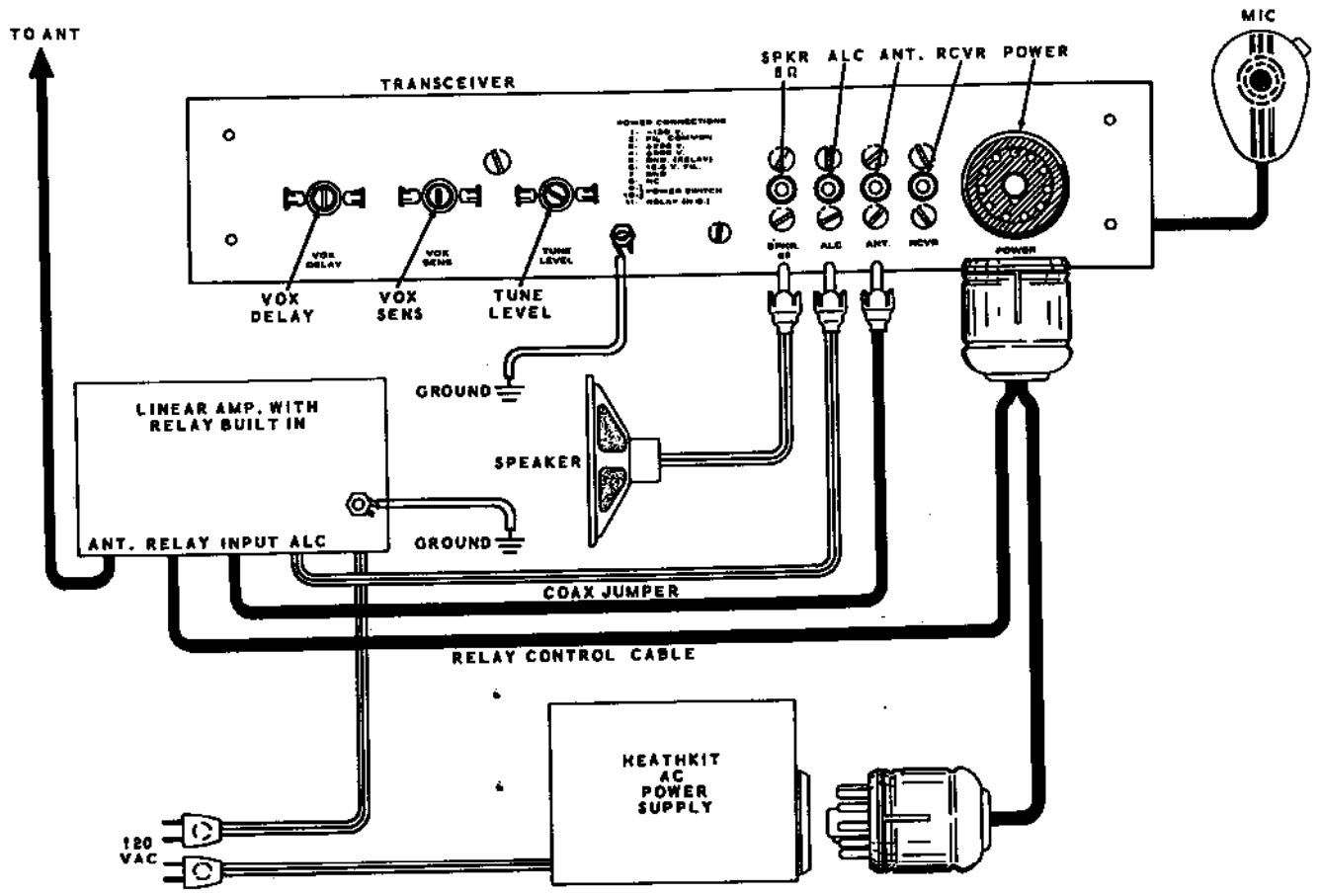

Figure 4-2

Figure 4-2 shows a fixed station installation using a linear amplifier with a built-in antenna relay switched by the Transceiver.

CAUTION: Remember that one side of the External Relay connection in the Transceiver is connected to the chassis. Therefore, it should not be connected to 120 volt AC lines for relay switching. The AC voltage could cause the Transceiver chassis to be "hot," creating a shock hazard. The switching circuit of an AC external relay must be isolated from the Transceiver by using an isolation transformer.

If low voltage DC is used on the relay switching line, be very careful to get the polarity of the voltage connected properly. The grounded DC lead must be connected to the outside of the plug (chassis). Maximum contact ratings of the relay are: 1 ampere at 28 V DC or 120 V DC, noninductive.

MOBILE

Transceiver

The preferred location for the Transceiver for mobile operation is under the dash, although you may desire to mount the unit on the floor. See Figure 3-1 (on Page 43). The gimbal bracket should be mounted in the desired location in the automobile, using the #10 x 1/2" sheet metal screws. The starting holes for these screws should be made with a 9/64" drill, being careful not to drill into existing wiring or instruments. Keep all Transceiver cables clear of the automobile pedals and control cables.

Any cables that have to go through the fire wall will usually fit through existing grommets. If it is necessary to make holes through a sheet metal partition, a long tapered punch usually works better than a drill. Drilled holes leave sharp edges which can cut the wires. When a punch is driven through the metal, the sharp edge is rolled back and a smooth hole will