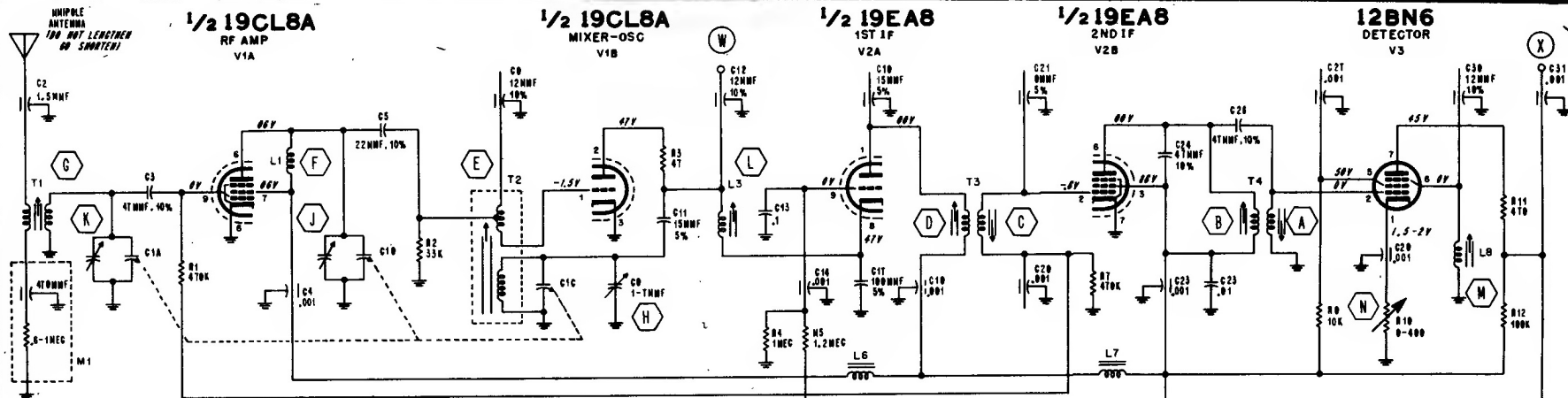




VOLTAGE DATA

All readings made between tube socket terminals and chassis ground.

Dial turned to low frequency end; volume control at minimum.

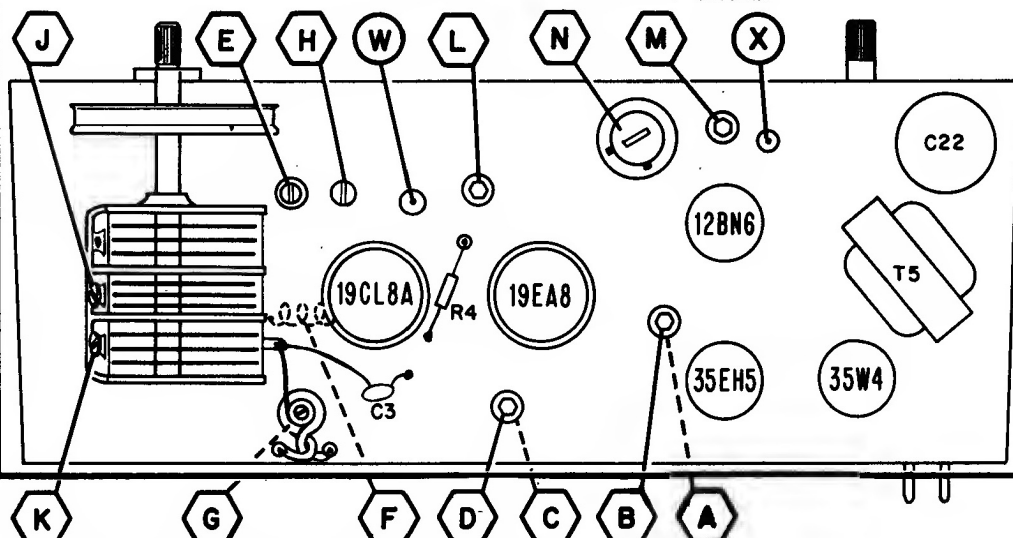
All voltages measured with vacuum-tube voltmeter, on 120 Volts AC line.

NOTES: IF 10.7 MC.
UNLESS OTHERWISE INDICATED:
RESISTORS IN OHMS, 1/2 BMT, 10%;
CAPACITORS 10 MFD, 20%.

VOLAGES TAKEN WITH RESPECT TO
CHASSIS GROUND, 115V 117V, 0M
120VOLT, 60 CYCLE AC LINE.
(VOL. CONTROL MID. RANGE FULLY CLOSED).

105-120V
60 CYCLE
AC 00 00

OFF-ON
(PART OF R13)



VOLTAGE PRECAUTION

Do Not Connect an Earth Ground To This Receiver

The chassis is connected directly to one side of the power line. To avoid possibility of damage to the power line. To avoid possibility of damage to test equipment or to receiver, do not place the chassis directly on a metal service bench, tools, or other metal objects.

ADMIRAL

CHASSIS 5V5
MODEL Y3083

(Alignment continued on the next page)

DASHED LINE INDICATES ADJUSTMENT FROM UNDERSIDE OF CHASSIS

ADMIRAL

CHASSIS 5V5, MODEL Y3083 Alignment Procedure, Continued

ALIGNMENT USING AM SIGNAL GENERATOR AND VTVM

- Allow set and test equipment to warm up for approximately 15 minutes before alignment.
 - Use an isolating transformer or insert a .01 mfd capacitor in series with the high side of signal generator. **DO NOT CONNECT AN EARTH GROUND TO THIS RECEIVER.**
 - Connect a short wire jumper from the center point of C30 to chassis. (To short L8 to chassis ground.)
 - Set signal generator for 400 or 1000 cycle modulation, 30%. Set volume control full on. Keep signal generator output low to prevent overloading.
 - Turn bias control, (R10) to full counterclockwise position (maximum bias point).
 - Connect the VTVM across output transformer secondary (voice coil leads). Use the 1.5 volt AC scale for output readings.
- NOTE: If available, a commercial output meter is more desirable for this purpose. Disconnect voice coil leads and use a 3.2 ohm load.
- Use nonmetallic alignment tools. Use hex tool (Admiral part no. 98A30-7) for transformer adjustment slugs.

STEP	SIGNAL GENERATOR CONNECTION	SIGNAL GENERATOR FREQUENCY	RECEIVER GANG SETTING	ADJUSTMENT FOR MAXIMUM
1	Test Point W (Center Point of C12)	10.7 MC	Fully open	A, B, C, and D
2	Set trimmers J and K one turn from tight. Set adjustment screw (H) 1/2 inch above chassis.			
3	Antenna. (Center point of C2 through 75 ohm resistor.)	87.5 MC	Fully closed (set indicator dial on end mark)	E, *F, and G
4	Same as step 3	108 MC	108 MC	H, J, K and L
5	Same as step 3	87.5 MC	Fully closed	Touch-up E
6	Same as step 3	108 MC	108 MC	Touch-up H, J and K
7	a. Set up equipment as in step 1 above. b. Remove short across L8 and adjust M for maximum output. c. Adjust N (R10, starting from full clockwise position) to the first point of maximum sound. Use weakest signal possible.			
7 op.	OPTIONAL METHOD FOR STEP 7 a. Disconnect signal generator from receiver. b. Remove wire jumper from across L8 (C30 to chassis ground). c. Tune in a very weak signal, or reduce signal level, until a strong hiss is heard in the sound. (If necessary coil up antenna in a ball or short antenna lead to chassis or both.) d. Adjust M (quadrature coil, L8) for maximum output. e. Adjust N (R10) for maximum output and clearest tone.			

IF ALIGNMENT CHECK USING SWEEP GENERATOR AND OSCILLOSCOPE

- | | |
|---|---|
| a. Use the same equipment setup as in step 1 but add the oscilloscope (vert. input) connected to test point "X".
b. Use a wideband sweep, unmodulated for response check, except the final adjustment given in step e.
c. Sweep generator signal injected at the same points as given in steps above. | d. Oscilloscope pattern should be a typical response curve. Adjust as in step 1 for best symmetry as well as maximum gain.
e. Final Adjustment: With generator connected as in step 4, and dial set to 108 MC; use ± 75 KC sweep and 400 cycle modulation. Remove short from across L8. Adjust M and N for maximum output, using minimum signal input. |
|---|---|

*Coil (L3) is adjusted by squeezing or spreading turns of the coil.

CHASSIS REMOVAL

To remove the chassis from the cabinet it is necessary to remove only the rear cabinet section, since the front panel and knobs are attached to the chassis.

1. Turn set bottom side up and using a screw driver,

force chassis forward by pushing on the front panel section visible through the elongated chassis mounting holes. A small elevation is provided on the section of the panel inside this slot for this purpose. After the AC interlock connection has been broken, the chassis with the front panel attached will slide forward easily and out of the rear section.