

Temple Corporation

Model: G418

Chassis:

Year: Pre 1951

Power:

Circuit:

IF:

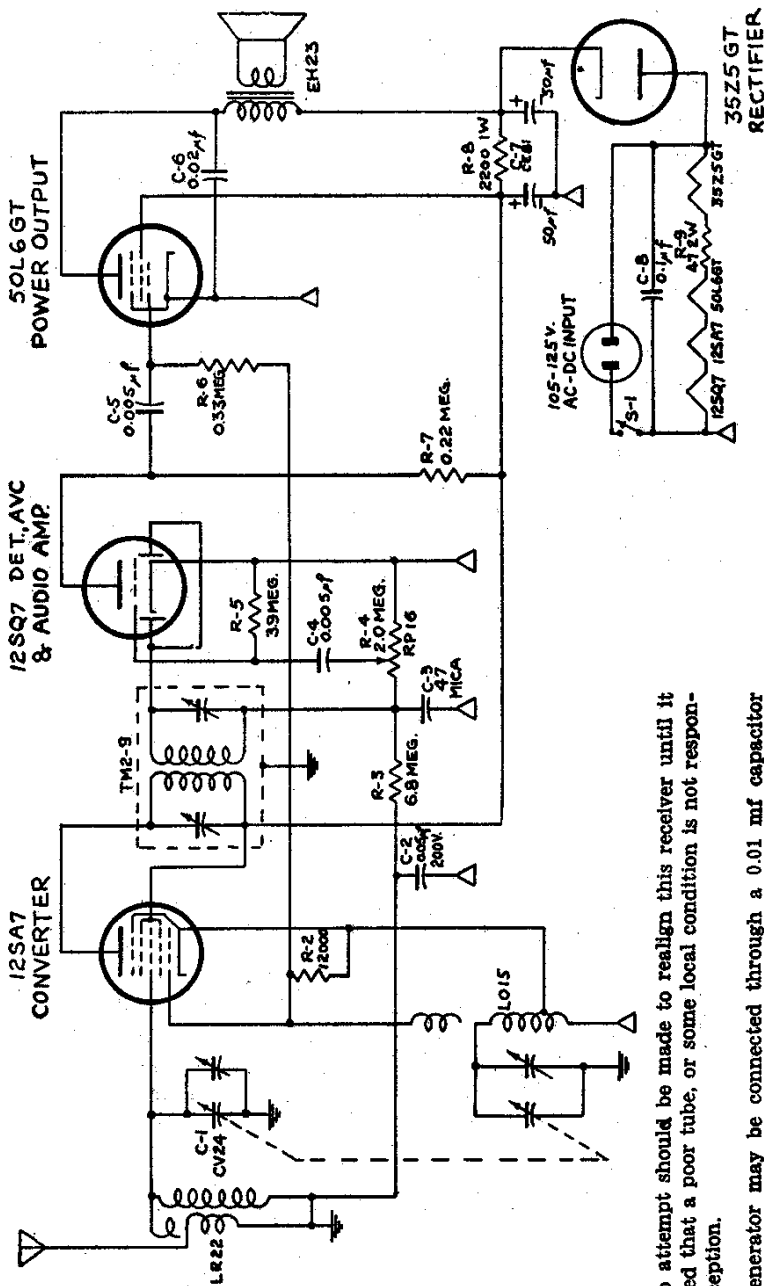
Tubes:

Bands:

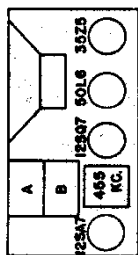
Resources

Riders Volume 17 - TEMPLETONE 17-1

Riders Volume 21 - CHANGES 21-10



- NOTES:**
1. RESISTORS ARE IN OHMS AND ARE $\frac{1}{2}$ WATT; CAPACITORS ARE 400V AND IN μ F UNLESS OTHERWISE SPECIFIED.
 2. SWITCH S-1 IS MOUNTED ON REAR OF VOLUME CONTROL.
 3. SYMBOL Δ DENOTES 8- AND SYMBOL ∇ DENOTES CHASSIS.
 4. I.F. FREQUENCY IS 455 Kc.
 5. TUNING RANGE IS 532 Kc. to 1700 Kc.



LOCATION OF TUBES

Alignment: No attempt should be made to realign this receiver until it has been determined that a poor tube, or some local condition is not responsible for faulty reception.

The Signal Generator may be connected through a 0.01 mf capacitor (used as dummy antenna) to the lug of R.F. section of tuning capacitor. Connect ground clip of generator to a convenient B-minus point such as one of the switch terminals on the back of the volume control. An output meter may be clipped directly across the voice coil lugs. Align the IF trimmer to 455 kc using least possible input from signal generator to avoid developing A. V. C. voltage which would make the tuning adjustments very broad.

To align RF trimmer, remove the 0.01 mf capacitor and connect the signal generator hot lead to a 68 mmf mica condenser. Connect the dummy antenna thus formed to the antenna lug on the antenna coil (lug to which the antenna hank is soldered). Again, use the least possible input from the signal generator. With the tuning capacitor plates completely out of mesh, and pointed at extreme clockwise position, adjust the oscillator trimmer on front section of tuning capacitor to 1700 kc. Readjust both signal generator and tuning capacitor to 1550 kc and adjust the RF trimmer on rear section for maximum response.

Templetone G418, G4108

Model G418 appears on page 17-1 of *Rider's Manual Volume XVII*. The value of resistor R5 has been changed to 10 megohms. Model G4108 is the same as G418.

Templetone H-727

Model H-727 is similar to model G-725 which appears on pages 17-3 through 17-6 of *Rider's Manual, Volume XVII*.

United Motors R-705

This model appears on pages 17-1 through 17-6 of *Rider's Manual Volume XVII*. This receiver may be installed in the 1949 Chevrolet by using speaker and control mounting parts in adapter package No. 4415. Speaker installation instructions noted under "Pontiac" are used for mounting the speaker to the instrument panel.

United Motors 7258155

This model appears on pages 19-76 through 19-80 of *Rider's Manual Volume XIX*. The following changes have been made in the parts list after serial 5596000:

Illus. No.	Production Part No.	Service Part No.	Description
	6	1219508	1219508
	7	1219509	1219509
	26	7240724	M908
	26A		
	26B		
	26C		

United Motors 984249

Model 984249, Pontiac, appears on pages 19-66 through 19-70 of *Rider's Manual Volume XIX*. The 330-ohm, 1/2-watt, i-f cathode resistor, No. 54, has been replaced by a 390-ohm, 1/2-watt resistor on the late production sets. It has been found that the tendency to motor boat is caused by a 6SK7 tube with a much higher than average contact potential. A slightly higher bias on the i-f tube corrects this tendency, and the slightly higher value of cathode resistor accomplishes this.

United Motors 984296

Model 984296, Pontiac, appears on pages 19-60 through 19-64 of *Rider's Manual Volume XIX*. The following change has been made in all sets above serial number 691137 and B39-54401:

Illus. No.	Production Part No.	Service Part No.	Description
43	1213220	A 151	150 ohms, 1/2 w, insulated.

United Motors 986240, Chevrolet

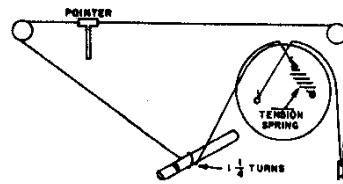
This model appears on pages 20-48 through 20-58 of *Rider's Manual Volume XX*. The following changes are effective on only those sets above serial no. C49-0401050. The voltage at the grid of the r-f amplifier, 6BA6, is now 0 v, and that at the grid of the i-f amplifier, 6BA6, is now 0.3 v. The voltage at the first diode plate of the 6AV6 is -0.3 v.

Capacitor 30, choke 8, and transformer 51A have been added, replacing section 51. Capacitor 23 has been deleted. The following changes should be made to the replacement parts list:

Ref. No.	Prod. Part No.	Service Part No.	Description
23	1217848	1217848	Capacitor, chassis plate
51	7255881	7255881	Transformer, power (potted)
Delete:			
Add:			
8	7258743	7258743	Choke
30	7257879	E-504	Capacitor, 0.5 µf, 100 v. tubular
51A	7258747	7258747	Transformer, power (unpotted)

Westinghouse H-190, H-191, H-191A H-220, Ch. V-2134

Model H-220 is similar to Models H-190, H-191, H-191A, Ch. V-2134 which appear on pages 19-20 through 19-23 of *Rider's Manual Volume XIX*. Model H-220 and late production of Model H-190 are identical, except that different record changers are used. In later production of Models H-190 and H-191 several changes were made. These changes, which are incorporated in all Model H-220 receivers, consist of a different dial-drive system, deletion of the 6BA6 1st i-f cathode resistor R3, and the addition of bypass capacitor C61 in the cathode circuit of the 6BA6 2nd i-f stage. The dial-drive drawing is shown in the accompanying figure.



Dial-drive connections for Westinghouse H-190, H-191, H-191A, and H-220.

All parts listed for Model H-190 in the replacement parts list in the manual, except the crystal cartridge and the phono needle, apply also to Model H-220. Additional parts for Model H-220 are listed below.

Part No.	Description
RCM30B222M	Capacitor, 2,200 µuf, mica, C61
V-8038	Crystal cartridge (for V-6313 changer)
V-8037	Needle, phono (for V-6313 changer)
V-1164-1	Cabinet (mahogany)
V-4898-1	Catch, bullet
V-3353-3	Slide mechanism (l. h.)
V-3353-4	Slide mechanism (r. h.)
V-4906-1	Strike, bullet catch
V-4965-3	Cable, phono input.

Westinghouse H-161, H-168, H-168A, H-168B

These models appear on pages 18-6 through 19-32 of *Rider's Manual Volume XVIII*. In production of some chassis, V-5596 "HI-KAP" capacitors are substituted for the following capacitors:
V-5040-15 (C7, C8, C9, C61, C62)
V-5040-11 (C19, C20, C63).

Westinghouse H-198, Ch. V-2137-2; H-199, Ch. V-2137-1; H-203, Ch. V-2137

Model H-198 appears on pages 20-1 through 20-4 of *Rider's Manual Volume XX*. Model H-199 appears on pages 20-5 through 20-8 of the same volume, and Model H-203 appears on pages 19-29 through 19-32 of *Rider's Manual Volume XIX*.

In later production, a resistor was added and a capacitor deleted in order to minimize effects caused by production variances in the 6AV6 tubes. The resistor, 470,000 ohms, 1/4 watt, was inserted in the lead between termi-

nal #2 of the 1st 455-kc i-f transformer and the selector switch. The capacitor that was deleted had been connected between the a-c line and ground. This capacitor is shown as C38 on the Model H-198 schematic and as C37 on the Models H-199 and H-203 schematics.

In case of oscillation and poor sensitivity on the f-m band, a check should be made to determine that the capacitor is not present in any chassis in which the resistor has been inserted. If both the resistor and capacitor are present, the capacitor should be removed and the receiver realigned.

Westinghouse H-203

This model appears on pages 19-29 through 19-32 of *Rider's Manual Volume XIX*. If bass response is objectionable, it can be decreased by changing C29 from 0.05 µf to 0.005 µf.

Westinghouse H-214, H214A, Ch. V-2103-3

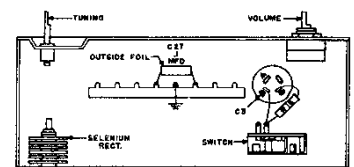
These models appear on pages 20-9 through 20-11 of *Rider's Manual Volume XX*. In order to prevent i-f oscillation, the green lead from the 1st i-f transformer to the 6SF7 grid should be dressed close to the chassis. The blue and green leads from the 2nd i-f transformer should be separated so far as possible.

As a heat precaution, all leads must be dressed well away from the ballast resistor R4.

Westinghouse H-303P4, H-304P4, Ch. V-2153

The chassis used in later production contains modifications that eliminate the possibility of burning out the filament of the 3V4 tube by inserting the a-c plug in position for battery operation with the on-off switch in off position. Sets that contain the modified chassis are identified by a warning label pasted on the inside of the back cover. The warning, which reads, "Always remove plug from wall socket before operating battery change-over switch," serves as a further precaution against damage. Sets that do not contain the revisions can be modified in the following manner:

1. Remove the chassis from the cabinet.
2. Refer to the accompanying figure, and remove enough components from their positions over C3 to permit ease in performing steps 3, 4, and 5.
3. Remove the 3 red B+ wires from the C3 section lug of the filter capacitor.
4. Solder the 3 wires together and apply tape to the joint until they are well insulated.
5. Connect a single red wire between C3 lug and the battery switch terminal to which R16 is connected. The wire should be the same type as the wires that were removed.
6. Connect a 0.1-µf, 200-v. capacitor (C27, RCP10W2104M) to the terminal board as shown in the figure.
7. Replace the components that were removed in step 2.



BOTTOM VIEW SHOWING WIRE REVISIONS