



## 6 Tube Automobile Radio ALIGNMENT DATA

**GENERAL DATA.** The alignment of this receiver requires the use of a test oscillator that will cover the frequencies of 175, 600, 1400 and 1550 K.C., and an output meter to be connected across the primary or secondary of the output transformer. If possible, all alignment should be made with the volume control on maximum and the test oscillator output as low as possible to prevent the A.V.C. from operating and giving false readings.

**CORRECT ALIGNMENT PROCEDURE.** The intermediate frequency (I.F.) transformers should be aligned properly as the first step.

**I.F. ALIGNMENT.** Adjust the test oscillator to 175 K.C. and connect the output to the grid of the first detector tube, 6A8G, through a .1 mfd. condenser. The ground on the test oscillator can be connected to the chassis ground. Align the trimmers of the first and second I.F. transformers to peak or maximum reading on the output meter.

**R.F. ALIGNMENT.** Adjust the test oscillator to 1550 K.C. and connect the output to the antenna through a .00005 mfd. mica condenser to give the equivalent of a low capacity average auto antenna. When this adjustment is made, the signal must be introduced into the receiver through the shielded lead supplied with the receiver. The plug should be inserted to conform with the "Low Capacity" position. (See Figure 18). Set the gang condenser to minimum and adjust the oscillator trimmer to peak. (Center section of gang condenser). The next step is to set the test oscillator and receiver to 1400 K.C. and adjust the front and rear trimmers of the gang condenser to peak. The rear section of the gang condenser tunes the antenna amplifier stage (6K7 tube), and the front condenser section tunes the detector grid coil of the 6A8G tube.

