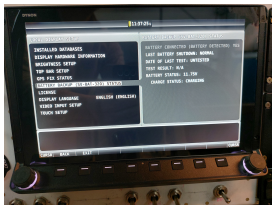
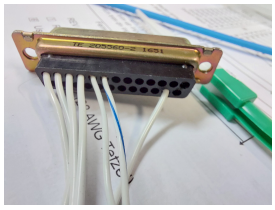
29/12/2023 - Transponder wiring and master trim disconnect - 5h30

Category: 5.3. Systems
Published: Wednesday, 04 September 2024 12:25
Hits: 521

I installed the Dynon SV-BAT-320 backup battery. Next to hanging the unit itself, you have to connect two wires to the D37 dynon harnass. Then check in the setup menu where the backup battery is detected and testing status is shown.



Then started assembling the wiring harnass for the remote TRIG transponder radio. Part of these wires connect to the TRIG control unit head on the panel, one goes to VPX for power and GND block.
My TRIG transponder is installed remotely under the baggage area so that it's close to the antenna and the TXPR coax can be kept short. This requires some long wires going to the TRIG control head.
Started crimping pins and inserting them in the connectors according to the pinout scheme in the TRIG manual.



Same for wiring on the control unit connector.

Then installed the connector on the TRIG box.

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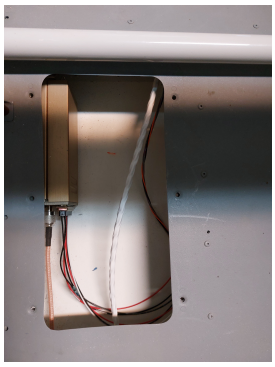
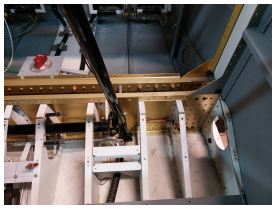
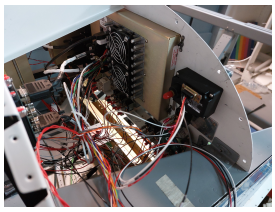


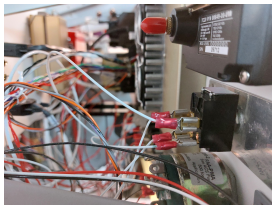
The wiring runs forward through the passenger side conduit and moves passed the F704 on the right side, then back to the center and through the conduits to the panel.



In the top right of the picture below, you see the connector installed in the TRIG control unit head.



Below this head, I installed the master trim disconnect switch. This is an ON-OFF switch which will disconnect the signal on the aileron trim and elevator trim power wires when switched in OFF mode. I decided to do this in order to have an interuption control on the trim motors in case of runaway trims.



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