

# The Project Gutenberg eBook of Delco Radio Owner's Manual Model 633; Delcotron Generator Installation, by Delco-Remy Corporation

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**Title:** Delco Radio Owner's Manual Model 633; Delcotron Generator Installation

**Author:** Delco-Remy Corporation

**Release Date:** February 26, 2010 [EBook #31407]

**Language:** English

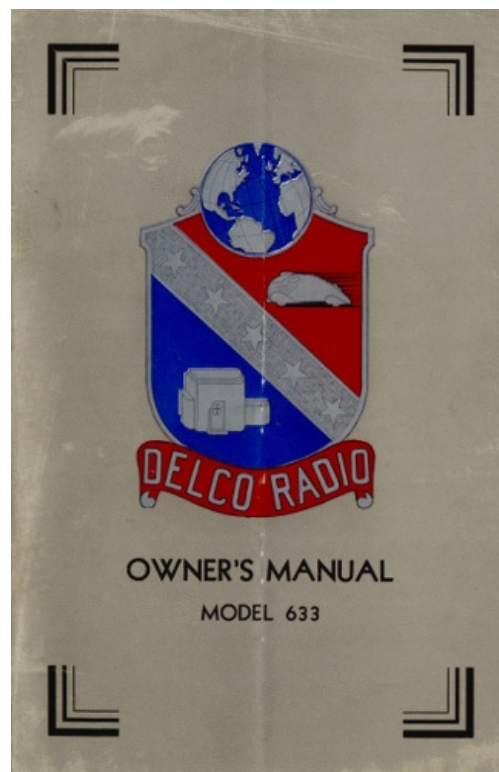
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\*\*\* START OF THE PROJECT GUTENBERG EBOOK DELCO RADIO OWNER'S MANUAL MODEL  
633; DELCOTRON GENERATOR INSTALLATION \*\*\*

## Transcriber's Note

This ebook contains two manuals by Delco: Delco Radio Owner's Manual Model 633 and Delcotron Generator Installation. They are separated by a divider.

In the list on pages 10 and 11 of Delco Radio Owner's Manual Model 633, the second station line for Tulsa (which is CFRB 690) has been removed, as it is believed to be an accidental reprinting of the following station line. Redundant headers and (foot)notes on these pages have also been removed.





## INSTALLATION AND OPERATING INSTRUCTIONS

This model of the Delco Radio is a six-tube super-heterodyne receiver designed for operation with a HEADER type speaker. It comprises the best in automotive radio engineering, featuring Syncro-Tuning—the newest, most efficient antenna circuit yet developed, and Sensitivity Control. [1]

The speaker and remote control unit are supplied in separate packages and are available in a wide variety of types and styles, depending upon the make and model of car the unit is to be used on.

The package contains:

	<i>Part No.</i>
1 Receiver Unit, complete with tubes	
1 Speaker Unit (less Adapter)	1210934
1 Combined Drilling Template and Radio—Dash Spacer	
2 Chassis Mounting studs, $\frac{1}{4}$ —20 x $2\frac{1}{2}$	1207562
2 Chassis Mounting Shakeproof Washers	1208565
2 Chassis Mounting Nuts, $\frac{1}{4}$ —20	120375
1 Antenna Lead	1209622
1 Distributor Suppressor	1207818
1 Generator Condenser	1849014
1 Ammeter Condenser	1209333

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## INSTALLATION

### **Antenna—**

See Instructions in antenna package. [2]

### **Chassis—**

This receiver may be installed on any car with Positive or Negative ground without any changes of wiring.

When possible, locate the chassis on the driver's side of the dash, over the steering column, with the removable cover plate facing the floor. This position places the control shafts on the end of the case facing the center of the car.

Locate the position of the mounting holes by means of the template included in the package. Drill the holes, using a  $\frac{3}{8}$ " drill, and scrape the paint from around the holes on the engine side of the dash to insure a good ground connection as there is no other ground connection for this receiver.

Make sure that all tubes and the vibrator are pushed well down in their sockets and that all the grid clips are properly in place on the top caps of their respective tubes.

If a six-volt storage battery is available, check the receiver for normal operation before permanently installing it on the car. The antenna lead and control unit may be temporarily connected for this test.

Insert the two receiver mounting studs in the back of the receiver case with the "burred" threads nearest the receiver to make sure that these studs do not enter the case far enough to cause damage to the receiver parts.

[3]

Install the receiver, using the drilling template as a spacer between the dash and the receiver case. Install the two shakeproof washers over the chassis mounting studs. Then tighten the mounting nuts to insure that the receiver case shall be thoroughly grounded to the dash.

### **Antenna Lead—**

Attach the black antenna lead to the car antenna and plug the connector on the antenna lead into the receiver chassis as shown in the Installation Diagrams. Ground the pigtail of the antenna lead shield to a convenient body bolt. Keep antenna lead out of engine compartment to avoid possibility of ignition interference being picked up by the lead-in.

### **Speaker—**

See Instructions in speaker package.

### **Remote Control Unit—**

See Instructions in remote control package.

## **CONTROL UNIT ADJUSTMENT**

The volume control and station selector shafts are AUTOMATICALLY adjusted as follows:

1. Insert control cables in their respective bushings on the case (volume control is upper bushing when receiver is installed in the car), until they seat themselves and then tighten the set screws.
2. Turn the station selector knob to the right (clockwise) until it stops—then turn the knob counter-clockwise until it stops. The dial is now logged.
3. Turn the volume control knob clockwise until the knob turns hard. The volume control is now on full.

[4]

### **Eliminating Motor Interference—**

Connect the ammeter condenser to the spring clip at the end of the wire containing the fuse holder by means of the self-threading screw on the side of the spring clip. Ground the other terminal of the condenser at any convenient point.

Install the generator condenser on the generator side of the generator cut-out as shown in the Diagram of Connections. DO NOT connect the flexible lead to the field terminal of the generator.

Remove the center distributor lead and insert the distributor suppressor in its place. Then plug the distributor lead into the suppressor.

### **Adjusting Delco Syncro-Tuning—**

Turn the receiver on.

Tune-in a radio station which logs between 55 and 65 on the dial and gives the radio a signal BARELY AUDIBLE in the speaker WITH the VOLUME control FULL ON. A small snap button cap is located in the end of the receiver case beside the antenna lead connection. Remove the snap button cap by prying with a small screw driver.

By means of a small screw driver inserted in the hole which was covered by the small cap, adjust the Delco Syncro-Tuning condenser unit for maximum output in the speaker. Remaining on same station, readjust station selector for maximum volume and readjust the Delco Syncro-Tuning Condenser unit for maximum output. No further adjustment of this unit will be necessary as the receiver is now adjusted for best operation with your car antenna. Replace the snap button cap.

[5]

# OPERATION

## To Turn On Receiver—

Some control units have a small knob located below the center of the dial. If your receiver is equipped with this type of control push this small knob in as far as it will go. Other control units have a combination on-off switch and volume control knob. To turn on this type of control turn the knob clockwise until the switch clicks and the dial is illuminated.

## Volume Control—

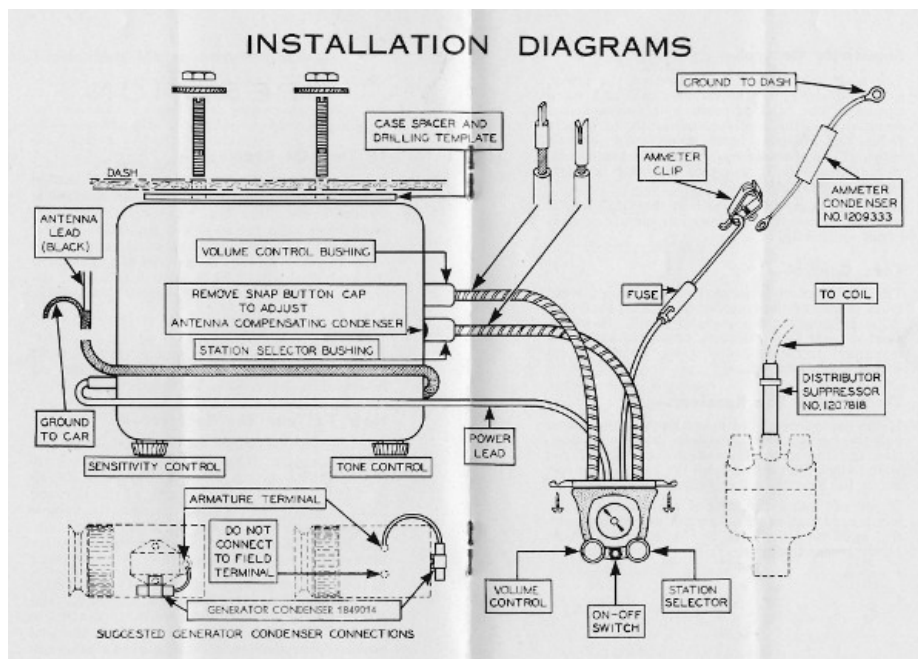
Turning the volume control knob toward the right increases the output of the receiver and turning it toward the left reduces the output.

## How To Tune The Receiver—

Turn the volume control knob approximately half way to the right. Rotate the station selector knob slowly until a station is heard. Tune this station in until the minimum amount of background noise is heard. Increase or decrease the volume to the desired level by adjusting the volume control knob. Careful tuning will result in better tone quality from all stations.

If the program being received is from a powerful local station local interference may be practically eliminated by turning the sensitivity control to the LOCAL position. You then will get the best possible reproduction of that station's program.

[6]



[7]

## Sensitivity Control—

The sensitivity control is located on the lower, left front corner of the receiver case and when turned to the LOCAL position it decreases the sensitivity of the receiver sufficiently to greatly reduce interference from street cars, electric signs, X-Ray machines, electrical machinery, power lines, etc. It will also eliminate interference from weak stations.

When the control is turned to the DISTANCE position the receiver is allowed to operate at maximum sensitivity.

## Tone Control—

The tone control is located on the lower, right front corner of the receiver case. This control is to be adjusted at the operator's will. However, most experienced operators prefer to set it for maximum treble response when the car is operated at high speeds.

## To Turn Off The Receiver—

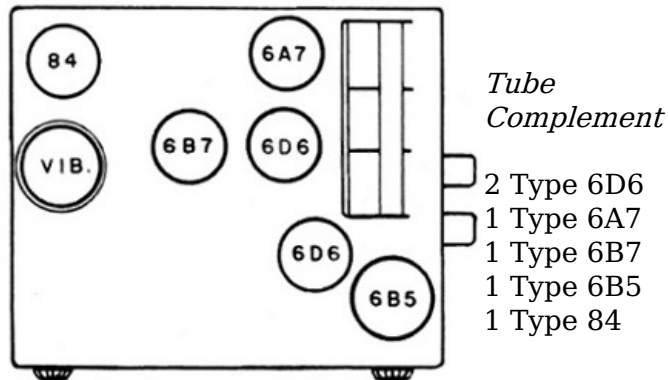
If the control head has a key knob in the center pull the knob out until it clicks into the off position and the receiver ceases to operate. If you wish to lock the receiver, pull the knob all the way out of the control unit and carry it with you.

If you are using the type of control unit which has a combination on-off switch and volume control knob turn the knob to the left until the receiver ceases to operate.

[8]

## SERVICE

Should your receiver fail to operate, first check the fuse located in the fuse holder in the ammeter cable. If you wish to remove your tubes and vibrator for test purposes, their location is indicated below.



Any further service work on your receiver should be referred to a competent radio service station.

[9]

When at home call your local

DEALER.....

AT.....

TELEPHONE.....

DATE RADIO INSTALLED.....

## PRINCIPAL BROADCAST STATIONS [A]

ARRANGED ALPHABETICALLY BY CITIES

**Abilene, Kans.**

KFBI 1050

**Albuquerque, N. M.**

KOB 1180

**Alexandria, Va.**

WJSV 1460

**Amarillo, Tex.**

KGRS 1410

WDAG 1410

**Ames, Iowa**

WOI 640

<b>Asheville, N. C.</b>	
WWNC	570
<b>Atlanta, Ga.</b>	
WSB	740
<b>Atlantic City, N. J.</b>	
WPG	1100
<b>Baltimore, Md.</b>	
WBAL	1060
<b>Belle Plaine (Moose Jaw), Sask.</b>	
CJRM	540
<b>Billings, Mont.</b>	
KGHL	950
<b>Birmingham, Ala.</b>	
WAPI	1140
<b>Bismarck, N. D.</b>	
KFYR	550
<b>Boise, Idaho</b>	
KIDO	1350
<b>Boston, Mass.</b>	
WBZ	990
WBZA	990
WEEI	590
WHDH	830
WNAC	1230
<b>Brookings, S. D.</b>	
KFDY	550
<b>Brooklyn, N. Y.</b>	
WBBR	1300
<b>Buffalo, N. Y.</b>	
WBEN	900
WGR	550
WKWB	1480
<b>Chattanooga, Tenn.</b>	
WDOD	1280
<b>Chicago, Ill.</b>	
WBBM	770
WCFL	970
WENR	870
WGN	720
WJJD	1130
WLS	870
WMAQ	670
WMBI	1080
KYW	1020
<b>Charlotte, N. C.</b>	
WBT	1080
<b>Cincinnati, Ohio</b>	
WLW	700
<b>Clay Center, Nebr.</b>	
KMMJ	740
<b>Cleveland, Ohio</b>	
WHK	1390
WTAM	1070
<b>Colorado Springs, Col.</b>	
KVOR	1270
<b>Council Bluffs, Ia.</b>	
KOIL	1260
<b>Covington, Ky.</b>	
WCKY	1490
<b>Dallas, Tex.</b>	
KRLD	1040
WFAA	800
<b>Denver, Colo.</b>	
KLZ	560
KOA	830
<b>Des Moines, Ia.</b>	

WOC	1000
<b>Detroit, Mich.</b>	
WWJ	920
WJR	750
WXYZ	1240
<b>Eau Claire, Wis.</b>	
WTAQ	1330
<b>Edmonton, Alta.</b>	
CJCA	730
<b>Elmira, N. Y.</b>	
WESG	1040
<b>Fargo, N. D.</b>	
WDAY	940
<b>Fayetteville, Ark.</b>	
KUOA	1260
<b>Fort Wayne, Ind.</b>	
WOWO	1160
<b>Fort Worth, Tex.</b>	
KTAT	1240
WBAP	800
<b>Gainesville, Fla.</b>	
WRUF	830
<b>Gary, Ind.</b>	
WIND	560
<b>Great Falls, Mont.</b>	
KFBB	1280
<b>Harrisburg, Pa.</b>	
WBAK	1430
<b>Hartford, Conn.</b>	
WDRC	1330
WTIC	1060
<b>Havana, Cuba</b>	
CMCQ	780
CMK	730
CMW	590
CMX	890
<b>Hollywood, Cal.</b>	
KFWB	950
<b>Honolulu, Hawaii</b>	
KGU	750
<b>Hot Springs National Park, Ark.</b>	
KTHS	1040
<b>Houston, Tex.</b>	
KPRC	920
<b>Indianapolis, Ind.</b>	
WFBM	1230
<b>Jackson, Miss.</b>	
WJDX	1270
<b>Jacksonville, Fla.</b>	
WJAX	900
<b>Kalamazoo, Mich.</b>	
WKZO	590
<b>Kansas City, Mo.</b>	
KMBC	950
WDAF	610
WOQ	1300
<b>Knoxville, Tenn.</b>	
WNOX	560
<b>La Crosse, Wis.</b>	
WKBH	1380
<b>La Prairie (Montreal), Que.</b>	
CRCM	910
<b>Lawrence, Kans.</b>	
WREN	1220
<b>Lansing, Mich.</b>	
WKAR	1040

<b>Lincoln, Nebr.</b>	
KFAB	770
<b>Little Rock, Ark.</b>	
KLRA	1390
<b>Long Beach, Cal.</b>	
KFOX	1250
KGER	1360
<b>Los Angeles, Cal.</b>	
KECA	1430
KFAC	1300
KFI	640
KHJ	900
KNX	1050
<b>Louisville, Ky.</b>	
WAVE	940
WHAS	820
<b>Lulu Island (Vancouver Island), B. C.</b>	
CRCV	1100
<b>Madison, Wis.</b>	
WHA	940
<b>Mexico City, Mexico</b>	
XEB	1030
XEN	711
XEW	910
XFG	638
XFI	818
XEFO	940
XETR	610
<b>Miami Beach, Fla.</b>	
WMBF	1300
<b>Miami, Fla.</b>	
WIOD	1300
WQAM	560
<b>Milwaukee, Wis.</b>	
WTMJ	620
<b>Minneapolis, Minn.</b>	
WCCO	810
WDGY	1180
WLB	1250
WRHM	1250
<b>Montreal, Que.</b>	
CKAC	730
<b>Nashville, Tenn.</b>	
WLAC	1470
WSM	650
<b>Newark, N. J.</b>	
WAAM	1250
WNEW	1250
WOR	710
<b>New Orleans, La.</b>	
WDSU	1250
WWL	850
<b>New York, N. Y.</b>	
WABC	860
WEAF	660
WFAB	1300
WJZ	760
WLWL	1100
WOV	1130
<b>Norfolk, Nebr.</b>	
WJAG	1060
<b>Northfield, Minn.</b>	
WCAL	1250
<b>Oakland, Cal.</b>	
KLX	880
<b>Oklahoma, Okla.</b>	



WKY	900
KOMA	1480
<b>Omaha, Nebr.</b>	
WOW	590
<b>Ottawa, Ont.</b>	
CRCO	880
<b>Philadelphia, Pa.</b>	
WCAU	1170
<b>Piedras Negras, Coahuila</b>	
XEPN	585
<b>Pittsburgh, Pa.</b>	
KDKA	980
WCAE	1220
WJAS	1290
<b>Portland, Me.</b>	
WCSH	940
<b>Portland, Ore.</b>	
KEX	1180
KGW	620
KOIN	940
<b>Pullman, Wash.</b>	
KWSC	1220
<b>Raleigh, N. C.</b>	
WFTF	680
<b>Reading, Pa.</b>	
WEEU	830
<b>Reynosa, Tamaulipas</b>	
XEAW	956
<b>Richmond, Va.</b>	
WRVA	1110
<b>Rochester, N. Y.</b>	
WHAM	1150
<b>Salt Lake City, Utah</b>	
KDYL	1290
KSL	1130
<b>San Antonio, Tex.</b>	
KTSA	1290
WOAI	1190
<b>San Diego, Cal.</b>	
KFSD	600
KGB	1330
<b>San Francisco, Cal.</b>	
KFRC	610
KGO	790
KPO	680
KTAB	560
KYA	1230
<b>San Juan, Puerto Rico</b>	
WKAQ	1240
<b>Schenectady, N. Y.</b>	
WGY	790
<b>Seattle, Wash.</b>	
KJR	970
KOL	1270
KOMO	920
KTW	1220
<b>Shreveport, La.</b>	
KTBS	1450
KWKH	850
<b>Sioux City, Iowa</b>	
KSCJ	1330
<b>Sioux Falls, S. D.</b>	
KSOO	1110
<b>Spokane, Wash.</b>	
KFPY	1340
KGA	1470

KHQ	590
<b>Stevens Point, Wis.</b>	
WLBL	900
<b>St. Joseph, Mo.</b>	
KFEQ	680
<b>St. Louis, Mo.</b>	
KMOX	1090
KWK	1350
WEW	760
<b>St. Paul, Minn.</b>	
KSTP	1460
<b>Strathmore (Calgary), Alta.</b>	
CFCN	1030
<b>Superior, Wis.</b>	
WEBC	1290
<b>Syracuse, N. Y.</b>	
WFBL	1360
<b>Tallmadge, Ohio</b>	
WADC	1320
<b>Tampa, Fla.</b>	
WDAE	1220
<b>Toledo, Ohio</b>	
WSPD	1340
<b>Topeka, Kans.</b>	
WIBW	580
<b>Toronto, Ont.</b>	
CRCT	960
<b>Tulsa, Okla.</b>	
KVOO	1140
<b>Twp. of Kingston (Toronto), Ont.</b>	
CFRB	690
<b>Villa Acuna, Coahuila</b>	
XER	735
<b>Wheeling, W. Va.</b>	
WWVA	1160
<b>Wichita, Kans.</b>	
KFH	1300
<b>Windsor, Ont.</b>	
CKLW	840
<b>Winnipeg, Man.</b>	
CKY	910
<b>Yankton, S. D.</b>	
WNAX	570
<b>York, Pa.</b>	
WORK	1000
<b>Zion, Ill.</b>	
WCBD	1080

[A] Stations listed include only those of 1000 watts power (or higher).

NOTE: Numbers following call letters indicate approximate dial setting.

[11]

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## WARRANTY

*(This Warranty not applicable outside U.S.A.)*

### Your Delco Radio Carries the Same Guarantee As Your Car

"The manufacturer warrants each new radio receiving set manufactured by it to be free from defects in material and workmanship under normal use and service, its obligation under this warranty being limited to making good at its factory or designated Branches any part or parts

thereof which shall within ninety (90) days or 4,000 miles whichever expires first, after installation of such auto radio receiving set for the original purchaser, be returned to it with transportation charges prepaid and which its examination shall disclose to its satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on its part, and the manufacturer neither assumes nor authorizes any other person to assume for it any other liability in connection with the sale of its products."

"This warranty shall not apply to any radio receiving set which shall have been repaired or altered outside manufacturer's authorized Service Stations in any way so as in the judgment of the manufacturer to affect its stability, or on parts not made or authorized by the manufacturer have been used for replacement or other purposes, nor which has been subject to misuse, negligence, or accident."

**UNITED MOTORS SERVICE, INC.  
DETROIT, MICH.**

Form No. 2095  
Printed in U. S. A.

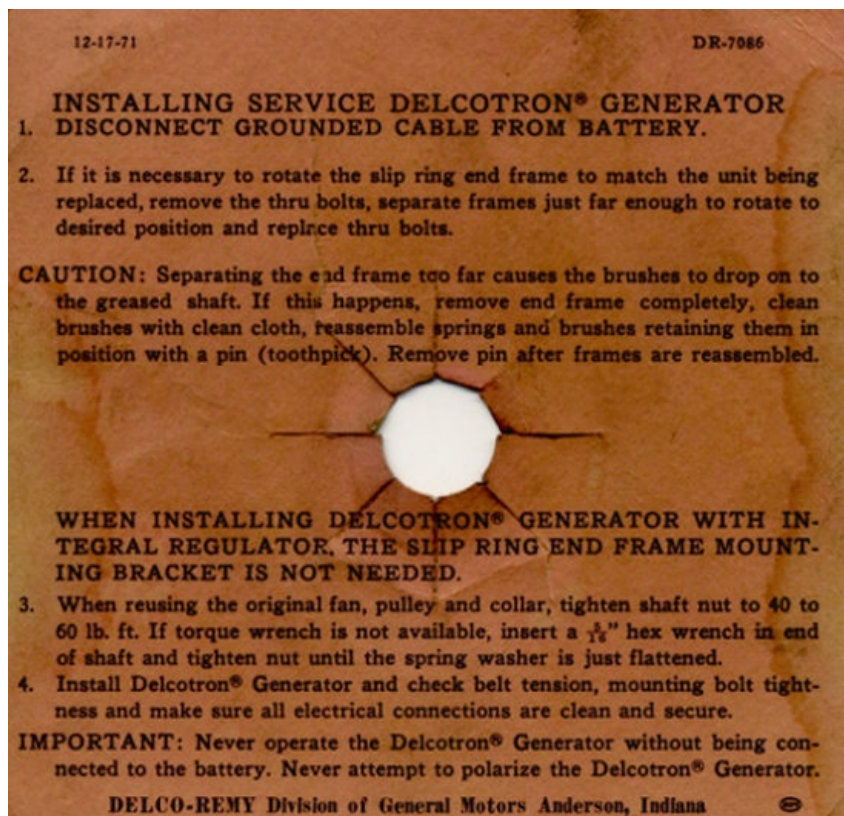
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**Delco**

**Rebuilt 1 55-D  
Delcotron Generator 1845985**

**Rebuilt by Delco-Remy, Division of General  
Motors, Anderson, Indiana, 46011**



12-17-71

DR-7086

## INSTALLING SERVICE DELCOTRON® GENERATOR

### 1. DISCONNECT GROUNDED CABLE FROM BATTERY.

2. If it is necessary to rotate the slip ring end frame to match the unit being replaced, remove the thru bolts, separate frames just far enough to rotate to desired position and replace thru bolts.

**CAUTION:** Separating the end frame too far causes the brushes to drop on to the greased shaft. If this happens, remove end frame completely, clean brushes with clean cloth, reassemble springs and brushes retaining them in position with a pin (toothpick). Remove pin after frames are reassembled.

**WHEN INSTALLING DELCOTRON® GENERATOR WITH INTEGRAL REGULATOR, THE SLIP RING END FRAME MOUNTING BRACKET IS NOT NEEDED.**

3. When reusing the original fan, pulley and collar, tighten shaft nut to 40 to 60 lb. ft. If torque wrench is not available, insert a 5/16" hex wrench in end of shaft and tighten nut until the spring washer is just flattened.

4. Install Delcotron® Generator and check belt tension, mounting bolt tightness and make sure all electrical connections are clean and secure.

**IMPORTANT:** Never operate the Delcotron® Generator without being connected to the battery. Never attempt to polarize the Delcotron® Generator.

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