



FRONT PANEL

1. POWER

The amplifier includes a precision instrument-grade relay. By depressing the power button, the set is turned on. However, the relay provides a momentary delay before sound is produced, preventing the load thump often produced by high power amplifiers. The relay will open if some problem develops, such as a short-circuit in the speaker wires. Turn off the amplifier, clear the problem, and then turn it on again. The relay may open up if the unit is being driven at too high a level for long periods of time thus endangering the loudspeakers. Turn the unit off, wait a few seconds and then turn it on again. The protection indicator lights up immediately when the relay has gone on. (see item 5).

2. PHONES

A jack for stereo headphones.

3. SPEAKERS

Loudspeaker selector switch. "OFF" turns off all speakers, output signal available at headphone jacks. "MAIN" turns on speakers connected to Main Speaker Terminal on rear of unit. "REMOTE" turns on speakers connected to Remote Speaker Terminal on rear of unit. "M+R" turns on speakers connected both to Main and Remote.

Note: If either of the two pairs of speaker systems has an impedance below four ohms it is best not to use the 'M+R' position.

4. POWER METERS

These two meters, one for the left channel and one for the right channel, indicate the power output of each channel. The meters are calibrated in watts for 8Ω speaker systems. If you are using 16Ω speakers the actual power will be -3dB the amount indicated (one-half the power) while if you use 4Ω speakers the power will actually be +3dB the amount shown (twice the power). The meters of Model 3080 are operated in conjunction with the meter switch (item 7).

5. PROTECTION

The light will illuminate if the relay has opened for any reason. This is a warning that you are either operating the equipment at too high a level or that a fault has developed (such as a short circuit in the wires connecting the amplifier with the speakers). Turn off the amplifier for a few seconds until the LED entirely darkened and then turn it on again. If the light is still on, there is a fault somewhere that needs to be corrected. If the light goes off, then you have simply been operating the equipment at too high a level.

6. TONE CONTROLS

The tone controls are not functional unless the TONE switch is moved from Out to In.

BASS

Rotating clockwise increases the level of very deep, low frequency sounds. Rotating counterclockwise reduces these sounds. The TURNOVER switch varies the range covered by the BASS control. If the switch is at 250 Hz, the BASS control will only alter sounds below that frequency. If the switch is at 500 Hz, it will alter sounds below 500 Hz. If you have a good, smooth speaker system, the 250 Hz position is normally preferable.

TREBLE

Rotating clockwise increase the level of very high tones. Rotating counterclockwise reduces these tones. The TURNOVER switch varies the range covered by the treble control. If the switch is at 5 KHz, it will only alter sounds above that frequency. If it is at 2.5KHz, then it will affect sounds above 2.5KHz. With a well engineered speaker system, the 5KHz position is preferable.

7. METER*

When the amplifier is being operated at low sound levels, depress the METER button. The full scale reading on the meter will then correspond to 14 watts (with 8Ω speakers, see item 4 above). If you are playing at high level, leave the meter button out so the meter will then indicate up to 140 watts full scale.

8. HI-FILTER

Suppresses tape hiss, record surface noise, and interference whistle on AM. Most useful for listening to old records. Not recommended for normal, quality programs.

9. INFRASONIC

Eliminates all the unwanted sounds below the audible range which can adversely affect the performance of your system.

Dynamic Rms Manual

E. H. Law



Dynamic Rms Manual:

The Dynamics of Vehicles on Roads and on Tracks Robert Frohling, 2021-06-30 These proceedings provide an authoritative source of information in the field of suspension design vehicle infrastructure interaction mechatronics and vehicle control systems for road as well as rail vehicles The research presented includes modelling and simulation

Perpetual Trouble Shooter's Manual John Francis Rider, 1936 **A Manual of Marine Engineering** Albert Edward Seaton, 1918 *Proceedings of the 5th Symposium on the Dynamics and Control of Single-track Vehicles* Jason K. Moore, Edwin de Vries, Andrew Dressel, Leila Alizadehsaravi, 2024-10-18 The Bicycle and Motorcycle Dynamics BMD Conference is held every three years The first conference was held in Delft The Netherlands in 2010 The aim of this symposium is to bring together leading scientists and researchers in the field of bicycle and motorcycle dynamics and control in a broad sense Topics include but are not limited to single track vehicles e g bicycles motorcycles scooters narrow track and tilting vehicles unicycles dicycles e g Segways and hoverboards modeling kinematics and dynamics control human control rider properties handling qualities tires experiments aerodynamics simulators nonholonomic dynamics robot riders path following For an open sharing of information the meeting is organized to provide as much interaction between participants as possible The format is informal and fluid with a single track of presentations and extensive time scheduled for interaction and the forming and sharing of ideas *Selected Topics in Surface Electromyography for Use in the Occupational Setting*, 1992 *Annual Conference on Manual Control*, 1970 *The Dynamics of Ships* W. G. Price, 1991 Based on a Royal Society discussion meeting on ship dynamics relating to studies associated with fluid structure interactions involving free surface effects this volume contains papers which fall into one of two groups depending on whether the ship is treated as a rigid or flexible structure *The Electrical Handling of Materials* Harold Hodgkinson Broughton, 1920 *IEEE 1982 Proceedings of the International Conference on Cybernetics and Society, October 28, 29, & 30, 1982, Westin Hotel, Seattle, Washington*, 1982 *Scientific and Technical Aerospace Reports*, 1989 **Fifth Annual NASA-University Conference on Manual Control**, 1970 **Freight Car Dynamics** E. H. Law, 1981 **Journal of Dynamic Systems, Measurement, and Control**, 1989 *Fourth Annual Nasa-University Conference on Manual Control* University Conference on Manual Control (4, 1968, Ann Arbor, Mich.), 1969 **36th AIAA/ASME/ASCE/AHS/ASC Structures, Structural Dynamics, and Materials Conference and AIAA/ASME Adaptive Structures Forum**, 1995 *Electrical Design News*, 1982 *Applied Measurement Engineering* Charles P. Wright, 1995 This book offers a relatively non mathematical real world look at the design and operation of the complex measurement systems used in the experimental mechanics testing business where the over arching requirement is test data that is valid beyond the question of a doubt delivered on time and economically affordable It tells engineers what they need to know to survive on a daily basis in such test laboratories in today s high pressure competitive and leveraged cost driven process oriented test world Explains the 10 crucial technical issues

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