

4 5 VOLTS AT GRID OF GAQ5 AT 400 TO FOR ONE WATT OUTPUT

FORD FDH-18805-B2 MOTOROLA

MODE

" LEAD O AF UNIT 9 AMP SPR FUSE SOME RECEIVERS HAVE A CERAMIC TUBLICAR 22 MMF **6AQ5** NTC750PPM CAPACITOR WIRED ACROSS CAPACITOR C-9 AF OUTPUT (Part No. 21R120566) 6X4 210V GI 230V VIBRATOR 280V AC 2200 02 MF 56 R21 56 R20 DIAL LITE LEAD CONNECTS TO WIRE (BLUE-RED TRACER) CALIBRATION WARK RECPT SPKR 280V AC FROM MAIN WIRING L6 WARNESS ON CAR 5 MF C22 TO SET THE PUSHBUTTONS ALL RESISTORS INDICATED IN OHMS K-ONE THOUSAND (1000) OHMS CAPACITORS INDICATED IN MMF UNLESS local stations will be picked up. OTHERWISE SPECIFIED
VOLTAGE READINGS SHOWN WERE MEASURED ANT TRIM FROM POINT INDICATED TO CHASSIS WITH A VIVM utes. ZERO SIGNAL INPUT 2. Unlock pushbuttons by pulling them out. INPUT VOLTAGE WAS 72V DC. MEASURED AT FUSE RECEPTACLE 3. Accurately tune in a desired station. TORE CONTROL

1000KC TO 265KC

(BOTTOM VIEW)

265 KC

.05 MF 011

0

(BOTTOM VIEW)

265 KC T2

6BA6

TE AMP

SENS

1 MEG

COLOR 001

VOLUME

RIO

RF UNIT

12K

6AV6

DET-AVC-AF AMP

2 2 MEG

44V

4 7 MEG

.D2 ME

IMEG

.003 MF

C16

C17

220 K

R18

SPKR

COLOR DOT

6BE6

330K R3

CONV

ON-OFF SWITCH

1000 KC

TRAPA

66V

DIAL LIGHT

PUSH BUTTOBS

6BA6

\$470K \$ R1

.05 MF

RF AMP 155V

Pushbuttons may be set up in any order; while setting pushbuttons keep antenna in lowest position so that only

- 1. Turn receiver on and allow it to operate for fifteen min-
- 4. Lock one of the pushbuttons to this station by pushing it
- 5. Repeat steps 3 & 4 until all five pushbuttons are set.

MOTOROLA Alignment for Ford Models 5MF and 5MF8

ALIGNMENT

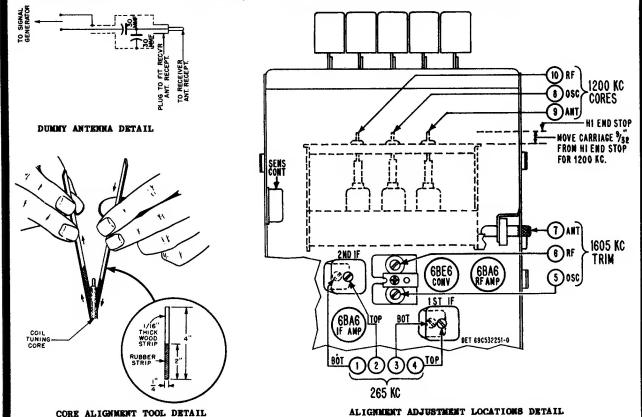
Connect output meter across speaker voice coil. Set tone control to high & volume to maximum. Attenuate generator to maintain 1.79 volts (I watt) on output meter to prevent overloading receiver. *Field alignment of tuner is not recommended unless it has been tampered with or has had components replaced.

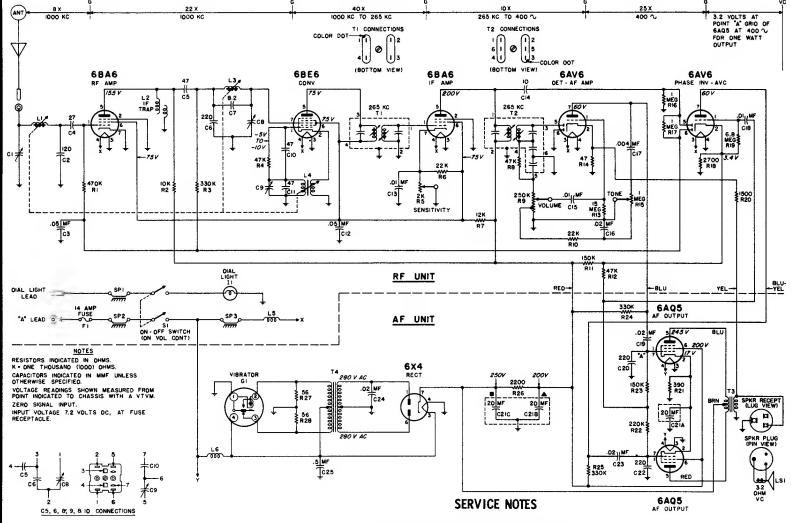
STEP	DUMMY ANTENNA	GENERATOR CONNECTION	GENERATOR FREQUENCY	TUNER SET TO	ADJUST. (in order shown)	REMARKS
IF AL	IGNMENT					
I.	. I mf	Pin 7 -6BE6	265 Kc	Hi end stop	I, 2, 3 & 4	Peak for maximum.
*RF AI	IGNMENT -	Note: For step 2 ba	k tuner cores I-3/	8" out of coils to e	liminate their effec	on trimmer adjustments.
2.	See Fig.	Ant.recept	1605 Kc	Hi end stop	5,6&7	Peak for maximum.
3.	See Fig.	Ant recept	1200 Kc	9/32" from hi end stop	8, 9 & IO	Peak for maximum using core alignment tools shown in Figure.
4.	See Fig.	Ant recept	1605 Kc	Hi end stop	5,6&7	Peak for maximum.
5.	Repeat steps	3 & 4 until no furthe	r increase; then ce I	ment cores in plac	i e. I	
SENSI	 TIVITY CONT	ROL				5
6.	See Fig.	Ant recept	600 Kc & 5 microvoIts output	Tune for max	Sensitivity control	Adj for 1. 79 volt output (1 watt)
ANTE	NNA TRIMME	R ADJ	-			
7.	-	-		Weak station around 1400 Kc	7	With receiver in car peak ant trim for max volume. Ant should be fully ex- tended.
TO CA	TIBRATE DO	INTER		5		Ō.

TO CALIBRATE POINTER

A. Remove dial scale and tune receiver to I400 Kc signal.

B. To rotate pointer pull pointer off shaft, set to coincide with calibration mark on front housing (see cover photo) and push back onto shaft. CAUTION: Do not twist pointer while on shaft; this may result in a broken pointer or dial cord.





TYPE - Automotive type superheterodyne receiver specifically designed for installation in the 1955 Ford.

TUNING RANGE - 540 to 1600 Kc

IF - 265 Kc

OPERATES FROM - 6 volt storage battery

- The dial light is connected to the instrument panel lighting circuit and will not light unless the instrument lights are on.
- 2. To replace vibrator, audio output tubes, or rectifier, while set is in car, remove screw from tube shield and remove shield.
- 3. To replace tubes in the RF section, while set is in car, remove shield as described above, then remove bottom cover.