

CONGRATULATIONS! You have one of the most unique and sophisticated radios ever built! It is designed for a long trouble free life and quality sound. Our objective is to preserve all of the original functions and appearance of your radio while providing superior sound using the best of the latest digital technology.

Everything that you can see functions, feels and looks like the original! The more modern features that were not available when your car was new are cleverly disguised so that they are functional and easily accessible, but not visible.

Any alterations we make to the original case will not affect the original mounting method. The radio should be installed in the dash per the original manufacturers specification.

You still set your pushbuttons or Rotomatic tuner the same way you always did, but now they can be set for AM or FM stations. If the radio had a signal seeking tuner (Wonderbar, Town & Country, Selectronic, etc.), It will seek on both AM and FM stations. If the radio had an original stereo indicator, it will light on stereo stations. If the radio had a built-in 8 track player, you can play your oldies on it. If the radio had an original balance and/or fader control, they will still function.

Before you begin installation: Be Safe! Disconnect one battery terminal and leave it disconnected until installation is complete. Make sure you are familiar with the options and features programmed into this radio. Locate the antenna jack, the auxiliary inputs and any controls that are mounted where they are only accessible from behind the dash before you install the radio. If you want to "bench test" the radio use a fully charged battery. **DO NOT** operate this radio directly from a battery charger. Serious damage may result!

Be sure your radio voltage and polarity matches your car. This radio is built for:
12 volt neg gnd 6 volt neg gnd 6 volt pos gnd Other
_____(use 10 A fuse) ____ (use 10 A fuse) ____ (use 6 A fuse) ____

Other options incorporated in this radio are:
____North American channel spacing ____European channel spacing

Tone control ____Original ____External

Balance control ____Original ____External ____Alt* ____Use Fader

Fader control ____Original ____External ____Alt*

Speakers ____1 Speaker (mono) ____2 Speakers (stereo) ____3 or 4 Speakers
____AM/FM switch ____AM or FM selected by On/Off switch

* Alt operation is explained on page 5

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TROUBLESHOOTING

No Sound: Check for good fuse with proper rating. When the radio is turned on, the orange wire should have 12 volts present. Radio will "mute" when no station is received. Make sure antenna is plugged in. If all 4 speakers are not connected, make sure the balance and/or fader controls are set for the speakers that are connected. If an option is plugged in to the RCA inputs, make sure it's not on.

Blows Fuses: Make sure you're using the proper fuse (see page 1). Make sure the battery polarity is not reversed. Check to see if the orange wire is shorted. Make sure no speaker wires are grounded or pinched under a seat. If your radio is a signal seeker and the battery is not fully charged, it may blow the fuse when the solenoid tries to activate.

Weak or No Reception: Make sure the antenna is plugged in to the proper jack. Check continuity between the center pin of the antenna plug and the antenna mast. It should read 0 ohms (like a short) Next, check continuity between the center pin of the antenna plug and the car body. It should not read (like an open circuit). If you're in a metal building, reception may be limited. Try it outside.

Engine Noise: Usually caused by an un-grounded antenna shield. The base of the antenna must make good contact with the car body. This problem often shows up after a good paint job! Make sure the engine grounding straps are clean and tightly bonded to the frame.

Low Volume: If you're using 8 or 10 ohm speakers, you won't get the rated power out. Make sure speakers are properly installed. Make sure balance and fader controls are properly adjusted.

Distortion: Check to see if your speakers can handle at least 45 watts RMS. Make sure the speaker pairs are not mixed (i.e. gray front with white rear). Make sure that no speaker is grounded. Every speaker lead should measure about 2-1/2 volts to ground with the radio on and volume low. Resistance in the DC power input wiring can cause the amplifiers to "starve". If distortion seems to increase with volume, measure the voltage on the orange wire. If the voltage drops when the volume is raised, it is an indication of resistance between the battery and the radio - usually at the fuse block, but sometimes in the ignition switch.

No Dial Light: Some radios use a separate dial light wire that is connected to the dash light dimmer. This is the green wire if it is run through our 12 pin connector. If there is no green wire provided, the dial light should be connected through the original power connector (typically on the left side of the radio).

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