NOTES ON INSTALLATION ON THE D-100B ON F-89H AIRCRAFT

Two 12' sections of coax should be fabricated with BNC connectors on each end. These coax cables can be run forward from the radar pressure access door through the conduit to the radar compartment. One conduit is on the port side of the aircraft and has a single coax aircraft cable. The other conduit is on the right side. Both of these are just beneath the access door. This second conduit has two large coax cables in it, but no difficulty was encountered in stringing the RG59 cable through it. 75 ohm coax cable should be used here. The wiring harness should be fabricated with the section approximately 10' long from Scorer to the first connector. The wires will have to be fed through the conduit which also contains the two original coaxes and the third coax which belongs to the Scorer and then spliced after this has been done.

Power connections to this Scorer are extremely simple. 400 cycle and 28 volt power being available at the receptacle for power radar test equipment in the radar section in the nose on the right side. This plug is located just forward and slightly below the synchronizer. The plug to match this is an AN 3106B 18-9P. Pin A is +28 volts, Pin B is 11volts, 400 cycle regulated while Pin B is ground.

The camera trigger voltage may be picked up on the computer test connector on the port side of the aircraft in the nose radarsection. It's located on the floor of this compartment just forward of the rear bulkhead. Pin E on this receptacle is a fire signal which should in turn be run through an isolation relay and then to the camera. The -250 volts may be picked up most easily through a Pin connector on the test jack of the coax (low voltage power supply). A modified T connector for one of the [illegible] be used here.