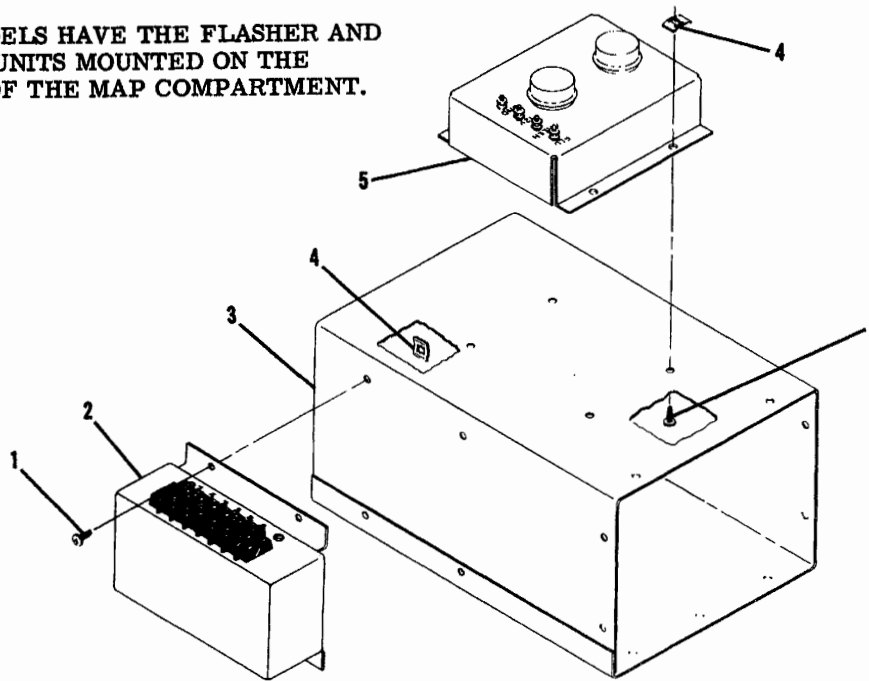


NOTE: LATE MODELS HAVE THE FLASHER AND WARNING UNITS MOUNTED ON THE BOTTOM OF THE MAP COMPARTMENT.



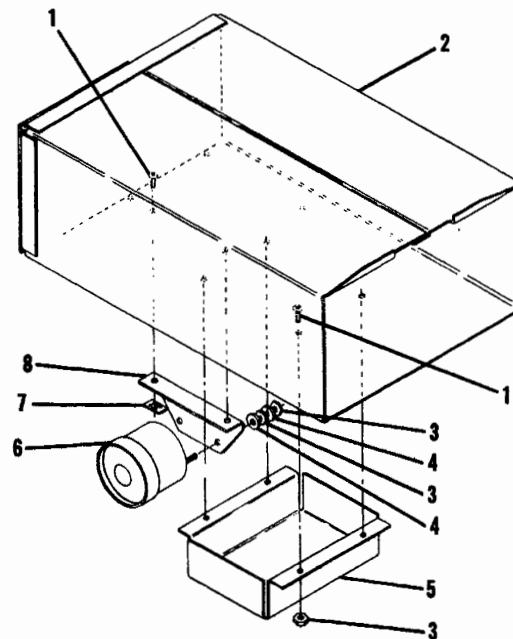
1. Screw

3. Map Compartment

4. Tinnerman Nut

5. Navigation Lights Flasher

205 & 206 MODELS ONLY



1. Screw

2. Map Compartment

3. Nut

4. Washer

5. Navigation Lights Flasher

6. Stall Warning Horn

7. Tinnerman Nut

8. Bracket

Figure 17-10. Stall and Gear Warning Units and Navigation Lights Flasher Installations

17-56. The stall and gear warning unit used on early 210 aircraft is mounted on the inboard side of the map compartment on early models and the bottom of the map compartment on later models. The early 210 unit contains transistor oscillators which produce a high-pitched stall warning signal and an interrupted lower-pitched gear warning signal. These signals are transmitted by a speaker which is either mounted in the cabin ceiling on early models or mounted in the right wing root on late models.

The new unit is completely interchangeable with the older unit and also emits the same type high-pitched stall warn-

ing signal and an

The 205 and 206 aircraft incorporate a different stall warning horn which emits a high-pitched signal directly from the horn. The warning horn for the 205 and 206 is mounted on the inboard side of the map compartment as shown in figure 17-10.

17-57. STALL WARNING SWITCH.

17-58. The stall warning switch is installed in the leading edge of the left wing and is actuated by air-flow over the surface of the wing. The switch will close as a stall condition is approached, actuating the stall and gear down warning unit. The warning unit should transmit a warning signal at approximately five to ten miles per hour above airplane stall speed. Install the lip of the warning unit ap-

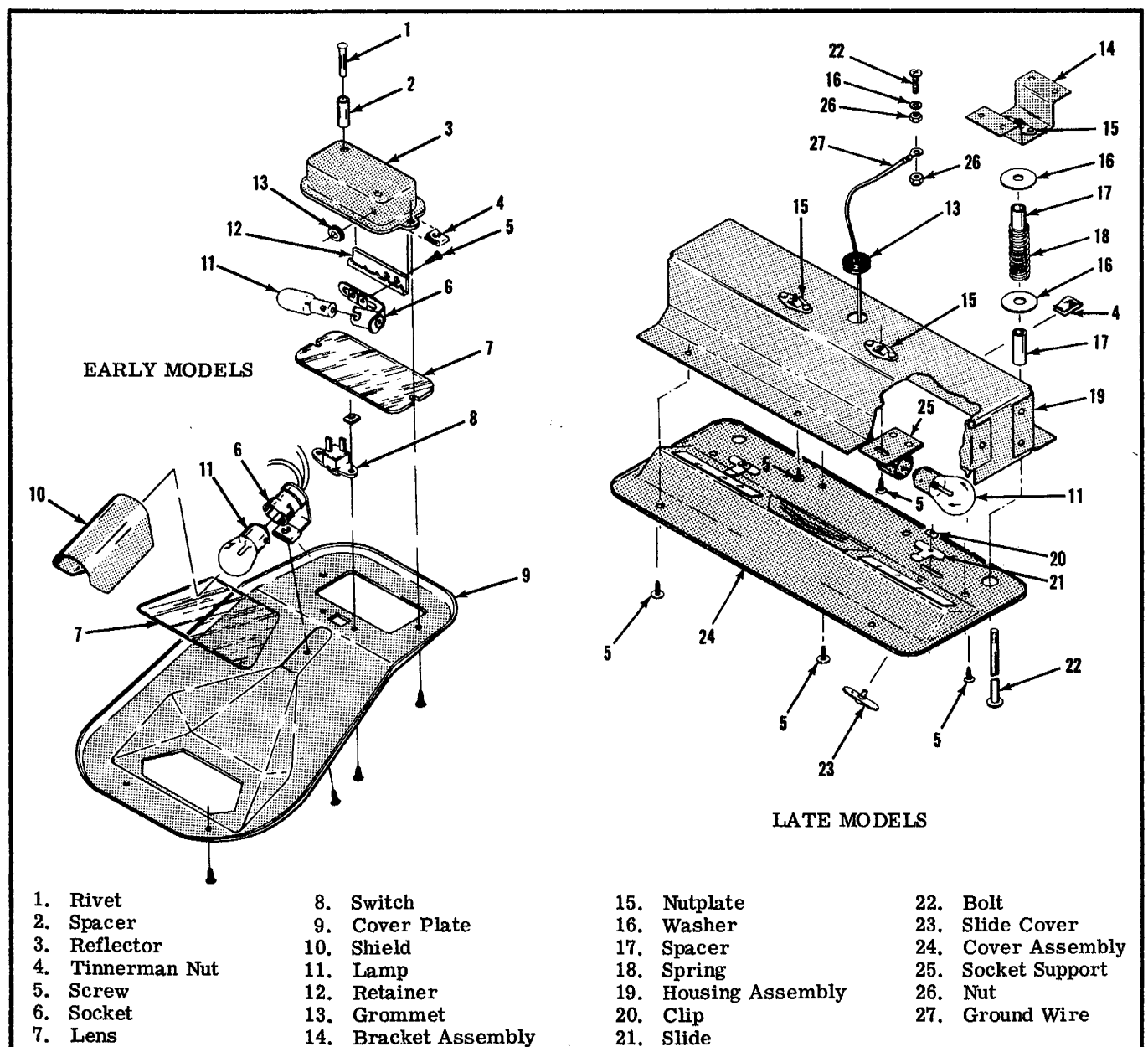


Figure 17-11. Dome and Instrument Lights Installation