OWNER'S MANUAL

PACKARD

8 TUBE

CUSTOM RADIO

PA 382042

INSTALLATION AND OPERATING INSTRUCTIONS

GIVE THIS MANUAL TO THE OWNER

PACKARD MOTOR CAR COMPANY

DETROIT 32, MICHIGAN

WARRANTY AND SERVICE

Your 1946 Packard Custom Radio, built by Philco, is covered by Warranty against defects in material and workmanship for a period of 90 days after the retail delivery of the radio.

HOW TO OBTAIN SERVICE

1. Take your car and radio to your Packard Dealer, or if you are touring drive in to the nearest Packard Dealer.

2. Have the Dealer make preliminary checks and such minor repairs as replacing burned out fuses, defective tubes, vibrators, or repairing loose outside connections, such as "A" leads or antenna leads, etc.

3. If the Dealer has made these preliminary checks and tests and is unable to repair the radio so that it performs satisfactorily, have the Dealer remove the radio from the car and return it to the nearest Authorized Philco Auto Radio Service Station where full Warranty Repairs will be made if within the Warranty period, as covered by the Warranty Policy. When the repairs are completed the Dealer will re-install the radio in your car.

   In case you are touring, the Packard Dealer to whom you apply for service will charge you not to exceed $1.00 for removal and re-installation of the radio.

4. A Warranty Registration Tag is furnished with your radio. This tag must be filled in and attached to your radio when it is installed in order that the Authorized Philco Auto Radio Service Station may have the proper information should you require service under the Warranty. This is their authorization to give "no charge" warranty repairs.

OPERATING INSTRUCTIONS

TO TURN THE RECEIVER ON—

Rotate the left hand knob clockwise until a slight click is heard and the dial lights up. Continued rotation of the knob increases the volume (see Fig. 3).

COLOR TONE SELECTOR—

An entirely new and novel Color Tone Selector is designed into the Packard Custom Radio. The right hand knob allows the owner to change the tone to suit his taste, and the position of the control is indicated by the illumination color of the dial. When the knob is rotated to the counter-clockwise stop, the dial glows a deep Blue and the bass notes are given heavy emphasis. As the knob is turned to the right the Blue light gradually changes to an Amber and the bass notes are blended with treble notes. On turning the knob farther to the right the treble notes are emphasized and the dial light turns Red. In this last position speech is more intelligible. For music either Amber or Blue. When static or other electrical interference is present in a program, it can be softened by adjusting the color tone selector to Blue.

TUN-O-MATIC TUNING—

The Tun-O-Matic buttons give a selection of six different pre-set stations and these are indicated by the dial pointer. The owner may easily change the setting of any button at any time by merely depressing the button and tuning in the station on the Tun-O-Matic wheel. (Complete instructions on inside page.)

TUN-O-MATIC BUTTONS—

Your Packard Custom Radio is equipped with an electrical button assist, which performs 70% of the effort required to push a Tun-O-Matic button. This assist is disconnected when the radio switch is turned off.

MANUAL TUNING—

Press in the manual tuning knob as far as it will go, then allow the knob to return to its normal position. Your radio may now be tuned manually by rotating the knob to the left or right, and the pointer will indicate the frequency of the stations you are tuned to. Manual tuning must be accurately done. Careless tuning (off to one side) even though the signal is still loud, results in distorted reception.

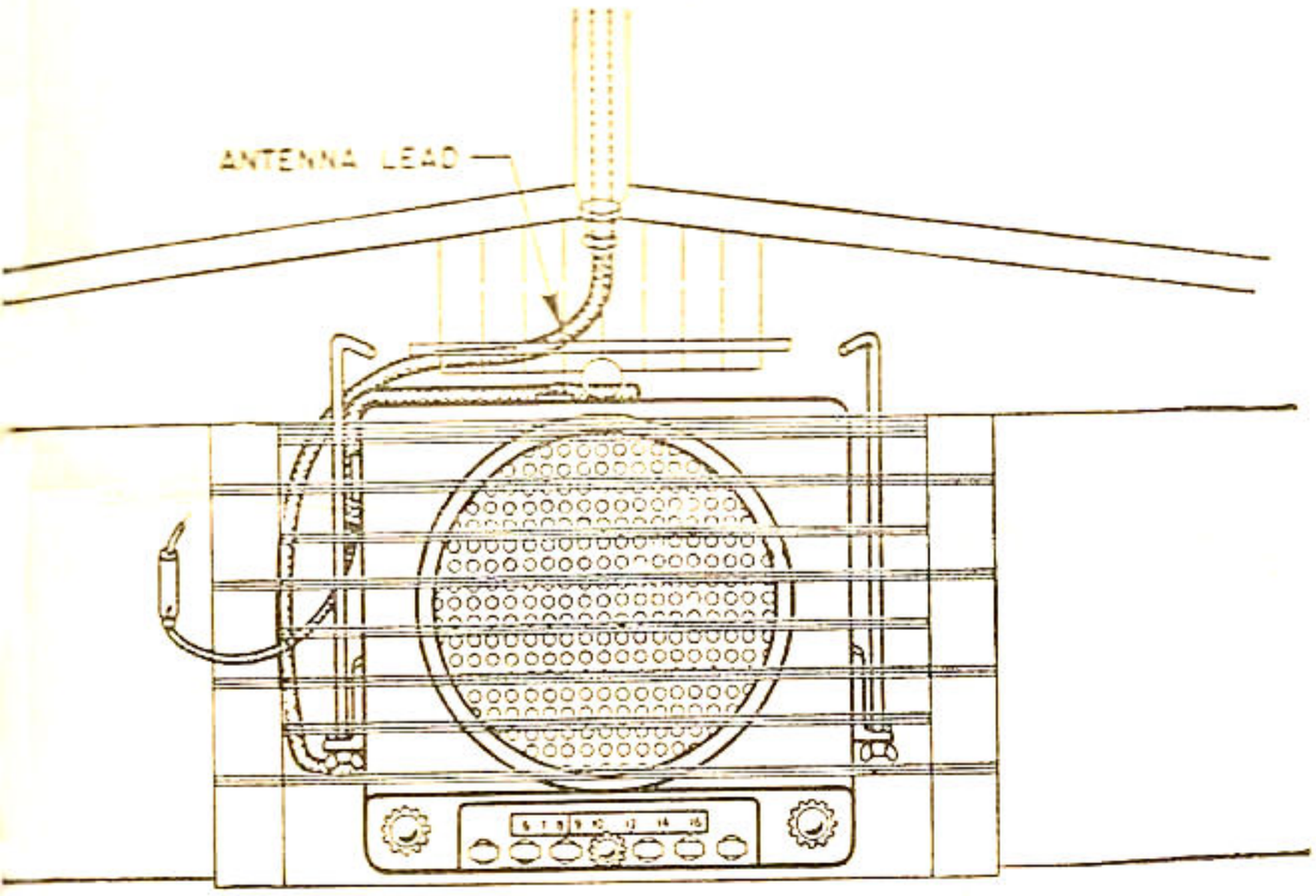


Fig. 1

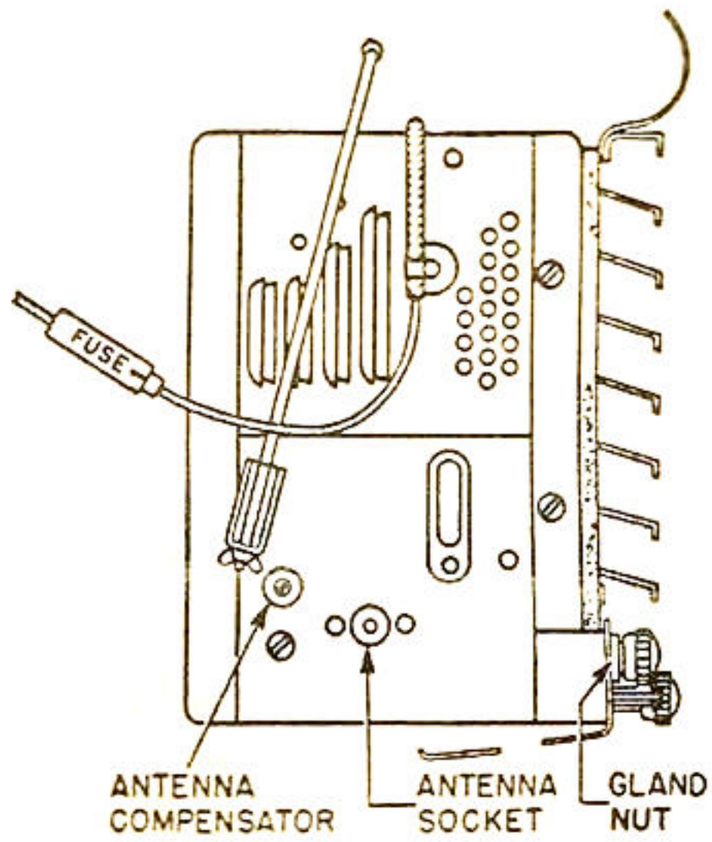


Fig. 2

RADIO INSTALLATION

Remove the decorative bezel covering the radio control openings in the instrument panel. This bezel is held in place by two speed nuts.

Remove the gland nuts from around the volume control shaft and the tone control shaft. Check the wire clip and make sure that it holds the manual tuning shaft in the "in" position, so it will not be damaged during installation.

Lift the radio set up behind the center of the instrument panel and carefully fit the radio bezel and knobshafts through their respective openings, as shown in Figures 1 and 2. Extreme care must be used so as not to scratch the automatic buttons or dial in this operation. Place the chrome gland nuts over the volume and tone shafts and tighten securely with the gland nut wrench. Remove the wire clip from the manual tuning shaft and press on the three control knobs.

4. Install the two hook bolts and wing nuts loosely in the set brackets and insert the hooked ends into the holes located on both sides of the radio, as shown in Fig. 1 and tighten the wing nuts.
5. The battery lead is connected to the accessory terminal of the light switch. (Use the top connection nearest the center of the car on the fuse block.)
6. Turn the set on and allow it to warm up for the Tun-O-Matic adjustments.
7. Plug the antenna lead into the socket shown in Fig. 2.
8. When the radio set is warmed up, adjust the antenna compensator on the set (see Fig. 2) for maximum volume on a weak station around 1400 kilocycles.

INTERFERENCE SUPPRESSION

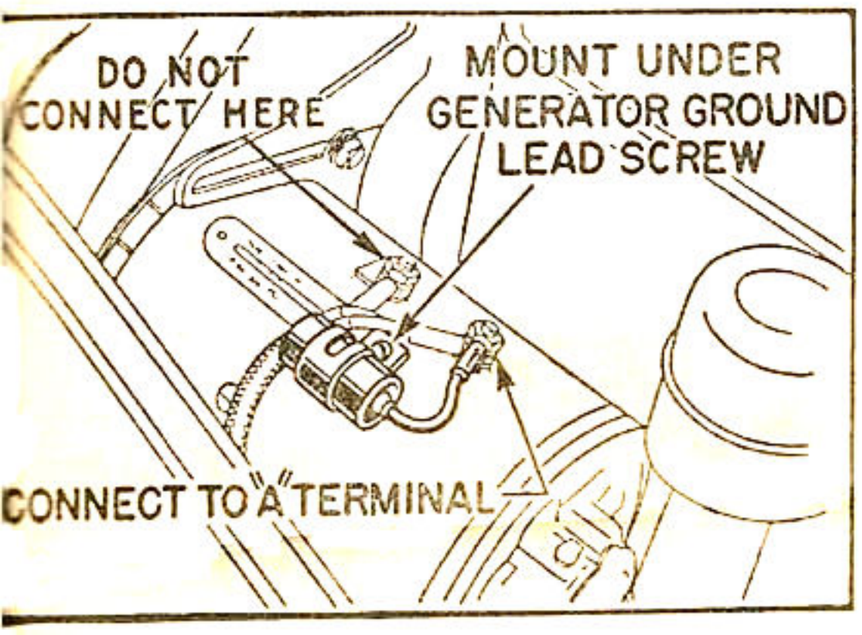


Fig. 4

A one mfd. condenser is mounted on the generator and connected to the armature terminal.

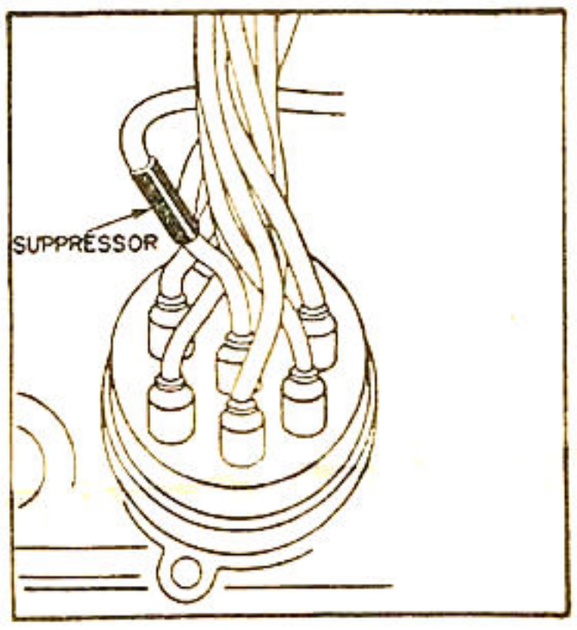


Fig. 5

Cut the distributor-to-coil high tension lead about one inch from the distributor cap and install the screw-in type suppressor.

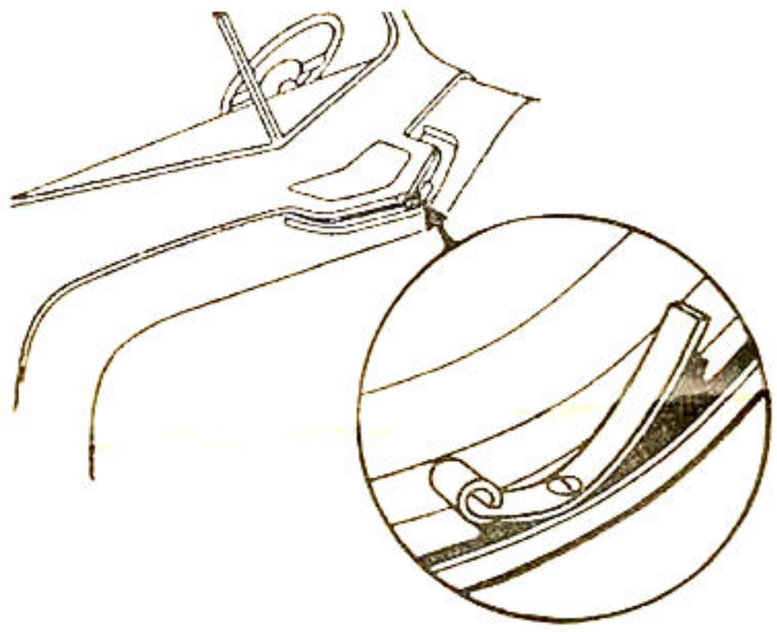


Fig. 6

Attach the special ground clip under the center screw of the hood seal, as shown above.

IGNITION SWITCH CONDENSER

A condenser is required on the ignition switch. Connect the condenser lead to either terminal of the ignition switch and mount the condenser on the flange of the instrument panel.

IMPORTANT

Care in performing these operations will result in satisfactory elimination of ignition noise. Be sure all condensers make good grounds and that all connections are tight.

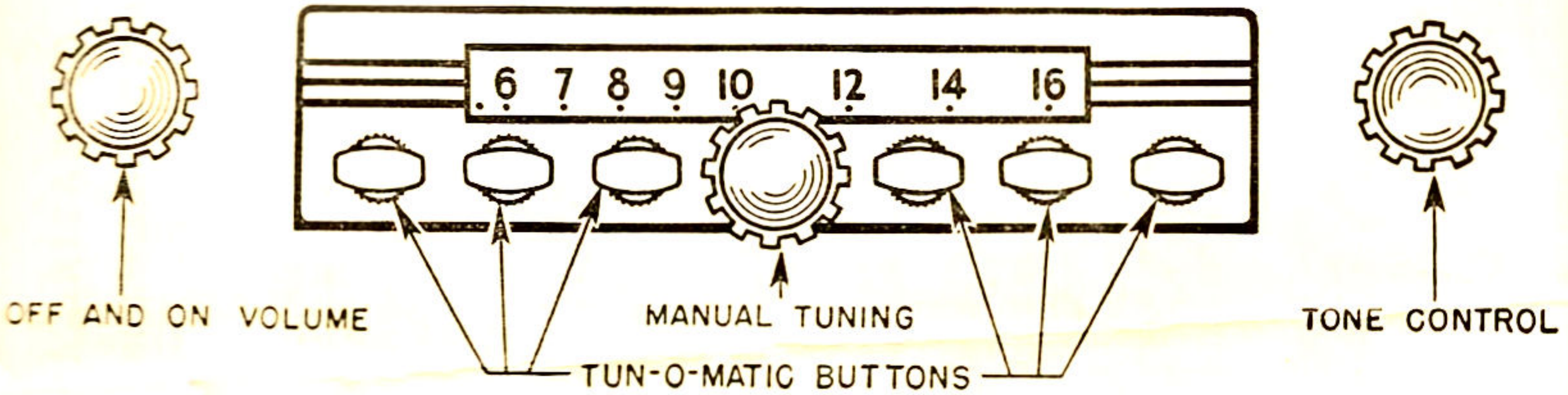


Fig. 3

SETTING THE "TUN-O-MATIC" BUTTONS

The setting of the Tun-O-Matic buttons on your 1946 Packard Radio is simplicity itself. (No tools required.)

1. After the radio has been operating for 20 minutes.

2. Press in any Tun-O-Matic button so that it remains engaged, then tune the set by rotating the small Tun-O-Matic wheel in the button (see Fig. 7).

3. The station is readily identified by the pointer which indicates the station frequency in kilocycles on the dial.

Caution: These adjustments must be carefully made, so that reception is at its best when at a distance from the radio station. Careless tuning off to one side, even though the signal is heard, results in distorted reception.

Any of the Tun-O-Matic buttons may be reset to any station at any time and any button can be adjusted to receive any station in the broadcast band within the range of the set.

5. The Tun-O-Matic buttons may be set to stations in any sequence desired. However, for convenience in remembering stations, it is recommended that the buttons be set up in the same order that the stations appear across the dial.

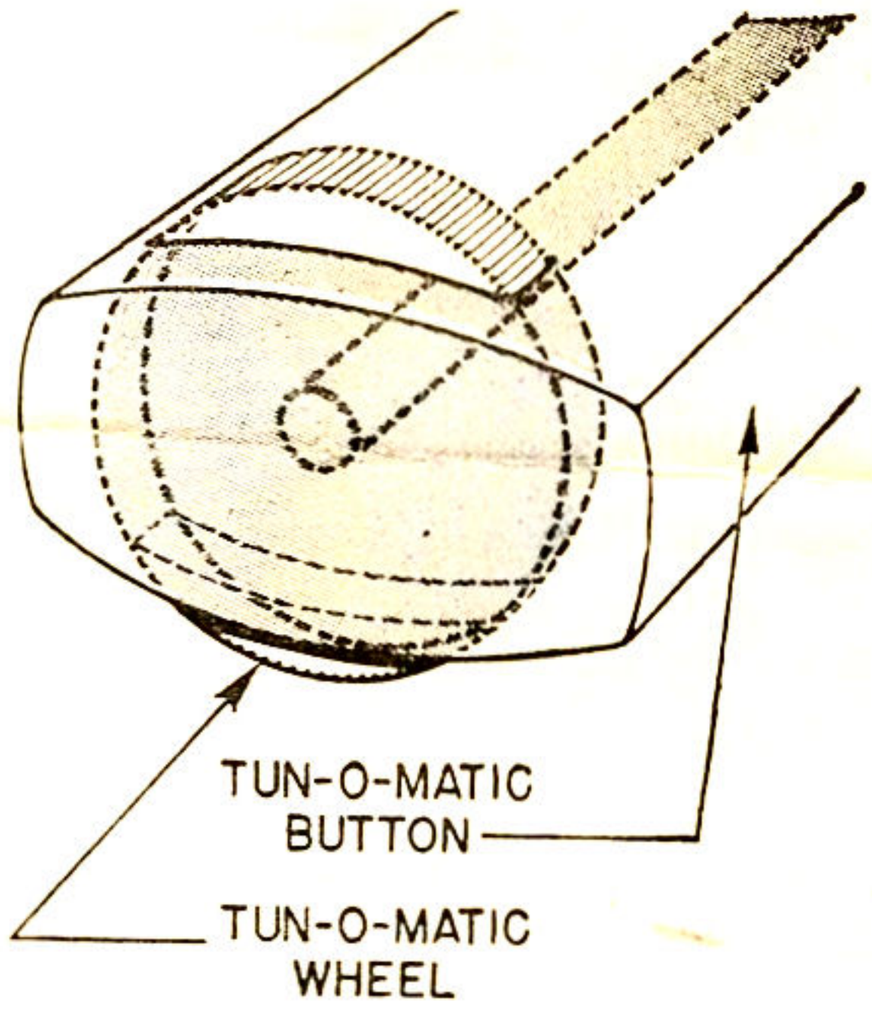
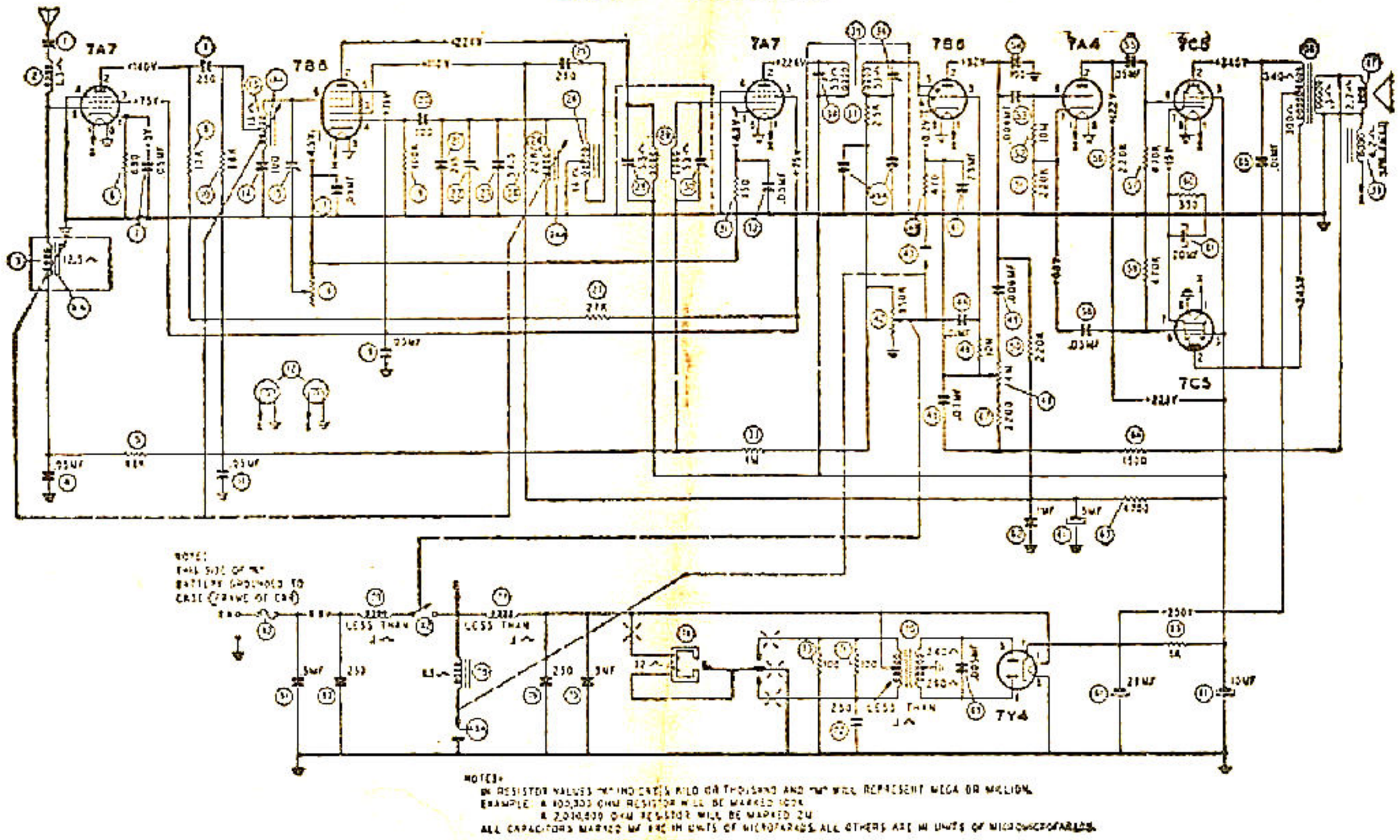


Fig. 7

MODEL P-4635 SCHEMATIC
I.F. — 270 KC



MODEL P-4635 PARTS LIST

No.	Description	Part No.
(1)	Antenna Padder Condenser	31-6472
(2)	Antenna Choke	65-0378
(3)	Antenna Coil Assembly	65-6349
(3A)	Antenna Coil Iron Core	57-1541
(4)	Condenser (.05 Mfd)	61-0101
(5)	Resistor (68,000 ohm)	66-3681540
(6)	Resistor (680 ohm)	66-1681340
(7)	Condenser (.05 Mfd)	61-0111
(8)	Resistor (10,000 ohm)	66-3103340
(9)	Condenser (250 Mmfd)	60-10255007
(10)	Resistor (68,000 ohm)	66-3681540
(11)	Condenser (.05 Mfd)	61-0101
(12)	Pilot Lamp	34-2064
(13)	R. F. Coil	65-0359
(13A)	R. F. Coil Iron Core	57-1541
(14)	Condenser (100 Mmfd)	60-10105007
(15)	R. F. Padder	63-0052
(16)	Factory Sensitivity Control	67-0036
(17)	Condenser (.05 Mfd)	61-0111
(18)	Condenser (.05 Mfd)	61-0111
(19)	Resistor (100,000 ohm)	66-4101540
(20)	Condenser (100 Mmfd)	60-10105007
(21)	Condenser (215 Mmfd)	61-0148
(22)	Oscillator Padding Cond.	63-0055
(23)	Compensator Cond. (54.4 Mmfd)	61-0149
(24)	Oscillator Coil	65-0350
(24A)	Oscillator Coil Iron Core	57-1542
(25)	Condenser (250 Mmfd)	60-10255007
(26)	Tracking Coil	65-0351
(27)	Resistor (27,000 ohm)	66-[illegible]4340
(28)	Primary Padder	(Part of Assy. 65-0352)
(29)	1st I. F. Transformer	65-0352
(30)	Secondary Padder	(Part of Assy. 65-0352)
(31)	Resistor (150 ohm)	66-1153340
(32)	Condenser (.05 Mfd)	61-0111
(33)	Resistor (1 Megohm)	66-5101540
(34)	Primary Padder	(Part of Assy. 65-0410)
(35)	2nd I. F. Transformer	65-0410
(36)	Secondary Padder	(Part of Assy. 65-0410)
(36A)	Condenser	(Part of Assy. 65-0410)
(37)	Resistor (25,000 ohm)	(Part of Assy. 65-0410)
(38)	Resistor (22,000 ohm)	66-3223340
(39)	Field Coil	(Part of Speaker Assy. 73-0066)
(40)	Resistor (470 ohm)	66-[illegible]3340
(41)	Condenser (.25 Mfd)	61-0131
(42)	Volume Control	67-0052
(43)	Muter Switch	(Part of Assy. 77-0891) 65-0125
(43A)	Solenoid Switch	(Part of Muter Switch). 65-0125
(44)	Condenser (.01 Mfd)	61-0176
(45)	Condenser (.07 Mfd)	61-0152
(46)	Resistor (10 Megohm)	66-6101540
(47)	Resistor (2200 ohm)	66-2221540
(48)	Tone Control	67-0051
(49)	Condenser (.003 Mfd)	61-0174
(50)	Resistor (220,000 ohm)	66-4223340
(51)	Resistor (220,000 ohm)	66-4223340
(52)	Resistor (10 Megohm)	66-6101540
(53)	Condenser (.004 Mfd)	61-0129
(54)	Condenser (100 Mfd)	60-10105007
(55)	Condenser (.05 Mfd)	61-0170
(56)	Resistor (220,000 ohm)	66-4223340
(57)	Resistor (470,000 ohm)	66-4471540
(58)	Condenser (.05 Mfd)	61-[illegible]

No.	Description	Part No.
(59)	Resistor (470,000 ohm)	66-4471540
(60)	Resistor (330 ohm)	66-1334340
(61)	Electrolytic Sections (20-10-5-20 Mfd)	61-0150
(62)	Condenser (.1 Mfd)	61-0113
(63)	Resistor (4700 ohm)	66-2474340
(64)	Resistor (1500 ohm)	66-2151540
(65)	Condenser (.01 Mfd)	61-0124
(66)	Output Transformer	65-0409
(67)	Voice Coil	(Part of Speaker Assy. 73-0066)
(68)	Resistor (1000 ohm)	66-2104340
(69)	Condenser (.005 Mfd)	61-0153
(70)	Power Transformer	65-0358
(71)	Resistor (100 ohm)	66-1104340
(72)	Condenser (250 Mmfd)	60-10255007
(73)	Resistor (100 ohm)	66-1104340
(74)	Vibrator	83-0025
(75)	Condenser (.5 Mfd)	61-0137
(76)	Condenser (250 Mmfd)	60-10255007
(77)	Vibrator Choke	65-0151
(78)	Solenoid	65-0360
(79)	"A" Choke	32-1644
(80)	Condenser (250 Mmfd)	60-10255007
(81)	Condenser (.5 Mfd)	61-0137
(82)	Fuse	45-2559
	Bezel	57-2188FA8
	Pilot Lamp Shield	57-2209FA3
	Color Disc	55-1353
	Tuning Unit Complete	77-0899
	Color Screen (Volume Side)	55-1354
	Color Screen (Tone Side)	55-1355
	Dial	55-1350
	Push Button Assembly	76-2201
	Speaker Gasket	55-1351
	Background Plate	57-2174FCP
	Pilot Lamp Bracket	57-2193FA3
	Fuse Lead Assembly	77-0887
	Manual Knob Assembly	77-0890
	Volume & Tone Knob	77-0909
	Speaker Unit	73-0066
	Hook Bolt	57-2176FA3
	"A" Lead	77-0623
	Manual Knob Spacer	57-1669
	Manual Knob Sleeve	57-1623
	Manual Knob Spring	57-1628FA1
	Plug Button (Chrome)	2W15748FA8
	Grommet ("A" Lead)	27-4676
	Gland Nut	28-6558FA8
	Wing Nut	1W23992FA3
	Ignition Switch Condenser	30-4007
	Generator Condenser	30-4475
	Distributor Resistor	33-1196
	Speaker Cone Replacement Kit	91-0226
	Housing and Bracket Assembly	77-0868FC51
	Tube Side Cover	57-1547FC51
	Wiring Side Cover	57-1548FC51
	Antenna Connector	57-0591FA3
	Power Shield	57-1557FA3
	Tube Socket	27-6151
	Vibrator Socket	27-6153
	Vibrator Clamp	57-1637FA3
	Dial Nut	1W56913FA1
	[illegible] Nut	1W56913FA1

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