Philco Radio & Television Corp.

	Model: C-1452 Chrysler	**Chassis:**	**Year:** Pre October 1937
	Power:	**Circuit:**	**IF:**
	Tubes:		
	Bands:		

Resources
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Riders Volume 8 - PHILCO 8-148

MODEL C-1452 Chrysler

PHILCO RADIO & TELEV. CORP. Schematic, Chassis Parts

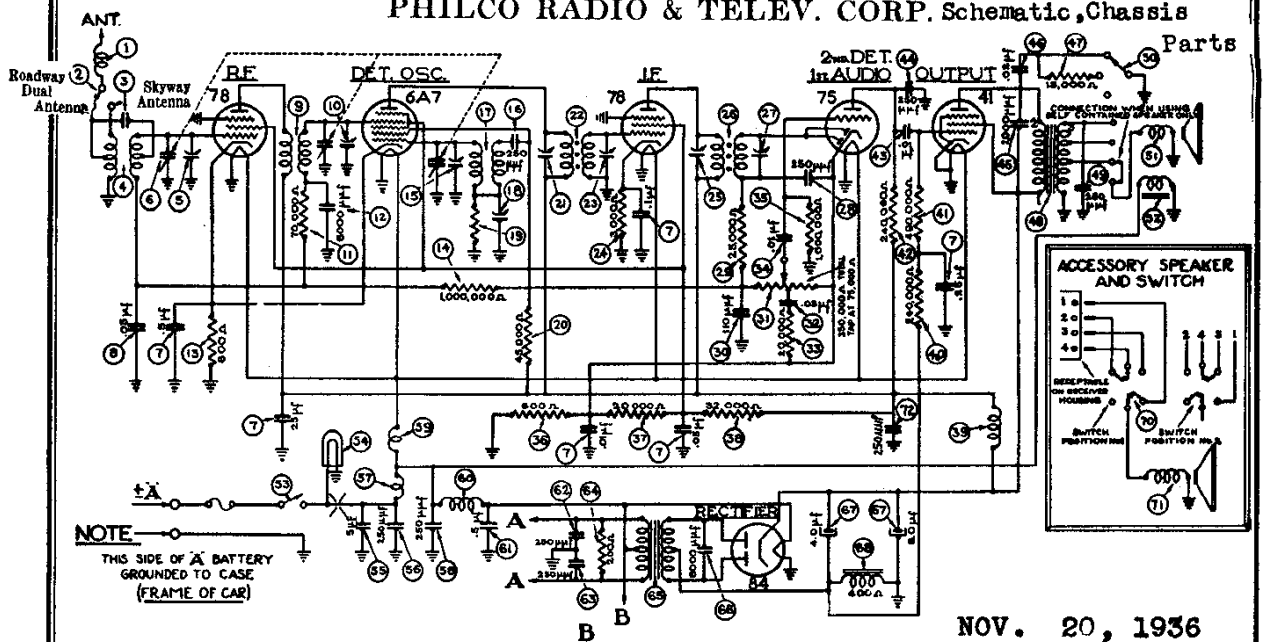
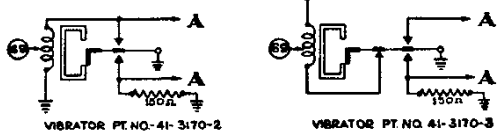


FIGURE 3



I.F.=260KC.

MODEL C-1452 PARTS LIST

No.	Description	Part No.
①	Antenna Choke	32-2063
*②	Antenna Switch	42-1259
③	Condenser (30 mmfd.)	30-1059
④	Antenna Transformer	32-2433
⑤	First Padder (on Tun. Cond.)	
*⑥	Tuning Condenser	31-1984
⑦	Condenser — (.01-.05-.1-.25-.25-.5 mfd.)	30-4478
⑧	Condenser (.05 mfd.)	30-4444
⑨	R. F. Transformer	32-2231
⑩	Second Padder (on Tun. Cond.)	
⑪	Resistor (70,000 ohms)	33-370344
⑫	Condenser (6,000 mmfd.)	30-4445
⑬	Resistor (600 ohms)	33-1212
⑭	Resistor (1,000,000 ohms)	33-510344
⑮	Third Padder (on tun. Cond.)	
⑯	Condenser (250 mmfd.)	30-1032
⑰	Oscillator Transformer	32-2232
*⑱	Low Frequency Padder	31-6056
⑲	Resistor (99,000 ohms)	33-399344
⑳	Resistor (45,000 ohms)	33-345344
㉑	Padder (Pri. 1st I. F. Trans.)	
㉒	First I. F. Transformer	32-2286
㉓	Padder (Sec. 1st I. F. Trans.)	
㉔	Resistor (3,000 ohms)	33-230344
㉕	Padder (Pri. 2nd I. F. Trans.)	
㉖	Second I. F. Transformer	32-2167
㉗	Padder (Sec. 2nd I. F. Trans.)	
㉘	Condenser (250 mmfd.)	30-1032
㉙	Resistor (25,000 ohms)	33-325344
㉚	Condenser (110 mmfd.)	30-1031
㉛	Volume Control (350,000 ohms)	33-5121
㉜	Condenser (.03 mfd.)	30-4449
㉝	Resistor (20,000 ohms)	33-320344
㉞	Condenser (.01 mfd.)	30-4124
㉟	Resistor (1,000,000 ohms)	33-510344
㊱	Resistor (600 ohms)	33-1212
㊲	Resistor (20,000 ohms)	33-320344
㊳	Resistor (32,000 ohms)	33-332444
㊴	"B" Choke	32-1281
㊵	Resistor (240,000 ohms)	33-424344
㊶	Resistor (490,000 ohms)	33-449344
㊷	Resistor (240,000 ohms)	33-524344
㊸	Condenser (.01 mfd.)	30-4145
㊹	Condenser (250 mmfd.)	30-1032
㊺	Condenser (2,000 mmfd.)	30-4177
㊻	Condenser (.02 mfd)	30-4495
㊼	Resistor (15,000 ohms)	33-315344
*㊽	Output Transformer	32-7765
㊾	Condenser (250 mmfd.)	30-1032
*㊿	Tone Control Switch	42-1273
(51)	Cone and Voice Coil	36-3159
*(52)	Field Coil Assembly	36-3513
(53)	On & Off Switch	42-5317
(54)	Pilot Lamp	34-2040
(55)	Condensers (.5 mfd.)	30-4474
(56)	Condenser (250 mmfd)	30-1032
(57)	"A" Choke	32-1374
(58)	Condenser (250 mmfd.)	30-1032
(59)	Filament Choke	32-1438
(60)	Vibrator Choke	32-2249
(61)	Condenser (.5 mfd.)	30-4474
(62)	Condenser (250 mmfd.)	30-1032
(63)	Condenser (250 mmfd)	30-1032
(64)	Resistor (200 ohms)	33-120344
(65)	Power Transformer	32-7720
(66)	Condenser (8,000 mmfd.)	30-4420
(67)	Filter Condenser (4-8 mfd.)	30-2179
(68)	Filter Choke	32-7722
(69)	Vibrator (Optional)	41-3170-2 41-3170-3
(70)	Accessory Speaker Switch	42-1257
(71)	Accessory Speaker Cone	36-3526
(72)	Condenser (250 mmfd.)	30-1032
(73)	Condenser (250 mmfd.)	30-1032
	*Accessory Speaker Cable	41-3237
	*Accessory Speaker Knob	03334
	*Complete Cable and Adapter	41-3234
	Four-prong Socket	27-6044
	Five-prong Socket	27-6035
	Six-prong Socket	27-6036
	Seven-prong Socket	27-6037
	*Accessory Speaker Socket	27-6025
	*Receiver Housing	38-1736
	Distributor Resistor	33-1113
	Generator Condenser	30-4490
	Interference Condenser	30-4007
	Fuse	7227
	Fuse Insulator	27-7729
	Rec. Mtg. Plate (Plymouth)	28-3086
	Rec. Mtg. Plate (Chrysler-Dodge-DeSoto)	28-4650
	Tun. & Vol. Knob (Plymouth)	27-4363

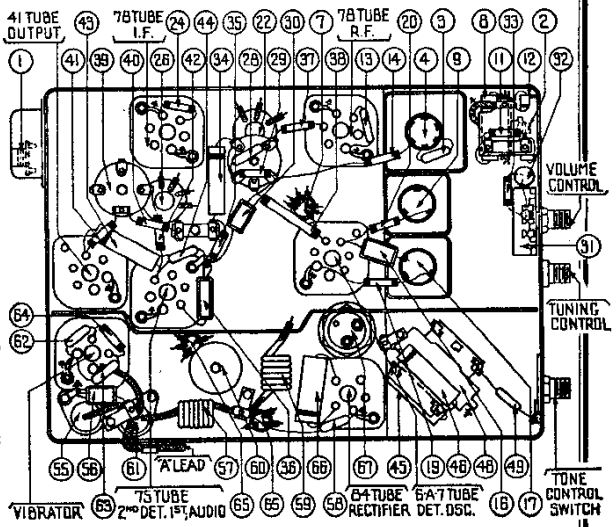


FIGURE 4

Description	Part No.
Tun. & Vol. Knob (Dodge)	27-4365
Tun. & Vol. Knob (DeSoto)	27-4367
Tun. & Vol. Knob (Chrysler)	27-4377
Tun. & Vol. Knob (Motor Parts)	27-4401
Tone Control Knob (Plymouth)	27-4371
Tone Control Knob (Dodge)	27-4373
Tone Control Knob (DeSoto)	27-4375
Tone Control Knob (Chrysler)	27-4379

No.	Description	Part No.
	Tone Control Knob (Motor Parts)	27-4400
	Tuning Control Shaft	28-8674
	Volume Control Shaft	28-8675
	Tone Control Shaft	28-8676
	Bolt (Rec. Mtg.)	W825A
	Scale Assembly	42-5637
	Anti Back Lash Spring	28-8647
	Pilot Lamp Assembly	38-7734
	Wrench	28-4380

A Condenser (78) has been added to the Receiver. One side is connected to the filament of the type 6A7 tube and the other side to the ground.

NOTE: The items marked with an asterisk are rarely required for service and in many cases will not be carried in stock by the local service station. In such cases it will be necessary to order these parts from Philco Transitone, Philadelphia or Chicago.

I. F. TRANSFORMERS AND PADDERS

The I. F. transformers are assembled complete with padding condensers.

Both the primary and secondary padders are placed side by side in the top of the transformer shield can. The adjusting screws are accessible thru the holes in the top of the shield. (See Figure 6).

The coil windings terminate in leads instead of terminals or lugs. The color scheme of the leads is given in Figure 5.

FIGURE 5

If replacements are ever necessary, replace the entire coil assembly, 32-2286 for the first I. F. stage and 32-2167 for the second I. F. stage. Neither the coil nor the padders will be furnished separately. Order only by the above numbers.

ADJUSTMENTS

All padding adjustments are carefully made at the factory and ordinarily no readjustments are necessary. However, when readjustments are required, the procedure given below must be followed in detail.

Equipment

Fully charged heavy duty storage battery or 6-volt power pack, 048 Philco Set Tester, 3164 Padding wrench, 27-7159 Padding screw driver.

General

OUTPUT METER — The output meter must be connected by means of an adapter to the plate of the type 41 output tube and to the Receiver chassis.

SIGNAL GENERATOR — With the Receiver and signal generator set up for operation at the prescribed frequency, turn the Receiver volume control on full and set the signal generator attenuator so that a half scale reading is obtained on the output meter. The signal in the speaker should be audible but not loud.

The shielding on the signal generator output lead must be connected to the Receiver housing.

Procedure

I. F. — Set the signal generator at exactly 260 K. C. Connect the generator lead to the grid cap of the 78 I. F. tube in series with a .1 mfd. condenser (without removing the grid cap).

Adjust the secondary screw padder (27) on the second I. F. transformer for maximum reading on the output meter. Then adjust the primary screw padder (25) for maximum reading. (See Figure 6 for location of padders).

Remove the generator lead from the 78 tube.

Connect the generator lead to the grid cap of the 6A7 tube in series with a .1 mfd. condenser (without removing the grid cap). Adjust the secondary screw padder (23) on the first I. F. transformer for maximum reading on the output meter. Then adjust the primary screw padder (21) for maximum reading. Readjust padders (26) and (27) with the generator lead connected to the type 6A7 tube. (See Figure 6 for location of padders).

HIGH FREQUENCY AND R. F. — After padding the first I. F. stage remove the generator lead from the 6A7 tube.

Set the signal generator at 1550 K. C. and then connect the generator lead to the grid cap of the 78 R. F. tube in series with a .1 mfd. condenser (without removing the grid cap).

Using a piece of paper approximately .006" thick as a gauge between the heel of the rotor plates and the stator plates, turn the rotor plates in mesh until they strike against the paper.

With the tuning condenser in this position, adjust the high frequency padder (15) and the R. F. padder (10) until the maximum reading is obtained on the output meter. This is the true setting for 1550 K. C., 155 on the dial scale.

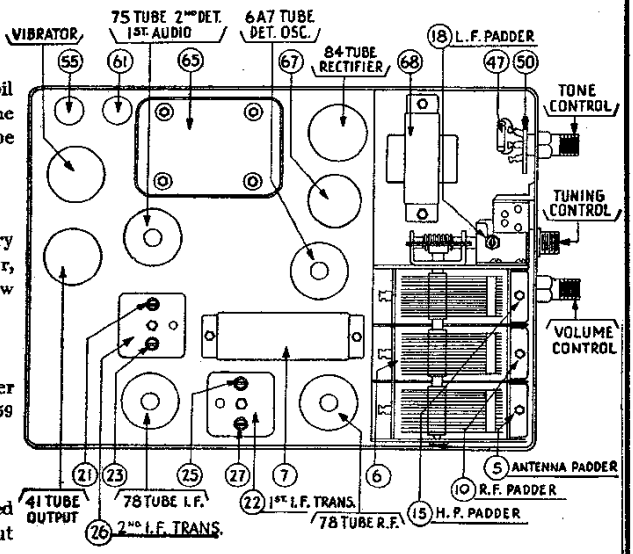


FIGURE 6

LOW FREQUENCY — Turn the tuning condenser plates in mesh to approximately 600 K. C., 60 on the dial scale and set the signal generator at 600 K. C. Roll the tuning condenser and adjust the low frequency padder screw (18) for maximum reading on the output meter.

HIGH FREQUENCY READJUSTMENT — Turn the tuning condenser plates out of mesh to 1550 K. C. and set the signal generator at 1550 K. C. Then adjust the high frequency padder (15) again for maximum reading on the output meter.

Remove the generator lead from the 78 R. F. tube.

ANTENNA — WHEN PADDING THE ANTENNA STAGE, IT IS EXTREMELY IMPORTANT THAT THE PROPER DUMMY ANTENNA BE CONSTRUCTED AND USED.

Connect the signal generator to the Antenna Cable Assembly (made up of the "Skyway Antenna" lead, Part No. L-2665 lead and a 22 mmfd. condenser in series between the lead and the signal generator). Plug the cable into the antenna connector on the end of the Receiver.

Remove the snap button cover over the antenna selector and advance the selector switch to the Skyway antenna position.

Follow this padding procedure regardless of whether the Receiver is used with the Roadway or with the Skyway antenna.

Turn the tuning condenser to 1400 K. C. and set the generator at 1400 K. C. Adjust the padders (10) and (5) for the maximum reading on the output meter.

When the antenna stage adjustment is made with the Receiver installed in the car, the antenna lead must be connected to the Receiver in the usual manner. Connect the signal generator output lead to a wire placed near the car antenna but not connected to it.