



### 3. Loudspeaker Installation (Fig. 1)

The loudspeaker/baffle assembly can be installed in any convenient position above or below the parcel shelf. It should be mounted so that the loudspeaker terminals face towards the radio.

If alternatively it is desired to mount the speaker baffle to a suitable metal panel or metal shelf and to use the No. 8 x  $\frac{1}{8}$ " screws as self-tapping screws, section (b) below should then read—'Mark and drill two  $\frac{3}{16}$ " diameter holes'.

- (a) Secure the loudspeaker to the baffle, using four each of the No. 8 x  $\frac{1}{8}$ " screws and spire nuts, and two of the 'L' shaped brackets supplied with the kit. The 'L' brackets should be fitted between the speaker and the baffle, as shown in Fig. 1.
- (b) Mark and drill two  $\frac{3}{16}$ " diameter holes, using the brackets as a guide.
- (c) Connect the loudspeaker lead push-on tags to the speaker terminals.
- (d) Secure the assembly in position, using the No. 8 x  $\frac{1}{8}$ " screws.

The extra large flat 2BA washers are provided to give additional strength when mounting to a fibreboard type of parcel shelf. Fit one of these washers between the parcel shelf and each spire nut, as in Fig. 1.

### 4. Radio Installation (Fig. 2)

The radio may be mounted above or below the parcel shelf, as shown in the illustration.

If alternatively it is desired to mount the radio to a suitable metal panel or metal shelf and to use the No. 8 x  $\frac{1}{8}$ " screws as self-tapping screws, section (b) below should then read—'Drill two  $\frac{3}{16}$ " diameter holes'.

- (a) Attach the two 'L' brackets to the radio side fixing points, using two 2BA x  $\frac{1}{8}$ " screws, shakeproof washers and plain washers.

Note: If the radio is to be mounted on a non-metallic surface, a separate piece of copper braid should be connected between the radio case and the nearest metal part of the bulkhead or car body, which should be cleaned to bright metal to ensure good electrical contact.

- (b) Hold the radio in the mounting position and, using the brackets as a guide, mark the position of the fixing holes. Drill the holes  $\frac{3}{16}$ " diameter.
- (c) The aerial trimmer is located through a hole at the rear of the radio. Since it will not be readily accessible when the radio is secured in position, you should connect the leads and adjust the trimmer as described in sections 5 and 6 before carrying out step (d).
- (d) Secure the radio in position with No. 8 x  $\frac{1}{8}$ " screws, washers and spire nuts. The two extra large flat washers, are provided for use in place of the standard 2BA washers to give added strength when the radio is mounted to a fibreboard type parcel shelf.

### 5. Connecting Up

- (a) Check fuse is in fuse holder and route battery lead to the junction box, or to accessory terminal on ignition switch.
- (b) Connect aerial lead.
- (c) Reconnect battery.

Note: It is important always to remember that the output transistors may be seriously damaged if the radio is switched on with the loudspeaker leads joined together or if either lead is touching the vehicle or radio chassis.

### 6. Aerial Trimming

- (a) Fully extend aerial.
- (b) Switch on and select the medium waveband. Tune to a weak station between 200 and 250 metres and adjust the aerial trimmer for maximum volume. In the absence of a signal, trim carefully for maximum background noise.

Note: The aerial trimmer is located at the rear of the case.

### 7. Interference Suppression

After completing the aerial trimming, the car's engine should be started and any interference noted. Ensure bonnet is closed.

(a) A loud clicking noise will indicate an interference. Fit the lug of the 1 $\mu$ F suppressor capacitor under the bolt securing H.T. coil, ensuring good earth contact, and connect the flying lead to S.W. terminal (not the terminal which is connected to distributor). On certain vehicles, it may be necessary to fit individual plug suppressors.

- (b) If a whine is heard which increases as the engine is 'revved', this indicates that the dynamo or alternator needs suppressing.

- 1) For dynamo interference the lug of a 1 $\mu$ F suppressor capacitor should be secured under one of the dynamo mounting bolts, ensuring good earth contact, and the flying lead must be connected to the D or + terminal (the larger terminal).
- 2) For alternator interference, the lug of the suppressor should be secured under one of the alternator mounting bolts, ensuring good earth contact. The flying lead must be connected to the main output terminal of the alternator. (Generally, this termination is a thick brown lead.)
- (c) Other auxiliary electrical equipment may need suppressing. Interference suppression material is easily obtainable and you should enquire at your local car radio or auto-electrical stockists for this and any additional items required.