

# AUSTIN 12 h.p. & 16 h.p. 1946-7 MODELS

## INSTALLATION INSTRUCTIONS FOR "HIS MASTER'S VOICE" AUTOMOBILE RADIO

MODELS 100-101 — PRODUCTS OF



### Equipment required

ITEM	CODE No.	QTY.	DETAILS
Receiver Model 100 ... ..	RM.100	1	Standard finish
or			
Receiver Model 101 ... ..	RM.101	1	Standard finish
Mounting Bracket Receiver ... ..		2	16 h.p. only
Mounting Bracket Assembly— Power Unit ... ..	RMS.36A	1	
Aerial (see text) ... ..	AR.25, AR.30 or AW.35	1	
Aerial Lead ... ..	RMK.2346	1	
Screened Battery Lead ... ..		1	
Split Lead ... ..	RMH.35720D	1	
Bolt 1" x 1/4" B.S.F. ... ..		10	16 h.p.
" " " " ... ..		6	12 h.p.
Nut 1/4" B.S.F. ... ..		14	16 h.p.
" " " " ... ..		10	12 h.p.
Washer, 1/4" spring .. ...		10	16 h.p.
" " " " ... ..		6	12 h.p.
Suppressor Condenser, .1 mfd. ...	RMO.1A	2	
Suppressor resistance 5,000 ohm.	RMO.2	1	
Grommet 3/8" ... ..	RMS.35	1	

## Receiver Mounting

The method of mounting the receiver differs in the two models in that the two brackets required for the 16 h.p., installation are unnecessary for the 12 h.p., since this car is normally not equipped with a heater, and a metal plate covers the heater-pipe aperture in the centre of the glove tray. This plate forms a convenient mounting bracket for both receiver and power unit and only if a heater is subsequently required will it be necessary to revert to the instructions for the 16 h.p., cars.

The two separate methods are described below; in all other details the installation instruction is common to both models.

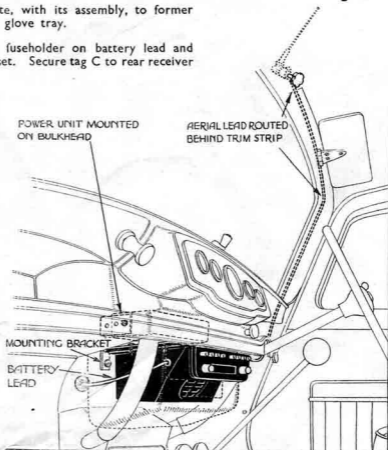
### Procedure for 12 h.p.

1. Remove battery.
2. Offer-up receiver centrally, to metal plate on underside of glove tray and align escutcheon with tray edge.
3. Using first and last flange holes on either side of receiver, as template, mark for four holes on plate.
4. Remove plate from glove tray and drill four  $\frac{1}{4}$ " holes.
5. Mark and drill two  $\frac{1}{4}$ " holes—for power unit—to rear of plate using power unit mounting bracket as template.
6. Drill additional hole,  $1\frac{1}{4}$ " diameter, in any convenient position on plate, to carry split lead.
7. Separate receiver from power pack and re-connect the units by means of inter-connecting lead—passed through  $1\frac{1}{4}$ " hole—as described in Radiomobile Manual "Technical Description Installation and Operating Instructions." Clean off all paint from plug and socket faces to ensure good electrical contact.
8. Bolt receiver to underside of plate, using spring washers.
9. Bolt power unit mounting bracket to top of plate and assemble power unit on bracket as shown in the above manual.

### Procedure for 12 h.p. (contd.)

10. Drill  $\frac{1}{8}$ " hole in bulkhead and fit grommet RMS.35 to carry battery lead.
11. Replace plate, with its assembly, to former position on glove tray.
12. Fit fuse to fuseholder on battery lead and connect to set. Secure tag C to rear receiver fixing bolt.

Fig. 1.



13. Feed battery lead through bulk-head grommet and refit battery.
14. Connect tags A and B to positive and negative battery terminals respectively. The screened battery lead should be prepared to dimensions shown in Fig. 3.

### Procedure for 16 h.p.

1. Remove battery, heater cowl and heater tubes, (lower ends only), tying one large and two small tubes to the right, and one large tube to the left.

## Procedure for 16 h.p. (contd.)

- Prepare mounting brackets to dimensions shown in Fig. 2, and temporarily bolt brackets to receiver, locating holes 'A' on angle piece at edge of glove tray, and holes 'B' on bulkhead, so that receiver is centrally below fascia and sufficiently high at rear to clear heater and tubes.
- Using brackets as templates, mark fixing holes 'A' and 'B,' Fig. 2. Remove receiver and drill  $\frac{1}{4}$ " holes already marked.
- Locate power unit mounting bracket on bulkhead centrally and above receiver mounting brackets so that power unit is clear of surrounding components when mounted in position shown in Fig. 1.
- Using bracket as template, mark fixing holes (use centre hole each side of bracket). Transfer markings to engine side of bulkhead, using receiver mounting bracket bolts as a guide and drill  $\frac{1}{4}$ " holes.
- Bolt bracket to bulkhead, using spring washers.
- Connect power unit interconnecting lead to power unit, securing with PK screws provided, and mount power unit in its bracket in position shown. Fig. 1.
- Remove brackets from receiver. Fit nuts and bolts to brackets as shown in Fig. 2 and bolt to car, end 'A' of brackets resting on angle piece at edge of glove tray (boltheads underneath), and ends 'B' on bulkhead, (boltheads inside car), using spring washers.
- Connect power unit interconnecting lead to receiver, securing with PK screws, and attach receiver to mounting brackets with additional nuts, and spring washers. Align escutcheon with edge of glove tray. Extra spacing washers may be necessary if receiver escutcheon bears on boltheads securing ends of mounting brackets to prevent distortion of push button mechanism when receiver is bolted in position.
- Drill  $\frac{3}{8}$ " hole in bulkhead and fit grommet RMS.35, Fig. 1, to carry battery lead.
- Fit fuse to fuseholder on battery lead and connect lead to set. Secure tag C to bolt on mounting bracket.
- Feed battery lead through bulkhead grommet and refit battery.

Fig. 2.

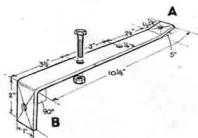
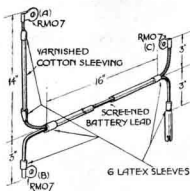


Fig. 3.



## Procedure for 16 h.p. (contd.)

13. Connect tags A and B to positive and negative battery terminals respectively. The screened battery lead should be prepared to dimensions shown in Fig. 3.
14. Reconnect heater tubes, cut heater cowl, as shown in Fig. 4, to accommodate receiver escutcheon and refit.

## Aerial Mounting

The following fitting instructions apply to roof aerials only. A whip aerial may, however, be installed if required and general fitting instructions for this type of aerial are contained in the Radiomobile manual "Technical Description, Installation and Operating Instructions".

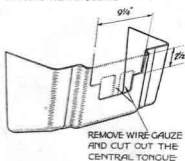
1. Remove head lining panel and offside capping rail (nearside on LH drive).
2. Open windscreen as far as possible, and drill  $\frac{3}{8}$ " hole in the header panel on centre line of car, located so that rubber aerial sealing grommet just touches rubber windscreen surround.
3. Remove paint from around hole on inside of header panel and secure aerial (AR.25 or AR.30) firmly in position.
4. Plug aerial cable into receiver aerial socket and route cable behind instrument panel behind capping rail already removed upwards through hollow screen pillar, along rear of header panel and plug into aerial contact block.
5. Where an AR.25 aerial is fitted, cut  $\frac{1}{8}$ " hole in head lining panel to accommodate control spindle and refit panel.
6. Fit control knob (AR.25 only) refit capping rail.

## Suppression

1. Fit 1 mfd. suppressor condenser to ignition coil. Mount condenser, using existing coil fixing bolt. Connect condenser to "SW" terminal on coil, keeping lead as short as possible.

Fig. 4.

CUTTING HEATER COWL



## Suppression *(continued)*

2. Fit 1 mfd. suppressor condenser to dynamo, using dynamo terminal cover bolt for mounting. Connect condenser to "D" terminal, keeping lead as short as possible.
3. Fit 5,000 ohm suppressor resistance in H.T. lead from coil to distributor, as near to distributor as possible.
4. If necessary fit bond at the following points. From (1) nut that secures clip holding battery earth to (2) centre cylinder head nut at rear of engine to (3) a convenient bolt near top of clutch housing, thence (4) to bolt through  $\frac{1}{4}$ " hole drilled in chassis member, adjacent. The bond should consist of one length of wide copper braid and all paint, dirt or grease should be removed at point of attachment.