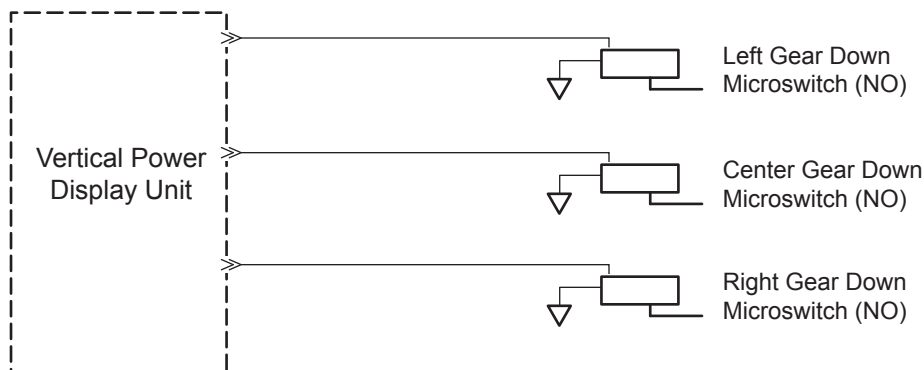


Notes:

1. All grounds return to firewall grounding block
2. Gear indicators are on the Display Unit
3. Control Unit provides short-circuit protection
4. Control Unit can be configured to disable power to gear switch on the ground (future)
5. Aircraft builder is responsible for determining final configuration and wiring sizes
6. Most wiring to/from Control Unit is included in the wiring harness kit
7. Use 22AWG wire between optional microswitches and Display Unit
8. NO = normally open
9. Gear indicators on display unit can be configured for 1, 2, or 3 gear
10. (Turbine only) Wire to ground on starter contactor coil.

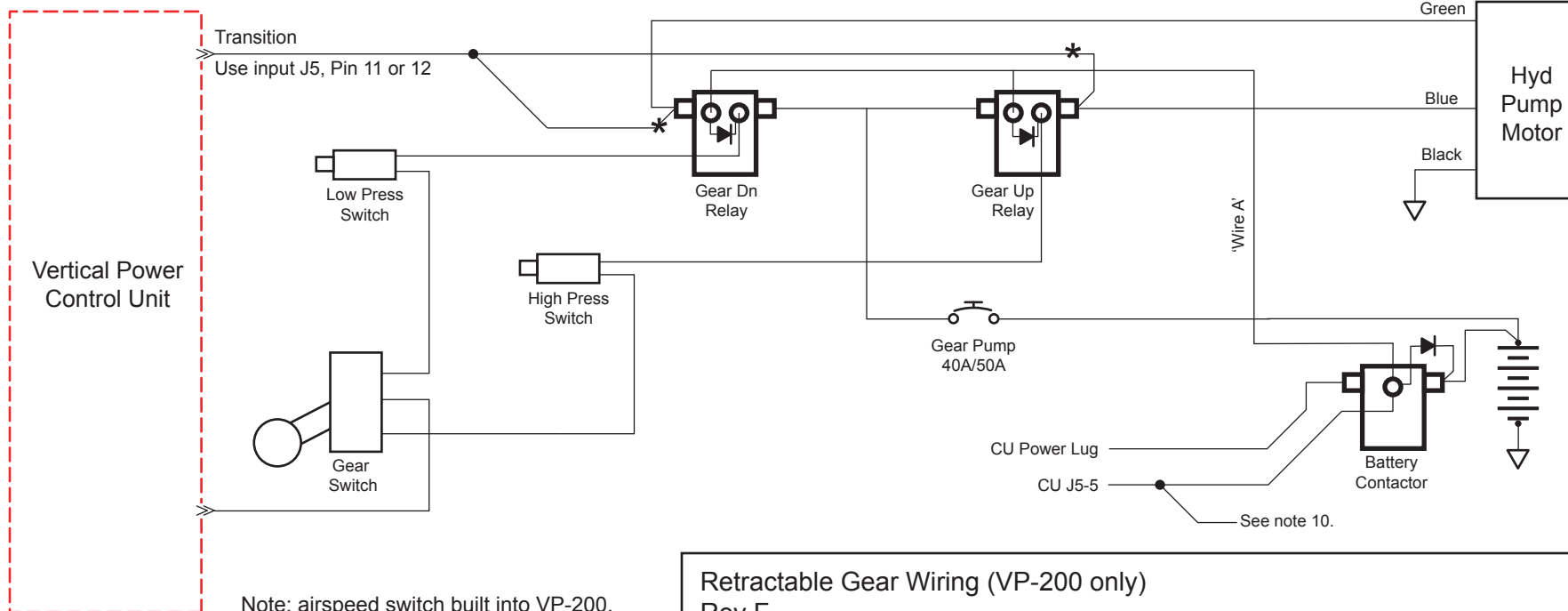


Use gear up/dn relays where small posts are terminals for the coil.



'Wire A' prevents the hydraulic pump (or non-VP air conditioning system) from drawing power through the e-bus fuse when operating while the system is on e-bus. See installation manual for more details. Wire A goes to ground when the batt ctc is active.

All contactors MUST have diodes across the coil



Note: airspeed switch built into VP-200. VP-200 must have airspeed data input from external source like an EFIS.

Retractable Gear Wiring (VP-200 only)  
Rev F