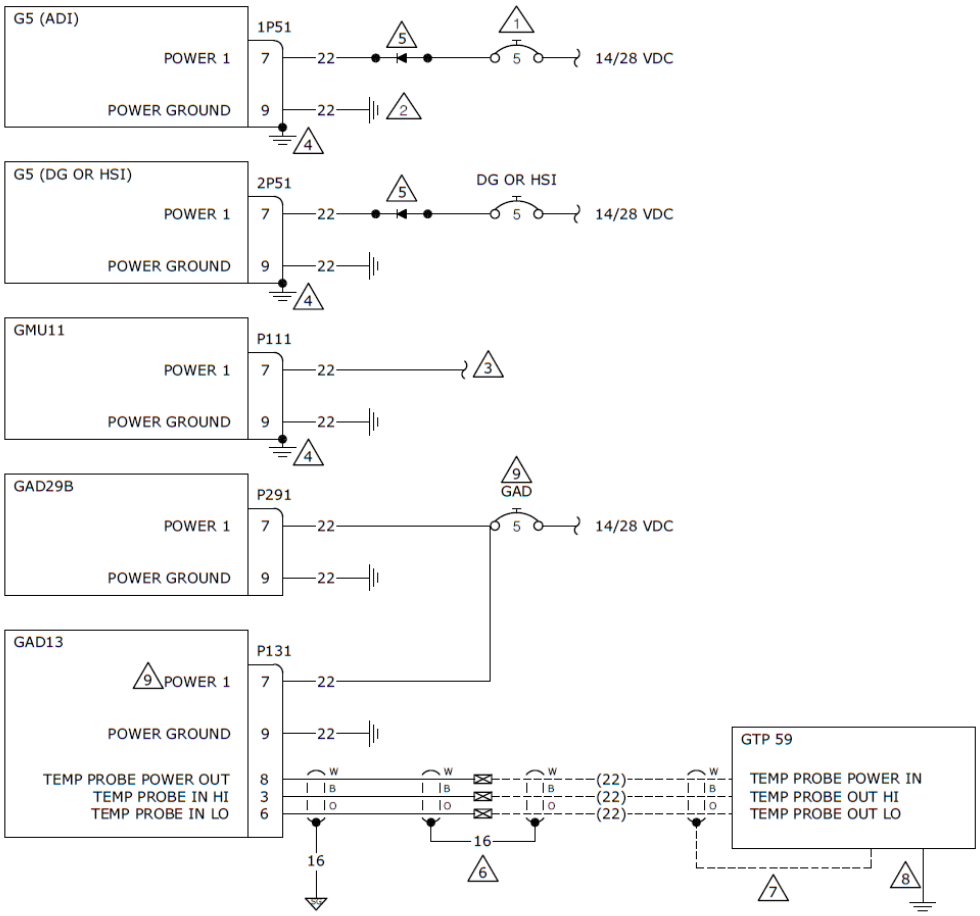
CAUTION

Check wiring connections for errors before connecting the wiring harness to the LRUs. Incorrect wiring could cause component damage.

5.2 Power and Ground



1. CIRCUIT BREAKER MUST BE LABELED DIRECTLY ADJACENT TO THE CIRCUIT BREAKER AS "ATT" WHEN THE G5 IS INSTALLED AS THE PRIMARY ADI REGARDLESS OF THE ORIGINAL INSTRUMENT IT IS REPLACING. THE CIRCUIT BREAKER MUST BE READILY ACCESSIBLE TO THE PILOT. ALTERNATE SPELLINGS OR ABBREVIATIONS OF ADI ARE ACCEPTABLE.
2. THE G5 POWER GROUND MUST BE INDEPENDENT FROM THE POWER GROUND USED BY THE RATE OF TURN INDICATOR IF THE RATE OF TURN IS RELIANT ON ELECTRICAL POWER.
3. WHEN A G5 DG/HSI IS INSTALLED THE GMU11 MUST BE POWERED FROM THE DG/HSI CIRCUIT BREAKER.
   WHEN A G5 DG/HSI IS NOT INSTALLED AND A GMU11 IS INSTALLED WITH A G5 ADI THE GMU11 MUST BE POWERED FROM THE ADI CIRCUIT BREAKER.
   THE GMU11 AND G5 POWER WIRES MUST BE IN SEPARATE TERMINALS AT THE CIRCUIT BREAKER.
4. A BONDING STRAP NEEDS TO BE CONNECTED TO THE BACKSHELL OF THE G5 CONNECTOR TO A #10 GROUND STUD. THE GMU11 MAY NEED A BONDING STRAP CONNECTED TO ITS BACKSHELL. REFERENCE SECTION 4.5 FOR DETAILED INSTRUCTION OF THIS REQUIRED BONDING STRAP.
5. AN INLINE DIODE NEEDS TO BE INSTALLED BETWEEN THE CIRCUIT BREAKER AND G5. REFERENCE SECTION 3.4 FOR DETAILED INSTALLATION INSTRUCTION FOR THIS DIODE.
6. THE GTP59 HAS A 10 FOOT LONG PRE-INSTALLED LEAD, IF THIS IS NOT LONG ENOUGH TO REACH THE GAD13 THEN CRIMP NEW WIRE TO PRE-INSTALLED LEADS AS SHOWN. EITHER WAY, THE SHIELD OF THE TWISTED SHIELDED WIRE THAT CONNECTS TO THE GAD13 BACKSHELL SHALL BE CONNECTED USING A 16 AWG WIRE.
7. THIS IS A PRE-INSTALLED GROUND LUG ON THE GTP59. PRIOR TO TIGHTENING THE GTP59 TO AIRCRAFT STRUCTURE, ENSURE THIS TERMINAL LUG IS CONNECTED TO THE HOUSING OF THE GTP59.
8. THIS GROUND CONNECTION IS MADE VIA THE STAINLESS STEEL CHASSIS OF THE GTP59. PREPARE STRUCTURE SURFACE IN ACCORDANCE WITH ARP1870 REVISION A SECTION 5 PRIOR TO FULLY TIGHTENING THE GTP59 TO THE AIRCRAFT STRUCTURE. BONDING MUST BE MEASURED TO BE LESS THAN 2.5 MILLIOHM.
9. WHEN A GAD13 IS INSTALLED WITHOUT A GAD29(B) ON THE AIRCRAFT, THE GAD13 MUST BE POWERED FROM AN INDEPENDENT 5 AMP CIRCUIT BREAKER LABELED "GAD".
   WHEN A GAD13 IS INSTALLED WITH A GAD29(B), THE GAD13 AND GAD29(B) MUST BE POWERED FROM THE "GAD" CIRCUIT BREAKER.THE GAD13 AND GAD29(B) POWER WIRES MUST BE IN SEPARATE TERMINALS AT THE CIRCUIT BREAKER.

Figure 5-2 Power and Ground