

THE CHRYSLER DIGITAL AUTO RADIO FOR DXING by L. Hyde

I am now using this rx most of the time. This is the early and mid 80s model, not the newer one.

I fixed up a package for DXpeditions using this receiver, and liked it so well that I am now using it at home. Why? It's much quieter than either the DX-440 or the R-392. The R-392 probably has some noisy tubes, but the inherent sensitivity of the DX-440 to noise has always been one of my biggest objections to it.

This is an AM-FM car radio with digital readout. It has a built in clock, and 5 preset buttons. Two drawbacks: coverage is only to 1610, and it tunes in ten kHz increments, not a big problem for a domestic DXer.

It works extremely well with just an unamplified box loop. Performance is about equal to the DX-440, the R-392 and my other Ford car radio setup, but with a bit less selectivity. You will get some adjacent channel splatter next to a strong station, but even this is not a large problem.

The biggest drawback with this receiver is noise from the readout. There is a way to shield it, which works quite effectively. After shielding, with the loop only 2 feet away, noise is only heard on the freqs below 700, and very faintly.

The radio has a metal front panel that is glued to a plastic housing around the front of the radio. This panel is ungrounded, and thus actually acts to radiate the noise signal. This is easily overcome by drilling a small hole through the metal panel, and inserting a small self tapping screw. Put a wire under the screw, and ground the other end to the radio's metal housing.

Now, just wrap the perimeter of the plastic housing with aluminum foil, overlapping onto the metal cabinet. Tape the edge of the foil down against the metal, and your noise problem is solved.

Because of it's better handling of noise, I can hear stations on this radio that I cannot hear on the DX-440 or R-392. It has high fidelity stereo audio, and works great on FM, too.

Be advised: this set has a VERY complicated plug arrangement on the back. If you remove it from the car, get the plugs when you do. The makeup of the sockets on the radio makes it very difficult to hook up to it without the plugs. I didn't have them, so I went inside and made connections. Not a job for the faint hearted.