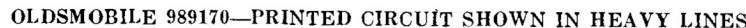


GENERAL
MOUNTING—All 1959 Oldsmobile Cars.
SPEAKER—6"x9" Elliptical, Permanent
Magnet.

(For alignment and additional service information see next page adjacent at right)

PUSHBUTTON SETUP PROCEDURE

Pull Pushbutton to the left and out. Tune in desired station manually. Push button all the way in.



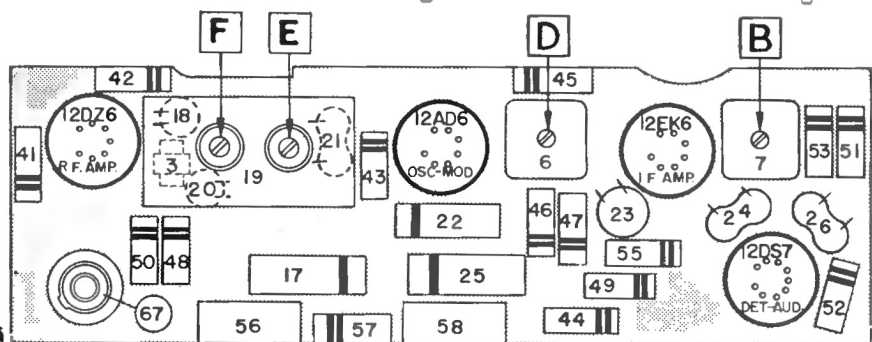
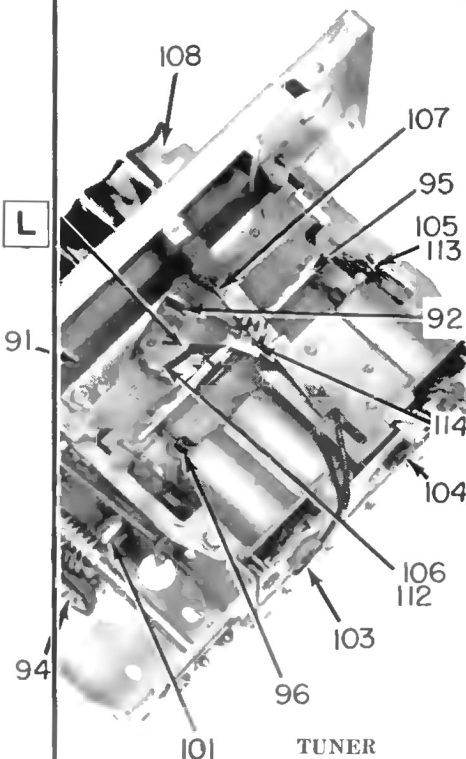
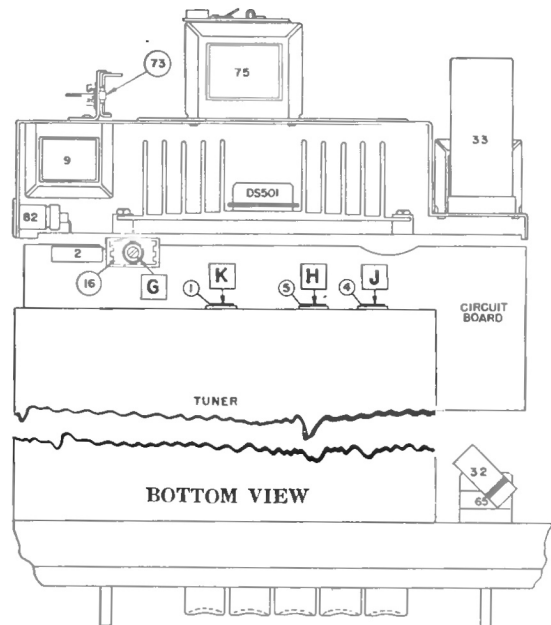
ILLUS. 77 IS SOCKET FOR REAR SPEAKER CONTROL AND INCORPORATES A SHORTING SWITCH. WHEN JUMPER OR CONTROL ARE REMOVED THE OUTPUT TRANSFORMER IS SHORTED.

DELCO

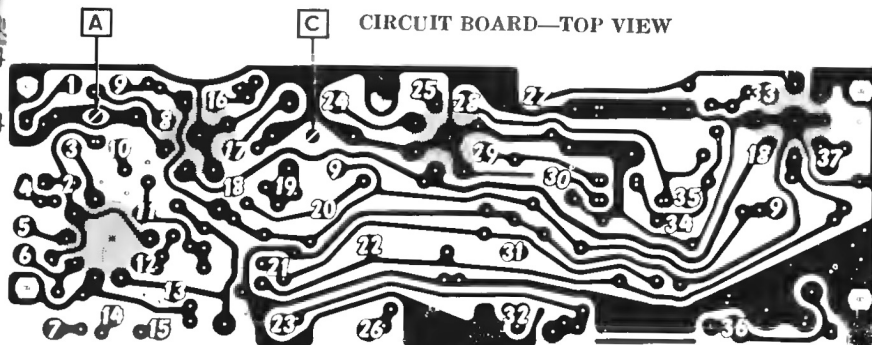
OLDSMOBILE MODEL 989170
(Continued from preceding page)

ALIGNMENT PROCEDURE:

Output Meter Connections.....Across Voice Coil
Generator Return.....To Receiver Chassis
Dummy Antenna.....In Series With Generator
Volume Control Position.....Maximum Volume
Tone Control Position.....Treble Position
Generator Output.....Minimum for Readable Indication



CIRCUIT BOARD—TOP VIEW



WHITE NUMBERS ON PRINTED CIRCUIT BOARD DRAWING CORRESPOND TO NUMBERS ENCIRCLED ON SCHEMATIC.

STEPS	SERIES CAPACITOR OR DUMMY ANTENNA	CONNECT SIGNAL GENERATOR TO	SIGNAL GENERATOR FREQUENCY	TUNE RECEIVER TO	ADJUST IN SEQUENCE FOR MAX. OUTPUT
1	0.1 Mfd.	12AD6 Grid (Pin #7)	262 KC	High Frequency Stop	A, B, C, D
2	0.000068 Mfd.	Antenna Connector	1615 KC	High Frequency Stop	*E, F, G
3	0.000068 Mfd.	Antenna Connector	600 KC	Signal Generator Signal	J, K
4	0.000068 Mfd.	Antenna Connector	1615 KC	High Frequency Stop	F, G
5	0.000068 Mfd.	Antenna Connector	1100 KC	Signal Generator Signal	L**

*Before making this adjustment check mechanical setting of oscillator core "H." The rear of the core should be 1/8" from the mounting end of the coil form. (This measurement is readily made by inserting a suitable plug in the mounting end of the coil form.) Core adjustment should be made with a non-metallic screwdriver.

**L is the pointer adjustment which is on the connecting link, between the pointer assembly and core guide bar (See tuner Dwg.). It should be adjusted so that when looking directly at the dial the pointer is on the 1100 KC mark. This setting is to give the correct relationship between the pointer and the dial when the radio is installed in a car.