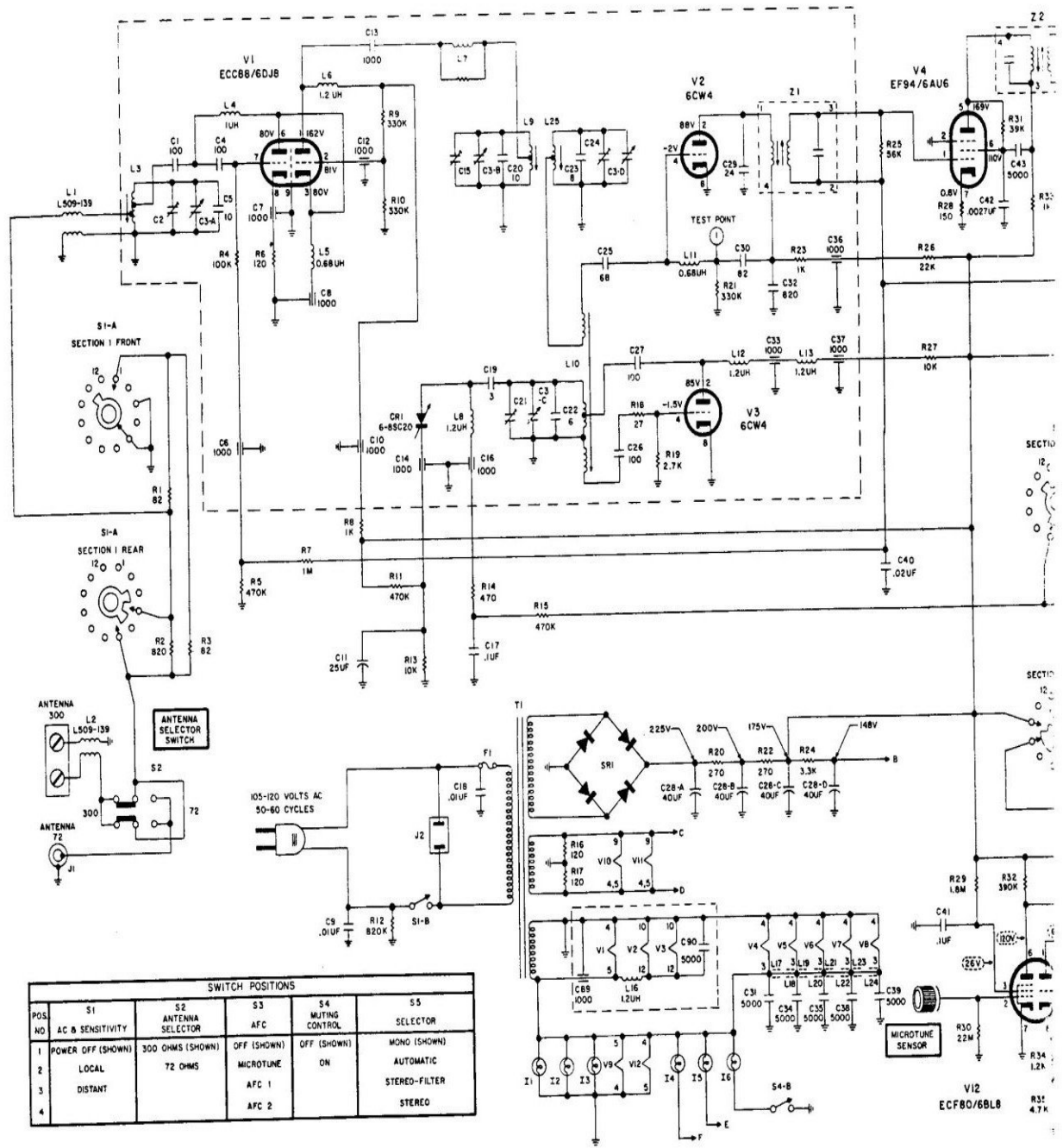
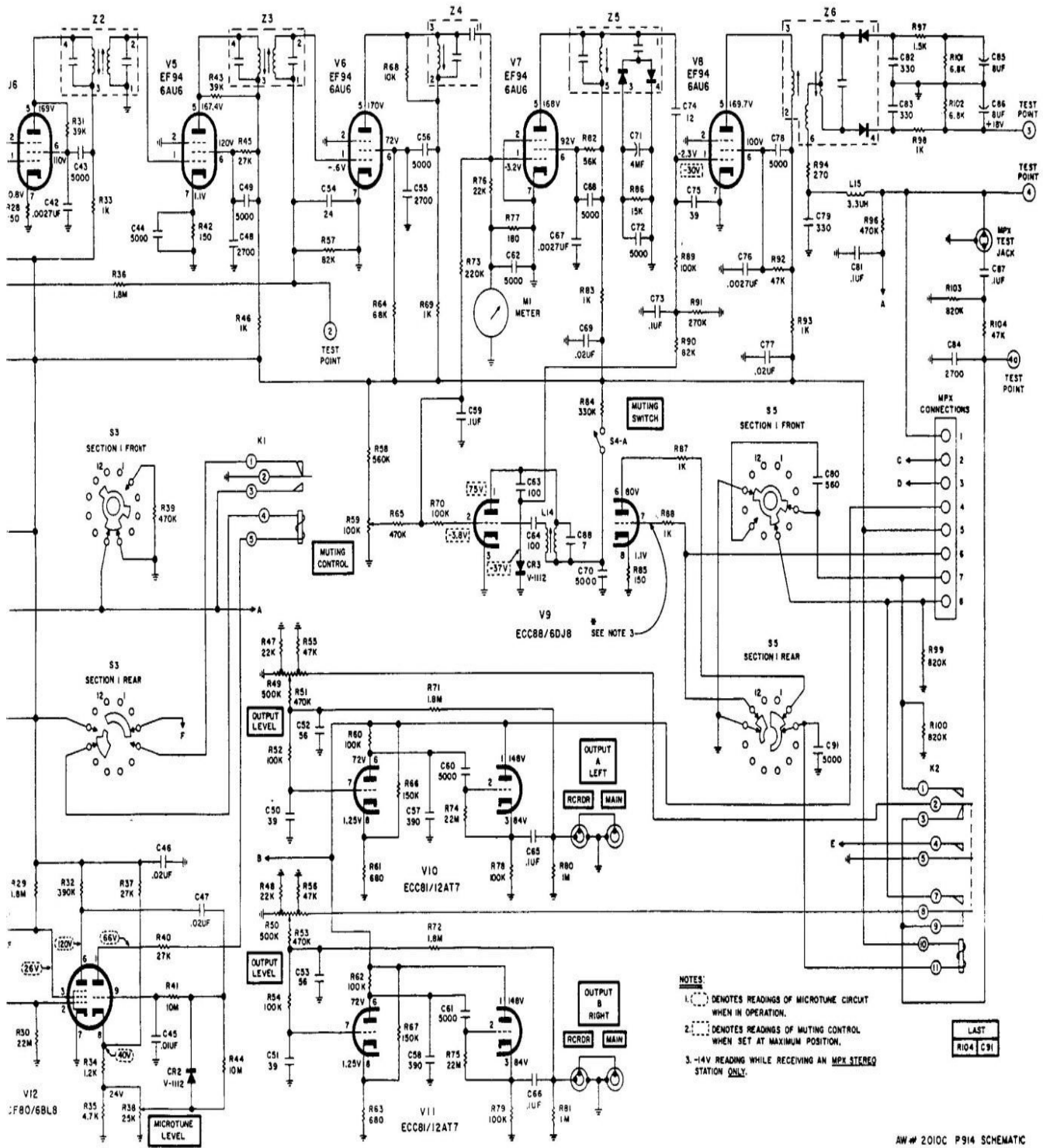


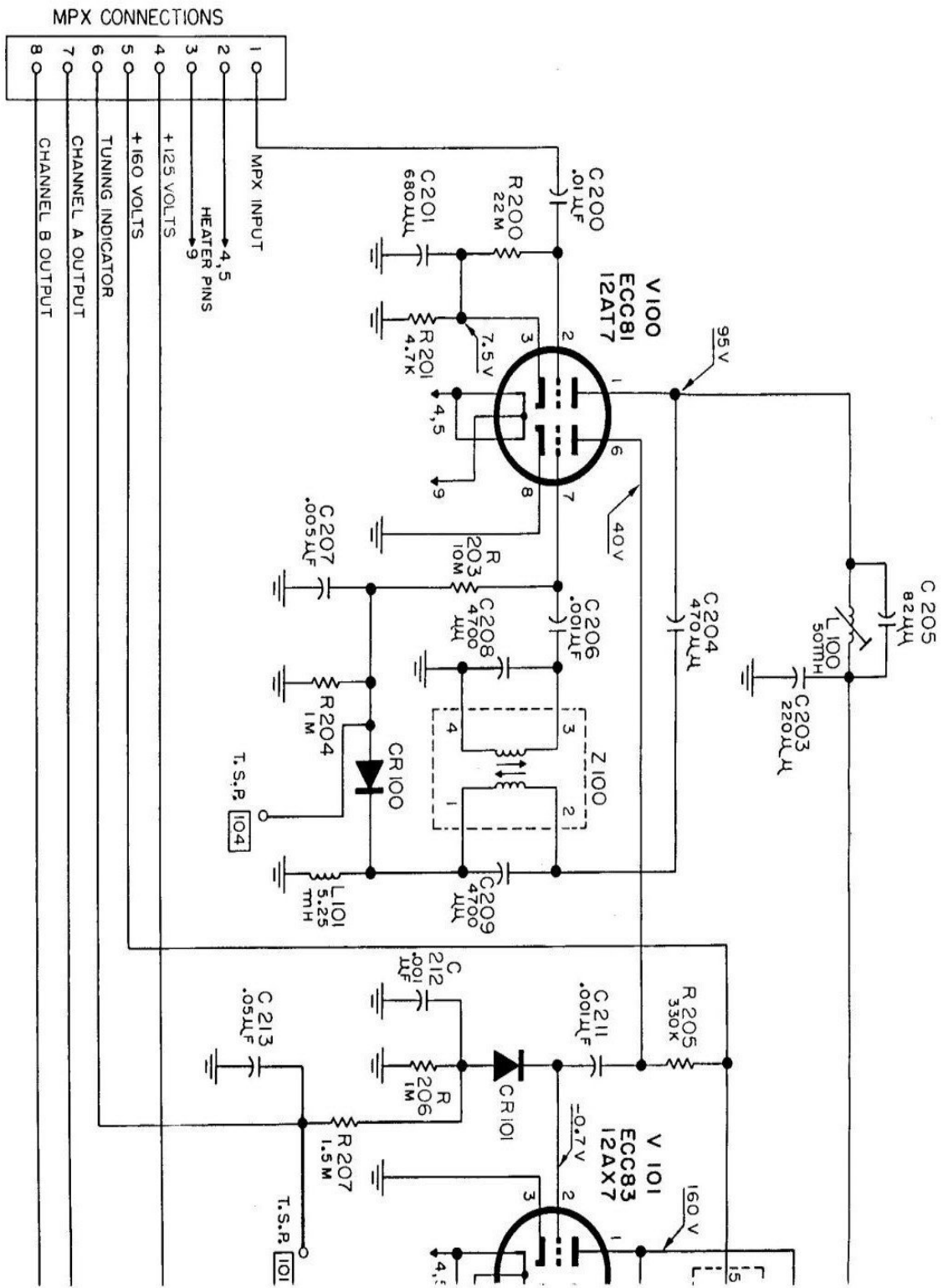
SCHEMATIC DIAGRAM



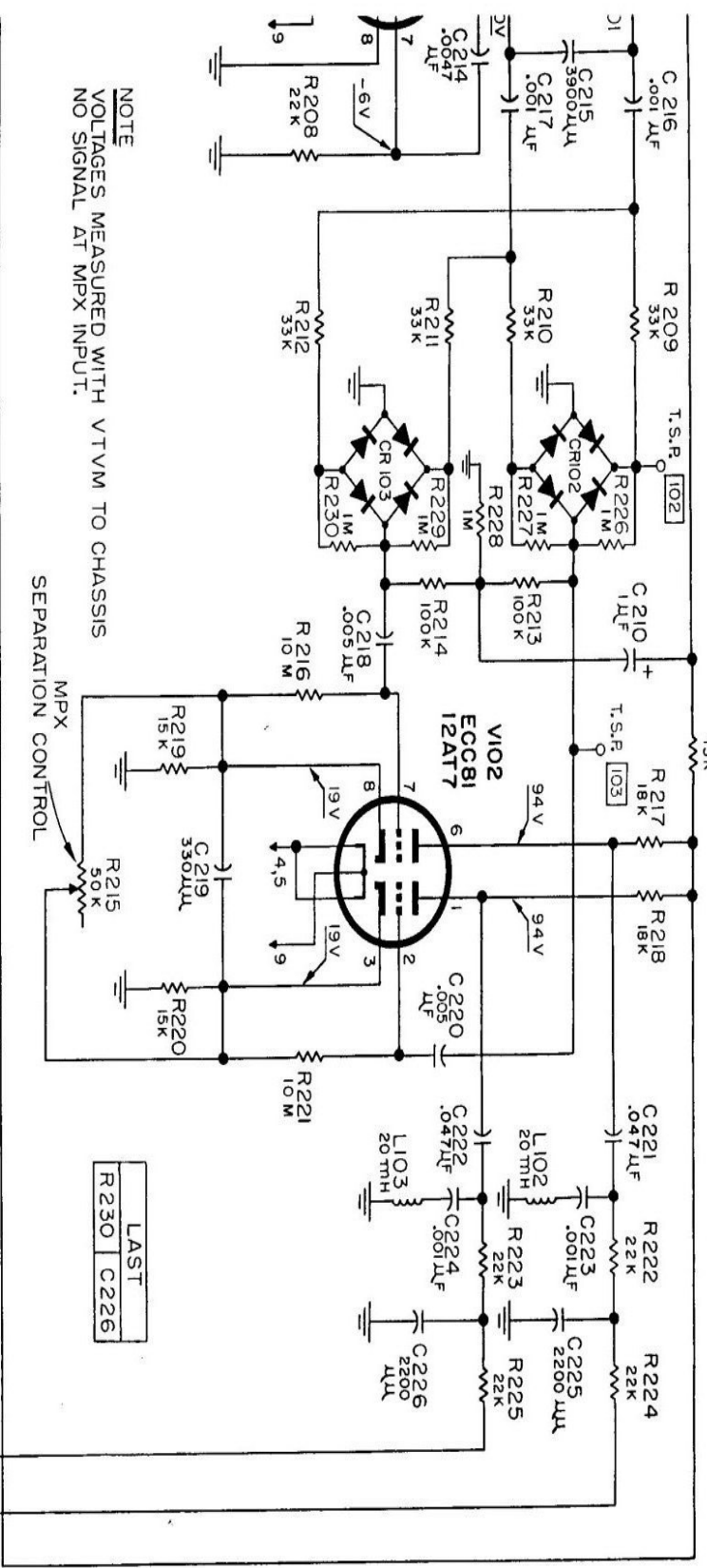
SWITCH POSITIONS					
POS. NO.	S1 AC & SENSITIVITY	S2 ANTENNA SELECTOR	S3 AFC	S4 MUTING CONTROL	S5 SELECTOR
1	POWER OFF (SHOWN)	300 OHMS (SHOWN)	OFF (SHOWN)	OFF (SHOWN)	MONO (SHOWN)
2	LOCAL	72 OHMS	MICROTUNE	ON	AUTOMATIC
3	DISTANT		AFC 1		STEREO-FILTER
4			AFC 2		STEREO



- NOTES:
1. DENOTES READINGS OF MICROTUNE CIRCUIT WHEN IN OPERATION.
 2. DENOTES READINGS OF MUTING CONTROL WHEN SET AT MAXIMUM POSITION.
 3. -14V READING WHILE RECEIVING AN MPX STEREO STATION ONLY.



SCHEMATIC DIAGRAM • MULTIPLEX SECTION



NOTE
VOLTAGES MEASURED WITH VTVM TO CHASSIS
NO SIGNAL AT MPX INPUT.

SEPARATION CONTROL
MPX

LAST
R230 C226

ALIGNMENT INSTRUCTIONS

Read These Instructions With Extreme Care Before Attempting Alignment.

CHASSIS: Turn the TUNING knob completely counterclockwise without forcing. Dial pointer should be at zero index mark on logging scale. If not, reset the dial pointer. Disconnect the external antenna. When using an oscilloscope for alignment, set the AUDIO LEVEL control for no overload, as shown by the proper waveform shape. Set remaining controls as follows: SELECTOR, MONO; MUTING, OFF; AFC, OFF; SENSITIVITY, DISTANT; ANTENNA SELECTOR (on rear panel), 300.

SIGNAL GENERATOR: The signal generator equipment must be able to supply RF $\pm 22.5 \text{ V}$, deviation at 400 cps.

INDICATOR: DC VTVM, and scope for alignment.

ALIGNMENT: Allow the chassis and test instruments to warm up for at least 15 minutes. Adjust the line voltage for 117 volts AC, 50-60 cps. Use fully insulated tools: a small screwdriver for all trimming capacitors; a K-tran tool for Z1, Z2, Z3; a hex tool for Z4, Z5, Z6, L3, L9, L25, L10, and L14.

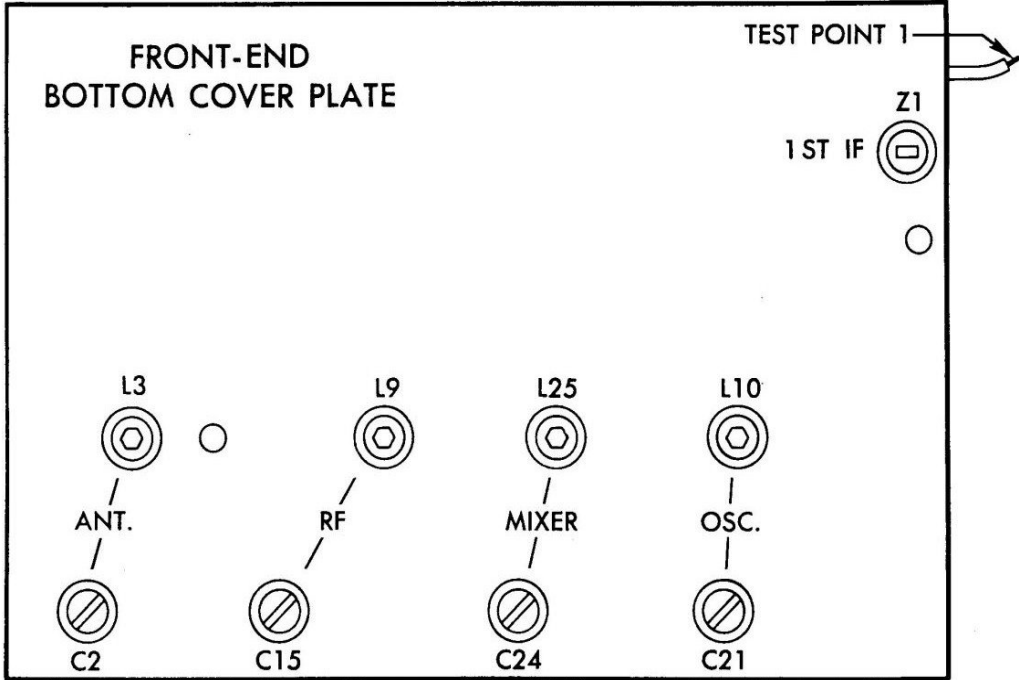
- NOTES:**
- 1—For accurate alignment, signal generator output voltage must be adjusted to produce meter readings within the range specified in the INDICATION column for each step.
 - 2—Signal generator frequency should be held constant for IF, limiter, and ratio detector alignment (Z1 through Z6).
 - 3—If adjustment of muting oscillator is necessary, adjust L14 for 3MC oscillation using a grid-dip meter.
 - 4—Do not tamper with adjustments on multiplex sub-chassis. These circuits are extremely stable and should require no service other than tube replacement, which does not affect alignment. Multiplex alignment requires special test equipment which will be available in the near future. If servicing is required, write to:

FISHER RADIO CORPORATION · 21-21 44th DRIVE · LONG ISLAND CITY 1, N. Y.

FM ALIGNMENT (tuner only)

STEPS	CHASSIS TUNING	SIGNAL GENERATOR			INDICATOR TYPE CONNECTION	ALIGNMENT ADJUST	INDICATION
		COUPLING	FREQ.	MOD.			
1	Point of no signal and no interference	FM generator connected to pin 1 of V6	10.7 MC	None	Connect DC VTVM to test point 3	Z4, Z5 top, Z6 bottom and top for max. indication	Between +5 and +9 volts
2	Point of no signal and no interference	FM generator connected to pin 1 of V6	10.7 MC	None	Connect DC VTVM to test point 4	Z6 top for min. indication	Zero reading on zero center scale
3	Point of no signal and no interference	FM generator connected to pin 1 of V5	10.7 MC	None	Connect DC VTVM to test point 2	Z3 top and bottom for max. indication	Between -0.5 and -1.0 volt
4	Point of no signal and no interference	FM generator connected to test point 1 through wire "gimmick" (less than 0.5 uuf)	10.7 MC	None	Connect DC VTVM to test point 2	Z1 and Z2 top and bottom for max. indication	Between -0.5 and -1.0 volt
5	90 MC	FM generator connected to 300 ohm terminals through 120 ohm carbon resistors	90 MC	30% FM (22.5 KC Dev.) at 400 cps.	DC VTVM to test point 2 on LEFT OUTPUT jack	L10, L25, L9 and L3 for sine waveform and max. neg. voltage	Less than -3 volts
6	106 MC	FM generator connected to 300 ohm terminals through 120 ohm carbon resistors	106 MC	30% FM (22.5 KC Dev.) at 400 cps.	DC VTVM to test point 2 on LEFT OUTPUT jack	C21, C24, C15 and C2 for sine waveform and max. neg. voltage	Less than -3 volts
7	Repeat steps 5 and 6 for proper dial calibration and maximum output.						

FRONT-END ADJUSTMENTS



INS 117



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