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NAVSHIPS 0967-204-0010

TECHNICAL MANUAL  
*for*  
ANTENNA COUPLER GROUP  
AN/URA-38

DEPARTMENT OF THE NAVY  
NAVAL SHIP SYSTEMS COMMAND

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*Publication: 15 April 1967*

## LIST OF EFFECTIVE PAGES

PAGE NUMBERS	CHANGE IN EFFECT	PAGE NUMBERS	CHANGE IN EFFECT
Title Page	Original	3-1 to 3-10	Original
ii to ix	Original	4-1 to 4-42	Original
1-0 to 1-6	Original	5-1 to 5-42	Original
2-1 to 2-14	Original	6-1 to 6-22	Original

RF COMMUNICATIONS, INC.

1680 UNIVERSITY AVENUE  
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ORIGINAL

PERMANENT CHANGE NO. 1

TO  
COMMERCIAL MANUAL  
FOR  
ANTENNA COUPLER GROUP AN/URA-38

1.0 GENERAL

1.1 The total number of pages in this change package is 29.

1.2 This change is in effect upon receipt and supersedes the basic publication and temporary changes 1, 2, and 3 for the pages affected for all AN/URA-38 equipments in the field.

1.3 The purpose of this change is to correct typographical and other errors which occurred during printing, and to incorporate equipment production changes which have occurred since publication. Make pen-and-ink corrections and insert change pages as instructed below, then insert the instruction portion of this change package in the front of the Technical Manual for future reference.

1.4 PEN-AND-INK CORRECTIONS

1.5 Paragraph 2 lists pen-and-ink corrections to be made in the basic manual. The purpose of making pen-and-ink corrections is to avoid the unnecessary handling of replacement pages that have minor changes or corrections. Mark each page according to the instructions given. All page, paragraph, line, figure and table numbers specified in the pen-and-ink corrections refer to those in the existing manual. When pen-and-ink corrections are made to a page, cross out the word "ORIGINAL" and write "CHANGE 1" on the bottom of the page.

1.6 CHANGE PAGES

1.7 Change pages are supplied as a part of this change package. Remove the change pages from this package and insert each in the manual in place of the original page, then dispose of the original pages.

1.8 Supplementary parts list tables 6-2A and 6-3A are also supplied in the form of new pages for the manual. Insert the new supplementary tables at the beginning of Section 6.

## 2.0 PEN-AND-INK CORRECTIONS

2.1 Page vii, List of Illustrations, figure 4-19: Change page number from "4-39" to "4-41".

2.2 Page vii, List of Illustrations, figure 4-20: Change page number from "4-41" to "4-39".

2.3 Page viii, List of Tables: Add table "1-3. Factory Changes" page "1-7".

2.4 Page 1-3, paragraph 1-22: Delete "factory or" from sentence. Add a second sentence "Table 1-3 provides a listing of factory changes that have been made."

2.5 Page 2-3/2-4, figure 2-1:

2.5.1 Under NOTES add "3. Use eleven 3/8-16 mounting bolts. Torque to 20 FT-LBS maximum."

2.5.2 On TOP VIEW: Change "J1" to "J2", and change "J2" to "J1".

2.5.3 On TOP VIEW: Change callout "17" MIN to "18" MIN.

2.5.4 On Mounting Hole Pattern For Antenna Coupler CU-938/URA-38 under dimension  $.404 \pm .010$  Dia (11 holes) add "SEE NOTE 3".

2.5.5 On antenna coupler side view, change SEE NOTE "12" to SEE NOTE "1".

2.6 Page 2-9, table 2-3: Change wire size from "22" to "18" in two places.

2.7 Page 2-11, figure 2-3, interlock relay in center of page: Add a diode across relay coil, with Cathode connected to +VOLTAGE (30 VDC MAX.) side of coil.

2.8 Page 3-7, step e: Change "RIGHT" to "LEFT".

2.9 Page 3-7, step f: Change "LEFT" to "RIGHT".

2.10 Page 3-7, step i: Change "LEFT" to "RIGHT".

2.11 Page 3-7, step k: Change "LEFT" to "RIGHT".

2.12 Page 4-5, paragraph 4-22, seventh line: Change "tune" to "turn".



PERMANENT CHANGE NO. 1

2.13 Page 4-8, figure 4-2:

2.13.1 Change "P10 K1" to "P/O K1" in two places.

2.13.2 Break line from top terminal of T1 to relay K1, and correct to show connection from center terminal of T1 to relay K1 (Refer to figure 5-15, which shows proper connection of T1 and K1 to assist in making change).

2.14 Page 4-9, paragraph 4-42, ninth line: Change "CR2" to "CR1".

2.15 Page 4-9, paragraph 4-42, eleventh line: Change "CR1" to "CR2".

2.16 Page 4-11, paragraph 4-47, third line from end: Change "negative" to "positive", and "positive" to "negative".

2.17 Page 4-11, paragraph 4-48: Insert ahead of the first sentence of the paragraph "Resistor R20 sets the sensitivity of the R discriminator". (Former sentence no. 1 of the paragraph will follow as sentence no. 2).

2.18 Page 4-12, figure 4-4: Add resistor "R20" between test points TP4 and TP5.

2.19 Page 4-25, figure 4-11:

2.19.1 Change "R30-R38" to "R30".

2.19.2 Change "CR11" to "CR12".

2.19.3 Add reference designator "2A1DS3" to TUNING indicator.

2.20 Page 4-27, figure 4-12:

2.20.1 Add capacitor C11 from the collector of Q7 to ground and capacitor C12 from the collector of Q8 to ground.

2.20.2 Add Note "2. Capacitors C11 and C12 are not included in units with serial numbers 061 through 0121".

2.21 Page 4-28, figure 4-13, in lower right corner of illustration: Lengthen contact 1 on P/O 2A1S1 FRONT, so it always makes contact with wiper.

2.22 Page 4-30, figure 4-14:

2.22.1 Label area enclosed by dotted line as "P/O 2A1A3".

2.22.2 Change callout "28 VDC from P1-U" to "28 VDC from P1-W" .

2.22.3 Delete "P/O" from "P/O R20".

2.22.4 Reverse polarity of diode CR12.

2.22.5 Change connector on output from 2A2AlC5 from "2A2AlT1" to "P/O 2A2AlJ1".

2.23 Page 4-32, figure 4-15: Change callout "-2 VDC from P1-8" to "-2 VDC from P1-B".

2.24 Page 4-36, figure 4-18A: Change connector callout "P/O 1AlJ2" to "P/O 1AlJ1".

2.25 Page 4-39/4-40, figure 4-19:

2.25.1 Change figure title to "Figure 4-20. Antenna Coupler Group AN/URA-38, Servo Loops and Matching Network , Servicing Block Diagram."

2.25.2 In test point voltage chart, star test point 1, change condition "Normal (No, RF, or coupler tuned)" to "Normal (No RF, or coupler tuned)".

2.25.3 In test point voltage chart, star test point 2, change DC voltage "0 V" to " $0 \pm 0.1$  V".

2.25.4 In COUPLER BYPASS CIRCUIT, upper left corner of illustration, change transistor callout "2AlA3VQ1" to "2AlA3Q1".

2.25.5 In L SERVO AMPLIFIER 2AlA2 block, center of illustration, for transistor DRIVER Q1, change element callout "E" to "C" and "C" to "E".

2.25.6 In lower left center of illustration, switch marked P/O 2AlS3 has two contacts labeled 4 and 6. Mark unlabeled contact "5".

2.25.7 In lower right center of illustration shorten contact "2" on switch P/O 2AlS1 FRONT and shorten contact "11" on switch P/O 2AlS3 FRONT so that the contacts indicate connection only when switch tab is indexed to that position.

2.25.8 In lower right corner of illustration, C MOTOR CIRCUIT block, change pin connections "P R S C" to "P R S c" in two places.

2.26 Page 4-41/4-42, figure 4-20:

PERMANENT CHANGE NO. 1

2.26.1 Change figure title to "Figure 4-19. Antenna Coupler Group AN/URA-38, Logic and Power Supply, Servicing Block Diagram."

2.26.2 In test point voltage chart, for star test point 8 (A4TP4), condition "system Keyed", change DC Voltage from "+11.0 V" to "+35.0 V".

2.26.3 In lower left corner of illustration, capacitor 1A2C2 is shown connected from the FAN to the line from pin n of 1A1J1. Disconnect 1A2C2 from 1A1J1 pin n, and connect to 1A1J1 pin m.

2.26.4 In TUNE LOGIC block, label A4TP1 as star test point 7.

2.26.5 In upper left corner of illustration, change the input GROUND PULSE FROM "T-827/URT" to GROUND PULSE FROM "AN/URT-23(V)".

2.26.6 In TUNE LOGIC block, center of illustration, change the output TUNE POWER TO "T-827/URT" to TUNE POWER TO "AN/URT-23(V)".

2.26.7 On right side of illustration, change the output KEY INTERLOCK TO "T-827/URT" to KEY INTERLOCK TO "AN/URT-23(V)".

2.26.8 In READY LIGHT LOGIC block, lower right corner of illustration, change input to Gate A4CR4 from "FROM TUNE" to "FROM TUNE LOGIC".

2.26.9 In HOME LOGIC block, upper center of illustration, add "capacitor 2A2A1C8" in parallel with capacitor 2A2A1C1 and add "inductor 2A1L1" in line to J2-C. Use new figure 4-10 as a guide.

2.27 Page 5-2, paragraph 5-7, step g: Change to "Set POWER switch at ON and MODE Selector switch at MANUAL".

2.28 Page 5-2, paragraph 5-7, step h: Change "LEFT" to "RIGHT".

2.29 Page 5-2, paragraph 5-7, step l: Change to "Connect CCUH-825A between discriminator terminals TP5 (+) and ground (-) and set for 100 MV range".

2.30 Page 5-10, figure 5-2:

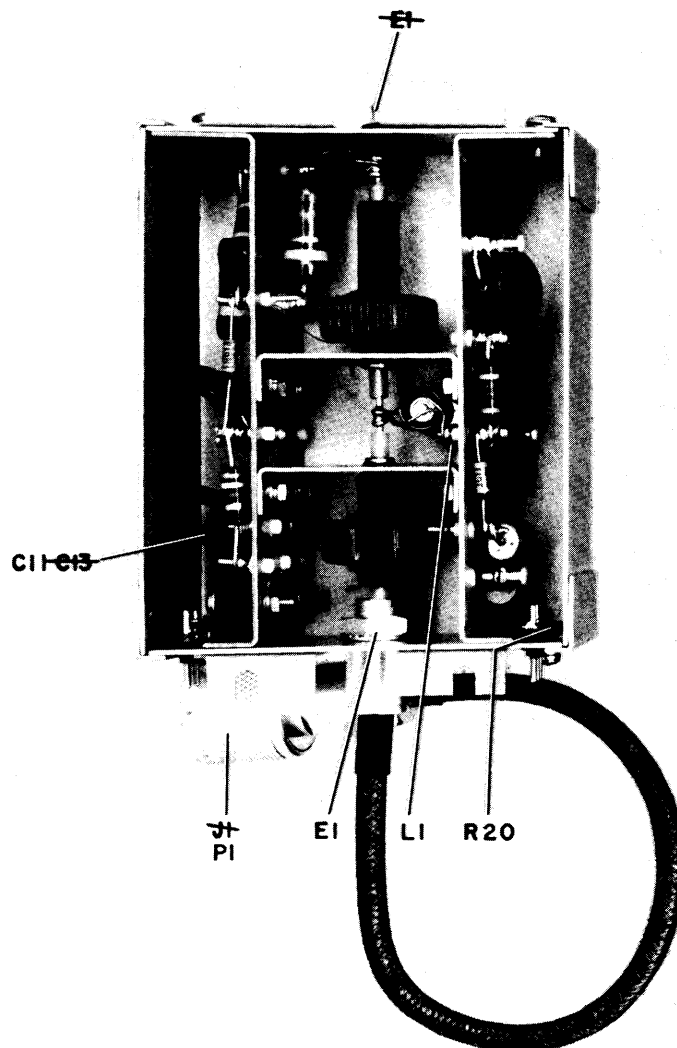
2.30.1 To the right of the BALL BEARING REMOVAL TOOL add the NOTE "Material thickness is 0.06."

2.30.2 On GEAR DRIVE SETUP FIXTURE change the dimension ".349 DIA" to ".304 +.003 DIA".  
-.000

2.31 Page 5-17, paragraph 5-28, step n: Add to end of step "Tighten Socket set screw on bottom of flipper arm to lock screw in place."

2.32 Page 5-24, table 5-3, Transistor A4Q3, condition "System keyed, either tuning or tuned," in DC Voltage to Ground Column: Change collector voltage from "11.0" to "35.0".

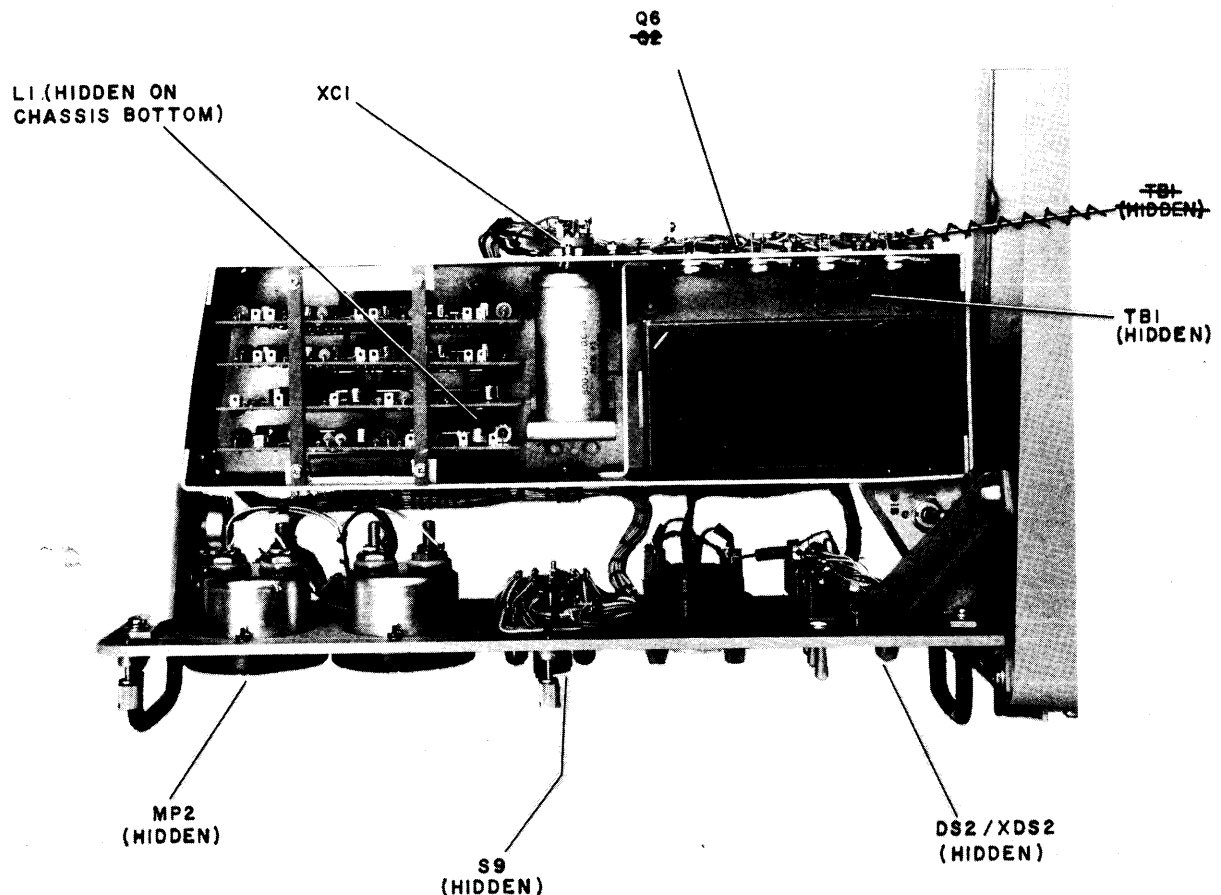
2.33 Page 5-26, figure 5-5: Add and correct callouts per figure that follows.



PERMANENT CHANGE NO. 1

2.34 Page 5-27/5-28, figure 5-6: Add "Inductor Gear Drive Assy" between the two left views and "Capacitor Gear Drive Assy" between the two right views.

2.35 Page 5-29, figure 5-8: Add and correct callouts per figure that follows.



2.36 Page 5-33, figure 5-12: Change "AlC1-AlC7" to "AlC1-AlC8".

2.37 Page 5-37/5-38, figure 5-15:

2.37.1 On note 2. B: Change "±5%" to "±10%".

2.37.2 On left side of illustration, in A2 Discriminator Assy block, connect and label "resistor R20, 12 K, 1/4W" between TP4 and TP5.

2.37.3 On upper right corner of illustration, disconnect heavy signal line from top of L1 (to output labeled 1AlE1 Antenna). Show heavy signal line from C1 going to top of L1, and output from L1 to 1AlE1 as coming from a tap on L1, (instead of from the top of L1).

2.38 Page 5-39/5-40, figure 5-16:

2.38.1 Make the following changes to the parts location index on illustration apron.

REF DESIG	change LOC FROM	callout TO	
J3	37C	36C	(All other locations to remain the same)
J4	36C	36G	(All other locations to remain the same)
L1	---	H15	
S1	28H	28C	(All other locations to remain the same)
A1R20	41B	41D	
A1R21	41B	41D	
A2R25	35G	35F	
A2TP4	35H	35F	
A3C11	---	G9	
A3C12	---	H9	
A3R22	8F	11F	
2A2A1C8	---	H15	

2.38.2 In area H14-H15 add "capacitor 2A2A1C8, 0.1 UF, NOTE 7" between 2A2A1J2-j and ground.

2.38.3 In area H15, break the connection between RETUNE switch S9 and pin C of connector J2. Add "pin H" to connector J2 about one inch above pin C. Connect RETUNE switch S9 to J2-H. Add "inductor L1, 22UH, NOTE 7" between pins C and H of J2.

2.38.4 In area G9, add "capacitor C11, 8200, NOTE 8" between collector of Q7 and ground.

2.38.5 In area H9, add "capacitor C12, 8200, NOTE 8" between collector of Q8 and ground.

2.39 Page 5-41/5-42, figure 5-16: Add Note "7. 2A1L1, and 2A2A1C8 are not included in units with serial numbers 061 through 0115" .

2.40 Page 5-41/5-42, figure 5-16: Add Note "8. 2A1A3C11 and 2A1A3C12 are not included in units with serial numbers 061 through 0121".

PERMANENT CHANGE NO. 1

2.41 Pages 6-17, 6-18, and 6-19, table 6-2, Maintenance Parts List references to parts on Logic PCB assembly 2A1A4: Change FIG. NO. column for all parts of assembly 2A1A4 from "5-10" to "5-11".

2.42 Page 6-20, table 6-2, Maintenance Parts List references to parts on Case Assembly 2A2: Change the figure references in the FIG. NO. column for all parts of assembly 2A2 from "5-11" to "5-12".

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PAGE NUMBERS	CHANGE IN EFFECT	PAGE NUMBERS	CHANGE IN EFFECT	PAGE NUMBERS	CHANGE IN EFFECT
Title Page	Change 1	4-5	Change 1	5-1	Original
ii	Change 1	4-6 to 4-7	Original	5-2 to 5-5	Change 1
iii to vi	Original	4-8 to 4-9	Change 1	5-6 to 5-9	Original
vii to viii	Change 1	4-10	Original	5-10	Change 1
ix	Original	4-11 to 4-12	Change 1	5-11 to 5-16	Original
1-0 to 1-2	Original	4-13 to 4-18	Original	5-17	Change 1
1-3	Change 1	4-19	Change 1	5-18 to 5-23	Original
1-4 to 1-6	Original	4-20	Original	5-24	Change 1
1-7/1-8	Change 1	4-21 to 4-25	Change 1	5-25	Original
2-1/2-2	Original	4-26	Original	5-26 to 5-29	Change 1
2-3/2-4	Change 1	4-27 to 4-28	Change 1	5-30	Original
2-5 to 2-8	Original	4-29	Original	5-31	Change 1
2-9	Change 1	4-30	Change 1	5-32	Original
2-10	Original	4-31	Original	5-33	Change 1
2-11	Change 1	4-32	Change 1	5-34 to 5-36	Original
2-12 to 2-14	Original	4-33 to 4-35	Original	5-37 to 5-42	Change 1
3-1 to 3-6	Original	4-36	Change 1	S1-1 to S1-2	Change 1
3-7	Change 1	4-37/4-38	Original	6-1 to 6-16	Original
3-8 to 3-10	Original	4-39 to 4-42	Change 1	6-17 to 6-20	Change 1
4-1 to 4-4	Original			6-21/6-22	Original

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TABLE 1-3. FACTORY CHANGES

FACTORY CHANGE NUMBER	FACTORY CHANGE TITLE AND PURPOSE	SERIAL NO AFFECTED	INDICATION OF ACCOMPLISH- MENT
1-AN/URA-38	Addition of capacitor 2A2A1C8 and inductor 2A1L1. To eliminate spurious home signals that result from detecting stray RF.	All except 061 through 0115.	None Apparent
2-AN/URA-38	Addition of capacitors 2A1A3C11 and 2A1A3C12. To bypass braking transients.	All except 061 through 0121	None Apparent
3-AN/URA-38	Relocation of 2A1A3C2 and 2A1A3R38. To prevent braking transients from turning on motor-on logic.	All except 061 through 0121	None Apparent

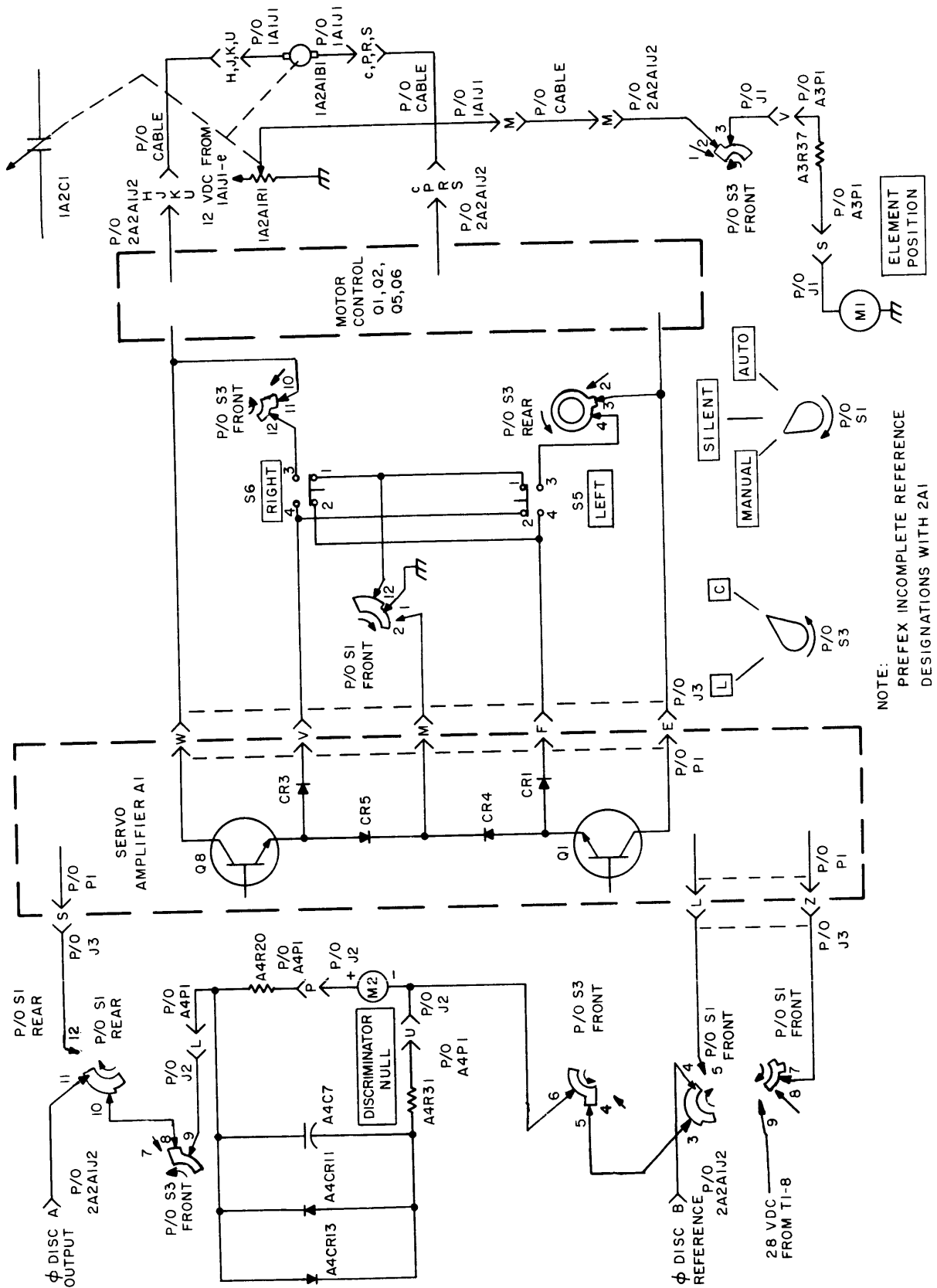


Figure 4-7. C Servo Loop, Simplified Switching and Metering Diagram

S1-front, normally closed contacts 1 and 2 of S5, normally open contacts 4 and 3 of S6, and contacts 12 and 11 of S3-rear to the tune input to the C motor control circuit. Therefore, depressing a pushbutton energizes servo motor 1A2A1B1 in either a home or tune direction of rotation. As the motor adjusts capacitor 1A2C1, the setting of potentiometer 1A2A1R1 is also changed. This varies the amount of voltage applied through pin M of connector 1A1J1, the interconnecting cable, pin M of connector 2A2A1J2, contacts 2 and 3 of S3-front, pin V of connectors J1 and A3P1, resistor A3R37, and pin S of connectors A3P1 and J1 to ELEMENT POSITION meter M1. Thus, ELEMENT POSITION meter M1 provides an indication of element position, allowing the element to be preset to any desired position. When the transmitter is keyed, variable capacitor 1A2C1 is automatically fine-tuned as required to compensate for tuning errors. The required connections are as follows: The output and reference leads from the  $\phi$  discriminator are applied to servo amplifier A1 through contacts 11 and 12 of S1-rear and contacts 4 and 5 of S1-front, respectively. Ground for terminating the emitter of transistor A1Q8 is applied through contacts 1 and 12 of S1-front, normally closed contacts 1 and 2 of S5, pin V of connectors J3 and A1P1, and diode A1CR3. Ground for terminating the emitter of transistor A1Q1 is applied through contacts 1 and 12 of S1-front, normally closed contacts 1 and 2 of S6, pin F of connectors J3 and A1P1, and diode A1CR1. The ground path for the emitter of each transistor passes through the contacts of that pushbutton which causes rotation in a direction opposite to that produced when the transistor is turned on. This interlocks the home and tune lines so that accidental depressing of a pushbutton can not cause both a home and a tune input to be applied to the motor control circuit at the same time during fine-tuning. Similarly, this interlock prevents accidental keying of the transmitter from causing a home and a tune output from being applied to the motor control circuit at the same time while rough positioning with the pushbuttons.

4-69. MANUAL OPERATION. Manual operation allows variable capacitor 1A2C1 to be adjusted if a failure occurs in the logic or servo amplifier circuits, or when the AN/URA-38 is being used with a transmitter other than the AN/URT-23(V). When the Mode Selector switch is set at MANUAL and the L-C switch is set at C, the  $\phi$  discriminator output is connected through contacts 11 and 10 of S1-rear, contacts 8 and 9 of S3-front, pin L of connectors J2 and A4P1, resistor A4R20, and pin P of connectors A4P1 and J2 to one side of DISCRIMINATOR NULL meter M2. The  $\phi$  discriminator reference lead is connected through contacts 4 and 3 of S1-front, and contacts 5 and 6 of S3-front to the other side of DISCRIMINATOR NULL meter M2. When the transmitter is keyed, DISCRIMINATOR NULL meter M2 provides a relative indication of the polarity and magnitude of the discriminator error signal. Using this indication as a guide, the servo motor can be energized using the pushbuttons (as was explained for silent operation) to position capacitor 1A2C1 to obtain a null indication on DISCRIMINATOR NULL meter M2. The magnitude of the error signal applied to DISCRIMINATOR NULL meter M2 is limited by diodes A4CR13 and A4CR11 to prevent damage to the meter. Capacitor A4C7 is an RF bypass. During automatic and silent operation, 28 VDC for energizing servo amplifier A1 is applied through contacts 9 and 7 of S1-front and pin Z of connectors J3 and A1P1. During manual operation, the servo amplifier is not used, and thus, the 28 VDC is not supplied.

4-70. L SERVO LOOP SWITCHING AND METERING.

4-71. GENERAL. The L servo loop switching and metering circuitry (figure 4-8) provides switching and metering to allow variable inductor 1A2L1 to be adjusted automatically or manually according to the mode of operation. These circuits are identical to those used in the C servo loop, with the exception of switch contacts and connector pins.

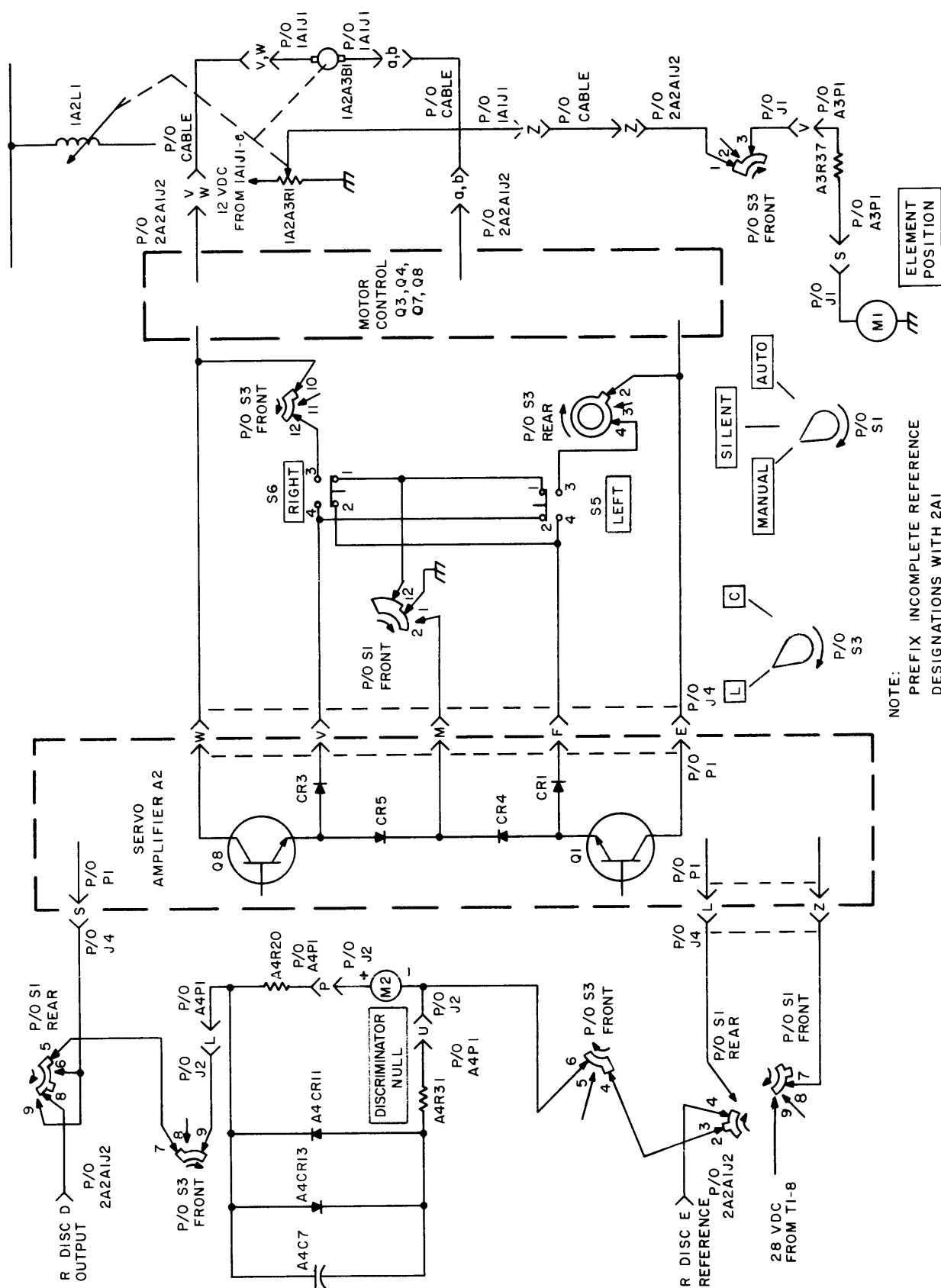


Figure 4-8. L Servo Loop, Simplified Switching and Metering Diagram

#### 4-72. LOGIC CIRCUITS.

4-73. GENERAL. The logic circuits provide the necessary control signals in the proper sequence to automatically position the tuning elements for any selected operating channel. These circuits are basically all located in the C-3698/URA-38 with the exception of the end stop switches which are located in the CU-938/URA-38. The AN/URA-38 protection circuits are also included in the logic to interrupt the tuning cycle and/or inhibit operation if a malfunction or overload develops. Figure 4-9 illustrates, and paragraphs 4-74 through 4-90 explain the sequencing of the automatic tuning cycle.

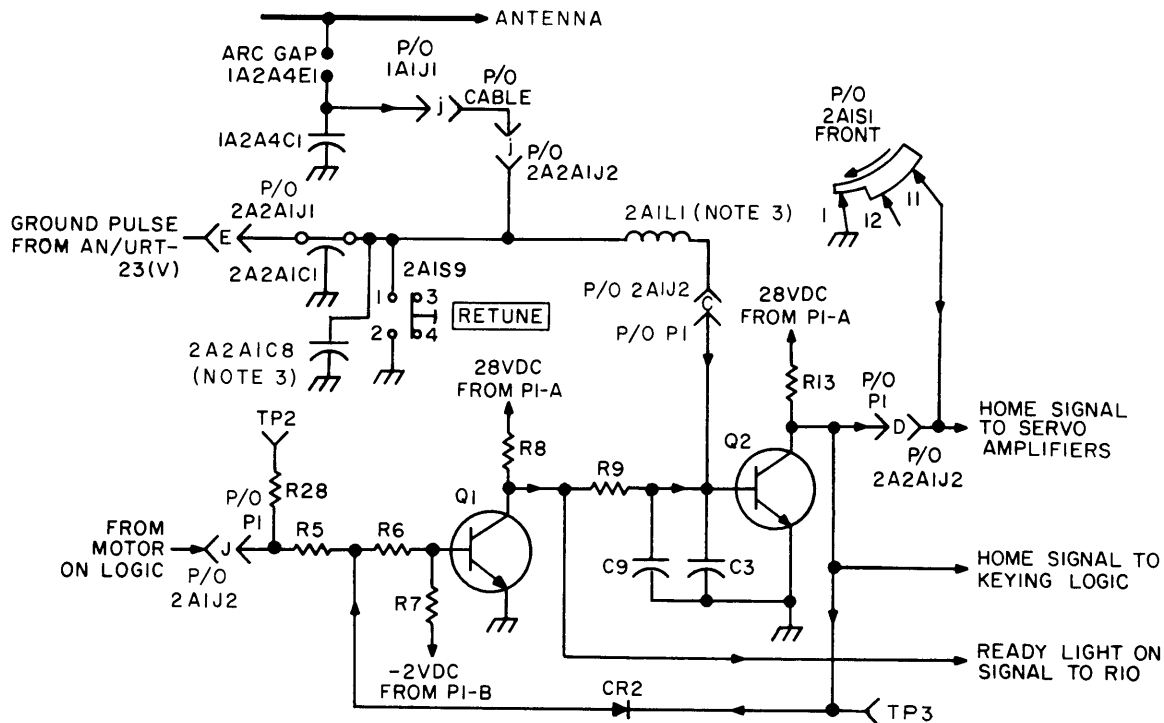
4-74. HOME LOGIC CIRCUIT DESCRIPTION. The home logic (figure 4-10) consists of two inverters (Q1 and Q2) and a clamp (CR2) which function as a flip-flop. This circuit is used only during the automatic or silent modes of operation. When a home cycle is initiated, this circuit produces the necessary output to drive the tuning elements home (that is to the predetermined starting position). A home cycle is initiated by turning the primary power on, changing the T-827/URT operating frequency, or depressing the RETUNE switch, or by an output from the arc gap, all as described below. Applying primary power results in the base of transistor Q2 momentarily being pulled to ground by capacitor C3. When the T-827/URT operating frequency is changed, a ground pulse is applied through pin E of connector 2A2A1J1, feedthru capacitor 2A2A1C1, RF suppression filter 2A2A1C8 and 2A1L1, and pin C of connectors 2A1J2 and P1 to the base of transistor Q2. Depressing the RETUNE switch, or an output from the arc gap, also produce a momentary ground pulse at the base of transistor Q2. Therefore, in each of the four conditions, the base of transistor Q2 is (momentarily) grounded, forcing transistor Q2 off, if it was on. When transistor Q2 is off, the positive level at its collector (the "home signal") is applied to the servo amplifiers to energize the servo motors to drive the tuning elements home (paragraph 4-57). In addition, the home signal is applied to the keying logic to prevent the system from being keyed during the home cycle (paragraph 4-85). When the motors energize, the motor-on logic is turned on (paragraph 4-76), applying a positive level through pin J of connectors 2A1J2 and P1 and resistors R5 and R6 to the base of transistor Q1. This turns on transistor Q1, grounding the base of transistor Q2. Therefore, transistor Q2 and the ready light logic (paragraph 4-88) are clamped at ground until the tuning elements reach home. At this time, the servo motors de-energize (by tripping their home end stop switches), removing the positive motor-on signal from base of transistor Q1. This turns transistor Q1 off, turning transistor Q2 on through resistors R8 and R9. When transistor Q2 turns on, the base of transistor Q1 is clamped to ground through the small collector-to-emitter resistance of transistor Q2 and diode CR2. This prevents motor-on signals generated during the tuning and operating cycles from re-energizing the home logic. The positive level at the collector of transistor Q1 is now applied as the "ready light on signal" to the ready light logic (paragraph 4-89). During manual operation, the output from the home logic is inhibited by the ground applied through contacts 1 and 11 of switch 2A1S1-front. Capacitor C9 is an RF bypass.

4-75. MOTOR-ON LOGIC CIRCUIT DESCRIPTION. The motor-on logic (figure 4-11) consists of a driver (Q9), and inverter (Q3), and various gates. The function of this circuit is to generate a positive level for application to the keying logic (paragraph 4-86), tune logic (paragraph 4-82), and home logic (paragraph 4-74) whenever either or both of the servo motors have an energizing voltage applied. This circuit is used only during automatic and silent operation.

4-76. When the servo motors are not energized, Zener diode VR4 conducts through resistors R35, R36, and R10. This forward biases transistor Q9, turning on transistor Q3. The collector of transistor Q3 will effectively go to ground, removing the positive level from the keying, tune, and home logic circuits. The two inputs to the motor-on logic are also the inputs to the brake logic; they come from the motor control circuits in the form of

1. Tuning cycle is initiated by:	<ul style="list-style-type: none"> <li>a. Setting POWER switch at ON.</li> <li>b. Disturbing the setting of the T-827/URT 100 KCS control or either of the MCS controls.</li> <li>c. Depressing the RETUNE pushbutton.</li> <li>d. An arc caused by excessive RF line voltage.</li> </ul>
2. Home logic activates, energizing:	<ul style="list-style-type: none"> <li>a. Servo motors (toward home).</li> <li>b. Keyline interlock.</li> </ul>
3. When tuning elements reach home:	<ul style="list-style-type: none"> <li>a. Servo motors are de-energized.</li> <li>b. Reset signal is generated.</li> <li>c. Keyline remains interlocked.</li> </ul>
4. Reset signal generated above energizes:	<ul style="list-style-type: none"> <li>a. Tune power signal to transmitter.</li> <li>b. Tune sensitivity drive signal to servo amplifiers.</li> </ul>
5. Cycle halts at this point until transmitter is keyed.	
6. Keying transmitter causes release of keyline interlock, allowing transmitter to supply RF to the AN/URA-38.	
7. RF through discriminators results in discriminator error signal outputs which energize servo amplifiers, motor control circuits, and servo motors.	
8. Energizing servo motor(s) produces a motor-on signal(s).	
9. Motor-on signal(s)	<ul style="list-style-type: none"> <li>a. Locks system in keyed condition.</li> <li>b. Locks on tune sensitivity drive signal to servo amplifiers.</li> <li>c. Locks on tune power signal to transmitter.</li> </ul>
10. When tuning elements have reached a tune position:	<ul style="list-style-type: none"> <li>a. Servo motors de-energize.</li> <li>b. System key is released.</li> <li>c. Tune sensitivity drive signal is removed from servo amplifiers.</li> <li>d. Tune power signal is removed from transmitter.</li> <li>e. READY light is energized.</li> </ul>
11. System is tuned and ready for full power operation. Fine tuning will be accomplished as required during the transmission.	

Figure 4-9. Antenna Coupler Group AN/URA-38, Automatic Tuning Sequence Diagram



NOTE:

1. PREFIX INCOMPLETE REFERENCE DESIGNATIONS WITH 2A1A4.
2. SWITCH 2A1S1 SHOWN IN MANUAL POSITION.
3. 2A2L1 AND 2A2A1C8 ARE NOT INCLUDED IN UNITS WITH SERIAL NUMBERS 061 THROUGH 0115.

Figure 4-10. Home Logic, Simplified Schematic Diagram

a ground whenever a servo motor is energized (paragraphs 4-46 and 4-62). This ground is applied through diode CR3 and/or diode CR2 and diode CR12 to the junction of resistors R36 and R10. This turns Zener diode VR4 and transistors Q9 and Q3 off, allowing the voltage at the collector of transistor Q3 to go positive. This positive level is then applied as the "motor-on signal" to the home, keying, and tune logic circuits. Zener diode VR4 is included to ensure proper cut-off of transistor Q9, since the L- and C-motor-on grounds do not actually go all the way to ground, but remain 3 to 4 volts positive because of the diode junction drops in the motor control circuits. Since this is less than the 6.2 volt drop of VR4, the Zener diode will not conduct, forcing transistor Q9 off. Capacitor C2 and resistor R10 delay the turn-on of transistor Q9 for a short time when the motors de-energize, thus preventing the motor-on signal from de-energizing when the motors repeatedly reverse direction of rotation while approaching the tune point. This assures that the home logic and tune logic circuits do not become locked off prematurely, before the actual tune point is reached (paragraphs 4-74 and 4-86). Resistor R35 provides a discharge path for capacitor C2. Capacitor C10 is an RF bypass.

4-77. The L- and C-motor-on grounds are applied to the brake logic at the same time that they are applied to transistor Q9 to release the motor brakes (paragraph 4-79). When the motors are energized, the ground(s) used to turn off transistor Q9 are also applied through pin P of connectors P1 and 2A1J1 to TUNING indicator 2A1DS3, energizing it to provide an indication that the tuning cycle is in process.



- b. Adjust discriminator assembly capacitor C6 for a zero  $\pm 2$  MV indication on the CCUH-825A.
- c. Unkey transmitter.
- d. Disconnect the CCUH-825A from TP5 and connect to TP3.
- e. Set transmitter for a frequency output of 30 MC.
- f. Key and adjust transmitter for a 150 watt output.
- g. Adjust discriminator assembly potentiometer R6 for a  $-100$  MV  $\pm 5\%$  indication on the CCUH-825A.
- h. Unkey transmitter.
- i. Disconnect all test equipment from CU-938/URA-38.
- j. Unsolder test cable.
- k. Resolder lead between transformer T1 and discriminator assembly TP1.
- l. If further maintenance is to be accomplished proceed as required; if not, proceed to step m.
- m. Clean protective coating used in paragraph 5-7 from flange of case.

Note

A thin film of silicone grease may be used on the flange of the cover and case to promote sealing.

- n. Position new (replacement) gasket and cover on case.
- o. Fasten cover screws with a torque of 70 in-lbs.
- p. Pressurize case using the procedures in paragraph 2-30.

5-10. SERVO AMPLIFIERS.

5-11. GENERAL. The servo amplifiers should be adjusted whenever one of the assemblies has been repaired or if reference has been made to these procedures from section 4.

5-12. TEST EQUIPMENT. The following test equipment is required to perform the servo amplifier adjustment.

- a. Variable DC Power Supply
- b. Voltmeter AN/PSM-4 (two required)

5-13. SPECIAL FIXTURE. Fabricate a test fixture as shown in figure 5-1.

5-14. CONTROL SETTINGS. Set the Mode Selector switch at AUTO prior to starting the procedures.

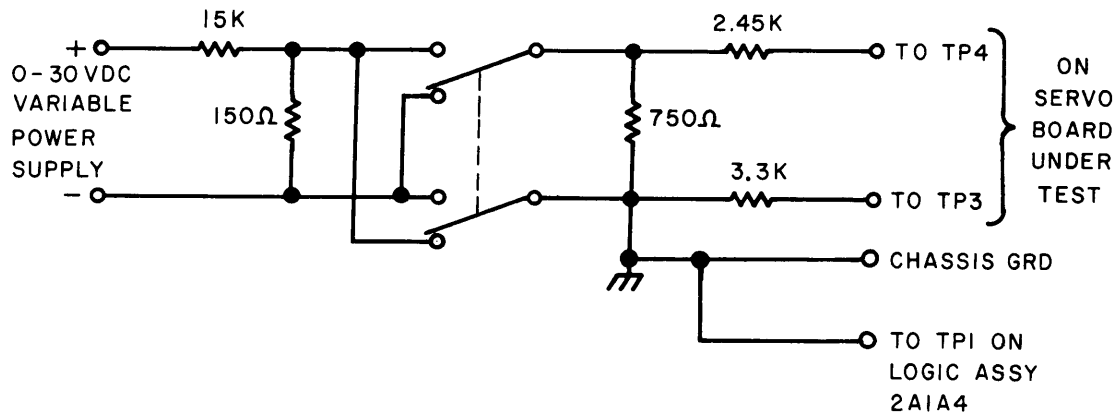


Figure 5-1. Servo Amplifier Test Fixture

5-15. TEST SETUP. Connect the equipment as follows:

- a. Loosen C-3698/URA-38 front panel captive screws and swing chassis out from case.
- b. Disconnect control cable from C-3698/URA-38 connector J2.
- c. Defeat interlock switches on rear of chassis by pulling switch plungers straight out.
- d. Connect the four leads on the test fixture as indicated in figure 5-1.
- e. Adjust potentiometer 2A1R7 for servo amplifier 2A1A1 or potentiometer 2A1R8 for servo amplifier 2A1A2. Set the potentiometer to approximately mid range.
- f. Connect one AN/PSM-4 between TP6 and ground, and the other between TP1 and ground. Set both AN/PSM-4's to measure 30 VDC maximum.

5-16. INSTRUCTIONS. To adjust either servo amplifier, proceed as follows:

- a. Set C-3698/URA-38 POWER switch at ON. Both AN/PSM-4's should indicate approximately 30 VDC.
- b. Turn on variable DC power supply and adjust for minimum DC output.
- c. Slowly increase output of variable DC power supply while observing indications of AN/PSM-4's. A point will be reached where indication of one AN/PSM-4 will drop toward zero.

- d. Note voltage (or position of the voltage control) of variable DC power supply which results in +12 VDC indication on AN/PSM-4 which changed indication in step c.
- e. Reset variable DC power supply to zero, and change the position of test fixture switch.
- f. Repeat steps c and d while observing other AN/PSM-4.
- g. Adjust potentiometer (2A1R7 or 2A1R8) and repeat steps c through f until same DC voltage from variable DC power supply results in +12 VDC indication on one of the AN/PSM-4's for each position of test fixture switch.
- h. Disconnect all test equipment.
- i. If further maintenance is to be performed, proceed as required; if not, proceed to step j.
- j. Swing C-3698/URA-38 chassis into case and secure with front panel captive screws.
- k. Reconnect control cable to C-3698/URA-38 connector J2.

5-17. REPAIR.

5-18. ANTENNA COUPLER CONTROL C-3698/URA-38.

5-19. GENERAL. The method of removal and replacement of parts in the C-3698/URA-38 is obvious. However, the information provided in paragraph 5-20 should be followed when replacing parts on the printed circuit board assemblies.

5-20. GENERAL PCB PARTS REPLACEMENT TECHNIQUES. When repairing printed circuit boards, the procedures below should be carefully followed to avoid damage.

- a. Use a pencil-type soldering iron with 25 watt maximum capacity. Use an isolating transformer with an ac-operated iron. Do not use a soldering gun; damaging voltages can be induced into the components.
- b. When soldering transistors or diodes, solder quickly; where wiring permits, use a heat sink (such as long nose pliers) between the soldered joint and the part being replaced.
- c. Excessive heat can separate the copper strip from the board. Cement such strips in place with a quick drying acetate base cement having good electrical insulating properties.
- d. Use high quality rosin core solder when repairing printed circuit boards. NEVER USE PASTE FLUX. After soldering, clean off any excessive flux and coat the repair area with a high quality electrical varnish or lacquer.
- e. Repair a break in the copper of a printed circuit board by soldering a buss wire across the break.
- f. When removing parts from a printed circuit board, apply heat sparingly to the lead of the part to be replaced. Remove part from the printed circuit board as the iron heats the lead. Use an awl to carefully clean the inside of the holes left by the old part.
- g. When the part is replaced, tin the leads on the new part. Bend the clean tinned leads on the new part and carefully insert them through the holes in the printed circuit

board. Bend the leads close to the foil and cut so that approximately one-sixteenth of an inch of lead length is left. Hold part against the board and quickly solder the leads.

5-21. ANTENNA COUPLER CU-938/URA-38.

5-22. GENERAL. Removal and replacement of many of the parts in the CU-938/URA-38 require procedures which are not obvious. Paragraphs 5-24 through 5-30 provide all the necessary information for replacement of those parts. All screws removed during the repair procedures must be torqued when replaced. Table 5-1 provides a listing of the torque required for the different types of screws used in the CU-938/URA-38. When repairing the discriminator assembly, the general information in paragraph 5-20 should be followed. The procedures in paragraphs 5-24 through 5-30 assume that the following procedure has been performed.

CAUTION

Extreme care should be exercised to prevent the sealing flanges on the case or cover from being nicked, scratched or marked in any way. This type of damage prevents the unit from being properly sealed. Therefore, always protect the flanges from damage while the equipment is being serviced. Use a new gasket each time the CU-938/URA-38 is reassembled.

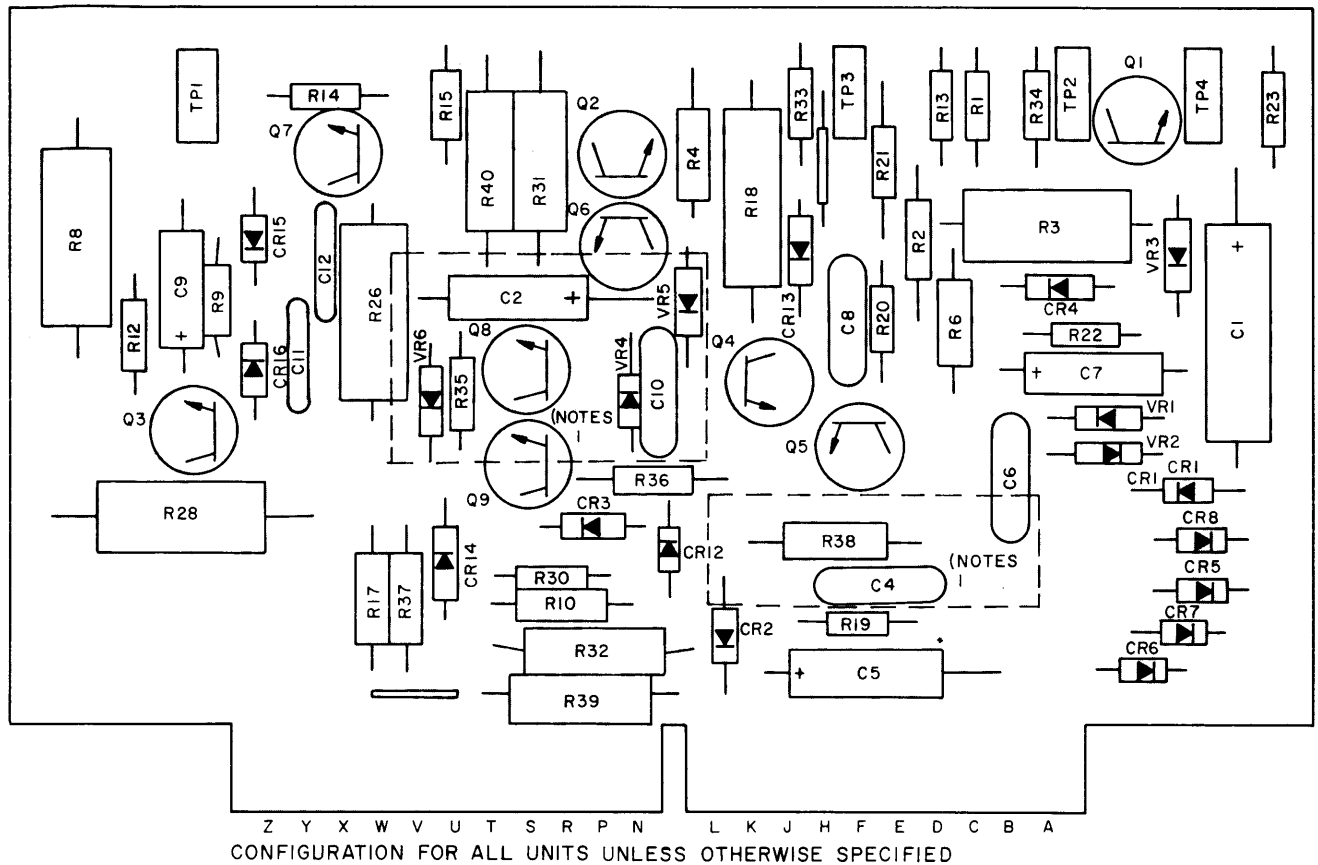
- a. Depressurize CU-938/URA-38 by depressing plunger in charging valve.
- b. Remove 28 screws around case. Remove cover and discard gasket.
- c. Connect C-3698/URA-38 and DA-242/U to the CU-938/URA-38 using the cables fabricated in paragraph 5-33. Connect primary power to C-3698/URA-38 connector J1.
- d. Cover exposed flanges on case with cloth or pressure sensitive tape.

Note

Save all hardware removed while performing the disassembly procedures. Reassembly procedures require the use of this hardware. Note the order in which hardware is removed. Flat washers are always placed next to plastic with lockwashers between the flat washers and nut or screw head.

TABLE 5-1. TORQUE REQUIREMENTS FOR SCREWS

SCREW SIZE	TORQUE REQUIRED
4-40	6 ± 5% in-lbs
6-32	10 ± 5% in-lbs
8-32	21 ± 5% in-lbs
10-32	33 ± 5% in-lbs



REF DESIG PREFIX 2A1A3

NOTE: Delete C11 and C12, and see views A and B for units with serial numbers 061 through 0121.

#### PIN CALLOUTS

A - 28 VDC	N - -4 VDC Out
B - 28 VAC	P - To Tune Lamp
C - 28 VAC	R - C Motor On
D - 4 VAC	S - Element Pos. Meter
E - Bypass	T - L Motor Brake
F - 12.4 VDC	U - Motor On
H - Chassis GRD	V - Element Pos. Pot.
J - Key Hold	W - 28 VDC
K - Keyline	X - -2 VDC Out
L - L Motor On	Y - C Motor Brake
M - (keyway)	Z - (not used)

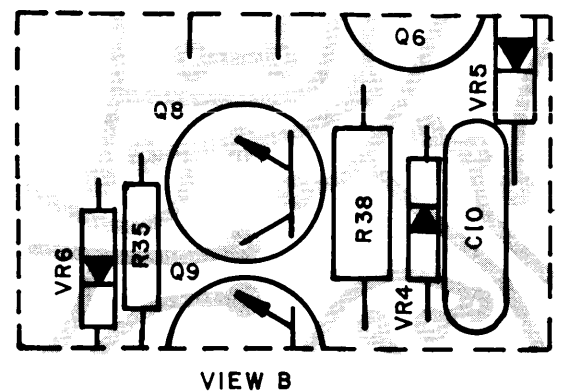
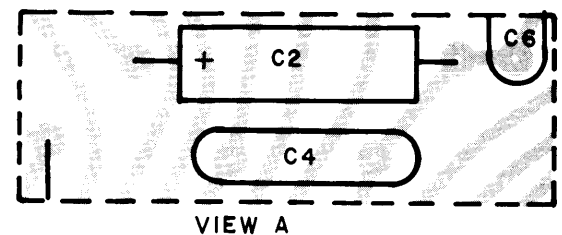
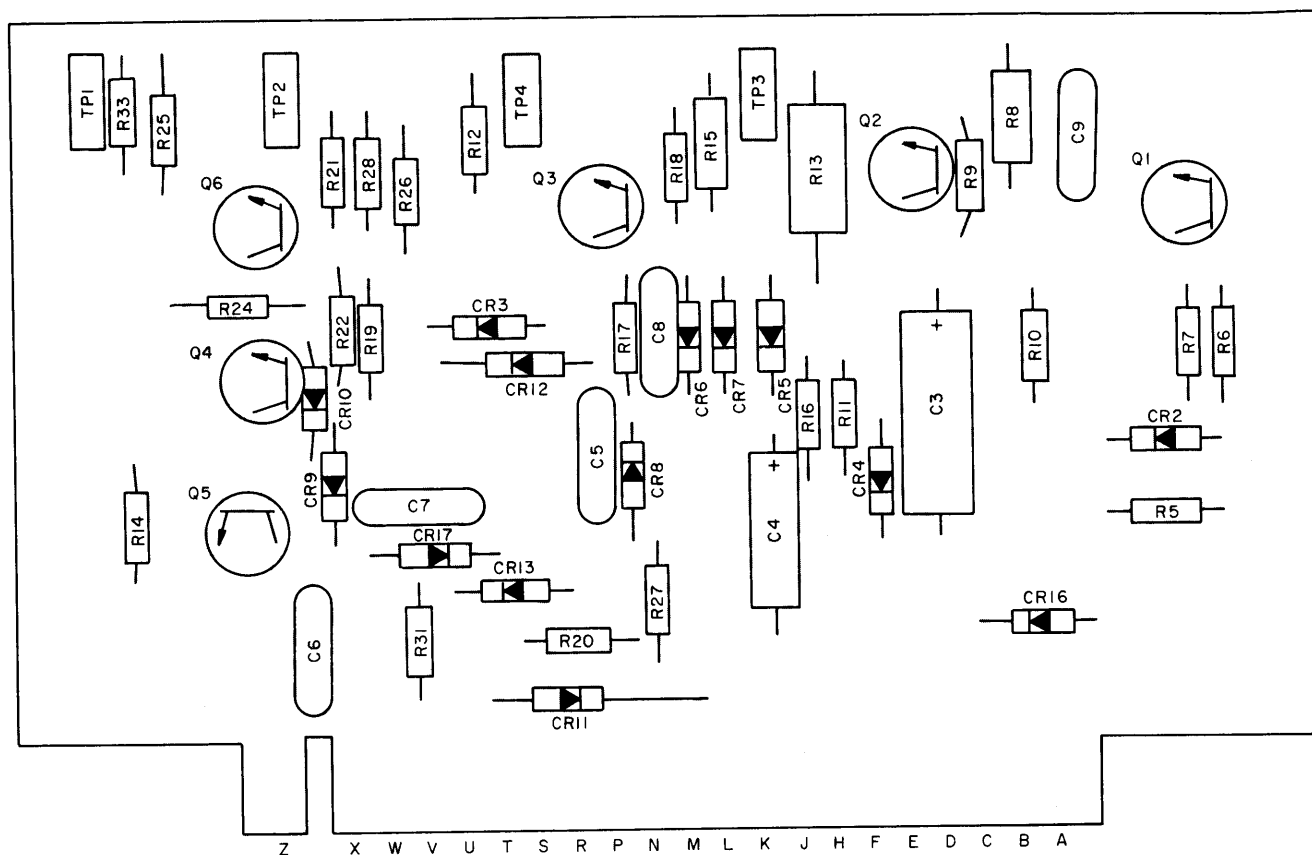


Figure 5-10. Printed Circuit Board 2A1A3, Component and Test Point Locations

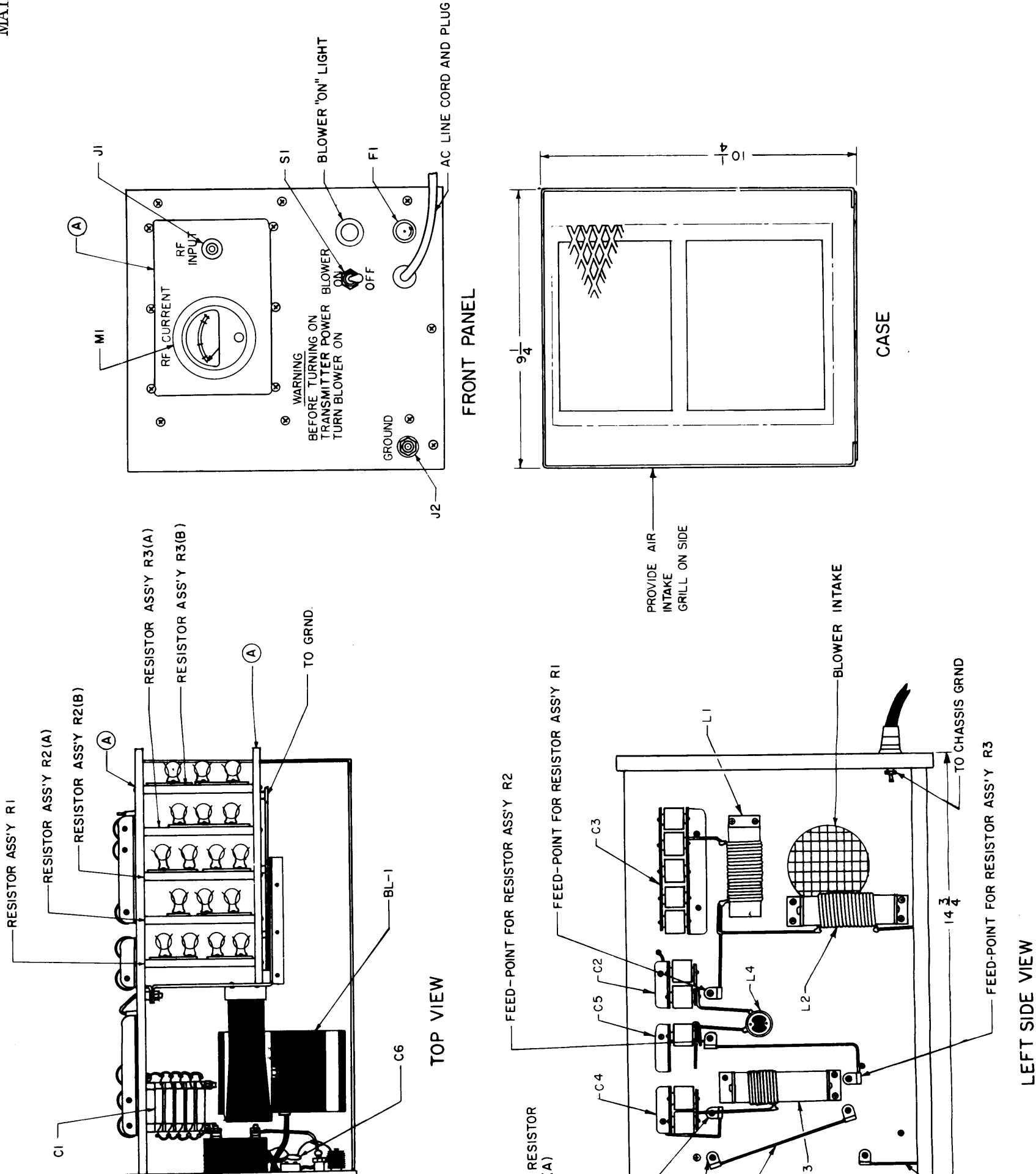


REF DESIG PREFIX  
2A1A4

### PIN CALLOUTS

A - 28 VDC	N - Manual - Silent GRD
B - -2 VDC	P - + Null Meter
C - GRD Pulse In	R - Far End Stop In
D - Home Signal Out	S - Key Hold Out
E - Keyline In	T - Tune Sensitivity Drive
F - Key Interlock Out	U - - Null Meter
H - (not used)	V - (not used)
J - Motor On	W - Ready Lamp Out
K - Reset In	X - Chassis GRD
L - Discriminator Home	Y - (Keyway)
M - Overload In	Z - (not used)

Figure 5-11. Printed Circuit Board 2A1A4, Component and Test Point Locations



ORIGINAL

Figure 5-14. RF Load Simulator,  
Fabrication Diagram

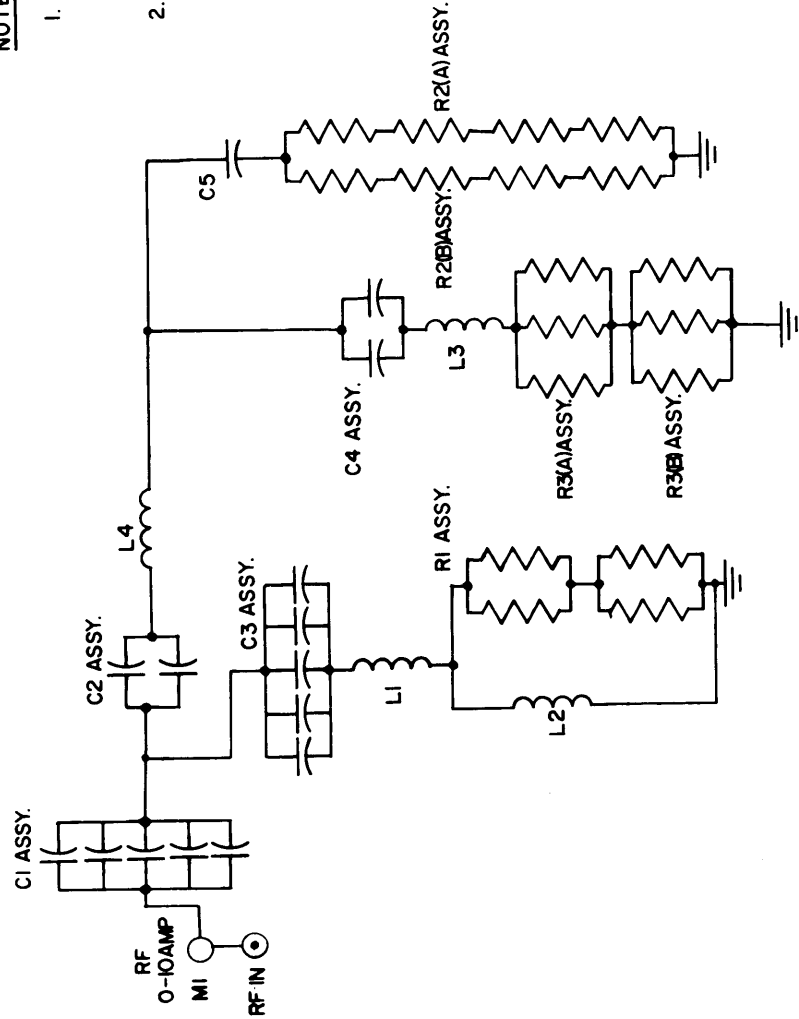
5-35/5-36

MATERIAL LIST		
ITEM	QTY.	DESCRIPTION
L1	1	COIL FORM — 1" DIA, CERAMIC, HOLLOW CENTER, 3" LONG — 6 FT. NO. 14 AWG WIRE, WITH NO. 14 TEFLON SLEEVING CLOSE WOUND 20 TURNS.
L2	1	COIL FORM — 1" DIA, CERAMIC HOLLOW CENTER, 3" LONG — 4 1/2 FT. NO. 14 AWG WIRE, WITH NO. 14 TEFLON SLEEVING CLOSE WOUND 15 TURNS.
L3	1	COIL FORM — 1" DIA, CERAMIC, HOLLOW CENTER, 3" LONG — 2 1/2 FT. NO. 14 AWG WIRE, WITH NO. 14 TEFLON SLEEVING CLOSE WOUND 8 3/4 TURNS.
L4	1	COIL FORM — 3/4" DIA, CERAMIC, HOLLOW CENTER, 1 1/2" LONG — 1 FT. NO. 14 AWG NO INSULATION, UNIFORMLY WOUND 2 1/4 TURNS (APPROX. 5/16" BETWEEN EACH TURN)
C1 ASSY.	5	CAPACITOR, MICA, 220MMFD, FLAT, 2500VDC — AEROVOX CORP. OR CORNELL DUBILIER TYPE CM 45B221. — CONNECTED IN PARALLEL.
C2 ASSY.	1	CAPACITOR, CERAMIC, 25MMFD, 5000 VDC, CENTRALAB 850S-25Z AND
	1	CAPACITOR, CERAMIC 100MMFD, 5000VDC, CENTRALAB 850S-100N CONNECTED IN PARALLEL.
C3 ASSY.	3	CAPACITOR, CERAMIC, 25MMFD, 5000VDC, CENTRALAB 850S-25Z AND
	2	CAPACITOR, CERAMIC, 20MMFD, 5000VDC, CENTRALAB 850S-20Z CONNECTED IN PARALLEL.
C4 ASSY.	1	CAPACITOR, CERAMIC, 50MMFD, 5000VDC, CENTRALAB 850S-50Z AND
	1	CAPACITOR, CERAMIC, 12MMFD, 5000VDC, CENTRALAB 850S-12Z CONNECTED IN PARALLEL.
C5	1	CAPACITOR, CERAMIC, 47MMFD, 5000VDC, CENTRALAB 850S-47Z
C6	1	CAPACITOR — MICA, .01MFD
R1 ASSY.	4	RESISTOR, 50 OHM, 22 WATT, GLOWBAR TYPE CX WITH CLIPS MOUNTED ON 1/4" THICK PLASTIC-GLASSEPOXY RESIN MOUNTING PLATE TYPE G, PER MIL-P-18177.
R2 ASSY.	7	
R3 ASSY.	6	
MI	1	O-10 AMP RF AMMETER, SIMSON MR 25WO10RLAA, MODEL 136
J1	1	RF INPUT TERMINAL, SUPERIOR TYPE DFN 30RC
J2	1	BINDING POST — BLACK, SUPERIOR TYPE DFN 30BC
S1	1	TOGGLE SWITCH, 10AMP
F1	1	FUSE HOLDER, BUSSMAN HKP-HJR.
BL-1	1	BLOWER MOTOR — HEINZE ELECTRIC CO., D-52199
(A)	1	MOUNTING PLATES, PLASTIC-GLASS EPOXY RESIN, TYPE G PER MIL-P-18177, 1/4" THICK.

ALL BUSS WIRE IS NO. 14 AWG, TIN COATED COPPER.  
BLOWER MOTOR TO DUCT AIR ACROSS 50 OHM RESISTORS AND EXHAUST THROUGH REAR OF CASE. AIR INTAKE IS ON LEFT SIDE OF CASE  
COIL FORMS AVAILABLE FROM CENTRALAB.

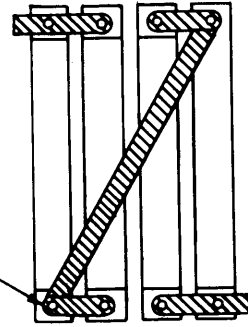
NOTES

1. THIS DRAWING IS FURNISHED FOR USE IN THE LOCAL MANUFACTURE OF AN ANTENNA SIMULATOR. THIS DEVICE IS NOT AN ASSEMBLED OR STOCKED ITEM.
2. DESIGNED PRIMARILY FOR USE IN OVERHAUL TEST OF ANTENNA COUPLER AN/SRA-22. FOR CONNECTION TO OUTPUT OF TUNER TO ENABLE THE TESTING WITHOUT RADIATING AN ON-THE-AIR SIGNAL. THE DEVICE MAY BE USED WITH ANY OTHER ANTENNA TUNERS FOR TEST OR INSTRUCTION PURPOSES.

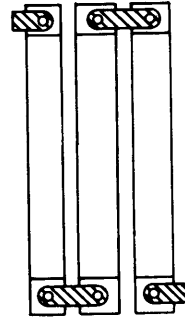


SCHEMATIC

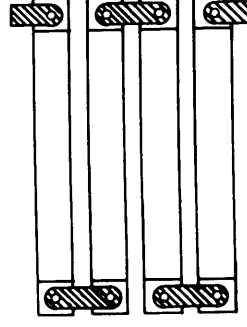
ALL JUMPERS ALUMINUM



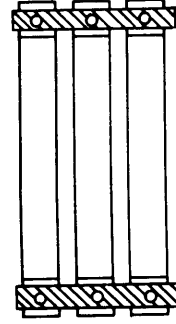
RESISTOR ASSY. R1



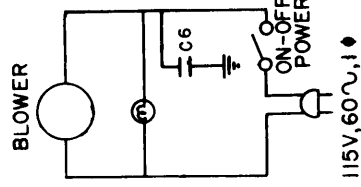
RESISTOR ASSY. R2(A)



RESISTOR ASSY. R2(B)



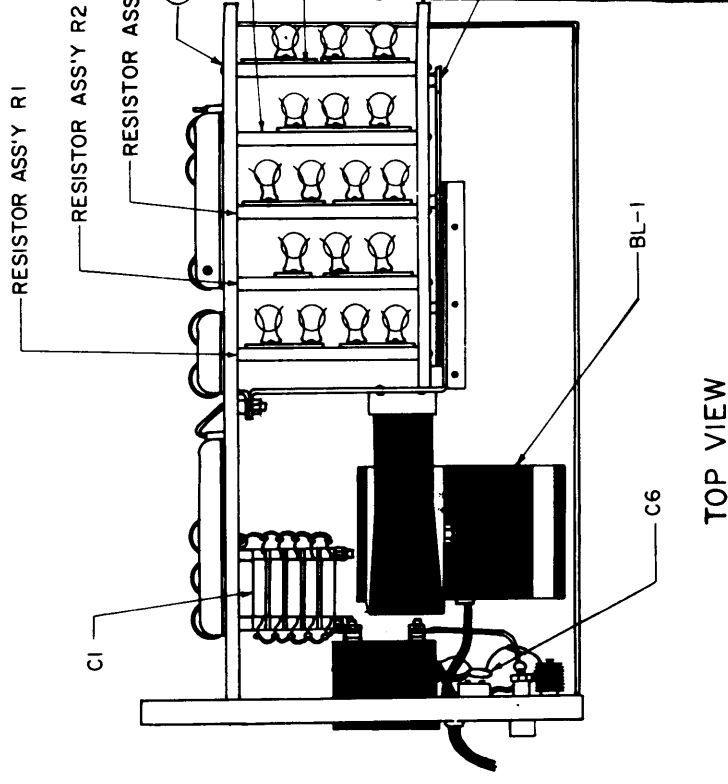
RESISTOR ASSY. R3(A) & R3(B)



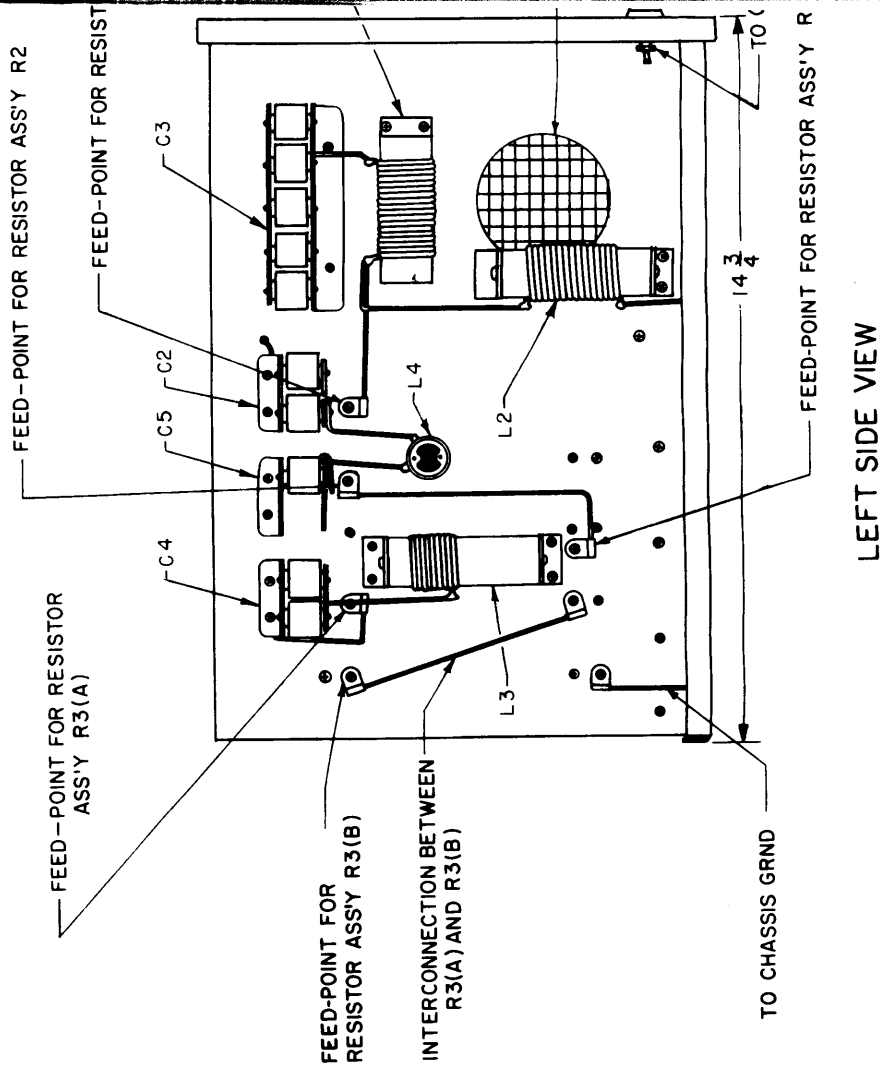
IMPEDANCES Z

FREQ MC	R OHMS	J X OHMS
2	7.5	-210
3	12	-115
4	18	-60
5	28	+2
6	40	+80
7	80	+150
8	190	+80
9	580	-200
10	300	-290
11	120	-200
12	90	-130
13	35	-80
14	30	-40
15	33	-8
16	30	+15
17	45	+40
18	70	+60
19	95	+70
20	120	+50
21	140	+2
22	160	-25
23	130	-40
24	120	-48
25	110	-50
26	110	-50
27	110	-50
28	105	-50
29	100	-30
30	100	-20

MEASURED ON GR-1606A RF BRIDGE



TOP VIEW

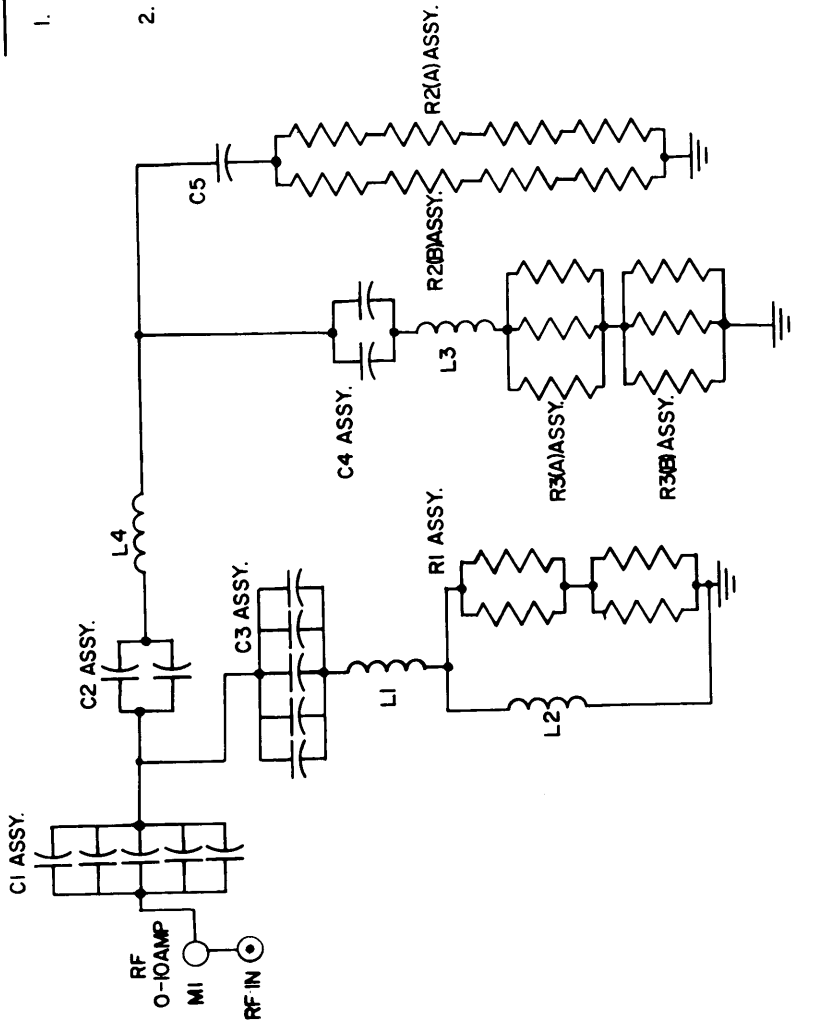


LEFT SIDE VIEW



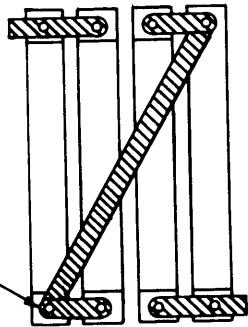
NOTES

1. THIS DRAWING IS FURNISHED FOR AN ANTENNA SIMULATOR. THIS STOCKED ITEM.
2. DESIGNED PRIMARILY FOR USE COUPLER AN/SRA-22. FOR ENABLE THE TESTING WITHOUT THE DEVICE MAY BE USED FOR TEST OR INSTRUCTION P

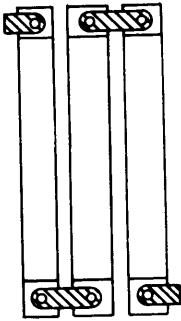


SCHEMATIC

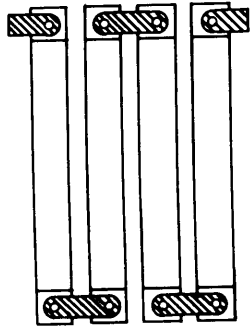
ALL JUMPERS ALUMINUM



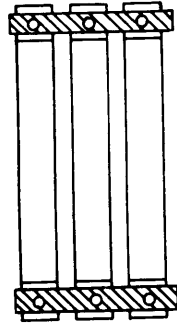
RESISTOR ASSY. R1



RESISTOR ASSY. R2(A)



RESISTOR ASSY. R2(B)



RESISTOR ASSY. R3(A) & R3(B)

IMPEDANCE

FREQ MC	R OHMS
2	7.5
3	12
4	18
5	28
6	40
7	80
8	150
9	300
10	500
11	1200
12	50
13	35
14	30
15	30
16	30
17	4
18	7
19	9
20	12
21	14
22	16
23	16
24	13
25	12
26	11
27	11
28	10
29	10
30	10

MEASURED ON GR-1

## SUPPLEMENTARY PARTS LIST

## NOTE

This parts list has been corrected by means of the following supplementary table. For any given item, always refer first to the appropriate listing in the supplementary table, since it completely supersedes any corresponding listing in the basic table. If no information is shown for a given item, refer to the basic table for the required information.

TABLE 6-2A. MAINTENANCE PARTS LIST

REF DESIG	NAME AND DESCRIPTION	FIG. NO.
1A2C2	CAPACITOR, FIXED PAPER: 3 UF, 400 VDCW MFR 00656, PN P30ZN3	5-4
1A2T1	TRANSFORMER, TOROID: MFR 14304, PN 392-1320	5-4/5-6
1A2A1CR1 through 1A2A1CR10	SAME AS 1A2CR1	5-6
1A2A1CR12	SAME AS 1A2CR1	5-6
1A2A1CR13	SAME AS 1A2CR1	5-6
1A2A1MP1	GEAR TRAIN ASSY: MFR 14304, PN 392-2302	5-6
1A2A2C1	CAPACITOR, FIXED GLASS: MIL type CY13C51RC	5-5
1A2A2R20	RESISTOR, FIXED COMPOSITION: MIL type RC07GF123K	5-5
1A2A3MP1	GEAR TRAIN ASSEMBLY: MFR 14304, PN 392-1603	5-6
2A1L1*	COIL, FXD RF: MIL type MS16221-15	5-8
2A1S5	SWITCH, PB: MIL type MS25089-3C	5-8
2A1S9	SWITCH, PB: MIL type MS25089-1C	5-8
2A1A1C4 through 2A1A1C6	SAME AS 1A2A2C2	5-9
2A1A2TP1 through 2A1A2TP6	SAME AS 2A1A1TP1	5-9

TABLE 6-2A. MAINTENANCE PARTS LIST (Cont)

REF DESIG	NAME AND DESCRIPTION	FIG. NO.
2A1A3C11**	SAME AS 1A2A2C2	5-10
2A1A3C12**	SAME AS 1A2A2C2	5-10
2A1A3R7	NOT USED	
2A1A3R9	RESISTOR, FIXED COMPOSITION: MIL type RC07GF103K	5-10
2A1A3R17	SAME AS 2A1A3R4	5-10
2A1A3R38	SAME AS 1A2A2R13	5-10
2A1A4R15	RESISTOR, FIXED COMPOSITION: MIL type RC20GF272K	5-11
2A1A4R27	RESISTOR, FIXED COMPOSITION: MIL type RC07GF152K	5-11
2A2A1C8*	CAPACITOR, FIXED PAPER: 0.1 UF, 200 VDCW, MFR 14304, PN C70-0002-051	5-12
2A2A1J2	CONNECTOR, RECEPTACLE: MIL type MS3102R-28-21S	5-12

\*NOT INCLUDED IN UNITS WITH SERIAL NUMBERS 061 THROUGH 0115.

\*\*NOT INCLUDED IN UNITS WITH SERIAL NUMBERS 061 THROUGH 0121.

TABLE 6-3A. LIST OF MANUFACTURERS

MFR CODE	NAME	ADDRESS
74970	E. F. Johnson Company	Waseca, Minn.

## TABLE OF CONTENTS

Section		Page
1	GENERAL INFORMATION .....	1-1
	1-1. Scope .....	1-1
	1-4. Description .....	1-1
	1-5. General .....	1-1
	1-7. Antenna Coupler CU-938/URA-38 .....	1-1
	1-10. Antenna Coupler Control C-3698/URA-38 .....	1-2
	1-13. Reference Data .....	1-2
	1-15. Equipment Supplied .....	1-3
	1-17. Typical Equipment, Publications, and Cables Required but not Supplied. ....	1-3
	1-19. Preparation for Reshipment .....	1-3
	1-21. Factory or Field Changes .....	1-3
	1-23. Equipment Similarities .....	1-3
2	INSTALLATION .....	2-1
	2-1. Unpacking and Handling .....	2-1
	2-3. Power Requirements .....	2-1
	2-5. Site Selection .....	2-1
	2-8. Installation Requirements .....	2-1
	2-9. Considerations .....	2-1
	2-11. Antenna Coupler CU-938/URA-38 .....	2-5
	2-13. Antenna Coupler Control C-3698/URA-38 .....	2-6
	2-15. Cable Assemblies .....	2-6
	2-17. Interlock Information .....	2-10
	2-19. Interconnections .....	2-10
	2-21. Inspection and Adjustment .....	2-10
	2-22. Inspection .....	2-10
	2-24. Adjustment .....	2-10
	2-26. Performance Checks .....	2-10
	2-28. Interference Reduction .....	2-10
	2-30. Pressurization .....	2-12
3	OPERATION .....	3-1
	3-1. Functional Operation .....	3-1
	3-2. General .....	3-1
	3-5. Operation .....	3-1
	3-6. Automatic .....	3-1
	3-7. Manual .....	3-1
	3-8. Semi-Automatic .....	3-2
	3-9. Silent .....	3-2
	3-10. Overload Protection .....	3-2
	3-11. Operating Procedures .....	3-2
	3-12. Description of Operating Controls and Indicators .....	3-2
	3-14. Automatic Operation .....	3-4
	3-16. Semi-Automatic Operation .....	3-5

## TABLE OF CONTENTS (Cont)

Section		Page
3-18.	Manual Operation . . . . .	3-6
3-20.	Silent Operation . . . . .	3-8
3-22.	Emergency Operation . . . . .	3-9
3-26.	Operator's Maintenance . . . . .	3-9
3-27.	Operating Checks . . . . .	3-9
3-29.	Preventive Maintenance . . . . .	3-10
3-31.	Emergency Maintenance . . . . .	3-10
4	TROUBLESHOOTING . . . . .	4-1
4-1.	Logical Troubleshooting . . . . .	4-1
4-3.	Symptom Recognition . . . . .	4-1
4-5.	Symptom Elaboration . . . . .	4-1
4-7.	Listing Probable Faulty Function . . . . .	4-1
4-9.	Localizing the Faulty Function . . . . .	4-1
4-12.	Localizing Trouble to the Circuit . . . . .	4-2
4-14.	Failure Analysis . . . . .	4-2
4-16.	Functional Description . . . . .	4-2
4-17.	General . . . . .	4-2
4-21.	Automatic Tuning Cycle . . . . .	4-5
4-26.	Manual Tuning Cycle . . . . .	4-6
4-28.	Silent Tuning Cycle . . . . .	4-6
4-30.	Power Supply and Cooling . . . . .	4-7
4-32.	Test Data . . . . .	4-7
4-34.	Detailed Descriptions . . . . .	4-8
4-35.	Matching Network . . . . .	4-8
4-36.	General . . . . .	4-8
4-37.	Circuit Description . . . . .	4-8
4-39.	Test Data . . . . .	4-9
4-40.	Ø Discriminator . . . . .	4-9
4-41.	General . . . . .	4-9
4-42.	Circuit Description . . . . .	4-9
4-44.	Test Data . . . . .	4-11
4-45.	R Discriminator . . . . .	4-11
4-46.	General . . . . .	4-11
4-47.	Circuit Description . . . . .	4-11
4-49.	Forcing . . . . .	4-13
4-50.	Test Data . . . . .	4-13
4-51.	Servo Amplifier . . . . .	4-13
4-52.	General . . . . .	4-13
4-53.	Circuit Description . . . . .	4-13
4-58.	Test Data . . . . .	4-15
4-59.	Motor Control Circuit . . . . .	4-16
4-60.	General . . . . .	4-16
4-61.	Circuit Description . . . . .	4-16
4-64.	Test Data . . . . .	4-18
4-65.	C Servo Loop Switching and Metering . . . . .	4-18
4-66.	General . . . . .	4-18
4-67.	Automatic Operation . . . . .	4-18
4-68.	Silent Operation . . . . .	4-18
4-69.	Manual Operation . . . . .	4-20

## TABLE OF CONTENTS (Cont)

Section		Page
	L Servo Loop Switching and Metering . . . . .	4-20
4-70.	General . . . . .	4-20
4-71.	Logic Circuits . . . . .	4-22
4-72.	General . . . . .	4-22
4-73.	Home Logic Circuit Description . . . . .	4-22
4-74.	Motor-On Logic Circuit Description . . . . .	4-22
4-75.	Brake Logic Circuit Description . . . . .	4-26
4-78.	Tune Logic Circuit Description . . . . .	4-26
4-80.	Keying Logic Circuit Description . . . . .	4-29
4-84.	Ready Light Logic Circuit Description . . . . .	4-31
4-88.	Logic Test Data . . . . .	4-31
4-91.	Coupler Bypass Circuit . . . . .	4-31
4-93.	General . . . . .	4-31
4-94.	Circuit Description . . . . .	4-33
4-95.	Test Data . . . . .	4-33
4-96.	Power Supply . . . . .	4-33
4-97.	General . . . . .	4-33
4-98.	Circuit Description . . . . .	4-33
4-99.	Test Data . . . . .	4-35
4-101.	Heat Exchanger . . . . .	4-35
4-102.	System Troubleshooting . . . . .	4-35
4-105.		
5	MAINTENANCE . . . . .	5-1
5-1	Failure, and Performance and Operation Reports . . . . .	5-1
5-3	Tuning and Adjustment . . . . .	5-1
5-4	Discriminator . . . . .	5-1
5-5	General . . . . .	5-1
5-6	Test Equipment and Special Tools . . . . .	5-1
5-7	Test Setup . . . . .	5-2
5-8	Control Settings . . . . .	5-2
5-9	Instructions . . . . .	5-2
5-10	Servo Amplifiers . . . . .	5-3
5-11	General . . . . .	5-3
5-12	Test Equipment . . . . .	5-3
5-13	Special Fixture . . . . .	5-3
5-14	Control Settings . . . . .	5-3
5-15	Test Setup . . . . .	5-4
5-16	Instructions . . . . .	5-4
5-17	Repair . . . . .	5-5
5-18	Antenna Coupler Control C-3698/URA-38 . . . . .	5-5
5-19	General . . . . .	5-5
5-20	General PCB Parts Replacement Techniques . . . . .	5-5
5-21	Antenna Coupler CU-938/URA-38 . . . . .	5-6
5-22	General . . . . .	5-6
5-23	Removal of Chassis from Case . . . . .	5-7
5-24	Element Position Potentiometer Replacement . . . . .	5-7
5-25	Servo Motor Replacement . . . . .	5-8
5-26	Gear Drive Assembly Component Replacement . . . . .	5-9
5-27	End Stop Switch Replacement . . . . .	5-15

TABLE OF CONTENTS (Cont)

Section		Page
	5-28        Tripper Spring Replacement . . . . .	5-16
	5-29        Variable Capacitor Replacement . . . . .	5-17
	5-30        Variable Inductor Replacement . . . . .	5-18
	5-31        Printed Circuit Board Extender Fabrication . . . . .	5-20
	5-33        Test Cable Fabrication . . . . .	5-21
	5-35        RF Load Simulator Fabrication . . . . .	5-21
	5-37        Quick Release Plunger Adjustment Tool Fabrication . . . . .	5-21
	5-39        Transistor Voltage Measurements . . . . .	5-21
6	PARTS LIST . . . . .	6-1
	6-1        Reference Designations . . . . .	6-1
	6-3        Reference Designation Prefix . . . . .	6-1
	6-5        List of Units . . . . .	6-2
	6-7        Maintenance Parts List . . . . .	6-2
	6-10       List of Manufacturers . . . . .	6-2

## LIST OF ILLUSTRATIONS

Figure		Page
1-1	Typical Relationship of Units . . . . .	1-0
2-1	Antenna Coupler Control AN/URA-38, Outline Drawing . . . . .	2-3
2-2	Rack Mounting Bracket, Fabrication Diagram . . . . .	2-7
2-3	Interlock Information Diagram . . . . .	2-11
2-4	Antenna Coupler Group AN/URA-38, Interconnection Diagram . . . . .	2-12
3-1	Antenna Coupler Control C-3698/URA-38, Operating Controls and Indicators . . . . .	3-2
4-1	Antenna Coupler Group AN/URA-38, Functional Block Diagram . . . . .	4-3
4-2	Matching Network, Simplified Schematic Diagram . . . . .	4-8
4-3	$\emptyset$ Discriminator, Simplified Schematic Diagram . . . . .	4-10
4-4	R Discriminator, Simplified Schematic Diagram . . . . .	4-12
4-5	Servo Amplifier, Simplified Schematic Diagram . . . . .	4-14
4-6	Motor Control, Simplified Schematic Diagram . . . . .	4-17
4-7	C Servo Loop, Simplified Switching and Metering Diagram . . . . .	4-19
4-8	L Servo Loop, Simplified Switching and Metering Diagram . . . . .	4-21
4-9	Antenna Coupler Group AN/URA-38, Automatic Tuning Sequence Diagram . . . . .	4-23
4-10	Home Logic, Simplified Schematic Diagram . . . . .	4-24
4-11	Motor-On Logic, Simplified Schematic Diagram . . . . .	4-25
4-12	Brake Logic, Simplified Schematic Diagram . . . . .	4-27
4-13	Tune Logic, Simplified Schematic Diagram . . . . .	4-28
4-14	Keying Logic, Simplified Schematic Diagram . . . . .	4-30
4-15	Ready Light Logic, Simplified Schematic Diagram . . . . .	4-32
4-16	Coupler Bypass Circuit, Simplified Schematic Diagram . . . . .	4-32
4-17	Power Supply, Simplified Schematic Diagram . . . . .	4-34
4-18	Heat Exchanger . . . . .	4-36
4-19	Antenna Coupler Group AN/URA-38, Logic and Power Supply Servicing Block Diagram . . . . .	4-39
4-20	Antenna Coupler Group AN/URA-38, Servo Loops and Matching Network, Servicing Block Diagram . . . . .	4-41
5-1	Servo Amplifier Test Fixture . . . . .	5-4
5-2	Gear Drive Assembly Fixtures and Jigs, Fabrication Diagram . . . . .	5-10
5-3	Antenna Coupler CU-938/URA-38, Case, Component Locations . . . . .	5-25
5-4	Antenna Coupler CU-938/URA-38, Chassis, Component Locations . . . . .	5-26
5-5	Discriminator Assembly 1A2A2, Component and Test Point Locations . . . . .	5-26
5-6	Gear Drive Assemblies 1A2A1 and 1A2A3, Component Locations . . . . .	5-27
5-7	Inductor Assembly 1A2L1, Component Locations . . . . .	5-29
5-8	Antenna Coupler Control C-3698/URA-38, Chassis, Component Locations . . . . .	5-29
5-9	Printed Circuit Boards 2A1A1 and 2A1A2, Component and Test Point Locations . . . . .	5-30
5-10	Printed Circuit Board 2A1A3, Component and Test Point Locations . . . . .	5-31
5-11	Printed Circuit Board 2A1A4, Component and Test Point Locations . . . . .	5-32
5-12	Antenna Coupler Control C-3698/URA-38, Case, Component Locations . . . . .	5-33
5-13	Primary Power Distribution Diagram . . . . .	5-34
5-14	RF Load Simulator, Fabrication Diagram . . . . .	5-35
5-15	Antenna Coupler CU-938/URA-38, Schematic Diagram . . . . .	5-37
5-16	Antenna Coupler Control C-3698/URA-38, Schematic Diagram . . . . .	5-39



## LIST OF TABLES

Table		Page
1-1	Antenna Coupler Group AN/URA-38 Equipment Supplied . . . . .	1-4
1-2	Antenna Coupler Group AN/URA-38 Typical Equipment, Publications, and Cables Required but not Supplied . . . . .	1-5
2-1	Cable Types and Terminations . . . . .	2-8
2-2	Cable W1 Pin Connections . . . . .	2-9
2-3	Cable W2 Pin Connections . . . . .	2-9
3-1	Antenna Coupler Control C-3698/URA-38, Operating Controls and Indicators . . . . .	3-3
3-2	Antenna Coupler Group AN/URA-38, Preventive Maintenance Checks . . . . .	3-10
4-1	Troubleshooting . . . . .	4-37
5-1	Torque Requirements for Screws . . . . .	5-6
5-2	Position of Contact Arm of Variable Inductor Rotor . . . . .	5-15
5-3	Transistor DC Voltage Measurements . . . . .	5-22
6-1	List of Units . . . . .	6-2
6-2	Maintenance Parts List . . . . .	6-3
6-3	List of Manufacturers . . . . .	6-21

FRONT MATTER

NAVSHIPS 0967-204-0010

Figure  
1-1

NAVSHIPS 0967-204-0010

AN/URA-38  
GENERAL INFORMATION

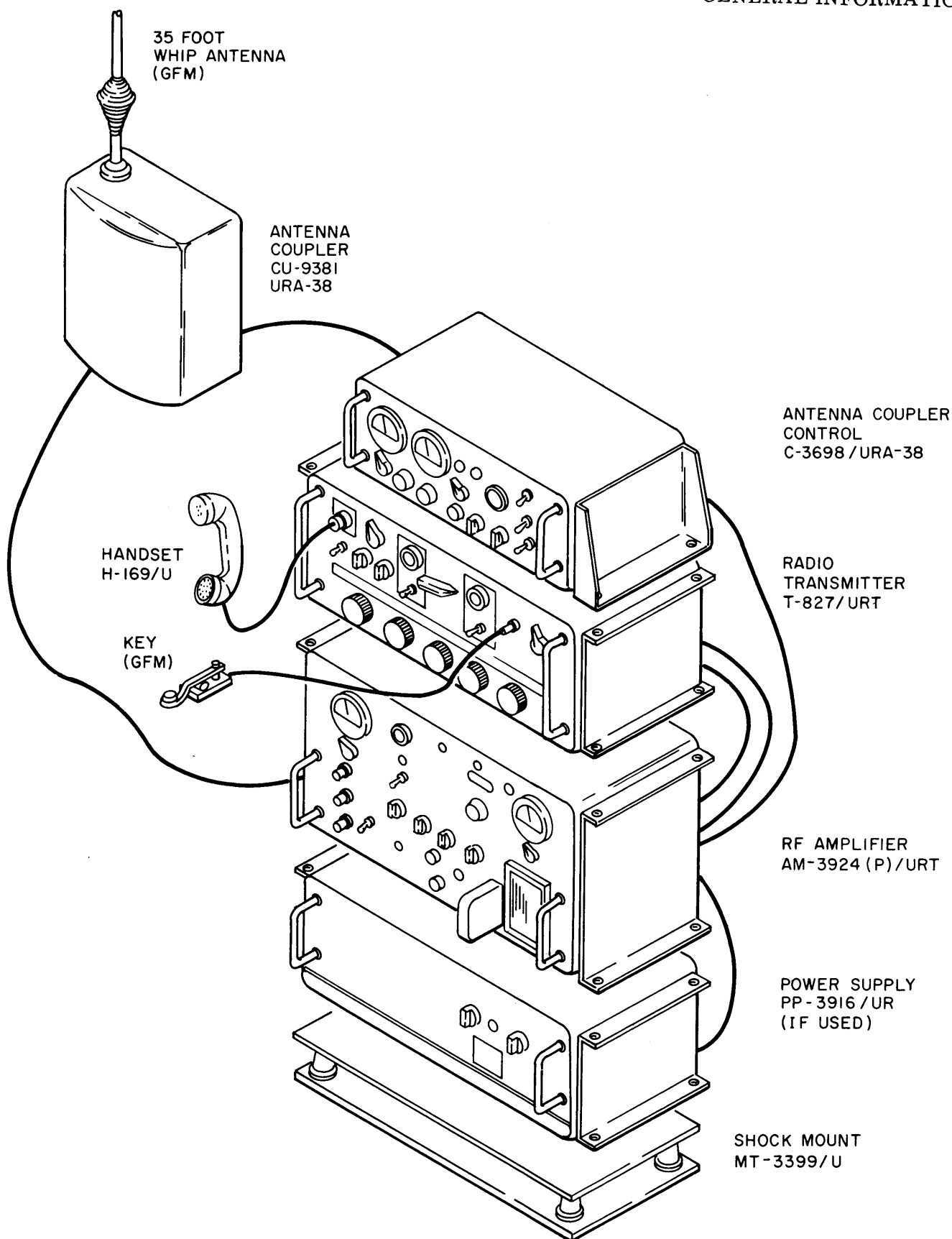


Figure 1-1. Typical Relationships of Units

SECTION 1  
GENERAL INFORMATION

1-1. SCOPE.

1-2. This Technical Manual is in effect upon receipt and supersedes NAVSHIPS 96033. Extracts from this publication may be made to facilitate the preparation of other Department of Defense Publications.

1-3. This Technical Manual describes and contains the necessary information to install, operate, repair and maintain Antenna Coupler Group AN/URA-38. Hereinafter, Antenna Coupler Group AN/URA-38 will be referred to as the AN/URA-38.

1-4. DESCRIPTION.

1-5. GENERAL.

1-6. The AN/URA-38 (figure 1-1) is an automatic antenna tuning system intended primarily for surface ship and shore use with Radio Transmitting Set AN/URT-23(V). However, the equipment design includes provisions for manual and semi-automatic tuning, thus making the system readily adaptable for use with other radio transmitters. In addition, the manual tuning capability is useful when a failure occurs in the automatic tuning circuitry. The AN/URA-38 can also be tuned without the use of RF power (silent tuning). This method is useful in installations where radio silence must be maintained except for brief transmission periods. The AN/URA-38 matches the impedance of a 15, 25, 28, or 35 foot whip antenna to the impedance of a 50-ohm transmission line at any frequency in the 2.0 to 30.0 MC range. (The use of a 35 foot whip antenna is preferred.) A 50 to 200 watt CW signal is required for tuning, after which the system is capable of handling 1 KW of average and peak envelope power (PEP). The AN/URA-38 consists of an antenna coupler (normally mounted at the base of the antenna) and an antenna coupler control unit (normally mounted with the associated radio transmitter).

1-7. ANTENNA COUPLER CU-938/URA-38.

1-8. The function of the CU-938/URA-38 (figures 5-3 and 5-4) is to match the impedance of a 15, 25, 28, or 35 foot whip antenna to the impedance of a 50-ohm transmission line, at any frequency in the 2.0 to 30.0 MC range. When operating with the AN/URT-23(V), control signals from the associated antenna coupler control unit automatically tune the CU-938/URA-38 matching network in less than five seconds. During manual and silent operation, tuning is accomplished manually with the controls mounted on the antenna coupler control unit. A low power (not to exceed 200 watts) CW signal is required for tuning. Once tuned, the CU-938/URA-38 is capable of handling 1KW of PEP and average power.

1-9. The CU-938/URA-38 is enclosed in an aluminum, airtight, pressurized case that is approximately 25 inches long, 15 inches wide, and 10 inches high. Access is gained to the chassis by removing the dome-shaped cover from the case. Fins on the bottom of the case carry heat from the unit. Six mounting feet enable the unit to be attached to the mast of a ship at the base of a whip antenna. The CU-938/URA-38 is pressurized to 10 PSIG with dry nitrogen to aid internal heat transfer and prevent corona and arcing. All components of the

CU-938/URA-38 are secured to a chassis which is mounted to the case so that an air duct exists between the chassis plate and the case. An internal fan circulates the nitrogen over and through the heat producing elements and then through the air duct. While passing through the air duct, the nitrogen loses its heat to the bottom of the case. This heat is then transferred to the ambient by convection through the fins on the case and by conduction through the mounting feet.

1-10. ANTENNA COUPLER CONTROL C-3698/URA-38.

1-11. The function of the C-3698/URA-38 (figure 5-8) is to provide the power and control signals required to tune the CU-938/URA-38. The control signals are either automatically produced by the C-3698/URA-38 when a tune cycle is initiated, or manually produced with the front panel controls. All DC operating voltages are produced from a 115 volt, 48 to 63 or 350 to 450 CPS, single phase primary power source. Metering and protection circuits are provided to enable complete control of the CU-938/URA-38 from the remotely positioned C-3698/URA-38.

1-12. The circuits of the C-3698/URA-38 are all mounted on a chassis and panel assembly housed in an aluminum case approximately 5 inches high, 19 inches wide, and 8.5 inches deep. The chassis and panel assembly is attached to the case with a hinge, and secured by four front panel captive screws. Connections between chassis and connectors on the rear of the case are made by a flexible harness assembly and filter box.

1-13. REFERENCE DATA.

1-14. The following data are the electrical characteristics of the AN/URA-38.

- a. Frequency range: 2.0 to 30.0 MC.
- b. RF signal capability: LSB, ISB, USB, CW, FSK and Compatible AM.
- c. RF power capability: 1000 watts average and PEP.
- d. Primary power requirements: 115 volts, 48 to 63 or 350 to 450 CPS, single phase.
- e. VSWR: 1.5:1 Maximum when tuned.
- f. Antenna types: 15, 25, 28, or 35 foot whip. (35 foot preferred.)
- g. Tuning time: Less than 5 seconds in automatic operation.
- h. Modes of operation: Manual, Silent, Automatic.
- i. Temperature limitations: -28 to +65°C for CU-938/URA-38; 0 to +50°C for C-3698/URA-38.
- j. Power consumption: 80 watts maximum (continuous); 130 watts maximum (intermittent for less than 5 seconds).

k. Input impedance: 50 ohms unbalanced when tuned.

1. Transistor - Diode Complement:

DIODE	QTY.	TRANSISTOR	QTY.
JAN1N914 JAN1N3611	CU-938/URA-38		
	4		
	13		
JAN1N277M JAN1N753A JAN1N967B JAN1N3611	C-3698/URA-38		8 4 4 25 2
	32	JAN2N297A	
	4	USN2N1132	
	2	JAN2N1309	
	18	JAN2N1613	
		USA2N2219	
TOTAL	73	TOTAL	43

1-15. EQUIPMENT SUPPLIED.

1-16. The equipment supplied as a part of the AN/URA-38 is listed in table 1-1.

1-17. TYPICAL EQUIPMENT, PUBLICATIONS, AND CABLES  
REQUIRED BUT NOT SUPPLIED.

1-18. Typical equipment, publications and cables required but not supplied as a part of the AN/URA-38 are listed in table 1-2.

1-19. PREPARATION FOR RESHIPMENT.

1-20. Each item of the AN/URA-38 is carefully packed to prevent damage during shipment. The units should be repacked carefully if the units are to be reshipped at a later date. If possible use the original shipping containers. Always de-pressurize the CU-938/URA-38 before repacking.

1-21. FACTORY OR FIELD CHANGES.

1-22. There have been no factory or field changes made to the AN/URA-38.

1-23. EQUIPMENT SIMILARITIES.

1-24. Procedures are provided herein for operation of the AN/URA-38 with Radio Transmitting Set AN/URT-23(V). For complete information on the use of the AN/URA-38 with the AN/URT-23(V), refer to NAVSHIPS 0967-191-7010.

TABLE 1-1. ANTENNA COUPLER GROUP AN/URA-38 EQUIPMENT SUPPLIED

QTY PER EQUIP	NOMENCLATURE		UNIT NO.	*OVER-ALL DIMENSIONS (IN.)			*VOLUME	*WEIGHT
	NAME	DESIGNATION		HEIGHT	WIDTH	LENGTH		
1	Antenna Coupler	CU-938/URA-38	1	10.62	15.12	25.50	2.37	75.0
1	Antenna Coupler Control	C-3698/URA-38	2	5.23	19.36	8.69	0.51	25.0
1	Interconnecting Cable	W1						
1	Kit, Mating Connectors	10-109628-21P** 10-109628-21S** UG-982/U						
2	Support Clamp	10-36233-243**						
2	Technical Manual	NAVSHIPS 0967-204-0010						
1	Operator's Instruction Chart	NAVSHIPS 0967-204-0020						
1	Performance Standards Sheet	NAVSHIPS 0967-204-0030						
1	Reference Standards Book	NAVSHIPS 0967-204-0040						

\* Includes mounting materials.

\*\* Refer to Bureau of Ships drawing RE49D769.

TABLE 1-2. ANTENNA COUPLER GROUP AN/URA-38 TYPICAL EQUIPMENT, PUBLICATIONS,  
AND CABLES REQUIRED BUT NOT SUPPLIED

QTY PER EQUIP	NOMENCLATURE		REQUIRED USE	ELECTRICAL/ EQUIPMENT CHARACTERISTICS
	NAME	DESIGNATION		
1	Antenna (35-foot whip)		Reception and radiation of RF signals.	
1	Cable Set		Interconnection	Fabricate according to paragraph 2-15.
1	Test Cable		Troubleshooting and maintenance procedures.	Fabricate according to paragraph 5-33.
1	Pressurization Kit	MK-260/U	To pressurize CU-938/URA-38.	
1	Ground strap		Interconnection	
1	Antenna Simulator		Maintenance procedures.	Fabricate according to paragraph 5-35.
1	Electrical Dummy Load	DA-242/U	Troubleshooting and maintenance procedures.	Frequency range: 2 to 30 MC Input impedance: 50 ohms Power input: 0 to 1000 watts
1	Multimeter	AN/PSM-4	Troubleshooting and maintenance procedures.	Voltage range: DC: 0 to 28 AC: 0 to 120 Accuracy: 5%
1	DC Differential Voltmeter	CCUH-825A	Troubleshooting and maintenance procedures.	Voltage range: 10MV to 10 volts



TABLE 1-2. ANTENNA COUPLER GROUP AN/URA-38 TYPICAL EQUIPMENT, PUBLICATIONS,  
AND CABLES REQUIRED BUT NOT SUPPLIED (Cont)

QTY PER EQUIP	NOMENCLATURE		REQUIRED USE	ELECTRICAL/ EQUIPMENT CHARACTERISTICS
	NAME	DESIGNATION		
1	Wattmeter	AN/URM-120	Troubleshooting and maintenance procedures.	Power range: 0 to 1KW Frequency range: 2 to 30 MC
1	Set of Rack Mounting Brackets		Installation procedures.	Fabricate according to paragraph 2-14.
1	Set of Printed Circuit Board Extenders		Troubleshooting and maintenance procedures.	Fabricate according to paragraph 5-31.
1	Quick Release Plunger Adjustment Tool.		Maintenance procedures.	Fabricate according to paragraph 5-37.
1	Gear Drive Assembly Fixture and Jigs		Maintenance procedures.	Fabricate according to paragraph 5-26.
1	Set of Torque wrenches, 0-100 in-lbs		Assembly procedures.	
1	Standard Tool Set		Troubleshooting and maintenance procedures.	
1	Technical Manual for AN/PSM-4		Troubleshooting and maintenance procedures.	
1	Technical Manual for CCUH-825A		Troubleshooting and maintenance procedures.	

## SECTION 2 INSTALLATION

### 2-1. UNPACKING AND HANDLING.

2-2. Special procedures need not be followed when unpacking the units of the AN/URA-38. Since the system is made up of accurately calibrated precision units, rough handling should be avoided. Caution should be taken when removing the units from the packing cartons to prevent damage to the controls, indicators, connectors, and valves.

### 2-3. POWER REQUIREMENTS.

2-4. The AN/URA-38 is designed to operate from a nominal 48 to 63 or 350 to 450 CPS, 115 volt, single phase primary power source. When operating with the AN/URT-23(V), the primary power is supplied through the normal equipment interconnections. When operating with a radio transmitter other than the AN/URT-23(V), primary power must be patched into the cable which normally connects between the AM-3924(P)/URT and C-3698/URA-38, or directly to connector 2A2A1J1 on the C-3698/URA-38. Refer to figure 5-13 for a primary power distribution diagram of the AN/URA-38.

### 2-5. SITE SELECTION.

2-6. In selecting a shipboard installation site, adequate consideration must be given to space requirements (figure 2-1). When the C-3698/URA-38 is installed with the AN/URT-23(V), the space requirements for that system will satisfy the needs of the C-3698/URA-38. When the C-3698/URA-38 is hard-mounted adjacent to the associated radio transmitter, space should be provided to allow the hinged front panel to be opened for servicing and for cable bends at the rear of the unit. The antenna should be mounted as high above the ship's superstructure as possible. The CU-938/URA-38 must be mounted as close to the antenna base as possible to allow interconnection with a heavy copper conductor not to exceed 36 inches; 12 inches or less is desired. The interconnecting cable between the CU-938/URA-38 and C-3698/URA-38 case should not exceed 500 feet.

2-7. In selecting a shore installation site, similar considerations must be given to space requirements and cable lengths. The antenna should be mounted high enough to clear any surrounding hills, woods, or buildings. In addition, the antenna could be located as far as possible from any high power transmission lines, to prevent interference.

### 2-8. INSTALLATION REQUIREMENTS.

### 2-9. CONSIDERATIONS.

2-10. The following considerations should be made when determining the proper location of the AN/URA-38.

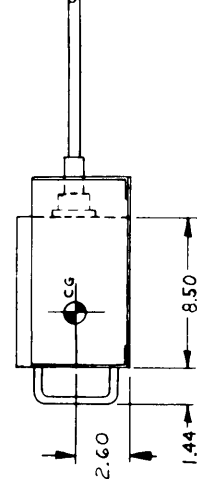
- a. Best operating conditions.
- b. Ease of maintenance, adjustment of equipment, and replacement and repair of defective parts or complete units.

1



2-3/2-4

1. The antenna connection is at high voltage and must have minimum clearance of 6 inches in any direction.
2. Dimensions (8" and 18") indicate clearance necessary to remove chassis from their respective cases.



SIDE VIEW

C-3698/URA-38  
CONTROL UNIT  
(WEIGHT 23 LB.)

- c. Possibility of interaction between the units and other electronic equipment and in the vicinity.
- d. Critical cable length requirements.
- e. Availability of an adequate ground.

2-11. ANTENNA COUPLER CU-938/URA-38.

CAUTION

Under certain conditions, the voltages on the CU-938/URA-38 antenna terminal may be as high as 15 KV. Extreme caution must be taken to isolate this "hot" terminal at least six inches from nearby objects such as cables, guy wires, brackets or ground leads.

2-12. The exact method of mounting the CU-938/URA-38 depends on the type of installation. If possible, the CU-938/URA-38 should be mounted vertically to an aluminum base to provide maximum cooling efficiency. After determining the best location for the CU-938/URA-38, proceed as follows:

- a. Fabricate a mounting surface (aluminum alloy preferred) for the CU-938/URA-38. (The exact size and shape of the surface will depend on the structure on which the CU-938/URA-38 is to be mounted.)
- b. Set the mounting surface on a bench.
- c. Place the CU-938/URA-38 on the selected mounting surface and mark off the mounting holes (eleven required, two for each of the six mounting feet, except the tapped hole used to connect ground strap in right front foot as viewed from antenna terminal).
- d. Drill mounting holes (0.404-inch diameter) in the mounting surface.
- e. Drill or prepare mounting surface as required and attach to supporting structure.

WARNING

To avoid injury to personnel and equipment, do not over-stress mounting bolts since shock may cause them to shear.

- f. Pressurize the CU-938/URA-38 using the procedure in paragraph 2-30.
- g. Attach the CU-938/URA-38 to the mounting surface using eleven 3/8-16 bolts (furnished by the installing activity).
- h. Refer to paragraph 2-19 for interconnection information.

2-13. ANTENNA COUPLER CONTROL C-3698/URA-38.

2-14. The C-3698/URA-38 may be stack-mounted with the AN/URT-23(V), mounted in Electrical Equipment Cabinet CY-4516/S, or hard-mounted adjacent to the associated transmitter. To install the C-3698/URA-38, proceed as follows:

- a. To stack mount the C-3698/URA-38 with the AN/URT-23(V), refer to NAVSHIPS 0967-191-7010.
- b. To hard mount the C-3698/URA-38, proceed as follows:
  - (1) Drill or prepare mounting surface as required.
  - (2) Place C-3698/URA-38 on mounting surface.
  - (3) Mark off the mounting holes (the two 0.404-inch holes in each bracket).
  - (4) Drill the four marked-off holes (0.404-inch diameter).
  - (5) Attach the C-3698/URA-38 to the mounting surface with four 3/8-16 bolts (furnished by the installing activity).
- c. To rack mount the C-3698/URA-38 in Electrical Equipment Cabinet CY-4516/S, proceed as follows:
  - (1) Fabricate the required rack mounting brackets using the information provided in figure 2-2.
  - (2) Remove the stack mounting brackets from the C-3698/URA-38 and return them to stock.
  - (3) Attach the rack mounting brackets to the sides of the C-3698/URA-38 using the hardware removed from the stack mounting brackets.
  - (4) Slide the C-3698/URA-38 into the rack and attach using the required hardware (supplied by the installing activity).
- d. Refer to paragraph 2-19 for interconnection information.

2-15. CABLE ASSEMBLIES.

2-16. Variations among installations will determine the length of cables connected to the AN/URA-38. Since the AN/URA-38 is designed to operate primarily with the AN/URT-23(V), the cable (W1), which interconnects the C-3698/URA-38 and the AM-3924(P)/URT, is supplied as a part of the AN/URA-38. The mating connectors required to fabricate the remaining two cables are also supplied. Tables 2-1 through 2-3 list connector terminations and cable type information.

2-17. INTERLOCK INFORMATION.

2-18. When operating the AN/URA-38 with a transmitter other than the AN/URT-23(V), an interlock network should be included between the keyer (handset, CW key, front panel switch, etc.) and the transmitter. This circuit enables the key interlock function to be used, preventing transmitter operation when an overload occurs, when the bypass relays

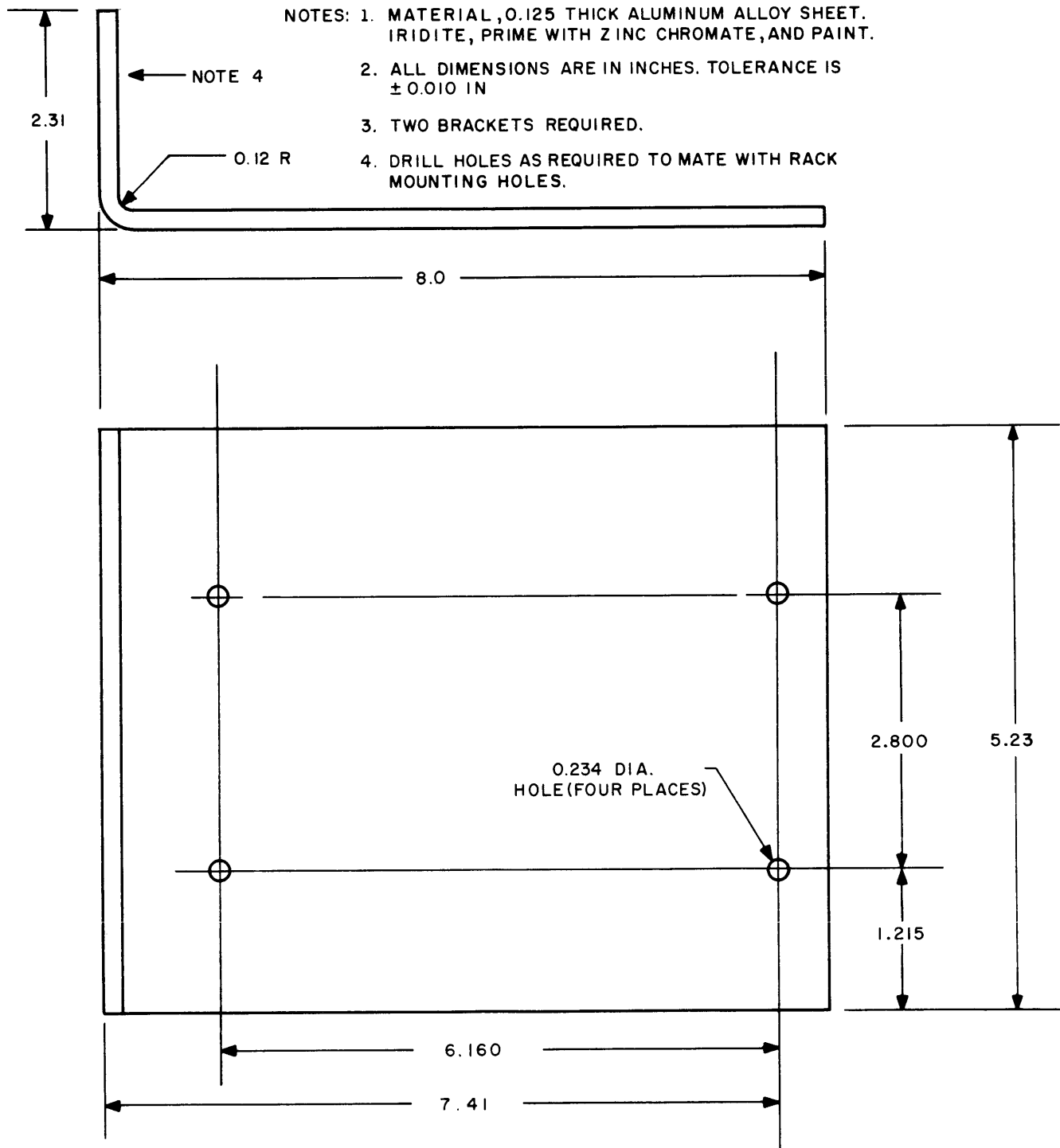


Figure 2-2. Rack Mounting Bracket, Fabrication Diagram



TABLE 2-1. CABLE TYPES AND TERMINATIONS

NO.	FROM	MATING CONNECTOR	CABLE TYPE	MATING CONNECTOR	TO	REMARKS
W1	AM-3924(P)/URT J6	10-109620-27P	Multiconductor	10-109620-27S	C-3698/ URA-38 J1	Supplied as part of AN/URA-38. See table 2-2 for pin connections.
W2	C-3698/URA-38 J2	10-109628-21P	Multiconductor MSCA-37 type (33 active)	10-109628-21S	CU-938/ URA-38 J1	See table 2-3 for pin connections.
W3	Transmitter	---	RG-219/U Coaxial	UG-982/U	CU-938/ URA-38 J2	RF input coaxial cable.
W4	CU-938/URA-38 E1	---	No. 6 stranded copper buss	---	Antenna termi- nation	Maximum length 36 inches, 12 inches preferred.

TABLE 2-2. CABLE W1 PIN CONNECTIONS

WIRE SIZE	FROM CONNECTOR TYPE	TO CONNECTOR TYPE	REMARKS
22 ↑ ↓ 22	10-109620-27P PIN A ↑ B E F G H I J L ↓ PIN M	10-109620-27S PIN A ↑ B E F G H I J L ↓ PIN M	COM GRD KEYLINE GRD PULSE TUNE PWR CONT SPARE SPARE SPARE KEY INTLK 115 VAC 115 VAC COM

TABLE 2-3. CABLE W2 PIN CONNECTIONS

WIRE SIZE	FROM CONNECTOR TYPE	TO CONNECTOR TYPE	REMARKS
22 ↑ ↓ 22	10-109628-21P PIN A ↑ B C D E F G H, J, K, U  L M N P, R, S, c  T V, W ↓ X PIN Z PIN a, b ↑ d e f g h j k m n p r ↓ PIN s	10-109628-21S PIN A ↑ B C D E F G H, J, K, U  L M N P, R, S, c  T V, W ↓ X PIN Z PIN a, b ↑ d e f g h j k m n p r ↓ PIN s	Ø DISC OUTPUT Ø DISC REFERENCE SPARE R DISC OUTPUT R DISC REFERENCE GROUND L MOTOR ON C MOTOR, HOME (+), TUNE (-) FAR END STOP C POSITION C MOTOR ON C MOTOR, TUNE (+), HOME (-) RESET L MOTOR, HOME (+), TUNE (-) L MOTOR BRAKE L POSITION L MOTOR, TUNE (+), HOME (-) C MOTOR BRAKE +12.4 VDC OVERLOAD BYPASS +28 VDC ARC DETECTOR FAN (60 CPS) FAN (400 CPS) FAN COMMON SPARE SPARE SPARE

have not had time to switch, or while coupler tuning elements are traveling to their "home" position at the start of a tune cycle. Figure 2-3 provides a suggested method for a keyline interlock circuit. Adapt and select components as necessary to fit the specific transmitter.

2-19. INTERCONNECTIONS.

2-20. Interconnect the AN/URA-38 with the associated transmitter and antenna as shown in figure 2-4 and use copper ground straps to connect the equipment cases to the nearest ground plane.

CAUTION

Ensure good metal-to-metal bonding between units,  
and between the units and ground plane.

2-21. INSPECTION AND ADJUSTMENT.

2-22. INSPECTION.

2-23. Carefully inspect the AN/URA-38 for damage to indicators and switches and for loose hardware and knobs. Ensure that the CU-938/URA-38 has been pressurized (paragraph 2-30) by noting the indication on the pressure gage. Loosen the four front panel screws on the C-3698/URA-38 front panel, and open the hinged front panel. Check that all printed circuit boards are firmly seated in their associated connector. Check the connections on terminals 1, 2, and 3 of terminal board TB1. If 60 CPS primary power is being used, terminals 1 and 2 should be jumpered. If 400 CPS primary power is being used, terminals 2 and 3 should be jumpered. Close and secure C-3698/URA-38 front panel. Check connectors for dirt, damage to pins, and broken insulators. Replace or repair as necessary.

2-24. ADJUSTMENT.

2-25. After installation and inspection, refer to Reference Standards Book NAVSHIPS 0967-204-0040 and use the procedures therein outlined to check out the AN/URA-38. Should any adjustments be found necessary, refer to the applicable procedures in Section 5 of this manual. Before beginning the checkout procedures, ensure that all fuses are in place and of the correct value and that all cables are properly connected.

2-26. PERFORMANCE CHECKS.

2-27. To ensure correct installation, perform the procedures in Section 3 for all modes of operation prior to releasing the equipment to operating personnel.

2-28. INTERFERENCE REDUCTION.

2-29. As a precaution against interference, ensure that all units are properly grounded. Operate only with the units bolted securely in their cases.

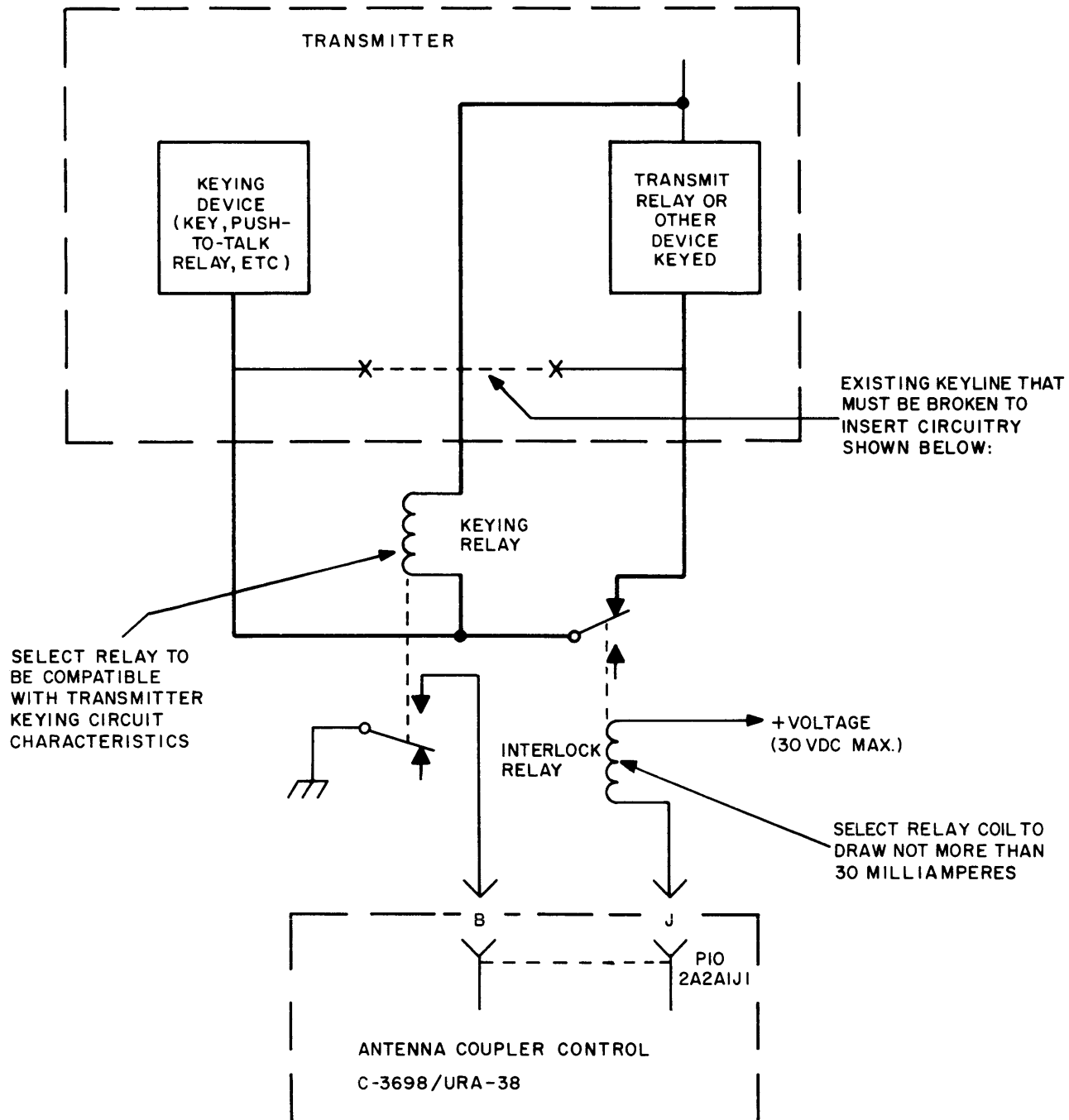


Figure 2-3. Interlock Information Diagram

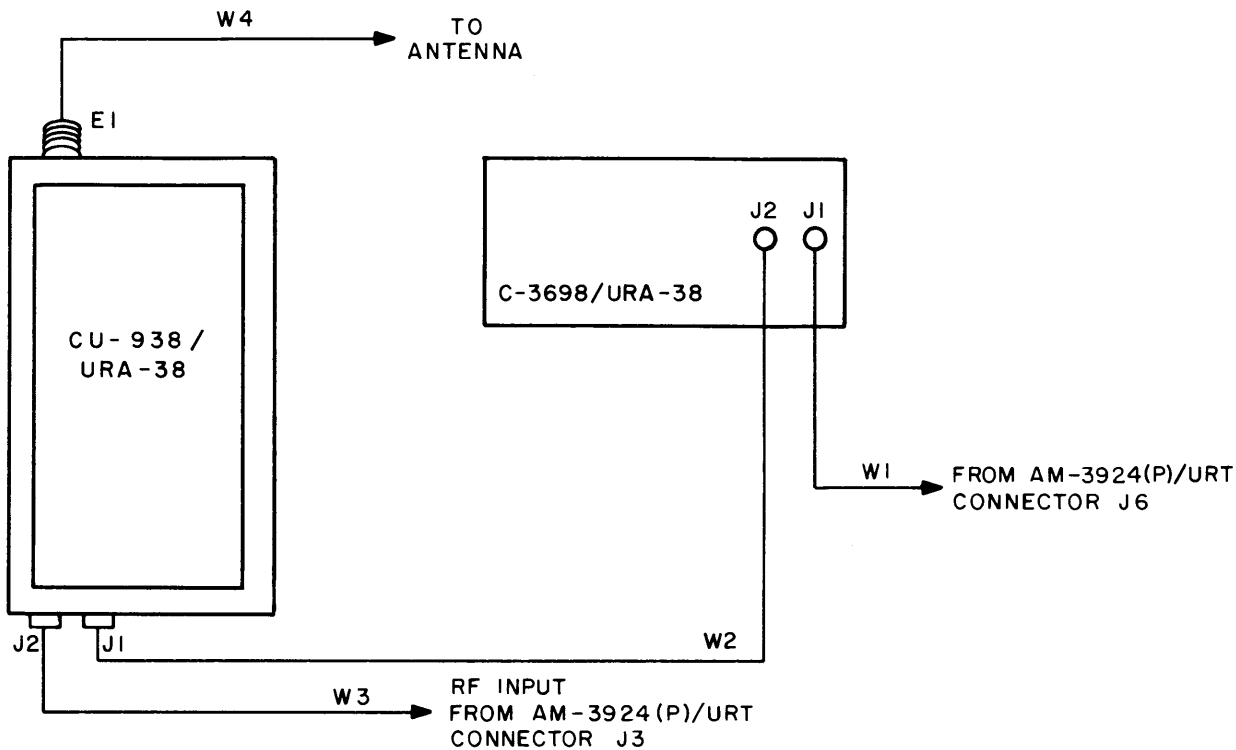


Figure 2-4. Antenna Coupler Group AN/URA-38, Interconnection Diagram

2-30. PRESSURIZATION.

Note

If it is found necessary to remove the CU-938/URA-38 from its case, the case must first be de-pressurized by depressing the core in the charging valve. After the repair has been performed and the unit reassembled in the case, the case must be pressurized using the procedures in paragraph 2-31.

2-31. The CU-938/URA-38 must be pressurized at the time of installation and thereafter as required to maintain the pressure between 6 and 10 PSIG. To accomplish this procedure, use Pressurization Kit MK-260/U and proceed as follows:

- a. Remove the valve cap from the CU-938/URA-38 intake valve (figure 5-3), and attach Pressurization Kit MK-260/U to the intake valve.
- b. Set the regulator on the MK-260/U at 35 PSIG.
- c. Open the nitrogen tank valve, and flush the CU-938/URA-38 at 35 PSIG for 30 seconds.
- d. Turn the nitrogen tank valve off, and disconnect the MK-260/U from the CU-938/URA-38.

- e. Using the valve cap, depress the valve core and exhaust the CU-938/URA-38 to 10 PSIG.
- f. Replace the valve cap on the CU-938/URA-38 intake valve.

## SECTION 3

## OPERATION

3-1. FUNCTIONAL OPERATION.

## 3-2. GENERAL.

3-3. Antenna Coupler Group AN/URA-38 is an automatic antenna tuning system that is capable of matching the impedance of a 15, 25, 28 or 35 foot whip antenna to the impedance of a 50-ohm transmission line at any frequency in the 2.0 to 30.0 MC range. Once tuned, the AN/URA-38 is capable of handling LSB, USB, ISB, FSK, CW, and Compatible AM transmissions at a nominal power rating of 1 KW average and PEP. The AN/URA-38 is primarily intended for use with Radio Transmitting Set AN/URT-23(V). However, to enable operation with other radio transmitters, the equipment design includes provisions for manual and semi-automatic tuning. Manual tuning is also useful if a failure occurs in the automatic tuning circuits. In addition, tuning can be accomplished without using RF power (silent operation). This method is useful in installations where radio silence must be maintained except for brief transmission periods.

3-4. The AN/URA-38 consists of two units: Antenna Coupler CU-938/URA-38 and Antenna Coupler Control C-3698/URA-38. These two units contain an impedance transformation circuit which includes two servo driven tuning elements, a logic circuit, a metering and switching circuit, an overload protection circuit and a power supply. The operation of these circuits in each of the possible modes is explained in paragraphs 3-5 through 3-10.

## 3-5. OPERATION.

3-6. AUTOMATIC. During automatic operation (Mode Selector switch set at AUTO), the logic circuit produces signals to control and sequence the tuning of the AN/URA-38. When a home cycle is initiated, the logic circuit supplies a signal to position the motor-driven tuning elements at home (starting position). The home cycle is initiated each time primary power is applied, a frequency change of 100 KC or more is made, by depressing the front panel RETUNE switch, or by excessive RF voltage on the transmission line. Once the tuning elements reach their home positions, the cycle halts until the operator momentarily keys the transmitter. The logic circuits then automatically hold the transmitter keyed, reduce the transmitter RF power output, and energize the servo loops for a tune cycle. During this cycle, the correction signals are produced to energize the servo motors for a direction of rotation which will move the tuning elements to the tuned position. The direction of rotation is reversed as required throughout the tuning cycle. Once the tuning cycle is completed, the transmitter key line is released and the READY indicator lamp lights to indicate that the CU-938/URA-38 is ready for full power operation. During full power operation, the servo loops fine tune the tuning elements to compensate for changes in antenna impedances.

3-7. MANUAL. During manual operation (Mode Selector switch set at MANUAL), the operator must manually position the tuning elements at home, reduce the transmitter RF power and key the transmitter. The tuning elements are then alternately positioned for a null indication on the DISCRIMINATOR NULL meter using the LEFT and RIGHT pushbuttons. The element whose position is being changed is selected through the L-C switch. The READY indicator lamp and fine tuning circuits are inoperative during manual operation.

3-8. SEMI-AUTOMATIC. During semi-automatic operation (Mode Selector switch set at AUTO), the operator must manually reduce RF power, depress the RETUNE pushbutton, and key the transmitter. The tuning elements then will be automatically tuned. The READY indicator lamp will light when tuning is completed. During full power operation, the servo loops will energize as required to fine-position the tuning elements to compensate for changes in antenna impedance. (An interlock network is required between the AN/URA-38 and transmitter to operate semi-automatically as explained in paragraph 2-17.)

3-9. SILENT. During silent operation (Mode Selector switch set at SILENT), the elements are positioned one at a time with the LEFT and RIGHT pushbuttons for a pre-recorded indication on the ELEMENT POSITION meter without using RF power. The element whose position is being moved is selected with the L-C switch. The READY indicator lamp is inoperative during silent operation. However, the servo loops are energized to fine-position the elements as required throughout the transmission to compensate for changes in antenna impedance.

3-10. OVERLOAD PROTECTION. Circuits are provided to interlock the keyline of the transmitter if a pressure or temperature overload exists in the CU-938/URA-38. The Overload alarm and OVERLOAD indicator lamp are energized any time an overload exists, providing visual and audible indication of the condition. In addition, a circuit is provided to initiate a retune cycle whenever a potentially damaging RF voltage occurs.

### 3-11. OPERATING PROCEDURES.

### 3-12. DESCRIPTION OF OPERATING CONTROLS AND INDICATORS.

3-13. All controls and indicators required for the operation of the AN/URA-38 are located on the C-3698/URA-38 front panel (figure 3-1). Table 3-1 lists each operating control and indicator and its function.

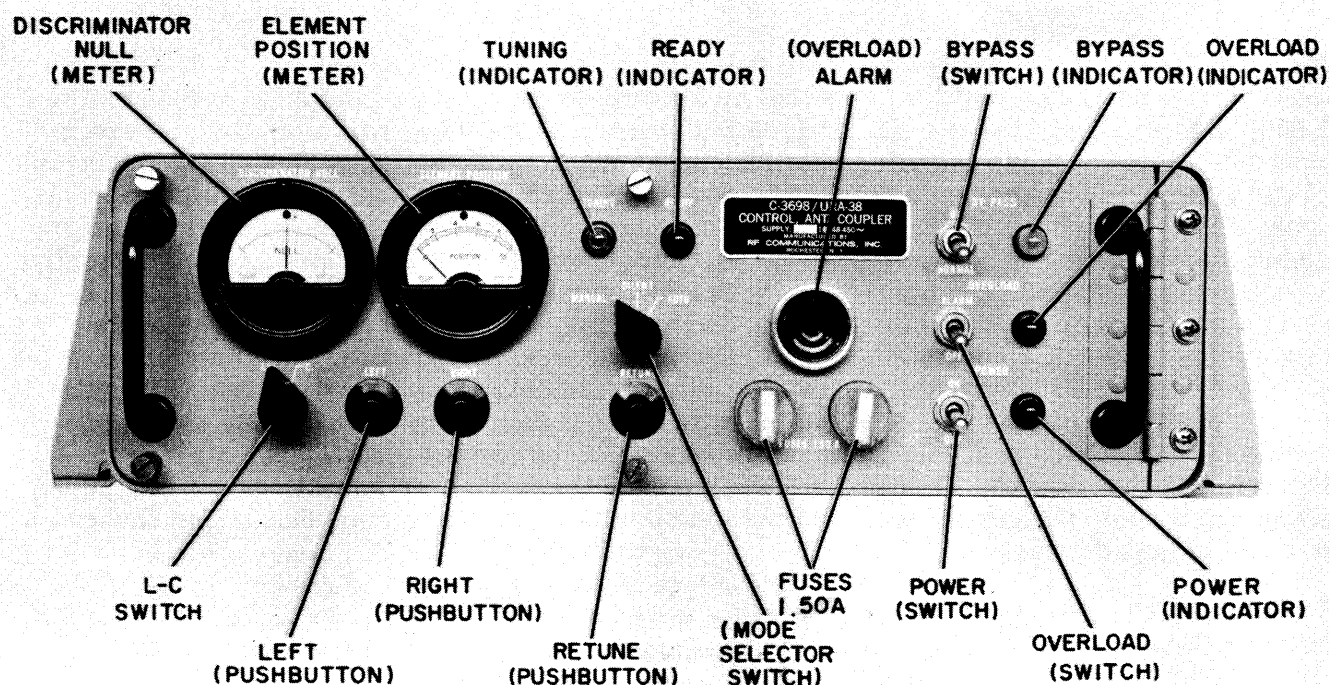


Figure 3-1. Antenna Coupler Control C-3698/URA-38, Operating Controls and Indicators



TABLE 3-1. ANTENNA COUPLER CONTROL C-3698/URA-38, OPERATING CONTROLS AND INDICATORS

CONTROL/INDICATOR	FUNCTION								
DISCRIMINATOR NULL meter	Provides an indication of L or C element mis-tuning as selected by L-C switch during manual mode of operation.								
ELEMENT POSITION meter	Provides an indication of L or C element positioning as selected by L-C switch.								
L-C switch	Selects metering and switching required to tune L or C element during manual and silent modes of operation.								
LEFT pushbutton	When depressed, tuning element selected by L-C switch is repositioned in a direction which moves deflection of DISCRIMINATOR NULL or ELEMENT POSITION meter to left of scale.								
RIGHT pushbutton	When depressed, tuning element selected by L-C switch is repositioned in a direction which moves deflection of DISCRIMINATOR NULL or ELEMENT POSITION meter to right of scale.								
TUNING indicator lamp	Lights when either servo motor is energized.								
READY indicator lamp	Lights when elements have been correctly tuned during automatic mode of operation.								
Mode Selector switch	Selects AN/URA-38 mode of operation: <table><tr><td>Switch Position</td><td>Equipment Response</td></tr><tr><td>MANUAL</td><td>Permits manual tuning.</td></tr><tr><td>SILENT</td><td>Permits coarse manual tuning without RF power. Fine tuning is automatic when keyed.</td></tr><tr><td>AUTO</td><td>All tuning is automatic.</td></tr></table>	Switch Position	Equipment Response	MANUAL	Permits manual tuning.	SILENT	Permits coarse manual tuning without RF power. Fine tuning is automatic when keyed.	AUTO	All tuning is automatic.
Switch Position	Equipment Response								
MANUAL	Permits manual tuning.								
SILENT	Permits coarse manual tuning without RF power. Fine tuning is automatic when keyed.								
AUTO	All tuning is automatic.								
RETUNE pushbutton	When depressed with Mode Selector switch at AUTO or SILENT, a home cycle is initiated.								
Overload alarm	Provides an audible indication when a pressure or temperature overload exists in the CU-938/URA-38. (OVERLOAD switch must be set at ALARM.)								
FUSES 1.50A (with indicators)	Protect the AN/URA-38 against overload; indicators glow when fuse is open.								

TABLE 3-1. ANTENNA COUPLER CONTROL C-3698/URA-38, OPERATING CONTROLS AND INDICATORS (Cont)

CONTROL/INDICATOR	FUNCTION
BYPASS switch	When set at ON, the CU-938/URA-38 matching network is bypassed whenever transmitter is not keyed; allowing reception on a frequency different from that used for transmission.
	When set at NORMAL, CU-938/URA-38 matching network is in RF signal path during both receive and transmit operation.
BYPASS indicator lamp	Lights when CU-938/URA-38 matching network is bypassed.
OVERLOAD switch	When set at ALARM, audible overload alarm is connected to overload circuit.
OVERLOAD indicator lamp	Lights to provide visual indication when a pressure or temperature overload exists in CU-938/URA-38.
POWER switch	Controls primary power application to AN/URA-38.
POWER indicator lamp	Lights when AN/URA-38 is energized.

#### 3-14. AUTOMATIC OPERATION.

3-15. Automatic operation is normally possible only when operating with the AN/URT-23(V). To operate the AN/URA-38 in an automatic mode of operation, proceed as follows:

#### Note

Unless diode A2CR7 in Radio Transmitter T-827/URT is shorted (Refer to NAVSHIPS 0967-191-7010), the AN/URA-38 will not automatically tune when the AN/URT-23(V) is operating in a CW or FSK mode. Either this diode must be shorted, or the AN/URT-23(V) must be set for a different mode of operation for initial tune-up; thereafter, normal transmissions can be made in any mode.

- a. Energize transmitter at desired operating frequency.
- b. Set Mode Selector switch at AUTO.
- c. Set POWER switch at ON. POWER indicator lamp should light. TUNING indicator lamp should light briefly, unless tuning elements are already at home.

- d. When TUNING indicator lamp extinguishes, momentarily key transmitter. READY indicator lamp will light when AN/URA-38 is ready for full power operation.
- e. If reception is to be made on a frequency different from that of the transmission, set BYPASS switch at ON. Otherwise set BYPASS switch at NORMAL. (BYPASS indicator lamp will light when BYPASS switch is set at ON and transmitter is not keyed.)
- f. Key transmission as required.
- g. If a home cycle is initiated during operation (frequency change, depressing RETUNE pushbutton, or excessive RF voltage) the READY indicator lamp will extinguish and TUNING indicator lamp will momentarily light, indicating that the tuning elements are returning to home. When TUNING indicator lamp extinguishes, repeat step d.
- h. If a pressure or temperature overload occurs during operation, the OVERLOAD indicator lamp will light, the audible Overload alarm will energize and the keyline will interlock. Operation will be inhibited until cause of overload condition is removed. If desired, the Overload Alarm can be de-energized by setting OVERLOAD switch at OFF. When overload condition is removed, depress RETUNE pushbutton and repeat step d.

Note

If silent operation is expected, perform steps a and d for each assigned operating channel. At each channel, set L-C switch at L and then C. Record ELEMENT POSITION meter indication for both positions of L-C switch at each operating channel.

3-16. SEMI-AUTOMATIC OPERATION.

3-17. The AN/URA-38 can be operated in a semi-automatic mode when the associated transmitter is not the AN/URT-23(V). To operate in the semi-automatic mode, proceed as follows:

CAUTION

If the equipment is to be operated in this manner, some means must be provided to open the keyline to the transmitter when the C-3698/URA-38 keyline interlock is grounded (paragraph 2-17).

a. This step must be performed the first time operation is accomplished on any one specific frequency. Thereafter, begin operation with step b.

- (1) Ensure that transmitter is unkeyed.
- (2) Decrease RF power output control on transmitter to zero, and connect a 50-ohm dummy load to transmitter output.
- (3) Energize transmitter at desired frequency of operation.
- (4) Key transmitter and increase power output to approximately 200 watts. Note and record amount of input drive, setting of power control, etc., required to obtain 200 watts at that operating frequency. Release key. Remove dummy load and reconnect RF cable.

- b. Set transmitter for a 200 watt output at the desired operating frequency according to pre-recorded information obtained in step a(4).
- c. Set Mode Selector switch at AUTO.
- d. Set POWER switch at ON. POWER and TUNING (unless elements are already at home) indicator lamps should light.
- e. When TUNING indicator lamp extinguishes, key transmitter.
- f. When READY indicator lamp lights, increase transmitter RF power output to desired operate level.
- g. Key transmission as required.
- h. If reception is to be made on a frequency different from that of transmission, set BYPASS switch at ON. Otherwise set BYPASS switch at NORMAL. (BYPASS indicator lamp will light when BYPASS switch is set at ON and transmitter is not keyed.)

#### CAUTION

If it is desired to change frequencies, the following sequence must be observed to preclude damage to the equipment. Release transmitter key, depress RETUNE pushbutton, change frequency, adjust transmitter to previously recorded 200W setting for the new frequency, key transmitter, perform steps f and g above.

- i. If a temperature or pressure overload occurs during operation, the OVERLOAD indicator lamp will light, the Overload alarm will energize, and the keyline will interlock. If this occurs, correct the cause of the condition before continuing operation.
- j. If RETUNE pushbutton is depressed or a potentially dangerous RF voltage exists during operation, the READY indicator lamp will extinguish and the TUNING indicator lamp will momentarily light, indicating that the tuning elements are returned to home. When TUNING indicator lamp extinguishes, repeat steps b, and e through i.

#### 3-18. MANUAL OPERATION.

3-19. If a failure occurs in the automatic tuning circuitry, the AN/URA-38 can be manually tuned. This mode of operation may also be used when operating with a transmitter other than the AN/URT-23(V). To operate the AN/URA-38 manually, proceed as follows:

#### CAUTION

If it is desired to use the bypass function when operating with a transmitter other than the AN/URT-23(V), the interlock network described in paragraph 2-17 will have to be included. Otherwise the connection to terminal 3 of switch S4 must be broken to completely disable the bypass circuit.

- a. Perform steps a and b of paragraph 3-17 as required when operating with a transmitter other than AN/URT-23(V). When operating with AN/URT-23(V), select frequency with T-827/URT MCS and KCS controls.

- b. Set Mode Selector switch at MANUAL.
- c. Set POWER switch at ON. POWER indicator lamp will light.
- d. Set L-C switch at C.
- e. Depress RIGHT pushbutton until TUNING indicator lamp extinguishes.
- f. Momentarily depress LEFT pushbutton.
- g. Set L-C switch at L and repeat step e.
- h. If AN/URT-23(V) is being used, set Key switch at TUNE KEY. When operating with some other transmitter, key a reduced power output as required. DISCRIMINATOR NULL meter will indicate to the right of NULL indication.
- i. Depress LEFT pushbutton until DISCRIMINATOR NULL meter indication reaches center mark.

Note

The DISCRIMINATOR NULL meter indication may go to the right before going left; this is normal.

- j. Set the L-C switch at C.
- k. Depress LEFT pushbutton until DISCRIMINATOR NULL meter indication reaches center mark.
- l. Alternately set L-C switch to L and C and depress LEFT or RIGHT pushbuttons momentarily to move DISCRIMINATOR NULL meter indication to center mark.
- m. Repeat step 1 until DISCRIMINATOR NULL meter indicates at NULL position for both positions of L-C switch.

Note

The null at some frequencies is very sharp. This requires the procedure to be performed very slowly and carefully to obtain a tuned (NULL) indication.

Note

The READY indicator lamp is inoperative during manual operation.

- n. Increase transmitter RF power output to 1KW. (If AN/URT-23(V) is being used, set AM-3924(P)/URT Key switch at NORMAL, and key system as required by mode of operation.)
- o. Periodically during transmission, alternately set L-C switch to L and C and check for a NULL indication on DISCRIMINATOR NULL meter. Fine tune as required using LEFT and RIGHT pushbuttons.

p. If a temperature or pressure overload occurs during operation, the OVERLOAD indicator lamp will light, the Overload alarm will energize and the keyline will interlock. If this occurs, correct the condition before continuing operation.

### 3-20. SILENT OPERATION.

3-21. If the AN/URA-38 is being operated under radio silence conditions, the tuning can be accomplished in the silent mode without the use of RF power by using meter settings previously obtained in paragraph 3-15 for each assigned operating channel. To operate the AN/URA-38 in the silent mode, proceed as follows:

#### Note

The READY indicator lamp is inoperative during silent operation.

- a. Turn transmitter primary power on.
- b. Set Mode Selector switch at SILENT.
- c. Set POWER at ON. POWER indicator lamp will light. TUNING indicator lamp will briefly light unless tuning elements are already at home.
- d. Set L-C switch at L.
- e. Depress LEFT and RIGHT pushbuttons as required to provide an indication on ELEMENT POSITION meter that is the same as the pre-recorded value for the frequency to be used.
- f. Set L-C switch at C.
- g. Repeat step e for the pre-recorded C element position.
- h. Set transmitter to operating frequency for which the elements were tuned.
- i. Key transmission as required. Fine tuning will be performed automatically.
- j. If reception is to be made on a frequency different from that of transmission, set BYPASS switch at ON. Otherwise set BYPASS switch at NORMAL. (BYPASS indicator lamp will light when BYPASS switch is set at ON and transmitter is not keyed.)
- k. If a frequency change is made, the tuning elements will go to home. Tuning can then be performed using d through g above.
- l. If a temperature or pressure overload occurs, the OVERLOAD indicator lamp will light, the Overload alarm will energize, and the keyline will interlock. Transmission will be inhibited until the condition causing the overload is corrected.

3-22. EMERGENCY OPERATION.

3-23. If a temperature or pressure overload occurs during automatic or silent operation, the logic circuits will interlock the keyline to prevent the AN/URT-23(V) from being keyed. If this occurs and it is necessary to maintain operation, proceed as follows:

- a. Set OVERLOAD switch at OFF.
- b. Loosen four screws on C-3698/URA-38 front panel.
- c. Swing hinged front panel open.
- d. Set Key Interlock switch S10 at Disable.
- e. Close front panel and secure with four front panel screws.
- f. Continue operation with reduced power. (The equipment should not be operated in this condition any longer than absolutely necessary since its life will be greatly reduced.)
- g. When cause of overload is repaired, set Key Interlock switch S10 at ON.

3-24. If a temperature or pressure overload occurs when operating in the manual mode, the transmitter interlock line is not interlocked unless the associated transmitter is the AN/URT-23(V), or the interlock network (paragraph 2-17) is used. If the associated transmitter is the AN/URT-23(V) or the interlock network is used, perform steps a through f of paragraph 3-23. Otherwise, set the OVERLOAD switch at OFF and continue operation at reduced power.

3-25. If the AN/URA-38 will not automatically tune, set Mode Selector switch at Manual and attempt to tune using the procedures in paragraph 3-19. If the AN/URA-38 still does not tune, try steps b through g of paragraph 3-21 to position the elements. If the elements still cannot be positioned, the equipment is inoperative at that frequency, or the antenna cannot be tuned at the frequency due to a malfunction of the antenna.

3-26. OPERATOR'S MAINTENANCE.

3-27. OPERATING CHECKS.

3-28. When a system malfunction is encountered, the operator should perform the following checks to determine the cause of the trouble.

- a. Check the two fuses; if either is open, the associated indicator lamp will light. Replace open fuses. If fuse opens again, refer problem to maintenance personnel.
- b. Check all cables for breakage and connectors for proper connection and seating.
- c. Check to see that the POWER indicator lamp is lighted. If operating with the AN/URT-23(V), the AN/URT-23(V) must be energized in order for primary power to be applied to the AN/URA-38.
- d. Check to see that the Mode Selector switch is set for the desired mode of operation.

e. Check ELEMENT POSITION meter indication at both settings of the L-C switch. If indications are approximately 9, or more, perform the operating procedures to retune. (Excessive RF voltage may have caused the elements to home.)

3-29. PREVENTIVE MAINTENANCE.

3-30. The preventive maintenance procedures that can be performed by the operator are listed in table 3-2.

TABLE 3-2. ANTENNA COUPLER GROUP AN/URA-38, PREVENTIVE MAINTENANCE CHECKS

INSPECT FOR	REMEDY
Low pressure in CU-938/URA-38	Recharge CU-938/URA-38 using the procedures in paragraph 2-30, and check for leaks.
Loose handles, mounting screws, and other hardware	Tighten loose hardware.
Cable assemblies, broken, frayed or damaged	Repair or replace.
Dust	Clean exterior with soft lint-free cloth. Clean interior with brush, cloth and compressed air.
Nicks, burrs, dents, scratches or rust	Smooth burrs with file, sandpaper corrosion, rust or scratches and refinish.

3-31. EMERGENCY MAINTENANCE.

3-32. If the system malfunctions while a technician is not available, the operator should perform the following emergency procedures.

- a. Try another mode of operation.
- b. Perform steps a through e of paragraph 3-28.
- c. Loosen front panel screws and open hinged front panel. Check that all printed circuit boards are properly seated in their associated connectors.
- d. Check for a damaged antenna.



SECTION 4  
TROUBLESHOOTING

4-1. LOGICAL TROUBLESHOOTING.

4-2. The following six logical steps should be followed when troubleshooting Antenna Coupler Group AN/URA-38.

4-3. SYMPTOM RECOGNITION.

4-4. Symptom recognition, the first step in the troubleshooting procedure, is based on complete knowledge and understanding of equipment operating characteristics. Not all equipment troubles are the direct result of component failure; therefore, a trouble in the equipment is not always easy to recognize, since conditions of less than peak performance are not always apparent. This type of trouble is usually discovered during preventive maintenance, such as the Performance Operation and Maintenance Standards of Electronic Equipment (POMSEE) checks.

4-5. SYMPTOM ELABORATION.

4-6. After an equipment trouble has been recognized, use of front panel controls and other built-in indicating or testing aids should verify the original symptom. Checking or manipulating the setting of the operating controls may eliminate the trouble. Common troubles and an isolation procedure for each are listed in paragraph 4-105.

4-7. LISTING PROBABLE FAULTY FUNCTION.

4-8. The next step in logical troubleshooting is to list some "logical choices" of the cause and probable location (functional section) of the trouble. The "logical choices" are based on knowledge of equipment operation, identification of the trouble symptom, and information contained in this manual. Refer to the Antenna Coupler Group AN/URA-38 functional description and associated functional block diagram.

4-9. LOCALIZING THE FAULTY FUNCTION.

4-10. For test efficiency in localizing trouble, the "logical choices" should be checked in the order that will require the least time; a selection is required to determine which section to test first. The selection should be based on the validity of the "logical choices" and the difficulties involved in making the necessary tests. If the tests do not prove that one functional section is at fault, the next selection should be tested, and so on until the faulty section is located.

4-11. Voltage levels are included at significant check points on the servicing block diagram to aid in isolating the faulty functional section. Test data (such as information on critical adjustments and required test equipment) are supplied to augment the functional description and servicing block diagram.

#### 4-12. LOCALIZING TROUBLE TO THE CIRCUIT.

4-13. After the faulty functional section has been isolated, it is often necessary to make additional "logical choices" as to which circuit(s) within the functional section is at fault. The servicing block diagrams provide the signal flow information to bracket and isolate the faulty circuits. Table 5-2 provides a list of transistor DC voltage levels for various operating conditions. Functional descriptions, simplified schematics, and pertinent test data for individual circuits (stages) of the functional section are in one area of the manual. Usually, this information is on facing pages. Information too lengthy for this arrangement is in the test data portion of the troubleshooting information.

#### 4-14. FAILURE ANALYSIS.

4-15. After the trouble, faulty component, misalignment, etc. has been located, but prior to performing the corrective action, the procedures followed up to this point should be reviewed to determine why the fault affected the equipment as it did. This review is necessary to make certain that the fault discovered is actually the cause of the malfunction, and not a result of the malfunction.

#### 4-16. FUNCTIONAL DESCRIPTION.

##### 4-17. GENERAL.

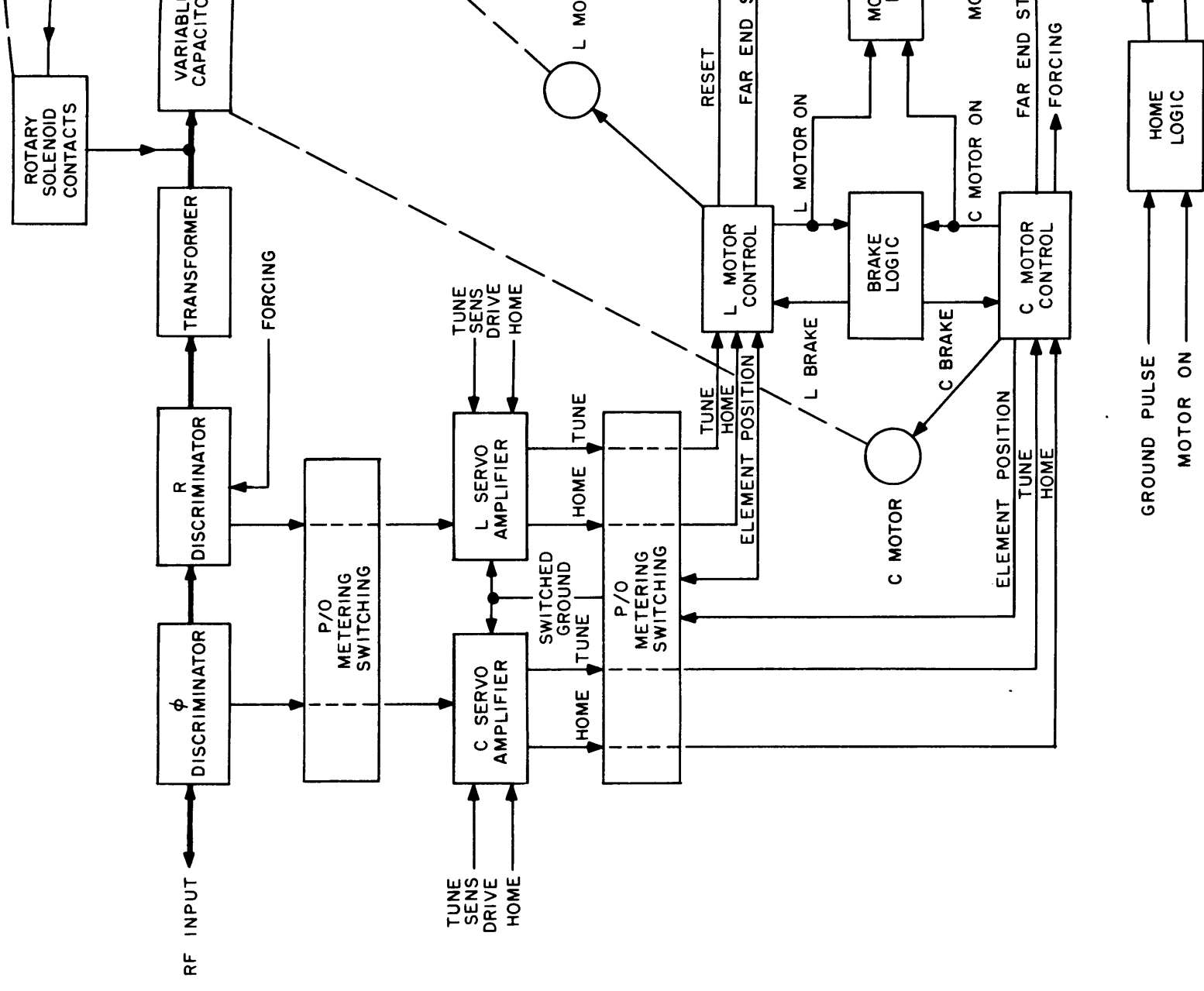
4-18. The AN/URA-38 is an automatic antenna coupler group consisting of two units: the CU-938/URA-38 and the C-3698/URA-38. These units are for general purpose surface ship and shore use with Radio Transmitting Set AN/URT-23(V). However, the AN/URA-38 may be manually tuned when operated with other transmitters. Additional provisions permit tuning without RF power. This is useful where radio silence must be maintained except during brief transmission periods. The AN/URA-38 matches the impedance of a 15, 25, 28, or 35 foot whip antenna to a 50 ohm transmission line at any frequency in the 2.0 to 30.0 MC range. The AN/URA-38 will handle up to 1 KW of PEP or average power in an LSB, USB, ISB, CW, FSK, or Compatible AM mode, Figure 4-1 illustrates the relationship of the functional sections of the AN/URA-38.

4-19. The RF input from the transmitter is applied through the phase ( $\phi$ ) and resistance (R) discriminators to the matching network. The matching network consists of a transformer, a variable capacitor, and a variable inductor. The two variable tuning elements are motor driven to a tune position in an automatic, manual, or silent mode of operation (paragraphs 4-21 through 4-29). When tuned, the matching network transforms the antenna impedance at the selected operating frequency to a 50 ohms resistive impedance. The discriminators sample line voltage and current to measure deviations in the resistive and reactive components of the line impedance from the desired 50 ohms resistive impedance. If a deviation exists, the appropriate discriminator produces an error with a polarity that is indicative of the direction of the deviation. The error signals are applied through a switching and metering network to the servo amplifiers (automatic operation) or to the DISCRIMINATOR NULL meter (manual operation) so that the impedance of the variable tuning elements in the matching network can be adjusted. (The discriminators do not produce an output while manually pretuning the elements in silent operation.)

4-20. The rotary solenoid permits the matching network to be bypassed during reception. Thus, reception can be made on a frequency different from that being used for transmission without a reduction in efficiency or the requirement of retuning. The rotary solenoid is energized by the coupler bypass circuit whenever the system is not keyed (provided the



**Figure 4-1. Antenna Coupler Group AN/URA-38, Functional Block Diagram**



BYPASS switch is set at ON). When the system key is up, a time delay network in the coupler bypass circuit prevents the rotary solenoid from being energized until the RF has had time to completely decay. When the system is keyed (keyline grounded), the coupler bypass circuit is turned off, de-energizing the rotary solenoid. This connects the matching network back into the signal path. A time delay network is included in the keying logic to prevent the application of RF power to the matching network until the rotary solenoid has had time to de-energize.

#### 4-21. AUTOMATIC TUNING CYCLE.

4-22. An automatic tuning cycle is initiated by one of the following: energizing the system, changing the AN/URT-23(V) operating frequency, depressing the RETUNE switch, or excessive RF voltage. In any case, a ground pulse is applied to the input to the home logic, producing a positive home signal to the servo amplifiers and keying logic. This positive level energizes the keyline interlock output to the AN/URT-23(V), preventing the system from being keyed while the tuning elements are traveling to home. The positive home signal applied to the servo amplifiers tune on their respective home output stages, grounding the home output lines. The home lines are connected directly (through a switching network used during manual and silent operation) to the motor control circuits. With the home input lines grounded, the two motor control circuits apply a ground to one side and 28 VDC to the other side of their respective servo motors with a polarity that drives the tuning elements to home. The grounds are also applied as L motor-on and C motor-on signals to both the brake logic and the motor-on logic. This produces a positive motor-on output signal from the motor-on logic which is applied to the home logic to lock that circuit on until the tuning elements reach home. The motor-on grounds energize the brake logic to release the motor brakes.

4-23. As each tuning element reaches home, its home end stop switch breaks the ground connection to its servo motor. Thus, the motor-on signal for that element is removed from the brake and motor-on logic circuits. The brake logic for the respective motor de-energizes, engaging the brake for that motor. Also, when the variable capacitor reaches home, its end stop switch supplies a forcing ground signal to the R discriminator (paragraph 4-24). When the variable inductor reaches home, its end stop switch supplies a reset (ground) signal to the tune and ready light logic. This reset ground is applied through the tune logic to the AN/URT-23(V) as the tune power signal. The reset ground also sets the sensitivity of the servo amplifiers to maximum as required for low power (50 to 250 watt) tuning. The cycle halts at this point and remains in the conditions mentioned above until the system is keyed.

4-24. Momentarily keying the system releases the key interlock (after a slight time delay by the interlock logic), allowing the system to assume a keyed condition. Since the tune power signal is being applied to the transmitter, a low level (200 watt) output from the AN/URT-23(V) is applied to the CU-938/URA-38. The  $\phi$  discriminator samples RF line voltage and current to produce a DC error signal proportional to the deviation of the line reactance from 0 ohms. The R discriminator samples RF line voltage and current to produce a DC error signal proportional to the deviation of the line resistance from 50 ohms. These error signals are applied through the metering and switching circuit to the servo amplifiers. The servo amplifiers will turn on, grounding the tune output lines to their respective motor control circuits. With the tune input lines grounded, the motor control circuits apply a ground to one side and 28 VDC to the other side of their respective servo motors with a polarity that drives the tuning elements towards a tune position. The grounds are also applied to the brake logic to release the motor brakes. As the tune point is approached, it is sometimes necessary for the elements to be jockeyed back and forth; the polarity of the discriminator outputs change as required to cause the motors to be driven in the right direction. For some antenna impedances at the lower part of the frequency range, the normal level of the error signals from the discriminators is not sufficient to turn on the servo amplifiers; therefore,

a forcing ground (paragraph 4-23) is applied to unbalance the R discriminator, resulting in an error signal of sufficient level to the L servo amplifier. This forces the variable inductor to move in a tune direction. The forcing continues until the impedance changes sufficiently to produce an output from the  $\phi$  discriminator. At this time, the variable capacitor will move in a tune direction, opening its home end stop switch. This removes the forcing ground to the R discriminator, allowing normal tuning to take over.

4-25. The individual motor-on grounds applied to the brake logic are also applied to the motor-on logic while tuning as during the home cycle. Therefore, the motor-on logic produces a positive motor-on output which is applied to the tune logic circuits. This positive level energizes the tune logic to lock in the tune power ground to the AN/URT-23(V) and tune sensitivity drive signal to the servo amplifiers, and produces a key hold signal to the keying logic. The key hold signal energizes the keying logic to lock in the system key. (The motor-on signal is also applied to the home logic, but an internal clamp prevents that circuit from being energized.) When the tuning elements reach their respective tune positions, the servo logic circuits change state to remove the key, motor-on, tune power, and tune sensitivity drive signals and engage the motor brake. This removes all inhibits from the ready light logic. Therefore, the READY light is energized, indicating that the tune cycle has been completed. The automatic tuning cycle requires a maximum of 5 seconds to complete. When the system is now keyed, a full (1KW) RF power level is applied to the CU-938/URA-38 by the AN/URT-23(V). As conditions change the antenna impedance, the discriminators produce error signals outputs to fine adjust the tuning elements. Therefore, a tune condition is always maintained. While fine tuning, internal clamps in the logic circuits prevent motor-on signals from activating the home and tune logic circuits. If the RF voltage exceeds a safe limit, an arc will develop across the arc gap producing a ground pulse output to the home logic to interlock the transmitter keyline and initiate a tune cycle (paragraph 4-22).

#### 4-26. MANUAL TUNING CYCLE.

4-27. Manual tuning is accomplished by the operator with the C-2698/URA-38 front panel controls. The transmitter power output must be reduced to between 50 and 250 watts, and the system must be keyed by the operator. During this mode of operation, the outputs from the discriminators are switched one at a time to the DISCRIMINATOR NULL meter, as determined by the setting of the L-C switch. The selected tuning element is adjusted by depressing the LEFT or RIGHT pushbutton as required to provide a null indication on the DISCRIMINATOR NULL meter. The elements are alternately adjusted until a null indication is obtained on the DISCRIMINATOR NULL meter for both the L and the C settings of the L-C switch. The servo amplifiers and most of the logic circuitry are disabled during manual operation. However, the key interlock circuit is maintained so that if an element is run up against its far end stop, RF power will be removed from the CU-938/URA-38, precluding possible damage to the equipment.

#### 4-28. SILENT TUNING CYCLE.

4-29. Initial silent tuning is accomplished without using RF power. Therefore, the discriminators, DISCRIMINATOR NULL meter, servo amplifiers, and logic circuits are not used at this time. Each tuning element is set to a prerecorded indication on the ELEMENT POSITION meter using the LEFT and RIGHT pushbuttons. As in manual tuning, only one element can be positioned at a time as selected with the L-C switch. (The indications of the ELEMENT POSITION meter must have been recorded for each element at each assigned operating frequency during previous automatic or manual operation.) The ELEMENT POSITION meter indications are provided by potentiometers whose wipers are mechanically ganged to the individual tuning elements. As in manual operation, the key interlock circuit is maintained in case a tuning element is run up against its far end stop switch. When a full power transmission

is keyed in the silent mode of operation, the servo amplifiers, motor control circuits, and brake logic are energized to enable the tuning elements to be automatically fine positioned as required to maintain a tuned condition.

4-30. POWER SUPPLY AND COOLING.

4-31. The power supply in the C-3698/URA-38 produces all DC voltages required for operating the AN/URA-38. These voltages are produced from the 115 VAC, 48 to 63 or 350 to 450 CPS, single phase primary power input from the AN/URT-23(V). The DC voltages produced are -4, -2, +12.4 and + 28 volts. Primary power is also applied to the cooling fan in the CU-938/URA-38 to circulate the nitrogen atmosphere. The fan and the CU-938/URA-38 case form a heat exchanger to transfer internally generated heat to the ambient air.

4-32. TEST DATA.

4-33. Pertinent references and applicable test data for the AN/URA-38 are:

- a. Antenna Coupler CU-938/URA-38, Schematic Diagram, Figure 5-15.
- b. Antenna Coupler Control C-3698/URA-38, Schematic Diagram, Figure 5-16.
- c. Antenna Coupler Group AN/URA-38, Logic and Power Supply, Servicing Block Diagram, Figure 4-19.
- d. Antenna Coupler Group AN/URA-38, Servo Loops and Matching Network, Servicing Block Diagram, Figure 4-20.
- e. Required Test Equipment:
  - (1) Multimeter AN/PSM-4
  - (2) Differential Voltmeter CCUH-825A
  - (3) Electrical Dummy Load DA-242/U
  - (4) Wattmeter AN/URM-120
- f. For equipment characteristics, refer to Antenna Coupler Group AN/URA-38 Performance Standards Sheet, NAVSHIPS 0967-204-0030.
- g. Adjustments:
  - (1) Discriminator, Paragraph 5-4.
  - (2) Servo Amplifiers, Paragraph 5-10.
- h. For testing information, refer to Reference Standards Book for Antenna Coupler Group AN/URA-38, NAVSHIPS 0967-204-0040.
- i. Component and Test Point Locations:
  - (1) Antenna Coupler Control C-3698/URA-38, Chassis, Component Locations, Figure 5-8.

(2) Antenna Coupler CU-938/URA-38, Chassis, Component Locations, Figure 5-4.

(3) Antenna Coupler CU-938/URA-38, Case, Component Locations, Figure 5-3.

j. System Troubleshooting, Paragraph 4-105.

#### 4-34. DETAILED DESCRIPTIONS.

#### 4-35. MATCHING NETWORK.

4-36. GENERAL. The matching network (figure 4-2) consists of a transformer (T1), a variable inductor (L1), and a variable capacitor (C1). The function of these components is to transform the impedance of a system antenna to an impedance that is 50 ohms resistive.

4-37. CIRCUIT DESCRIPTION. Inductor L1 and capacitor C1 are motor driven to the exact value of capacitive and inductive reactance required for a tune condition (paragraph 4-59). Inductor L1 is adjusted to provide enough shunt loading reactance to transform the antenna impedance to an inductive impedance with an equivalent series resistive component of 22.2 ohms. Capacitor C1 is then adjusted to cancel the inductive reactance component of this impedance. Thus, the antenna impedance is transformed by capacitor C1 and inductor L1 to a purely resistive impedance of 22.2 ohms. Transformer T1 has a primary-to-secondary turns ratio of 3:2. Since impedance is transferred through a transformer proportionally to the square of the turns ratio, the input impedance of the CU-938/URA-38 (when tuned) is 50 ohms ( $9/4 \times 22.2$ ).

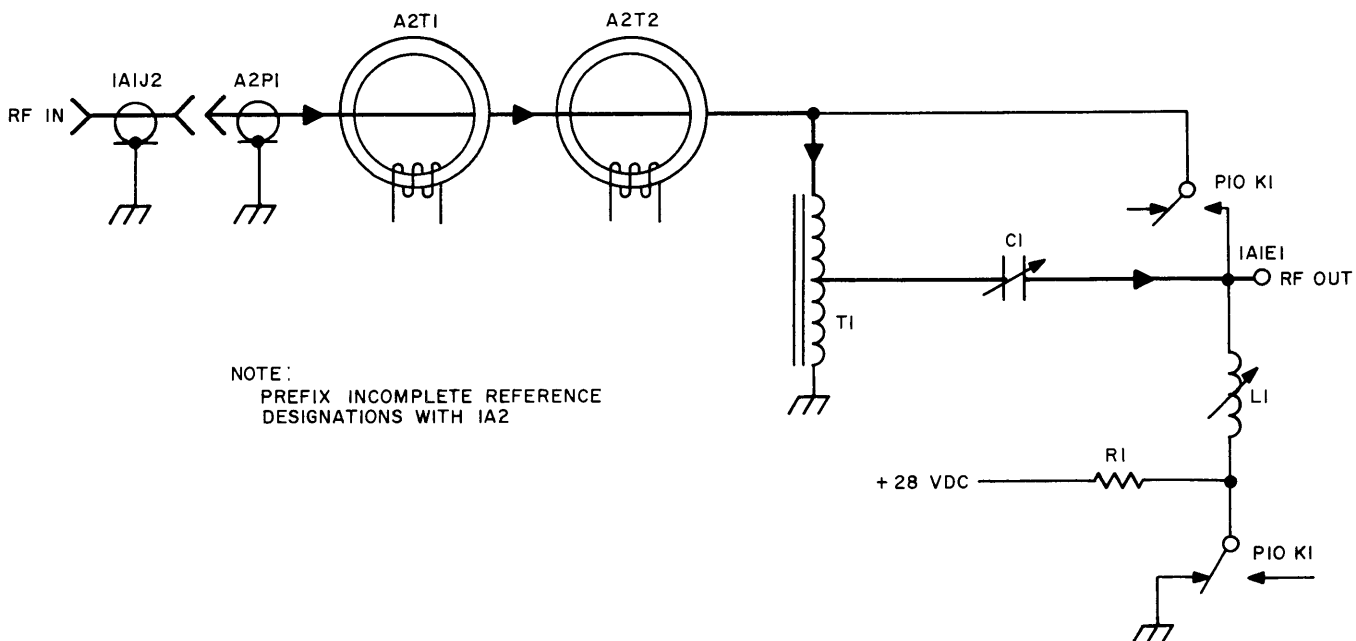


Figure 4-2. Matching Network, Simplified Schematic Diagram



4-38. Rotary solenoid K1 is energized (paragraph 4-93) if a transmission is not being made provided the bypass function is switched on. This opens the ground side of inductor L1 and shorts capacitor C1, thus bypassing the matching network. This allows reception on a frequency different from that of transmission. When the matching network is bypassed, resistor R1 allows a small DC current to flow through the rotary solenoid contacts to break down any surface resistance of the contacts.

4-39. TEST DATA. Pertinent reference and applicable data for the matching network are:

- a. Antenna Coupler CU-938/URA-38, Schematic Diagram, Figure 5-15.
- b. Antenna Coupler CU-938/URA-38, Chassis, Component Locations, Figure 5-4.
- c. Inductor Assembly 1A2L1, Component Locations, Figure 5-7.
- d. Antenna Coupler Group AN/URA-38, Servo Loops and Matching Network, Servicing Block Diagram, Figure 4-20.
- e. Required Test Equipment:
  - (1) Multimeter AN/PSM-4
  - (2) Wattmeter AN/URM-120
  - (3) Electrical Dummy Load DA-242/U

4-40.  $\phi$  DISCRIMINATOR.

4-41. GENERAL. The function of the phase discriminator (figure 4-3) is to provide a DC output to C servo amplifier 2A1A1 indicative of the reactive component of the line impedance. This DC output will be zero when the reactive component is the desired 0 ohms, positive when the reactive component is capacitive, and negative when the reactive component is inductive.

4-42. CIRCUIT DESCRIPTION. The line current induces a voltage in transformer T1, half of this voltage across resistor R2 and half across resistor R1. Taking the junction of resistors R1 and R2 as a reference, the voltages across resistors R1 and R2 are in opposite phase, so that the voltage across resistor R2 is in phase with the line current and the voltage across resistor R1 is 180° out of phase with the line current. (It is just as if the junction of resistors R1 and R2 were connected to a center-tap on the transformer.) Divider C1-R3, R10 produces a reference voltage at the junction of resistors R1 and R2 90° out of phase with the line voltage. The vector sum of the voltage drops across resistors R3, R10 and R1 is detected by diode CR2 and filtered by capacitor C2, producing a positive DC voltage across resistor R11. The vector sum of the voltages across resistors R3, R10 and R2 is detected by diode CR1 and filtered by capacitor C3, producing a negative DC voltage across resistor R12. The two DC voltages are summed through resistors R4, R5, and R6 and applied through pin A of connector 1A1J1 to one side of the differential amplifier input of C servo amplifier 2A1A1. If the reactive component of the line impedance is zero, then the line voltage and line current will be in phase. In this case, the voltages at the transformer terminals will be equal in amplitude, and thus the two DC voltages will also be equal (one positive, the other negative). Summing two equal and opposite DC voltages results in zero output, indicating that the variable capacitor is tuned. If the reactive component of the line impedance is other than zero, the line voltage and current will no longer be in phase and so the AC voltages (across resistors R3, R10 and R1 or R2) will no longer be equal. Therefore, the DC voltage

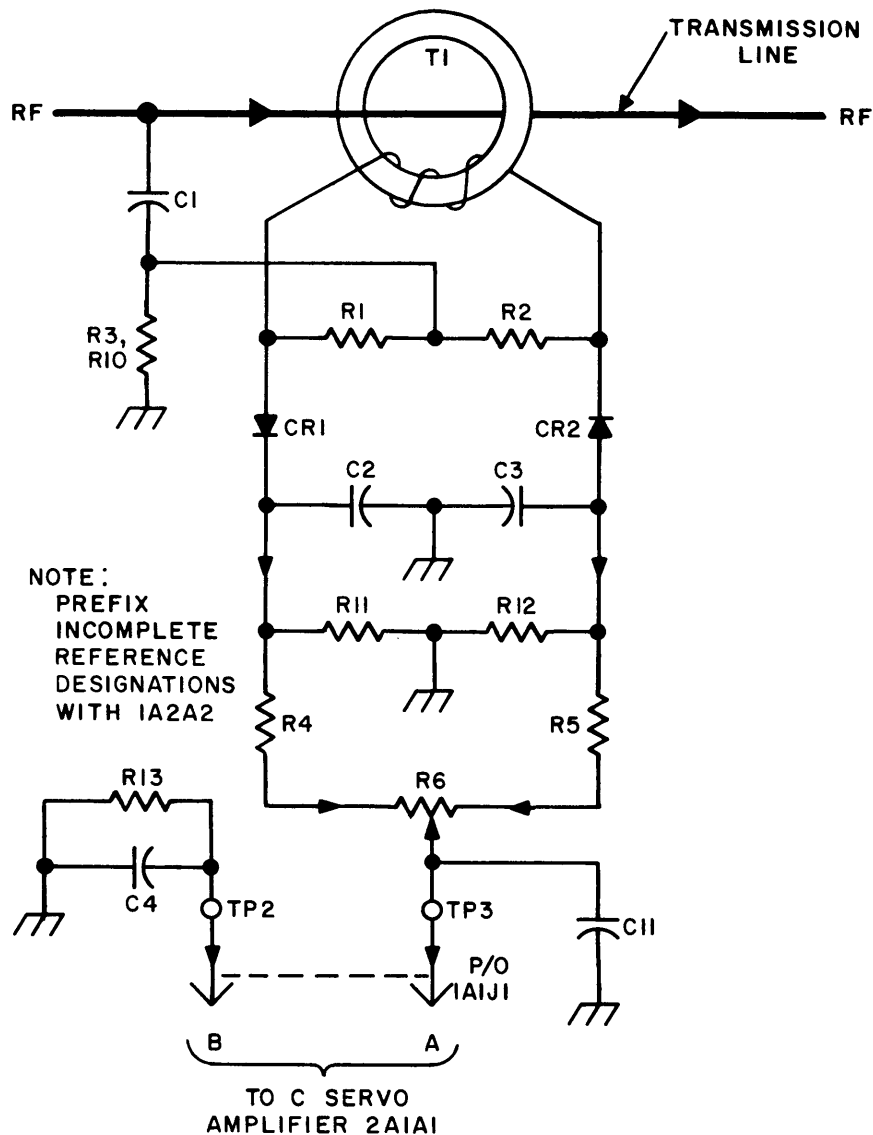


Figure 4-3.  $\emptyset$  Discriminator, Simplified Schematic Diagram

outputs from diodes CR1 and CR2 must also be unequal, resulting in either a positive (for capacitive reactance) or a negative (for inductive reactance) error signal output to C servo amplifier 2A1A1 to correct the adjustment of the variable capacitor.

4-43. The error signal described above is applied to one side of a differential amplifier in C servo amplifier 2A1A1. The other side of the differential amplifier input is connected to ground through resistor R13. Resistor R13 is used instead of a short circuit to ground so that both sides of the differential amplifier will have the same impedance. This resistor is located in the discriminator assembly rather than the C servo amplifier assembly so that both sides of the differential amplifier will have the same length of lead, and therefore, the same amount of any stray hum or noise pickup. Since a differential amplifier responds only to differences in signal level between its two inputs, hum or noise signals present equally at both inputs will not be amplified. Capacitors C4 and C11 are RF bypasses. Potentiometer R6 is adjusted to provide a zero DC output from the  $\emptyset$  discriminator when the line

voltage and current are in phase (zero reactive component in the line impedance), thus compensating for any unbalance in the discriminator caused by component tolerances.

4-44. TEST DATA. Pertinent references and applicable data for the  $\emptyset$  discriminator are:

- a. Antenna Coupler CU-938/URA-38, Schematic Diagram, Figure 5-15.
- b. Discriminator Assembly 1A2A2, Component and Test Point Locations, Figure 5-5.
- c. Antenna Coupler Group AN/URA-38, Servo Loops and Matching Network, Servicing Block Diagram, Figure 4-20.
- d. Discriminator Adjustment Procedures, Paragraph 5-4.
- e. Required Test Equipment:
  - (1) Multimeter AN/PSM-4
  - (2) Differential Voltmeter CCUH-825A

4-45. R DISCRIMINATOR.

4-46. GENERAL. The function of the R discriminator (figure 4-4) is to provide a DC output to L servo amplifier 2A1A2 indicative of the resistive component of the line impedance. This DC output will be zero when the resistive component is the desired 50 ohms, positive when the resistive component is less than 50 ohms, and negative when the resistive component is greater than 50 ohms.

4-47. CIRCUIT DESCRIPTION. Capacitive divider C6-C7 produces an output across capacitor C7 which is in phase with and proportional to the line voltage. This voltage is detected by diode CR5 and filtered by capacitor C8, producing a positive DC voltage which is developed across resistor R14. The line current induces a voltage in transformer T2 which is connected so that when the line impedance is 50 ohms resistive, the voltage across transformer T2 is 180 degrees out of phase with and twice the amplitude of the voltage produced by divider C6-C7. The vector sum of the outputs from transformer T2 and divider C6-C7 is detected by diode CR6 and filtered by capacitor C9, producing a negative DC voltage across resistor R15. The two DC voltages are summed through resistors R16 and R17 and applied through pin D of connector 1A1J1 to one side of the differential amplifier input to L servo amplifier 2A1A2. If the resistive component of the line impedance is 50 ohms, the sum of the two DC voltages will be zero, indicating that the variable inductor is correctly tuned. If the resistive component is other than 50 ohms, the voltage induced in transformer T2 will no longer be exactly twice the voltage developed by divider C6-C7. Thus the voltages developed across resistors R14 and R15 will no longer be equal and opposite, and their sum at the junction of resistors R16 and R17 can no longer be zero. The resulting error signal (negative for a line impedance greater than 50 ohms, positive below 50 ohms) is applied to L servo amplifier 2A1A2 to correct the adjustment of the variable inductor.

4-48. Resistor R18 and capacitors C5 and C10 have the same functions as the corresponding parts in the  $\emptyset$  discriminator (paragraph 4-43). Inductor L3 provides a DC return for detectors CR5 and CR6. Resistor R7 is the load resistor for transformer T2. Resistor R9 provides detector CR5 with the same source impedance that resistor R7 provides to detector CR6, thus maintaining balance. At the high end of the operating frequency range, the leads of capacitor C7 produce a small amount of inductive reactance. Therefore, inductor L1 is

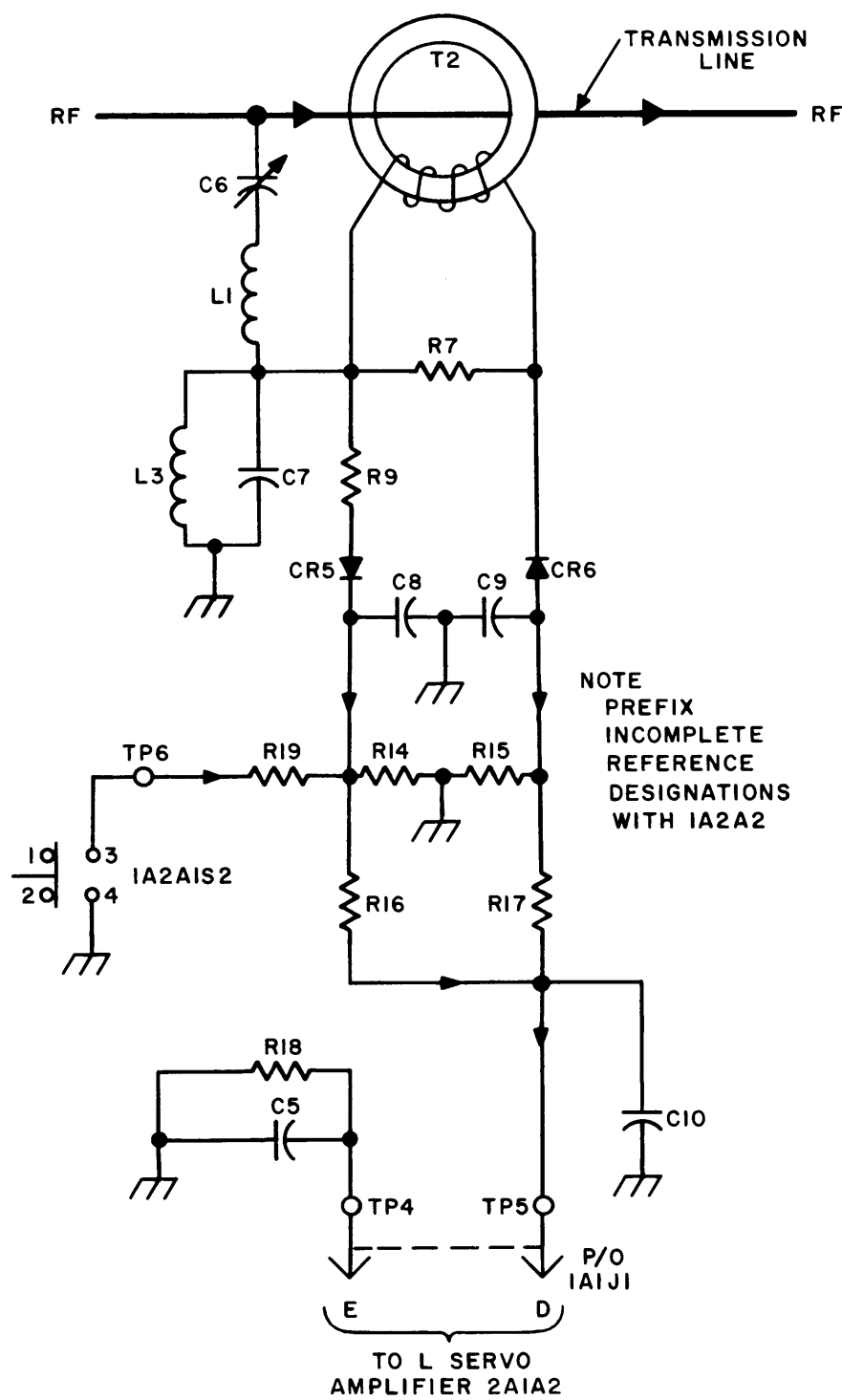


Figure 4-4. R Discriminator, Simplified Schematic Diagram

used to provide a corresponding amount of inductive reactance in series with capacitor C6 so that the output from divider C6-C7 will be frequency insensitive. Capacitor C6 is adjusted so that the voltage output from divider C6-C7 will be exactly half of that developed across transformer T2 when the line impedance is 50 ohms resistive.

4-49. FORCING. At the low end of the operating frequency range, the variable capacitor in the home position (the maximum capacitance position from which tuning is started) appears as a high impedance load to the line. This condition produces a high RF line voltage and low RF line current. Therefore, essentially no voltage is induced in the toroidal transformer of either discriminator. The voltage divider in each discriminator then becomes the only source for both detectors in each discriminator. Thus, both discriminators will produce zero output, falsely indicating that the tuning elements are properly adjusted. To prevent this condition, the variable capacitor's home end stop switch is used to connect resistor R19 in parallel with R14 in the R discriminator. This unbalances the R discriminator, producing an error signal which forces the variable inductor to be adjusted. This forcing is continued until the line impedance changes sufficiently to provide an output from the  $\emptyset$  discriminator. At this time, the variable capacitor will begin to tune, opening the home end stop switch to remove unbalancing resistor R19 from the R discriminator. Normal tuning then continues to adjust both tuning elements to a correct position.

4-50. TEST DATA. Pertinent references and applicable data for the R discriminator are:

- a. Antenna Coupler CU-938/URA-38, Schematic Diagram, Figure 5-15.
- b. Discriminator Assembly 1A2A2, Component and Test Point Locations, Figure 5-5.
- c. Antenna Coupler Group AN/URA-38, Servo Loops and Matching Network, Servicing Block Diagram, Figure 4-20.
- d. Discriminator Adjustment Procedures, Paragraph 5-4.
- e. Required Test Equipment:
  - (1) Multimeter AN/PSM-4
  - (2) Differential Voltmeter CCUH-825A

4-51. SERVO AMPLIFIER.

4-52. GENERAL. The servo amplifier (figure 4-5) consists of a differential amplifier (Q3, Q5), a cross-coupled amplifier (Q4, Q6), four drivers (Q1, Q2, Q7, Q8) and two capacitor discharge transistors (Q9, Q10). The function of these circuits is to provide either a home or a tune output to the respective motor control circuit during automatic or silent operation. The servo amplifiers are not used during manual operation and are used only for fine adjustments during silent operation (paragraph 4-68).

4-53. CIRCUIT DESCRIPTION. The DC output from the discriminator is applied through switch 2A1S1 (paragraphs 4-65 through 4-71) to the base of transistor Q5. The other input to the differential amplifier, the base of transistor Q3, is tied to ground through a resistor in the discriminator. The emitters of transistors Q3 and Q5 are returned to -4 VDC. Therefore, both transistors are conducting all the time. The polarity of the discriminator output determines which of the two transistors in the differential amplifier will conduct the most, and therefore, which side of the cross coupled amplifier will turn on.

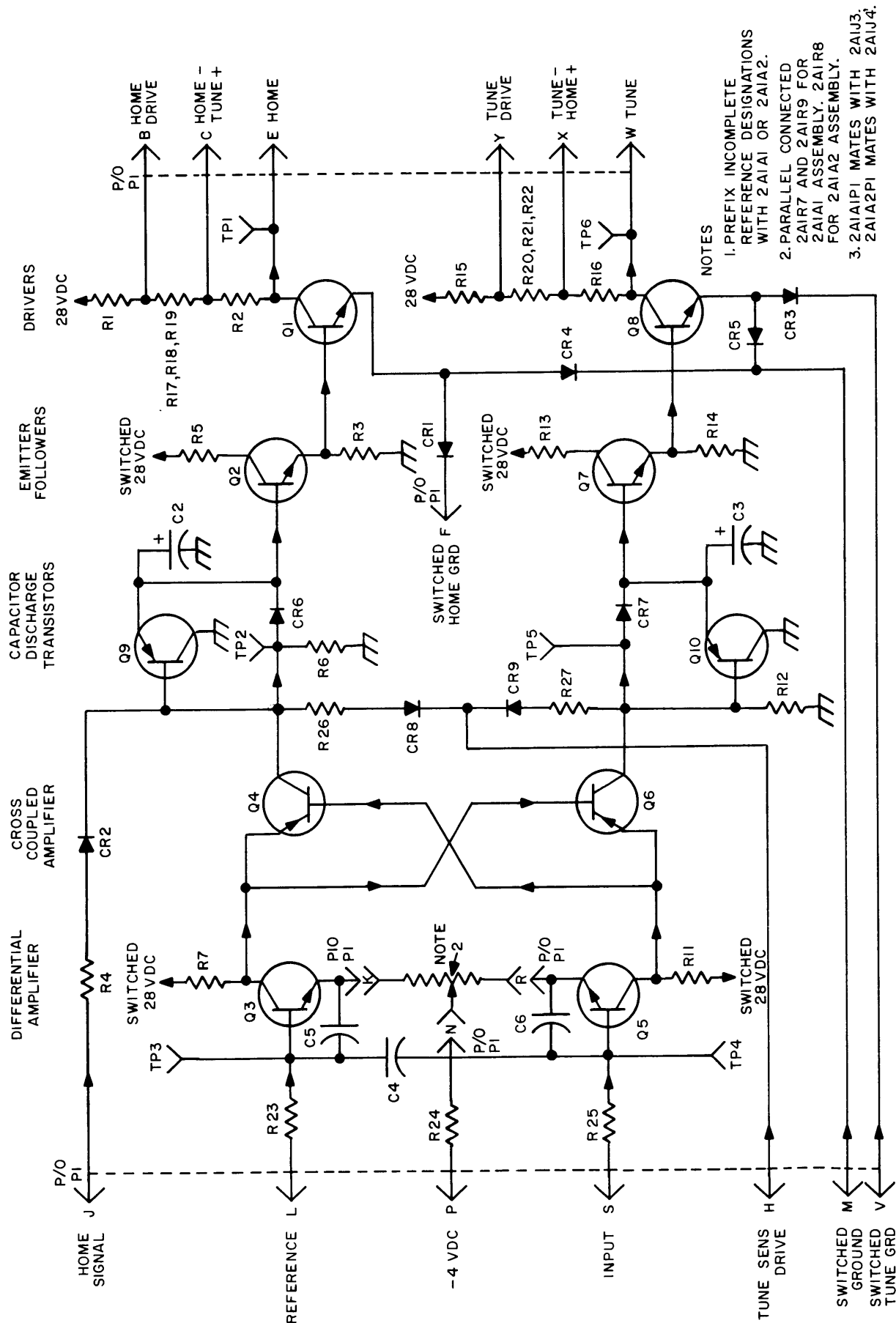


Figure 4-5. Servo Amplifier, Simplified Schematic Diagram

4-54. Assume that the polarity of the discriminator output is negative. This condition turns on transistor Q3 harder than transistor Q5. Therefore, transistor Q6 in the cross-coupled amplifier becomes forward biased and transistor Q4 becomes reverse biased. The output from transistor Q6 turns on transistor Q7 which turns on transistor Q8. Transistor Q8 will conduct into saturation, grounding the tune line input to the motor control circuit. Similarly, if the assumed polarity of the discriminator output had been positive, transistors Q5, Q4, Q2, and Q1 would have energized and applied a ground to the home input line to the motor control circuit. Thus, the servo amplifier responds to either polarity of discriminator output by grounding the appropriate input to the motor control circuit.

4-55. Capacitors C2 and C3 serve as audio bypasses for cross-coupled amplifiers Q4 and Q6, respectively. They prevent the servo motors from trying to follow voice modulation. Transistors Q9 and Q10 rapidly discharge the capacitors when the discriminator error signals drop to zero at the tune point; otherwise, the charge stored in the capacitors would cause the motors to run past the tune point. So long as the output from the cross coupled amplifier is positive, the diode (CR6 or CR7) is forward biased, keeping the transistors cut off. When the cross-coupled amplifier output drops to zero, resistor R12 or R6 pulls the base towards ground, turning the transistor on and thus quickly discharging the capacitor.

4-56. Potentiometer 2A1R7 or 2A1R8 is used to balance the differential amplifier. Resistor 2A1R9 provides the C servo amplifier with increased sensitivity. Capacitors C4, C5, and C6 are RF bypasses. During low power tuning, resistors R12 and R6 are the loads for the cross-coupled amplifier. When fine tuning at high power, the tune logic (paragraph 4-86) grounds the cathodes of diodes CR9 and CR8 thus connecting resistor R27 in parallel with R12 and R26 in parallel with R6. This reduces the sensitivity of the servo amplifier during high power operation when the discriminator produces larger output levels. The ground required to terminate the emitter of transistor Q8 is applied through diode CR5 and switch 2A1S1 during automatic operation and through diode CR3 and switches 2A1S5, 2A1S6, and 2A1S1 during silent operation (paragraphs 4-67 and 4-68). Similarly, the emitter of transistor Q1 is connected to ground through diode CR4 or CR1.

4-57. At the onset of an automatic tuning cycle, the logic circuits provide a positive level through resistor R4 and diode CR2 to the base of transistor Q2 (paragraph 4-74). This forces transistors Q2 and Q1 on to produce a home ground output to the motor control circuits. Thus, the servo motors are energized to set the tuning elements to home (a predetermined starting position for starting the tune cycle).

4-58. TEST DATA. Pertinent references and applicable data for the servo amplifier are:

- a. Antenna Coupler Control C-3698/URA-38, Schematic Diagram, Figure 5-16.
- b. Printed Circuit Boards 2A1A1 and 2A1A2, Component and Test Point Locations, Figure 5-9.
- c. Antenna Coupler Group AN/URA-38, Servo Loops and Matching Network, Servicing Block Diagram, Figure 4-20.
- d. Servo Amplifier Adjustment Procedure, Paragraph 5-10.
- e. Transistor Voltage Measurements, Paragraph 5-39.

f. Required Test Equipment:

- (1) Multimeter AN/PSM-4
- (2) Differential Voltmeter CCUH-825A
- (3) PC Board Extender, Paragraph 5-31.

4-59. MOTOR CONTROL CIRCUIT.

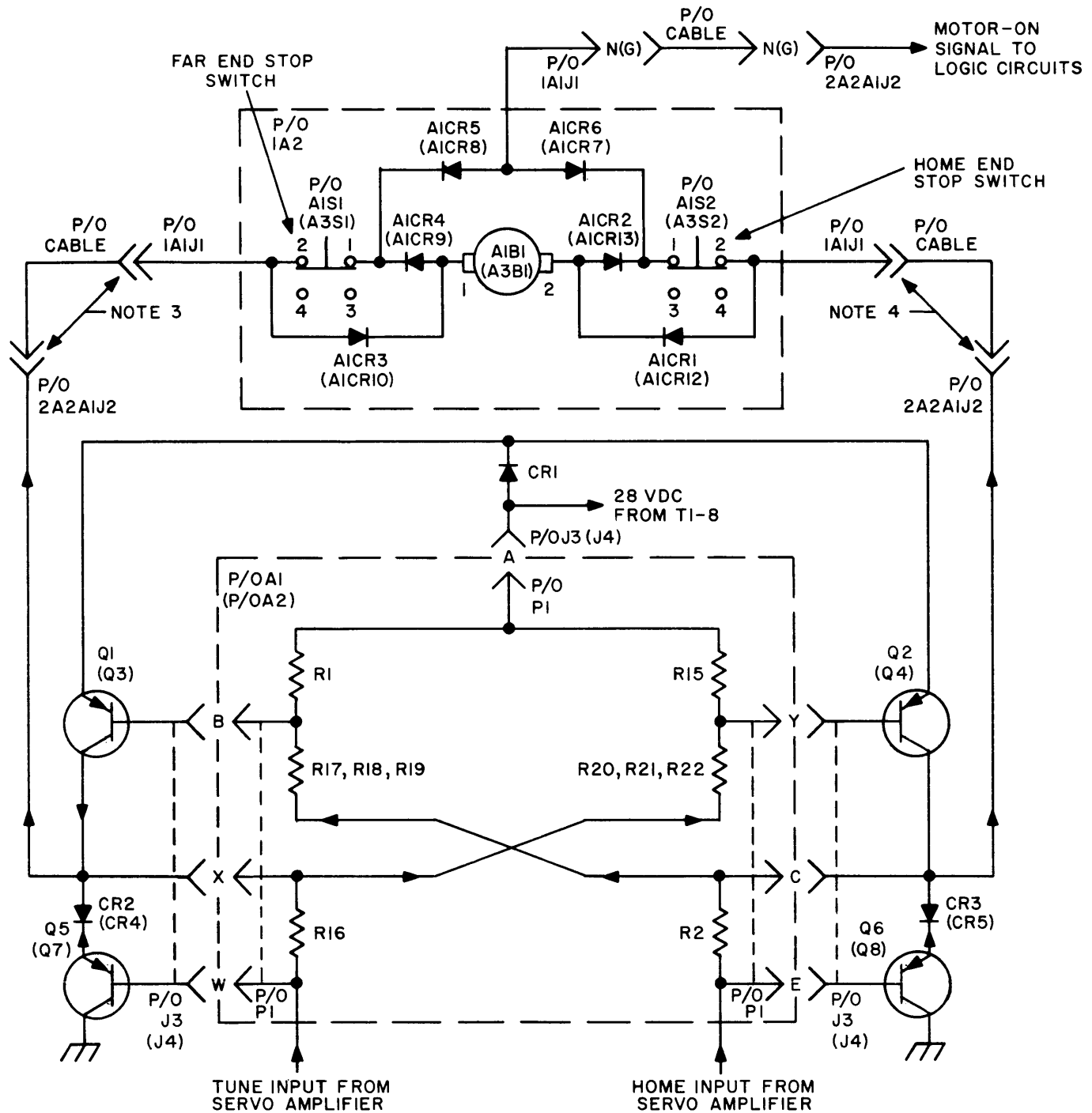
4-60. GENERAL. Each motor control circuit (figure 4-6) consists of four drivers, a servo motor, two end stop switches, and various diode gates. With the exception of reference designations and connections, two identical motor control circuits are used: one in the L servo loop and one in the C servo loop. The circuit components are located partly in the C-3698/URA-38 and partly in the CU-938/URA-38. Intercircuit and interunit connection details are explained paragraphs 4-65 through 4-71. The function of these circuits is to turn on the servo motors with the correct polarity to run them in the desired direction. Reference designations used in the following discussion are for the C motor control circuit.

4-61. CIRCUIT DESCRIPTION. If we wish to energize the C servo motor for a tune direction of rotation, the tune output from the C servo amplifier will be at ground, applying the ground to the base of transistor Q5. This ground turns transistor Q5 on, resulting in the application of ground to terminal 1 of C servo motor 1A2A1B1. This ground is also applied through diode 1A2A1CR5 to energize the brake logic (paragraph 4-78) to release the motor brake. Turning transistor Q5 on also grounds the bottom of voltage divider A1R15-R20-R21-R22, causing transistor Q2 to conduct. Therefore, 28 VDC is applied through transistor Q2 and diode 1A2A1CR1 to terminal 2 of C servo motor 1A2A1B1. This establishes current flow through the servo motor in the correct polarity for a tune direction of rotation.

4-62. If the home direction of rotation is needed, the C servo amplifier output grounds the base of transistor Q6. Therefore, ground is applied to terminal 2 of C servo motor 1A2A1B1 and through diode 1A2A1CR6 to the brake logic. Transistor Q1 is energized by voltage divider A1R1-R17-R18-R19 to apply 28 VDC to terminal 1 of C servo motor 1A2A1B1. This produces current flow through the servo motor with the correct polarity for a home direction of rotation.

4-63. Home end stop switch 1A2A1S2 (1A2A3S2 for the L servo motor) and far end stop switch 1A2A1S1 (1A2A3S1 for the L servo motor) serve as limit switches to stop the motors and protect the tuning elements from being driven too far. They also provide signals to the logic circuits indicating that the home or far end positions have been reached. For example, initiating a tuning cycle causes the servo motors to drive the tuning elements to their home positions (maximum capacitance and minimum inductance). When the elements reach home, the normally closed contacts of end stop switches 1A2A1S2 and 1A2A3S2 open, de-energizing the servo motors. The normally open contacts of these end stop switches now close, applying the reset signal (ground) to the tune and ready light logic (paragraphs 4-80 and 4-88) and the forcing signal (ground) to the R discriminator (paragraph 4-45). On the other hand, if a tuning element is driven up against its far end stop (end opposite home), it opens the normally closed contacts of its far end stop switch (1A2A1S1 or 1A2A3S1), de-energizing the motor. In addition, the normally open contacts of the switch close, applying the far end stop signal (ground) to the keying and ready light logic (paragraphs 4-84 and 4-88) to remove RF power and extinguish the READY light. (RF power is removed because reaching a far end stop is an abnormal condition occurring only with a damaged antenna or inability to tune properly.)





NOTES:

1. PREFIX INCOMPLETE REFERENCE DESIGNATIONS WITH 2AI.
2. REFERENCE DESIGNATIONS IN PARENTHESES ARE FOR L-MOTOR CONTROL; OTHERS ARE FOR C-MOTOR CONTROL.
3. PINS H,J,K,U FOR C-MOTOR CONTROL; V, W FOR L-MOTOR CONTROL.
4. PINS P,R,S,c FOR C-MOTOR CONTROL; a,b FOR L-MOTOR CONTROL.

Figure 4-6. Motor Control, Simplified Schematic Diagram

4-64. TEST DATA. Pertinent references and applicable data for the motor control circuit are:

- a. Antenna Coupler CU-938/URA-38, Schematic Diagram, Figure 5-15.
- b. Printed Circuit Boards 2A1A1 and 2A1A2, Component and Test Point Locations, Figure 5-9.
- c. Antenna Coupler Control C-3698/URA-38, Schematic Diagram, Figure 5-16.
- d. Antenna Coupler Control C-3698/URA-38, Component Locations, Figure 5-8.
- e. Antenna Coupler CU-938/URA-38, Chassis, Component Locations, Figure 5-4.
- f. Antenna Coupler Group AN/URA-38, Servo Loops and Matching Network, Servicing Block Diagram, Figure 4-20.
- g. Transistor Voltage Measurements, Paragraph 5-39.
- h. Required Test Equipment:
  - (1) Multimeter AN/PSM-4
  - (2) PC Board Extender, Paragraph 5-31.

#### 4-65. C SERVO LOOP SWITCHING AND METERING.

4-66. GENERAL. The C servo loop switching and metering circuitry (figure 4-7) provides switching and metering to allow variable capacitor 1A2C1 to be adjusted automatically or manually according to the mode of operation.

4-67. AUTOMATIC OPERATION. During automatic operation, Mode Selector switch S1 provides all the necessary switching. (The tuning cycle is completely automatic.) The input from the  $\phi$  discriminator is applied through pin A of connector 2A2A1J2, contacts 11 and 12 of S1-rear, and pin S of connector J3 to servo amplifier A1. The  $\phi$  discriminator reference is applied through pin B of connector 2A2A1J2, contacts 4 and 5 of S1-front, and pin L of connector J3. The ground for terminating the emitters of transistors Q1 and Q8 in servo amplifier A1 is applied through contacts 1 and 2 of S1-front, pin M of connectors J3 and A1P1, and diodes A1CR4 and A1CR5, respectively. (During this mode of operation, pushbuttons S5 and S6 are disabled by breaking the ground path through contacts 1 and 12 of S1-front. This avoids the possibility that accidentally depressing one of the pushbuttons while the set was automatically tuning could cause both a home and a tune output to be supplied to the motor control circuit at the same time.)

4-68. SILENT OPERATION. Silent operation allows variable capacitor 1A2C1 to be pre-positioned without the use of RF power. During automatic or manual operation, the indication of ELEMENT POSITION meter M1 should be recorded for each allocated operating channel. Variable capacitor 1A2C1 can then be adjusted (in Silent mode) for each operating channel without using RF power by setting the L-C switch at C and depressing the LEFT and RIGHT pushbuttons as required until the ELEMENT POSITION meter indicates the pre-recorded position for that channel. Depressing LEFT pushbutton S5 connects ground through contacts 1 and 12 of S1-front, normally closed contacts 1 and 2 of S6, normally open contacts 4 and 3 of S5, and contacts 3 and 4 of S3-front to the home input to the C motor control circuit. Depressing RIGHT pushbutton S6 applies ground through contacts 1 and 12 of

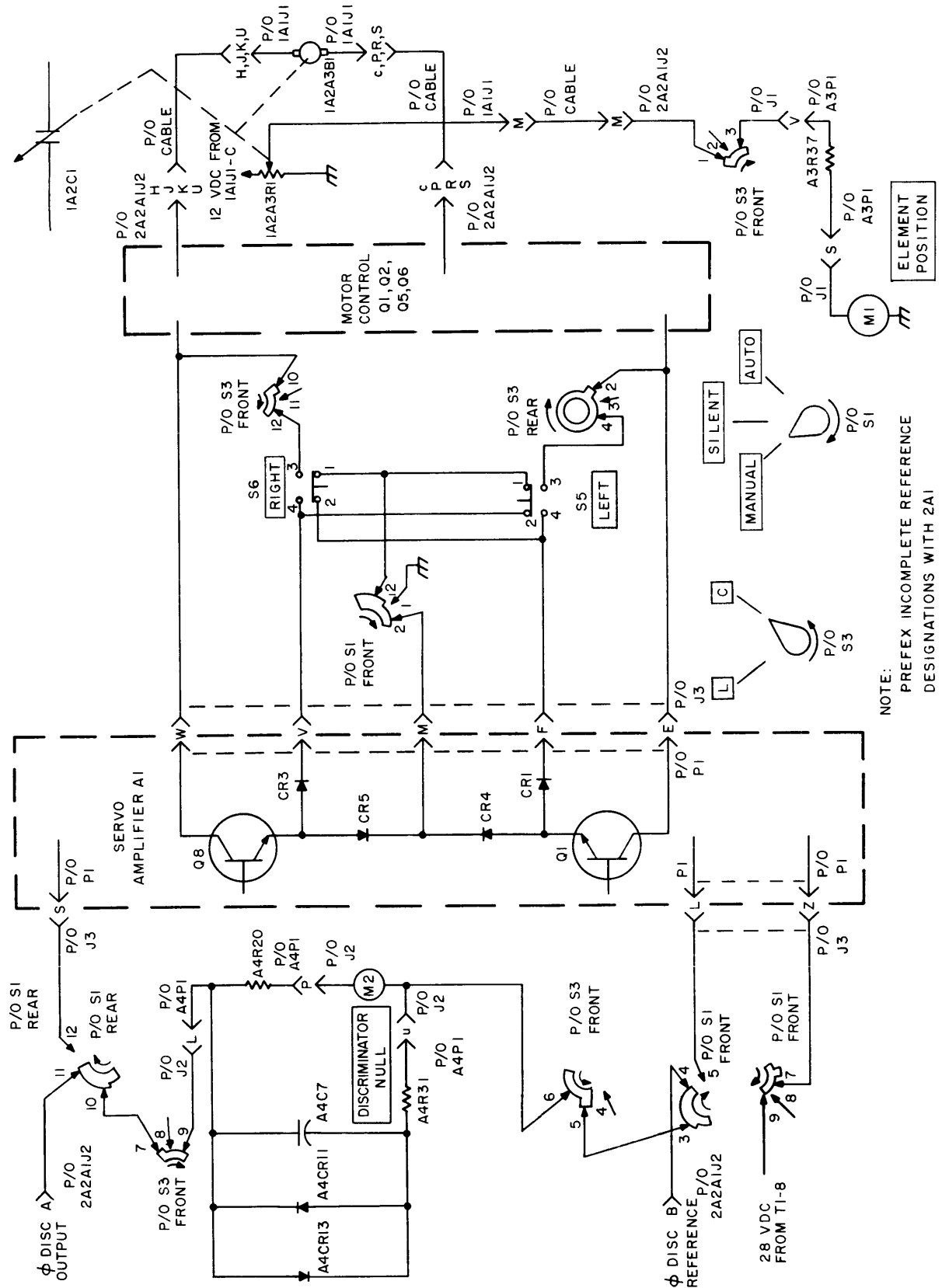


Figure 4-7. C Servo Loop, Simplified Switching and Metering Diagram

S1-front, normally closed contacts 1 and 2 of S5, normally open contacts 4 and 3 of S6, and contacts 12 and 11 of S3-rear to the tune input to the C motor control circuit. Therefore, depressing a pushbutton energizes servo motor 1A2A1B1 in either a home or tune direction of rotation. As the motor adjusts capacitor 1A2C1, the setting of potentiometer 1A2A1R1 is also changed. This varies the amount of voltage applied through pin M of connector 1A1J1, the interconnecting cable, pin M of connector 2A2A1J2, contacts 2 and 3 of S3-front, pin V of connectors J1 and A3P1, resistor A3R37, and pin S of connectors A3P1 and J1 to ELEMENT POSITION meter M1. Thus, ELEMENT POSITION meter M1 provides an indication of element position, allowing the element to be preset to any desired position. When the transmitter is keyed, variable capacitor 1A2C1 is automatically fine-tuned as required to compensate for tuning errors. The required connections are as follows: The output and reference leads from the  $\phi$  discriminator are applied to servo amplifier A1 through contacts 11 and 12 of S1-rear and contacts 4 and 5 of S1-front, respectively. Ground for terminating the emitter of transistor A1Q8 is applied through contacts 1 and 12 of S1-front, normally closed contacts 1 and 2 of S5, pin V of connectors J3 and A1P1, and diode A1CR3. Ground for terminating the emitter of transistor A1Q1 is applied through contacts 1 and 12 of S1-front, normally closed contacts 1 and 2 of S6, pin F of connectors J3 and A1P1, and diode A1CR1. The ground path for the emitter of each transistor passes through the contacts of that pushbutton which causes rotation in a direction opposite to that produced when the transistor is turned on. This interlocks the home and tune lines so that accidental depressing of a pushbutton can not cause both a home and a tune input to be applied to the motor control circuit at the same time during fine-tuning. Similarly, this interlock prevents accidental keying of the transmitter from causing a home and a tune output from being applied to the motor control circuit at the same time while rough positioning with the pushbutton.

4-69. MANUAL OPERATION. Manual operation allows variable capacitor 1A2C1 to be adjusted if a failure occurs in the logic or servo amplifier circuits, or when the AN/URA-38 is being used with a transmitter other than the AN/URT-23(V). When the Mode Selector switch is set at MANUAL and the L-C switch is set at C, the  $\phi$  discriminator output is connected through contacts 11 and 10 of S1-rear, contacts 8 and 9 of S3-front, pin L of connectors J2 and A4P1, resistor A4R20, and pin P of connectors A4P1 and J2 to one side of DISCRIMINATOR NULL meter M2. The  $\phi$  discriminator reference lead is connected through contacts 4 and 3 of S1-front, and contacts 5 and 6 of S3-front to the other side of DISCRIMINATOR NULL meter M2. When the transmitter is keyed, DISCRIMINATOR NULL meter M2 provides a relative indication of the polarity and magnitude of the discriminator error signal. Using this indication as a guide, the servo motor can be energized using the pushbuttons (as was explained for silent operation) to position capacitor 1A2C1 to obtain a null indication on DISCRIMINATOR NULL meter M2. The magnitude of the error signal applied to DISCRIMINATOR NULL meter M2 is limited by diodes A4CR13 and A4CR11 to prevent damage to the meter. Capacitor A4C7 is an RF bypass. During automatic and silent operation, 28 VDC for energizing servo amplifier A1 is applied through contacts 9 and 7 of S1-front and pin Z of connectors J3 and A1P1. During manual operation, the servo amplifier is not used, and thus, the 28 VDC is not supplied.

4-70. L SERVO LOOP SWITCHING AND METERING.

4-71. GENERAL. The L servo loop switching and metering circuitry (figure 4-8) provides switching and metering to allow variable inductor 1A2L1 to be adjusted automatically or manually according to the mode of operation. These circuits are identical to those used in the C servo loop, with the exception of switch contacts and connector pins.

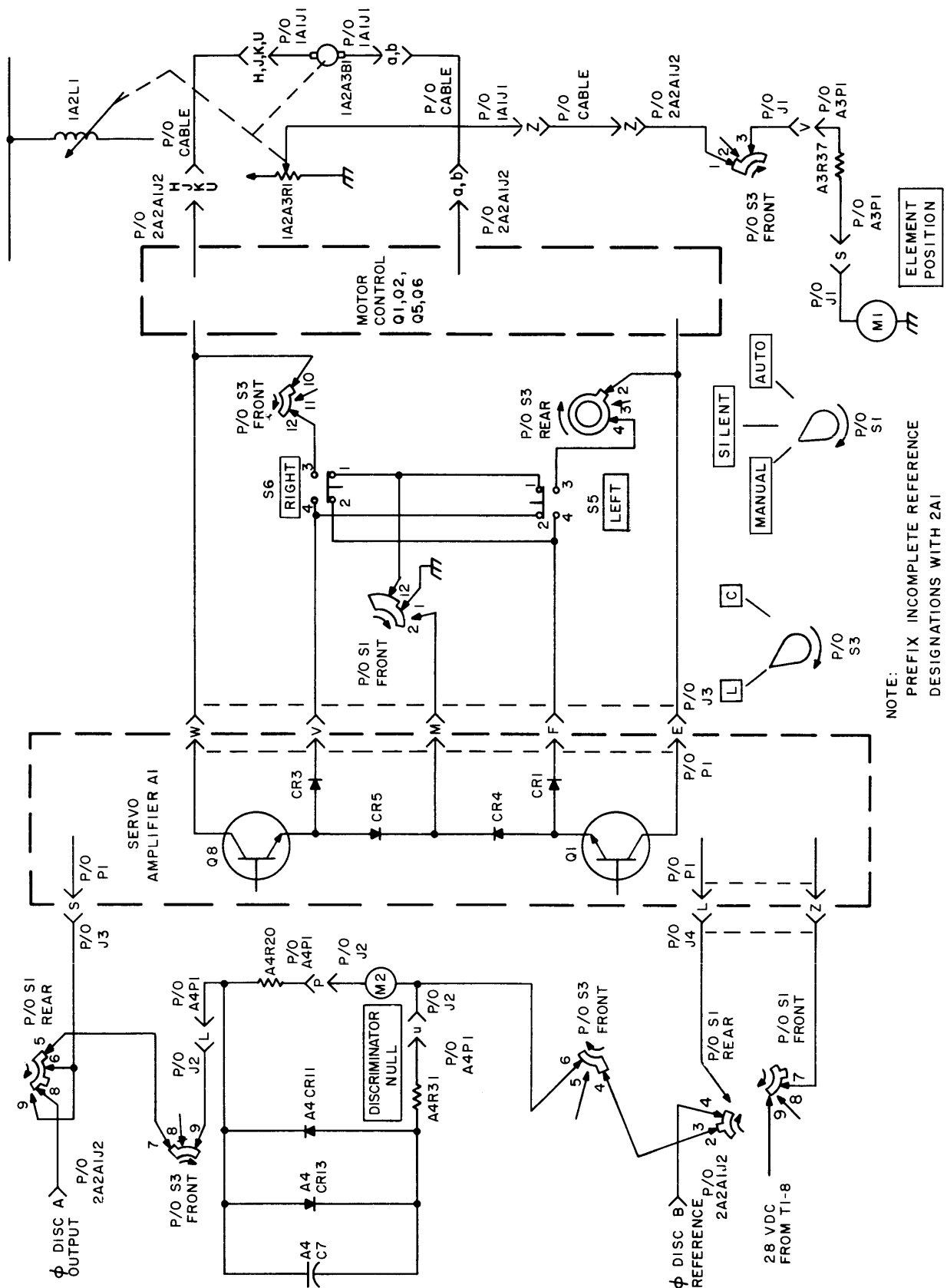


Figure 4-8. L Servo Loop, Simplified Switching and Metering Diagram

#### 4-72. LOGIC CIRCUITS.

4-73. GENERAL. The logic circuits provide the necessary control signals in the proper sequence to automatically position the tuning elements for any selected operating channel. These circuits are basically all located in the C-3698/URA-38 with the exception of the end stop switches which are located in the CU-938/URA-38. The AN/URA-38 protection circuits are also included in the logic to interrupt the tuning cycle and/or inhibit operation if a malfunction or overload develops. Figure 4-9 illustrates, and paragraphs 4-74 through 4-90 explain the sequencing of the automatic tuning cycle.

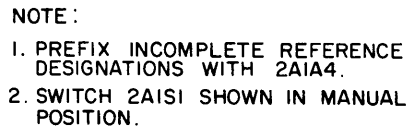
4-74. HOME LOGIC CIRCUIT DESCRIPTION. The home logic (figure 4-10) consists of two inverters (Q1 and Q2) and a clamp (CR2) which function as a flip-flop. This circuit is used only during the automatic or silent modes of operation. When a home cycle is initiated, this circuit produces the necessary output to drive the tuning elements home (that is to the predetermined starting position). A home cycle is initiated by turning the primary power on, changing the T-827/URT operating frequency, or depressing the RETUNE switch, or by an output from the arc gap, all as described below. Applying primary power results in the base of transistor Q2 momentarily being pulled to ground by capacitor C3. When the T-827/URT operating frequency is changed, a ground pulse is applied through pin E of connector 2A2A1J1, feedthru capacitor 2A2A1C1, and pin C of connectors 2A1J2 and P1 to the base of transistor Q2. Depressing the RETUNE switch, or an output from the arc gap, also produce a momentary ground pulse at the base of transistor Q2. Therefore, in each of the four conditions, the base of transistor Q2 is (momentarily) grounded, forcing transistor Q2 off, if it was on. When transistor Q2 is off, the positive level at its collector (the "home signal") is applied to the servo amplifiers to energize the servo motors to drive the tuning elements home (paragraph 4-57). In addition, the home signal is applied to the keying logic to prevent the system from being keyed during the home cycle (paragraph 4-85). When the motors energize, the motor-on logic is turned on (paragraph 4-76), applying a positive level through pin J of connectors 2A1J2 and P1 and resistors R5 and R6 to the base of transistor Q1. This turns on transistor Q1, grounding the base of transistor Q2. Therefore, transistor Q2 and the ready light logic (paragraph 4-88) are clamped at ground until the tuning elements reach home. At this time, the servo motors de-energize (by tripping their home end stop switches), removing the positive motor-on signal from the base of transistor Q1. This turns transistor Q1 off, turning transistor Q2 on through resistors R8 and R9. When transistor Q2 turns on, the base of transistor Q1 is clamped to ground through the small collector-to-emitter resistance of transistor Q2 and diode CR2. This prevents motor-on signals generated during the tuning and operating cycles from re-energizing the home logic. The positive level at the collector of transistor Q1 is now applied as the "ready light on signal" to the ready light logic (paragraph 4-89). During manual operation, the output from the home logic is inhibited by the ground applied through contacts 1 and 11 of switch 2A1S1-front. Capacitor C9 is an RF bypass.

4-75. MOTOR-ON LOGIC CIRCUIT DESCRIPTION. The motor-on logic (figure 4-11) consists of a driver (Q9), and inverter (Q3), and various gates. The function of this circuit is to generate a positive level for application to the keying logic (paragraph 4-86), tune logic (paragraph 4-82), and home logic (paragraph 4-74) whenever either or both of the servo motors have an energizing voltage applied. This circuit is used only during automatic and silent operation.

4-76. When the servo motors are not energized, Zener diode VR4 conducts through resistors R35, R36, and R10. This forward biases transistor Q9, turning on transistor Q3. The collector of transistor Q3 will effectively go to ground, removing the positive level from the keying, tune, and home logic circuits. The two inputs to the motor-on logic are also the inputs to the brake logic; they come from the motor control circuits in the form of

1. Tuning cycle is initiated by:	<ul style="list-style-type: none"> <li>a. Setting POWER switch at ON.</li> <li>b. A T-827/URT frequency change greater than 10 KC.</li> <li>c. Depressing the RETUNE pushbutton.</li> <li>d. An arc caused by excessive RF line voltage.</li> </ul>
2. Home logic activates, energizing:	<ul style="list-style-type: none"> <li>a. Servo motors (toward home).</li> <li>b. Keyline interlock.</li> </ul>
3. When tuning elements reach home:	<ul style="list-style-type: none"> <li>a. Servo motors are de-energized.</li> <li>b. Reset signal is generated.</li> <li>c. Keyline remains interlocked.</li> </ul>
4. Reset signal generated above energizes:	<ul style="list-style-type: none"> <li>a. Tune power signal to transmitter.</li> <li>b. Tune sensitivity drive signal to servo amplifiers.</li> </ul>
5. Cycle halts at this point until transmitter is keyed.	
6. Keying transmitter causes release of keyline interlock, allowing transmitter to supply RF to the AN/URA-38.	
7. RF through discriminators results in discriminator error signal outputs which energize servo amplifiers, motor control circuits, and servo motors.	
8. Energizing servo motor(s) produces a motor-on signal(s).	
9. Motor-on signal(s)	<ul style="list-style-type: none"> <li>a. Locks system in keyed condition.</li> <li>b. Locks on tune sensitivity drive signal to servo amplifiers.</li> <li>c. Locks on tune power signal to transmitter.</li> </ul>
10. When tuning elements have reached a tune position:	<ul style="list-style-type: none"> <li>a. Servo motors de-energize.</li> <li>b. System key is released.</li> <li>c. Tune sensitivity drive signal is removed from servo amplifiers.</li> <li>d. Tune power signal is removed from transmitter.</li> <li>e. READY light is energized.</li> </ul>
11. System is tuned and ready for full power operation. Fine tuning will be accomplished as required during the transmission.	

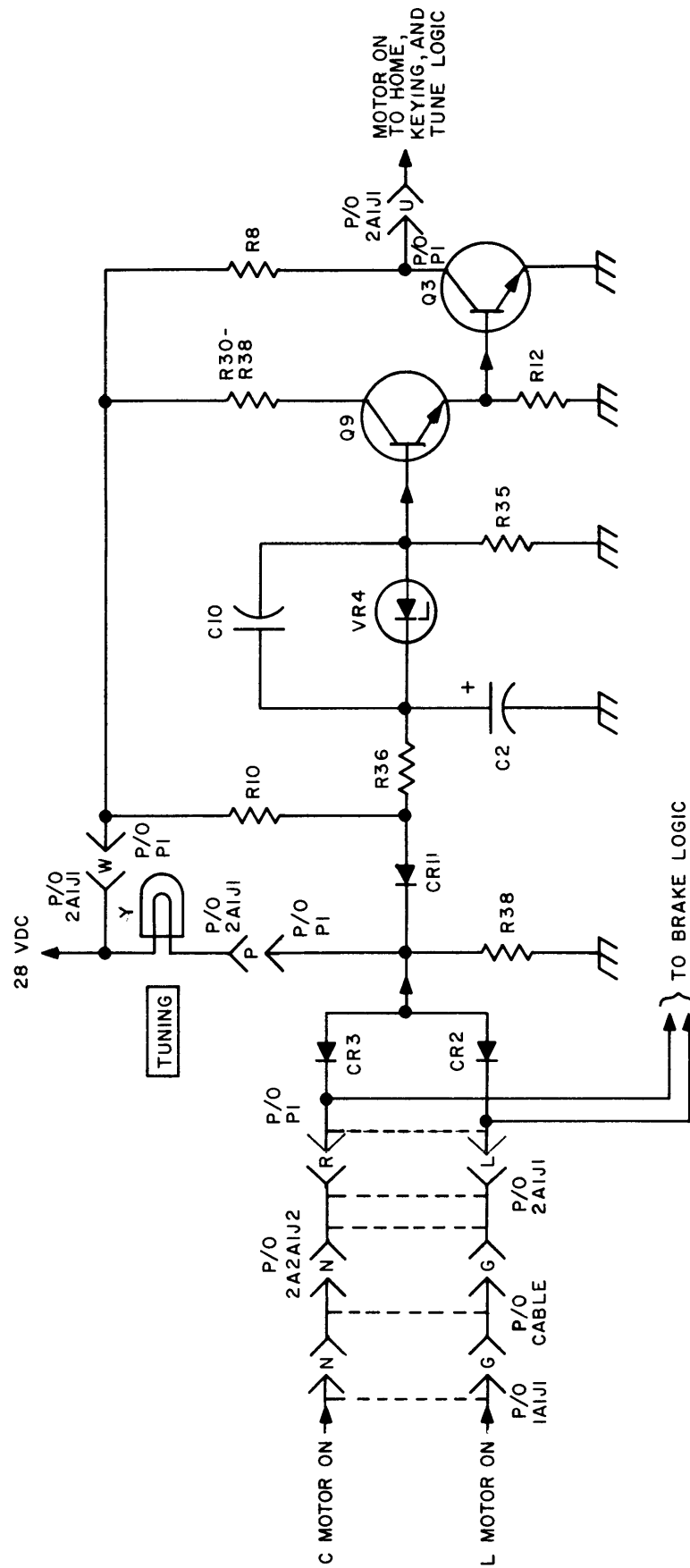
Figure 4-9. Antenna Coupler Group AN/URA-38, Automatic Tuning Sequence Diagram



a ground whenever a servo motor is energized (paragraphs 4-46 and 4-62). This ground is applied through diode CR3 and/or diode CR2 and diode CR11 to the junction of resistors R36 and R10. This turns Zener diode VR4 and transistors Q9 and Q3 off, allowing the voltage at the collector of transistor Q3 to go positive. This positive level is then applied as the "motor-on signal" to the home, keying, and tune logic circuits. Zener diode VR4 is included to ensure proper cut-off of transistor Q9, since the L- and C-motor-on grounds do not actually go all the way to ground, but remain 3 to 4 volts positive because of the diode junction drops in the motor control circuits. Since this is less than the 6.2 volt drop of VR4, the Zener diode will not conduct, forcing transistor Q9 off. Capacitor C2 and resistor R10 delay the turn-on of transistor Q9 for a short time when the motors de-energize, thus preventing the motor-on signal from de-energizing when the motors repeatedly reverse direction of rotation while approaching the tune point. This assures that the home logic and tune logic circuits do not become locked off prematurely, before the actual tune point is reached (paragraphs 4-74 and 4-86). Resistor R35 provides a discharge path for capacitor C2. Capacitor C10 is an RF bypass.

ORIGINAL





NOTE:  
PREFIX INCOMPLETE REFERENCE  
DESIGNATIONS WITH 2A1A3

Figure 4-11. Motor-On Logic, Simplified Schematic Diagram

4-78. BRAKE LOGIC CIRCUIT DESCRIPTION. The brake logic (figure 4-12) consists of two identical circuits; one for controlling the brake on servo motor 1A2A1B1, and one for controlling the brake on servo motor 1A2A3B1. In each case, the circuit consists of two inverters (Q2 and Q7) or (Q6 and Q8).

4-79. Each of the motors has a mechanical brake which releases so long as current is driven through the brake winding. The reference designations used in the discussion are for the L brake logic circuit. When L servo motor 1A2A3B1 is not energized, the L-motor-on signal is absent, thus Zener diode VR5 conducts, turning on transistor Q2. Transistor Q2 conducts into saturation, effectively causing the collector to go to ground. This ground turns off transistor Q7, preventing conduction through the motor brake winding. Therefore, the brake is engaged. When the energizing potential is applied to the motor, a motor-on ground is applied to Zener diode VR5 at the same time that it is applied to the motor-on logic (paragraph 4-76). This ground turns off Zener diode VR5 and in turn transistor Q2, allowing its collector to go positive and forward bias transistor Q7. Therefore, transistor Q7 is turned on and conducts through the motor brake winding. This current flow through the brake winding disengages the motor brake, permitting the L servo motor to rotate the variable coil tuning element. Zener diode VR5 assures that transistor Q2 is turned off by the motor-on ground signal, which is slightly above ground (as in the motor-on logic, paragraph 4-76). Resistor R9 and capacitor C9 form a transient suppressor circuit to prevent the high voltage transients produced by halting the current flow through the brake windings from damaging transistor Q7.

4-80. TUNE LOGIC CIRCUIT DESCRIPTION. The tune logic (figure 4-13) consists of two inverters (Q4 and Q5) and various other associated components. The function of this circuit is to provide (1) a "tune power signal" for application to the AN/URT-23(V) to reduce the RF power level to 200 watts while tuning, and (2) a positive "tune sensitivity drive signal" to increase the sensitivity of the servo amplifiers during the tuning cycle (paragraph 4-54). This circuit is used only during automatic operation.

4-81. When the variable inductor tuning element reaches the home position, the normally open contacts of end stop switch 1A2A3S2 close. This applies ground through pin T of connector 2A2A1S2 to pin F of connector 2A2A1J1 from which it is connected to the AN/URT-23(V) so that when the system is keyed, the RF power level will be limited to 200 watts for tuning. In addition, this "reset ground" is applied through pin K of connectors 2A1J2 and P1 to the ready light logic (paragraph 4-89). Also, the ground is applied through diode CR10 to the base circuit of transistor Q5. This turns off the normally conducting transistor Q5, resulting in the collector going positive. This positive level is applied to the servo amplifiers to increase their sensitivity (paragraph 4-54).

4-82. Therefore, since the tune power signal is applied to the AN/URT-23(V) when the variable coil tuning element reaches home, momentarily keying the system results in a reduced RF power level being applied to the CU-938/URA-38. Application of the RF power causes the discriminators to produce error signals and activate the servo loops. This energizes the motor-on logic, resulting in a positive motor-on signal being applied through pin J of connectors 2A1J2 and P1 and isolation resistor R19 to the keying logic circuit as the "key hold signal" to lock the system in a keyed condition during the tuning cycle. In addition, the motor-on signal is applied to voltage divider R22-21, forward biasing transistor Q4, causing its collector to go to ground and lock inverter Q5 off. The tune power ground and positive tune sensitivity drive signals are thus maintained until the tuning cycle is complete.

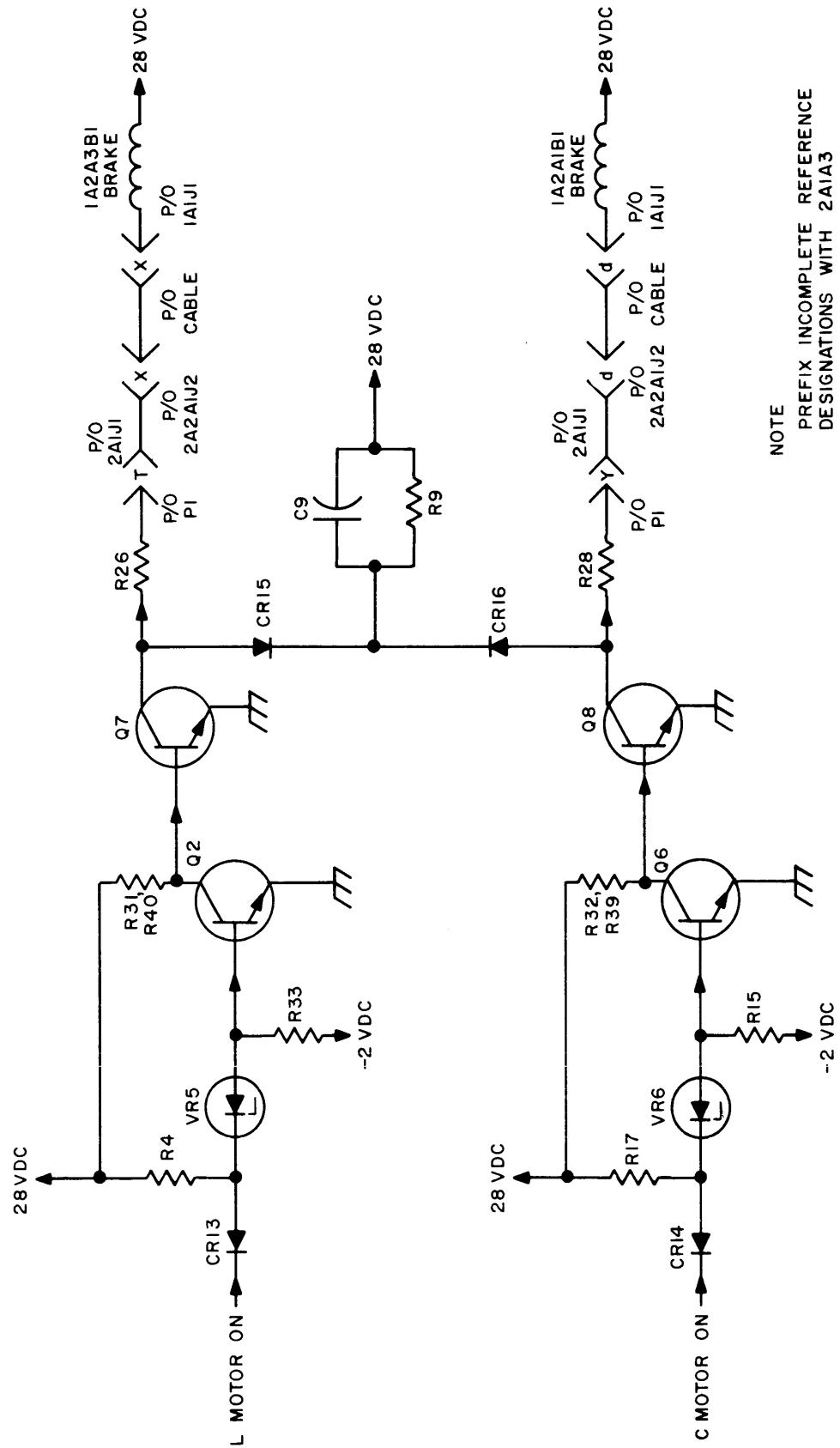
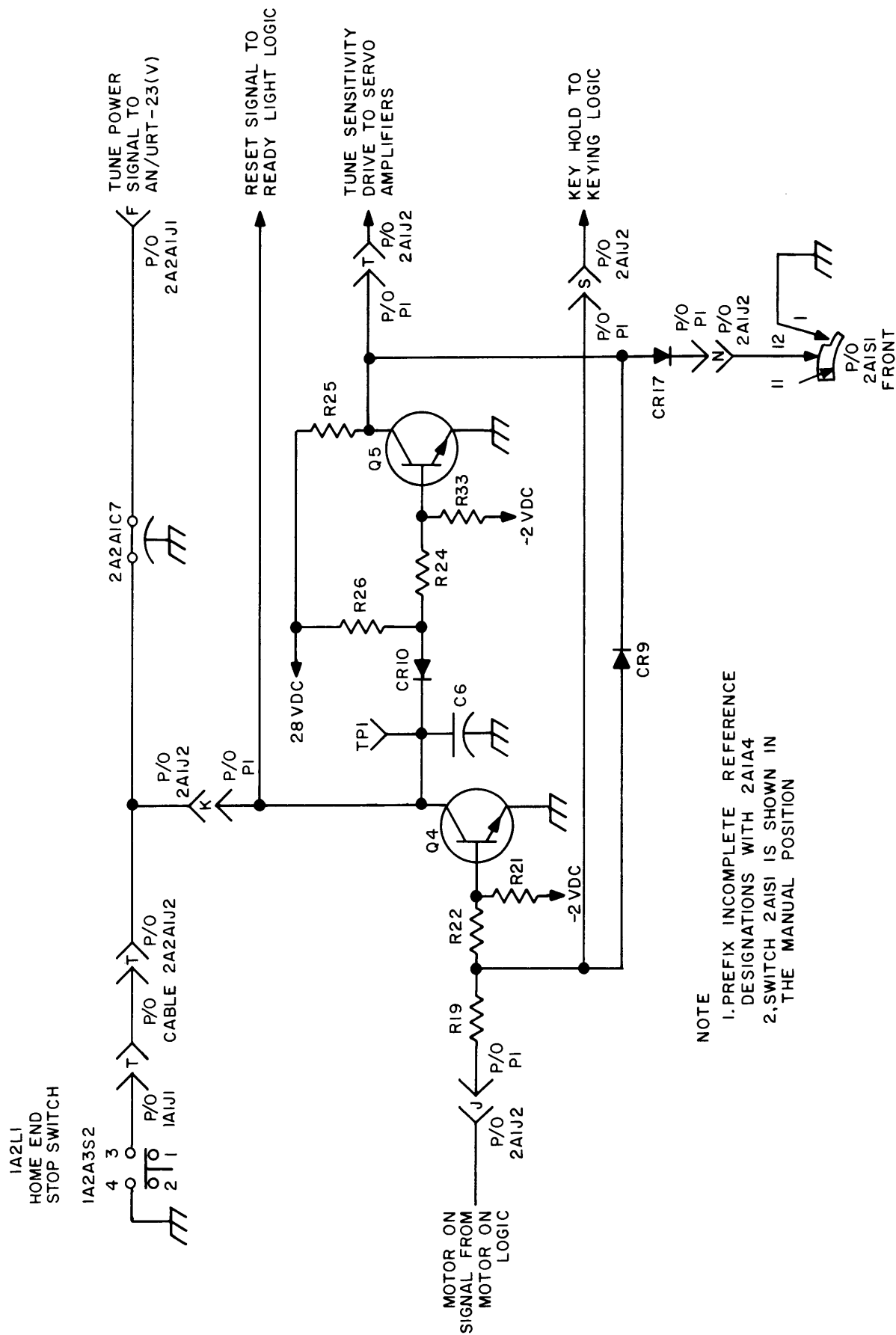


Figure 4-12. Brake Logic, Simplified Schematic Diagram

Figure  
4-13

NAVSHIPS 0967-204-0010

# AN/URA-38 TROUBLESHOOTING



**Figure 4-13. Tune Logic, Simplified Schematic Diagram**

4-83. At the completion of the tuning cycle, the servo loops de-energize, turning off transistor Q4, and turning on transistor Q5. Therefore, the tune sensitivity drive signal goes to ground and the tune power signal goes positive. The conduction of transistor Q5 also grounds the base circuit of transistor Q4 through clamping diode CR9, preventing transistor Q4 from turning on. Therefore, when the system is keyed for full power operation, motor-on signals produced by the fine tuning process will not activate the tune or keying logic circuits. During manual and silent operation, the tune and keying logic are inhibited by the ground applied through contacts 1 and 12 of switch 2A1S1-front.

4-84. KEYING LOGIC CIRCUIT DESCRIPTION. The keying logic (figure 4-14) consists of a DC amplifier (2A1A3Q4), two inverters (2A1A3Q5 and Q3), the antenna coupler pressure and temperature overload circuitry, and various other gates and parts. The functions of this circuit are (1) to interlock the keyline to prevent keying during the home cycle, (2) to hold the system keyed during the tuning cycle, and (3) to interlock the AN/URT-23(V) key circuits to prevent the system from being keyed if there is a temperature or pressure overload or if one of the tuning element is run against its far end stop. The keying portion of the circuit is used only during automatic operation. However, the interlock portion of the circuit is used in all modes of operation.

4-85. While the tuning elements are being driven home during a home cycle, the home logic (paragraph 4-74) applies a positive level through diode gate CR5 to voltage divider R17-R18. This forward biases transistor Q3, causing the collector to go to ground. When Key Interlock Disable switch 2A1S10 is set at NORMAL, this ground is applied through pin F of connectors P1 and 2A1J2, feed thru capacitor 2A2A1C5, pin J of connector 2A2A1J1, and the inter-connecting cabling to the AN/URT-23(V). This ground is used in the AN/URT-23(V) to prevent an RF output from being keyed. At the completion of the home cycle, transistor Q3 is held on by the 28 VDC applied to base voltage divider R17-R18 through resistor R15 and diodes CR6 and CR7.

4-86. When the tuning cycle is initiated by momentarily keying the system, the motor-on and tune logic circuits (paragraphs 4-74 and 4-82) provide a positive key hold signal through pin J of connectors 2A1J1 and P1 to voltage divider 2A1A3R20-R21. This positive level turns on transistor 2A1A3Q4, which in turn biases transistor 2A1A3Q5 on, causing its collector to go to ground. This ground is applied through pin K of connectors 2A1A3P1 and 2A1J1, feedthru capacitor 2A2A1C2, pin B of connector 2A2A1J1, and the interconnecting cabling to the AN/URT-23(V). Transistor 2A1A3Q5 also grounds resistor R15, removing forward bias on transistor Q3 to release the keyline interlock and permit RF power to be generated by the AN/URT-23(V). This key down condition maintains a low power RF output from the AN/URT-23(V) until the tuning cycle has been completed. At the completion of the tuning cycle, the key hold signal goes away, releasing the ground on the system keyline and reapplying the ground to the keyline interlock line. The AN/URA-38 is now ready for full power operation. Each time the system is keyed, capacitor C4 delays the release of the key interlock ground (and therefore the application of RF power) for a period of time sufficient to allow the rotary solenoid in the bypass circuit (paragraph 4-95) to de-energize. The duration of this relay is determined by the discharge of capacitor C4 through resistors R16 and R17. Capacitors C5, C8, 2A1A3C4, and 2A1A3C8 are RF bypass capacitors. Capacitor 2A1A3C5 assures that transistor 2A1A3Q5 will have adequate base drive to remain fully saturated even when supplying the peak currents required on the keyline.

4-87. If the temperature becomes excessive or the pressure decreases below rated limits, switch 1A2S1 or 1A1S1 will close and apply 28 VDC through pin f of connector 1A1J1, the interconnecting cabling, pin f of connector 2A2A1J2, pin M of connectors 2A1J2 and P1, resistor R27, and diode CR8 to the base circuit of inverter Q3. This grounds the key interlock, removing RF power until the condition is removed. In addition, the 28 VDC is applied

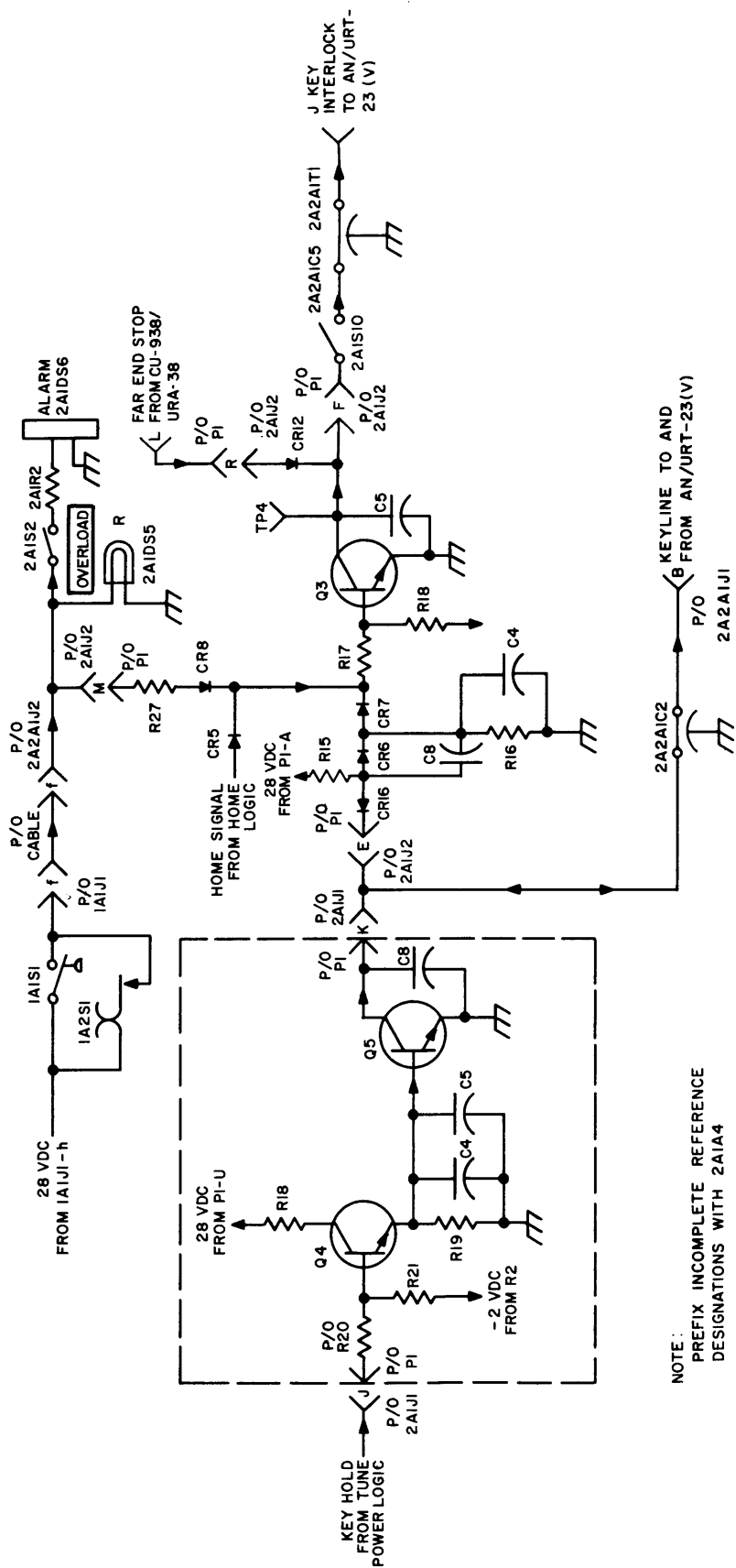


Figure 4-14. Keying Logic, Simplified Schematic Diagram

to OVERLOAD indicator 2A1DS5 and alarm 2A1DS6 to provide visual and audible indication that an overload exists. A switch (2A1S2) is provided to disconnect the alarm if desired.

4-88. READY LIGHT LOGIC CIRCUIT DESCRIPTION. The ready light logic (figure 4-15) consists of a driver (Q6), and various diode gate and switching circuits. The function of these circuits is to light READY indicator 2A1DS4 when the tuning cycle has been completed. These circuits are operational only in the automatic mode.

4-89. During the home portion of the tuning cycle, the base of transistor Q6 is held at ground through transistor Q1 in the home logic. At the completion of the home cycle, this line goes positive. However, the reset line holds the base of transistor Q6 at ground throughout the tuning cycle; initially through the end stop switch when the variable inductor is at home, and then through inverter Q4 in the tune logic (paragraph 4-82). These grounds inhibit the positive output from the home logic from turning on driver Q6. At the completion of the tuning cycle the inhibits are removed, allowing the positive output from the home logic to be developed across voltage divider R11-R12. This forward biases driver Q6, allowing READY indicator lamp 2A1DS4 to ground through transistor Q6.

4-90. If one of the elements traverses to the far end stop (end opposite home position), a ground is applied through end stop switch 1A2A1S1 or 1A2A3S1, pin L of connector 1A1J1, the interconnecting cable, pin L of connector 2A2A1J2, pin R of connectors 2A1J2 and P1, and diode CR3 to the base of driver Q6. This prevents the READY light from lighting, indicating that a malfunction has occurred.

4-91. LOGIC TEST DATA.

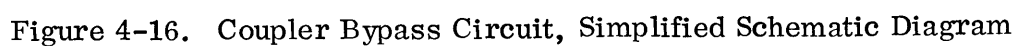
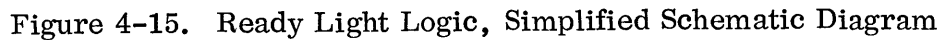
4-92. Pertinent references and applicable data for the logic circuits are:

- a. Antenna Coupler Control C-3698/URA-38, Schematic Diagram, Figure 5-16.
- b. Printed Circuit Board 2A1A3, Component and Test Point Locations, Figure 5-10.
- c. Printed Circuit Board 2A1A4, Component and Test Point Locations, Figure 5-11.
- d. Antenna Coupler Control C-3698/URA-38 Chassis, Component Locations, Figure 5-8.
- e. Antenna Coupler Group AN/URA-38, Logic and Power Supply, Servicing Block Diagram, Figure 4-19.
- f. Antenna Coupler CU-938/URA-38, Schematic Diagram, Figure 5-15.
- g. Transistor Voltage Measurements, Paragraph 5-39.
- h. Required Test Equipment:
  - (1) Multimeter AN/PSM-4.
  - (2) PC Board Extender, Paragraph 5-31.

4-93. COUPLER BYPASS CIRCUIT.

4-94. GENERAL. The coupler bypass circuit (figure 4-16) consists of a single switching circuit (2A1A3Q1). The function of this circuit is to energize rotary solenoid 1A2K1 when

1. PREFIX INCOMPLETE REFERENCE DESIGNATIONS WITH 2AIA4.
2. SWITCH 2AISI IS SHOWN IN THE MANUAL POSITION.





reception is being made on a frequency different from that being used for transmission. Energizing the rotary solenoid enables the received RF to bypass the coupler tuning elements.

4-95. CIRCUIT DESCRIPTION. When the system is receiving (not keyed), Zener diode 2A1A3VR3 conducts, turning on transistor 2A1A3Q1. Therefore, if BYPASS switch 2A1S4 is set at ON, one side of rotary solenoid 1A2K1 is grounded through the transistor, pin E of connectors 2A1A3P1 and 2A1J1, switch 2A1S4, pin g of connector 2A2A1J2, the interconnecting cable, and pin g of connector 1A1J1. Since the other side of its coil is at 28 VDC, the rotary solenoid energizes and shunts the RF line from the input of the coupler around the tuning elements (paragraph 4-37). In addition, the ground is applied to BYPASS indicator 2A1DS1, causing it to light and provide visual indication of this condition. When the system is keyed for transmitting, ground is applied through pin K of connectors 2A1J1 and 2A1A3P1 to the cathode of diode 2A1A3CR4, dropping the voltage applied to Zener diode 2A1A3VR3 below its threshold. Transistor 2A1A3Q1 then turns off, de-energizing the rotary solenoid. A time constant circuit is used in the keying logic (paragraph 4-86) to maintain the key interlock activated when the system key is released, to delay application of RF to the transmission line until the rotary solenoid has had time to de-energize. The time constant of resistor 2A1A3R3 and capacitor 2A1A3C7 prevents the rotary solenoid from energizing until the RF has time to turn off.

4-96. TEST DATA. Pertinent references and applicable data for the coupler bypass circuit are:

- a. Antenna Coupler CU-938/URA-38 Schematic Diagram, Figure 5-15.
- b. Antenna Coupler CU-938/URA-38 Chassis Component Locations, Figure 5-4.
- c. Antenna Coupler Control C-3698/URA-38, Schematic Diagram, Figure 5-16.
- d. Printed Circuit Board 2A1A3, Component and Test Point Locations, Figure 5-10.
- e. Antenna Coupler Group AN/URA-38, Servo Loops and Matching Network, Servicing Block Diagram, Figure 4-20.
- f. Required Test Equipment:
  - (1) Multimeter AN/PSM-4
  - (2) PC Board Extender, Paragraph 5-31.
- g. Transistor Voltage Measurements, Paragraph 5-39.

4-97. POWER SUPPLY.

4-98. GENERAL. The power supply (figure 4-17) consists of a transformer (T1), rectifiers (A3CR1 and A3CR5 through A3CR8), and various other components. This circuit produces all DC operating voltages required by the AN/URA-38.

4-99. CIRCUIT DESCRIPTION. The 115 VAC, 48 to 63 or 350 to 450 CPS, single phase primary power is applied through pins M and L of connector 2A2A1J1, feedthru capacitors 2A2A1C6 and 2A2A1C4, interlock switches S11 and S8, POWER switch S7, and fuses F1 and F2 to the primary of transformer T1. Interlock switches S11 and S8 interrupt the primary power when the C-3698/URA-38 chassis is extended from its case. Transformer T1 secondary 3-4 steps down the 115 VAC and applies the resulting voltage through pins B and C of

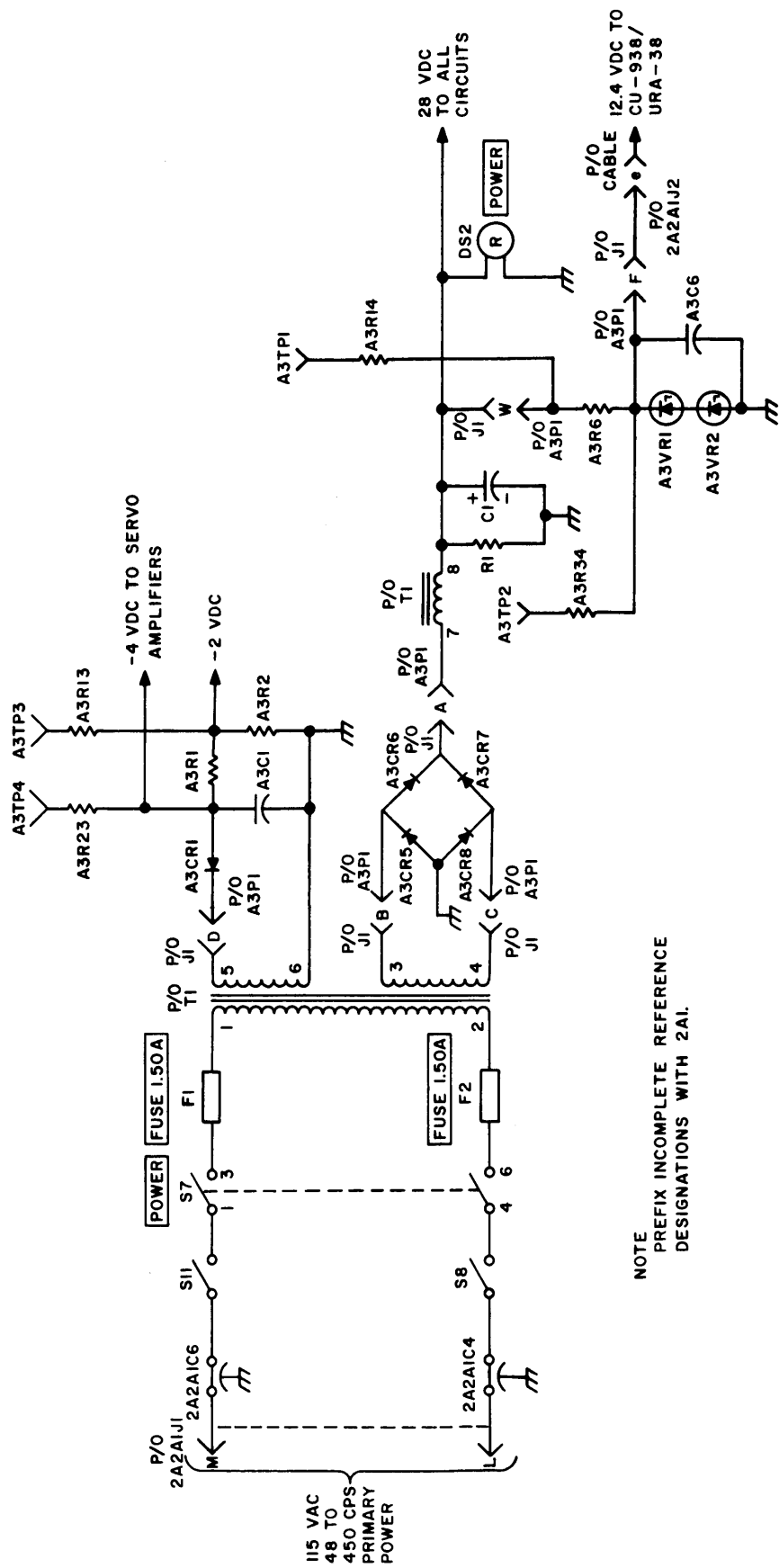


Figure 4-17. Power Supply, Simplified Schematic Diagram

connectors J1 and A3P1 to full-wave bridge rectifier A3CR5 through A3CR8. The DC output from the bridge rectifier is filtered by the inductor portion of T1 (terminals 7-8) and capacitor C1 to provide 28 VDC operating voltage for the servo motors, transistor circuits, relays, and indicator lamps. POWER indicator DS2 lights when the power supply has energized. The 28 VDC also supplies the 12.4 VDC regulator which consists of Zener diodes A3VR1 and A3VR2 and resistor A3R6. The 12.4 VDC is applied to the position potentiometers in the CU-938/URA-38 to enable the position of the tuning elements to be determined with the ELEMENT POSITION meter.

4-100. The 115 VAC primary power is also stepped down by transformer T1 secondary 5-6 and applied through pin D of connectors J1 and A3P1 to half-wave rectifier A3CR1. The output from this rectifier is filtered by capacitor A3C1 to provide -4 VDC to the servo amplifiers (paragraph 4-53). The -4 VDC is also divided to -2 VDC by resistors A3R1 and A3R2. This voltage is used in the transistor stages in the logic circuits as a base return to ensure reliable cutoff.

4-101. TEST DATA. Pertinent references and applicable data for the power supply are:

- a. Antenna Coupler Control C-3698/URA-38, Schematic Diagram, Figure 5-16.
- b. Antenna Coupler Control C-3698/URA-38 Chassis Component Locations, Figure 5-8.
- c. Printed Circuit Board 2A1A3, Component and Test Point Locations, Figure 5-10.
- d. Antenna Coupler Group AN/URA-38, Logic and Power Supply, Servicing Block Diagram, Figure 4-19.
- e. Required Test Equipment:
  - (1) Multimeter AN/PSM-4
  - (2) PC Board Extender, Paragraph 5-31.

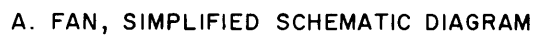
4-102. HEAT EXCHANGER.

4-103. The fan used in the heat exchanger (figure 4-18) can be operated from a 48 to 63 or 350 to 450, 115 volt, single phase primary power source. The power applied to the primary of transformer 2A1T1 is applied to either the 60 CPS or 400 CPS input of fan 1A2A1B1 by connecting terminal 2 of terminal board 2A1TB1 to either terminal 1 or terminal 3 at the time of installation according to the frequency of the primary power source.

4-104. The fan and case form a heat exchanger which is used to dissipate the heat produced by inductor 1A2L1 (heat producing element). The fan circulates the nitrogen atmosphere over and through the inductor, and then through the air duct between the bottom of the case and the chassis. The heat is transferred to the nitrogen as it passes over the inductor, and then from the nitrogen to the case as it passes through the air duct. The heat is expelled from the case to the outside air and mounting structures by a combination of conduction, convection, and radiation.

4-105. SYSTEM TROUBLESHOOTING.

4-106. Table 4-1 is not intended to be a complete troubleshooting chart. Instead, it provides a listing of symptoms and probable faults most likely to be encountered when troubleshooting the equipment. This quick reference information may isolate a problem area without the requirement of a detailed analysis.



ORIGINAL

TABLE 4-1. TROUBLESHOOTING

SYMPTOM	PROBABLE FAULT
RF power is removed as soon as TUNE KEY is released during automatic operation.	<ol style="list-style-type: none"> <li>1. Defective motor-on logic.</li> <li>2. Defective tune logic.</li> <li>3. Defective keying logic.</li> </ol>
System can not be energized.	<ol style="list-style-type: none"> <li>1. AM-3924(P)/URT POWER is not set at ON.</li> <li>2. Open interlock switch 2A1S8 or 2A1S11.</li> <li>3. Open fuse 2A1F1 or 2A1F2.</li> </ol>
A tune condition can not be achieved (VSWR less than 1.5:1).	<ol style="list-style-type: none"> <li>1. Defective or unbalanced servo amplifier.</li> <li>2. Defective forcing.</li> <li>3. Defective or mistuned discriminator assembly.</li> <li>4. No tune sensitivity drive.</li> <li>5. Adequate time power not maintained throughout time cycle.</li> </ol>
Erratic logic signals during silent or automatic operation.	Defective -2 VDC power supply.
Can not tune at low frequencies (2 to 6 MC).	Defective forcing.
Tuning elements can not be repositioned.	Defective brake logic.
Fuse 2A1F1 or 2A1F2 opens.	<ol style="list-style-type: none"> <li>1. Shorted power transistor (2A1Q1 through 2A1Q8).</li> <li>2. Defective home logic.</li> <li>3. Defective 28 VDC supply.</li> </ol>
No RF power applied during automatic operation.	<ol style="list-style-type: none"> <li>1. Defective home logic.</li> <li>2. Defective keying logic.</li> </ol>
Elements do not go to home when frequency is changed.	<ol style="list-style-type: none"> <li>1. No ground pulse from transmitter.</li> <li>2. Defective home logic.</li> </ol>
After homing, TUNING lamp does not come on when system is keyed.	<ol style="list-style-type: none"> <li>1. Inadequate RF power for tuning.</li> <li>2. Faulty or mistuned discriminator(s).</li> <li>3. Faulty or misbalanced servo amplifiers.</li> <li>4. Faulty motor drive transistors.</li> </ol>
System does not lock in the system key to maintain RF signal for tuning; however will tune if system is held keyed manually.	<ol style="list-style-type: none"> <li>1. Faulty brake logic or brakes.</li> <li>2. Motor drive system jammed.</li> </ol>
Ready light does not come on at completion of tuning.	<ol style="list-style-type: none"> <li>1. Tuning element run up against far end stop switch.</li> </ol>

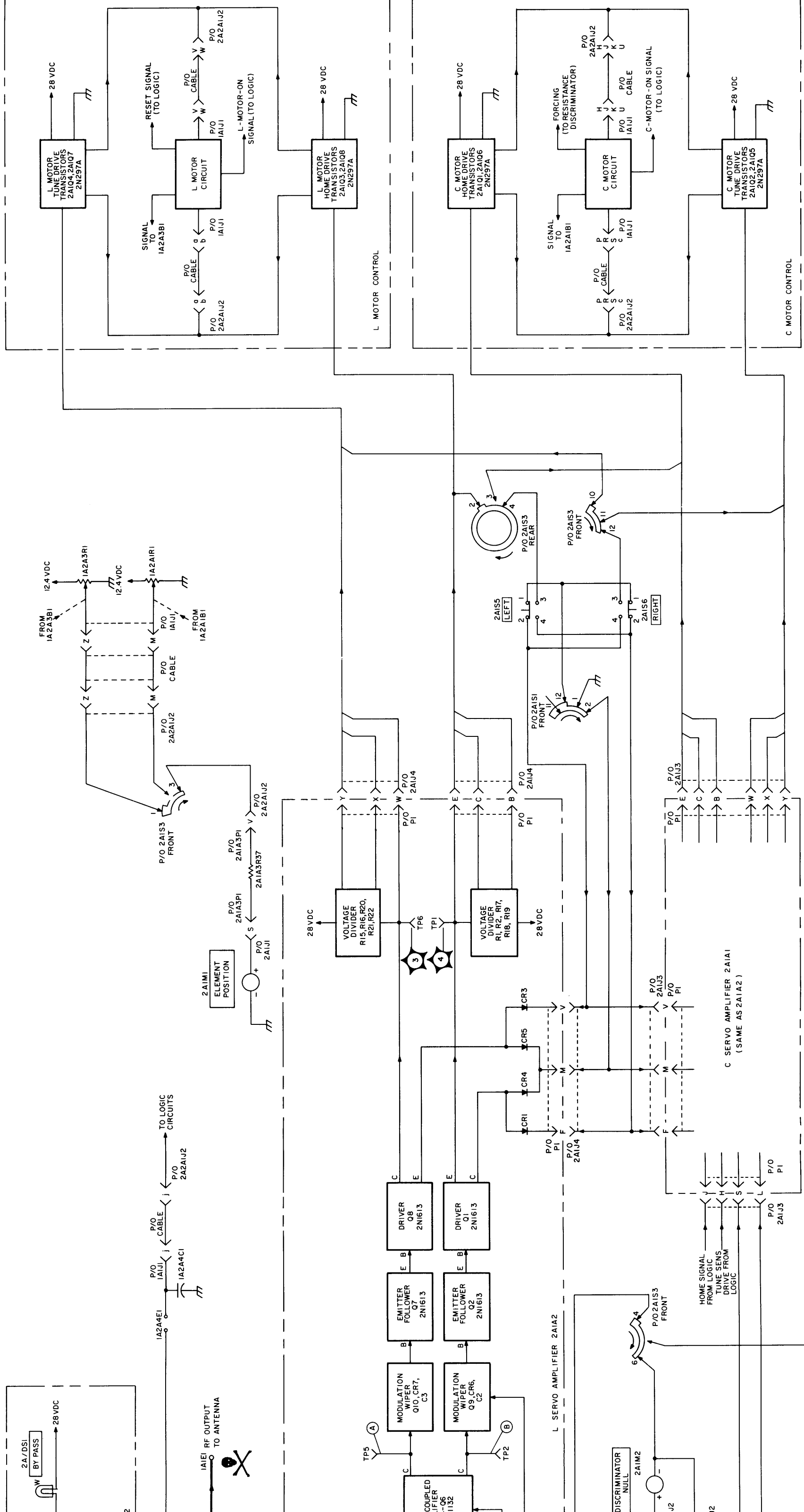


Figure 4-19. Antenna Coupler Group  
AN/URA-38, Logic and Power Supply,  
Servicing Block Diagram

ORIGINAL

Notes

the transistor and diode blocks indicated.

Indicate main signal paths.

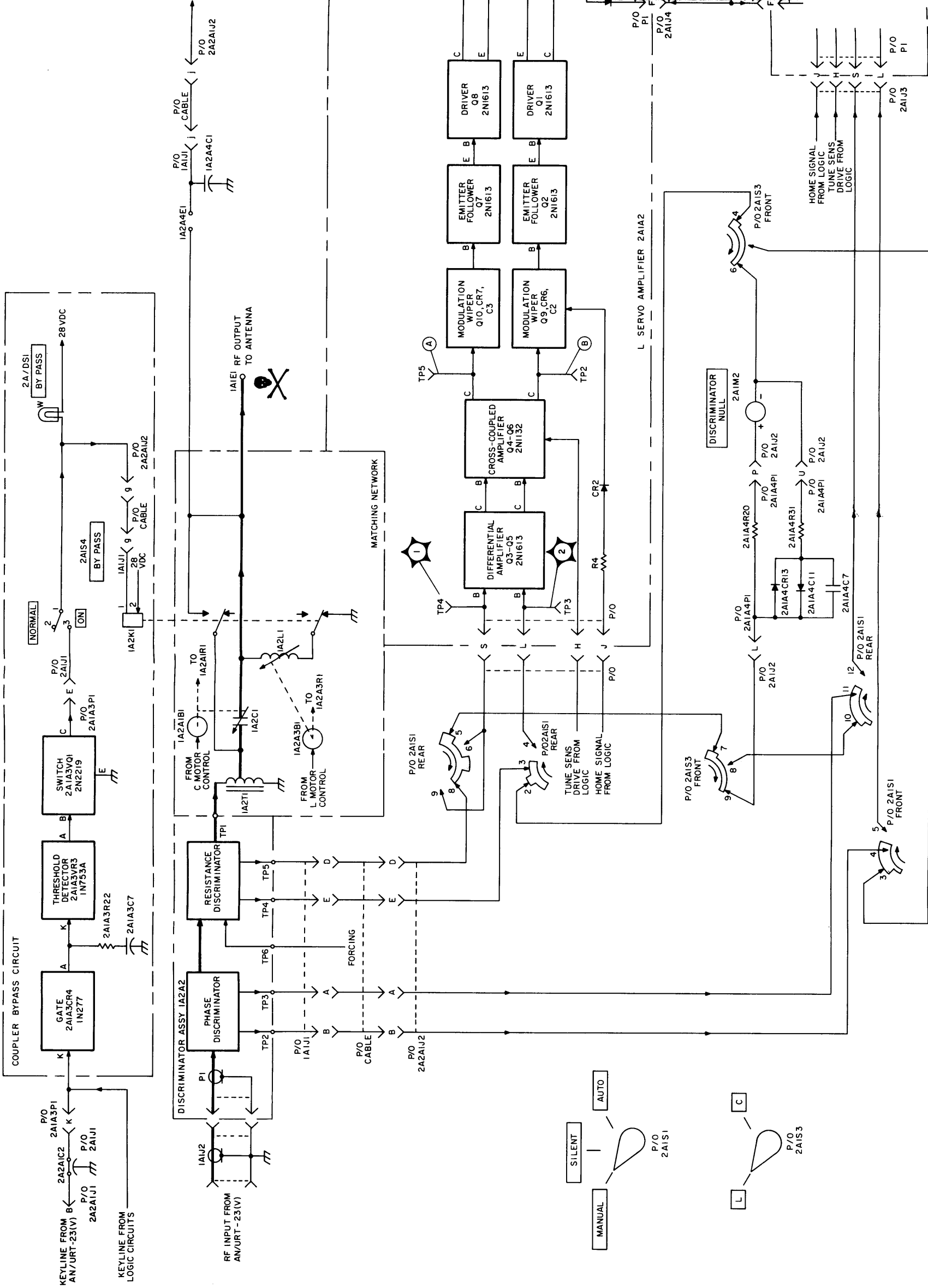
Indicate auxiliary or secondary signal paths.

Components taken with AN/PSM-4 and should be of the indicated value, unless otherwise specified.

Components made with switch 2A1S1 set at position 1.

TEST POINT INFORMATION

CONDITION	DC VOLTAGE
Signal from discriminator (Signal from discriminator to RF, or coupler tuned)	+1.1 to +5 V -1.1 to -.6 V 0 V
	0 V
	+0.7 V +31.0 V
	+0.7 V +31.0 V
	+2.5 V 0 V
	+2.5 V 0 V
Clipped Running, Initial Tune Running Home or Fine Tuning	+0.2 V +18 V +14 V
Elements Running Home)	+14 V +0.1 V



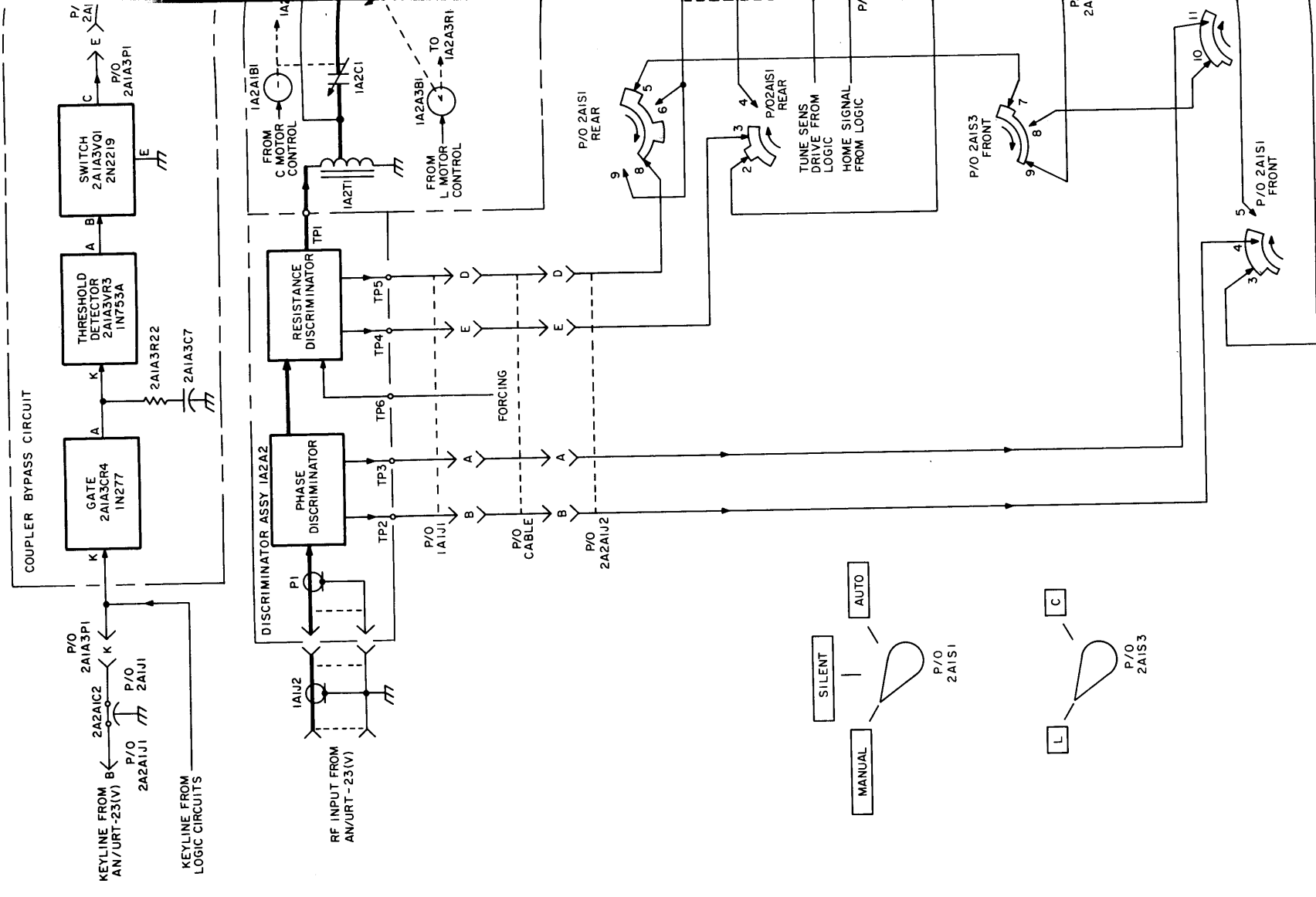
## Notes

1. Letters outside transistor and diode blocks indicate element.
2. Heavy lines indicate main signal paths.
3. Light lines indicate auxiliary or secondary signal paths.
4. All measurements taken with AN/PSM-4 and should be within 20% of the indicated value, unless otherwise specified.
5. All measurements made with switch 2A1S1 set at AUTO.

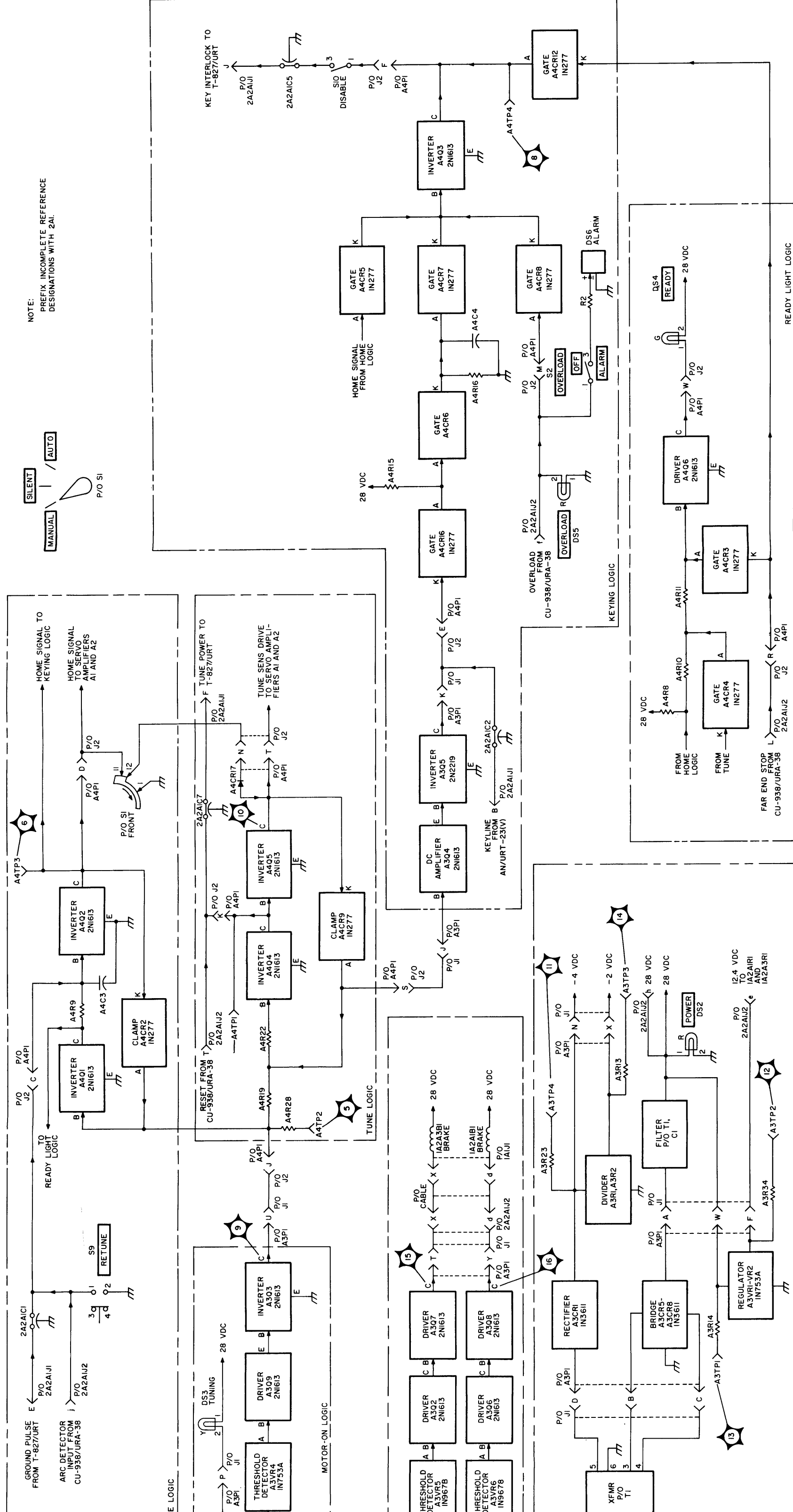
TEST POINT INFORMATION

TEST POINT	CONDITION	DC VOLTAGE
1 	"Home" signal from discriminator "Tune" signal from discriminator Normal (No. RF, or coupler tuned)	+ .1 to +.5 V -.1 to -.6 V 0 V
2 		0 V
3 	Tuning Otherwise	+0.7 V +31.0 V
4 	Homing Otherwise	+0.7V +31.0 V
A 	Tuning Otherwise	+2.5 V 0 V
B 	Homing Otherwise	+2.5 V 0 V
5 	Motors Stopped Motor(s) Running, Initial Tune Motor(s) Running Home or Fine Tuning	+0.2 V +18 V +14 V
6 	Retune (Elements Running Home) Otherwise	+14 V +0.1 V

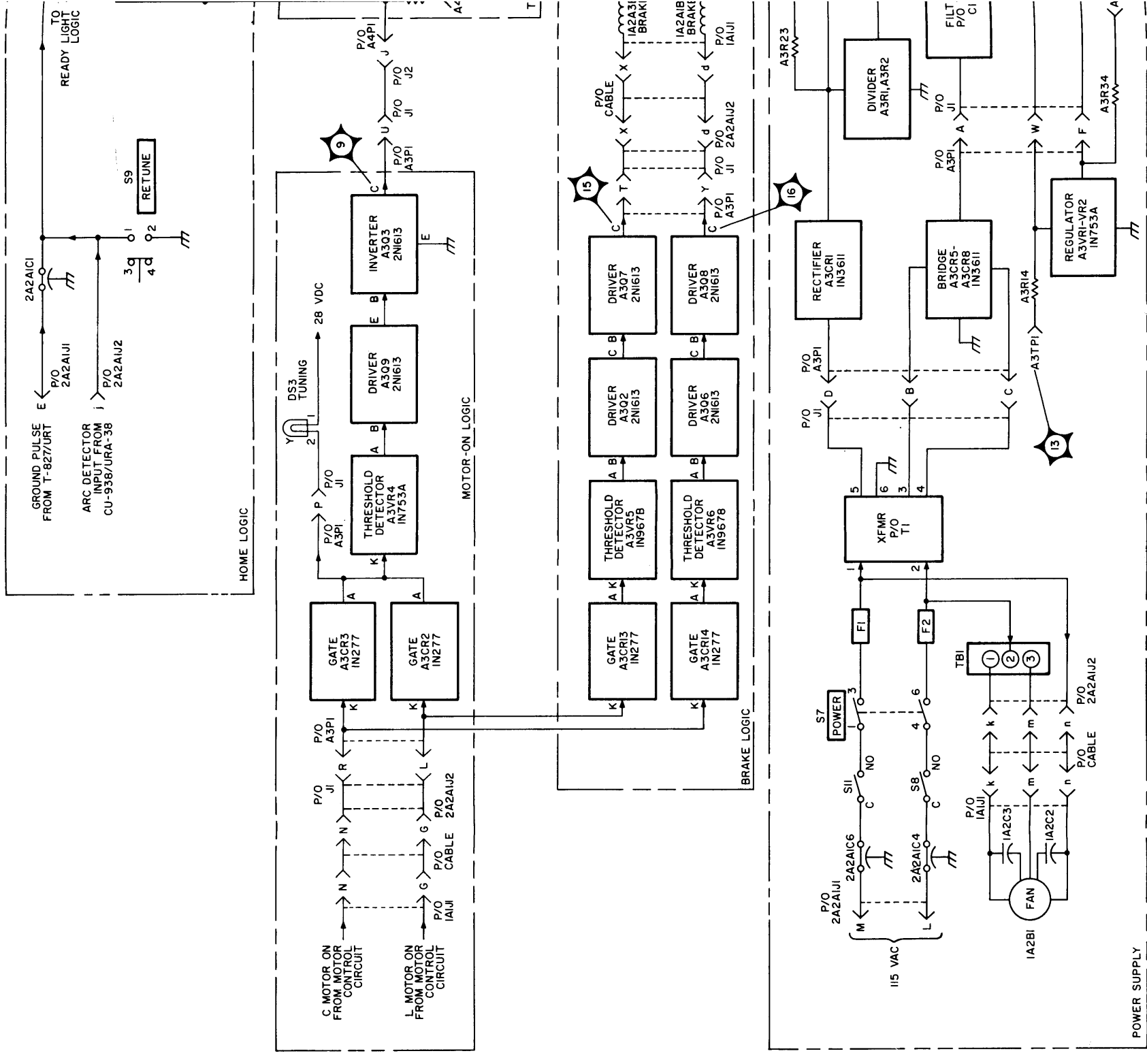
The schematic diagram illustrates the internal wiring of the receiver. It features several vacuum tube sockets labeled P/O 2A1S1 (Rear), P/O 2A1S1 (Front), and P/O 2A1S3. Connections include a 'CONTROL' section at the top left, a 'FORCING' switch, and various signal paths such as 'P/O CABLE', 'P/O 2A2AJ2', 'HOME SIGNAL FROM LOGIC', 'TUNE SENS DRIVE FROM LOGIC', and 'P/O 2A1S1 REAR'. The diagram also shows control elements like 'MANUAL', 'AUTO', 'L', and 'C' connected to the tubes.



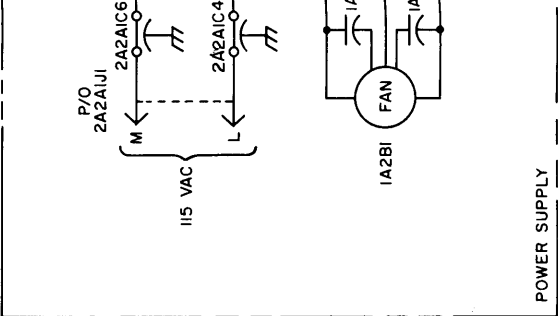
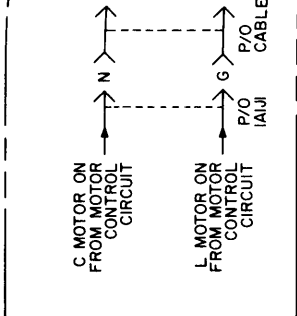




CONDITION	DC VOLTAGE
at Home Initial Tune)	0 V +0.1 V +4.0 to +6.2 V
eyed, nkeyed	+11.0 V +0.1 V
opped Running, Initial Tune Running Home or Fine Tuning	+0.2 V +18 V +14 V
at Home or Tuning (Initial	+ 28 V +0.1 V
	-2.3 V
	+12.4 V
	+28.0 V
	-5.0 V
On Off	+1.2 V +31.0 V
On Off	+1.2 V +31.0 V



TEST POINT	CONDITION	DC VOLTAGE
7 (A4TP1)	Inductor at Home Tuning (Initial Tune) Otherwise	0 V +0.1 V +4.0 to +6.2 V
8 (A4TP4)	System Keyed, System Unkeyed	+11.0 V +0.1 V
9	Motors Stopped Motor(s) Running, Initial Tune Motor(s) Running Home or Fine Tuning	+0.2 V +18 V +14 V
10	Elements at Home or Tuning (Initial Tune) Otherwise	+ 28 V +0.1 V
11 (A3TP4)		-2.3 V
12 (A3TP2)		+12.4 V
13 (A3TP1)		+28.0 V
14 (A3TP3)		-5.0 V
15	L Motor On L Motor Off	+1.2 V +31.0 V
16	C Motor On C Motor Off	+1.2 V +31.0 V



SECTION 5  
MAINTENANCE

5-1. FAILURE, AND PERFORMANCE AND OPERATION REPORTS.

5-2. The Naval Ship Systems Command no longer requires the submission of failure reports for all equipments. Failure Reports and Performance and Operation Reports are to be accomplished for designated equipments (refer to Electronics Installation and Maintenance Book NAVSHIPS 900,000) only to the extent required by existing directives. All failures shall be reported for those equipments requiring the use of Failure Reports.

5-3. TUNING AND ADJUSTMENT.

WARNING

The CU-938/URA-38 is extremely hazardous when operated or removed from the case. The following precautions should be taken when the CU-938/URA-38 is removed from its case.

- a. Never touch the unit before checking that the transmitter is unkeyed.
- b. Never let bystanders approach within arms length of the unit while it is being operated.
- c. Never leave the unit unattended while the transmitter is keyed.
- d. Always clear the area within arms length of the unit before keying the transmitter.
- e. Before attempting to remove the unit from its mounting, disconnect the interconnecting cables. ALWAYS REMOVE THE RF INPUT CABLE BEFORE DISCONNECTING THE ANTENNA CABLE.

5-4. DISCRIMINATOR.

5-5. GENERAL. The discriminator adjustment procedures are critical. Maladjustment could damage the equipment, depending on the degree of mismatch between the transmitter and the antenna. Therefore, the procedures should be followed only when the assembly has been repaired or if specific reference has been made to these procedures from Section 4 of this manual.

5-6. TEST EQUIPMENT AND SPECIAL TOOLS. The following test equipment and special tools are required to adjust the discriminator assembly.

- a. Fiber Screwdriver adjustment Tool (2 inches long).
- b. Test Cables (paragraph 5-33).
- c. Torque Wrench (60-100 in-lbs).

- d. Electrical Dummy Load DA-242/U.
- e. DC Differential Voltmeter CCUH-825A.

5-7. TEST SETUP. Connect the equipment as follows:

- a. Depress plunger in CU-938/URA-38 charging valve and depressurize unit.

CAUTION

Extreme caution should be exercised to prevent the sealing flanges on the case or cover from being nicked, scratched, or marked in any way. This type of damage prevents the unit from being properly sealed. Therefore, protect the flanges from damage while the equipment is being serviced. Use a new gasket each time the CU-938/URA-38 is reassembled.

- b. Remove the 28 screws around case; remove cover.
- c. Remove and discard gasket.
- d. Cover exposed flange of case with cloth or pressure sensitive tape.
- e. Unsolder lead between discriminator assembly terminal TP1 and toroid transformer T1.
- f. Interconnect the CU-938/URA-38 and C-3698/URA-38 using the short control cable fabricated in paragraph 5-33. Ensure that primary power is applied to C-3698/URA-38.
- g. Set POWER switch at ON.
- h. Depress LEFT pushbutton momentarily to ensure that the variable capacitor is not at home end stop.
- i. Set POWER switch at OFF and disconnect control cable used in step f.
- j. Solder center conductor of discriminator test cable (paragraph 5-33) to TP1 on discriminator assembly. Solder test cable shield to nearest ground point. Connect other end of cable to the DA-242/U.
- k. Connect RF output cable fabricated in paragraph 5-33 between transmitter and connector 1A1J2 on CU-938/URA-38.
- l. Connect CCUH-825A to discriminator terminal TP3 and set for a 100 MV full scale indication.

5-8. CONTROL SETTINGS. Energize the transmitter in an AM mode of operation at a frequency of 21 MC. Ensure that control cable between C-3698/URA-38 and CU-938/URA-38 is disconnected.

5-9. INSTRUCTIONS. To adjust the discriminator assembly, proceed as follows:

- a. Key and adjust transmitter for a 150 watt output.

- b. Adjust discriminator assembly potentiometer R6 for a zero indication on the CCUH-825A.
- c. Unkey transmitter.
- d. Disconnect the CCUH-825A from TP3 and connect to TP5.
- e. Set transmitter for a frequency output of 30 MC.
- f. Key and adjust transmitter for a 150 watt output.
- g. Adjust discriminator assembly capacitor C6 for a  $-100\text{MV} \pm 5\%$  indication on the CCUH-825A.
- h. Unkey transmitter.
- i. Disconnect all test equipment from CU-938/URA-38.
- j. Unsolder test cable.
- k. Resolder lead between transformer T1 and discriminator assembly TP1.
- l. If further maintenance is to be accomplished proceed as required; if not, proceed to step m.
- m. Clean protective coating used in paragraph 5-7 from flange of case.

Note

A thin film of silicone grease may be used on the flange of the cover and case to promote sealing.

- n. Position new (replacement) gasket and cover on case.
- o. Fasten cover screws with a torque of 70 in-lbs.
- p. Pressurize case using the procedures in paragraph 2-30.

5-10. SERVO AMPLIFIERS.

5-11. GENERAL. The servo amplifiers should be adjusted whenever one of the assemblies has been repaired or if reference has been made to these procedures from section 4.

5-12. TEST EQUIPMENT. The following test equipment is required to perform the servo amplifier adjustment.

- a. DC Differential Voltmeter CCUH-825A
- b. Voltmeter AN/PSM-4 (two required)

5-13. SPECIAL FIXTURE. Fabricate a test fixture as shown in figure 5-1.

5-14. CONTROL SETTINGS. Set the Mode Selector switch at AUTO prior to starting the procedures.

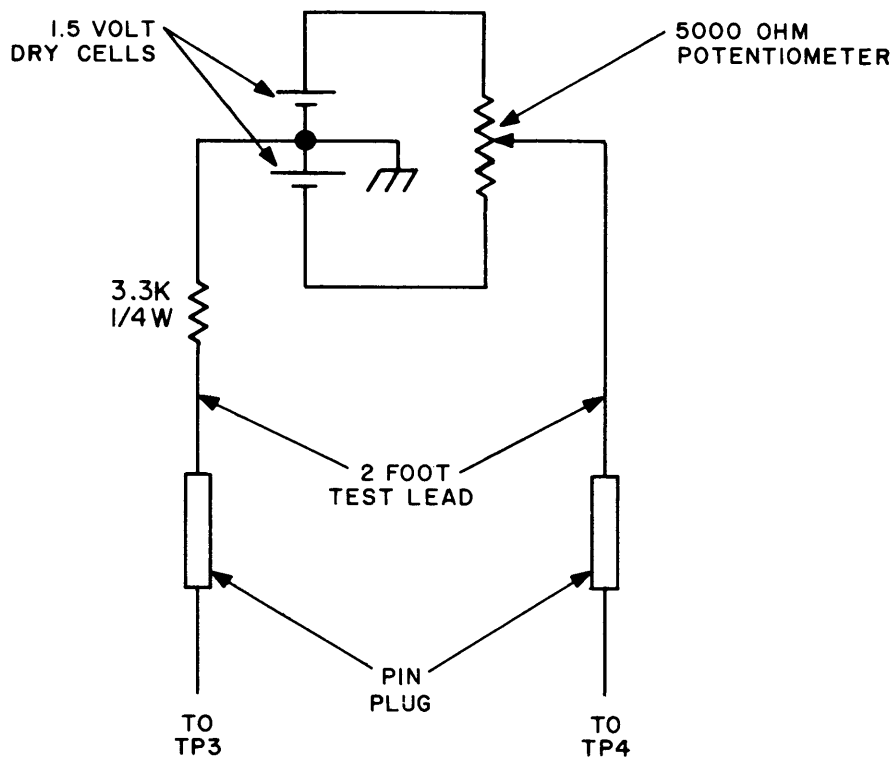


Figure 5-1. Servo Amplifier Test Fixture

5-15. TEST SETUP. Connect the equipment as follows:

- a. Loosen C-3698/URA-38 front panel captive screws and swing chassis out of case.
- b. Defeat interlock switches on rear of chassis by pulling plungers straight out.
- c. Connect test fixture to test points TP3 and TP4 on the servo amplifier being adjusted.
- d. Connect the CCUH-825A across test point TP3 and TP4.
- e. Disconnect interconnecting cable between C-3698/URA-38 and CU-938/URA-38.
- f. Connect one AN/PSM-4 between TP6 and ground and the other between TP1 and ground.
- g. Set both AN/PSM-4's to measure 30 VDC maximum.

5-16. INSTRUCTIONS. To adjust either servo amplifier, proceed as follows:

- a. Set POWER switch at ON.
- b. Adjust potentiometer on test fixture for a zero indication on CCUH-825A.

- c. While observing AN/PSM-4 connected to test point TP6, slowly rotate test fixture potentiometer clockwise until indication on AN/PSM-4 goes to 2 VDC or less. Note indication on CCUH-825A. Do not leave in this condition any longer than necessary.
- d. While observing AN/PSM-4 connected to test point TP1, slowly rotate test fixture potentiometer counterclockwise until indication on AN/PSM-4 is 2 VDC or less. Note indication on CCUH-825A. Do not leave in this condition any longer than necessary.
- e. Adjust potentiometer 2A1R7 for servo amplifier 2A1A1 or potentiometer 2A1R8 for servo amplifier 2A1A2 as required and repeat steps c and d until the CCUH-825A indicates the same magnitude (opposite polarity) in both steps.
- f. Disconnect all test equipment.
- g. If further maintenance is to be performed, proceed as required; if not, proceed to step h.
- h. Swing C-3698/URA-38 chassis into case and secure with front panel captive screws.
- i. Reconnect control cable to C-3698/URA-38 connector J2.

5-17. REPAIR.

5-18. ANTENNA COUPLER CONTROL C-3698/URA-38.

5-19. GENERAL. The method of removal and replacement of parts in the C-3698/URA-38 is obvious. However, the information provided in paragraph 5-20 should be followed when replacing parts on the printed circuit board assemblies.

5-20. GENERAL PCB PARTS REPLACEMENT TECHNIQUES. When repairing printed circuit boards, the procedures below should be carefully followed to avoid damage.

- a. Use a pencil-type soldering iron with 25 watt maximum capacity. Use an isolating transformer with an ac-operated iron. Do not use a soldering gun; damaging voltages can be induced into the components.
- b. When soldering transistors or diodes, solder quickly; where wiring permits, use a heat sink (such as long nose pliers) between the soldered joint and the part being replaced.
- c. Excessive heat can separate the copper strip from the board. Cement such strips in place with a quick drying acetate base cement having good electrical insulating properties.
- d. Use high quality rosin core solder when repairing printed circuit boards. NEVER USE PASTE FLUX. After soldering, clean off any excessive flux and coat the repair area with a high quality electrical varnish or lacquer.
- e. Repair a break in the copper of a printed circuit board by soldering a buss wire across the break.
- f. When removing parts from a printed circuit board, apply heat sparingly to the lead of the part to be replaced. Remove part from the printed circuit board as the iron heats the lead. Use an awl to carefully clean the inside of the holes left by the old part.
- g. When the part is replaced, tin the leads on the new part. Bend the clean tinned leads on the new part and carefully insert them through the holes in the printed circuit



board. Bend the leads close to the foil and cut so that approximately one-sixteenth of an inch of lead length is left. Hold part against the board and quickly solder the leads.

5-21. ANTENNA COUPLER CU-938/URA-38.

5-22. GENERAL. Removal and replacement of many of the parts in the CU-938/URA-38 require procedures which are not obvious. Paragraphs 5-24 through 5-30 provide all the necessary information for replacement of those parts. All screws removed during the repair procedures must be torqued when replaced. Table 5-1 provides a listing of the torque required for the different types of screws used in the CU-938/URA-38. When repairing the discriminator assembly, the general information in paragraph 5-20 should be followed. The procedures in paragraphs 5-24 through 5-30 assume that the following procedure has been performed.

CAUTION

Extreme care should be exercised to prevent the sealing flanges on the case or cover from being nicked, scratched or marked in any way. This type of damage prevents the unit from being properly sealed. Therefore, always protect the flanges from damage while the equipment is being serviced. Use a new gasket each time the CU-938/URA-38 is reassembled.

- a. Depressurize CU-938/URA-38 by depressing plunger in charging valve.
- b. Remove 28 screws around case. Remove cover and discard gasket.
- c. Connect C-3698/URA-38 and DA-242/U to the CU-938/URA-38 using the cables fabricated in paragraph 5-33. Connect primary power to C-3698/URA-38 connector J1.
- d. Cover exposed flanges on case with cloth or pressure sensitive tape.

Note

Save all hardware removed while performing the disassembly procedures. Reassembly procedures require the use of this hardware. Note the order in which hardware is removed. Flat washers are always placed next to plastic with lockwashers between the flat washers and nut or screw head.

TABLE 5-1. TORQUE REQUIREMENTS FOR SCREWS

SCREW SIZE	TORQUE REQUIRED
4-40	6 ± 5% in-lbs
6-32	10 ± 5% in-lbs
8-32	21 ± 5% in-lbs
10-32	33 ± 5% in-lbs

5-23. REMOVAL OF CHASSIS FROM CASE. For most parts replacement procedures, mounting hardware and adjustments will be more excessable if the CU-938/URA-38 chassis is removed from the case. To remove the chassis, proceed as follows:

- a. Remove cover and gasket from case according to steps a and b of paragraph 5-22.
- b. Remove and set aside the sixteen screws (fourteen around edge and two in center) which secure chassis to case.
- c. Unsolder and tape the two leads to pressure switch 1A1S1.
- d. Remove jam nut from each connector and carefully push connectors inside case. (The larger connector should not be pushed through until chassis is slid forward slightly to provide clearance.)
- e. Remove the wire from the stud on inside end of antenna terminal. Replace loose hardware on terminal for storage.
- f. Carefully lift chassis out from case and place it on a convenient working surface.

WARNING

Be extremely cautious when operating the CU-938/URA-38 removed from the case. Lethal RF voltages will be present when system is keyed and connected to a transmitter.

- g. Connect C-3698/URA-38 and DA-242/U to CU-938/URA-38 with the cables fabricated in paragraph 5-33. Connect primary power to C-3698/URA-38.

5-24. ELEMENT POSITION POTENTIOMETER REPLACEMENT. The following procedure details the steps necessary to replace element position potentiometer R1 on either capacitor gear drive assembly 1A2A1 or inductor gear drive assembly 1A2A3.

- a. Remove chassis from case as explained in paragraph 5-23.
- b. Set mode Selector switch at AUTO, then POWER switch at ON.
- c. Allow elements time to home, then set POWER switch at OFF.
- d. Tag and unsolder wires connected to each terminal of potentiometer (figure 5-4).

Note

Before proceeding, note orientation of bracket, potentiometer indexing tab, and potentiometer to prevent installation rotated 180 degrees from original position. The potentiometer shaft is slotted. It is not necessary to remove pin from end stop switch lever arm.

- e. Remove and set aside the two screws securing potentiometer mounting bracket. Pull bracket straight away from gear drive housing to disengage potentiometer shaft.
- f. Remove potentiometer from bracket.

CAUTION

Damage to gear drive assembly will result if potentiometer shaft is incorrectly oriented.

- g. Mount and secure new (replacement) potentiometer on bracket. Check that indexing tab is in correct hole in bracket.
- h. Rotate potentiometer shaft to its maximum position as viewed from shaft end; fully clockwise for potentiometer on inductor gear drive assembly, or fully counterclockwise for potentiometer on capacitor gear drive assembly.
- i. Position potentiometer mounting bracket on gear drive housing, rotating potentiometer shaft slightly as necessary to align slot in shaft with pin in end step switch lever arm.
- j. Secure potentiometer mounting bracket with screws removed in step e.
- k. Resolder wires removed in step d.
- l. Remove and set aside the four machine screws securing servo motor mounting bracket.
- m. Slide servo motor away from gear drive assembly to disengage gears.
- n. Rotate gear drive assembly by hand from one end of its range to the other to ensure smooth operation.
- o. Replace servo motor and mounting bracket using screws removed in step l.
- p. If no further maintenance is required, replace chassis in case by performing steps in paragraph 5-23 in reverse order.
- q. Replace cover on case by performing steps m through p of paragraph 5-9.

5-25. SERVO MOTOR REPLACEMENT. To replace the servo motor on either of the gear drive assemblies, proceed as follows.

Note

The replacement procedure can be more easily accomplished if the chassis is removed from the case (paragraph 5-23).

- a. If L servo motor is to be replaced, remove and set aside the four machine screws securing blower motor to chassis. This allows access to unsolder servo motor leads. (Blower motor leads need not be unsoldered.)
- b. Tag and unsolder servo motor leads (figure 5-4).
- c. Remove and set aside servo motor lead clamp.
- d. Remove and set aside the four machine screws securing servo motor clamp.
- e. Remove servo motor from gear drive assembly.

f. Remove and set aside the two machine screws securing top mounting plate to servo motor; lift off top mounting plate.

g. Position top mounting plate on new (replacement) servo motor and secure with two machine screws removed in step f.

h. Position new servo motor on gear drive assembly with gears properly meshed and with motor leads facing as shown in figure 5-6.

i. Replace servo motor clamp and secure with four machine screws removed in step d.

j. Replace clamp removed in step c.

k. Solder servo motor leads to terminals, using tags on defective motor as a guide.

l. If blower motor was moved, reposition and secure using four machine screws removed in step a.

m. If no further servicing is required, replace chassis (if removed) in case by performing steps of paragraph 5-23 in reverse order.

n. Replace cover on case by performing steps m through p of paragraph 5-9.

5-26. GEAR DRIVE ASSEMBLY COMPONENT REPLACEMENT. The following procedure details the steps necessary to replace the mechanical components of capacitor gear drive assembly 1A2A1 or inductor gear drive assembly 1A2A3. Perform only those procedural steps required to replace the damaged part. When required to drill holes for pinning parts in new components, use a 0.0625 drill. Replace damaged pins with spring pin NO. MS51987-71. Four assembly fixtures will be required for mechanical alignment during reassembly. Figure 5-2 provides all information required to fabricate these items. Refer to figures 5-4 and 5-6 for locations of parts while performing the procedure.

a. Remove chassis from case according to paragraph 5-23.

b. Set Mode Selector switch at AUTO, then POWER switch at ON.

c. Allow elements time to home, then set POWER switch at OFF.

Note

If mechanical damage prevents the elements from homing, manually set elements to home during reassembly.

d. Loosen the two machine screws which secure coupling to primary shaft of gear drive assembly.

e. Remove and set aside the two machine screws securing diode board to capacitor gear drive assembly or terminal board to inductor gear drive assembly. (If inductor gear drive assembly is being repaired, fan will have to be set aside to gain access. Remove the four machine screws securing fan to chassis; leads need not be unsoldered.)

f. Remove and set aside three machine screws securing gear drive assembly to chassis.

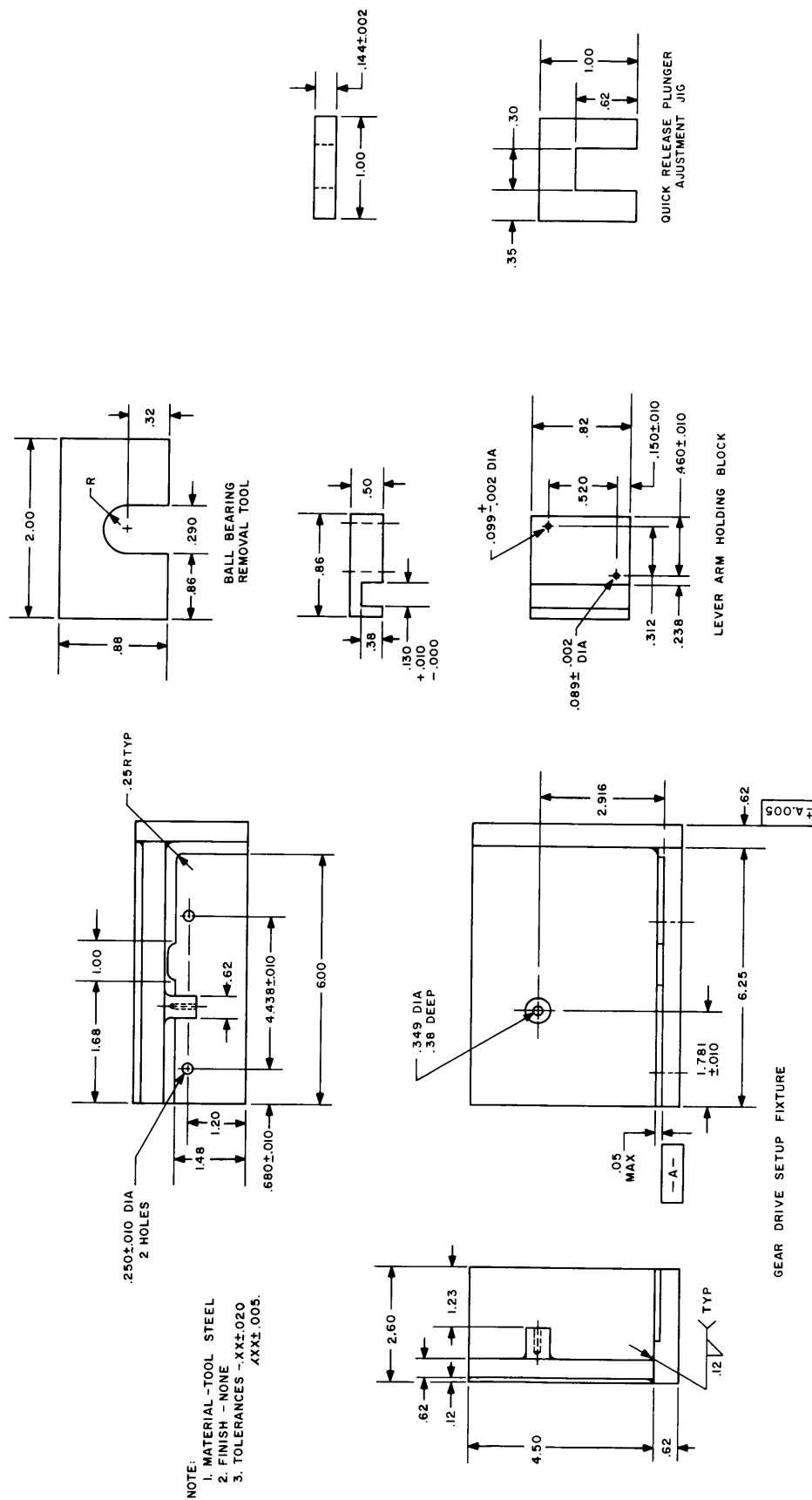


Figure 5-2. Gear Drive Assembly Fixtures and Jigs, Fabrication Diagram

g. Carefully slide gear drive assembly back to disengage coupling. (For inductor gear drive assembly, remove and set aside plastic insert in tripper arm coupling.)

h. Remove and set aside the two screws securing potentiometer bracket. Without disturbing potentiometer setting, disengage shaft and swing potentiometer bracket to one side.

CAUTION

Do not disturb the position of the end stop switches at this point in the procedure.

- i. Tag and unsolder leads to end stop switches.
- j. Tag and unsolder leads to servo motor.
- k. Lift gear drive assembly out from chassis.
- l. Remove and set aside four screws securing servo motor clamp; remove servo motor clamp.
- m. Slide servo motor out from gear drive housing.

Note

Perform steps n, o, and p only when repairing the inductor gear drive assembly.

- n. Loosen socket set screw on motor end of tripper arm.
- o. Remove and set aside screw securing tripper spring to tripper arm.
- p. Remove and set aside snap ring and thrust washer from end of flipper assembly shaft, and slide flipper assembly out from gear drive housing. (Note that a thrust washer is located on either side of gear drive housing.)
- q. Drive out pin which secures end stop switch lever to secondary shaft, and remove end stop switch lever.
- r. Remove and set aside snap ring on secondary shaft just underneath end stop switch lever, and slide secondary shaft out from gear drive housing. If defective, discard secondary shaft assembly.

Note

Steps s, t, and u should only be performed when primary shaft assembly requires replacement.

- s. With a pencil, mark position of two bearing caps securing primary shaft assembly to gear drive housing, then remove two bearing caps.
- t. Remove and discard defective primary shaft assembly.

### CAUTION

Prior to performing step u, a careful shim adjustment must be made. Laminated shims at each bearing on the primary shaft assembly must be adjusted to ensure less than one-degree total backlash at primary output shaft (including motor shaft end play), and 0.003 inch clearance between bearing faces and housing face. (Motor must be temporarily secured to gear drive housing to check backlash.) Use the ball bearing removal tool illustrated in figure 5-2 to remove bearings for shim adjustment. Shims must be adjusted by removing 0.002 inch thick laminations. One degree of total backlash equals 0.017 inch at a one inch radius measured at primary output shaft. An increase of one 0.002 inch shim lamination at output end bearing will decrease backlash of primary shaft 0.004 inch (14 minutes) at a one inch radius.

u. Position new (replacement) primary shaft assembly (with correct shim adjustment) to gear drive housing and secure with two bearing caps. (Bearing cap must be re-assembled to original location as marked in steps s.)

v. Slide secondary shaft assembly (new or original) into gear drive housing. Adjust shaft endplay to within 0.002 to 0.005 inch with supplied laminated shim, and secure with snap ring removed in step r. (One lamination equals 0.002 inch.)

w. Rotate primary shaft assembly to ensure smooth operation without binding. If binding occurs, remove secondary shaft and peel off one shim lamination (0.002 inch) and then reinstall shaft assembly.

x. Set gear drive housing on gear drive setup fixture (figure 5-2). Orient secondary shaft so that tripper pin on secondary shaft gear is centered in indexing hole on face of setup fixture. Bolt gear drive assembly to test fixture.

y. Remove two end stop switches from gear drive housing.

z. Remove two quick release plungers from end stop switch lever removed in step q, and then slide end stop switch lever on to end of secondary shaft assembly.

### Note

The lever arm holding block (figure 5-2) fits over the top of the end stop switch lever, and is temporarily secured in place of the home end stop switch to orient the end stop switch lever for pinning.

aa. Set lever arm holding block over end stop switch lever and secure to gear drive housing in position of home end stop switch using two machine screws normally used to secure home end stop switch to gear drive housing.

ab. Drill (if required) and pin end stop switch lever to secondary shaft using an 0.0625 drill and an MS51987-71 spring pin.

ac. Remove lever arm holding block.

- ad. Remove gear drive assembly from setup fixture.
- ae. Remount, but do not tighten, two end stop switches.
- af. Position quick release plunger adjustment jig (figure 5-2) in front of home end stop switch over switch actuator button.
- ag. Rotate primary gear drive shaft until end stop switch lever rests against jig. Hold lever, jig, and end stop switch so that jig aligns face of end stop switch parallel with face of end stop switch lever. Tighten two screws which secure end stop switch to gear drive housing.

Note

When installing quick release plungers, apply a small amount of grade E loctite per MIL-S-22473B to the threads.

- ah. Insert home quick release plunger in threaded hole in end stop switch lever. While maintaining lever jig, and end stop switch tight against each other as in step ag, slowly screw in quick release plunger until end stop switch produces an audible click as it actuates.
- ai. Remove jig and position it in front of far end stop switch over switch actuator button. Repeat steps ag and ah for far end stop switch, then remove jig.

Note

Steps aj, ak, and al need be performed only for the inductor gear drive assembly.

- aj. Slide flipper assembly into gear drive housing and secure with snap ring removed in step p. (Ensure that thrust washers on shaft are located one on either side of gear drive housing.)
- ak. Secure end of tripper spring to tripper arm with screw removed in step o. (Apply a small amount of grade E loctite per MIL-S-22473B to screw.) A 0.062 to 0.075 space must be left between tripper arm surface and underside of screw head to ensure free action of tripper spring.
- al. Tighten socket set screw on motor end of tripper arm to lock screw in place.
- am. Rotate primary shaft assembly over entire range one or two times to ensure smooth operation, free from binding.

CAUTION

Always provide mechanical support for hub of coupling on capacitor or inductor shaft when removing or inserting pins to prevent damage to shaft.

- an. Slide a metal bar underneath coupling for mechanical support, and drive out pin securing coupling to lead screw of capacitor (or rotor shaft of inductor). Remove coupling and place it on end of primary shaft of gear drive assembly. Align flats on primary shaft with set screws; apply grade E loctite per MIL-S-22473B to set screws before tightening.



ao. Set capacitor to its home position according to paragraph 5-29 steps i and j, or set inductor rotor to its home position according to Table 5-2.

ap. Carefully rotate primary shaft on gear drive assembly in home direction until end stop switch for home position just actuates. Set gear drive assembly on to coupler chassis.

aq. Without disturbing setting of potentiometer, carefully set potentiometer in place, engaging potentiometer shaft in hub of end stop switch lever. (Potentiometer shaft may have to be adjusted slightly.) Secure potentiometer bracket using two screws removed in step h.

Note

When installing the inductor gear drive assembly, the insert for the coupling on the end of the tripper shaft must be installed at the same time the primary shaft is engaged.

ar. Slide gear drive assembly into position to engage coupling. Secure gear drive assembly to coupler chassis using the three machine screws removed in step f.

CAUTION

Always provide support for the coupling and shaft when drilling and pinning. Always drill a new pin hole, unless old pin hole aligns perfectly. Always drill new pin hole at an angle which will prevent old pin hole from interfering with locking action of new pin.

as. Drill and pin coupling using a 0.0625 drill and an MS51987-71 spring pin.

at. Secure diode or terminal board to side of gear drive housing using the two machine screws removed in step e. If removed, replace fan and secure with original four screws.

au. Resolder wires removed in step i to end stop switches.

av. Place motor on chassis and resolder wires removed in step j. Do not engage motor with gear drive assembly.

aw. Set Mode Selector switch at MANUAL, then POWER switch at ON.

ax. With servo motor disengaged from gear drive assembly, use RIGHT and LEFT pushbuttons to actuate servo motor. At same time, rotate gear drive assembly by hand to both extremities to check that end stop switches function correctly to interrupt motor at limits of gear train tuning range.

ay. Slide servo motor into slot in gear drive housing. Replace and secure servo motor clamp using the four screws removed in step l.

az. Using RIGHT and LEFT pushbuttons, carefully "nudge" servo motor a few turns at a time over complete tuning range to recheck proper operation of end stop switches and potentiometer.

Note

Perform step ba only when repairing the inductor gear drive assembly.

ba. Repeat step az and note where coil rotor stops at both extremities. Refer to table 5-2, and if necessary, re-tweak quick release plungers so that rotor stops in the positions described in table 5-2. (Stopping position of rotor contact arm may change due to inertial overrun.)

TABLE 5-2. POSITION OF CONTACT ARM OF VARIABLE INDUCTOR ROTOR

CONDITION	COIL TURNS FROM HOME END
Home position	0.5 turns (180° from coil end)
Tripper arm actuating range	10.0 - 14.0 turns
Far end stop position	37.5 turns (270° from coil end)

bb. If no further servicing is to be done, replace chassis in case by performing the steps of paragraph 5-23 in reverse order.

bc. Replace cover on case by performing steps m through p of paragraph 5-9.

5-27. END STOP SWITCH REPLACEMENT. To replace an end stop switch on either gear drive assembly, proceed as follows:

- a. Perform steps a through m of paragraph 5-26.
- b. Remove damaged end stop switch.
- c. Set new (replacement) end stop switch in position, but do not tighten two mounting screws.
- d. Position quick release plunger adjustment jig (figure 5-2) in front of replaced end stop switch over the switch actuator button.
- e. Rotate primary shaft until end stop switch lever is against the jig. Hold lever, jig, and end stop switch so that jig aligns face of end switch parallel with face of lever. Tighten screws securing end stop switch.
- f. Remove jig.
- g. Rotate gear train to set end stop switch lever against home end stop switch (lever will be maximum counterclockwise for inductor gear drive assembly, or maximum clockwise for capacitor gear drive assembly).
- h. Ensure tuning element is at home; steps i and j of paragraph 5-29 for variable capacitor or table 5-2 for variable inductor.

- i. Set gear drive assembly on coupler chassis.
- j. Resolder leads to end stop switch.
- k. Without disturbing setting of potentiometer, replace potentiometer bracket on side of gear housing, carefully engaging potentiometer shaft in hub of end stop switch lever. (Potentiometer shaft may have to be adjusted slightly.) Use original hardware to secure.
- l. Replace diode or terminal board, using original hardware to secure. If removed, replace fan and secure with original four machine screws.
- m. Slide gear drive assembly into position to engage primary shaft with coupling. (If inductor gear drive assembly is being reinstalled, replace coupling insert on tripper arm shaft.) If required, adjust primary shaft slightly to align flats on shaft with set screws in coupling. Apply Grade E loctite per MIL-S-22473B and tighten set screws on coupling.

Note

For adjusting the quick release plungers which actuate the end stop switches, a pair of pliers with brass jaws may be used, or a small tool may be fabricated (paragraph 5-37).

n. Rotate gear drive assembly primary shaft by hand to check setting of quick release plunger on replaced end stop switch. Paragraph 5-29 steps i and j describe the capacitor home position. The capacitor far end stop position is 22 turns from the home position. Table 5-1 lists end stop positions for the inductor. Adjust end stop positions slightly if necessary.

- o. Perform steps aw through bc of paragraph 5-26.

5-28. TRIPPER SPRING REPLACEMENT. To replace the tripper spring on the inductor gear drive assembly, proceed as follows:

- a. Remove chassis from case according to paragraph 5-23.
- b. Set Mode Selector at AUTO, then POWER switch at ON.
- c. Allow elements time to home, then set POWER switch at OFF.
- d. Loosen four machine screws securing fan to chassis. Set fan aside; leads need not be unsoldered.
- e. Remove and set aside two screws securing potentiometer bracket. Without disturbing setting, disengage shaft and swing potentiometer bracket to one side.
- f. Remove and set aside four screws securing servo motor clamp; remove servo motor clamp.
- g. Slide motor out of gear drive housing. (Motor leads need not be disconnected unless motor is to be replaced.)
- h. Loosen socket set screw on motor end of tripper arm.

- i. Remove and set aside the screw securing tripper spring to tripper arm.
- j. Remove and set aside snap ring and thrust washer from end of flipper shaft, and slide flipper assembly out from gear drive housing. (Note that a thrust washer is located on either side of housing.)
- k. Loosen socket set screw on bottom of flipper arm.
- l. Remove screw securing tripper spring and discard damaged tripper spring.
- m. Mount new (replacement) tripper spring on flipper assembly so that coil portion is uppermost when flipper assembly is installed (figure 5-6).
- n. Secure end of tripper spring to flipper arm with screw removed in step l. (Apply a small amount of grade E Loctite per MIL-S-22473B to screw). A 0.062 to 0.075 space must be left between flipper arm surface and underside of screw head to insure free action of tripper spring.
- o. Slide flipper assembly into gear drive housing and secure with snap ring removed in step j. (Ensure that thrust washers on shaft are located one on either side of gear drive housing.)
- p. Secure end of tripper spring to tripper arm with screw removed in step l. (Apply a small amount of grade E loctite per MIL-S-22473B to screw.) A 0.062 to 0.075 space must be left between tripper arm surface and underside of screw head to ensure free action of tripper spring.
- q. Tighten socket set screw on motor end of tripper arm to lock screw in place.
- r. Manually operate flipper assembly to ensure that tripper spring actuates tripper arm with a positive action. Leave tripper arm in maximum counterclockwise position.
- s. Slide servo motor into slot in gear housing. Replace and secure servo motor clamp using the four screws removed in step f.
- t. Without disturbing position of potentiometer, carefully set potentiometer in place, engaging shaft in hub of endstop switch lever. (Shaft may have to be adjusted slightly.) Secure bracket using original hardware.
- u. Reposition fan and secure with original four machine screws.
- v. If no further servicing is to be done, replace chassis in case by performing steps of paragraph 5-23 in reverse order.
- w. Replace cover on case by performing steps m through p of paragraph 5-9.

5-29. VARIABLE CAPACITOR REPLACEMENT. To replace the variable capacitor, proceed as follows:

- a. Run variable capacitor to home position by setting Mode Selector switch at AUTO, then PRIMARY POWER switch at ON.

CAUTION

Always provide mechanical support to coupling when removing or inserting pins to prevent damage to shafts.

- b. Slide a short metal bar under coupling to provide support, and drive out pin securing coupling hub and capacitor lead screw.
- c. Loosen clamping screws on both rear and front mounting flanges.
- d. Remove and set aside two mounting bolts supporting each (front and rear) metal mounting flange.
- e. Slide front mounting flange (one nearest antenna terminal) off from end of variable capacitor.
- f. Carefully slide variable capacitor away from gear drive assembly to disengage coupling from lead screw.
- g. Lift variable capacitor slightly and slide it forward out of rear mounting flange.
- h. Discard faulty variable capacitor.
- i. Turn shaft on new capacitor counterclockwise until lead screw begins to disengage and lead screw housing becomes loose.
- j. Turn lead screw clockwise until housing just seats firmly, then turn an additional one-quarter turn.
- k. Hold replacement capacitor so that nipple on glass envelope is down, and carefully slide lead screw end through rear mounting flange and into position.
- l. Slide front mounting flange over end of capacitor.
- m. Position front and rear mounting flanges on capacitor, and engage lead screw in coupling carefully so that capacitor lead screw setting obtained in step j is not disturbed.
- n. Replace front and rear mounting flange mounting bolts removed in step d.
- o. Ensure that capacitor lead screw is installed properly in coupling, then tighten clamping screw on each mounting flange.
- p. Using a 0.0625 drill, carefully drill and pin coupling and lead screw. Use a short metal bar underneath coupling for mechanical support when driving in pin. If original pin is damaged, use and MS-51987-71 spring pin for replacement.
- q. If no further servicing is to be accomplished, perform steps m through p of paragraph 5-9.

5-30. VARIABLE INDUCTOR REPLACEMENT. To replace the inductor rotor assembly, or entire inductor assembly, perform all steps below. If inductor ground strip must be replaced, the necessary steps (which are obvious) can be performed without removing inductor from chassis.

Note

When replacing screws during assembly, place flat washer next to plastic, then place lockwasher on top between flat washer and nut or screw head.

- a. Set Mode Selector switch at AUTO, then POWER switch at ON. Allow inductor time to run home.
- b. Set POWER switch at OFF.
- c. Disconnect leads to variable capacitor and arc gap protector from terminals on inductor (figure 5-4).
- d. Remove and set aside two machine screws securing rotary solenoid K1.
- e. Tag and disconnect lead from thermal switch S1 (located in inductor end support nearest gear drive assembly).
- f. Lightly mark flat of rectangular inductor drive shaft which faces contact arm of triangular rotor assembly. Also mark position of rotor contact on coil.

CAUTION

Always provide mechanical support to coupling when removing or inserting pins to protect shafts.

- g. Slide a small metal bar underneath coupling for support, and drive out pin through coupling and inductor drive shaft.
- h. Remove and set aside screw securing ground strap to chassis (figure 5-4).
- i. Remove and set aside eight machine screws securing variable inductor assembly to chassis.
- j. Carefully slide variable inductor assembly away from gear drive assembly to disengage coupling. Lift variable inductor assembly off from chassis. Set aside plastic insert from the coupling on shorting lever arm.
- k. Remove end support (the one on which ground strap is mounted) by removing brass screw and nut from each of the four support bars.
- m. Slide rotor assembly from shaft and discard defective part. Be sure to save spring washers.
- n. Examine replacement rotor assembly, noting that it is constructed of two pieces of material riveted together to form a triangular shape with three arms which touch the coil. One arm contains the metal contact, the other two are guide slots. The guide slot in one arm is in one piece of material only, and the other is formed by two riveted pieces.
- o. Orient rotor assembly with inductor shaft such that the contact arm is opposite the marked flat on shaft with contacts facing removed end piece. Slide rotor onto the shaft.

p. Replace end support assembly. Use one brass machine screw, two flat washers, and a lock washer to attach each support bar to end support. Place one flat washer under screw head, place other flat washer and lock washer under nut, with flat washer next to plastic.

q. Engage rotor with coil so that arm with guide slot in one piece is first, followed by guide slot between two pieces, and then contact arm last. Rotate rotor counterclockwise until contact is at mark on coil.

r. Set inductor assembly on main chassis.

s. Carefully engage inductor drive shaft in coupling. Replace insert in coupling on shorting arm lever.

t. Ensure that both couplings are properly engaged, and that insert in shorting lever arm is properly positioned. Secure inductor assembly to chassis by replacing eight machine screws removed in step i.

u. Slide a metal bar underneath coupling for mechanical support and pin (type MS51987-71) coupling and inductor shaft using original hole.

v. Replace machine screw securing ground strap to chassis.

w. Replace two machine screws securing rotary solenoid K1 to chassis.

x. Resolder leads to thermal switch S1.

y. Reconnect lead from variable capacitor to terminal on top inside support bar (side facing variable capacitor).

z. Reconnect lead from protector assembly to terminal on bottom inside support bar.

aa. Set Mode Selector switch at MANUAL, then POWER switch at ON.

ab. Using LEFT and RIGHT pushbuttons, run gear drive to both extremities. Check that rotor stops as described in table 5-2. If necessary, "re-tweak" quick release plungers to ensure correct positioning of rotor.

ac. Use the RIGHT and LEFT pushbuttons to traverse the rotor the length of the coil several times, and check that the shorting lever actuates within the range prescribed in table 5-2 and that when shorting lever is against coil, it is touching coil at a point 14.5 turns from the home end of coil.

ad. Set POWER switch at OFF.

ae. If no further servicing is to be accomplished, perform steps m through p of paragraph 5-9.

#### 5-31. PRINTED CIRCUIT BOARD EXTENDER FABRICATION.

5-32. To enable testing and troubleshooting the C-3698/URA-38 printed circuit boards, extenders will have to be fabricated. Four extenders are required; one for each printed circuit board. One connector is required for each extender as listed in table 6-2. For each extender, obtain one Vero Electronics Inc. plug-in board, part no. 292 (four required),

and two small right angle brackets (eight required). The right angle brackets should be made from 1/32 inch thick aluminum (or equivalent material), 1/4 inch wide and 1/2 inch long on each side. Assemble each extender as follows:

- a. Drill two angle brackets as required and attach connector to copper side of board.
- b. Wire each extender connector pin to contact strips such that pin A of extender connector will connect with pin A of corresponding chassis connector, pin B to B, etc.
- c. Each of the four printed circuit board extenders must be keyed by cutting a slot 0.08 to 0.1 inch wide by 0.5 inch deep to remove one of the contacts on the board. Refer to the printed circuit board layouts (figures 5-9, 5-10, and 5-11) for location of the slot on each board.

#### 5-33. TEST CABLE FABRICATION.

5-34. To permit the CU-938/URA-38 to be serviced in proximity to the C-3698/URA-38 and transmitter, test cables that are approximately 10 feet long should be fabricated to replace system cables W2 and W3. Table 2-1 and 2-3 provide all the information required for materials and connections. In addition, a test cable must be fabricated to perform the discriminator adjustment procedure. This cable should be a three foot length of RG-58/U with an UG-536B/U connector on one end. Strip the other end back no further than one inch. Separate center conductor and shield. Strip insulation from center conductor. Tin both center conductor and shield.

#### 5-35. RF LOAD SIMULATOR FABRICATION.

5-36. An RF output dummy load must be fabricated for use during servicing of the CU-938/URA-38. Fabrication information for a suitable load of this type is provided on Bureau of Ships Drawing No. RE66C2145, figure 5-14.

#### 5-37. QUICK RELEASE PLUNGER ADJUSTMENT TOOL FABRICATION.

5-38. The quick release plungers in the endstop switch lever arm can be adjusted with a pair of brass jaw pliers. However, a slight modification to a small screwdriver will provide a tool which may be more convenient to use. Select a small screwdriver with a blade tip approximately 0.150 wide by 0.040 thick. In the center of the tip, cut a small notch, 0.060 wide and 0.075 deep.

#### 5-39. TRANSISTOR VOLTAGE MEASUREMENTS.

5-40. Table 5-3 provides a listing of transistor DC voltage measurements. All readings were taken with a 20,000 ohms/volt meter and should be with  $\pm 20\%$  of the indicated values, unless otherwise specified. Set POWER switch at ON and Mode Selector at AUTO.



Note

The voltage of the +28V supply varies considerably, from about +31 volts under quiescent condition to about +26 volts when the motors are running. Bear in mind that any voltage depending on the +28V supply for B+ will vary similarly with the motors stopped or running.

In the cross coupled amplifier stage of the two servo amplifier assemblies (2A1A1 and 2A1A2), the absolute value of the voltages may vary several volts depending on the amplitude of the discriminator error signal and the extent to which the motors load down the +28V supply. More important than the exact voltages themselves are the differences in polarity of base-to-emitter voltage between opposite sides of the amplifier; that is, which is being tuned on and which is held cut off. (The voltages in the chart were measured in a unit with about 300 MV error signals simulated from the discriminator.)

Voltages at A3Q5 and A4Q3 collectors depend on associated transmitter. Values shown in chart are for AN/URT-23(V).

TABLE 5-3. TRANSISTOR DC VOLTAGE MEASUREMENTS

TRANSISTOR	CONDITION	DC VOLTAGE TO GROUND		
		B	E	C
Differential Amplifier (A1 or A2) Q3-Q5	No Input	Q3	0	- 0.60
		Q5	0	- 0.60
	Tune Input	Q3	0	- 0.65
		Q5	- 0.37	- 0.77
	Home Input	Q3	0	- 0.38
		Q5	0.32	- 0.27
Cross-Coupled Amplifier (A1 or A2) Q4-Q6	No Input	Q4	22.8	22.8
		Q6	22.8	22.8
	Tune Input	Q4	13.6	13.0
		Q6	13.0	13.6
	Home Input	Q4	13.0	13.6
		Q6	13.6	13.0
Capacitor Discharge Transistors (A1 or A2) Q9, Q10	No Input	Q9	0	0
		Q10	0	0
	Tune Input	Q9	0	0
		Q10	2.5	2.0
	Home Input	Q9	2.5	2.0
		Q10	0	0

TABLE 5-3. TRANSISTOR DC VOLTAGE MEASUREMENTS (Cont)

TRANSISTOR	CONDITION	DC VOLTAGE TO GROUND		
		B	E	C
Emitter Followers (A1 or A2) Q2, Q7	No Input	Q2 0	0	31.0
		Q7 0	0	31.0
	Tune Input	Q2 0	0	28.0
		Q7 2.0	1.3	1.4
	Home Input	Q2 2.0	1.3	1.4
		Q7 0	0	28.0
Drivers (A1 or A2) Q1, Q8	No Input	Q1 0	0	31.0
		Q8 0	0	31.0
	Tune Input	Q1 0	0	28.0
		Q8 1.3	0.5	0.7
	Home Input	Q1 1.3	0.5	0.7
		Q8 0	0	28.0
A3Q1	Bypass ON, Key up	1.2	0	0.5
	Bypass ON, Key Down	0	0	31.0
A3Q2	L Motor Running	0.7	0	0.1
	L Motor Off	- 2.0	0	0.8
A3Q3	Motor(s) Stopped	0.75	0	0.2
	Motor(s) Running, Initial Tune	0	0	18.0
	Motor(s) Running After Initial Tune	0	0	14.0
	or to Home			
A3Q4	Motor(s) Stopped	- 0.9	0	31.0
	Motor(s) Running, Initial Tune	1.6	0.9	1.1
	Motor(s) Running After Initial Tune	- 0.4	- 0.7	28.0
	or to Home			
A3Q5	System Unkeyed	0	0	28.0
	System Keyed by C-3698/URA-38	0.9	0	0.05
	While Tuning			
	System Keyed External to C-3698/URA-38	0	0	0
A3Q6	C Motor Running	0.7	0	0.1
	C Motor Off	- 2.0	0	0.8
A3Q7	L Motor Running	0.8	0	1.2
	L Motor Off	0.2	0	31.0
A3Q8	C Motor Running	0.8	0	1.2
	C Motor Off	0.2	0	31.0
A3Q9	Motors Stopped	1.3	0.7	0.8
	Motor(s) Running	0	0	28.0

TABLE 5-3. TRANSISTOR DC VOLTAGE MEASUREMENTS (Cont)

TRANSISTOR	CONDITION	DC VOLTAGE TO GROUND		
		B	E	C
A4Q1	Retune (Element(s) Running Home) Otherwise	0.7 0 to - 1.0	0 0	0.1 9.0 to 13.0
A4Q2	Retune (Element(s) Running Home) Otherwise	0.1 0.7	0 0	14.0 0.1
A4Q3	System keyed, Either Tuning or Tuned System Unkeyed and/or Homing	- 0.7 0.7	0 0	11.0 0.1
A4Q4	Inductor at Home Tuning (Initial Tune) Otherwise	- 0.8 0.7 - 0.2 to - 0.9	0 0 0	0 0.1 4.0 to 6.2
A4Q5	Elements at Home or Tuning (Initial Tune) Otherwise	- 0.1 0.7	0 0	28.0 0.1
A4Q6	Tuned, With or Without RF Otherwise	0.8 - 0.1 to + 0.3	0 0	0.3 28.0
Motor Drive Transistors	Motors Stopped: Q1, Q2, Q3, Q4 Q5, Q6, Q7, Q8	31.0 31.0	31.0 30.0	31.0 0
	Motors Running (C) (L) (Tune Direction) Q1 or Q3 (Home +) Q2 or Q4 (Tune +) Q5 or Q7 (Tune -) Q6 or Q8 (Home -)	27.5 26.5 0.7 27.5	27.0 27.0 1.1 26.5	1.3 27.0 0 0
	Motors Running (C) (L) (Home Direction) Q1 or Q3 (Home +) Q2 or Q4 (Tune +) Q5 or Q7 (Tune -) Q6 or Q8 (Home -)	27.0 28.0 28.0 0.7	27.5 27.5 27.0 1.1	27.5 1.3 0 0

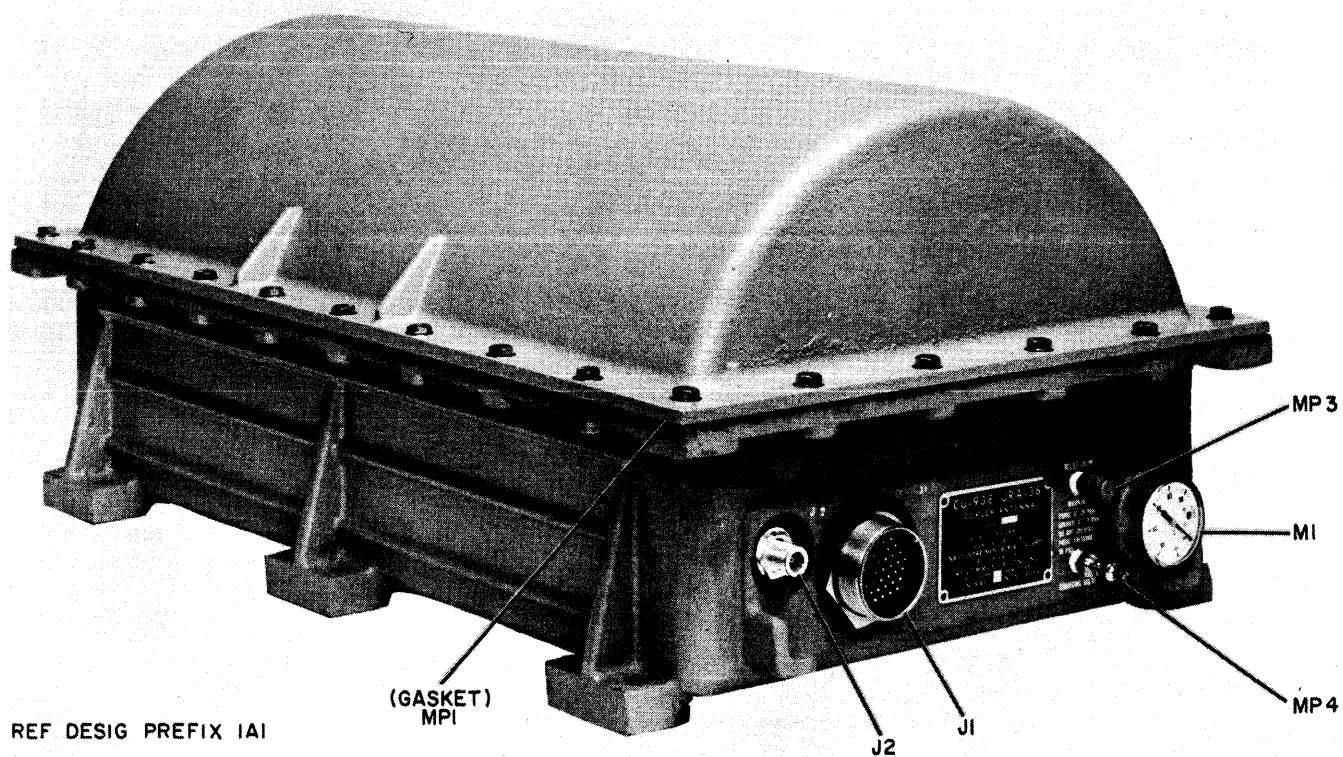
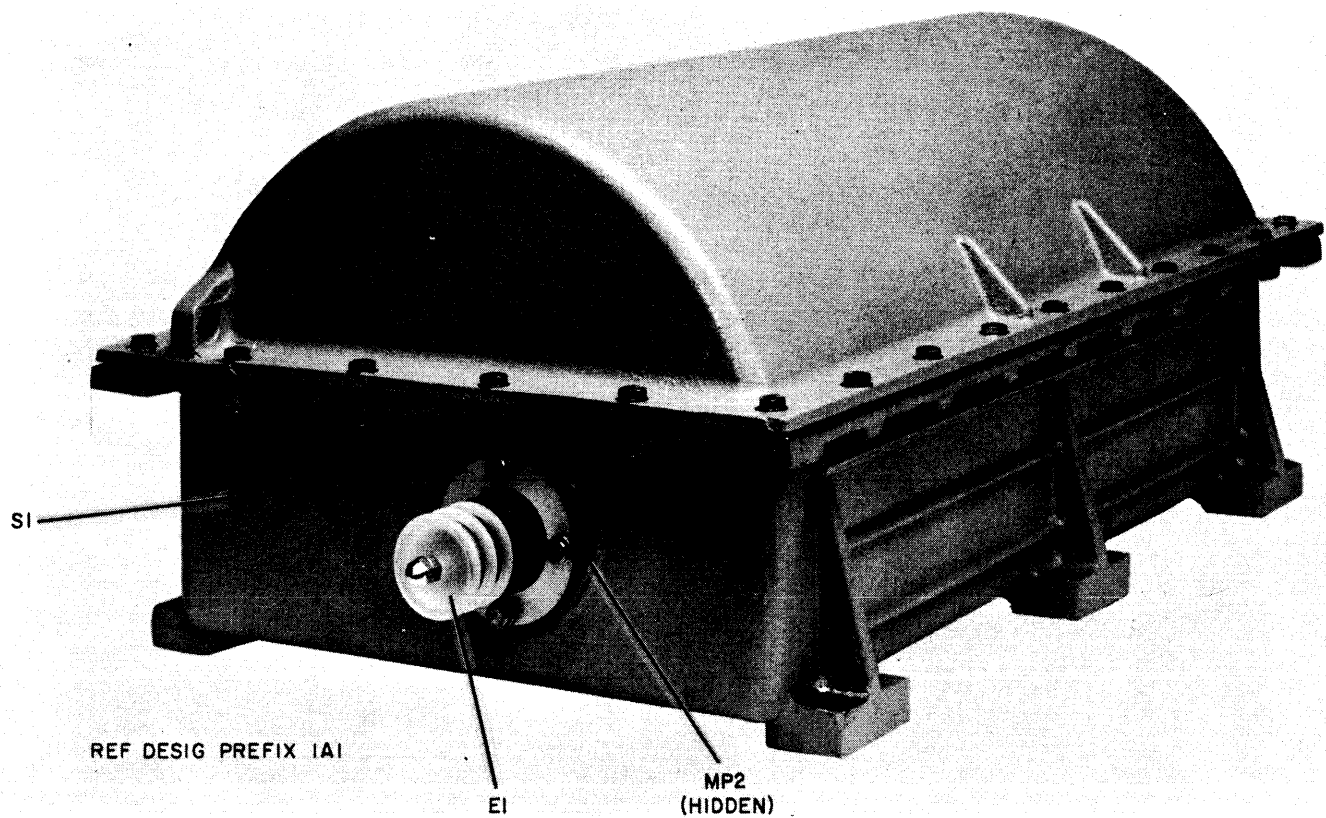


Figure 5-3. Antenna Coupler CU-938/URA-38, Case, Component Locations

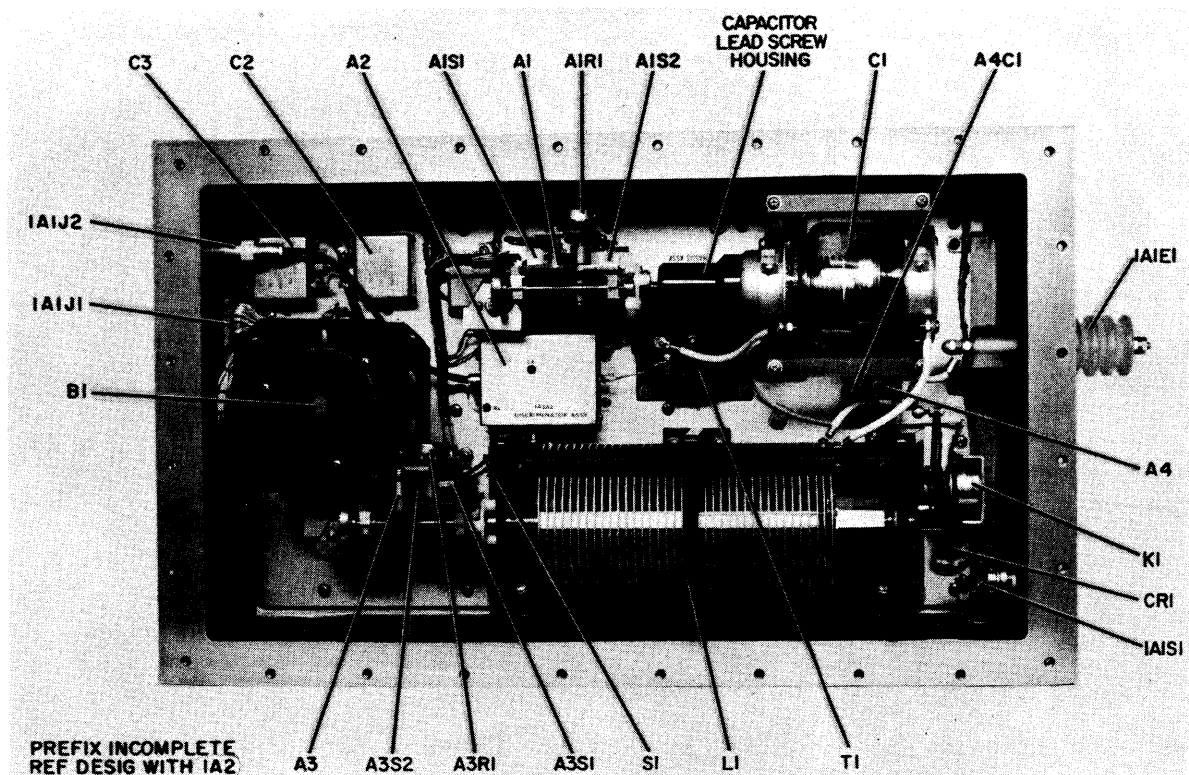


Figure 5-4. Antenna Coupler CU-938/URA-38, Chassis, Component Locations

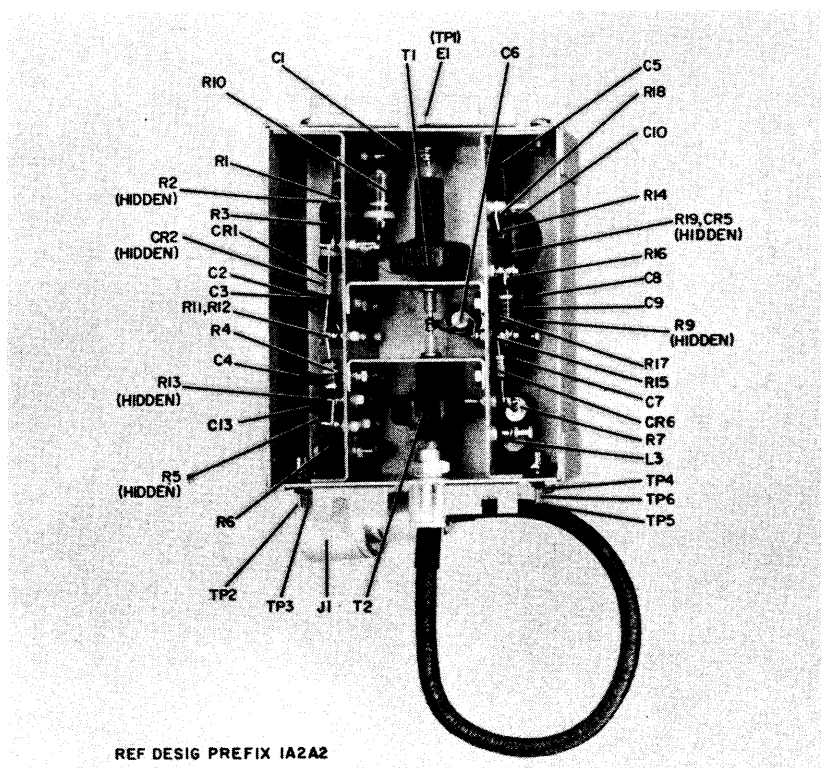


Figure 5-5. Discriminator Assembly 1A2A2, Component and Test Point Locations

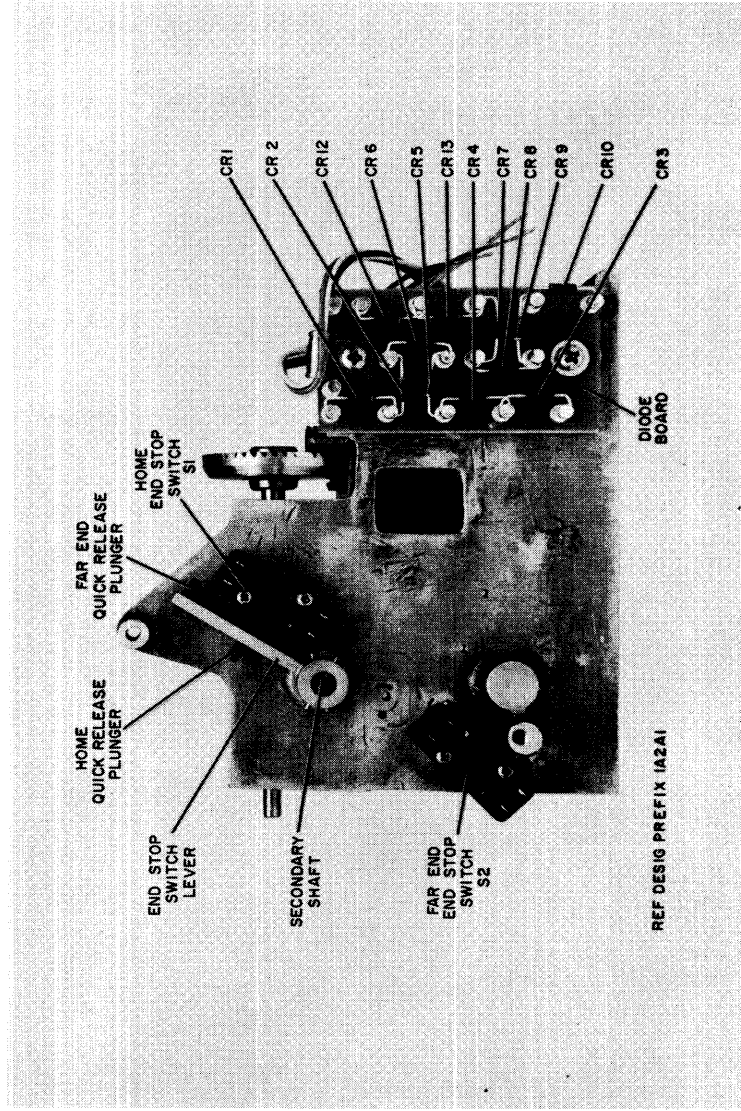
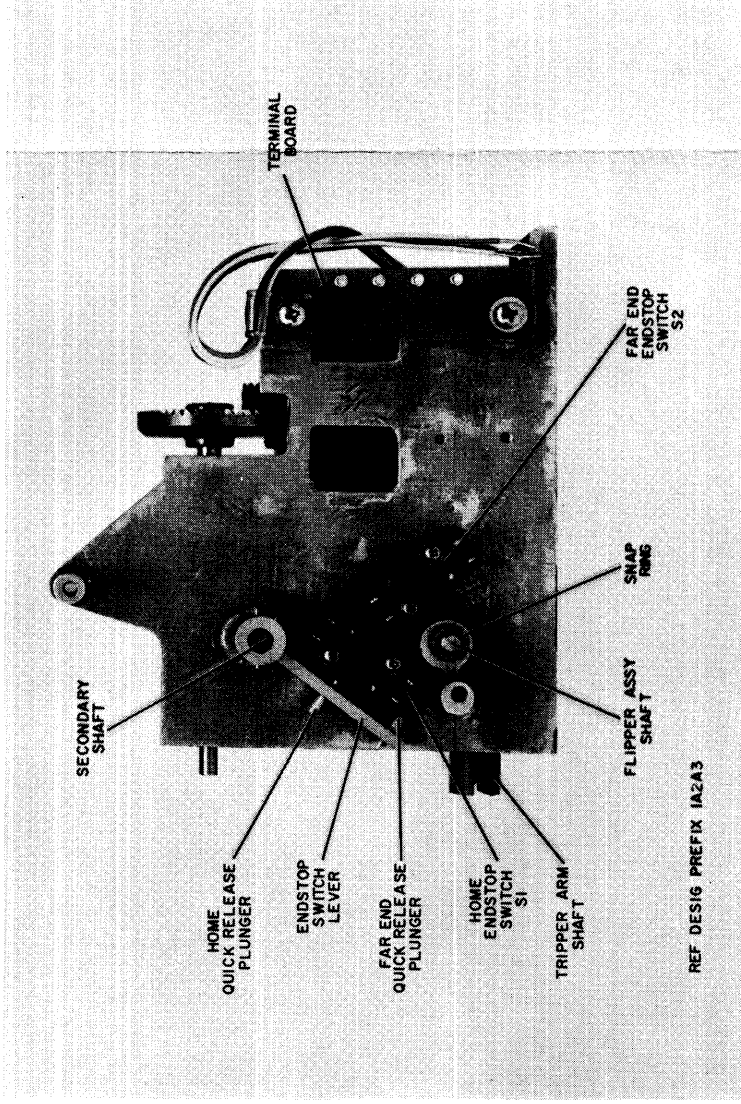
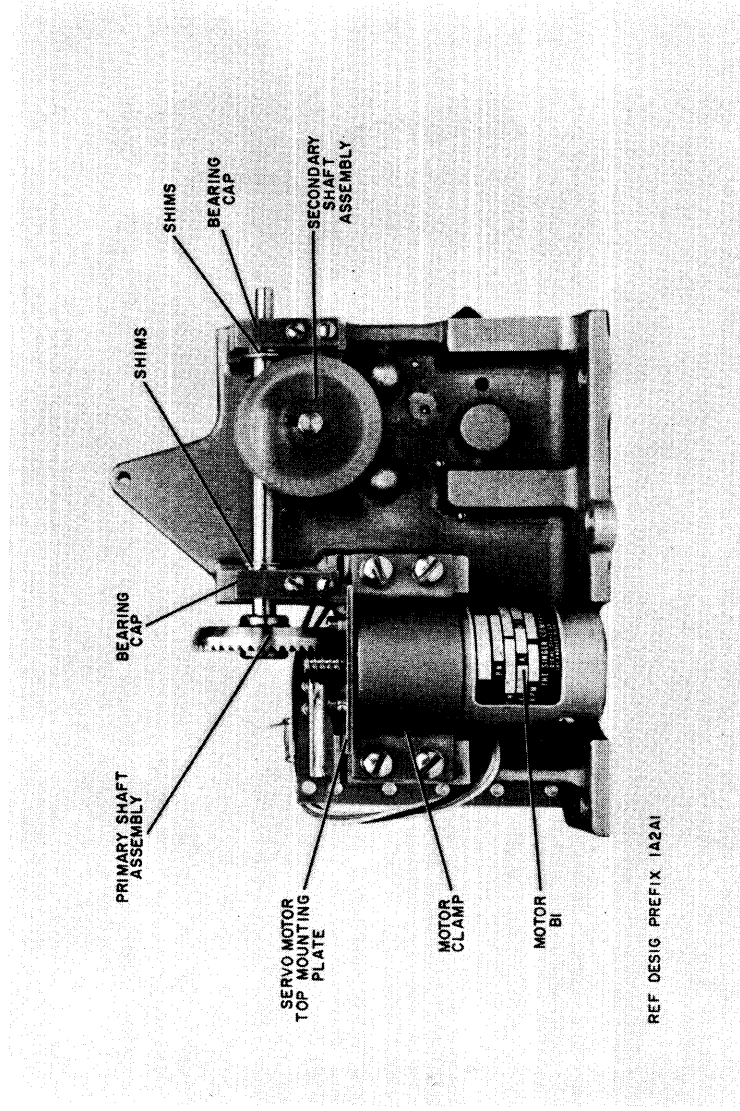
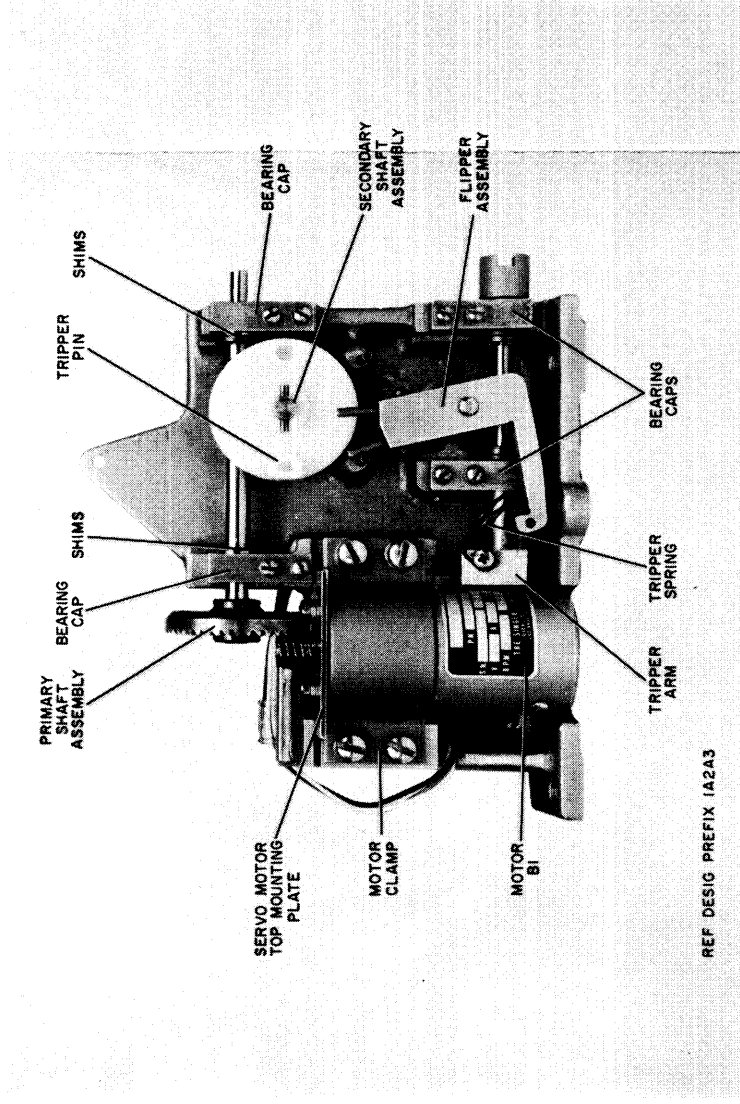
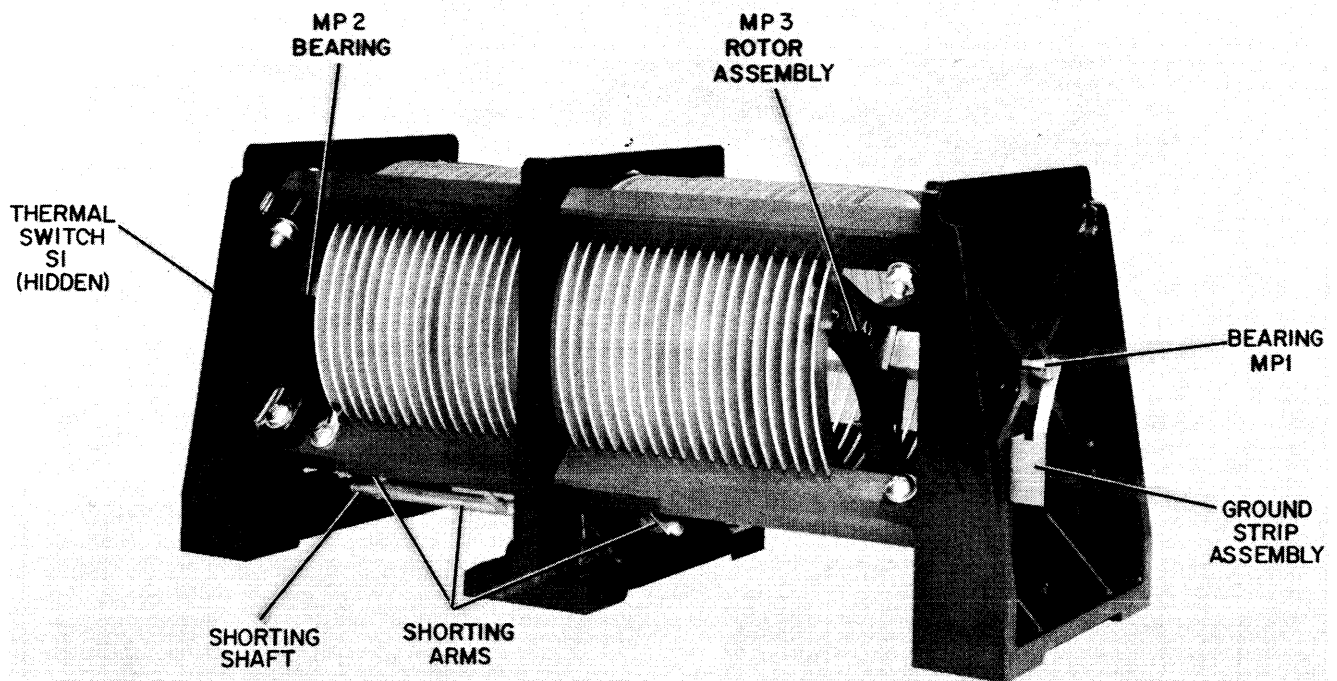


Figure 5-6. Gear Drive Assemblies 1A2A1  
and 1A2A3, Component Locations

ORIGINAL

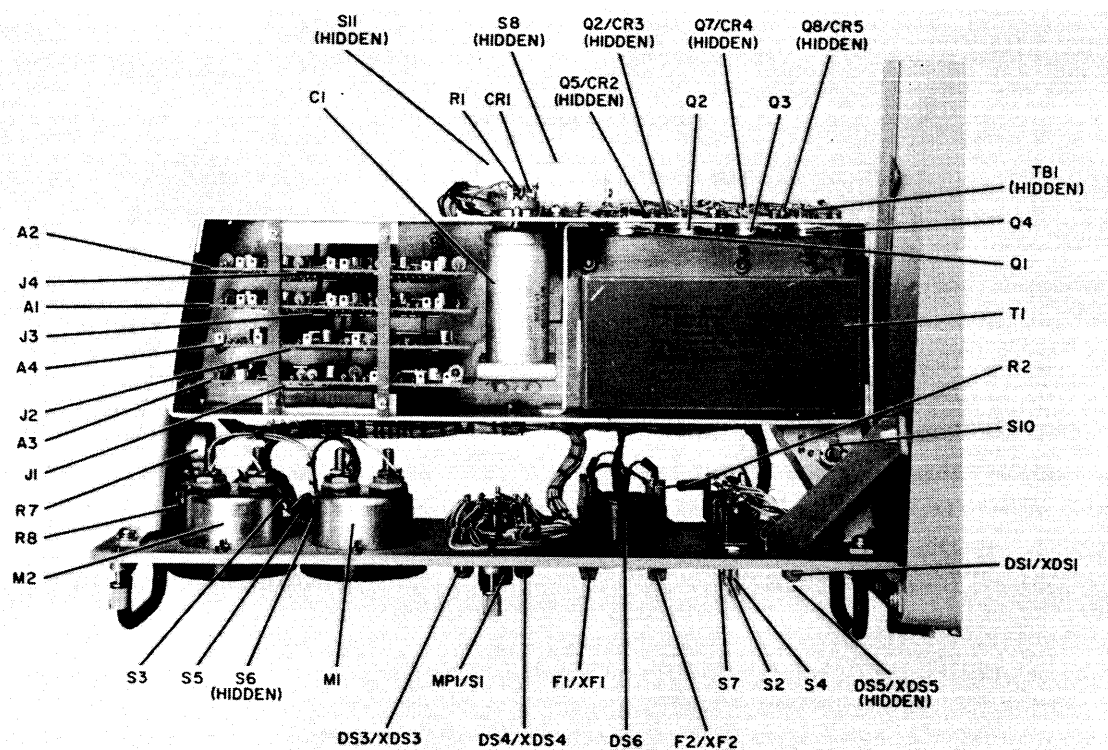
5-27/5-28





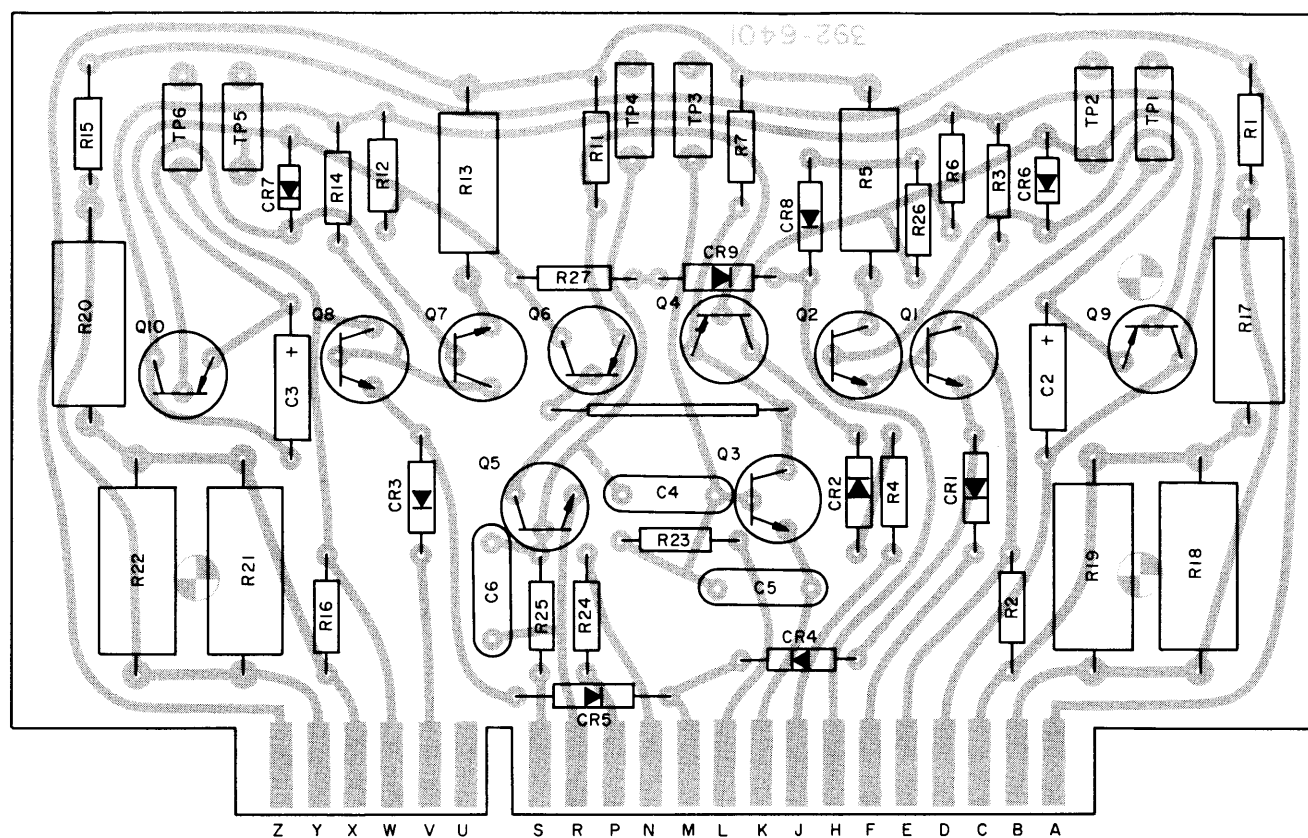
REF DESIG PREFIX 1A2

Figure 5-7. Inductor Assembly 1A2L1, Component Locations



REF DESIG PREFIX 2A1

Figure 5-8. Antenna Coupler Control C-3698/URA-38, Chassis, Component Locations



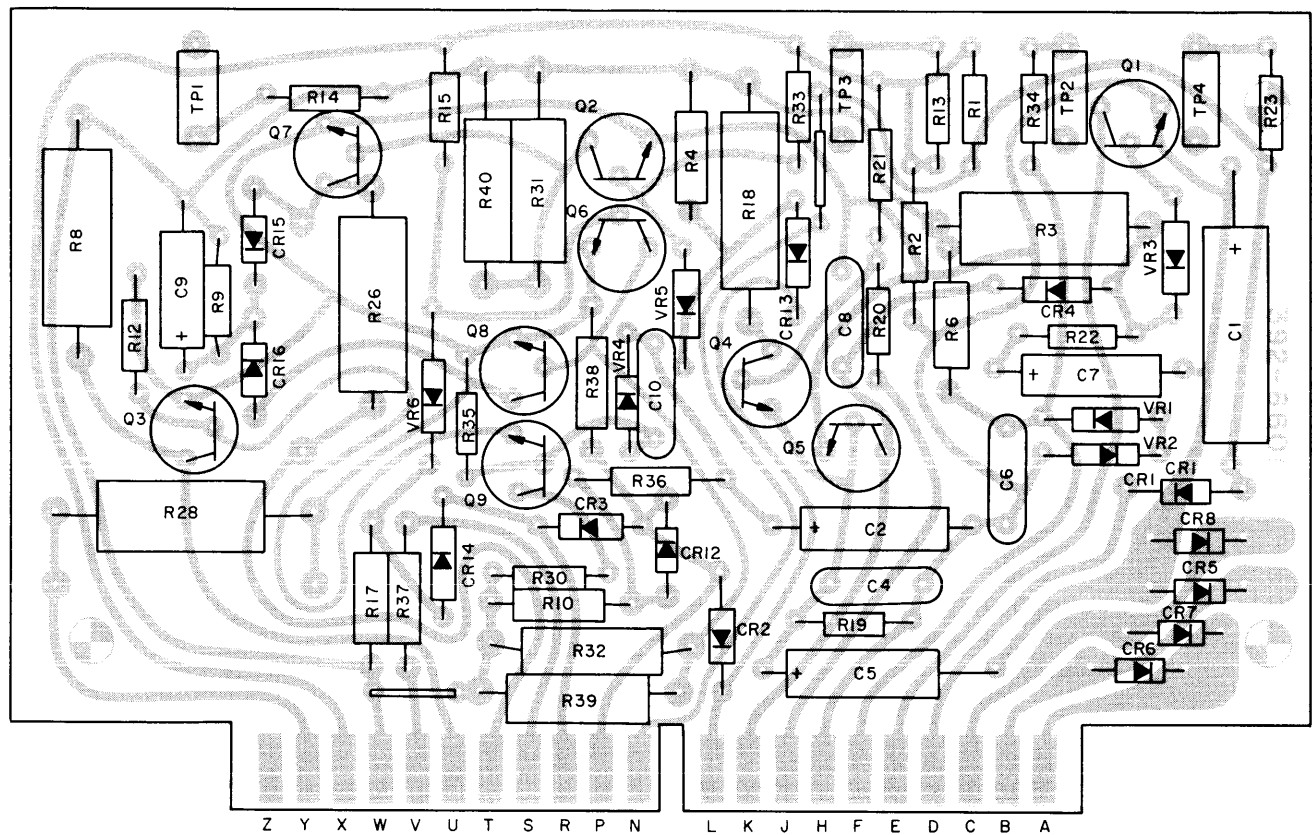
REF DESIG PREFIX  
2A1A1 or 2A1A2

#### PIN CALLOUTS

A - +28 VDC	N - To Balance Pot
B - Home Output	P - -4 VDC
C - Home Output	R - To Balance Pot
D - Chassis Ground	S - Discriminator Input
E - Home Output	T - (T is keyway)
F - Home Ground	U - (not used)
H - Tune Sensitivity In	V - Tune Ground In
J - Home Signal From Logic	W - Tune Output
K - To Balance Pot	X - Tune Output
L - Discriminator Ref	Y - Tune Output
M - Automatic GRD	Z - Switched 28 VDC In

Figure 5-9. Printed Circuit Boards 2A1A1 and 2A1A2, Component and Test Point Locations



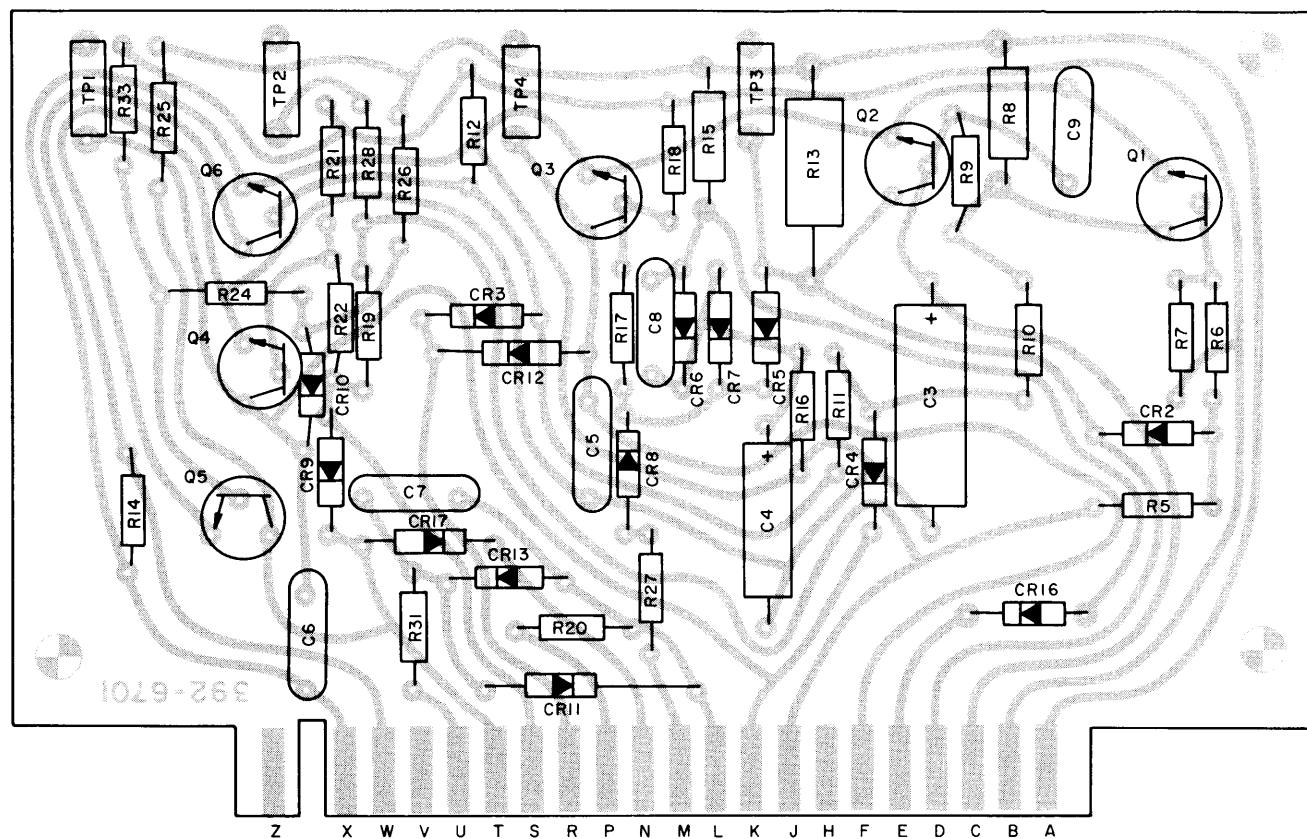


REF DESIG PREFIX  
2A1A3

#### PIN CALLOUTS

A - 28 VDC	N - 4 VDC Out
B - 28 VAC	P - To Tune Lamp
C - 28 VAC	R - C Motor On
D - 4 VAC	S - Element Pos. Meter
E - Bypass	T - L Motor Brake
F - 12.4 VDC	U - Motor On
H - Chassis GRD	V - Element Pos. Pot.
J - Key Hold	W - 28 VDC
K - Keyline	X - -2 VDC Out
L - L Motor On	Y - C Motor Brake
(M is slot for keyway)	Z - (not used)

Figure 5-10. Printed Circuit Board 2A1A3, Component and Test Point Locations



REF DESIG PREFIX  
2A1A4

#### PIN CALLOUTS

A - 28 VDC	M - Overload In
B - -2 VDC	N - Manual - Silent GRD
C - GRD Pulse In	P - + Null Meter
D - Home Signal Out	R - Far End Stop In
E - Keyline In	S - Key Hold Out
F - Key Interlock Out	T - Tune Sensitivity Drive
H - (not used)	U - - Null Meter
J - Motor On	V - (not used)
K - Reset In	W - Ready Lamp Out
L - Discriminator Home	X - Chassis GRD
	Z - (not used)

Figure 5-11. Printed Circuit Board 2A1A4, Component and Test Point Locations

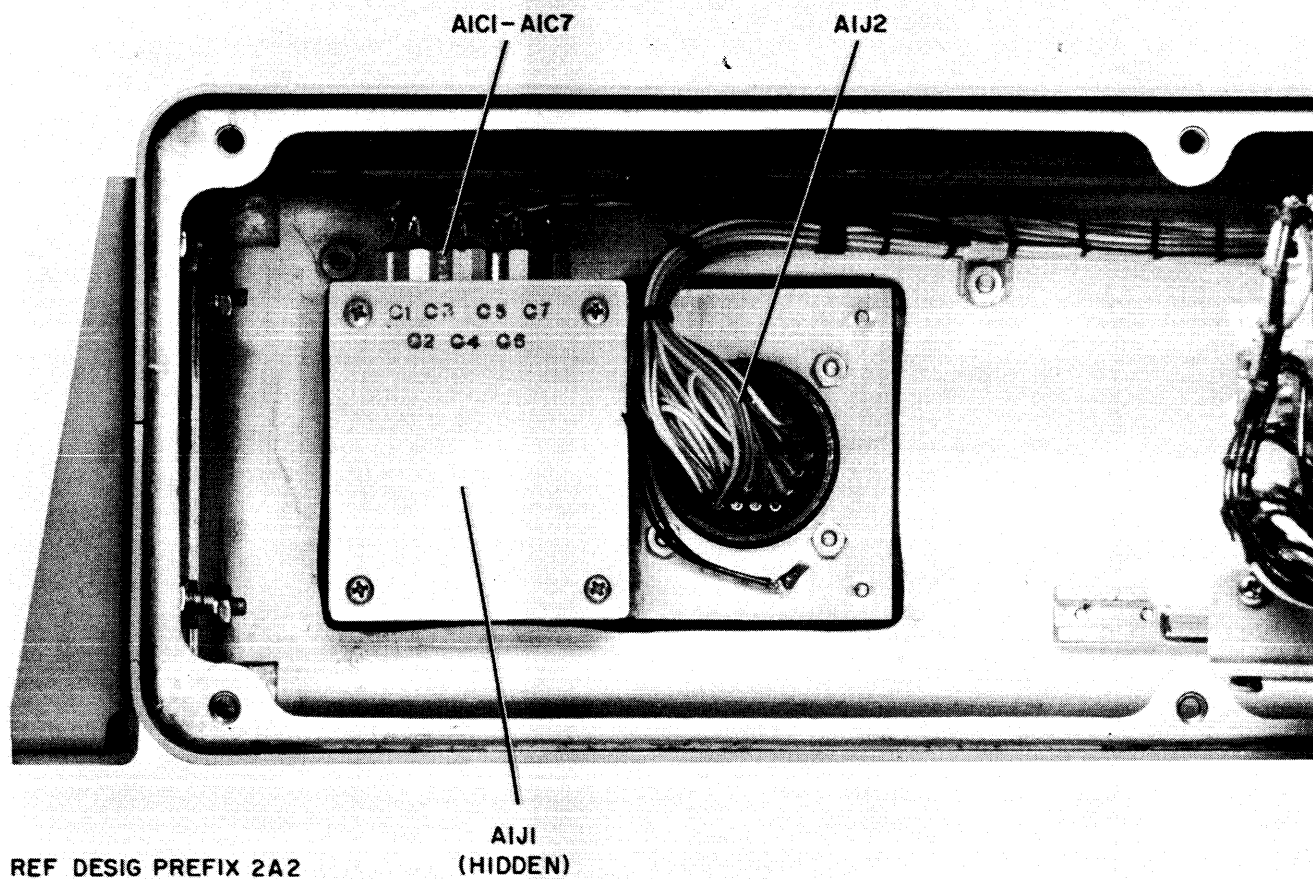


Figure 5-12. Antenna Coupler Control C-3698/URA-38, Case,  
Component Locations

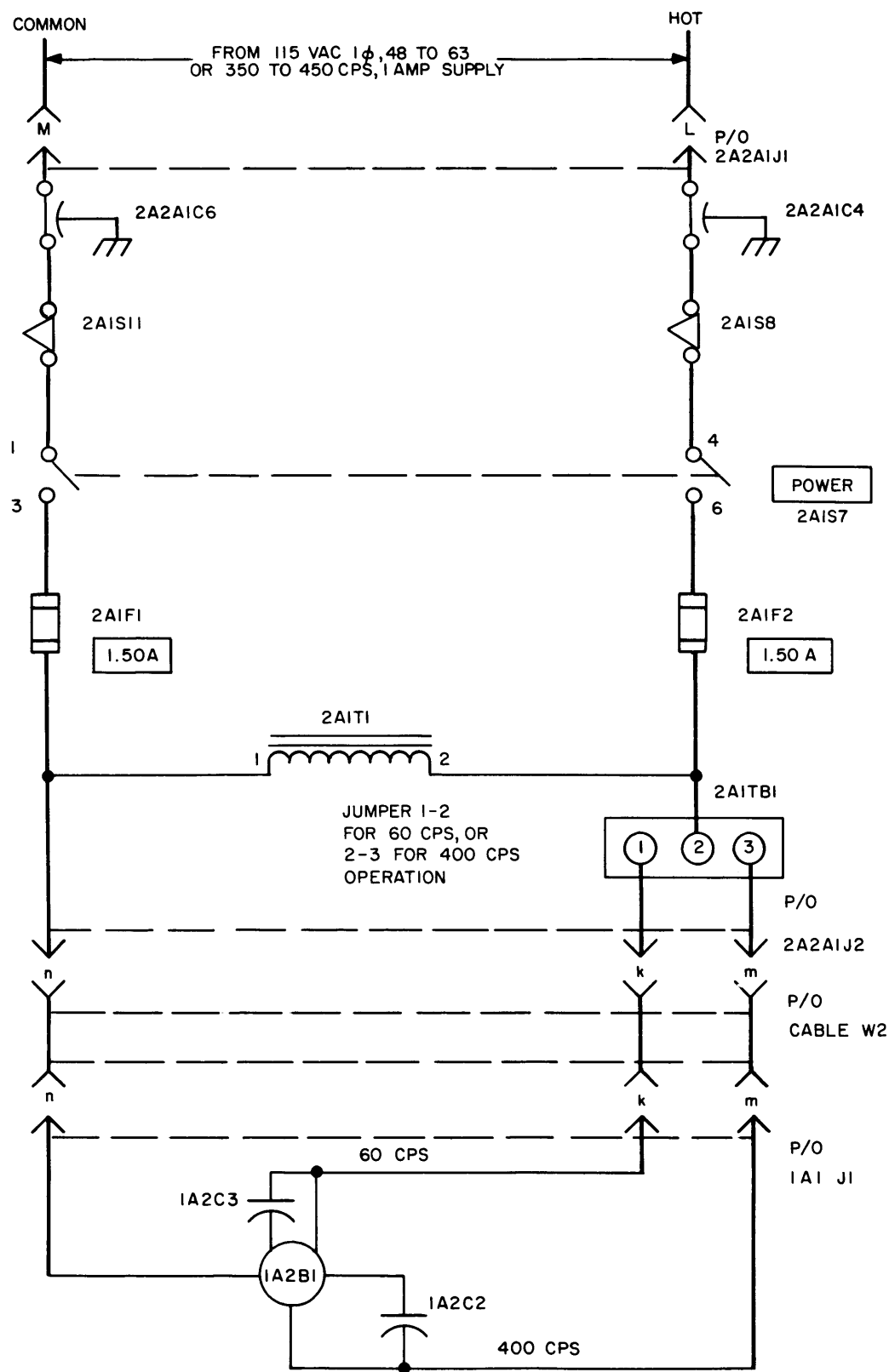


Figure 5-13. Primary Power Distribution Diagram

To be supplied.

Figure 5-14. RF Load Simulator,  
Fabrication Diagram

- NOTES
1. PREFIX PARTIAL REFERENCE DESIGNATIONS WITH I A 2 PLUS SUB-ASSEMBLY NUMBER, IF ANY.
  2. UNLESS OTHERWISE SPECIFIED
  - A. ALL RESISTANCE VALUES ARE IN OHMS; K INDICATES THOUSANDS OF OHMS
  - B. ALL RESISTORS ARE  $\frac{1}{2}$  W  $\pm 5\%$
  - C. ALL DIODES ARE IN3611
  - D. ALL CAPACITANCE VALUES ARE IN PICOFARADS
  - E. ALL INDUCTANCE VALUES ARE IN MICROHENRIES

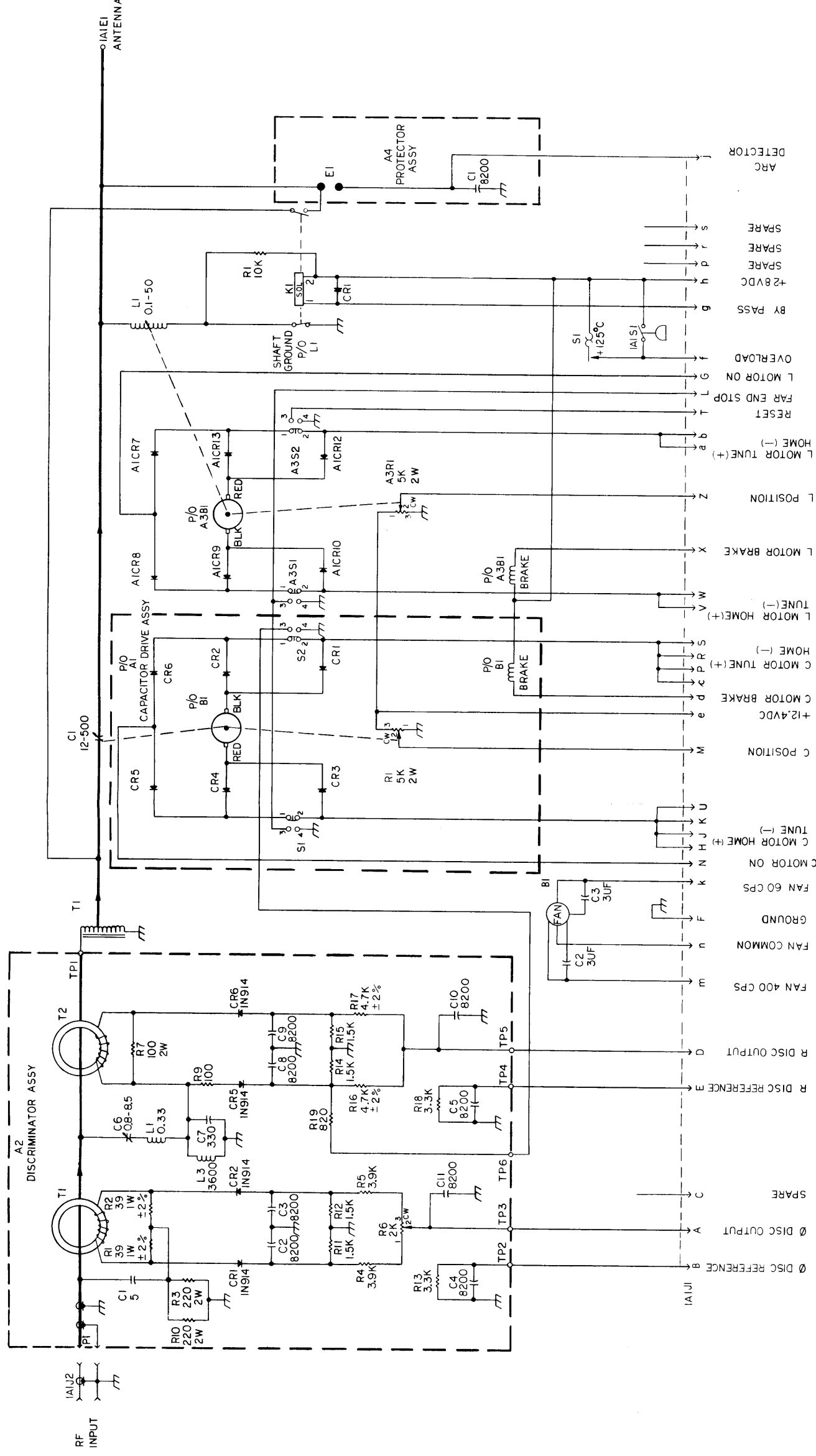


Figure 5-15. Antenna Coupler CU-938/  
URA-38, Schematic Diagram

ORIGINAL

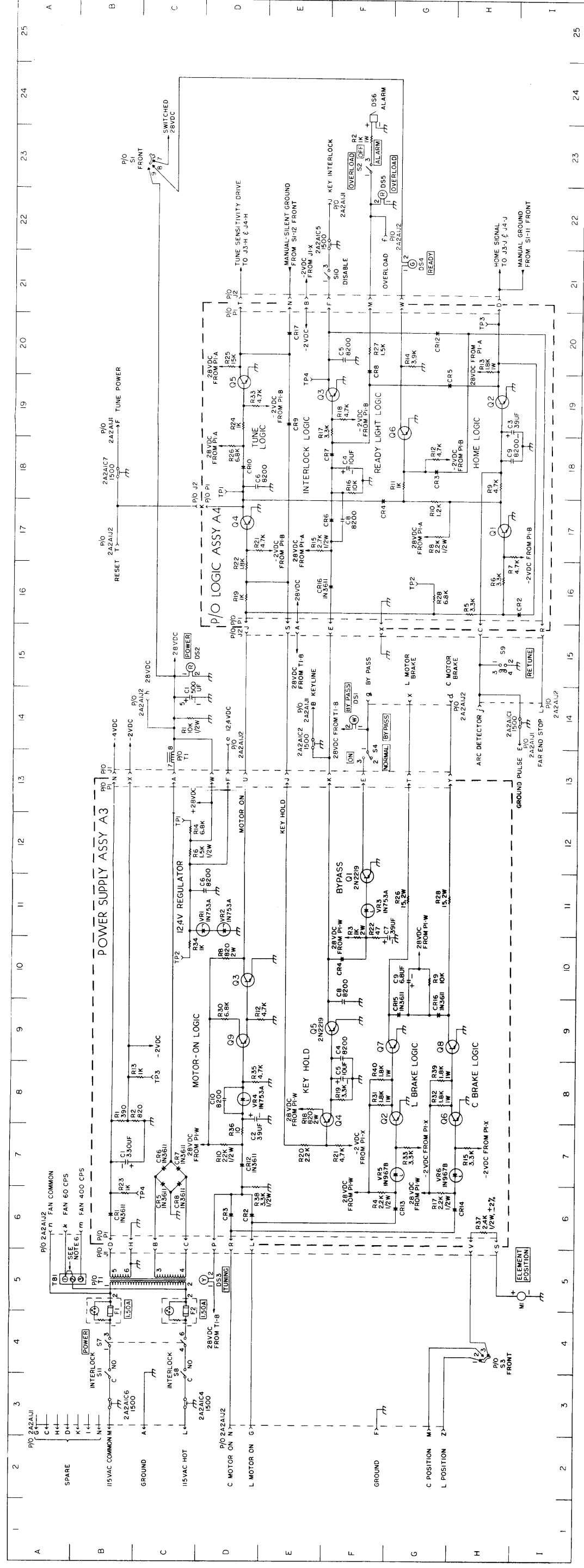


Figure 5-16. Antenna Coupler Control C-3698/  
URA-38, Schematic Diagram  
(Sheet 1 of 2)

ORIGINAL

5-39/5-40

PARTS LOCATION INDEX

REF DESIG	LOC	REF DESIG	LOC	REF DESIG	LOC	REF DESIG	LOC	REF DESIG	LOC	REF DESIG	LOC
C1	14C	A1C5	35C	A2Q1	40H	A3Q7	9F	A4Q3	19E		
CR1		A1C6	35C	A2Q2	39H	A3Q8	9G	A4Q4	17D		
CR2	50E			A2Q3	35H	A3Q9	9D	A4Q5	19D		
CR3	50B	A1CR1	40C	A2Q4	37H			A4Q6	19F		
CR4	50F	A1CR2	36A	A2Q5	35F	A3R1	8B	A4R5	16H		
CR5	50H	A1CR3	40D	A2Q6	37F	A3R2	8B	A4R6	16H		
		A1CR4	40C	A2Q7	39F	A3R3	11F	A4R7	17H		
D81	15F	A1CR5	40D	A2Q8	40F	A3R4	6F	A4R8	17G		
D82	15C	A1CR6	38B	A2Q9	38H	A3R5	12C	A4R9	18H		
D83	5D	A1CR7	38D	A2Q10	38F	A3R6	10D	A4R10	17G		
D84	21G	A1CR8	37C			A3R7	10G	A4R11	18G		
D85	23G	A1CR9	38D	A2R1	40H	A3R8	7D	A4R12	20H		
D86	24F			A2R2	40H	A3R9	8B	A4R13	20G		
F1		A1Q1	40B	A2R3	39H	A3R10	12C	A4R14	17E		
F2	4B	A1Q2	39B	A2R4	35I	A3R11	7H	A4R15	18F		
	4C	A1Q3	35B	A2R5	37H	A3R12	6G	A4R16	19E		
J1	34G, 34C, 5B, 5C-H, 18D-G,	A1Q4	37B	A2R6	36H	A3R13	8E	A4R17	19F		
	29F, 29F, 34E,	A1Q5	35D	A2R7	37F	A3R14	7E	A4R18	16D		
J2	33I, 33B, 45E, 15D-I, 18C,	A1Q6	37D	A2R8	39F	A3R15	8F	A4R19	29E		
	21D-H	A1Q7	40D	A2R9	39F	A3R16	6B	A4R20	17D		
J3	34B-D, 37C, 42B-D, 38E, 39E, 40E	A1Q8	38B	A2R10	41F	A3R17	11G	A4R21	19D		
J4	34F-H, 36C, 38E, 39E, 40E 42G-I	A1Q9	38D	A2R11	41F	A3R18	10C	A4R22	20D		
		A1Q10		A2R12	41F	A3R19	8D	A4R23	18D		
M1		A1R1	40B	A2R13	40H	A3R20	9D	A4R24	16G		
M2	5I	A1R2	40B	A2R14	41H	A3R21	8F	A4R25	20H		
Q1	50B	A1R3	39B	A2R15	41H	A3R22	8G	A4R26	19E		
Q2	50D	A1R4	35A	A2R16	41F	A3R23	7G	A4R27			
Q3	50G	A1R5	39B	A2R17	41F	A3R24	10C	A4R28			
Q4	50E	A1R6	38B	A2R18	41F	A3R25	8D	A4R29			
Q5	50D	A1R7	36B	A2R19	35H	A3R26	7D	A4R30			
Q6	50C	A1R8	37D	A2R20	35G	A3R27	6H	A4R31			
Q7	50G	A1R9	39D	A2R21	35G	A3R28	6D	A4R32			
Q8	50H	A1R10	39D	A2R22	37H	A3R29	8G	A4R33			
R1	14C	A1R11	41C	A2R23	38F	A3R30	8F	A4R34			
R2	23F	A1R12	41D	A2R24	41H	A3R31	12C	A4R35			
R7	36C	A1R13	40B	A2R25	38H	A3R32	10C	A4R36			
R8	36G	A1R14	41B	A2R26	35H	A3R33	8C	A4R37			
R9	36C	A1R15	41B	A2R27	35H	A3R34	6C	A4R38			
S1	27H, 28H, 32D, 32F, 33B, 33H, 44E, 23B	A1R16	41D	A2R28	41F	A3R35	11C	A4R39			
S2	27G, 30E, 45E, 4H	A1R17	41D	A2R29	7B	A3R36	11D	A4R40			
S3	14F	A1R18	35B	A2R30	7D	A3R37	11F	A4R41			
S4	45E	A1R19	35C	A2R31	9F	A3R38	8D	A4R42			
S5	46F	A1R20	35D	A2R32	9F	A3R39	7F	A4R43			
S6	4B, 4C	A1R21	37B	A2R33	11C	A3R40	7G	A4R44			
S7	3C	A1R22	38D	A2R34	11F	A4C3	19H	A4R45			
S8	15H	A1R23	41D	A2R35	10F	A4C4	18F	A4R46			
S9	21E	A1R24	41B	A2R36	10G	A4C5	20F	A4R47			
S10	3B	A1R25	37B	A2R37	8D	A4C6	18D	A4R48			
S11		A1R26	38D	A2R38	6B	A4C7	28F	A4R49			
T1	34B, 34H, 5B, 5C, 13C	A1R27	41D	A2R39	6D	A4C8	17F	A4R50			
TB1	5A	A1R40	39H	A2R40	10F	A4C9	18H	A4R51			
A1C2	39B	A1R41	39F	A2R41	6C	A4CR2	16I	A4R52			
A1C3	38D	A1R42	35G	A2R42	7C	A4CR3	18G	A4R53			
A1C4	35C	A1R43	35G	A2R43	7C	A4CR4	17F	A4R54			
		A1R44	35G	A2R44	6C	A4CR5	19G	A4R55			
		A1R45	35G	A2R45	6C	A4CR6	17E	A4R56			
		A1R46	35G	A2R46	7D	A4CR7	18F	A4R57			
		A1R47	35G	A2R47	6G	A4CR8	20F	A4R58			
		A1R48	39G	A2R48	6H	A4CR9	19E	A4R59			
		A1R49	36I	A2R49	9G	A4CR10	18D	A4R60			
		A1R50	40F	A2R50	9G	A4CR11	28F	A4R61			
		A1R51	40G	A2R51	20G	A4CR12	20G	A4R62			
		A1R52	40F	A2R52	28F	A4CR13	16E	A4R63			
		A1R53	38H	A2R53	20E	A4CR14	17H	A4R64			
		A1R54	38G	A2R54	17H	A4CR15	19H	A4R65			
		A1R55	38G	A2R55	19H	A4CR16	18G	A4R66			
		A1R56	38F	A2R56	18G	A4CR17	17F	A4R67			
		A1R57	38F	A2R57	18H	A4CR18	17F	A4R68			
		A1R58	38F	A2R58	18H	A4CR19	17F	A4R69			
		A1R59	38F	A2R59	18H	A4CR20	17F	A4R70			
		A1R60	38F	A2R60	18H	A4CR21	17F	A4R71			
		A1R61	38F	A2R61	18H	A4CR22	17F	A4R72			
		A1R62	38F	A2R62	18H	A4CR23	17F	A4R73			
		A1R63	38F	A2R63	18H	A4CR24	17F	A4R74			
		A1R64	38F	A2R64	18H	A4CR25	17F	A4R75			
		A1R65	38F	A2R65	18H	A4CR26	17F	A4R76			
		A1R66	38F	A2R66	18H	A4CR27	17F	A4R77			
		A1R67	38F	A2R67	18H	A4CR28	17F	A4R78			
		A1R68	38F	A2R68	18H	A4CR29	17F	A4R79			
		A1R69	38F	A2R69	18H	A4CR30	17F	A4R80			
		A1R70	38F	A2R70	18H	A4CR31	17F	A4R81			
		A1R71	38F	A2R71	18H	A4CR32	17F	A4R82			
		A1R72	38F	A2R72	18H	A4CR33	17F	A4R83			
		A1R73	38F	A2R73	18H	A4CR34	17F	A4R84			
		A1R74	38F	A2R74	18H	A4CR35	17F	A4R85			
		A1R75	38F	A2R75	18H	A4CR36	17F	A4R86			
		A1R76	38F	A2R76	18H	A4CR37	17F	A4R87			
		A1R77	38F	A2R77	18H	A4CR38	17F	A4R88			
		A1R78	38F	A2R78	18H	A4CR39	17F	A4R89			
		A1R79	38F	A2R79	18H	A4CR40	17F	A4R90			
		A1R80	38F	A2R80	18H	A4CR41	17F	A4R91			
		A1R81	38F	A2R81	18H	A4CR42	17F	A4R92			
		A1R82	38F	A2R82	18H	A4CR43	17F	A4R93			
		A1R83	38F	A2R83	18H	A4CR44	17F	A4R94			
		A1R84	38F	A2R84	18H	A4CR45	17F	A4R95			
		A1R85	38F	A2R85	18H	A4CR46	17F	A4R96			
		A1R86	38F	A2R86	18H	A4CR47	17F	A4R97			
		A1R87	38F	A2R87	18H	A4CR48	17F	A4R98			
		A1R88	38F	A2R88	18H	A4CR49	17F	A4R99			
		A1R89	38F	A2R89	18H	A4CR50	17F	A4R100			
		A1R90	38F	A2R90	18H	A4CR51	17F	A4R101			
		A1R91	38F	A2R91	18H	A4CR52	17F	A4R102			
		A1R92	38F	A2R92	18H	A4CR53	17F	A4R103			
		A1R93	38F	A2R93	18H	A4CR54	17F	A4R104			
		A1R94	38F	A2R94	18H	A4CR55	17F	A4R105			
		A1R95	38F	A2R95	18H	A4CR56	17F	A4R106			
		A1R96	38F	A2R96	18H	A4CR57	17F	A4R107			
		A1R97	38F	A2R97	18H	A4CR58	17F	A4R108			
		A1R98	38F	A2R98	18H	A4CR59	17F	A4R109			
		A1R99	38F	A2R99	18H	A4CR60	17F	A4R110			
		A1R100	38F	A2R100	18H	A4CR61	17F	A4R111			
		A1R101	38F	A2R101	18H	A4CR62	17F	A4R112			
		A1R102	38F	A2R102	18H	A4CR63	17F	A4R113			
		A1R103	38F	A2R103	18H	A4CR64	17F	A4R114			
		A1R104	38F	A2R104	18H	A4CR65	17F	A4R115			
		A1R105	38F	A2R105	18H	A4CR66	17F	A4R116			
		A1R106	38F	A2R106	18H	A4CR67	17F	A4R117			
		A1R107	38F	A2R107	18H	A4CR68	17F	A4R118			
		A1R108	38F	A2R108	18H	A4CR69	17F	A4R119			
		A1R109	38F	A2R109	18H	A4CR70	17F	A4R120			
		A1R110	38F	A2R110	18H	A4CR71	17F	A4R121			
		A1R111	38F	A2R111	18H	A4CR72	17F	A4R122			
		A1R112	38F	A2R112	18H	A4CR73	17F	A4R123			
		A1R113	38F	A2R113	18H	A4CR74	17F	A4R124			
		A1R114	38F	A2R114	18H	A4CR75	17F	A4R125			
		A1R115	38F	A2R115	18H	A4CR76	17F	A4R126			
		A1R116	38F	A2R116	18H	A4CR77	17F	A4R127			
		A1R117	38F	A2R117	18H	A4CR78	17F	A4R128			
		A1R118	38F	A2R118	18H	A4CR79	17F	A4R129			
		A1R119	38F	A2R119	18H	A4CR80	17F	A4R130			
		A1R120	38F	A2R120	18H	A4CR81	17F	A4R131			
		A1R121	38F	A2R121	18H	A4CR82	17F	A4R132			
		A1R122	38F	A2R122	18H	A4CR83	17F	A4R133			
		A1R123	38F	A2R123	18H	A4CR84	17F	A4R134			
		A1R124	38F	A2R124	18H	A4CR85	17F	A4R135			
		A1R125	38F	A2R125	18H	A4CR86	17F	A4R136			
		A1R126	38F	A2R126	18H	A4CR87	17F	A4R137			
		A1R127	38F	A2R127	18H	A4CR88	17F	A4R138			
		A1R128	38F	A2R128	18H	A4CR89	17F	A4R139			
		A1R1									



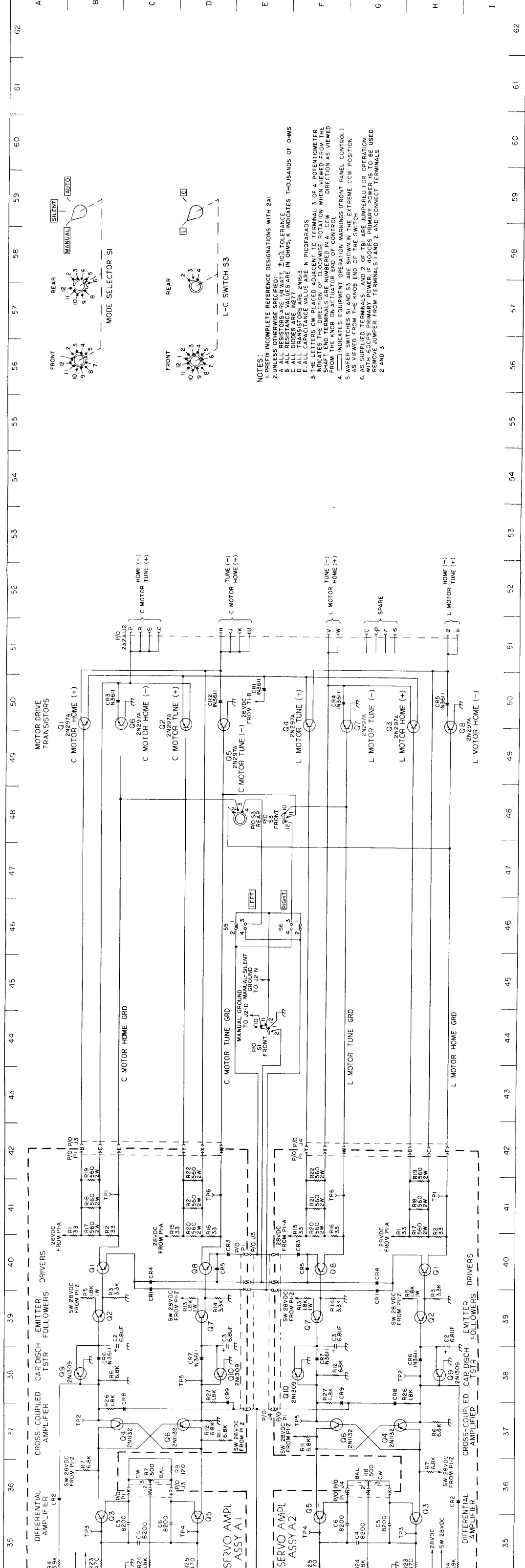
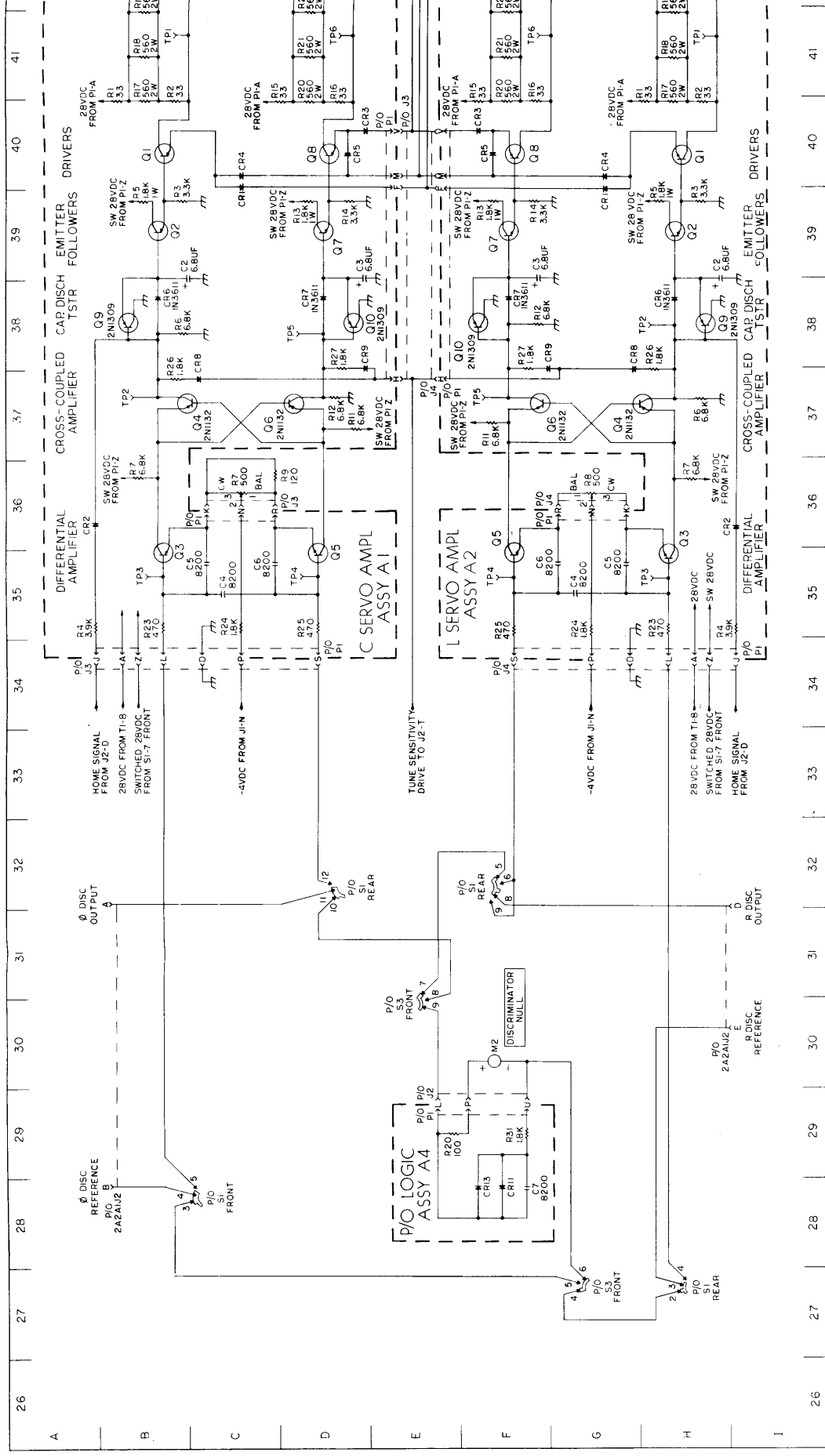
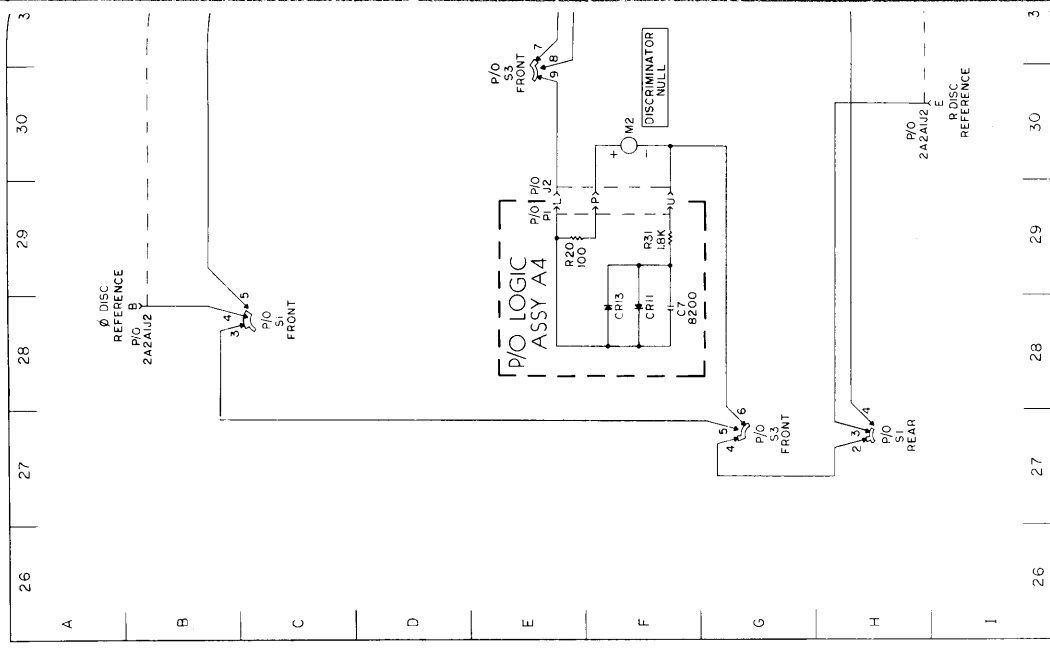


Figure 5-16. Antenna Coupler Control C-3698/  
URA-38, Schematic Diagram  
(Sheet 2 of 2)

ORIGINAL





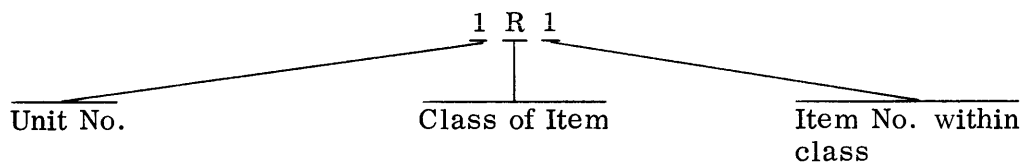
## SECTION 6

### PARTS LIST

#### 6-1. REFERENCE DESIGNATIONS.

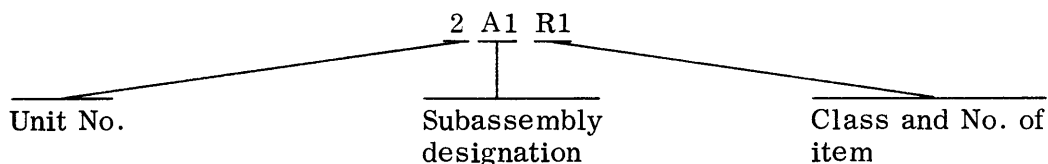
6-2. The unit numbering method of assigning reference designations has been used to identify units, assemblies, subassemblies, and parts. This method has been expanded as much as necessary to adequately cover the various degrees of subdivision of the equipment. Examples of this unit numbering method and typical expansions of the same are illustrated by the following:

Example 1:



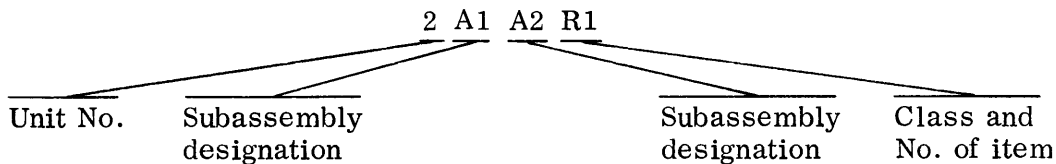
Read as: First (1) resistor (R) of first unit (1).

Example 2:



Read as: First (1) resistor (R) of first (1) subassembly (A) of second (2) unit.

Example 3:



Read as: First (1) resistor (R) of second (2) subassembly (A) of first (1) subassembly (A) of second (2) unit.

#### 6-3. REFERENCE DESIGNATION PREFIX.

6-4. Partial reference designations are used on the equipment and illustrations. The partial reference designations consist of the class letter(s) and the identifying item number. The complete reference designations may be obtained by placing the proper prefix before the partial reference designations. Prefixes are provided on illustrations following the notation "REF DESIG PREFIX".

6-5. LIST OF UNITS.

6-6. Table 6-1 is a listing of the units comprising the equipment. The units are listed by unit numbers in numerical order. Thus when the complete reference designation of a part is known, this table will furnish the identification of the unit in which the part is located, since the first number of a complete reference designation identifies the unit. Table 6-1 also provides the following information for each unit listed: (1) quantity per equipment, (2) official name, (3) designation, (4) colloquial name, and (5) location of the first page of its parts listing in table 6-2.

6-7. MAINTENANCE PARTS LIST.

6-8. Table 6-2 lists all units and their maintenance parts. The units are listed in numerical sequence. Maintenance parts for each unit are listed alphabetically-numerically by class of part following the unit designation. Thus the parts for each unit are grouped together. Table 6-2 provides the following information: (1) the complete reference designation of each unit, assembly, subassembly, or part, (2) reference to explanatory notes in paragraph 6-6, (3) noun name and brief description, and (4) identification of the illustration which pictorially locates the part.

6-9. Printed circuit boards, assembly boards, modules, etc., are listed first as individual items in the maintenance parts list. In addition, at the completion of a parts listing for each unit, the individual circuit board, assembly board, module, etc., is then broken down by components into separate parts listings. When there is a redundancy of such electronic assemblies in subsequent units, reference is made to the parts breakdown previously listed.

6-10. LIST OF MANUFACTURERS.

6-11. Table 6-3 lists the manufacturers of the parts used in the equipment. The table includes the manufacturer's code used in table 6-2 to identify the manufacturers.

TABLE 6-1. LIST OF UNITS

UNIT NO.	QTY	NAME OF UNIT	DESCRIPTION	COLLOQUIAL NAME	PAGE
1	1	Antenna Coupler	CU-938/URA-38	Antenna Coupler	6-3
2	1	Antenna Coupler Control	C-3698/URA-38	Coupler Control	6-7

TABLE 6-2. MAINTENANCE PARTS LIST

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CU-938/URA-38		
1	ANTENNA COUPLER CU-938/URA-38: MFR 14304, PN 392-1000	5-3
1A1	CASE ASSEMBLY: MFR 14304, PN NONE	5-3
1A1E1	TERMINAL, ANTENNA: MFR 14304, PN 392-2103	5-3
1A1J1	CONNECTOR, RECEPTACLE: 37 PIN, MFR 12143, PN 10-74128-21P	5-3
1A1J2	CONNECTOR, COAXIAL: MIL type UG-30D/U	5-3
1A1M1	GAGE, PRESSURE: MFR 14304, PN Z35-0001-000	5-3
1A1MP1	GASKET: MFR 14304, PN 392-1005	5-3
1A1MP2	O-RING: MIL type MS9021-030	5-3
1A1MP3	VALVE, RELIEF: MFR 91816, PN 559A1M25	5-3
1A1MP4	VALVE, CHARGING: MFR 14304, PN Z40-0002-000	5-3
1A1S1	SWITCH, PRESSURE: MFR 71688, PN 717-6024-01	5-3
1A2	CHASSIS ASSEMBLY: MFR 14304, PN NONE	5-4
1A2B1	FAN, DUAL FREQUENCY: 115 VOLTS, 60 OR 400 CPS MFR 14304, PN 392-1404	5-4
1A2C1	CAPACITOR VARIABLE VACUUM: 10-500 PF, MFR 14304, PN C95-0001-000	5-4
1A2C2	CAPACITOR, FIXED PAPER: 3 UF, 400 VDCW, MFR 00656, PN P30ZN	5-4
1A2C3	SAME AS 1A2C2	5-4
1A2CR1	DIODE: MIL type 1N3611	5-4
1A2K1	RELAY, ROTARY SOLENOID: MFR 14304, PN B11-0005-000	5-4
1A2L1	COIL, VARIABLE: MFR 14304, PN 392-1900	5-7
1A2MP1	BEARING: MFR 83086, PN SFR1883MMEE	5-7

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CU-938/URA-38 (Cont)		
1A2MP2	SAME AS 1A2MP1	5-7
1A2MP3	ROTOR ASSEMBLY: MFR 14304, PN 392-1935	5-7
1A2R1	RESISTOR, FIXED COMPOSITION: MIL type RC20GF103K	5-7
1A2S1	SWITCH, THERMAL: MFR 14304, PN S70-0001-000	5-7
1A2T1	TRANSFORMER, TOROID: MFR 14304, PN 392-1313	5-4
1A2A1	CAPACITOR DRIVE ASSEMBLY: MFR 14304, PN 392-2300	5-4
1A2A1B1	MOTOR, DC: 15 MHP, 13000 RPM, 27 VDC, MFR 14304, PN 392-1602	5-6
1A2A1CR1 through 1A2A1CR10	SAME AS 1A2CR1	5-4
1A2A1CR11	NOT USED	
1A2A1CR12	SAME AS 1A2CR1	5-4
1A2A1CR13	SAME AS 1A2CR1	5-4
1A2A1MP1	GEAR TRAIN ASSY: MFR 14304, PN 392-1603	5-6
1A2A1MP2	PRIMARY GEAR ASSY: MFR 14304, PN 392-1617	5-6
1A2A1MP3	SECONDARY GEAR ASSY: MFR 14304, PN 392-1616	5-6
1A2A1R1	RESISTOR, VARIABLE COMPOSITION: 5000 OHMS, MFR 14304, PN 392-1607	5-4
1A2A1S1	SWITCH, LIMIT: MIL type MS 25343-1	5-6
1A2A1S2	SAME AS 1A2A1S1	5-6
1A2A2	DISCRIMINATOR ASSEMBLY: MFR 14304, PN 392-1500	5-5
1A2A2C1	CAPACITOR, FIXED GLASS MIL type CY13C5R1D	5-5

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CU-938/URA-38 (Cont)		
1A2A2C2	CAPACITOR, FIXED CERAMIC: MIL type CK62AW822M	5-5
1A2A2C3 through 1A2A2C5	SAME AS 1A2A2C2	5-5
1A2A2C6	CAPACITOR, VARIABLE GLASS: MIL type PC41J8R5	5-5
1A2A2C7	CAPACITOR, FIXED MICA: MIL type CM05D331J03	5-5
1A2A2C8 through 1A2A2C11	SAME AS 1A2A2C2	5-5
1A2A2CR1	DIODE: MIL type 1N914	5-5
1A2A2CR2	SAME AS 1A2A2CR1	5-5
1A2A2CR3	NOT USED	
1A2A2CR4	NOT USED	
1A2A2CR5	SAME AS 1A2A2CR1	5-5
1A2A2CR6	SAME AS 1A2A2CR1	5-5
1A2A2E1	TERMINATION, COAXIAL: MIL type MX-1530A/U	5-5
1A2A2J1	CONNECTOR, COAXIAL: MIL type UG-536B/U	5-5
1A2A2L1	COIL, FIXED RF: MIL type LT4K029	5-5
1A2A2L2	NOT USED	
1A2A2L3	COIL, FIXED RF: MFR 14304 PN L10-0002-054	5-5
1A2A2R1	RESISTOR, FIXED FILM: MIL type RL32S390G	5-5
1A2A2R2	SAME AS 1A2A2R1	5-5
1A2A2R3	RESISTOR, FIXED FILM: MIL type RL42S221J	5-5
1A2A2R4	RESISTOR, FIXED COMPOSITION: MIL type RC20GF392K	5-5



TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CU-938/URA-38 (Cont)		
1A2A2R5	SAME AS 1A2A2R4	5-5
1A2A2R6	RESISTOR, VARIABLE WIREWOUND MIL type RT11C2P202	5-5
1A2A2R7	RESISTOR, FIXED FILM: MIL type RL42S101J	5-5
1A2A2R8	NOT USED	
1A2A2R9	RESISTOR, FIXED COMPOSITION: MIL type RC20GF101K	5-5
1A2A2R10	SAME AS 1A2A2R3	5-5
1A2A2R11	RESISTOR, FIXED COMPOSITION: MIL type RC20GF152K	5-5
1A2A2R12	SAME AS 1A2A2R11	5-5
1A2A2R13	RESISTOR, FIXED COMPOSITION: MIL type RC20GF332K	5-5
1A2A2R14	SAME AS 1A2A2R11	5-5
1A2A2R15	SAME AS 1A2A2R11	5-5
1A2A2R16	RESISTOR, FIXED COMPOSITION: MIL type RL20S472G	5-5
1A2A2R17	SAME AS 1A2A2R16	5-5
1A2A2R18	SAME AS 1A2A2R13	5-5
1A2A2R19	RESISTOR, FIXED COMPOSITION: MIL type RC20GF821K	5-5
1A2A2T1	TRANSFORMER, TOROID: MFR 14304, PN T10- 0002-000	5-5
1A2A2T2	TRANSFORMER, TOROID: MFR 14304, PN T10- 0001-000	5-5
1A2A3	COIL DRIVE ASSEMBLY: MFR 14304, PN 392-1600	5-6
1A2A3B1	SAME AS 1A2A1B1	5-6

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CU-938/URA-38 (Cont)		
1A2A3MP1	GEAR TRAIN ASSEMBLY: MFR 14304, PN 392-2303	5-6
1A2A3MP2	SAME AS 1A2A1MP2	5-6
1A2A3MP3	SAME AS 1A2A1MP3	5-6
1A2A3MP4	SPRING, TRIPPER: MFR 14304, PN 392-1618	5-6
1A2A3R1	SAME AS 1A2A1R1	5-4
1A2A3S1	SAME AS 1A2A1S1	5-6
1A2A3S2	SAME AS 1A2A1S1	5-6
1A2A4	PROTECTOR ASSEMBLY: MFR 14304, PN 392-2200	5-4
1A2A4C1	SAME AS 1A2A2C2	5-4
	ANTENNA COUPLER CONTROL C-3698/URA-38	
2	ANTENNA COUPLER CONTROL C-3698/URA-38: MFR 14304, PN 392-6000	5-8
2A1	CHASSIS-PANEL ASSEMBLY: MFR 14304, PN-392 6100	5-8
2A1C1	CAPACITOR, FIXED ELECTROLYTIC: MIL type CE51C501G	5-8
2A1CR1 through 2A1CR5	SAME AS 1A2CR1	5-8
2A1DS1	LAMP, INCANDESCENT: MIL type MS25237-327T	5-8
2A1DS2 through 2A1DS5	SAME AS 2A1DS1	5-8
2A1DS6	ALARM, SONALERT: 6-28 VDC, 3-14 MA, SOUND 68-80 DB, 2.5 KC, MFR 18787, PN SC-628	5-8
2A1F1	FUSE, CARTRIDGE: MIL type FO2A1-1.5A	5-8

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CONTROL C-3698/URA-38 (Cont)		
2A1F2	SAME AS 2A1F1	5-8
2A1J1	CONNECTOR, RECEPTACLE: MIL type M 21097/6-47	5-8
2A1J2 through 2A1J4	SAME AS 2A1J1	5-8
2A1M1	METER, PANEL: MFR 14304, PN 392-6106	5-8
2A1M2	METER, PANEL: MFR 14304, PN 392-6107	5-8
2A1MP1	KNOB, SWITCH: MIL type MS91528-1K2B	5-8
2A1MP2	SAME AS 2A1MP1	5-8
2A1Q1	TRANSISTOR: MIL type 2N297A	5-8
2A1Q2 through 2A1Q8	SAME AS 2A1Q1	5-8
2A1R1	SAME AS 1A2R1	5-8
2A1R2	RESISTOR, FIXED COMPOSITION: MIL type RC32GF102K	5-8
2A1R3 through 2A1R6	NOT USED	
2A1R7	RESISTOR, VARIABLE COMPOSITION: MIL type RV4LAYS501A	5-8
2A1R8	SAME AS 2A1R7	5-8
2A1R9	RESISTOR, FIXED COMPOSITION: MIL type RC07GF121K	5-8
2A1S1	SWITCH, ROTARY: MFR 14304, PN 392-6117	5-8
2A1S2	SWITCH, TOGGLE: MIL type MS35058-22	5-8
2A1S3	SWITCH, ROTARY: MFR 14304, PN 392-6118	5-8

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CONTROL C-3698/URA-38 (Cont)		
2A1S4	SAME AS 2A1S2	5-8
2A1S5	SWITCH, PB: MIL type M8805/3-029	5-8
2A1S6	SAME AS 2A1S5	5-8
2A1S7	SWITCH, TOGGLE: MIL type MS35059-22	5-8
2A1S8	SWITCH, INTERLOCK: MIL type MS16106-4	5-8
2A1S9	SWITCH, PB: MIL type M8805/3-021	5-8
2A1S10	SAME AS 2A1S2	5-8
2A1S11	SAME AS 2A1S8	5-8
2A1T1	TRANSFORMER, POWER: MFR 14304, PN 392-6135	5-8
2A1TB1	TERMINAL BOARD: MFR 75382, PN 37TB3	5-8
2A1XC1	SOCKET, OCTAL: MIL type TS101P01	5-8
2A1XDS1	LAMPHOLDER: MIL type LH73LC12WT	5-8
2A1XDS2	LAMPHOLDER: MIL type LH73LC12RT	5-8
2A1XDS3	LAMPHOLDER: MIL type LH73LC12YT	5-8
2A1XDS4	LAMPHOLDER: MIL type LH73LC12GT	5-8
2A1XDS5	SAME AS 2A1XDS2	5-8
2A1XF1	FUSEHOLDER: MIL type FHL17G	5-8
2A1XF2	SAME AS 2A1XF1	5-8
2A1A1	C SERVO AMPLIFIER PCB ASSEMBLY: MFR 14304, PN 392-6400	5-9
2A1A1C1	NOT USED	
2A1A1C2	CAPACITOR, FIXED ELECTROLYTIC: MIL type CS13BB685K	5-8
2A1A1C3	SAME AS 2A1A1C2	5-9

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CONTROL C-3698/URA-38 (Cont)		
2A1A1C4 through 2A1A1C6	SAME AS 2A2A2C2	5-9
2A1A1CR1	DIODE: MIL type 1N277M	5-9
2A1A1CR2 through 2A1A1CR5	SAME AS 2A1A1CR1	5-9
2A1A1CR6	SAME AS 1A2CR1	5-9
2A1A1CR7	SAME AS 1A2CR1	5-9
2A1A1CR8	SAME AS 2A1A1CR1	5-9
2A1A1CR9	SAME AS 2A1A1CR1	5-9
2A1A1MP1	SERVO AMPLIFIER PCB: MFR 14304, PN 392-6401	5-9
2A1A1Q1	TRANSISTOR: MIL type 2N1613	5-9
2A1A1Q2	SAME AS 2A1A1Q1	5-9
2A1A1Q3	SAME AS 2A1A1Q1	5-9
2A1A1Q4	TRANSISTOR: MIL type 2N1132	5-9
2A1A1Q5	SAME AS 2A1A1Q1	5-9
2A1A1Q6	SAME AS 2A1A1Q4	5-9
2A1A1Q7	SAME AS 2A1A1Q1	5-9
2A1A1Q8	SAME AS 2A1A1Q1	5-9
2A1A1Q9	TRANSISTOR: MIL type 2N1309	5-9
2A1A1Q10	SAME AS 2A1A1Q9	5-9
2A1A1R1	RESISTOR, FIXED COMPOSITION: MIL type RC07GF330K	5-9
2A1A1R2	SAME AS 2A1A1R1	5-9

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CONTROL C-3698/URA-38 (Cont)		
2A1A1R3	RESISTOR, FIXED COMPOSITION: MIL type RC07GF332K	5-9
2A1A1R4	RESISTOR, FIXED COMPOSITION: MIL type RC07GF392K	5-9
2A1A1R5	RESISTOR, FIXED COMPOSITION: MIL type RC32GF182K	5-9
2A1A1R6	RESISTOR, FIXED COMPOSITION: MIL type RC07GF682K	5-9
2A1A1R7	SAME AS 2A1A1R6	5-9
2A1A1R8 through 2A1A1R10	NOT USED	
2A1A1R11	SAME AS 2A1A1R6	5-9
2A1A1R12	SAME AS 2A1A1R6	5-9
2A1A1R13	SAME AS 2A1A1R5	5-9
2A1A1R14	SAME AS 2A1A1R3	5-9
2A1A1R15	SAME AS 2A1A1R1	5-9
2A1A1R16	SAME AS 2A1A1R1	5-9
2A1A1R17	RESISTOR, FIXED COMPOSITION: MIL type RC42GF561K	5-9
2A1A1R18 through 2A1A1R22	SAME AS 2A1A1R17	5-9
2A1A1R23	RESISTOR, FIXED COMPOSITION: MIL type RC07GF471K	5-9
2A1A1R24	RESISTOR, FIXED COMPOSITION: MIL type RC07GF182K	5-9
2A1A1R25	SAME AS 2A1A1R23	5-9
2A1A1R26	SAME AS 2A1A1R24	5-9

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CONTROL C-3698/URA-38 (Cont)		
2A1A1R27	SAME AS 2A1A1R24	5-9
2A1A1TP1	JACK, TEST: MFR 74970, PN 105-757	5-9
2A1A1TP2 through 2A1A1TP6	SAME AS 2A1A1TP1	5-9
2A1A2	L SERVO AMPLIFIER PCB ASSEMBLY: SAME AS 2A1A1	5-9
2A1A2C1	NOT USED	
2A1A2C2	SAME AS 2A1A1C2	5-9
2A1A2C3	SAME AS 2A1A1C2	5-9
2A1A2C4 through 2A1A2C6	SAME AS 1A2A2C2	5-9
2A1A2CR1 through 2A1A2CR5	SAME AS 2A1A1CR1	5-9
2A1A2CR6	SAME AS 1A2CR1	5-9
2A1A2CR7	SAME AS 1A2CR1	5-9
2A1A2CR8	SAME AS 2A1A1CR1	5-9
2A1A2CR9	SAME AS 2A1A1CR1	5-9
2A1A2MP1	SAME AS 2A1A1MP1	5-9
2A1A2Q1 through 2A1A2Q3	SAME AS 2A1A1Q1	5-9
2A1A2Q4	SAME AS 2A1A1Q4	5-9
2A1A2Q5	SAME AS 2A1A1Q1	5-9
2A1A2Q6	SAME AS 2A1A1Q4	5-9
2A1A2Q7	SAME AS 2A1A1Q1	5-9

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CONTROL C-3698/URA-38 (Cont)		
2A1A2Q8	SAME AS 2A1A1Q1	5-9
2A1A2Q9	SAME AS 2A1A1Q9	5-9
2A1A2Q10	SAME AS 2A1A1Q9	5-9
2A1A2R1	SAME AS 2A1A1R1	5-9
2A1A2R2	SAME AS 2A1A1R1	5-9
2A1A2R3	SAME AS 2A1A1R3	5-9
2A1A2R4	SAME AS 2A1A1R4	5-9
2A1A2R5	SAME AS 2A1A1R5	5-9
2A1A2R6	SAME AS 2A1A1R6	5-9
2A1A2R7	SAME AS 2A1A1R6	5-9
2A1A2R8 through 2A1A2R10	NOT USED	
2A1A2R11	SAME AS 2A1A1R6	5-9
2A1A2R12	SAME AS 2A1A1R6	5-9
2A1A2R13	SAME AS 2A1A1R5	5-9
2A1A2R14	SAME AS 2A1A1R3	5-9
2A1A2R15	SAME AS 2A1A1R1	5-9
2A1A2R16	SAME AS 2A1A1R1	5-9
2A1A2R17 through 2A1A2R22	SAME AS 2A1A1R17	5-9
2A1A2R23	SAME AS 2A1A1R23	5-9
2A1A2R24	SAME AS 2A1A1R24	5-9
2A1A2R25	SAME AS 2A1A1R23	5-9



TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CONTROL C-3698/URA-38 (Cont)		
2A1A2R26	SAME AS 2A1A1R24	5-9
2A1A2R27	SAME AS 2A1A1R24	5-9
2A1A2R27 through 2A1A2TP6	SAME AS 2A1A1TP1	5-9
2A1A3	POWER SUPPLY PCB ASSEMBLY: MFR 14304, PN 392-6600	5-10
2A1A3C1	CAPACITOR, FIXED ELECTROLYTIC: MIL type CS13BB337K	5-10
2A1A3C2	CAPACITOR, FIXED ELECTROLYTIC: MIL type CS13BC396K	5-10
2A1A3C3	NOT USED	
2A1A3C4	SAME AS 1A2A2C2	5-10
2A1A3C5	CAPACITOR, FIXED ELECTROLYTIC: MIL type CS13BE106K	5-10
2A1A3C6	SAME AS 1A2A2C2	5-10
2A1A3C7	SAME AS 2A1A3C2	5-10
2A1A3C8	SAME AS 1A2A2C2	5-10
2A1A3C9	CAPACITOR, FIXED ELECTROLYTIC: CS13BF685K	5-10
2A1A3C10	SAME AS 1A2A2C2	5-10
2A1A3CR1	SAME AS 1A2CR1	5-10
2A1A3CR2 through 2A1A3CR4	SAME AS 2A1A1CR1	5-10
2A1A3CR5 through 2A1A3CR8	SAME AS 1A2CR1	5-10
2A1A3CR9 through 2A1A3CR11	NOT USED	

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CONTROL C-3698/URA-38 (Cont)		
2A1A3CR12	SAME AS 1A2CR1	
2A1A3CR13	SAME AS 2A1A1CR1	
2A1A3CR14	SAME AS 2A1A1CR1	
2A1A3CR15	SAME AS 1A2CR1	5-10
2A1A3CR16	SAME AS 1A2CR1	5-10
2A1A3MP1	POWER SUPPLY PCB: MFR 14304, PN 392-6601	5-10
2A1A3Q1	TRANSISTOR: MIL type 2N2219	5-10
2A1A3Q2 through 2A1A3Q4	SAME AS 2A1A1Q1	5-10
2A1A3Q5	SAME AS 2A1A3Q1	5-10
2A1A3Q6 through 2A1A3Q9	SAME AS 2A1A1Q1	5-10
2A1A3R1	RESISTOR, FIXED COMPOSITION: MIL type RC07GF391K	5-10
2A1A3R2	RESISTOR, FIXED COMPOSITION: MIL type RC07GF821K	5-10
2A1A3R3	RESISTOR, FIXED COMPOSITION: MIL type RC42GF102K	5-10
2A1A3R4	RESISTOR, FIXED COMPOSITION: MIL type RC20GF222K	5-10
2A1A3R5	NOT USED	
2A1A3R6	RESISTOR, FIXED COMPOSITION: MIL type RC20GF152K	5-10
2A1A3R7		
2A1A3R8	RESISTOR, FIXED COMPOSITION: MIL type RC42GF821K	5-10

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CONTROL C-3698/URA-38 (Cont)		
2A1A3R9	RESISTOR, FIXED COMPOSITION: MIL type RC42GF821K	5-10
2A1A3R10	RESISTOR, FIXED COMPOSITION: MIL type RC20GF223K	5-10
2A1A3R11	NOT USED	
2A1A3R12	RESISTOR, FIXED COMPOSITION: MIL type RC07GF472K	5-10
2A1A3R13	RESISTOR, FIXED COMPOSITION: MIL type RC07GF102K	5-10
2A1A3R14	SAME AS 2A1A1R6	5-10
2A1A3R15	SAME AS 2A1A1R3	5-10
2A1A3R16	NOT USED	
2A1A3R17	RESISTOR, FIXED COMPOSITION: MIL type RC20GF332K	5-10
2A1A3R18	SAME AS 2A1A3R8	5-10
2A1A3R19	SAME AS 2A1A1R3	5-10
2A1A3R20	RESISTOR, FIXED COMPOSITION: MIL type RC07GF222K	5-10
2A1A3R21	SAME AS 2A1A3R12	5-10
2A1A3R22	RESISTOR, FIXED COMPOSITION: MIL type RC07GF470K	5-10
2A1A3R23	SAME AS 2A1A3R13	5-10
2A1A3R24	NOT USED	
2A1A3R25	NOT USED	
2A1A3R26	RESISTOR, FIXED COMPOSITION: MIL type RC42GF150K	5-10
2A1A3R27	NOT USED	
2A1A3R28	SAME AS 2A1A3R26	5-10
2A1A3R29	NOT USED	

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CONTROL C-3698/URA-38 (Cont)		
2A1A3R30	RESISTOR, FIXED COMPOSITION: MIL type RC07GF682K	5-10
2A1A3R31	SAME AS 2A1A1R5	5-10
2A1A3R32	SAME AS 2A1A1R5	5-10
2A1A3R33	SAME AS 2A1A1R3	5-10
2A1A3R34	SAME AS 2A1A3R13	5-10
2A1A3R35	SAME AS 2A1A3R12	5-10
2A1A3R36	RESISTOR, FIXED COMPOSITION: MIL type RC07GF100K	5-10
2A1A3R37	RESISTOR, FIXED FILM: MIL type RL20AD242G	5-10
2A1A3R38	SAME AS 2A1A3R17	5-10
2A1A3R39	SAME AS 2A1A1R5	5-10
2A1A3R40	SAME AS 2A1A1R5	5-10
2A1A3TP1 through 2A1A3TP4	SAME AS 2A1A1TP1	5-10
2A1A3VR1 through 2A1A3VR4	DIODE: MIL type 1N753A	5-10
2A1A3VR5	DIODE: MIL type 1N967B	5-10
2A1A3VR6	SAME AS 2A1A3VR5	5-10
2A1A4	LOGIC PCB ASSEMBLY: MFR 14304, PN 392-6700	5-10
2A1A4C1	NOT USED	
2A1A4C2	NOT USED	
2A1A4C3	SAME AS 2A1A3C2	5-10
2A1A4C4	SAME AS 2A1A3C5	5-10

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CONTROL C-3698/URA-38 (Cont)		
2A1A4C5 through 2A1A4C9	SAME AS 1A2A2C2	5-10
2A1A4CR1	NOT USED	
2A1A4CR2 through 2A1A4CR13	SAME AS 2A1A1CR1	5-10
2A1A4CR14	NOT USED	
2A1A4CR15	NOT USED	
2A1A4CR16	SAME AS 1A2CR1	5-10
2A1A4CR17	SAME AS 2A1A1CR1	5-10
2A1A4MP1	LOGIC PCB: MFR 14304, PN 392-6701	5-10
2A1A4Q1 through 2A1A4Q6	SAME AS 2A1A1Q1	5-10
2A1A4R1 through 2A1A4R4	NOT USED	
2A1A4R5	SAME AS 2A1A1R3	5-10
2A1A4R6	SAME AS 2A1A1R3	5-10
2A1A4R7	SAME AS 2A1A3R12	5-10
2A1A4R8	SAME AS 2A1A3R4	5-10
2A1A4R9	SAME AS 2A1A3R12	5-10
2A1A4R10	RESISTOR, FIXED COMPOSITION: MIL type RC07GF122K	5-10
2A1A4R11	SAME AS 2A1A3R13	5-10
2A1A4R12	SAME AS 2A1A3R12	5-10
2A1A4R13	SAME AS 2A1A1R5	5-10

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CONTROL C-3698/URA-38 (Cont)		
2A2	CASE ASSEMBLY: MFR 14304, PN 392-6200	5-11
2A2A1	FILTER BOX ASSEMBLY: MFR 14304, PN 392-6300	5-11
2A2A1C1	CAPACITOR, FEEDTHRU: MIL type CK70AW152M	5-11
2A2A1C2	SAME AS 2A2A1C1	5-11
2A2A1C3	NOT USED	
2A2A1C4 through 2A2A1C7	SAME AS 2A2A1C1	5-11
2A2A1J1	CONNECTOR, RECEPTACLE: MIL type MS3102R-20-27P	5-11
2A2A1J2	CONNECTOR, RECEPTACLE: MIL type MS3102R-20-21S	5-11
ANCILLARY ITEMS		
P1	CONNECTOR, PLUG: MIL type 10-109628-21S	
P2	CONNECTOR, PLUG: MIL type 10-109628-21P	
P3	CONNECTOR, PLUG: MIL type UG-982/U	
W1	CABLE ASSEMBLY W1: MFR 14304, PN 399-0028	

TABLE 6-2. MAINTENANCE PARTS LIST (Cont)

REF. DESIG.	NAME AND DESCRIPTION	FIG. NO.
ANTENNA COUPLER CONTROL C-3698/URA-38 (Cont)		
2A1A4R14	SAME AS 2A1A1R4	5-10
2A1A4R15	RESISTOR, FIXED COMPOSITION: MIL type RC20GF272	5-10
2A1A4R16	SAME AS 2A1A3R9	5-10
2A1A4R17	SAME AS 2A1A1R3	5-10
2A1A4R18	SAME AS 2A1A3R12	5-10
2A1A4R19	SAME AS 2A1A3R13	5-10
2A1A4R20	RESISTOR, FIXED COMPOSITION: MIL type RC07GF101K	5-10
2A1A4R21	SAME AS 2A1A3R12	5-10
2A1A4R22	SAME AS 2A1A1R24	5-11
2A1A4R23	NOT USED	
2A1A4R24	SAME AS 2A1A3R13	5-11
2A1A4R25	RESISTOR, FIXED COMPOSITION: MIL type RC07GF153K	5-11
2A1A4R26	SAME AS 2A1A1R6	5-11
2A1A4R27	SAME AS 1A2A2R11	5-11
2A1A4R28	SAME AS 2A1A1R6	5-11
2A1A4R29	NOT USED	
2A1A4R30	NOT USED	
2A1A4R31	SAME AS 2A1A1R24	5-11
2A1A4R32	NOT USED	
2A1A4R33	SAME AS 2A1A3R12	5-11
2A1A4TP1 through 2A1A4TP4	SAME AS 2A1A1TP1	

TABLE 6-3. LIST OF MANUFACTURERS

MFR CODE	NAME	ADDRESS
00656	Aerovox Corp.	New Bedford, Mass.
12143	Bendix Corp., Scintilla Division	Santa Ana, California
14304	R F Communications, Inc.	Rochester, New York
18787	Electropac, Inc.	Peterborough, N.H.
71688	Cook Electric Company	Chicago, Illinois
71970	E. F. Johnson, Co.	Waseca, Minn.
75382	Kulka Electric Corp.	Mt. Vernon, New York
83086	New Hampshire Ball Bearings Inc.	Peterborough, N.H.
91816	Circle Seal Products Co.	Pasadena, California



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