

# IGNITION INTERFERENCE ELIMINATION WHEN USING THE SHORT WAVE TUNER WITH THE 1941 STUDE- BAKER AND DISTRIBUTOR AUTO RADIOS

A new antenna filter choke, Part No. 77-0885, has been added to the Short Wave Tuner to further reduce stubborn cases of ignition interference.

In early production the Tuners did not have this choke. However, when an installation is made, and motor interference persists, it may be necessary to use this new choke. On Tuners which did not originally have this choke and it is necessary to add this new part, the antenna primary and secondary padders **MUST** be readjusted. The padding procedure is as follows:

1. Connect a 10 mmfd. condenser in series between the signal generator lead and the aerial lead, Part No. 95-0185. Plug the aerial lead into the tuner and set the generator to 1500 K.C. Turn the short wave tuner switch to the broadcast position (extreme counter-clockwise). Tune in the signal and adjust the antenna padder **IN THE RADIO** to maximum.
2. Turn the tuner switch to the No. 2 position (6 m.c. band). Set the signal generator at 6.1 m.c. and tune in the signal with the tuning control knob. Pad the 6 m.c. primary and secondary padders (see illustration) for maximum response.
3. Pad the output padder (see illustration) for maximum signal. Do not readjust this padder again.
4. Turn the short wave switch to the No. 3 position (9 megacycles band) and set the signal generator to 9.6 megacycles. Tune in the signal with the tuning control knob and pad the (9 m.c.) antenna primary and secondary padders (see illustration) for maximum signal.
5. Turn the short wave switch to the No. 4 position (11 megacycle band) and set the signal generator to 11.8 megacycles. Tune in the signal with the tuning control knob and pad the (11 m.c.) antenna primary and secondary padders (see illustration) for maximum signal.
6. Turn the short wave switch to the No. 5 position (15 megacycle band) and set the signal generator to 15.225 megacycles. Tune in the signal with the tuning control knob and pad the (15 m.c.) antenna primary and secondary padders (see illustration) for maximum signal.

**NOTE:** When a replacement choke is used, it is not necessary to readjust the padders.

It is rather difficult to perform the above operations with the tuner in the car. Whenever possible the tuner should be removed and repadded on the bench. It does not matter what model radio is used with the tuner to pad it, provided the radio has a power socket.

After the tuner is re-installed in the car, the antenna padders should not be touched. The usual variation of antenna capacities in car installations have no material effect on the sensitivity of the tuner. Simply follow the usual installation instructions supplied with the tuner.

