1. EXISTING EQUIPMENT.

2. PERMISSIBLE TO USE PARTS CREATED BY THIS DRAWING OR INSTALLATION AS REQUIRED.

3. TOUCH UP ALL BARE ALUMINUM SURFACES WITH ALUMINUM PER MIL-D-5544 CLASS 3.

4. PARENTHESESED ENTITIES, [], ARE FOR REFERENCE ONLY.

5. LOCATE CIRCUIT BREAKER IN THE SAME GENERAL AREA WITH EXISTING CIRCUIT BREAKERS. LABEL AS SHOWN USING STANDARD ENGRAVING, SILKSCREEN, OR OTHER TECHNIQUES. LETTERING TO BE SAME HEIGHT AS EXISTING C/B LETTERING.

6. ----- DENOTES EXISTING WIRES.

7. ALL GROUNDS GO TO NEAREST GROUND POINT ON AIRCRAFT.

8. TIE INTO EXISTING BUS BAR NEAR LOCATION OF NEW CIRCUIT BREAKER. IF A JUMPER WIRE IS REQUIRED, USE 30 GAUGE WIL-19-22708/30 TYPE.

9. BEST COMMERCIAL EQUIVALENT MAY BE SUBSTITUTED FOR THIS PART.

10. THE INSTALLATION OF WIRING TO BE PERFORMED IN ACCORDANCE WITH AC 43.13-18, 2A ACCEPTABLE METHODS, TECHNIQUES, AND PRACTICES - AIRCRAFT ALTERATIONS.

   CHAPTER 11. ALL WIRE TO BE WIL-19-22708/18 OR EQUIVALENT.
4 Assembly Screws (those NOT installed in C-Sunk holes) should be bagged in Poly Bag for installer.