

This Manual is provided by
CBTricks.com

Someone who wanted to help you repair your equipment
scanned this manual.

If you would like to help us put more manuals online support us.

Supporters of CBTricks.com paid for the hosting so you would have this file.

CBTricks.com is a non-commercial personal website was created to help promote the exchange of service, modification, technically oriented information, and historical information aimed at the Citizens Band, GMRS (CB "A" Band), MURS, Amateur Radios and RF Amps.

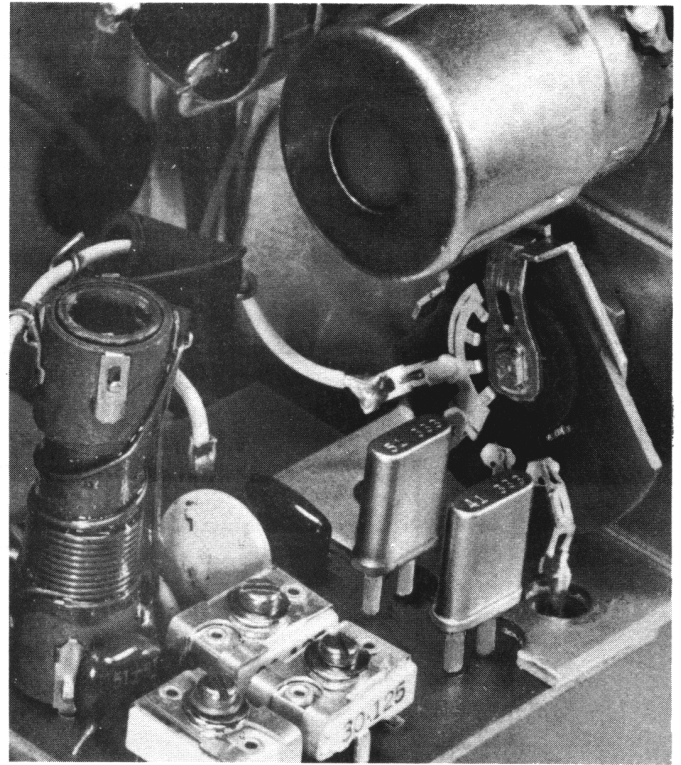
CBTricks.com is not sponsored by or connected to any Retailer, Radio, Antenna Manufacturer or Amp Manufacturer, or affiliated with any site links shown in the links database. The use of product or company names on my web site is not endorsement of that product or company.

If your company would like to provide technical information to be featured on this site I will put up on the site as long as I can do it in a non-commercial way.

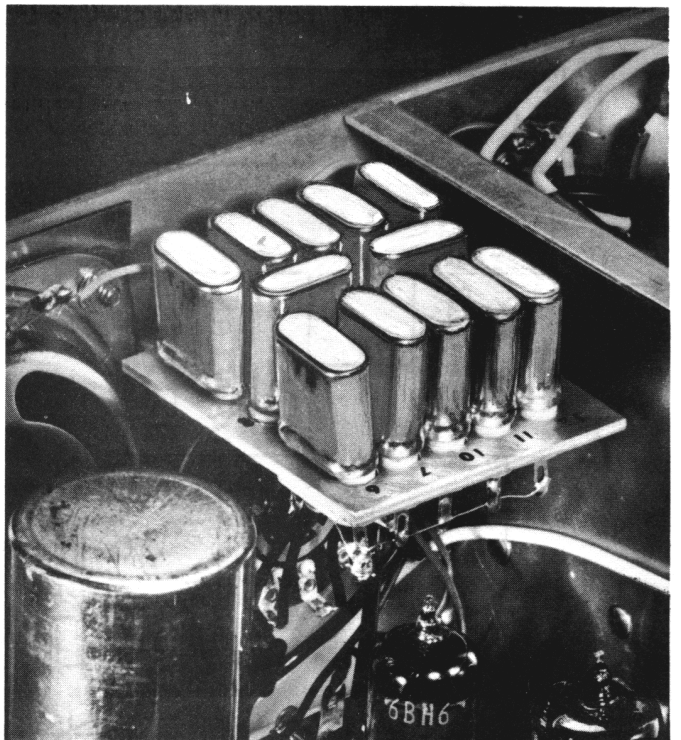
The site is supported with donation from users, friends and selling of the Galaxy Service Manual CD to cover some of the costs of having this website on the Internet instead of relying on banner ads, pop-up ads, commercial links, etc. to pay my costs. Thus I do not accept advertising banners or pop-up/pop-under advertising or other marketing/sales links or gimmicks on my website.

ALL the money from donations is used for CBTricks.com I didn't do all the work to make money (I have a day job). This work was not done for someone else to make money also, for example the ebay CD sellers.

All Trademarks, Logos, and Brand Names are the property of their respective owners.
This information is not provided by, or affiliated in any way with any radio or antenna Manufacturers.
Thank you for any support you can give.



RECEIVER OSCILLATOR. The EXECUTIVE is delivered without receiver oscillator crystals (left photo) and may be operated to tune all 23 channels of the citizens band with the RECEIVE SELECTOR switch in TUNE position. For fixed tuning in either one or two channels install International type "R" miniature crystals for specific channels (right photo). The two crystals from left to right are controlled by positions #2 and #3 respectively on the RECEIVE SELECTOR switch. Type "R" crystals are listed in Section IV of this manual.



TRANSMITTER OSCILLATOR. The EXECUTIVE is equipped with one channel 9 transmit crystal (left photo). Additional crystals may be installed to permit transmission on either one or more channels. From left to right, the twelve crystals are controlled by positions #1, #2, #3, etc. respectively on the TRANSMIT SELECTOR switch. Transmit crystals are listed in section IV of this manual.

SECTION III INSTALLATION

The actual placement of the EXECUTIVE unit makes very little if any difference, in its performance. In planning an installation the transceiver should be placed where it will save the most steps. For instance, if the unit is installed in a home to provide communications between the wife at home and her husband in the car, the basement would be a poor location. A more desirable location would be at or near the portion of the house where she spends most of her time, such as in the kitchen, den, or possibly the living room.

FIXED LOCATION INSTALLATION

Operation of the EXECUTIVE from any fixed location such as the home or office will always be best with an outside antenna. A full discussion of antenna selection is given at the end of this section.

MOBILE INSTALLATION

It is possible that the EXECUTIVE, when used in a car or other mobile application, may use a short, base loaded whip, mounted on the rear of the unit. It will not however, prove to be very satisfactory. For best results, a whip, mounted outside the vehicle is required. It may be mounted with a bumper mount on the rear bumper, or may be mounted on a rear fender or cowl, using a ball mount.

The EXECUTIVE itself should be mounted under the dash or in some other practical place in the vehicle. A special mobile mount, designed for the EXECUTIVE is available from INTERNATIONAL which allows the unit to be securely mounted to the car, yet be very easily and quickly removed. Information on this mount is given in the ACCESSORIES section of this manual. Various types of antenna mounts and microphones are also available from INTERNATIONAL.

Installations in cars, planes, boats or other locations near gasoline engines present special problems of their own due to noise created by spark plugs, distributor, voltage regulator and generator. A typical mobile installation is shown in Section IV. Measures which help reduce this noise are discussed at the end of this section.

VIBRATOR CARE IS IMPORTANT

With proper care, the vibrator used in the transceiver power supply for operation of the unit from 6 or 12 volts DC can be extended considerably.

When making a mobile installation the automobile voltage regulator must be adjusted for maximum generator charging rate of 7.3 volts on 6 volt systems and 14.7 volts on 12 volt systems. Equipment installed in vehicles having the regulator out of adjustment where the generator charging voltage exceeds 7.5 VDC on 6 volt systems or 15 VDC on 12 volt systems shall be considered out-of-warranty.

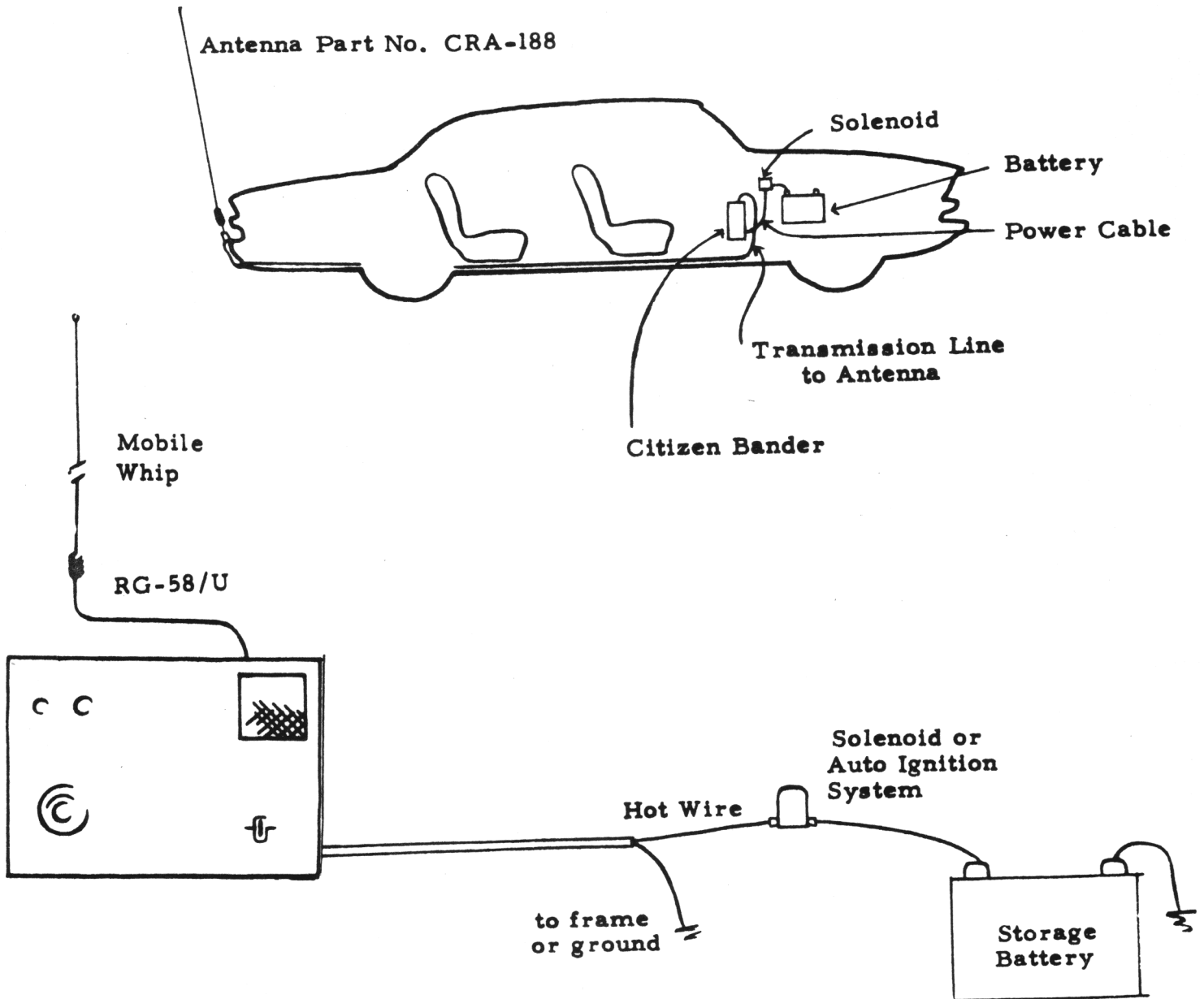
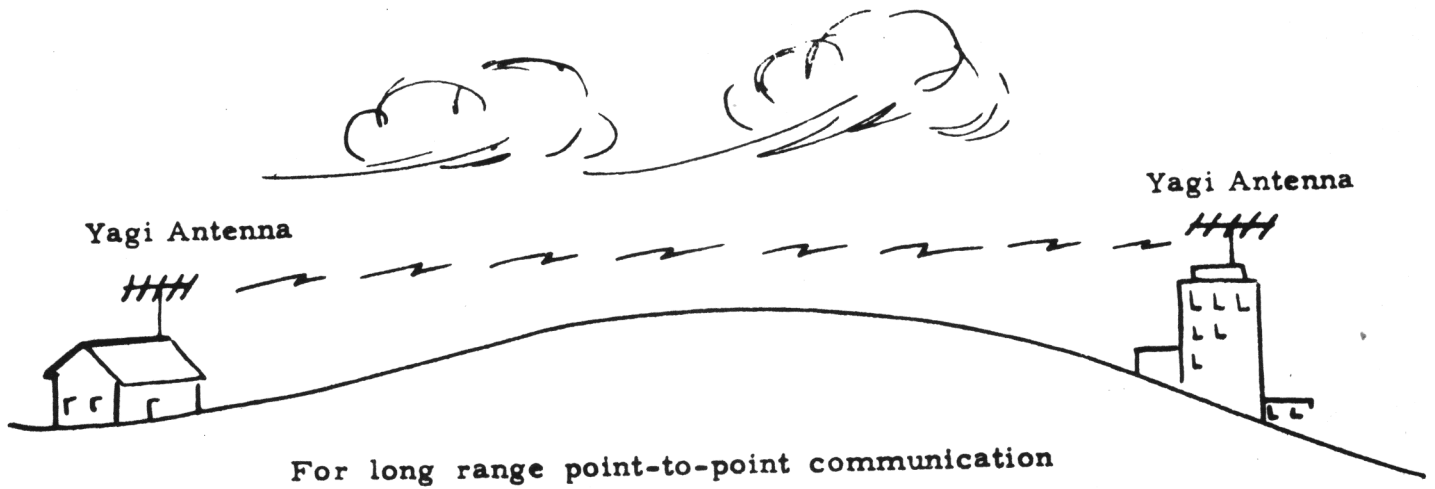
Excessive voltage causes vibrator contact arcing and eventually the contacts will fuse together. When this happens the fuse blows. The replacement of the fuse and vibrator will only be a temporary cure as eventually the same thing will occur again. As an extra safety factor, when the EXECUTIVE is used on 12 VDC the 15 amp fuse should be replaced with a 7.5 amp fuse.

Voltage should be checked at the unit with the engine at fast idle. If it seems as though the battery is fully charged, the lights should be turned on for several minutes without the engine running and immediately upon starting the engine the voltage should be noted. If it is excessive the voltage regulator should be adjusted BEFORE the equipment is permanently installed. In all cases the voltage must be checked when the generator is charging at maximum.

Vibrators have a thirty (30) day warranty, but if you check the voltage properly you will receive many months of trouble-free operation before needing vibrator replacements.

Also of interest is the fact that vibrator contacts will "stick" under a low voltage condition and all users should be advised that under no circumstances should the vehicle be started when the unit is on. Since a tremendous amount of current is drawn from the battery, voltage in some cases will drop to 50% of its normal value during the starting period which is sufficient time for vibrator failure to occur.

INTERNATIONAL will have available soon a test adaptor for use in making these voltage checks and suggest you watch for the announcement. In the meantime use your regular VOM or VTVM for this test. REMEMBER check the voltage AT THE EQUIPMENT since poor connections or long cable leads will be the cause of a low voltage condition.



Typical Mobile Installation

ANTENNAE AND THEIR SELECTION

The most common antennae for citizen use are the Ground Plane and Coaxial for base use and the Vertical Whip for mobile use. The Yagi multi-element beam antenna can be used to great advantage where point-to-point communication is required rather than non-directional coverage from the base station. Any antenna with a directional gain will effectively increase the radiated power of the transmitter as well as the received signal applied to the receiver.

It is best to purchase a good commercially built antenna rather than attempt to construct your own. Good commercial antennae have low SWR (standing wave ratio) which is a merit of the radiation efficiency. With home constructed antennae it is sometimes difficult to effect a good match between the antenna and the transmitter causing considerable power to be lost in the system. An antenna should have an SWR of no more than 2:1.

Some power will be lost in the transmission line and therefore long runs should use the larger RG-8U cable. This cable has a lower loss per foot than the smaller RG-58/U. Both types have a characteristic impedance of 53 ohms. Loss per 100 feet at 27 megacycles is 1 db for RG-8/U and 2 db for RG-58/U. For short runs the RG-58/U cable is more easily handled.

Most of the antennae are available in two grades. The lower priced standard grade will not be as mechanically strong as the commercial grade. Electrically both grades are usually about equal. Where ice loads, wind, and salt air are a factor it will be cheaper in the long run to purchase the better antenna.

For extremely short range communication (less than a mile) the base loaded case whip antenna works very well. With two units using case whips, the signals will become quite weak after a block or two and poor squelch operation will be encountered. The outside antenna is by far the best choice and should be mounted as high as practical and still be within F.C.C. regulations. [Paragraph 19.25(c)]. In brief, the F.C.C. limits antenna height to no more than 20 feet above an existing structure or not to extend above the top of the radiating element on an existing tower. Remember the Yagi type antenna is usually mounted in a horizontal position. This type antenna must be used with another antenna mounted in the same plane. If the Yagi is to be used to communicate with mobile units using a whip antenna, the Yagi should be mounted in a vertical plane. A little thought in antenna installation will greatly improve your coverage.

DISTANCE vs ANTENNA

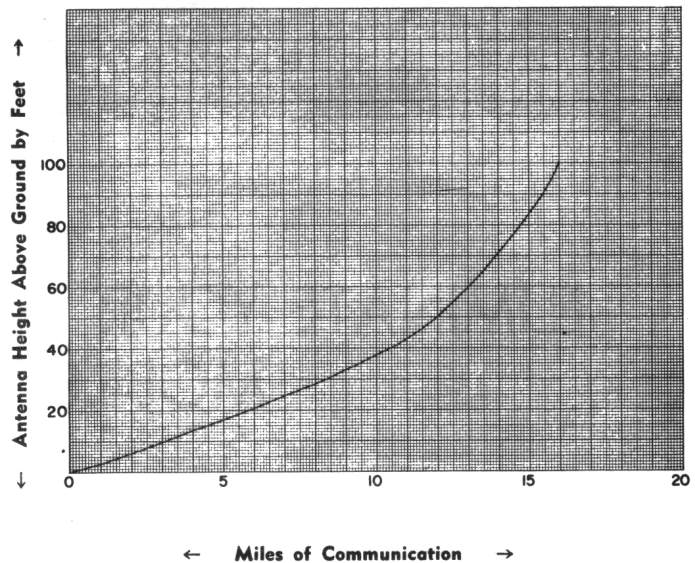
The direct coverage you are able to obtain using Citizen Equipment in the 27 megacycle band will depend a great deal upon the antenna. We shall speak of direct coverage rather than skywave coverage wherein you may communicate 500 to 2000 miles at various times.

The F.C.C. has intended the Citizen use to be for short range communication and all installations should be calculated on this basis. The following charts consider

a base station antenna mounted on a mast with the calculated range to a mobile unit using a standard 108" whip. Remember that the antenna may be mounted on an existing structure or mast [reference F.C.C. 19.24(c)].

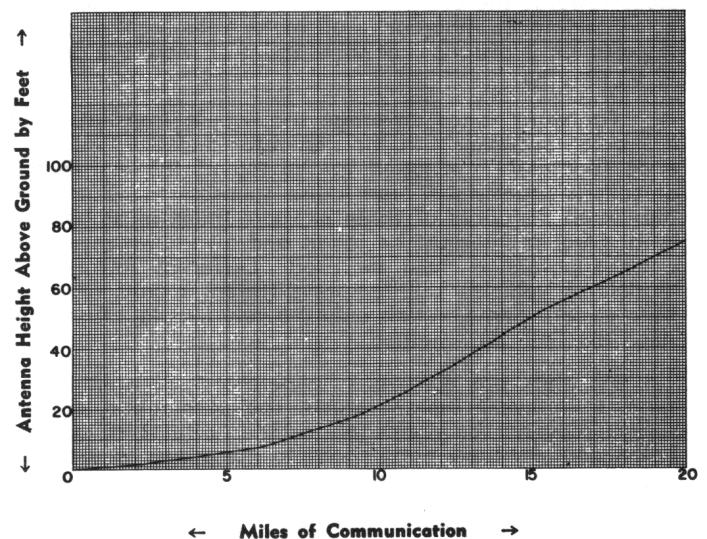
Ground Plane or Coax Antenna For 2 Microvolts at Receiver

Chart #1



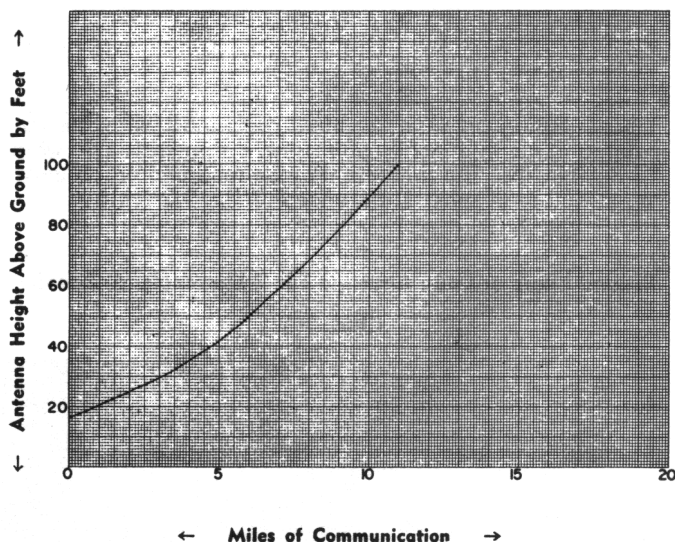
Yagi Antenna Mounted Vertical For 2 Microvolts at Receiver

Chart #2



Ground Plane or Coax Antenna For 15 Microvolts at Receiver

Chart #3



Note how the distance increases with increase height of the antenna for a given installation as in Chart 1. If a direction antenna is used as in Chart 2 you can see how the distance is further increased, however, this reduces the area covered since the Yagi Antenna is quite directional.

Charts 1 and 2 are based on a 2 microvolt signal at the receiver. This signal will not be sufficient for many city areas where high levels of noise exist. Chart 3 considers the coverage for 15 microvolts at the receiver and is more practical for general city use.

When the Citizen frequencies are open to skywave transmission, signals from distant stations will be strong enough to over power weak direct signals. When one is considering communication he should understand that for 100% contact he should base the calculations on 15 microvolts or more.

In mobile communication dead spots will be found at various points as well as locations giving excellent signals. These points should be noted and contacts made from the best possible locations. Vehicle noise and electrical interference will greatly reduce your communicating distance.

ELIMINATE YOUR MOBILE "NOISE GENERATORS"

Now that low cost TWO-WAY radio communication is available to everyone with the opening of the eleven meter band for Citizen use the number of mobile installations will probably exceed the number of base, or control, stations by a factor of 5 to 1 within the near future. It is estimated there are now over 160,000 citizen band mobile installations and approximately 45,000 base, or control, stations in operation. Proper installation and necessary steps towards the elimination of electrical, and mechanical, interference inherent in all motor vehicles is of prime importance if distances of three miles or more are desired to be covered.

For short range coverage the simple installation of a "radio condenser" on the generator and the "interference suppressor" installed in the top of the distributor, or coil, is usually sufficient noise suppression. But when maximum distances of three or more miles must be covered, great pains must be taken and all known means of noise suppression must be used. Different makes and models of vehicles will require different means of noise suppression. Some models only the very simple, others will need the "all out" method.

As there are numerous "generators" of radio interference in every motor vehicle the elimination of one source may not be noticeable as it's noise level may be below one you have not located so the proper way to approach your "noise" problem is by a systematic process of first suppressing all known offenders, namely the generator, voltage regulator, distributor and spark plugs.

We will explain throughout this article what is considered to be the proper vehicle noise suppression methods. The volume of noise you can, or will, tolerate in your receiver will depend upon the amount of suppression applied. Few installations will require the "all out" method and the user must decide when he is satisfied.

The purpose for eliminating your own "noise generators" is the fact that your receiver's automatic volume control (AVC) will react to these random noise pulses the same as though a strong station was tuned-in and will cut the receiver's sensitivity way down which will eliminate the weak stations you normally wish to copy. There's an old saying "if you can't hear them, you can't work them."

Let's start our "noise elimination" with the generator and voltage regulator. The generator is the item that causes the whine as the speed of the motor is increased. It is very easily detected by speeding up the engine and then cutting the ignition off. The instant the switch is turned off ONLY the generator and voltage regulator can cause the noise as all other "noise generators" are eliminated when the switch is off EXCEPT the generator as it is still in operation and is still trying to charge the battery through the voltage regulator. Even though it will operate only a few seconds after the switch is off this is time enough for you to hear the terrific amount of noise it is generating. As the speed of the engine decreases the whine will decrease in unison.

Practically all vehicle manufacturers cable the two leads from the voltage regulator to the generator in a harness with other wires. It is recommended that both of these wires be run in **separate** tinned copper braid. Just disconnect the present wires from the generator and the other end of them at the voltage regulator's "A" and "F" terminals. They can be cut-off where they enter the harness or just taped down out of the way.

A Sprague 48P18 coaxial capacitor, or a similar .5 mfd coaxial capacitor, should be installed directly ON the generator and the lead from the condenser to the battery armature terminal of the generator must be as short as possible. In fact a length of one inch is sometimes too long. A .001 mfd mica capacitor should now be installed from the same battery terminal to the frame of the generator, here again lead length is extremely important and they should be no longer than one-quarter inch. Be sure to remove paint and grease on the generator where the capacitor is bolted as a "good" ground at this point is necessary.

Dress the cable from the coaxial capacitor on the generator against the body of the car. Use speed clips to keep in place or run through presently installed cable clamps. This cable is usually the longest "noise generator" we must suppress and it is preferred to shield this wire in tinned copper braid. The end of the braid must be soldered directly to the coaxial capacitor's body. Be sure to use size #12 copper stranded wire when making-up this new lead. Connect a new cable to the generators' "F" (field) terminal and run this lead in a tinned copper braid shield and dress it along side the battery lead. This new lead may be of size #16 copper stranded wire.

The voltage regulator is next and the "job" from here on is usually easy compared to the one just completed. Remove the cover from the voltage regulator and clean off any paint that may insulate the cover from the frame. Check the mounting screws and be sure the regulator is being grounded directly to the firewall. If necessary remove and clean away any paint so you may secure a "perfect" ground connection.

Use two 48P3 or 48P5 Sprague coaxial capacitors or similar .1 to .5 mfd coaxial capacitors and install at the "A" and "B" terminals of the regulator. The capacitors metal body must be grounded directly to the firewall. This can be easily accomplished by using a piece of cadmium plated metal about 4" x 4" bent to a 90° angle. Drill two holes for the capacitors and two holes to pass sheet metal screws to bolt to the firewall. Attach the capacitors to the angle with screws and nuts and **also** solder. Locate the assembly so the lead from each capacitor to the "A" and "B" regulator terminals are extremely short. Be sure to clean the paint from the firewall so the bracket will make a good solid ground connection. Attach the cable from the generator's "F" terminal to the voltage regulator's "F" terminal. Connect a .002 mfd capacitor and a 4 ohm resistor, in series, from this point to ground. Again, lead length is important and the overall length of the capacitor-resistor combination must be as short as possible. Attach the lead from the generator's armature terminal to the coaxial capacitor connected to the voltage regulator's "A" terminal. The shielding braid on these leads must be grounded to the capacitor bracket or to the firewall by soldering or with the use of washers and sheet metal screws. Attach the "B" battery lead to the coaxial capacitor connected to the "B" terminal of the voltage regulator. This is the lead coming through the firewall and usually goes direct to the battery charging indicator on the vehicles dash panel.

The next superb "noise generators" of them all are the spark plugs. But here we have available to us years of research for only a few dollars. Just go to your local auto supply store and purchase a complete set of AUTO-LITE RESISTOR spark plugs that are direct replacements for your particular brand and model of vehicle. CAUTION: We own no stock in Auto-Lite, but please accept no "substitute" as some resistor plugs will actually increase your noise problem. Be patient, if your dealer does not stock your size just ask him to get them for you. When installing the new plugs be sure to have the gap properly set.

After **properly** installing the "recommended" suppression to these trouble makers you should be able to drive comfortably and communicate with stations you never heard before with your engine running. However, in most cases this is only the beginning of the job in order for you to say that you have a good mobile installation.

If you have been checking your "noise elimination" progress as you complete each step we know you will be extremely pleased with your work. But from here on each suppression job will not be very noticeable until you hit the one big joker that's causing a lot of trouble. The little "noise generators" will be obscured by this one and wouldn't have showed up until it was eliminated. All-in-all the little ones can really add up and must be taken care of in due time.

Have your distributor checked to see that the capacitor across the breaker points has the proper capacitance and the points are properly set. If the vehicle has been driven 30,000 to 40,000 miles or more it is recommended that the distributor cap and rotor be replaced. This will usually not only reduce the ignition noise, but also improve the overall performance of the engine. At the same time have the timing checked and properly adjusted.

When purchasing your new AUTO-LITE resistor spark plugs also buy enough 4,000 ohm-per-foot ignition cable to make up a new wiring harness from the distributor to the spark plugs. Be sure that the new terminals (ferrules) are installed whereby they make **good** contact with the center conductor of the new cable. It is preferred that the ferrules be soldered rather than crimped on as there is danger of a poor contact causing another "noise generator" to appear.

Check your ignition wiring by shorting out each plug, in turn, while listening to the receiver. Any reduction in the noise level will usually indicate that the ferrules are not making good contact in the distributor head, or the ferrule and center conductor should be soldered.

Install a 10,000 ohm carbon suppressor in the distributor's center terminal and make up a new lead to run to the coil. Here again be sure the ferrules are soldered and are making a "tight" connection inside the coil and distributor. A new lead is recommended here as any breaks what-so-ever in the ignition system's wiring insulation could be a source of "ignition noise." With very short leads connect a .001 mfd disc ceramic capacitor from the coil's battery terminal to the coil's case.

Bonding braid should now be run from the fire wall, coil, and the distributor to the engine. Use as short a piece of braid as possible in each case. If the ground lead of the battery is attached to the fire wall it should be removed and attached to the starter mounting bolt. The power cable ground lead for your transceiver should also be connected at this same point. Usually the hot and ground leads from the battery go direct to the starter's

solenoid which is mounted on the starter and this is a good place to connect the transceiver's power cable. **CAUTION:** Remove the hot cable from the battery before making connections to the starter as there is danger of the hot battery cable getting loose and shorting out the battery or even starting a fire.

Connect a short piece of bonding braid across each engine hood hinge. **NOTE:** The hood will act as a shield to help keep the engine noise inside the engine compartment and away from your antenna. Next connect a short length of bonding braid across each trunk lid hinge, front of the engine to the frame, exhaust tail pipes to the frame, and a piece of wire braid from the air cleaner to the fire wall. It is very important that we caution you to be sure that you clean away all paint, grease or insulation material when installing the grounding braid as **good**, low resistance, ground connections must be made.

Noisy tires should be treated with an anti-static powder, brake shoes grounded to the backup plates with bonding braid and static collectors installed inside the front wheel grease retainer cups. Heat and oil indicator sending units on the engine must be by-passed with .1 to .5 mfd capacitors, again using very short leads. All instrument panel gauges and accessories should be by-passed using .5 mfd capacitors. Heater and defroster motors, electric windshield wiper motors and any other accessory motors by-passed with a .25 to .5 mfd capacitor. The gasoline sending unit mounted on the gasoline tank must be by-passed with a .1 to .5 mfd capacitor. An inspection plate is usually provided in the trunk compartment over the tank.

For the person who desires the "ultimate" in mobile "noise elimination" there are available for some vehicles marine and aviation spark plugs that could be used and the complete ignition system shielded by using these plugs and making metal boxes to enclose the distributor and coil, and shielding all wiring associated with the ignition system. By having the ignition system **completely** shielded most

of the "suppression" can be eliminated and the normal high engine performance will be maintained.

You should set aside a week-end for your "noise elimination" project and have all necessary parts and tools available. You may visit your local two-way radio communications company and secure most of the parts required in kits furnished by some manufacturers of two-way radios. The other parts required are available from radio parts supply and auto parts supply firms.

Lay out your line-of-attack and as each "noise generator" is suppressed it should be noted and checked by listening to the receiver or noting the receiver's "S" meter indication before and after the suppression. This indicates the noise level entering the receiver that is being picked-up by the antenna. To check the noise level entering the receiver by the antenna connecting cable disconnect the cable where it connects to the antenna and short the cable's terminals. If noise is still noticeable it will be necessary to re-route the cable under the vehicle and up through the fire wall to the transceiver. Check the noise level entering the receiver through the power cable by disconnecting the antenna connecting cable at the receiver. All noticeable noise in the receiver is now being picked-up by the power cable and fed to the receiver. This can usually be eliminated by installing a Sprague 48P3 feed-thru coaxial capacitor on the fire wall and the hot battery lead from the transceiver connected through the capacitor to the battery terminal.

We sincerely hope that we have been of some help to you and assure you that when you finish your "noise elimination" project you will consider yourself an "**expert**." But just as a parting reminder, remember that all of those cars along side of you, up front, behind and the ones passing have not been through the "elimination" process and it will be up to your receiver's built-in noise limiter to cut **their** noises down to a listening level that is bearable.