

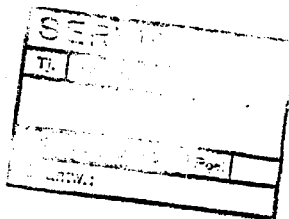
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For Philips Service
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PHILIPS

SERVICE NOTES
For the receiver

BX 388 A/U



x

Ex: -02.

1949.

For A.C. and D.C.mains.

For data, which are not mentioned here is referred to the notes for the receivers BX 388 A or BX 388 U.
The only difference is a Foreign-Local switch, consisting out of:

- a. Switch A3 181 40.0
- b. Two grommets 23 652 17.0
- c. C67, 4700 pF 48 751 20/4K7.

For details see the figures 1, 2 and 3.

- d. The back-plate for bothe sets has an extra hole for the above-mentioned switch.

The codenumbers are for the BX 388 A-02 A3 250 76.0 and
for the BX 388 U-02 A3 690 05.0

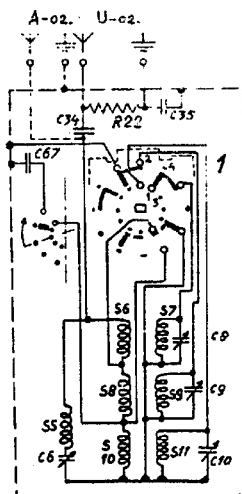


fig1

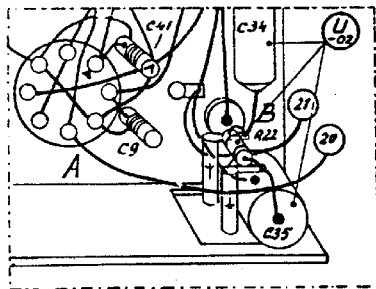


fig2.

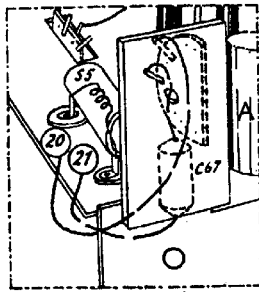


fig3.

R11640

N.Y. PHILIPS' GLOEILAMPENFABRIEKEN EINDHOVEN	Drive in the radio sets BX 388 A/U	R.S. 917
SERVICE	15.4.49	

When one of these sets is brought in for repair owing to unstable reception on short waves caused by mechanical "slip" of the variable condenser this can be remedied in the following way.

It has been found that as soon as this condenser is exposed to mechanical vibrations, either through tapping on the cabinet or owing to a quality switch being used, it is apt to turn back a little.

The job can be done in three parts according to the extent of the slip.

- A. Remove the spring washer mounted on the driving shaft. If this does not have the desired effect proceed to point B.
- B. Partly release the tension of the two springs mounted in the Philite driving drum by introducing between the springs and cable loops a loop of wire 10 mm. long. The best material is a length of steel wire. The wire loops must not be longer than 10 mm. If the trouble is still not remedied follow the indications given under C, which alteration has already been made in a more recent series of this receiver.
- C. Remove the following parts:
 1. Driving core and cable.
 2. The bracket on which the Philite driving drum is mounted, unscrewing this from the chassis.
 3. The arm on the driving spindle.
 4. The arm and roller mounted on the variable condenser.
 5. Brackets and brass wheels to the left and right of the variable condenser, unscrewing these from the chassis.

Put in the following parts:

1. The bracket shown in fig. 1 has to be screwed onto the chassis over the driving shaft.
2. Carefully tap off the brass bushing from the driving shaft and replace it by a new one (fig.2).
NOTE. The spring washer and the driving shaft has to be removed and is not used again (see number A).
3. Remount the driving shaft.
4. Screw on a new arm and roller on the variable condenser (fig.3).
5. Again screw down the bracket on which the Philite driving drum is mounted.

After this has been done make the driving core the right length. The cord loop is shown in fig. 4. When mounting the variable condenser set is to maximum capacity (turned clockwise). Take care that the cord is laid exactly shown in the illustration.

N.V. PHILIPS'
GLOEILAMPENFABRIEKEN
EINDHOVEN

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R.S. 917

SERVICE

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In later series, as already stated, this alteration has already been made. The cord is shorter because the driving drum on the spindle of the variable condenser is turned 180°. The length of cord for these sets are 536 and 482 mm. The outer cable A is again passed over the longest cord (see fig. 4).

After this alteration has been made the trouble will no longer be noticeable.

LIST OF PARTS

Bracket	A3 540 89.0
Bracket with pulley	A3 339 89.0
Brass bushing fig.2	A3 522 41.0
Driving cord	06 606 28.0
Outer cable	08 010 54.0

Service department,



G.B. Hut

RB/AS

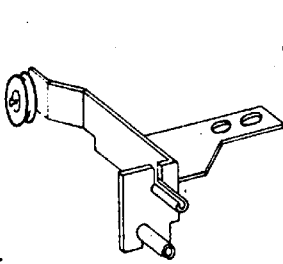


fig. 3.

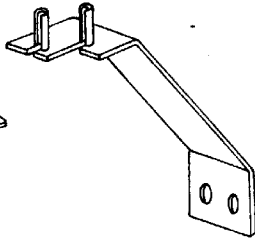


fig. 1.



fig. 2.

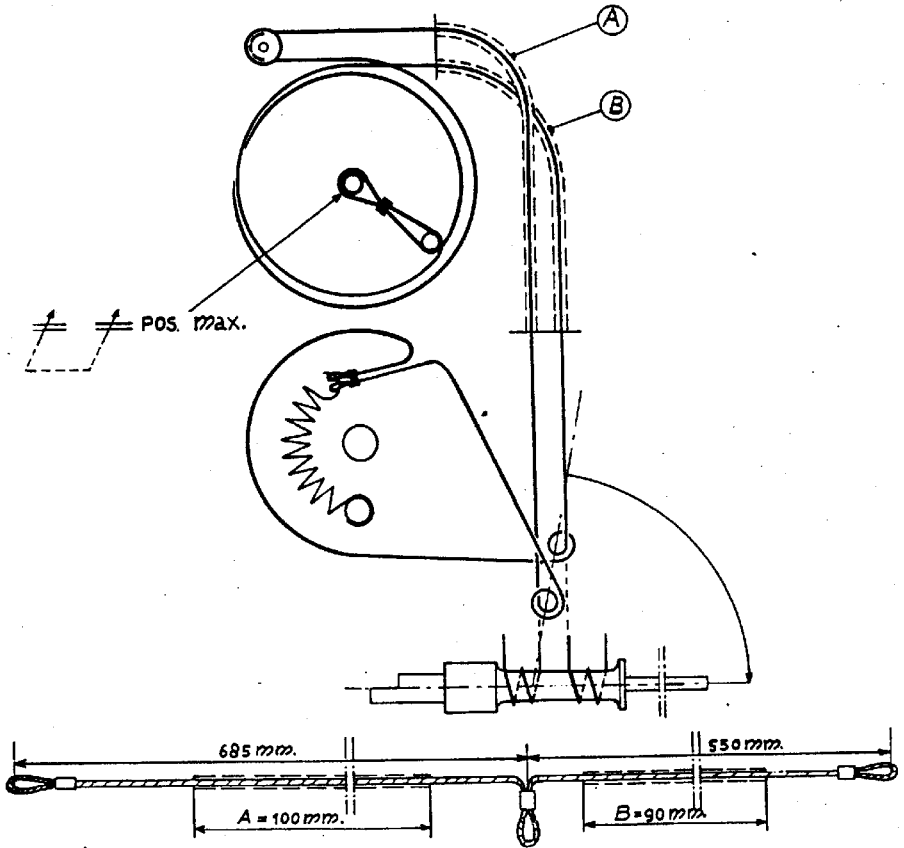


fig. 4.

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