

## INSTALLATION AND OPERATING INSTRUCTIONS

### MODEL 817

**T**HE 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.

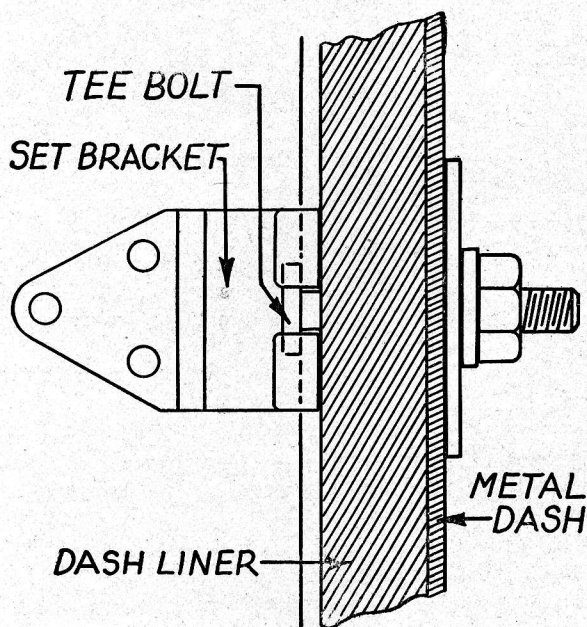


FIGURE 1

**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.

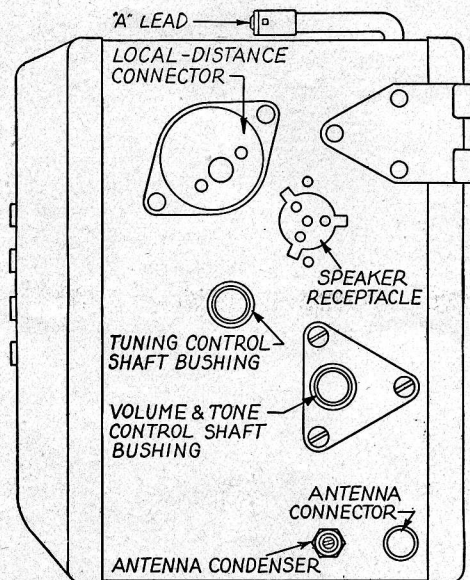


FIGURE 2

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 re-check 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.

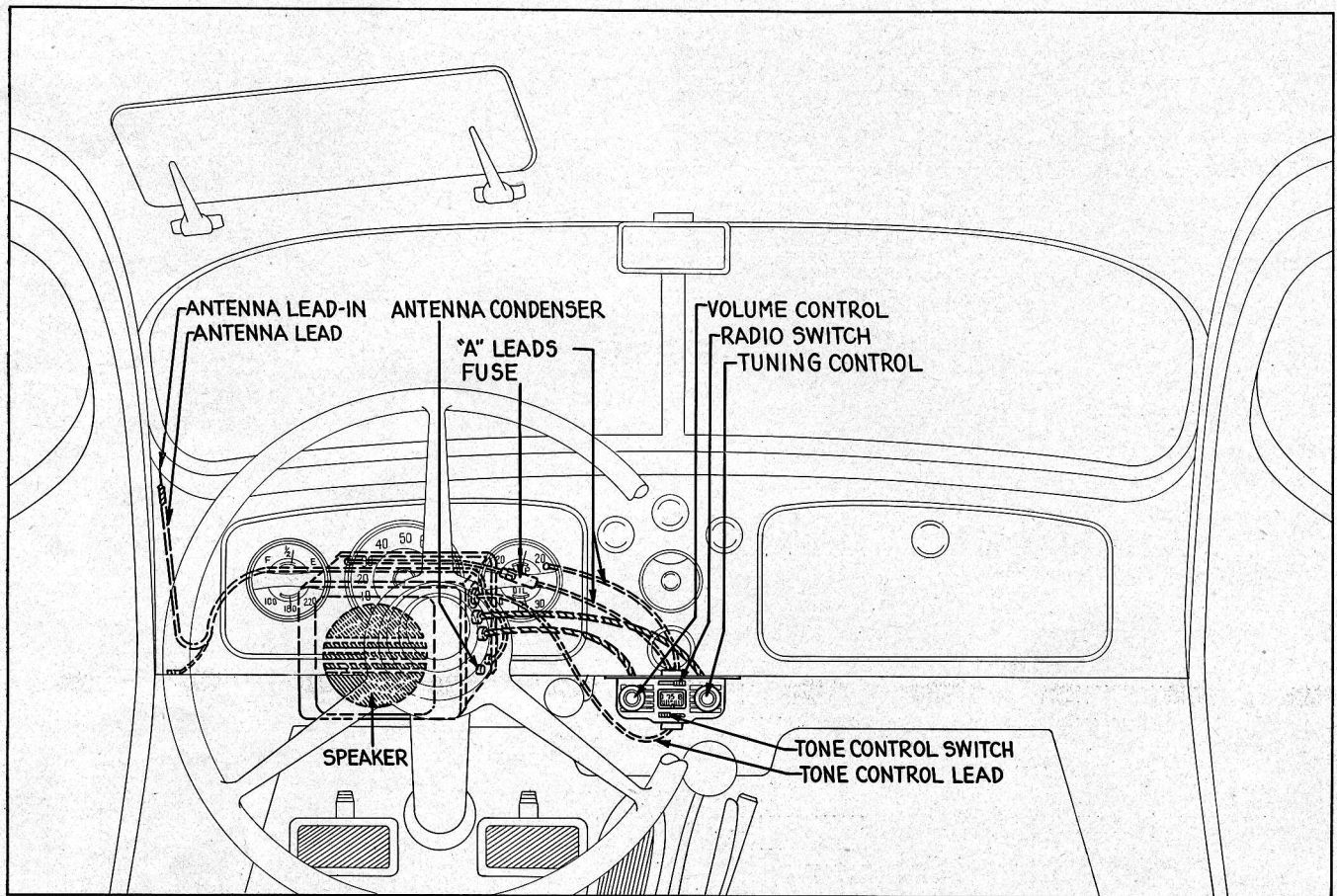


FIGURE 3

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.

**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.

### MAINTENANCE AND SERVICE

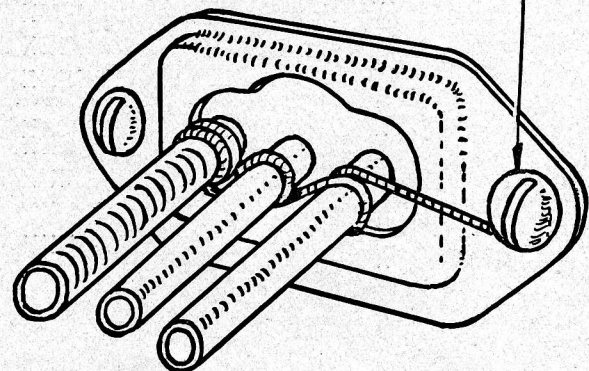
The Receiver is fully covered by the Standard Warranty (see below). Read it carefully. Should this Receiver or the Receiver installation ever require attention, go immediately to your dealer or to the service station that made the installation for efficient service.

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.

**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.

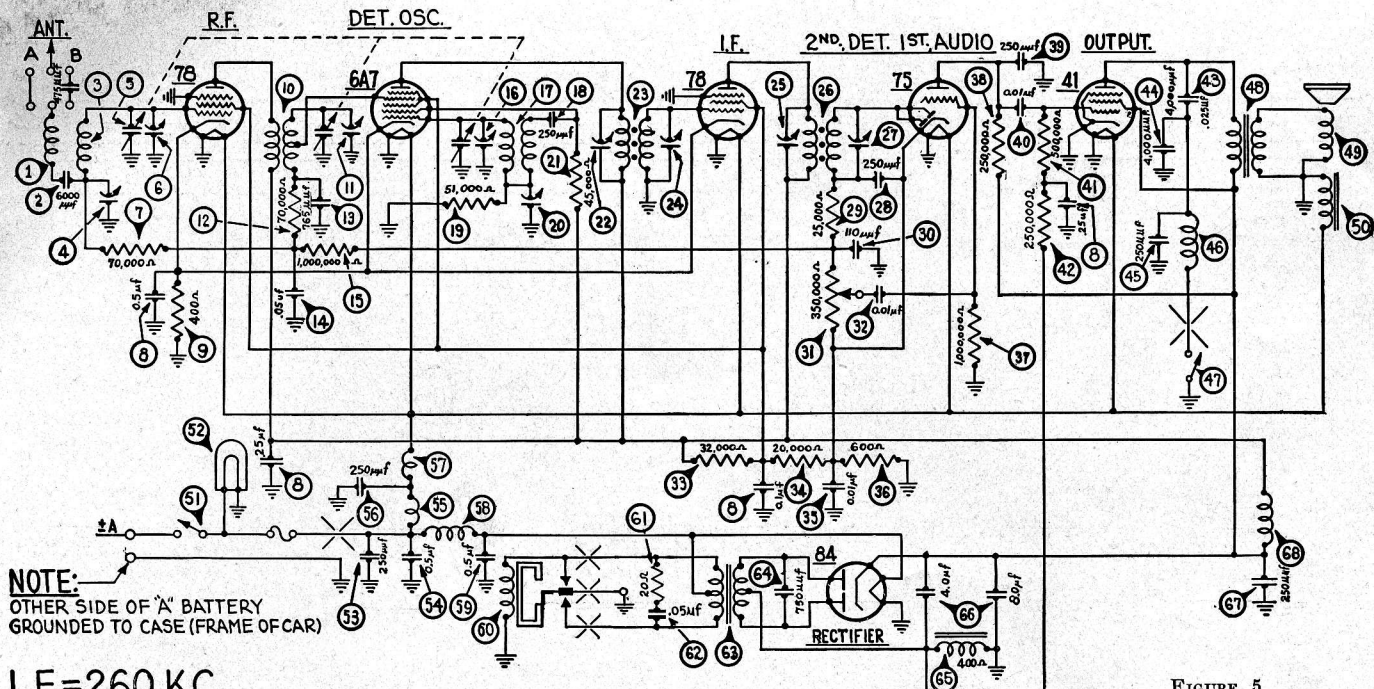


FIGURE 5

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

**I.F. = 260 KC.**

**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	44	Condenser (4000 mmfd.)	30-4185
2	Condenser (5,000 mmfd.)	30-4125	45	Condenser (250 mmfd.)	30-1032
3	Antenna Transformer	32-1984	46	Choke	32-2063
4	Antenna Coupling Condenser	31-6082	47	Tone Control Switch	42-1160
5	Tuning Condenser	31-1769	48	Output Transformer	32-7495
6	First Padder (on tun. cond.)	33-370334	49	Cone and Voice Coil	36-3586
7	Resistor (70,000 ohms)	33-370334	50	Field Coil Assembly	36-3597
8	Condenser (1.-25-.25-.5 mfd.)	30-4415	51	"On and Off Switch"	42-1160
9	Resistor (400 ohms)	33-1211	52	Pilot Lamp	34-2039
10	R. F. Transformer	32-1985	53	Condenser (250 mmfd.)	30-1032
11	Second Padder (on tun. cond.)	33-370334	54	Condenser (.5 mfd.)	30-4015
12	Resistor (70,000 ohms)	33-370334	55	"A" Choke	32-1432
13	Condenser (765 mmfd.)	30-1069	56	Condenser (250 mmfd.)	30-1032
14	Condenser (.05 mfd.)	3615-08G	57	Filament Choke	32-2038
15	Resistor (1,000,000 ohms)	33-510344	58	Vibrator Choke	32-2039
16	Third Padder (on tun. cond.)	33-345344	59	Condenser (.5 mfd.)	30-4015
17	Oscillator Transformer	32-1986	60	Vibrator	41-3170D
18	Condenser (250 mmfd.)	30-1032	61	Resistor (20 ohms)	33-020133
19	Resistor (51,000 ohms)	33-351344	62	Condenser (.05 mfd.)	30-40208
20	Low Frequency Padder	31-6083	63	Power Transformer	32-7550
21	Resistor (45,000 ohms)	33-345344	64	Condenser (750 mmfd.)	30-4420
22	Padder (Pri. 1st I. F. Trans.)	32-2026	65	Filter Choke	32-7545
23	First I. F. Transformer	32-2026	66	Filter Condenser (4-8 mfd.)	30-2150
24	Padder (Sec. 1st I. F. Trans.)	32-2027	67	Condenser (250 mmfd.)	30-1032
25	Padder (Pri. 2nd I. F. Trans.)	32-2027	68	"B" Choke	32-1281
26	Second I. F. Transformer	32-2027	69	Four Prong Socket	27-6044
27	Padder (Sec. 2nd I. F. Trans.)	30-1032	70	Five Prong Socket	27-6035
28	Condenser (250 mmfd.)	30-1032	71	Six Prong Socket	27-6036
29	Resistor (25,000 ohms)	33-325344	72	Seven Prong Socket	27-6037
30	Condenser (110 mmfd.)	30-1031	73	Control Assembly	42-5536
31	Volume Control	33-5148	74	Knob	27-4288
32	Condenser (.01 mfd.)	3903-08U	75	Antenna Condenser	30-4412
33	Resistor (32,000 ohms)	33-332434	76	Connector Plug	29-6423
34	Resistor (20,000 ohms)	33-320334	77	Insulator	27-8109
35	Condenser (.01 mfd.)	3903-08G	78	Fuse	7227
36	Resistor (600 ohms)	33-1212	79	Fuse Insulator	27-7729
37	Resistor (1,000,000 ohms)	33-510344	80	"Tee" Bolt (Rec. Mtg.)	28-6161
38	Resistor (250,000 ohms)	33-424344	81	Nut (Rec. Mtg.)	4W518A
39	Condenser (250 mmfd.)	30-1032	82	Speaker (Model CB)	36-1203
40	Condenser (.01 mfd.)	3903-08U	83	Pilot Lamp Assembly	38-7213
41	Resistor (500,000 ohms)	33-449344	84	Dial Assembly	42-5539
42	Resistor (250,000 ohms)	33-424344	85	Tuning & Volume Shaft	28-8495
43	Condenser (.025 mfd.)	7653-08U	86	Distributor Resistor	33-1196
44			87	Interference Condenser	30-4007

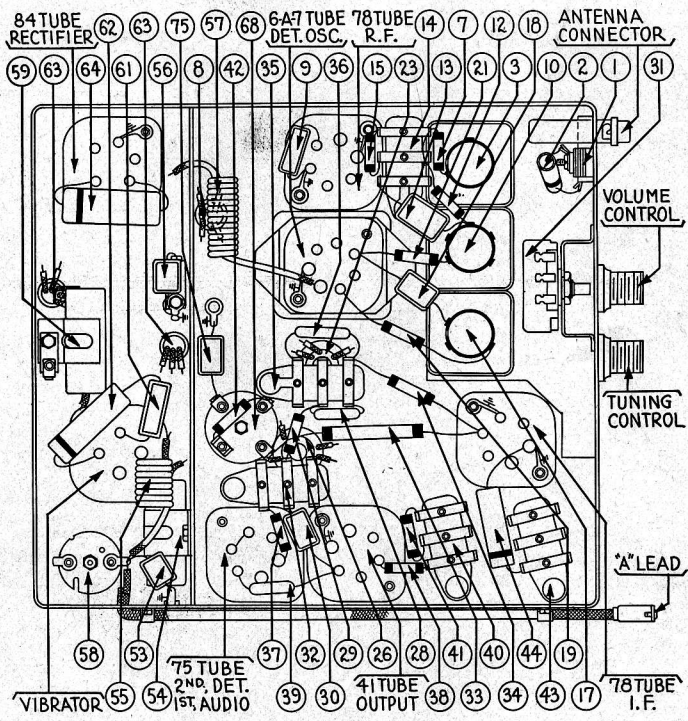


FIGURE 6

**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.**

## INSTALLATION AND OPERATING INSTRUCTIONS MODEL 817B

**T**HE 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 "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 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  $\frac{7}{16}$ " 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.

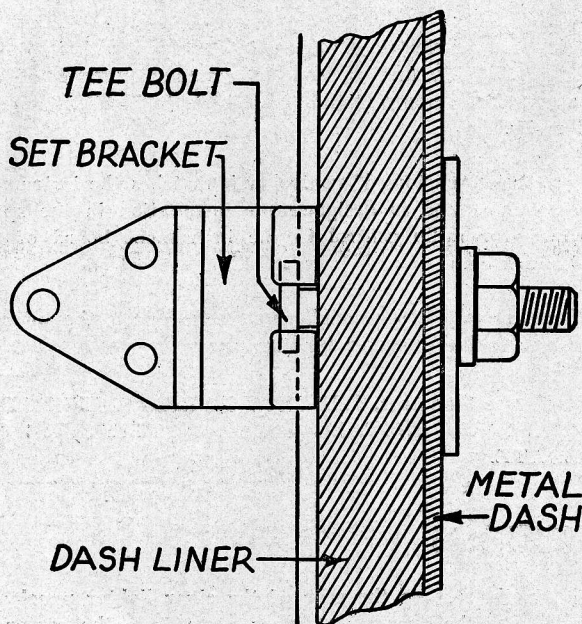


FIGURE 1

**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 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 re-check 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.

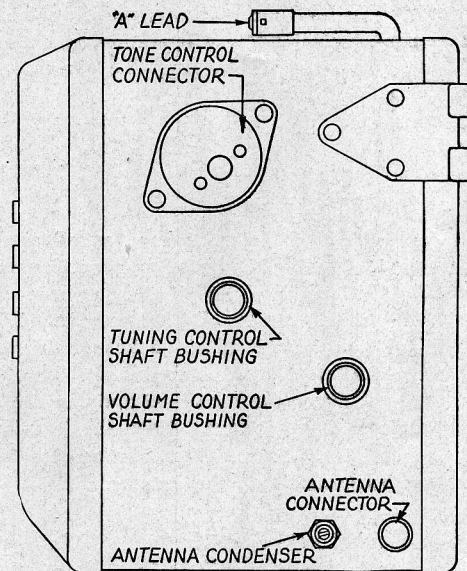


FIGURE 2

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.

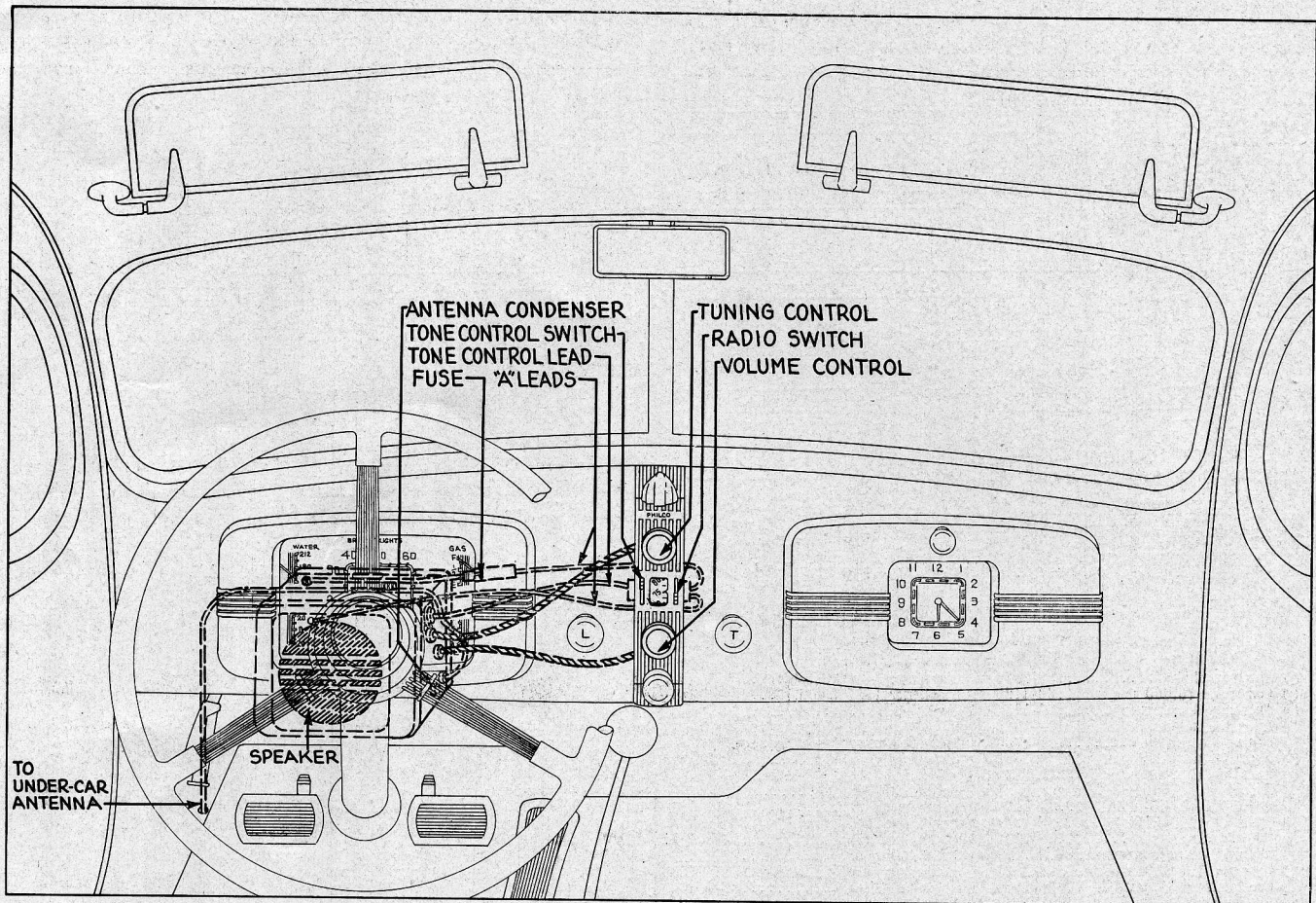


FIGURE 3

## 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.*

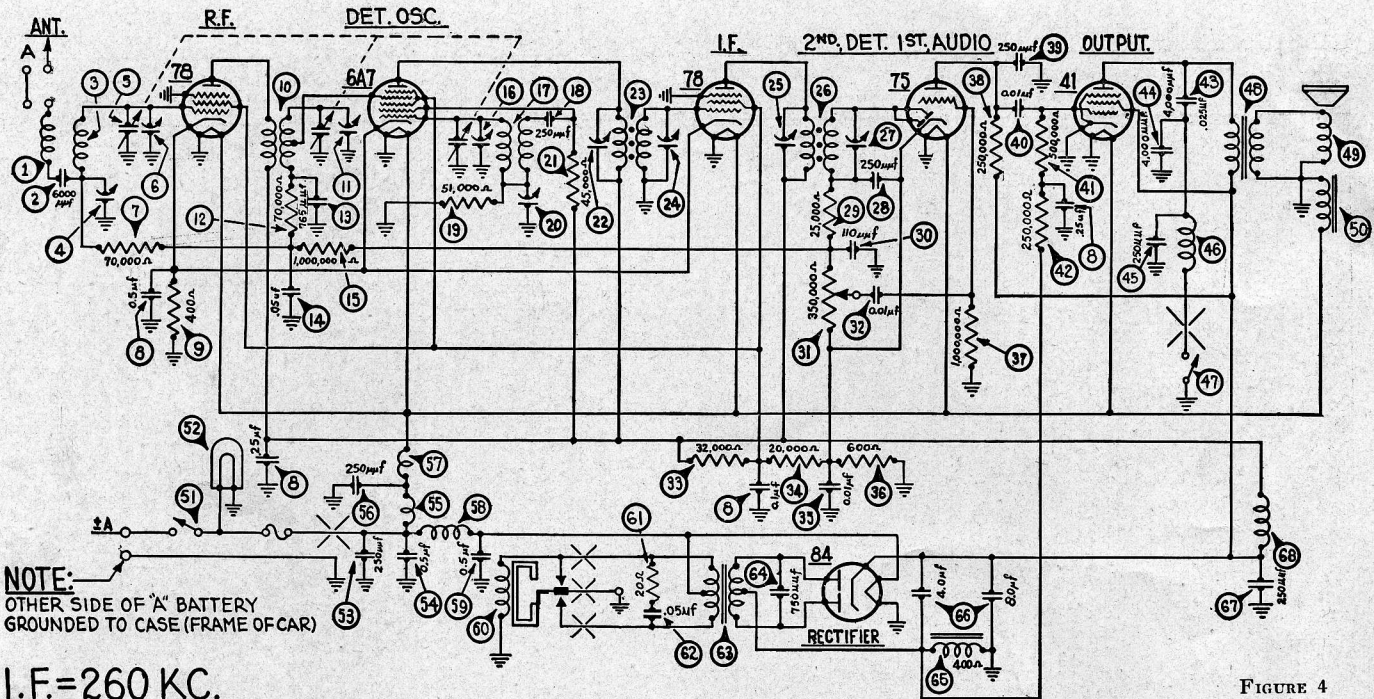


FIGURE 4

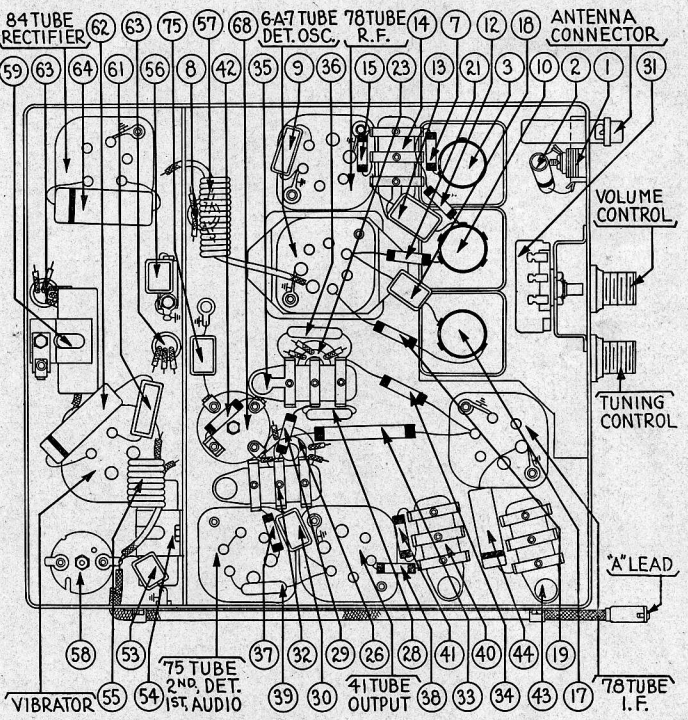
**NOTE:**  
OTHER SIDE OF "A" BATTERY  
GROUNDED TO CASE (FRAME OF CAR)

**I.F. = 260 KC.**

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

### MODEL 817B — PARTS LIST

No.	Description	Part No.	Description	Part No.
1	Antenna Choke	38-7516	Condenser (4000 mmfd.)	30-4185
2	Condenser (6,000 mmfd.)	30-4125	Condenser (250 mmfd.)	30-1032
3	Antenna Transformer	32-1984	Choke	32-2063
4	Antenna Coupling Condenser	31-6082	Tone Control Switch	42-1160
5	Tuning Condenser	31-1769	Output Transformer	32-7495
6	First Padder (on tun. cond.)	33-3586	Cone and Voice Coil	36-3586
7	Resistor (70,000 ohms)	33-370334	Field Coil Assembly	36-3597
8	Condenser (1.25-25.5 mfd.)	30-4415	On and Off Switch	42-1160
9	Resistor (400 ohms)	33-1211	Pilot Lamp	34-2039
10	R. F. Transformer	32-1985	Condenser (250 mmfd.)	30-1032
11	Second Padder (on tun. cond.)	32-1985	Condenser (.5 mfd.)	30-4015
12	Resistor (70,000 ohms)	33-370334	"A" Choke	32-1464
13	Condenser (765 mmfd.)	30-1069	Condenser (250 mmfd.)	30-1032
14	Condenser (.05 mfd.)	3615-OSG	Filament Choke	32-2038
15	Resistor (1,000,000 ohms)	33-510344	Vibrator Choke	32-2039
16	Third Padder (on tun. cond.)	32-1986	Condenser (.5 mfd.)	30-4015
17	Oscillator Transformer	32-1986	Vibrator	41-3170D
18	Condenser (250 mmfd.)	30-1032	Resistor (200 ohms)	33-1210
19	Resistor (51,000 ohms)	33-351344	Condenser (.05 mfd.)	30-40208
20	Low Frequency Padder	31-6083	Power Transformer	32-7550
21	Resistor (45,000 ohms)	33-345344	Condenser (750 mmfd.)	30-4420
22	Padder (Pri. 1st I. F. Trans.)	32-2026	Filter Choke	32-7545
23	First I. F. Transformer	32-2026	Filter Condenser (4-8 mfd.)	30-2150
24	Padder (Sec. 1st I. F. Trans.)	32-2027	Condenser (250 mmfd.)	30-1032
25	Second I. F. Transformer	32-2027	"B" Choke	32-1281
26	Padder (Sec. 2nd I. F. Trans.)	30-1032	Four Prong Socket	27-6044
27	Condenser (250 mmfd.)	30-1032	Five Prong Socket	27-6035
28	Resistor (25,000 ohms)	33-325344	Six Prong Socket	27-6036
29	Condenser (110 mmfd.)	30-1031	Seven Prong Socket	27-6037
30	Volume Control (350,000 ohms)	33-5148	Control Assembly	42-5561
31	Condenser (.01 mfd.)	3903-OSU	Knob	27-4288
32	Resistor (32,000 ohms)	33-332434	Knob Base	28-3698
33	Resistor (20,000 ohms)	33-320334	Pilot Lamp Assembly	38-7213
34	Condenser (.01 mfd.)	3903-OSG	Dial Assembly	42-5570
35	Resistor (600 ohms)	33-1212	Tuning & Volume Shaft	28-8495
36	Resistor (1,000,000 ohms)	33-510344	Distributor Resistor	33-1196
37	Resistor (250,000 ohms)	33-424344	Interference Condenser	30-4007
38	Condenser (250 mmfd.)	30-1032	Connector Plug	29-6423
39	Condenser (.01 mfd.)	3903-OSU	Isulator	27-8199
40	Resistor (500,000 ohms)	33-449344	Fuse	7227
41	Resistor (250,000 ohms)	33-424344	Fuse Insulator	27-7729
42	Condenser (.025 mfd.)	7653-OSU	"Tee" Bolt (Rec. Mtg.)	28-6161
			Nut (Rec. Mtg.)	W518A
			Speaker (Model CB)	36-1203



# 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 \_\_\_\_\_  
**KEEP THIS INSTALLATION RECORD. IT IS IMPORTANT IN CASE YOU EVER REQUIRE SERVICE.**



## INSTALLATION AND OPERATING INSTRUCTIONS

### MODEL 817C

**T**HE 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

**STONE 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.

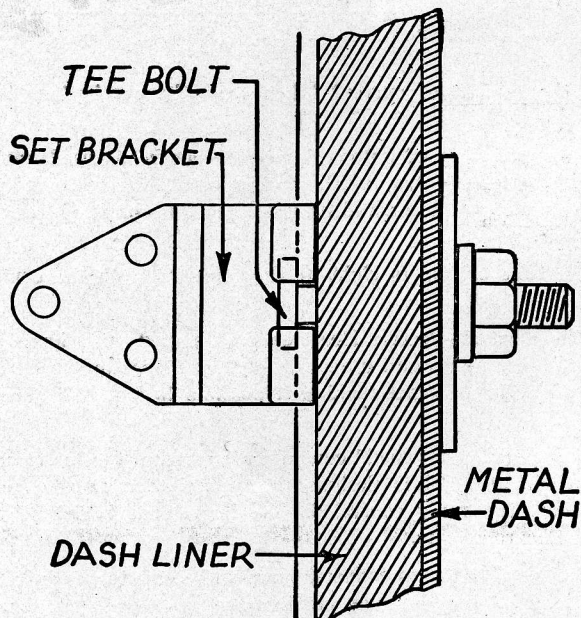


FIGURE 1

**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.

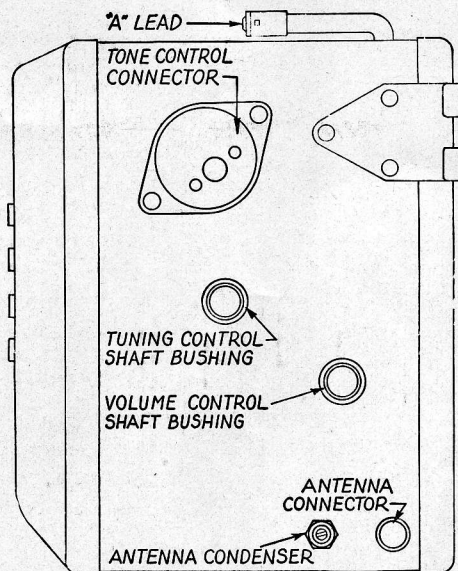


FIGURE 2

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.

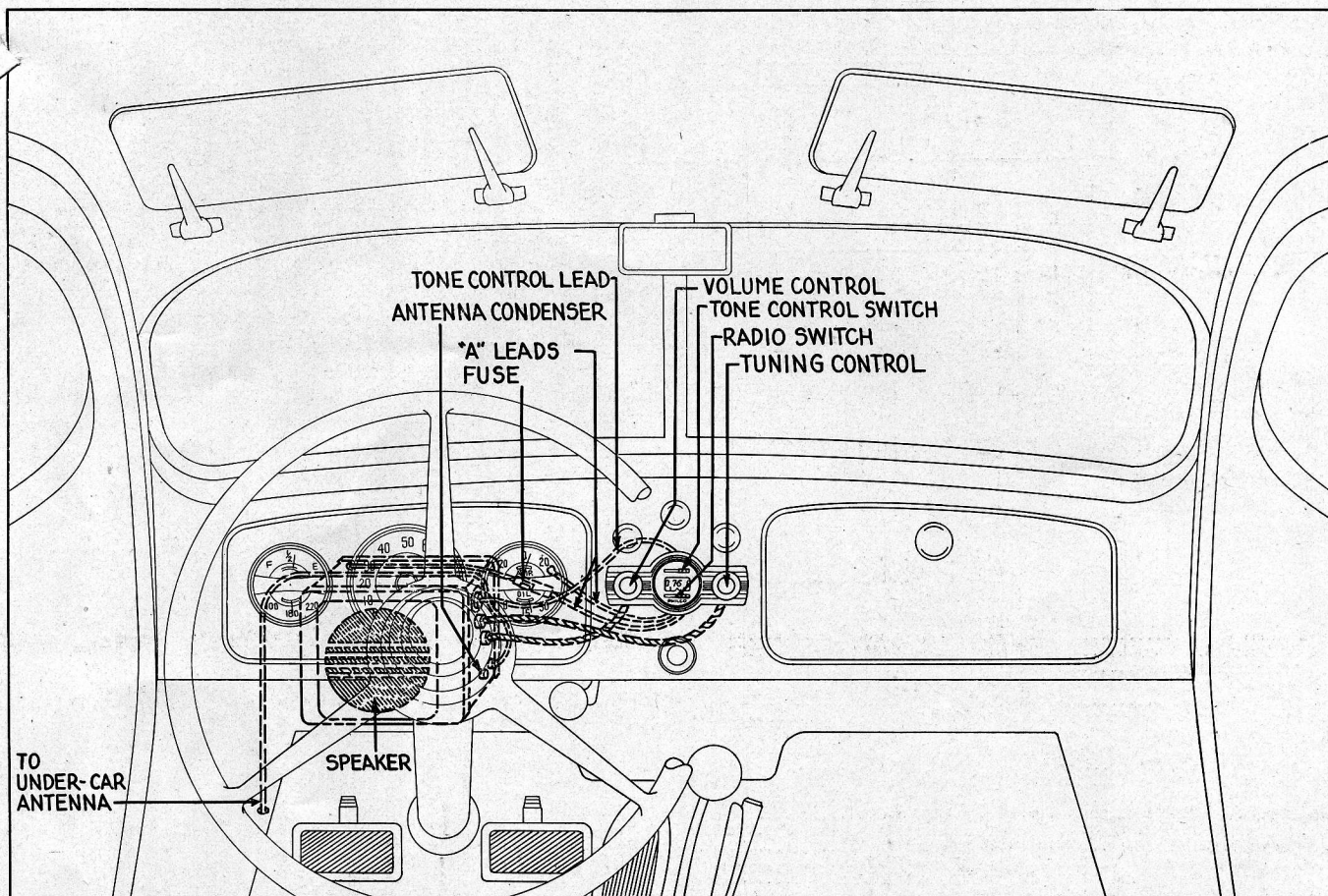


FIGURE 3

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.

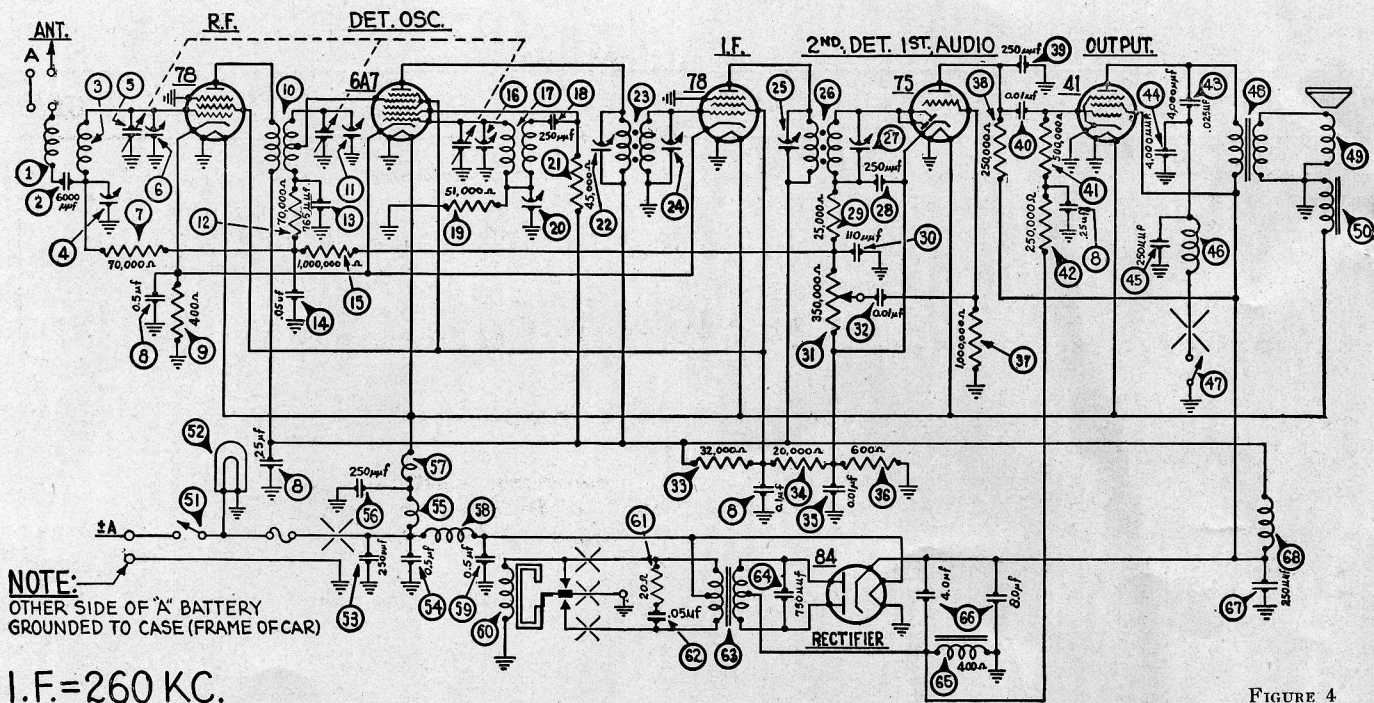
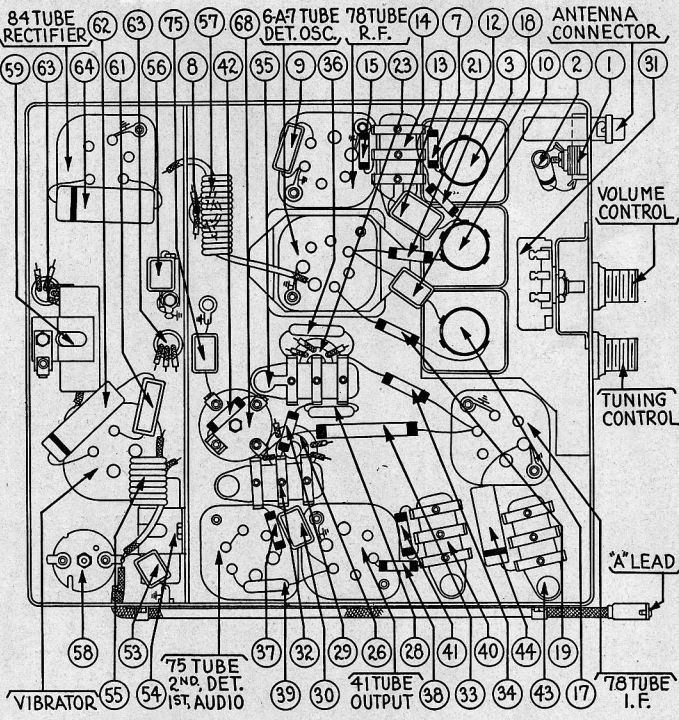


FIGURE 4

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	44	Condenser (4000 mmfd.)	30-4185
2	Condenser (6,000 mmfd.)	30-4125	45	Condenser (250 mmfd.)	30-1032
3	Antenna Transformer	32-1984	46	Choke	32-2063
4	Antenna Coupling Condenser	31-6082	47	Tone Control Switch	42-1160
5	Tuning Condenser	31-1769	48	Output Transformer	32-7495
6	First Padder (on tun. cond.)	31-6082	49	Cone and Voice Coil	36-3586
7	Resistor (70,000 ohms)	33-370334	50	Field Coil Assembly	36-3597
8	Condenser	(1-.25-.25-.5 mfd.)	51	On and Off Switch	42-1160
9	Resistor (400 ohms)	33-1211	52	Pilot Lamp	34-2039
10	R. F. Transformer	32-1985	53	Condenser (250 mmfd.)	30-1032
11	Second Padder (on tun. cond.)	33-351344	54	Condenser (.5 mfd.)	30-4015
12	Resistor (70,000 ohms)	33-370334	55	"A" Choke	32-1464
13	Condenser (765 mmfd.)	30-1069	56	Condenser (250 mmfd.)	30-1032
14	Condenser (.05 mfd.)	3615-0SG	57	Filament Choke	32-2038
15	Resistor (1,000,000 ohms)	33-510344	58	Vibrator Choke	32-2039
16	Third Padder (on tun. cond.)	33-351344	59	Condenser (.5 mfd.)	30-4015
17	Oscillator Transformer	32-1986	60	Vibrator	41-3170D
18	Condenser (250 mmfd.)	30-1032	61	Resistor (200 ohms)	33-1210
19	Resistor (51,000 ohms)	33-351344	62	Condenser (.05 mfd.)	30-4020S
20	Low Frequency Padder	31-6083	63	Power Transformer	32-7550
21	Resistor (45,000 ohms)	33-345344	64	Condenser (750 mmfd.)	30-4420
22	Padder (Pri. 1st I. F. Trans.)	32-2026	65	Filter Choke	32-7545
23	First I. F. Transformer	32-2026	66	Filter Condenser (4-8 mfd.)	30-2150
24	Padder (Sec. 1st I. F. Trans.)	32-2027	67	Condenser (250 mmfd.)	30-1032
25	Second I. F. Transformer	32-2027	68	"B" Choke	32-1281
26	Padder (Sec. 2nd I. F. Trans.)	32-2027	69	Four Prong Socket	27-6044
27	Condenser (250 mmfd.)	30-1032	70	Five Prong Socket	27-6035
28	Resistor (25,000 ohms)	33-325344	71	Six Prong Socket	27-6036
29	Condenser (110 mmfd.)	30-1031	72	Seven Prong Socket	27-6037
30	Volume Control	(350,000 ohms)	73	Control Assembly	42-5571
31	Resistor (350,000 ohms)	33-5148	74	Knob	27-4288
32	Condenser (.01 mfd.)	3903-0SU	75	Knob Base	28-3698
33	Resistor (32,000 ohms)	33-332434	76	Pilot Lamp Assembly	38-7213
34	Resistor (20,000 ohms)	33-320334	77	Dial Assembly	42-5570
35	Condenser (.01 mfd.)	3903-0SG	78	Tuning & Volume Shaft	28-8495
36	Resistor (600 ohms)	33-1212	79	Distributor Resistor	33-1196
37	Resistor (1,000,000 ohms)	33-510344	80	Interference Condenser	30-4007
38	Resistor (250,000 ohms)	33-424344	81	Connector Plug	29-6423
39	Condenser (250 mmfd.)	30-1032	82	Insulator	27-8199
40	Condenser (.01 mfd.)	3903-0SU	83	Fuse	7227
41	Resistor (500,000 ohms)	33-449344	84	Fuse Insulator	27-7729
42	Resistor (250,000 ohms)	33-424344	85	"Tee" Bolt (Rec. Mtg.)	28-6161
43	Condenser (.025 mfd.)	7653-0SU	86	Nut (Rec. Mtg.)	W518A
44			87	Speaker (Model CB)	36-1203



# 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.

## INSTALLATION AND OPERATING INSTRUCTIONS

### MODEL 817P

**T**HE 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.

**"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.

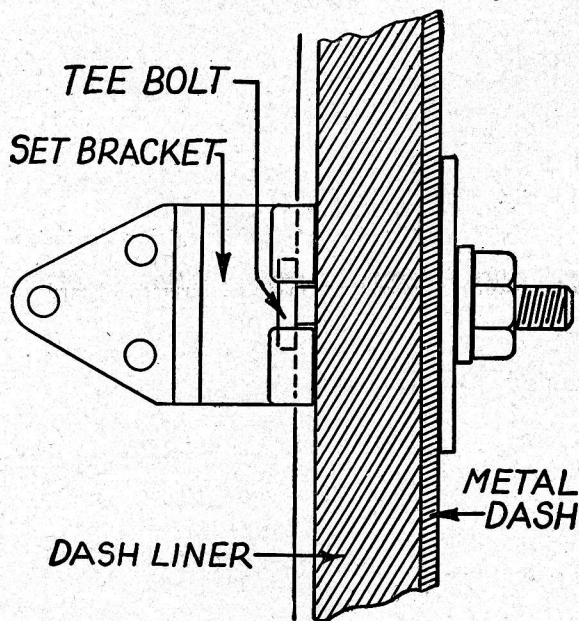


FIGURE 1

**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.

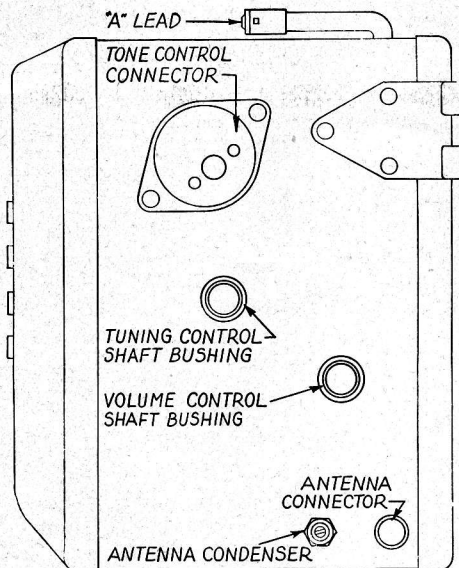


FIGURE 2

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.

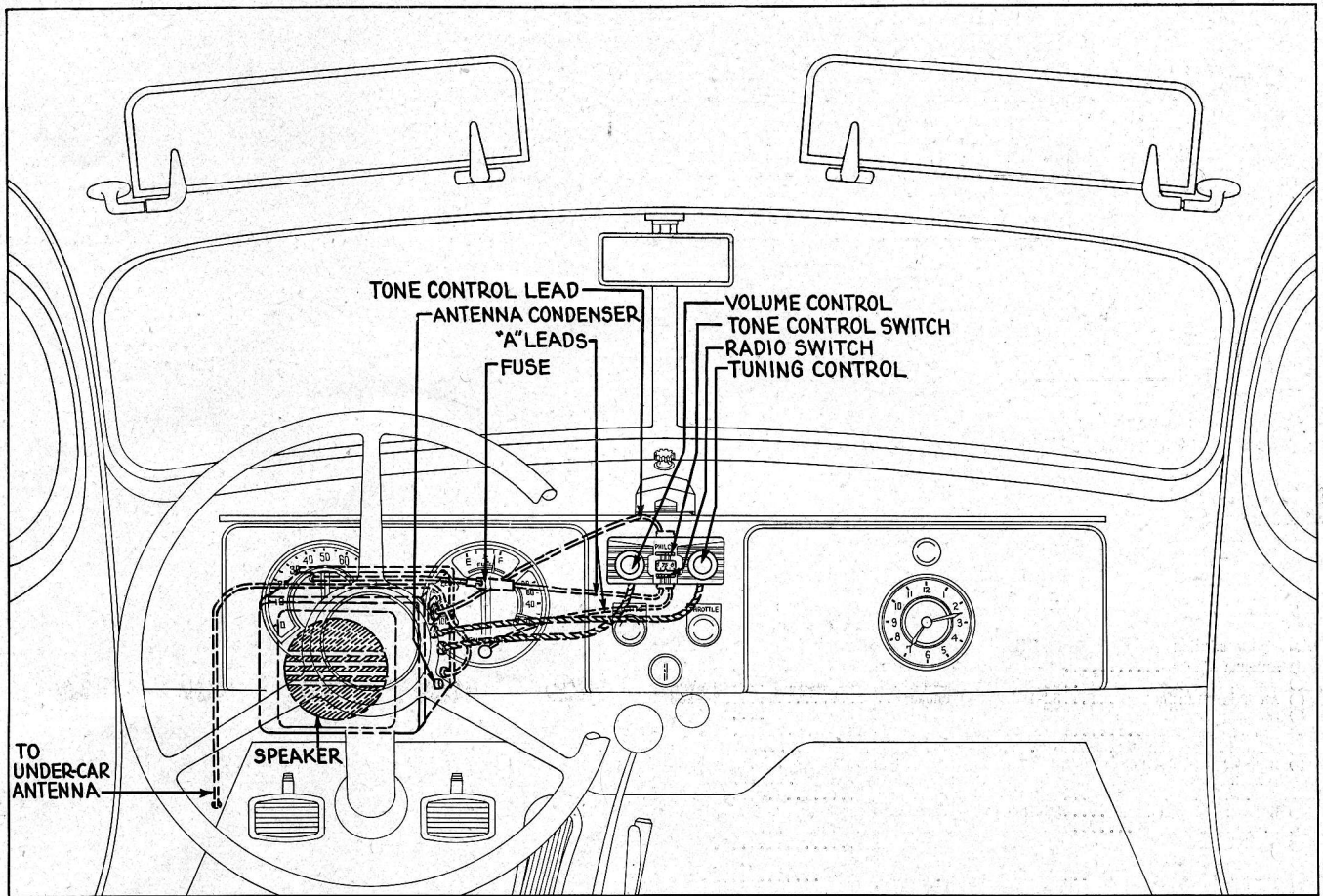


FIGURE 3

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.

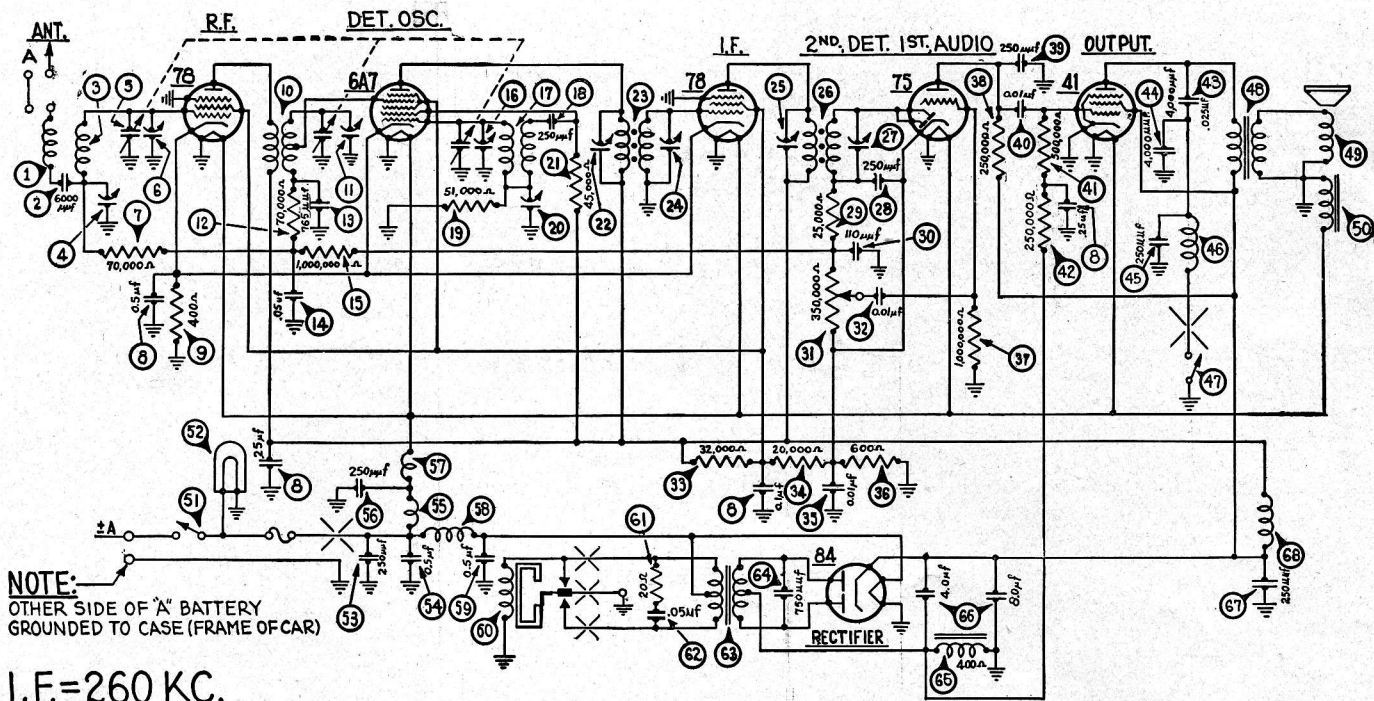
**REPLACEMENT TUBES**— Use only PHILCO High Efficiency Tubes for replacements.

**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.

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.

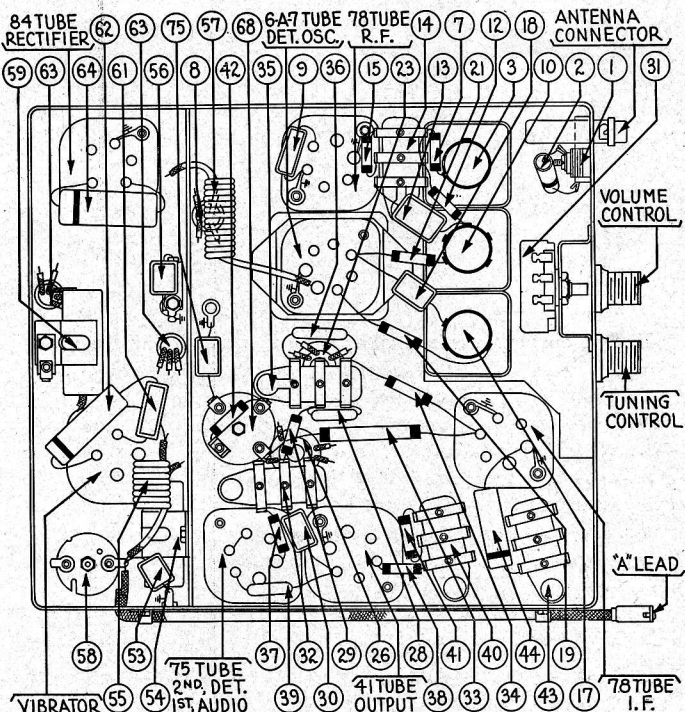


Before connecting the antenna lead-in to the Receiver place the connector plug in "A".

FIGURE 4

### MODEL 817P — PARTS LIST

No.	Description	Part No.	No.	Description	Part No.
1	Antenna Choke	33-7516	44	Condenser (4000 mmfd.)	30-4185
2	Condenser (6,000 mmfd.)	30-4125	45	Condenser (250 mmfd.)	30-1032
3	Antenna Transformer	32-1984	46	Choke	32-2063
4	Antenna Coupling Condenser	31-6082	47	Tone Control Switch	42-1160
5	Tuning Condenser	31-1769	48	Output Transformer	32-7495
6	First Padder (on tun. cond.)	31-1769	49	Cone and Voice Coil	36-3586
7	Resistor (70,000 ohms)	33-370334	50	Field Coil Assembly	36-3597
8	Condenser		51	On and Off Switch	42-1160
9	(.1-25-.25-.5 mfd.)	30-4415	52	Pilot Lamp	34-2039
10	Resistor (400 ohms)	33-1211	53	Condenser (250 mmfd.)	30-1032
11	R. F. Transformer	32-1985	54	Condenser (.5 mfd.)	30-4015
12	Second Padder (on tun. cond.)	31-1769	55	"A" Choke	32-1464
13	Resistor (70,000 ohms)	33-370334	56	Condenser (250 mmfd.)	30-1032
14	Condenser (765 mmfd.)	30-1069	57	Filament Choke	32-2038
15	Condenser (.05 mfd.)	3615-OSG	58	Vibrator Choke	32-2039
16	Resistor (1,000,000 ohms)	33-510344	59	Condenser (.5 mfd.)	30-4015
17	Third Padder (on tun. cond.)	31-1769	60	Vibrator	41-3170D
18	Oscillator Transformer	32-1986	61	Resistor (200 ohms)	33-1210
19	Condenser (250 mmfd.)	30-1032	62	Condenser (.05 mfd.)	30-4020S
20	Resistor (51,000 ohms)	33-351344	63	Power Transformer	32-7550
21	Low Frequency Padder	31-6083	64	Condenser (750 mmfd.)	30-4420
22	Resistor (45,000 ohms)	33-345344	65	Filter Choke	32-7545
23	Padder (Pri. 1st I. F. Trans.)	32-2026	66	Filter Condenser (4-8 mfd.)	30-2150
24	First I. F. Transformer	32-2026	67	Condenser (250 mmfd.)	30-1032
25	Padder (Sec. 1st I. F. Trans.)	32-2027	68	"B" Choke	32-1281
26	Padder (Pri. 2nd I. F. Trans.)	32-2027	69	Four Prong Socket	27-6044
27	Second I. F. Transformer	32-2027	70	Five Prong Socket	27-6035
28	Condenser (250 mmfd.)	30-1032	71	Six Prong Socket	27-6036
29	Resistor (25,000 ohms)	33-325344	72	Seven Prong Socket	27-6037
30	Condenser (110 mmfd.)	30-1031	73	Control Assembly	42-5562
31	Volume Control		74	Knob	27-4299
32	(350,000 ohms)	33-5148	75	Knob Base	28-3698
33	Condenser (.01 mfd.)	3903-OSU	76	Pilot Lamp Assembly	38-7213
34	Resistor (32,000 ohms)	33-332434	77	Dial Assembly	42-5540
35	Resistor (20,000 ohms)	33-320334	78	Tuning & Volume Shaft	28-8495
36	Condenser (.01 mfd.)	3903-OSG	79	Distributor Resistor	33-1196
37	Resistor (600 ohms)	33-1212	80	Interference Condenser	30-4007
38	Resistor (1,000,000 ohms)	33-510344	81	Connector Plug	29-6423
39	Resistor (250,000 ohms)	33-424344	82	Insulator	27-8199
40	Condenser (250 mmfd.)	30-1032	83	Fuse	27-7227
41	Condenser (.01 mfd.)	3903-OSU	84	Fuse Insulator	27-7729
42	Resistor (500,000 ohms)	33449344	85	"Tee" Bolt (Rec. Mtg.)	28-6161
43	Resistor (250,000 ohms)	33-424344	86	Nut (Rec. Mtg.)	W518A
44	Condenser (.025 mfd.)	7653-OSU	87	Speaker (Model CB)	36-1203



# 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.