Western Auto Supply Co.

	Model: D1042, issue A	Chassis:	Year: Pre April 1941
	Power:	Circuit:	IF:
	Tubes:		
	Bands:		

Resources
Riders Volume 12 - TRUETONE 12-17, 18
Riders Volume 12 - TRUETONE 12-19
Riders Volume 12 - TRUETONE 12-20

WESTERN AUTO SUPPLY CO.

MODEL D1042
Early and Issue A

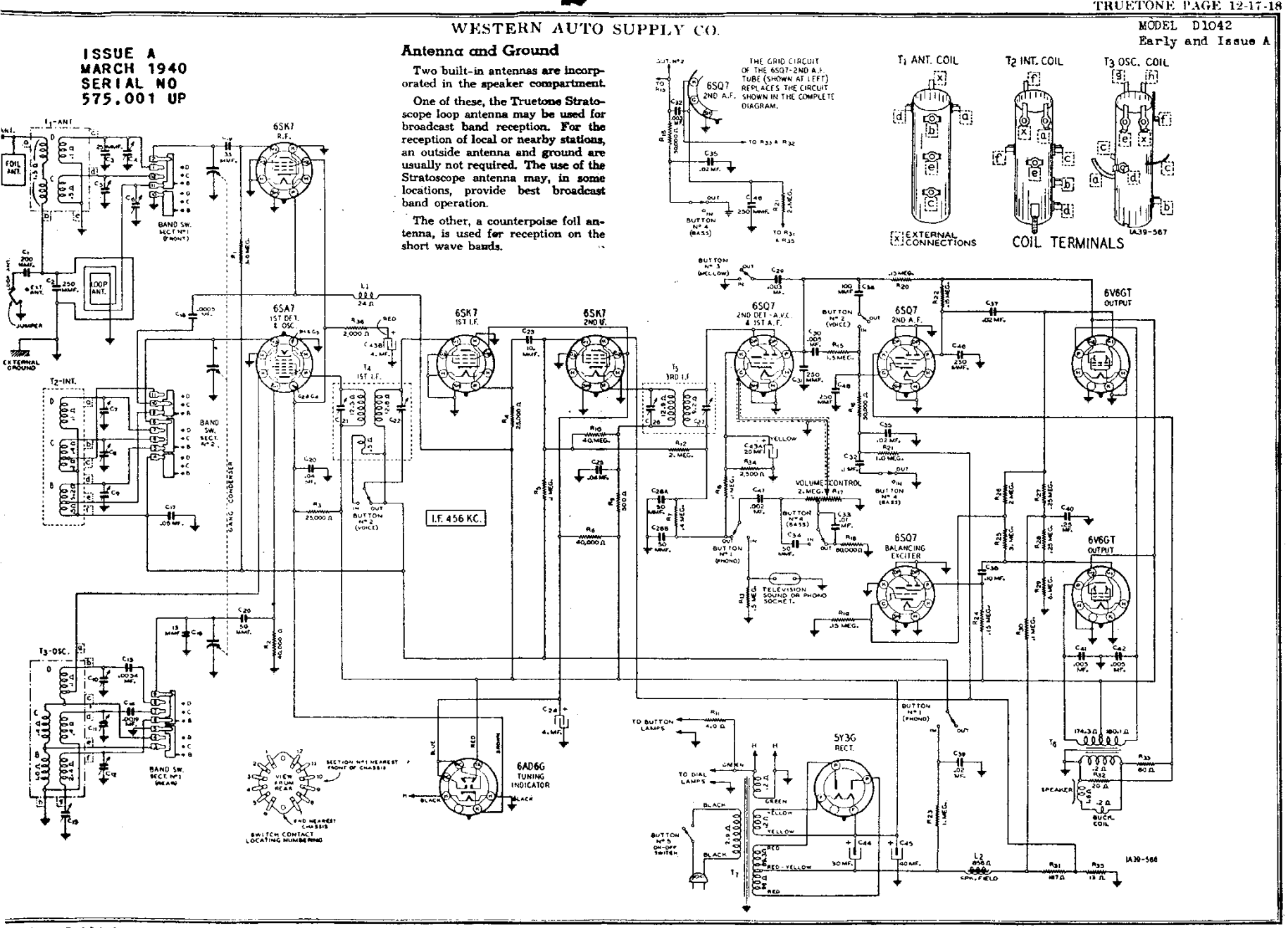
ISSUE A
MARCH 1940
SERIAL NO
575.001 UP

Antenna and Ground

Two built-in antennas are incorporated in the speaker compartment.

One of these, the Truetone Stratoscope loop antenna may be used for broadcast band reception. For the reception of local or nearby stations, an outside antenna and ground are usually not required. The use of the Stratoscope antenna may, in some locations, provide best broadcast band operation.

The other, a counterpoise foil antenna, is used for reception on the short wave bands.



WESTERN AUTO SUPPLY CO. MODEL D1042
Early and Issue A

SPECIFICATIONS

Power Consumption - 103 Watts (At 117 volts 60 cycles)

Power Output - - - - - - - 8 Watts Undistorted
9 Watts Maximum

Selectivity - 29.5 KC Broad at 1000 times Signal (Sharp)

Intermediate Frequency - - - - - - - 456 KC

Speaker - - - - - - - - 12" Electro-Dynamic

Tuning Frequency Range

B Range ..... 528 to 1730 KC
C Range .....2200 to 7000 KC
D Range .....7000 to 22000 KC

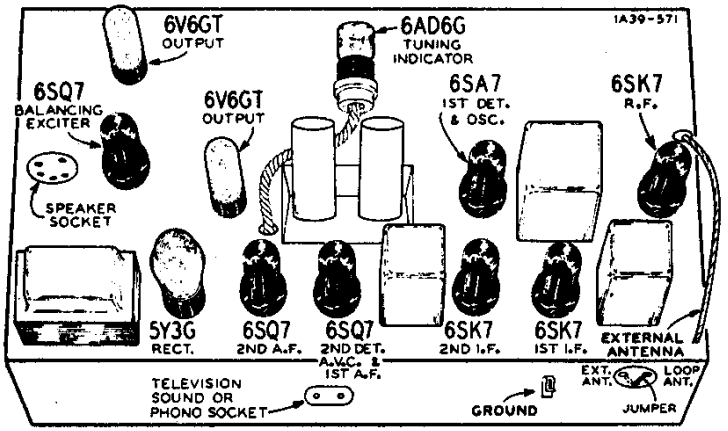
Sensitivity —External Antenna—(For 0.5 Watt output)

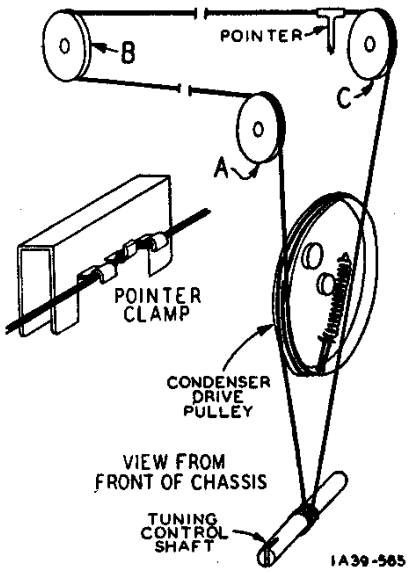
B Range ..... 1.0 Microvolt Average
C Range ..... 1.0 Microvolt Average
D Range ..... 3.0 Microvolts Average

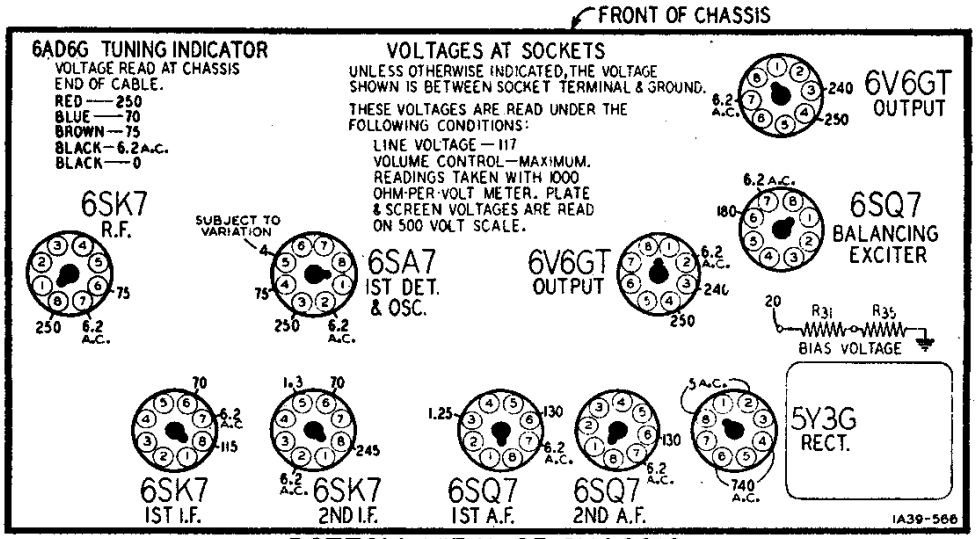
ISSUE A
MARCH 1940
SERIAL NO
575,001 UP

6 STATION BUTTONS
11 TUBES
3 BANDS

TRUETONE
CHROMATIC
CONTROL







BOTTOM VIEW OF CHASSIS

ALIGNMENT PROCEDURE

Volume Control—Maximum All Adjustments.

Button No. 2 (Voice)—pulled out 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:

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

Output Indicating Meter—Non-Metallic Screwdriver.

Dummy Antennas—.1 mf. and 400 ohms.

SIGNAL GENERATOR FREQUENCY SETTING	SIGNAL GENERATOR CONNECTION AT RADIO	DUMMY ANTENNA	BAND SWITCH SETTING	CONDENSER SETTING	ADJUST TRIMMERS TO MAXIMUM
All adjustments with the exception of the Loop Range B adjustment are made with the loop disconnected and the chassis out of the cabinet.				Wire jumper in Antenna Selector Socket on BACK of chassis may be in either position for all adjustments with the exception of the Loop Range B adjustment—See Note D.	
I. F.					
456 KC	Grid of 1st Det.	.1 mf.	B Range	Turn Rotor to Full Open	1st I.F. (C21) & (C22) 3rd I.F. (C26) & (C27)
RANGE B					
1730 KC	R. F. Grid	.1 mf.	B Range	Turn Rotor to Full Open	Oscillator Range B (C12)
1500 KC	R. F. Grid	.1 mf.	B Range	Turn Rotor to Max. Output Set Indicator to 1500 KC—See Note A	Ant. Range B (C9)
600 KC	R. F. Grid	.1 mf.	B Range	Turn Rotor to Max. Output	600 KC (C13) Rock Rotor—See Note B
RANGE C—See Note C					
7000 KC	Antenna Lead	400 Ohm	C Range	Turn Rotor to Full Open	Oscillator Range C (C11)
6000 KC	Antenna Lead	400 Ohm	C Range	Turn Rotor to Max. Output	Antenna Range C (C5) Ant. Range C (C8)
RANGE D—See Note C					
22,000 KC	Antenna Lead	400 Ohm	D Range	Turn Rotor to Full Open	Oscillator Range D (C10)
21,000 KC	Antenna Lead	400 Ohm	D Range	Turn Rotor to Max. Output	Antenna Range D (C4) Ant. Range D (C7) Rock Rotor—See Note B
LOOP RANGE B 1500 KC See Note D	None—See Note D		B Range	Turn Rotor to Max. Output	See Note E Loop Trimmer (C6)

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

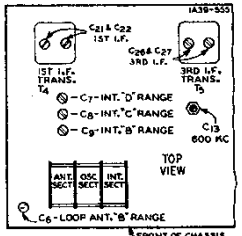
After each range is completed, repeat the procedure as a final check.

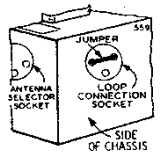
NOTE A—If the pointer is not at 1500 KC on the dial, remove pointer from drive cord. Tune in a 1500 KC signal. Set pointer at the 1500 KC mark on the dial scale. Attach pointer to drive cord.

NOTE B—Turn the rotor back and forth and adjust the trimmer until the peak of greatest intensity is obtained.

NOTE C—Insert a wire jumper as shown in illustration on this page in Loop Connection Socket located on SIDE of chassis.

NOTE D—Remove wire jumper from Loop Connection Socket located on SIDE of chassis. Wire jumper in Antenna Selector Socket on BACK of chassis should be inserted in LOOP position—see illustration on page 1. Re-install set in cabinet and reconnect loop. Connect a loop approximately one foot in diameter across the antenna and ground posts of the signal generator. Place signal generator so that this loop is between 3 and 10 feet from Stratoscope loop in cabinet.





NOTE E—Turn knob of Stratoscope loop until output is maximum.

CAUTION—When aligning the short wave bands, be sure NOT to adjust at the image frequency. This can be checked as follows: Let us say the signal generator is set for 5000 KC. The signal will then be heard at 5000 KC on the dial of the radio. The image signal, which is much weaker, will be heard at 5000 less 912 KC, or 4088 KC on the dial. It may be necessary to increase the input signal to hear the image.

Television Sound or Phonograph Connections

Should Television programs become available in your community, the excellent audio amplifier and speaker system of this radio may be used to reproduce Television sound in conjunction with any "Television Picture Receiver and Sound Converter."

On the back panel of the chassis base is a 2 hole socket at which connections are made. The leads from a television receiver or from a phono pickup can be inserted in the socket.

When phonograph or television sound reproduction is desired, button No. 1—See illustration on page 2 — should be pushed in to the "Television Sound or Phono" position. For radio reception, the button should be pulled out to the "Radio" position.

Procedure for Setting the Station Buttons

Selecting the Stations to be Set

There are 6 buttons on the automatic tuning dial by means of which 6 stations may be set for quick tuning.

Make a list of your favorite stations, those which you tune in regularly. There may be any number up to and including 6 in this list.

It is better to list the station with the highest kilocycle number first, the station with the next lower kilocycle number next, and so on.

Any button may be used for any station you can receive, although it will be more convenient to set the stations so that the kilocycle numbers decrease from left to right.

Setting a Station Button

Pull the chromatic control button No. 2 out to the sharp tuning position—

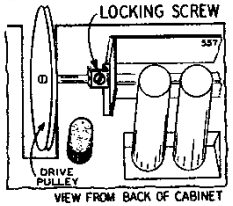
Now unlock the push button tuning mechanism from the back of the radio. On the drive pulley shaft and at the left side (from back of radio) of the push button tuning assembly is a locking screw—See illustration.

Turn the manual tuning knob until the locking screw can be easily reached with a screwdriver.

Using a small handled screwdriver, unlock the mechanism by turning this screw several turns in a counter-clockwise direction.

TO SET STATIONS ACCURATELY, DO NOT JAR THE RADIO OR BUTTONS WHILE THE MECHANISM IS UNLOCKED.

Select the first station from the list you have prepared, and carefully tune in this station by means of the manual tuning knob, using the tuning eye as a guide.



VIEW FROM BACK OF CABINET

With one hand, hold the manual tuning knob to prevent it from turning and with the other hand, push one of the station buttons shown in the illustration *all the way in*. It is better to start with the left hand button.

Hold this button all the way in. With the other hand, see whether or not this station is still accurately tuned in by moving the tuning knob a slight amount back and forth while observing the tuning eye. *Be sure to hold the button all the way in.*

Slowly release the button after the station is tuned in.

CAUTION—Do not touch this button again while the mechanism is unlocked as the setting may be altered.

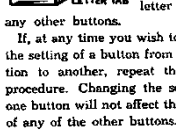
Carefully tune in the second station on your list. Then hold the tuning knob and push the second button slowly and firmly all the way in. Check for accurate tuning.

Proceed in the same manner to set any additional stations on your list on the remaining station buttons.

After all the stations are set, it will be necessary to lock the mechanism so that the settings will not change. Turn the manual tuning knob until the locking screw can be easily reached with a screwdriver. Then, with the SMALL HANDLED screwdriver, turn the locking screw in a clockwise direction until it is tight. Tighten the locking screw firmly but not excessively to avoid stripping the threads.

Insert a celluloid reinforcement tab half way in the slot at the front of the first station button.

Remove the correct station call letter tab for this button from the sheet supplied by bending the sheet back and forth at the score marks. Place the call letter tab in front of the celluloid reinforcement tab and insert it in slot. Push both tabs all the way in the button slot. Follow the same procedure for inserting the station call letter tabs in any other buttons.



If, at any time you wish to change the setting of a button from one station to another, repeat the above procedure. Changing the setting of one button will not affect the setting of any of the other buttons.

Removing Button Escutcheon and Lower Row of Buttons

Pull off volume control knob. Take out the 5 screws on the push button escutcheon and raise this escutcheon as far as possible.

Each button of the lower row of buttons is held on its plunger shaft with a spring which fits into a slot on the shaft.

Insert a screwdriver under the bottom of the escutcheon and push the spring off the bottom of the button. Then slip the screwdriver between the spring and the button and rotate the spring until it slips out of the button slot. Then pull the button off. After the 5 buttons of the lower row are removed, the escutcheon plate may be taken off the cabinet.

To replace the lower row of push buttons on the plunger shafts, first put the push button escutcheon back in place. Then replace the spring in the slot on each button and push each button back on the shaft (with the flat portion of the spring at the top of the plunger) until the spring drops in the slot on the shaft.

Drive Cord Replacement

Use a drive cord approximately 74 inches in length. Tie a large knot with a small loop at one end of the new drive cord. Thread other end of cord up through hole in rim of condenser drive pulley. Pull cord through hole until large knot is flush against pulley rim.

Turn gang condenser to completely closed position.

Wind ¼ turn in a clockwise direction (from right side of chassis) around condenser drive pulley. Wind cord over pulleys A, B, and C as shown in illustration. Wind 4½ turns in a clockwise direction (from front of chassis) around tuning control shaft. Turns should progress toward the chassis.

Turn gang condenser to full open position. Wind 1¼ turns in a clockwise direction (from right side of chassis) around condenser drive pulley. This turn should be at left side (from front of chassis) of pulley groove. Pass cord through hole in pulley rim. Secure tension spring to cord loop. Knot other end of cord to spring. Stretch spring and secure free end to hook on drive pulley.

Dial Pointer Attachment—Tune in a signal of known frequency. Set the pointer at this frequency on the dial scale. Secure pointer to cord—See illustration.