

AUTO RADIO SERVICE BULLETIN.**SUBJECT - ELIMINATION OF EXCESS CRACKLE WITH ENGINE RUNNING.**

This complaint may be noticed in Model 6395 numbering up to 36,300 and Model 12395 numbering up to 44,011.

Except in extremely bad cases, this crackle is only noticeable when the aerial is disconnected, and is distinct from engine pickup, in that the frequency of the crackle does not vary appreciably with varying engine speeds, but is nevertheless, only present while the engine is running.

Check the installation thoroughly and make certain that the speaker plug is making good contact to the socket. If the crackle persists, remove the chassis from the can and observe the following procedure.

1. Fit a small hash choke (PT137) in Model 6395 filament circuit to isolate the first three tubes (6A8, 6K7 and 6B8) from the rest of the filament and field circuits, and a .001mfd. mica condenser from the "A" side of the choke to chassis as shown in Fig. 1. In Model 12395, the hash choke will isolate only the 6A8 and 6K7 filaments as shown in Fig. 2.
2. Solder the speaker socket frame to the chassis on the inside to prevent movement and poor earthing.
3. Efficient earthing of the chassis to the can is important. Thoroughly clean the inside of the can where contact is to be made, and make sure that the earthing fingers on the vibrator partition have sufficient tension to ensure good contact. If not already fitted, an earthing strip should be soldered to the top of the transformer box to contact with the top of the can.
4. An additional Parker Kalon drive screw is necessary. This will be fitted in the back of the can between the speaker socket and the side of the can as shown in Fig. 3.

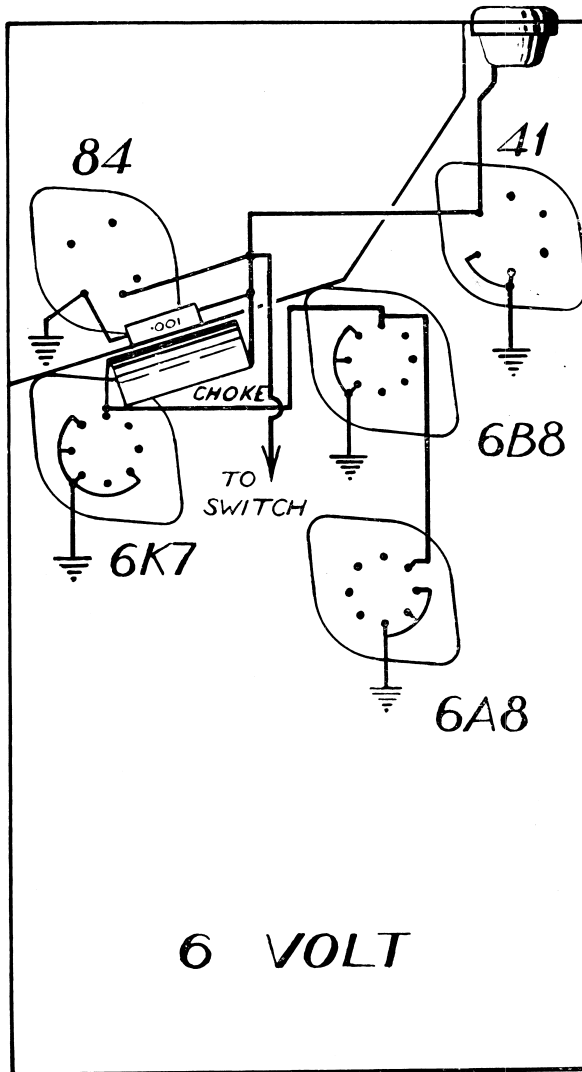


FIG. 1.

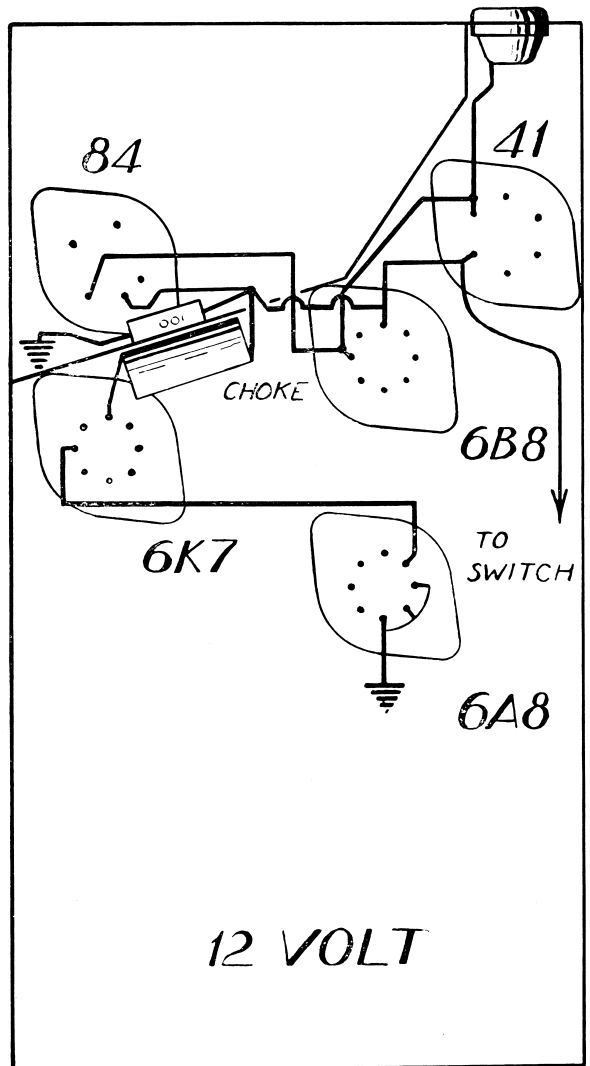


FIG. 2.

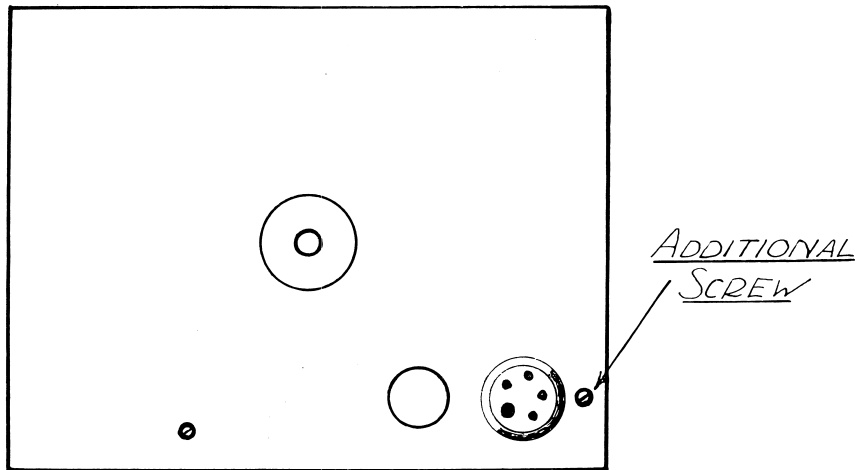


FIG. 3