OSCILLATION WHEN ADJUSTING T3

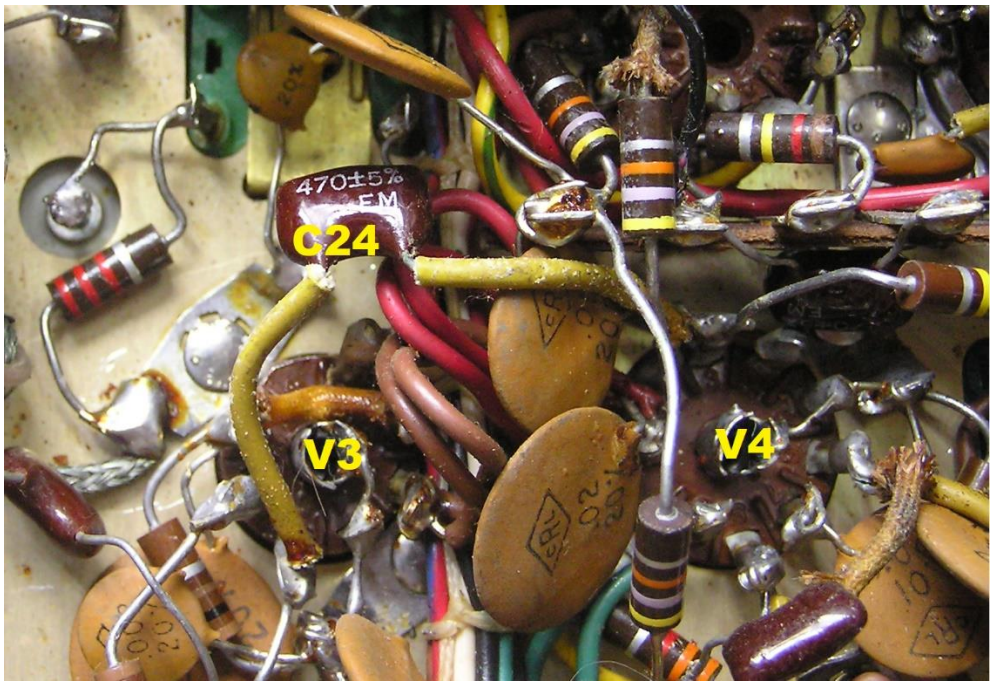
The position of C24 from the plate of V3 to the grid of V4 will cause an oscillation commonly referred to as motorboating. It manifests itself in one of two ways.

First, while performing alignment as you peak the adjustment of T3 it will suddenly break into the motorboat oscillation.

NOTE: In several versions of the SR-160 and the SR-500 the parts placement drawings have an error. On page 20, figure 12, T3 is labeled T4 and T4 is also labeled T4. The I.F. can, located between V10 and V12 is actually T3. The one located next to T7 is the actual T4.

Second, all is well, until you put the case on following repair or alignment. You turn the SR-160 or SR-500 and as soon as it receives any signal it breaks in to the oscillation.

If the position of C24 is too close to the chassis or, too far away from the chassis the oscillation will occur. Corrosion in the chassis will intensify the effect. In the photo below the body of the capacitor is 5/8” away from the chassis. This is most common position for eliminating the fault.



73 WDØGOF