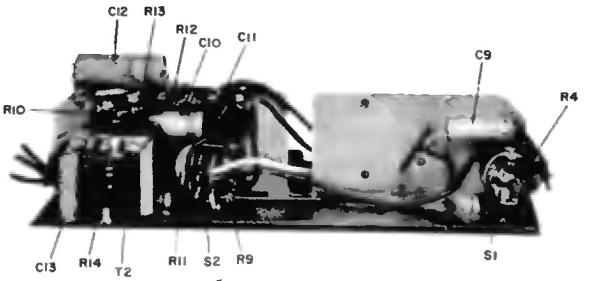
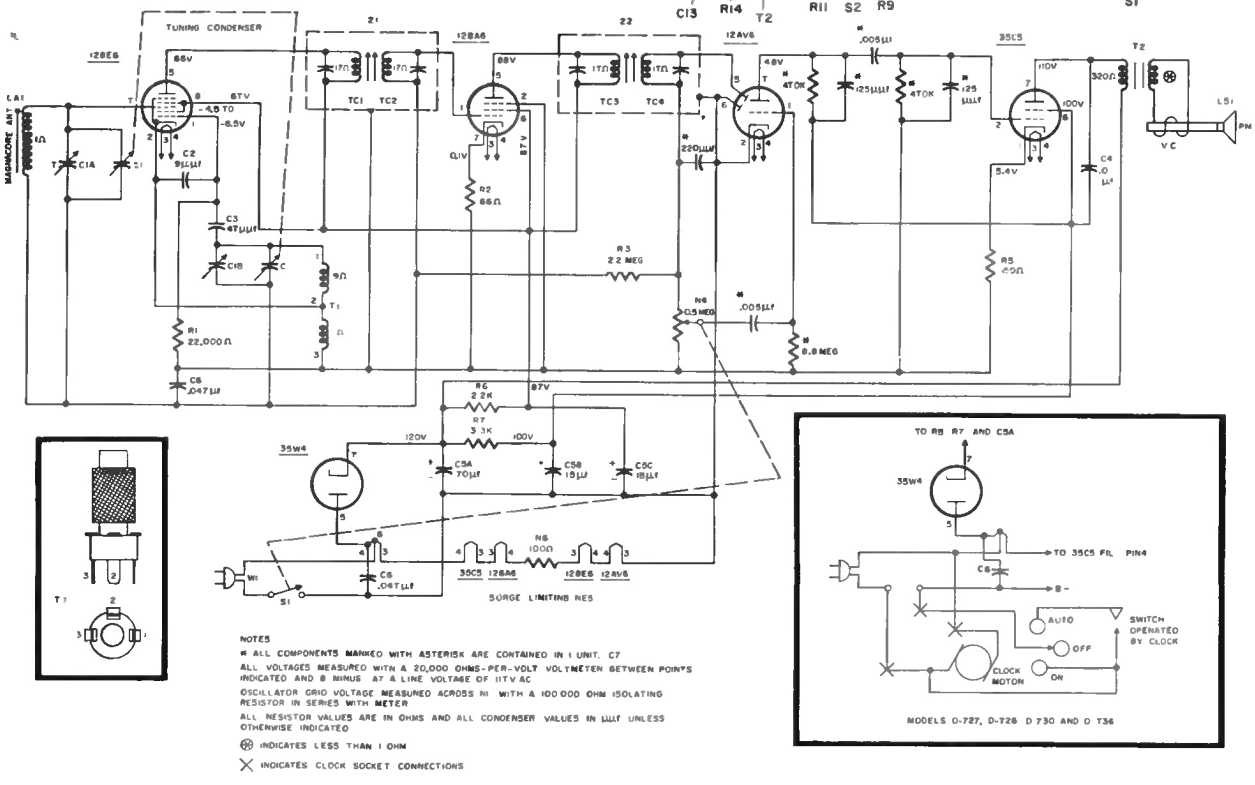
PHILCO

D-592, D-593, D-595, D-598, D-727, D-728, D-730 and D-736





NOTES

ALL COMPONENTS MARKED WITH ASTERISK ARE CONTAINED IN 1 UNIT, C7

ALL VOLTAGES MEASURED WITH A 20,000 OHMS-PER-VOLT VOLTMETER BETWEEN POINTS INDICATED AND B MINUS AT A LINE VOLTAGE OF 117V AC

OSCILLATOR GRID VOLTAGE MEASURED ACROSS R1 WITH A 100,000 OHM ISOLATING RESISTOR IN SERIES WITH METER

ALL RESISTOR VALUES ARE IN OHMS AND ALL CONDENSER VALUES IN µµf UNLESS OTHERWISE INDICATED

⊛ INDICATES LESS THAN 1 OHM

× INDICATES CLOCK SOCKET CONNECTIONS

Above is an exact circuit for Models D-592, D-593, and D-595. For differences in Models D-727, D-728, D-730, and D-736, refer to clock circuit in insert above. Model D-598 uses a neon lamp as an off-on indicator, and incorporates a phono-input jack, a variable tone control, and a radio-phono switch.

ALIGNMENT PROCEDURE

RADIO CONTROLS — Set volume control to maximum. Set tuning control as indicated in chart.

OUTPUT METER — Connect across voice-coil terminals.

SIGNAL GENERATOR — Connect generator and set frequency as indicated in chart. Use modulated output.

OUTPUT LEVEL — During alignment, adjust signal-generator output to hold output-meter reading below .5 volts.

ALIGNMENT CHART

STEP	SIGNAL GENERATOR		RADIO		ADJUST
	CONNECTION TO RADIO	DIAL SETTING	DIAL SETTING	SPECIAL INSTRUCTIONS	
1	Ground lead to B—; output lead through a .1 mf. condenser to grid (pin 7) of 12BE6.	455 KC	Tuning gang fully open.	Adjust tuning cores, in order given, for maximum output. TC1 and TC3 are located at top of transformers.	TC4—2nd i-f sec. TC3—2nd i-f pri. TC2—1st i-f sec. TC1—1st i-f pri.
2	Radiating loop (See note below).	1620 KC	1620 KC *	Adjust trimmer for maximum output.	C1-B—osc.
3	Same as Step 2.	1500 KC	1500 KC	Adjust trimmer for maximum output.	C1-A—aerial

NOTE: Make up a 6-8 turn, 6 inch diameter loop from insulated wire, connect to signal-generator leads, and place near radio loop.

* For proper adjustment of the oscillator trimmer, fully open the tuning gang and insert a .006 inch non-metallic shim between the heel of the rotor and the top of the stator plates. Close the tuning gang sufficiently to hold the shim in place, and then remove the shim without disturbing the gang setting.