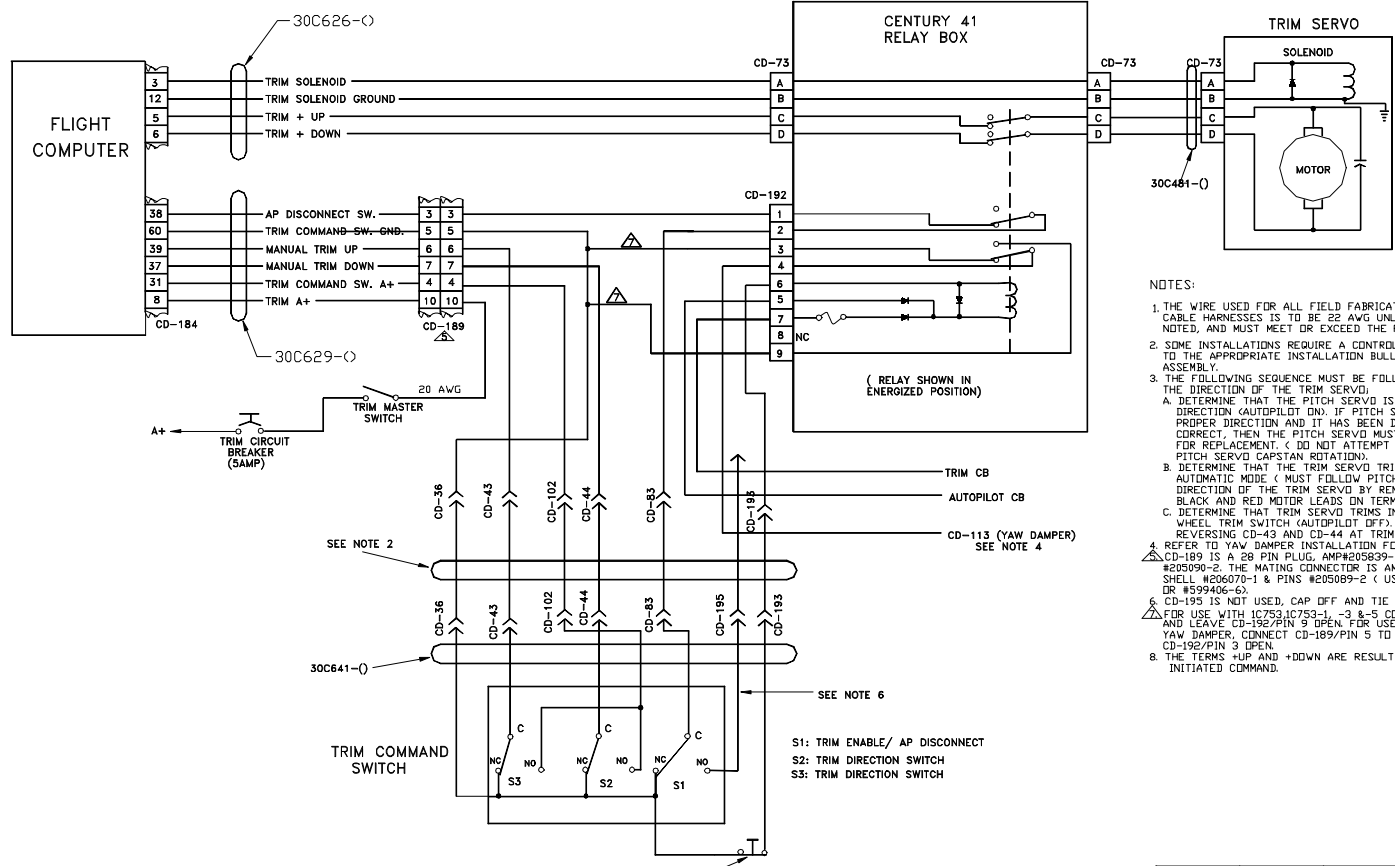


REVISIONS			
LTR	DESCRIPTION	DATE	APPROVED
—	REL. PER E.D. 10114	9-12-78	JP
A	REV. PER E.D. 10198	10-13-78	JCP
B	REV. PER E.D. 10680	11-24-78	ACK
C	REV. PER FECD 1956	12-5-78	KW
D	REV. PER FECD 1987	12-18-78	ACK
E	REV. PER FECD 3059	3-14-79	JTR
F	REV. PER E.D. 10455	12-12-79	FW
G	REV. PER E.D. 10813	1-28-80	FW
H	REV. PER E.D. 10974	5-29-80	FW
I	REV. PER E.D. 11276	3-12-81	FW
K	REV. PER E.D. 16459	8-4-97	LMH



- NOTES:
1. THE WIRE USED FOR ALL FIELD FABRICATED EXTERNAL CABLE HARNESSES IS TO BE 22 AWG UNLESS OTHERWISE NOTED, AND MUST MEET OR EXCEED THE REQUIREMENTS OF MIL-W-5086A.
 2. SOME INSTALLATIONS REQUIRE A CONTROL WHEEL CABLE EXTENSION, REFER TO THE APPROPRIATE INSTALLATION BULLETIN FOR SWITCH AND CABLE ASSEMBLY.
 3. THE FOLLOWING SEQUENCE MUST BE FOLLOWED TO DETERMINE OR CORRECT THE DIRECTION OF THE TRIM SERVO.
 - A. DETERMINE THAT THE PITCH SERVO IS ACTUATING IN THE PROPER DIRECTION (AUTOPILOT ON). IF PITCH SERVO DOES NOT ACTUATE IN THE PROPER DIRECTION AND IT HAS BEEN DETERMINED THAT THE WIRING IS CORRECT, THEN THE PITCH SERVO MUST BE REMOVED AND RETURNED TO C.F.S. FOR REPLACEMENT. DO NOT ATTEMPT TO REVERSE THE DIRECTION OF PITCH SERVO (ASTIAN ROTATION).
 - B. DETERMINE THAT THE TRIM SERVO TRIMS IN THE PROPER DIRECTION IN AUTOMATIC MODE (MUST FOLLOW PITCH SERVO ACTION). IF NOT, REVERSE DIRECTION OF THE TRIM SERVO BY REMOVING DUST COVER AND REVERSING BLACK AND RED MOTOR LEADS ON TERMINAL STRIP.
 - C. DETERMINE THAT TRIM SERVO TRIMS IN DIRECTION COMMANDED BY THE CONTROL WHEEL TRIM SWITCH (AUTOPILOT OFF). IF NOT, REVERSE DIRECTION BY REVERSING CD-43 AND CD-44 AT TRIM SWITCH CABLE ASSEMBLY.
 4. REFER TO YAW DAMPER INSTALLATION FOR CD-113 CONNECTION INFORMATION. CD-189 IS A 28 PIN PLUG, AMP#205839-3 W/SHELL #206070-1 & SOCKETS #205890-2. THE MATING CONNECTOR IS AMP 28 PIN RECEPTACLE#206152-1 SHELL #206070-1 & PINS #205089-2 (USE AMP CRIMPING TOOL #M2520/2-01 OR #599406-6).
 5. CD-195 IS NOT USED, CAP OFF AND TIE BACK TO HARNESS.
 6. FOR USE WITH IC753, IC753-1, -3 & -5 CONNECT CD-189/PIN 5 TO CD-192/PIN 3 AND LEAVE CD-192/PIN 9 OPEN FOR USE WITH A IC753-1XX OR -2XX SERIES YAW DAMPER. CONNECT CD-189/PIN 5 TO CD-192/PIN 9, AND LEAVE CD-192/PIN 3 OPEN.
 7. THE TERMS +UP AND +DOWN ARE RESULTS ACHIEVED FROM A PILOT INITIATED COMMAND.

SEE NOTE 2

SEE NOTE 4

SEE NOTE 6

S1: TRIM ENABLE/ AP DISCONNECT
 S2: TRIM DIRECTION SWITCH
 S3: TRIM DIRECTION SWITCH

NORMALLY CLOSED/ MOMENTARY ACTION
 AUTOPILOT DISCONNECT/TRIM
 INTERRUPT SWITCH

DRAWN	J. PATTERSON 9-5-78	CENTURY® FLIGHT SYSTEMS, INC. BOX 610, MUNICIPAL AIRPORT MINERAL WELLS, TX 76067
DESIGNED	M. OSWALD 8-1-97	
CHECKED	S. COLLINS 8-4-97	TITLE SCHEMATIC COMMAND/AUTOPILOT TRIM SYSTEM w/DISCONNECT (TYPE 57)
ENGINEER	LMH 8-4-97	
APPROVED	WRW 8-4-97	SCALE 1:1
FILE NAME	63D600.DWG	
CENT 41	USED ON	SHEET D DWG NO. 63D600 REV K
APPLICATION	THIS DRAWING IS THE PROPERTY OF CENTURY FLIGHT SYSTEMS, INC. IT IS TO BE USED ONLY FOR THE PROJECT AND FOR WHICH IT WAS PREPARED. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM CENTURY FLIGHT SYSTEMS, INC.	
		FILE: ACAD H:\USERS\DRAWING\SIZE_D
		SHEET 1 OF 2