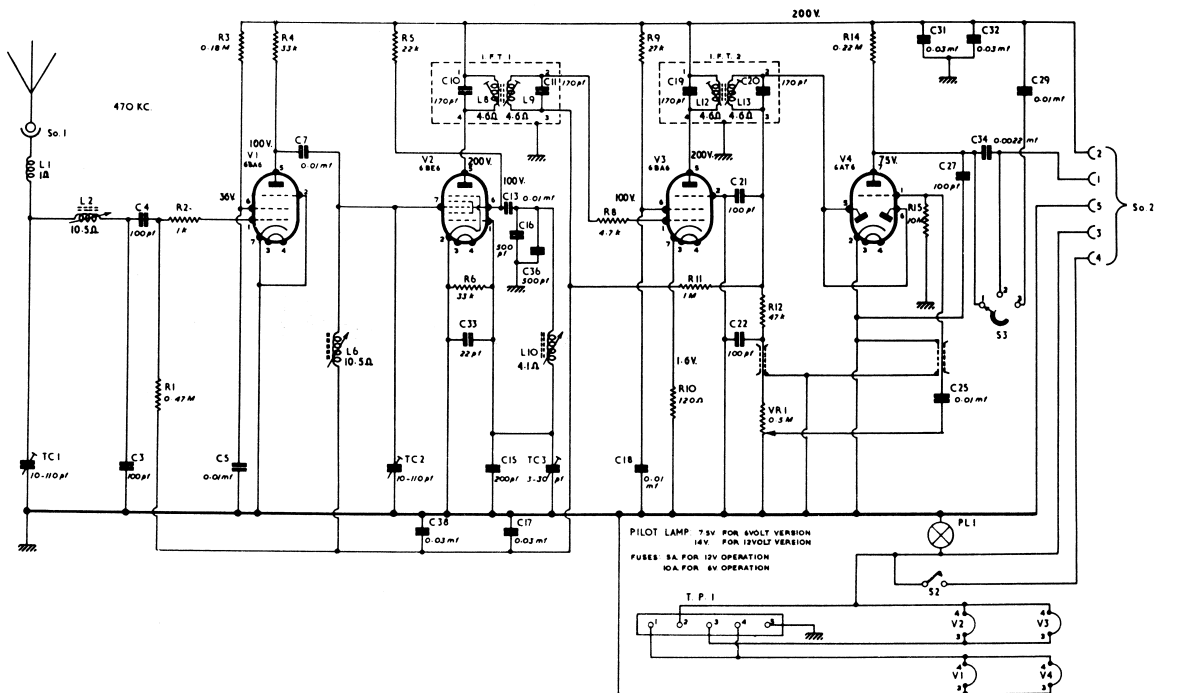
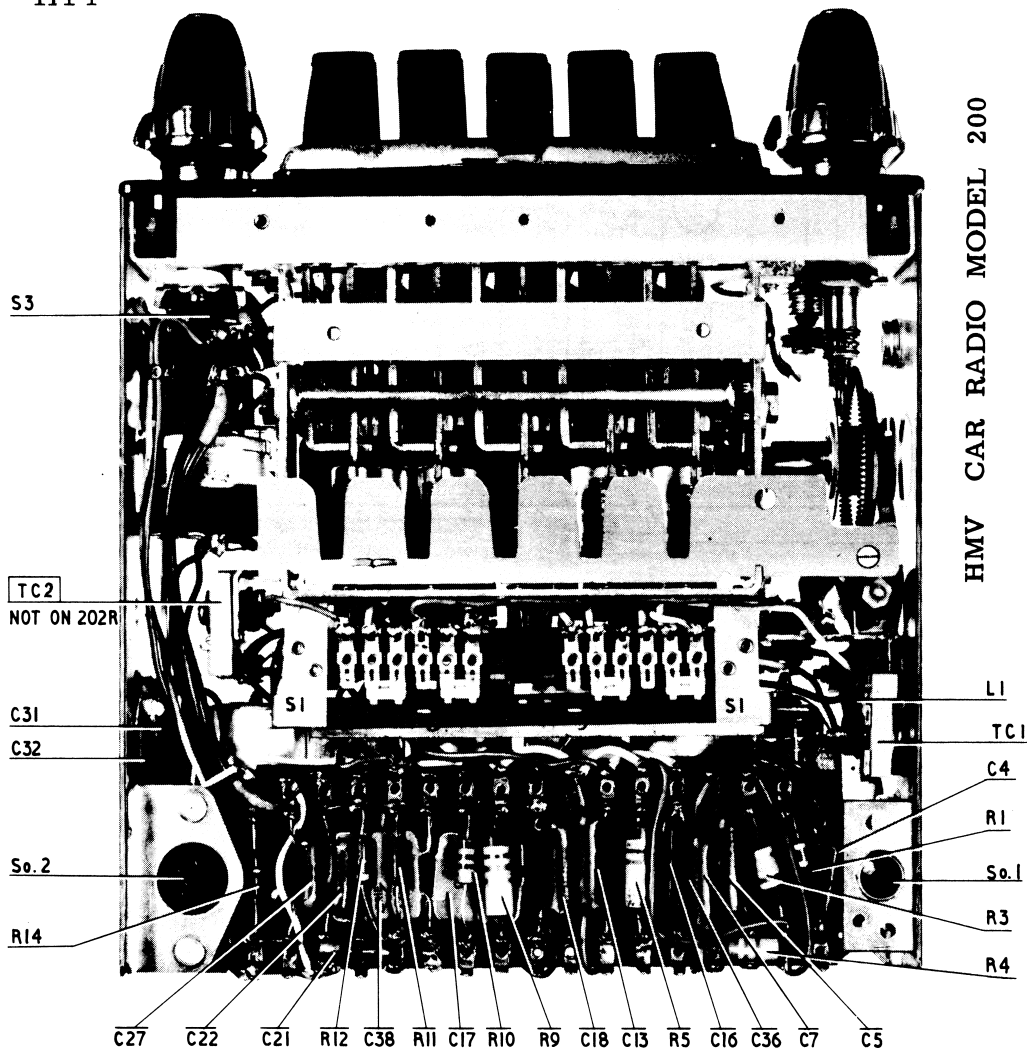


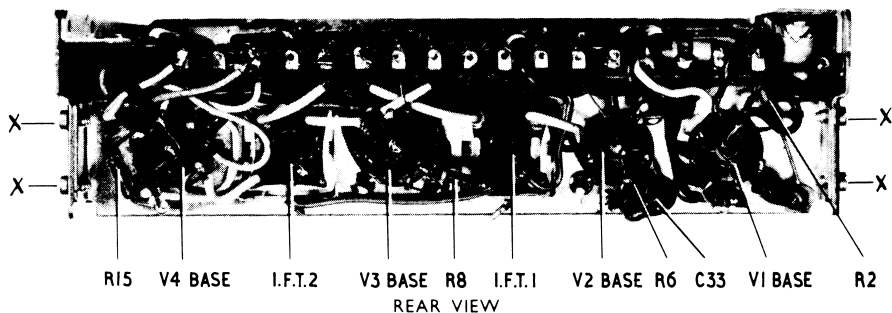
HMV CAR RADIO MODEL 202R



HMV CAR RADIO MODEL 200R



UNDERSIDE VIEW OF CONTROL UNIT

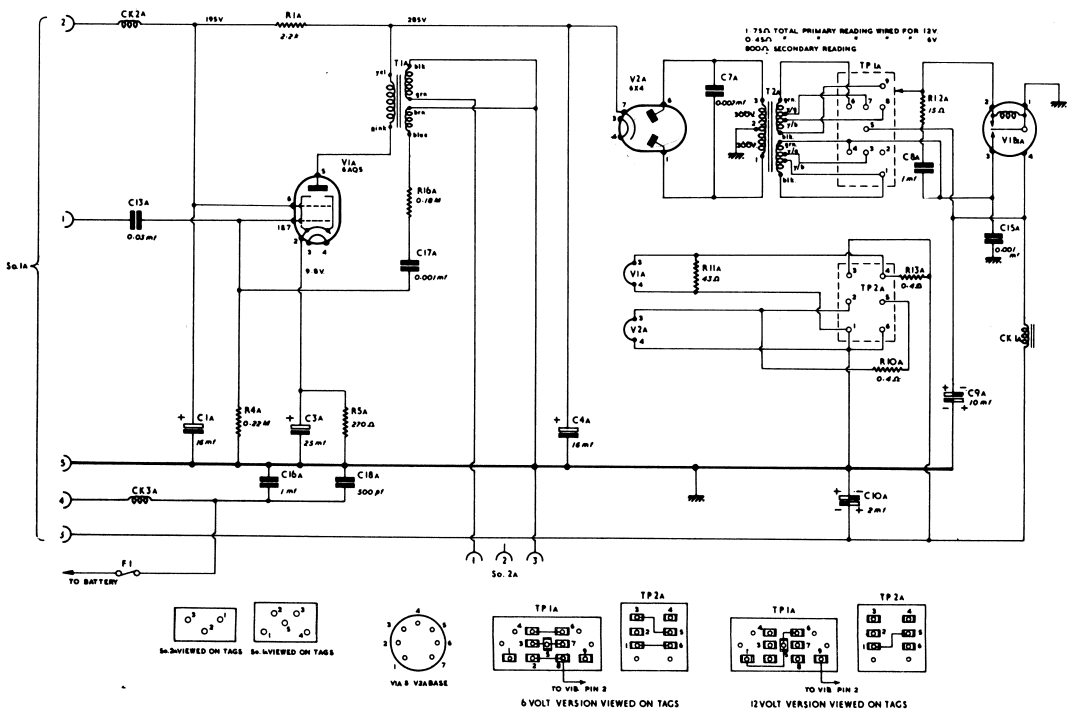


REAR VIEW

For access to trimmer cores of L8 and L12 and for the removal of valves:

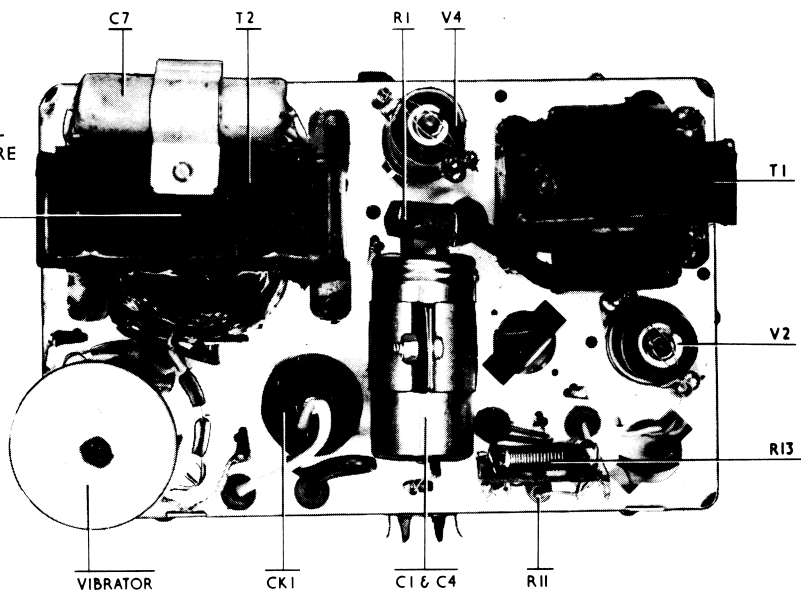
1. Loosen the four screws marked 'X' on the illustration above.
2. Tilt H.F. assembly upwards at an angle—the slotted holes provided for the lower screws enable this to be done.
3. Retain the assembly in this position by re-tightening screws.

HMV AMPLIFIER 200 SERIES MODEL RA



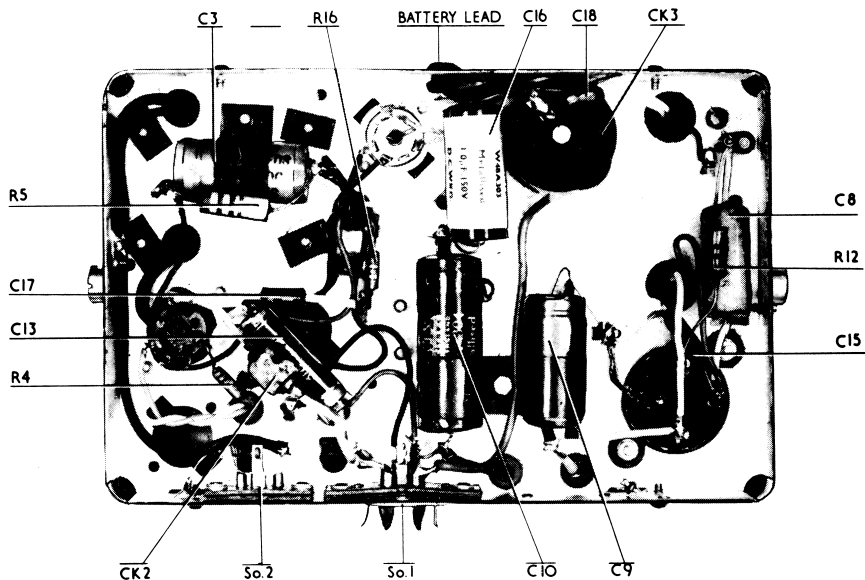
H14

TAG PANEL
FITTED HERE
ON AMP.
TYPE RC.



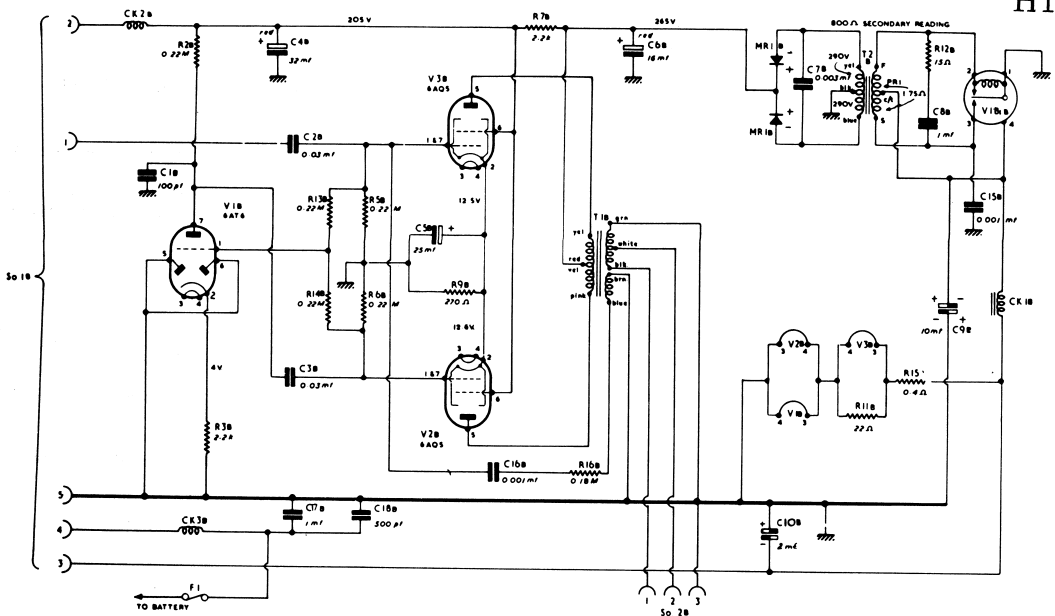
TOPSIDE VIEW

HMV CAR RADIO MODEL 200



UNDERSIDE VIEW

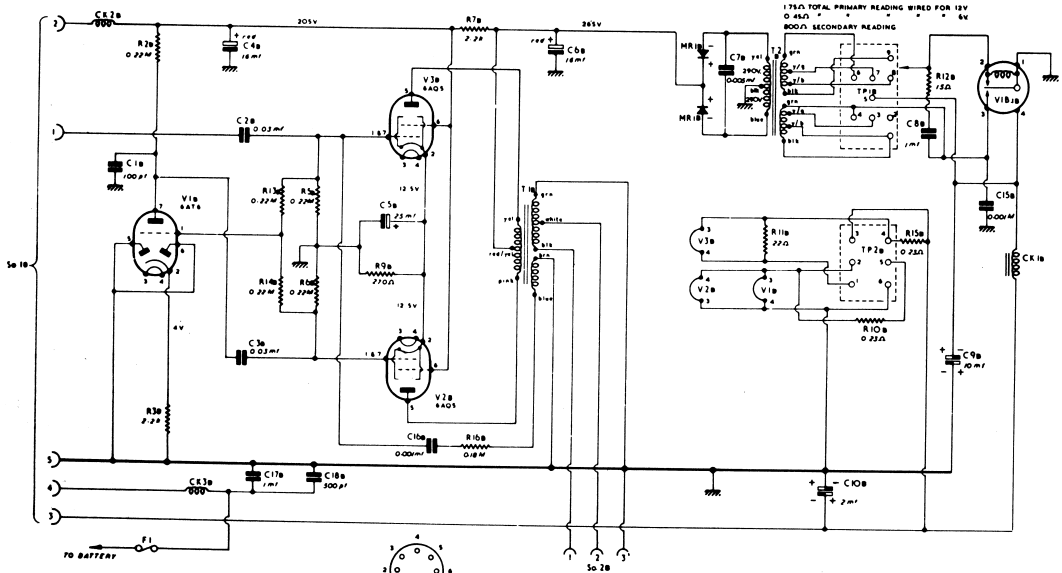
RA & RC AMPLIFIERS



AMPLIFIER MODEL RB (12VOLT)



HMV AMPLIFIER 200 SERIES MODEL RB



AMPLIFIER MODEL RD

HMV AMPLIFIER 200 SERIES MODEL RD

All H.F. Tests must be carried out in conjunction with the appropriate Amplifier.

For expeditious and accurate servicing, the test equipment and the complete set of trimming tools supplied by S. Smith & Sons (Radiomobile) Limited are recommended.

If any I.F. or R.F. Circuits have been disturbed, complete I.F. and R.F. Alignment must be carried out.

During alignment, the input to the receiver must be progressively reduced as the circuits are brought into line, so that the output does not exceed 200 mW. An AC voltmeter (rectifier type) may be used as an output meter.

I.F. ALIGNMENT

1. Set Volume Control to maximum, Tone Control fully anti-clockwise and bring tuning carriage right out, i.e. towards front panel. Switch to M.W. (press M.W. push-button).
2. Inject a modulated signal at 470 Kc/s (modulated at 400 cycles to 30%) between the grid of V2 and chassis, via a 0.1 mfd Capacitor leaving grid connection made.
3. Adjust cores of L13, L12, L9 and L8, in that order, for maximum output. When adjusting any coil its companion coil must be damped with a 47,000 ohm resistor.
4. Repeat until no further output is obtainable. For access to trimmer cores of L8 and L12, see note on page 7 (under "Rear View—H.F. Chassis").

M.W. ALIGNMENT (All models)

Controls as for operation (1) of I.F. Alignment, switch to M.W. (press M.W. button) and connect signal generator to the aerial socket and chassis via the dummy aerial.

Ensure that the tuning cores are screwed back as far as possible into their square rubber grommets before proceeding with alignment.

OPERATION No.	SET POINTER TO	GENERATOR TO		ADJUST FOR MAXIMUM OUTPUT
		Kc/s	M	
1	Tuning carriage fully out	1,620	185	TC1, TC2, TC3
2	Tuning carriage fully in	520	577	L10
3	Set L/H edge of pointer to calibration mark	1,100	272	L2, L6
4*	Tune in	550	545	Ferroxcube Rod
5	Repeat operation 3 (L2 only) and 4			

*This operation must only be carried out when L2 has been replaced. After adjustment, ensure that the ferroxcube rod is sealed.

For access to cores of L2, L3, L6 and L10, remove Back Plate and Diffuser Assembly (see illustration opposite).

M.W. SENSITIVITY

With input level 110 db below 1 volt (3 microvolts) check that the output is not less than 200 mW.

L.W. ALIGNMENT (Model 200R only)

Controls as for operation 1 of I.F. Alignment, but switch to L.W. (press L.W. push-button).

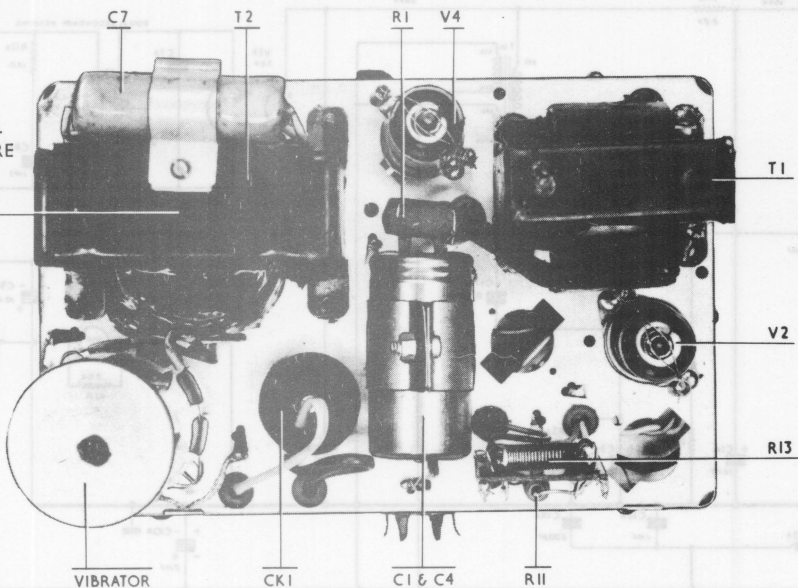
OPERATION No.	SET POINTER TO	GENERATOR TO		ADJUST FOR MAXIMUM OUTPUT
		Kc/s	M	
1	Carriage fully out	300	1,000	TC5, TC4
2	Tune in	180	1,666	L3, TC6

L.W. SENSITIVITY

With input level 102 db below 1 volt (8 microvolts) check that the output is not less than 200 mW.

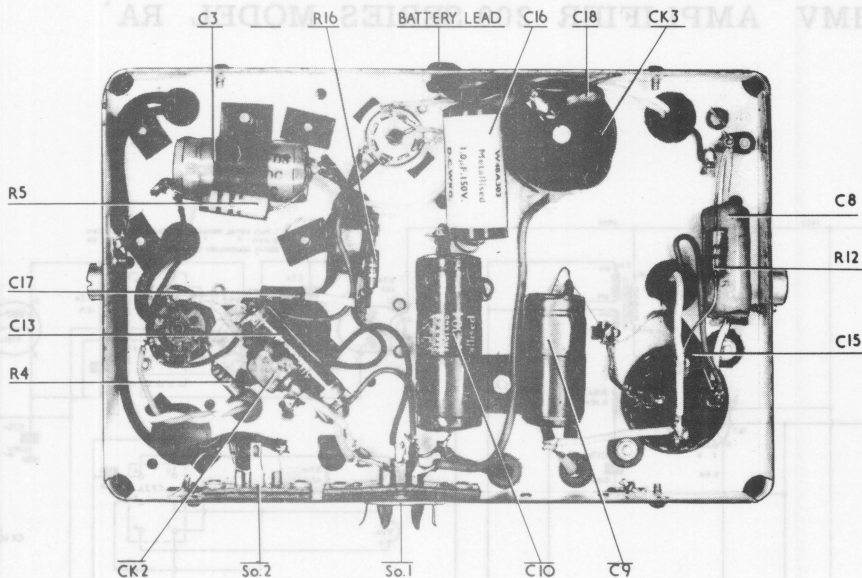
H14

TAG PANEL
FITTED HERE
ON AMP.
TYPE RC.



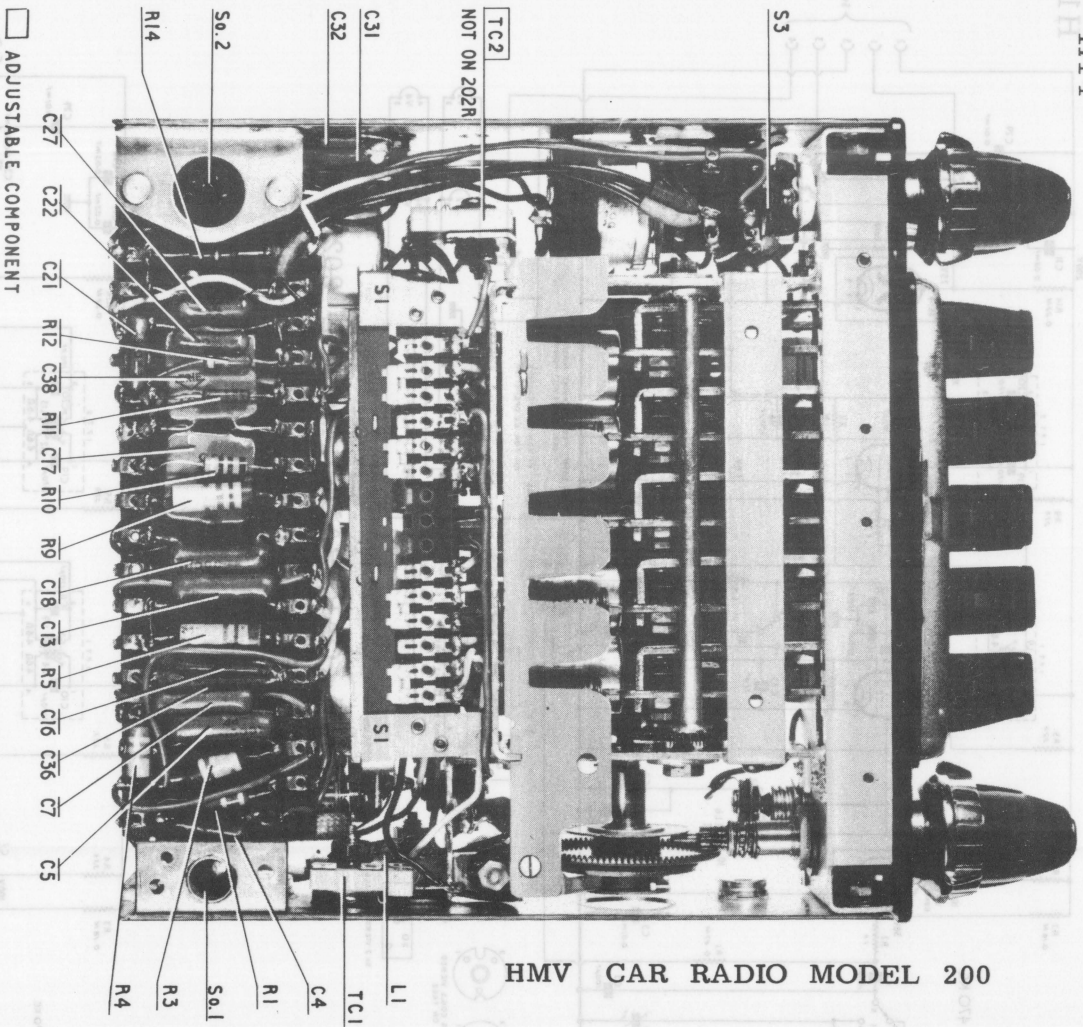
TOPSIDE VIEW

HMV CAR RADIO MODEL 200



UNDERSIDE VIEW

RA & RC AMPLIFIERS



HMV CAR RADIO MODEL 200

For access to trimmer cores of L8 and L12 and for the removal of valves:

1. Loosen the four screws marked 'X' on the illustration above.
2. Tilt H.F. assembly upwards at an angle—the slotted holes provided for the lower screws enable this to be done.
3. Retain the assembly in this position by re-tightening screws.