



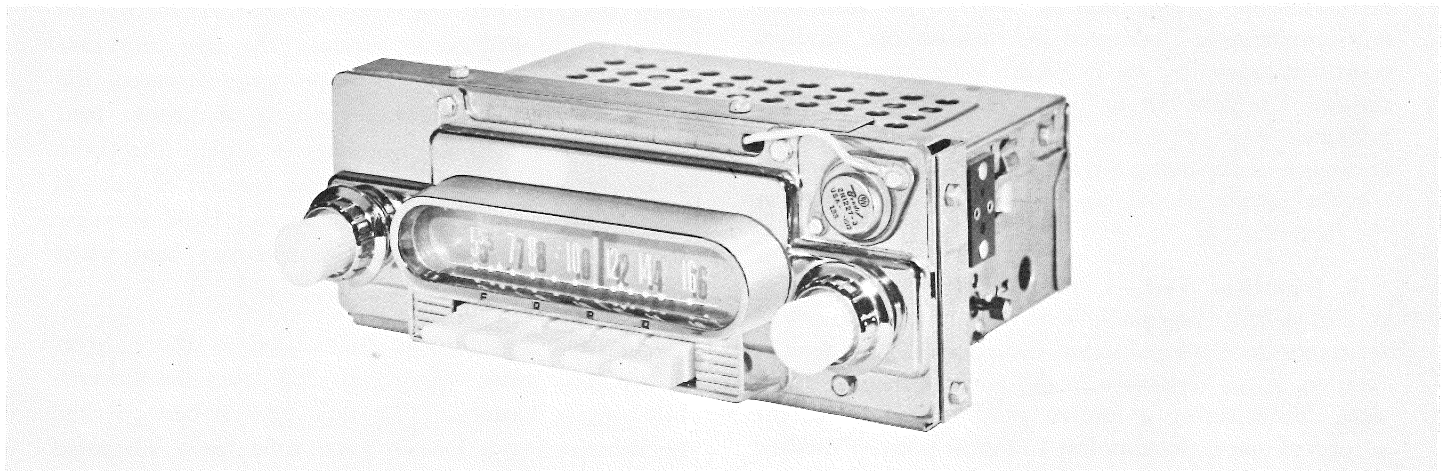
# Service Manual

# 1962 FORD FALCON Pushbutton Radio

Bendix Model  
R22BFF

Serial Number Prefix  
22BD

Ford Part Number  
C2DZ-18805A



### WARRANTY SERVICE PROCEDURE

Warranty service for the Bendix-Ford Falcon radio must be handled through the Ford Motor Company and its authorized representatives.

### GENERAL INFORMATION

**TYPE:**--The 1962 Bendix-Ford Falcon Radio is a super-heterodyne receiver with transistor output and two miniature tubes. Tube plate voltages are supplied directly by the 12-volt vehicle storage battery.

**TUNING RANGE:**--540-1600 kc/s—IF 262.5 kc/s.

**POWER INPUT:**--12-volt storage battery. Rating—14.4 VDC at 1.2 amperes.

**AUDIO OUTPUT:**--3 watts.

**TUBE COMPLEMENT:**--12FX8 r-f amp., conv., 12FR8 i-f amp., det.-avc-a-f amp.

**TRANSISTORS:**--Bendix 2N1287 audio driver, 2N1227-3 audio output.

### EXTERNAL CONNECTIONS

When connecting the radio for service on the bench, be certain to connect the negative side of the power

source to the radio housing and the positive side to the "A" lead. A **SPEAKER OR DUMMY LOAD MUST BE CONNECTED ACROSS THE SPEAKER SOCKET AT ALL TIMES.** Unless connections are made as above, permanent damage to radio components can result.

### TO SET PUSHBUTTONS

The Bendix-Ford Falcon radio has five push-buttons for automatic station selection. To set the pushbuttons for automatic tuning, proceed as follows:

1. Using the manual tuning knob, tune in a desired station being careful to tune exactly on the station.
2. Pull out the pushbutton to be set to unlock the mechanism, and then push button in firmly to set and lock.
3. Repeat the procedure for each remaining push-button.

THE **Bendix** CORPORATION • BENDIX RADIO DIVISION • BALTIMORE 4, MARYLAND  
AUTOMOTIVE PRODUCTS DEPARTMENT

## SERVICE SUGGESTIONS

The Bendix-Ford Falcon radio utilizes the most recently developed component parts along with the most advanced design techniques to provide improved quality and longer life.

**TRANSISTORS:**--Transistors used in the receiver can be expected to give unusually long trouble-free service. However, certain precautions must be observed to prevent premature failure.

**1. Trouble Shooting.**--Use a battery-operated VTVM or multimeter when making voltage or resistance measurements—a-c operated instruments can produce transients exceeding the 25 VRMS maximum transistor rating. Use care not to "short across" leads or components. Always be sure receiver power is off before removing or replacing a transistor or other component—make certain of polarity before applying power to the receiver.

**2. Transistor Test.**--A rough check of transistor condition can be made with an ohmmeter. The resistance in the conduction direction is very low in relation to the resistance in the non-conducting direction. Substituting a known good transistor for the suspected one is the simplest and most positive method of checking transistor condition.

**3. Power Transistor Bias Circuit.**--The power transistor bias circuit is designed to automatically adjust to optimum bias conditions. The familiar bias control for collector current adjustment is no longer required. Basically the circuit operates as follows: filament current of tube V1 through base bias resistor R22 produces a constant voltage level approximately 1 Volt lower than the supply voltage and provides a relatively fixed voltage point for the transistor base. Emitter resistor R23 is made of special positive temperature coefficient wire and is sensitive to current flow. The filament current of tube V2 together with the transistor collector current flows through R23 and provides optimum bias for the transistor. If transistor collector current increases, the increased voltage drop across emitter resistor R23 is of the correct polarity to reduce the base-emitter bias which reduces the collector current. A point of equilibrium is reached at approximately 550 ma collector current and will vary slightly above or below this figure from one transistor to another.

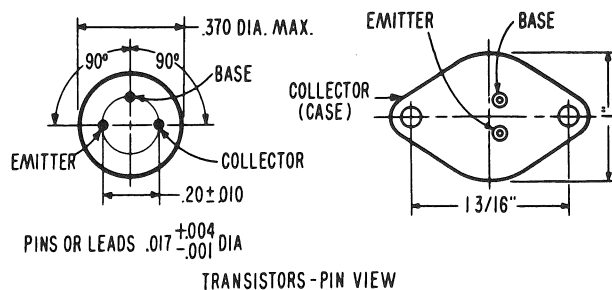
**NOTE: EMITTER RESISTOR R23 MUST BE REPLACED WITH AN IDENTICAL UNIT WHEN REPLACEMENT IS NECESSARY!**

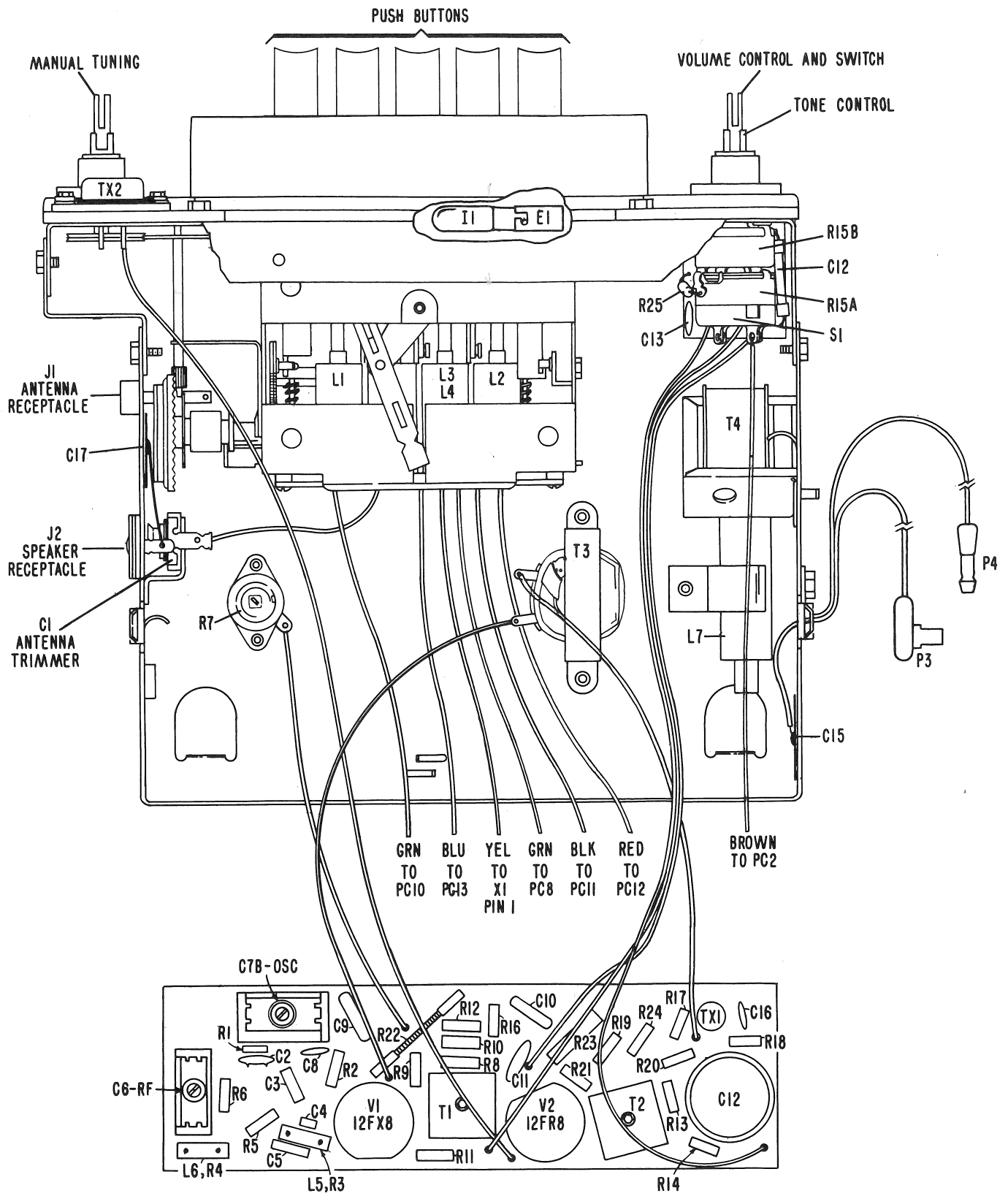
**4. Transistor Replacement.**--If transistor replacement is necessary always replace with identical parts **DO NOT USE SUBSTITUTES.**

When replacing the power transistor, apply a coating of silicone grease to both sides of the insulating disc. Be careful of the insulating washers so that no short circuit will occur between the transistor case and the heat radiator. If improperly mounted, the transistor can be damaged by lack of proper heat transfer. If it becomes necessary to replace the audio driver transistor TX1 use extreme caution to prevent damage to the printed circuit board. Hold the new transistor with metal pliers to dissipate heat while soldering.

**TUBES:**--The low voltage tubes used in the receiver obtain their plate voltages directly from the automobile storage battery. This type tube is best checked by substituting a known good tube for a suspected one. The most common cause of tube failure is a drop in input impedance. Symptoms are distortion, reduced gain, and loss of selectivity.

**PRINTED CIRCUIT BOARD:**--When it becomes necessary to replace a part connected to the printed circuit board the defective part should be clipped out leaving the leads connected. This will permit connecting the new part to the old leads without soldering directly to the printed conductors, use a light soldering iron of 40 watts or less and apply heat no longer than necessary. Too much heat will cause the conductor to "blister". Small "blisters" can be repaired with Duco cement or equivalent. Large "blisters" must be cut out and replaced with a wire jumper.

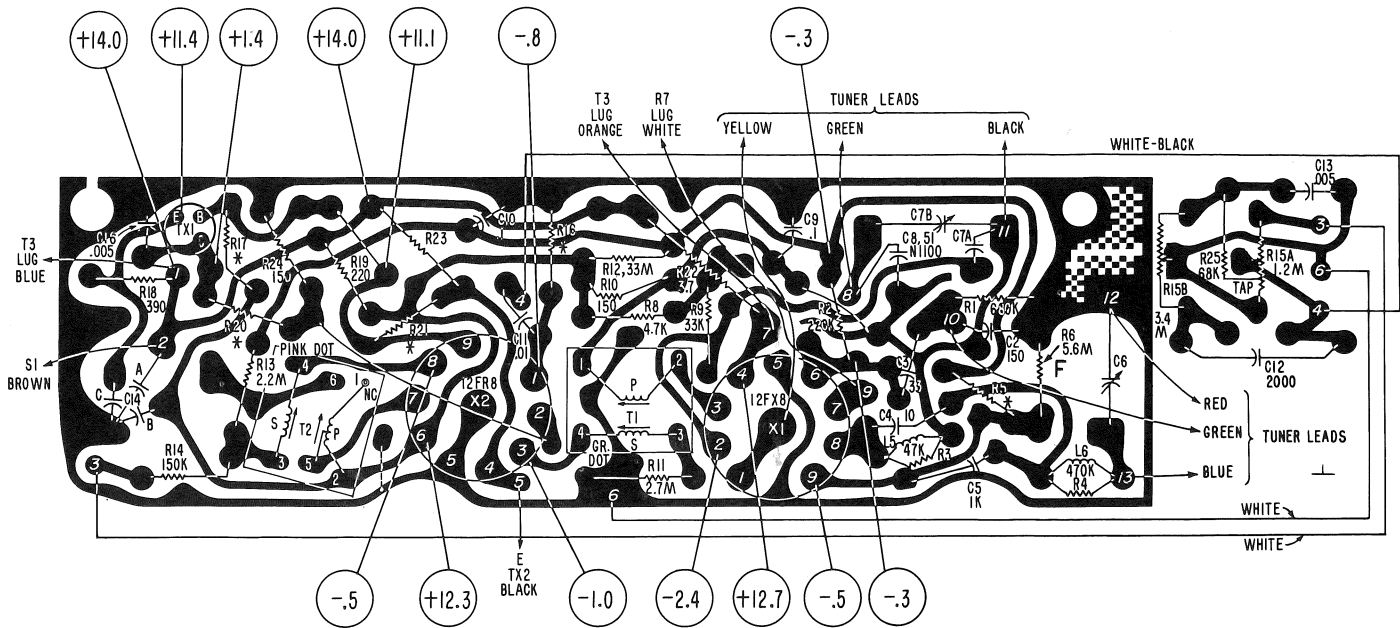




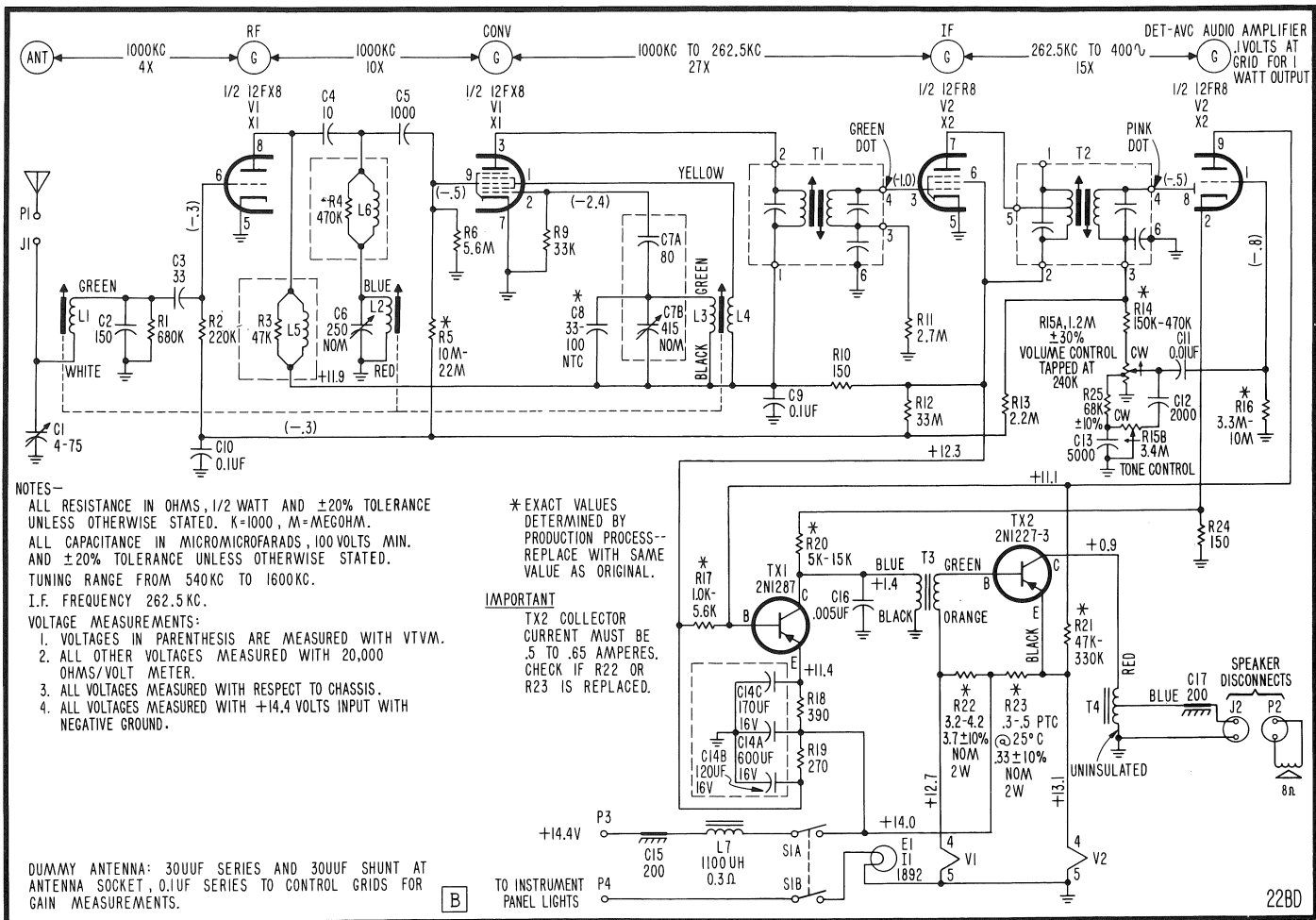
### ALIGNMENT

Connect a VTVM across Volume Control (#3 on printed circuit board to ground).  
 Set Volume Control to minimum, set Tone Control to normal (full CW).  
 Attenuate signal generator as required to keep VTVM reading between one and two volts.

STEP	GENERATOR CONNECTION	GENERATOR FREQUENCY	SET TUNER TO	ADJUST	REMARKS
1	Thru 0.1 mf cond. to pin 9 of conv. V1	262.5 kc	HI-END STOP	T2 LOWER T2 TOP T1 LOWER T1 TOP	Adjust for maximum output.
2	Thru DUMMY ANT TO ANT RECEPT.	1605 kc	HI-END STOP	C7B C6 C1	Adjust in order for maximum output.
3	With radio in car and antenna fully extended, tune in a weak station near 1600 kc. Readjust antenna trimmer C1 for maximum volume.				
IF A TUNING COIL OR CORE HAS BEEN REPLACED, PROCEED AS FOLLOWS:					
4			HI-END STOP	L1 L2 L3	Back cores out of coils to where they just remain in coil form.
5	Thru DUMMY ANT. TO ANT. RECEPT.	1605 kc	HI-END STOP	C7B C6 C1	Adjust in order for maximum output.
6	Thru DUMMY ANT. TO ANT. RECEPT.	1000 kc	0.276 inch carriage movement from HI-END STOP	L3 L2 L1	Adjust cores in order for maximum output.
7	REPEAT STEPS 5 AND 6 UNTIL NO FURTHER GAIN IN OUTPUT CAN BE OBTAINED.				



\* SEE NOTE ON SCHEMATIC



**NOTES-**  
 ALL RESISTANCE IN OHMS, 1/2 WATT AND  $\pm 20\%$  TOLERANCE UNLESS OTHERWISE STATED. K=1000, M=MEG OHM.  
 ALL CAPACITANCE IN MICROMICROFARADS, 100 VOLTS MIN. AND  $\pm 20\%$  TOLERANCE UNLESS OTHERWISE STATED.  
 TUNING RANGE FROM 540KC TO 1600KC.  
 I.F. FREQUENCY 262.5 KC.  
**VOLTAGE MEASUREMENTS:**  
 1. VOLTAGES IN PARENTHESIS ARE MEASURED WITH VTVM.  
 2. ALL OTHER VOLTAGES MEASURED WITH 20,000 OHMS/VOLT METER.  
 3. ALL VOLTAGES MEASURED WITH RESPECT TO CHASSIS.  
 4. ALL VOLTAGES MEASURED WITH +14.4 VOLTS INPUT WITH NEGATIVE GROUND.

\* EXACT VALUES DETERMINED BY PRODUCTION PROCESS--REPLACE WITH SAME VALUE AS ORIGINAL.  
**IMPORTANT**  
 TX2 COLLECTOR CURRENT MUST BE .5 TO .65 AMPERES. CHECK IF R22 OR R23 IS REPLACED.

DUMMY ANTENNA: 30UUF SERIES AND 30UUF SHUNT AT ANTENNA SOCKET, 0.1UF SERIES TO CONTROL GRIDS FOR GAIN MEASUREMENTS.

