

THIS DIAGRAM IS AN ATTEMPT TO MAKE THE CIRCUIT EASIER TO FOLLOW THAN THE ORIGINAL. OF NECESSITY THIS MEANS THAT THE FRONT AND REAR PANEL COMPONENTS ARE NOT DRAWN TOGETHER (AS ON THE ORIGINAL) BUT ARE DRAWN WHERE REQUIRED - I'M SURE YOU CAN FIGURE OUT WHERE THEY ARE :-). THE POWER SUPPLY SECTION ON THE ORIGINAL WAS DREADFUL, AND HOPEFULLY IS NOW DRAWN SO THAT IT IS EASILY UNDERSTANDABLE. ANY SUGGESTIONS FOR IMPROVEMENTS OR CORRECTIONS OF ERRORS SHOULD BE ADDRESSED TO ME AT THE EMAIL ADDRESS GIVEN IN THE TITLE BLOCK AT THE BOTTOM RIGHT HAND CORNER.

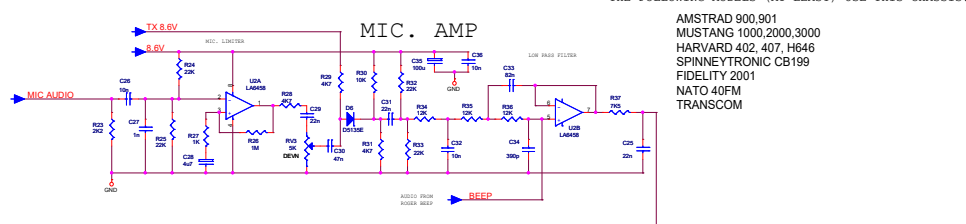
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NOTES:
 *1 ON EARLY CHASSIS, 47K IS IN SERIES WITH R65 (SQUELCH PRESET). THIS SHOULD BE SHORTED OUT TO GET BETTER SQUELCH ACTION
 *2 ON CHASSIS WITH METERS (MUSTANGS, TRANSCOM 440), D13 IS FITTED IN PLACE OF THE WIRE LINK NEXT TO T11. THESE RADIOS REALLY NEED AT LEAST ONE MORE DIODE IN SERIES IN ORDER TO REDUCE THE READING ON THE METER TO ZERO FOR NO SIGNAL INPUT

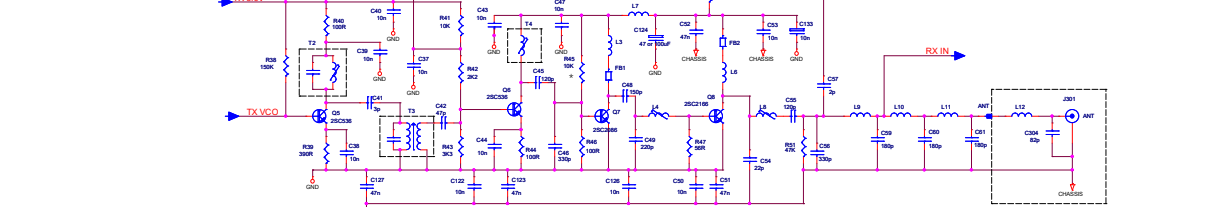
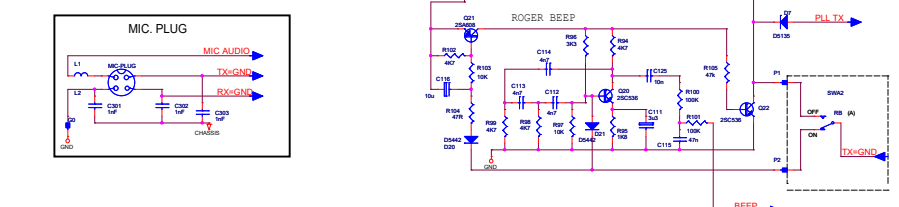
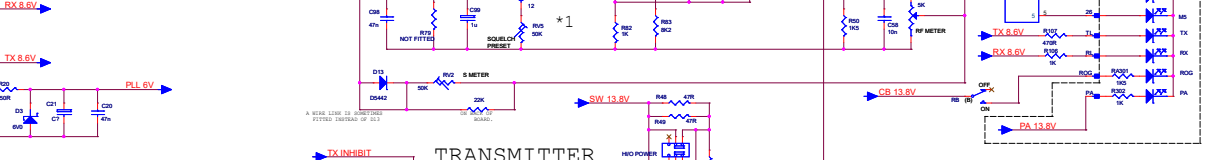
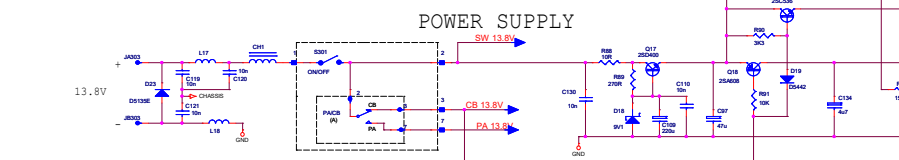
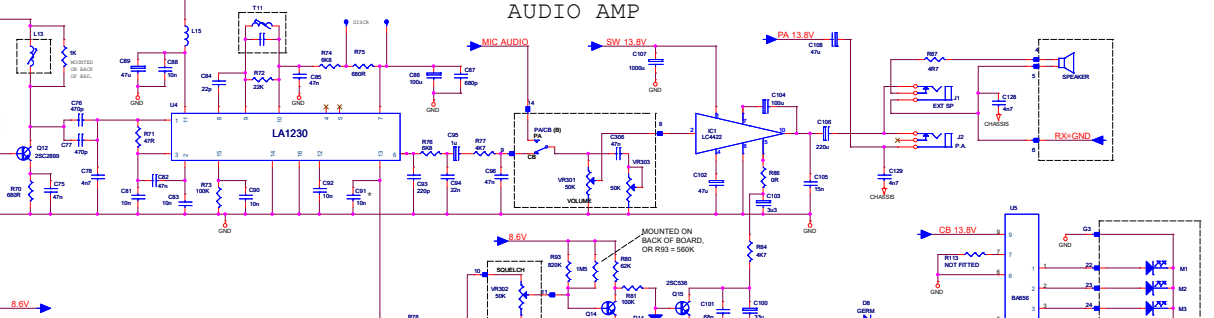
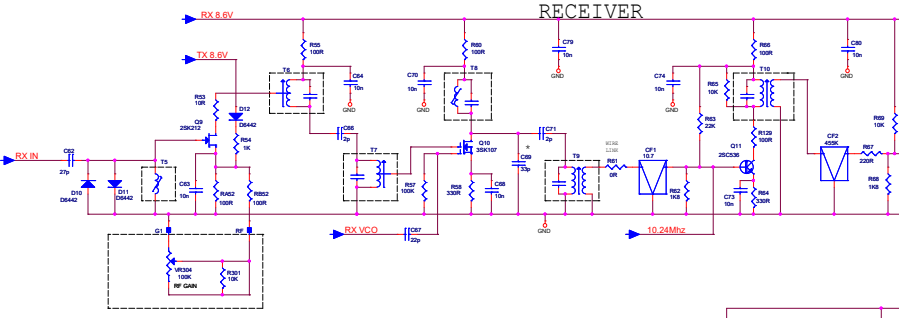
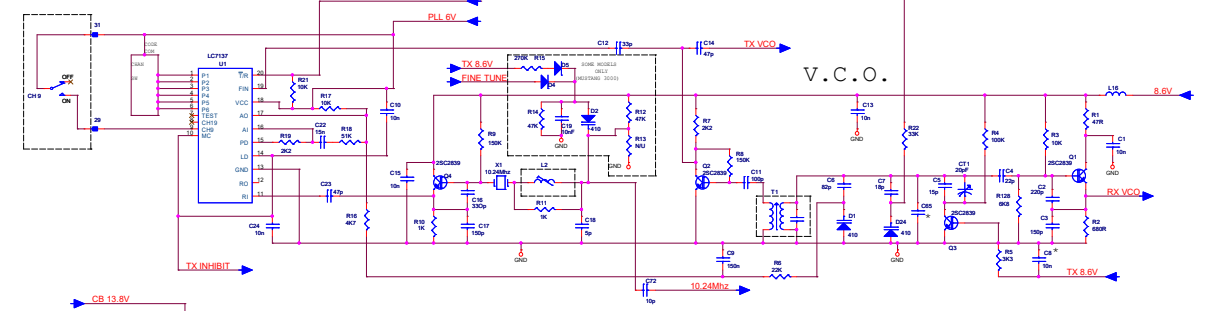
C114 IS NOT MOUNTED ON ALL BORDS
 C12 IS MOUNTED ON ALL (CB 8V LINK)
 C13 IS NOT FITTED (MUSTANGS)
 R19 IS NOT FITTED
 R20 IS NOT FITTED
 C24 IS NOT FITTED
 R21 IS NOT FITTED
 C45 IS NOT FITTED
 C46 IS NOT FITTED

ON MODELS WITH NO AF GAIN, R22 IS FITTED
 ON THE 'A' POSITION, IF AF GAIN MISSING
 IS FITTED, THEN R22 IS IN THE 'B' POSITION.

EVIL FAULT:
 TX AND RX LIGHTS ON TOGETHER; Q22 LEAKY



THE FOLLOWING MODELS (AT LEAST) USE THIS CHASSIS
 AMSTRAD 900,901
 MUSTANG 1000,2000,3000
 HARVARD 402, 407, H646
 SPINNEYTRONIC CB199
 FIDELITY 2001
 NATO 40FM
 TRANSCOM



AMSTRAD