

62. An underside view of the chassis is given in fig. 16. The aerial circuit, anode circuit, and local oscillator coils, associated condensers and resistances, and the wafers wr-wf, xr-xf, yr-yf, and zr-zf of the frequency range switch FS are contained inside the large screening case at the bottom of fig. 16. Near the top edge of this container and, reading from left to right, are the adjustment ports for the trimmer condensers C₆₉, C₇₀, C₆₈, C₇₁, C₇₂, C₆₃, C₆₄, C₆₅, C₆₂, C₆₆, C₅₉, C₆₀, C₆₁, C₅₈, and C₅₇. The location of components on the underside of the chassis and within the screening can is shown in detail in fig. 17.

63. The additional filtering components included in the receivers types R.1155A and R.1155B are shown in the two illustrations, figs. 18 and 19. These illustrations are respectively, chassis upper deck and chassis underside views of the R.1155B and show the complete arrangements for suppression of M.F. broadcasting and radar interference. There is only a limited number of receivers in service containing M.F. suppression only and as the components, with one exception, are in the same relative positions in both types it is unnecessary to give illustrations of both.

64. Referring to fig. 18 the screening can (1), mounted over the three D.F. aerial coil assemblies on the upper side of the deck, contains the grid rejector filter unit, comprising a coil L₃₃, with a condenser C₁₁₃. In the R.1155A this can also contains a condenser C₁₁₂ and a resistance R₇₁. In the R.1155B these two components are located in the H.F. coil box under the deck and are connected between the choke HFC₆ and the switch section FS_{xr}. The choke HFC₅ connected between the aerial tuning condenser C₅₆ and the control grids of V₁ and V₂ is mounted on a bracket adjacent to the top caps of V₁ and V₂. The illustration of fig. 19 shows the H.F. coil box with the cover removed to enable the positions of these components to be indicated.

65. When using figs. 15 to 19 in connection with the R.1155L and R.1155N, paras. 34 and 35 should be consulted with regard to the removal, re-positioning, or addition of the items affected by the altered frequency ranges of these models.

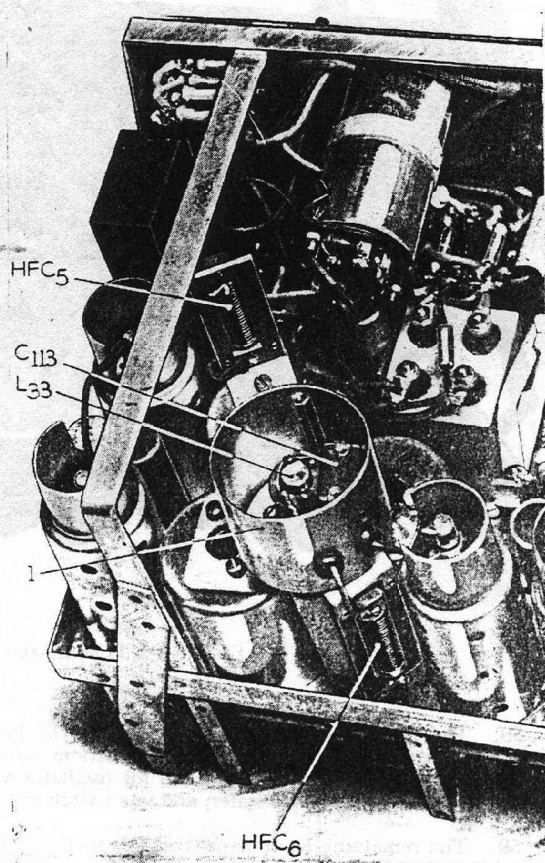


FIG. 18.—R.1155B CHASSIS, UPPER DECK

INSTALLATION

66. The following notes on the installation of the receiver duplicate, to some extent, the installation paragraphs included in Chap. 1, on the transmitter T.1154. This is unavoidably due to the interdependence of the transmitter and receiver when used in aircraft. From the typical installation diagram given in fig. 21 it will be realised that the transmitter is the main focal point of the wiring. The power unit connectors, and also the fixed and trailing aeriels and connections from the receiver, plug into the transmitter. In laying out the equipment in the aircraft the receiver is placed in a convenient position for operation and where possible it is at desk level. The transmitter is mounted above or to one side of the receiver. The tuning scales of the receiver are to be easily visible and the controls accessible to the operator.

Receiver position

67. The receiver is normally positioned horizontally, but if space is limited it may be mounted vertically. The receiver is secured by mountings, type 54, and as these will be 90 deg. out when the