

## **WARNING! - Please Read this Information Carefully:**

The project described in these pages utilizes **POTENTIALLY FATAL HIGH VOLTAGES**. If you are in any way unfamiliar with high voltage circuits or are uncomfortable working around high voltages, **PLEASE DO NOT RISK YOUR LIFE BY BUILDING THEM**. Seek help from a competent technician before building any unfamiliar electronics circuit. While efforts are made to ensure accuracy of these circuits, no guarantee is provided, of any kind!

**USE AT YOUR OWN RISK:** THE WEBMASTER, PROJECT COORDINATOR, PROJECT CONTRIBUTORS AND WEB SPACE PROVIDER EXPRESSLY DISCLAIM ALL LIABILITY FOR INJURY OR PROPERTY DAMAGE RESULTING FROM THIS INFORMATION! ALL INFORMATION IS PROVIDED 'AS-IS' AND WITHOUT WARRANTY OF ANY KIND.

## **GENERAL NOTES:**

This project is in the **PRELIMINARY STAGES** and is not intended to be built except by **very experienced builders**. These documents have not been extensively debugged, and as such may contain serious errors. Once this project has been officially prototyped and debugged a general release of these documents will be made.

## **CORE CHASSIS DRILL PLAN:**

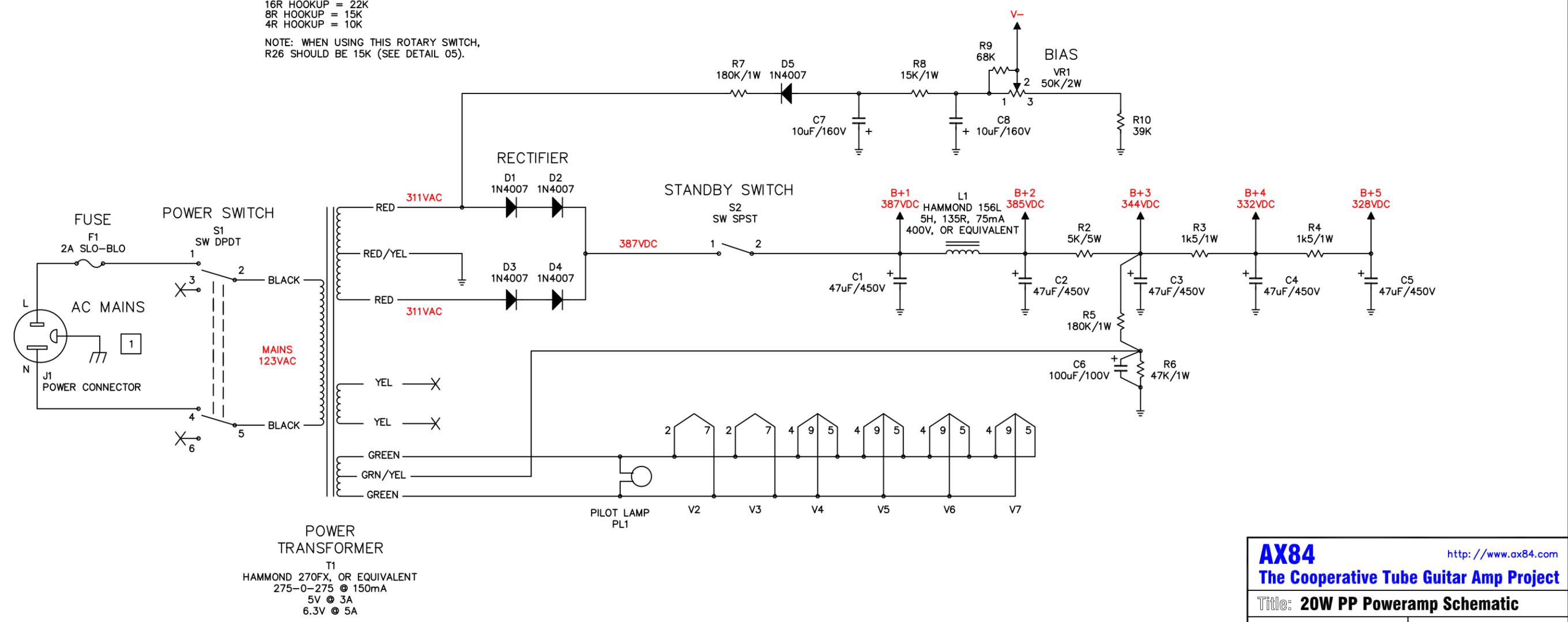
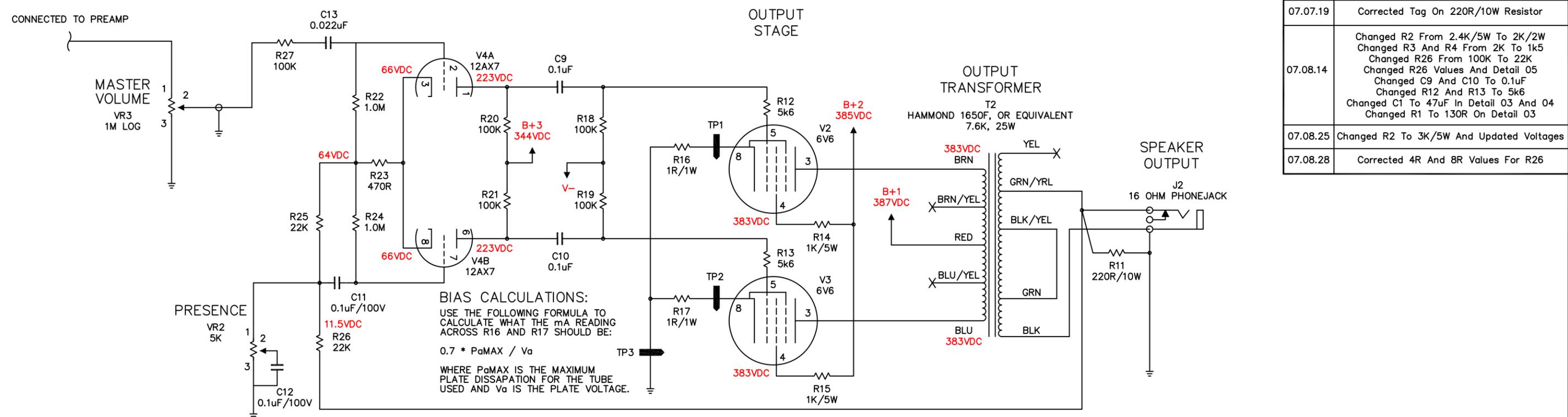
The chassis drill plan is common to all of the AX84 core series amps. Not all holes are used in all amps. You may want to drill all of them if you plan on upgrading, or modifying the amp in the future.

The chassis hole sizes and locations on these plans are correct for the components used in the construction of the prototype amp. At the current time, not all of the amps have been prototyped, so the size, number, and location are subject to change.

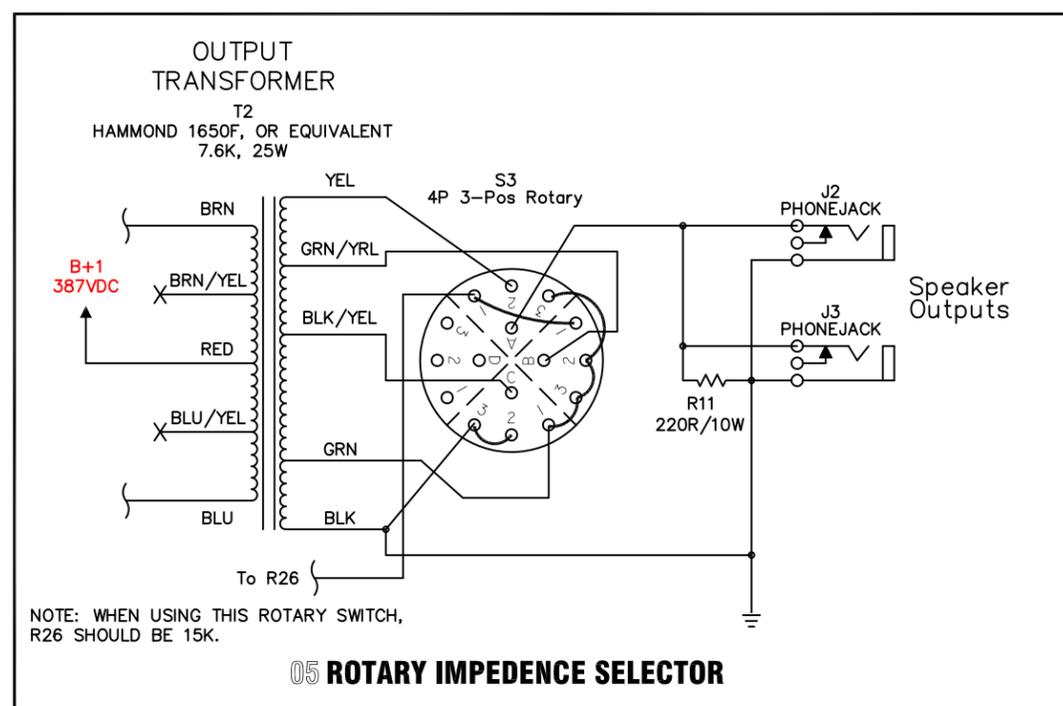
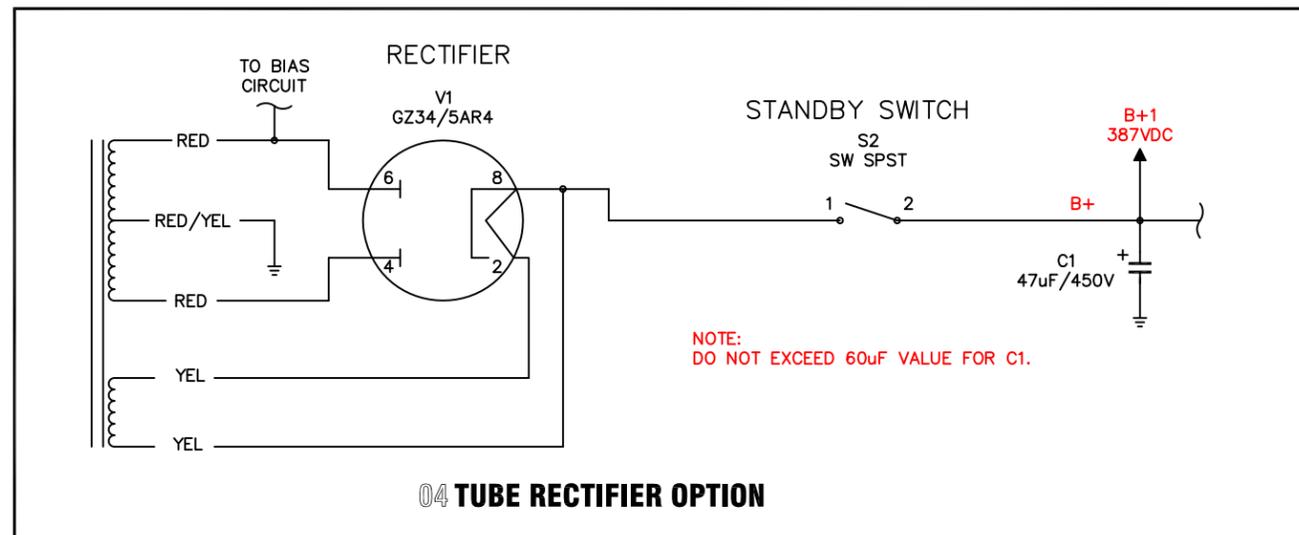
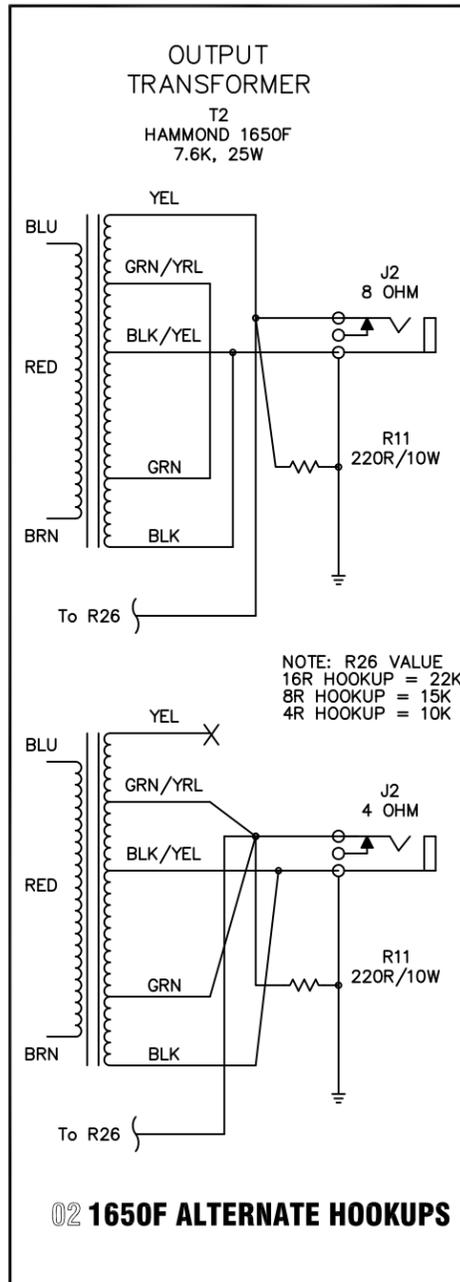
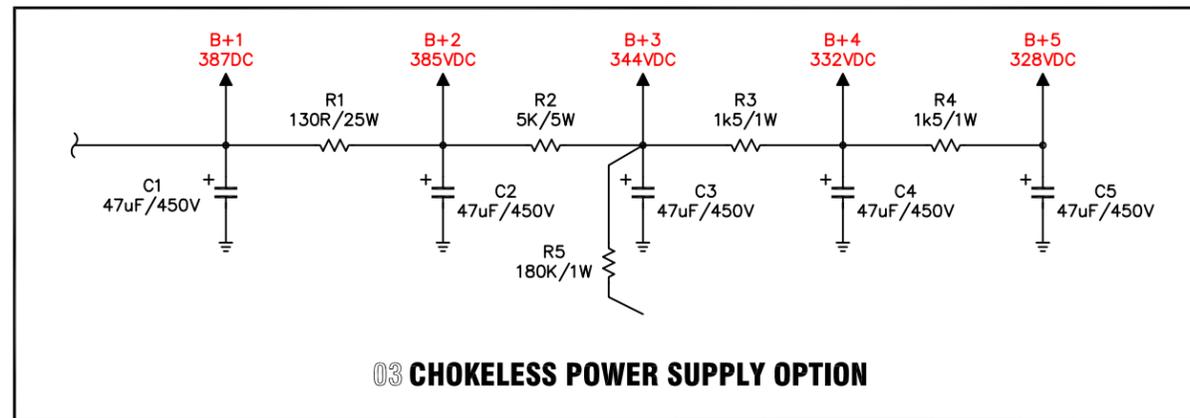
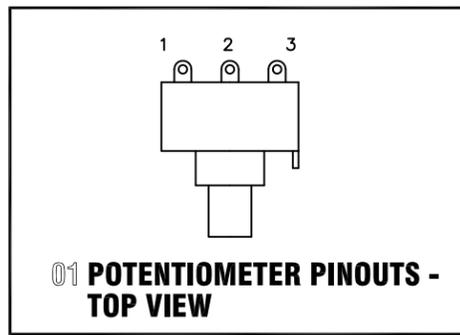
It is the builder's responsibility to insure that the hole sizes, numbers, and locations are correct for the parts used in their own build.

Do not assume that the parts you ordered individually, or bought as a kit, have the same dimensions as those used in the construction of the prototype amp.

Revision	Description
07.07.19	Corrected Tag On 220R/10W Resistor
07.08.14	Changed R2 From 2.4K/5W To 2K/2W Changed R3 And R4 From 2K To 1k5 Changed R26 From 100K To 22K Changed R26 Values And Detail 05 Changed C9 And C10 To 0.1uF Changed R12 And R13 To 5k6 Changed C1 To 47uF In Detail 03 And 04 Changed R1 To 130R On Detail 03
07.08.25	Changed R2 To 3K/5W And Updated Voltages
07.08.28	Corrected 4R And 8R Values For R26



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GENERAL NOTES:

1. ALL RESISTORS 1/2W MINIMUM UNLESS OTHERWISE NOTED.
2. ALL COUPLING CAPACITORS 400V OR GREATER.
3. VOLTAGE READINGS ARE THOSE TAKEN WITH 6V6's. THE USE OF OTHER OUTPUT TUBE SETS WILL ALTER YOUR READINGS.
4. THE  SYMBOL REPRESENTS SHIELDED CABLE.

CONSTRUCTION NOTES:

1. THIS IS A GROUND CONNECTION TO THE CHASSIS. THE MAINS SAFETY CONNECTION SHOULD BE MADE AS CLOSE AS POSSIBLE TO THE POINT WHERE AC ENTERS THE CHASSIS. THE CIRCUIT CONNECTION SHOULD BE MADE AS CLOSE AS POSSIBLE TO THE INPUT JACK. IDEALLY, THE JACK ITSELF SHOULD BE USED AS THE CONNECTION POINT BY NOT ISOLATING IT FROM THE CHASSIS.

VOLTAGE READING NOTES:

1. THE VOLTAGE READINGS ON THIS SCHEMATIC ARE THOSE MEASURED WITH A HAMMOND 270FX CONNECTED TO 123V MAINS.
2. DIFFERENT TUBES DRAW DIFFERENT AMOUNTS OF CURRENT, NO TWO ARE ALIKE UNLESS THEY ARE MATCHED. THE AMOUNT OF CURRENT DRAWN BY ALL THE TUBES IN THE AMP WILL AFFECT VOLTAGE READINGS THROUGHOUT THE AMP.