

Illustrated Parts List and Maintenance Instructions

FOR

RADIO INSTALLATION (ASB-125/60)

Part No. 369H90144-501,
369H90144-503 and 369H90144-505

USED ON HUGHES 500D (MODEL 369D) HELICOPTERS



Hughes Helicopters division of summa corporation / culver city, california

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FOREWORD

F-1. PURPOSE AND CONTENT OF THIS MANUAL. This manual supplements information contained in HMI - Vol 1 and 369D - IPC, and contains instructions for maintenance of the ASB-125/60 radio installation. This manual also contains parts lists for procuring replacement parts for the radio installation.

F-2. APPLICABILITY. The ASB-125/60 radio is applicable for use on any Hughes 500D (Model 369D) helicopter.

F-3. COMPATIBILITY OF COMBINED OPTIONAL EQUIPMENT. For compatibility information on which optional equipment may or may not be used in combination at the same time, refer to Section 21, HMI - Vol 1.

F-4. ORGANIZATION OF CONTENTS. The contents of this manual are grouped into sections as outlined in the Table of Contents. Each section is organized to provide comprehensive

coverage of entire systems, major equipment groupings, and major components that are similar or associated. Procedures for each of these are presented in sequence as defined in Section 1, HMI - Vol 1.

F-5. USE OF THIS MANUAL. This manual is for use by operators of the Model 369D helicopter equipped with ASB-125/60 radio. Although this manual is a separate publication, it should be kept with HMI - Vol 1, HMI - Vol 2, 369D - IPC and other handbooks listed in Section 1, HMI - Vol 1 that form the primary information file for the helicopter.

F-6. RELATED PUBLICATIONS. Reference is made to applicable portions of HMI - Vol 1 and 369D - IPC as required to accomplish instructions contained herein.

F-7. LITERATURE CHANGES AND REVISIONS. Changes and revisions to contents of this manual are made as defined in Section 1, HMI - Vol 1.

SECTION 1

ILLUSTRATED PARTS LIST

1-1. SCOPE AND CONTENTS. This illustrated parts list provides, by means of text (parts lists) and companion illustrations, a complete parts definition of the 369H90144 Radio (ASB-125/60) installation, manufactured by Hughes Helicopters, Culver City, California.

NOTE: The illustrated parts list is organized and presented in the same manner as the 369D Series Illustrated Parts List (369D - IPC). (For information on use, refer to the 369D - IPC.)

1-2. GROUP ASSEMBLY PARTS LIST. The parts lists furnish information for procuring replacement parts for the ASB-125/60 radio installation and shall not be used for any other purpose.

1-3. ILLUSTRATIONS. An isometric illustration is provided for the group assembly parts list. The illustration is exploded to the extent necessary to show parts relationship for the complete ASB-125/60 radio installation.

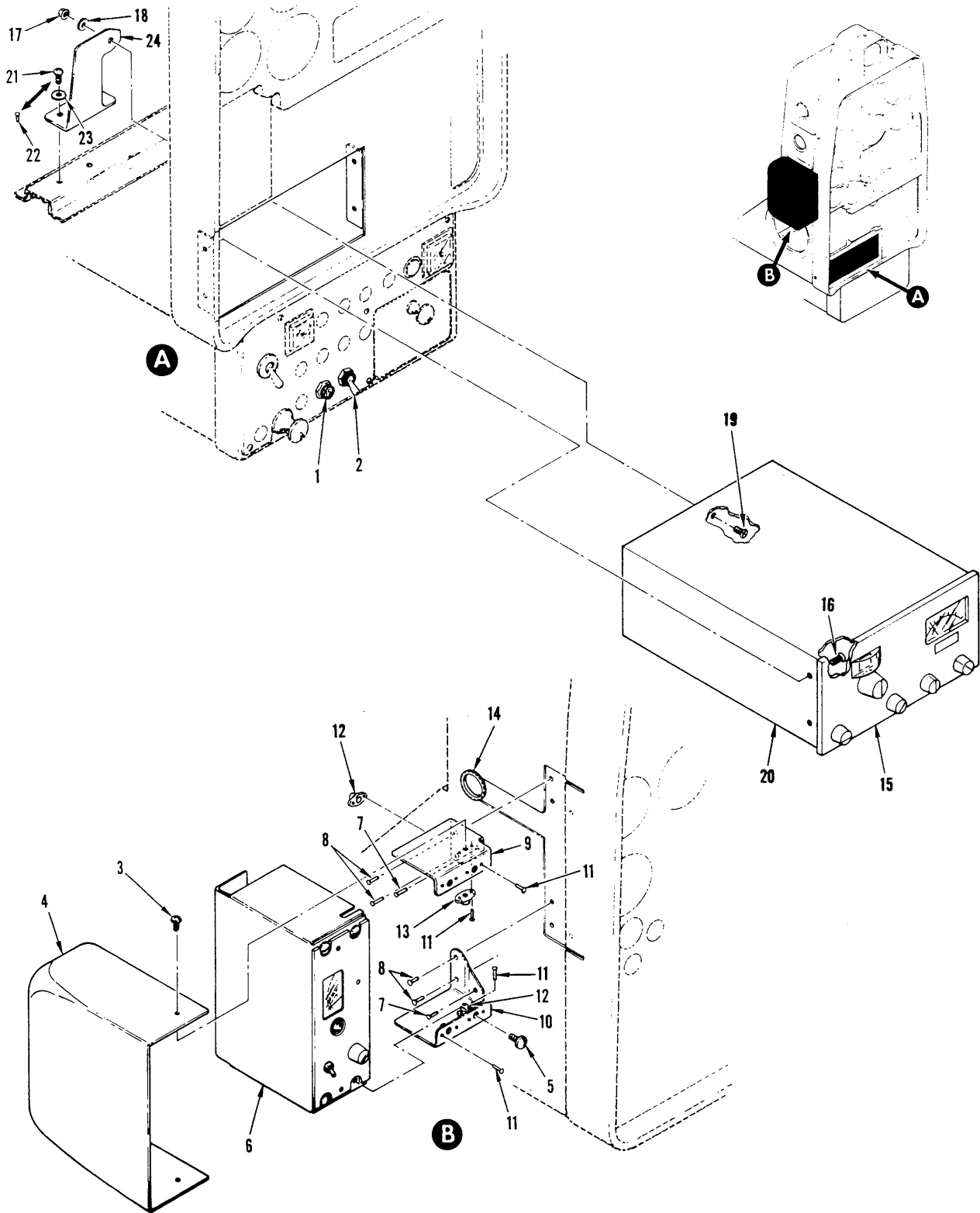


Figure 1-1. ASB-125/60 radio installation

FIG. & INDEX NO.	PART NO.	DESCRIPTION	UNITS PER ASSY
1-1-	369H90144-501	RADIO INSTL (ASB-125/60)	1
	369H90144-503	RADIO INSTL (ASB-125/60) (PROVISIONS FOR INSTL) . . .	1
	369H90144-505	RADIO INSTL (ASB-125/60) (PROVISIONS FOR INSTL) . . .	1
-1	2CT13-15	. CIRCUIT BREAKER	1
-2	MS90311-231	. SWITCH	1
-3	SFSW6C8D-L01BK	. SCREW	2
-4	369H90144-13	. COVER	1
	AC31C	. ANTENNA SET (NHA 369H90144-501 AND -33)	1
-5	NO NUMBER	. SCREW (NHA AC31-2)	4
-6	AC31-2	. CONTROL HEAD (NHA AC31C)	1
-7	NAS173884-2	. RIVET	2
-8	NAS173884-1	. RIVET	4
-9	369H90144-11	. BRACKET	1
-10	369H90144-12	. BRACKET	1
-11	MS20426AD3	. RIVET	6
-12	PRG 3-1/2	. RECEPTACLE	4
-13	MS21059-06	. NUTPLATE	2
-14	MS21266-1N	. GROMMET	1
	ASB-125/60	. COMMUNICATIONS TRANSCEIVER SET (NHA 369H90144-501)	1
-15	99681/99718	. RECEIVER/EXCITER (RE-1200 28V/RE-60 28V) (NHA ASB-125/60)	1
-16	NAS517-2-0	. SCREW	4
-17	MS20143-08	. NUT	1
-18	AN960PD8L	. WASHER	1
-19	NAS517-2-0	. SCREW	1
-20	10121	. DUST COVER (NHA ASB-125/60)	1
-21	NAS623-3-2	. SCREW	2
-22	NAS173884-2	. RIVET (ALTERNATE PART)	2
-23	AN960PD10L	. WASHER	2
-24	369H90144-9	. BRACKET	1
	NO NUMBER	. POWER AMPLIFIER/POWER SUPPLY INSTL (SEE FIG. 1-2 FOR BRKDN)	1
	NO NUMBER	. SWR SENSOR AND ANTENNA INSTL (SEE FIG. 1-3 FOR BRKDN)	1
	369H90144-25	. WIRE HARNESS (RECEIVER POWER)	1
	UG-88/U	. . CONNECTOR	2
	369H90144-27	. WIRE HARNESS (EXCITER POWER)	1
	UG-88/U	. . CONNECTOR	1
	UG-536/U	. . CONNECTOR	1
	369H90144-29	. WIRE HARNESS (SWR SENSOR POWER)	1
	UG-88/U	. . CONNECTOR	1
	UG-203/U	. . CONNECTOR	1
	369H90144-31	. WIRE HARNESS (RECEIVER/EXCITER TO POWER AMPLIFIER/POWER SUPPLY INTERCONNECTION)	1
	74996	. . CONNECTOR (SUPPLIED WITH ASB-125/60)	1
	74726	. . CONNECTOR (SUPPLIED WITH ASB-125/60)	1
	MPCM20M-1-12	. . HYTIP	5
	MS25181-1	. . TERMINAL	2
	D121	. . SOLDER SLEEVE	7
	MS25036-153	. . TERMINAL	2
	MS25036-108	. . TERMINAL	2
	MS25036-103	. . TERMINAL	2
	MS25036-101	. . TERMINAL	11
	NO NUMBER	. WIRE HARNESS (CONTROL HEAD TO TB102) (SUPPLIED WITH AC31C)	1

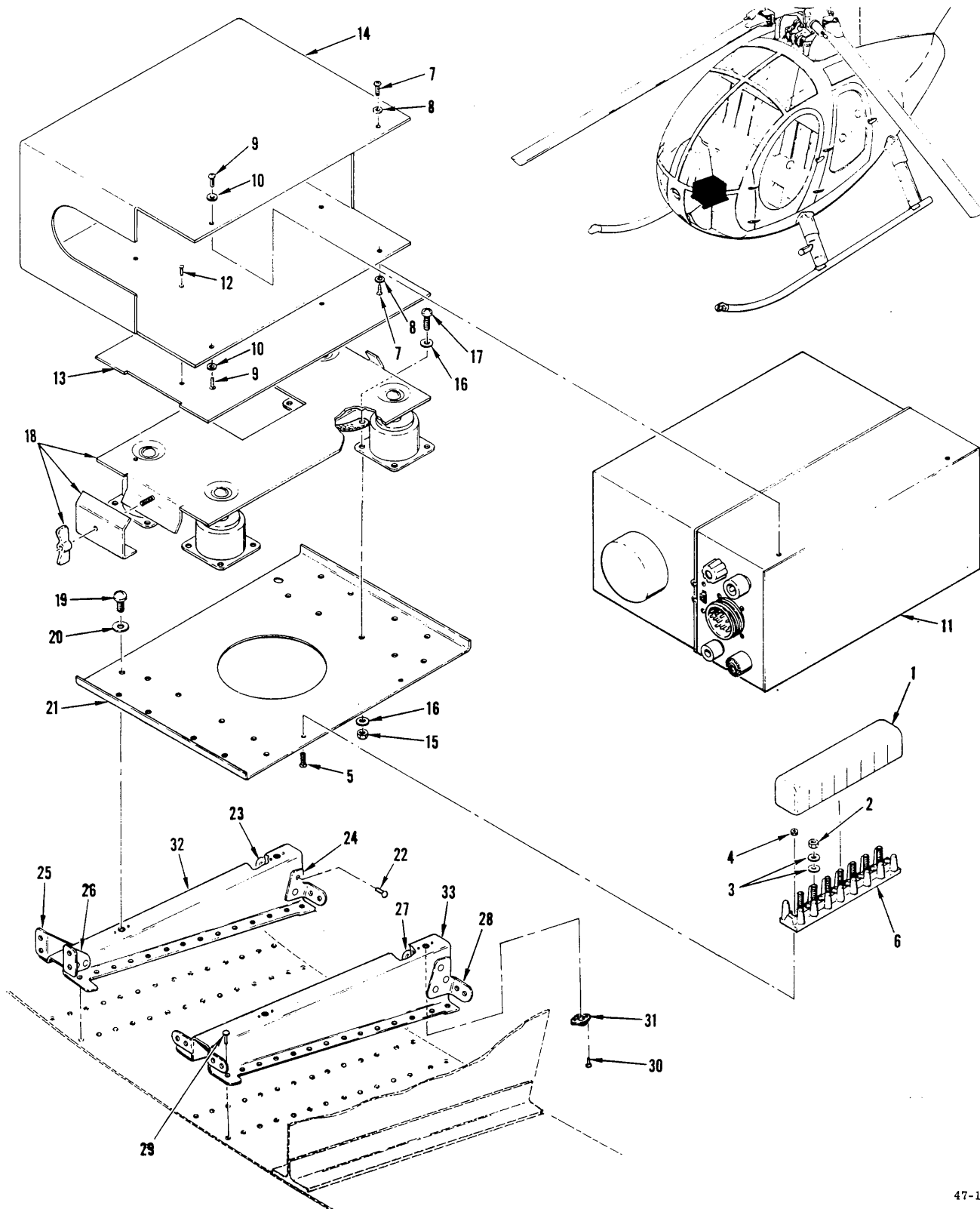


Figure 1-2. Power amplifier/power supply installation

FIG. & INDEX NO.	PART NO.	DESCRIPTION	UNITS PER ASSY
1-2-	NO NUMBER	POWER AMPLIFIER/POWER SUPPLY INSTL (SEE FIG. 1-1 FOR NHA)	REF
-1	HS621-7	. COVER	1
-2	MS21043-06	. NUT	7
-3	AN960PD6L	. WASHER	14
-4	MS21043-04	. NUT	2
-5	MS24693-3	. SCREW	2
-6	MS27212-1-7	. TERMINAL	1
-7	NAS601-8	. SCREW	2
-8	MS35333-37	. WASHER	2
-9	NAS600-4	. SCREW	2
-10	MS35333-36	. WASHER	2
-11	99683	. POWER AMPLIFIER/POWER SUPPLY (PA1010B 28V) (NHA ASB-125/60, FIG. 1-1)	1
-12	MS20470AD5-3 1/2	. RIVET	4
-13	10179	. SIDE MOUNT PLATE (NHA ASB-125/60, FIG. 1-1) . . .	1
-14	NO NUMBER	. DUST COVER (NHA ASB-125/60, FIG. 1-1)	1
-15	MS21043-08	. NUT	16
-16	AN960PD8L	. WASHER	32
-17	NAS623-2-4	. SCREW	16
-18	99916	. SHOCK MOUNT (NHA ASB-125/60, FIG. 1-1)	1
	369H92052	. AMPLIFIER BRACKET INSTL	1
-19	NAS603-7	. SCREW	4
-20	AN960PD10L	. WASHER	4
-21	369H92052-9	. . BASE PLATE	1
-22	MS20470AD3	. . RIVET	24
-23	369H92052-8	. . CLIP	1
-24	369H92052-7	. . CLIP	1
-25	369H92052-15	. . CLIP	1
-26	369H92052-13	. . CLIP	1
-27	369H92052-12	. . CLIP	1
-28	369H92052-11	. . CLIP	1
-29	MS20470AD3	. . RIVET	AR
-30	MS20426AD3	. . RIVET	8
-31	MS21059L3K	. . NUTPLATE	4
-32	369H92052-5	. . BRACKET	1
-33	369H92052-3	. . BRACKET	1

FIG. & INDEX NO.	PART NO.	DESCRIPTION	UNITS PER ASSY
1-3-	NO NUMBER	SWR SENSOR AND ANTENNA INSTL (SEE FIG. 1-1 FOR NHA)	REF
-1	NAS601-6	. SCREW	4
-2	AN960D6	. WASHER	8
-3	AN960PD6L	. WASHER	4
-4	AC31-3	. SWR SENSOR (NHA AC31C, FIG. 1-1)	1
-5	MS20470AD3	. RIVET	15
-6	369H90144-15	. DOUBLER	1
-7	MS35490-11	. GROMMET	1
-8	MS20470AD3	. RIVET	6
-9	369H90144-17	. DOUBLER	1
-10	NO NUMBER	. SETSCREW (NHA AC31-1)	1
-11	NAS1105-4	. BOLT	2
-12	AN960PD516L	. WASHER	2
-13	NO NUMBER	. BOLT (NHA AC31-1)	4
-14	MS33538-104	. WASHER	4
	369H90144-33	. ANTENNA ASSY (NHA 369H90144-501 AND -503)	1
	UG-88/U	. . CONNECTOR	1
	MS25036-101	. . TERMINAL	7
-15	AC31-1	. . ANTENNA	1
-16	MS20470AD3	. RIVET	30
-17	369H92051	. BRACKET	1

SECTION 2

MAINTENANCE INSTRUCTIONS

2-1. GENERAL INFORMATION. The ASB-125 and ASB-60 radio installations are 10-channel (ASB-125) and 6-channel (ASB-60) single side-band (SSB) and compatible amplitude modulated (AM) transceiver systems. The radio installation is used for long range voice communications in the 2 to 18 MHz frequency range. The radio installation receives +28 vdc, at 7.5 amperes maximum, operating power from the main power bus through the 15-ampere SSB (RADIO HF) circuit breaker (CB122) on the instrument panel. Figure 2-1 shows the wiring diagram for radio system. Radio installation equipment is supplied in three configurations: part number 369H90144-501, the equipment as installed at the factory and 369H90144-503 and -505, the provisions (components, wire harness, cables, and hardware) required for field installation, but without the radio set (-503, -505) or the antenna set (-505). The major components supplied with each of the three configurations are listed in table 2-1 and described in following paragraphs.

NOTE: Refer to the manufacturer's publication (table 2-1, HMI - Vol 1) and to Federal Communications Commission (FCC) regulations for information on legal requirements and limitations applicable to transmitting SSB and AM signals. Also, note that an integrated interphone communication system (ICS) must be installed in the helicopter for use with the radio installation. The ICS audio equipment (headset, microphone, switch and jack assembly, and control unit) are required for reception and transmission of voice communications. The electrical interface of the radio and ICS is shown in figure 2-1, and the ICS electrical circuitry is described in the ICS Opt Eqpt Manual (table 21-1, HMI - Vol 1).

2-2. DESCRIPTION OF RE-1200/600 RECEIVER/EXCITER. The receiver of the RE-1200/600 receiver/exciter (15, fig. 1-1), part number 99681/99718, receives and demodulates either SSB or AM radio-frequency inputs and presents the audio to two MIKE RF jacks and two PHONE RF jacks (369H90144) or to the ICS audio circuitry (369H90144-501-503, and -505). The exciter converts voice inputs to

low-level SSB or AM outputs which are supplied to the power amplifier for amplification to broadcast power. The receiver/exciter is contained in a single unit which is enclosed in a dust cover and mounted on the instrument panel. The front panel of the unit contains controls and indicators for operation of the radio system. Refer to the manufacturer's publication (table 2-2, HMI - Vol 1) for a detailed description of the unit.

2-3. DESCRIPTION OF PA-1010B POWER AMPLIFIER/POWER SUPPLY. The power amplifier of the PA-1010B power amplifier/power supply (11, fig. 1-2), part number 99683, amplifies the low level signal from the exciter to a power level of 125 watts peak envelope power (PEP) for SSB operation, or 30 watts average for AM operation, and supplies the amplified signal to the 50-ohm antenna for transmitting. The power supply converts the 28 vdc input to voltages required for operation of the radio system. The power amplifier/power supply is contained in a single unit which is shock-mounted in the avionics compartment beneath the pilot's compartment floor. Refer to the manufacturer's publication (table 2-2, HMI - Vol 1) for a detailed description of the unit.

2-4. DESCRIPTION OF AC31-1 ANTENNA. The AC31-1 antenna (15, fig. 1-3) is a center-loaded rf whip antenna which may be remotely tuned to resonance at any operating frequency within its two-octave tuning range. The antenna consists of three main sections: the whip, the body, and the base. The body consists of an outside fiber-glass tube and a thin-walled inner tube on which the tuning coil is wound. A core, composed of powdered iron and copper tuning slugs, is moved within the coil by a dc motor and gear drive in the base tube. The motor drive consists of a permanent magnet dc motor and two nylon reduction gears turning a threaded rod. A block riding on the threaded rod is coupled to the tuning slug by an insulated pushrod. Travel of the block is limited to seven inches by limit switches which break the power to relays in the control unit, and thereby interrupt the power to the motor. A loop of nichrome wire is mounted so that as the block moves on the threaded rod a shorting contact changes the resistance of the circuit.

Table 2-1. Major components of radio installations

Configuration Equipment	Part No. 369H90144		
	-501	-503	-505
Receiver/Exciter*	99681 or 99718		
Microphone	None		
Power Amplifier/Power Supply*	99683		
Antenna**	AC31-1	AC31-1	
Control Head**	AC31-2	AC31-2	
SWR Sensor**	AC31-3	AC31-3	

*Part of ASB-125/60 Radio Set.

**Part of AC31C Antenna Set.

The motor drive and coil assembly slides into the base tube and body of the antenna and is sealed and anchored by tightening three screws which expand a rubber gland at the bottom of the base tube. The antenna is tuned by using controls and indicators on AC31-2 control head (6, fig. 1-1) to operate the dc motor and position the core. The antenna is mounted on the right forward underside of the helicopter beneath the pilot's compartment, with the whip extending forward. Refer to the manufacturer's publication (table 2-2, HMI - Vol 1) for a detailed description of the antenna.

2-5. DESCRIPTION OF AC 31-2 CONTROL HEAD. The AC31-2 control head (6, fig. 1-1) contains controls, indicators, and circuitry which enable the operator to accurately tune the antenna to the frequency of the receiver/exciter. The control head has a meter which has a **FREQ** (frequency) scale for approximate tuning and a **SWR** scale for fine tuning. The variable resistance in the antenna forms one arm of a bridge circuit in the control head. The circuit provides a reading related to the tuning slug position, so the meter can be calibrated directly in frequency. Fine tuning is accomplished by switching to a **SWR** scale on the same meter. The meter is then operated by an external SWR sensor placed in the coax line to the antenna. This sensor has constant sensitivity over the antenna's frequency range and, once set up for an installation, requires no further adjustments. The **FREQ/ANT** switch is set to the frequency of the channel selected for radio receive or transmit operation. Then, the switch is set to **SWR** and while operating the radio to transmit a carrier or tone, the **ANT TUNE** control is rotated to obtain the lowest

level dip of the meter needle. This indicates that the antenna is tuned to the receiver/exciter frequency. The control head is secured to upper and lower brackets inside a thermo-plastic cover that is mounted on the left side fairing of the instrument panel. Refer to the manufacturer's publication (table 2-2, HMI - Vol 1) for a detailed description of the control head.

2-6. DESCRIPTION OF AC31-3 ASW SENSOR. The AC31-3 ASW sensor (4, fig. 1-3) is connected in series with the antenna cable to measure the ratio of transmitter power output to reflected power. The sensor delivers a voltage proportional to this ratio to the SWR meter in the control head for visual display for use in fine tuning the antenna. The SWR sensor is mounted with a doubler to the lower support structure for the instrument console in the avionics compartment beneath the pilot's compartment floor. Refer to the manufacturer's publication (table 2-2, HMI - Vol 1) for detailed description of the SWR sensor.

2-7. REFERENCE DATA. Information on helicopter components that interface with the radio system is in HMI - Vol 1 and 369D - IPC. For information on associated optional avionics equipment used with the radio system, refer to the applicable Opt Eqpt Manual for that specific equipment (Section 21, HMI - Vol 1).

2-8. TROUBLESHOOTING. If the radio system does not operate properly during operational check or normal use, refer to table 2-2 for aid in locating the probable trouble and for corrective action. Refer to the wiring diagram (fig. 2-1) for aid in troubleshooting. The troubleshooting

procedures are based on the assumption that the radio set is being operated properly, and that all electrical connectors are connected securely. If troubleshooting indicates that the trouble is in the radio set or the antenna set, refer to the applicable manufacturer's publication (table 2-2, HMI - Vol 1) for unit troubleshooting and corrective action.

NOTE: The radio audio is reproduced by components of the integrated interphone communication system (ICS) which, in itself, may be the source of audio trouble. When audio malfunction is encountered, refer to the ICS Opt Eqpt Manual (table 2-21, HMI - Vol 1) for troubleshooting procedures for that portion of audio circuitry.

2-9. OPERATIONAL CHECK. An operational check should be performed any time a malfunction is suspected and prior to normal operation following repair. Refer to the manufacturer's publication (table 2-2, HMI - Vol 1) for the antenna set and the radio set for procedures and perform the following operational checks:

- a. Antenna Set
 - (1) Frequency Scale Adjustment
 - (2) Tuning Motor Speed
- b. Radio Set
 - (1) Channeling
 - (2) Transmitter Output - AM
 - (3) Transmitter Output - SSB
 - (4) Sidetone Volume
 - (5) Squelch
 - (6) Audio Volume
 - (7) Clarifier
 - (8) Interference

2-10. ALIGNMENT. Refer to the manufacturer's publication (table 2-2, HMI - Vol 1) for alignment procedures for the radio set.

2-11. INSPECTION. To aid in determining the extent of repair and replacement required, inspect the components of the radio system in accordance with FAA AC 43.13-1A, standard avionics maintenance practices, and the following:

- a. Inspect all components for corrosion and obvious physical damage.
- b. Inspect the receiver/exciter, power amplifier/power supply, control head, antenna base, and wire harness for evidence of electrical overheating.
- c. Inspect the receiver/exciter and control head for loose or missing control knobs, damaged or obscured markings, and damaged indicator glass.
- d. Inspect for loose or damaged connectors, loose or missing mounting hardware, and worn or frayed wiring insulation.

2-12. REPLACEMENT OF AC31-2 CONTROL HEAD.

CAUTION: Check that all electrical power is OFF.

- a. Remove screws (3, fig. 1-1) and cover (4).
- b. Disconnect SWR cable plug from control head (6).
- c. Disconnect wires from terminal board TB1 on control head (6).
- d. Remove screws (5) and control head (6).
- e. Install replacement control head in reverse order of removal.

2-13. REPLACEMENT OF ASB-125/60 RECEIVER/EXCITER.

CAUTION: Check that all electrical power is OFF.

- a. Disconnect three electrical connectors from rear of receiver/exciter (15, fig. 1-1).
- b. Withdraw receiver/exciter from dust cover (20).
- c. Install replacement receiver/exciter in reverse order of removal. See figure 2-1 for wiring and cable connections.

2-14. REPLACEMENT OF ASB-125/60 POWER AMPLIFIER/POWER SUPPLY.

CAUTION: Check that all electrical power is OFF.

- a. Gain access to avionics compartment beneath pilots compartment floor.
- b. Disconnect four electrical connectors from rear of power amplifier/power supply (11, fig. 1-2).
- c. Remove wing nut and plate from shock mount (18), and remove power amplifier/power supply (11) along with attached dust cover (14) and side mount plate (13).
- d. Remove screws (7, 9) and washers (8, 10), and remove dust cover (14).
- e. Install replacement power amplifier/power supply in reverse order of removal. See figure 2-1 for wiring and cable connections.

2-15. REPLACEMENT OF AC31-3 SWR SENSOR.

CAUTION: Check that all electrical power is OFF.

- a. Gain access to the avionics compartment beneath the pilot's compartment floor.
- b. Disconnect two electrical connectors from SWR sensor (4, fig. 1-3).

Table 2-2. Troubleshooting

Symptom	Probable Trouble	Corrective Action
SSB circuit breaker trips.	Momentary overload.	Reset breaker to ON.
SSB circuit breaker trips following reset.	Overload or short in power amplifier/power supply or receiver/exciter.	Repair or replace faulty unit.
	Short in wire harness.	Repair or replace wire harness.
Control head frequency meter pointer does not move during coarse tuning.	Defective antenna tuning mechanism.	Repair or replace antenna.
	Defective meter.	Repair or replace control head.
	No 28 vdc present at antenna.	Trace power circuit and repair or replace as required.
Control head frequency meter pointer has excessive overshoot during fine tuning.	Antenna fuse open.	Replace fuse.
	Antenna motor speed excessive.	Adjust antenna motor speed.
Control head SWR meter does not dip during fine tuning.	Radio not transmitting AM signal.	Switch radio to AM mode.
	Defective antenna tuning mechanism.	Repair or replace antenna.
	Defective SWR sensor of meter.	Repair or replace SWR sensor or control head.
Radio transmission weak	Exciter or power amplifier out of adjustment.	Align or adjust as required.
	Defective exciter or power amplifier.	Repair or replace defective unit.
Audio weak at full volume, ICS o.k.	Receiver out of adjustment.	Align or adjust receiver.
Radio transmitter and receiver in-operative, ICS o.k.	Defective power supply.	Repair or replace power supply.
	Defective wire harness.	Repair or replace wire harness.

- c. Disconnect two wires from terminal board on SWR sensor (4).
- d. Remove screws (1) and washers (2, 3), and remove SWR sensor (4).
- e. Install replacement SWR sensor in reverse order of removal. See figure 2-1 for wiring and cable connections.

2-16. REPLACEMENT OF AC31-1 ANTENNA.

CAUTION: Check that all electrical power is OFF.

- a. Gain access to the avionics compartment beneath the pilot's compartment floor.
- b. Remove cover (1, fig. 1-2) from terminal board TB102.
- c. Disconnect seven wires of antenna cable from TB102.
- d. Disconnect antenna cable connector from SWR sensor (4, fig. 1-3).
- e. Remove grommet (7) and pull antenna cables through hole in doubler (9).
- f. Remove bolts (13), washers (14), clamp halves, and antenna (15).
- g. Install replacement antenna in reverse order of removal. See figure 2-1 for wiring and cable connections.

NOTE: Add washers (14) as required to fill gap between clamp halves before tightening bolts (13). Tighten setscrew (10) to ensure electrical contact between clamp and antenna.

2-17. ADJUSTMENT. Refer to the manufacturer's publication (table 2-2, HMI - Vol 1) for the radio set and the antenna set for adjustment procedures.

2-18. REPAIR. Refer to the manufacturer's publication (table 2-2, HMI - Vol 1) for the radio set and the antenna set for periodic maintenance and repair procedures. Replace defective cables, wiring, and attaching and mounting parts with new parts.

2-19. WIRING DIAGRAM. See figure 2-1 for the radio system interconnecting diagram. Refer to the manufacturer's publication (table 2-2, HMI - Vol 1) for the radio set and the antenna set for interval schematics and wiring diagrams for components of the sets.

