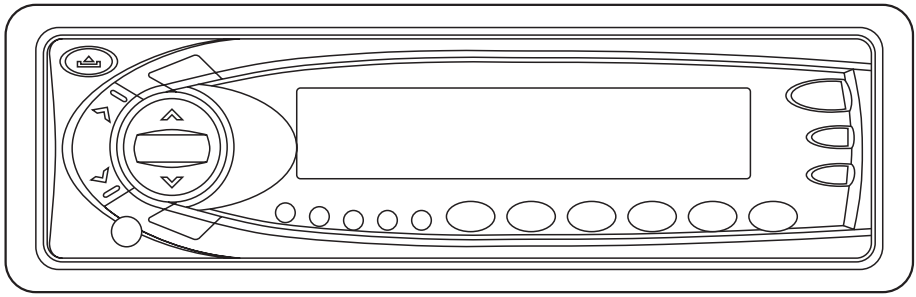
Goodmans

INSTRUCTION MANUAL



GCD 573M
Comprising of GCE 572RDS
In Car Radio Cassette Player
And GCD 573C 10 Disc
10 Changer

CE

CONTENTS

MULTIPATH DISTORTION / MUTING

Please note: An integrally mounted screen aerial may give rise to increase multipath distortion or spurious muting of the audio output. This is normal and to be expected. The use of an externally mounted rod aerial may reduce or possibly eliminate such problems.

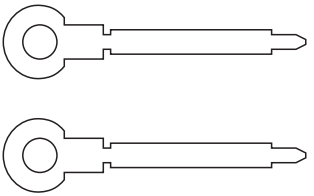
Most screen aerials require a 12 volt supply to operate correctly. Please check that this has been connected the +12 volt antenna wire of your radio. If you are in any doubt of this connection please contact the vehicle dealer or Goodmans installation helpline.

Note: The RDS functions of this radio will still operate even when playing tapes. If you listen to a tape with the car aerial retracted, popping noises etc. may be heard as the RDS receiver is unable to receive good clear signals. To prevent this from occurring either fully extent to the aerial or if TA broadcasts are not required press the RDS and TA button until AF and TA are no longer shown in the display.

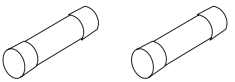
ACCESSORIES

Please retain the carton and packing materials, as this is the best protection for the unit should it be necessary to return it for servicing.

(1) 2 x Release key



(2) 1 x 15 Amp fuse
1 x 0.5 Amp fuse



15A Fuse 0.5A Fuse

PLEASE READ THIS BEFORE CONNECTING THE PLAYER TO THE VEHICLE

IMPORTANT NOTES

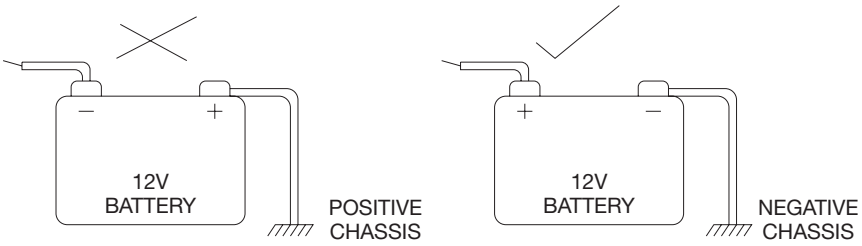
Prior to final installation carry out a sound check. If high distortion or intermittent sound is experienced it is possible that the wiring to the car's electrics is poor, or that the battery needs recharging.

If the battery and its charging circuit are OK, then rewire the red fused wire of the player directly to the positive terminal (+) of the car battery. Car accessory shops stock the connector blocks and the 15 Amp cable which may be necessary for extending the fuse wire connection.

EARTHING: Make sure that the black wire on the wiring harness is connected to a good earthing point on the car. If the chassis of the car is used as an earthing point, make sure that the paint is scraped clean from the metal work before attaching the wire to it. It is preferable to connect the black earthing wire directly to the negative terminal (–) of the car battery.

WARNING: POLARITY.....

This model is only suitable for use in vehicles which have a negative earth system.
e.g.: The negative terminal of the car battery is connected to the chassis.



Connecting The Speakers And Power Cables

Before you wire your system, disconnect your vehicle battery's positive (+) cable. This helps prevent damage in case of a short. When you complete the wiring, reconnect the battery cable and test your car stereo.

Note: Check with your vehicles handbook or dealer before disconnecting the vehicle battery in case the radio /alarm or other electronics in your vehicle requires special attention.

When connecting your car stereo's black ground wire, be sure to connect the wire to a metal part of your vehicle or preferably to the negative (–) terminal of the car battery.

PRECAUTIONS AND MAINTENANCE

- This unit is designed for negative ground 12V DC operation only. The equipment can be used safely, if the negative terminal of the battery is connected to the vehicle metal work.
- Do not use speakers of impedance less than 4 ohms; and do not allow the speaker wires to be sorted together when the unit is switched on.
  Otherwise it may overload or burn out the power amplifier stage.
- If the car interior is extremely hot, as after being parked in the sun, do not use the player until the car has been driven for a while to cool off the interior.
- Take care of your tape cassette to preserve the quality of the recordings. Do not allow them to be exposed to direct sunlight. Store them in a place protected from dirt and dust and avoid handling with greasy or oily hands. Also, keep the away from magnets, and motors of the permanent magnet type.
- It is not advisable to use cassette tapes longer than C-90 (45 minutes per side) in automobile players, since the tape is too thin and lends to become easily entangled. Always remove the cassette from your tape player as soon as play is finished.
- The cassette head and pinch roller assay should be cleaned about every 6 MONTHS depending on use.
  This should be done with a good quality head cleaning tape.
- A loosely wound cassette tape will get damaged, prior to using such tape, tighten it in a manner as indicated by Fig. 1. A carelessly wound cassette tape will cause unnecessary pressure on the tape resulting in the cassette springing out while the tape is running. For prevention, rewind the tape by fast forwarding or rewinding.

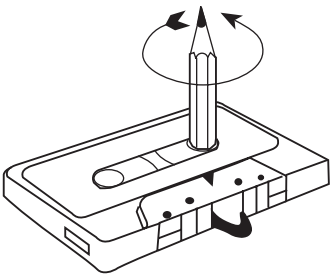


Fig. 1

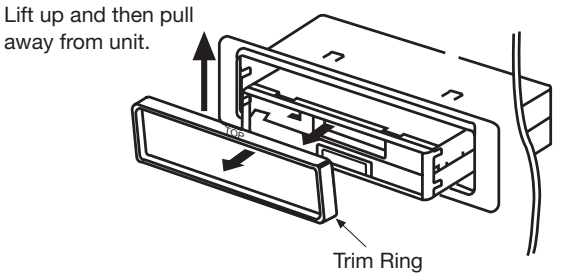
REMOVING AND ATTACHING THE TRIM RING

This model can be fitted to DIN E or ISO style dashboard slots. The clip on trim ring is prefitted to the front of the unit for this purpose.

- It will be necessary to remove the trim ring:

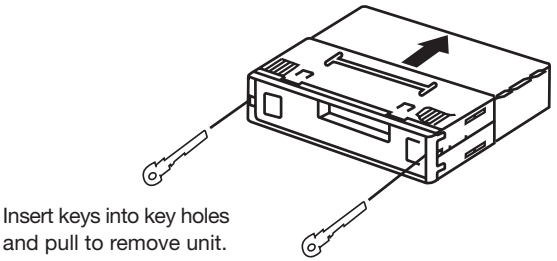
a. To allow the radio to be fitted to an ISO style dashboard slot.
b. To gain access to the keyhole slots for removal of the unit from the car slot/fixing cage.

- To remove the trim ring first remove the front panel from the radio (press the open button and remove the front panel).
- Using your fingers lift the trim ring at its top centre and pull the ring towards you/away from the main unit.
- The trim ring can only be fitted to the main unit one way only. A removable label with TOP printed on it is placed on the top of the ring to indicate the correct placement of the ring. Simply position the trim ring over the front of the main unit and push fit the trim ring on to the unit.



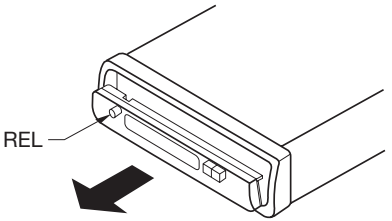
REMOVING THE PLAYER FROM THE DASHBOARD/FIXING BRACKET

- Remove the front panel from the main unit.
- Lift off the trim ring and remove from the main unit.
- Insert the supplied release keys into the key slots located on the left and right sides of the unit. Ensure that the keys are fully pressed into the slots.
- Pull on both of the release keys to remove the unit from the fixing bracket/car slot.

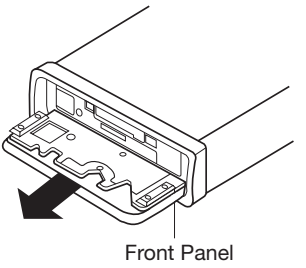


DETACHING AND ATTACHING THE FRONT PANEL

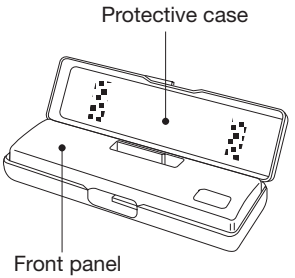
To Detach the Front Panel



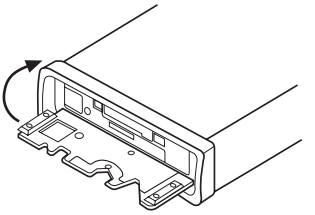
1. Press the REL button, the front panel will pivot down allowing access to the tape compartment.



2. With the panel in the down position, hold the top of the panel at its mid point and pull to remove



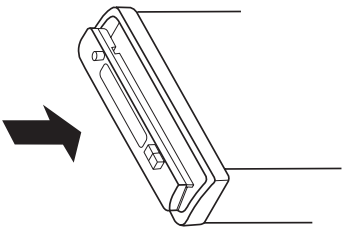
3. For safekeeping, store the front panel in the supplied protective case immediately after being removed.



4. Push closed the front metal slide. Fixing plate back on to the main unit.

To Reinstall the Front Panel

1. Push the front panel into the main body. A 'click' sound should be heard.



2. Note that if the front panel fails to lock in position properly, press control button may not function and LCD display may be missing some segments. Pushing the release button and then reinstall the front panel again.

Precautions when Handling

1. Do not drop the front panel.
2. Do not put pressure on the display or control buttons when detaching or reinstalling the front panel.
3. Do not touch the contacts on the front panel or on the main unit body. It may result in poor electrical contact.
4. If any dirt or foreign substances adhered on the contacts, they can be removed with a clean and dry cloth.
5. Do not expose the front panel to high temperatures or direct sunlight in anywhere.
6. Keep away any volatile agents (e.g. benzene, thinner, or insecticides) from touching the surface of the front panel.
7. Do not attempt to disassemble the front panel.

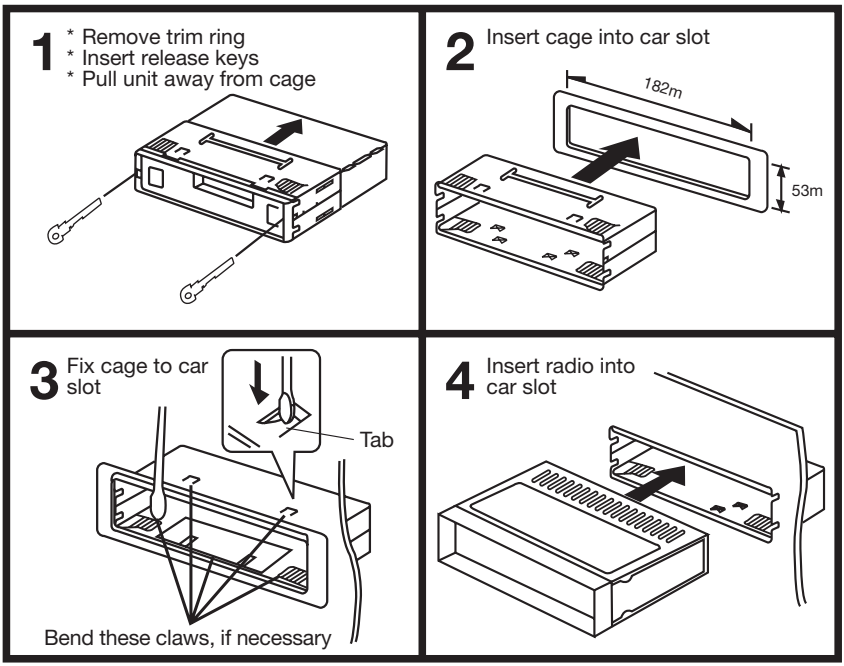
INSTALLATION/PRECAUTIONS

- Choose the mounting location carefully so that the unit will not interfere with the normal driving functions of the vehicle.
- Avoid installing the unit where it would be subject to high temperatures, such as from direct sunlight or hot air from the heater, or where it would be subject to dust, dirt or excessive vibration.
- Use only the supplied mounting hardware for a safe and secure installation.
- Be sure to remove the front panel before installing the unit.

Mounting angle adjustment
Adjust the mounting angle to less than 20°.

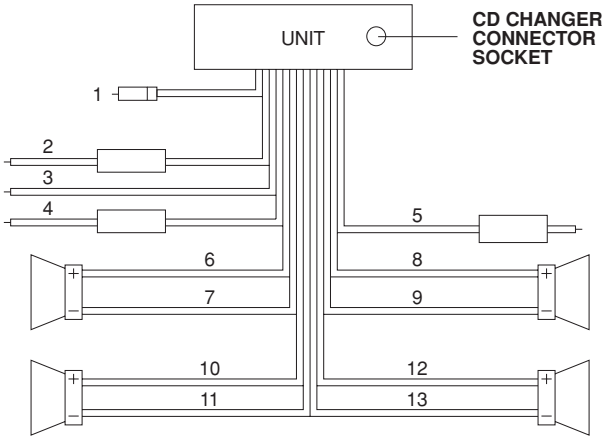
MOUNTING EXAMPLE

Installation in the dashboard



Note:
Keep the release keys in a safe place as you may need them in future to remove the unit from the car.

WIRING IDENTIFICATION



REAR VIEW OF PLAYER

1) AERIAL INPUT SOCKET
2) BATTERY: RED +12 VOLT IGNITION
3) GROUND: BLACK –
4) MEMORY: ORANGE PERMANENT +12 VOLT
5) AUTO AERIAL: ORANGE/WHITE
6) FRONT LEFT POSITIVE: GREY
7) FRONT LEFT NEGATIVE: GREY WITH BLACK STRIPE
8) FRONT RIGHT POSITIVE: WHITE
9) FRONT RIGHT NEGATIVE: WHITE WITH BLACK STRIPE
10) REAR LEFT POSITIVE: BROWN
11) REAR LEFT NEGATIVE: BROWN WITH BLACK STRIPE
12) REAR RIGHT POSITIVE: YELLOW
13) REAR RIGHT NEGATIVE: YELLOW WITH BLACK STRIPE

RECOMMENDED MINIMUM LOUDSPEAKER POWER RATINGS

Front loudspeakers power ratings 2 x 30 Watts RMS (2 x 60 Watts Music)
Rear loudspeakers power ratings 2 x 30 Watts RMS (2 x 60 Watts Music)

TWO SPEAKER WIRING

If you intend to use only two speakers with this radio select either front or rear wiring

INSTALLATION NOTES (APPLICABLE TO BOTH 2 AND 4 SPEAKER CONNECTION)

This radio contains two separate power amplifiers, to prevent possible damage to these amplifiers please ensure:

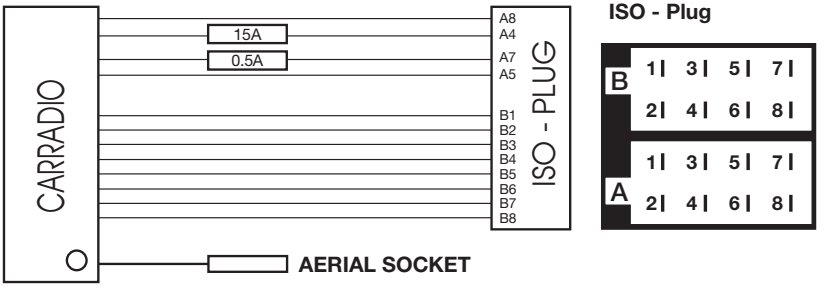
1) The vehicle chassis is not used as a loudspeaker earth (–ve return).
2) Front and Rear loudspeaker connecting wires are not joined together.
3) Any wires not used when completing a two speaker installation are fully insulated.
4) The memory wire (Orange) is connected to a permanent +12V supply.
5) The power wire (Red) is connected via the ignition switch of the vehicle.

Note: Before turning the unit ON for the first time after installation please ensure the RESET button is pressed to reset the microprocessor.

IMPORTANT NOTE

If after directly connecting the unit via the vehicles ISO connector plugs it does not appear to work (fails) to power up disconnect the orange lead bullet connector and reconnect to the twin bullet connector socket on the red wire. Try the unit again it should power up and can be used normally. Note this phenomenon is most frequent in Volkswagen/Audi vehicles.

ISO PLUG CONNECTIONS



Block A: This plug is used for power supply connections only.
Block B: This plug is used for connecting the loudspeakers.

- If your vehicle is not fitted with an ISO connector but just bare wire, then simply connect the supplied ISO plug to bare wire connector A and B to the radio's ISO socket and connect the bare wire ends to the vehicles loudspeakers according to the wiring codes as shown below. Make sure all connections and any unused wires are insulated to prevent shorting.
- ISO Connector pin A6 (Car Light Illumination) is not used on this player.

ISO-PLUG A

ISO	Function	Colour
A4	+12 Volt memory	Orange
A5	+ 12 Volt Auto. Antenna	Orange/White
A7	+12 Volt Power	Red
A8	Earth (Ground)	Black
A6	Car light (Illumination)	---

ISO-PLUG B

ISO	Function	Colour
B1	Speaker right rear +	Yellow
B2	Speaker right rear –	Yellow with black stripe
B3	Speaker right front +	White
B4	Speaker right front –	White with black stripe
B5	Speaker left front +	Grey
B6	Speaker left front –	Grey with black stripe
B7	Speaker left rear +	Brown
B8	Speaker left rear –	Brown with black stripe

Recommended Minimum Loudspeaker Power Ratings

Front and Rear Loudspeakers power ratings 4 x 30 Watts RMS.

Two Speaker Wiring

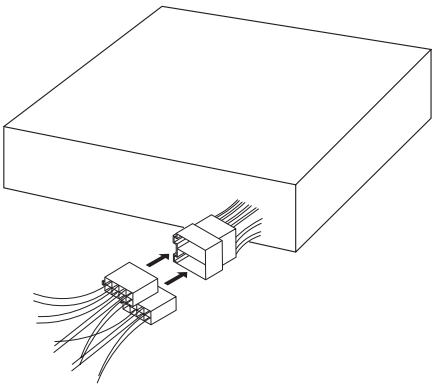
If you intend to use only two speakers with this radio select either front or rear wiring i accordance with the power handling of the speakers fitted to you vehicle, when installing connect as per the instructions given on page 11 - 12.

Installation Notes (Applicable to both 2 and 4 speaker connection)

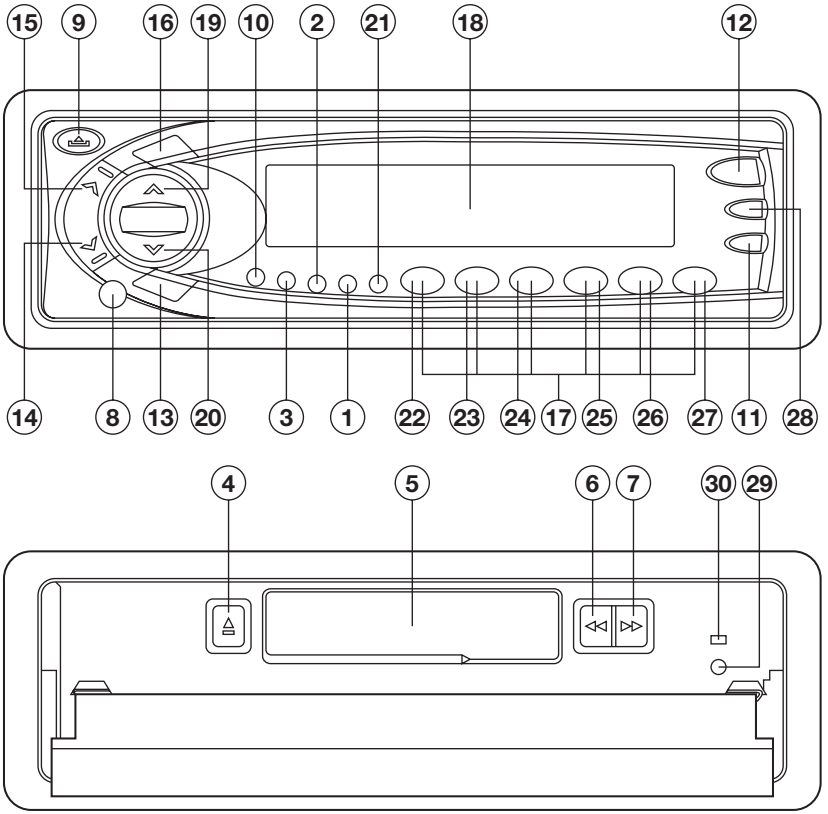
This radio contains two separate power amplifiers, to prevent possible damage to these amplifiers please ensure:

i) The vehicle chassis is not used as a loudspeaker earth (-ve) return.
ii) Front and Rear loudspeaker connection wires are not joined together.
iii) Any wires not used when completing a two speaker installation are fully insulated.
iv) The memory wire (orange) is connected to a permanent +12V supply.
v) The power wire (Red) is connected via the ignition switch of the vehicle.

If bare wires are to be used, insert the 2 x supplied.
ISO plugs into the ISO socket of the car radio.
The plugs are handed and will only fit one way.
Connect the bare wires ends in accordance with the instructions given on page 10.



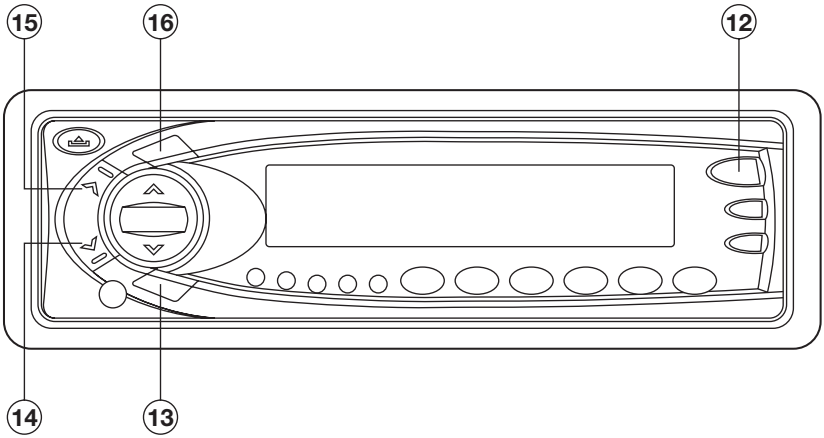
IDENTIFICATION OF CONTROLS AND FUNCTIONS



FUNCTION KEYS

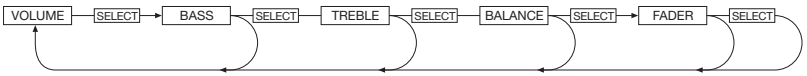
1. PTY Button (PTY)
2. TA Button (TA)
3. AF/REG Button (AF/REG)
4. Eject Button (⏏)
5. Cassette Slot Door
6. Rewind Button (⏪)
7. Fast Forward Button (⏩)
8. Mode Button (MOD)
9. Release Button ( )
10. Local/distant Button (LOC)
11. Display Button (DSP)
12. Power/Illumination Button (PWR/ILL)
13. Select Button (SEL)
14. Volume Down Button (VOL ⩔)
15. Volume Up Button (VOL ⩓)
16. Band/Loudness Button (BND/LOU)
17. Preset Buttons
18. Liquid Crystal Display
19. Tune/Seek Up Button (⩓)
20. Tune/Seek Down Button (⩔)
21. Auto Memory Store/Preset Scan Button (AMS)
22. Disc Pause Button (PAU)
23. Disc Scan Button (SCN)
24. Disc Repeat Button (RPT)
25. Disc Shuffle Button (SHF)
26. Disc Down Button (D.DN)
27. Disc Up Button (D.UP)
28. Equalization Button (EQ)
29. Flashing LED Button (LED)
30. Reset Button (RESET)

CONTROLS



1. **Power button (PWR) (12)**
   Press to turn power to the player ON or OFF.

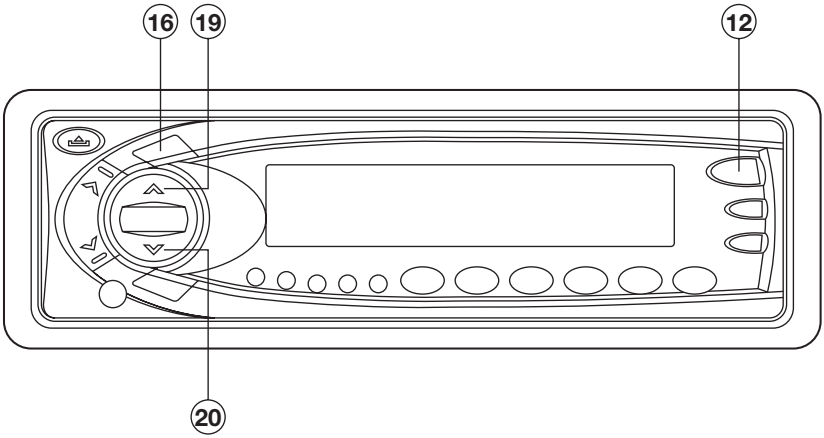
2. **Select button (SEL) (13) / VOL UP (15) / DOWN (14)**
   The Volume, Bass, Treble, Balance and Fader functions are electronic and are selected for adjustment by this button. The function defaults to the volume setting which can be increased/decreased by pressing the VOL Up (15)/Down button (14).
   To adjust the Bass, Treble, Balance or Fader functions press the SEL button (13) repeatedly unit the desired function shows in the display. Press the VOL Up (15)/Down button (14) to adjust the desired function. The display will show the amount by which the function has been altered.
   If no adjustments have been made within 4 seconds of pressing the SEL button (13), the player will assume the correct setting has been made and will automatically return to normal/Volume setting.



3. **How to set loud ON/OFF (16)**
   Press and hold, (BND, LOU) (16) button for more than 2 seconds, until the Display shows “LOUD ON”.

Radio reception

AUTOMATIC TUNING (SEEK)

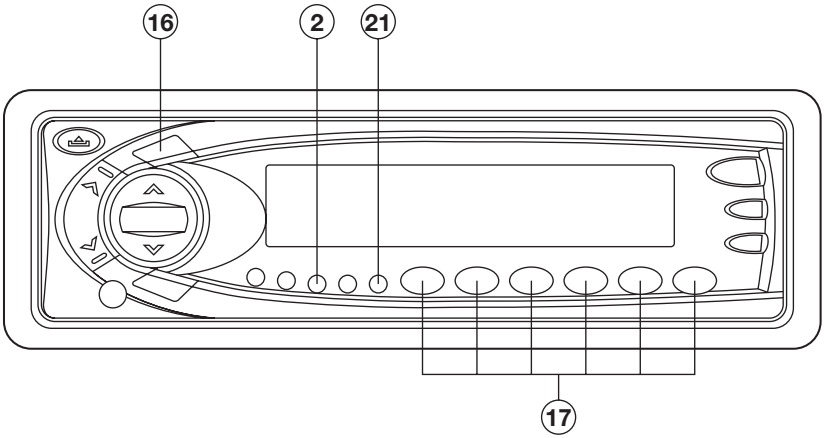


1. Press the PWR button (12) to turn on the unit.
2. Press BND/LOU (FM/MW/LW) (16) to select the desired band, FM1, FM2, FM3 or MW/LW.
3. Press TUNE/SKIP UP (⩓) (19) OR TUNE/SKIP DOWN (⩔) (20)
   The unit will automatically seek a station upwards or downwards and stop when a station is tuned in.
   When there are many stations the automatic tuning stops frequently.

MANUAL TUNING

1. Press the PWR button (12) to turn on the unit.
2. Press BND/LOU (16) to select the desired band, FM1, FM2, FM3, MW or LW.
3. Use Tune up (⩓) (19) or Tune down (⩔) (20) for more than 2 seconds then “Manual”. Will show in this display. Press Tune up (⩓) (19) or down button (⩔) (20) to tune to your desired station.

MEMORY PRESET TUNING



To Auto Station Preset (AMS Function)

- Select FM1, FM2, FM3, MW or LW band.
- Press and hold the AMS button (21) for more than 2 seconds (Auto Preset Memory).
- The 6 strongest available station will be automatically saved in the memory on preset button 1 - 6 (17).

Notes:

a. The complete band will be scanned and as each strongest station is received it will automatically be placed in the preset 1-6 memory locations.
b. Any stations that were entered into the AMS memory before the AMS operation commenced will be erased or repositioned after AMS operation has been completed.
c. If the radio has been set for TA mode (TA is shown in the display) the AMS will only search for the first 6 stations that are broadcasting TA/TP/RDS data. Press the TA buttons (2) until TA is no longer shown in the display it this is not desired.
d. When there are less than 6 different stations in your area then the AMS will not memorize any stations into the remaining preset memory locations.
e. AMS will not operate on LW band.

Manual Preset Memory

1. Press BND/LOU button (16) to select band required FM1, FM2, FM3, MW or LW.
2. Tune to the desired radio station.
3. Press and hold the desired preset memory button (17) 1-6 unit a beep is heard. The station has now been entered/memorized into the selected preset position.
4. To recall the AMS or normal/manually memorized stations, briefly press the AMS (21) or BND/LOU button (16) and then press the desired preset 1-6 button (17).

To Hear a Preset Station

Select desired band and press the appropriate preset button (17) 1-6 into which you have previously stored the station.

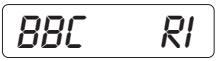
RDS reception

OVERVIEW OF THE RDS FUNCTION

The following functions are available with this unit using the RDS data system.

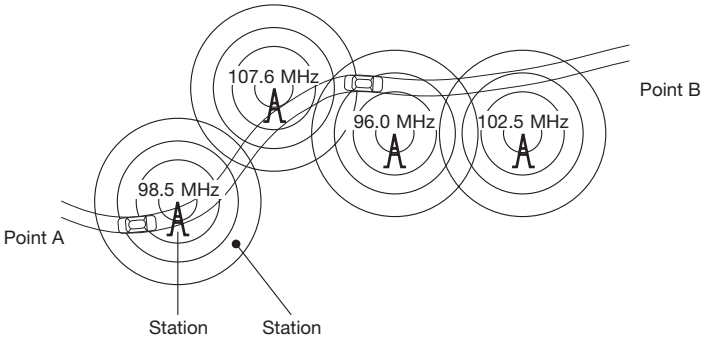
Station Name Display

Displays the station name in the display window.



Automatic Re-tuning-AF function

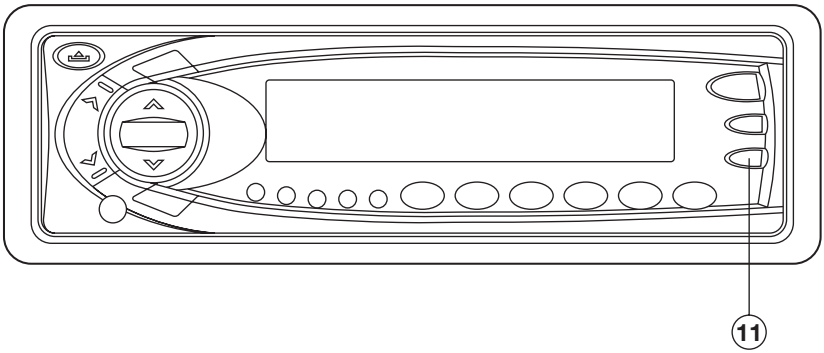
Re-tunes to a stronger signal station in the same broadcasting network automatically using the PI and AF data.
The illustration below shows an example: four stations of the same broadcasting network and a driver passes through from the point A to B.
The reception frequency of the station in the network changes from 98.5 MHz through 102.5 MHz as the driver passes through each transmitter.
By using the AF function, the driver can keep listening to the programme in the same broadcasting network without retuning operation while driving from the point A to B.



Traffic information Reception - TA function

Searches and stands by for a traffic information station using the TP and TA data.
By this function, the unit automatically monitors the station and changes its mode to the traffic information reception when the broadcast starts even whilst listening to tape playback or an External source.

STATION NAME DISPLAY



Note: Station name will only show when using FM band.

1. **Tune in a desired FM station using the automatic or manual tuning methods.**
   If the received station is transmitting RDS data. In a few seconds, station name will be displayed.

Notes

- RDS data can be received only on the FM band. It cannot be received on the MW/LW band.
- The RDS functions of this unit cannot be used if the received FM station is not transmitting the RDS data and may not work properly in area without RDS transmission.

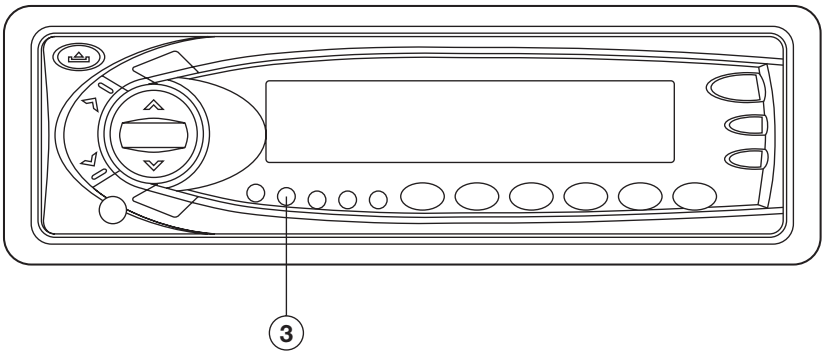
To change the display to frequency or programme type name
Press DSP (Display) (11)
Press on DSP (11) changes the display as follows:

Station name display → Clock → Frequency display → Program type display

If the RDS station is not transmitting the PTY (program type) or CT (Clock) data, programme type or clock will not show in the display.

AF function

AUTOMATIC RE-TUNING



Note: Auto Re-tuning will only operate on FM band.

1. **Tune to a desired RDS station using the automatic or manual tuning methods.**
2. **AF function is switched ON/OFF by pressing the AF/REG button (3).**
   When RDS is displayed. AF function is switched on. If no AF data is received, the AF symbol blinks.

How the AF function works?

In AF mode, the radio measures at regular intervals the signal strength at frequencies that are mentioned in the list of Alternative Frequencies (AF's) of the current station.
If an alternative frequency is found, it switches immediately to the new frequency if the quality of the current station becomes suddenly very poor, or if its RDS data cannot be received. The quality of a station is a function of signal level as well as multipath condition.
Note: In areas of severe multipath reception this may cause noise or the AF function to constantly change. Should this occur then switch off the AF function. Try using the AF function later.

Regional

Press AF/REG button (3) longer than 2 seconds (until the radio beeps.)
Displays shows REGIONAL Mode status and allows switching the REGIONAL Mode ON/OFF. The current state of the REGIONAL Mode is indicated by a message "REG ON" or "REG OFF". Which is displayed for 4 seconds after the AF/REG button (3) is pressed.
To check whether an Alternative Frequency is a real Alternative for the current station, the radio compares PI codes. (Programme Identity)
Regional Mode is ON: The PI codes must be exactly identical.
Regional Mode is OFF: The Region identification code in the PI code is ignored.
When regional mode is OFF, the radio may switch from a National Programme to a local variant of that Programme, or from a local station in one area to a local station of an other area. When Regional Mode is ON, the radio will only switch to an alternative that broadcasts exactly the same programme. For best performance it is recommended that the Regional function remains in the OFF, Function is REG OFF.

CT FUNCTION (CLOCK TIME)

This software incorporates a real time clock which is updated from the RDS signal. When a station is tuned in the unit will decode the incoming clock data and after 2 minutes will display the correct time when the DSP button is pressed.
Press DSP x 1-CT displayed; DSP x 2-Programme type; DSP x 3 -Frequency display. After 5 seconds the display will revert to station name display.
Note: Some stations do not transmit a PTY or CT information and therefore the clock display may not be available.

INFO- function

TRAFFIC INFORMATION RECEPTION

TA FUNCTION IMPORTANT NOTE

This product incorporates the latest RDS software as such the following points apply.

1. If TA is already selected and the programme selected from a preset memory does not transmit Traffic information, the TP symbol (TP) shown in the display will flash and a beep will sound every 30 seconds indicating that traffic information will not be received whilst listening to this programme/station. The Audible beep sound can be disabled by pressing the TA button (2) thus switching TA off.
2. Whilst listening to a NON TA (Traffic information) programme/station the TA function is switched ON, the unit identifies that the user requires traffic information and automatically re-tunes to the next available TA transmitting station.
3. If the station selected is not acceptable, alternative TA transmitting stations can be selected by leaving TA switched on and using Auto/Manual or PTY tuning methods.

“Please note that TP (RDS symbol for TA) will show in the display when you are tuned to a station which is capable of broadcasting Traffic information.”

Note: If the Regional function is on , a regional station with traffic announcement is received.

1. If the radio was in Cassette mode or in External mode, it switches temporarily to Radio mode, and the display will show the Programme Service name of the received station.
2. If the volume was low, it is raised to a preset to a preset level or the preferred TA level set using the select function.
3. The TA symbol blinks during reception of a TA broadcast.

At the end of the traffic announcement, the original station of tape function is restored again. If the user has not changed the volume setting. It is restored to the level before the traffic announcement. If the volume level was changed, during the traffic announcement, the new level will be retained.

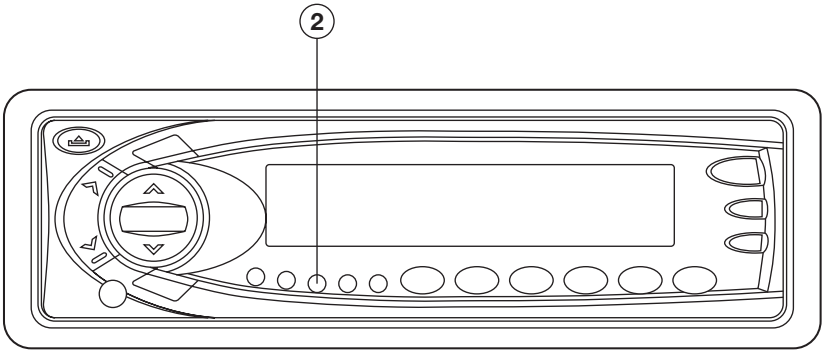
E.O.N. (Enhanced Other Network)

1. When a traffic announcement is detected via EON, the radio will switch to the linked programme transmitting the traffic announcement. The radio will remain at least 4 seconds on this programme before switching back to the original programme. AF mode is disabled during an EON traffic announcement.

Note: TA reception can be adjusted to receive local or local + long distance announcements to select local press and hold TA button, until EON TA LO shows in the display for local + long distance press and hold until EON TA DX shows in the display.

TRAFFIC INFORMATION RECEPTION

While Listening to Tape or CD Playback



1. **Press TA button (2) while playing back a tape or CD.**
   "TA" appears on the display window, while playback continues.

When a traffic information broadcast starts.
"TA" starts blinking. The tape or CD playback stops and the traffic information will be heard.

↓

When the broadcast is over.
The tape playback resumes from the point it has been suspended.

PTY (PROGRAMME TYPE) DATA RECEPTION

1. **Press PTY button (1) to switch PTY mode on.**
   When PTY mode is switched on and the current station does not transmit a PTY code or transmits a different PTY code, a search is started for the chosen code and the PTY icon blinks.
2. When search tuning is started while PTY is on, the radio stops only at stations that transmit the user preferred PTY code.
   The selected PTY code is stored.

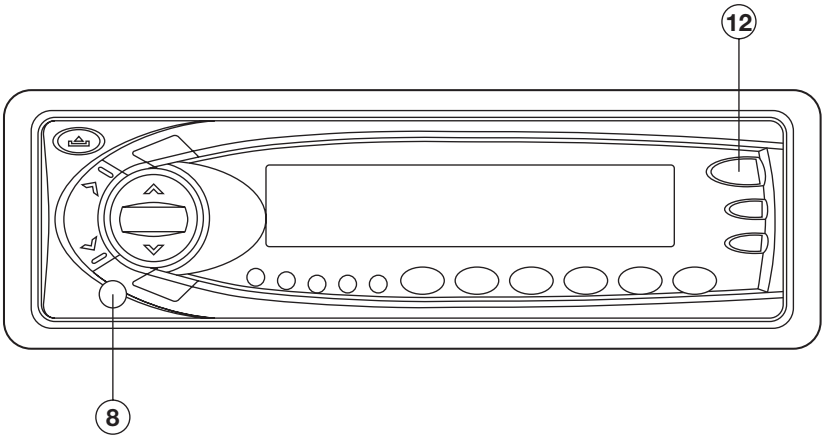
How to select the PTY code Figure 4 shows how to select a programme type. Only one programme type can be selected.

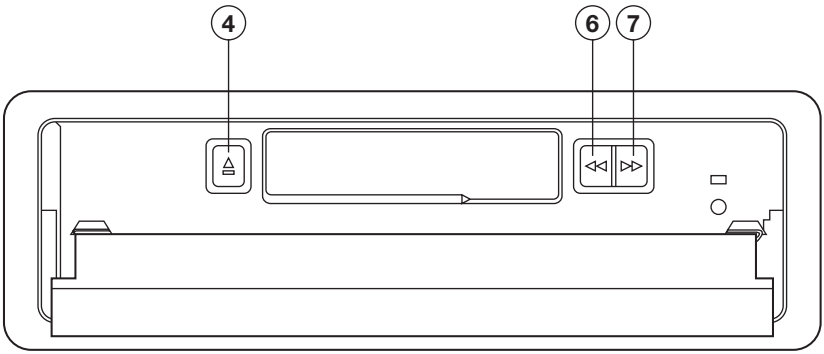
Press Button	Display will show	Press Preset Button	Press Once	Press Twice	Press Three Times
PTY	POP	1	POP M	ROCK M	
		2	EASY M	LIGHT M	
		3	CLASSICS M	OTHER M	
		4	JAZZ M	COUNTRY M	
		5	NATION M	OLDIES M	
		6	FOLK M		
	NEWS	1	NEWS	AFFAIRS	INFO
		2	SPORT	EDUCATE	DRAMA
		3	CULTURE	SCIENCE	VARIED
		4	WEATHER	FINANCE	CHILDREN
		5	SOCIAL	RELIGION	PHONE IN
		6	TRAVEL	LEISURE	DOCUMENT

Figure 4

PTY code is always enabled. The radio will always respond to a PTY message even when the PTY is not selected.

USING THE TAPE DECK

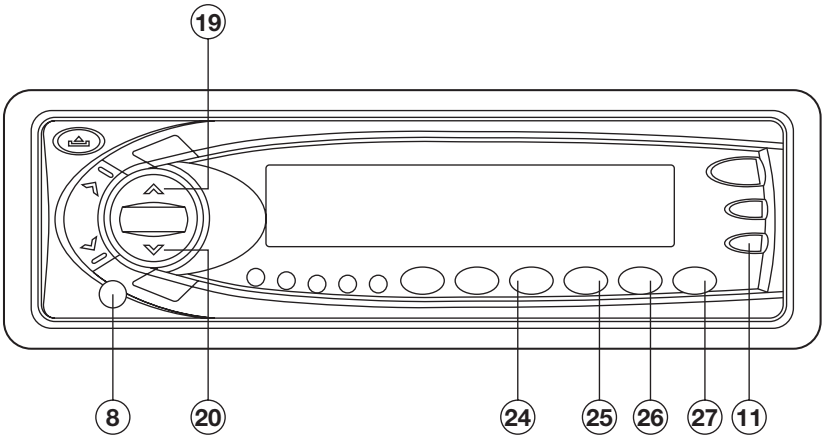




1. Ensure the unit is ON (12).
2. Insert a prerecorded cassette tape into the tape aperture with the exposed tape facing to the right. Tape playback will start automatically.
3. To advance or rewind the tape push either (◄◄) (►►) TAPE FUNCTION keys (6) (7) until they lock, to release gently press the opposite key. To change the tape play direction press both TAPE FUNCTION keys simultaneously. The display will show the direction of play.

   Note: When the tape reaches the end during playback it automatically switches direction and continues to play the other track.
4. Adjust the volume, bass, treble to the desired levels.
5. To end tape play press the MOD button (8) radio operation will now commence. Press the EJECT button (4) to remove the tape.

CD CHANGER OPERATION



1. **Playing a CD Disc**
   - Ensure Disc/Discs are already inserted into the CD changer disc cartridge.
   - Press MOD button (8) to select CD mode. If a tape has been inserted then the Mode button will need to be pressed again to select CD.
   - Disc play will automatically commence.
   - To change the disc press the Disc Up (27) or Disc Down (26) buttons.
   - To Skip Up/Down tracks briefly press TUNE/SKIP buttons (19) or (20).
   - To search through a track press and hold TUNE/SKIP buttons (19) or (20). Release the button to return the player to its normal operation.
   - Press the DSP (Display) button (11) during disc play to show disc current playtime for 5 seconds.

2. **CD Shuffle (plays current disc in a random order)**
   - Press the SHF button (25) for more than 2 seconds. The display will show SFD and the current disc will be played in random mode continuously.
   - Press disc skip – or + to select the next disc to be played in Random mode.
   - Press SHF button to return player to normal mode.

3. **CD Repeat (repeat 1 track)**
   Press the RPT button (24) to repeat one track continuously, RPT will show in display. Press RPT button again to return the player to normal operation.

AERIALS AND AERIAL FITTING

The normal standard telescopic aerial is designed to be used fully extended. If any segments are damaged or missing this will result in a deterioration of the radio reception. If is important to keep the aerial clean which will prevent corrosion and subsequent high resistance occurring within the segments which will lead to noisy or poor reception.

NOTE: Special aerial cleaning fluid is available from most garages and car radio specialists.

The ISO connector is supplied with a wire for use with an electrically powered aerial. Each time the radio cassette player is turned on +12 Volts appears on this wire. This wire must only be connected to the +12 Volt input terminal of the relay supplied with an electric aerial (refer to the instructions supplied with the aerial). When the aerial has been fitted correctly it will automatically extend when the power control of the radio cassette player is turned on, and will retract when turned off. This type of aerial is excellent against vandalism if you are prone to forgetting to retract your manual type aerial.

When fitting an aerial always try to sight the aerial as far away from the engine electric as possible, this will ensure that any ignition interference is kept to a minimum. Always make sure that the aerial is secured to a paint/underseal/rust free surface.

RADIO RECEPTION

FM BAND: FM (Frequency Modulated) transmissions are far superior in sound quality than AM transmissions (MW, LW).

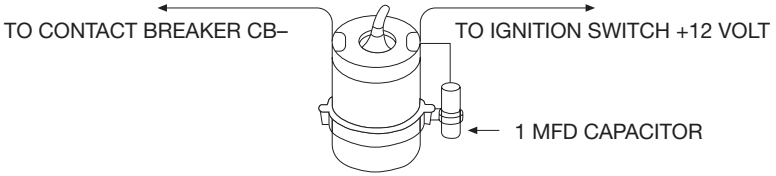
The signal can be affected by many factors such as car ignition, tall buildings, metal objects such as cranes or gasometers, hills, trees, wet weather, hot weather etc. In general, an increasing amount of noise and interference will be picked up by the radio the further away it is from the transmitter. When driving through built up areas or along a motorway, the FM reception may be patchy, this is due to the signal being momentarily blocked or reduced by an object and then reappearing when the object has been passed, this is heard as a shushing noise and is unfortunately unavoidable. The reception may be improved by pressing the RDS button.

AM BAND: AM (amplitude modulated) in addition to the FM band, the receiver is capable of receiving Medium Wave (MW) and Long Wave (LW) bands. These signals may be received over very long distances because the transmitting signal will bend around the curvature of the earth. These transmissions are affected by similar factors to the FM band, but in addition to this the reception will alter as night falls. The ionised layer in the upper atmosphere changes at night and allows more distant signals to be reflected back down to the earth. Subsequently more stations will appear on the waveband and this may cause tuning difficulties or co-channel interference (where 2 or more stations occupy the same frequency on the waveband). If the interference is severe, retuning to an alternate frequency (BBC often use more than 1 frequency) or selecting and tuning into a different waveband may be necessary.

RADIO INTERFERENCE

In the event that your player suffers from interference from your vehicles ignition or charging system, please read carefully the guidance given below. It should be noted that in the majority of cases, interference is mostly caused by a missing or defective device or the ignition HT leads are worn or are of poor quality.

SUPPRESSING THE IGNITION COIL



The ignition circuit consists of the coil, distributor, spark plug leads, and spark plugs, all of these components pass very high voltage and unless they are screened or suppressed will cause electrical interference to the radio. This can occur in any of the following ways:

a. Travel along the +12 Volt supply cable to the radio or
b. As a radio frequency which is received by the car aerial and processed as a signal or
c. By both points a and b shown above.

Before replacing or adding any suppression devices or filters, check carefully that the car aerial and screened lead are not damaged and that the radio cassette player is properly earthed and tuned to the correct frequency. As radio interference can be caused by many factors, locating the exact cause of the problem can often be very difficult, and trouble shooting is usually best left to a professional car radio installer, or to the main agent of your vehicle.

If you decide to try and cure the problem yourself, the large array of suppression kits/devices currently available from high street motor factors or your vehicles main agent may be confusing you. Each type of device is designed to filter out electrical interference at specific frequencies it is unfortunately trial and error, if one device works and another does not, therefore you may have to try several different types of filters before you have any success. Instructions on fitting the filters etc. are usually supplied with the kits.

Another source of interference is the alternator or dynamo, this can cause a whining noise relative to the engine speed. The alternator/dynamo should be fitted with a 2.2 MFD capacitor which should be connected between the +B lead (usually the thickest lead) and the car chassis or body of the alternator.

TROUBLE SHOOTING GUIDE

Poor sound quality from tape	• Poor recording, try another tape • Poor quality tape, try another tape. • Dirty playback head, run a good quality tape cleaner through the player. • Worn or damaged head, refer to dealer for service
Interference on radio	• Poor atmospheric conditions. Try again later in the day. • Vehicle suppression devices worn, missing or faulty. • Aerial/lead broken or damaged. • SWITCH OFF the AF mode.
Distorted audio	• Check loudspeaker wiring. This product contains a biamp, it is vitally important not to connect the front loudspeaker earth return wire to the rear speaker earth return wire. • Do not use the vehicles fader control as this will not be compatible with this player. • Faulty loudspeaker. • Distortion at high volume levels may be normal as the amplifier has reached maximum power output. However if extension wires have been used to connect to the vehicle battery these may be too thin/poor quality or be poorly connected. Use cables of 15 Amp or more. • Reduce the bass effect or switch off the loudness mode. • Vehicle battery and or charging circuit may be faulty.

SPECIFICATIONS

LW SECTION

Frequency Range	:	144 - 288 KHz
Channel Step	:	1 KHz
Intermediate Frequency	:	450 KHz
Usable Sensitivity	:	42 dB
Image Rejection Ratio	:	45 dB
IF Rejection Ratio	:	45 dB

MW SECTION

Frequency Range	:	522 - 1620 KHz
Channel Step	:	9 KHz
Intermediate Frequency	:	450 KHz
Usable Sensitivity	:	32 dB
Image Rejection Ratio	:	45 dB
IF Rejection Ratio	:	> 100 dB

FM SECTION

Frequency Range	:	87.5 - 108 MHz
Channel Step	:	50 KHz
Intermediate Frequency	:	10.7 MHz
Usable Sensitivity	:	6 dB
Image Rejection Ratio	:	45 dB
IF Rejection Ratio	:	60 dB

TAPE SECTION

Tape Speed	:	4.75 cm/sec.
Wow & Flutter	:	0.25 %
Cross Talk	:	40 dB
S/N Ratio	:	45 dB
Frequency Response	:	100 Hz - 8 KHz ± 3 dB

GENERAL

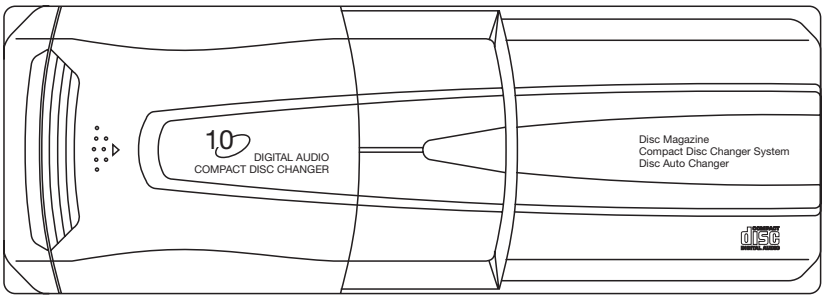
Power Supply Voltage	:	DC +11V – 16V
Polarity	:	Negative ground only
Speaker Impedance	:	4Ω - 8Ω
Maximum Output Power	:	4 x 40 W MPO
Dimensions Chassis		178 (W) x 50 (H) x 150 (D) mm 7 (W) x 2 (H) x 5.9 (D) inch
Cabinet		182 (W) x 53 (H) x 70 (D) mm 7.2 (W) x 2.1 (H) x 2.75 (D) inch
Nose piece		188 (W) x 58 (H) x 20 (D) mm 7.4 (W) x 2.3 (H) x 0.8 (D) inch

Weight: Net 1.7 Kg.
Gross 2.0 Kg.

INSTALLATION INSTRUCTIONS

10 - DISC CD CHANGER

GCD 573C



HINTS FOR CORRECT AND SAFE OPERATION

This CD Changer is designed to be operated only on +12 volt DC negative ground systems. The unit cannot be used on +24 volt or positive ground systems.

The unit may not operate correctly in extremely hot or cold temperatures. The unit is equipped with a built in self-protection circuit. When the temperature reaches a preset level, the protection circuit halts all unit operations. If this should happen, open a window and allow the car to cool.

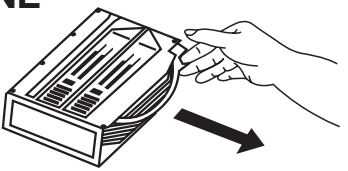
Condensation
Moisture can condense on the laser lens of the CD changer during rainy and humid days, or right after the heater is turned on in the car. If this should happen the unit will not operate correctly. To remedy the situation, remove the magazine from the unit and wait approximately one hour. During this time the moisture will evaporate and the unit will operate normally.

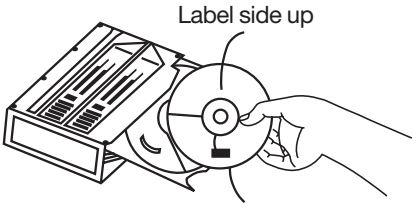
Remove the magazine from the unit when it is not being used during hot weather and the CD changer is not used for long periods of time.

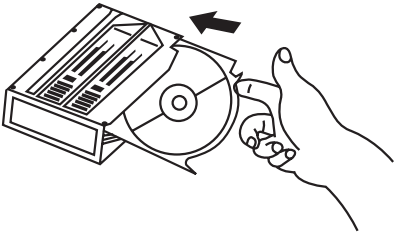
HOW TO USE THE MAGAZINE

Loading a disc

1. Pick the tab on the magazine's disc tray and pull out only of the trays.
2. Place the disc on the tray with its play surface facing down (label surface facing up).
   - Each tray can accommodate only one disc.
3. Press the tab on the disc tray to store the tray back in the magazine.
   - Up to ten discs can be loaded.

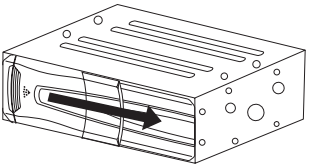


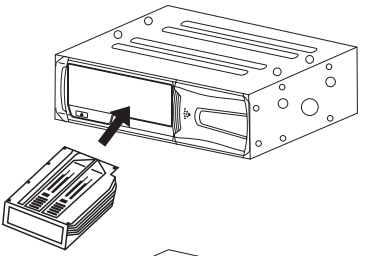


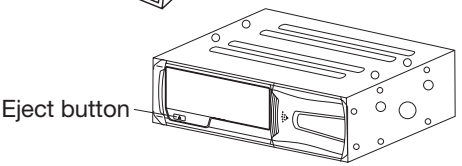


Installing the magazine

1. Slide the door toward the right.
2. First check that the magazine with the discs has its top side facing up and it is pointed in the right-direction for installation. Push it in until clicks into place, indicating that it is now locked.
   - When the magazine is used for the first time, it will not lock into place unless the power supply has been connected.
   - Ejecting the magazine
     The magazine is ejected by pressing the eject button (⏏).







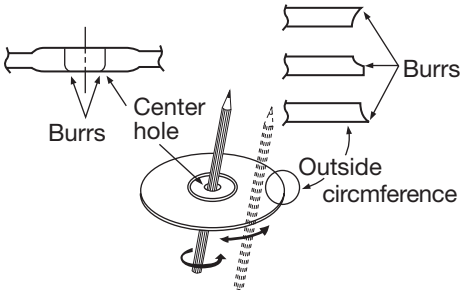
Notes:
Be absolutely sure to close the door after having inserted or ejected the magazine. Dust or dirt finding its way inside may cause malfunctioning of the unit.

PRECAUTIONS FOR HANDLING DISCS

With new discs

The symptoms described below sometimes occur when new discs are used:

- The disc is not played even when it is loaded.
- Operation changes to the next disc before the first disc has a chance to be played.
- The same disc is played over and over again.
- The designated disc is not played.



Remove all plastic particles of burr from surfaces of disc before loading in magazine.

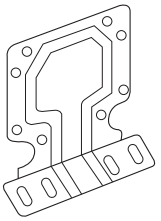
These symptoms occur when there are burrs on the centre hole or outside circumference of the disc and, as a result, the disc has not been loaded properly or the disc catches on something inside the magazine. In cases like these remove the burrs using a ball point pen or similar implement, as shown in the figure on the right.

WARNING

- Although protective film is being marketed as CD accessories, use of these products will result in malfunctions and should absolutely be avoided.

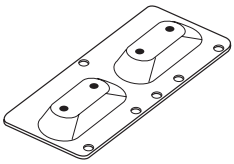
INSTALLATION PARTS

Bracket (A)



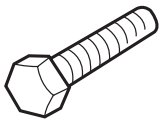
x 2

Bracket (B)



x 2

Hexagonal Bolt
(M6 x 12)



x 4

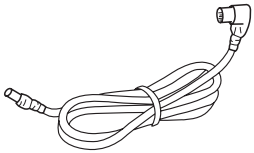
Truss Screw
(M4 x 5)

x 4

Tapping Screw
(M5 x 12)

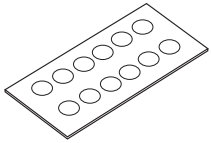
x 4

DIN 8
Pin Cable



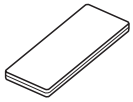
x 1

Seal



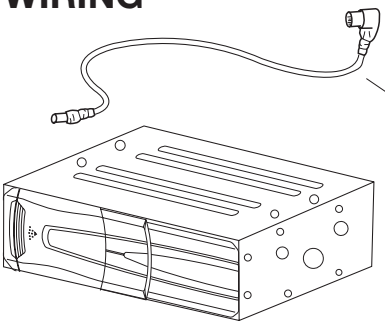
x 1

Double
Sided Tape



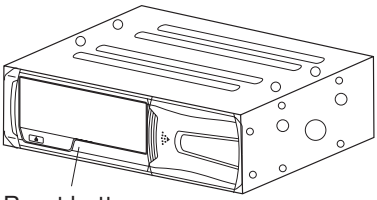
x 2

WIRING



Connect this cable to the socket on the back of the CD player.

RESET FUNCTION



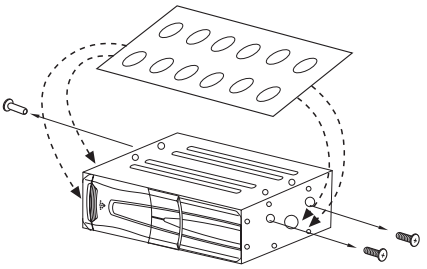
Reset button

The reset button must be activated with either a ball point pen or thin metal object. It is to be activated for the following reason:

- Initial installation of the unit when all wiring is completed.
- Some functions do not operate.

BEFORE INSTALLING THE UNIT

Transport Lock Screws
The mechanism in the CD changer is "locked" into place during shipment by the transport screws. Be sure to remove the screws prior to installation.



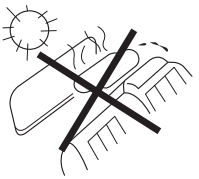
Caution
After removing the transport lock screws, place the supplied seals over the screw holes. These seals are used to keep dust, which could cause a malfunction, out of the unit.

Installation and Wiring Precautions

1. To prevent a short-circuit.
   - Be sure to turn off the ignition and remove the negative (–) battery cable prior to installation.

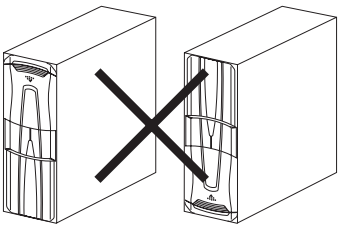
   Note
   If the changer is to be installed in a car equipped with an on-board drive or navigation computer, do not disconnect the battery cable. If the cable is disconnected, the computer memory may be lost. Under these conditions, use extra caution to avoid causing a short circuit during installation.

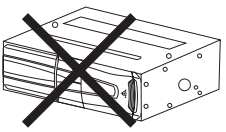
2. Do not install the unit in the following locations.
   - Locations exposed to direct sunlight.
   - Where hot air is discharged from the car-heater.
   - When proper installation is not possible and where a great deal of vibration is generated.

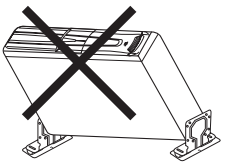


3. • Be sure to use the supplied brackets and screws.
   - When installing the unit, do not use any screws that are part of the brake or steering system.

4. This unit cannot be installed in any way except that which is authorized (on its side, on its end, at a 45° angle or suspended). Installing it with its side facing down upside down can cause malfunctioning.





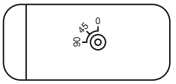


Position of the built-in anti-vibration board

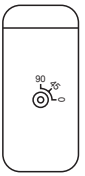
This unit can be installed horizontally (suspended), vertically, and at a 45° angle. Once the installation position has been decided, it's necessary to set the position of the built-in anti-vibration board inside the unit. Please do this before performing the procedure listed below. Vibration may cause the disc to skip if the unit is used before properly setting the anti-vibration board.

- At the time of shipping, the built-in anti-vibration board is set for horizontal installation "0".
- There are built-in anti-vibration boards on both the left and right sides.
- Set the anti-vibration board position with a screwdriver before attaching the brackets.

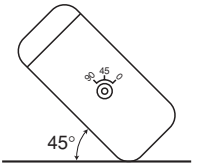
For use when unit is installed horizontally or suspended:
Confirm that the built-in anti-vibration board is set to position "0".



For use when unit is installed vertically:
The built-in anti-vibration board should be set to position "90".



For use when unit is installed at a 45° angle:
The built-in anti-vibration board should be set to position "45°".

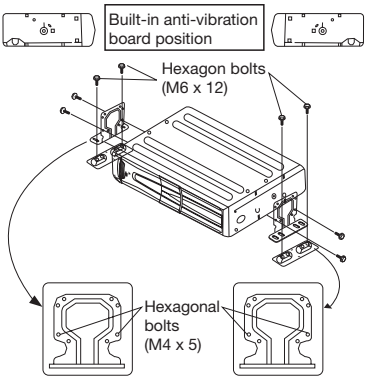


INSTALLATION

Procedure for Installation on Carpet (Horizontal Position)

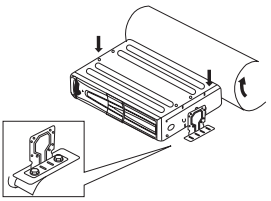
1

- Confirm that the built-in anti-vibration boards on both the left and right sides are set to the horizontal installation position “0”.
- Attach the left and right brackets (A) using the hexagonal bolt (M4 x 5).
- Attach the left and right brackets (A) to their respective brackets (B) using the hexagonal bolts (M6 x 12) and the hexagonal nuts (M6).



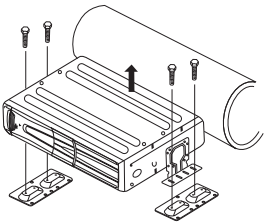
2

- Pull back the carpet and determine where to attach the unit.
- Stick the supplied double-sided tape to the bottom of the brackets (B) and peel off the paper backing.
- Affix the unit to the floor by pressing in place.



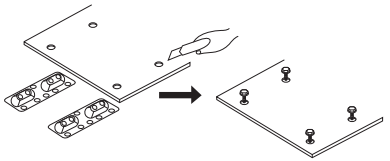
3

- Remove the hexagonal nuts and take off the changer.



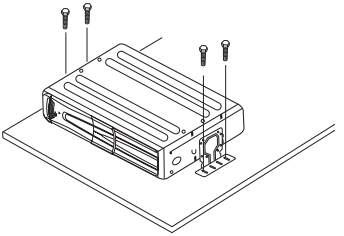
4

- Using a knife, cut “X”s in the carpet directly above the brackets (B) bolts.
- Return the carpet to its original position allowing the bolts to stick through.



5

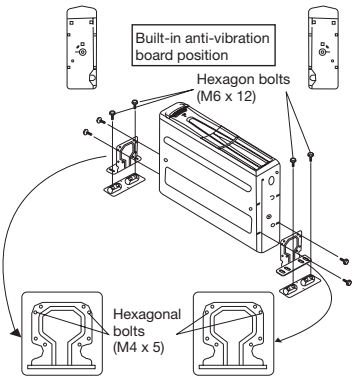
- Once more, use the hexagonal nuts to attach the changer on top of the carpet.



Procedure for Installation on Carpet (Vertical Position)

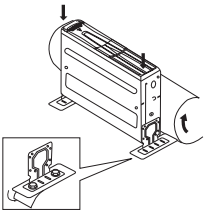
1

- Set that the built-in anti-vibration boards on both the left and right sides are set to the vertical installation position “90”.
- Attach the left and right brackets (A) using the hexagonal bolt (M4 x 5).
- Attach the left and right brackets (A) to their respective brackets (B) using the hexagonal bolts (M6 x 12) and the hexagonal nuts (M6).



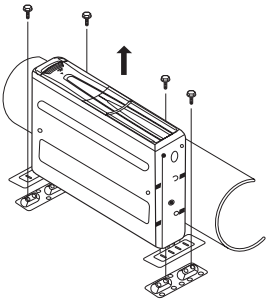
2

- Pull back the carpet and determine where to attach the unit.
- Stick the supplied double-sided tape to the bottom of the brackets (B) and peel off the paper backing.
- Affix the unit to the floor by pressing in place.



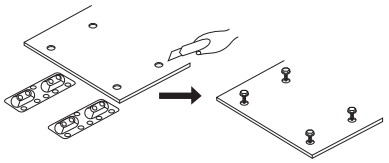
3

- Remove the hexagonal nuts and take off the changer.



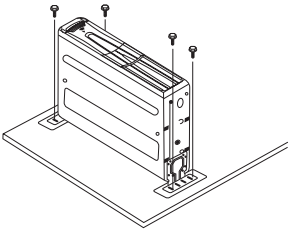
4

- Using a knife, cut “X”s in the carpet directly above the brackets (B) bolts.
- Return the carpet to its original position allowing the bolts to stick through.



5

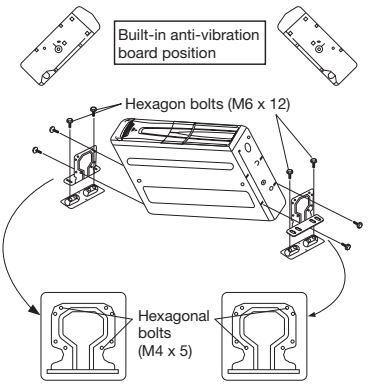
- Once more, use the hexagonal nuts to attach the changer on top of the carpet.



Procedure for Installation on Carpet (at a 45° angle)

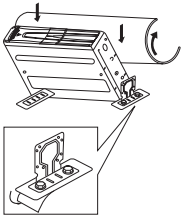
1

- Set the built-in anti-vibration boards on both the left and right sides to the 45° installation position “45°”.
- Attach the left and right brackets (A) using the hexagonal bolt (M4 x 5).
- Attach the left and right brackets (A) to their respective brackets (B) using the hexagonal bolts (M6 x 12) and the hexagonal nuts (M6).



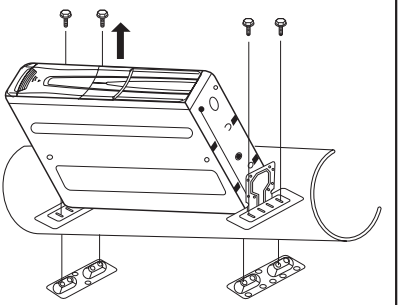
2

- Pull back the carpet and determine where to attach the unit.
- Stick the supplied double-sided tape to the bottom of the brackets (B) and peel off the paper backing.
- Affix the unit to the floor by pressing in place.



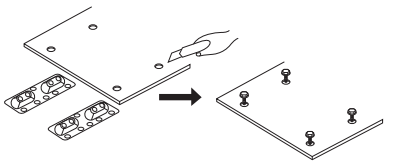
3

- Remove the hexagonal nuts and take off the changer.



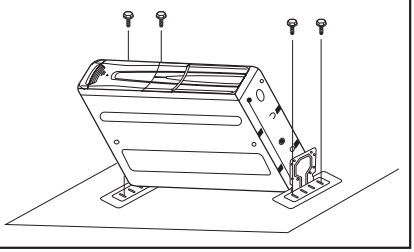
4

- Using a knife, cut “X”s in the carpet directly above the brackets (B) bolts.
- Return the carpet to its original position allowing the bolts to stick through.



5

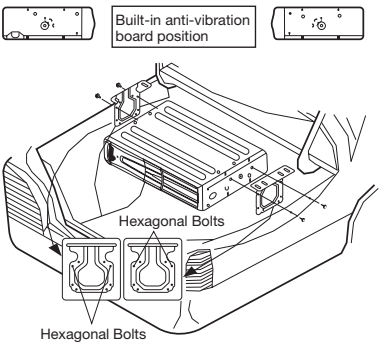
- Once more, use the hexagonal nuts to attach the changer on top of the carpet.



Procedure for Installation (Suspended Position)

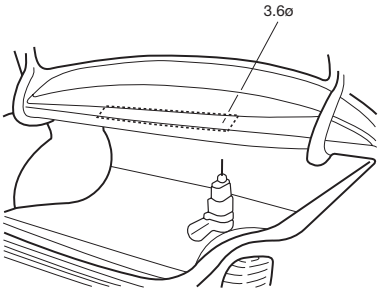
1

- Confirm that the built-in anti-vibration boards on both the left and right sides are set to the horizontal installation position “0”.
- Attach the left and right brackets (A) using the hexagonal bolt (M4 x 5).



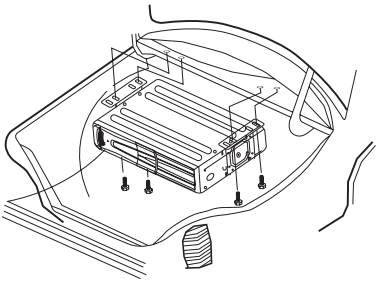
2

- Determine the mounting location and drill four mounting holes.



3

- Attach the CD changer with the tapping screws (M5 x 12).



HANDLING THE DISCS

Dirt, dust, scratches and warpage cause sound skips during playback and a deterioration of sound quality. How to take care of your disc:

1. Use compact discs that have the mark shown on the right.
2. Fingerprints and dust should be carefully wiped off the disc's signal surface (glossy side) with a soft cloth. Unlike conventional records, the compact disc has no grooves to collect dust and microscopic debris, so gently wipe with a soft cloth should remove most particles. Wipe in a straight motion from the inside to the outside of the disc. Small dust particles or light stains will have absolutely no effect on reproduction quality.
3. Never use such chemicals as record sprays, antistatic sprays or fluid, benzene or thinner to clean compact discs. Such chemicals would irreparably damage the disc's plastic surface.
4. Discs should be put back in their cases after to avoid serious scratches that could cause sound skip.
5. Do not expose discs to direct sunlight, high humidity, or high temperatures for extended periods of time. Long exposure to high temperatures can warp the disc.
6. Do not stick paper or write anything with a ball point pen on the disc surface.

TROUBLESHOOTING

An error made in operation or in the connections is sometimes mistaken for a failure or breakdown. Perform the checks described in the following table before calling in the servicing engineer.

Symptom	Cause	Remedy
No power.	Improper connection.	Check connections.
Magazine cannot be installed.	Direction in which it is inserted is wrong.	Insert it in proper direction.
CD is not played.	Disc has been loaded upside down.	Load disc with play side facing up.
Noise is heard during playback or sound is defective.	Large scratches on disc or warped disc.	Compare sound with another disc. If sound from second disc is acceptable, first disc is intermittent.
	Extremely dirty disc.	Clean disc.
	Transit screws still in place.	Remove screws (x 3) on bottom of unit and then use.
	Built-in anti-vibration board is installed in wrong direction.	Install board in proper direction. (Refer to "installation" in Operating Instructions.)