



RADIO CORPORATION PTY. LTD.

DIVISION OF ELECTRONIC INDUSTRIES LTD.

126-130 GRANT STREET, SOUTH MELBOURNE, S.C.4.

TECHNICAL BULLETIN

BULLETIN: R-9.

File: Installation
Receiver

Date: 28-2-49.

Page: 1.

SUBJECT-

Installation Instructions

for

Models

"LL"
(6 volt)

and

"LM"
(12 volt)

Preliminary Test Before Installation:

The receiver may be installed on any car with Positive or Negative ground without any changes to the receiver wiring.

Before permanently installing the receiver in the car, remove the domed section of the receiver case to make sure that all the tubes and the vibrator are pushed well down into their sockets. Refit domed section of case.

If an accumulator is available, having the same voltage as that of the receiver, carry out a preliminary test for normal operation. The receiver and accumulator may be placed on the footboard of the car with the antenna lead-in temporarily connected for this test.

RECEIVER MOUNTING POSITIONS.

The construction of the receiver is such that when it is mounted in the car the control head is fastened on to the bottom lip of the instrument panel with two screws. The rear of the receiver is supported by a "U" shaped bracket. The centre of the bracket is fastened to the firewall and the arms of the bracket fit along the sides of the case and are held on each side by a large nut and bolt.

The arms of the bracket are slotted to allow the receiver to be mounted in different types of cars where the distance between the instrument panel and the firewall varies.

The receiver may be mounted with the speaker facing downward, or if installed in cars with a suitable grille in the instrument panel the receiver may be mounted with the speaker upward. When the receiver is mounted with the speaker upward, the dial reading and pointer have to be inverted - refer Page 2.

MOUNTING RECEIVER.

(Speaker downward)

When the position for mounting the receiver has been selected, balance the receiver in position and check for clearance around the receiver case and also for sufficient room on the engine side of the firewall to tighten the rear mount nut.

1. Remove the two self-tapping screws from the clearance holes in the control head. Remove the rear nut and bolt from the mount bracket. Loosen off the nuts on the side mount bolts.
2. Balance the receiver in position and, using the control head as a template, mark on the lip of the instrument panel the position of the two mount screw holes.
3. Slide the rear mount bracket back to the firewall and mark the position of the rear mount bolt hole.

4. Drill two 9/64" dia. holes at the marks on the instrument panel lip and a 11/32" dia. hole at the mark on the firewall. Clean off all paint, grease or varnish around the hole in the firewall on the engine side.
5. Place receiver in position and tighten up screws, rear mount bolt and side mount bolts. Make sure the condenser on the side of the receiver is secure under the side mount nut.

RECEIVER LEAD CONNECTIONS.

Connect the accumulator lead from the receiver to the battery side of the ammeter.

Connect the antenna lead-in to the receiver lead-in socket. Make sure the ammeter nut and the lead-in knurled gland nut are securely tightened.

RECEIVER INSTALLATION.

MOUNTING RECEIVER.

(Speaker Upward.)

The method of mounting the receiver with the speaker upward is the same as when the receiver is mounted with the speaker downward (refer Page 1) except for the following:-

The hole in the firewall for the rear mount bolt is in a different position. The dial reading and dial pointer have to be inverted as detailed below:

1. Place the receiver on a table with the speaker upward and the dial toward the operator.
2. Remove the control knobs from the spindles, the nuts on the spindle shafts and the bakelite escutcheon.
3. Remove the dial reading by unscrewing the small screw at both ends of the dial.
4. Unhook the dial cord from the dial pointer.
5. Remove the two screws holding the dial lamp bracket assembly. Push this bracket assy. through the long slot in the dial frame. Twist the bracket assy. around 180 degrees and with the two screws fasten the bracket on to the bottom side of the dial frame in the holes provided.
6. Place the dial pointer in position on the top edge of the track bar and hook the dial cord over the lugs on the pointer in the same manner as it was removed.
7. Re-fit the dial reading so that the printing is upright.
8. Turn the tuning control fully anti-clockwise and set the dial pointer on the centre of the figure "0" on the left-hand side of the dial reading.
9. Re-fit escutcheon making sure the large holes for the mounting screw heads are on the bottom side.
10. Re-fit nuts and knobs to control spindles.



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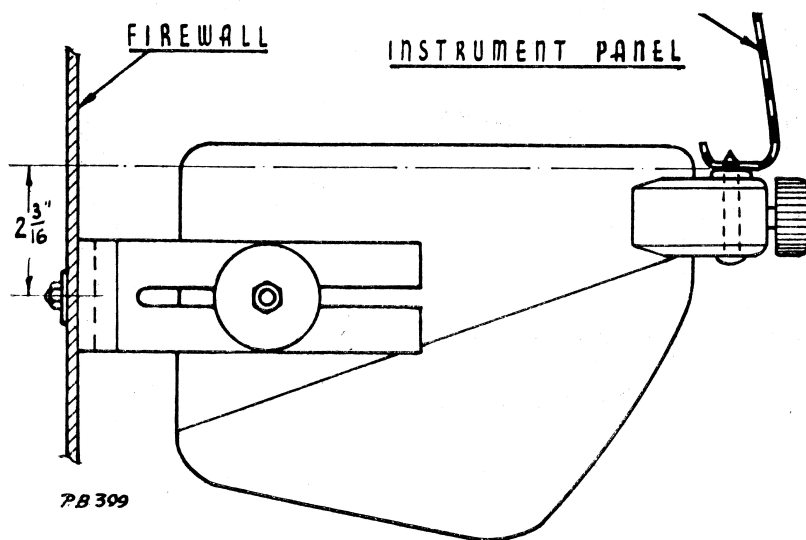
TECHNICAL BULLETIN

SUBJECT—Front View of Chassis (Speaker mounted downward)

Models "LL" and "LM".



PB377

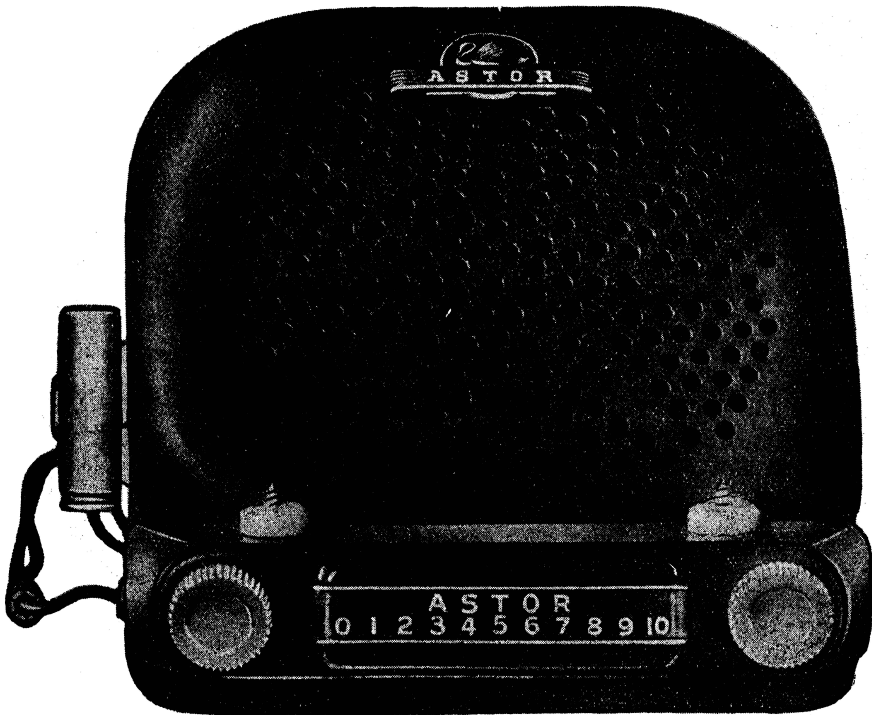


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POSITION OF REAR MOUNT HOLE.

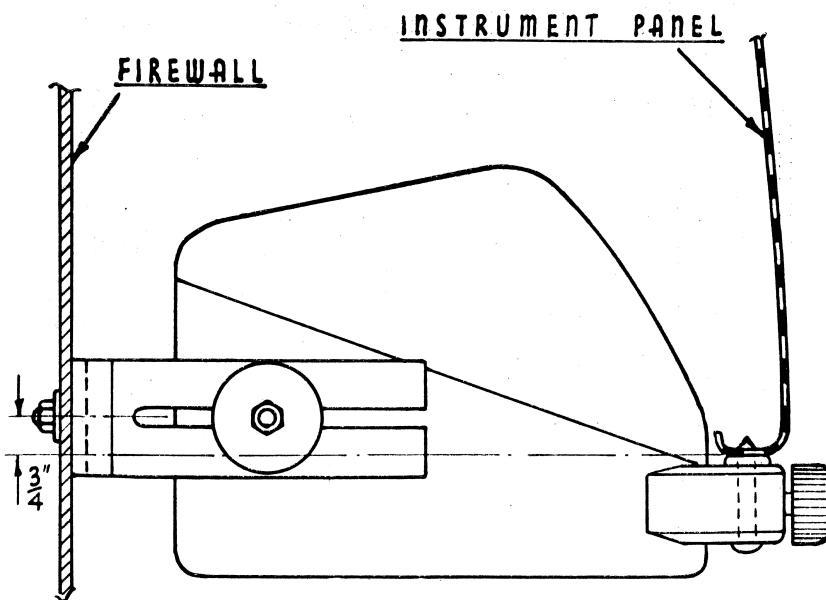
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SUBJECT-Front View of Chassis (Speaker mounted upward)
Models "LL" and "LM".



PB376 VOLUME CONTROL

TUNING CONTROL



PB400

POSITION OF REAR MOUNT HOLE.



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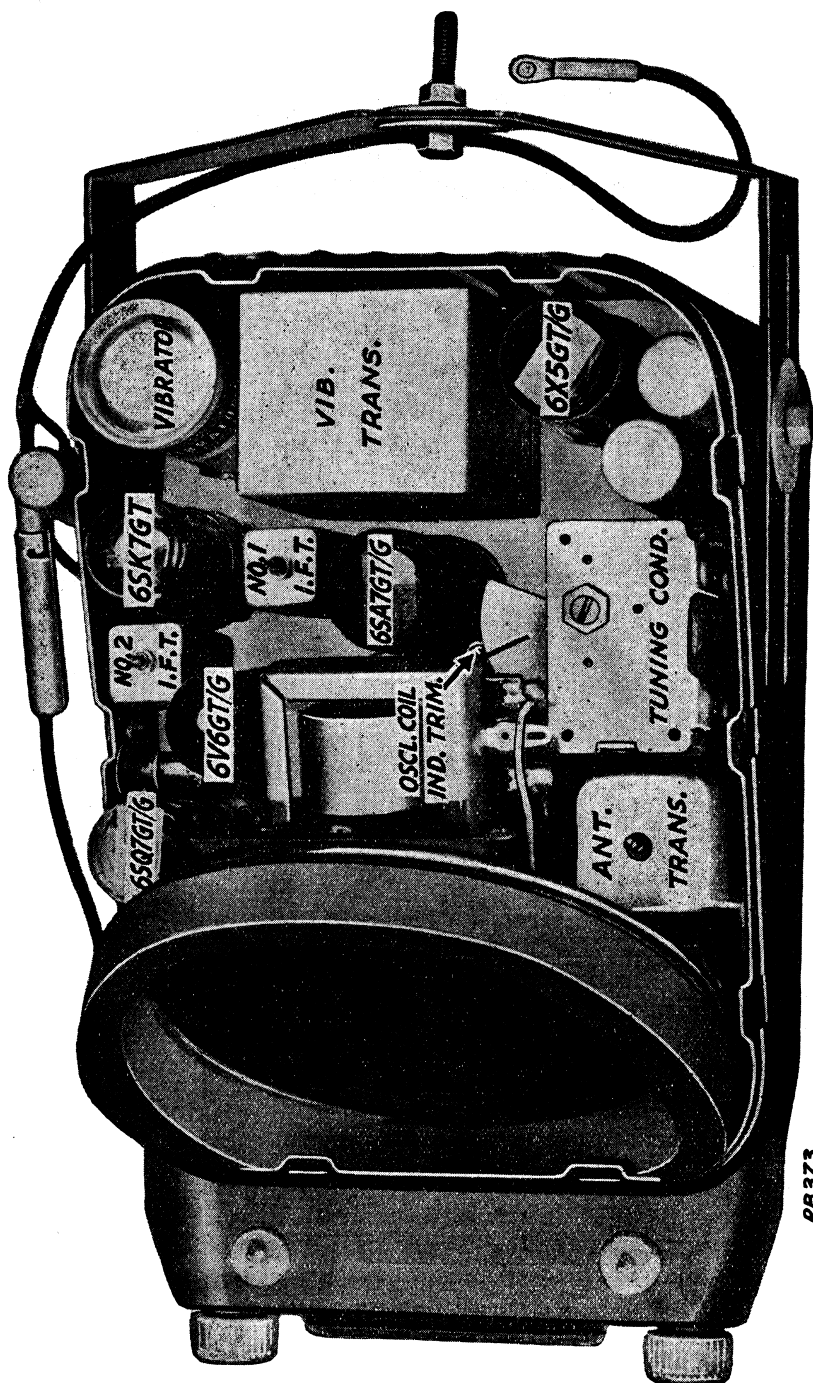
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TECHNICAL BULLETIN

SUBJECT—Top View of Chassis—Models "LL" and "LM".



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SUBJECT-Bottom View of Chassis-Models "LL" and "LM".

