PHILCO

REG. U. S. PAT. OFF.

TRANSITONE

MODEL 6F FEATURES

1—**PHILCO**—The last word in Radio.
TRANSITONE—The pioneer Automobile Radio.

2—Exclusive PHILCO BALANCED-UNIT Superheterodyne Circuit, combining extreme sensitivity and selectivity with fine tone. The same unrivaled performance at all car speeds.

3—Six PHILCO BALANCED TUBES, designed especially for automobile radio, and including the latest automatic control and amplifier tube.

4—**Automatic Volume Control** counteracts fading of stations while driving, also blasting of locals. Distant stations tune in as easily as locals.

5—**Remarkable Tone Quality,** better than many home radios.

6—Oversize improved PHILCO Electro-Dynamic Speaker.

7—**All-Electric.** PHILCO Transitone's New and Improved Vibrator which does away with all "B" batteries. A snap of the switch controls all Receiver voltages. **Economical to operate. No "B" Battery Replacements.**

8—Operates on all car battery systems regardless of the polarity of the car battery supply.

9—All metal parts of Receiver and Speaker cadmium plated to resist corrosion. In addition, the external surfaces are further protected by a heavy coat of enamel.

10—Tuning Condenser with locking worm drive prevents detuning from car vibration.

11—Everything concealed except small control unit conveniently mounted on steering column at your finger tips.

12—Illuminated non-glare Station Selector Dial facilitates tuning.

13—**Smooth** operation and positive setting of the Manual Volume Control.

14—**Lock Switch** prevents use of radio without owner's permission.

15—Easily installed in any make and model of automobile or motorboat. Design of units facilitates installing and servicing. Only two units to install.

16—Complete grounded shielding of set and wires, together with PHILCO Suppressor Units, eliminates all bothersome motor noise.

17—Complete installation covered by a ninety-day warranty. Franchised PHILCO-Transitone Service Stations are located in practically all cities throughout the United States and Canada.

Partial List of Cars Factory Equipped with Antenna (Standard or Optional)

*AUBURN	*DE SOTO	*FRANKLIN	MARMON	*PLYMOUTH
BUICK	*DODGE	*HUDSON	*NASH	*REO
CADILLAC	*DUSENBERG	*HUPMOBILE	*PACKARD	*ROCKNE
*CHRYSLER	*ESSEX	LA SALLE	PEERLESS	*STUDEBAKER
*CORD	FORD	*LINCOLN	*PIERCE ARROW	STUTZ

**These cars can be ordered from the Car Factory equipped with Philco Transitone Radio*

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GENERAL INSTALLATION INSTRUCTIONS

MODEL 6F

ANTENNA—To secure maximum performance from the Model 6 a good roof or top antenna must be used. Most cars manufactured today are wired for radio at the car factory, having an antenna in the top and a lead-in brought down one of the corner posts. However, if the car in which this Receiver is to be installed is not equipped with a good top antenna, the first step of the installation should be to have one installed.

Philco Transitone and United Motors Service stations are fully equipped and competent to do this work.

RECEIVER—Since the Model 6 Receiver is furnished with the full-wave Vibrator securely fastened to the left side of the Receiver housing, there are only two units, Receiver and Speaker, to be installed on the dash.

Using the cardboard template which is packed with the Receiver, locate and drill three holes for the Receiver. The usual location is on the right hand side of the dash as high as possible in order not to interfere with the normal foot room.

After drilling the holes, screw the studs into the three holes provided in the back of the Receiver and then mount the Receiver on the dash. The large flat washers must be placed against the padding on the dash and the small washers against the dash on the engine side. Tighten the nuts securely.

The set screws on the shaft casing bushings on the Receiver should be unscrewed sufficiently so that the casings can be installed easily later on.

SPEAKER—The usual location for the speaker is on the left side of the dash. It should be placed high, so that it will not interfere with the operation of the control pedals.

Using the template furnished locate and drill two holes for the speaker bolts and then install the speaker bolting it securely in place.

CONTROL UNIT—Mount the control unit on the steering column. The clamp should be cut to size and a hole drilled in the strap for the clamp screw. Attach the bracket and fasten the control securely in place.

The set screws in the couplings and bushings on the back of the control should be loosened before the control is installed so that the shafts and casings can be easily installed later on.

CONNECTIONS—The speaker and battery plugs must be connected in their respective sockets on the Receiver and the power plug connected in the socket on the Vibrator. The shield pigtails on the cables must be grounded under screw heads on the housings.

The antenna lead must be spliced to the antenna lead-in. Ground the shielding close to the corner post.

The short lead with the white rubber sleeve must be connected to the hot (non-grounded) side of the car battery. The long lead with the black rubber sleeve must be connected to the grounded side of the battery. Be sure that good tight connections are made to the battery and that the battery terminals are clean.

FLEXIBLE SHAFTS—The Receiver is shipped from the factory with the flexible shafts coupled to the volume control and station selector. The casings for the shafts are not assembled but are shipped loose.

Feed the black, dial light wire from the control unit through the 12-inch piece of loom and then slide the loom over the two shaft casings. Uncoil the shafts and feed through the casings. Seat the casings securely in the bushings on the Receiver panel and tighten the set screws.

The right hand knob on the control is the volume control knob; the left hand knob is the station selector knob. Facing the Receiver panel from which the shafts extend, the right hand shaft is the station selector shaft. This must be coupled to the left coupling on the rear of the control. The other shaft, the volume control shaft must be coupled to the right coupling. The control unit must be locked and the volume control turned off when the shafts are coupled to the control.

The shafts and casings must be properly seated and the set screws tightened securely.

A small hole is provided in the rear of the control, slightly above the control shafts. This is for adjusting the dial setting. The dial is numbered in channel numbers from 55 to 150, which with the addition of a "0" represent the frequencies in the broadcast band. Turn the dial to the frequency of a broadcast signal which can be tuned in easily. Push a small nail or matchstick through the hole in the back of the control unit. This disengages the teeth of the dial. Then tune in the signal of the station corresponding with the dial setting. Remove the nail or stick and the dial will be set correctly.

Dress the loom flush with the back of the control unit. Connect the black wire to the fahnstock terminal in the Receiver.

IGNITION INTERFERENCE SUPPRESSION—In ninety per cent of all installations, standard suppression methods will completely eliminate all interference from the ignition system and the generator.

The spark plug leads should be removed from the plugs and the spark plug resistors, Part No. 4531, fastened to the plugs. The leads should then be connected to the resistors on their respective plugs.

Remove the center high-tension lead from the distributor head and install the distributor resistor, Part No. 4546, in the socket terminal. The high-tension lead terminal should then be plugged into the resistor.

Two interference condensers are furnished—one must be connected to the generator side of the cut-out, the other to the battery side of the primary of the ignition coil. The condenser bracket must be fastened securely to some grounded metal part of the car. The condenser on the generator usually can be fastened to the generator housing under the same screw that holds the cut-out while the coil condenser can usually be fastened under the coil mounting bolts.

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. Place the end of the rotor on a steel block and peen or hammer it with a small machinist's hammer. Dress the end with a file so that it retains its original shape. The rotor should not brush or wipe the contacts, but should just clear them.

TWO-COIL SYSTEM—Two distributor resistors are required, one in each high-tension coil lead at the distributor. One ½ mfd. interference condenser on the common battery terminal is sufficient.

TWIN IGNITION—Spark-plug resistors are required on each spark plug.

SPECIAL RESISTOR—A special screw type resistor, Part No. 4851, is available for use where the standard spark-plug resistor or distributor resistor cannot be used. For instance, the screw-type resistor, No. 4851, is used on the spark plugs on Buicks.

REPLACEMENT TUBES—Use only PHILCO High Efficiency Tubes for replacements.

DO NOT ATTEMPT TO ADJUST THE VIBRATOR. ***If service is ever required, go to the nearest authorized Philco Transitone or United Motors service station.***

OPERATION—The right hand knob on the control is a combination switch and volume control. First turn the key one-quarter turn clockwise to unlock the control. Then turn the volume control knob

clockwise. The first range of motion operates the main 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 left hand knob (the station selector) to tune in the various programs. The numbers on the dial are channel numbers which with the addition of "0" to the number correspond to the frequency 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 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 automatic volume control counteracts fading, maintains the same volume level while driving along without continually manipulating the manual volume control, cuts out external interference and prevents blasting of local stations while tuning. It is virtually impossible however, to maintain satisfactory reception while driving under bridges or in places which are totally shielded, known as dead spots.

STANDARD WARRANTY

We warrant each new Radio Receiver and Speaker manufactured by us to be free from defects in material and workmanship under normal use and service, our obligation under this warranty being limited to making good at our 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 us with transportation charges prepaid, and which our examination shall disclose to our 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 our part, and we neither assume nor authorize any representative or other person to assume for us any other liability in connection with the sale of our Receivers or Speakers.

This warranty shall not apply to any Receiver or Speaker which shall have been repaired or altered outside of our factory or factory depots in any way so as, in our 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 us.

TRANSITONE AUTOMOBILE RADIO CORP.

PHILADELPHIA, PA.

INSTALLATION REGISTRATION

Receiver Serial No..... Date.....

Owner's Name..... Make of Car.....

Owner's Address .....

Installed by .....

Part No. 39-3127A Printed in U. S. A.