

21 STURT STREET, SOUTH MELBOURNE.

AUTO RADIO SERVICE BULLETIN.

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SUBJECT - HEADER BOARD SPEAKER LEAD INSTALLATION.

In order to instal the header board speaker lead in as neat a manner as possible it is suggested that the following procedure be carried out.

Chevrolet 1935.

Remove windscreen garnish rail, also header board, lower left hand corner of head lining. Push a length of wire down left front pillar and attach speaker cord to wire. Then pull wire and cord up pillar.

Refit head lining, header board and garnish rail leaving about 6" of cord projecting from top centre of header board.

Nash 400.

As above except that there is no necessity to move garnish rail.

Vauxhall 1935.

Remove screws from left hand of combined dash and garnish rail and pull forward sufficiently to slip cord behind as far as top of windscreen. The remainder of the lead will push down, behind top of header board to speaker position in centre.

Ford V8.

The same applies as to the Chevrolet 1935 except that it is not necessary to lower head lining.

Hillman 16 H.P.

Precisely the same as Chevrolet 1935.

Wolseley 16 H.P.

Insufficient space for speaker cord inside pillar so fasten to outside of same with clips and screws provided, thence behind header board to speaker.



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Plymouth P.E.

Remove left hand windscreen fillet strip, place speaker cord behind same and refit; cord will then push down behind header board to speaker.

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STUDEBAKER DICTATOR - AUSTRALIAN BODIES.

This body is not fitted with an aerial. When the headlining is removed for the purpose of fitting one, mount the speaker before the lining is finally replaced. Should an aerial be fitted that does not necessitate the removal of the headlining it will only be necessary to remove windscreen garnish rail, and that portion of the trim that is tacked underneath it, to enable the speaker lead to be drawn up the left corner post. This can be done by first inserting a wire, and attaching the speaker lead to it.

It is important that the four pins on the speaker lead be bound together in a compact bunch, before attempting to draw the lead up, otherwise they will catch on any small projection which may be inside the pillar.

The trimming may then be replaced temporarily, and a vertical slit cut about 3" long, in the exact center, immediately over the screen, and the speaker lead brought through. The speaker is then mounted in position, with the upper portion of the housing flat along the headlining, and the lower portion projecting about 1" below the level of the garnish rail. When mounting the speaker, it will be necessary to extend the cut already made, out sideways, in the shape of the letter Y, to allow the speaker to fit in its correct position. Do not cut out any material, and be careful not to make these side cuts too long, or they will be visible after the speaker is fitted. The edges of this cut are turned under and brought in a neat fit, along the side of the speaker housing, and tacked under the header rail in its original position. The speaker is then removed, and it will be observed that a neat rectangular opening has been formed, with the sides turned in, and the top with a loose edge of material. This loose edge can be now taken inside the opening, and tacked to the cross rail immediately above it, and so prevent it from flapping. All trimming and the garnish rail can now be replaced. Re-mount speaker, when it will be seen that the lower edge of speaker mounting bracket is bearing on garnish rail. Adjust speaker case to lie flat along the headlining, as previously stated.

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SUBJECT - UNDERCAR ANTENNA INSTALLATION.

An efficient undercar antenna is now available and will be found useful for installing in touring cars and those bodies which have Turret tops.

The antenna should be installed below the running board nearest to receiver.

The shielded lead should be grounded to the metal chassis of the car. Make sure that all paint is scraped away where the lead is grounded.

The undercar type of antenna is sometimes subject to interference radiating from the exhaust pipe. This can be eliminated by bonding the exhaust pipe to the car chassis near the point where it leaves the motor. It may also be necessary to install static collectors on all four wheels as the undercar antenna is more subject to pick up, from this source, than the overhead type, as it is nearer to the source of interference.

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