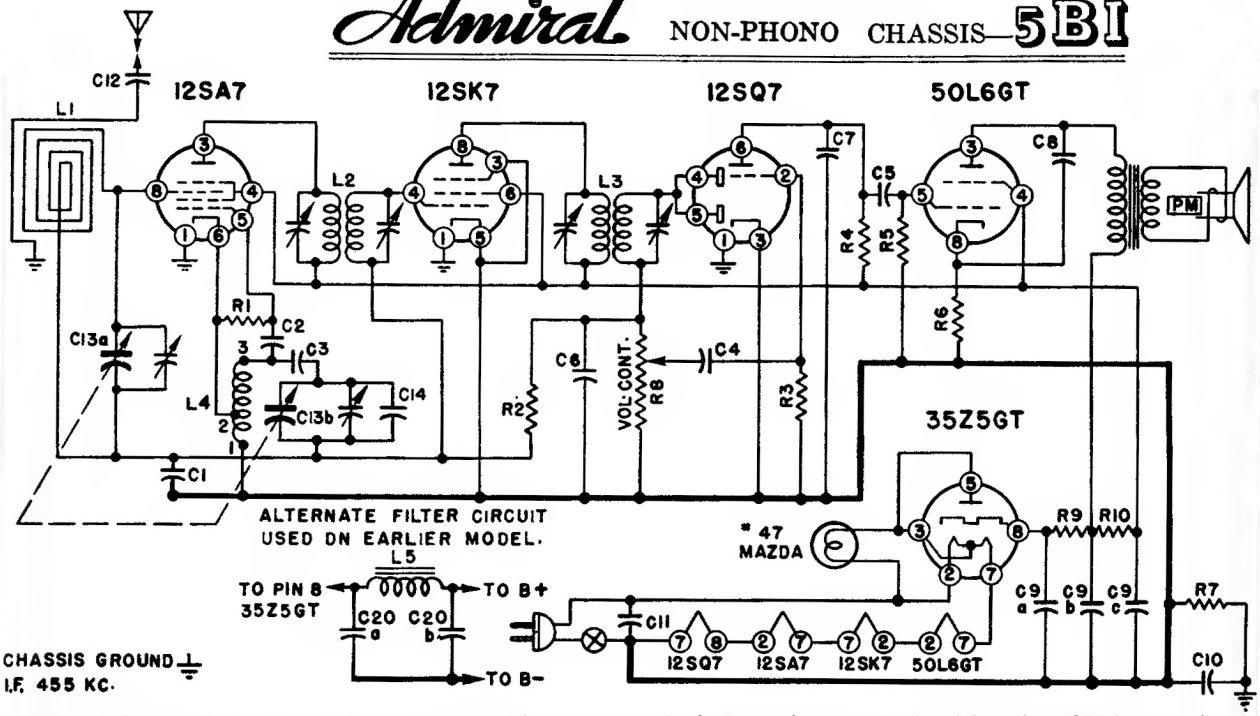
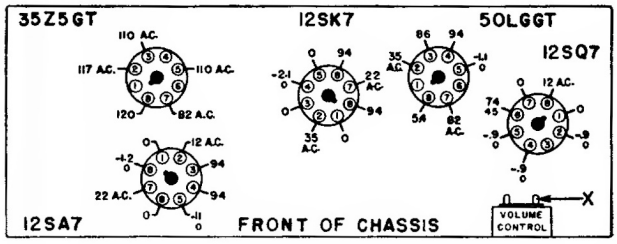
# Admiral NON-PHONO CHASSIS—5BI




NOTE: 1. In later production R9 and C9a are disconnected from pin No. 8 of the 35Z5 and a 33-ohm 1-watt resistor (R11) is connected between pin No. 8 and the junction of R9 and C9a.

2. The jumper between pins 4 and 5 on the 12SQ7 is removed and one pin is connected to the secondary of the second I.F. (L3) and the other pin is connected directly to the junction point of R2 and the secondary of the 1st I.F. (2).

## VOLTAGE DATA:—




*Bottom View of Chassis, Showing Voltages*

—All readings made between Tube Socket Terminals and Switch Lug on volume control (Point "X" on drawing).

—Measured on a 117 Volt A.C. line.

—Volume control full on.

—Dial tuned to low frequency end, no signal.

—Voltages indicated obtained on Vacuum Tube voltmeter.

—A second voltage reading is shown made with a 1000 ohm-per-volt meter when use of this instrument would result in appreciably lower readings.

## POWER SUPPLY:—

110-120 Volts A.C. or D.C. U.L. approved.
Frequency—50 to 60 cycles
Power consumption—30 watts

## CONDENSERS

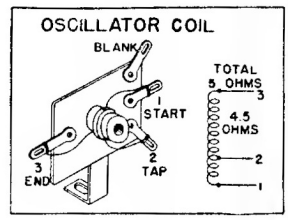
| Symbol | Capacity | Type |
|---|---|---|
| C1 | .1 mfd. | 200 V. |
| C2 | .00005 mfd. | Mica |
| C3 | .02 mfd. | 400 V. |
| C4 | .01 mfd. | 400 V. |
| C5 | .01 mfd. | 400 V. |
| C6 | .00025 mfd. | Mica |
| C7 | .0005 mfd. | Mica |
| C8 | .02 mfd. | 400 V. |
| C9a | 30. mfd. (Elect.) | 150 V. |
| C9b | 30. mfd. (Elect.) | 150 V. |
| C9c | 20. mfd. (Elect.) | 150 V. |
| C10 | .2 mfd. | 400 V. |
| C11 | .05 mfd. | 400 V. |
| C12 | .005 mfd. | 600 V. |
| C13a | .00042 mfd. (max.) | Var. |
| C13b | .00018 mfd. (max.) | Var. |
| C14 | .00002 mfd. | Mica |
| C20a | 30. mfd. (Elect.) | 150 V. |
| C20b | 50. mfd. (Elect.) | 150 V. |

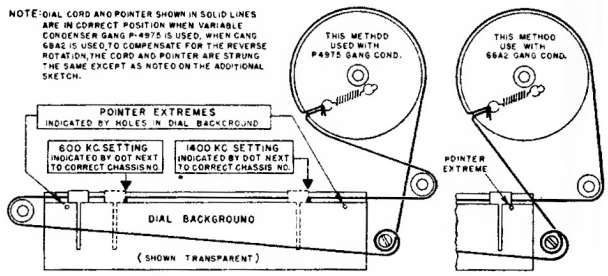
## RESISTORS

| Symbol | Resistance | Type |
|---|---|---|
| R1 | 22,000 ohms | C½W |
| R2 | 470,000 ohms | C½W |
| R3 | 10 meg ohms | C½W |
| R4 | 220,000 ohms | C½W |
| R5 | 470,000 ohms | C½W |
| R6 | 150 ohms | C½W |
| R7 | 150,000 ohms | C½W |
| R8 | 1 meg ohm Volume Control | |
| R9 | 150 ohms | C1W |
| R10 | 1,000 ohms | C1W |
| R11 | 33 ohms | C1W |

## COILS

| Symbol | Description |
|---|---|
| L1 | Loop |
| L2 | 1st I. F. Trans. |
| L3 | 2nd I. F. Trans. |
| L4 | Osc. Coil |
| L5 | Choke, Filter |



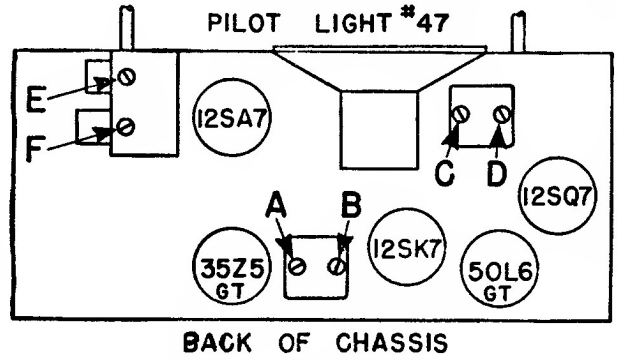
# 5BI—CHASSIS NON-PHONO Admiral

| Connect Signal Generator to— | Dummy Antenna Between Radio and Generator | Set Generator Frequency to— | Set Receiver Dial Frequency to— | Adjust Following Trimmers | Type of Adjustment |
|---|---|---|---|---|---|
| Tuning Condenser Antenna Stator | 250 mmfd. Condenser | 455 KC. | High frequency end of Dial | C—D 2nd I. F.<br>A—B 1st I. F. | Adjust to maximum Output |
| Tuning Condenser Antenna Stator | 250 mmfd. Condenser | 1630 KC. | High frequency end of Dial | E—Osc. | Adjust to maximum Output |
| Loop radiator (or place pickup lead from gen. close to loop of set to obtain adequate signal). | No actual connection between set and generator. | 1400 KC. | Tune in generator signal | F—Ant. | Adjust to maximum Output |

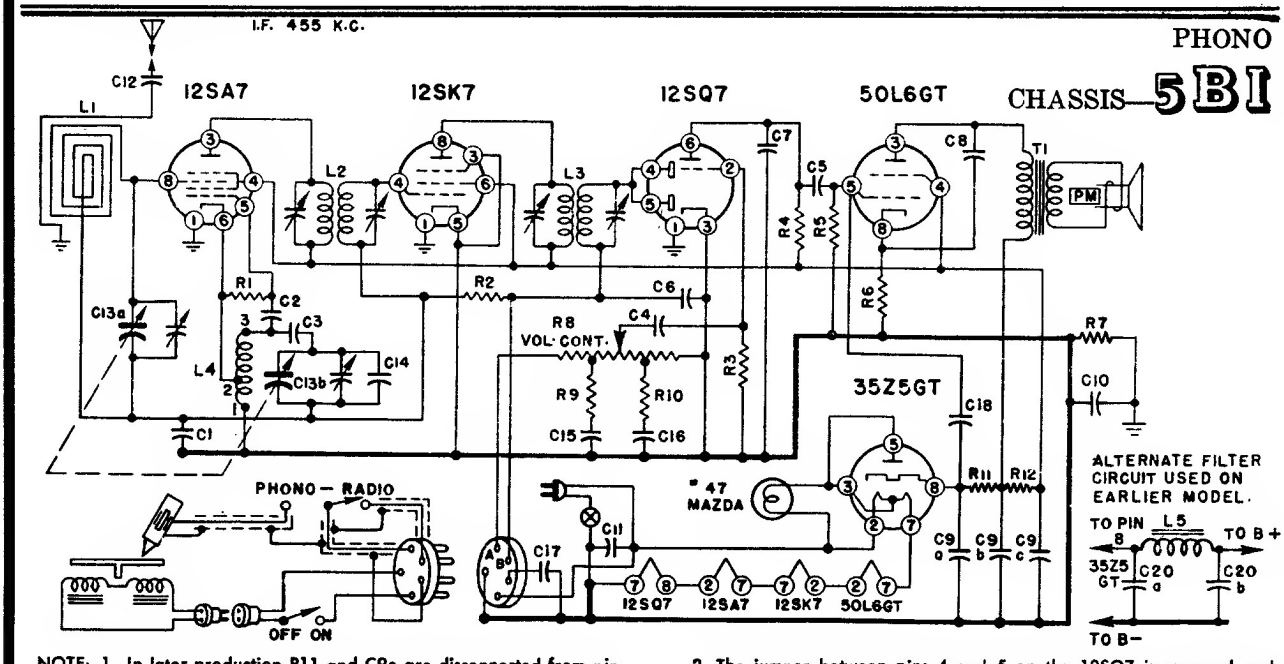
### *ALIGNMENT PROCEDURE*

1. Be sure Radio Receiver and Signal Generator are thoroughly warmed up before starting alignment procedure.
2. Check setting of Pointer Extremes and note correct 600 K.C. and 1400 K.C. positions on Dial Background. (See Dial Diagram on reverse side.)
3. Connect Output Meter across Voice Coil.
4. Turn Receiver Volume Control full on.
5. Use lowest Output setting of Signal Generator capable of producing adequate Output Meter indication and then proceed as outlined in chart below.
6. Repeat adjustments to insure final overall maximum results.

TOP VIEW — TUBE & TRIMMER LOCATION




PHONO CHASSIS—5BI




NOTE: 1. In later production R11 and C9a are disconnected from pin No. 8 of the 35Z5 and a 33-ohm 1-watt resistor (R13) is connected between pin No. 8 and the junction of R11 and C9a. In these sets, condenser C18 was deleted.

2. The jumper between pins 4 and 5 on the 12SQ7 is removed and one pin is connected to the secondary of the second I.F. (L3) and the other pin is connected directly to the junction point of R2 and the secondary of the 1st I.F. (L2).

NOTE: Connect points "A" and "B" with jumper when testing chassis with phono plug removed