

CX7

(From Paul Kollar W8CXS): “As far as the serial numbers, the factory was very close about that, but from inspection of 150 or so radios, CX7 CX7A, CX7B, I can guess the sequence.

FLORIDA: The first CX7 was #00101, although one NJ ham reported #00100 that he has. Serial numbers progressed 00101 thru 00299 (The first 100 radios used very small gauge wires), the next radio was #01000 and the numbers ran down from there 000999 to 00766 at least, but some odd ones in the 00500 range and 01772, 01822, 01767, etc. probably to confuse everyone.

CALIFORNIA: The first one was probably #71-200 and continued in sequence to #71-220. These were built with left-over Florida parts. Then they went to 9 or 10 digit numbers like #0725720261, with only the last 3 numbers meaning anything. I assume from the #221 in sequence to #019876598 with is the highest number that I have seen. The series #420 to #450 seemed to be the worse for wiring errors, with as many as 11 counted in one radio and typically 6 minimum. All California radios had a sticker on the front panel “CX7A” covering the CX7 panel printing.

NEW JERSEY: It was reported that 6 radios, designated CX7B were built, but I never saw one. Only one seen with N.J. rear metal sticker used the California random numbers, 9 or 10 digits and label said CX7A/B on it.

CX-11

As for the CX-11 and CX11A radios, I do have all the 111 total serial numbers and dates built.

CX-11 RADIOS: Total built = 14 in New Jersey. First ones used old CX7 chassis. This radio used crystals in the front end and had 4 optional bands with plug-in crystals and standard ham bands 160 - 10 meters. WARC bands required major rewiring, except 10 MHz. Driver and final amplifiers used Motorola designed boards from their RF handbook. The original Driver amplifiers used series connected 12 Volt transistors and was unreliable. Many were later changed to 28 Volt transistors and new circuit boards / head radiators, but 4 or 5 were not. 1976-77.

CX-11A RADIOS: I am not sure when the move to Arizona was made, but #15 CX-11A was probably the last in New Jersey, April, 1977. And #16, CX-11A was built in March, 1978. The last one, #111 was September, 1981. Design changes continued in 1978 and early 1979, so these may not look like the book. I think that after April, 1979, they were ok to buy. Serial numbers 10049720 translate to #1004, made 02-79. (number 19 produced) Last one was #13741870 = #1374, made 07-81. (number 111 produced) About every 4 serial numbers were picked, but sometimes every 2 numbers were used. Multicolored panel designations were used on CX-11 and CX-11A radios until they ran out of panels about February, 1981 and the later ones all had brown lettering, 23 radios [S/Ns #12841820 thru #13741870].

The CX-11 radios had sockets for all diodes, transistors, I.C.'s. The CX-11A radios eliminated most diode sockets and some transistors were soldered in place. As production continued, more & more sockets, which were expensive, were not used. About July, 1980, 6 gold coaxial connector sets were eliminated, causing receiver birdies. That saved them over \$100. Expensive cast aluminum housings (2) were changed to sheet metal ones during the last year, saving them more money. The cast housings had fin radiators for heat.

As far as parts for the CX-11/ CX-11A: One transistor for the early drivers of the CX-11 is no longer made, but complete driver boards & parts are available to construct one of the new model from C.C.I. in Ohio. Some of the I.C.'s for both are a little hard to find, but they never go bad. Two of the transistors are expensive due to the original manufacturer being bought out, but still available. Almost every part of the CX-11A is common stuff and should continue to be for 20 more years at least.

As far as purchasing a CX-11A, figure \$2500 for a good working one, WH6X has one that is fully updated. For non-working CX-11A radios, \$1500 is a good price, but figure \$350 minimum to fix and update, add \$100 to that if a late model without the gold coax connectors. Minimum repair prices would be early ones #10129740 thru #11280830 which have the connectors already. Brown letter panels #12841820 thru #13741870, which are late models. There are plenty of beat up ones out there, A friend was going to buy #12520840, but when it arrived, it looked so bad that he packed it up and returned it to PA for a refund. I hope he gets his money back. That guy said "Mint" condition, HA! That will be showing up on the trader's net again. Avoid any CX-11. I have only updated one of them.

W8CXS