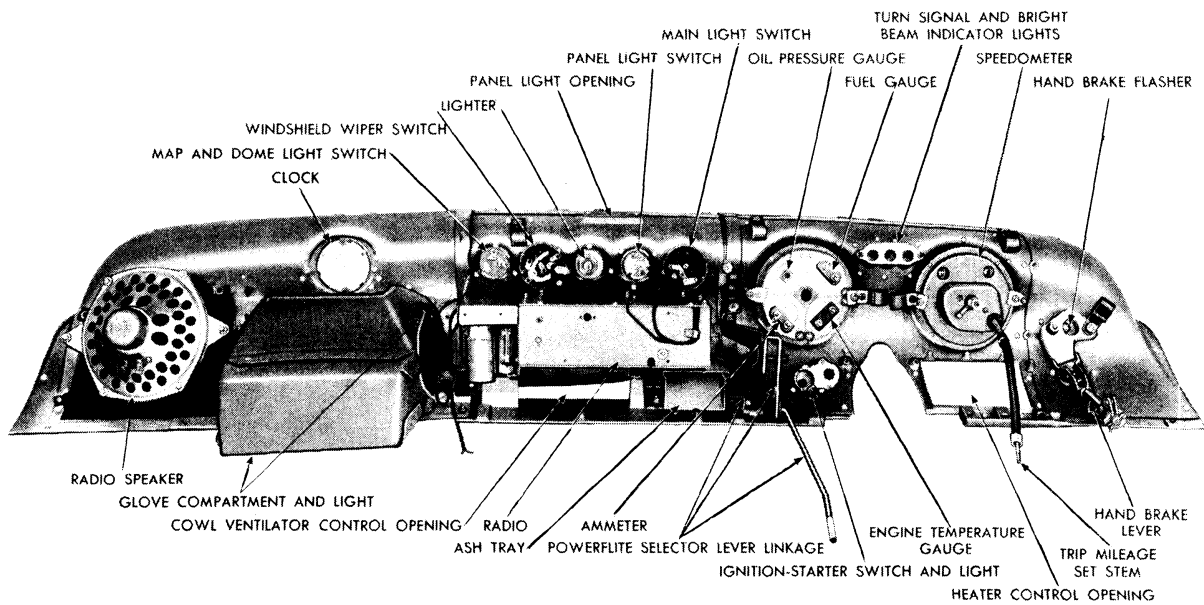


55x63

Fig. 1—Radio Installation



55x35

Fig. 2—Rear View of Radio Installed

Section XVI RADIO AND HEATER

RADIO

1. DESCRIPTION

Chrysler offers a choice of two different models in radios. They are, Model 902 Electro Touch-Tuner and Model 835 Music Master.

The Electro Touch Tuner (Model 902) has nine tubes and gives manual tuning, automatic search tuning and push-button station selection. (Figs. 1 and 2.)

When a motorist is touring and is unfamiliar with the stations, pressing the Touch-Tuner selector bar causes selector to move from left to right until a station is heard. Pressing the selector bar again moves selector to the next audible

signal. After reaching the extreme right, the selector reverses to the other end of its travel. With the sensitivity control in the far left position, the search tuning bar will tune only strong and medium powered stations. At the far right position, it will tune all stations within range of the radio. In addition, the tone control is included to give the desired degree of bass or treble.

The Music Master (Model 835) has eight tubes. It has five push-button station selectors, easily adjusted to any station desired. It includes variable tone control and manual tuning. (Figs. 1 and 2.)

SERVICE PROCEDURES

2. OPERATING RADIO (Fig. 3) (Model 902)

a. On-Off Switch and Volume Control

The on-off switch and volume control are combined and are operated with the left-hand knob.

b. Tone Control

Turn the tone control fully clockwise for voice position; mid-position for music; fully counter-clockwise for bass.

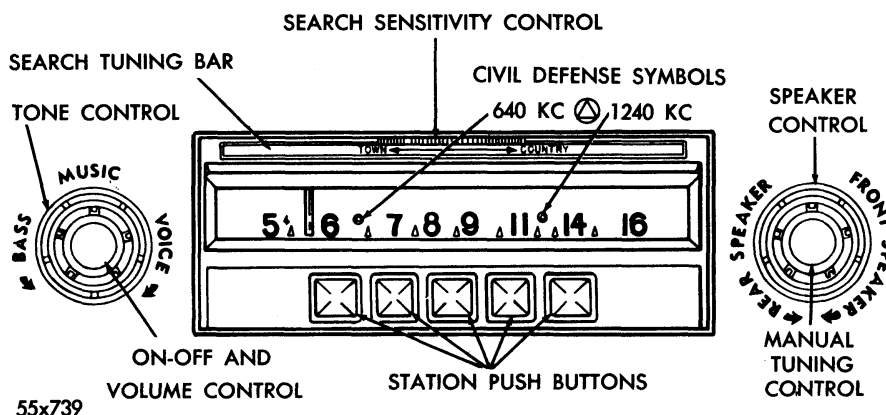


Fig. 3—Operating Instructions (Model 902)

c. Speaker Control

Used only when car is equipped with a rear seat speaker. Full clockwise position allows operation of front speaker. Full counter-clockwise position allows operation of rear seat speaker. Rotation between either extreme position will allow both speakers to operate with different amount of volume as desired, with equal volume at mid-position.

d. Tuning

Stations can be selected by three different methods:

1. By manual turning.
2. By push-button.
3. By search tuning.

e. Manual Operation

To tune stations manually, push search bar to release all push-buttons. After pointer stops, turn the right-hand knob either left or right.

f. Push-Button Operation

Push-button tuning is accomplished by firmly pressing one of the push-buttons which automatically selects the station for which it was set. (See Fig. 10.)

g. Search Tuning

If the search bar is momentarily depressed, the radio will automatically tune in the next station, which is controlled by the position of the search sensitivity control. The search sensitivity control controls the number of stations that search tuning will select.

NOTE

On cars equipped with the foot switch and Touch

Tuner Radios; depressing the foot switch acts the same as depressing the search bar.

h. Search Sensitivity Control

With search sensitivity control in the "TOWN" position, the search tuning bar will tune only strong stations. In its mid-positions, it will tune strong and medium-powered stations. With the control in the "COUNTRY" position, it will tune all stations within range of radio.

i. Care of Antenna

Cleaning and waxing the antenna with MOPAR Wax at regular intervals will preserve its finish and permit the antenna sections to be moved up or down with ease.

3. RADIO OPERATION (Model 835) (Fig. 4)

a. To Turn Radio On

Depress any push-button other than the "OFF" button.

b. To Turn Radio Off

Depress the "OFF" button (Fig. 4).

c. Volume Control

Volume control is operated with the left-hand knob.

d. Tone Control

Turn the tone control (Fig. 4) fully counter-clockwise for bass position; mid-position for music; fully clockwise for voice.

e. Speaker Control

Used only when car is equipped with a rear-seat

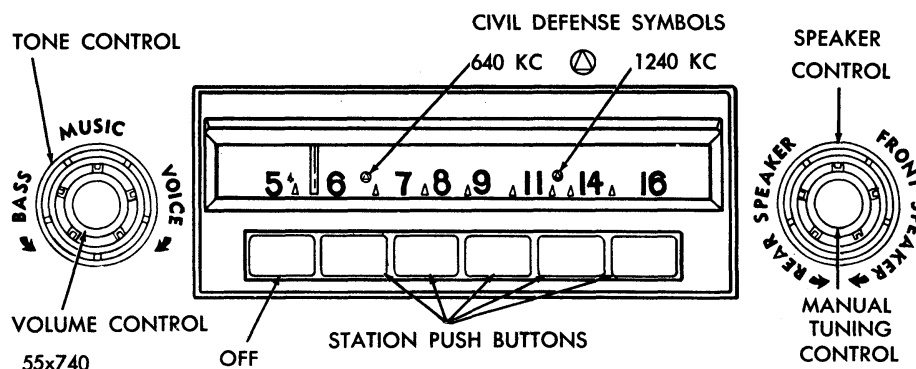


Fig. 4—Operating Instructions (Model 835)

speaker. Full clockwise position allows operation of front speaker. Full counter-clockwise position allows operation of rear seat speaker. Rotation between either extreme position will allow both speakers to operate with different volume as desired, with equal volume at mid-position.

f. Push-Button Tuning

Depress any station except the "OFF" button and it will automatically select the station for which it was set.

g. Manual Tuning

To tune stations manually, turn the right-hand knob (Fig. 4) either left or right.

h. Care of Antenna

Cleaning and waxing the antenna with MOPAR Wax at regular intervals will preserve its finish and permit the antenna sections to be moved up or down with ease.

4. CONELRAD PLAN

In the event of a national emergency when broadcast stations must leave the air, civil defense information will be broadcast by the CONELRAD plan. To hear such information, tune the car radio to 640 or 1240 KC indicated by the civil defense symbol on the dial. (Figs. 3 and 4.)

5. INTERFERENCE ELIMINATION

Install suppression equipment, as shown in Figures 5, 6 for all models, and 5, 6, and 7 for Town and Country Models.

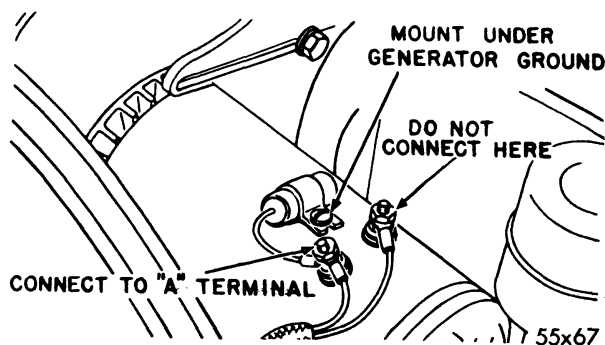
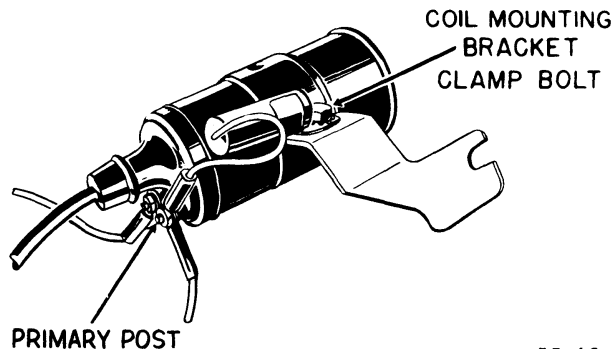


Fig. 5—Generator Condenser



55x68

Fig. 6—Coil Condenser

NOTE

On Suburban Model vehicles use fuel-gauge filter. Attach filter, as shown in Figure 7.

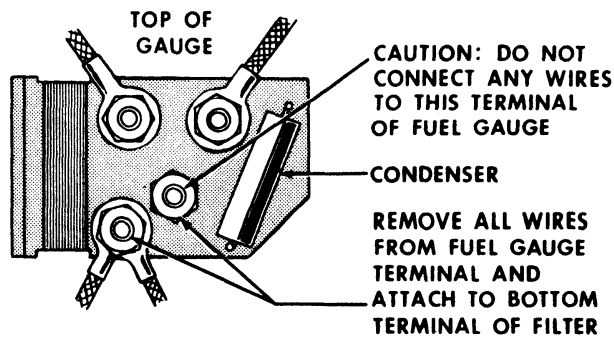
6. TIRE STATIC

Road test car for tire static on dry concrete and blacktop pavements, under the following conditions:

- (1) At both low and high speeds.
- (2) With antenna extended to operating position.
- (3) With radio at full volume and tuned off station.

After road testing car in each of the above conditions, stop the car to determine the source of interference.

If tire static noise is encountered, inject Tire Static Suppression Powder (Package Part No. 1244883) into tires with Injector (Part No. 1233884). Follow instructions given on package.



55x66

Fig. 7—Fuel Gauge Filter

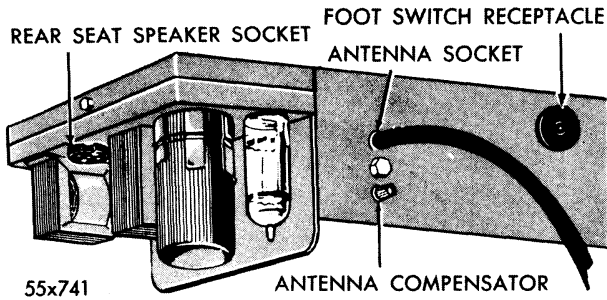


Fig. 8—Antenna Compensator Adjustment (Model 902)

7. RADIO ANTENNA CIRCUIT CAPACITANCE BALANCING

The Chrysler radios have an adjustable antenna circuit capacitance. The adjusting screw is indicated on the outside of radio case. It is important that the antenna circuit be balanced to match the capacitance of the specified antenna used on the car. Refer to Figure 8 for Model 902 and Figure 9 for Model 835 Antenna Compensator Adjuster.

The frequency on which the antenna should be balanced is approximately 1400 kilocycles. Set the manual control to a broadcasting station near 1400 Kilocycles. Turn the adjusting screw to the right or left until the signal is brought into its peak output. This will balance the antenna circuit for the dial only.

NOTE

The most effective antenna compensation can be accomplished in a shielded location or on a weak signal, with the antenna fully extended.

8. STATION PUSH-BUTTON ADJUSTMENT (Model 902) (Fig. 10)

Stations may be set-up in any order. For con-

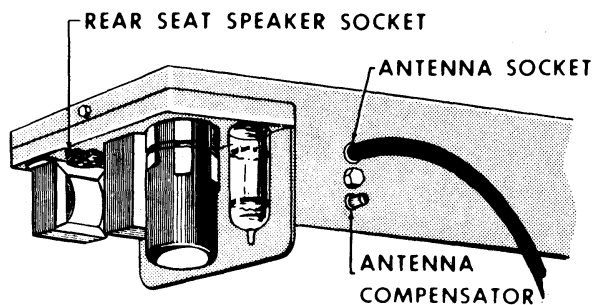


Fig. 9—Antenna Compensator Adjustment (Model 835)

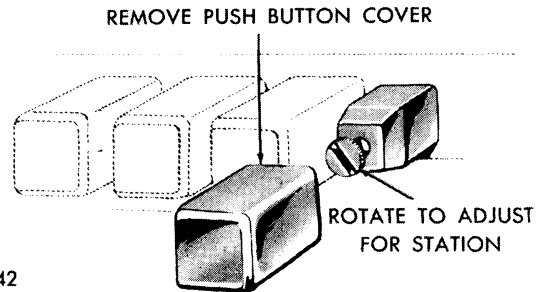


Fig. 10—Push-Button Adjustment (Model 902)

venience in remembering however, it is suggested that stations be set up in frequency sequence.

The sequence for push-button adjustment for Model 902 is as follows:

- (1) Push search tuning bar. After pointer stops, tune in desired station with manual tuning knob.
- (2) Pull off push-button cover.
- (3) Turn off the radio.
- (4) Push in push-button.
- (5) Turn radio ON.
- (6) Rotate knurled knob of push-button until desired station is received. (No sound will be heard until station is tuned in). (Do not force knob beyond limit of rotation).
- (7) Replace push-button cover and set up other push-buttons in same manner.

9. STATION PUSH-BUTTON ADJUSTMENT (Model 835) (See Fig. 11)

- (1) Turn radio on and allow to operate for fifteen minutes. (Antenna should be fully extended).
- (2) Unlock push-buttons by pulling them out. *(Continued on page 624)*

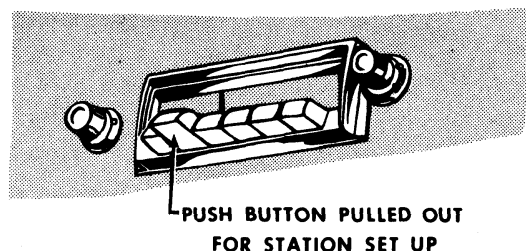


Fig. 11—Push-Button Adjustment (Model 835)

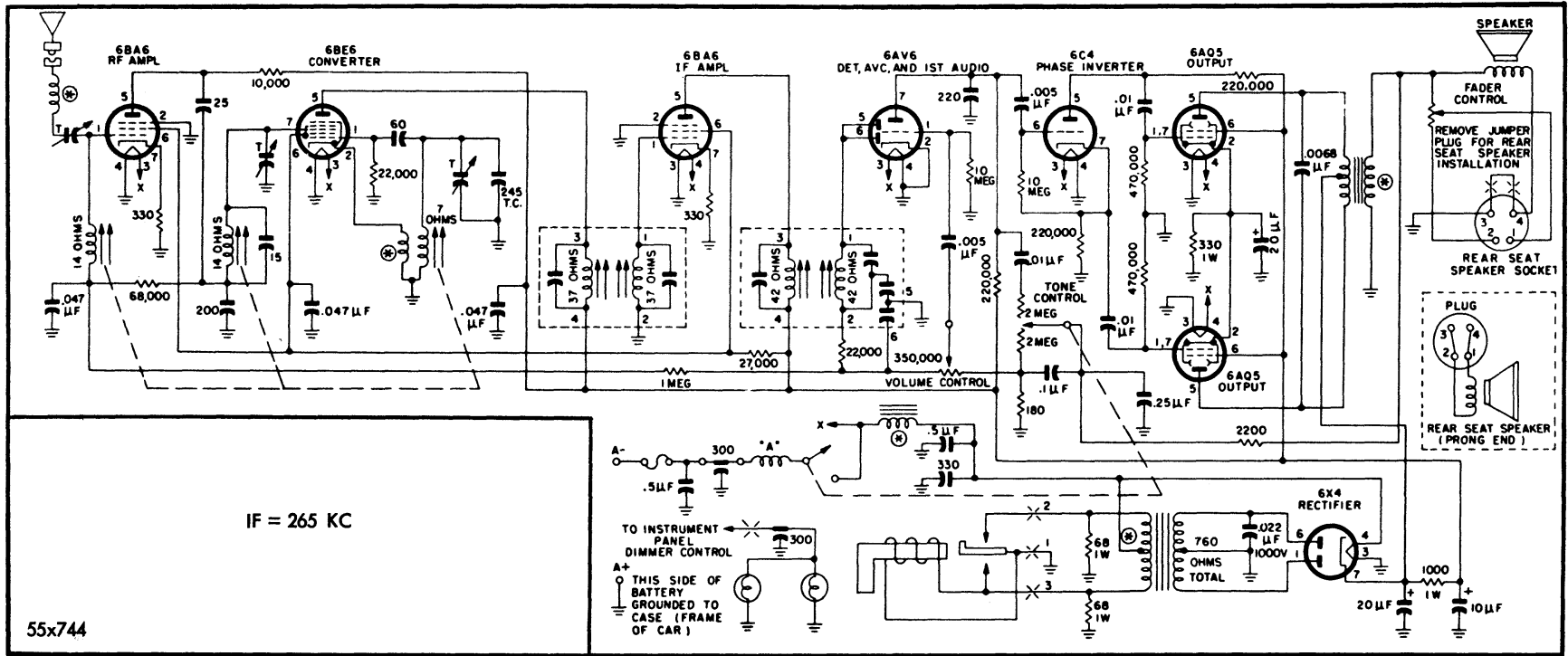
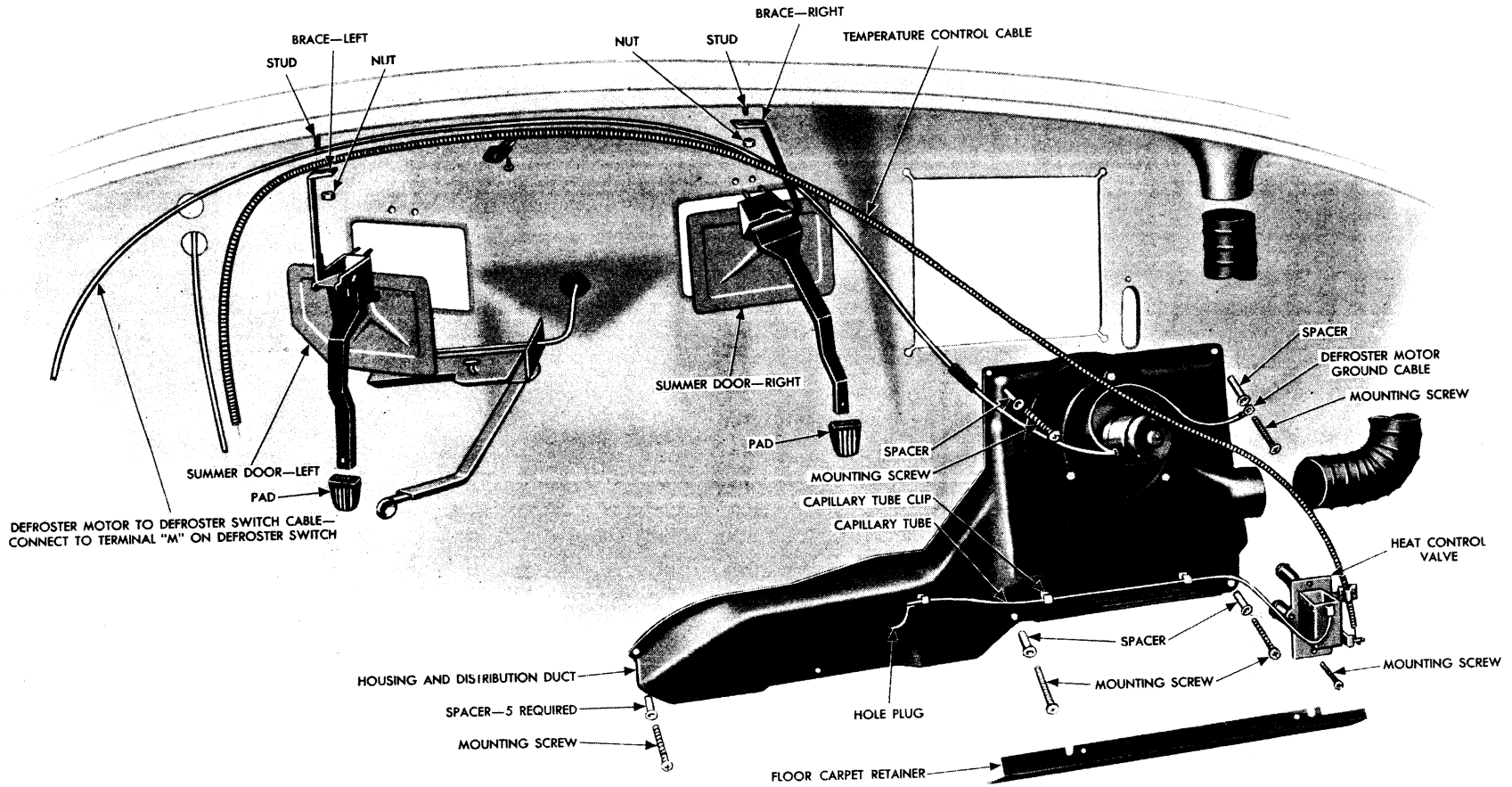


Fig. 13—Schematic Wiring Diagram (Model 835)



55x57

Fig. 14—Heater Installation (Driver Side)

(Continued from page 620)

- (3) Accurately tune in a station with the manual tuning knob.
- (4) Lock one push-button to that station by pushing firmly in.
- (5) Repeat above procedure for remaining push-buttons.

10. REMOVAL AND INSTALLATION

- (1) Remove the ash tray and the cowl vent plate. Remove the cowl vent lever knob and the cowl vent mechanism.

- (2) Swivel the cowl vent tube back for clearance. Disconnect the radio and speaker lead wire. Remove control knobs and mounting nuts. Remove the radio.
- (3) Remove the attaching nuts and remove the speaker.
- (4) To install the radio, reverse the above procedure for removal. Adjust the antenna compensator after the radio is installed.

NOTE

It is important when adjusting the compensator that the antenna is fully extended.

HEATER

11. DESCRIPTION AND OPERATION

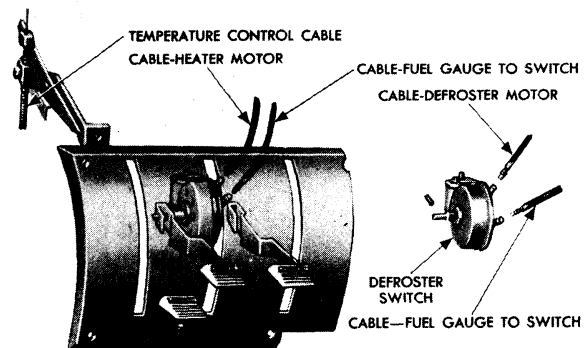
The 1955 Chrysler MOPAR All Weather Comfort System supplies fresh air through the cowl vent for ventilating, heating and defrosting.

For summer operation there are two ventilator doors provided which direct fresh air from the cowl vent opening to the bottom of the driver compartment. The summer (fresh air) doors should be closed when driving in extremely dusty conditions or in a heavy rain. A drain tube is provided in the bottom of the air duct in case water does come in through the vent. Toggle action hinges assure positive seating of the summer (fresh air) doors. Each door operates independently of the other (Fig. 14).

For winter operation of the heater the cowl vent should be open. The fresh air can then flow

downward through the heat exchange, blower and distributor duct into the passenger compartment.

Temperature control is provided through control knobs on the instrument panel (Fig. 15).



55x61

Fig. 15—Heater Controls

55x58A

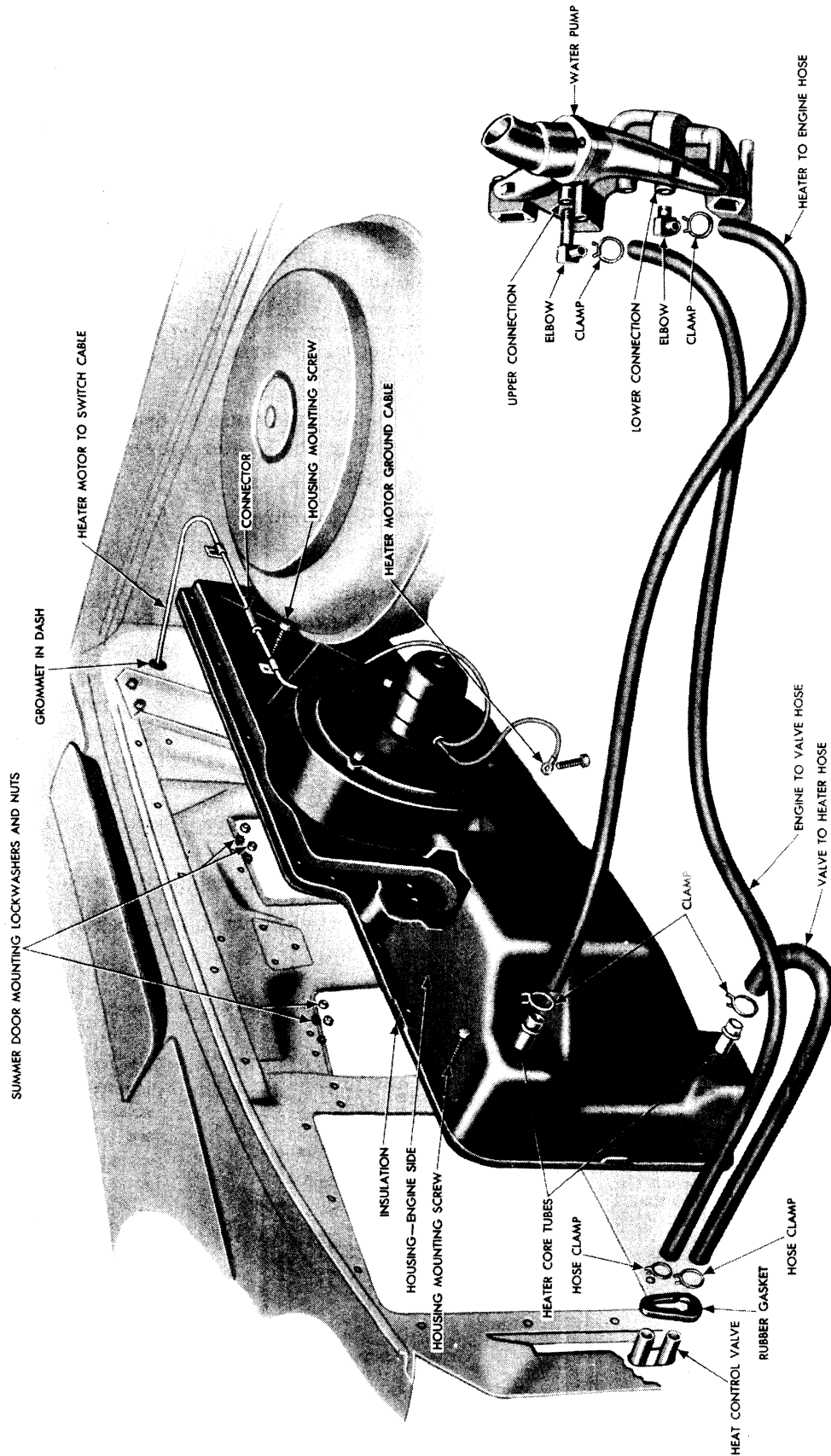


Fig. 16—Heater Installation (Engine Side)

OPERATION

	<i>Cowl</i>	<i>Summer Vent</i>	<i>Temperature</i>	<i>Heater</i>	<i>Defroster</i>
Winter	<i>Vent</i> Open	<i>Doors</i> Closed	<i>Control</i> *As Required	<i>Blower</i> **High Speed	<i>Blower</i> As Required
Summer — Dry	Open	Open	Coolest	Off	Off
Summer — Rain	Open	Closed	Coolest	High Speed	As Required

*Place Temperature Control Lever in warmest position until engine warms up, then adjust to comfortable temperature.

**To prevent windows from fogging, an adequate supply of outside air must be drawn into car. In slow traffic, turn the Heater Blower on High, For highway driving, the Heater Blower can be turned to Low or Off. If windows begin to fog, turn the blower on high.

The temperature is maintained at the selected temperature by means of an automatic water valve.

Defrosting is provided by heated air flowing from the distributor duct to a slotted passage across the lower side of the windshield. The defroster motor is separate from the blower motor.

12. REMOVING CORE (Fig. 16)

- (1) Drain cooling system.
- (2) Remove hoses at engine side of fire wall.
- (3) Remove heater housing (engine side).

CAUTION

Be careful not to damage insulation pad when removing housing.

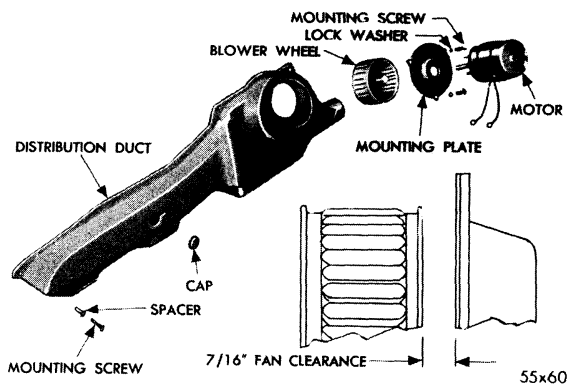


Fig. 17—Assembled Blower and Motor to Distribution Duct

- (4) Remove core.
- (5) When installing housing be sure to draw bolts up evenly. Alternate from top to bottom working from the center out. Fill cooling system, check for leaks with engine running and temperature control set to warmest position. Check blower and defroster for proper operation.

13. REMOVING DEFROSTER MOTOR (Fig. 17)

- (1) Remove the glove compartment.
- (2) Disconnect electrical lead wires to motor.

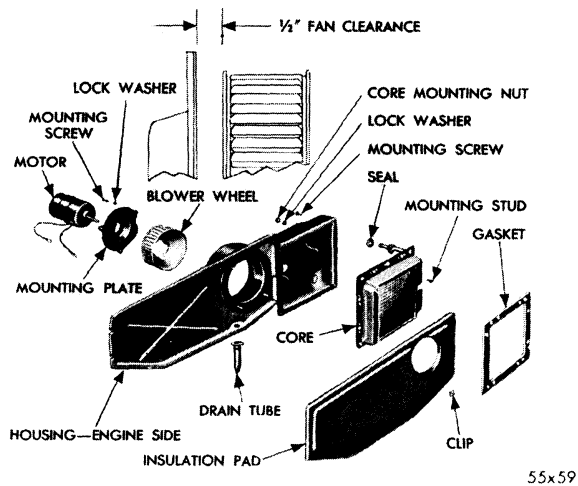


Fig. 18—Blower and Motor Assembly, Heater Core and Insulation to Heater Housing (Engine Side)

- (3) Remove screws attaching defroster motor mounting plate to distributor duct and remove motor and fan assembly.
- (4) When installing fan on motor shaft; adjust the fan clearance between edge of fan wheel and mounting plate to $\frac{7}{16}$ inch, as shown in Figure 17.

14. REMOVING BLOWER MOTOR (Fig. 18)

- (1) Disconnect the electrical lead wires to the blower motor.
- (2) Remove the blower motor mounting base to

heater housing attaching bolts and remove motor assembly.

- (3) When installing fan adjust to $\frac{1}{2}$ inch clearance between fan wheel and mounting plate.

15. ADJUSTING SUMMER DOORS

The summer doors should be adjusted to fit snugly, by loosening the stud nuts at the top of the brace, as shown in Figure 14. While holding the doors tightly against their seat, retighten the stud nuts.

CHRYSLER AIR CONDITIONING SYSTEM

SPECIFICATIONS

COMPRESSOR

Location	On right bank cylinder
Type	2-cylinder
Bore	2 inch
Stroke	1 $\frac{3}{8}$ inch
Displacement	8.67 cubic inch
Valve	Reed Type
Speeds	935 rpm at 25 mph
Oil Capacity (MOPAR Refrigerant Oil; 300 Saybolt)	12 ounces

CONDENSOR

Location	Front of radiator
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RECEIVER STRAINER-DRIER

Type	Cylindrical steel container
Location	Front of Front Frame Crossmember

REFRIGERANT

Refrigerant	Freon 12
Total Charge	4 pounds

EVAPORATOR

Location	Luggage Compartment
----------------	---------------------

BLOWERS

Type	Centrifugal
Location	In evaporator unit
Capacity	320 cubic feet of air per minute at high speed
Current Draw	Approximately 20 amps