

AUDIO SYSTEM

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RADIOS

CAUTION: Do not operate the radio with speaker leads detached since damage to the transistors may result.

For operation of the factory installed standard and optional radios, refer to the Operating Instructions Manual supplied with the vehicle.

All vehicles are equipped with an Ignition-Off Draw Connector which, is used when the vehicles are originally shipped from the factory. This connector, which is located near the battery, helps to prevent battery discharge during storage. For specific connector type and location, refer to Wiring Diagrams.

This connector is part of the radio memory circuitry and should be checked if the memory of time or radio station programming is inoperative.

INTERFERENCE ELIMINATION

Some components on the vehicle are equipped with a radio capacitor, to suppress radio frequency interference (static).

Capacitors are mounted in various locations, on the alternator (either internal or external), internal to the instrument cluster, and internal to the windshield wiper motor.

Ground straps are mounted from radio chassis to cowl, engine to cowl, across engine mount on right hand side. On vehicles with air conditioning there is a strap from evaporator valve to cowl. These ground straps should be securely tightened to assure good metal to metal contact. Ground straps conduct very small high frequency electrical signals to ground and require clean large surface area contact.

Radio resistance type spark plug cables in the high tension circuit of the ignition system complete the interference suppression (Fig. 1).

If radio noises are evident, be sure the capacitor lead wires are making good contact on their respective terminals and are securely mounted. Faulty or deteriorated spark plug wires should be replaced.

TEST

Whenever a radio malfunction occurs, first verify that the radio wire harness is properly connected to all

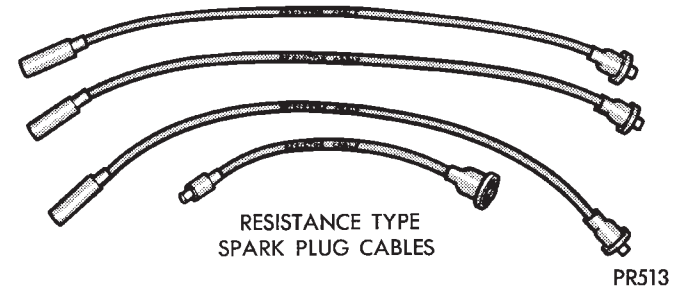


Fig. 1 Resistance Type Spark Plug Cables

connectors before starting normal diagnosis and repair procedures. Refer to Radio Diagnosis Chart (Fig. 2), and/or Radio Connector Circuit Chart (Fig. 3).

REPLACEMENT

- (1) Remove bezel by opening glove box and prying behind the bezel (Fig. 4).
- (2) Remove two screws that attach the radio to the panel.
- (3) Remove the ground strap screw.
- (4) Remove the antenna plug.
- (5) Remove the two wiring connectors.
- (6) For installation reverse above procedures.

MANUAL ANTENNAS

TESTING

Antenna performance may be tested by substituting a known good antenna. It is also possible to check short or open circuits with an ohmmeter or continuity light once the antenna cable is disconnected from the radio as follows:

- (1) Continuity should be present between the antenna mast and radio end pin of antenna cable plug (Fig. 5).
- (2) No continuity should be observed between the ground shell of the connector and radio end pin.
- (3) Continuity should be observed between the ground shell of the connector and the mounting hardware on the vehicle fender.

REMOVAL

- (1) Remove side cowl cover and disconnect antenna cable by pulling apart.

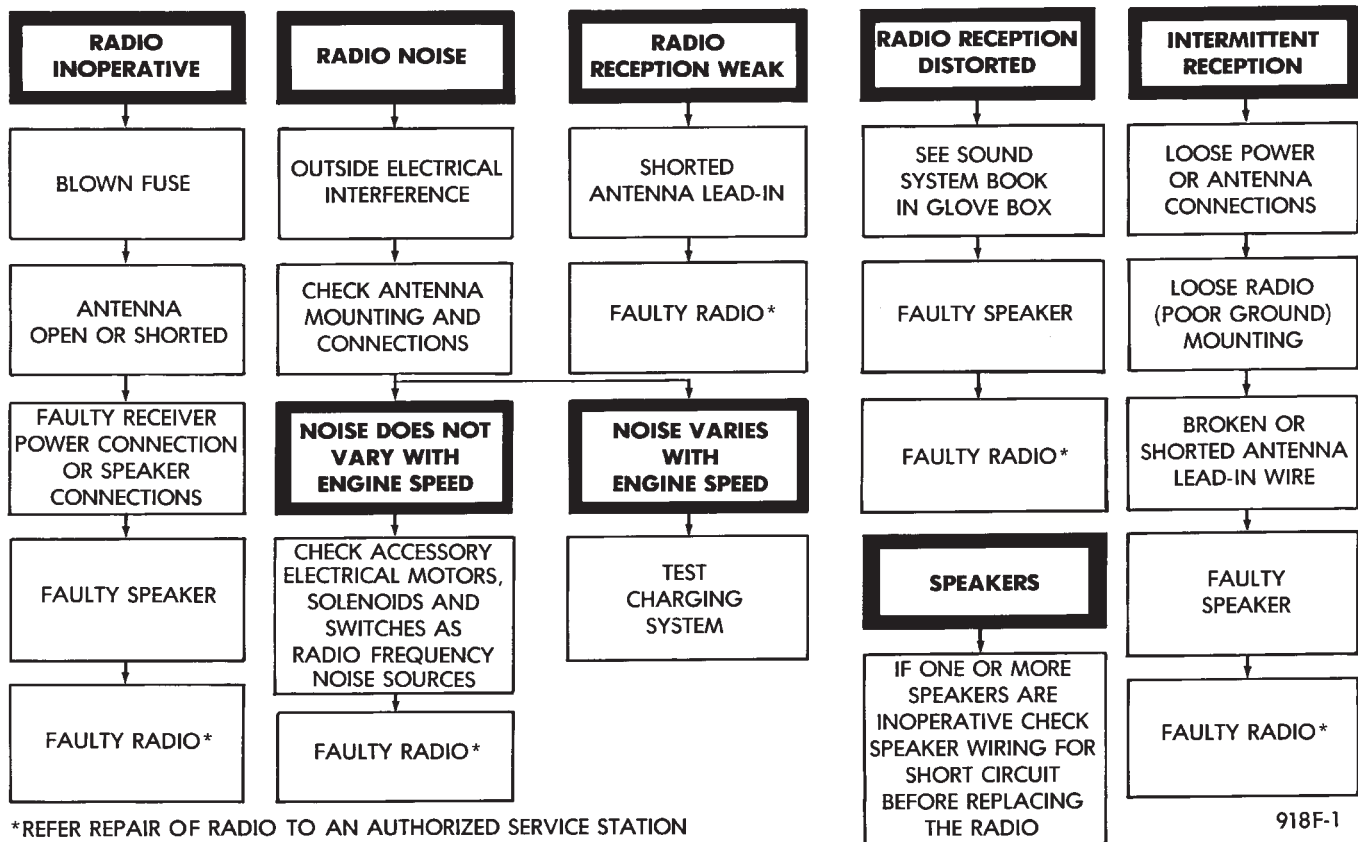


Fig. 2 Radio Diagnosis

(2) Remove antenna mast by unscrewing mast from antenna body (Fig. 6).

(3) Remove cap nut with Antenna Nut Wrench C-4816 (Fig. 7).

(4) Remove antenna adapter (Fig. 7).

(5) From under fender remove antenna lead and body assembly (Fig. 5).

INSTALLATION

(1) Install antenna body and cable from underneath fender (Fig. 5).

(2) Install adapter and cap nut. Tighten cap nut to 14 N•m (125 in. lbs.) with Antenna Nut Wrench C-4816.

(3) Install antenna mast into antenna body until sleeve bottoms on antenna body.

(4) Route cable through body hole, make sure the grommet is seated to the body plug in cable to connector.

BENCH TEST FOR ANTENNA MALFUNCTION

It is also possible to check short or open circuits with an ohmmeter or continuity light once the antenna has been removed from the vehicle.

(1) Continuity should be present between the tip of the mast and radio end pin (Fig. 8).

(2) No continuity should be observed between the ground shell of the connector and radio end pin.

(3) Continuity should be observed between the ground shell of the connector and the mounting hardware.

Wiggle cable over its entire length to reveal intermittent short or open circuits during steps (1), (2) and (3).

SPEAKERS

CAUTION: Do not operate the radio with speaker leads detached since damage to the transistors may result.

FRONT SPEAKER REPLACEMENT

(1) Remove speaker grille by pushing forward until the back edge is clear of the pad (Fig.9).

(2) Remove two screws that retain the speaker.

(3) Remove the speaker and disconnect the wiring connector.

(3) For installation reverse above procedures.

FRONT DOOR SPEAKERS REPLACEMENT

(1) Remove speaker grille by prying at top with a flat tool.

(2) Remove four speaker mounting screws. Pull speaker forward and remove speaker wiring connector.

(3) For installation reverse above procedures.

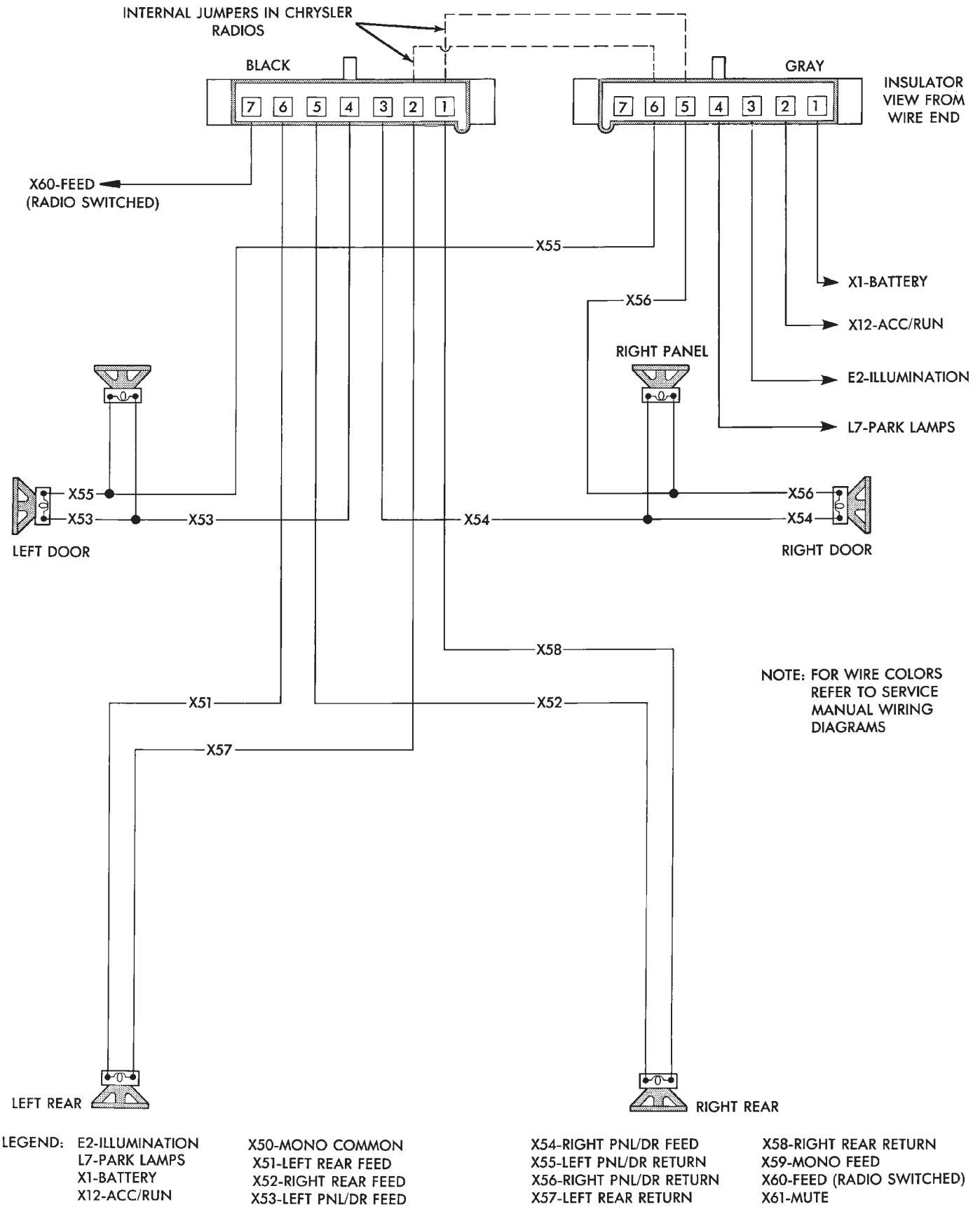
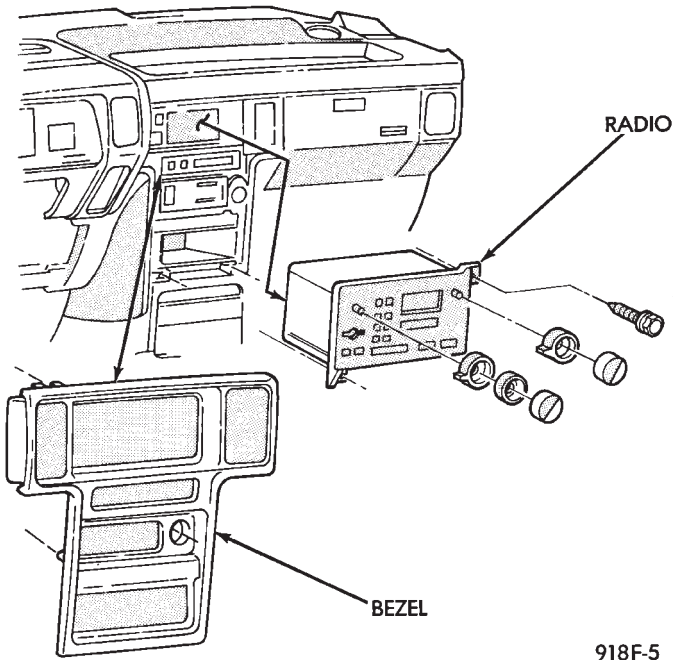
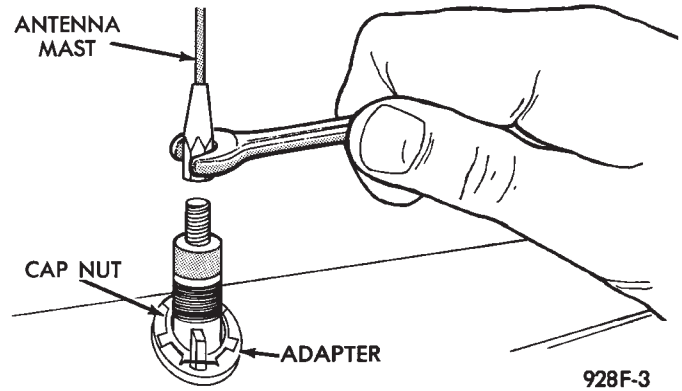


Fig. 3 Radio Connector Circuit



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Fig. 4 Radio and Bezel



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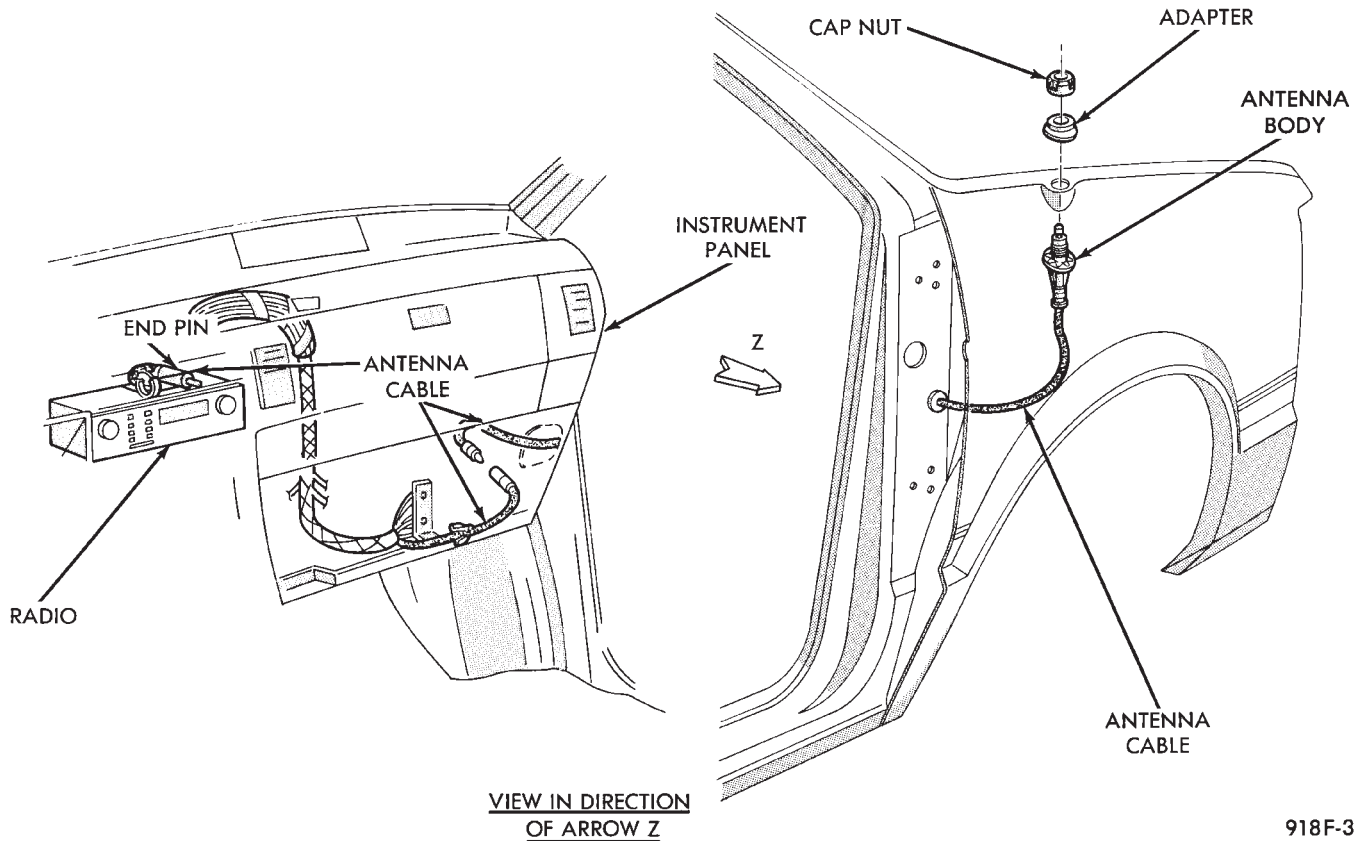
Fig. 6 Antenna Mast Removal & Installation

REAR SPEAKERS REPLACEMENT

- (1) Remove the speaker grille by prying from the underside (Fig. 10).
- (2) Remove four screws attaching speaker to door.
- (3) Disconnect speaker wiring connector.
- (4) For installation reverse above procedures.

RELAY/CHOKE—INFINITY SPEAKERS

No Bass, test across the connector for continuity. If no continuity Replace Relay/Choke Assembly (Fig. 11). The Relay/Choke is located under the left side of the Instrument Panel on the Dimmer Module bracket.



VIEW IN DIRECTION OF ARROW Z

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Fig. 5 Radio Antenna Cable

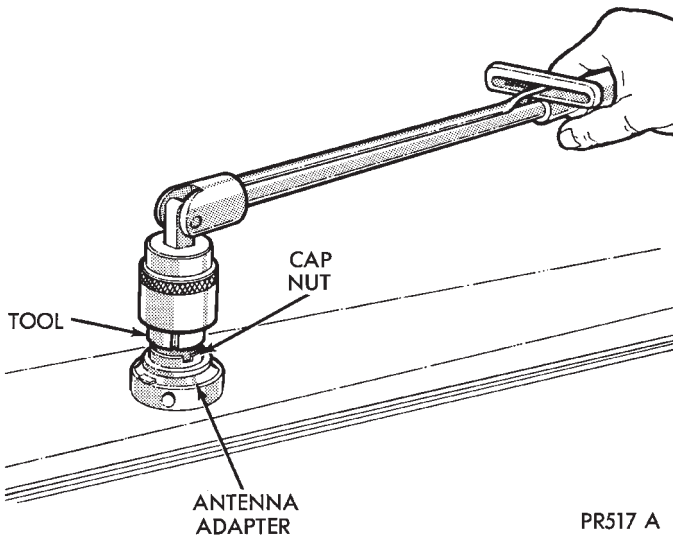


Fig. 7 Removing or Tightening Antenna Cap Nut

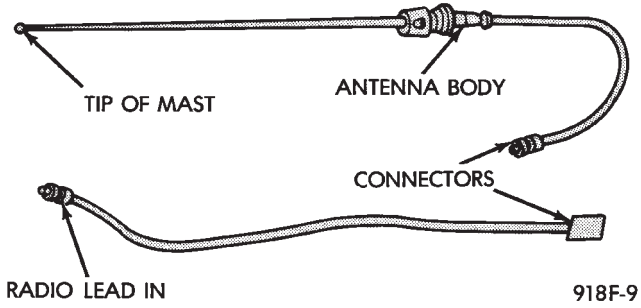


Fig. 8 Antenna Bench Test Points

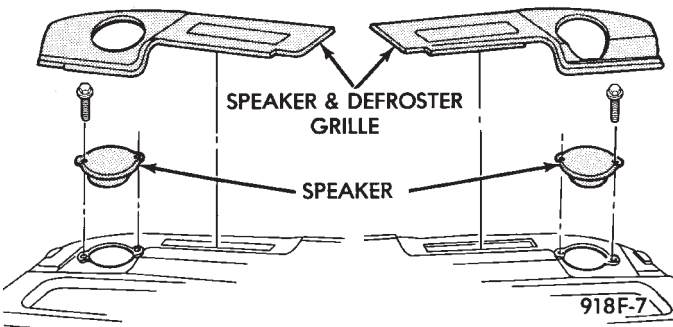


Fig. 9 Front Speaker System

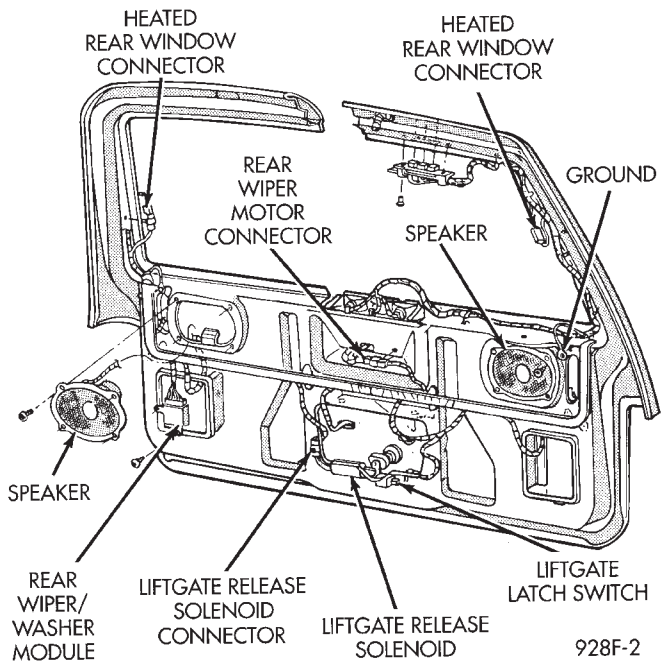


Fig. 10 Rear Speaker System

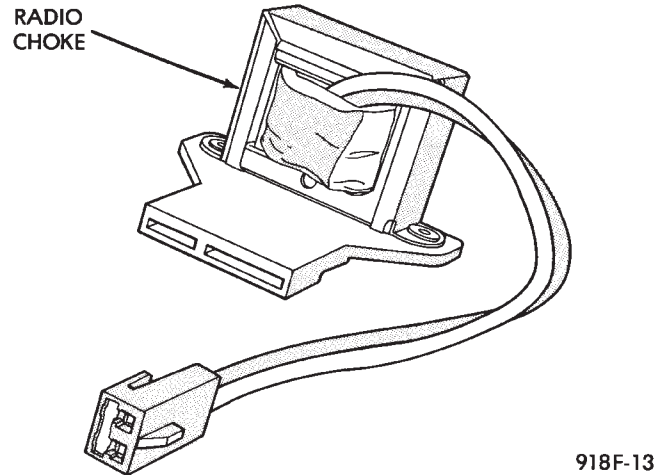


Fig. 11 Relay/Choke—Infinity Speaker[001a]

