

De Luxe Custom Built Radios . . . by Philco

INSTALLATION INSTRUCTIONS

Plymouth Model Code PJ

DeSoto Model Code SF

Dodge Model Code DU

Chrysler Model Code CZ

Chrysler Model Code C-6

THESE INSTRUCTIONS have been prepared for your use in installing the DeLuxe Custom-Built Radio. Read thru 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. Examine the parts and compare them with illustrations given in these instructions so that you may become familiar with them and thus make the installation easily and quickly.

This new DeLuxe Custom Built radio mounts on the dash above the steering column.

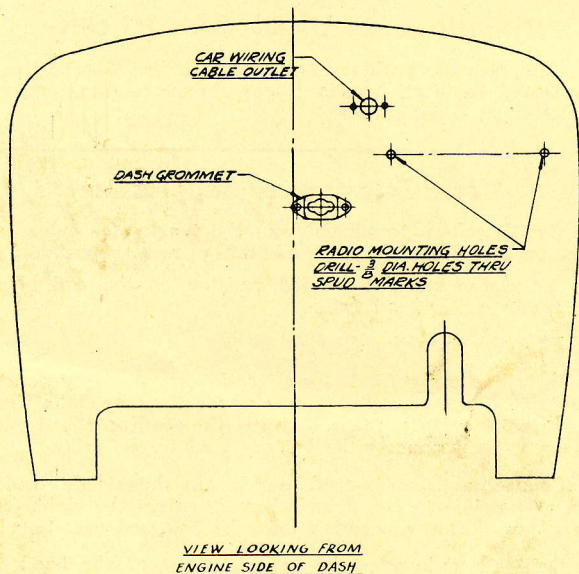


FIGURE 1

Receiver Installation

1. Remove the car lighting fuse from the back of the ammeter.
2. Drill two $\frac{3}{16}$ " holes in the dash. Refer to Figure 1 for the location of the center punch marks on the dash. After drilling, remove the paint from the dash for a distance of $\frac{3}{4}$ " around the holes to insure good ground contact.
3. The two $\frac{3}{8}$ " "T" bolts supplied in the radio package must be placed in these holes in the dash from the inside of the car. Put the washers and nuts on the ends of the bolts, but do not tighten.
4. Pull forward on the knob of the ash receiver to remove it. It is also necessary to take out the ash receiver wind deflector. This can be done after removing the three retaining nuts.
5. The shielded antenna lead supplied in the radio package 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 to the cowl. To do this, drill a $\frac{1}{8}$ " hole in the cowl in front of the hood line. Use an 8-32 bolt and connect the pig-tail eyelet under the nut. (See Figure 4).

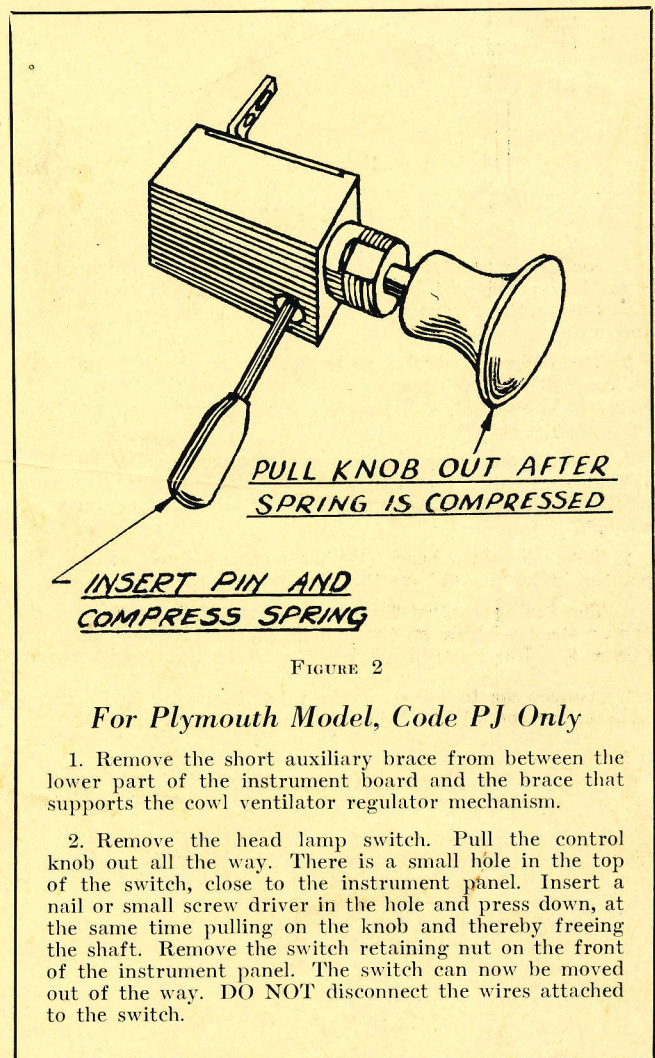


FIGURE 2

For Plymouth Model, Code PJ Only

1. Remove the short auxiliary brace from between the lower part of the instrument board and the brace that supports the cowl ventilator regulator mechanism.
2. Remove the head lamp switch. Pull the control knob out all the way. There is a small hole in the top of the switch, close to the instrument panel. Insert a nail or small screw driver in the hole and press down, at the same time pulling on the knob and thereby freeing the shaft. Remove the switch retaining nut on the front of the instrument panel. The switch can now be moved out of the way. DO NOT disconnect the wires attached to the switch.
6. Before installing the Receiver, place the gear shift lever in "LOW" and pull back the emergency hand brake lever as far as possible. Slide the Receiver into place above the steering column, hook the "T" bolts in the lugs on the side of the Receiver housing and then tighten the "T" bolt nuts on the engine side.

7. Connect the antenna lead in its receptacle on the end of the Receiver housing (See Figure 3).

INSTALLATION INSTRUCTIONS — DE LUXE CUSTOM BUILT RADIOS

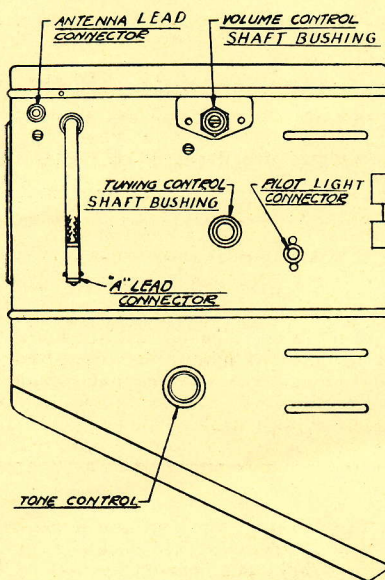


FIGURE 3

Control Installation

1. Install the control unit on the instrument panel, fitting it in the opening left by the removal of the ash receiver.
2. Fasten the control in place by means of the "U" clamp and nuts.
3. The volume control flexible shaft is on the left and must be coupled in the upper shaft bushing on the end of the Receiver housing (See Figure 3). The knurled shaft nut must be tightened securely.
4. Before connecting the tuning condenser 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 right-hand (tuning control) knob so that the pointer indicates "54" on the dial.
6. The tuning control flexible shaft must be coupled in the proper shaft bushing on the end of the Receiver housing (see Figure 3). The knurled shaft nut must be tightened securely.
7. Connect the terminal on the pilot light wire to its receptacle on the end of the Receiver housing (see Figure 3).

Power Connections

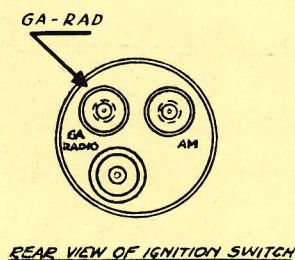


FIGURE 5

1. Connect the terminal end of the "A" lead to the switch terminal GA-RAD. Refer to Figure 5, showing the back of the ignition switch.
2. Place the fuse and fuse insulator in the small metal fuse housing on the end of the "A" lead and connect it to the short Receiver "A" lead (see Figure 3).

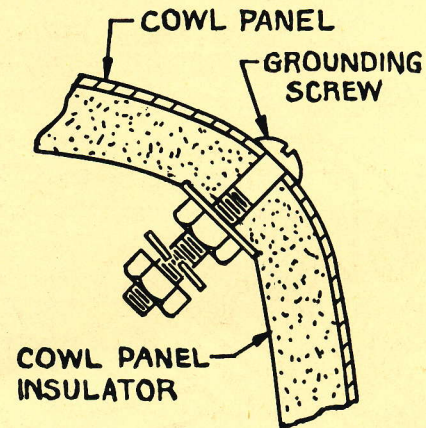


FIGURE 4

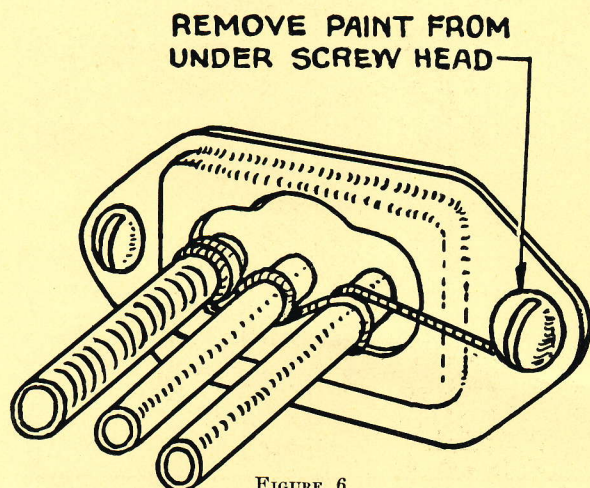
For Plymouth Model, Code PJ Only

Replace the auxiliary brace and the headlight switch referred to in the special Plymouth instructions under "Receiver Installation."

Motor Interference Suppression

1. Cut the elbow terminals from the spark plug cables and screw on the molded bakelite elbow suppressor terminals.
2. Screw the straight molded resistor on the end of the distributor center lead cable.
3. Plug this into the distributor cap.
4. Install a one mfd. 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 mfd. 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.
6. Drill a 1/8" hole in the cowl in front of the hood line close to the corner post. Fasten the dome light condenser to the under side of the cowl using the 8-32 bolt and nut furnished for this purpose.
7. Ground the steering column to the dash. There is a hole in the steering column near the dash opening seal for a No. 8 — 1/4" 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 — 1/4" self-tapping screw.
8. If there is no hole in the steering column near the dash opening seal for a No. 8 — 1/4" 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 supplied and ground this wire under one of the screws that holds the steering column dash seal in place.
9. Ground the speedometer cable, oil line and temperature indicator tube where they enter the dash under one of the gromet cap screws with the No. 14 stranded wire provided. (See Figure 6).
10. Replace the car lighting fuse — test the lights and horn.
11. An additional 1/2 mfd. condenser may at times be used to advantage. 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 directly behind the instrument panel.

INSTALLATION INSTRUCTIONS — DE LUXE CUSTOM BUILT RADIOS



Ignition Switch

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 left-hand 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 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 right hand 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.

The tone control knob is on the control end of the Receiver housing near the front (see Figure 3). 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 interferences, counteracts fading 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.

IMPORTANT—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

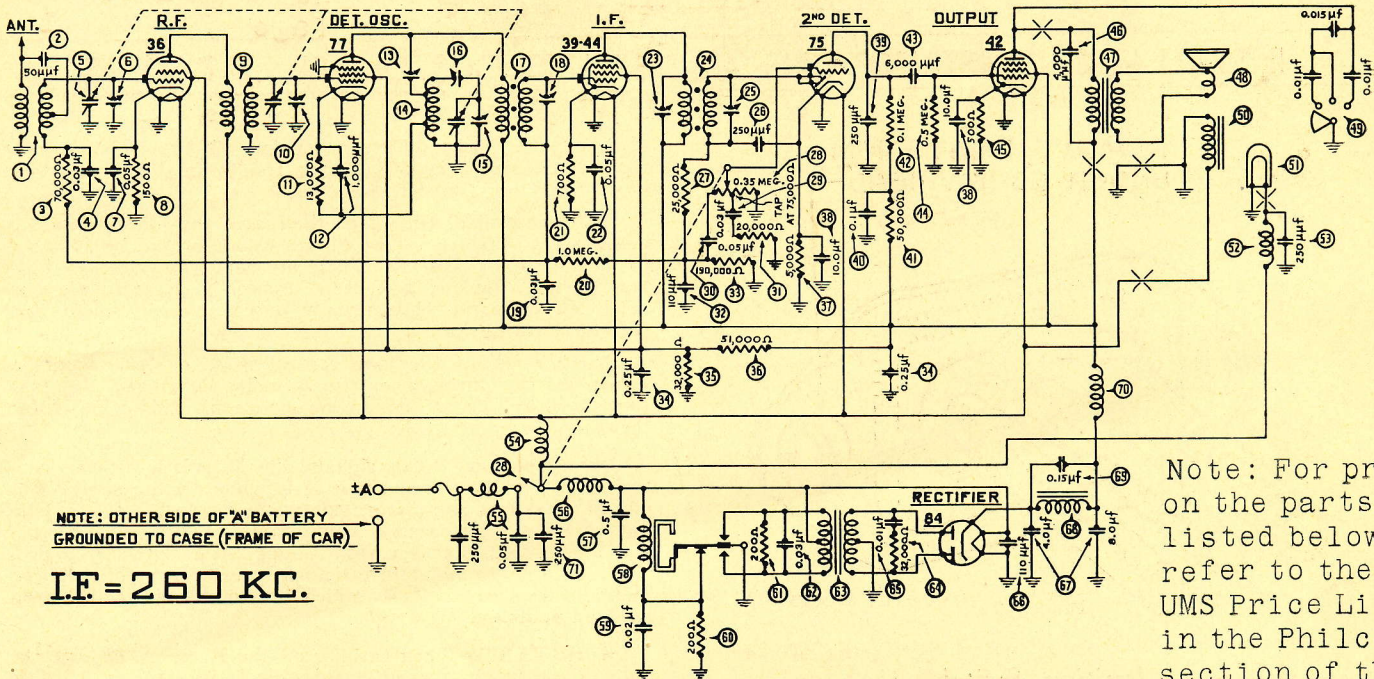
Custom-Built Radios distributed by the Chrysler Corporation are covered by the Radio Manufacturers' Association standard warranty.

"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 covering the complete warranty plan under which you can secure local service from authorized Philco Transitone 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



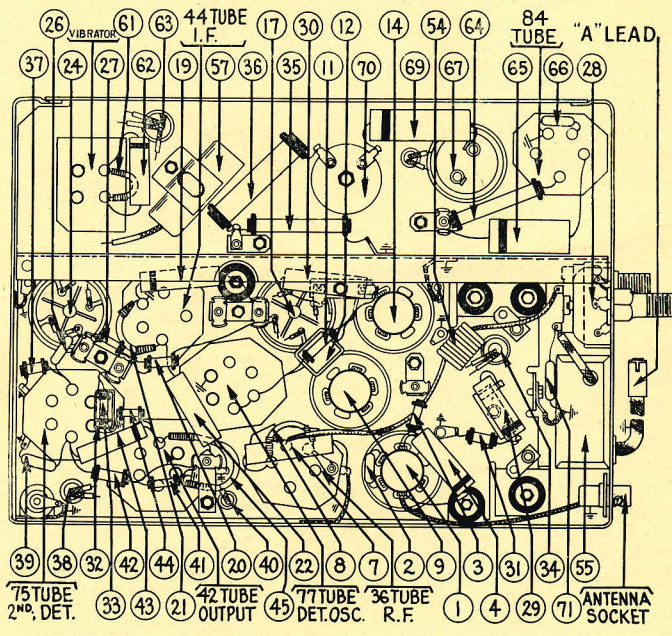
NOTE: OTHER SIDE OF "A" BATTERY GROUNDED TO CASE (FRAME OF CAR)

I.F. = 260 KC.

Note: For prices on the parts listed below refer to the UMS Price List in the Philco section of this manual

Parts List - Chrysler De Luxe Custom Built Radio

- | | |
|---|---|
| 1 Antenna Transformer 32-1535 | 43 Condenser (6000 mmfd.) 30-4125 |
| 2 Condenser (50 mmfd.) 30-1029 | 44 Resistor (.5 meg.) 6097 |
| 3 Resistor (70,000 ohms) 33-1115 | 45 Resistor (500 ohms) 33-3031 |
| 4 Condenser (.03 mfd.) 30-4025 | 46 Condenser (4000 mmfd.) 30-4185 |
| *5 Tuning Condenser 31-1425 | 47 Output Transformer 2598 |
| *6 1st Padder (on tun. cond.) | 48 Cone & Voice Coil 36-3159 |
| 7 Condenser (.05 mfd.) 30-4020 | *49 Tone Control 30-4138 |
| 8 Resistor (1500 ohms) 33-3047 | 50 Field Coil Assembly 02795 |
| 9 R. F. Transformer 32-1536 | 51 Pilot Lamp 34-2039 |
| *10 2nd Padder (on tun. cond.) | 52 Choke 32-1604 |
| 11 Resistor (13,000 ohms) 8267 | 53 Condenser (250 mmfd.) 30-1032 |
| 12 Condenser (1000 mmfd.) 30-1007 | 54 "A" Choke 32-1374 |
| 13 Padder (Pri. 1st I. F. Tran.) | 55 Interference Filter 32-1534 |
| 14 Oscillator Transformer 32-1537 | 56 Vibrator Choke 32-1563 |
| *15 3rd Padder (on tun. cond.) | 57 Condenser (.5 mfd.) 30-4015 |
| *16 4th Padder (on tun. cond.) | 58 Vibrator 38-5036 |
| 17 First I. F. Transformer 32-1538 | 59 Condenser (.02 mfd.) 30-4039 |
| 18 Padder (Sec. 1st I. F. Tran.) | 60 Resistor (200 ohms) 7217 |
| 19 Condenser (.03 mfd.) 30-4025 | 61 Resistor (200 ohms) 7217 |
| 20 Resistor (1 meg.) 33-1096 | 62 Condenser (.03 mfd.) 30-4025 |
| 21 Resistor (700 ohms) 6443 | 63 Power Transformer 32-7315 |
| 22 Condenser (.05 mfd.) 30-4020 | 64 Resistor (32,000 ohms) 3525 |
| 23 Padder (Pri. 2nd I. F. Tran.) | 65 Condenser (.01 mfd.) 30-4051 |
| 24 Second I. F. Transformer 32-1449 | 66 Condenser (110 mmfd.) 30-1031 |
| 25 Padder (Sec. 2nd I. F. Tran.) | 67 Filter Cond. (4-8 mfd.) 30-2107 |
| 26 Condenser (250 mmfd.) 30-1032 | 68 "B" Choke 32-7254 |
| 27 Resistor (25,000 ohms) 33-1161 | 69 Condenser (.15 mfd.) 30-4191 |
| 28 Vol. Con. & Switch Assm. 33-5088 | 70 R. F. Choke 32-1530 |
| 29 Condenser (.03 mfd.) 30-4025 | 71 Condenser (250 mmfd.) 30-1032 |
| 30 Condenser (.05 mfd.) 30-4020 | *Ground Clip 28-2488 |
| 31 Resistor (20,000 ohms) 33-1130 | Spark Plug Resistor 33-1015 |
| 32 Condenser (110 mmfd.) 30-1031 | Distributor Resistor 33-1113 |
| 33 Resistor (190,000 ohms) 33-1116 | Interference Cond. (1 mfd.) 4522 |
| 34 Condenser (.25-.25 mfd.) 30-4231 | Interference Cond. (1/2 mfd.) 30-4007 |
| 35 Resistor (32,000 ohms) 3525 | **"T" Bolt (Set Mtg.) 28-8161 |
| 36 Resistor (51,000 ohms) 5868 | *Nut (Set Mtg.) W518 |
| 37 Resistor (5,000 ohms) 6096 | Fuse 7237 |
| 38 Condenser (10-10 mfd.) 30-2076 | Fuse Insulator 27-7729 |
| 39 Condenser (250 mmfd.) 30-1032 | *Antenna Lead 38-6355 |
| 40 Condenser (.1 mfd.) 30-4170 | **"A" Lead 38-6353 |
| 41 Resistor (50,000 ohms) 6098 | **"U" Clamp (Control Mtg.) 29-1705 |
| 42 Resistor (.1 meg.) 6099 | *Nut (Control Mtg.) W317A |



- | | |
|---|---|
| Glass 27-7325 | *Knob (Plymouth DeLuxe) 27-4159 |
| *Face Assembly (Chrysler) 28-2500 | *Knob (Dodge) 27-4155 |
| *Face Assembly (Plymouth) 28-2498 | *Knob (DeSoto) 27-4153 |
| *Face Assembly (Dodge) 28-2496 | *Flex. Shaft (Tun.) (Dodge) 28-8319 |
| *Face Assembly (DeSoto) 28-2497 | *Flex. Shaft (Vol.) (Dodge) 28-8320 |
| *Pointer (Chrysler) 28-2503 | *Flex. Shaft (Tun.) (Plym., DeSoto, Chrysler) 28-8317 |
| *Pointer (Plymouth) 28-2505 | *Flex. Shaft (Vol.) (Plym., DeSoto, Chrysler) 28-8318 |
| *Pointer (Dodge) 28-2506 | |
| *Pointer (DeSoto) 28-2504 | |
| *Knob (Chrysler) 27-4163 | |
| *Knob (Plymouth Economy) 27-4156 | |

NOTE: The items marked with an asterisk are rarely required for service and will not generally be carried in stock by the local Philco Transitone service station. In case these parts are needed and they cannot be secured locally, they should be ordered by Part Number, C. O. D. from the nearest factory branch.

PHILCO TRANSITONE, A and Allegheny Ave., Phila., Pa.
 PHILCO TRANSITONE, 1951 E. Ferry St., Detroit, Mich.

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