

40 METRE 2 ELEMENT BEAM

LINEAR LOADED GAIN 4.9 D.B.D. F/B 18 DB MAX

CAPITANCE HATS 1/REFLECTOR HARD UP TO WINDING
..... 2/ DRIVEN ELEMENT CAP HAT 60 MM
FROM WINDING END OFF

MATCHING INDUCTO MATCH USE COAXIAL CHOKE AT
FEED POINT I.E. WIND UP END OF FEED LINE TO FOFM CHOKE
DIMINTIONS 10 TURNS BY 6.7 METRES 213 COAX & ROLL UP
AS YOU WOULD A COIL OF ROPE & TAPE TOGETHER

BOOM 6.4 M1 DIAM 60 MM
ELEMENTS 32 MM DIAM CENTRE SECTION OF ELEMENT 3MM
WALL.

WINDINGS ARE 2MM DIAM COPPER WIRE SPACING 2MM
FORM IS SCREW CUT TO MAINTAIN SEPERATION.

WINDINGS COVERED WITH MIL-SPEC HEAT SHRINK.

Boom 6.4 m 1
element
Max 12 metres
100 Kilometres
per hr.
wind loading
1-152 M2.
Antenna
Weight
30 Kgs Nett.

COM-AN-TENA 115 JOHN ST

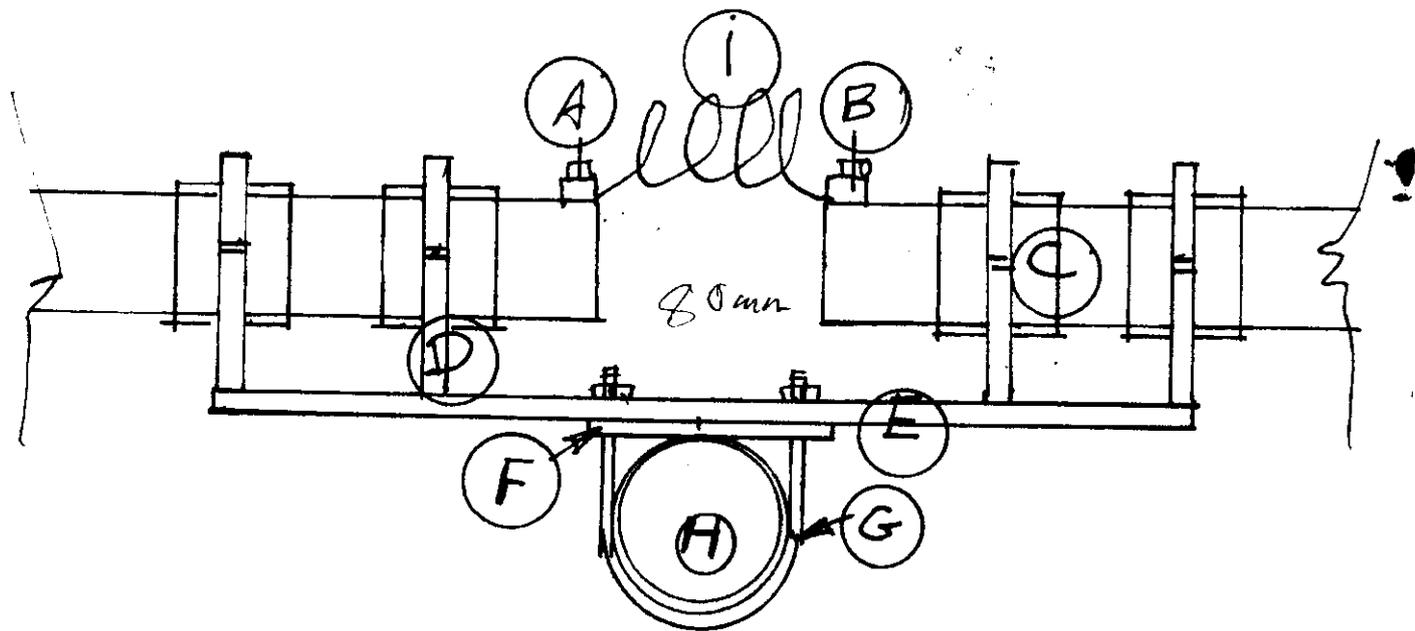
GLENROY 3046 PH 0419 542 437 0397733271

Ref - 6230 mm (6040) - 7170.

Duron - 5887 (5757)

Ref - 6200

Duron - 5807.



DETAIL 40 M DRIVEN ELEMENT

SPLIT FEED SECTION SUPPLIED . FIX AT POINTS MARKED [A] [B] .
NOTE === CHOKES TO BE AS CLOSE AS POSSIBLE TO FEED POINT .

~~SPACE BETWEEN ELEMENTS AT CENTRE OF DRIVEN ELE IS 80 MM.~~
[C] ELEMENT INSULATORS , [D] ELEMENT MOUNT CLAMPS
[E] MAIN ELE TO BOOM PLATE [F] STRENGTHENING PACKER
[G] S/STEEL U/BOLTS [I] INDUCTOR ACROSS FEED POINT .
[H] BOOM 60+2MM ALL JOINTS ARE BOLTED WITH 2 NO ¼
STAINLESS STEEL BOLTS.

NOTE EACH HALF OF EACH ELEMENT IS PACKED SEPERATELY .
BOOM JOINTS ARE NUMBERED 1/1 2/2 3/3 ECT ALIGNMENT
MARKS ON BOOM FOR CORRECT ASSEMBLY .

NOTE REFLECTOR ASSEMBLY SAME AS DRIVEN ELEMENT EXCEPT
ELEMENTS BUTT TOGETHER AT CENTRE & WITH A CENTRE INSERT.

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115 JOHN STREET
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*Note. Single element
was packed before
409 ordered 2 elements
I.P. 80mm space at
centre of elements
Not as shown on
mount plate*

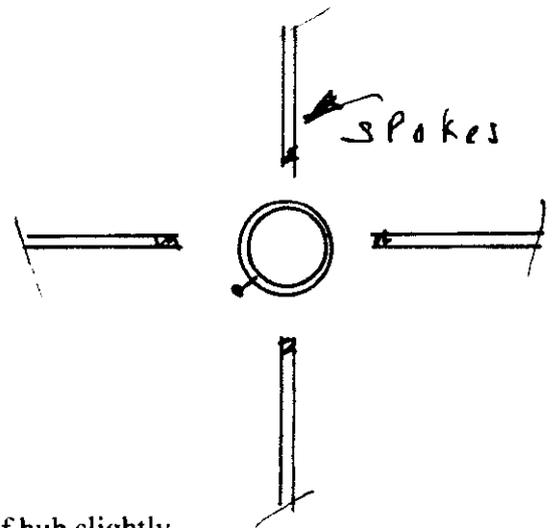
CAPITANCE HATS assembly.

Instructiopns for assembly of cap / hats
ANTENNA

LOOKING FROM END OF ELEMENT

16 SPOKES SUPPLIED .. 2element beam
4 no hubs with lock screw

40METRE



1/ Tighten spokes into hub so they project into center of hub slightly
and then using a round file , file until they are flush on inside of hub.

NOTE .BE CAREFUL NOT DAMAGE INSIDE OF HUB ..

2/ THE REASON FOR DOING THIS IS TO PREVENT

spokes falling out of hub i.e. they are not able to unwind.

