

# SERVICE & PARTS TECHNICAL INFORMATION

NO.



## Austin MG • Jaguar • Triumph

SUBJECT: A.S.I. RADIO WARRANTY

MODELS: ALL MODELS

April 1979

Further to Bulletin 79-G-2, please find warranty details regarding the A.S.I. radios now being fitted to Jaguar Rover Triumph Inc. vehicles.

The instructions found in the Policy and Procedure Manual, Section 14.6, remain basically the same with only minor variations.

The Warranty Coverage is the same as any other vehicle component, i.e., twelve months/twelve thousand miles, for all vehicles except Jaguar which is twelve months/unlimited mileage. A.S.I. radio units are easily identified by the white serial number label on the chassis containing the A.S.I. monogram and name Audio Systems Incorporated, Louisville, Kentucky.

Should an A.S.I. unit be found to be defective, it is to be returned by the dealer to his Zone/Distributor for exchange. It is important to note that all hardware such as face plate and tuning knobs are to be retained, as warranty exchange units will not contain these items.

A.S.I. is currently establishing a network of repair centers around the United States. If for any reason you wish to make use of their service network rather than using the exchange program, contact your Zone/Distributor Warranty Department for up-to-date information on the most convenient locations.

It has been found in many instances that radios are replaced unnecessarily. For this reason we are providing a schedule of do's and don'ts, preventive maintenance and a trouble shooting guide for your convenience.

### DO'S

1. Prior to the installation or removal of the radio chassis, disconnect the negative battery terminal.
2. After each installation check all electrical connections for security and proper contact.
3. Adjust the balance, tone and fader controls to the center positions after installation.
4. Set the height of the telescoping antennas to thirty-one (31) inches prior to adjusting antenna trimmer for maximum effect.

(over)

5. After each installation, adjust the antenna trimmer for proper alignment.
6. Upon completion of the radio installation, bundle any loose wiring and stow securely under the dash.
7. When installing a replacement radio chassis, retain the packing material in order that it may be used in transporting the defective chassis. Remember returned chassis found to be damaged as the result of improper handling will be subject to claim rejection.

#### DON'TS

1. Do not cut the connecting wires when removing the radio chassis. Disconnect at the proper connections.
2. Do not return trimplates, knobs, etc. with defective chassis. Keep all mounting hardware with the vehicle.
3. Do not apply twelve (12) volts to the radio unless all of the speakers are properly connected.
4. Do not replace the radio fuse with a rating higher than five (5) amps.

#### PREVENTATIVE MAINTENANCE

1. Vehicles equipped with 8-Track or Cassette tape player should have the tape head and capstan shaft cleaned approximately every 50 to 75 hours of player operation, using one of the following methods:
  - (a) Inserting a commercially available cleaning tape (be sure to use a non-abrasive type.)
  - (b) Using a cotton swab moistened with rubbing alcohol, gently wipe the tape head in the direction of the tape travel. Energize the player on-off switch and clean the capstan with an alcohol moistened swab.
2. In the event the tape becomes lodged in the player, no other cartridge should be inserted until all of the prior tape has been removed and the unit thoroughly cleaned.
3. The use of only high quality tape will reduce the probability of service calls erroneously attributed to the tape player. If several known good tapes play satisfactorily while a few do not, the fault probably does not lie within the tape player.

# REFERENCE CHART FOR NOISE SUPPRESSION

	INITIAL CHECK - Most common problems	SECONDARY CHECK	FINAL CHECK
<b>ELECTRICAL COMPONENTS-</b> Noise Sources Make sure all capacitors are adequately grounded Make sure all capacitors used with gauges (oil, water temp., gas) are 0.05 Mfd. Larger valves will damage unit or give false readings.	<b>COIL-</b> Attach 0.5 uF capacitor to ignition switch side (positive terminal) of coil. <b>ALTERNATOR-</b> Attach 0.5 uF capacitor - refer to service manual for method. <b>DISTRIBUTOR-</b> Wire from coil to distributor should be resistance type or have a "in-line" resistor "5 type". <b>SPARK PLUGS AND WIRES-</b> Use resistor wires, if absolutely necessary, use resistor plugs or "in line" resistors.	<b>FLASHER UNITS-</b> Attach 0.5 uF capacitor to "ig" or battery terminal of unit. <b>WIPER MOTOR-</b> Attach 2 lead capacitor to motor terminals. Also try suppression coil with impedance of 6-8ohm mounted as close to motor as possible. <b>HEATER MOTOR-</b> Same as above. <b>VOLTAGE REGULATOR-</b> Refer to service manual for type and method. <b>GAUGES-</b> Oil pressure, water temp., gas gauge. Attach 0.05 uF capacitor at sending unit. (Signal generator).	<b>HORN-</b> Attach 0.5 uF capacitor at horn relay "ig" or battery terminal. If tone of horn changes, try different value capacitor until tone is normal. If no relay, use two lead type capacitor connected to the horns two leads. <b>ELECTRONIC FUEL PUMP-</b> Attach 0.05uF capacitor to "ig" or battery terminal of pump. <b>POWER ANTENNA-</b> Attach 0.05uF capacitor to "ig" battery terminal of antenna's relay.
<b>NOISE- RADIATION -</b> Poorly grounded or unshielded radiation sources.	<b>ANTENNA BASE-</b> Scratch away undercoat on underside of fender for good contact. <b>HOOD-</b> Attach ground strap to chassis. <b>RADIO A-LEAD-</b> Attach in line filters. <b>GROUND WIRE-</b> Should be heavy copper braid. Should be kept as short as possible. Some items, such as hood, may require more than one strap. <b>RADIO CHASSIS -</b> Attach ground wire.	<b>RADIATOR-</b> Is radiator securely attached to frame, metal to metal Attach ground strap if not. Do any wires from radio run along side (parallel) wires in auto? Route wires as far away as possible from existing wires in car.	Sources of radiation because of no or insufficient ground: Wheels Air Cleaner Cruise Control Choke & Throttlecables Transmission (May require more than one) Engine Block (May require more than one) Unshield Wires In Engine Compartments Seats Dashboard

**WARNING:** The suppression components, listed in this chart, and suggested methods of installation may damage some vehicles. Always refer to vehicles manufacturer for restrictions and specific mounting procedure before installing of any noise suppression component. Audio Systems Incorporated will not assume liability for damage resulting from either incorrect noise suppression components or incorrect installation methods.

# Installer's Troubleshooting Guide

Problem	Cause	Solution
Unit fails to play and dial light does not come on.	1.1 No Power 1.2 Blown Fuse 1.3 No Ground 1.4 Bad ON-OFF Switch	1.1 Check voltage with meter or test light between A-lead and ground. 1.2 Check fuse rating & match radio requirements. Check for short in A-lead. Check radio and car battery for voltage (6 or 12V) and polarity (negative or positive). 1.3 Check for good ground connection; bare metal to metal. 1.4 "Click" should be heard when unit is turned on.
Unit fails to play and dial light illuminated.	2.1 Defective or open speaker 2.2 Antenna open or shorted	2.1 Replace with known good speaker. Check continuity of speaker leads with voltage/ohm meter. 2.2 Check to make sure antenna lead installed into radio completely. Check antenna with "v/o" meter. Replace with known good antenna.
Weak reception AM and FM	3.1 Antenna not trimmed. 3.2 Poor connection with antenna 3.3 Poor ground on antenna 3.4 Antenna not fully raised 3.5 Mast of antenna shorted 3.6 Speaker Leads pinched or shorted	3.1 Tune radio to 1400 KHz AM band and adjust trimmer for maximum volume. 3.2 Check all connections to insure good connection. 3.3 If necessary, scrape off undercoating from underside of car fender to bare metal. 3.4 Raise antenna to maximum height and re-trim radio. 3.5 Check for short or replace with known good antenna. 3.6 Check speaker leads for kinks or wear signs, esp. in doors.
Poor AM reception	4.1 Antenna capacitance too high, esp. on long antenna cable. 4.2 Low resistance on antenna	4.1 Install capacitor to adjust. Refer to antenna manufacturer for correct capacitor. 4.2 Replace antenna.
Poor FM reception	5.1 Local/distance switch in wrong position 5.2 Wrong Antenna	5.1 Check switch position. 5.2 Check manufacture for use with FM radio
Radio intermittent	6.1 Loose ground 6.2 Loose "A" lead 6.3 Loose or grounding speaker lead	6.1 Secure cable. Insure metal to metal contact. 6.2 Check installation, including fuse holder. 6.3 Check connections and cable for exposed bare wire.
Noisy (static)	7.1 Motor noise or electronic components	7.1 Refer to suppression chart.
Distortion or poor performance	8.1 Speaker poorly mounted 8.2 Low Voltage 8.3 Incorrect Fader wiring 8.4 Impedance of speaker & radio different (ohms) 8.5 Poor bass response esp. in mono mode 8.6 Bad Speaker	8.1 Make sure speaker basket is not bent or under tension. Tighten loose screws. 8.2 Check voltage with meter. 8.3 Turn fader & balance in both directions. Check harness and installation instructions for correct wiring. 8.4 Match speaker impedance to radios. 8.5 Check speaker harness & connections to insure phase is same (Hot lead goes to same terminal (Red Dot or "4") on all speakers). 8.6 Substitute known good speaker.
No sound in tape	9.1 Cartridge not fully seated	9.1 Reinsert tape. Try several good cartridges. Check for foreign matter in tape player.
Tape plays slow or erratic	10.1 Cartridge not fully seated 10.2 Capstan or pinch roller dirty 10.3 Bad cartridge	10.1 See 9.1 10.2 Clean with approved cleaning fluid. 10.3 Try several known good cartridges.
Tape sounds noisy often muffled	11.1 Dirty tape head 11.2 Tapes dirty and/or old. 11.3 Tape sounds garbled, cross talk	11.1 Clean head with approved cleaner. Head needs to be demagnetized - consult owner's manual or manufacturer for approved method. 11.2 Use known good tape. 11.3 Try known good tape