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Comments from Jerry to me in an e mail

Silver Rub and Buff, it's available at Michel's crafts store – used to clean the outside case of the radio.

'64 and '66 are the same, radio noise suppression capacitor-wise; they're all shown in section U69, on sheets A5 and A6 in your '66 AIM.

The ignition system is actually the exact same type of transmitter first used to send Morse across the pond. High voltage, high frequency sparks were stepped up in transformers (just big coils of wire) and hooked to a long antenna wire. A diode detector detected the variations and sent the impulses to headphones. It was pretty simple. The cars coil is the step up transformer and the points are the code keys. And yes, there is a diode used in your radio to detect the signals.

First be sure you have put fresh capacitors at each spot identified by the AIM. The original brown wax covered caps died long ago! Don't forget the one in the distributor. Then be sure all that extra shielding, like over the distributor (if yours has it), has good connections to electrical ground. DEOXIT is perfect for that clean up. **If you unplug the antenna from the radio and the noise goes away, it's coming in the antenna.** If it's still there, then it's coming in either via the power cable or via the speaker leads.

If you don't care about having original looking caps (at around \$30 each), order the yellow tubular polypropylene or polyester capacitors old ere: <https://www.tubesandmore.com/products/capacitors>. One original will get you several full sets of the yellow ones. Most of the originals are probably .05MF or .1MF (microfarads in value) or in that range.

Now if all that fails to get rid of it, put shielded plug wires on the car.

Also, fluorescent (shop) lights, as well as the new “and FCC approved and tested” LED bulbs will cause static.

**Very Important:** Adjust the recessed antenna trimmer screw on the case side rear near the antenna jack for maximum loudness on a very weak signal near 1600 on the AM dial. If the trimmer does not "peak" the loudness within its range of travel, an antenna or feedline problem is indicated.

Just hook up the speaker, power connector, the antenna and do the AM band antenna trimmer adjustment when it arrives and you should be good to go.

I can tell you what will fail first based on probability. The wire wound nichrome wire in the variable resistor that is recessed in the hole in the bottom panel of the radio will cause the audio to become unstable and eventually fail. This will be due to natural surface corrosion and the increased resistance between the wire coils and the wiper arm. Just clean it. You'll see the slot for the screwdriver. Also, the AM/FM switch contacts (9 total) may suffer the same fate. Again, just clean them. And finally, the power switch contacts may stiffen up or corrode. You already know where the hole I drilled is located. That should be it for decades.

Performance degradations will be very slow and will be caused by the mica capacitors in the base of the “intermediate frequency” coils (4 for FM and 2 for AM). That might give you trouble yourself but each

transformer canister has two coils and a screwdriver notch at each end. It's a simple alignment, or should be, for any real tech. If you know any old ham operators, they can do it.

I drilled a small hole into the side of the power switch. If the switch sections ever fail, that's where to shoot some DEOXIT in. It doesn't take much! I left it open for you.

DEOXIT: available from Antique Electric Supply: website is  
[https://www.tubesandmore.com/products/tech\\_supplies](https://www.tubesandmore.com/products/tech_supplies)