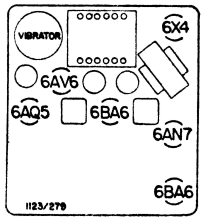

ANTENNA COMPENSATING CONDENSER ADJUSTMENT

(after the receiver has been installed in the car):

A control is provided to ensure correct matching of the antenna to the receiver for maximum long-distance reception.

This control is a small knob located on the side of the receiver case near where the antenna lead-in cable enters the receiver.

To adjust the control, extend the antenna to half its fully extended height, then tune the receiver to a barely audible distant station near the centre of the dial.

Slowly turn the small control knob in either direction for maximum volume of the signal.

If a barely audible distant station is not available, adjust the antenna matching control knob for maximum volume of the background noise between two stations near the centre of the dial.

For best results it should be adjusted in a locality free from interference from overhead power lines, etc.

Once the control has been set it should not require readjustment unless the receiver or antenna and lead-in cable have been moved or removed from the vehicle.

OPERATION OF SELECTOMATIC TUNING UNIT

The Model SR/SS car radio incorporates a pre-settable station changing principle known as ''Selectomatic'' tuning.

The Selectomatic unit includes a permeability tuner similar to that used in the Model RL/RM, but with the addition of a six-position turret, embodying the pre-set tuning stops, and is powered by a solenoid. One of the turret positions is designated ''Manual tuning'', in which the receiver may be tuned by pulling out the tuning knob and turning it in the normal way. The other five turret positions are for pre-settable stations.

To operate the Selectomatc unit, the push switch contacts are closed by fully depressing the tuning spindle knob or by pressing a foot switch. This connects the solenoid coil across the car battery; the plunger is then drawn into the solenoid coil loading the turret operating mechanism. On releasing the push button the two main springs withdraw the plunger and the core carriage from the solenoid, at the same time completing the action of rotating the turret through one position. The core carriage is brought to a halt against the adjustable screwed stop on the turret.

In each of the six positions of the turret there is a lead screw on which is mounted a specially shaped nut which forms the stop.

By rotating any of the lead screws the stop is moved up and down the length of the screw. This length represents the broadcast tuning range, so that any of the adjustable stops may be tuned to any frequency on the broadcast band, although, generally, stations are set up in normal sequence as they occur.

On the end of each lead screw is a gear wheel which is intended to engage with the crown wheel on the tuning shaft.