SECTION 13

ACCESSORIES

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RADIO AND ANTENNA

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GENERAL DESCRIPTION

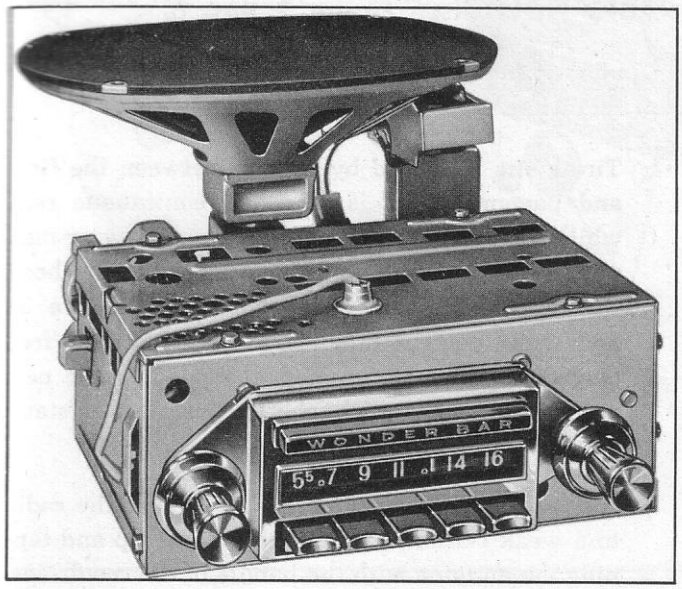

Fig. 1—Corvette Wonder Bar Radio

RADIO

The 1962 radio for Corvette (fig. 1), is a signal-seeking automobile radio designed with five low voltage tubes and one "Hi Power" audio transistor. This set is comparable to any eight tube, signal-seeking radio in performance. The radio has a receiver unit and speaker. The design is advantageous for both installation and service. All component parts are easily accessible for quick, efficient replacement.

SPEAKER

An external speaker affords the advantage of having a large speaker in a limited space. The speaker is coupled to the instrument panel by a special gasket, thereby using the instrument panel for unusually good tone reproduction.

ANTENNA

The antenna circuit is coupled to an adjustable antenna trimmer condenser to take care of normal variations in antenna and antenna coil capacity.

To obtain desired performance from Chevrolet radios it is essential that the antenna trimmer on the radio chassis be properly adjusted. The following radio antenna trimming procedure should be performed as part of each antenna installation made in the dealership:

1. Fully extend the installed antenna.
2. Turn the radio "on" and set the control to full volume.
3. Dial in the weakest station that can be received within the frequency range of 800 to 1100 KC. With a small screw driver slowly rotate the antenna trimming screw to obtain maximum signal strength. The trimmer screw is located at the right hand rear lower surface of the receiver.

   NOTE: On transistor equipped radios the antenna trimmer may be adjusted as soon as the set is turned "on" and station signal is being received. Before adjusting radios with vacuum tube equipped chassis, set warm-up should be such that the station signal has been received for at least 30 seconds.

4. On radios equipped with push-button tuning, each station selected for push-button operation should be "locked-in" at the dial setting that furnishes signal of maximum strength and clarity.

MINOR TROUBLE SHOOTING

The following general trouble shooting procedure should be used when checking inoperative or noisy radios for all models.

NOTE: For additional analysis and repair refer to Chevrolet Radio—Service and Shop Manual —RS42.

RADIO DEAD

1. Make certain key ignition is in the ON position.
2. Check for blown fuse.

   NOTE: Permanent corrective repair of the radio should be made when replacing a blown fuse. The radio receiver unit should be removed and checked by a highly trained service technician or experienced radio repairman.

   a. Check for short in 12 volt circuit.

   b. Check on solenoid remaining energized (Wonder Bar Radio Only).

3. Check all electrical connections for secure attachment.
4. Check antenna for short or open circuit.

   NOTE: Rear antenna cables will check open circuited due to series capacitor build in.

5. Anything beyond the scope of minor checks for permanent and safe repair of the radio should be put in the hands of a highly trained service technician familiar with radio repair.

RADIO NOISY (see Figure 2 thru 6)

Radio noise is usually caused by one or more of the following.

1. Tire static is caused by friction between the tires and pavement and is almost a continuous roar while the car is in motion. The noise may or may not vary appreciably at different car speeds. Check the front wheel static collectors (see Figure 3) and make certain they have been installed free of grease and making good contact. If static persists after other quick checks, install tire static powder in all five tires.
2. Antenna noise can be located by tuning the radio to a weak station, turning the volume up and tapping the antenna with the handle of a screwdriver. If noisy, a crashing sound will be heard each time

you tap the antenna. Also shake the antenna lead-in cable. Replacement may be necessary.

3. Engine interference is usually caused by poor grounds. Check all ground attachments depicted in the Figures shown. Remove any paint, grease, or rust on the grounds and tighten any loose attaching parts.

4. Generator interference is a whining noise similar to a siren, changing with the speed of the engine. Replace generator capacitor.

5. Coil, Ammeter and Voltage Regulator interferences will either be a slow or a fast clicking or tapping noise. Replace capacitor or capacitors where required.

RADIO WEAK (see Figure 3 thru 6)

No volume or very low volume usually is caused by three things: Weak tubes, transistor, or antenna being partially grounded by moisture.

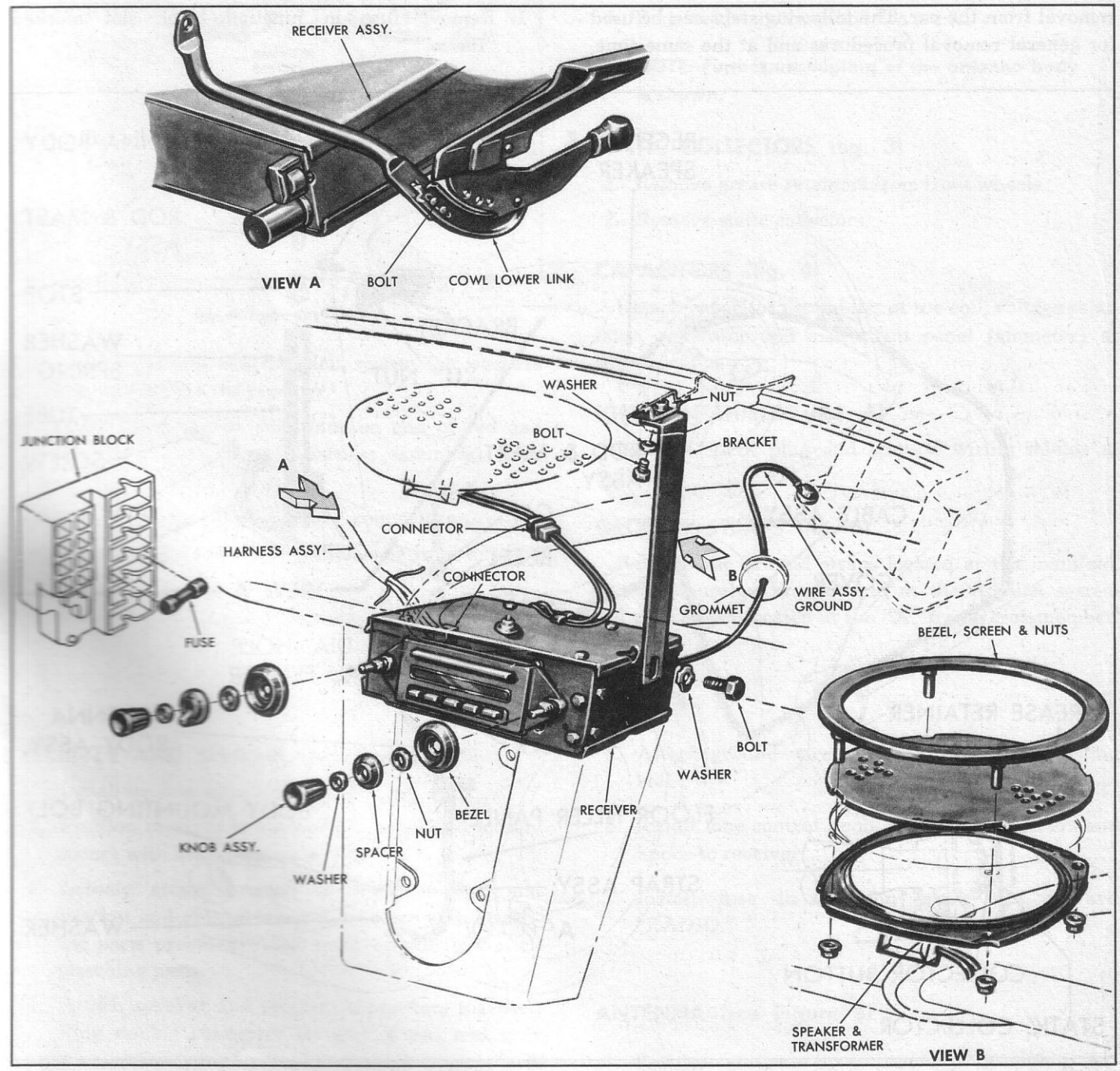

Fig. 2—Radio Receiver and Speaker

REMOVAL

In the event that the radio receiver is in need of repair, the speaker or antenna is damaged and requires replacement, or other parts are to be inspected, follow the detailed removal and/or installation procedures applicable for servicing the radio component.

Removal procedures cover all major serviceable components of the radio. Step by step removal procedure has been established on each component for removal from the car. The following steps can be used for general removal procedures and at the same time, as a check list of operations to be performed and items to be covered.

NOTE: Before removing any radio component, turn the key ignition to the OFF position and remove the positive cable from the battery.

RECEIVER AND SPEAKER (fig. 2)

1. Remove fuse in junction block slot marked "Radio".

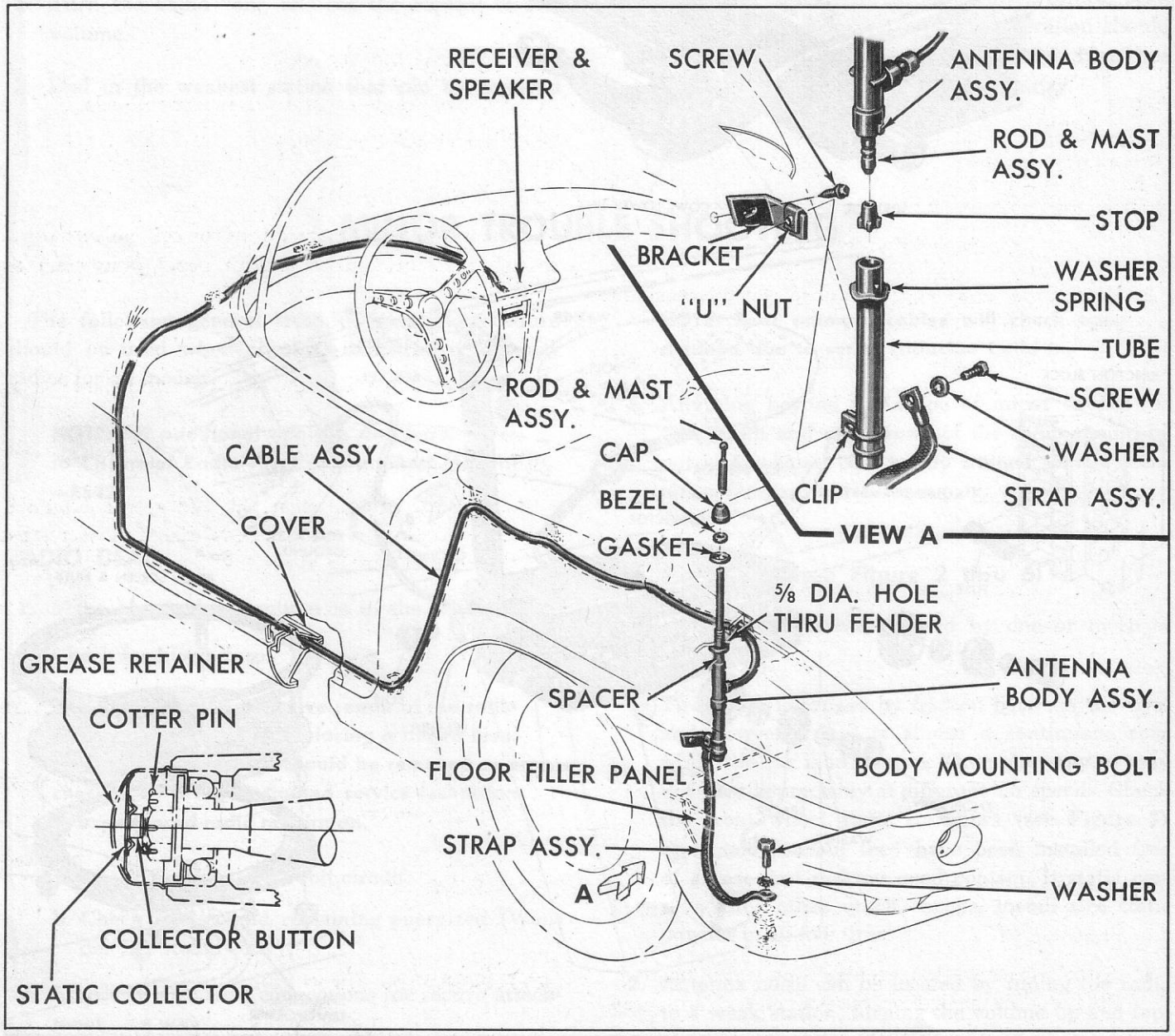

Fig. 3—Radio Antenna

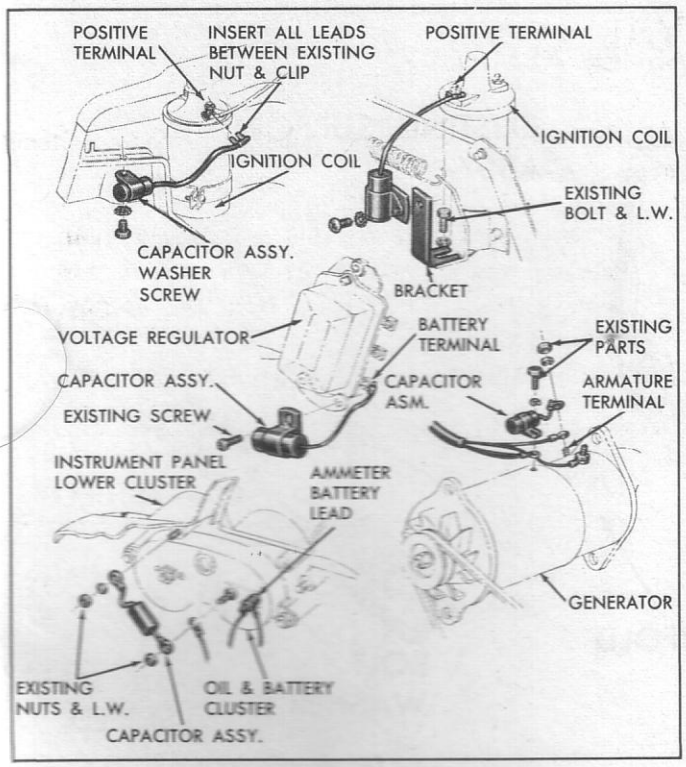

Fig. 4—Radio Capacitors

2. Detach the tone control knob, spacer, felt washers and knobs from the receiver.
3. Unplug the double connector on end of red and gray wires (of existing harness assembly) from receptable on receiver.
4. Detach speaker and receiver connectors.
5. Detach ground wire to valve cover from existing bolt.
6. Remove speaker attaching nuts.
7. Remove ground strap to receiver, bracket and bracket to reinforcement.
8. Remove receiver and speaker unit.

ANTENNA (fig. 3)

1. Remove body mounting bolt and strap assembly.
2. Remove screw from "U" nut attaching the antenna body to body bracket.
3. Remove the cable from the antenna.
4. Detach the cap, bezel and gasket.
5. Remove the antenna body as a unit.

NOTE: Further uncoupling of the antenna body is shown.

STATIC COLLECTORS (fig. 3)

1. Remove grease retainers from front wheels.
2. Remove static collectors.

CAPACITORS (fig. 4)

Detach capacitor assemblies at the coil, voltage regulator, generator and instrument panel (ammeter) as shown.

IGNITION SHIELDS (fig. 5)

Remove spark plug and ignition wiring shields as indicated.

GROUND STRAPS (fig. 6)

Remove the ground straps located at the manifold, engine mounting bracket and at the exhaust system tail pipe clamp located at the "X" frame crossmember.

INSTALLATION

RECEIVER AND SPEAKER (see Figure 2)

1. Install speaker attachments (view A).
2. Position receiver in instrument panel and loosely secure with bezels and nuts.
3. Loosely attach bracket to reinforcement, and bracket and ground strap to receiver with attaching parts provided. Align receiver and tighten all attaching parts.
4. Attach speaker and receiver connectors together. Plug double connector on end of red and gray wires (of existing harness assembly) to receptacle on receiver.
5. Attach ground wire to valve cover with existing bolt.
6. Install tone control knob, spacer, felt washers and knobs to receiver.
7. Install fuse in junction block slot marked "RADIO."

ANTENNA (see Figure 3)

1. Position antenna body assembly through a ⅝" hole located at the rear left fender.

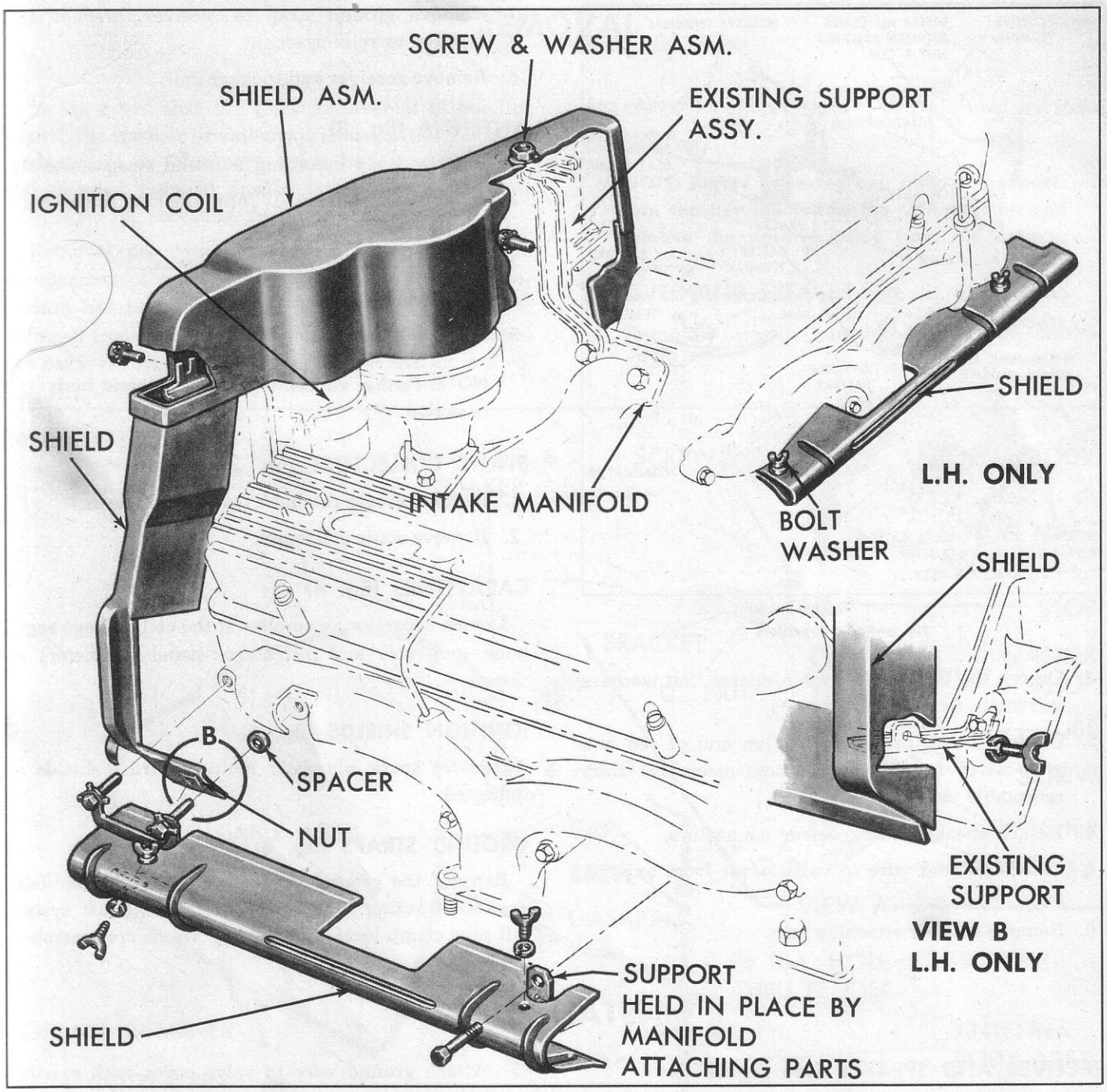

Fig. 5—Radio Ignition Shields

2. Insert a spacer and seal at the fender hole as shown and secure with a gasket, bezel and cap.
3. Position the antenna body assembly body bracket and secure with a screw.
4. Attach the ground strap assembly to the bracket, also at the body mounting through the frame with a bolt and washer.
5. Attach the cable assembly to the antenna.

STATIC COLLECTORS (fig. 3)

1. Remove grease retainers from both front wheels.
2. Remove any grease from retainer.
3. Install static collector and grease retainer as shown.
4. Bend cotter pins to give necessary clearance for collector button when interference is noted.

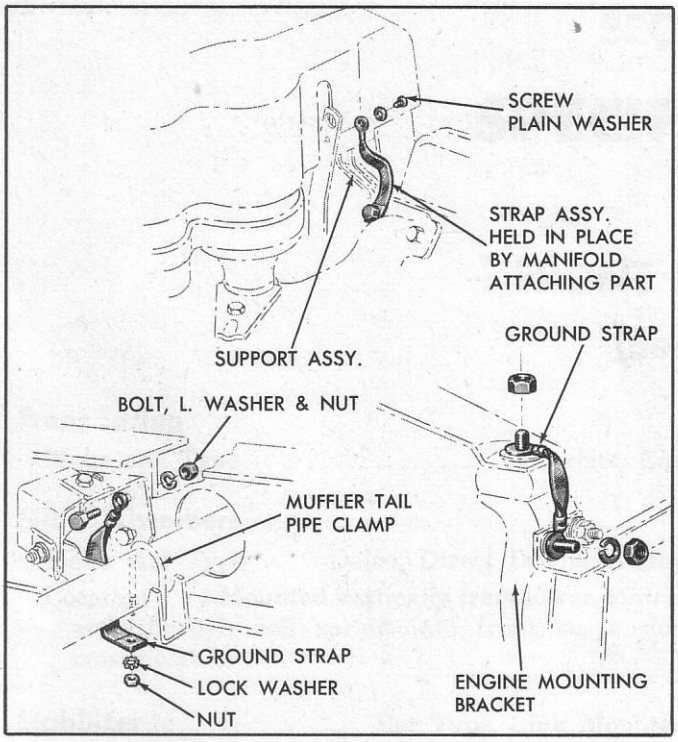

Fig. 6—Radio Ground Straps

CAPACITORS (fig. 4)

Attach capacitor assemblies at the coil, voltage regulator, generator and instrument panel as shown.

IGNITION SHIELDS (fig. 5)

Install spark plug and ignition wiring shields as indicated.

GROUND STRAPS (fig. 6)

Install ground straps located at the manifold, engine mounting bracket and at the exhaust system tail pipe clamp located at the "X" frame crossmember.

FINAL STEPS

1. Replace the positive battery cable on the positive battery terminal.
2. As a final step for best reception, again adjust the antenna trimmer on the radio chassis as outlined under General Description.