AUTO RADIO SERVICE BULLETIN.

SUBJECT - MOTOR INTERFERENCE SUPPRESSION FOR:

PLYMOUTH MODEL CODE PJ
DE SOTO MODEL CODE SF
DODGE MODEL CODE DU
CHRYSLER MODEL CODE CZ
CHRYSLER MODEL CODE C-6.

1. Instal Spark and Distributor Suppressors.

2. Instal a 1/2 mfd. bypass condenser on the generator. Mount it on the generator frame under the screw that holds the generator relay in place. Connect the condenser lead under the screw that connects the battery lead to the relay.

3. Connect a 1/2 mfd. condenser to the dome light lead as close as possible to the point where it enters the right front corner post. This connection must be soldered and taped.

4. Drill a 1/8" hole in the cowl in front of the hood line close to the corner post. Fasten the dome light condenser to the under side of the cowl using an 8-32 bolt and nut.

5. Ground the steering column to the dash. There is a hole in the steering column near the dash opening seal for a No. 8 - 1/4" self-tapping screw. Scrape the paint off around this hole. Using the bare stranded wire with the two eye terminals, place one terminal under one of the screws that holds the steering column dash seal in place. The other end must be fastened to the steering column with a No. 8 1/4" self-tapping screw.

6. If there is no hole in the steering column near the dash opening seal for a No. 8 - 1/4" self-tapping screw, scrape the paint from the column near the dash opening seal, solder on a piece of 1/4" Braid and ground this under one of the screws that holds the steering column dash seal in place.

7. Ground the speedometer cable, oil line and temperature indicator tube where they enter the dash under one of the gromet cap screws with 1/4" Braid.

SUBJECT - MOTOR INTERFERENCE SUPPRESSION CONTD.

8. An additional 1/2 mfd. condenser may at times be used to advantage. Mount this condenser on the bottom ledge of the instrument board and connect it to one of the terminals of the ammeter or ignition switch directly behind the instrument panel.

IGNITION SWITCH:

When the ignition switch key is in its center position all circuits are disconnected and locked.

When the switch key is turned to the left, the gas gauge registers and the battery supply is connected to the radio.

When the key is turned to the right, the gas gauge registers and the battery supply is connected to the ignition circuit and to the radio.

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RADIO CORPORATION PTY. LTD.

21 STURT STREET, SOUTH MELBOURNE.

AUTO RADIO SERVICE BULLETIN.

SUBJECT – MOTOR INTERFERENCE SUPPRESSION FOR:

PONTIAC 1934-1935.

1. Instal Spark plug Suppressors, Part No. A1006, and Distributor Suppressor, Part No. A1008.

2. Instal Generator condenser, Part No. A1009, from armature side of relay to ground.

3. Instal ammeter condenser, Part No. A1009, from battery side of ammeter to ground.

4. Remove low tension distributor to coil lead from high tension conduit. Replace with shielded lead.

5. Shield high tension lead from coil to dash.

6. Ground both high and low tension shields to dash at motor side.

7. If necessary, pean out rotor, leaving just enough clearance between rotor and contacts so that they will not touch.

8. Bond motor block to dash, pipe lines, etc. as per Bulletin E1, Page 5.

RADIO CORPORATION PTY. LTD.

21 STURT STREET, SOUTH MELBOURNE.

AUTO RADIO SERVICE BULLETIN.

SUBJECT - MOTOR INTERFERENCE SUPPRESSION FOR:

FORD 1934-1935.

1. Instal Spark Plug Suppressors, Part No. A1006.

2. Instal Generator condenser, Part No. A1009, from battery side of relay to ground.

3. Instal dome-light condenser, Part No. A1009, where wire enters corner post.

4. Remove generator and primary ignition coil lead from high tension lead conduit.

5. Clean off, and tin the electrode high tension contacts on each side of distributor head.

6. Bond motor block to dash, pipe lines, etc. as per Bulletin E1, Page 5.

7. No Distributor Suppressor is used.

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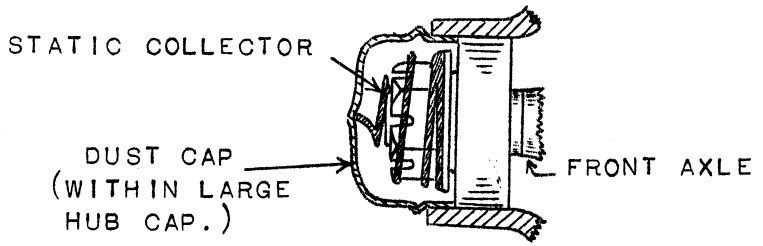
21 STURT STREET, SOUTH MELBOURNE.

AUTO RADIO SERVICE BULLETIN.

SUBJECT - STATIC INTERFERENCE FROM FRONT AND REAR WHEELS.

This type of interference takes place when the car is in motion and can be tested by coasting the car with the ignition turned off and the radio turned on. This static electricity is generated by friction usually between tyres of the car and the road surface or between the brake lining and brake drums. The illustration below shows the method of using a brass wire spring as a static collector. The spring should be made of 18 gauge brass wire. Remove the large hub cap and the wheel bearing dust cap from each of the front wheels. Place static collectors over the wheel bearing and replace dust caps. Remove all grease from contact surface.

Rear wheel static collectors are installed in most 1935 cars in production. If a loud scratching noise is heard in the radio when car is in motion and specially when brakes are applied, the rear wheels should be removed and contact points of static collectors should be bent outwards about 7/32".



FRONT WHEEL STATIC COLLECTOR