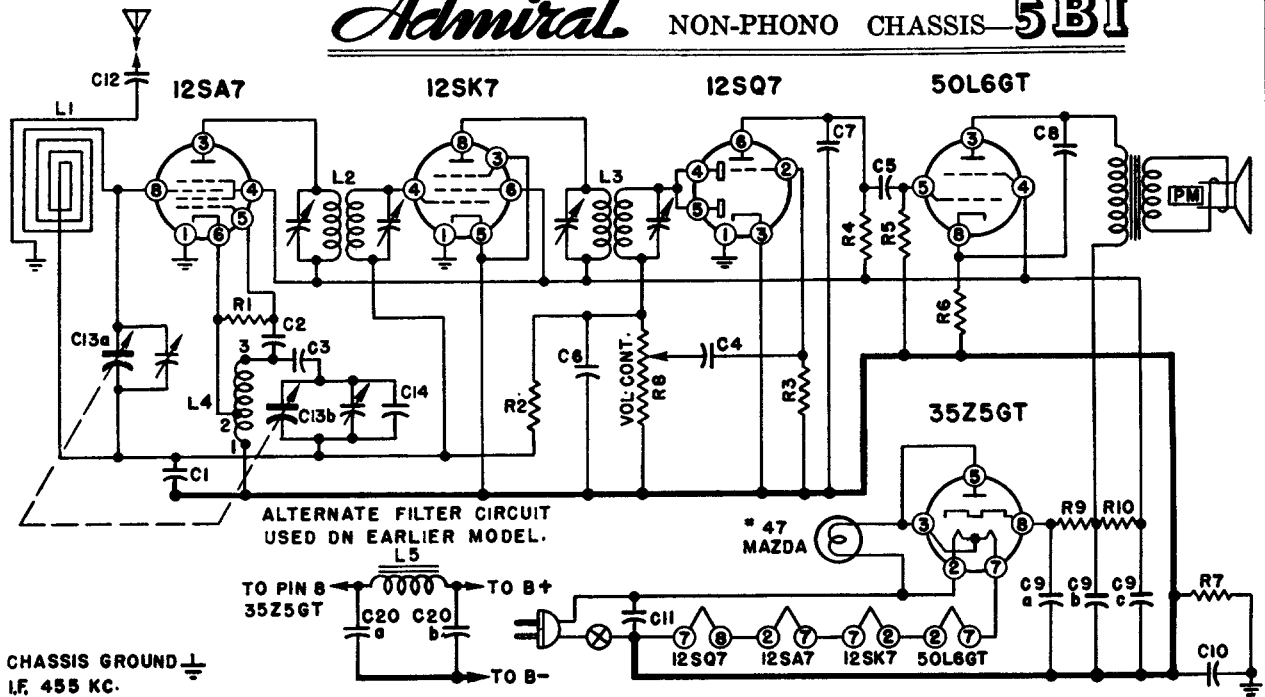


MANUAL OF 1946 MOST POPULAR SERVICE DIAGRAMS

Admiral NON-PHONO CHASSIS-5BI

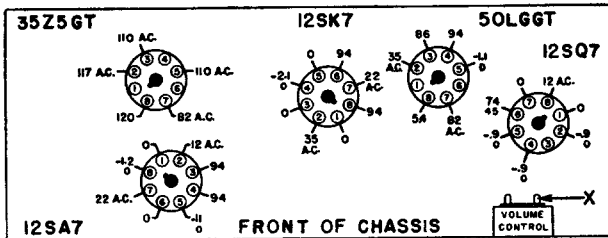


CHASSIS GROUND \perp
I.F. 455 KC.

NOTE: 1. In later production R9 and C9a are disconnected from pin No. 8 of the 35Z5 and a 33-ohm 1-watt resistor (R11) is connected between pin No. 8 and the junction of R9 and C9a.

2. The jumper between pins 4 and 5 on the 12SQ7 is removed and one pin is connected to the secondary of the second I.F. (L3) and the other pin is connected directly to the junction point of R2 and the secondary of the 1st I.F. (L2).

VOLTAGE DATA:—



Bottom View of Chassis, Showing Voltages

- All readings made between Tube Socket Terminals and Switch Lug on volume control (Point "X" on drawing).
- Measured on a 117 Volt A.C. line.
- Volume control full on.
- Dial tuned to low frequency end, no signal.
- Voltages indicated obtained on Vacuum Tube voltmeter.
- A second voltage reading is shown with a 1000 ohm-per-volt meter when use of this instrument would result in appreciably lower readings.

POWER SUPPLY:—

110-120 Volts A.C. or D.C. U.L. approved.
Frequency—50 to 60 cycles
Power consumption—30 watts

CONDENSERS

Symbol	Capacity	Type
C1	.1 mfd.	200 V.
C2	.00005 mfd.	Mica
C3	.02 mfd.	400 V.
C4	.01 mfd.	400 V.
C5	.01 mfd.	400 V.
C6	.00025 mfd.	Mica
C7	.0005 mfd.	Mica
C8	.02 mfd.	400 V.
C9a	.30 mfd. (Elect.)	150 V.
C9b	.30 mfd. (Elect.)	150 V.
C9c	.20 mfd. (Elect.)	150 V.
C10	.2 mfd.	400 V.
C11	.05 mfd.	400 V.
C12	.005 mfd.	600 V.
C13a	.00042 mfd. (max.)	Var.
C13b	.00018 mfd. (max.)	Var.
C14	.00002 mfd.	Mica
C20a	.30 mfd. (Elect.)	150 V.
C20b	.50 mfd. (Elect.)	150 V.

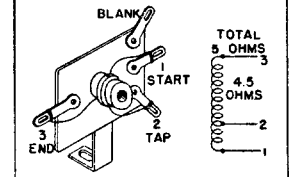
RESISTORS

Symbol	Resistance	Type
R1	22,000 ohms	C $\frac{1}{2}$ W
R2	470,000 ohms	C $\frac{1}{2}$ W
R3	10 meg ohms	C $\frac{1}{2}$ W
R4	220,000 ohms	C $\frac{1}{2}$ W
R5	470,000 ohms	C $\frac{1}{2}$ W
R6	150 ohms	C $\frac{1}{2}$ W
R7	150,000 ohms	C $\frac{1}{2}$ W
R8	1 meg ohm	Volume Control
R9	150 ohms	C1W
R10	1,000 ohms	C1W
R11	33 ohms	C1W

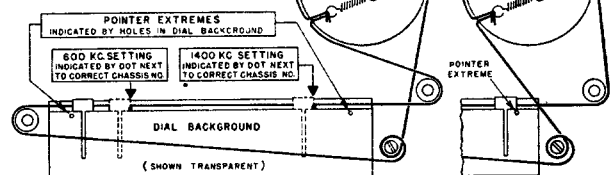
COILS

Symbol	Description
L1	Loop
L2	1st I. F. Trans.
L3	2nd I. F. Trans.
L4	Osc. Coil
L5	Choke, Filter

OSCILLATOR COIL



NOTE: DIAL CORD AND POINTER SHOWN IN SOLID LINES ARE IN CORRECT POSITION WHEN VARIABLE CONDENSER GANG P-4975 IS USED, WHEN GANG 68A2 IS USED TO COMPENSATE FOR THE REVERSE ROTATION THE CORD AND POINTER ARE STRUNG THE SAME EXCEPT AS NOTED ON THE ADDITIONAL SKETCH.



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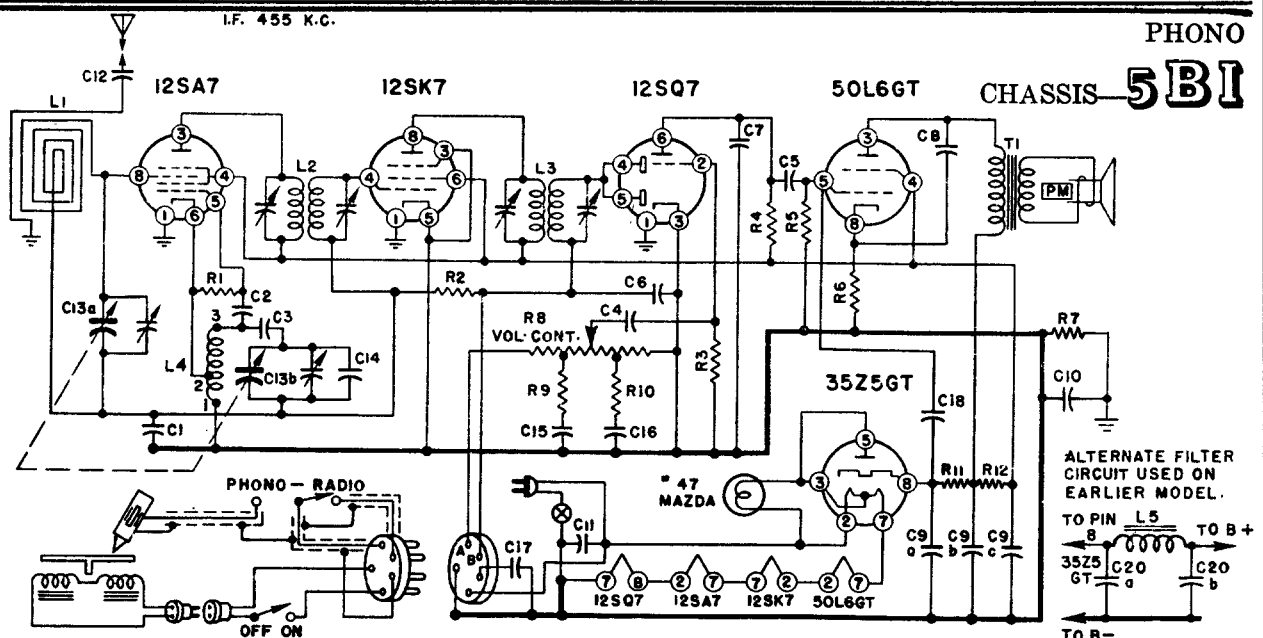
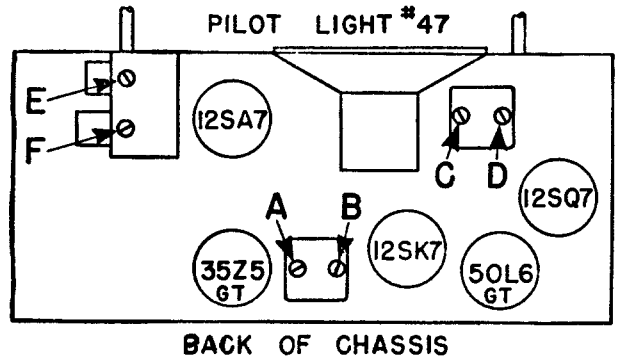
5BI—CHASSIS NON-PHONO *Admiral*

Connect Signal Generator to—	Dummy Antenna Between Radio and Generator	Set Generator Frequency to—	Set Receiver Dial Frequency to—	Adjust Following Trimmers	Type of Adjustment
Tuning Condenser Antenna Stator	250 mmfd. Condenser	455 KC.	High frequency end of Dial	C—D 2nd I. F. A—B 1st I. F.	Adjust to maximum Output
Tuning Condenser Antenna Stator	250 mmfd. Condenser	1630 KC.	High frequency end of Dial	E—Osc.	Adjust to maximum Output
Loop radiator (or place pickup lead from gen. close to loop of set to obtain adequate signal).	No actual connection between set and generator.	1400 KC.	Tune in generator signal	F—Ant.	Adjust to maximum Output

ALIGNMENT PROCEDURE

1. Be sure Radio Receiver and Signal Generator are thoroughly warmed up before starting alignment procedure.
2. Check setting of Pointer Extremes and note correct 600 K.C. and 1400 K.C. positions on Dial Background. (See Dial Diagram on reverse side.)
3. Connect Output Meter across Voice Coil.
4. Turn Receiver Volume Control full on.
5. Use lowest Output setting of Signal Generator capable of producing adequate Output Meter indication and then proceed as outlined in chart below.
6. Repeat adjustments to insure final overall maximum results.

TOP VIEW TUBE & TRIMMER LOCATION



NOTE: Connect points "A" and "B" with jumper when testing chassis with phono plug removed

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