

INSTRUCTIONS FOR INSTALLATION



ASTOR
TWO UNIT
SUPER-HETERODYNE
CAR RADIO
FOR FORD CARS

Model 6376 F

RADIO CORPORATION PTY LTD

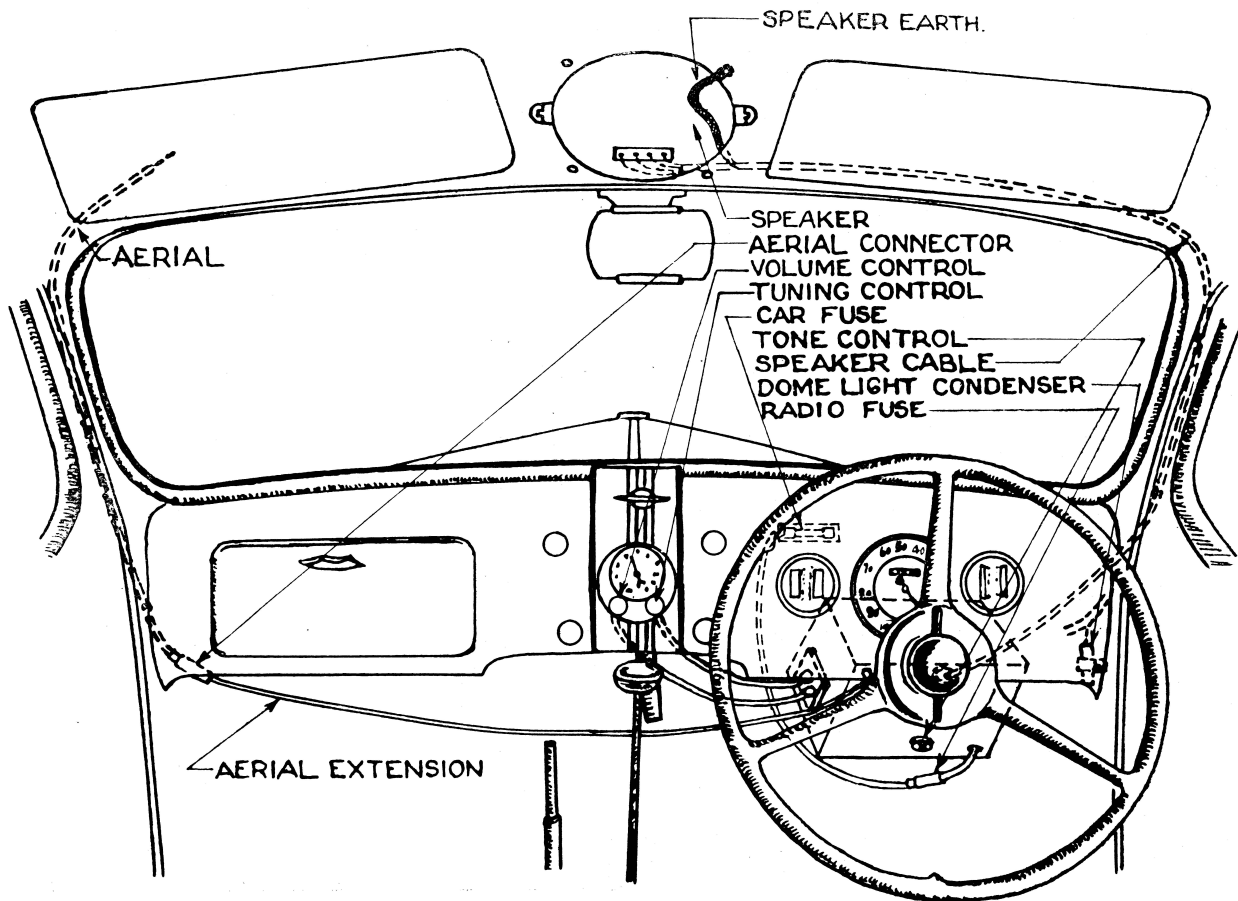


FIG.1

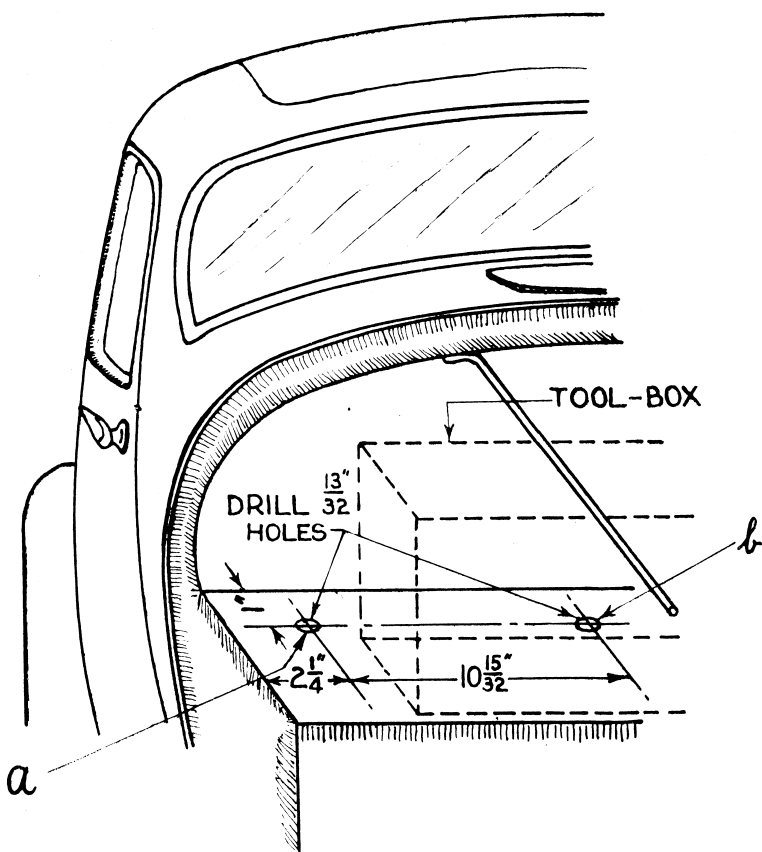
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ANTENNA

Both the 1935 and 1936 Ford cars are equipped with an antenna. The lead-in has been brought down the left-hand front pillar. The end of this lead-in will be found at the base of the left windshield pillar.

INSTRUMENT PANEL CONTROL, 1935 AND 1936

The control head fits in the ash-tray receptacle in the centre of the instrument panel. Pull out the ash receptacle, press down on the



VIEW FROM ENGINE SIDE OF
DASH PANEL

Fig. 2

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snuffer, and remove the ash receptacle. Next remove the round-headed screws on both sides of the opening, and then the clamp and chrome-plated face-plate. Assemble the control head and shafts in this opening. (Fig. 1.)

The control heads for the 1935 Standard and De Luxe Models are interchangeable. A different control head is required for both the 1936 Standard and De Luxe. They are not interchangeable.

RADIO RECEIVER LOCATION AND INSTALLATION— 1935 and 1936 Models

The radio receiver is located in front of the steering column on the dash, and lies at an angle of approximately 34 degrees to upright.

Lift engine bonnet on the driving side and mark out the position of one of the set fixing holes $2\frac{1}{4}$ in. from edge of toolbox shelf and 1 in. from the back of dash, and drill $\frac{13}{32}$ in. diameter hole. Make sure that this hole is drilled at right angles to that portion of the dash. (See Fig. 2.)

Place card template, that is supplied with receiver, inside dash level and in line with hole already drilled, and mark position of the other fixing hole ($10\text{--}15\frac{1}{32}$ in. from first hole), and drill $\frac{13}{32}$ in. hole up through dash panel behind toolbox.

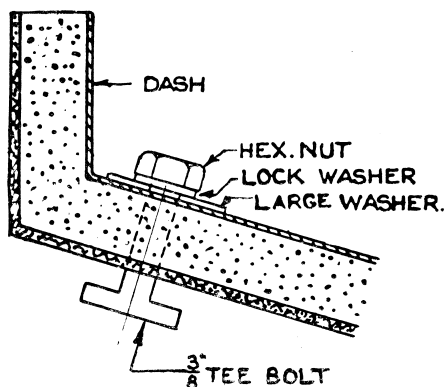


Fig 3.

Use the two T bolts supplied for fixing set into position, and tighten nuts tightly, using large cutaway washers between metal toolbox shelf and nuts (see Fig. 3).

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FITTING THE CONTROL CABLES—1935 AND 1936 CARS

Take a small screwdriver and place in bayonet hole A in "cable" junction box on side of set nearest back (see Fig. 4), and gently turn dog in clockwise direction until stop is felt, then turn station selector knob on control in clockwise direction also, until indicator is at zero. Connect the bayonet adaptor C in bayonet hole A, making sure that the male dog fits into female dog in set, and turn bayonet adaptor (hand tight only) in clockwise direction until reasonably tight.

Turn station selector knob on remote control from zero to 100 and back again to zero. This will ensure that the control is properly calibrated to set.

Then connect bayonet adaptor D (see Fig. 4), for the volume control into bayonet hole B, and tighten bayonet adaptor (hand tight only). Plug in the pilot light lead, and the set is ready for installation.

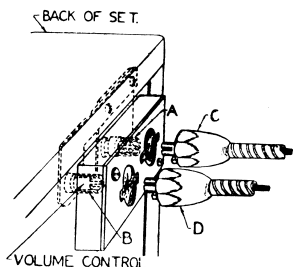


FIG. 4.

"A" LEAD—1935 AND 1936 CARS

Connect the "A" lead to the hot side of the fuse block.

SYNCHRO-TUNING

The synchro-tuning adjustment ensures that the aerial installed in the car is a perfect match to the receiver, thus allowing a maximum gain in the aerial circuit.

In order to make this adjustment, it is necessary to tune the receiver to a weak station located at approximately 20 deg. on the dial.

Having tuned in the station, the synchro-tuning adjustment screw, Fig. 5, should be located by removing the push-button cover.

The adjustment screw should then be turned in either direction until maximum signal is obtained.

The push button may then be replaced and no further adjustment is necessary as long as the receiver operates on the same aerial.

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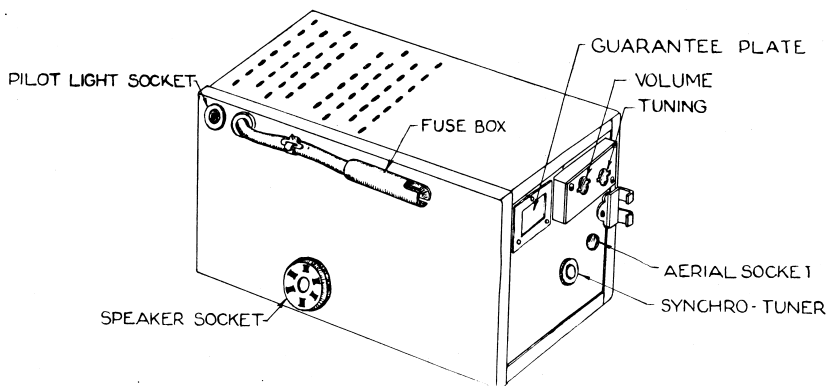


Fig. 5.

SPARK NOISE ELIMINATION—1935 AND 1936 CARS

1. Instal generator condenser, Part No. A1009, from battery side of relay to ground.
2. Instal condenser, Part No. A1009, from low tension side of coil to ground.
3. Instal dome-light condenser, Part No. A1009, where wire enters corner post (see Fig. 1).
4. Bond both cylinder blocks to dash, using 1 in. braid, keeping same as short as possible.
5. Bond choke and throttle rods to dash.
6. Bond water heat meter, pipe line to dash.
7. Disconnect red wire on terminal of ignition switch and ground to instrument panel.
8. Disconnect **BOTH RED WIRES** on resistance unit (near fuse block), and connect together.
9. Disconnect red wire on ignition coil and ground under the nearest one of the three coil holding screws.
10. Run a new unshielded lead from the coil terminal fastening along the high tension wire conduits through the large rubber grommet in the dash, and connect to the terminal on resistance unit. That also has a black and green wire (oil pressure gauge) connected

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-) to it. From the other terminal of resistance unit run a lead to the terminal of ignition switch.
11. Clean off and tin the electrode high tension contacts on each side of the distributor head.
 12. Carry aerial extension lead-in under glove box, keeping against instrument panel. Make sure it is kept clear of resistance and fuse block.
 13. If all noise has not been removed by the above procedure, it will be necessary to instal a new lead-in shielded all the way. The shield should be earthed at both top and bottom.
 14. *Important*: Earth aerial lead-in shielding at corner post. Make certain a good contact is made.