

receiver is mounted vertically, a sponge rubber pad (mounting, type 55) may be inserted between the table and the bottom of the receiver. The receiver may be either table-mounted or back-mounted, depending upon the aircraft layout. From 1½ in. to 2 in. is left between the receiver and the table or between the transmitter and the receiver (if mounted one above the other) to permit freedom of movement for the suspension fittings. Clearance around the receiver and transmitter cases should be sufficient to allow for removal and replacement of plugs and sockets and of the chassis. The transmitter case retaining screws must also be accessible. The equipment is not provided with internal illumination and is to be put in such a position that the natural illumination is good. For night work artificial illumination is provided and this is adjustable for direction and intensity.

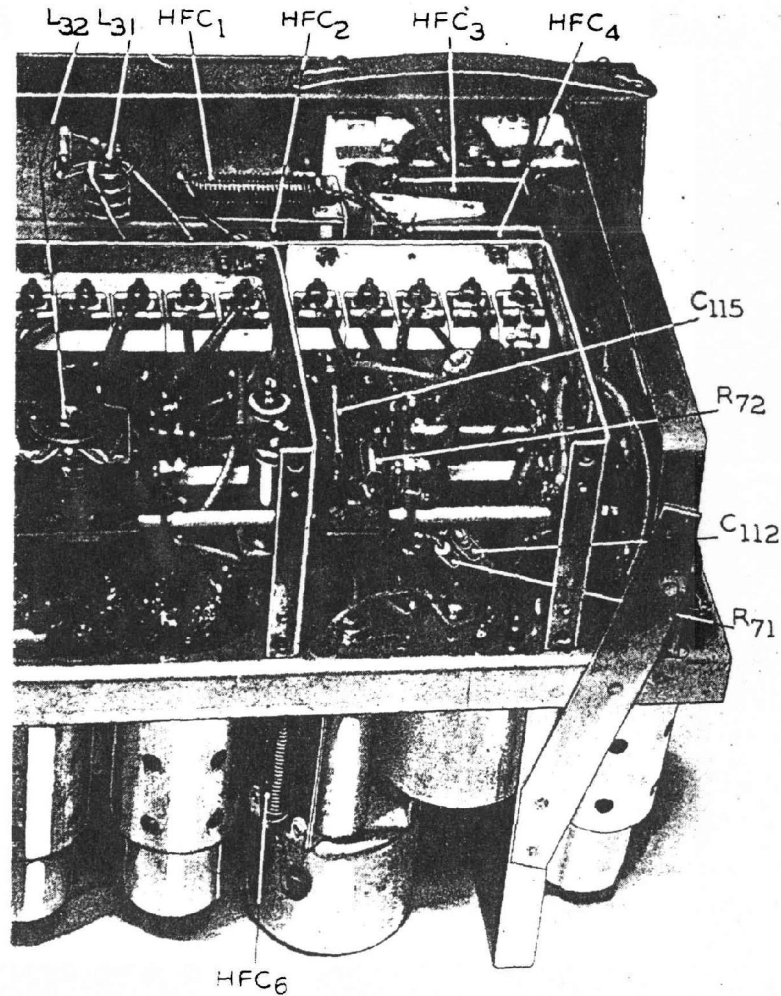


FIG. 19.—R.1155B CHASSIS, UNDERSIDE

#### Power unit position

68. The H.T. and L.T. power units, the latter of which is used to supply the receiver, are placed in an accessible position. Instructions on the installation of the power units, power cables and fuses, the L.T. dropping resistors, types 47 and 52 or 52A and the positioning of apparatus with respect to the aircraft compass, are given in Chap. 1 of this publication dealing with the transmitter T.1154 group. The receiver should be at least 24 in., and the visual indicator at least 18 in. from the compass to ensure negligible interference.