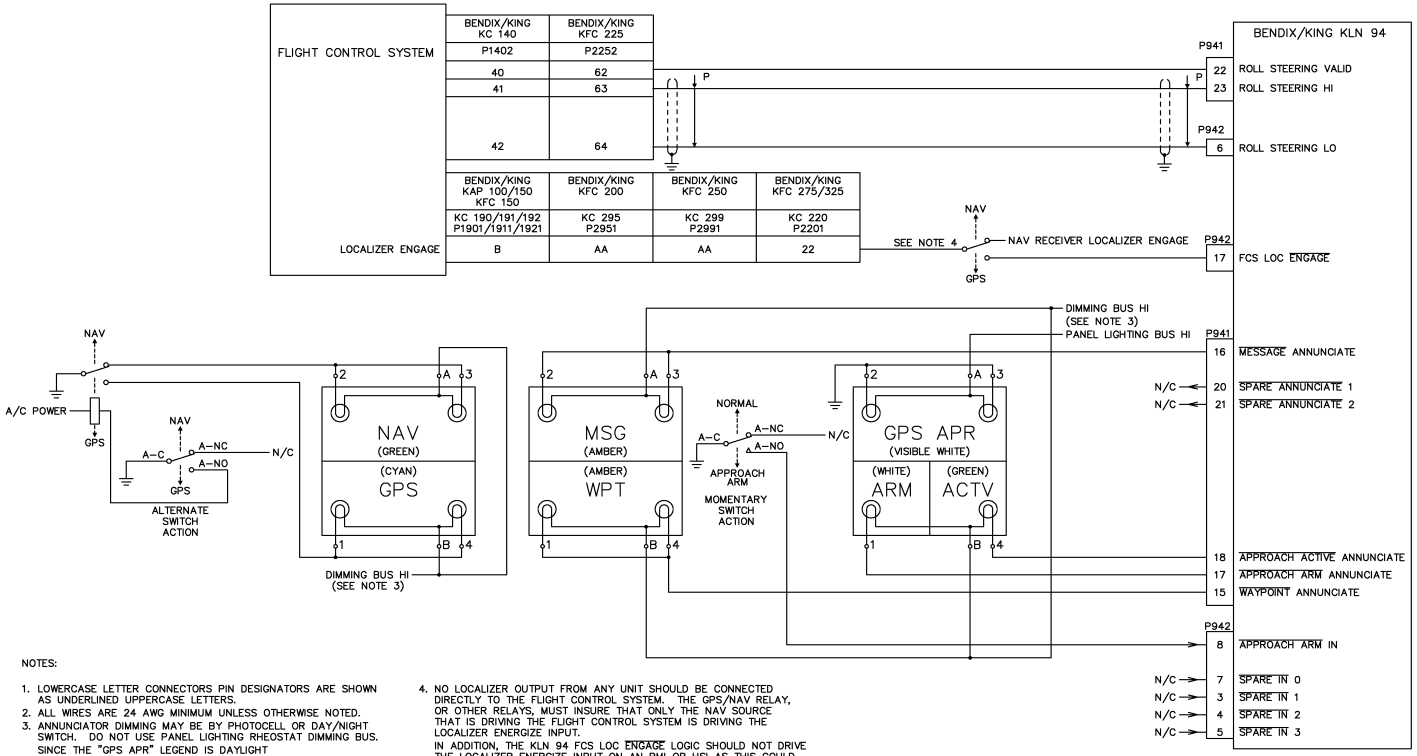

NOTES:

1. LOWERCASE LETTER CONNECTORS PIN DESIGNATORS ARE SHOWN AS UNDERLINED UPPERCASE LETTERS.
2. ALL WIRES ARE 24 AWG MINIMUM UNLESS OTHERWISE NOTED.
3. ANNUNCIATOR DIMMING MAY BE BY PHOTOCELL OR DAY/NIGHT SWITCH. DO NOT USE PANEL LIGHTING RHEOSTAT DIMMING BUS. SINCE THE "GPS APR" LEGEND IS DAYLIGHT VISIBLE WHITE IN AMBIENT LIGHT, IT IS NOT NECESSARY TO LIGHT THEIR LAMPS DURING DAYLIGHT OPERATION. THESE LAMPS MAY BE LIT DURING DAYLIGHT, MAY BE ILLUMINATED FROM THE PHOTOCELL OR DAY/NIGHT SWITCH, OR MAY BE DRIVEN ONLY FROM THE NIGHT POSITION OF THE DAY/NIGHT SWITCH. NOT ILLUMINATING THE LAMPS WITH THE HIGHER VOLTAGES USED DURING DAY OPERATION, HOWEVER, WILL GREATLY REDUCE THE TOUCH TEMPERATURE TO THE PILOT'S FINGERS.
4. NO LOCALIZER OUTPUT FROM ANY UNIT SHOULD BE CONNECTED DIRECTLY TO THE FLIGHT CONTROL SYSTEM. THE GPS/NAV RELAY, OR OTHER RELAYS, MUST INSURE THAT ONLY THE NAV SOURCE THAT IS DRIVING THE FLIGHT CONTROL SYSTEM IS DRIVING THE LOCALIZER ENERGIZE INPUT.
   IN ADDITION, THE KLN 94 FCS LOC ENGAGE LOGIC SHOULD NOT DRIVE THE LOCALIZER ENERGIZE INPUT ON AN RMI OR HSI AS THIS COULD PARK THE RMI POINTER OR REMOVE THE TO/FROM INDICATOR WHEN THE KLN 94 IS IN APPROACH MODE.

FIGURE 2-24 KLN 94 FCS & EXT. ANNUNC. INTERCONNECT
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