ALIGNMENT TABLE, MODEL 563-MA

Alignment Order	Connect "high" side of Generator to:	Tune Generator to:	Tune Receiver Dial to:	Adjust for Maximum Peak Output
1	Aerial Section of Gang (Drive End)	455 Kc/s.	540 Kc/s.	L8 Core
2	Aerial Section of Gang (Drive End)	455 Kc/s.	540 Kc/s.	L7 Core
3	Aerial Section of Gang (Drive End)	455 Kc/s.	540 Kc/s.	L6 Core
4	Aerial Section of Gang (Drive End)	455 Kc/s.	540 Kc/s.	L5 Core
Repeat the above adjustments until the maximum output is obtained.				
5	Aerial Lead	600 Kc/s.	600 Kc/s.	L.F. Osc. Core Adj. (L4)*
6	Aerial Lead	1500 Kc/s.	1500 Kc/s.	H.F. Osc. Adj. (C11)
7	Aerial Lead	1500 Kc/s.	1500 Kc/s.	H.F. Aer. Adj. (C5)
Repeat adjustments 5, 6 and 7.				

* Rock the tuning control back and forth through the signal.

SOCKET VOLTAGES

VALVES	Cathode to Chassis Volts:	Screen Grid to Chassis Volts:	Anode to Chassis Volts:	Anode Current mA:	Heater Volts:
6BE6 Converter	—	85	165	1.8	6.3
6BA6 I.F. Amp.	1.6	85	165	5.5	6.3
6AV6 Det., A.F. Amp., A.V.C.	—	—	80	0.3	6.3
6AQ5 Output	—	165	250	28	6.3
6X4 Rectifier	255	—	245/245 AC. R.M.S.	—	6.3

Volts across back-bias resistor = 8 volts.

Total H.T. Current = 48 mA.

Measured at 240 volts A.C. supply. No signal input. Volume Control maximum clockwise. Voltmeter 20,000 ohms per volt; measurements taken on highest scale giving accurate readable deflection.

D.C. RESISTANCE OF WINDINGS,

MODELS 563-MAY, 563-MAZ

Winding	D.C. Resistance in ohms
Ferrite Aerial Assembly:	
Primary (L1)	†
Secondary (L2)	1
Oscillator Coil (L3)	5
I.F. Transformer Windings	15
Power Transformer (T2):	
Primary	50
Secondary	300
Loudspeaker Input Transformer (T1):	
Primary	525 or 430
Secondary	†

MODEL 563-MA

Winding	D.C. Resistance in ohms
Aerial Coil:	
Primary (L2)	3
Secondary (L3)	2
Oscillator Coil (L4)	5
I.F. Filter (L1)	17.5*
I.F. Transformer Windings	15
Power Transformer (T2):	
Primary	50
Secondary	300
Loudspeaker Input Transformer (T1):	
Primary	525 or 430
Secondary	†

* In some receivers this reading may be as high as 60 ohms.

† Less than 1 ohm.

The above readings were taken on a standard chassis, but substitution of materials during manufacture may cause variations and it should not be assumed that a component is is faulty if a slightly different reading is obtained.