PHILCO

PHILCO MODEL: C-5690(HR)

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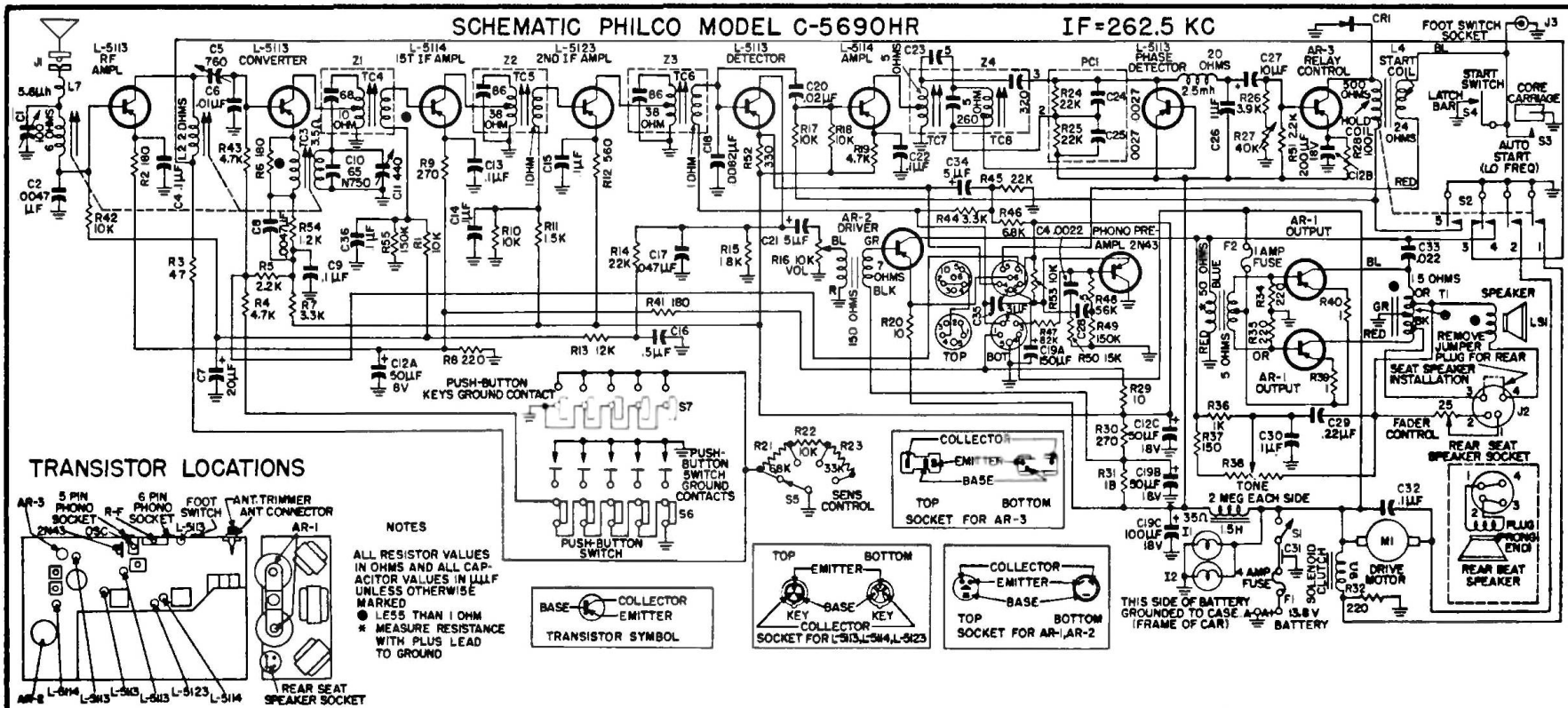

CIRCUIT CHANGES

Resistor R55 was changed from 150,000 ohms to 220,000 ohms, part No. 66-4228340.

Resistor R45 was changed from 22,000 ohms to 82,000 ohms, part No. 66-3828340.

A 47-ohm, ½-watt resistor, part No. 66-0478340, was added between emitter detector transistor L-5113 and the junction of R52 C35. A .1-µfd capacitor, part No. 30-1260, was added between the emitter of Detector Transistor L-5113 and ground.

Resistor R15, was changed from 1.8K to 2.7K ± 10%, part No. 66-2278340.

Resistor R29 was changed from 10 ohm ± 5% to 8.2 ohms ± 5%, part No. 66-9823260.

Resistor R23 was changed from 33,000 ohms to 10,000 ohms, part No. 66-1038340.

SERVICE HINTS

1. All units are wired for connection with NEGATIVE GROUND. If the set is connected backwards, the motor will drive in reverse (from high frequency end to low frequency end) and the 1 ampere fuse will blow out.

2. If the motor is reversed or the latching pawl is accidently tripped before tuning reaches the high frequency end, a number of clockwise revolutions of the manual tuning knob may be required to again engage the cam.

3. Where a set is dead or inoperative, first check the radio in the car to make sure there are jumpers in the rear seat speaker, and phono. sockets. See figure 3.

4. When soldering any transistor lug, turn the set off and remove the transistor. to prevent any damage to the transistor from any AC leakage from the soldering iron.

5. CAUTION: Do not ground the base of any of the transistors or serious damage will result to the transistor.

RELAY CURRENT ADJUSTMENT

If the relay control transistor, AR-3, is defective and needs replacement the 40,000 ohm relay control bias potentiometer, R27, must be adjusted as follows:

Connect a milliammeter between contact 5 of relay S2 and ground, and adjust the relay control bias pot, R27, until 13 milliamperes is indicated on the meter.