

## Philco Radio & Television Corp.

**Model:** CT-2 Chrysler

**Chassis:**

**Year:** Pre November 1935

**Power:**

**Circuit:**

**IF:**

**Tubes:**

**Bands:**

### Resources

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PHILCO RADIO & TELEV. CORP. MODEL CT-2 Chrysler

**INSTALLATION INSTRUCTIONS**  
**Plymouth Model Code PJ**  
**Dodge Model Code DU**  
**Chrysler Model Code C-4**

**THESE INSTRUCTIONS** have been prepared for your use in installing the DeLuxe Custom-Built Rad. Read them thoroughly, then follow the instructions carefully in every detail when making the installation. Carefully unpack the cartons and check the contents with the material packing lists. Examine the parts and compare them with illustrations given in these instructions so that you may become familiar with them and thus aid the installation easily and quickly.

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

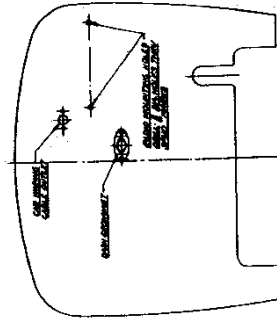


FIGURE 1  
 CAR LIGHTING FUSE  
 ANTENNA LEAD

**Receiver Installation**

1. Remove the car lighting fuse from the back of the ammeter.
2. Drill two 1/8" holes in the dash. Refer to Figure 1 for the location of the center punch on the dash for a distance of 1/4" around the holes to insure good ground contact.
3. The two 1/4" x 1/2" bolts supplied in the radio package are used to fasten the radio to the dash from the inside of the car. Put the washers and nuts on the ends of the bolts, but do not tighten.
4. Pull forward on the knob of the ash receiver to remove it. It is also necessary to take out the ash receiver while doing this. This can be done after removing the three retaining nuts.
5. The shielded antenna lead supplied in the radio package must be connected to the car antenna. The two ends of the two front bolts are twisted together and taped. Make the splice as close as possible to the corner post.
6. The shielded pigtail of the antenna lead must be grounded to the cowl. To do this, drill a 1/8" hole in the cowl in front of the hood line. Use an #48 bolt and connect the pig-tail correct under the nut. (See Figure 4).

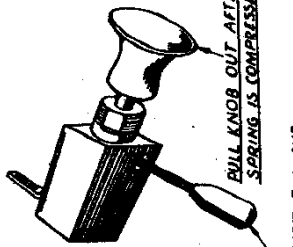


FIGURE 2

**For Plymouth Model, Code PJ Only**

1. Remove the short auxiliary brace from between the instrument of the instrument board and the brace that supports the cowl ventilator regulator mechanism.
2. Remove the head lamp switch. Pull the control knob out all the way. There is a small hole in the top of the switch, close to the instrument panel. Insert a nail or small screw driver in the hole and press down on the same. This forces the switch retaining nut on the front of the instrument panel. The switch can now be moved out of the way. **DO NOT** disconnect the wires attached to the switch.
3. Before installing the Receiver, place the gear shift lever in "LOW" and pull back the emergency hand brake lever as far as possible. Slide the two bolts in the legs on the side of the Receiver housing and then tighten the "A" bolt nuts on the engine side.
4. Connect the antenna lead in its replacement on the end of the receiver housing. (See Figure 3).

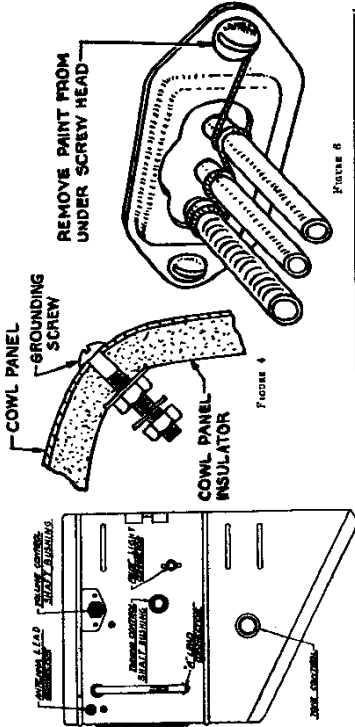


FIGURE 4

**For Plymouth Model, Code PJ Only**

Replace the auxiliary brace and the headlight switch bracket and Plymouth instructions under "Receiver Installation."

**Motor Interference Suppression**

1. Cut the above terminals from the spark plug cables and screw on the molded ballclips above suppressor terminals.
2. Solder the straight molded resistor on the end of the distributor center lead cable.
3. Plug this into the distributor cap.
4. Install a one mid. by-pass condenser, on the generator. Mount it on the generator. Connect the suppressor lead under the screw that connects the battery lead to the relay.
5. Connect a 1/4 mfd. condenser to the dome light lead as close as possible to the point where it enters the right front corner post. This connection must be soldered and taped.
6. Drill a 1/8" hole in the cowl in front of the hood line close to the corner post. Fasten the dome light condenser to the under side of the cowl using the #32 bolt and nut furnished for this purpose.
7. Ground the steering column to the dash. There is a hole in the steering column near the dash opening seal for a No. 8 hole. Tap this hole. Scribe with the two eye terminals a piece one terminal under one of the screws that holds the steering column dash seal in place. The other end must be fastened to the steering column with a No. 8 -- 1/4" self-tapping screw.
8. If there is a hole in the steering column near the dash opening seal, solder a piece of No. 18 bare stranded wire supplied and ground this wire under one of the screws that holds the steering column dash seal in place.
9. Ground the speedometer cable, oil line and temperature indicator tube where they enter the dash under one of the terminal screws with the No. 18 bare stranded wire provided. (See Figure 9).
10. Replace the car lighting fuse — test the lights and horn.
11. An additional 1/4 mfd. condenser may at times be used to advantage. Mount this condenser on the bottom ledge of the instrument board and connect it to one of the terminals of the ammeter or ignition switch directly behind the instrument panel.

**Control Installation**

1. Install the control unit on the instrument panel, fitting it in the opening left by the removal of the "A" clamp and nut.
2. Turn the control in place by means of the "A" clamp and nut.
3. The volume control flexible shaft is on the left and must be coupled in the upper shaft bushing on the end of the Receiver housing (See Figure 9). The knurled shaft nut must be tightened securely.
4. Before connecting the tuning condenser flexible shaft, use a small screw driver and turn the tuning condenser knob on the Receiver in a counter-clockwise direction as far as it will go.
5. Turn the right-hand (tuning control) knob so that the pointer indicates "94" on the dial.
6. The tuning control flexible shaft must be coupled in the proper shaft bushing on the end of the Receiver housing (See Figure 9). The knurled shaft nut must be tightened securely.
7. Connect the terminal on the pilot light wire to its receptacle on the end of the Receiver housing (see Figure 9).

**Power Connections**

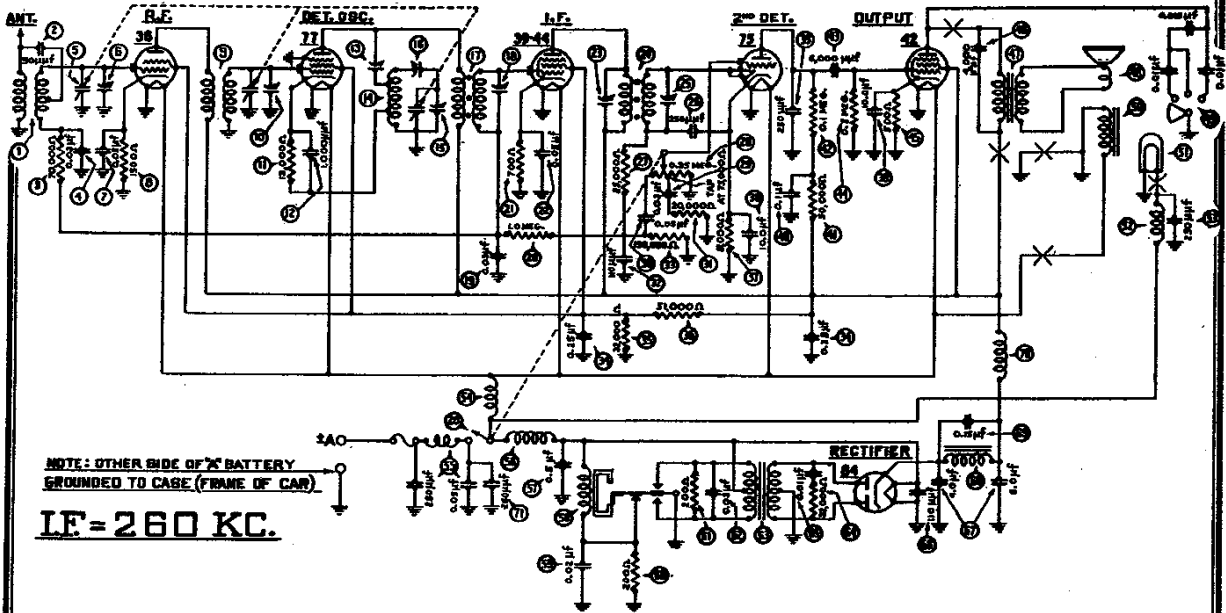


FIGURE 5

1. Connect the terminal end of the "A" lead to the switch terminal CA-RAD. Refer to Figure 5, showing the back of the instrument switch.
2. Pierce the fuse and fuse insulator in the small metal fuse holder on the "A" lead. The "A" lead must connect it to the main Receiver "A" lead (see Figure 8).

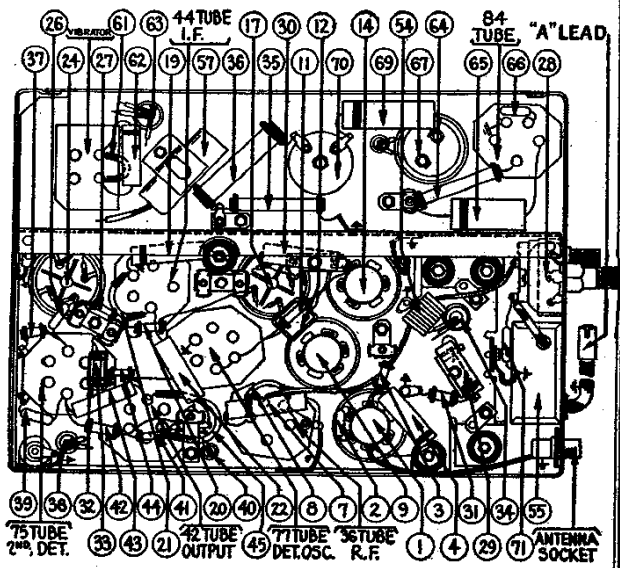
**Note: See auto index vol. II for various indexing of several cars for this page**

MODEL CT-2 Chrysler  
 MODEL CT-5 DeSoto EG, PHILCO RADIO & TELEV. CORP.  
 Plymouth Code PJ SF  
 Dodge Code DU  
 Chrysler Code CZ,C-6  
 Schematic, Chassis, Parts



Parts List - CT-2 Chrysler De Luxe Custom Built Radio

- ① Antenna Transformer..... 32-1535
- ② Condenser (50 mmfd.)..... 30-1029
- ③ Resistor (70,000 ohms)..... 33-1115
- ④ Condenser (.03 mfd.)..... 30-4025
- ⑤ Tuning Condenser..... 31-1425
- ⑥ 1st Padder (on tun. cond.).....
- ⑦ Condenser (.05 mfd.)..... 30-4020
- ⑧ Resistor (1500 ohms)..... 33-3047
- ⑨ R. F. Transformer..... 32-1536
- ⑩ 2nd Padder (on tun. cond.).....
- ⑪ Resistor (11,000 ohms)..... 33-1194
- ⑫ Condenser (1000 mmfd.)..... 30-1007
- ⑬ Padder (Pri. 1st I. F. Tran.).....
- ⑭ Oscillator Transformer..... 32-1537
- ⑮ 3rd Padder (on tun. cond.).....
- ⑯ 4th Padder (on tun. cond.).....
- ⑰ First I. F. Transformer..... 32-1538
- ⑱ Padder (Sec. 1st I. F. Tran.).....
- ⑲ Condenser (.03 mfd.)..... 30-4025
- ⑳ Resistor (1 meg.)..... 33-1096
- ㉑ Resistor (700 ohms)..... 6443
- ㉒ Condenser (.05 mfd.)..... 30-4020
- ㉓ Padder (Pri. 2nd I. F. Tran.).....
- ㉔ Second I. F. Transformer..... 32-1449
- ㉕ Padder (Sec. 2nd I. F. Tran.).....
- ㉖ Condenser (250 mmfd.)..... 30-1032
- ㉗ Resistor (25,000 ohms)..... 33-1161
- ㉘ Vol. Con. & Switch Assm..... 33-5088
- ㉙ Condenser (.03 mfd.)..... 30-4025
- ㉚ Condenser (.05 mfd.)..... 30-4020
- ㉛ Resistor (20,000 ohms)..... 33-1130
- ㉜ Condenser (110 mmfd.)..... 30-1031
- ㉝ Resistor (190,000 ohms)..... 33-1116
- ㉞ Condenser (.25-.25 mfd.)..... 30-4231
- ㉟ Resistor (32,000 ohms)..... 3525
- ㊱ Resistor (51,000 ohms)..... 5868
- ㊲ Resistor (5,000 ohms)..... 6096
- ㊳ Condenser (10-10 mfd.)..... 30-2076
- ㊴ Condenser (250 mmfd.)..... 30-1032
- ㊵ Condenser (.1 mfd.)..... 30-4170
- ㊶ Resistor (50,000 ohms)..... 6098
- ㊷ Resistor (.1 meg.)..... 6099
- ㊸ Condenser (6000 mmfd.)..... 30-4125
- ㊹ Resistor (.5 meg.)..... 6097
- ㊺ Resistor (500 ohms)..... 33-3031
- ㊻ Condenser (4000 mmfd.)..... 30-4185
- ㊼ Output Transformer..... 2598
- ㊽ Cone & Voice Coil..... 36-3159
- ㊾ Tone Control..... 30-4138
- ㊿ Field Coil Assembly..... 02795
- 1 Pilot Lamp..... 34-2036
- 2 Choke..... 32-1374
- 3 Condenser (250 mmfd.)..... 30-1032
- 4 "A" Choke..... 32-1374
- 5 Interference Filter..... 32-1534
- 6 Vibrator Choke..... 32-1563
- 7 Condenser (.5 mfd.)..... 30-4015
- 8 Vibrator..... 38-5036
- 9 Condenser (.02 mfd.)..... 30-4039
- 10 Resistor (200 ohms)..... 7217
- 11 Resistor (200 ohms)..... 7217
- 12 Condenser (.03 mfd.)..... 30-4025
- 13 Power Transformer..... 32-7315
- 14 Resistor (32,000 ohms)..... 3525
- 15 Condenser (.01 mfd.)..... 30-4051
- 16 Condenser (110 mmfd.)..... 30-1031
- 17 Filter Cond. (4-8 mfd.)..... 30-2107
- 18 "B" Choke..... 32-7254
- 19 Condenser (.15 mfd.)..... 30-4191
- 20 R. F. Choke..... 32-1530
- 21 Condenser (250 mmfd.)..... 30-1032
- \*Ground Clip..... 28-2488
- Spark Plug Resistor..... 33-1016
- Distributor Resistor..... 33-1113
- Interference Cond. (1 mfd.)..... 4522
- Interference Cond. (1/2 mfd.)..... 30-4007
- \*\*"T" Bolt (Set Mtg.)..... 28-6161
- \*Nut (Set Mtg.)..... W518
- Fuse..... 7227
- Fuse Insulator..... 27-7729
- \*Antenna Lead..... 38-6355
- \*"A" Lead..... 38-6551
- \*\*"U" Clamp (Control Mtg.)..... 29-1705
- \*Nut (Control Mtg.)..... W317A



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