



## Resistors

R1	1.5M $\Omega$	B2
R2	220 $\Omega$	H5
R3	1.5k $\Omega$	A1
R4	1M $\Omega$	H5
R5	4.7k $\Omega$	H6
R6	1.5M $\Omega$	B1
R7	3.3k $\Omega$	B1
R8	470k $\Omega$	G4
R9	5.6k $\Omega$	G4
R10	150 $\Omega$	G4
R11	47k $\Omega$	G4
R12	33k $\Omega$	F4
R13	2.2k $\Omega$	G4
R14	12k $\Omega$	F4
R15	180 $\Omega$	F4
R16	2.2k $\Omega$	E4
R17	82 $\Omega$	F4
R18	2.2M $\Omega$	G4
R19	47k $\Omega$	E4
R20	47k $\Omega$	F3
R21	220k $\Omega$	E3
R22	1.8k $\Omega$	E4
R23	1M $\Omega$	E4
R24	47k $\Omega$	E4
R25	820k $\Omega$	D3
R26	10M $\Omega$	E4
R27	220k $\Omega$	E4
R28	47k $\Omega$	E4
R29	68k $\Omega$	E3
R30	68k $\Omega$	E3
R31	820k $\Omega$	D3
R32	10k $\Omega$	E4
R33	820 $\Omega$	D4
R34	150 $\Omega$	E4
R35	56 $\Omega$	D3
R36	330 $\Omega$	D4
R37	100 $\Omega$	C2
R38	414 $\Omega$	C2
R39	300 $\Omega$	C2

## Capacitors

C1	8.2pF	H5
C2	0.01 $\mu$ F	G4
C3	1,800pF	A1
C4	0.001 $\mu$ F	H5
C5	0.001 $\mu$ F	H5

C6	3pF	H5
C7	8.2pF	H5
C8	6pF	H5
C9	12pF	H6
C10	10pF	H6
C11	17pF	H6
C12	44pF	H6
C13	470pF	B1
C14	0.01 $\mu$ F	B1
C15	4,700pF	B1
C16	0.01 $\mu$ F	F4
C17	30pF	B2
C18	—	A2
C19	150pF	G3
C20	0.001 $\mu$ F	G4
C21	8.2pF	H6
C22	0.005 $\mu$ F	G4
C23	0.03 $\mu$ F	G4
C24	0.01 $\mu$ F	G4
C25	82pF	G4
C26	—	A1
C27	30pF	B1
C28	30pF	B1
C29	435pF	F3
C30	495pF	F3
C31	200pF	F4
C32	10pF	A2
C33	15pF	A2
C34	100pF	A2
C35	100pF	A2
C36	0.005 $\mu$ F	F4
C37	0.03 $\mu$ F	F4
C38	0.01 $\mu$ F	F4
C39	0.03 $\mu$ F	F4
C40	15pF	B2
C41	22pF	B2
C42	220pF	E3
C43	350pF	B2
C44	350pF	B2
C45	220pF	F4
C46	220pF	F4
C47	220pF	E4
C48	2 $\mu$ F	F4
C49	500pF	F3
C50	0.01 $\mu$ F	E3
C51	220pF	E4
C52	32 $\mu$ F	E3

C53	0.01 $\mu$ F	L4
C54	0.003 $\mu$ F	D3
C55	2 $\mu$ F	E4
C56	25 $\mu$ F	E4
C57	40 $\mu$ F	E4
C58	40 $\mu$ F	E4
C59	470pF	D4
C60	0.01 $\mu$ F	E3
C61	0.03 $\mu$ F	E4
C62	0.01 $\mu$ F	A1
C63	0.001 $\mu$ F	H5
C64	0.01 $\mu$ F	H5

## Coils\*

L1	—	A1
L2	—	A1
L3	—	H5
L4	—	H6
L5	—	H6
L6	—	A1
L7	8.0	E1
L8	—	H6
L9	—	H6
L10	2.0	F3
L11	1.0	F3
L12	—	A2
L13	—	A2
L14	10.0	A2
L15	10.0	A2
L16	—	B2
L17	—	B2
L18	—	B2
L19	6.0	B2
L20	6.0	B2
L21	3.0	—

## Miscellaneous\*

T1	{ a 330.0 b 0.4 c — }	D4
FB1	—	H5
S1-S11	—	G3
S12, S13	—	D3

\*Approximate D.C. resistance in ohms.

## Valve Table

Valve	Anode		Screen		Cath. V
	V	mA	V	mA	
V1a UCC85	155 <sup>1</sup>	—	—	—	—
V1b UCC85	168 <sup>2</sup>	—	—	—	—
V2a UCH81	70	3.1	—	—	—
V2b UCH81	182	4.1	130	8.1	2.4
	168	8.7	134	5.6	2.2
V3 UF89	157	10.0	137	3.5	2.8
	145	9.0	125	3.3	2.5
V4d	65	0.4	—	—	—
UABC80	62	0.4	—	—	—
V5 UL84	192	53.0	156	2.6	10.5
	184	49.0	144	2.4	9.5
V6 UY85	240 <sup>3</sup>	110.0	—	—	243.0 <sup>4</sup>
	235 <sup>3</sup>	118.0	—	—	235.0 <sup>3</sup>
T.I. DM70	83	—	—	—	—
	78	—	—	—	—

\*Set switched to A.M.

†Set switched to F.M.

<sup>1</sup>Measured at the junction of R3, C5.

<sup>2</sup>Measured at the junction of R3, R5.

<sup>3</sup>A.C. reading.

<sup>4</sup>Cathode current 80mA.

<sup>5</sup>Cathode current 85mA.

## CIRCUIT ALIGNMENT

**Equipment Required.**—An A.M. signal generator, modulated 30 per cent at 400c/s; an F.M. signal generator, deviated by  $\pm 25$ kc/s; an A.C. voltmeter for use as an audio output meter; a 0-50 $\mu$ A meter for use as a D.C. output meter; a matched pair of 220k $\Omega$  resistors; a damping unit comprising a 4.7k $\Omega$  resistor and a 0.001 $\mu$ F capacitor connected in series; a 0.1 $\mu$ F capacitor; and a screwdriver-type trimming tool.

## A.M. Alignment

1.—Connect the audio output meter across the external speaker sockets, and the A.M. signal generator to the control grid (pin 2) of V2b via the 0.1 $\mu$ F capacitor.

2.—Switch the receiver to M.W. and turn the tuning and volume controls fully clockwise. Set the tone control for maximum top response.

3.—Feed in a modulated 470kc/s signal and adjust the cores of L20, L19 (B2) and L15, L14 (A2), in that order, for maximum output.

4.—Transfer the signal generator output to the A.M. aerial socket and tune the receiver to 500m. Feed in a 600kc/s signal and adjust the core of L10 (F3) for maximum output.

5.—Tune the receiver to 200m. Feed in a 1,500kc/s signal and adjust C27 (B1) for maximum output.

6.—Tune the receiver to 500m. Feed in a 600kc/s signal and slide the former of L6 (A1) along the ferrite rod for maximum output.

7.—Tune the receiver to 214m. Feed in a 1,400kc/s signal and adjust C17 (B2) for maximum output.

8.—Check the calibration at 550m (545.4kc/s), 350m (857kc/s) and 200m (1,500kc/s).

9.—Switch the receiver to L.W. and tune it to 1,400m. Feed in a 214.3kc/s signal and adjust C28 (B1) for maximum output. Then slide the former of L7 (B1) along the ferrite rod for maximum output.

10.—Check the calibration at 1,800m (166.7kc/s) and 1,200m (250kc/s).

## F.M. Alignment

1.—Connect the matched pair of 220k $\Omega$  resistors in series across C48 (location reference F4). Connect the 0-50 $\mu$ A meter between chassis and the junction of the two 220k $\Omega$  resistors, and the F.M. signal generator to the control grid (pin 2) of V3.

2.—Switch the receiver to V.H.F. and tune it to the low frequency end of the band. Feed in an unmodulated 10.7Mc/s signal and adjust the core of L16 (B2) for maximum reading on the meter.

3.—Transfer the micro-ammeter chassis connection to the junction of R17, R20 (location reference F3). Feed in an unmodulated 10.7Mc/s signal and adjust the core of L17 (B2) for a zero reading on the meter. This will occur mid-way between a positive and negative peak.

4.—Connect the micro-ammeter between chassis and the junction of the two 220k $\Omega$  resistors. Transfer the signal generator output to the control grid (pin 2) of V2.

5.—Connect the damping unit across L12. Feed in a 10.7Mc/s signal, deviated by  $\pm 25$ kc/s, and adjust the core of L13 (A2) for maximum output, keeping the generator output as low as practicable. Transfer the damping unit to L13 and adjust the core of L12 (A2) for maximum output.

6.—Transfer the signal generator output to the junction of R3, C5 (location reference A1), taking care to use a blocking capacitor as this point is at H.T. potential. Transfer the damping unit to L9. Feed in a 10.7Mc/s signal, deviated by  $\pm 25$ kc/s, and

adjust the core of L8 (H6) for maximum output. Then damp L8 and adjust L9 (H6) for maximum output. Remove the damping resistor.

7.—Check that with the tuning control turned fully clockwise the carriage of L3, L5 tuning cores is  $\frac{1}{2}$ in from its fully open position, and that the cursor coincides with the datum marks at the right-hand end of the tuning scale. If necessary, the position of the core carriage may be adjusted by loosening the two screws on the drive drum and rotating it on its spindle.

8.—Transfer the signal generator output to the V.H.F. aerial socket. Tune the receiver to 92Mc/s. Feed in a 92Mc/s signal and adjust the cores of L5 (A2) and L3 (A1) for maximum output.

9.—Check that calibration at 87Mc/s, 94Mc/s and 99Mc/s is within  $\pm 0.3$ Mc/s. Check that the oscillator is operating below the carrier frequency by tuning the receiver to

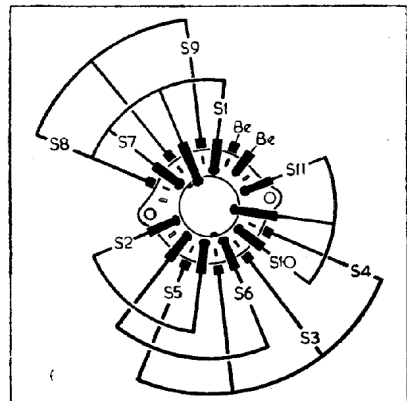


Diagram of the switch unit drawn as seen from the rear of an inverted chassis as indicated by the arrow in the chassis illustration at the top of this page.

100Mc/s and identifying the image at 78.6Mc/s.

10.—Disconnect the signal generator, the micro-ammeter, and the 220k $\Omega$  resistors. Connect the internal aerial and tune the receiver to a transmission. Adjust the aerial trimmer, if fitted, for maximum output.

# EKCO - U353

**Cursor Drive Cord Replacement.**—A length of nylon cord of approximately 36 inches is required for a new cursor drive cord. With the tuning gang fully meshed, pass the cord through the hole in the edge

**Tuner Drive Cord Replacement.**—A length of nylon cord of approximately  $8\frac{1}{2}$  inches is required for a new tuner drive cord. Attach the cord to the end of **L3, L5** core carriage and run it as indicated in the sketch of the tuning drive system shown below. With the tuning control turned fully clockwise the core carriage should be  $\frac{1}{2}$  in from its fully returned position. The position of the carriage may be adjusted by loosening the two screws on the drive drum and rotating the drum on its spindle.

Switch Table

Switches	F.M.	M.W.	L.W.
S1	C	—	—
S2	—	—	—
S3	—	C	—
S4	—	—	C
S5	C	—	C
S6	—	C	C
S7	—	C	C
S8	—	C	C
S9	C	—	—
S10	C	—	—
S11	—	C	C

*Diagram of the tuning drive system drawn as seen from the front of the chassis with the tuning control turned fully clockwise.*

