

INSTALLATION AND OPERATING INSTRUCTIONS

MODEL 817

THE PHILCO AUTO RADIO MODEL 817 is Philco's newest in automobile radio. It is a highly developed superheterodyne, single-unit type Receiver, with all the modern features required in such a fine instrument.

THE NEW RECEIVER IS EQUIPPED WITH AN ADJUSTABLE ANTENNA STAGE, WHICH MAKES IT POSSIBLE TO OPERATE THE RECEIVER AT MAXIMUM EFFICIENCY ON ANY ROOF-TYPE OF UNDER-CAR TYPE ANTENNA.

The Receiver, the full-size speaker and full-wave Philco Vibrator are housed in a rugged, compact, fully shielded container which is designed for quick and easy installation on the dash of all automobiles, with two "Tee" bolts. The installation in most cars, can be easily made above the steering column. The loud speaker faces the front seat, so that the improved full-size Philco Electro-dynamic Speaker delivers its full-toned reproduction toward the occupants of the car with utmost fidelity. The speaker panel is easily removed so that tubes and vibrator are accessible for service.

All tubes used are the latest Philco High Efficiency Tubes, designed for automobile radio. Several of these tubes perform the functions formerly requiring two or

three tubes, thereby effecting greater tube economy, reducing the number of tubes necessary for satisfactory operation, and also reducing the amount of current taken from the car battery to a minimum.

Philco's system of automatic volume control is used, giving smooth, elastic control which counteracts fading while driving along under varying conditions and prevents blasting of local stations.

The tone control is right at the finger tips on the control unit.

This new, all-electric Receiver is equipped with improved interference filters and especially designed shielding to eliminate motor interference making it possible to install it quickly and easily.

The new streamline "wide vision" control can be installed on the edge of the instrument board. This control unit is exceptionally attractive and is designed to blend harmoniously with the instrument boards of practically all cars.

There are only two connections to make, one to the antenna, the other to the ammeter binding post.

Now, more than ever, **THE NEW PHILCO AUTO RADIO IS EASY TO INSTALL and is a PLEASURE TO OPERATE.**

GENERAL INSTRUCTIONS

ANTENNA—In cars equipped with a top antenna, the lead-in is generally brought down one of the windshield pillars and coiled behind the cowl trim panel. In such cases, the Receiver antenna lead must be spliced to the antenna lead-in as close as possible to the corner post. Ground the shield pigtail to the cowl panel under a convenient screw.

In cars having an all-metal turret top, the Philco special Under-car Antenna (Part No. 45-1128 Kit) should be installed. The shielded antenna lead furnished with the kit must be brought through the floor of the car to the Receiver. Keep the lead-in out of the motor compartment. Complete instructions are furnished with the antenna kit.

RECEIVER—The Receiver must be installed under the cowl on the dash. Be sure that in the location selected, there is ample foot room and that the Receiver does not in any way interfere with the operation of the control pedals and ventilators. The Receiver can be installed on the right side of the dash, in the center or on the left side above the steering column. (Figure 3 shows a typical installation on the left side.)

A cardboard template is provided so that the mounting bolt hole locations can be easily and accurately marked on the dash. The Receiver fastens to the dash with two "Tee" bolts. (See Figure 1). Drill two 7/16 inch holes and loosely assemble the "Tee" bolts. Install the Receiver on the dash, hooking the "Tee" bolts into the brackets on the Receiver. Tighten the Receiver securely in place.

CONTROL UNIT—The control unit fastens to the bottom edge of the instrument board. (Figure 3 shows a typical installation). Drill two holes in the instrument board flange

in the desired location and fasten the control mounting bracket securely by means of bolts and nuts. Seat the volume control shaft end in the proper bushing on the Receiver housing and fasten the shaft casing nut securely. (See Figures 2 and 3). Before coupling the tuning control shaft to the Receiver, turn the tuning control knob counter-clockwise to the mark below 55 on the scale. To couple the shaft, turn the knob counter-clockwise slowly until the shaft end is seated in the bushing and tighten the knurled casing nut securely with the fingers.

To adjust the setting of the control unit, after coupling the flexible shaft to the Receiver, turn the tuning control knob counter-clockwise as far as possible.

"A" BATTERY CONNECTIONS—Place the fuse and fuse insulator in the metal fuse housing in the control "A" lead. Couple this to the short Receiver lead and then connect the other "A" lead to the ammeter stud on the rear of the instrument board.

ANTENNA CONNECTIONS—When the radio is installed in a car having a top screen antenna, an under-car antenna, spare wheel antenna or an antenna having a similar low capacity (50 mmfd. to 450 mmfd.) — place the "connector plug" in the antenna lead connector and then plug the antenna lead into the antenna lead connector. (See Figure 2).

When the radio is installed in a car having a metal insert top antenna, insulated door antenna, insulated trunk cover or an antenna having a similarly high capacitance (450 mmfd. to 2500 mmfd.) place the "condenser connector" in the antenna lead connector and then plug the antenna lead into the antenna lead connector.

PHILCO TRANSITONE INSTALLATION AND OPERATING INSTRUCTIONS—MODEL 817

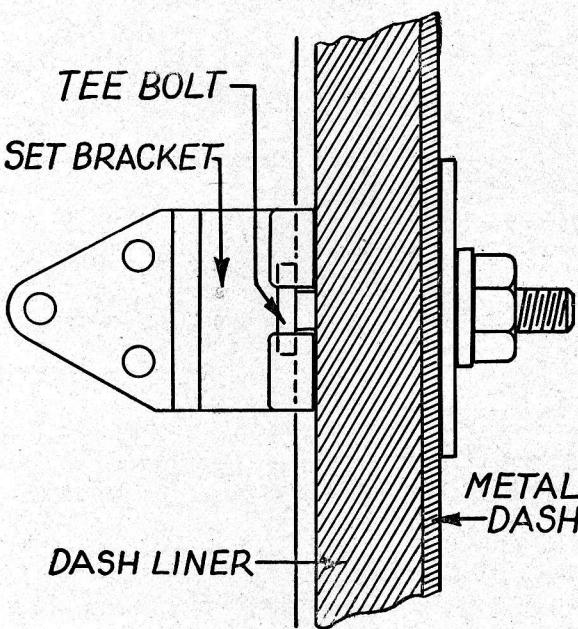


FIGURE 1

TONE CONTROL CONNECTION—The tone control switch is on the bottom of the control unit. Connect the black lead from the tone control switch to the Receiver. The location of the tone control connector is shown in Figure 2.

ANTENNA COUPLING ADJUSTMENT—Turn on the radio and tune in a *weak broadcast signal at approximately 75* on the control scale. The volume control should be turned well up. With a small screw driver, adjust the antenna coupling condenser for the maximum signal.

MOTOR INTERFERENCE SUPPRESSION—Remove the coil-to-distributor high tension lead from the distributor. Cut two inches from the end of the lead and screw on the distributor resistor. Then plug the distributor resistor into the distributor cap.

While the standard distributor resistor can be used in most cases, there will be occasions when it will be necessary to use a double end screw type resistor (Part No. 4851) in the coil-to-distributor high tension lead, close to the distributor. Cars equipped with two ignition coils require two distributor resistors. Extra resistors can be obtained from the nearest Philco dealer or distributor.

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 or to the ignition switch. The condenser bracket must be fastened securely to a 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.

In some cases, it may be necessary to connect an additional condenser to the ammeter or to the dome light lead at the corner post. On some cars, a condenser can be used to advantage on the electric oil gauge or on the gas gauge. Connect the condenser to the terminal of the gauge and bolt the condenser securely to the frame or some other grounded part of the car.

Interference from electric clocks can be eliminated by connecting an interference condenser to the ammeter terminal.

Thirty inches of $\frac{1}{2}$ " copper braid is furnished for use as ground straps as required.

In some particularly stubborn cases, bonding the steering column to the dash with a short lead will be effective. Clean the paint from the steering column at the dash where it enters the motor compartment and solder on a short piece of braid, grounding this to the dash.

In other cases it may be necessary to ground the tubing and rods coming thru the dash in order to reduce the interference. (See Figure 4). Clean them with emery cloth and spot solder the braid, fastening the end under a convenient screw. When an under-car antenna is used it may be necessary to ground the exhaust pipe to the frame of the car with a piece of copper braid. The ground connection should be made ahead of the dash.

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 metal 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.

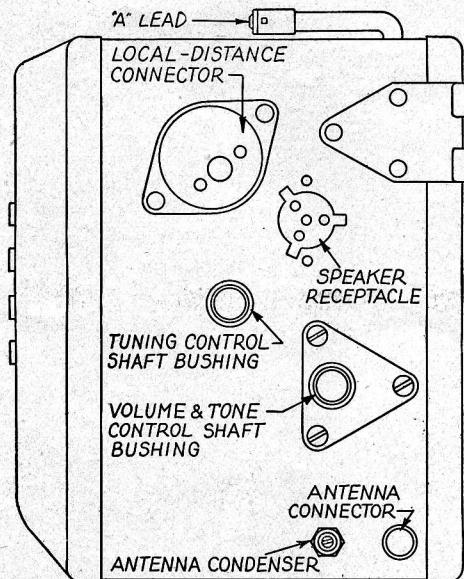


FIGURE 2

If the installation has been made carefully and the usual precautions observed, it should not be necessary to use spark plug resistors. In the event these operations do not reduce ignition disturbances to a satisfactory level, spark plug resistors should be installed. These can be obtained from the nearest Philco dealer or distributor.

OPERATION

The radio switch is in the center of the control above the dial opening. The "off" position is to the right, the "on" position, to the left. The left-hand knob controls the volume, the right-hand knob the tuning. The tone control switch is in the center of the control at the bottom. The "bright" position is to the left, the deep or bass position is to the right.

Turn the radio "on." Allow the tubes to heat up, then adjust the volume control and 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 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 should be adjusted to the tone most pleasing. Speech is usually clearest when in the bright position while orchestras may sound best with the control in the deep position.

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. This will subdue the harsh, rasping static.

PHILCO TRANSITONE INSTALLATION AND OPERATING INSTRUCTIONS—MODEL 817

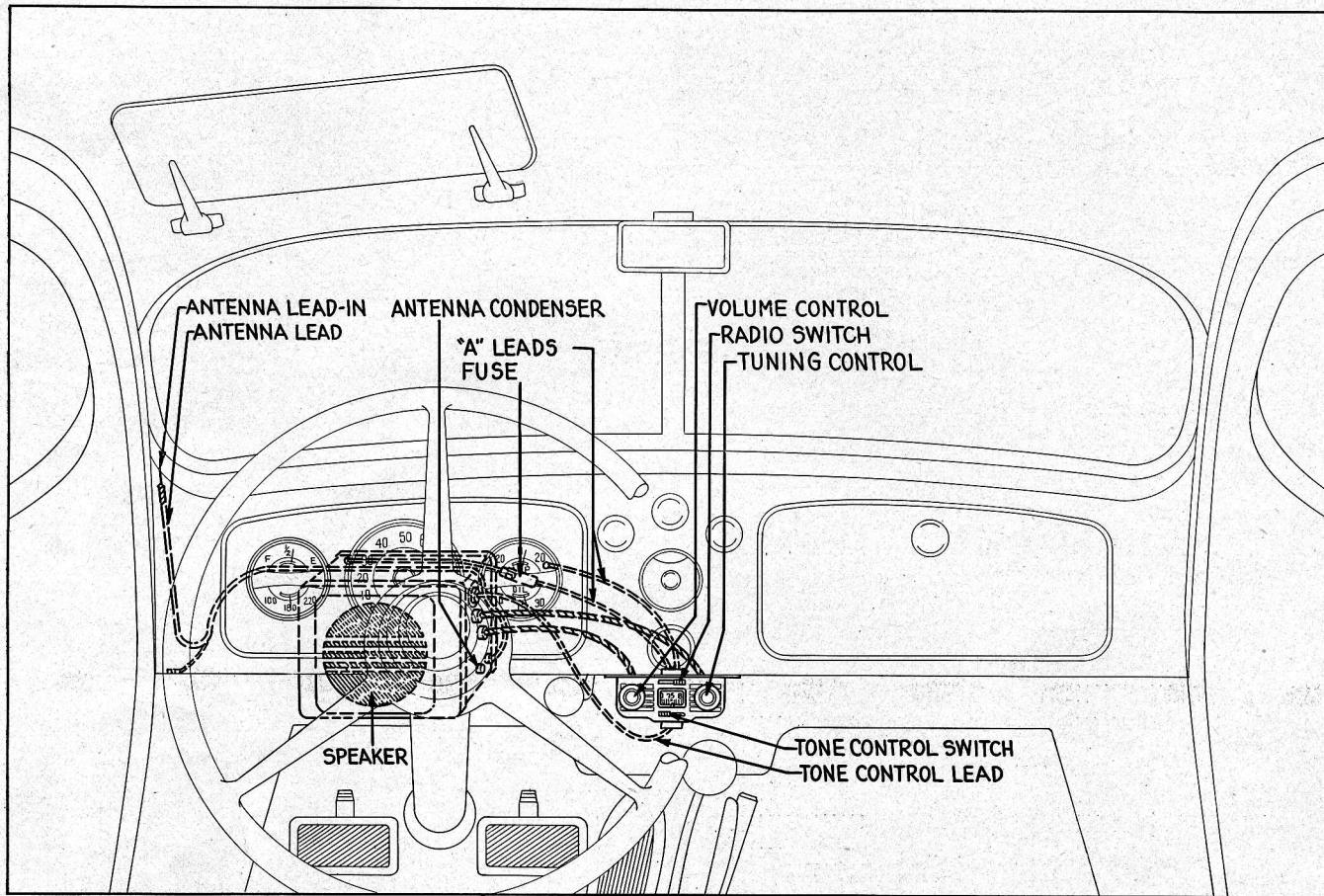


FIGURE 3

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 interference, 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.

MAINTENANCE AND SERVICE

The Receiver is fully covered by the Standard Warranty (see below). Read it carefully. Should this Receiver or the Receiver installation ever require attention, go immediately to your dealer or to the service station that made the installation for efficient service.

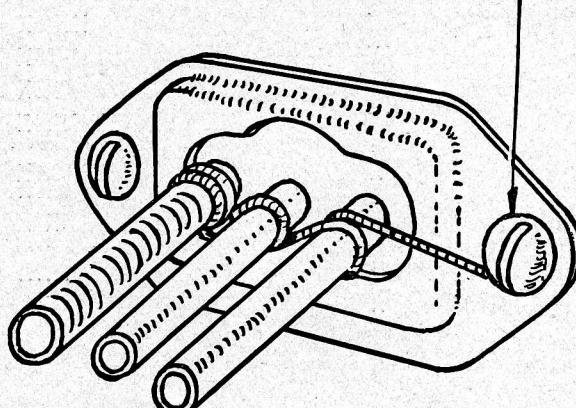
The installation record should be filled out by your dealer at the time the installation is made. Keep the record for your protection in case you ever do require service.

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

REPLACEMENT PARTS—Use only genuine PHILCO replacements parts. Don't jeopardize the performance of your Receiver by using inferior parts.

DO NOT ATTEMPT TO ADJUST THE VIBRATOR—If service is ever required, go to your dealer or to the nearest authorized Philco Auto Radio Service Station.

REMOVE PAINT FROM UNDER SCREW HEAD



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.

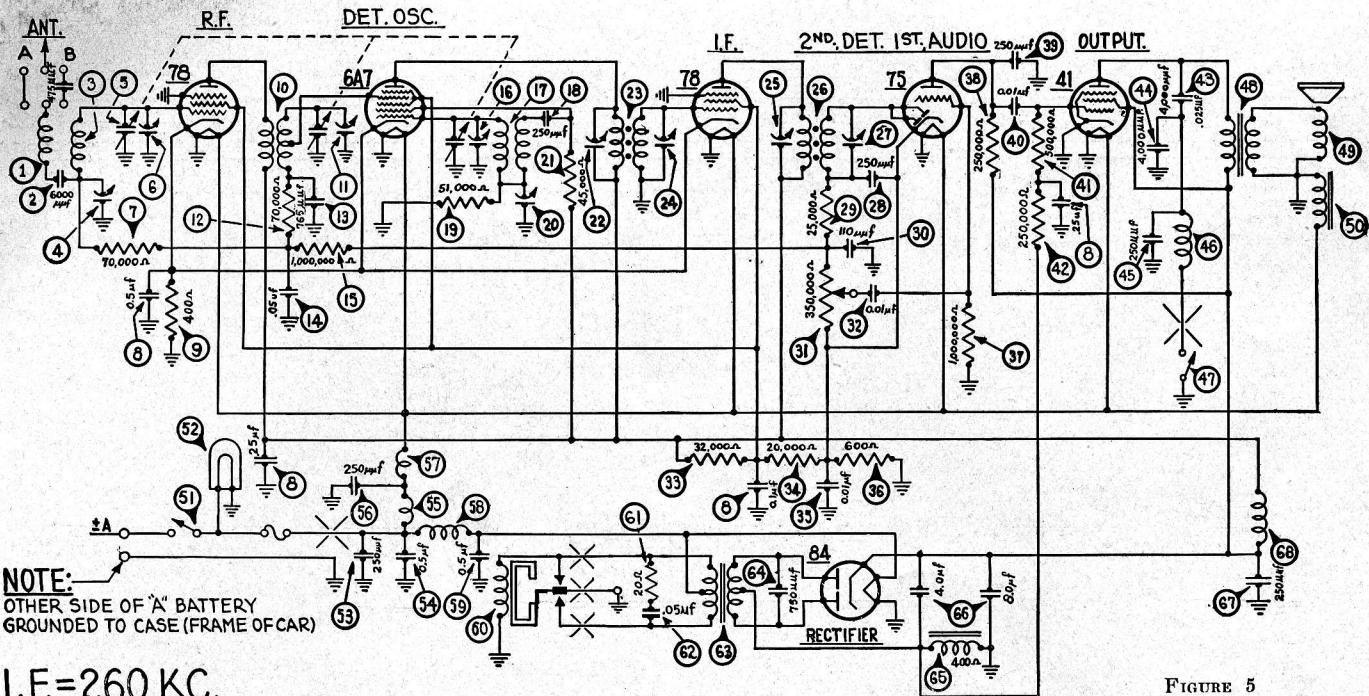


FIGURE 5

NOTE: When the Receiver is installed in a car having a top antenna, under-car antenna, spare wheel antenna or antenna having a similarly low relative capacitance (50 mmf. to 450 mmf.) use connector plug in "A."

When the Receiver is installed in a car having a metal insert top antenna, insulated door antenna, insulated trunk cover antenna or antenna having similarly high relative capacitance (450 mmf. to 2500 mmf.) use condenser plug in "B."

MODEL 817 — PARTS LIST

No.	Description	Part No.	No.	Description	Part No.
①	Antenna Choke	38-7516	⑭	Condenser (4000 mfd.)	30-4185
②	Condenser (6,000 mfd.)	30-4125	⑮	Condenser (250 mfd.)	30-1032
③	Antenna Transformer	32-1984	⑯	Choke	32-2063
④	Antenna Coupling Condenser	31-6082	⑰	Tone Control Switch	42-1160
⑤	Tuning Condenser	31-1769	⑲	Output Transformer	32-7495
⑥	First Padder (on tun. cond.)		⑳	Cone and Voice Coil	36-3586
⑦	Resistor (70,000 ohms)	33-370334	㉑	Field Coil Assembly	36-3597
⑧	Condenser (.1-.25-.25-.5 mfd.)	30-4415	㉒	'On and Off Switch'	42-1160
⑨	Resistor (400 ohms)	33-1211	㉓	Pilot Lamp	34-2039
⑩	R. F. Transformer	32-1985	㉔	Condenser (250 mmf.)	30-1032
⑪	Second Padder (on tun. cond.)		㉕	Condenser (.5 mfd.)	30-4015
⑫	Resistor (70,000 ohms)	33-370334	㉖	"A" Choke	32-1432
⑬	Condenser (765 mmf.)	30-1069	㉗	Condenser (250 mfd.)	30-1032
⑭	Condenser (.05 mfd.)	3615-089	㉘	Vibrator Choke	32-2038
⑮	Resistor (1,000,000 ohms)	33-510344	㉙	Condenser (.5 mfd.)	30-4015
⑯	Oscillator Transformer	32-1986	㉚	Vibrator	41-3170D
⑰	Condenser (250 mfd.)	30-1032	㉛	Resistor (20 ohms)	33-020133
⑱	Resistor (51,000 ohms)	33-351344	㉜	Condenser (.05 mfd.)	30-40208
⑲	Low Frequency Padder	31-6083	㉝	Power Transformer	32-7550
⑳	Resistor (45,000 ohms)	33-345344	㉞	Condenser (750 mmf.)	30-4420
㉑	Padder (Pri. 1st I. F. Trans.)		㉟	Filter Choke	32-7545
㉒	First I. F. Transformer	32-2026	㉛	Filter Condenser (4-8 mfd.)	30-2150
㉓	Padder (Sec. 1st I. F. Trans.)		㉞	Condenser (250 mfd.)	30-1032
㉔	Padder (Pri. 2nd I. F. Trans.)		㉟	"B" Choke	32-1281
㉕	Second I. F. Transformer	32-2027	㉞	Four Prong Socket	27-6044
㉖	Padder (Sec. 2nd I. F. Trans.)		㉟	Five Prong Socket	27-6035
㉗	Condenser (250 mmf.)	30-1032	㉟	Six Prong Socket	27-6036
㉘	Resistor (25,000 ohms)	33-325344	㉟	Seven Prong Socket	27-6037
㉙	Condenser (110 mmf.)	30-1031	㉟	Control Assembly	42-5536
㉚	Volume Control		㉟	Knob	27-4288
㉛	(350,000 ohms)	33-5148	㉟	Antenna Condenser	30-4412
㉜	Condenser (.01 mfd.)	3903-08U	㉟	Connector Plug	29-6423
㉟	Resistor (32,000 ohms)	33-332434	㉟	Insulator	27-8199
㉟	Resistor (20,000 ohms)	33-320334	㉟	Fuse	7227
㉟	Condenser (.01 mfd.)	3903-08G	㉟	Fuse Insulator	27-7729
㉟	Resistor (600 ohms)	33-1212	㉟	"Tee" Bolt (Rec. Mtg.)	28-6161
㉟	Resistor (1,000,000 ohms)	33-510344	㉟	Nut (Rec. Mtg.)	W518A
㉟	Resistor (250,000 ohms)	33-424344	㉟	Speaker (Model CB)	36-1203
㉟	Condenser (.250 mfd.)	30-1032	㉟	Pilot Lamp Assembly	38-7213
㉟	Condenser (.01 mfd.)	3903-08U	㉟	Dial Assembly	42-5539
㉟	Resistor (500,000 ohms)	33-449344	㉟	Tuning & Volume Shaft	28-8495
㉟	Resistor (250,000 ohms)	33-424344	㉟	Distributor Resistor	33-1196
㉟	Condenser (.025 mfd.)	7653-08U	㉟	Interference Condenser	30-4007

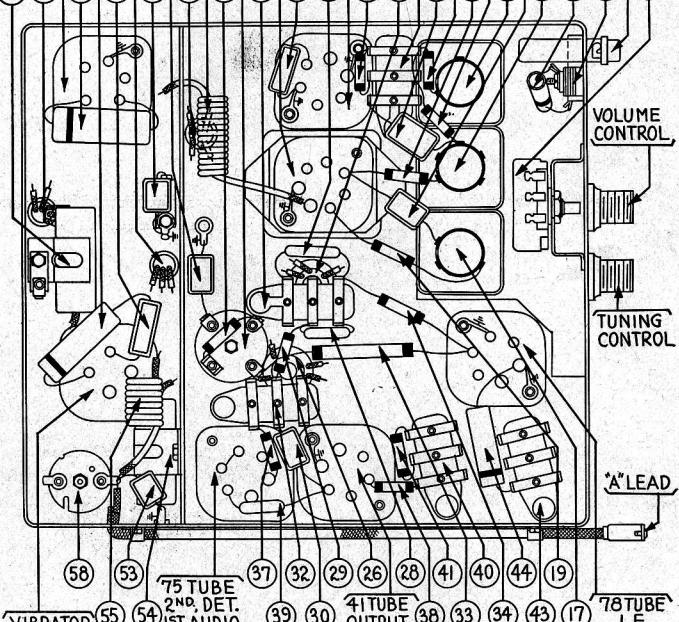


FIGURE 6

TRANSITONE AUTOMOBILE RADIO CORP.
PHILADELPHIA, PA.

Model 817 — Installation Registration

Receiver Serial No.

Date

Installed by

Make and Year of Car

Owner's Name

Owner's Address

KEEP THIS INSTALLATION RECORD. IT IS IMPORTANT IN CASE YOU EVER REQUIRE SERVICE.

For All Authorized Warranty
Labor Distributors — Service
Distributors and Service Stations

PHILCO AUTO RADIO

BULLETIN NO. 26

February 1, 1936

INSTALLATION AND OPERATING INSTRUCTIONS MODEL 817B

THE PHILCO AUTO RADIO MODEL 817B is Philco's newest automobile radio, designed especially for the 1936 Buick car. It is a highly developed superheterodyne, single unit Receiver, with all the modern features required in such a fine instrument.

The Receiver, the full size speaker and the improved full-wave Philco vibrator are housed in a rugged, compact, fully shielded container which is designed for a quick and easy installation on the dash of the 1936 Buick cars with two "Tee" bolts. The installation can be made easily above the steering column.

The loud speaker faces the front seat so that the improved full-size Philco electro-dynamic speaker delivers its full toned reproduction toward the occupants of the car with utmost fidelity. The speaker panel is easily removed so that tubes and vibrator are accessible for service.

All tubes used are the latest Philco High Efficiency tubes, designed for automobile radio. Several of these tubes each perform the functions formerly requiring two or three tubes, thereby effecting greater tube economy, reducing the number of tubes necessary for satisfactory operation, and also reducing the amount of current taken from the car battery to a minimum.

Philco's system of automatic volume control is used, giving smooth, elastic control which counteracts fading while driving along under varying conditions and prevents blasting of local stations.

The tone control is right at the finger tips on the control unit.

This new, all-electric Receiver is equipped with improved interference filters and especially designed shielding to eliminate motor interference making it possible to install it quickly and easily.

The special "customized" control unit matches the instrument board fittings and is designed for installation in the space provided for radio control in the instrument board of the 1936 Buick cars.

There are only two connections to make, one to the antenna, the other to the ammeter binding post.

Now, more than ever, THE NEW PHILCO AUTO RADIO IS EASY TO INSTALL and is a PLEASURE TO OPERATE.

GENERAL INSTRUCTIONS

ANTENNA—The 1936 Buick cars have an all steel turret top which makes it necessary to install the antenna under the running boards. The special Philco Under-car antenna (Part No. 45-1128 Kit) should be installed. The shielded antenna lead-in furnished with the kit must be brought through the opening between the left front fender and the dash. Drill a $\frac{1}{2}$ " hole in the left side of the toe board and run the antenna lead-in through it to the Receiver. Keep the lead-in out of the motor compartment. Complete instructions for installing the antenna are furnished with the antenna kit.

RECEIVER—Install the Receiver on the left side of the dash above the steering column. A cardboard template is furnished so that the mounting bolt hole locations can be easily and accurately marked on the dash. The Receiver fastens to the dash with two "Tee" bolts. (See Figure 1). Drill two $7/16$ " holes and loosely assemble the "Tee" bolts. Install the Receiver on the dash, hooking the "Tee" bolts into the brackets on the Receiver. Tighten the Receiver securely in place.

When drilling the holes in the dash, care should be taken not to drill through any tubing or cables that are strapped against the dash in the motor compartment.

CONTROL UNIT—The slotted red light shield must be placed on the radio (right) switch lever and the opaque shield on the left switch lever.

Loosen the nut on the rear of the cigar lighter panel and then remove the ornamental cover plate from the center of the instrument board. This is fastened with two nuts in the rear of the plate. Place the face of the control against the back of the instrument board with the ends of the shafts protruding through to the front. Next place the control bezel plate over the shafts and switch levers and against the front of the instrument board. Put the hex nuts on the threaded portion of the control shaft bushings and tighten securely.

Tighten the nut on the rear of the cigar lighter panel.

Press the knobs over the chromium plated, knob base washers and then put the knobs on the shafts. Tighten the set screws in the knobs securely.

Seat the volume control shaft in the proper bushing on the Receiver housing (see Figure 2 and Figure 3) and tighten the shaft casing nut securely. Before coupling the tuning control shaft to the Receiver, turn the tuning control knob counter-clockwise to the mark below 55 on the scale. To couple the shaft, turn the knob counter-clockwise slowly until the shaft end is seated in the bushing and tighten the knurled casing nut securely with the fingers.

To adjust the setting of the control unit, after coupling the flexible shaft to the Receiver, turn the tuning control knob counter-clockwise as far as possible.

PHILCO TRANSITONE INSTALLATION AND OPERATING INSTRUCTIONS—MODEL 817B

"A" BATTERY CONNECTIONS—Place the fuse and fuse insulator in the metal fuse housing in the control "A" lead. Couple this to the short Receiver lead and then connect the other "A" lead to the ammeter stud on the rear of the instrument board.

ANTENNA CONNECTION—Place the connector plug (supplied with the Receiver) in the antenna lead connector in the Receiver and then plug the antenna lead into the antenna lead connector. The location of the antenna connector is shown in Figure 2.

TONE CONTROL CONNECTION—The tone control switch is on the left of the control unit. Connect the black lead from the tone control switch to the Receiver. The location of the tone control connector is shown in Figure 2.

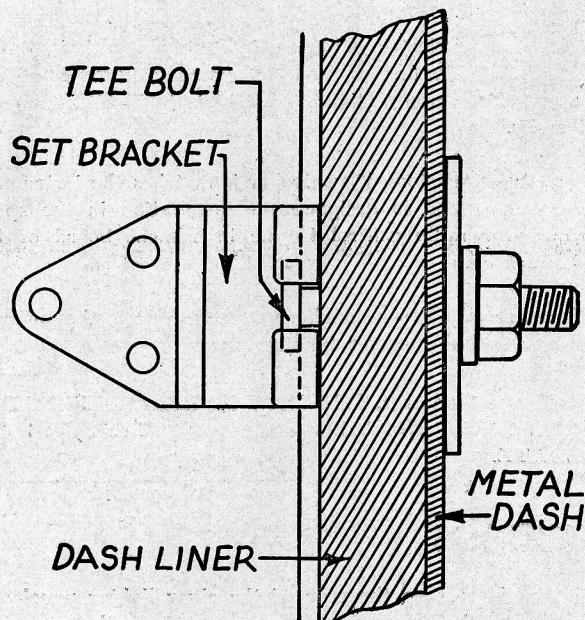


FIGURE 1

ANTENNA COUPLING ADJUSTMENT—Turn on the radio and tune in a *weak broadcast signal at approximately 75* on the control scale. The volume control should be turned well up. With a small screw driver, adjust the antenna coupling condenser for the maximum signal. The location of the coupling condenser is shown in Figure 2.

MOTOR INTERFERENCE SUPPRESSION—Remove the coil-to-distributor high tension lead from the distributor. Cut two inches from the end of the lead and screw on the distributor resistor. Then plug the distributor resistor into the distributor cap.

Two interference condensers are furnished — one must be connected to the generator terminal of the cut-out, the other to the ammeter. The condenser bracket must be fastened securely to a grounded metal part of the car. The condenser on the generator can be fastened to the generator housing under the same screw that holds the cut-out, while the ammeter condenser can be fastened to the flange of the instrument board.

If the installation has been made carefully and the usual precautions observed, it should not be necessary to use spark

plug resistors. In the event these operation do not reduce ignition disturbances to a satisfactory level, spark plug resistors should be installed. These can be obtained from the nearest Philco dealer or distributor.

OPERATION

The radio switch is in the center of the control to the right of the dial opening. The "on" position is to the bottom and the "off" position to the top. The bottom knob controls the volume and the top knob controls the tuning. The tone control switch is in the center of the control at the left of the dial opening. The "bright" position is to the bottom, the deep or bass position to the top.

Turn the radio "on." Allow the tubes to heat up, then adjust the volume control and 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 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 should be adjusted to the tone most pleasing. Speech is usually clearest when in the bright position while orchestras may sound best with the control in the deep position.

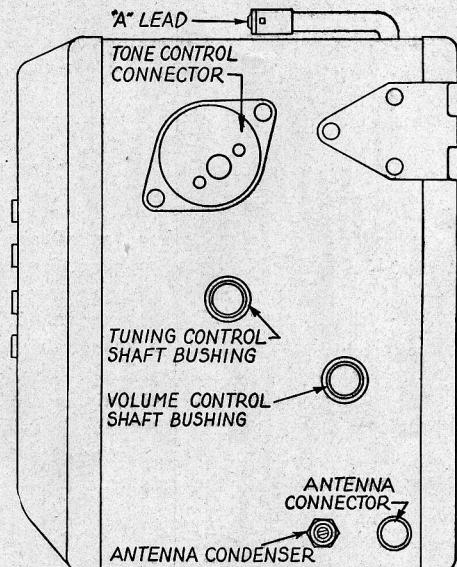


FIGURE 2

Another use of the tone control is as a static modifier. When driving through extremely noisy locations, the tone control should be set on 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 interference, 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.

PHILCO TRANSITONE INSTALLATION AND OPERATING INSTRUCTIONS—MODEL 817B

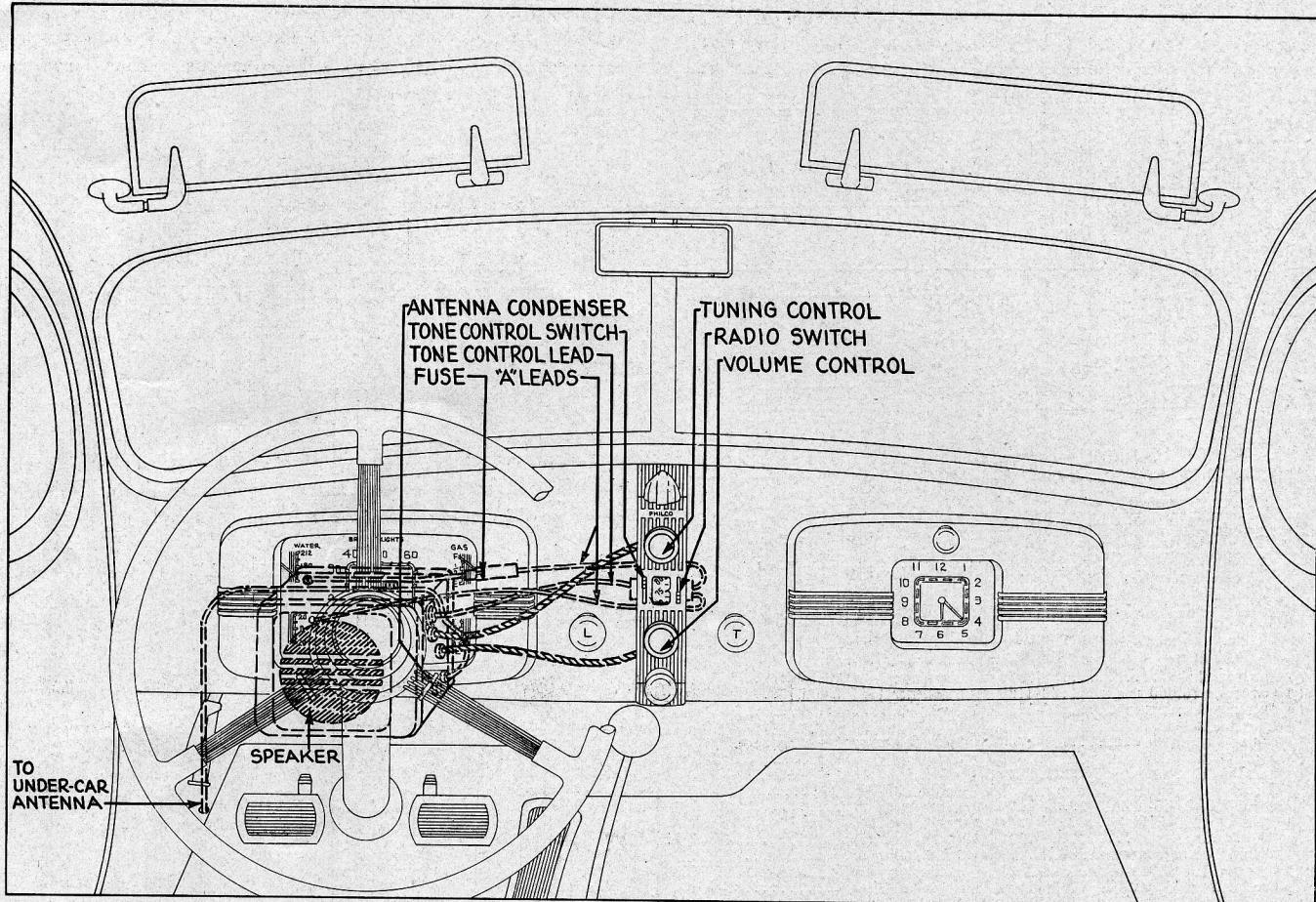


FIGURE 3

MAINTENANCE AND SERVICE

The Receiver is fully covered by the Standard Warranty. (See next page). Read it carefully. Should this Receiver or the Receiver installation ever require attention, go immediately to your dealer or the service station that made the installation for efficient service.

The installation record should be filled out by your dealer at the time the installation is made. Keep the record for your protection in case you ever do require service.

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

REPLACEMENT PARTS—Use only genuine PHILCO replacement parts. Don't jeopardize the performance of your Receiver by using inferior parts.

DO NOT ATTEMPT TO ADJUST THE VIBRATOR—If service is ever required, go to your dealer or to the nearest authorized Philco Auto Radio Service Station.

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.

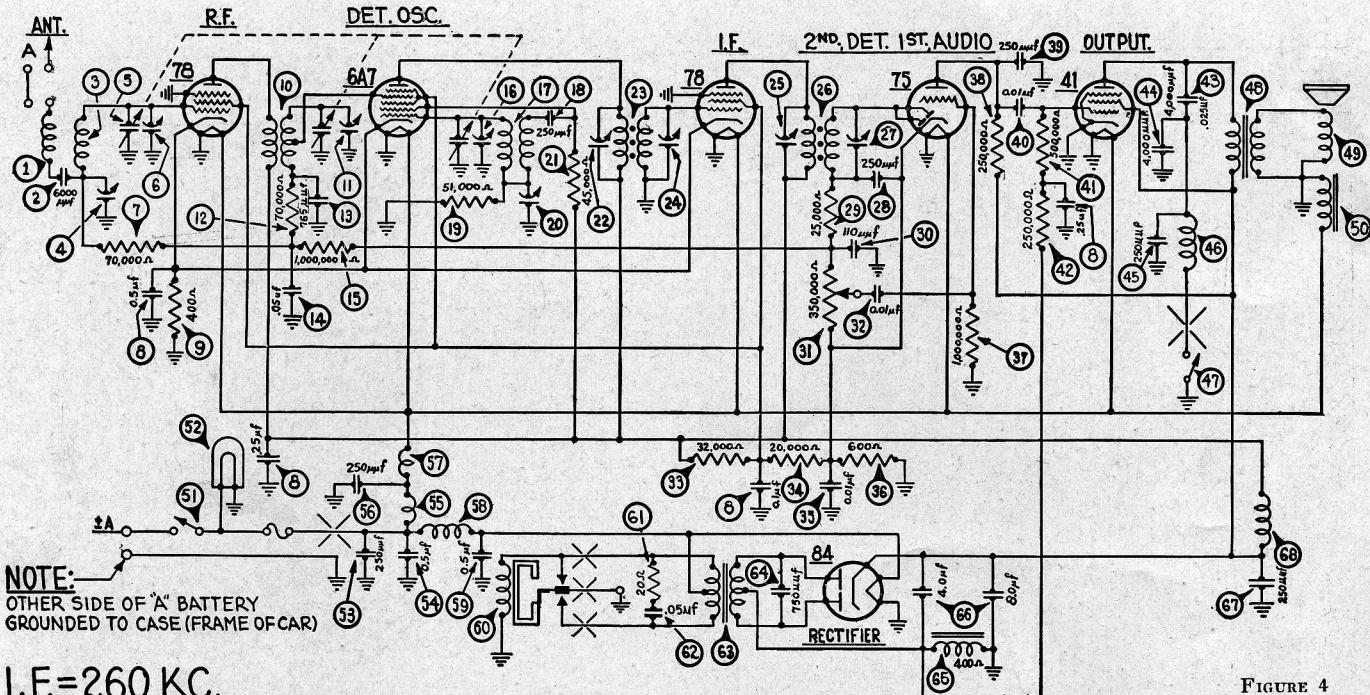
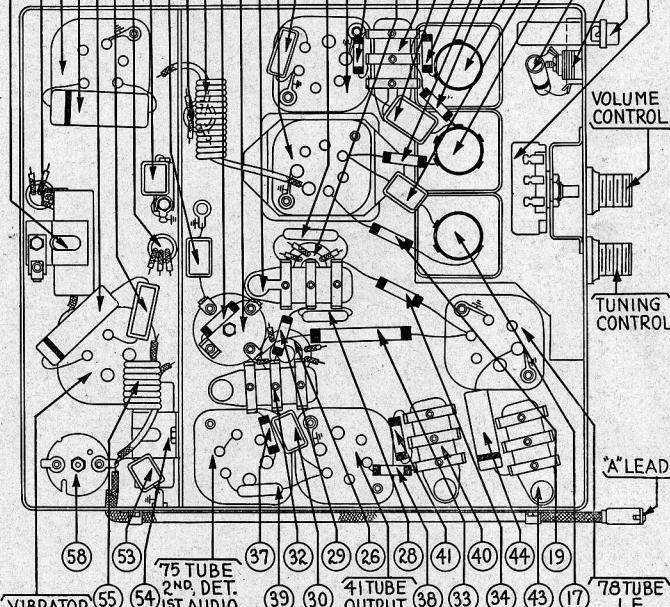


FIGURE 4

Before connecting the antenna lead-in to the Receiver place the connector plug in "A".

MODEL 817B — PARTS LIST

No.	Description	Part No.	No.	Description	Part No.
①	Antenna Choke	38-7516	④	Condenser (4000 mmfd.)	30-4185
②	Condenser (6,000 mmfd.)	30-4125	⑤	Condenser (250 mmfd.)	30-1032
③	Antenna Transformer	32-1984	⑥	Choke	32-2063
④	Antenna Coupling Condenser	31-6082	⑦	Tone Control Switch	42-1160
⑤	Tuning Condenser	31-1769	⑧	Output Transformer	32-7495
⑥	First Padder (on tun. cond.)	31-1769	⑨	Cone and Voice Coil	36-3586
⑦	Resistor (70,000 ohms)	33-370334	⑩	Field Coil Assembly	36-3597
⑧	Condenser (.1-.25-.25-.5 mfd.)	30-4415	⑪	On and Off Switch	42-1160
⑨	Resistor (400 ohms)	33-1211	⑫	Pilot Lamp	34-2039
⑩	R. F. Transformer	32-1985	⑬	Condenser (250 mmfd.)	30-1032
⑪	Second Padder (on tun. cond.)	33-370334	⑭	Condenser (.5 mfd.)	30-4015
⑫	Resistor (70,000 ohms)	33-370334	⑮	"A" Choke	32-1464
⑬	Condenser (765 mmfd.)	30-1069	⑯	Condenser (250 mmfd.)	30-1032
⑭	Condenser (.05 mfd.)	3615-OSG	⑰	Filament Choke	32-2038
⑮	Resistor (1,000,000 ohms)	33-510344	⑲	Vibrator Choke	32-2039
⑯	Third Padder (on tun. cond.)	32-1986	⑳	Condenser (.5 mfd.)	30-4015
⑰	Oscillator Transformer	32-1986	㉑	Vibrator	41-3170D
⑱	Condenser (250 mmfd.)	30-1032	㉒	Resistor (200 ohms)	33-1210
⑲	Resistor (51,000 ohms)	33-351344	㉓	Condenser (.05 mfd.)	30-4020S
㉐	Low Frequency Padder	31-6083	㉔	Power Transformer	32-7550
㉑	Resistor (45,000 ohms)	33-345344	㉕	Condenser (750 mmfd.)	30-4420
㉒	Padder (Pri. 1st I. F. Trans.)	32-2026	㉖	Filter Choke	32-7545
㉓	First I. F. Transformer	32-2026	㉗	Filter Condenser (4-8 mfd.)	30-2150
㉔	Padder (Sec. 1st I. F. Trans.)	32-2026	㉘	Condenser (250 mmfd.)	30-1032
㉕	Padder (Pri. 2nd I. F. Trans.)	32-2027	㉙	"B" Choke	32-1281
㉖	Second I. F. Transformer	32-2027	㉚	Four Prong Socket	27-6044
㉗	Padder (Sec. 2nd I. F. Trans.)	32-2027	㉛	Five Prong Socket	27-6035
㉘	Condenser (250 mmfd.)	30-1032	㉙	Six Prong Socket	27-6036
㉙	Resistor (25,000 ohms)	33-325344	㉛	Seven Prong Socket	27-6037
㉚	Condenser (110 mmfd.)	30-1031	㉜	Control Assembly	42-5561
㉛	Volume Control (350,000 ohms)	33-5148	㉝	Knob	27-4228
㉜	Condenser (.01 mfd.) .....	.3903-OSU	㉞	Knob Base	28-3698
㉟	Resistor (32,000 ohms)	33-323424	㉟	Pilot Lamp Assembly	38-7213
㉟	Resistor (20,000 ohms)	33-320234	㉟	Dial Assembly	42-5570
㉟	Condenser (.01 mfd.) .....	.3903-OSG	㉟	Tuning & Volume Shaft	28-8495
㉟	Resistor (600 ohms)	33-1212	㉟	Distributor Resistor	33-1196
㉟	Resistor (1,000,000 ohms)	33-510344	㉟	Interference Condenser	30-4007
㉟	Resistor (250,000 ohms)	33-424444	㉟	Connector Plug	29-6423
㉟	Condenser (250 mmfd.)	30-1032	㉟	Insulator	27-8199
㉟	Resistor (.01 mfd.) .....	.3903-OSU	㉟	Fuse	7227
㉟	Resistor (500,000 ohms)	33-449344	㉟	Fuse Insulator	27-7729
㉟	Resistor (250,000 ohms)	33-424434	㉟	"Tee" Bolt (Rec. Mtg.)	28-6161
㉟	Condenser (.025 mfd.) .....	.7653-OSU	㉟	Nut (Rec. Mtg.)	W518A



TRANSITONE AUTOMOBILE RADIO CORP.
PHILADELPHIA, PA.

Model 817B — Installation Registration

Receiver Serial No. _____

Date _____

Installed by _____ **Make and Year of Car** _____

Owner's Name _____ **Owner's Address** _____

For All Authorized Warranty
Labor Distributors — Service
Distributors and Service Stations

PHILCO AUTO RADIO

BULLETIN NO. 27

February 1, 1936

INSTALLATION AND OPERATING INSTRUCTIONS

MODEL 817C

THE PHILCO AUTO RADIO MODEL 817C is Philco's newest automobile radio, designed especially for the 1936

Chevrolet cars. It is a highly developed superheterodyne, single unit Receiver, with all the modern features required in such a fine instrument.

The Receiver, the full-size speaker and the improved, full-wave, Philco vibrator are housed in a rugged, compact, fully shielded container which is designed for a quick and easy installation on the dash of the 1936 Chevrolet cars with two "Tee" bolts. The installation can be made easily above the steering column.

The loud speaker faces the front seat so that the improved, full-size, Philco electro-dynamic speaker delivers its full toned reproduction toward the occupants of the car with utmost fidelity. The speaker panel is easily removed so that tubes and vibrator are accessible for service.

All tubes used are the latest Philco High Efficiency tubes, designed for automobile radio. Several of these tubes each perform the functions formerly requiring two or three tubes, thereby effecting greater tube economy, reducing the number of tubes necessary for satisfactory operation, and also reduc-

ing the amount of current taken from the car battery to a minimum.

Philco's system of automatic volume control is used, giving smooth, elastic control which counteracts fading while driving along under varying conditions and prevents blasting of local stations.

The tone control is right at the finger tips on the control unit.

This new, all-electric Receiver is equipped with improved interference filters and especially designed shielding to eliminate motor interference making it possible to install it quickly and easily.

The special "customed" control unit matches the instrument board fittings and is designed for installation in the space provided for radio control in the instrument board of the 1936 Chevrolet cars.

There are only two connections to make, one to the antenna, the other to the ammeter binding post.

Now, more than ever, THE NEW PHILCO AUTO RADIO IS EASY TO INSTALL and is a PLEASURE TO OPERATE.

GENERAL INSTRUCTIONS

ANTENNA—The 1936 Chevrolet cars have an all steel turret top which makes it necessary to install the antenna under the running boards. The special Philco Under-car antenna (Part No. 45-1128 Kit) should be installed. The shielded antenna lead-in furnished with the kit must be brought along the frame on the left side of the car, to the toe board. There is a hole in the toe board just above the foot switch which is plugged with a cap. Remove the cap and bring the lead-in through this opening to the Receiver. Keep the lead-in out of the motor compartment. Complete instructions for installing the antenna are furnished with the antenna kit.

RECEIVER—Install the Receiver on the left side of the dash above the steering column. A cardboard template is furnished so that the mounting bolt hole location can be easily and accurately marked on the dash. The Receiver fastens to the dash with two "Tee" bolts. (See Figure 1). Drill two 7/16" holes and loosely assemble the "Tee" bolts. Install the Receiver on the dash, hooking the "Tee" bolts into the brackets on the Receiver. Tighten the Receiver securely in place.

When drilling the holes in the dash, care should be taken not to drill through any tubing or cables that are strapped against the dash in the motor compartment.

CONTROL UNIT—Remove the ornamental cover plate from the center of the instrument board. This is fastened with two nuts on the rear of the plate. Place the face of the control against the back of the instrument board with the ends of the shafts protruding through to the front. Next

place the control bezel plate over the shafts and switch levers and against the front of the instrument board. Put the hex nuts on the threaded portion of the control shaft bushing and tighten securely.

Press the knobs over the chromium plated, knob base washers and then put the knobs on the shafts. Tighten the set screws in the knobs securely.

Seat the volume control shaft in the proper bushing on the Receiver housing (see Figure 2 and Figure 3) and tighten the shaft casing nut securely. Before coupling the tuning control shaft to the Receiver, turn the tuning control knob counter-clockwise to the mark below 55 on the scale. To couple the shaft, turn the knob counter-clockwise slowly until the shaft end is seated in the bushing and tighten the knurled casing nut securely with the fingers.

To adjust the setting of the control unit, after coupling the flexible shaft to the Receiver, turn the tuning control knob counter-clockwise as far as possible.

"A" BATTERY CONNECTIONS—Place the fuse and fuse insulator in the metal fuse housing in the control "A" lead. Couple this to the short Receiver lead and then connect the other "A" lead to the ammeter stud on the rear of the instrument board.

ANTENNA CONNECTION—Place the connector plug (supplied with the Receiver) in the antenna lead connector in the Receiver and then plug the antenna lead into the antenna lead connector. The location of the antenna connector is shown in Figure 2.

PHILCO TRANSITONE INSTALLATION AND OPERATING INSTRUCTIONS—MODEL 817C

TONE CONTROL CONNECTION—The tone control switch is on the top of the control unit. Connect the black lead from the tone control switch to the Receiver. The location of the tone control connector is shown in Figure 2.

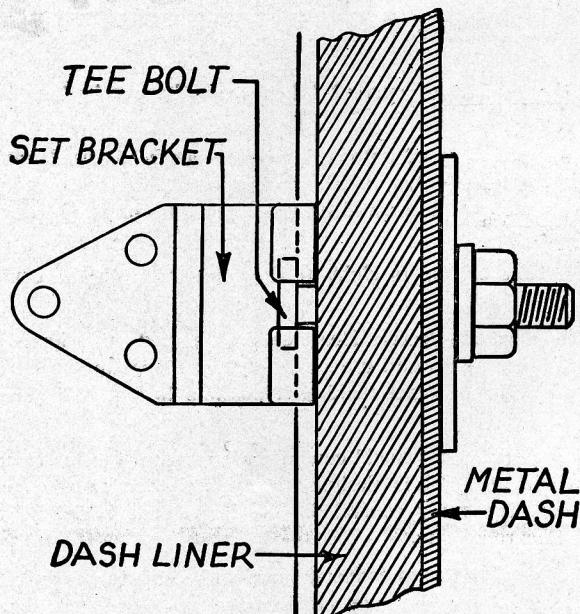


FIGURE 1

ANTENNA COUPLING ADJUSTMENT—Turn on the radio and tune in a *weak broadcast signal at approximately 75* on the control scale. The volume control should be turned well up. With a small screw driver, adjust the antenna coupling condenser for the maximum signal. The location of the coupling condenser is shown in Figure 2.

MOTOR INTERFERENCE SUPPRESSION—Remove the coil-to-distributor high tension lead from the distributor. Cut two inches from the end of the lead and screw on the distributor resistor. Then plug the distributor resistor into the distributor cap.

Two interference condensers are furnished — one must be connected to the generator terminal of the cut-out, the other to the ammeter. The condenser bracket must be fastened securely to a grounded metal part of the car. The condenser on the generator can be fastened to the generator housing under the same screw that holds the cut-out, while the ammeter condenser can be fastened to the flange of the instrument board.

If the installation has been made carefully and the usual precautions observed, it should not be necessary to use spark plug resistors. In the event these operation do not reduce ignition disturbances to a satisfactory level, spark plug resistors should be installed. These can be obtained from the nearest Philco dealer or distributor.

OPERATION

The radio switch is in the center of the control below the dial opening. The "on" position is to the left and the "off" position to the right. The left knob controls the volume and

the right knob the tuning. The tone control switch is in the center of the control above the dial opening. The "bright" position is to the left, the "deep" or "bass" position to the right.

Turn the radio "on." Allow the tubes to heat up, then adjust the volume control and 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 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 should be adjusted to the tone most pleasing. Speech is usually clearest when in the bright position while orchestras may sound best with the control in the deep position.

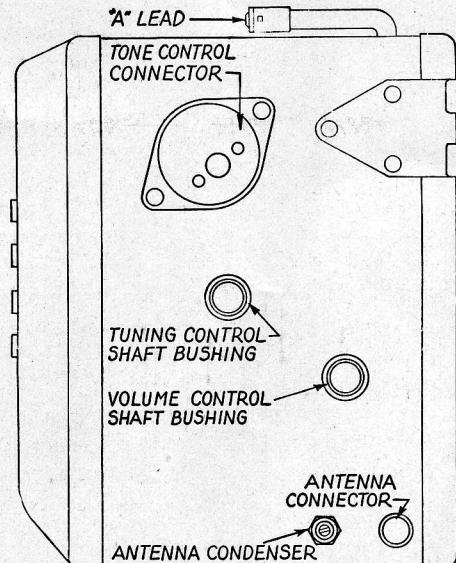


FIGURE 2

Another use of the tone control is as a static modifier. When driving through extremely noisy locations, the tone control should be set on 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 interference, 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.

MAINTENANCE AND SERVICE

The Receiver is fully covered by the Standard Warranty. (See next page). Read it carefully. Should this Receiver or the Receiver installation ever require attention, go immediately to your dealer or the service station that made the installation for efficient service.

PHILCO TRANSITONE INSTALLATION AND OPERATING INSTRUCTIONS—MODEL 817C

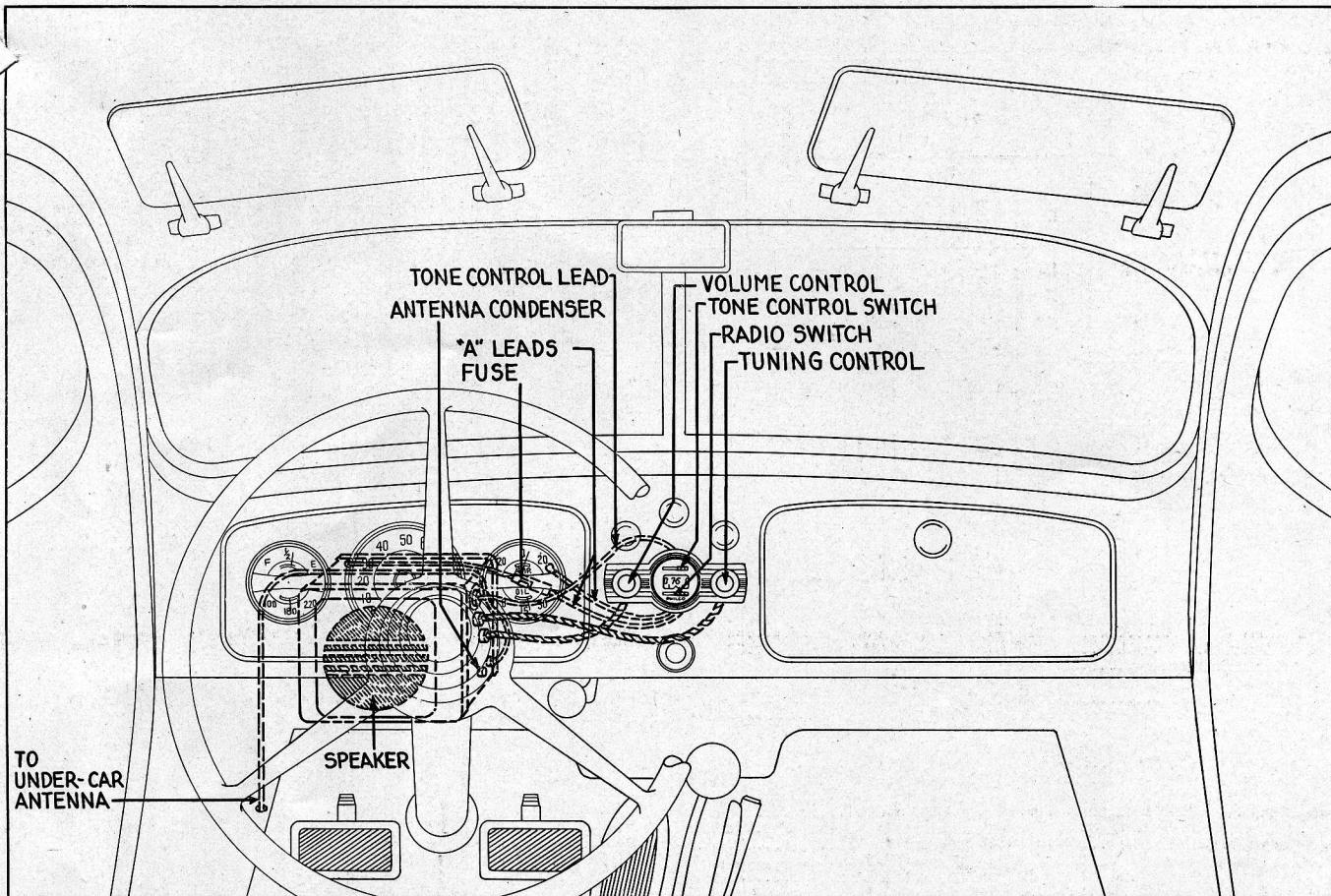


FIGURE 3

The installation record should be filled out by your dealer at the time the installation is made. Keep the record for your protection in case you ever do require service.

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

REPLACEMENT PARTS— Use only genuine PHILCO re-

placement parts. Don't jeopardize the performance of your Receiver by using inferior parts.

DO NOT ATTEMPT TO ADJUST THE VIBRATOR— If service is ever required, go to your dealer or to the nearest authorized Philco Auto Radio Service Station.

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.

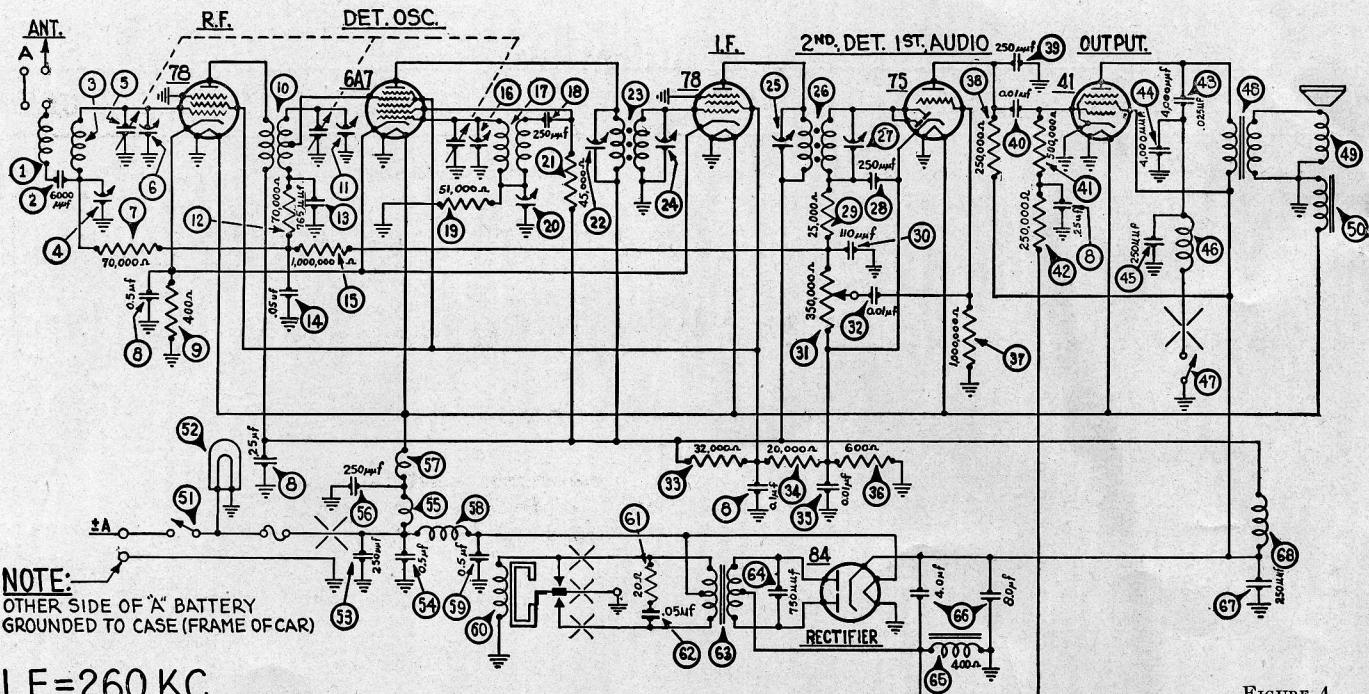


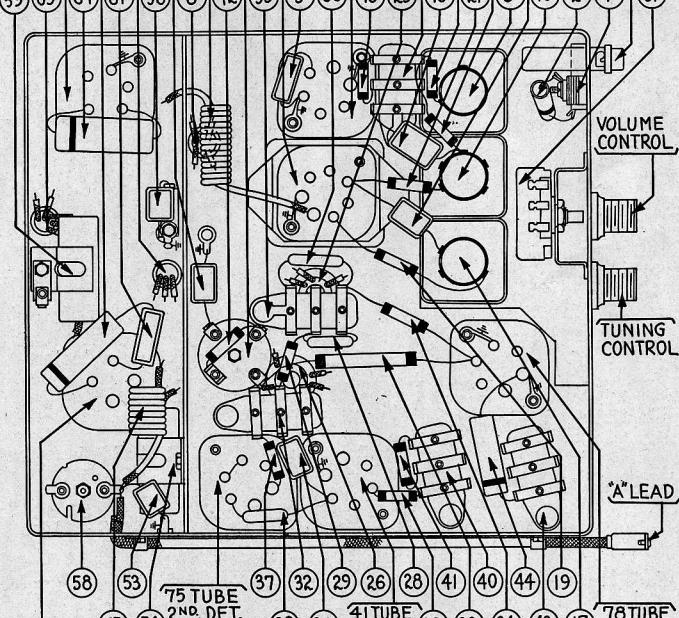
FIGURE 4

I.F.=260 KC.

Before connecting the antenna lead-in to the Receiver place the connector plug in "A".

MODEL 817C — PARTS LIST

No.	Description	Part No.	No.	Description	Part No.
①	Antenna Choke	38-7516	⑯	Condenser (4000 mmfd.)	30-4185
②	Condenser (6,000 mmfd.)	30-4125	⑯	Condenser (250 mmfd.)	30-1032
③	Antenna Transformer	32-1984	⑯	Choke	32-2063
④	Antenna Coupling Condenser 31-6032		⑯	Tone Control Switch	42-1160
⑤	Tuning Condenser	31-1769	⑯	Output Transformer	32-7495
⑥	First Padder (on tun. cond.)	31-370334	⑯	Cone and Voice Coil	36-3586
⑦	Resistor (70,000 ohms) 33-370334		⑯	Field Coil Assembly	36-3597
⑧	Condenser (.1-.25-.25 mfd.)	30-4415	⑯	On and Off Switch	42-1160
⑨	Resistor (400 ohms)	33-1211	⑯	Pilot Lamp	34-2039
⑩	R. F. Transformer	32-1985	⑯	Condenser (250 mmfd.)	30-1032
⑪	Second Padder (on tun. cond.)	31-370334	⑯	Condenser (.5 mfd.)	30-4015
⑫	Resistor (70,000 ohms) 33-370334		⑯	"A" Choke	32-1464
⑬	Condenser (765 mmfd.)	30-1069	⑯	Condenser (250 mmfd.)	30-1032
⑭	Condenser (.05 mmfd.)	3615-0SG	⑯	Filament Choke	32-2038
⑮	Resistor (1,000,000 ohms) 33-510344		⑯	Vibrator Choke	32-2039
⑯	Resistor (400 ohms)	33-1211	⑯	Condenser (.5 mfd.)	30-4015
⑰	Oscillator Transformer	32-1986	⑯	Vibrator	41-3170D
⑱	Condenser (250 mmfd.)	30-1032	⑯	Resistor (200 ohms)	33-1210
⑲	Resistor (51,000 ohms) 33-351344		⑯	Condenser (.05 mmfd.)	30-4020S
⑳	Low Frequency Padder	31-6083	⑯	Power Transformer	32-7550
㉑	Resistor (45,000 ohms) 33-345344		⑯	Condenser (750 mmfd.)	30-4420
㉒	Padder (Prl. 1st I. F. Trans.)	32-2026	⑯	Filter Choke	32-7545
㉓	First I. F. Transformer	32-2026	⑯	Filter Condenser (4-8 mfd.)	30-2150
㉔	Padder (Sec. 1st I. F. Trans.)	32-2027	⑯	Condenser (250 mmfd.)	30-1032
㉕	Padder (Pri. 2nd I. F. Trans.)	32-2027	㉖	"B" Choke	32-1281
㉖	Second I. F. Transformer	32-2027	㉗	Four Prong Socket	27-6044
㉗	Padder (Sec. 2nd I. F. Trans.)	32-2027	㉘	Five Prong Socket	27-6035
㉘	Condenser (250 mmfd.)	30-1032	㉙	Six Prong Socket	27-6036
㉙	Resistor (25,000 ohms) 33-325344		㉚	Seven Prong Socket	27-6037
㉚	Condenser (110 mmfd.)	30-1031	㉛	Control Assembly	42-5571
㉛	Volume Control	(350,000 ohms)	㉜	Knob	27-4288
㉜	Condenser (.01 mfd.)	3903-0SU	㉝	Knob Base	28-3698
㉝	Resistor (32,000 ohms) 33-324344		㉞	Pilot Lamp Assembly	38-7213
㉞	Resistor (20,000 ohms) 33-320334		㉟	Dial Assembly	42-5570
㉟	Condenser (.01 mfd.)	3903-0SG	㉟	Tuning & Volume Shaft	28-8495
㉟	Resistor (600 ohms)	33-1212	㉟	Distributor Resistor	33-1196
㉟	Resistor (1,000,000 ohms) 33-510344		㉟	Interference Condenser	30-4007
㉟	Resistor (250,000 ohms) 33-424344		㉟	Connector Plug	29-6423
㉟	Condenser (250 mmfd.)	30-1032	㉟	Insulator	27-8199
㉟	Condenser (.01 mfd.)	3903-0SU	㉟	Fuse	7227
㉟	Resistor (500,000 ohms) 33-449344		㉟	Fuse Insulator	27-7729
㉟	Resistor (250,000 ohms) 33-424344		㉟	"Tee" Bolt (Rec. Mtg.)	28-6161
㉟	Condenser (.025 mmfd.)	7653-0SU	㉟	Nut (Rec. Mtg.)	W518A
㉟	Speaker (Model CB)	36-1203	㉟	Speaker (Model CB)	



**TRANSITONE AUTOMOBILE RADIO CORP.
PHILADELPHIA, PA.**

Model 817C — Installation Registration

Receiver Serial No. Date

Installed by Make and Year of Car

Owner's Name Owner's Address

KEEP THIS INSTALLATION RECORD. IT IS IMPORTANT IN CASE YOU EVER REQUIRE SERVICE.

For All Authorized Warranty
Labor Distributors — Service
Distributors and Service Stations

PHILCO AUTO RADIO

BULLETIN NO. 28
February 1, 1936

INSTALLATION AND OPERATING INSTRUCTIONS MODEL 817P

THE PHILCO AUTO RADIO MODEL 817P is Philco's newest automobile radio, designed especially for the 1936 Pontiac cars. It is a highly developed superheterodyne, single unit Receiver, with all the modern features required in such a fine instrument.

The Receiver, the full-size speaker and the improved full-wave Philco vibrator are housed in a rugged, compact, fully shielded container which is designed for a quick and easy installation on the dash of the 1936 Pontiac cars with two "Tee" bolts. The installation can be made easily above the steering column.

The loud speaker faces the front seat, so that the improved full-size Philco electro-dynamic speaker delivers its full toned reproduction toward the occupants of the car with utmost fidelity. The speaker panel is easily removed so that tubes and vibrator are accessible for service.

All tubes used are the latest Philco High Efficiency tubes, designed for automobile radio. Several of these tubes each perform the functions formerly requiring two or three tubes, thereby effecting greater tube economy, reducing the number of tubes necessary for satisfactory operation, and also reduc-

ing the amount of current taken from the car battery to a minimum.

Philco's system of automatic volume control is used, giving smooth, elastic control which counteracts fading while driving along under varying conditions and prevents blasting of local stations.

The tone control is right at the finger tips on the control unit.

This new, all-electric Receiver is equipped with improved interference filters and especially designed shielding to eliminate motor interference making it possible to install it quickly and easily.

The special "customed" control unit matches the instrument board fittings and is designed for installation in the space provided for radio control in the instrument board of the 1936 Pontiac cars.

There are only two connections to make, one to the antenna, the other to the ammeter binding post.

Now, more than ever, THE NEW PHILCO AUTO RADIO IS EASY TO INSTALL and is a PLEASURE TO OPERATE.

GENERAL INSTRUCTIONS

ANTENNA—The 1936 Pontiac cars have an all steel turret top which makes it necessary to install the antenna under the running boards. The special Philco Under-car antenna (Part No. 45-1128 Kit) should be installed. The shielded antenna lead-in furnished with the kit must be brought along the frame on the left side of the car. Remove the left kick pad. From the underside of the left front fender, about three inches to the rear of the dash, a 3/4" hole will be found in the fender skirt close to the frame. Using a screw driver through this hole, remove the rubber plug from the hole in the shield, at the top of the sill. Bring the lead-in through these holes to the Receiver. Replace the kick pad. Complete instructions for installing the antenna are furnished with the antenna kit.

RECEIVER—Install the Receiver on the left side of the dash above the steering column. A cardboard template is furnished so that the mounting bolt hole location can be easily and accurately marked on the dash. The Receiver fastens to the dash with two "Tee" bolts. (See Figure 1). Drill two 7/16" holes and loosely assemble the "Tee" bolts. Install the Receiver on the dash, hooking the "Tee" bolts into the brackets on the Receiver. Tighten the Receiver securely in place.

When drilling the holes in the dash, care should be taken not to drill through any tubing or cables that are strapped against the dash in the motor compartment.

CONTROL UNIT—The slotted, red, light shield must be placed over the radio (bottom) switch lever and the opaque shield over the top lever.

Remove the ornamental cover plate from the center of the instrument board. This is fastened with two nuts on the rear of the plate. Place the face of the control against the back of the instrument board with the ends of the shafts protruding through to the front. Next place the control bezel plate over the shafts and switch levers and against the front of the instrument board. Put the hex nuts on the threaded portion of the control shaft bushings and tighten securely.

Press the knobs over the chromium plated, knob base washers and then put the knobs on the shafts. Tighten the set screws in the knobs securely.

Seat the volume control shaft in the proper bushing on the Receiver housing (see Figure 2 and Figure 3) and tighten the shaft casing nut securely. Before coupling the tuning control shaft to the Receiver, turn the tuning control knob counter-clockwise to the mark below 55 on the scale. To couple the shaft, turn the knob counter-clockwise slowly until the shaft end is seated in the bushing and tighten the knurled casing nut securely with the fingers.

To adjust the setting of the control unit, after coupling the flexible shaft to the Receiver, turn the tuning control knob counter-clockwise as far as possible.

PHILCO TRANSITONE INSTALLATION AND OPERATING INSTRUCTIONS—MODEL 817P

"A" BATTERY CONNECTIONS—Place the fuse and fuse insulator in the metal fuse housing in the control "A" lead. Couple this to the short Receiver lead and then connect the other "A" lead to the ammeter stud on the rear of the instrument board.

ANTENNA CONNECTION—Place the connector plug (supplied with the Receiver) in the antenna lead connector in the Receiver and then plug the antenna lead into the antenna lead connector. The location of the antenna connector is shown in Figure 2.

TONE CONTROL CONNECTION—The tone control switch is on the top of the control unit. Connect the black lead from the tone control switch to the Receiver. The location of the tone control connector is shown in Figure 2.

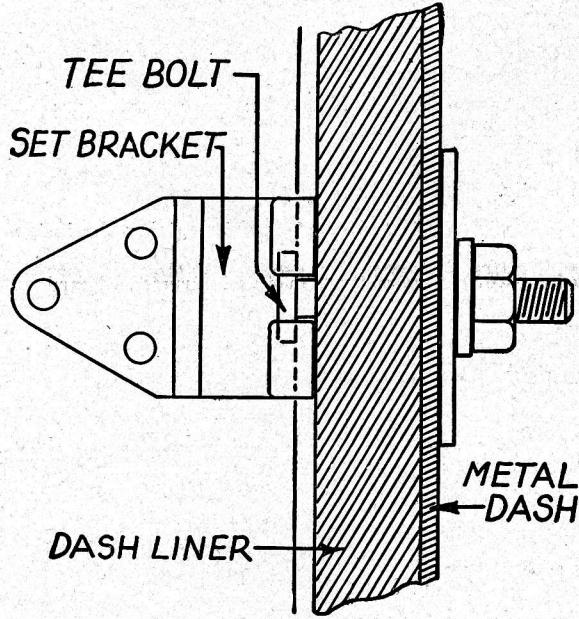


FIGURE 1

ANTENNA COUPLING ADJUSTMENT—Turn on the radio and tune in a *weak broadcast signal at approximately 75* on the control scale. The volume control should be turned well up. With a small screw driver, adjust the antenna coupling condenser for the maximum signal. The location of the coupling condenser is shown in Figure 2.

MOTOR INTERFERENCE SUPPRESSION—Remove the coil-to-distributor high tension lead from the distributor. Cut two inches from the end of the lead and screw on the distributor resistor. Then plug the distributor resistor into the distributor cap.

Two interference condensers are furnished — one must be connected to the "A" terminal, on the generator. The condenser bracket must be securely fastened under the bearing cover screw on the end of the generator. In some cases it may be necessary to connect a condenser to the ammeter or ignition switch. The bracket should be fastened to the flange of the instrument board.

The copper braid supplied with the Receiver should be used to bond the torque tube to the "K" member on the frame of the car. Wrap the braid around the torque tube immediately behind the tunnel on the "KY" frame. Make two holes in the braid, soldering the edge of the holes to prevent fraying. A bolt, nut and washer can then be used to tighten the

braid on the tube. The other end of the braid should be fastened with a bolt and nut to the "K" member. Scrape the paint from the torque tube and frame at the point where the braid is attached.

If the installation has been made carefully and the usual precautions observed, it should not be necessary to use spark plug resistors. In the event these operation do not reduce ignition disturbances to a satisfactory level, spark plug resistors should be installed. These can be obtained from the nearest Philco dealer or distributor.

OPERATION

The radio switch is in the center of the control below the dial opening. The "on" position is to the left and the "off" position to the right. The left knob controls the volume and the right knob the tuning. The tone control switch is in the center of the control above the dial opening. The "bright" position is to the left, the "deep" or "bass" position to the right.

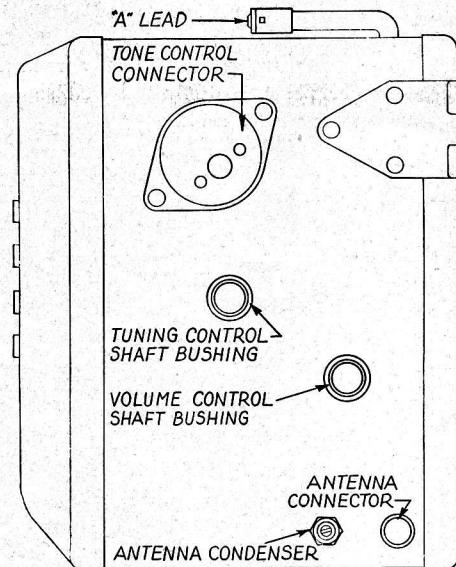


FIGURE 2

Turn the radio "on." Allow the tubes to heat up, then adjust the volume control and 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 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 should be adjusted to the tone most pleasing. Speech is usually clearest when in the bright position while orchestras may sound best with the control in the deep position.

Another use of the tone control is as a static modifier. When driving through extremely noisy locations, the tone control should be set on deep. This will subdue the harsh, rasping static.

PHILCO TRANSITONE INSTALLATION AND OPERATING INSTRUCTIONS—MODEL 817P

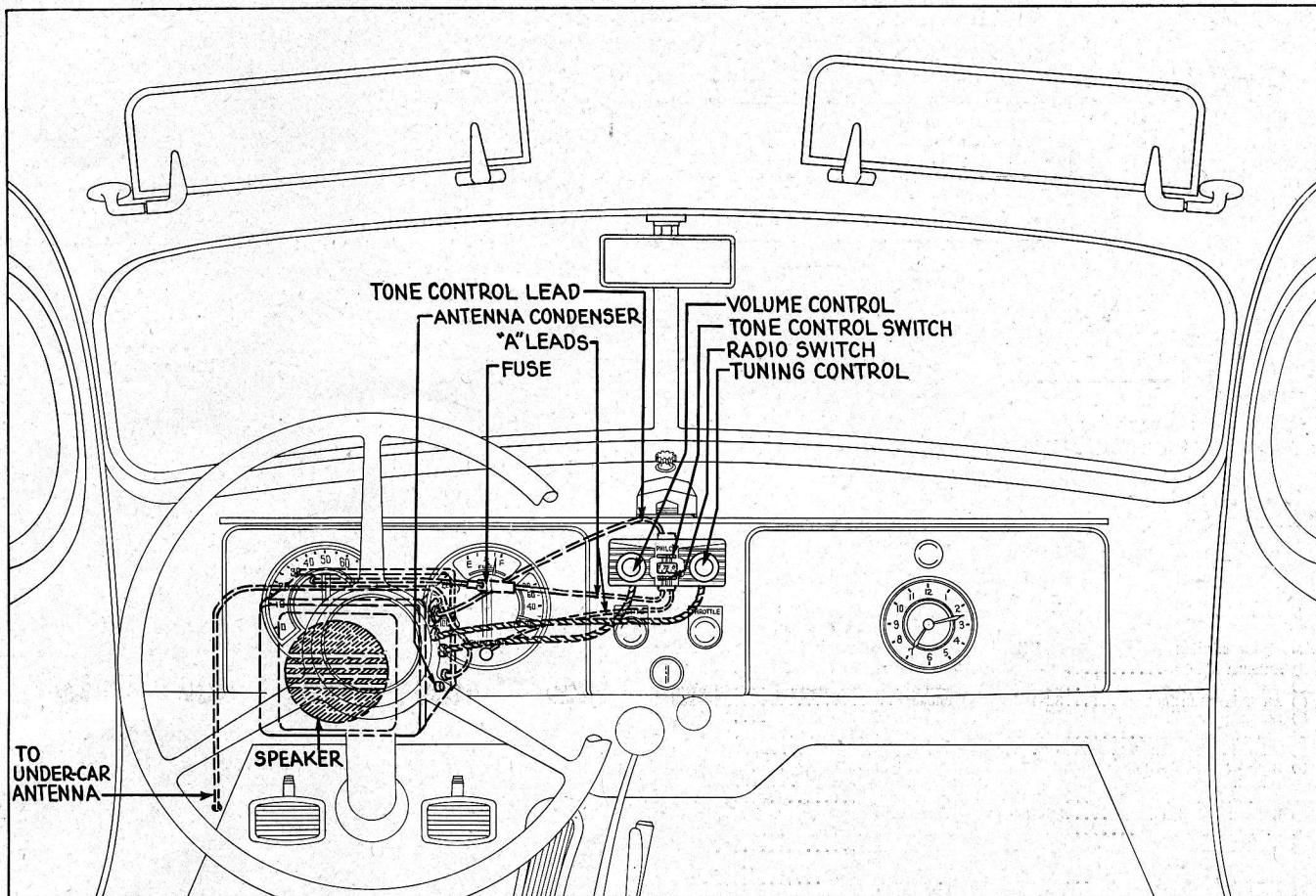


FIGURE 3

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 interference, 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.

MAINTENANCE AND SERVICE

The Receiver is fully covered by the Standard Warranty. (See next page). Read it carefully. Should this Receiver or the Receiver installation ever require attention, go immediately to your dealer or the service station that made the installation for efficient service.

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

The installation record should be filled out by your dealer at the time the installation is made. Keep the record for your protection in case you ever do require service.

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

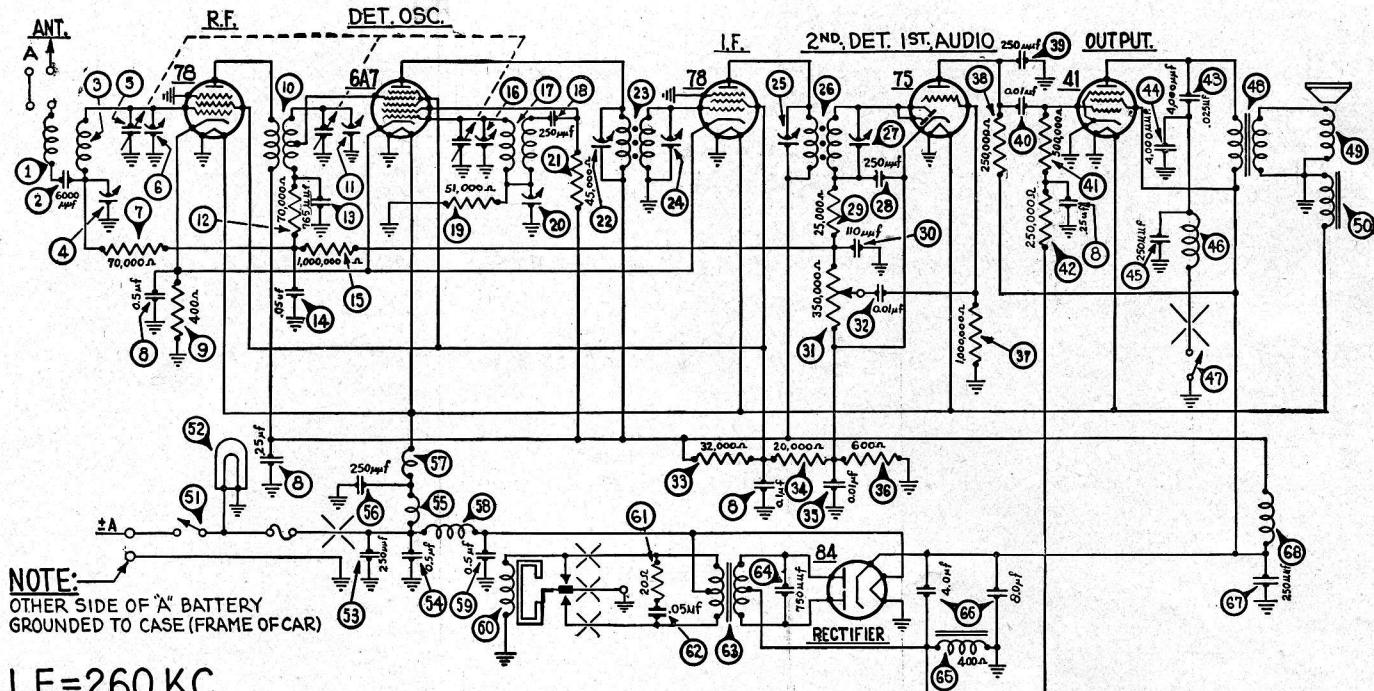
REPLACEMENT PARTS— Use only genuine PHILCO replacement parts. Don't jeopardize the performance of your Receiver by using inferior parts.

DO NOT ATTEMPT TO ADJUST THE VIBRATOR— If service is ever required, go to your dealer or to the nearest authorized Philco Auto Radio Service Station.

STANDARD WARRANTY

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.



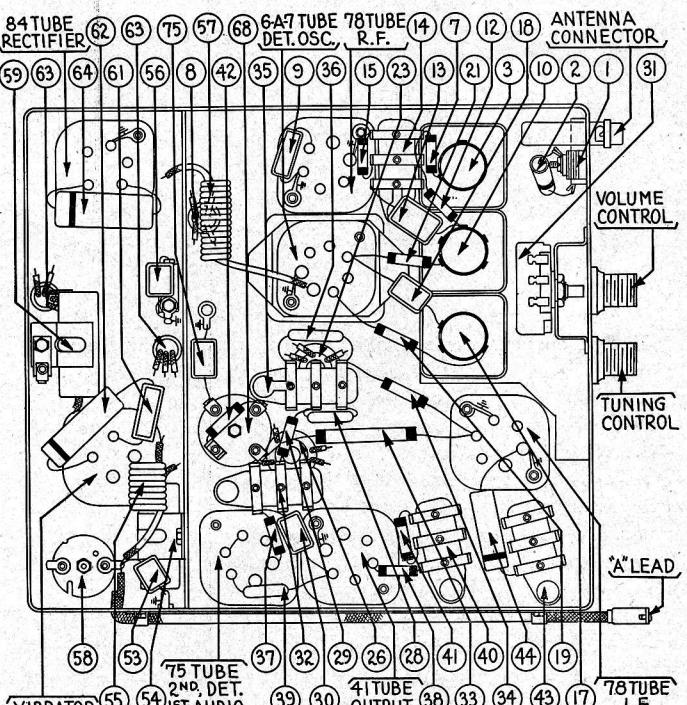
I.F.=260 KC.

Before connecting the antenna lead-in to the Receiver place the connector plug in "A".

FIGURE 4

MODEL 817P — PARTS LIST

No.	Description	Part No.	No.	Description	Part No.
①	Antenna Choke	38-7516	⑫	Condenser (4000 mmfd.)	30-4185
②	Condenser (6,000 mmfd.)	30-4125	⑬	Condenser (250 mmfd.)	30-1032
③	Antenna Transformer	32-1984	⑭	Choke	32-2063
④	Antenna Coupling Condenser	31-6082	⑮	Tone Control Switch	42-1160
⑤	Tuning Condenser	31-1769	⑯	Output Transformer	32-7495
⑥	First Padder (on tun. cond.)	31-1769	⑰	Cone and Voice Coil	36-3586
⑦	Resistor (70,000 ohms)	33-370334	⑱	Field Coil Assembly	36-3597
⑧	Condenser (.1-.25-.25-.5 mfd.)	30-4415	⑲	On or Off Switch	42-1160
⑨	Resistor (400 ohms)	33-1211	⑳	Pilot Lamp	34-2039
⑩	R. F. Transformer	32-1985	㉑	Condenser (.250 mmfd.)	30-1032
⑪	Second Padder (on tun. cond.)	31-1769	㉒	Condenser (.5 mfd.)	30-4015
⑫	Resistor (70,000 ohms)	33-370334	㉓	"A" Choke	32-1464
⑬	Condenser (765 mmfd.)	30-1069	㉔	Condenser (250 mmfd.)	30-1032
⑭	Condenser (.05 mfd.)	3615-OSG	㉕	Filament Choke	32-2038
⑮	Resistor (1,000,000 ohms)	33-510344	㉖	Vibrator Choke	32-2039
⑯	Oscillator Transformer	32-1986	㉗	Condenser (.5 mfd.)	30-4015
㉑	Condenser (250 mmfd.)	30-1032	㉘	Vibrator	41-3170D
㉒	Resistor (51,000 ohms)	33-351344	㉙	Resistor (200 ohms)	33-1210
㉓	Low Frequency Padder	31-6083	㉚	Condenser (.05 mfd.)	30-4020S
㉔	Resistor (45,000 ohms)	33-345344	㉛	Power Transformer	32-7550
㉕	Padder (Pri. 1st I. F. Trans.)	30-2026	㉜	Condenser (750 mmfd.)	30-4420
㉖	First I. F. Transformer	32-2026	㉖	Filter Choke	32-7545
㉗	Padder (Sec. 1st I. F. Trans.)	30-2026	㉗	Filter Condenser (4-8 mfd.)	30-2150
㉘	Padder (Pri. 2nd I. F. Trans.)	30-2027	㉘	Condenser (250 mmfd.)	30-1032
㉙	Second I. F. Transformer	32-2027	㉙	"B" Choke	32-1281
㉚	Padder (Sec. 2nd I. F. Trans.)	30-2032	㉚	Four Prong Socket	27-6044
㉛	Condenser (250 mmfd.)	30-1032	㉛	Five Prong Socket	27-6035
㉜	Resistor (25,000 ohms)	33-325344	㉜	Six Prong Socket	27-6036
㉝	Condenser (110 mmfd.)	30-1031	㉝	Seven Prong Socket	27-6037
㉞	Volume Control	(350,000 ohms)	㉞	Control Assembly	42-5562
㉟	Condenser (.01 mfd.)	33-5148	㉟	Knob	27-4299
㉟	Condenser (.01 mfd.)	3903-OSU	㉟	Knob Base	28-3698
㉟	Resistor (32,000 ohms)	33-332434	㉟	Pilot Lamp Assembly	38-7213
㉟	Resistor (20,000 ohms)	33-320334	㉟	Dial Assembly	42-5540
㉟	Condenser (.01 mfd.)	3903-OSG	㉟	Tuning & Volume Shaft	28-8495
㉟	Resistor (600 ohms)	33-1212	㉟	Distributor Resistor	33-1196
㉟	Resistor (1,000,000 ohms)	33-510344	㉟	Interference Condenser	30-4007
㉟	Condenser (250 mmfd.)	33-424344	㉟	Connector Plug	29-6423
㉟	Condenser (250 mmfd.)	30-1032	㉟	Insulator	27-8199
㉟	Condenser (.01 mfd.)	3903-OSU	㉟	Fuse	7227
㉟	Resistor (500,000 ohms)	33449344	㉟	Fuse Insulator	27-7729
㉟	Resistor (250,000 ohms)	33-424344	㉟	"Tee" Bolt (Rec. Mtg.)	28-6161
㉟	Condenser (.025 mfd.)	7653-OSU	㉟	Nut (Rec. Mtg.)	W518A



**TRANSITONE AUTOMOBILE RADIO CORP.
PHILADELPHIA, PA.**

Model 817P — Installation Registration

Receiver Serial No.

Date

Installed by

Make and Year of Car

Owner's Name

Owner's Address

KEEP THIS INSTALLATION RECORD. IT IS IMPORTANT IN CASE YOU EVER REQUIRE SERVICE.