

FIGURE 1.

TUNER FUNCTIONAL DETAIL

* SELECTOR SWITCH AND STOP PLATE ROTATE 60° (1/6 TURN) EACH TIME SOLENOID IS ACTUATED.

is not resting in the position selected by the push button when the solenoid plunger is on its return trip, the moment the plunger moves out far enough to actuate the solenoid switch, current will again flow through solenoid causing the plunger to be pulled in again. The plungers inward motion again rotates the stop plate and selector switch through another 60°. This last operation is repeated automatically until the selector switch comes to rest at the position selected by the push-button, at which time the solenoid circuit is opened and the plunger moves out until the stop plate is resting on the selected lead screw stop. The stops are adjusted to the desired positions during the station setting up procedure, through the set-up gear train assembly.

Refer to Figure 2 for mechanics behind station setting-up mechanism detail.

When the button on which a station is to be set up is first pressed, the tuner operates and the stop plate comes to rest against the selected lead screw stop. The pressure of the stop plate against the lead screw stop moves the lead screw forward until its shoulder rests against the tuner and plate. The square end of the lead screw does not engage in the square hole of the set-up gear until the set-up button is pushed in or the station set-up knob is turned (whichever is applicable). A latch on one end of the detent lever engages the gear lever, holding the set-up gear train in contact with the selected lead screw. Now the selected lead screw stop can be moved on its lead screw by turning the manual tuning shaft. None of the other lead screws turn because the stop plate is not resting against them. After the button is set up, pressing any other button will unlatch the gear lever and disengage the lead screw from the set-up gear. See Figure 2.

Since the coil tuning iron cores are attached to the carriage plate and move in unison with the plunger, the point at which they are brought to a stop (by means of the lead screw stop) determines the frequency to which the coils are tuned.

Dash-pot action between the plunger and the solenoid determines the tuner operating speed. The rate at which air is allowed to enter or escape through the adjustable air release determines the speed of the plunger. See Figure 1.

TO REMOVE TUNER FROM CHASSIS

Should it become necessary to remove the solenoid tuner from the receiver chassis, proceed as follows:

1. Remove the covers from the set, completely exposing the chassis.
2. Mark all leads connecting tuner to receiver.
3. Disconnect all leads connecting tuner to receiver. Do not unsolder leads from the tuner selector switch; unsolder them at the push-switch. The .5 mf paper capacitor need not be removed.
4. The tuner is held to the chassis by self-tapping screws driven into the sides of the tuner. Do not remove any other screws.

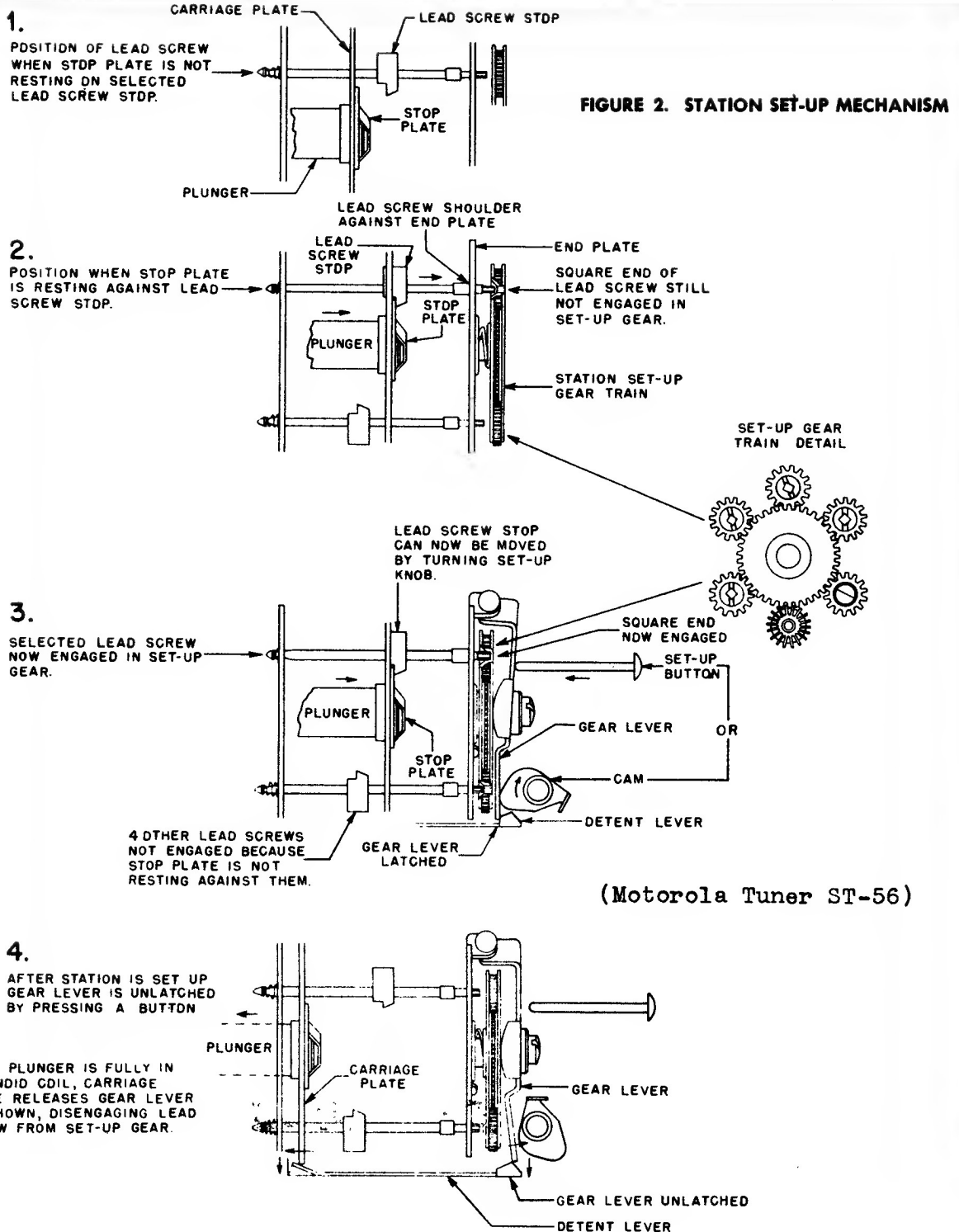
The speed at which the tuner operates is governed by dash-pot action of the solenoid plunger within the closed solenoid coil form. The rate at which air is allowed to enter or escape determines the speed of the plunger.

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AIR RELEASE ADJUSTMENT

An adjustable air release is provided on all late production tuners. See Fig. 3. To adjust, loosen the screw and move the eccentric washer which covers the air release hole to expose or cover more of the air release hole

as required. Early production tuners did not have a solenoid end plate with an adjustable air release. If such a tuner is slow or sluggish because of too much "dash-pot" action, replace the solenoid end plate with the adjustable air release type. Order part number 1X7656.



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END VIEW OF TUNER

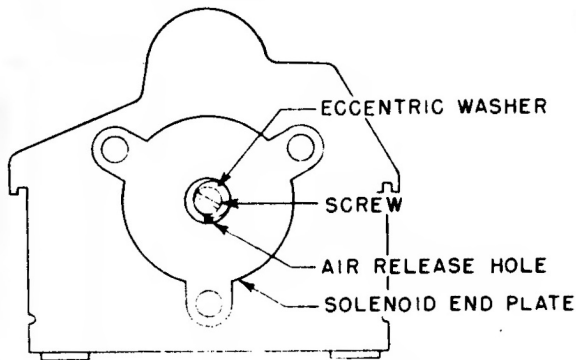


FIGURE 3. AIR RELEASE ADJUSTMENT

1. If tuner operates too slowly, open the air release hole. Open it only far enough to secure reliable operation. Too little "dash-pot" action (air release open too much) may cause the plunger to hammer and sometimes even to make the tuner operate continuously due to the selector switch rotor being turned so rapidly as to overshoot its contacts.
2. If the tuner operates too rapidly increase dash-pot action by closing the air release hole slightly. Close it only enough to eliminate hammering.

PLUNGER RATCHET ADJUSTMENT

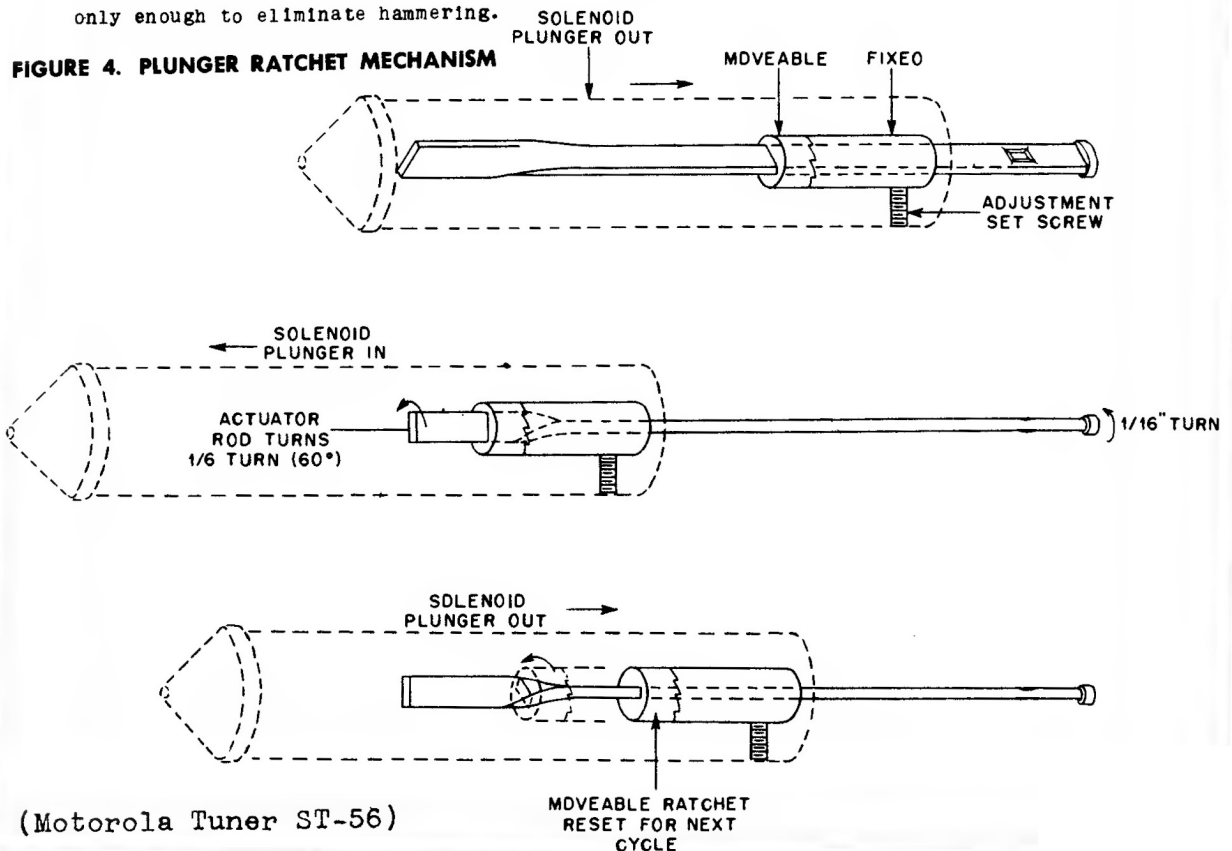
The plunger ratchet mechanism in Figure 4. This mechanism rotates the actuator rod which, in turn, rotates the carriage stop plate and the selector switch 60° for each inward motion of the plunger.

If this adjustment is incorrect, tuner may operate continuously once current is applied.

Correct ratchet adjustment is indicated when $1/64$ to $1/32$ " clearance is observed between selector switch contacts and the selector switch rotor as shown in Figure 5. Slowly work the plunger by hand and observe clearance at each contact position. If the average clearance is not $1/64$ to $1/32$ ", correction can be made by loosening ratchet adjustment setscrew and turning actuator rod by hand until correct clearance is observed.

Before ratchet adjustment setscrew is finally tightened, push fixed ratchet $1/32$ " back into plunger. This increases spring tension against rotating ratchet, thus insuring more positive operation.

FIGURE 4. PLUNGER RATCHET MECHANISM



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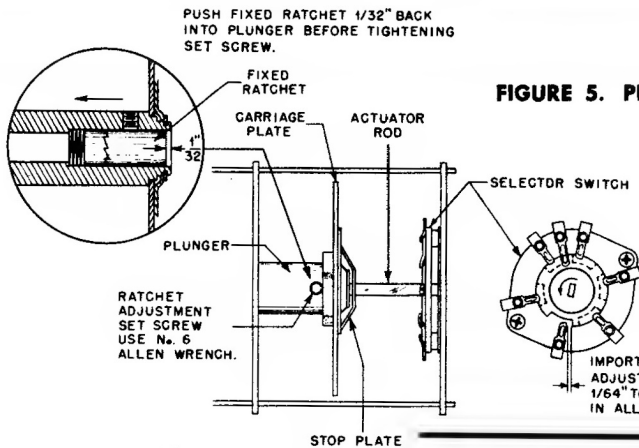


FIGURE 5. PLUNGER RATCHET ADJUSTMENT

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SOLENOID SWITCH TRIP ADJUSTMENT

The solenoid switch tripping mechanism should be adjusted as shown in Figure 6.

If the solenoid switch is tripped too early, the ratchet mechanism may fail to operate; if it trips too late, the plunger may hammer violently or should the solenoid switch fail to trip, the plunger would be held within the solenoid.

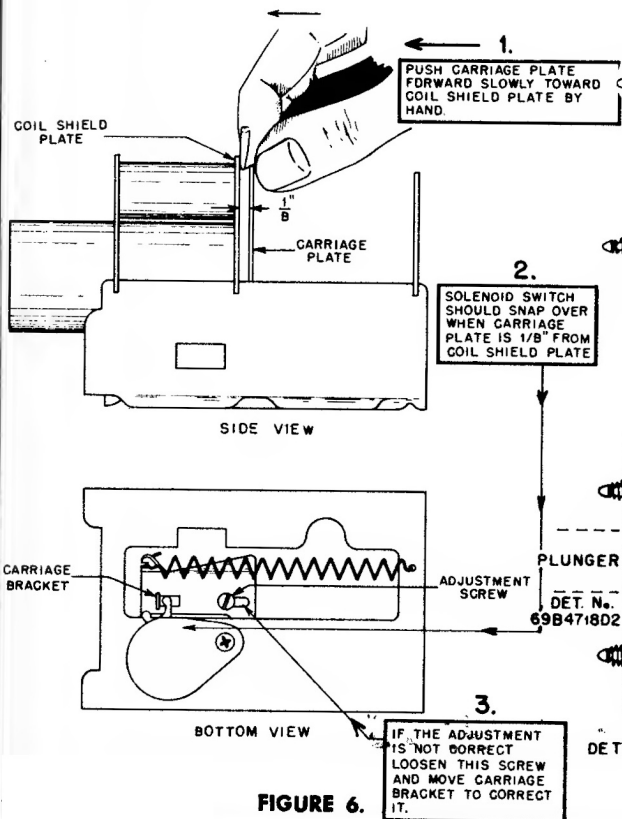


FIGURE 6. SOLENOID SWITCH ADJUSTMENT

The gear lever latch holds the station set-up gear train in position while setting up stations. Failure of the latch to engage properly when the set-up button is pushed in or the station set-up knob is turned (whichever is applicable) would result in the inability to set up pre-set stations. Failure of the latch to disengage after station is set up would result in faulty automatic tuning because the lead screws might not seat themselves properly against the tuner end plate. Figure 7 above shows the latch detail and adjustment.

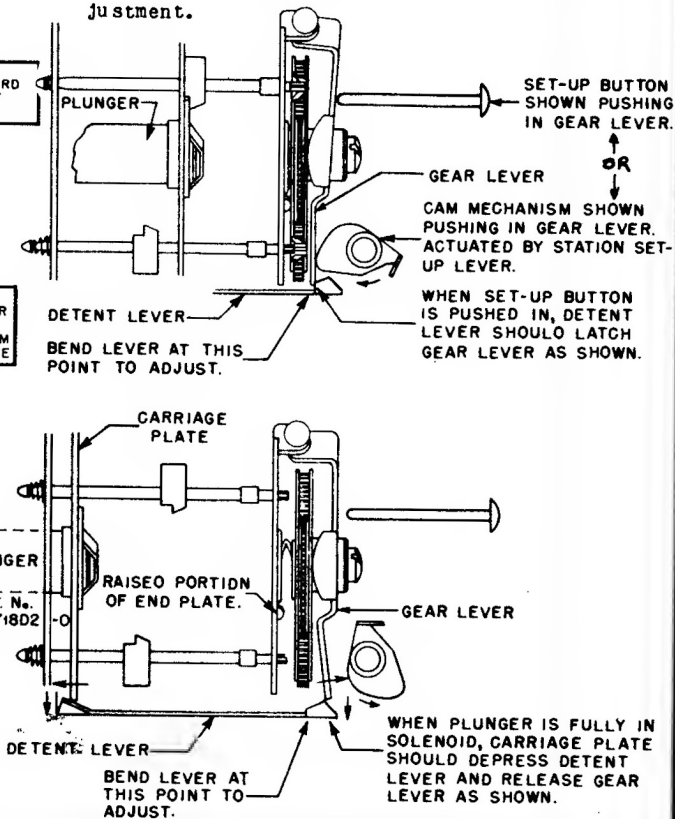


FIGURE 7. GEAR LEVER LATCH ADJUSTMENT

SERVICE NOTES

FAILURE OF SOME LEAD SCREW TO ENGAGE IN SET-UP GEARS

If some of the lead screws fail to engage in the set-up gears during station setting up procedure, check the gear lever to see if it is bent. When the set-up button is pushed in and the gear lever latches on the detent lever, the set-up gear train should be parallel with the tuner end plate and the bottom of the gear train should be resting on the raised portions of the tuner end plate.

LUBRICATION

Should lubrication ever be required, it is recommended that a very fine grease, commercially called Lubriplate, or its equivalent, be used.

Remove all old and sticky lubricant with a solvent such as carbon tetrachloride and then, very sparingly, lubricate only the following points:

1. Carriage guide rods.
2. Actuator rod.
3. Manual lead screw.

Do not lubricate or permit lubricant to get on Selector Switch contacts. The friction drag is required for proper operation of tuner.

LEAD DRESSING

Make sure that the selector switch and solenoid coil leads are dressed so that carriage plate does not rub against them. Leads rubbing against the carriage plate may cause the tuner to stick, especially at the high frequency end.

REPLACEMENT OF SOLENOID COIL OR SOLENOID PLUNGER

Should replacement of the solenoid coil or solenoid plunger be required, it will be necessary to replace the entire tuner. A close fit between solenoid plunger and solenoid coil form is required; a proper match can only be secured at the factory. When service of this kind is required, return the tuner to the factory for exchange.

TO REPLACE ANT. R.F., OR OSC. COILS

IMPORTANT: When ordering replacement coils, order by part number and also specify the color coding (paint dots) on old coil. THE REPLACEMENT COIL SHOULD CARRY THE SAME

COLOR CODING AS THE ORIGINAL OR THE TUNER WILL NOT TRACK PROPERLY.

1. If coil is not readily accessible remove the tuner from the chassis as outlined under "TO REMOVE TUNER FROM CHASSIS."
2. Unsolder the two lugs holding the coil to the tuner plate.
3. Carefully remove the old coil. Save the thin paper washer that is found at the base of the coil.
4. Slip the paper washer over the replacement coil and slip coil into shield can.
5. Orient coil so its lugs are in same position as before and resolder to tuner plate.
6. Reassemble tuner and install in receiver.
7. Realign ANT., R.F. and OSC. stages per instructions found in the receiver service manual.

TO REPLACE ANT. R.F. OR OSC COIL TUNING CORES

1. The core which tunes the top coil is readily accessible and presents no replacement problem. To reach the two bottom coil tuning cores, remove the tuner from the chassis base as outlined under "TO REMOVE TUNER FROM CHASSIS."
2. Remove the carriage return spring.
3. Move the carriage plate back as far as it can go. The tuning cores can now be screwed "out" or "in" by grasping the portion that sticks out the back of the coil. When installing a new core, make sure that the insulating washer and adjustment clip are replaced properly. The insulating washer goes on the core side; the core adjustment clip has an ear on it and this ear must fit into a hole in the bakelite insulator on the carriage plate. Refer to Figure 8.
4. Replace the carriage return spring.
5. Install tuner in receiver.
6. Realign ANT., R.F. and OSC. stages following the instructions found in the receiver service manual.

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