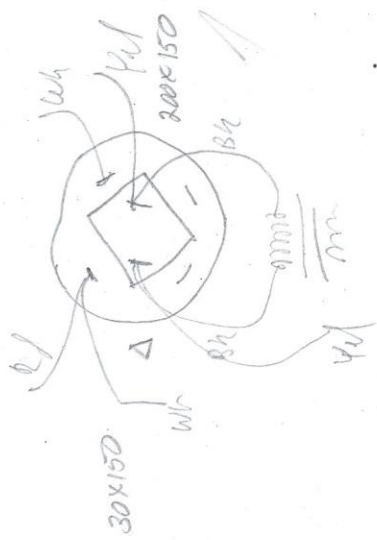


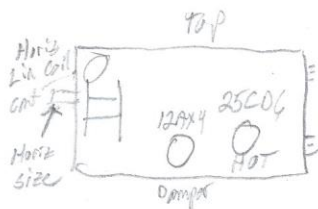
X-frame

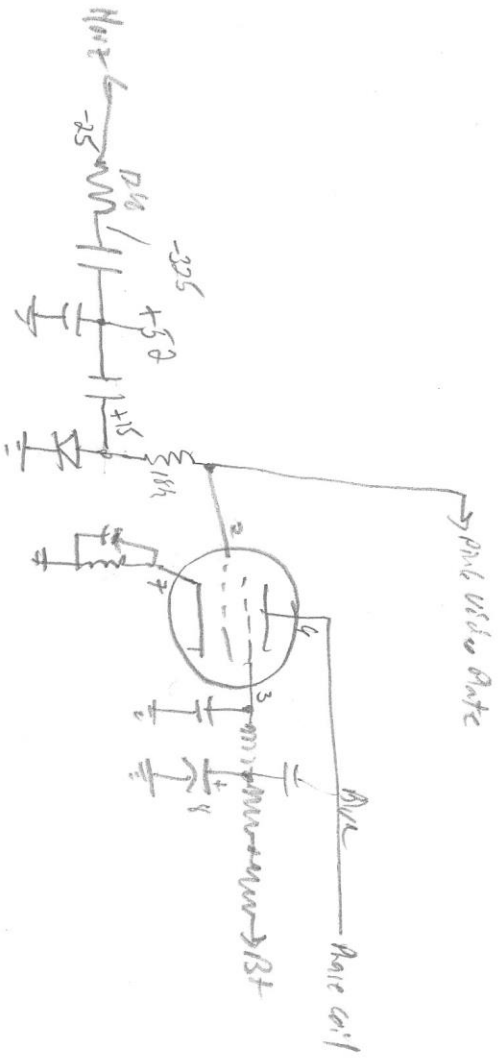


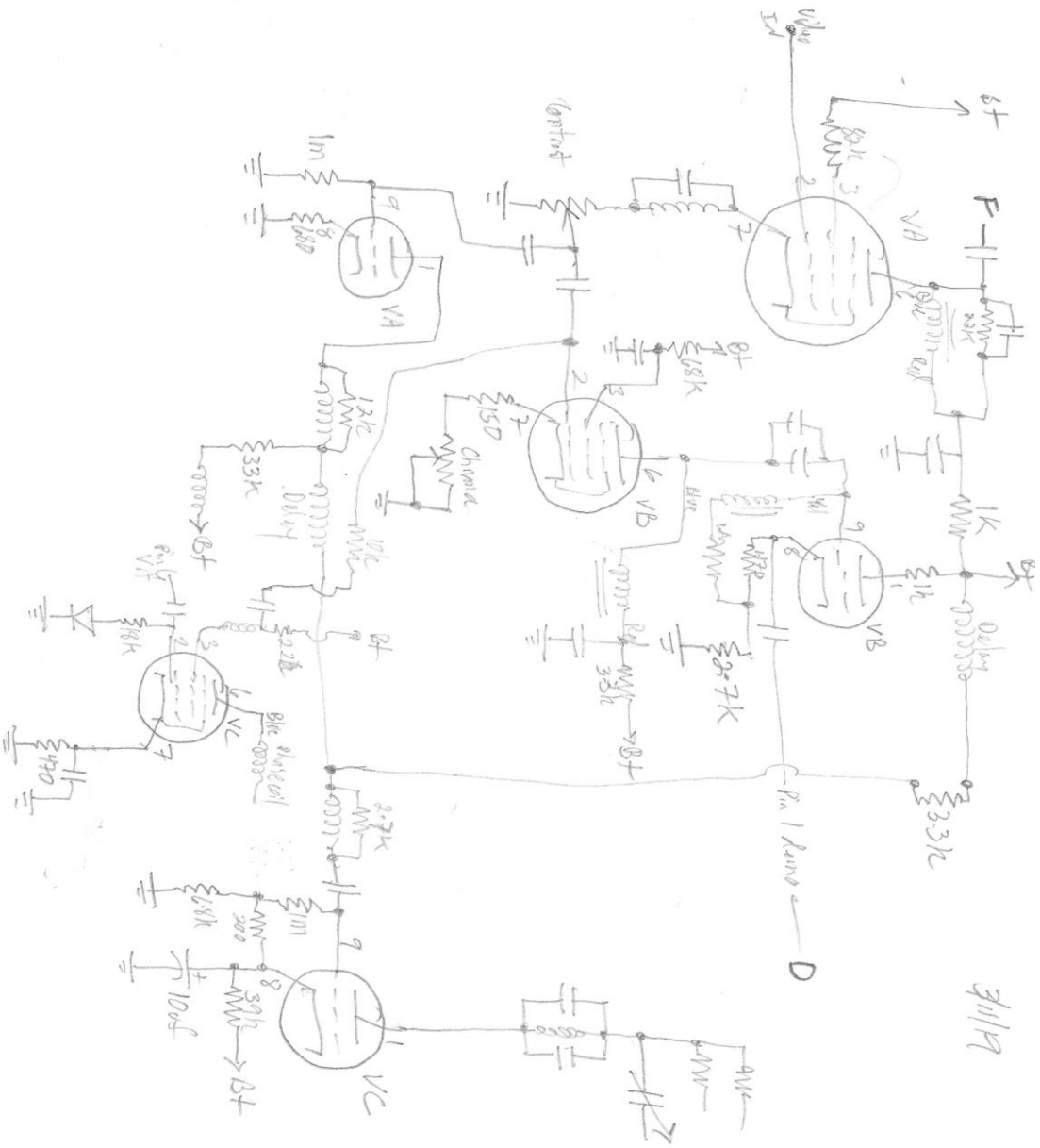
H.V. Sds Chassis

7-K-6

Flyback stamped Aug 27, 1953







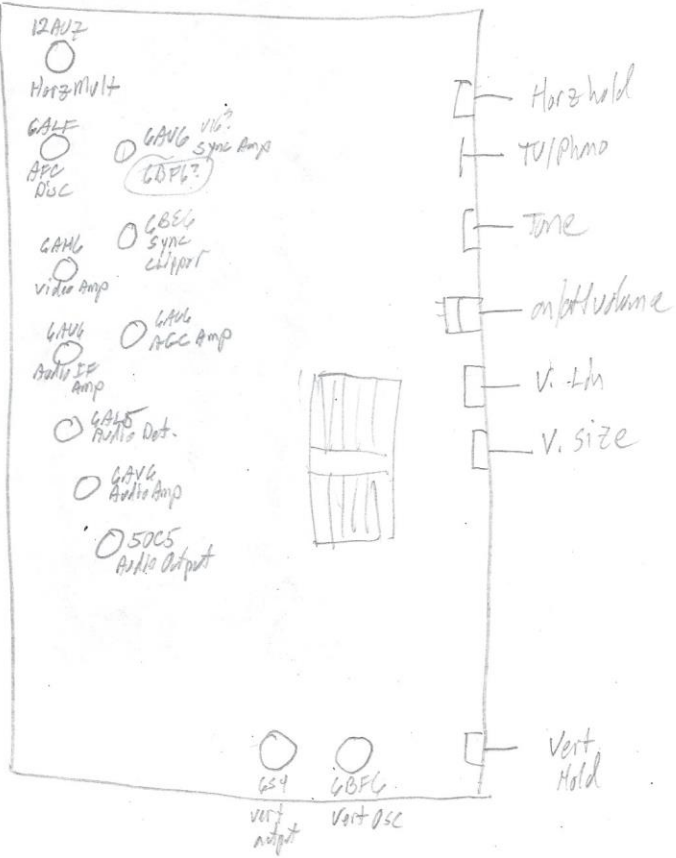
3/1/7

Notes

Delay line - El-Rad Mfg Co. X54 62

chassis markings

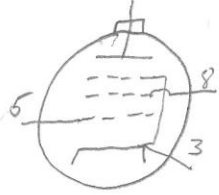
24T7  
5-1-17  
124347



Bottom view

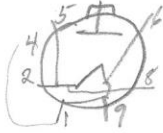
63

6CD6

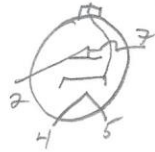


2+7 Heater

1Y2



6V3



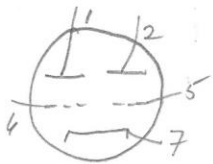
3A3



12AV7



6J56



6AHG  
(3)



6JG

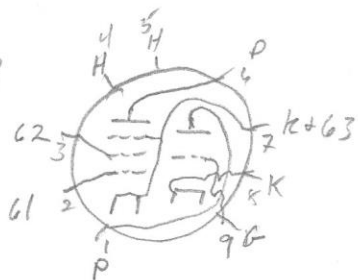


6BJ7  
(1)

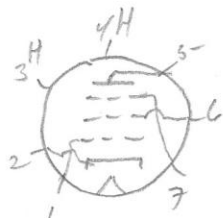


609

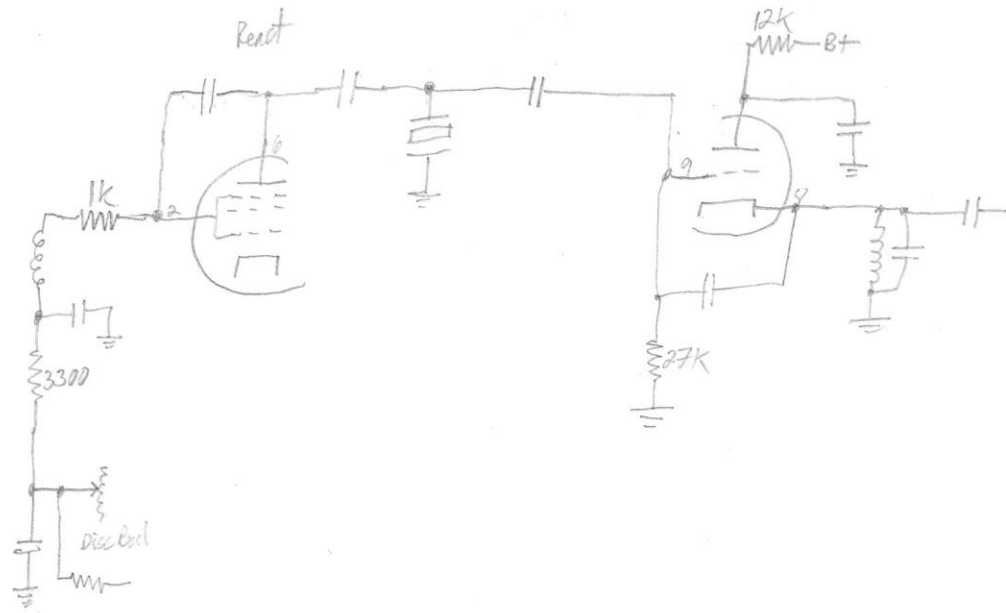
(5)



6ASG



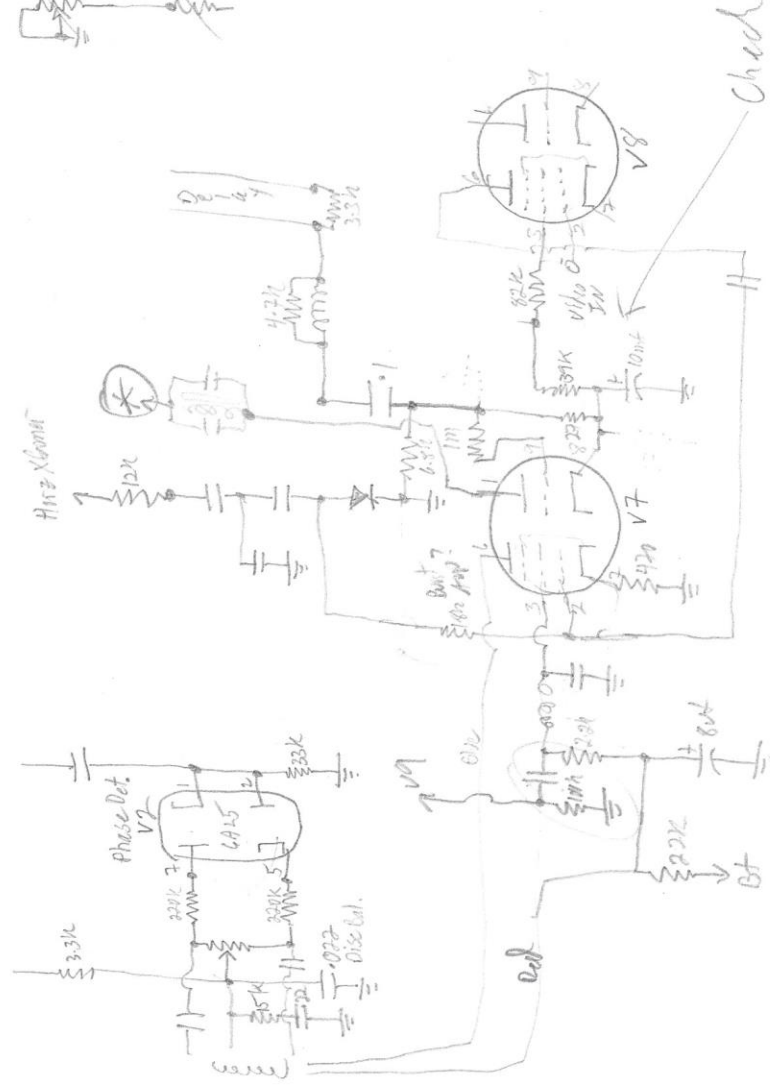
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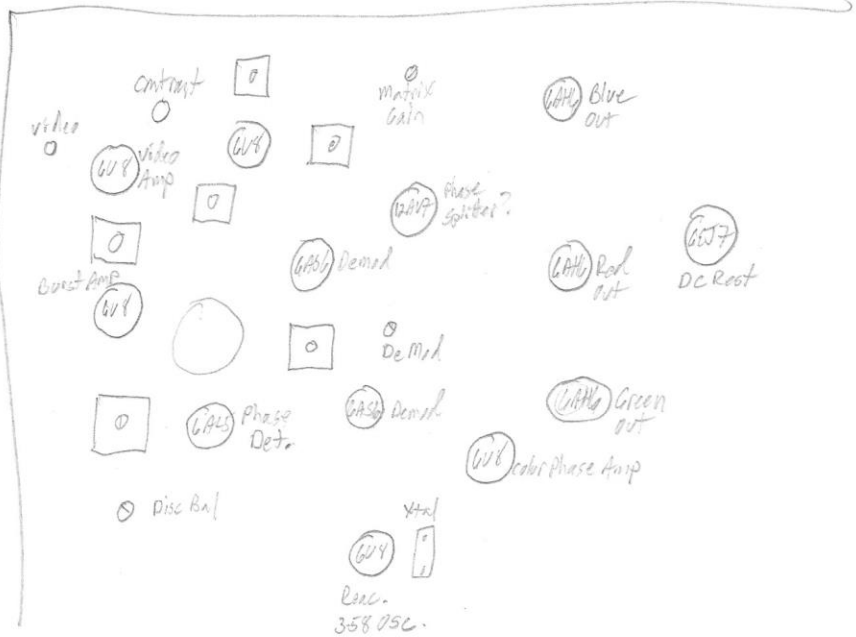




Chroma switch  
Supplies Bt to Color sect

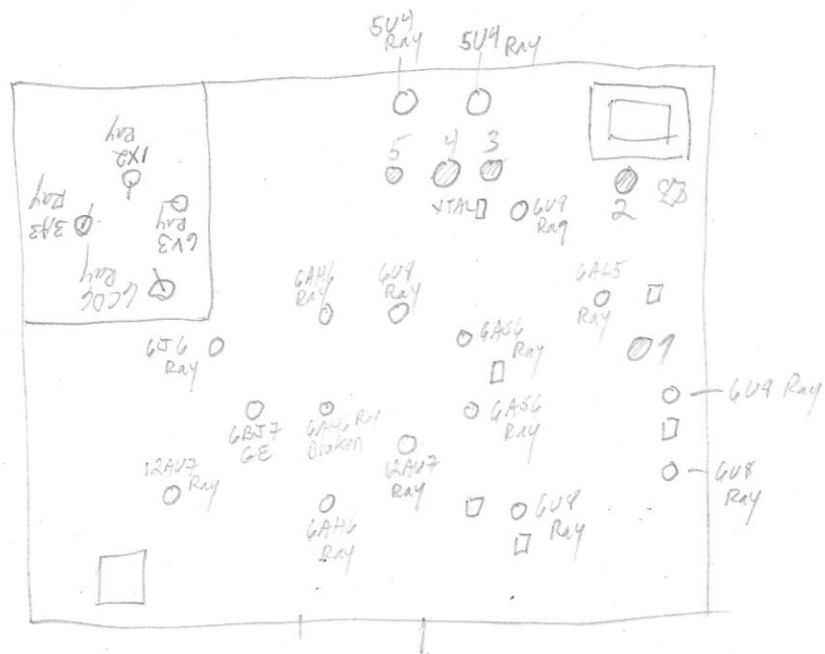


Ched





# Color / sweep chassis



## Cans

- 1
  - 10x450  $\Delta$  ✓
  - 20x300  $\square$  ✓
  - 500x10  $\Delta$  ✓
  - 500x10 ✓

---

- 2
  - 1000x10 ? ✓ sleeve
  - 1000x10 ✓

---

- 3
  - 60x450  $\Delta$  ✓
  - 30x450  $\square$  ✓
  - 10x450  $\Delta$  ✓
  - 2x450 ✓

---

- 4
  - 80x475  $\Delta$  ✓
  - 20x475  $\Delta$  ✓

---

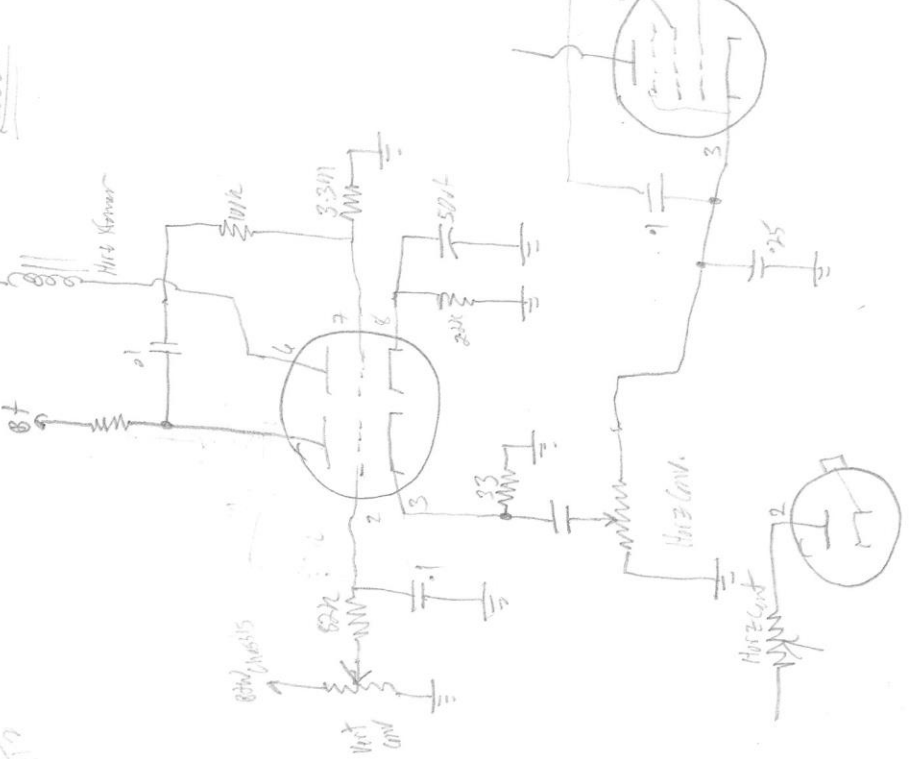
- 5
  - 10x450 ✓
  - 10x450 ✓
  - 10x450 ✓

## Electrolytics under chassis

- 8x450 1111 uF 10 ✓
- 10x160 ✓
- 100x25 ✓
- 10x50 ✓
- 2x10 11 ✓

6.2  
4/10

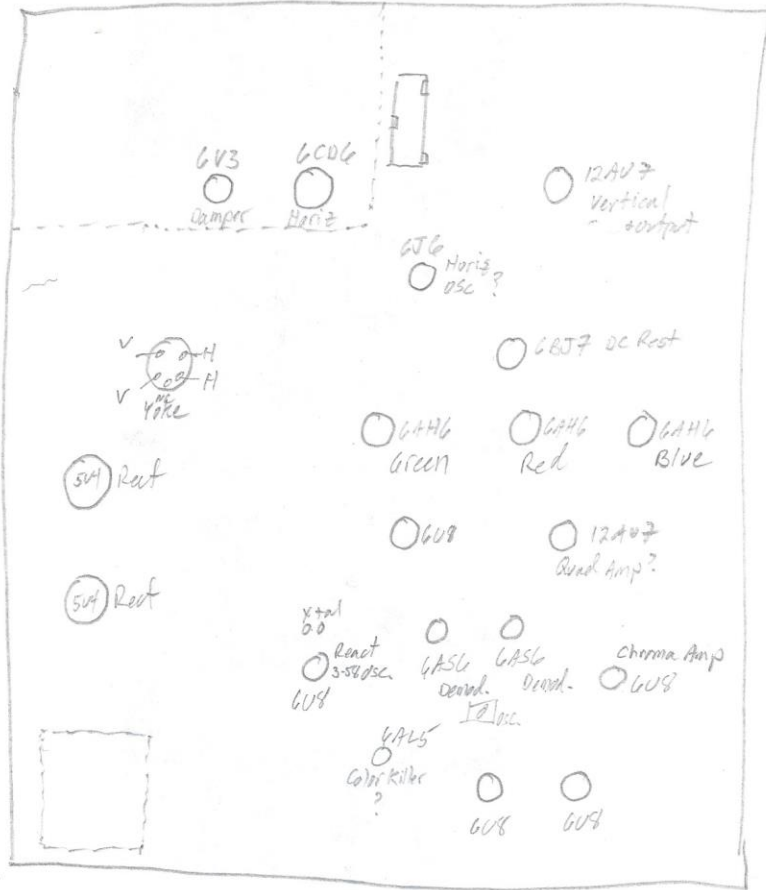
12AU7 Vert. Conv.  
6W Xfmr

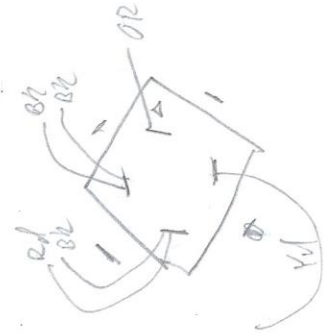
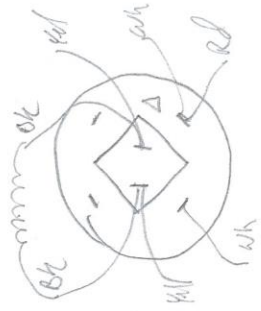


6009

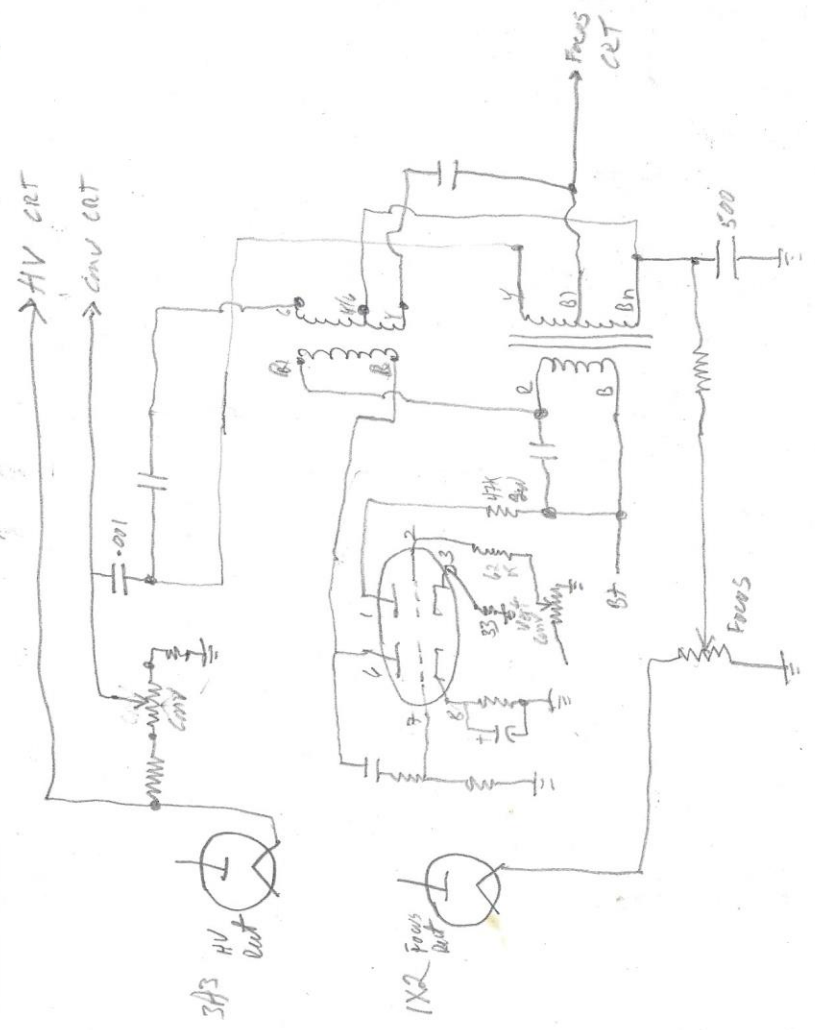
61B

# Bottom Color/Sweep Chassis



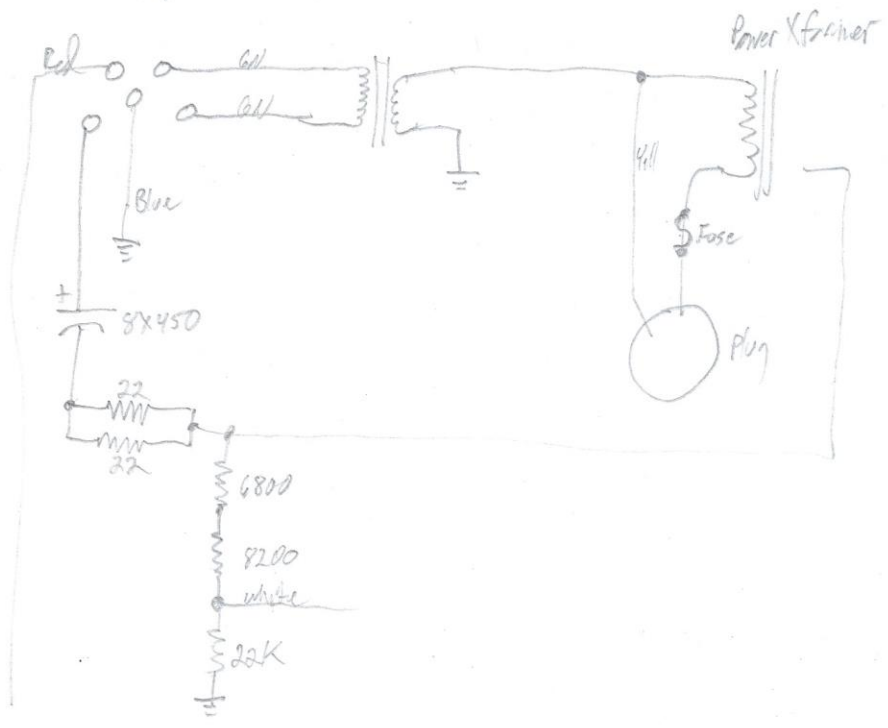






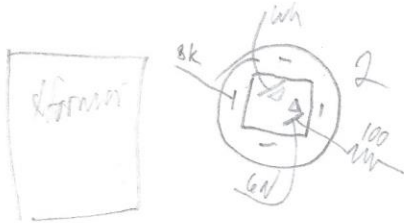
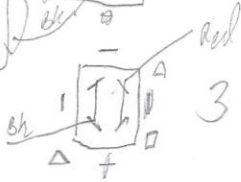
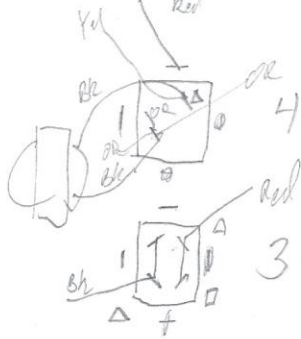
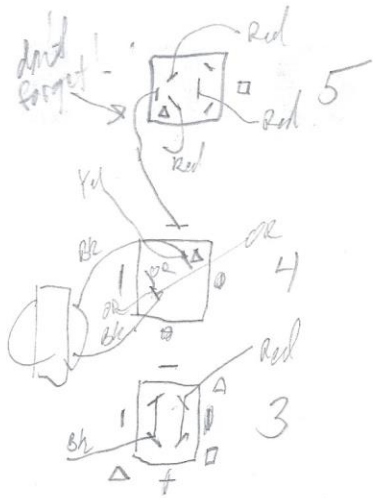
CE, Sparker, westerly

Power output socket on color chassis



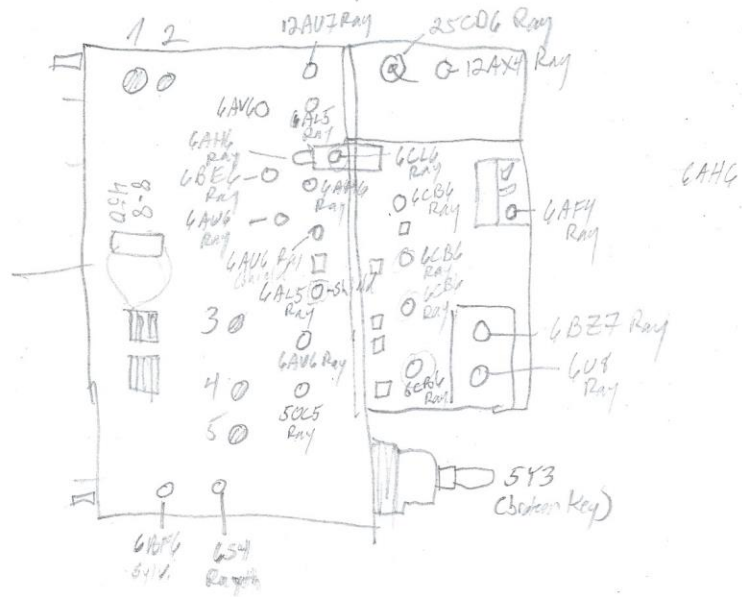
3, 8, 18 CRT signal grids

Darryl -  
no pags for what? shipping, tubes



MM  
12K

## Tuner IF Chassis

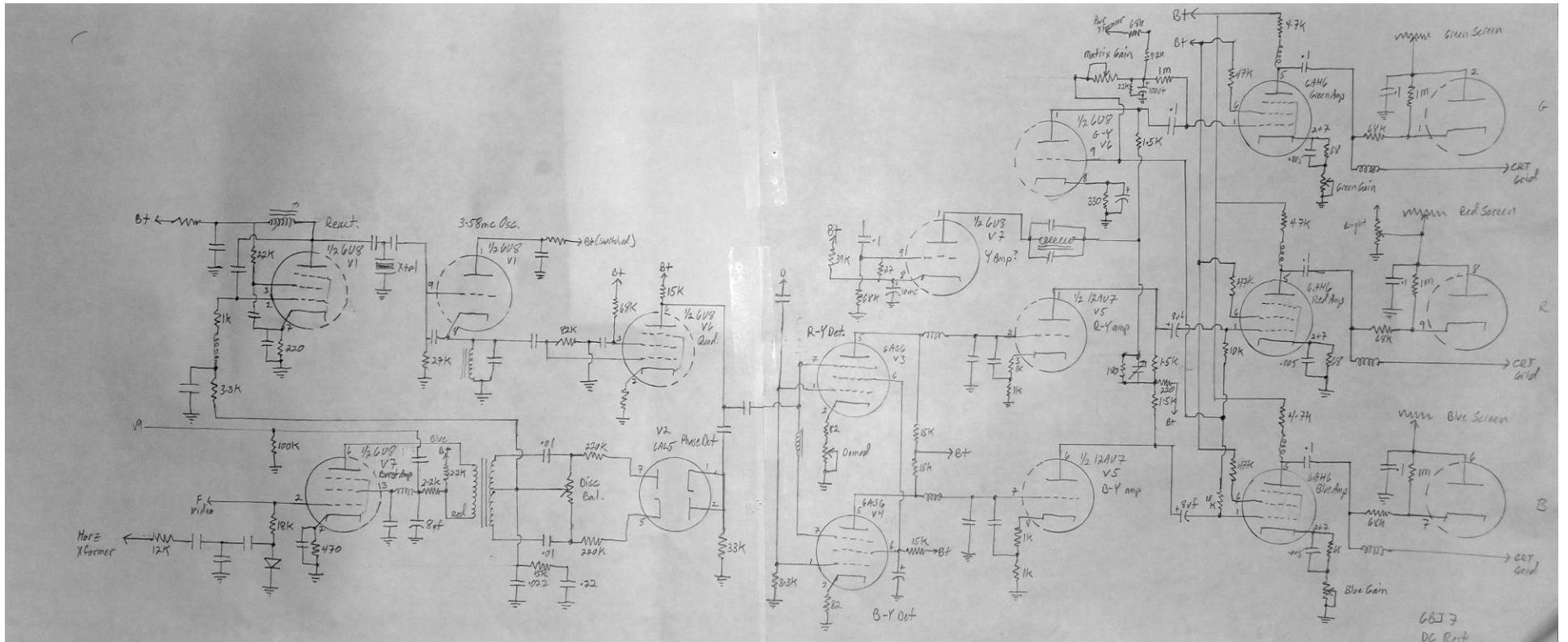


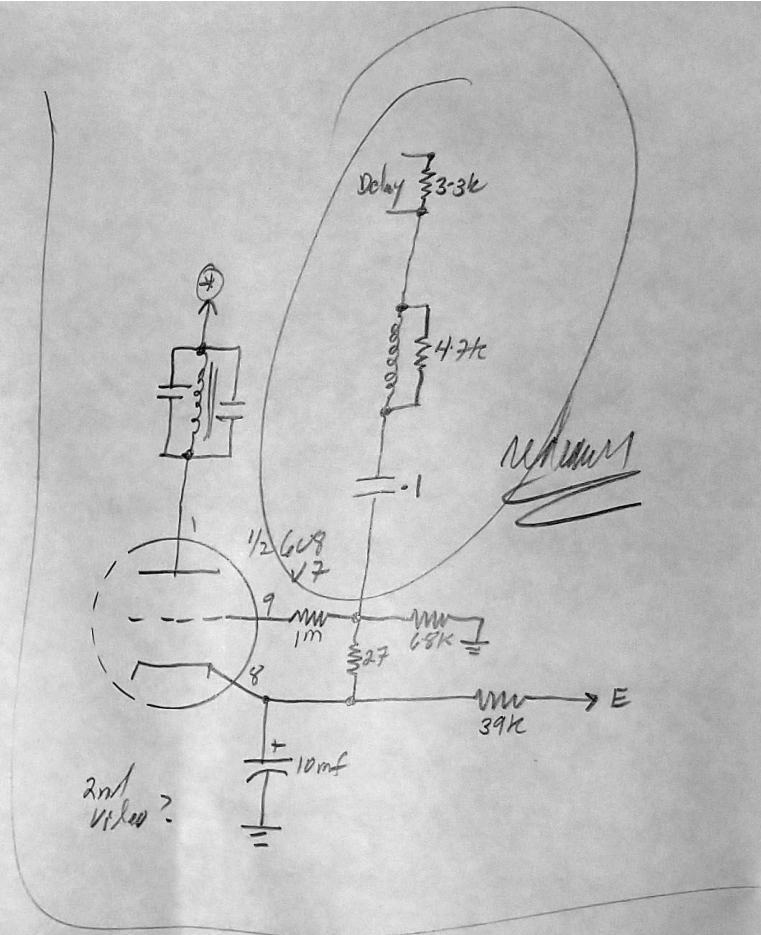
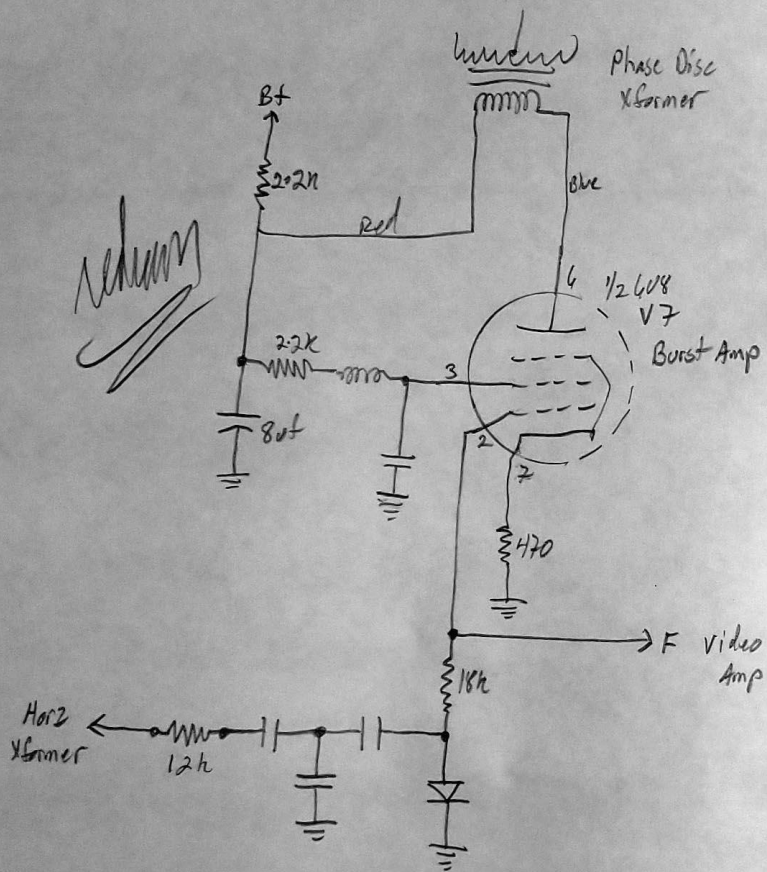
### Cans

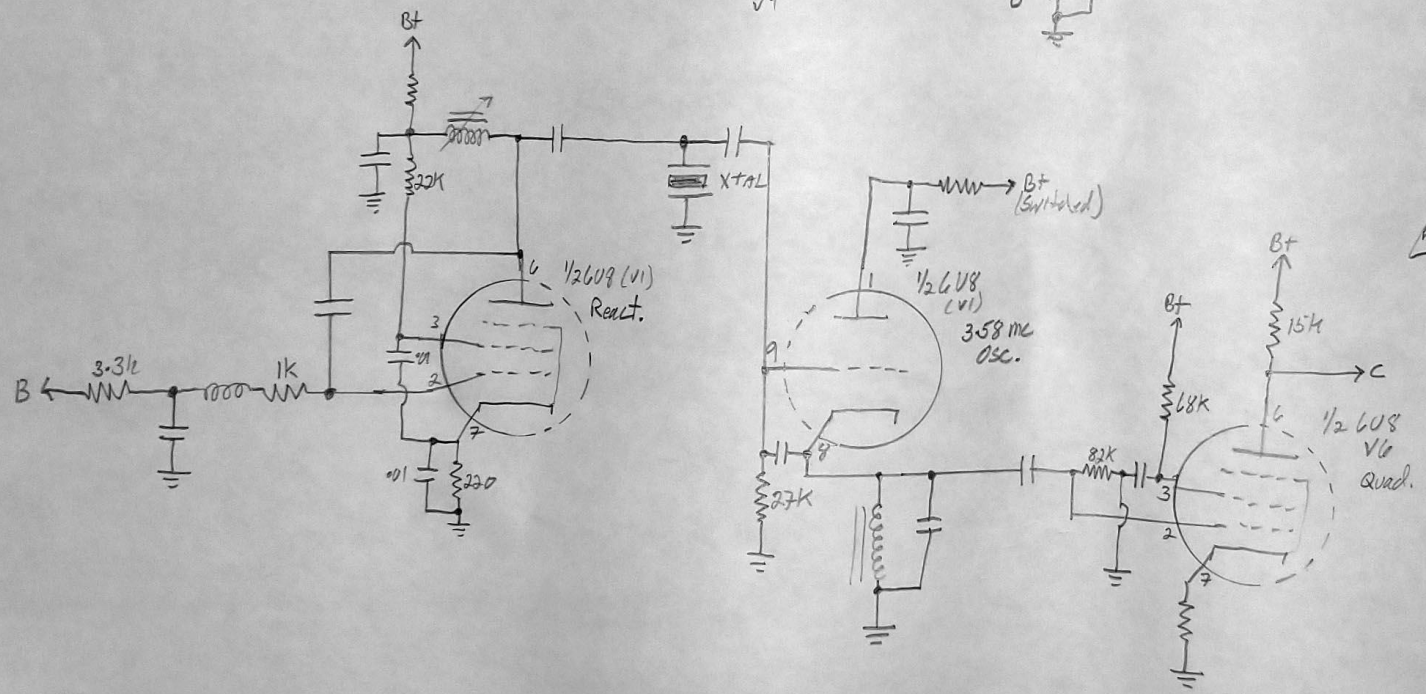
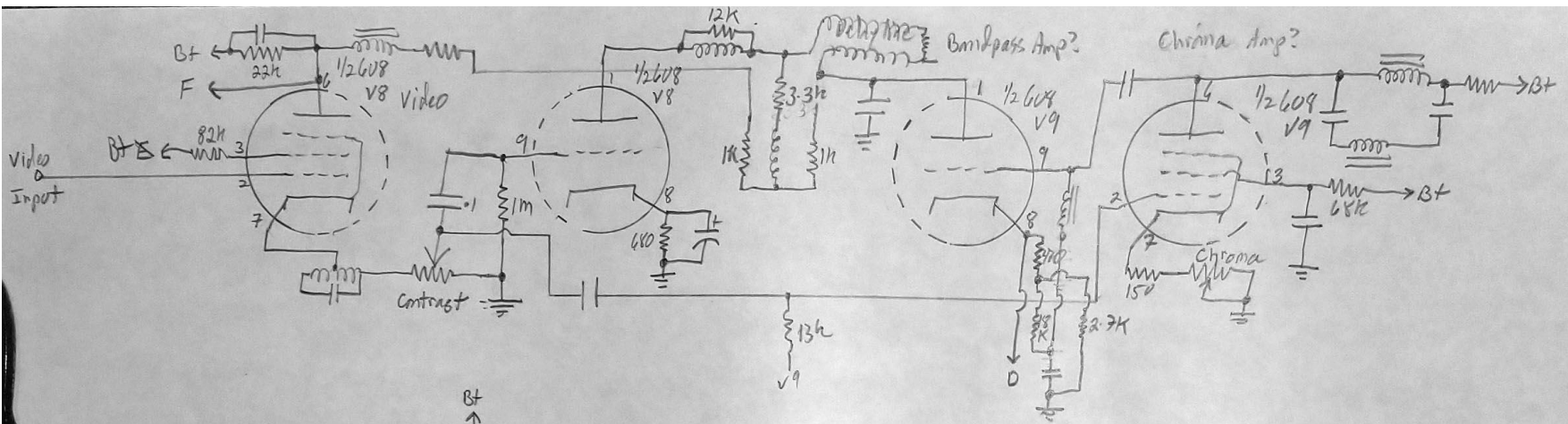
- |   |  |        |
|---|--|--------|
| 1 | 200 <del>2</del> X 150 $\Delta$ $\checkmark$ | Sleeve |
|   | 30 X 150 $\Delta$ $\checkmark$               |        |
| 2 | 60 X 300 $\Delta$ $\checkmark$               |        |
|   | 10 X 300 $\Delta$ $\checkmark$               |        |
|   | 30 X 300 $\square$ $\checkmark$              |        |
|   | 60 X 50 $\checkmark$                         |        |
| 3 | 20 X 300 $\square$ $\checkmark$              |        |
|   | 10 X 75 $\Delta$ $\checkmark$                |        |
|   | 10 X 25 $\checkmark$                         |        |
| 4 | 150 X 150 $\square$ $\checkmark$             |        |
| 5 | 150 X 150 $\square$ $\checkmark$ Sleeve      |        |

### Electrolytics under Chassis

- 5 X 450  $\checkmark$   
20 X 150  $\checkmark$







← *redman*

### TUNER ALIGNMENT

1. Preset trimmer screws C-212-217-207-214-228-224 to dimensions shown
2. Preset coil cores L-203-202-205-204-209-208 in the following manner.

- (a) In low band position, turn tuner to top of stroke (cores furthest out of coil).
- (b) Switch will be in low band position.
- (c) Adjust coil cores 1.6 inch from core to end of coil form (use core aligning tool if available).

V-video  
S-sound

#### LOW BAND RF TRACKING Turn Tuner to Channel 6.

NOTE: Low Band must be aligned before High Band.

Step No.	Signal Generator Freq. (mc.)	Sweep Generator Freq. (mc.)	Signal Input Point	Output Point	Remarks	Adjust	Response
1	V—83.25 S—87.75	Channel 6	Antenna Terminals	R. F. Test Point	Adjust for maximum response	C-201B	
2	V—83.25 S—87.75	Channel 6	Antenna Terminals	R. F. Test Point	Adjust for maximum response	C-207 C-214	
3	V—77.25 S—81.75	Channel 5	Antenna Terminals	R. F. Test Point	Adjust tuner until response curve appears on scope.	C-207	
	V—67.25 S—71.75	Channel 4					
	V—61.25 S—65.75	Channel 3					
	V—55.25 S—59.75	Channel 2					

#### HIGH BAND RF TRACKING Turn Tuner to Channel 13.

1	V—211.25 S—215.75	Channel 13	Antenna Terminals	R. F. Test Point	Adjust for maximum response	C-201-A	
2	V—211.25 S—215.75	Channel 13	Antenna Terminals	R. F. Test Point	Adjust for maximum response	C-212 C-217	
3	V—205.25 S—209.75	Channel 12	Antenna Terminals	R. F. Test Point	Adjust tuner until response curve appears on scope.	C-212	
	V—199.25 S—203.75	Channel 11					
	V—193.25 S—197.75	Channel 10					
	V—187.25 S—191.75	Channel 9					
	V—181.25 S—185.75	Channel 8					
	V—175.25 S—179.75	Channel 7					

#### LOW BAND OSCILLATOR TRACKING Turn Tuner to Channel 6.

1	83.25	Channel 6	Antenna Terminals	Scope at IF Detector Output	Adjust until marker is 50% down on low frequency slope	C-224	
2	67.25 55.25	Channel 4	Antenna Terminals	Scope at IF Detector Output	Marker should be 50% down on low frequency slope	—	
		Channel 2					

#### HIGH BAND OSCILLATOR TRACKING Turn Tuner to Channel 13.

1	211.25	Channel 13	Antenna Terminals	Scope at IF Detector Output	Adjust until marker is 50% down on low frequency slope	C-228	
2	193.25 175.25	Channel 10	Antenna Terminals	Scope at IF Detector Output	Marker should be 50% down on low frequency slope	—	
		Channel 7					

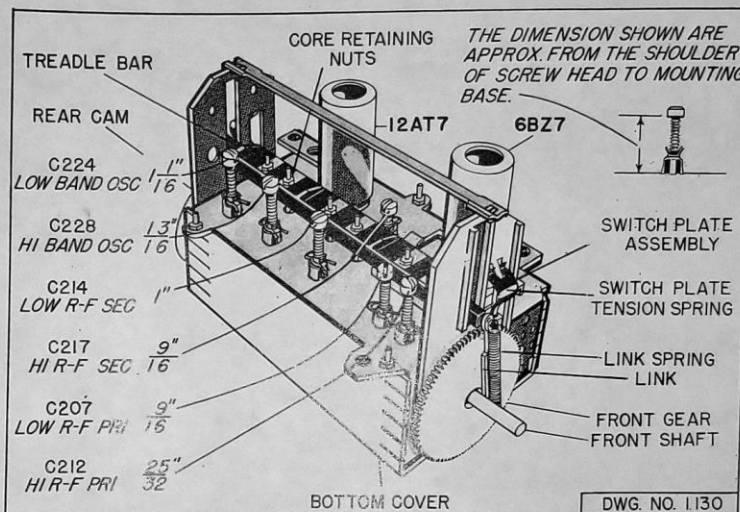


Figure 3. Top VHF Tuner View

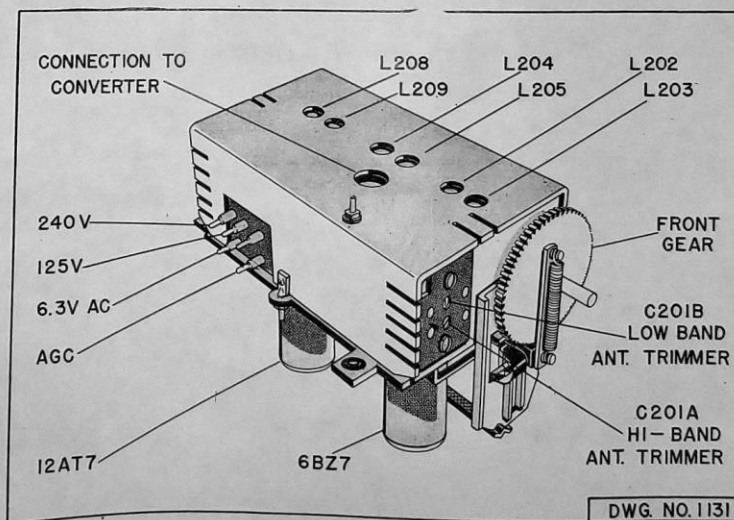


Figure 4. Bottom VHF Tuner View



0: INSTRUCTIONS

RESISTOR VALUES ARE REPRESENTED IN MICRO- OHMS UNLESS OTHERWISE INDICATED. "M" DENOTES MICRO- FARAD. RESISTOR WATTAGE IS REPRESENTED IN 1/2 WATT UN- LESS OTHERWISE INDICATED. "K" DENOTES X 1000 & "M" DENOTES X 100,000. ALL SWITCHES ARE SHOWN IN THE POSITION FOR VHF OPERATION.

VOLTAGE READINGS THE VOLTAGE READINGS INDICATED AT THE VARIOUS TEST POINTS WERE MEASURED WITH A 2000 OHM PER VOLT VOLTMETER. NORMAL OPERATION. NORMAL LINE VOLTAGE AT 50 VAC. WHERE CONTROL SETTINGS AFFECT VOLTAGE READINGS THE MINIMUM AND MAXIMUM ARE INDICATED.

DC VOLTAGE ON PLATE CAPS OF THE 1B3 HIGH VOLTAGE RECTIFIER AND 2500V PULSE AMPLIFIER DO NOT MEASURE THIS VOLTAGE.

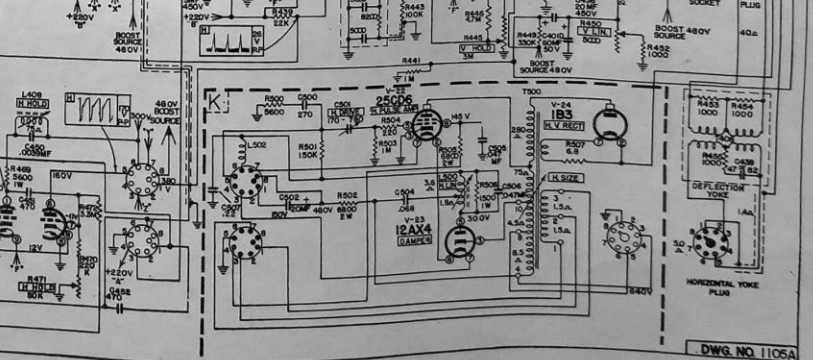
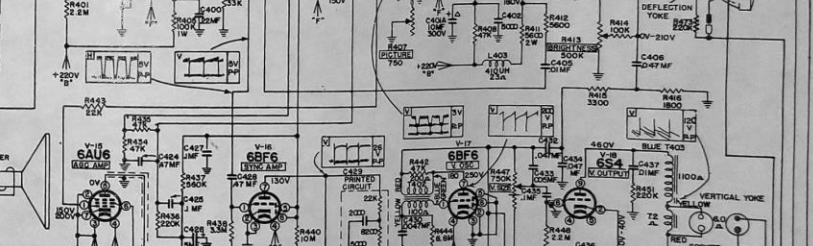
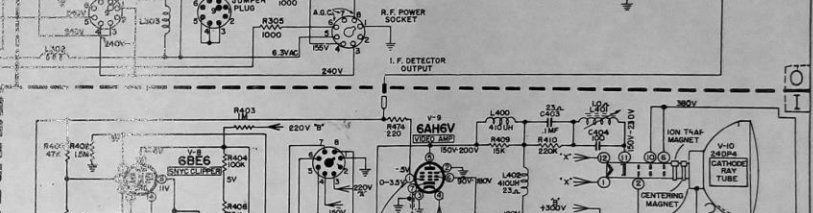
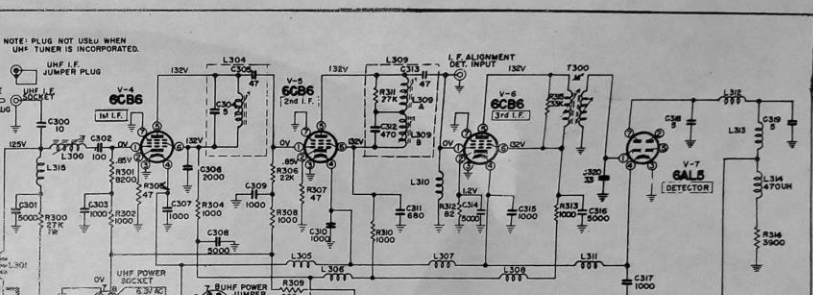
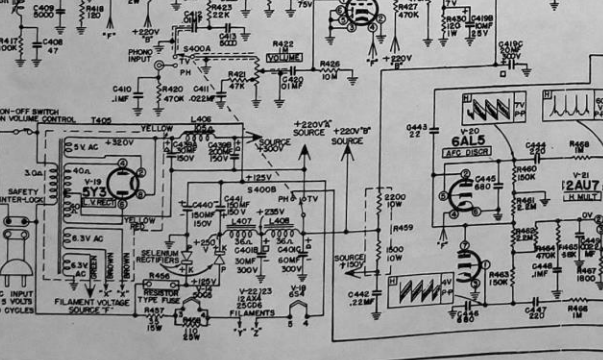
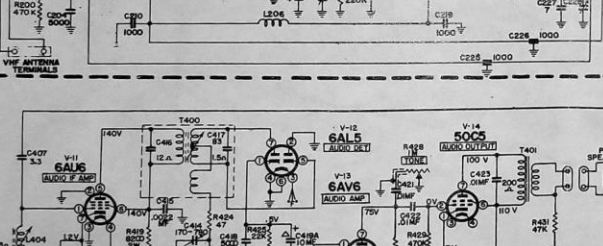
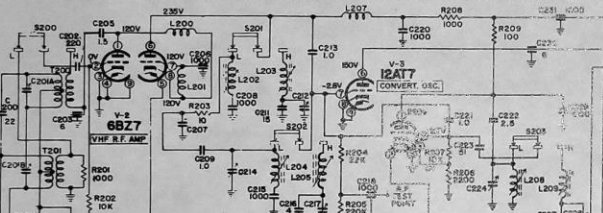
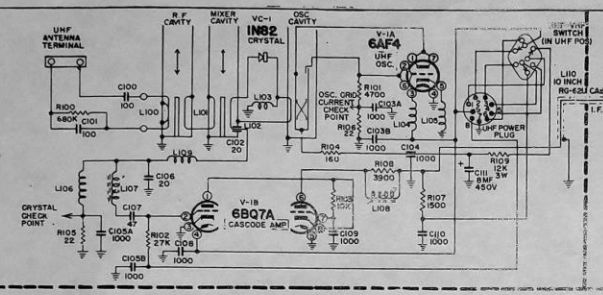
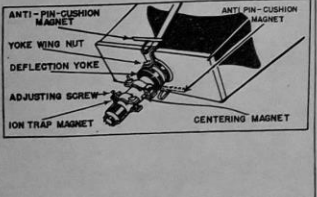
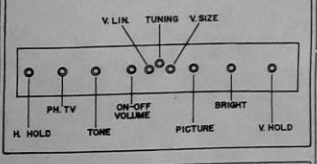
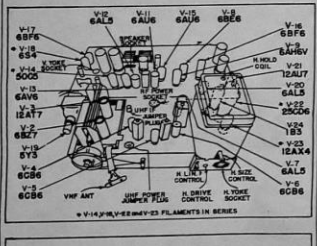
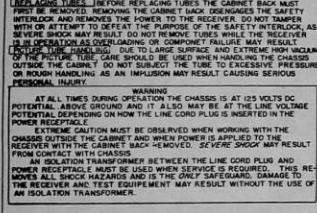
DC RESISTANCE THE DC RESISTANCE READINGS INDICATED NEAR THE TRANSFORMERS AND COILS HAVE BEEN TAKEN WITH AN OHMMETER DIRECTLY ACROSS THE COIL. BEING MEASURED. COILS SHOWN WITHOUT A RESISTANCE READING HAVE A DC RESISTANCE OF LESS THAN ONE OHM A TOLERANCE OF 5.0% IS PERMISSIBLE.

WAVE FORMS THE WAVE FORMS ILLUSTRATED ARE EXACT COPIES OF THE SIGNALS FROM A LABORATORY OSCILLOSCOPE. THE WAVE FORMS WERE TAKEN UNDER NORMAL OPERATING CONDITIONS, WITH A TRANSMITTED SIGNAL AND THE PICTURE BE SYNC. AT ALL TIMES. WITH EACH WAVE FORM IS THE PEAK-TO-PEAK VOLTAGE AND A HORIZONTAL OR A VERTICAL NOTATION REPRESENTING VERTICAL (50 CYCLES) OR HORIZONTAL (10,750 CYCLES) SCOPE PATTERN. THE WAVE FORM AND PEAK-TO-PEAK VOLTAGE READINGS MAY VARY SOMEWHAT DEPENDING ON THE STRENGTH OF THE SIGNAL, THE PICTURE INFORMATION BEING TRANSMITTED AND THE ADJUSTMENT OF THE VARIOUS CONTROLS. WHEN CHECKING WAVE FORMS, CONNECT THE GROUND LEAD FROM THE OSCILLOSCOPE TO THE CHASSIS AND THE HOT LEAD TO THE POINT INDICATED BY THE ARROW.

REPLACING TUBES BEFORE REPLACING TUBES THE CABINET MUST FIRST BE REMOVED. REMOVING THE CABINET LOCK REENGAGES THE SAFETY INTERLOCK AND REMOVES THE POWER TO THE RECEIVER. DO NOT TAMPER WITH OR ATTEMPT TO RESET THE PURPOSES OF THE SAFETY INTERLOCK. AS WHENRE LOCK MAY BE RESET. DO NOT REMOVE TUBES WHILE THE RECEIVER IS OPERATING AS OVERHEATING OR COMPONENT FAILURE MAY RESULT. RE-INSTALLATION AS OVERHEATING OR COMPONENT FAILURE MAY RESULT. THE TUBE GEAR SHOULD BE USED WHEN HANDLING THE CHASSIS OUTSIDE THE CABINET. DO NOT SUBJECT THE TUBE TO EXCESSIVE PRESSURE ON ROUGH HANDLING AS AN INCLUSION MAY RESULT CAUSING SERIOUS PERSONAL INJURY.

WARNING AT ALL TIMES DURING OPERATION THE CHASSIS IS AT 105 VOLTS DC POTENTIAL ABOVE GROUND AND IT ALSO MAY BE AT THE VOLTAGE POTENTIAL DEPENDING ON HOW THE LINE COND. PLUG IS INSERTED IN THE POWER RECEPTACLE. ION MUST BE OBSERVED WHEN WORKING WITH THE CHASSIS OUTSIDE THE CABINET AND WHEN POWER IS APPLIED TO THE RECEIVER WITH THE CABINET BACK REMOVED. SERIOUS DAMAGE CAN RESULT FROM CONTACT WITH CHASSIS.

AN ISOLATION TRANSFORMER BETWEEN THE LINE COND. PLUG AND POWER RECEPTACLE MUST BE USED WHEN SERVICE IS REQUIRED. THIS REMOVED ALL SHOCK HAZARDS AND IS THE ONLY SAFE METHOD. SERIOUS DAMAGE TO THE RECEIVER AND TEST EQUIPMENT MAY RESULT WITHOUT THE USE OF AN ISOLATION TRANSFORMER.



SCHEMATIC DIAGRAM

DWG. NO. 1105A