

PHILCO AUTO RADIO

CHRYSLER — DESOTO

MODEL C-1908

DODGE — PLYMOUTH

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.

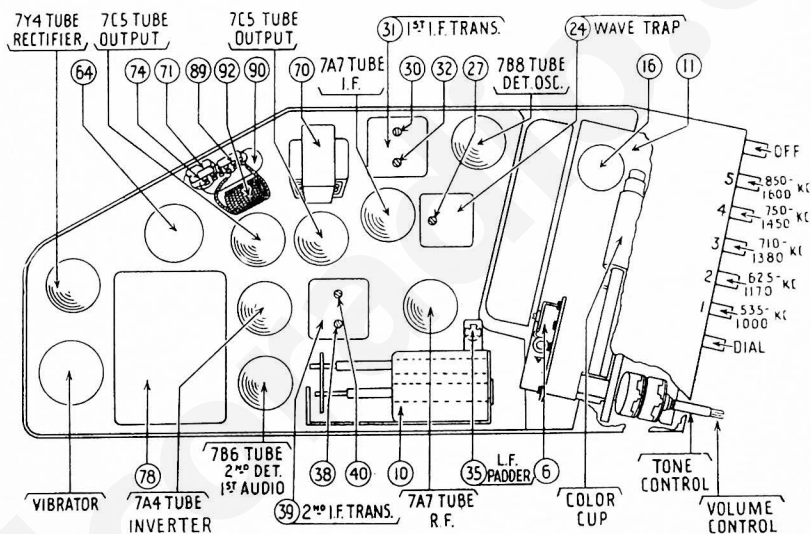
GENERAL — VACUUM TUBE VOLTMETER. The model 027 Vacuum tube voltmeter is an extremely sensitive and accurate test instrument and is recommended for use when aligning and adjusting auto radios. Connect the negative (—) terminal of the Vacuum Tube Voltmeter to the high side (ungrounded side) of the volume 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	455 K.C.	To Aerial Receptacle on Radio	.1 Mfd.	Note 2	Ⓢ Ⓣ Ⓡ Ⓢ
4	1500 K.C.	To Aerial Receptacle on Radio	See Note 1	Set Tuning Control at 1500 K.C.	Ⓡ Min.
5	580 K.C.	To Aerial Receptacle on Radio	See Note 1	Set Tuning Control at 580 K.C.	Ⓢ Note 3
6	1500 K.C.	To Aerial Receptacle on Radio	See Note 1	Set Tuning Control at 1500 K.C.	Ⓡ Note 4
7	580 K.C.	To Aerial Receptacle on Radio	See Note 1	Set Tuning Control at 580 K.C.	Ⓢ 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.

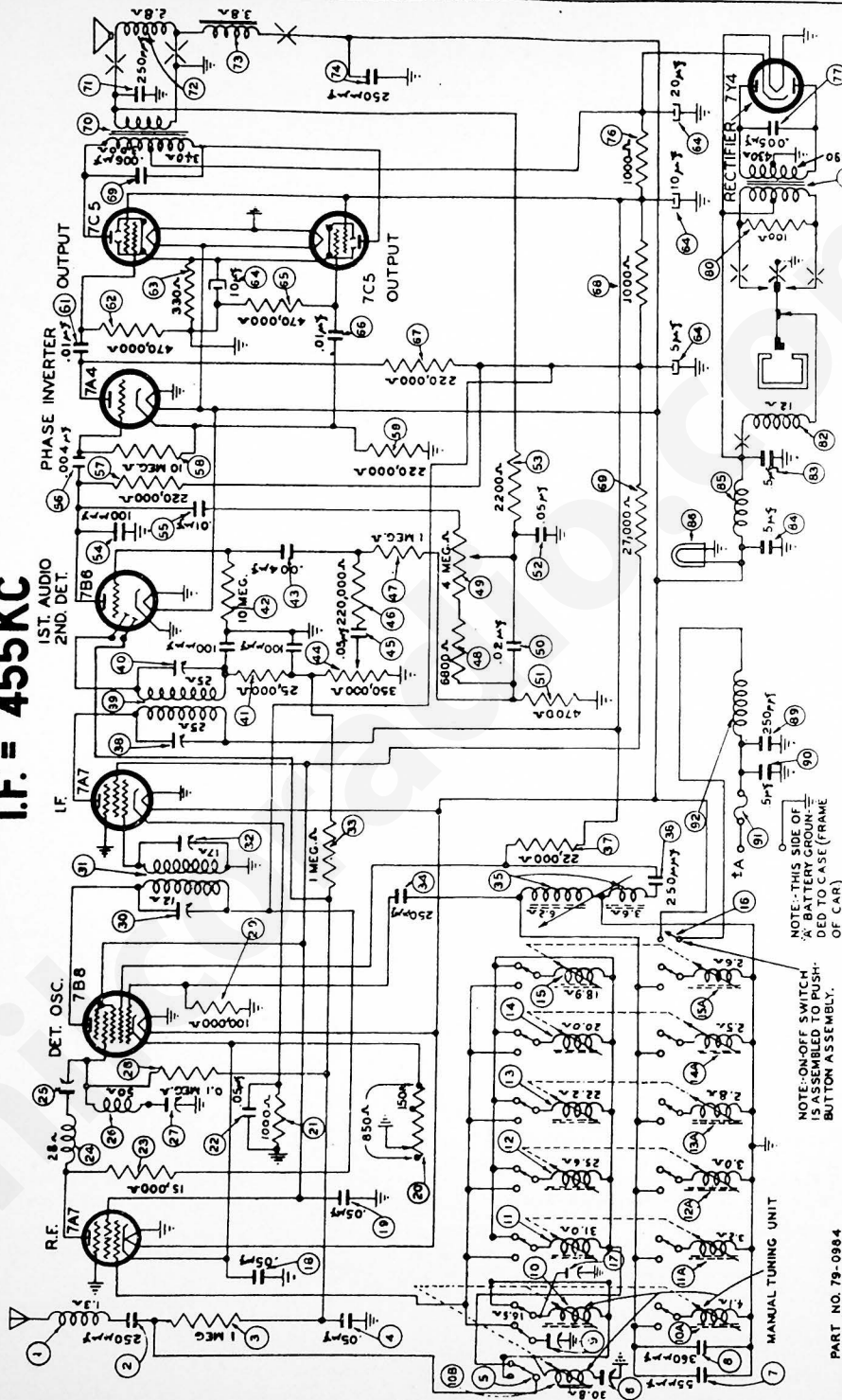
NOTE 3 — Rock the tuning control while adjusting the low frequency screw. Tune the control to the signal and adjust the screw for maximum output. Rotate the tuning control back and

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.

SCHEMATIC PHILCO MODEL C-1908

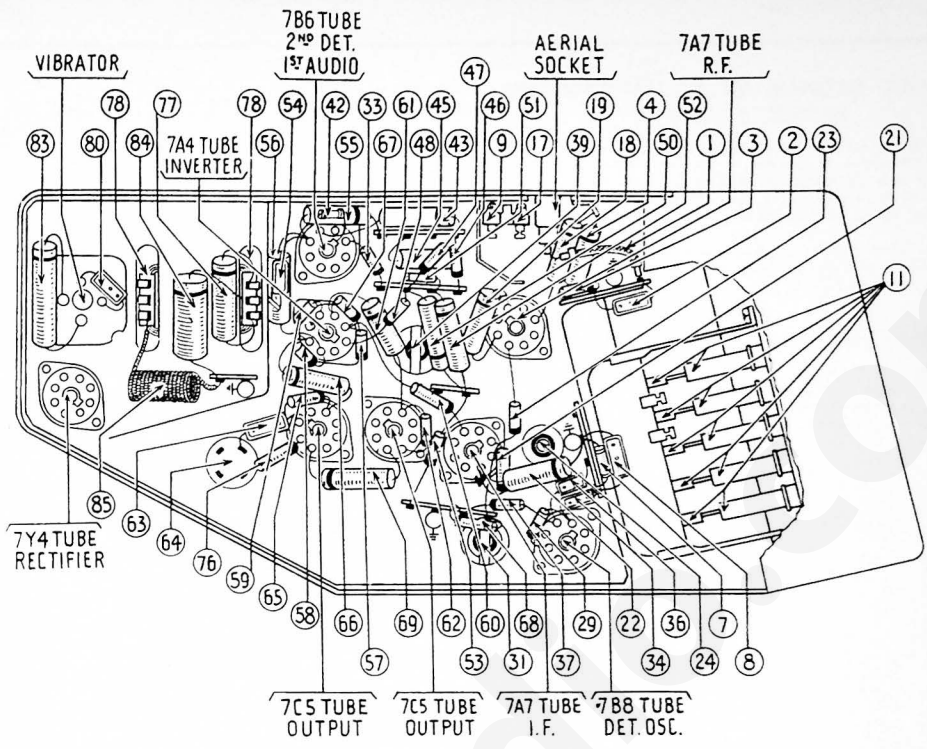
I.F. = 455KC



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

PART NO. 79-0984

PRINTED IN U.S.A.



No.	Description	Part No.	No.	Description	Part No.	No.	Description	Part No.	No.	Description	Part No.
(1)	Autotrans. Choke	65-0427	(37)	Resistor (22,000 ohms)	33-22334	(84)	Condenser (.5 mfd.)	61-0134		Push Button "00"	
(2)	Condenser (.250 mmfd.)	60-125137	(38)	Padder		(85)	Vibrator Choke	65-0289		DeSoto	77-0976
(3)	Resistor (1,000,000 ohms)	33-510154	(39)	(Pri 2nd I.F. Trans.)		(86)	Pilot Lamp	34-2694		Push Button "Dial"	
(4)	Condenser (.05 mfd.)	61-0101	(40)	Second I.F. Transformer	65-0366	(89)	Condenser (.250 mmfd.)	60-125137		DeSoto	77-0977
(5)	Push Button Switch	85-0127	(41)	Padder		(90)	Condenser (.5 mfd.)	61-0137		Push Button "Plain"	
(6)	Image Padder	63-0069	(42)	(Sec. 2nd I.F. Trans.)		(91)	Fuse	45-2559		Chrysler	77-0978
(7)	Condenser (.65 mmfd.)	61-0139	(43)	Resistor (25,000 ohms)	33-223134	(92)	"A" Choke	32-1544		Push Button "00"	
(8)	Condenser (.350 mmfd.)	61-0137	(44)	Resistor (10,000,000 ohms)	33-610154		Speaker	74-0067		Push Button "Dial"	77-0979
(9)	Antenna Padder (P.B.)	77-0788	(45)	Condenser (4000 mmfd.)	61-0179		Speaker Mtg. Stud	77-0400		Chrysler	77-0980
(10)	Inductive Tuning Unit	77-0962	(46)	Volume Control			Speaker Mtg. Nut	W124FA3		Tone Knob (chrome)	
(10a)	Inductive Tuning Unit Part of (10)		(47)	(350,000 ohms)	67-0040		Speaker Cable & "A" Lead	95-0166		Tone Knob (plastic)	57-1682FA3
(10b)	Inductive Tuning Unit Part of (10)		(48)	Condenser (.05 mfd.)	61-0101		Generator Condenser	61-0106		(Mo Par)	
(11)	Push Button Switch and Coil Assembly	77-0943	(49)	Resistor (220,000 ohms)	33-422154		Ignition Switch Condenser	61-0177		Chrysler	77-1011
(11a)	Push Button Switch and Coil Assembly	Part of (11)	(50)	Resistor (1,000,000 ohms)	33-510154		Distributor Resistor	38-5562		Nut Cover (chrome)	
(12)	Push Button Switch and Coil Assembly	Part of (11)	(51)	Tone Control			Fuel Gauge Resistor	67-0030		(Mo Par)	57-1683FA3
(12a)	Push Button Switch and Coil Assembly	Part of (11)	(52)	(4,000,000 ohms) Part of (44)			Braid	95-0073		Nut Cover (plastic)	
(13)	Push Button Switch and Coil Assembly	Part of (11)	(53)	Condenser (.02 mfd.)	61-0154		Fuse Holder Clip	57-2909FE7		(Mo Par)	77-1012
(13a)	Push Button Switch and Coil Assembly	Part of (11)	(54)	Resistor (4700 ohms)	33-217334		Pointer	55-1366		Tuning & Volume Knob	77-0948
(14)	Push Button Switch and Coil Assembly	Part of (11)	(55)	Resistor (2200 ohms)	33-222134		Pointer Drive Cord	55-1408		Tone Knob (Plastic)	
(14a)	Push Button Switch and Coil Assembly	Part of (11)	(56)	Condenser (100 mmfd.)	60-110157		Tone Drive Cord	55-1409		DeSoto	77-1052
(15)	Push Button Switch and Coil Assembly	Part of (11)	(57)	Condenser (.01 mfd.)	61-0120		Core Spring	57-1701FA38		Nut Cover (Plastic)	
(15a)	Push Button Switch and Coil Assembly	Part of (11)	(58)	Condenser (4000 mmfd.)	61-0179		Dial (Plymouth)	55-1371		DeSoto	77-1053
(16)	On-Off Switch	Part of (5)	(59)	Resistor (220,000 ohms)	33-422154		Dial (Dodge)	55-1370		Tone Knob (Plastic)	
(17)	Antenna Padder	Part of (9)	(60)	Resistor (10,000,000 ohms)	33-610154		Dial (Chrysler)	55-1369		Chrysler	77-1054
(18)	Condenser (.05 mfd.)	61-0101	(61)	Resistor (220,000 ohms)	33-422154		Dial Mtg. Spring	57-2218FE11		Nut Cover (Plastic)	77-1055
(19)	Condenser (.05 mfd.)	61-0111	(62)	Resistor (1,000,000 ohms)	33-447154		Diffusing Screen	55-1428		Tone Knob (Plastic)	77-1056
(20)	Sensitivity Control	67-0025	(63)	Resistor (220,000 ohms)	33-422154		Bracket	57-2242FA3		Dodge	77-1057
(21)	Resistor (680 ohms)	33-168336	(64)	Resistor (220,000 ohms)	33-422154		Trim Plate (Dodge)	57-2256FA40		Push Button Key Assembly	
(22)	Condenser (.05 mfd.)	61-0101	(65)	Resistor (1,000,000 ohms)	33-447154		Screws	97-0215FA10		(1-2-3-4-5) Plymouth	
(23)	R. F. Transformer	65-0421	(66)	Resistor (220,000 ohms)	33-422154		Housing Front (Dodge)	57-2211FC70		Chrysler	77-0916
(24)	Assembly	Part of (24)	(67)	Resistor (1,000,000 ohms)	33-447154		Bezel (Chrysler, DeSoto, Plymouth) Die Cast	57-2216FA8		Push Button Key Assembly (Dial-0ff) Plymouth	
(25)	Padder	Part of (24)	(68)	Resistor (470,000 ohms)	33-447154		Bezel (Chrysler, DeSoto, Plymouth) Stamped	57-2209FA40		DeSoto, Chrysler	77-0923
(26)	Trap Coil	Part of (24)	(69)	Resistor (330 ohms)	33-133438		Bezel (Dodge)	57-2208FA40		Push Button Key Assembly	77-0915
(27)	Padder	Part of (24)	(70)	Filter Condenser	61-0134		Bezel Screws	97-0213FA40		Push Button Key Assembly (No. 2) Dodge	77-0917
(28)	Resistor (100,000 ohms)	Part of (24)	(71)	Resistor (5000 ohms)	33-447154		Tuning Shaft	57-2217FA3		Push Button Key Assembly (No. 3)	77-0918
(29)	Resistor (100,000 ohms)	33-410154	(72)	Condenser (.01 mfd.)	61-0169		Fuse Lead	77-0052		Push Button Key Assembly (No. 4) Dodge	77-0919
(30)	Padder (Pri 1st I. F. Trans.)		(73)	Resistor (220,000 ohms)	33-422154		Four Prong Socket	27-6044		Push Button Key Assembly (No. 5) Dodge	77-0920
(31)	First I. F. Transformer	65-0365	(74)	Resistor (1000 ohms)	33-210438		Local Socket	27-6151		Push Button Key Assembly (Plain) Plymouth	77-0926
(32)	Padder	Part of (24)	(75)	Condenser (6000 mmfd.)	61-0105		Color Cup Assembly	77-0687		Plymouth	77-0924
(33)	Resistor (1,000,000 ohms)	33-510151	(76)	Output Transformer	65-0363		Tone Indicator Drum	77-0914		Plymouth	77-0925
(34)	Condenser (.250 mmfd.)	60-125137	(77)	Condenser (350 mmfd.)	60-125137		Replacement Cone (For 73-0067-2 Sprk.)	91-0164		Push Button "Dial"	77-0922
(35)	Oscillator Shunt Coil	65-0379	(78)	Replacement Cone (For 73-0067-3 Sprk.)	91-0165		(For 73-0067-4 Sprk.)	91-0228		Push Button "Plain"	77-0925
(36)	Condenser (.250 mmfd.)	60-125137	(79)	Field Coil	Not Replaceable					Dodge	77-0922
			(80)	Condenser (350 mmfd.)	60-125137					Dodge	77-0922
			(81)	Resistor (1000 ohms)	33-210438					Dodge	77-0922
			(82)	Condenser (5000 mmfd.)	61-0153					Dodge	77-0922
			(83)	Power Transformer	65-0347					Dodge	77-0922
				Resistor (100 ohms)	33-110438					Dodge	77-0922
				Vibrator	83-0026					Dodge	77-0922
				Condenser (.5 mfd.)	61-0187					Dodge	77-0922

GAS GAUGE INTERFERENCE IN 1942 CHRYSLER PRODUCTS CARS

It is very important when installing the gas gauge filter assembly that the bronze spring at the top of the fuel gauge filter makes good contact with the special contact provided at the top of the fuel gauge. If this bronze spring does not make contact, a terrific amount of gas gauge interference will be encountered.

We have found that by bending this spring slightly so that it will make contact with the special contact on the fuel gauge, the noise will be eliminated.

DRIFT IN 1942 CHRYSLER MODEL C-1908

To reduce drift in the push button circuit of the Chrysler-Philco Auto Radio Model C-1908, the ceramic condenser, part No. 61-0149, has been re-located and incorporated with the push button switch and coil assembly, part No. 77-0943. This change in production is run No. 2.

If it is ever necessary to replace the push button switch and coil assembly, be sure this condenser is in the assembly. If this condenser is in the new assembly, the condenser which originally is installed on the panel on the subbase must be removed, otherwise the radio will not track properly.

PUSH BUTTONS ON CHRYSLER-PHILCO AUTO RADIO MODEL C-1908

On early production Model C-1908 Chrysler-Philco custom-built radios from serial No. C-0001 to No. C-07425 at Philadelphia, and from serial No. EY-00001 to No. EY-02700 at Sandusky, we have found that under extreme conditions of heat and cold, some shrinkage may occur in the plastic insert of the push button cap, causing the insert to drop off. When this condition occurs, the entire cap should be replaced.

The parts affected are:—

No. 77-0924 push button cap "off"
No. 77-0925 push button cap "dial"
No. 77-0926 push button cap "plain"

NOTES