

# MODEL C-1808 AND C-1809 CUSTOM AUTO RADIOS (CONTINUED)

## RUN NUMBER CHANGES

"Run Numbers" are stamped on the chassis sub-base for identification. These run numbers are changed consecutively as major changes are made to the Receiver wiring and parts.

**RUN No. 2**—A mica condenser (250 Mmfd.) Part Number 60-125157 has been added in series between the Antenna Choke ① and Resistor ③.

### RUN No. 3 —

Removed	Added
57-1704FC52 Front Housing	57-1846FC52
55-1075 Dial	55-1173
55-1091 Tabs	55-1177
81-0256 Call Letter Kit	81-0318

**RUN No. 4**—R.F. Coil Assembly ⑫ has been replaced with a new assembly, Part No. 65-0421. Resistor No. ⑬ has been removed (10,000 ohms.). Part No. 33-315334 added (15,000 ohms.).

**RUN No. 5**—Removed condenser ⑨ and added new double aerial padder assembly Part No. 77-0788. The connections have been made as shown in Figure 2.

**RUN No. 7**—Resistor No. ⑭ removed (470 ohms.). Part No. 33-210334 added (1000 ohms.).

## 1941 CHRYSLER SKYWAY AERIALS

TYPE No. 1 (2 section) Part No. 91-0176 (\$7.00)		
No.	Description	List Price
①	Antenna Rod & Shaft Assy. . . . . 91-0172	\$4.25
②	Stanchion Head Gasket . . . . . 55-1068	.02
③	Stanchion . . . . . 55-1052	.15
④	Roof Gasket . . . . . 55-1122	.10
⑤	Eccentric Bushing . . . . . 55-1141	.10
⑥	Same as ⑤	
⑦	Flat Washer (per 100) . . . . . W1866FA3	2.00
⑧	Nut (Same as ⑦)	
⑨	Nut . . . . . 55-1111	.15
⑩	Knob . . . . . 97-0178FA7	.05
⑪	Antenna Clip & Lead Assy. . . . . 77-0681	.15
⑫	Grommet . . . . . 55-1057	.04
⑬	Aerial Stop . . . . . 55-1060	.10
⑭	Stop Spring . . . . . 55-1731	.05
⑮	Lead-in Rod . . . . . 57-1750	.25
⑯a	Screw . . . . . 97-0147FA8	.02
⑯b	Cover . . . . . 57-1727FA8	.20
⑯c	Lockwasher (Per 100) . . . . . 97-0140FA3	1.75
⑯d	Template . . . . . 57-1809FA5	.05
⑯e	Head Cover . . . . . 57-1599FA8	.50
⑯f	Head Cover Screw (per 100)	
⑯g	Part of ⑯	
⑯h	Reel Assembly . . . . . W267FA8	.20
⑯i	Latch Reel Lock . . . . . 57-1608	.05
⑯j	Latch Reel Spring (per 100) . . . . . 57-1609	.75
⑯k	Antenna Rod & Tape Assy. . . . . 77-0628	1.25
⑯l	Stanchion Tube Assy. . . . . 77-0682	.25
⑯m	"C" Washer . . . . . 4042FA3	.02
⑯n	Knob Shaft . . . . . 57-1729	.35

TYPE No. 2 (2 section) Part No. 91-0184 (\$7.00)		
No.	Description	List Price
①	Antenna Rod & Shaft Assy. . . . . 91-0208 (Late)	\$4.50
	91-0172 (Early)	4.25
②	Stanchion Head Gasket . . . . . 55-1068	.02
③	Stanchion . . . . . 55-1052 (Early Type)	.15
	55-1266 (Late Type)	.15
④	Roof Gasket . . . . . 55-1122	.10
⑤	Eccentric Bushing . . . . . 55-1141	.10
⑥	Same as ⑤	
⑦	Flat Washer (per 100) . . . . . W1866FA3	2.00
⑧	Nut (Same as ⑦)	
⑨	Bezel . . . . . 55-1111	.15
⑩	Nut . . . . . 97-0178FA7	.05
⑪	Knob . . . . . 77-0692 (Push on)	.20
⑫	Antenna Clip & Lead Assy. . . . . 77-0681	.15
⑬	Grommet . . . . . 55-1057	.04
⑭	Aerial Stop . . . . . 55-1060	.10
⑮	Stop Spring . . . . . 55-1731	.05
⑯	Nut . . . . . 57-1750	.25
⑰	Lead-in Rod . . . . . 57-1840FA8	.20
⑱	Bushing . . . . . 55-1181	.03
⑲a	Lockwasher (Per 100) . . . . . 97-0140FA3	1.75
⑲b	Aerial Lead . . . . . 95-0181	1.00
⑲c	Set Screw Wrench . . . . . 28-4696	.10
⑲d	Template . . . . . 57-1809FA5	.05
⑲e	Head Cover . . . . . 57-1599FA8	.50
⑲f	Head Cover Screw (per 100)	
⑲g	Part of ⑲	
⑲h	Reel Assembly . . . . . W267FA8	.20
⑲i	Latch Reel Lock . . . . . 57-1608	.05
⑲j	Latch Reel Spring (per 100) . . . . . 57-1609	.75
⑲k	Antenna Rod & Tape Assy. . . . . 77-0628	1.25
⑲l	Stanchion Tube Assy. . . . . 77-0778	1.00

TYPE No. 3 (3 section) Part No. 91-0194 (\$8.50)		
No.	Description	List Price
①	Antenna Rod & Shaft Assy. . . . . 91-0197	\$5.00
②	Stanchion Head Gasket . . . . . 55-1068	.02
③	Stanchion . . . . . 55-1266	.15
④	Roof Gasket . . . . . 55-1122	.10
⑤	Eccentric Bushing . . . . . 55-1141	.10
⑥	Same as ⑤	
⑦	Flat Washer (per 100) . . . . . W1866FA3	2.00
⑧	Nut (Same as ⑦)	
⑨	Bezel . . . . . 55-1111	.15
⑩	Nut . . . . . 97-0178FA7	.05
⑪	Knob . . . . . 77-0845	.45
⑫	Antenna Clip & Lead Assy. . . . . 77-0681	.15
⑬	Grommet . . . . . 55-1057	.04

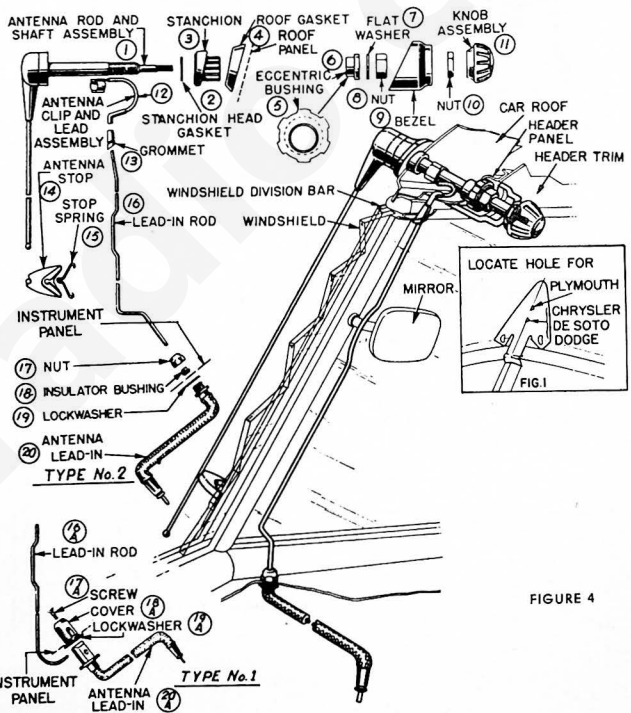


FIGURE 4

# MODEL C-1808 AND C-1809 CUSTOM AUTO RADIOS

## MODEL C-1808 AND C-1809 ADJUSTMENTS

All padding adjustments are carefully made at the factory and ordinarily no readjustments are necessary. However, when readjustments are required the procedure given below must be followed in detail.

**EQUIPMENT** — Fully charged heavy duty storage battery or 6 volt power pack, 077 or 177 Philco Signal generator, 027 Philco Vacuum tube voltmeter and set tester or audio output meter, 45-2610 Padding screw driver.

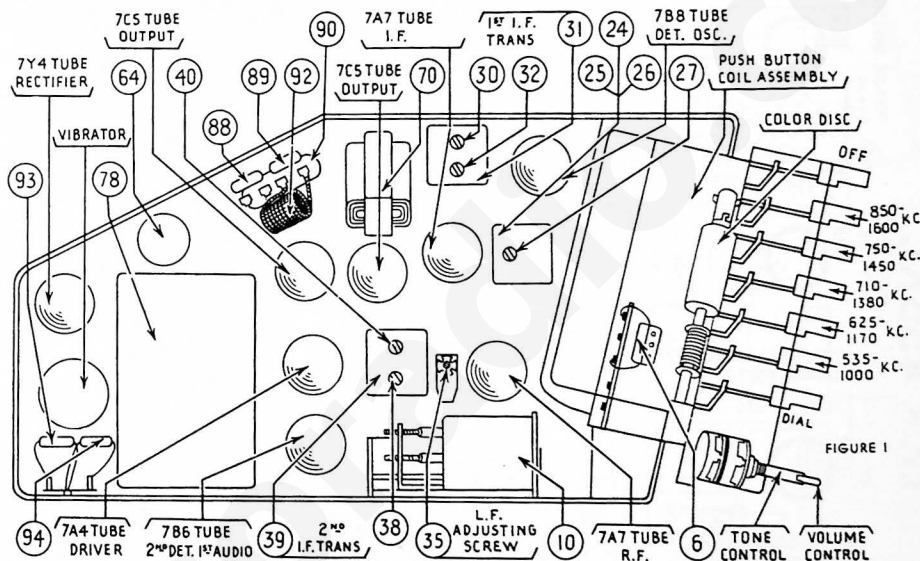
**GENERAL — VACUUM TUBE VOLTMETER.** The model 027 Vacuum tube voltmeter is an extremely sensitive and accurate test instrument and is recommended for use when aligning and adjusting auto radios. Connect the negative (—) terminal of the Vacuum Tube Voltmeter to the high side (ungrounded side) of the volume control. Connect the positive (+) terminal to the radio housing. Connect the "AC" cord to a 110 volt AC socket. Press

the VTVM button and the 10 volt button. Turn the "Set Zero Ohms — VTVM" control clockwise until a click is heard. Allow the tubes to heat up for a few minutes. Short the 150 meg. VTVM terminals and adjust the "Set Zero Ohms — VTVM" control until the meter reads zero on the 0-10 range scale (green scale). The needle will deflect from right to left.

**AUDIO OUTPUT METER.** If an audio output meter is used, connect the leads across the voice coil of the speaker. Use the 0-30 volt scale.

With the Radio and signal generator set up for operation at the prescribed frequency, turn the Radio volume control on full and set the signal generator attenuator so that a half scale reading is obtained on the meter. The signal in the speaker should be audible but not loud.

The shielding on the generator output lead must be connected to the Radio housing.



OPERATION	SIGNAL GENERATOR		DUMMY CAPACITY	SPECIAL INSTRUCTIONS	ADJUST PADDER
	FREQUENCY	CONNECTION			
1		PRESS THE "DIAL" BUTTON AND STATIONS CAN BE TUNED IN BY "DIAL" TUNING			
2	455 K.C.	To Aerial Receptacle on Radio	.1 Mfd.	Note 2	(3) (4) (5) (6)
3	455 K.C.	To Aerial Receptacle on Radio	.1 Mfd.	Note 2	(7) Minimum
4	1400 K.C.	To Aerial Receptacle on Radio	See Note 1	Set Tuning Control at 1400 K.C.	(8) Note 4
5	580 K.C.	To Aerial Receptacle on Radio	See Note 1	Set Tuning Control at 580 K.C.	(9) Note 3
6	1400 K.C.	To Aerial Receptacle on Radio	See Note 1	Set Tuning Control at 1400 K.C.	(10) Note 4
7	580 K.C.	To Aerial Receptacle on Radio	See Note 1	Set Tuning Control at 580 K.C.	(11) Note 3

Make all adjustments for maximum reading on the meter.

**NOTE 1** — Connect the aerial lead, Part No. 95-0111 to the aerial receptacle in the radio. Connect a 25 Mmfd. Condenser in series between the signal generator and the aerial lead.

**NOTE 2** — Turn the tuning control clockwise as far as it will go.

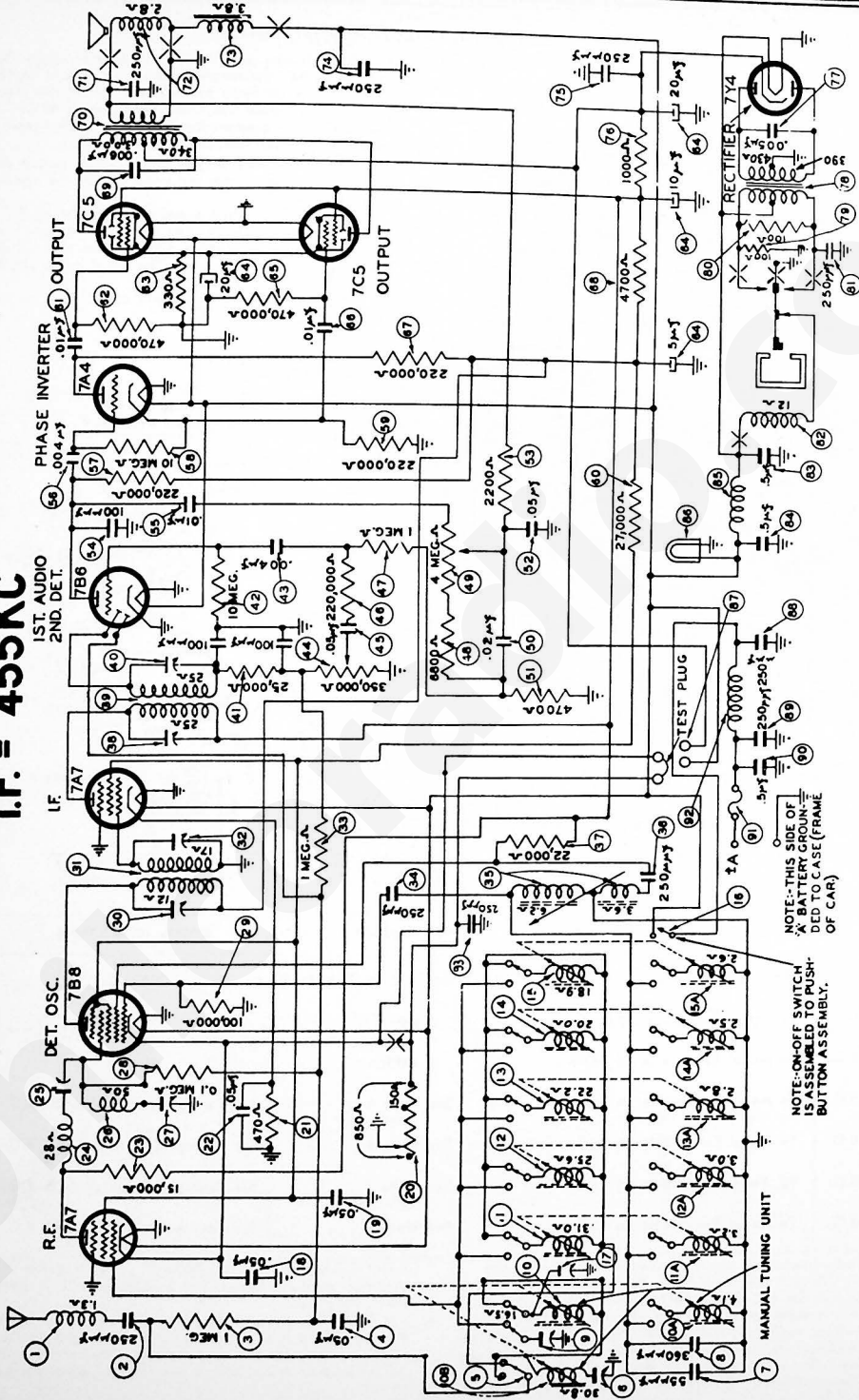
**NOTE 3** — Rock the tuning control while adjusting the low frequency screw. Tune the control to the signal and adjust the screw for maximum output. Rotate the tuning control back and

forth slightly for maximum output. Then readjust the screw for maximum output. Repeat this procedure until no further improvement is noticed.

**NOTE 4** — When the aerial stage adjustment is made with the Radio installed in the car, the Radio aerial lead must be connected to the car aerial in the usual manner. Connect the signal generator output lead to a wire placed near the car aerial but not connected to it.

# MODEL C-1808 AND C-1809 CUSTOM AUTO RADIOS (CONTINUED)

I.F. = 455KC



NOTE:-THIS SIDE OF  
'A' BATTERY GROUND  
IS ASSEMBLED TO CASE (FRAME  
OF CAR).

NOTE:-ON-OFF SWITCH  
IS ASSEMBLED TO PUSH-  
BUTTON ASSEMBLY.

FIGURE 2

# MODEL C-1808 AND C-1809 CUSTOM AUTO RADIOS (CONTINUED)

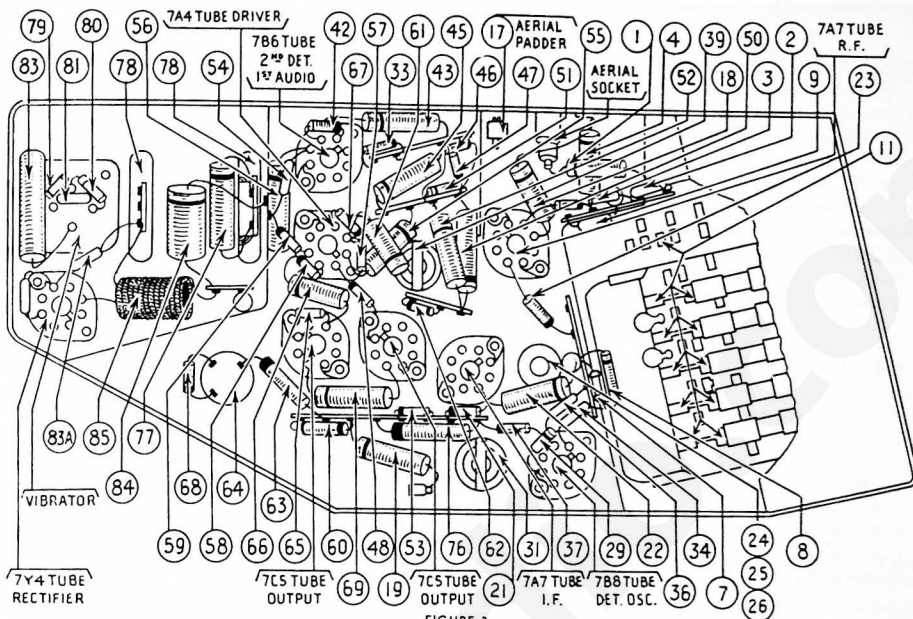


FIGURE 3

## PARTS LIST — C-1808, C-1809

No.	Description	Part No.	No.	Description	Part No.	No.	Description	Part No.
①	Antenna Choke	65-0378	②	Padder (Tr. 1st I. F. Trans.)	65-0164	①	(No. 1 for C-1809)	77-0796
②	Condenser (250 Mmfld.)	60-125157	③	First I. F. Transformer	65-0465	②	Push Button Knob Assembly	77-0797
③	Resistor		④	Padder (Sec. 1st I. F. Trans.)	65-0165	③	(No. 2 for C-1809)	77-0797
④	(1,000,000 ohms)	33-510154	⑤	Resistor		④	Push Button Knob Assembly	77-0798
⑤	Condenser (.05 Mfd.)	61-0101	⑥	(1,000,000 ohms)	33-510154	⑤	(No. 3 for C-1809)	77-0798
⑥	Push Button Switch	83-0127	⑦	Condenser (250 Mmfld.)	60-125157	⑥	Push Button Knob Assembly	77-0799
⑦	Padder	63-0069	⑧	Oscillator Tracking Coil	65-0379	⑦	(No. 4 for C-1809)	77-0799
⑧	Condenser (.55 Mmfld.)	61-0149	⑨	Condenser (250 Mmfld.)	60-125157	⑧	Push Button Knob Assembly	77-0800
⑨	Silver Mica Condenser		⑩	Resistor (22,000 ohms)	33-322334	⑨	(No. 5 for C-1809)	77-0800
⑩	(360 Mmfld.)	61-0157	⑪	Padder (Pri. 2nd I. F. Trans.)	65-0366	⑩	Push Button Knob Assy.	
⑪	Padder	77-0788	⑫	Second I. F. Transformer	65-0366	⑪	(C-1808)	77-0668
⑫	Inductive Tuning Unit	77-0666	⑬	Padder (Sec. 2nd I. F. Trans.)	65-0367	⑫	Pointer	55-1084
⑬	Inductive Tuning Unit	Part of ⑫	⑭	Resistor (25,000 ohms)	33-325154	⑬	Dial Cord Spring	57-1425FA3
⑭	Inductive Tuning Unit	Part of ⑫	⑮	Resistor		⑭	Tube Side Cover	77-0670
⑮	Push Button Coil & Switch	77-0657	⑯	(10,000,000 ohms)	33-610154	⑮	Vibrator Choke	57-1604FC52
⑯	Push Button Coil & Switch	77-0802	⑰	Condenser (4,000 Mmfld.)	61-0128	⑯	Cover Mtg. Bolt	57-1608FA3
⑰	Assembly (C-1808)	Part of ⑯	⑱	Volume Control		⑰	Nut Cover (C-1808)	57-1683FA8
⑱	Push Button Coil & Switch	77-0802	⑲	(350,000 ohms)	67-0040	⑱	Nut Cover (C-1809)	57-1683FA8
⑲	Assembly	Part of ⑱	⑳	Condenser (.05 Mfd.)	61-0170	⑲	Wing Nut	
⑳	Push Button Coil & Switch	77-0657	㉑	Condenser (220,000 ohms)	33-422154	⑳	(Cover Mtg.)	97-0142FA26
㉑	Push Button Coil & Switch	77-0657	㉒	Resistor		㉑	Speaker Cable Mtg.	
㉒	Assembly (C-1809)	Part of ㉑	㉓	(1,000,000 ohms)	33-510154	㉒	Plate	57-1665FC52
㉓	Push Button Coil & Switch	77-0657	㉔	Resistor (6,500 ohms)	33-268154	㉓	Speaker Cable	95-0166
㉔	Assembly	Part of ㉓	㉕	Tone Control		㉔	Push Button Cover	57-1675FA3
㉕	Push Button Coil & Switch	77-0657	㉖	(4,000,000 ohms)	Part of ㉕	㉕	(C-1808)	57-1678FA7
㉖	Assembly	Part of ㉕	㉗	Condenser (.02 Mfd.)	61-0154	㉖	Push Button Cover	
㉗	Push Button Coil & Switch	77-0657	㉘	Resistor (4,700 ohms)	33-247334	㉗	(C-1809)	57-1678FA7
㉘	Assembly	Part of ㉗	㉙	Condenser (0.05 Mfd.)	61-0111	㉘	Tuning Shaft (Knob)	
㉙	Push Button Coil & Switch	77-0657	㉚	Resistor (2,200 ohms)	33-222154	㉙	(C-1808)	57-1679FA3
㉚	Assembly	Part of ㉙	㉛	Condenser (100 Mmfld.)	60-110537	㉚	Tuning Shaft (Knob)	
㉛	Push Button Coil & Switch	77-0657	㉜	Condenser (.01 Mfd.)	61-0120	㉛	(C-1809)	57-2018FA3
㉜	Assembly	Part of ㉛	㉝	Condenser (4,000 Mmfld.)	61-0129	㉜	Flexible Tuning Shaft	77-0767
㉝	Push Button Coil & Switch	77-0657	㉞	Resistor (220,000 ohms)	33-422154	㉝	Housing Front	
㉞	Assembly	Part of ㉝	㉟	Resistor		㉞	(C-1808)	57-1846FC52
㉟	On-Off Switch	77-0788	㊱	(10,000,000 ohms)	33-610154	㉟	Housing Front	
㊱	Antenna Padder	77-0788	㊲	Resistor (220,000 ohms)	33-422154	㊱	(C-1809)	57-1993FC52
㊲	Condenser (.05 Mfd.)	61-0101	㊳	Resistor (27,000 ohms)	33-327434	㊲	Housing (C-1808)	318-2268
㊳	Condenser (.05 Mfd.)	61-0101	㊴	Condenser (.01 Mfd.)	61-0120	㊳	Nut (Radio Mtg.)	W55FA3
㊴	Condenser (.05 Mfd.)	61-0101	㊵	Resistor (470,000 ohms)	33-447154	㊴	Bolt (Radio Mtg.)	97-0092FA3
㊵	Sensitivity Control	67-0025	㊶	Resistor (530 ohms)	33-133436	㊵	Housing Screw	W2212FA26
㊶	Resistor (1,000 ohms)	33-210334	㊷	Filter Condenser		㊶	Stud (Speaker Mtg.)	77-0400
㊷	Condenser (.05 Mfd.)	61-0101	㊸	(10-20-20 Mfd.)	61-0150	㊷	Distributor Resistor	28-9362
㊸	Resistor (10,000 ohms)	33-310334	㊹	Resistor (470,000 ohms)	33-447154	㊸	Generator Condenser	61-0150
㊹	R. F. Transformer	65-0421	㊺	Condenser (.01 Mfd.)	61-0109	㊹	Tone Knob (C-1808)	57-1682FA8
㊺	Padder	77-0788	㊻	Resistor (220,000 ohms)	33-422154	㊺	Tone Knob (C-1809)	57-1682FA8
㊻	L. F. Wave Trap	Part of ㊺	㊼	Resistor (4,700 ohms)	33-247334	㊻	Tuning & Volume Knob	
㊼	Padder	77-0788	㊽	Condenser (0.000 Mmfld.)	61-0105	㊼	(MoPar)	77-0654
㊽	Resistor		㊾	Output Transformer	65-0363	㊽	Tuning & Volume Knob	
㊾	(1,000,000 ohms)	33-510154	㊿	Condenser (250 Mmfld.)	60-125157	㊾	(Chrysler & DeSoto)	77-0688
㊿	Resistor		1	Cone & Voice Coil		㊿	Tuning & Volume Knob	
	(100,000 ohms)	33-410154					(Dodge C-1809)	77-0687

# MO-PAR SKYWAY AERIAL FOR 1941 CHRYSLER, DESOTO, DODGE AND PLYMOUTH CLOSED CARS (CONTINUED)

## WINDSHIELD TYPE

The MoPar Skyway Antenna has been designed so that the raising or lowering of the antenna can be accomplished by rotating the knob located on the header panel above the windshield inside of the car. One of the important features is the convenience of extending or retracting the telescopic section by means of the same knob which *raises or lowers it*. The second important feature of the antenna is the universal spring joint provided in the head to allow the antenna to fold forward or backward when accidentally struck by a low garage door.

To raise the antenna, rotate the knob in a clockwise direction a half turn. To extend the telescopic section, continue to turn the knob approximately five full turns to a stop. **DO NOT FORCE IT BEYOND THIS STOP.** To retract the telescopic section, turn the knob in the opposite direction counter clockwise five turns. To lower the antenna against the windshield division bar, turn it one half turn more in the same direction.

## INSTALLATION INSTRUCTIONS

- (1) Use the metal template supplied in the package to locate the hole center on outside of roof panel, as follows:
    - (a) Select the correct hole marking pointer of the template as shown in Figure 1.
    - (b) Bend pointer **NOT TO BE USED** until flush with face of template. See Figure 1.
    - (c) Place the template against the roof panel so that the "V" of the template is over the windshield division bar and two side flanges of the template are between the roof panel and the windshield moulding.
    - (d) Press template firmly against the roof panel. The pointer will leave a mark on the paint for the hole location.
  - (2) Center punch this mark and drill a  $\frac{1}{8}$ " pilot hole. Use the pilot hole as a guide and cut a 1" hole in the roof panel with a hole saw. **REMOVE THE SLUG CUT OUT BY THE HOLE SAW.**
  - (3) Locate the hole inside the header panel directly above the windshield division bar by pressing the fingers against the headlining. Cut criss-cross slits  $\frac{1}{2}$ " long in the headlining covering this hole.
  - (4) (Type No. 1) Remove the hole plug from the instrument panel hole directly below the windshield division bar. Place the shakeproof washer over the mounting end of the antenna lead-in and insert from underneath the instrument panel through this hole. Place cover over lead-in end which sticks through the instrument panel and tighten the cover screw. The hole for plugging the lead-in rod should be toward windshield.
  - (5) (Type No. 1) Remove the hole plug from the windshield garnish moulding directly above the windshield division bar. Push the rubber grommet into this hole until seated properly. See illustration.
  - (6) (Type No. 1) For Plymouth installations break off 1" notched section of lead-in rod. On Dodge, DeSoto, and Chrysler use full length. Push straight end of lead-in rod through rubber grommet and plug in curved section tip of lead-in rod hole in cover of lead-in cable fitting which projects through the instrument panel.
  - (4) (Type No. 2) Remove the hole plug from the instrument panel hole directly below the windshield division bar. Remove the hole plug from the windshield garnish moulding directly above the windshield division bar. Push the rubber grommet into this hole until seated properly. (See illustration)
  - (5) (Type No. 2) Push upper end of lead-in rod through rubber grommet.
- Note: On MoPar Antenna, Chrysler Part No. 904042, break off 1" upper notched section for Plymouth installations. Slide the chrome cover up over the bottom end of the lead-in rod and then follow with the insulator bushing.
- (6) (Type No. 2) While holding the end of the lead-in rod over the hole in the instrument panel, push the threaded fitting of the antenna lead-in through this hole from underneath the instrument panel. Make sure the end of the lead-in rod is pushed down as far as it will go into the connector in this threaded fitting. Now slide insulator bushing down lead-in rod into threaded fitting and follow with hexagon cover. Screw cover on securely.
  - (7) Insert the end of the flexible lead and clip assembly, having the rubber sleeve over it, through the outside roof panel hole and push firmly on to lead-in rod end which projects through windshield garnish moulding, leaving large clip hanging loose outside the hole.
  - (8) Assemble the thin stanchion head gasket, stanchion and roof gasket onto the antenna shaft.
- Snap the large clip of the flexible antenna lead and clip assembly on the antenna shaft. Push shaft through the roof panel hole and on through hole in header trim, at the same time sliding the flexible lead clip on to the smooth portion of the antenna shaft.
- Note: Make sure the arrow on the roof gasket points up on Plymouth installations and down on Dodge, DeSoto, and Chrysler.
- (9) Snap the antenna stop on the windshield division bar about two inches from the bottom of the windshield with the opening for the stop spring facing down.
  - (10) From inside the car, place the eccentric bushing over the antenna shaft. Next, place the flat washer over the end of the shaft and screw on the thick nut loosely with the fingers. Turn the eccentric bushing so that the antenna rod is about  $\frac{1}{2}$ " closer to the windshield division bar than it will be when resting in the saddle of the stop. Now, tighten thick nut. If eccentric bushing has been adjusted correctly, the antenna rod will strike the side of the stop and slide up into the saddle of the stop when the rod is turned to the down position.
  - (11) Place bezel over the shaft and screw on the thin nut. Push on knob.
  - (12) To complete the installation push the antenna lead-in tip into the receptacle on the radio.

## REPLACEMENT PUSH BUTTON SWITCH AND COIL ASSEMBLY USED IN THE CHRYSLER PHILCO AUTO RADIO MODEL C-1808

When replacing the push button switch and coil assembly, Part No. 77-0657, in the early model C-1808 Chrysler Philco Auto Radios with the new switch assembly, the leads are connected somewhat different than originally connected.

The new connections are as follows:

- 1 — Connect the brown and white lead through a 20 mmfd. condenser to the chassis sub-base.
- 2 — Connect the red and white lead between the condenser 2 and resistor 3 as shown in Bulletin No. 249.
- 3 — Connect the white lead to the white lead coming out of the oscillator coil of the inductive tuning unit.
- 4 — Connect the short green and white lead to the control grid of the type 7A7 RF tube.
- 5 — Connect the long green and white lead at the back of the switch to the end terminal on the panel which has the green and white oscillator tracking coil lead.
- 6 — The brown lead should be connected to the ground terminal on the sub-base.
- 7 — The blue and white lead is not used.

## REPLACEMENT OF INDUCTIVE TUNING IN THE CHRYSLER PHILCO AUTO RADIO MODEL C-1808

Early production inductive tuning units had six leads. However, the replacement new unit will have four leads, and is Part No. 77-0666.

The connections are as follows:

- 1 — Connect the white lead to the white lead on the push button switch.
- 2 — Connect the green and white lead to the lug on the terminal panel on the switch, which already has a green and white wire.
- 3 — Connect the orange and white lead to the lug on the terminal panel on the switch, which already has an orange and white wire.
- 4 — Connect the red and white lead to the ungrounded side of the wave trap padder Part No. 63-0069 or mica condenser on the terminal panel.
- 5 — Connect the red lead to the cathode of the type 7A7 RF tube.

# MODELS C-1808 AND F-1840 (CONTINUED)

## RUN NUMBER CHANGES

"Run Numbers" are stamped on the chassis sub-base for identification. These run numbers are changed consecutively as major changes are made to the radio wiring and parts. We are listing below, only major changes:

### Chrysler Model C-1808 —

Run No. 2 — A mica condenser (250 mmfd.) Part No. 60-125157 has been added in series, between the antenna choke 1 and resistor 3. (See Service Bulletin No. 249).

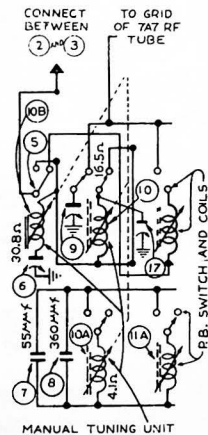
### Run No. 3 —

REMOVED		ADDED
57-1704FC52	Front Housing	57-1846FC52
55-1075	Dial	55-1173
55-1091	Tabs	55-1177
81-0256	Call Letter Kit	81-0318

Run No. 4 — The R.F. Transformer Assembly 24 has been replaced with a new assembly, Part No. 65-0421. Resistor 23 has been removed (10,000 ohms) and Part No. 33-315334 Resistor (15,000 ohms) added.

Run No. 5 — Condensers 6 and 9 have been removed and a new double aerial padder assembly Part No. 77-0788 has been added. The connections are shown in the illustration. (Refer to Bulletin No. 249 for the other connections).

Run No. 6 — Resistor 21 has been removed (470 ohms) and Part No. 33-210334 added (1000 ohms).



### Ford Model F-1840 —

Run No. 3 — A ground spring has been added on the sub-base to make contact with the speaker field coil pot, to reduce crackle.

Run No. 4 — A resistor (390 ohms) Part No. 33-139334 has been added in series between the plates of all tubes and the 10 mfd. section of the filter condenser. The resistor is placed ahead of the type 7C5 tube grid. (See Service Bulletin No. 253).