

PHILCO TRANSITONE SERVICE BROADCAST

Special Chrysler Edition

NOVEMBER 15th, 1935

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Chrysler DeLuxe Custom Built Radio Model CT11

I. F. Transformers and Padders Model CT11

The I. F. transformers are assembled complete with padding condensers.

Both the primary and the secondary padders are placed side by side in the top of the transformer shield can. The adjusting screws are accessible thru the holes in the top of the shield. (See Fig. 2).

The coil windings terminate in leads instead of terminals or lugs. The color scheme of the leads is given in Fig. 1.

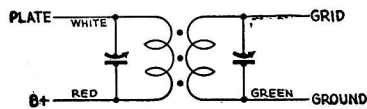


FIGURE 1

If replacements are ever necessary, replace the entire coil assembly, 32-1928 for the first I. F. stage and 32-1929 for the second I. F. stage. Neither the coil nor the padders will be furnished separately. Order only by the above numbers.

Model CT11 Adjustments

All padding adjustments are carefully made at the factory and ordinarily no readjustments are necessary. However, when readjustments to the Model CT-11 are required, the procedure given below must be followed in detail.

Equipment

Fully charged heavy duty storage battery or 6-volt power pack, 048A Philco Set Tester, 3164 Padding wrench, 27-7159 Padding screw driver.

General

OUTPUT METER — The output meter must be connected by means of an adapter to the plate of the type 41 output tube and to the Receiver chassis.

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

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

The sensitivity switch must be in the "distance" position. The tone control should be turned to the brilliant position.

Procedure

I. F. — Adjust the signal generator to exactly 260 K. C. Connect the generator lead to the grid cap of the 78 I. F. tube in series with a .1 mfd. condenser.

Adjust the secondary screw padder 29 on the second I. F. transformer for maximum reading on the output meter. Then adjust the primary screw padder 27 for maximum reading. (See Fig. 2 for location of padders).

Remove the generator lead from the 78 tube.

Connect the generator lead to the grid cap of the 6A7 tube in series with a .1 mfd. condenser. Adjust the secondary screw padder 26 on the first I. F. transformer for maximum reading on the output meter. Then adjust the primary screw padder 24 for maximum reading. (See Figure 2 for location of padders).

HIGH FREQUENCY AND R. F. — After padding the first I. F. stage remove the generator lead from the 6A7 tube. Adjust the signal generator to 1600 K. C. and then connect the generator lead to the grid cap of the 78 R. F. tube in series with a .1 mfd. condenser.

Turn the tuning condenser plates out of mesh as far as they will go. With the tuning condenser in this position, adjust the high frequency padder 18 and the R. F. padder 17 until the maximum reading is obtained on the output meter. This is the true setting for 1600 K. C., 160 on the dial scale.

LOW FREQUENCY — Turn the tuning condenser plates in mesh to approximately 580 K. C., 58 on the dial scale and adjust the signal generator to the 580 K. C. Roll the tuning condenser and adjust the low frequency padder screw 21 for maximum reading on the output meter.

HIGH FREQUENCY RE-ADJUSTMENT — Turn the tuning condenser plates out of mesh as far as they will go and adjust the signal generator to 1600 K. C. Then adjust the high frequency padder 18 again for maximum reading on the output meter.

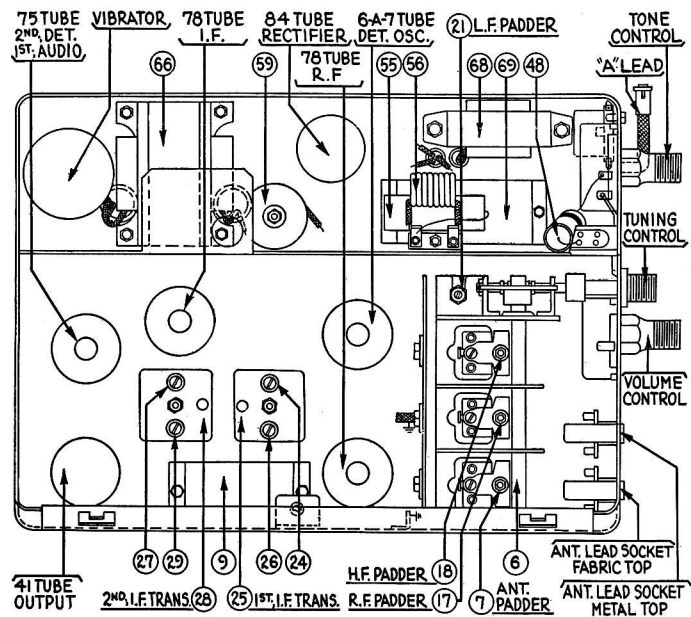


FIGURE 2

ANTENNA — Connect the generator lead to the antenna cable assembly (made up of Part No. L1915 loom and 40 inches of 16 strand No. 30 wire), using a 110 mmfd. condenser in series between the two leads. Plug the cable into the antenna socket marked "fabric top."

Turn the tuning condenser to 1400 K. C. and set the generator for 1400 K. C. Adjust the padders 17 and 7 for the maximum reading on the output meter.

When the antenna stage adjustment is made with the Receiver installed in the car, the Receiver antenna lead must be connected to the car antenna in the usual manner. The signal generator output lead should be connected to a wire placed near the car antenna but not connected to it.

If this procedure has been carefully followed and an accurately calibrated oscillator or signal generator has been used, the Receiver will be adjusted properly.

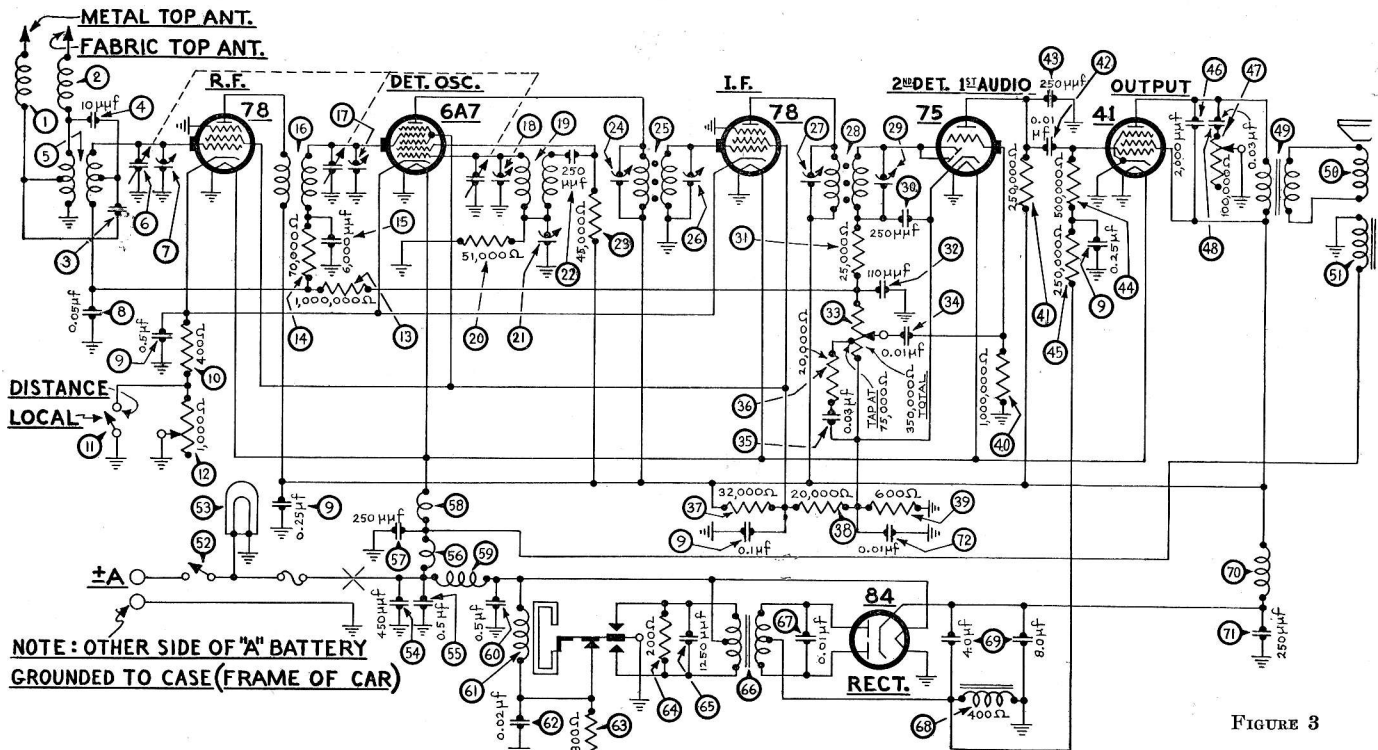


FIGURE 3

I.F. = 260 KC.

Parts List — CT-11 Chrysler De Luxe Custom-Built Radio

| No. | Description | Part No. | No. | Description | Part No. |
|-----|--------------------------------|----------|-----|---|----------|
| 1 | Antenna Choke | 38-7210 | 34 | Condenser (.450 mmfd.) | 31-6065 |
| 2 | Antenna Choke | 38-7210 | 35 | Condenser (.5 mfd.) | 30-4047 |
| 3 | Condenser (70 mmfd.) | 30-1068 | 36 | "A" Choke | 32-1644 |
| 4 | Condenser (10 mmfd.) | 30-1065 | 37 | Condenser (250 mmfd.) | 30-1032 |
| 5 | Antenna Transformer | 32-1925 | 38 | Choke | 32-1930 |
| 6 | Tuning Condenser | 31-1674 | 39 | Vibrator Choke | 32-1933 |
| 7 | First Padder (on tun. cond.) | 31-1674 | 40 | Condenser (.5 mfd.) | 30-4047 |
| 8 | Condenser (.05 mfd.) | 30-4020 | 41 | Vibrator | 38-5036 |
| 9 | Condenser (.1-25-.25-.5 mfd.) | 30-4374 | 42 | Condenser (.02 mfd.) | 30-4039 |
| 10 | Resistor (400 ohms) | 33-1211 | 43 | Resistor (300 ohms) | 33-3130 |
| 11 | Sensitivity Control Switch | 42-1140 | 44 | Resistor (200 ohms) | 33-1210 |
| 12 | Sensitivity Control | 33-5129 | 45 | Condenser (1250 mmfd.) | 30-5886 |
| 13 | Resistor (1,000,000 ohms) | 33-1096 | 46 | Power Transformer | 32-7482 |
| 14 | Resistor (70,000 ohms) | 33-1115 | 47 | Condenser (.01 mfd.) | 30-4381 |
| 15 | Condenser (6000 mmfd.) | 30-4123 | 48 | Filter Choke | 32-7491 |
| 16 | R. F. Transformer | 32-1926 | 49 | Filter Condenser (4-8 mfd.) | 30-2134 |
| 17 | Second Padder (on tun. cond.) | 31-1674 | 50 | R. F. Choke | 32-1937 |
| 18 | Third Padder (on tun. cond.) | 31-1674 | 51 | Condenser (250 mmfd.) | 30-1032 |
| 19 | Oscillator Transformer | 32-1927 | 52 | Condenser (.01 mfd.) | 30-4124 |
| 20 | Resistor (51,000 ohms) | 30-6098 | 53 | Four Hole Socket | 27-6044 |
| 21 | Low Frequency Padder | 31-6056 | 54 | Five Hole Socket | 27-6035 |
| 22 | Condenser (250 mmfd.) | 30-1032 | 55 | Six Hole Socket | 27-6036 |
| 23 | Resistor (45,000 ohms) | 32-5256 | 56 | Seven Hole Socket | 27-6037 |
| 24 | Padder (pri. 1st I. F. trans.) | 32-1928 | 57 | Designation Plate | 28-3290 |
| 25 | First I. F. Transformer | 32-1928 | 58 | Spark Plug Resistor | 33-1015 |
| 26 | Padder (Sec. 1st I. F. trans.) | 32-1928 | 59 | Distributor Resistor | 33-1113 |
| 27 | Padder (Pri. 2nd I. F. trans.) | 32-1929 | 60 | Interference Condenser (.5 mfd.) | 30-4007 |
| 28 | Second I. F. Transformer | 32-1929 | 61 | Interference Condenser (1 mfd.) | 4522 |
| 29 | Padder (Sec. 2nd I. F. trans.) | 32-1929 | 62 | Receiver Housing | 38-1568 |
| 30 | Condenser (250 mmfd.) | 30-1032 | 63 | Carriage Bolt (Set Mtg.) | W825B |
| 31 | Resistor (25,000 ohms) | 33-1013 | 64 | Nut (Set Mtg.) | W98A |
| 32 | Condenser (110 mmfd.) | 30-1031 | 65 | Washer (Set Mtg.) | 4486 |
| 33 | Volume Control (350,000 ohms) | 33-5121 | 66 | Bracket (Set Mtg.) | 29-3086 |
| 34 | Condenser (.01 mfd.) | 30-4124 | 67 | Clamp (Control Mtg.) Plymouth and DeSoto Deluxe | 29-3300 |
| 35 | Condenser (.03 mfd.) | 30-4025 | 68 | Clamp (Control Mtg.) Dodge | 29-3281 |
| 36 | Resistor (20,000 ohms) | 33-1178 | 69 | Clamp (Control Mtg.) DeSoto Custom | 29-3323 |
| 37 | Resistor (32,000 ohms) | 3525 | 70 | Clamp (Control Mtg.) Chrysler | 29-3280 |
| 38 | Resistor (20,000 ohms) | 6650 | 71 | Nut (Clamp Mtg.) | W317A |
| 39 | Resistor (600 ohms) | 33-1212 | 72 | Fuse | 7227 |
| 40 | Resistor (1,000,000 ohms) | 33-1097 | 73 | Fuse Insulator | 27-7131 |
| 41 | Resistor (250,000 ohms) | 33-1097 | 74 | Control Stud | 28-6145 |
| 42 | Condenser (.01 mfd.) | 30-4145 | 75 | Pilot Lamp Assembly | 38-7213 |
| 43 | Condenser (250 mmfd.) | 30-1032 | 76 | Tuning Control Shaft | 28-8439 |
| 44 | Resistor (500,000 ohms) | 30-6097 | 77 | Volume Control Shaft | 28-8440 |
| 45 | Resistor (250,000 ohms) | 33-1097 | 78 | Tone Control Shaft | 28-8441 |
| 46 | Condenser (2000 mmfd.) | 30-4177 | 79 | Drum Assembly (Chrysler) | 42-5437 |
| 47 | Tone Control | 33-5141 | 80 | Drum Assembly (DeSoto DeLuxe) | 42-5438 |
| 48 | Condenser (.03 mfd.) | 30-4380 | | | |
| 49 | Output Transformer | 2598 | | | |
| 50 | Cone & Voice Coil | 36-3159 | | | |
| 51 | Field Coil Assembly | 02795 | | | |
| 52 | On and Off Switch | 42-5408 | | | |
| 53 | Pilot Lamp | 34-2039 | | | |

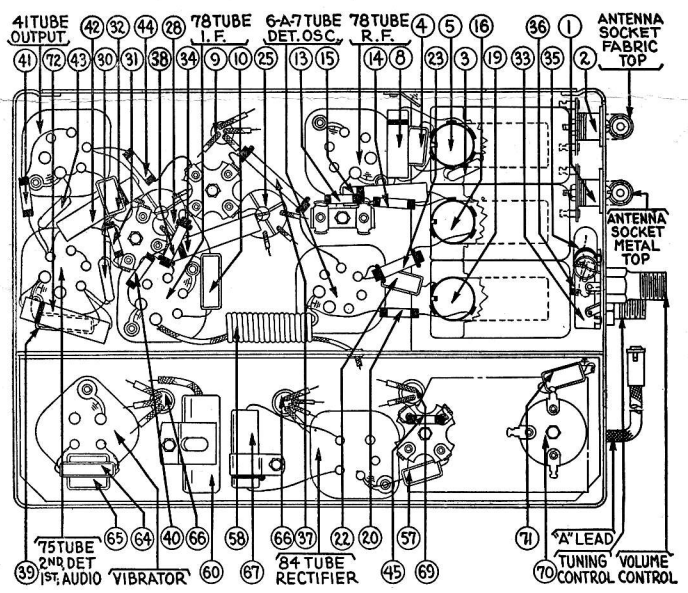


FIGURE 4

| No. | Description | Part No. | No. | Description | Part No. |
|-----|---------------------------------------|----------|-----|----------------------------------|----------|
| 1 | Drum Assembly DeSoto Custom | 42-5505 | 27 | Tuning and Volume Knob (DeSoto) | 27-4243 |
| 2 | Drum Assembly (Dodge) | 42-5435 | 28 | Tone Control Knob (Plymouth P-1) | 27-4264 |
| 3 | Drum Assembly (Plymouth) | 42-5407 | 29 | Tone Control Knob (Plymouth P-2) | 27-4227 |
| 4 | Tuning and Volume Knob (Plymouth P-1) | 27-4263 | 30 | Tone Control Knob (Dodge) | 27-4245 |
| 5 | Tuning and Volume Knob (Plymouth P-2) | 27-4233 | 31 | Tone Control Knob (Chrysler C-7) | 27-4229 |
| 6 | Tuning and Volume Knob (Dodge) | 27-4233 | 32 | Tone Control Knob (Chrysler C-8) | 27-4228 |
| 7 | Tuning and Volume Knob (Chrysler C-7) | 27-4246 | 33 | Tone Control Knob (DeSoto) | 27-4242 |
| 8 | Tuning and Volume Knob (Chrysler C-8) | 27-4235 | 34 | Shield Loom Assembly | 38-7295 |
| 9 | Tuning and Volume Knob (DeSoto) | 27-4234 | | | |

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