

Log of Revisions

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Installation of Flexible Hose Assemblies

In general hose assemblies should be handled with care to prevent excessive bending, twisting and kinking since this reduces the life of the hose assembly considerably. Particular attention must be given to preclude hoses from wear, snagging, kinking, bending smaller than minimum bend radius and cutting, any of which can cause premature hose failure. Large diameter hoses and very short hose assemblies are more prone to kinking. Special care must be taken to prevent twisting of hose assemblies that do not incorporate assembly fittings with spanner flats to counteract while the nut is turned to the connection fitting (e.g. Parker/Statoflex PTFE hose type 101). Twisting of the hose can be determined from the identification markings running along its length.

The flexible hose should be installed so that it will be subject to a minimum of flexing during operation.

Installation of PA Hose with Hoerbiger HS3AM Axial Plug

- 1 Install the plug-in screw into the adapter (e.g. firewall, brake) (see Figure 2, Sheet 2).
- 2 Simply insert the axial plug into the plug-in screw until it is snapped as outlined in Figure 2, Sheet 2.

Removal of PA Hose with Hoerbiger HS3AM Axial Plug

- 1 Screw out the plug-in screw together with the snapped axial plug (see Figure 2, Sheet 2).
- 2 Disconnect the plug-in screw from the axial plug by inserting a sleeve (7 x 30 x 0.5 mm) as outlined in Figure 2, Sheet 2.

Installation of PA Hose with Hoerbiger H31A Axial Plug

- 1 Install the plug coupling M into the adapter (e.g. firewall, brake) (see Figure 2, Sheet 2).
- 2 Insert the plug coupling W into plug coupling M until it is snapped as outlined in Figure 2, Sheet 2.

Removal of PA Hose with Hoerbiger H31A Axial Plug

- 1 Disconnect the plug coupling W from the plug coupling M by bending the clamps as outlined in Figure 2, Sheet 2.

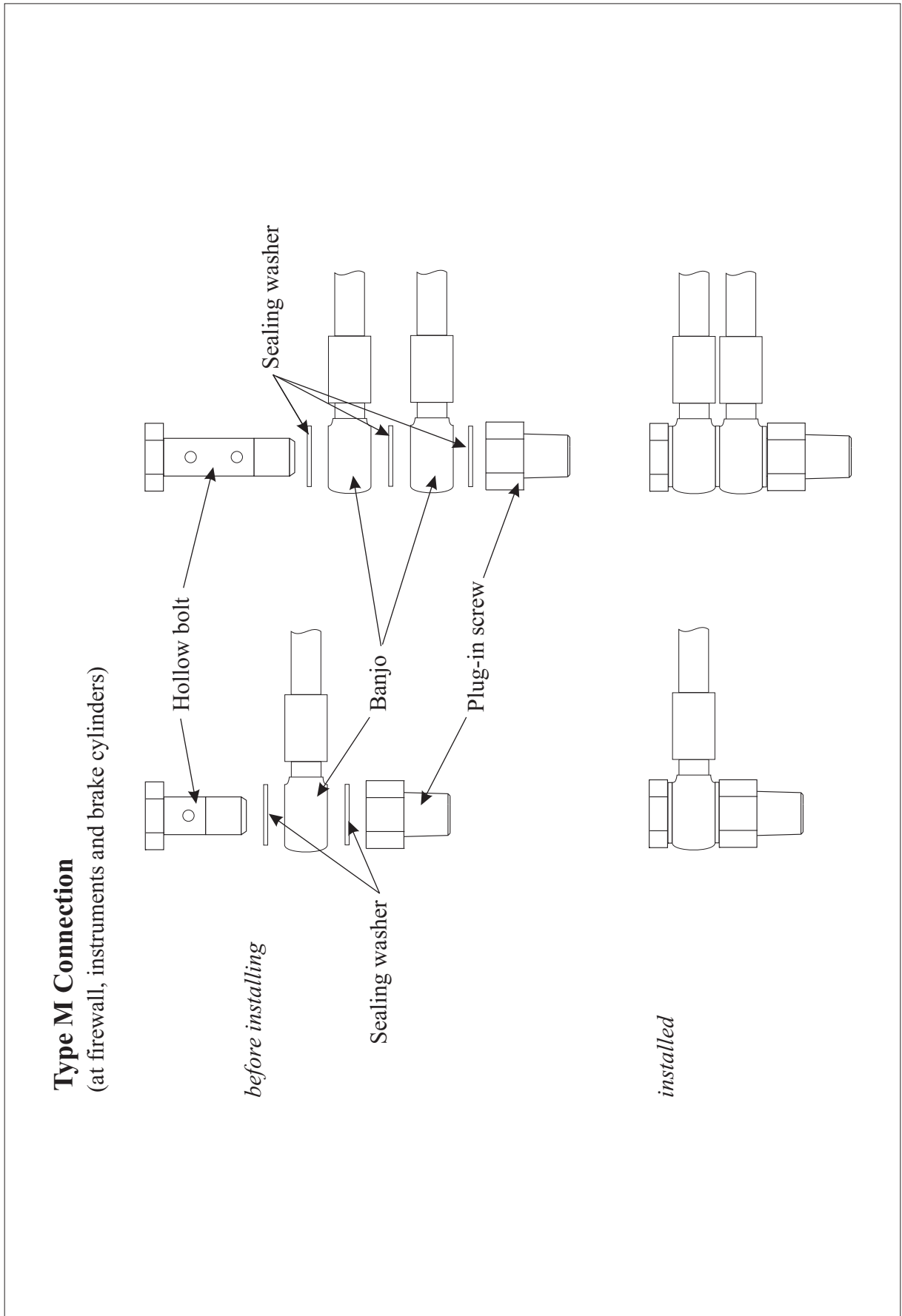


Figure 2, Sheet 1

Connection Types PA Hoses

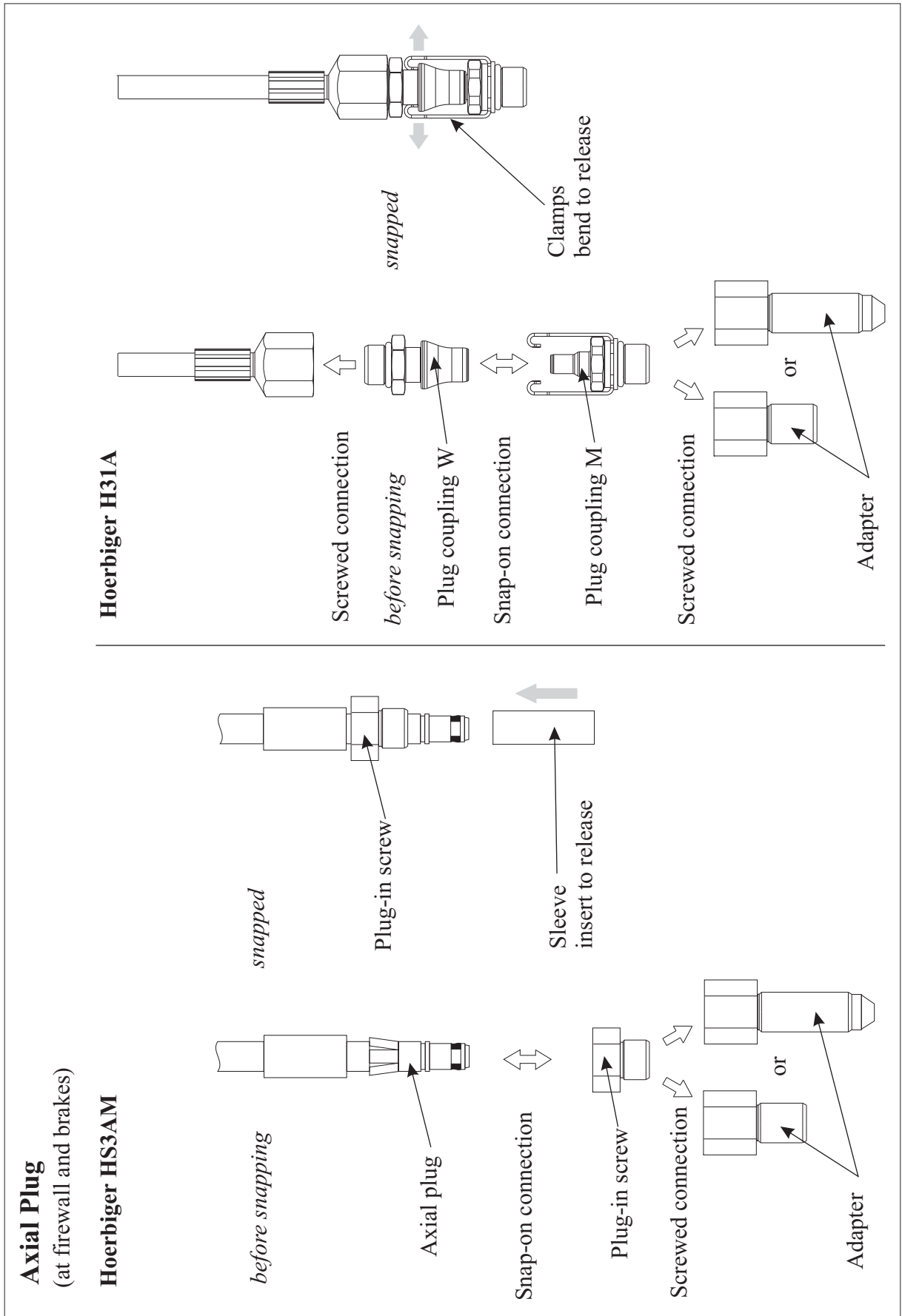


Figure 2, Sheet 2

Connection Types PA Hoses

20-10-08

Fittings

For the oil lubrication and the fuel system only AN-fittings are used in the EXTRA 300LT. Generally these fittings are made of aluminium alloy and are colored blue for identification purposes. For firewall penetration special fittings made of stainless steel are used. The dash number following the AN number indicates the size of the hose for which the fitting is made, in 16ths of an inch. This size measures the inner diameter (I.D.) of hose. The material code letter (Aluminum alloy: code D) follows the dash number.

Example: Elbow AN 822-8D

NOTE

Apply Loctite 577 on all National Pipe Threads (NPT) before installation.

20-10-09

Control Cables

Control cables are used for the following systems of the 300LT:

- Engine (Throttle, Mixture and RPM)
- Trim
- Heating

Consider the following information when working on engine control cables. Refer to figure 2:

Hard and abrupt power control inputs may impose high dynamic peak loads to the related sliding parts at reaching the travel stops of the engine fuel injector servo. Repeating peak loads may result in unacceptable additional wear and free play at the pivot points. Once the free play of the pivot point would increase, the swivel angle of the sleeve might increase beyond limits. An increased swivel angle in combination with an unacceptable high friction of sliding parts may result in a kink occurring at the pivot point and the end of the swivel sleeve while pushing the control lever forward from idle to full throttle position. Finally the solid wire might be forced to bend at the pivot point and at its terminal connection, which would result in a failure because it is not designed to withstand a significant bending load.

A bent nickel-plated brass swivel sleeve as well as wear and excessive free play at the pivot (swivel) points and sliding parts are an indication of misalignment and/or hard and abrupt control inputs. Those signs should be found early within the regular maintenance. This is a clear indication of an unacceptable control cable condition, which might result in a malfunction.

As soon as a control cable becomes difficult to operate, the reason should be identified. An increase in no-load (cable free and unattached) friction or an increase in travel length of a control cable are a good indication of pending performance problems and/or control cable failure.

The following notes, cautions and warnings describe application and installation information

**WARNING**

Do not install the control cable with the power on or the engine running. Serious injury or death could result.

NOTICES

Protect the cable from contaminants such as fuel, oil, water, dirt and chemicals, which may damage the control cable.

Protect the control cable from physical damage by paint, kinking, vibration, etc., which may damage the control cable.

IMPORTANT

A gradual or sudden increase in the no-load (cable free and unattached) friction of a control cable is a good indication of pending performance problems and/or control cable failure. Serious injury or death may result. Replacement is required.

A gradual or sudden decrease in the stroke (travel) length of the control cable is a good indication of pending performance problems and/or control cable failure. Serious injury or death may result. Replacement is required.

Control cables which have moisture inside of them or have frozen, must be replaced. Do not apply heat to attempt to remove the moisture. Applying heat will not remove the moisture. Serious injury or death may result. Replacement is required.

NOTES

Installation should be accomplished by a licensed “A” and/or “P” mechanic.

Control cables are designed to be non-repairable. Do not perform any repairs to this control cable.

Cables are designed to be contaminant resistant; not contaminant proof.

The usable stroke must be centered within the available travel.

The swivel angle must be centered within the available swivel angle.

The minimum bend radius is 6".

Control cables are lubricated for the life of the control cable. Do not remove the seals or lubricate the control cable.

Inspections

Observe the following hints when performing inspections on the control cables:

A cable must be replaced whenever:

- excessive free play is felt at the control even after all cable connections have been verified as in good working order.
- visual inspection shows chafing, breakage or bent, loose or worn parts.
- evidence of moisture is found inside (or control cable has frozen).
- a gradual or sudden decrease in the stroke (travel) length of the control cable has been detected.
- a gradual or sudden increase in the no-load (cable free and unattached) friction of a control cable has been detected.

Correct routing of the control cable whenever:

- misalignment, unacceptable high internal friction due to bends below minimum radius of 6" or malfunction of sliding elements has been detected.
- the usable stroke is not centered within the available travel.

- the swivel angle is not centered within the available angle.

20-10-10

PR-812

Application

Also refer to PR-812 Technical Data Sheet available from PGG Aerospace.

IMPORTANT

Proper mixing and correct proportions are extremely important to obtain required results.

- 1 Prepare PR-812 firewall sealant by mixing brown part A with black part B with weight ratio 2.5:100.
- 2 Clean the surfaces to be sealed with solvents.
- 3 Immediately thereafter, dry these areas with a new dry cloth.
- 4 Seal the gap between the firewall and the respective component with PR-812 firewall sealant. Minimum sealant thickness on firewall side is 3 mm (1/8 inch).

Cure time @ 25°C (77°F), 50% RH for a fillet 3 mm (1/8 inch) thick:

- tack free: approx. 24 hours
- to tough rubber: approx. 72 hours
- to performance properties: approx. 14 days

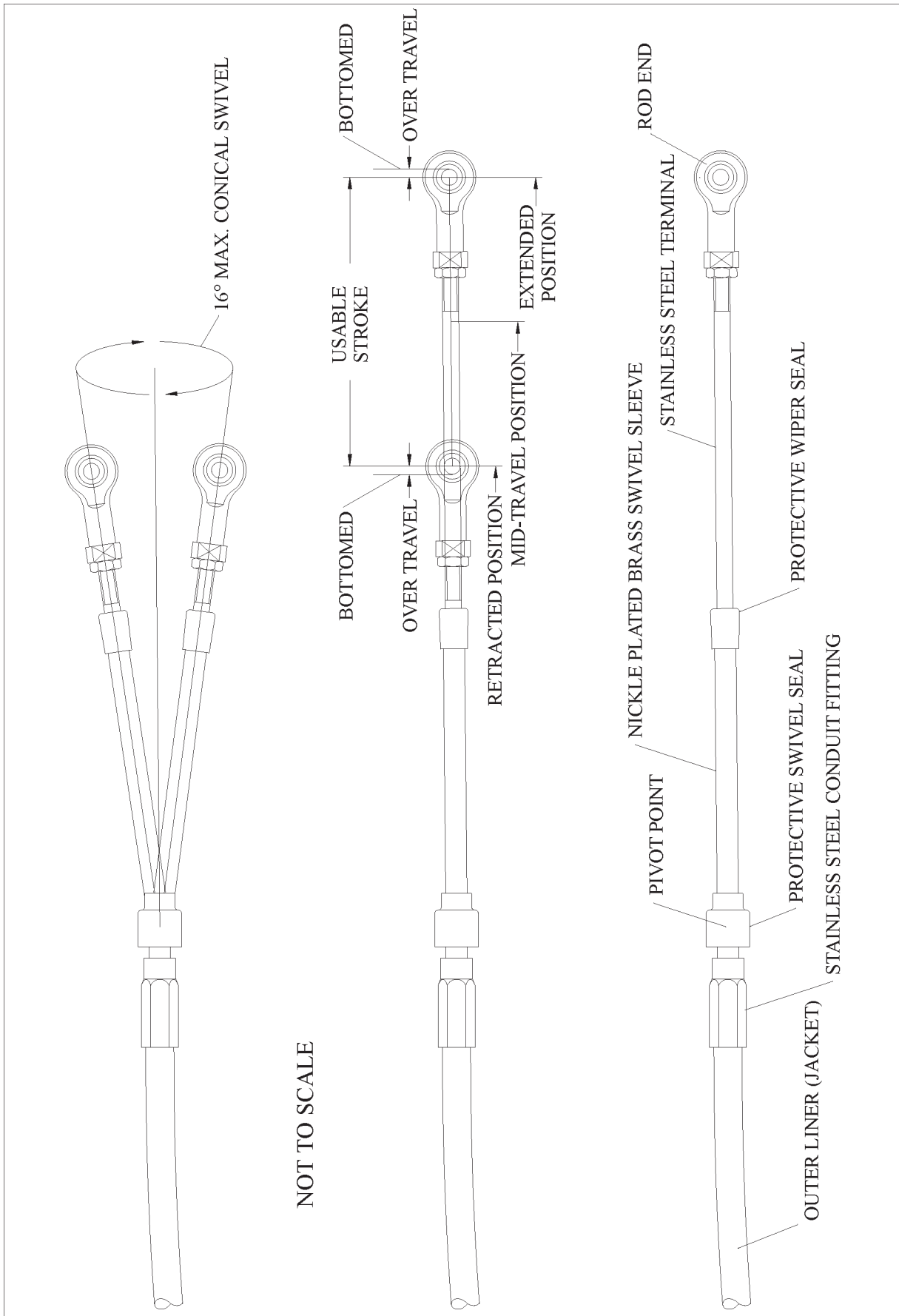


Figure 3 Control Cables

20-20-00

ASSEMBLY INSTRUCTION

20-20-01

General

NOTE

Make appropriate logbook entry of compliance with this Assembly Instruction after Container Shipping.

In case of the aircraft is delivered in a container it has to be assembled on arrival.

For assembly of aircraft main components follow the instructions as outlined in the chapter 20-20-02.

These instructions can not replace the skill, craftsmanship and sound technical knowledge of qualified personnel. In case of doubt or lack of information, the manufacturer of the respective component should be contacted for advice.

Unless otherwise specified all bolts and connections should be torqued as listed in chapter 20-10-03. At some locations special torque values are considered necessary. Refer to chapter 20-10-04. The stated direction "Front" and "Rear" are to be considered in respect of pilot's seating direction.

20-20-02

Assembly Instruction after Container Shipping

Complete each step of the assembly procedure in the order shown below.

- 1 Check the condition of fastening of the aircraft components in the container. Note any damage.
- 2 Remove the fuselage/engine assembly from the container. Prevent the aircraft from nosing over by keeping down the tail.
- 3 Weight the tail as per chapter 7.
- 4 Remove the aircraft components out of the container. Small parts, hardware, spinner dome and the wheel fairings you find in the cockpit.

- 5 Inspect all removed items for damage prior to assembly. Damaged items have to be replaced or if possible repaired according to chapter 51.

NOTICE

In order to prevent the aircraft from nosing over the assembly always has to start with the empennage.

- 6 Prior to assembly remove engine cowlings, canopy, main fuselage cover including the rear support angle as per chapters 51 and 53.

NOTE

In contrast to the instructions given in the respective chapters don't reinstall these items before completion of the whole assembly.

- 7 Remove provisional attached rudder and vertical stabilizer as per chapters 27 and 55.
- 8 Install horizontal stabilizer with elevator as per chapter 55. The procedure described there is also applicable to the installation of the complete horizontal tail. Remember to connect the ground bonding lead of the elevator too.
- 9 Connect elevator push pull rod actuator lever as per chapter 27-00-01.
- 10 Connect trim wire to the tab actuator lever using fitted clamp.
- 11 Inspect for full travel and elevator deflection in relation to stick movement.
- 12 Inspect for full travel and trim tab deflection in relation to trim switch activity.
- 13 Install the vertical stabilizer as per chapter 55.
- 14 Reinstall rudder to the vertical stabilizer as per chapter 27-20-01.
- 15 Inspect for full travel and rudder deflection in relation to rudder pedal movement.
- 16 Install the wing as per chapter 57.
- 17 Install navigation/strobe lights as per chapter 33-40-01.
- 18 Install propeller in accordance with MT-Propeller installation instructions E-124 latest revision.

- 19 Remove tail weight.
- 20 Check if all switches are in Off-position and connect battery.
- 21 Perform operational check of electrical equipment. Shut-off BATTERY and ALTERNATOR switches after completion.
- 22 Perform operational check and rigging of control system.
- 23 Inspect fluid filled lines for leaks.
- 24 Check security of main spar bolts.
- 25 Install wheel fairings, main fuselage cover and rear support angle, canopy, engine cowlings, and access panels (refer to chapter 51-00-01 and 53).
- 26 Check all control surfaces for freedom of movement and security.
- 27 Perform a compass compensation according to „Aircraft Inspection and Repair FAA AC 43.13“.
- 28 Check correct servicing of aircraft.
- 29 Perform an engine run up. Refer to chapter "05-20-04 Scheduled Maintenance Checks". Start the engine in accordance with the Pilot's Operating Handbook and Airplane Flight Manual (POH).
- 30 Inspect aircraft for foreign objects.
- 31 Final inspection by licensed aircraft inspector.

IMPORTANT

After first flight check fuselage interior/exterior for fuel leaks. Check all bolts on fairings and cover sheets for tight fit.

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33-40-20**LED Navigation/Strobe Light System**

Refer to Figure 3. The lighting units (2) installed at the wing tips incorporate the red or green navigation LED lights on the forward section, a LED strobe light in the center and a clear tail position LED light on the aft section.

The wiring is routed through an aluminium tube inside the wing and along the left resp. right upper longeron to the rear instrument panel. Ground bonding leads are installed between the fuselage, the pitot tube mount* and the aluminium tube.

* LH wing only

The switches and circuit breakers (5 A STROBE LIGHT, 2 A NAV LIGHT) are located on the rear instrument panel.

33-40-21**LED Navigation/Strobe Light****Removal/Installation**

Refer to Figure 3.

- 1 Disconnect the battery.
- 2 Remove the Phillips screw (1).
- 3 Remove the lighting unit (2) and the rubber seal (3).
- 4 Disconnect the electrical connector (4).
- 5 Install in reverse sequence of removal.

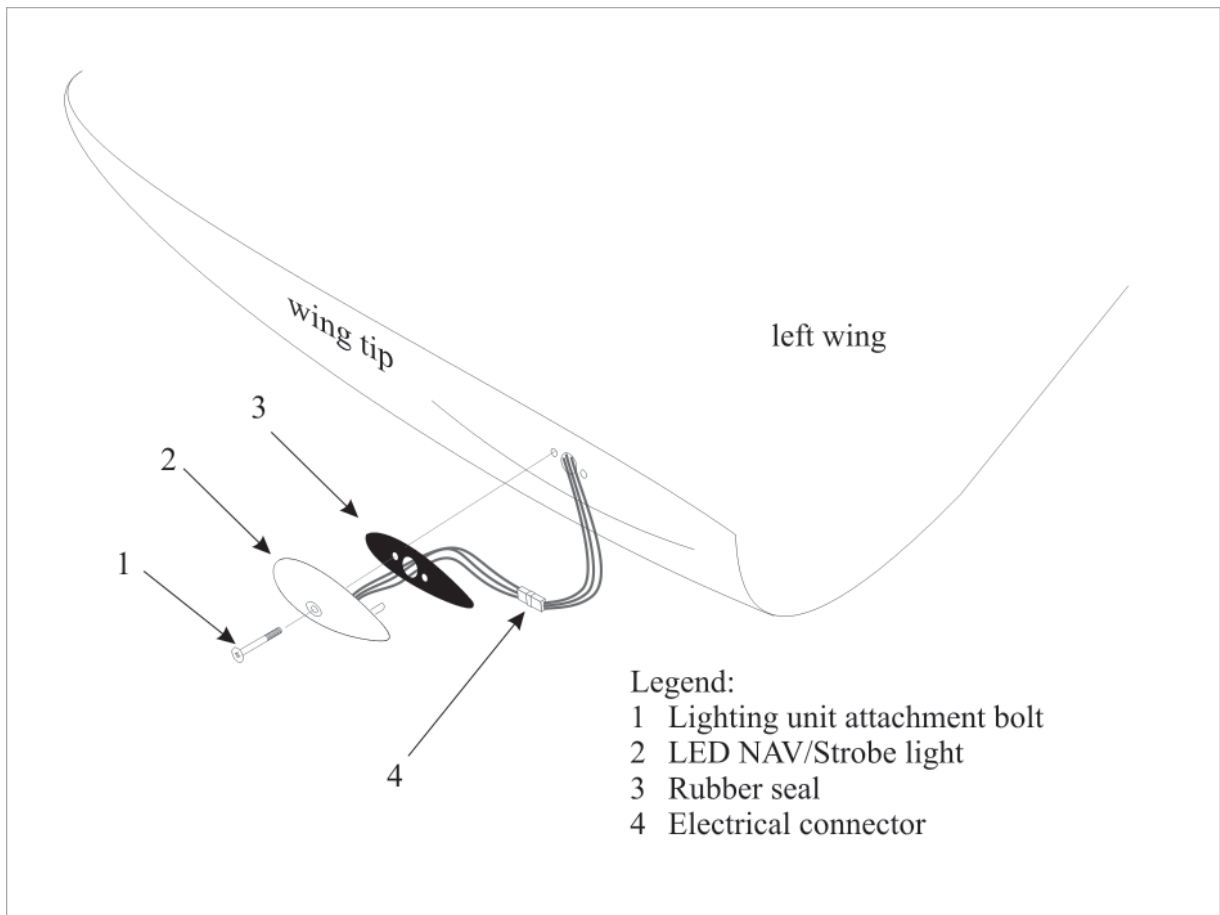


Figure 3

**LED Navigation/Strobe Light
Removal/Installation**

33-40-30

Landing Light System

A Xenon landing light (1) consisting of a hood (10), a glass (11) and the head lamp (6) is integrated in the RH bottom half of the engine cowling. It is energized by a power supply box (2) installed LH inside the lower cowling next to the firewall. The electrical wiring (3) connecting the landing light and the power supply box is fastened with cable straps (9) and cable retainers to the bottom half of the engine cowling. It features a plug-and-socket connection on each side (8, 13). Between firewall feed through and the power supply there is a further plug-and-socket connection (14, 15).

NOTE

When the cowling shall be removed the plug (15) must be disconnected.

The system is controlled by the LANDING LIGHT switch and is protected by the LANDING LIGHT circuit breaker both located on the aft right instrument panel (see Chapter 31-10-00).

33-40-31

Landing Light

Removal/Installation

- 1 BATTERY switch OFF.
- 2 Remove engine cowlings as per Chapter 71.
- 3 Disconnect the plug (8) from the head lamp (6) using the spring (7).
- 4 Remove the attachment bolts (4) and remove the hood (10) and the glass (11) which is located under the hood.
- 5 Install in reverse sequence of removal.

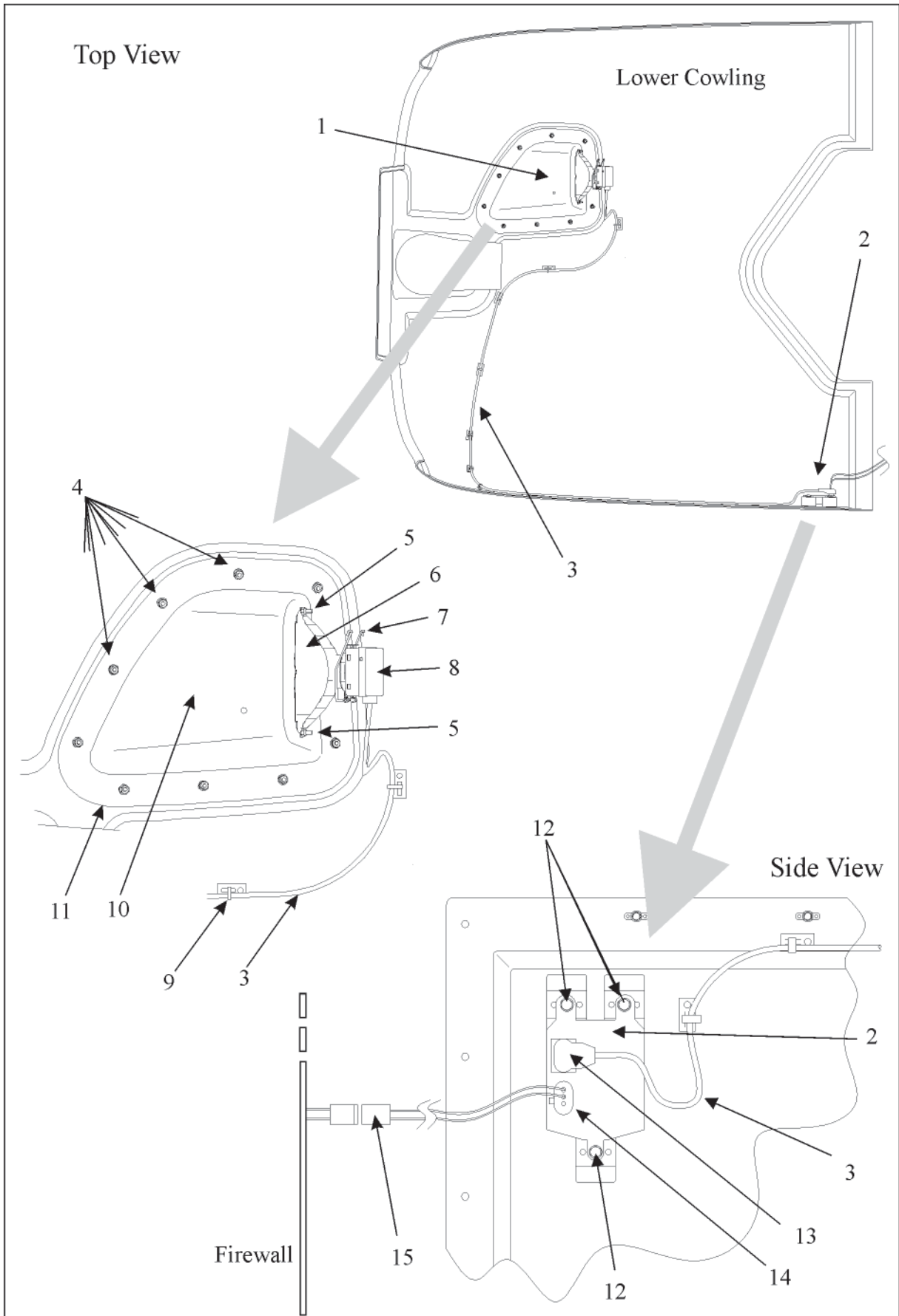


Figure 4 Landing Light

| 33-40-32

Head Lamp

Removal/Installation

- 1 Remove landing light as per Chapter 33-40-21.
- 2 Remove the attachment bolts (5).
- 3 Remove the head lamp (6) from the hood (10).
- 4 Install in reverse sequence of removal.

| 33-40-33

Landing Light Power Supply

Removal/Installation

- 1 BATTERY switch OFF.
- 2 Remove engine cowlings as per Chapter 71.
- 3 Disconnect the plugs (13, 14) from the power supply (2).
- 4 Remove the attachment bolts (12) and remove the power supply (2).
- 5 Install in reverse sequence of removal.

33-40-40

LED Landing Light System

Refer to Figure 4. Alternatively a LED landing light (1) consisting of a hood (9), a glass (10) and a head lamp (8) is integrated in the RH bottom half of the engine cowling. The electrical wiring (4) connecting the LED landing light is fastened with cable straps (5) and cable retainers to the bottom half of the engine cowling. It features a plug-and-socket connection on each side (2, 3).

NOTE

When the cowling shall be removed the plug (3) must be disconnected.

The system is controlled by the LANDING LIGHT switch and is protected by the LANDING LIGHT circuit breaker both located on the rear instrument panel (see Chapter 31-10-00).

33-40-41

LED Landing Light

Removal/Installation

- 1 BATTERY switch OFF.
- 2 Remove engine cowlings as per Chapter 71.
- 3 Disconnect the plug (2, Figure 4) from the LED head lamp (8).
- 4 Remove the attachment bolts (6) and remove the hood (9) and the glass (10) which is located under the hood.
- 5 Install in reverse sequence of removal.

33-40-42

LED Head Lamp

Removal/Installation

- 1 Remove landing light as per Chapter 33-40-31.
- 2 Remove the attachment bolts (7, Figure 4).
- 3 Remove the LED head lamp (8) from the hood (9).
- 4 Install in reverse sequence of removal.

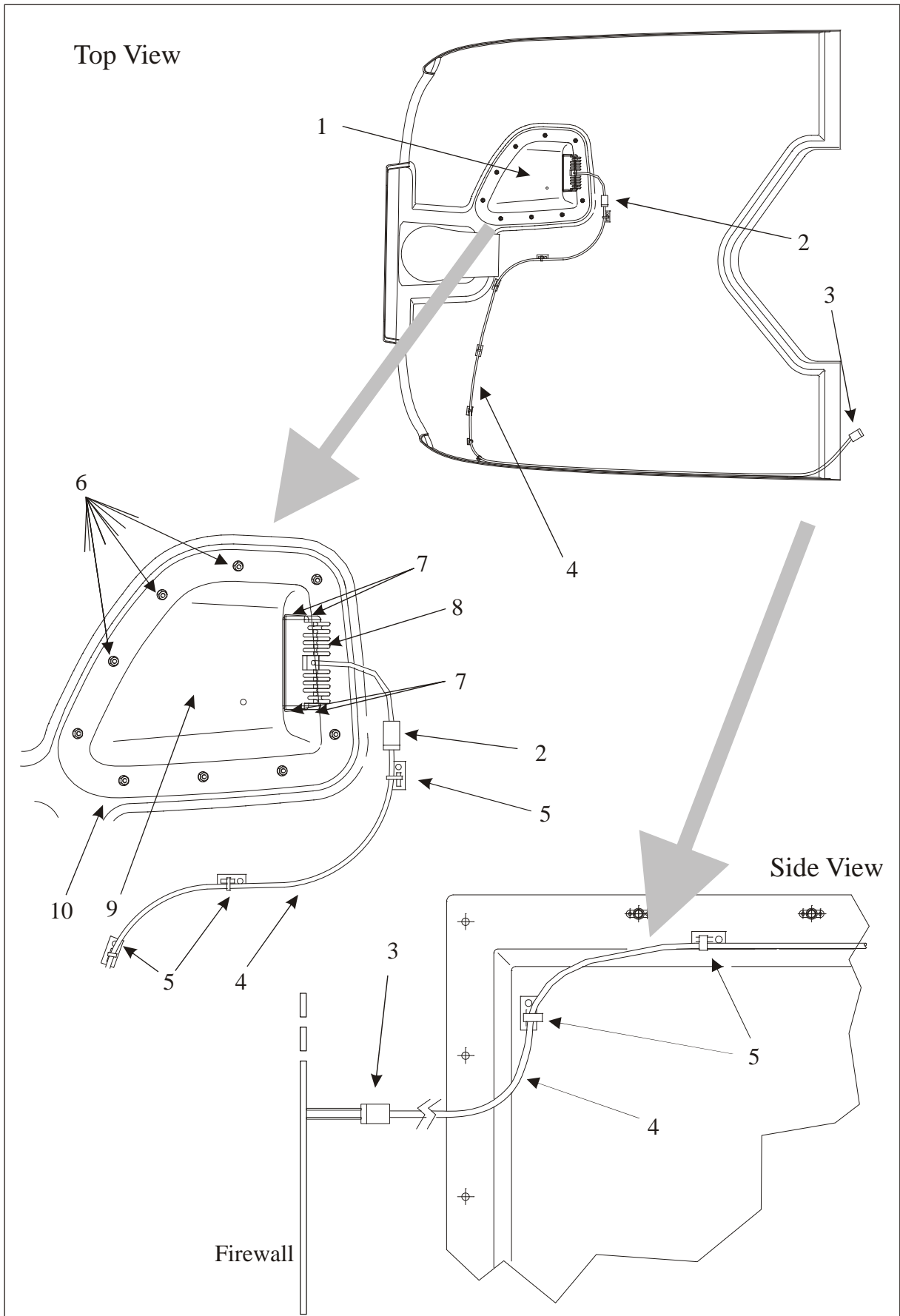


Figure 5

LED Landing Light

Supplier: Wessels & Müller AG
Pagenstecherstraße 121,
D-49090 Osnabrück, Germany

Type:

283-150 VOC Glasurit Grundfüller EP VOC
352-228 Glasurit Zusatzlösung
352-50/91 Glasurit Einstellzusatz

22 Glasurit HS-2K-Decklack
929-91/93/94 Glasurit HS Decklackhärter
352-50/91/216 Glasurit Einstellzusatz

Aluminium hardware metal (brackets, pedestals, castings, etc.)

Paint:

Manufacturer: Parker & Anchem, Ambler, PA 19002

Supplier: Aircraft Spruce

Chem. coating: Alodine No. 1201 (MIL-C-5541)

Lacquer: see above

51-30-04

Various Components

Urethane Adhesives (for e. g. Canopy Glass)

Manufacturer: 3M™
Aerospace and Aircraft Maintenance
Department
3M Center, Building 225-3S-06,
St. Paul, MN 55144-1000, USA
www.3M.com/aerospace

Supplier: Wesco Aircraft Germany GmbH
Buschhoehe 10,
28357 Bremen, Germany

Adhesive Sys.: Scotch Weld® 3549 B/A

Ratio of comp.: 100 parts base / 109 parts accelerator
(by weight),
100 / 100 (by volume)

Manufacturer: Henkel AG & Co. KGaA
Henkelstraße 67
40589 Düsseldorf, Germany

Supplier: Sahlberg GmbH
Friedrich-Schüle-Straße 20
85622 Feldkirchen/München, Germany

Adhesive Sys: Loctite® UK 8160 / Loctite® UK 5400

Ratio of comp.: 5 parts base / 1 parts accelerator (by weight),
4.2 / 1 (by volume)

Other Adhesives

Manufacturer: Wacker Chemie

Supplier: Drawin Vertriebs GmbH
Rudolf Diesel Str. 15
85521 Riemerling/Ottobrunn

Type: Silikon Elastosil E14

Manufacturer: degussa/Evonic

Supplier: Mecaplex AG
Solothurnstr. 138
CH-2540 Grenchen

Type: ACRIFIX 190/KATALYSATOR 20

Sealant

Manufacturer: LEJOINTFRANCAIS

Supplier: Aviation Products Europe GmbH
Redcarstr. 44a
53842 Troisdorf-Spich

Type: PRC 812

Manufacturer: 3M

Supplier: Otto Kerner
Schleif- & Klebetechnik e.K.
Ungelsheimer Weg 5
D-40472 Düsseldorf

Type: Scotch Clad 776

Tape

Manufacturer: 3M

Supplier: Aviation Products Europe GmbH
Redcarstr. 44a
53842 Troisdorf-Spich

Type: Polyurethan (PU) tape Scotch 8671

Corrosion Preventive Compound

Manufacturer: LEARCHEMICALRESEARCH
P.O. Box 1040, Mississauga
L4Y 3W3 Ontario, Canada

Supplier: Global Aviation & Piper Parts GmbH
Flughafen Kassel
D-34379 Calden

Type: ACF-50

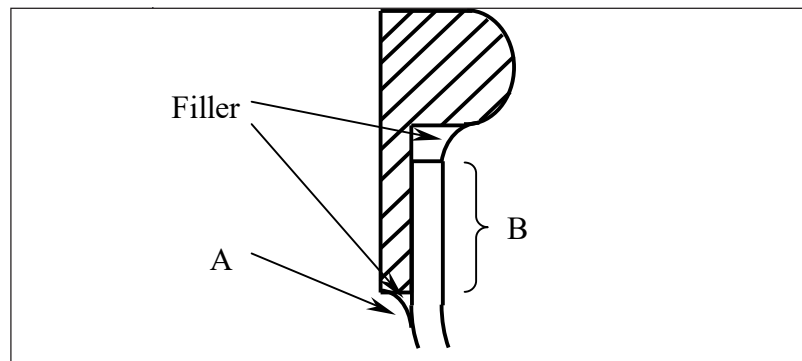


Figure 5 Canopy Adhesive Reminders

- 12 Remove the fine tape.
- 13 Prepare urethane adhesive (refer to Chapter 51-30-04 *Urethane Adhesives*):
Thoroughly mix approx. 300 g (approx. 10.6 oz.) adhesive (consider specified weight ratio and work life).
Mix approximately 15 seconds after a uniform color is obtained.
- 14 Put adhesive on the bonding area. For maximum bonding strength, apply product to both canopy glass and canopy frame.
- 15 Place canopy glass in canopy frame. Observe correct position using position markings.
- 16 Apply pressure on canopy glass using tightener to hold it in place.
- 17 Remove adhesive remainders with wooden spatula.
- 18 Curing time for fixed position (time to handling strength):
min. 8h @ 24°C (75°F) or 15h @ 20°C (68°F)
(Time to reach full cure: 7 days @ 24°C (75°F))
- 19 The next day: Remove tightener and remove canopy from form.
- 20 Sand down (using Scotch Brite Handpad Fine) a small area around the outside edge between canopy frame and canopy glass (area A in figure 5).
- 21 Apply primer (EP801-72, curing time: 24h) before applying filler (Glasurit 839-53) and refinish the area (refer to Chapter 51-30).

NOTICE

Make sure, the filler does not get in contact with untreated canopy glass.

NOTE

Drawings and corresponding equipment are generally introduced with serial number LT001 or from the serial number given behind the drawing. Check the individual installation.

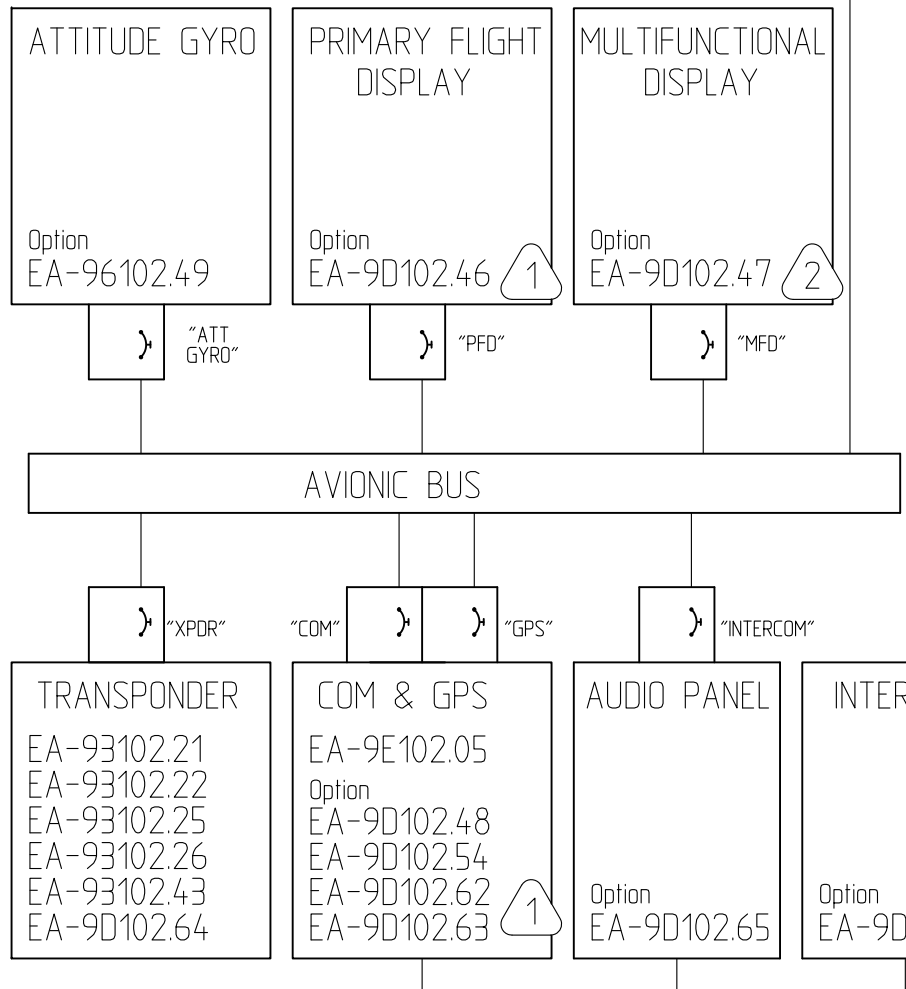
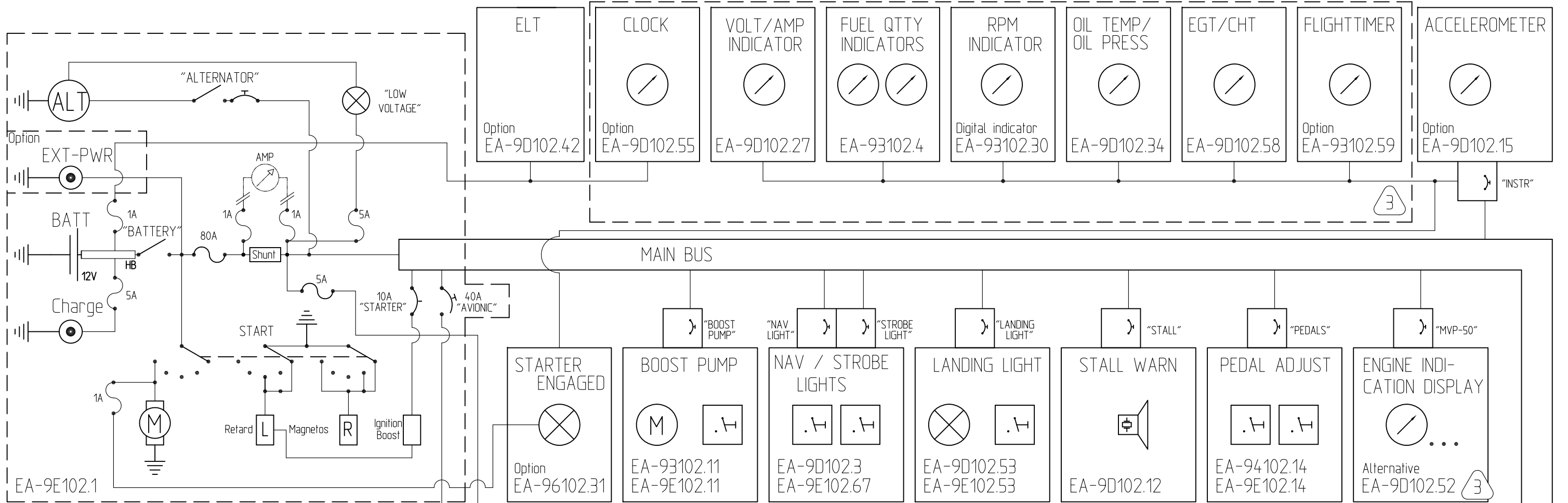
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EA-9E102.1C Sheet 1	Electrical System (SN LT030 thru LT034)
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EA-9D102.12	Stall Warning System
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EA-93102.21B	Transponder GTX328/330 (from SN LT020)
EA-93102.22	Transponder BXP6401

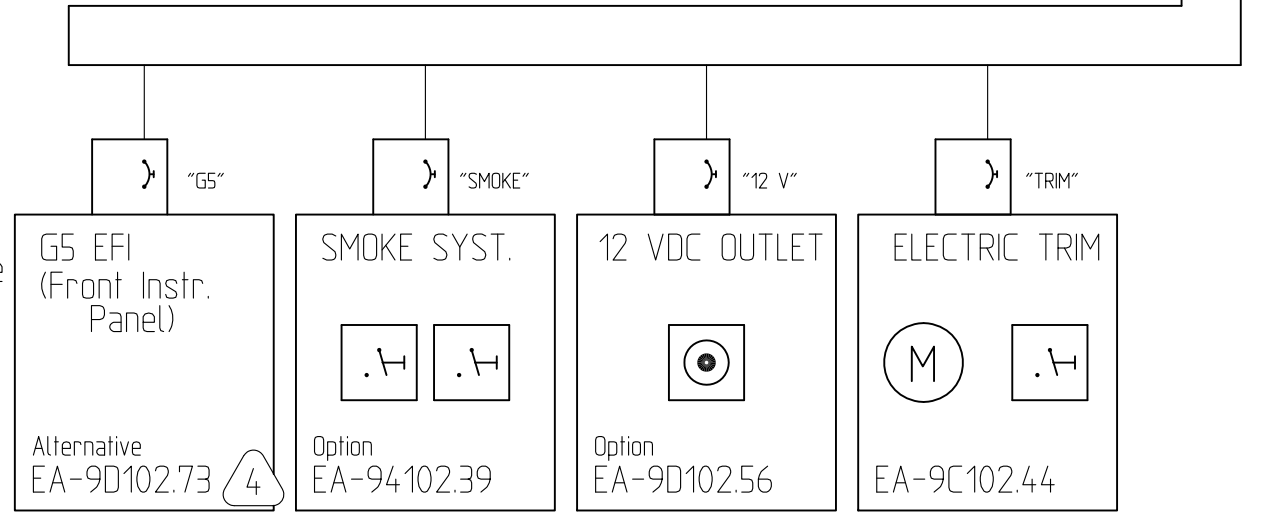
EA-93102.25	Transponder GTX327
EA-93102.26	Transponder ATC4401
EA-9D102.27	Volt/Ampere Indication
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EA-93102.59	FLIGHT TIMER
EA-9E102.60	GPSMAP 695
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EA-9D102.63	GARMIN GTN 650/750
EA-9D102.64A	GARMIN GTX 33
EA-9D102.65	GARMIN GMA 35
EA-9E102.66	AERA 795
EA-9E102.67	NAV-STR-LGT Ultra Gal.

EA-9D102.68
EA-9C102.69
EA-9D102.70
EA-9D102.73

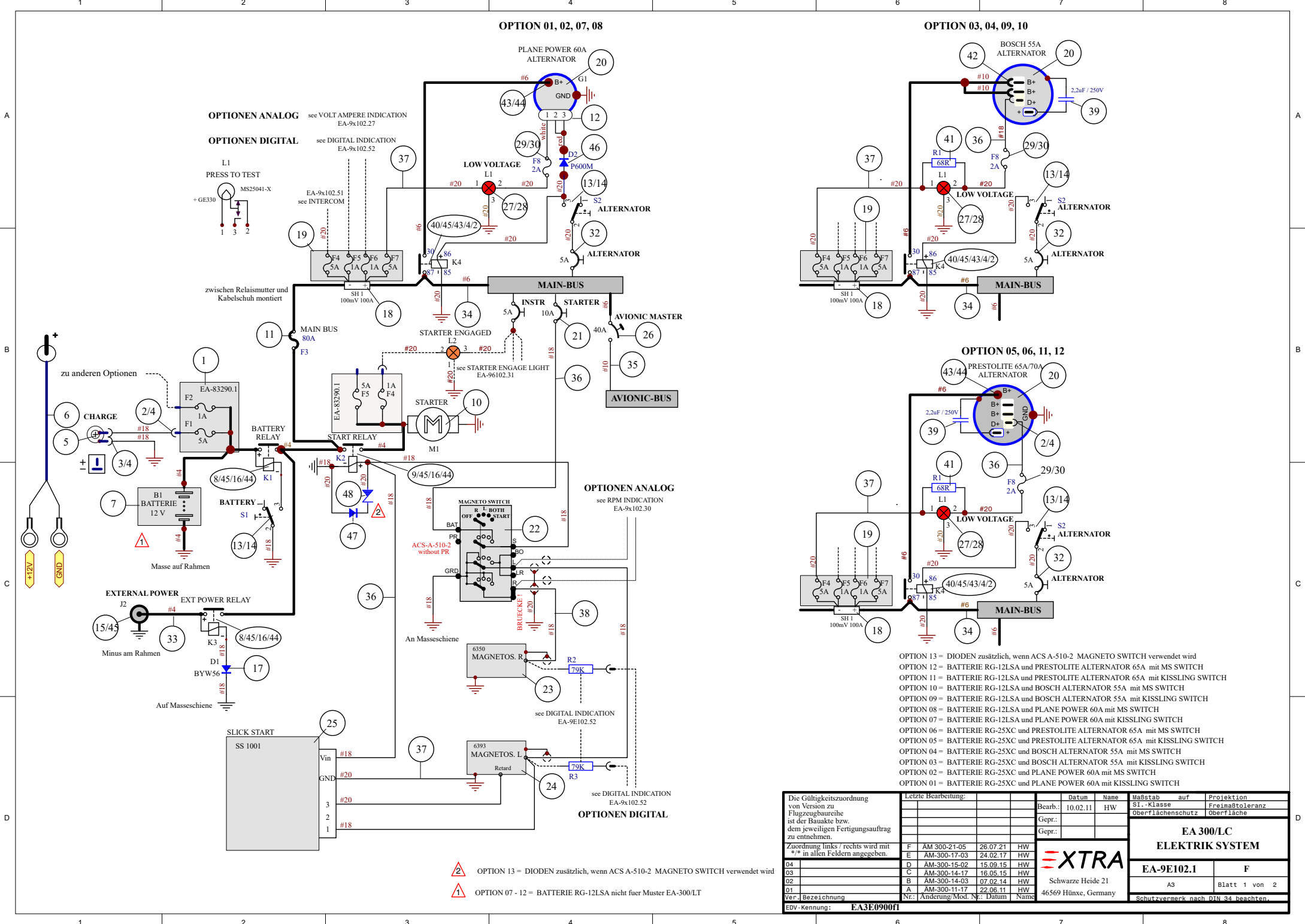
PANELDOCK IPAD MINI
KANNAD 406 AF ELT
DUAL USB CHARGING PORT
EFI GARMIN-G5



- 4 Conventional altitude & airspeed ind. may be replaced by alternative EA-9D102.73
- 3 Conventional engine instrument Package, may be replaced by alternative EA-9D102.52
- 2 Option *.47 requires option *.46 to be installed
- 1 Option *.46 requires either option *.48, *.54, *.62 or *.63 to be installed

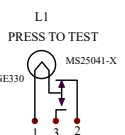


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Stueck / Version																
Die Gueltigkeitszuordnung von Version zu Flugzeugbaureihe ist der Bauakte bzw. dem jeweiligen Fertigungsauftrag zu entnehmen.					Letzte Bearbeitung		Datum		Name		Maßstab 1:1		auf A3		Projektion	ISO
							gez. 2010-04-27		RT		Sicherheitsklasse		n.a.		Freimaßtoleranz	n.a.
							gepr.				Oberfl.-Schutz		n.a.		Oberflächengüte	
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04					D AM-300-16-03		2.12.16		MW							
03					C AM-300-14-03		06.2.14		MW							
02					B AM-300-12-01		29.8.12		MW							
01 Basisflugzeug					A AM-300-11-08, -11		09.5.11		MW		EA 300/LT Electric System Schematic EA-9D102		E Blatt 1 von 1			
Ver. Bezeichnung					Ausg. Änderungsmitteilung Nr.		Datum		Name							



OPTIONEN ANALOG see VOLT AMPERE INDICATION EA-9x102.27

OPTIONEN DIGITAL see DIGITAL INDICATION EA-9x102.52



EA-9x102.51
see INTERCOM

zwischen Relaismutter und Kabelschuh montiert

zu anderen Optionen

CHARGE

BATTERY RELAY

BATTERY 12 V

Masse auf Rahmen

EXTERNAL POWER

EXT POWER RELAY

Minus am Rahmen

Auf Masseschiene

SLICK START

SS 1001

OPTION 01, 02, 07, 08

OPTION 03, 04, 09, 10

OPTION 05, 06, 11, 12

OPTIONEN ANALOG see RPM INDICATION EA-9x102.30

OPTIONEN DIGITAL see DIGITAL INDICATION EA-9x102.52

- OPTION 13 = DIODEN zusätzlich, wenn ACS A-510-2 MAGNETO SWITCH verwendet wird
- OPTION 12 = BATTERIE RG-12LSA und PRESTOLITE ALTERNATOR 65A mit MS SWITCH
- OPTION 11 = BATTERIE RG-12LSA und PRESTOLITE ALTERNATOR 65A mit KISSLING SWITCH
- OPTION 10 = BATTERIE RG-12LSA und BOSCH ALTERNATOR 55A mit MS SWITCH
- OPTION 09 = BATTERIE RG-12LSA und BOSCH ALTERNATOR 55A mit KISSLING SWITCH
- OPTION 08 = BATTERIE RG-12LSA und PLANE POWER 60A mit MS SWITCH
- OPTION 07 = BATTERIE RG-12LSA und PLANE POWER 60A mit KISSLING SWITCH
- OPTION 06 = BATTERIE RG-25XC und PRESTOLITE ALTERNATOR 65A mit MS SWITCH
- OPTION 05 = BATTERIE RG-25XC und PRESTOLITE ALTERNATOR 65A mit KISSLING SWITCH
- OPTION 04 = BATTERIE RG-25XC und BOSCH ALTERNATOR 55A mit MS SWITCH
- OPTION 03 = BATTERIE RG-25XC und BOSCH ALTERNATOR 55A mit KISSLING SWITCH
- OPTION 02 = BATTERIE RG-25XC und PLANE POWER 60A mit MS SWITCH
- OPTION 01 = BATTERIE RG-25XC und PLANE POWER 60A mit KISSLING SWITCH

- OPTION 13 = DIODEN zusätzlich, wenn ACS A-510-2 MAGNETO SWITCH verwendet wird
- OPTION 07 - 12 = BATTERIE RG-12LSA nicht fuer Muster EA-300/LT

Die Gültigkeitszuordnung von Version zu Flugzeugbaureihe ist der Bauakte bzw. dem jeweiligen Fertigungsauftrag zu entnehmen.	Letzte Bearbeitung:		Datum		Name		Maßstab		auf		Projektion	
	F	AM 300-21-05	26.07.21	HW	Bearb.:	10.02.11	HW	S1-Klasse	Freimaßtoleranz			
	E	AM-300-17-03	24.02.17	HW	Gepr.:			Oberflächenschutz		Oberfläche		
Zuordnung links / rechts wird mit */* in allen Feldern angegeben.	F	AM 300-21-05	26.07.21	HW					EA 300/LC ELEKTRIK SYSTEM			
	D	AM-300-15-02	15.09.15	HW								EA-9E102.1
	C	AM-300-14-17	16.05.15	HW							Blatt 1 von 2	
	B	AM-300-14-03	07.02.14	HW								
	A	AM-300-11-17	22.08.11	HW								
Ver. / Bezeichnung	EA3E0900FI		Date		Name		Schwarze Heide 21		Schutzvermerk nach DIN 34 beachten			
EDV-Kennung:	EA3E0900FI											



Nr	Benennung	Teilekennzeichen	ZF	Werkstoff	Abmessungen	Menge	Einheit	Gewicht	MaWi-Nr.
48	RECTIFIER ZENER DIODE	2M12Z							35842
47	RECTIFIER DIODE	BYW56							FE4292
46	DIODE P600M, 6A	P600M							FE4221
45	SCHUTZKAPPE	MS25171-3S							00781
44	SCHUTZKAPPE	MS25171-1S							00786
43	RINGÖSE AWG8 6mm	0033461-0							FE4178
42	POWER CONNECTOR	1 297 011 001		Fa. BOSCH					FE0001
41	RESISTOR 68R / 6WATT	ER5868RJT		Fa. TYCO ELEKTRONIC					33341
40	RELAIS RP/120-12	1.016.158.00		Fa. MRS					33586
39	CAPACITOR 2,2uF/250V	0 290 800 052							31608
38	WIRE AWG 18 SHIELDED	MIL-C-27500-18TG1					mtr		02199
37	WIRE AWG 20	MIL-W-22759/16-20					mtr		00775
36	WIRE AWG 18	MIL-W-22759/16-18					mtr		00776
35	WIRE AWG 10	MIL-W-22759/16-10					mtr		FE 0003
34	WIRE AWG 6	MIL-W-22759/16-6					mtr		33081
33	WIRE AWG 4	MIL-W-22759/16-4					mtr		200005
32	CIRCUIT BREAKER 5A	7277-2-5		Fa. KLIXON					31506
30	FUSEHOLDER	414-601							30033
29	FUSE 2A (5 x 20mm flink)	520.620		Fa. ESKA					31878
28	BULB (14V 0,08A)	GE330							01569
27	PRESS TO TEST INDICATOR (red)	MS25041-2							00140
26	CIRCUIT BREAKER SWITCH 40A	W31X2M1G-40		Fa. POTTER BRUMFIELD					03618
25	SLICK START	SS 1001		Fa. UNISON					32598
24	MAGNETO LEFT	6393							32860
23	MAGNETO RIGHT	6350							02337
22	MAGNETO SWITCH	A-510-2		Fa. ASC					35595
22	MAGNETO SWITCH	10-357200-1		Fa. TELEDYNE CONTINENTAL					00185
21	CIRCUIT BREAKER 10A	7277-2-10		Fa. KLIXON					31505
20	BOSCH ALTERNATOR 55A	0120 489 917		Fa. BOSCH					33508
20	PRESTOLITE ALTERNATOR 65A/70A	66021637		Fa. PRESTOLITE					33558
20	PLANE POWER ALTERNATOR 60A	AL 12-EI60/B		Fa. PLANE POWER					33552
19	FUSE PCB 4F	EA-7E291.10							7E291.010
18	SHUNT	S-50		Fa. ELECTRONICS INTERNATIONAL					FA3008
17	RECTIFIER	BYW56							FE4292
16	RINGZUNGE ROT 5mm	130008							02198
15	PIPER SOCKET	11-00500							31731
14	CAP RED	11-00815							31763
13	SWITCH SPST	MS35058-22							01602
13	SWITCH SPST	07.1.1.13 920		Fa. KISSLING					33600
12	PLUG ASSEMBLY	11-1010		Fa. PLANE POWER	in Pos. 20/01-02				31239
11	FUSE 80A	0298080							33591
10	STARTER	149-12NL							30552
9	POWER SOLENOID INT	70-111-225-5							32978
8	POWER SOLENOID CONT	111-226-5		Fa. WHITE RODGERS					00136
7	BATTERIE 12V 11Ah	RG-12LSA		Fa. CONCORDE					33697
7	BATTERIE 12V 24Ah	RG-25XC		Fa. CONCORDE					03617
6	BATTERIE LADEKABEL								03543
5	SOCKET 12 VOLT	146 19 20							02636
4	FLACHSTECKHÜLSE 6,3mm	0042282-2							00093
3	GEHÄUSE STECKHÜLSE 2 POL	926474-1		Fa. AMP					01168
2	GEHÄUSE STECKHÜLSE 1 POL	925324-2		Fa. AMP					00098
1	RELAY PCB FUSE	EA-83290.1							83290.1

A

A

B

B

C

C

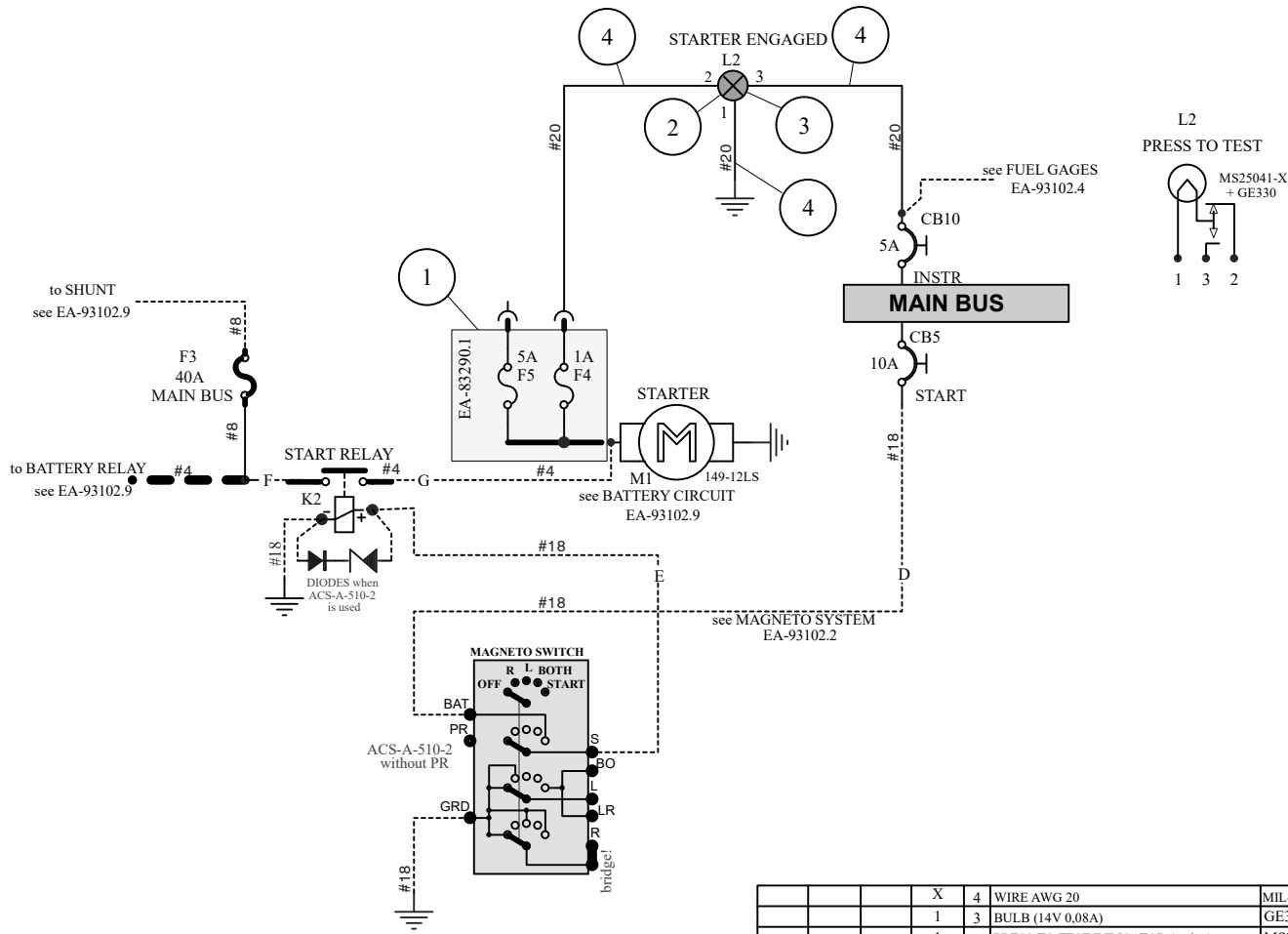
D

D



OPTION 07 - 12 = BATTERIE RG-12LSA nicht fuer Muster EA-300/LT
 OPTION 13 = zusätzlich, wenn ACS A-510-2 MAGNETO SWITCH verwendet wird
 OPTION 12 = BATTERIE RG-12LSA und PRESTOLITE ALTERNATOR 65A mit MS SWITCH
 OPTION 11 = BATTERIE RG-12LSA und PRESTOLITE ALTERNATOR 65A mit KISSLING SWITCH
 OPTION 10 = BATTERIE RG-12LSA und BOSCH ALTERNATOR 55A mit MS SWITCH
 OPTION 09 = BATTERIE RG-12LSA und BOSCH ALTERNATOR 55A mit KISSLING SWITCH
 OPTION 08 = BATTERIE RG-12LSA und PLANE POWER 60A mit MS SWITCH
 OPTION 07 = BATTERIE RG-12LSA und PLANE POWER 60A mit KISSLING SWITCH
 OPTION 06 = BATTERIE RG-25XC und PRESTOLITE ALTERNATOR 65A mit MS SWITCH
 OPTION 05 = BATTERIE RG-25XC und PRESTOLITE ALTERNATOR 65A mit KISSLING SWITCH
 OPTION 04 = BATTERIE RG-25XC und BOSCH ALTERNATOR 55A mit MS SWITCH
 OPTION 03 = BATTERIE RG-25XC und BOSCH ALTERNATOR 55A mit KISSLING SWITCH
 OPTION 02 = BATTERIE RG-25XC und PLANE POWER 60A mit MS SWITCH
 OPTION 01 = BATTERIE RG-25XC und PLANE POWER 60A mit KISSLING SWITCH

Die Gültigkeitszuordnung von Version zu Flugzeugbaureihe ist der Bauakte bzw. dem jeweiligen Fertigungsauftrag zu entnehmen. Zuordnung links / rechts wird mit */* in allen Feldern angegeben.	Letzte Bearbeitung:			Datum	Name	Maßstab	auf	Projektion
				Bearb.:	10.02.11	HW	SI.-Klasse	Freimaßtoleranz
				Gepr.:			Oberflächenschutz	Oberfläche
				Gepr.:			EA 300/LC ELEKTRIK SYSTEM	
04		D	ÄM-300-15-02	15.09.15	HW	EA-9E102.1		
03		C	ÄM-300-14-17	16.05.15	HW	A4	Blatt 2 von 2	
02		B	ÄM-300-14-03	07.02.14	HW	Schutzvermerk nach DIN 34 beachten.		
01		A	ÄM-300-11-17	22.06.11	HW	Schwarze Heide 21 46569 Hünxe, Germany		
Ver. / Bezeichnung		Nr. / Änderung/Mod. Nr. / Datum		Name				
EDV-Kennung: EA3E0900f2								



			X	4	WIRE AWG 20	MIL-W-22759/16-20			3,5	mtr		00775
			1	3	BULB (14V 0,08A)	GE330						01569
			1	2	PRESS TO TEST INDICATOR (amber)	MS25041-4					14	31732
			1	1	PCB FUSE 1A	83290.001-VB						83290.001VB

04	03	02	01	Nr	Benennung	Teilekennzeichen	ZF	Werkstoff	Abmessungen	Menge	Einheit	Gewicht	MaWi-Nr.
Die Gültigkeitszuordnung von Version zu Flugzeugbaureihe ist der Bauakte bzw. dem jeweiligen Fertigungsauftrag zu entnehmen.					Letzte Bearbeitung:				Datum	Name	Maßstab	auf	Projektion
Zuordnung links / rechts wird mit */* in allen Feldern angegeben.									Bearb.:	30.01.06	HW	SI.-Klasse	Freimaßtoleranz
									Gepr.:			Oberflächenschutz	Oberfläche
									Gepr.:			EA 300/L	
									STARTER ENGAGED LIGHT				
									EA-96102.31		A		
									A4		Blatt 1 von 1		
									Schwarze Heide 21 46569 Hünxe, Germany				
									Schutzvermerk nach DIN 34 beachten.				
Ver. Bezeichnung					Nr. Änderung/Mod. Nr.		Datum		Name				
EDV-Kennung: EA3L0940a													



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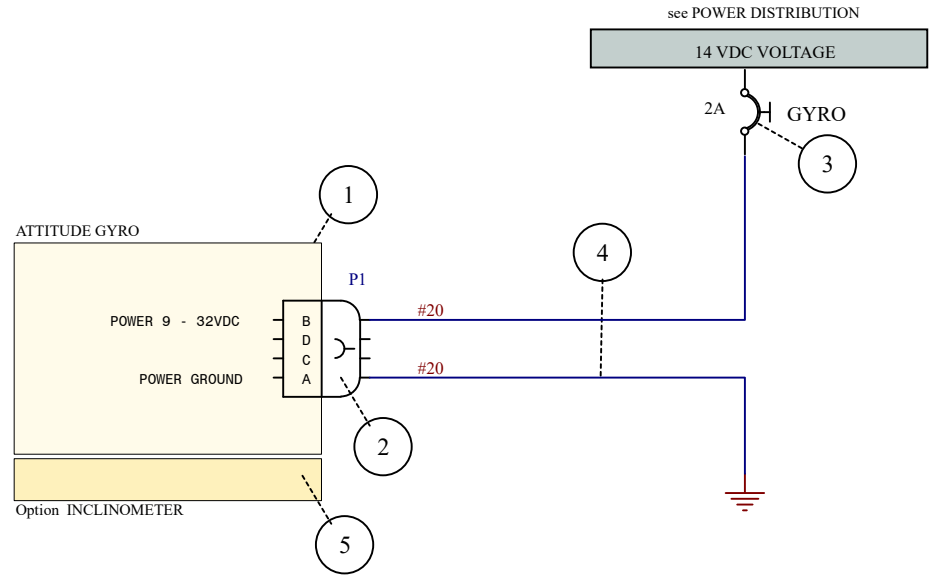
B

C

C

D

D



*	*	*	*	5	INCLINOMETER	RCA 444-0010-01				1	Stueck	33529	
X	X	X	X	4	WIRE AWG20	MIL-W-22759/16-20				0,7	mtr	00775	
X	X	X	X	3	CIRCUIT BREAKER 2A	7277-2-2				1	Stueck	31508	
X	X	X	X	2	CONNECTOR	MS3116E-4S				1	Stueck	in Pos. 1	
1				1	ATTITUDE GYRO 3"	RCA 2610-3-G		102- 0403-01-03		1	Stueck	191g 34924	
	1			1	ATTITUDE GYRO 2"	RCA 2610-2-G		102- 0402-01-03		1	Stueck	135g 34923	
		1		1	ATTITUDE GYRO 3"	RCA 2610-3		102- 0403-01-01		1	Stueck	191g 34922	
			1	1	ATTITUDE GYRO 2"	RCA 2610-2		102- 0402-01-01		1	Stueck	135g 34921	
04	03	02	01	Nr	Benennung	Teilekennzeichen	ZF	Werkstoff	Abmessungen	Menge	Einheit	Gewicht	MaWi-Nr.

Die Gültigkeitszuordnung von Version zu Flugzeugbaureihe ist der Bauakte bzw. dem jeweiligen Fertigungsauftrag zu entnehmen. Zuordnung links / rechts wird mit */* in allen Feldern angegeben.	Letzte Bearbeitung:					Datum	Name	Maßstab	auf	Projektion
						Bearb.:	07.06.09	HW	SI.-Klasse	Freimaßtoleranz
						Gepr.:			Oberflächenschutz	Oberfläche
						Gepr.:			EA 300/L ATTITUDE GYRO	
04							EA-96102.49			
03							Schwarze Heide 21 46569 Hünxe, Germany		A4	Blatt 1 von 1
02					Schutzvermerk nach DIN 34 beachten.					
01							EDV-Kennung: EA3L0964a			
Ver.-Bezeichnung		Nr.:		ÄM 300-18-03	28.11.18	HW				
				Änderung/Mod. Nr.:		Datum				

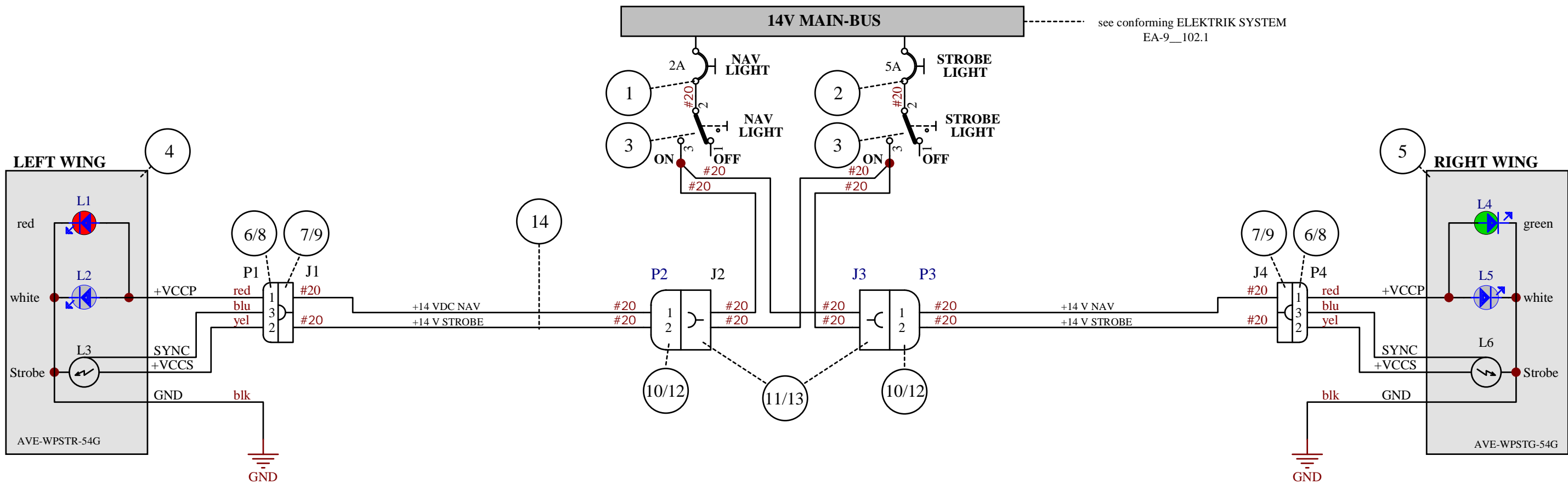
* POS 5 INCLINOMETER OPTIONAL
 OPTION 04 = 3 Inch VERSION
 OPTION 03 = 2 Inch VERSION
 OPTION 02 = 3 Inch VERSION with pitch Sync feature
 OPTION 01 = 2 Inch VERSION with pitch Sync feature

1

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3

4



	X	X	14	WIRE AWG 20	MIL-W-22759/16-20					mtr	00776		
	2	2	13	BUCHSEN GEHÄUSE 2 POLIG	180923-0						00099		
	2	2	12	PIN GEHÄUSE 2 POLIG	180924-0						00103		
	4	4	11	FLACHSTECKER BUCHSE 6,3mm	0042282-2						00093		
	4	4	10	FLACHSTECKER PIN 6,3mm	42565-2						00097		
	2	2	9	BUCHSEN GEHÄUSE 3 POLIG	1-0480305-0						FE4307		
	2	2	8	PIN GEHÄUSE 3 POLIG	1-0480303-0						FE4308		
	4	4	7	KONTAKT BUCHSE	163557-2						FE4305		
	6	6	6	KONTAKT PIN	163558-2						FE4306		
	1	1	5	LAMP ASSY R/H (green)	AVE-WPSTG-54G		Fa. Aveo Engineering				34334		
	1	1	4	LAMP ASSY L/H (red)	AVE-WPSTR-54G		Fa. Aveo Engineering				34335		
	2		3	SWITCH SPST	MS35058-22						01602		
		2	3	SWITCH SPST	07.1.1.13						FE4025		
	1		2	CIRCUIT BREAKER 5A	W23X1A1G-5						00105		
		1	2	CIRCUIT BREAKER 5A	7277-2-5						31506		
	1		1	CIRCUIT BREAKER 2A	W23X1A1G-2						00129		
		1	1	CIRCUIT BREAKER 2A	7277-2-2						31508		
04	03	02	01	Nr	Benennung	Teilekennzeichen	ZF	Werkstoff	Abmessungen	Menge	Einheit	Gewicht	MaWi-Nr.

Die Gültigkeitszuordnung von Version zu Flugzeugbaureihe ist der Bauakte bzw. dem jeweiligen Fertigungsauftrag zu entnehmen. Zuordnung links / rechts wird mit */* in allen Feldern angegeben.	Letzte Bearbeitung:		Datum	Name	Maßstab	auf	Projektion
			Bearb.:	24.03.14	HW	SI. -Kl asse	Frei maßstoleranz
			Gepr.:			Oberfl ächenschutz	Oberfl äche
			Gepr.:			EA 300/LC	
			XTRA		NAV-STR-LGT ULTRA GAL.		
			Schwarze Heide 21		EA-9E102.67		
			46569 Hünxe, Germany		A4	Blatt 1 von 1	
Ver. Bezeichnung	Nr.:	Änderung/Mod. Nr.:	Datum	Name	Schutzvermerk nach DIN 34 beachten.		
EDV-Kennung: EA3E0973							

OPTION 02 = MS SWITCH & POTTER-BRUMFIELD CB
 OPTION 01 = KISSLING SWITCH & KLIXON CB

see conforming ELEKTRIK SYSTEM
EA-9_102.1