EVER READY SKY TOURNER

Transistor Table

Transistor	Emitter (V)	Base (V)	Collector (V)
TR1 AF117 ..	0·85	1·11	4·8
TR2 AF117 ..	1·15	1·28	5·3
TR3 AF117 ..	1·00	1·28	6·6
TR4 OC82D ..	1·37	1·50	8·4
TR5 OC82	0·025	0·185	9·0
TR6 OC82 ..	0·025	0·185	9·0

Resistors

R1	27kΩ	C3
R2	3·3kΩ	C3
R3	4·7kΩ	B3
R4	1kΩ	C3
R5	1·8kΩ	A4
R6	33kΩ	B3
R7	6·8kΩ	B3
R8	1·2kΩ	C3
R9	1kΩ	C3
R10	270kΩ	C4
R11	18kΩ	B3
R12	4·7kΩ	C3
R13	3·9kΩ	C3
R14	470Ω	C3
R15	560Ω	C2
R16	2·5kΩ	C4
R17	39kΩ	C2
R18	15kΩ	B2
R19	560Ω	B2
R20	1·2kΩ	B2
R21	47Ω	B2
R22	220Ω	B2
R23	VA1040	B2
R24	470Ω	B2
R25	270Ω	C2

Capacitors

C1	20pF	B3
C2	140pF	B3
C3	335pF	A3
C4	20pF	B3
C5	140pF	B3
C6	5,000pF	B3
C7	335pF	A3
C8	0·1μF	A4
C9	20pF	A3
C10	0·02μF	C3
C11	140pF	A3
C12	0·01μF	B3
C13	0·1μF	C3
C14	0·02μF	B3
C15	300pF	C3
C16	10μF	C4
C17	140pF	A3
C18	300pF	C3
C19	200pF	A3
C20	20pF	A3
C21	390pF	C4
C22	335pF	A3
C23	0·02μF	C3
C24	0·05μF	C3
C25	250pF	C2
C26	0·01μF	B4
C27	0·01μF	C2
C28	0·01μF	C3
C29	2μF	C3
C30	0·01μF	B2
C31	100μF	C2
C32	160μF	B2
C33	0·1μF	C2
C34	250μF	B2
C35	1,000pF	B1
C36	1μF	B1
C37	1,000pF	A1
C38	1μF	A1
C39	0·01μF	C1

Coils

L1	—	B2
L2	—	B3
L3	—	B2
L4	—	B3
L5	—	A4
L6	—	C4
L7	—	A4
L8	—	C4
L9	—	B4
L10	—	A3
L11	—	B4
L12	—	A3
L13	—	C3
L14	—	C3
L15	—	B3
L16	—	B4
L17	—	B4
L18	—	C2
L19	—	C2
L20	—	C1
L21	—	B1
L22	—	B1
L23	—	A1
L24	—	B1
L25	3Ω	—
L26	3Ω	—

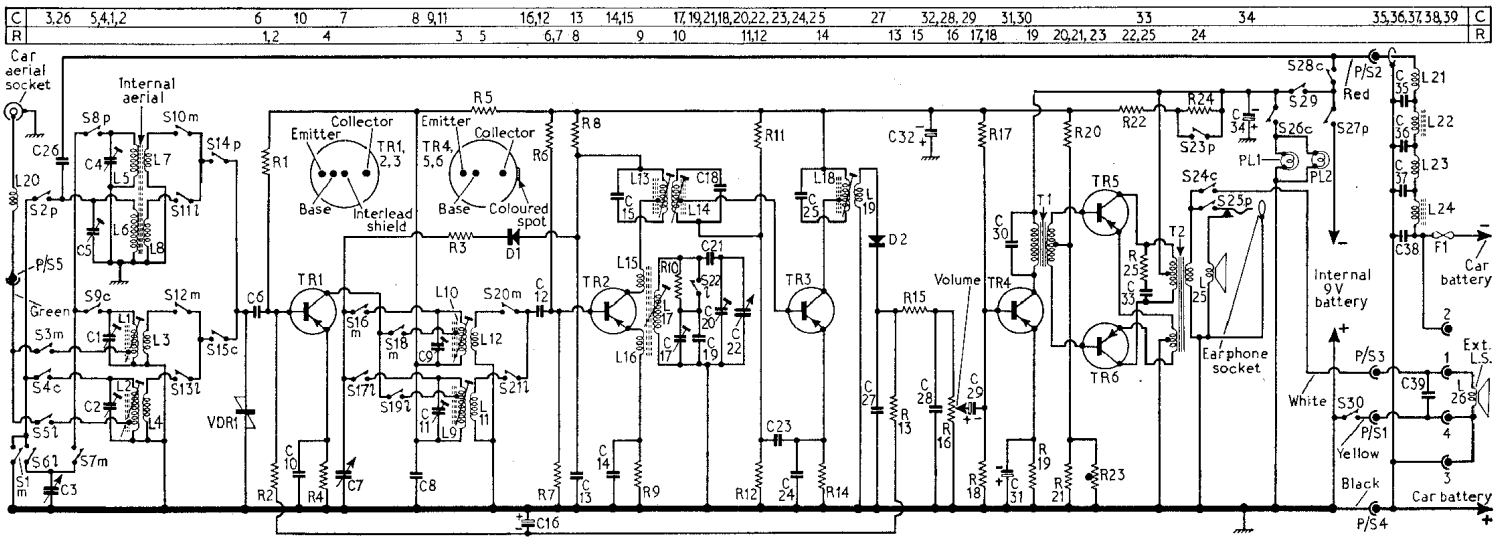
Transformers

T1	—	B2
T2	—	C2

Miscellaneous

D1	OA79	C3
D2	OA90	C2
F1	500mA	A3
PL1 } PL2 }	14V ·75W L.E.S.	A4 C4
S1-S28	—	A2
S29, S30	—	C4
VDR1 { E299 DC/P346 }		*

**Not fitted in our specimen receiver.*



CIRCUIT ALIGNMENT

Equipment Required.—An a.m. signal generator; an r.f. coupling loop and a bladed-type trimming tool. If it is required to trim the aerial circuits with the receiver connected in the car, a slotted-type trimming tool is also required.

Alignment should be carried out first in the portable position then in the car position, m.w. before l.w.

1.—Connect the signal generator to the r.f. coupling loop and loosely couple the loop to the ferrite rod aerial. Switch the receiver to portable m.w., turn the volume control to maximum and the tuning gang to the fully closed position.

2.—Remove the chassis as described under "Dismantling," then refit the tuning scale loosely over the controls and replace the knobs.

3.—Feed in a 470kc/s 30 per cent modulated signal and adjust the cores of **L18, L14** and **L13** in that order for maximum output.

4.—Set the cursor to 5 and feed in a 600kc/s signal. Adjust **L17, L10** and **L5** for maximum output.

5.—Set the cursor to the spot on the left-hand side of 2 and feed in a 1,400kc/s signal. Adjust **C20, C9** and **C4** for maximum output.

6.—Repeat operations 4 and 5.

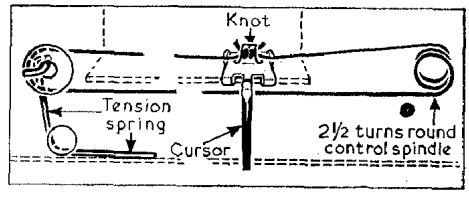
7.—Switch receiver to l.w. and set the cursor to 17. Feed in a 176.5kc/s signal and adjust **L9** and **L6** for maximum output.

8.—Set the cursor to the spot on the right-hand side of 13 and feed in a 250kc/s signal. Adjust **C17, C11** and **C5** for maximum output.

9.—Repeat operations 7 and 8.

Drive Cord Replacement.—To make up a new drive cord, 15 inches of replacement cord is required. Form the cord into a loop using a simple jig made by driving two small nails into a piece of wood spaced $6\frac{5}{32}$in apart. Reset the cursor at the h.f. end of the scale.

Battery.—Ever Ready PP7 9V.



Scale drive assembly seen from the front