CUSTOMER QUESTIONS: ZEFTRONICS PRODUCT CONNECTORS

Customer wants to know if the connector will match the airframe side of the aircraft.

1. Common solutions
   - R15100 Rev A: 4 spade metal flat tabs/pins. Unless the aircraft side is modified or it’s a new engine installation, connector should match
   - R15V00 Rev A: 4 spade metal flat tabs/pins. Unless the aircraft side is modified or it’s a new engine installation, connector should match
   - R1510N: Has 2 screw terminals — F and I. The case is ground.
   - R15V0N: Has 4 screw terminals – F1, F2, I and W. The case is ground. W is for Low Voltage & Over-Voltage Indication. The use of W is optional.
   - R1510L: 3 bare wires: May require female quick disconnects or butt / handshake splices to match airframe side
   - R15V0L: 4 bare wires: Fourth wire used for Over-Voltage indication for the instrument panel. Cap off white wire if not used. May require quick disconnects to match airframe side
   - R15300: Black plastic connector: Unless the aircraft side is modified or it’s a new engine installation, connector should match
   - R1530B: Metal Military Style (MS) Cannon plug: Unless the aircraft side is modified or it’s a new engine installation, connector should match
   - R25101 Rev A & R25102 Rev A: Flat plastic clear plug: Unless the aircraft side is modified or it’s a new engine installation, connector should match
   - R251DR: Female Quick disconnects on the ends of 3 wires: Unless the aircraft side is modified or it’s a new engine installation, connector should match
   - R25400: 7 Pin Black Connector: 6th and 7th pins are not used in Cessna installation. Unless the aircraft side is modified or it’s a new engine installation, connector should match
   - R2510N: Has 2 screw terminals – F and I. The case is ground.
   - R25V0N: Has 4 screw terminals – F1, F2, I and W. The case is ground. W is for Low Voltage & Over-Voltage Indication. The use of W is optional.