

Circuit diagram of the Ultra 203. The 201 is similar, but the auto-tuning circuit is omitted.

COMPONENTS AND VALUES

CONDENSERS	Values (μF)
C1 Aerial isolating condenser	0.0005
C2 Earth isolating condenser	0.004
C3 Az series condenser	0.00005
C4 Aerial IF rejector trimmer	0.002
C5 Aerial loading coils' tuning condensers	0.00045
C6	0.002
C7 V1 hexode CG condenser	0.00005
C8 V1 hexode CG decoupling	0.05
C9 V1 SG decoupling	0.1
C10 V1 cathode by-pass	0.1
C11 Pick-up isolating condensers	0.1
C12	0.1
C13* V1 and V2 decoupling	4.0
C14 Oscillator reaction coupling	0.0002
C15 Osc. circuit SW tracker	0.004
C16 Osc. circuit MW fixed tracker	0.00025
C17 Osc. circuit LW fixed tracker	0.000045
C18 Osc. circuit LW fixed trimmer	0.00001
C19 V2 CG decoupling	0.05
C20 V1 to V4 gram. coupling	0.004
C21 V2 cathode by-pass	0.1
C22 Coupling to V3 AVC diode	0.00001
C23 AF coupling to V4	0.01
C24 IF by-pass condenser	0.0002
C25 V2 cathode by-pass	0.1
C26 Fixed tone corrector	0.004
C27 Part of variable tone control	0.002
C28* V4 cathode by-pass	50.0
C29* HT smoothing	16.0
C30*	8.0
C31	0.1
C32 Mains RF by-pass condensers	0.004
C33† Aerial IF rejector tuning	—
C34† Aerial circuit SW trimmer	—
C35† Aerial circuit MW trimmer	—
C36† Aerial circuit LW trimmer	—
C37† Aerial circuit manual tuning	—
C38† Osc. circuit MW tracker	—
C39† Osc. circuit LW tracker	—
C40† Osc. circuit SW trimmer	—
C41† Osc. circuit MW trimmer	—
C42† Osc. circuit LW trimmer	—
C43† Osc. circuit manual tuning	—
C44† 1st IF trans. pri. tuning	—
C45† 1st IF trans. sec. tuning	—
C46† 2nd IF trans. pri. tuning	—
C47† 2nd IF trans. sec. tuning	—
C48† AUTO TUNING UNIT	—
C49†	—
C50†	—
C51† Aerial circuit automatic tuning trimmers	—
C52†	—
C53	0.00005
C54†	—
C55†	—
C56†	—
C57†	—
C58†	—
C59† Oscillator circuit automatic tuning trimmers	—
C60†	—
C61†	0.00005
C62†	—
C63†	—

* Electrolytic. † Variable. ‡ Pre-set.
§ Made up of two condensers in parallel.

RESISTANCES

	Values (ohms)
R1 V1 hexode CG resistance	1,000,000
R2 V1 hexode CG decoupling	1,000,000
R3 V1 SG HT feed	10,000
R4 V1 SG RF stopper	60
R5 V1 fixed GB resistance	200
R6 V1 osc. CG resistance	25,000
R7 V1 osc. CG stabiliser	60
R8 V1 osc. gram. CG resistance	250,000
R9 V1 osc. anode HT feed; anode load on gram.	40,000
R10 V2 CG decoupling	1,000,000
R11 V1 HT, and V2 SG HT, feed	2,000
R12 V2 fixed GB resistance	130
R13 RF stopper	100,000
R14 IF stopper	100,000
R15 V3 signal diode load	500,000
R16 AVC delay potential divider	1,000,000
R17	50,000
R18 V3 AVC diode load resistances	250,000
R19	750,000
R20 Manual volume control	1,000,000
R21 V4 grid stopper	1,000
R22 Variable tone control	2,000,000
R23 V4 GB resistance	140
R24 V4 anode RF stopper	60
R25 V5 anodes current limiter	55

OTHER COMPONENTS

	Approx. Values (ohms)
L1 Aerial IF rejector coil	3.8
L2 Aerial SW coupling coil	0.2
L3 Aerial MW coupling coil	0.3
L4 Aerial MW loading coil	17.5
L5 Aerial SW tuning coil	Very low
L6 Aerial MW tuning coil	2.6
L7 Aerial LW tuning coil	19.0
L8 Aerial LW loading coil	31.0
L9 Oscillator SW reaction	0.2
L10 Oscillator MW reaction	1.15
L11 Oscillator LW reaction	1.15
L12 Osc. circuit SW tuning coil	Very low
L13 Osc. circuit MW tuning coil	6.5
L14 Osc. circuit LW tuning coil	17.0
L15 1st IF trans. Pri.	14.0
L16 Sec.	10.0
L17 2nd IF trans. Pri.	10.0
L18 Sec.	10.0
L19 Speaker speech coil	2.0
L20 Hum neutralising coil	0.1
L21 Speaker field coil	1,000.0
T1 Speaker input trans. Pri.	470.0
Sec.	0.6
T2 Mains auto Heater sec., total	50.0
Rect. heat. sec.	0.1
S1-S12 Waveband switches	—
S13-S19 Gram circuit switches	—
S20 Mains switch, ganged R20	—
S21 Aerial circuit auto/manual change switches	—
S22 Aerial circuit auto tuning continuity switches	—
S23 Aerial circuit auto trimmer selector switches	—
S24 Osc. circuit auto/manual change switches	—
S25 Osc. circuit series continuity switches	—
S26 Osc. circuit auto trimmer selector switches	—

VALVE ANALYSIS

Valve voltages and currents in the table below are those measured in our receiver when it was operating on mains of 230 V, using the 210-230 V tapping on the mains transformer. The receiver was tuned to the lowest wavelength on the medium band and the volume control was at maximum, but there was no signal input.

Voltages were measured on the 400 V scale of a model 7 Universal Avometer, chassis being negative.

Valve	Anode Voltage (V)	Anode Current (mA)	Screen Voltage (V)	Screen Current (mA)
V1 AC/THr	165	2.0	83	8.6
V2 AC/VP2	64	2.6	165	2.3
V3 V914	198	8.3	—	—
V4 AC/5Pn	177	37.0	198	6.4
V5 UU4	248†	—	—	—

† Each anode, AC

GENERAL NOTES

Switches.—S1-S12 and S14-S18 are the waveband switches, while S13, S19 are the radiogram switches. All are included in two ganged rotary units beneath the chassis, indicated in our under-chassis view, and shown in detail in the diagrams on page viii.

The table (p.viii) gives the switch positions for the four control settings, starting from fully anti-clockwise. A dash indicates open, and C, closed.

S20 is the QMB mains switch, ganged with the volume control R20.

S21-S50 are the push-button switches, included in the auto tuning assembly. The contacts of each are indicated in an enlarged view of this part of the chassis. S21, S28 and S36, S43 are the auto/manual change switches. When the manual tuning button is pressed, S28 and S43 are closed, and S21 and S36 are open.

When any other button is pressed, however, S21 and S36 close, and S28 and S43 open, disconnecting the manual tuning condensers C37 and C43, and connecting the trimmer banks into circuit.

The trimmers C48-C55 and C56-C63 are selected by their associated switches S29-S35 and S44-S50. Thus when the first auto button (next to the manual) is pressed, S29 and S44 close, but the other switches remain open.

The push-button switches contain "L" contacts, each of which is common to two adjacent buttons. These form the switches S22-S27 and S37-S42, which are described as continuity switches.

These are so arranged that normally they are all closed, but the act of pressing any auto button leaves all the continuity switches to the left of its selector switch (in our circuit) closed, but breaks the connection

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to the continuity switches to the right of its selector switch.

For instance, if the button controlling **S32** is pressed, **S32**, of course, closes. **S21-S24** remain closed, but **S25** opens, and breaks the circuit to **S26** and **S27** (which remain closed).

S21, S28, S36 and **S43** carry the five leads (two common) from the chassis to the auto unit, chassis, of course, being another common connection.

Coils.—**L1-L14** are in pairs in seven tubular un-screened units beneath the chassis, indicated in our under-chassis view. The IF transformers **L15, L16** and **L17, L18** are in two screened units on the chassis deck, with their associated trimmers.

External Speaker.—Two sockets are provided at the rear of the chassis for a low impedance (about 2 Ω) external speaker. A plug and socket device permits the internal speaker to be muted.

Scale Lamps.—These are two Osram MES types, rated at 4.5 V, 0.3 A, run in parallel across a tapping on the heater secondary of **T2**.

Condensers C29, C30.—These are two wet electrolytics in a tubular metal can on the chassis deck, the can being the common negative. The positive connections are beneath the chassis, that with the red washer belonging to **C29** (16 μ F), and that with the black washer belonging to **C30** (8 μ F).

Trackers C38, C39.—In some chassis, this dual unit may be mounted in a slightly different position, so that **C38** is towards the rear of the chassis, and **C39** towards the front.

Transformer T2.—Note that the primary of this is used as an auto-transformer for HT supply, there being no HT secondary. Hence the need for aerial and earth isolating condensers.

Model 201 Modifications

Model 201 is similar to the 203, except that the press-button automatic tuning feature is not fitted. **S21-S50** and **C48-C63** are therefore omitted, and the tuning condensers are connected between chassis and the common side of **S7-S9**, and between chassis and the common side of **S16-S18** respectively.

C7 may be 0.0002 μ F in this model. The controls fitted to the press-button unit are placed in different positions in the 201.

CIRCUIT ALIGNMENT

IF Stages.—Connect signal generator to control grid (top cap) of **V1** and **E**, feed in a 470 KC/S signal, and adjust **C47, C46, C45** and **C44**, in that order, for maximum output. Now connect signal generator to **A1** and **E** sockets. Feed in a 470 KC/S signal, switch set to LW and tune to 950 m. Adjust **C33** for minimum output.

RF and Oscillator Stages.—When the gang is at maximum, pointer should lie between the two cream horizontal dial lines. Connect signal generator to **A1** and **E** sockets.

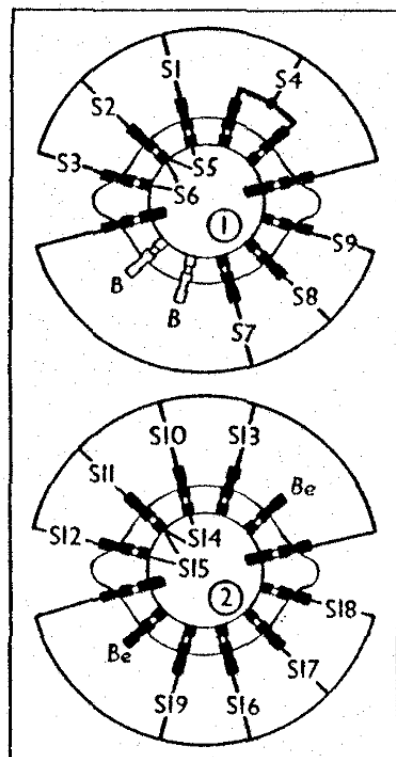
MW.—Switch set to MW, tune to 200 m on scale,

feed in a 200 m (1,500 KC/S) signal, and adjust **C41**, then **C35**, for maximum output. Feed in a 500 m (600 KC/S) signal, tune it in, and adjust **C38** for maximum output, while rocking the gang for optimum results. Repeat the MW adjustments until no improvement results.

LW.—Switch set to LW, tune to 1,300 m on scale, feed in a 1,300 m (230 KC/S) signal, and adjust **C42**, then **C36**, for maximum output. Feed in a 1,700 m (176 KC/S) signal, tune it in, and adjust **C39** for maximum output, while rocking the gang for optimum results. Repeat the LW adjustments until no further improvement results.

SW.—Switch set to SW, tune to 19 m on scale, feed in a 19 m (15.8 MC/S) signal, and adjust **C40**, then **C34**, for maximum output. The correct peak for **C40** is that obtained with the trimmer nearest its fully unscrewed position. Check at 30 and 50 m.

The wave-change and gram. switch units, as seen from the rear of the underside of the chassis.



SWITCH TABLE

Switch	Gram.	SW	MW	LW
S1	—	C	—	—
S2	—	—	C	—
S3	—	—	—	C
S4	C	—	—	—
S5	C	—	—	—
S6	C	C	—	—
S7	—	C	—	—
S8	—	—	C	—
S9	—	—	—	C
S10	—	C	—	—
S11	—	—	C	—
S12	—	—	—	C
S13	C	—	—	—
S14	C	C	—	—
S15	C	C	—	—
S16	—	C	—	—
S17	—	—	C	—
S18	—	—	—	C
S19	C	—	—	—