RF ALIGNMENT

(1) With the controls set as for IF alignment, connect signal generator output via a standard dummy aerial to the aerial lead and chassis of the receiver.

(2) Check that the pointers coincide with the setting lines at the left of the dial scale, when the gang capacitor is fully enmeshed. Correct if necessary.

(3) Set the signal generator to 600 Kc/s.

(4) Turn tuning control until the pointer is exactly over the 600 Kc/s calibration mark. Adjust the core in T2 for maximum reading on the output meter.

(5) Set signal generator to 1500 Kc/s.

(6) Turn tuning control until the pointer is exactly over the 1500 Kc/s calibration mark. Adjust VC4 and VC2 for maximum reading on the output meter.

(7) Repeat operations (3) to (6) for optimum alignment.

IMPROVING PERFORMANCE OF T1 AND T3 TUNERS ON EXTERNAL AERIAL

Modifications have been made at the factory to completed chassis after Serial No. 1400 (approx.), and the following is suggested for chassis in the field, i.e., chassis prior to Serial No. 1400. Where locality dictates the use of an external aerial, the following changes will improve rejection of spurious responses and interference from fluorescent lamps, etc.

Close wind two turns of 7/010 over tuned winding, commencing $\frac{3}{4}$" from start (earth) of tuned winding, in the same direction as the base winding. Connect start to common earth tag, finish to that side of the aerial loading coil which was previously connected to the base winding.

In extreme cases, a condenser of 200pF (or larger) from aerial terminal to earth will assist in rejection of unwanted signals.

ELECTRICAL INTERFERENCE ON T3 AUDIO AMPLIFIERS

With completed chassis in the field, i.e., chassis prior to Serial No. 1400, the following modifications will rectify this interference on audio amplifiers.

(1) Insert series resistors of 4.7K ohms between the volume controls and input coupling condensers of the main audio board, placing the body of each resistor on top of the respective input condenser, using a short pigtail connection to the input tag.

(2) Earth the common (negative) terminal at the P.U. input socket to its metal skirt.

(3) Bypass the common (negative) terminal at the L.S. output socket to its metal skirt via a ceramic condenser of approximately 0.01 mfd. (This maintains "one point" earthing at hum frequency).

With completed chassis from Serial No. 1400, changes have been made on T3 audio amplifiers. The reasons for these changes are:

(a) To reduce electrical interference. (As per 1, 2 and 3, above).

(b) To decrease noise of TR8 and TR9. (Resistance value changes).

(c) To improve recovery of the amplifier after overload. (Changes to input and bypass condensers).

(d) To improve high frequency stability. (Changes to C47, C48 and an added series network to collector).

The insertion of 0.01 polyester condensers from both mains input connections to earth, minimises mains interference pickup on radio.

The modified circuit and Parts List have been included in this Service Manual, and apply to chassis after Serial No. 1400.