



CAR RADIO INSTALLATION INSTRUCTIONS

PAMPHLET 77319.
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Manufactured by Amalgamated Wireless (Australasia) Ltd.

KIT No. : 75005.
RADIO : PL1H/G, ML4H/G, PG32X, MG46X, RU121-B11, B12.
WHERE USED : HJ HOLDEN.
WARNING : These radios are factory wired for 12V d.c. negative earth operation only. Connect to wrong polarity will damage the radio and void the Warranty.

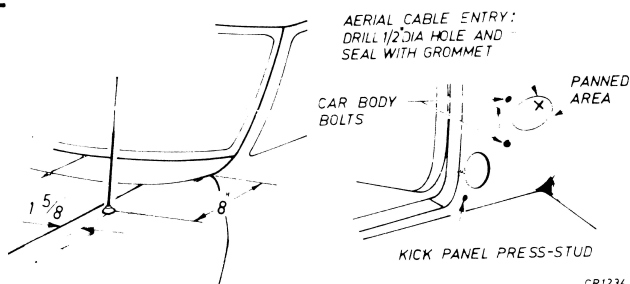
WARRANTY SERVICE: Fill in the details required on the Warranty Service page of the Owner's Manual, recording in particular the serial number.

1. PREPARATION.

- 1.1 Disconnect battery earth lead.
- 1.2 Remove ash tray.
- 1.3 Remove six screws securing lower instrument panel - 1 under the panel on glove box side, 2 in ash tray holder, 1 on top of small map holder recess, 1 just to right of steering column and 1 in edge of door column (open driver-side door). Remove panel which must be lowered on the driver-side to free a location wedge from the instrument panel shroud.

2. AERIAL MOUNTING.

- 2.1 Mount aerial on passenger-side front fender in position shown.
- 2.2 Drill a small hole where shown and enlarge to size required.
- 2.3 Clean an area around the under side of the hole to ensure good electrical connection.
- 2.4 Mount aerial according to instructions supplied with it and feed aerial cable into car as shown.



3. SPEAKER MOUNTING.

- 3.1 Remove one wing nut securing nozzel to mounting stud. Loosen other wing nut.
N.B. Some wing nuts may break when loosened, if so replace with plain washers and new wing nuts supplied.
- 3.2 Feed speaker into position onto these studs in the following sequence.
 - Speaker and baffle assembly held vertically - cone facing to rear of car - mounting slots to trailing edge.
 - Guide speaker up behind instrument panel.
 - When nearing top of panel tilt leading edge towards wind-screen and roll speaker assembly into position.
 - Engage slots to mounting studs and secure with wing nuts.

3. RECEIVER MOUNTING.

- 3.1 Radio mounts in upper instrument panel between cigar lighter and steering column. A rectangular section for radio escutcheon is outlined on the panel.
- 3.2 With sharp knife cut out rectangular opening.
- 3.3 Place template or trimplate supplied centrally over this opening and drill 12mm spindle holes.
N.B. Bosses for radio spindles are moulded on inside of panel and faint sink marks should outline these bosses.
Alternative method is to remove upper instrument panel

cover and drill holes from dimples located inside the moulded bosses.

3.4 For RU Series:

- Cut out a 5mm x 30mm section from each side of radio opening in metal panel starting about 10mm from the top.
- Fit short leg of side mounting bracket to right hand side of radio with 5mm screw and washer. The other leg of bracket is level with top of the radio.

3.5 For PL and PG Series:

Fit bracket and stud assembly to rear right hand side of receiver. Secure slotted end of broad rear support bracket to stud with wing nut. The other leg of bracket is level with the top and angles to the front of the radio.

3.6 Place the radio into position and secure side bracket under an existing screw securing the instrument control panel to the support member.

3.7 Fit trimplate to spindle bushes and secure with barrel nuts.

3.8 Connect aerial and speaker cables to radio. Connect radio LT lead to spare accessory terminal on the fuse panel under the instrument panel.

3.9 After carrying out the suppression, reconnect the battery and adjust Aerial Trimmer.

- Aerial Trimmer location:

RU Series - recessed screw at rear, near aerial lead.

PL Series - fit knob to shaft at rear near aerial lead

PG Series - fit knob to shaft at left hand side.

- Fully extend aerial and tune radio to near 1500kHz but not on a station.

- Adjust and set trimmer for maximum noise.

3.10 Refit instrument panel cover and ash tray.

4. SUPPRESSION.

4.1 Ignition Coil: Connect capacitor to battery (+) terminal and mount the body to mounting bracket with No. 8 x 1/4" S/T screw and plain washer.

4.2 Alternator: Connect capacitor to output terminal and clamp capacitor mounting lug to tapped hole in alternator housing.

