

LOWREY SPINET ORGAN

Model DS (Heritage)

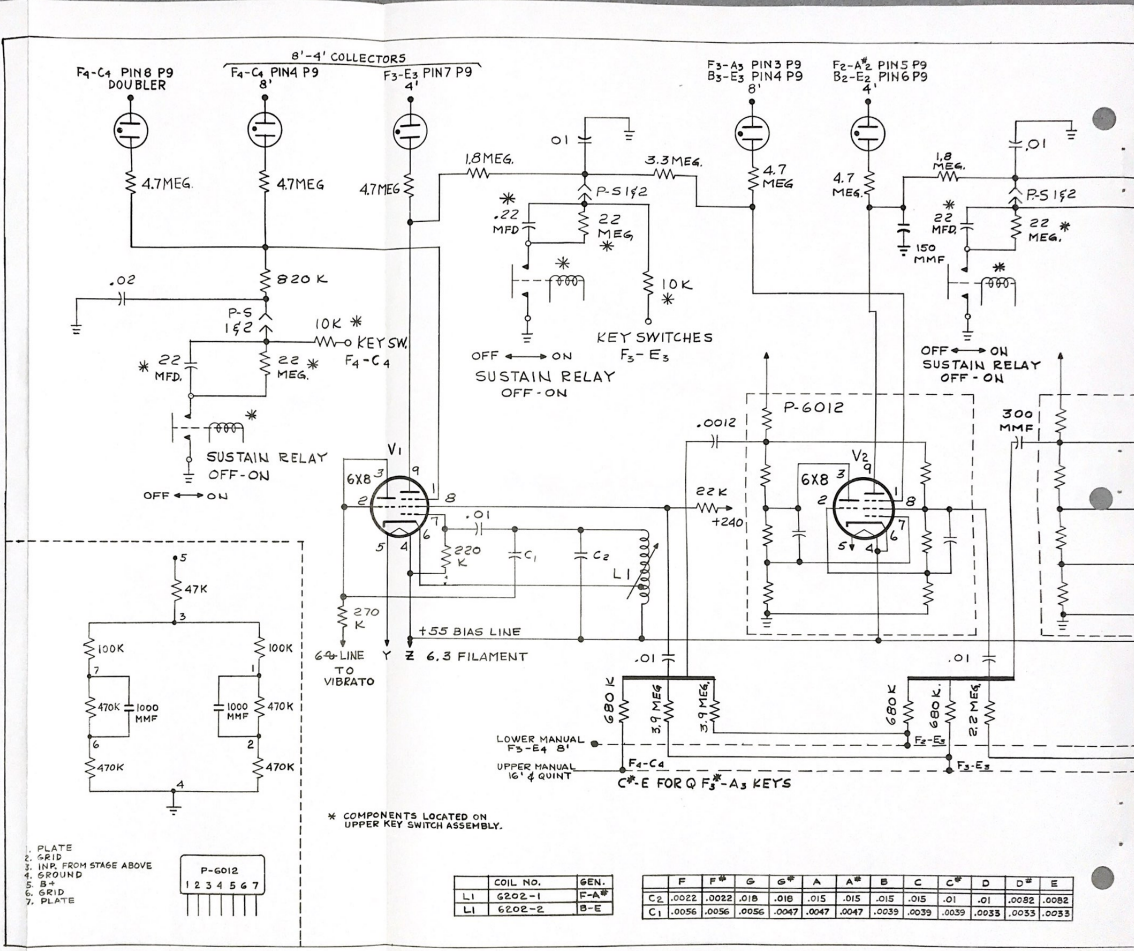
Schematic Diagrams

SERVICE AND PARTS DEPARTMENT

THE LOWREY COMPANY

7373 North Cicero Avenue Chicago, Illinois 60646

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LOWREY ORGAN COMPANY
 TONE GENERATOR SCHEMATIC
 MODEL DS
 DRAWING NO. P-6616

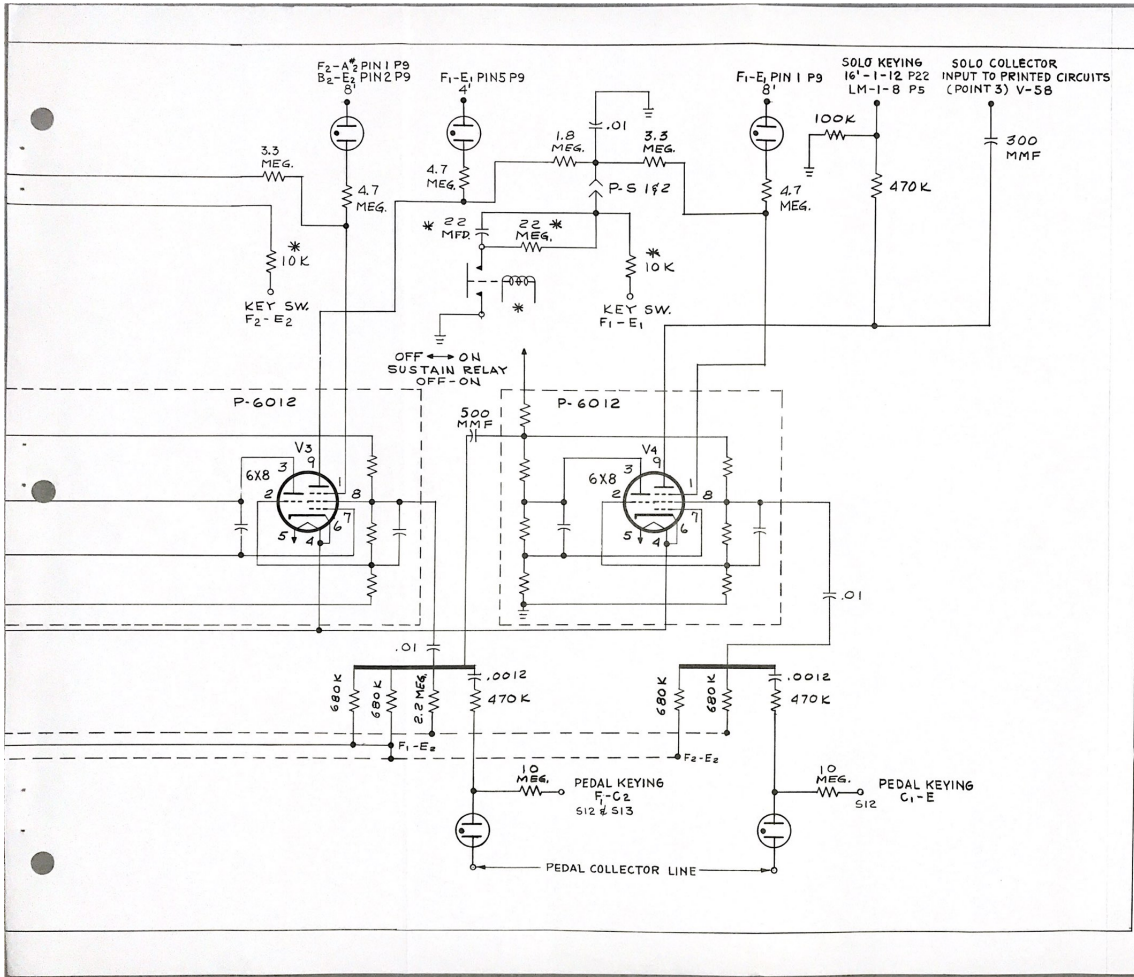
- 1. PLATE
- 2. GRID
- 3. WIP. FROM STAGE ABOVE
- 4. GROUND
- 5. B+
- 6. GRID
- 7. PLATE



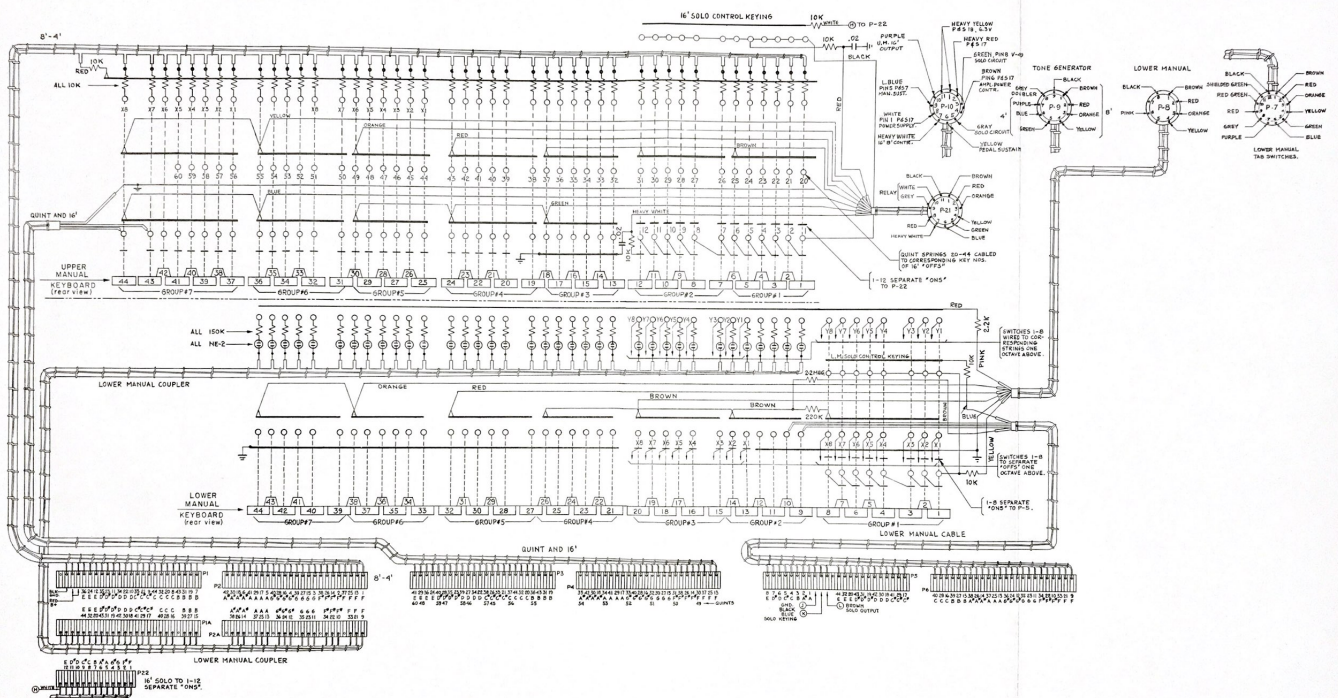
* COMPONENTS LOCATED ON UPPER KEY SWITCH ASSEMBLY.

COIL NO.	GEN.
L1	6202-1 F-A*
L1	6202-2 B-E

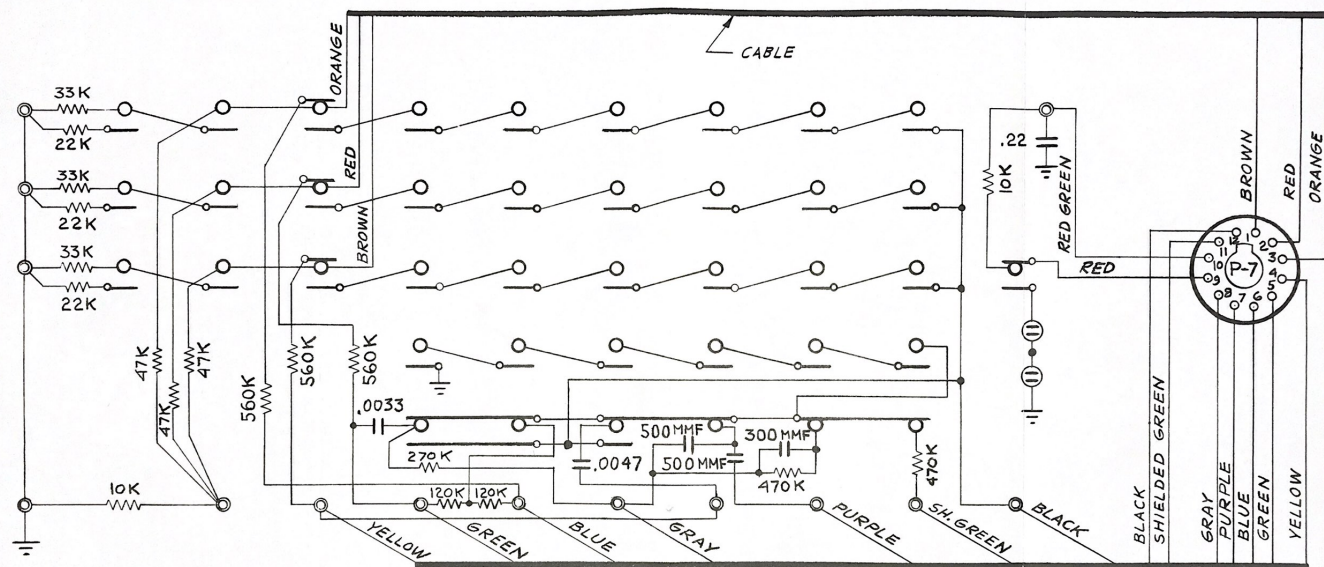
F	F*	G	G*	A	A*	B	C	C*	D	D*	E
C2	.0022	.0022	.018	.018	.018	.018	.018	.01	.01	.0082	.0082
C1	.0056	.0056	.0056	.0047	.0047	.0047	.0039	.0039	.0039	.0033	.0033



LOWREY ORGAN COMPANY
 TONE GENERATOR SCHEMATIC
 MODEL DS
 DRAWING NO. P-6616A

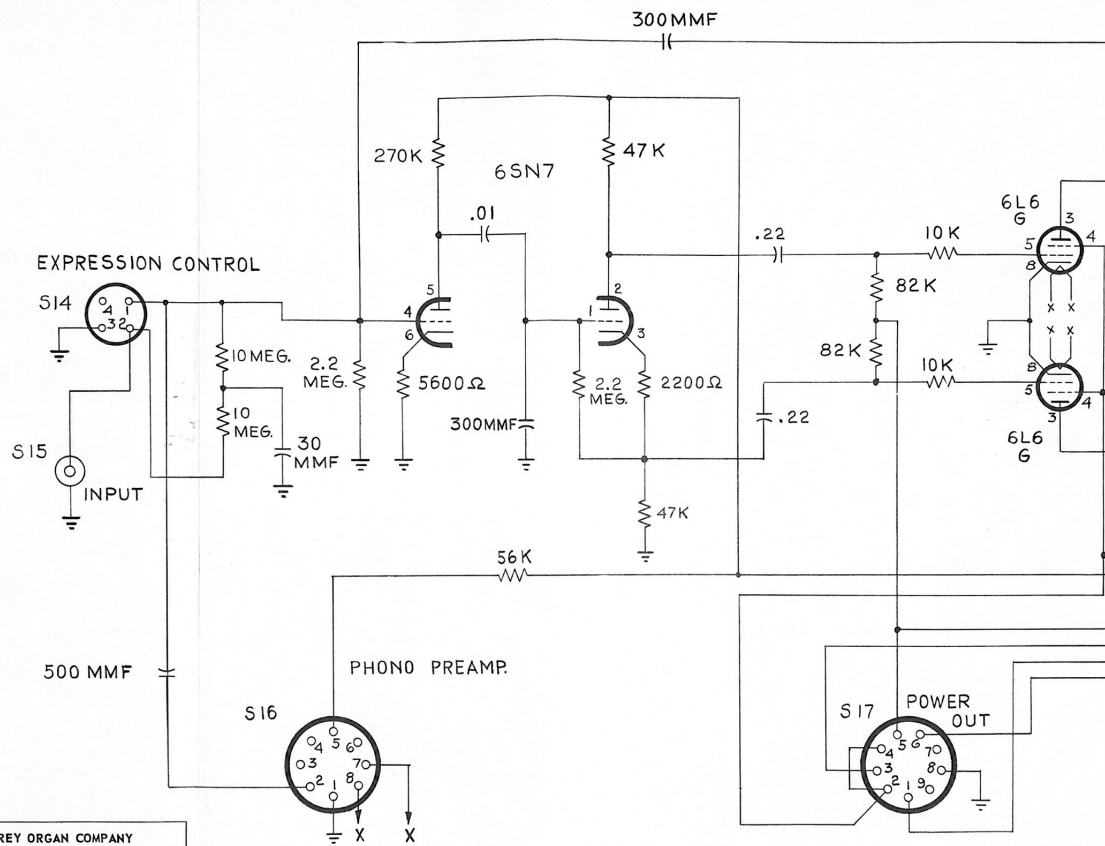


LOWREY ORGAN COMPANY
 KEY SWITCH WIRING DIAGRAM
 MODEL D5
 DRAWING NO. P-6611

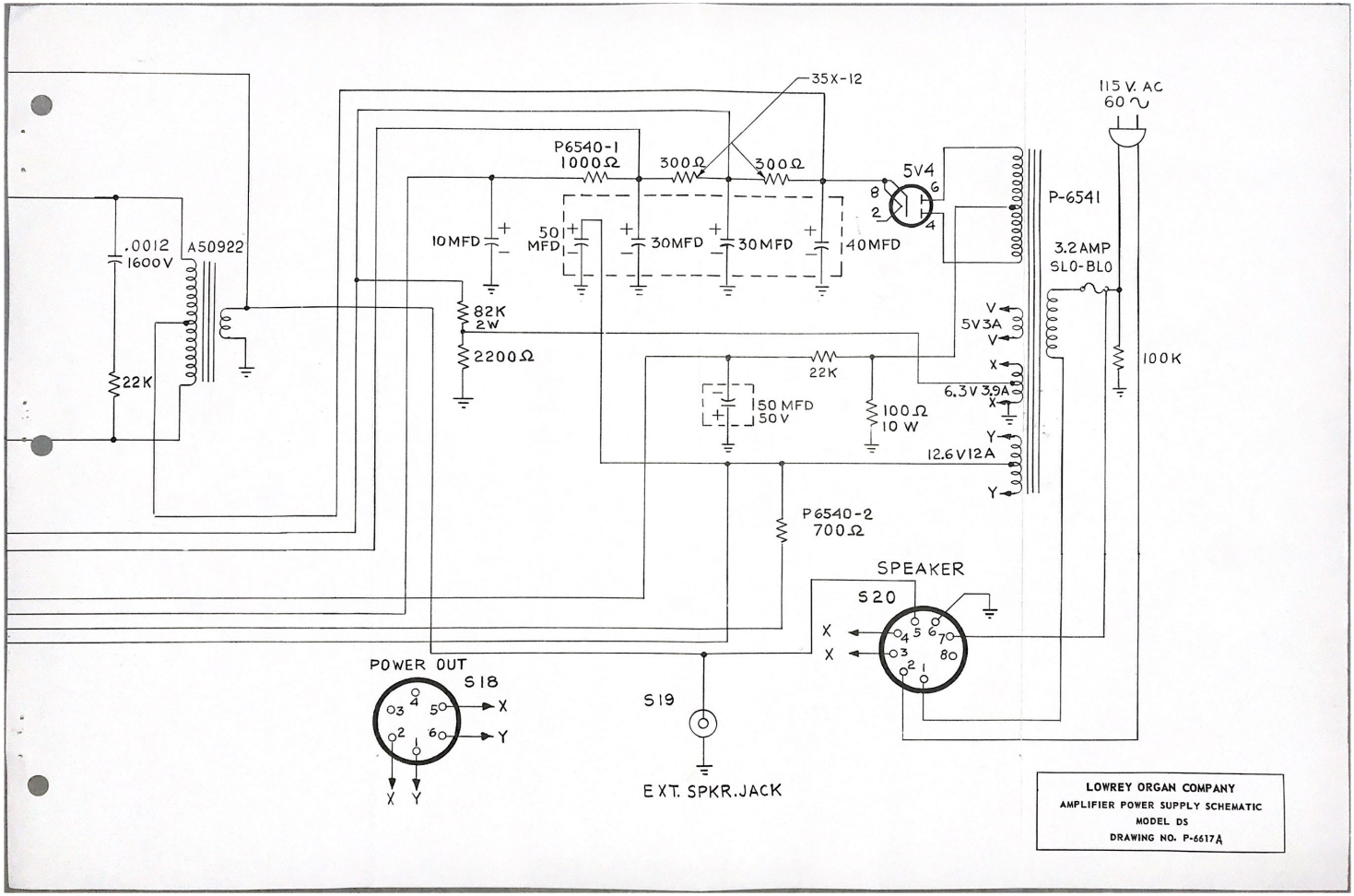


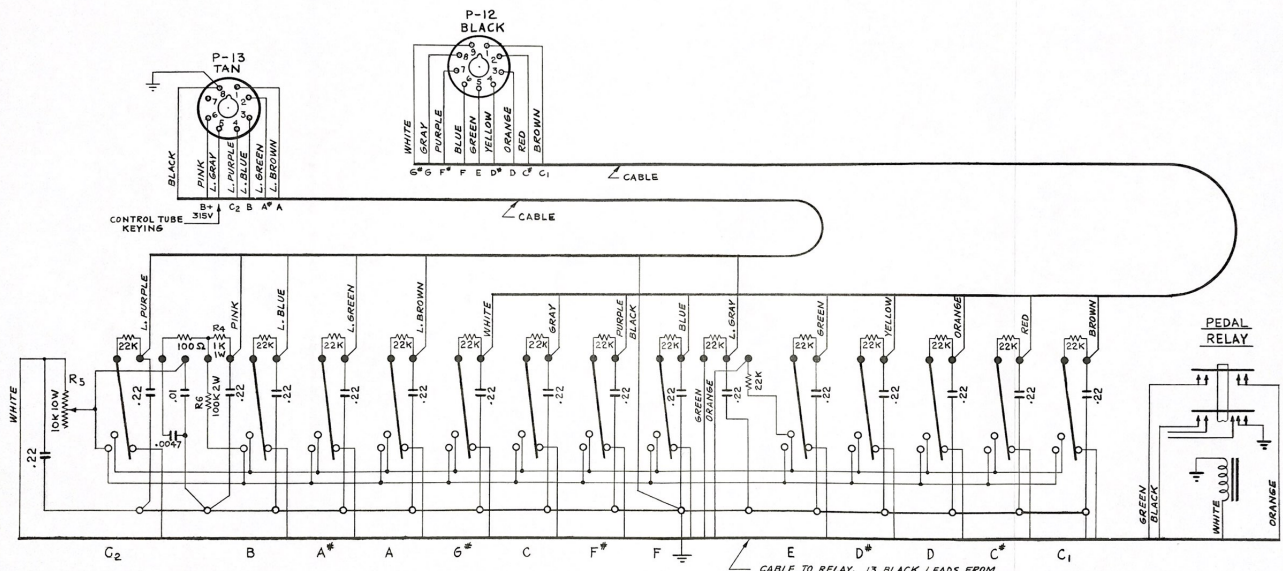
- SOFT
- ACCOMP
- FULL
- SOLO 8'
- MELOD. 8'
- DIA-PASON 8'
- TROM-BONE 8'
- FRENCH HORN 8'
- ENGLISH HORN 8'
- VOX HUMANA 8'
- STRING 8'
- OFF UPPER TO LOWER 8'-4' ON

LOWREY ORGAN COMPANY
 LOWER MANUAL TAB
 SWITCH SCHEMATIC
 MODEL DS
 DRAWING NO. P-6614



LOWREY ORGAN COMPANY
 AMPLIFIER POWER SUPPLY SCHEMATIC
 MODEL DS
 DRAWING NO. P-6617

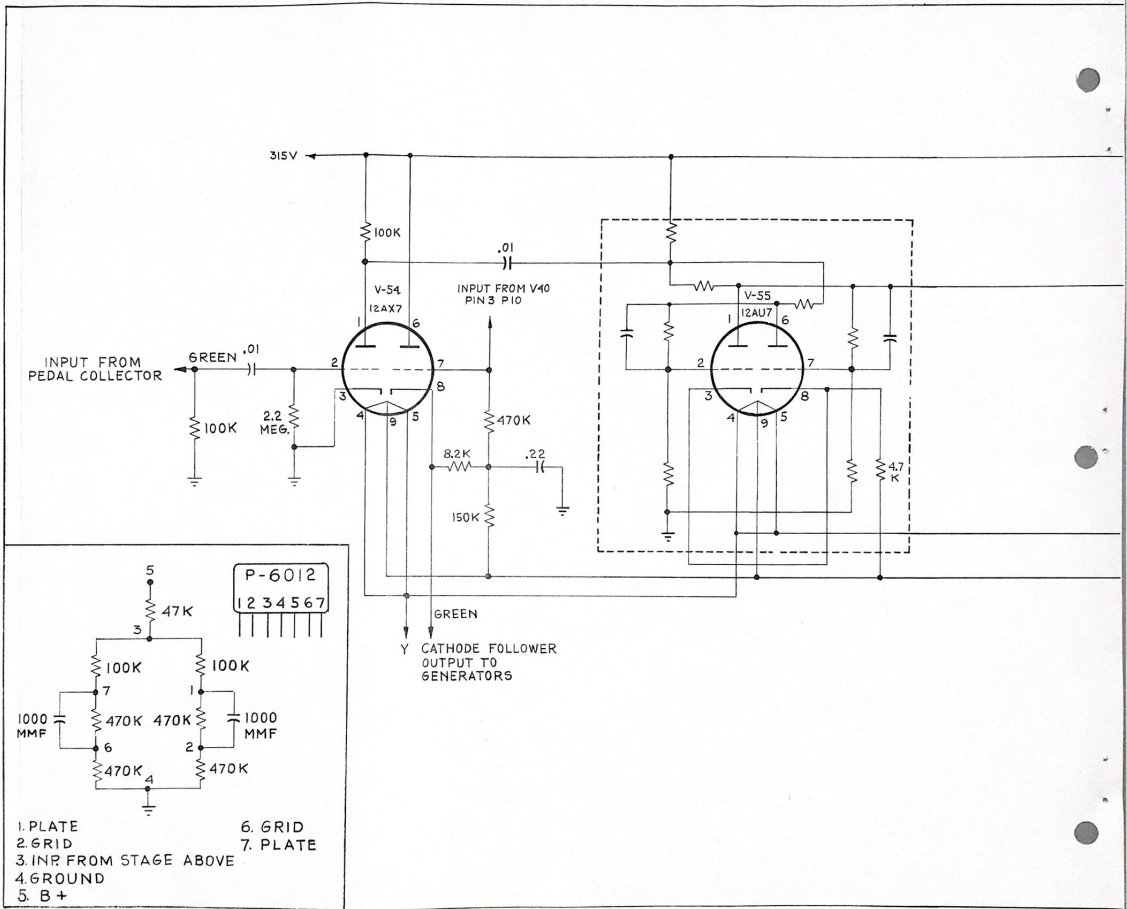




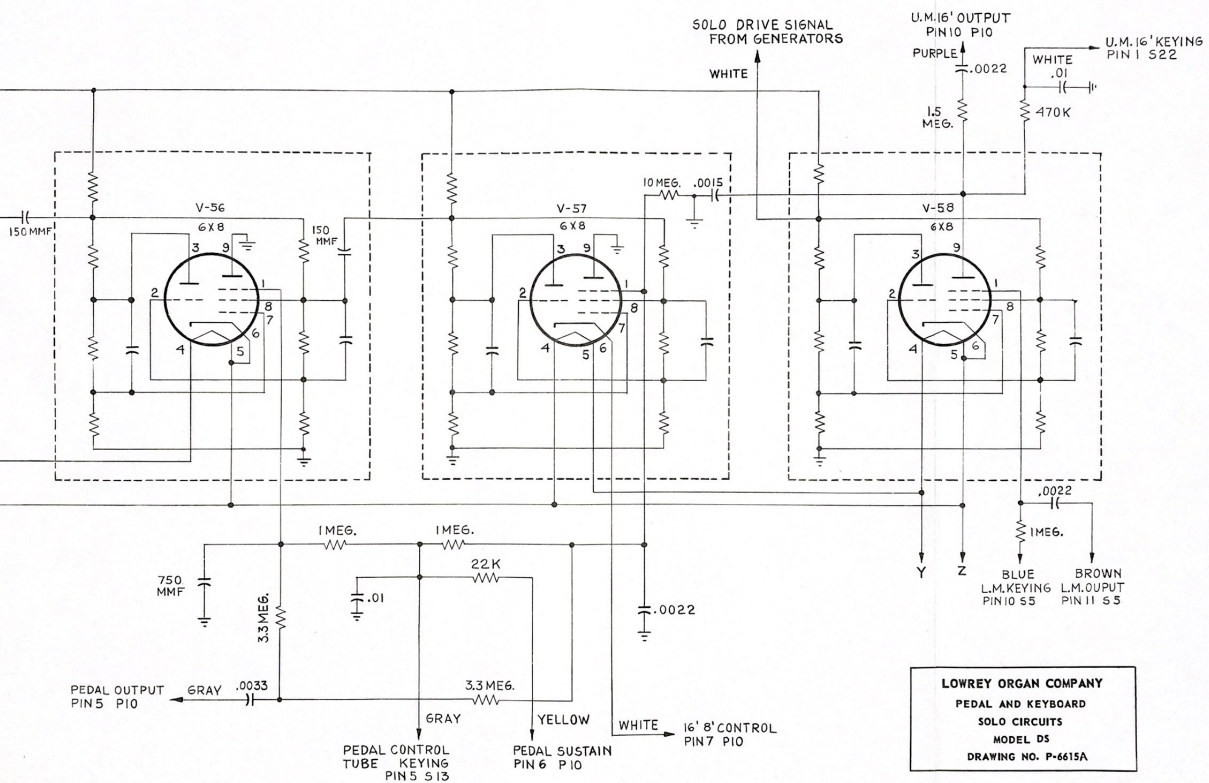
NOTE: ADJUST R5 FOR 25V ACROSS R4 (30V MAX)

CABLE TO RELAY. 13 BLACK LEADS FROM SWITCH "OFF" CONTACTS. WHITE LEAD (RELAY COIL), GREEN, ORANGE & L. GRAY LEADS. (CONTROL TUBE KEYING).

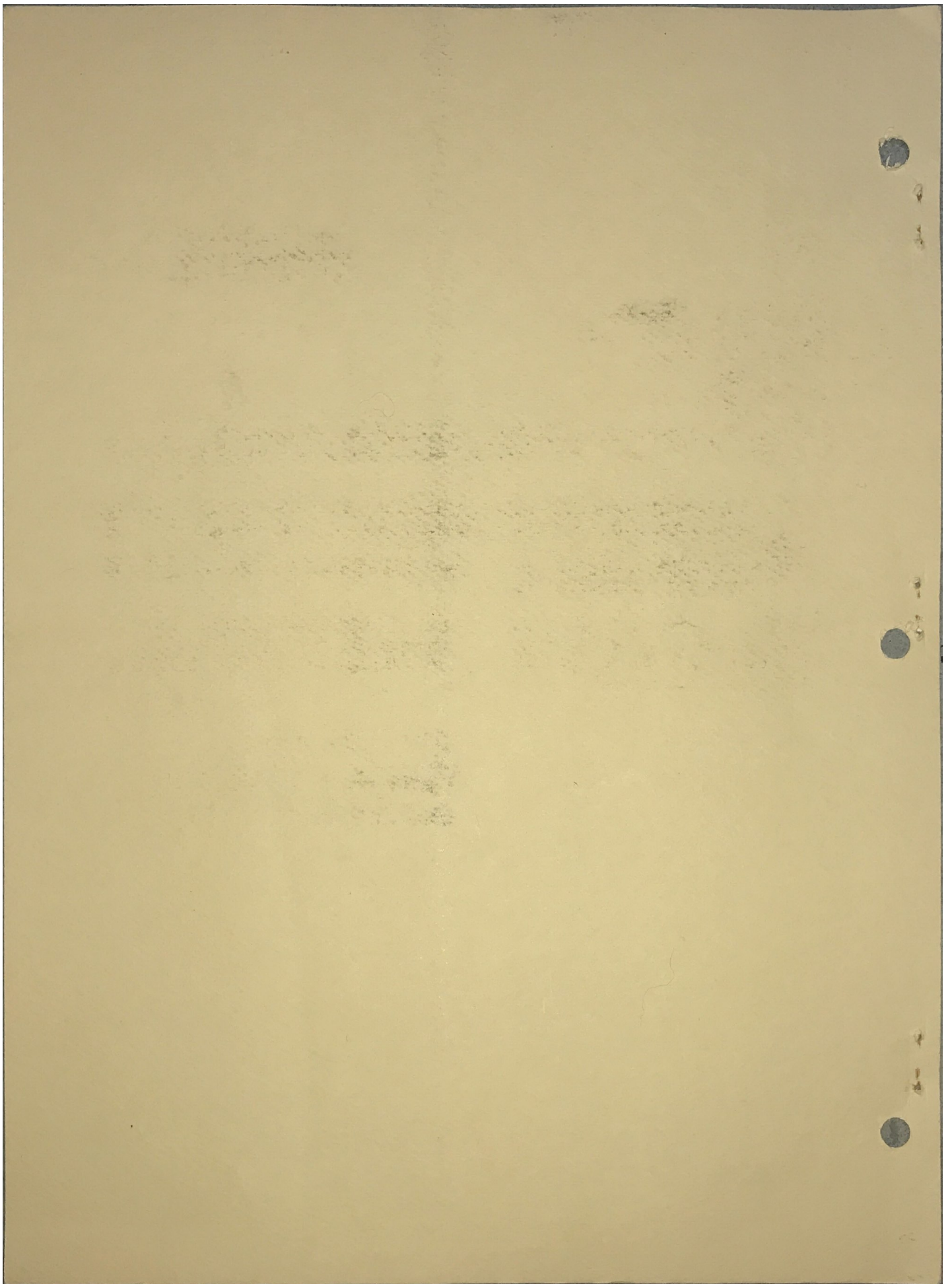
LOWREY ORGAN COMPANY
 PEDAL SWITCH ASSEMBLY SCHEMATIC
 MODEL LS-LSA-SS-DS
 DRAWING NO. P-4613

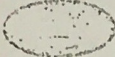


LOWREY ORGAN COMPANY
 PEDAL AND KEYBOARD
 SOLO CIRCUITS
 MODEL DS
 DRAWING NO. P-6615



LOWREY ORGAN COMPANY
 PEDAL AND KEYBOARD
 SOLO CIRCUITS
 MODEL D5
 DRAWING NO. P-6615A



Service & Parts Dept.  The Lowrey Company • 7373 N. Cicero Ave. • Lincolnwood • Chicago, Ill. 60465

For Model(s): ALL SPINET MODELS

Schematic Ref: NONE

Date: 1967

Subject: PROCEDURE FOR REPLACING UPSTOP STRIPS

The upper manual upstop rail is removed by taking out several small bolts at the bottom edge of the rail.

The replacement strips have a protective covering over a self adhesive backing and this covering should be removed carefully. The original upstop strip should be removed and the new strip pressed into place.

In order to remove the lower manual upstop rail, it will be necessary to take out (4) bolts from underneath the key bed - there are (2) in the front and (2) in the rear - you can then slide the entire manual assembly backward slightly, lift it up, and then pull it forward so that it rests on the front rail of the console. You will now be able to remove the bolts holding the lower manual upstop rail for installation of the lower manual strip.

TECHNICAL BULLETIN



LOWREY ELECTRONICS COMPANY

4400 WEST 45th STREET • CHICAGO, ILLINOIS 60632 • TELEPHONE: (312) 376-8600

February 16, 1972

Mr. Richard P. Lewis
152 Marshall Circle
Pittsburgh, PA. 15236

Dear Mr. Lewis:

We are in receipt of your recent letter mentioning that you are having some problem with tabswitch contact springs and sticking keys in your model DS Lowrey Heritage Organ, serial #16672.

In the first case, cleaning contact surfaces can be accomplished satisfactorily by the use of denatured alcohol and a soft brush. It does a fine cleaning job without leaving a film.

Sticking keys are usually the result of worn upstop material in both the upper and lower manual upstop rails and the remedy is to replace both upstop strips which are available from us at a cost of \$2.00. Your check will be accepted in payment.

For your convenience, we are enclosing a set of instructions outlining the procedure to be used in replacing the upstop strips.

Yours sincerely,

Jerry F. Behal
Asst. Service Manager

JFB:ng

Service Dept
Phone 312-927-1080

152 Marshall Circle,
Pittsburgh, Pa. 15236
January 26, 1972

The Lowrey Organ Company
7373 North Cicero Ave.,
Chicago, Ill. 60646

Gentlemen:

My Heritage model DS, Serial #D16672 organ purchased about twelve years ago has developed two problems. The first and most serious is that the tabs apparently do not make good contact and a noise like static is heard rather than music. The second is that the keys stick in the normal position apparently because the glue that holds the key pad in place has seeped thru the pad and is holding the key to the pad.

Will you please furnish me information as to what I can do to correct these two problems? If there is any part or product that you furnish for this correction please tell me how to secure same and the price.

Respectfully yours,

Richard P. Lewis

Richard P. Lewis