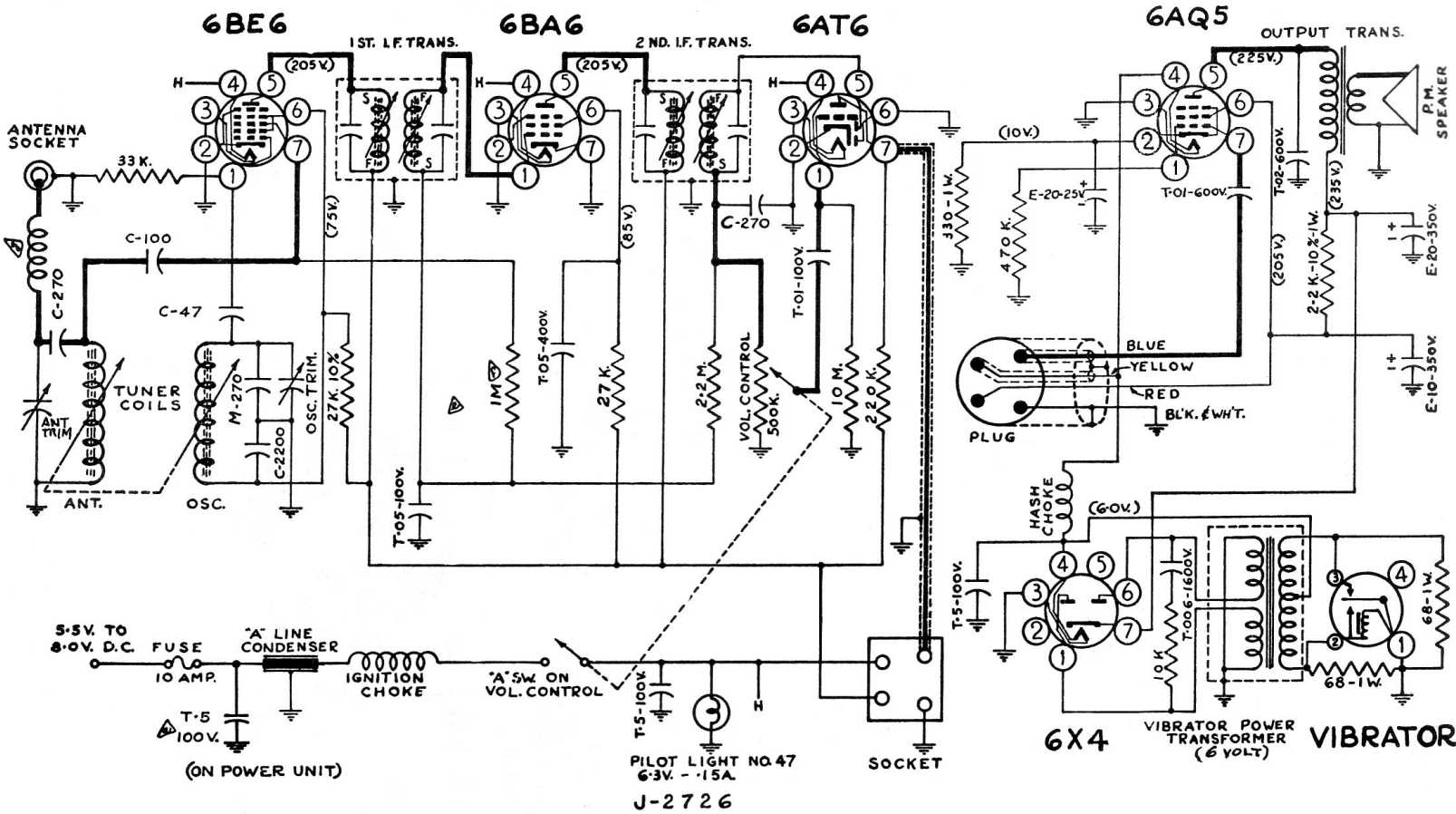
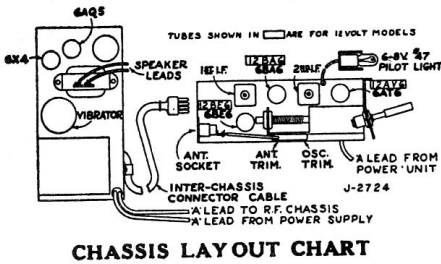


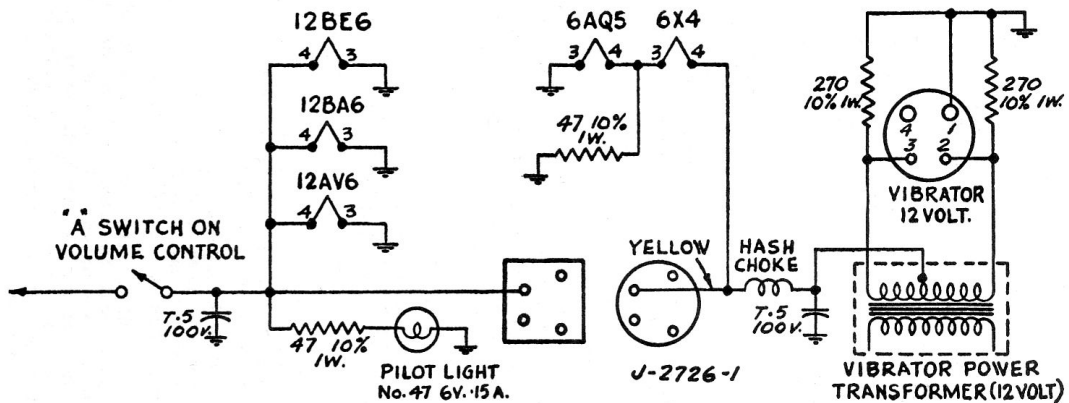
Electrohome Motoradio 6 or 12 Volt Automobile Radio



INTERMEDIATE FREQUENCY 455 KC.
 Voltages marked in brackets, measured to chassis with a V.T.V. Meter.



CHASSIS LAYOUT CHART



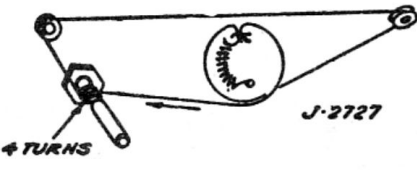
R.F. UNIT POWER UNIT 'A' CONNECTIONS FOR 12 VOLT MODELS

NOTE THE USE OF 12 VOLT TUBES IN R.F. UNIT.
 ALL OTHER CONNECTIONS ARE THE SAME AS THE 6 VOLT "MOTORADIO."

SPECIFICATIONS

Standard Broadcast Range	585 to 1600 Ke.
Intermediate Frequency	455 Ke.
Current Consumption at 18 volts	3.5 amps.
Undistorted Output	2.2 watts
Maximum Power Output	4.0 watts

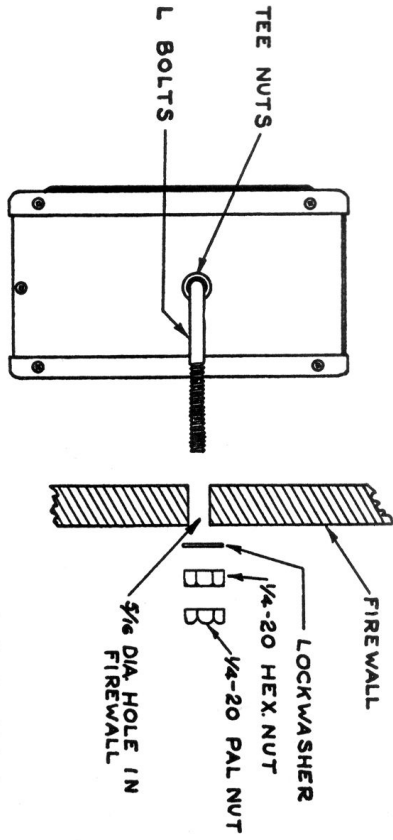
C.N. No.	DATE	CHANGE	SYM	CHECK
3892	3:6:50	T-5 100V. ADDED ON 'A' LINE		
3952	4:24:50	WAS C-270 WAS M-270		
3952	4:24:50	WAS 47K WAS 47K		
3991	5:26:50	22M DELETED @; WAS 100K @; R.F. CHOKE ADDED @		



STRINGING DETAIL

COMPONENT VALUES		ALIGNMENT AND SENSITIVITY					
RESISTORS: Half watt unless otherwise noted. 20% tolerance unless otherwise noted. K = 1000 ohms. M = 1,000,000 ohms.		SIGNAL GENERATOR MODULATED 30% AT 400 CYCLES					
STEP	APPLY SIGNAL AT KC	TO	THRU DUMMY SERIES	PARALLEL	SET TUNER	ADJUST FOR MAX OUTPUT	NOMINAL SENSITIVITY FOR 1WATT OUTPUT
1	455	6BA6 #1 PIN	.05mfd			2ND I.F. SLUGS	1500 μ V.
2	455	6BE6 #7 PIN	.05mfd		LOW END FULLY IN	1ST I.F. SLUGS	35 μ V.
3	1600	ANTENNA SOCKET	30mfd	30mfd	HIGH END FULLY OUT	OSCILLATOR TRIMMER	-
4	1350	ANTENNA SOCKET	30mfd	30mfd	1350KC.	ANTENNA TRIMMER	15 μ V.
5	After set is installed in car with actual ant. tune in weak signal between 1350 & 1400 f repeak ant. trimmer.						15 μ V.

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 mmsfd. & tol. if critical.
 M = Mica, followed by cap. in mmsfd. & tol. if critical.



POWER UNIT MOUNTED ON FIRE WALL

ANTENNA

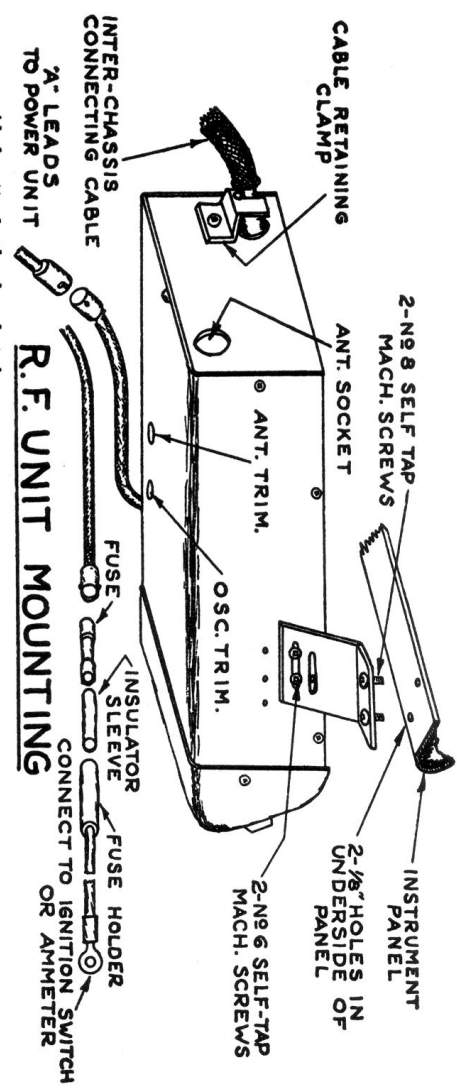
This radio is designed for use with a whip-type (low capacity) antenna. Such antennas are top or side cow, door hinge, or fender mounted. The use of under-car, long over-the-roof, or in-the-roof antennas is not recommended as the radio sensitivity will be impaired. The antenna should be mounted on the 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.

SPEAKER

The speaker mounted on the front cover of the power unit is a 5/16 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 masonry, heavy cardboard, or plywood in the grille of the car. The speaker leads can be easily extended to permit this alternative.

INSTALLATION INSTRUCTIONS

1. Choose suitable locations for the r.f. unit and the power unit. The r.f. unit may be mounted at any convenient place along the bottom edge of the dash. The power unit, by means of the "L" bolts supplied, may be mounted on the firewall or by addition of the mounting strap packed with the set, may be mounted above, below, or to the side of the under-dash brace in the car.
2. The power unit, if mounted to the firewall, will require two 5/16 diameter holes, spaced eight to eight-and-a-half inches apart, through which the "L" bolts will pass. Examine the engine side of the firewall to make sure that the drill will not damage anything when the mounting holes are drilled.
3. After drilling, clean any paint, dirt, grease, etc. from the edges of the holes so that the lockwashers will make good electrical contact.
4. Spin the "L" bolts into the "r" nuts on the sides of the power unit and slide them through the drilled holes in the firewall, adding a lockwasher, nut, and lock-nut to each.
5. Tighten the two nuts from the engine side, alternating when they begin to get snug. Tighten the locknuts. (Best locking action is obtained when the locknut edges point away from the power unit and the nuts are one-third turn tighter than hand-tight.)
6. Hold the r.f. unit with one mounting bracket held against its side adjacent to the pattern of nine self-tap holes. Position the set for maximum convenience, and holding the bracket against the set, slide it about until its top surface is flush with the under-side of the dash. Holding the bracket against the set in this position, remove the set and determine what two holes in the set line up with a slot in the bracket. With two of the No.



6 x 1/4 self-tap screws provided, attach the bracket in this position. Then attach the other bracket directly opposite.

7. Hold the unit in its mounting position and scribe the mounting holes on the dash. Drill with a one-eighth drill.

8. Before mounting the r.f. unit, connect the inter-chassis cable and secure to the r.f. unit with the cable retaining clamp and a No. 6 x 1/4 self-tap screw.

9. Mount the r.f. unit using the four No. 8 self-tap screws provided.

10. Connect the short "A" lead from the r.f. unit to the lead emerging from the power unit. **DO NOT CONNECT THE R.F. UNIT DIRECTLY TO THE FUSE HOLDER.**

11. Connect the "A" lead from the power unit through its fuseholder containing a 3AG five 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. Plug 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.

13. 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.

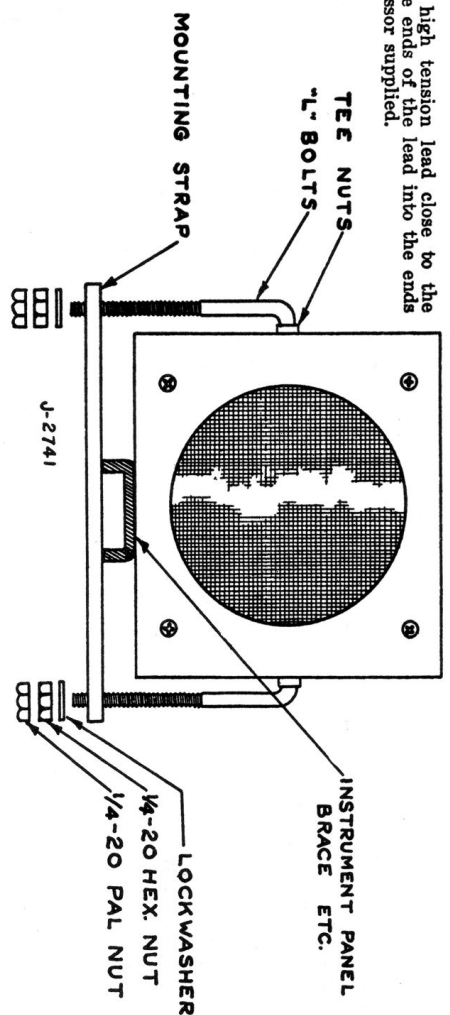
14. Cut the distributor high tension lead close to the distributor and screw the ends of the lead into the ends of the distributor suppressor supplied.

15. 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 fire-wall 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.

16. 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.

17. 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.

18. 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.



POWER UNIT MOUNTED ON UNDER DASH BRACE