

Sears 6230A, Ch. 101.802-1

This model is the same as model 6230, ch. 101.802, which appears on pages 16-15 through 15-18 of *Rider's Volume XV*, except for the following change.

A phono jack has been added to the circuit. This phono jack is connected to the control grid (pin 6) of the 11B4 output tube. Physically, the jack is located on the top of the chassis in the rear left corner near transformer T3.

Sears Roebuck 6362, 6363, 6364. Chassis 101.581

These models appear on pages 11-64, 11-80, and 11-82 of *Rider's Volume XI*. If frequency shift in the a-m band occurs, the following should be done. Remove the screw and mica and bend up the leaf of the capacitor shunted across the a-m oscillator trimmer capacitor C23. Replace this part with a 15- μ f, 10% ceramic capacitor. Then realign the a-m band as outlined on page 11-82 of *Rider's Volume XI*. This change is being incorporated in the present production of these models.

Sears Roebuck 7054, 8052, 8053

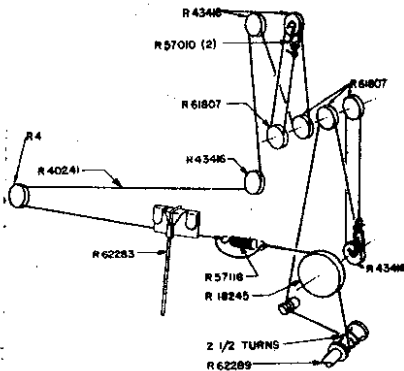
Models 8052 and 8053 are similar to Model 7054, but include the change shown on page 3 of the September issue of *Successful Servicing*. Model 7054 appears on pages 16-1 through 16-3 of *Rider's Volume XVI*. It has been found that some of the failures of the 35Y4 rectifier tube in these models can be prevented by adding a shunt resistor of 270 ohms across pins number 1 and 4 of the 35Y4 tube. This change was not made in production, so it is suggested that it be made in service when this type of failure is encountered.

Sears 7230, Ch. 101.802A

Basically, this model is the same as model 6230, ch. 101.802, which appears on pages 15-15 through 15-18 of *Rider's Volume XV*. However, it differs in the following respects.

A phono jack has been mounted on the top of the chassis in the left rear corner near transformer T3. This jack is connected to the grid (pin 6) of the 11B4 output tube.

Also, the dial cord and pointer arrangement has been changed to the hookup shown in the accompanying diagram.



Dial cord arrangement for the Sears Model 7230

The battery supply used with this model is Cat. No. 6306 Battery Pack.

Sparks Withington 1005.6.7.8

These models appear in *Rider's Manual Volume XVIII*, pages 18-3 through 18-10. The signal generator frequency in operation 9 in the alignment chart on page 18-5 should be changed to read 10.7 megacycles.

Sears 7100, Ch. 101.811-1

Model 7100, Ch. 101.811, appears on pages 16-1, 16-4, 16-5, and 16-8 of *Rider's Volume XVI*. A change has been made in the circuit as follows:

A tone-control network consisting of resistor R16 and capacitor C24 has been connected from the plate (pin 2) to the cathode (pin 7) of the 7C8 tube. In order to accommodate this added circuit, some rearrangement has been made in the position of parts on the bottom of the chassis.

Stromberg-Carlson 1204

This 1949 model is similar to the previously manufactured Model 1204, appearing on pages 18-4 through 18-6 of *Rider's Volume XVIII*. The following changes provide complete servicing information:

Remove C4 and R-5 and ground the cathode of the r-f amplifier (Pin 7).

Remove C-29 and R-20 and ground the cathode of the 1st i-f amplifier (Pin 7).

Remove C-37 and R-22 and ground the cathode of the 2nd i-f amplifier (Pin 7).

Short out L-18 and R-7 in the screen of the r-f amplifier (Pin 6).

Change R-9 from 680 ohms to 2200 ohms with an r-f choke wound on the resistor and connected in parallel with it.

Remove C-30 and short out R-34 in the screen of the 1st i-f amplifier (Pin 6).

Remove C-38 and short out R-24 in the screen of the 2nd i-f amplifier (Pin 6).

Add a 0.1- μ f capacitor from Pin 8 to ground and from pin 3 to ground on the 12H6 f-m detector.

Add a 10-megohm, 1/2-watt resistor from the grid (Pin 7) of the converter to the a-c string.

Add a 220,000-ohm, 1/2-watt resistor from terminal 5 to terminal 7 of 1st i-f transformer.

Disconnect Pin 5 of 2nd i-f transformer from ground and insert a 0.01- μ f capacitor from Pin 5 to ground. Connect Pin 5 to the a-c string through a 100,000-ohm, 1/2-watt resistor.

Change the converter, 1st i-f amplifier, and 2nd i-f amplifier B-plus line to feed from the low side of the filter choke.

Stromberg-Carlson 1210, 1408

The information for Model 1210 appears on pages 17-1 through 17-7 of *Rider's Volume XVII*. The 1408 is the same except that it is being manufactured in two cabinet styles, the blonde 1408 M6A (108119) and the mahogany 1408 PLM (108111), both equipped with the VM-800 record changer and the 1210 radio chassis.

Now that the low-frequency f-m band is practically non-existent, these two models can be modified to give greater sensitivity on the high-frequency f-m band at the sacrifice of the low-frequency f-m sensitivity. This is done by changing the built-in f-m dipole on the back of the cabinet. Use the following procedure:

Remove the original dipole attached to the rear of the cabinet.

Cut a piece of 300-ohm transmission line to 57 inches in length. This will be the new dipole.

Short the two parallel leads together at each end of this transmission line and solder.

At the center of one of the wires in the 300-ohm line, break the lead and connect another piece of 300-ohm line long enough to reach from the top of the cabinet to the dipole antenna terminals on the 1210 chassis. Solder the connection.

Attach the 57-inch length of line to the cabinet, dressing it so that it is kept away from the a-m loop and so that the center of the dipole is at the center of the cabinet at the top.

Connect the other end of the lead-in to the f-m antenna terminals of the 1210 chassis.

Stromberg-Carlson 1400, 1400 Special

These models are the same as Model 1200, appearing on pages 18-1 through 18-3 of *Rider's Volume XVIII*, except for the following changes. Omit R-9 (220 ohms) and connect the screen grid of the converter (12BA6, Pin 6) to the screen grid i-f amplifier (12BE6, Pin 6).

Omit C-2 (.05 μ f). Omit the dial lamp. Omit R-14 (120 ohms 2 watt) and jumper the former terminals of the resistor to make the heater string continuous.

The difference between these models is that Model 1400 has a dial with the numbers on the curved lens while Model 1400 Special has a dial with numbers on the flat glass plate behind the curved lens.

Teletone 149, 157

These models are the same as model 135 which appears on page Misc. 16-11 of *Rider's Volume XVI*.

United Motors R-705

Add to the material on this model appearing in *Rider's Volume XVII*, pages 17-1 through 17-6 (the Electro-Tuner in *Volume XVIII*, pages 18-4 and 18-7), the Service Part #7256226, Fuse Block.

Ignition interference on an R-705 recently installed in a new convertible Studebaker Commander has been suppressed through the following procedure.

To eliminate chassis pickup:

Sand edges of the case and cover the chassis unit and install additional cinch clips to insure a tight cover to case fit. Bond motor to firewall with part #6022 Braid. Bond heater control wire sheath to firewall at entrance point of firewall. Use one-inch braid. Soldering the braid to control wire sheath is not recommended. A mechanical connection is more desirable since there is less danger of soldering the control wire and sheath together.

To eliminate antenna pickup:

Bond antenna base to instrument panel using as short a length of braid as possible. Install a choke coil in antenna circuit. This may be accomplished by wiring choke part #1214382 into the chassis at the antenna connector or using part #555382 adapter. This latter part is available only through the Oldsmobile Lansing Parts Department Stores "A", Lansing, Michigan.

Westinghouse H-124

This model is the same as Model H-125 which appears on pages 15-8 through 15-10 of *Rider's Volume XV*, except that the side panels of the H-124 cabinet are a darker shade of green. The following items have been added to the parts list:

| Part No. | Description |
|----------|-------------------|
| V-3461-3 | Cover, left hand |
| V-3459-3 | Cover, right hand |

Westinghouse H-186, H-187

This model appears on pages 18-26 through 18-30 of *Rider's Volume XVIII*. The 0.1- μ f resonant-type capacitor (C33) is not used on late production chassis. This capacitor is shown connected between the B-plus line and ground in the schematic diagram on page 18-26.