

Corp.

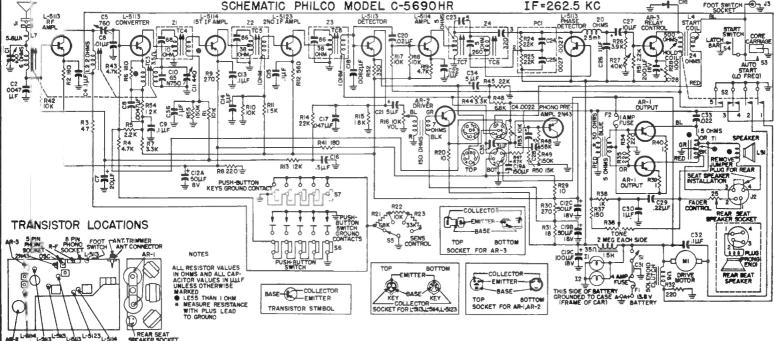
reproduced

(Philco

material

in

through the courtesy the Philco



CIRCUIT CHANGES

Resistor R55 was changed from 150,000 ohms to 220,000 ohms, part No. 66-4228340.

Resistor R45 was changed from 22,000 ohms to 82,000 ohms, part No. 66-3828340.

A 47-ohm, ½-watt resistor, part No. 66-0478340, was added between emitter detector transistor L-5113 and the junction of R52 C35 A .1-4fd capacitor, part No. 30-1260, was added between the emitter of Detector Transister L-5113 and ground.

Resistor R15, was changed from 1.8K to $2.7K \pm 10\%$, part No. 66-2278340.

Resistor R29 was changed from 10 ohm \pm 5% to 8.2 ohms \pm 5%, part No. 66-9823260.

Resistor R23 was changed from 33,000 ohms to 10,000 ohms, part No. 66-1038340.

SERVICE HINTS

- 1. All units are wired for connection with NEGA-TIVE GROUND. If the set is connected backwards, the motor will drive in reverse (from high frequency end to low frequency end) and the 1 ampere fuse will blow out.
- 2. If the motor is reversed or the latching pawl is accidently tripped before tuning reaches the high frequency end, a number of clockwise revolutions of the manual tuning knob may be required to again engage the cam.
- 3. Where a set is dead or inoperative, first check the radio in the car to make sure there are jumpers in the rear seat speaker, and phono. sockets. See figure 3.
- 4. When soldering any transistor lug, turn the set off and remove the transistor, to prevent any damage to the transistor from any AC leakage from the soldering iron.
- 5. CAUTION: Do not ground the base of any of the transistors or serious damage will result to the transistor.

