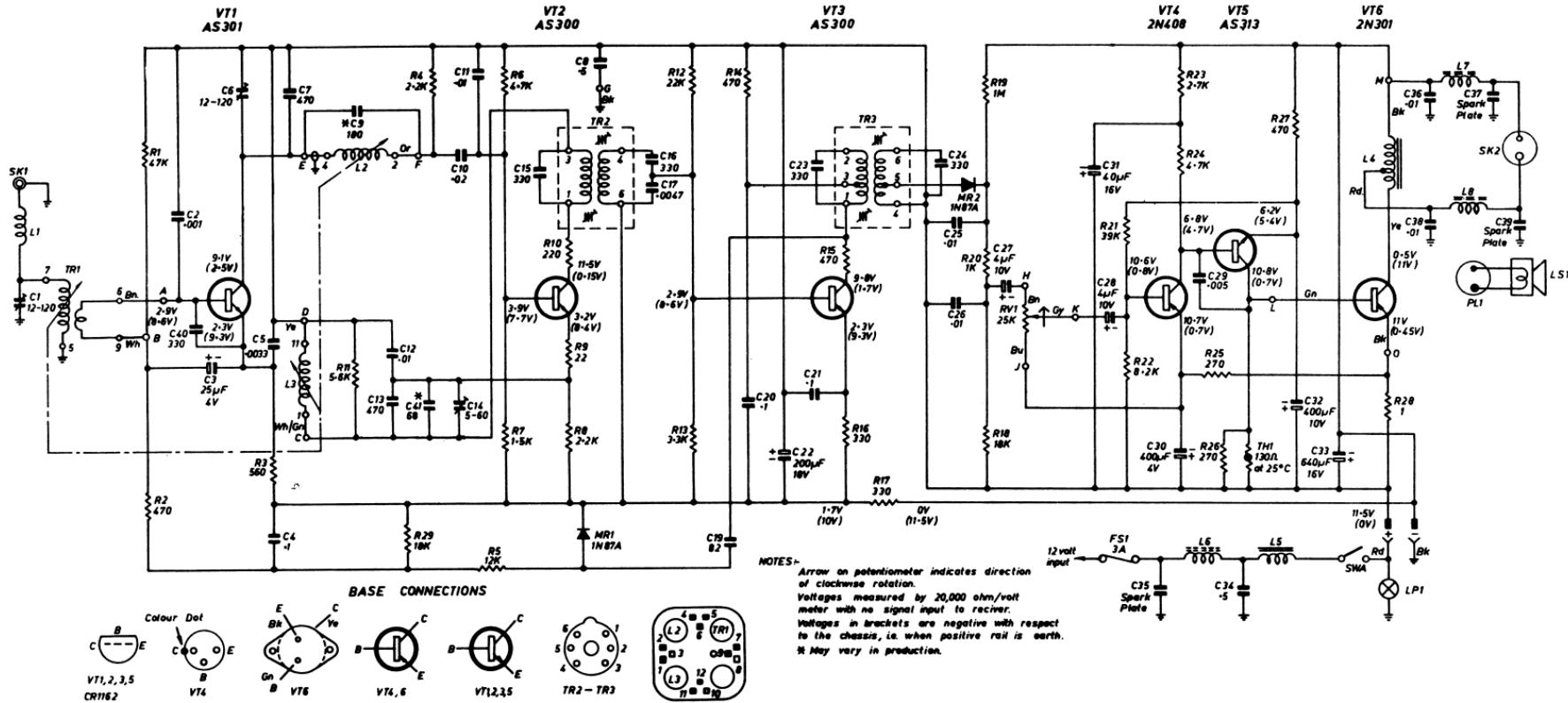


from the board.  
All voltages shown are positive with respect to the board earth (i.e. Polarity Leads in negative earthed position) and measured with no signal input and volume maximum clockwise using a 20,000 ohm/volt meter.

## **A.W.A. CRUISER CAR RADIO MF28**



**A.W.A. CRUISER ALL TRANSISTOR  
MANUALLY TUNED CAR RADIO  
Model MF28**

**GENERAL DESCRIPTION**

This model is a six transistor, 12 volt operated, manually tuned car radio designed for the reception of the Medium Wave Broadcasting Band.

The receiver covers positive or negative earth operation, polarity change-over being effected by reversing the positions of the red and black plug-in leads within the receiver.

Various kits supplement this receiver making it universal in scope. To date the following kits are available.

Kit No. 67170 for EJ and EH Holden.

Kit No. 67171 for HR Holden.

Kit No. 67172 for AP5, AP6 and VC Valiant.

Kit No. 67173 for Universal Underdash with 7" x 5" Speaker Box.

Kit No. 67174 for Universal Underdash with 6" x 4" Speaker Box.

Kit No. 67175 for VE Valiant.

For details of the variables in these kits refer to the Mechanical Parts List.

**ELECTRICAL AND MECHANICAL SPECIFICATIONS**

Frequency Range ..... 525-1,620 kHz

Intermediate Frequency ..... 455 kHz

Battery Voltage ..... 12 Volts

Battery Polarity ..... + or — Earth

Battery Consumption ..... 0.6 Amps

V.C. Impedance 15 ohms at 400 Hz

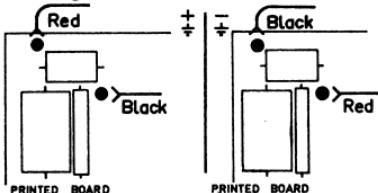
Undistorted Power Output ..... 2 Watts

**Controls:**

Tuning, Volume.

**POLARITY CHANGE**

To change polarity, remove the lid and connect the red and black plug-in leads to the printed board as indicated in fig. 1.



CR1141

Fig. 1

**Transistor and Diode Complement:**

AWV AS301 R.F. Amplifier (Silicon).

AWV AS300 Converter (Silicon).

AWV AS300 I.F. Amplifier (Silicon).

AWV 2N408 Audio Amplifier (Germanium).

AWV AS313 Driver (Silicon).

AWV 2N301 Output (Germanium).

AWV 1N87A A.G.C.

AWV 1N87A Detector.

**DRIVE CORD REPLACEMENT.**

The cord assembly is at centre travel (Fig. 2) when the tuning spindle is turned 3 turns clockwise from its full anti-clockwise position. Then, both spring and pointer are in the mid position.

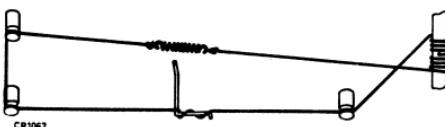


Fig. 2