

Western Auto Supply Co.

Model: D-1190

Chassis:

Year: Pre April 1941

Power:

Circuit:

IF:

Tubes:

Bands:

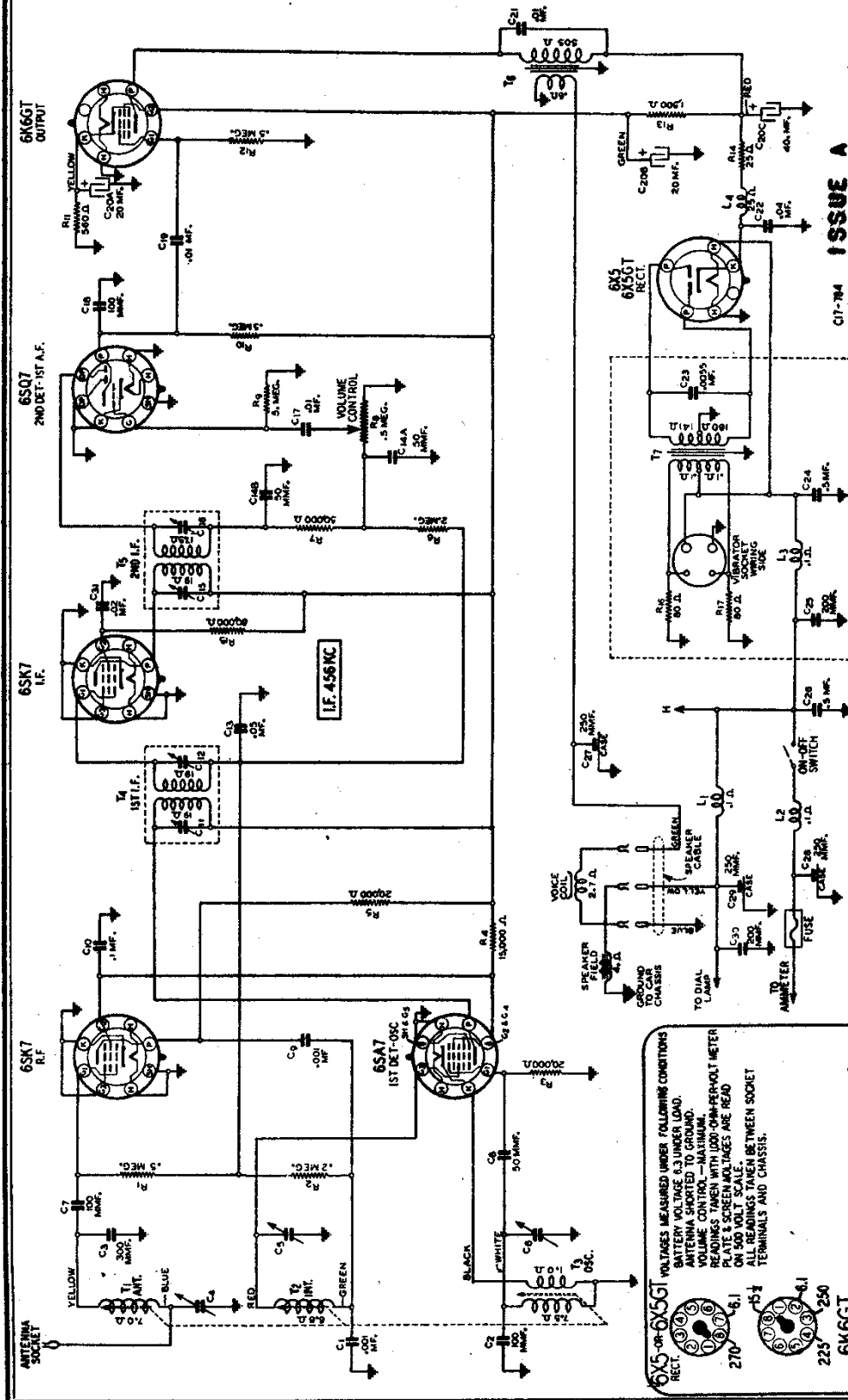
Resources

Riders Volume 12 - TRUETONE 12-37

Riders Volume 12 - TRUETONE 12-38

WESTERN AUTO SUPPLY CO.

MODEL D-1190



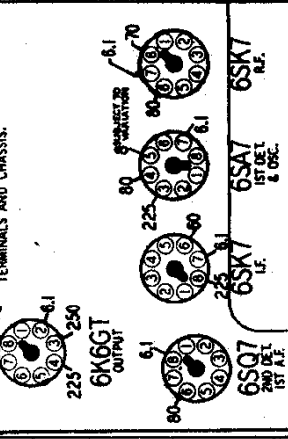
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Fig. 6—Schematic Circuit Diagram SPECIFICATIONS

Selectivity - - 38 KC Broad at 1000 Times Signal
Tuning Frequency Range - - 540 to 1600 KC
Intermediate Frequency - - 456 KC
Speaker - - 6" Electro-Dynamic

Power Consumption - - 8.2 Amperes at 6.6 Volts
Power Output (6.6 Volts) - - 30 Watts Undistorted
Sensitivity - - 1 Microvolt at .5 Watt Output

VOLTAGES MEASURED UNDER FOLLOWING CONDITIONS:
BATTERY VOLTAGE 6.6 UNDER LOAD.
ANTENNA SHORTED TO GROUND.
VOLUME CONTROL - MAXIMUM.
READINGS TAKEN WITH 100-OMM-PER-VOLT METER.
PLATE & SCREEN VOLTAGES ARE READ
ON 500 VOLT SCALE.
ALL READINGS TAKEN BETWEEN SOCKET
TERMINALS AND CHASSIS.



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Adjusting Antenna Trimmer

After the antenna is connected, tune in a weak signal at approximately 1400 KC with the volume control about three-fourths on. Turn the adjusting screw of the antenna trimmer (C4) up or down until maximum output is obtained. See Fig. 3 for location of this trimmer.

Calibrating the Radio

To calibrate the radio, tune in a station of known frequency. Remove the dial lamp assembly from the back of the control unit. The calibration screw is at the bottom of the dial lamp tube. Insert a fine bladed screwdriver and turn this screw until the pointer is at the frequency of the station being received.

A short insulated screwdriver will be helpful.

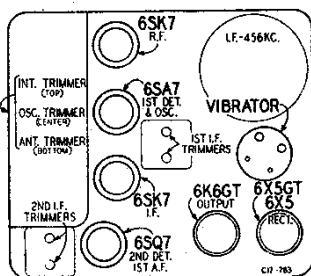


Fig. 4—Location of Tubes and Vibrator

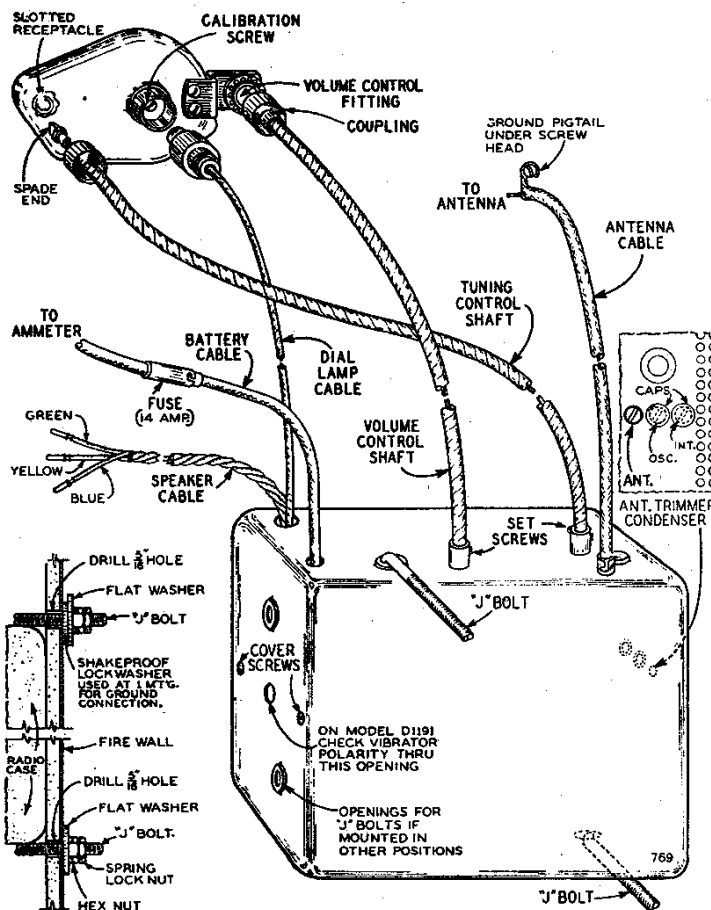


Fig. 3—General Installation View

ALIGNMENT PROCEDURE

Volume Control—Maximum All Adjustments.

Connect Radio Chassis to Ground Post of Signal Generator with a Short Heavy Lead.

Allow Chassis and Signal Generator to "Heat Up" for Several minutes.

The following equipment is required for aligning:

A Signal Generator which will provide an accurately calibrated signal at the test frequencies as listed.

Output Indicating Meter—Non-Metallic Screwdriver.

Dummy Antenna—.05 mf., See Note A.

| SIGNAL GENERATOR | | DUMMY ANTENNA | IRON CORE SETTING | ADJUST TRIMMERS TO MAXIMUM (See Figs. 3 and 4) |
|--------------------|---|---------------|--------------------------------------|--|
| FREQUENCY SETTING | CONNECTION AT RADIO | | | |
| I.F. | | | | |
| 456 KC | Control Grid (prong No. 8) 6SA7 1st Det. Tube | .05 mf. | Extreme Position out of Coil | 1st I.F. (C11) & (C12) 2nd I.F. (C15) & (C16) |
| OSCILLATOR | | | | |
| 1600 KC | Antenna Cable See Note A | See Note A | Extreme Position out of Coil | Oscillator (C6) |
| 1400 KC ADJUSTMENT | | | | |
| 1400 KC | Antenna Cable | See Note A | Tune to Max. Output with Tuning Knob | Int. (C5) Ant. (C4) |

Reassemble Radio—Install in Car—Connect Car Antenna to Radio.

Car Antenna Readjustment—Tune in weak signal near 1400 KC—Readjust Antenna Trimmer C4 for maximum output.

Attenuate the signal from the signal generator to prevent the leveling-off action of the AVC.

After each range is completed, repeat the procedure as a final check.

NOTE A—Insert the antenna cable plug in the antenna socket on the chassis. The total

capacity of the antenna cable and dummy antenna should be 60 mmf. If the cable, for example, has a capacity of 30 mmf., use a 30 mmf. condenser for a dummy antenna. Connect the other end of the antenna cable through the dummy antenna capacity to the output of the signal generator.

CALIBRATION—To calibrate the radio, tune in a station of known frequency. At the back of the control unit is the calibration screw. Remove the dial lamp assembly. Insert a fine bladed screwdriver and turn this screw until the pointer on the dial scale is at the frequency of the station being received.