

USER BULLETIN

USER BULLETIN #4

INSTALLATION OF ZETA THREE VERSION 3.00 SOFTWARE

July 31, 1988

INSTALLATION

Zeta 3's currently in the field may be set up in three different configurations.

We must first find out how your Zeta is configured . . .

1. Turn OFF the power and DISCONNECT the POWER CORD.
2. Remove the two screws at the rear of the top panel, and remove the panel by sliding it backwards out of the chassis.
3. At the front right of the main circuit board (just behind the CAPTURE key), you will find one or two EPROMS installed - 28 pin chips which will have paper labels identifying which software revision they contain. (See figures 1A, 1B)

If you have ONLY ONE EPROM installed here (fig 1A), then go to UPGRADING A MODIFIED ZETA.

If however you have TWO EPROMS installed here, then . . .

- (a) If both EPROMS have the version label "2.00", then go to UPGRADING A MODIFIED ZETA.

(b) If these labels are not present (you probably have an "X.xx" version), then carefully examine the printing on the EPROM bodies themselves (i.e. not on the label).

If both of them are marked 27256 or 27C256, then go to UPGRADING AN UNMODIFIED ZETA.

If one is marked 27256 or 27C256, and the other is marked 27512 or 27C512, then go to UPGRADING A MODIFIED ZETA.

If you cannot decipher the EPROM markings (they may be covered up by the labels), then you'll just have to resort to calling the factory or your national distributor.

UPGRADING AN UNMODIFIED ZETA

This involves modifying a wire jumper on the main circuit board.

SMALL wire cutters, NEEDLE NOSE PLIERS, and a FINE TIPPED SOLDERING IRON are **ABSOLUTELY ESSENTIAL** to success here.

If you DO NOT have this equipment, or lack any confidence in your SOLDERING SKILLS whatsoever, then we HIGHLY RECOMMEND that you have a professional repair person do the job.

First preference here is the DEALER from whom you bought your Zeta 3.

Second preference is your local TV repairman.

Third preference is to return the unit to the factory. The disadvantage here is that it will probably take longer, and we cannot undertake to provide free shipping for this process. However, it will be done correctly !

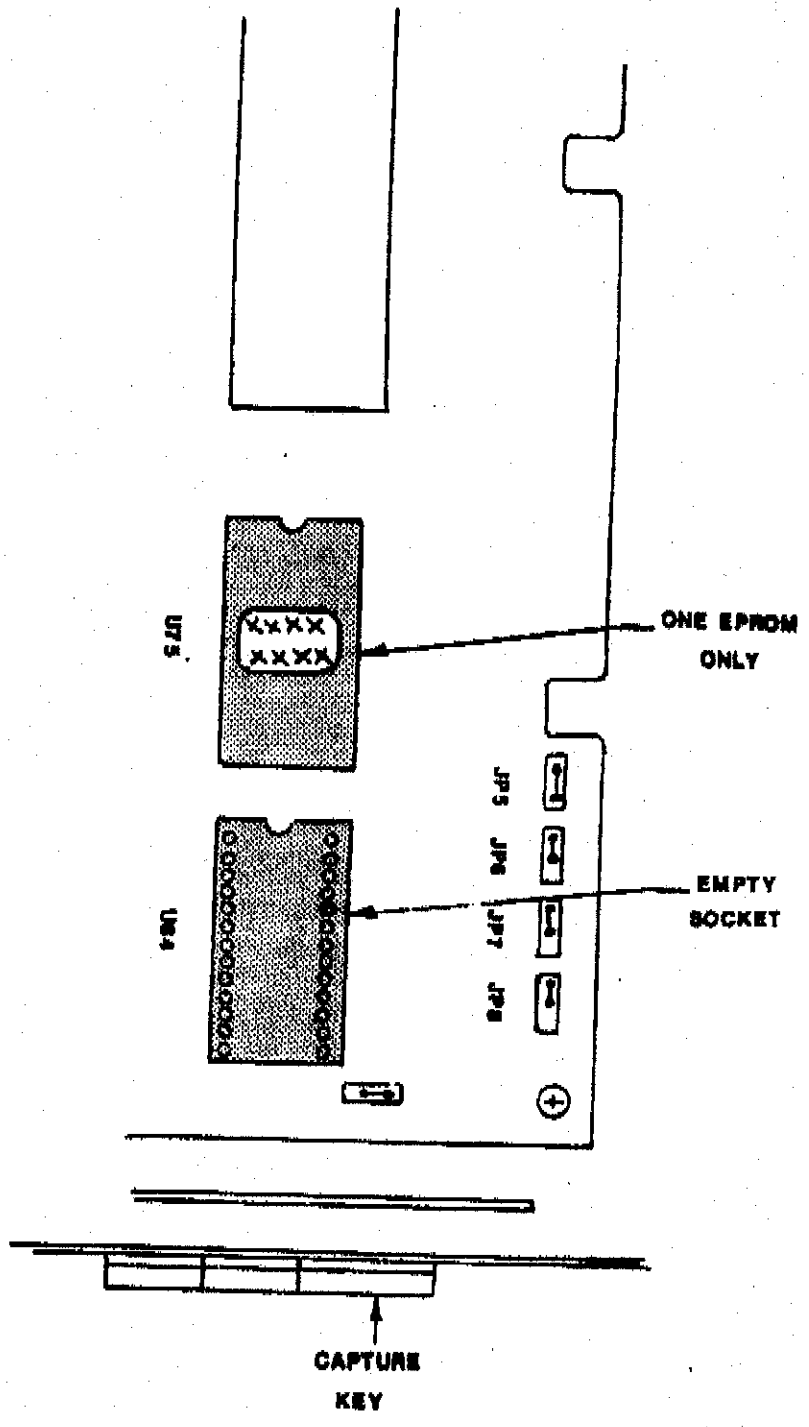


Figure 1A. Single EPROM Configuration

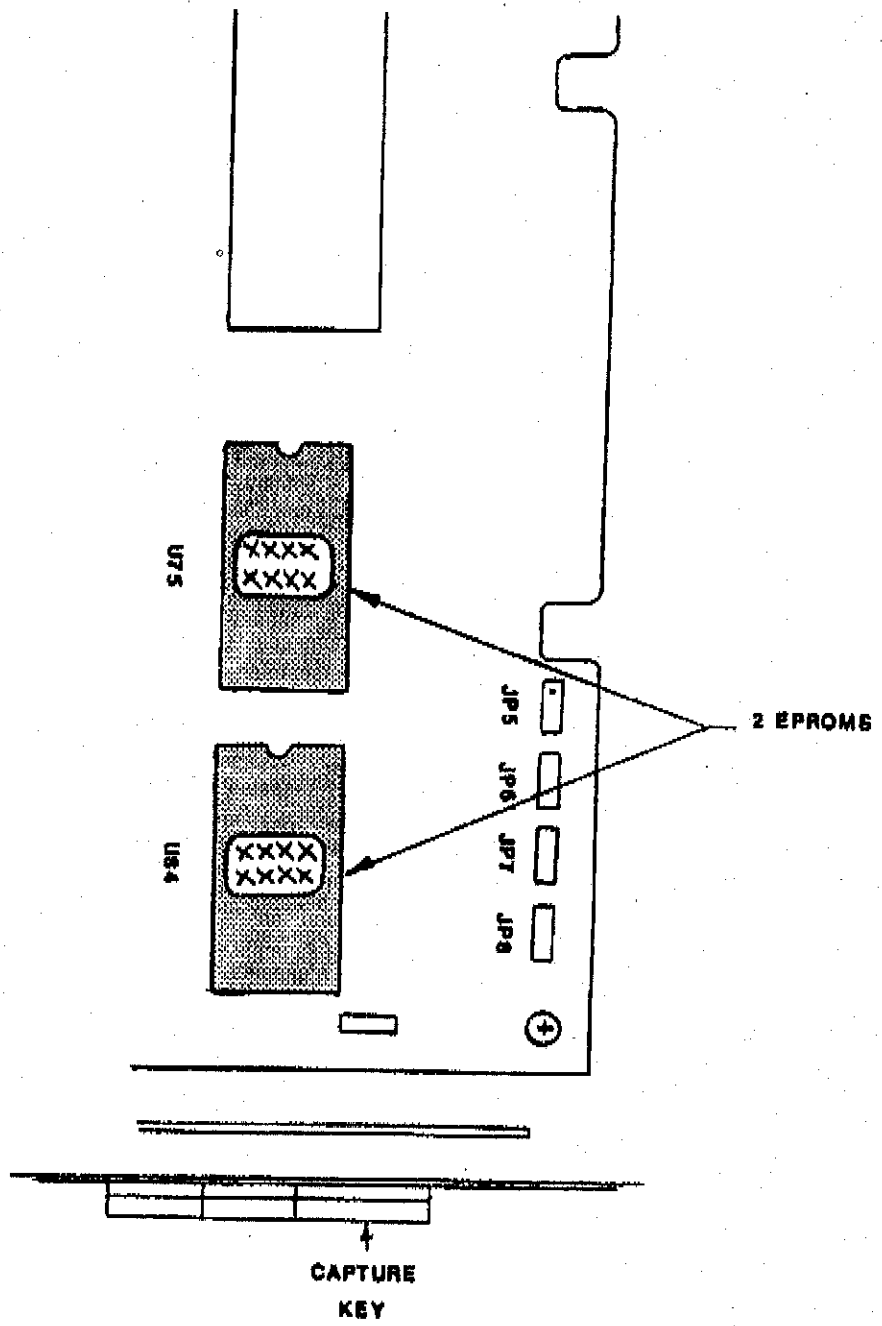


Figure 1B. Two EPROM Configuration

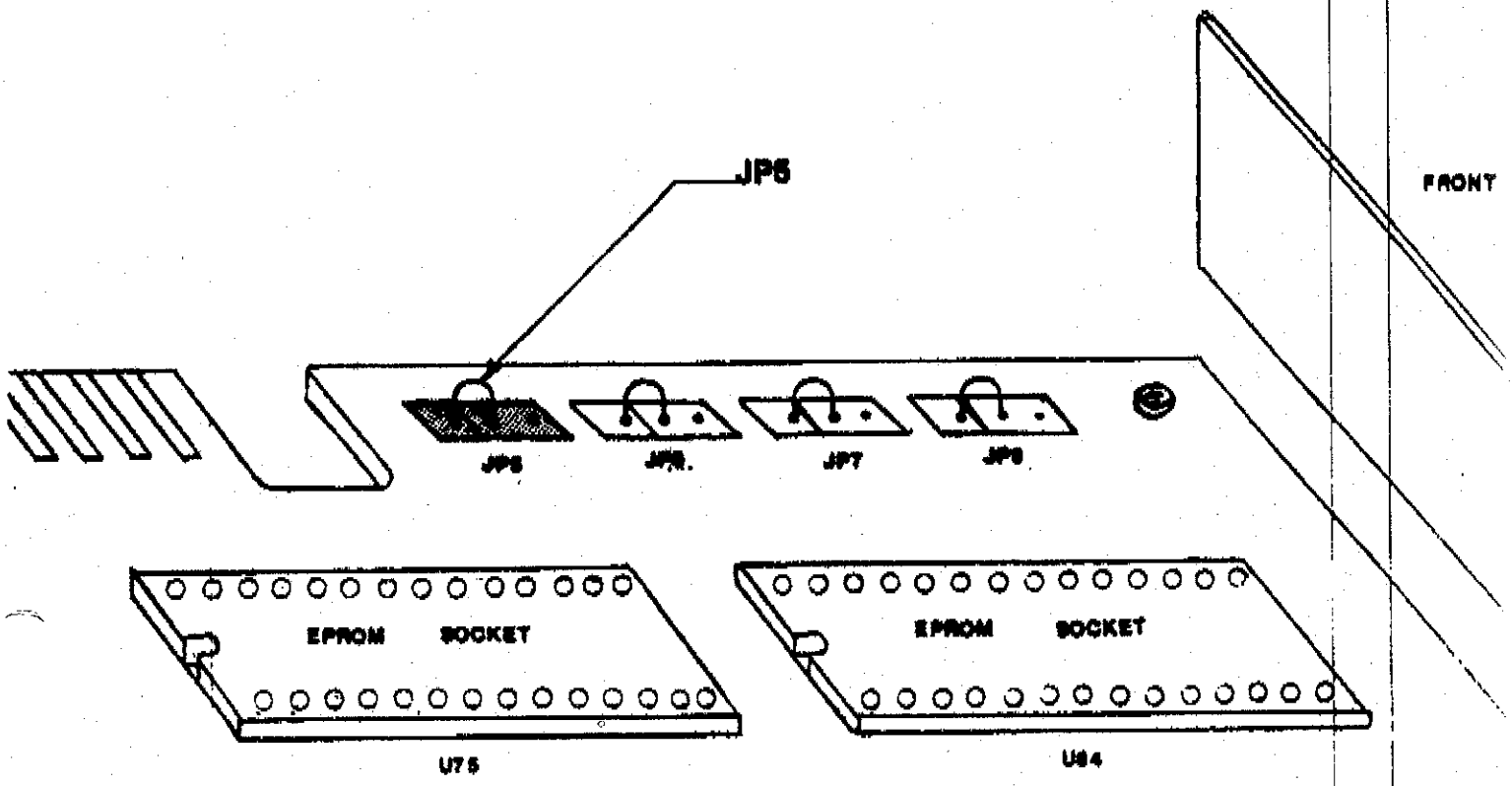
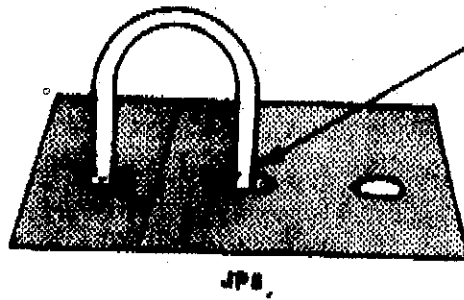


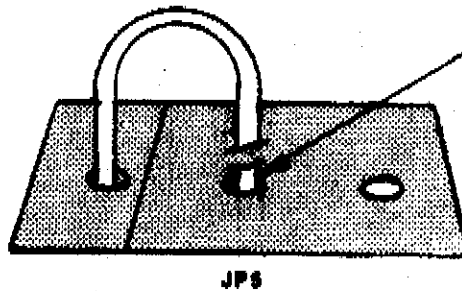
Figure 2. Location of Jumper JP5

FIG. 3A



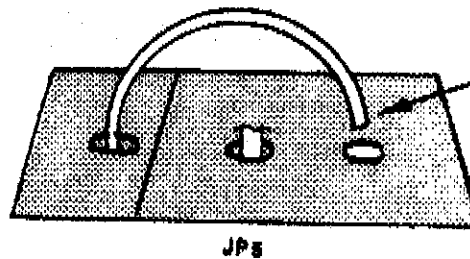
CUT HERE,
CLOSE TO CIRCUIT
BOARD

FIG. 3B



JP5

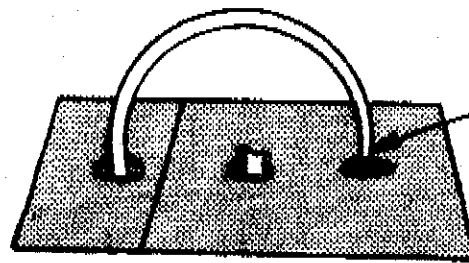
FIG. 3C



BEND OVER
TO THIRD
PAD
(HOLE)

JP5

FIG. 3D



SOLDER
TO THIRD
PAD

JP5

Figure 3. Modification of JP5

OK - assuming you or your repairman are doing the job, let's get on with it . . .

1. Remove both the EPROMS from the Zeta using the EXTRACTOR TOOL we have provided. It hooks rather neatly under each end of the EPROM, and, if you're careful, helps to avoid mangling all the pins.

You can place the used EPROMS on the conductive foam in the lid of the box we sent the new EPROMS in.

2. Find wire jumper JP5 (see Fig. 2). It is located at the edge of the circuit board, just next to the EPROMS you removed.
3. Following the steps in Fig. 3, modify wire jumper JP5 as shown.
4. Go to UPGRADING A MODIFIED ZETA, step 2.

UPGRADING A MODIFIED ZETA

1. Carefully remove the existing EPROM from its socket using the EXTRACTOR TOOL we have provided. It hooks under each end of the EPROM.

TRY NOT TO BEND THE PINS !!!

You can place the used EPROM on the conductive foam in the lid of the box we sent the new EPROMS in.

2. (Everybody does the following steps . . .)

When installing EPROMS, one must be careful to avoid the build up of static electricity. Should such a build up come into contact with the pins of the EPROM (for example, from your fingers), then the EPROM can be seriously DAMAGED.

Therefore, BEFORE REMOVING EPROMS FROM THEIR PLASTIC CASE, take hold of the chassis of the Zeta 3 to ensure that you and the chassis are at approximately the same potential.

From now until the EPROMS are installed, try not to shuffle your feet or do any of the things which can create static electricity.

Be particularly careful in cold climates, where the air tends to be very dry in heated buildings.

3. Install the new EPROM marked "A" in the socket closest to the rear of the Zeta. (U75)

THE NOTCH IN THE END OF THE EPROM BODY MUST FACE TOWARDS THE REAR OF THE ZETA.

Installing the EPROM around the WRONG way (i.e. notch to the front) can result in the DESTRUCTION of the EPROM !

Make sure that none of the pins have missed the socket and bent under the body of the EPROM. Careful alignment of the pins before applying any insertion force can help a lot. (You may have to use your fingers to do this - just be careful, and try to keep yourself at the same potential as the Zeta chassis.)

4. Install the EPROM marked "B" in the socket closest to the front of the Zeta 3. (U84)

ONCE AGAIN, THE NOTCH IN THE END OF THE EPROM BODY MUST FACE TOWARDS THE REAR OF THE ZETA.

5. Installation is now complete.

Check again that the "A" EPROM is towards the rear, and the "B" EPROM is towards the front.

DOUBLE CHECK THAT THE NOTCH IN THE END OF EACH EPROM POINTS TO THE REAR OF THE ZETA 3.

6. Replace the top cover and the two screws that secure it.

7. Now we must perform a special POWER UP SEQUENCE that will totally reset all Zeta 3 functions.

PERFORMANCE OF THIS SEQUENCE IS MANDATORY IMMEDIATELY AFTER INSTALLING NEW SOFTWARE.

Re-attach the power cord.

Hold down the three keys SHIFT, CURSOR and CAPTURE on the right side of the Zeta front panel.

KEEP THEM HELD DOWN.

TURN ON THE ZETA POWER SWITCH WITH THE KEYS STILL HELD DOWN.

The display "*** SYSTEM RESET ***" should be the first to appear.

DO NOT RELEASE THE SHIFT, CURSOR, CAPTURE KEYS until the usual Generator display comes up.

If there is any problem here, then give one more try. If the problem persists, then CONTACT YOUR DEALER (OR THE FACTORY) IMMEDIATELY.

Otherwise, your Zeta 3 is now ready to use again.

(NOTE that the special power up sequence need only be done ONCE - from now on, you may power up and down normally.)

8. It will be necessary to re-select your Master and Slave TRANSPORT parameters - just as you had to do when your Zeta was new.