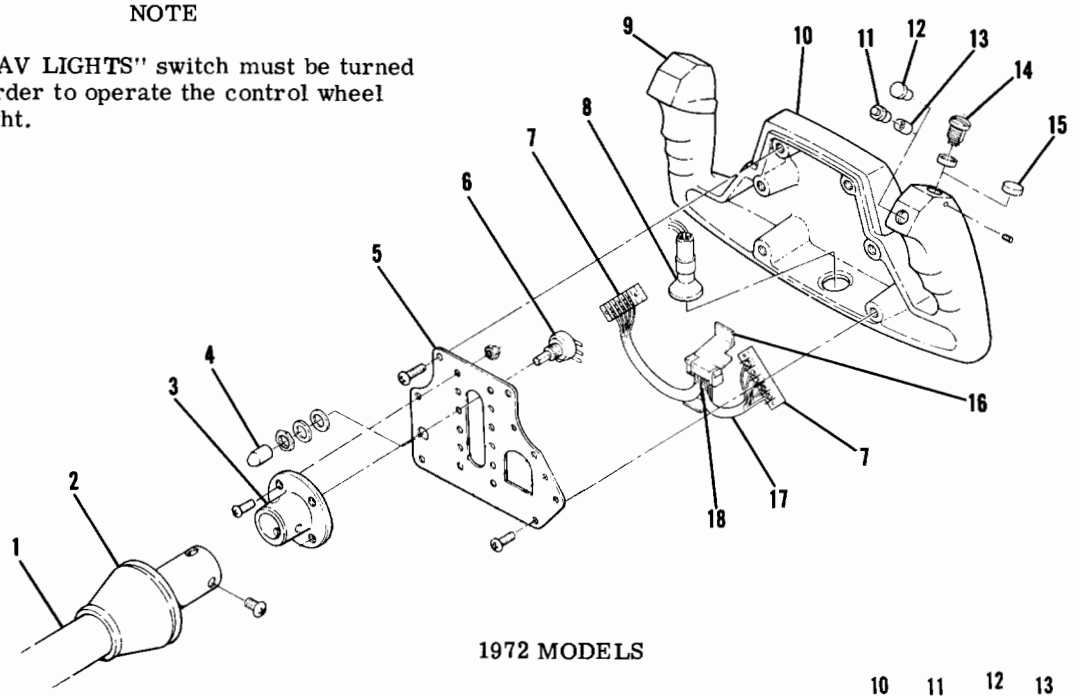
1. Terminal Block
2. Nut
3. Spectastrip Cable
4. Sta-Strap
5. Screw
6. Control Wheel
7. Housing
8. Socket (Lamp)
9. Socket (Rheostat)
10. Plug Button
11. Lamp
12. Lens
13. Cover
14. Rheostat

1970 AND 1971 MODELS

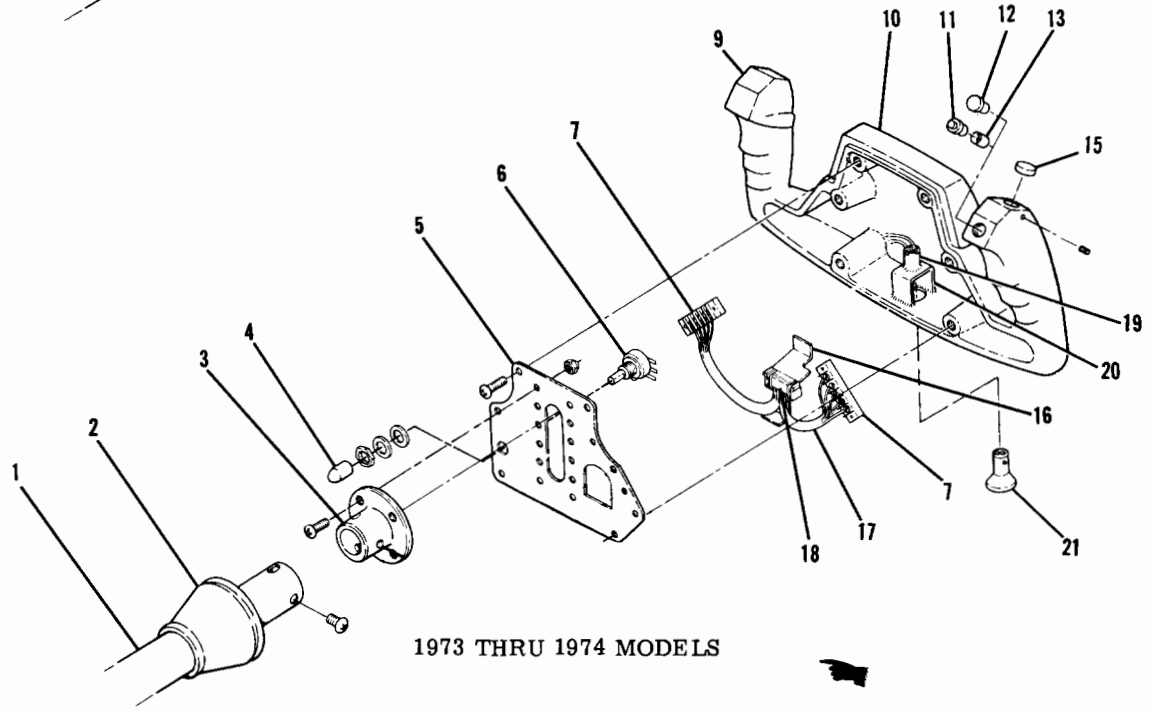
Figure 17-15. Control Wheel Map Light Installation (Sheet 2 of 4)

NOTE

The 'NAV LIGHTS" switch must be turned on in order to operate the control wheel map light.



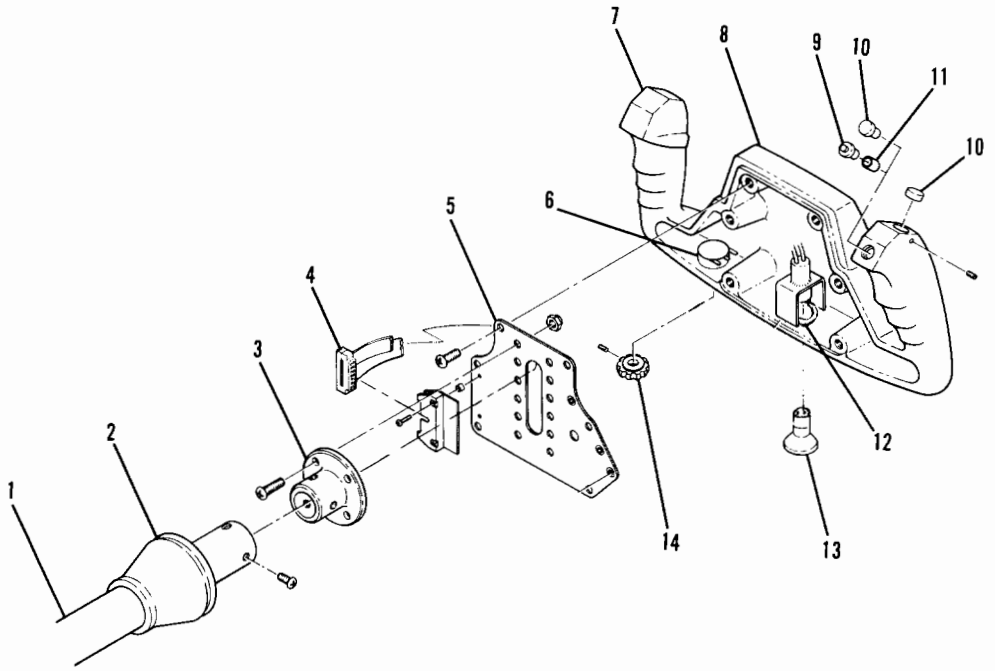
1972 MODELS



1973 THRU 1974 MODELS

1. Tube
2. Cover
3. Adapter
4. Rubber Cover
5. Plate
6. Map Light Rheostat
7. Terminal Block
8. Map Light Assembly
9. Control Wheel
10. Pad
11. Mike Switch
12. Plug
13. Insulator
14. Electric Trim Switch
15. Plug
16. Bracket
17. Cable
18. Connector
19. Socket
20. Bracket
21. Lamp

Figure 17-15. Control Wheel Map Light Installation (Sheet 3 of 4)



BEGINNING WITH 1975 MODELS

1. Control Tube Assembly
2. Cover
3. Adapter
4. Connector
5. Plate
6. Map Light Rheostat
7. Control Wheel
8. Pad
9. Mike Switch
10. Plug
11. Insulator
12. Map Light Assembly
13. Lamp
14. Knob (Map Light)

Figure 17-15. Control Wheel Map Light Installation (Sheet 4 of 4)

light intensity is controlled by the radio dial light dimming rheostat mounted on the lower left side of the instrument panel.

17-100. ELECTRIC CLOCK.

17-101. DESCRIPTION. The electric clock is connected to the battery through a 1-ampere fuse mounted adjacent to the battery box. The clock has a sweep second hand and is an electro-mechanical type which rewinds approximately every one and one-half minutes.

17-102. STALL WARNING SYSTEM.

17-103. DESCRIPTION. The stall warning circuit is comprised of a warning horn and an actuating switch. The switch is installed in the leading edge of the left wing and is actuated by airflow over the surface of the wing. The switch will close as a stall condition is approached, actuating the warning horn which is mounted on the glove box. The stall warning unit should actuate the stall warning horn approximately five to ten miles per hour above the aircraft stall speed. Install the lip of the warning unit approximately one-sixteenth of an inch below the centerline of the wing skin cutout. Test fly the aircraft to determine if the unit actuates the

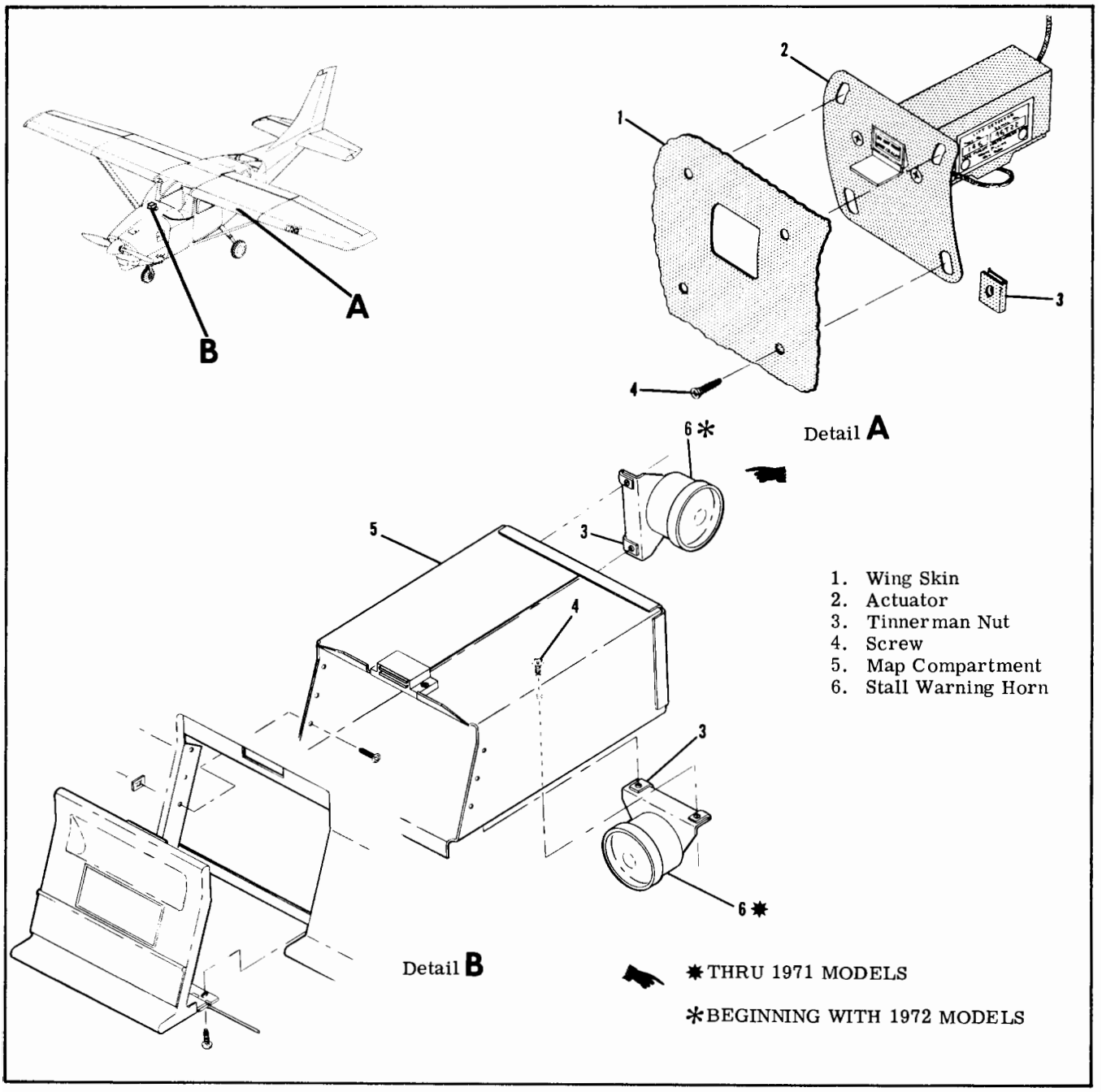


Figure 17-16. Stall Warning, Actuator and Horn Installation

warning horn at the desired speed. If the unit actuates the warning horn at a speed in excess of ten miles per hour above stall speed, loosen the mounting screws and move the unit down. If the unit actuates the horn five miles per hour below stall speed, loosen the mounting screws and move the unit up.

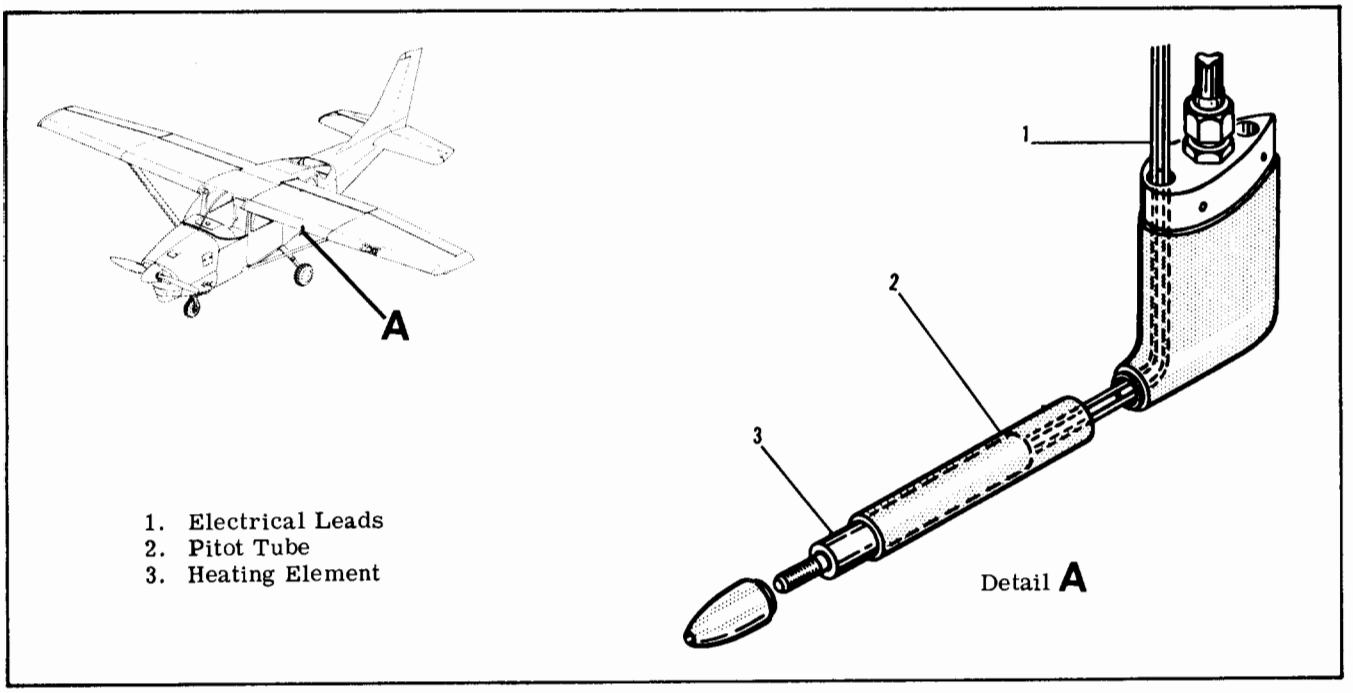
17-104. PITOT AND STALL WARNING HEATERS.

17-105. DESCRIPTION. Electrical heater units are incorporated in some pitot tubes and stall warning switch units. The heaters offset the possibility of ice formations on the pitot tube and stall warning actuator switch. The heaters are integrally mounted in the pitot tube and the stall warning actuator switch. Both heaters are operated by the pitot heat switch.

17-106. REMOVAL AND INSTALLATION OF PITOT HEATER. Refer to Figure 17-17 for removal and installation.

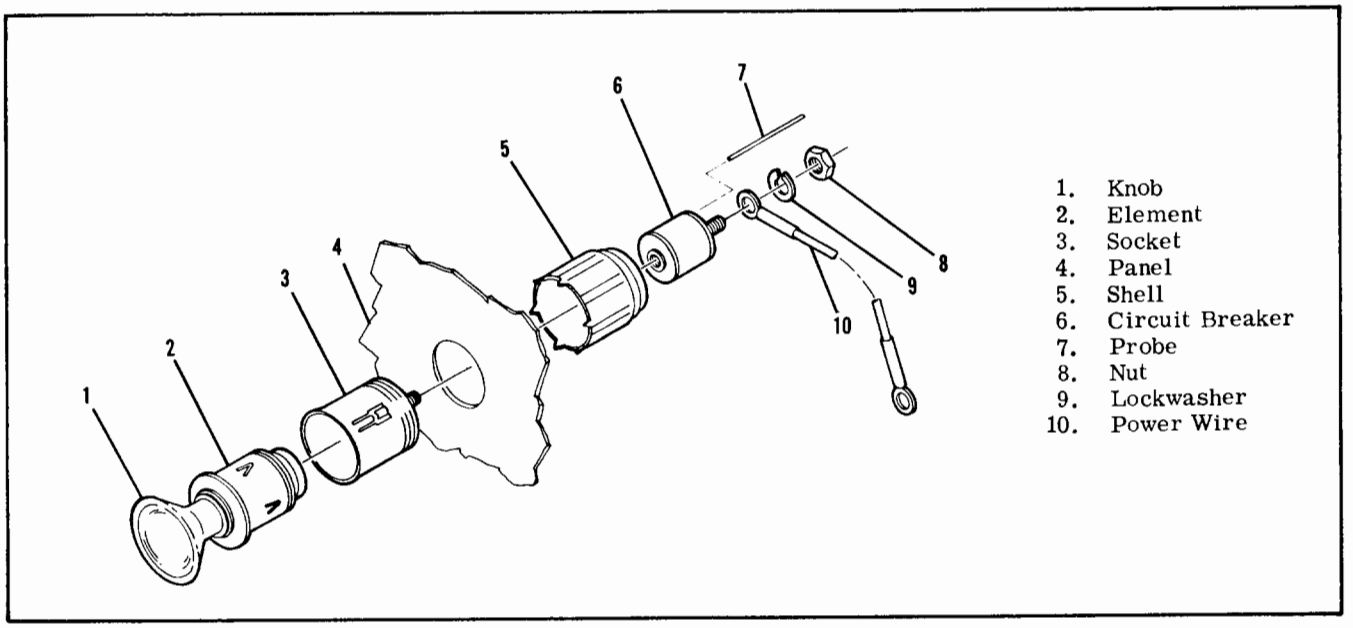
17-107. CIGAR LIGHTER.

17-108. DESCRIPTION. A special circuit breaker is



1. Electrical Leads
2. Pitot Tube
3. Heating Element

Figure 17-17. Pitot Heater Installation



1. Knob
2. Element
3. Socket
4. Panel
5. Shell
6. Circuit Breaker
7. Probe
8. Nut
9. Lockwasher
10. Power Wire

Figure 17-18. Cigar Lighter Installation

contained in a small cylinder screwed directly on the back of the cigar lighter socket. The circuit breaker is a bi-metallic type and is resettable. To reset a breaker, make sure that the master switch is off, then insert a small diameter pin (end of a paper clip works) into the hole in the phenolic back plate of the breaker and apply pressure. A small click will be heard when the breaker resets.

17-109. REMOVAL AND INSTALLATION (Refer to Figure 17-18.)

a. Ensure that the master switch is "OFF."
b. Remove cigar lighter element.
c. Disconnect wire on back of lighter.
d. Remove shell that screws on socket back of panel.
e. The socket will then be free for removal.
f. To install a cigar lighter, reverse this procedure.

17-110. SKYDIVING KIT.

17-111. DESCRIPTION. The kit consists of a spoiler, sky diver steering switch, and a steering signal light console. The spoiler is installed on the door hinges of the removed front cargo door to minimize the strong air flow buffeting within the cabin when cargo doors are removed. The rocker-type steering switch is mounted inside the cabin on the upper sill of the cargo door opening and is used by the sky diver to signal the pilot of his desired flight path over the drop zone. A steering signal light console, with red and green lights controlled by operation of the steering switch, is mounted on top of the instrument panel. Illumination of the red light indicates to the pilot that the diver desires that the aircraft be steered left; conversely, a green light shows that the pilot is to steer right. Removal of the cargo doors necessitates the installation of a depressor plate over the wing flap circuit interrupt switch to permit flap operation with doors removed. (Under normal operations with the cargo door installed the switch prevents flap operation whenever the front cargo door is open to prevent accidental damage to the door or wing flap if the flaps are lowered.)

17-112. REMOVAL AND INSTALLATION. For removal and installation of skydiving kit, refer to Figure 17-19. Refer to wing flap wiring diagrams in the Wiring Section of this manual for wiring associated with the flap circuit interrupt switch.

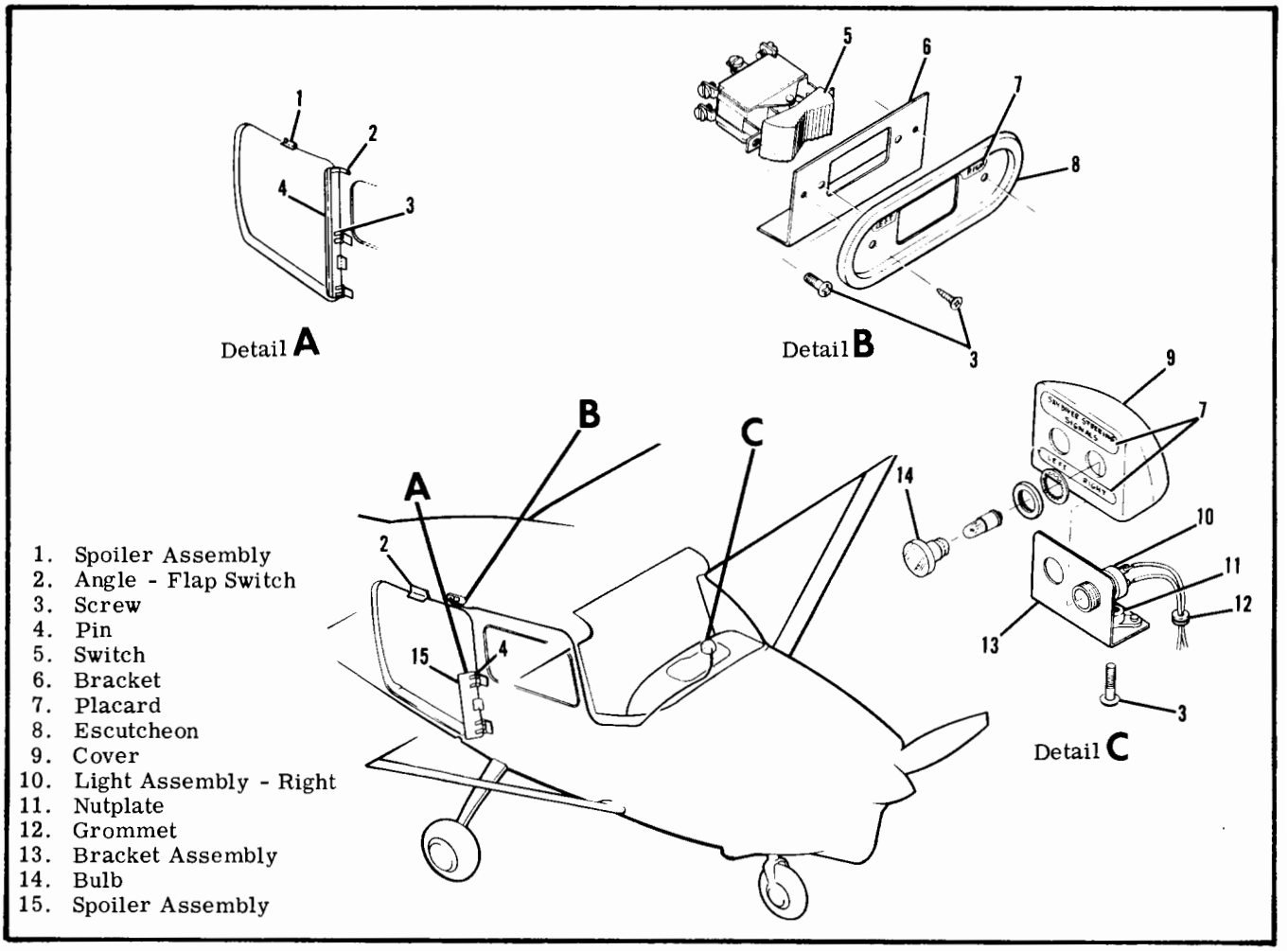


Figure 17-19. Sky Diving Components Equipment Installation

17-113. EMERGENCY LOCATOR TRANSMITTER.

17-114. DESCRIPTION. The ELT is a self-contained, solid state unit, having its own power supply, with an externally mounted antenna. The C589510-0209 transmitter is designed to transmit simultaneously on dual emergency frequencies of 121.5 and 243.0 Megahertz. The C589510-0211 transmitter used for Canadian registry, operates on 121.5 only. The unit is mounted in the tailcone, aft of the baggage curtain on the right hand side. The transmitters are designed to provide a broadcast tone that is audio modulated in a swept manner over the range of 1600 to 300 Hz in a distinct, easily recognizable distress signal for reception by serch and rescue personnel and others monitoring the emergency frequencies. Power is supplied to the transmitter by a battery-pack which has the service life of the batteries placarded on the batteries and also on the outside end of the transmitter. ELT's thru early 1974 models, were equipped with a battery-pack containing six magnesium "D" size dry cell batteries wired in series. (See figure 17-20) Mid 1974 thru early 1975, ELT's are equipped with a battery-pack containing four "in-line" lithium "D" batteries wired in series. Early 1975 and on ELT's are equipped with a battery-pack containing four lithium "D" size batteries which are stacked in two's (See figure 17-22). The ELT exhibits line of sight transmission characteristics which correspond approximately to 100 miles at a search altitude of 10,000 feet. When battery inspection and replacement schedules are adhered to, the transmitter will broadcast an emergency signal at rated power (75 MW-minimum), for a continuous period of time as listed in the following table.
table.

TRANSMITTER LIFE
TO 75 MILLIWATTS OUTPUT

Temperature	6 Cell Magnesium Battery Pack	4 Cell Lithium Battery Pack
+130°F	89 hrs	115 hrs
+ 70°F	95 hrs	115 hrs
- 4°F	49 hrs	95 hrs
- 40°F	23 hrs	70 hrs

Battery-packs have a normal shelf life of five to ten (5-10) years and must be replaced at 1/2 of normal shelf life in accordance with TSO-C91. Cessna specifies 3 years replacement of magnesium (6-cell) battery-packs and 5 years replacement of lithium (4-cell) battery packs.

17-115. OPERATION. A three position switch on the forward end of the unit controls operation. Placing the switch in the ON position will energize the unit to start transmitting emergency signals. In the OFF position, the unit is inoperative. Placing the switch in the ARM position will set the unit to start transmitting emergency signals only after the unit has received a 5g (tolerances are +2g and -0g) impact force, for a duration of 11-16 milliseconds.

CAUTION

Do not leave the emergency locator transmitter in the ON position longer than 5 seconds or you may activate downed aircraft procedures by C. A. P., D. O. T. or F. A. A. personnel.

WARNING

Magnesium (6-cell) battery-packs (excluding 4 cell lithium battery-packs) after prolonged continuous use (1 hour) in a sealed environment give off explosive gas. If your ELT has operated for this time period or longer, as a precautionary measure, loosen the ELT cover screws, lift the cover to break air tight seal and let stand for 15 minutes before tightening screws. Keep sparks, flames and lighted cigarettes away from battery-pack.

NOTE

After relatively short periods of inactivation, the magnesium (6-cell) battery-pack develops a coating over its anode which drastically reduces self discharge and thereby gives the cell an extremely long storage life. This coating will exhibit a high resistance to the flow of electric current when the battery is first switched on. After a short while (less than 15 seconds), the battery current will completely dissolve this coating and enable the battery to operate normally. If this coating is present when your ELT is activated, there may be a few seconds delay before the transmitter reaches full power.

17-116. CHECKOUT INTERVAL:

100 HOURS.

a. Turn aircraft master switch ON.
b. Turn aircraft transceiver ON and set frequency on receiver to 121.5 MHz.
c. Remove the ELT's antenna cable from the ELT unit.
d. Place the ELT's function selector switch in the ON position for 5 seconds or less. Immediately replace the ELT function selector switch in the ARM position after testing ELT.
e. Test should be conducted only within the time period made up of the first five minutes after any hour.

CAUTION

Tests with the antenna connected should be approved and confirmed by the nearest control tower.

NOTE

Without its antenna connected, the ELT will produce sufficient signal to reach your receiver, yet it will not disturb other communications or damage output circuitry.

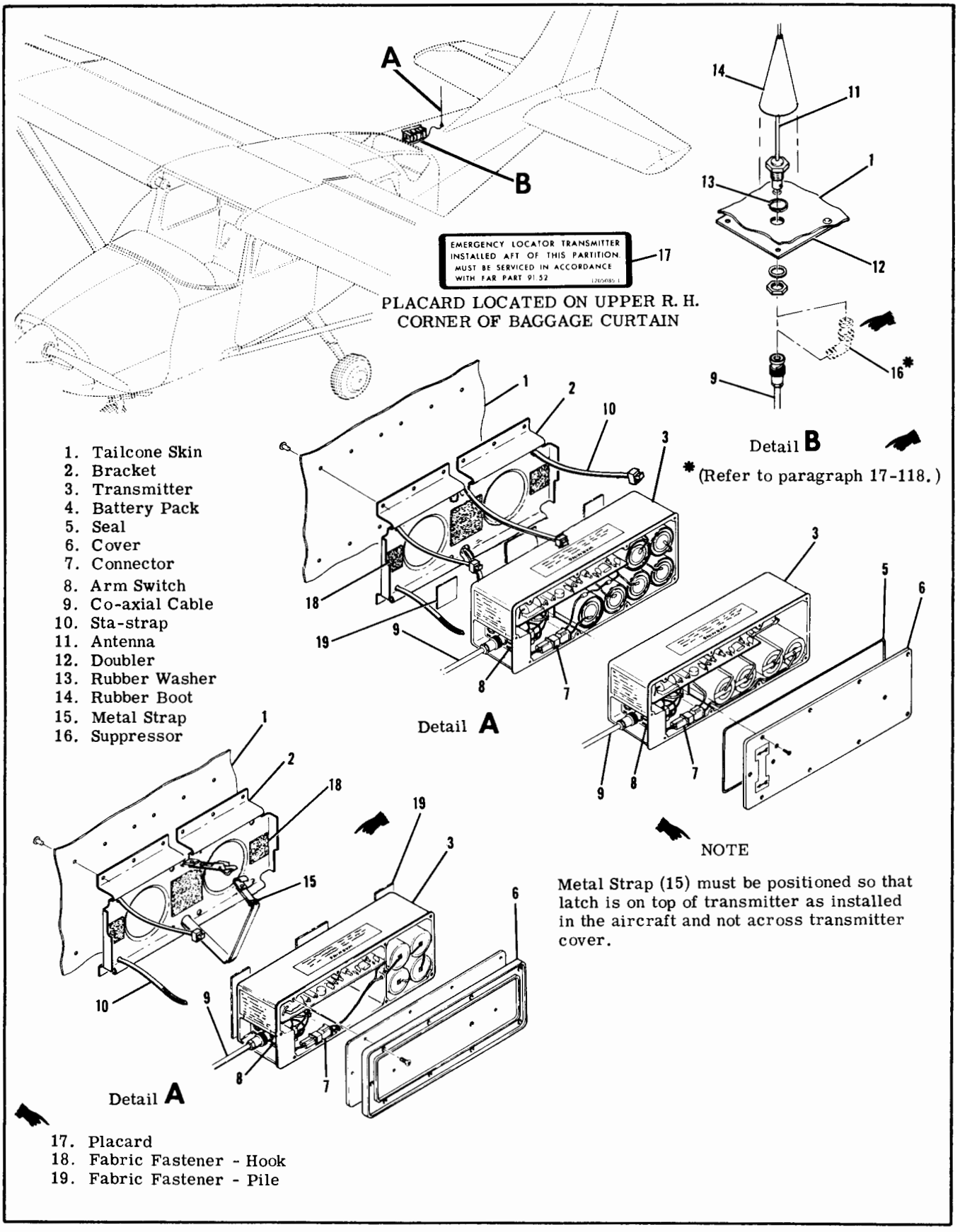


Figure 17-20. Emergency Locator Transmitter Installation

NOTE

After accumulated test or operation time equals 1 hour, battery-pack replacement is required.

f. Check calendar date for replacement of battery-pack. This date is supplied on a sticker attached to the outside of the ELT case and to each battery.

17-117. REMOVAL AND INSTALLATION OF TRANSMITTER. (Refer to figure 17-20.)

a. Remove the baggage curtain to gain access to the transmitter and antenna.

b. Disconnect co-axial cable from end of transmitter.

c. Depending upon the particular installation, either cut four sta-straps and remove transmitter or cut sta-strap securing antenna cable and unlatch metal strap to remove transmitter.

NOTE

Transmitter is also attached to the mounting bracket by velcro strips; pull transmitter to free from mounting bracket and velcro.

NOTE

To replace velcro strips, clean surface thoroughly with clean cloth saturated in one of the following solvents: Trichloric thylene, Aliphatic Napthas, Methyl Ethyl Ketone or Enmar 6094 Lacquer Thinner. Cloth should be folded each time the surface is wiped to present a clean area and avoid redepositing of grease. Wipe surface immediately with clean dry cloth, do not allow solvent to dry on surface. Apply Velcro #40 adhesive to each surface in a thin even coat and allow to dry until quite tacky, but no longer transfers to the finger when touched (usually between 5 and 30 minutes). Porous surfaces may require two coats. Place the two surfaces in contact and press firmly together to insure intimate contact. Allow 24 hours for complete cure.

e. To reinstall transmitter, reverse preceding steps.

NOTE

An installation tool is required to properly secure sta-straps on units installed with sta-straps. This tool may be purchased locally or ordered from the Pandiut Corporation, Tinley Park, Ill., part number GS-2B (Conforms to MS90387-1).

CAUTION

Ensure that the direction of flight arrows (placarded on the transmitter) are pointing towards the nose of the aircraft.

17-118. REMOVAL AND INSTALLATION OF ANTENNA. (Refer to figure 17-20.)

a. Disconnect co-axial cable from base of antenna.

b. Remove the nut and lockwasher attaching the antenna base ot the fuselage and the antenna will be free for removal.

c. To reinstall the antenna, reverse the preceding steps.

NOTE

Upon reinstallation of antenna, cement rubber boot (14) using RTV102, General Electric Co. or equivalent, to antenna whip only; do not apply adhesive to fuselage skin or damage to paint may result.

CAUTION

In-service 6 cell magnesium battery-pack powered ELT's require the installation of a static electricity suppressor in the antenna cable to prevent the possibility of damage to the case of the ELT. Refer to Cessna Avionics Service Letter AV74-16 and figure 17-20.

17-119. REMOVAL AND INSTALLATION OF MAGNESIUM SIX (6) CELL BATTERY-PACK. (Refer to figure 17-21.)

NOTE

On aircraft incorporating Cessna ELT's manufactured by Leigh (Shark 7 series), when replacing battery-pack refer to Cessna Avionics Service Letter AV75-5, dated July 3, 1975.

NOTE

Since replacement 6 cell magnesium battery-packs are no longer available, when in-service units require replacement, use the 4 cell lithium battery-pack. Refer to paragraph 17-120.

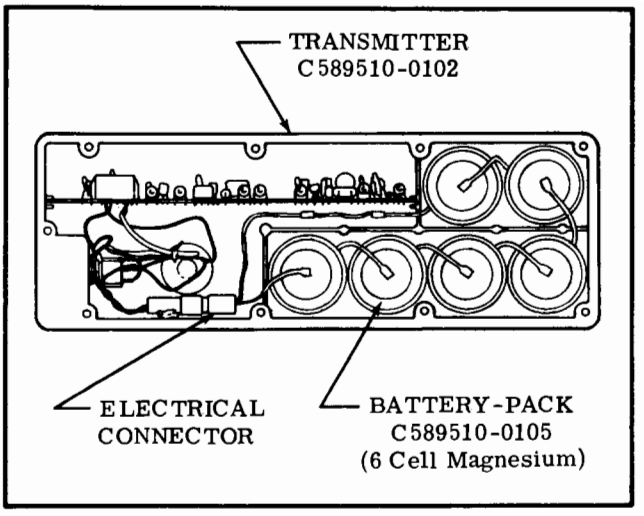


Figure 17-21. Magnesium 6 Cell Battery-Pack Installation

17-120. REMOVAL AND INSTALLATION OF LITHIUM FOUR (4) CELL BATTERY-PACK. (Refer to figure 17-22.)

NOTE

On aitcraft incorporaring Cessna ELT's manufactured by Leigh (Shark 7 series), when replacing battery-pack refer to Cessna Avionics Service Letter AV75-5, dated July 3, 1975.

NOTE

Transmitters equipped with the 4 cell battery-pack can only be replaced with another 4 cell battery-pack.

a. After the transmitter has been removed from aircraft in accordance with para. 17-117, place the transmitter switch in the OFF position.
b. Remove the nine screws attaching the cover to the case and then remove the cover to gain access to the battery-pack.

NOTE

Retain the rubber "O" ring gasket, rubber washers and screws for reinstallation.

c. Disconnect the battery-pack electrical connector and remove battery-pack.
d. Place new battery-pack in the transmitter with four batteries as shown in the case in figure 17-22.
e. Connect the electrical connector as shown in figure 17-22.

NOTE

Before installing the new 4 cell battery-pack, check to ensure that its voltage is 11.2 volts or greater.

CAUTION

If it is desireable to replace adhesive material on the 4 cell battery-pack, use only 3M Jet Melt Adhesive #3738. Do not use other adhesive materials since other materials may corrode the printed circuit board assembly.

f. Replace the transmitter cover by positioning the rubber "O" ring gasket, if installed, on the cover and pressing the cover and case together. Attach cover with nine screws and rubber washers.
g. Remove the old battery-pack placard from the end of transmitter and replace with new battery-pack placard supplied with the new battery-pack.

CAUTION

Be sure to enter the new battery-pack expiration date in the aircraft records. It is also recommended this date be placed in your ELT Owner's Manual for quick reference.

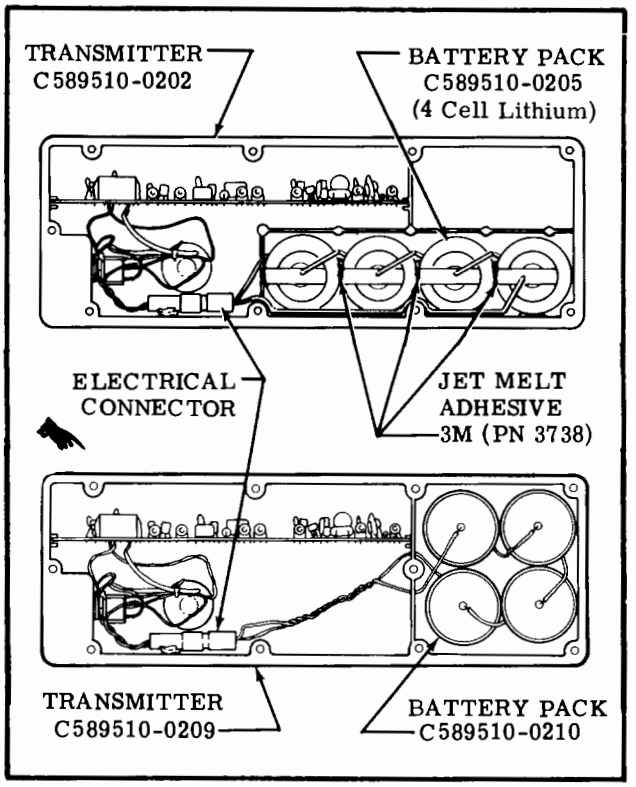


Figure 17-22. Lithium 4 Cell Battery Pack Installations

17-121. TROUBLE SHOOTING. Should your Emergency Locating Transmitter fail the 100 Hours performance checks, it is possible to a limited degree to isolate the fault to a particular area of the equipment. In performing the following trouble shooting procedures to test peak effective radiated power, you will be able to determine if battery replacement is necessary or if your unit should be returned to your dealer for repair.

SHOP NOTES:

TROUBLE	PROBABLE CAUSE	REMEDY
*POWER LOW	Low battery voltage.	1. Set toggle switch to off. 2. Remove plastic plug from the remote jack and by means of a Switchcraft #750 jackplug, connect a Simpson 260 model voltmeter and measure voltage. If the battery-pack voltage on the 6-cell magnesium battery pack transmitter is 10.8 volts or less, and on the 4-cell lithium battery pack transmitters is 11.2 volts or less, the battery pack is below specification.
	Faulty transmitter.	3. If the battery-pack voltage meets the specifications in step 2, the battery-pack is O. K. If the battery is O. K., check the transmitter as follows: a. Remove the voltmeter. b. By means of a switchcraft 750 jackplug and 3 inch maximum long leads, connect a Simpson Model 1223 ammeter to the jack. c. Set the toggle switch to ON and observe the ammeter current drain. If the current-drain is in the 85-100 ma range, the transmitter or the co-axial cable is faulty.
	Faulty co-axial antenna cable.	4. Check co-axial antenna cable for high resistance joints. If this is found to be the case, the cable should be replaced.

*This test should be carried out with the co-axial cable provided with your unit.

SHOP NOTES:

ELECTRICAL LOAD ANALYSIS CHART

24 VOLT ALL MODELS

STANDARD EQUIPMENT (RUNNING LOAD)	AMPS REQD 1971	1972	1973	1974	1975	1976
Battery Contactor	0.6	.41	.41	.41	.41	.41
Clock	†	†	†	†	†	†
Cylinder Head Temperature Indicator	0.2	.039	.039	0.039	0.039	0.039
Fuel Quantity Indicators	0.4	.12	.12	0.12	0.12	0.12
Flashing Beacon	7.0	6.0	6.0	4.0	4.0	4.0
Instrument Lights						
a. Electroluminescent Panel	.03	.03	.03	0.02	0.02	0.02
b. Cluster	0.2	0.2	0.2	0.16	0.16	0.16
c. Console*	1.0	1.0	1.0	1.14	1.14	1.14
d. Compass	.04	.04	.04	0.04	0.04	0.04
Position Lights	2.0	2.0	2.0	2.0	2.0	2.0
Turn Coordinator	0.4	.28	.28	0.3	0.3	0.3
OPTIONAL EQUIPMENT (RUNNING LOAD)						
Heated-Pitot	5.8	5.8	5.8	5.8	5.8	5.8
Strobe Lights	4.0	4.0	4.0	4.0	4.0	4.0
Carburetor Air Temp	0.03	0.03	0.03	0.03	0.03	0.03
Cessna 200A Navomatic (Type AF-295A)	—	—	—	1.5	—	—
Cessna 200A Navomatic (Type AF-295B)	—	—	—	—	1.5	1.5
Cessna 300 ADF (Type R-521B)	1.6	—	—	—	—	—
Cessna 300 ADF (Type R-546A)	—	1.0	1.0	1.0	1.0	1.0
Cessna 300 ADF (Type R-546E)	—	1.0	1.0	1.0	1.0	1.0
Cessna 300 Marker Beacon (Type R-502B)	.02	.02	.02	0.02	0.02	0.02
Cessna 300 Nav/Com (90 Channel-Type RT-517R)	4.5	—	—	—	—	—
Cessna 300 Nav/Com (360 Channel-Type RT-540A)	4.5	—	—	—	—	—
Cessna 300 Nav/Com (100 Channel-Type RT-508A)	—	1.9	1.9	—	—	—
Cessna 300 Nav/Com (360 Channel-Type RT-308C)	—	—	—	1.5	1.5	1.5
Cessna 300 Nav/Com (360 Channel-Type RT-528A)	—	1.9	1.9	—	—	—
Cessna 300 Nav/Com (360 Channel-Type RT-528E)	—	—	1.9	1.9	1.9	1.9
Cessna 300 Nav/Com (360 Channel-Type RT-328A)	—	—	1.9	—	—	—
Cessna 300 Nav/Com (360 Channel-Type RT-328C)	—	—	—	1.5	—	—
Cessna 300 Nav/Com (720 Channel-Type RT-328D)	—	—	—		1.5	1.5
Cessna 300 Transceiver (Type RT-524A)	2.1	2.1	2.1	2.1	2.1	2.1
Cessna 300 HF Transceiver (Type PT-10A)	1.0	1.0	1.0	1.0	—	—
Cessna 300 Transponder (Type KT-75R)	0.7	0.7	—	—	—	—
Cessna 300 Transponder (Type KT-76 & KT-78)	—	1.3	1.3	—	—	—
Cessna 300 Transponder (Type RT-359A)	—	—	—	1.0	1.0	1.0
Cessna 300 Navomatic (Type AF-512C)	1.8	—	—	—	—	—
Cessna 300 Navomatic (Type AF-512D)	—	1.8	—	—	—	—
Cessna 300 Navomatic (Type AF-394A)	—	—	1.75	1.8	—	—
Cessna 300A Navomatic (Type AF-395A)	—	—	—	—	2.0	2.0
Cessna 300 DME (Type KN-60B)	3.0	—	—	—	—	—
Cessna 300 DME (Type KN-60C)	—	3.0	3.0	2.4	—	—
Cessna 400 ADF (Type R-324A)	1.8	—	—	—	—	—
Cessna 400 ADF (Type R-346A)	—	1.0	1.0	1.0	—	—
Cessna 400 ADF (Type R-446A)	—	—	—	—		1.0
Cessna 400 Glideslope (Type R-543B)	0.4	0.4	0.4	0.4	0.4	0.4
Cessna 400 Glideslope (Type R-443A)	—	—	0.4	—	—	—
Cessna 400 Glideslope (Type R-443B)	—	—	—	0.32	0.32	0.32
Cessna 400 Nav/Com (Type RT-522A)	3.0	3.0	3.0	3.0	3.0	3.0
Cessna 400 Nav/Com (Type RT-422A)	—	—	2.5	1.7	—	—
Cessna 400 Transceiver (Type RT-532A)	2.2	2.2	—	—	—	—
Cessna 400 Transceiver (Type RT-432A)	—	—	1.7	1.4	—	—
Cessna 400 Transponder (Type RT-506A)	1.5	1.5	1.5	—	—	—
Cessna 400 Transponder (Type RT-459A)	—	—	—	1.0	1.0	1.0
Cessna 400 Nav-O-Matic (Type AF-520C)	1.2	1.2	—	—	—	—
Cessna 400 Nav-O-Matic (Type AF-420A)	—	—	1.2	1.2	1.2	1.2

ELECTRICAL LOAD ANALYSIS CHART (CONT.)

24 VOLT ALL MODELS

OPTIONAL EQUIPMENT (RUNNING LOAD) (CONT.)	AMPS REQD 1971	1972	1973	1974	1975	1976
Cessna 400 Area Nav (Type RN-478A)	—	—	—	—	—	0.5
Cessna 400 DME (Type R-476A)	—	—	—	—	—	2.5
Bendix MKR BCN RCVR (Type GM-247A)	—	—	—	—	—	.100
King KN-65 DME	—	—	—	1.4	1.4	1.4
Sunair SSB Transceiver (Type ASB-125)	2.5	2.5	2.5	2.5	2.5	2.5
Narco Mark 12B Nav/Com with VOA-40 or VOA-50	4.6	—	—	—	—	—
Narco UGR-2 Glideslope Receiver	.23	—	—	—	—	—
King KN-60C DME	—	—	—	—	2.4	2.4
Pantronics PT-10A HF Transceiver	—	—	—	—	1.5	1.5
ITEMS NOT CONSIDERED AS PART OF RUNNING LOAD.						
Auxiliary Fuel Pump	3.0	3.0	3.0	3.0	3.0	3.0
Cigarette Lighter	7.0	7.0	7.0	7.0	7.0	7.0
Flap Motor	8.5	8.5	8.5	8.5	8.5	8.5
Landing Lights (Each)	3.57	3.57	3.57	3.57	3.57	3.57
Oil Dilution System	1.0	1.0	1.0	1.0	1.0	1.0
Stall Warning Horn	.25	.25	.25	.28	.28	.28
Wing Courtesy Lights and Cabin Lights	1.2	1.2	1.2	1.65	1.65	1.65
Sky Diving Lights	.04	.04	.04	.04	.04	.04

*Console lights not used with post lights.
Only one or the other may be used at one time.
†Negligible

12 VOLT ALL MODELS

STANDARD EQUIPMENT (RUNNING LOAD)	AMPS REQD 1969	1970	1971	1972	1973	1974	1975
Battery Contactor	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Clock	†	†	†	†	†	†	†
Cylinder Head Temperature Indicator	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Fuel Quantity Indicators	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Flashing Beacon	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Instrument Lights							
a. Electroluminescent Panel	0.5	0.5	0.5	0.5	0.5	0.4	0.4
b. Cluster	0.3	0.3	0.3	0.3	0.3	0.32	0.32
c. Console*	2.0	2.0	2.0	2.0	2.0	2.08	2.08
d. Compass	0.1	0.1	0.1	0.1	0.1	0.8	0.8
Position Lights	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Turn Coordinator	0.8	0.8	0.8	0.8	0.8	0.8	0.8
OPTIONAL EQUIPMENT (RUNNING LOAD)							
Heated-Pitot, Stall Warning Heater	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Strobe Lights	—	—	4.0	4.0	4.0	2.0	2.0
Carburetor Air Temp	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Cessna 200A Navomatic Autopilot (Type AF-295A)	—	—	—	—	—	2.0	—
Cessna 200A Navomatic Autopilot (Type AF-295B)	—	—	—	—	—	—	2.0
Cessna 300 ADF (Type R-521B)	1.6	1.6	1.6	—	—	—	—

ELECTRICAL LOAD ANALYSIS CHART (CONT.)

12 VOLT ALL MODELS

OPTIONAL EQUIPMENT (RUNNING LOAD) (CONT.)	AMPS REQD 1969	1970	1971	1972	1973	1974	1975
Cessna 300 ADF (Type R-546A)	—	—	—	1.0	1.0	1.0	1.0
Cessna 300 ADF (Type R-546E)	—	—	—	1.0	1.0	1.0	1.0
Cessna 300 Marker Beacon (Type R-502B)	.02	.02	.02	.02	.02	0.02	0.02
Cessna 300 Nav/Com (90 Channel-Type RT-517R)	4.5	4.5	4.5	—	—	—	—
Cessna 300 Nav/Com (360 Channel-Type RT-540A)	4.5	4.5	4.5	—	—	—	—
Cessna 300 Nav/Com (100 Channel-Type RT-508A)	—	—	—	1.9	1.9	—	—
Cessna 300 Nav/Com (360 Channel-Type RT-308C)	—	—	—	—	—	1.5	1.5
Cessna 300 Nav/Com (360 Channel-Type RT-528A)	—	—	—	1.9	1.9	—	—
Cessna 300 Nav/Com (360 Channel-Type RT-528E)	—	—	—	—	1.9	1.9	1.9
Cessna 300 Nav/Com (360 Channel-Type RT-328A)	—	—	—	—	1.9	—	—
Cessna 300 Nav/Com (360 Channel-Type RT-328C)	—	—	—	—	—	1.5	—
Cessna 300 Nav/Com (720 Channel-Type RT-328D)	—	—	—	—	—	—	1.5
Cessna 300 Transceiver (Type RT-524A)	3.2	3.2	3.2	3.2	3.2	3.2	3.2
Cessna 300 HF Transceiver (Type PT-10A)	—	—	1.5	1.5	1.5	1.5	—
Cessna 300 Transponder (Type KT-75R)	1.5	1.5	1.5	1.5	—	—	—
Cessna 300 Transponder (Type KT-76 & KT-78)	—	—	—	1.3	1.3	—	—
Cessna 300 Transponder (Type RT-359A)	—	—	—	—	—	1.0	1.0
Cessna 300 Navomatic (Type AF-512C)	3.5	3.5	3.5	—	—	—	—
Cessna 300 Navomatic (Type AF-512D)	—	—	—	3.5	—	—	—
Cessna 300 Navomatic (Type AF-394A)	—	—	—	—	2.0	2.0	—
Cessna 300A Navomatic (Type AF-395A)	—	—	—	—	—	—	2.0
Cessna 300 DME (Type KN-60B)	3.0	3.0	3.0	—	—	—	—
Cessna 300 DME (Type KN-60C)	—	—	—	3.0	3.0	3.0	—
Cessna 400 ADF (Type R-324A)	2.0	2.0	2.0	—	—	—	—
Cessna 400 ADF (Type R-346A)	—	—	—	1.0	1.0	1.0	—
Cessna 400 ADF (Type R-446A)	—	—	—	—	—	—	
Cessna 400 Glideslope (Type R-543B)	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Cessna 400 Glideslope (Type R-443A)	—	—	—	—	0.4	—	—
Cessna 400 Glideslope (Type R-443B)	—	—	—	—	—	0.4	0.4
Cessna 400 Nav/Com (Type RT-522A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Cessna 400 Nav/Com (Type RT-422A)	—	—	—	—	2.5	2.5	—
Cessna 400 Transceiver (Type RT-532A)	1.5	1.5	1.5	1.5	—	—	—
Cessna 400 Transceiver (Type RT-432A)	—	—	—	—	1.4	1.4	—
Cessna 400 Transponder (Type RT-506A)	3.0	3.0	3.0	3.0	3.0	—	—
Cessna 400 Transponder (Type RT-459A)	—	—	—	—	—	1.0	1.0
Cessna 400 Nav-O-Matic (Type AF-520C)	—	—	2.4	2.4	—	—	—
Cessna 400 Nav-O-Matic (Type AF-420A)	—	—	—	—	1.2	1.2	1.2
Sunair SSB Transceiver (Type ASB-125)	—	5.0	5.0	5.0	5.0	5.0	5.0
Flashing Beacon	7.0	7.0	7.0	7.0	7.0	7.0	—
King KN-60C DME	—	—	—	—	—	—	3.0
King KN-65 DME	—	—	—	—	—	2.8	2.8
Pantronics PT-10A HF Transceiver	—	—	—	—	—	—	1.5
Narco Mark 12A Nav/Com	4.6	—	—	—	—	—	—
Narco Mark 12B Nav/Com with VOA-40 or VOA-50	4.6	4.6	4.6	—	—	—	—
Narco UGR-2 Glideslope Receiver	.23	.23	.23	—	—	—	—
ITEMS NOT CONSIDERED AS PART OF RUNNING LOAD							
Auxiliary Fuel Pump	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Cigarette Lighter	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Flap Motor	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Landing Lights	15.6	15.6	15.6	15.6	15.6	15.6	15.6
Oil Dilution System	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Stall Warning Horn	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Wing Courtesy Lights and Cabin Lights	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Sky Diving Lights	0.1	0.1	0.1	0.1	0.1	0.1	0.1

*Console lights not used with post lights.
Only one or the other may be used at one time
†Negligible

SECTION 18

STRUCTURAL REPAIR

TABLE OF CONTENTS

18-1. REPAIR CRITERIA.

18-2. Although this section outlines repair permissible on structure of the aircraft, the decision of whether to repair or replace a major unit of structure will be influenced by such factors as time and labor available, and by a comparison of labor costs with the price of replacement assemblies. Past experience indicates that replacement, in many cases, is less costly than major repair. Certainly, when the aircraft must be restored to its airworthy condition in a limited length of time, replacement is preferable.

18-3. Restoration of a damaged aircraft to its original design strength, shape and alignment involves careful evaluation of the damage, followed by exacting workmanship in performing the repairs. This section suggest the extent of structural repair practical on the aircraft and supplements Federal Aviation Regulations, Part 43. Consult the factory when in doubt about a repair not specifically mentioned here.

18-4. EQUIPMENT AND TOOLS.

18-5. Equipment and tools for repair of structure may be fabricated locally for all but major repair jobs. For major repair of wings and fuselage, special jigs, available from the factory are recommended. These jigs are precision equipment designed to ensure accurate alignment of these airframe components.

18-6. CONTROL BALANCING requires the use of a fixture to determine the static balance moment of the control surface assembly. Plans for, and the use of, such a fixture are shown in figure 18-9.

18-7. SUPPORT STANDS shown in figure 18-1 are used to hold a fuselage or wing when it is removed. The stands may be manufactured locally of any suitable wood.

18-8. FUSELAGE REPAIR JIG. The fuselage jig, which may be obtained from the factory, is a sturdy,

versatile fixture used to hold an entire fuselage and to locate the firewall, wing and landing gear attachment points. The jig is ideal for assembling new parts in repair of a badly damaged fuselage.

18-9. WING JIG. The wing jig, which may also be obtained from the factory, serves as a holding fixture during extensive repair of a damaged wing. The jig locates the root rib, leading edge, and tip rib of the wing.

18-10. WING AND STABILIZER ANGLE-OF-INCIDENCE. Angle-of-incidence and wing twist are listed in the following chart. Stabilizers do not have twist. Wings have a constant angle from the wing root to the strut fitting station. All twist in the panel is between this station and the tip rib. The amount of twist between these points is the difference between the angle-of-incidence at the root and the angle-of-incidence at the tip. See figure 18-2.

WING	
Angle-of-incidence, Root	+47'
Angle-of-incidence, Tip	-2°50'
Twist (Washout)	3°37'
STABILIZER	
Angle-of-incidence	-3°±15'

18-11. REPAIR MATERIALS.

18-12. Thickness of material on which a repair is to be made can easily be determined by measuring with a micrometer. In general, material used in Cessna aircraft covered in this manual is made from 2024 aluminum alloy, heat treated to a -T3, -T4, or -T42 condition. If the type of material cannot be readily determined, 2024-T3 may be used in making repairs, since the strength of -T3 is greater than -T4 or -T42 (-T4 and -T42 may be used interchangeably, but they may not be substituted for -T3). When necessary to form a part with a smaller bend radius than the standard cold bending radius for 2024-T4, use 2024-0 and heat treat to 2024-T42 after forming. The repair material used in making a repair must equal the gage of the material being repaired unless otherwise noted. It is often practical to cut repair pieces from service parts listed in the Parts Catalogs.

A few components (empennage tips, for example) are fabricated from thermo-formed plastic or glass fiber constructed materials.

18-13. WING.

18-14. The wing assemblies are of the semi-cantilever type employing semi-monocoque type of structure. Basically, the internal structure consists of built-up front and rear spar assemblies, formed sheet metal nose, intermediate, and trailing edge ribs. Stressed skin, riveted to the rib and spar structures, completes the wing structure.

18-15. ACCESS openings (hand holes with removable cover plates) are located in the underside of the wing between the wing root and tip section. These openings afford access to the aileron bellcranks, flap bellcranks, electrical wiring, strut attaching fittings, aileron control cable pulley and control cable disconnect points.

18-16. WING SKIN.

18-17. NEGLIGIBLE DAMAGE. Any smooth dents in the wing skin that are free from cracks, abrasions and sharp corners, which are not stress wrinkles and do not interfere with any internal structure or mechanism, may be considered as negligible damage. In areas of low stress intensity, cracks, deep scratches or deep, sharp dents, which after trimming or stop drilling can be enclosed by a two-inch circle, can be considered negligible if the damaged area is at least one diameter of the enclosing circle away from all existing rivet lines and material edges. Stop drilling is considered a temporary repair and a permanent repair should be made as soon as practicable.

18-18. REPAIRABLE DAMAGE. Figure 18-3 outlines typical repairs to be employed in patching skin. Before installing a patch, trim the damaged area to form a rectangular pattern, leaving at least a one-half inch radius at each corner, and deburr. The sides of the hole should lie span-wise or chord-wise. A circular patch may also be used. If the patch is in an area where flush rivets are used, make a flush patch type of repair; if in an area where flush rivets are not used, make an overlapping type of repair. Where optimum appearance and airflow are desired, the flush patch may be used. Careful workmanship will eliminate gaps at butt-joints; however, an epoxy type filler may be used at such joints.

18-19. DAMAGE NECESSITATING REPLACEMENT OF PARTS. If a skin is badly damaged, repair should be made by replacing an entire skin panel, from one structural member to the next. Repair seams should be made to lie along existing structural members and each seam should be made exactly the same in regard to rivet size, spacing, and pattern as the manufactured seams at the edges of the original sheet. If the manufactured seams are different, the stronger should be copied. If the repair ends at a structural member where no seam is used, enough repair panel should be used to allow an extra row of staggered rivets, with sufficient edge margin, to be installed.

18-20. WING STRINGERS.

18-21. NEGLIGIBLE DAMAGE. Refer to paragraph 18-17.

18-22. REPAIRABLE DAMAGE. Figure 18-4 outlines a typical wing stringer repair. Two such repairs may be used to splice a new section of stringer material in position, without the filler material.

18-23. DAMAGE NECESSITATING REPLACEMENT OF PARTS. If a stringer is so badly damaged that more than one section must be spliced into it, replace the entire stringer.

18-24. WING RIBS.

18-25. NEGLIGIBLE DAMAGE. Refer to paragraph 18-17.

18-26. REPAIRABLE DAMAGE. Figure 18-5 outlines typical wing rib repairs.

18-27. DAMAGE NECESSITATING REPLACEMENT OF PARTS. Leading edge and trailing edge ribs that are extensively damaged should be replaced. However, due to the necessity of unfastening so much skin in order to replace ribs, they should be repaired if practicable. Center ribs, between the front and rear spars should always be repaired if practicable.

18-28. WING SPARS.

18-29. NEGLIGIBLE DAMAGE. Due to the stresses which wing spars encounter, very little damage can be considered negligible. All cracks, stress wrinkles, deep scratches, and sharp dents must be repaired. Smooth dents, light scratches, and abrasions may be considered negligible.

18-30. REPAIRABLE DAMAGE. Figure 18-6 outlines typical spar repairs. It is often practical to cut repair pieces from spare parts listed in Parts Catalogs. Service Kits are available for certain types of spar repairs.

18-31. DAMAGE NECESSITATING REPLACEMENT OF PARTS. Damage so extensive that repair is not feasible requires replacement of a complete wing spar. Also refer to paragraph 18-2.

18-32. WING LEADING EDGE.

18-33. NEGLIGIBLE DAMAGE. Refer to paragraph 18-17.

18-34. REPAIRABLE DAMAGE. A typical leading edge skin repair is shown in figure 18-8. An epoxy type filler may be used to fill gaps at butt joints. To facilitate repair, extra access holes may be installed in the locations noted in figure 18-7. If the damage would require a repair which could not be made between adjacent ribs, refer to the following paragraph.

18-35. DAMAGE NECESSITATING REPLACEMENT OF PARTS. For extensive damage, complete leading edge skin panels should be replaced. To facilitate replacement, extra access holes may be installed in the locations noted in figure 18-7.

18-35A. BONDED LEADING EDGE REPAIR.

18-35B. NEGLIGIBLE DAMAGE. Refer to paragraph 18-17.

18-35C. REPAIRABLE DAMAGE. (Refer to figure 18-12.) Cut out damaged area, as shown, to the edge of undamaged ribs. Using a corresponding section from a new leading edge skin, overlap ribs and secure to wing using rivet pattern as shown in the figure.

18-36. AILERONS.

18-37. NEGLIGIBLE DAMAGE. Refer to paragraph 18-17.

18-38. REPAIRABLE DAMAGE. The repair shown in figure 18-8 may be used to repair damage to aileron leading edge skins. Figure 18-3 may be used as a guide to repair damage to flat surface between corrugations, when damaged area includes corrugations refer to figure 18-11. It is recommended that material used for repair be cut from spare parts of the same guage and corrugation spacing. Refer to figure 18-10 for balancing. If damage would require a repair which could not be made between adjacent ribs, refer to paragraph 18-39.

18-39. DAMAGE NECESSITATING REPLACEMENT OF PARTS. If the damage would require a repair which could not be made between adjacent ribs, complete skin panels should be replaced. Ribs and spars may be repaired, but replacement is generally preferable. Where extensive damage has occurred, replacement of the aileron assembly is recommended. After repair and/or repainting, balance in accordance with figure 18-9.

18-40. WING FLAPS.

18-41. NEGLIGIBLE DAMAGE. Refer to paragraph 18-17.

18-42. REPAIRABLE DAMAGE. Flap repairs should be similar to aileron repairs discussed in paragraph 18-38. A flap leading edge repair is shown in figure 18-8.

18-43. DAMAGE NECESSITATING REPLACEMENT OF PARTS. Flap repairs which require replacement of parts should be similar to aileron repairs discussed in paragraph 18-39.

18-44. ELEVATORS AND RUDDERS.

18-45. NEGLIGIBLE DAMAGE. Refer to paragraph 18-17. The exception of negligible damage on the elevator surfaces is the front spar, where a crack appearing in the web at the hinge fittings or in the tip rib which supports the overhanging balance weight is not considered negligible. Cracks in the overhanging tip rib, in the area at the front spar intersection with the web of the rib, also cannot be considered negligible.

18-46. REPAIRABLE DAMAGE. Skin patches illustrated in figure 18-3 may be used to repair skin damage to the rudder, and between corrugations on the elevator. For skin damage on the elevator which includes corrugations, refer to figure 18-11. Following repair the elevator/rudder must be balanced. Refer to figure 18-10 for balancing. If damage would require a repair which could not be made between adjacent ribs, refer to paragraph 18-47.

18-47. DAMAGE NECESSITATING REPLACEMENT OF PARTS. If the damaged area would require a repair which could not be made between adjacent ribs,

complete skin panels should be replaced. Ribs and spars may be repaired, but replacement is generally preferable. Where extensive damage has occurred, replacement of the entire assembly is recommended. After repair and/or repainting, balance in accordance with figure 18-9.

18-48. FIN AND STABILIZER.

18-49. NEGLIGIBLE DAMAGE. Refer to paragraph 18-17.

18-50. REPAIRABLE DAMAGE. Skin patches shown in figure 18-3 may be used to repair skin damage. Access to the dorsal area of the fin may be gained by removing the horizontal closing rib at the bottom of the fin. Access to the internal fin structure is best gained by removing skin attaching rivets on one side of the rear spar and ribs, and springing back the skin. Access to the stabilizer structure may be gained by removing skin attaching rivets on one side of the rear spar and ribs, and springing back the skin. If the damaged area would require a repair which could not be made between adjacent ribs, or a repair would be located in an area with compound curves, see the following paragraph.

18-51. DAMAGE NECESSITATING REPLACEMENT OF PARTS. If the damaged area would require a repair which could not be made between adjacent ribs or the repair would be located in an area with compound curves, complete skin panels should be replaced. Ribs and spars may be repaired, but replacement is generally preferable. Where damage is extensive, replacement of the entire assembly is recommended.

18-52. FUSELAGE.

18-53. The fuselage is of semi-monocoque construction consisting of formed bulkheads, longitudinal stringers, reinforcing channels and skin platings.

18-54. NEGLIGIBLE DAMAGE. Refer to paragraph 18-17. Mild corrosion appearing upon alclad surfaces does not necessarily indicate incipient failure of the base metal. However, corrosion of all types should be carefully considered, and approved remedial action taken. Small cans appear in the skin structure of all metal airplanes. It is strongly recommended, however, that wrinkles which appear to have originated from other sources, or which do not follow the general appearance of the remainder of the skin panels, be thoroughly investigated. Except in the landing gear bulkhead area, wrinkles occurring over stringers which disappear when the rivet pattern is removed may be considered negligible. However, the stringer rivet holes may not align perfectly with the skin holes because of a permanent "set" in the stringer. If this is apparent, replacement of the stringer will usually restore the original strength characteristics of the area.

NOTE

Wrinkles occurring in the skin of the main landing gear bulkhead areas should not be considered negligible. The skin panel should be opened sufficiently to permit a thorough examination of the lower portion of the landing gear bulkhead and its tie-in structure.

Wrinkles occurring on open areas which disappear when the rivets at the edge of the sheet are removed, or a wrinkle which is hand removable, may often be repaired by the addition of a 1/2 x 1/2 x .060 inch 2024-T4 extruded angle, riveted over the wrinkle and extended to within 1/16 to 1/8 inch of the nearest structural members. Rivet pattern should be identical to the existing manufactured seam at the edge of the sheet.

18-55. REPAIRABLE DAMAGE. Fuselage skin repairs may be accomplished in the same manner as wing skin repairs outlined in paragraph 18-18. Stringers, formed skin flanges, bulkhead channels, and similar parts may be repaired as shown in figure 18-4.

18-56. DAMAGE NECESSITATING REPLACEMENT OF PARTS. Fuselage skin major repairs may be accomplished in the same manner as wing skin repairs outlined in paragraph 18-19. Damaged fittings should be replaced. Seat rails serve as structural parts of the fuselage and should be replaced if damaged.

18-57. BULKHEADS.

18-58. LANDING GEAR BULKHEADS. Since these bulkheads are highly stressed members irregularly formed to provide clearance for control lines, actuators, fuel lines, etc., patch type repairs will be for the most part, impractical. Minor damage consisting of small nicks or scratches may be repaired by dressing out the damaged area, or by replacement of rivets. Any other such damage should be repaired by replacing the landing gear support assembly as an aligned unit.

18-59. REPAIR AFTER HARD LANDING. Buckled skin or floorboards and loose or sheared rivets in the area of the main gear support will give evidence of damage to the structure from an extremely hard landing. When such evidence is present, the entire support structure should be carefully examined and all support forgings should be checked for cracks, using a dye penetrant and proper magnification. Bulkheads in the area of possible damage should be checked for alignment and a straightedge should be used to determine deformation of the bulkhead webs. Damaged support structure, buckled floorboards and skins, and damaged or questionable forgings should be replaced. Landing gear components should be replaced and rigged properly.

18-60. REPLACEMENT OF HI-SEAR RIVETS. Hi-shear rivet replacement with close tolerance bolts or other commercial fasteners of equivalent strength properties is permissible. Holes must not be elongated, and the Hi shear substitute must be a smooth push fit. Field replacement of main landing gear forgings on bulkheads may be accomplished by using:

a. NAS464P* Bolt, MS21042-* Nut and AN960-* washer in place of Hi-Shear Rivets for forgings with machined flat surface around attachment holes.
b. NAS464P* Bolt, ESNA 2935* Mating Base Ring, ESNA LH 2935* Nut for forgings (with draft angle of up to a maximum of 8°) without machined flat surface around attachment holes.

*Dash numbers to be determined according to the size of the holes and the grip lengths required. The bolts grip length should be chosen so that no threads remain in the bearing area.

18-61. NOSE GEAR WHEEL WELL AND FIREWALL. The nose gear wheel well is made of stainless steel, as is the firewall bulkhead. Refer to paragraph 18-17 for negligible damage, and paragraph 18-18 for repairable damage. Stainless steel patches should be used in nose wheel well and firewall repairs. Any repairs in these areas will require resealing with 700P, or equivalent compound.

18-62. BAFFLES.

18-63. CONSIDERATIONS. Baffles ordinarily should be replaced if damaged or cracked. However, small plate reinforcements riveted to the baffle will often prove satisfactory both to the strength and cylinder cooling requirements of the unit.

18-64. ENGINE COWLING.

18-65. REPAIR OF COWLING SKINS. If extensively damaged, complete sections of cowling should be replaced. Standard flush-type skin patches, however, may be used if repair parts are formed to fit. Small cracks may be stop-drilled and dents straightened, if they are reinforced on the inner side with a doubler of the same material. Bonded cowling may be repaired by the same methods used for riveted structure. Rivets are a satisfactory substitute for bonded seams on these assemblies. The strength of the bonded seams in cowling may be replaced by a single 3/32, 2117-AD rivet per running inch of bond seam. The standard repair procedures outlined in AC43.13-1 are also applicable to cowling.

18-66. REPAIR OF REINFORCEMENT ANGLES. Cowl reinforcement angles, if damaged, should be replaced. Due to their small size they are easier to replace than to repair.

18-67. REPAIR OF ABS COMPONENTS.

18-68. Rezolin Kit Number 404 may be obtained from the Cessna Service Parts Center for repair of ABS components.

18-69. REPAIR OF GLASS FIBER CONSTRUCTED COMPONENTS.

18-70. Glass fiber constructed components on the aircraft may be repaired as stipulated in instructions furnished in SK182-12. Observe the resin manufacturer's recommendations concerning mixing and application of the resin. Epoxy resins are preferable for making repairs, since epoxy compounds are usually more stable and predictable than polyester and, in addition, give better adhesion.

18-71. BONDED DOORS.

18-72. REPAIRABLE DAMAGE. Bonded doors may be repaired by the same methods used for riveted structure. Rivets are a satisfactory substitute for bonded seams on these assemblies. The strength of the bonded seams in doors may be replaced by a single 3/32, 2117-AD rivet per running inch of bond seam. The standard repair procedures outlined in AC43.13-1 are also applicable to bonded doors.

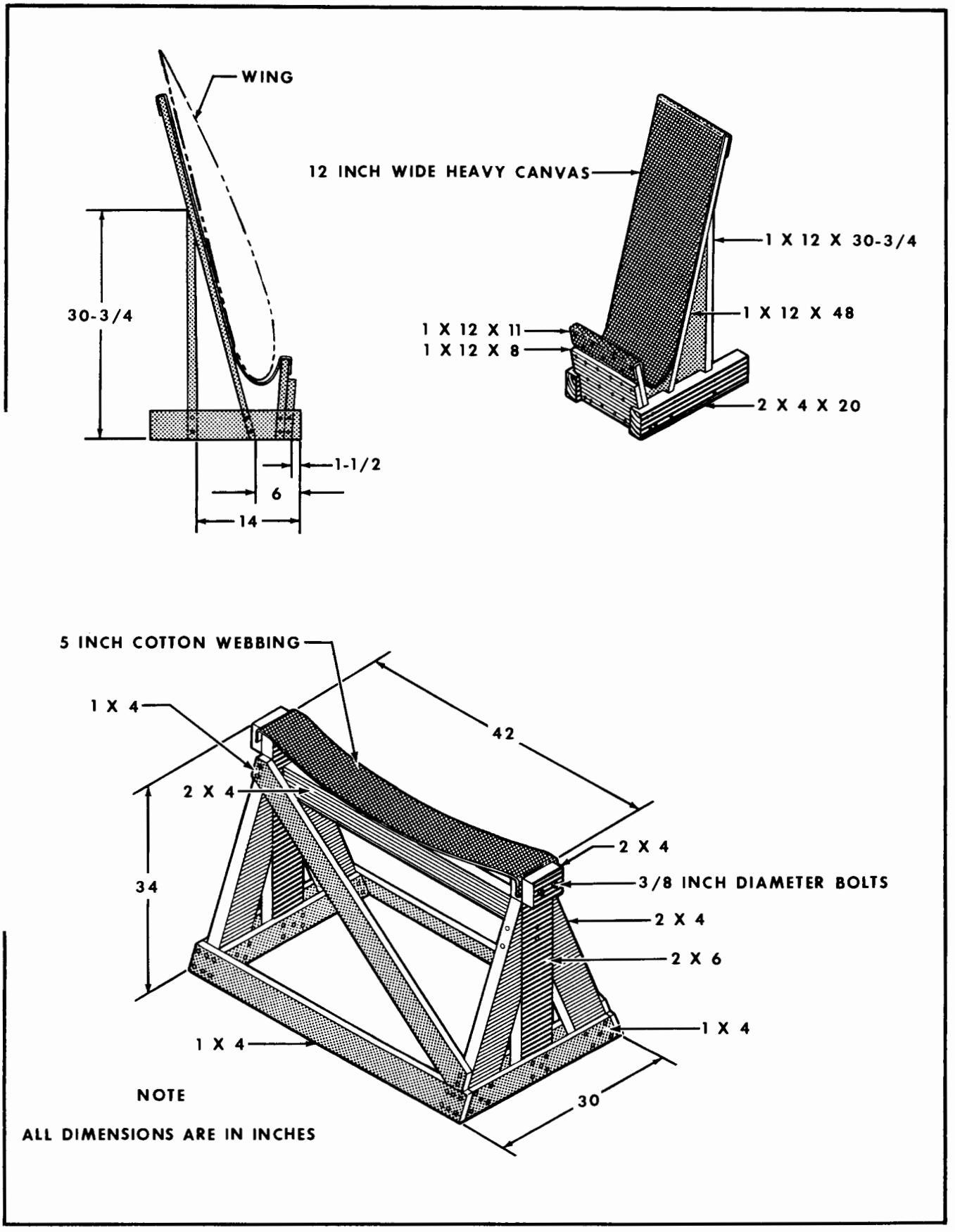
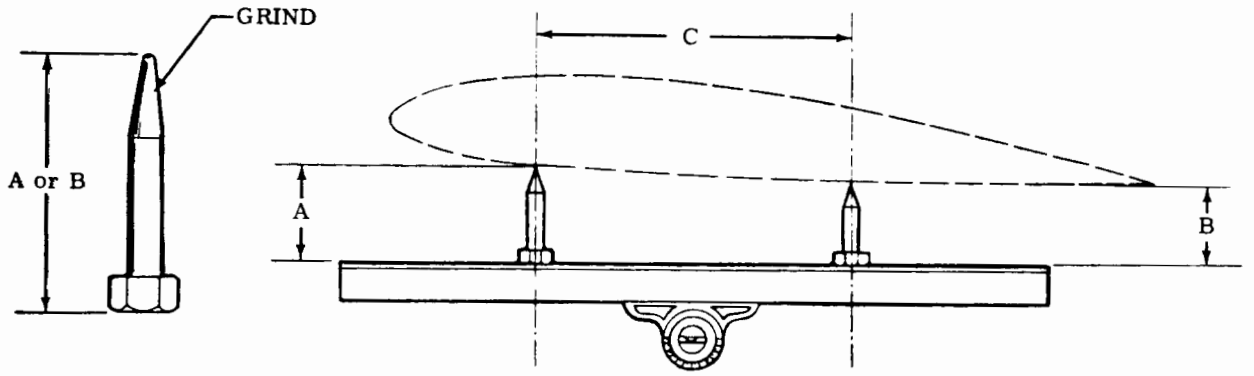


Figure 18-1. Wing and Fuselage Support Stands



MODEL	A	B	C	WING STATION
THRU U20601700	2.00	1.00	29.50	39.00
	2.00	1.00	29.50	100.00
	.79	1.00	20.00	207.00
BEGINNING WITH U20601701	2.00	1.00	29.50	39.00
	2.00	1.00	29.50	100.00
	.66	1.00	20.00	207.00

ALL WING TWIST OCCURS BETWEEN STA. 100.00 AND STA. 207.00.
(Refer to paragraph 18-10 for angle of incidence).

MEASURING WING TWIST

If damage has occurred to a wing, it is advisable to check the twist. The following method can be used with a minimum of equipment, which includes a straightedge (32" minimum length of angle, or equivalent), three modified bolts for a specific wing, and a protractor head with level.

1. Check chart for applicable dimension for bolt length (A or B).
2. Grind bolt to a rounded point as illustrated, checking length periodically.
3. Tape two bolts to straightedge according to dimension C.
4. Locate inboard wing station to be checked and make a pencil mark approximately one-half inch aft of the lateral row of rivets in the wing leading edge spar flange.
5. Holding straightedge parallel to wing station (staying as clear as possible from "cans"). place longer bolt on pencil mark and set protractor head against lower edge of straightedge.
6. Set bubble in level to center and lock protractor to hold this reading.
7. Omitting step 6, repeat procedure for each wing station, using dimensions specified in chart. Check to see that protractor bubble is still centered.
8. Proper twist is present in wing if protractor readings are the same (parallel). Forward or aft bolt may be lowered from wing .10 inch maximum to attain parallelism.

Figure 18-2. Checking Wing Twist

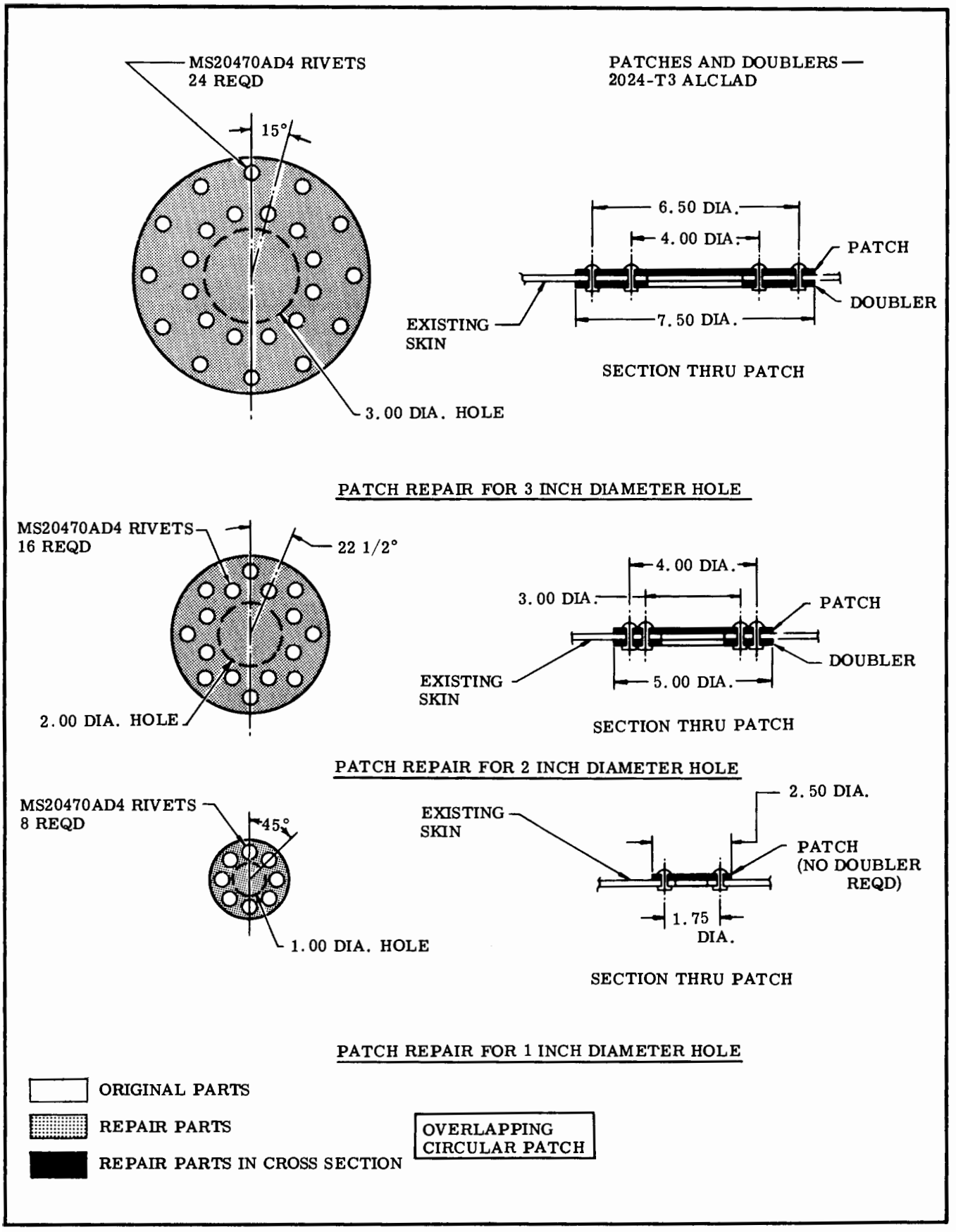
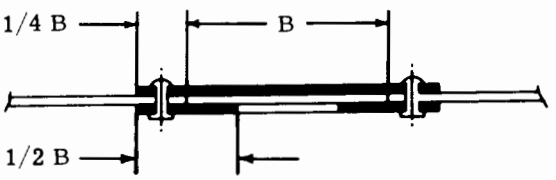
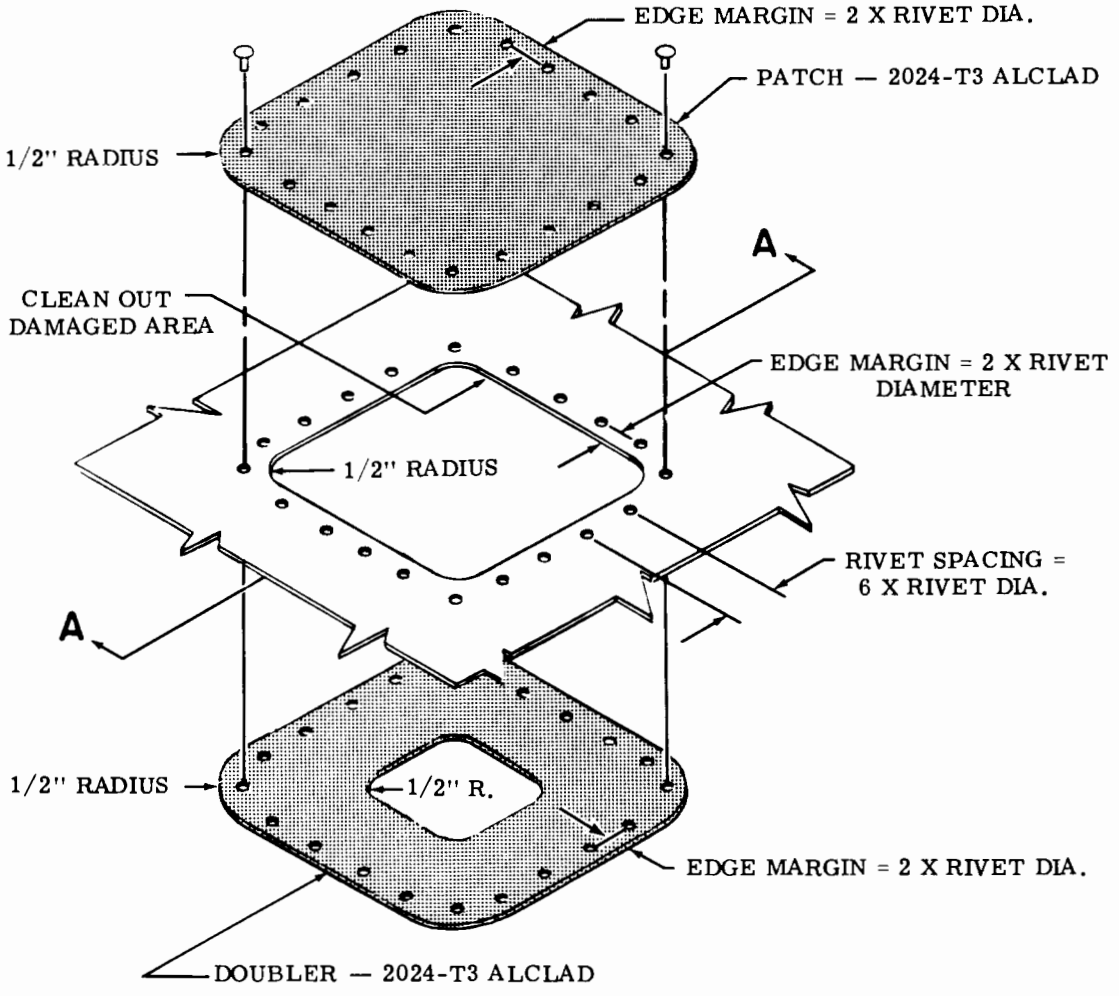


Figure 18-3. Skin Repair (Sheet 1 of 6)



SECTION THRU ASSEMBLED PATCH

A–A



ORIGINAL PARTS

REPAIR PARTS

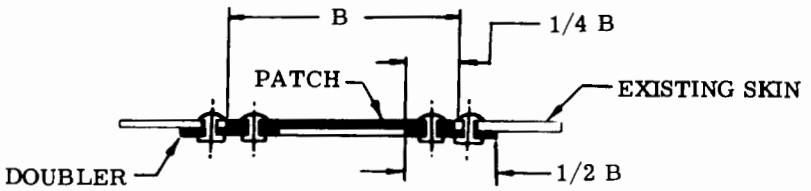
REPAIR PARTS IN CROSS SECTION

OVERLAPPING RECTANGULAR PATCH

RIVET TABLE

SKIN GAGE	RIVET DIA.
.020	1/8
.025	1/8
.032	1/8
.040	1/8
.051	5/32

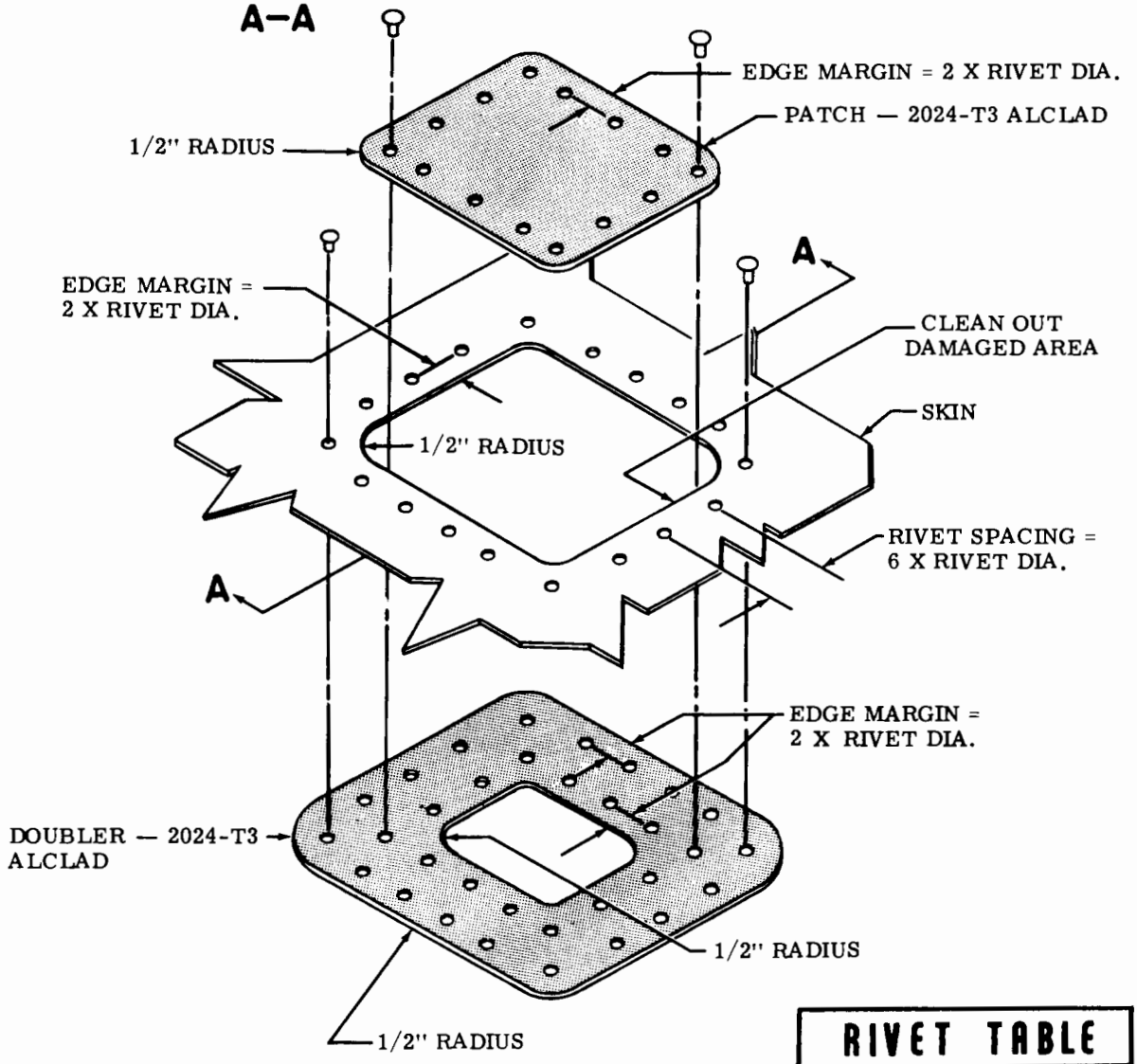
Figure 18-3. Skin Repair (Sheet 2 of 6)



SECTION THRU ASSEMBLED PATCH

NOTE

For optimum appearance and airflow, use flush rivets, dimpled skin and patch, and countersunk doubler.



RIVET TABLE	
SKIN GAGE	RIVET DIA.
.020	1/8
.025	1/8
.032	1/8
.040	1/8
.051	5/32

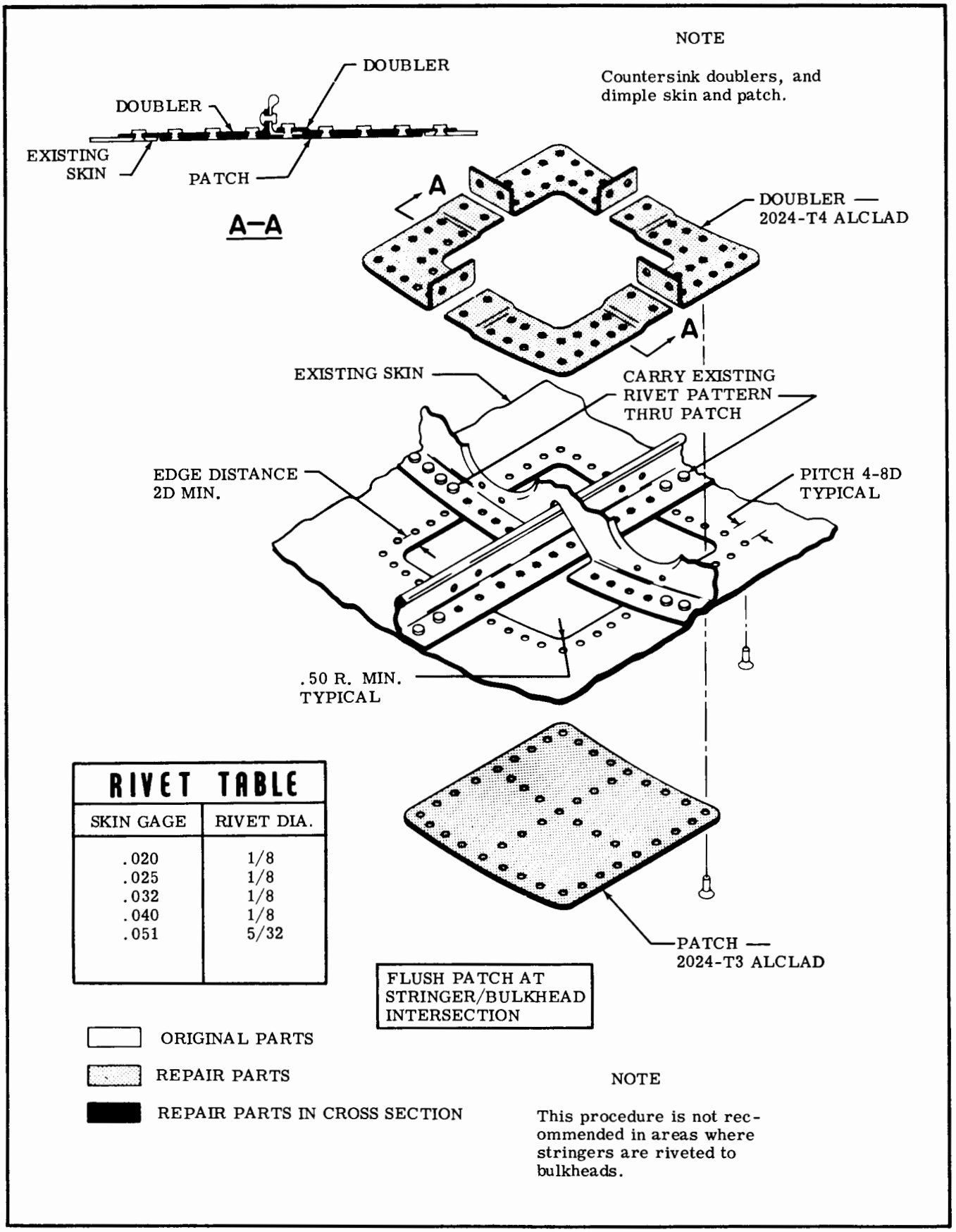
ORIGINAL PARTS

REPAIR PARTS

REPAIR PARTS IN CROSS SECTION

FLUSH RECTANGULAR PATCH (CIRCULAR FLUSH PATCH IS SIMILAR)

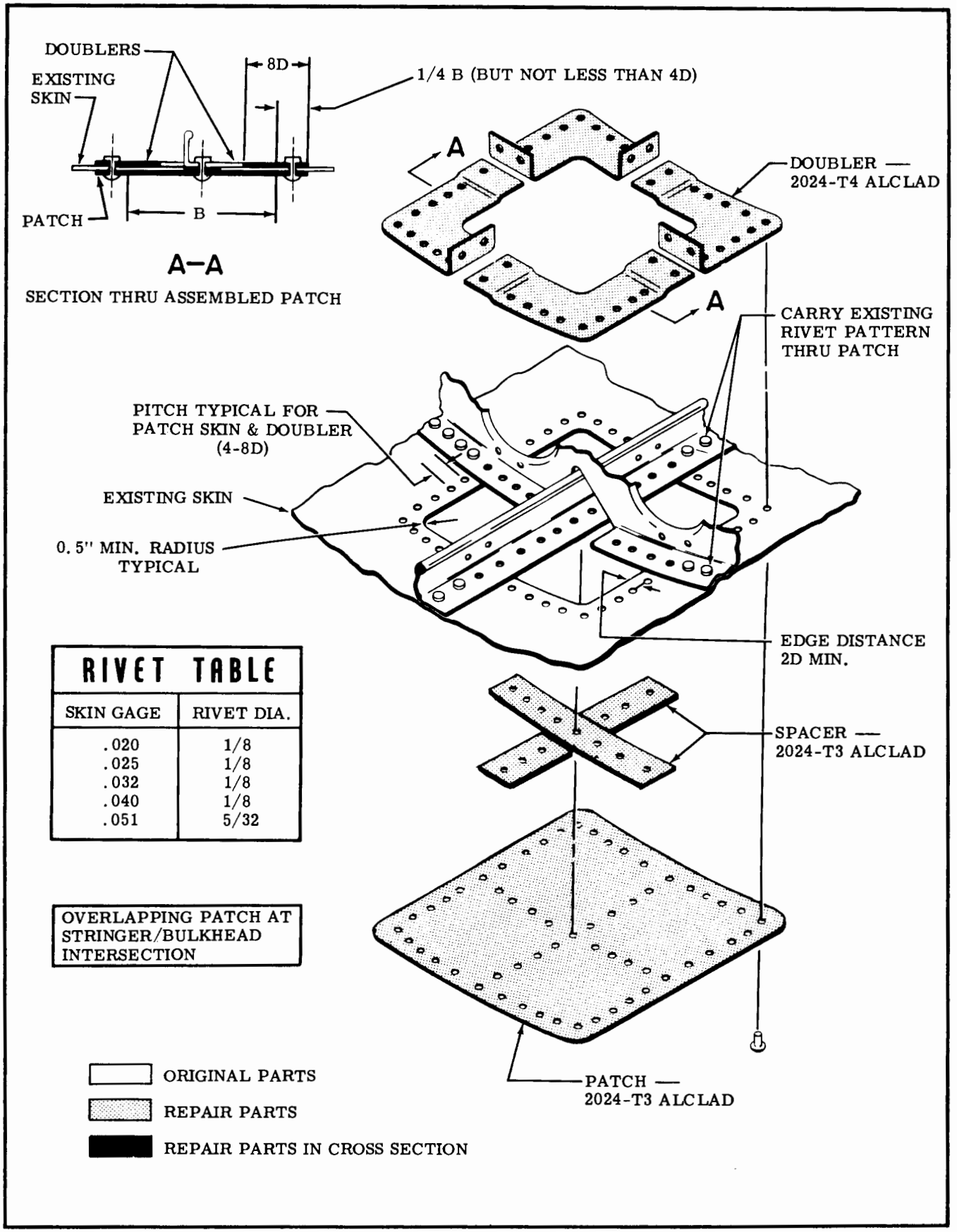
Figure 18-3. Skin Repair (Sheet 3 of 6)



RIVET TABLE

SKIN GAGE	RIVET DIA.
.020	1/8
.025	1/8
.032	1/8
.040	1/8
.051	5/32

Figure 18-3. Skin Repair (Sheet 4 of 6)



RIVET TABLE

SKIN GAGE	RIVET DIA.
.020	1/8
.025	1/8
.032	1/8
.040	1/8
.051	5/32

OVERLAPPING PATCH AT STRINGER/BULKHEAD INTERSECTION

Figure 18-3. Skin Repair (Sheet 5 of 6)

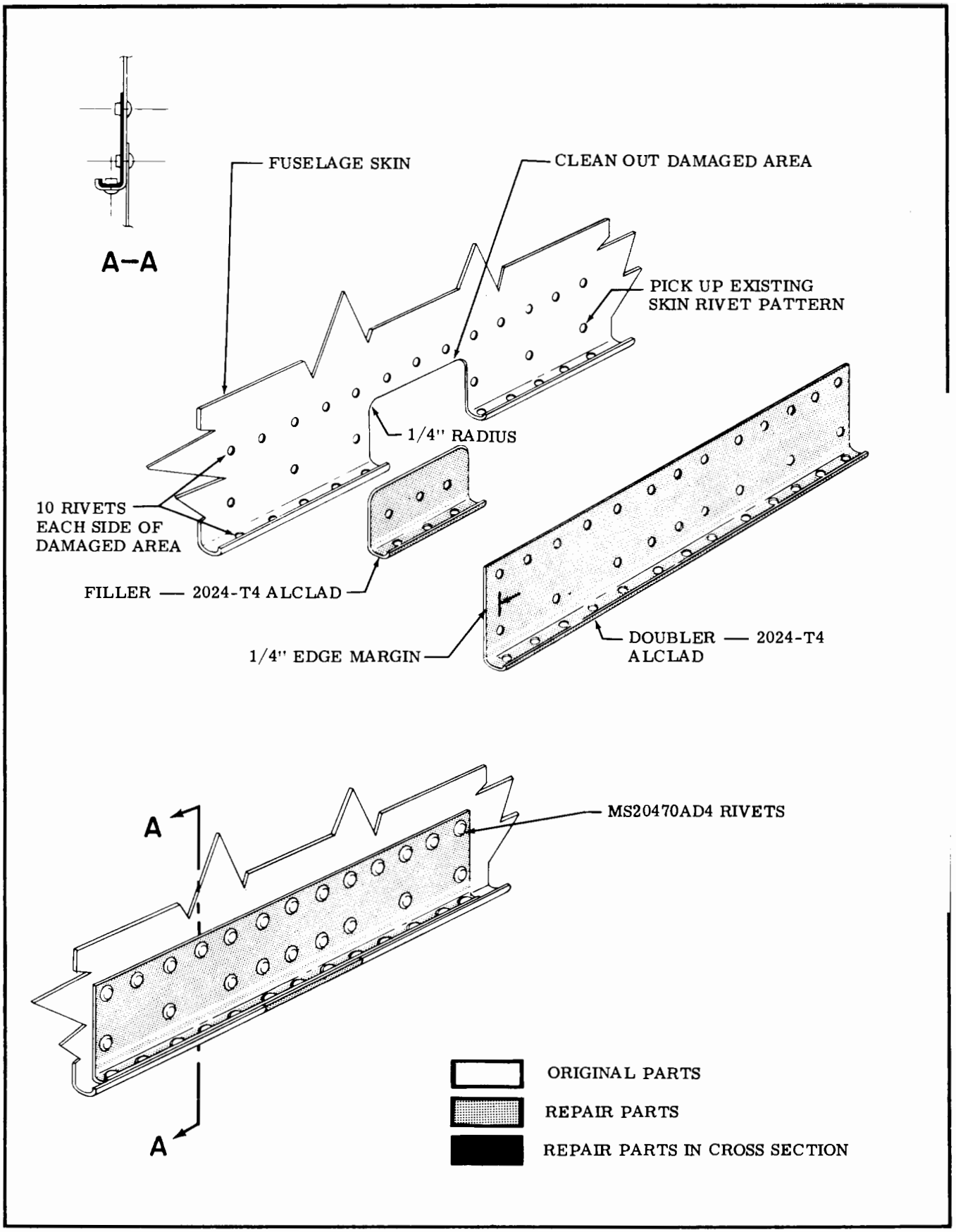


Figure 18-3. Skin Repair (Sheet 6 of 6)

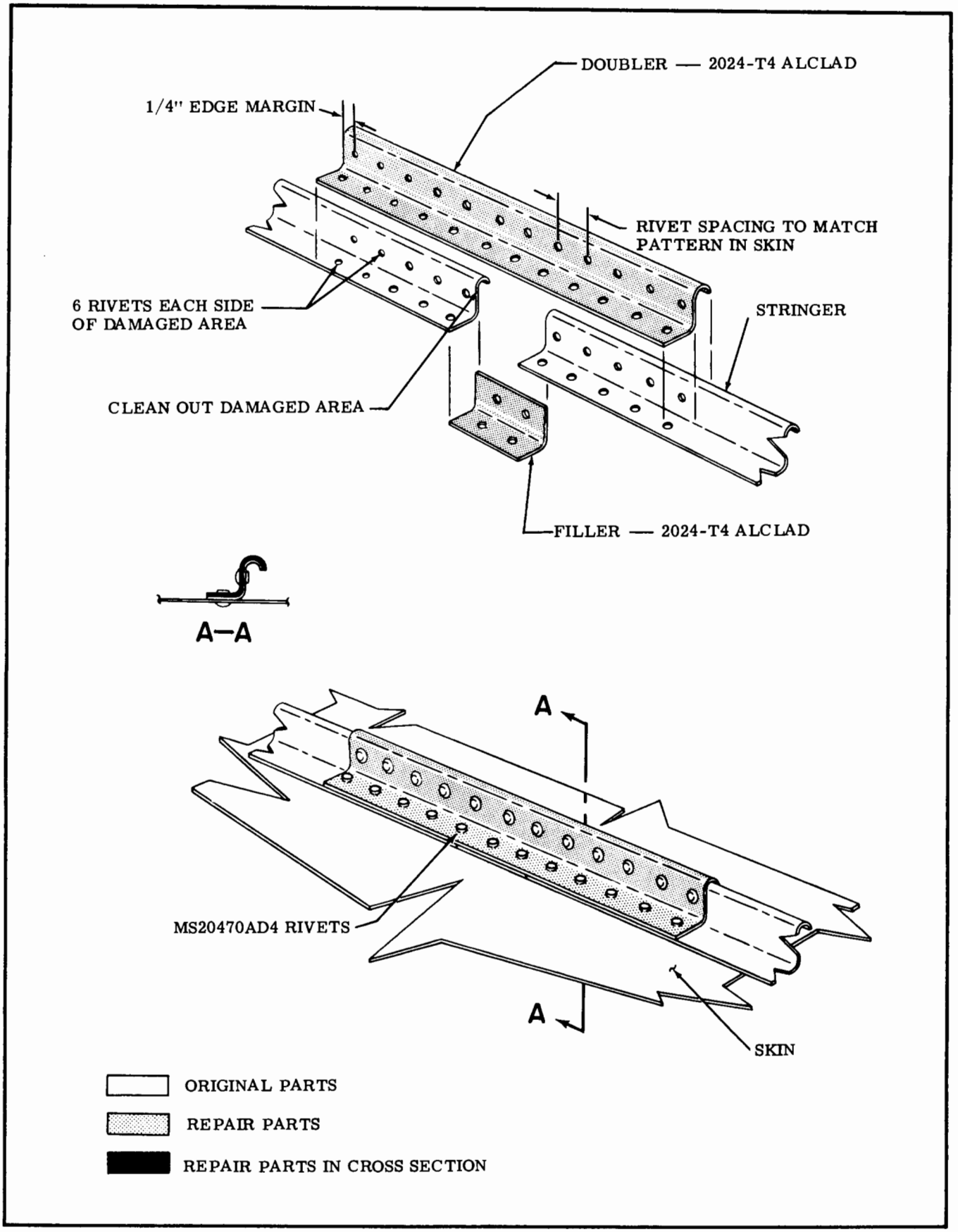


Figure 18-4. Stringer and Channel Repair (Sheet 1 of 4)

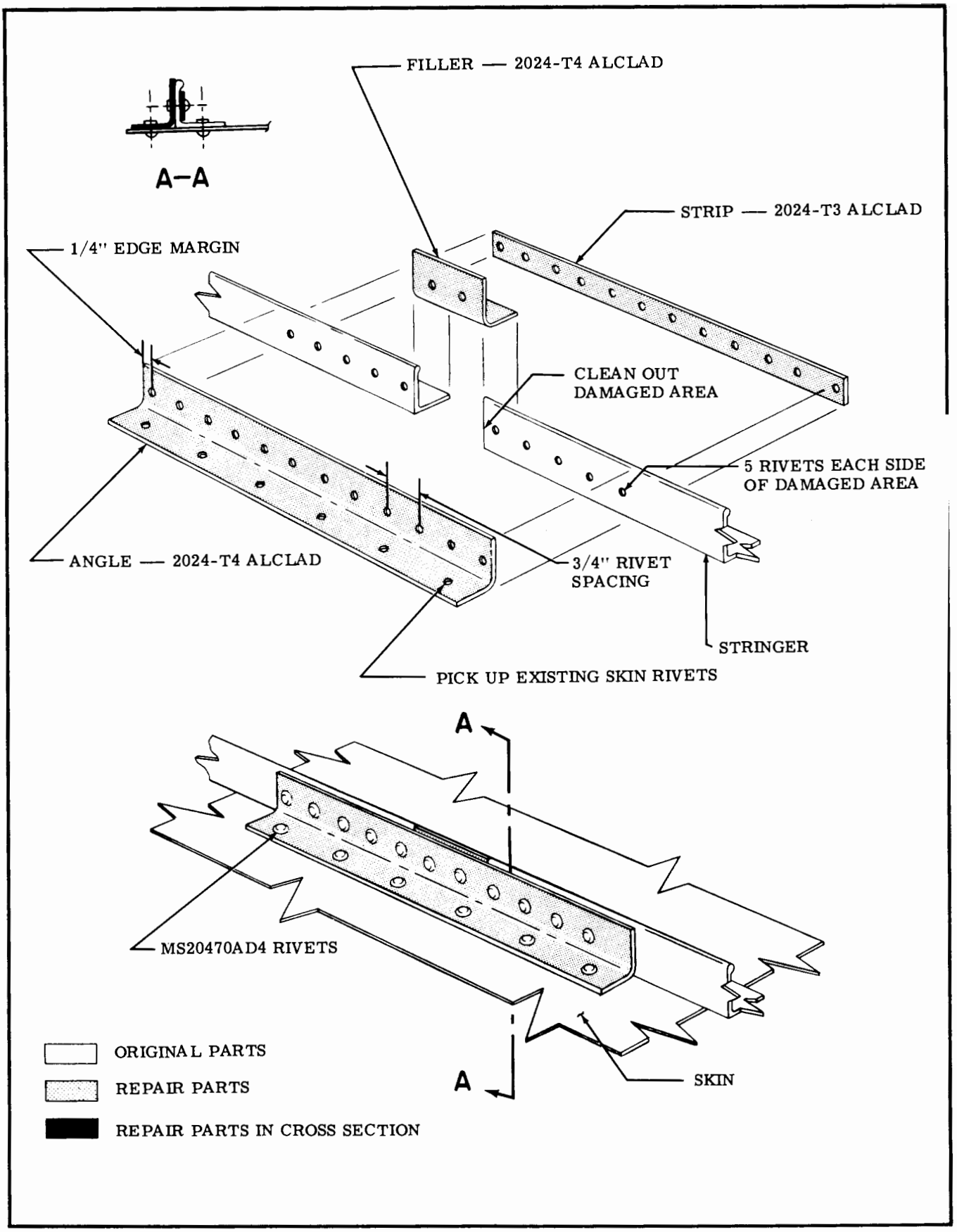


Figure 18-4. Stringer and Channel Repair (Sheet 2 of 4)

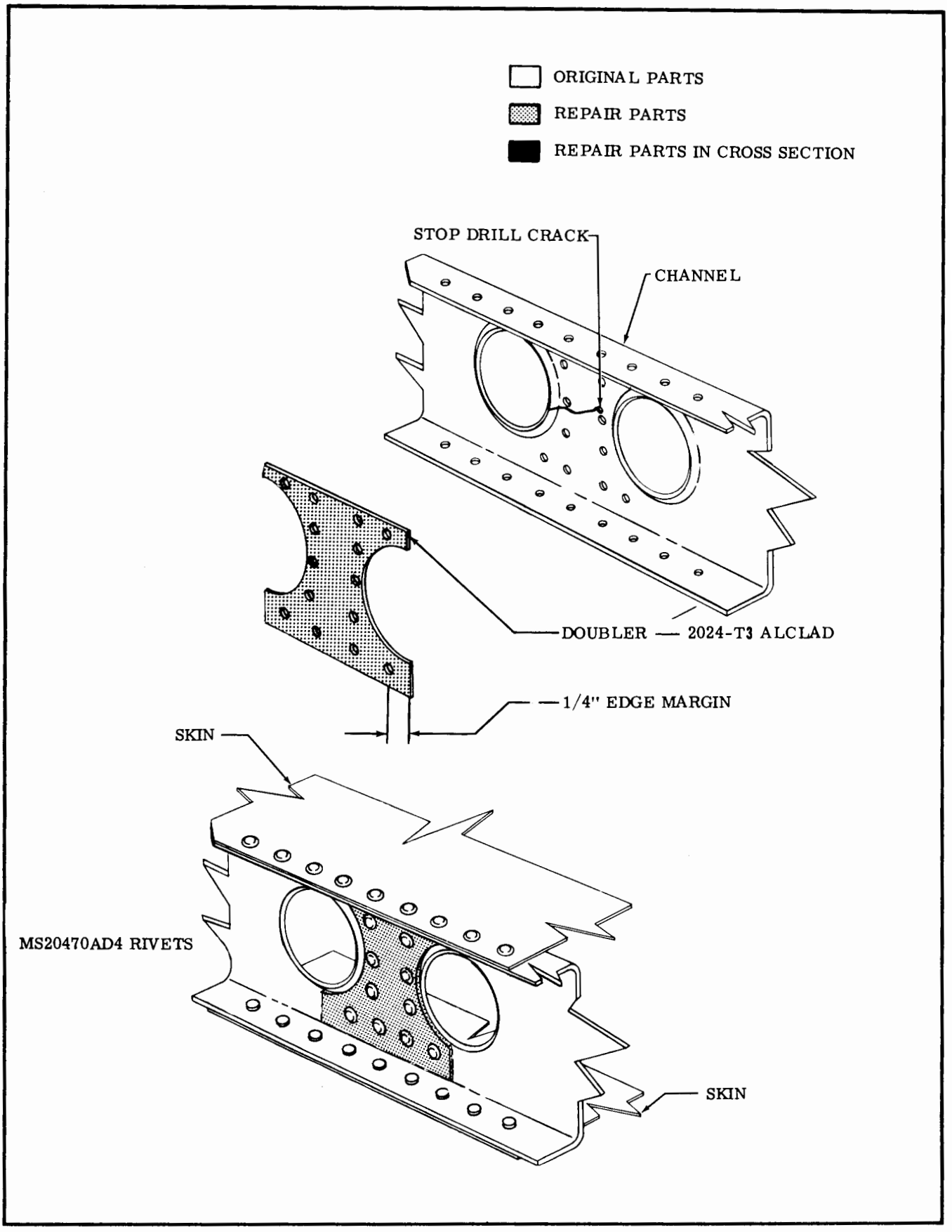


Figure 18-4. Stringer and Channel Repair (Sheet 3 of 4)

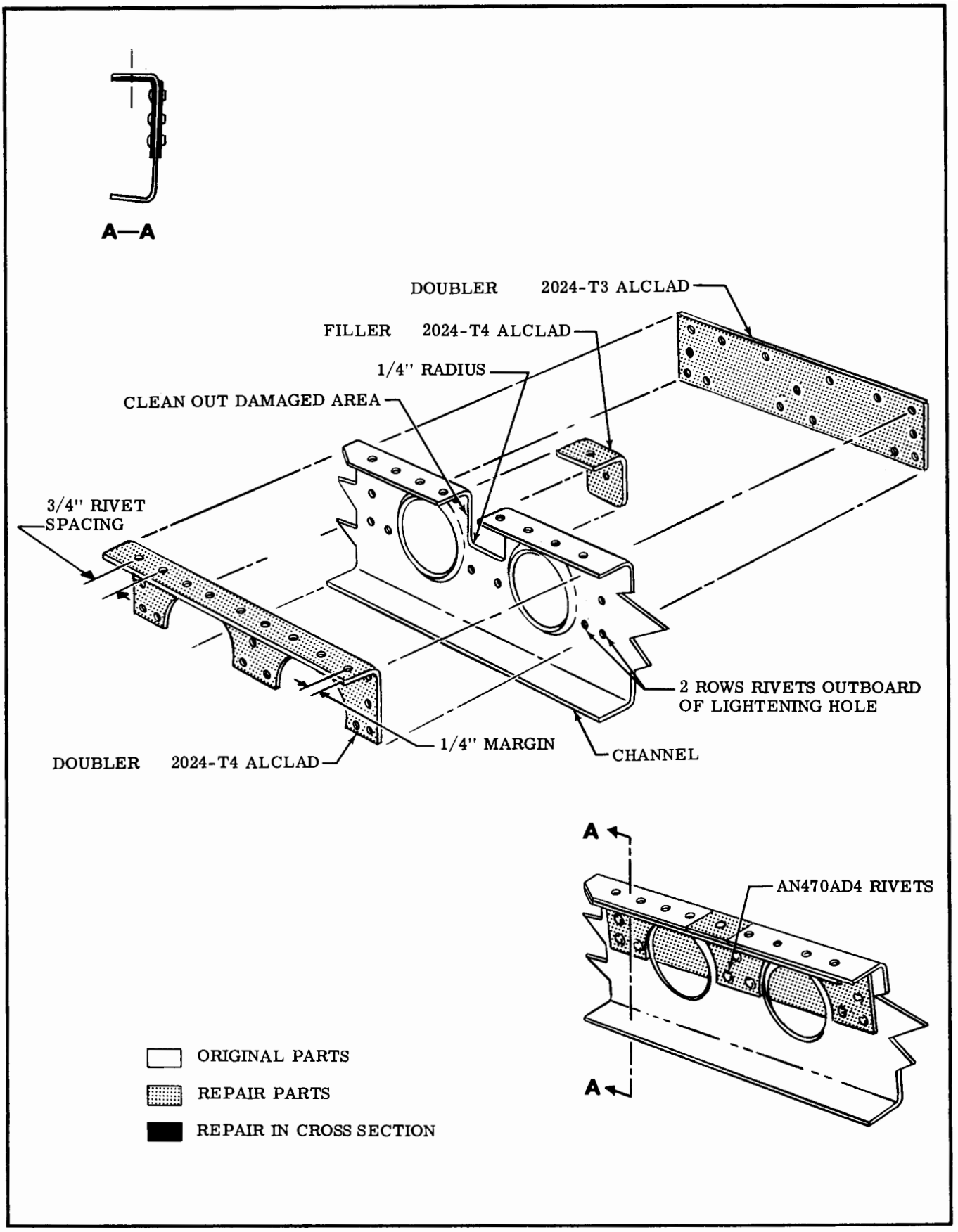


Figure 18-4. Stringer and Channel Repair (Sheet 4 of 4)

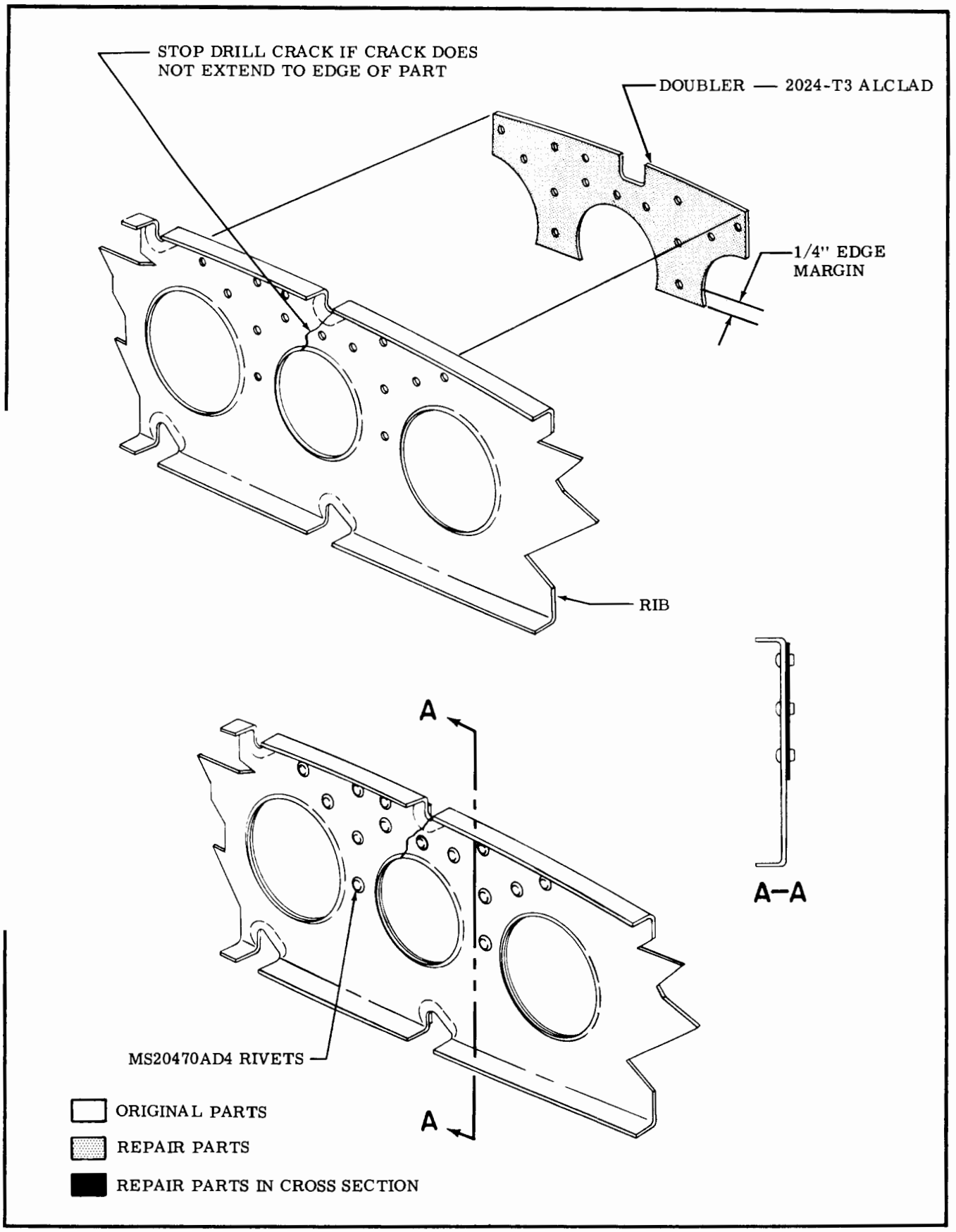


Figure 18-5. Rib Repair (Sheet 1 of 2)

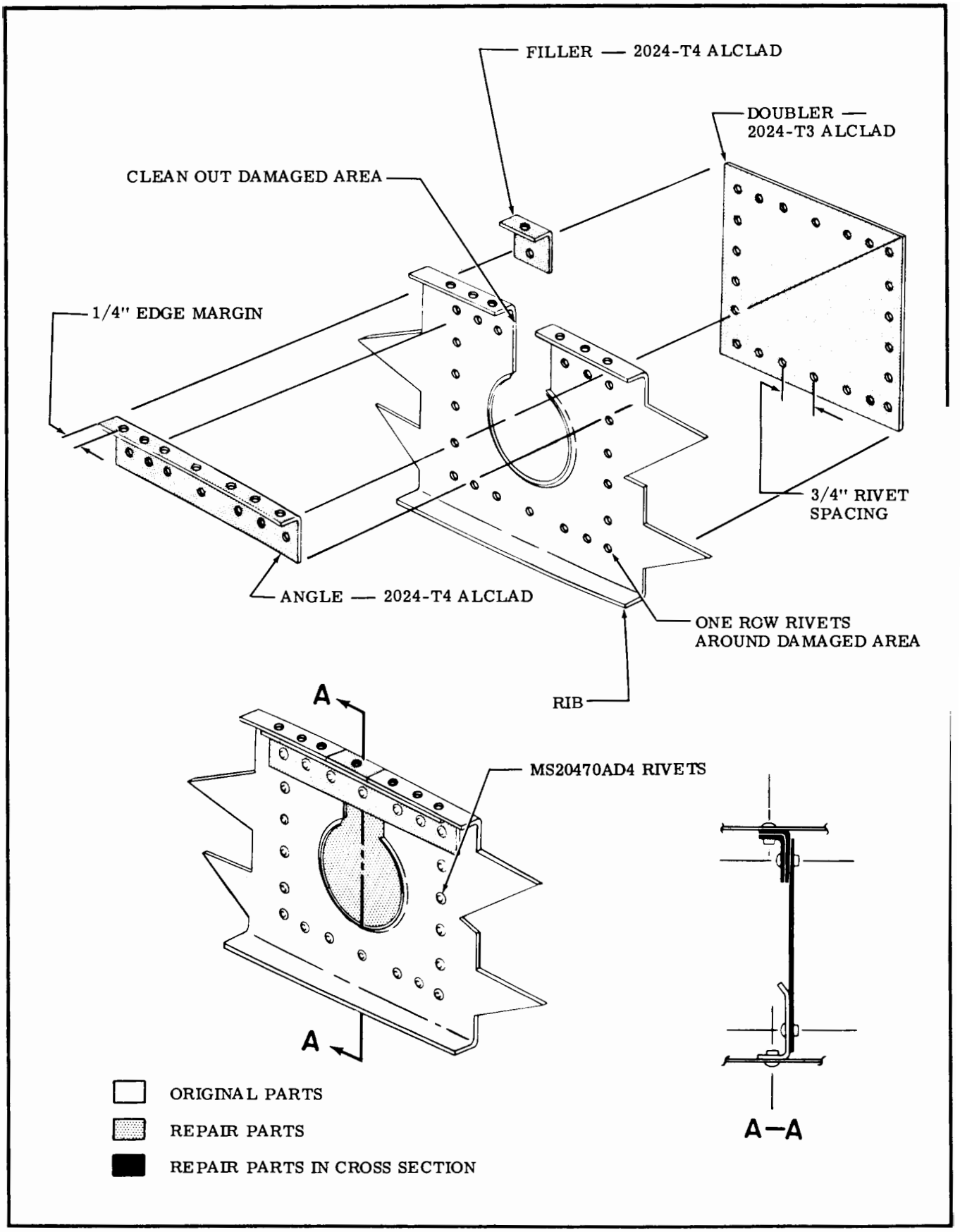


Figure 18-5. Rib Repair (Sheet 2 of 2)

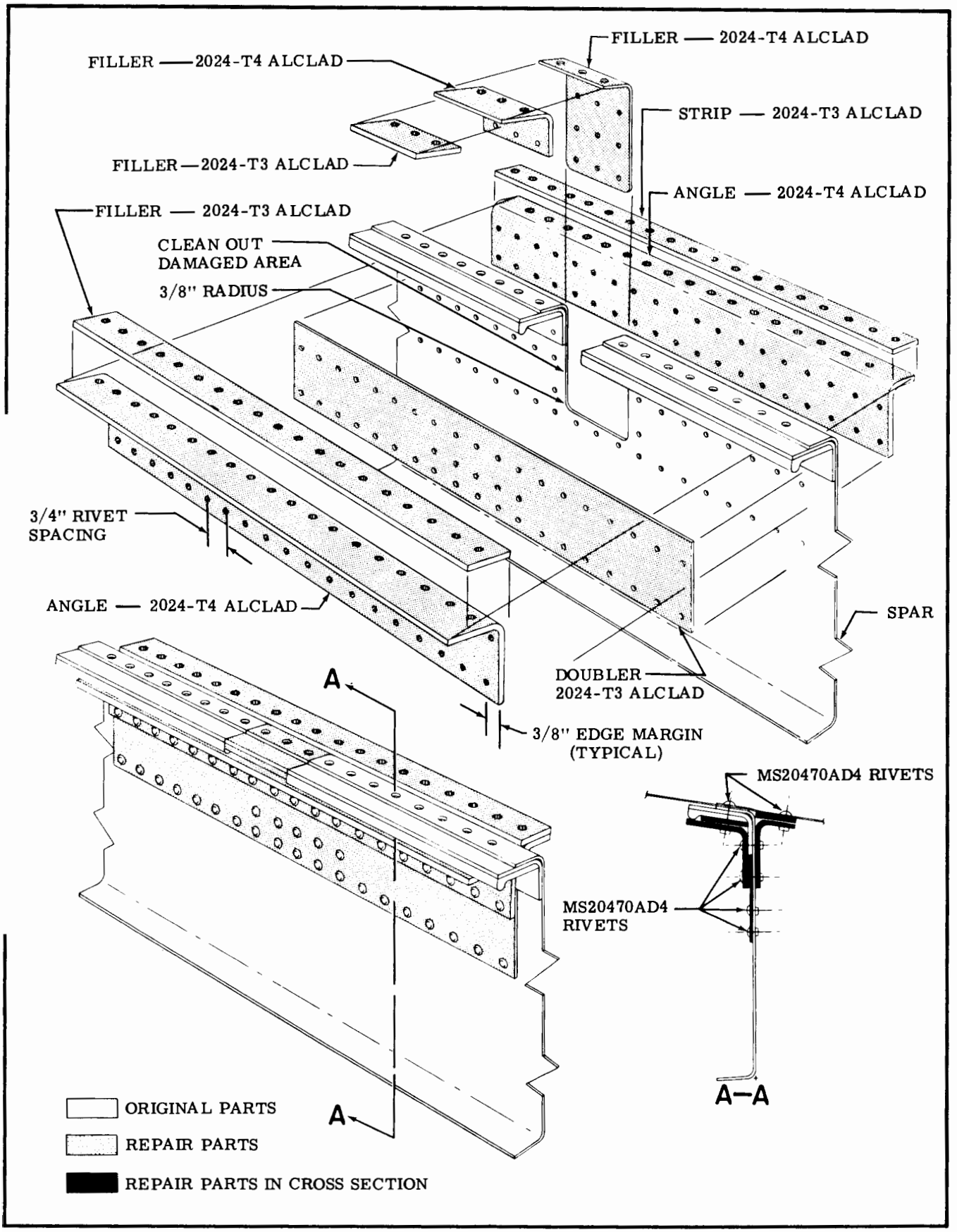


Figure 18-6. Wing Spar Repair (Sheet 1 of 4)

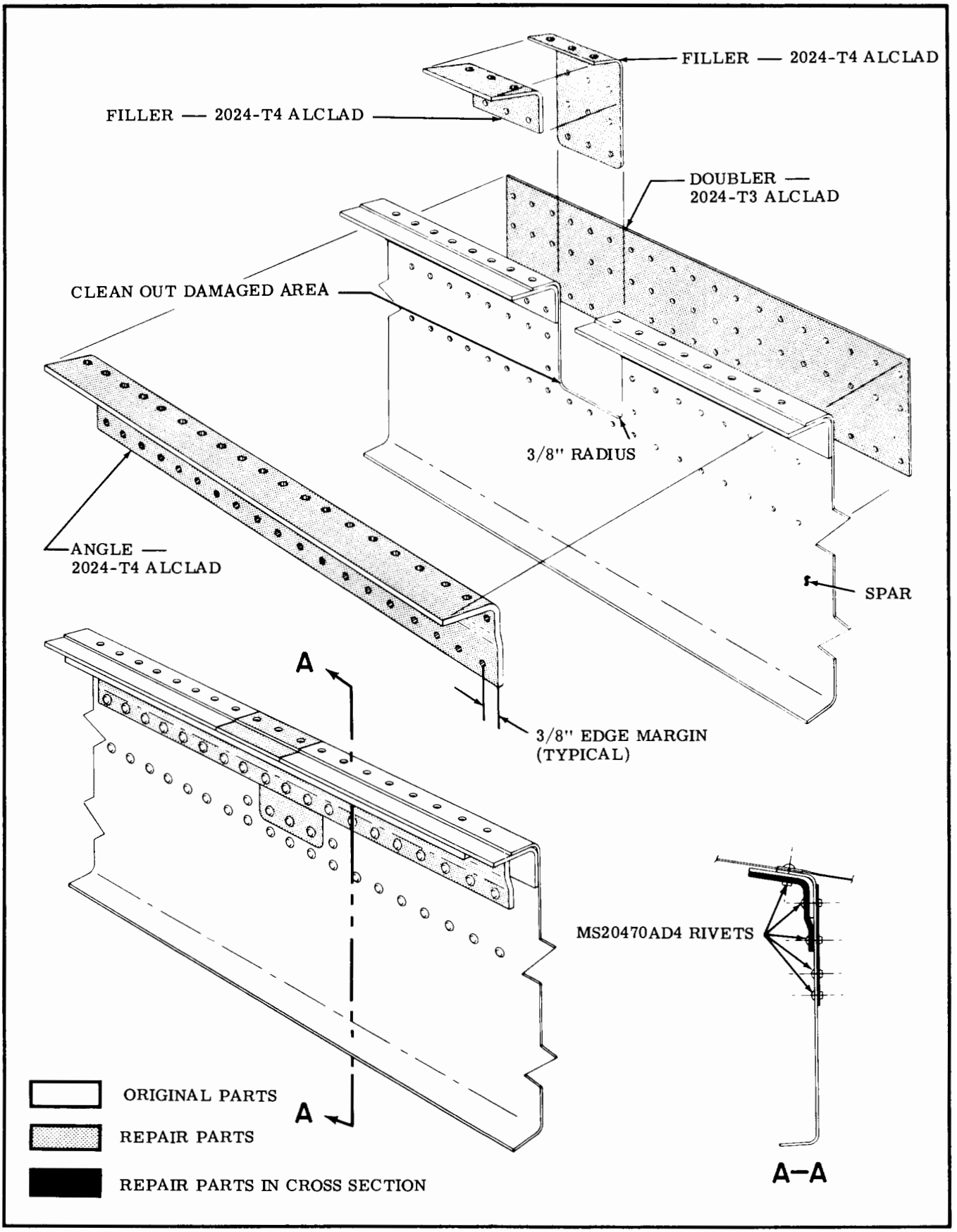


Figure 18-6. Wing Spar Repair (Sheet 2 of 4)

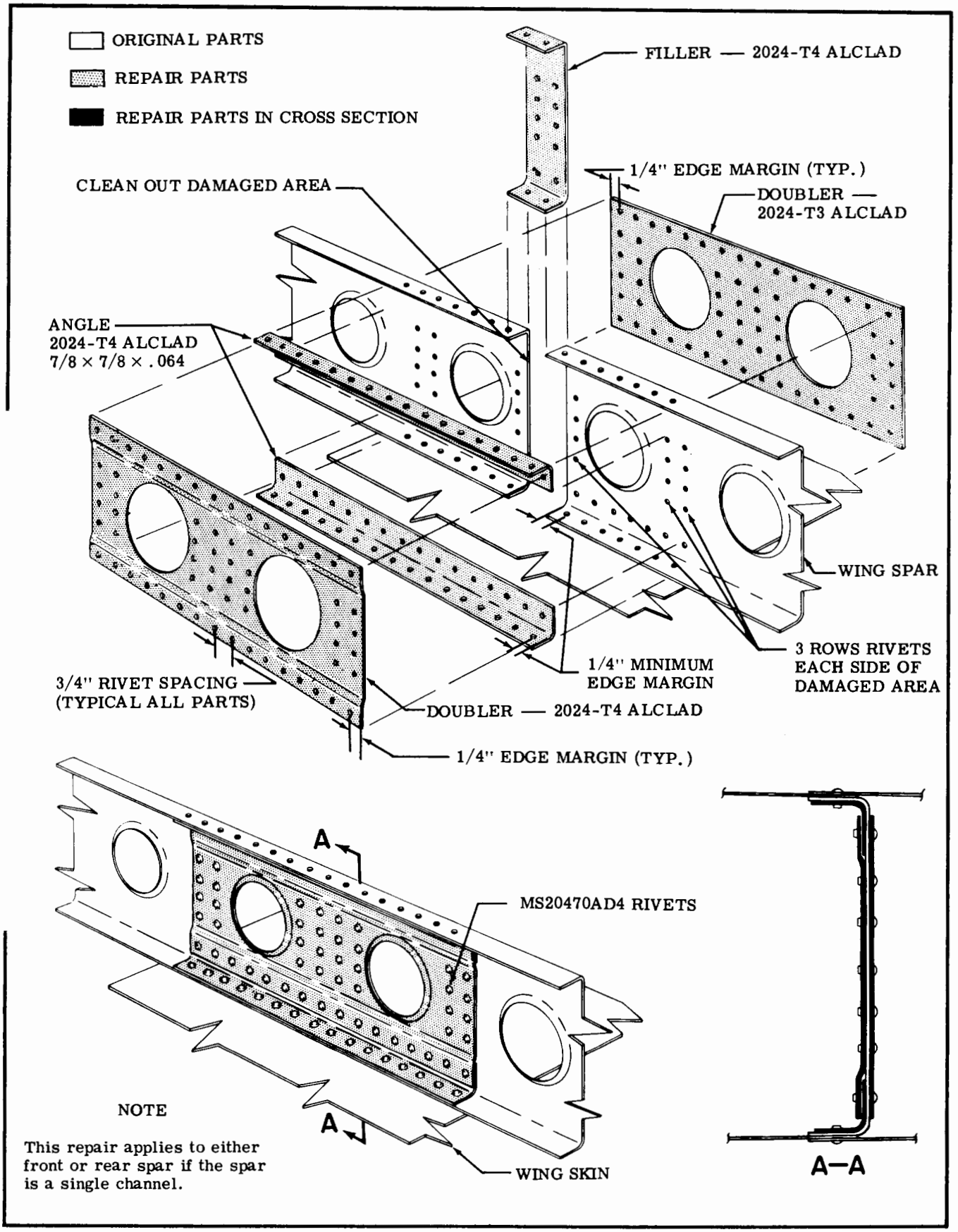


Figure 18-6. Wing Spar Repair (Sheet 3 of 4)

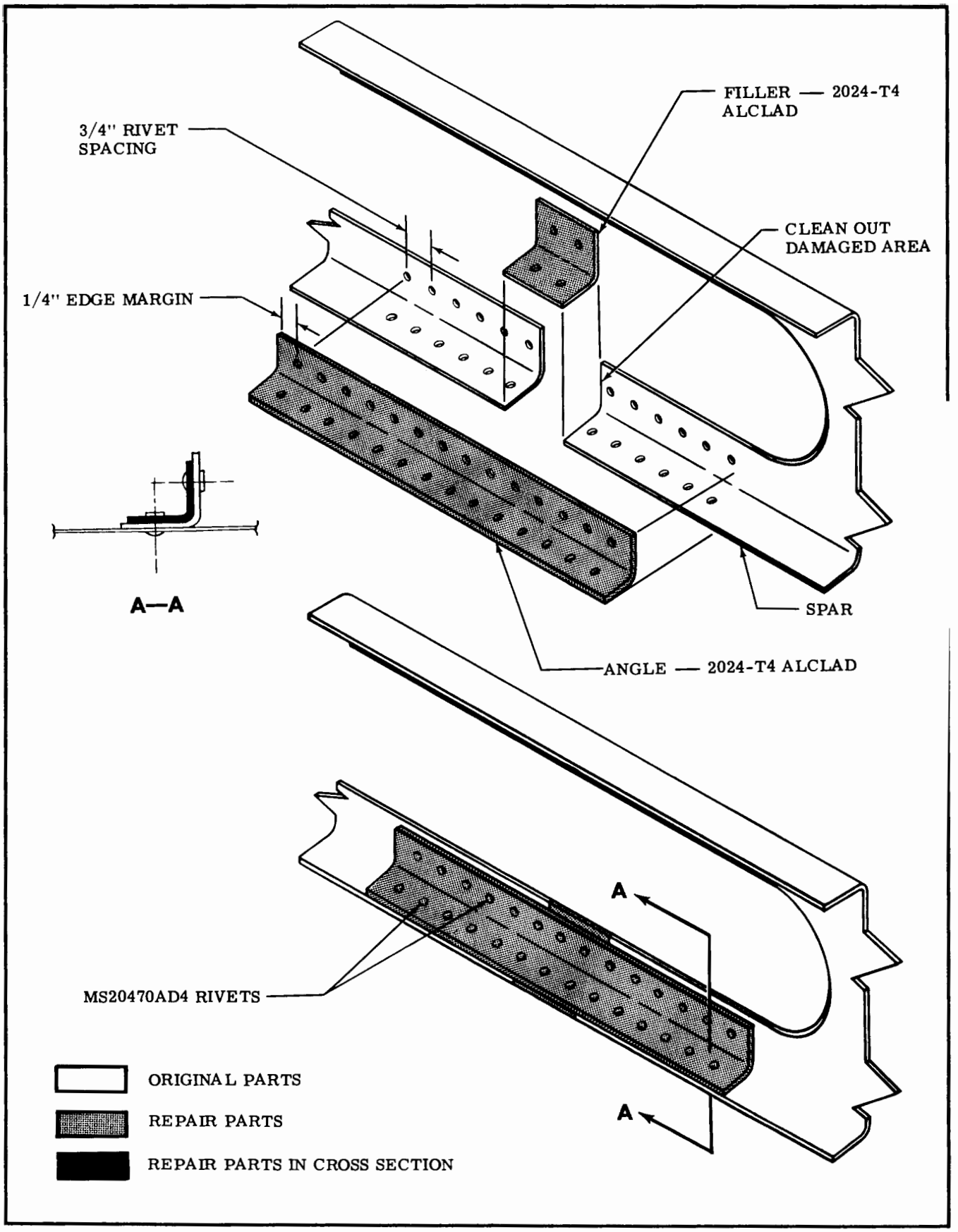
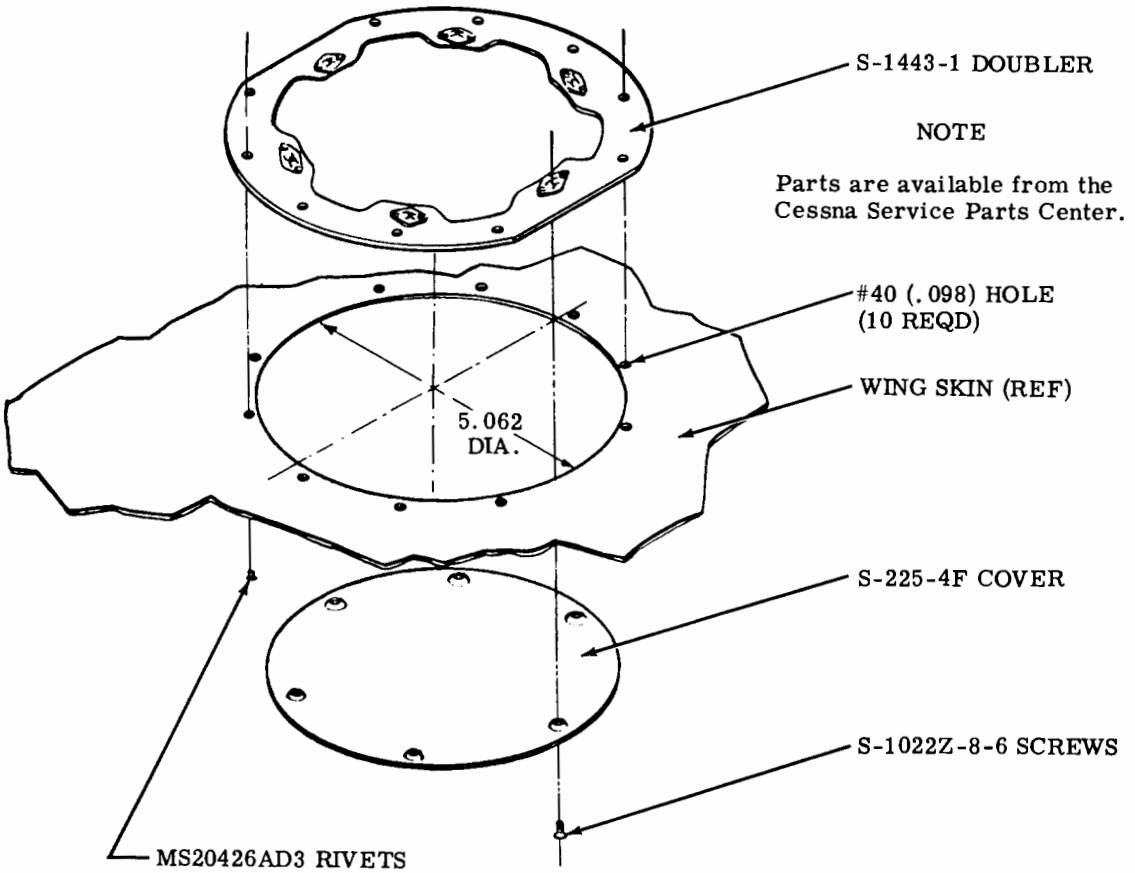


Figure 18-6. Wing Spar Repair (Sheet 4 of 4)



PRECAUTIONS:

1. Add the minimum number of access holes necessary.
2. Any circular or rectangular access hole which is used with approved optional equipment installations may be added in lieu of the access hole illustrated.
3. Use landing light installations instead of adding access holes where possible. Do not add access holes at outboard end of wing; remove wing tip instead.
4. Do not add an access hole in the same bay where one is already located.
5. Locate new access holes near the center of a bay (spanwise).
6. Locate new access holes forward of the front spar as close to the front spar as practicable.
7. Locate new access holes aft of the front spar between the first and second stringers aft of the spar. When installing the doubler, rotate it so the two straight edges are closest to the stringers.
8. Alternate bays, with new access holes staggered forward and aft of the front spar, are preferable.
9. A maximum of five new access holes in each wing is permissible; if more are required, contact the Cessna Service Department.
10. When a complete leading edge skin is being replaced, the wing should be supported in such a manner that wing alignment is maintained.

a. Establish exact location for inspection cover and inscribe centerlines.

b. Determine position of doubler on wing skin and center over centerlines. Mark the ten rivet hole locations and drill to size shown.

c. Cut out access hole using dimension shown.

d. Flex doubler and insert through access hole, and rivet in place.

e. Position cover and secure using screws as shown.

Figure 18-7. Access Hole Installation

NOTES:

1. Dimple leading edge skin and filler material; countersink the doubler.
2. Use MS20426AD4 rivets to install doubler.
3. Use MS20426AD4 rivets to install filler, except where bucking is impossible. Use CR162-4 Cherry (blind) rivets where regular rivets cannot be bucked.
4. Contour must be maintained; after repair has been completed, use epoxy filler as necessary and sand smooth before painting.
5. Vertical size is limited by ability to install doubler clear of front spar.
6. Lateral size is limited to seven inches across trimmed out area.
7. Number of repairs is limited to one in each bay.

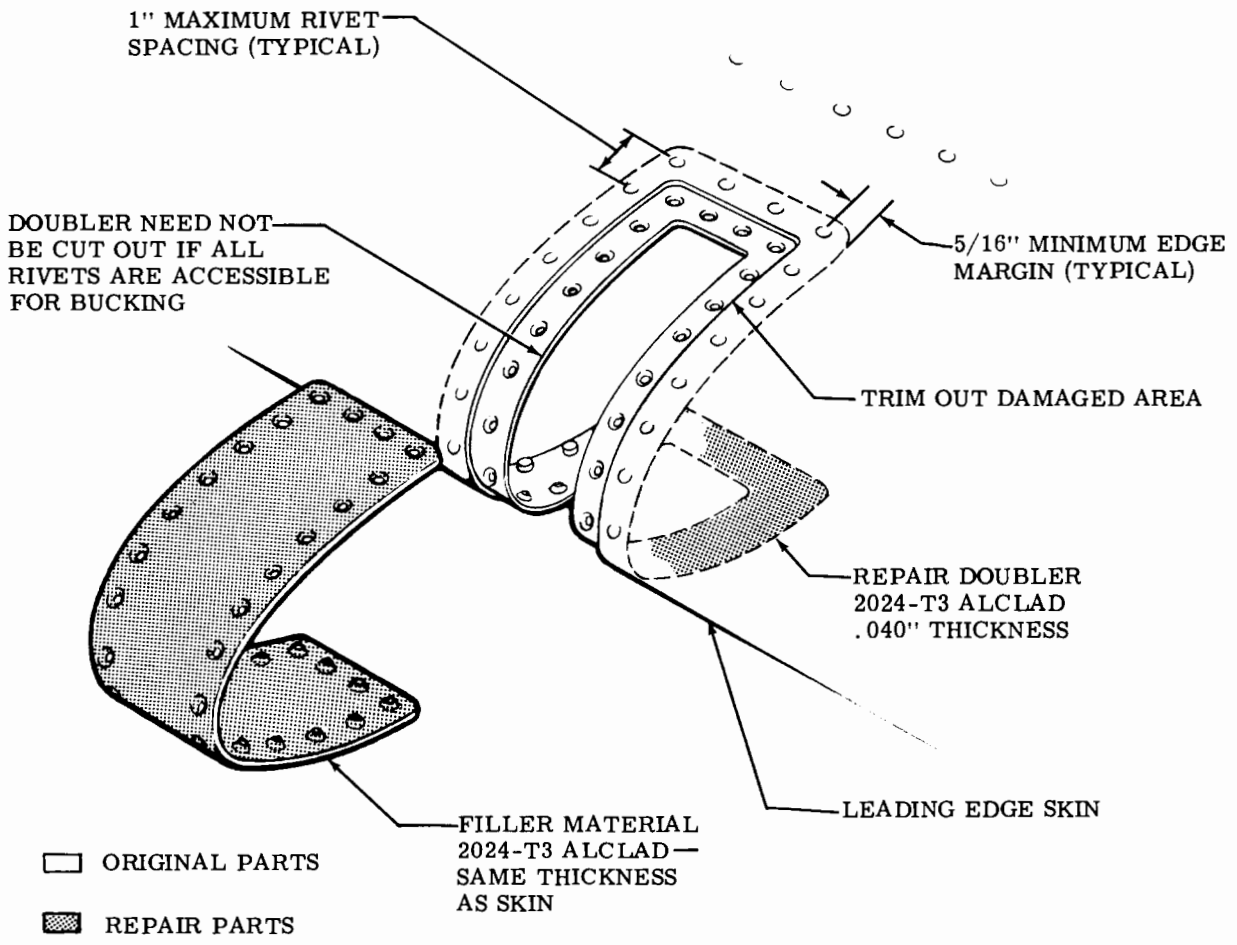


Figure 18-8. Leading Edge Repair Applicable to Aileron, Flap, and Wing

GENERAL NOTES

1. Balance control surfaces in a draft-free area.
2. Place hinge bolts through control surface hinges, and position on knife edge balancing mandrels.
3. Make sure all control surfaces are in their final flight configuration: painted (if applicable), trim tabs installed, all foreign matter removed from inside of control surface, elevator trim tab push-pull rod installed, and all tips installed.
4. Place balancing mandrels on a table or other suitable flat surface.
5. Adjust trailing edge support to fit control surface being balanced while center of balancing beam is directly over hinge line. Remove balancing beam and balance the beam itself by adding washers or nuts as required at end opposite the trailing edge support.
6. When positioning balancing beam on control surface, avoid rivets to provide a smooth surface for the beam, and keep the beam 90° to the hinge line of the control surface.
7. Paint is a considerable weight factor. In order to keep balance weight to a minimum, it is recommended that existing paint be removed before adding paint to a control surface. Increase in balance weight will also be limited by the amount of space available and clearance with adjacent parts. Good workmanship and standard repair practices should not result in unreasonable balance weight.
8. The approximate amount of weight needed may be determined by taping loose weight at the balance weight area.
9. Lighten balance weight by drilling off part of weight.
10. Make balance weight heavier by fusing bar stock solder to weight after removal from control surface. The ailerons should have balance weight increased by ordering additional weight and gang channel, listed in applicable Parts Catalogs, and installing next to existing inboard weight the minimum length necessary for correct balance, except that a length which contains at least two attaching screws must be used. If necessary, lighten new weight and/or existing weights for correct balance.

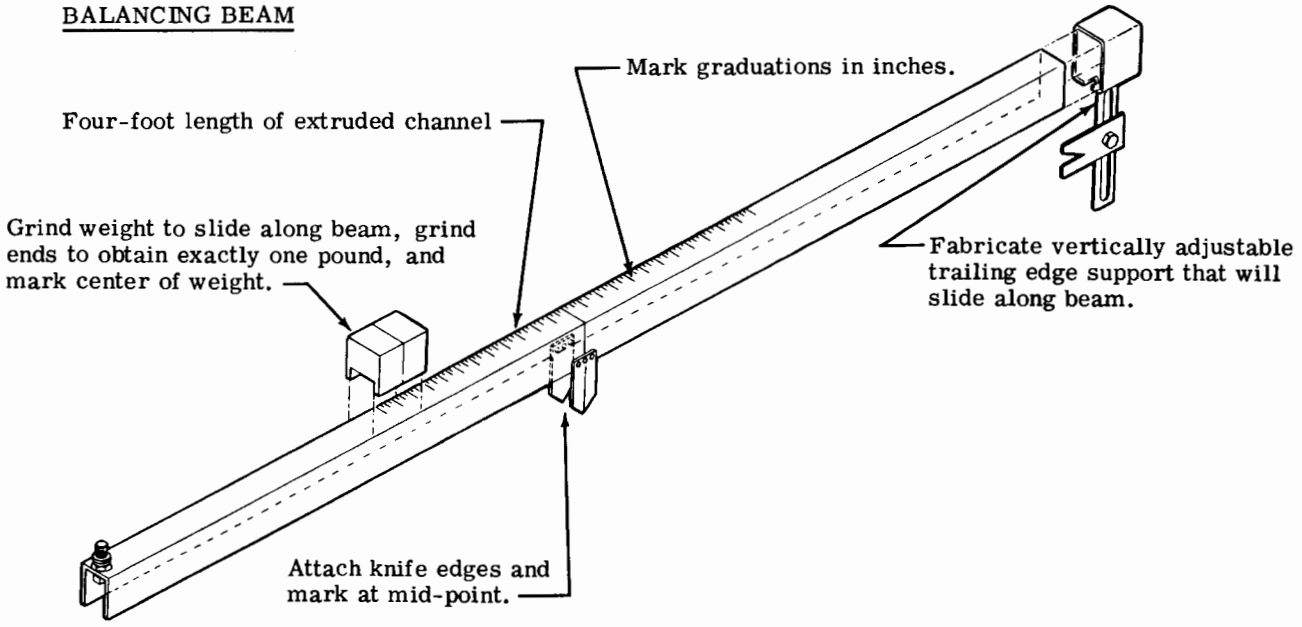


Figure 18-9. Control Surface Balancing (Sheet 1 of 3)

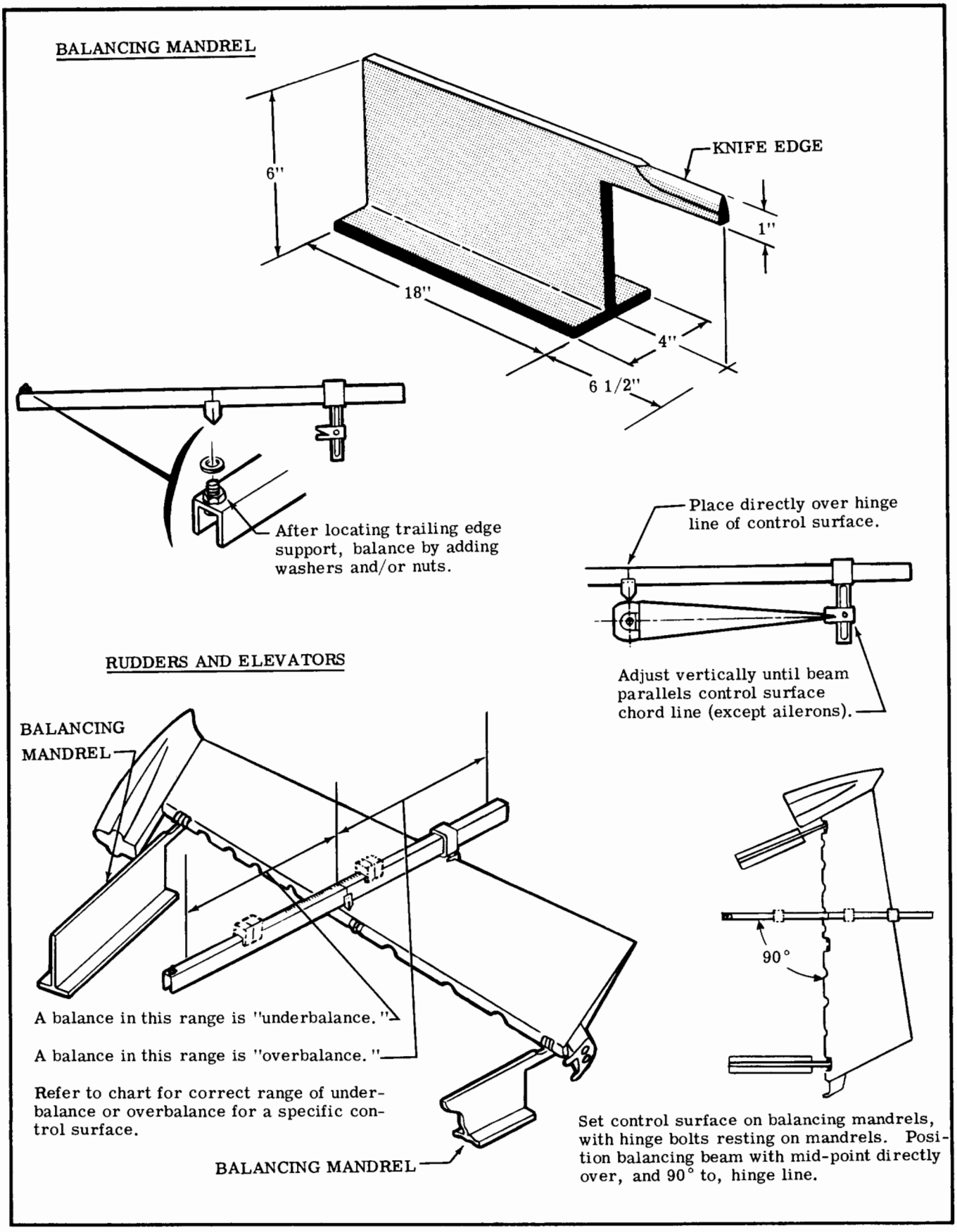
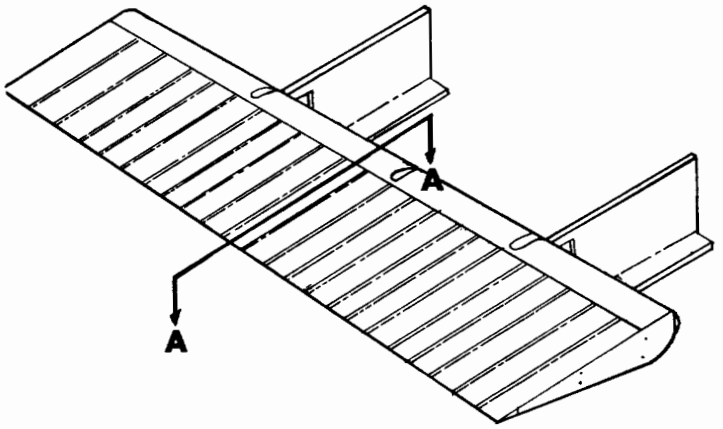
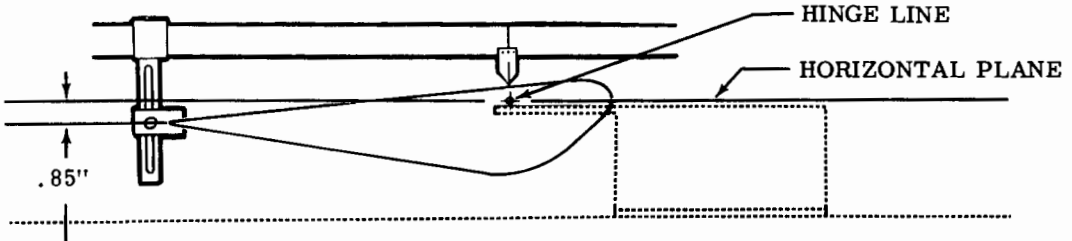


Figure 18-9. Control Surface Balancing (Sheet 2 of 3)

AILERONS



DETAIL **A-A**



Balance aileron inverted, with trailing edge at point opposite cut-out for push-pull rod .85" below hinge line horizontal plane.

Figure 18-9. Control Surface Balancing (Sheet 3 of 3)

CONTROL SURFACE BALANCE REQUIREMENTS

NOTE

Unpainted values are not limits which must be met. They are given as guides, in order that the unbalance of the control surface in the final aircraft configuration may be predicted. If the control surface in the unpainted condition falls within the unpainted limit, the mechanic may feel confident that the control surface will be acceptable after painting. However, if the surface in the unpainted condition exceeds the unpainted limit, the balance must be checked again after final painting to assure that the control surface falls within the painted unbalance limit. Refer to GENERAL NOTES on sheet 1 of figure 18-9 for specific conditions.

DEFINITIONS:

UNDERBALANCE is defined as the condition that exists when the control surface is trailing edge heavy, and is symbolized by a plus (+).

OVERBALANCE is defined as the condition that exists when the control surface is leading edge heavy, and is symbolized by a minus (-).

NOTE

The following applies to the landplane/floatolane except as noted.

NOTE

The "Balance Limits" columns list the moment tolerances within which the control surface must balance. These tolerances must never be exceeded in the final flight configuration.

CONTROL: AILERON

PAINTED (Inch-Pounds)	UNPAINTED (Inch-Pounds)
BALANCE LIMITS	BALANCE LIMITS
0.0 to +3.0	0.0 to +2.3

CONTROL: RUDDER

PAINTED (Inch-Pounds)		UNPAINTED (Inch-Pounds)	
BALANCE LIMITS		BALANCE LIMITS	
Landplane	-1.87 to +1.50	Landplane	-2.85 to 0.0
Floatplane	0.0 to + 7.25	Floatplane	0.0 to + 6.0

CONTROL: RIGHT ELEVATOR

PAINTED (Inch-Pounds)	UNPAINTED (Inch-Pounds)
BALANCE LIMITS	BALANCE LIMITS
0.0 to +12.1	0.0 to +8.5
	BEGINNING WITH 20602928 0.0 to +5.5

CONTROL: LEFT ELEVATOR

PAINTED (Inch-Pounds)	UNPAINTED (Inch-Pounds)
BALANCE LIMITS	BALANCE LIMITS
0.0 to +12.1	0.0 to +8.5
	BEGINNING WITH U20602928 0.0 to +5.0

Figure 18-10. Control Surface Balance Limits

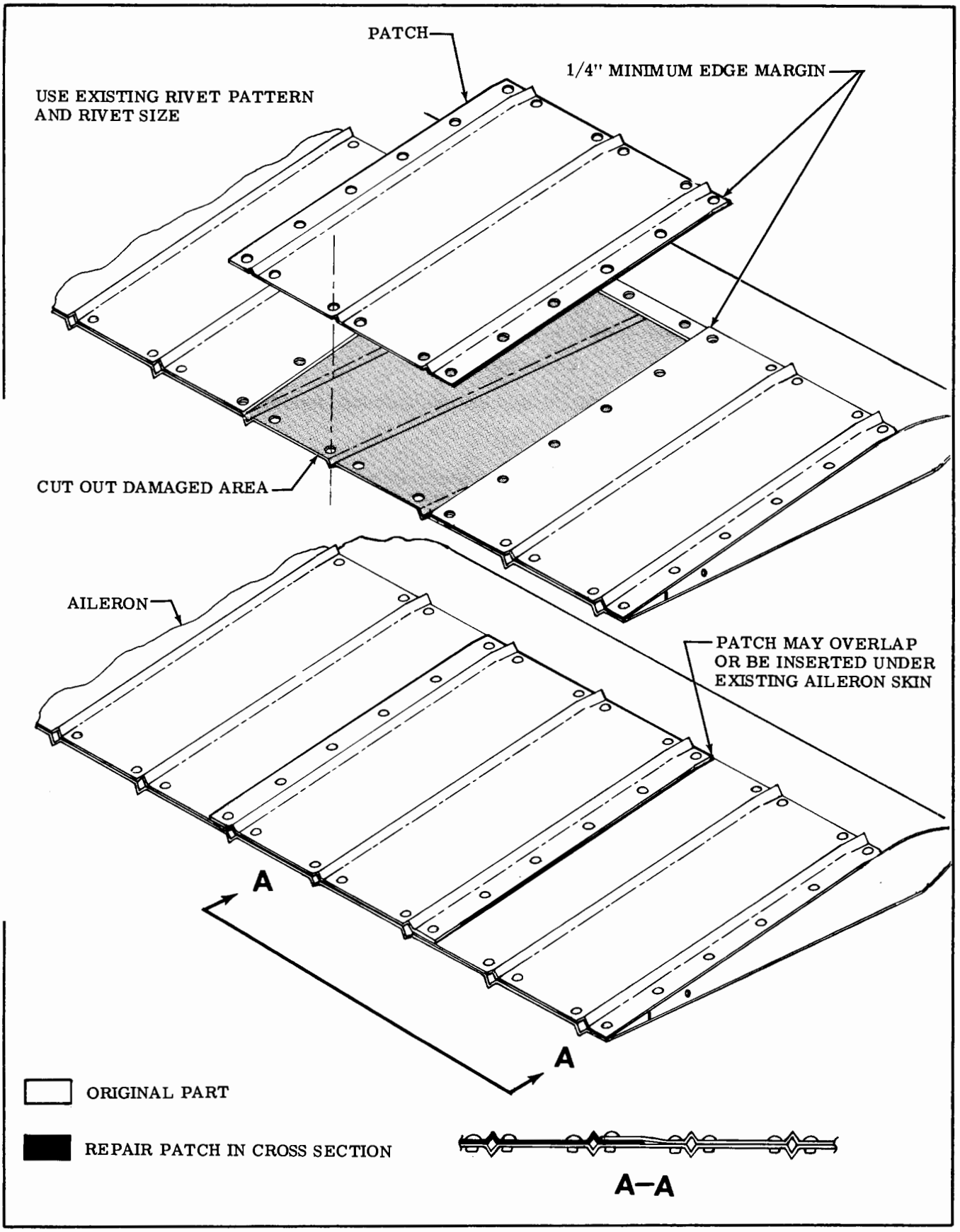


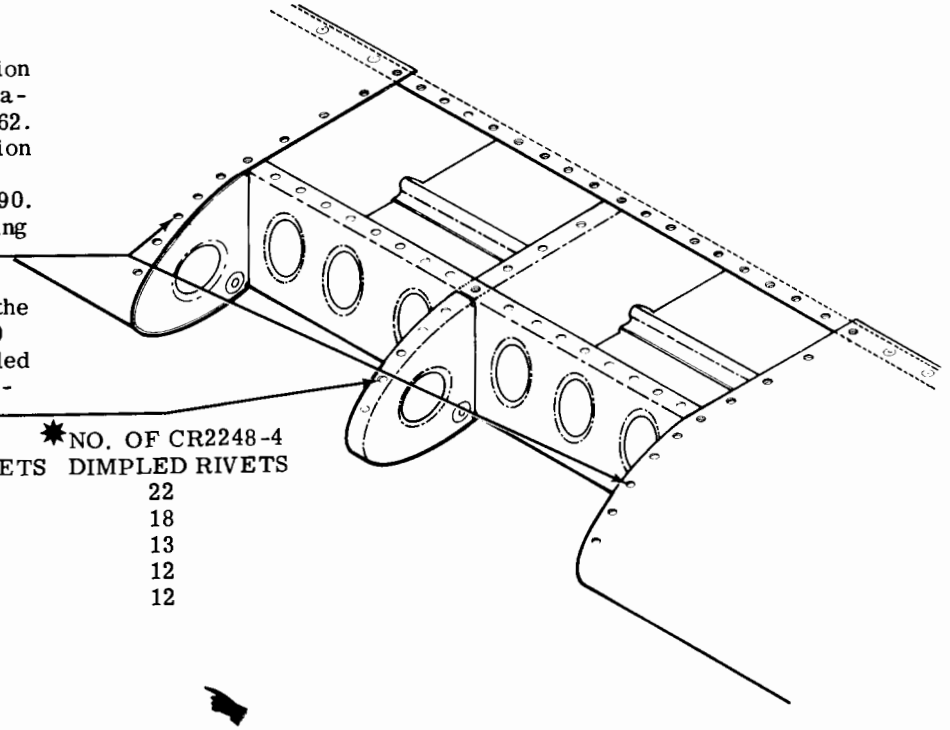
Figure 18-11. Corrugated Skin Repair

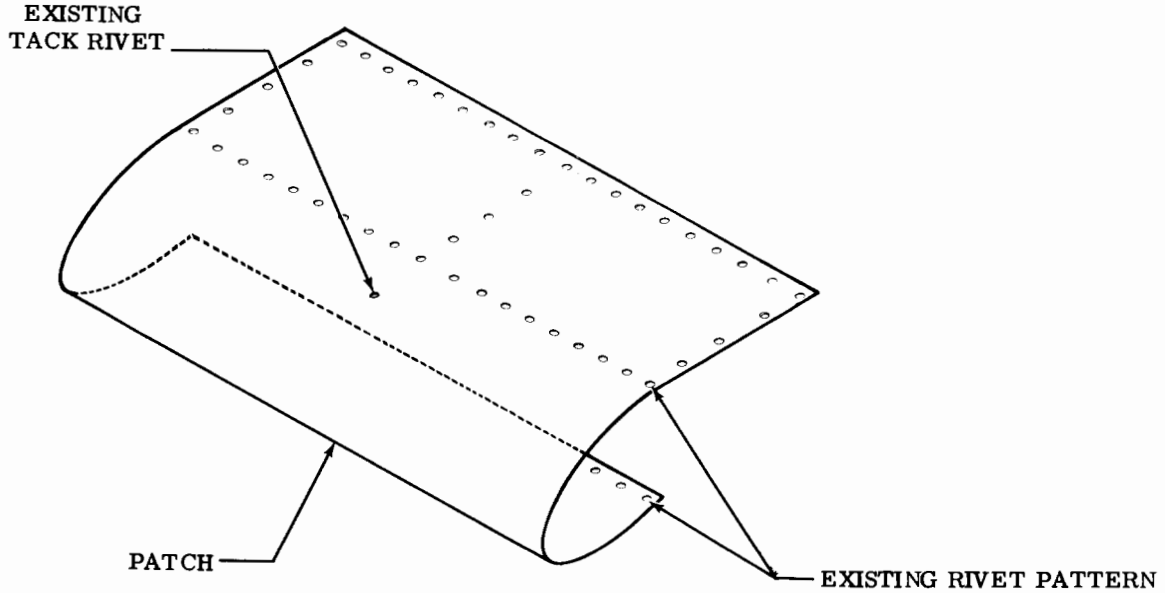
NOTES

Use rivet pattern at wing station 23.53 for repair from wing station 23.53 to wing station 85.62. Use rivet pattern at wing station 100.00 for lap splice patterns from wing station 100.00 to 190.00. Refer to figure 1-2 for wing stations.

Use rivet spacing similar to the pattern at wing station 100.00 with the number of BB4 dimpled rivets at leading edge ribs between lap splices as shown:

STATION	✸NO. OF BB4 RIVETS	✸NO. OF CR2248-4 DIMPLED RIVETS	✸NO. OF CR2249-4 RIVETS
118	18	22	27
136	15	18	23
154	11	13	17
172	10	12	15
190	10	12	15





TYPICAL LEADING EDGE SECTION

✸ NOTE

The Bulbed Cherrylock rivets listed may be substituted for BB4 dimpled rivets in inaccessible areas, provided the number of rivets installed is increased proportionately. Blind rivets should not be installed in the wing spar.

Figure 18-12. Bonded Leading Edge Repair

SECTION 19

EXTERIOR PAINTING

NOTE

This section contains standard factory materials listing and area of application. For paint number and color, refer to Aircraft Trim Plate and Parts Catalog. In all cases determine the type of paint on the aircraft as some types of paint are not compatible. Materials may be obtained from the Cessna Service Parts Center.

MATERIAL	NO/TYPE	AREA OF APPLICATION
PAINT	ACRYLIC LACQUER	Used on exterior airframe.
PAINT	EPOXY PAINT	Used on the nose gear fairing on the P206 thru 1970 models and the U206 on 1969 models.
PRIMER	ER-7 WITH ER-4 ACTIVATOR	Used with acrylic lacquer.
PRIMER	P60G2 WITH R7K46 ACTIVATOR	Used with acrylic lacquer.
THINNER	T-8402A	Used to thin acrylic lacquer and for burndown.
THINNER	T-3871	Used with epoxy (Du Pont).
THINNER	T-6487	Used with epoxy (Enmar).
SOLVENT	#2 SOLVENT	Used to clean aircraft exterior prior to priming.

NOTE

Do not paint Pitot Tube, Gas Caps or Antenna Covers which were not painted at the factory.

NOTE

When stripping aircraft of paint, use caution to avoid stripper coming in contact with ABS parts.

19-1. INTERIOR PARTS (Finish Coat of Lacquer)

a. Painting of Spare Parts.

1. Insure a clean surface by wiping with Naphtha to remove surface contamination.

CAUTION

Do not use strong solvents such as Xylol, Toluol or Lacquer Thinner since prolonged exposure can soften or embrittle ABS.

2. After the part is thoroughly dry it is ready for the lacquer topcoat. Paint must be thinned with lacquer thinner and applied as a wet coat to insure adhesion.

b. Touch Up of Previously Painted Parts.

1. Light sanding is acceptable to remove scratches and repair the surface but care must be exercised to maintain the surface texture or grain.

2. Insure a clean surface by wiping with Naphtha to remove surface contamination.

CAUTION

Do not use strong solvents such as Xylol, Toluol or Lacquer Thinner since prolonged exposure can soften or embrittle ABS.

3. After the part is thoroughly dry it is ready for the lacquer topcoat. Paint must be thinned with lacquer thinner and applied as a wet coat to insure adhesion.

NOTE

Lacquer paints can be successfully spotted in.

19-2. EXTERIOR PARTS (Acrylic Topcoat)

a. Painting of Spare Parts.

1. Lightly scuff sand to remove scratches and improve adhesion.

2. Insure a clean surface by wiping with Naphtha to remove surface contamination.

CAUTION

Do not use strong solvents such as Xylol, Toluol or Lacquer Thinner since prolonged exposure can soften or embrittle ABS.

3. After the part is thoroughly dry it is ready for the topcoat. Paint must be thinned with appropriate acrylic thinner and applied as a wet coat to insure adhesion.

b. Touch Up of Previously Painted Parts.

1. Lightly scuff sand to remove scratches and improve adhesion.

2. Insure a clean surface by wiping with Naphtha to remove surface contamination.

CAUTION

Do not use strong solvents such as Xylol, Toluol or Lacquer Thinner since prolonged exposure can soften or embrittle ABS.

3. Apply a compatible primer - surfacer and sealer.

4. After the part is thoroughly dry it is ready for the topcoat. Paint must be thinned and applied as a wet coat to insure adhesion.

NOTE

Acrylic topcoats can be successfully spotted in.

19-3. EXTERIOR PARTS (Epoxy or Polyurethane Topcoat)

a. Painting of Spare Parts and Touch Up of Painted Parts.

1. Lightly scuff sand to remove scratches and improve adhesion.

2. Insure a clean surface by wiping with Naphtha to remove surface contamination.

CAUTION

Do not use strong solvents such as Xylol, Toluol or Lacquer Thinner since prolonged exposure can soften or embrittle ABS.

3. Apply a primer compatible with Epoxy or Polyurethane topcoat.

4. After the part is thoroughly dry it is ready for the topcoat.

NOTE

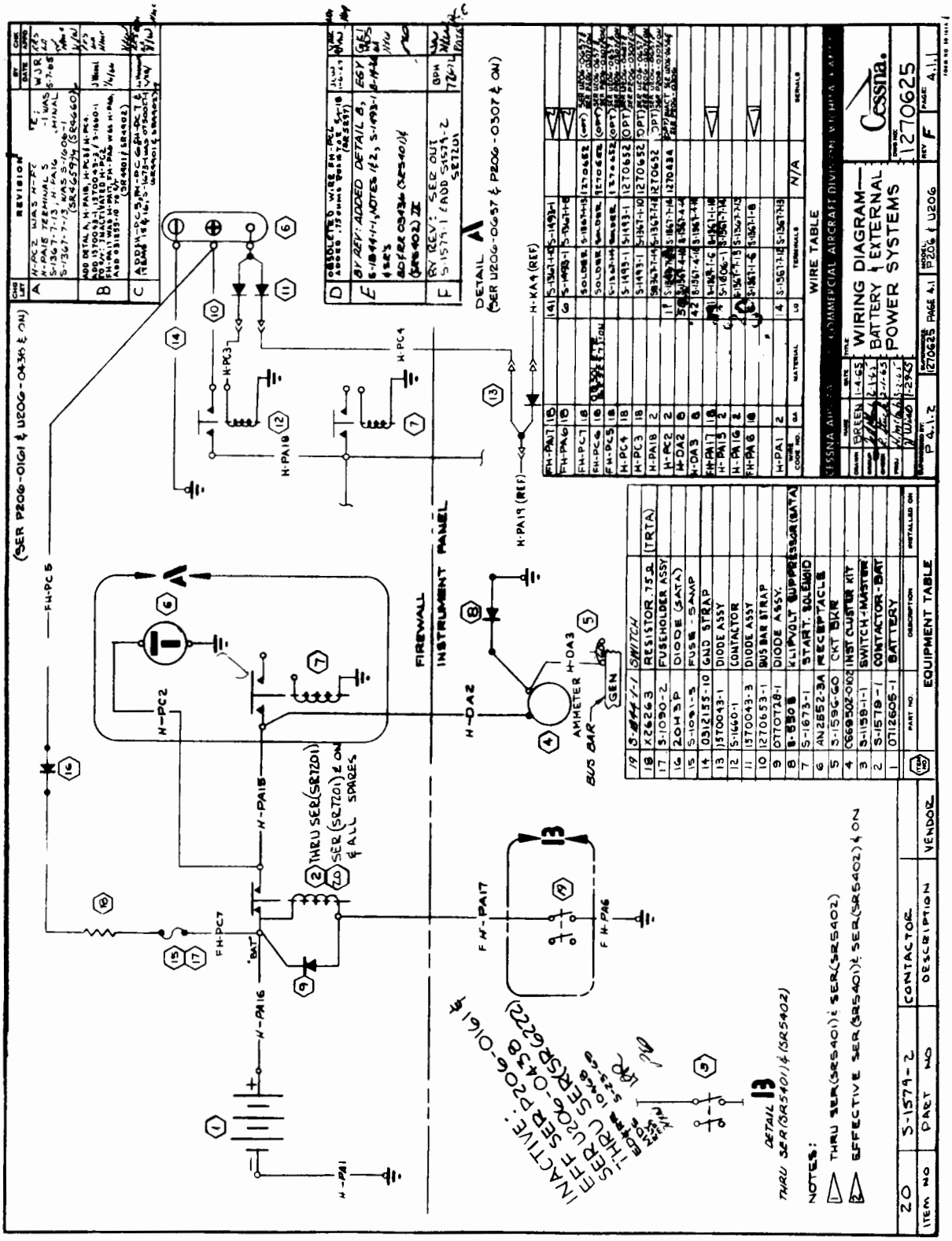
Epoxy or Polyurethane topcoats cannot be successfully spotted in - finish should be applied in areas with natural breaks such as skin laps or stripe lines.

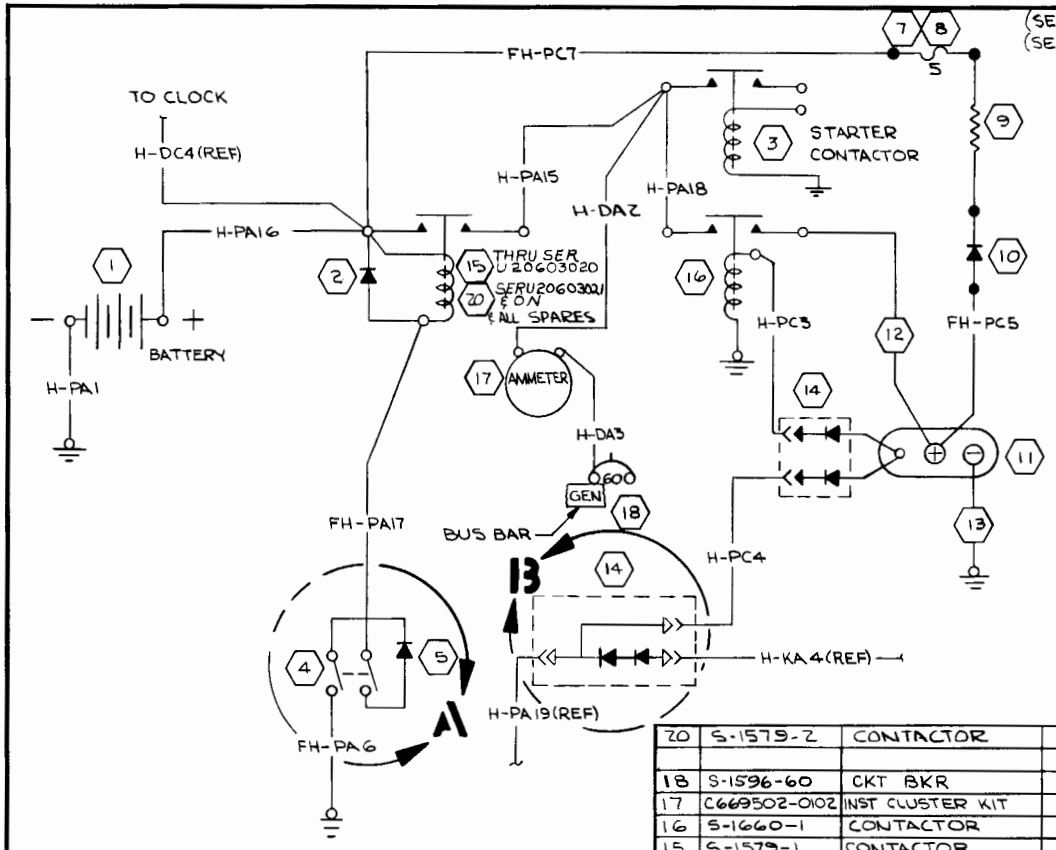
When painting interior and exterior polycarbonate parts, or where the part material is questionable, a "barrier primer" should be applied prior to the Enamel, Lacquer, Epoxy or Polyurethane topcoat.

SECTION 20
WIRING DIAGRAMS
12 - VOLT

TABLE OF CONTENTS

24 - VOLT





REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: SER OUT S-1579-1 & ADD S-1579-2 (SR7201)	BDH 6-16-72	LKW HRW
B	BY REV: ADD DETAIL "B" & SER (SR8259)	RS 6-12-75	

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
20	S-1579-2	CONTACTOR	
18	S-1596-60	CKT BKR	
17	C669502-0102	INST CLUSTER KIT	
16	S-1660-1	CONTACTOR	
15	S-1579-1	CONTACTOR	
14	1570043	DIODE ASSY	
13	0312155-10	GND STRAP	
12	1270653-1	BUS BAR STRAP	
11	AN2552-3A	RECEPTABLE	
10	20H3P	DIODE	84970
9	X26263	RESISTOR (.75Ω)	94310
8	S-1090-2	FUSEHOLDER ASSY	
7	S-1091-5	FUSE	
6	S-1844-1-1	SWITCH	
5	0770719-2	DIODE ASSY	
4	S-1994-1-1	SWITCH	
3	S-1991-1	STARTER CONTACTOR	
2	0770728-1	DIODE ASSY	
1	0712605-1	BATTERY	

EQUIPMENT TABLE

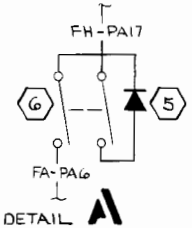
CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 4.1.1

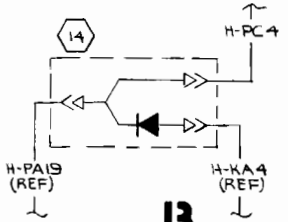
SUPERSEDED BY:

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
FH-PC7	18			SOLDER	S-1367-1-13	(OPT)	
FH-PC5	18			S-1367-1-14	SOLDER	(OPT)	
H-PC4	18			S-1493-1	S-1493-1	(OPT)	
H-PC3	18			S-1493-1	S-1367-1-10	(OPT)	
H-PA18	2			S-1367-7-14	S-1367-7-13	(OPT)	
FH-PA17	18		141	S-1493-1	S-1367-1-10		
H-PA16	2			S-1367-7-13	S-1367-7-13		
H-PA15	2			S-1606-1	S-1367-7-14		
FH-PA6	18		6	S-1493-1	S-1367-1-8		
H-PA1	2		14	S-1367-7-12	S-1367-7-13		
H-DA3	8		42	S-1367-4-10	S-1367-4-10		
H-DA2	8		58	S-1367-4-10	S-1367-4-14		

WIRE TABLE



DETAIL A
THRU SER U206-1444 & SER P206-0603



DETAIL B
THRU SER(SR8259) (U20603020)

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	H. Wise	6-9-69
DRAWN	M. SWANEY	5-23-69
CHECK	R. YOUNGBERG	5-25-69
STRESS		6-4-69
PROJECT		6-7-69
APPD	M.D. Swaney	6-2-69

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — BATTERY & EXTERNAL POWER SYSTEM

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

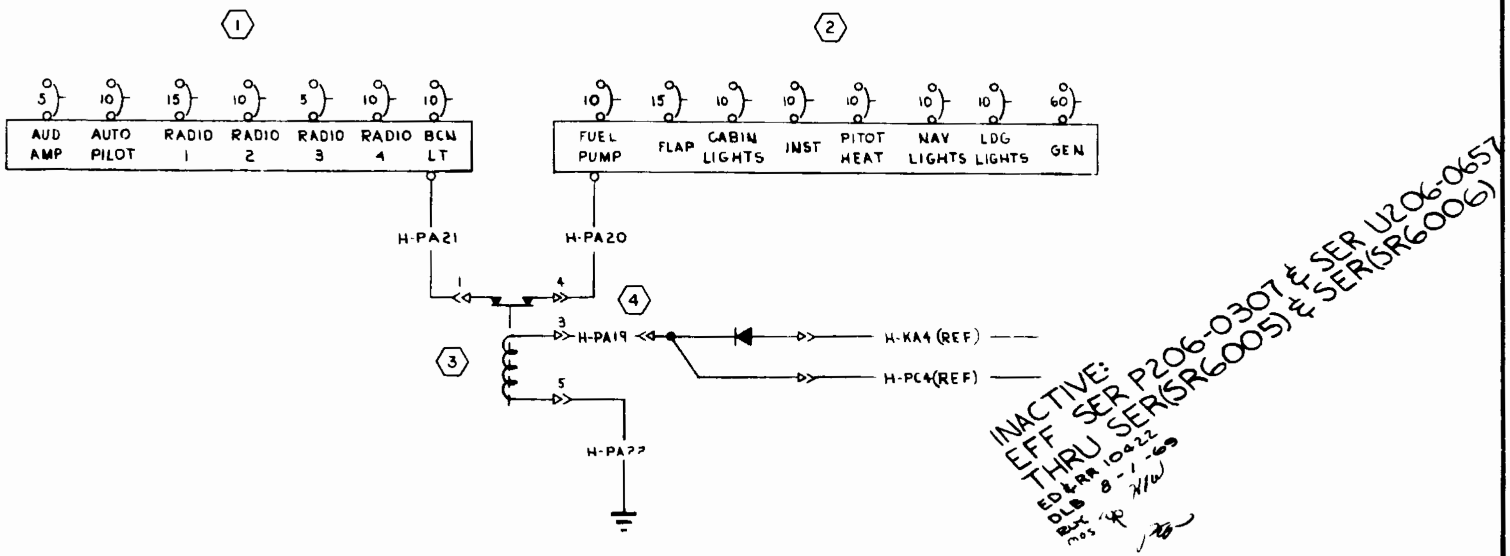
SCALE: NONE | P206 & U206 | PAGE: 4.1.2

FORM NO. 80-818A

ED4RR 10468 (SR6222)

SER P206-0307 & ON
SER U206-0657 & ON

ENG	REVISION	BY DATE	CHK APPD



ITEM NO	PART NO.	DESCRIPTION	INSTALLED ON
4	1570043-1	DIODE ASSY	
3	S-1668-1	RELAY-POWER	
2	C713854-1	BUS BAR-PRIMARY	
1	C713854-1	BUS BAR-ELECT	

EQUIPMENT TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-PA22	18			S-1493-1	S-1367-1-8	
H-PA21	14			S-1493-2	S-1367-2-6	
H-PA20	14			S-1493-2	S-1367-2-6	
H-PA19	18			S-1493-1	S-1493-1	

WIRE TABLE

CESSNA AIRCRAFT CO. COMMERCIAL AIRCRAFT DIVISION WICHITA KA [illegible]

	NAME	DATE
DRAWN	J. WEDEL	1-27-66
GROUP	H. Wiese	2-1-66
CHECK	L. Stuck	2-1-66
PROJ	H. Miller	2-3-66

TITLE: WIRING DIAGRAM—SPLIT BUS BAR

Cessna.

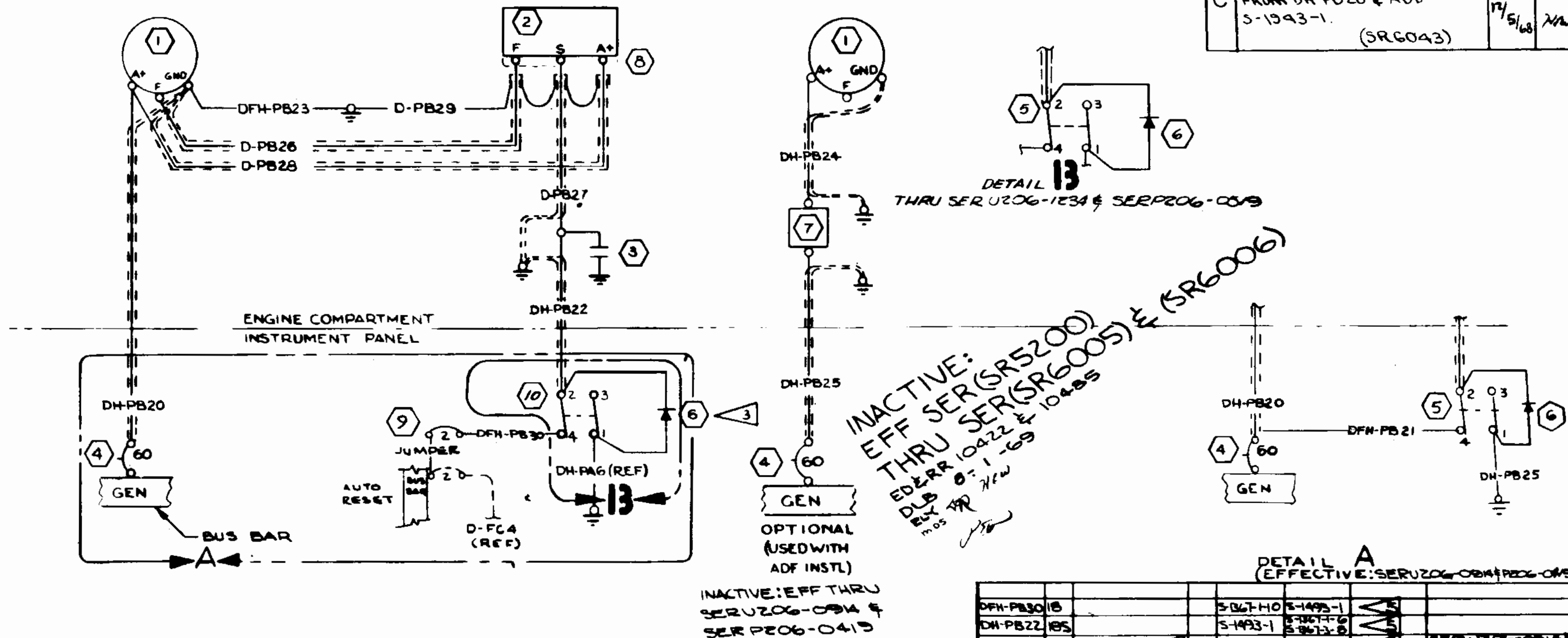
DWG NO: 1270625

SUPERSEDED BY: P 4.7 | SUPERSEDES: | MODEL: P206 & U206 | REV: | PAGE: 4.5

FORM NO 20-1614

(SR5200)

CHG LET	REVISION	BY DATE	CHK APPD
A	ADDED DETAIL A; DFH-PB. D-PB31, CA-2 (ITEM 9) INA... DFH-PB21 (SR5158, SR5159 (ON))	VRS 6-27-67	[illegible]
B	BY REV: ADDED DETAIL B, S-1844-1-1, NOTES 4 & 5, S-1493-1 & SE'S ED#RR 03436 (SR5401) & (SR5402) IX	EGY 8-14-68	[illegible]
C	BY REV: DELETED S-1367-4-12 FROM DH-PB20 & ADD S-1543-1. (SR6043)	BFC 11/5/68	[illegible]



NOTES:

1. AMP TERMINAL 42281-2 ON CONDUCTOR. AMP TERMINAL 2-323931-2 ON SHIELD & GROUNDING WIRE.
2. 8 GAUGE SHIELDED WIRE MATERIAL PER S-1534-8-9.
3. OBSERVE POLARITY SYMBOL ON DIODE WHEN INSTALLING ON SWITCH TERMINALS OR DIODE WILL FAIL WHEN SYSTEM IS ENERGIZED.

"D" PREFIX IS USED ON THESE WIRES INSTEAD OF "F". THESE WIRES ARE THE SAME AS THOSE USED IN 182. THIS DWG IS SCHEMATICALLY IDENTICAL TO 0770610 Pg. 4.7.

4. THRU SER U206-1234 & SER P206-0519
5. EFFECTIVE SER U206-1235 & SER P206-0520 & ON

ITEM NO	PART NO.	DESCRIPTION	INSTALLED ON
10	S-1844-1-1	SWITCH	
9	CA-2	CKT BKR (80602)	
8	C6AB-10A730-A	HOUSING (ECWS)	
7	S-1629-1	NOISE FILTER	
6	0770719-1	DIODE ASSY	
5	S-1159-1-1	SWITCH-MASTER	
4	S-1596-60	CIRCUIT BREAKER	
3	0770038-2	FILTER	
2	C611001-0101	REGULATOR	
1	C611501-0101	ALTERNATOR ASSY	

EQUIPMENT TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
DFH-PB30	18			S-1367-1-10	S-1493-1	◁5	
DH-PB22	18S			S-1493-1	S-1367-1-6 S-1367-3-8	◁5	
DFH-PB30		◁4		S-1367-1-8	S-1367-1-10	◁4	SER U206-0515 & SER P206-0420
D-PB29	18			S-1367-1-12	◁1		
D-PB28	18S			S-1367-1-12 S-1367-2-10			
D-PB27	18S			S-1367-1-8 S-1367-2-8			
D-PB26	18S			S-1367-1-10 S-1367-2-10	◁1		
DH-PB25	8S	◁2		S-1367-4-10 S-1367-3-8	S-1367-4-10	INACTIVE:	THRU SER U206-0914 SER P206-0419
DH-PB24	8S	◁2		S-1367-4-12 S-1367-3-10	S-1367-4-10 S-1367-3-8	INACTIVE:	THRU SER U206-0914 SER P206-0419
DFH-PB23	10			S-1367-3-10	S-1367-3-10		
DH-PB22	18S			S-1367-1-6	S-1367-1-6 S-1367-3-8	◁4	
DFH-PB21	18			S-1367-1-6	S-1367-1-10	OBSOLETE:	THRU SER U206-0914 SER P206-0419
DH-PB20	8S	◁2 ◁4		S-1543-1 S-1367-3-10	S-1367-4-10		

WIRE TABLE

	NAME	DATE
DRAWN	Ackerson	5-3-66
GROUP	H Wink	6-3-66
CHECK	VANSHAW	6-30-66
PROJ	McBride	7-7-66

TITLE: WIRING DIAGRAM— ALTERNATOR SYSTEM, 60 AMP

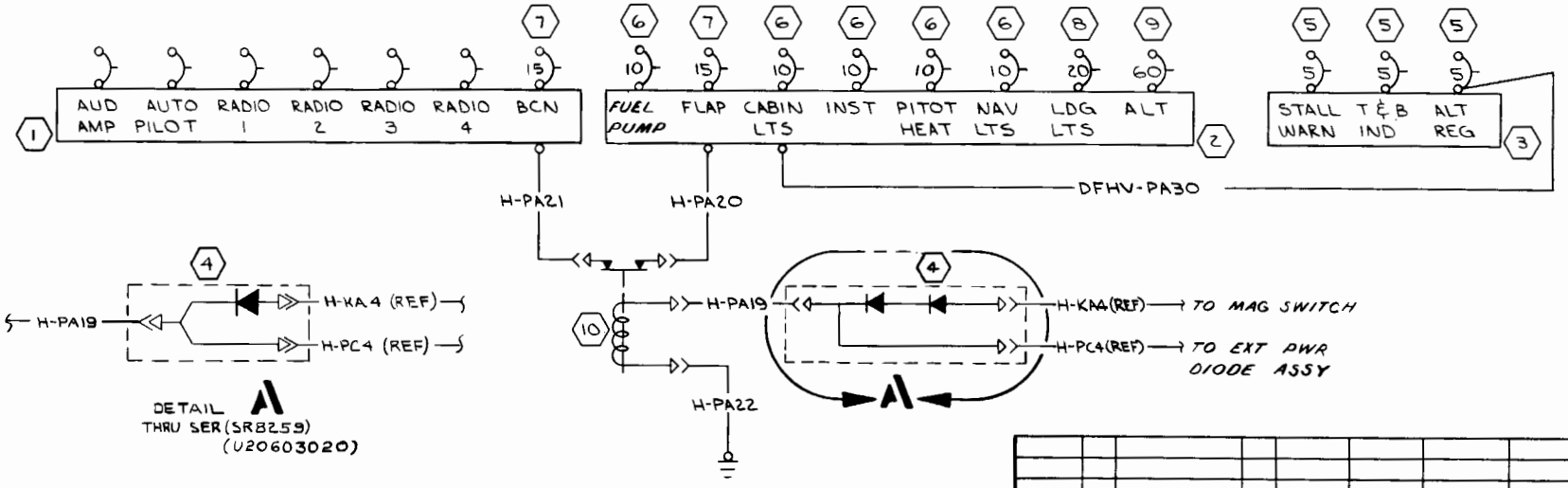
Cessna.

DWG NO: 1270625

SUPERSEDED BY: P4.8 — SUPERSEDES: — MODEL: 206 — REV: C — PAGE: 4.6

(SER P20600604 & ON)
(SER U20601445 & ON)

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: S-1917-1 WAS S-1668-1 (SR7403) IX	RAH 9-17-73	JCY DKM WKB
B	BY REV: S-1360-15L WAS S-1360-10L AT BCN LT CKT BKR (SR8260)	BAH 5-13-75	RAH DKM
C	BY REV: ADD DETAIL "A" & SER (SR8259)	RS 6-12-75	JCY DKM RS



WIRE CODE NO	GA	MATERIAL	LG	TERMINALS			SERIALS
DFHV-PA30	14			S-1367-2-6	S-1367-2-6		
H-PA19	18			S-1493-1	S-1493-1		
H-PA22	18			S-1493-1	S-1367-1-8		
H-PA21	14			S-1493-2	S-1367-2-6		
H-PA20	14			S-1493-2	S-1367-2-6		

WIRE TABLE

ITEM NO	PART NO.	DESCRIPTION
10	S-1917-1	RELAY-POWER
9	S-1596-60L	CIRCUIT BKR
8	S-1360-20L	CIRCUIT BKR
7	S-1360-15L	CIRCUIT BKR
6	S-1360-10L	CIRCUIT BKR
5	S-1360-5L	CIRCUIT BKR
4	1570043	DIODE ASSY
3	0713854-3	BUS BAR-PRIMARY 2
2	0713854-2	BUS BAR-PRIMARY 1
1	0713854-1	BUS BAR-ELECTRONIC

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 4.5

SUPERSEDED BY:

CONTRACT NO:

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

	NAME	DATE
DESIGN	HENSHAW	8-7-69
GROUP	H. Wire	8-6-69
DRAWN	D.L. BURKE	8-1-69
CHECK	R. YOUNGERS	8-5-69
STRESS		8-7-69
PROJ		8-7-69
APPD		8-6-69
OTHER		

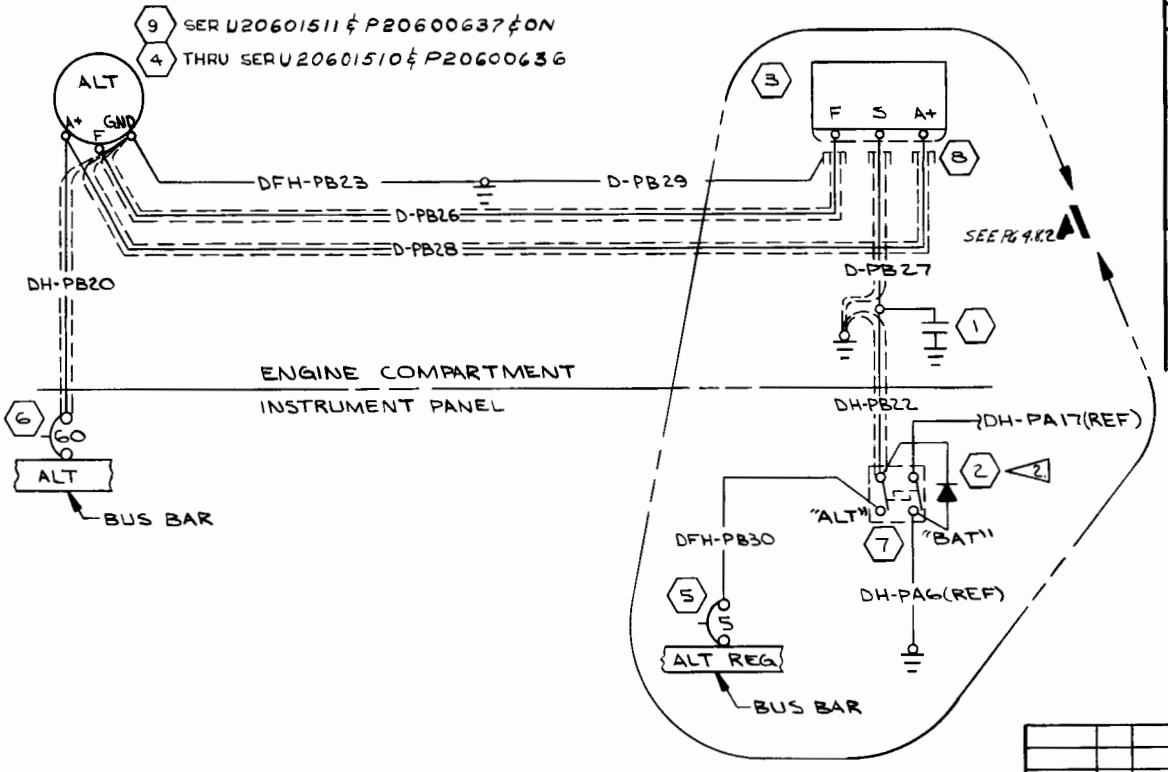
TITLE: WIRING DIAGRAM — SPLIT BUS BAR

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | P206 & U206 | PAGE: 4.7

FORM NO. 80-215B

ED & RR 10422 (SR6005) & (SR6006) IX



REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: SER OUT C611501-0101 ; SER IN C611501-0102 ED&RR 10611 (SR6292)	RAINES 10/22/69	
B	BY REV: ADDED DETAIL A ; C593001-0101 OVERVOLTAGE SENSOR; S-2135-1 LIGHT ASSY; WIRES H-PB31 & H-PB32. S-1943-2 TERM WAS S-1943-1 (SR6766) IX	WDA 6-1-71	
C	BY REV: REPLACED S-1370-1 TERM WITH S-1635-1 TERM ON H-PB31 & H-PB32. ADDED S-1637-1 & S-1637-2 HOUSINGS TO EQUIP TABLE. ADD TVA-1315 CAP TO F/D & E/T (SER 206-01747, 206-01751)	WDA 11-4-71	

INACTIVE
EFF THRU SER U20602159 IX
4-23-73

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
H-PB32	18			S-1635-1	42281-2	(00779)	SER (SR6766) & ON
H-PB31	18			S-1367-1-6	S-1635-1		SER (SR6766) & ON
DH-PB30	18			S-1367-1-10	S-1493-1		THRU SER (SR6766)
DH-PB22	18S			S-1493-1	S-1367-1-6 S-1367-3-8		
D-PB29	18			S-1367-1-12	1.		
D-PB28	18S			S-1367-1-12 S-1367-2-10 S-1367-1-6			
D-PB27	18S			S-1367-2-8 S-1367-1-10 S-1367-2-10	1.		
D-PB26	18S						
DFH-PB23	10			S-1361-3-10	S-1367-3-10		
DH-PB20	18S	S-1534-8-9		S-1943-2 S-1367-3-10	S-1367-4-10		

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
14	TVA-1315	CAPACITOR	56289
13	S-1637-2	HOUSING-SOCKET	
12	S-1637-1	HOUSING-PIN	
11	S-2135-1	LIGHT ASSY	
10	C593001-0101	OVERVOLTAGE SENSOR	
9	C611501-0102	ALTERNATOR ASSY	
8	CGAB-10A730-A	HOUSING	88690
7	S-1994-1-1	SWITCH	
6	S-1596-60	CIRCUIT BKR	
5	S-1360-5	CIRCUIT BKR	
4	C611501-0101	ALTERNATOR ASSY	
3	C611001-0101	REGULATOR	
2	0770719-2	DIODE ASSY	
1	0770038-2	FILTER	

EQUIPMENT TABLE

NOTES:

1. AMP TERMINAL 42281-2 (00779) ON CONDUCTOR. AMP TERMINAL 2-323931-2 ON SHIELD & GROUNDING WIRE
2. OBSERVE POLARITY SYMBOL ON DIODE WHEN INSTALLING ON SWITCH TERMINALS OR DIODE WILL FAIL WHEN SYSTEM IS ENERGIZED

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX•CESSNA SPEC. NO.
S-XXX OR CMXXXX•CESSNA
STD. NO.

SUPERSEDES: P 4.6

SUPERSEDED BY: P 4.8.3

CONTRACT NO:

	NAME	DATE
DESIGN	HENSHAW	8-7-69
GROUP	H. Wild	8-7-69
DRAWN	D.L. BURKE	8-1-69
CHECK	R. YOUNGERS	8-5-69
STRESS		8-7-69
PROJ		8-7-69
APPD	M.D. Swaney	8-6-69
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — ALTERNATOR SYSTEM, 60 AMP

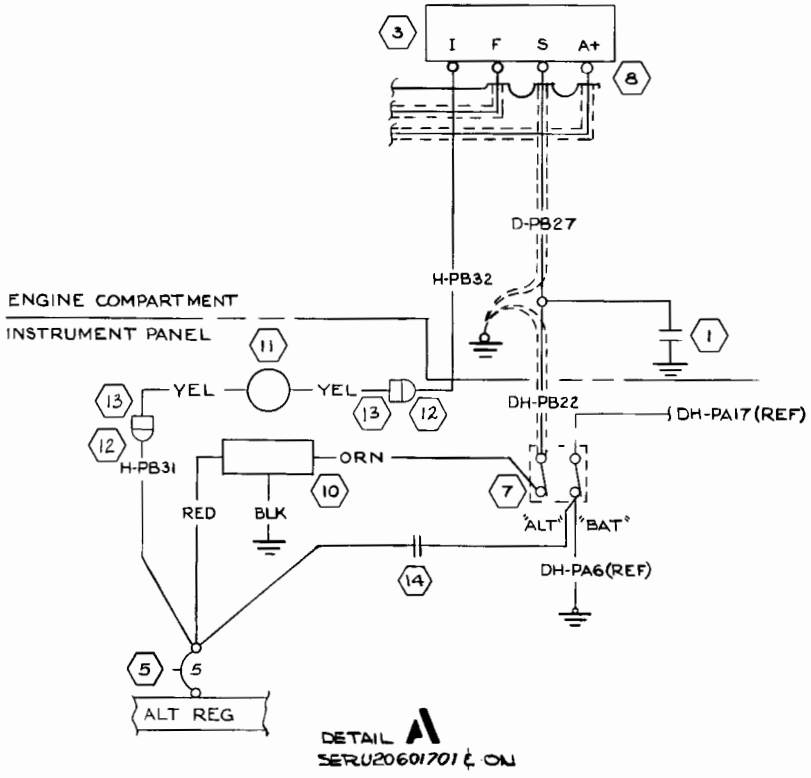
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | P206 & U206 | PAGE: 4.8

ED&RR 10422 (SR6005) IX
ED&RR 10485 (SR6006) IX

FORM NO. 80-215B

REVISION			
LET	DESCRIPTION	DATE	APPD
C	SEE PAGE 4.8 FOR REVS.		



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX-CESSNA SPEC. NO.
S-XXX OR CMXXXX-CESSNA
STD. NO.

SUPERSEDES:

SUPERSEDED BY: P 4.8.3

	NAME	DATE
CONTRACT NO:		
DESIGN		
GROUP	W. Wiss	6-1-71
DRAWN	ACKERSON	6-1-71
CHECK	L.K. WHITE	5-26-71
STRESS	D.K. McCook	5-28-71
PROJ	[illegible]	5-25-71
APPD		
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

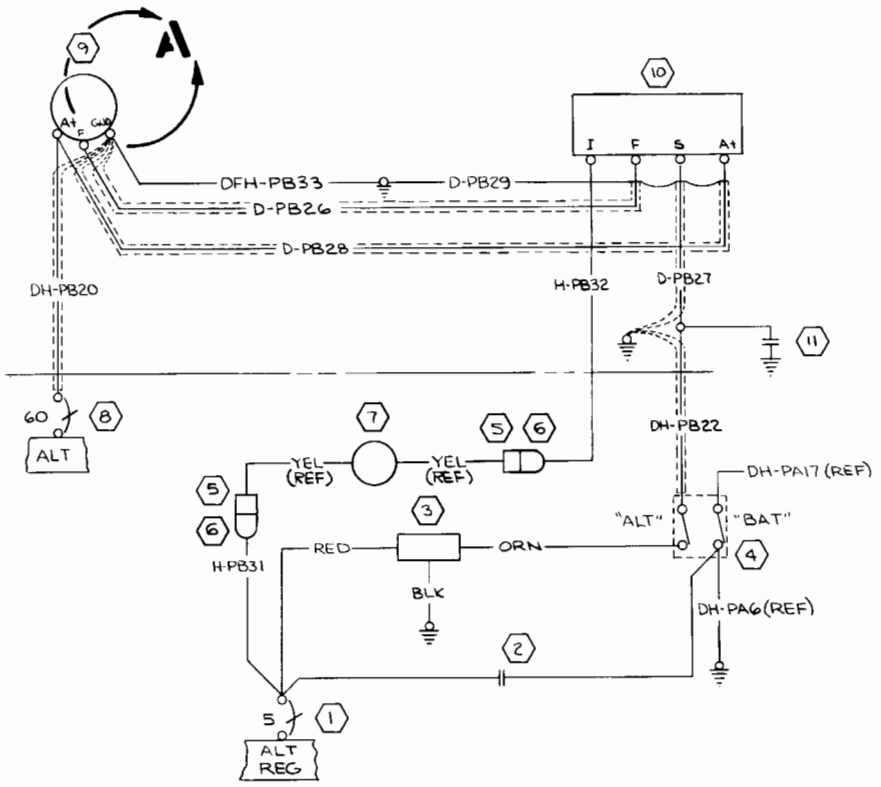
TITLE
WIRING DIAGRAM—
ALTERNATOR SYSTEM,
60 AMP

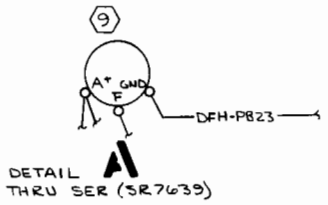
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | U206 | PAGE: 4.8.2

FORM NO. 80-215B

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD DETAIL "A", PB33 & SER; SER OUT PB23 (SR7639)	RAM 7-31-73	DLP NLW PA JCY UKB
B	BY REV: S-1943-2 TERM., WAS S-1367-3-10 TERM. (DH-PB20) ADD WIRE LENGTHS (NOW SHOP PRACTICE)	TDN 9-10-73	JCY NLW AGL UKB





NOTES:

1. AMP TERMINAL 42281-2 (00779) ON CONDUCTOR. AMP TERMINAL 2-323931-2 ON SHIELD & GROUNDING WIRE.

ITEM NO.	PART NO.	DESCRIPTION
11	0770038-2	FILTER
10	C611001-0201	VOLTAGE REGULATOR
9	C611501-0102	ALTERNATOR ASSY
8	S-1596-60L	CKT BKR
7	S-2135-1	LIGHT ASSY
6	S-1637-1	HOUSING
5	S-1637-2	HOUSING
4	S-1994-1-1	SWITCH
3	C593001-0101	OVERVOLTAGE SENSOR
2	TVA-1315	CAPACITOR
1	S-1360-5L	CKT BKR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX•CESSNA SPEC. NO. S-XXX OR CMXXXX•CESSNA STD. NO.

SUPERSEDES: P 4.8 & 4.8.2

SUPERSEDED BY:

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS			SERIALS
DFH-PB33	8	S-1562-8-9	21	S-1943-3	S-1367-4-12		SER (SR7639) & ON
D-PB29	18		8	S-1367-1-12	1		
H-PB32	18			S-1635-1	42281-2		
H-PB31	18			S-1367-1-6	S-1635-1		
D-PB28	18S		23	S-1367-1-12 S-1367-2-10	1		
D-PB27	18S		10	S-1367-1-6 S-1367-2-8	1		
D-PB26	18S		23	S-1367-1-10 S-1367-2-10	1		
DH-PB23	10		21	S-1367-3-10	S-1367-3-10		THRU SER (SR7639)
DH-PB22	18S		24	S-1993-1	S-1367-1-6 S-1367-3-8		
DH-PB20	8S	S-1534-8-9	56	S-1367-4-10	S-1943-2		

WIRE TABLE

CONTRACT NO:	NAME	DATE
DESIGN	WHITE	1-17-73
GROUP	N. White	4-27-73
DRAWN	WHITE	4-23-73
CHECK	R. YOUNGERS	4-27-73
STRESS	C. PATE	20 AUG 73
PROJ	Baugman	4-28-73
APPD	AGL	
OTHER		

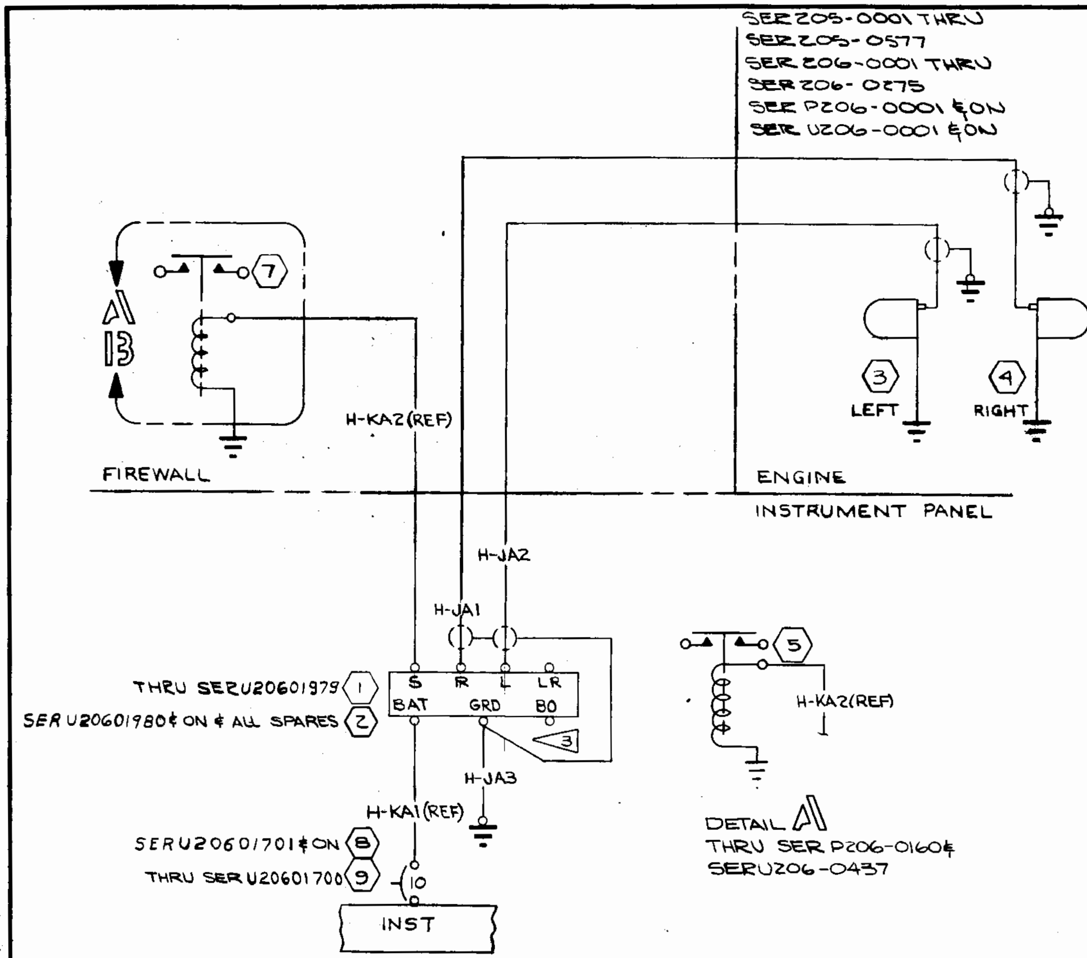
Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

TITLE: WIRING DIAGRAM — ALTERNATOR SYSTEM, 60 AMP, 12V

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE (SR 7403) | PAGE: 4.8.3

FORM NO. 80-215B



NOTES:

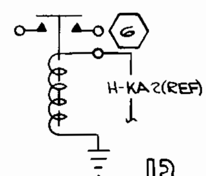
1. 2. TERMINATE WITH (7). SHORTING BAR BETWEEN "R" AND UNMARKED TERMINAL ADJACENT TO IT IS NOT USED FOR THIS CIRCUIT.

3. TERMINATE SHIELDS ON JA-1 & JA-2 WIRES AT THE SWITCH WITH S-1367-2-6 TERMINALS & CONNECT TO "GRD" TERMINAL ON SWITCH.

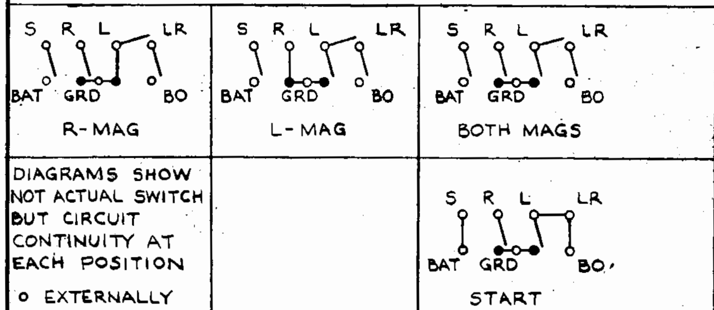
4. S-1367-1-10 TERMINAL ON HOT LEAD, S-1367-3-10 ON SHIELD.

CHG LET	REVISION	BY DATE	CHK APPD
A	REMOVED N/A FROM STD WIRES 0713129-1 WAS S-1255-1 ADD NOTE 2 & 3 REMOVED PUSH FROM SWITCH POSITIONS ADD SHIELDED WIRE TO JA1 & JA2 WIRES ADD NOTE 4 (SR5694-10)	GLW 4-2-62	RRS
B	18DS WAS 18S MATERIAL ON JA1 & JA2 WIRES	HLW 10-17-62	RRS
C	ADD MODEL 206 1270461-1 BUS BAR WAS 1270429-1 S-1360-10 CKT BKR WAS S-1232-10 ON BUS BAR, INST WAS INST LIGHTS (SR4038-6) (SR3983-6)	GLW 6-17-63	RRS
D	ADDED P206 & U206 TO MODEL BLOCK REMOVED 1270461-1 BUS BAR, H-KA1 & H-KA2 FROM E/T; ADDED WIRE LENGTHS TO W/T	WJR 6-26-64	RRS
E	ON WIRES H-JA1 & H-JA2, 18-S WIRE WAS 18-DS	GLW 11-1-65	RRS
F	BY REV: ADD DETAIL "A" & "B", S-1673-1, S-1991-1 & SR; SER OUT 0750027-1 ED&RR 10468 (SR6222)	MDS 5-23-69	LAR
G	BY REV: C292501-0101 WAS 0713129-1, SER OUT C292501-0101 SER IN C292501-0105; SER OUT S-1360-10, SER IN S-1360-10L (SR7126), (SR6766)	RLY 3-1-72	

DETAIL A
THRU SER P206-0160 &
SER U206-0437



DETAIL B
SER P206-0161 & SER U206-0438
THRU SER P206-0590 & U206-1354



DIAGRAMS SHOW NOT ACTUAL SWITCH BUT CIRCUIT CONTINUITY AT EACH POSITION

o EXTERNALLY ACCESSIBLE TERMINAL

ITEM NO	PART NO.	DESCRIPTION	SERIALS
9	S-1360-10	CIRCUIT BREAKER	
8	S-1360-10L	CIRCUIT BKR	
7	S-1991-1	CONTACTOR	
6	S-1673-1	CONTACTOR	
5	0750027-1	START SOLENOID	
4	SLICK #662	RIGHT MAGNETO	
3	SLICK #662	LEFT MAGNETO	
2	C292501-0105	IGNITION SWITCH	
1	C292501-0101	SWITCH	

EQUIPMENT TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
H-JA3	18		9	S-1367-1-6	S-1367-1-8		
H-JA2	18-S		63	S-1367-1-6	4	3	
H-JA1	18-S		63	S-1367-1-6	4	3	

WIRE TABLE

CESSNA AIRCRAFT CO. COMMERCIAL AIRCRAFT DIVISION, WICHITA, KANSAS

	NAME	DATE
DRAWN	G'WOOD	12-7-61
GROUP	HLW	1-29-62
CHECK		2-5-62
PROJ		2-7-62

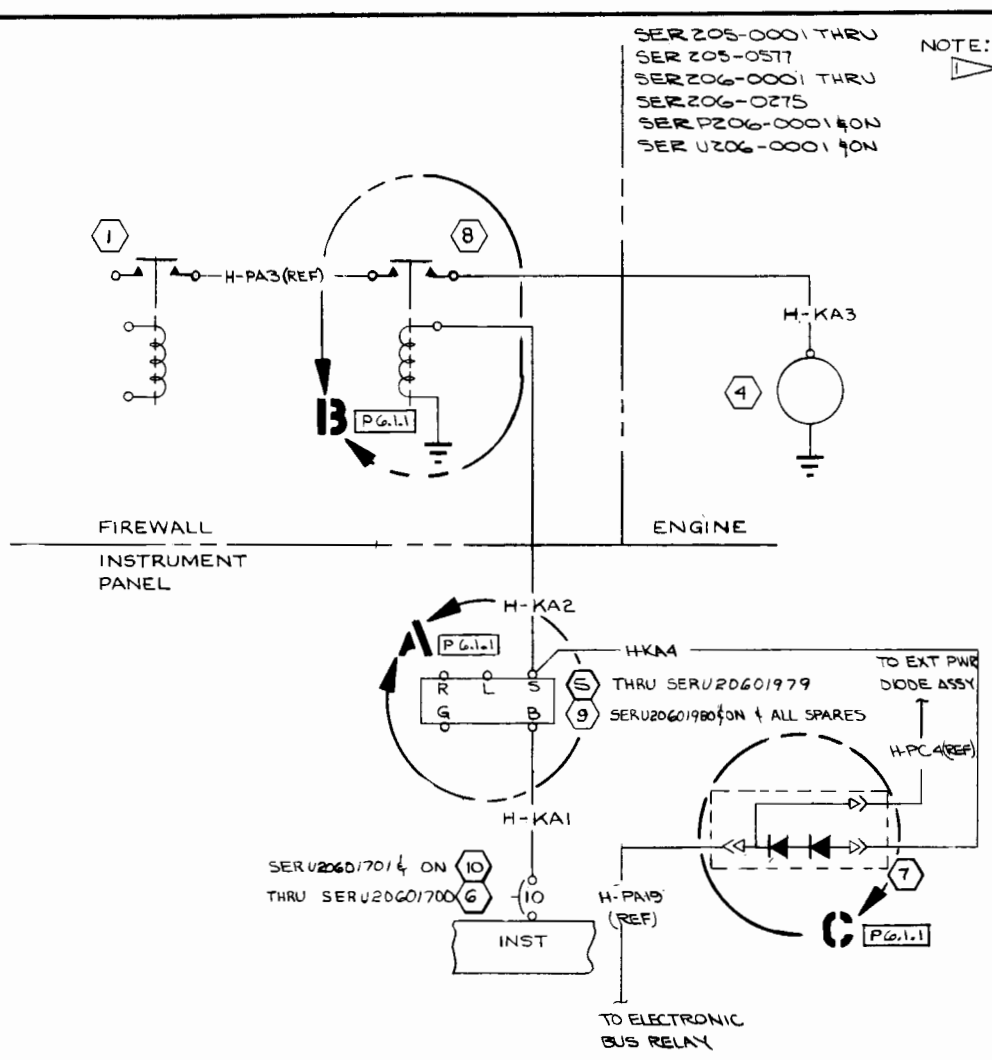
TITLE: WIRING DIAGRAM — IGNITION SYSTEM

Cessna.

DWG NO: 1270625

SUPERSEDED BY: SUPERSEDES: MODEL: 205, P206, U206 REV: G PAGE: 5.1

FORM NO. 80-161



CHG LET	REVISION	BY DATE	CHK APPD
A	REMOVED N/A FROM STD WIRES 0713129-1 WAS S-1255-1 (SR3694-10)	GLW 4-3-62	
B	ADD MODEL 206 S-1360-10 CKT BKR WAS S-1232-10 1270461-1 BUS BAR WAS 1270439-1 ON BUS BAR, INST WAS INST LIGHTS (SR4038-G)(SR3983-G)	GLW 6-17-63	
C	REMOVED 1270461-1 BUS BAR FROM E/T; ADDED P206 & U206 TO B/M REMOVED H-PA3 FROM E/T; ADDED WIRE LENGTHS TO W/T	WJR 6-29-66	
D	BY REV: ADD DETAIL A, 1570043-1 & H-KA4 ED & RR 10279	FER 12-3-68	
E	BY REV: ADD DETAIL "B" & "C", S-1673-1, S-1991-1 & SR; SER OUT 0750027-1 ED & RR 10468 (SR6222)	MDS 5-23-69	
F	BY REV: C292601-0101 WAS 0713129-1; SER OUT C292501 -0101, SER IN C292501-0105; SER OUT S-1360-10, SER IN S-1360-10L (SR7126), (SR6766) TE (REF)	RLY 3-1-72	
G	BY REV: ADD PG 6.1.1 & DETAIL "C" & SER (SR8259)	RS 6-12-75	

ITEM NO	PART NO.	DESCRIPTION	SERIALS
10	S-1360-10L	CIRCUIT BKR	
9	C292501-0105	IGNITION SWITCH	
8	S-1991-1	CONTACTOR	
7	1570043	DODE ASSY	
6	S-1360-10	CIRCUIT BREAKER	
5	C292501-0101	SWITCH, MAG	
4	1	STARTER	
3	0750027-1	START. SOLENOID	
2	S-1673-1	CONTACTOR	
1	0712603-2	BAT. CONTACTOR	

EQUIPMENT TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-KA4	18			SEE KA2	S-1493-1	SER P206-0357 & ON SER U206-0657 & ON
H-KA3	2		12	S-1367-7-14	S-1367-7-19	
H-KA2	18		89	S-1367-1-6	S-1367-1-10	
H-KA1	18		8	S-1367-1-6	S-1367-1-8	

WIRE TABLE

CESSNA AIRCRAFT CO. COMMERCIAL AIRCRAFT DIVISION WICHITA, KANSAS

	NAME	DATE
DRAWN	G WOOD	12-6-61
GROUP	New Cum	1-24-62
CHECK	R. Stuck	2-5-62
PROJ	H. McCart	2-7-62

TITLE: WIRING DIAGRAM — STARTER SYSTEM

Cessna.

DWG NO: 1270625

SUPERSEDED BY:

SUPERSEDES:

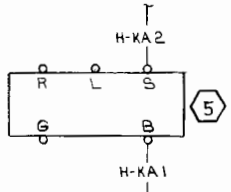
MODEL: 205, P206 & U206

REV: F

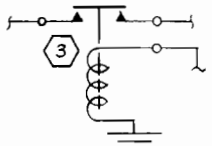
PAGE: 6.1.0

FORM NO. 80-161

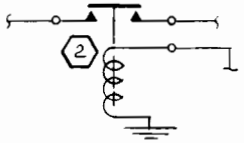
REVISION			
LET	DESCRIPTION	DATE	APPD
G	SEE PG 6.1.0 FOR REVISION		



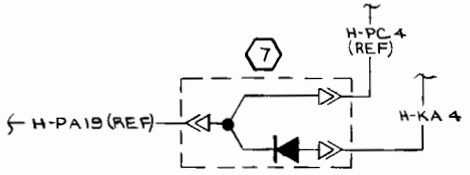
DETAIL A P 6.1.0
THUR SER P206-0306 & SER U206-0656



DETAIL B P 6.1.0
THUR SER P206-0160 & SER U206-0437



DATAIL B P 6.1.0
SER P206-161 & SER U206-0438 THUR SER P206-0590 & SER U206-1354



DETAIL C P6.1.0
THRU SER (SR8259) (U20603020)

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX-CESSNA SPEC. NO. S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES:

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	J Dunlap	
GROUP	W.H. Gardner	6-25-75
DRAWN	R SWANSON	6-12-75
CHECK	J. YOUEL	6-18-75
STRESS		
PROJ		
APPD	GRS	
OTHER		

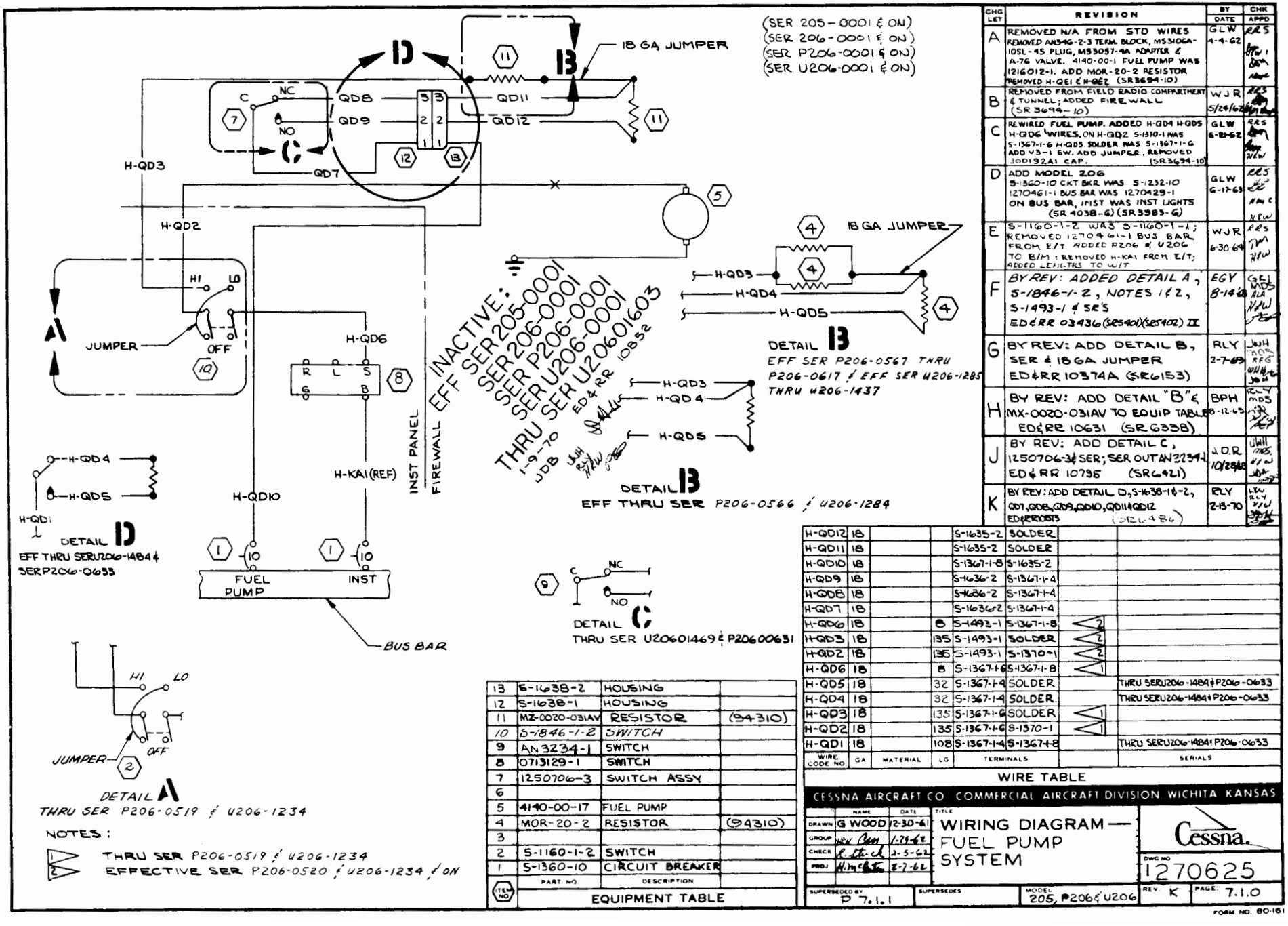
Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — STARTER SYSTEM

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | 205, P206, U206 | PAGE: 6.1.1

FORM NO. 80-2158



CHG LET	REVISION	BY DATE	CHK APPD
A	REMOVED N/A FROM STD WIRES REMOVED AN346-2-3 TERM. BLOCK, MS3106A-10SL-4S PLUG, MS3057-4A ADAPTER & A-76 VALVE. 4140-00-1 FUEL PUMP WAS 1216012-1. ADD MOR-20-2 RESISTOR REMOVED H-QE1 & H-QE2 (SR3694-10)	GLW 4-4-62	RRS
B	REMOVED FROM FIELD RADIO COMPARTMENT & TUNNEL; ADDED FIREWALL (SR 3694-10)	WJR 5/24/62	RRS
C	REWIRED FUEL PUMP. ADDED H-QD4 H-QD5 H-QD6 WIRES. ON H-QD2 S-1370-1 WAS S-1367-1-6 H-QD3 SOLDER WAS S-1367-1-6 ADD V3-1 SW. ADD JUMPER. REMOVED 3001924A1 CAP. (SR3694-10)	GLW 6-12-62	RRS
D	ADD MODEL 206 S-1360-10 CKT BKR WAS S-1232-10 1270461-1 BUS BAR WAS 1270429-1 ON BUS BAR, INST WAS INST LIGHTS (SR 4038-G) (SR3983-G)	GLW 6-17-63	RRS
E	S-1160-1-2 WAS S-1160-1-1; REMOVED 1270461-1 BUS BAR FROM E/T ADDED P206 & U206 TO B/M: REMOVED H-KA1 FROM E/T; ADDED LEADS TO W/T	WJR 6-30-64	RRS
F	BY REV: ADDED DETAIL A, S-1846-1-2, NOTES 1 & 2, S-1493-1 & SE'S ED&RR 03436 (SR5401)(SR5402) II	EGY 8-14-64	GRL
G	BY REV: ADD DETAIL B, SER & 18 GA JUMPER ED&RR 10374A (SR6153)	RLY 2-7-69	JWH
H	BY REV: ADD DETAIL "B" & MX-0020-031AV TO EQUIP TABLE ED&RR 10631 (SR6338)	BPH 8-12-69	RLY
J	BY REV: ADD DETAIL C, 1250706-3 & SER; SER OUT AN3234-1 ED&RR 10795 (SR6421)	J.D.R. 10/28/69	JWH
K	BY REV: ADD DETAIL D, S-1638-1 & -2, QD1, QD8, QD9, QD10, QD11 & QD12 ED&RR 10813 (SR6486)	RLY 2-13-70	LWW

ITEM NO	PART NO	DESCRIPTION	
13	S-1638-2	HOUSING	
12	S-1638-1	HOUSING	
11	MZ-0020-031AV	RESISTOR	(94310)
10	S-1846-1-2	SWITCH	
9	AN3234-1	SWITCH	
8	0713129-1	SWITCH	
7	1250706-3	SWITCH ASSY	
6			
5	4140-00-17	FUEL PUMP	
4	MOR-20-2	RESISTOR	(94310)
3			
2	S-1160-1-2	SWITCH	
1	S-1360-10	CIRCUIT BREAKER	

EQUIPMENT TABLE

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
H-QD12	18		S-1635-2	SOLDER		
H-QD11	18		S-1635-2	SOLDER		
H-QD10	18		S-1367-1-8	S-1635-2		
H-QD9	18		S-1636-2	S-1367-1-4		
H-QD8	18		S-1636-2	S-1367-1-4		
H-QD7	18		S-1636-2	S-1367-1-4		
H-QD6	18		8 S-1493-1	S-1367-1-8	2	
H-QD3	18		135 S-1493-1	SOLDER	2	
H-QD2	18		135 S-1493-1	S-1370-1	2	
H-QD6	18		8 S-1367-1-6	S-1367-1-8	1	
H-QD5	18		32 S-1367-1-4	SOLDER		THRU SER U206-1484 & P206-0633
H-QD4	18		32 S-1367-1-4	SOLDER		THRU SER U206-1484 & P206-0633
H-QD3	18		135 S-1367-1-6	SOLDER	1	
H-QD2	18		135 S-1367-1-6	S-1370-1	1	
H-QD1	18		108 S-1367-1-4	S-1367-1-8		THRU SER U206-1484 & P206-0633

WIRE TABLE

CESSNA AIRCRAFT CO. COMMERCIAL AIRCRAFT DIVISION WICHITA KANSAS

	NAME	DATE
DRAWN	G WOOD	12-30-61
GROUP		1-29-62
CHECK		2-5-62
PROJ		2-7-62

TITLE: WIRING DIAGRAM — FUEL PUMP SYSTEM

Cessna.

DWG NO 1270625

REV: K

PAGE: 7.1.0

SUPERSEDED BY: P 7.1.1

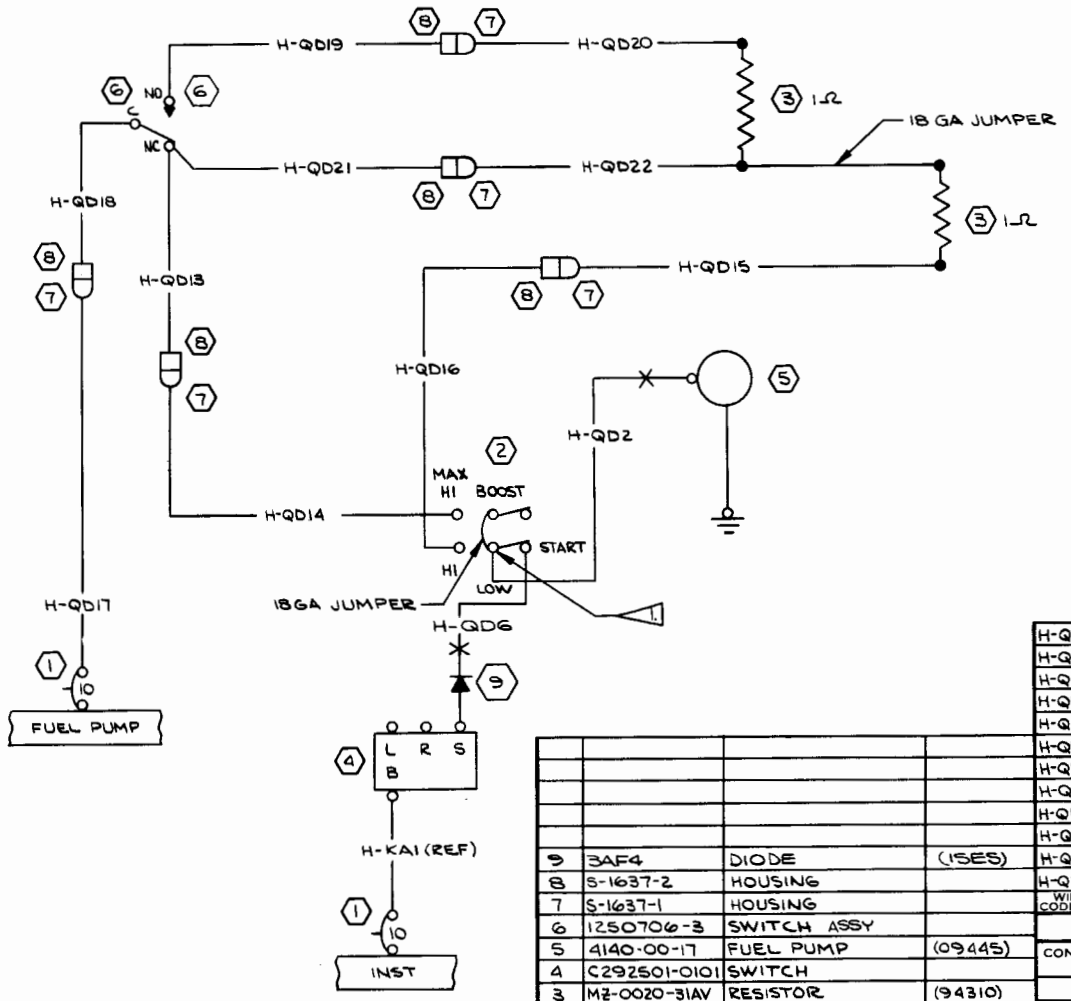
SUPERSEDES

MODEL: 205, P206 & U206

FORM NO. 80-161

NOTES:

1. THRU SER P206-0519 & U206-1234
2. EFFECTIVE SER P206-0520 & U206-1234 & ON



NOTES:

1. INSTALL S-2023-1 ADAPTER

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD NOTE 1 ED&RR 10074 (NOW SHOP PRACTICE)	RLY 6-9-70	HLW RLY NAR
B	BY REV: ADD 1250706-5 & SER; SER OUT 1250706-3 (SR7403) IX	DLP 1-5-73	RLY NAR HLW WKB
C	BY REV: DELETE 1250706-5 & SER/1250706-3; INACT DWG. (SR7403) IX	GKG 4-30-73	RLY HLW NAR WKB

INACTIVE:
THRU SER U20602199 IX
GKG 4-30-73
RLY NAR
HLW WKB

ITEM NO	PART NO.	DESCRIPTION	VENDOR
9	3AF4	DIODE	(15ES)
8	S-1637-2	HOUSING	
7	S-1637-1	HOUSING	
6	1250706-3	SWITCH ASSY	
5	4140-00-17	FUEL PUMP	(09445)
4	C292501-0101	SWITCH	
3	MZ-0020-31AV	RESISTOR	(94310)
2	S-2055-1-1	SWITCH	
1	S-1360-10	CIRCUIT BREAKER	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX•CESSNA SPEC. NO. S-XXX OR CMXXXX•CESSNA STD. NO.

SUPERSEDES: P 7.1.0

SUPERSEDED BY: P 7.1.4

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
H-QD2	18			S-1493-1	S-1370-1	
H-QD6	18			S-1493-1	S-1370-1	
H-QD16	18			S-1636-1	S-1493-1	
H-QD15	18			SOLDER	S-1635-1	
H-QD14	18			S-1635-1	S-1493-1	
H-QD13	18			S-1367-1-4	S-1636-1	
H-QD22	18			S-1635-1	SOLDER	
H-QD21	18			S-1367-1-4	S-1636-1	
H-QD20	18			S-1635-1	SOLDER	
H-QD19	18			S-1367-1-4	S-1636-1	
H-QD18	18			S-1636-1	S-1367-1-4	
H-QD17	18			S-1367-1-8	S-1635-1	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	HENSHAW	3-30-70
GROUP	H. Wise	3-30-70
DRAWN	R.YOUNGERS	3-17-70
CHECK	L.K.WHITE	3-25-70
STRESS		
PROJ		4-1-73
APPD	R.YOUNGERS	3-30-70
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM—
FUEL PUMP SYSTEM

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

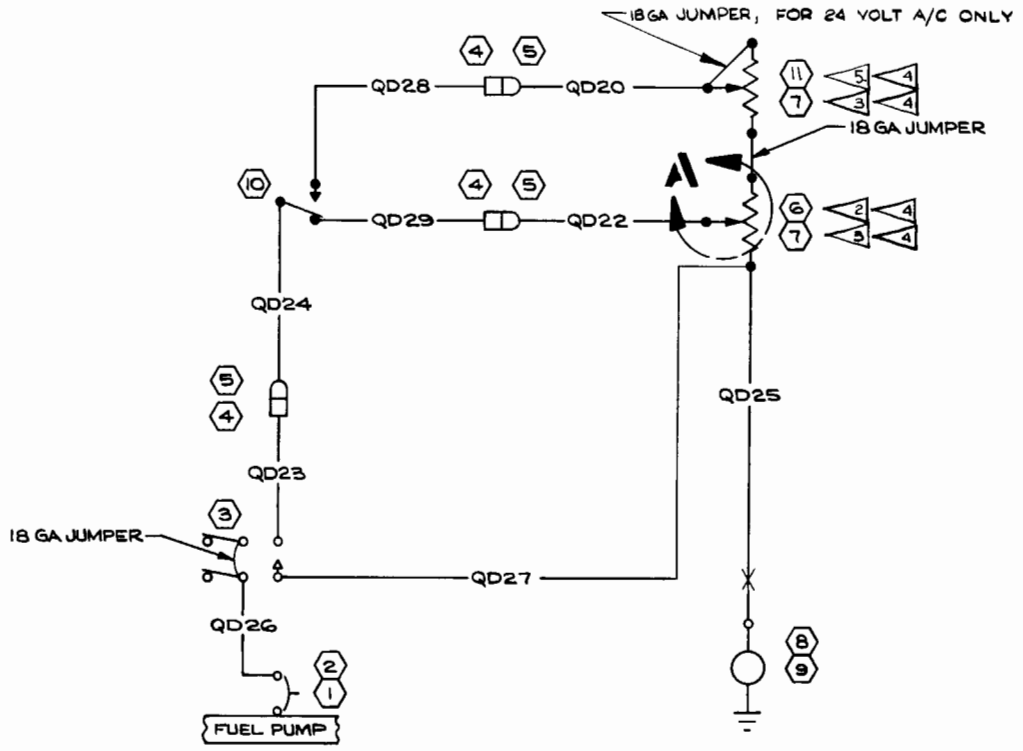
SCALE: NONE | 206 | PAGE: 7.1.3

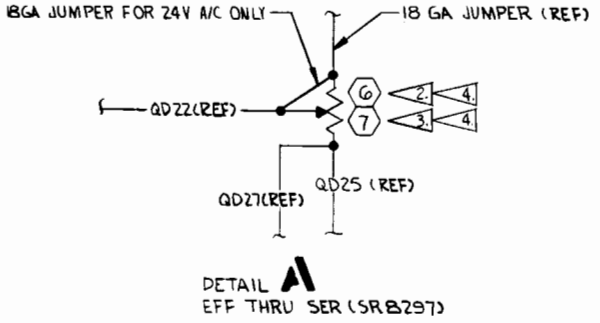
(SR6486)

ED&RR10935

FORM NO. 80-215B

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: SOLDER/QD27 WAS SEE QD25; ADD WIRE LENGTHS; REVISED NOTE 1. DELETE NOTE 1; ADD NOTES 2, 3 & 4; ADD JUMPER FOR AMOR20-10 RESISTOR (NOW SHOP PRACTICE)(SR 8082)	DEF 2-8 74 BLA	JCY JRA WRS
B	BY REV: ADD AMOR 20-5 & NOTE 5; REVISE NOTES 2 & 3; ADD DETAIL 'A' AND SER'S (SR8297)	GW 7-30-75	JCY JRA 7-4-75





DETAIL A
EFF THRU SER (SR8297)

NOTE:

1. PLACE YELLOW ROCKER SWITCH IN HIGH BOOST POSITION ADJUST RESISTORS WITH 13.75 ± .25 VOLTS FOR 14 VOLT SYSTEM AND 27.75 ± .25 FOR 28 VOLT SYSTEM. OPEN TO FULL THROTTLE & ADJUST 1ST RESISTOR TO PRODUCE 125 LBS/HR INDICATION ON FUEL FLOW METER. ADJUST 2ND RESISTOR WITH THROTTLE CLOSED TO PRODUCE 48 LBS/HR INDICATION ON FUEL FLOW METER. RESISTORS ARE IN SERIES WHEN THROTTLE IS CLOSED.

2. ADJUST AMOR 20-1.5 TO 1.0 ± .25 OHMS PRIOR TO INSTALLATION

3. ADJUST AMOR 20-10 TO 3.5 ± .5 OHMS PRIOR TO INSTALLATION

4. READJUST RESISTOR AS REQD AFTER INSTL TO COMPLY WITH FUEL FLOW REQUIRMENTS PER CES 1243

5. ADJUST AMOR 20-5 TO 2.0 ± .25 OHMS PRIOR TO INSTALLATION

ITEM NO.	PART NO.	DESCRIPTION
11	AMOR 20-5	RESISTOR (12V)
10	USM5-B	SWITCH
9	4140-00-17	FUEL PUMP (12V)
8	1426033-3	FUEL PUMP (24V)
7	AMOR20-10	RESISTOR (24V)
6	AMOR20-1.5	RESISTOR (12V)
5	S-1637-1	HOUSING
4	S-1637-2	HOUSING
3	S-1846-3-2	SWITCH
2	S-1360-10L	CIRCUIT BKR (12V)
1	S-1360-5L	CIRCUIT BKR (24V)

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX-CESSNA SPEC. NO. S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES: P 7.1.2 & P 7.1.3

SUPERSEDED BY:

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS			SERIALS
QD27	18		80	S-1493-1	SOLDER		
QD26	18		13	S-1493-1	S-1367-1-6		
QD25	18		80	SOLDER	S-1370-1		
QD24	18		10	SOLDER	S-1635-1		
QD23	18		78	S-1493-1	S-1636-1		
QD22	18		50	SOLDER	S-1635-1		
QD29	18		10	SOLDER	S-1636-1		
QD20	18		18	SOLDER	S-1635-1		
QD28	18		10	SOLDER	S-1636-1		

WIRE TABLE

	NAME	DATE
DESIGN		
GROUP	H Wise	4-30-73
DRAWN	GRUBB	4-30-73
CHECK	R YOUNGERS	4-30-73
STRESS		
PROJ	Bergman	5-1-73
APPD	MGR	
OTHER		

CONTRACT NO:

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

TITLE: WIRING DIAGRAM — FUEL PUMP SYSTEM (12V & 24V)

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

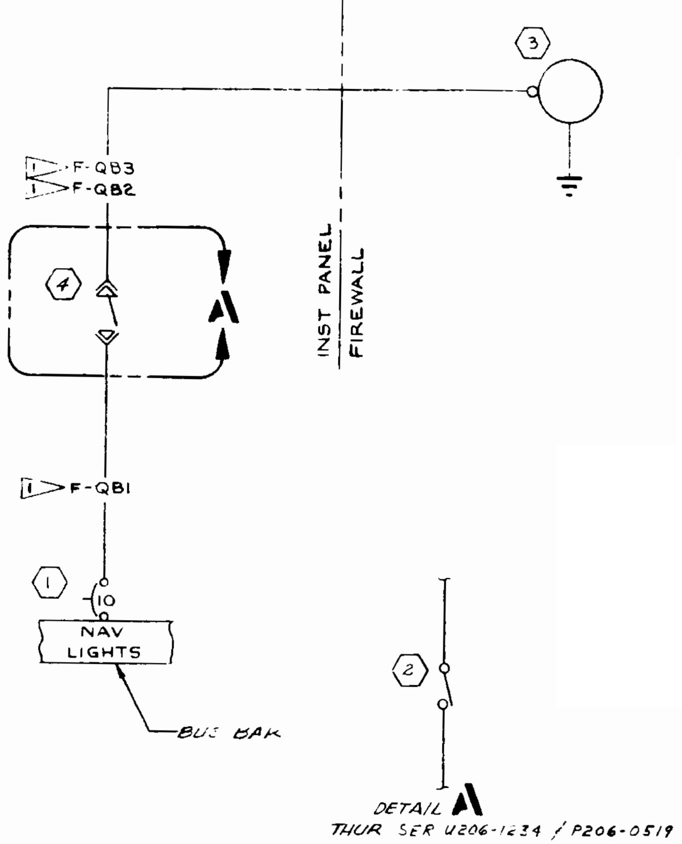
SCALE: NONE | 206 | PAGE: 7.1.4

FORM NO. 80-215B

(SR7403) IX

SER 205-0001 THRU
SER 205-0577
SER 206-0001 THRU
SER 206-0275
SER P206-0001 & ON
SER U206-0001 & ON

NOTE:
1. "F" PREFIX USED ON THIS DRAWING INSTEAD OF "H" BECAUSE WIRES ARE SAME AS THOSE USED ON MODEL 210. THIS DIAGRAM IS SCHEMATICALLY IDENTICAL TO 1270405 PAGE 7.2.
2. THRU SER U206-1234 & SER P206-0519
3. EFFECTIVE SER U206-1235 & SER P206-0520 & ON



CHG LET	REVISION	BY DATE	CHK APPD
A	ADD OPT TO TITLE [illegible]	[illegible]	[illegible]
B	ADD MODEL 206; S-1360-10 CKT BKR WAS S-123[illegible]; 1270461-1 BUS BAR WAS [illegible]	[illegible]	[illegible]
C	[illegible]	[illegible]	[illegible]
D	[illegible] FROM E/T ADD P206 [illegible] TO B/M; ADDED LENGTHS [illegible]	[illegible] 6-30-64	[illegible]
E	ADDED F-QB3 [illegible]	W.K. [illegible]	[illegible]
F	BY REV ADDED DETAIL A, S-1845-1-1, NOTES 2 & 3, S-1493-1 & SR'S ED&RR 03436 (SR5401)(SR5402) IX	EGY 8-14-68	GKI MDS [illegible]
G	BY REV: S-1845-2-1 WAS S-1845-1-1 ED&RR 10319	L.D.L. 12-27-68	[illegible]

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
F-QB3	18			S-1493-1	S-1367-1-10		3
F-QB1	18		7	S-1493-1	S-1367-1-8		3
F-QB3	18			S-1367-1-6	S-1367-1-10	1200711	SER P206-0161 & SER U206-0438 & ON 2
F-QB2	18		60	S-1367-1-6	S-1367-1-10	1200437	INACTIVE SER P206-0160 THRU U206-0437
F-QB1	18		7	S-1367-1-6	S-1367-1-8	1200711	2
H-QB2	18		60	S-1367-1-6	S-1367-1-10	1200437	OBSOLETE
H-QB1	18		7	S-1367-1-6	S-1367-1-8	1200437	OBSOLETE
						N/A	

WIRE TABLE

ITEM NO	PART NO.	DESCRIPTION	SERIALS
4	S-1845-2-1	SWITCH	
3	AN4078-1	OIL DIL VALVE	
2	S-1158-1-1	SWITCH	
1	S-1360-10	CIRCUIT BREAKER	

EQUIPMENT TABLE

CESSNA AIRCRAFT CO. COMMERCIAL AIRCRAFT DIVISION WICHITA KANSAS

	NAME	DATE
DRAWN	G WOOD	12-27-61
GROUP	[illegible]	1-29-62
CHECK	[illegible]	2-5-62
PROJ	[illegible]	2-7-62

TITLE: WIRING DIAGRAM — OIL DILUTION SYSTEM (OPT)

Cessna.

DWG NO. 1270625

SUPERSEDED BY P 7.3 | SUPERSEDES | MODEL 205, P206, U206 | REV G | PAGE 7.2

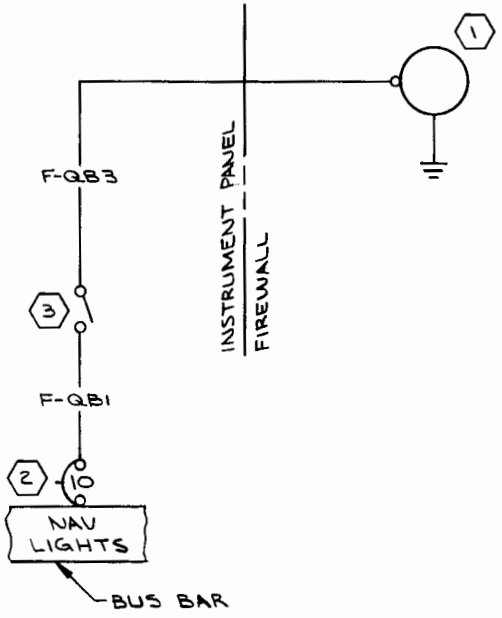
FORM NO 80-161

(SER P20600604 & ON)
(SER U20601445 & ON)

REVISION			
LET	DESCRIPTION	DATE	APPD

NOTES:

1. "F" PREFIX USED ON THIS DRAWING INSTEAD OF "H" BECAUSE WIRES ARE SAME AS THOSE USED ON MODEL 210. THIS DIAGRAM IS SCHEMATICALLY IDENTICAL TO 1270701 PAGE 7.2



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
F-QB3	18			S-1493-1	S-1367-110	
F-QB1	18		7	S-1493-1	S-1367-1-6	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
3	S-1845-2-2	SWITCH
2	S-1360-10	CIRCUIT BREAKER
1	AN4078-1	OIL DIL VALVE

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX=CESSNA SPEC. NO. S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 7.2

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	HENSHAW	8-7-69
GROUP	R. Wiel	8-7-69
DRAWN	D.L. BURKE	8-1-69
CHECK	R. YOUNGERS	8-5-69
STRESS		8-7-69
PROJ		8-7-69
APPD	M Schwarz	8-6-69
OTHER		

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

TITLE: WIRING DIAGRAM — OIL DILUTION SYSTEM (OPT)

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | U206 & P206 | PAGE: 7.3

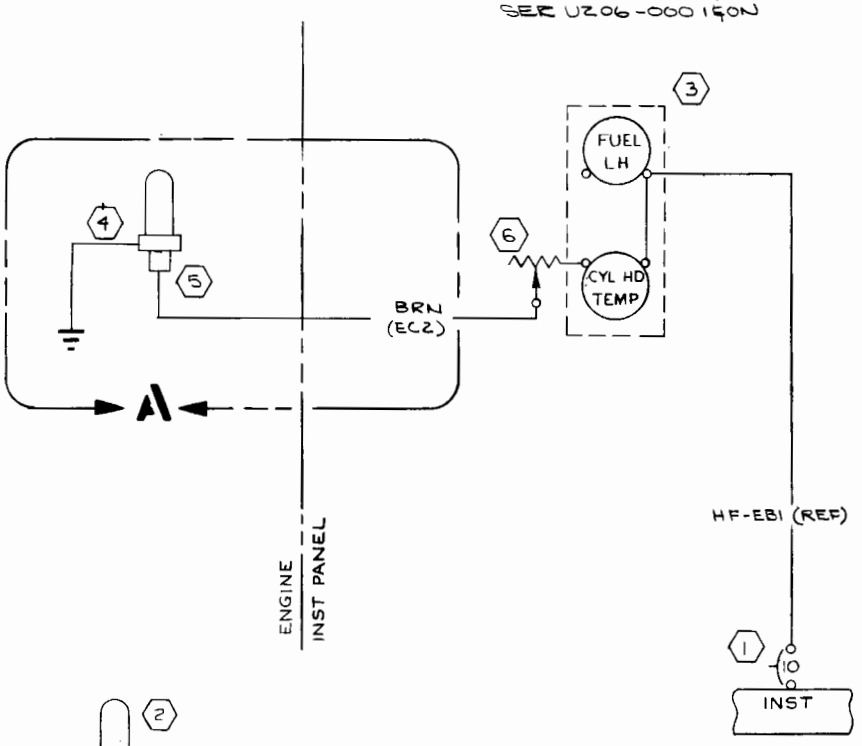
ED&RR 10486 (SR6005) IX (SR6006) IX

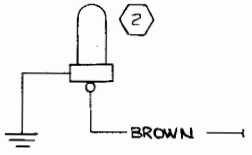
FORM NO. 80-215B

SER 205-0001 THRU
SER 205-0577
SER 206-0001 THRU
SER 206-0275
SER P206-0001 & ON
SER U206-0001 & ON

NOTES:

1. PART NO. 110691 (PRSO)
   COLOR: BROWN
2. TEMP BULB FOR 205, P206 & U206 HAVE BEEN LOCATED ON NO. 1 CYL. AT GIVEN SERIALS, MODEL 205 TEMP BULB MOVES TO NO. 6 CYL. MODEL P206 & U206 TEMP BULB REMAINS AT NO. 1 CYL.
3. CRIMP S-16366-5 TERMINAL AROUND WIRE INSULATION, BEND .25 OF STRIPPED WIRE BACK OVER CRIMP & SOLDER PER CES 1040. USE MOLEX HT-1719-C CRIMPING TOOL ONLY





DETAIL A
EFF THRU SER (SR8085)
(U20602724)

CHG LET	REVISION	BY / DATE	CHK / APPD
A	REMOVED N/A FROM STD WIRES (SR3694-10)	GLW 4-9-62	RRS
B	ADDED 0713602-4 POTENTIOMETER SR 3981	HLW 8-27-62	RRS
C	ADD MODEL 206 S-1360-10 CKT BKR WAS S-1232-10 1270461-1 BUS BAR WAS 1270429-1 1213505-1 WAS 0713602-4; ADD 1213505-2 ON BUS BAR, INST WAS INST LIGHTS H-EBI WIRE WAS 0700603-EBI WIRE ADDED NOTE 1, MATL WAS PER MIL-W-5086A, TYPE T (SR 4038-6)(SR 3983-6)	GLW 6-18-63	RRS NMC HLW
D	BY REVISION: 1 WAS MATL PER MIL-W-16878D TYPE E 200°C GRADE EXTRUDED TEFLON DIELECTRIC. REMOVED 1 FROM H-ECI ADD 2 IN FIELD, "BROWN" WAS H-ECI. SER (SR4969)	GLW 2-12-64	RRS TM NMC
E	ADDED WIRE LENGTHS TO W/T; ADDED P206 & U206 TO TITLE BLOCK; REMOVED 1270461-1 BUS BAR & 1270625-ES1 FROM E/T; C669502-0104 WAS 1213505-1 & 1213505-2	WJR 7-6-64	RRS TM HLW
F	BY REV: SER OUT BRN & S-1372-1; SER IN EC2 & S-1372-2, ADD DETAIL 'A' & NOTE 3 (SR8085)	RAM 11-12-74	JCK RRS BKM WBS

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
BRN (EC2)	18	-18-4	93	S-1367-1-8	S-16365	3	SER (SR8085) & ON
BROWN	18	1		S-1367-1-8	S-1367-1-4	NO. 6 CYL. 2	205-0655 THRU SER (SR8085)
BROWN	18	1	93	S-1367-1-8	S-1367-1-4	NO. 1 CYL. 2	205-0493 THRU 205-0654, 206-0023 & P206-0001 & ON
H-ECI	18		93	S-1367-1-8	S-1367-1-4	NO. 1 CYL.	INACTIVE 205-0493 & ON 206-0023 & ON

WIRE TABLE

ITEM NO	PART NO.	DESCRIPTION	SERIALS
7			
6	0713602-4	POTENTIOMETER	
5	S-16374	HOUSING - PLUG	
4	S-1372-2	BULB, CYL HD TEMP	
3	C669502-0104	INST CLUSTER KIT	
2	S-1372-1	BULB, CYL HD TEMP	
1	S-1360-10	CIRCUIT BREAKER	

EQUIPMENT TABLE

CESSNA AIRCRAFT CO. COMMERCIAL AIRCRAFT DIVISION WICHITA KANSAS

	NAME	DATE
DRAWN	G. WOOD	12-27-61
GROUP	[illegible]	1-24-62
CHECK	R. Shirk	2-5-62
PROJ	H. McCarter	2-7-62

TITLE: WIRING DIAGRAM — CYLINDER HEAD TEMPERATURE

Cessna.

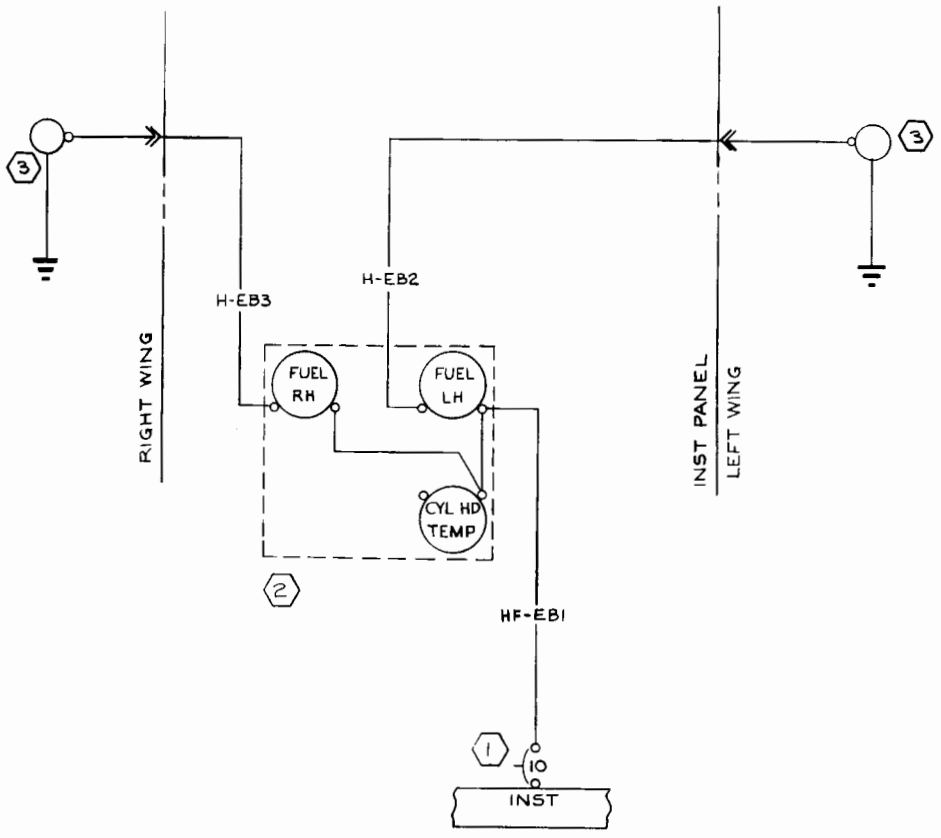
DWG NO: 1270625

SUPERSEDED BY: | SUPERSEDES: | MODEL: 205, P206 & U206 | REV: E | PAGE: 8.1

FORM NO. 80-161

SER 205-0001 THRU
SER 205-0577
SER 206-0001 THRU
SER 206-0278
SER P206-0001 & ON
SER U206-0001 & ON

CHG LET	REVISION	BY DATE	CHK APPD
A	BY REVISION: S-341-2 WAS S-1367-1-8 ADD SHORT WIRE TO FUEL LEVEL XMTR REMOVED N/A FROM STD WIRES (SR3694A)	GLW 2-20-62	RRS JDM HJW
B	ADD MODEL 206 ADD H-EB1 WIRE S-1360-10 CKT BKR WAS S-1232-10 1213505-1 WAS 0713602-1; ADD 1213505-2 1270461-1 BUS BAR WAS 1270429-1 0726110-1 WAS 0726600-1 ON BUS BAR INST WAS INST LIGHTS DELETE 0700603-EB1 WIRE (SR4038-G)(SR3983-G)	GLW 6-18-63	RRS JDM NHW
C	ADDED WIRE LENGTHS TO W/T's HF-EB1 WIRE WAS H-EB1 WIRE; ADDED P206 & U206 TO B/M; REMOVED 1270461-1 BUS BAR FROM E/T; C669502 -0109 WAS 1213505-1 & 1213505-2	WJR 7-6-64	RRS JDM NHW



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-EB3	18		88	S-1367-1-10	S-341-2	
H-EB2	18		120	S-1367-1-10	S-341-2	
HF-EB1	18		50	S-1367-1-8	S-1367-1-6	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	SERIALS
6			
5			
4			
3	0726110-1	XMTR, FUEL LEVEL	
2	C669502-0104	INST CLUSTER KIT	
1	S-1360-10	CIRCUIT BREAKER	

EQUIPMENT TABLE

CESSNA AIRCRAFT CO COMMERCIAL AIRCRAFT DIVISION, WICHITA, KANSAS

	NAME	DATE
DRAWN	G WOOD	12-26-61
GROUP	HAW	1-29-62
CHECK	R Stuck	2-5-62
PROJ	H. McCarter	2-7-64

TITLE: WIRING DIAGRAM — FUEL QUANTITY INDICATOR

Cessna.

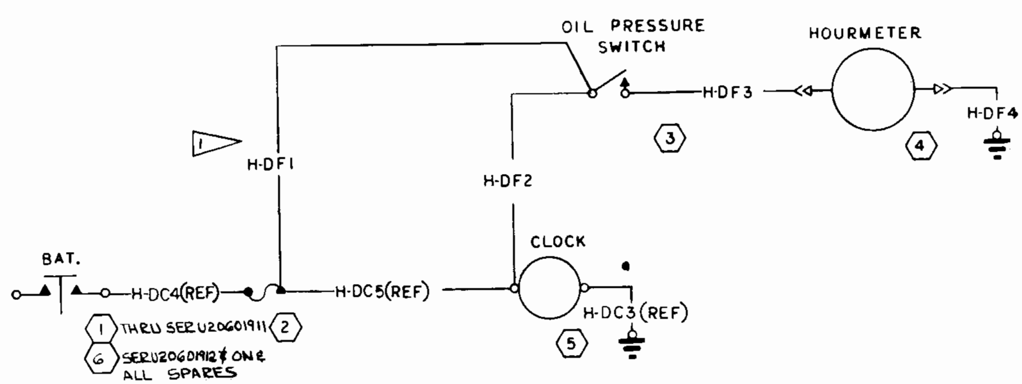
DWG NO: 1270625

SUPERSEDED BY: PG. 8.4 | SUPERSEDES: | MODEL: 205, P206 & U206 | REV: C | PAGE: 8.2

FORM NO. 80-161

SER P206-0406 & ON
SER U206-0901 & ON

CHG LET	REVISION	BY / DATE	CHK / APPD
A	BY REV: SER OUT S-1579-1 & ADD S-1579-2 (SR7201)	BPH 6-16-72	[illegible]



NOTE:
1. WIRING DIAGRAM SHOWN IS FOR USE WHEN AN OPTIONAL ELECTRIC CLOCK IS INSTALLED. WHEN ELECTRIC CLOCK IS NOT INSTALLED WIRE H-DF1 CONNECTS PRESSURE SWITCH TO FUSEHOLDER. INSTALL S-1091-1 FUSE AND S-1690-22 FUSEHOLDER.

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-DF4	18			S-1493-1	S-1367-18	
H-DF3	18			S-1493-1	S-1367-1-6	
H-DF2	18			S-1367-1-6	S-1367-1-6	
H-DF1	18			S-1367-1-6	SOLDER	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	INSTALLED ON
6	S-1579-2	CONTACTOR	
5	S-1317N1	CLOCK	
4	C664501-0101	HOURMETER	
3	S-1711-1	OIL PRESSURE SW.	
2	S-1091-1	FUSE	
1	S-1579-1	BAT. CONTACTOR	

EQUIPMENT TABLE

CESSNA AIRCRAFT CO. COMMERCIAL AIRCRAFT DIVISION WICHITA KANSAS

	NAME	DATE
DRAWN	Wedel	9-23-66
GROUP	H. Wise	9-27-66
CHECK	R. Stuck	9-28-66
PROJ	McCarter	9-29-66

TITLE: WIRING DIAGRAM— HOURMETER (OPT)

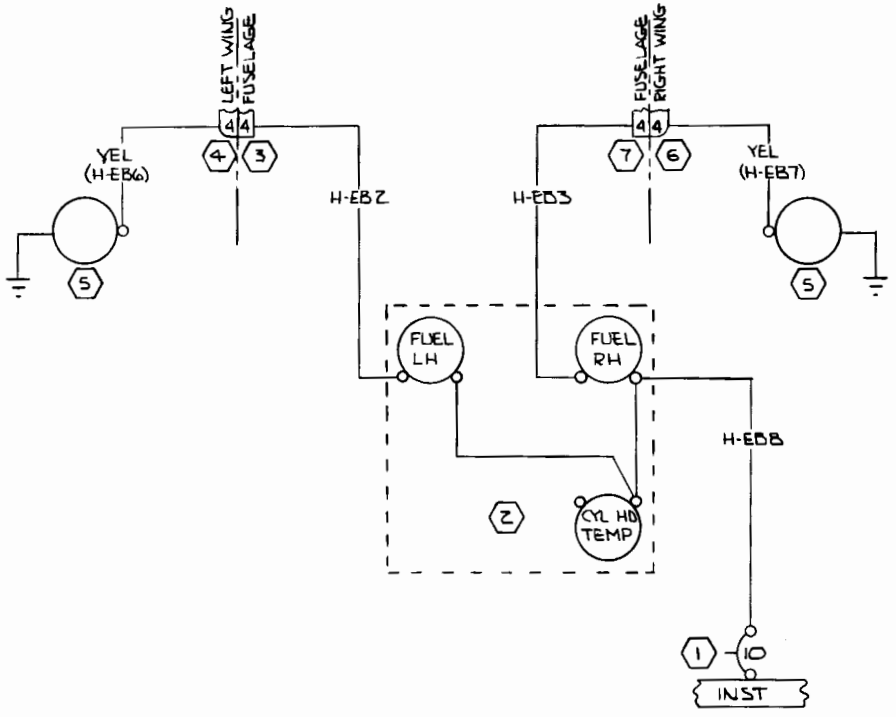
Cessna.

DWG NO: 1270625

SUPERSEDED BY: | SUPERSEDES: | MODEL: P206 & U206 | REV: A | PAGE: 8.3

FORM NO 80-161A L

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: DELETE S-1637-1 & S-1637-2; ADD S-1640-6, S-1640-12, S-1641-6 S-1641-12 & WIRE LENGTHS; S-1367-1-10 WAS S-1367-1-6/EB2 MER EO 393 (NOW SHOP PRACTICE)	BLA 12-10-74	JCY WHH 9P3 KAL LWB



H-EB8	18		43	S-1367-8	S-1367-6		
YEL (H-EB7)	18	-18-4		S-1635-1	S-1367-10		
YEL (H-EB6)	18	-18-4		S-1635-1	S-1367-10		
H-EB3	18		100	S-1367-6	S-1636-1		
H-EB2	18		132	S-1367-10	S-1636-1		
WIRE CODE NO	GA	MATERIAL	LG	TERMINALS			SERIALS

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
7	S-1641-12	HOUSING-SOCKET
6	S-1640-12	HOUSING-PIN
5	0726110	XMTR-FUEL LEVEL
4	S-1640-6	HOUSING-PIN
3	S-1641-6	HOUSING-SOCKET
2	C6695OZ-0202	INST CLUSTER
1	S-1360-10L	CIRCUIT BREAKER

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX=CESSNA SPEC. NO. S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: MG 8.2

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	H. Wise	8-14-73
DRAWN	JL OLLER	8-14-73
CHECK	R. YOUNGERS	8-14-73
STRESS		
PROJ	Bergman	8-15-73
APPD	MAK	
OTHER		

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

TITLE: WIRING DIAGRAM — FUEL QUANTITY INDICATOR (14V)

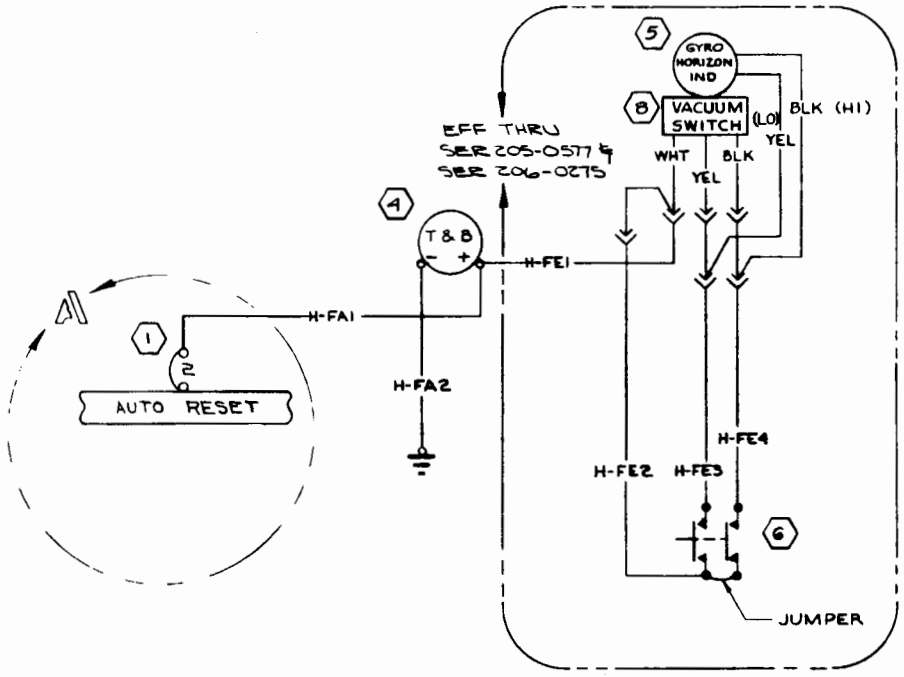
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

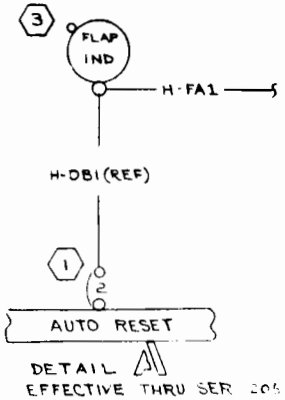
SCALE: NONE (SR740S) PAGE: 8.4

FORM NO. 80-2158

SER 205-0001 THRU
SER 205-0577
SER P206-0001 & ON
SER U206-0001 & ON
SER 206-0001 THRU
SER 206-0275

CHG LET	REVISION	BY DATE	CHK APPD
A	REMOVED N/A FROM STD WIRES. ADD 'OPT' TO OPT WIRES. (SR3694-10)	GLW 4-4-62	
B	ADD MODEL 206 ADDED: 1270461-1 BOX, BANK, DETAIL A (SR4038-6) (SR3983-6)	GLW 6-18-63	
C	ADDED LIMITING SERIALS TO FIELD & INACTIVATED WIRES H-FE1 THRU H-FE4; ADDED P206 & U206 TO B/M; REMOVED H-DB1, 1270461-1 & 1270429-1 FROM E/T; ADDED WIRE LENGTHS TO W/T (SR4956) & (SR4957)	WJR 7-19-66	





DETAIL
EFFECTIVE THRU SER 205-0577 & 206-0275

ITEM NO	PART NO	DESCRIPTION	SERIALS
9			
8	S-1365-1	SWITCH, VACUUM	
7			
6	S-1284-1	SWITCH	
5	S-1326N1	IND, GYRO HORIZON	
4	S-1302N1	INDICATOR, T & B	
3	S-1318	INDICATOR, FLAP POS	
2			
1	CA-2	CKT BKR (MTCC)	

EQUIPMENT TABLE

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		N/A	SERIALS
H-FE4	20		6	S-341-2	SOLDER	0713705	(OPT) INACTIVE: THRU SER 205-0577 & SER 206-0275
H-FE3	20		8	S-341-2	SOLDER	0713705	(OPT)
H-FE2	20		6	S-341-2	SOLDER	0713705	(OPT)
H-FE1	20		6	S-341-2	S-1367-1-8	0713705	(OPT) INACTIVE: THRU SER 205-0577 & SER 206-0275
H-FA2	18		16	S-1367-1-8	S-1367-1-8		
H-FA1	18		11	S-1367-1-8	S-1367-1-10		

WIRE TABLE

	NAME	DATE
DRAWN	G WOOD	12-27-61
GROUP		1-29-62
CHECK		2-5-62
PROJ		2-7-62

TITLE: WIRING DIAGRAM — TURN & BANK AND GYRO HORIZON INDICATOR

Cessna.

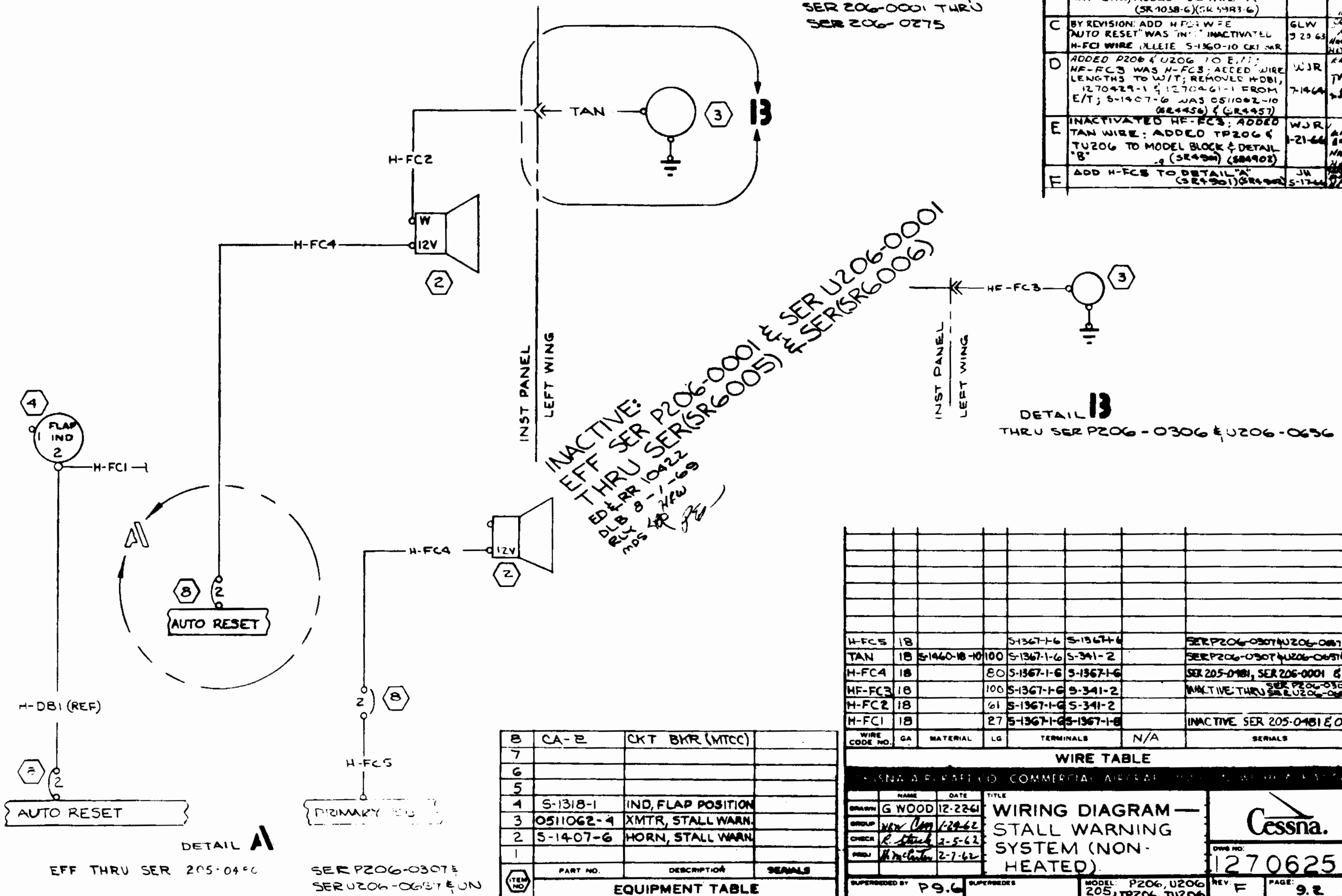
DWG NO. 1270625

SUPERSEDED BY: P 9.5 | SUPERSEDES | MODEL: 205, P206 & U206 | REV: C | PAGE: 9.1

FORM NO. BO-181

CHG LET	REVISION	BY / DATE	CHK / APPD
A	REMOVED N/A FROM STD WIRES (SR3694-10)	GLW -4-62	
B	ADD MODEL 206 ... 1270461-1 BUS BAR, ADDED S-1360-10 CKT BKR, ADDED DETAIL A (SR1038-6)(SR4983-6)	GLW 6-17-63	PRS
C	BY REVISION: ADD H-FC4 WIRE "AUTO RESET" WAS "IN..." INACTIVATED H-FC1 WIRE DELETE S-1360-10 CKT BKR	GLW 9 20 63	
D	ADDED P206 & U206 TO E/T; HF-FC3 WAS H-FC3; ADDED WIRE LENGTHS TO W/T; REMOVED H-DB1, 1270429-1 & 1270461-1 FROM E/T; S-1407-6 WAS 0511062-10 (SR4456) & (SR4457)	WJR 7-14-64	
E	INACTIVATED HF-FC3; ADDED TAN WIRE; ADDED TP206 & TU206 TO MODEL BLOCK & DETAIL "B" (SR4901) (SR4902)	WJR -21-64	
F	ADD H-FC5 TO DETAIL "A" (SR4901)(SR4902)	JH 5-17-64	

SER 205-0001 THRU
SER 205-0577
SER P206-0001 & ON
SER U206-0001 & ON
SER 206-0001 THRU
SER 206-0275



ITEM NO	PART NO.	DESCRIPTION	SERIALS
8	CA-2	CKT BKR (MTCC)	
7			
6			
5			
4	S-1318-1	IND, FLAP POSITION	
3	0511062-4	XMTR, STALL WARN.	
2	S-1407-6	HORN, STALL WARN.	
1			

EQUIPMENT TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		N/A	SERIALS
H-FC5	18			S-1367-1-6	S-1367-1-6		SER P206-0307 & U206-0657 & ON
TAN	18	S-1460-18-10	100	S-1367-1-6	S-341-2		SER P206-0307 & U206-0657 & ON
H-FC4	18		80	S-1367-1-6	S-1367-1-6		SER 205-0481, SER 206-0001 & ON
HF-FC3	18		100	S-1367-1-6	S-341-2		INACTIVE: THRU SER P206-0306 & SER U206-0657
H-FC2	18		61	S-1367-1-6	S-341-2		
H-FC1	18		27	S-1367-1-6	S-1367-1-6		INACTIVE SER 205-0481 & ON

WIRE TABLE

CESSNA AIRCRAFT CO. COMMERCIAL AIRCRAFT ...

	NAME	DATE
DRAWN	G WOOD	12-22-61
GROUP		1-29-62
CHECK		2-5-62
PROJ		2-7-62

TITLE: WIRING DIAGRAM — STALL WARNING SYSTEM (NON-HEATED)

Cessna.

DWG NO: 1270625

SUPERSEDED BY: P9.6 | SUPERSEDES: | MODEL: P206, U206, 205, TP206, TU206 | REV: F | PAGE: 9.2

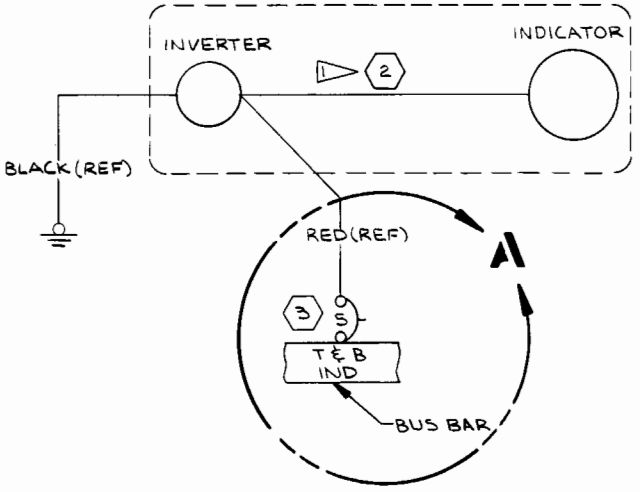
FORM NO. 80-161

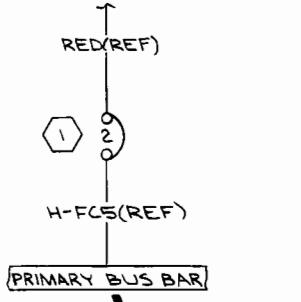
(SER P206-0420 & ON)
(SER U206-0519 & ON)

NOTES:

1. TURN COORDINATOR INDICATOR INCLUDES ALL WIRES AND CABLES BETWEEN INVERTER, INDICATOR AND CIRCUIT BREAKER.

REVISIONS			
LTR	DESCRIPTION	DATE	APPROVED
A	BY: SER OUT CA-2; SER IN S-1360-5 ADD DETAIL A ED&RR 10422 (SR6006)	DLB 8-4-69	RLY mos HFW





DETAIL A
THRU SER P206-0603 & U206-1444

ITEM NO.	PART NO.	DESCRIPTION
3	S-1360-5	CKT BKR
2	C6661003-0401	TURN COORDINATOR
1	CA-2	CKT BKR (73803)

EQUIPMENT TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	H. Wind	5-25-67
DRAWN	HARRIS	5/22/67
CHECK	YAKSHAW	5-23-67
STRESS		5-23-67
PROJECT	Wm C Carter	5-26-67
APPD		5-24-67

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM —
BRITTAIN WING LEVELER
(OPT)

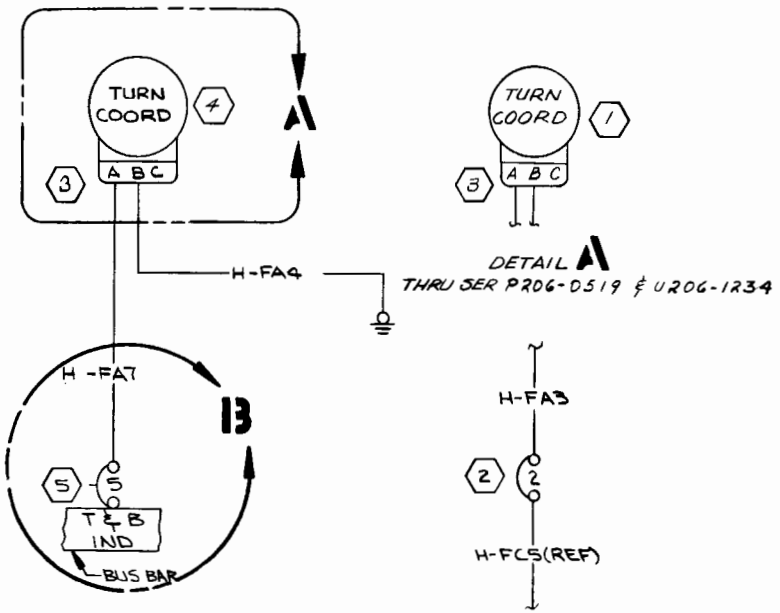
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 9-2

FORM NO. 80-215

(SER P206-0420 & ON)
(SER U206-0915 & ON)

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADDED DETAIL A & C661003-0501 ED&RR 03436 (SR 5401) III (SR 5402) IX	EGY 9-14-68	GKJ MDS NLA RJW
B	BY REV: SER OUT CA-2; SER IN S-1360-5; ADD DETAIL B ED & RR 10422 (SR6005) (SR6006) III	DLB 9-1-69	RLY MDS RJW LRS



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-FA7	18			S-1361-1-8	SOLDER	
H-FA4	18			S-1361-1-4	SOLDER	
H-FA3	18			S-1361-1-2	SOLDER	THRU SER P206-0603) (SR6006)

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	
5	S-1360-5	CKT BKR	
4	C661003-0501	TURN COORDINATOR	
3	MS3106A10SL3S	CONNECTOR	
2	CA-2	CIRCUIT BREAKER	(B0602)
1	C661003-0201	TURN COORDINATOR	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES:

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	COOK	9-13-67
GROUP	R. Will	9-13-67
DRAWN	HARRIS	9-8-67
CHECK	LAURIE	9-9-67
STRESS	dwb	9-14-67
PROJECT	W. McClanta	9-14-67
APPD	R.E. Moore	9-9-67

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — TURN COORDINATOR

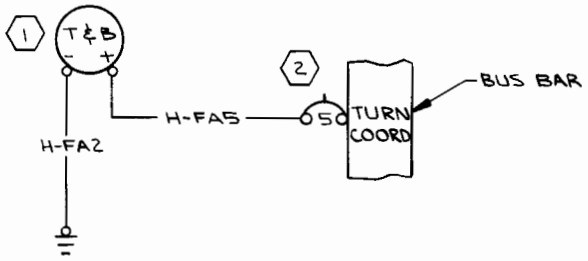
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | P206 & U206 | PAGE: 9.4

FORM NO. 80-215A

(SER P20600604 & ON)
(SER U20601445 & ON)

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: S-1413-2 WAS S-1302N1, S-1360-5L WAS S-1360-5 & FA5/S-1367-1-6 WAS S-1367-1-8	7-5-73 RAM	RLT HRW HGR MKD



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
H-FA5	18			S-1367-1-6	S-1367-1-8		
H-FA2	18		16	S-1367-1-8	S-1367-1-8		

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
2	S-1360-5L	CIRCUIT BKR
1	S-1413-2	INDICATOR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX•CESSNA SPEC. NO. S-XXX OR CMXXXX•CESSNA STD. NO.

SUPERSEDES: P 9.1

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	HENSHAW	8-7-69
GROUP	R. Wise	8-7-69
DRAWN	D.L.BURKE	8-1-69
CHECK	R.YOUNGERS	8-5-69
STRESS	[illegible]	8-7-69
PROJ	[illegible]	8-1-69
APPD	M.P. Swaney	8-6-69
OTHER		

Cessna® AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM—
TURN & BANK INDICATOR

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

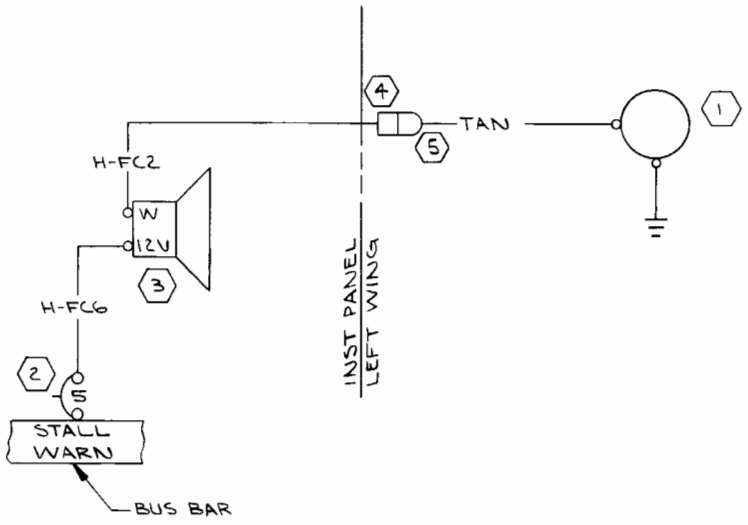
SCALE: NONE | P206 & U206 | PAGE: 9.5

ED & RR 10422 (SR6005) IX (SR6006) IX

FORM NO. 80-2158

(SER P20600604 & ON)
(SER U20601495 & ON)

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: S-1635-1 & S1636-1 WAS S-341-2 (SR7403) (REF)	DLO 3-1-74	JCY DKM YRG JWS



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
TAN	18	S-1460-18-10	100	S-1367-1-6	S-1635-1		
H-FC6	18			S-1367-1-6	S-1367-1-6		
H-FC2	18		61	S-1367-1-6	S-1636-1		

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
5	S-1637-1	HOUSING-CAP
4	S-1637-2	HOUSING-PLUG
3	S-1907-6	HORN, STALL WARN
2	S-1360-5	CIRCUIT BKR
1	0511062-4	AMTR, STALL WARN

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX=CESSNA SPEC. NO. S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 9.2

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	HENSHAW	8-7-69
GROUP	H. Wise	8-7-69
DRAWN	D.L.BURKE	8-1-69
CHECK	R.YOUNGERS	8-5-69
STRESS		
PROJ		8-1-69
APPD		8-6-69
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM —
STALL WARNING SYSTEM
(NON-HEATED)

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

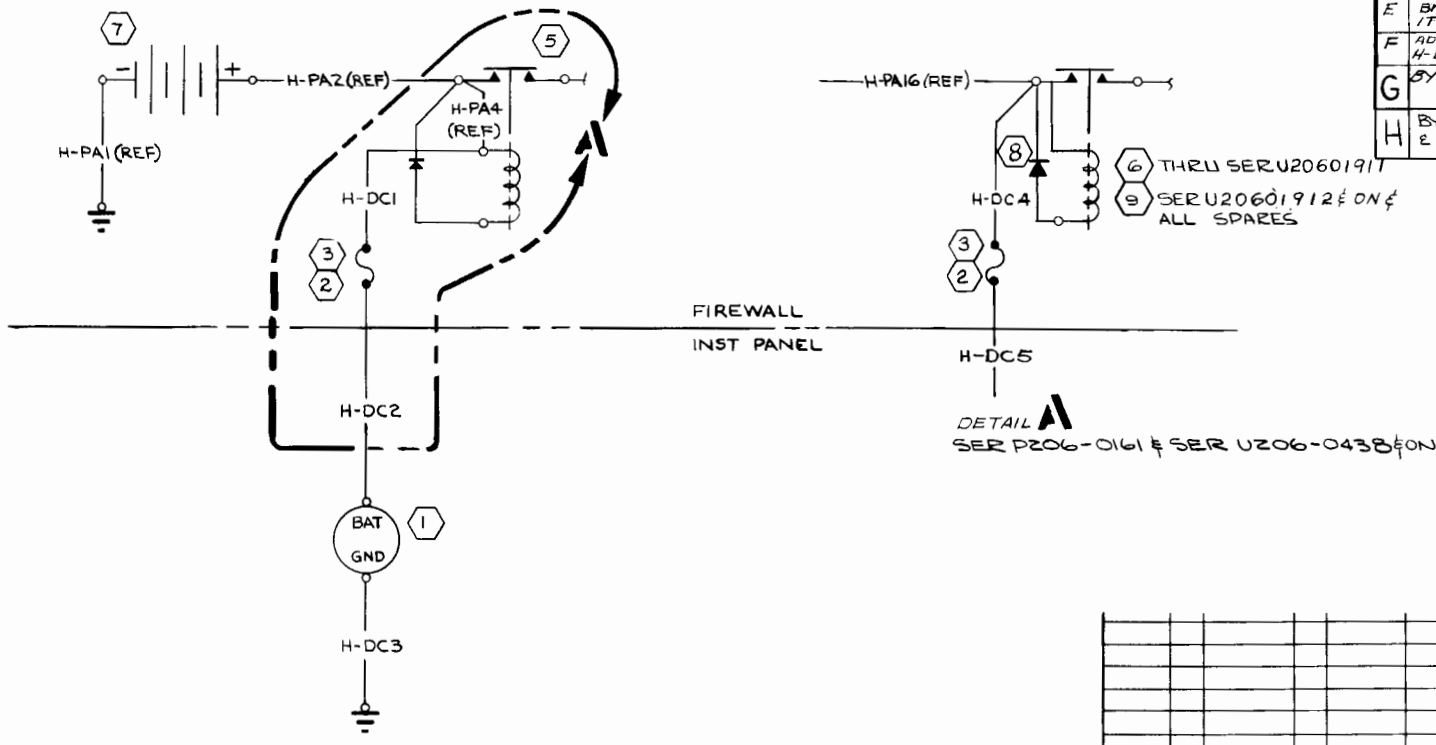
SCALE: NONE | P206 & U206 | PAGE: 9.6

ED & RR 10422 (SR6005) IX (SR6006) IX

FORM NO. 80-215B

SER 205-0001 THRU
SER 205-0577
SER 206-0001 THRU
SER 206-0275
SER P206-0001 & ON
SER U206-0001 & ON

CHG LET	REVISION	BY DATE	CHK APPD
A	REMOVED N/A FROM STD WIRES (SR3694-10)	GLW 4-9-62	RRS
B	REMOVED OBSOLETE NEVER USED FROM FACE OF DRAWING; S-1091-1 WAS -2; S-1090-22 WAS -18 (SR4021	WJR 10-8-62	RRS
C	ADD MODEL 206 (SR 3983-G)	GLW 6-18-63	
D	ADDED P206 & U206 TO B/M; ADDED WIRE LENGTHS TO W/T; REMOVED H-PA1, H-PA2 & H-PA4 FROM E/T	WJR 7-16-64	RRS
E	BY REV: ADD DETAIL A. H-DC4 / ITEM 6. SER. OUT H-DC1 (SR4659) & SR4660	LPB 1-6-65	RRS
F	ADDED H-DC5; INACTIVATED H-DC2 (SR4659) & SR4660	WJR 5-7-65	RRS
G	BY REV: S-1317N2 WAS S-1317N1 ED: RR 10445	FER 4-8-69	
H	BY REV: SER OUT S-1579-1 & ADD S-1579-2 (SR7201)	BPH 6-16-72	



9	S-1579-2	CONTACTOR	
8	0770728-1	DIODE ASSY.	
7	0712605-1	BATTERY	
6	S-1579-1	CONTACTOR, BAT.	
5	0712603-2	CONTACTOR, BAT.	
4	S-1579-2	CONTACTOR	
3	S-1091-1	FUSE	
2	S-1090-22	FUSEHOLDER	
1	S-1317N2	CLOCK ASSY	
ITEM NO.	PART NO.	DESCRIPTION	SERIALS

EQUIPMENT TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS	N/A	SERIALS
H-DC5	18			S-1367-1-G	SOLDER	SER P206-0161 & SER U206-0438 & ON
H-DC4	18		8	S-1367-2-18	SOLDER	SER P206-0161 & SER U206-0438 & ON
H-DC3	18		11	S-1367-1-G	S-1367-1-8	205-0129 & ON
H-DC2	18		120	S-1367-1-G	SOLDER	205-0129 THRU SER P206-0160 & SER U206-0437
H-DC1	18		8	S-1367-1-G	SOLDER	205-0129 THRU SER P206-0160 & SER U206-0437

WIRE TABLE

CESSNA AIRCRAFT CO. COMMERCIAL AIRCRAFT DIVISION. WICHITA, KANSAS

	NAME	DATE
DRAWN	G WOOD	12-27-61
GROUP		1-26-62
CHECK	R. Stuck	2-5-62
PROJ	N. McCarter	2-7-62

TITLE: WIRING DIAGRAM — CLOCK

Cessna.

DWG NO: 1270625

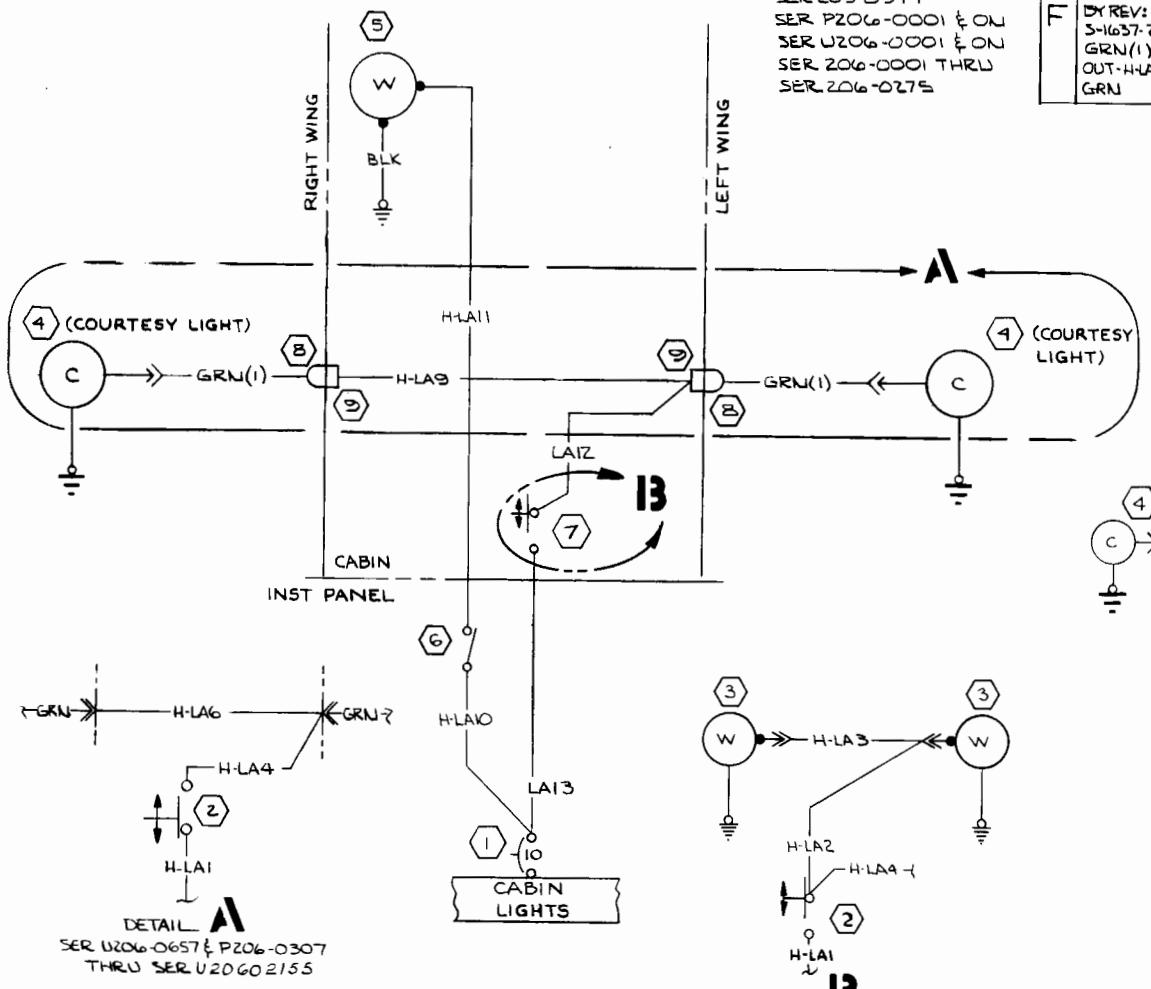
SUPERSEDED BY: | SUPERSEDES: | MODEL: 205, P206 & U206 | REV: H | PAGE: 10.1

FORM NO. 80-161

SER 205-0001 THRU
SER 205-0577
SER P206-0001 & ON
SER U206-0001 & ON
SER 206-0001 THRU
SER 206-0275

LET	REVISION	BY DATE	CHK APPD
F	BY REV: ADD S-1831-1, S-1637-1, S-1637-2; SER IN LA12, GRN(1), H-LA13 & H-LA9: SER OUT-H-LA1, H-LA4, H-LA6 & GRN (SR7650)	DLD 7-24-73	DLP HRW DATE HGR WKB

CHG LET	REVISION	BY DATE	CHK APPD
A	REMOVED N/A FROM STD WIRES (SR 3694-10)	GLW 4-4-62	RRS HRW
B	ADD MODEL 206 S-1360-10 CKT BKR WAS S-1232-10 1270461-1 BUS BAR WAS 1270429-1 ADD NOTE 1 ON BUS BAR CABIN LIGHTS WAS NAVIGATION LIGHTS (SR 4038-G) (SR3983-G)	GLW 6-18-63	RRS HRW
C	ADDED P206 & U206 TO B/M; REMOVED 1270461-1 FROM E/T; ADDED WIRE LENGTHS TO W/T HF-LA5 WAS H-LA5 & HF-LA7 WAS H-LA7 (SR4956) (SR4957)	WJR 7-16-64	RRS HRW
D	INACTIVATED HF-LA5 & HF-LA7; ADDED GREEN WIRES (2) ADDED TP206 & TU206 TO MODEL BLOCK; ADDED DETAIL "A" (SR4901) (SR4902)	WJR 1-21-66	RRS WKB HRW
E	BY REV: ADD DETAIL B, LA10, LA11, 1210110-1 & S-2061-1; INACT DWG SER U206 01879 & ON & SER (SR7403) IX	LKW 4-23-73	DLP HRW WKB



NOTE:
1. COURTESY LIGHTS ARE OPTIONAL SER 205-0481 & ON, SER U206-0001 & ON & P206-0001 & ON. WIRES ARE STD.

ITEM NO	PART NO.	DESCRIPTION	SERIALS
9	S-1637-2	HOUSING-PLUG	
8	S-1637-1	HOUSING-CAP	
7	S-1831-1	SWITCH	
6	S-2061-1	SWITCH	
5	1210110-1	LIGHT INSTL	
4	1270430-1	LIGHT ASSY	
3	181522	DOME LIGHT ASSY	
2	0713029	SWITCH	
1	S-1360-10	CIRCUIT BREAKER	

EQUIPMENT TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		N/A	SERIALS
H-LA9	18			S-1636-2	S-1636-3		SER U20602156 & ON
LA13	18			S-1830-1	S-1367-6		SER U20602156 & ON
GRN(1)	18			S-1635-1	S-341-2		SER U20602156 & ON
GRN(1)	18			S-1635-1	S-341-2		SER U20602156 & ON
LA12	18			S-1830-1	SEE LA9		SER U20602156 & ON
BLK	18			S-1367-1-6	SOLDER		SER U20601701 & ON
LA11	18			S-1493-1	SOLDER		SER U20601701 & ON
LA10	18			S-1367-1-6	S-1493-1		SER U20601701 & ON
GREEN	18	S-1460-18-5	150	S-341-2	S-341-2		SER U206-0657 & P206-0307 THRU U20602155
GREEN	18	S-1460-18-5	150	S-341-2	S-341-2		SER U206-0657 & P206-0307 THRU U20602155
HF-LA7	18		150	S-341-2	S-341-2		INACTIVE: THRU P206-0306 & U206-0656
H-LA6	18		88	S-341-2	SEE H-LA9		THRU SER U20602156
HF-LA5	18		150	S-341-2	S-341-2		INACTIVE: THRU P206-0306 & U206-0656
H-LA9	18		51	S-1367-1-6	S-341-1		THRU SER U20602156
H-LA3	18		43	S-341-1	S-341-2		THRU SER U20601700
H-LA2	18		36	S-1367-1-6	SEE H-LA3		THRU SER U20601700
H-LA1	18		114	S-1367-1-6	S-1367-1-8		THRU SER U20602156

WIRE TABLE

CESSNA AIRCRAFT CO COMMERCIAL AIRCRAFT DIVISION WICHITA, KANSAS

	NAME	DATE
DRAWN	G WOOD	12-19-61
GROUP	[illegible]	1-24-62
CHECK	[illegible]	2-5-62
PROJ	[illegible]	2-7-62

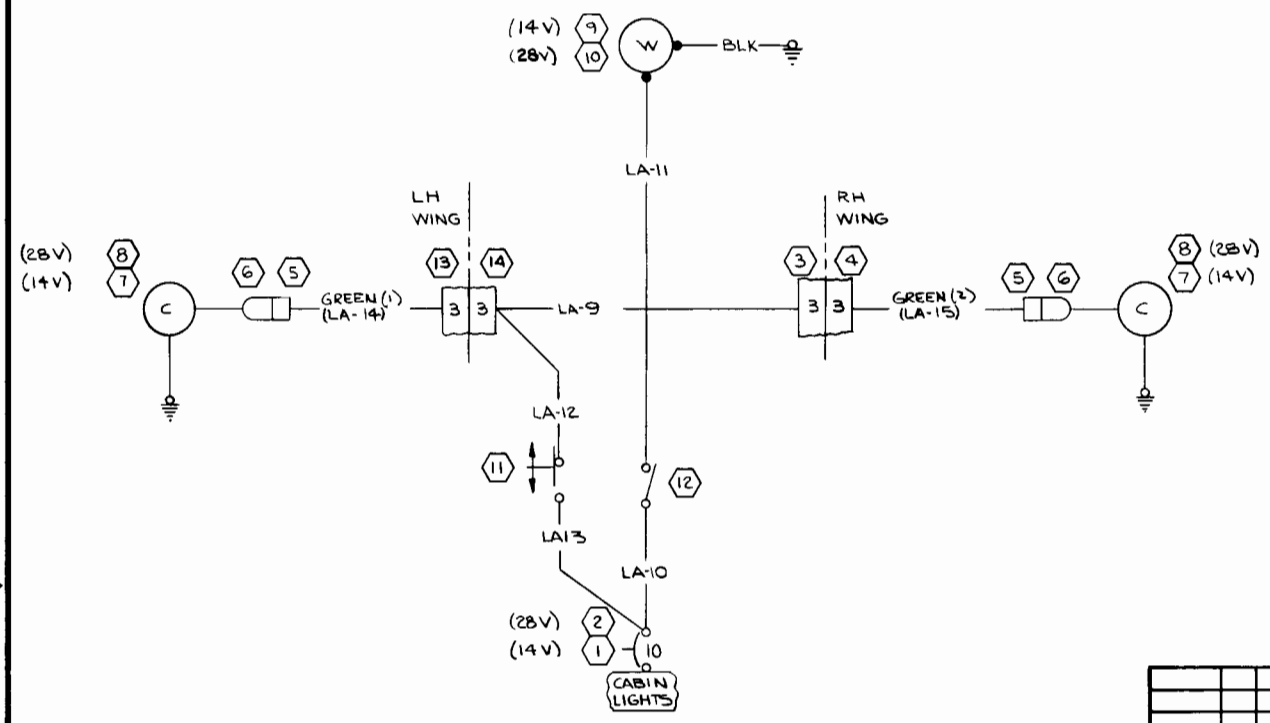
TITLE: WIRING DIAGRAM — DOME & COURTESY LIGHTS

Cessna.

DWG NO: 1270625

SUPERSEDED BY: P 11.1.2 | SUPERSEDES | MODEL: P206, U206 205, TP206, TU206 | REV: F | PAGE: 11.1

FORM NO. 80-161



LET	DESCRIPTION	DATE	APPD
A	BY REV: ADDED LA-14 & LA-15, LA9 WAS LA13, LA13 WAS LA1 & S-1831-1 WAS 0713029-0 (SR 7903) IS	20 7-24-73	DLP JPW MGR PATC DKB
B	BY REV: ADD S-1640-6 & S-1641-6; PIN 3 WAS 7; S-1640-12 & S-1641-12 WAS S-1640-9 & S-1641-9 MER EO 595 (NOW SHOP PRACTICE)	BLA 12-10-74	SCY (WHH JRS KAL LAB

ITEM NO.	PART NO.	DESCRIPTION
14	S-1641-6	HOUSING-SOCKET
13	S-1640-6	HOUSING-PIN
12	S-2160-1	SWITCH
11	S-1831-1	SWITCH
10	1210110-2	LIGHT INSTL
9	1210110-1	LIGHT INSTL
8	GE 308	LAMP
7	M515584-2	LAMP
6	S-1637-1	HOUSING
5	S-1637-2	HOUSING
4	S-1640-12	HOUSING-PIN
3	S-1641-12	HOUSING-SOCKET
2	S-1360-5L	CKT BKR
1	S-1360-10L	CKT BKR

EQUIPMENT TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
BLK	18	-18-0		S-1367-1-8	SOLDER	
GREEN (2) (LA-15)	18	-18-5		S-1635-1	S-1636-1	
GREEN (1) (LA-14)		-18-5		S-1635-1	S-1636-1	
LA13			128	S-1367-1-6	S-1830-1	
LA12			54	SEE LA9	S-1830-1	
LA11			10	S-1493-1	SOLDER	
LA10			126	S-1367-1-6	S-1493-1	
LA9	18		72	S-1636-3	S-1636-2	

WIRE TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX=CESSNA SPEC. NO. S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 11.1 & 11.1.1

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-4-73
GROUP	H. Wisell	4-27-73
DRAWN	WHITE	4-23-73
CHECK	E. YOUNGERS	4-27-73
STRESS	C. PATE	8 AUG 73
PROJ	Bergman	4-28-73
APPD	MGR	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

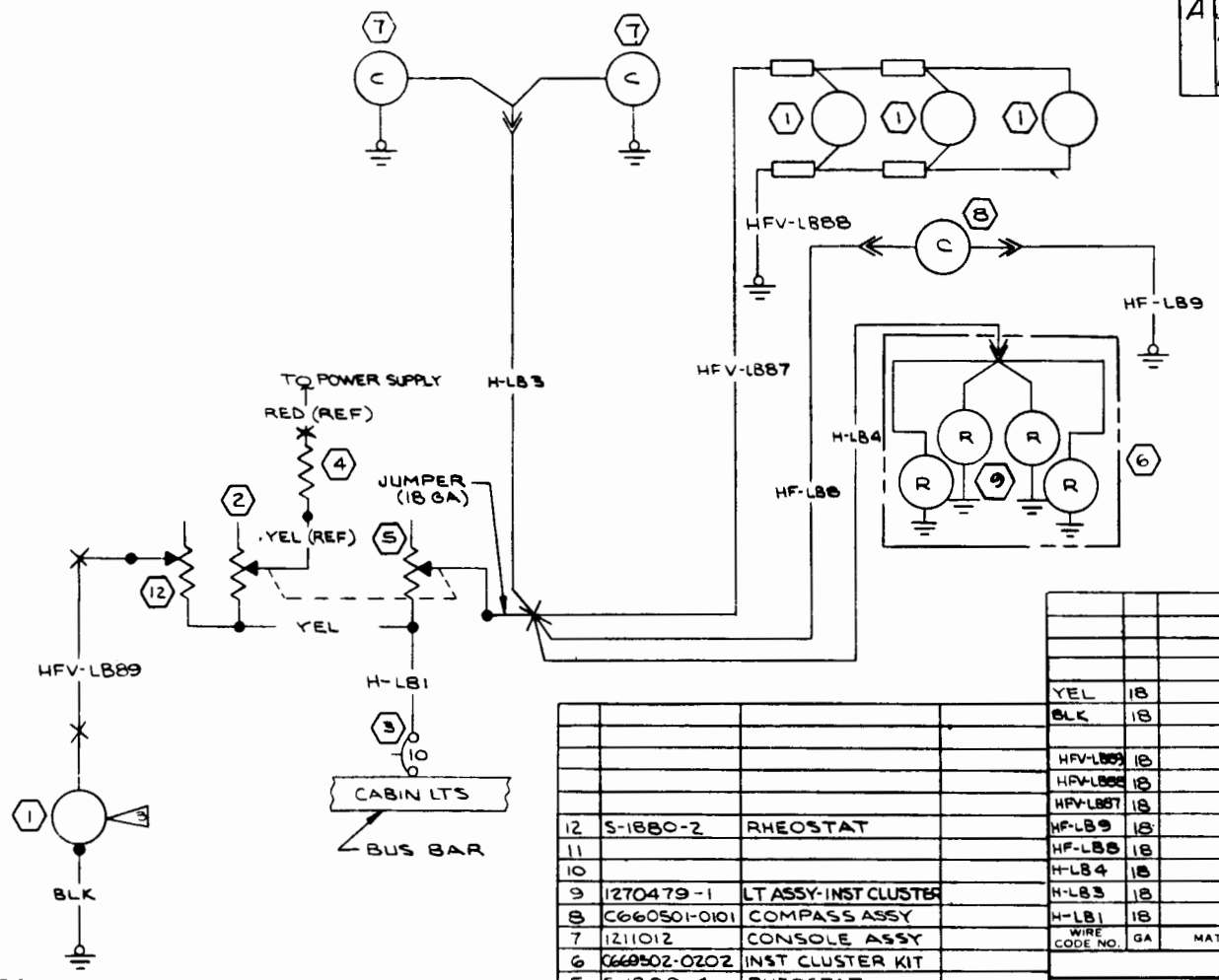
TITLE
WIRING DIAGRAM — DOME & COURTESY LIGHTS (14V & 28V)

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | SR7403 IS | PAGE: 11.1.2

FORM NO. 80-2158

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: DELETE S-1902-1, S-1894-1 & NOTE 3 AT ZONE 2B8(3); HFV-LB8B WAS HDFV-LB8B; HFV-LB87 WAS HDFV-LB87; HFV-LB89 WAS HDFV-LB89; ADD 1270479-1 ED&RR'S 10176 & 10162 (SR5401) & (SR5402) IL	EGY 10-17-68	JWH MOD REG HFW



NOTES:
1. CC2 STAK-ON TERMINAL (59730)
2. PERMNENT SPLICE
3. STANDARD LENSES FOR EYEBROW LIGHTS ARE RED & CESSNA WHITE IS OPTIONAL

ITEM NO.	PART NO.	DESCRIPTION	
		EQUIPMENT TABLE	
12	S-1880-2	RHEOSTAT	
11			
10			
9	1270479-1	LT ASSY-INST CLUSTER	
8	C660501-0101	COMPASS ASSY	
7	1211012	CONSOLE ASSY	
6	C660502-0202	INST CLUSTER KIT	
5	S-1880-4	RHEOSTAT	
4	VAL-3	6.8Ω RESISTOR	
3	S-1360-10	CIRCUIT BKR	
2	S-1880-6	RHEOSTAT	
1	23-288	LIGHT ASSY	(95263)

CES-1000 IS APPL.CABLE VENDOR CODES PER S-1400 CES-XXXX=CESSNA SPEC. NO. S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P11.2

SUPERSEDED BY: P 1616.0

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
YEL	18			SOLDER	SOLDER	
BLK	18			SOLDER	S-1367-1-8	
HFV-LB89	18			2	2	
HFV-LB8B	18			S-1370-2	S-1367-1-8	
HFV-LB87	18			1	S-1370-2	
HF-LB9	18			S-341-2	S-1367-1-8	
HF-LB8	18				S-341-2	
H-LB4	18				S-341-2	
H-LB3	18				S-341-2	
H-LB1	18			S-1367-1-8	SOLDER	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	G WOOD	8-26-68
GROUP	H. Wiso	8-21-68
DRAWN	YOUNGERS	8-13-68
CHECK	G. IRVIN	8-15-68
STRESS	ASHER	8-21-68
PROJECT	[illegible]	8-20-68
APPD	SWANEY	8-20-68

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE: WIRING DIAGRAM — INSTRUMENT LIGHTS

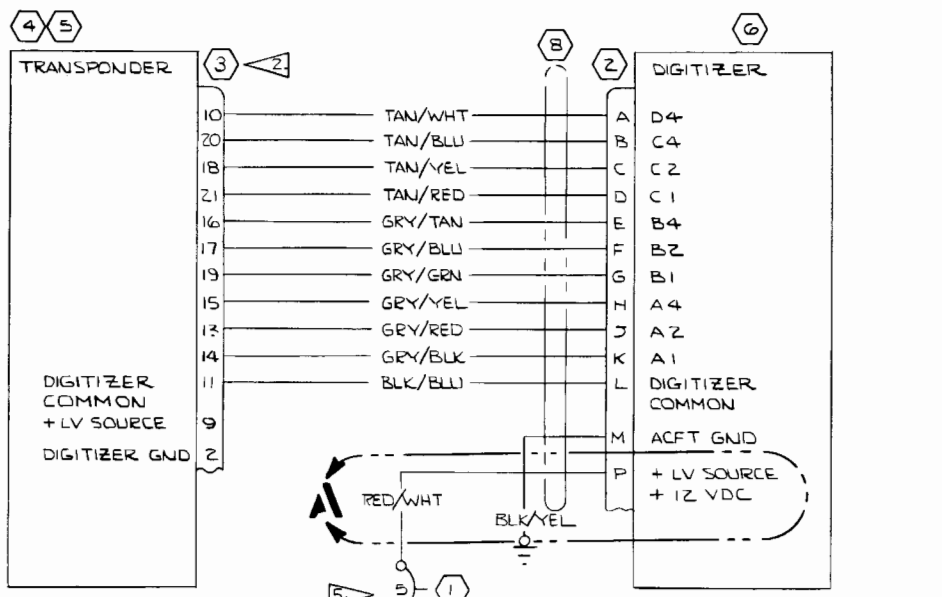
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

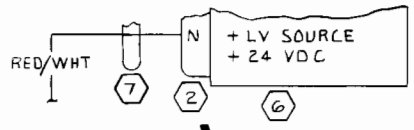
SCALE: NONE | U206 & P206 | PAGE: 11.2.1

ED&RR 03436 (SR5401) & (SR5402) IL

FORM NO 60 318A

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD NOTE NO. 5; DELETE TURN COORDINATOR FROM BUS BAR; ADD (SR7922) (SR7922)	MEM 3-5-74	DLO DRM WKB





DETAIL A
(APPLIES TO 24V INSTL)

NOTES:

1. FOR 24V WIRING & WIRE TERMINALS REFER TO 1571000 PAGE 9.2
2. TRANSPONDER CONNECTOR HOUSING IS PART OF TRANSPONDER CABLE ASSY
3. FOR WIRING DIAGRAM OF 300 & 400 TRANSPONDER REFER TO 3920143
4. PINS ARE CRIMP TYPE & VENDOR FURNISHED WITH CONNECTOR
5. ATTACH BOTH TRANPONDER AND ENCODING ALTIMETER TO NO. 4 RADIO CIRCUIT BREAKER.

ITEM NO.	PART NO.	DESCRIPTION
8	1570312-3	CABLE ASSY
7	1570312-1	CABLE ASSY
6	EA-401A	ALT DIGITIZER
5	RT-359A	TRANSPONDER
4	RT-459A	TRANSPONDER
3	S-2189-1	CONNECTOR
2	42816	CONNECTOR
1	S-1360-5L	CIRCUIT BREAKER

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX-CESSNA SPEC. NO. S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES:

SUPERSEDED BY:

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
RED/WHT	20	-20-2-9		S-1367-1-8	4	
BLK/YEL	22	-22-0-4		S-1367-1-8		
BLK/BLU		-22-0-6		S-2190-1		
GRY/BLK		-22-8-0				
GRY/RED		-22-8-2				
GRY/YEL		-22-8-4				
GRY/GRN		-22-8-5				
GRY/BLU		-22-8-6				
GRY/TAN		-22-8-10				
TAN/YEL		-22-10-4				
TAN/RED		-22-10-2				
TAN/BLU		-22-10-6				
TAN/WHT	22	-22-10-9		S-2190-1	4	

WIRE TABLE

CONTRACT NO:

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

	NAME	DATE
DESIGN		
GROUP	D.L. Darden	11-13-73
DRAWN	JL OLLER	11-9-73
CHECK	J. YOUEL	11-9-73
STRESS		
PROJ		11-19-73
APPD	DRM	
OTHER		

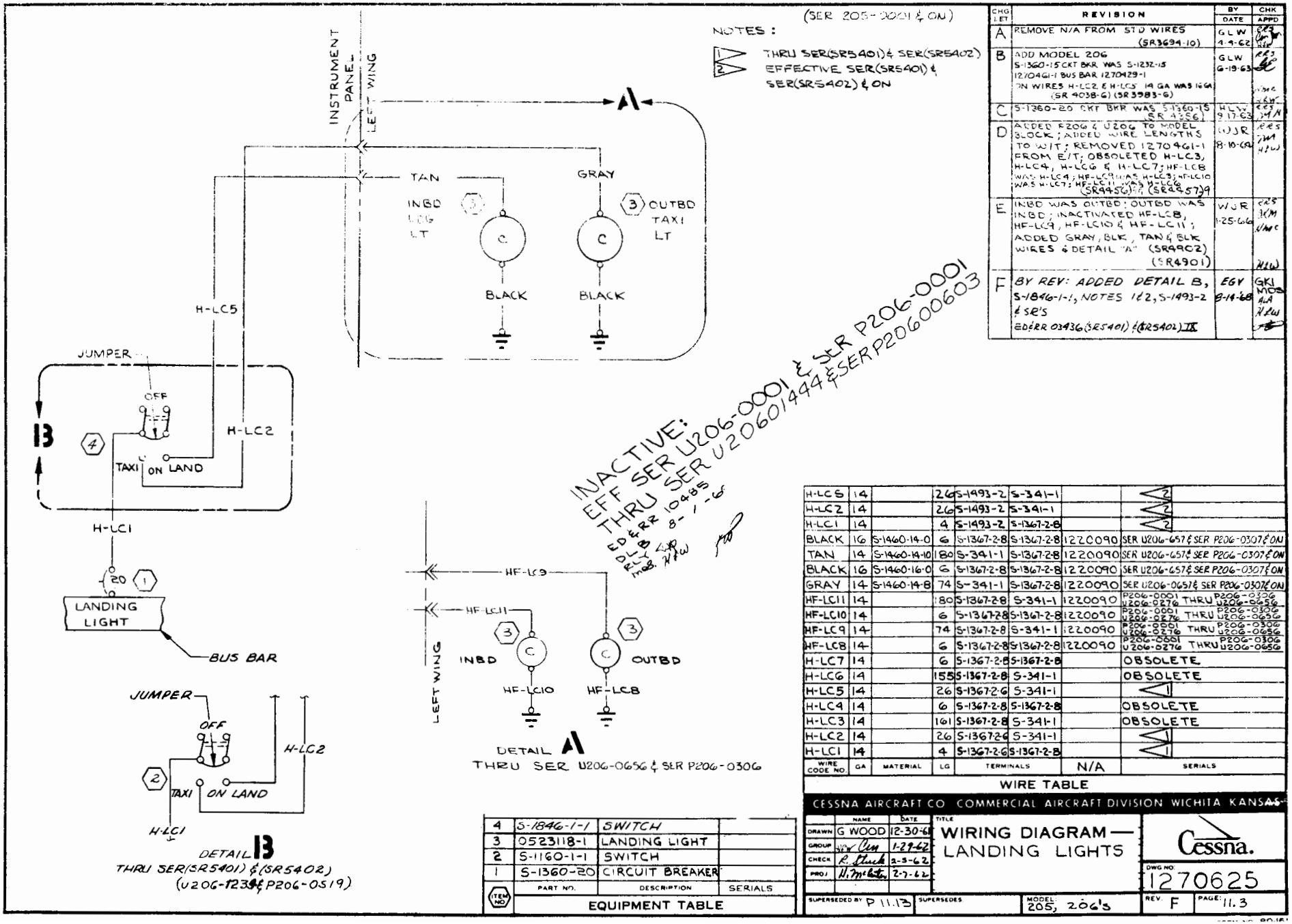
TITLE
WIRING DIAGRAM — ENCODING ALTIMETER (12 & 24 VOLT)

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE (SR7922) PAGE: 9-7

(SR7692)

FORM NO. 80-215B



CHG LET	REVISION	BY DATE	CHK APPD
A	REMOVE N/A FROM STD WIRES (SR3694-10)	GLW 4-4-62	
B	ADD MODEL 206 S-1360-15 CKT BKR WAS S-1232-15 1270461-1 BUS BAR 1270429-1 ON WIRES H-LC2 & H-LC5 19 GA WAS 16GA (SR 4038-G) (SR 3983-G)	GLW 6-19-63	
C	S-1360-20 CKT BKR WAS S-1360-15 (SR 4556)	HLW 9-17-63	
D	ADDED P206 & U206 TO MODEL BLOCK; ADDED WIRE LENGTHS TO W/T; REMOVED 1270461-1 FROM E/T; OBSOLETED H-LC3, H-LC4, H-LC6 & H-LC7; HF-LC8 WAS H-LC4; HF-LC9 WAS H-LC5; HF-LC10 WAS H-LC7; HF-LC11 WAS H-LC6 (SR4950) (SR4957)	WJR 8-10-64	
E	INBD WAS OUTBD; OUTBD WAS INBD; INACTIVATED HF-LC8, HF-LC9, HF-LC10 & HF-LC11; ADDED GRAY, BLK, TAN & BLK WIRES & DETAIL "A" (SR4902) (SR4901)	WJR 1-25-66	
F	BY REV: ADDED DETAIL B, S-1846-1-1, NOTES 1&2, S-1493-2 & SE'S EDERR 03436 (SR5401) & (SR5402)	EGY 8-14-68	

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		N/A	SERIALS
H-LC6	14		26	S-1493-2	S-341-1		2
H-LC2	14		26	S-1493-2	S-341-1		2
H-LC1	14		4	S-1493-2	S-1367-2-8		2
BLACK	16	S-1460-14-0	6	S-1367-2-8	S-1367-2-8	1220090	SER U206-657 & SER P206-0307 & ON
TAN	14	S-1460-14-10	180	S-341-1	S-1367-2-8	1220090	SER U206-657 & SER P206-0307 & ON
BLACK	16	S-1460-16-0	6	S-1367-2-8	S-1367-2-8	1220090	SER U206-657 & SER P206-0307 & ON
GRAY	14	S-1460-14-8	74	S-341-1	S-1367-2-8	1220090	SER U206-0651 & SER P206-0307 & ON
HF-LC11	14		180	S-1367-2-8	S-341-1	1220090	P206-0001 U206-0276 THRU P206-0306 U206-0656
HF-LC10	14		6	S-1367-2-8	S-1367-2-8	1220090	P206-0001 U206-0276 THRU P206-0306 U206-0656
HF-LC9	14		74	S-1367-2-8	S-341-1	1220090	P206-0001 U206-0276 THRU P206-0306 U206-0656
HF-LC8	14		6	S-1367-2-8	S-1367-2-8	1220090	P206-0501 U206-0276 THRU P206-0306 U206-0656
H-LC7	14		6	S-1367-2-8	S-1367-2-8		OBSOLETE
H-LC6	14		155	S-1367-2-8	S-341-1		OBSOLETE
H-LC5	14		26	S-1367-2-6	S-341-1		1
H-LC4	14		6	S-1367-2-8	S-1367-2-8		OBSOLETE
H-LC3	14		161	S-1367-2-8	S-341-1		OBSOLETE
H-LC2	14		26	S-1367-2-6	S-341-1		1
H-LC1	14		4	S-1367-2-6	S-1367-2-8		1

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	SERIALS
4	S-1846-1-1	SWITCH	
3	0523118-1	LANDING LIGHT	
2	S-1160-1-1	SWITCH	
1	S-1360-20	CIRCUIT BREAKER	

EQUIPMENT TABLE

CESSNA AIRCRAFT CO COMMERCIAL AIRCRAFT DIVISION WICHITA KANSAS

	NAME	DATE
DRAWN	G WOOD	12-30-61
GROUP		1-29-62
CHECK	R. Stuck	2-5-62
PROJ	H. McCoy	2-7-62

TITLE: WIRING DIAGRAM — LANDING LIGHTS

Cessna.

DWG NO. 1270625

REV. F

PAGE: 11.3

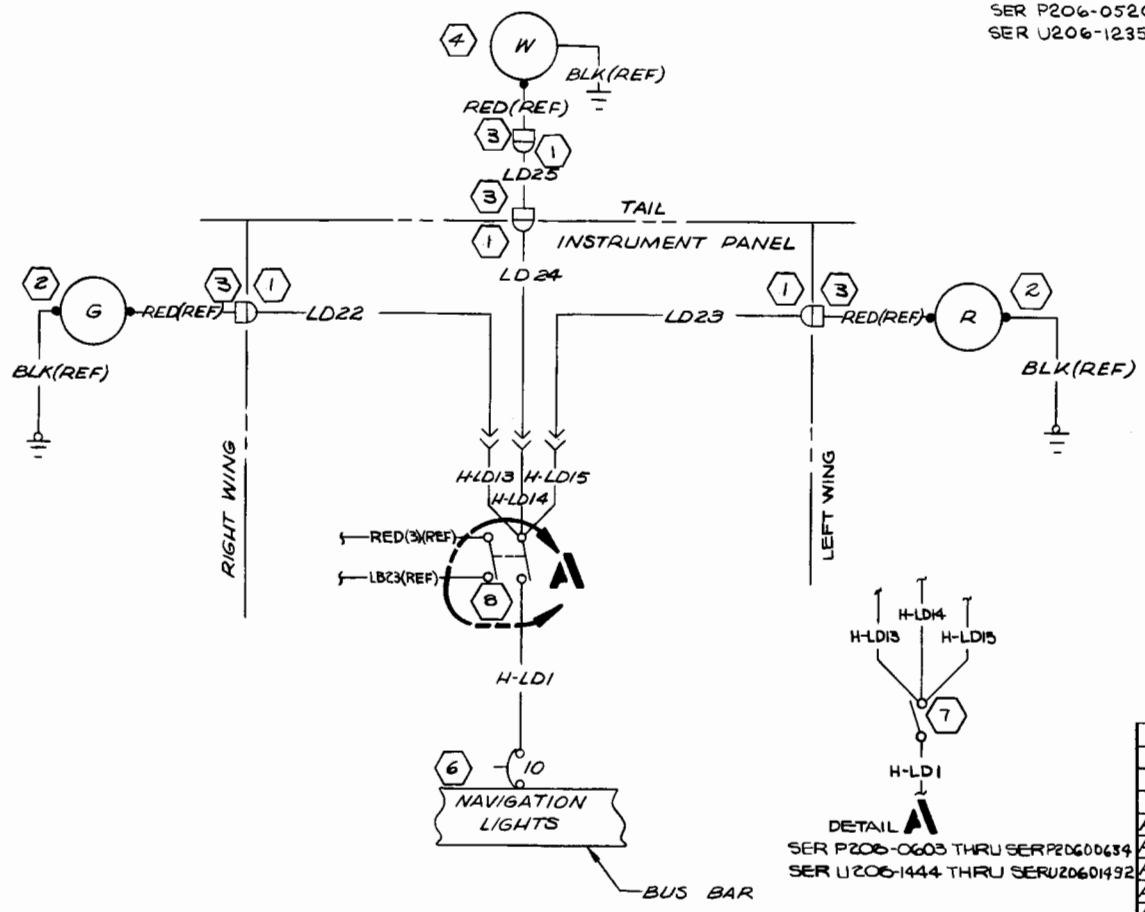
SUPERSEDED BY P 11.13

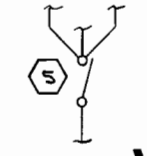
SUPERSEDES

MODEL: 205, 206's

SER P206-0520 & ON
SER U206-1235 & ON

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: SER OUT S-1845-1-1; SER IN S-1845-1-2; ADD DETAIL A ED & RR 10485 (SR6005)(SR6006)	DLB 8-1-69	RLY mcb LAR HRW
B	BY REV: ADD DETAIL "A", S-1844-1-2 & SER: ADD RED(3)(REF) & LB23(REF) EDRR 10829 (SR6452)	DLP 1-5-70	UWH RLY HRW DOH





DETAIL A
THRU SER P206-0603 &
SER U206-1444

ITEM NO.	PART NO.	DESCRIPTION	SERIALS
8	S-1844-1-2	SWITCH	
7	S-1845-1-2	SWITCH	
6	S-1360-10	CIRCUIT BREAKER	
5	S-1845-1-1	SWITCH	
4	C622001-0102	TAIL LIGHT ASSY	
3	S-1637-2	HOUSING	
2	C622001-0201	LIGHT ASSY	
1	S-1637-1	HOUSING	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P. 11.4
SUPERSEDED BY: P. 11.4.3

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-LD25	18		20	S-1636-1	S-1635-1	
H-LD24	18		339	S-341-2	S-1635-1	
H-LD23	18		65	S-341-2	S-1635-1	
H-LD22	18		66	S-341-2	S-1635-1	
H-LD15	18		27	S-341-2	S-1493-1	
H-LD14	18		352	S-341-2	S-1493-1	
H-LD13	18		50	S-341-2	S-1493-1	
H-LD1	18		4	S-1367-18	S-1493-1	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	G WOOD	8-26-68
GROUP	H. Wirt	8-21-68
DRAWN	E. YARBROUGH	8-14-68
CHECK	GK IRVIN	8-19-68
STRESS	ASHER	8-21-68
PROJECT		
APPD	SWANEY	8-20-68

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

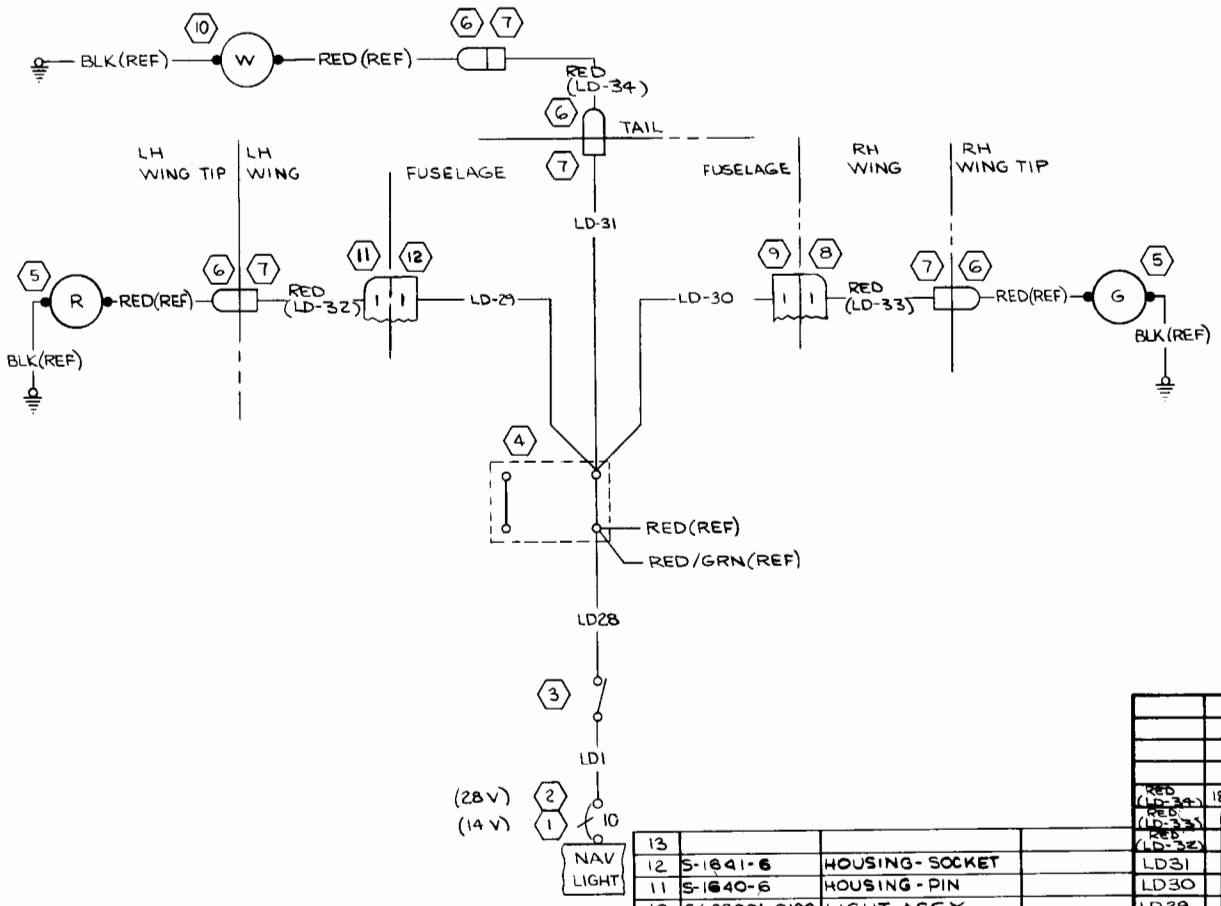
TITLE
WIRING DIAGRAM — NAVIGATION LIGHTS

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 & 206 | PAGE: 11.4.1

FORM NO. 80-218A

ED & RR 03436 (SR5401) IX & (SR5402) IX



REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADDED LD-32, LD-33 & LD-33 (SR7403) IX	RAM 8-10-73	DJP RW MGR JKB
B	BY REV: ADD WIRE LENGTHS ; ; S-1640-12 & S-1641-12 WAS S-1640-9 & S-1641-9, S-1640-6 & S-1841-6 WAS S-1640-9 & S-1641-9 ; MER EO 393 (NOW SHOP PRACTICE)	BLA 12-10-74	JCW GRB KAL CAS

ITEM NO.	PART NO.	DESCRIPTION
13		
12	S-1841-6	HOUSING-SOCKET
11	S-1640-6	HOUSING-PIN
10	C622001-0102	LIGHT ASSY
9	S-1641-12	HOUSING-SOCKET
8	S-1640-12	HOUSING-PIN
7	S-1637-2	HOUSING
6	S-1637-1	HOUSING
5	C622001-0201	LIGHT ASSY
4	34002-55	TERMINAL BLOCK
3	S-2160-1	SWITCH
2	S-1360-3L	CKT BKR
1	S-1360-10L	CKT BKR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 11.4.1 & P11.4.2

SUPERSEDED BY:

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
RED (LD-34)	18	-18-2		S-1636-1	S-1635-1	
RED (LD-33)	↑	-18-2	190	S-1636-1	S-1635-1	
RED (LD-32)	↓	-18-2	190	S-1636-1	S-1635-1	
LD31			352	S-1829-1	S-1636-1	
LD30			75	↑	S-1636-1	
LD29			27	↓	S-1636-1	
LD28	↓		7	S-1829-1	S-1493-1	
LD1	18		6	S-1367-1-6	S-1493-1	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-4-73
GROUP	R. Winn	4-27-73
DRAWN	WHITE	4-23-73
CHECK	R. YOUNGERS	4-27-73
STRESS		
PROJ	Bergman	4-28-73
APPD	MGR	
OTHER		

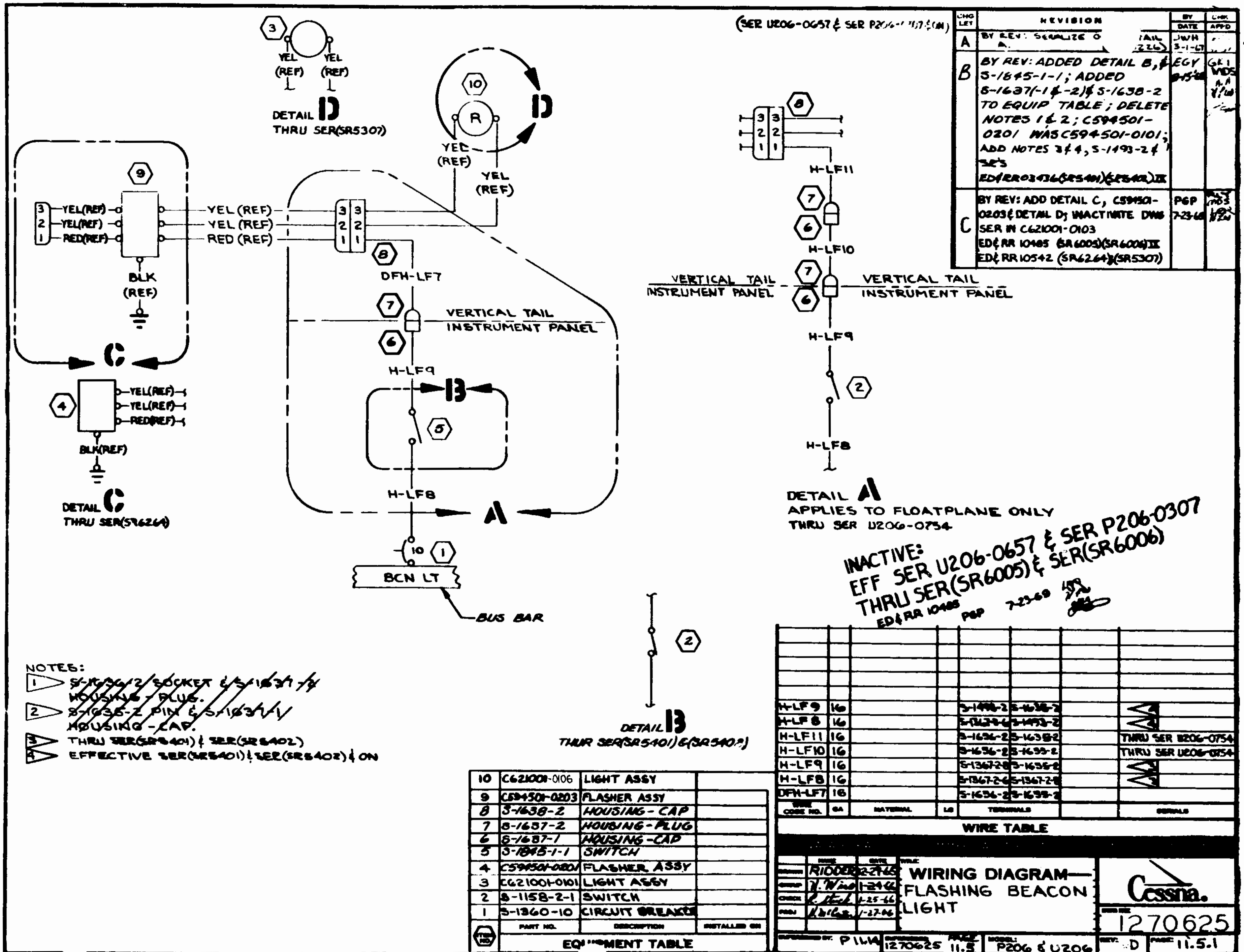
Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — NAVIGATION LIGHTS

SIZE C | CODE IDENT. NO. 71379 | DWG NO 1270625

SCALE: NONE | (SR 7403) IX | PAGE: 11.4.3

FORM NO. 80-215B



CHG LET	REVISION	BY DATE	CHK APPD
A	BY REV: SERIALIZE ...	JWH 3-1-67	
B	BY REV: ADDED DETAIL B, & S-1845-1-1; ADDED S-1637(-1 & -2) & S-1638-2 TO EQUIP TABLE; DELETE NOTES 1 & 2; C594501-0201 WAS C594501-0101; ADD NOTES 3 & 4, S-1493-2 & ... ED/RR03436(SR5401)(SR5402)IX	EGY	
C	BY REV: ADD DETAIL C, C594501-0203 & DETAIL D; INACTIVATE DWG SER IN C621001-0103 ED& RR 10485 (SR6005)(SR6006)IX ED& RR 10542 (SR6264)(SR5307)	P&P 7-23-69	

NOTES:
1. ~~S-1636-2 SOCKET & S-1637-1 HOUSING - PLUG.~~
2. ~~S-1635-2 PIN & S-1637-1 HOUSING - CAP.~~
3. THRU SER(SR5401) & SER(SR5402)
4. EFFECTIVE SER(SR5401) & SER(SR5402) & ON

ITEM NO.	PART NO.	DESCRIPTION	INSTALLED ON
10	C621001-0106	LIGHT ASSY	
9	C594501-0203	FLASHER ASSY	
8	S-1638-2	HOUSING - CAP	
7	S-1637-2	HOUSING - PLUG	
6	S-1637-1	HOUSING - CAP	
5	S-1845-1-1	SWITCH	
4	C594501-0201	FLASHER ASSY	
3	C621001-0101	LIGHT ASSY	
2	S-1158-2-1	SWITCH	
1	S-1360-10	CIRCUIT BREAKER	

EQUIPMENT TABLE

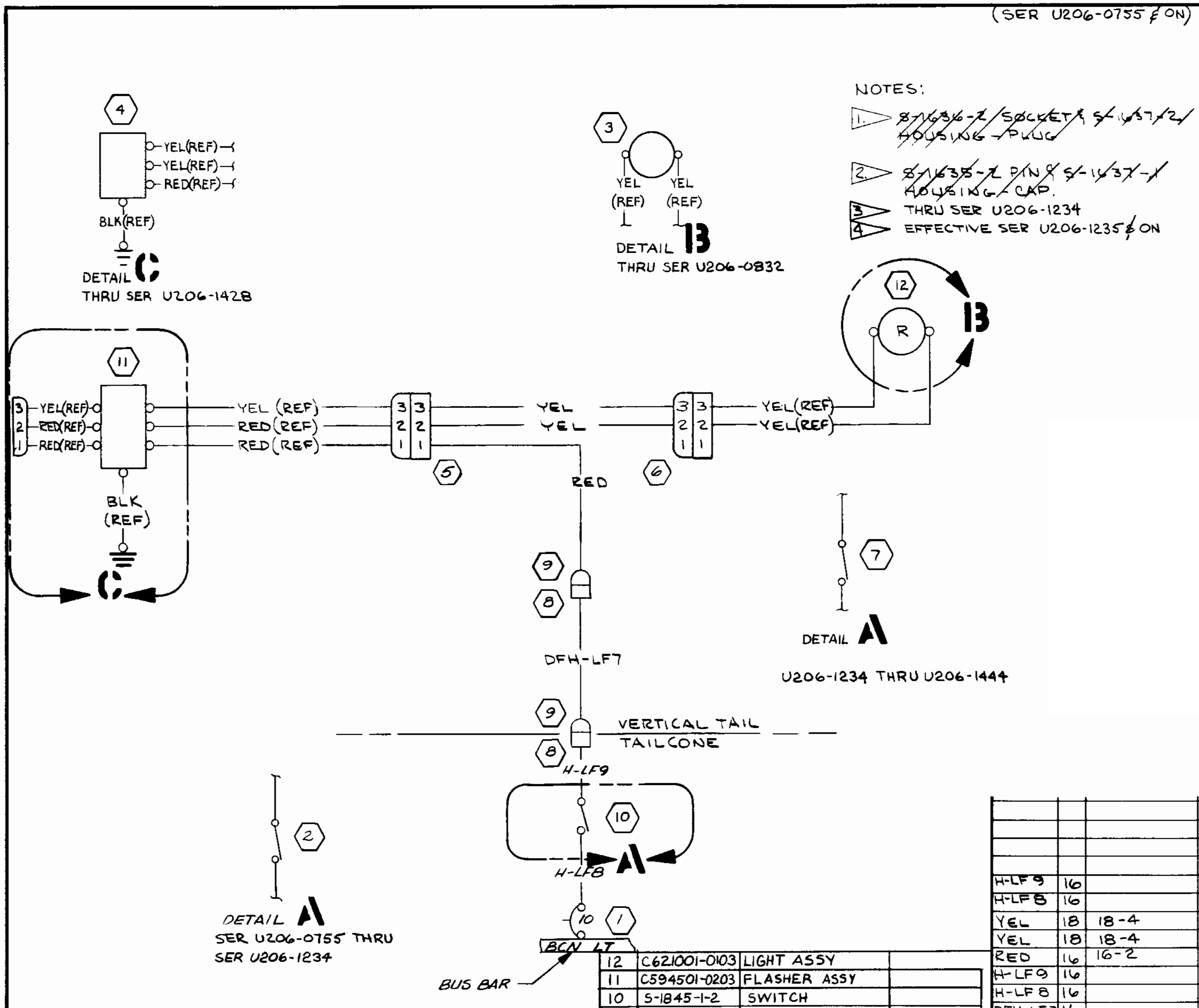
WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
H-LF9	16			S-1493-2	S-1636-2		Note 4
H-LF8	16			S-1367-2-6	S-1493-2		Note 4
H-LF11	16			S-1636-2	S-1635-2		THRU SER U206-0754
H-LF10	16			S-1636-2	S-1635-2		THRU SER U206-0754
H-LF9	16			S-1367-2-8	S-1635-2		Note 3
H-LF8	16			S-1367-2-6	S-1367-2-8		Note 3
DFH-LF7	16			S-1636-2	S-1635-2		

WIRE TABLE

WIRING DIAGRAM — FLASHING BEACON LIGHT

Cessna. 1270625

Drawn: RIDDER 2-21-66; 1-24-66; 1-25-66; 1-27-66. Superseded by: P1114; Supersedes: 1270625 Page 11.5; Model: P206 & U206; Rev: D; Page: 11.5.1



CHG LET	REVISION	BY / DATE	CHK / APPD
A	BY REV: ADDED DETAIL A & 1845-1-1; DELETE NOTES 1 & 2; ADDED S-1637(-1 & -2) TO EQUIP TABLE; S-1638-1 WAS S-1638-2 & S-1638-2 WAS S-1638-1, C594501-0201 WAS C594501-0101; YEL 18 GA. WAS YEL 16 GA; ADD NOTES 3 & 4, S-1493-2 & SR'S ED & RR03436 (SR5401)(SR5402) IX	EGY 8-15-68	GKL MOS ALA HEW
B	BY REV: ADD DETAIL B, DETAIL C S-1845-1-2, C594501-0203 & C621001-0103 ED & RR 10542 (SR6264) ED & RR 10485 (SR6005)(SR6006) IX; (SR 5307)	PGP 7-23-69	RLY MOS
C	BY REV: RED (REF) WAS YEL (REF) / PIN 2 ON C594501-0203 ED & RR 10048	RLY 6-8-70	LKW RLY HEW

ITEM NO	PART NO.	DESCRIPTION	INSTALLED ON
12	C621001-0103	LIGHT ASSY	
11	C594501-0203	FLASHER ASSY	
10	S-1845-1-2	SWITCH	
9	S-1637-2	HOUSING - PLUG	
8	S-1637-1	HOUSING - CAP	
7	S-1845-1-1	SWITCH	
6	S-1638-1	HOUSING PLUG	
5	S-1638-2	HOUSING CAP	
4	C594501-0201	FLASHER UNIT	
3	C621001-0101	LIGHT ASSY	
2	S-1158-2-1	SWITCH	
1	S-1360-10	CIRCUIT BREAKER	

EQUIPMENT TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-LF9	16			S-1493-2	S-1635-2	4
H-LF8	16			S-1367-2-6	S-1493-2	4
YEL	18	18-4	8"	S-1635-2	S-1636-2	
YEL	18	18-4	8"	S-1635-2	S-1636-2	
RED	16	16-2	18"	S-1636-2	S-1635-2	
H-LF9	16			S-1367-2-6	S-1635-2	3
H-LF8	16			S-1367-2-6	S-1367-2-6	3
DFH-LF7	16			S-1636-2	S-1635-2	

WIRE TABLE

CESSNA AIRCRAFT CO., COMMERCIAL AIRCRAFT DIVISION, WICHITA, KANSAS

	NAME	DATE
DRAWN	J.W. HARRIS	3-1-67
GROUP	H. Wise	3-7-67
CHECK	YAKSHAW	3-3-67
PROJ	H. McCarter	3-8-67

TITLE: WIRING DIAGRAM — FLASHING BEACON LIGHT (FLOATPLANE)

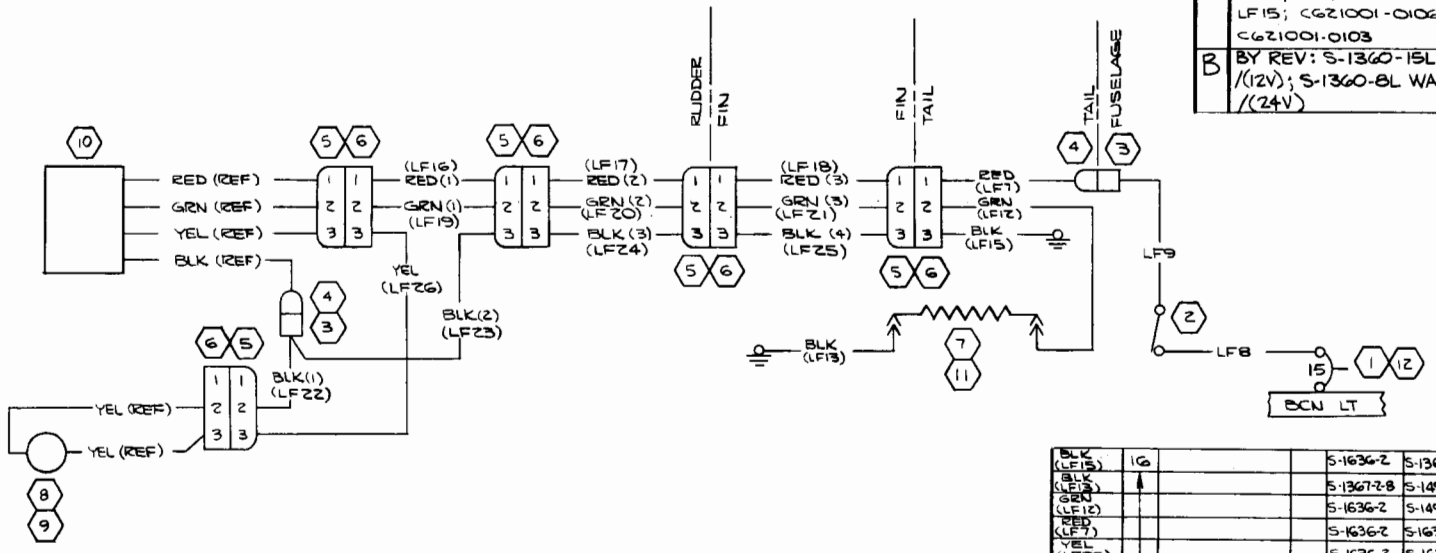
Cessna

DWG NO: 1270625

SUPERSEDED BY: P11.5.4 | SUPERSEDES: DETAIL "A" P11.5.1 | MODEL: U206 | REV: C | PAGE: 11.5.2

FORM NO. 80-161A

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD NOTE 1 , RED, GRN, BLK & SER; SER OUT LF7, LF12, LF13 & LF15; CGZ1001-0106 WAS CGZ1001-0103 (SR7473)	DLP 1-10-73	BAH WKW MARK WKB
B	BY REV: S-1360-15L WAS S-1360-10L /(12V); S-1360-8L WAS S-1360-5L /(24V) (SR8260)	BAH 5-13-75	DKM



WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
BLK (LF15)	16			S-1636-2	S-1367-2-8	SER U20602209 & ON
BLK (LF13)				S-1367-2-8	S-1493-2	SER U20602209 & ON
GRN (LF12)				S-1636-2	S-1493-2	SER U20602209 & ON
RED (LF7)				S-1636-2	S-1635-2	SER U20602209 & ON
YEL (LF26)				S-1636-2	S-1635-2	
BLK (4) (LF25)				S-1636-2	S-1635-2	
BLK (3) (LF24)				S-1636-2	S-1635-2	
BLK (2) (LF23)				S-1636-2	S-1635-2	
BLK (1) (LF22)				S-1635-2	S-1636-2	
GRN (3) (LF21)				S-1636-2	S-1635-2	
GRN (2) (LF20)						
GRN (1) (LF19)						
RED (3) (LF18)						
RED (2) (LF17)						
RED (1) (LF16)					S-1635-2	
LF15				S-1636-2	S-1367-2-8	THRU SER U20602208
LF13				S-1367-2-8	S-1493-2	THRU SER U20602208
LF12				S-1636-2	S-1493-2	THRU SER U20602208
LF9				S-1636-2	S-1493-2	
LF8				S-1493-2	S-1367-2-8	
LF7	16			S-1636-2	S-1635-2	THRU SER U20602208

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	
12	S-1360-8L	CKT BKR	(24V)
11	OR95-6	RESISTOR (83777)	(24V)
10	C594502-0101	FLASHER	
9	CGZ1001-0106	LIGHT ASSY	(12V)
8	CGZ1001-0102	LIGHT ASSY	(24V)
7	OR95-1.5	RESISTOR (83777)	(12V)
6	S-1638-1	HOUSING-PLUG	
5	S-1638-2	HOUSING-CAP	
4	S-1637-1	HOUSING	
3	S-1637-2	HOUSING	
2	S-1845-1-2	SWITCH	
1	S-1360-15L	CKT BKR	(12V)

EQUIPMENT TABLE

NOTES:

1. COLORED WIRES BEARING CES 1100 CODING IN PARENTHESIS SHALL NOT BE STAMPED. CES 1100 CODING ON THESE WIRES IS FOR PARTS LIST USE ONLY

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX=CESSNA SPEC. NO. S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 11.5.4

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	H. Wisel	11-3-72
DRAWN	PAPE	11-2-72
CHECK	R. YOUNGERS	11-2-72
STRESS		
PROJ	Bergman	11-3-72
APPD		
OTHER		

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

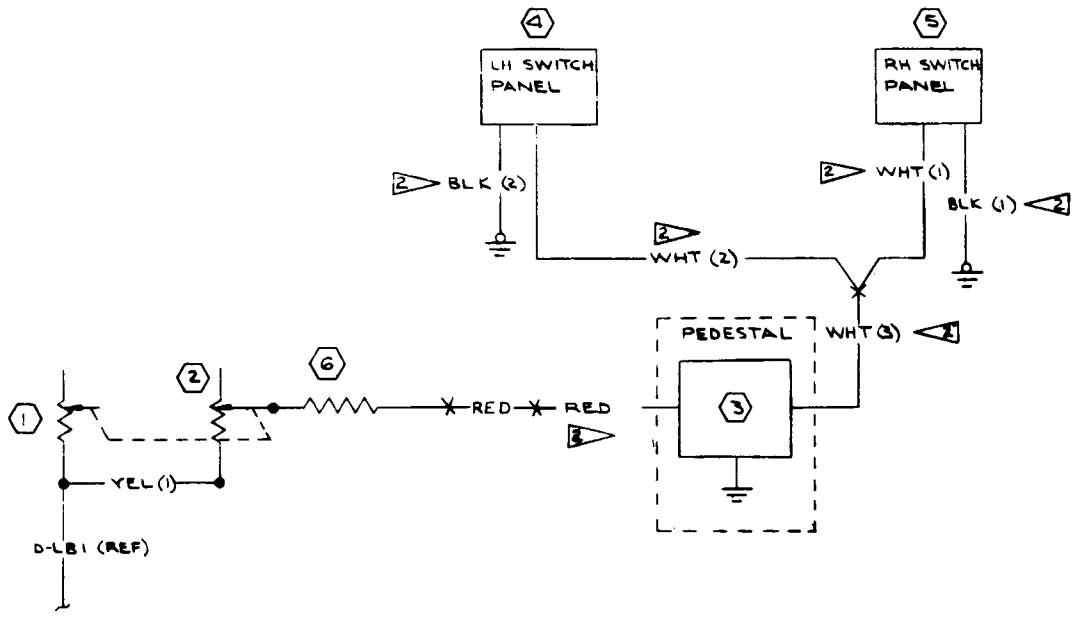
TITLE: WIRING DIAGRAM — FLASHING BEACON (FLOATPLANE)

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | 206 | PAGE: 11.5.4.1

FORM NO. 80-2158

(SR7061) (REF)



REVISION			
LET	DESCRIPTION	DATE	APPD

NOTES:
1. TO BE RETAINED IN TERMINAL WIRE MUST BE STRIPPED, DOUBLED & TWISTED
2. THESE WIRES ARE VENDOR FURNISHED.

ITEM NO	PART NO.	DESCRIPTION	
		EQUIPMENT TABLE	
6	VAL-3	6.8Ω RESISTOR	(94310)
5	1213192-1	PANEL	
4	213191-1	PANEL	
3	C613001-0201	INVERTA PAK	
2	S-1880-1	RHEOSTAT	
1	S-1880-4	RHEOSTAT	

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
		WIRE TABLE					
WHT (2)	22	-22-9		SOLDER			
WHT (4)	22	-22-9		SOLDER			
BLK (2)	22	-22-0		SOLDER	S-1367-1	2	
BLK (1)	22	-22-0		SOLDER	S-1367-1	1	
WHT (3)	22	-22-9		SOLDER	S-1310-1	2	
RED	18	-18-4		S-1370-1	S-1370-1		
YEL (1)	18	-18-4		SOLDER	SOLDER		

CONTRACT NO:

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

	NAME	DATE
DESIGN		
GROUP	N. Wise	7-15-68
DRAWN	YOUNGER	7-11-68
CHECK	G. IRVIN	7-12-68
STRESS	REGGIDE	7-15-68
PROJECT	Walton	7-12-68
APPD	SWANEY	7-12-68

TITLE: WIRING DIAGRAM — ELECTRO LUMINESCENT PANEL

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 & P206 | PAGE: 11.9.1

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P11.9

SUPERSEDED BY: P11.13

FORM NO. 80 2192

ED&RR03412 (SR5401)&(SR5402) IX

NOTES:

1. TYPICAL 17 PLACES
2. STANDARD EQUIPMENT
3. WHEN POST LIGHTS ARE INSTALLED LB3 & LB87 ARE CONNECTED TO CONSOLE SIDE OF S-1847-2-1 INSTEAD OF S-1880-4 RHEOSTAT
4. TYPICAL 16 PLACES

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: S-1847-2-1 WAS S-1847-1-1 ED&RR 10084 (SR5401) & (SR5402) IX	JWH 9/20/68	
B	BY REV: ADD HFV-LB87(REF) WIRE; DELETE S-1894-1, S-1902-1, 1813/2LW1; ADD 1270479-2 ED&RR'S 10176 & 10162 (SR5401) (SR5402) IX	EGY 10/17/68	JWH MDS NLW MRW

ITEM NO.	PART NO.	DESCRIPTION	
		EQUIPMENT TABLE	
12	VAL-3	6.8 Ω RESISTOR	(94310)
11	S-1880-6	RHEOSTAT	
10	FRL-5-2	2 Ω RESISTOR	(94310)
9	1270479-2	LT ASSY	
8	S-1847-2-1	SWITCH	
7	C669502-0202	INST CLUSTER	
6			
5	S-1899-1	POST LIGHT ASSY	
4			
3	S-1899-2	POST LIGHT ASSY	
2	S-1880-4	RHEOSTAT	
1	S-1360-10	CIRCUIT BKR	

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P11.10

SUPERSEDED BY: P11.17.0

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
RED/YEL(1)	22	-22-2-4		SOLDER	SOLDER	1	
RED/YEL(1)	22	-22-2-4		S-341-2	SOLDER	1	
BLK (3)	22	-22-0		SOLDER	S-1367-1-8		
BLK (2)	22	-22-0		SOLDER	SOLDER	4	
BLK (1)	22	-22-0		SOLDER	S-341-2		
DHF-LB85	20			S-341-2	S-1370-1		
DHF-LB84	20			S-341-2	S-1370-1		
DHF-LB83	20			SOLDER	S-1367-1-8		
DHF-LB82	20			SOLDER	SOLDER		
DHF-LB81	20			S-341-2	S-1367-1-8		
DHF-LB80	20			S-341-2	S-1367-1-8		
LB51	18			S-1367-1-8	S-341-2		

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	G WOOD	8-26-68
GROUP	H Wise	8-21-68
DRAWN	YOUNGBERG	8-13-68
CHECK	G. IRWIN	8-15-68
STRESS	BAUER	8-21-68
PROJECT		
APPD	SMALEY	8-20-68

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

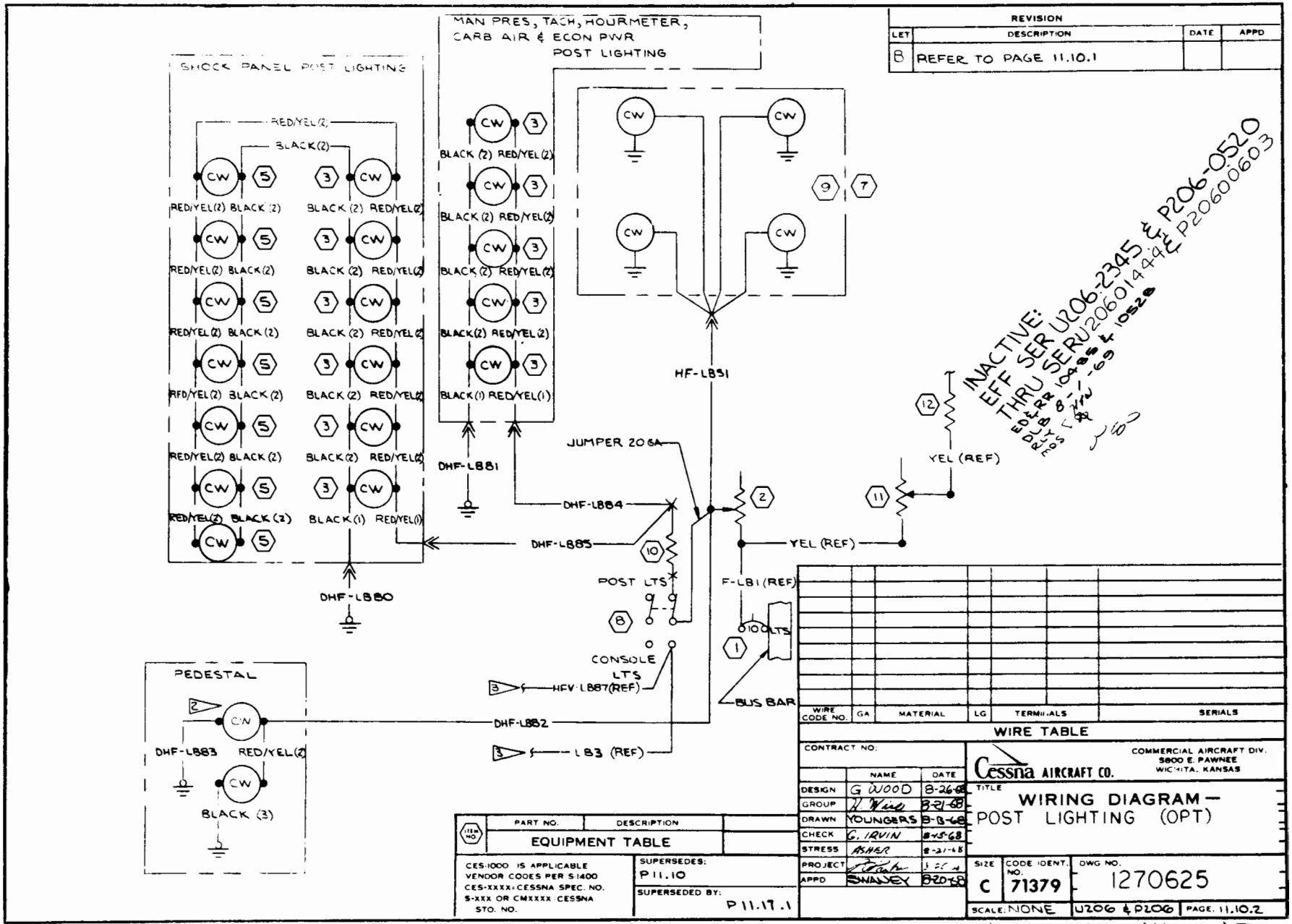
TITLE: WIRING DIAGRAM — POST LIGHTING (OPT)

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 & P206 | PAGE: 11-10.1

FORM NO 80 318A

ED&RR 03436 SER P206-0520 & ON



REVISION			
LET	DESCRIPTION	DATE	APPD
B	REFER TO PAGE 11.10.1		

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS	SERIALS

WIRE TABLE

PART NO.	DESCRIPTION
	EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX-CESSNA SPEC. NO.
S-XXX OR CMXXXX-CESSNA STO. NO.

SUPERSEDES: P11.10
SUPERSEDED BY: P11.17.1

CONTRACT NO:

	NAME	DATE
DESIGN	G WOOD	8-26-68
GROUP	[illegible]	8-21-68
DRAWN	YOUNGERS	8-8-68
CHECK	C. IRVIN	8-15-68
STRESS	ASHER	8-21-68
PROJECT	[illegible]	[illegible]
APPD	SWANEY	8-20-68

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE: WIRING DIAGRAM — POST LIGHTING (OPT)

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

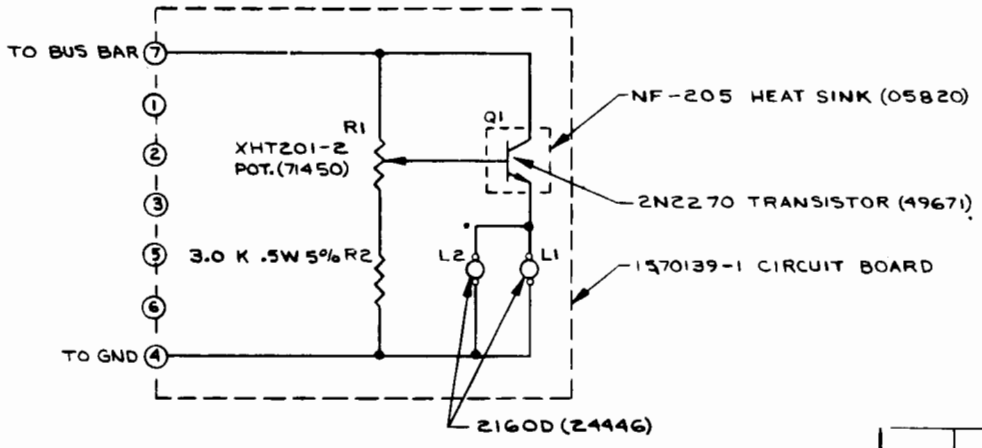
SCALE: NONE | U206 & P206 | PAGE 11.10.2

ED & RR 03436 (SR5401) & (SR5402) IX

NOTES:

1. ALL MATERIALS DEFINED ON THIS DRAWING ARE FOR REFERENCE AND TECHNICAL USE ONLY

REVISIONS			
LTR	DESCRIPTION	DATE	APPROVED



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS

WIRE TABLE

PART NO.	DESCRIPTION
	EQUIPMENT TABLE

SUPERSEDES: 1255T-794
SUPERSEDED BY: P 11.11.1

CONTRACT NO.

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E PAWNEE
WICHITA, KANSAS

	NAME	DATE
DESIGN	J WEDEL	7-27-67
GROUP	[illegible]	7-27-67
DRAWN	C. GARCIA	9-19-67
CHECK	R. STUCK	9-19-67
STRESS	[illegible]	9-19-67
PROJECT	[illegible]	9-19-67
APPD	[illegible]	9-19-67

TITLE
WIRING DIAGRAM —
MAP LIGHT, CONTROL WHEEL
(12 VOLT)

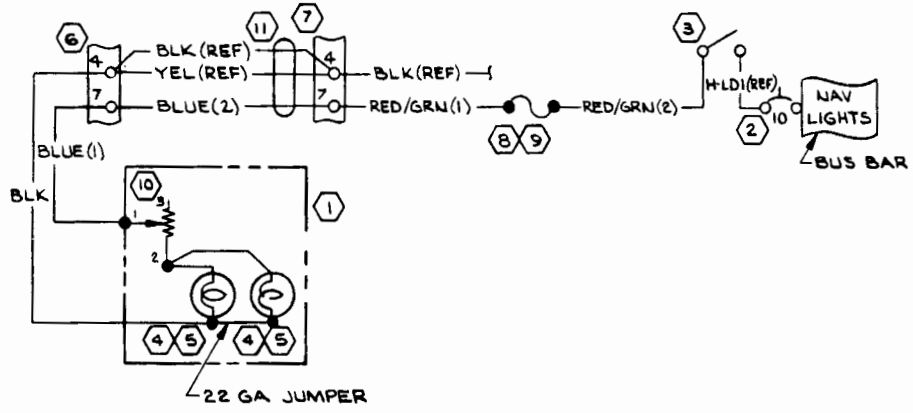
SIZE	CODE IDENT. NO	DWG NO
C	71379	1270625

SCALE NONE | U206 | PAGE 11.11.0

SER U206-0915 & ON

SER P20600604 & ON
SER U20601445 & ON

REVISION			
LET	DESCRIPTION	DATE	APPD



NOTES:

1. PART OF SF-1030-BX (08261) CABLE
2. 329636 (00779) TERMINAL

ITEM NO	PART NO.	DESCRIPTION	
	EQUIPMENT TABLE		
11	SF-1030-BX	CABLE	08261
10	K-350	POT	10582
9	HHJ-A	FUSEHOLDER	71400
8	AGC-1/2	FUSE	71400
7	351-11-08-001	TERM. BLOCK	71785
6	351-11-07-001	TERM. BLOCK	71785
5	S-1902-1	SOCKET	
4	S-1894-1	LAMP	
3	S-1895-1-2	SWITCH	
2	S-1360-10	CKT BKR	
1	1270686-1	MAPLIGHT ASSY	

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA
STD. NO.

SUPERSEDES: 1270625 PAGE 11-11

SUPERSEDED BY: ? 11.11.2

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
BLK	22	-22-0		<2	SOLDER	
RED/GRN(2)	22	-22-2-5		SOLDER	S-1493-1	
RED/GRN(1)	22	-22-2-5		<2	SOLDER	
BLUE(2)		<1		<2	<2	
BLUE(1)	22	-22-6		<2	SOLDER	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	H. Wise	9-3-69
DRAWN	MONICAL	8-28-69
CHECK	J. HARRIS	8-29-69
STRESS	[illegible]	9-2-69
PROJ	[illegible]	9-2-69
APPD	M. Swaney	8-29-69
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

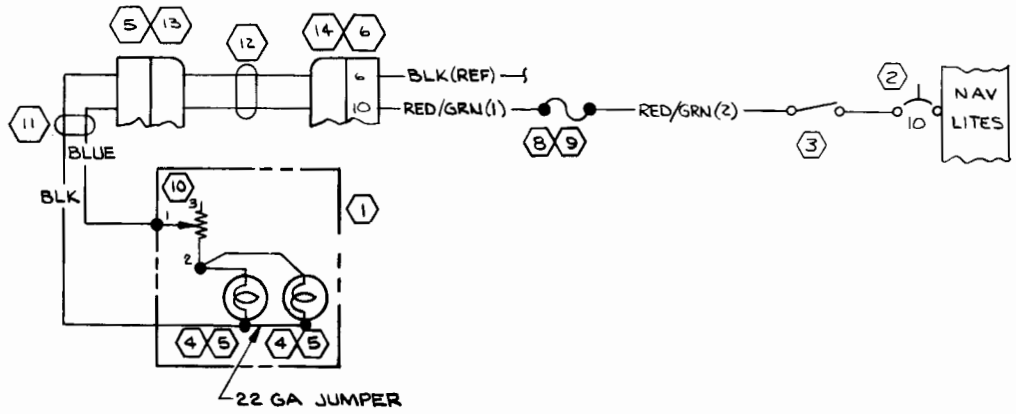
TITLE
WIRING DIAGRAM — MAP LIGHT, CONTROL WHEEL (12 VOLT)

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | U206 & P206 | PAGE: 11-11-1

FORM NO 80-215B

ED & RR 10653 (SR6006) II & (SR6005) II



REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: SER OUT S-1845-1-2; ADD DETAIL A; S-1360-10L WAS S-1360-10; SER IN RED/GRN(3) SER (SR 7403) & ON	1-4-72 LKW	RLW MAR NLW WKB
B	BY REV: REMOVE DETAIL A, RED/GRN (3), 34002-55 & S-2160-1; INACT. DWG SER 20601701	RAM 9-21-73	JCY JRM NLW WKB

NOTES:

1. PART OF SF-1030-BX (08261) CABLE
2. 60215-4LP TERMINAL (00779)

ITEM NO.	PART NO.	DESCRIPTION	
14	1270062-1	CKT BOARD	
13	1270061-1	CKT BOARD	
12	1270060-1	CABLE ASSY	
11	SF-1030-BX	CABLE	08261
10	K-350	POT	10582
9	HHJ-A	FUSEHOLDER	71400
8	AGC-1/2	FUSE	71400
7	255 1030 190	CONNECTOR	71785
6	582384-9	SOCKET	00779
5	S-1902-1	SOCKET	
4	S-1894-1	LAMP	
3	S-1895-1-2	SWITCH	
2	S-1360-10L	CKT BKR	
1	1270686-1	MAPLIGHT ASSY	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX=CESSNA SPEC. NO. S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 1270625 PAGE 11.11.1

SUPERSEDED BY: Pg. 11.11.3

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
BLK	22	<1>		SOLDER	SOLDER	
RED/GRN(2)	22	-22-2-5		SOLDER	S-1493-1	
RED/GRN(1)	22	-22-2-5		<2>	SOLDER	
BLUE	22	<1>		SOLDER	SOLDER	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	[illegible]	7-2-70
GROUP	K. Wise	7-2-70
DRAWN	PAPE	6-30-70
CHECK	L.K. WHITE	7-1-70
STRESS		
PROJ	[illegible]	7-6-70
APPD		
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

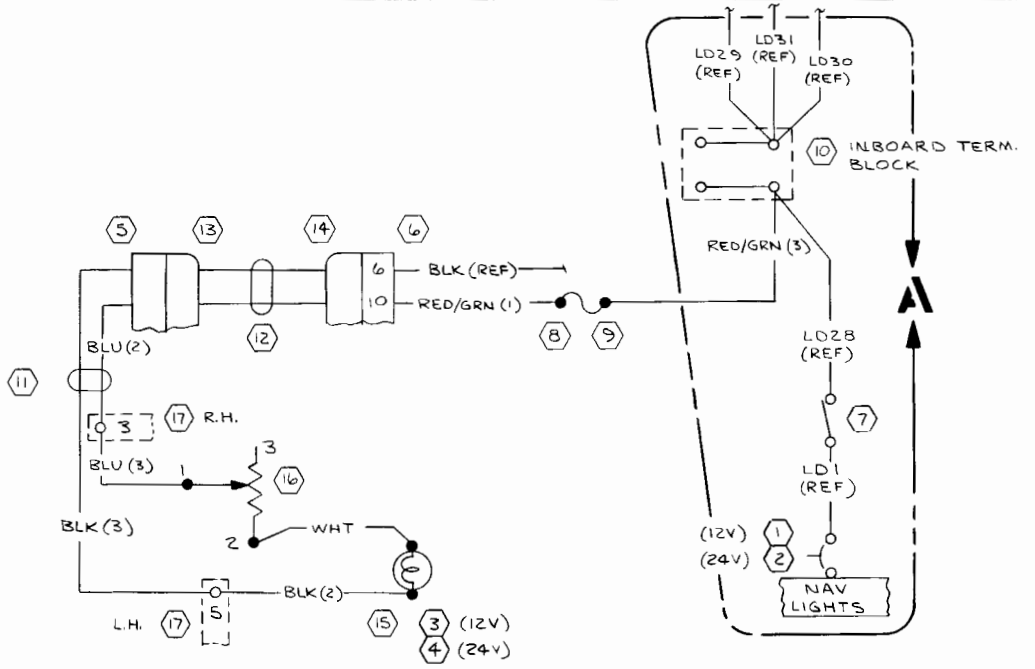
TITLE
WIRING DIAGRAM — MAP LIGHT, CONTROL WHEEL (12 VOLT)

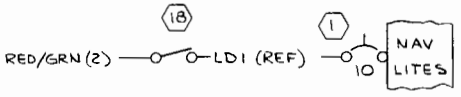
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | 206 | PAGE: 11.11.2

FORM NO. 80-215B

EDRR 10907 (SR6565)





DETAIL A
(EFF THRU SER U20602199

INACTIVE:
EFF THRU SER (SR-7677)(U20602406)
11-5-73
JLO
SLP

REVISION			
LET	DESCRIPTION	DATE	APPD

NOTES:
1. 60215-4LP (00779) TERMINAL
2. 329636 (00779) TERMINAL

ITEM NO.	PART NO.	DESCRIPTION
18	S-1845-1-2	SWITCH
17	351-11-05-001	TERM BOARD
16	3859A-282-152A	POT
15	4157-001	SOCKET
14	1270062-1	CKT BOARD
13	1270061-1	CKT BOARD
12	1270060-1	CABLE ASSY
11	SF-1030-BX	CABLE
10	34002-55	TERM BLOCK
9	HHJ-A	FUSE HOLDER
8	AGC-1/2	FUSE
7	S-2160-1	SWITCH
6	582384-9	SOCKET
5	255 10 30 190	CONNECTOR
4	24RB	LAMP
3	12RB	LAMP
2	S-1360-5L	CKT BKR
1	S-1360-10L	CKT BKR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA
STD. NO.

SUPERSEDES: Pg. 11.11.2
SUPERSEDED BY: P11.11.4

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
RED/GRN(2)	22	-22-2-5		SOLDER	S-1493-1		THRU SERU20602198
BLK(3)	22	-22-0		SOLDER	2		
BLK(2)	↕	-22-0		↕	↕		
BLU(3)	↕	-22-6		↕	↕		
BLU(2)	↕	-22-6		↕	2		
RED/GRN(3)	↕	-22-2-5		SOLDER	S-1829-1		SERU20602199 & ON
RED/GRN(1)	22	-22-2-5		1	SOLDER		

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	R. Wise	9-24-73
DRAWN	MERRICK	9-21-73
CHECK	J. YOUEL	9-22-73
STRESS		
PROJ	Bergmann	9-24-73
APPD	DKM	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

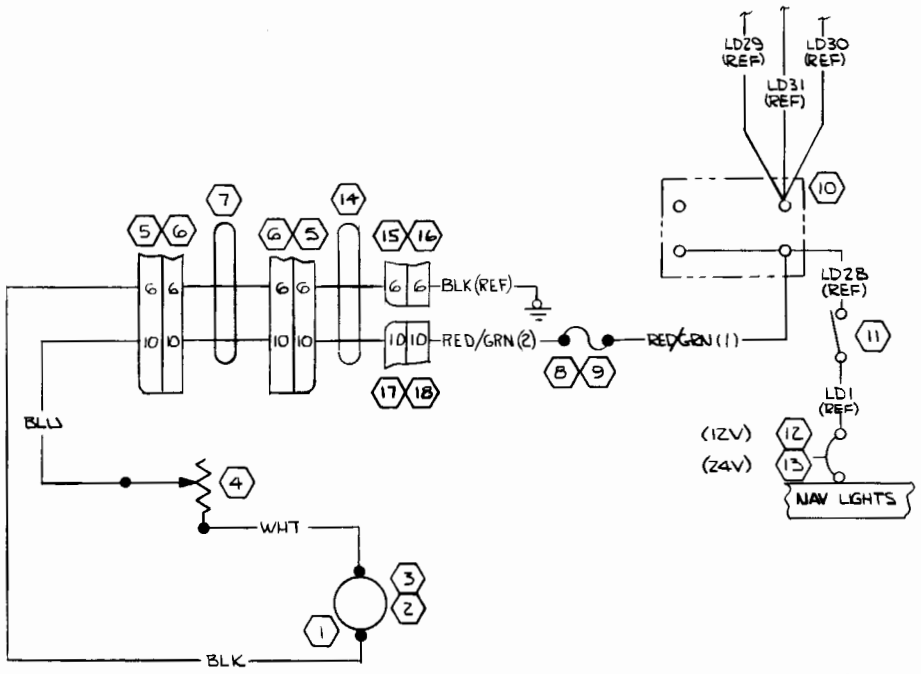
TITLE
WIRING DIAGRAM—
MAP LIGHT, CONTROL WHEEL

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | U20601701 | PAGE: 11.11.3

FORM NO. 80-215B

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD 1570307-2; S-1963-2 WAS SOLDER/RED/GRN(2) (SR7677) (SR 7670) IX	ME M 5-14-74	JCY JRG DS



ITEM NO.	PART NO.	DESCRIPTION
18	S-1962-2-0	HOUSING
17	S-1962-1-0	HOUSING
16	S-1960-2-0	HOUSING
15	S-1960-1-0	HOUSING
14	1570307-2	CABLE ASSY
13	S-1360-10L	CKT BKR
12	S-1360-5L	CKT BKR
11	S-2160-1	SWITCH
10	34002-55	TERM BLOCK
9	AGC-1/2	FUSE
8	HHJ-A	FUSE HOLDER
7	1570308-1	CABLE ASSY
6	3421-0000	SOCKET
5	1570307-1	CONNECTOR ASSY
4	38598A161-152A	RHEOSTAT
3	24RB	LAMP (24V)
2	12RB	LAMP (12V)
1	4157-001	SOCKET

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX-CESSNA SPEC. NO. S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES: P 11.11.3

SUPERSEDED BY:

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
BLU	22	-22-6		SOLDER	SOLDER	
BLK	22	-22-0		SOLDER	SOLDER	
WHT	22	-22-9		SOLDER	SOLDER	
RED/GRN(2)	22	-22-2-5		S-1963-2	SOLDER	
RED/GRN(1)	22	-22-2-5		SOLDER	S-1829-1	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	W.H. Gordon	11-12-73
DRAWN	J.L. OLLER	11-2-73
CHECK	PAPE	11-5-73
STRESS		
PROJ	M. Carter	11-19-73
APPD		
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

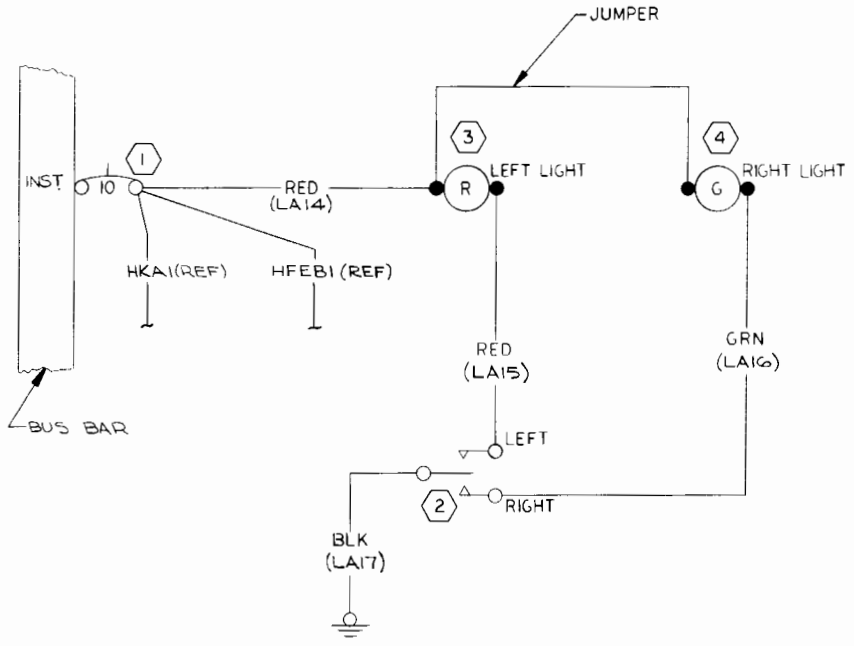
TITLE
WIRING DIAGRAM — MAP LIGHT, CONTROL WHEEL

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | SR7677 | PAGE: 11.11.4

FORM NO. 80-215B

REVISIONS			
LTR	DESCRIPTION	DATE	APPROVED
A	BY REV: INST WAS CABIN LTS; ADD (OPT) TO TITLE BLOCK, HFEBI(REF) & HKAI(REF); DELETE HLAI(REF) ED & RR 02372	SEM 6-17-68	
B	BY REV: S-1460-18-2 WAS S-1460-20-2 ED & RR 10290	A.S. 12-6-68	
C	BY REV: ADD CES1100 CODE TO WIRES NOW SHOP PRAC	GKG 6-25-73	



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
RED (LA14)	18	S-1460-18-2		S-1367-1-6	SOLDER	
RED (LA15)	18	S-1460-18-2		S-1367-1-6	SOLDER	
GRN (LA16)	20	S-1460-20-5		S-1367-1-6	SOLDER	
BLK (LA17)	18	S-1460-18-0		S-1367-1-6	S-1367-1-8	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
4	VM304-7	LIGHT ASSY (87034)
3	VM304-6	LIGHT ASSY (87034)
2	S-1238-1-1	SWITCH
1	S-1360-10	CKT BKR

EQUIPMENT TABLE

CONTRACT NO:

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

	NAME	DATE
DESIGN		
GROUP	H Wise	1-8-67
DRAWN	SWANEY	6-22-67
CHECK	YAKSHAW	6-23-67
STRESS		7-5-67
PROJECT		1-10-67
APPD		6-28-67

TITLE
WIRING DIAGRAM — SKYDIVING SIGNAL LIGHT (OPT)

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

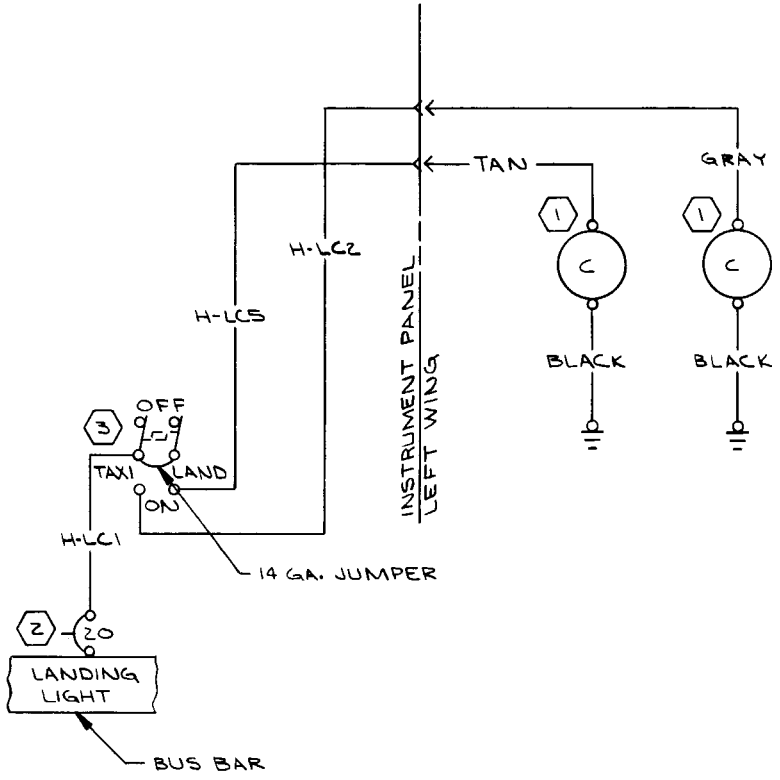
SCALE: NONE | U206 | PAGE: 11.12

SER U206-0915 & ON

FORM NO. 80-215

SER P20600604 & ON
SER U20601445 & ON

REVISION			
LET	DESCRIPTION	DATE	APPD



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
BLACK	16	-16-0	6	S-1361-2-8	S-1367-2-8		
GRAY	14	-14-8	74	S-341-1	S-1367-2-8		
TAN	14	-14-10	180	S-341-1	S-1362-2-8		
H-LC5	14		26	S-1493-2	S-341-1		
H-LC2	14		26	S-1493-2	S-341-1		
H-LC1	14		4	S-1493-2	S-1367-2-8		

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
3	S-1846-1-3	SWITCH
2	S-1360-20	CIRCUIT BKR
1	0523118-1	LANDING LIGHT

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX•CESSNA SPEC. NO.
S-XXX OR CMXXXX•CESSNA
STD. NO.

SUPERSEDES: P 11.3

SUPERSEDED BY: P 11.13.2

CONTRACT NO:	NAME	DATE
DESIGN	HENSHAW	8-7-69
GROUP	R. Wind	8-7-69
DRAWN	D.L. BURKE	8-1-69
CHECK	R. YOUNGERS	8-5-69
STRESS		8-7-69
PROJ		8-7-69
APPD		8-6-69
OTHER		

Cessna® AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM—
LANDING LIGHTS

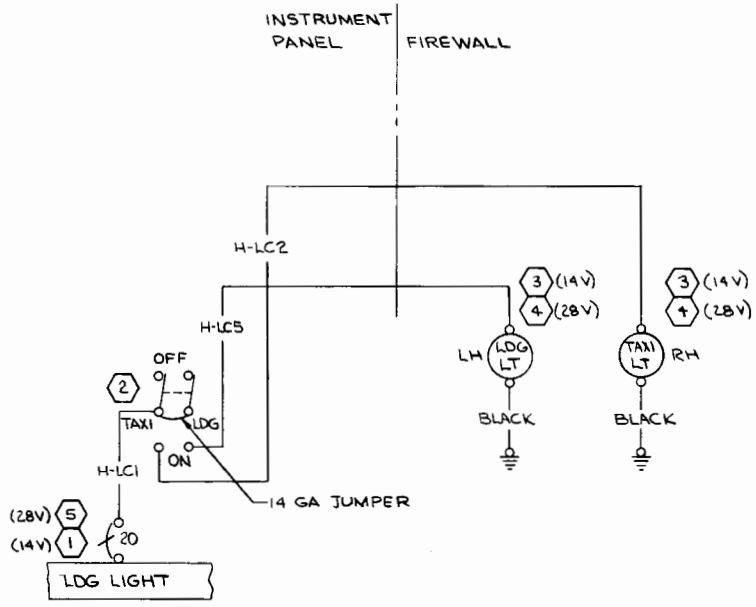
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | U206 & P206 | PAGE: 11.13

ED & RR 10485 (SR6005) IX (SR6006) IX

FORM NO. 80-2158

REVISION			
LET	DESCRIPTION	DATE	APPD



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
BLACK	14	-14-O		S-1367-2-8	S-1367-2-8		
LC5	↓			S-1367-2-8	S-1493-2		
LC2	↓			S-1367-2-8	↕		
LC1	14			S-1367-2-6	S-1493-2		

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	
5	S-1360-15L	CIRCUIT BREAKER	
4	4591	PAR-36, 100W LAMP	(024446)
3	4509	PAR-36, 100W LAMP	(024446)
2	S-1846-1-3	SWITCH	
1	S-1360-20L	CIRCUIT BREAKER	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 11.13 & P 11.13.1

SUPERSEDED BY: P 11.13.3

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	12-29-72
GROUP		
DRAWN	WHITE	1-12-73
CHECK	R. YOUNGERS	1-15-73
STRESS		
PROJ	Bergman	1-18-73
APPD		
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — LANDING LIGHT & TAXI LIGHT

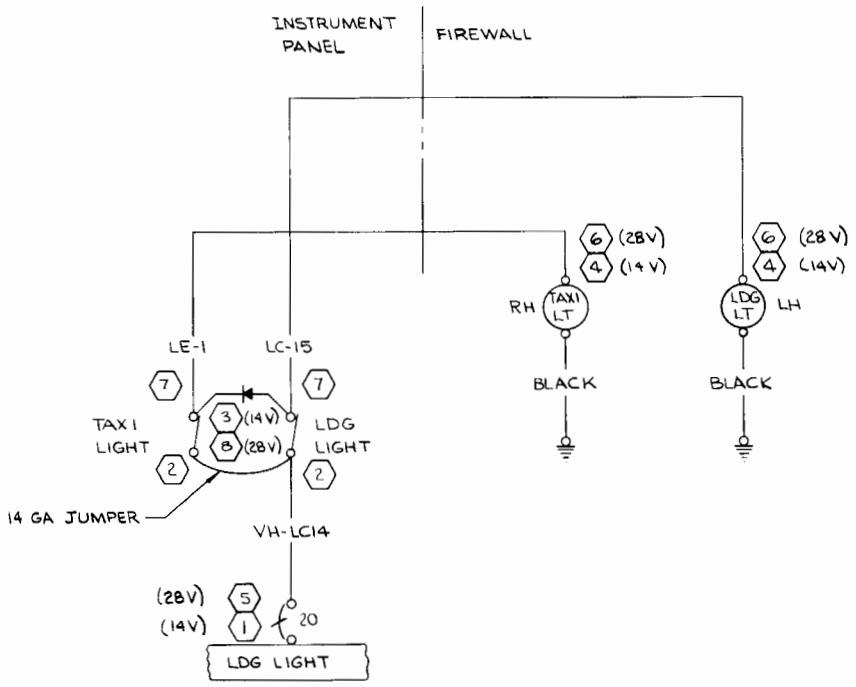
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | PAGE: 11.13.2

SER U206-01701 & ON

FORM NO. 80-2158

REVISION			
LET	DESCRIPTION	DATE	APPD



BLACK	14	-14-0		S-1367-2-8	S-1367-2-8		
LE-1	14			S-1493-2	S-1367-2-8		
LC-15	14			S-1493-2	S-1367-2-8		
LC-14	14			S-1367-2-6	S-1493-2		
WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	
8	1270082-1	DIODE ASSY	
7	S-2023-1	ADAPTER	
6	4591	PAR-36, 100 W LAMP	(24446)
5	S-1360-15L	CKT BREAKER	
4	4509	PAR-36, 100 W LAMP	(24446)
3	1270082-2	DIODE ASSY	
2	S-2160-1	SWITCH	
1	S-1360-20L	CKT BREAKER	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX-CESSNA SPEC. NO.
S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES: P 11.13.2

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-3-73
GROUP	A. Wise	1-17-73
DRAWN	WHITE	1-12-73
CHECK	R. YOUNGERS	1-15-73
STRESS		
PROJ	J Bergman	1-18-73
APPD		
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — LANDING LIGHT & TAXI LIGHT

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

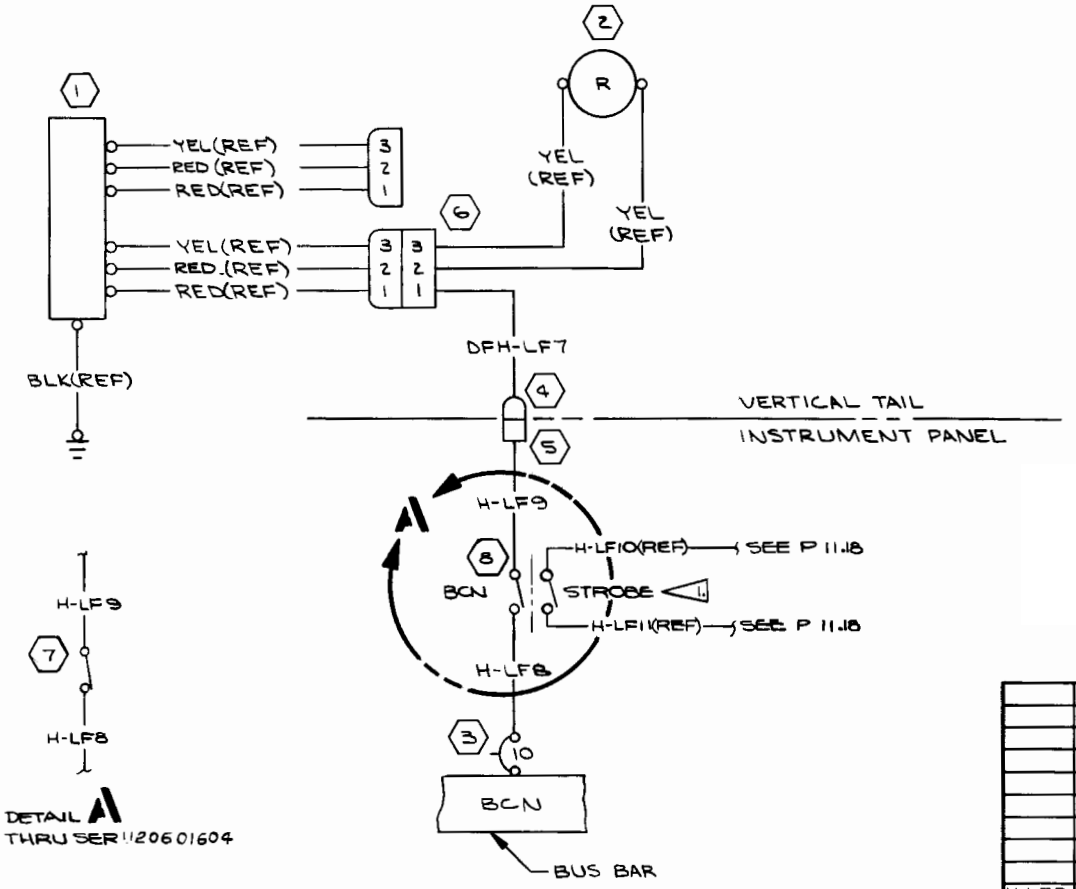
SCALE: NONE PAGE: 11.13.3

SER (SR7403)

FORM NO. 80-2158

SER P20600604 & ON
SER U20601445 & ON

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD S-1846-2-3, DETAIL "A", SER & NOTE 1 EDRR 10827 (SR6355)(SR6356)	DLP 12/23/69	JWH RLY DLB HRW PEP
B	BY REV: (SR6600) WAS (SR6355) & SR6356 (SR6600)	RLY 5-14-70	MD RLY HRW JDH PEP
C	BY REV: RED (REF) WAS YEL (REF) / PIN 2 ON C594501-0203 ED&RR 10048	RLY 6-8-70	LKW RLY HRW PEP



NOTES:

1. INSTALL 1270695-2 CLIP ON STROBE SIDE OF S-1846-2-3 SWITCH WHEN STROBE LIGHTS ARE NOT INSTL

ITEM NO.	PART NO.	DESCRIPTION
	EQUIPMENT TABLE	
8	S-1846-2-3	SWITCH
7	S-1845-1-2	SWITCH
6	S-1638-1	HOUSING-PLUG
5	S-1637-2	HOUSING-PLUG
4	S-1637-1	HOUSING-CAP
3	S-1360-10	CIRCUIT BKR
2	C621001-0101	LIGHT ASSY
1	C594501-0203	FLASHER ASSY

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX-CESSNA SPEC. NO. S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES: P 11.5.1

SUPERSEDED BY: P 11.14.2

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-LF9	16			S-1493-2	S-1636-2	
H-LF8	16			S-1361-2-6	S-1493-2	
DFH-LF7	16			S-1636-2	S-1635-2	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	HENSHAW	8-7-69
GROUP	R. Wise	8-7-69
DRAWN	D.L. BURKE	8-7-69
CHECK	R. YOUNGERS	8-5-69
STRESS		8-7-69
PROJ		8-7-69
APPD		8-6-69
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE: WIRING DIAGRAM — FLASHING BEACON LIGHT

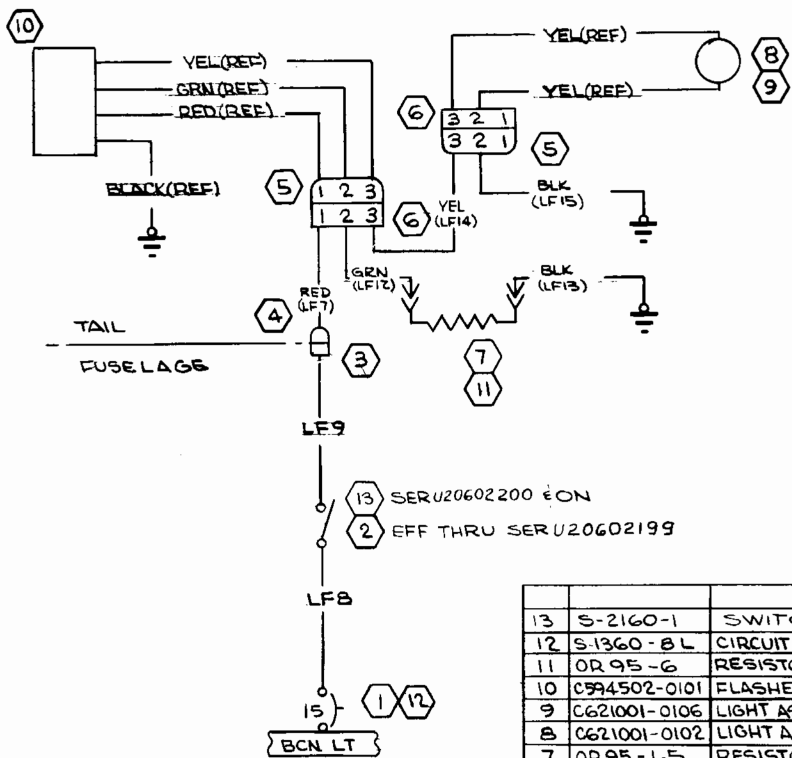
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | U206 & P206 | PAGE: 11.14

FORM NO. 80-215B

EDRR 10845 SER P20600604 & ON SER U20601445 & ON

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD S-2160-1, RED, GRN, YEL BLK & SER; SER OUT S-1845-1-2, LF7, LF12, LF13, LF14 & LF15; ADD NOTE 1 C621001-0106 WAS C621001-0103 (SR7403)IX (SR7473)	LKW 1-10-73	BY HLW MGR JKB
B	BY REV: S-1360-15L WAS S-1360-10L /(12V); S-1360-8L WAS S-1360-5L /(24V) (SR8260)	BAH 5-13-75	DKM



NOTES:

1. COLORED WIRES BEARING CES1100 CODING IN PARENTHESIS SHALL NOT BE STAMPED. CES1100 CODING ON THESE WIRES IS FOR PARTS LIST USE ONLY.

ITEM NO.	PART NO.	DESCRIPTION	
13	S-2160-1	SWITCH	
12	S-1360-8L	CIRCUIT BREAKER	(24V)
11	OR95-6	RESISTOR (83777)	(24V)
10	C594502-0101	FLASHER	
9	C621001-0106	LIGHT ASSY	(12V)
8	C621001-0102	LIGHT ASSY	(24V)
7	OR95-1.5	RESISTOR (83777)	(12V)
6	S-1638-1	HOUSING - PLUG	
5	S-1638-2	HOUSING - CAP	
4	S-1637-1	HOUSING	
3	S-1637-2	HOUSING	
2	S-1845-1-2	SWITCH	
1	S-1360-15L	CIRCUIT BREAKER	(12V)

EQUIPMENT TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
BLK (LF15)	16			S-1635-2	S-1367-2-8	SER U20602209 & ON
BLK (LF13)				S-1493-2	S-1367-2-8	SER U20602209 & ON
YEL (LF14)				S-1636-2	S-1635-2	SER U20602209 & ON
GRN (LF12)				S-1636-2	S-1493-2	SER U20602209 & ON
RED (LF7)				S-1636-2	S-1635-2	SER U20602209 & ON
LF15				S-1635-2	S-1367-2-8	THRU SER U20602208
LF14				S-1636-2	S-1635-2	THRU SER U20602208
LF13				S-1493-2	S-1367-2-8	THRU SER U20602208
LF12				S-1636-2	S-1493-2	THRU SER U20602208
LF9				S-1493-2	S-1636-2	
LF8				S-1367-2-6	S-1493-2	
LF7	16			S-1636-2	S-1635-2	THRU SER (SR7473)

WIRE TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: PAGES 11.14 & 11.14.1

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	COOK	6-16-72
GROUP	H. Wise	6-22-72
DRAWN	COOK	6-16-72
CHECK	WHITE	6-19-72
STRESS		
PROJ	P. Rabley	6-24-72
APPD	MGR	6-23-72
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE

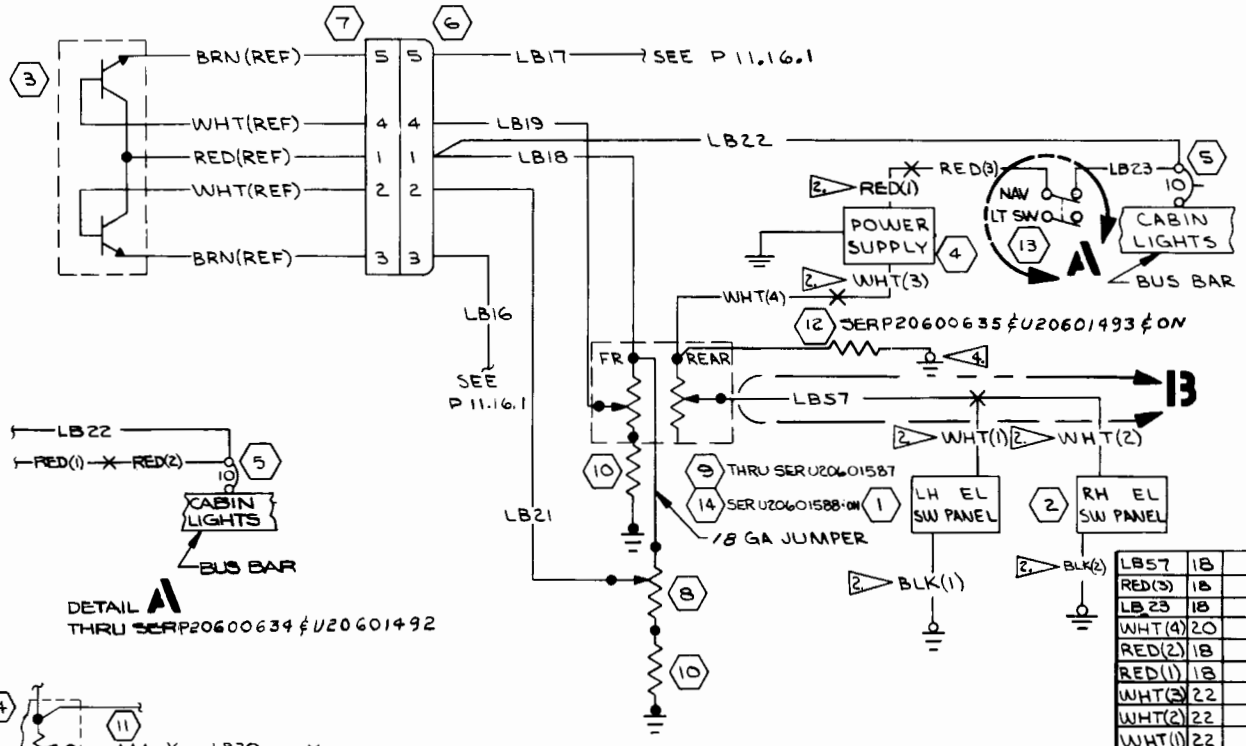
WIRING DIAGRAM — LIGHT-FLASHING BEACON

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625
SCALE: NONE	206	PAGE: 11.14.2

(SR7061)

FORM NO. 80-2158

SER P206 00604 THRU SER (SR6355)
SER U206 01495 & ON



INACTIVE
EFF THRU SER U20602199 IX
4-23-73 LKW RLW MGR WKB

LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD NOTE 4, RED(3), VAL-5-6000, LB23 S-1844-1-2, DETAIL "A" & SER; SER OUT RED(2) EDRR 10825 (SR6452).	DLP 1-5-70	RLW WKW
B	BY REV: 27 OHM ½W RESISTOR WAS 47Ω ½W RESISTOR, SER P20600609 THRU SER (SR6355) WAS SER P20600604 & ON. ED&RR 10999 (NOW SHOP PRACTICE)	JG. 4-20-70	LKW RLW WKW VRS
C	BY REV: SER OUT S-2008-1; SER IN S-2091-1; INACT DWG. (SR7403) IX SER U20601588 & ON	LKW 4-23-73	RLW MGR WKB
D	BY REV: ADD LB57 & DETAIL "B"; SER OUT LB20 & 5.6K, 2W, 10% SER U20601756 & ON	RAM 9-25-74	JCY DKM RLW WKB

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
LB57	18			SOLDER	S-1370-2	SER U20601756 & ON
RED(3)	18			S-1493-1	SEE RED(1)	SER (P20600635) U20601493 & ON
LB23	18			S-1493-1	S-1367-1-8	SER (P20600635) U20601493 & ON
WHT(4)	20	-20-9		SOLDER	SEE WHT(3)	
RED(2)	18	-18-2		SEE RED(1)	S-1367-1-6	THRU SER P20600688 U20601992
RED(1)	18	-18-2		SOLDER	S-1370-0 1. 2	
WHT(3)	22	-22-9		S-1370-1	SOLDER 1. 2	
WHT(2)	22	-22-9		SEE WHT(1)	SOLDER 2	
WHT(1)	22	-22-9		S-1370-0	SOLDER 2	
BLK(2)	22	-22-0		SOLDER	S-1367-1-8 2	
BLK(1)	22	-22-0		SOLDER	S-1367-1-8 2	
LB22	18			SEE LB18	S-1367-1-8	
LB21	20			S-1635-1	SOLDER	
LB20	18			S-1370-1	S-1370-2	THRU SER U20601755
LB19	18			S-1635-1	SOLDER	
LB18	18			S-1635-1	SOLDER	
LB17	18			S-1635-1	S-1829-1	
LB16	18			S-1635-1	S-1829-1 3	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
14	S-2091-1	POT ASSY
13	S-1844-1-2	SWITCH
12	VAL-5-6000	RESISTOR
11	5.6K, 2W, 10%	RESISTOR
10	27 OHM ½W	RESISTOR
9	S-2008-1	POT ASSY
8	S-1904-3	POT ASSY
7	S-1641-6	HOUSING-SOCKET
6	S-1640-6	HOUSING-PIN
5	S-1360-10	CIRCUIT BKR
4	C613001-020	POWER SUPPLY
3	1570166-1	DIMMING ASSY
2	1213192-1	EL PANEL
1	1213307-8	EL PANEL

EQUIPMENT TABLE

NOTES:

1. TO BE RETAINED IN TERMINAL, WIRE MUST BE STRIPPED, DOUBLED & TWISTED
2. THESE WIRES VENDOR FURNISHED
3. WHEN POST LIGHTS ARE INSTALLED, S-1993-1 TERMINAL REPLACES S-1829-1 TERMINAL
4. THIS END OF RESISTOR TERMINATED WITH S-1367-1-14 TERMINAL & INSTALLED ON SHAFT OF TANDEM POT ASSY. DUE TO HEAT DISSIPATION, RESISTOR MUST BE KEPT FROM WIRE BUNDLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX-CESSNA SPEC. NO. S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES: P 11.9.1

SUPERSEDED BY: P 11.15.2

CONTRACT NO:

	NAME	DATE
DESIGN	HENSHAW	8-7-69
GROUP	R. Wise	8-7-69
DRAWN	D.L. BURKE	8-7-69
CHECK	R. YOUNGERS	8-6-69
STRESS		8-7-69
PROJ		8-7-69
APPD	M. Downey	8-6-69
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

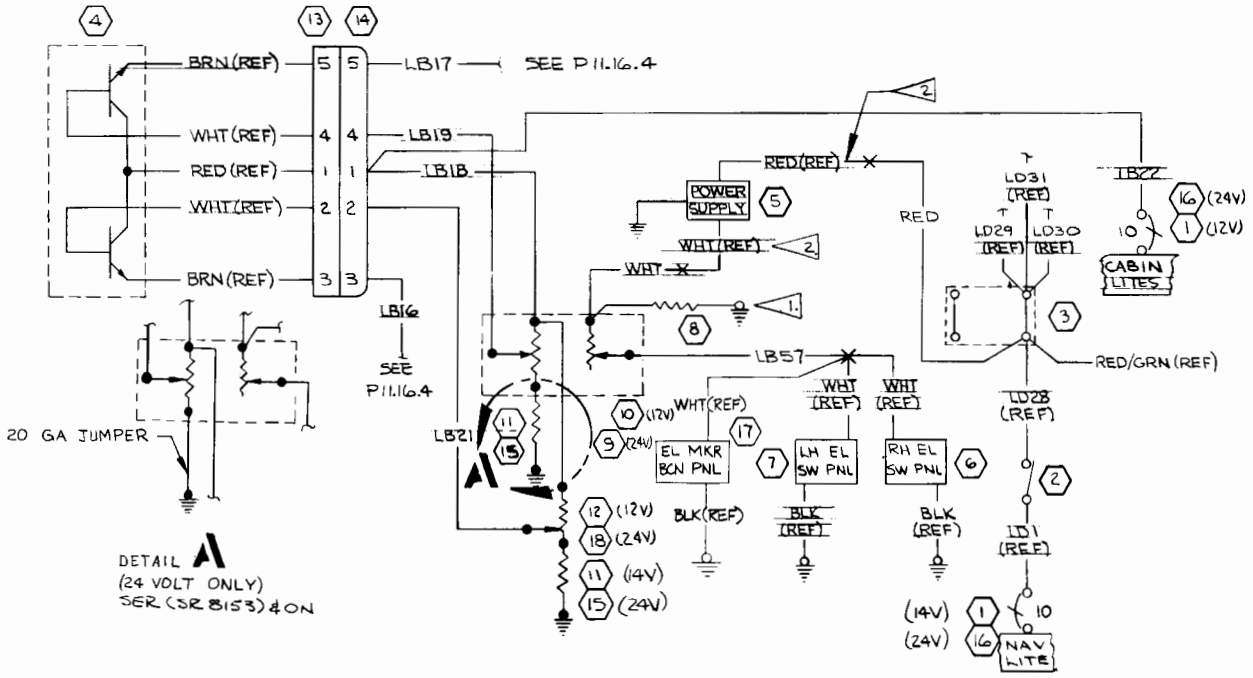
TITLE
WIRING DIAGRAM — ELECTRO LUMINESCENT PANEL

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | U206 & P206 | PAGE: 11.15

ED&RR 10528A (SR6005) IX (SR6006) IX

FORM NO. 80-2158



REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD LB57; DELETE LB20 & 5.6K, 2W, 10% (NOW SHOP PRACTICE)	RAM 9-25-74	
B	BY REV: VAL3-200 WAS VAL3-2000. ADD DETAIL 'A' TO DELETE VAL3-200 RESISTOR ON 24 VOLT SYSTEM (SER 8153)	C J H 1-4-75	
C	BY REV: ADD WIRING FOR 1213757 EL MKR BCN PANEL (SR7910)	BAH 2-28-75	
D	BY REV: ADD S-2091-4 & S-1904-2; S-2091-2 WAS S-2091, S-1904-3 WAS S-1904 (NOW SHOP PRACTICE)	GW 7-31-75	

NOTES:

1. THIS END OF RESISTOR TERMINATED WITH S-1367-1-14 TERMINAL & INSTALLED ON SHAFT OF TANDOM POT ASSY. DUE TO HEAT DISSIPATION, RESISTOR MUST BE KEPT FROM WIRE BUNDLE
2. TO BE RETAINED IN TERMINAL, WIRE MUST BE STRIPED, DOUBLED & TWISTED

ITEM NO.	PART NO.	DESCRIPTION
18	S-1904-2	POT. ASSY (24V)
17	1213757	EL PANEL
16	S-1360-5L	CKT BKR
15	VAL-3-200	RESISTOR
14	S-1640-6	HOUSING
13	S-1691-6	HOUSING
12	S-1904-3	POT ASSY (12V)
11	27Ω, 5W 10%	RESISTOR
10	S-2091-2	POT ASSY (12V)
9	S-2091-4	POT ASSY (24V)
8	VAL-5-6000	RESISTOR
7	1213342	EL PANEL
6	1213363	EL PANEL
5	C613001	POWER SUPPLY
4	1570166	DIMMING ASSY
3	34002-55	TERMINAL BLOCK
2	S-2160-1	SWITCH
1	S-1360-10L	CKT BKR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 11.15

SUPERSEDED BY:

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS 1			SERIALS
LB57	18			SOLDER	S-1370-2		
RED	18	-18-2		S-1370-1	S-1829-1		
WHT	↕	-18-10		SOLDER	S-1370-1		
LB22	↕			S-1367-1-6	LB [illegible]		
LB21	18			S-1365-1	SOLDER		
LB19	18			S-1635-1	SOLDER		
LB18	↕			S-1635-2	SOLDER		
LB17	↕			S-1635-1	S-1829-1		
LB16	18			S-1635-1	S-1829-1		

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-5-72
GROUP	H. Wise	4-27-73
DRAWN	WHITE	4-23-73
CHECK	R. YOUNGERS	4-27-73
STRESS		
PROJ	Bergman	4-27-73
APPD	[illegible]	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE: WIRING DIAGRAM — ELECTRO LUMINESCENT PANEL (14 V) & (28V)

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | SR7403 | PAGE: 11.15.2

10-311-0158

FORM NO. 80-215B

NOTES: SER P20600603 & ON
SER U20601445 & ON

1. OXYGEN CONSOLE WIRING APPLICABLE ONLY WHEN OPTIONAL OXYGEN SYSTEM IS INSTALLED

2. INSTALL S-341-1 TERMINAL ON VENDOR SUPPLIED WIRE

3. STANDARD LENSES FOR EYEBROW LIGHTS ARE RED & CESSNA WHITE IS OPTIONAL

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD BLK(4), LB38, LB39, S-1695-2 & 1213319-4 REF(SR7061)	10-25-72 LKW	BY VIEW MGR

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
LB 39	18			SOLDER	SOLDER		
LB38	18			S-1829-1	SOLDER		
BLK(4)	18	-18-0		SOLDER	S-1367-1-8		
RED/YEL	22	-22-2-4		SOLDER	SOLDER		
RED/BLU	18	-18-2-6		SOLDER	SOLDER		
BLK(3)	18	-18-0		SOLDER	SOLDER		
BLK(2)	18	-18-0		SOLDER	S-1367-1-8		
BLK(1)	22	-22-0		SOLDER	S-1367-1-8		
HFW-LB88	18			S-1370-2	S-1367-1-8		
OHF-LB83	20			SOLDER	S-1367-1-8		
HF-LB9	18			S-341-2	S-1367-1-8		
LB 32	18			S-1829-1	S-341-1		
LB 31	18			SOLDER	S-1367-1-8		
LB 30	18			S-1829-1	SOLDER		
LB 29	18			S-1829-1	S-1370-1		
LB 28	18			S-1829-1	S-341-1		
LB 27	18			S-1829-1	SOLDER		
LB 26	18			S-1829-1	S-1370-1		
LB 25	18			S-1829-1	S-341-1		

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	
9	1213319-4	LIGHT ASSY	
8	S-1695-2	SWITCH	
7	34002-55	TERMINAL BOARD	(ETNC)
6	C660501-0101	COMPASS ASSY	
5	23-288	LIGHT ASSY	(95263)
4	S-1899-1	LIGHT ASSY	
3	C669502-0202	INST CLUSTER KIT	
2	1270479-1	LIGHT ASSY	
1	12110012	CONSOLE ASSY	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX=CESSNA SPEC. NO. S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 11.2.1

SUPERSEDED BY: P 11.16.4

CONTRACT NO:

	NAME	DATE
DESIGN	HENSHAW	8-7-69
GROUP	R. Wind	8-7-69
DRAWN	J R CONLEY	8-1-69
CHECK	R. YOUNGERS	8-5-69
STRESS		8-7-69
PROJ		8-7-69
APPD		8-6-69
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — INSTRUMENTS LIGHTS

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

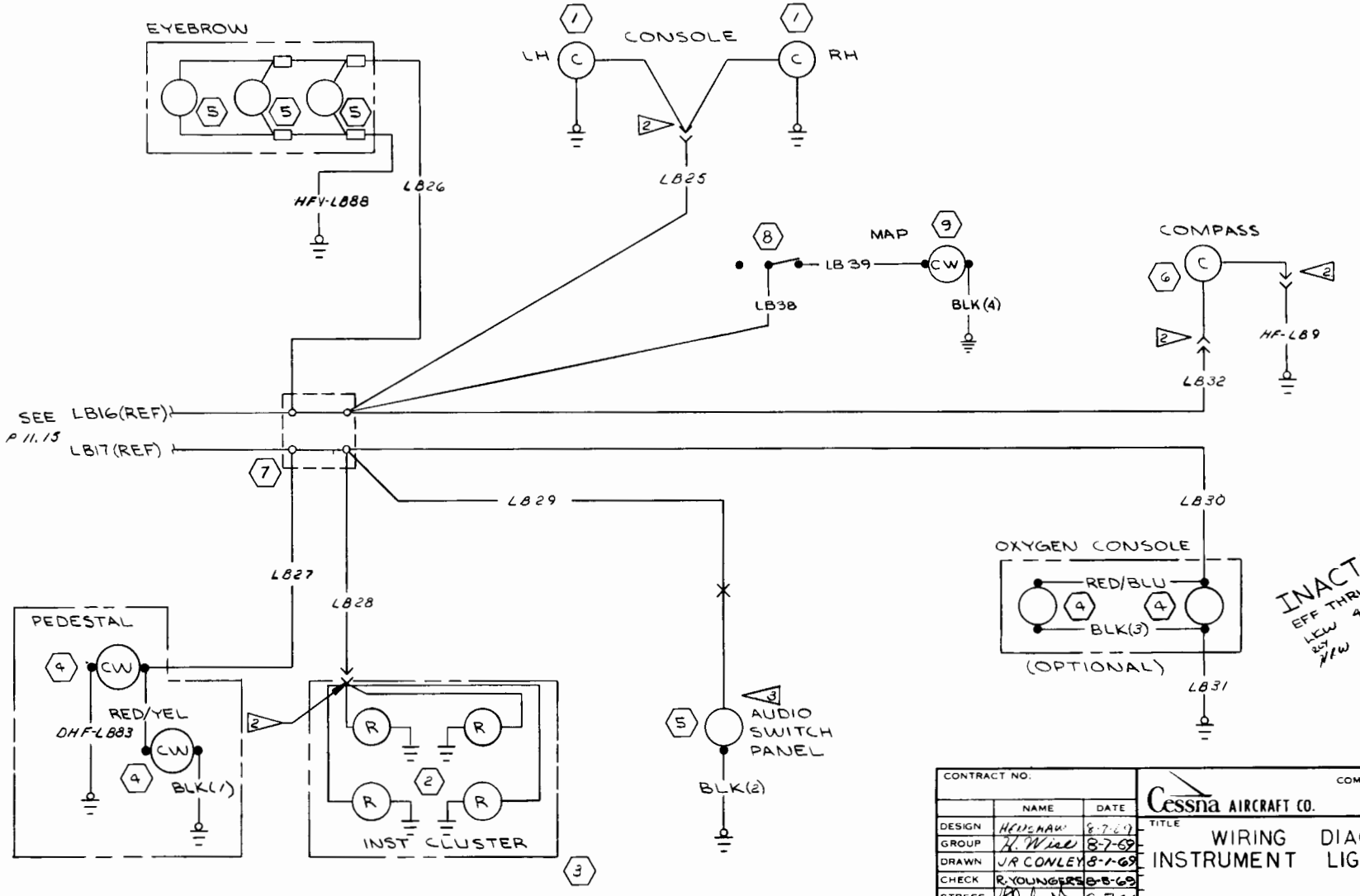
SCALE: NONE | U206 P206 | PAGE: 11.16.0

FORM NO. 80-215B

EDE RR 10528 (SR6005)(SR6006)

SER P20600603 & ON
SER U20601445 & ON

REVISIONS			
LTR	DESCRIPTION	DATE	APPROVED
A	REFER TO PAGE 11.16.0 FOR REVISION		



INACTIVE
EFF THRU SER U20602139
4-23-73
LCW
MGC
WKA

CONTRACT NO.	NAME	DATE
DESIGN	HEINEMAN	8-7-69
GROUP	R. Wiel	8-7-69
DRAWN	J.R CONLEY	8-1-69
CHECK	R. YOUNGERS	8-5-69
STRESS		8-7-69
PROJECT		8-1-69
APPD		8-6-69
SUPERSEDES: 11.2.1		
SUPERSEDED BY: P 11.16.4		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

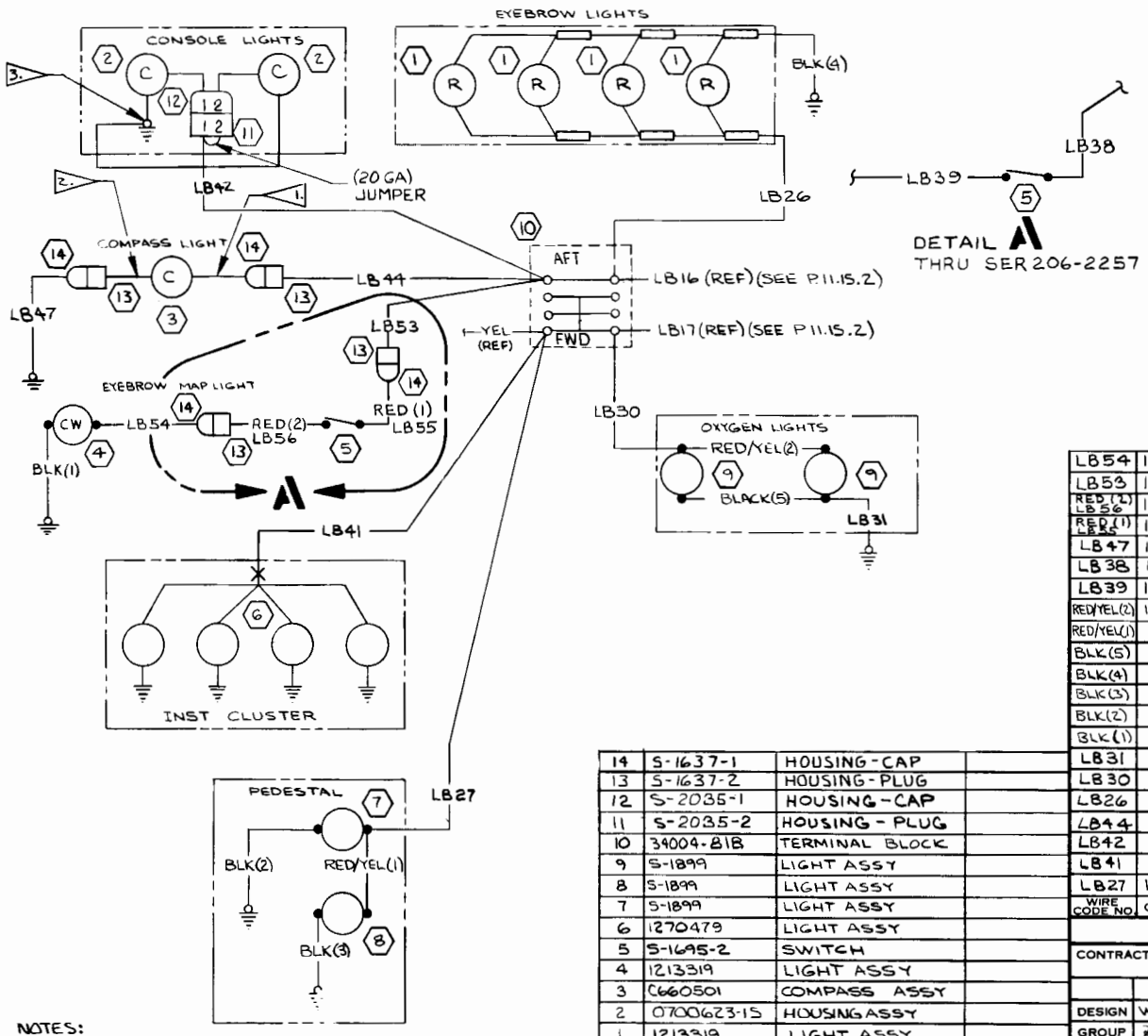
TITLE
WIRING DIAGRAM - INSTRUMENT LIGHTS

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 P206 | PAGE: 11.16.1

EO& RR 10528 (SR6005) (SR6006)

FORM NO. 80-218



NOTES:

1. INSTALL S-1635-1 TERMINAL ON VENDOR FURNISHED WIRE.
2. INSTALL S-1636-1 TERMINAL ON VENDOR FURNISHED WIRE.
3. INSTALL S-1367-2-6 TERMINAL ON VENDOR FURNISHED WIRE.

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD DETAIL A; SER OUT LB38 & LB39; SER IN LB53, LB54 RED(1) & RED(2); S-2035-1 & S-2035-2 WAS S-1637-1 & S-1637-2 MEREDDIT & MER E0039 (SER 206-2258) (SR 7403)(REF)	TJP JEF 2-8-74	JCY DKM JRS WKB
B	BY REV: S-1637-1 WAS S-2035-1/LB47, RED(1), LB54; S-1637-2 WAS S-2035-2/LB44, LB53, LB56 S-1367-2-6 WAS S-1637-2-6/NOTE 3; DELETE DETAIL "B". (MER 206-E0098)	MEM 5-9-74	JCY DKM JRS
C	BY REV: 34003-55-3410 WAS 34002-55 (SR7910)	BLA 3-6-75	JCY JRS DKM
D	BY REV: 34004-818 WAS 34003-55-3410 (SR7910)	GW 8-4-75	RAM JRS

10-258-0905

ITEM NO.	PART NO.	DESCRIPTION
14	S-1637-1	HOUSING-CAP
13	S-1637-2	HOUSING-PLUG
12	S-2035-1	HOUSING-CAP
11	S-2035-2	HOUSING-PLUG
10	34004-818	TERMINAL BLOCK
9	S-1899	LIGHT ASSY
8	S-1899	LIGHT ASSY
7	S-1899	LIGHT ASSY
6	1270479	LIGHT ASSY
5	S-1695-2	SWITCH
4	1213319	LIGHT ASSY
3	C660501	COMPASS ASSY
2	0700623-15	HOUSING ASSY
1	1213319	LIGHT ASSY

EQUIPMENT TABLE

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
LB54	18			S-1635-1	SOLDER	SER 206-2258 & ON
LB53	18			S-1829-1	S-1636-1	SER 206-2258 & ON
RED(2) LB56	18	-18-2		SOLDER	S-1636-1	SER 206-2258 & ON
RED(1) LB55	18	-18-2		S-1635-1	SOLDER	SER 206-2258 & ON
LB47	18			S-1635-1	S-1367-1-8	
LB38	18			S-1829-1	SOLDER	THRU SER 206-2257
LB39	18			SOLDER	SOLDER	THRU SER 206-2257
RED/YEL(2)	18	-18-2-5		SOLDER	SOLDER	
RED/YEL(1)	18	-18-2-5		SOLDER	SOLDER	
BLK(5)	18	-18-0		SOLDER	SOLDER	
BLK(4)	18	-18-0		S-1370-1	S-1367-1-8	
BLK(3)	18	-18-0		SOLDER	S-1367-1-8	
BLK(2)	18	-18-0		SOLDER	S-1367-1-8	
BLK(1)	18	-18-0		SOLDER	S-1367-1-8	
LB31	18			SOLDER	S-1367-1-8	
LB30	18			SOLDER	S-1829-1	
LB26	18			S-1370-1	S-1829-1	
LB44	18			S-1829-1	S-1636-1	
LB42	18			S-1829-1	S-1636-1	
LB41	18			S-1829-1	S-1370-1	
LB27	18			SOLDER	S-1829-1	

WIRE TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX=CESSNA SPEC. NO. S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P11.16.0, 11.16.1, 11.16.3 & 11.16.2

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-16-73
GROUP	R. Wiel	5-1-73
DRAWN	WHITE	4-23-73
CHECK	RYOUNGERS	4-30-73
STRESS		
PROJ	Bergmann	5-2-73
APPD	MGE	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM—
INSTRUMENT LIGHTS, 14V & 28V

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | (SR7403)II | PAGE: 11.16.4

FORM NO. 80-215B

SER P20600604 & ON
SER U20601495 & ON

NOTES:

1. TYPICAL 16 PLACES
2. WHEN OPTIONAL POST LIGHTS ARE INSTALLED S-1493-1 TERMINAL REPLACES S-1829-1 TERM.

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: IN NOTE 2 S-1829-1 WAS S-1493-1, S-1493-1 WAS S-1829-1; ADD LB40, S-1695-2 & 1213319-4 REF (SR 7061)	10-24-72 LKW	2-7 NRW 11-8 NGR

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS			SERIALS
RED/YEL(4)	22			SOLDER	S-341-2		
RED/YEL(3)	22			SOLDER	S-341-2		
RED/YEL(2)	22			SOLDER	SOLDER		
RED/YEL(1)	22			SOLDER	SOLDER	1	
BLK(4)	22			SOLDER	S-341-2		
BLK(3)	22			SOLDER	S-1367-1-8		
BLK(2)	22			S-341-2	SOLDER		
BLK(1)	22			SOLDER	SOLDER	1	
DHF-LB83	20			SOLDER	S-1367-1-8		
DHF-LB81	20			S-341-2	S-1367-1-8		
DHF-LB80	20			S-341-2	S-1367-1-8		
LB40	20			S-1493-1	SOLDER		
LB37	20			S-1829-1	SOLDER		
LB36	20			S-1493-1	S-341-2		
LB35	20			S-1493-1	S-341-2		
LB34	18			S-1829-1	S-341-1		
LB33	18			S-1493-1	S-1829-1		

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	
10	1213319-4	LIGHT ASSY	
9	S-1695-2	SWITCH	
8	C660501-0101	COMPASS ASSY	
7	34002-55	TERMINAL BLOCK	(ETNC)
6	S-2023-1	TERMINAL ADAPTER	
5	S-1899-2	POST LIGHT ASSY	
4	S-1899-1	POST LIGHT ASSY	
3	S-1847-2-2	SWITCH	
2	C669502-0202	INST CLUSTER	
1	1270479-2	LIGHT ASSY	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX•CESSNA SPEC. NO.
S-XXX OR CMXXXX•CESSNA
STD. NO.

SUPERSEDES: P 11.10.1

SUPERSEDED BY: P 11.17.4

CONTRACT NO:

	NAME	DATE
DESIGN	HEN SHAW	8-7-69
GROUP	H Winn	8-7-69
DRAWN	J R CONLEY	8-1-69
CHECK	R YOUNGERS	8-5-69
STRESS		8-7-69
PROJ		8-7-69
APPD	M Mahaney	8-6-69
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM —
POST LIGHTING (OPT)

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

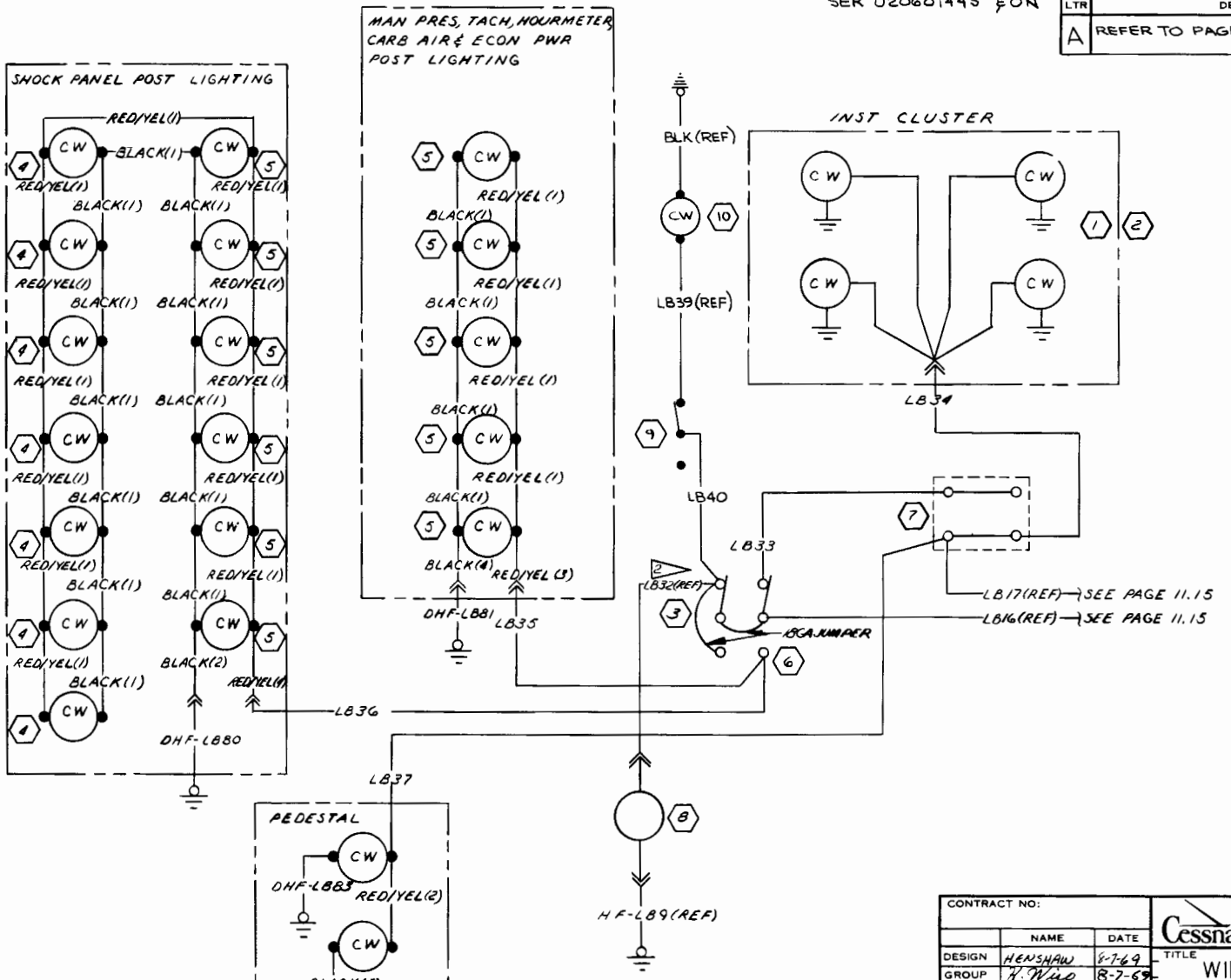
SCALE: NONE | U206 P206 | PAGE: 11.17.0

EDCAR 10528 (SR6005) (SR6006) 11

FORM NO. 80-2158

SER P20600604 & ON
SER U20601495 & ON

REVISIONS			
LTR	DESCRIPTION	DATE	APPROVED
A	REFER TO PAGE 11.17.0 FOR REVISION		



CONTRACT NO:		
	NAME	DATE
DESIGN	HENSHAW	8-7-69
GROUP	A. Wild	8-7-69
DRAWN	J R CONLEY	8-1-69
CHECK	R YOUNGERS	8-5-69
STRESS		
PROJECT		
APPD		8-6-69

SUPERSEDES P 11.10.9
SUPERSEDED BY P 11.17.4

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

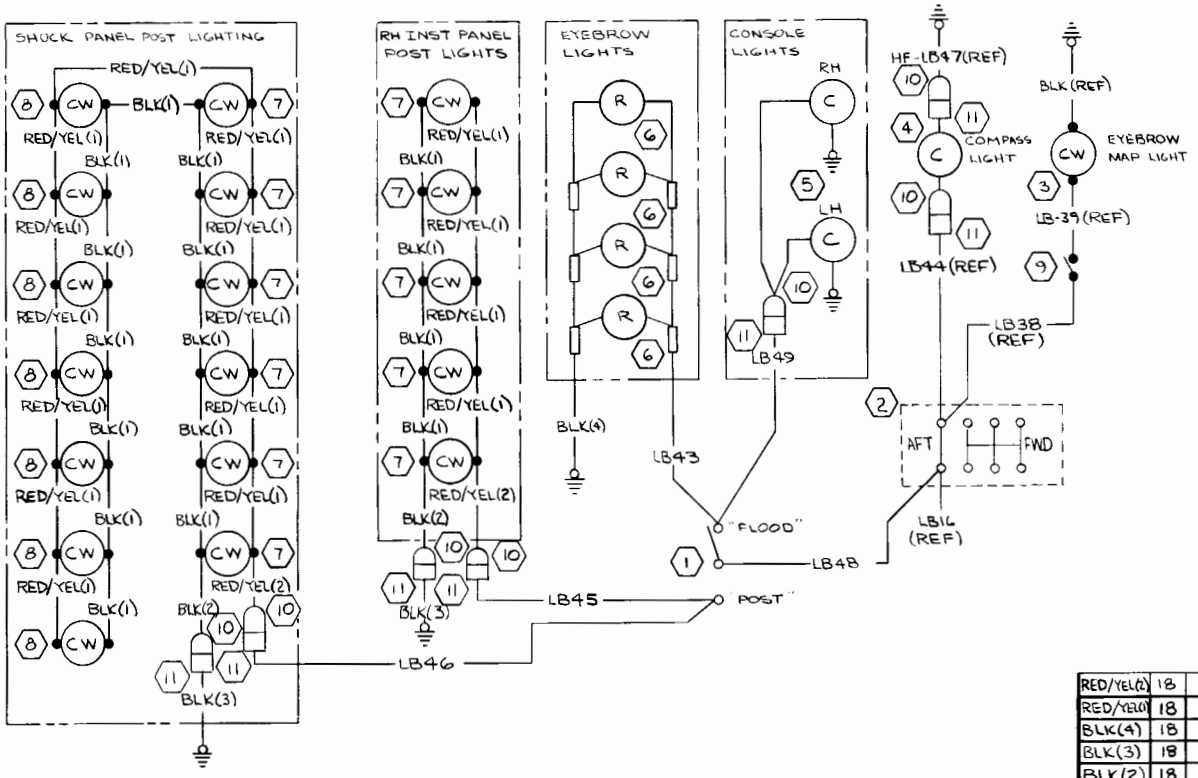
TITLE
WIRING DIAGRAM - POST LIGHTING (OPT)

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 P206 | PAGE: 11.17.1

EDERR 10528 (SRG005) (SRG006) IX

FORM NO. 60-216



REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: 34004-818 WAS 34002-55 (SR7910)	GW 8-4-75	

RED/YEL(2)	18			SOLDER	S-1635-2		
RED/YEL(1)	18			SOLDER	SOLDER		
BLK(4)	18			S-1370-1	S-1367-1-8		
BLK(3)	18			S-1636-2	S-1367-1-8		
BLK(2)	18			SOLDER	S-1635-2		
BLK(1)	18			SOLDER	SOLDER		
LB48	18			S-1993-1	S-1829-1		
LB46	18			S-1993-1	S-1636-2		
LB45	18			S-1993-1	S-1636-2		
LB43	18			SEE LB25	S-1370-1		
LB49	18			S-1993-1	S-1636-1		
WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
11	S-1637-2	HOUSING
10	S-1637-1	HOUSING
9	S-1695-2	SWITCH
8	S-1899	LIGHT ASSY
7	S-1899	LIGHT ASSY
6	1213319	LIGHT ASSY
5	0700623-15	HOUSING ASSY
4	C660501	COMPASS ASSY
3	1213319	LIGHT ASSY
2	34004-818	TERMINAL BLOCK
1	S-2160-2	SWITCH

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX•CESSNA SPEC. NO. S-XXX OR CMXXXX•CESSNA STD. NO.

SUPERSEDES: P11.17.0, 11.17.1, 11.17.2 & 11.17.3

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-10-73
GROUP	H. Wise	5-1-73
DRAWN	WHITE	4-23-73
CHECK	R. YOUNGERS	5-1-73
STRESS		
PROJ	Bergmann	5-2-73
APPD	MK	
OTHER		

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

TITLE
WIRING DIAGRAM — POST LIGHTS, 14V & 28V (OPTIONAL)

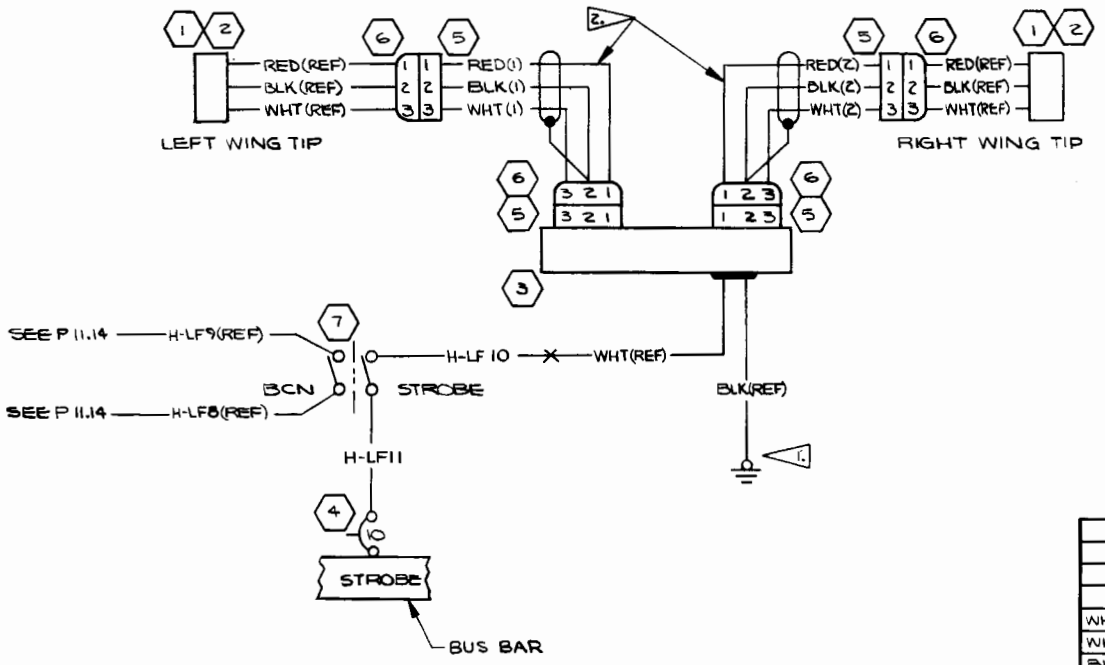
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE (SR 7403) PAGE: 11.17.4

10-288-0905

FORM NO. 80-2158

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: C622003&C622004 WAS C22003&C22004; SR6600 WAS SR6355&SR6356 ED&RR 10991 (SR6600)	RLY 5-14-70	RLY HXW JDH
B	BY REV: 18 GA WAS 20GA/H-LF10&H-LF11 ED&RR 10087	RLY 6-23-70	HXW
C	BY REV: C622004-0103 WAS C622004-0101 ED&RR 10149 (NOW SHOP PRACTICE)	RLY 8-21-70	LKW RLY HXW VRS



NOTES:

1. TERMINATE WITH S-1367-1-8 TERMINAL
2. THREE CONDUCTOR CABLE, BELDEN (70903) PART NO. 8770 OR EQUIVILANT

ITEM NO.	PART NO.	DESCRIPTION
7	S-1846-2-3	SWITCH
6	S-1638-2	CAP
5	S-1638-1	PLUG
4	S-1360-10	CKT BKR
3	C622004-0103	POWER SUPPLY
2	C622003-0104	LENS
1	C622003-0101	LIGHT

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX=CESSNA SPEC. NO. S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES:

SUPERSEDED BY: P 11.18.1

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
WHT(2)	18	-18-9		S-1635-2	S-1636-2	
WHT(1)	18	-18-9				
BLK(2)	18	-18-0				
BLK(1)	18	-18-0				
RED(2)	18	-18-2				
RED(1)	18	-18-2		S-1635-2	S-1636-2	
H-LF11	18			S-1367-1-6	S-1493-1	
H-LF10	18			S-1370-1	S-1493-1	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	D.L Burns	12-29-69
GROUP	H. Wisel	12-23-69
DRAWN	PAPE	12/23/69
CHECK	HARRIS	12-23-69
STRESS		
PROJ		12-30-69
APPD	R. YOUNGERS	12-23-69
OTHER		

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

TITLE: WIRING DIAGRAM — WING TIP STROBE LIGHTS (OPT)

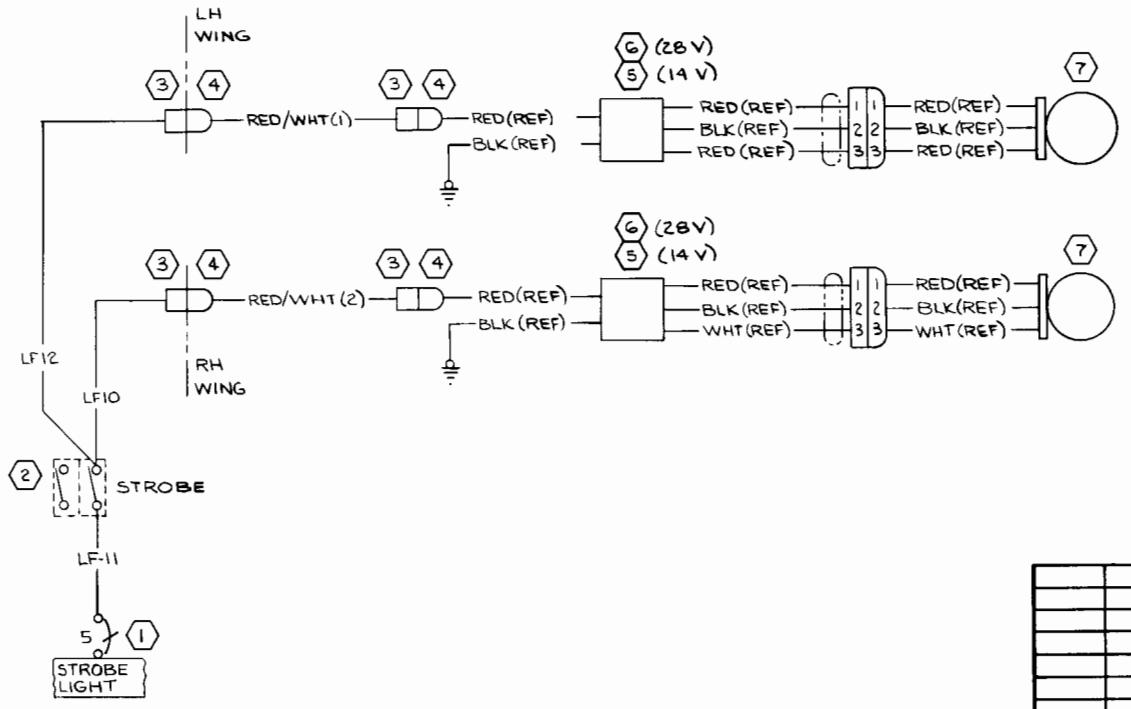
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | U206, P206 | PAGE: 11.18

FORM NO. 80-215B

EDRR 10827 (SR6600)

REVISION			
LET	DESCRIPTION	DATE	APPD



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
RED/WHT(2)	18	-18-2-9		S-1635-1	S-1636-1		(STD)
RED/WHT(1)	18	-18-2-9		S-1635-1	S-1636-1		(STD)
LF12	18			SEE LF10	S-1636-1		
LF11	18			S-1367-1-6	S-1993-1		
LF10	18			S-1493-2	S-1636-1		

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
7	C622006-0101	LIGHT ASSY
6	C622007-0103	POWER SUPPLY
5	C622007-0101	POWER SUPPLY
4	S-1637-1	HOUSING
3	S-1637-2	HOUSING
2	S-1846-2-3	SWITCH
1	S-1360-5L	CKT BKR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX-CESSNA SPEC. NO. S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES: 11.18

SUPERSEDED BY: 11.18.2

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-6-73
GROUP	[signature]	4-27-73
DRAWN	WHITE	4-23-73
CHECK	R. YOUNGERS	4-27-73
STRESS		
PROJ		
APPD	MGR	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE: WIRING DIAGRAM — STROBE LIGHTS, WING TIP

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

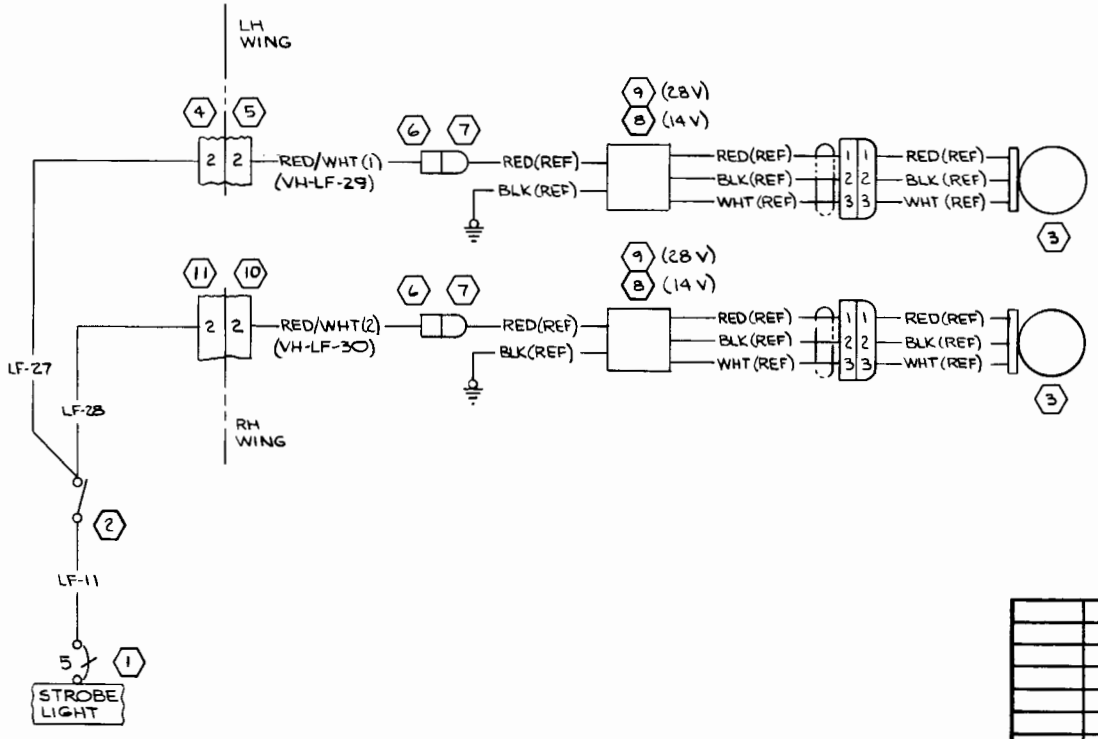
SCALE: NONE

PAGE: 11.18.1

SER U20601875 & ON

FORM NO. 80-215B

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: PIN 2 WAS PIN 4 LH WING; S-1641-4 & S-1640-6 WAS S-1640-9 & S-1641-9, S-1640-12 & S-1641-12 WAS S-1640-9 & S-1640-9; DRAWING BECOMES INACTIVE; (NOW SHOP PRACTICE) MER E0393 (SR 7910)	C J H 11-22-74	JCY GRS WB
B	BY REV: REACTIVATE DRAWING (SR 7910)	T M S 1-21-75	JCY GRS WB



ITEM NO.	PART NO.	DESCRIPTION
	EQUIPMENT TABLE	
11	S-1641-12	HOUSING - SOCKET
10	S-1640-12	HOUSING - PIN
9	C622007-0103	POWER SUPPLY
8	C622007-0101	POWER SUPPLY
7	S-1637-1	HOUSING
6	S-1637-2	HOUSING
5	S-1640-6	HOUSING-PIN
4	S-1641-6	HOUSING-SOCKET
3	C622006-0101	LAMP ASSY
2	S-2160-1	SWITCH
1	S-1360-5L	CKT BKR

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 11.18.1

SUPERSEDED BY:

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
RED/WHT(2) (VH-LF-30)	18	-18-2-9		S-1636-1	S-1635-1	STD	
RED/WHT(1) (VH-LF-29)	↕	-18-2-9		S-1636-1	S-1635-1	STD	
LF 28	↕			SEE LF 27	S-1636-1		
LF 27	↕			S-1493-2	S-1636-1		
LF 11	18			S-1367-1-6	S-1493-1		

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-6-73
GROUP	H. Wiu	4-27-73
DRAWN	WHITE	4-23-73
CHECK	R. YOUNGERS	4-27-73
STRESS		
PROJ	Bergman	4-28-73
APPD	Hise	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE: **WIRING DIAGRAM — STROBE LIGHTS, WING TIP (OPT)**

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

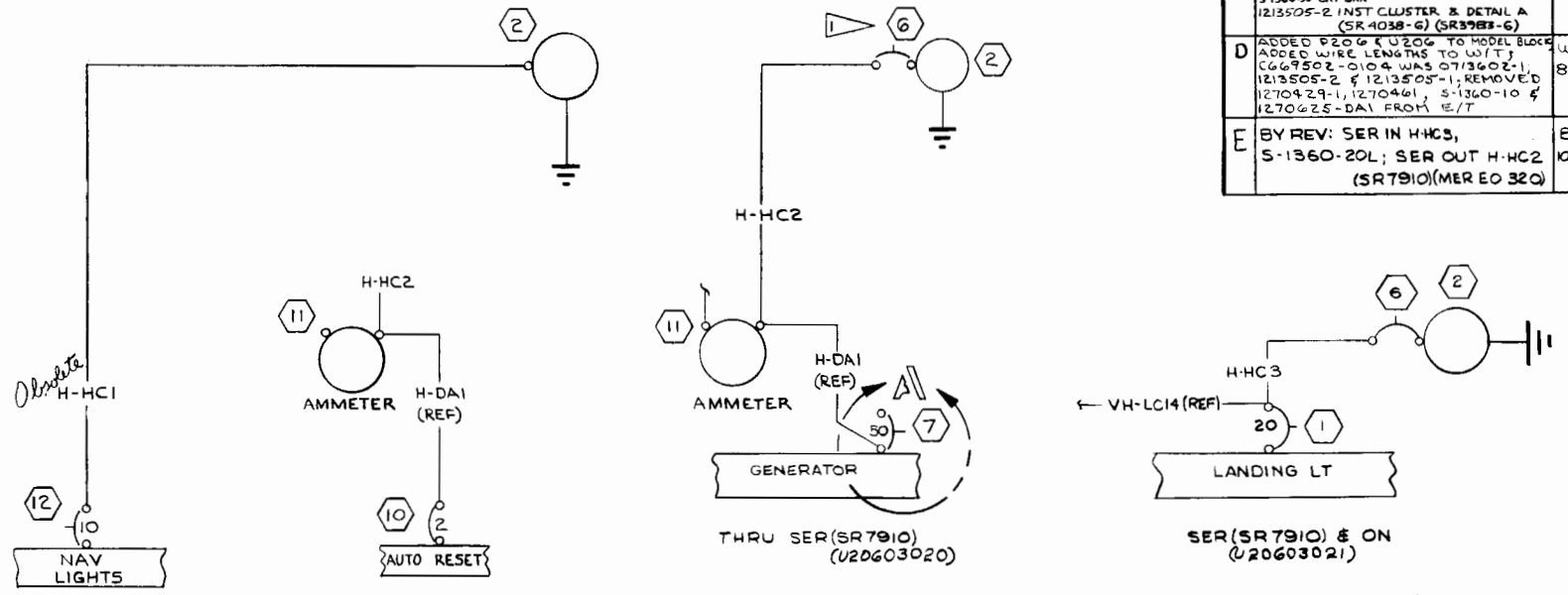
SCALE: NONE (SR 7403) K PAGE: 11.18.2

10 288 0905

FORM NO. 80-2158

SER 205-0001
THRU SER 205-0577
SER P206-0001 & ON
SER U206-0001 & ON
SER 206-0001 THRU
SER 206-0275

CHG LET	REVISION	BY DATE	CHK APPD
A	REMOVED N/A FROM STD WIRES (SR3694-10)	GLW 4-9-62	RRS GWW
B	ADD 60232-1 CKT BKR TO CIGAR LIGHTER. ADD H-HC2 WIRE. ADD NOTE 1, CA-2 CKT BKR, 0713602-1 OBSOLETED P-HC1 H-HC1 WAS 18 GA S-1367-2-8 TERM WAS S-1367-18TERM (SR 4081)	GLW 12-10-62	GWW RRS
C	ADD MODEL 206 S-1360-10 CKT BKR 1270461-1 BUS BAR 1213505-1 INST CLUSTER S-1360-50 CKT BKR 1213505-2 INST CLUSTER & DETAIL A (SR 4038-G) (SR3983-G)	GLW 6-21-63	RRS HHC HPW
D	ADDED P206 & U206 TO MODEL BLOCK ADDED WIRE LENGTHS TO W/T; C669502-0104 WAS 0713602-1, 1213505-2 & 1213505-1; REMOVED 1270429-1, 1270461, S-1360-10 & 1270625-DA1 FROM E/T	WJR 8-19-64	RRS TM NWE
E	BY REV: SER IN H-HC3, S-1360-20L; SER OUT H-HC2 (SR7910)(MER EO 320)	BLA 10-30-74	JCY



10-288-0905

NOTE:
1. CIRCUIT BREAKER IS RESET BY INSERTING A PROBE INTO THE 5/64 DIA HOLE IN BREAKER FACE AND PUSHING LIGHTLY UNTIL A CLICK IS HEARD.

ITEM NO	PART NO.	DESCRIPTION	INSTALLED ON
12	S-1232-10	CIRCUIT BREAKER	
11	C669502-0104	INST CLUSTER KIT	
10	CA-2	CKT BKR (MTCC)	
9			
8			
7	S-1360-50	CIRCUIT BREAKER	
6	60232-1	CKT BKR (CUE)	
5			
4			
3			
2	0513039-7	CIGAR LIGHTER	
1	S-1360-20L	CKT BKR	

EQUIPMENT TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		N/A	SERIALS
H-HC3	16			S-1367-2-8	S-1367-2-8		SER (SR 7910) & ON
H-HC2	16		15	S-1367-2-10	S-1367-2-8		THRU SER (SR 7910)
H-HC1	16		35	S-1367-2-8	S-1367-2-8		THRU SER 205-0319

WIRE TABLE

CESSNA AIRCRAFT CO COMMERCIAL AIRCRAFT DIVISION WICHITA KANSAS

	NAME	DATE
DRAWN	G WOOD	12-30-61
GROUP	HBV Conn	1-19-62
CHECK	R. Stuck	2-5-62
PROJ	N. McCall	2-7-62

TITLE: WIRING DIAGRAM — CIGAR LIGHTER

Cessna.

DWG NO: 1270625

SUPERSEDED BY:

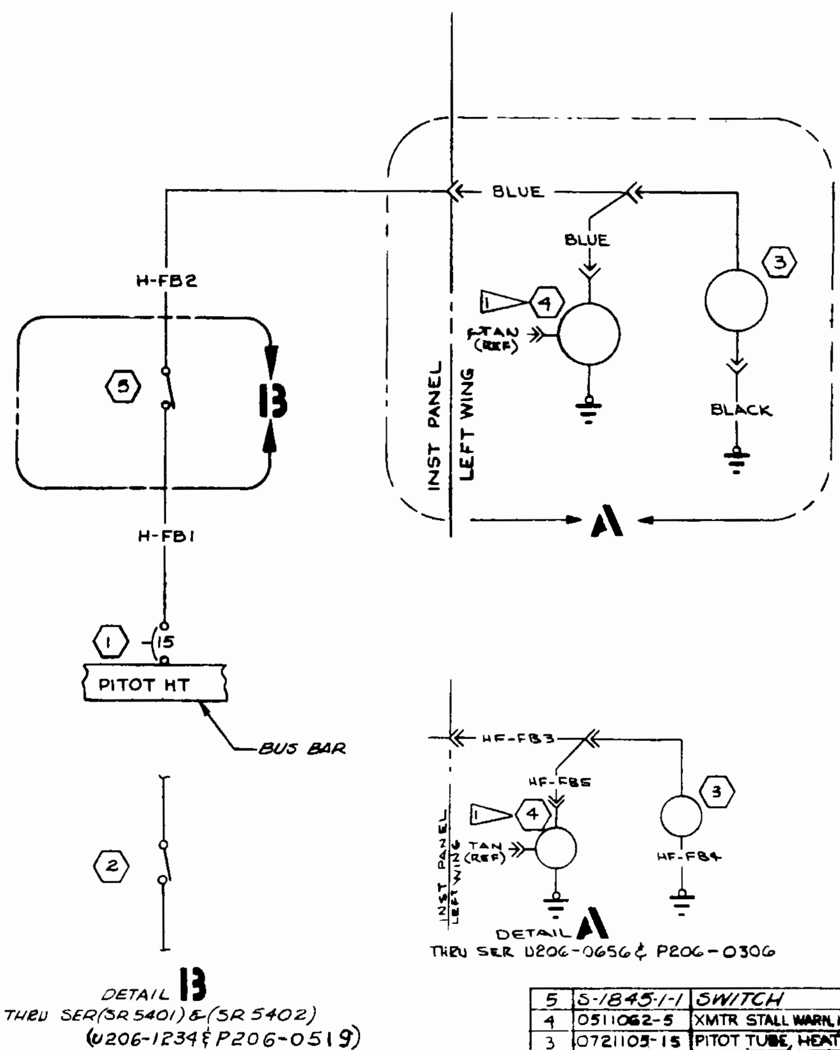
SUPERSEDES:

MODEL: 205, P206 & U206

REV: D

PAGE: 13.1

FORM NO. 80-161



NOTE: (SER 205-0001 & ON)

1. ONLY HEATER CIRCUIT SHOWN. FOR STALL WARNING CIRCUIT, SEE PAGE 9.2.

2. THRU SER(SR5401) & SER(SR5402)

3. EFFECTIVE SER(SR5401) & SER(SR5402) & ON

CHG LET	REVISION	BY / DATE	CHK / APPD
A	1200400 WAS 1270626; ADD "OPT" TO TITLE (SR3694-10)	GLW 4-4-62	RRS
B	ADD MODEL 206; S-1360-10 CKT BKR WAS -1232-10; 1270461-1 BUS BAR WAS 1270429-1 (SR 4038-6)(SR3983-6)	GLW 6-21-63	
C	ADDED P206 & U206 TO MODEL BLOCK; ADDED WIRE LENGTHS TO W/T; REMOVED 1270461-1 FROM E/T; HF-FB3 WAS H-FB3; HF-FB4 WAS H-FB4 & HF-FB5 WAS F-FB5 (SR4456)(SR4457)	WJR 8-14-64	RRS
D	INACTIVATE HF-FB3, HF-FB4 & HF-FB5; ADDED BLUE, BLACK BLUE WIRES AND DETAIL "A"; 0721105-15 WAS 0721105-2 (SR4401)(SR4902)	WJR 1-25-66	RRS
E	S-1360-15 WAS S-1360-10 (SR5144)	GLW 7-25-66	RRS
F	BY REV: ADDED DETAIL B, S-1845-1-1, NOTES 2 & 3, S-1493-2 & SR'S; BD&RR 03436(SR5401)(SR5402) II	EGY 8-14-68	GLI

INACTIVE: EFF SER U206-1235 & P206-0520 THRU SER U20601444 & P20600603 ED&RR 10485 DLB 8-1-69

WIRE TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		N/A	SERIALS	
H-FB2	16		35	S-1493-2	S-341-1		3	
H-FB1	16		4	S-1367-2-6	S-1493-2		3	
BLUE	16	S-1460-16-6	50	SEE BLUE	S-341-1	1220090	SER U206-0657 & SER P206-0307 & ON	
BLACK	18	S-1460-18-0	8	S-1369-1	S-1367-1-8	1220090	SER U206-0657 & SER P206-0307 & ON	
BLUE	16	S-1460-16-6	92	S-341-1	S-1369-2	1220090	SER U206-0657 & SER P206-0307 & ON	
HF-FB5	18		50	SEE H-FB3	S-341-2	1220008 / 1220002	INACTIVE	SER U206-0656 & SER P206-0306
HF-FB4	18		8	S-1360-1	S-1367-1-8	1220005 / 1220002	INACTIVE	SER U206-0656 & SER P206-0306
HF-FB3	16		92	S-341-1	S-1369-2	1220005 / 1220002	INACTIVE	SER U206-0656 & SER P206-0306
H-FB2	16		35	S-1367-2-6	S-341-1	1200440	2	
H-FB1	16		4	S-1367-2-6	S-1367-2-8	1200440	2	

EQUIPMENT TABLE

ITEM NO.	PART NO.	DESCRIPTION	INSTALLED ON
5	S-1845-1-1	SWITCH	
4	0511062-5	XMTR STALL WARN, HTD	
3	0721105-15	PITOT TUBE, HEATED	
2	S-1158-2-1	SWITCH	
1	S-1360-15	CIRCUIT BREAKER	

CESSNA AIRCRAFT CO. COMMERCIAL AIRCRAFT

	NAME	DATE
DRAWN	G WOOD	12-26-61
GROUP		1-29-62
CHECK		2-5-62
PROJ.		2-7-62

TITLE: WIRING DIAGRAM — HEATED PITOT TUBE & HEATED STALL WARNING SYSTEM (OPT)

Cessna.

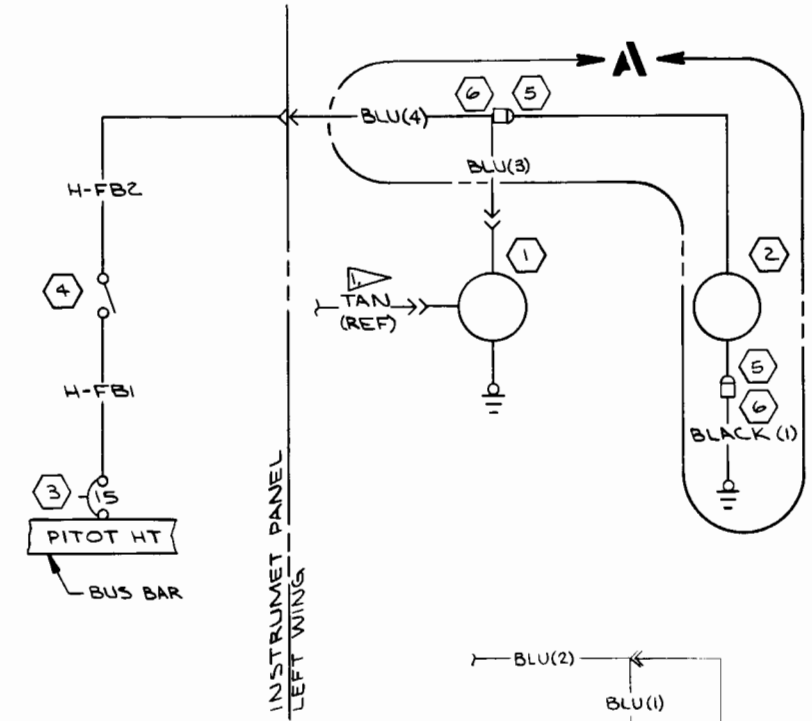
DWG NO: 1270625

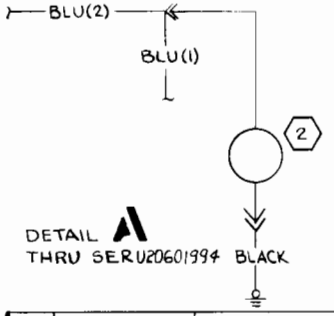
SUPERSEDED BY: P 13.3 | SUPERSEDES: | MODEL: 205 & 206's | REV: F | PAGE: 13.2

FORM NO. 80-181

SER P2060603 & ON
SER U20601445 & ON

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: SER OUT BLU(1), BLU(2) & BLACK; SER IN BLU(3), BLU(4) & BLK(1); ADD DET "A" & SER (SR 7320)	JCY 11-6-72	BLY AGR NKW NKB





NOTES:

1. ONLY HEATER CIRCUIT SHOWN. FOR STALL WARNING CIRCUIT SEE PAGE 9-6

ITEM NO	PART NO.	DESCRIPTION
6	S-1637-2	HOUSING-PLUG
5	S-1637-1	HOUSING-CAP
4	S-1845-1-2	SWITCH
3	S-1360-15	CIRCUIT BKR
2	0721105-15	PITOT TUBE, HTD
1	0511062-5	XMTR STALL WRN, HTD

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX-CESSNA SPEC. NO. S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES: P 13.2

SUPERSEDED BY: P 13.3.2

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS			SERIALS
BLK (1)	18	-18-0	8	S-1636-2	S-1367-1-8		SER U20601995 & ON
BLU (4)	16	-16-6	92	SEE H-FB2	SEE BLU(3)		SER U20601995 & ON
BLU (3)	16	-16-6	50	S-341-1	S-1636-2		SER U20601995 & ON
BLACK	18	-18-0	8	S-1369-1	S-1367-1-8		THRU SER U20601994
BLU(2)	16	-16-6	92	SEE H-FB2	SEE BLU(1)		THRU SER U20601994
BLU(1)	16	-16-6	50	S-341-1	S-1369-2		THRU SER U20601994
H-FB2	16		35	S-1493-2	S-341-1		
H-FB1	16		4	S-1367-2-6	S-1493-2		

WIRE TABLE

CONTRACT NO:

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

	NAME	DATE
DESIGN	HENSHAW	8-7-69
GROUP	H. Wise	8-7-69
DRAWN	D.L. BURKE	8-1-69
CHECK	R. YOUNGERS	8-5-69
STRESS		8-7-69
PROJ		8-7-69
APPD		8-6-69
OTHER		

TITLE: WIRING DIAGRAM — HEATED PITOT TUBE & HEATED STALL WARNING SYSTEM (OPT)

SIZE: C | CODE IDENT. NO.: 71379 | DWG NO: 1270625

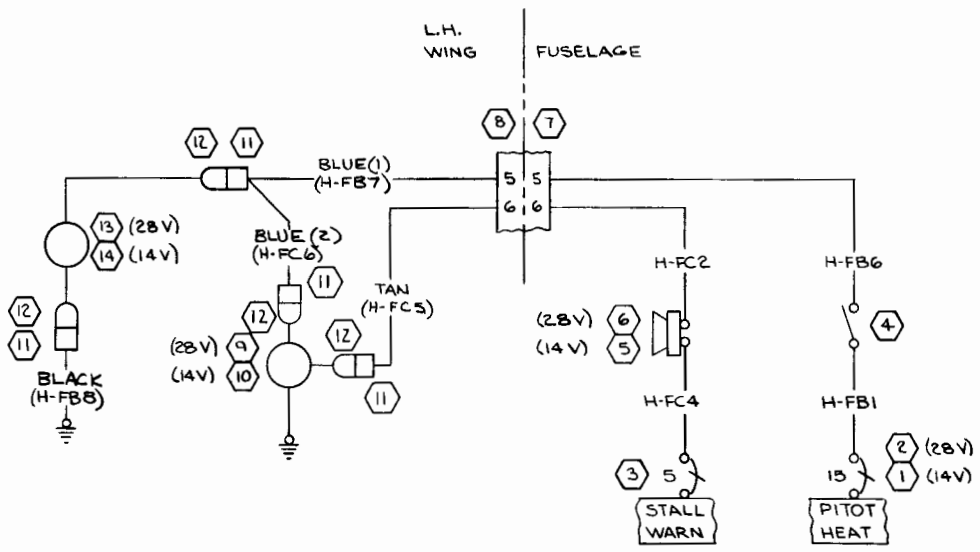
SCALE: NONE | U206 & P206 | PAGE: 13.3

ED&RR 10485

(SR6005) IX
(SR6006) IX

FORM NO. 80-215B

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADDED H-FC5, H-FC6, H-FB7 & H-FB8 (SR7403) IV	RAM 8-10-73	DLC RWM JKB
B	BY REV: S-1640-6 WAS S-1640-9; S-1641-6 WAS S-1641-9; ADD WIRE LENGTHS MER 80 393 (NOW SHOP PRACTICE)	BLA 12-10-74	JCH JRB GAB



ITEM NO.	PART NO.	DESCRIPTION
14	0721105-15	PITOT TUBE
13	0721105-18	PITOT TUBE
12	S-1637-1	HOUSING
11	S-1637-2	HOUSING
10	0511062-15	XMTR
9	0511062-16	XMTR
8	S-1640-6	HOUSING-PIN
7	S-1641-6	HOUSING-SOCKET
6	S-2077-8	STALL WARN HORN
5	S-2077-5	STALL WARN HORN
4	S-2160-1	SWITCH
3	S-1360-5L	CKT BKR
2	S-1360-8L	CKT BKR
1	S-1360-15L	CKT BKR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 13.3, 13.3.1

SUPERSEDED BY:

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
TAN (H-FC5)	18	-18-10		S-1635-2	S-1636-2	
BLACK (H-FB8)	16	-16-0		S-1636-2	S-1367-2-8	
BLUE (2) (H-FC6)	16	-16-6		SEE BLUE (1)	S-1636-2	
BLUE (1) (H-FB7)	16	-16-6		S-1635-2	S-1636-3	
H-FC4	18			S-1367-1-6	S-1367-1-6	
H-FC2	18		100	S-1367-1-6	S-1636-2	
H-FB6	16		95	S-1493-2	S-1636-2	
H-FB1	16		8	S-1367-2-6	S-1493-2	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-11-73
GROUP	H. Wiall	4-27-73
DRAWN	WHITE	4-23-73
CHECK	R YOUNGERS	4-27-73
STRESS		
PROJ	B Engineer	4-30-73
APPD	Mgr	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — HEATED PITOT TUBE & STALL WARNING XMTR (OPT)

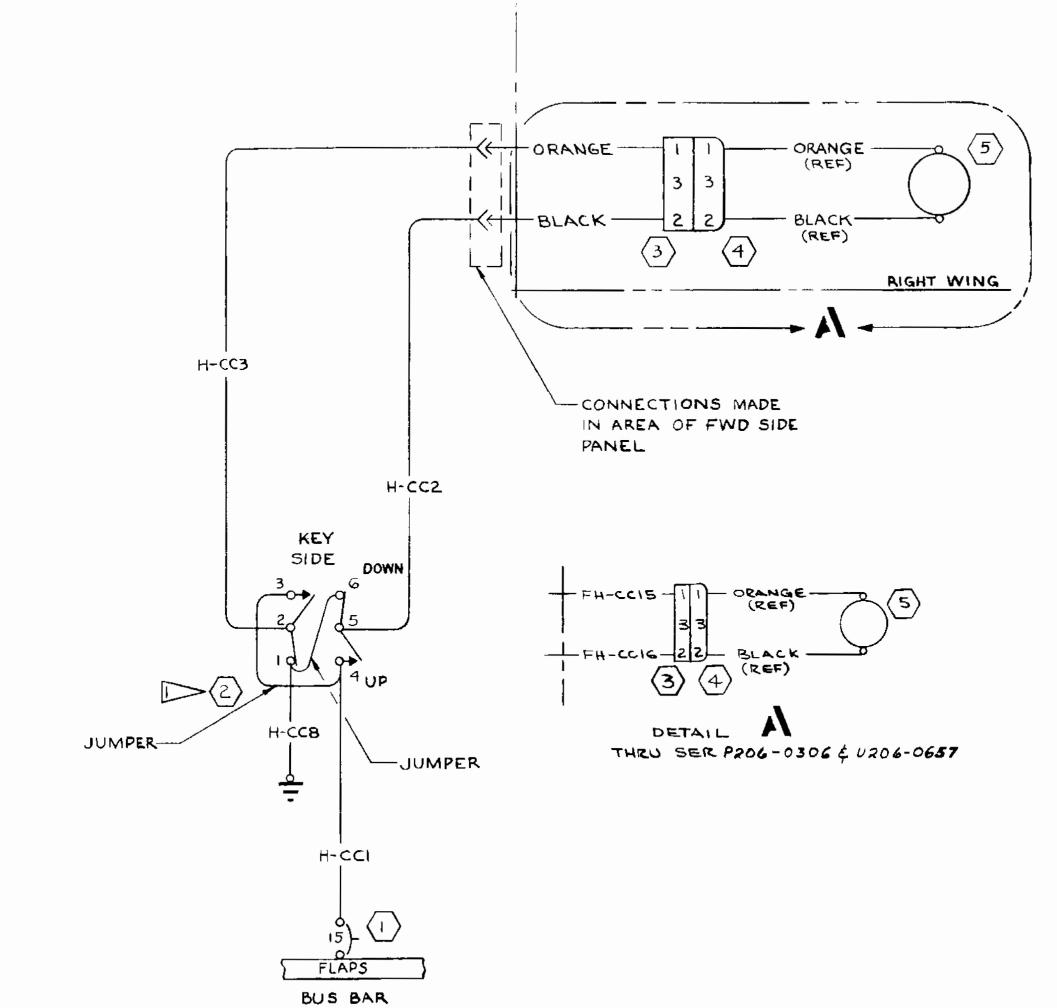
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE (SR7403) II PAGE: 13.3.2

FORM NO. 60-215B

(SR4946)

CHG LET	REVISION	BY / DATE	CHK / APPD
A	0760657-8 WAS C301001-0101; INACTIVATED FH-CC15, HF-CC16 H-CC18, H-CC19 & H-CC21; ADDED ORANGE, BLACK, BROWN, VIOLET & BLACK WIRES; ADD DETAILS "A" & "B" (SR4901), (SR4902)	GLW 10-26-65	RRS AKM HMc HZW



NOTE:
1. SWITCH SHOWN IS A "MOMENTARY ON"-"ON"-"MOMENTARY ON" CONFIGURATION. THE MOTOR IS SHORTED WHEN THE SWITCH IS IN THE CENTER "ON" POSITION. THE SWITCH IS SHOWN IN CENTER "ON" POSITION.
2. SWITCH TERMINALS SHOWN AS VIEWED FROM TOGGLE SIDE OF SWITCH.

ITEM NO	PART NO.	DESCRIPTION	INSTALLED ON
7	BZ-7RW2T04	LIMIT SWITCH (MCS)	
6	E13-00M	SWITCH (CRYE)	
5	0760657-8	FLAP MOTOR ASSY	
4	S-1638-2	HOUSING-CAP	
3	S-1638-1	HOUSING-PLUG	
2	S-1661-1	SWITCH ASSY	
1	S-1360-15	CIRCUIT BREAKER	

EQUIPMENT TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
BLACK	16	S-1460-16-0	10	S-1367-2-6	S-1367-2-8	U206-0657 P206-0307 & ON
VIOLET	16	S-1460-16-7	149	S-1367-2-6	S-341-1	U206-0657 P206-0307 & ON
BROWN	16	S-1460-16-1	155	S-1367-2-6	S-341-1	U206-0657 P206-0307 & ON
BLACK	16	S-1460-16-0	142	S-341-1	S-1636-2	U206-0657 P206-0307 & ON
ORANGE	16	S-1460-16-3	142	S-341-1	S-1636-2	U206-0657 P206-0307 & ON
H-CC21	16		10	S-1367-2-6	S-1367-2-8	Inactive U206-0656 P206-0306 & ON
H-CC20	16		25	S-1367-2-6	S-341-1	
H-CC19	16		149	S-1367-2-6	S-341-1	Inactive U206-0656 P206-0306 & ON
H-CC18	16		155	S-1367-2-6	S-341-1	Inactive U206-0656 P206-0306 & ON
H-CC17	16		25	S-1367-2-6	S-341-1	
FH-CC16	16		142	S-341-1	S-1636-2	Inactive U206-0656 P206-0306 & ON
FH-CC15	16		142	S-341-1	S-1636-2	Inactive U206-0656 P206-0306 & ON
H-CC14	16		100	S-1493-2	S-341-1	
H-CC13	16		100	S-1493-2	S-341-1	
H-CC8	16		5	S-1367-2-8	S-1367-2-6	
H-CC3	16		25	S-1367-2-6	S-341-1	
H-CC2	16		25	S-1367-2-6	S-341-1	
H-CC1	16		34	S-1367-2-6	S-1367-2-8	

WIRE TABLE

CESSNA AIRCRAFT CO., COMMERCIAL AIRCRAFT DIVISION, WICHITA, KANSAS

	NAME	DATE
DRAWN	G WOOD	10-19-65
GROUP	H. Wise	10-19-65
CHECK	R. Stuck	10-20-65
PROJ	H. McClate	10-23-65

TITLE: WIRING DIAGRAM—WING FLAPS

Cessna

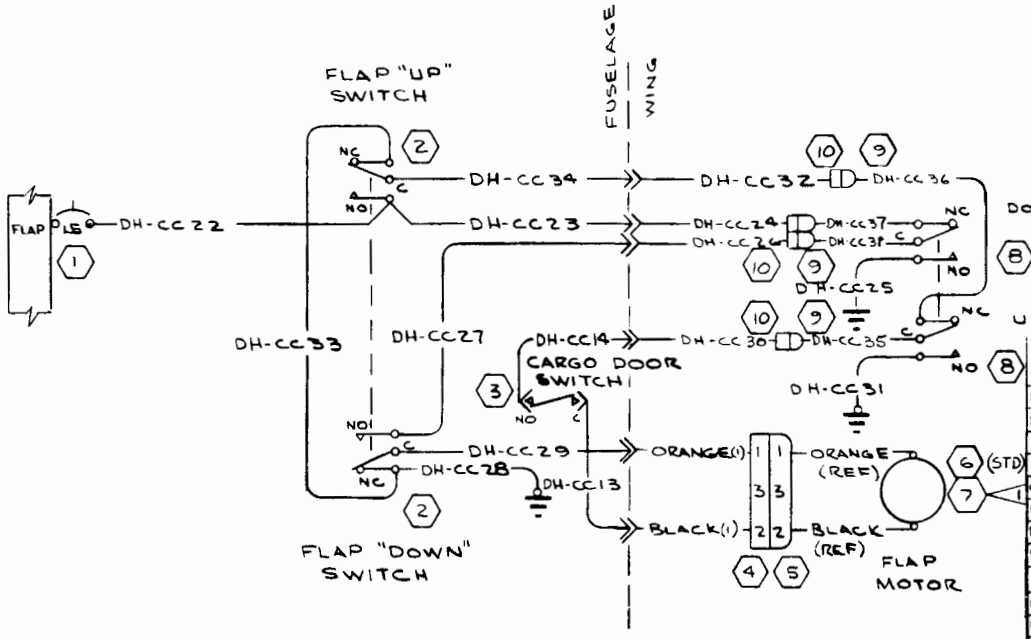
DWG NO: 1270625

SUPERSEDED BY:
SUPERSEDES: 1270625 PAGE 14.1.0
MODEL: TP206 P206
REV: A
PAGE: 14.2.0

FORM NO 80-16.4

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: S-1367-2-4 WAS S-1367-1-4; S-1367-2-8 WAS S-1367-1-8; DELETE S-1637-1 & S-1367-2 FROM WIRE TABLE & ADD ITEM 9 & 10 INACT DWG ED&RR10141 (SR 6584)	MH 9-4-70	

INACTIVE: EFF THRU SER U20601673
ED&RR 10141
MH 9-4-70
HPW LKW



NOTES:

1. ▷ OPTIONAL WITH RADIOS

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
DH-CC38	16			S-1367-2-4	S-1635-2		
DH-CC37	16			S-1367-2-4	S-1635-2		
DH-CC36	16			S-1367-2-4	S-1635-2		
DH-CC35	16			S-1367-2-4	S-1635-2		
ORN(2)	16	S-1460-16-3		S-1493-2	S-1636-2		
BLK(2)	16	S-1460-16-0		S-1493-2	S-1636-2		
ORN(1)	16	S-1460-16-3		S-341-1	S-1636-2		
BLK(1)	16	S-1460-16-0		S-341-1	S-1636-2		
DH-CC34	16			S-1367-1-4	S-341-1		
DH-CC33	16			S-1367-2-4	S-1367-2-4		
DH-CC32	16			S-341-1	S-1636-2		
DH-CC31	16			S-1367-2-4	S-1367-2-8		
H-CC30	16			S-341-1	S-1636-2		
DH-CC29	16			S-1367-2-4	S-341-1		
DH-CC28	16			S-1367-2-4	S-1367-2-8		
DH-CC27	16			S-341-1	S-1367-2-4		
DH-CC26	16			S-341-1	S-1636-2		
DH-CC25	16			S-1367-2-4	S-1367-2-8		
DH-CC24	16			S-341-1	S-1636-2		
DH-CC23	16			S-1367-2-4	S-341-1		
DH-CC22	16			S-1367-2-8	S-1367-2-4		
DH-CC14	16			S-341-1	S-1493-2		
DH-CC13	16			S-341-1	S-1493-2		

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
10	S-1637-2	HOUSING - PLUG	
9	S-1637-1	HOUSING - CAP	
8	MS25253-1	SWITCH	
7	C301001-0701	ACTUATOR ASSY	
6	C301001-0301	ACTUATOR ASSY	
5	S-1638-2	HOUSING - CAP	
4	S-1638-1	HOUSING - PLUG	
3	E13-00M	SWITCH	(01963)
2	E33-10K	SWITCH	(01963)
1	S-1360-15	CIRCUIT BREAKER	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 1270625 PAGE 14.3.0
SUPERSEDED BY: 1270625 PAGE 14.3.3

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	H. Wink	9-13-67
DRAWN	P.G. POTTS	9-26-69
CHECK		
STRESS		
PROJECT		
APPD	S WANEY	9-5-69

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE: WIRING DIAGRAM — WING FLAPS

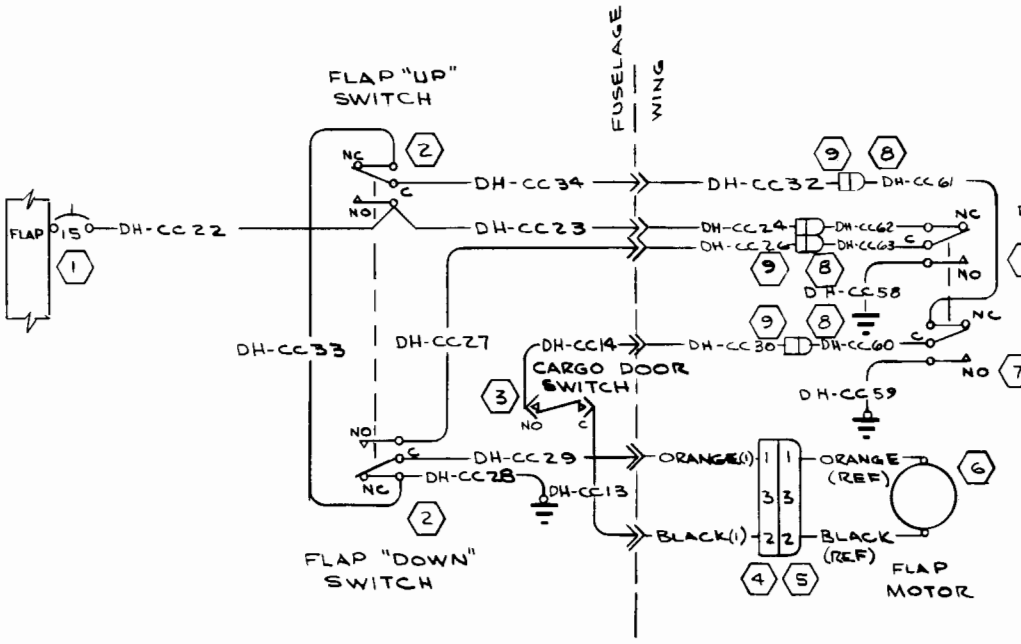
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | 206'S | PAGE: 14.3.1

FORM NO. 80-215A

ED&RR 02629

REVISION			
LET	DESCRIPTION	DATE	APPD



NOTES:

1. THESE SWITCHES PART OF C301002-0101 ACTUATOR ASSY

9	S-1637-2	HOUSING - PLUG	
8	S-1637-1	HOUSING - CAP	
1	7	V3-1-D9	SWITCH	MMEC
	6	C301002-0101	ACTUATOR ASSY	
	5	S-1638-2	HOUSING - CAP	
	4	S-1638-1	HOUSING - PLUG	
	3	E13-00M	SWITCH	(01963)
	2	S-1906-1	SWITCH	
	1	S-1360-15	CIRCUIT BREAKER	
	ITEM NO.	PART NO.	DESCRIPTION	VENDOR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: PAGE 14.3.1

SUPERSEDED BY: PAGE 14.5.

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
DH-CC63	16			S-1493-2	S-1635-2	
DH-CC62	16			S-1493-2	S-1635-2	
DH-CC61	16			S-1493-2	S-1635-2	
DH-CC60	16			S-1493-2	S-1635-2	
ORN (1)	16	S-1460-16-3		S-341-1	S-1636-2	
BLK (1)	16	S-1460-16-0		S-341-1	S-1636-2	
DH-CC34	16			S-1367-2-4	S-341-1	
DH-CC33	16			S-1367-2-4	S-1367-2-4	
DH-CC32	16			S-341-1	S-1636-2	
DH-CC59	16			S-1493-2	S-1367-2-8	
DH-CC30	16			S-341-1	S-1636-2	
DH-CC29	16			S-1367-2-4	S-341-1	
DH-CC28	16			S-1367-2-4	S-1367-2-8	
DH-CC27	16			S-341-1	S-1367-2-4	
DH-CC26	16			S-341-1	S-1636-2	
DH-CC58	16			S-1493-2	S-1367-2-8	
DH-CC24	16			S-341-1	S-1636-2	
DH-CC23	16			S-1367-2-4	S-341-1	
DH-CC22	16			S-1367-2-6	S-1367-2-4	
DH-CC14	16			S-341-1	S-1493-2	
DH-CC13	16			S-341-1	S-1493-2	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	R Wilson	10-15-70
DRAWN	M. HUNTER	9-4-70
CHECK	LK WHITE	10-15-70
STRESS		
PROJECT	K Tolbert	10-22-70
APPD		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — WING FLAPS

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

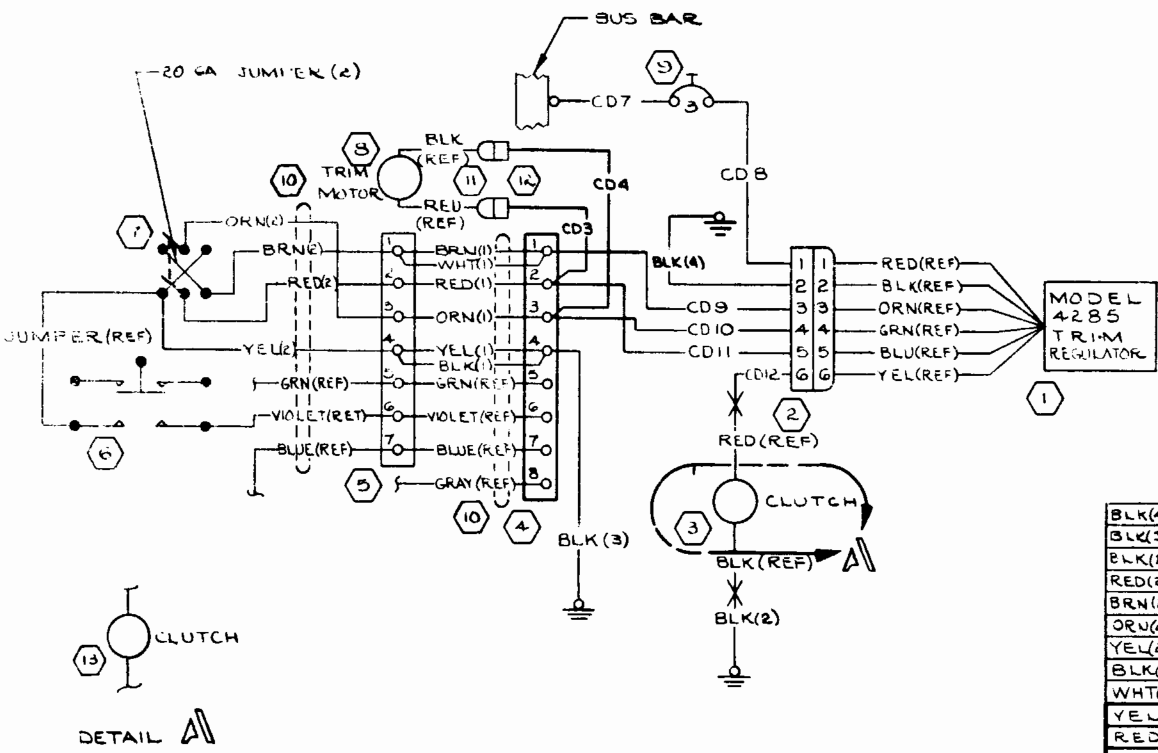
SCALE: NONE | U206 | PAGE: 14.3.3

EDERR10141 (SR6584)

FORM NO. 90-218A

LET	DESCRIPTION	DATE	APPD
A	BY REV: CD3/TERMINAL NO.2 WAS CD3/TERMINAL NO.1 & CD4/TERMINAL NO.3 WAS CD4/TERMINAL NO.2 ED&RR 10950	RLY 3-9-70	LW

INACTIVE: EFF THRU SER U20601700 EDRR 10907 6-30-70



NOTES:

1. BLK, WHT & GRY WIRE TO BE REMOVED FROM SF 1030-BX CABLE ON INSTL IN CONTROL WHEEL
2. 329636 TERMINAL VENDOR (00779)
3. PART OF SF-1030-BX CABLE (08261)

WIRE TABLE

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS	TERMINALS	SERIALS
BLK(4)	20			S-1367-1-8	S-1636-1	
BLK(3)	20			S-1367-1-8	◁2	
BLK(2)	20			S-1367-1-8	S-1370-2	
RED(2)		◁3		SOLDER	◁2	
BRN(2)				SOLDER		
ORN(2)				SOLDER		
YEL(2)				SOLDER		
BLK(1)				◁2		
WHT(1)						
YEL(1)						
RED(1)						
BRN(1)						
ORN(1)		◁3		◁2	◁2	
CD12	20			S-1370-2	S-1636-1	
CD11	20			◁2		
CD10	20			◁2		
CD9	20			◁2		
CD8	20			S-1367-1-8	S-1636-1	
CD7	20			S-1367-1-8	S-1367-1-8	
CD4	20			◁2	S-1636-1	
CD3	20			◁2	S-1636-1	

EQUIPMENT TABLE

ITEM NO.	PART NO.	DESCRIPTION	
13	1560321-1	CLUTCH-24V	
12	S-1637-2	HOUSING-PLUG	
11	S-1637-1	HOUSING-CAP	
10	SF-1030-BX	CABLE	(08261)
9	7271-8-3	CIRCUIT BREAKER	
8	1560322-26	TRIM MOTOR ASSY	
7	305-4304	PITCH TRIM SW	
6	S-1985-1	SWITCH-KEYING	
5	351-11-07-001	TERMINAL BLK	(71785)
4	351-11-08-001	TERMINAL BLK	(71785)
3	1560321-12	CLUTCH-12V	
2	S-1641-6	HOUSING	
1	MODEL 4285	TRIM REGULATOR	

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: PAGE 14.4
SUPERSEDED BY: P14.14.2

CONTRACT NO:

	NAME	DATE
DESIGN	SIPES VR	6-5-69
GROUP	V. Wise	8-8-69
DRAWN	LILLESTRAND	8-4-69
CHECK	R.YOUNKERS	8-5-69
STRESS	Robert	8-8-69
PROJ		8-8-69
APPD		8-7-69
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

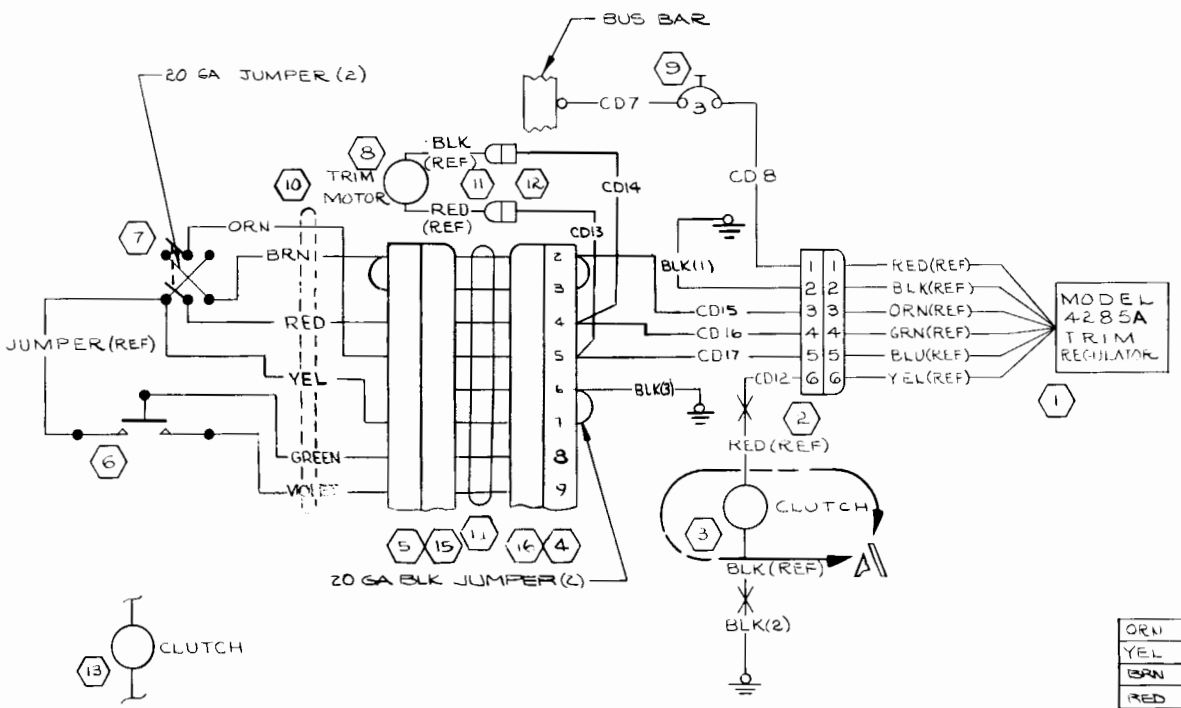
TITLE: WIRING DIAGRAM — ELECTRIC ELEVATOR TRIM (OPT)

SIZE: C | CODE IDENT. NO.: 71379 | DWG NO: 1270625

SCALE: NONE | U206 & P206 | PAGE: 14.4.1

ED&RR 10634

FORM NO 80-2158



DETAIL A
APPLIES TO 24V INSTL

NOTES:

1. BLK, WHT & GRY WIRE TO BE REMOVED FROM SF-1030-BX CABLE ON INSTL IN CONTROL WHEEL
2. 60215-4LP TERMINAL, VENDOR (00779)
3. PART OF SF-1030-BX CABLE (08261)

ITEM NO.	PART NO.	DESCRIPTION	
		EQUIPMENT TABLE	
16	1270062-1	CKT BOARD	
15	1270061-1	CKT BOARD	
14	1270060-1	CABLE ASSY	
13	1560321-1	CLUTCH-24V	
12	S-1637-2	HOUSING-PLUG	
11	S-1637-1	HOUSING-CAP	
10	SF-1030-BX	CABLE	(08261)
9	7271-8-3	CIRCUIT BREAKER	
8	1560322-26	TRIM MOTOR ASSY	
7	305-4304	PITCH TRIM SW	
6	S-1985-1	SWITCH-KEYING	
5	255 10 30 190	CONNECTOR	(71785)
4	582384-9	SOCKET	(00779)
3	1560321-12	CLUTCH-12V	
2	S-1641-6	HOUSING	
1	MODEL 4285A	TRIM REGULATOR	

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: PAGE 14.4.1

SUPERSEDED BY: PAGE 14.7

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: REVISED & REDRAWN	WRC 11-17-71	
B	BY REV: ADD S-1695-2, DET "B" & SER; 4285A WAS 4285 IX (SR7061)(REF)	GKG 6-18-73	
C	BY REV: DELETED S-1695-2 & DETAIL "B" (SR 7403) IX	MEM 5-6-74	

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
ORN		3		SOLDER	SOLDER	
YEL		3		SOLDER	SOLDER	
BRN		3		SOLDER	SOLDER	
RED		3		SOLDER	SOLDER	
BLK(4)	20			S-1367-1-8	S-1636-1	
BLK(3)	20			S-1367-1-8	2	
BLK(2)	20	-20-0		S-1367-1-8	S-1370-2	
BLK(1)	20	-20-0		S-1367-1-8	S-1636-1	
CD12	20			S-1370-2	S-1636-1	
CD17	20			2		
CD16	20			2		
CD15	20			2		
CD8	20			S-1367-1-8	S-1636-1	
CD7	20			S-1367-1-8	S-1367-1-8	
CD14	20			2	S-1636-1	
CD13	20			2	S-1636-1	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	[illegible]	7-2-70
GROUP	H. Wiles	7-2-70
DRAWN	PAPE	6-30-70
CHECK	L.K. WHITE	7-1-70
STRESS		
PROJ	[illegible]	7-6-70
APPD		
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

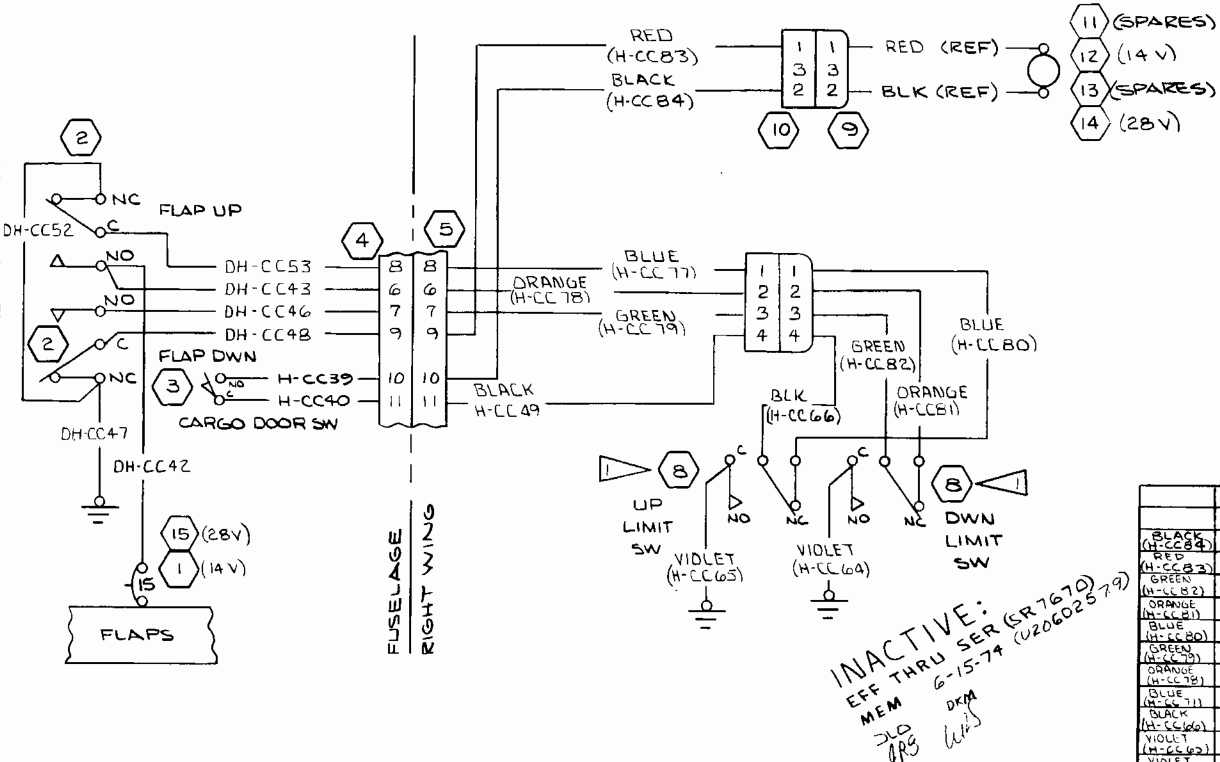
TITLE
WIRING DIAGRAM—
ELECTRIC ELEVATOR TRIM (OPT)

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | 206 | PAGE: 14.4.2

EDRR 10907 (SR6565)

FORM NO. 80-215B



LET	REVISION DESCRIPTION	DATE	APPD
A	BY REV: ADDED H-CC83 & H-CC84 (SR7403) IX	RAM 8-10-73	
B	BY REV: COLOR CODE WIRES H-CC49 & H-CC64 THRU H-CC83, (H-CC83) RED WAS (H-CC83) ORANGE (NOW SHOP PRACTICE)	TDN 10-10-73	DKM
C	BY REV: ADD WIRE LG; S-1641-6 & S-1640-6 WAS S-1638-1 & S-1678-2; S-1640-12 & S-1641-12 WAS S-1640-9 & S-1641-9; MER E0014 (SR7403) IX (REF) (NOW SHOP PRACTICE)	DEF 2-8-74	JCY DKM

72-111-0901

NOTES:

1. THESE SWITCHES ARE PART OF C301002 ACTUATOR ASSY

2. USE FOR PRODUCTION ONLY FOR ALL SPARES USE: C301002-0301 (14 VOLT) C301002-0302 (28 VOLT)

17	S-1641-6	HOUSING-SOCKET	
16	S-1640-6	HOUSING-PIN	
15	S-1360-8L	CIRCUIT BREAKER	28 VOLT
14 (2)	C301002-0102	ACTUATOR ASSY	28 VOLT
13	C301002-0302	ACTUATOR ASSY	28 VOLT
12 (2)	C301002-0101	ACTUATOR ASSY	14 VOLT
11	C301002-0301	ACTUATOR ASSY	14 VOLT
10	S-1638-1	HOUSING-PLUG	
9	S-1638-2	HOUSING-CAP	
8 (1)	V3L-3-D9	SWITCH	MMEC
7	S-1637-1	HOUSING-CAP	
6	S-1637-2	HOUSING-PLUG	
5	S-1640-12	HOUSING-PIN	
4	S-1641-12	HOUSING-SOCKET	
3	E13-00M	SWITCH	01963
2	S-1906-1	SWITCH	
1	S-1360-15L	CIRCUIT BREAKER	14 VOLT
ITEM NO.	PART NO.	DESCRIPTION	VENDOR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 14.3.3 • 14.3.4
SUPERSEDED BY: PAGE 14.5.1

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
BLACK (H-CC84)	16	-16-0	13	S-1635-2	S-1636-2		
RED (H-CC83)	16	-16-2	13	S-1635-2	S-1636-2		
GREEN (H-CC82)	16	-16-5	13	S-1635-2	S-1493-2		
ORANGE (H-CC81)	16	-16-3	13	S-1635-2	S-1493-2		
BLUE (H-CC80)	16	-16-6	13	S-1635-2	S-1493-2		
GREEN (H-CC79)	16	-16-5		S-1635-2	S-1636-2		
ORANGE (H-CC78)	16	-16-3		S-1635-2	S-1636-2		
BLUE (H-CC77)	16	-16-6		S-1635-2	S-1636-2		
BLACK (H-CC66)	16	-16-0	13	S-1493-2	S-1635-2		
VIOLET (H-CC65)	16	-16-7	19	S-1493-2	S-1367-2-8		
VIOLET (H-CC64)	16	-16-7	19	S-1493-2	S-1367-2-8		
DH-CC53	16			S-1367-2-4	S-1636-2		
DH-CC52	16			S-1367-2-4	S-1367-2-4		
BLACK (H-CC49)	16	-16-0		S-1635-2	S-1636-2		
DH-CC48	16			S-1367-2-4	S-1636-2		
DH-CC47	16			↓	S-1367-2-8		
DH-CC46	16				S-1636-2		
DH-CC43	16			S-1367-2-4	S-1636-2		
DH-CC42	16			S-1367-2-4	S-1367-2-4		
H-CC40	16			S-1636-2	S-1493-2		
H-CC39	16			S-1636-2	S-1493-2		

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	H. Wise	1-8-73
DRAWN	M. MORIARTY	1-4-73
CHECK	R. YOUNGERS	1-6-73
STRESS		
PROJECT		1-10-73
APPD	MGR	

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE: WIRING DIAGRAM — WING FLAPS

SIZE: C | CODE IDENT. NO. 71379 | DWG NO. 1270625
SCALE: NONE | U206 | PAGE: 14.5

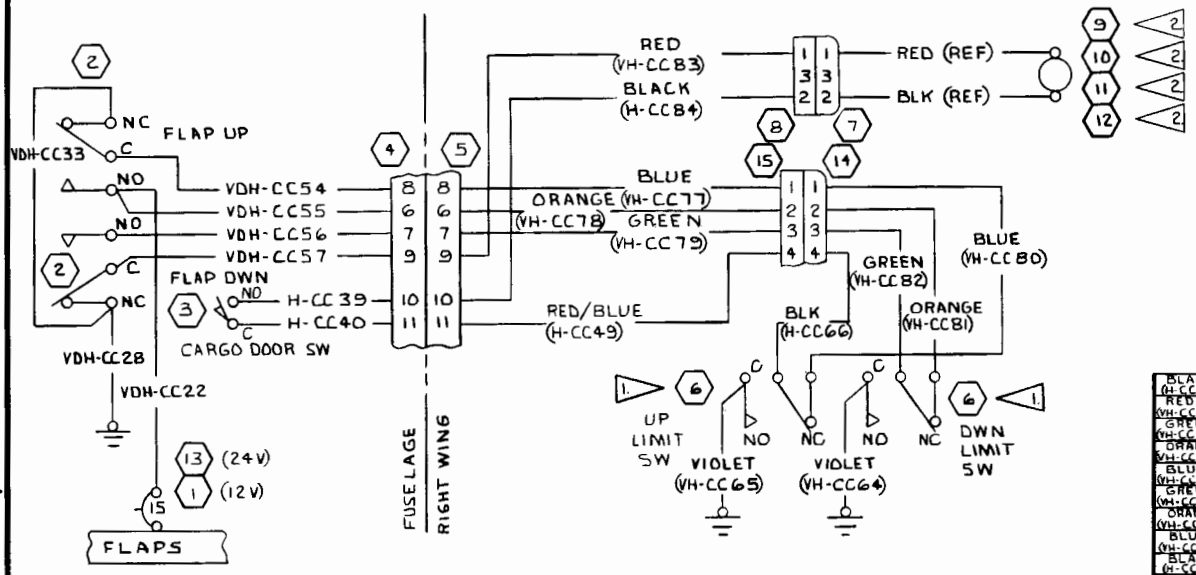
FORM NO. 80-218A

(SR7403) IX

NOTES

1. THESE SWITCHES ARE PART OF C301002 ACTUATOR ASSY
2. FOR ALL SPARES USE: C301002-0301 (14 VOLT) AND C301002-0302 (28 VOLT)

REVISION			
LET	DESCRIPTION	DATE	APPD



WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
BLACK (H-CC84)	16	-16-0	13	S-1635-2	S-1636-2	
RED (VH-CC83)	16	-16-2	13		S-1636-2	
GREEN (VH-CC82)	16	-16-5	13		S-1493-2	
ORANGE (VH-CC81)	16	-16-3	13		S-1493-2	
BLUE (VH-CC80)	16	-16-6	13		S-1493-2	
GREEN (VH-CC79)	16	-16-5			S-1636-2	
ORANGE (VH-CC78)	16	-16-3			S-1636-2	
BLUE (VH-CC77)	16	-16-6		S-1635-2	S-1636-2	
BLACK (H-CC66)	16	-16-0	13	S-1493-2	S-1635-2	
VIOLET (VH-CC65)	16	-16-7	19	S-1493-2	S-1367-2-8	
VIOLET (VH-CC64)	16	-16-7	19	S-1493-2	S-1367-2-8	
RED/BLUE (H-CC49)	16	-16-2-6		S-1635-2	S-1636-2	
VDH-CC54	16		102	S-1367-2-4	S-1636-2	
VDH-CC33	16		6	S-1367-2-4	S-1367-2-4	
VDH-CC57	16		62	S-1367-2-4	S-1636-2	
VDH-CC28	16		10		S-1367-2-8	
VDH-CC56	16		62		S-1636-2	
VDH-CC55	16		62	S-1367-2-4	S-1636-2	
VDH-CC22	16		36	S-1367-2-6	S-1367-2-4	
H-CC40	16			S-1636-2	S-1493-2	
H-CC39	16			S-1636-2	S-1493-2	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
15	S-1641-6	HOUSING-SOCKET
14	S-1640-6	HOUSING-PIN
13	S-1360-8L	CIRCUIT BREAKER
12	C301002-0102	ACTUATOR ASSY
11	C301002-0302	ACTUATOR ASSY
10	C301002-0101	ACTUATOR ASSY
9	C301002-0301	ACTUATOR ASSY
8	S-1638-1	HOUSING-PLUG
7	S-1638-2	HOUSING-CAP
6	V3L 3 D9	SWITCH
5	S-1640-12	HOUSING-PIN
4	S-1641-12	HOUSING-SOCKET
3	E13-00M	SWITCH
2	S-1906-1	SWITCH
1	S-1360-15L	CIRCUIT BREAKER

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX-CESSNA SPEC. NO. S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES: PAGE 19.5

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	W. Sanford	6-24-74
DRAWN	MCBRIDE	6-13-74
CHECK	D L OLLER	6-13-74
STRESS		
PROJ	W. Sanford	6-25-74
APPD	DKM	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE: WIRING DIAGRAM — WING FLAPS

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | U206 | PAGE: 14.5.1

70-111-0901

FORM NO. 80-215B

(SR 7670)

REVISION			
LET	DESCRIPTION	DATE	APPD
C	BY REV: REVISED & REDRAWN. ADD P 14.7.1, CD25 THRU CD35, BLK(4), RED(2), YEL(2) ORN(2), BRN(2), 1570308-1, 1570307-1 & 3421-0000 C611003-0101 WAS MODEL 4285A: ADD WIRE COLORS CD26 GRN & CD25 BLU SER (SR 7677) (SR 7403)☒(REF)	DEF 1-12-74	JCY DKM JRS JKB
D	BY REV: ADD 1570307-2 & S-1370-5; S1963-2 WAS SOLDER (CD27, CD28, CD29, & BLK(4) (SR1677), (SR1670)☒	MEM 5-14-74	JCY JRS DS
E	BY REV: S-1360-5L WAS S-1370-5L (NOW SHOP PRACTICE)	JEG 7/15/74	JCY DKM JRS DKM
F	BY REV: S-1636-1 WAS S-1370-2/CD-12 (MER 206-E0361)(NOW SHOP PRACTICE)	RJP 1-23-75	JCY DKM JRS DKM

70-111-0901

BLK (4)	20	-20-0		S-1367-1-8	S-1963-2		SER U20602407 & ON
ORN (2)		-20-3		SOLDER	SOLDER		
YEL (2)		-20-4					
BRN (2)		-20-1					
RED (2)	20	-20-2					SER U20602407 & ON
ORN (1)		<3					THRD SER U20602406
YEL (1)							
BRN (1)							
RED (1)		<3		SOLDER	SOLDER		
BLK (3)	20	-20-0		S-1367-1-8	<2		THRU SER U20602406
BLK (2)		-20-0		S-1367-1-8	S-1370-2		
BLU (CD33)			34	S-1635-1	S-1636-1		
GRN (CD32)			34				
BRN (CD31)			34				
RED (CD30)			34	S-1635-1			
CD29				S-1963-2			SER U20602407 & ON
CD28				S-1963-2			
CD27				S-1963-2			
GRN (CD26)				SOLDER			
BLU (CD25)				SOLDER			
CD24				S-1635-1			SER U20602407 & ON
CD18				S-1367-1-8			
YEL (CD12)			50	S-1636-1	S-1636-1		
CD7	20		34	S-1367-1-8	S-1367-1-8		
WIRE CODE NO	GA	MATERIAL	LG	TERMINALS			SERIALS

WIRE TABLE

NOTES:

1. BLK WHT & GRY WIRE TO BE REMOVED FROM SF-1030-BX CABLE ON INSTL IN CONTROL WHEEL

<2> 60215-4LP TERMINAL, VENDOR (00779)

<3> PART OF SF-1030-BX CABLE (08261)

CD23	20			<2	S-1636-1		THRU SER (SR1677)
CD22	20						
CD21	20						
CD20	20			<2			THR SER (SR1677)
CD19	20						
BLK (1)	20	-20-0		S-1637-1-8	S-1636-1		
JUMPER	18			S-1635-1	S-1635-1	12V	
CD35	20			S-1635-1	S-1370-2	12V	
CD34	20			S-1635-1	S-1370-2	12V	
WIRE CODE N	GA	MATERIAL	LG	TERMINALS			SERIALS

ITEM NO.	PART NO.	DESCRIPTION	
26	S-1360-5L	CIRCUIT BREAKER	
25	S-1960-2-0	HOUSING	
24	S-1960-1-0	HOUSING	
23	S-1962-2-0	HOUSING	
22	S-1962-1-0	HOUSING	
21	1570307-2	CABLE ASSY	
20	582384-9	SOCKET	
19	1270062-1	CKT BOARD	
18	1270060-1	CABLE ASSY	
17	1270061-1	CKT BOARD	
16	255-10-30-190	CONNECTOR	
15	SF-1030-BX	CABLE	
14	S-1985-1	SWITCH-KEYING	
13	3421-0000	SOCKET	
12	1570307-1	CONNECTOR ASSY	
11	1570308-1	CABLE ASSY	
10	7271-8-3	CIRCUIT BREAKER	
9	305-4304	PITCH TRIM SW	
8	S-1695-2	SWITCH (TRIM DISENGAGE)	
7	C610502-0101	TRIM MOTOR	
6	S-1637-1	HOUSING PIN	
5	S-1637-2	HOUSING PLUG	
4	TC5-20B	CLUTCH	
3	S-1640-6	HOUSING	
2	S-1641-6	HOUSING	
1	C611008-0101	TRIM REGULATOR	24 V

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX-CESSNA SPEC. NO. S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES: REV "B"

SUPERSEDED BY:

CONTRACT NO:		
	NAME	DATE
DESIGN		
GROUP	H WISE	3-2-73
DRAWN	J YOUEL	2-28-73
CHECK	R. YOUNGERS	3-2-73
STRESS		
PROJ	BERGMAN	3-3-73
APPD	MGR	
OTHER		

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

TITLE: WIRING DIAGRAM — ELECTRIC ELEVATOR TRIM (OPT)

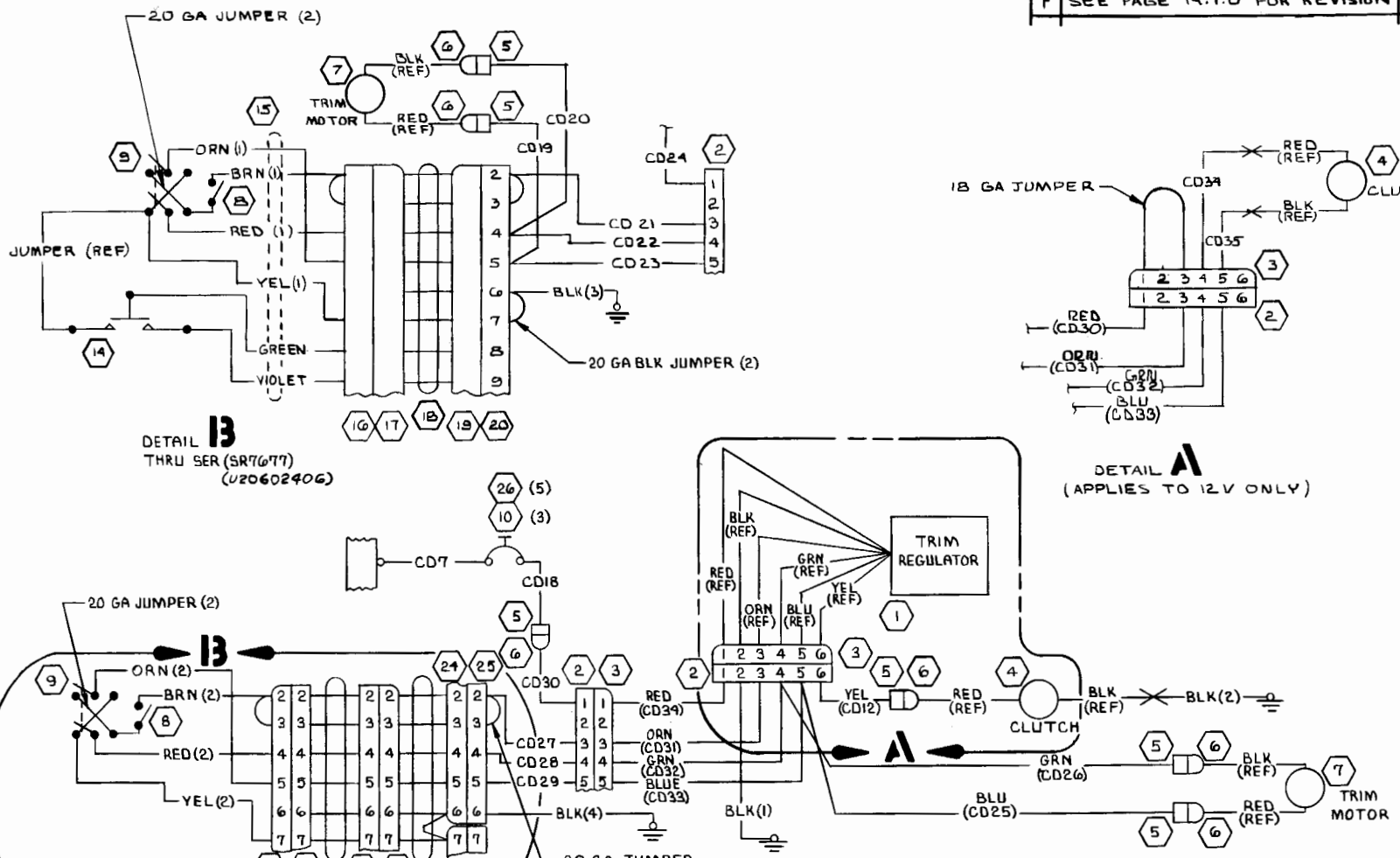
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | U206 | PAGE: 14.7.0

(SR7403)☒(REF)

FORM NO. 80-2158

REVISIONS			
LTR	DESCRIPTION	DATE	APPROVED
F	SEE PAGE 14.7.0 FOR REVISION		



CONTRACT NO:		
	NAME	DATE
DESIGN		
GROUP	W.W. Hardin	11-29-73
DRAWN	SWANSON	11-20-73
CHECK	J. YOUEL	11-20-73
STRESS		
PROJECT	Bergman	11-29-73
APPD		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

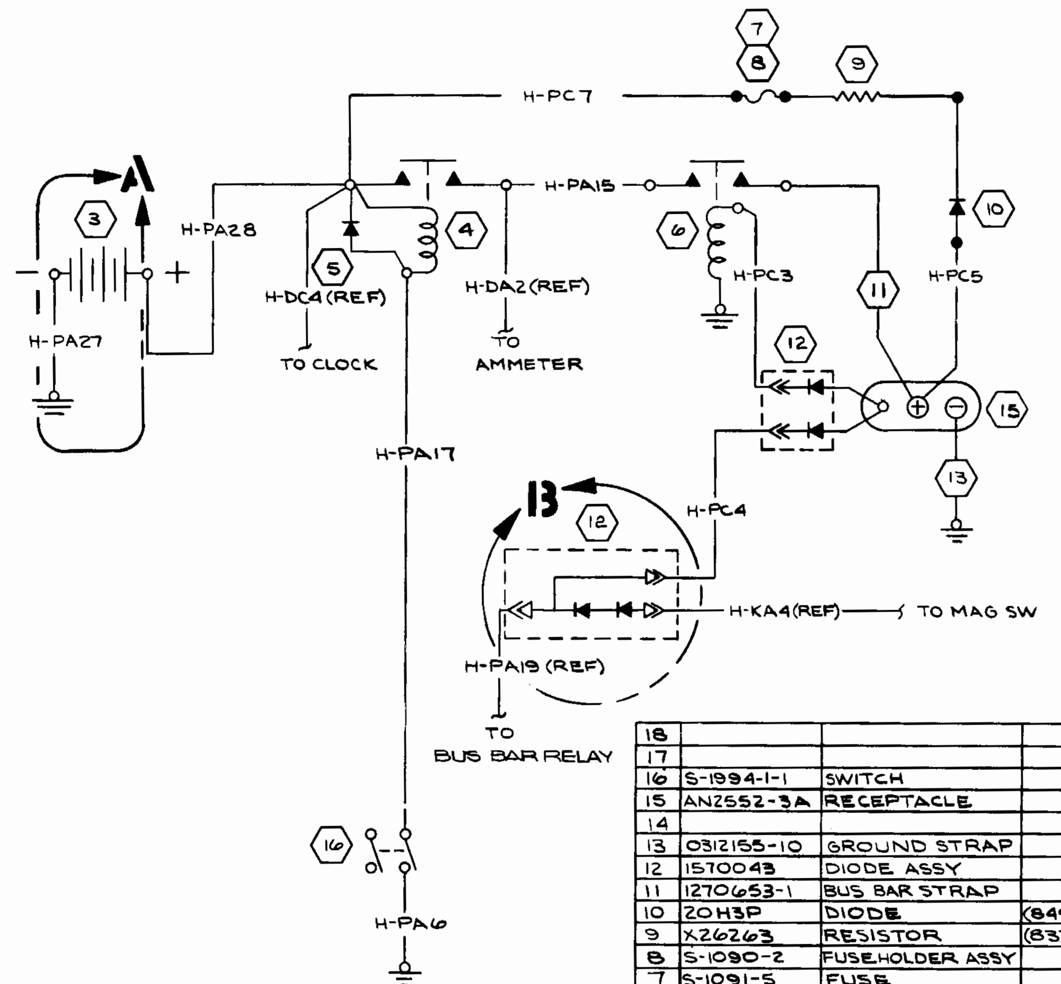
TITLE
WIRING DIAGRAM
ELECTRIC ELEVATOR TRIM
(OPT)

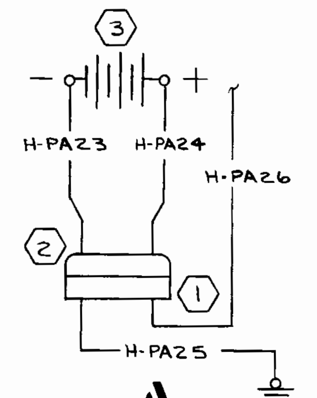
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625
SCALE: NONE	U206	PAGE: 14.7.1

(SR7403) (REF)

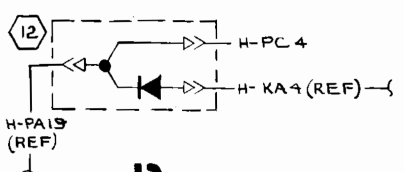
FORM NO. 80-216

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD DETAIL "A", PA27, PA28 & SER; SER OUT PA23, PA24, PA25, PA26, MS25182-2 & 0570052-2 SER U20601701	RAM 8-10-73	DLP / HGR
B	BY REV: ADD DETAIL "B" & SER (SR8259)	RS 6-12-75	





DETAIL A
THRU SER U20601700



DETAIL B
THRU SER (SR8259)
(U20603020)

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-PA28	2			S-1367-7-8	S-1367-7-13	SER U20601701 & ON
H-PA27	2			S-1367-7-13	S-1367-7-12	SER U20601701 & ON
H-PC7	18			SOLDER	S-1367-1-13	
H-PC5	18			S-1367-1-14	SOLDER	
H-PC4	18			S-1493-1	S-1493-1	
H-PC3	18			S-1367-1-10	S-1493-1	
H-PA15	2			S-1606-1	S-1367-7-13	
H-PA26	2			S-1367-7-13	S-1367-7-13	THRU SER U20601700
H-PA25	2			S-1367-7-13	S-1367-7-12	
H-PA24	2			S-1367-7-13	S-1367-7-13	
H-PA23	2			S-1367-7-13	S-1367-7-13	THRU SER U20601700
H-PA17	18			S-1367-1-10	S-1493-1	
H-PA6	18			S-1493-1	S-1367-1-8	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
18			
17			
16	S-1994-1-1	SWITCH	
15	AN2552-3A	RECEPTACLE	
14			
13	0312155-10	GROUND STRAP	
12	1570043	DIODE ASSY	
11	1270653-1	BUS BAR STRAP	
10	20H3P	DIODE	(84970)
9	X26263	RESISTOR	(83777)
8	S-1090-2	FUSEHOLDER ASSY	
7	S-1091-5	FUSE	
6	S-1577-1	CONTACTOR	
5	0770728-1	DIODE ASSY	
4	S-1580-1	BAT. CONTACTOR	
3	0870060-1	BATTERY ASSY	
2	0570052-2	ADAPTER ASSY	
1	MS25182-2	PLUG	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406
SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	S.HENSHAW	3-11-70
GROUP	H. Wise	3-10-70
DRAWN	R.YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT	[signature]	3-12-70
APPD	R.YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

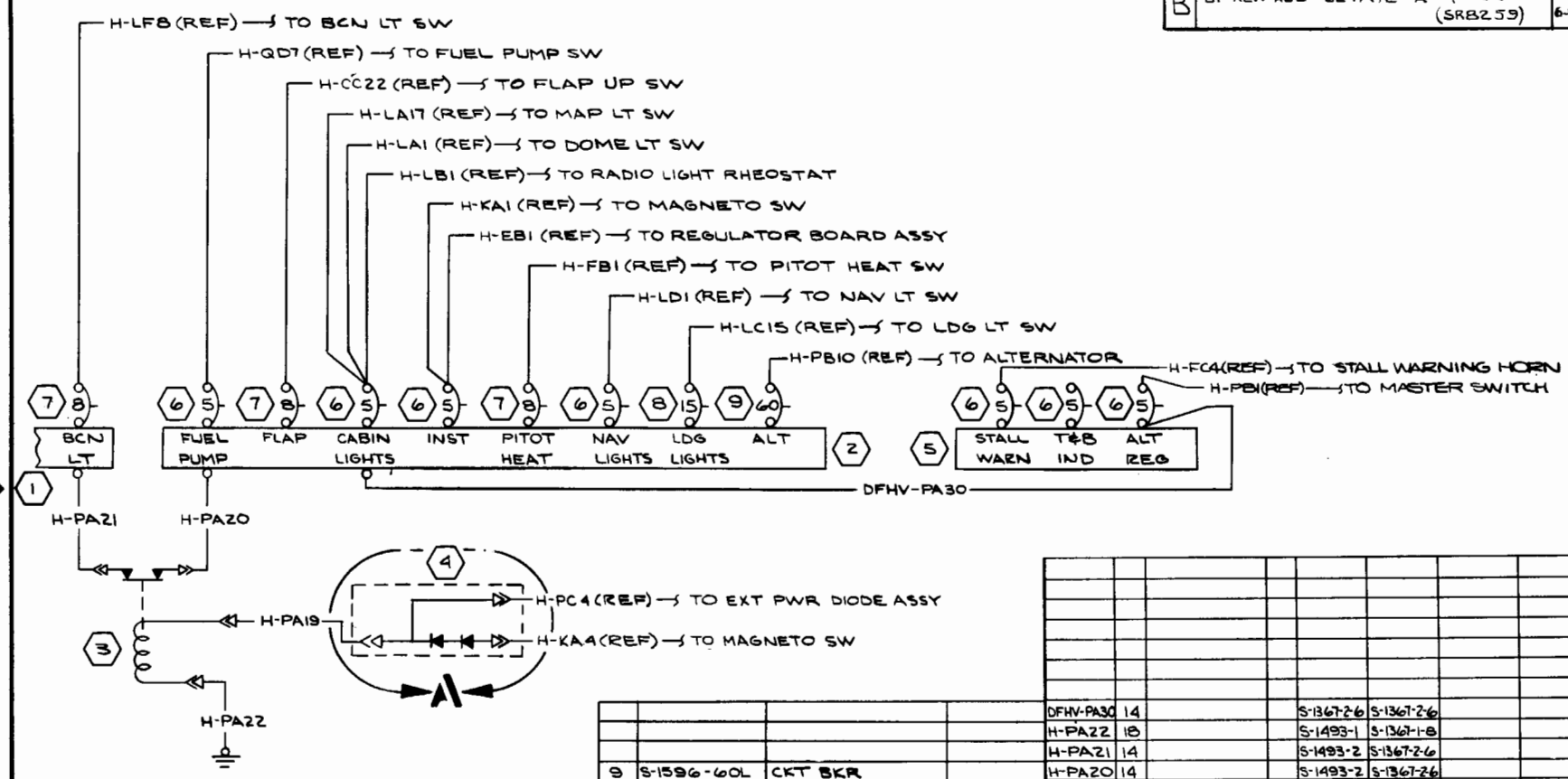
TITLE
WIRING DIAGRAM — BATTERY & EXTERNAL POWER SYSTEMS, OPT 24 VOLT

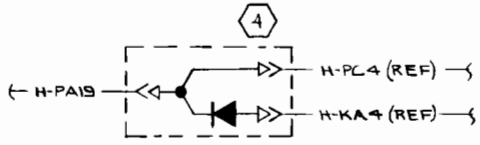
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625
SCALE: NONE	U206	PAGE: 4.1.3

ED&RR 10367 (SR6546)

FORM NO. 80-818A

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: S-1360-8L WAS S-1360-5L AT BCN LT CKT BKR (SR8260)	BAH 5-13-75	
B	BY REV: ADD DETAIL "A" & SER (SR8259)	RS 6-12-75	





DETAIL A
THRU SER (SR8259)
(U20603020)

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
9	S-1596-60L	CKT BKR	
8	S-1360-15L	CKT BKR	
7	S-1360-8L	CKT BKR	
6	S-1360-5L	CKT BKR	
5	0713854-3	BUS BAR-PRIMARY 2	
4	1570043	DIODE ASSY	
3	S-1917-2	POWER RELAY	
2	0713854-2	BUS BAR-PRIMARY 1	
1	0713854-1	BUS BAR-ELECTRONIC	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406
SUPERSEDED BY:

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
DFHV-PA30	14			S-1367-2-6	S-1367-2-6	
H-PA22	18			S-1493-1	S-1367-1-8	
H-PA21	14			S-1493-2	S-1367-2-6	
H-PA20	14			S-1493-2	S-1367-2-6	
H-PA19	18			S-1493-1	S-1493-1	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	H. Wise	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		
APPD	R. YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — SPLIT BUS BAR, OPT 24 VOLT

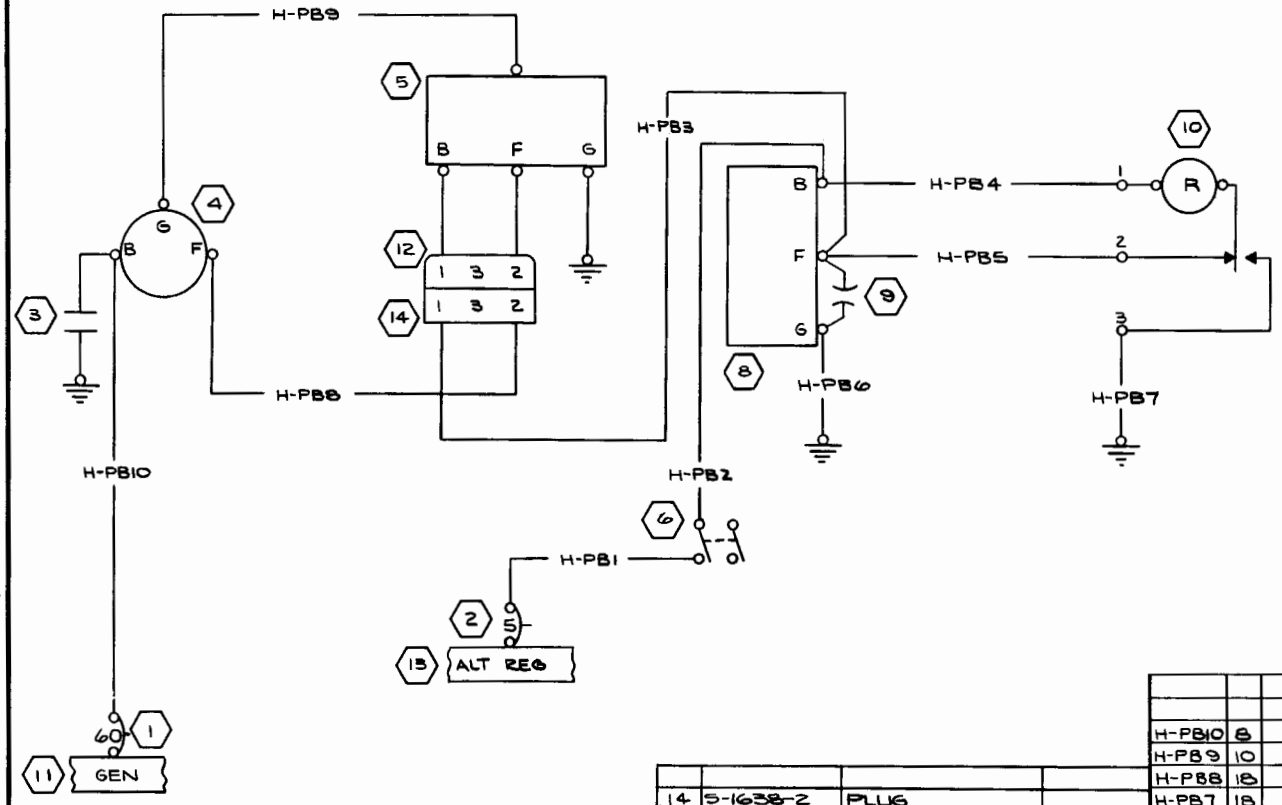
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 4.7.1

ED & RR 10367 (SR6546)

FORM NO. 80-818A

REVISION			
LET	DESCRIPTION	DATE	APPD



INACTIVE
EFF THRU SER U20602199
4-23-73
LKW
RLY
N/W
MJR
WKB

H-PB10	8			66	S-1367-4-12	S-1367-4-12		
H-PB9	10			20	S-1367-3-10	S-1367-3-12		
H-PB8	18			20	S-1367-1-10	S-1636-1		
H-PB7	18			20	S-1367-1-6	S-1367-1-6		
H-PB6	18			10	S-1367-1-6	S-1367-1-6		
H-PB5	18			68	S-1367-1-6	S-1367-1-6		
H-PB4	18			68	S-1367-1-6	S-1367-1-6		
H-PB3	18			30	S-1636-1	S-1367-1-6		
H-PB2	18			55	S-1493-1	S-1367-1-6		
H-PB1	18			20	S-1367-1-10	S-1493-1		
WIRE CODE NO.	GA	MATERIAL		LG	TERMINALS			SERIALS

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
14	S-1638-2	PLUG	
13	0713854-3	BUS BAR	
12	S-1638-2	CAP	
11	0713854-2	BUS BAR	
10	VM911M-6P5	OVERVOLT LIGHT	(87034)
9	TVA-1315	FILTER CAP	(56289)
8	RBM138-3	OVERVOLT RELAY	(RBM)
7			
6	S-1994-1-1	SWITCH	
5	C611002-0105	REGULATOR ASSY	
4	C6115003-0102	ALTERNATOR ASSY	
3	S-1915-1	CAPACITOR	
2	S-1360-5	CIRCUIT BREAKER	
1	S-1596-60	CIRCUIT BREAKER	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406
SUPERSEDED BY: P 4.8.4

CONTRACT NO:

	NAME	DATE
DESIGN	J. Denhart	3-11-70
GROUP	R. Wiles	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		2-12-70
APPD	R YOUNGERS	2-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — ALTERNATOR SYSTEM 60 AMP, OPT 24 VOLT

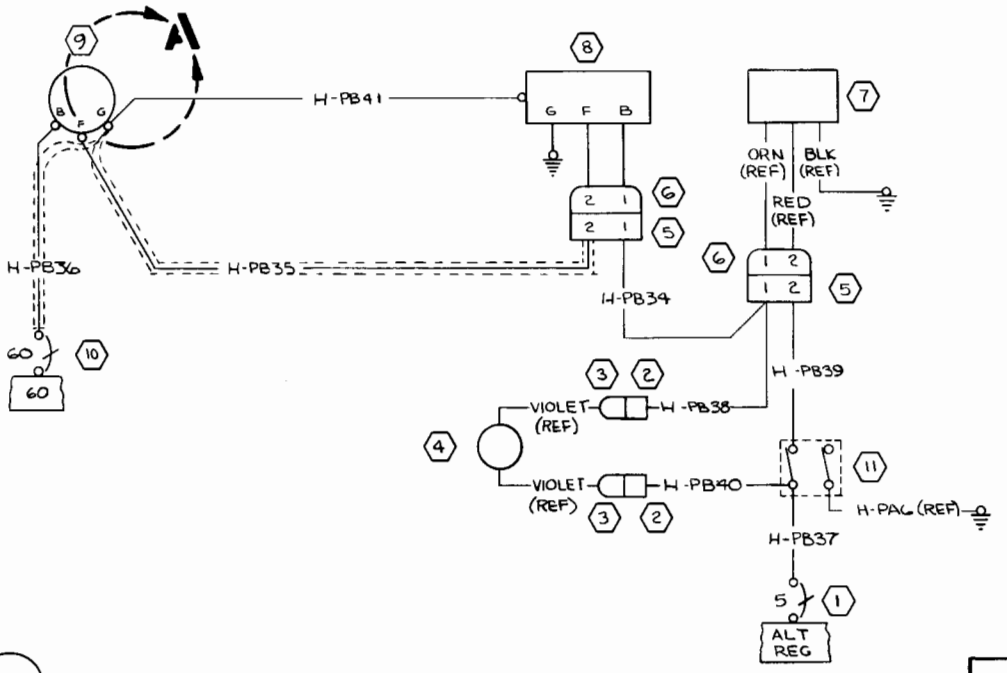
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

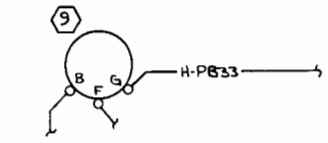
SCALE: NONE | U206 | PAGE: 4.8.1

FORM NO. 80-818A

ED&RR 10367 (SRG5460)

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD DETAIL "A", PB41 & SER; SER OUT PB33 (SR7639)	RAM 7-31-73	DLP RLW JKB





DETAIL A
THRU SER (SR7639)

H-PB41	8	S-1562-8-9		S-1943-3	S-1367-4-12		SER (SR7639) & ON
H-PB40	20			SEE PB37	S-1636-1		
H-PB39	20			S-1636-1	S-1493-1		
H-PB38	20			S-1636-1	SEE PB34		
H-PB37	20			S-1367-1-6	S-1493-3		
H-PB36	8S			S-1943-1	S-1367-4-10		
H-PB35	20S			S-1636-1	S-1367-1-10		
H-PB34	20			S-1636-1	S-1636-3		
H-PB33	10			S-1367-3-10	S-1367-3-10		THRU SER (SR7639)
WIRE CODE NO	GA	MATERIAL	LG	TERMINALS			SERIALS

WIRE TABLE

ITEM NO	PART NO.	DESCRIPTION
11	S-1994-1-1	SWITCH
10	S-1596-60L	CKT BKR
9	C611503-0102	ALTERNATOR ASSY
8	C611002-0105	REGULATOR ASSY
7	0353	OVERVOLT UNIT
6	S-1638-2	HOUSING
5	S-1638-1	HOUSING
4	S-2135-2	LIGHT ASSY
3	S-1637-1	HOUSING
2	S-1637-2	HOUSING
1	S-1360-5L	CKT BKR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 4.8.1

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-17-73
GROUP	H. Wise	4-27-73
DRAWN	WHITE	4-23-73
CHECK	R. YOUNGERS	4-27-73
STRESS	C. PATE	20 APR 73
PROJ	Bergman	4-28-73
APPD	MKP	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

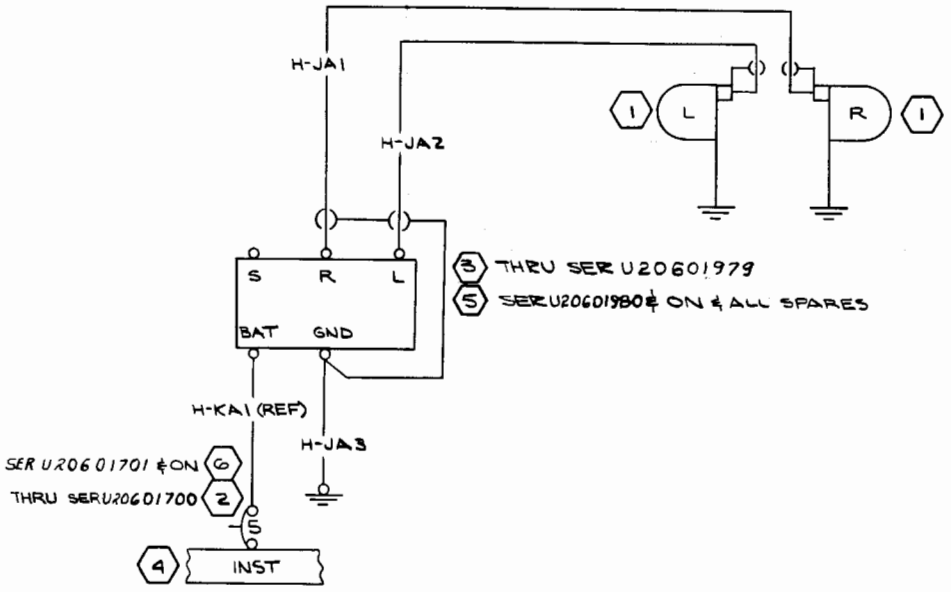
TITLE
WIRING DIAGRAM — ALTERNATOR SYSTEM, 60 AMP, 24 V

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE (SR7403) A PAGE: 4.8.4

FORM NO. 80-215B

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: SER OUT C292501-0101; SER IN C292501-0105; SER OUT S-1360-10, SER IN S-1360-10L (SR7126), (SR6766) II (REF)	RLY 3-1-72	LKW HAW



NOTES:

1. TERMINATE SHIELDS ON JA1 & JA2 WIRES AT THE SWITCH WITH S-1367-2-6 TERMINALS & CONNECT TO GND TERMINAL ON SWITCH
2. USE S-1367-1-10 ON HOT LEAD & S-1367-3-10 ON SHIELD

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
6	S-1360-5L	CIRCUIT BREAKER	
5	C292501-0105	IGNITION SWITCH	
4	0713854-2	BUS BAR	
3	C292501-0101	MAGNETO SW	
2	S-1360-5	CIRCUIT BREAKER	
1	SLICK #662	MAGNETO	(09033)

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406

SUPERSEDED BY:

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-JA3	18			S-1367-1-6	S-1367-1-8	
H-JA2	18S			S-1367-1-6	2 1	
H-JA1	18S			S-1367-1-6	2 1	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	J HENSHAW	3-11-70
GROUP	K Wise	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		3-17-70
APPD	R. YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — IGNITION SYSTEM, OPT 24 VOLT

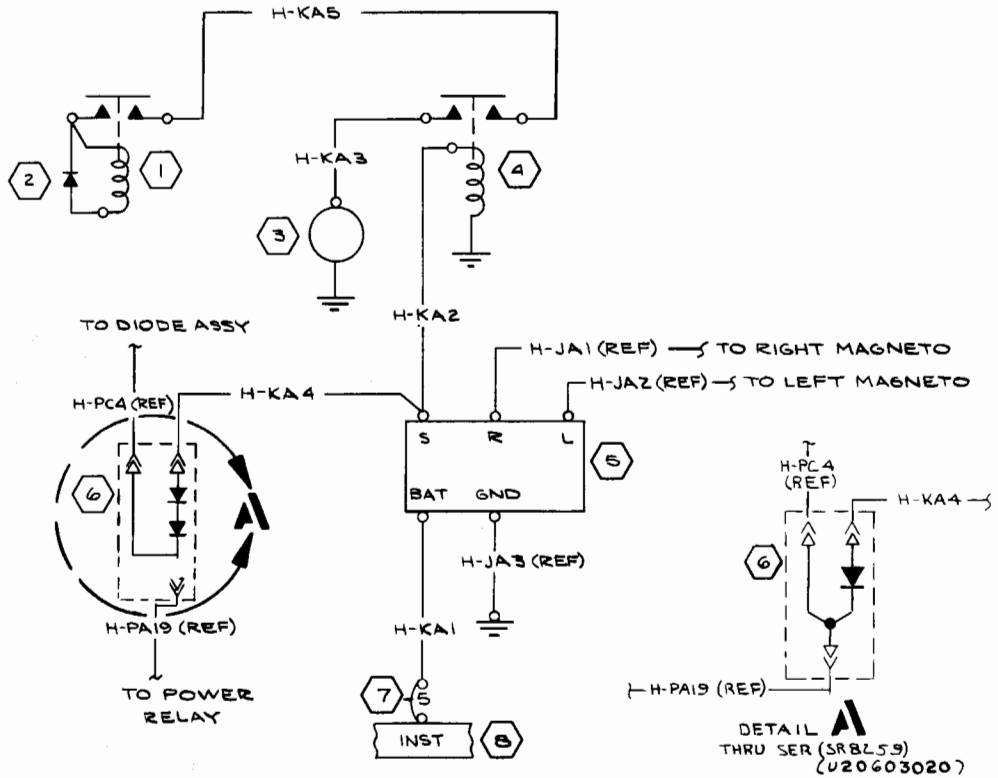
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 5-2

FORM NO. 80-21BA

ED & RR 10367 (SR6546)

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD DETAIL "A" & SEE (SR8259)	RS 6-16-75	JCY WHH GRS RAY



ITEM NO.	PART NO.	DESCRIPTION	VENDOR
8	0713854-2	BUS BAR	
7	S-1360-5	CIRCUIT BREAKER	
6	1570043	DIODE ASSY	
5	C292501-0101	MAGNETO SW	
4	S-1577-1	STARTER CONTACTOR	
3	CMC634433	STARTER	(12984)
2	0770728-1	DIODE ASSY	
1	S-1580-1	BAT. CONTACTOR	

EQUIPMENT TABLE

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-KA5	2			S-1367-7-13	S-1367-7-13	
H-KA4	18			S-1367-1-6	S-1493-1	
H-KA2	18			S-1367-1-6	S-1367-1-10	
H-KA3	2			S-1367-7-14	S-1367-7-13	
H-KA1	18			S-1367-1-6	S-1367-1-8	

WIRE TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406
SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHALL	3-11-70
GROUP	K. Wied	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		2-18-70
APPD	R. YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

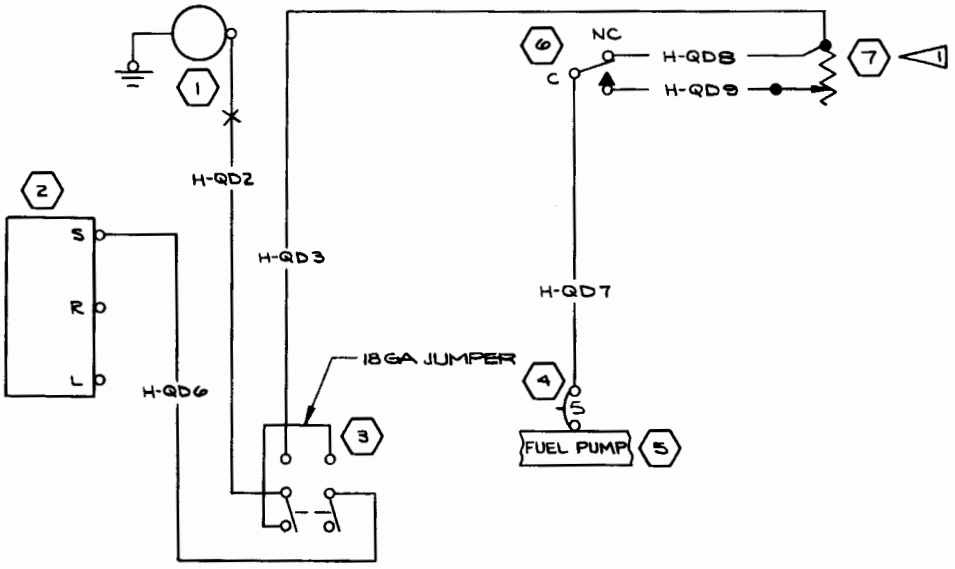
TITLE
WIRING DIAGRAM — STARTER SYSTEM, OPT 24 VOLT

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 6-2

FORM NO. 80-218A

ED & RR10367 (SR6546)



REVISION			
LET	DESCRIPTION	DATE	APPD

NOTES:

1. POSITION SLIDE ON THIS RESISTOR FOR MAXIMUM RESISTANCE (ALL THE WAY TO THE END OPPOSITE QD8) FLIGHT LINE WILL MAKE FINAL ADJUSTMENT.

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
7	AR-25-20	RESISTOR	(83777)
6	S-1952-1	SWITCH	
5	0713854-2	BUS BAR	
4	S-1360-5	CIRCUIT BREAKER	
3	S-2055-1-1	SWITCH	
2	C292501-0101	MAGNETO SW	
1	1426033-3	FUEL PUMP	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406

SUPERSEDED BY: P 7.1.4

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-QD6	18			S-1493-1	S-1367-1-8	
H-QD9	18			S-1493-1	SOLDER	
H-QD8	18			S-1493-1	SOLDER	
H-QD3	18			S-1493-1	SOLDER	
H-QD2	18			S-1493-1	S-1370-1	
H-QD7	18			S-1367-1-6	S-1493-1	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	N. Wine	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		3-12-70
APPD	R YOUNGER	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE: WIRING DIAGRAM — FUEL PUMP SYSTEM, OPT 24 VOLT

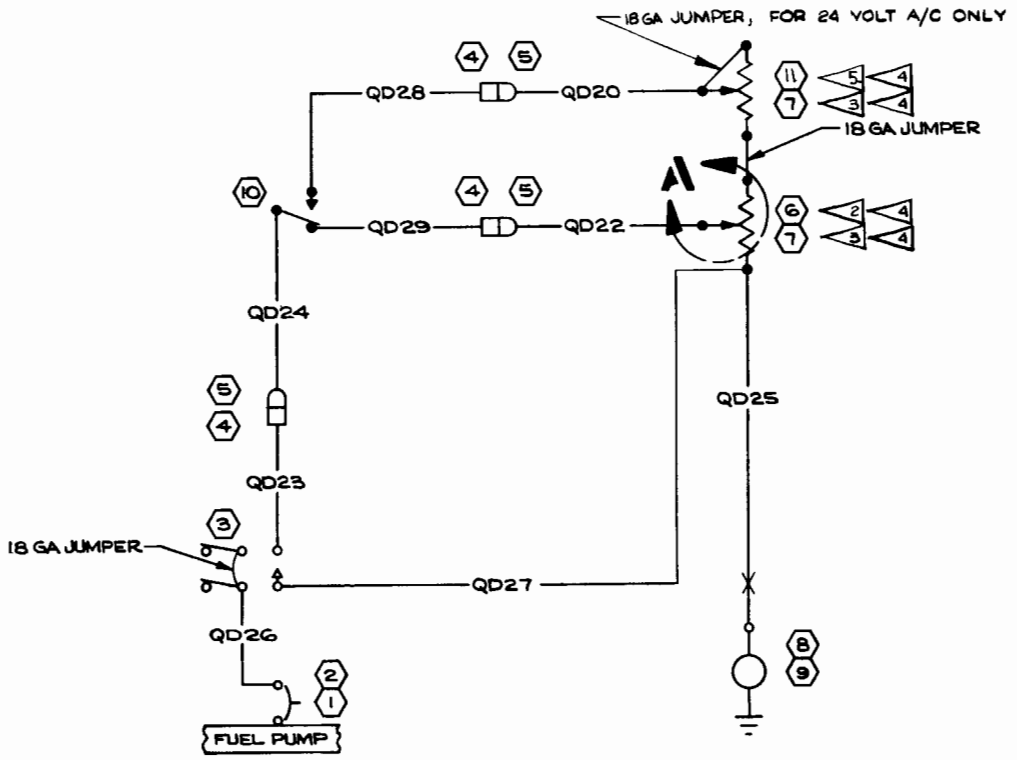
SIZE: C | CODE IDENT. NO.: 71379 | DWG NO.: 1270625

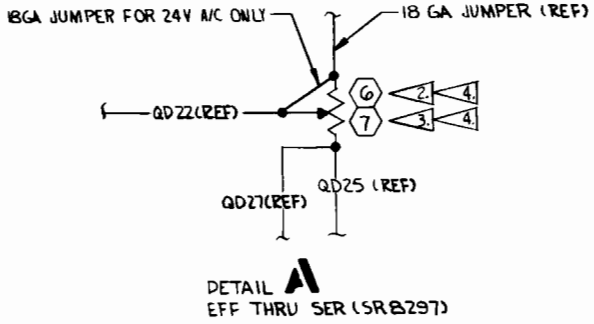
SCALE: NONE | U206 | PAGE: 7.1-2

FORM NO. 80-21BA

ED & ER 10367 (SR6546)

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: SOLDER/QD27 WAS SEE QD25; ADD WIRE LENGTHS; REVISED NOTE 1. DELETE NOTE 1; ADD NOTES 2,3 & 4; ADD JUMPER FOR AMOR20-10 RESISTOR (NOW SHOP PRACTICE)(SR 8082)	DEF 2-8 74 BLA	JCY JRS WRS
B	BY REV: ADD AMOR 20-5 & NOTE 5; REVISE NOTES 2 & 3; ADD DETAIL 'A' AND SER'S (SR8297)	GW 7-30-75	JCY JRS 7-4 RPP





NOTE:

1. PLACE YELLOW ROCKER SWITCH IN HIGH BOOST POSITION. ADJUST RESISTORS WITH 13.75 ± .25 VOLTS FOR 14 VOLT SYSTEM AND 27.75 ± .25 FOR 28 VOLT SYSTEM. OPEN TO FULL THROTTLE & ADJUST 1ST RESISTOR TO PRODUCE 125 LBS/HR INDICATION ON FUEL FLOW METER. ADJUST 2ND RESISTOR WITH THROTTLE CLOSED TO PRODUCE 40 LBS/HR INDICATION ON FUEL FLOW METER. RESISTORS ARE IN SERIES WHEN THROTTLE IS CLOSED.

(2) ADJUST AMOR 20-1.5 TO 1.0 ± .25 OHMS PRIOR TO INSTALLATION

(3) ADJUST AMOR 20-10 TO 3.5 ± .5 OHMS PRIOR TO INSTALLATION

(4) READJUST RESISTOR AS REQ'D AFTER INSTL TO COMPLY WITH FUEL FLOW REQUIRMENTS PER CES 1243

(5) ADJUST AMOR 20-5 TO 2.0 ± .25 OHMS PRIOR TO INSTALLATION

ITEM NO.	PART NO.	DESCRIPTION
11	AMOR 20-5	RESISTOR (12V)
10	USM5-B	SWITCH
9	4140-00-17	FUEL PUMP (12V)
8	1426033-3	FUEL PUMP (24V)
7	AMOR20-10	RESISTOR (24V)
6	AMOR20-1.5	RESISTOR (12V)
5	S-1637-1	HOUSING
4	S-1637-2	HOUSING
3	S-1846-3-2	SWITCH
2	S-1360-10L	CIRCUIT BKR (12V)
1	S-1360-5L	CIRCUIT BKR (24V)

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX=CESSNA SPEC. NO. S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 7.1.2 & P 7.1.3

SUPERSEDED BY:

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
QD27	18		80	S-1493-1	SOLDER	
QD26	18		13	S-1493-1	S-1367-1-6	
QD25	18		80	SOLDER	S-1370-1	
QD24	18		10	SOLDER	S-1635-1	
QD23	18		78	S-1493-1	S-1636-1	
QD22	18		50	SOLDER	S-1635-1	
QD29	18		10	SOLDER	S-1636-1	
QD20	18		18	SOLDER	S-1635-1	
QD28	18		10	SOLDER	S-1636-1	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	H Nisi	4-26-73
DRAWN	GRUSS	4-30-73
CHECK	R YOUNGERS	4-30-73
STRESS		
PROJ	Bergman	5-1-73
APPD	MK	
OTHER		

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

TITLE: WIRING DIAGRAM — FUEL PUMP SYSTEM (12V & 24V)

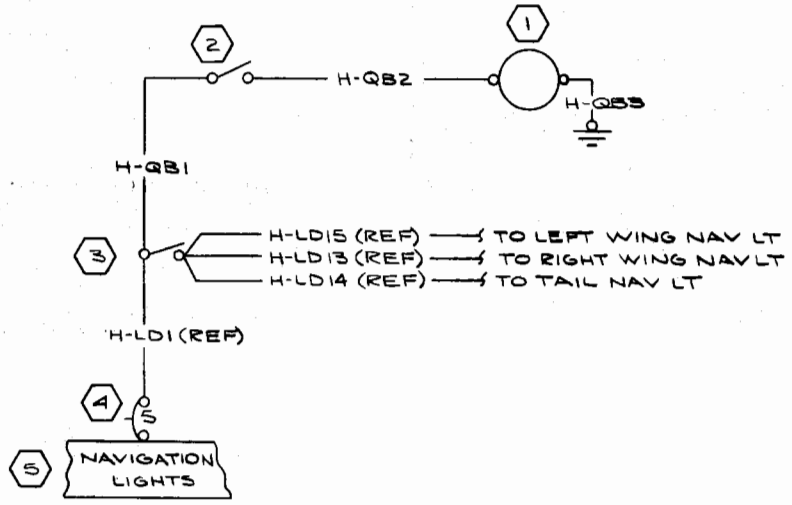
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | 206 | PAGE: 7.1.4

(SR7403) IX

FORM NO. 80-215B

REVISION			
LET	DESCRIPTION	DATE	APPD



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-QB3	18			S-1367-1-10	S-1367-1-8	
H-QB2	18			S-1493-1	S-1367-1-10	
H-QB1	18			S-1493-1	S-1493-1	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
5	0713854-2	BUS BAR	
4	S-1360-5	CIRCUIT BREAKER	
3	S-1845-1-2	SWITCH	
2	S-1845-2-2	SWITCH	
1	AN4078-1	OIL DIL VALVE	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406
SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	H. Wiel	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		3-12-70
APPD	R. YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — OIL DILUTION SYSTEM, OPT 24 VOLT

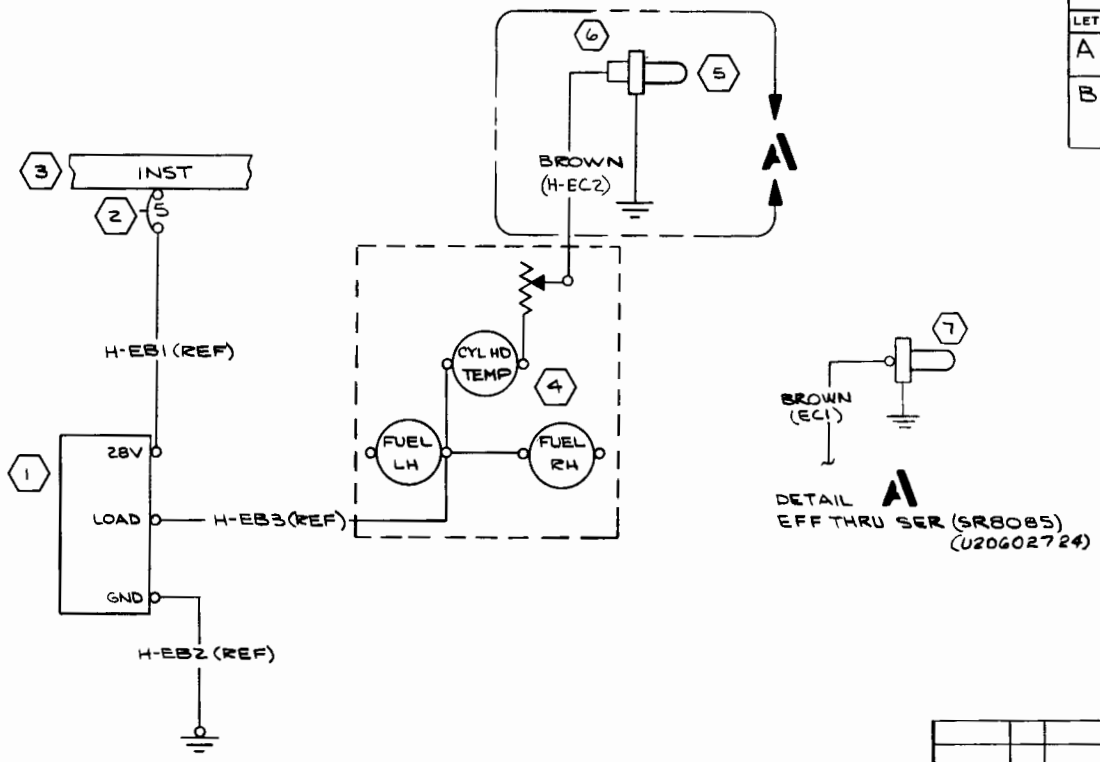
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 7, 8, 1

FORM NO. 90-218A

ED & RR 10367 (SRG546)

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV; ADDED H-EC1 (SR7403) II	RAM 8-10-73	DLP JWW MGK JKB
B	BY REV: SER OUT EC1 & S-1372-1, SER IN EC2 & S-1372-2, ADD DETAIL "A", NOTE 2 (SR8085)	RAM 11-12-74	JGM DKM



NOTES:

1. PART NO. 110691, (12984)
2. CRIMP S-1636-5 TERMINAL AROUND WIRE INSULATION, BEND .25 OF STRIPPED WIRE BACK OVER CRIMP & SOLDER PER CES 1040. USE MOLEX HT-1719-C CRIMPING TOOL ONLY

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
7	S-1372-1	SENDING UNIT	
6	S-1637-4	HOUSING - PLUG	
5	S-1372-2	SENDING UNIT	
4	C669502-0202	INST CLUSTER	
3	0713854-2	BUS BAR	
2	S-1360-5L	CIRCUIT BREAKER	
1	0570409-1	HEAT SINK ASSY	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR C-XXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406
SUPERSEDED BY:

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
BRN (EC2) BROWN (H-EC1)	18	-18-4		S-1367-1-8	S-1636-5	2	SER (SR8085) & ON
	18	1		S-1367-1-8	S-1367-1-9		THRU SER (SR8085)

WIRE TABLE

CONTRACT NO:	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	H. Wise	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK		
STRESS		
PROJECT		3-12-70
APPD	R. YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

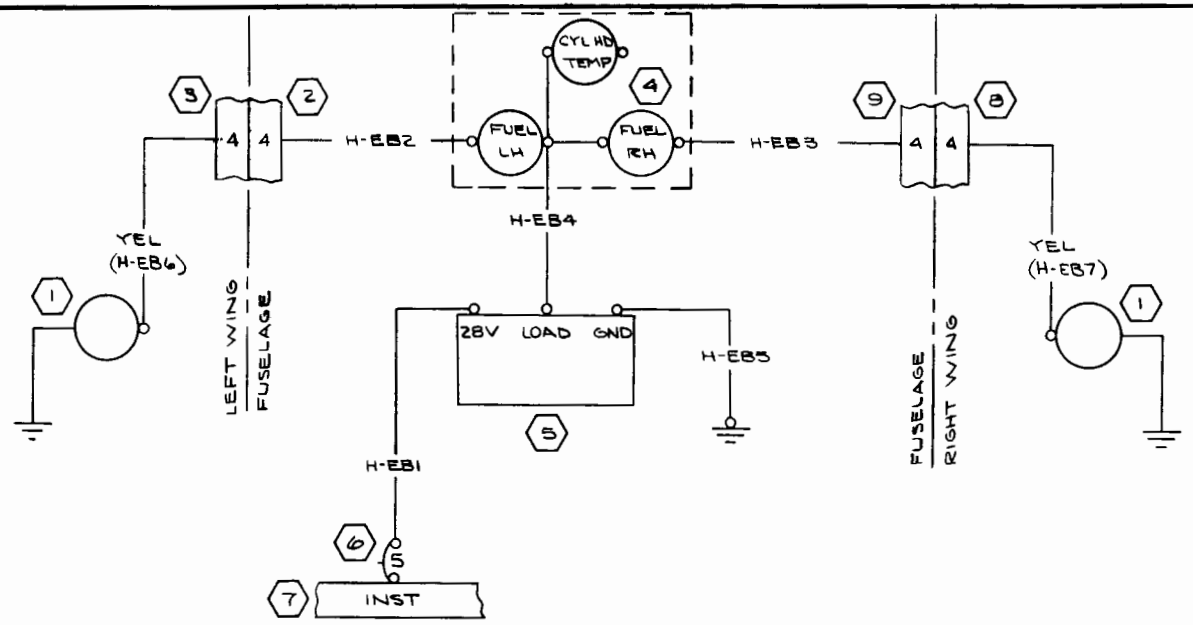
TITLE
WIRING DIAGRAM —
CYLINDER HEAD TEMP, OPT
24 VOLT

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U20G | PAGE: 8.1.1

FORM NO. 80-218A

BD & RR 10367 (SR6546)



REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: H-EB3 WAS H-EB2 & H-EB2 WAS H-EB3 IN FIELD ED&RR 10040 (SR6546)	ELY 5-11-70	LKW RLY MW
B	BY REV: ADDED H-EB6 & H-EB7 (SR7403) II	RAM 8-10-73	DLP MGR WRB
C	BY REV: ADD S-1640-12, S-1641-12, S-1640-6 & S-1641-6 & WIRE LENGTHS; PIN 4 WAS PIN 6/LH & PIN 2/RH; S-1367-1-10 WAS S-1367-1-6/EB2 MER EO 393 (NOW SHOP PRACTICE)	BLA 12-10-74	SCY WHH MRS KAL WRB

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
9	S-1641-12	HOUSING-SOCKET	
8	S-1640-12	HOUSING-PIN	
7	0713B54-2	BUS BAR	
6	S-1360-5	CIRCUIT BREAKER	
5	0570409-1	HEAT SINK ASSY	
4	C669502-0202	INST CLUSTER	
3	S-1640-6	HOUSING-PIN	
2	S-1641-6	HOUSING-SOCKET	
1	0726110-1	XMTR-FUEL LEVEL	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406
SUPERSEDED BY:

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
YELLOW (H-EB7)	18	-18-4		S-1635-1	S-1367-1-10	
YELLOW (H-EB6)	18	-18-4		S-1635-1	S-1367-1-10	
H-EB5	18		30	S-1493-1	S-1367-1-8	
H-EB4	18		50	S-1493-1	S-1367-1-6	
H-EB3	18		100	S-1367-1-6	S-1636-1	
H-EB2	18		132	S-1367-1-10	S-1636-1	
H-EB1	18		6	S-1367-1-8	S-1493-1	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	[signature]	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT	[signature]	3-12-70
APPD	R. YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — FUEL QUANTITY INDICATOR, OPT 24 VOLT

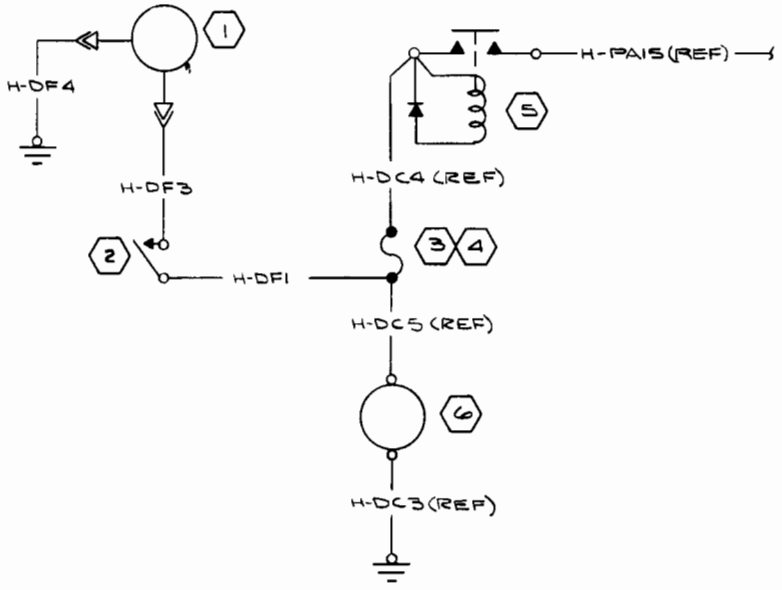
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 8.2.1

FORM NO. 80-818A

ED&RR 10367 (SR6546)

REVISION			
LET	DESCRIPTION	DATE	APPD



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-DF4	18			S-1493-1	S-1367-1-6	
H-DF3	18			S-1367-1-6	S-1367-1-6	
H-DF1	18			S-1367-1-6	SOLDER	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
6	S-1317N2	CLOCK	
5	S-1580-1	BAT. CONTACTOR	
4	S-1090-22	FUSEHOLDER	
3	S-1091-1	FUSE	
2	S-1711-1	OIL PRESS. SW	
1	C664501-0101	HOURMETER	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	H. Nise	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-5-70
STRESS		
PROJECT		3-12-70
APPD	R. YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — HOURMETER, OPT 24 VOLT

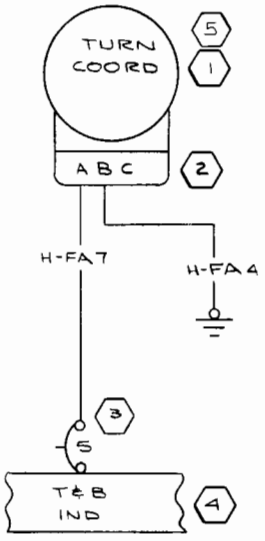
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | L206 | PAGE: 8-3-1

FORM NO. 60-2194

ED&RR 10367 (SR6546)

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BYREV: ADD S-1303-2 TURN & BANK TO TITLE; C661003-0505 WAS C661003-0502 (SR7403)(REF) (MER 206-E0103)	MEM 5-8-74	2-Y DKM JRS



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-FA4	18			S-1367-1-14	SOLDER	
H-FA7	18			S-1367-1-8	SOLDER	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
5	S-1303-2	INDICATOR-T&B
4	0713854-3	BUS BAR
3	S-1360-5	CKT BKR
2	MS3106A10SL3S	CONNECTOR
1	C661003-0505	TURN COORDINATOR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406
SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	H Wood	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		2-12-70
APPD	R. YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — TURN COORDINATOR, TURN & BANK, OPT 24 VOLT

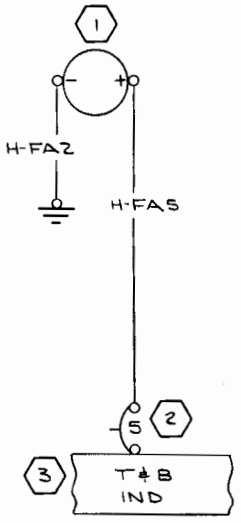
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 9.4.1

FORM NO. 80-215A

ED&RR 10367 (SR6546)

REVISION			
LET	DESCRIPTION	DATE	APPD



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-FA2	18			S-1367-1-8	S-1367-1-8	
H-FA5	18			S-1367-1-8	S-1367-1-8	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
3	0713854-3	BUS BAR	
2	S-1360-5	CIRCUIT BREAKER	
1	S-1303N1	INDICATOR T & B	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	J HENSHAW	3-11-70
GROUP	R. Wise	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		3-12-70
APPD	R. YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — TURN & BANK, OPT 24 VOLT

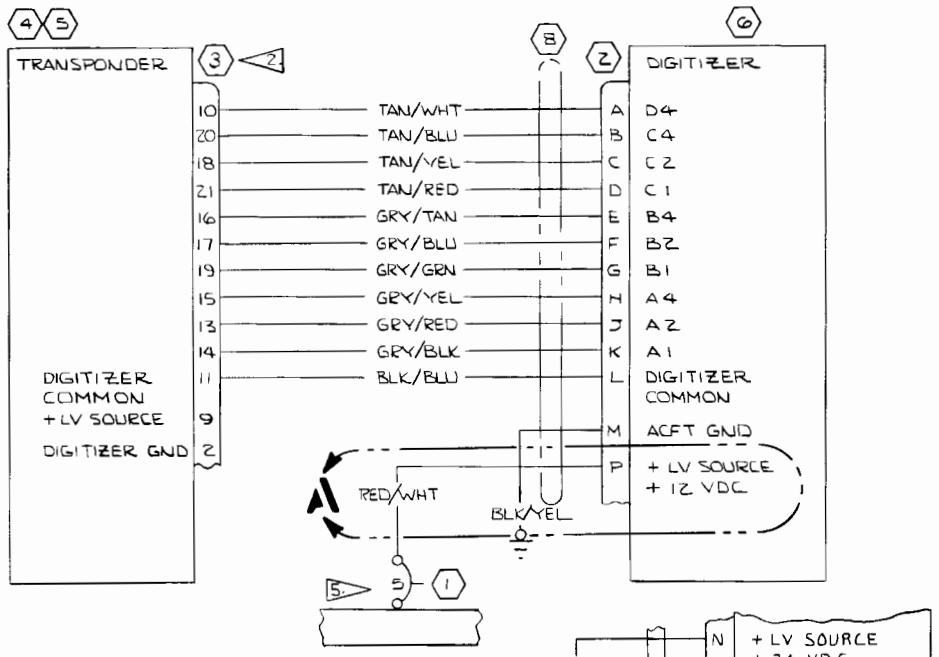
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 9.5.1

EDRR 10367 (SR6546)

FORM NO. 80-215A

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD NOTE NO. 5; DELETE TURN COORDINATOR FROM BUS BAR; ADD (SR7922) (SR7922)	MEM 3-5-74	DKM WKB



NOTES:

1. FOR 24V WIRING & WIRE TERMINALS REFER TO 1571000 PAGE 9.2
2. TRANSPONDER CONNECTOR HOUSING IS PART OF TRANSPONDER CABLE ASSY
3. FOR WIRING DIAGRAM OF 300 & 400 TRANSPONDER REFER TO 3920143
4. PINS ARE CRIMP TYPE & VENDOR FURNISHED WITH CONNECTOR
5. ATTACH BOTH TRANPONDER AND ENCODING ALTIMETER TO NO. 4 RADIO CIRCUIT BREAKER.

ITEM NO.	PART NO.	DESCRIPTION
8	1570312-3	CABLE ASSY
7	1570312-1	CABLE ASSY
6	EA-401A	ALT DIGITIZER
5	RT-359A	TRANSPONDER
4	RT-459A	TRANSPONDER
3	S-2189-1	CONNECTOR
2	42816	CONNECTOR
1	S-1360-5L	CIRCUIT BREAKER

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX=CESSNA SPEC. NO. S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES:

SUPERSEDED BY:

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
RED/WHT	20	-20-2-9		S-1367-1-8	4.	
BLK/YEL	22	-22-0-4		S-1367-1-8		
BLK/BLU		-22-0-6		S-2190-1		
GRY/BLK		-22-8-0				
GRY/RED		-22-8-2				
GRY/YEL		-22-8-4				
GRY/GRN		-22-8-5				
GRY/BLU		-22-8-6				
GRY/TAN		-22-8-10				
TAN/YEL		-22-10-4				
TAN/RED		-22-10-2				
TAN/BLU		-22-10-6				
TAN/WHT	22	-22-10-9		S-2190-1	4.	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	W.A. Vardeman	11-13-73
DRAWN	D.L. OLLER	11-9-73
CHECK	J. YOUEL	11-9-73
STRESS		
PROJ		11-13-73
APPD	DKM	
OTHER		

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

TITLE: WIRING DIAGRAM — ENCODING ALTIMETER (12 & 24 VOLT)

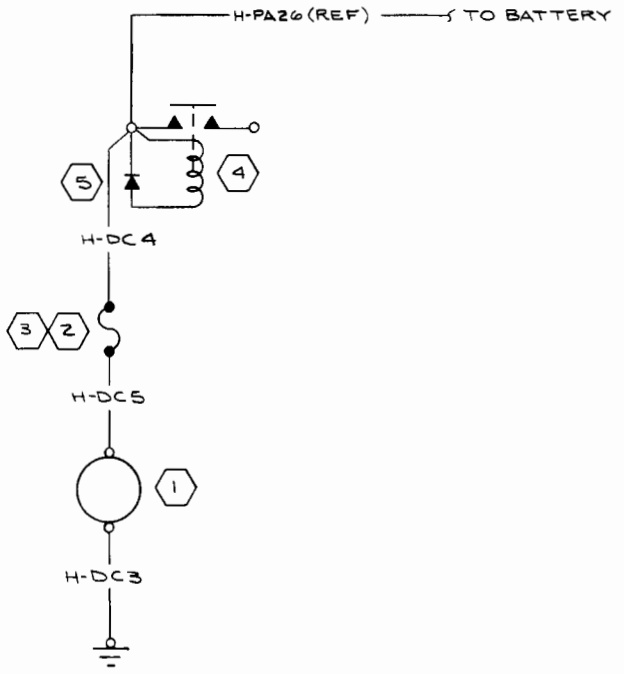
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE (SR7922) PAGE: 9-7

FORM NO. 80-215B

(SR 7692)

REVISION			
LET	DESCRIPTION	DATE	APPD



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-DC5	18			SOLDER	S-1367-1-6	
H-DC4	18		8	S-1367-2-13	SOLDER	
H-DC3	18		11	S-1367-1-6	S-1367-1-8	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
5	0770728-1	DIODE ASSY
4	S-1580-1	BAT. CONTACTOR
3	S-1090-22	FUSEHOLDER
2	S-1081-1	FUSE
1	S-1317N2	CLOCK

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	H. Wise	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		2-12-70
APPD	R YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM —
CLOCK, OPT 24 VOLT

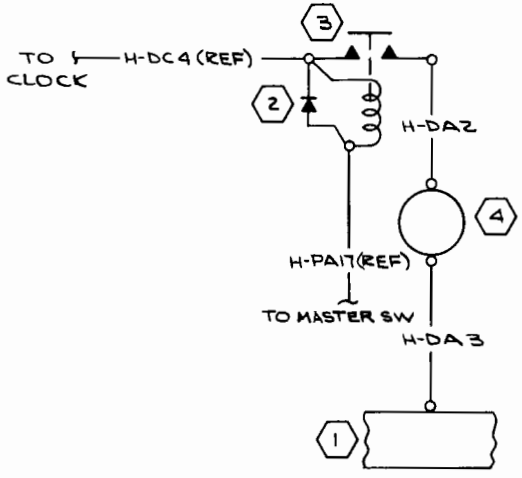
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 10.1.1

FORM NO. 80-218A

ED&RR 10367 (SRG546)

REVISION			
LET	DESCRIPTION	DATE	APPD



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-DA3	8			S-1367-4-10	S-1367-4-10	
H-DA2	8			S-1367-4-10	S-1367-4-13	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
4	C669502-0202	INST CLUSTER	
3	S-1580-1	BAT. CONTACTOR	
2	0770728-1	DIODE ASSY	
1	0713854-2	BUS BAR	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	H. Wilco	3-10-70
DRAWN	R. YOUNGER	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		3-12-70
APPD	R. YOUNGER	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — AMMETER, OPT 24 VOLT

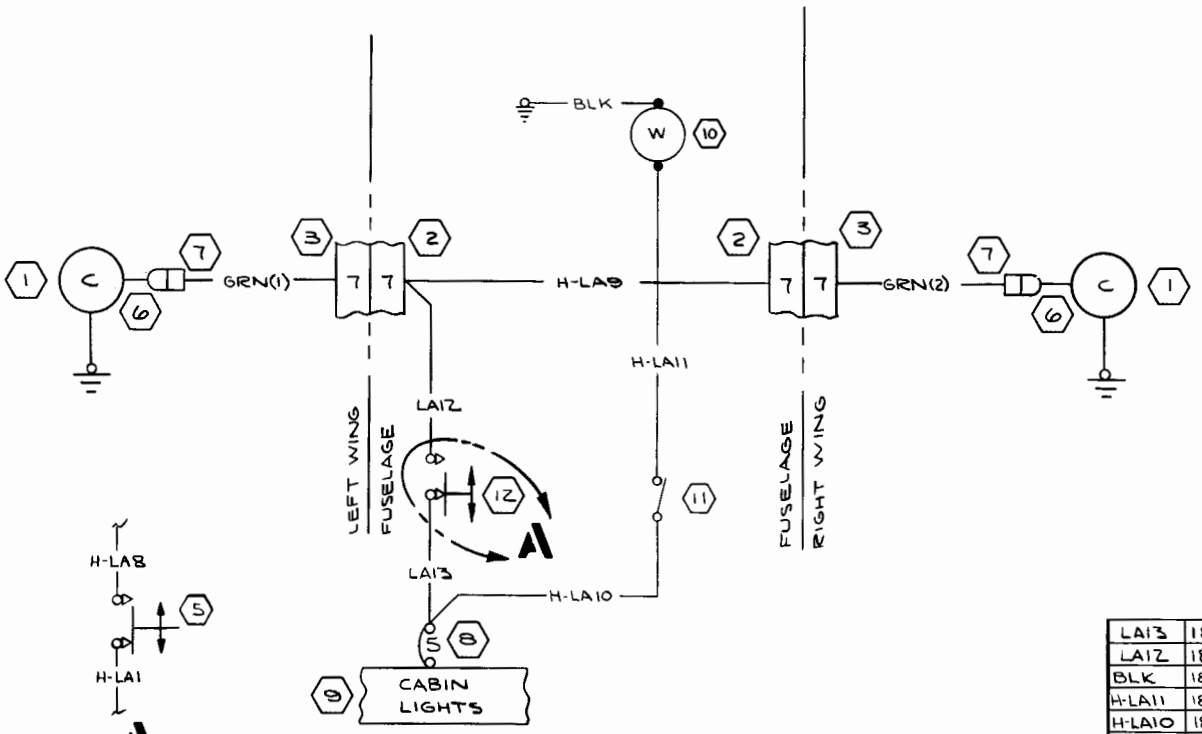
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 10.1.2

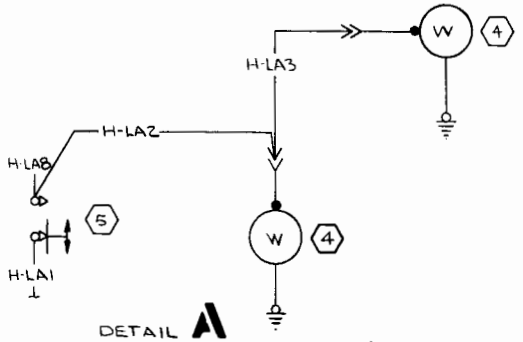
FORM NO. 80-818A

ED&RR 10367 (SR6546)

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD DETAIL A, LA-10, LA-11, 1210110-2 & S-2061-1; INACT DWG SER U20601875 & ON & SER (SR 7403) TX	LKW 4-23-73	BY MGR NLW WKB
B	BY REV: ADD S-1831-1; SER OUT H-LA1 & H-LA8; SER IN LA12 & LA13 (SR7630)	DLO 7-24-73	DLP MGR NLW WKB PATE



DETAIL A
THRU SER U20602155



DETAIL A
(EFF THRU SER U20601874)

ITEM NO.	PART NO.	DESCRIPTION
12	S-1831-1	SWITCH
11	S-2061-1	SWITCH
10	1210110-2	LIGHT INSTL
9	0713854-2	BUS BAR
8	S-1360-5	CIRCUIT BREAKER
7	S-1637-2	HOUSING - PLUG
6	S-1637-1	HOUSING - CAP
5	0713029	SWITCH
4	C622002-0102	DOME LIGHT ASSY
3	S-1640-9	HOUSING - PIN
2	S-1641-9	HOUSING - SOCKET
1	0700615-6	LIGHT ASSY

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-4060
SUPERSEDED BY: P 11.1.2

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
LA13	18			S-1367-1-6	S-1830-1		SER U20602156 & ON
LA12	18			S-1830-1	SEE LA9		SER U20602156 & ON
BLK	18	-18-0		S-1367-1-8	SOLDER		
H-LA11	18			S-1493-1	SOLDER		
H-LA10	18			S-1493-1	S-1367-1-6		
GRN(2)	18	-18-5		S-1635-2	S-1636-2		
GRN(1)	18	-18-5		S-1635-2	S-1636-2		
H-LA9	18			S-1636-2	S-1636-3		
H-LA8	18			S-1367-2-6	SEE H-LA9		THRU SER U20602155
H-LA3	18			S-341-1	S-341-2		THRU SER U20601874
H-LA2	18			SEE H-LA8	SEE H-LA3		THRU SER U20601874
H-LA1	18			S-1367-1-6	S-1367-1-8		THRU SER U20602155

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-17-70
GROUP	[illegible]	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT	[signature]	3-12-70
APPD	R YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

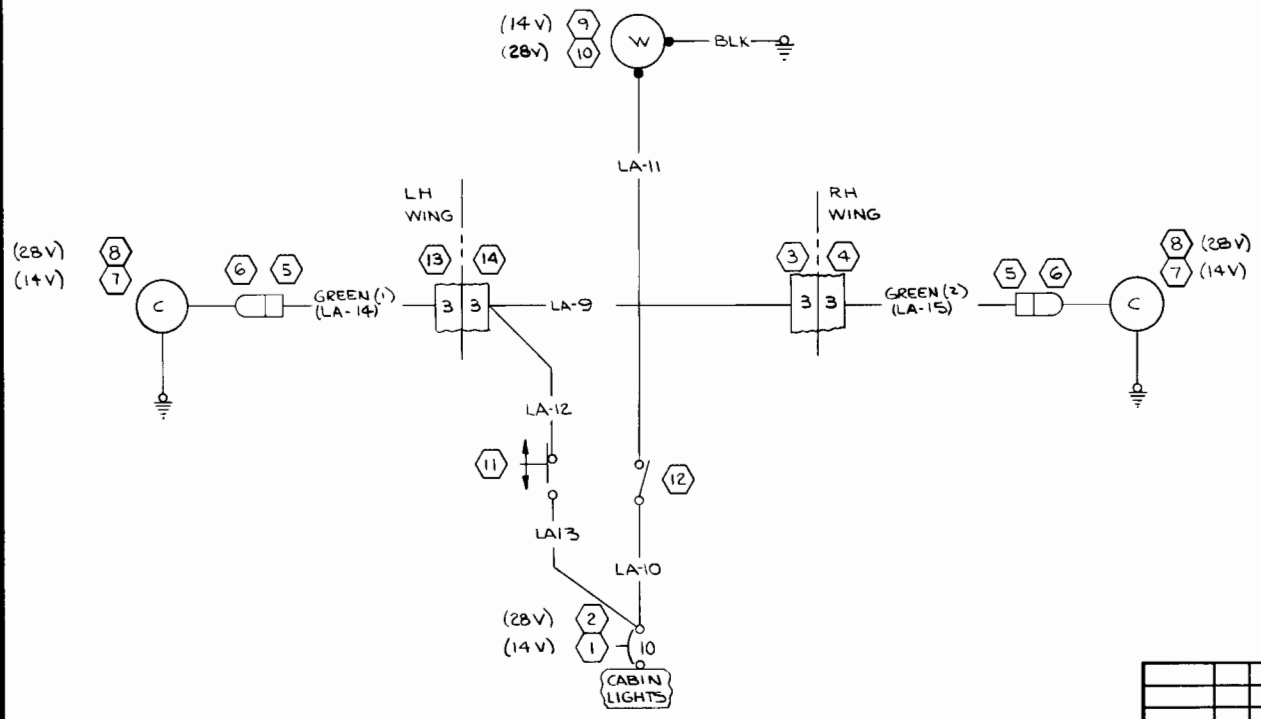
TITLE
WIRING DIAGRAM — DOME & COURTESY LIGHTS, OPT 24 VOLT

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 11.1.1

FORM NO. 80-218A

ED & RR 10367 (SR6546)



REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADDED LA-14 & LA-15, LA9 WAS LA13, LA13 WAS LA1 & S-1831-1 WAS 0713029-0 (SR7903) IX	JLO 7-24-73	DLP JRW MGR DATE WKB
B	BY REV: ADD S-1640-6 & S-1641-6; PIN 3 WAS 7; S-1640-12 & S-1641-12 WAS S-1640-9 & S-1641-9 MER EO 393 (NOW SHOP PRACTICE)	BLA 12-10-74	JCK LWH GRS KAL WAB

ITEM NO.	PART NO.	DESCRIPTION
14	S-1641-6	HOUSING-SOCKET
13	S-1640-6	HOUSING-PIN
12	S-2160-1	SWITCH
11	S-1831-1	SWITCH
10	1210110-2	LIGHT INSTL
9	1210110-1	LIGHT INSTL
8	GE 308	LAMP
7	M515584-2	LAMP
6	S-1637-1	HOUSING
5	S-1637-2	HOUSING
4	S-1640-12	HOUSING-PIN
3	S-1641-12	HOUSING-SOCKET
2	S-1360-5L	CKT BKR
1	S-1360-10L	CKT BKR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX-CESSNA SPEC. NO.
S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES: P 11.1 & 11.1.1

SUPERSEDED BY:

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
BLK	18	-18-0		S-1367-1-8	SOLDER	
GREEN (2) (LA-15)	18	-18-5		S-1635-1	S-1636-1	
GREEN (1) (LA-19)	↑	-18-5		S-1635-1	S-1636-1	
LA13			126	S-1367-1-6	S-1830-1	
LA12			54	SEE LA9	S-1830-1	
LA11			10	S-1493-1	SOLDER	
LA10	↑		126	S-1367-1-6	S-1493-1	
LA9	18		72	S-1636-3	S-1636-2	

WIRE TABLE

CONTRACT NO:

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800-E. PAWNEE WICHITA, KANSAS

	NAME	DATE
DESIGN	WHITE	1-4-73
GROUP	H. Wise	4-27-73
DRAWN	WHITE	4-23-73
CHECK	EYOUNGERS	4-27-73
STRESS	C. PATE	8 AUG 73
PROJ	Bergman	4-28-73
APPD	MGR	
OTHER		

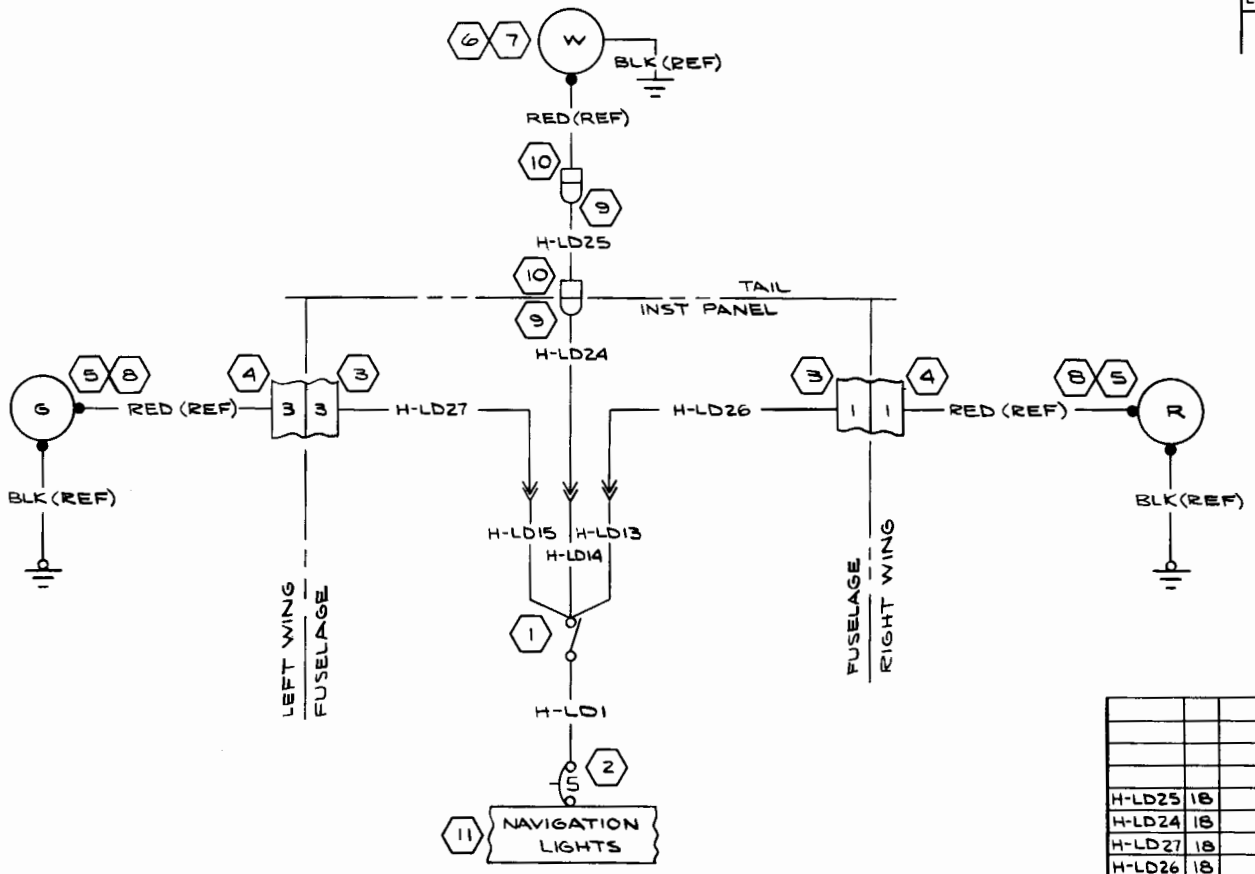
TITLE: WIRING DIAGRAM — DOME & COURTESY LIGHTS (14V & 28V)

SIZE: C | CODE IDENT. NO.: 71379 | DWG NO: 1270625

SCALE: NONE | (SR7903) IX | PAGE: 11.1.2

FORM NO. 80-215B

REVISION			
LET	DESCRIPTION	DATE	APPD



ITEM NO	PART NO.	DESCRIPTION	VENDOR
11	0713854-2	BUS BAR	
10	S-1637-2	HOUSING-PLUG	
9	S-1637-1	HOUSING-CAP	
8	AN3122-1524	LAMP	
7	C622001-0102	LIGHT ASSY	
6	307	LAMP	(24446)
5	C622001-0201	LIGHT ASSY	
4	S-1640-9	HOUSING-PIN	
3	S-1641-9	HOUSING-SOCKET	
2	S-1360-5	CIRCUIT BREAKER	
1	S-1844-1-2	SWITCH	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406

SUPERSEDED BY: P 11.4.3

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
H-LD25	18			S-1636-2	S-1635-1	
H-LD24	18			S-341-2	S-1635-1	
H-LD27	18			S-341-2	S-1636-2	
H-LD26	18			S-341-2	S-1636-2	
H-LD15	18			S-1493-1	S-341-2	
H-LD14	18			S-1493-1	S-341-2	
H-LD13	18			S-1493-1	S-341-2	
H-LD1	18			S-1367-1-8	S-1493-1	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	N. Wise	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT	J. Walker	3-12-70
APPD	R. YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

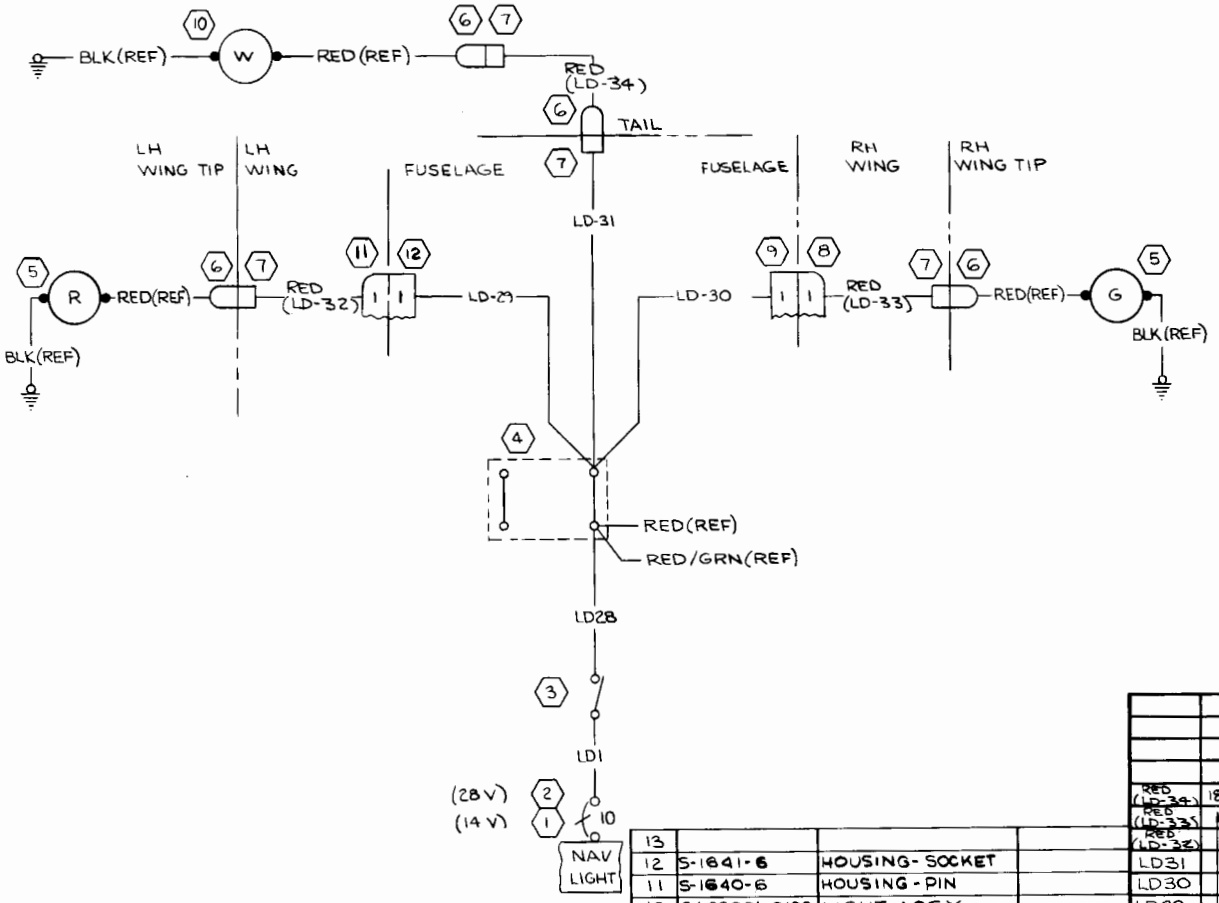
TITLE
WIRING DIAGRAM — NAVIGATION LIGHTS, OPT 24 VOLT

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 11.4.2

FORM NO. 60-218A

ED & RR 10367 (SRG546)



REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADDED LD-32, LD-33 & LD-33 (SR7403) II	RAM 8-10-73	
B	BY REV: ADD WIRE LENGTHS ; ; S-1640-12 & S-1641-12 WAS S-1640-9 & S-1641-9, S-1640-6 & S-1641-6 WAS S-1640-9 & S-1641-9 ; MER EO 393 (NOW SHOP PRACTICE)	BLA 12-10-74	

ITEM NO.	PART NO.	DESCRIPTION
13		
12	S-1641-6	HOUSING-SOCKET
11	S-1640-6	HOUSING-PIN
10	C622001-0102	LIGHT ASSY
9	S-1641-12	HOUSING-SOCKET
8	S-1640-12	HOUSING-PIN
7	S-1637-2	HOUSING
6	S-1637-1	HOUSING
5	C622001-0201	LIGHT ASSY
4	34002-55	TERMINAL BLOCK
3	S-2160-1	SWITCH
2	S-1360-5L	CKT BKR
1	S-1360-10L	CKT BKR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX=CESSNA SPEC. NO. S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 11.4.1 & P11.4.2

SUPERSEDED BY:

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
RED (LD-34)	18	-18-2		S-1636-1	S-1635-1	
RED (LD-33)		-18-2	190	S-1636-1	S-1635-1	
RED (LD-32)		-18-2	190	S-1636-1	S-1635-1	
LD31			352	S-1829-1	S-1636-1	
LD30			75		S-1636-1	
LD29			27		S-1636-1	
LD28			7	S-1829-1	S-1493-1	
LD1	18		6	S-1367-1-6	S-1493-1	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-4-73
GROUP	R. Wiss	4-27-73
DRAWN	WHITE	4-23-73
CHECK	R. YOUNGERS	4-27-73
STRESS		
PROJ	Bergman	4-28-73
APPD	MGR	
OTHER		

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

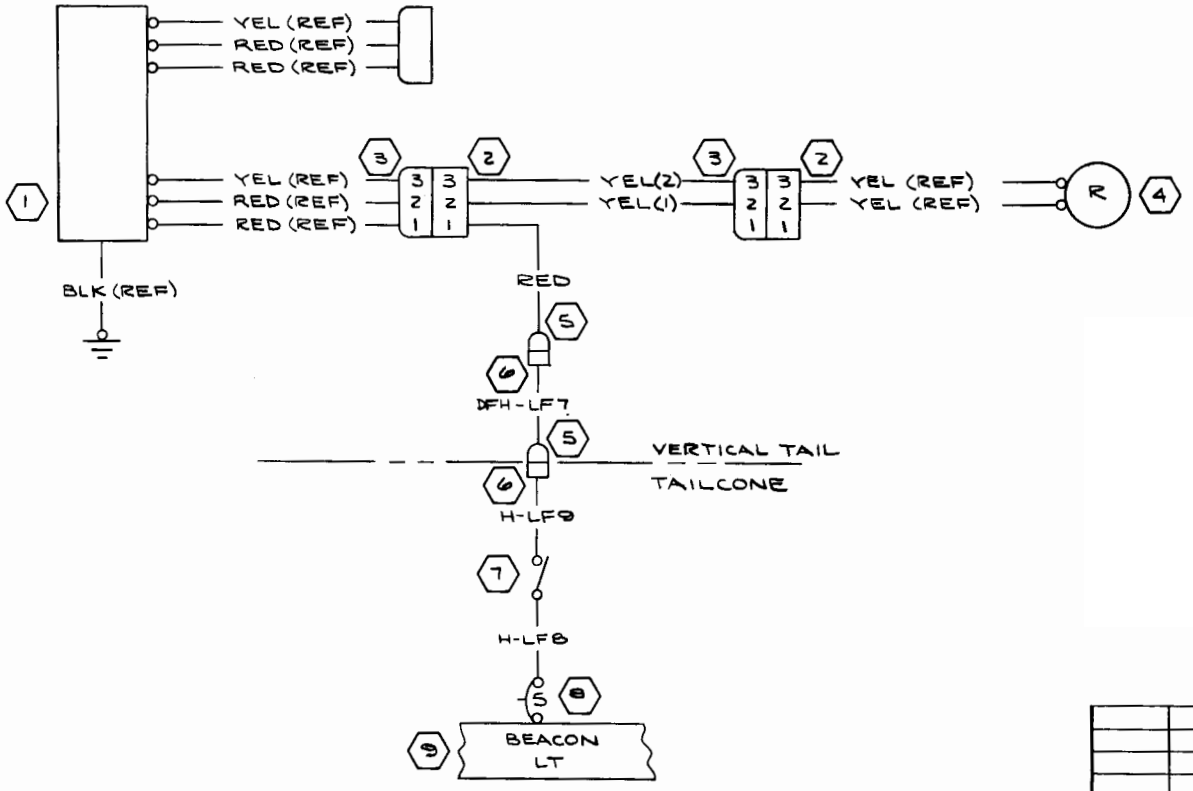
TITLE: WIRING DIAGRAM — NAVIGATION LIGHTS

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE (SR 7403) II PAGE: 11.4.3

FORM NO. 80-215B

REVISION			
LET	DESCRIPTION	DATE	APPD



ITEM NO.	PART NO.	DESCRIPTION
9	0713854-1	BUS BAR
8	S-1360-5	CKT BKR
7	S-1845-1-2	SWITCH
6	S-1637-2	HOUSING-PLUG
5	S-1637-1	HOUSING-CAP
4	C621001-0102	LIGHT ASSY
3	S-1638-2	HOUSING-CAP
2	S-1638-1	HOUSING-PLUG
1	C594501-0204	FLASHER ASSY

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406
SUPERSEDED BY: P 11.5.4

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
YEL(2)	16			S-1636-2	S-1635-2	
YEL(1)	16			S-1636-2	S-1635-2	
RED	16			S-1635-2	S-1636-2	
H-LF9	16			S-1493-2	S-1636-2	
H-LF8	16			S-1367-2-6	S-1493-2	
DFH-LF7	16			S-1635-2	S-1636-2	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	N. Wise	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		3-12-70
APPD	R. YOUNGERS	3-12-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

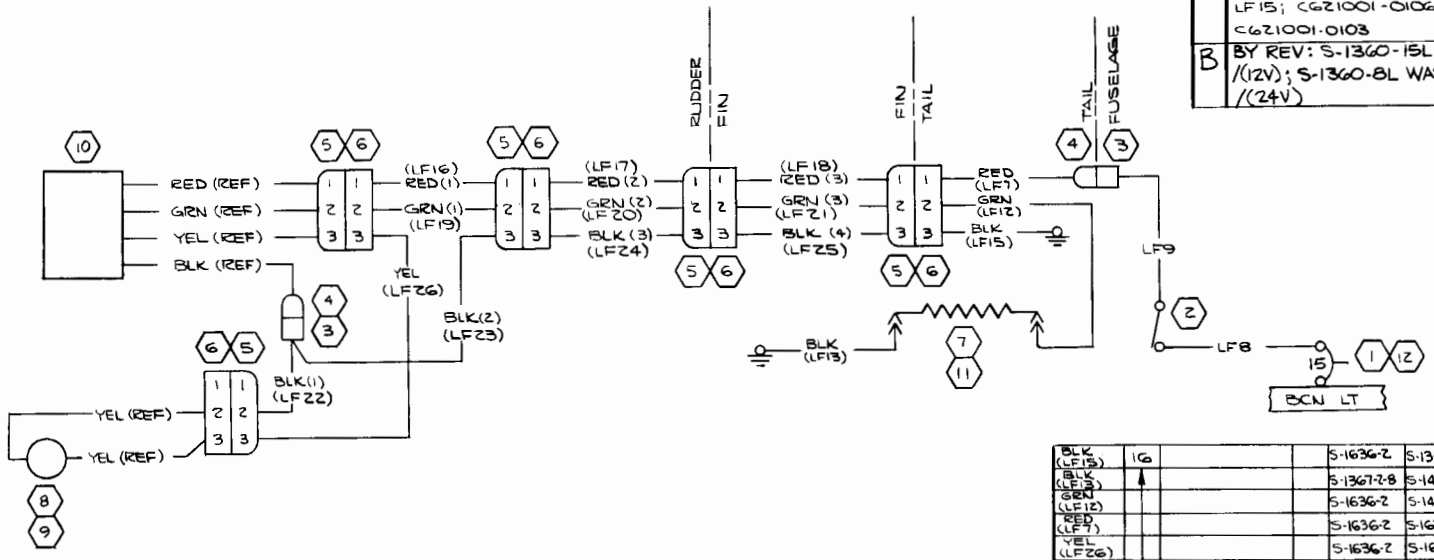
TITLE
WIRING DIAGRAM — FLASHING BEACON LIGHT, OPT 24 VOLT (FLOATPLANE)

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 11.5.3

FORM NO. 80-218A

ED&RR10367 (SR6546)



REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD NOTE 1 , RED, GRN, BLK & SER; SER OUT LF7, LF12, LF13 & LF15; CG21001-0106 WAS <G21001-0103 (SR7473)	DLP 1-10-73	
B	BY REV: S-1360-15L WAS S-1360-10L /(12V); S-1360-8L WAS S-1360-5L /(24V) (SR8260)	BAH 5-13-75	

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
BLK (LF15)	16			S-1636-2	S-1367-2-8	SER U20602209 & ON
BLK (LF13)				S-1367-2-8	S-1493-2	SER U20602209 & ON
GRN (LF12)				S-1636-2	S-1493-2	SER U20602209 & ON
RED (LF7)				S-1636-2	S-1635-2	SER U20602209 & ON
YEL (LF26)				S-1636-2	S-1635-2	
BLK (4) (LF25)				S-1636-2	S-1635-2	
BLK (3) (LF24)				S-1636-2	S-1635-2	
BLK (2) (LF23)				S-1636-2	S-1635-2	
BLK (1) (LF22)				S-1635-2	S-1636-2	
GRN (3) (LF21)				S-1636-2	S-1635-2	
GRN (2) (LF20)						
GRN (1) (LF19)						
RED (3) (LF18)						
RED (2) (LF17)						
RED (1) (LF16)					S-1635-2	
LF15				S-1636-2	S-1367-2-8	THRU SER U20602208
LF13				S-1367-2-8	S-1493-2	THRU SER U20602208
LF12				S-1636-2	S-1493-2	THRU SER U20602208
LF9				S-1636-2	S-1493-2	
LF8				S-1493-2	S-1367-2-6	
LF7	16			S-1636-2	S-1635-2	THRU SER U20602208

WIRE TABLE

ITEM NO	PART NO.	DESCRIPTION	
12	S-1360-8L	CKT BKR	(24V)
11	OR95-6	RESISTOR (83777)	(24V)
10	C594502-0101	FLASHER	
9	C621001-0106	LIGHT ASSY	(12V)
8	C621001-0102	LIGHT ASSY	(24V)
7	OR95-1.5	RESISTOR (83777)	(12V)
6	S-1638-1	HOUSING-PLUG	
5	S-1638-2	HOUSING-CAP	
4	S-1637-1	HOUSING	
3	S-1637-2	HOUSING	
2	S-1845-1-2	SWITCH	
1	S-1360-15L	CKT BKR	(12V)

EQUIPMENT TABLE

NOTES:

1. COLORED WIRES BEARING CES1100 CODING IN PARENTHESIS SHALL NOT BE STAMPED. CES1100 CODING ON THESE WIRES IS FOR PARTS LIST USE ONLY

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX-CESSNA SPEC. NO. S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES: P 11.5.4

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	H. Wisel	11-3-72
DRAWN	PAPE	11-2-72
CHECK	R. YOUNGERS	11-2-72
STRESS		
PROJ	Bergman	11-3-72
APPD		
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

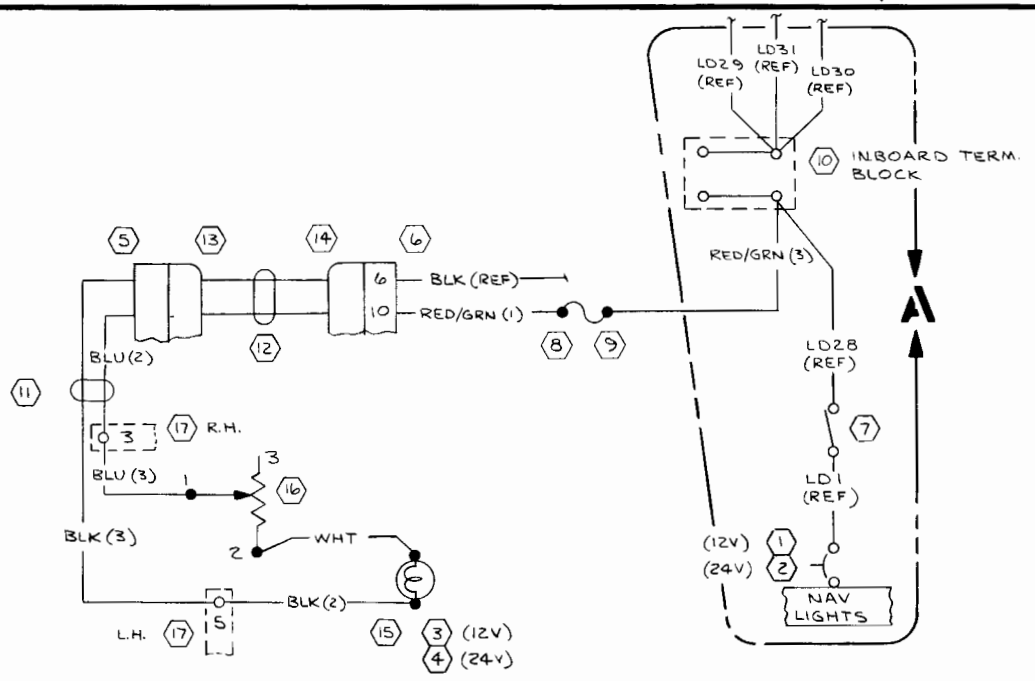
TITLE
WIRING DIAGRAM — FLASHING BEACON (FLOATPLANE)

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

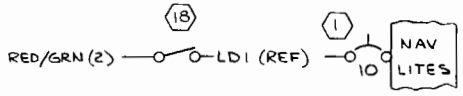
SCALE: NONE | 206 | PAGE: 11.5.4.1

(SR7061) (REF)

FORM NO. 80-2158



REVISION			
LET	DESCRIPTION	DATE	APPD



DETAIL A
(EFF THRU SER U20602199

NOTES:
1. 60215-4LP (00779) TERMINAL
2. 329636 (00779) TERMINAL

ITEM NO.	PART NO.	DESCRIPTION
	EQUIPMENT TABLE	
18	S-1845-1-2	SWITCH
17	351-11-05-001	TERM BOARD
16	3859A-282-152A	POT
15	4157-001	SOCKET
14	1270062-1	CKT BOARD
13	1270061-1	CKT BOARD
12	1270060-1	CABLE ASSY
11	SF-1030-BX	CABLE
10	34002-55	TERM BLOCK
9	HHU-A	FUSE HOLDER
8	AGC-1/2	FUSE
7	S-2160-1	SWITCH
6	582384-9	SOCKET
5	255 10 30 190	CONNECTOR
4	24RB	LAMP
3	12RB	LAMP
2	S-1360-5L	CKT BKR
1	S-1360-10L	CKT BKR

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX-CESSNA SPEC. NO.
S-XXX OR CMXXXX-CESSNA
STD. NO.

SUPERSEDES: Pg. 11.11.2
SUPERSEDED BY: P11.11.4

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS			SERIALS
RED/GRN(2)	22	-22-2-5		SOLDER	S-1493-1		THRU SER U20602198
BLK(3)	22	-22-0		SOLDER	<2		
BLK(2)	↕	-22-0		↕	↕		
BLU(3)	↕	-22-6		↕	↕		
BLU(2)	↕	-22-6		↓	<2		
RED/GRN(3)	↓	-22-2-5		SOLDER	S-1829-1		SER U20602199 FON
RED/GRN(1)	22	-22-2-5		<1	SOLDER		

WIRE TABLE

CONTRACT NO:

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

	NAME	DATE
DESIGN		
GROUP	R. Wiest	9-24-73
DRAWN	MERRICK	9-21-73
CHECK	J. YOUEL	9-22-73
STRESS		
PROJ	Bergman	9-24-73
APPD	DKM	
OTHER		

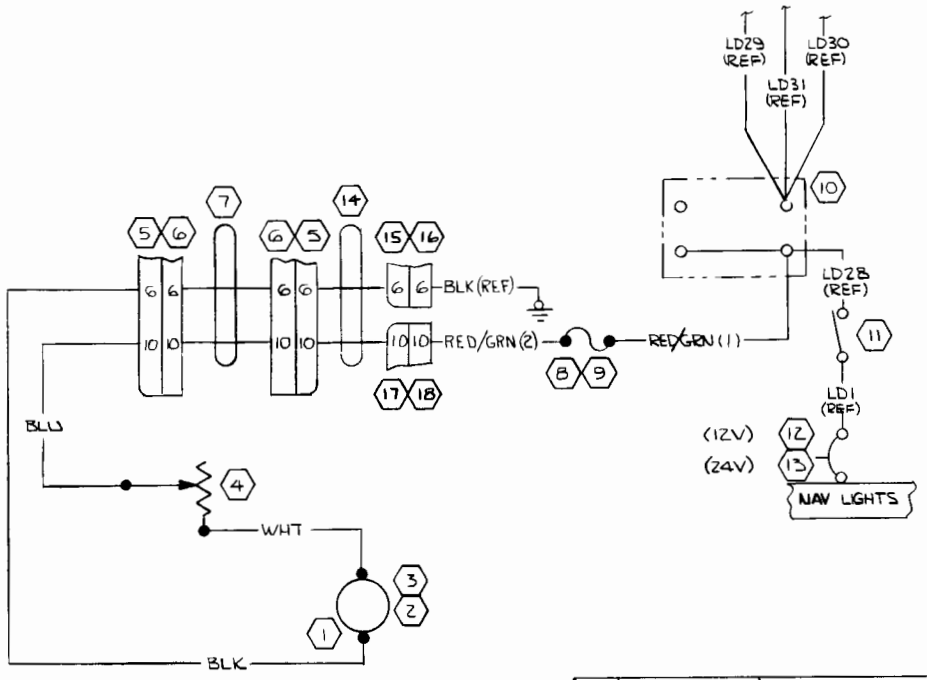
TITLE
WIRING DIAGRAM — MAP LIGHT, CONTROL WHEEL

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | U20601701 | PAGE: 11.11.3

FORM NO. 80-215B

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD 1570307-2; S-1963-2 WAS SOLDER / RED/GRN(2) (SR7677) (SR 7670) IX	ME M 5-14-74	JCY ARB DS



ITEM NO	PART NO.	DESCRIPTION
18	S-1962-2-0	HOUSING
17	S-1962-1-0	HOUSING
16	S-1960-2-0	HOUSING
15	S-1960-1-0	HOUSING
14	1570307-2	CABLE ASSY
13	S-1360-10L	CKT BKR
12	S-1360-5L	CKT BKR
11	S-2160-1	SWITCH
10	34002-55	TERM BLOCK
9	AGC-1/2	FUSE
8	HHJ-A	FUSE HOLDER
7	1570308-1	CABLE ASSY
6	3421-0000	SOCKET
5	1570307-1	CONNECTOR ASSY
4	3859A161-15ZA	RHEOSTAT
3	24 RB	LAMP (24V)
2	12 RB	LAMP (12V)
1	4157-001	SOCKET

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 11.11.3

SUPERSEDED BY:

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
BLU	22	-22-6		SOLDER	SOLDER	
BLK	22	-22-0		SOLDER	SOLDER	
WHT	22	-22-9		SOLDER	SOLDER	
RED/GRN(2)	22	-22-2-5		S-1963-2	SOLDER	
RED/GRN(1)	22	-22-2-5		SOLDER	S-1829-1	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	M Warden	11-12-73
DRAWN	DL OLLER	11-2-73
CHECK	PAPE	11-5-73
STRESS		
PROJ	McCarter	11-19-73
APPD		
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

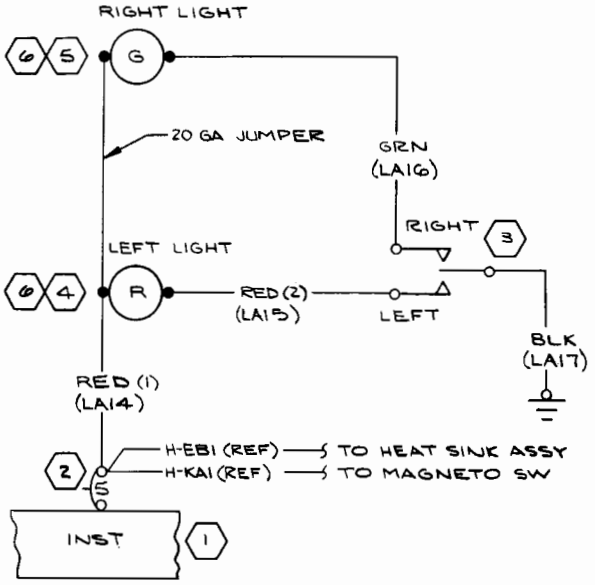
TITLE
WIRING DIAGRAM — MAP LIGHT, CONTROL WHEEL

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | SR7677 | PAGE: 11.11.4

FORM NO. 80-215B

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD CES1100 CODE TO WIRES NOW SHOP PRAC	GKG 6-25-73	RLY WRW MAR WKB



ITEM NO	PART NO.	DESCRIPTION	VENDOR
6	GE 327	LAMP	(24446)
5	VM304-7	LIGHT ASSY	(87034)
4	VM304-6	LIGHT ASSY	(87034)
3	S-1238-1-1	SWITCH	
2	S-1360-5	CIRCUIT BREAKER	
1	0713854-2	BUS BAR	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES:

SUPERSEDED BY:

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
BLK (LA17)	18	-18-0		S-1367-1-6	S-1367-1-8	
GRN (LA16)	20	-20-5		SOLDER	S-1367-1-6	
RED (2) (LA15)	20	-20-2		SOLDER	S-1367-1-6	
RED (1) (LA14)	20	-20-2		S-1367-1-6	SOLDER	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP		3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		3-12-70
APPD	R. YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — SKYDIVING SIGNAL LIGHT, OPT 24 VOLT

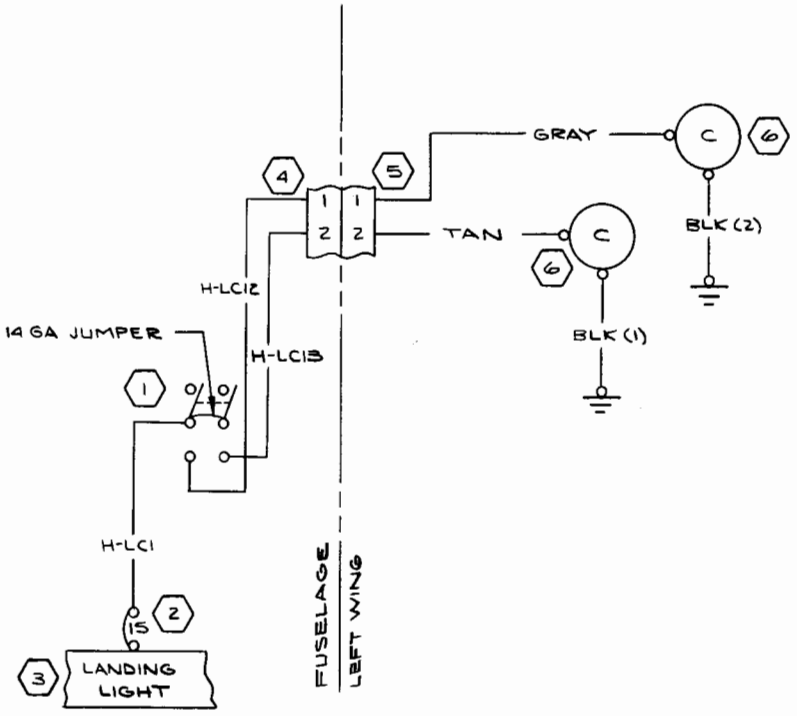
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 11.12.1

FORM NO. 80-21SA

ED & RR 10367 (SR6546)

REVISION			
LET	DESCRIPTION	DATE	APPD



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
BLK(2)	16	-16-0		S-1367-2-8	S-1367-2-8	
BLK(1)	16	-16-0		S-1367-2-8	S-1367-2-8	
GRAY	14	-14-8		S-1635-2	S-1367-2-8	
TAN	14	-14-10		S-1635-2	S-1367-2-8	
H-LC1	14			S-1493-2	S-1367-2-8	
H-LC13	14			S-1493-2	S-1636-2	
H-LC12	14			S-1493-2	S-1636-2	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
6	GE 4594	LIGHT	(24446)
5	S-1640-9	HOUSING-PIN	
4	S-1641-9	HOUSING-SOCKET	
3	0713854-2	BUS BAR	
2	S-1360-15	CIRCUIT BREAKER	
1	S-1846-1-3	SWITCH	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406
SUPERSEDED BY: P 11.13.2

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	R. Wise	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		3-12-70
APPD	R. YOUNGERS	3-12-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE: WIRING DIAGRAM — LANDING LIGHTS, OPT 24 VOLT

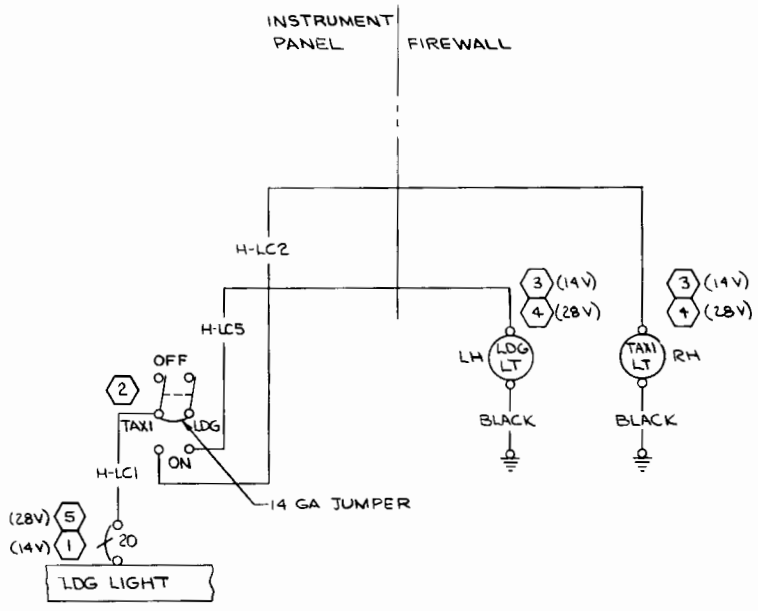
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 11.13.1

ED & RR 10367 (SR6546)

FORM NO. 69-215A

REVISION			
LET	DESCRIPTION	DATE	APPD



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
BLACK	14	-14-0		S-1367-2-8	S-1367-2-8	
LC5	↓			S-1367-2-8	S-1493-2	
LC2	↓			S-1367-2-8	↕	
LC1	14			S-1367-2-6	S-1493-2	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	
5	S-1360-15L	CIRCUIT BREAKER	
4	4591	PAR-36, 100W LAMP	(024446)
3	4509	PAR-36, 100W LAMP	(024446)
2	S-1846-1-3	SWITCH	
1	S-1360-20L	CIRCUIT BREAKER	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 11.13 & P 11.13.1

SUPERSEDED BY: P 11.13.3

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	12-29-72
GROUP		
DRAWN	WHITE	1-12-73
CHECK	R. YOUNGERS	1-15-73
STRESS		
PROJ	Bergman	1-18-73
APPD		
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM—
LANDING LIGHT & TAXI LIGHT

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

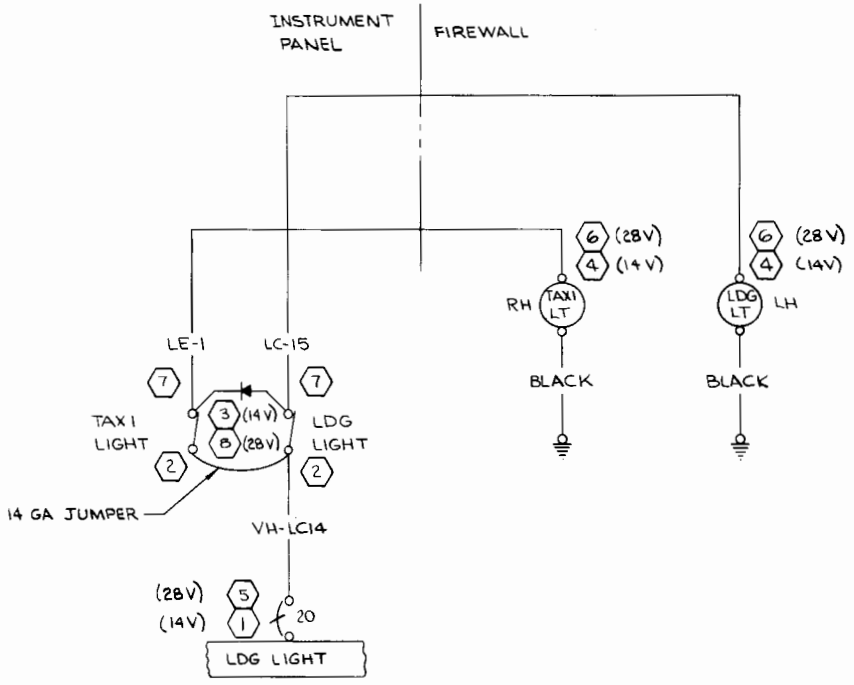
SCALE: NONE

PAGE: 11.13.2

SER U20601701 & ON

FORM NO. 60-215B

REVISION			
LET	DESCRIPTION	DATE	APPD



BLACK	14	-14-0		S-1367-2-8	S-1367-2-8		
LE-1	14			S-1493-2	S-1367-2-8		
LC-15	14			S-1493-2	S-1367-2-8		
LC-14	14			S-1367-2-6	S-1493-2		
WIRE CODE NO	GA	MATERIAL	LG	TERMINALS			SERIALS

WIRE TABLE

8	1270082-1	DIODE ASSY
7	S-2023-1	ADAPTER
6	4591	PAR-36, 100 W LAMP (24446)
5	S-1360-15L	CKT BREAKER
4	4509	PAR-36, 100 W LAMP (24446)
3	1270082-2	DIODE ASSY
2	S-2160-1	SWITCH
1	S-1360-20L	CKT BREAKER
ITEM NO.	PART NO.	DESCRIPTION

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA
STD. NO.

SUPERSEDES: P 11.13.2

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-3-73
GROUP	R. Wise	1-17-73
DRAWN	WHITE	1-12-73
CHECK	E. YOUNGERS	1-15-73
STRESS		
PROJ	Bergman	1-18-73
APPD		
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — LANDING LIGHT & TAXI LIGHT

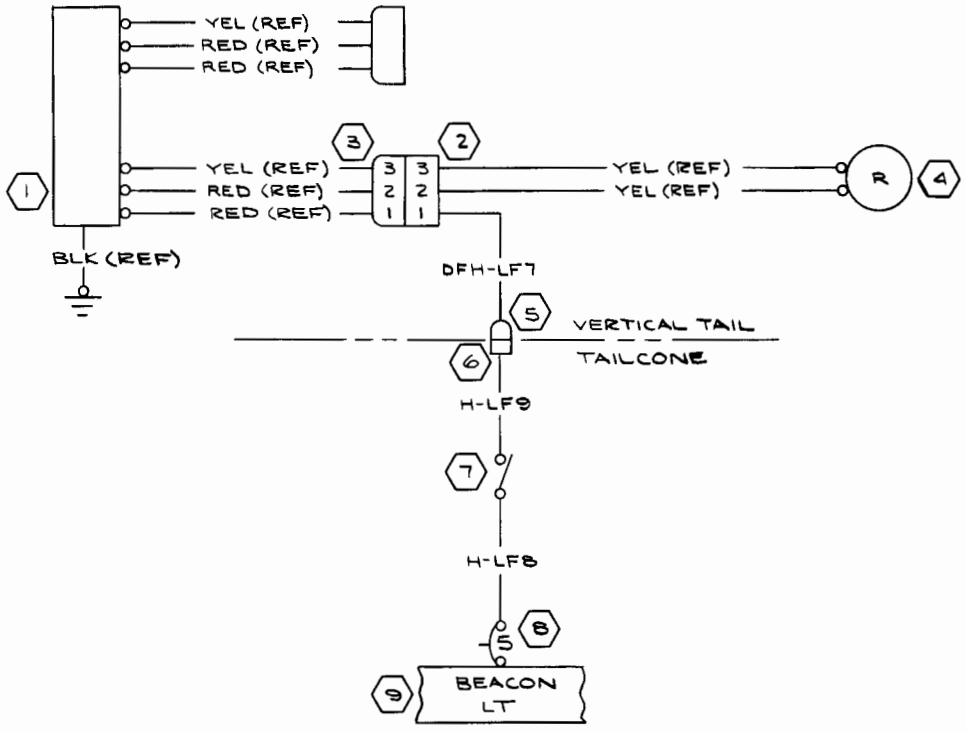
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE PAGE: 11.13.3

SER (SR7403) IX

FORM NO. 80-2158

REVISION			
LET	DESCRIPTION	DATE	APPD



ITEM NO.	PART NO.	DESCRIPTION
9	0713854-1	BUS BAR
8	S-1360-5	CKT BKR
7	S-1845-1-2	SWITCH
6	S-1637-2	HOUSING-PLUG
5	S-1637-1	HOUSING-CAP
4	C6021001-0102	LIGHT ASSY
3	S-1638-2	HOUSING-CAP
2	S-1638-1	HOUSING-PLUG
1	C594501-0204	FLASHER ASSY

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-4060

SUPERSEDED BY: P 11.14.2

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS	SERIALS
H-LF9	16			S-1493-2 S-1636-2	
H-LF8	16			S-1367-2 S-1493-2	
DFH-LF7	16			S-1635-2 S-1636-2	

WIRE TABLE

CONTRACT NO:

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	R. Wise	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		3-12-70
APPD	R. YOUNGERS	3-2-70

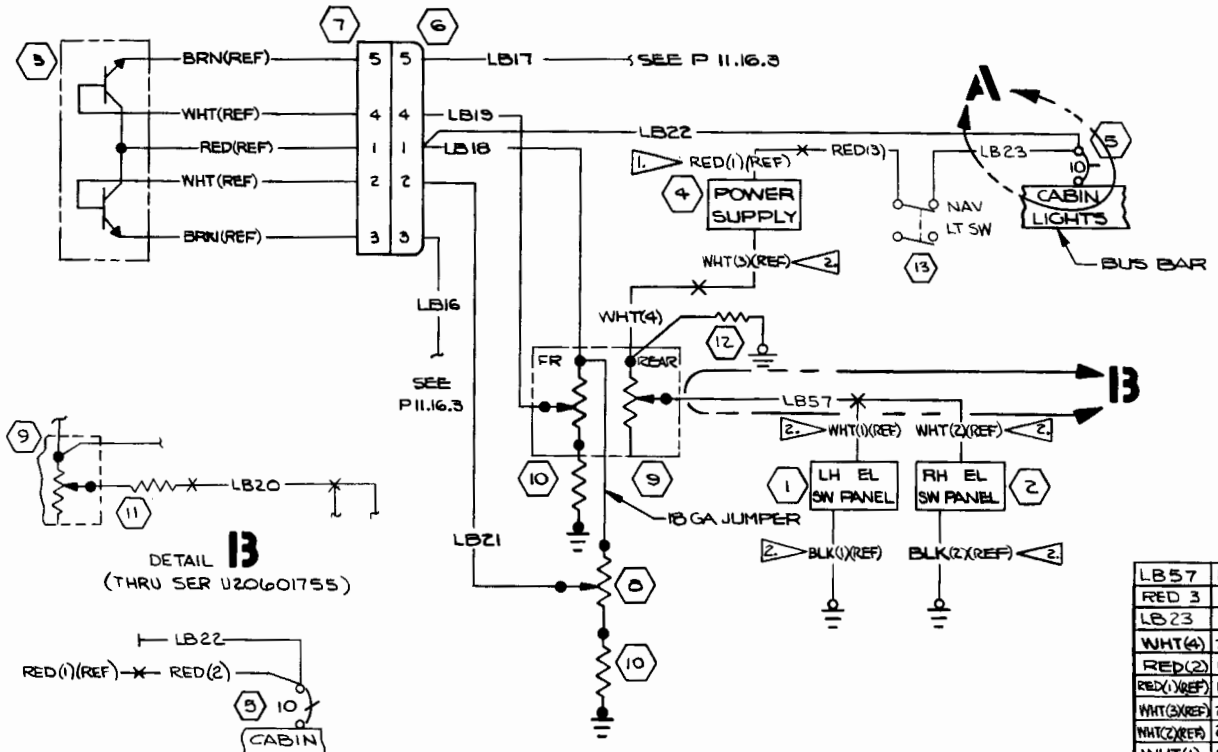
TITLE
WIRING DIAGRAM — FLASHING BEACON LIGHT, OPT 24 VOLT

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 11.14.1

ED&RR 10367 (SR6546)

FORM NO. 60-2158A



REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD DETAIL A AND LB23; INACT DWG U206 01492 SER (SR7403)	WCW 4-23-73	RLV HGR WKS
B	BY REV: ADD LB57 & DETAIL "B"; SER OUT LB20 & 5.6K, 2W, 10% SER U20601756 & ON	RAM 9-25-74	JCY ARS DKM WKS

INACTIVE
EFF THRU SER U20602199 IX
4-23-73
LKW
BY
HGR

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
LB57	18			SOLDER	S-1370-2		SER U20601756 & ON
RED 3	18			S-1370-1	S-1493-1		SER U20601492 & ON
LB23	18			S-1493-1	S-1367-1-6		
WHT(4)	20	-20-9		SOLDER	S-1370-1		
RED(2)	18	-18-2		S-1370-1	S-1367-1-6		THRU SER U20601491
RED(1)(REF)	18				SEE RED(2)	1. 2.	
WHT(3)(REF)	22			SEE WHT(4)		1. 2.	
WHT(2)(REF)	22			SEE LB20		2.	
WHT(1)	22			SEE LB20		2.	
BLK(2)(REF)	22				S-1367-1-8	2.	
BLK(1)(REF)	22				S-1367-1-8	2.	
LB22	18			SEE LB18	S-1367-1-8		
LB21	20			S-1635-1	SOLDER		
LB20	18			S-1370-1	S-1370-2		THRU SER U20601755
LB19	18			S-1635-1	SOLDER		
LB18	18			S-1635-1	SOLDER		
LB17	18			S-1635-1	S-1829-1	3.	
LB16	18			S-1635-1	S-1829-1	3.	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
13	S-1844-1-2	SWITCH	
12	VAL-5-6000	RESISTOR	(83777)
11	5.6K, 2W, 10%	RESISTOR	
10	VAL3 (200Ω)	RESISTOR	(83777)
9	S-2008-3	RESISTOR	
8	S-1904-2	RESISTOR	
7	S-1641-6	HOUSING-SOCKET	
6	S-1640-6	HOUSING-PIN	
5	S-1360-10	CIRCUIT BKR	
4	C613001-0101	POWER SUPPLY	
3	1570166-1	DIMMING ASSY	
2	1213192-1	EL PANEL ASSY	
1	1213314-8	EL PANEL ASSY	

EQUIPMENT TABLE

NOTES:

1. TO BE RETAINED IN TERMINAL, WIRE MUST BE STRIPPED, DOUBLED & TWISTED
2. THESE WIRES VENDOR FURNISHED
3. WHEN POST LIGHTS ARE INSTALLED, S-1493-1 TERMINAL REPLACES S-1829-1 TERMINAL

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES:

SUPERSEDED BY: P 11.15.2

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	R. Wise	3-10-70
DRAWN	PAPE	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		3-12-70
APPD	R. YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

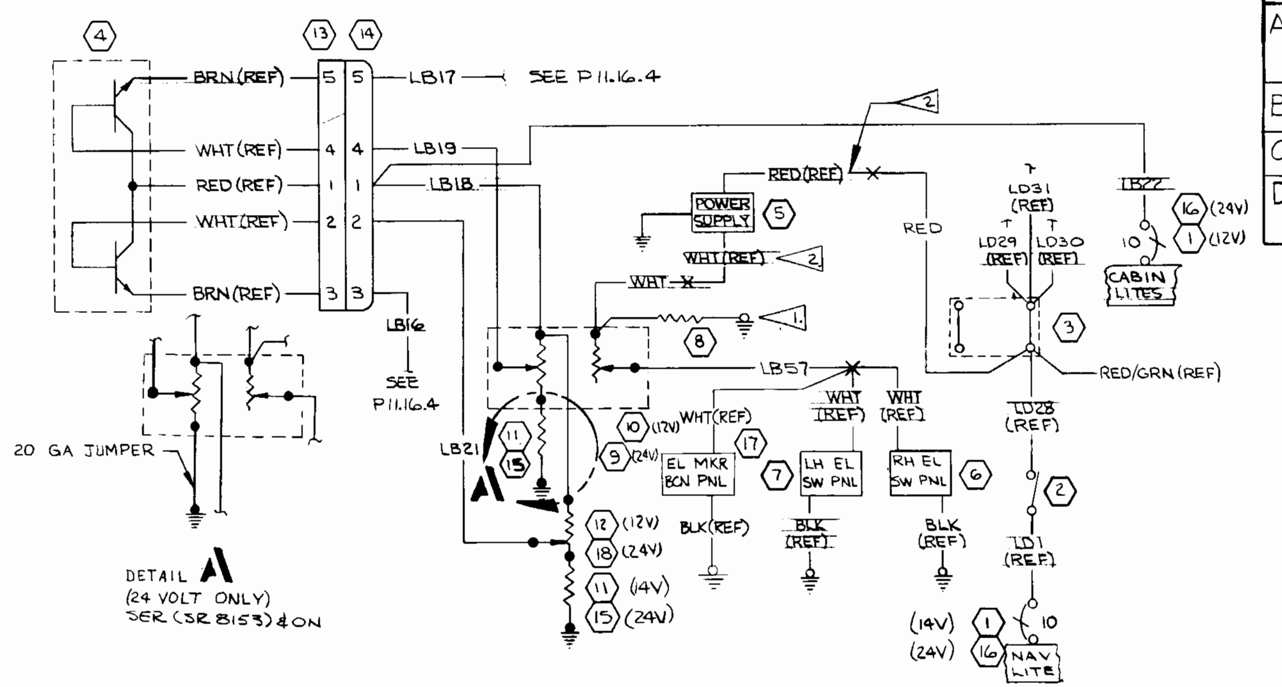
TITLE
WIRING DIAGRAM — ELECTROLUMINESCENT PANEL, OPT 24 VOLT

SIZE C | CODE IDENT. NO. 71379 | DWG NO. 1270625

SCALE: NONE | U206 | PAGE: 11.15.1

FORM NO. 80-818A

EDRR 10811 (SR6546)



10-311-0158

NOTES:

1. THIS END OF RESISTOR TERMINATED WITH S-1367-1-14 TERMINAL & INSTALLED ON SHAFT OF TANDOM POT ASSY. DUE TO HEAT DISSIPATION, RESISTOR MUST BE KEPT FROM WIRE BUNDLE

2. TO BE RETAINED IN TERMINAL, WIRE MUST BE STRIPED, DOUBLED & TWISTED

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD LB57; DELETE LB20 & 5.6K, 2W, 10% (NOW SHOP PRACTICE)	RAM 9-25-74	JCY DKM
B	BY REV: VAL3-200 WAS VAL3-2000. ADD DETAIL "A" TO DELETE VAL3-200 RESISTOR ON 24 VOLT SYSTEM (SR 8153)	CJH 1-4-75	
C	BY REV: ADD WIRING FOR 1213757 EL MKR BCN PANEL (SR7910)	BAH 2-28-75	
D	BY REV: ADD S-2091-4 & S-1904-2; S-2091-2 WAS S-2091, S-1904-3 WAS S-1904 (NOW SHOP PRACTICE)	GW 7-31-75	JCY

EQUIPMENT TABLE

ITEM NO.	PART NO.	DESCRIPTION
18	S-1904-2	POT. ASSY (24V)
17	1213757	EL PANEL
16	S-1360-5L	CKT BKR
15	VAL-3-200	RESISTOR
14	S-1640-6	HOUSING
13	S-1641-6	HOUSING
12	S-1904-3	POT ASSY (12V)
11	27Ω, .5W 10%	RESISTOR
10	S-2091-2	POT ASSY (12V)
9	S-2091-4	POT ASSY (24V)
8	VAL-5-6000	RESISTOR
7	1213342	EL PANEL
6	1213363	EL PANEL
5	C613001	POWER SUPPLY
4	1570166	DIMMING ASSY
3	34002-55	TERMINAL BLOCK
2	S-2160-1	SWITCH
1	S-1360-10L	CKT BKR

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 11.15

SUPERSEDED BY:

WIRE TABLE

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
LB57	18			SOLDER	S-1370-2	
RED	18	-18-2		S-1370-1	S-1829-1	
WHT	↓	-18-10		SOLDER	S-1370-1	
LB22	↓			S-1367-1-6	SEE LB18	
LB21	18			S-1365-1	SOLDER	
LB19	18			S-1635-1	SOLDER	
LB18	↓			S-1635-2	SOLDER	
LB17	↓			S-1635-1	S-1829-1	
LB16	18			S-1635-1	S-1321-1	

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-5-72
GROUP	H. Wise	4-27-73
DRAWN	WHITE	4-23-73
CHECK	R.YOUNGERS	4-27-73
STRESS		
PROJ	Bergman	4-27-73
APPD	MGR Sig	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — ELECTRO LUMINESCENT PANEL (14 V) & (28V)

SIZE C | CODE IDENT. NO. 71379 | DWG NO 1270625

SCALE: NONE | (SR7403) IX | PAGE: 11.15.2

FORM NO. 80-215B

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD BLK(4), LB38, LB39, S-1695-2 & 1213319-13 REF (SR7061)	10-25-72 LKW	BY HRW MGR UKB

NOTES:

1. OXYGEN CONSOLE WIRING APPLICABLE ONLY WHEN OPTIONAL OXYGEN SYSTEM IS INSTALLED
2. INSTALL S-341-1 TERMINAL ON VENDOR SUPPLIED WIRE
3. STANDARD LENSES FOR EYEBROW LIGHTS ARE RED. CESSNA WHITE IS OPTIONAL
4. MUST BE WIRED IN SERIES-PARALLEL AS SHOWN

INACTIVE EFF THRU SER U20602193 IX
4-23-73
LKW BY MGR
R/W UKB

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
LB 39	18			SOLDER	SOLDER	
LB 38	18			S-1829-1	SOLDER	
BLK(4)	18	-18-0		SOLDER	S-1367-1-8	
RED/YEL	22	-22-2-4		SOLDER	SOLDER	
RED/BLU	18	-18-2-6		SOLDER	SOLDER	
BLK(3)	18	-18-0		SOLDER	SOLDER	
BLK(2)	18	-18-0		S-341-2	S-1367-1-8	
BLK(1)	22	-22-0		SOLDER	S-1367-1-8	
DHF-LB33	20			SOLDER	S-1367-1-8	
HF-LB9	18			S-341-2	S-1367-1-8	
LB 32	18			S-1829-1	S-341-1	
LB 31	18			SOLDER	S-1367-1-8	
LB 30	18			S-1829-1	SOLDER	
LB 28	18			S-1829-1	S-341-1	
LB 27	18			S-1829-1	SOLDER	
LB 26	18			S-1829-1	S-1370-1	
LB 25	18			S-1829-1	S-341-1	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
10	1213319-13	LIGHT ASSY	
9	S-1695-2	SWITCH	
8	34002-55	TERMINAL BOARD	(ETNC)
7	C669502-0202	INST CLUSTER	
6	C660501-0102	COMPASS ASSY	
5	S-1901-1	LAMP	
4	S-1899-4	LIGHT ASSY	
3	S-1899-3	LIGHT ASSY	
2	1270479-4	LIGHT ASSY	
1	1211001-2	CONSOLE ASSY	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES:

SUPERSEDED BY: P 11.16.4

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	R. Wise	3-10-70
DRAWN	PAPE	2.4.70
CHECK	HARRIS	2.6.70
STRESS		
PROJECT	E Clarke	3-12-70
APPD	R. YOUNGER	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

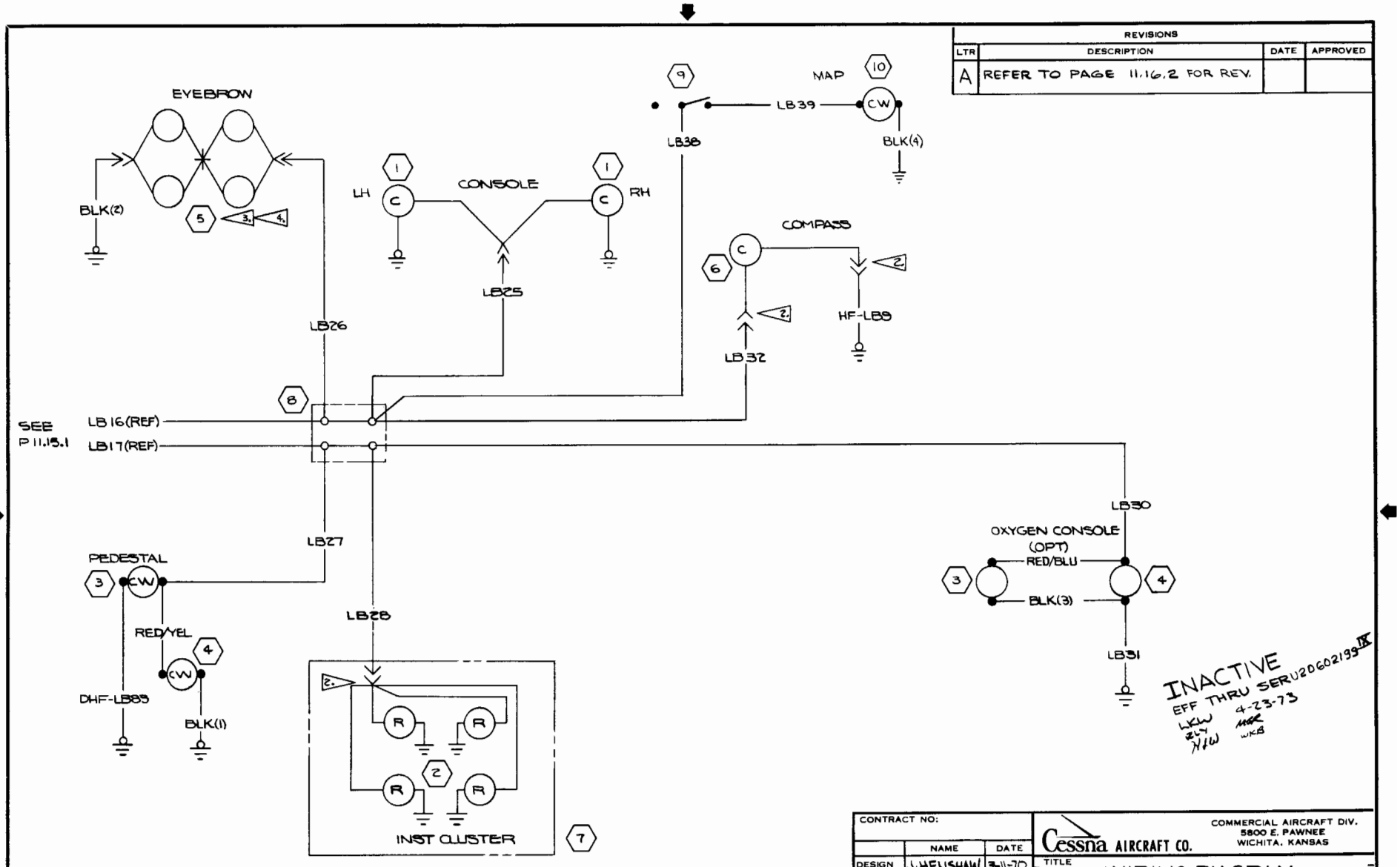
TITLE
WIRING DIAGRAM — INSTRUMENT LIGHTS, OPT 24 VOLT

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 11.16.2

FORM NO. 80-215A

EDRR 10611 (SR6546)



REVISIONS			
LTR	DESCRIPTION	DATE	APPROVED
A	REFER TO PAGE 11.16.2 FOR REV.		

CONTRACT NO:	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	R. Wise	3-10-70
DRAWN	PAPE	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		2-12-70
APPD	R. YOUNGERS	3-2-70

SUPERSEDED BY: P11.16.4

Cessna AIRCRAFT CO. COMMERCIAL AIRCRAFT DIV. 5800 E. PAWNEE WICHITA, KANSAS

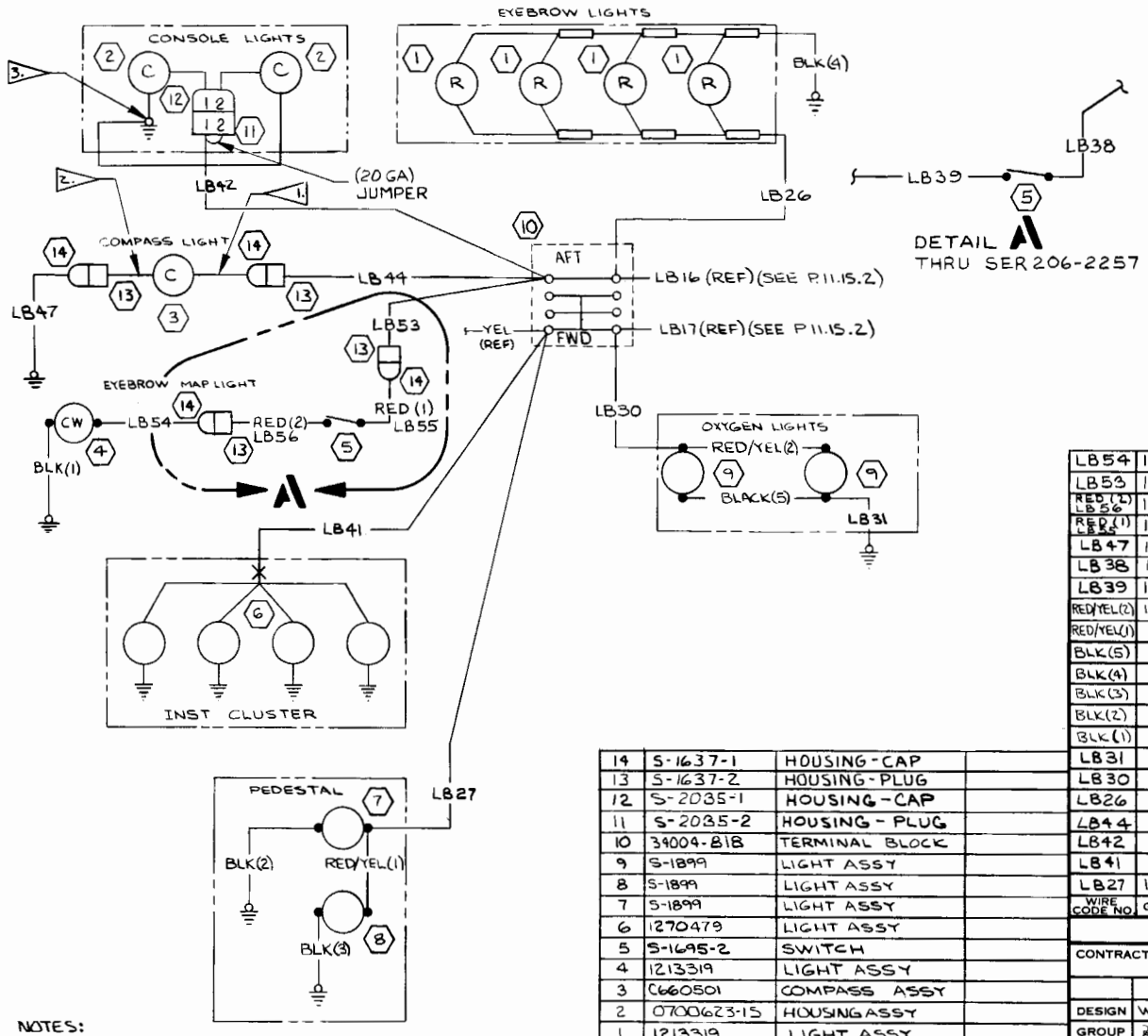
TITLE: WIRING DIAGRAM - INSTRUMENT LIGHTS, OPT 24 VOLT

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 11.16.3

EDRR 10811 (SR6546)

FORM NO. 80-216



NOTES:

1. INSTALL S-1635-1 TERMINAL ON VENDOR FURNISHED WIRE
2. INSTALL S-1636-1 TERMINAL ON VENDOR FURNISHED WIRE
3. INSTALL S-1367-2-6 TERMINAL ON VENDOR FURNISHED WIRE

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD DETAIL A; SER OUT LB38 & LB39; SER IN LB53, LB54 RED(1) & RED(2); S-2035-1 & S-2035-2 WAS S-1637-1 & S-1637-2 MEREDDIT & MERE0039 (SER 206-2258) (SR 7403)(REF)	TJP JEF 2-8-74	JRB WKB
B	BY REV: S-1637-1 WAS S-2035-1/LB47, RED(1), LB54; S-1637-2 WAS S-2035-2/LB44, LB53, LB56 S-1367-2-6 WAS S-1637-2-6/NOTE 3; DELETE DETAIL "B". (MER 206-E0098)	MEM 5-9-74	JRB
C	BY REV: 34003-55-3410 WAS 34002-55 (SR7910)	BLA 3-6-75	JRB DKM
D	BY REV: 34004-818 WAS 34003-55-3410 (SR7910)	GW 8-4-75	JRB

10-288-0905

ITEM NO.	PART NO.	DESCRIPTION
14	S-1637-1	HOUSING-CAP
13	S-1637-2	HOUSING-PLUG
12	S-2035-1	HOUSING-CAP
11	S-2035-2	HOUSING-PLUG
10	34004-818	TERMINAL BLOCK
9	S-1899	LIGHT ASSY
8	S-1899	LIGHT ASSY
7	S-1899	LIGHT ASSY
6	1270479	LIGHT ASSY
5	S-1695-2	SWITCH
4	1213319	LIGHT ASSY
3	C660501	COMPASS ASSY
2	0700623-15	HOUSING ASSY
1	1213319	LIGHT ASSY

EQUIPMENT TABLE

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
LB54	18			S-1635-1	SOLDER	SER206-2258 & ON
LB53	18			S-1829-1	S-1636-1	SER206-2258 & ON
RED(2) LB56	18	-18-2		SOLDER	S-1636-1	SER206-2258 & ON
RED(1) LB55	18	-18-2		S-1635-1	SOLDER	SER206-2258 & ON
LB47	18			S-1635-1	S-1367-1-8	
LB38	18			S-1829-1	SOLDER	THRU SER206-2257
LB39	18			SOLDER	SOLDER	THRU SER206-2257
RED/YEL(2)	18	-18-2-5		SOLDER	SOLDER	
RED/YEL(1)		-18-2-5		SOLDER	SOLDER	
BLK(5)		-18-0		SOLDER	SOLDER	
BLK(4)		-18-0		S-1370-1	S-1367-1-8	
BLK(3)		-18-0		SOLDER	S-1367-1-8	
BLK(2)		-18-0		SOLDER	S-1367-1-8	
BLK(1)		-18-0		SOLDER	S-1367-1-8	
LB31				SOLDER	S-1367-1-8	
LB30				SOLDER	S-1829-1	
LB26				S-1370-1	S-1829-1	
LB44				S-1829-1	S-1636-1	
LB42				S-1829-1	S-1636-1	
LB41				S-1829-1	S-1370-1	
LB27	18			SOLDER	S-1829-1	

WIRE TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX=CESSNA SPEC. NO. S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P11.16.0, 11.16.1, 11.16.3 & 11.16.2

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-16-73
GROUP	H. Wiel	5-1-73
DRAWN	WHITE	4-23-73
CHECK	R YOUNGERS	4-30-73
STRESS		
PROJ	Bergmann	5-2-73
APPD	MGE	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — INSTRUMENT LIGHTS, 14V & 28V

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | (SR7403) IX | PAGE: 11.16.4

FORM NO. 80-215B

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: IN NOTE 2 S-1829-1 WAS S-1493-1, S-1493-1 WAS S-1829-1; ADD LB40, S-1695-2 & 1213319-13 REF (SR 7061)	10-24-72 LKW	PAT WRW MGR WKB

NOTES:

1. TYPICAL 16 PLACES

2. WHEN OPTIONAL POST LIGHTS ARE INSTALLED S-1493-1 TERMINAL REPLACES S-1829-1 TERMINAL

INACTIVE
EFF THRU SER U20602199 IR
4-23-73
LKW
PAT WRW MGR WKB

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS			SERIALS
LB40	20			S-1493-1	SOLDER		
RED/YEL(4)	22			SOLDER	S-341-2		
RED/YEL(3)	22			SOLDER	S-341-2		
RED/YEL(2)	22			SOLDER	SOLDER		
RED/YEL(1)	22			SOLDER	SOLDER	1.	
BLK(4)	22			SOLDER	S-341-2		
BLK(3)	22			SOLDER	S-1367-1-8		
BLK(2)	22			S-341-2	SOLDER		
BLK(1)	22			SOLDER	SOLDER	1.	
DHF-LB83	20			SOLDER	S-1367-1-8		
DHF-LB81	20			S-341-1	S-1367-1-8		
DHF-LB80	20			S-341-1	S-1367-1-8		
LB37	20			S-1829-1	SOLDER		
LB36	20			S-1493-1	S-341-2		
LB35	20			S-1493-1	S-341-2		
LB34	18			S-1829-1	S-341-1		
LB33	18			S-1493-1	S-1829-1		

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
10	1213319-13	LIGHT ASSY	
9	S-1695-2	SWITCH	
8	C660501-0102	COMPASS ASSY	
7	34002-55	TERMINAL BLOCK	ETNC
6	S-2023-1	TERMINAL ADAPTER	
5	S-1899-4	LIGHT ASSY	
4	S-1899-3	LIGHT ASSY	
3	S-1847-2-1	SWITCH	
2	C669502-0202	INST CLUSTER	
1	1270479-5	LIGHT ASSY	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX-CESSNA SPEC. NO.
S-XXX OR CMXXXX-CESSNA
STD. NO.

SUPERSEDES:

SUPERSEDED BY: P 11.17.4

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	R. Wise	3-10-70
DRAWN	PAPE	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJ		3-12-70
APPD	R YOUNGERS	3-2-70
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

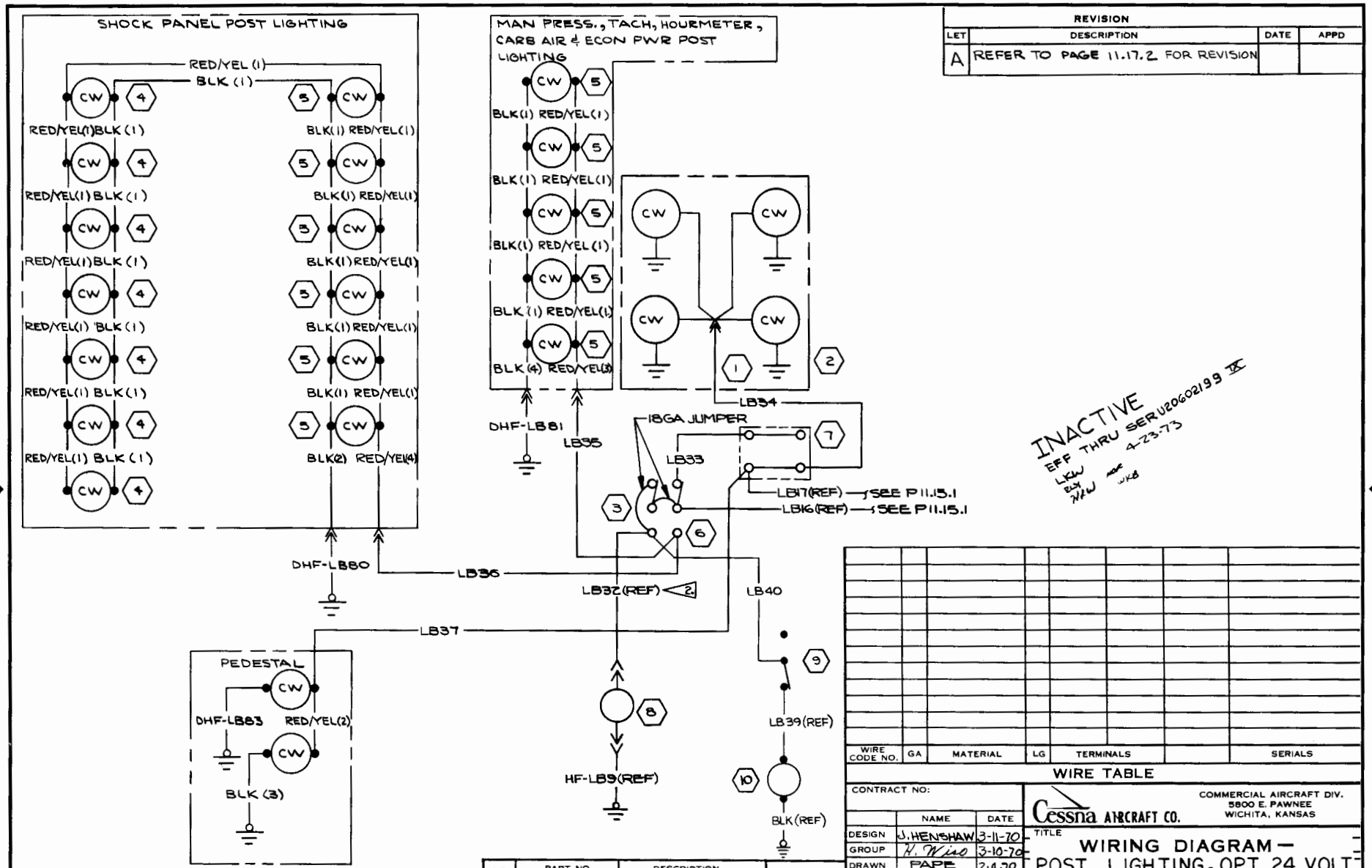
TITLE
WIRING DIAGRAM—
POST LIGHTING, OPT 24 VOLT

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | U206 | PAGE: 11.17.2

EDRR 10811 (SR6546)

FORM NO. 80-215B



INACTIVE
EFF THRU SER U20602199 IX
4-23-73

REVISION			
LET	DESCRIPTION	DATE	APPD
A	REFER TO PAGE 11.17.2 FOR REVISION		

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
		EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES:

SUPERSEDED BY: P 11.17.4

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	H. Wise	3-10-70
DRAWN	PAPE	2-4-70
CHECK	HARRIS	2-10-70
STRESS		
PROJECT		3-17-70
APPD	R. YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

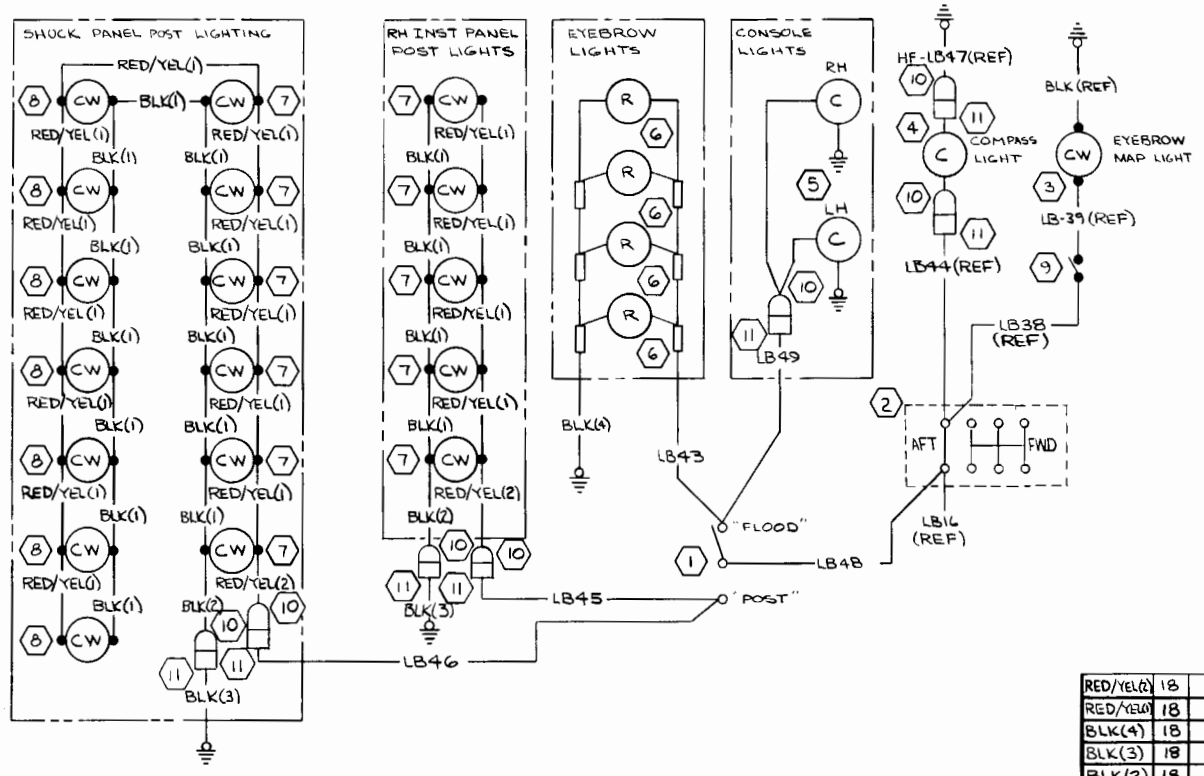
TITLE
WIRING DIAGRAM — POST LIGHTING, OPT 24 VOLT

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 11.17.3

FORM NO. 80-2158A

BDRR 10811 (SRG546)



REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: 34004-818 WAS 34002-55 (SR7910)	GW 8-4-75	

10-288-0905

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
RED/YEL(2)	18			SOLDER	S-1635-2	
RED/YEL(1)	18			SOLDER	SOLDER	
BLK(4)	18			S-1370-1	S-1367-1-8	
BLK(3)	18			S-1636-2	S-1367-1-8	
BLK(2)	18			SOLDER	S-1635-2	
BLK(1)	18			SOLDER	SOLDER	
LB48	18			S-1993-1	S-1829-1	
LB46	18			S-1993-1	S-1636-2	
LB45	18			S-1993-1	S-1636-2	
LB43	18			SEE LB25	S-1370-1	
LB49	18			S-1993-1	S-1636-1	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
11	S-1637-2	HOUSING
10	S-1637-1	HOUSING
9	S-1695-2	SWITCH
8	S-1899	LIGHT ASSY
7	S-1899	LIGHT ASSY
6	1213319	LIGHT ASSY
5	0700623-15	HOUSING ASSY
4	C660501	COMPASS ASSY
3	1213319	LIGHT ASSY
2	34004-818	TERMINAL BLOCK
1	S-2160-2	SWITCH

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX-CESSNA SPEC. NO. S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES: P11.17.0, 11.17.1, 11.17.2 & 11.17.3

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-10-73
GROUP	R. Wise	5-1-73
DRAWN	WHITE	4-23-73
CHECK	R. YOUNGERS	5-1-73
STRESS		
PROJ	Bergman	5-2-73
APPD	MGR	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

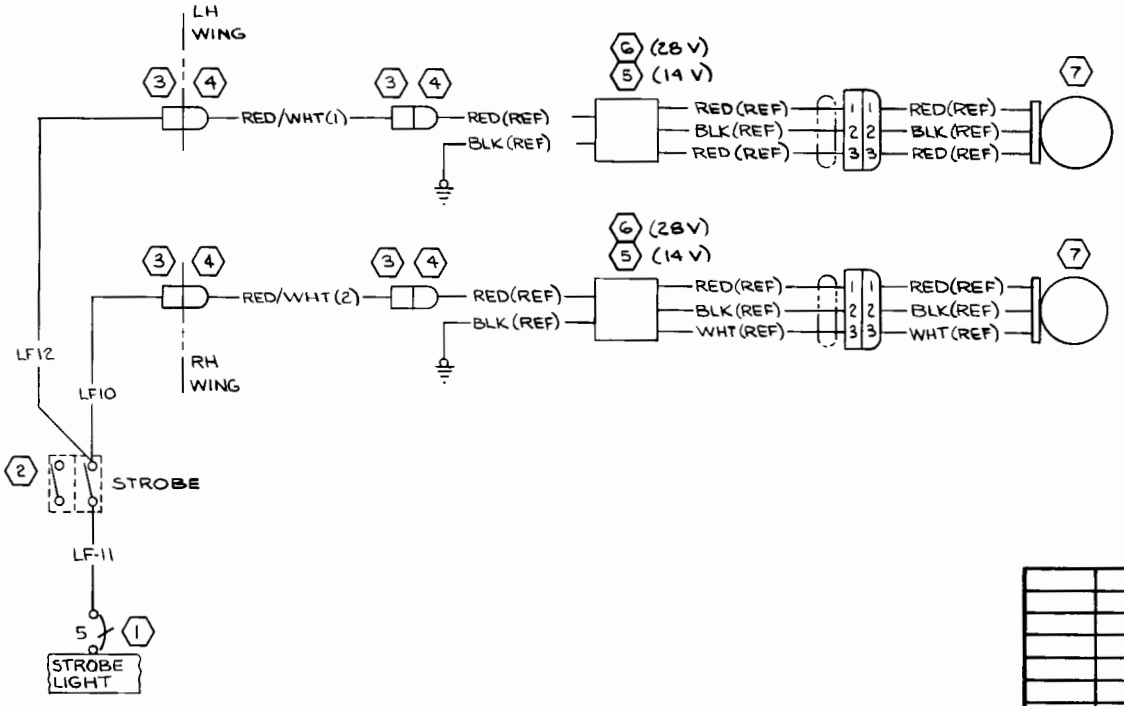
TITLE
WIRING DIAGRAM — POST LIGHTS, 14V & 28V (OPTIONAL)

SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | SR 7403 | PAGE: 11.17.4

FORM NO. 80-2158

REVISION			
LET	DESCRIPTION	DATE	APPD



INACTIVE
EFF THRU SERU20602199 A
LKW 4-23-73
RLY MGR
NAW WKB

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS			SERIALS
RED/WHT(2)	18	-18-2-9		S-1635-1	S-1636-1		(STD)
RED/WHT(1)	18	-18-2-9		S-1635-1	S-1636-1		(STD)
LF12	18			SEE LF10	S-1636-1		
LF11	18			S-1367-1-6	S-1993-1		
LF10	18			S-1493-2	S-1636-1		

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
7	C622006-0101	LIGHT ASSY
6	C622007-0103	POWER SUPPLY
5	C622007-0101	POWER SUPPLY
4	S-1697-1	HOUSING
3	S-1637-2	HOUSING
2	S-1846-2-3	SWITCH
1	S-1360-5L	CKT BKR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 11.18
SUPERSEDED BY: 11.18.2

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-6-73
GROUP	H. Wise	4-27-73
DRAWN	WHITE	4-23-73
CHECK	E. YOUNGERS	4-27-73
STRESS		
PROJ		
APPD	MGR	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — STROBE LIGHTS, WING TIP

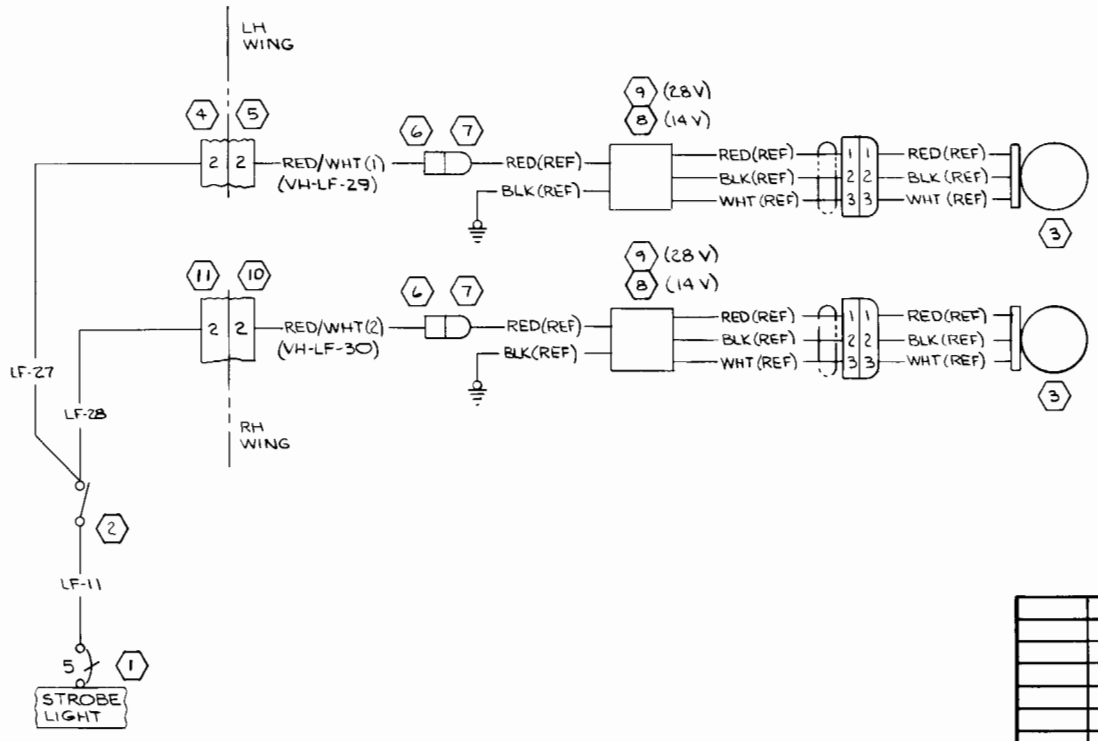
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE

FORM NO. 80-2158

SERU20601875 & ON

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: PIN 2 WAS PIN 4 LH WING; S-1641-6 & S-1640-6 WAS S-1640-9 & S-1641-9, S-1640-12 & S-1641-12 WAS S-1640-9 & S-1640-9; DRAWING BECOMES INACTIVE; (NOW SHOP PRACTICE) MERE0393 (SR7910)	C J H 11-22-74	JCY APS WB
B	BY REV: REACTIVATE DRAWING (SR 7910)	T M S 1-21-75	JCY APS DFM WB



ITEM NO.	PART NO.	DESCRIPTION
11	S-1641-12	HOUSING - SOCKET
10	S-1640-12	HOUSING - PIN
9	C622007-0103	POWER SUPPLY
8	C622007-0101	POWER SUPPLY
7	S-1637-1	HOUSING
6	S-1637-2	HOUSING
5	S-1640-6	HOUSING - PIN
4	S-1641-6	HOUSING - SOCKET
3	C622006-0101	LAMP ASSY
2	S-2160-1	SWITCH
1	S-1360-5L	CKT BKR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX-CESSNA SPEC. NO. S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES: P 11.18.1

SUPERSEDED BY:

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
RED/WHT(2) (VH-LF-30)	18	-18-2-9		S-1636-1	S-1635-1	STD	
RED/WHT(1) (VH-LF-29)		-18-2-9		S-1636-1	S-1635-1	STD	
LF 28				SEE LF 27	S-1636-1		
LF 27				S-1493-2	S-1636-1		
LF 11	18			S-1367-1-6	S-1493-1		

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-6-73
GROUP	R. Wiles	4-27-73
DRAWN	WHITE	4-23-73
CHECK	R. YOUNGERS	4-27-73
STRESS		
PROJ	Bergman	4-28-73
APPD	MGR	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE: **WIRING DIAGRAM — STROBE LIGHTS, WING TIP (OPT)**

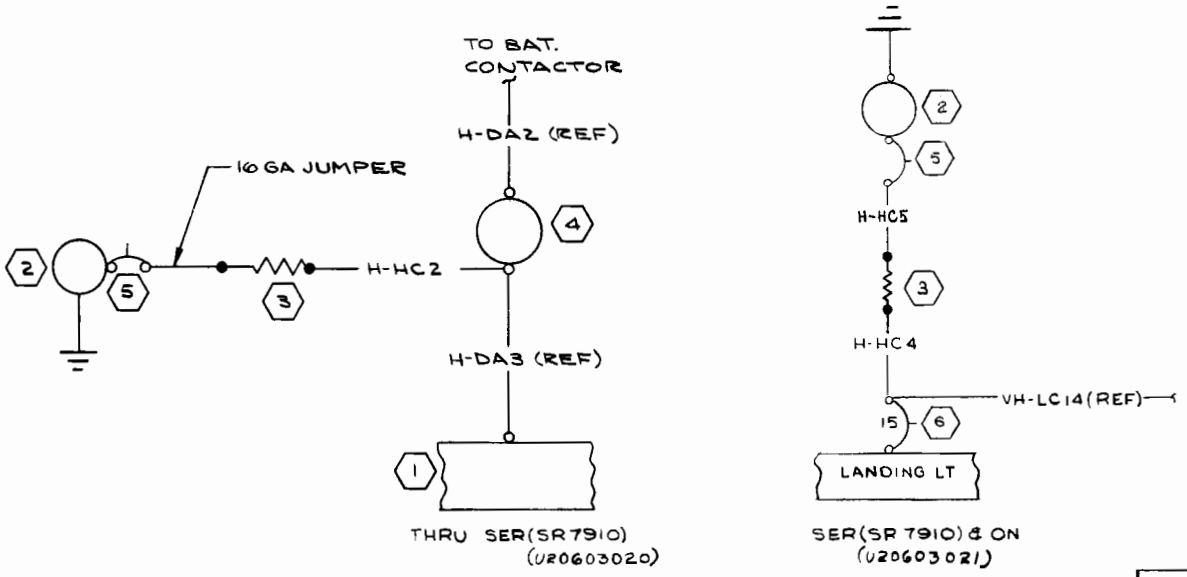
SIZE: C | CODE IDENT. NO.: 71379 | DWG NO: 1270625

SCALE: NONE | (SR 7403) IX | PAGE: 11.18.2

10 288 0905

FORM NO. 80-2158

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: SER IN H-HC4, S-1367-15L SER OUT H-HC2 (SR7910)(MER EO 320)	BLA 10-30-74	JCT DKM JRS GRS
B	BY REV: H-HC5 WAS 16 GA JUMPER (SR7910)	RJP 8-4-75	DKM GRS



10-288-0905

H-HC5	16		G	SOLDER	S-1367-2-10		SER (SR7910) & ON
H-HC4	16			S-1367-2-8	SOLDER		SER (SR 7910) & ON
H-HC2	16			S-1367-2-10	SOLDER		THRU SER (SR7910)
WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
6	S-1360-15L	CIRCUIT BREAKER
5	60232-1	CIRCUIT BREAKER
4	C669502-0202	INST CLUSTER
3	S-2041-50-1.6	RESISTOR
2	0513039-7	CIGAR LIGHTER
1	0713854-2	BUS BAR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-4006
SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	H. Wiel	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		3-12-70
APPD	R. YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

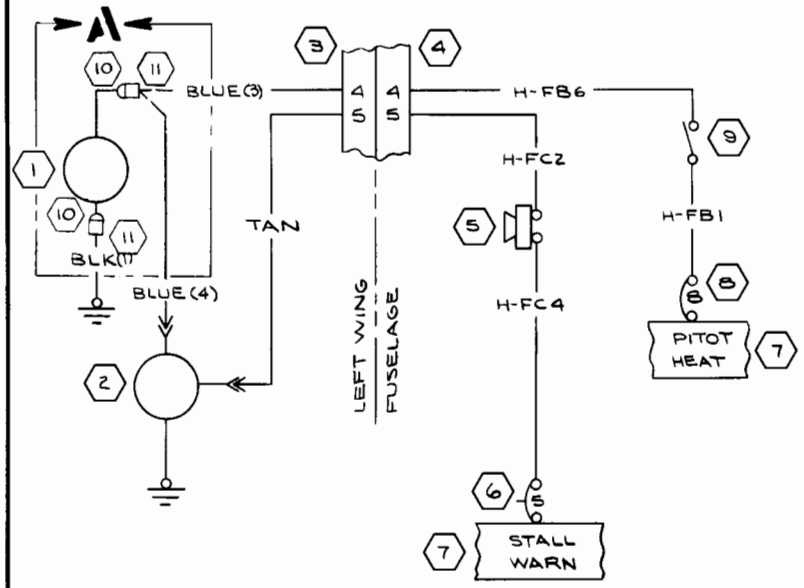
TITLE
WIRING DIAGRAM—
CIGAR LIGHTER, OPT 24 VOLT

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 13.1.1

FORM NO. 80-2154

ED&RR 10367 (SRG546)

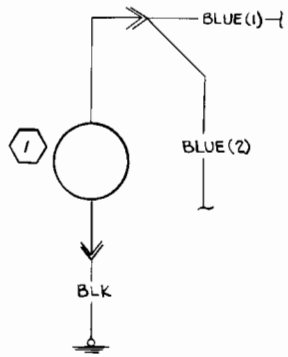


NOTES:

1. FOR NON-HEATED STALL WARNING INSTL DELETE BLUE (2) WIRE

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: SER OUT BLU(1), BLU (2) & BLK; SER IN BLU (3), BLU (4) & BLK (1); ADD DET "A" & SER (SR 7320)	JCY 1-6-72	RWJ NLW MGR WKB

INACTIVE EFF THRU SER U20602199 ✕ 4-23-73 MGR WK3 LKW JCY NLW



DETAIL A
THRU SER U20601994

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
11	S-1637-2	HOUSING - PLUG	
10	S-1637-1	HOUSING-CAP	
9	S-1845-1-2	SWITCH	
8	S-1360-8	CIRCUIT BREAKER	
7	0713854-3	BUS BAR	
6	S-1360-5	CIRCUIT BREAKER	
5	S-1407-7	STALL WARN HORN	
4	S-1641-9	HOUSING-SOCKET	
3	S-1640-9	HOUSING-PIN	
2	0511062-6	STALL WARN XMTR-HTD	
1	0721105-18	PITOT TUBE-HTD	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 12205-406
SUPERSEDED BY: P 13.3.2

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
BLK(1)	16	-16-0		S-1636-2	S-1367-1-6		SERU20601995 & ON
BLU(4)	16	-16-6		S-341-2	SEE BLU(3)	1	SERU20601995 & ON
BLU(3)	16	-16-6		S-1635-2	S-1636-2		SER U20601995 & ON
BLK	16	-16-0		S-341-1	S-1367-1-6		THRU SER U20601994
BLU(2)	16	-16-6		S-341-2	SEE BLU(1)	1	THRU SER U20601994
BLU(1)	16	-16-6		S-1635-2	S-341-1		THRU SER U20601994
TAN	18	-18-10		S-1635-2	S-341-2		
H-FC4	18			S-1367-1-6	S-1367-1-6		
H-FC2	18			S-1362-1-6	S-1636-1		
H-FB6	16			S-1493-2	S-1636-2		
H-FB1	16			S-1367-2-6	S-1493-2		

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	R. Wied	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-10-70
STRESS		
PROJECT		3-12-70
APPD	R YOUNGERS	3-2-70

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — HEATED PITOT TUBE & STALL WARNING XMTR, OPT 24 VOLT

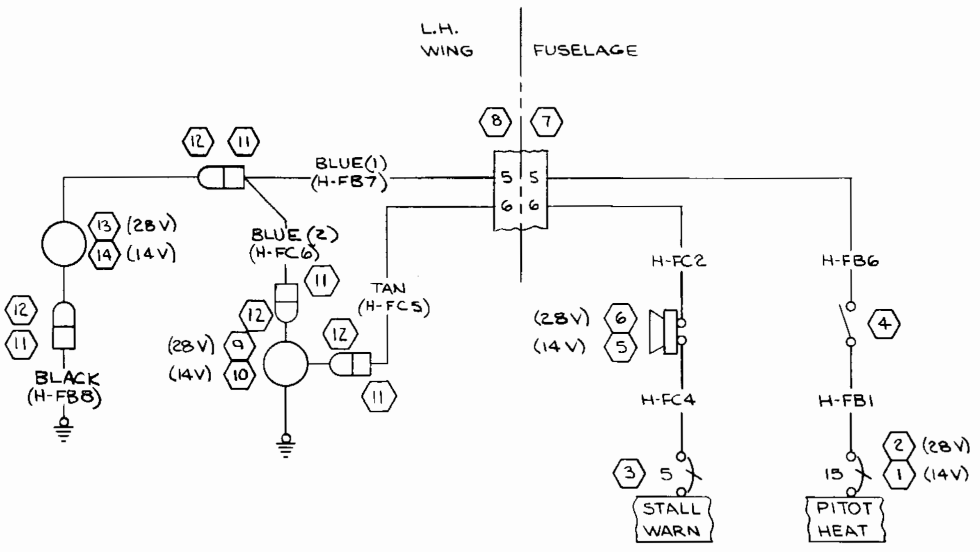
SIZE C | CODE IDENT. NO. 71379 | DWG NO. 1270625

SCALE: NONE | U206 | PAGE: 13.3.1

FORM NO. 60-818A

ED & RR 10367 (SR6546)

LET	REVISION DESCRIPTION	DATE	APPD
A	BY REV: ADDED H-FC5, H-FC6, H-FB7 & H-FB8 (SR7403) IX	RAM 8-10-73	DLP RWM MGR WKB
B	BY REV: S-1640-6 WAS S-1640-9; S-1641-6 WAS S-1641-9; ADD WIRE LENGTHS MER EO 393 (NOW SHOP PRACTICE)	BLA 12-10-74	JCY LOHH JRS KAL WB



WIRE CODE NO	GA	MATERIAL	LG	TERMINALS	TERMINALS	SERIALS
TAN (H-FC5)	18	-18-10		S-1635-2	S-1636-2	
BLACK (H-FB8)	16	-16-0		S-1636-2	S-1367-2-8	
BLUE(2) (H-FC6)	16	-16-6		SEE BLUE(1)	S-1636-2	
BLUE(1) (H-FB7)	16	-16-6		S-1635-2	S-1636-3	
H-FC4	18			S-1367-1-6	S-1367-1-6	
H-FC2	18		100	S-1367-1-6	S-1636-2	
H-FB6	16		95	S-1493-2	S-1636-2	
H-FB1	16		6	S-1367-2-6	S-1493-2	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
14	0721105-15	PITOT TUBE
13	0721105-18	PITOT TUBE
12	S-1637-1	HOUSING
11	S-1637-2	HOUSING
10	0511062-15	XMTR
9	0511062-16	XMTR
8	S-1640-6	HOUSING-PIN
7	S-1641-6	HOUSING-SOCKET
6	S-2077-8	STALL WARN HORN
5	S-2077-5	STALL WARN HORN
4	S-2160-1	SWITCH
3	S-1360-5L	CKT BKR
2	S-1360-8L	CKT BKR
1	S-1360-15L	CKT BKR

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 13.3, 13.3.1

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN	WHITE	1-11-73
GROUP	H. Wise	4-27-73
DRAWN	WHITE	4-23-73
CHECK	R. YOUNGERS	4-27-73
STRESS		
PROJ	Bergman	4-30-73
APPD	MGR	
OTHER		

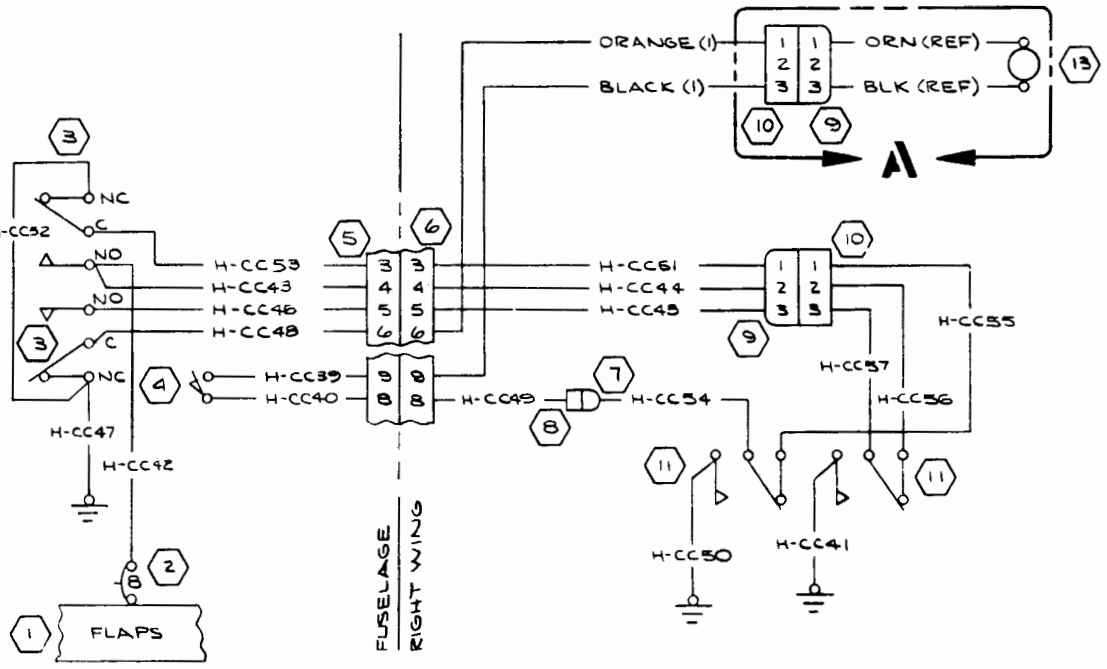
Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

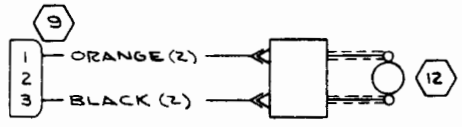
TITLE
WIRING DIAGRAM — HEATED PITOT TUBE & STALL WARNING XMTR (OPT)

SIZE C | CODE IDENT. NO. 71379 | DWG NO 1270625

SCALE: NONE | (SR7403) II | PAGE: 13.3.2

FORM NO. 80-215B





DETAIL A
(OPT WITH 1ST RADIO INSTL)

REVISION			
LET	DESCRIPTION	DATE	APPD

INACTIVE:
EFF THRU SER (SR6584)
(U20601673)
ED & RR 10141
MN 9-4-70

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
BLK (2)	16	-16-0		S-1635-2	S-341-1	
BLK (1)	16	-16-0		S-1635-2	S-1636-2	
ORN (2)	16	-16-3		S-1635-2	S-341-1	
ORN (1)	16	-16-3		S-1635-2	S-1636-2	
H-CC57	16			S-1636-2	S-1367-2-6	
H-CC56	16			S-1636-2	S-1367-2-6	
H-CC55	16			S-1636-2	S-1367-2-6	
H-CC54	16			S-1635-2	S-1367-2-6	
H-CC53	16			S-1493-2	S-1636-2	
H-CC52	16			S-1493-2	S-1493-2	
H-CC51	16			S-1635-2	S-1635-2	
H-CC50	16			S-1367-2-6	S-1367-2-8	
H-CC49	16			S-1635-2	S-1636-2	
H-CC48	16			S-1493-2	S-1636-2	
H-CC47	16			S-1493-2	S-1367-2-8	
H-CC46	16			S-1493-2	S-1636-2	
H-CC45	16			S-1635-2	S-1635-2	
H-CC44	16			S-1635-2	S-1635-2	
H-CC43	16			S-1493-2	S-1636-2	
H-CC42	16			S-1367-2-8	S-1493-2	
H-CC41	16			S-1367-2-6	S-1367-2-8	
H-CC40	16			S-1636-2	S-1493-2	
H-CC39	16			S-1636-2	S-1493-2	

WIRE TABLE

ITEM NO	PART NO.	DESCRIPTION	VENDOR
13	C301001-0602	ACTUATOR ASSY	
12	C301001-0601	ACTUATOR ASSY	
11	MS25253-1	SWITCH	
10	S-1638-1	HOUSING-PLUG	
9	S-1638-2	HOUSING-CAP	
8	S-1637-2	HOUSING-PLUG	
7	S-1637-1	HOUSING-CAP	
6	S-1640-9	HOUSING-PIN	
5	S-1641-9	HOUSING-SOCKET	
4	E13-00M	SWITCH	(01963)
3	S-1952-1	SWITCH	
2	S-1360-8	CIRCUIT BREAKER	
1	0713854-2	BUS BAR	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: 1220S-406

SUPERSEDED BY: 1270625 PAGE 14.3.4

CONTRACT NO:

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

	NAME	DATE
DESIGN	J. HENSHAW	3-11-70
GROUP	R. Winn	3-10-70
DRAWN	R. YOUNGERS	2-4-70
CHECK	HARRIS	2-6-70
STRESS		
PROJECT		2-12-70
APPD	R. YOUNGERS	3-2-70

TITLE
WIRING DIAGRAM —
WING FLAPS, OPT 24 VOLT

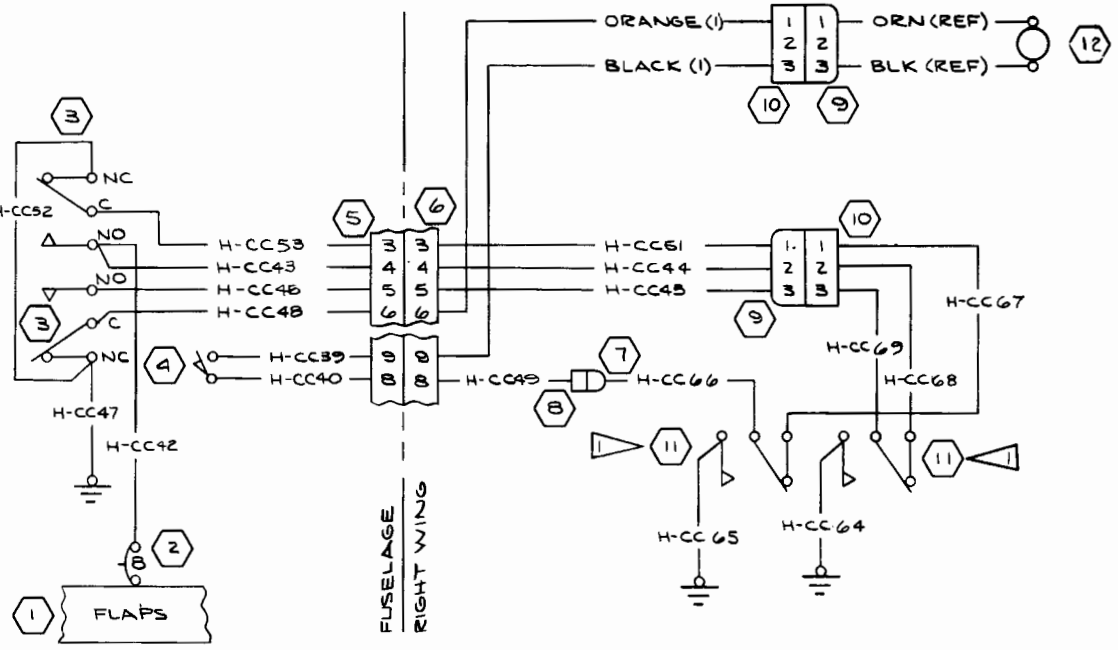
SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 14.3.2

ED & RR 10367 (SR6546)

FORM NO. 80-818A

Change 1 20-113



INACTIVE:
EFF THRU SER U20602199 IX
MTM 1-4-73
BY MOR
HPW
JKB

REVISION			
LET	DESCRIPTION	DATE	APPD

NOTES:

1. THESE SWITCHES ARE PART OF C301002-0102 ACTUATOR ASSY

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
12	C301002-0102	ACTUATOR ASSY	
11	Y3-1-D9	SWITCH	MMEC
10	S-1638-1	HOUSING-PLUG	
9	S-1638-2	HOUSING-CAP	
8	S-1637-2	HOUSING-PLUG	
7	S-1637-1	HOUSING-CAP	
6	S-1640-9	HOUSING-PIN	
5	S-1641-9	HOUSING-SOCKET	
4	E13-00M	SWITCH	(01963)
3	S-1952-1	SWITCH	
2	S-1360-8	CIRCUIT BREAKER	
1	0713854-2	BUS BAR	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: PAGE 14.3.2

SUPERSEDED BY: PAGE 14.5

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
BLK(1)	16	-16-0		S-1635-2	S-1636-2	
ORN(1)	16	-16-3		S-1635-2	S-1636-2	
H-CC69	16			S-1636-2	S-1493-2	
H-CC68	16			S-1636-2	S-1493-2	
H-CC67	16			S-1636-2	S-1493-2	
H-CC66	16			S-1635-2	S-1493-2	
H-CC53	16			S-1493-2	S-1636-2	
H-CC52	16			S-1493-2	S-1493-2	
H-CC51	16			S-1635-2	S-1635-2	
H-CC65	16			S-1493-2	S-1367-2-8	
H-CC49	16			S-1635-2	S-1636-2	
H-CC48	16			S-1493-2	S-1636-2	
H-CC47	16			S-1493-2	S-1367-2-8	
H-CC46	16			S-1493-2	S-1636-2	
H-CC45	16			S-1635-2	S-1635-2	
H-CC44	16			S-1635-2	S-1635-2	
H-CC43	16			S-1493-2	S-1636-2	
H-CC42	16			S-1367-2-6	S-1493-2	
H-CC41	16			S-1493-2	S-1367-2-8	
H-CC40	16			S-1636-2	S-1493-2	
H-CC39	16			S-1636-2	S-1493-2	

WIRE TABLE

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	N. Wise	10-15-70
DRAWN	M. HUNTER	9-4-70
CHECK	W.W WHITE	10-15-70
STRESS		
PROJECT		10-22-70
APPD		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — WING FLAPS, OPT 24 VOLT

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

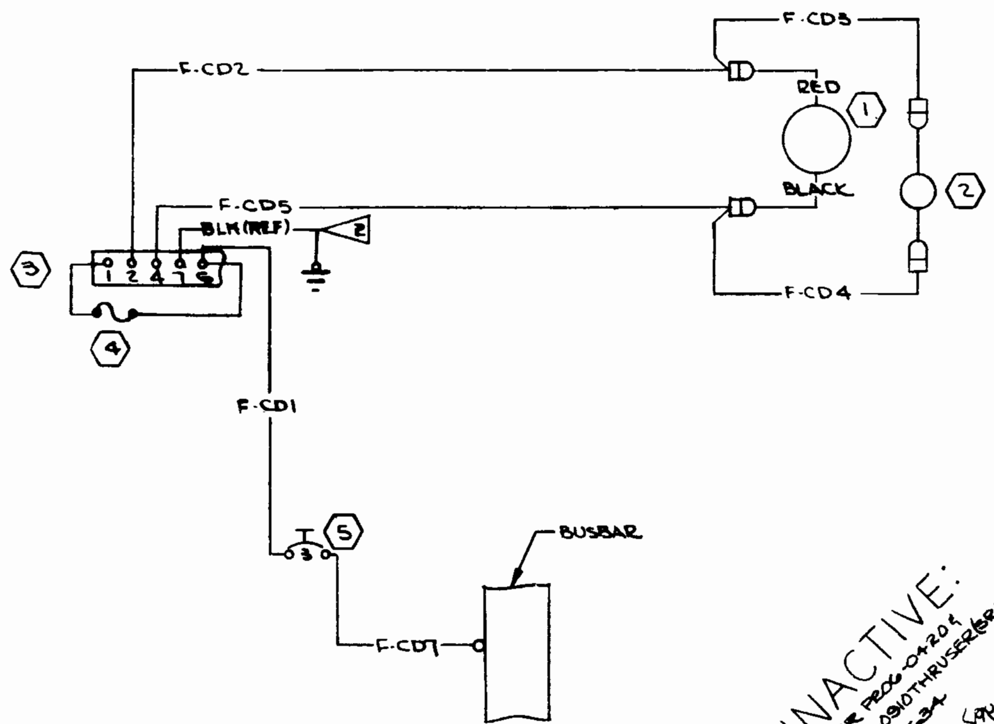
SCALE: NONE | U206 | PAGE: 14-3-4

FORM NO. 60-518A

ED & RR 10141 (SR6684)

(SER P206-0420 & ON)
(SER U206-0910 & ON)

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADD NOTE 3 & SERS. (SR5158)(SR5159) II	JWH 8-30-67	YAK
B	BY REV: (SR 6464) WAS (SR 6233) ED & RR 02816	WK 3-31-70	RV RRS



NOTES:

1. WITH RED MOTOR LEAD NEGATIVE & BLACK LEAD POSITIVE, MOTOR WILL ROTATE IN A CLOCKWISE DIRECTION (LOOKING INTO SHAFT).

2. BLK GND WIRE IS DESCRIBED ON 1270675, PG 2.48.0

3. PART NO. IS 329636, VENDOR CODE IS 00779.

INACTIVE: EFF SER P206-0420 & SER U206-0910 THRU SER (SR6464) ED & RR 10634 8-4-69

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS			SERIALS
F-CD7	18			S-1367-8	S-1501-6		
F-CD5	20			[illegible]	3		
4				[illegible]	SEE-CD5		
3				SEE-CD2	[illegible]		
2				3	[illegible]		
F-CD1	20			S-1367-1-8	3		

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
5	7271-8-3	CKT BKR	(82647)
4	1570141-2	FUSE ASSY	
3	B-171	TERM BLOCK	(71785)
2	1560321-12	CLUTCH	
1	1560322-26	MOTOR ASSY	

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES:

SUPERSEDED BY: PAGE 14.4.1

CONTRACT NO:

	NAME	DATE
DESIGN	HARDEN	7-28-67
GROUP	H Wise	7-29-67
DRAWN	HARDEN	7-28-67
CHECK	G YAKSHAW	8-30-67
STRESS		8-31-67
PROJECT	McG	8-4-67
APPD		

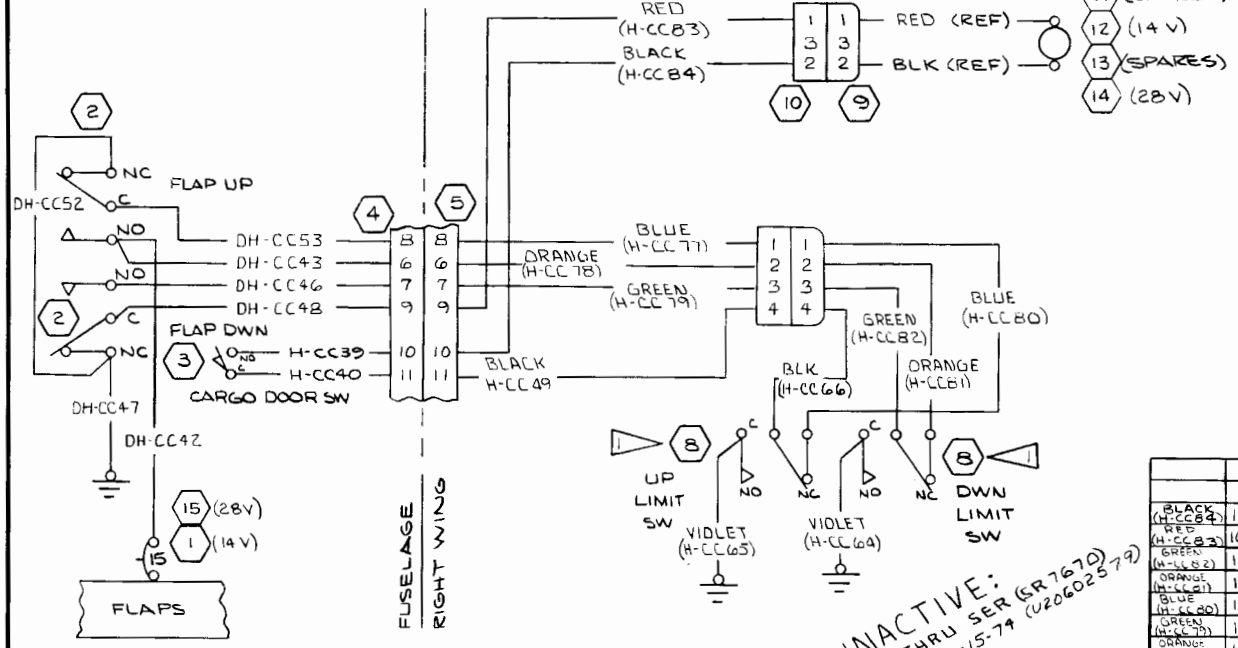
Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — ELECTRIC ELEVATOR TRIM (OPTIONAL)

SIZE C | CODE IDENT. NO. 71379 | DWG NO. 1270625

SCALE: NONE | P206 & U206 | PAGE: 14.4

SER P206-0420 & ON
SER U206-0910 & ON



INACTIVE: EFF THRU SER (SR7670) 6-15-74 (U2060279)

REVISION			
LET	DESCRIPTION	DATE	APPD
A	BY REV: ADDED H-CC83 & H-CC84 (SR7403) II	RAM 8-10-73	
B	BY REV: COLOR CODE WIRES H-CC49 & H-CC64 THRU H-CC83, (H-CC83) RED WAS (H-CC83) ORANGE (NOW SHOP PRACTICE)	TDM 10-10-73	
C	BY REV: ADD WIRE LG; S-1641-6 & S-1640-6 WAS S-1638-1 & S-1678-2; S-1640-12 & S-1641-12 WAS S-1640-9 & S-1641-9; MER E0014 (SR7403) II (REF) (NOW SHOP PRACTICE)	JEF 2-8-74	

1060-111-02

WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
BLACK (H-CC84)	16	-16-0	13	S-1635-2	S-1636-2	
RED (H-CC83)	16	-16-2	13	S-1635-2	S-1636-2	
GREEN (H-CC82)	16	-16-5	13	S-1635-2	S-1493-2	
ORANGE (H-CC81)	16	-16-3	13	S-1635-2	S-1493-2	
BLUE (H-CC80)	16	-16-6	13	S-1635-2	S-1493-2	
GREEN (H-CC79)	16	-16-5		S-1635-2	S-1636-2	
ORANGE (H-CC78)	16	-16-3		S-1635-2	S-1636-2	
BLUE (H-CC77)	16	-16-6		S-1635-2	S-1636-2	
BLACK (H-CC66)	16	-16-0	13	S-1493-2	S-1635-2	
VIOLET (H-CC63)	16	-16-7	19	S-1493-2	S-1367-2-8	
VIOLET (H-CC64)	16	-16-7	19	S-1493-2	S-1367-2-8	
DH-CC53	16			S-1367-2-4	S-1636-2	
DH-CC52	16			S-1367-2-4	S-1367-2-4	
BLACK (H-CC49)	16	-16-0		S-1635-2	S-1636-2	
DH-CC48	16			S-1367-2-4	S-1636-2	
DH-CC47	16			↕	S-1367-2-8	
DH-CC46	16				S-1636-2	
DH-CC43	16			S-1367-2-4	S-1636-2	
DH-CC42	16			S-1367-2-6	S-1367-2-4	
H-CC40	16			S-1636-2	S-1493-2	
H-CC39	16			S-1636-2	S-1493-2	

WIRE TABLE

NOTES:

1. THESE SWITCHES ARE PART OF C301002 ACTUATOR ASSY
2. USE FOR PRODUCTION ONLY FOR ALL SPARES USE:
   C301002-0301 (14 VOLT)
   C301002-0302 (28 VOLT)

ITEM NO.	PART NO.	DESCRIPTION	VENDOR
17	S-1641-6	HOUSING-SOCKET	
16	S-1640-6	HOUSING-PIN	
15	S-1360-8L	CIRCUIT BREAKER	28 VOLT
2 14	C301002-0102	ACTUATOR ASSY	28 VOLT
13	C301002-0302	ACTUATOR ASSY	28 VOLT
2 12	C301002-0101	ACTUATOR ASSY	14 VOLT
11	C301002-0301	ACTUATOR ASSY	14 VOLT
10	S-1638-1	HOUSING-PLUG	
9	S-1638-2	HOUSING-CAP	
1 8	V3L-3-D9	SWITCH	MMEC
7	S-1637-1	HOUSING-CAP	
6	S-1637-2	HOUSING-PLUG	
5	S-1640-12	HOUSING-PIN	
4	S-1641-12	HOUSING-SOCKET	
3	E13-00M	SWITCH	01963
2	S-1906-1	SWITCH	
1	S-1360-15L	CIRCUIT BREAKER	14 VOLT

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: P 14,3,3 • 14.3.4

SUPERSEDED BY: PAGE 14.5.1

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	J Weed	1-8-73
DRAWN	M. MORIARTY	1-4-73
CHECK	R. YOUNGERS	1-6-73
STRESS		
PROJECT		
APPD	MGR	

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE: WIRING DIAGRAM — WING FLAPS

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 14.5

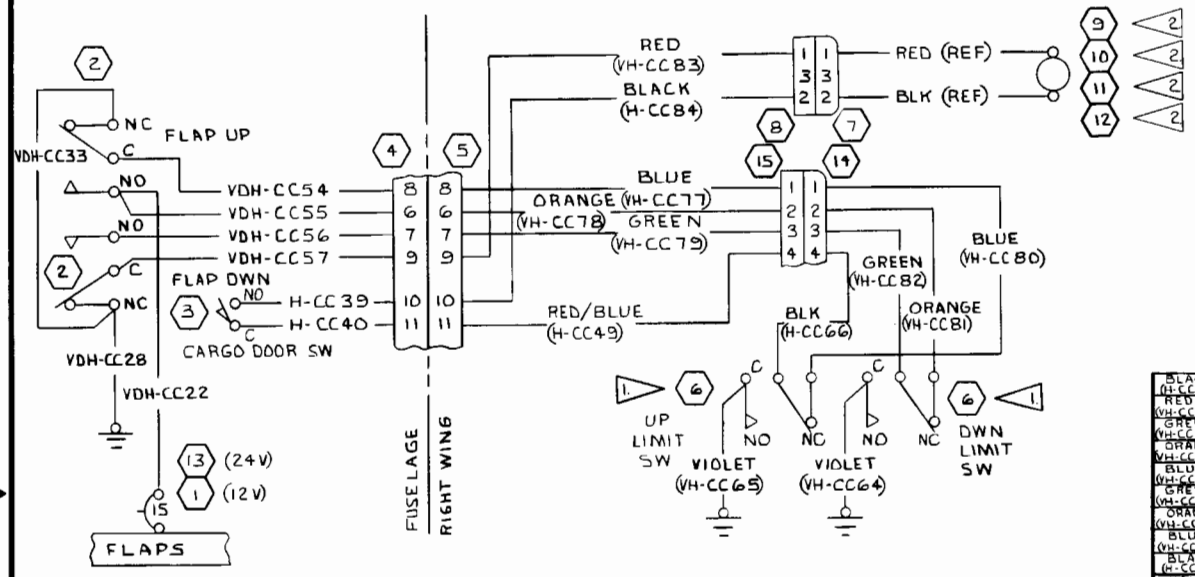
FORM NO. 80-218A

(SR7403) II

NOTES

1. THESE SWITCHES ARE PART OF C301002 ACTUATOR ASSY
2. FOR ALL SPARES USE: C301002-0301 (14 VOLT) AND C301002-0302 (28 VOLT)

REVISION			
LET	DESCRIPTION	DATE	APPD



WIRE CODE NO.	GA	MATERIAL	LG	TERMINALS		SERIALS
BLACK (H-CC84)	16	-16-0	13	S-1635-2	S-1636-2	
RED (VH-CC83)	16	-16-2	13	↕	S-1636-2	
GREEN (VH-CC82)	16	-16-5	13	↕	S-1493-2	
ORANGE (VH-CC81)	16	-16-3	13	↕	S-1493-2	
BLUE (VH-CC80)	16	-16-6	13	↕	S-1493-2	
GREEN (VH-CC79)	16	-16-5		↕	S-1636-2	
ORANGE (VH-CC78)	16	-16-3		↕	S-1636-2	
BLUE (VH-CC77)	16	-16-6		S-1635-2	S-1636-2	
BLACK (H-CC66)	16	-16-0	13	S-1493-2	S-1635-2	
VIOLET (VH-CC65)	16	-16-7	19	S-1493-2	S-1367-2-8	
VIOLET (VH-CC64)	16	-16-7	19	S-1493-2	S-1367-2-8	
RED/BLUE (H-CC49)	16	-16-2-6		S-1635-2	S-1636-2	
VDH-CC54	16		102	S-1367-2-4	S-1636-2	
VDH-CC33	16		6	S-1367-2-4	S-1367-2-4	
VDH-CC57	16		62	S-1367-2-4	S-1636-2	
VDH-CC28	16		10	↕	S-1367-2-8	
VDH-CC56	16		62	↕	S-1636-2	
VDH-CC55	16		62	S-1367-2-4	S-1636-2	
VDH-CC22	16		36	S-1367-26	S-1367-2-4	
H-CC40	16			S-1636-2	S-1493-2	
H-CC39	16			S-1636-2	S-1493-2	

WIRE TABLE

ITEM NO.	PART NO.	DESCRIPTION
15	S-1641-6	HOUSING-SOCKET
14	S-1640-6	HOUSING-PIN
13	S-1360-8L	CIRCUIT BREAKER
12	C301002-0102	ACTUATOR ASSY
11	C301002-0302	ACTUATOR ASSY
10	C301002-0101	ACTUATOR ASSY
9	C301002-0301	ACTUATOR ASSY
8	S-1638-1	HOUSING-PLUG
7	S-1638-2	HOUSING-CAP
6	V3L 3 D9	SWITCH
5	S-1640-12	HOUSING-PIN
4	S-1641-12	HOUSING-SOCKET
3	E13-00M	SWITCH
2	S-1906-1	SWITCH
1	S-1360-15L	CIRCUIT BREAKER

EQUIPMENT TABLE

CES-1000 IS APPLICABLE
VENDOR CODES PER S-1400
CES-XXXX=CESSNA SPEC. NO.
S-XXX OR CMXXXX=CESSNA STD. NO.

SUPERSEDES: PAGE 14.5

SUPERSEDED BY:

CONTRACT NO:

	NAME	DATE
DESIGN		
GROUP	W. Swafford	6-24-74
DRAWN	MCBRIDE	6-13-74
CHECK	D L OLLER	6-13-74
STRESS		
PROJ	W. Swafford	6-25-74
APPD	DKM	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM — WING FLAPS

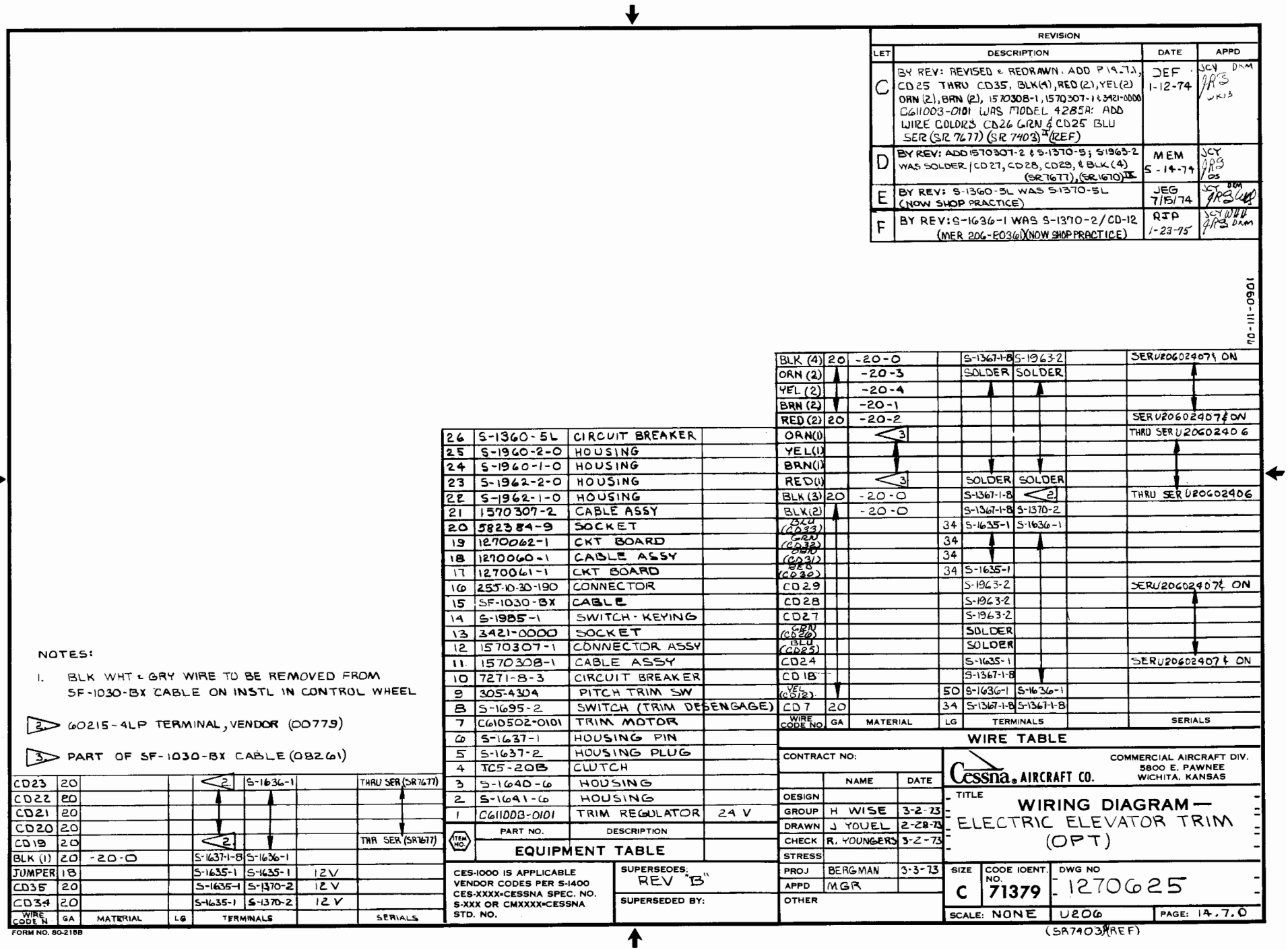
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | U206 | PAGE: 14.5.1

70-111-0901

FORM NO. 80-215B

(SR 7670)



REVISION			
LET	DESCRIPTION	DATE	APPD
C	BY REV: REVISED & REDRAWN. ADD P19-7), CD25 THRU CD35, BLK(4), RED(2), YEL(2) ORN(2), BRN(2), 1570308-1, 1570307-1 & 3421-0000 C611003-0101 WAS MODEL 4285A: ADD WIRE COLORS CD26 GRN & CD25 BLU SER (SR 7677) (SR 7403)4 (REF)	DEF 1-12-74	JCY DKM JRS DKB
D	BY REV: ADD 1570307-2 & S-1370-5; S1963-2 WAS SOLDER / CD27, CD28, CD29, & BLK(4) (SR7677), (SR1670)12	MEM 5-14-74	JCY JRS DB
E	BY REV: S-1360-5L WAS S-1370-5L (NOW SHOP PRACTICE)	JEG 7/15/74	JCY DKM JRS DKM
F	BY REV: S-1636-1 WAS S-1370-2/CD-12 (MER 206-E0361)(NOW SHOP PRACTICE)	RJP 1-23-75	JCY DKM JRS DKM

10060-111-04

NOTES:

1. BLK WHT & GRY WIRE TO BE REMOVED FROM SF-1030-BX CABLE ON INSTL IN CONTROL WHEEL

2 > 60215-4LP TERMINAL, VENDOR (00779)

3 > PART OF SF-1030-BX CABLE (08261)

ITEM NO.	PART NO.	DESCRIPTION	
26	S-1360-5L	CIRCUIT BREAKER	
25	S-1960-2-0	HOUSING	
24	S-1960-1-0	HOUSING	
23	S-1962-2-0	HOUSING	
22	S-1962-1-0	HOUSING	
21	1570307-2	CABLE ASSY	
20	582384-9	SOCKET	
19	1270062-1	CKT BOARD	
18	1270060-1	CABLE ASSY	
17	1270061-1	CKT BOARD	
16	255-10-30-190	CONNECTOR	
15	SF-1030-BX	CABLE	
14	S-1985-1	SWITCH-KEYING	
13	3421-0000	SOCKET	
12	1570307-1	CONNECTOR ASSY	
11	1570308-1	CABLE ASSY	
10	7271-8-3	CIRCUIT BREAKER	
9	305-4304	PITCH TRIM SW	
8	S-1695-2	SWITCH (TRIM DISENGAGE)	
7	C610502-0101	TRIM MOTOR	
6	S-1637-1	HOUSING PIN	
5	S-1637-2	HOUSING PLUG	
4	TC5-20B	CLUTCH	
3	S-1640-6	HOUSING	
2	S-1641-6	HOUSING	
1	C611003-0101	TRIM REGULATOR	24 V

EQUIPMENT TABLE

CES-1000 IS APPLICABLE VENDOR CODES PER S-1400 CES-XXXX-CESSNA SPEC. NO. S-XXX OR CMXXXX-CESSNA STD. NO.

SUPERSEDES: REV "B"

SUPERSEDED BY:

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS			SERIALS
CD23	20			2	S-1636-1		THRU SER (SR7677)
CD22	20						
CD21	20						
CD20	20			2			THR SER (SR7677)
BLK (1)	20	-20-0		S-1637-1-8	S-1636-1		
JUMPER	18			S-1635-1	S-1635-1	12V	
CD35	20			S-1635-1	S-1370-2	12V	
CD34	20			S-1635-1	S-1370-2	12V	

WIRE CODE NO	GA	MATERIAL	LG	TERMINALS		SERIALS
BLK (4)	20	-20-0		S-1367-1-8	S-1963-2	SER U20602407 & ON
ORN (2)		-20-3		SOLDER	SOLDER	
YEL (2)		-20-4				
BRN (2)		-20-1				
RED (2)	20	-20-2				SER U20602407 & ON
ORN (1)		3				THRD SER U20602406
YEL (1)						
BRN (1)						
RED (1)		3		SOLDER	SOLDER	
BLK (3)	20	-20-0		S-1367-1-8	2	THRU SER U20602406
BLK (2)		-20-0		S-1367-1-8	S-1370-2	
BLU (CD33)			34	S-1635-1	S-1636-1	
GRN (CD32)			34			
BLU (CD31)			34			
GRN (CD30)			34	S-1635-1		
CD29				S-1963-2		SER U20602407 & ON
CD28				S-1963-2		
CD27				S-1963-2		
GRN (CD26)				SOLDER		
BLU (CD25)				SOLDER		
CD24				S-1635-1		SER U20602407 & ON
CD18				S-1367-1-8		
YEL (CD12)			50	S-1636-1	S-1636-1	
CD7	20		34	S-1367-1-8	S-1367-1-8	

WIRE TABLE

	NAME	DATE
CONTRACT NO:		
DESIGN		
GROUP	H WISE	3-2-73
DRAWN	J YOUEL	2-28-73
CHECK	R. YOUNGERS	3-2-73
STRESS		
PROJ	BERGMAN	3-3-73
APPD	MGR	
OTHER		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM—
ELECTRIC ELEVATOR TRIM
(OPT)

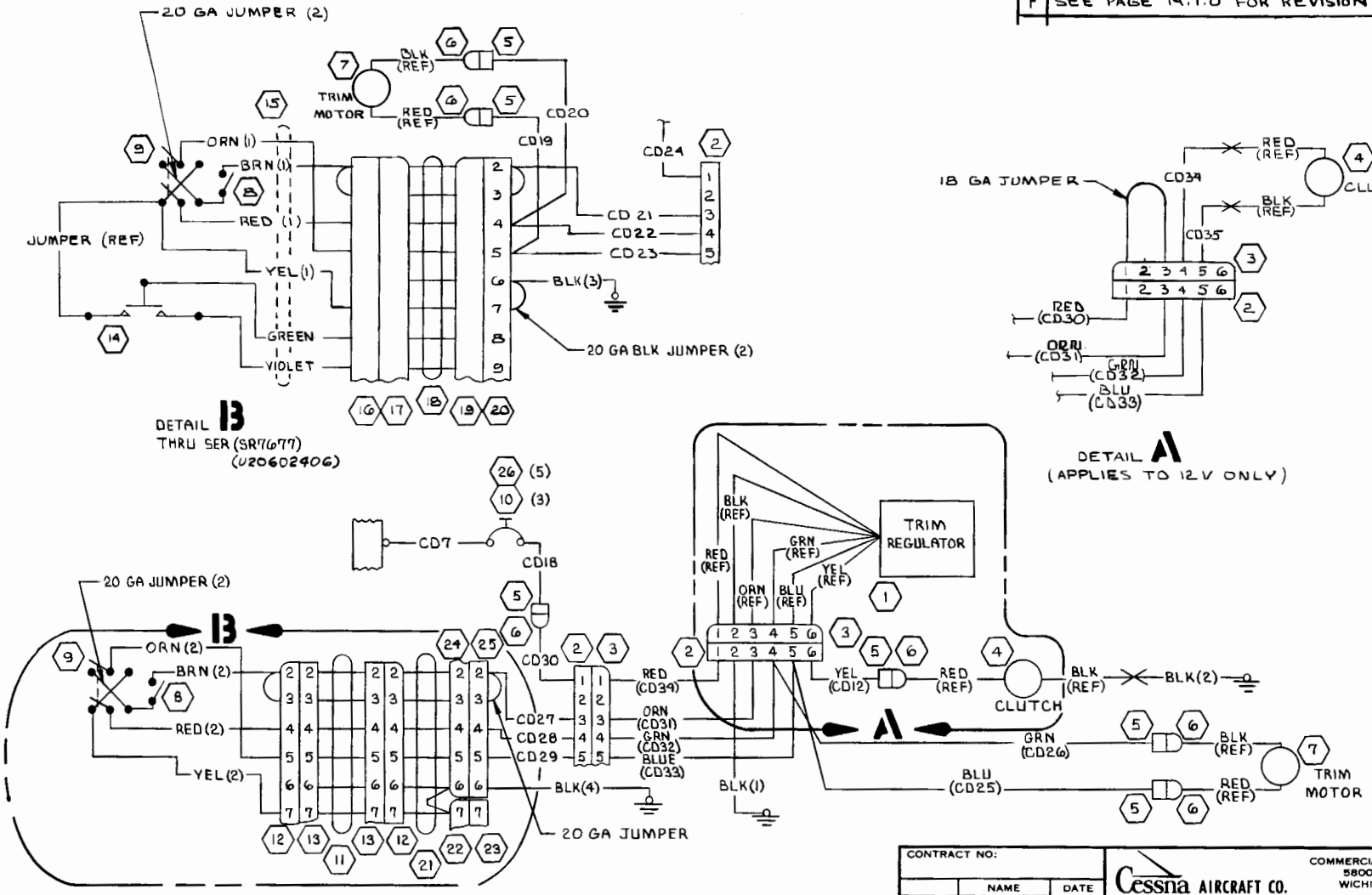
SIZE	CODE IDENT. NO.	DWG NO
C	71379	1270625

SCALE: NONE | U206 | PAGE: 14.7.0

(SR7403)4 (REF)

FORM NO. 80-2158

REVISIONS			
LTR	DESCRIPTION	DATE	APPROVED
F	SEE PAGE 14.7.0 FOR REVISION		



CONTRACT NO:		
	NAME	DATE
DESIGN		
GROUP	W.H. Harder	11-29-73
DRAWN	SWANSON	11-20-73
CHECK	S. YOUEL	11-20-73
STRESS		
PROJECT	Bergman	11-29-73
APPD		

Cessna AIRCRAFT CO.
COMMERCIAL AIRCRAFT DIV.
5800 E. PAWNEE
WICHITA, KANSAS

TITLE
WIRING DIAGRAM
ELECTRIC ELEVATOR TRIM
(OPT)

SIZE	CODE IDENT. NO.	DWG NO.
C	71379	1270625

SCALE: NONE | U206 | PAGE: 14.7.1

(SR7403) (REF)

FORM NO. 80-216