

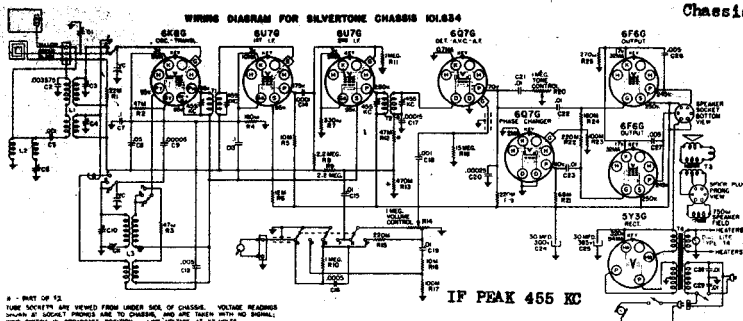
Sears Roebuck & Co.

	Model: 5581	Chassis:	Year: Pre April 1941
	Power:	Circuit:	IF:
	Tubes:		
	Bands:		
Resources			
Riders 12 (XII) SEARS 12-43			

SEARS ROEBUCK & CO.

MODEL 5681

Chassis 101.634



A - PART OF T2

TUBE SOCKETS ARE VIEWED FROM UNDER SIDE OF CHASSIS. VOLTAGE READINGS SHOWN IN SQUARES POINTED TOWARD TUBES, AND IN CIRCLES AT 100 VOLTS. WHEN NO NUMBER IS GIVEN, THE VOLTAGE IS 250 VOLTS OR LOW VOLT TO GROUND.

WAVE BAND

SWITCH POSITION	POSITION OF VARIABLE	GENERATOR FREQUENCY	DUMMY ANTENNA	GENERATOR CONNECTION	TRIMMERS ADJUSTED IN ORDER (SHOWN)	TRIMMER FUNCTION	APPROXIMATE MICROVOLTS
"AM"	Closed	455 kc	.1 mfd.	6K8G Grid	T2, T1	IF	--
"AM"	800 kc	455 kc	.00005 mfd.	Ant. Clip	C6*	Wave Trap	--
"AM"	Fully open	1620 kc	.00005 mfd.	Ant. Clip	C10	Oscillator	--
"AM"	1400 kc	400 kc	.00005 mfd.	Ant. Clip	C1	Translator	300
"AM"	500 kc (rook)	600 kc	.0005 ohms	Ant. Clip	C11	Padder	100
"POL"	2.4 mc	3.4 mc	400 ohms	Ant. Clip	C3	Translator	35
"FOR"	15 mc (rook)	15 mc	400 ohms	Ant. Clip	C4	Translator	10

Output meter connection Across loudspeaker voice coil

Output meter reading to indicate 500 milliwatts 1.1 volts

Approximate microvolts input to indicate 500 milliwatts output See chart below

Position of Tone Control On mark to left of

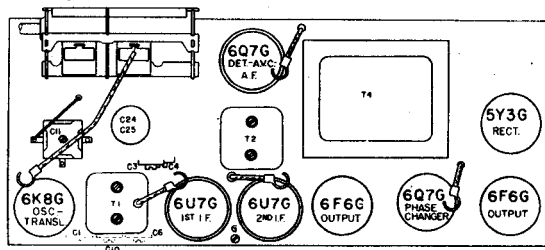
Position of Dial Pointer with variable fully closed 550 kc calibration mark

* The generator should be adjusted for high output. The trimmer should be adjusted for minimum output meter reading instead of the usual maximum reading. If the frequency of an interfering station around 455 kc is known, the generator should be adjusted to the frequency of that station instead of to 455 kc.

PUSH BUTTON TUNING MECHANISM:

The adjustment for each push button is locked or unlocked by tightening or loosening the slotted screwhead made accessible when the push button knob is pulled off of its plunger. Stations are set up by unlocking the mechanism, tuning in the station, pushing in the plunger (being careful not to detune the station), releasing the plunger, then securely locking the adjustment.

SEPTEMBER 6, 1940



LOCATIONS OF PARTS ON TOP OF CHASSIS 101.634

