

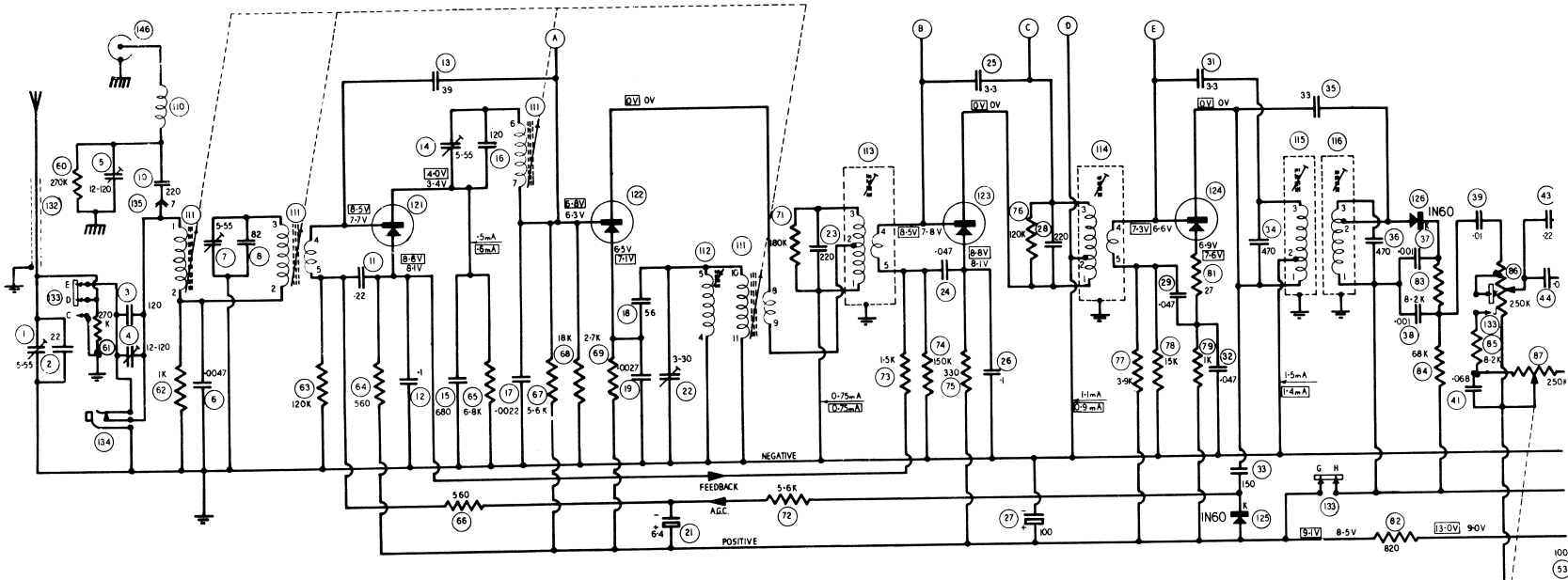
ASTOR MN-C8E.

AT17

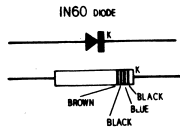
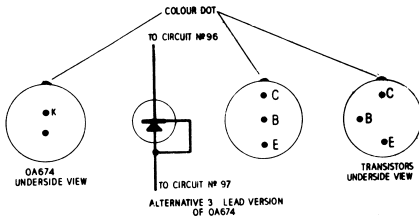
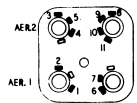
2N412

2N410-E

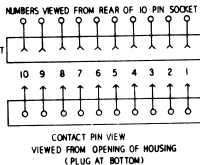
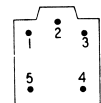
2N410-B



MANUAL PERM. TUNER UNIT REAR VIEW



OSC. SHUNT COIL & I.F. TRANSFORMER UNDERSIDE VIEW

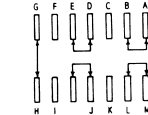


BLACK VOLTAGE READINGS REFER TO PORTABLE CONDITIONS.  
 BLACK VOLTAGE READINGS IN BOXES REFER TO CAR RADIO CONDITIONS.  
 ALL VOLTAGES MEASURED BETWEEN POINTS INDICATED AND CHASSIS WITH A D.C. VACUUM TUBE VOLTMETER, NO INPUT SIGNAL.  
 NUMBERS ASSIGNED TO TERMINALS OF COILS AND TRANSFORMERS ARE TO FACILITATE TRACING OR COMPONENT REPLACEMENT AND MAY NOT BE FOUND ON THE UNIT.  
 IMPORTANT: REFER TO SERVICE DATA MN-C8E-1 FOR INSTRUCTIONS BEFORE ADJUSTING COLLECTOR CURRENT OF AGC12.  
 WARNING: BATTERY CONNECTION OF INCORRECT POLARITY WILL DAMAGE THE RECEIVER.

MODEL MN-C8E

MANUAL TUNING.  
 9 VOLT PORTABLE OPERATION.  
 12 VOLT NEGATIVE TO CHASSIS CAR RADIO OPERATION.

CHANGE OVER SWITCH (SHOWN IN PORTABLE POS.)



NOTE:

DENOTES PORTABLE GROUND

DENOTES INSTRUMENT PANEL HOUSING GROUND

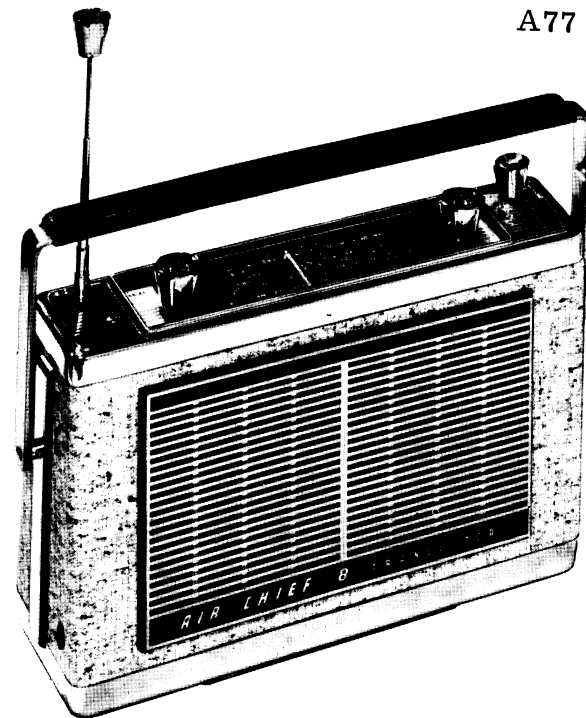
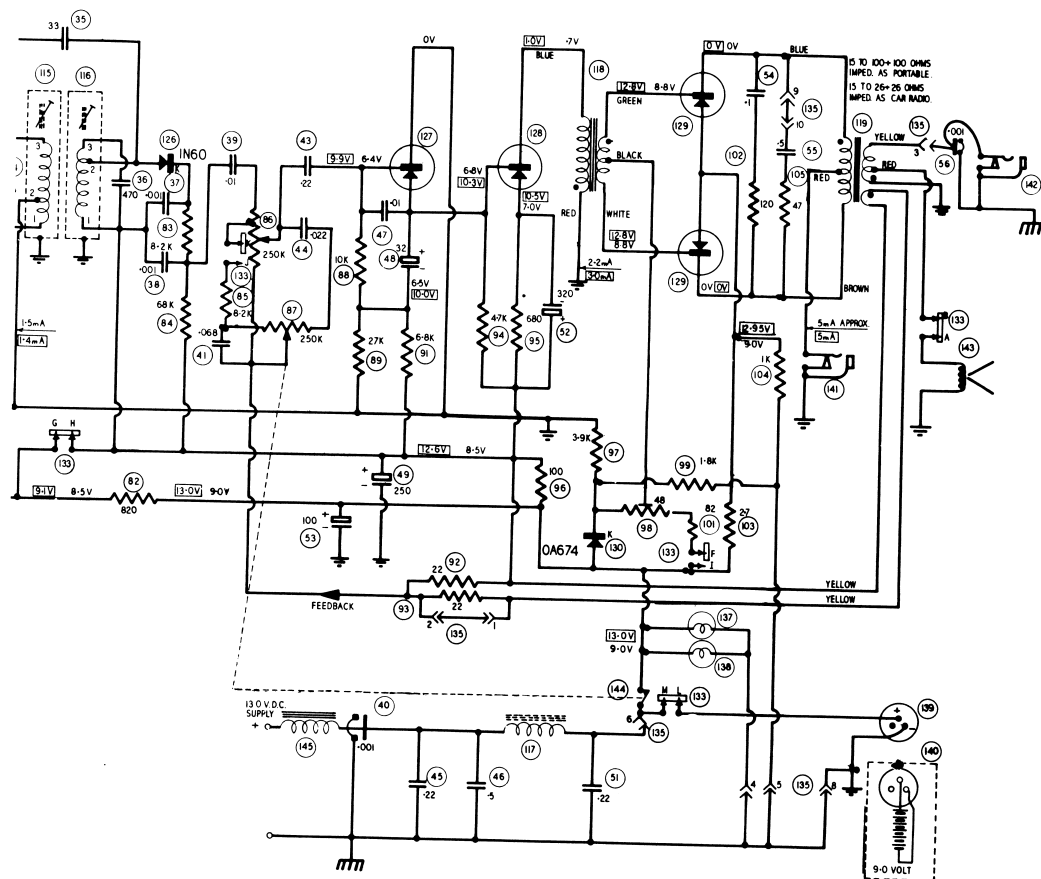
DENOTES PLUG & SOCKET CONNECTIONS.

CIRCUITRY SHOWN IN RED USED IN CAR RADIO CONDITION ONLY.

DENOTES TEST PINS

2N406 2N591 2-AC128

ASTOR MN-C8E.



TUNING RANGE:-

525 — 1615 Kilocycles

POWER OUTPUT:-

3 Watts, Portable  
2 Watts, Car Radio

OUTPUT IMPEDANCE:-

15 Ohms.

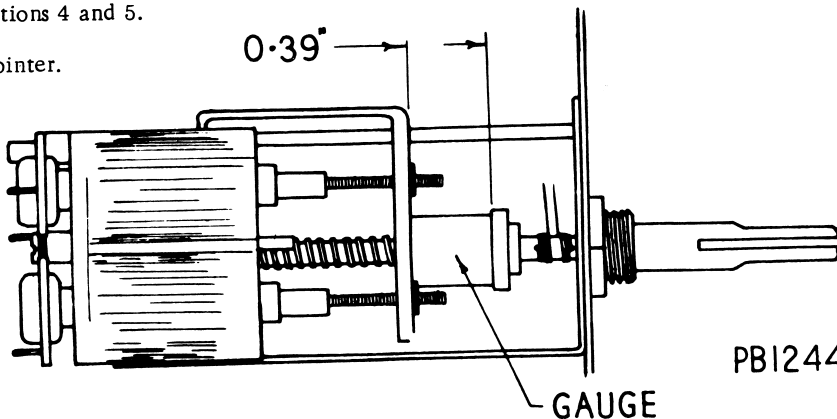
CURRENT CONSUMPTION:- No Input

14 mA. Portable  
45 mA. Car Radio (does not  
include dial lamps).

BROADCAST ALIGNMENT

When iron cores or tuning unit coil assy. have been replaced or if station logging is outside limits.

Oper. No.	Generator Connection	Generator Frequency	Instructions
1.	Connect IF. attenuator to test pins "C" and "D" (resistor to pin "C").		
2.	Turn perm. tuner against high frequency end of travel stop.		Set all iron cores so that not less than 3/8" of adjusting shafts protrude forward of front face of core carriage.
3.	Raise top rod of aerial approx. 1". Connect 8.2pF capacitor in series to rod.	1625 Kc/s	Adjust Osc. RF and both Aerial trimmer capacitors for max. output.
4.	Refer diagram. Place the 1000 Kc/s alignment gauge Part No. 4121-023-01 or alternatively a flat piece of metal 0.39" wide between the core carriage and loose collar.		Gently turn tuning spindle until gauge is located squarely between collar and carriage.
5.	As oper. 3.	1000 Kc/s	With tuner set in position detailed, adjust Osc. , RF, and both Aerial iron cores for maximum output.
6.	As oper. 3.	600 Kc/s	Rock tuning control through signal, adjust Osc. shunt coil iron core for max. output.
7.	Turn tuning control to low freq. end of travel (iron cores full in).		Tune signal generator to receiver. The low freq. tuning limit should be between 510 and 528 Kc/s.
8.	Repeat operations 4 and 5.		
9.	Align dial pointer.		



SETTING OF DIAL POINTER

Disconnect the IF attenuator.

Disconnect 8.2pF series capacitor and raise rod aerial to full extent. Accurately tune receiver to a station marked on dial near 1000 Kc/s. Slip dial pointer carriage assy. along guide rail until the centre of the pointer coincides with centre of the tuned station call sign. Check dial logging and if necessary readjust pointer carriage.

AERIAL MATCHING CONTROL ADJUSTMENT - Gutter Mount Aerial.

Connect plug on end of lead from gutter mount aerial to socket on side of receiver can. Push in-built telescopic aerial downward into receiver.

Remove chrome base from receiver and move battery out of battery box. Tune receiver to a weak station near 1000 Kc/s (approx. center of dial). Adjust trimmer (screw driver slot in battery box), for maximum output.

AERIAL MATCHING CONTROL ADJUSTMENT - Cowl Mount or Fully Retractable Aerial.

With receiver operating as a car radio, raise aerial to half extended height and tuned to a weak station near 1000 Kc/s (approx. center of dial). Adjust knob on passenger side of panel housing for maximum output.

