PACKARD ROTARY ANTENNA FOR ALL 1941 PACKARD 19th SERIES CLOSED CARS

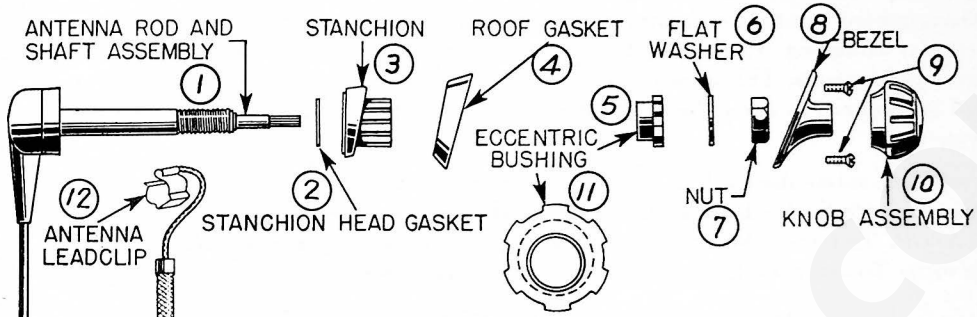
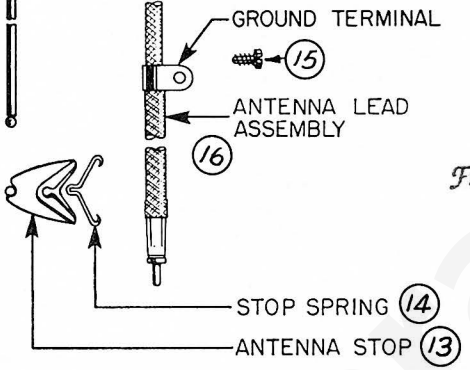


FIG. 4



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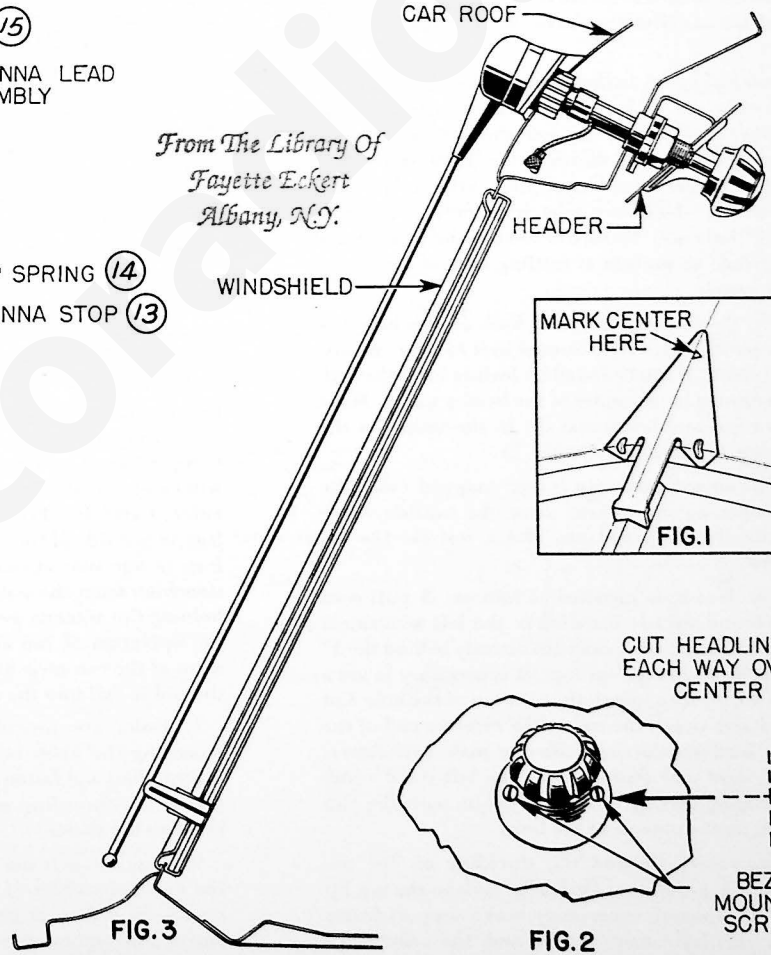

FIG. 3

PARTS LIST

No.	Part No.	DESCRIPTION	LIST PRICE
①	91-0170	Antenna Rod and Shaft Assembly	$4.25
②	55-1068	Gasket	.02
③	55-1052	Stanchion	.15
④	55-1055	Roof Gasket	.10
⑤	55-1054	Eccentric Bushing	.10
⑥	W1866FA3	Flat Washer per 100	2.00
⑦	97-0146	Nut	.05
⑧	28-7288	Bezel	.30
⑨	W-1988	Bezel Mounting Screw per 100	1.50
⑩	77-0631	Knob	.20
⑪	Same as ⑤		
⑫	57-1611	Antenna Lead Clip	.05
⑬	55-1060	Antenna Stop	.10
⑭	57-1731	Ant. Stop Spring	.05
⑮	W745FA3	Antenna Lead Ground Screw per 100	1.20
⑯	77-0645	Ant. Lead Assy.	1.80
	57-1599FA8	Hd. Cover (Part of ①)	.50
	77-0627	Reel Assy. (Part of ①)	.20
	57-1608	Latch Reel Lock (Part of ①)	.05
	57-1609	Latch Spring (Part of ①) per 100	.75
	77-0628	Antenna Rod and Tape (Part of ①)	1.25
	4042	"C" Washer (Pt. of ①)	.02
	55-1235	Insulator (Between Nut and Bezel)	.05

Prices subject to change without notice.

FIG. 1

FIG. 2

PACKARD ROTARY ANTENNA FOR ALL 1941 PACKARD 19th SERIES CLOSED CARS (CONTINUED)

The Packard Rotary Antenna has been designed so that all raising or lowering of the antenna can be made by rotating a knob located on the header bar inside the car. One of the important features is the convenience of extending or retracting the telescopic section by means of the same knob which raises or lowers the antenna. The second important feature of the antenna is the universal spring joint provided in the head to allow the rod to swing forward or backward when accidentally struck by a low garage door.

To raise the antenna, rotate the knob in a clockwise direction a half turn. To extend the telescopic section, continue to turn the knob approximately five full turns to a stop. *DO NOT FORCE IT BEYOND THIS STOP.* To retract the telescopic section, turn the knob in the opposite direction counter clockwise five turns. To lower the antenna against the windshield divider strip turn it a half turn more.

INSTALLATION INSTRUCTIONS:

1. A metal template is packed with each antenna and should be used to locate the hole to be made in the roof of the car directly above the windshield divider strip.

Locate the metal drilling template on the roof of the car so that the "V" centers over the divider strip. The legs should bear against the radius of metal formed by the roof, as shown in Fig. 1. Mark the hole location. Center punch and then drill a 1/8" hole. Using the 1/8" hole as a pilot hole, enlarge the hole with a 1" hole saw. Be sure to remove the slug formed by this hole to prevent it rattling around inside the header panel.

2. On the inside of the roof back of this hole is a header panel with a hole formed in it for the antenna control shaft. It can be found by feeling for it through the headlining in the center of the header panel. Make a 1" vertical and horizontal slit in the lining on the center line of this hole, (see Fig. 2).

3. The antenna rod stop is next snapped (with the spring opening downward) over the outside windshield divider strip and provides a rest for the antenna rod.

4. The lead-in is installed as follows: A pull cord will be found already installed in the left windshield pillar of all closed cars, and runs directly behind the 1" hole first drilled in the car top. It is necessary to use a hook or a bent wire to pull the cord out of the hole. Cut the cord and attach the end to the receiver end of the antenna lead-in (the end with the male connector). Pull the cord and lead-in down the left hand windshield column leaving 2" of the lead-in, with the clip attached, on the outside of the hole.

5. *Important:* Ground the shielding on the antenna lead-in, as follows: Drill a 1/8" hole in the top lip of the ("U" shaped) emergency brake support frame between the instrument panel and the emergency brake. Clean around this hole with emery cloth and fasten the lead-in ground terminal with the self threading screw supplied. Check the dress of the lead-in to be sure it will not interfere with the concealed door hinge when the door is closed.

6. The antenna top stanchion and the rubber gasket (with the arrow up) are assembled as shown in Fig. 3. Insert this assembly part way through the 1" hole in the roof. Next fasten on the antenna lead-in clip and lower the whole assembly in place, with the antenna rod resting in the stop and the knob shaft extending through the slits in the headlining.

7. Working from the inside of the car, place the eccentric bushing over the shaft and seat the small end into the hole provided in the header panel. Follow with the flat metal washer and the nut, tightening it with the fingers only, for the present. The eccentric bushing may now be rotated until the antenna rod rests firmly in the stop on the windshield divider strip. Using the knob, rotate the control shaft clockwise. This will cause the antenna rod to rotate to an upright position. Carefully check to make sure the rod does not lean to one side of the car in this position. If it should lean to one side, it can be corrected by rotating the stanchion from the outside. Securely tighten the nut holding the antenna assembly in the car and re-check the operation of the antenna. An additional adjustment of the eccentric bushing may be necessary to get the rod to fall into the stop.

8. Holes are provided in the header panel for mounting the knob bezel. Place the bezel over the control shaft and fasten it in place with the two chrome plated self-threading screws, then push the control knob on the shaft.

9. Plug the antenna lead into the radio and adjust the antenna padder of the set for maximum volume on a weak station, at or near 1400 kilocycles, with the antenna up and extended.