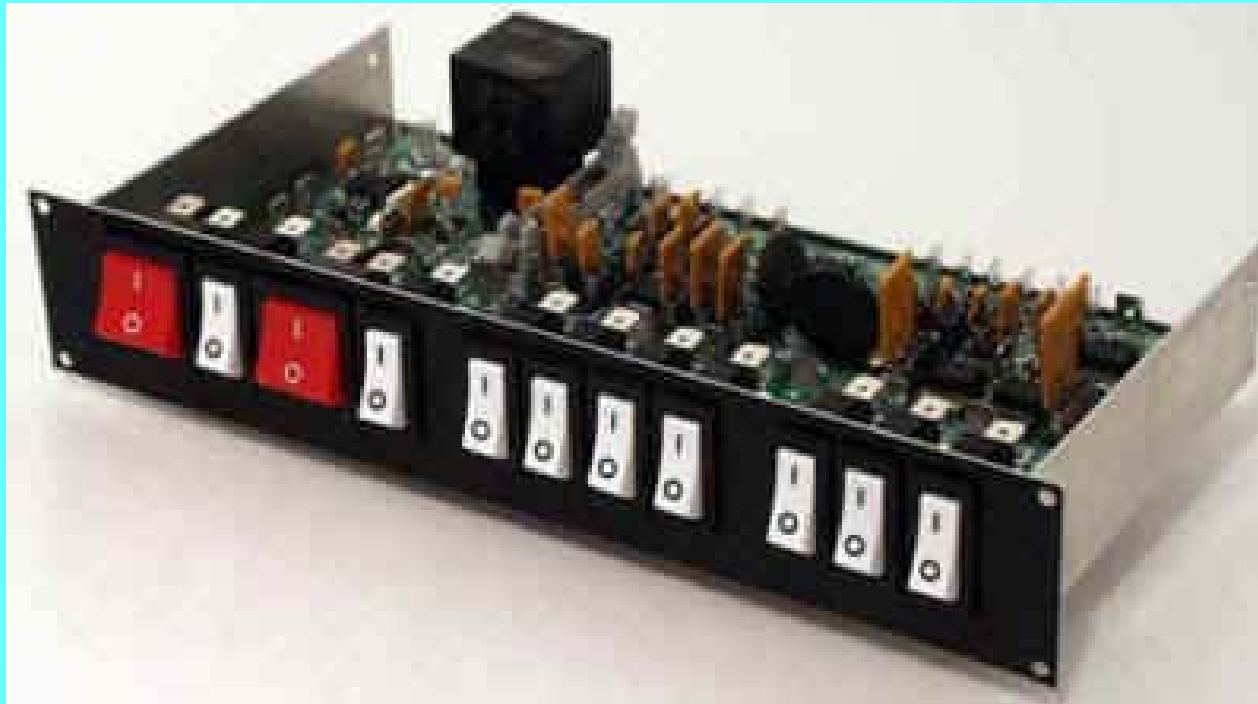


Things to Avoid

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Not the best we know how to do . . .

Things to Avoid



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Things to Avoid

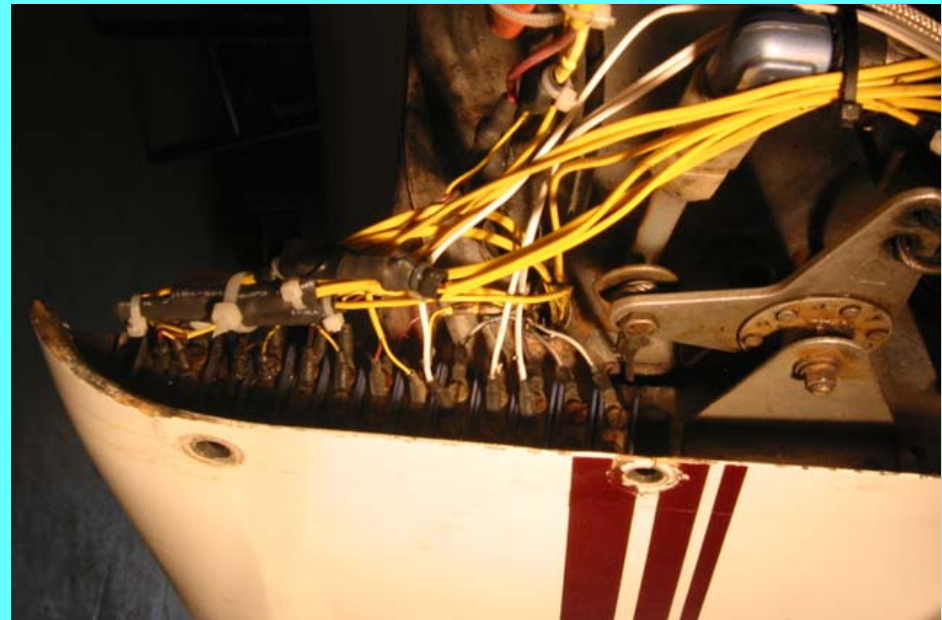


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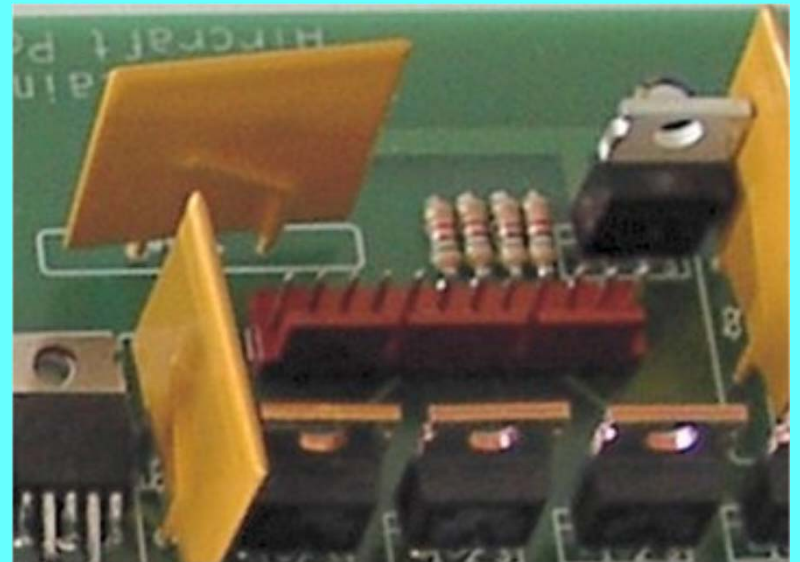
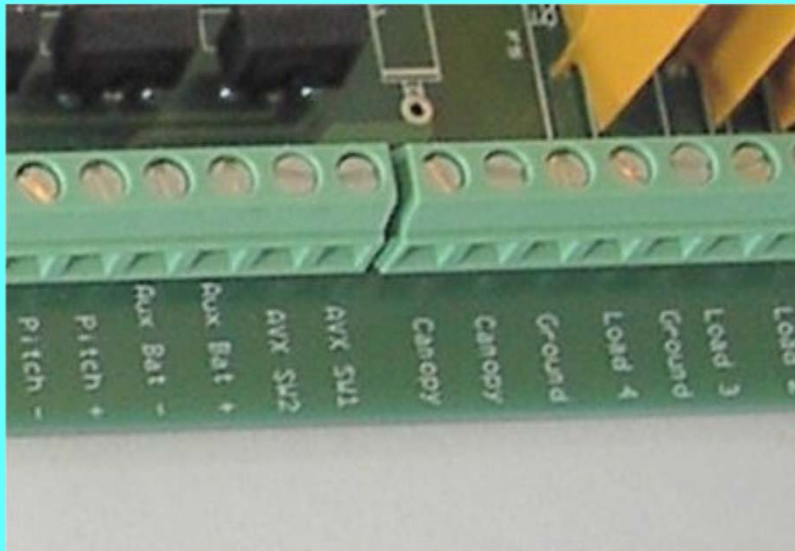
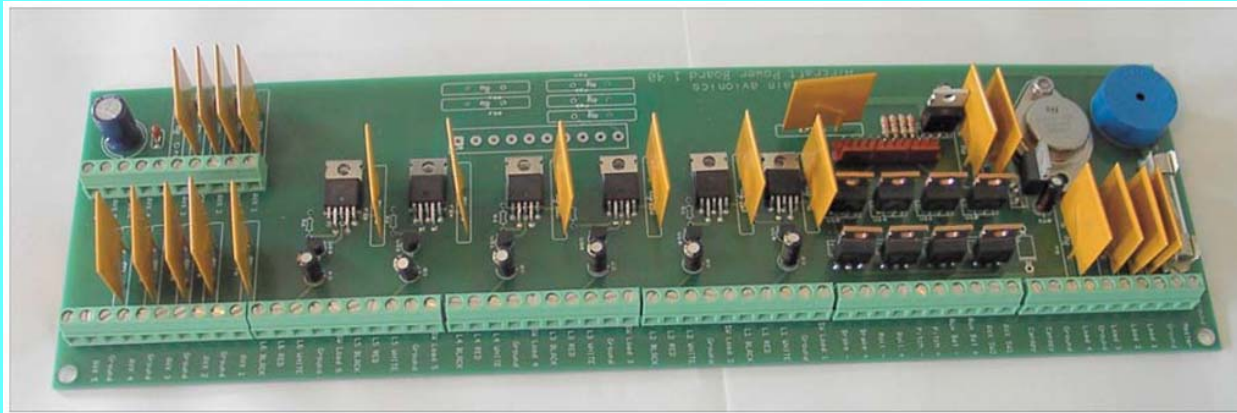
Not the best we know how to do . . .

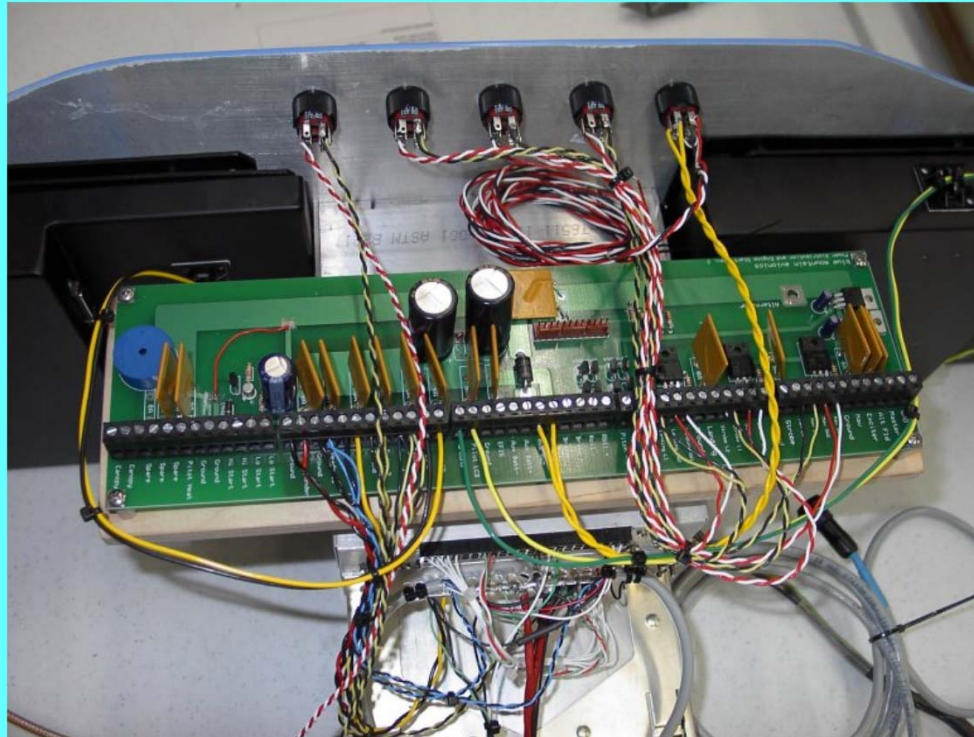


Things to Avoid



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Note:

- **No bundling or support of wires.**
- **Clamp-n-Mash-em style terminal strips.**
- **No heat shrink support of wires soldered to switches.**

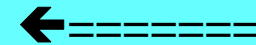
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Things to Avoid



Too many relays!!



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Things to Avoid

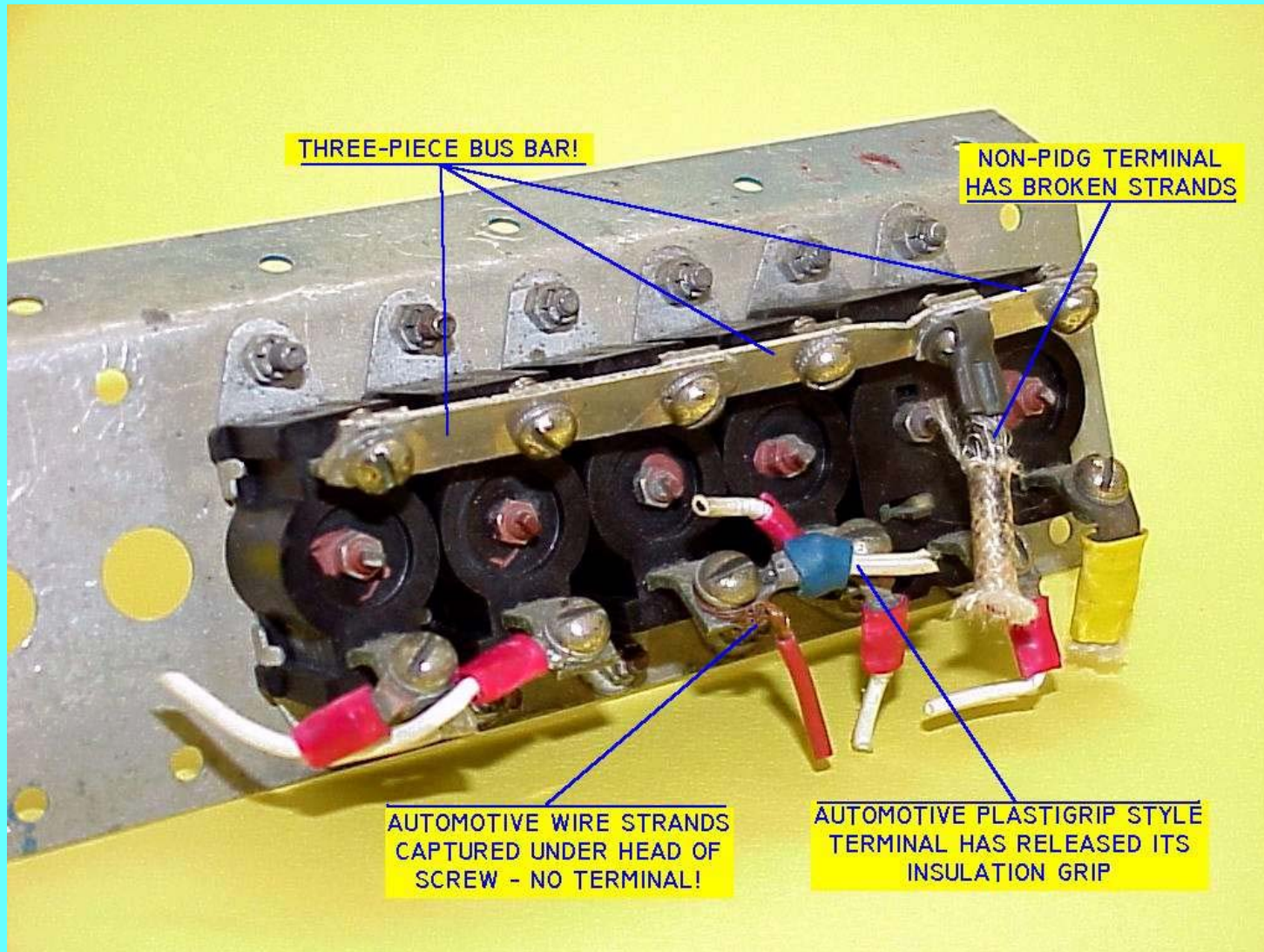
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Photo by Jerry YAU

<http://www.Airliners.net>

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Not the best we know how to do . . .

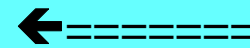
Things to Avoid



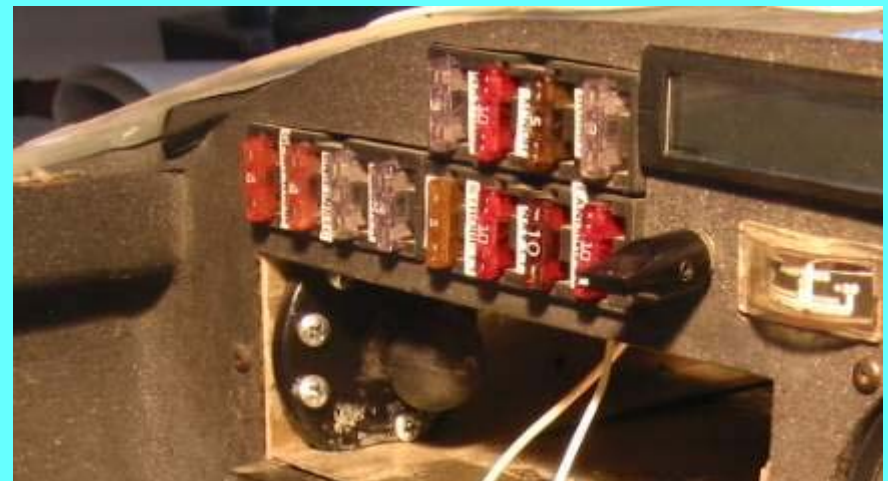
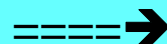
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This “bus bar” was pulled out of a T/C aircraft . . .



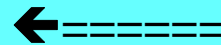
The driving ideas behind fuseblocks are completely tossed off in this installation . . .



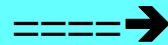
Not the best we know how to do . . .



I cut this terminal off a 0AWG feeder in a biz-jet. Someone had installed the terminal with a hammer and punch. Strands were loose in the joint and easily moved with ordinary finger pressure . . .



This coax connector should be used only in locations where you can easily access it for maintenance!



This is a "screw-on" or "twist-on" BNC connector. Works only with coax having a solid center conductor. NOT recommended for use in any vehicle ... especially airplanes.



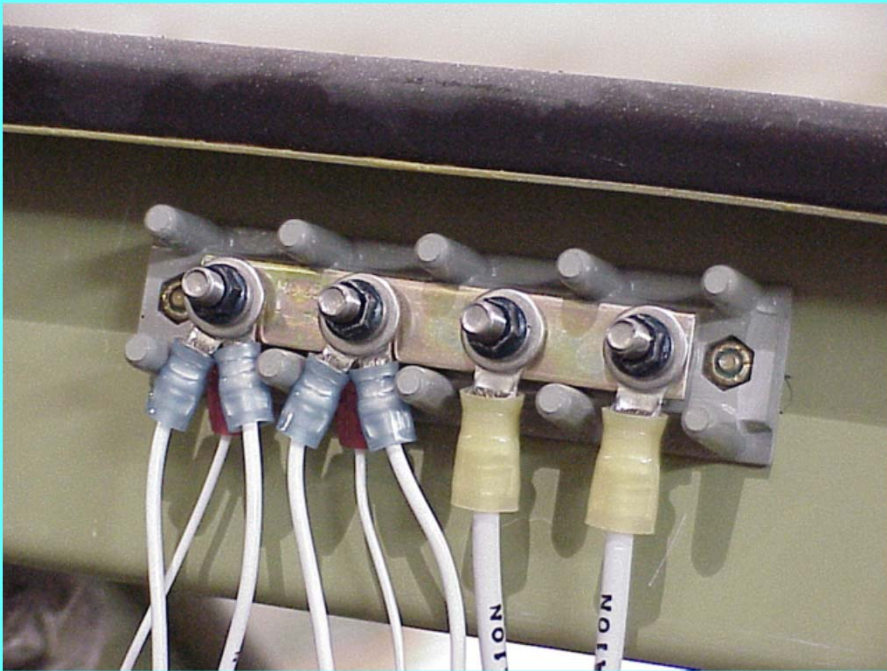
Not the best we know how to do . . .



**No matter how
you slice, it's still
not a Beechcraft!**

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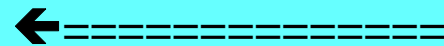


However, using threaded fasteners to join two wire bundles is not good practice

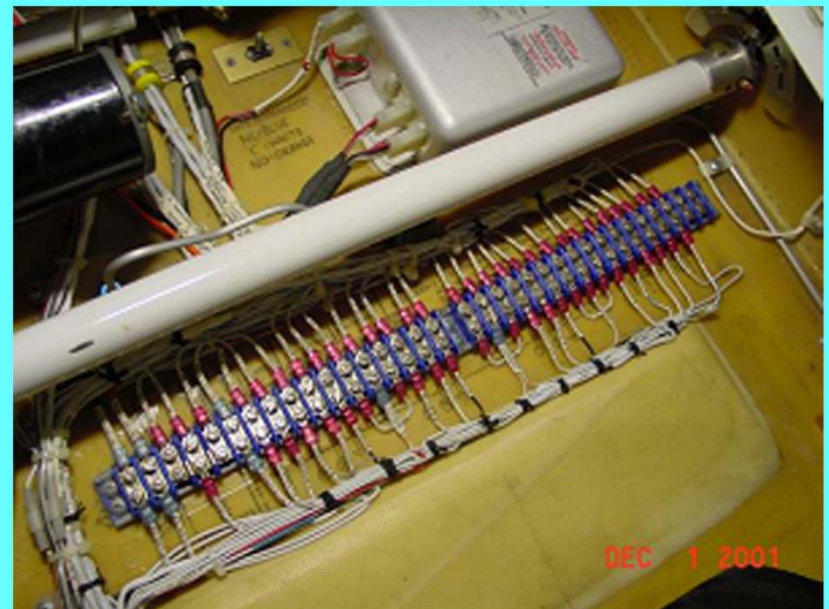
. . . =====>

Things to Avoid

If you really need to bring some wires together on a common bus . . .



Note captive studs and metal locknuts.



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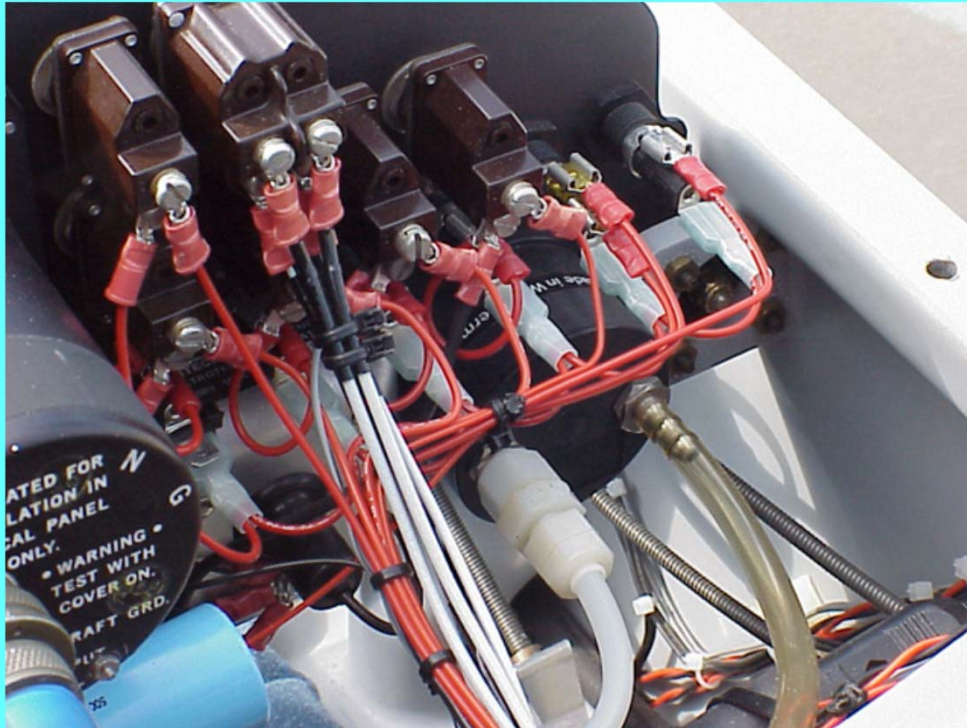
Things to Avoid



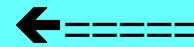
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Things to Avoid



Here's one example of how wiring should be formed and bundled for support. I'm still looking for a good picture of how NOT to do it . . .



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Things to Avoid

