

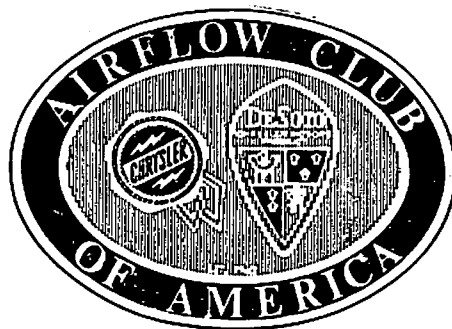
SERVICE & INSTALLATION NOTES

FACTORY AUTHORIZED PHILCO RADIOS

CHRYSLER (1934 - '37)

DeSOTO (1934 - '36)

AIRFLOW MODELS



INTRODUCTION

The radios installed in Chrysler and DeSoto Airflow automobiles at Chrysler assembly plants were made by Philco and had been designed in conjunction with Chrysler engineers. These were the models that were "factory authorized."

However, many of the same radios were installed by dealers to customer orders after the cars had been delivered from the factory.

The following technical information was available to Philco dealers and other radio-service facilities to both aid in the process of installation, and to provide servicing details when one of the radios was in need of repair.

During the thirties a relatively small number of cars were equipped with radios installed at the factory, particularly among the lower priced models. However, there were available many "after-market" radios for installation in cars of all of the manufacturers, and many found their way into Chrysler products. Brands such as Arvin, Zenith and Motorola offered a variety of choices beyond the "factory authorized" models, and some were excellent performers. In fact, when an Airflow DeSoto or Chrysler includes a Motorola Golden Voice Model, ten tubes, and available with correct dial plates for both cars, it simply has the best auto radio of the period, bar none. The Golden Voice was a real powerhouse, though a very heavy drain on the battery when the engine wasn't running.

During the middle and later thirties I was employed as a radio service person after high school classes, on weekends, and during vacations for a Philco dealer in Chicago. The dealership was also the warranty service facility for its area. I worked on many of the Philco and other brands found in Chrysler products as well as other cars, and learned to respect the solid construction of the Philcos in particular. The best of the Philcos, Model C1423 with push-pull output, are in C-17's.

Hardy Trolander, Yellow Springs, Ohio

September 1990

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Installation Instructions - Chrysler Model - Codes CU and CV

THESE instructions have been carefully prepared for your use in installing the Chrysler Airflow Custom Built Radio by Philco in the 1934 Chrysler Airflow Model—Code CU-CV cars. Read thoroughly, then follow the instructions carefully in every detail.

Speaker Installation

Refer to Figure 1. This gives detailed dimensions for the location and drilling of the holes in the instrument board reinforcing brace on which the speaker will be mounted. Dimensions shown are along the surface of the brace. The speaker mounting brackets must be bolted to the sides of the speaker. To do this, place the speaker on the bench face down with the tone control knob on the right-hand side, attaching the brackets as follows: The smallest angle bracket must be bolted to the side towards you, the longest angle bracket to the left side with the part having the elongated hole directed

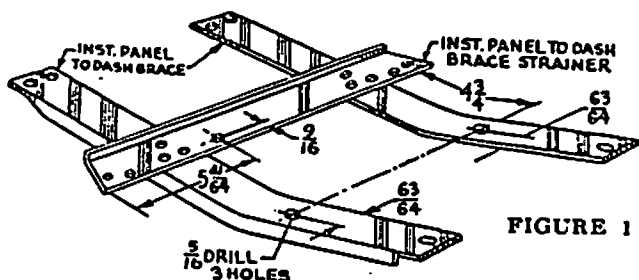


FIGURE 1

away from the speaker. The other bracket must be bolted to the right-hand side of the speaker with the part having the elongated hole turned under the speaker. Refer to Figure 2. The speaker should now be mounted in the car, placing it between the right-hand instrument board brace and the emergency brake control, locating the elongated holes in the speaker mounting brackets over the holes previously drilled in the braces. Bolt it securely in place with the three cadmium plated $\frac{1}{4}$ -20 bolts and nuts supplied for this purpose. Be sure to use lockwashers under the nuts. The left, lower corner of the right cowl ventilator fly screen will interfere with the speaker. This may be remedied by bending this corner out of the way with a pair of pliers.

Instrument

Panel Control

Remove the right hand ash receiver assembly. Remove the knobs from the control assembly by pulling them off the control head shafts. Then loosen the set screws in front that secure the flexible control shafts in place and the set screws in the rear of the housing that secure the control shaft housings in place. Remove the shaft assemblies from the control head. Install the control head in the instrument panel and fasten securely, using the U-shaped clamp supplied for this purpose, together with the nut and lockwasher. See Figure 3.

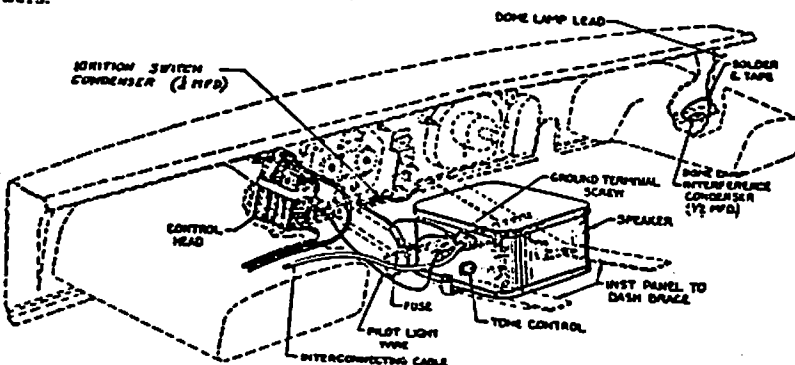


FIGURE 2

Receiver and Cable Installation

Before placing the Receiver in the under-carriage mounting box, the flexible cable housing set screws in the collars must be placed in position so they will be accessible from the top.

Wrap the cardboard liner around the Receiver, bending it on the scored lines. Then place the Receiver in the undercarriage box with the shaft coupling collars and plug receptacle in line with their respective holes in the end of the box. The rectangular cardboard liner must be placed between the Receiver and the blank end of the box.

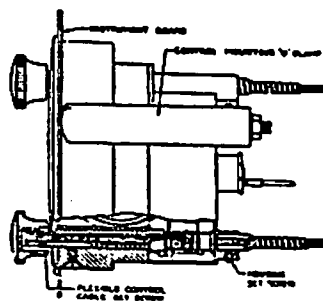


FIGURE 3

Connecting Remote Control Cables to the Receiver

1. Place the grommet caps and rubber grommets on the control shaft housings in the same manner in which they are assembled on the speaker cable. Insert the shafts in their respective couplings on the Receiver and tighten the housing retaining set screws. Secure the grommet caps to the mounting box with the 8-32 screws provided for this purpose. Be sure to use a fibre washer and a lockwasher under the head of each screw.

2. Install the six-hole plug in its receptacle in the Receiver, grounding the eye terminal on the end of the shield pigtail box with 8-32 screws, using a fibre washer and a lockwasher under the head of each screw. (The fibre washers are for the purpose of water-proofing). Then secure the grommet cap to the cable cover plate.

3. Place the rubber gasket around the edge of the box and then put the cover on, forcing it well down on the box, being certain that the ends of the gasket butt together to insure a water-tight assembly.

4. Remove the right cowl quarter-kick-pad.

Then run the cables along the opening in the floor board riser provided for the speedometer cable. See Fig. 4. In bodies where the hole in the toeboard riser is not large enough or obstructed and will not permit the passage of the plug on the speaker end of the cable it will be necessary to remove the floorboard and make a $\frac{1}{2}$ " slot in the toeboard riser into the speedometer cable channel to allow the cables to be assembled in place. Do not attempt to remove the plug from the end of the cable. Fasten them in the clips provided in the frame channel adjacent to the speedometer cable. Plug the four hole plug into its receptacle in the speaker. Place the volume control cable (with the red mark)

MODEL G (Code 122)

Chrysler Code CU & CV PHILCO RADIO & TELEV. CORP. Installation Data, Part 2
Airflow Custom-Built Parts List

INSTALLATION INSTRUCTIONS - CHRYSLER MODEL -

in the top of the control head and the tuning control cable (unpainted) in the bottom. Securely tighten the cable housing retaining set screws in the rear of the control head and then tighten the shaft retaining set screws in the control head shafts. Then replace the cowl quarter kick-pad.

6. Figure 5 shows the method of mounting the radio receiver under the right-hand front seat stool mounting bolt with the 1-1/4" x 5/16" bolt provided in the radio package. The front bracket is secured to the floorboard using the bolt removed from where the rear bracket is mounted.

Before tightening the receiver in place, be sure that the cover is flush with the floorboard. If the wood shim that is between the floorboard and the frame mounting bracket interferes, the interfering part may be removed by the use of a wood chisel.

6. See Figure 6. Secure the control and speaker cables by means of the clip provided for this purpose.

7. The antenna lead wire from the roof will be found in the under body side rail and should be connected to the antenna lead branch of the speaker cable, as shown in Figure 5. Make a twisted splice, using plenty of tape to insure a water tight joint, grounding the eye terminal on the end of the antenna lead pigtail to the body side rail.

Battery Connections

Connect the battery lead to the fuse terminal of the ammeter. Place the fuse and fuse insulator in the metal fuse housing of the battery cable and connect it to the small bayonet fuse connector which branches out of the speaker cable close to the speaker. The three shield terminals must be connected under the grounding screw provided for this purpose near the speaker receptacle.

Adjustment

Turn on the Receiver and tune in a station whose frequency in kilocycles is known. (The numbers on the dial represent channel numbers which with the addition of a cipher become the frequency numbers). Loosen the set screw on the front of the tuning control shaft without detuning the Receiver. Turn the shaft until the indicator points to the correct number on the dial. Tighten the set screw securely and then replace the knobs on the shafts.

Motor Interference Suppression

Cut the elbow terminals from the spark plug cables and screw on the moulded bakelite elbow suppressors. Connect the suppressors to the spark plugs. Cut off the end of the distributor center lead cable and screw the straight molded

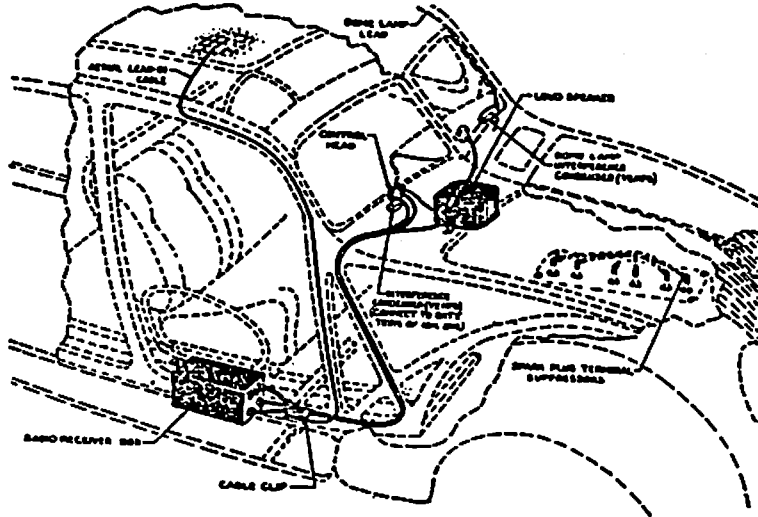


FIGURE 4

resistor into the lead. Then plug this into the distributor cap. Install a one microfarad by-pass condenser on the generator. Mount it on the generator frame under the screw that holds the generator relay in place. Connect the condenser lead under the screw that connects the generator battery lead to the relay. (See Figures 7 and 8).

There may be some interference caused by an excessive gap between the distributor rotor and the high tension contacts. This can be overcome by lengthening the contact end of the rotor.

The following procedure should be carefully followed: Remove the distributor cap and chalk the inside faces of the stationary contacts. Remove the rotor and place the contact end on a small anvil or steel block. Peen or hammer the end carefully with a small machinist's hammer. Replace the rotor and the cap, then turn the motor over a few times, using the starter only. After a few revolutions, examine the distributor cap to see if the rotor has scraped or touched any of the stationary contacts in the cap. If so, dress lightly with a fine file. Repeat the above operation until the rotor just clears the contacts.

Occasionally you may find a distributor cap which is out of round or with a short electrode. This condition does not affect the operation of the car, but sometimes makes satisfactory elimination impossible. If such a condition is found, take the defective cap to the nearest United Motors Service Station and exchange it for a new one.

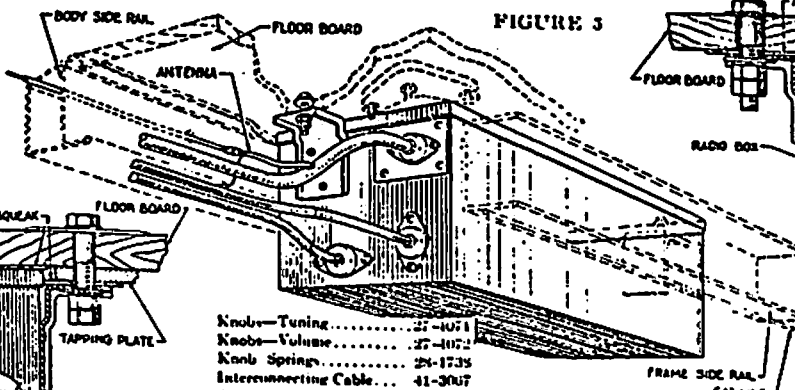


FIGURE 5

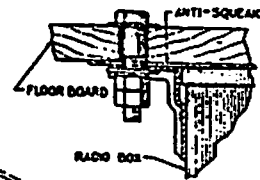


FIGURE 6

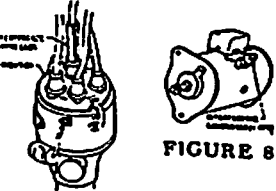


FIGURE 7

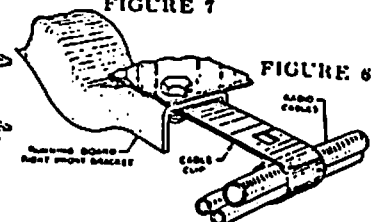


FIGURE 8

Knobs—Tuning.....	27-1071
Knobs—Volume.....	27-1072
Knob Springs.....	28-1735
Interconnecting Cable.....	41-3007
Ammeter Cable.....	38-5206
Flexible Shaft—Tuning.....	28-5218
Flexible Shaft—Volume.....	28-5219
Fuse.....	7227
Fuse Insulator.....	27-7131
Speaker Mounting Bracket.....	29-1847
Speaker Mounting Bracket.....	29-1848
Speaker Mounting Bracket.....	29-1851
"U" Clips.....	29-1849
Spark Plug Terminal.....	33-1013
Distributor Resistor.....	33-1113E
1/2 mfd. Condenser.....	30-4077
Front Cover.....	28-1767
Dial and Drum Assembly.....	42-5202
Control Assembly.....	42-5203
Cable Spring.....	28-5201

Items 1 to 71 of the Parts List shown with the schematic diagram of Model G (Code 122) are identical for Model G (Code 122) Chrysler Code CU and CV. See items at left for additional accessories.

Installation Instructions - DeSoto Model - Code SE

These instructions have been carefully prepared for your use in installing the De Soto Airflow Custom-Built Radio by Philco in the 1934 De Soto Airflow Model - Code SE cars. Read thoroughly then follow the instructions carefully in every detail. Carefully unpack the carton and check the contents with the material packing list. Examine the parts and compare with the illustrations given in these instructions so that you may become familiar with them and thus make the installation easily and quickly.

Speaker Installation

Refer to Figure 1. This gives detailed dimensions for the location and drilling of the holes in the instrument board reinforcing brace on which the speaker will be mounted. Dimensions shown are along the surface of the brace. The speaker mounting brackets must be bolted to the sides of the speaker. To do this, place the speaker on the bench face down with the tone control knob on the right-hand side, attaching the brackets as follows: The smallest angle bracket must be bolted to the side towards you, the longest angle bracket to the left side with the part having the elongated hole directed

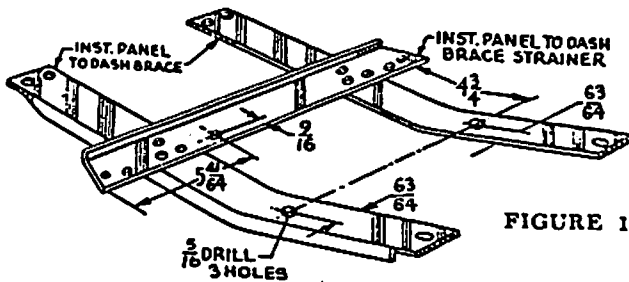


FIGURE 1

away from the speaker. The other bracket must be bolted to the right-hand side of the speaker with the part having the elongated hole turned under the speaker. Refer to Figure 2. The speaker should now be mounted in the car, placing it between the right-hand instrument board brace and the emergency brake control, locating the elongated holes in the speaker mounting brackets over the holes previously drilled in the braces. Bolt it securely in place with the three cadmium plated 1/4"-20 bolts and nuts supplied for this purpose. Be sure to use lockwashers under the nuts. The left, lower corner of the right cowl ventilator fly screen will interfere with the speaker. This may be remedied by bending this corner out of the way with a pair of pliers.

Instrument Panel Control

Remove the De Soto medallion plate from the center of the instrument panel. To do this, it is necessary to remove the two retaining nuts from the back of the instrument panel.

Remove the knobs from the control assembly by pulling them off the control head shafts. Then loosen the set screws in front that secure the flexible control shafts in place and the set screws in the rear of the housing that secure the control shaft housings in place. Remove the shaft assemblies from the control head. Install the control head in the instrument panel and fasten securely, using the U-shaped clamp supplied for this purpose, together with the nuts and lockwashers. See Figure 3.

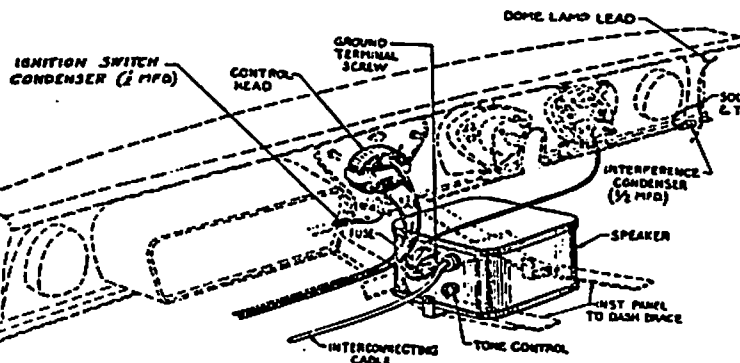


FIGURE 2

Receiver and Cable Installation

Before placing the Receiver in the under-carriage mounting box, the flexible cable housing set screws in the collars must be placed in position so they will be accessible from the top.

Wrap the cardboard liner around the Receiver, bending it on the scored lines. Then place the Receiver in the undercarriage box with the shaft coupling collars and plug receptacle in line with their respective holes in the end of the box. The rectangular cardboard liner must be placed between the Receiver and the blank end of the box.

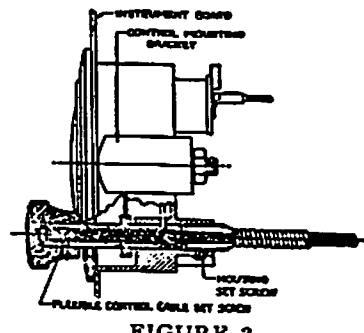


FIGURE 3

Connecting Remote Control Cables to the Receiver

1. Place the grommet caps and rubber grommets on the control shaft housings in the same manner in which they are assembled on the speaker cable. Insert the shafts in their respective couplings on the Receiver and tighten the housing retaining set screws. Secure the grommet caps to the mounting box with the 8-32 screws provided for this purpose. Be sure to use a fibre washer and a lockwasher under the head of each screw.

2. Install the six-hole plug in its receptacle in the Receiver, grounding the eye terminal on the end of the shield pigtail under one of the Receiver cover screws. Secure the cable cover plate to the box with 8-32 screws, using a fibre washer and a lockwasher under the head of each screw. (The fibre washers are for the purpose of water-proofing). Then secure the grommet cap to the cable cover plate.

3. Place the rubber gasket around the edge of the box and then put the cover on, forcing it well down on the box, being certain that the ends of the gasket butt together to insure a water-tight assembly.

4. Remove the right side rail under the floor board and up through the opening in the floor board riser provided for the speedometer cable. See Fig. 4. In bodies where the hole in the toeboard riser is not large enough or obstructed and will not permit the passage of the plug on the speaker end of the cable it will be necessary to remove the floorboard and make a 1/2" slot in the toeboard riser into the speedometer cable channel to allow the cables to be assembled in place. Do not attempt to remove the plug from the end of the cable. Fasten them in the clips provided

MODEL G (Code 122)
DeSoto Code SE
Airflow Custom-Built

PHILCO RADIO & TELEV. CORP.

Installation Data, Part 2

in the frame channel adjacent to the speedometer cable. Plug the four-hole plug into its receptacle in the speaker. Place the volume control cable (with the red mark) in the left-hand side of the control head and the tuning control cable (unpainted in the right-hand side. Securely tighten the cable housing, retaining set screws in the rear of the control head and then tighten the shaft retaining set screws in the control head shafts. Then replace the cowl quarter kick pad.

5. Figure 5 shows the method of mounting the radio receiver under the right-hand front seat stool mounting bolt with the 1-3/4" x 5/16" bolt provided in the radio package. The front bracket is secured to the floorboard using the bolt removed from where the rear bracket is mounted.

Before tightening the receiver in place, be sure that the cover is flush with the floorboard. If the wood shim that is between the floorboard and the frame mounting bracket interferes, the interfering part may be removed by the use of

6. See Figure 6. Secure the control and speaker cables by means of the clip provided for this purpose.

7. The antenna lead wire from the roof will be found in the under body side rail and should be connected to the antenna lead branch of the speaker cable, as shown in Figure 5. Make a twisted splice, using plenty of tape to insure a water tight joint, grounding the eye terminal on the end of the antenna lead pigtail to the body side rail.

Battery Connections

Connect the battery lead to the fuse terminal of the ammeter. Place the fuse and the fuse insulator in the metal fuse housing of the battery cable and connect it to the small bayonet fuse connector which branches out of the speaker cable close to the speaker. The three shield terminals must be connected under the grounding screw provided for this purpose near the speaker receptacle.

Adjustment

Turn on the Receiver and tune in a station whose frequency in kilocycles is known. (The numbers on the dial represent channel numbers which with the addition of a cipher become the frequency numbers). Loosen the set screw on the front of the tuning control shaft without detuning the Receiver. Turn the shaft until the indicator points to the correct number on the dial. Tighten the set screw securely and then replace the knobs on the shafts.

Motor Interference Suppression

Cut the elbow terminals from the spark plug cables and screw on the moulded bakelite elbow suppressors. Connect

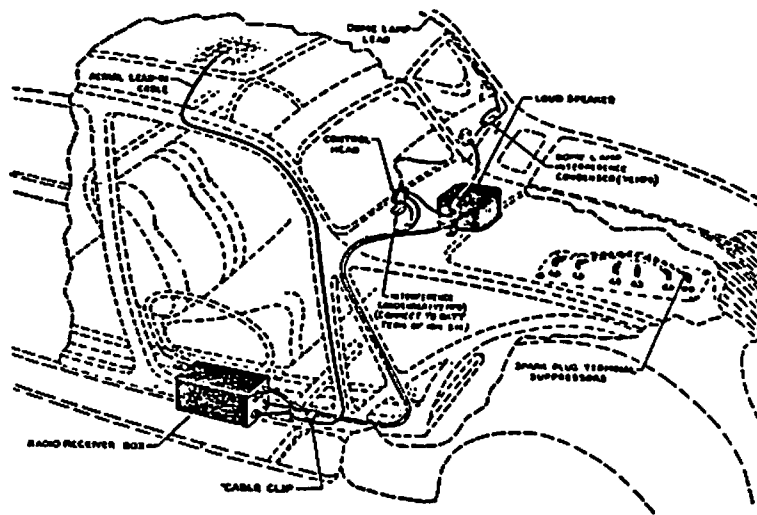


FIGURE 4

the suppressors to the spark plugs. Cut off the end of the distributor center lead cable and screw the straight moulded resistor into the lead. Then plug this into the distributor cap. Install a one microfarad by-pass condenser on the generator. Mount it on the generator frame under the screw that holds the generator relay in place. Connect the condenser lead under the screw that connects the generator battery lead to the relay. (See Figures 7 and 8).

There may be some interference caused by an excessive gap between the distributor rotor and the high tension contacts. This can be overcome by lengthening the contact end of the rotor.

The following procedure should be carefully followed: Remove the distributor cap and chalk the inside faces of the stationary contacts. Remove the rotor and place the contact end on a small anvil or steel block. Peen or hammer the end carefully with a small machinist's hammer. Replace the rotor and the cap, then turn the motor over a few times, using the starter only. After a few revolutions, examine the distributor cap to see if the rotor has scraped or touched any of the stationary contacts in the cap. If so, dress lightly with a fine file. Repeat the above operation until the rotor just clears the contacts.

Occasionally you may find a distributor cap which is out of round or with a short electrode. This condition does not affect the operation of the car, but sometimes makes satisfactory elimination impossible. If such a condition is found, take the defective cap to the nearest United Motors Service Station and exchange it for a new one.

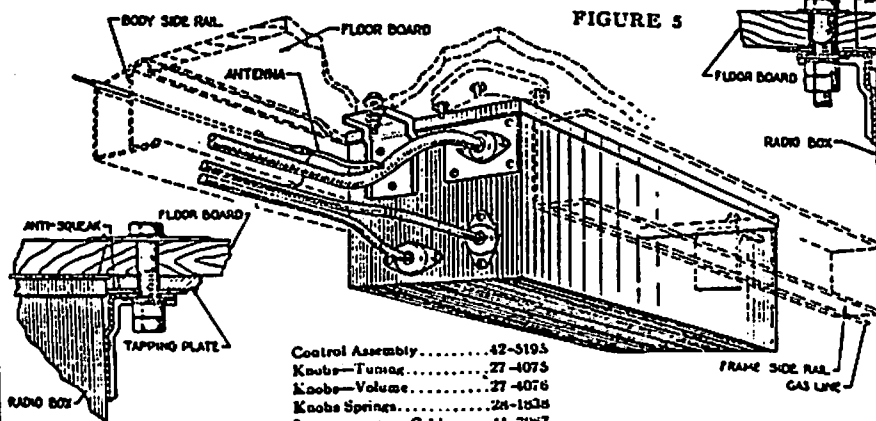


FIGURE 5

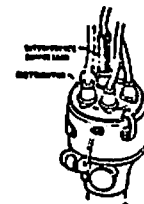
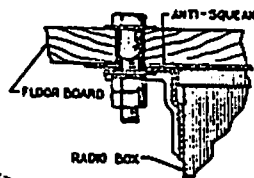


FIGURE 7



FIGURE 8

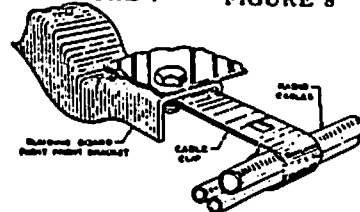


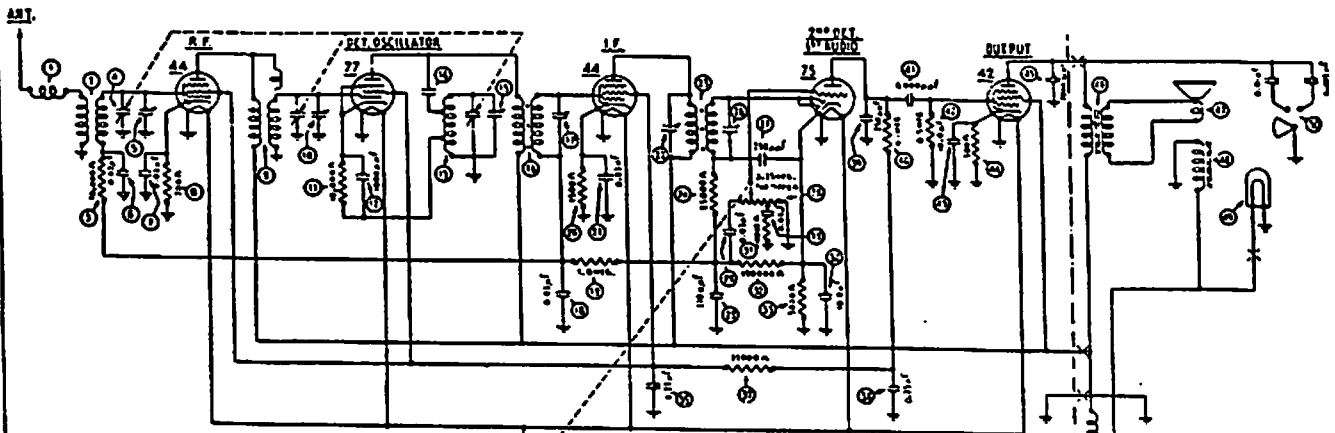
FIGURE 6

Spark Plug Resistor.....	33-1013	Control Assembly.....	42-5193
Distributor Resistor.....	33-1113E	Knobs—Tuning.....	27-4075
1/4 mfd. Condenser.....	30-4007	Knobs—Volume.....	27-4076
Glass for Control.....	27-7122	Knobs Springs.....	26-1528
Bezel Assembly.....	42-3115	Interconnecting Cable.....	41-3067
Dial Assembly.....	42-5200	Ammeter Cable.....	34-2296
Painting.....	26-2094	Flexible Shaft—Tuning.....	26-4201
		Flexible Shaft—Volume.....	26-4202
		Fuse.....	7227
		Fuse Insulator.....	27-7151
		Speaker Mounting Bracket.....	29-1947
		Speaker Mounting Bracket.....	29-1948
		Speaker Mounting Bracket.....	29-1949
		"1 1/2" Clamp.....	29-1945

Items 1 to 71 of the Parts List shown with the schematic diagram of Model G (Code 122) are identical for Model G (Code 122) DeSoto Code SE. See items at left for additional accessories.

MODEL G (Code 122)
Dodge, Chrysler

PHILCO RADIO & TELEV. CORP. *Flymouth*
 Schematic, Chassis, Parts



I.F. 260 KC.

OTHER SIDE OF "A" BATTERY
 BOUNDED TO CASE (FRAME OF CAR)

ALL THESE PARTS WITHIN RECEIVER HOUSING
 ALL THESE PARTS WITHIN SPEAKER HOUSING

FIGURE 10

Model G - Code 122

- (1) Antenna Choke..... 32-1372
- (2) Antenna Transformer..... 32-1331
- (3) Resistor (70,000 ohms)..... 33-1115
- (4) Tuning Condenser..... 31-1214
- (5) First Padder (on Tun. Cond.)..... 32-1329
- (6) Condenser (.03 mfd.)..... 30-4025
- (7) Condenser (.03 mfd.)..... 30-4020
- (8) Resistor (700 ohms)..... 6443
- (9) R. F. Transformer..... 32-1332
- (10) Second Padder (on Tun. Cond.)..... 32-1332
- (11) Resistor (10,000 ohms)..... 33-1009
- (12) Condenser (1000 mmfd.)..... 33-1007
- (13) Oscillator Transformer..... 32-1333
- (14) Padder (Pri. 1st I. F. Trans.)..... 32-1329
- (15) Third Padder (on Tun. Cond.)..... 32-1329
- (16) First I. F. Transformer..... 32-1329
- (17) Padder (Sec. 2nd I. F. Trans.)..... 32-1327
- (18) Condenser (.03 mfd.)..... 30-4025
- (19) Resistor (1,000,000 ohms)..... 33-1098
- (20) Resistor (1500 ohms)..... 33-3047
- (21) Condenser (.03 mfd.)..... 30-4020
- (22) Padder (Pri. 2nd I. F. Trans.)..... 32-1237
- (23) Second I. F. Transformer..... 32-1237
- (24) Resistor (25,000 ohms)..... 33-1013
- (25) Condenser (.00011 mfd.)..... 30-1031
- (26) Padder (Sec. 2nd I. F. Trans.)..... 32-1329
- (27) Condenser (.00025 mfd.)..... 30-1032
- (28) Volume Control and Switch Assembly..... 33-5047
- (29) Condenser (.05 mfd.)..... 30-4020
- (30) Condenser (.03 mfd.)..... 30-4025
- (31) Resistor (10,000 ohms)..... 33-1000
- (32) Resistor (100,000 ohms)..... 33-1116
- (33) Resistor (5000 ohms)..... 6036
- (34) Condenser (10 mfd.)..... 30-2076
- (35) Condenser (.25 mfd.)..... 30-4126
- (36) Resistor (22,000 ohms)..... 3325
- (37) Condenser (.25 mfd.)..... 30-4126
- (38) Condenser (.00025 mfd.)..... 30-1032
- (39) Resistor (100,000 ohms)..... 6039
- (40) Condenser (.005 mfd.)..... 30-4125
- (41) Resistor (200,000 ohms)..... 6097
- (42) Condenser (10 mfd.)..... 30-2076
- (43) Resistor (500 ohms)..... 33-3031
- (44) Coupler (504 mfd.)..... 30-4145
- (45) Output Transformer..... 32-7042
- (46) Cone and Voice Coil..... 36-3157
- (47) Field Coil Assembly..... 36-3097
- (48) Pilot Lamp..... 34-2031
- (49) Tune Control..... 30-4199
- (50) Condenser (.00015 mfd.)..... 30-1029
- (51) Condenser (.00005 mfd.)..... 30-1029
- (52) "A" Choke..... 32-1432
- (53) Vibrator Choke..... 32-1250
- (54) Condenser (1.5 mfd.)..... 30-4147
- (55) Condenser (.5 mfd.)..... 30-4115
- (56) Vibrator..... 36-4136
- (57) Condenser (.05 mfd.)..... 30-4020
- (58) Resistor (250 ohms)..... 7217

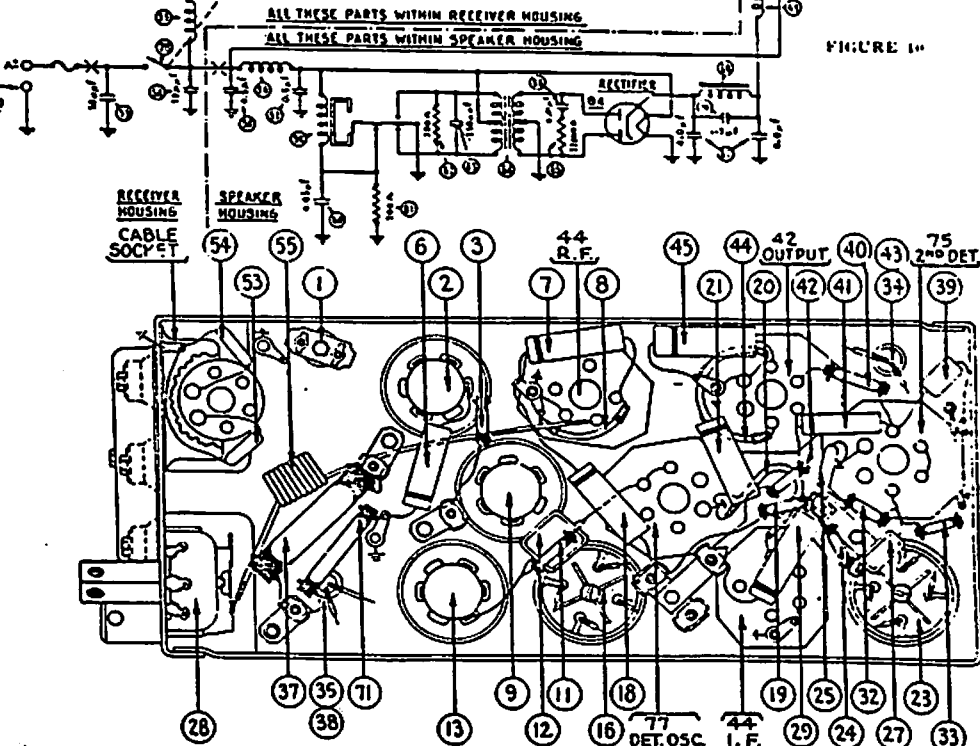


Figure 11

- (59) Resistor (200 ohms)..... 7217
 - (60) Condenser (.00125 mfd.)..... 3686
 - (61) Power Transformer..... 32-7253
 - (62) Resistor (3 2,000 ohms)..... 3325
 - (63) Condenser (.01 mfd.)..... 30-4031
 - (64) Filter Condenser (4-8 mfd.)..... 30-2030
 - (65) Filter Choke..... 32-7254
 - (66) I. F. Choke..... 32-1260
 - (67) Condenser (.15 mfd.)..... 30-4191
 - (68) Resistor (25,000 ohms)..... 3656
 - (69) Spark Plug Resistor..... 33-1015
 - (70) Distributor Resistor..... 33-1113E
 - (71) 1 mfd. Condenser..... 4522S
 - (72) 1/4 mfd. Condenser..... 30-4007
 - (73) Glass for Control..... 27-7325
- DOODGE MODEL G - Code 122**
 Above items are identical for Dodge Model G - Code 122. See following items for additional accessories:
- Dial Assembly..... 42-5204
 - Pointer..... 29-1764
 - Control Assembly..... 42-5194
 - Knobs—Volume..... 27-4070
 - Knobs—Tuning..... 27-4079
 - Knob Springs..... 28-1738
 - Bezel Assembly..... 42-5115
 - Interconnecting Cable..... 41-3045

- Ammeter Cable..... 38-5704
- Terminal..... L-1626
- Flexible Shaft—Tuning..... 28-8198
- Flexible Shaft—Volume..... 28-8198
- Speaker Mounting Plate..... 29-1790
- Speaker Mounting Bracket..... 29-1791
- Receiver Mounting Plate..... 29-1792
- Receiver Mounting Bracket..... 29-1848
- Carrier Bolt..... W-1316A
- Fuse..... 7227
- Fuse Insulator..... 27-7131
- CHRISLER MODEL G - Code 122
- Items 1 to 71 and next five are identical for Chrysler Model G - Code 122. See following items for additional accessories:
- Dial Assembly..... 42-5204
- Pointer..... 29-1825
- Control Assembly..... 42-5194
- Knobs—Volume..... 27-4072
- Knobs—Tuning..... 27-4071
- Knob Springs..... 28-1738
- Bezel Assembly..... 42-5115
- Interconnecting Cable..... 41-3045
- Ammeter Cable..... 38-5704
- Terminal..... L-1626
- Flexible Shaft—Tuning..... 28-8198
- Flexible Shaft—Volume..... 28-8198
- Speaker Mounting Bracket..... 29-1791

- Speaker Mounting Plate..... 29-1790
- Receiver Mounting Plate..... 29-1792
- Receiver Mounting Bracket..... 29-1848
- Carrier Bolt..... W-1316A
- Fuse..... 7227
- Fuse Insulator..... 27-7131
- PLYMOUTH MODEL G - Code 122
- Items 1 to 71 and next five are identical for Plymouth Model G - Code 122. See following items for additional accessories:
- Dial Assembly..... 42-5205
- Pointer..... 29-1763
- Control Assembly..... 42-5193
- Knobs—Volume..... 27-4084
- Knobs—Tuning..... 27-4083
- Knob Springs..... 28-1738
- Bezel Assembly..... 42-5115
- Interconnecting Cable..... 41-3045
- Ammeter Cable..... 38-5704
- Terminal..... L-1626
- Flexible Shaft—Tuning..... 28-8198
- Flexible Shaft—Volume..... 28-8198
- Speaker Mounting Plate..... 29-1790
- Speaker Mounting Bracket..... 29-1791
- Receiver Mounting Plate..... 29-1792
- Receiver Mounting Bracket..... 29-1848
- Carrier Bolt..... W-1316A
- Fuse..... 7227
- Fuse Insulator..... 27-7131

Note 1. Adjust the High Frequency padders (14) at 1000 K. C.
 Note 2. A 25,000 ohm resistor, part number 3656, is on the parts list and base view has been added to the harness. One end is connected to the screen grid lead for the R. F. Osc. and I. F. tubes and the other end is grounded.

Installation Instructions - Chrysler Airflow Models - Codes C-1, C-2 and C-3

THESE INSTRUCTIONS have been prepared for your use in installing the DeLuxe Custom-Built Radio. Read through thoroughly, then follow the instructions carefully in every detail when making the installation.

Carefully unpack the cartons and check the contents with the material packing lists so that you may become familiar with all the parts and thereby make the installation easily and quickly.

This new DeLuxe Custom-Built Radio is mounted on a special bracket under the cowl on the left-hand side. The speaker is mounted on the "H" shaped instrument board to dash brace.

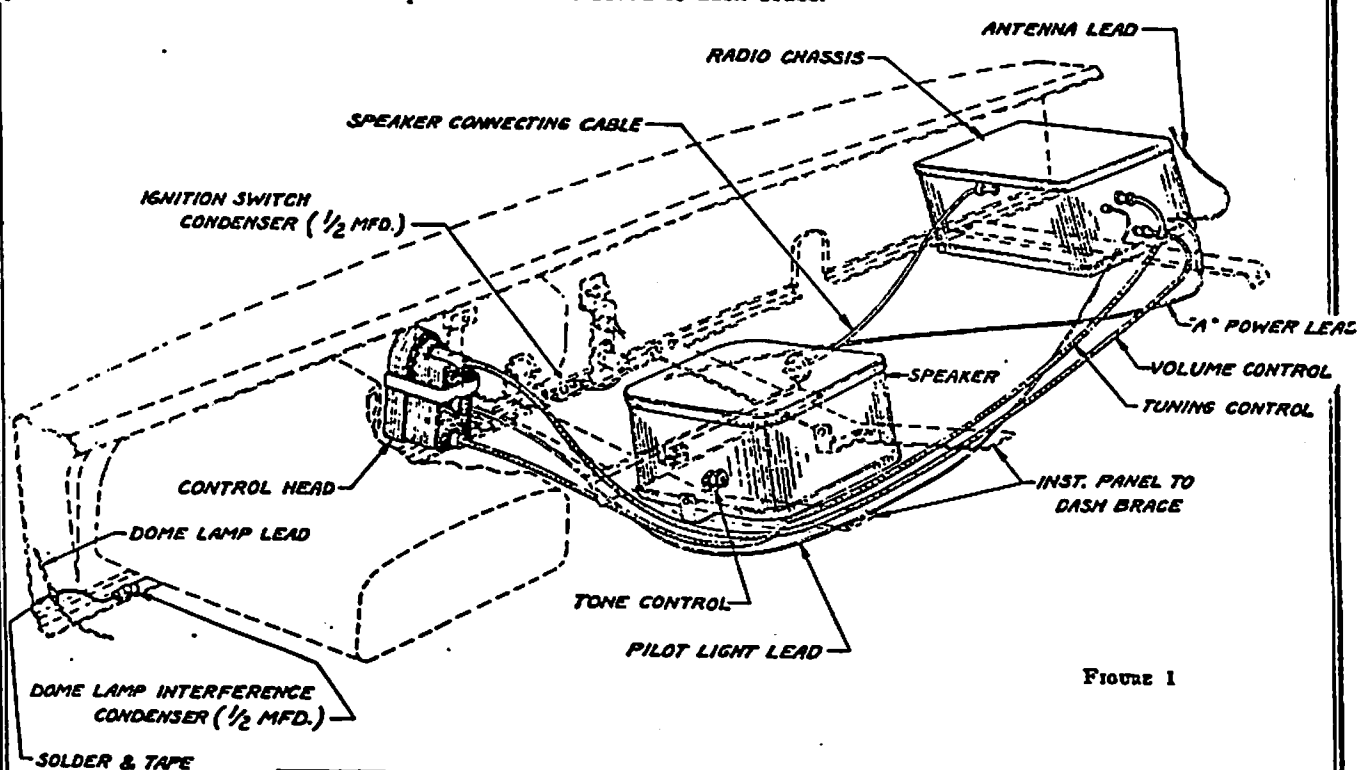


FIGURE 1

FOR CHRYSLER AIRFLOW MODELS CODE C-2 and C-3 ONLY

Antenna Lead

The shielded antenna lead must be connected to the car antenna lead-in that comes down the front left-hand corner post. The bare ends of the two leads must be twisted together and taped. Make the splice as close as possible to the corner post. The shield pig-tail of the antenna lead must be grounded.

Receiver Installation (See Figure 1)

1. Remove the car lighting fuse from the back of the ammeter.
2. Bolt the Receiver fast to the special set-mounting bracket so that when installed in the car,

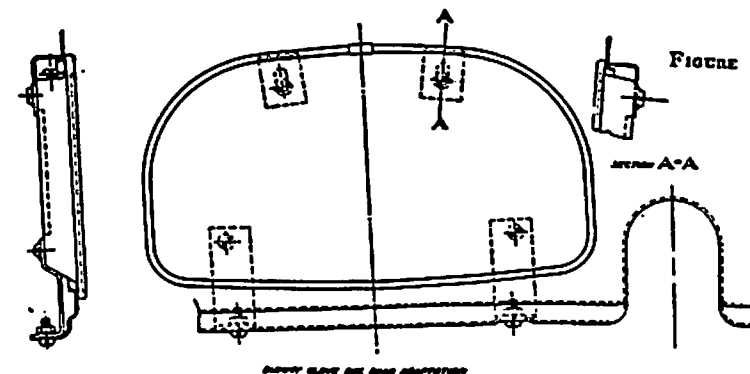


FIGURE 2

the control coupling end of the Receiver faces the dash of the car. The bracket, together with the nuts and lockwashers are provided in the accessory kits.

3. Drill a $\frac{1}{8}$ " hole in the flange of the instrument board $\frac{6}{16}$ " to the left of the steering column opening in the instrument board.

4. Rest the flat part of the Receiver mounting bracket on the flange of the instrument board over the hole just drilled and place the $\frac{3}{4}$ " 10-33 bolt through the hole in the flange of the instrument panel and the Receiver mounting bracket. Put on the nut but do not tighten at this time.

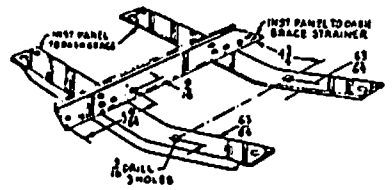
Remove the left hand glove compartment, door, hinge and fastener. Replace the glove compartment door and fasten with the four special adapter brackets. See Figure 2.

Installation Instructions — Chrysler Airflow Models — Codes C-1, C-2 and C-3

- 1 Place the Receiver as high as the switch lock-in-end cable permits and mark the location for the bolt hole on the dash.
- 2 Drill a 1/8" hole through the dash.
- 3 Using the 1/2" bolt and nut, fasten the mounting bracket securely to the dash. The nut must be on the engine side.
- 4 Tighten the bolt that fastens the mounting bracket to the instrument board.

Speaker Installation
(See Figures 1, 3 and 3)

- 1 Refer to Figure 3 which shows the location of the holes in the reinforcing brace on which the speaker is to be mounted.
- 2 The speaker mounting brackets must be bolted to the sides of the speaker before it is installed in the car.
- 3 Place the speaker on the work bench, face down with the tone control knob to the right. The small angle bracket with the cage nut must be bolted to the side nearest you. The largest angle bracket must be bolted to the left side of the speaker with the part having the elongated hole directed away from the speaker. The third bracket must be bolted to the right hand side of the speaker with the cage nut turned under the speaker.
- 4 Loosen the bolt on the right hand bracket at the dash to which is attached the instrument board reinforcing brace slip the 1/2" shim (fastened in the necessary kit) between the bracket and the brace and then tighten the bolt. (See Figure 3).
- 5 Place the speaker on the instrument board brace face down with the tone control to the right and secure fasten with the three 1/4" No. 20 bolts, nuts and washers.
- 6 The Receiver connecting cable must be plugged into its receptacle in the speaker.



Control Installation

- 1 Install the control unit on the instrument board, fitting it in the opening left by the removal of the ash receptacle.
- 2 Fit over the control head in place in means of the "U" clamp and nuts. (See Figure 4)
- 3 The volume control flexible shaft is at the top and must be coupled in the lower shaft housing on the end of the Receiver housing (see Figure 1). The knurled shaft nut must be tightened secure.
- 4 Before connecting the tuning knob over flexible shaft, use a small screw driver and turn the variable condenser coupling in the Receiver in a counter clockwise direction as far as it will go.
- 5 Turn the bottom (tuning control) knob so that the indicator points to "84" on the dial.
- 6 The tuning control flexible shaft must be coupled in the proper shaft housing on the end of the Receiver housing (see Figure 1). The knurled shaft nut must be tightened securely.
- 7 Connect the terminal on the pilot light wire in its receptacle on the end of the Receiver housing (see Figure 1).
- 8 Connect the antenna lead in its receptacle on the end of the Receiver housing (see Figure 1).

Power Connections

For installations in Code C-1 cars, connect the terminal end of the "A" lead to the switch terminal (GA-RAI). Refer to Figure 6 showing the back of the ignition switch.

CODE C-2 and C-3 ONLY
In Code C-2 and C-3 cars, connect the terminal end of the "A" lead to the fuse terminal of the ammeter.

Place the fuse and fuse insulator in the small metal fuse housing on the end of the "V" lead and connect it to the short Receiver "V" lead.

Code C-1 — Ignition Switch



FIGURE 2
BACK OF AN IGNITION SWITCH

Motor Interference Suppression

1. Cut the elbow terminals from the spark plug cables and screw on the molded bakelite elbow suppressor terminals. Snap the resistors on the plug terminals.
2. Screw the straight molded resistor on the distributor end of the distributor rotor lead cable.
3. Plug this into the distributor cap.
4. Install a one mill by-pass condenser on the generator. Mount it on the generator frame under the screw that holds the generator relay in place. Connect the condenser lead under the screw that connects the battery lead to the relay.
5. Connect a 1/2 mill condenser to the dome light lead as close as possible to the point where it enters the right front corner post. This connection must be soldered and taped. Drill a 1/8" hole in the fange of the instrument board 2" from where it joins the coil on the right side. Remove the paint from around the hole and fasten the condenser to the fange with an 8-32 bolt and nut.
6. Ground the steering column to the dash. There is a hole in the steering column near the dash opening seal for a No. 8-1/2" self-tapping screw. Scrape the paint off around this hole. Using the bare stranded wire with the two eye terminals, place one terminal under one of the screws that holds the steering column dash seal in place. The other end must be fastened to the steering column with a No. 8-1/2" self-tapping screw.
7. If there is no hole in the steering column near the dash opening seal for a No. 8-1/2" self-tapping screw, scrape the paint from the column near the dash opening seal, solder on a piece of the No. 14 bare stranded wire and ground this wire under one of the screws that holds the steering column dash seal in place.

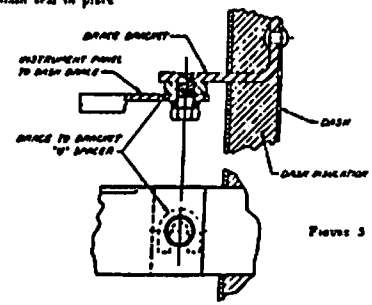


FIGURE 3

8. Ground the oil line and temperature indicator tube where they enter the dash under one of the ground cap screws with the No. 14 stranded wire (see Figure 1).
9. Replace the car lighting fuse — test the lights and horn.
10. An additional 1/2 mill condenser may be used to advantage at times. Mount this condenser on the bottom ledge of the instrument board and connect it to one of the terminals of the ammeter or ignition switch behind the instrument board.

CODE C-2 and C-3 ONLY

11. In case there is any motor interference in Code C-2 or C-3 cars, caused by an excessive gap between the distributor rotor and the high tension contacts in the distributor head, this can be overcome by extending the metal end of the rotor. Follow this procedure carefully: Remove the distributor cap and clean the inside faces of the stationary contacts. Remove the rotor and place the contact end on a small anvil or steel block. Press up hammer the end carefully with a small machinist's hammer. Replace the rotor and the cap and then turn the motor over with the ignition turned off. After a few revolutions, examine the distributor cap to see if the rotor has scraped or touched any of the stationary contacts in the cap. If so, dress lightly with a fine file.

Ignition Switch
CODE C-1 ONLY

- When the ignition switch key is in its center position all circuits are disconnected and locked.
- When the switch key is turned to the left, the gas gauge registers and the battery supply is connected to the radio.
- When the key is turned to the right, the gas gauge registers and the battery supply is connected to the ignition circuit and to the radio.

Operating Instructions

To operate the Receiver, the ignition switch key must first be turned either to the right or to the left, as described above. The upper knob on the radio control is a combination switch and volume control. Turn the volume control knob clockwise. The first range of motion operates the Receiver on tick. From there on, it is the manual volume control.

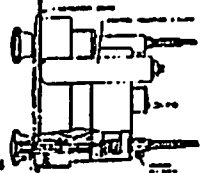


FIGURE 4

With the volume control turned on half way, allow the tubes to heat up. Then turn the lower knob (the station selector) to hunt up. Then turn the lower knob (the station selector) in the various programs. The numbers on the dial represent channel numbers which, with the addition of "70" to the number, correspond to the frequencies in kilocycles. Adjust the volume to a suitable level and retorch the tuning. The Receiver must be tuned so that the maximum signal is obtained. Since the Receiver is extremely selective, it is of the utmost importance that the Receiver be tuned right on the station. Careless tuning off to one side, even though the signal is still heard, results in very poor tone quality and very mushy reception.

The tone control knob is on the right hand side of the speaker housing (see Figure 1). It should be adjusted to the tone most pleasing. There are four (4) positions: brilliant, bright, mellow and deep. Speech is clearest when in bright or brilliant, while usually orchestras will sound best on bright or mellow.

Another use of the tone control is as a static modifier. When driving through extremely noisy locations, the tone control should be set on mellow or deep. This will subdue the harsh, rasping static.

Except on very weak signals, the automatic volume control maintains the same volume level while driving along without continually manipulating the manual volume control, cuts out external interference, counteracts fading and prevents blasting of local stations while tuning. It is virtually impossible, however, to maintain satisfactory reception while driving under ledgers or in places which are totally shielded, known as dead spots.

IMPORTANT: When turning off the Receiver, be sure the volume control is turned counter-clockwise until a click is heard and the pilot light goes out, otherwise the Receiver will continue to operate and discharge the battery.

REMOVE PAINT FROM
UNDER SCREW HEAD

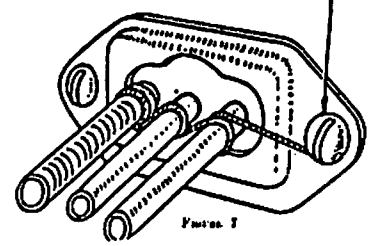


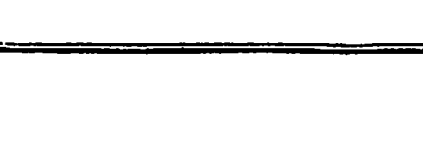
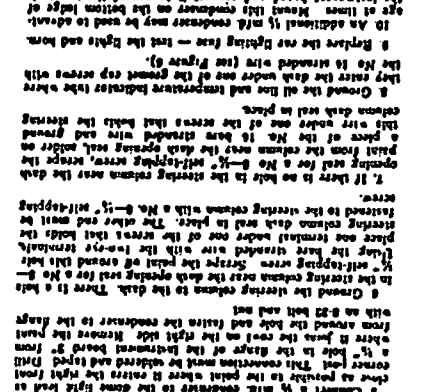
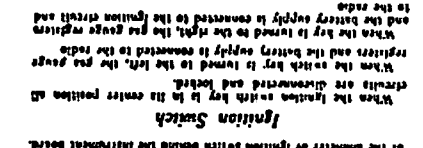
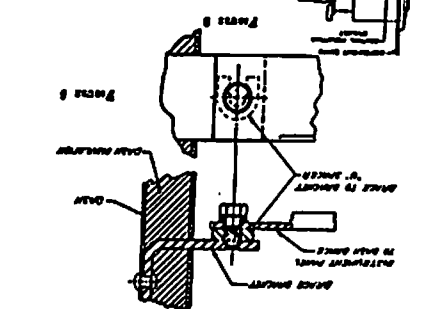
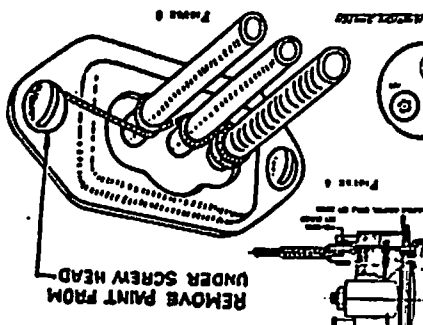
FIGURE 5

Items 1 to 72 of the Parts List for PT-8 Packard Deluxe Custom Built Model 120 are identical for the CT-5 Deluxe Custom Built Radio for Chrysler Airflow, Codes C-1, C-2 and C-3.

See the items listed below, for additional accessories.

Ground Plug	20-2100	Chrysler Bus Door Bell (Type 1)	20-2411	27-4191
Ignition Switch	25-1515	Chrysler Bus Door Bell (Type 2)	20-2412	28-4226
Instrument Resistor	20-1143	Chrysler Bus Door Bell (Type 3)	20-2413	28-4227
Instrument Fuse (1 mill)	4522	Chrysler Bus Door Bell (Type 4)	20-2414	28-4228
Instrument Fuse (1/2 mill)	4523	Chrysler Bus Door Bell (Type 5)	20-2415	28-4229
Fuse	7227	Chrysler Bus Door Bell (Type 6)	20-2416	28-4230
Fuse Holder	27-7121	Chrysler Bus Door Bell (Type 7)	20-2417	28-4231
Antenna Lead	20-4218	Chrysler Bus Door Bell (Type 8)	20-2418	28-4232
"V" Lead	20-4222	Chrysler Bus Door Bell (Type 9)	20-2419	28-4233
"V" Clamp (Used With "V" Lead)	20-1820	Chrysler Bus Door Bell (Type 10)	20-2420	28-4234
"A" Terminal (Ignition)	10-04	Chrysler Bus Door Bell (Type 11)	20-2421	28-4235

SGP HILCO RADIO & TELEV. CORP. Desoto Airflow Code SG
MODEL CT-5 Deluxe
Installation Data



4. Loosen the bolt on the right-hand bracket of the dash to which is attached the instrument board receiving bracket. Slip the "C" also (fastened to the receiving bracket) between the bracket and the brace and then tighten the bolt. (See Figure 2).

5. Place the speaker on the instrument board. Drive fasteners with the loose control to the right and insert fasteners from around the hole and fasten the condenser to the dash with an 8-32 bolt and nut.

6. Ground the wiring harness to the dash. There is a hole in the steering column near the dash opening for a No. 8-32 self-tapping screw. Drive the point of the screw into the dash. The hole has already been drilled and tapped. Place the terminal end of the wiring harness into the hole. Tighten the screw with the screwdriver. The other end of the wiring harness is fastened to the steering column with a No. 8-15 self-tapping screw. The condenser must be attached to the steering column dash end in place. The other end of the wiring harness must be attached to the steering column dash end in place.

7. If there is no hole in the steering column near the dash opening for a No. 8-32 self-tapping screw, remove the dash opening seal, remove the gasket from the column near the dash opening seal, remove the gasket from the column near the dash opening seal, remove the gasket from the column near the dash opening seal, remove the gasket from the column near the dash opening seal.

8. Ground the all line and temperature indicator tube where they enter the dash under one of the screws that holds the steering column dash end in place.

9. Connect the all line and temperature indicator tube where they enter the dash under one of the screws that holds the steering column dash end in place.

10. An additional 1/2 inch condenser may be used to advance the instrument board and connect to one of the terminals of the instrument board.

11. Remove the ignition switch to its center position as controls are disconnected and locked.

12. When the ignition switch key is in its center position all controls are disconnected and locked.

13. When the key is turned to the left, the gas gauge registers and the battery supply is connected to the radio.

14. Before connecting the tuning condenser double check, use a small wire driver and turn the variable condenser coupling in the direction of the tuning condenser dial until the needle will go to the right-hand (tuning control) knob so that the pointer indicates "40" on the dial.

15. The tuning control dial must be coupled in the proper shaft building on the end of the Receiver housing (see Figure 1). The housing shaft must be inserted in the Receiver housing (see Figure 1) and the Receiver housing must be inserted in the Receiver housing (see Figure 1) and the Receiver housing must be inserted in the Receiver housing (see Figure 1).

16. Connect the antenna lead to its receptacle on the end of the Receiver housing (see Figure 1).

17. Connect the terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

18. The terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

19. The terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

20. The terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

Ignition Switch

1. Remove the ignition switch to its center position as controls are disconnected and locked.

2. When the ignition switch key is in its center position all controls are disconnected and locked.

3. When the key is turned to the left, the gas gauge registers and the battery supply is connected to the radio.

4. Before connecting the tuning condenser double check, use a small wire driver and turn the variable condenser coupling in the direction of the tuning condenser dial until the needle will go to the right-hand (tuning control) knob so that the pointer indicates "40" on the dial.

5. The tuning control dial must be coupled in the proper shaft building on the end of the Receiver housing (see Figure 1). The housing shaft must be inserted in the Receiver housing (see Figure 1) and the Receiver housing must be inserted in the Receiver housing (see Figure 1).

6. Connect the antenna lead to its receptacle on the end of the Receiver housing (see Figure 1).

7. Connect the terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

8. The terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

9. The terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

10. The terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

Control Installation

1. Install the control unit on the instrument board, fitting it in the opening left by the removal of the ash receptacle.

2. Fasten the control lead in place by means of the "U" clamp and nut. (See Figure 3).

3. The volume control dial knob is on the left and must be coupled in the lower shaft building on the end of the Receiver housing (see Figure 1). The housing shaft must be inserted in the Receiver housing (see Figure 1) and the Receiver housing must be inserted in the Receiver housing (see Figure 1).

4. The volume control dial knob is on the left and must be coupled in the lower shaft building on the end of the Receiver housing (see Figure 1). The housing shaft must be inserted in the Receiver housing (see Figure 1) and the Receiver housing must be inserted in the Receiver housing (see Figure 1).

5. The volume control dial knob is on the left and must be coupled in the lower shaft building on the end of the Receiver housing (see Figure 1). The housing shaft must be inserted in the Receiver housing (see Figure 1) and the Receiver housing must be inserted in the Receiver housing (see Figure 1).

6. The volume control dial knob is on the left and must be coupled in the lower shaft building on the end of the Receiver housing (see Figure 1). The housing shaft must be inserted in the Receiver housing (see Figure 1) and the Receiver housing must be inserted in the Receiver housing (see Figure 1).

Power Connections

1. Connect the terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

2. The terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

3. The terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

4. The terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

5. The terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

6. The terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

Motor Interference Suppression

1. Cut the engine terminals from the spark plug cables and remove the engine terminals from the spark plug cables.

2. Screw the metal nutted resistor on the distributor end of the distributor center lead cable.

3. Place the resistor nutted resistor on the distributor end of the distributor center lead cable.

4. Install a one inch by 1/2 inch resistor on the generator. Mount it on the generator frame under the screw that holds the generator key in place. Connect the condenser lead under a screw that connects to the battery lead to the radio.

Speaker Installation

1. Place the speaker on the instrument board. Drive fasteners with the loose control to the right and insert fasteners from around the hole and fasten the condenser to the dash with an 8-32 bolt and nut.

2. Ground the wiring harness to the dash. There is a hole in the steering column near the dash opening for a No. 8-32 self-tapping screw. Drive the point of the screw into the dash. The hole has already been drilled and tapped. Place the terminal end of the wiring harness into the hole. Tighten the screw with the screwdriver. The other end of the wiring harness is fastened to the steering column with a No. 8-15 self-tapping screw. The condenser must be attached to the steering column dash end in place. The other end of the wiring harness must be attached to the steering column dash end in place.

3. If there is no hole in the steering column near the dash opening for a No. 8-32 self-tapping screw, remove the dash opening seal, remove the gasket from the column near the dash opening seal, remove the gasket from the column near the dash opening seal, remove the gasket from the column near the dash opening seal.

4. Before connecting the tuning condenser double check, use a small wire driver and turn the variable condenser coupling in the direction of the tuning condenser dial until the needle will go to the right-hand (tuning control) knob so that the pointer indicates "40" on the dial.

5. The tuning control dial must be coupled in the proper shaft building on the end of the Receiver housing (see Figure 1). The housing shaft must be inserted in the Receiver housing (see Figure 1) and the Receiver housing must be inserted in the Receiver housing (see Figure 1).

6. Connect the antenna lead to its receptacle on the end of the Receiver housing (see Figure 1).

7. Connect the terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

8. The terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

9. The terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

10. The terminal on the gas light wire to its receptacle on the end of the Receiver housing (see Figure 1).

Receiver Installation

1. Remove the car lighting fuse from the back of the instrument board.

2. Place the receiver in the special mounting bracket. Put the instrument panel and the Receiver mounting bracket in the instrument panel.

3. Tighten the bolt that fastens the mounting bracket to the instrument panel.

4. The bolt that fastens the mounting bracket to the instrument panel.

5. The bolt that fastens the mounting bracket to the instrument panel.

6. The bolt that fastens the mounting bracket to the instrument panel.

7. The bolt that fastens the mounting bracket to the instrument panel.

8. The bolt that fastens the mounting bracket to the instrument panel.

9. The bolt that fastens the mounting bracket to the instrument panel.

10. The bolt that fastens the mounting bracket to the instrument panel.

Items 1 to 71 of the Parts List for CT-2 Chrysler Deluxe Custom Built Set are identical for Desoto Air-Flow Code SG, Model CT-5. See the items on the right for additional accessories.

1. Radio	1.00
2. Speaker	1.00
3. Control Panel	1.00
4. Ignition Switch	1.00
5. Dome Lamp	1.00
6. Tuning Knob	1.00
7. Rolling Knob	1.00
8. 20 Amp Lamp	1.00
9. Wiring Harness	1.00
10. Motor Control	1.00
11. Tuning Control	1.00
12. Rolling Control	1.00
13. 20 Amp Lamp	1.00
14. Control Panel	1.00
15. Ignition Switch	1.00
16. Dome Lamp	1.00
17. Tuning Knob	1.00
18. Rolling Knob	1.00
19. 20 Amp Lamp	1.00
20. Wiring Harness	1.00
21. Motor Control	1.00
22. Tuning Control	1.00
23. Rolling Control	1.00
24. 20 Amp Lamp	1.00
25. Control Panel	1.00
26. Ignition Switch	1.00
27. Dome Lamp	1.00
28. Tuning Knob	1.00
29. Rolling Knob	1.00
30. 20 Amp Lamp	1.00
31. Wiring Harness	1.00
32. Motor Control	1.00
33. Tuning Control	1.00
34. Rolling Control	1.00
35. 20 Amp Lamp	1.00
36. Control Panel	1.00
37. Ignition Switch	1.00
38. Dome Lamp	1.00
39. Tuning Knob	1.00
40. Rolling Knob	1.00
41. 20 Amp Lamp	1.00
42. Wiring Harness	1.00
43. Motor Control	1.00
44. Tuning Control	1.00
45. Rolling Control	1.00
46. 20 Amp Lamp	1.00
47. Control Panel	1.00
48. Ignition Switch	1.00
49. Dome Lamp	1.00
50. Tuning Knob	1.00
51. Rolling Knob	1.00
52. 20 Amp Lamp	1.00
53. Wiring Harness	1.00
54. Motor Control	1.00
55. Tuning Control	1.00
56. Rolling Control	1.00
57. 20 Amp Lamp	1.00
58. Control Panel	1.00
59. Ignition Switch	1.00
60. Dome Lamp	1.00
61. Tuning Knob	1.00
62. Rolling Knob	1.00
63. 20 Amp Lamp	1.00
64. Wiring Harness	1.00
65. Motor Control	1.00
66. Tuning Control	1.00
67. Rolling Control	1.00
68. 20 Amp Lamp	1.00
69. Control Panel	1.00
70. Ignition Switch	1.00
71. Dome Lamp	1.00

1. Remove the car lighting fuse from the back of the instrument board.

2. Place the receiver in the special mounting bracket. Put the instrument panel and the Receiver mounting bracket in the instrument panel.

3. Tighten the bolt that fastens the mounting bracket to the instrument panel.

4. The bolt that fastens the mounting bracket to the instrument panel.

5. The bolt that fastens the mounting bracket to the instrument panel.

6. The bolt that fastens the mounting bracket to the instrument panel.

7. The bolt that fastens the mounting bracket to the instrument panel.

8. The bolt that fastens the mounting bracket to the instrument panel.

9. The bolt that fastens the mounting bracket to the instrument panel.

10. The bolt that fastens the mounting bracket to the instrument panel.

Antenna & Power Interference Lead

1. The antenna lead must be connected to the car antenna lead in that position that the front windshield corner post. The lead end of the antenna lead must be inserted into the antenna lead in that position that the front windshield corner post. The lead end of the antenna lead must be inserted into the antenna lead in that position that the front windshield corner post.

2. The antenna lead must be connected to the car antenna lead in that position that the front windshield corner post. The lead end of the antenna lead must be inserted into the antenna lead in that position that the front windshield corner post.

3. The antenna lead must be connected to the car antenna lead in that position that the front windshield corner post. The lead end of the antenna lead must be inserted into the antenna lead in that position that the front windshield corner post.

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5. The antenna lead must be connected to the car antenna lead in that position that the front windshield corner post. The lead end of the antenna lead must be inserted into the antenna lead in that position that the front windshield corner post.

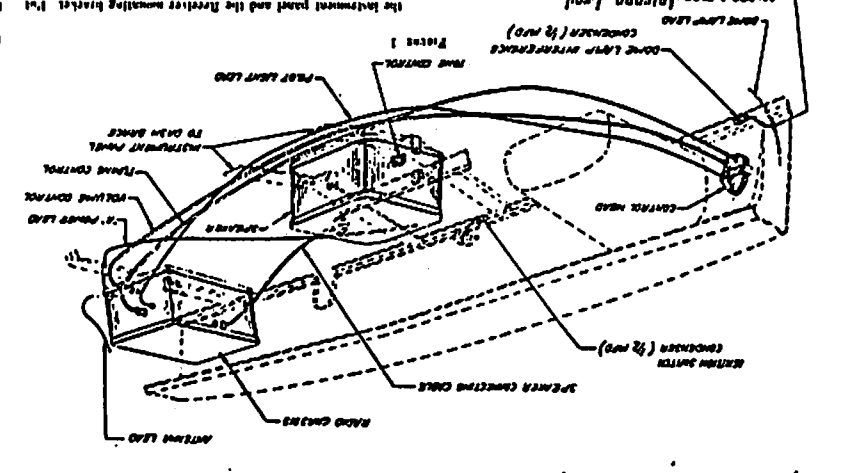
6. The antenna lead must be connected to the car antenna lead in that position that the front windshield corner post. The lead end of the antenna lead must be inserted into the antenna lead in that position that the front windshield corner post.

7. The antenna lead must be connected to the car antenna lead in that position that the front windshield corner post. The lead end of the antenna lead must be inserted into the antenna lead in that position that the front windshield corner post.

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9. The antenna lead must be connected to the car antenna lead in that position that the front windshield corner post. The lead end of the antenna lead must be inserted into the antenna lead in that position that the front windshield corner post.

10. The antenna lead must be connected to the car antenna lead in that position that the front windshield corner post. The lead end of the antenna lead must be inserted into the antenna lead in that position that the front windshield corner post.



1. Remove the car lighting fuse from the back of the instrument board.

2. Place the receiver in the special mounting bracket. Put the instrument panel and the Receiver mounting bracket in the instrument panel.

3. Tighten the bolt that fastens the mounting bracket to the instrument panel.

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8. The bolt that fastens the mounting bracket to the instrument panel.

9. The bolt that fastens the mounting bracket to the instrument panel.

10. The bolt that fastens the mounting bracket to the instrument panel.

Installation Instructions - Desoto Airflow Model - Code SG

These instructions have been prepared for your use in installing the Deluxe Custom-Built Radio. Read through them carefully, then follow the instructions carefully at every detail when making the installation.

Correctly separate the car's and check the contents with the material packing lists so that you may become familiar with all the parts and thereby make the installation easy and quick.

This new Deluxe Custom-Built Radio is mounted on a special bracket under the cowl on the left-hand side. The bracket is mounted on the "H" shaped instrument board to dash brace.

De Luxe Custom Built Radios . . . by Philco

INSTALLATION INSTRUCTIONS

De Soto Airflow Model Code S-2

Chrysler Airflow Model Codes C-9, C-10 and C-11

THESE INSTRUCTIONS have been prepared for your use in installing the De Luxe Custom-Built Radio. Read thoroughly, then follow the instructions carefully in every detail when making the installation. Carefully unpack the cartons and check the contents with the material packing lists so that you may become familiar with all parts and thereby make the installation easily and quickly. This new De Luxe Custom-Built Radio is mounted on a special bracket under the cowl on the left-hand side. The speaker is mounted on the dash in the center.

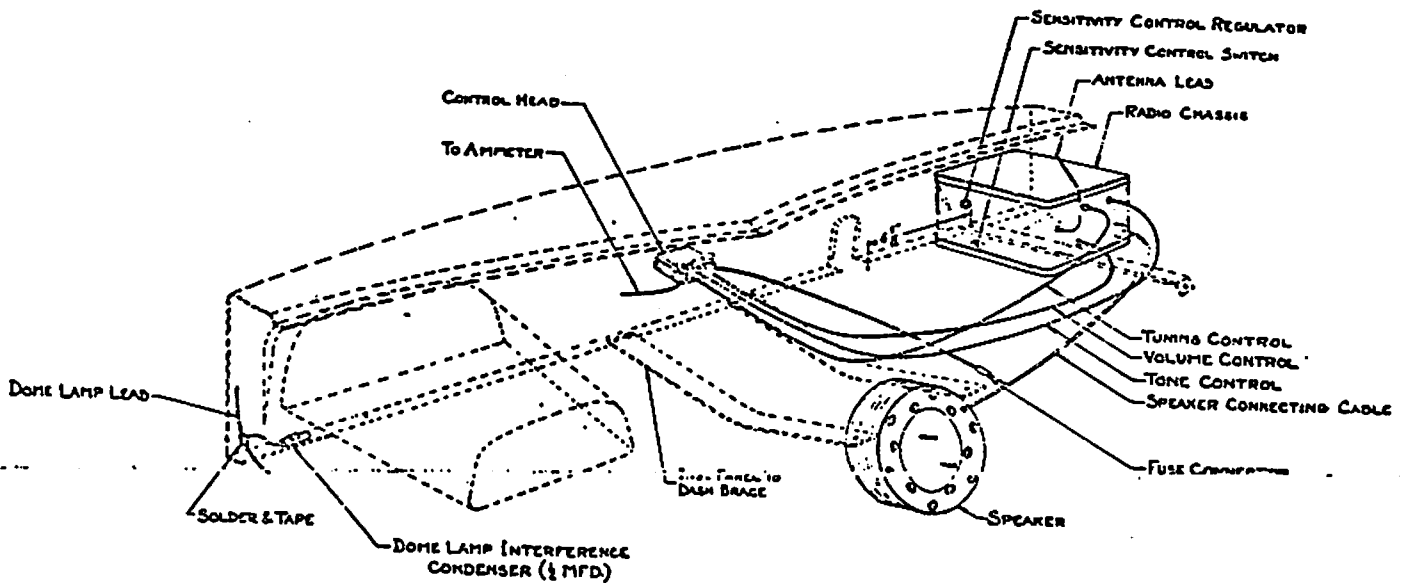


FIGURE 1

Antenna Lead

The antenna lead-in comes down the left-hand "A" pillar and is brought out through an opening in the body on a level with the top of the cowl quarter kick pad. An antenna lead-shield is supplied with the radio for shielding the antenna lead-in. Use the wire furnished with the shield to pull the antenna lead-in through the shield. Push the antenna lead shield up into the pillar about four inches. Drill a $\frac{3}{8}$ " hole in the flange of the instrument board as far to the left as possible and ground the shield pigtail. Strip $\frac{1}{2}$ " of the insulation from the lead-in at the Receiver end of the shielding and solder to the brass eyelet on the bakelite ferrule terminal.

Glove Box Dummy Door

In order to provide room for the installation of the Receiver, it is necessary to remove the left-hand glove compartment and fasten the door with the clips provided. (See Fig. 2).

Receiver Installation

(See Figure 1)

1. Remove the car lighting fuse from the back of the ammeter.
2. Bolt the Receiver securely to the special set-mounting bracket so that when installed in the car, the control coupling end of the Receiver faces the dash of the car. The bracket, together with the nuts and lockwashers are provided in the accessory kits.

3. Drill a $\frac{1}{4}$ " hole in the flange of the instrument board $6\frac{5}{8}$ " to the left of the steering column opening in the instrument board. (See Fig. 1).

4. Rest the flat part of the Receiver mounting bracket on the flange of the instrument board over the hole just drilled and place the $\frac{3}{4}$ " 10-32 bolt through the hole in the flange of the instrument board and the Receiver mounting bracket. Start the bolt in the caged nut but do not tighten at this time.

5. Raise the Receiver as high as the switch lock-to-coil cable permits and mark the location for the bolt hole on the dash.

6. Drill a $\frac{1}{8}$ " hole through the dash.

7. Using the $1\frac{1}{4}$ " bolt and nut, fasten the mounting bracket securely to the dash. The nut must be on the engine side.

8. Tighten the bolt that fastens the mounting bracket to the instrument board.

Speaker Installation

(See Figure 1)

Place the speaker mounting template in the center of the dash with the notched corners fitted to the instrument board to dash braces where they leave the dash. Locate and drill two $\frac{3}{4}$ " holes through the dash and mount the speaker. (See Fig. 1). Connect the speaker cable plug in its receptacle on the Receiver housing (see Fig. 1). Keep the edge of the plug marked "bottom" at the bottom.

INSTALLATION INSTRUCTIONS — DE LUXE CUSTOM BUILT RADIOS

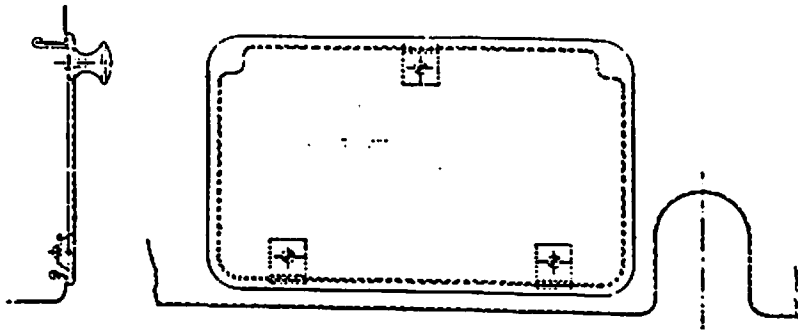


FIGURE 2

Control Installation

Remove the medallion plate from the instrument board, and install the control unit in the opening. Fasten the control unit securely in place with the "U" clamp.

Special instructions which cover the installation of the control unit in detail are packed with each control bezel kit.

The left-hand knob and shaft is for the volume control and switch, the center one for the tone control and the right-hand one for the tuning control (station selector).

Connect the three flexible control shafts in their respective couplings on the back of the Receiver. (See Figure 1).

Before connecting the tuning control shaft to its coupling on the Receiver, turn the dial past the 550 K. C. mark to approximately where the dial part number is opposite the pointer. Then seat the control shaft end in the proper coupling on the Receiver housing and tighten the shaft casing nut securely. Turn the tuning control knob to the maximum clockwise position to insure that the tuning condenser is against its maximum capacity stop. The knob should then be held and the drum slipped on its friction clutch to approximately "31" on the scale.

Check the accuracy of the dial calibration against a known local station. If it does not agree exactly, slip the dial on the friction clutch to the proper setting of the known local station, using either your finger or the eraser on the end of a lead pencil.

"A" Lead Connection

Place the fuse and fuse insulator in the metal fuse holder and connect it to the small lead which branches from the speaker cable.

Determine the length of wire necessary to run from the control to the ammeter and cut off the excess. Solder the eyelet terminal to the control "A" lead and connect it to the discharge side of the ammeter.

Antenna Lead Connection

Connect the antenna lead in its receptacle on the Receiver housing. (See Figure 1).

Motor Interference Suppression

* a. Cut the elbow terminals from the spark plug cables and screw on the molded bakelite elbow resistors. Snap the resistors on the plug terminals.

b. Screw the straight molded resistor on the distributor end of the distributor center lead cable. Plug the resistor into the distributor cap.

c. Install the 1 mfd. (large) by-pass condenser on the

generator, fastening it on the generator frame, under the screw that holds the generator relay in place. Connect the condenser lead under the screw on the battery terminal of the relay.

d. Connect a $\frac{1}{2}$ mfd. (small) condenser to the dome light lead as close as possible to the point where it enters the right hand "A" pillar. This connection must be soldered and taped. Drill a $\frac{1}{8}$ " hole in the flange of the instrument board as far to the right as possible and install the condenser. (See Figure 1).

e. Ground the steering column to the dash. There is a hole for a $\frac{1}{4}$ " self-tapping screw in the steering column near the dash opening seal. Scrape off the paint around the hole. Using the bare stranded wire with two eye terminals, place one terminal under one of the screws that holds the steering column dash seal in place. The other end must be fastened to the steering column with a No. 8 — $\frac{1}{4}$ " self-tapping screw.

CAUTION—Do not use anything other than the $\frac{1}{4}$ " self-tapping screw. A longer screw will bind the steering column shaft and will cut a groove which will weaken the shaft.

f. Ground the speedometer cable, oil line and temperature indicator tube, where they enter the dash. Use No. 14 bare stranded wire provided and ground it under one of the grommet cap screws. (See Figure 3).

REMOVE PAINT FROM
UNDER SCREW HEAD

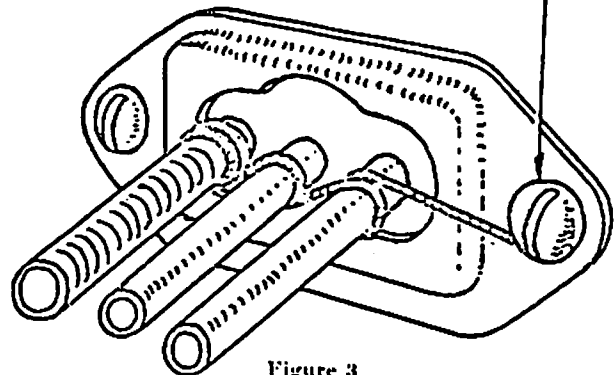


Figure 3

g. An additional $\frac{1}{2}$ mfd. condenser can be used to advantage at times. Install this condenser on the bottom edge of the instrument board and connect it to one of the terminals of the ammeter or ignition switch behind the instrument board.

h. Replace the car lighting fuse and test the lights and horns.

* IF THE INSTALLATION IS PROPERLY MADE AND EACH STEP OF THESE INSTRUCTIONS CAREFULLY FOLLOWED, IT MAY NOT BE NECESSARY TO USE THE SUPPRESSORS ON THE SPARK PLUGS.

INSTALLATION INSTRUCTIONS — DE LUXE CUSTOM BUILT RADIOS

Operating Instructions

Turn the volume control knob clockwise. The first range of motion operates the Receiver switch. From there on, it is the manual volume control.

With the volume control turned on half way, allow the tubes to heat up. Then turn the tuning control knob (the station selector) to tune in the various programs. The numbers on the dial represent channel numbers which, with the addition of "0" to the number, correspond to the frequencies in kilocycles. Adjust the volume to a suitable level and recheck the tuning. The Receiver must be tuned so that the maximum signal is obtained. Since the Receiver is extremely selective, it is of the utmost importance that the Receiver be tuned right on the station. Careless tuning off to one side, even though the signal is still heard, results in very poor tone quality and very mushy reception.

When operating the radio in extremely noisy locations (as when following a street car line) it is advisable to turn the tone control knob, the middle one, counter-clockwise as far as it will go. With the tone control in this position, bass notes will be emphasized and the intensity of the higher notes reduced.

When in the immediate vicinity of power lines or car lines, considerable man-made static or interference may be picked up. This man-made static, as well as atmospheric static, is amplified along with the radio signal, but the effects of it can be minimized by tuning the Receiver to bring in the most powerful local station. Since the powerful local signal requires less amplification than other weaker signals, the automatic volume control in the Receiver reduces the amplification and enables the program to be received without most of the undesirable noises.

Sensitivity Control Adjustment

To make this further effective, a sensitivity control and sensitivity control switch are provided in the CT-10 car radio.

The sensitivity control switch is located on the bottom of the Receiver adjacent to the steering column, the sensitivity control is on the right side of the Receiver. (See Figure 1).

A designation plate indicates the setting of the switch. When the switch is in the "local" setting, the sensitivity of the Receiver is reduced and much quieter reception is obtained,

depending on the adjustment of the sensitivity control. The slotted shaft end of the sensitivity control can be adjusted to practically any sensitivity to meet the local conditions. With the switch in the distant setting, the sensitivity control is cut out and the Receiver is restored to its full sensitivity.

When turning off the Receiver, be sure the volume control is turned counter-clockwise until a click is heard and the dial light goes out. — otherwise the Receiver will continue to operate and discharge the battery.

WARRANTY

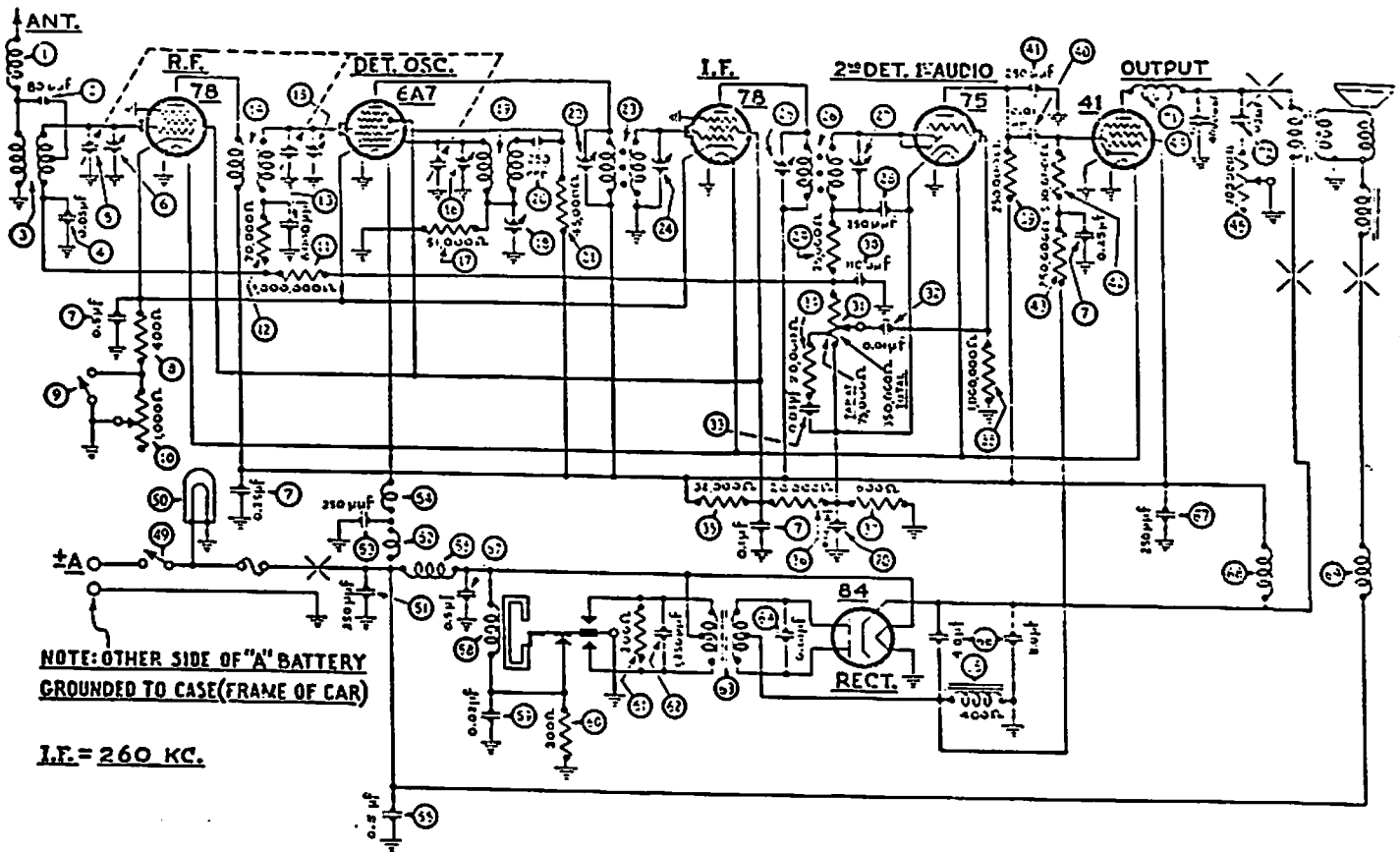
Custom-Built Radios distributed by the Chrysler Corporation are covered by the Radio Manufacturers' Association standard warranty.

"The manufacturer warrants each new Radio Receiver and Speaker manufactured by them to be free from defects in material and workmanship under normal use and service, their obligation under this warranty being limited to making good at their factory or factory depots any part or parts thereof which shall, within ninety (90) days after delivery of such Receiver to the original purchaser, be returned to them with transportation charges prepaid, and which their examination shall disclose to their satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on their part, and they neither assume nor authorize any representative or other person to assume for them any other liability in connection with the sale of their Receivers or Speakers.

This warranty shall not apply to any Receiver or Speaker which shall have been repaired or altered outside of their factory or factory depots in any way so as, in their judgment, to affect its stability or reliability nor which has been subject to misuse, negligence or accident, nor which has had the serial number altered, effaced or removed. Neither shall this warranty apply to any Receiver or Speaker which has been connected otherwise than in accordance with the instructions furnished by them."

Refer to the Service Bulletin from your factory and also the Chrysler-Philco Service Bulletin, Part No. 39-1610, packed with the Receiver, which covers the complete Warranty Labor Plan under which you can secure service from authorized Philco Warranty Labor Service Stations during and after the warranty period.

The Custom-Built Radios distributed by the Chrysler Corporation have been designed by Chrysler and Philco Engineers.
Sold Exclusively by the dealers of the various divisions
of the Chrysler Corporation.

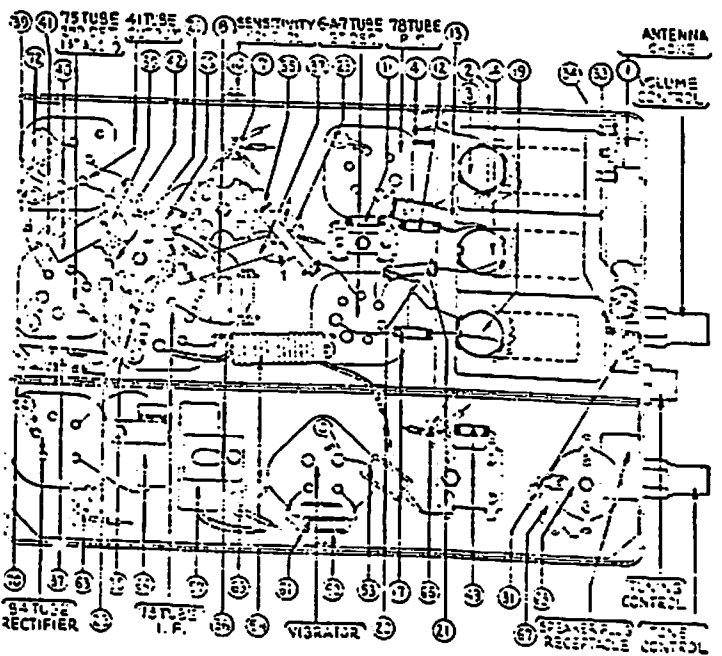


NOTE: OTHER SIDE OF "A" BATTERY GROUNDED TO CASE (FRAME OF CAR)

I.F. = 260 KC.

Parts List - CT-10 Chrysler De Luxe Custom Built Radio

No.	Description	Part No.	No.	Description	Part No.
1	Antenna Choke	33-7210	29	Tone Control	33-5141
2	Condenser (50 mfd.)	30-1006	30	Output Transformer	33-5142
3	Antenna Transformer	32-1990	31	Cone & Voice Coil	36-3150
4	Condenser (.05 mfd.)	30-4020	32	Field Coil Assembly	32-735
5	Tuning Condenser	31-1725	33	"On and "off" Switch Assembly	42-5405
6	First Padler (on tun. cond.)	30-4374	34	Pilot Lamp	31-2039
7	Condenser (1.1-25-25-5 mfd.)	30-4374	35	Condenser (.250 mfd.)	30-1032
8	Resistor (400 ohms)	33-1211	36	"A" Choke	32-1644
9	Sensitivity Control Switch	42-1140	37	Condenser (.250 mfd.)	30-1032
10	Sensitivity Control	33-5129	38	Filament Choke	32-1930
11	Resistor (1,000,000 ohms)	33-5124	39	Condenser (.5 mfd.)	30-4047
12	Resistor (70,000 ohms)	33-5103	40	Vibrator Choke	32-1933
13	Condenser (5000 mfd.)	30-4125	41	Condenser (.5 mfd.)	30-4047
14	K. F. Transformer	32-1926	42	Vibrator	35-5036
15	Second Padler (on tun. cond.)	30-4374	43	Condenser (1.02 mfd.)	30-4039
16	Third Padler (on tun. cond.)	33-33134	44	Resistor (300 ohms)	33-5120
17	Resistor (51,000 ohms)	33-33134	45	Resistor (200 ohms)	33-1210
18	Low Frequency Padler	31-2039	46	Condenser (1250 mfd.)	30-5886
19	Oscillator Transformer	32-1927	47	Power Transformer	32-7453
20	Condenser (.250 mfd.)	30-1032	48	Condenser (1.01 mfd.)	30-4381
21	Resistor (45,000 ohms)	33-345344	49	Filter Choke	32-7491
22	Padler (Pri. 1st I. F. Trans.)	32-1928	50	Filter Condenser (4-8 mfd.)	30-2134
23	First I. F. Transformer	32-1928	51	Condenser (250 mfd.)	30-1032
24	Padler (Sec. 1st I. F. Trans.)	30-4374	52	"B" Choke	32-1932
25	Padler (Pri. 2nd I. F. Trans.)	32-1929	53	"A" Choke	32-1464
26	Second I. F. Transformer	32-1929	54	Condenser (1.01 mfd.)	30-4124
27	Padler (Sec. 2nd I. F. Trans.)	30-4374	55	Choke	32-1382
28	Condenser (.250 mfd.)	30-1032	56	Condenser (.01 mfd.)	30-4380
29	Resistor (25,000 ohms)	33-325344	57	Four Prong Socket	27-6044
30	Condenser (110 mfd.)	30-1931	58	Five Prong Socket	27-6045
31	Volume Control (250,000 ohms)	32-5121	59	Six Prong Socket	27-6046
32	Condenser (1.01 mfd.)	30-4124	60	Seven Prong Socket	27-6047
33	Condenser (.01 mfd.)	30-4927	61	Seals Assembly	42-5437
34	Resistor (20,000 ohms)	33-325344	62	Tuning Shaft	28-8491
35	Resistor (32,000 ohms)	33-325344	63	Volume Shaft	28-8492
36	Resistor (20,000 ohms)	33-325344	64	Tone Shaft	28-8493
37	Resistor (500 ohms)	33-1212	65	Tuning and Volume Knob (Chrysler)	27-4277
38	Resistor (1,000,000 ohms)	33-510344	66	Tuning and Volume Knob (De Soto)	27-4275
39	Resistor (250,000 ohms)	33-421344	67	Tone Knob (Chrysler)	27-1279
40	Condenser (.01 mfd.)	30-4145	68	Tone Knob (De Soto)	27-1278
41	Condenser (.250 mfd.)	30-1032	69	Studs (Speaker Mtg.)	29-6037
42	Resistor (500,000 ohms)	33-419244	70	Nuts (Speaker Mtg.)	W35A
43	Resistor (250,000 ohms)	33-421344			
44	Condenser (1000 mfd.)	30-4185			



No.	Description	Part No.	No.	Description	Part No.
71	Bracket (Receiver Mtg.)	29-2551	72	Interference Condenser (100 mfd.)	30-1032
72	Fuse	1025	73	Interference Condenser (1.5 mfd.)	30-1032
73	Fuse Insulator	27-7131	74	Antenna Shielded Lead	33-1113
74	Spark Plug Resistors	33-1015	75	Receiver Housing	28-1614
75	Distributor Resistors	33-1113			

Note: The items marked with an asterisk are rarely required for service and will not generally be carried by the local Philco Warranty Service Station. In case these parts are needed and cannot be secured locally, they should be ordered by Part No. C. O. D. from the nearest factory branch.

PHILCO TRANSITONE, A and Allegheny Ave., Phila., Pa.
 PHILCO TRANSITONE, Fort and Tenth St., Detroit, Mich.

PHILCO TRANSITONE, 3335 W. 47th St., Chicago, Ill.
 PHILCO TRANSITONE, 218 Fremont St., San Francisco, California.

Part No. 30-4516-11C-1-36

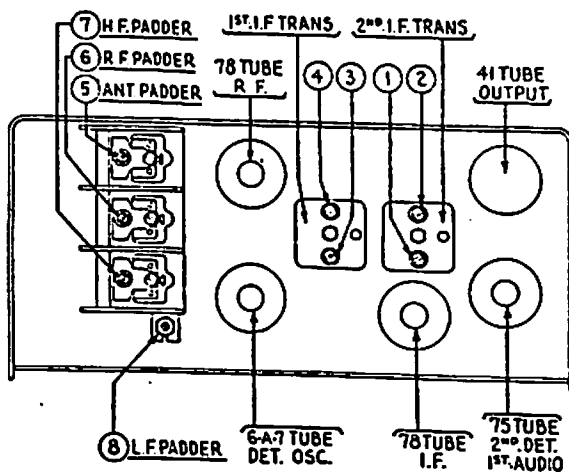
Printed in U. S. A.

MODELS FT9, CT10, CT11, HT11X
 NT12X, ST12, NT15, ST15 PHILCO RADIO & TELEV. CORP.
 MODELS PT14, RT14X, LT14X3
 MT14X4

Alignment, Trimmers
 MODELS FT9, CT10, CT11, HT11X, NT12X, ST12, NT15 AND ST15

OPERATION	SIGNAL GENERATOR		DUMMY CAPACITY	SPECIAL INSTRUCTIONS	ADJUST PADDER
	FREQUENCY	CONNECTION			
1	260 K. C.	To Grid of 78 Tube—I.F. Stage	.1 Mfd. Condenser in Series with Generator Lead	No Antenna Connection	1-2
2	260 K. C.	To Grid of 6A7 Tube	.1 Mfd. Condenser in Series with Generator Lead	No Antenna Connection	3-4 1-2
3	1550 K. C.	To Grid of 78 Tube—R.F. Stage	.1 Mfd. Condenser in Series with Generator Lead	No Antenna Connection Turn Tuning Condenser Plates out of mesh as far as they will go	7-6
4	580 K. C.	To Grid of 78 Tube—R.F. Stage	.1 Mfd. Condenser in Series with Generator Lead	No Antenna Connection Set Tuning Condenser at 580 K. C.	8 Note 2
5	1550 K. C.	To Grid of 78 Tube—R.F. Stage	.1 Mfd. Condenser in Series with Generator Lead	No Antenna Connection Turn Tuning Condenser Plates out of mesh as far as they will go	7
6	1400 K. C.	Note 4	Note 4	Set Tuning Condenser at 1400 K. C.	5

Adjust for maximum reading on the output meter.
 NOTE 2—Rock the tuning condenser while adjusting the low frequency padder. Tune the condenser to the signal and adjust the padder for maximum output. Rotate the tuning condenser back and forth slightly for maximum output. Then re-adjust the padder for maximum output. Repeat this procedure until no further improvement is noticed.
 NOTE 4—Connect the Antenna lead Part No. 41-3191 to the Antenna receptacle on the Receiver in series with the correct dummy capacity. For the FT9 use a 125 mmfd. condenser, for the T10 and T11 (used with metal insert top) use a 1250 mmfd. condenser, for the T11 (used with fabric top) use a 110 mmfd. condenser, for the NT12X, ST12, NT15 and ST15 use a 200 mmfd. condenser.



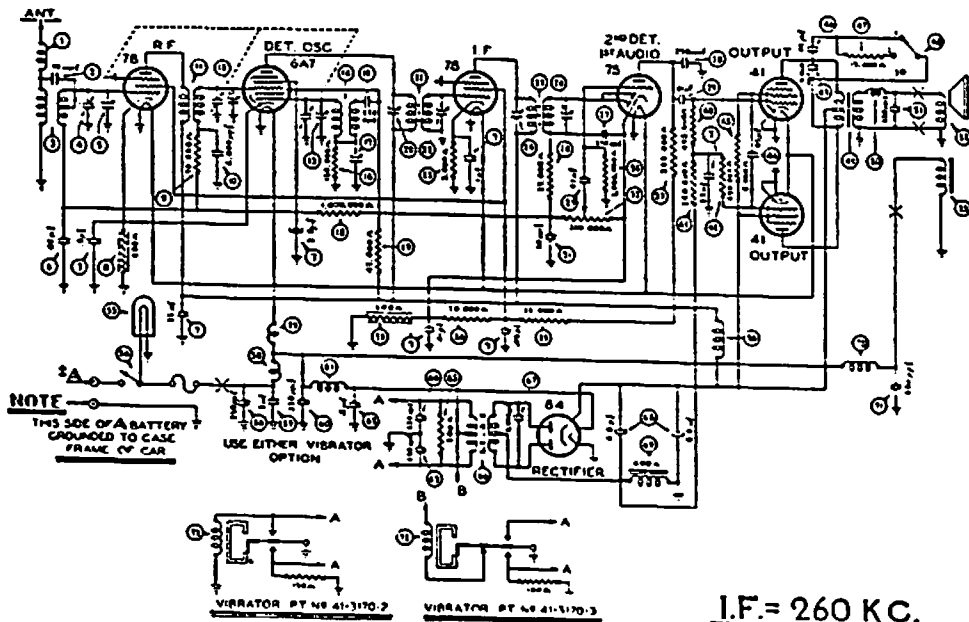
MODELS PT14, RT14X, LT14X3, AND MT14X4

OPERATION	SIGNAL GENERATOR		DUMMY CAPACITY	SPECIAL INSTRUCTIONS	ADJUST - PADDER
	FREQUENCY	CONNECTION			
1	260 K. C.	To Grid of 78 Tube—I.F. Stage	.1 Mfd. Condenser in Series with Generator Lead	No Antenna Connection	1-2
2	260 K. C.	To Grid of 6A7 Tube	.1 Mfd. Condenser in Series with Generator Lead	No Antenna Connection	3-4 1-2
3	1600 K. C.	To Grid of 78 Tube—R.F. Stage	.1 Mfd. Condenser in Series with Generator Lead	No Antenna Connection Turn Tuning Condenser Plates out of mesh as far as they will go	7-6
4	580 K. C.	To Grid of 78 Tube—R.F. Stage	.1 Mfd. Condenser in Series with Generator Lead	No Antenna Connection Set Tuning Condenser at 580 K. C.	8 Note 2
5	1600 K. C.	To Grid of 78 Tube—R.F. Stage	.1 Mfd. Condenser in Series with Generator Lead	No Antenna Connection Turn Tuning Condenser Plates out of mesh as far as they will go	7
6	1400 K. C.	Note 4	Note 4	Set Tuning Condenser at 1400 K. C.	5

Adjust for maximum reading on the output meter.
 NOTE 2—Rock the tuning condenser while adjusting the low frequency padder. Tune the condenser to the signal and adjust the padder for maximum output. Rotate the tuning condenser back and forth slightly for maximum output. Then re-adjust the padder for maximum output. Repeat this procedure until no further improvement is noticed.
 NOTE 4—Connect the Antenna lead Part No. 41-3191 to the Antenna receptacle on the Receiver in series with the correct dummy capacity. For the PT14 and MT14X4 use a 220 mmfd. condenser, for the RT14X use a 2340 mmfd. condenser, for the LT14X3 use a 530 mmfd. condenser.

PHILCO RADIO & TELEV. CORP. MODEL C1423(Chrysler)

Schematic, Socket, Trimmers
Layout, Alignment, Parts



The Model C1423 is a Special Circuit Built Receiver and exclusively by the Chrysler Corporation in the 1937 Chrysler Airline car.

- Part No. Description
- 45-3188 Tuning & volume knob
 - 45-3189 Knob (with set screw)
 - 45-3190 Knob (with set screw)
 - 45-3191 Knob (with set screw)
 - 45-3192 Knob (with set screw)
 - 45-3193 Knob (with set screw)
 - 45-3194 Knob (with set screw)
 - 45-3195 Knob (with set screw)
 - 45-3196 Knob (with set screw)
 - 45-3197 Knob (with set screw)
 - 45-3198 Knob (with set screw)
 - 45-3199 Knob (with set screw)
 - 45-3200 Knob (with set screw)
 - 45-3201 Knob (with set screw)
 - 45-3202 Knob (with set screw)
 - 45-3203 Knob (with set screw)
 - 45-3204 Knob (with set screw)
 - 45-3205 Knob (with set screw)
 - 45-3206 Knob (with set screw)
 - 45-3207 Knob (with set screw)
 - 45-3208 Knob (with set screw)
 - 45-3209 Knob (with set screw)
 - 45-3210 Knob (with set screw)
 - 45-3211 Knob (with set screw)
 - 45-3212 Knob (with set screw)
 - 45-3213 Knob (with set screw)
 - 45-3214 Knob (with set screw)
 - 45-3215 Knob (with set screw)
 - 45-3216 Knob (with set screw)
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 - 45-3218 Knob (with set screw)
 - 45-3219 Knob (with set screw)
 - 45-3220 Knob (with set screw)
 - 45-3221 Knob (with set screw)
 - 45-3222 Knob (with set screw)
 - 45-3223 Knob (with set screw)
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 - 45-3300 Knob (with set screw)

I.F. = 260 KC.

OPERATION	SIGNAL GENERATOR		DUMMY CAPACITY	SPECIAL INSTRUCTIONS	ADJUST PADDLE
	FREQUENCY	CONNECTION			
1	240 K. C.	To Grid of 78 Tube—I.F. Stage	.1 Mfd. Condenser in Series with Generator Lead	No Antenna Connection	1-2
2	240 K. C.	To Grid of 6A7 Tube	.1 Mfd. Condenser in Series with Generator Lead	No Antenna Connection	3-4
3	1550 K. C.	To Grid of 78 Tube—R.F. Stage	.1 Mfd. Condenser in Series with Generator Lead	No Antenna Connection Note 1	1-2
4	540 K. C.	To Grid of 78 Tube—R.F. Stage	.1 Mfd. Condenser in Series with Generator Lead	No Antenna Connection	7-8
5	1550 K. C.	To Grid of 78 Tube—R.F. Stage	.1 Mfd. Condenser in Series with Generator Lead	Set Tuning Condensers at 580 K. C.	Note 2
6	1400 K. C.	Connect Antenna Lead to Cowl Antenna Receptacle	Note 4	Set Tuning Condensers at 1400 K. C.	7
				Set Tuning Condensers at 1400 K. C.	8-5

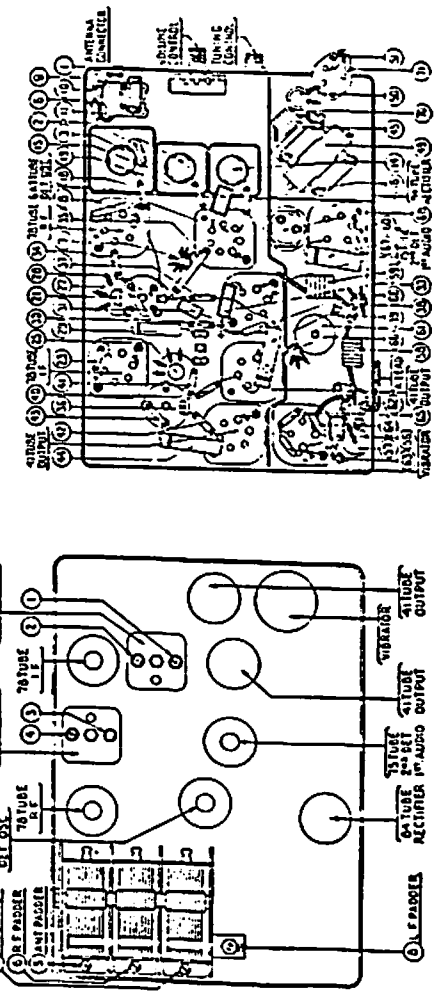
Adjust for maximum tuning on the output meter.

NOTE 1—Turn the condenser rotor plates completely out of mesh. Use a piece of hand letterhead paper as a gauge between the head of the rotor plates and the stator plates and turn the condenser plates in mesh until they strike against the paper.

NOTE 2—Back the tuning condenser while adjusting the low frequency paddler. Turn the condenser in the slight and adjust the paddler for maximum output. Before the highest condenser both and back slightly for maximum output. Then readjust the paddler for maximum output. Repeat this procedure until the further improvement is reached.

NOTE 3—Connect the antenna lead, Part No. 41-3171, to the antenna receptacle on the receiver in series with the correct dummy capacity condenser.

NOTE 4—For the LIGHT, LIFT and LIFT use a .05 mfd. condenser, for the C-1423 use a 1750 mfd. condenser.



- Part No. Description
- 45-3188 Tuning & volume knob
 - 45-3189 Knob (with set screw)
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