

"HIS MASTER'S VOICE"



INSTALLATION INSTRUCTIONS CAR RADIO

VEHICLE : HOLDEN H.K.
(Released Feb., 1968)
HOLDEN H.T.
(Released 30th May., 1969)

RADIO : SB, SC, SD

KIT : HO-23 & HO-24

REFERENCE NO. 683-8011

ILLUSTRATES MODEL SC
FITTED TO THE H.K. HOLDEN 'PREMIER'

- WARNING -

Before connecting to the power supply ensure that the POLARITY SWITCH is in the NEGATIVE EARTH POSITION.

DAMAGE TO THE RADIO IS INEVITABLE IF THE POLARITY IS REVERSED.

INTRODUCTION :

The aerial mounting position is given for the left hand front wing.

The radio unit mounts into the aperture provided in the centre of the dash.

The front loudspeaker mounts below the grille provided in the dash panel.

The rear loudspeaker mounts below the aperture provided in the rear parcel shelf.

The rear loudspeaker is not supplied with the installation kit, but is available as an extra - Kit No. R.S.12.

WARNING :

Before commencing installation, disconnect the battery in the engine compartment.

AERIAL MOUNTING :

NOTE : A top cowl or fully retractable aerial may be mounted on the passenger's side only.

1. Drill a small pilot hole to the dimensions shown in FIG.1 and check for clearance under the mudguard.
2. The hole may then be increased to a 1" diameter.
3. Assemble the aerial to the wing.

NOTE : Locate the large access hole on the inside of the mudguard. In some models a 3/8" hole (filled with grey putty) will be found in the fender support. Press out the grey putty and route the aerial lead through to the radio position. Where no hole is provided it will be necessary to drill a 3/8" hole.

FRONT LOUDSPEAKER MOUNTING :

1. Remove and retain the two painted screws located on the top of instrument panel near the grille. Discard the two speed nuts and cloth covering.
2. Remove the heater controls, (where applicable).
3. Off the speaker assembly into the mounting position and secure with the two painted screws previously removed.

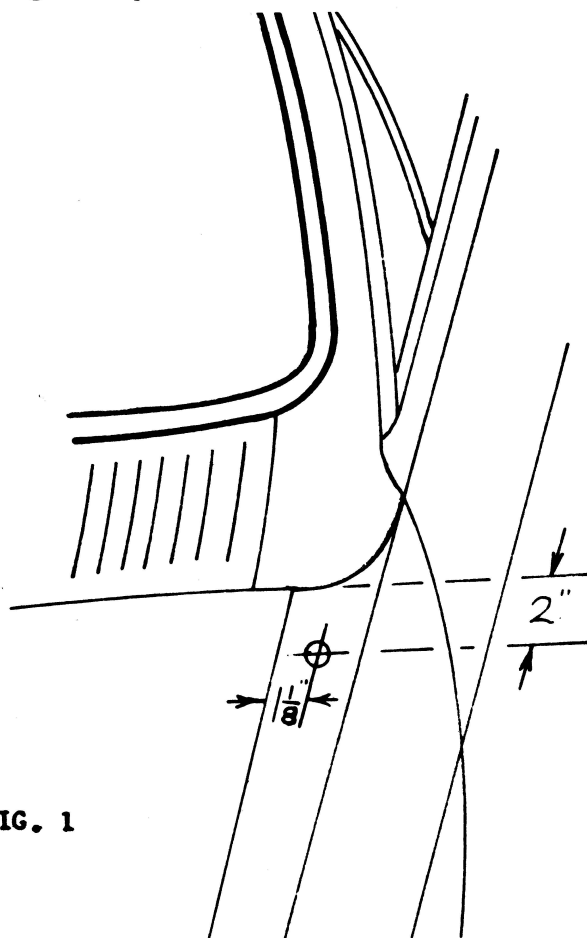


FIG. 1

RADIO UNIT MOUNTING :

1. Remove the ash-tray and the ash-tray holder (3 Philips head P.K. screws).
2. Remove the knock out cover panel from the centre of the instrument panel.

NOTE : Premier Models: Remove the snap in cover plate & then remove the "knock out" panel.

3. Using the facia supplied as a template, hold centrally over the radio aperture & scribe and file out the spindle holes to the desired size.

4. Attach the rear mounting bracket to the rear under side of the radio unit by means of the screw and washers supplied. (Refer Fig.2).

5. Remove knobs hex barrel nuts washers from the

6. Insert the radio unit into the dash aperture & fit the radio facia plate supplied. Secure the radio unit into position with the washers, hex barrel nuts previously removed. Refit the Knobs.

7. Secure the rear support bracket to the dash through a hole directly and centrally above the ash-tray holder by means of a P.K. screw and washer. See Fig.2.

8. Replace ash-tray holder and ash-tray previously removed.

9. Connect aerial and loud speaker leads.

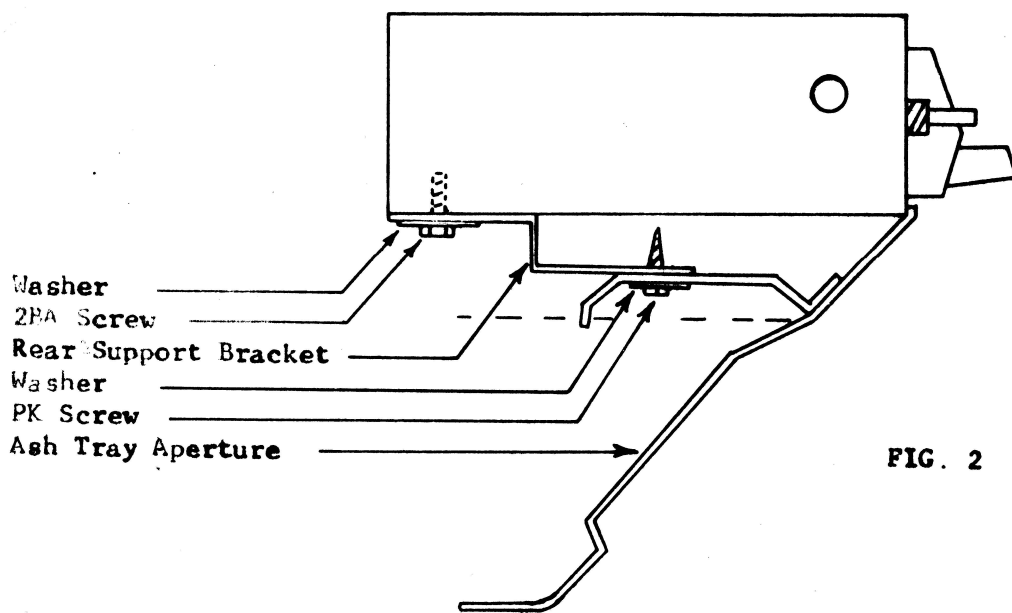


FIG. 2

POWER CONNECTION :

FOR USE ON ACCESSORY POSITION:

1. Pull down the fuse box.
2. Remove the lead (white connector clip) on the extreme left hand side of the fuse box.
3. Plug in the radio power lead and replace the lead (white connector clip) previously removed.

AERIAL TRIMMER:

Extend the bottom section of the aerial mast. Switch the radio on and tune in a weak signal on approx. 1200 K/Cs. Adjust the aerial trimmer for maximum volume.

SUPPRESSION:

It is important to scrape to bare metal each point at which an earth connection is made.

1. Fit a suppression capacitor from the switch side of the coil. Earth metal foot bracket to coil mounting clamp with the No.8 P.K. screw and washers supplied.
2. Fit a suppression capacitor from the alternator output terminal (red wire). Earth metal foot bracket to the alternator case with the 2 BA screw and washer supplied.

NOTE : Bosch regulators only.

3. Fit a suppression capacitor to the regulator vacant terminal and earth the metal foot bracket to the under side of regulator housing screw.

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