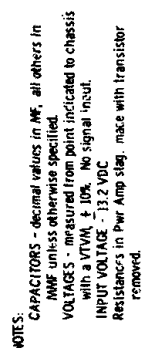


MoPar 918, used in 1957 Dodge D66, D67, D70, D71, D72.
Mopar 919, used in 1957 DeSoto S25, S26, S27, is
very similar.



"A" LEAD MUST BE CONNECTED TO POSITIVE (+) SIDE OF POWER SUPPLY. RADIO WILL NOT OPERATE AND DAMAGE TO COMPONENTS WILL RESULT IF CONNECTED OTHERWISE.

TUBE CHECK - Substituting a known good tube for a suspected one is the best and only check recommended at this time.

IMPORTANCE OF ANTENNA TRIMMER ADJUSTMENT -
ANTENNA TRIMMER MUST BE PROPERLY PEAKED AT
1400 KC (WITH ANTENNA FULLY EXTENDED) TO INSURE
CORRECT OPERATION OF SEARCH TUNER.

SERVICING PRECAUTION - When servicing this receiver, probing with a screwdriver (checking for spark to ground from various points) must be avoided, because the plate power is obtained directly from the storage battery and high currents can flow through the components causing permanent damage. The driver and transistor stages are especially susceptible to damage from this type of check. If the transistor BASE electrode is shorted to ground (either directly or through any other path) the BASE bias will be removed, allowing excessive current to flow through the transistor, causing permanent damage by melting the indium junctions in the transistor.

TRANSISTOR REPLACEMENT - When replacing a transistor, set the transistor bias control resistor (R-24) to its maximum resistance position and be sure that the transistor mounting screws are securely tightened. Adhering to these precautions will prevent damage to the transistor from low bias and lack of heat dissipation. NOTE: After replacing a transistor, adjust the EMITTER current as explained under EMITTER CURRENT ADJUSTMENT.