

SECTION H

RADIO

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DIVISION I

SPECIFICATIONS AND ADJUSTMENTS

120-30 ANTENNA TRIMMER ADJUSTMENT

An antenna trimmer adjustment is provided for matching the antenna coil in the receiver to the car antenna. This adjustment must always be made after installation of receiver and antenna, or after any repairs to these units. This adjustment should also be performed whenever the radio reception is unsatisfactory.

NOTE: When making the adjustments covered in this paragraph, it is essential to have the car in a location that is as free as possible from outside interference.

This adjustment applies only to AM radios or to the AM portion of AM-FM radios. Trimming for FM reception is accomplished automatically whenever the antenna is raised to 31 inches.

1. Position antenna at a height of 31 inches.
2. Tune radio to a weak station (near 1400 K.C.) which can barely be heard with volume turned fully on.

CAUTION: Rear speaker equipped cars should not have radio operated with rear speaker control removed.

3. Remove right inner and outer knobs.
4. On cars having a rear speaker, it is necessary to fabricate a jumper wire (see Figure 120-1) and insert it into center and an outside hole.

NOTE: There are three small holes (electrical connecting points) in receiver which are located directly behind inner knob. When the car is equipped with rear speakers, the right

inner knob (Rear Speaker Control) has three prongs which interconnect these points. When the right inner knob on cars equipped with rear speakers is removed to gain access to the trimmer screw behind it, two of the holes (the center and an outside hole) must be interconnected by a short piece of jumper wire to channel sound to a speaker. It is generally desirable to trim the radio while using the front speaker.

5. Adjust trimmer screw until maximum volume is achieved.
6. Reinstall inner and outer knobs.

120-31 RADIO PUSH BUTTON ADJUSTMENT

1. Turn on the radio.
2. Pull buttons outward. It is desirable to set up the push buttons in logical sequence. For example - lowest frequency of desired station on first button, next higher frequency station on second button, etc.
3. Carefully tune in the desired station manually, then push the button all the way in.
4. Move dial pointer away from the selected station and push the button to make certain the station will be properly tuned in.
5. Turn tuning knob back and forth to make certain that best tuning is obtained with the push button. If best tuning is not obtained, repeat Steps 2, 3, and 4.

NOTE: On push button selection, if the program sounds shrill or distorted, it is probably caused by improper tuning and can be corrected by adjusting the tuning knob slightly. Since the low notes are apparently more affected by tuning than the high ones, it is preferable to tune the receiver to a point where the low notes

are heard best, and high notes are clear but not shrill. This point may be most readily found by listening to the background noise and tuning for the lowest volume and pitch of this noise. Turning the control knob back and forth until the station is almost lost on either side will enable the operator to hear the difference in reception and select the intermediate position giving best results.

DIVISION II

DESCRIPTION AND OPERATION

120-32 GENERAL DESCRIPTION

The radio system for 1966 Buicks consists of three components: (1) a receiver mounted in the center of the instrument panel, (2) a separate, front mounted speaker and (3) an antenna mounted on the front or rear fenders. Three different types receivers are used on 1966 Buicks. On 43-44000 series cars, two types of receivers are available--a push button 2-1/2 watt AM receiver and an AM-FM receiver. On 45-46-48-49000 series cars, three types of receivers are available--a Sonomatic push button 5 Watt receiver, an AM-FM receiver, and an AM-FM Stereo receiver. When optional rear seat speakers are provided, the right inner knob controls the sound balance between front and rear speakers. When the control is rotated fully clockwise, the radio sound is channeled through the rear speaker only. Full counter clockwise rotation of the control sends the sound through the front speaker only, and midway positioning of control sends sound through both speakers.

On 43-44000 series cars, two manual antennas, mounted on the right front fender are available.

The radio has a current draw of 1.3 amps at 12 VDC. All speakers have an impedance of 10 ohms. When replacing a speaker, the replacement speaker should have the same impedance for satisfactory results.

120-33 RADIO NOISE INTERFERENCE SUPPRESSORS

Three noise suppressor capacitors are used to eliminate radio interference (see Figure 120-70). Two of the capacitors are exterior mounted, one on the voltage regulator and the other on the ignition coil. The third capacitor is pressed into the end bell of the delcotron. The ignition coil capacitor (0.3 MF) is connected to the positive terminal of the coil. Connection of the capacitor lead to the negative terminal will cause excessive pitting of the distributor points. The voltage regulator and delcotron capacitors are both rated at 0.5 MF. The built in resistance of each spark plug wire approximates 4000 ohms per foot.

A static collector is installed in each front wheel hub cup. For good results, the cup and the center of steering knuckle spindle

must be clean and free from grease. The contact button of the static collector is made of self-lubricating material.

120-34 AM-FM RADIO

This radio is identical to the Sonomatic radio as far as the operation of the on-off and volume control, tone control, manual tuning control and push buttons are concerned. The AM-FM Selector bar is located directly above the dial face. Movement of the bar to the left exposes the letters "FM" and switches the radio to FM mode of operation. Movement of the bar to the right provides AM radio operation. An automatic frequency control circuit is incorporated in the radio and acts to automatically adjust the receiver to select the strongest of the incoming signals if the tuner is adjusted to a point where more than one incoming signal is being received. In general, the FM mode of operation will provide greater reception fidelity and freedom from static and other atmospheric disturbances. The FM signal is very susceptible to interference due to tall buildings,

hills, etc. In these cases, reception may be partially or totally blanked out until the car has moved around or away from the interfering object. In fringe areas where radio reception (FM) is weakest, the station sound may flutter or vary up and down and interference from passing cars may be picked up by your FM radio. In these cases, the receiver should be readjusted to a stronger station.

120-35 AM-FM STEREO RADIO

A stereo system is offered on 45-46-48-49000 series cars and includes a special AM-FM receiver, a separate second amplifier, and a rear speaker. The radio is designed to receive and reproduce the dual FM stereo signal as well as nonaural AM-FM signals. Operation of the controls is identical to previous AM-FM receivers.

DIVISION III

SERVICE PROCEDURES

120-36 REMOVAL AND INSTALLATION OF RECEIVER—43-44000 SERIES

a. Removal (Without Air Conditioning)

1. Disconnect battery negative lead.
2. Pull off receiver control knobs and unscrew two nuts holding receiver to instrument panel. (See Figure 120-71).
3. Disconnect receiver speaker lead connector, and antenna cable.
4. Remove screw holding support to receiver and withdraw receiver from underside of dash.

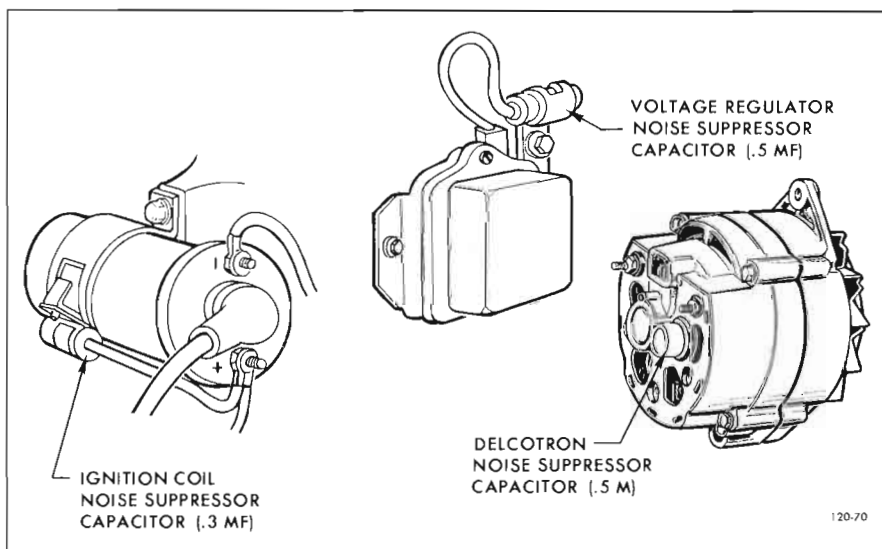


Figure 120-70—Installation of Noise Suppressors

b. Removal (With Air Conditioning)

1. Pull off radio control knobs and unscrew nuts securing receiver to instrument panel. (See Figure 120-71.)
2. Remove clamps connecting air conditioning outlet hoses to distribution duct; take off two screws securing duct to heater assembly and lower out duct.
3. Pry open two spring clips holding center duct to instrument panel and take out center duct.
4. Disconnect receiver speaker lead connector and antenna cable.
5. Remove screw holding support to receiver (see Figure 120-71) and withdraw receiver from underside of dash.

c. Installation

Install reverse of removal and perform trimming adjustment if receiver was repaired.

**120-37 REMOVAL AND INSTALLATION OF RECEIVER—
45-46-48000 SERIES****a. Removal (With and Without Air Conditioning)**

1. Pull off radio control knob and unscrew nuts securing receiver to instrument panel (see Figure 120-77).
2. Unscrew six screws occurring underside of lip on instrument panel cover to instrument panel; then carefully pull cover rearward and raise it sufficiently so that any connectors attached to underside of cover may be disengaged. Complete removal of cover.
3. Remove screw securing left and right radio mounting brackets to underside of receiver; disengage receiver-speaker lead

connector and antenna cable at rear of receiver, and lift out receiver.

b. Installation

Install reverse of removal and perform trimming adjustment if receiver was repaired.

120-38 REMOVAL AND INSTALLATION OF RECEIVER—49000 SERIES**a. Removal (With or Without Air Conditioning)**

1. Open ash tray and remove three screws from upper portion of ash tray assembly and three screws from underside of assembly. Partially withdraw assembly; disconnect light and lighter leads; then complete removal of assembly.
2. Pry out chrome trim strip at center of instrument panel.
3. Remove two screws securing center outlet in position, lift off center outlet, and pull out plastic duct.
4. Pull off radio control knobs, see Figure 120-86, unscrew two nuts holding receiver to instrument panel, and take off escutcheon.
5. Disconnect receiver - speaker lead connector and antenna cable.
6. Remove two nuts and two screws from receiver support and lower out support.
7. Lower out receiver through ash tray opening in instrument panel.

b. Installation

Install reverse of removal and perform trimming adjustment if receiver was repaired.

**120-39 REMOVAL AND INSTALLATION OF STEREO AMPLIFIER—
45-46-48-49000 SERIES****a. Removal**

1. Disconnect plug interconnecting stereo amplifier from rear of amplifier.
2. Remove two screws securing amplifier to underside of instrument panel and take out amplifier. See Figure 120-78.

b. Installation

Install reverse of removal procedures.

**120-40 REMOVAL OF FRONT SPEAKER—
43-44000 SERIES****a. Removal (With and Without Air Conditioning)**

1. Remove glove box.
2. Reach in through glove box opening and disconnect receiver, speaker lead connector and separate receiver power lead (see Figure 120-73).
3. Remove four screws behind speaker securing it to instrument panel and take out speaker through glove box opening.

b. Installation

Install reverse of removal.

**120-41 REMOVAL AND INSTALLATION OF FRONT SPEAKER—
45-46-48000 SERIES****a. Removal (With and Without Air Conditioning)**

1. Remove six screws securing underside of lip on instrument panel cover (see Figure 120-81) to instrument panel; then carefully pull cover rearward and raise it sufficiently so that any

connections attached to underside of cover may be disengaged. Complete removal of cover.

2. Unscrew four speaker nuts and lift off speaker from cover.

b. Installation

Install reverse of removal.

120-42 REMOVAL AND INSTALLATION OF FRONT SPEAKER—49000 SERIES

a. Removal (With and Without Air Conditioning)

1. Remove receiver (reference paragraph 120-38).
2. Remove four nuts securing speaker to grill and lower out speaker. See Figure 120-88.

b. Installation

Install reverse of removal.

120-43 REMOVAL AND INSTALLATION OF REAR SPEAKER—43-44-45-46-48000 SERIES EXCEPT CONVERTIBLES

Removal and installation will be obvious upon inspection of Figures 120-74, 75, 76 and Figures 120-82 through 85.

120-44 REMOVAL AND INSTALLATION OF REAR SPEAKER—45-46-48000 SERIES CONVERTIBLES AND 49000 SERIES

a. Removal

1. Remove rear seat cushion and back.
2. Disassemble rear seat speaker from back of seat. (See Figures 120-82, 85, 89 and 90.

b. Installation

Install reverse of removal.

120-45 REMOVAL AND INSTALLATION OF ANTENNA—43-44000 SERIES

a. Removal

1. Unscrew antenna cap nut (see Figure 120-72) and antenna mast from base and lift off mast and pad from fender.
2. Raise hood and remove outside air inlet grille located forward of the windshield.
3. Unplug antenna wire from receiver, remove nut securing base and lock plate to shroud and withdraw base and antenna cable assembly through opening in top side of cowl.

b. Installation

Install antenna reverse of removal procedures. See Figure 120-72. for special notes.

120-46 REMOVAL AND INSTALLATION OF MANUAL ANTENNA—45-46-48000 SERIES

a. Removal

1. Unscrew and remove antenna cap nut and antenna mast.
2. Unscrew nut holding antenna base to fender and take off spacer and spacer gasket.
3. Open door and unscrew and remove plastic filler plate between fender and body.
4. Separate antenna cable at center connector, remove screw holding base support to fender and lift out antenna base.

b. Installation

Install reverse of removal procedure.

120-47 REMOVAL AND INSTALLATION OF ELECTRIC ANTENNA—45-46-48-49000 SERIES AND MANUAL ANTENNA—49000 SERIES

a. Removal

1. Unscrew chrome antenna cap nut and take off nut, adapter and pad (see Figure 120-79).
2. Open trunk and if cardboard liners are present, remove them as necessary.
3. Remove screws securing antenna, disconnect antenna cable and electrical connector and remove antenna.

b. Installation

Install reverse of removal.

120-48 DISASSEMBLY, REASSEMBLY AND ADJUSTMENT OF ELECTRIC ANTENNA—45-46-48-49000 SERIES

a. Disassembly

IMPORTANT: Before work is started on the antenna, determine if the antenna is in the warranty period which is 24,000 miles or two years, whichever occurs first. If the antenna is in warranty do not attempt service on components of the antenna drive (see Figure 120-91) as it will void the warranty.

DISASSEMBLY OF BODY AND UPPER INSULATOR

1. Remove the 3 screws holding the body and upper insulator assembly to support tube (see Figure 120-91).

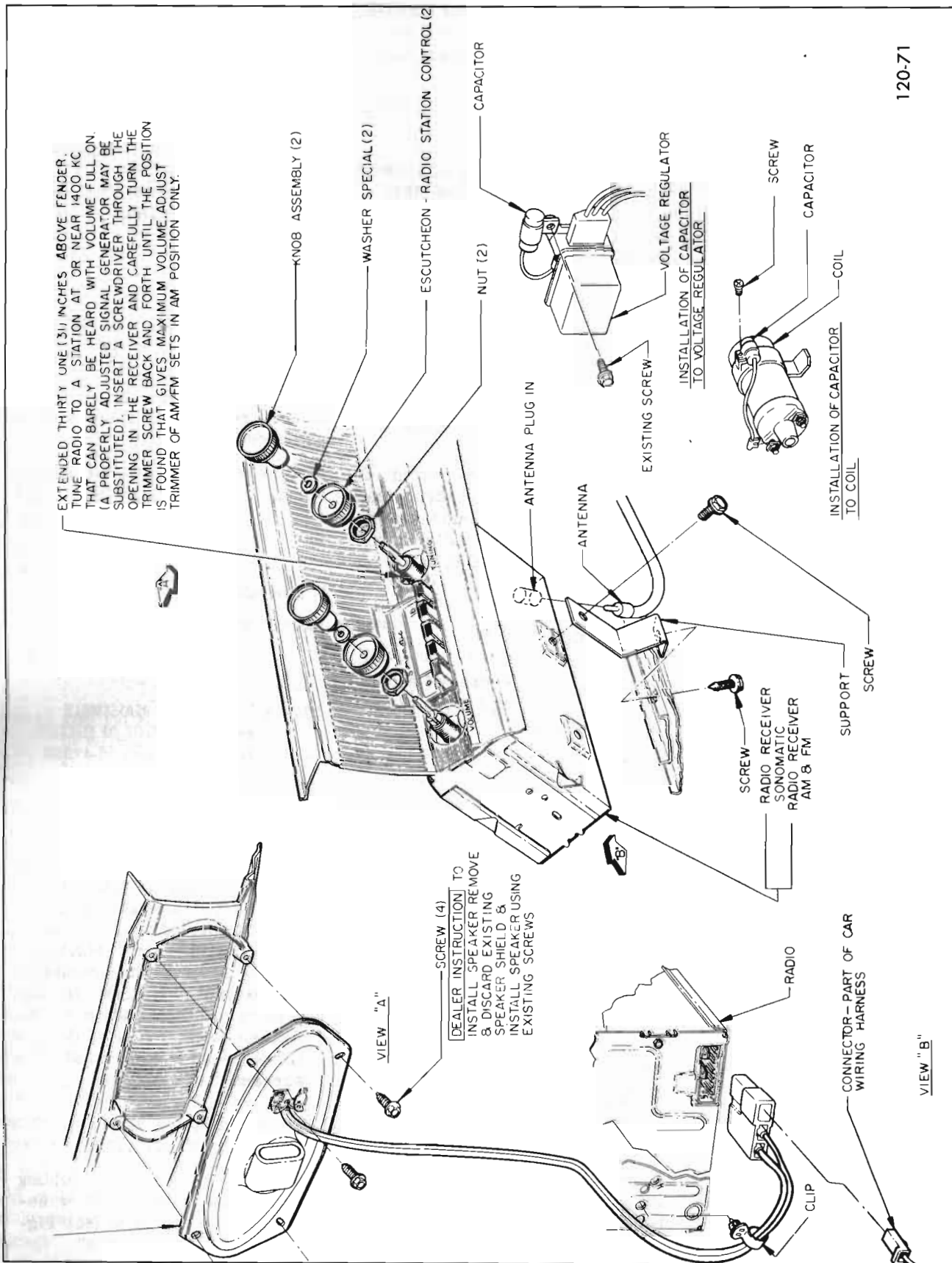


Figure 120-71—Radio Receiver Installation - Special and Skylark

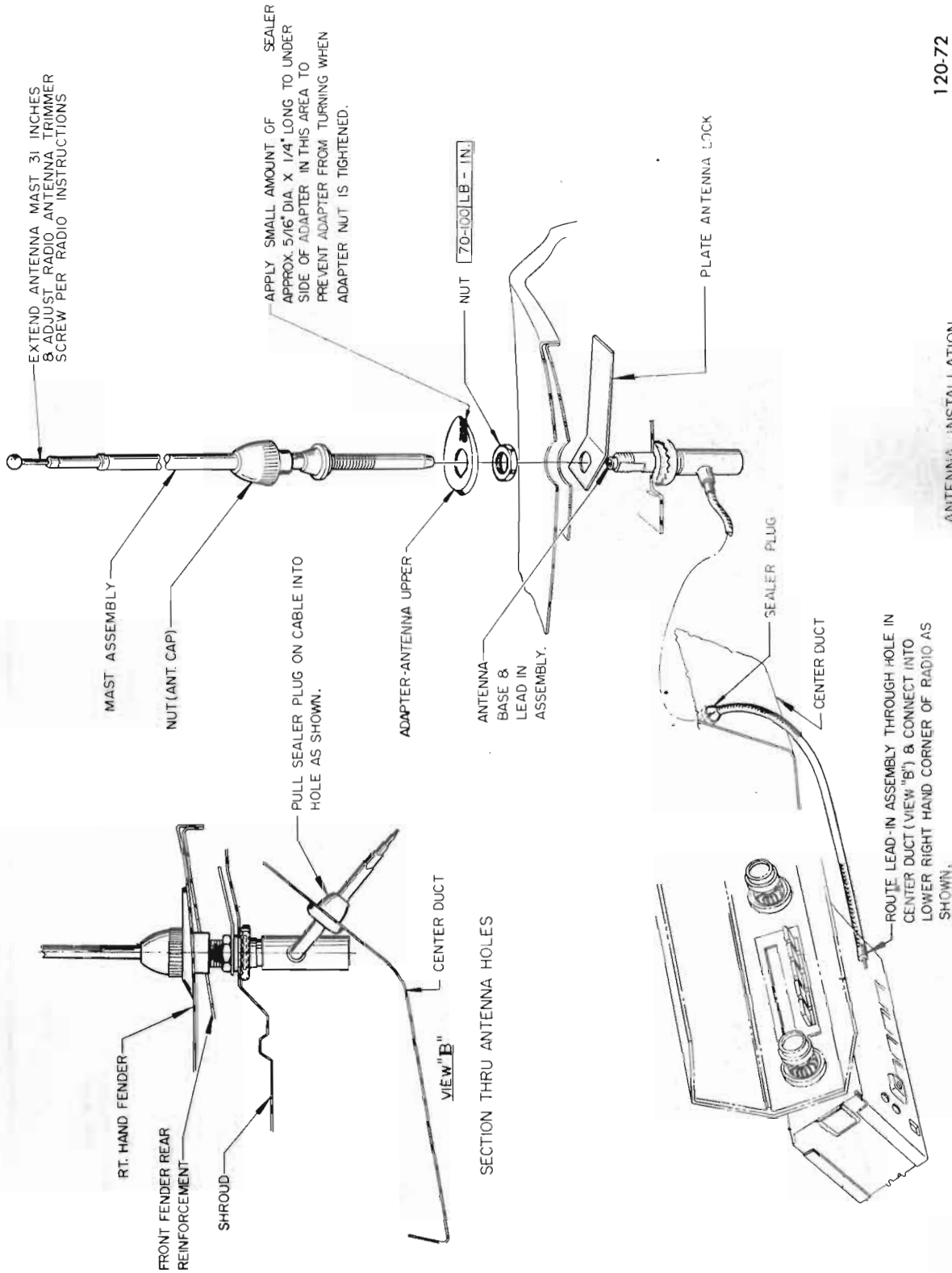
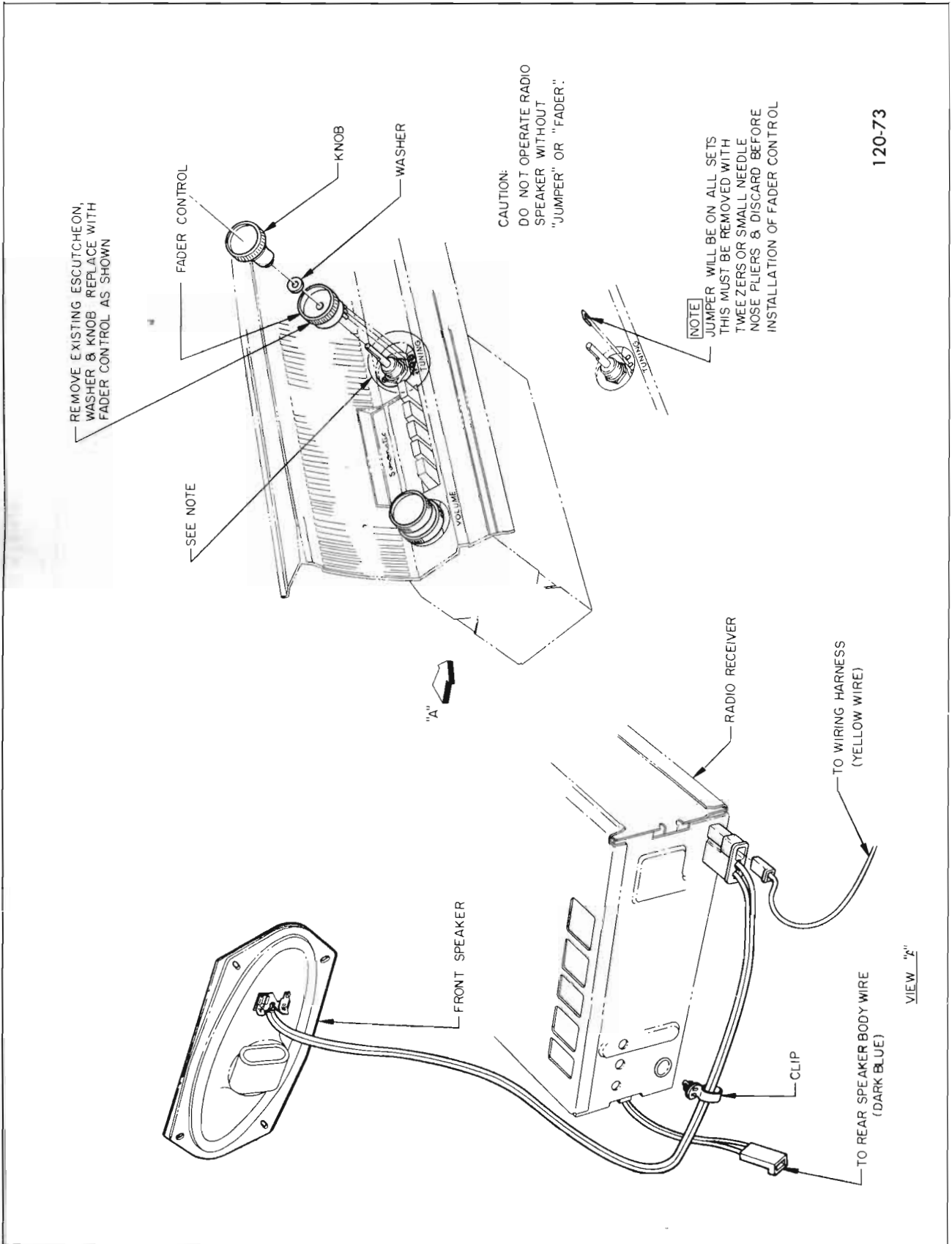


Figure 120-72—Antenna Installation - Special and Skylark



120-73

Figure 120-73—Front Speaker Installation - Special and Skylark

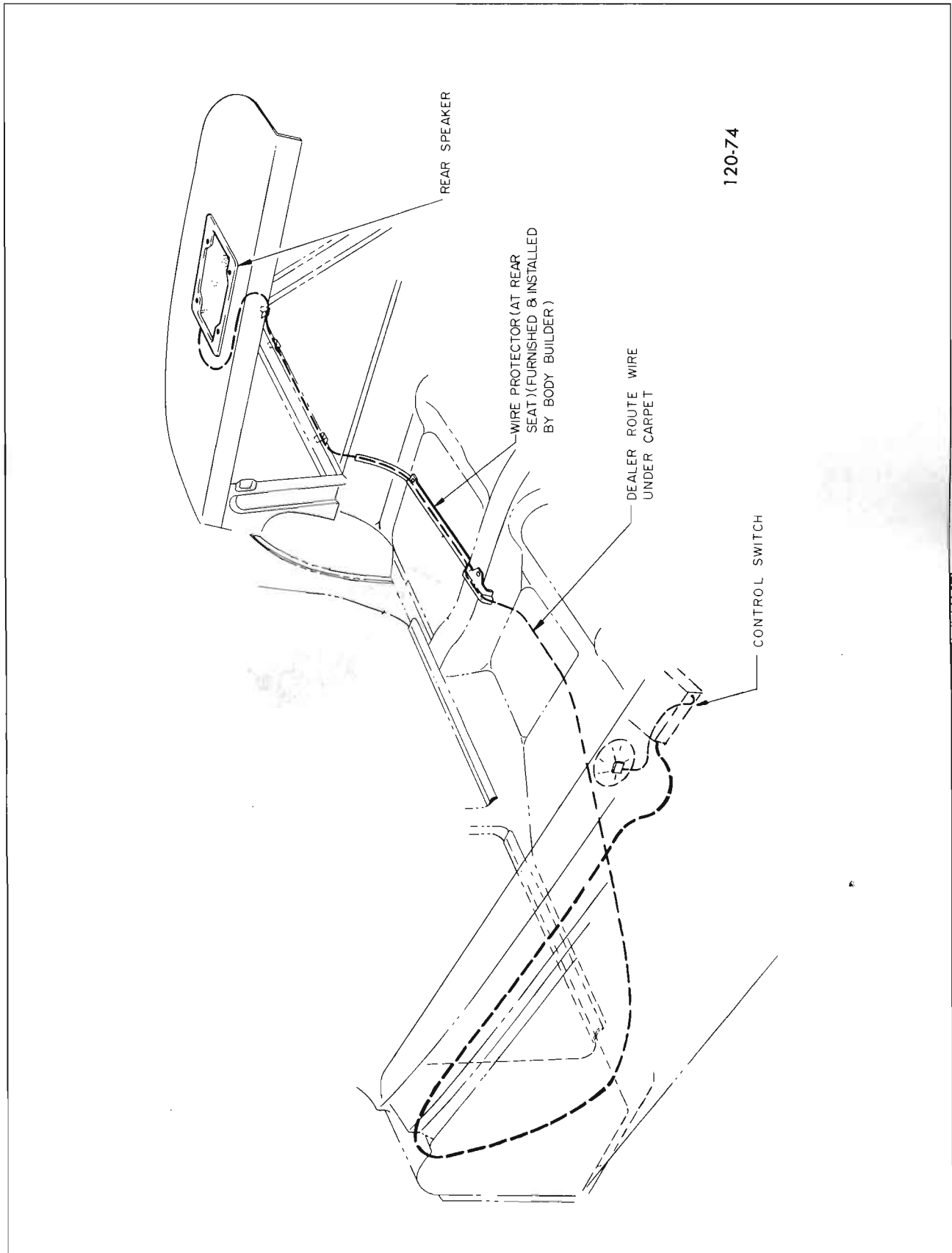
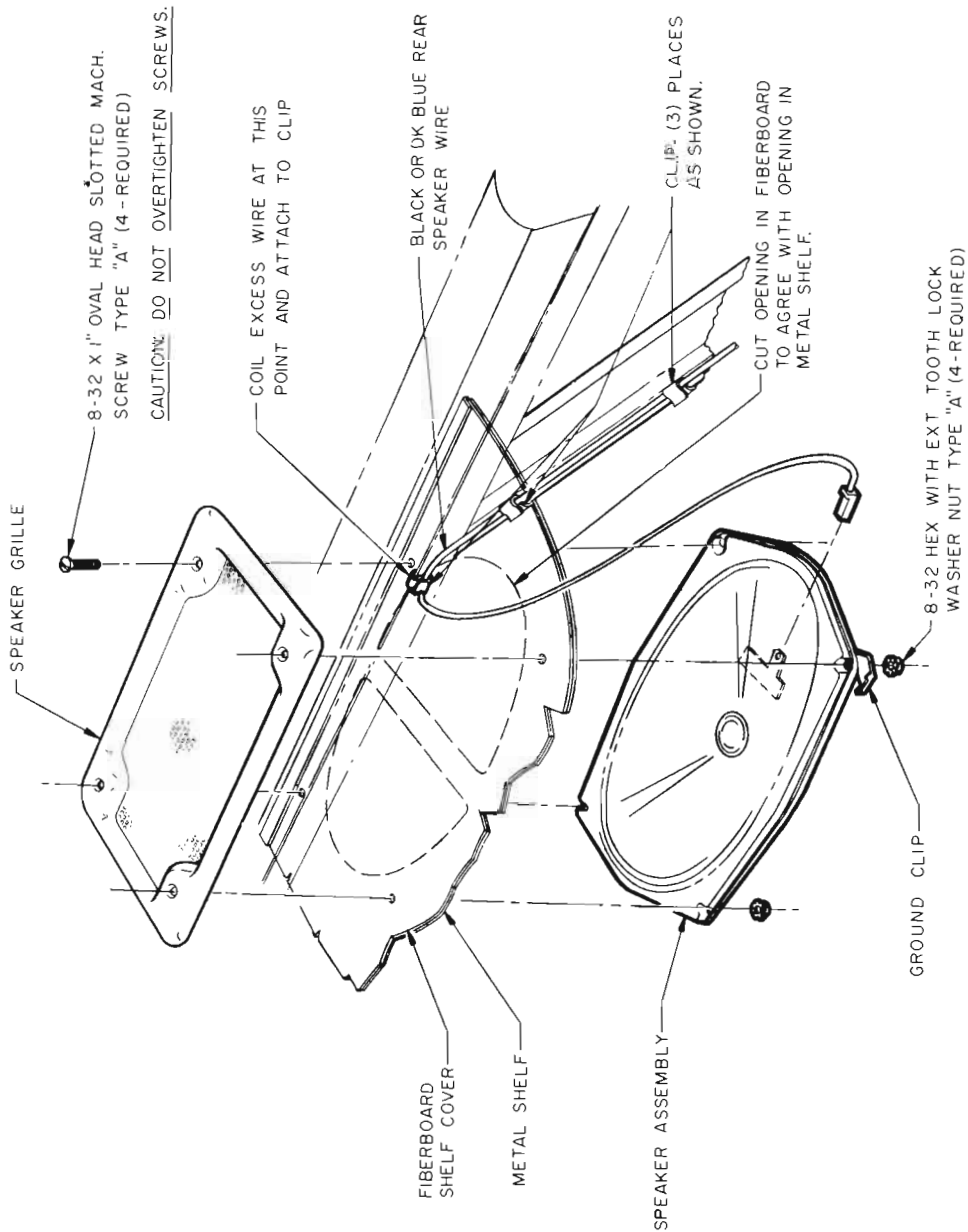


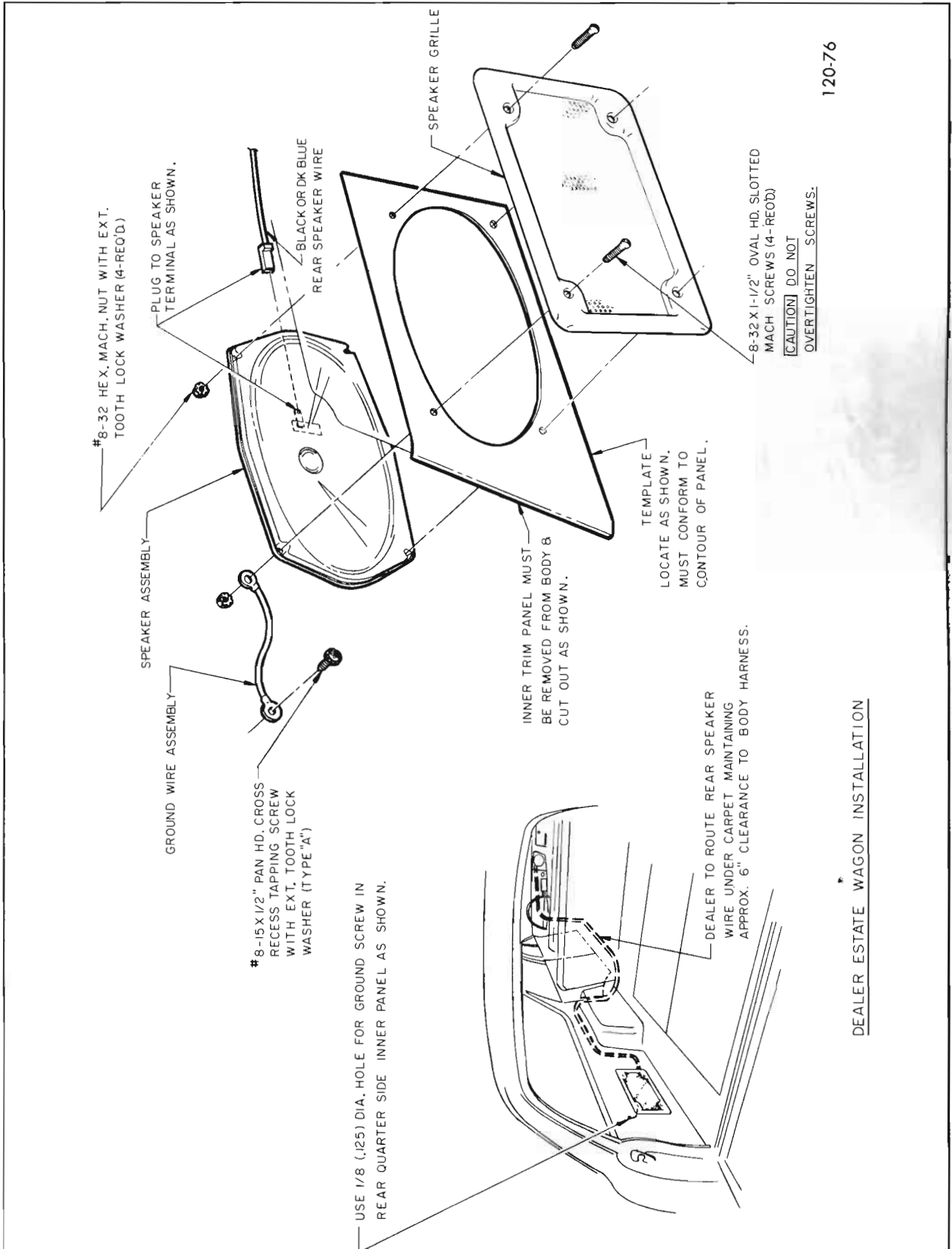
Figure 120-74—Rear Speaker Installation - Special and Skylark



120-75

DEALER - SEDAN INSTALLATION

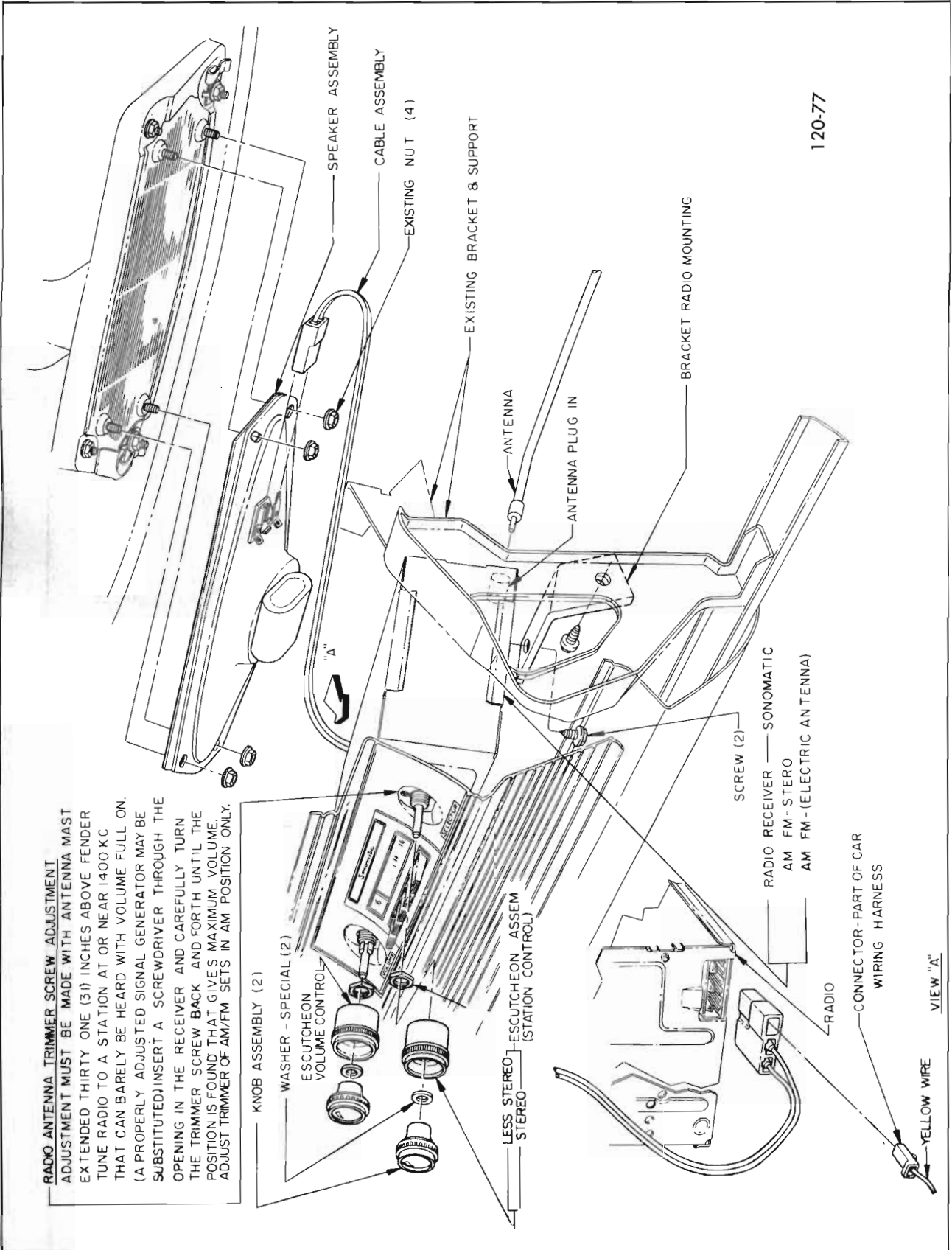
Figure 120-75—Rear Speaker Installation - Special and Skylark



120-76

DEALER ESTATE WAGON INSTALLATION

Figure 120-76—Rear Speaker Installation - Special and Skylark



120-77

Figure 120-77—Radio Receiver Installation - LeSabre, Wildcat and Electra

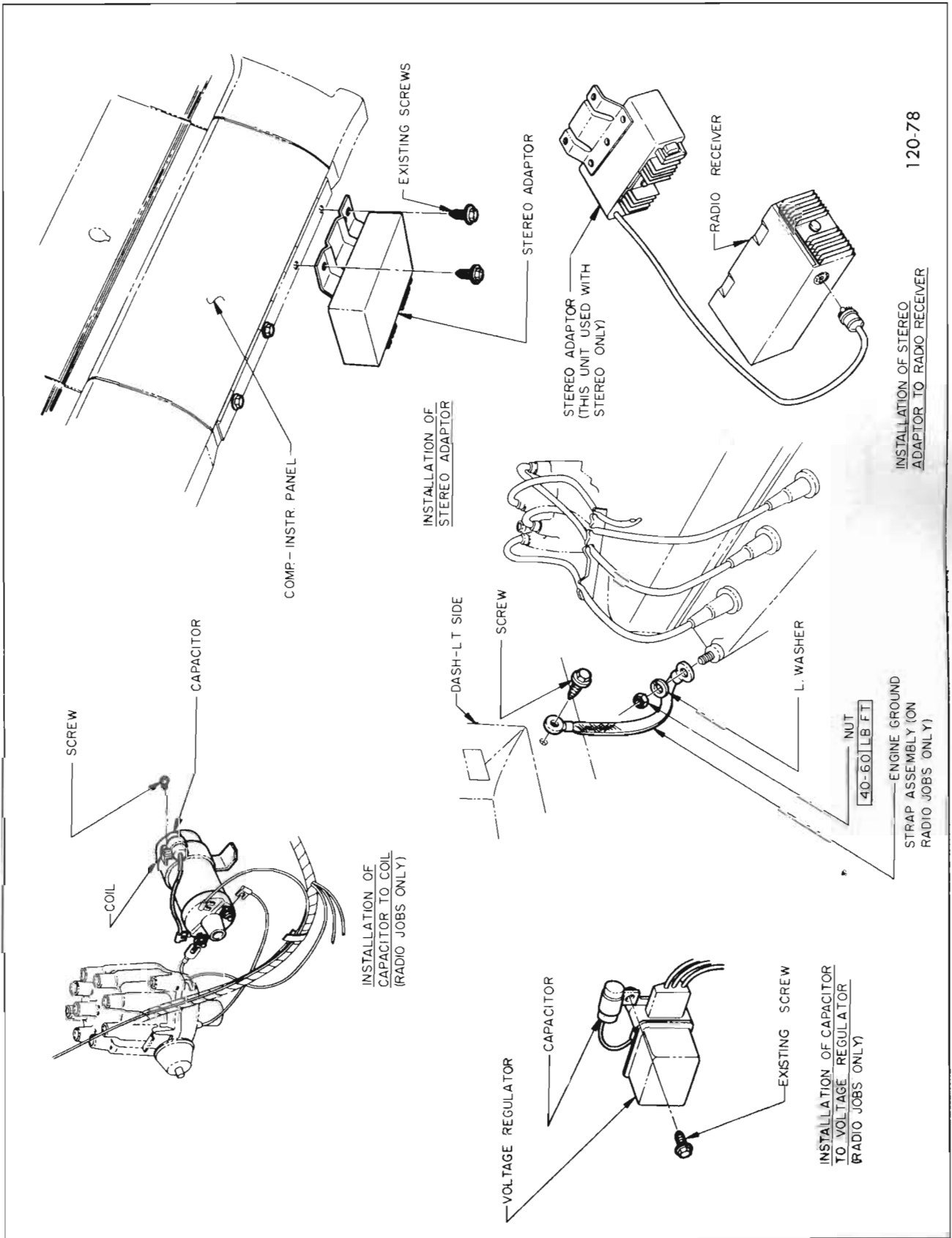


Figure 120-78—Radio Receiver Installation - LeSabre, Wildcat and Electra

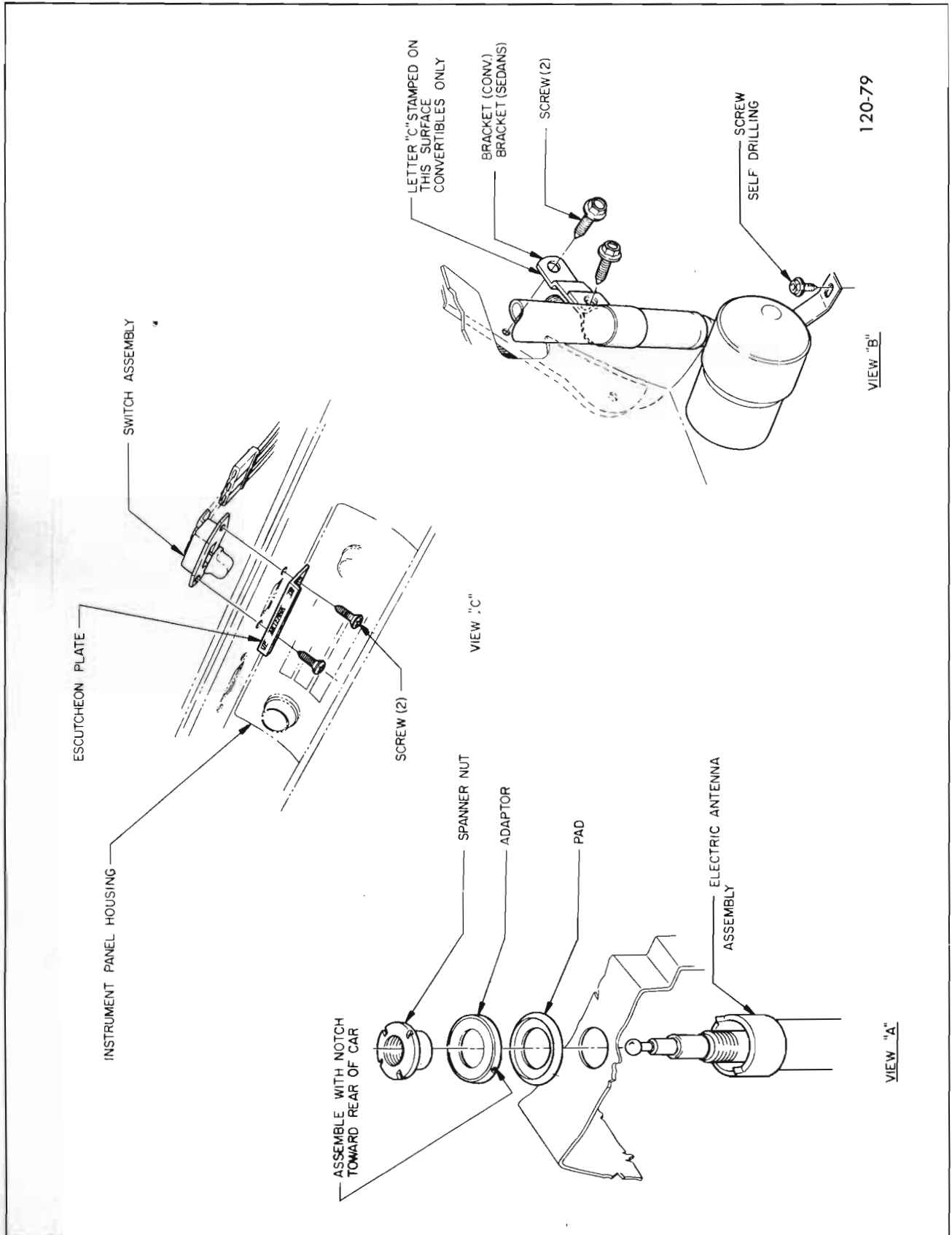


Figure 120-79—Power Antenna Installation - LeSabre, Wildcat and Electra

1966 B & C ELECTRIC ANTENNA INSTALLATION

- 1 - INSERT ELECTRIC ANTENNA IN FENDER. LOOSE ASSEMBLE SCREWS AND LOWER MOUNTING CLAMP TO ANTENNA AND TO REAR WHEELHOUSE FLANGE. DO NOT TIGHTEN.

NOTE: -

CONVERTIBLES ONLY - USE LOWER MOUNTING CLAMP, IDENTIFIED BY LARGE LETTER - "C".

- 2 - PLACE PAD, ADAPTOR & SPANNER NUT ON ANTENNA & TIGHTEN TO 50-60 LB IN (VIEW-"A").

- 3 - CONNECT ANTENNA MOTOR WIRES AND ANTENNA LEAD IN CABLE TO ANTENNA. TIGHTEN LEAD IN CABLE TO 20-30 LB IN (VIEW-"D"-SHEET # 1).

- 4 - INSTALL ANTENNA SWITCH ON INSTRUMENT PANEL AND CONNECT AS SHOWN IN VIEW-"C".

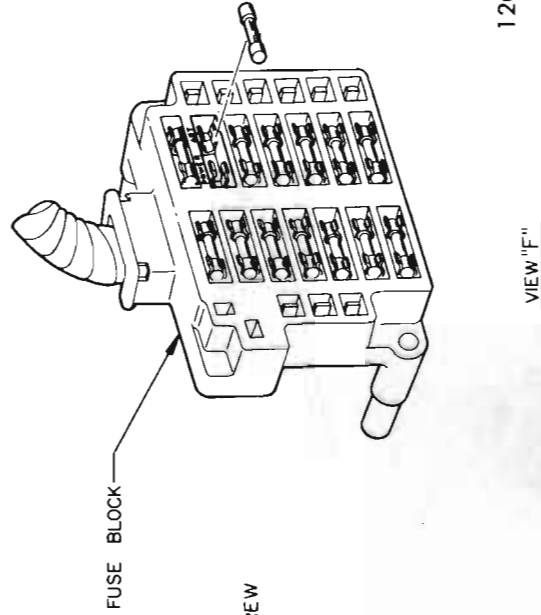
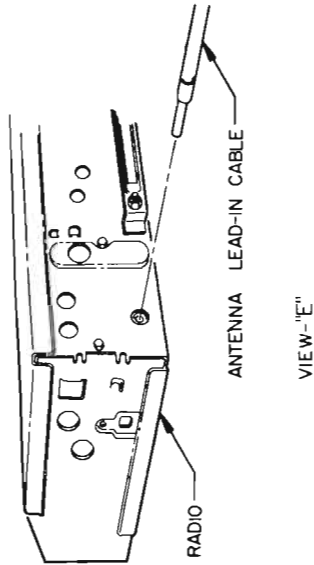
- 5 - RUN ANTENNA UP TO FULLY EXTENDED HEIGHT AND ADJUST LOWER MOUNTING CLAMP SO THAT ANTENNA TILTS SLIGHTLY TOWARD CENTER AND REAR OF CAR

- 6 - TIGHTEN SCREWS IN LOWER MOUNTING CLAMP WHICH WERE LEFT LOOSE IN STEP #2 ABOVE, AND INSTALL SELF DRILLING SCREW THROUGH MOTOR BRACKET INTO TRUNK FLOOR.
- 7 - TEST ANTENNA BY OPERATING UP AND DOWN SEVERAL TIMES AND TRIM RADIO TO ANTENNA PER RADIO INSTALLATION INSTRUCTIONS.

- 8 - ATTACH ANTENNA HARNESS TO SWITCH AND MOUNT SWITCH IN SPACE PROVIDED. (SEE VIEW-"C"-SHEET #2)

- 9 - TRIM ANTENNA PER RADIO INSTALLATION

- 10 - CHECK FUSE BLOCK FOR 9 AMPERE -S.F.E.- FUSE IN THE ANTENNA POSITION



120-80

Figure 120-80—Power Antenna Installation - LeSabre, Wildcat and Electra

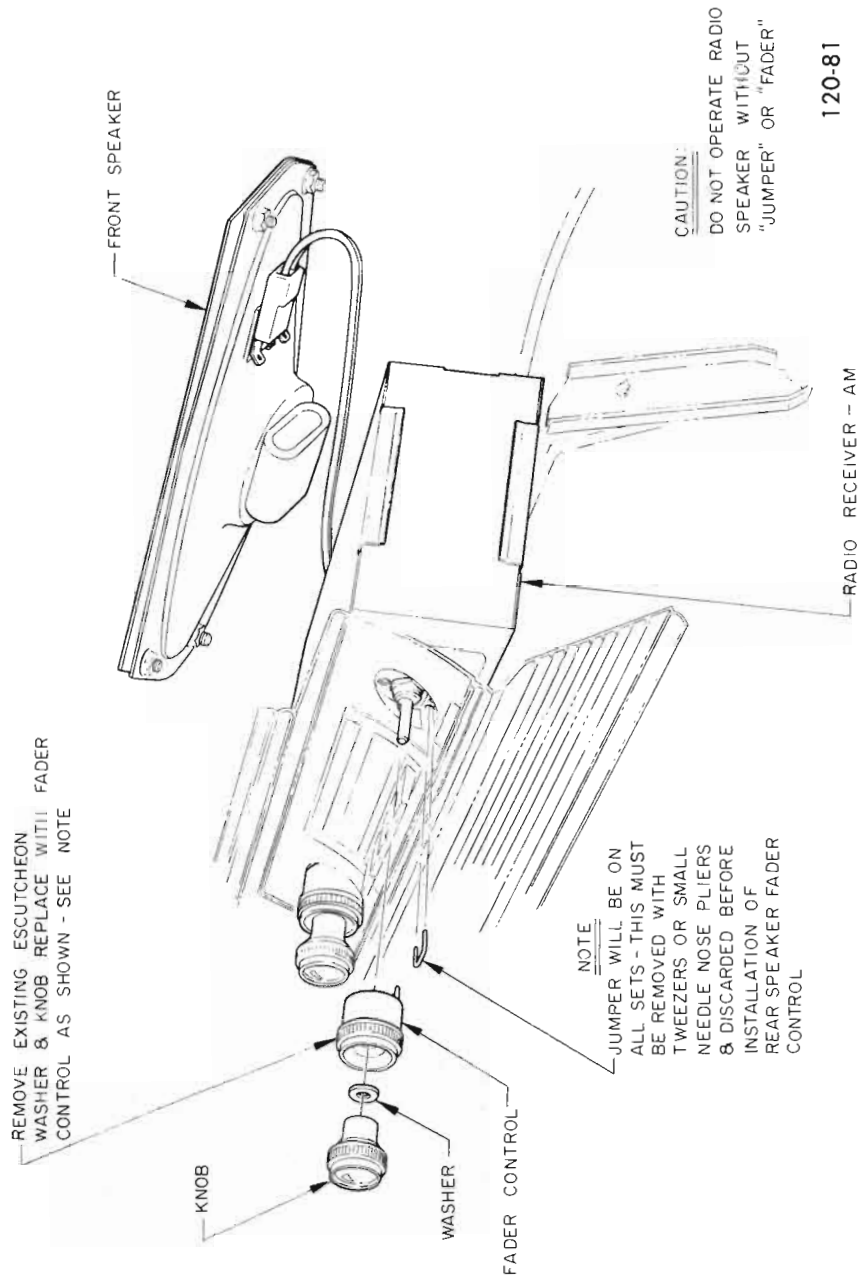


Figure 120-81—Front Speaker Installation - LeSabre, Wildcat and Electra

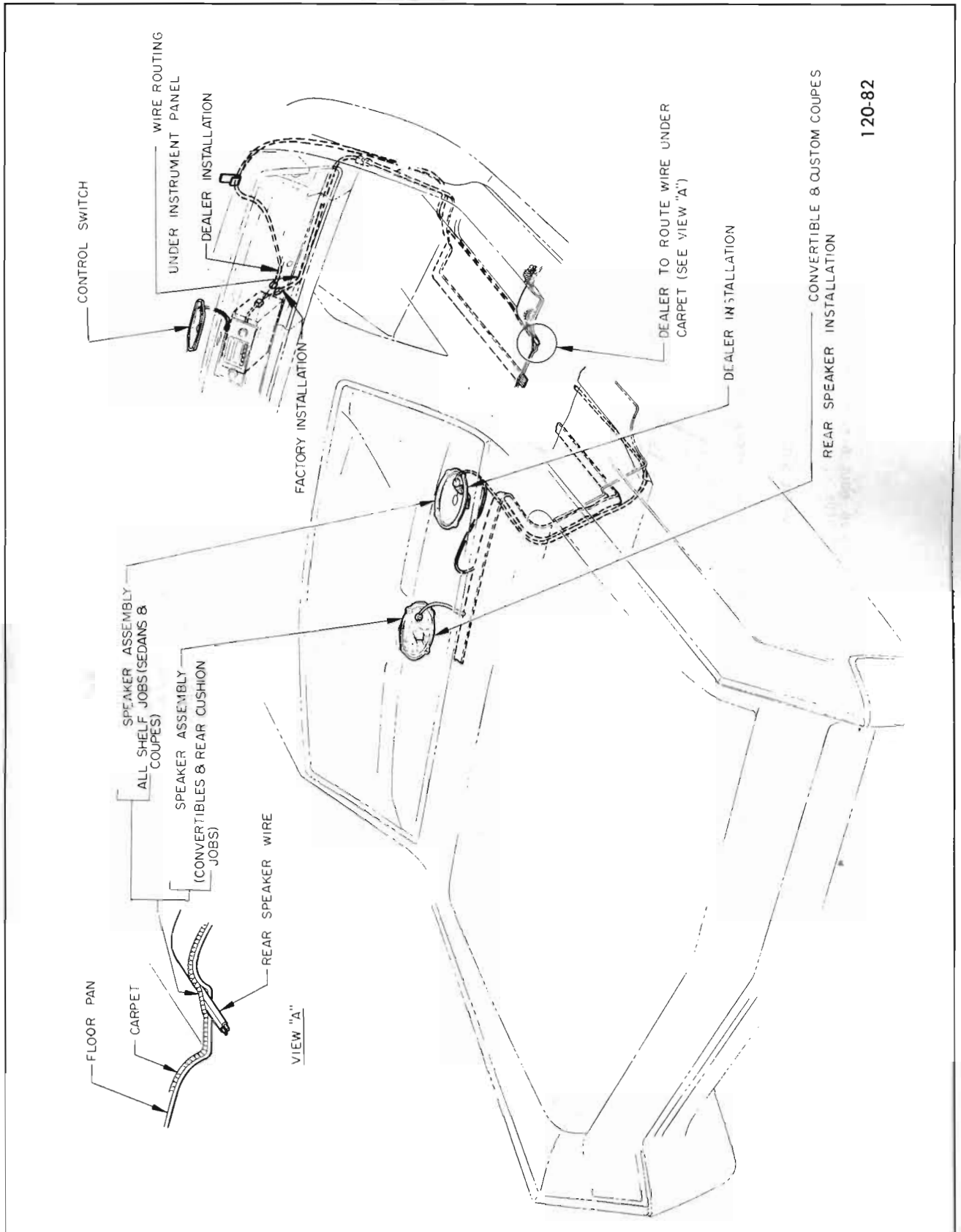


Figure 120-82—Rear Speaker Installation - LeSabre, Wildcat and Electra

120-82

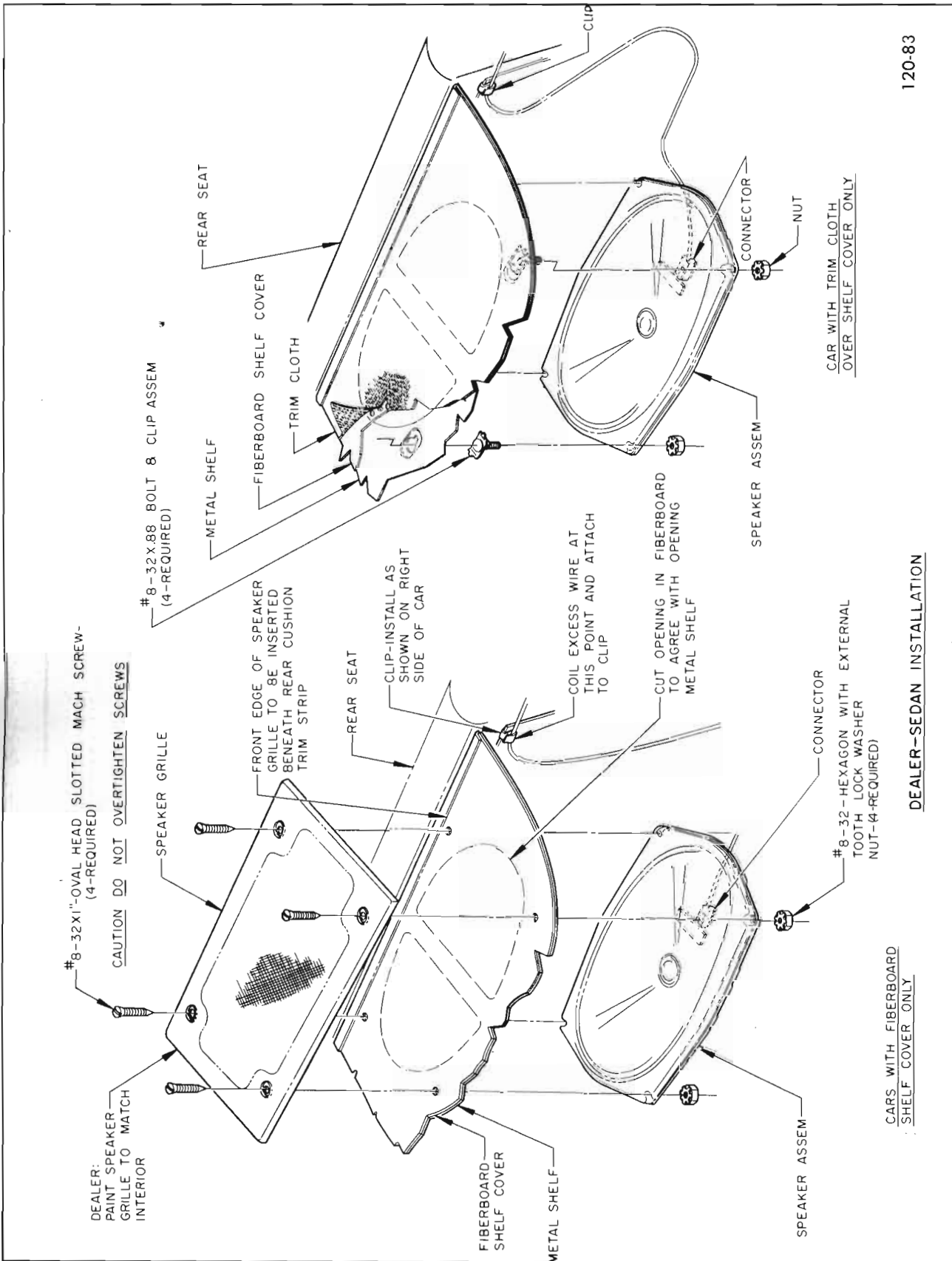


Figure 120-83—Rear Speaker Installation - LeSabre, Wildcat and Electra

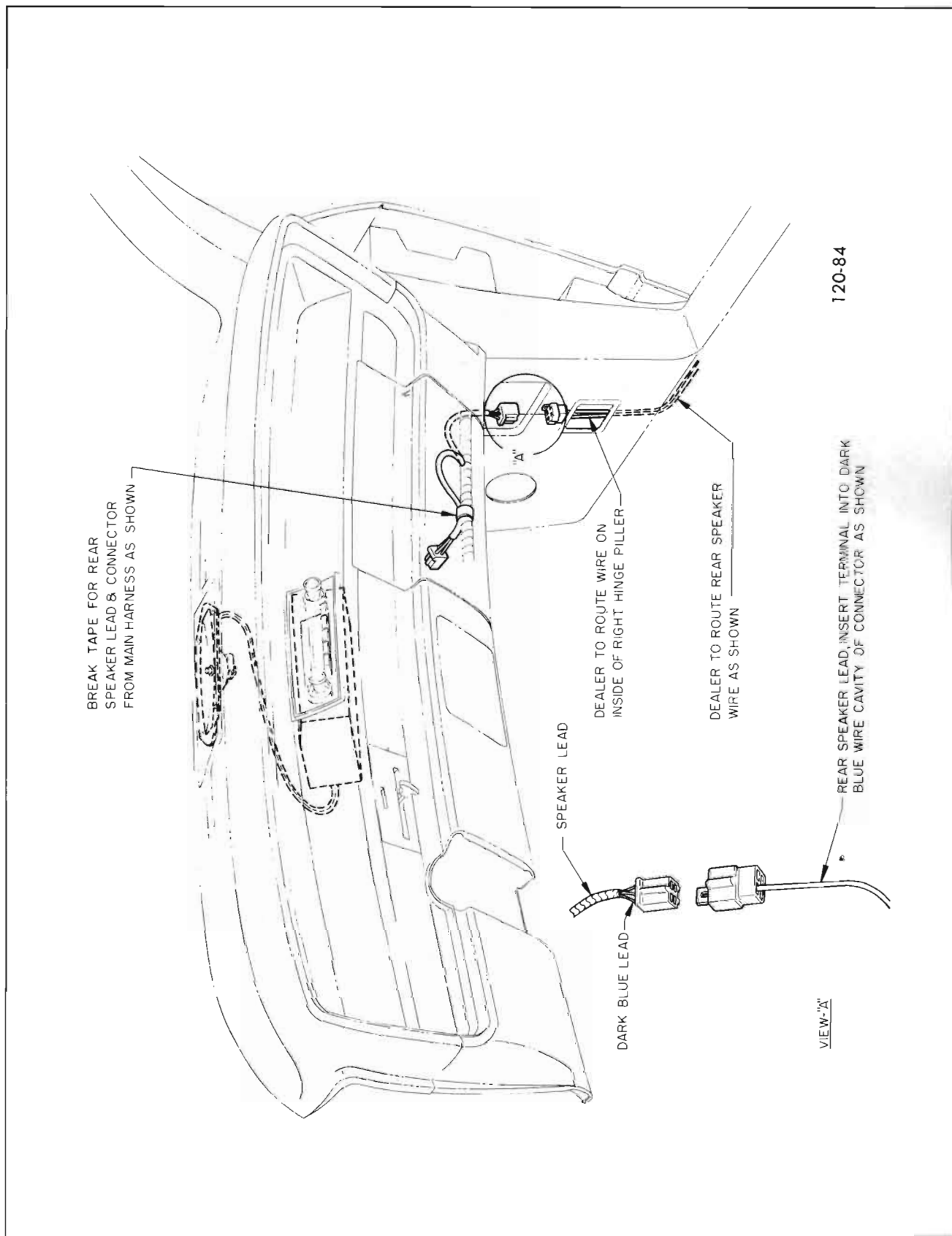
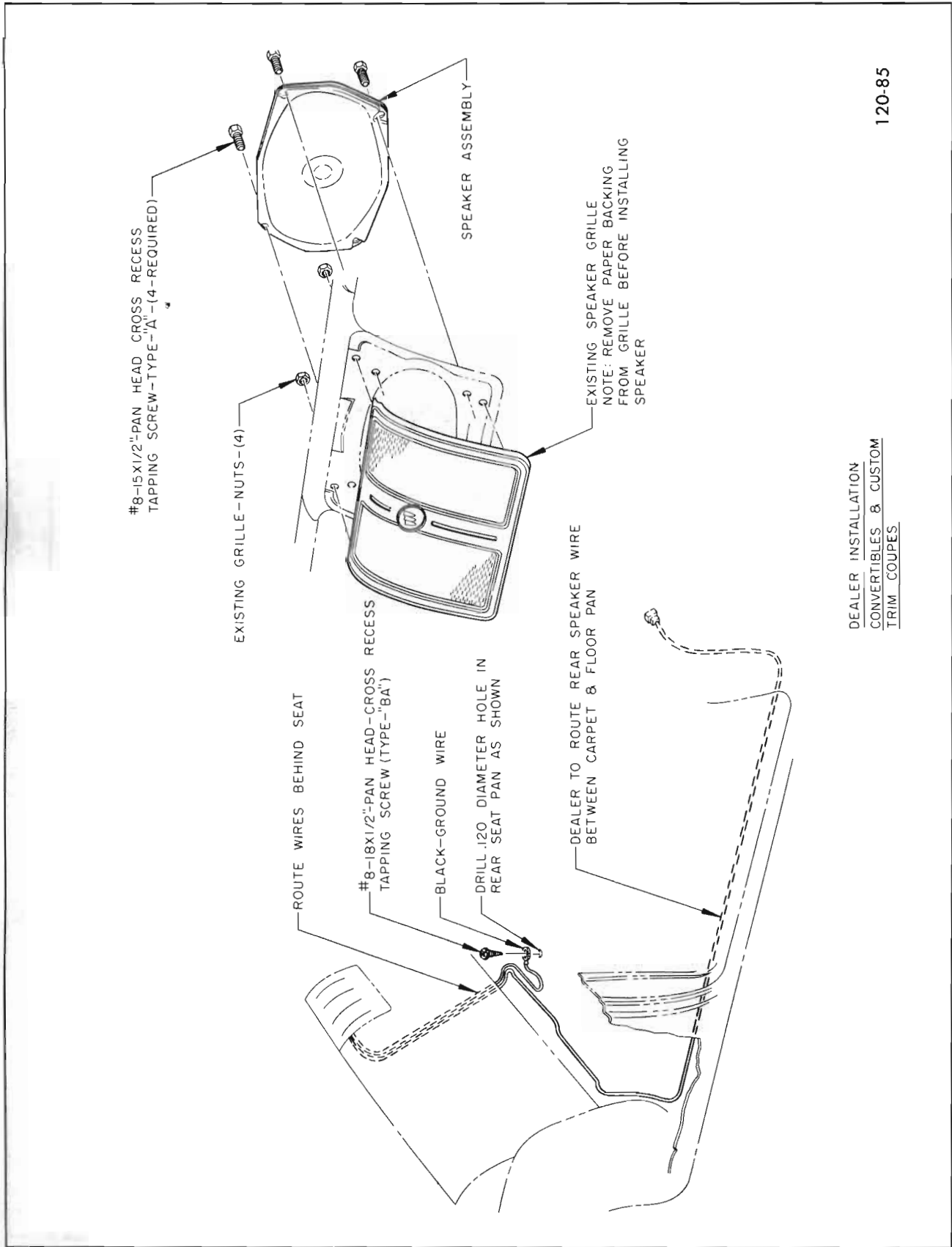


Figure 120-84—Rear Speaker Installation - LeSabre, Wildcat and Electra



DEALER INSTALLATION
CONVERTIBLES & CUSTOM
TRIM COUPES

120-85

Figure 120-85—Rear Speaker Installation - LeSabre, Wildcat and Electra Convertibles & Custom Coupes

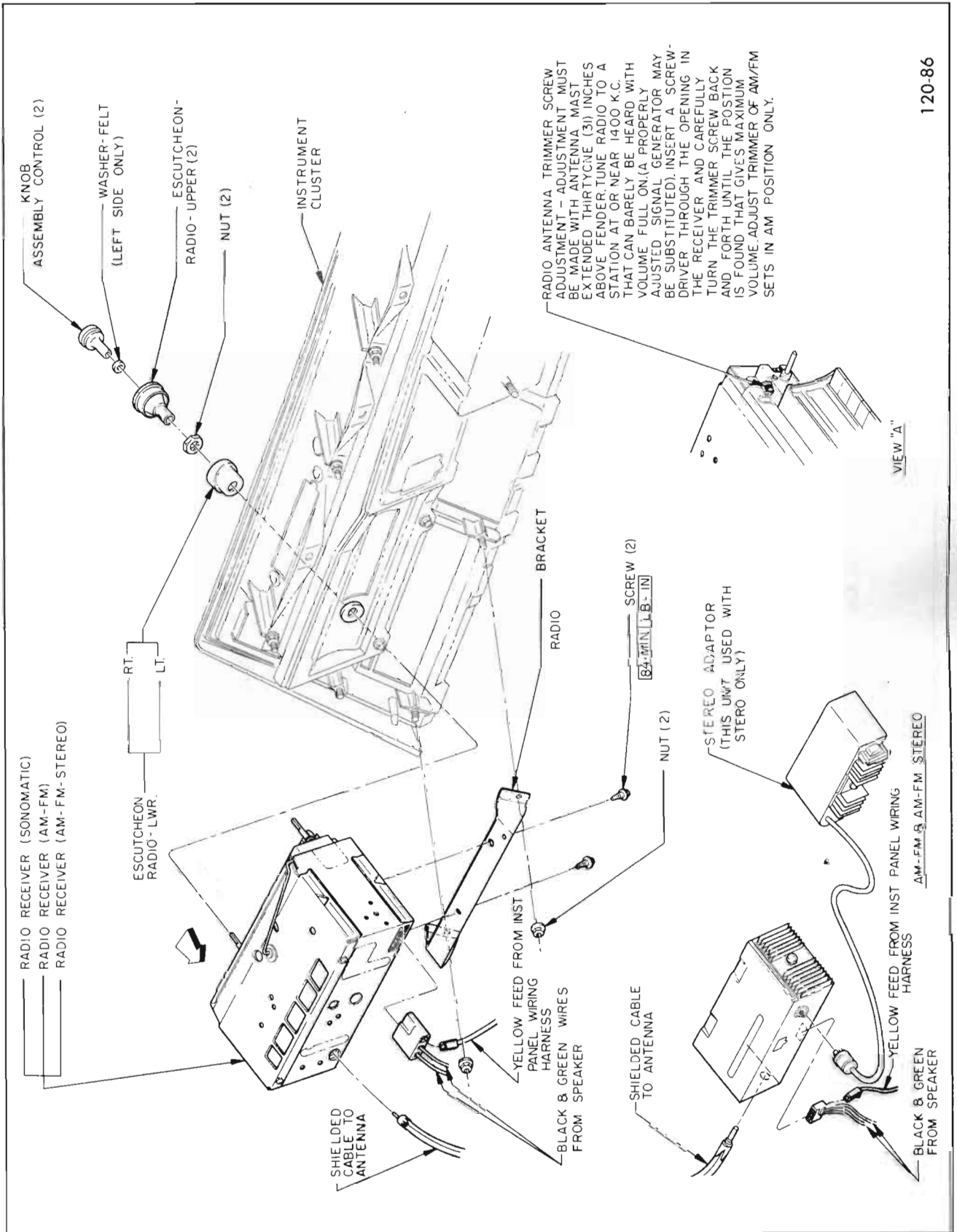


Figure 120-86—Radio Receiver Installation - Riviera

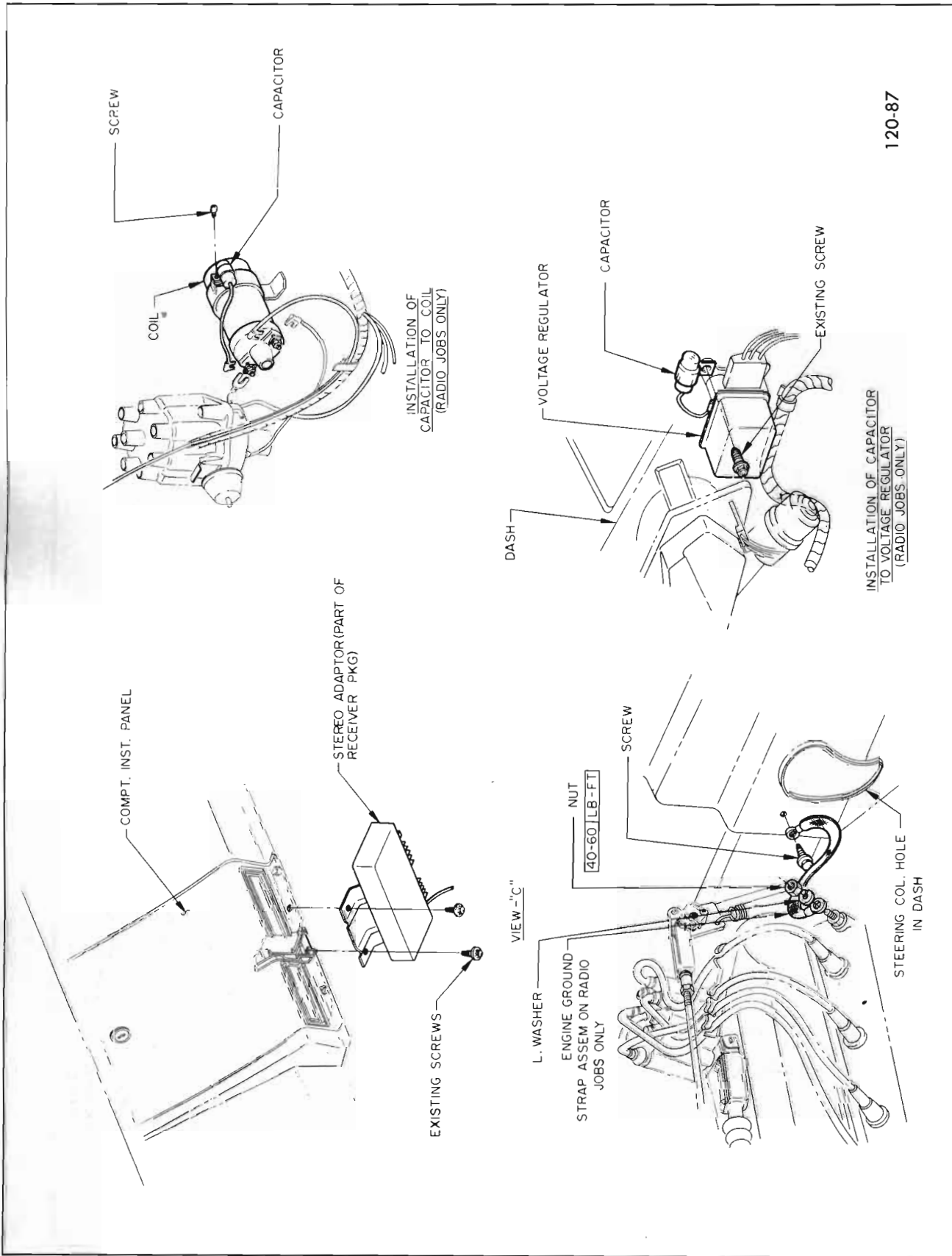


Figure 120-87—Radio Receiver Installation - Riviera

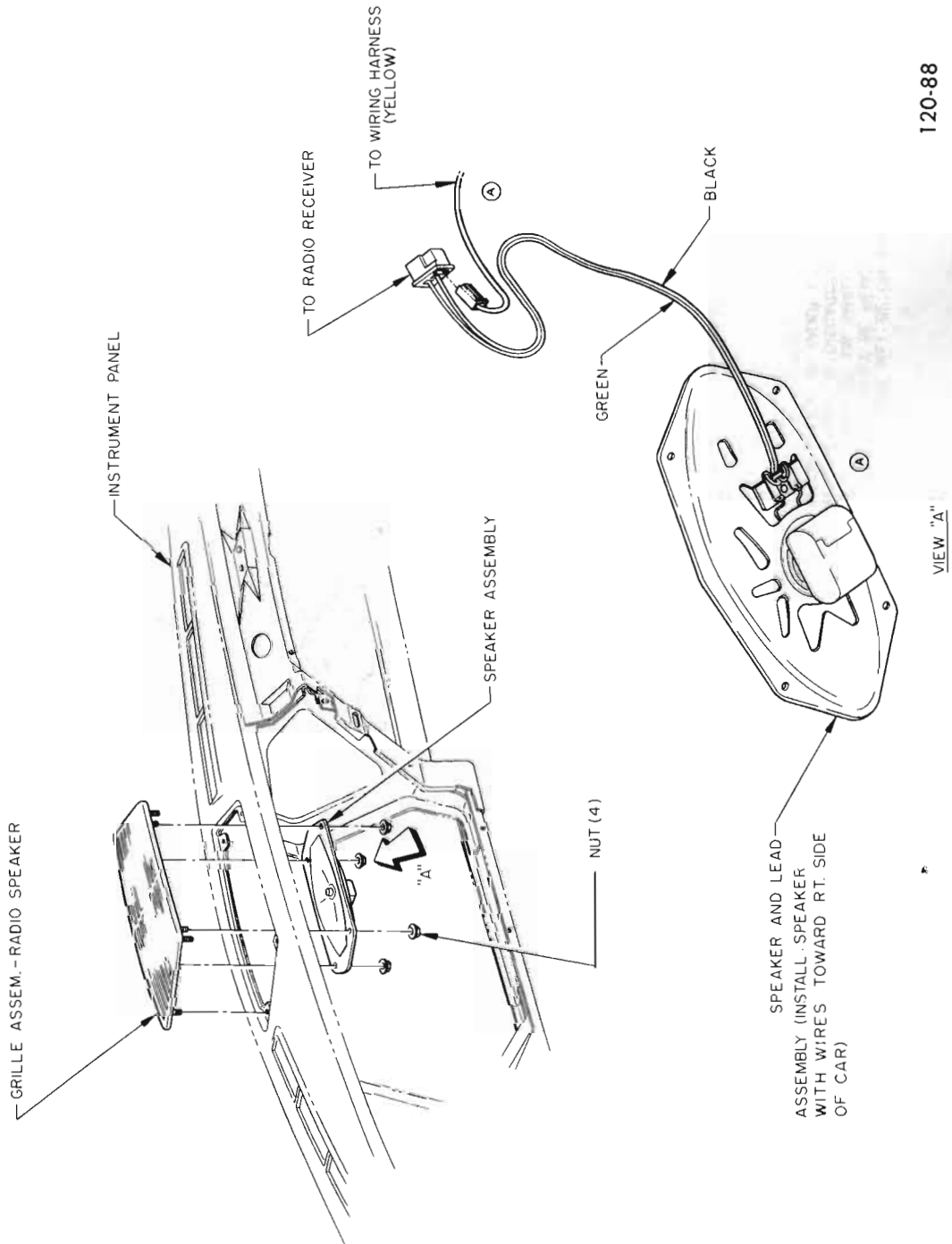


Figure 120-88—Front Speaker Installation - Riviera

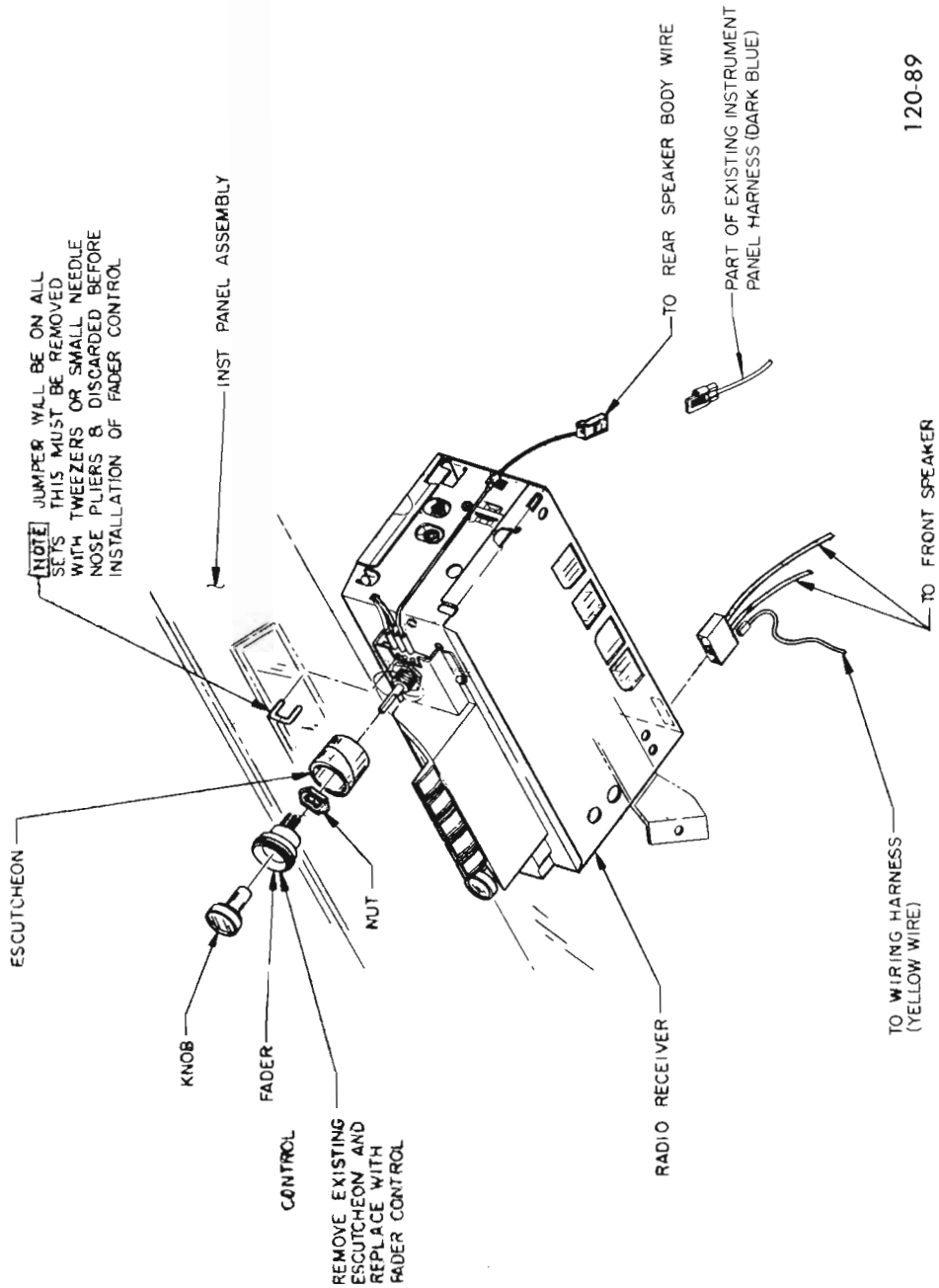
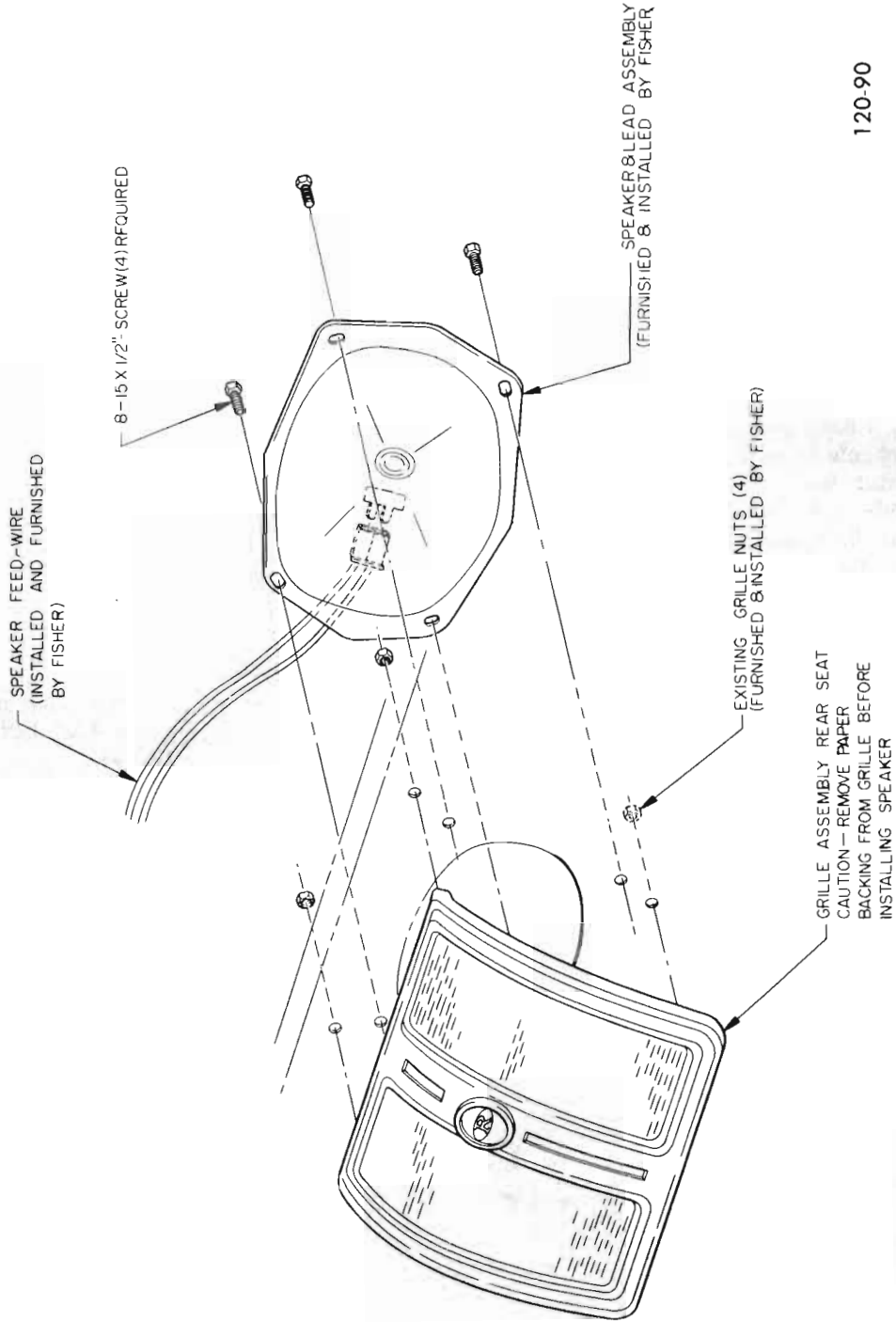


Figure 120-89—Rear Speaker Installation - Riviera



120-90

Figure 120-90—Rear Speaker Installation - Riviera

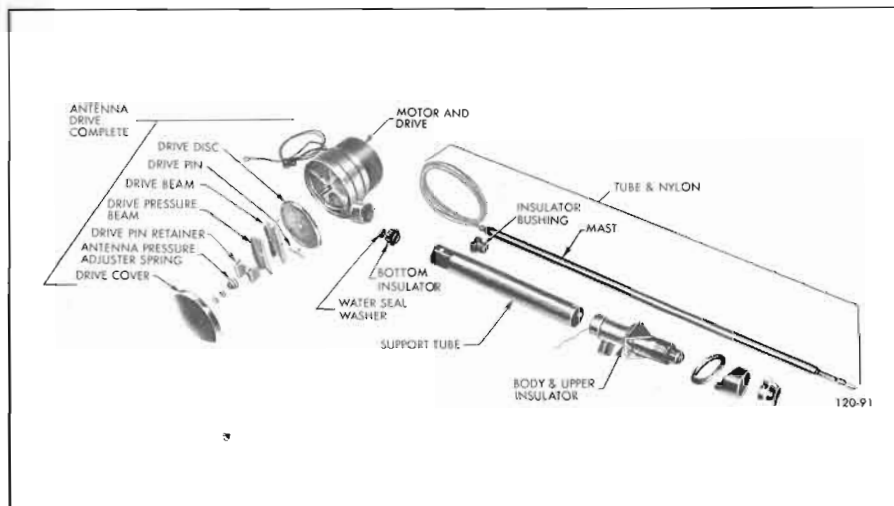


Figure 120-91—Electric Antenna

2. While applying a back and forth rotary motion, carefully pull the body upper insulator assembly out of the support tube and partially slide it over the 0.40 inch diameter section of the mast until the solder joint is accessible.

3. Unsolder hook-up wire from 0.40 inch diameter section of the mast (see Figure 120-92).

4. Complete removal of the body and upper insulator from the mast.

DISASSEMBLY OF SUPPORT TUBE AND MAST

5. Remove the 3 screws which hold the support tube to antenna drive.

6. Hold antenna drive in one hand, grasp support tube in other hand and pull with a rotary motion until the support tube is removed.

7. While still holding antenna drive in one hand, now grasp the mast with the other hand and pull with a rocking motion until the insulator bushing and mast are free from the tubular fitting of antenna drive (see Figure 120-93).

8. Apply 12 volts D.C. to the green wire of the antenna drive until the entire length of nylon reed has been expelled, and remove mast. Pull on the mast to keep the nylon taut.

NOTE: If the antenna drive is inoperative, it will be necessary

to manually remove the nylon reed. Place the assembly in a vise so that the normal plane of the nylon reed is parallel with the floor. Using both hands, pull on the 0.30 inch diameter section of the mast until the reed is completely removed.

9. Using a wire hook or long nose pliers, remove bottom insulator and water seal washer from tubular fitting of antenna drive.

NOTE: IF THE ANTENNA IS IN WARRANTY, DO NOT DISASSEMBLE BEYOND THIS POINT AS IT WILL VOID THE WARRANTY AGREEMENT.

If the antenna drive is no longer covered by the manufacturer's warranty and it is necessary to repair the antenna drive, proceed as follows:

DISASSEMBLY OF ANTENNA DRIVE (UNIT NOT IN WARRANTY)

10. Remove drive cover.

11. Hold the 7/16" hex nut on the output gear assembly shaft, remove the 3/8" hex nut (see Figure 120-94).

12. Remove the 7/16" hex nut and washer.

13. Lift antenna pressure adjuster spring off shaft (see Figure 120-96).

NOTE: When removing any of the following parts, observe

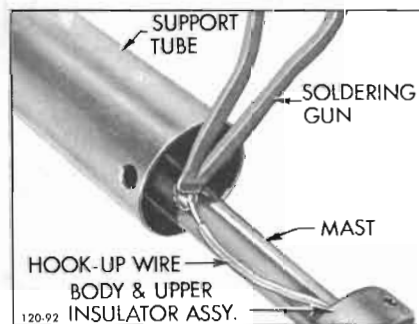


Figure 120-92—Soldering Hook-Up Wire to Mast

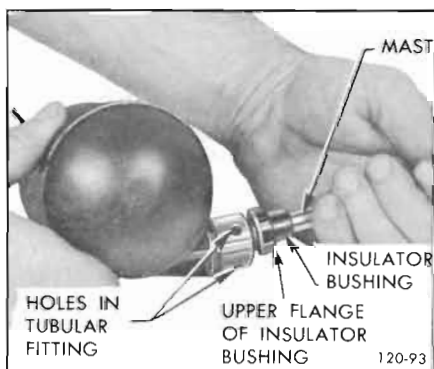


Figure 120-93—Removing or Installing Mast and Insulator Bushing

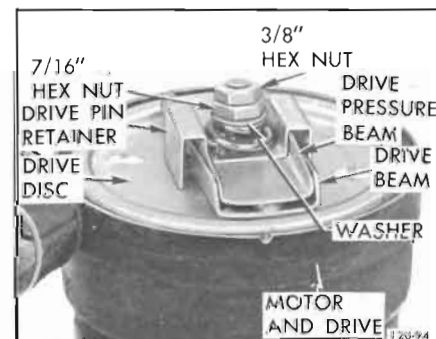


Figure 120-94—Antenna Drive - Cover Removed

their locations and positions to facilitate reassembly.

14. Remove drive pin retainer.
15. Remove the drive pressure beam.
16. Slide the drive pin from hole in the shaft and take off drive beam.

NOTE: Do not lose the 2 steel balls in the holes at the ends of the drive beam.

17. Remove the 2 steel balls.
18. Remove the drive disc from the shaft.

NOTE: Exercise care not to bend the drive disc or burr the edges of the channel. If it is necessary to remove drive body from motor of motor drive unit to take out a broken nylon reed from storage cup, care must be used to prevent pinion gears (see Figure 120-95) from falling loose. If for any reason the gears fall out or have been removed, it will be necessary to realign them. This is done by positioning the right and left pinion gears so that the mark on each one points at the center of the pinion shaft of the drive gear which receives the motor pinion.

b. Reassembly

Reassemble antenna drive components reverse of disassembly

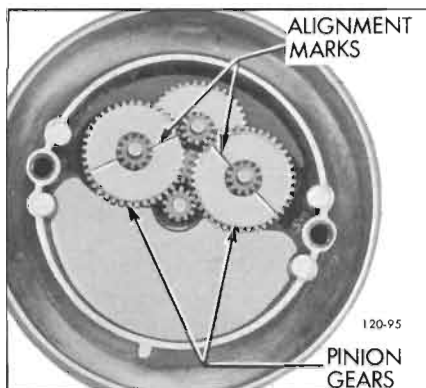


Figure 120-95—Alignment of Gears

procedures. The following notes apply to assembly steps on which special emphasis is placed.

REASSEMBLY OF ANTENNA DRIVE

1. Reassemble the spring on the output gear assembly shaft with the largest diameter toward the drive pin retainer.

2. Screw on the 7/16" hex nut one full turn after it touches the spring.

NOTE: Do not reassemble the 3/8" hex nut on the shaft or snap the drive cover in place until antenna is adjusted.

REASSEMBLY OF MAST SUPPORT TUBE AND MAST, AND BODY AND UPPER INSULATOR

3. Thread nylon reed into antenna drive. Make sure that bottom insulator and water seal washer are in place and that the small diameter end of the bottom insulator is downward. Apply 12 volts D.C. to blue power lead to assist feeding operation. Keep nylon reed straight to avoid kinking.

NOTE: Position water seal washer and bottom insulator in the tubular fitting of antenna drive before the nylon reed completely disappears in drive assembly.

4. Push 0.40 inch diameter section of mast and insulator bushing into tubular fitting (see Figure 120-18). Make sure that the upper edge of insulator bushing flange is below the 3 holes in the tubular fitting of antenna drive.

5. Install support tube.

6. Slip body and upper insulator assembly over the 0.40 inch section of mast, but do not connect to support tube. Make sure that the free-end of the hook-up wire extends below the lower edge of the body and upper insulator assembly.

7. Solder the free-end of the hook-up wire to the 0.40 inch diameter section of the mast section, using rosin flux solder (see Figure 120-92).

8. Position and reassemble body and upper insulator to support tube.

9. Perform antenna adjustment procedure (ref. subpar. c).

10. Reassemble 3/8" hex nut and drive cover onto antenna drive and make sure that the vent hold in the drive cover is at the top when the antenna is installed in the car.

11. Reseal the antenna drive with body sealer and make sure that neither the vent hole in the drive cover nor the drain hole in the antenna drive is plugged.

c. Adjustment

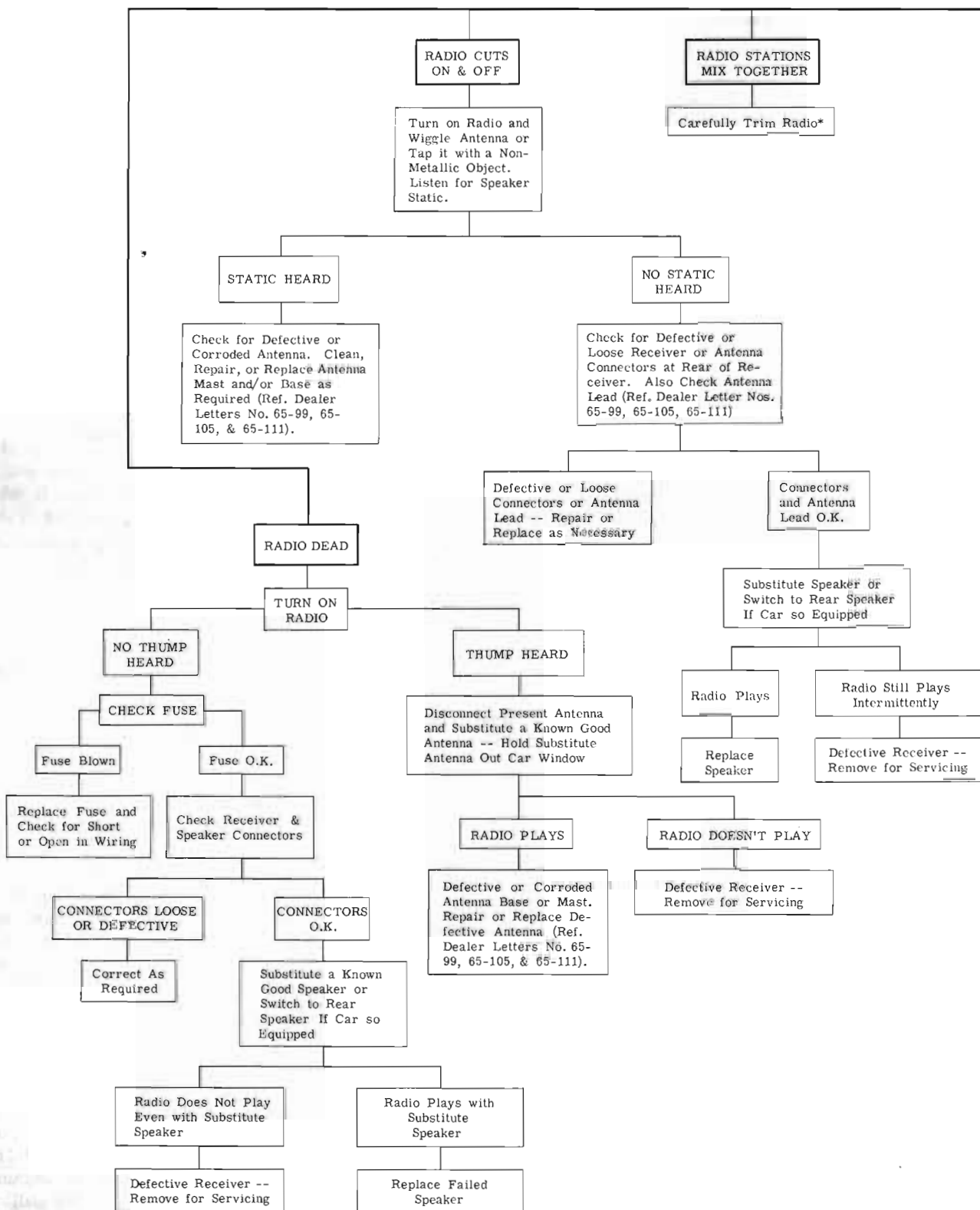
1. Remove the drive cover and 3/8 inch hex nut from the antenna drive.

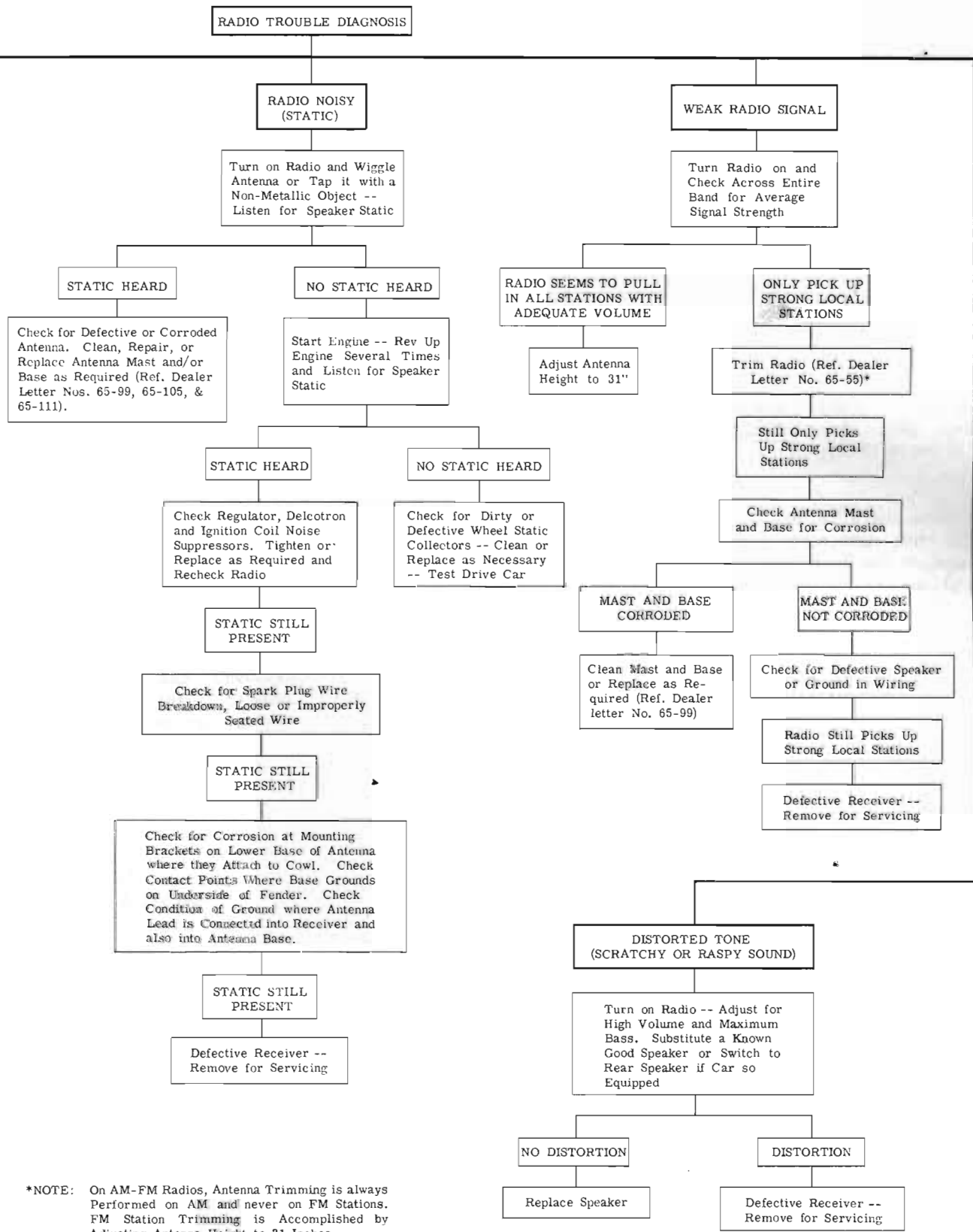
2. Place antenna drive in a vise so that the centerline of antenna drive is parallel to the bench top.

3. Using 12 volts D.C., adjust mast tip approximately 6 inches from the extreme down position.

4. Connect one end of a wire securely to the mast just below the tip and the other end to a 25 lb. capacity spring scale. Secure the spring scale to the bench so that the centerline of the scale is in line with that of the mast assembly (see Figure 120-96).

5. Attach the 12 volt D.C. power leads to the antenna drive housing and touch the other power lead to the blue (down) terminal to job the antenna drive to the point of maximum pull before the clutch balls override the ridges of the drive disc. If the maximum pull is less than 15 lbs. turn the 7/16" hex nut clockwise a slight amount, and recheck the maximum pull. If the pull is greater than 15 lbs.,





*NOTE: On AM-FM Radios, Antenna Trimming is always Performed on AM and never on FM Stations. FM Station Trimming is Accomplished by Adjusting Antenna Height to 31 Inches.

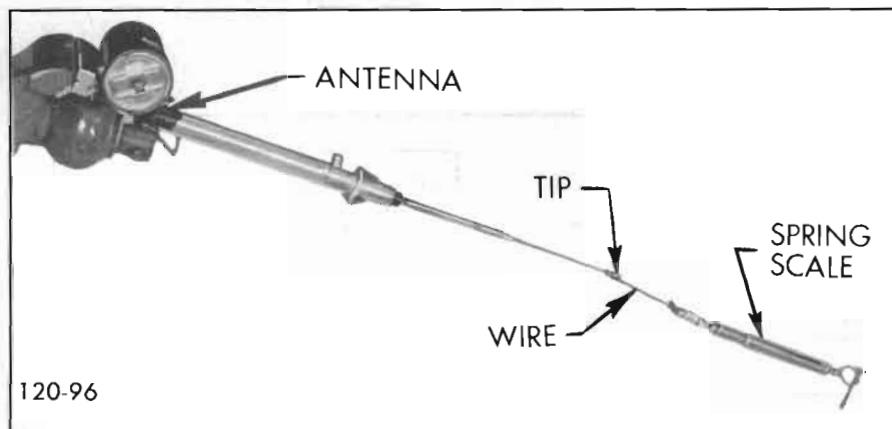


Figure 120-96—Antenna Adjustment Test

turn the 7/16" hex nut counter-clockwise a slight amount and recheck pull. Repeat until the pull is set at 15 lbs.

6. Holding the 7/16" hex nut so it cannot turn, tighten the 3/8" hex nut against the 7/16" nut to lock it in place.

7. Disconnect spring scale and apply power to the green (up) terminal. Run the mast all the way out and allow the motor to continue running until the clutch has made a minimum of 15 engagements or clicks.

8. Do the same in the down position.

9. Run antenna up and down for a 3 minute period, then reassemble spring scale to mast and recheck for maximum pull. Adjust as necessary.

10. Snap front cover onto antenna drive and make sure that the vent hole is at the top when the mast is installed in the car.

11. Reseal the assembly with body sealer and make sure that neither the vent hole in the drive cover nor the drain hole in the antenna drive is plugged.

DIVISION IV

TROUBLE DIAGNOSIS

120-49 RADIO TROUBLE DIAGNOSIS

The trouble diagnosis chart is intended as an aid in locating minor faults which can be corrected without a specialized knowledge of radio and without special radio test equipment. If the suggestions given here do not effect a correction, further testing should be done only by a trained radio technician having proper test equipment.

CAUTION: Never turn radio on with speaker disconnected.

NOTE: Because radio service problems are generally corrected by United Motors Service repair shops, there is a tendency for many dealer servicemen to remove a set when a problem is reported. The irritation to an owner of having to drive with the radio removed can frequently be avoided if the following quick checks are used to eliminate problems which can be easily fixed or involve adjustment of trimmer.