

9-23-93

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REPORT: AMPULATOR FIRST PRODUCTION UNIT  
RESULTS OF VISUAL INSPECTION.

- 1) SCREWS OF DIFF LENGTHS HOLDING FRONT PANEL TO CHASSIS
- 2) GREEN XFMR WIRES  $\frac{1}{2}$ " TOO SHORT, SOMEONE IS CUTTING OFF TOO MUCH LEAD. DRWG CALLS FOR 6.5" ACTUAL XFMR HAS ONLY 5.5". (ALL XFMRs I TESTED HAVE HAD 6.5" LEADS) 1st Art
- 3) FUSEHOLDER NUT IS VERY LOOSE. O Descrepancy
- 4) POWDER COAT CHIPPED
- 5) CHECK ASSEMBLY DRAWINGS FOR TYPE AND PLACEMENT OF LOCKWASHERS BECAUSE:
  - 1) EXT TOOTH NICKEL LOCKWASHERS ARE BEING USED TO HOLD HEATSINK TO REAR PANEL AND THEY TOUCH LETTERING
  - 2) INTERNAL TOOTH LOCKWASHER IS BEING USED UNDER POWER CORD GROUND LUG INSTEAD OF EXTERNAL
  - 3) THERE ARE NO LOCKWASHERS UNDER SCREWS THAT HOLD POWER XFMR TO CUT PAINT FOR XFMR FRAME GROUND
  - 4) THERE ARE NO LOCKWASHERS UNDER ANY FRONT PANEL SCREWS SO FRONT PANEL MAY BE ELECTRICALLY ISOLATED FROM CHASSIS (DIDN'T WE GET #6 INT TOOTH BLACK LOCKWASHER FOR JUST THIS PURPOSE?) ((YES PN 5821205))
  - 5) PINS ON MOLEX CONNECTOR HEADER SHORT TO CHASSIS WHEN XFMR CONNECTOR PUSHED ON WITH LIGHT PRESSURE. ALSO AUDIO BOARD HAS SIMILAR PROBLEM.
  - 6) GROUND TABS ON XFMRs SHOULD BE FOLDED OVER BEFORE SOLDERING (should be no problem if STUFFED FIRST)
  - 7) TUBE RETAINER SPRINGS MIGHT SHORT TO NEARBY PARTS OR TUBE SOCKET PINS.

