

**OWNER'S MANUAL**

**PACKARD**

**CUSTOM RADIO**

**SEVEN TUBES PLUS RECTIFIER**

**PA 416102**

**INSTALLATION AND OPERATING  
INSTRUCTIONS**

**GIVE THIS MANUAL TO THE OWNER**

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**PACKARD MOTOR CAR COMPANY**

**DETROIT 32, MICHIGAN**

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## OPERATING INSTRUCTIONS

### TO TURN ON THE RADIO

Rotate the right-hand knob clockwise until a slight click is heard and the dial is illuminated. Continued rotation of the knob increases the volume. (See figure 5.)

### TONE SELECTOR

The Packard Custom Radio incorporates a newly designed Tone Selector. The ring at the base of the right-hand knob permits changing the tone to suit the individual taste. When the knob is rotated fully counterclockwise, the bass notes are heavily emphasized. The treble notes may be emphasized by turning the knob fully clockwise. Any degree of bass and treble emphasis may be blended by selection of the proper intermediate position of the Tone-Selector knob. When static or other electrical interference is present in the program, it can be softened by adjusting the Tone Selector to the bass position. Speech will be most intelligible when the control is turned to the treble position.

### TUN-O-MATIC TUNING

The TUN-O-MATIC buttons provide for selection of any one of five pre-selected stations, the frequency of which will be indicated by the dial pointer. The setting of any button may easily be changed at any time by merely removing the metal cover, depressing the button, and tuning in the station by turning the TUN-O-MATIC shaft. Complete instructions are given on the inside page.

### MANUAL TUNING

Press in the manual-tuning button. (See figure 5.) Stations may now be manually tuned by rotating the tuning knob. The pointer will indicate the frequency of the station to which the radio is tuned. Accuracy is important when tuning manually. With the volume-control knob set for low volume, tune accurately for loudest reception; then increase the volume to the desired level by means of the volume-control knob. Attempting to control the volume by tuning to one side of the station frequency will result in distorted reception.

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## WARRANTY AND SERVICE

Your 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

If radio service is required during the initial 90-day warranty period, the car owner should go to his Packard Dealer to obtain free warranty service. The dealer will make a preliminary inspection to determine whether or not the trouble is caused by the tubes, vibrator or fuse, and if so, will correct this trouble in his own service department. If more serious trouble is indicated, the dealer will remove the radio from the car and send it to the local Philco Auto Radio Service Station or Distributor authorized to handle warranty parts and labor service. Transients should consult the nearest Packard Dealer.

The Warranty Registration Tag, properly filled in, must be sent along with the radio to the Philco Distributor or Service Station, otherwise they have been instructed to refuse this free service. The Registration Tag will be returned to the car dealer with the radio.

Warranty repairs will be made free of charge by a Philco Auto Radio Service Station when the radio is within the Warranty period and is removed from the car only when the Warranty Registration Tag, correctly filled in, is attached to the radio. If the radio is not removed from the car and the Philco Auto Radio Service Station did not originally install the radio, they will make a nominal charge for removal and reinstallation when it is necessary to do so in order to adequately service the radio.

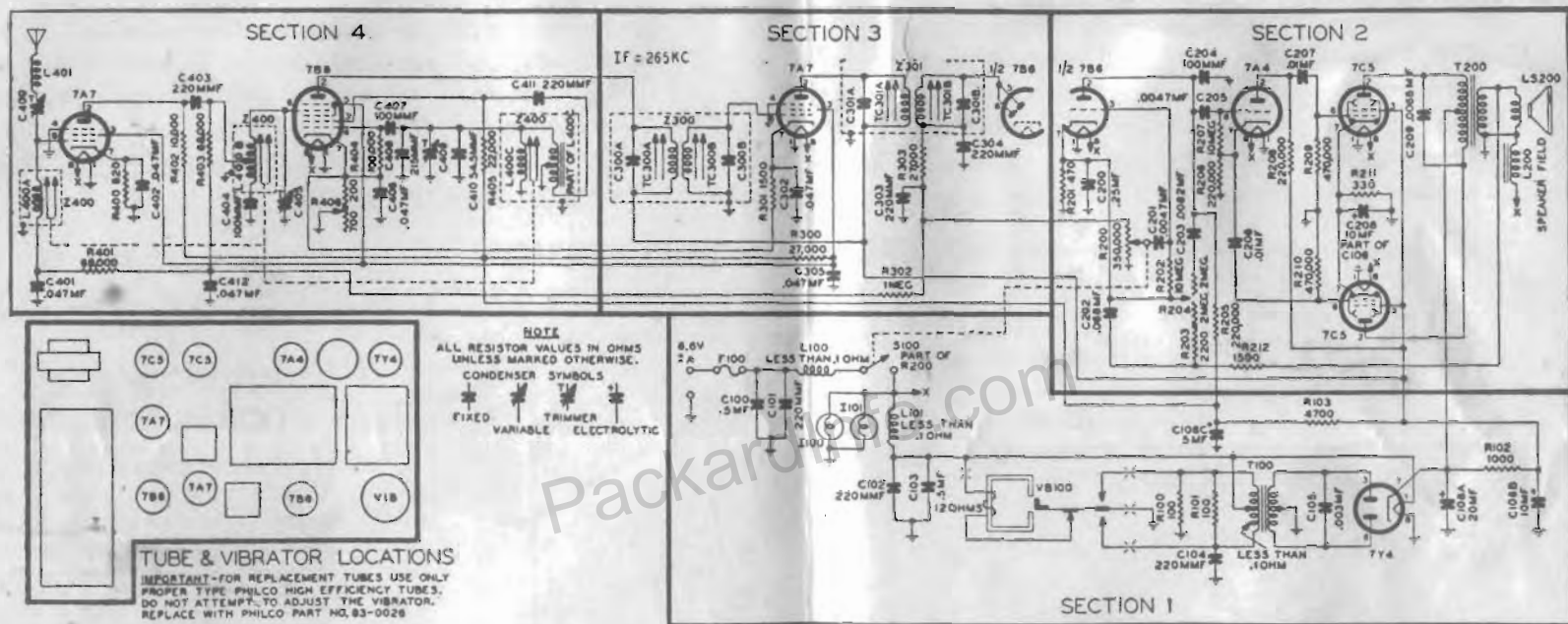
In countries other than the U. S. A., only Philco Export Distributors or Service Stations, whose names appear in the special list furnished to Packard Dealers by the Packard Motor Car Company Export Division, are authorized to render warranty parts and labor service.

The Philco Export Distributor or Service Station may charge the car dealer or owner for transportation and duty on the replacement parts used in these warranty repairs.

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# PHILCO MODEL P-4735 (CODE 124) SCHEMATIC



"A" Lead (set end) ..... 41-3910-1  
 Fuse Lead (terminal end)..... 41-3910  
 Antenna Socket ..... 57-1243FA3  
 Bezel ..... 56-4693FA8  
 Bezel Trim ..... 56-4694FA8  
 Cover, Tube Side ..... 76-3069  
 Cover, Wiring Side ..... 56-4696-1FA3

Push Button Cover, Center ..... 56-4747FA8  
 Push Button Cover, Top and Manual ..... 56-4746FA8  
 Dial Glass ..... 27-5962  
 Filter, Pilot Lamp ..... 54-7393  
 Knob, Manual ..... 56-4729FA8  
 Knob, Tone ..... 56-4727FA8

Knob, Volume ..... 56-4735FA8  
 Socket, Pilot Lamp ..... 27-6233-4  
 Speaker ..... 36-1609-4  
 Speaker Gasket ..... 54-4476  
 Fuse ..... 45-2559  
 Vibrator ..... 83-0026  
 Hook Bolt ..... 56-4762FA3  
 Lockwasher (set mtg.) ... 1W24260FA1

Hexnut (set mtg.) ..... 1W19994FA3  
 Flatwasher (set mtg.) ... 1W52517FA3  
 Support Bumper ..... 54-4475  
 Hexnut (Ign. SW. Term) 1W19991FA3  
 Lockwasher (Ign. SW. Term.) ..... 1W24258FA1  
 Generator Condenser ..... 61-0156  
 Ignition Condenser ..... 30-4007

# PA 416102-INSTALLATION INST

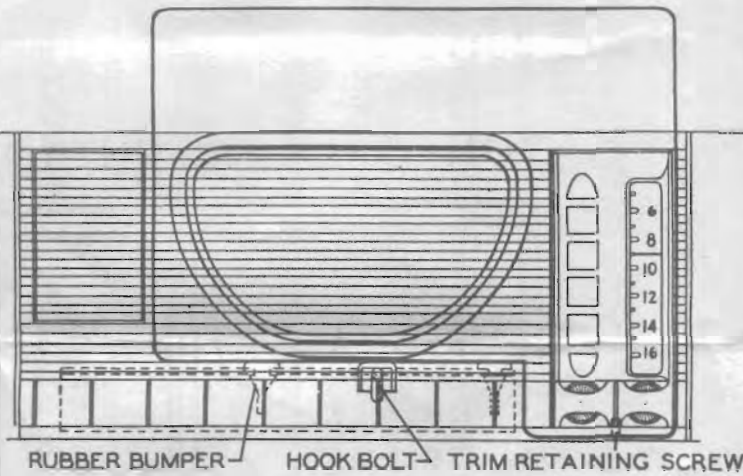


Figure 1

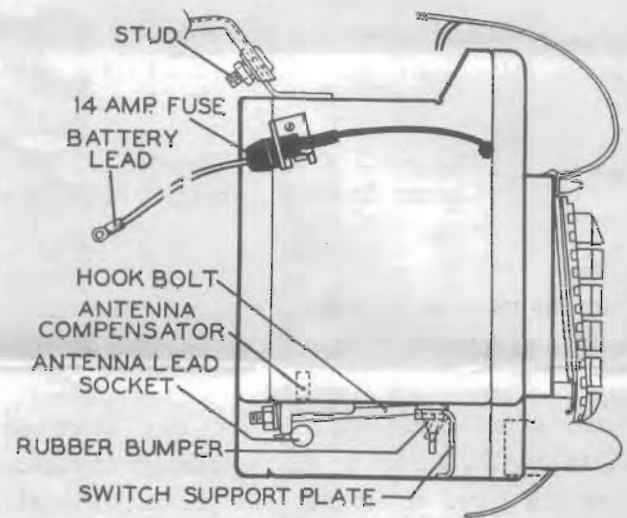


Figure 2

## RADIO INSTALLATION

(See Figures 1 and 2.)

1. Remove the decorative bezel (on the instrument panel) which covers the opening for the radio dial and controls.
2. There are two holes in the top flange of the switch support plate on the rear of the instrument panel, one on each side of the speaker opening; the holes are approximately 3 inches from the center of the opening. One of the rubber bumpers provided should be installed in each hole.
3. Before the radio is installed, insert the hook bolt into the hole in the top flange of the switch support plate.
4. Lift the radio up behind the instrument panel and carefully guide the radio bezel into the instrument-panel opening.
5. Fit the two slotted-top brackets on the radio over the two studs in the car body, and secure in place with one flat washer, one lock washer, and a hex-head nut.
6. Guide the threaded end of the hook bolt into the slotted bracket on the bottom of the radio, and secure in place with one flat washer, one lock washer, and a hex-head nut.
7. 23rd Series LEFT-HAND DRIVE cars—Connect the battery lead to the ignition switch terminal marked RAD.  
23rd Series RIGHT-HAND DRIVE cars—Connect the battery lead to the terminal on the temperature gage which is also connected to the oil and gas gage with a flat metal bus.  
22nd Series cars—Connect the battery lead to the left-hand terminal on the circuit breaker located above the clock.
8. Plug the antenna lead into the socket shown in figure 2.
9. Turn the radio on and allow it to warm up. With the antenna fully extended, tune in a weak station near 1400 kc., and adjust the antenna compensator for maximum volume. (See figure 2.)
10. Set the TUN-O-MATIC button as directed under "Setting the TUN-O-MATIC Buttons."

## INTERFERENCE SUPPRESSION

(See Figures 3 and 4.)

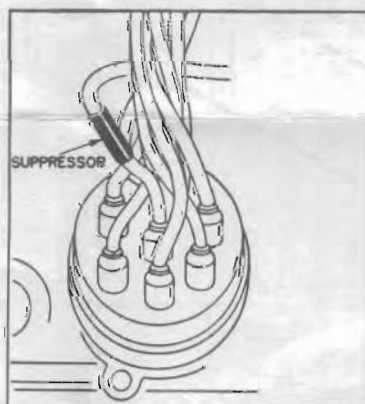
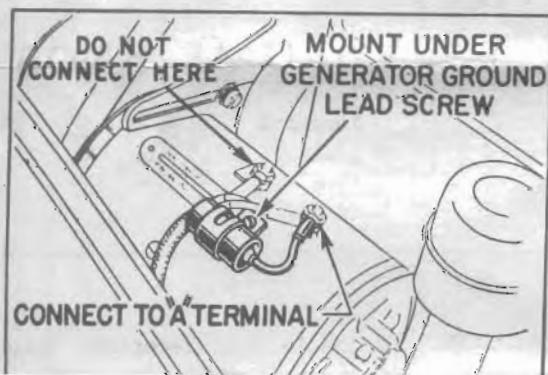


Figure 4

## IGNITION-SWITCH CONDENSER

A condenser is required on the ignition switch. Connect the condenser lead to the coil terminal of the ignition switch, and mount the condenser on the adjacent Z bracket which holds the instrument cluster.

## IMPORTANT

Care in performing these operations will result in satisfactory elimination

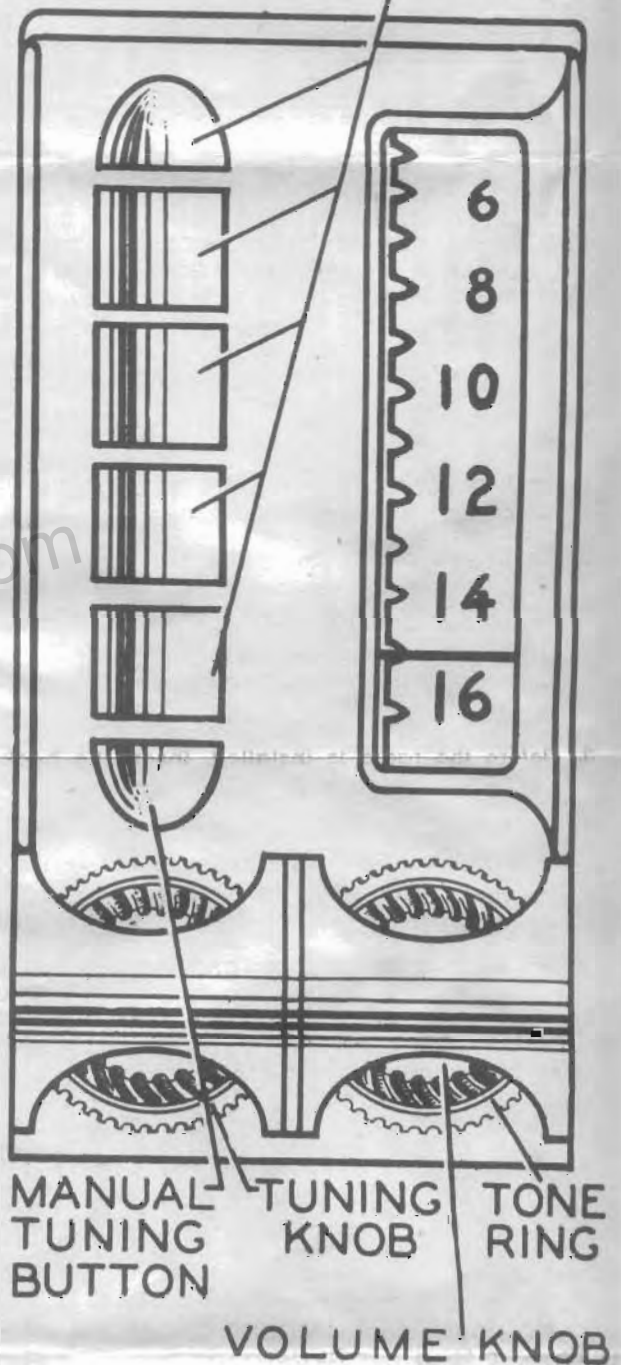
# INSTRUCTIONS—MODEL P-4735 (CODE 124)

## SETTING THE TUN-O-MATIC BUTTONS

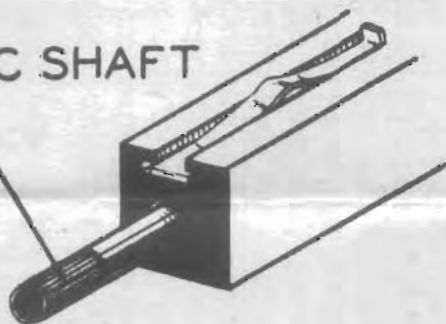
The setting of the TUN-O-MATIC buttons on your Packard Custom Radio is simplicity itself. (No tools are required.)

1. Turn the radio on by rotating the right-hand knob clockwise, and allow it to operate for at least 20 minutes.
2. Remove the metal-button cover, and press in any TUN-O-MATIC button so that it remains engaged; then tune the radio by rotating the small TUN-O-MATIC knurled shaft, which automatically springs out as the cover is pulled off. (See figure 6.)
3. The station is readily identified by the dial pointer, which indicates the station frequency in kilocycles.
4. The frequency range of the radio covers the entire broadcast band. Any TUN-O-MATIC button may be quickly set to receive any station in this band.
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 on the dial.

## TUN-O-MATIC BUTTONS



TUN-O-MATIC SHAFT



METAL



Figure 5

**CAUTION:** To insure best reception, these adjustments must be carefully