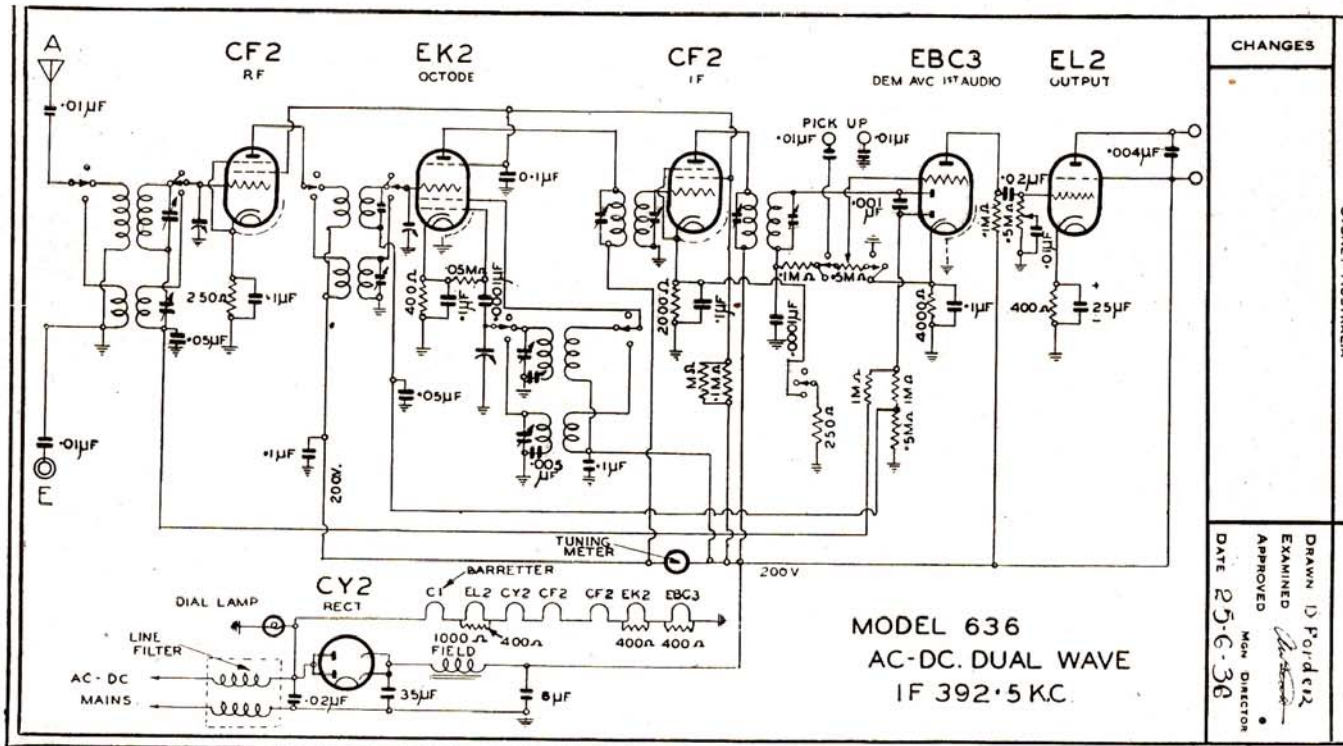


"Stromberg-Carlson" A.C./D.C. Dual-Wave Model 636

WARNING LIVE CHASSIS HAZARD

This radio has no power transformer and an incorrectly wired power cord could place full mains voltage on the chassis!! Radio must only be used with an earthed power cord to chassis and an inline isolation transformer complying with Australian Wiring standards and tested to AS/NZS 3760 by a qualified person.



MODEL 636
AC-DC. DUAL WAVE
IF 392.5 KC.

| | |
|------------------|--------------------|
| CHANGES | |
| DATE | 25-6-36 |
| APPROVED | <i>[Signature]</i> |
| MOD. DIRECTOR | |
| DRAWN | D. Porter |
| EXAMINED | |
| SYDNEY AUSTRALIA | |

STROMBERG-Carlson Model 636 is an A.C.—D.C. six valve superheterodyne, using Philips valves, which include the current limiting "Barretter" in place of a ballast resistor. The inclusion of this barretter enables the receiver to be used on any supply between 160 and 260 volts without the necessity for any adjustment.

The intermediate frequency used is 392.5 KC., and the frequency changer is the EK2 octode.

OPERATING VOLTAGES.

The valve functions and their operating voltages are as follows:—

- CF2**—RF, plate 219; screen 60; cathode 2.
- EK2**—Octode, plate 219; screen 60; cathode 2.
- CF2**—IF, plate 210; screen 60; cathode 2.
- EBC3**—Demod., A.V.C. 1st Audio plate 50; cathode 6.
- EL2**—Output, plate, 205; screen 210; cathode 15.
- CY2**—Rect., cathode 300.

NOTE.—The EK2 Oscillator anode voltage is 210.

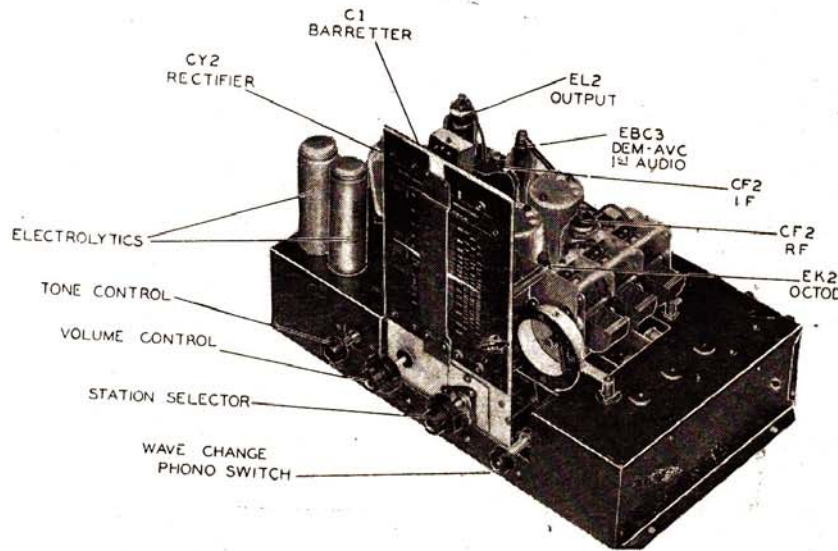
The voltmeter used should have an internal resistance of 1000 ohms per volt and all voltages are measured from the above designated valve prongs to chassis, with the line voltage at 240 volts.

The speaker plug should not be removed while the power is turned on.

CAUTION: Should it be necessary, for any service reason, to remove the chassis from the cabinet and run it on a test bench, care must be taken that the

earthed side of the supply line (normally the neutral for an A.C. service and the negative for a D.C. service) is connected in such a manner that it goes to the chassis, and that the active side of the line does not. This can be readily ascertained by connecting a lamp or indicating meter of suitable type A.C. or D.C. between the chassis and earth before switching the receiver on. If the lamp lights or the meter registers, then the supply line will have to be reversed, otherwise it will be possible for the operator to receive a shock.

When making any adjustment see that the power plug is completely removed from the power source,



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