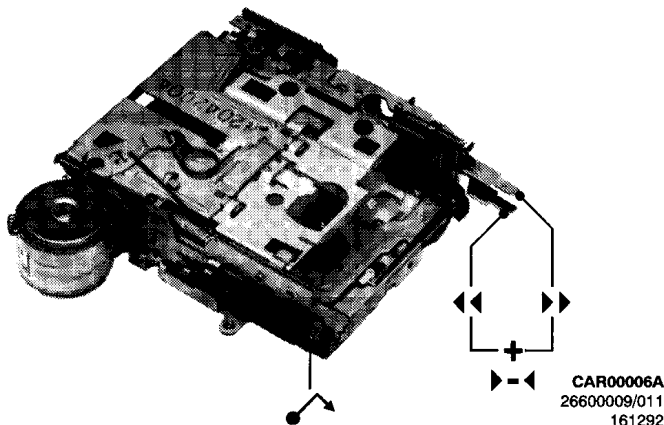


Service  
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Service



# Service Manual

12 V

## (GB) TECHNICAL DATA

Operating voltage	: 10.5-16VDC (nom. 13.2VDC)
Tape speed	: 4.76cm/sec ± 2%
Wow & flutter	: ≤ 0.35% RMS
Crosstalk suppression	: > 35dB
Fast wind time	: < 170 secs (C-60)
Number of tracks	: 2x2

## (F) CARACTERISTIQUES TECHNIQUES

Tension de fonctionnement	: 10.5-16VDC (nom. 13.2VDC)
Vitesse de bande	: 4,76cm/sec ± 2%
Pleurage & scintillement	: ≤ 0,35% RMS
Assourdissement de diaphonie	: > 35dB
Temps de bobinagerapide	: < 170 sec (C-60)
Nombre de pistes	: 2x2

## (NL) TECHNISCHE GEGEVENS

Werkspanning	: 10.5-16VDC (nom. 13.2VDC)
Bandsnelheid	: 4,76cm/sec ± 2%
Wow & flutter	: ≤ 0,35% RMS
Overspraak demping	: > 35dB
Omspoeltijd	: < 170 sec (C-60)
Aantal sporen	: 2x2

## (D) TECHNISCHE DATEN

Betriebsspannung	: 10.5-16VDC (nom. 13.2VDC)
Bandgeschwindigkeit	: 4,76cm/s ± 2%
Gleichlaufschwankungen	: ≤ 0,35% RMS
Uebersprach-Dämpfung	: > 35dB
Umspuldauer	: < 170 s (C-60)
Spurenzahl	: 2x2

## (I) DATI TECNICI

Tensione di lavoro	: 10.5-16VDC (nom. 13.2VDC)
Velocità di trascinamento	: 4,76cm/sec ± 2%
Wow & flutter	: ≤ 0,35% RMS
Assordamento della diafonia	: > 35dB
Durata di avvolgimento	: < 170 sec (C-60)
Numero di piste	: 2x2



# **(GB) ADJUSTMENTS AND CHECKS**

Equipment required:

- Universal test cassette SBC419 4822 397 30069
- Universal test cassette SBC420 4822 397 30071
- Friction test cassette 811/CTM 4822 395 30054
- Spring scale 50-500g 4822 395 80028
- Wow & flutter meter
- AC millivoltmeters

## **1. Azimuth (Fig. 1)**

Azimuth alignment should be carried out on a complete car radio; proceed as follows:

- Connect the millivoltmeters to the loudspeaker outputs.
- Insert test cassette SBC419 (or SBC420), select NOR (normal play) and play the 10kHz signal.
- Adjust Azimuth screw "A" for equal and maximum output voltage reading for both RH and LH channel.
- Switch to REV (reverse play) and play the 10kHz signal.
- Repeat the adjustment with screw "B"

## **2. Friction clutch 55**

- Insert friction test cassette 811/CTM (NOR and REV).
- Play take-up torque should be 35 - 75g/cm.
- Fast wind torque should be 40 - 150g/cm.
- If the torque is not correct, replace clutch 55.

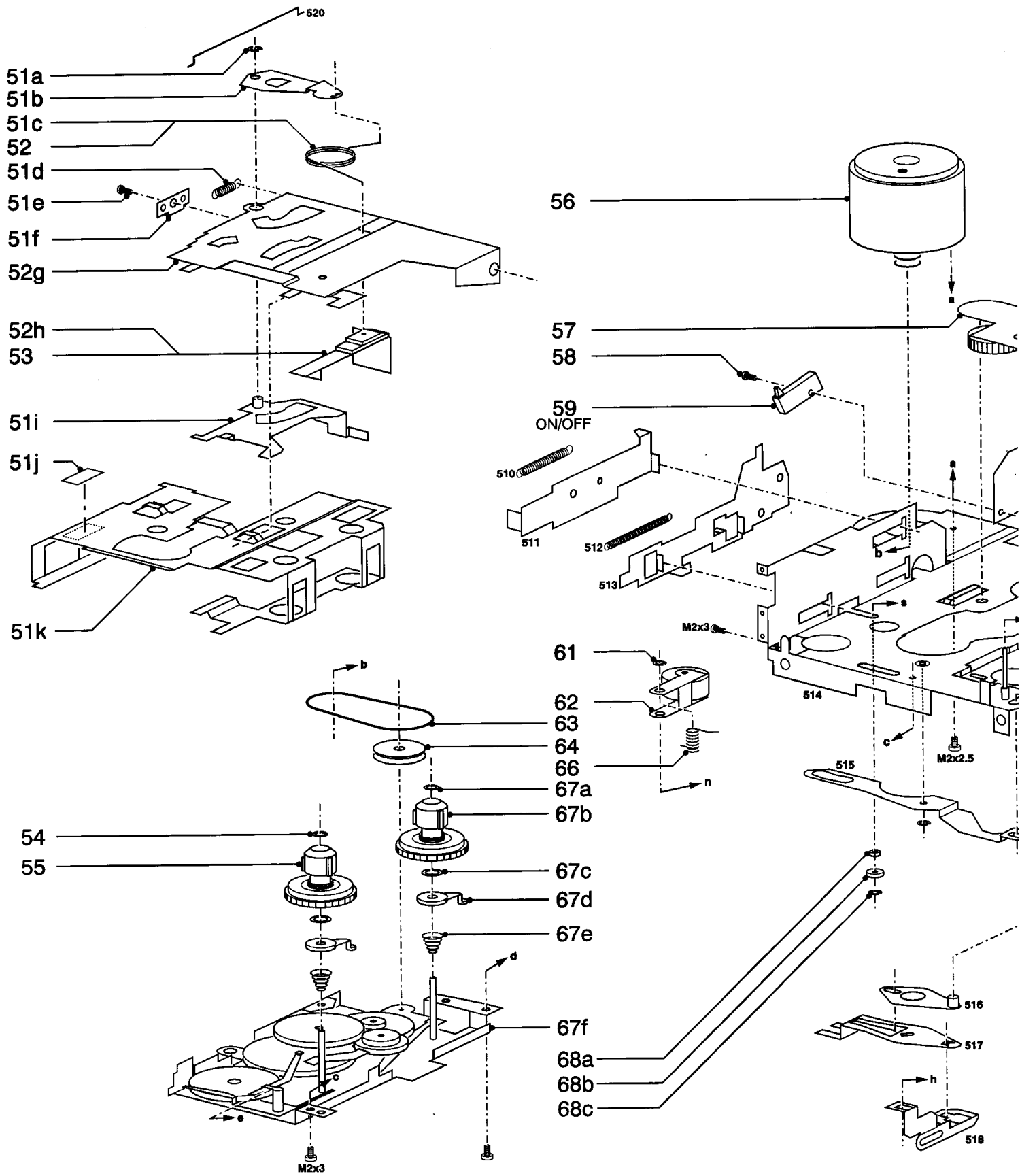
## **3. Wow & flutter/tape speed (Fig. 1)**

This check is carried out on an complete car radio; proceed as follows:

- Connect the wow & flutter meter to the LS outputs
- Insert test cassette SBC419 (or SBC420) and play the 3150Hz signal
- The wow & flutter value should be 0.35%
- Tape speed should be 4.76cm/sec. 2%
- The tape speed can be adjusted with screw "C"

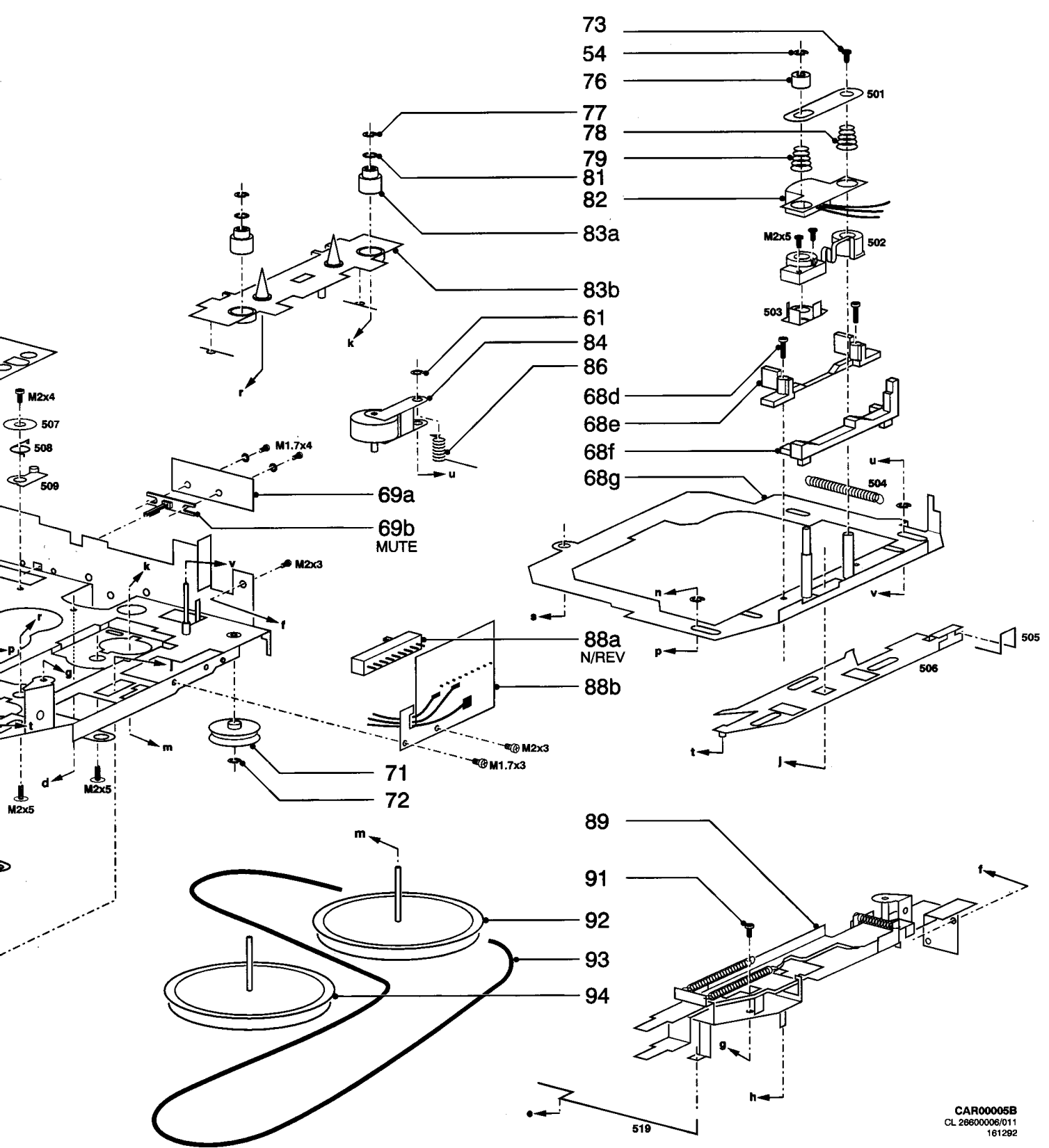
In case of an excessive wow & flutter value, check following parts for correct functioning:

- motor 56
- pressuer rollers 62, 84
- belts 63, 93
- friction clutches 55
- flywheels 92, 94
- pulley 71



51	4822 256 91894	Cassette holder (compl.)
52	4822 492 42601	Torsion spring
53	4822 403 53313	Cassette guide
54	4822 532 51953	Washer 1.6x0.25
55	4822 528 10845	Carrier (compl.)
56	4822 361 30393	Motor
57	4822 522 33228	Idler arm (compl.)
58	4822 502 13967	Screw M1.7x6
59	4822 277 21603	On/off switch
61	4822 532 11631	Ret. ring 1.5

62	4822 528 81469	Pressure roller, REV
63	4822 358 31182	Belt, small
64	4822 522 33229	Pulley gear
66	4822 492 42599	Torsion spring, REV
67	4822 528 10862	Gear unit
68	4822 459 80764	Head support
69	4822 278 90722	Mute switch (with pcb)
71	4822 528 81468	Pulley
72	4822 532 51952	Washer 1.2x0.25
73	4822 502 13969	Screw fix head R, M2x4



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76	4822 532 21456	Bushing for head	89	4822 404 21254	Lever unit, FW/FRW
77	4822 530 70447	Ret. ring 1.6x3.2	91	4822 502 13968	Screw M2x4
78	4822 492 52301	Spring for head, R	92	4822 528 60395	Flywheel, NOR
79	4822 492 52302	Spring for head, L	93	4822 358 31181	Belt, large
81	4822 532 51955	Washer 2.1x3.5	94	4822 528 60406	Flywheel, REV
82	4822 249 30183	Playback head		4822 701 12727	Deck complete CDS-36MH3
83	4822 466 82998	Bearing plate			
84	4822 528 81471	Pressure roller, NOR			
86	4822 492 42598	Torsion spring, NOR			
88	4822 277 21655	NOR/REV switch (with pcb)			

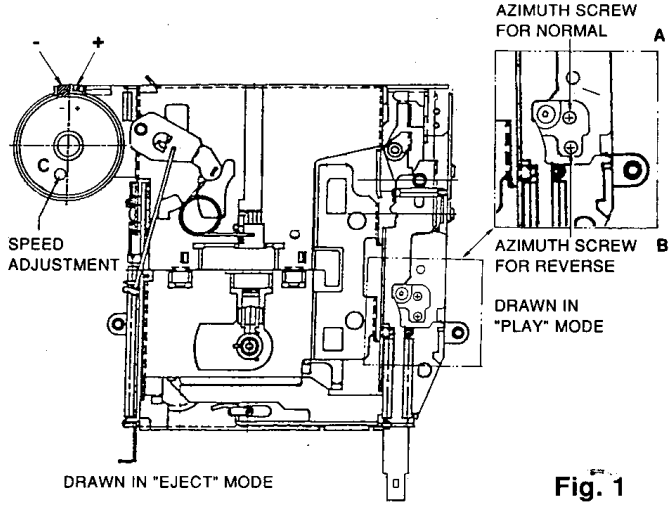


Fig. 1

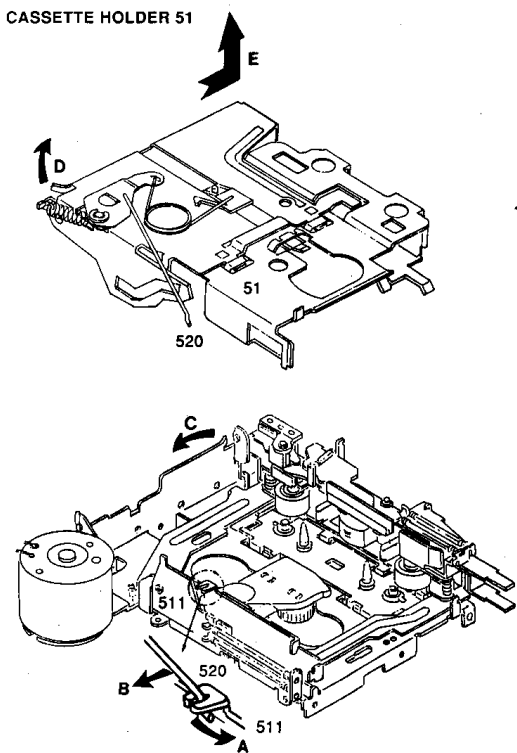


Fig. 2

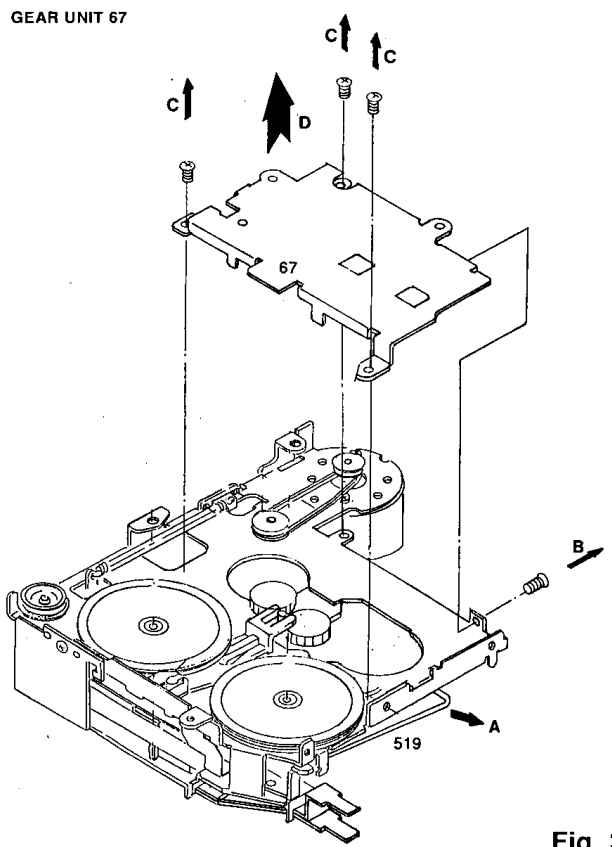


Fig. 3

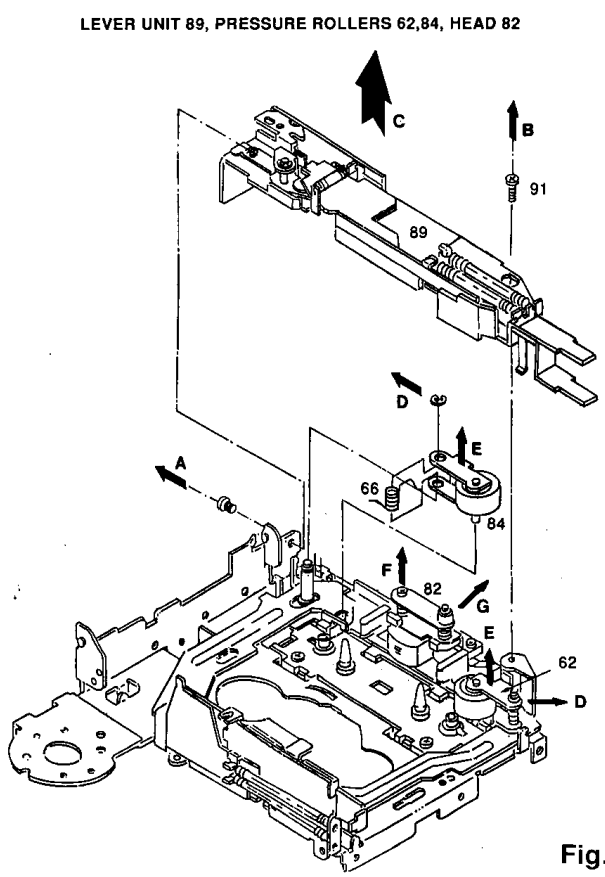


Fig. 4

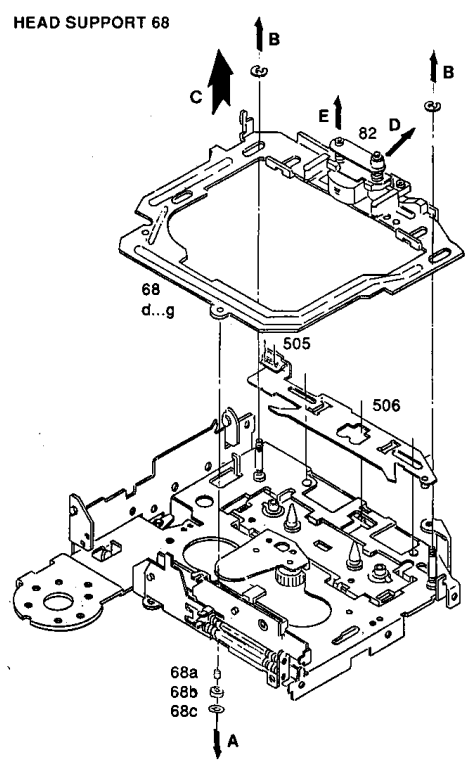


Fig. 5