

NOTE: 20 Megohm Resistor added from Osc. Grid to A.V.C., Pin No. 4 Vib. Socket connected thru Pilot Choke to "A" Line.
 .5 mfd., 100 V. Tubular connected from Ignition Choke to Gnd.

COMPONENT VALUES

Resistors: Half watt unless otherwise noted.
 20% tolerance unless otherwise noted.

K = 1000 ohms.
 M = 1,000,000 ohms.

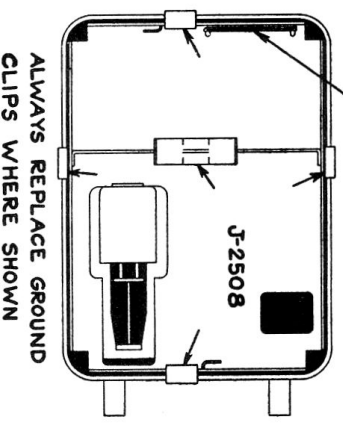
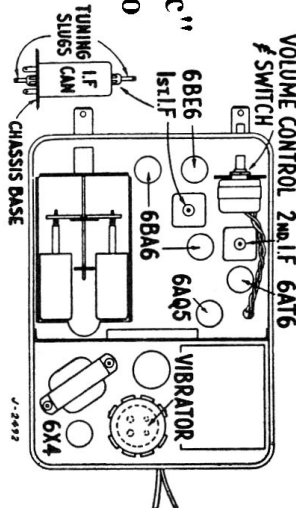
CONDENSERS: T = Tubular, followed by cap. in mfd. & DC WV
 E = Electrolytic, followed by cap. in mfd. & DC WV
 C = Ceramic, followed by cap. in mmfd. & tol. if critical.
 M = Mica, followed by cap. in mmfd. & tol. if critical.

ALIGNMENT AND SENSITIVITY SIGNAL GENERATOR MODULATED 30% AT 400 CYCLES

STEP	APPLY SIGNAL AT KC.	THRU DUMMY TO	SERIES RESIST.	SET TUNER	ADJUST FOR MAX. OUTPUT	NOMINAL SENSITIVITY FOR 1mw AT OUTPUT
1	455	6BA6 I.F. #1 PIN	.05mf	-	2ND I.F. SLUGS	3500 μV
2	455	6BE6 #7 PIN	.05mf	-	LOW END F.S. SLUGS	75 μV
3	1600	ANTENNA SOCKET	30mf	30mf	HIGH END FULLY OUT	-
4	1400	ANTENNA SOCKET	30mf	30mf	1ST I.F. SLUGS FULLY OUT	1 μV
5	After set is installed in car with actual ant. tune in weak signal near 1400kc. & replace ant. trimmer.					1 μV

J-2491

Electrohome "Automobile" 6 Volt Automobile Radio PAV-61-419



ALWAYS REPLACE GROUND CLIPS WHERE SHOWN

INSTALLATION INSTRUCTIONS

CONTROL UNIT

The control unit supplied with this radio is a Cromame Deluxe Underdash kit which can be mounted on the underside of the instrument panel of any car, in a position convenient to the user. The two boxes packed with the radio contain all the parts necessary for the control unit installation, together with instructions on its assembly.

If a custom installation is desired, the custom kit for the particular year and model of car may be obtained and used in place of the Deluxe Underdash Kit. Full installation instructions are supplied with each type of kit. In any event, retain the contents of the smaller box, (tuning control unit, volume control fitting and dial assembly) as these are only supplied with the radio.

ANTENNA

This radio is designed for use with a whip-type (low capacity) antenna. Such antennas are top or side cowl, door hinge, or fender mounted. The use of under-car, long over-the-roof, or in-the-roof antennas is not recommended as the radio sensitivity will be impaired. The antenna should be mounted on the side of the car closest to the radio, and must be connected to the radio by a completely shielded lead with a bayonet type plug.

FLEXIBLE CABLES

Two 27-inch flexible cables are supplied with the radio. The knurled cap ends attach to the control unit, while the plain ends are held by set-screws in the bushings on the radio.

SPEAKER

The speaker mounted in the top cover of the radio is a 5 1/4-inch Alnico V permanent magnet dynamic speaker. The tone of the radio will be improved if this speaker is removed from the case and mounted on a piece of masonite, heavy cardboard, or plywood in the grille of the car. The speaker leads can be easily extended to permit this alternative.

REAR SEAT SPEAKER

A small phono type socket on the side of the radio permits the connection of a rear-seat speaker to the radio. A six-inch or small speaker should have a 3.2 ohm voice coil, while a larger speaker, such as a 6x9 oval should have a six ohm voice coil.

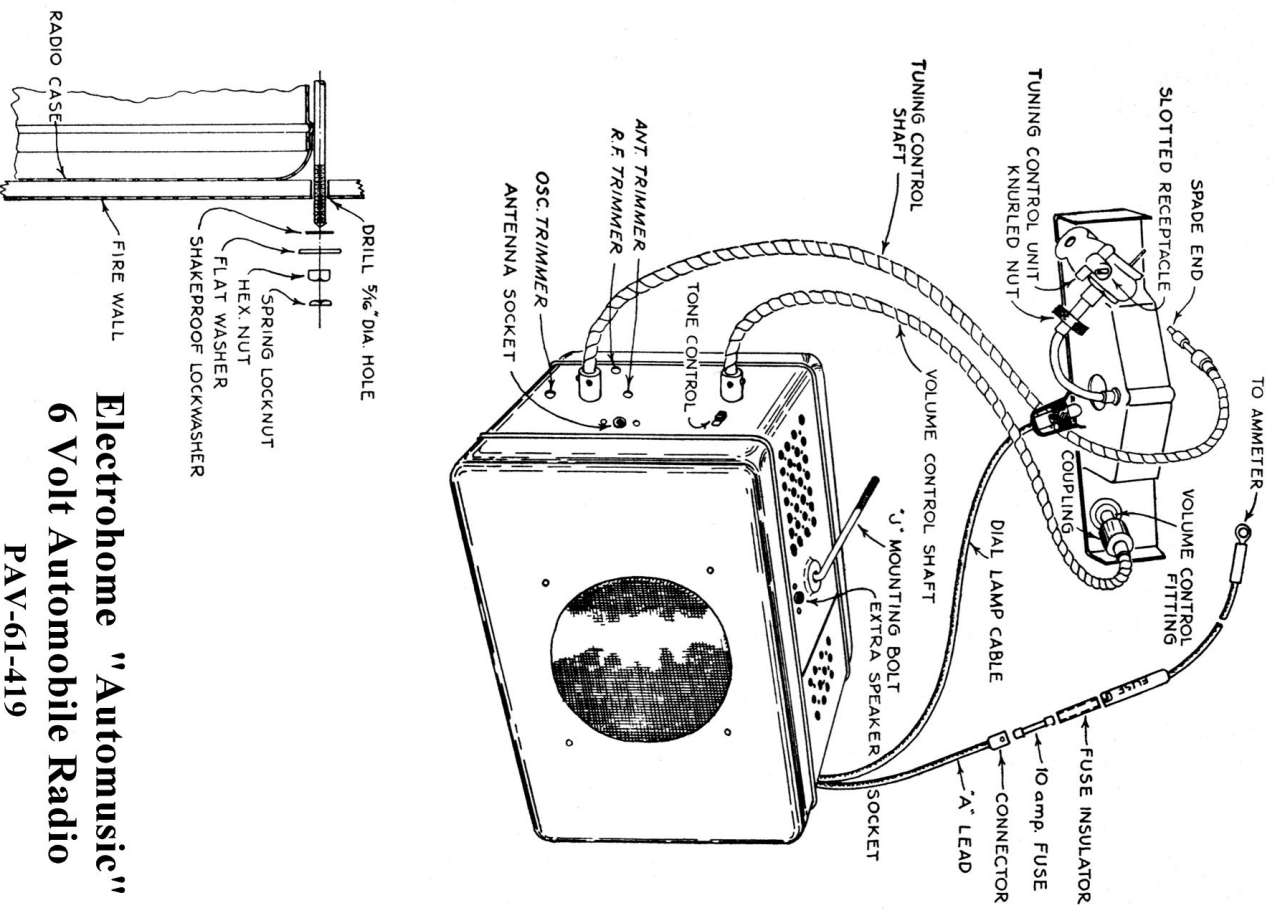
INSTALLATION INSTRUCTIONS

1. Assemble the control unit as per instructions supplied with the unit, and attach to it the two flexible shafts by means of the knurled caps. Make sure that the spade ends dropped in to their slots, then turn the caps on the shafts until they are fairly snug, but not tight.
2. Take the four set screws from the envelope of accessories packed with the radio, and insert them loosely in the bushings at the end of the radio.
3. Choose suitable locations for the control unit and the radio. The control cables should be able to reach with no more than two bends, and the bends should be as gradual as possible. The control unit can be held in place by hand while the cables are swung to alternate positions for the radio. The cables ordinarily should be kept as high as possible on the firewall. The holes for its mounting "J" bolts will be seven inches apart, and straight back from the two domes on the sides of the radio case. Examine the engine side of the firewall to make sure that the drill will not damage anything when the mounting holes are drilled.

4. Mark the two radio mounting holes on the firewall seven inches apart and drill with a 5/16 inch drill.
5. Clean the paint, grease, etc., from the engine side of the firewall at the set mounting holes so that lockwashers will make good ground connections.
6. Mount the control unit, leaving the flexible cables attached.
7. Feed the flexible cables into the proper bushings of the radio. Make sure that the spade ends drop into their slots. By spinning the knobs while pushing the casings of the shafts into the bushings, the engaging of the spade ends in the slots will be apparent. Then tighten the set screws.
8. Insert the "J" bolts through the mounting holes from the driver's side of the firewall. From the engine side, add on each a lockwasher flat washer, nut and locknut. Pull the "J" bolts back as far as they will come to the driver's side.
9. Raise the radio into position and hook the two "J" bolts into the mounting holes on the sides of the case.
10. Tighten the two bolts from the engine side, alternating after each few turns from one to the other, until both are tight. Tighten the locknuts on top of the regular nuts. (Best locking action is obtained when the locknut edges point toward the engine and the nuts are one-third turn tighter than can be obtained by hand.)
11. Connect the "A" lead through its fuseholder containing a 3AG ten amp fuse to the ammeter terminal which causes the ammeter to deflect when the set is turned on. If it is desired that the radio cannot be operated unless the motor is running, connect the "A" lead to the ignition switch instead.
12. Clip the dial lamp holder into the hole provided on the control unit. The dial lamp type No. 47 and its felt collar should be in place in the holder when the set is received. The dial lamp cable can be wrapped around one of the flexible shafts to keep it out of the way.
13. Loosen the set screws holding the flexible shaft casings at the radio and allow the casings to position themselves so they do not bind. Then retighten the set screws securely.
14. Loosen the antenna lead into the antenna socket on the radio, and push it well in. The small wire inside the antenna lead can be broken if bent too sharply or clamped too tightly, so handle it carefully.
15. Loosen the knurled wheel on the tuning control. This will permit rotating the dial by turning the small flexible dial drive cable by the fingers. Tune in a station of known frequency and set the dial to this point. Slide the small cable in or out of the tuning control until a smooth drive with no backlash is obtained. Tighten the knurled wheel.
16. Install the generator condenser found in the envelope supplied with the radio. The generator condenser frame should be clamped under one of the generator frame bolts, and the lead connected to the generator ARMATURE connection. NOT TO THE FIELD CONNECTION. Make sure the connection is made on the generator side of the cut-out.
17. Cut the distributor high tension lead close to the distributor and screw the ends of the lead into the ends of the distributor suppressor supplied.
18. With the antenna plug removed and the radio turned on, start the engine. If motor noise is heard in the radio, bonding to the frame of the car where they pass the firewall, of cables, tubing, steering column, foot pedals, etc., can be tried. Dig through the dirt and paint with the edge of a file, contacting the car frame with the end of the file, until the offending article is determined. Then solder a heavy piece of braid to the article and connect it to the frame. Leave sufficient play in the braid so that it will not be ripped loose by movement of the part.

19. Plug in antenna connector plug. If motor noise is again heard, a .5 mfd. by-pass condenser should be tried from ammeter to ground. If noise still persists, try a .5 mfd. by-pass condenser to ground from such points as car fuse, ignition switch, tail light, or such other 6-volt connections as can be found. A condenser should be left connected to any point where its connection reduces the noise.
20. In every case, the motor, hood, and firewall must all be well grounded. If not, heavy bonding braid should be securely connected between any of these and the frame. In like manner, noise may be reduced by bonding fenders, muffler, radiator, etc.

21. Spark plug suppressors and wheel static eliminators are not supplied with this radio as not five cars in one hundred will require these items. However, they can be obtained from auto radio dealers if required.
22. TO TRIM ANTENNA, TUNE IN A WEAK STATION NEAR 1400 KC. AND ADJUST THE ANTENNA TRIMMER ON THE RADIO TO MATCH THE ANTENNA INSTALLED.



Electrohome "Automusic"
6 Volt Automobile Radio
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