



- NOTES:
- 1 MAKE CERTAIN ALL UNITS ARE GROUNDED WITH THE PROPER GROUNDING STRAP, COLLINS PART NUMBER 348-1264-002
  - 2 UNLESS OTHERWISE INDICATED, NO. 22 WIRE SIZE LEADS ARE USED.
  - 3 A TERMINAL STRIP PROVIDED IN THE 390J SHOCKMOUNT CAN BE USED FOR TIEPOINTS AS SHOWN ON THE DIAGRAM.
  - 4 TOTAL RESISTANCE OF POWER LINES TO AND FROM POWER SUPPLY SHALL NOT EXCEED 0.15 OHMS. NO. 20 SHALL BE MINIMUM WIRE SIZE USED.
  - 5 PINS 53 AND 57 MAY BE EMPLOYED AS BALANCED INPUT FROM THE INTERPHONE AMPLIFIER. IN THIS CASE THE WIRE ON PIN 54 SHOULD NOT BE CONNECTED. IF AN UNBALANCED CARBON MIKE INPUT IS DESIRED, THE WIRES TO PINS 53 AND 57 SHOULD NOT BE CONNECTED.
  - 6 THE RESISTANCE OF EACH OF THESE LINES BETWEEN THE 490T COUPLER AND THE 618T TRANSCIEVER SHALL NOT EXCEED 0.20 OHMS. NO. 20 SHALL BE THE MINIMUM WIRE SIZE USED.
  - 7 IF A SEPARATE CW KEY LINE IS NOT PROVIDED IN THE AIRCRAFT, 714E-3 PINS K AND M MUST BE JUMPED TOGETHER BY AIRCRAFT WIRING IN ORDER TO PROVIDE CW OPERATION. WHEN THE UNBALANCED CARBON MIKE INPUT IS USED, THE MIKE RETURN CIRCUIT SHOULD BE CONNECTED TO PIN 18 ON THE 618T-2. IT IS RECOMMENDED THAT NO GROUNDS EXTERNAL TO THE 618T-2 CHASSIS BE PLACED ON THIS LINE.
  - 8 IF BENCH OPERATION WITHOUT AN ANTENNA TUNING UNIT IS DESIRED, PINS 5 AND 56 ON THE 618T-2 MUST BE CONNECTED TOGETHER TO COMPLETE THE KEY INTERLOCK CIRCUIT. DO NOT CONNECT PINS 5 AND 56 TO AN EXTERNAL DC POWER SOURCE.
  - 9 TOTAL RESISTANCE OF THESE POWER LINES TO AND FROM THE POWER SUPPLY SHALL NOT EXCEED 0.10 OHMS. NO. 18 SHALL BE