### A.P. 101B-1702-1B3, Sect.9, Chap.2 A.L.24, Dec.70

## Chapter 2

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### Introduction

1. A.S.V. Mk.21 is an anti-submarine and anti-surface vessel radar, with a peak output of 200 kW at a frequency of 9240 Mc/s (±50 Mc/s). A rotating scanner unit

is employed for signal transmission and reception, and the system is fed with reference signals from the GM.7 compass, the A.R.I.5885 installation and the G.P.I.

Mk.4C. All round coverage in azimuth is provided, the echoes being displayed on a 10 in. cathode ray tube, giving a 9 in. diameter P.P.I. display.

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Fig.I Location of equipment **RESTRICTED**  2. The principle units of the installation are listed in Table 1, whilst the connector assemblies are detailed in Table 2. For

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full details of the system reference should be made to the handbook quoted in Table 1, but a brief description of the various units and controls is given in the following paragraphs.

### DESCRIPTION AND OPERATION

### **Power supplies**

3. The installation requires three sources of supply, which are as follows:-

- (1) 28-volt d.c. from the aircraft main busbars.
- (2) 115-volt, 1600 c/s, single-phase a.c. from the No.6 inverter, Type 201B.
- (3) 115-volt, 400 c/s, 3-phase a.c. from the No.5 inverter, Type 103B.

4. All three supplies are controlled at the radio power panel by a double-pole switch, labelled A.S.V. Before switching ON, however, ensure that the relevant inverters have been running for at least 30 seconds. Full details of the power supply and control circuits are given in Sect.6, Chap.2A, 2B and 2C of this publication.

### Blower units

5. Three axial-flow blower units are installed to provide external cooling air for the A.S.V. equipment. They are powered from the 28-volt d.c. supply, and two are installed over the power unit and waveform generator compartment, and one in the scanner well. A routeing chart for the blower unit supplies is contained in Sect.6, Chap.3P for this publication.

6. The transmitter receiver, modulator, power unit and waveform generator contain internal blower units, powered from the No.5 inverter supply.

### Pressurized air

7. An air pressurization system, installed in the scanner well, supplies dry air to the modulator, trans-receiver and waveguide system at a controlled pressure of 16.2 p.s.i. absolute. The air is stored in a cylinder charged at 1800 p.s.i., and is fed via a reducing valve at 30 p.s.i., and through an electromatic tap to a regulator on the pressurization panel. From the regulator, the air is fed at the required pressure, via flexible tubing, to the equipment. Also fitted at the pressurization panel is a charging valve for the storage cylinder, and two gauges, one for the high pressure and one for low.

8. The electromatic tap is controlled by a single-pole switch on the scanner control panel. When the switch is ON, a supply from fuse BK.3 energizes the tap, which opens to allow pressurized air to flow to the equipment. A routing chart of the control circuit is included in Sect.6, Chap.3P, whilst the air pressurization system is fully described in Sect.3, Chap.7.

### Scanner unit

9. The scanner is mounted on two transverse cross members in the retractable scanner housing. The unit embodies a paraboloid reflector which may be set to rotate continuously in azimuth at predetermined speeds or to scan a sector, as required. A d.c. motor and gear train form part of the driving mechanism for the reflector, and the unit is stabilized during pitch and roll movements of the aircraft by servo motors controlled from the Mk.5 gyro unit. A tilt unit, fitted behind the reflector, allows the reflector to be tilted independently of the stabilizing system. All connections to the scanner unit are made via a junction box near the top of the assembly.

### Scanner housing

10. A full description of the operation of the retractable scanner housing is given in Sect.6, Chap.3E of this publication. TOP VIEW OF SCANNER ASSEMBLY

1.8

SCANNER



#### Waveguide

11. The R.F. feeder between the scanner and the trans-receiver is a rectangular waveguide. A rotating joint allows for movement of the scanner in azimuth, a flexible lower portion of waveguide allows for roll, pitch and tilt movement. The waveguide is pressurized from the internal pressure of the trans-receiver.

### Transmitter-receiver

12. The trans-receiver consists of various detachable sub-units on a main chassis, and contains R.F. circuitry. A common T and R system enables the same aerial system to be used for transmission and reception.

13. The unit is built into a pressurized container and secured by two quickrelease pip pins to anti-vibration mountings in the scanner well. A desiccator is built into the unit, together with a small internal 3-phase blower. Pressurizing details for the unit are given in para.7.

### Modulator

14. This unit provides the E.H.T. pulses to modulate the magnetrons in the transreceiver and also triggering pulses for the timebase circuits in the waveform generator.

15. The modulator is mounted aft of the trans-receiver in the scanner well, and is secured to two anti-vibration mountings by pip pins. It is pressurized, fitted with a desiccator and contains an internal 3-phase blower unit.

#### Gyro unit

16. The gyro unit, Mk.5 is used to stabilize the scanner reflector about the

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pitch and roll axes of the aircraft. It is fitted with a special mounting and junction box as listed in Table 1, and is mounted in the scanner well as shown in fig.1.

17. A working description of the gyro unit is given in the publication listed in Table 1, but for detailed information, reference should be made to A.P.1275A, Vol.1, Sect.2.

#### Power unit

18. The power unit provides the stabilized d.c. supplies for the equipment, and contains three servo amplifiers which control separately the stabilization of the scanner in pitch and roll together with the scanner speed in azimuth. The unit is sealed, but not pressurized, and is mounted with the waveform generator inside a sealed compartment on the floor just aft of bulkhead 22. Two desiccators mounted on the front panel of the unit allow the unit to breathe, and provide an indication of humidity. A 3-phase blower unit is included to circulate the air internally.

#### Waveform generator

19. This unit provides the timebase, bright - up, and marker waveforms for the A.S.V. display, and is fitted on a resilient mounting tray alongside the power unit aft of bulkhead 22. It consists of three detachable sub-units on a main chassis, and contains an internal 3-phase blower unit.

#### Indicator

20. The indicator is fitted to a resilient mounting tray attached to an adjustable

mounting at the radar operator's station. A knurled knob controls the adjustment of the mounting, and angles the unit at-the most convenient viewing position. The indicator is a 10 in. cathode ray tube, having an effective diameter of 9 in., and presents either a P.P.I. or a sector scan display of the terrain below.

21. A rotating cursor is fitted on the screen of the c.r.t., which enables the range and bearing of signals on the display to be measured. The various controls are located on the front panel, and include a joystick shift control for moving any portion of the display to any point on the screen. The indicator assembly is sealed and the balance of air is maintained through a desiccator.

### Control unit

22. The control unit is mounted on the radar operator's table, just forward of bulkhead 15, and contains the necessary switches and potentiometers for operating the system. A micro-ammeter on the upper portion of the front panel is calibrated with three scales for monitoring the R.F. power, the tilt angles of the scanner reflector and the A.F.C. crystal d.c. output. The face of the meter is illuminated by two lamps, which are connected to the 28-volt d.c. supply in series with a resistance.

### Bearing marker

23. This unit, positioned at the radar station forward of the control unit, provides a quick and accurate method of measuring azimuth bearing without using the cursor on the **indicator**, irrespective of display conditions. It is fitted with a breathing desiccator.

### SERVICING

### Precautions

24. Before any servicing is attempted, the servicing precautions outlined in Chapter 1 should be noted.

### General

25. The various units of the installation should be checked at the appropriate inspection periods for security of attachment, damage, corrosion and bonding of the mountings. Cable assemblies should be checked for tightness of connection at the units, and at the plug break panel in the scanner bay. Particular attention should be given to the joints of the waveguide assembly in the scanner housing.

26. A complete list of test equipment available for use with the installation together with operating instructions, will be found in the publication list in Table 1.

### Power supplies

27. The single-phase a.c., 3-phase a.c. and d.c. power supplies to the equipment can be conveniently checked at the radio power panel fuse boxes at the master sonics station. For the routeing charts of the supply circuits reference should be made to Book 2, Sect.6, Chap.2A, 2B and 2C of this publication.

### REMOVAL AND INSTALLATION

### **Precautions**

28. Before removing any item of equipment, the precautions and general instructions outlined in Chapter 1 should be noted.

### Scanner unit

29. In order that the scanner, Type 4267, can be removed from the aircraft for servicing or replacement the following items of equipment will be required:-

Mounting (scanner test and transit)	Туре 6052
Winch mini-lift universal	Ref.No.4G/5425
Handle - 6 in.	Ref.No.4G/5430
Extension tube - 12 in.	Ref.No.4G/5442

Top sheath, Type No.1	Ref.No.4G/5428
Ball and cable hoist	Ref.No.4G/5433
Sling beam	Avro U/1578
Spanner strap adjustable	Ref.No.5X/1564
Eyebolt	Ref.No.26FP/351

### Personnel required

30. Two men are required for the actual task of removing the scanner unit from the aircraft. However, preparation of the scanner for removal, and reconnecting after replacement, can be performed by one man. The scanner's weight is approximately 114 lb.

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#### Preparations

- 31. Inside the aircraft proceed as follows:-
- (1) Fit the eyebolt into the strongpoint over the radome.
- (2) Remove the floor section above the radome by releasing the securing catches which are recessed into the floor.
- NOTE ...

Care must be exercised when lifting the floor section in order to avoid fouling or damaging the port and starboard observer seats.

Stow floor section away from vicinity.

(3) Remove the various plugs and sockets which are connected to the scanner junction box. The strap spanner may be used if necessary. Release quick release fairleads. Stow the disconnected leads away in order to prevent possible damage during subsequent operations.

- (4) Remove the plough shaped cable guard and stow away. Tie the cable loom to the structure to give adequate clearance for the scanner to be lifted out.
- (5) Ensure that the pressurizing unit is switched off. Remove the flexible waveguide between the scanner and the trans-receiver. Quick release clamps simplify this operation. It should be noted that the waveguide is pressurized, so loss of air will result when the waveguide couplings are released. Stow the disconnected sections of waveguide away from possible damage. Fit a blanking plate to the waveguide coupling on the scanner. Protect the waveguide coupling at the trans-receiver end.
- (6) Attach the mini-lift winch to the eyebolt previously fitted over the radome.
- (7) Lower the mini-lift cable until sufficient slack is available to attach the scanner sling beam to the ball end of the winch cable. Move the cable retaining plate to the closed position.

### Scanner mounting frame

32. The scanner mounting frame should now be brought into the aircraft. Unscrew the captive handnuts from the studs used for securing the scanner to the mounting frame brackets. Remove the detachable end frame by taking out the quick release pip pins and lifting the frame up and clear of the locating dowels on top of the two length-wise cross members. Remove the gimbal locking rod from the lower crossmembers of the detached frame; this is used in a later stage of the removal. Position the mounting frame aft of the radome with the open end forward, ready to receive the scanner.

### Sling beam

33. The man who is operating the minilift winch now lowers the cable until the sling beam is just above the scanner mounting beams. The two securing pins are then removed from the beam and the sling lowered again until it is possible to insert the pins through the holes in the double links on the lifting beam and through the eyebolts fitted to the scanner mounting beams. Reference to fig.2 should make this stage of the operation clear.

#### Lifting the scanner

34. The mini-lift operator should now operate the winch until the cable is just taking the strain. The man astride the cupola can then remove the four bolts securing the two transverse cross members to the airframe structure. When this stage of the operation is completed, the scanner will be ready for lifting. The scanner eflector should be diagonally across, forward edge to port and after edge to starboard. Care is necessary at this stage in order to prevent the scanner from fouling the adjacent structure and equipment (fig.4). When the scanner is clear of the well the floor section should be replaced and secured.



Fig.3 - Scanner mounting frame







(1) PREPARING TO LIFT THE SCANNER

Fig.4 - Removing the scanner

35. The two transverse cross members should be removed from the scanner carrier beams and together with all nuts and bolts stowed away. The end frame previously removed from the scanner mounting frame should be lifted to the forward end of the scanner mounting beams and secured by means of the captive handnuts.

### Gimbal locking

36. The reflector should be turned into the position of zero pitch and roll and the gimbal locking bar inserted through the two bosses on each gimbal and the gimbal box (fig.3).

37. The scanner mounting frame with the carrying handles unfolded is moved forward onto the floor section covering the scanner well, at the same time, guiding the scanner in and between the side members. Lower the scanner until the holes in the aft end of the scanner beams pass over the studs attached to the mounting brackets at the aft end of the frame. Similarly the holes on each side of the top cross member of the detachable frame must pass over the dowels secured to the two length-wise cross members. When this stage is completed the two handnuts should be replaced on the aft mounting bracket studs and the pip pins on the forward lower cross member replaced. A strap is provided for

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locking the reflector to the main frame. The whole assembly should now be quite rigid.

38. The mounting frame and scanner can now be carried to the aircraft door and lowered to the ground by means of a safety raiser or other similar device.

39. Refitting the scanner will be in the reverse order to the instructions given for removal, ensuring that everything is securely fastened and the waveguide section, plugs and sockets replaced correctly. Alignment should be in accordance with the instructions contained in A.P.2890G, Vol.1, Part 2, Chap.10.

Transmitter-receiver and modulator

40. The removal of these items should present little or no difficulty, and apart from the waveguide on the trans-receiver, the method is similar for each unit.

41. Disconnect the air pressurizing pipe at the unit concerned and seal the exposed couplings. Remove the section of rigid waveguide between the trans-receiver and the flexible waveguide. Quick release clamps simplify this operation. All disconnected waveguide couplings should be suitably protected to prevent the ingress of foreign matter. Stow the disconnected section of the waveguide.

42. The units are attached to antivibration mountings (which are part of the aircraft

structure) by quick release pip pins. When these pins are removed, the unit may be lifted off its mounting by two slings attached to the outer casing.

43. It should be noted that the approximate weight of the trans-receiver is 56 lb. and the modulator is 44 lb., therefore care is necessary when lifting clear of the scanner well.

### Gyro unit

44. This unit should present no difficulty in removal, but the instrument should be removed complete with its anti-vibration mounting.

### Waveform generator and power unit

45. These units may be removed easily from

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their mountings after the connectors have been removed and the release toggles loosened. The units are provided with transport handles, and weigh approximately 40 lb. and 39 lb. respectively.

### Indicator

46. The indicator is easily removed from the A.S.V. operator's table by removing the connectors and loosening the quick release toggles. The unit may then be drawn forward by means of the transport handles. The weight of the indicator is approximately 40 lb.

#### Control unit and bearing marker

47. No difficulty should be experienced in removing these units from their mounting positions on the A.S.V. operator's table.



Т	ABI	LE 2	
Connectors	for	A.S.V.	Mk.21

Part No.	Cable form	Connecting	Ref. No.
18/T4282	Uniradio 70	Scanner break to trans-receiver skt.22	-
21/T4282	Miniature 12C (DEF.10)	Scanner break to scanner skt.29	-
26/T4282	Miniature 3R (DEF.10)	Scanner break to scanner skt.31	-
27/T4282	Miniature 6J (DEF.10)	Scanner break to scanner skt.24	-
28/T4282	Special high voltage	Trans-receiver pl.20 to modulator pl.20	-
30/T4282	Miniature 6C (DEF.10)	Scanner skt.16 to gyro mounting	-
31/T4282	Miniature 12C (DEF.10)	Gyro unit to gyro mounting	-
34/T4282	Miniature 6C (DEF.10)	Scanner break to scanner skt.47	-
42/T4282	12 Metvin small 2.5	Scanner break to scanner skt.44	10HB/7544
50/T4282	Miniature 61 (DEF.10)	Scanner break to trans-receiver pl-19	-
53/T4282	Miniature 6C (DEF.10)	Scanner skt.15 to gyro mounting	-
57/T4282	Miniature 4R (DEF.10)	Scanner break to modulator pl.21	-
60/T4282	Miniature 25X (DEF.10)	Scanner break to trans-receiver skt.30	-
62/T4282	Miniature 6J (DEF.10)	Scanner break to modulator pl.43	-
63/T4282	Miniature 12C (DEF.10)	Scanner break to modulator pl.18	-
64/T4282	Miniature 25X (DEF.10)	Scanner break to scanner skt.17	-
18/T4554	Miniature 4R (DEF.10)	W.F.G. pl.31 to scanner break	10HB/1582
19/T4554	Miniature 6J (DEF.10)	W.F.G. pl.24 to scanner break	10HB/1574
55/T4554	Miniature 12C (DEF.10)	Power unit skt.18 to scanner break	10HB/12020
57/T4554	Miniature 6J (DEF.10)	Power unit skt.19 to scanner break	10HB/12022
60/T4554	Miniature 12C (DEF.10)	Power unit, skt.23 to W.F.G., pl.23	-
63/T4554	Miniature 35X (DEF.10)	Power unit, skt.17 to scanner break	10HB/12027
71/T4554	Miniature 6J (DEF.10)	W.F.G. skt.43 to scanner break	10HB/12823
2/T5662 (Pre.Mod.1437)	Miniature 3C (DEF.10)	Control unit 4620 pl.48 to TB150 and TB151	-
4/T5662	Miniature 25X (DEF.10)	Control unit, pl.30 to scanner break	-
5/T5662	Miniature 12C (DEF.10)	Control unit, pl.29 to scanner break	-
6/T5662	Miniature 6D (DEF.10)	Control unit, pl.12 to power unit skt.12	-
8/T5662	Miniature 6C (DEF.10)	Junction box 4832, NX, to scanner break	-
9/T5662	Miniature 12C (DEF.10)	Radio power panel skt.740 to W.F.G. pl.11	-
10/T5662	Miniature 12C (DEF.10)	Radio power panel skt.741 to power unit pl.14	-
12/T5662	Miniature 25X (DEF.10)	Marker unit pl.26 to W.F.G. skt.26	-
13/T5662	Miniature 25X (DEF.10)	W.F.G. p1.25 to indicator skt.25	-
14/T5662	Miniature 12C (DEF.10)	Marker unit pl.44 to scanner break	-
15/T5662	Uniradio 70	Marker unit skt.22 indicator skt.22	-
16/T5662	Miniature 25X (DEF.10)	Marker unit skt.26 to indicator pl.26	-
17/T5662 (Post Mod.1437)	Miniature 3C (DEF.10)	Control unit 4620 pl.48 to T.B.150 and T.B.151	-
2/T5945	Miniature 4R (DEF.10)	Radio power panel skt.739 to scanner break	-
3/T5945	Uniradio 70	Marker unit skt.22 to scanner break	·
4/T5945	Miniature 12C (DEF.10)	Waveform generator pl.46 to ADRIS J.B. skt.7	-

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Fig. 5. A.S.V. Mk.2| Pre. mod. 1437



Fig. 5A ASV Mk 2 (Post mod 1437)

## Appendix 1

## MOD.1413 - INTRODUCTION OF TRAINER ROLE

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#### DESCRIPTION

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### Introduction

1. This appendix should be read in conjunction with the basic Chap.2.

2. The following paragraphs contain information on the changes made to the A.S.V. Mk.21 system (A.R.I.5878) by the

introduction of Mod.1413. These changes are due to the conversion of the wardroom, in the rear fuselage, to the No.1 and No.2 trainee A.S.V. operators' stations. Two indicators (a master and one slave), and an additional amplifier and associated cooling fan are installed in the trainer aircraft. As a result of these changes the system becomes A.R.I.5934.

3. Equipment location illustrations and routing chart which differ from those in the basic Chap.2 are included.

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Fig.1 Location of equipment at bulkhead 22

### Cooling

4. Four axial flow air extractor fans are installed in the trainer aircraft. They are powered from the 28-volt d.c. supply and are mounted two over the waveform generator and power unit compartment, one under the No.2 trainee A.S.V. operator's table and one in the scanner well. A routing chart for the A.S.V. air cooling is contained in Sect.6, Chap.3P, App.1.

### Master indicator

5. The master indicator is fitted to a resilient mounting tray attached to an adjustable mounting at the No.1 trainee station. A knurled knob controls the adjustment of the mounting, and angles the unit to the most convenient viewing position. The indicator is a 10 in. cathode ray tube which has an effective diameter of 9 in. and presents either a

### DESCRIPTION

P.P.I. or a sector scan display of the terrain below.

6. The screen of the C.R.T. is fitted with a rotating cursor which enables the range and bearing of signals on the display to be measured. The various controls located on the front panel include a joystick shift control for moving any portion of the display to any point on the screen. The indicator assembly is sealed and the balance of air is maintained through a desiccator.

### Slave indicator and amplifier

7. The slave indicator, mounted at the No.2 trainee A.S.V. operator's station repeats the signal displayed on the master indicator. The unit is mounted in a manner similar to that of the master indicator. The amplifier and associated

cooling fan is installed under the No.2 trainee operator's table. An access panel is provided on the inboard side of the table structure.

### Control unit

8. The control unit located at the No.1 trainee station controls the system. For information on the control unit refer to the basic Chap.2

### Tables

9. The main items of equipment for A.R.I.5934 and the additional connectors are listed in Table 1 and 2, respectively. The items detailed in the basic Chap.2 which are no longer required comprise the waveform generator, Type 4621, and connectors 13 to 16/T5662.

### **REMOVAL AND INSTALLATION**

### Indicators

10. The indicators are removed from each A.S.V. operator's position by removing the connectors and loosening the quick release toggles. The unit may then be drawn forward by means of the transport handles. The weight of the indicator is approximately 40 lb.

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Fig. 2. Master, N°I and N°2 trainee A.S.V. operators stations # Mod 1476 incorporated \* **RESTRICTED**  F.S./3

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## TABLE 1

## Main items of equipment for A.R.I.5934

Equipment		Туре	Ref. No.	A.P. Reference
Control unit		4620	101 /16401	
Control unit		12382	10D/21256	
Marker unit, bearing		12382	100/16266	
Indicator		4023	100/16/10	
Indicator		0/9/	100/10419	
Power unit		4626	10K/18939	A.P.114P-0200-1
Waveform generator		6798	10V/16407	M.1.114K-0200-1
Modulator		4625	10D/20213	
Transmitter-rece iver		4626	10D/20214	
Scanner		4627	10B/17724	
Amplifier		6796	10U/17064	
Gyro unit		Mk.5	6W/4	
Gyro mounting	1		6W/12	A.P.1275A, Vol.1, Sect.2
Gyro I.B.		-	6W/13	
Wayeguide flexible		842	10B/18396	-
Waveguide rigid		843	10B/18397	· -



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## TABLE 2

## Additional connectors for A.R.I.5934

Part No.	Cable form	Connecting
2/T7129 (Pre mod.1476)	Miniature 25x (EL.1685)	1st slave indicator, skt.50 to Master indicator, pl.26
3/T7129 (Pre mod.1476)	Uniradio 70	1st slave indicator, skt. 54 to Master indicator, skt. 22
4/T7129	Miniature 25x (EL.1685)	Amplifier pl.25 to Master indicator, skt.25
5/T7129	Miniature 12c (DEF.10)	Radio supply panel, skt.740 to Amplifier, pl.11
6/T7129	Miniature 25x (EL.1685)	Amplifier, skt.51 to 2nd slave indicator, pl.51
7/T7129	Miniature 12c (DEF.10)	Marker unit, pl.44 to Amplifier, skt.44
8/T7129	Miniature 25x (EL.1685)	Marker Unit, skt.26 to Amplifier, pl.26
9/T7129	Miniature 25x (EL.1685)	W.F.G. pl.53 to Amplifier, skt.53
10/T7129	Miniature 12c (DEF.10)	Amplifier, skt.55 to W.F.G., pl.55
11/T7129	Miniature 12c (DEF.10)	Amplifier, pl.44 to Scanner break
12/T7129	Uniradio 70	Marker unit, skt.22 to 2nd.slave indicator, skt.22
13/T7129 (Pre mod.1476)	Uniradio 70	1st slave indicator, skt.52 to 2nd indicator, skt.54
14/T7129 (Pre mod.1476)	Miniature 25x (EL.1685)	1st slave indicator, pl.51 to 2nd slave indicator, skt.50
15/T7129]	Miniature 3c	P1.1014 to T.3.150 and 151
16/T7129	Miniature 3c	Control unit, 4620, skt. 48 to pl.1014
17/T7129 (Post mod. 1476)	Miniature 25x (DEF.10)	Master indicator, skt.26 to slave indicator, pl.50
18/T7129	Uniradio 70	Master indicator, pl.22 to slave indicator pl.54

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Fig. 3(1) A.R.I. 5934 *▲ Mod. 1476* ► **RESTRICTED** 

A.P.101B-1702-1B3, Sect.9, Chap.2, App.1 A.L.19, Apr.69



Fig. 3 (2) A.R.I. 5934 *Mod. 1476* **RESTRICTED** 

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