REMOTE COMPASS KIT

The remote compass gives the pilot magnetic heading information in the same manner as a magnetic compass, but is much more stable in turbulent air, and is therefore easier to read. The kit consists of a transmitter, indicator, inverter, and necessary hardware.

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Voltage	Dial	Includes	P/N
14	2" fixed	E-D-F	F-106-1
14	2" Rotating	E-D-B	F-102-1
14	3" Fixed	E-D-A	F-105-1
14	3" Rotating	E-D-C	F-101-1
28	2" Fixed	E-D-F	F-106-2
28	2" Rotating	E-D-B	F-102-2
28	3" Fixed	E-D-A	F-105-2
28	3" Rotating	E-D-C	F-101-2

Inverter, Solid State

14 or 28 VDC to 26 VAC, L-1100

(New Manufacture)

This long life, lightweight, noiseless, solid state inverter converts input DC voltage to 26VAC, for operating remote compass systems. Incorporates a radio noise filter to prevent interference with A.D.F. reception. Electrical connection is by Screw Terminals.

Dim:	3 x 2 x 2
Weight:	.5 lb. approx.
Output:	26 VAC, 400 Hz, 1 ph., 10 VA

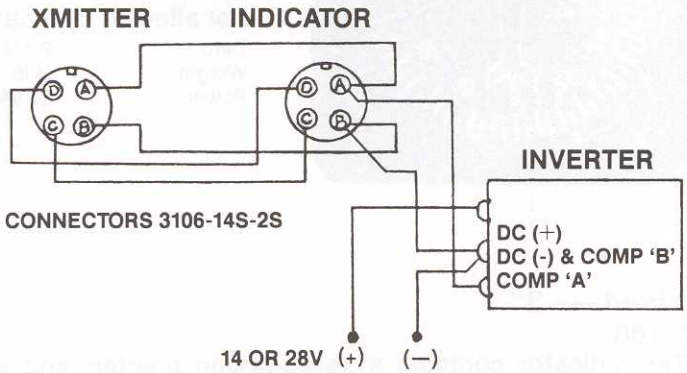
CONNECTOR:

Input	P/N
14 VDC	L-1100-1A
28 VDC	L-1100-2A

TERMINAL:

Input	P/N
14 VDC	L-1100-4A
28 VDC	L-1100-5A

COMPASS WIRING DIAGRAM



TRANSMITTERS

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Remote Compass Transmitter

F-112

This unit contains the compass elements, including deviation compensation, and an alternating current motor to transmit signals to the indicator. The transmitter should be mounted well clear of magnetic elements in the aircraft, including ferrous materials.

Dim:	5-1/4 dia. x 5-3/8
Weight:	2.7 lbs. approx.
Power:	26 VAC 400 Hz. 1 ph.

Low Profile Transmitter

F-113

Same as the F-112 only with Low Profile as a space saver.

Dim:	4.64 x 2.875
Weight:	1.75 lbs.
Power:	26 VAC 400 Hz. 1 ph.