

KI 525A - KI 825 Replacement Wiring

This is a list of pins that differ between the KI 525A installation and the KI 825 replacement.

The following wires need to be added or changed:

KI 825

P1-J	INPUT POWER	+28VDC
P1-M	POWER RETURN	Aircraft Ground
P1-L	SIGNAL GROUND	Aircraft Ground (see Note 1)
P1-c	SIGNAL GROUND	Aircraft Ground (see Note 1)
P1-R	ILS ENERGIZE	connect to NAV radio
P2-P	HEADING VALID	(see Note 5)
P1-w	FLUX VALVE EXCITATION (H)	connect to KA 51B P1-E
P1-x	FLUX VALVE EXCITATION (L)	connect to KA 51B P1-B
P2-x	CHASSIS GROUND	Aircraft Ground
P1-t	LIGHTING LOW	Aircraft Ground (see Note 2)
NAV/GPS relay wiring change if used		(see Note 4)
Configuration Module wiring		(see Note 3)

Note1: This pin may already be grounded. Check connection to local aircraft ground.

Note 2: Back Lighting may also be different depending on what the voltage is. If the KI 525A had +14VDC or +5VDC lighting, P1-t will be connected to the dimmer bus. This must be disconnected and P1-t connected to aircraft ground. If the KI 525A had +28VDC lighting, P1-t will already be grounded.

Note 3: It is recommended that the KCM 100 configuration module be installed. If the KCM 100 is installed, six additional wires must be added. Refer to figure 4-12 in the installation manual for the wiring.

Note 4: If the installation is utilizing NAV/GPS relay switching and a KLN series GPS is being interfaced, then the following change must be made. On the GPS throw side of the relay, OBS resolver F and G must be reversed. The NAV throw side of the relay connections remain unchanged. Refer to figure 4-15 in the installation manual for the wiring.

Note 5: P2-P can be left in the installation for heading valid. Figure 4-7 in the installation manual shows P2-c for heading valid. Either pin will work.

Note 6: If there are systems in the installation using the heading (bootstrap) syncro output from the KI 825 as shown in figure 4-5, then the following applies. Be sure to use the EHSDI READY output pin P2-w for the compass valid in on all peripheral devices. Do not use P2-P, P2-c, or KG 102A P1-a.