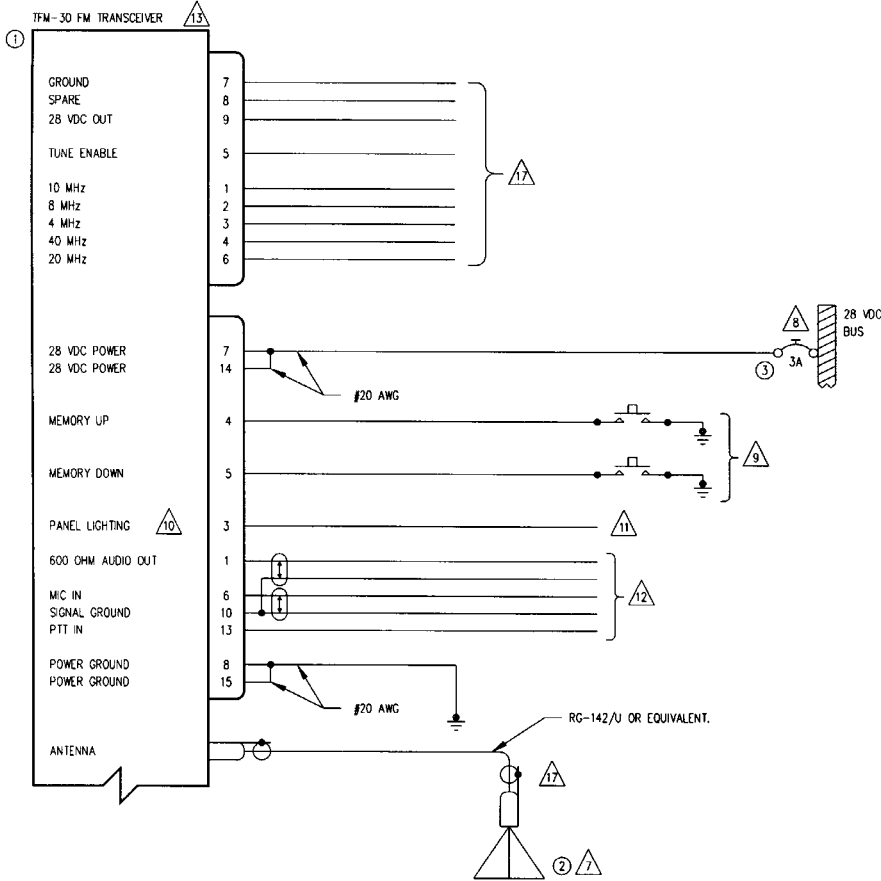


Technisonic TFM-30 Installation Diagram



QTY	ITEM	PART NUMBER	DESCRIPTION	SPEC	MATERIAL
1	1	TFM-30	VHF /FM COMMUNICATIONS TRANSCEIVER	TECHNISONIC INDUSTRIES LIMITED	
1	2	A1-30	ANTENNA	TECHNISONIC INDUSTRIES LIMITED	
1	3	7274-11-3	CIRCUIT BREAKER, 3 AMPS	KLIXON	

NOTES:

- 1) ALL WIRE IAW MIL-W-22759 UNLESS OTHERWISE SPECIFIED.
- 2) ALL CABLE IAW MIL-C-27500 UNLESS OTHERWISE SPECIFIED.
- 3) COAXIAL CABLE IAW MIL-C-17 UNLESS OTHERWISE SPECIFIED. DO NOT USE COAX WITH PVC INSULATION.
- 4) FABRICATION & INSTALLATION OF WIRING HARNESS IAW AC 43.13-1A CHAPTER 11, SECTION 3, PARA 445 TO 462 AND SECTION 7.
- 5) GROUNDING AND BONDING IAW AC 43.13-1A CHAPTER 11, SECTION 3, PARA 452.
- 6) ALL SINGLE WIRE TO BE #22 AWG MINIMUM AND ALL SHIELDED WIRE TO BE #24 AWG MINIMUM, UNLESS OTHERWISE SPECIFIED.
- 7) INSTALLATION OF ANTENNA IAW AC 43.13-1A CHAPTER 2, SECTION 3, CHAPTERS 5 & 6, AND AC 43.13-2A CHAPTER 3. IF POSSIBLE, THE ANTENNA SHOULD BE LOCATED A MINIMUM OF 12 FT FROM AIRCRAFT NAVIGATION RECEIVER ANTENNAS AND A MINIMUM OF 4 FEET FROM AIRCRAFT COMMUNICATIONS AND ELT ANTENNAS. BE CAREFUL NOT TO CHOOSE SEPARATIONS THAT CLOSELY APPROXIMATE 1/4 OR 1/2 OR WHOLE NUMBER MULTIPLES OF THE NAVIGATION OR COMMUNICATIONS SYSTEM WAVELENGTH.
- 8) AN EQUIVALENT CIRCUIT BREAKER OR FUSE MAY BE USED.
- 9) THE MEMORY UP/DOWN PUSH BUTTONS ARE OPTIONAL.
- 10) THE TFM-30 IS AVAILABLE WITH 28V OR 5V PANEL LIGHTING. CHECK THE CONFIGURATION CONTROL LABEL FOR THE CORRECT VOLTAGE.
- 11) CONNECT TO THE APPROPRIATE AIRCRAFT DIMMING BUS.
- 12) CONNECT TO THE AIRCRAFT AUDIO SYSTEM OR STAND-ALONE HEADSET JACKS.
- 13) INSTALLATION OF TRANSCEIVER IAW AC 43.13-1A CHAPTER 2, SECTION 3 AND AC 43.13-2A, CHAPTER 2. PR 3 1/2 DZUS RAIL OR EQUIVALENT MAY BE USED.
- 14) TEST THE SYSTEM IN ACCORDANCE WITH THE POST-INSTALLATION TEST PROCEDURE IN THE INSTALLATION AND OPERATING INSTRUCTIONS MANUAL.
- 15) REFER TO THE AIRCRAFT STRUCTURAL REPAIR MANUAL AND THE MAINTENANCE MANUAL FOR INSTRUCTIONS AND INFORMATION PERTINENT TO THIS INSTALLATION.
- 16) THE USE OF RED DISPLAYS SHOULD BE MINIMIZED OR AVOIDED SO AS NOT TO DETRACT FROM THE ATTENTION GETTING CHARACTERISTICS NEEDED IN WARNING AND CAUTION ANNUNCIATORS. RED SHOULD BE USED TO ANNUNCIATE EMERGENCY CONDITIONS REQUIRING IMMEDIATE RESPONSE BY THE FLIGHT CREW. UNITS WITH RED DISPLAYS SHOULD NOT BE LOCATED IN CLOSE PROXIMITY TO WARNING AND CAUTION ANNUNCIATORS. THE INSTALLATION OF UNITS WITH RED DISPLAYS MUST BE EVALUATED ON A CASE BY CASE BASIS TO ENSURE THAT THE EFFECTIVENESS OF THE WARNING AND CAUTION ANNUNCIATORS IS NOT ADVERSELY AFFECTED.
- 17) TO EXTERNAL ANTENNA TUNER WHEN USED. REFER TO TUNER INSTALLATION INSTRUCTIONS.