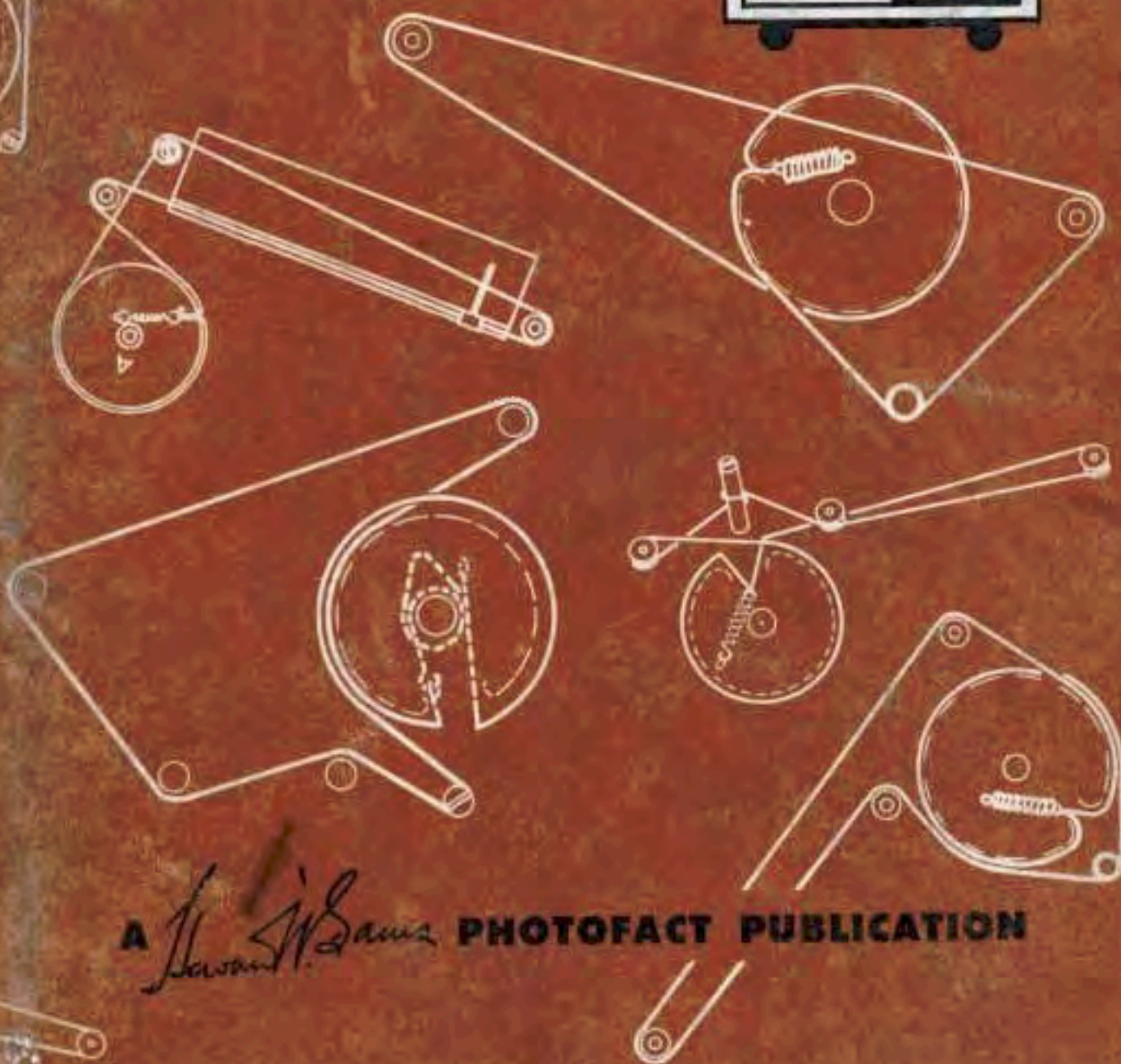


Howard W. Sams
DIAL CORD
Stringing **GUIDE**

DC 1 thru DC 8



Howard W. Sams **PHOTOFACT PUBLICATION**

P R E F A C E

The restringing of a dial cord is a tedious job even when the stringing arrangement is quite simple. On the more complicated ones it is almost impossible to restring the cord without a diagram showing how the cord is strung between the shafts and pulleys. Even the exact number of turns around each shaft must be known in order to be assured that proper operation free of binds or slippage will be obtained.

Realizing the need for this type of data we have prepared this manual which is the third of the DIAL CORD STRINGING GUIDE series. The increased usage of dial cords in television receivers indicated that coverage of this type of equipment was warranted; therefore, we have included dial-stringing data on television receivers in this manual.

The index lists all receivers which were presented in the first two manuals of this series as well as those covered in this manual. Thus, it is necessary to look in only one place to determine the diagram number which pertains to the receiver being serviced. The diagrams presented in this manual are consecutively numbered, the first one being the next consecutive number after the last number in the preceding manual in the series. This prevents any possible confusion which might result from consulting a diagram in the wrong manual.

The acceptance of the first two manuals in this series has proved the value of this practical, easy-to-use data. Obtain a copy for your workbench to make your DIAL CORD STRINGING GUIDE series complete. A copy for your tool kit will be a real time saver, too.



PROPERTIES OF DIAL DRIVE CORD

When it becomes necessary to replace a dial cord, this should be done with a cord especially developed for the purpose. Replacement should not be made with fish line, string or thread. The cost of the proper cord is a minor part of the repair job which is mainly labor.

In order to give satisfactory service for a long period of time, a drive cord must have the following mechanical properties:

1. Sufficient breaking strength.
2. Minimum elongation (stretch).
3. High resistance to abrasion.
4. High coefficient of friction.
5. Ability to withstand flexing.

The breaking strength should not be less than 20 pounds in a straight pull test and not less than 12 to 15 pounds when knotted. This allows tying and installing without danger of breaking. A higher tensile strength is of little advantage, as the normal operating tension on the cord, if properly installed, is seldom greater than one pound.

A good dial drive cord should have a minimum elongation or stretch. Standard specifications of leading receiver manufacturers permit less than 1/4" per foot elongation in 48 hours with an applied pull of 5 pounds. Substitute materials such as fish line often used in repair work will not meet this or some of the other requirements.

A dial cord is subject to friction whenever the set is tuned and must therefore possess reasonable resistance to abrasion. Nylon outer braiding performs

excellently in this respect and many cords are now made using this material.

A very important property for a dial drive cord is that it have a relatively high coefficient of friction. This requires that the cord should not become smooth or slick during use. The type of thread used for the outer braid, the diameter of the individual strands and the method of braiding, determine its performance and life in this respect.

Small diameter drive shafts and pulleys subject the cord to continual flexing as the set is tuned. Choice of core and braid material determine the flexibility. The cord is chemically impregnated after manufacture to improve its flexibility and keep it soft during life.

At present, various materials are used in the manufacture of cords to meet the foregoing requirements. Most common of these are nylon, silk, linen and fibreglas. Nylon and silk are suitable for outer braid material while linen, fibreglas or special low-stretch nylon are employed for cores.

GENERAL NOTES ON RE-STRINGING DIAL DRIVE SYSTEMS

It would appear from an inspection of the diagrams of this book that the designers have vied with each other to display their ingenuity in devising intricate and novel arrangements. This situation requires that any instructions which might be given here cannot be specific but must be of a general nature.

There are a number of considerations which apply to all drive cord systems and it is suggested that the following points be used as a check list to assure rapid and satisfactory dial cord replacement.

1. Study the diagram given in this guide and the receiver itself to determine the proper end of rotation of the large pulley on the tuning system,

and the position and direction of travel of the pointer, from which to start the stringing procedure. If the stringing indicated does not seem to exactly fit the case in point, it would be wise to study the diagrams of other receivers of the same manufacturer. In the interest of covering as many models as possible in this book, similar diagrams have been combined and consolidated where such combinations will still show the correct method of stringing. In these cases the position and proportion of the various parts of the system may have been altered slightly to produce a universal diagram.

2. All pulleys, drive shafts, tuning mechanisms and sliding indicators should be checked to determine that they rotate or slide freely and have no tendency to bind. All points should be lubricated sparingly. Special light dial oil as provided by the dial accessory manufacturers should be used. Care should be taken to see that none of the lubricant is left on the cord.
3. Before actually stringing the cord around the parts of the system determination should be made that all pulleys and slides are in such position that there will be no sharp bends in the cord and that parts are not subjected to side friction during operation.
4. It is wise to next examine the tension spring or springs. If these show any indication of having had turns removed or of having been permanently stretched, they should be replaced. The new spring should be of the same shape, size and length as the original. The manufacturers of dial accessories provide assortments of springs for this purpose.
5. If it is necessary to cut the cord to length before stringing and the old cord is not available as a guide, be sure to cut enough cord to allow as-

sembly including the tying of knots of the proper size. Since material is relatively inexpensive it is better to have a few inches of waste than to be forced to perform the operation over again.

6. If a number of holes for the fastening of the tension spring have been provided, the spring should be positioned in one of the inner holes. This will allow later adjustment to increase the tension if required.
7. After stringing, the tension should be checked to determine whether it is sufficient for reliable, proper operation. Be certain that the tension has not been made too great. In no case should the cord be as tight as a violin string. A cord which is too tight will place undue strain on all parts and will prevent the set from tuning easily.
8. The tuning system should be rapidly operated from one end to the other to make certain that no binding is present. At the same time a check should be made that there is no tendency for the cord to climb out of idler pulleys or jam at the end of motion on the drive shaft.
9. Before replacing the set in the cabinet a drop of cement should be placed on the point of fastening of the pointer or indicator and also on the knots of the cord where it is fastened to the tension spring or to the tuning drive pulley, as the case may be. This will prevent any subsequent tendency for the knot to become loose.

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4S1	3	1066	5K11, 5K12,			222DX16,		
4T1	1450		5K13, 5K14	2	553	222DX17,		
4W1	1460		5L21, 5L22,			222DX26,		
5A3	1461		5L23		1466	222DX27,		
5B1	1	5	5M21, 5M22	1467		222DX40,		
5B1A	1	5	5R10, 5R11, 5R12,			222DX49	1475	
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5C3	1462		5S21AN, 5S22AN,			321DX16, A,		
5D2	3	1068	5S23AN	1462		321DX17, A	1472	
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5G2	1464		5X11, 5X12, 5X13,			321DX16L,		
5H1	1	8	5X14	3	1070	321DX17L	1472	
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5K1	2	553	5Y22	1470		321DX26, B,		
5L2	1466		6A21, 6A22, 6A23	3	1071	321DX27B	1472	
5M2	1467		6C71	1	3	321F15, 321F16,		
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5R2	1468		6P32	1	6	321F36, 321F46,		
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6L1	2	561	6T02, 6T04	1	5	321K47, 321K49,		
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6R1	2	556	6T12	1	4	321M26A,		
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7E1	2	558	7C63, A, 7C63UL	1	9	421M16A,		
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16X14	1	397	RC-806C	2	905	RAYTHEON		
17K	1	139	RC-808	2	901	C-1735A,		
18T	1	139	RC-810, RC-810A,			C-1735A	1685	
19K	1	417	RC-810B,	2	906	C-2108A,		
21T107DE,			RC-813A,	2	906	C-2110A,		
21T242	1	1676	RC-815	2	904	C-2111A	1686	
21T244	1	1681	RC-816, RC-816A	2	897	C-2112A,		
25BK	1	418	RC-816B, C	3	1325	C-2113A,		
25BT2	1	419	RC-816H	2	897	C-2114A,		
25BT3	1	418	RC-816J, K	3	1325	C-2115A,		
26BP	1	421	RC-816N	3	1325	C-2116A,		
26X1, 26X3, 26X4	1	397	RC-818, RC-818A			C-2118A,		
27K	1	422	(Model 8V80)	2	897	C-2118A	1687	
28T	1	139	RC-818, RC-818B,			CR-41, A, CR-42,		
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55AU	1	429	RC-1023B	1	397	UHF-100	1690	
55F, 55FA	1	419	RC-1034	1	138	10AXF43	3	1335
55U	1	429	RC-1037, RC-1037A	1	138	RECORDIO		
56X, 56X2, 56X3	1	431	RC-1038, RC-1038A	1	438	6B10, 6B20, 6B30,		
56X5, 56X10,			RC-1040, RC-1040A	1	435	6B32	1	451
56X11	1	397	RC-1040C	2	895	7D42, 7D44	2	912
58AV, 58V, 58AV,			RC-1045	2	899	7E40, 7E44	3	913
59V1	1	142	RC-1045	3	900	9G10	3	1337
64F1, 64F2, 64F3	1	138	RC-1050, RC-1050B	2	900	9G40M, 9G42	3	1338
65AU	1	429	RC-1057A	2	903	9H40B	3	1339
65BR9	2	899	RC-1057B	1	1680	Chassis		
65U	1	429	RC-1060, RC-1060A	2	896	7D1	2	912
66X1, 66X2	1	138	RC-1064 (Model			REGAL		
66BX	1	435	8X53)	2	898	BP48	2	914
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66X15	2	900	RC-1077, A, B	3	1332	P-175	1693	
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150	2	1005	5020	1	73	D2663	1	4
156	2	1006	5021	2	936	D2665	2	1026
157	2	1005	5022	3	1408	D2692	2	1027
158	2	1008	5027	2	571	D2710	2	1028
159	2	1007	5028, 5029	2	574	D2718	2	1029
160	2	1009	5030, 5031	2	572	D2745	1	38
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H-321T5, U,				H-732C21,				V-2181-1	1779		
H-322T5, U,				H-733C21	1786			V-2182-2	1783		
H-323T5, U	3		1428	H-1251		1	536	V-2214-1,			
H-324T7,				WR-12X7		1	537	V-2215-1,			
H-325T7, U,				WR-12X8		1	411	V-2216-1, -2,			
H-326C7	3		1427	WR-12X9		1	397	-3, -4, -5,			
H-327T5U	3		1429	WR-12X12		1	415	V-2217-1, -2, -3,			
H-328C7, U	1771			WR-12X14		1	137	-4, -5	1785		
				WR-12X15		1					

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ZENTH (Continued)				ZENTH (Continued)				ZENTH (Continued)			
6G05	3.....	1440		7H04Z	3.....	1449		20H20, 20J21,			
6G05Z1	1790			7H04Z2	1792			20J22, 21J20,			
6G20	3.....	1451		7J03	1800			21J21	1793		
6H01	3.....	1447		7K01	1803			21K20	1806		
6H02	1791			7K20	1805			22H20	3.....	1453	
6J02	1799			8C01	1.....	551		23G22, 23G23			
6J03	1797			8C20	1.....	552		(Fine Tuning)	3.....	1445	
6J05	1798			8C21	1.....	542		23G22, 23G23			
6K02	1804			8C40	1.....	542		(Vol. Cont)	1807		
6K03	1797			8C40T (Z1),				23H22, Z	3.....	1453	
7E01	2.....	1060		(Z2)	2.....	1057		24G20, -OX	3.....	1445	
7E02, Z	2.....	555		8E20	2.....	1062		24G21, -OX	3.....	1445	
7E22	2.....	1061		8G20	3.....	1444		24G22, 24G23,			
7F01	3.....	1443		8H20	3.....	1451		24G24, 24G25			
7F02	3.....	1442		8H20 Revised	3.....	1450		(Fine Tuning)	3.....	1445	
7F03	3.....	1457		8H20Z	1801			24G22, 24G23,			
7F04	3.....	1442		9E21	2.....	1062		24G24, 24G25			
7G01, Z	3.....	1443		9E21Z	3.....	1458		(Vol. Cont)	1807		
7G02	3.....	1442		10H20Z	1794			24H20	3.....	1454	
7G04	3.....	1442		11C21	1.....	35		28K20	1806		
7H02	3.....	1448		13D22	2.....	1063		29G20	3.....	1446	
7H02Z, 7H02Z1 ...	1792			19K20, 19K22, -3,							
7H04	3.....	1448		19K23, 19K24-3...	1806						

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AIRLINE (cont'd)			ANDREA (cont'd)			ASTATIC		
WG-5063A	7	2520	CRP-24W	6	2352	CB-1	5	1854
WG-5073A	7	2520	CRP-24WA	7	2492	UHF	5	1855
WG-5163A	7	2520	T-VN21	5	1842	ATR		
WG-5173A	7	2520	W69P	6	2361	TRI279-6V,-12V	8	2746*
25GHM-1073A	5	1826	2C-VN21	5	1842	1279-6V,-12V	8	2746*
35BR-1557A,			2CR-P12WB	7	2492	AUTOMATIC		
35BR-1558A,			101X	6	2352	C-12	8	2735*
35BR-1559A	5	1827	RQ12T-1,-2	7	2492	CL-75	8	2790*
35BR-3158A,			ARVIN			CL-100	7	2533
35BR-3167A,			15-550KB-UHF	5	1842	CM-333	5	1919
35BR-3168A,			21-550KBU,KMU	5	1844	CU-39	8	2747*
35BR-3169A	5	1828,	21-551TBU,TMU	5	1844	DM-132	5	1836
		1829	21-552KBU,KMU	5	1844	F-152	6	2233
35BR-6796A	5	1830	21-553TBU,TMU	5	1844	F-241	6	2245
35GHM-1073,C	5	1826	581TFM	5	1845	PM-236	5	1856
35GHM-1074A	5	1831	651T	5	1846	MM-430	5	1857
35GSL-2770A	5	1832	753T	5	1847	N-638, N-639	8	2792*
35WG-1573B	5	1833	758T	5	1848	NA-749	8	2792*
35WG-2767A	5	2105	760T	5	1849	R-54,B	8	2735*
35WG-3171A,B	5	1834	780TFM	5	1845	RT-7B	8	2735*
35WG-3173,A,B	5	1834	857T	5	1850	TR-12	5	1858
35WG-3175A	5	1834	858T,859T	5	1851	UN-40	8	2747*
35WG-3177A	5	1834	955T,956T	6	2163	BELL SOUND		
35WG-3179A	5	1834	956T1	6	2405	PA-3715-B,		
45BR-3186A	5	2031	957T	6	2221	PA-3725-B,		
61-6787	5	1835	958T	6	2177	PA-3750-B	5	1859
61-6792	5	1836	2563,2564	6	2314	2210	5	1860
61-6793	5	1919	2585	7	2564	2255	5	1861
61-6794	5	1856	3561	6	2325	2520	7	2510
61-6795	5	1857	3582	8	2612*	2521	8	2631*
61-12601	5	1858	3586	8	2635	3070	8	2709*
ALLIED RADIO (See Knight)			3588	7	2564	3715-B	5	1859
ALLSTATE			5561	6	2310	3725-B	5	1859
5098, 5099	7	2572	5578	6	2409	3750-B	5	1859
6225	8	2651*	7276CB-UHF,			BLAUPUNKT		
6256	8	2651*	7279CM-UHF	5	1852	Americano	7	2513
6240	5	1837	9210CB-UHF,			Arizona	7	2521
6264, 6266	5	1839	9210CM-UHF	5	1852	Arizona 57	7	2499
6284	5	1839	9211TB-UHF	5	1853	Arkansas	7	2513
6286-4, 6287-4	5	1840	9212CFP-UHF,			Barcelona	7	2513
6330	5	1841	9212MFA-UHF	5	1852	Elvira	7	2513
Chassis			9213TM-UHF,			Gina	7	2513
528.6264,			9215CM-UHF	5	1853	Granada 2330	7	2499
528.6266	5	1838	9216CB-UHF	5	1852	Hawaiian	7	2513
528.6284	5	1839	9218CB-UHF,			Jewel	7	2513
528.6286-4,			9218CM-UHF	5	1852	Kongo	7	2513
528.6287-4	5	1840	9219CM-UHF	5	1852	Monaco	7	2490
528.55040,			9240CB-UHF,			Rio	7	2521
528.55041	8	2651*	9240CM-UHF	5	1852	Romeo	7	2513
528.62400	5	1837	9245CM-UHF	5	1853	Sultan 2320	7	2521
528.63300	5	1841	9577	6	2377	BLONDER-TONGUE		
ALTEC LANSING			9598	8	2754*	BTU-2	5	1862
304A	6	2216	Chassis			R-98	8	2640*
305A	7	2568	RE-323	5	1846	T-88	8	2640*
306A	7	2556	RE-333	5	1845	BOGEN		
307A	8	2622*	RE-342	5	1849	AM91	8	2678*
AMC			RE-348	5	1847	FM50	6	2272
20CD2B, 20C2B,			RE-350	5	1848	FM51	8	2675*
20T2B, 21CD2A,			RE-374	5	1851	FM400A	5	1891
21C2A	5	2007	RE-378	5	1850	R300	5	1892
AMERICAN MOTORS			RE-392	6	2163	R620	6	2384
8990377 (6MR)	6	2240	RE-393	6	2221	R660	6	2270
8990455 (7MR)	6	2240	RE-397	8	2177	R701	5	1893
A.M.I. (Automatic Musical Instruments)			TE-340,-1,-2	5	1852	R710	6	2270
PBA (Mark I)	6	2334	TE-362	5	1853	R755	5	1894
AMPEX			TE-363,-1,-2,-3	5	1852	R765	6	2136
502	8	2642*	TE-373	5	1853	R775	6	2394
ANDREA			TE-379,-1	5	1844	RB115	7	2539
Chassis			TE-395,-1	5	1852	RR29,W	6	2224
C-VN21	5	1842	1.40300	6	2314	RR500	5	1892
CO-VP21	6	2241	1.40400	6	2314	RR501	6	2270
			1.40600	6	2325	RR550	6	2258
			1.40800	6	2310	ST-662	8	2710*
			1.41700	6	2377	T661	8	2588*
			1.42400	6	2405	UCT	5	1895
			1.43500	6	2409	UCT-1	5	1896
			1.44700	8	2612*			
			1.44800	8	2635*			
			1.45000	7	2564			
			1.45200	7	2564			
			1.47700	8	2754*			

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BRAUN			CAPEHART (cont'd)			CHALLENGER (cont'd)		
HM2, HM3	6	2375	CT-131, CT-134	5	1875	TC-100	7	2538
MM3	6	2375	CT-144, CT-146	5	1875	TC200A	8	2682*
MM4D	7	2465	CX-37-1 Series	5	1875	TC-322	8	2728*
MM4LO	7	2465						
MM4W	7	2465	CAPITOL			CHANNEL MASTER		
MS3	6	2375	954, 954C	8	2772*	6512, 6514	8	2755*
Super 99	6	2375				CHAPMAN		
TS2	6	2375	CAVALIER			CT-100	7	2557
Chassis			6A2	5	1876	CHEVROLET		
RC-62	7	2465	CBS-COLUMBIA			986669	5	1878
BROOKS LABORATORIES, INC.			C220	6	2271	986771	5	1879
ST-10A	5	1863	C230, C231, C232	6	2271	987088	5	1880
ST-15A	5	1864	C240	6	2271	987573	6	2345
BROWNING			U3C627, U3C628	6	2263	987888	8	2636*
L-300	6	2178	U3C631, U3C632,			CHRYSLER (See Mopar)		
L-500	6	2186	U3C633	6	2263	COLUMBIA RECORDS		
RJ-42	5	1865	U3C634, U3C635,			340	6	2145
RJ-43	5	1866	U3C636	6	2263	515-S-1	7	2522
RJ-48	5	1867	U3T602	6	2263	517-S-1	7	2522
RJ-49 (AM)	5	1867	U3T615, U3T616	6	2263	530	6	2326
RJ-49 (FM)	5	1868	U3T621, U3T622,			535	7	2479
RV-32	5	1869	U3T623, U3T624	6	2263	583	7	2479
BULOVA			U22C05	6	2164	645	7	2493
100, 110	6	2362	U22C07, B	6	2164	650	7	2493
300 Series	6	2357	U22T09, B, EB	6	2164	683	8	2838*
CAPEHART			U22T19, B	6	2164	710	7	2479
C-14	5	1870	U22TK301	6	2187	844	7	2522
P-213	5	1871	U22TK321	6	2187	850	7	2522
RP-153	5	1872	U23C49, U23C59	6	2164	866	7	2522
RP-154B, M	5	1873	U23CS013,			872	7	2522
RP-254	5	1872	U23CS014	6	2187	944	7	2522
T-54	5	1874	U23T15, U23T19	6	2164	CONTINENTAL		
1T174B-1, BS-1,			(Ch. 922-7)			SW-7	8	2748*
M-1, MS-1, S-1	5	1875	U23TK001,			TR-215	8	2690*
1T174-1	5	1875	U23TK002,			TR-300	8	2886*
2T214B-1, BS-1,			U23TK003,			CORONADO		
D-1, MD-1, MS-1,			U23TK004	6	2187	RA1-9243A, B,		
M-1, S-1	5	1875	U23TS005,			RA1-9244A, B,		
2T214-1	5	1875	U23TS006,			RA1-9245A, B,		
4C174M-1, MS-1	5	1875	U23TS007,			RA1-9246A, B,	6	2176
5C214B-1, D-1,			U23TS008	6	2187	RA1-9262A, RA1-9263A,		
MD-1, M-1	5	1875	6K321U, 6K322U	6	2363	RA1-9264A	8	2785*
5C214-1	5	1875	6K327U, 6K328U	6	2263	RA33-9856D	5	1881
7H214B-1, D-1,			6T301U	6	2263	RA44-8340A,		
M-1	5	1875	6T303U, 6T304U	8	2263	RA44-8341A	6	2175
7H214-1	5	1875	7K325U, 7K326U	6	2278	RA48-8158A	7	2413
9F214BD-1, MD-1	5	1875	7K329U, 7K330U	6	2278	RA48-8159A	7	2437
9F214-1	5	1875	7K332U, 7K333U,			RA48-8342A	6	2318
11F244B-1, M-1	5	1875	7K334U	6	2278	RA48-8352A	6	2320
11F244-1	5	1875	7T307U	6	2278	35RA4-43-9856A	5	1883
11RP-125F	5	1873	7T309U, 7T310U	6	2278	35RA37-43-8355	5	1884
12F274M-1	5	1875	22CK009, 22CK010	6	2187	35TV2-43-9023A	5	1885
14W214-1	5	1875	22CX1, 22CX2,			35TV2-43-9050A	5	1835
15W214BD-1,			22CX3, 22CX4	6	2142	35TV2-43-9061A	5	1835
MD-1	5	1875	22K38	5	1877	45RA1-43-7666A	5	1885
15W214-1	5	1875	22TK301	6	2187	45TV2-43-9023B	5	1834
16T244BS-1, ES-1,			22TK321	6	2187	45TV2-43-9061B	5	1834
M-1, MS-1, S-1	5	1875	22TX1, 22TX2	6	2142	45TV2-43-9064A	5	1834
16T244-1	5	1875	23CK011, 23CK012	6	2187	45TV13-43-9038A	5	1886
17RPQ155F	6	2140	23CS013, 23CS014	6	2187	45TV13-43-9081A	5	1888
18W214FD-1	5	1875	23TK001, 23TK002,			CRAFTSMEN		
19C214M-1, MD-1	5	1875	23TK003,			C900	5	1887
19K75	6	2229	23TK004	6	2187	C1000	5	1888
21T214ES-1	5	1875	23TS005, 23TS006,			CP-14, CP-18,		
22K75	6	2229	23TS007,			CP-19	6	2354
23C214B-1, M-1	5	1875	23TS008	6	2187	CT-2	6	2292
88P66BNL	6	2257	Chassis			CT-3	6	2295
Chassis			616	6	2271	CT-4	6	2354
CR-85	5	1871	636	6	2271	CTA-5	6	2354
CR-129	5	1873	656	6	2271	CROSLEY		
CR-147	5	1872	921-11, -13, -21	8	2164	BC-13B, M, BC-		
CR-200	6	2140	922-7	6	2164	15M	6	2323
CR-204	6	2229	1601, 1602	6	2142			
CT-108, CT-110	5	1875	1603, 1604, 1605	6	2187			
CT-112, CT-116	5	1875	1606, 1607, 1608	6	2187			
CT-123, CT-124	5	1875	2002	6	2263			
CT-127, CT-129	5	1875	3002	8	2278			
			3012	6	2278			
			CHALLENGER					
			RC412	8	2739*			

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CROSLEY (cont'd)			CROSLEY (cont'd)			EMERSON (cont'd)		
BT-15M	6	2323	393,394,396	5	1889	851B,852B,853B	6	2366
DC-11B,M,DC-13M	6	2347	402-1,-5,403-1,404-1,-5	5	1889	876B (Ch.120398B)	7	2473
DC-15M,DC-17B	6	2347	411-1,412-1	5	1889	876B (Ch.120479B)	8	2795*
DC-19N	6	2347	416-1	5	1889	881B,883B	8	2794*
DT-13B,M	6	2347	426	5	1890	882D	7	2472
EU-17COLBU, COLU	5	1889	431,-2	5	1890	883B	7	2472
EU-17TOLBU, TOLU	5	1889	432	6	2269	884B	7	2472
EU-21CDLBU, CDLU	5	1889	472	6	2210	886D	7	2484
EU-21COLBU, COLU	5	1889	473	6	2211	895B	7	2525
EU-21COSBU, COSU	5	1889	476	6	2210	915B	8	2795*
EU-21TOLBU, TOLU	5	1889	477	6	2211	916B,917B,918B	8	2794*
F-17TOLBU,-1, TOLU,-1, TOSBU,TOSU	5	1889	484	6	2269	924B	8	2795*
F-21CDLBU,-1, CDLU,-1, COLBU,-1, COLU,-1	5	1889	490	6	2323	1003G	5	1903
F-21TOLBU,-1, TOLU,-1	5	1889	494	6	2347	1013C	5	1904
F-21TOSBU,TOSU	5	1889	CURTIS MATHES			1041F,1045F, 1047F	6	2166
F-24CDBU,CDMU	5	1889	MD712	8	2749*	1051D,1055F	6	2166
F-24COLU	5	1889	MD912,MD1012	8	2749*	1075F	6	2165
F-24PDBU,PDMU (TV Ch.)	5	1889	MD1412,MD1512	8	2749*	1075H	6	2166
F-27COBU,COMU	5	1889	MD1612,MD1712	8	2749*	1085F	6	2165
G-17TOBU,TOMU, TOWU	5	1890	315MS	8	2763*	1144D,1145D	5	1907
G-21TOBU,TOMU	5	1890	Chassis			1213	6	2393
GF-21CDLU, CDMU,COBU	5	1889	12B	8	2749*	1229	6	2393
H-17TOBU,TOMU, TOWU	5	2269	DAVID SOGEN (See Sogen)			1239	6	2393
H-21COBU,COMU, COSBU,COWU	5	1890	DELMONICO			1245,1247	6	2393
H-21HCBU,HCWU	5	1890	7XF3	8	2660*	1273,1275	6	2393
H-21TCOBU, TOMU,TOMUF, TOWU,TOWUF	5	1890	DEWALD			1281	6	2393
J-21CABU, J-21CAMU	6	2269	H-300	5	1897	1405	7	2435
J-21CKBF	6	2210	L-803A	7	2500	1419	7	2435
J-21CKBU	6	2211	M-804	7	2500	1421	7	2435
J-21CKGF	6	2210	M-1000	8	2629*	1425	7	2435
J-21CKGU	6	2211	DUMONT			1438,1439,1440, 1441	7	2490
J-21CKHF	6	2210	RA-302	5	1898	2057,2059	6	2393
J-21CKHU	6	2211	RA-307	5	1899	2061,2063	6	2393
J-21CKMF	6	2210	RA-322	5	1900	Chassis		
J-21CKMU	6	2211	RA-379,RA-379	6	2368	120174-B	5	1903
J-21CSKMF	6	2210	RA-400,RA-401	7	2451	120175-B	5	1901
J-21CTKMF	6	2210	RA-503	8	2607*	120176-B	5	1902
J-21CTKMU	6	2211	DYNAMIC			120177-B	5	1902
J-21LKBF	6	2210	AF250PA	8	2654*	120180-D	5	1904
J-21LKBU	6	2211	A45-25R	8	2773*	120189-B	5	1906
J-21LPKBF	6	2210	CT36-R	8	2773*	120193-B,-F	5	1903
J-21LPKBU	6	2211	CT44-25R	8	2773*	120195-D	5	1904
J-21LPKMF	6	2210	SH48-25R	8	2773*	120197-B,-D	5	1903
J-21LPKMU	6	2211	T-2000	7	2558	120198-D	5	1904
J-21RABU,RAMU	6	2269	EICO			120199-B	5	1905
J-21TABU,TAMU, TAWU	6	2269	HFT-90	8	2720*	120209-D,-F	5	1903
J-21TJBU,TJMU	5	1890	ELECTRO-VOICE			120211-D,-F	5	1904
J-21TKBF	6	2210	3303,3304	6	2385	120221-A	5	1907
J-21TKBU	6	2211	EMERSON			120222-B	5	1908
J-21TKDBF	6	2210	744B	5	1901	120238-F	6	2166
J-21TKDBU	6	2211	745B,746B	5	1902	120238-H	6	2165
J-21TKDMF	6	2210	752A,B	5	1903	120249-D	6	2166
J-21TKDMU	6	2211	755A,B	5	1903	120279-B	5	1907
J-21TKLBF	6	2210	759C,761C	5	1904	120309	6	2315
J-21TKLBU	6	2211	768A,C	5	1903	120327-B	6	2366
J-21TKLMF	6	2210	770C,772A	5	1903	120328	6	2316
J-21TKLMU	6	2211	774A	5	1903	120334-B	6	2366
J-21TKMF	6	2210	776A (TV Ch.)	5	1903	120335-B	6	2366
J-21TKMU	6	2211	778B	5	1905	120344-G	6	2393
J-21TOWU	5	1890	784A	5	1903	120352-G	6	2393
JC-8BK,BN,TN, WE	6	2284	784E,G,K	5	1903	120354-G	6	2393
Chassis			785C,E,K	5	1904	120361-G	6	2393
R-104	6	2284	783E,794A	5	1903	120370G	7	2435
			799E	5	1903	120371B	7	2484
			808B	5	1906	120372B	7	2472
			809A	5	1907	120397B	7	2490
			810B	5	1908	120398B	7	2473
			844	6	2315	120401U	7	2435
			847	6	2316	120404U	7	2435
						120419B	7	2490
						120431B	7	2525
						120474B,120475B	8	2794*
						120479B	8	2795*
						120484B	8	2794*
						120487B	8	2795*
						EMUD		
						T-7	8	2641*
						186,196	8	2756*
						703,703ST	8	2641*
						713,713ST	8	2641*
						723,723ST	8	2641*

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ERIE			FORD			GENERAL ELECTRIC (cont'd)		
EM-085-ER	8	2738*	5BF (FDH-18805- B1)	5	1926	17T14-UHF	8	2137
ESPEY			5MF (FDH-18805- B2)	5	1927	17T16-UHF	8	2137
100,101	5	1909	5MF8 (FDH-18805- A2)	5	1926	17T20-UHF	5	1929, 1930
201	5	1910	74BT (FEM- 18805-A)	7	2480	17T21,17T22	6	2147
300,301	5	1911	84BT (FEM-18805- B)	7	2480	17T21-UHF, 17T22-UHF	6	2147, 2274
400	5	1957	FREED EISEMANN			17T025-UHF, 17T026-UHF, 17T027-UHF	5	2289
401	6	2143	717,750	5	1928	17T2405-UHF	7	2491
500	5	1957	GELOSO			17T2410-UHF	7	2491
700	5	1909	G-307	8	2614*	17T2411-UHF	7	2491
710	5	1911	G-533	8	2596*	17T2412-UHF	7	2491
FADA			GENERAL ELECTRIC			17T3304-UHF,17T3305-UHF, 17T3306-UHF	8	2664*
H-274T,H-276T	5	1912	C415,A,B,C	7	2481	17T3310-UHF, 17T3311-UHF	8	2664*
H-442C,H-542C	5	1912	C416,A,B,C	7	2481	17T3315-UHF, 17T3316-UHF	8	2664*
UDL2100T	5	1913	C417A,C	7	2481	17T3317-UHF, 17T3318-UHF	8	2664*
UH17KD	6	2161	C420A	7	2459	17T3320-UHF, 17T3321-UHF	8	2664*
UH17LO	6	2161	C421A,B,C	7	2459	17T3321-UHF	8	2664*
UH17L1,UH17L2, EB	6	2161	C422B,C	7	2459	21C40-UHF	5	1931
UH21KA	6	2161	C430A,C431A	8	2721*	21C102-UHF	6	2137
UH21K1, UH21K1LO	6	2161	C440A,C441A	8	2615*	21C103-UHF, 21C104-UHF	5	1929, 1930
UH21L1,UH21L2, EB,LO	6	2161	C450A,B,C451A,B, C452A,B	8	2716*	21C106,21C107, 21C108,21C109	6	2147
UH21T	5	1913	FA-10,FA-11,FA-12	8	2649*	21C106-UHF, 21C107-UHF, 21C108-UHF, 21C109-UHF	6	2147, 2274
U1700CD, U1770CD	5	1914	P780A,B	8	2757*	21C110,21C111, 21C112,21C113	6	2147
U2100C,T,U2150C	5	1913	P785A,P786A,P787A	8	2680*	21C123,21C124	6	2147
FIRESTONE			RP1160A	8	2683*	21C123-UHF, 21C124-UHF	6	2147, 2274
4-A-113,4-A-114	5	1915	T-115A,T-116	7	2466	21C125,21C126, 21C127	6	1247
4-A-115	5	1916	T-120A	7	2581	21C125-UHF, 21C126-UHF, 21C127-UHF	6	2147, 2274
4-A-127,4-A-128	5	1917	T-120B	7	2581	21C130-UHF, 21C131-UHF	5	1931
4-A-133	5	1918	T-130A,B	7	2554	21C133-UHF, 21C134-UHF	6	2273
4-A-143	6	2163	T-131A,B	7	2554	21C135-UHF, 21C136-UHF	6	2273
4-A-147,4-A-148	6	2208	T-132A,B	7	2554	21C137-UHF, 21C138-UHF	6	2297
4-A-153	6	2325	T140A,T141A	8	2716*	21C141-UHF, 21C142-UHF	6	2274
4-A-154	6	2302	T155A,T156A	8	2740*	21C143-UHF, 21C144-UHF	6	2297
4-A-156,4-A-157,4-A-158	8	2648*	UHF-17C127	6	2250	21C151-UHF, 21C152-UHF	5	1931
4-A-159	6	2314	UHF-17T15, UHF-17T17	6	2250	21C156-UHF, 21C157-UHF	6	2297
4-A-162	6	2177	UHF-21C114, UHF-21C115, UHF-21C116, UHF-21C117	6	2250	21C158-UHF, 21C159-UHF	6	2297
4-A-166	7	2458	UHF-21C119, UHF-21C120, UHF-21C121	6	2250	21C160-UHF, 21C161-UHF	6	2297
4-A-168	7	2458	UHF-21C225, UHF-21C226, UHF-21C227, UHF-21C228, UHF-21C229, UHF-21C230, UHF-21C231, UHF-21C232, UHF-21C233	6	2250	21C162-UHF 21C172-UHF 21C238-UHF	6	2297 2297 2137
4-B-69	5	1858	UHF-21T10, UHF-21T11, UHF-21T12	6	2250	21C240-UHF, 21C241-UHF (Early)	5	1929, 1930
4-B-71	5	1858	UHF-21T15, UHF-21T19	6	2250	21C240-UHF, 21C241-UHF (Late)	5	1929, 1932
4-B-72	5	1919	UHF-21T20, UHF-21T21	6	2250	21C347-UHF, 21C348-UHF	5	1930
4-B-74	5	1920	14P1208-UHF, 14P1210-UHF, 14P1211-UHF, 14P1212-UHF	6	2195	21C349-UHF	5	1930
4-B-77	6	2153	14P1215-UHF, 14P1216-UHF	7	2464	21C350-UHF, 21C351-UHF	5	1930
4-B-78	6	2179	14T007-UHF, 14T008-UHF, 14T009-UHF, 14T010-UHF, 14T011-UHF, 14T012-UHF, 14T014-UHF	6	2195			
4-C-24	5	1921	17P1328-UHF, 17P1329-UHF, 17P1330-UHF, 17P1331-UHF	6	2193			
4-C-30	6	2296						
4-C-34	6	2321						
4-H-3 (Code 334-8-OA16A/ 5P10A)	8	2630*						
13-G-128,13-G -129,13-G-130, 13-G-132	5	1834						
13-G-145, 13-G-146	5	1834						
FISHER								
FM-40	6	2293						
FM-80	5	1922						
FM-90X	7	2527						
FM-100	8	2711*						
TA-600	8	2713*						
50R,50RT	5	1923						
70RT	5	1924						
80-R	7	2444						
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90-R	7	2528						
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FLUSH WALL								
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21C1449-UHF, 21C1450-UHF	6	2195
21C1545-UHF	6	2274
21C1547-UHF, 21C1548-UHF, 21C1549-UHF	6	2274
21C1550-UHF, 21C1551-UHF	6	2274
21C1552-UHF, 21C1553-UHF	6	2274
21C1554-UHF, 21C1555-UHF	6	2274
21C1556-UHF	6	2274
21C1560-UHF, 21C1562-UHF	6	2274
21C1564-UHF	6	2274
21C2440-UHF	7	2491
21C2441-UHF	7	2491
21C2445-UHF	7	2491
21C2446-UHF	7	2491
21C2535-UHF	7	2560
21C2536-UHF	7	2560
21C2550-UHF	7	2560
21C2551-UHF	7	2560
21C2560-UHF	7	2560
21C2561-UHF	7	2560
21C2574-UHF	7	2560
21C2575-UHF	7	2560
21C2576-UHF	7	2560
21C2577-UHF	7	2560
21C2578-UHF	7	2560
21C3439-UHF, 21C3440-UHF	8	2664*
21C3441-UHF, 21C3442-UHF, 21C3443-UHF	8	2664*
21C3445-UHF, 21C3446-UHF	8	2664*
21C3450-UHF, 21C3451-UHF	8	2664*
21C3458-UHF, 21C3459-UHF	8	2664*
21C3460-UHF, 21C3461-UHF	8	2664*
21C3478-UHF, 21C3479-UHF	8	2664*
21C3482-UHF, 21C3483-UHF	8	2664*
21L2555-UHF	7	2560
21L2556-UHF	7	2560
21L2557-UHF	7	2560
21L3455-UHF, 21L3456-UHF	8	2664*
21T17-UHF, 21T18-UHF	6	2137
21T22-UHF, 21T23-UHF	5	1929, 1930
21T24-UHF, 21T25-UHF	5	1929, 1930
21T26-UHF, 21T27-UHF (Early)	5	1929, 1930
21T26-UHF, 21T27-UHF (Late)	5	1929, 1932
21T28-UHF	6	2137
21T30-UHF, 21T31-UHF	5	1930
21T32,21T33	6	2147
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21T35,21T36, 21T37	6	2147
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21T038,21T039	6	2147
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21T054-UHF, 21T055-UHF	6	2297
21T056-UHF, 21T057-UHF	6	2297
21T060-UHF, 21T061-UHF	6	2297
21T1439-UHF	6	2195
21T1539-UHF, 21T1540-UHF	6	2274
21T1541-UHF, 21T1542-UHF	6	2274
21T1543-UHF, 21T1544-UHF	6	2274
21T2419-UHF	7	2491
21T2420-UHF	7	2491
21T2421-UHF	7	2491
21T2425-UHF	7	2491
21T2426-UHF	7	2491
21T2580-UHF	7	2560
21T2581-UHF	7	2560
21T3417-UHF,21T3418-UHF, 21T3419-UHF	8	2664*
21T3420-UHF, 21T3421-UHF	8	2664*
21T3425-UHF, 21T3429-UHF	8	2664*
21T3430-UHF, 21T3431-UHF, 21T3432-UHF	8	2664*
21T3435-UHF, 21T3436-UHF	8	2664*
24C180,24C181, 24C182-UHF, 24C183-UHF	6	2147, 2297
24C1660-UHF, 24C1661-UHF	6	2274
24C1670-UHF, 24C1671-UHF	6	2274
24T070,24T071	6	2147
427,428,429	5	1933
431,A,B,C,432	5	1934
440	5	1935
442,443,444	5	1933
446,447,448	5	1936
465,466,467	6	2225
475,476,477	6	2188
480	6	2156
564,565,566	5	1937
572,573,574,575	5	1938
577,578	5	1939
580,581,582	5	1940
590	5	1941
612,613	5	1942
630,631,632	5	1943
860,861,862	6	2369
911,H,912,913	6	2201
911D,912D,913D	6	2379
914D	6	2379
920,921	6	2205
GENERAL MOTORS CORP. (GMC)		
2233398	7	2474
GONSET		
3155,3156	8	2597*
3157,3158	8	2597*
3223	8	2597*
3239	8	2584*
GRANCO		
AT-130	8	2598*
HF-1200	7	2523
LCU	5	1944
MTU	5	1945
RP-1210	7	2523
RP-1220	7	2523
RP-1230	7	2523
RP-1720	7	2523
RP-1730	7	2523
T160	6	2195
T-161	7	2543
T270	6	2306
610	5	1946

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611	8	2509*
620V	6	2275
720	6	2148
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750	6	2281
760,770,780	6	2306
GROMMES		
GRT-1	6	2196
GRT-3	7	2488
GRT-100	7	2540
102GT	8	2714*
GRUNDIG MAJESTIC		
Concert Boy 57	7	2450
K2	7	2573
K12SL/US	8	2684*
97	7	2452
1070	7	2461
1088	7	2461
3028	7	2456
7000	7	2467
7018	8	2602*
7028	7	2501
7068	7	2448
9078	7	2443
GUILD		
484	6	2199
556	6	2205
665	6	2205
785	7	2565
HALLICRAFTERS		
S-94	6	2197
S-95 (Run 1)	6	2197
ST-83	5	1947
SX-99,SX-99U (Mark I)	6	2190
TW-500,TW-600	5	1948
TW-1000	5	1949
TW-2000	5	1950
5R40,5R41,5R42	6	2169
5R80,5R81	5	1951
17K111B,M	6	2170
17T101B,M	6	2170
17T171B,M	6	2170
21K141B,M	6	2170
21K151M	6	2170
21K200B	6	2157
21K201B	6	2157, 2158
21K210M	6	2157
21K211M	6	2157, 2158
21K220B	6	2157
21K221B	6	2157, 2158
21K230M	6	2157
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21T121B,M	6	2170
21T161B,M	6	2170
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611,612	5	1952
621,622	5	1952
1621,1622	5	1953
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B1400D	6	2157
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MAGNAYOX (cont'd)			MONITORADIO (cont'd)			MOTOROLA (cont'd)		
CMUA-455AA, CMUA-456AA	5	1961	MR-32	5	1973	Y21K131CW, Y21K132W	8	2681*
CMUD-477AA	6	2230	MR-33	6	2348	Y21K134W, Y21K135W, Y21K136W	8	2681*
CR-330AA-1	5	1962	MONTGOMERY WARD (See Airline)			Y21P1B, DR, GY	7	2508
CR-700	5	1963	MOPAR			Y21T32B, BA, CH, CHA, MGA	6	2324
CR-702A, B	5	1964	620, 621	6	2307	Y21T33B, BG, CH, MG	6	2324
CR-703, A, B, BB	6	2181	701	8	2665*	Y21T34B, BA, M, MA	6	2324
CR-712AA	6	2207	829	5	1974	Y21T35B, M, Y21T36B, M	6	2324
CR-714AA	6	2200	830	5	1975	Y21T37B, M	6	2387
CR-715AA, AB, BB	6	2207	MOTOROLA			Y21T40BG, BGA, MG, MGA	6	2368
CR-716AA	6	2191	A21K106B, M	7	2578	Y21T42B, BA, M, MA	6	2368
CR-717	6	2267	A21T60BG, CH, MG	7	2578	Y21T57BG, CH, MG	7	2508
CR-718, CR-721	6	2298	CT52M6	5	1977	Y21T64B, M, W	8	2659*
CR-722	6	2297	CTM3	5	1976	Y21T66BZ, CH	8	2677*
CR-723	6	2277	CTM4, A	6	2171	Y21T67BG, MG, Y21T68B, M, W	8	2727*
CR-724	6	2207	CTM6	6	2285	Y21T71BR	8	2659*
CR-726	6	2277	CTM8X	8	2582*	Y21V1W, WA	6	2388
CR-730	6	2277	CTM9X	8	2639*	Y24K13B, M	6	2324
CR-741	6	2207	CTM57X	8	2582*	Y24K14B, M	6	2324
CR-745AA, BB, CR-746AA	8	2603*	HK-18B, C, M, W	7	2463	Y24T5BG, MG	6	2324
R-50-01AA	7	2514	HK-19	7	2463	Y24T6B, M	6	2324
51-01, 51-02	8	2599*	HK-27	7	2463	YA21C5B, MC	6	2324
51-03AA, BA	7	2511	HK-42, HK-43	8	2742*	YA21F6W, Y	6	2324
51-04	8	2599*	HN4M6	5	1977	YA21K54B, M	6	2324
51-05AA	7	2511	HN53M6	5	1977	YA21K56B, M, YA21K57B, M, MCH	6	2324
51-07	8	2599*	PCA9X	8	2639*	YA21K58B, M, YA21K59M, MCH	6	2324
51-08AA	7	2511	SK16W, SK17W, SK18M	8	2613*	YA21K60B, M, YA21K61MCH, W	6	2324
51-11	8	2599*	SK25B, M, MCH	8	2619*	YA21K62M, CW, YA21K63CW	6	2324
54-03-00, 54-03-10, 54-03-21	8	2616*	SK32W, SK33W	8	2780*	YA21K67B, M, Y	6	2324
54-04-00, 54-04-10, 54-04-21	8	2616*	SK35W	8	2780*	YA21T33BG, CH, MH	6	2324
57-01-00, 57-01-10, 57-01-11	8	2616*	SR52M6	5	1977	YA21T35B, M, YA21T36B, M	6	2324
57-02-00, 57-02-11	8	2616*	X11B, E, G, R (Early Versions)	8	2695*	YA24K14B, M, YA24K15M, MCH	6	2324
58-01-00	8	2655*	Y14P3-1, -2, Y14P4-1	6	2349	YA24T6B, M	6	2324
59-00-00, 59-01-00, 59-02-00, 59-03-00	8	2634*	Y14P5-1, -2, -3, Y14P6-1	6	2349	5M, 5M-12	6	2144
MAJESTIC			Y14P7-1, -2, Y14P8-1, -2	6	2349	5T24GW-1	7	2460
4PI	5	1956	Y14P10-1, -1A, -2, -2A, Y14P11-1, -1A, -2, -2A	6	2349	5T24WN-1	7	2460
21P62, 21P63 (Series 110, 111)	5	1966	Y17P1-1A, -2A	6	2388	6TAS8	6	2144
MASCO			Y17P2-1A	6	2388	7MX	6	2353
AFR	6	2328	Y17P5-1, -2	7	2508	8M	7	2477
AMF, AMP	6	2231	Y17P6-1, -2, -3	8	2771*	8MX	7	2516
MATTISON			Y17T27CH, Y17T28-1, -2, -3	6	2355	9AX	8	2639*
630DXM, 630MDXL	5	1967	Y17T30CHA, Y17T31GPA	6	2388	10KT12B, M, W	8	2613*
McINTOSH			Y17T32BZ	7	2508	10MX	8	2791*
MR-55	8	2632*	Y21C7BG, MG	6	2324	10T28B, M, MC	7	2445
MECK			Y21C9B, M	7	2508	13KT15B, CW, M	8	2613*
9030	5	1968	Y21C10CW	8	2727*	21F5, B (Radio Ch.)	5	1978
MERCURY (Pacific Mercury)			Y21CT2B, M	6	2355	21K104B, M, W	7	2578
2701	5	1993	Y21F5, B (Radio Ch.)	5	1937	21K105B, MC, W	7	2578
MIDWEST			Y21F8B, BA, W, WA	6	2388	21K108W	7	2578
KD-16	5	1969	Y21K45B, BA, M, MA	6	2324	21K109M	7	2578
RN-16	5	1969	Y21K53B, BA, M, MA	6	2324	21K110W	7	2578
MILLER			Y21K54B, M, Y21K56B, M, Y21K57B, M, MCH	6	2324	53H1, 53H2, 53H3, 53H4	5	1978
560	7	2569	Y21K58B, M, Y21K59M, MCH	6	2324	53LC1, 53LC2, 53LC3	5	1980
MITCHELL			Y21K67B, M	6	2324	53X1, 53X2, 53X3, 53X4	5	1981
1278	5	1970	Y21K70B, M	6	2388	56W1, B	6	2206
1287	5	1971	Y21K73B, BA, M, MA	6	2388	56X1, 56X2, 56X3	6	2214
MONITORADIO			Y21K75B, BA, CW, CWA, M, MA	6	2388	57W1, B, MC	6	2206
AR-4	6	2182	Y21K76B, BA, CW, CWA, M, MA	6	2388	57X1, 57X2	6	2206
DR-200	5	1972	Y21K77B, M	6	2388	62X21	5	1982
M-40	8	2722*	Y21K80CW, CWA, Y21K81B, M	6	2388	63LSS	5	1983
M-160	8	2722*	Y21K97B, M	7	2508	63L1, 63L2, 63L3	5	1984
MR-10	6	2348	Y21K99B, M	7	2508	63X1, A, 63X2, 63X3	5	1985
			Y21K104B, M, W	7	2579	63X21	5	1986
			Y21K107B, M	7	2579	64X1, 64X2	5	1987
			Y21K123B, M	8	2659*	65L1, 65L2	6	2172
			Y21K124B, M, W	8	2677*	66C1, 66C2	6	2236
			Y21K125B, M, Y21K126B, M, W, Y21K127CW	8	2727*	66X1, 66X2	6	2214
			Y21K129B, M, MC, Y21K130CW	8	2727*	67C1, 67C2	6	2236
						67X1, 67X2	6	2206
						395, 395-12	5	1988
						396, 396-12	6	2254
						398X	8	2582*
						506, 506-12	6	2286
						Chassis		
						HS-326	5	1982

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MOTOROLA (cont'd)			NUTONE			PACKARD-BELL (cont'd)		
HS-335	5	1985	2015,2016	7	2552	7TU-3	8	2734*
HS-336	5	1981				8TU-1,9TU-1	8	2723,*
HS-337	5	1979	OLDSMOBILE					2724*
HS-347	5	1980	989131	7	2439	11HFIS	8	2646*
HS-361	5	1984				PEDERSEN		
HS-385	5	1988	OLYMPIC			AFM-2A	6	2248
HS-415	5	1983	"Cremona" 5804T/W	6	2402	PENTRON		
HS-440	5	1987	"Cremona" 5805T/W	6	2402	AFM		
HS-455	6	2172	"Kolbold" 5720W	6	2404	5... 1994		
HS-456	6	2206	"Magnet" 5735W	6	2402	PHILCO		
HS-458	6	2236	"Meteor" 5781W	6	2407	A-UT2272	5	1995
HS-477	6	2214	"Moderna" 5783W	6	2407	B570,B574	5	1998
HS-478	6	2214	A590	8	2583*	B652	5	1997
HS-525,HS-526	6	2208	C21BG15,C21BG16	6	2246	B714,X	5	1998
HS-529	6	2236	C24BH22,C24BH24	6	2246	B956	5	1998
HS-589	7	2445	C24BH30	6	2246	B1349,B1352	5	1999
HS-590	8	2691*	GB374	8	2625*	B1752,B1753	5	1999
HS-628	7	2460	GB375	8	2699*	B1756	5	2000
HS-674A,B,C	8	2613*	GB376	8	2666*	C-666 (Codes 121 & 125)	6	2141
HS-677	8	2613*	HF500	5	1991	C667	5	2001
HS-695	7	2463	K21BG12,K21BG13, K21BG14	6	2241	C1348	5	1998
HS-710	8	2613*	K24BH31,K24RH32, K24BH33	6	2246	E-748	6	2392
HS-759	8	2695*	KB216BG,MG,WG	8	2744*	E-818	6	2392
HS-776	8	2780*	KD218BG,MG,WG	8	2744*	E-976	6	2386
HS-783A,B	8	2742*	KD219BG,CG,MG,WG	8	2744*	E4208S	6	2370
HS-786A,D	8	2742*	KD222PG	8	2744*	E4605,C,T	6	2370
PTS-546Y	7	2508	KD223BG,MG,WG	8	2744*	E4607,L,T	6	2370
QTS-502,Y	5	1978	KH434BG,MG	8	2744*	E6806	6	2370
R16M6	5	1977	KH437BG,MG	8	2744*	E6608TN	6	2370
TS-422Y	6	2355	T21BG10	6	2246	E8610L,M	8	2370
TS-423Y	6	2349	21K223,21K225	6	2150	F-963	7	2421
TS-425Y	6	2358	21K239	6	2150	F-974	7	2534
TS-426Y	6	2388	110	6	2246	F-1802	7	2537
TS-428Y	6	2388	412	7	2550	F-1803	7	2537
TS-433Y	8	2771*	441	7	2549	F-1805	7	2537
TS-537Y,TS-538Y	6	2324	505,B	5	1992	F4216,L	7	2580
TS-539Y	6	2324	552	8	2712*	F4623	7	2580
TS-542Y	6	2388	555	8	2662*	F4626,L,M	7	2580
TS-544Y	6	2388	572B,M	5	1992	F4627L	7	2580
TS-551Y	7	2508	574	6	2150	F6624T,TL	7	2449
TS-552	7	2578	575	6	2212	G-963	7	2421
TS-552Y	7	2579	576,577	6	2150	G-1707,S	8	2757*
TS-553Y	7	2579	589	8	2583*	G-1807S,G-1809S,G-1811S, G-1813S	8	2663*
TS-556Y	8	2659*	592,593,594	8	2583*	G-1907S	8	2663*
TS-558Y	8	2681*	682,683	8	2583*	H-973	6	2765*
TS-561Y	8	2677*	688	8	2633*	HFT-1	7	2537
TS-564Y	8	2727*	694	8	2645*	RT-14	5	2002
TS-905Y	6	2355	695,696,697,700	8	2692*	RT-150	8	2757*
TTS-423Y	6	2349	730	8	2645*	RT-202,-1,-2,-3,-4	8	2663*
TTS-537Y,TTS- 539Y	6	2324	5711W	7	2524	T-9 (Codes R4 and R6)	7	2544
VTS-423Y	6	2349	5806T/W	7	2429	UE4202,UE4203	6	2336
VTS-538Y,VTS-539Y	6	2324	5920	8	2600*	UE4204,L,UE4205L,M	6	2336
VTS-558Y	8	2659*	52804,52805	7	2504	UE4206S,SD,SL,STM	6	2336
WTS-423Y,WTS-425Y	6	2349	PACEMAKER			UE4207SC	6	2336
WTS-537Y,WTS-538Y	6	2324	2216	8	2676*	UE4208S	6	2370, 2371
WTS-539Y	6	2324	2222	8	2667*	UE4600,UE4601SL,SM	6	2336
WTS-544Y	6	2388	PACKARD-BELL			UE4602,L,TL,TM	6	2336
WTS-551Y	7	2508	PR-2	8	2724*	UE4603L,M,UE4604,HM	6	2336
WTS-553	7	2578	PT-1	8	2724*	UE4605,C,T	6	2370, 2371
MUNTZ			RPC-1	8	2646*	UE4606L,M,T,TL	6	2336
21CP-3B,M	8	2779*	RPC-2,RPC-3	8	2723,* 2724*	UE4607,L,T	6	2370, 2371
804	7	2512	RPT-1	8	2723,* 2724*	UE4608	6	2336
806A	7	2570	5R8	8	2696*	UE4610N	6	2336
MURASONDE			5RC1	6	2367	UE4612G	6	2336
ST8200,ST8400	8	2591*	5RC3,5RC4	6	2367	UE4614S,SL	6	2336
NATIONAL			5RC7	8	2696*	UE4700N	6	2336
Criterion	5	1989	6R1,6RC1	7	2495	UE4800,UE4802M,L	6	2336
NC-98	5	1990	7R2,7R3	8	2656*	UE4804L	6	2336
NEWCOMB			10RP1,10RP2	6	2247	UE5200	6	2336
CO-100	6	2261	11RP2	6	2247	UE5404M,L	6	2336
CO-200	6	2261	11RP6S,11RP7S,11RP8S, 11RP9S	8	2646*	UE6602L,M,T,TL	6	2336
CO-712	6	2340	21K2	8	2734*	UE6604L,M,T	6	2336
NORDIC			Chassis			UE6606	6	2370, 2371
501F55	6	2149	7R2	8	2656*	UE6608TN	6	2370, 2371

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PHILCO (cont'd)			PHILCO (cont'd)			RCA VICTOR (cont'd)		
UF4216,L	7	2580	RT-200,RT-201	7	2537	3HX671,3BX672	6	2262
UF4623	7	2580	TV-123U	6	2303	3RF91	5	2016
UF4827,L	7	2580	TV-300U,TV301U	5	2006	4C671,4C672	5	2017
UF6824T,TL	7	2449	TV-304U	6	2192	4X641	5	2018
UG3050B,G,GI	7	2566	TV-330U,TV-332U	6	2192	4X661	5	2019
UG3052BL,L,WL	7	2566	TV-350U	5	2006	4X511	5	2020
UH3046AQ,GI,GT	8	2745*	TV-354U	6	2154	5BX41	5	2021
UH3047GT,TC,WC	8	2745*	TV-390U,TV-392U	6	2215	5C581	5	2022
UH3052BL,L,WL	8	2745*	TV-394U,TV-396U	6	2215	5C591,5C592	5	2022
UT-21A	5	2003	TV-400U	5	2006	5X560,5X562,5X563	5	2023
UT-21B	5	2004	7L40AU,U,7L41AU,U	6	2336	6VY4A,B	6	2222
18BU3000,18BU3001	5	1995	7L45AU,U	6	2336	6HF1,6HF2	6	2265
18BU3002	5	2005	7L70	6	2370	6HF3	6	2232
18BU3100,L,HM	5	1995	7L70U	6	2370,	6RF9	5	2016
18BU3102,L	5	2005			2371	6XD5	6	2193
18BU3104	5	1995	7L71	6	2370	7BT10K	6	2254
18D3020UC,UG,UL,UM	6	2192	7L71U	6	2370,	7BX8J,7BX8L	6	2305
18D3122U	6	2192			2371	7BX9H	6	2305
22BU4000	5	1995	7P50AU,U,7P51AU,U	6	2336	7DX10	6	2262
22BU4002,22BU4004	5	2005	8L71,U	7	2580	7HFR-1	6	2344
22BU4008,22BU4009	5	1995	8L72,U	7	2449	8BT10K	6	2254
22BU4100,L,22BU4101	5	1995	8L73,U	7	2580	8C7EE,FE,LE	6	2330
22BU4102,L,22BU4106	5	2005	9H25U	7	2566	8C8DE,JJ,ME	6	2330
22BU4108	5	1995	10H25U	8	2745*	8RF13	6	2344
22BU4109HM	5	2005				8X8D,J,L,N	6	2331
22BU4110,L	5	1995	PHILHARMONIC			8X9DE	5	2018
22BU4302	5	2005	920,924	5	2007	8X9DJ	5	2018
22BU4303	5	1995	9120,9121,9820,9821	5	2007	9C7EE,FE,LE	7	2414
22BU4304,22BU4306,						9C8FE,J,ME	7	2414
22BU4307HM	5	2005	PILOT			9INT1,9INT2	7	2432
22BU4308	5	1995	AF-723,U	5	2008	9T2	8	2594*
22C4016,22C4020	5	2006	AF-724	6	2226	9X10FE,JE,ME	7	2414
22C4119,22C4120,L	5	2006	AF-824	5	2009	17S349U,17S350U,		
22C4123,22C4124,L	5	2006	AF-825	6	2146	17S351U	5	2024
22C4128,L,22C4128M,			AF-850	6	2146	17S360U	5	2024
22C4129	5	2006	AF-860	5	2010	17S7090U,		
22C4132L	5	2006	C-1075,C-1076	7	2561	17S7092U,17S7093U	6	2374
22C4310,L,22C4312,L	5	2006	FA-540	7	2561	17S7099U	6	2374
22D4029G,L,22D4030E,L,			FA-550	7	2530	17T352U,17T361U	5	2024
UE,UL	6	2192	FA-670	8	2707*	21CD7895,U,21CD7897,U	6	2301
22D4033G,L	6	2192	FA-680	8	2706*	21CD7915,U,21CD7916,U,		
22D4034,L	6	2215	FA-690	8	2706*	21CD7917,U	6	2301
22D4041,L	6	2215	FM-530	7	2551	21CD7935,U,21CD7936,U	6	2327
22D4131,L	6	2192	FM-607A	5	2011	21CD7956,U,21CD7958,U	6	2327
22D4134,L	6	2215	FM-660	8	2707*	21CD7975,U	6	2327
22D4135	6	2192	HF-30	7	2545	21CD7996,U,21CD7999,U	6	2327
22D4136,L,U,UL,XL,XW	6	2192	HF-42	7	2545	21CS7815,U,21CS7817,U	6	2301
22D4137,L,22D4138,L,U,			HF-56	6	2146	21CT660U,21CT661U,		
UL	6	2192	PT-1031	7	2541	21CT662U	5	2020
22D4139,L,US,UXL	6	2192	PT-1036	7	2545	21CT663U,21CT664U	5	2026
22D4140,L	6	2215	580	8	2774*	21CT7835,U,21CT7837,U	6	2301
22D4144,L	6	2215	590	8	2774*	21CT7855,U,21CT7857,U	6	2301
22D4150,L,U,UL	6	2192	POLICALARM			21CT7865,U,21CT7866,U	6	2301
22D4151,L,22D4152,HM,M	6	2215	PR-9	6	2329	21CT7867,U	6	2301
22D4153,L,X,XL,			PONTIAC			21CT8785U	6	2301
22D4154,U	6	2192	988837	7	2439	21CT8787U	6	2301
22D4155,L	6	2192	PRECISE			21D346U	5	2025
22D4156,L,22D4157	6	2215	TUMK,TUMW	8	2685*	21D527U	5	2026
22D4158,U	6	2192	RCA VICTOR			21D641,U,21D645,U	6	2202
22D4159,22D4160,L,X,XL	6	2215	C-4E,C-4EM,C-4FE	8	2725*	21D647,U,21D648,U	6	2202
22D4161,L,22D4165	6	2215	MI-12107	5	2012	21D652,U	6	2202
22D4170,L,22D4171,L,			SHC2,SHC3,SHC4,SHC6	7	2574	21D667,U	6	2202
22D4172,L	6	2192	SHC-7,SHC-8,SHC-8A	8	2594*	21D670,U	6	2202
22D4320L,M,T,W	6	2192	SHF1,SHF2	7	2453	21D7174,U,21D7175,U	6	2301
22D4321L,M,T,W	6	2192	SHF3,D	7	2422	21D7176,U,21D7177,U	6	2301
22D4324HM,M	6	2215	ST-1	5	2012	21D7215,U,21D7216,U,		
22D4326	6	2215	SVT-1	5	2013	21D7217,U	6	2301
22D4420,L,22D4422	6	2215	TPM11,TPM12	8	2786*	21D7235,U,21D7237,U	6	2301
22D5100,22D5102,L,M	6	2203	X-4EF,X-4HE,X-4JE	8	2725*	21D7425,U	6	2301
24B108,L	5	2005	X-5EJ	5	2018	21D7445,U,21D7446,U,		
24B4300	5	2005	X-5HE	5	2018	21D7447,U	6	2301
24C6005	6	2192	XF2	8	2718*	21D7479,U	6	2301
24C6010,24C6012	6	2154	XF3EH,XF3EM,XF3J	8	2718*	21D7485,U,21D7487,U,		
24C6105M,24C6108	6	2192	XF4	8	2718*	21D7488,U	6	2301
24C6109,L,24C6110,L	6	2154	1BT58	7	2517	21D7505,U,21D7508,U,		
24C6112	6	2154	1MBT6	7	2575	21D7507,U	6	2301
24C6310	6	2154	2S7	5	2014	21PD8115,U	6	2397
24D6018	6	2215	Signifies Coverage in this Volume			21S348KU	5	2027
24D6120L,M,24D6122L,M	6	2215	Receivers produced prior to 1953 are indexed in DC-6			21S355KU,21S357KU	5	2027
53-652	5	1907				21S362KU,21S367KU,		
53-956	5	1998				21S369KU	5	2027
Chassis						21S501U,21S502U	5	2026
R-181U,D-181	5	1995				21S503NU,U,21S504NU,U	5	2026
R-191U,D-191	5	2005				21S505U,21S506NU,U,		
R-201,D-201	5	1995				21S507NU	5	2026
R-207,D-208	5	2005				21S510NU,21S511NU	5	2026

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SILVERTONE (cont'd)			SILVERTONE (cont'd)			SILVERTONE (cont'd)		
3058,3059,3063,3064,3067.	5.	2052	8050	7.	2506	528.31500, 528.31600,		
3068	5.	2053	8052,8053,8054	8.	2620*	528.31700	5.	2068
3109,3110B,3112B	5.	2054	8055,A,8056,A	7.	2531	528.33200	5.	2069
3136	5.	2077	8055B,8056B	8.	2609*	528.33800,528.33900	5.	2068
3150L,3151B,C	5.	2054	8057,8058	8.	2620*	528.34200	5.	2068
3170D	5.	2054	8059,A	7.	2415	528.34600,528.34601,		
3181,3185	5.	2077	8060,A,8061,A	7.	2415	528.34802,528.34803	5.	2068
3200,3202,3203	5.	2055	8065,8066	6.	2337	528.34900	5.	2067
3276,3277	5.	2047	8069	7.	2415	528.34900	6.	2249
3376,3377	5.	2056	8200	7.	2430	528.39800	6.	2398
4016,4017	5.	2057	8202	7.	2430	528.39900	6.	2381
4025,4026	5.	2058	8224	6.	2389	528.40400	6.	2252
4041,B	5.	2059	8226	6.	2396	528.40700	6.	2398
4045A,B,C,4046A,B,C	5.	2060	8228,8229	7.	2470	528.45800	6.	2396
4056,4057	5.	2061	9007,9008,9009,9010	8.	2626*	528.46000,528.46001	6.	2358
4068A,B	5.	2062	9011,9012,9013	8.	2653*	528.46200,528.46220	6.	2350
4111	5.	2054	9014,9015,9016	8.	2644*	528.46400	6.	2389
4112B	5.	1844	9021,9022,9023	7.	2546	528.46600	6.	2335
4113,4114,4115,4116,4117,			9024,9025	7.	2576	528.46700,528.46701	6.	2319
4118,4119	5.	2054	9027,9028,9029			528.47200	6.	2312
4126,4127	5.	2054	(Ch.528.53410,411)	8.	2601*	528.47300	6.	2372
4127A	5.	2063	9027,9028,9029			528.47800	6.	2337
4128,4129	5.	2054	(Ch.528.53730)	8.	2697*	528.48000	6.	2308
4131,4139	5.	2054	9032,9033,9034	7.	2507	528.48700,528.48701	6.	2399
4140D,4143D,4145D,4149	5.	2054	9035,9036	8.	2668*	528.53010	7.	2531
4150D,4153D,4155D	5.	2054	9037,9038	8.	2668*	528.53040	6.	2408
4200	5.	2064	9041,9042,9043	7.	2507	528.53080	7.	2506
4204,4206	5.	2065	9045,9046	7.	2577	528.53090	6.	2303
4225	5.	2066	9049,9051	8.	2671*	528.53120	7.	2505
5016,5017	6.	2173	9053,9054	8.	2620*	528.53150	7.	2415
5045,5046	5.	2067	9055,9056	7.	2415	528.53160	8.	2697*
5101,A	5.	2068	9057,A,9058,A,			528.53300	7.	2546
5106,5107,A,5112A,C	5.	2068	9059,A,9060,A	7.	2553	528.53320	7.	2553
5113B	5.	1844	9061,9062	7.	2490	528.53321	7.	2553
5115,A,B,C,D,			9200,9201	8.	2672*	528.53322	7.	2553
5117,A,C,D	5.	2068	9226	8.	2702*	528.53323,528.53324	7.	2553
5125,5127,A,B,C,			41122,41292,41312,A	5.	2068	528.53330	7.	2415
5129,A,B,C,D,						528.53360	7.	2507
5131,A,B,C,D	5.	2068				528.53370	7.	2577
5227	5.	2069	Chassis			528.53380	7.	2496
6014,6015	6.	2244	100.174	5.	2053	528.53410,528.53411	8.	2601*
6016 (Ch.132.40500)	6.	2244	100.176	5.	2062	528.53420	7.	2576
6020,6021	6.	2198	100.425-2,-4,-8	5.	2077	528.53430,528.53431	8.	2702*
6025,6026	6.	2252	101.860-3	5.	2052	528.53450	8.	2609*
6045	6.	2249	132.026-6	5.	2061	528.53490,528.53491	8.	2671*
6048 (Ch.528.34900)	6.	2249	132.053,132.056	5.	2051	528.53510,528.53520	8.	2688*
6062,6063,6064	6.	2381	132.066	5.	2049	528.53550	8.	2759*
6066A	6.	2398	132.067	5.	2065	528.53560	8.	2700*
6067	6.	2381	132.08500	5.	1844	528.53570	8.	2731*
6068 (Ch.528.39800)	6.	2398	132.09000,132.09001	6.	2198	528.53640	8.	2894*
6068A	6.	2398	132.39900	6.	2299	528.53680	8.	2760*
6069 (Ch.528.39800)	6.	2398	132.40000	6.	2314	528.53700,528.53730	8.	2697*
6069A	6.	2398	132.40200	6.	2300	528.53810,528.53820	8.	2781*
G950	5.	2070	132.40500	6.	2244	528.53830	8.	2782*
7006,7007	6.	2299	132.42700	7.	2419	725.101-1	5.	2070
7010 (Ch.132.40000)	6.	2314	132.42800	6.	2406	757.130	5.	2048
7011,7012	6.	2314	132.42900	7.	2424	757.140	5.	2064
7020	6.	2335	132.43100	7.	2470	757.150	5.	2057
7021,7022 (Ch.528.46000)	6.	2335	132.43200	7.	2430	757.15001	6.	2173
7025,7026,7027,			132.43201	7.	2430			
(Ch.528.46700)	6.	2319	132.43203	7.	2430	SONIC		
7035	6.	2350	132.44500,132.44501	8.	2653*	19C	8.	2768*
7045,7046	6.	2312	132.44900	8.	2672*	1020,1021	8.	2768*
7053,A,AB,B	6.	2372	132.45600	8.	2626*	2011,2020,2021	8.	2768*
7054,A,AB,B			132.45601,132.45602	8.	2793*			
(Ch.528.47300)	6.	2372	132.45700	8.	2644*	Chassis		
7057,7058	6.	2356	132.45701	8.	2793*	19	8.	2768*
7061,A,7062,A,7063	6.	2350	132.48400	8.	2751*			
7065 (Ch.528.47800)	6.	2337	132.48500	8.	2775*	SONORA		
7066 (Ch.528.47800)	6.	2337	132.48900	8.	2767*	314,315,379	5.	2071
7067 (Ch.528.46220)	6.	2360	456.150-14,-18,-61	5.	2047	389,390	5.	2072
7068 (Ch.528.46220)	6.	2350	456.200-111,-112,			441,442	5.	2071
7200,7202	6.	2300	-113,-114,-115,			458,459	5.	2073
7222	6.	2308	-121,-122,-123,			477,478	5.	2071
7224	6.	2389	-124,-125	5.	2056	502	6.	2296
7226 (Ch.528.45800)	6.	2396	528.259	5.	2055	568	6.	2332
7228 (Ch.528.48700)	6.	2399	528.261,528.263,-1			585	6.	2332
8005,8006,8007	7.	2419	-2,528.264,-1,			604	6.	2296
8009	6.	2406	-2,528.266,-1	5.	2154	606	6.	2323
8010 (Ch.528.50144)	6.	2406	528.268	5.	2163	615	6.	2323
8011,8012	6.	2406	528.270,528.286	5.	2054			
8013,8014,8015	7.	2424	528.304,-1,-2,-3	5.	2059	SONY		
8021,8022,8023	6.	2408	528.306,-1,-2	5.	2058	TFM-151	8.	2743*
8025,8026,8027			528.307,-1	5.	2066			
(Ch.528.53090)	6.	2403	528.311	5.	2050			
8041	7.	2505	528.312,-1	5.	2060			
8044,A,8045,A,8046,A	8.	2620*						

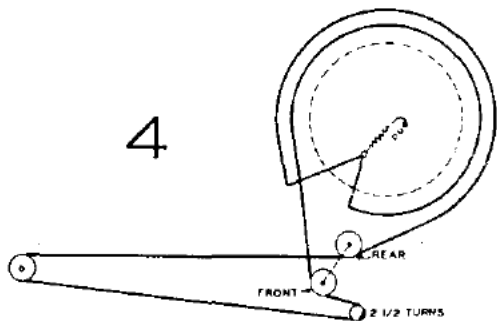
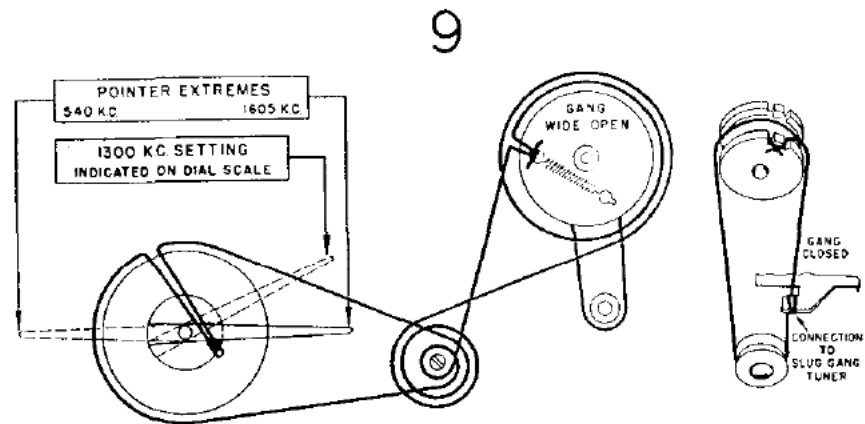
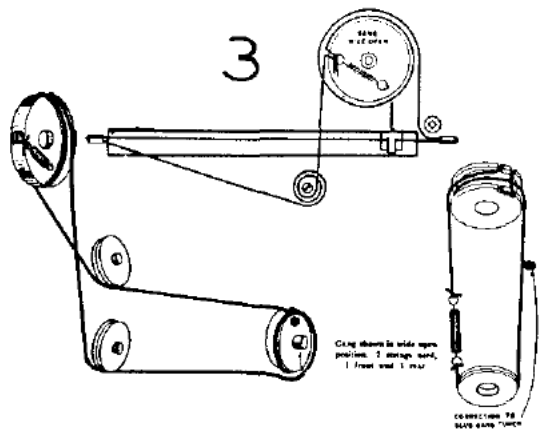
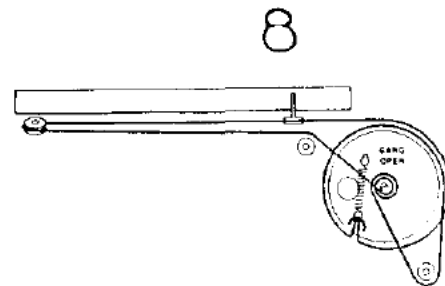
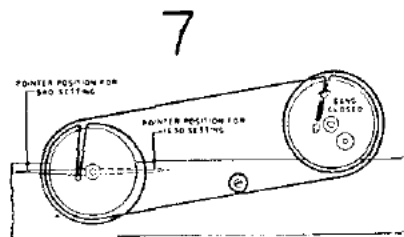
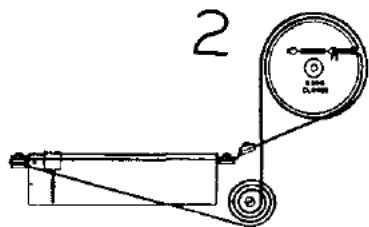
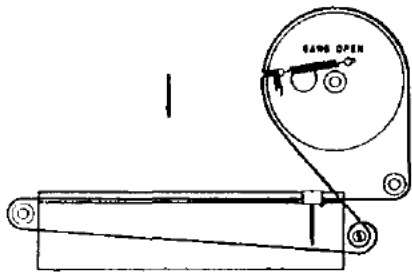
* Signifies Coverage in this Volume
 Receivers produced prior to 1955 are indexed in DC-6

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
SPARTAN			SYLVANIA (cont'd)			SYLVANIA (cont'd)		
CR-712	6	2207	21C501 Series,			1304RE,TU,YE	8	2701*
CR-741AA	6	2207	21C502 Series, (Ch. 1-533-4)	6	2287	2301DG,H	6	2365
SPARTON			21C508 Series,			2302DG,H,PI	6	2333
22312,22313, 23322,23323	5	2074	21C509 Series,			2305RE,TU,YE	8	2701*
24542,25544	5	2075	21C510 Series	6	2287	4501	7	2478
Chassis			21C512 Series,			4701	8	2595*
29U213	5	2074	21C513 Series	6	2282	4703 Series	8	2752*
29U273	5	2075	21C519 Series	7	2535	4705 Series	8	2719*
STEELMAN			21C524 Series	7	2535	4801	8	2621*
2-6511	8	2726*	21C529 Series	7	2536	5848	5	2086
2-6531	8	2726*	21C534 Series	7	2536	Chassis		
3A16U	6	2228	21C601 Series	6	2218	1-512-2,1-513-2,-4	5	2084
3AR3	5	2076	21C605 Series,			1-514-4,-6,1-518-2,-6	5	2083
3AR6-1,3AR6U-1	6	2228	21C607 Series	6	2287	1-522-2	5	2088
3AR6UA-8	6	2228	21C616 Series	7	2535	1-526-2,-4,-6	6	2159
4AR8	7	2563	21C621 Series	7	2535	1-527-2	5	2085
4AR10,-1	7	2547	21C626 Series	7	2536	1-530-2,-4,-6	5	2083
4AR11	7	2563	21D802 Series	6	2382	1-532-4,-6	6	2287
4AR12	7	2571	21P101 Series	6	2382	1-533-2	6	2218
STEWART WARNER			21T101 Series,			1-533-4	6	2287
21C-9325F,G	5	2077	21T102 Series	6	2287	1-537-4	6	2382
21C-9340E,K,KH, L,LB,M,MB,P	5	2077	21T103 Series	6	2159	1-537-5	7	2567
21T-9340A,B,D,R,RB,S,T	5	2077	21T104 Series,			1-539-2	6	2382
9182-C,-H,-J	5	2078	21T105 Series,			1-539-3	7	2567
STROMBERG-CARLSON			21T106 Series	6	2287	1-540-2,-4	6	2382
ASR-433,ASR-444	8	2769*	21T107 Series,			1-541-3,-4,-5,-6	7	2536
AWP-8	6	2181	21T108 Series	6	2287	1-541-7,-8,-9,-0	8	2689*
FR-711C,K,M	7	2497	21T110 Series	6	2287	1-542-1,-2,-3,-4,-5,-6	7	2535
HFRP	6	2217	21T113 Series,			1-602-2,-3	5	2087
K-22CB,CM,HB, HCB,HCM,HCW, HM,HW,TB,TM,TQ	6	2185	21T114 Series,			1-602-4,-5,-6,-7	5	2086
KH-22CB,CM,HB,HCB, HCM,HCW,HM,HW, TB,TM,TQ	6	2185	21T115 Series	6	2382	1-602-9	6	2333
SF-682,SF-692	8	2769*	21T121U Series	7	2567	1-615-1	6	2364
SFR-684,SFR-694	8	2769*	21T201 Series (Ch. 1-533-2)	6	2218	1-615-2	6	2365
SR-402	7	2420	21T201 Series (Ch. 1-533-4)	6	2287	1-624-1	7	2478
SR-403B	7	2440	21T206 Series	6	2287	1-626-1	8	2621*
SR-405 (Series 103)	5	2079	21T207 Series,			1-631-1	8	2673*
SR-406	8	2343	21T208 Series	6	2287	1-632-1,-2	8	2701*
SR-407	6	2338	21T211 Series	6	2287	1-635-1	8	2752*
SR-440	8	2769*	21T213 Series	6	2382	1-636-1	8	2719*
21TM,TQ,22TM,TQ	5	2080	21T218 Series	7	2535	TELEFUNKEN		
621A Series, 622 Series	5	2081	21T301 Series	6	2287	"Aida"	8	2610*
624 Series	5	2080	21T303 Series	6	2287	"Elite"	6	2294
625 Series (TV Ch.)	5	2080	21T305 Series	7	2535	"Gavotte 7"	7	2433
625 Series (Radio Ch.)	5	2082	23S23,23S24M	6	2689*	"Jubilee"	6	2282
STUDEBAKER			24C402 Series	6	2287	"Operetta"	6	2291
AC-2905	7	2474	24C601 Series	6	2218	"Opus No. 6" (Ch. A,B)	6	2288
SYLVANIA			24C603 Series	6	2287	"Opus No. 7"	6	2288
17P101,J Series	6	2382	24T101 Series	6	2287	"Verdi"	8	2610*
17P102 Series, 17P103 Series	6	2382	24T201 Series	6	2287	W706	7	2447
17P104,17P105	6	2382	24T301 Series (Ch. 1-533-2)	6	2218	W2006M	7	2489
17P110QU,SU	7	2567	24T301 Series (Ch. 1-533-8)	6	2287	2086M	7	2489
17P112,17P113,17P114	7	2567	105-14"U" Series	5	2083	7046M	7	2434
17P201 Series	6	2382	120-14"U" Series	5	2083	TOSHIBA		
17P202	6	2382	175-18"U" Series	5	2083	6TP-304	8	2787*
17P206U Series	7	2567	300"U" Series, 301"U" Series	5	2083	6TP-314	8	2783*
21C401 Series	6	2287	308"U" Series	5	2083	6TR-92	8	2637*
21C402 Series	6	2159	325"U" Series, 326"U" Series	5	2083	8TM-294	8	2776*
21C404 Series, 21C405 Series	6	2287	331"U" Series, 336"U" Series	5	2084	8TM-300S	8	2761*
21C407 Series, 21C408 Series, 21C409 Series	6	2382	372"U" Series, 373"U" Series	5	2083	TRAY-LER		
21C414 Series	7	2535	375"U" Series, 376"U" Series, 377"U" Series	5	2083	T210,T211,T212,T213	7	2518
21C501 Series, 21C502 Series (Ch. 1-533-2)	6	2218	386BU,MU	5	2084	55-37,55-38	5	2089
			410"U" Series	5	2083	56C220,56C221	7	2515
			511"U" Series	5	2085	56C231,56C232,56C233	7	2515
			514"U" Series	5	2085	56C240	7	2515
			518"U" Series	5	2086	90-100	7	2542
			529"U" Series	5	2083	90-105	7	2542
			543	5	2087	521-R90,521-R91	6	2160
			548	5	2086	621-R40	6	2160
			593	5	2087	5091	5	2091
			596BU,596MU	5	2088	5301	6	2092
			598	5	2086	5310	6	2093
			612"U" Series	6	2159	5372	6	2094
			614"U" Series	6	2159	5510	6	2160
			622"U" Series	6	2159	6520,6521	8	2587*
			1202DG,PI,TU	6	2264	6524,6525,6526	8	2587*
			1303RE,TU,YE	8	2873*	6528	8	2587*
						TRUETONE		
						D1435A,D1436A	5	2095

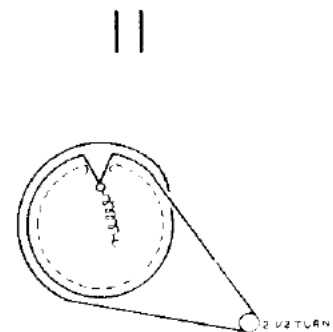
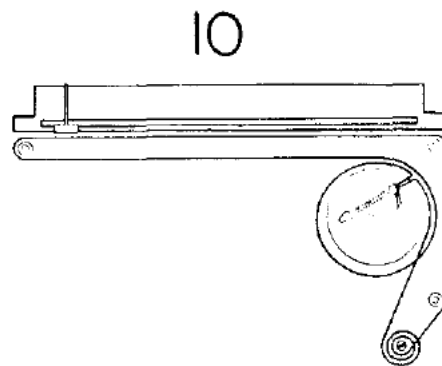
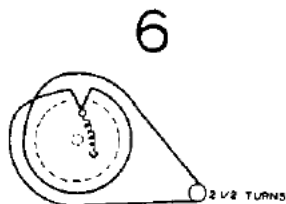
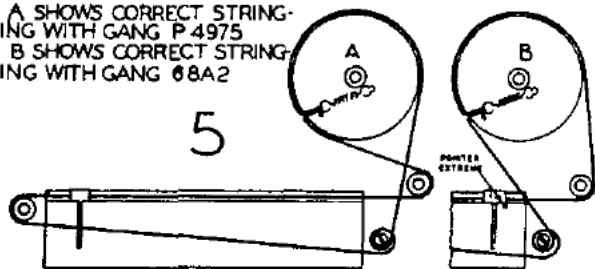
Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
TRUETONE (cont'd)			WEBCOR (cont'd)			WESTINGHOUSE (cont'd)		
D2385	5	2096	1891	7	2483	V-2236-1	5	2114
D2410A, D2411A, D2412A, D2413A	5	2097	Chassis			V-2236-2	5	2116
D2410B, D2411B, D2412B, D2413B	5	2098	73X013-1	8	2698*	V-2261-1	6	2238
D2418A, D2419A, D2420A	5	2099	73X014-1, -2	8	2679*	V-2380-201	6	2322
D2483	5	2100	73X015-1, 73X016-1	8	2704*	V-2390-3	7	2454
D2552A	5	2010	WELLS-GARDNER			V-2391-1, -2, -6	7	2441
D2553A	5	2101	WG-30A8-A-496	5	2105	V-2392	7	2548
D2560A	5	2102	37A10-551-S	6	2176	V-2400-1	8	2784*
D2601A, D2802A	6	2395	37A10-562	6	2176	V-2401-1	8	2788*
D2836A	7	2457	237A10-553-S	6	2176	V-2502-1	7	2485
D3789A	6	2390	237A10-564	6	2176	V-2502-2, -3	7	2498
D4320B, D4321A	5	1481	321MS39-322, -372, -2, 376-2	5	1834	V-2509-1, -2	8	2777*
D4425B, D4426A, D4623A, D4624A, D4625A, D4626A	6	2304	2321MS39-324, -370, -396-1	5	1834	WILLYS		
D5606A, D5609A	6	2268	WESTINGHOUSE			815395	7	2474
D5842A	7	2428	H-P3200U	8	2753*	ZENITH		
D5944A	7	2428	H-P3300U, H-P3301U	6	2753*	A516G, L, W	7	2519
DC3050	8	2647*	H-R102BN, H-R103BN	7	2485	A519F, V, Y	7	2519
DC5940A, B, DC-5942A, B, DC5944A, B	8	2630*	H-R107DP, H-R108DP, H-R109DP	7	2498	A600, L	6	2387
2D1316A	5	1829, 2103	H-R120DP, H-R121DP, H-R122DP	7	2498	A624G, Y, W	7	2519
2D1326A	5	1829, 2103	H-R1100, H-R1101, H-R1102, H-R1103	8	2777*	A723F, R, W	7	2431
2D1331A, B, 2D1336A	5	1834	H-R1200, H-R1201, H-R1202, H-R1203	8	2777*	A724G, L, Y	7	2431
2D1353A	5	2104	H-17TU15A, B, C, E, H-17TU176, A, B, C, E, H-17TU177, A, B, C, E	6	2322	A730E, ER	7	2341
2D1359A	5	2077	H-17TU237A, H-17TU238, H-17TU239A	6	2322	A2329J, JU	7	2412
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560	7	2487	H-466R6, H-467R6, H-468R6	5	2112	A3013H (Ch. 19A30, Q, U)	7	2455
568	7	2487	H-469R12, H-470R12	5	2113	A3014H, R (Ch. 19A20, Q, U)	7	2412
570, 571	8	2605*	H-475T5, H-476T5, H-477T5, H-478T5	5	2114	A4007E, R (Ch. 19A20, Q, U)	7	2412
801, 802	8	2703*	H-480C12	5	2113	A4012H, R (Ch. 19A30, Q, U)	7	2412
901, 902	8	2703*	H-482PR5	5	2115	A4012H, R (Ch. 19A20, Q, U)	7	2412
1281, 1282	8	2592*	H-486T5, H-487T5, H-488T5, H-489T5	5	2116	B2328R, RU	7	2455
1296	8	2592*	H-536T6	6	2168	B2330E, EU, EUD, R, RU, RUD	7	2455
1405	8	2703*	H-547T5, H-548T5, H-549T5, H-550T5	6	2238	B2335EU, EUD, RU RUD, U, UD	7	2455
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BC-1893-1, BC-1895-1	8	2698*	H-716T5, H-719T5, H-720T5	8	2788*	B3012H, R	7	2455
BC-1992-1, BC-1997-1, BC-1998-1	8	2704*	Chassis			B3013H	7	2455
CC-1893-1, CC-1895-1	8	2698*	V-2156-2	5	2108	B3014H, R	7	2455
CP-1990-1, CP-1991-1	8	2679*	V-2157-13, -14	5	2106	B4007E, R	7	2455
EC-1996-1, EC-1998-1	8	2704*	V-2160-13	5	2113	B4012H, R	7	2455
EP-1990-1, EP-1991-1	8	2679*	V-2184-2	5	2107	C624C, V, W	8	2732*
MC-1893-1, MC-1895-1	8	2698*	V-2188-1	5	2108	C724G, L, P	8	2715*
MC-1996-1, MC-1998-1, MC-1999-1	8	2704*	V-2189-2	5	2110	C725C, F, L	8	2715*
PC-1997-1, PC-1999-1	8	2704*	V-2189-4	5	2111	C730, E, R	8	2715*
WC-1992-1, WC-1997-1, WC-1998-1	8	2704*	V-2189-7	6	2168	C835E, H, R, W	8	2762*
1691	6	2255	V-2229-1, -2, -3	5	2112	C845L, M, W, Y	8	2762*
			V-2229-5	5	2115	C2330E, EU, P, RU	7	2412
						C2358E, EU, R, RU, W, WU	7	2412
						C2359E, EU, W, WU	7	2412

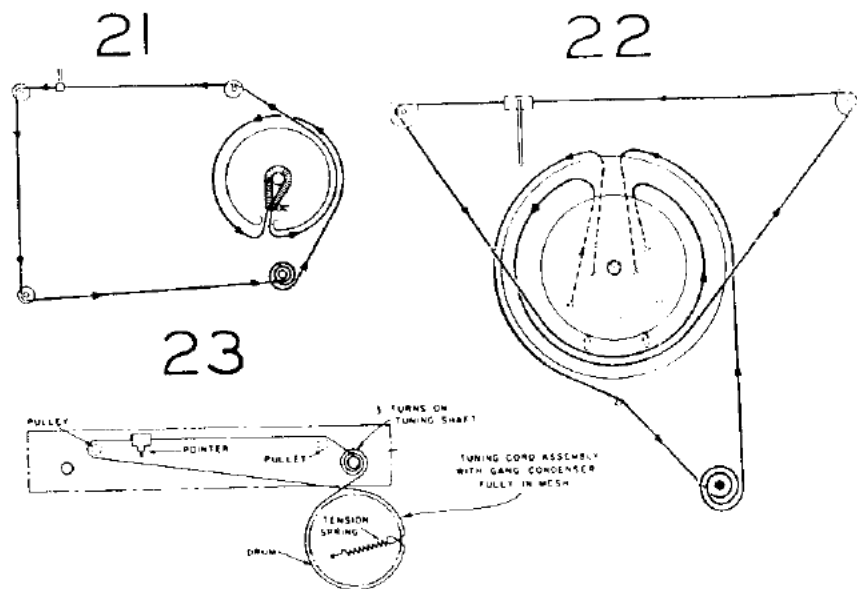
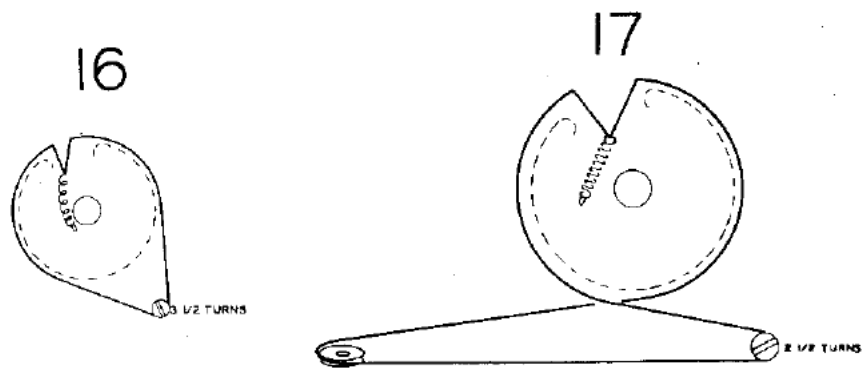
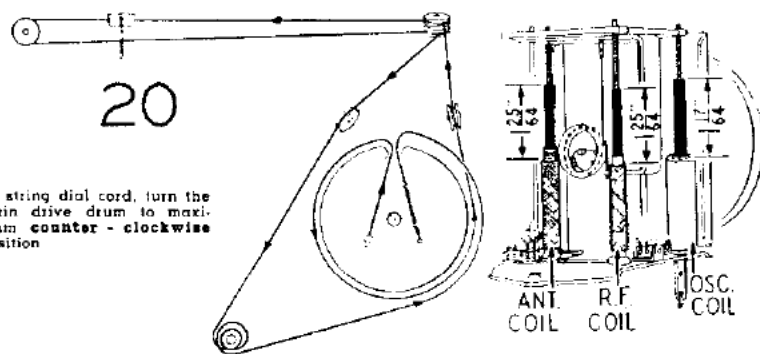
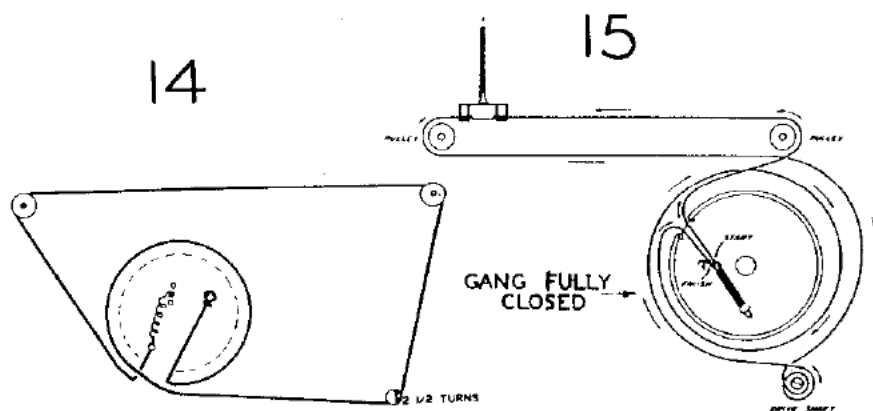
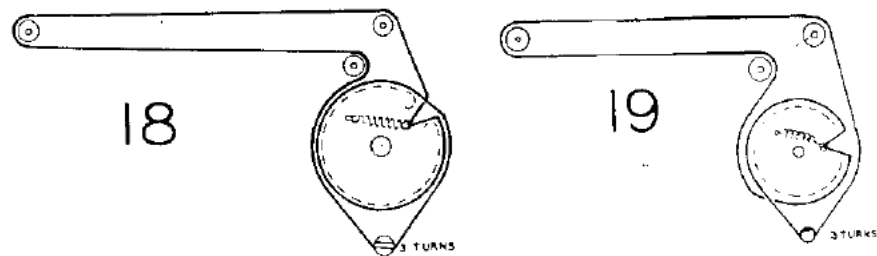
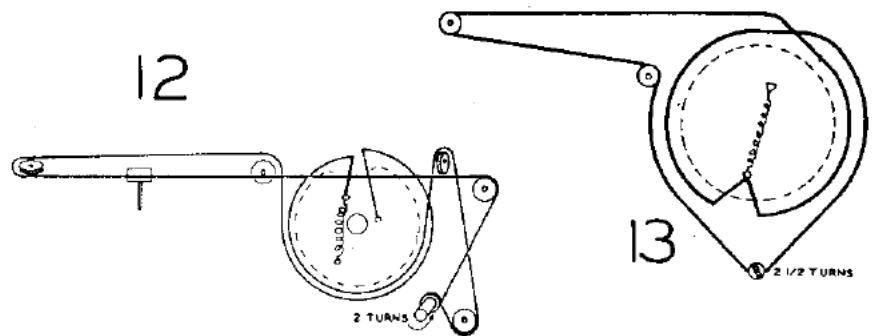
Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
ZENITH (cont'd)			ZENITH (cont'd)			ZENITH (cont'd)		
C2360M, MU, R, RU	7	2412	L2592R, RU, L2593H, HU	5	2119, 2132	Z3008EZ, EZU, RZ, RZU	6	2373
C3010E, H, R	7	2412	L2876E, EU, R, RU,			Chassis		
C3011E, W, Y	7	2412	L2878R, U, L2879E, EU	5	2119	3B30, 3B31	8	2624*
C3012H, R	7	2412	L2894H, HU	5	2119, 2132	4B22, Z, 4B23	8	2624*
C3013H	7	2412	M1800E, EU, EZ, R, RU, RZ	5	2133	4L03	5	2130
C3014H, R	7	2412	M2228R, RU, RZ,			4L42	5	2120
C4007E, R	7	2412	M2229E, EU, EZ, R, RU, RZ	5	2133	5A07	7	2519
C4012H, R	7	2412	M2230E, EU, EZ, R, RU,			5A09	7	2519
E2458EU, RU, WU,			RZ, RZ2	5	2133	5L03, 5L06, 5L07	5	2123
E2460MU, RU	8	2789*	M2237EU, EZ, R, RU, RZ	5	2119	5L08	5	2125
E3012HU, RU, E3013HU	8	2789*	M2249E, EU, EZ, R, RU, RZ	5	2133	5L09	5	2124
E3014WU, E3015LU	8	2789*	M2250E, EU, EZ, R,			5L41	5	2121
HF772E, H, R	6	2383	RU, RUZ, RZ, M2252E, EU	5	2133	5L42	5	2122
HF1178RD	7	2494	EZ, R, RU, RZ	5	2133	5R03	6	2138
HF1180R	6	2360	M2260R, RU, RUZ,			5R07	6	2138
HF1182E	8	2360	RZ, M2261E, EU, EZ	5	2119	5T04	6	2155
HF-1185MD, RD	7	2494	M2267YU, YZ	5	2119	5X08, 5X07	6	2209
HF1284, E, G, L, Y	6	2360	M2570R, RU, RUZ, RZ	5	2119	5Z06	6	2138
HF1284D, ED, LD, RD, YD	7	2494	Royal 1000	7	2509	5Z07	6	2209
HF1290H, R	7	2416	Royal 1000D	8	2627*	6A03	7	2519
HF1292, E	7	2416	R519R, W	6	2138	6A40, 6A41	6	2387
HFM1184E	5	2117	R521F, G, R, W, Y	6	2136	6C03	8	2732*
HFM1190R	5	2117	R623F, G, R, W, Y	5	2131	6L03	5	2123
HFR845R	6	2152	R1800E, EU, R, RU	5	2134	6L20	5	2127
HFR846E, H	6	2152	R1800EUZ, EZ, RUZ, RZ	5	2133	6L40	5	2126
HFR1283E, HFR1286R	5	2118	R1812E, EU, R, RU	5	2134	6R03	5	2131
HFR1290R	5	2118	R1812EUZ, EZ, RUZ, RZ	5	2133	6Z05	6	2341
HFX1283E	6	2219	R2229E, EU, R, RU	5	2134	7A02	7	2431
HFX1284E	6	2266	R2229EUZ, EZ, RUZ, RZ	5	2133	7A03	8	2606*
HFX1286R	6	2219	R2230E, EU, R, RU	5	2134	7A04	7	2431
HFX1290R	8	2266	R2230EUZ, EZ, RUZ, RZ	5	2133	7A05	7	2431
K2260R-3	5	2119	R2249E, EU, R, RU	5	2134	7B31	8	2624*
K2263E-3	5	2119	R2249EUZ, EZ, RUZ, RZ	5	2133	7C02	8	2715*
K2266R-3	5	2119	R2250E, EU, R, RU	5	2134	7C05, 7C06	8	2715*
K2267E-3	5	2119	R2250EUZ, EZ, RUZ, RZ	5	2133	7L05	5	2128
K2271H-3	5	2119	R2253M, MU, R2257E, EU,			7T02, 7T04	6	2194
K2286R-3 (TV Ch.)	5	2119	R, RU	5	2134	7X03	6	2204
K2287R-3 (TV Ch.)	5	2119	R2257EUZ, EZ, RUZ, RZ	5	2133	7Y02	6	2280
K2291E-3 (TV Ch.)	5	2119	R2258E, EU, R, RU	5	2134	7Y03, Z	6	2283
L408R	5	2120	R2258EUZ, EZ, RUZ, RZ	5	2133	7Y04	6	2280
L505F, R, Y	5	2121	SF174R	8	2624*	7Z20	6	2283
L507	5	2122	SF183H, R, SF185M, R	8	2624*	8B24	8	2624*
L515, L518, F, G, W, Y	5	2123	SF188, E, R	8	2624*	8C01, 8C02	8	2762*
L520	5	2123	SF2530E, R, W	8	2738*	8L20	5	2130
L565E, R	5	2124	SF2560, E, R	8	2624*	8L21	5	2129
L566	5	2125	SF2565M	8	2624*	8T01	5	2135
L600	5	2126	SF2570, Y	8	2624*	8Y02	6	2239
L622, F, G, W	5	2123	SF257RR	8	2624*	9B22, 9B23	8	2624*
L677E, R	5	2127	SF2580H	8	2624*	9B25	8	2624*
L721	5	2128	T522F, G, R, V, W	6	2138	9B26	9	2738*
L845R, L846E, H	5	2129	T524R, V, W	6	2138	10L20	5	2130
L900	5	2130	T545	6	2155	11A20, 11A21	7	2494
L1083E, L1086R	5	2131	T723, T724	6	2194	11M20	5	2117
L1812E, R	5	2119	T825F, G, R	6	2135	11Z20	6	2360
L1820E, R	5	2119	X519F, G, R, W	6	2209	12R20, 12R21	5	2118
L1846E, EU, R, RU	5	2119	X733G, R, Y	6	2204	12Z21	7	2416
L2229E, R	5	2119	Y723G, R, W	6	2280	12X20	6	2219
L2235E, R, L2236E,			Y724G, R, W	6	2280	12Z20	6	2360
EU, R, RU	5	2119	Y733G, R, Y	6	2283	16E27U	8	2789*
L2258E, EU, R, RU,			Y832E, R	6	2239	17Z31, U, 17Z32,		
L2259E, EU, R, RU	5	2119	Z515, W, Y	6	2138	Q, QU, U	6	2373
L2260R, RU,			Z519P, R, V, W, Y	6	2209	17Z34Q, QU	6	2373
L2261E, EU, H, HU,			Z615F, G, R, W	6	2341	18C20, Q, QU	7	2412
L2262C, CU, R, RU	5	2119	Z733G, Y, R	6	2283	18C24Q	7	2412
L2266R, RU, L2267E, EU,			Z2233CZ, CZU, EZ, EZU,			19A20, Q, U	7	2412
H, HU	5	2119	RZ, RZU, YZ, YZU	6	2373	19A30, Q, U	7	2455
L2270, U	5	2119	Z2243EZ, EZU, RZ, RZU	6	2373	19B20, Q, U, UD	7	2455
L2281, E, EU, R, RU, U	5	2119, 2117	Z2244EZ, EZU, RZ, RZU	6	2373	19L25, 19L26, 19L27, 19L28	5	2119
L2285R, RU (TV Ch.)	5	2119, 2130	Z2249EZ, EZU, RZ, RZU	6	2373	19M20, U, Z, 19M21, U, UZ, Z	5	2133
L2287R, RU, L2291E, EU	5	2119, 2132	Z2251EZ, EZU, RZ, RZU	6	2373	19R20, U, 19R21, U,		
L2571R, RU, L2572R, RU,			Z2261EZ, EZU, RZ, RZU	6	2373	19R22, U	5	1934
L2573E, EU, L2574R, RU,			Z3000EZ, EZU, RZ, RZU	6	2373	20M20, U, Z, 20M21,		
L2575E, EU	5	2119	Z3001EZ, EZU, RZ, RZU	6	2373	U, UZ, Z	5	2119
			Z3004EZ, EZU, RZ, RZU	6	2373	21K20-3	5	2119
						21L21	5	2119
						22L20	5	2119

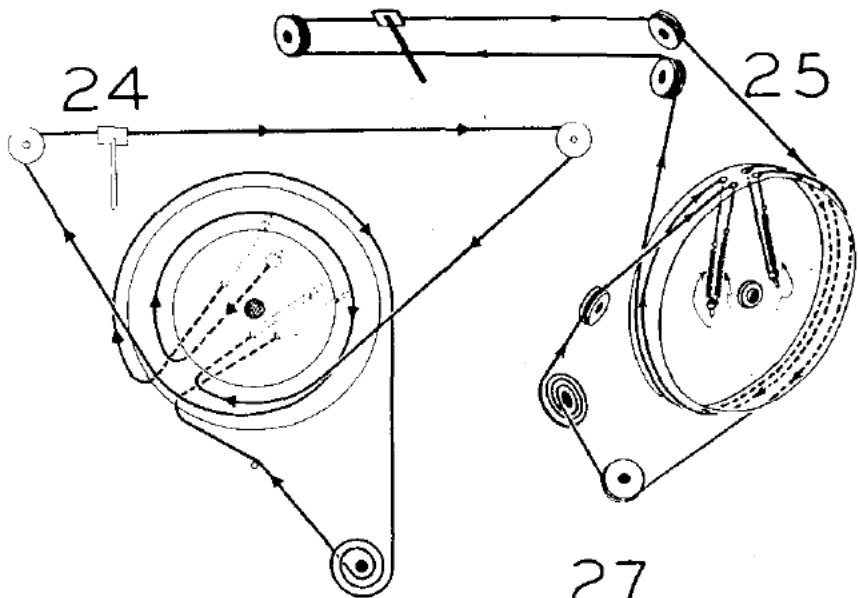
* Signifies Coverage in this Volume
 Receivers produced prior to 1955 are indexed in DC-6



A SHOWS CORRECT STRINGING WITH GANG P 4975
 B SHOWS CORRECT STRINGING WITH GANG 68A2

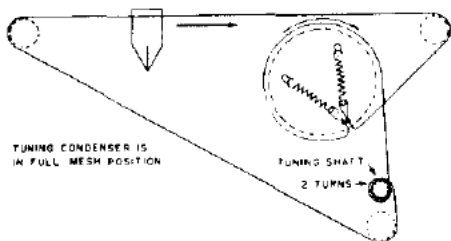
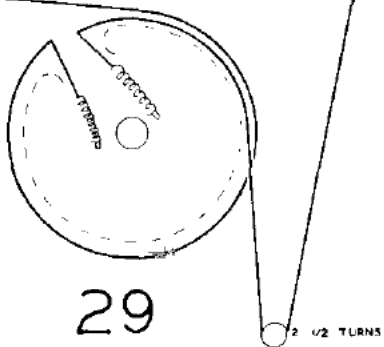
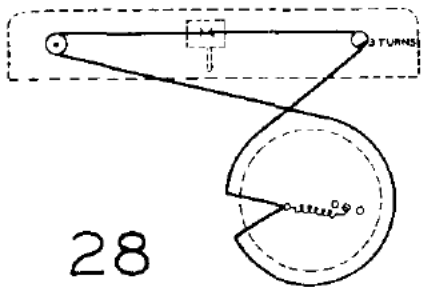




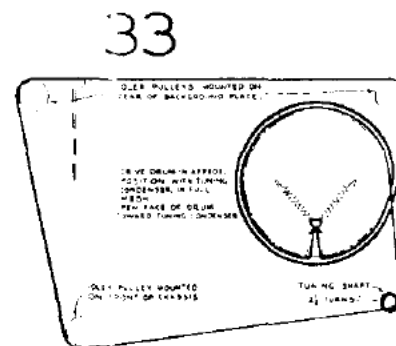
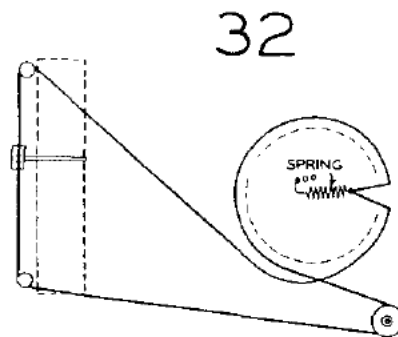
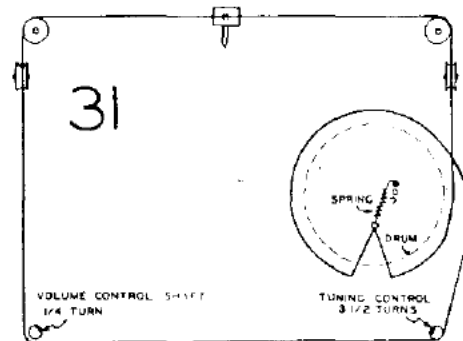
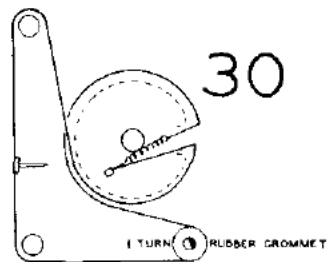


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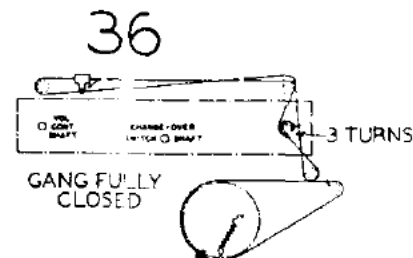
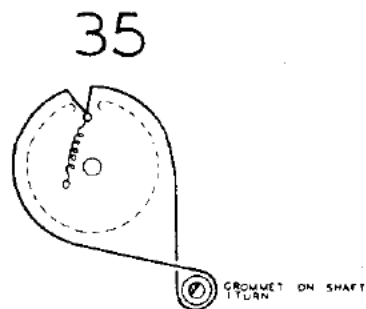
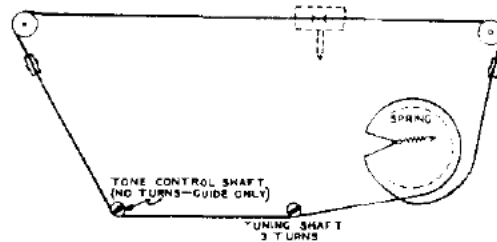
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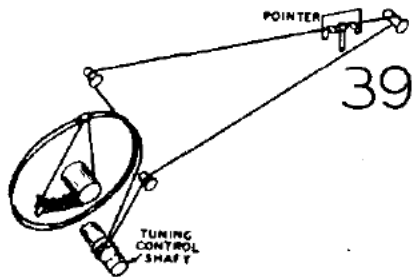
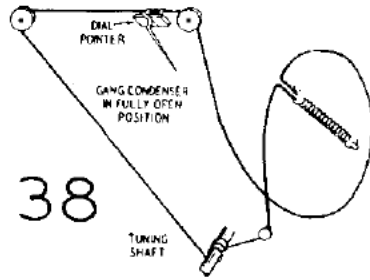
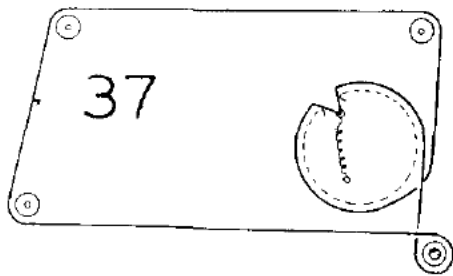


TUNING CONDENSER IS
IN FULL MESH POSITION



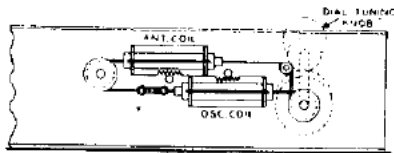
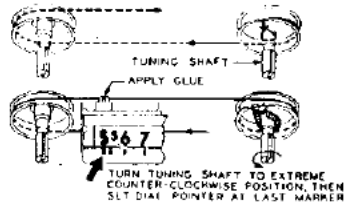
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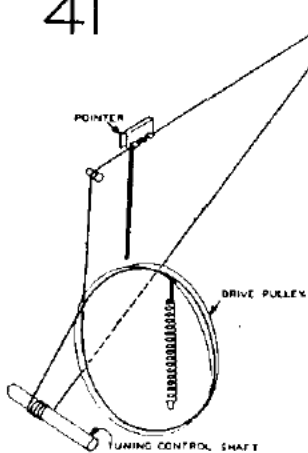
40

When tying the string to the tension spring make sure that the spring takes up all slack.

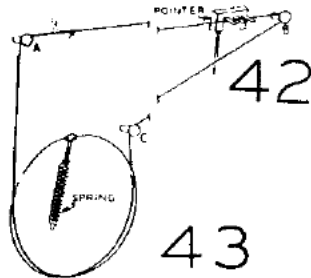


View of Tuning Coil Assembly.

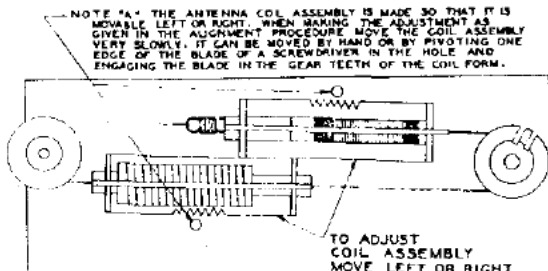
41



Turn gang condenser to full open position — See illustration. Use a new drive cord 42 inches in length.

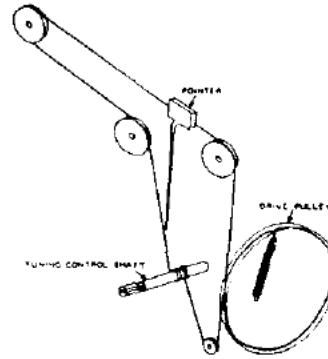


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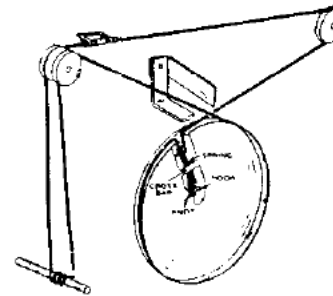


TO ADJUST COIL ASSEMBLY MOVE LEFT OR RIGHT

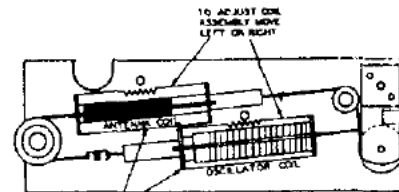
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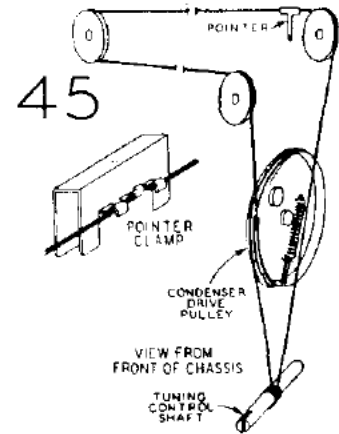


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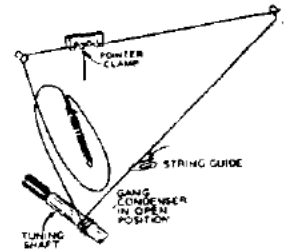
COIL ASSEMBLY VIEW

45

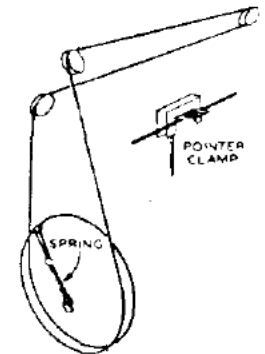


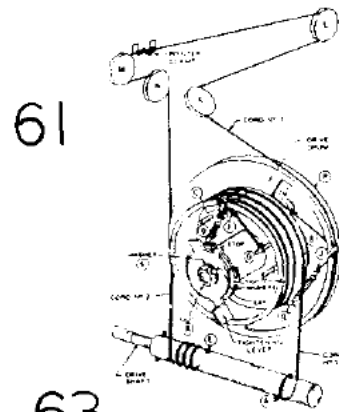
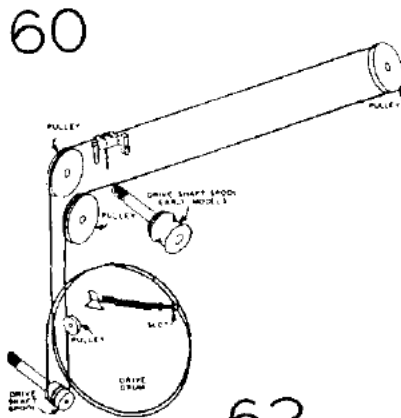
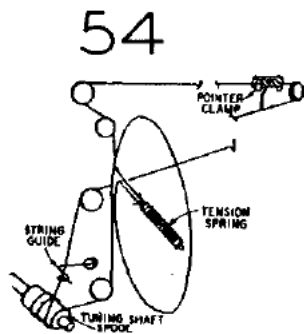
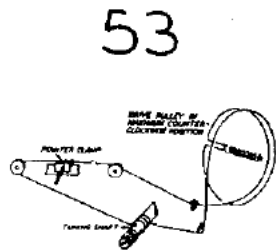
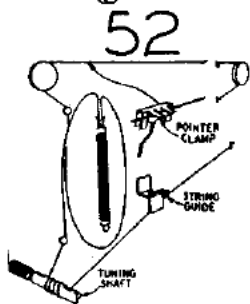
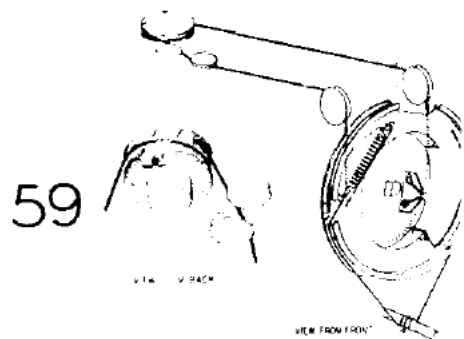
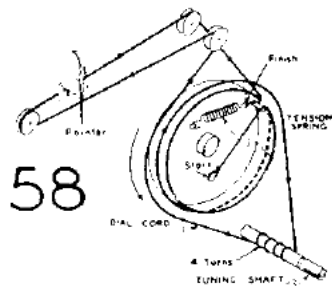
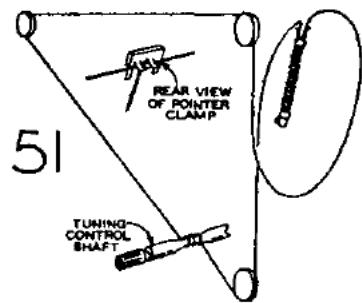
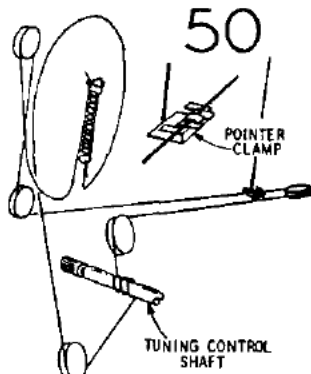
VIEW FROM FRONT OF CHASSIS

47



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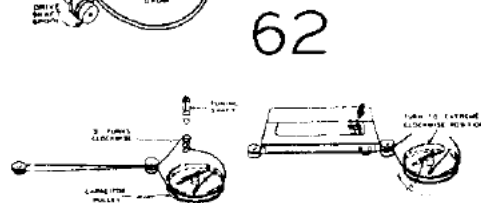
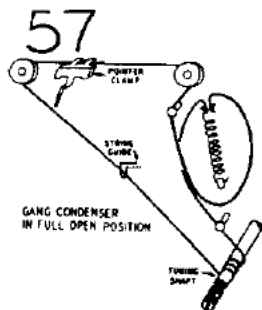
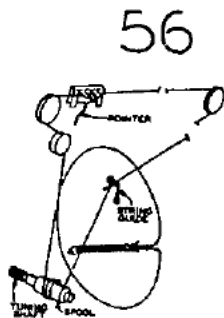
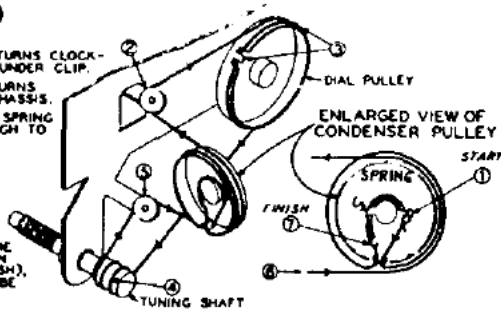


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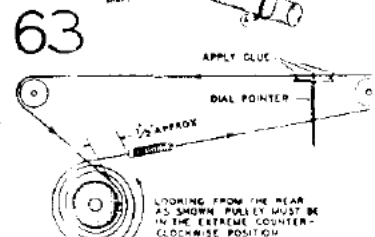
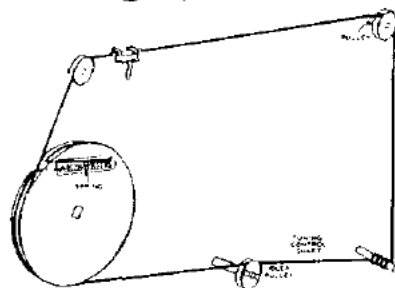
- IN STEP 3, WIND 1/2 TURNS CLOCKWISE. PASS STRING UNDER CLIP.
- IN STEP 4, WIND 3 TURNS TOWARD FRONT OF CHASSIS.
- IN STEP 7, BE SURE SPRING IS STRETCHED ENOUGH TO TAKE UP ALL SLACK.

IMPORTANT!

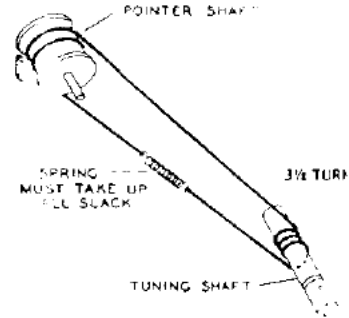
WHEN CONDENSER PULLEY IS IN EXTREME CLOCKWISE POSITION (ROTORS OUT OF MESH), DIAL POINTER MUST BE AT 16 (1600 KC).

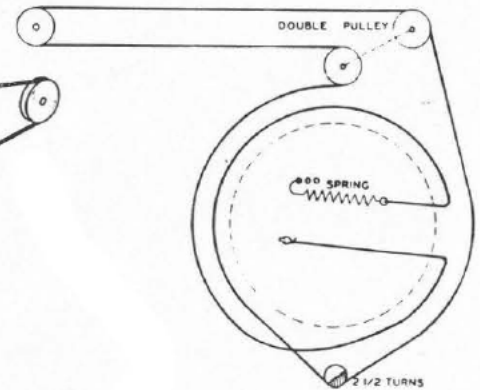
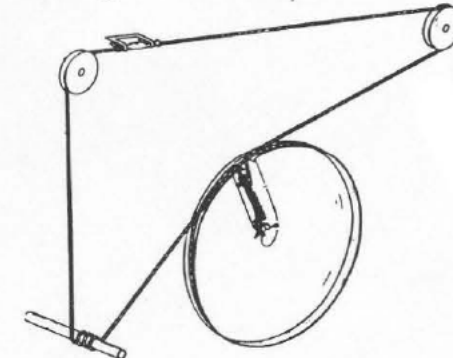
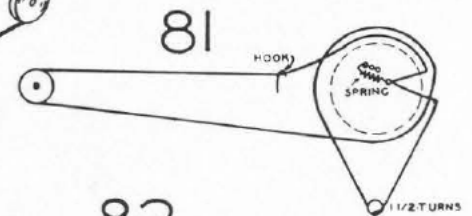
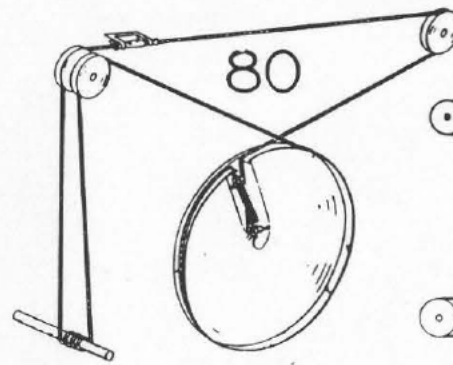
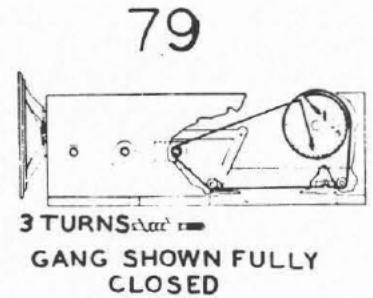
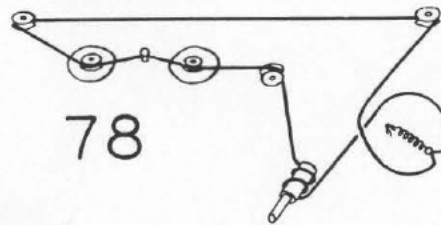
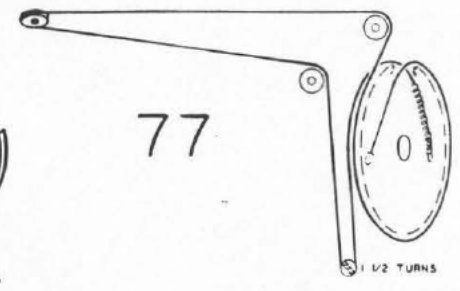
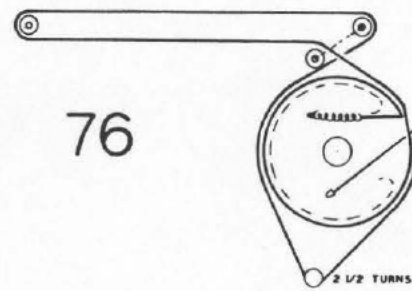
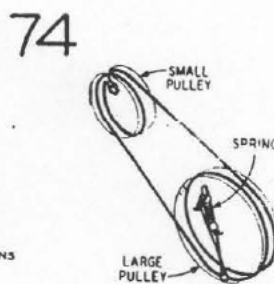
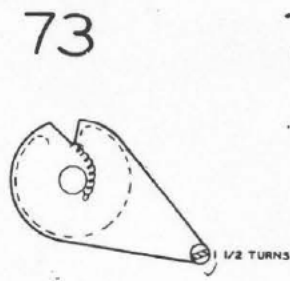
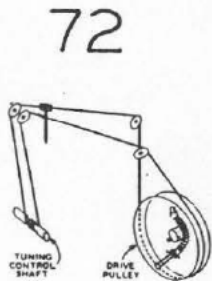
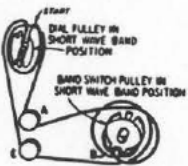
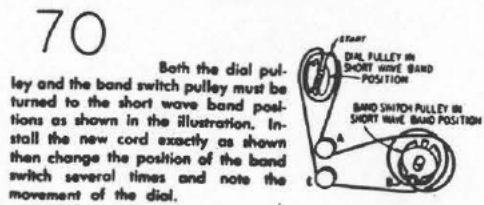
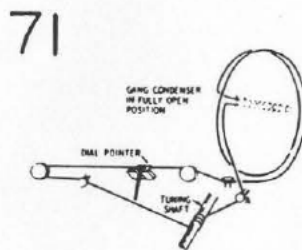
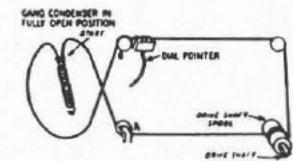
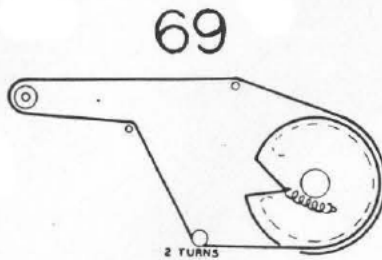
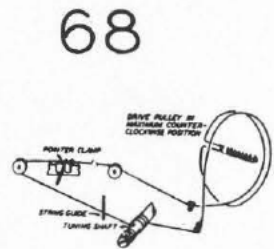
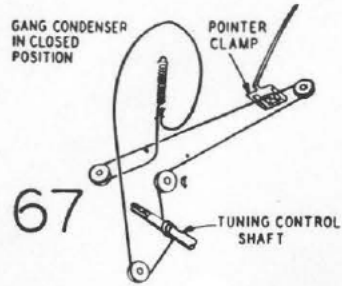
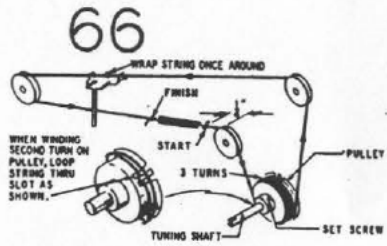


64

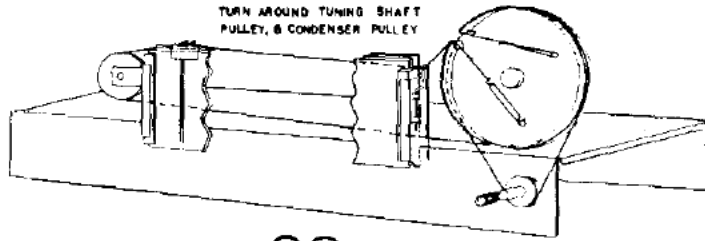


65



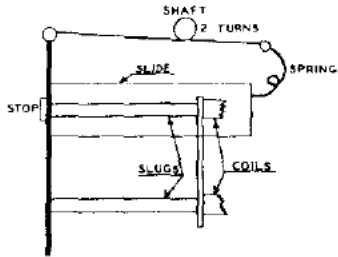


NOTE STRING MAKES ONE COMPLETE
TURN AROUND TUNING SHAFT
PULLEY, & CONDENSER PULLEY

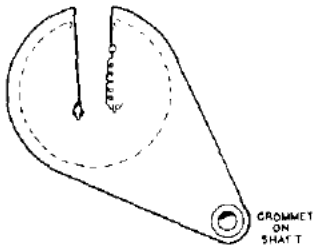


83

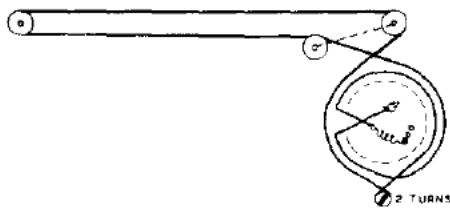
84



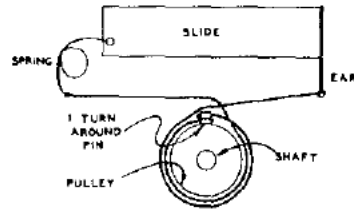
86



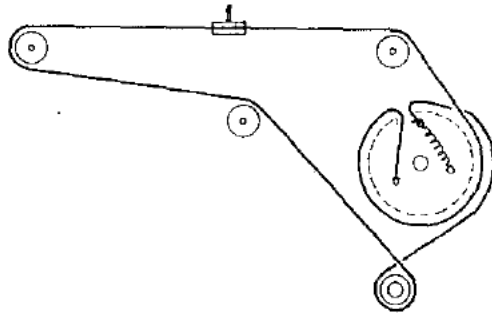
88



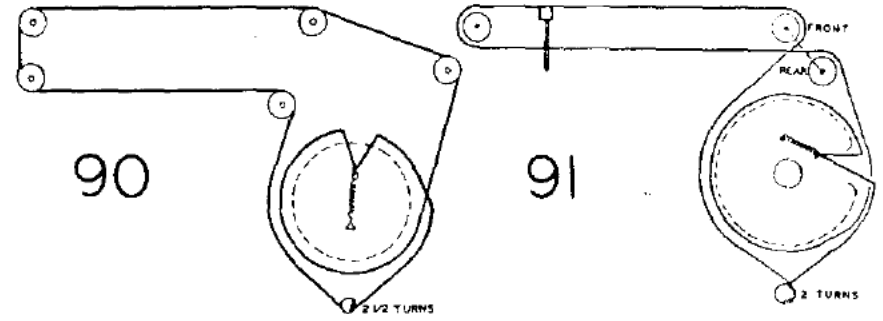
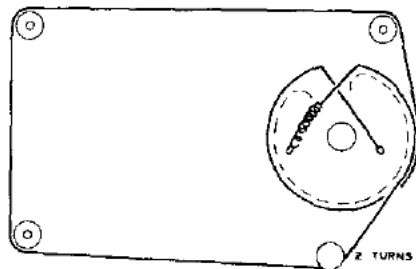
85



87

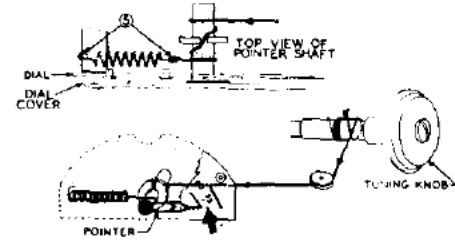


89

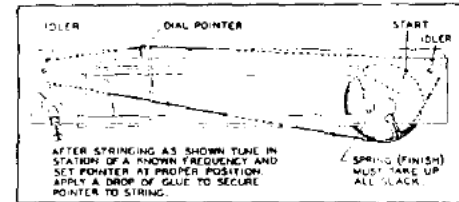


90

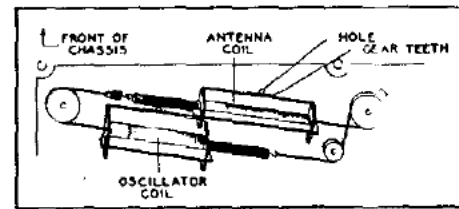
91



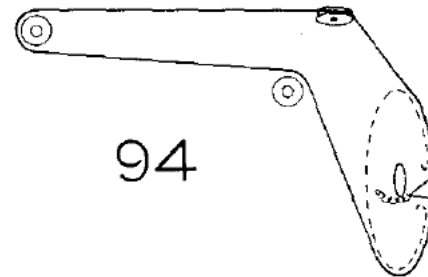
92



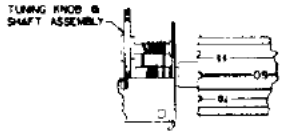
93



94

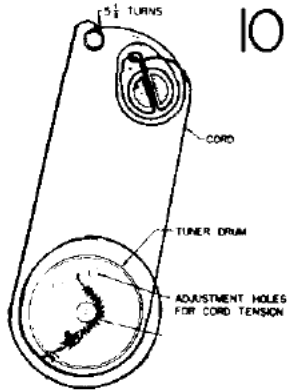


95



TUNING KNOB & SHAFT ASSEMBLY

TO RECALIBRATE AFTER REPLACING DRIVE STRING, TURN COIL CORES FULLY IN, THEN HOLD DIAL SHAFT STATIONARY WITH PLIERS, AND REVOLVE DIAL WITH FINGERS UNTIL THE 60 CALIBRATION LINE IS IN RELATION SHOWN TO BRACKET



109

TOE INDICATOR DRUM



SPRING

SPRING

5 1/2 TURNS

SPRING

4 1/2 TURNS

SPRING

5 1/2 TURNS

SPRING

5 1/2 TURNS

TUNING SHAFT

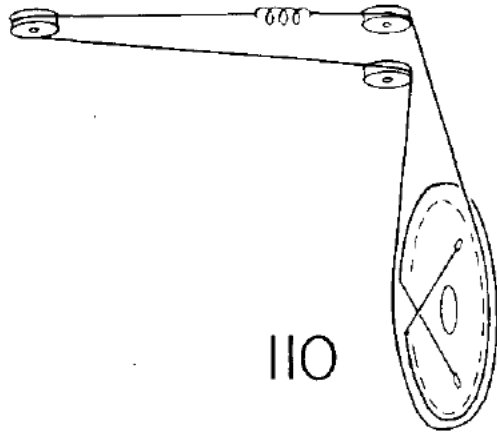
PORTER DRIVE DRUM

5 1/2 TURNS

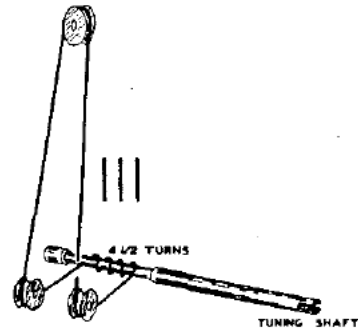
TUNING SHAFT

POINTER

CORD



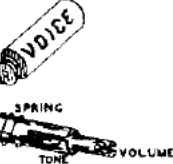
110



111

4 1/2 TURNS

TUNING SHAFT



SPRING

5 1/2 TURNS

SPRING

5 1/2 TURNS

SPRING

5 1/2 TURNS

TUNING SHAFT

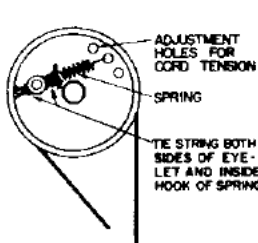
PORTER DRIVE DRUM

5 1/2 TURNS

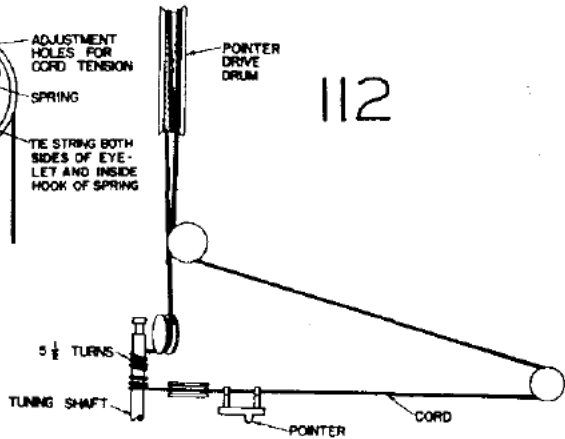
TUNING SHAFT

POINTER

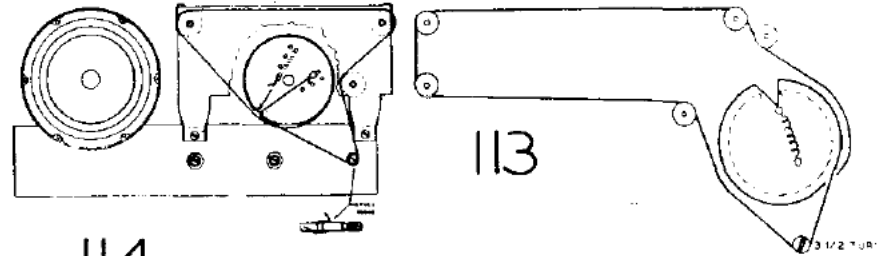
CORD



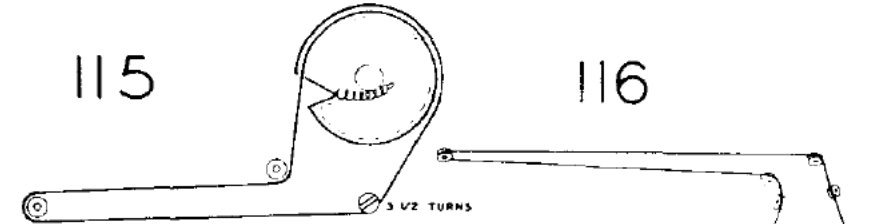
POSITION OF DRUM ASSEMBLY WITH COIL CORES FULLY IN.



112

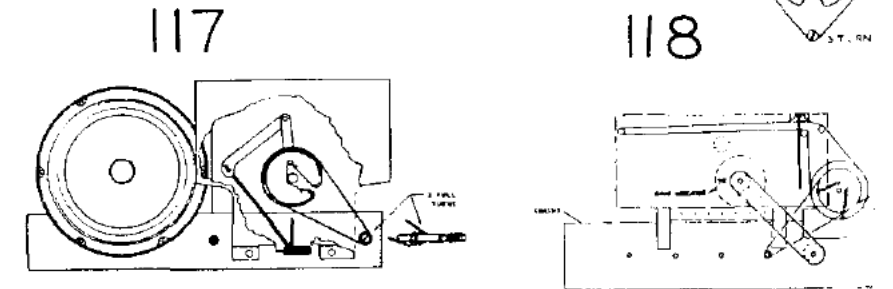


114



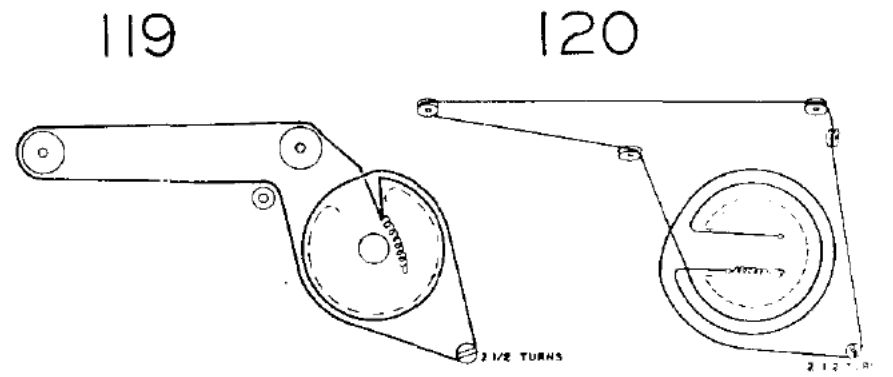
115

116



117

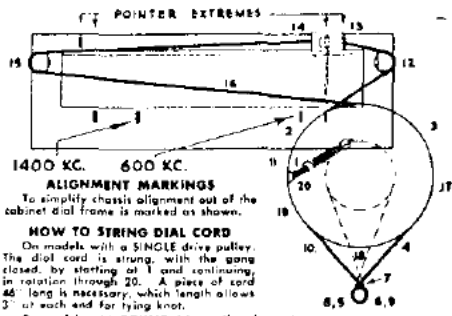
118



119

120

2 1/2 TURNS



1400 KC. 600 KC.

ALIGNMENT MARKINGS

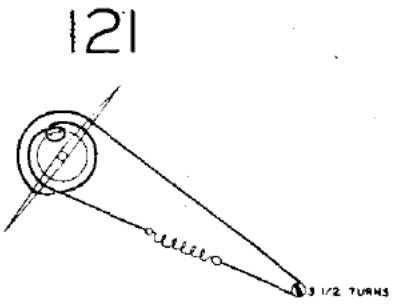
To simplify chassis alignment out of the cabinet dial frame is marked as shown.

HOW TO STRING DIAL CORD

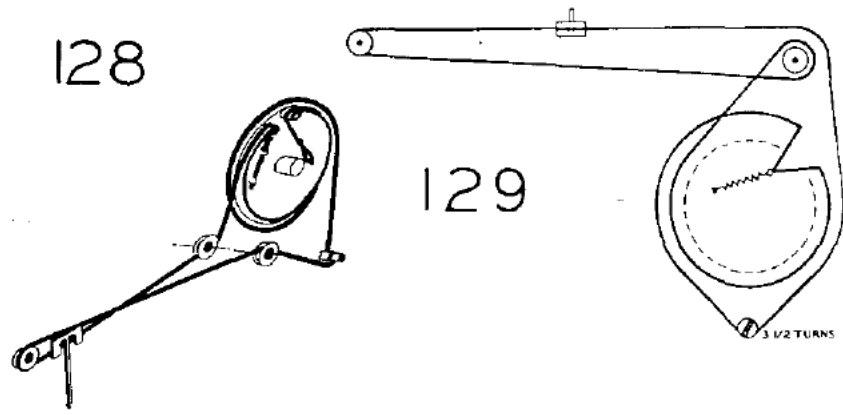
On models with a SINGLE drive pulley. The dial cord is strung with the same closed, by starting at 1 and continuing in rotation through 20. A piece of cord 48" long is necessary, which length allows 2" at each end for tying knot.

On models with DOUBLE drive pulley the dial cord is in two pieces. The pointer cord is on the large pulley starting at 1 and continuing through 20 BUT in the following special order, 1, 2, 3, 4, 18, 19, 11, 12, 13, 14, 15, 5, 17, 18, 19, 20. The drive cord is on the smaller dashed pulley, in the dotted position.

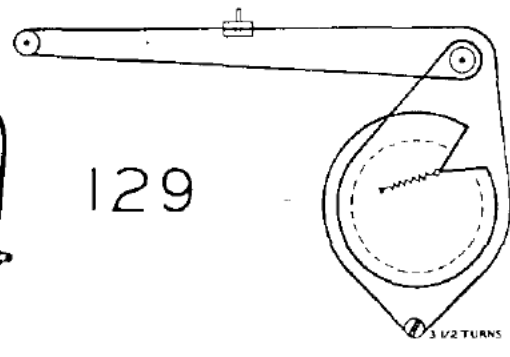
To clarify dial cord arrangement the dial frame is shown as transparent.



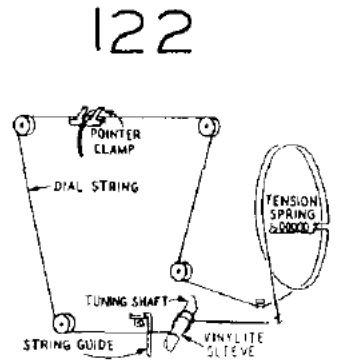
121



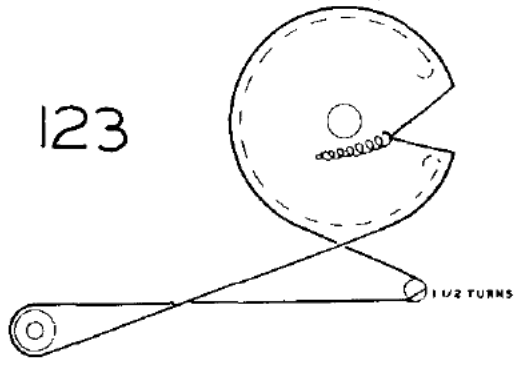
128



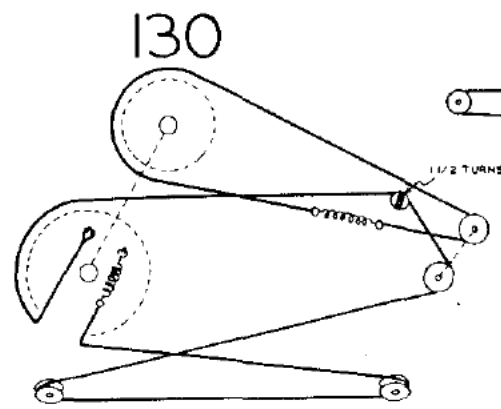
129



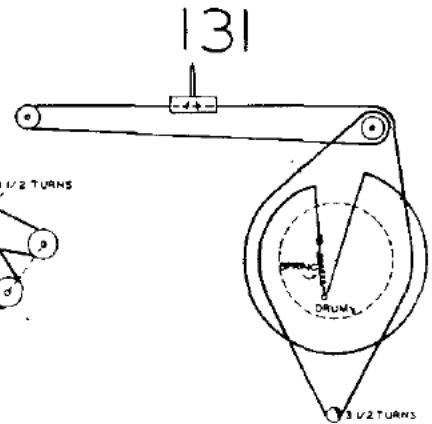
122



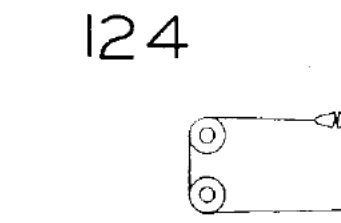
123



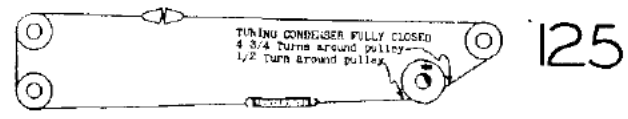
130



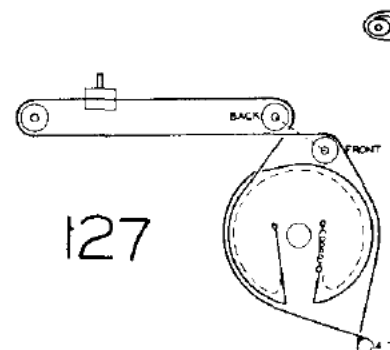
131



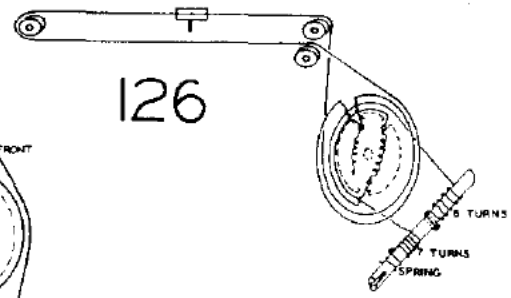
124



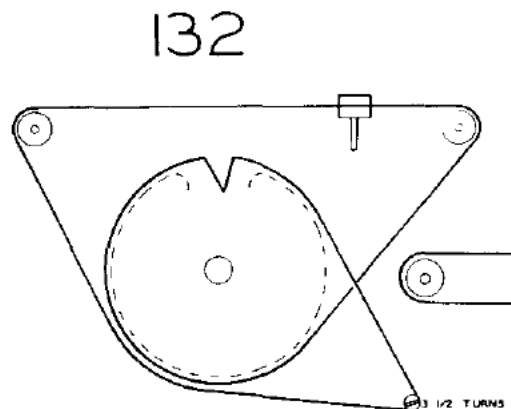
125



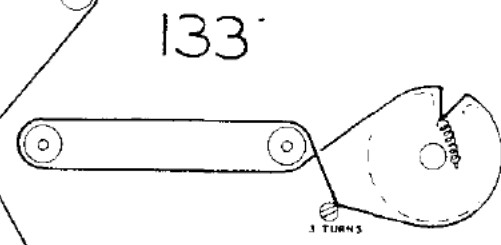
127



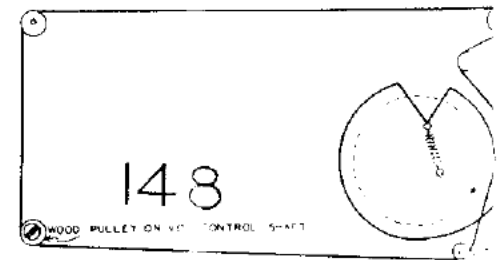
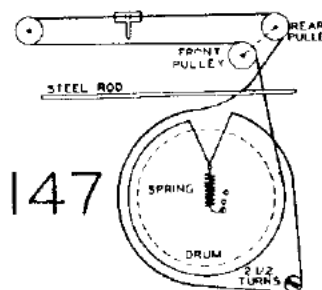
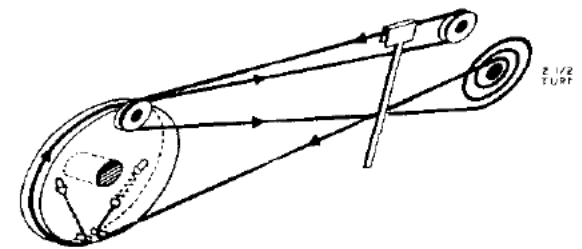
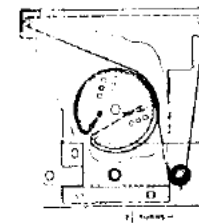
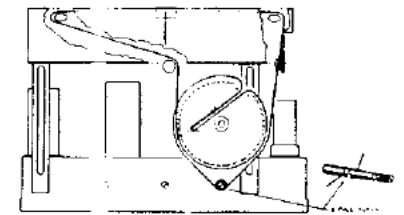
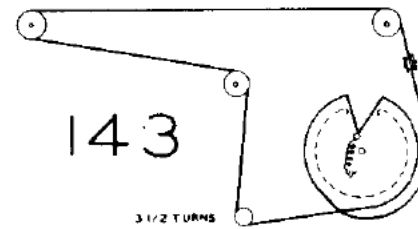
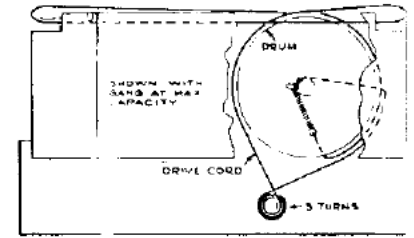
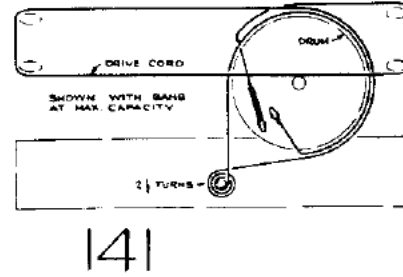
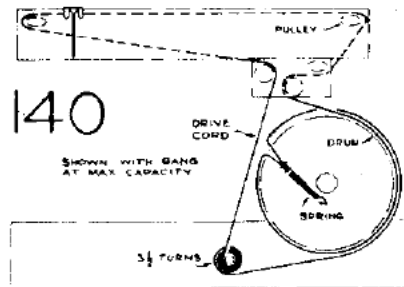
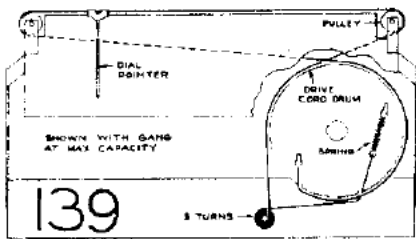
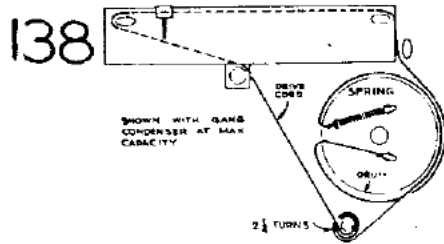
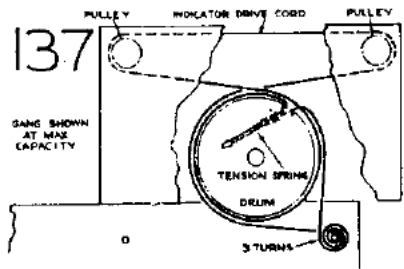
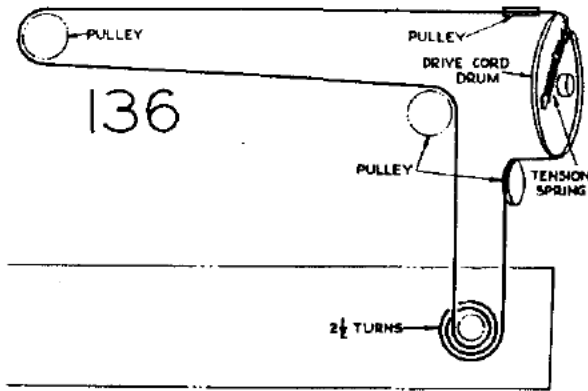
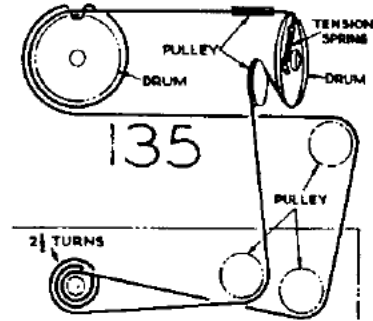
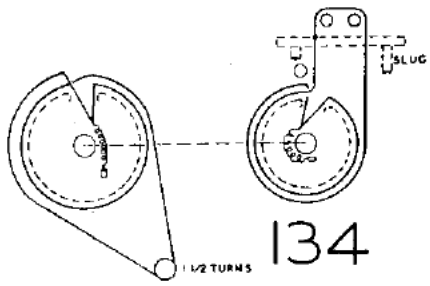
126

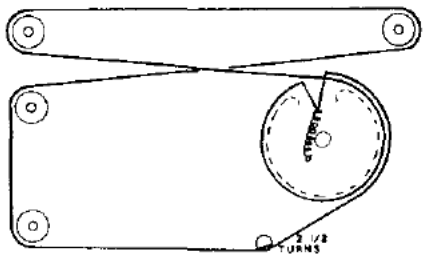


132

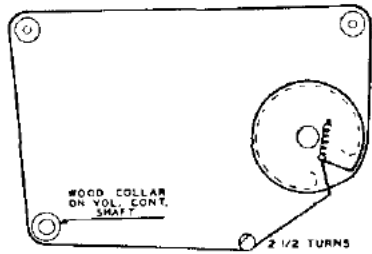


133

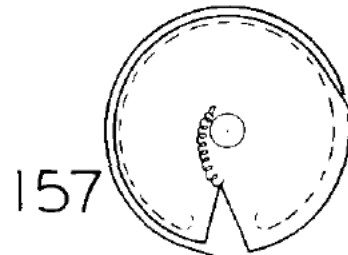




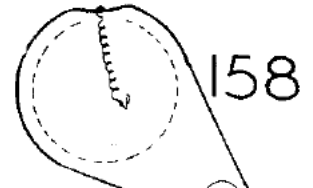
149



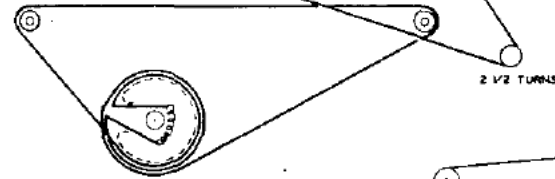
150



157

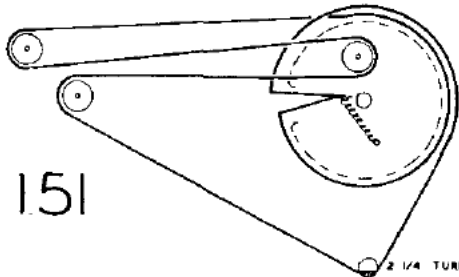


158

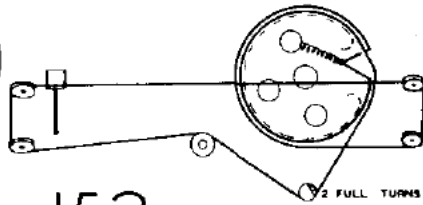


2 1/2 TURNS

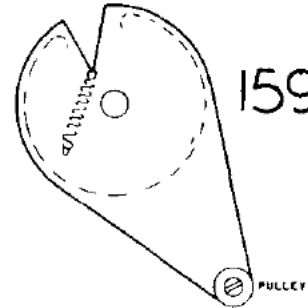
PULLEY
1/2 TURN
TUNING SHAFT



151

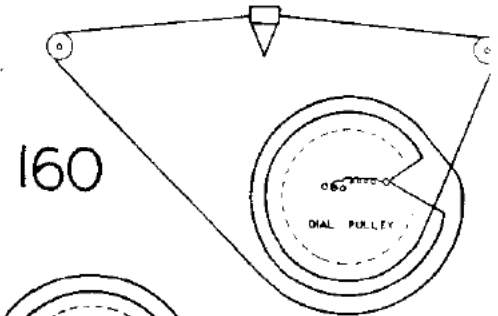


152



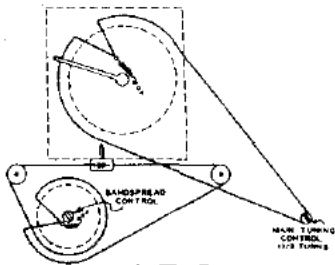
159

PULLEY

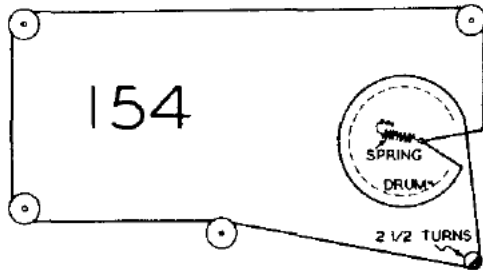


160

1/2 TURNS

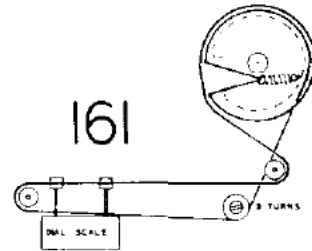


153



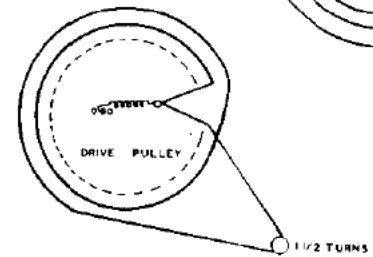
154

2 1/2 TURNS



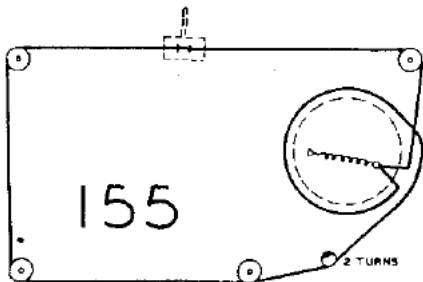
161

3 TURNS



162

1 1/2 TURNS



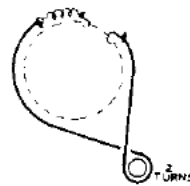
155

2 TURNS



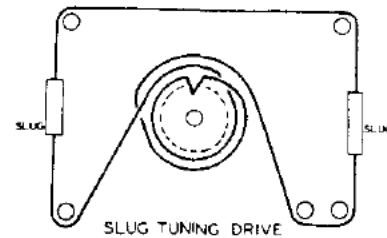
156

3 TURNS

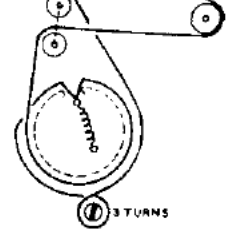


163

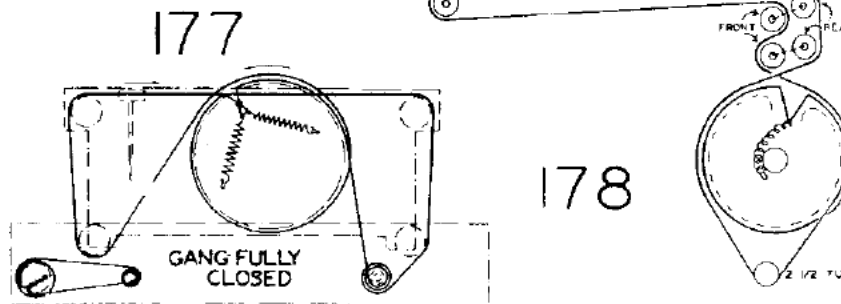
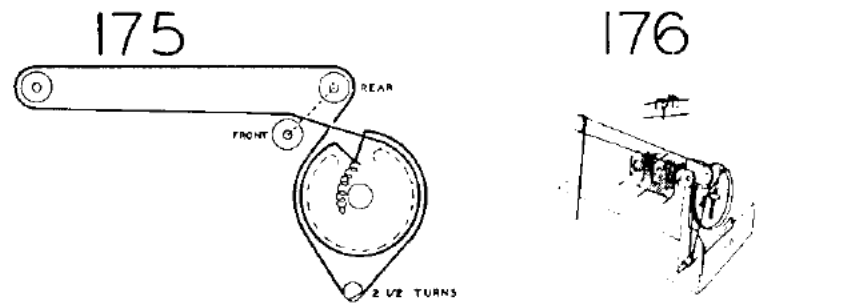
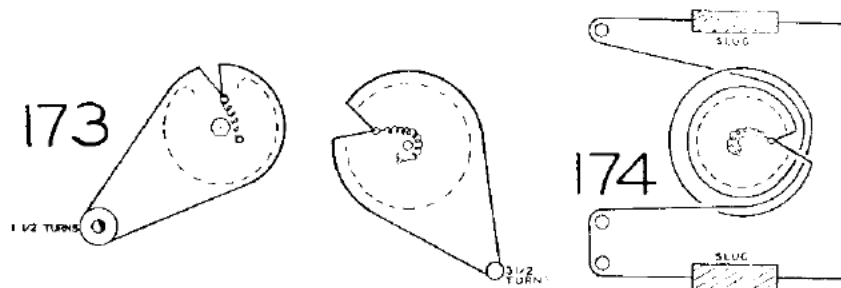
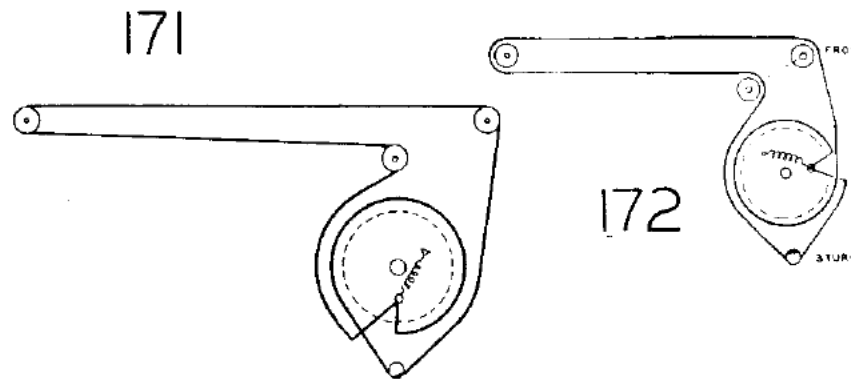
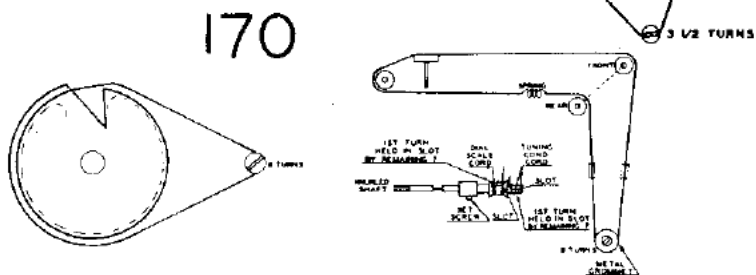
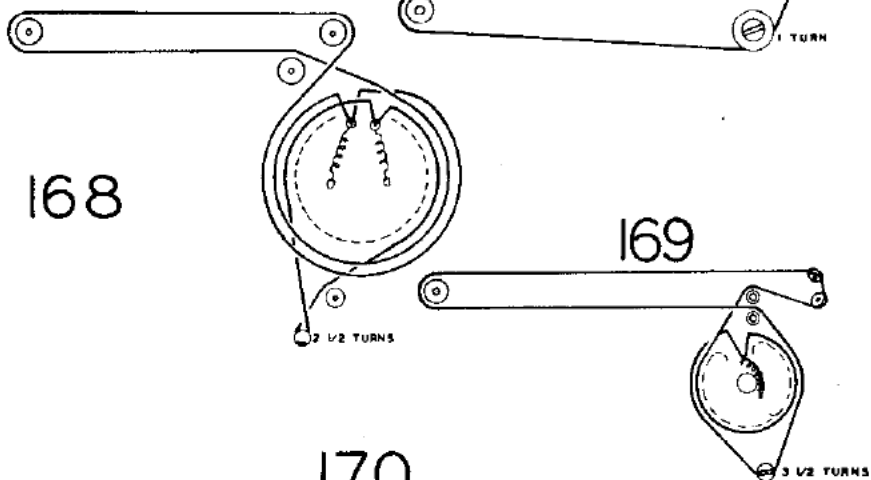
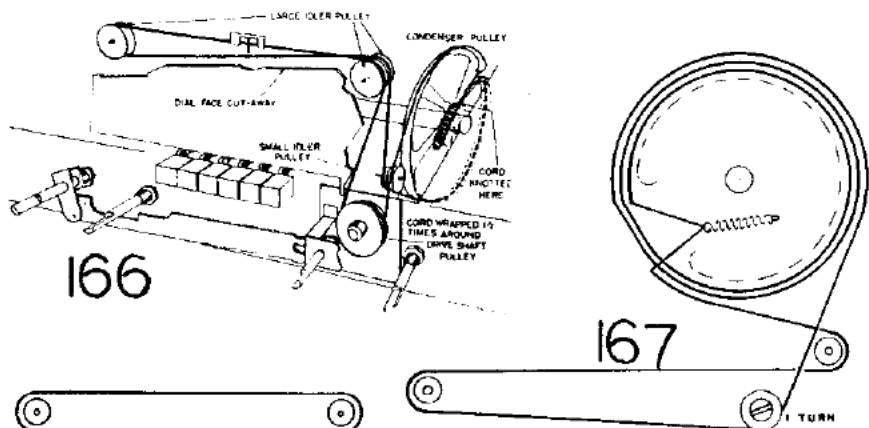
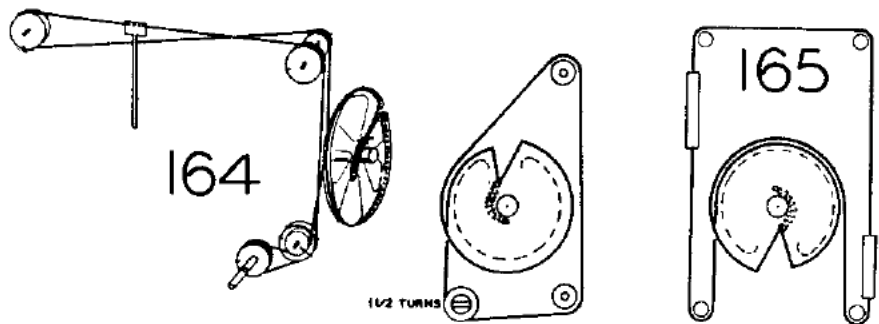
2 TURNS



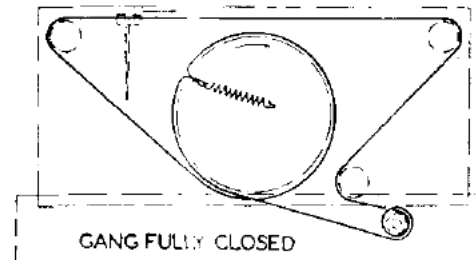
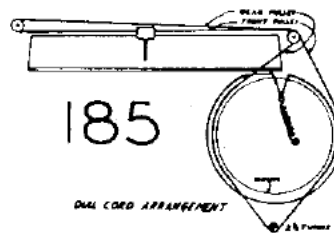
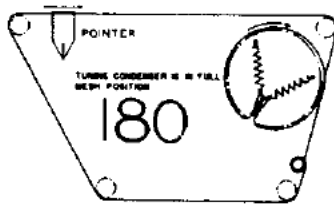
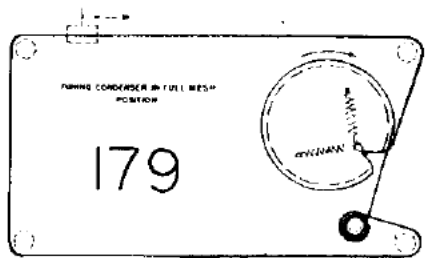
SLUG TUNING DRIVE



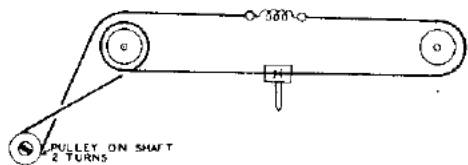
3 TURNS



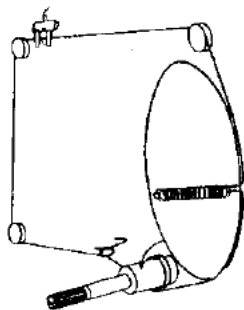
VOLUME CONTROL
STRINGING
OFF POSITION



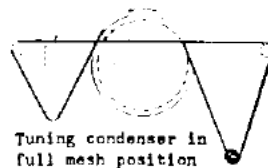
186



181



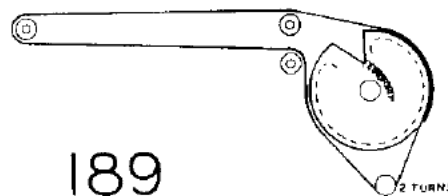
182



187



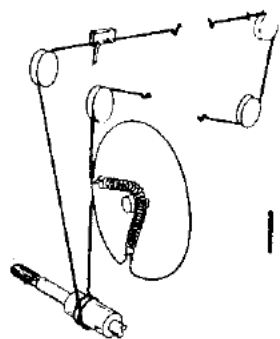
188



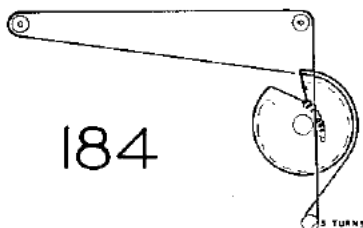
189



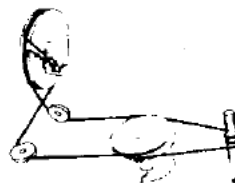
190



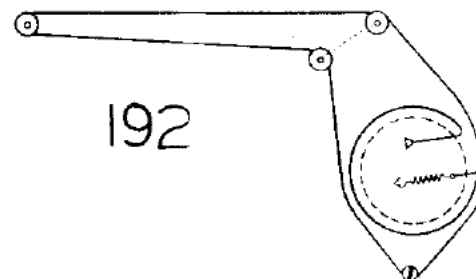
183



184



191



192

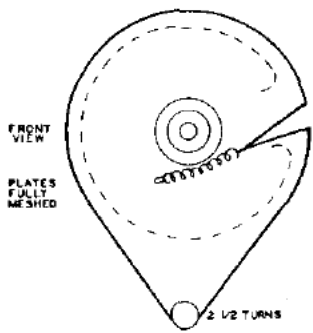


FIG. 1 DIAL DRIVE (AM)

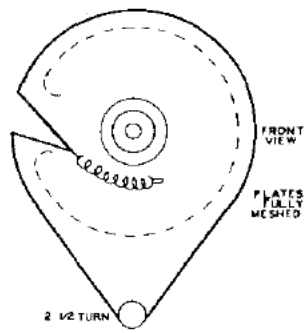


FIG. 2 DIAL DRIVE (FM)

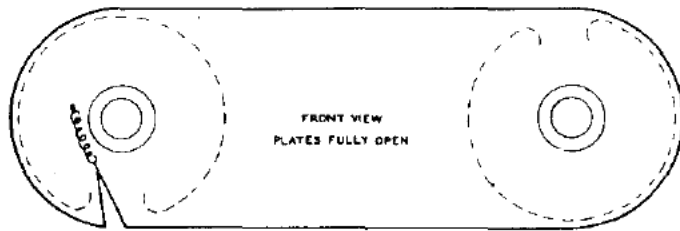


FIG. 3 DIAL DRUMS
A.M. TUNING

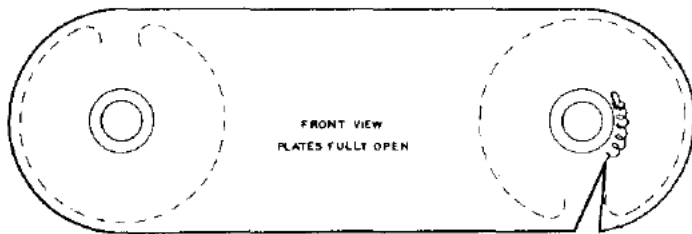
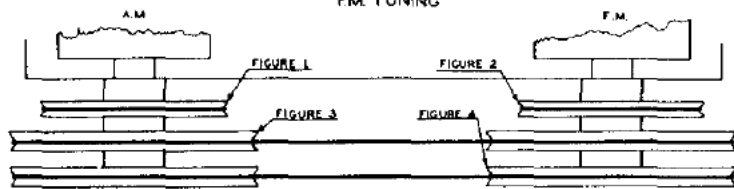
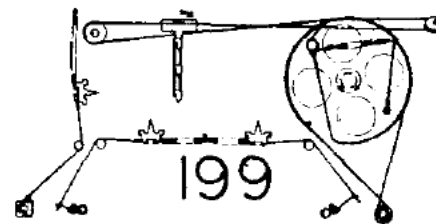
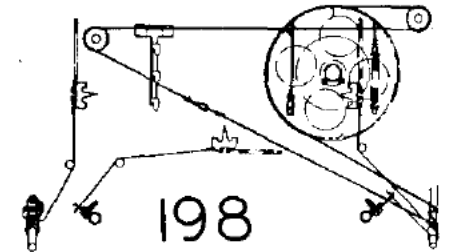
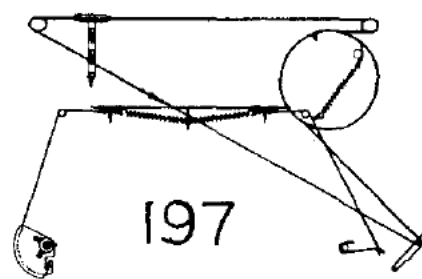
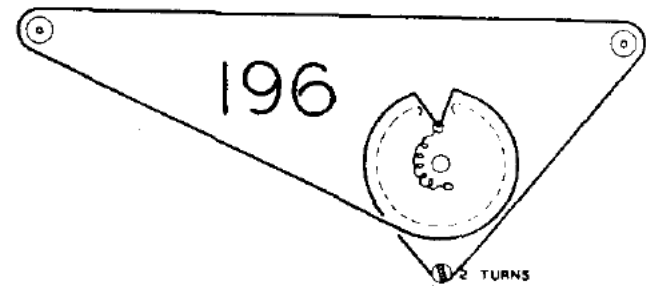
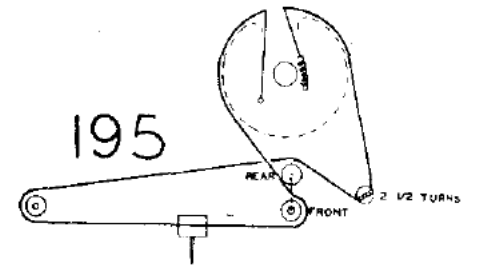
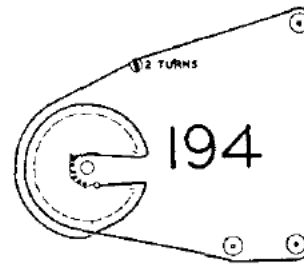
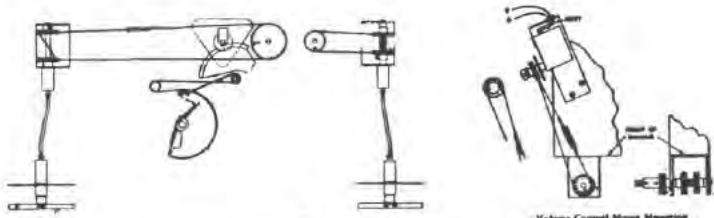


FIG. 4 DIAL DRUMS
F.M. TUNING



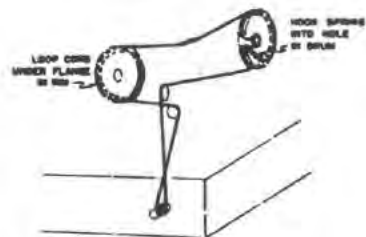
193



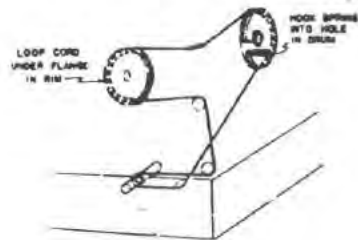


202

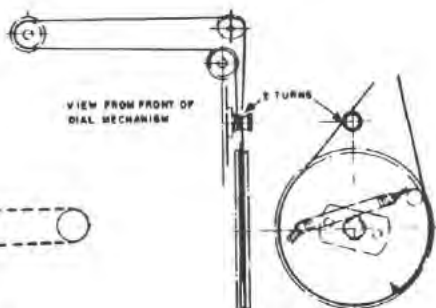
Volume Control Motor Mounting



207



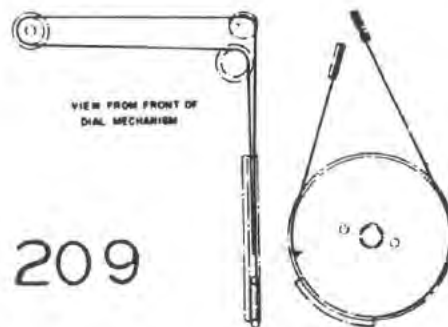
208



203

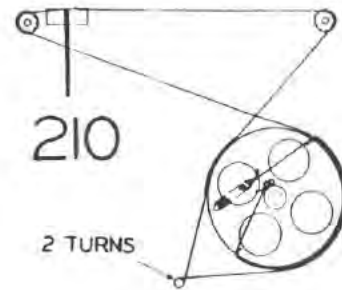
VIEW FROM FRONT OF DIAL MECHANISM

2 TURNS



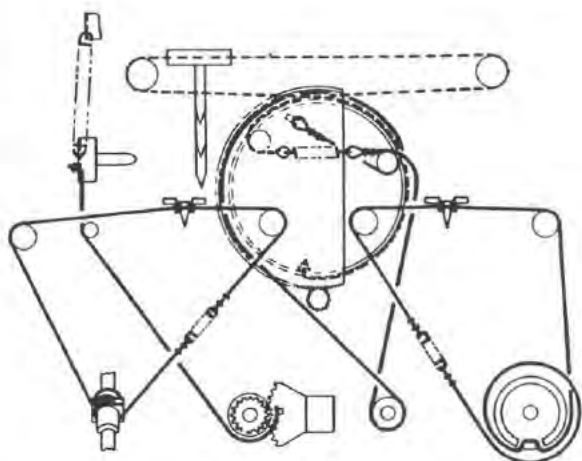
209

VIEW FROM FRONT OF DIAL MECHANISM

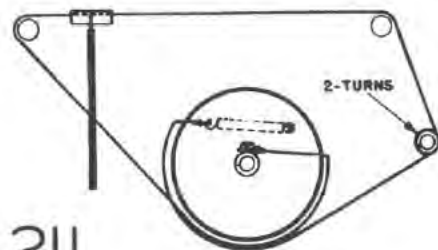


210

2 TURNS

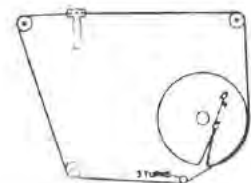


204



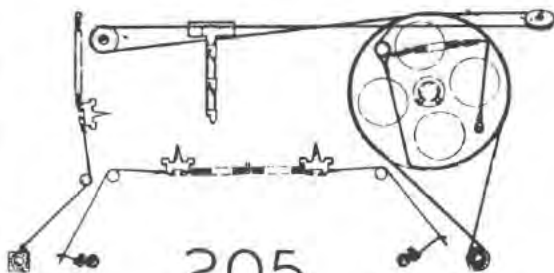
211

2-TURNS

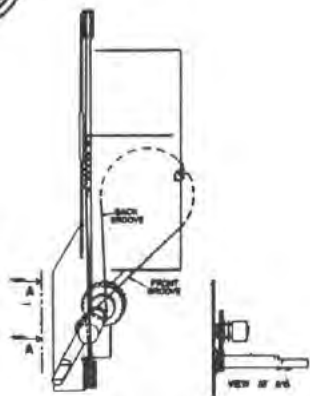


212

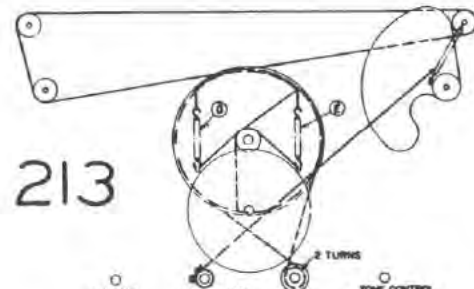
3 TURNS



205



206



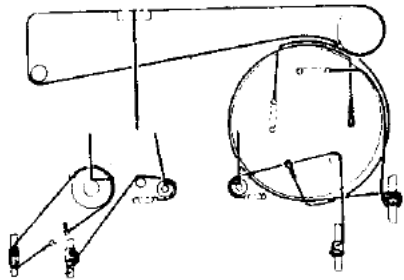
213

2 TURNS

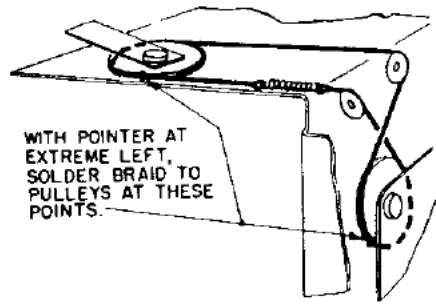
VOLUME CONTROL BAND CHANGE SWITCH TUNING TONE CONTROL & POWER SWITCH



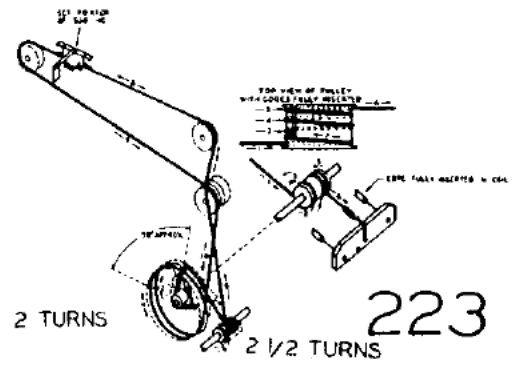
214



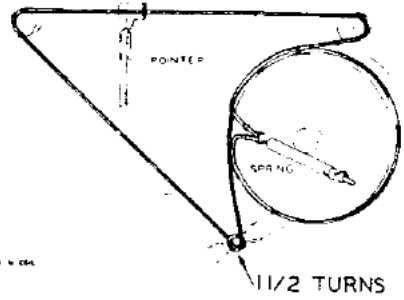
215



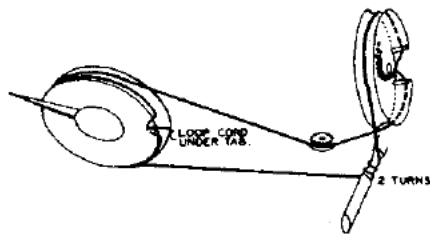
216



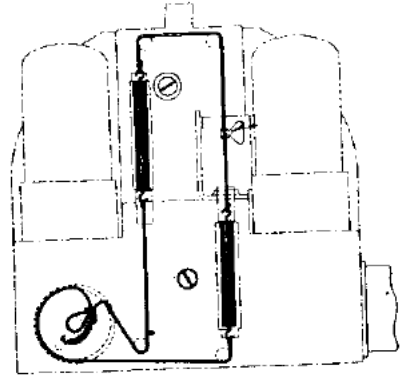
223



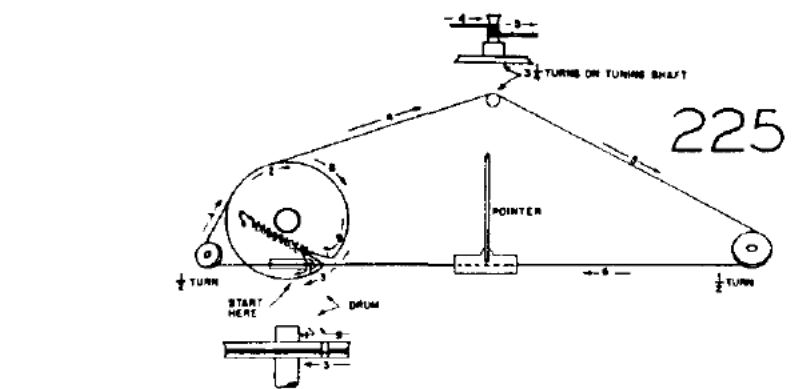
224



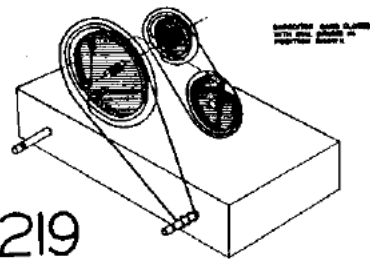
217



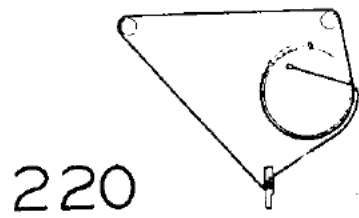
218



225

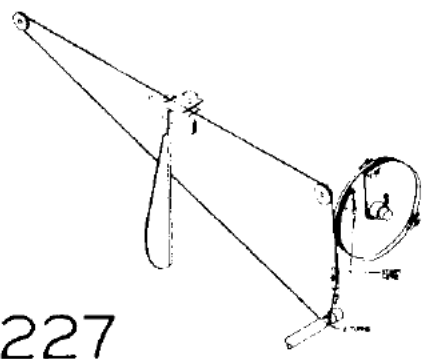


219

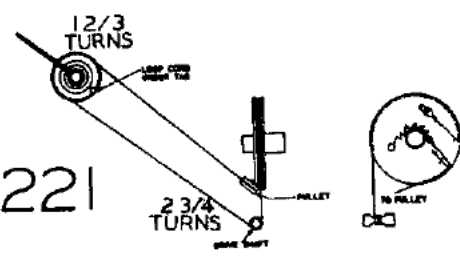


220

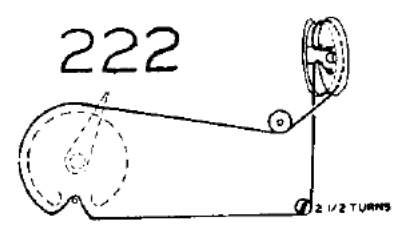
226



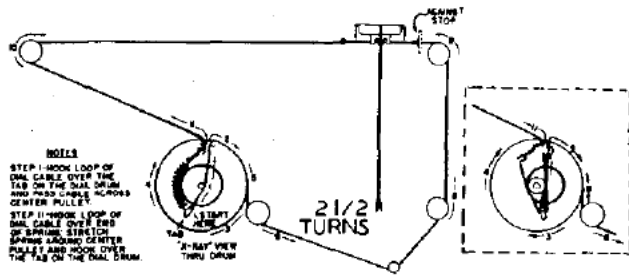
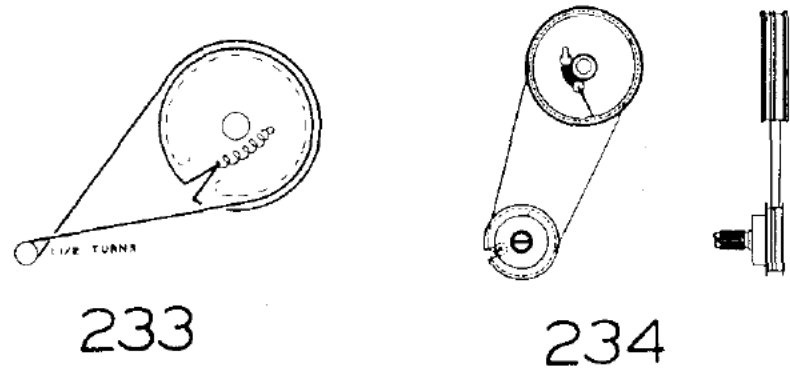
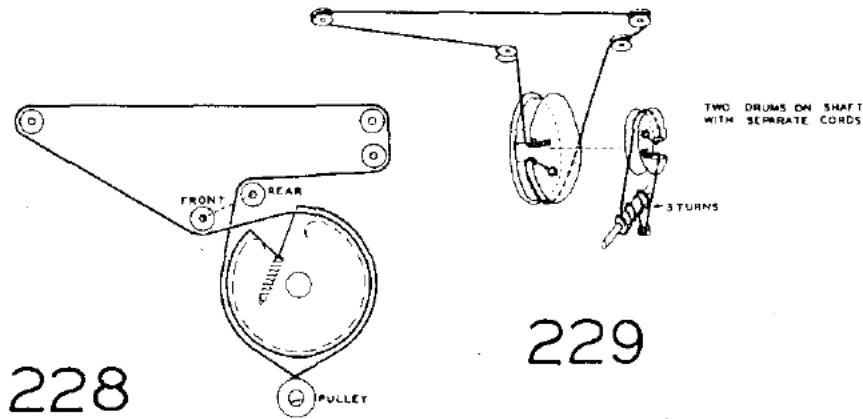
227



221



222

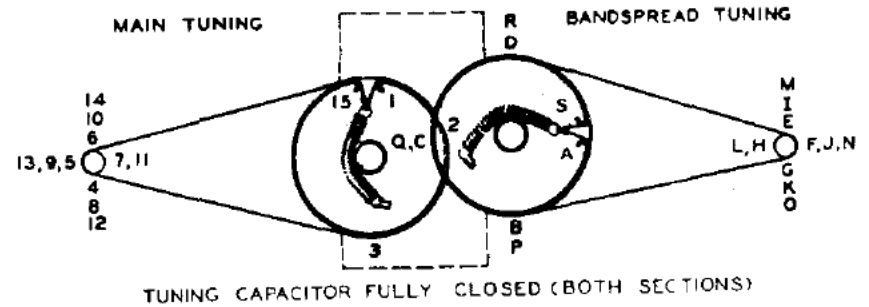


NOTE:
STEP I-HOOK LOOP OF DIAL CABLE OVER THE TAB ON THE DIAL DRUM AND PASS CABLE ACROSS CENTER PULLEY.
STEP II-HOOK LOOP OF DIAL CABLE OVER END OF SPRING STRIP AND SPRING AROUND CENTER PULLEY AND HOOK OVER THE TAB ON THE DIAL DRUM.

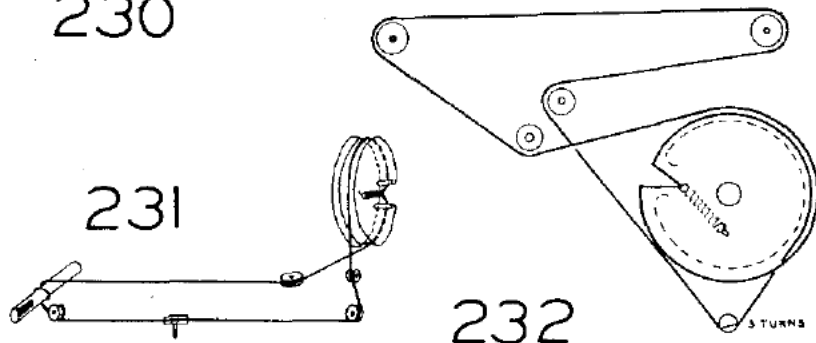
Dial Springing Diagram Showing Later Production Spring of Right



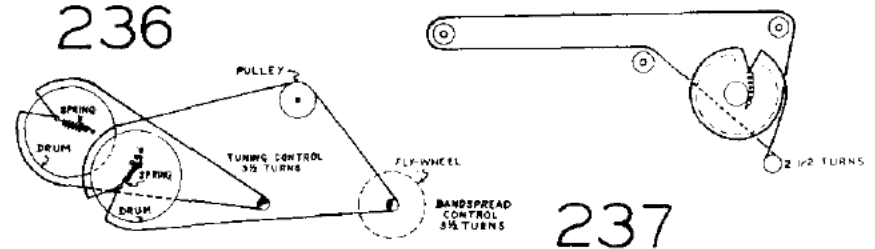
Repeater Window Springing Procedure

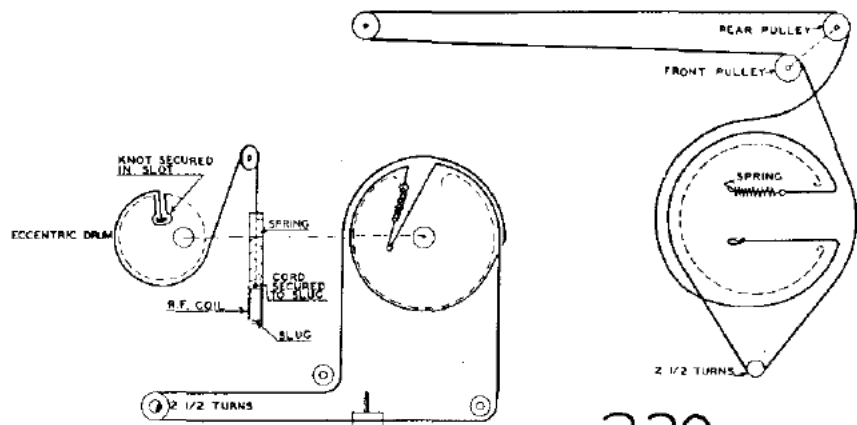


230

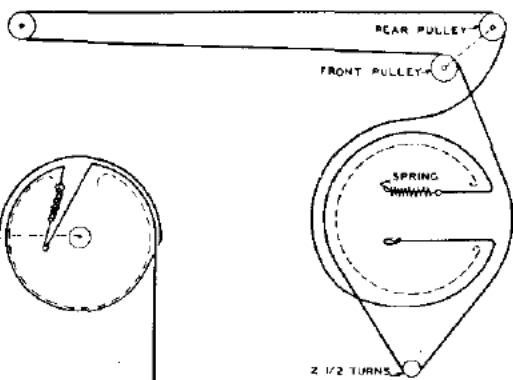


236

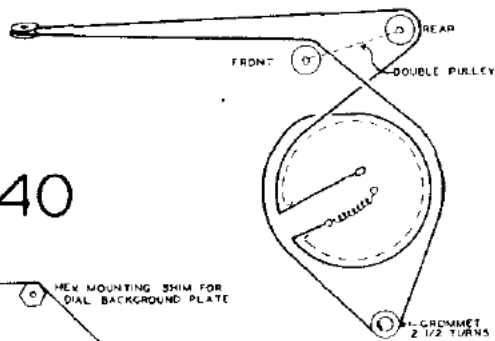




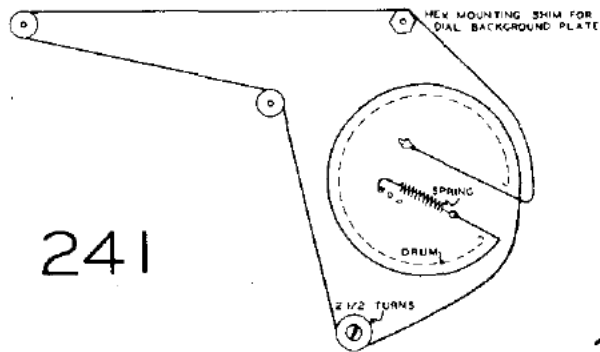
238



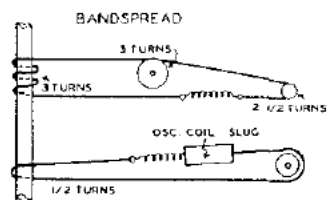
239



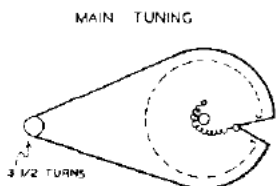
240



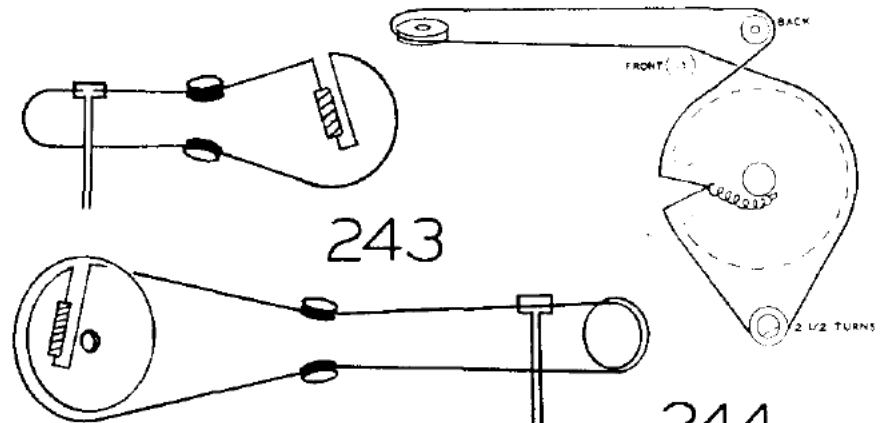
241



242

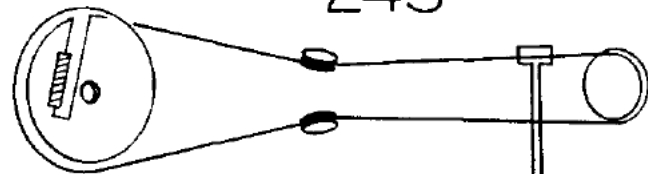


MAIN TUNING

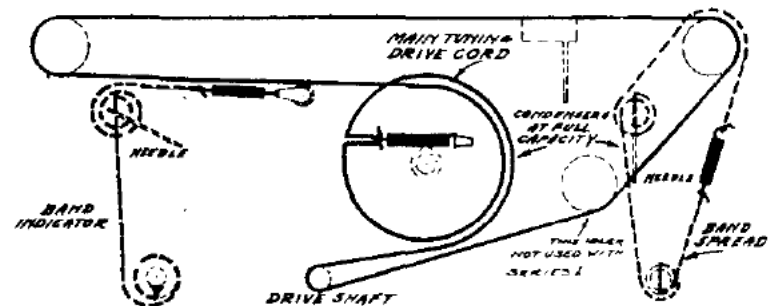


243

244

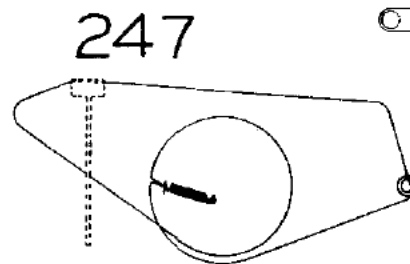


245



246

248

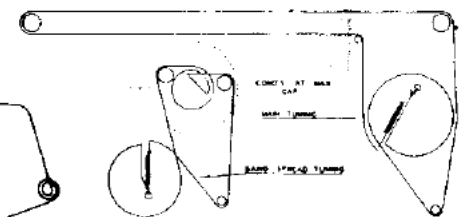


247

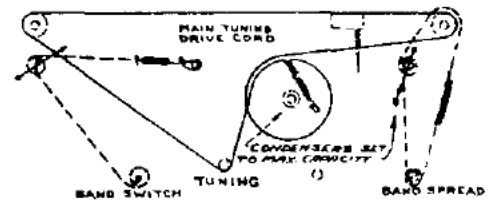
CONDENSER BANDS IN MAXIMUM POSITION

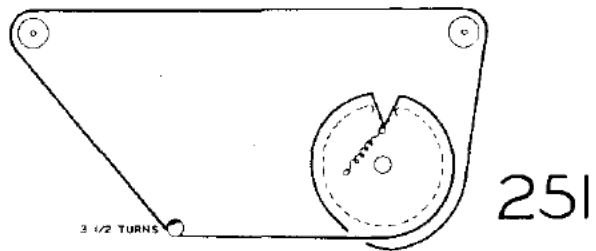
249

CONDENSER BANDS IN MAXIMUM POSITION

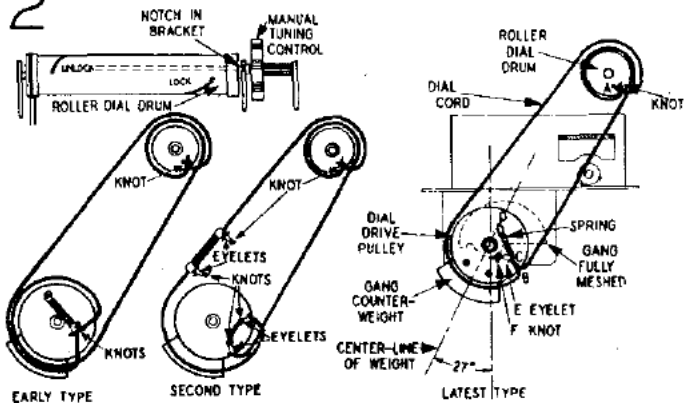


250

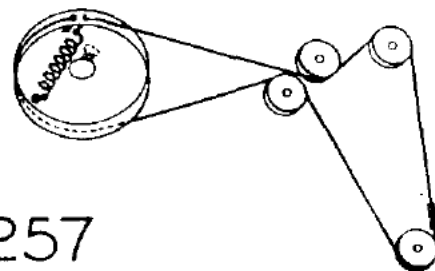




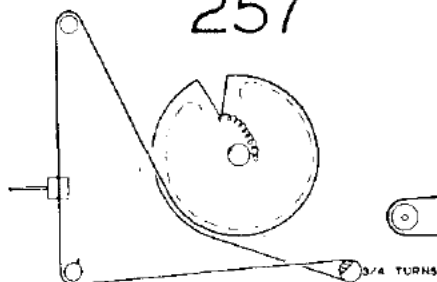
252



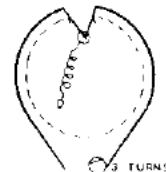
256



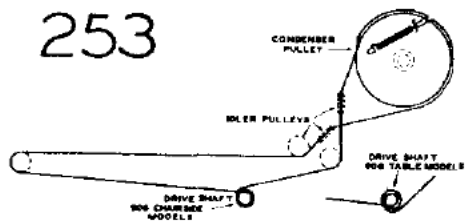
257



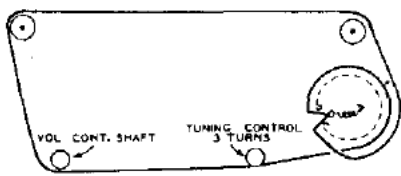
258



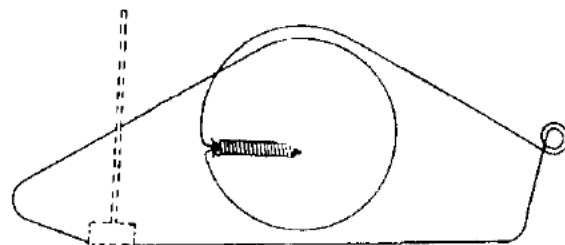
253



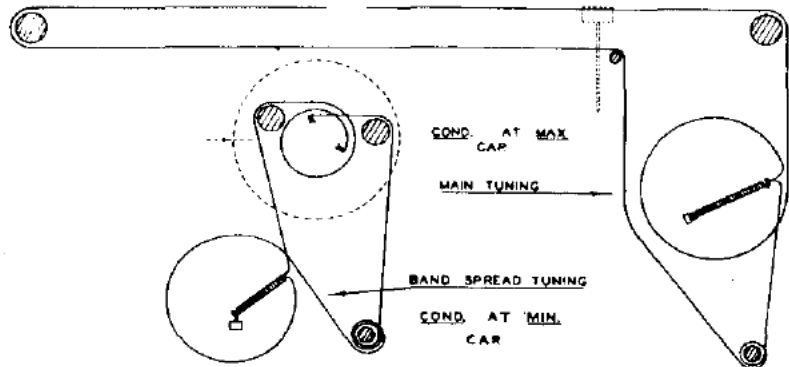
254



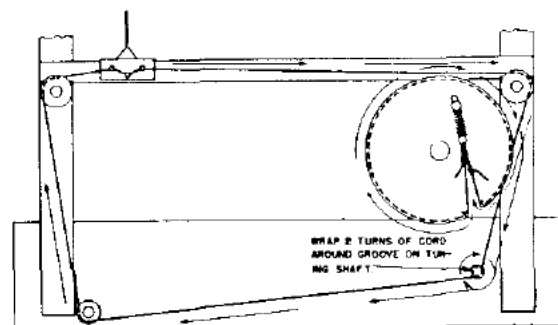
259



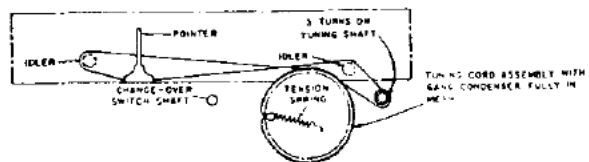
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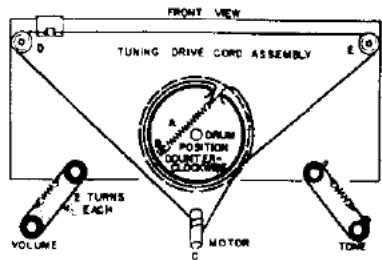
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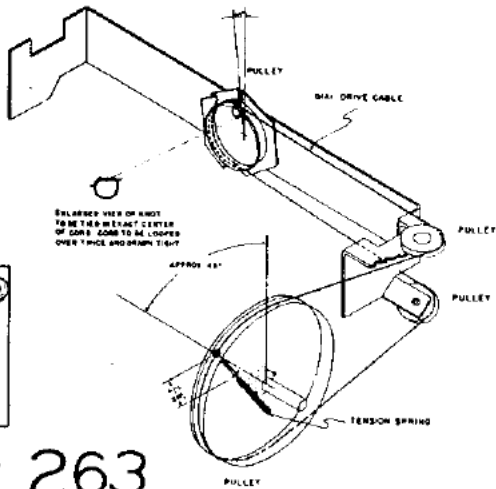
261



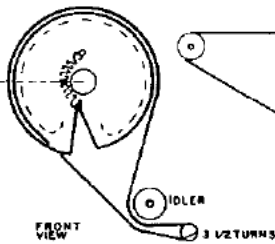
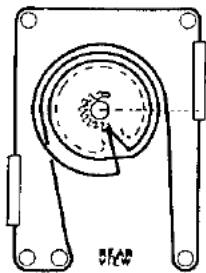
262



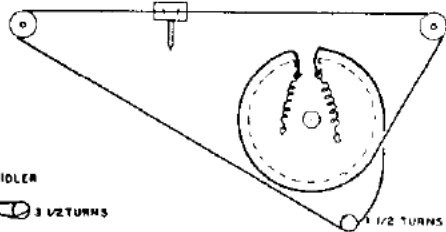
263



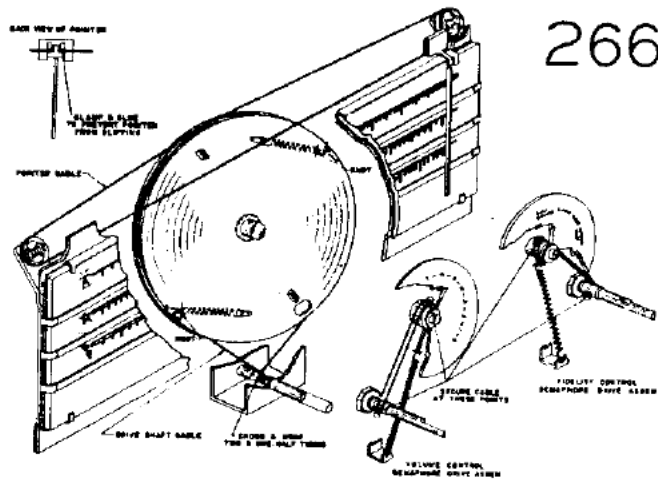
264



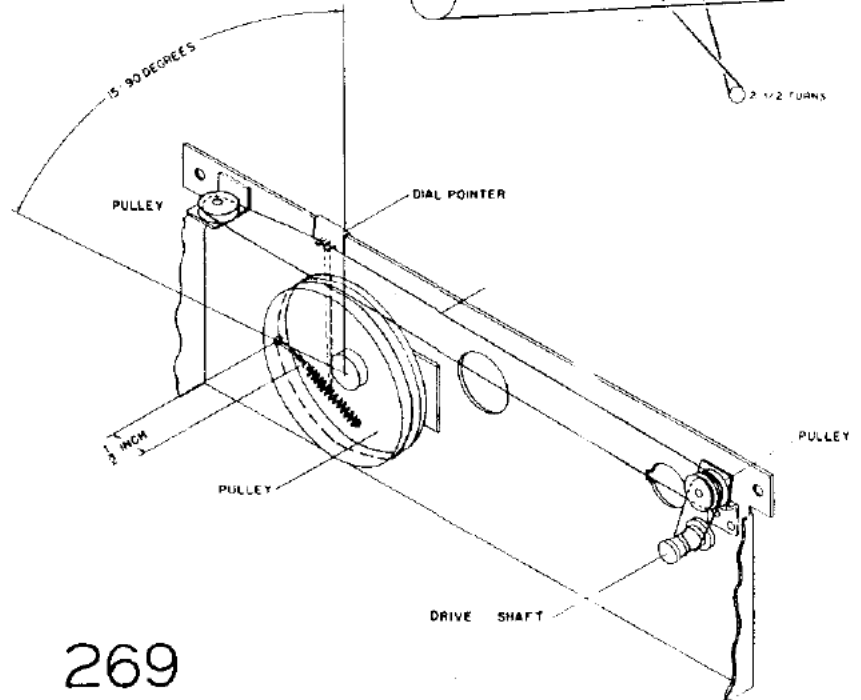
265



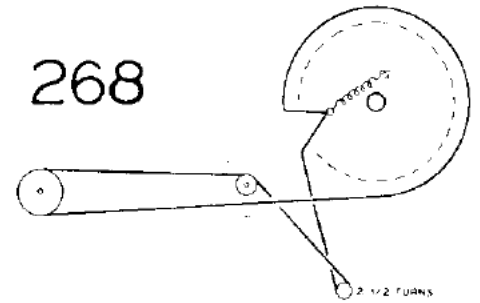
266



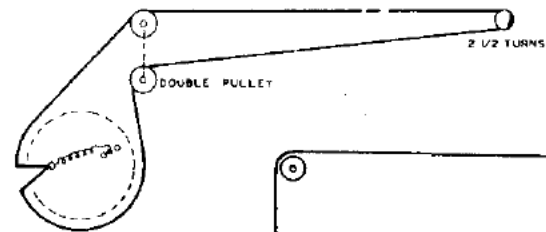
267



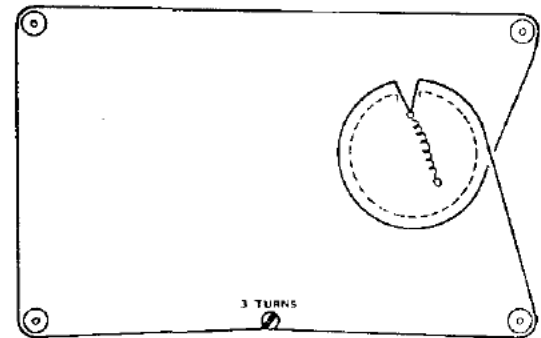
268

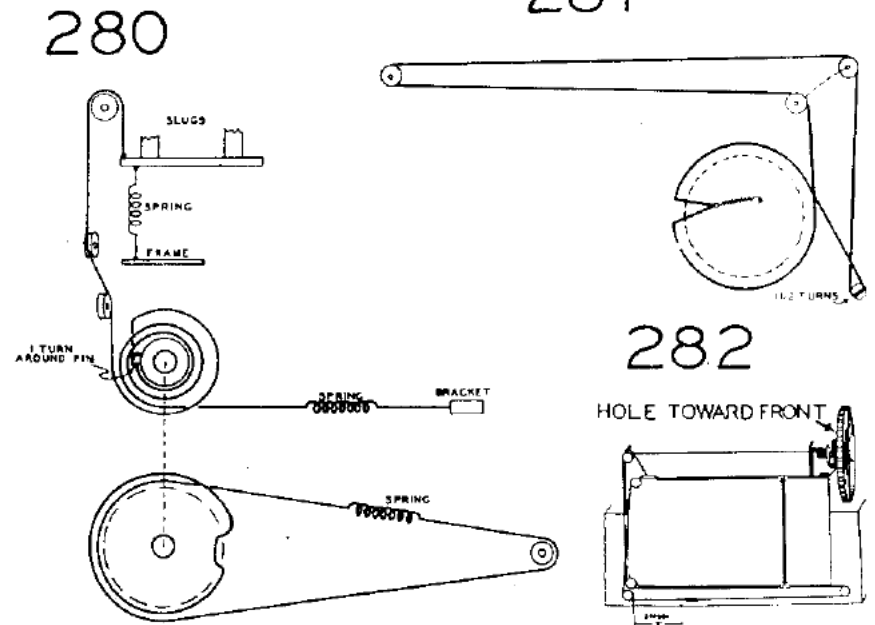
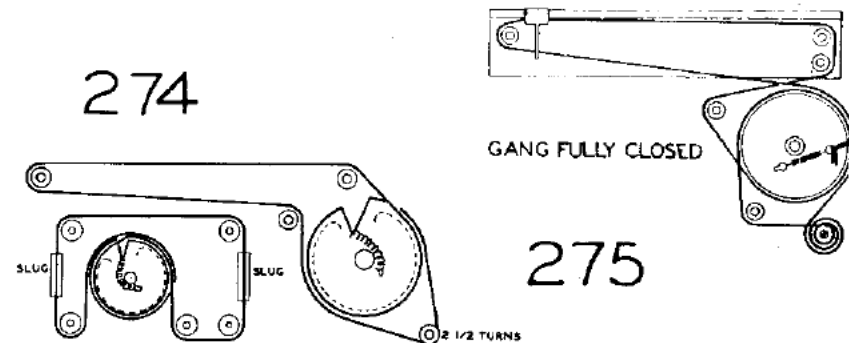
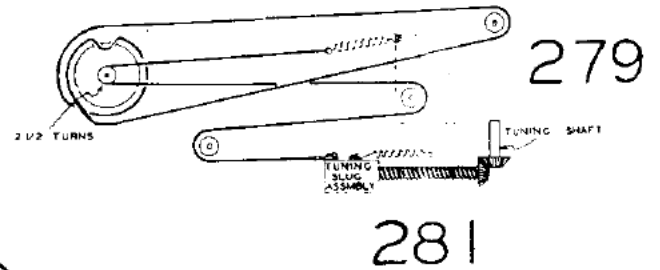
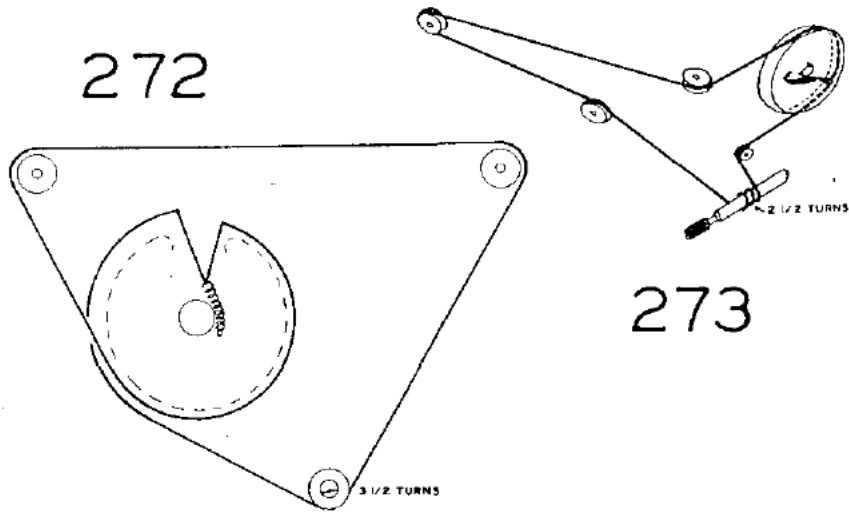
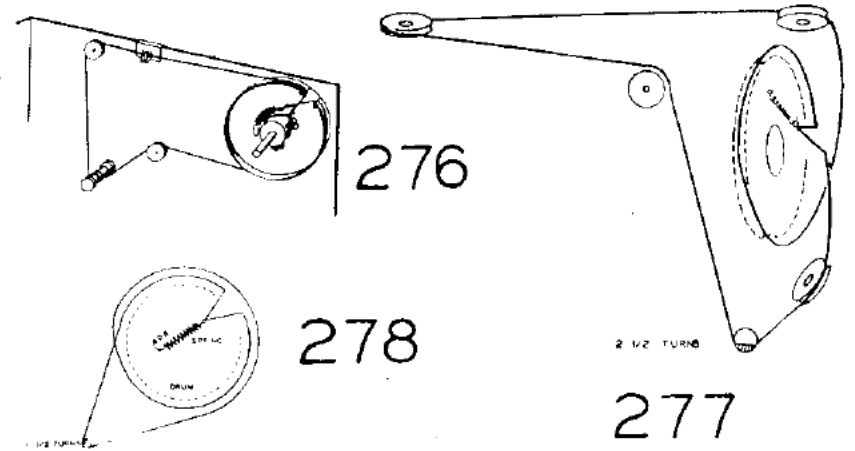
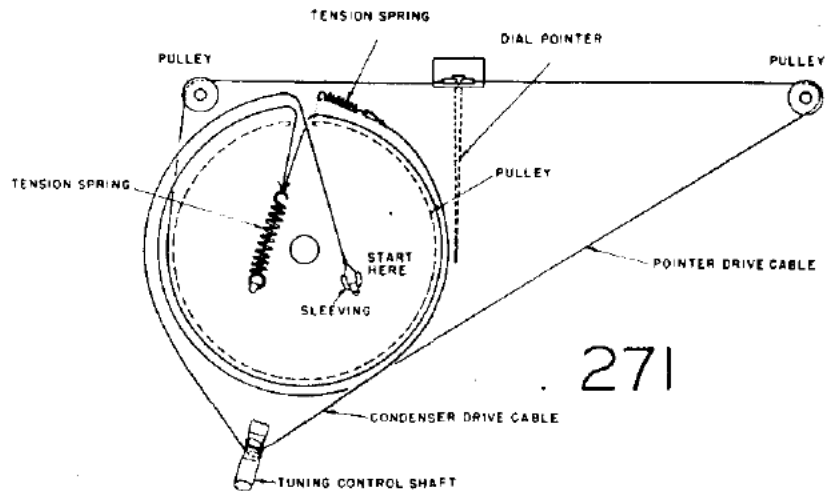


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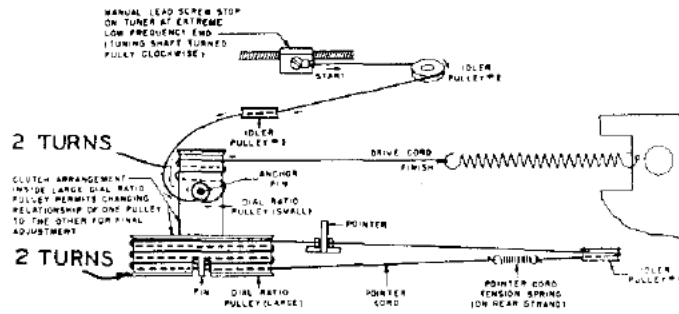
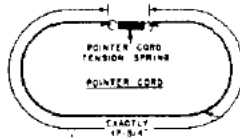


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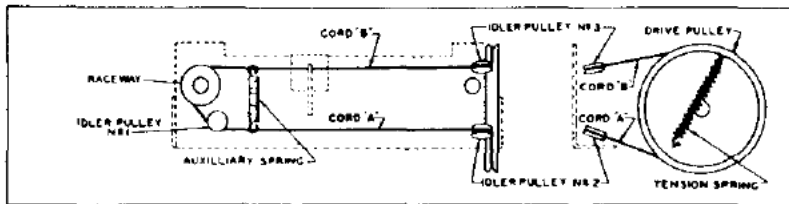
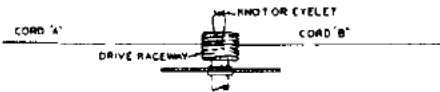




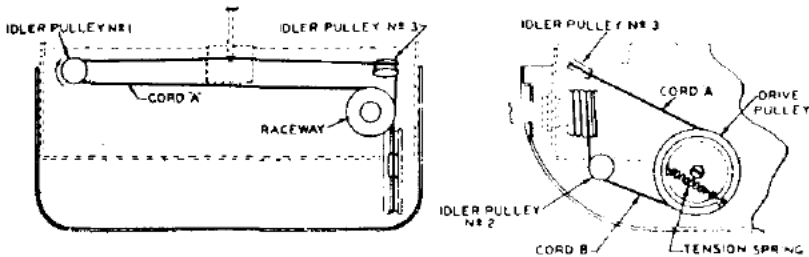
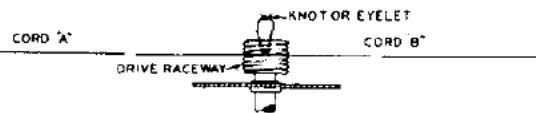
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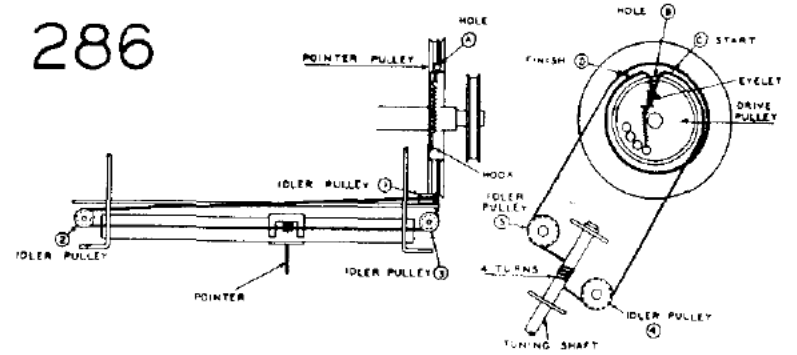
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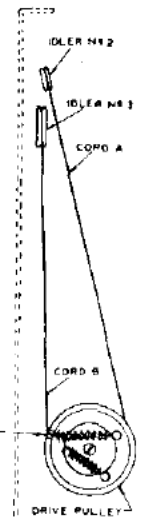
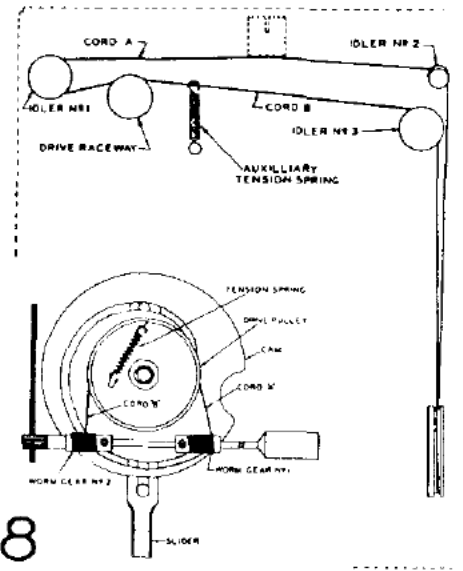
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286



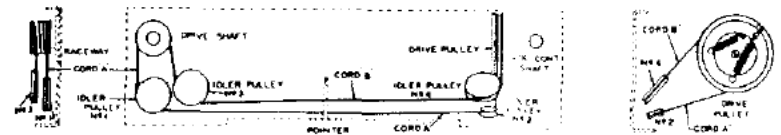
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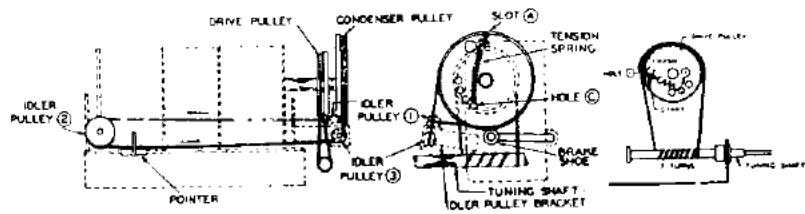


288

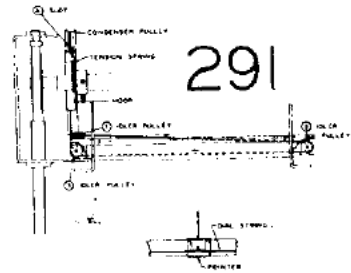


289

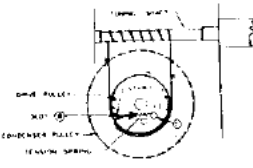




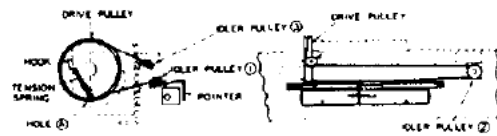
290



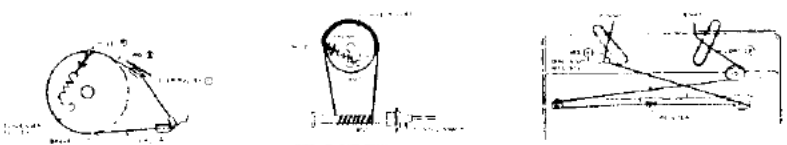
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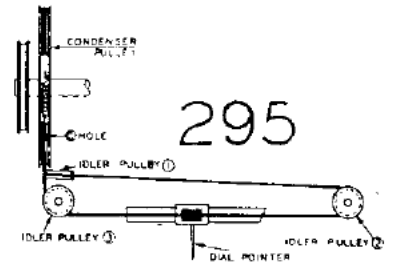
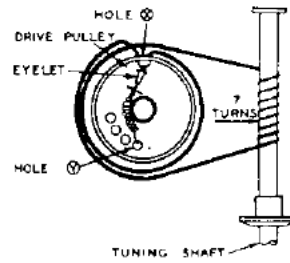
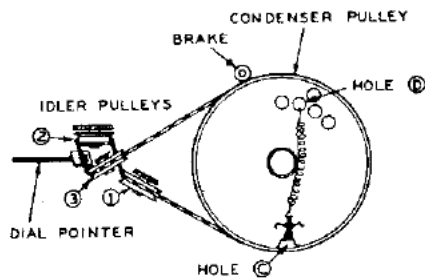
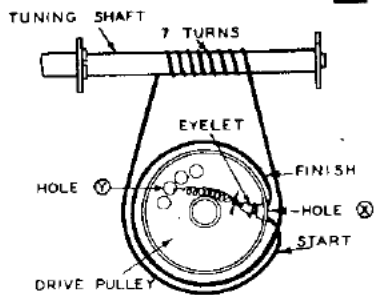
292



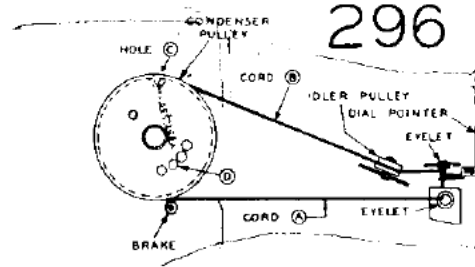
293



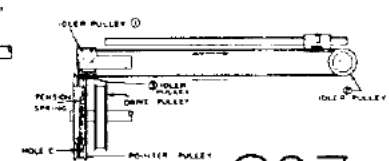
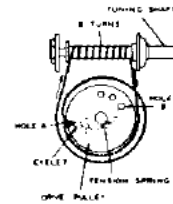
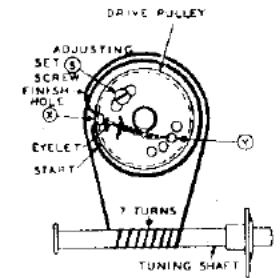
294



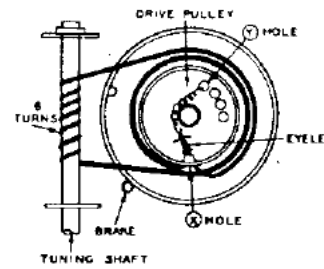
295



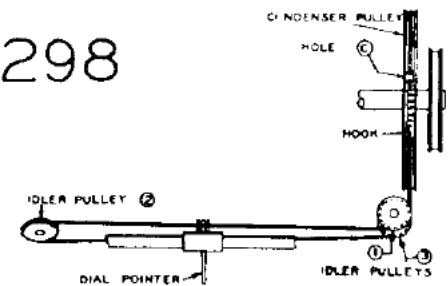
296



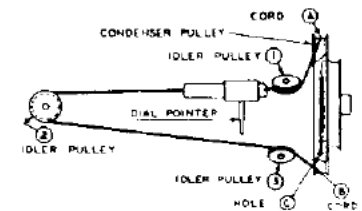
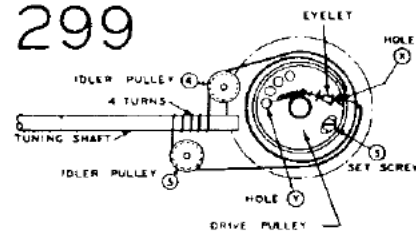
297

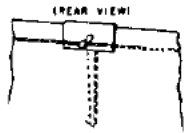


298



299

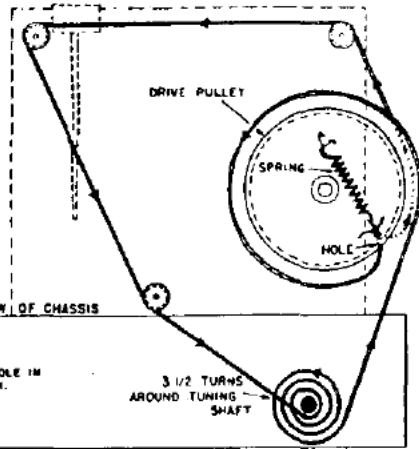




TO ADJUST POINTER

- 1 OPEN GANG PULLEY.
- 2 SET POINTER TO FIRST MARK AT HIGH FREQUENCY END OF DIAL SCALE.
- 3 FASTEN POINTER TO CORD AS SHOWN ABOVE.
- 4 FIX POINTER TO CORD WITH DROP OF SHELLAC.

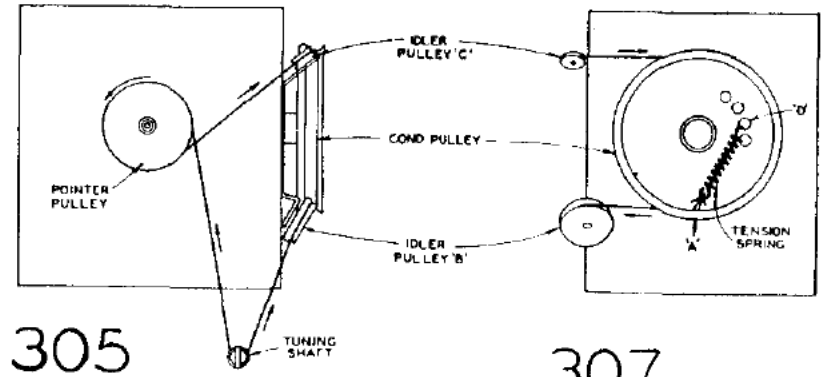
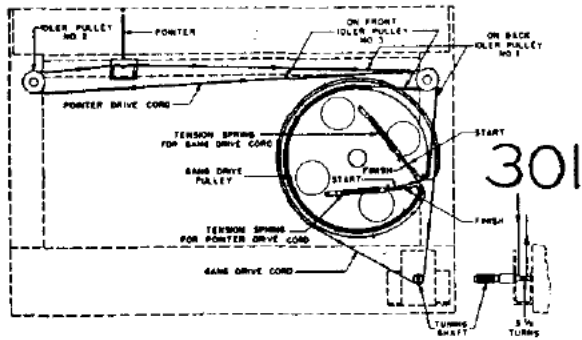
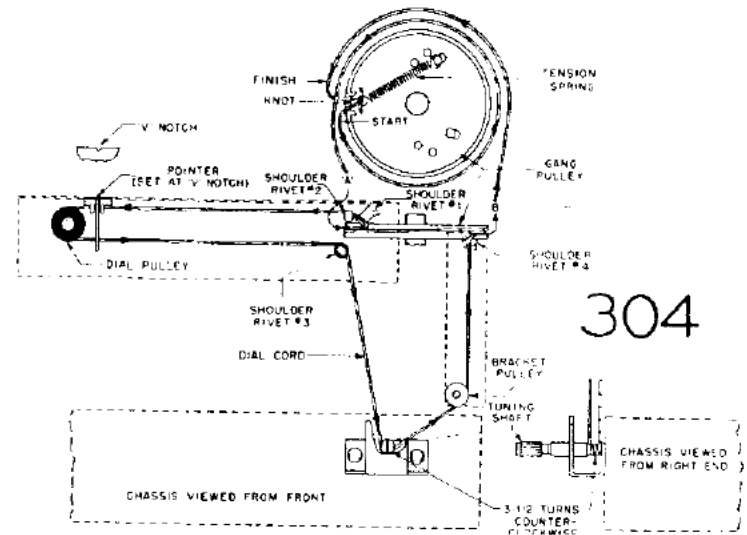
FRONT VIEW OF CHASSIS



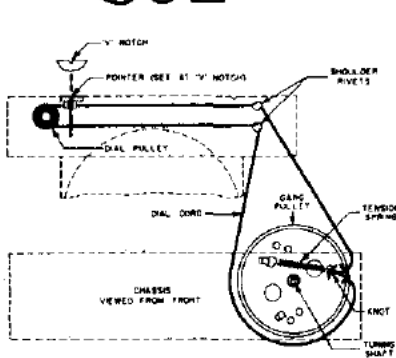
TO RESTRING DIAL

- 1 CLOSE GANG PULLEY.
- 2 ADJUST PULLEY SO THAT HOLE IN RIM IS IN POSITION SHOWN.

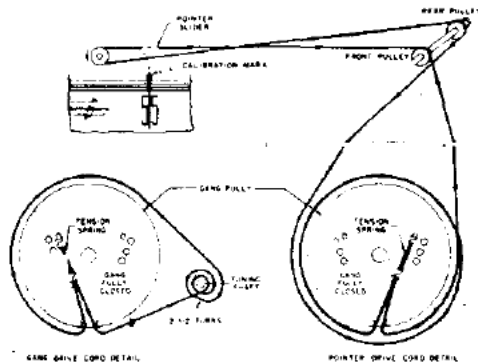
300



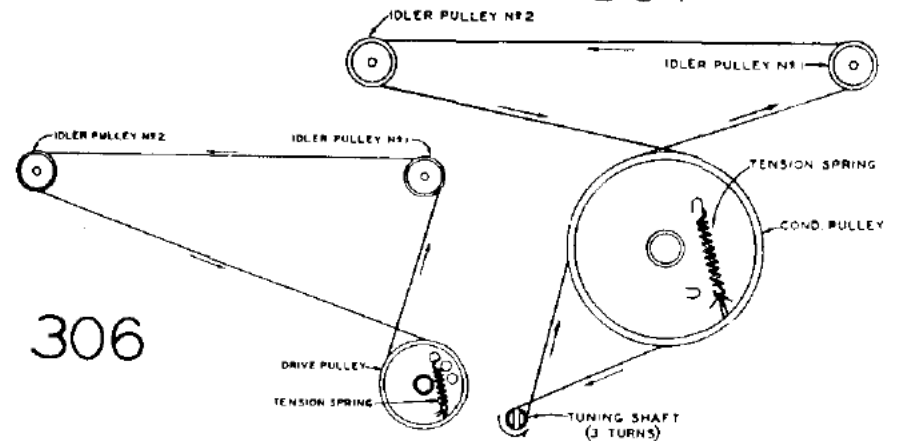
302

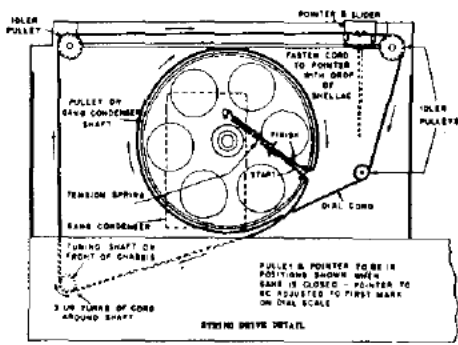


303

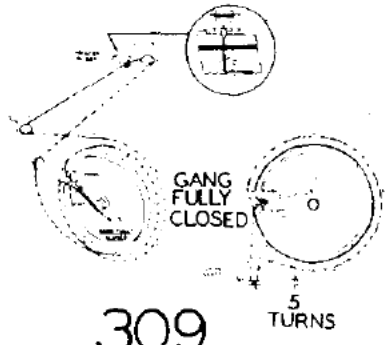


307

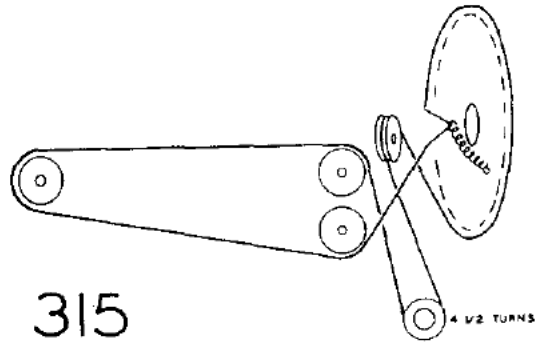




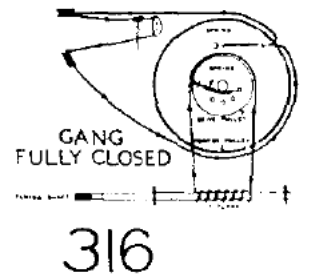
308



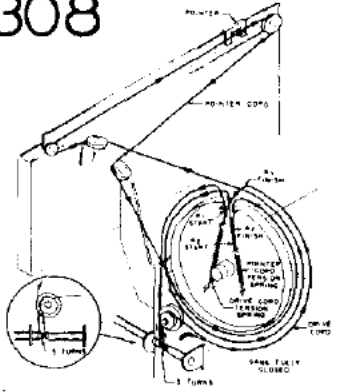
309



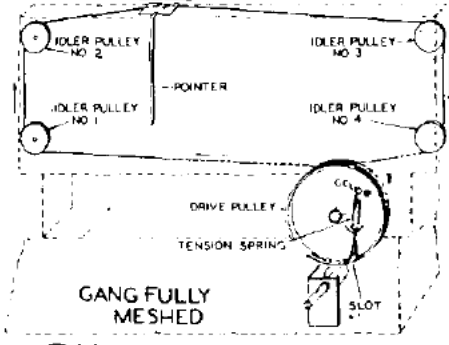
315



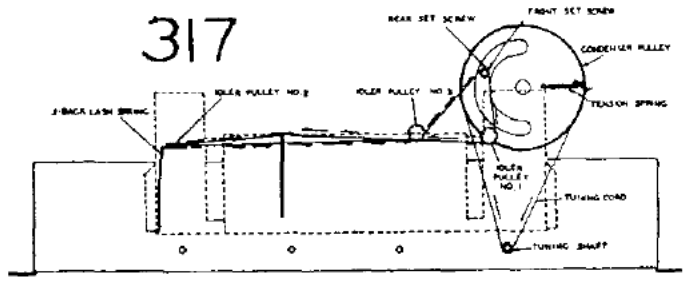
316



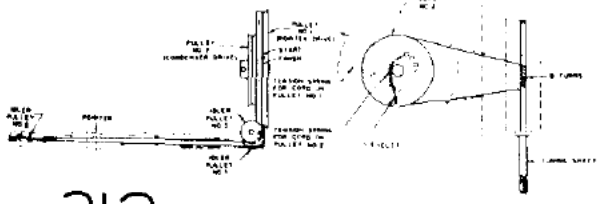
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311

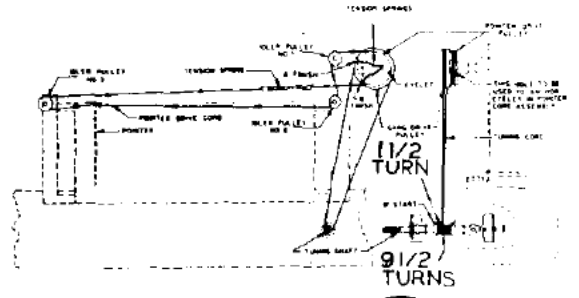


317

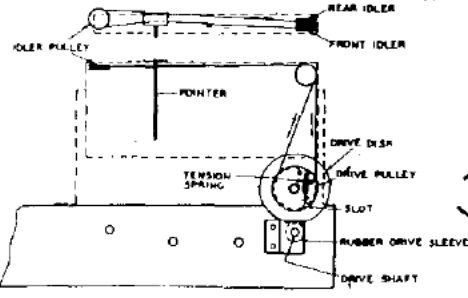


312

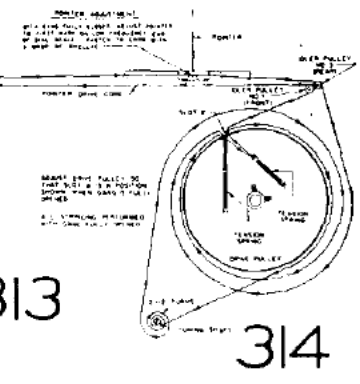
318



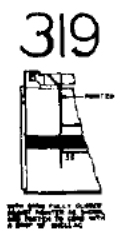
9 1/2 TURNS



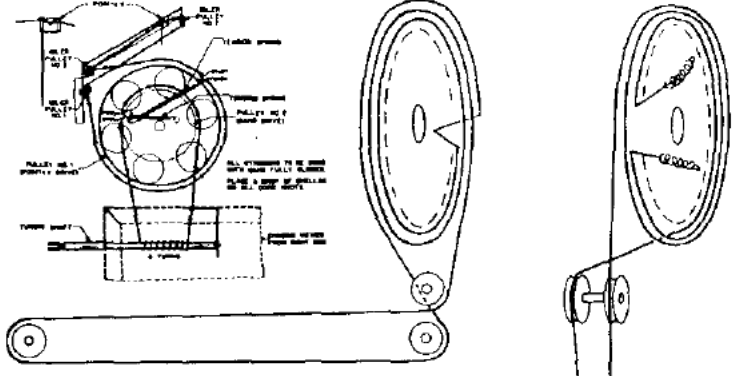
313



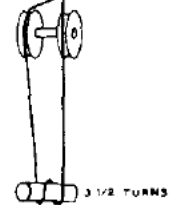
314



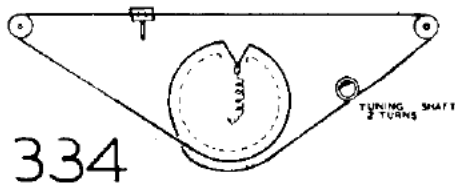
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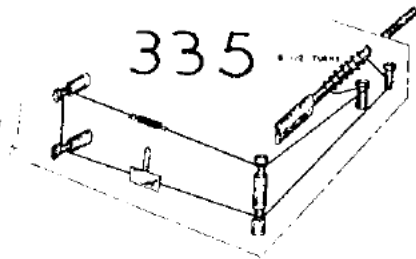
320



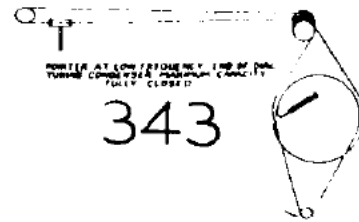
3 1/2 TURNS



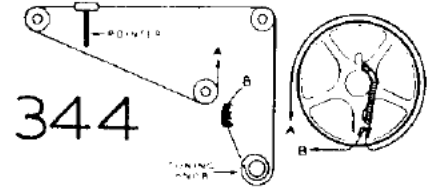
334



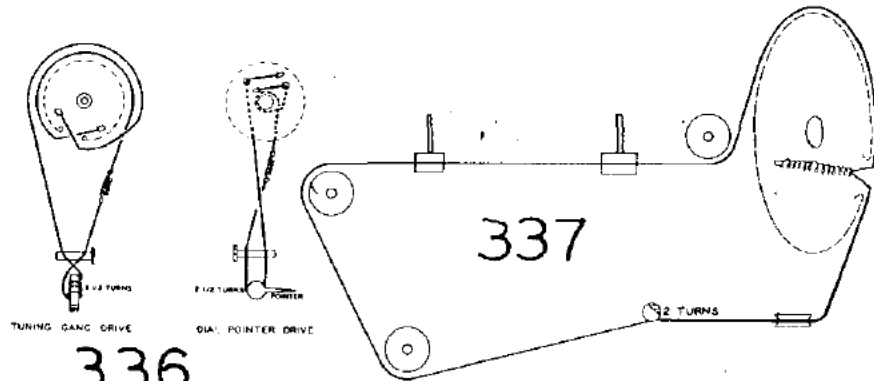
335



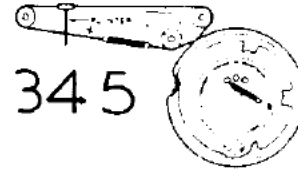
343



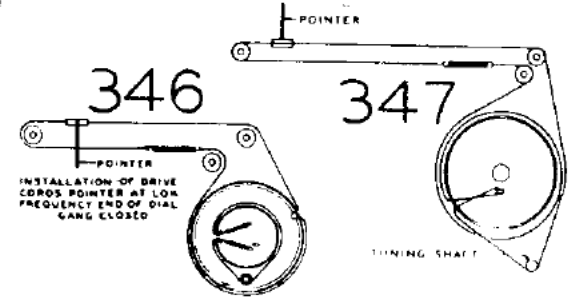
344



336

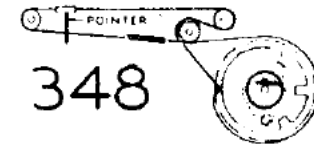


345

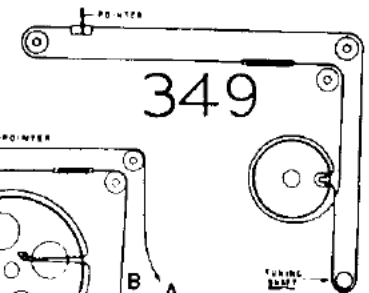


346

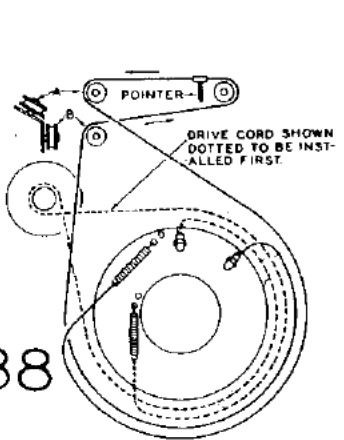
347



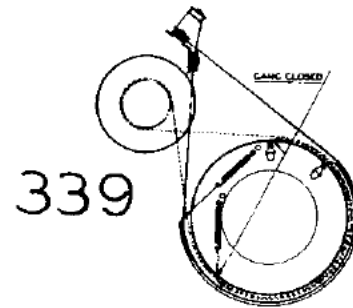
348



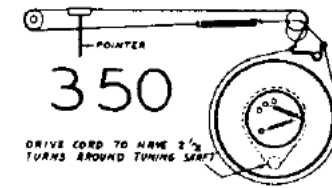
349



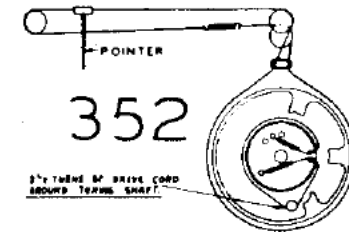
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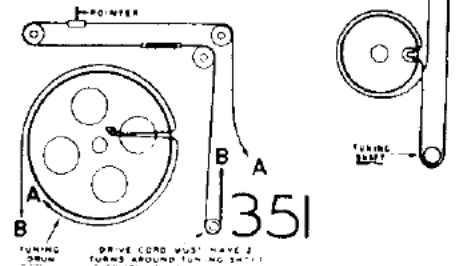
339



350

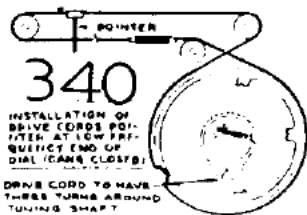


352

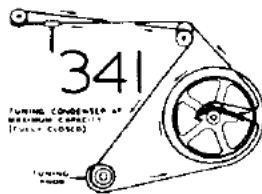


351

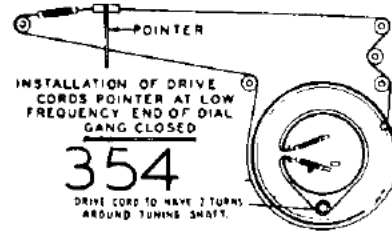
(POINTER AT LOW FREQUENCY END OF DIAL)
TUNING CONDENSER MAXIMUM CAPACITY (FULLY CLOSED)



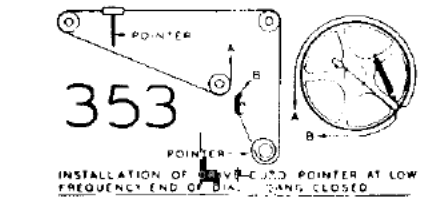
340



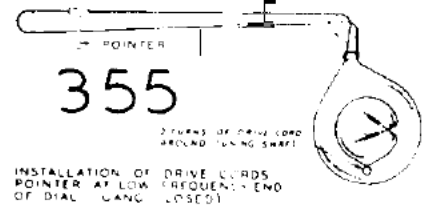
341



354

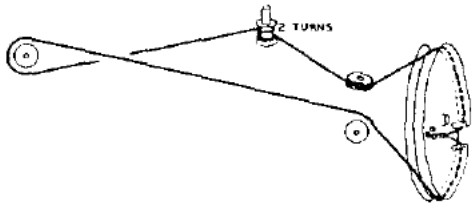


353

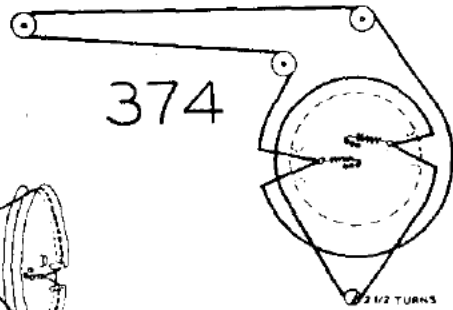


355

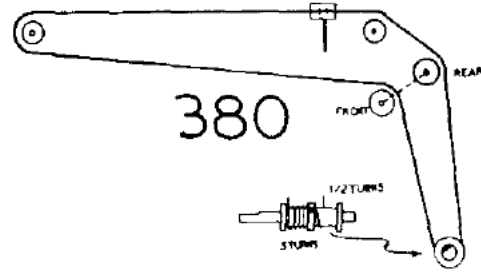
373



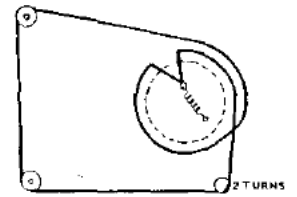
374



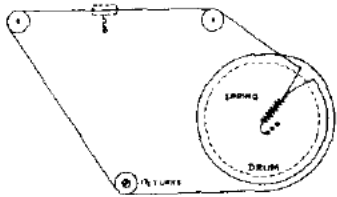
380



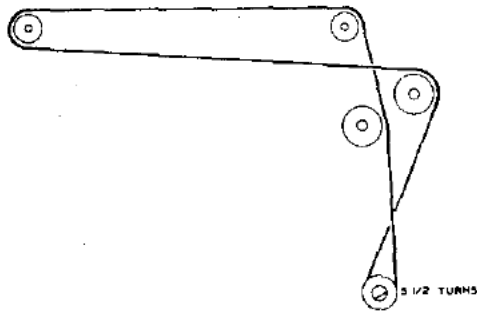
381



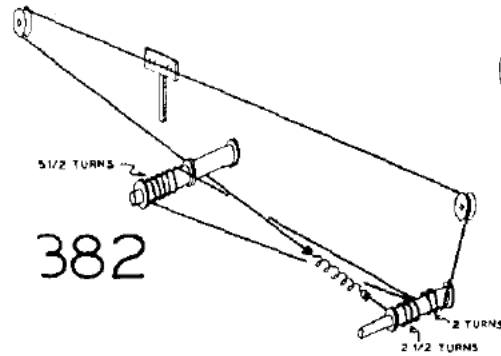
375



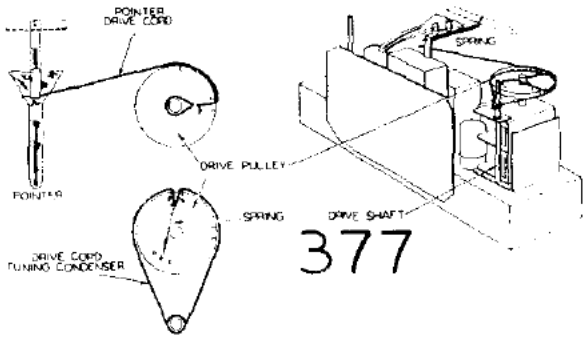
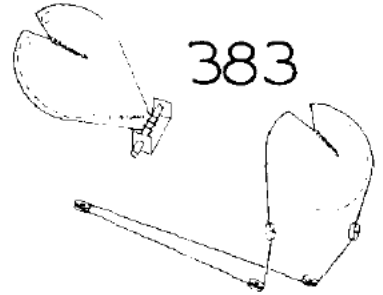
376



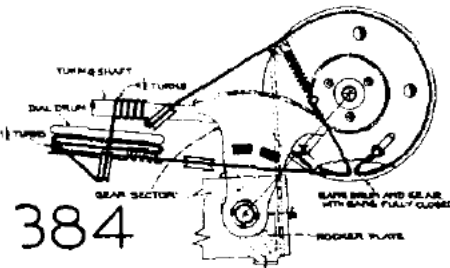
382



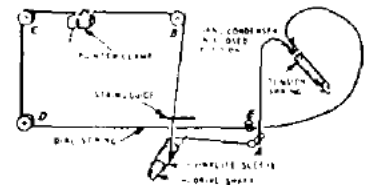
383



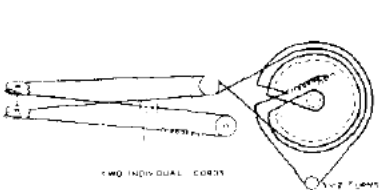
377



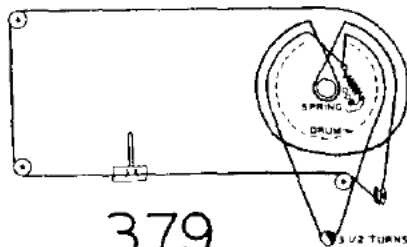
384



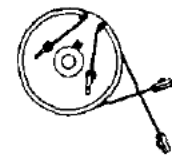
385



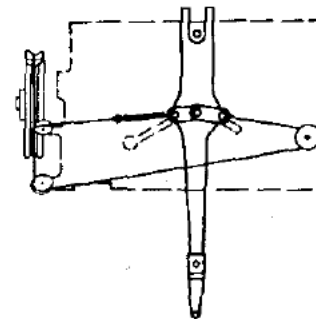
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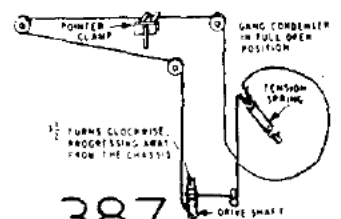
379



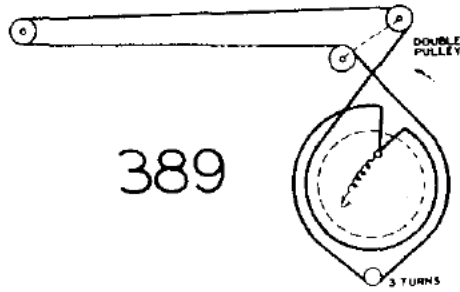
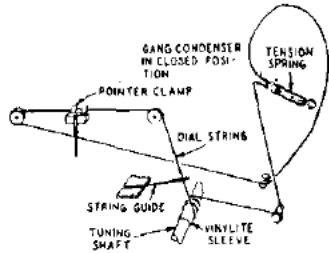
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387

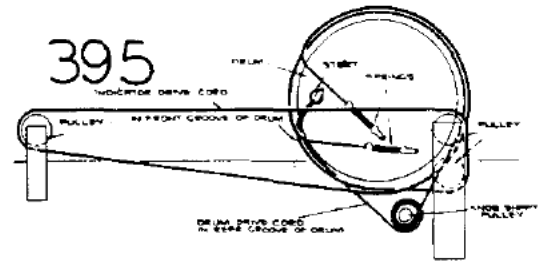


388

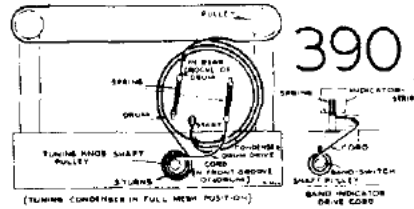
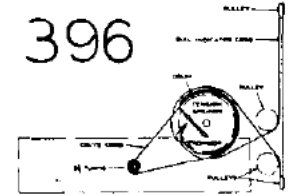


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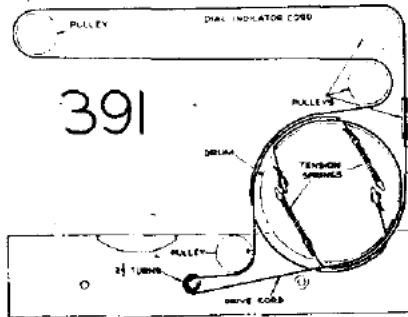
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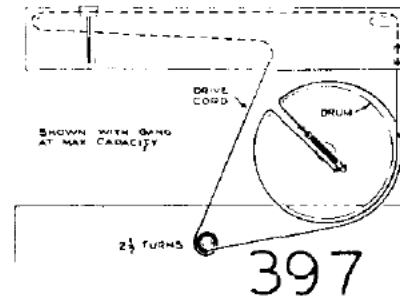
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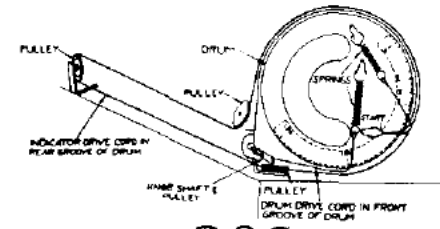
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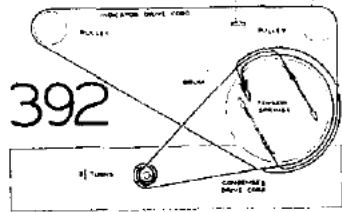
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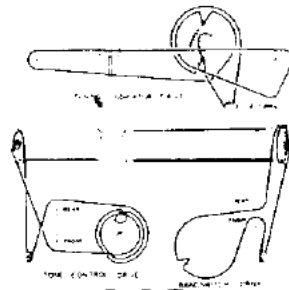
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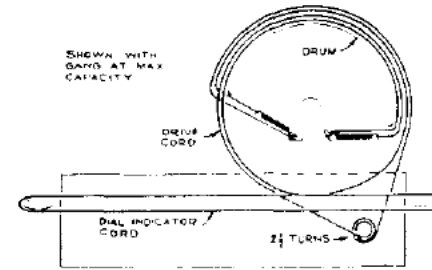
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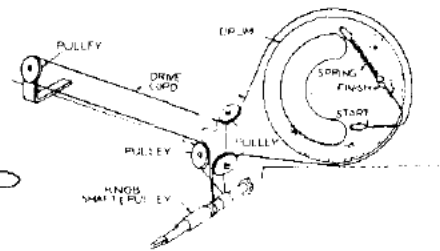
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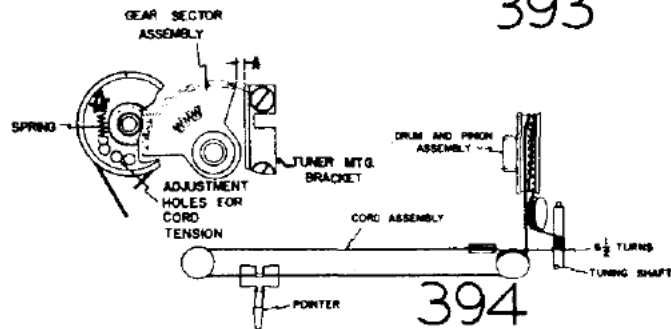
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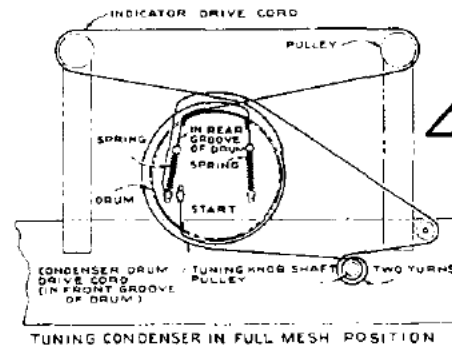
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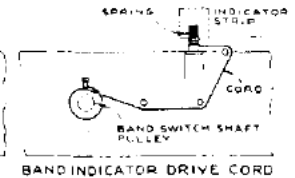
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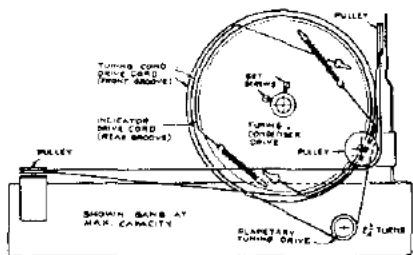
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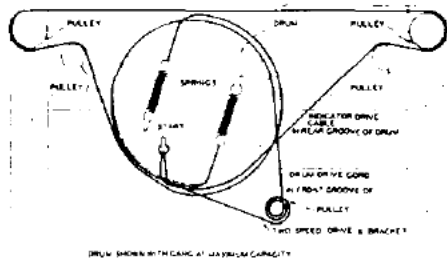
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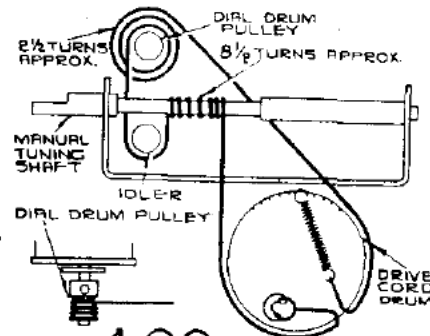
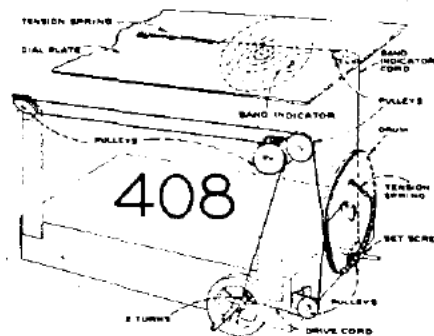
BAND INDICATOR DRIVE CORD



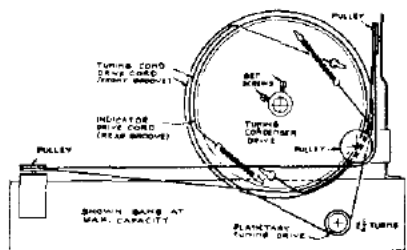
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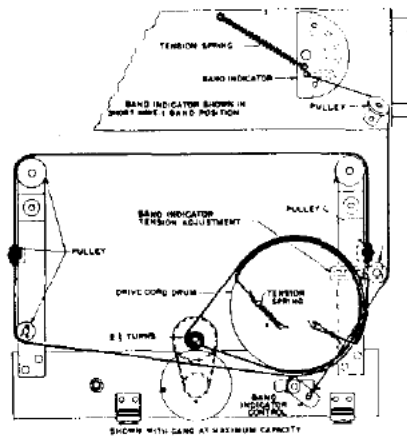
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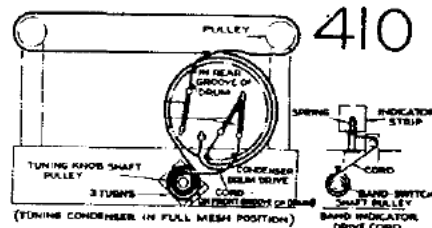
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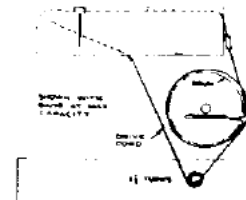
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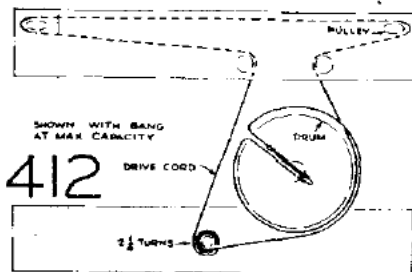
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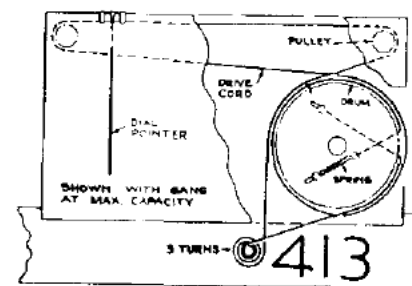
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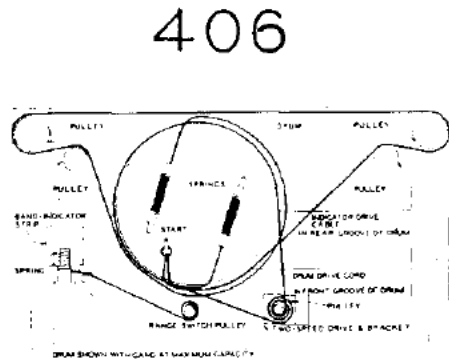
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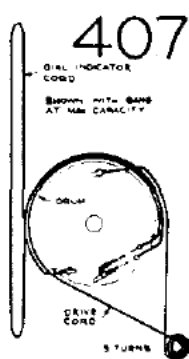
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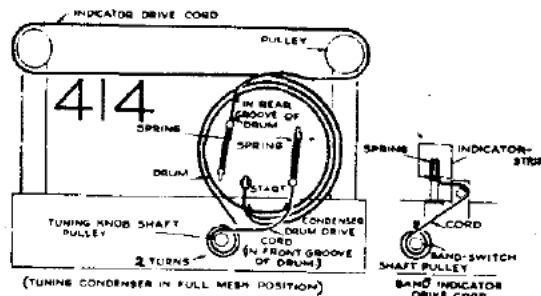
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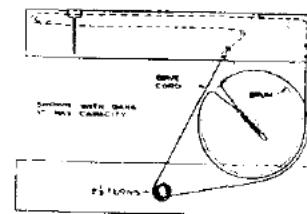
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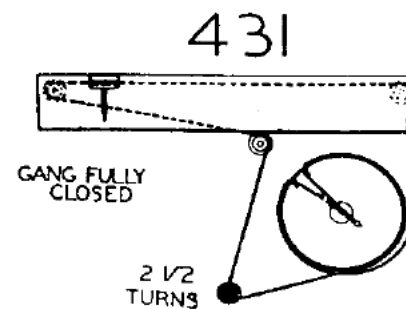
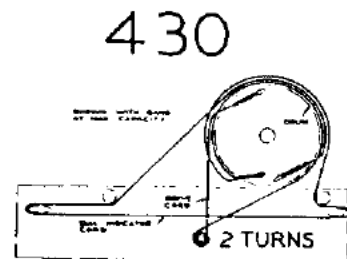
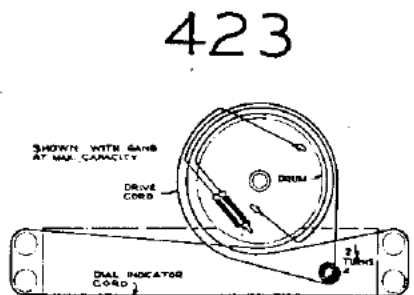
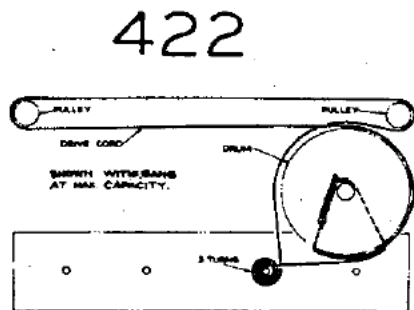
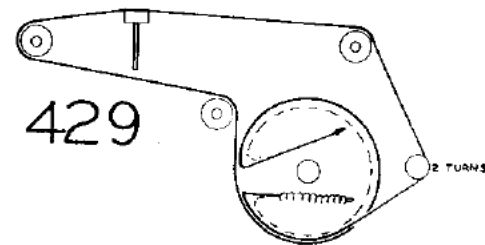
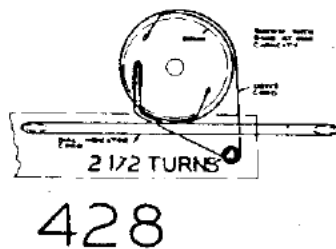
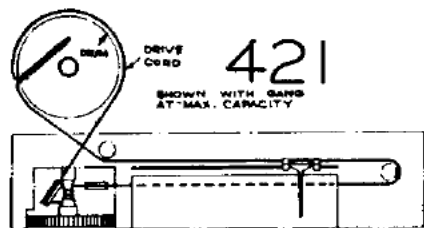
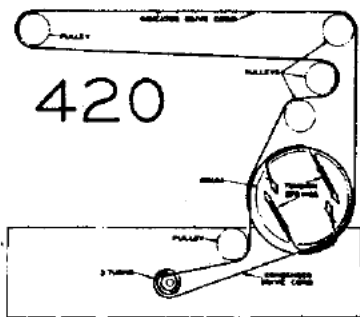
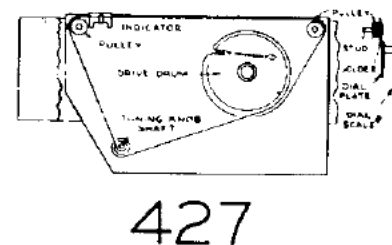
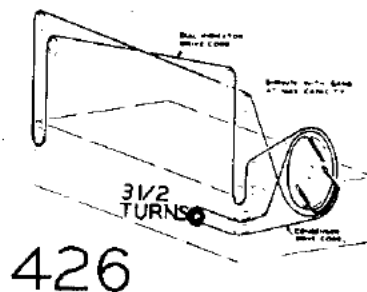
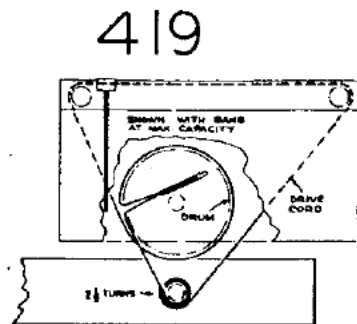
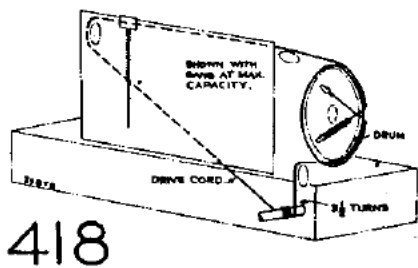
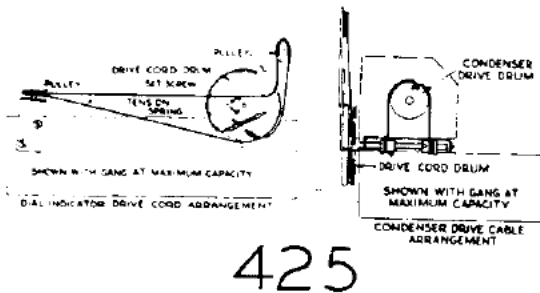
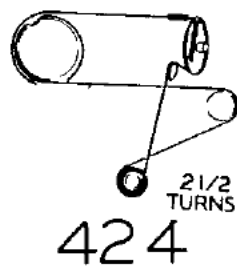
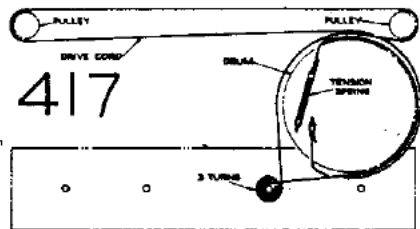
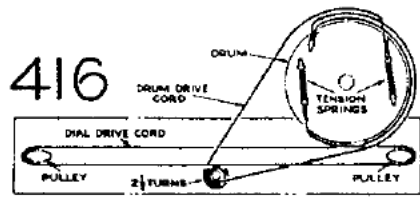
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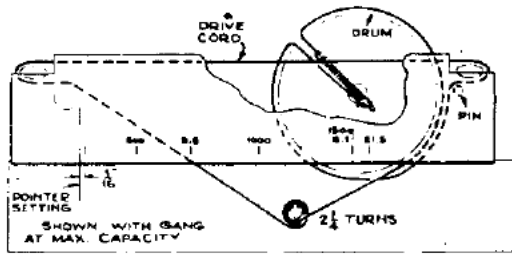


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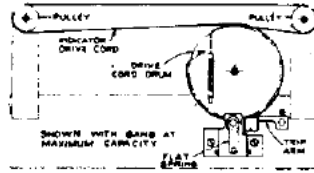
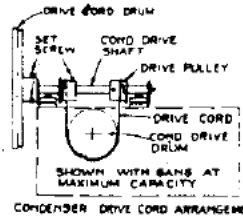


415





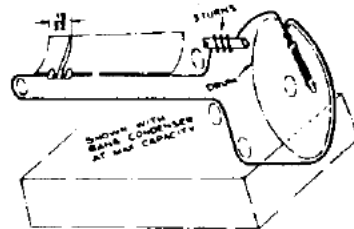
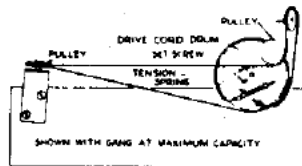
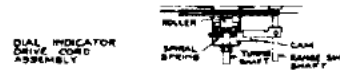
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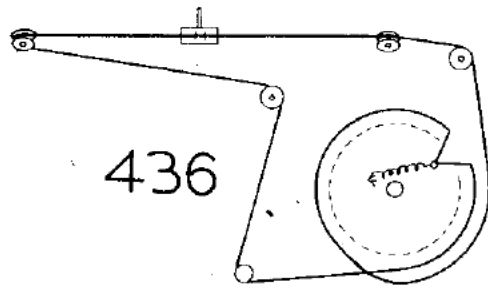
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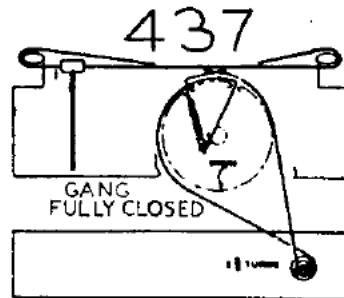
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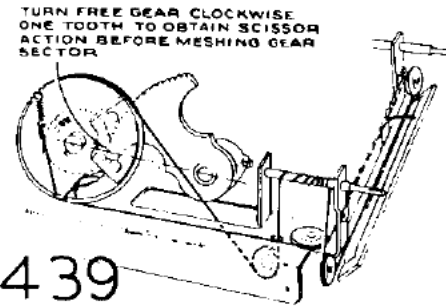
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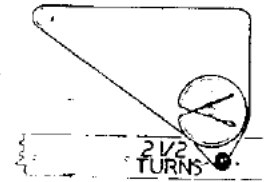
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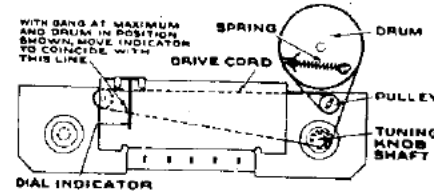
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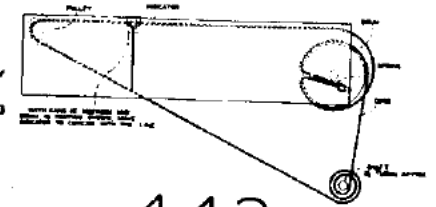
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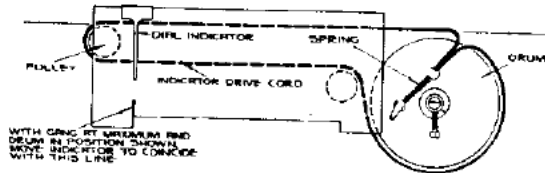
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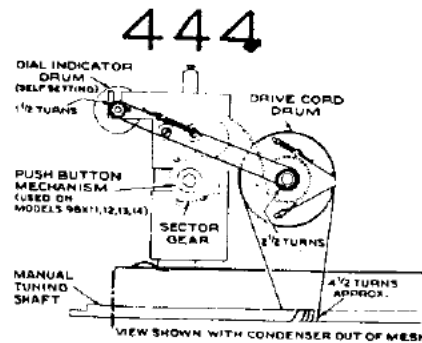
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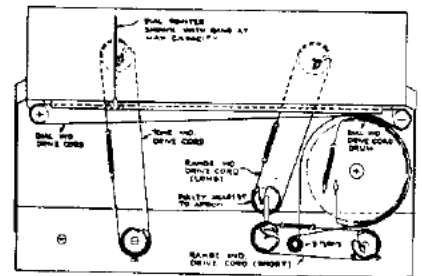
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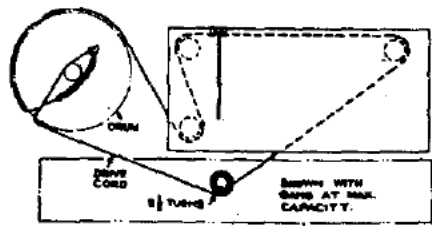
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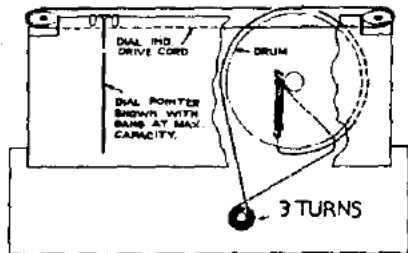
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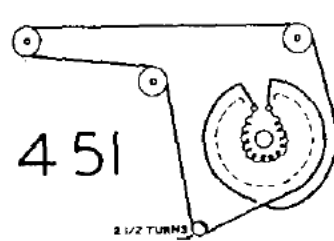
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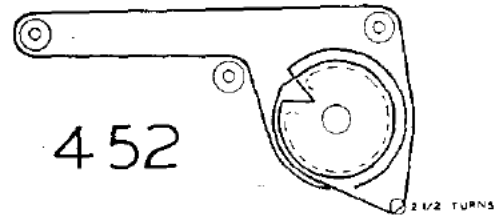
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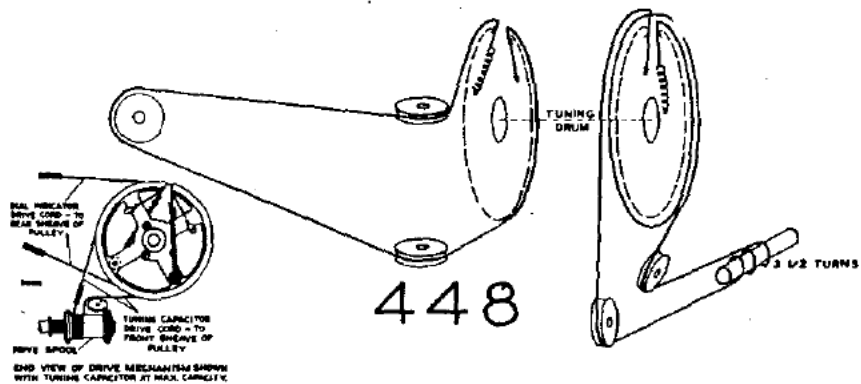
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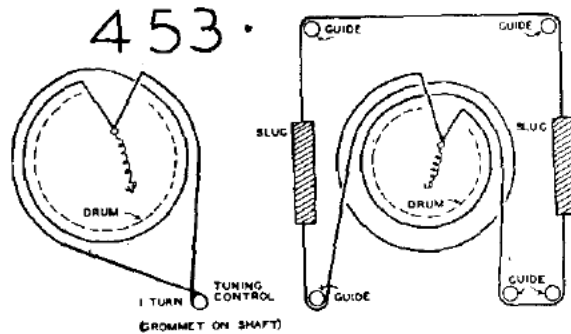
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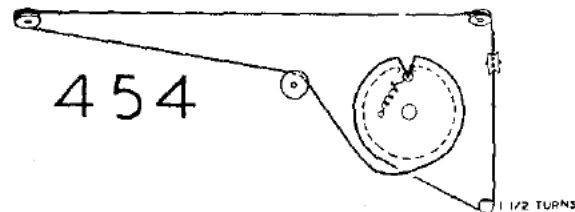
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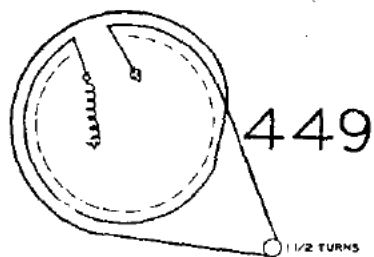
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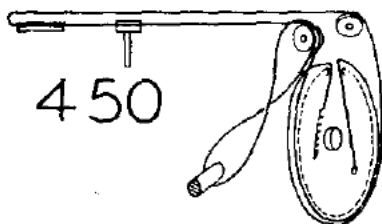
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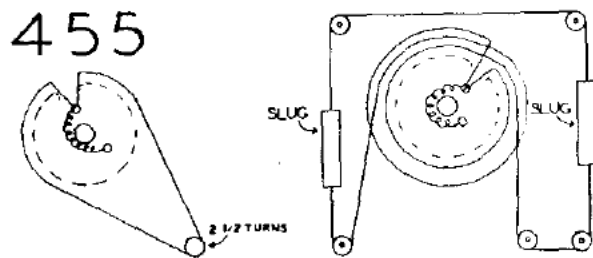
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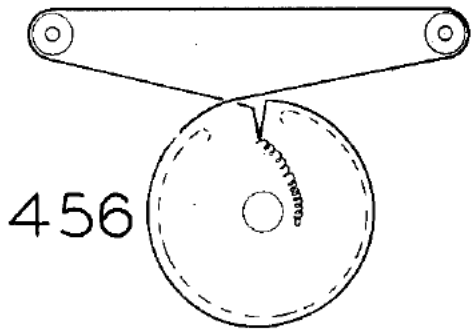
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450

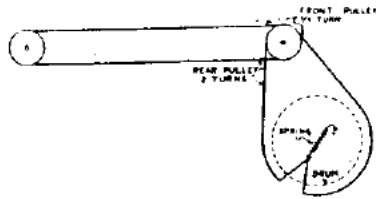


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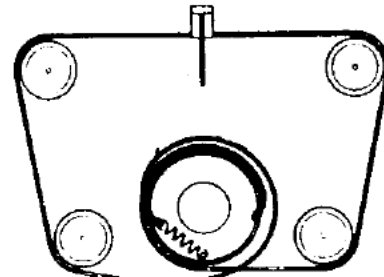


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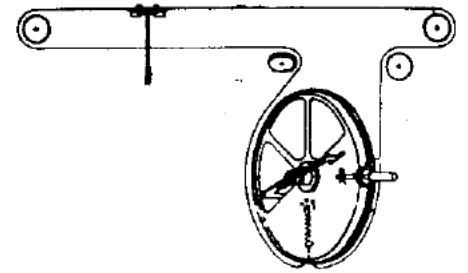
NOTE: Dial cord material is bronze wire - .033 diameter.



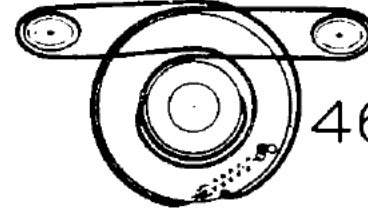
457



POINTER DRIVE HOOKUP



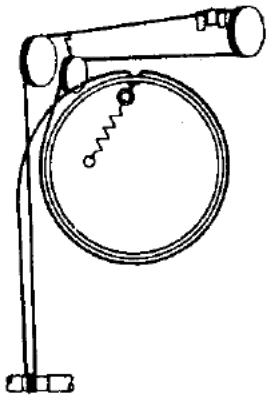
464



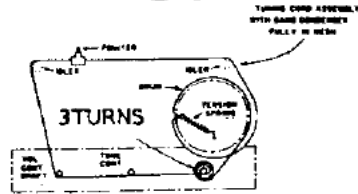
463

CONDENSER DRIVE HOOKUP

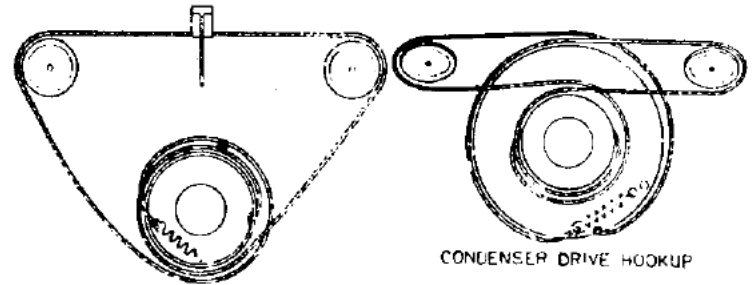
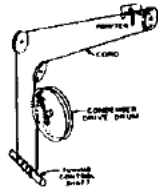
458



459



460

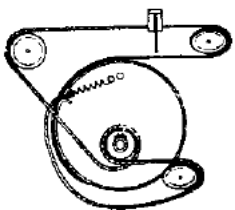


CONDENSER DRIVE HOOKUP

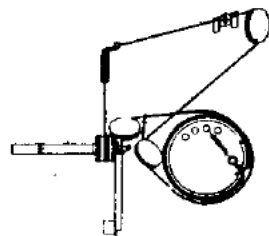
POINTER DRIVE HOOKUP

465

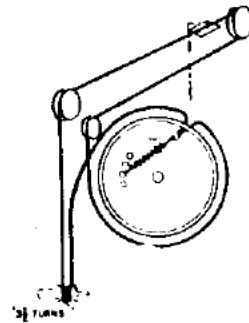
461



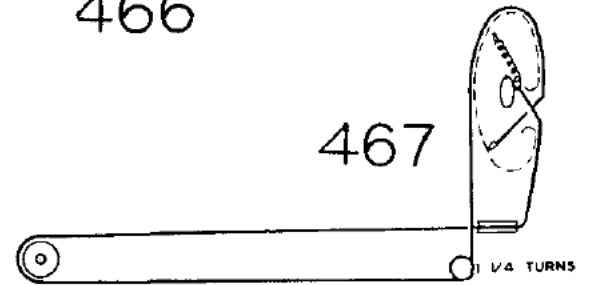
462

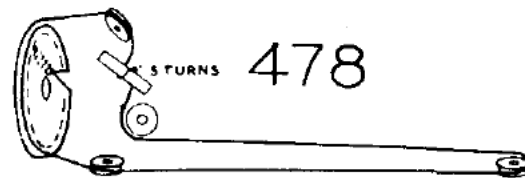
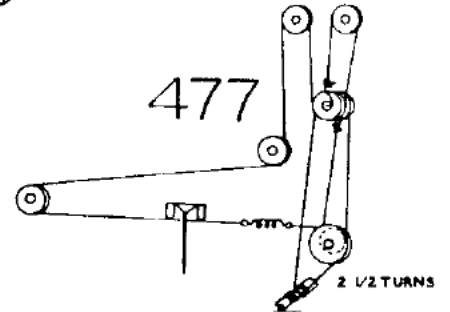
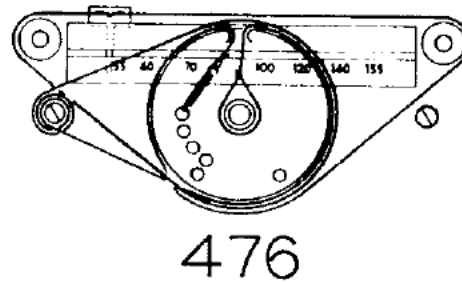
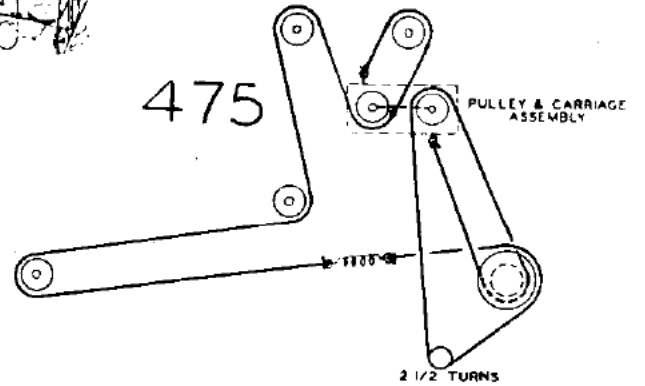
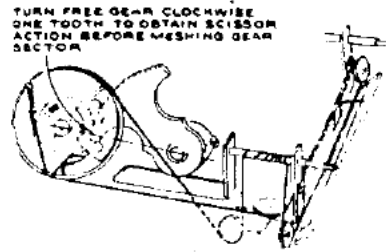
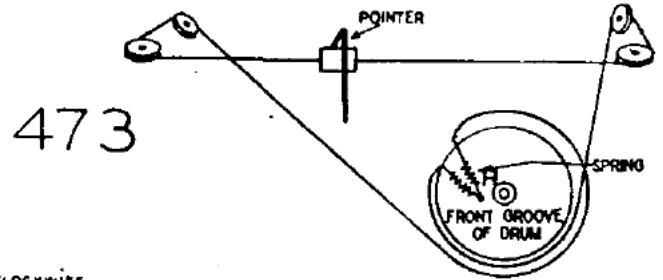
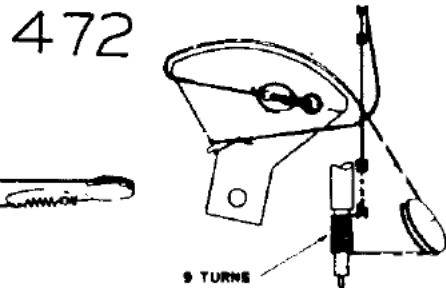
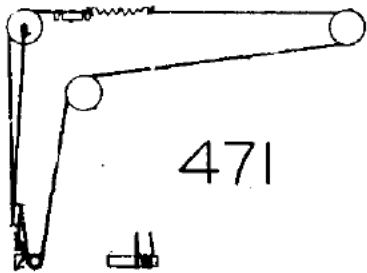
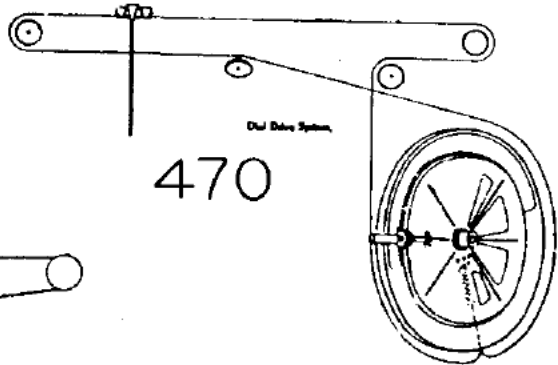
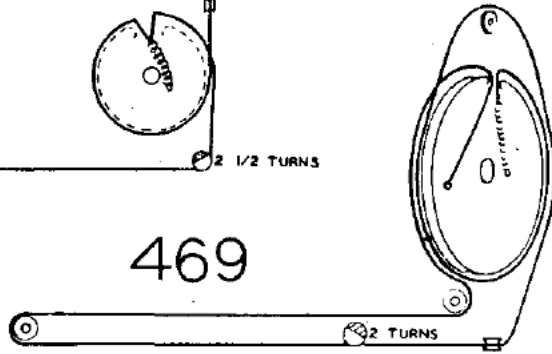
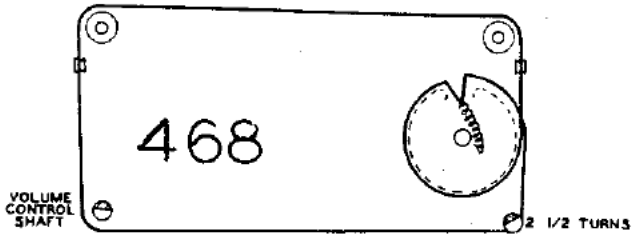


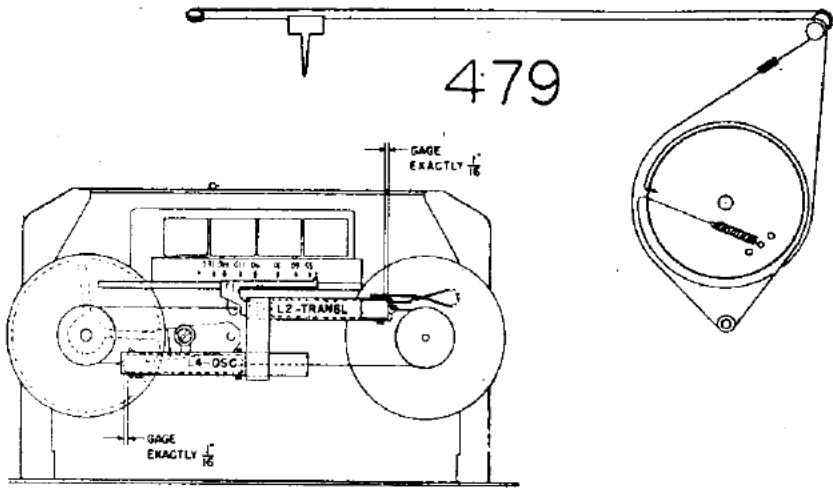
466



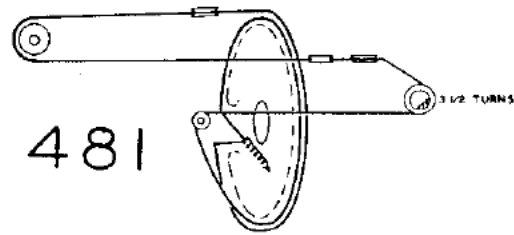
467







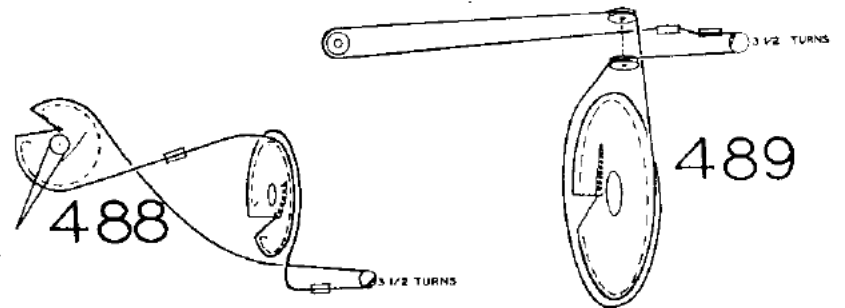
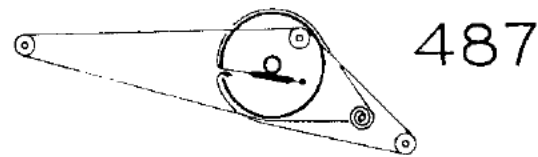
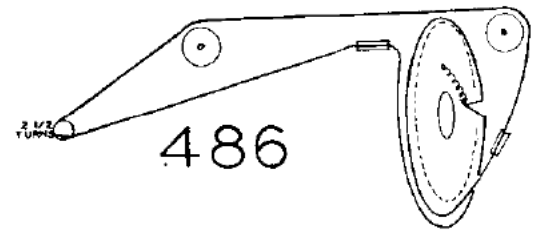
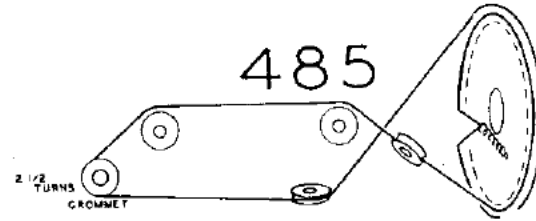
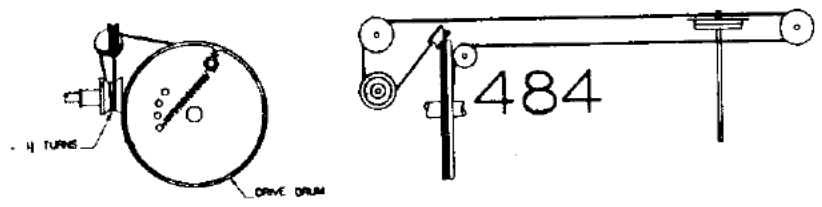
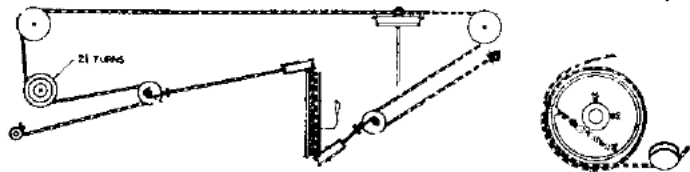
480



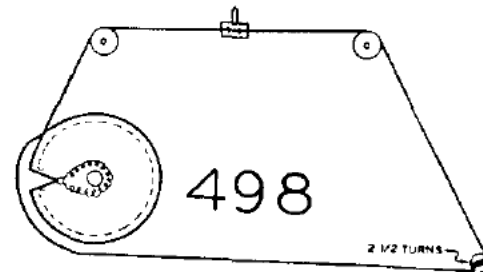
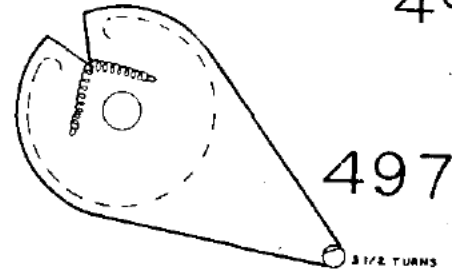
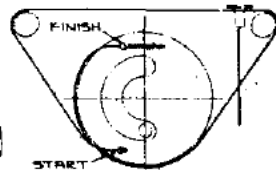
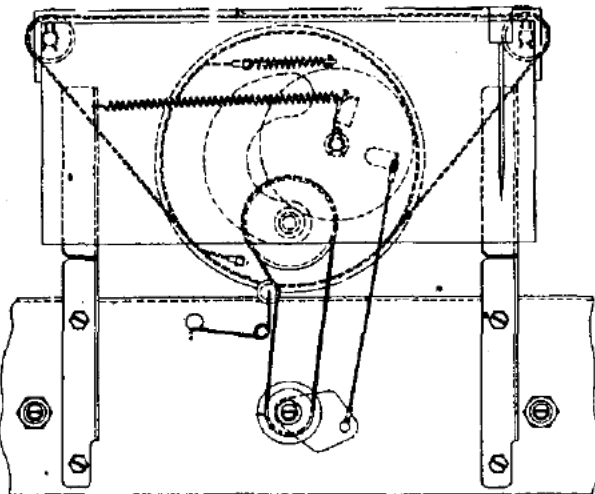
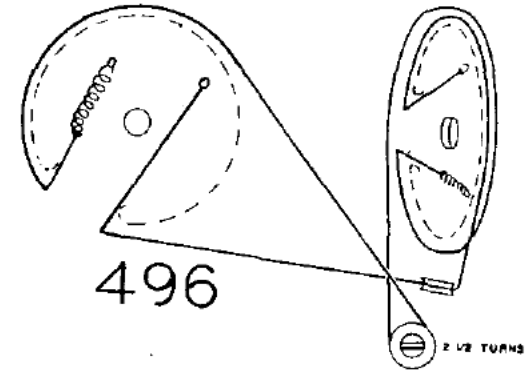
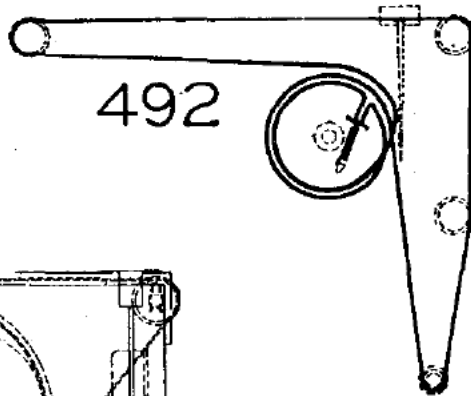
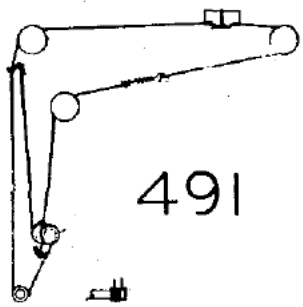
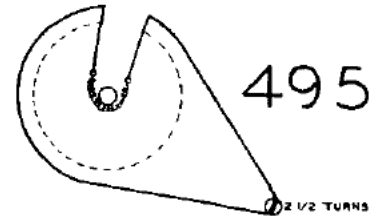
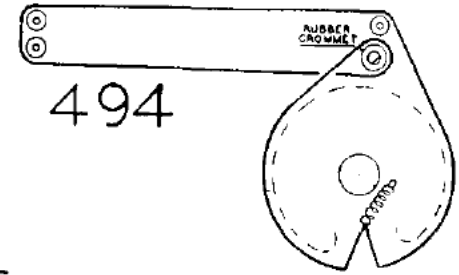
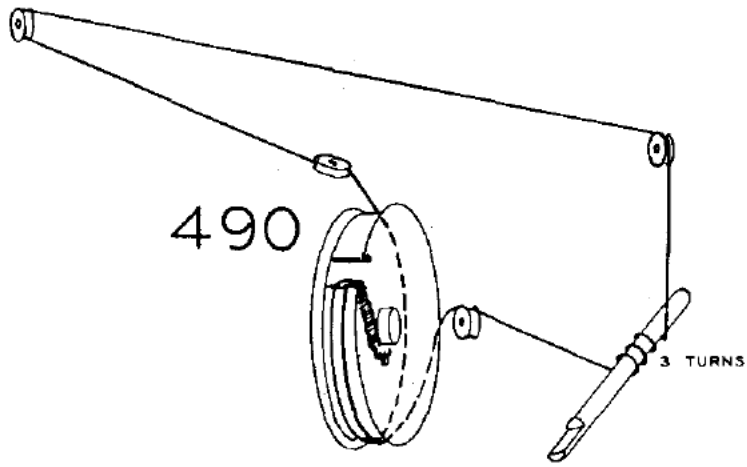
482

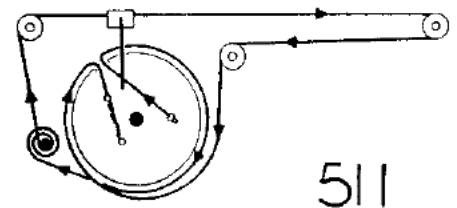
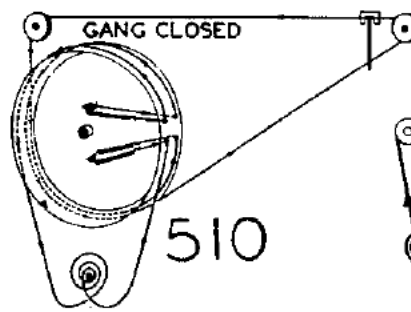
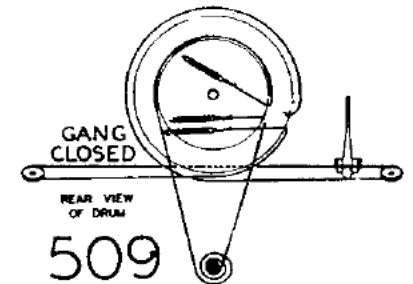
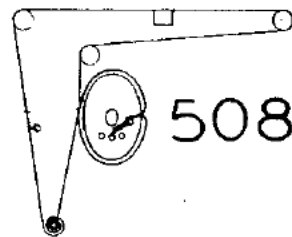
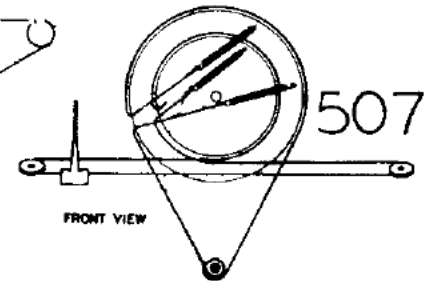
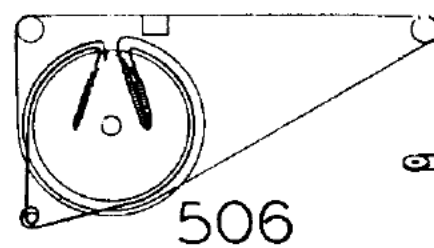
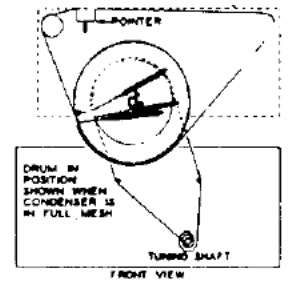
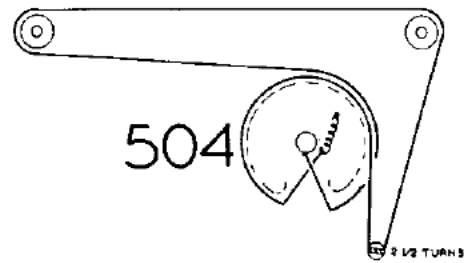
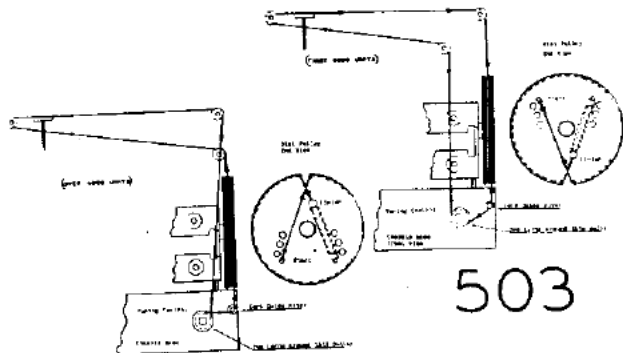
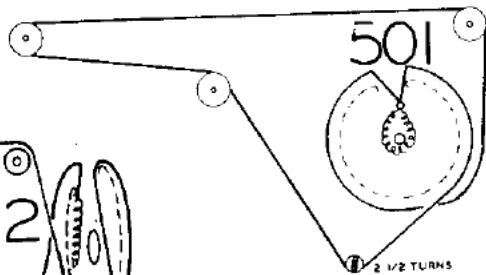
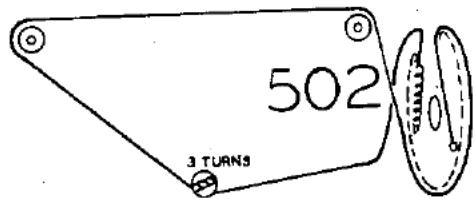
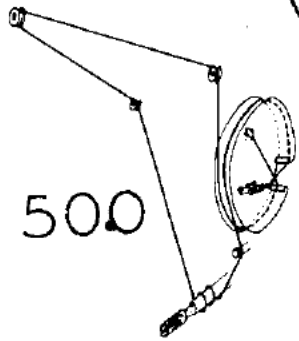
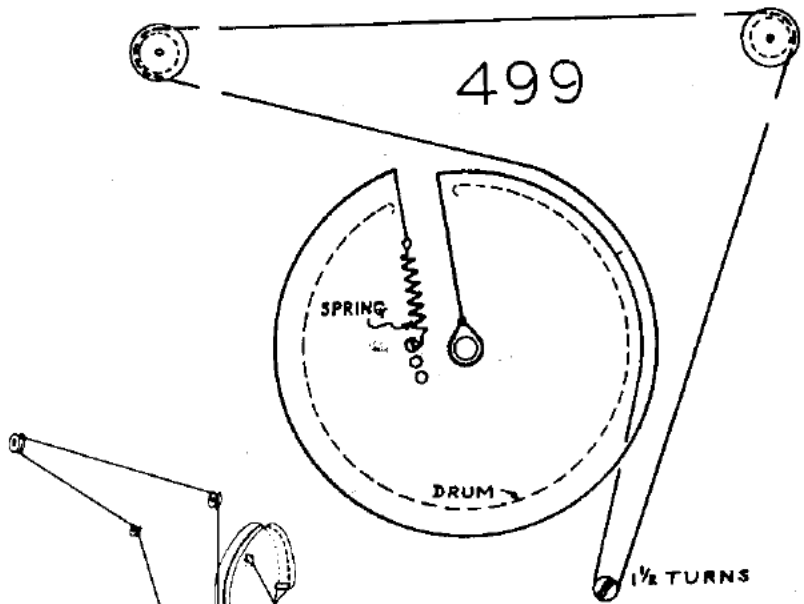


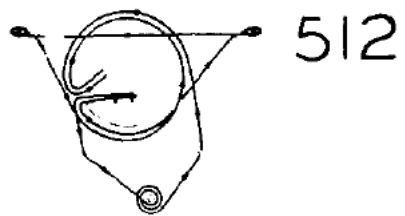
483



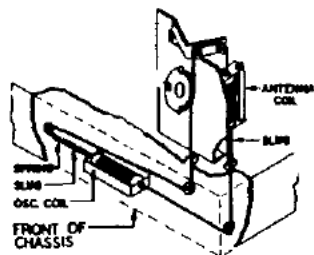
489





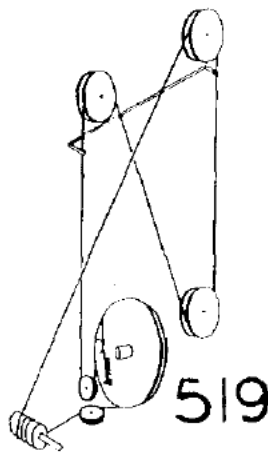
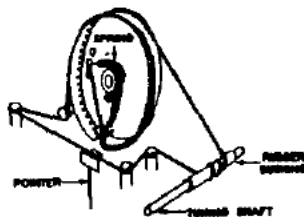


512

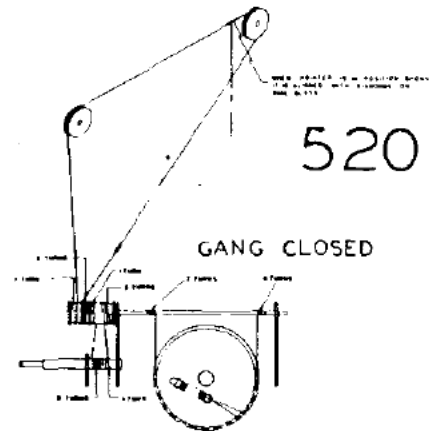


513

DRUM SHOWN WITH SLIDERS IN FULL OUT POSITION

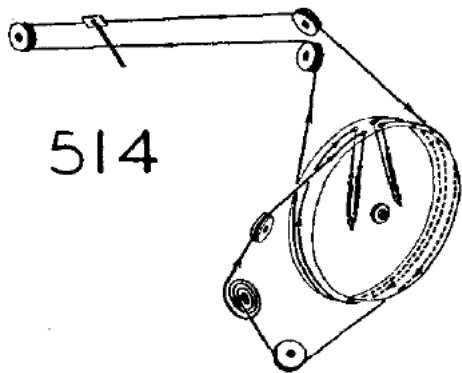


519

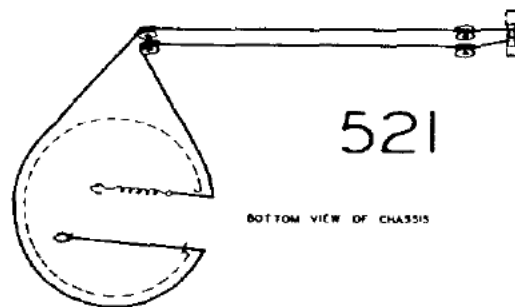


520

GANG CLOSED

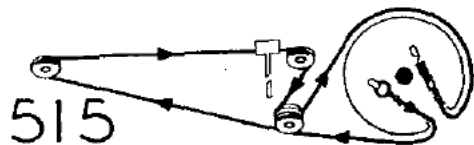


514

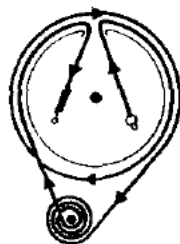


521

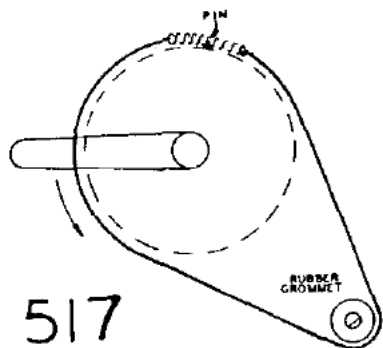
BOTTOM VIEW OF CHASSIS



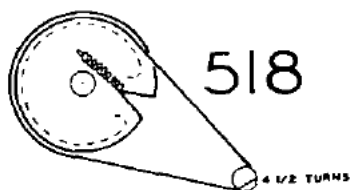
515



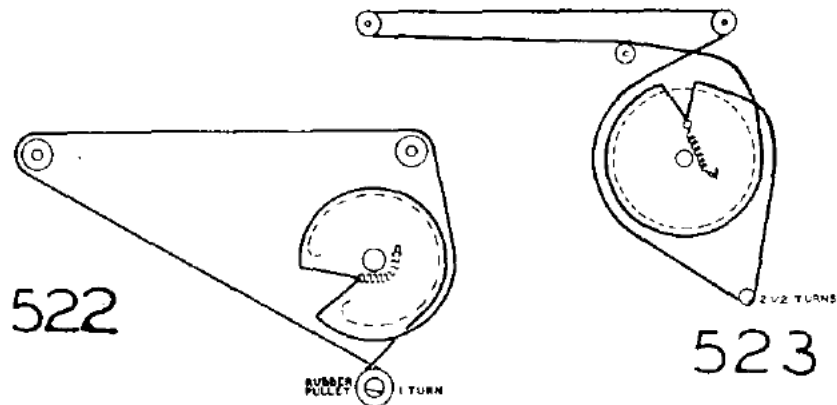
516



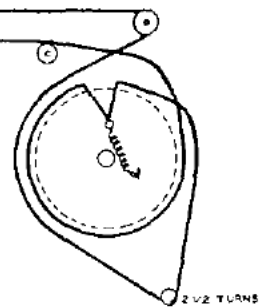
517



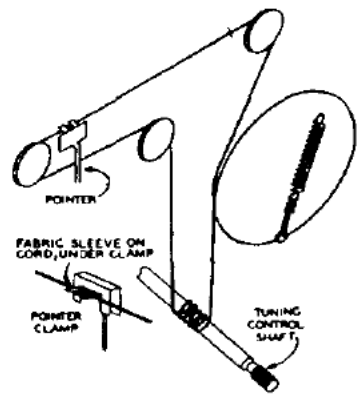
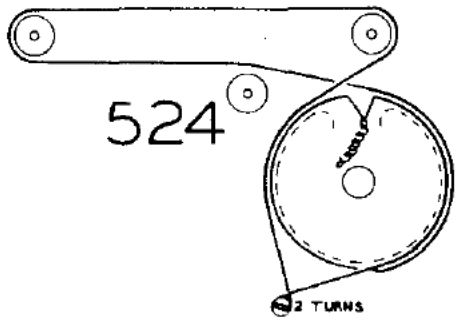
518



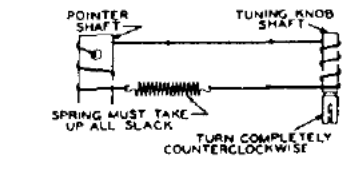
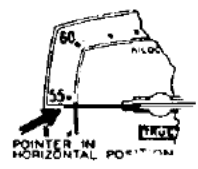
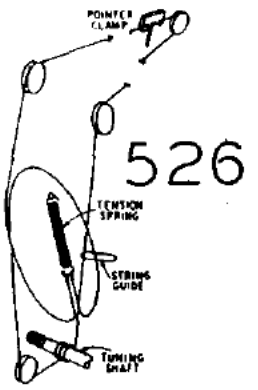
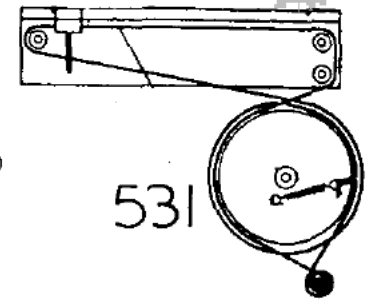
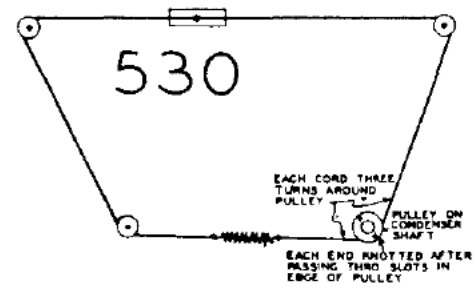
522



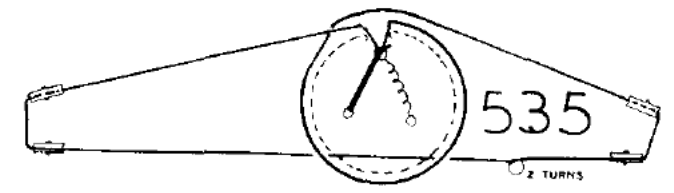
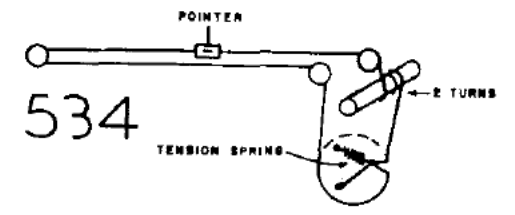
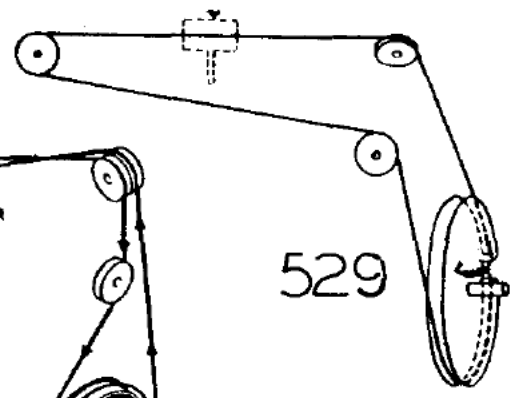
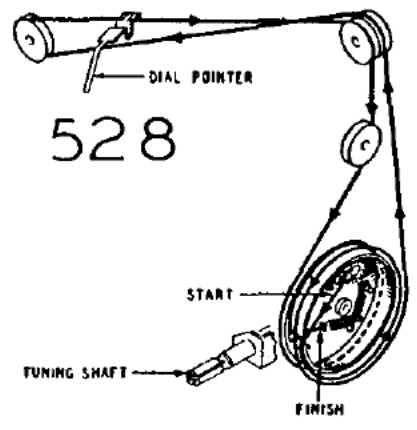
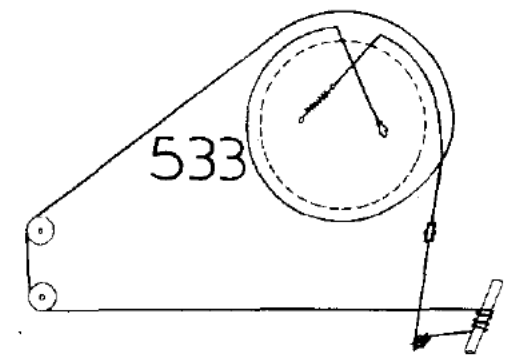
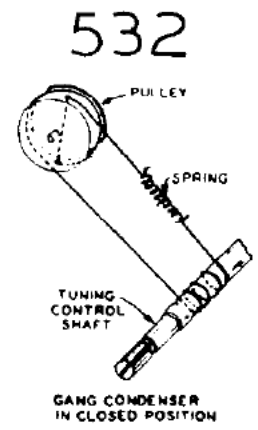
523

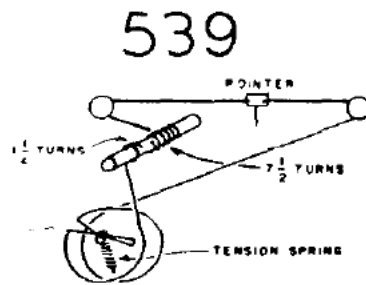
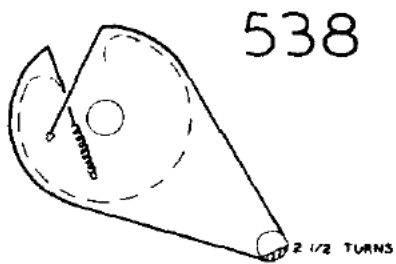
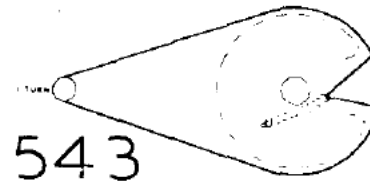
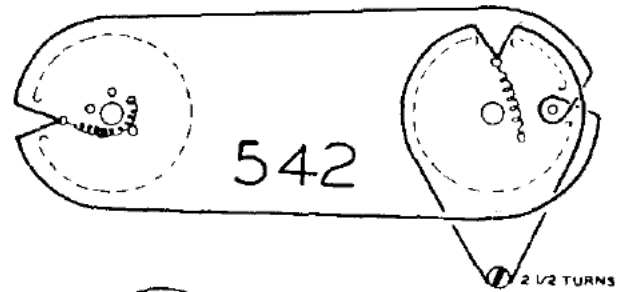
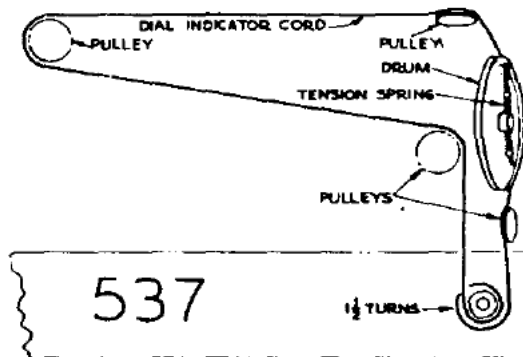
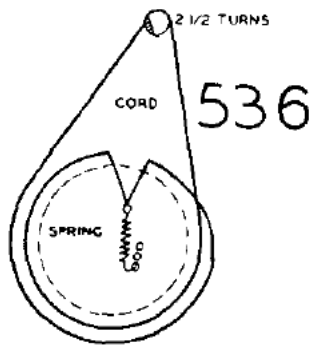


525

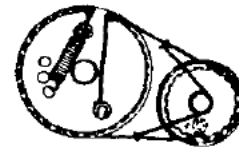
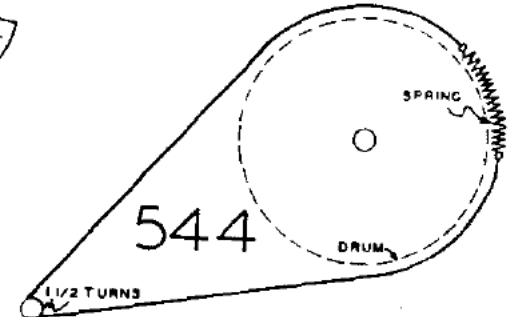


527



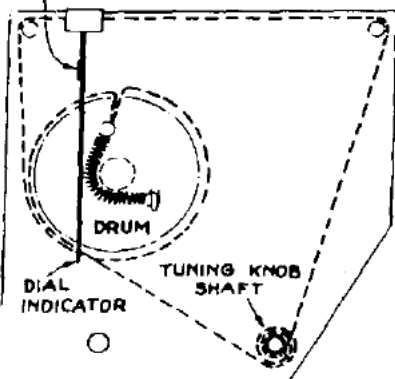


GANG MESHED DIAL AT 540 K.C.

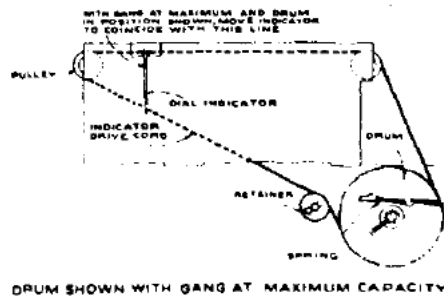


540

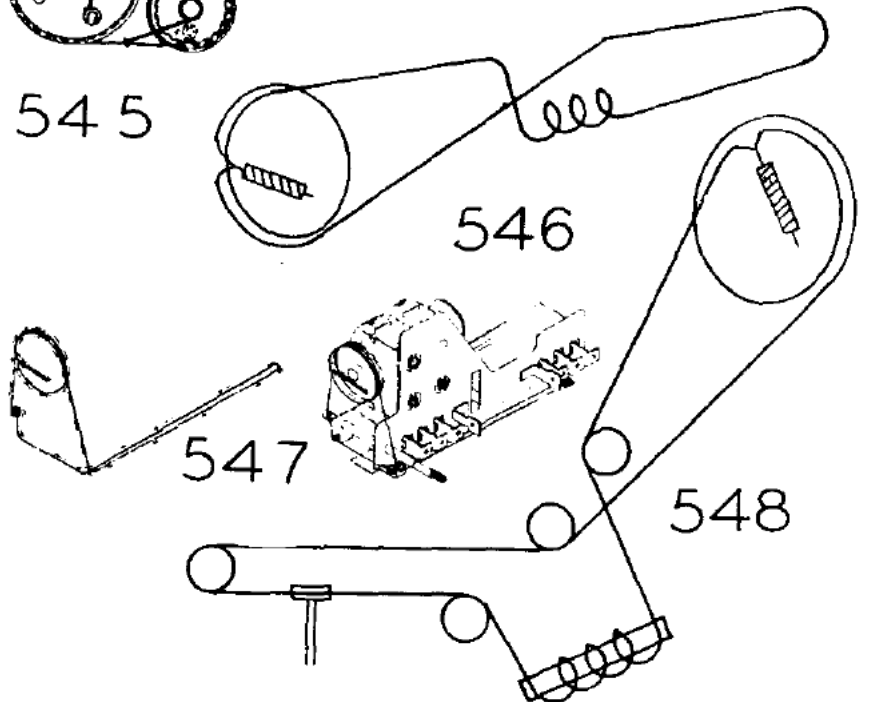
WITH CONDENSERS FULLY MESHED AND DRUM IN POSITION SHOWN, INDICATOR SHOULD COINCIDE WITH THIS LINE.

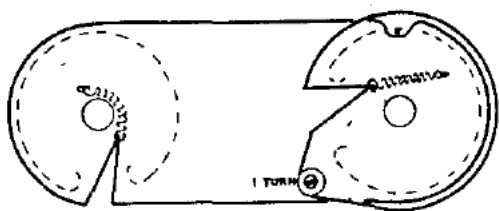


541

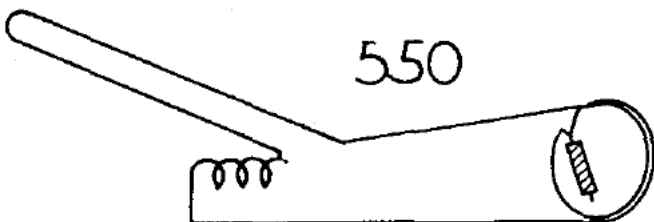


DRUM SHOWN WITH GANG AT MAXIMUM CAPACITY

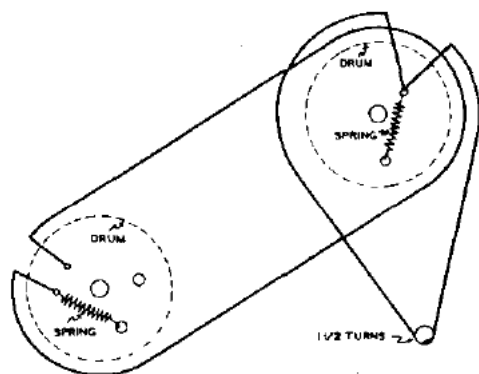




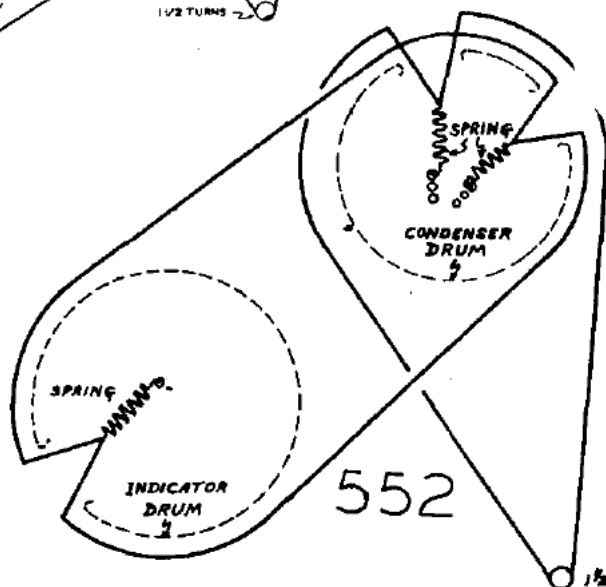
549



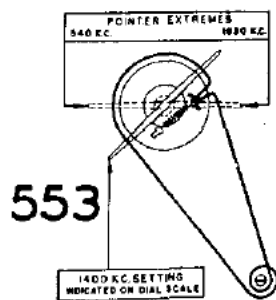
550



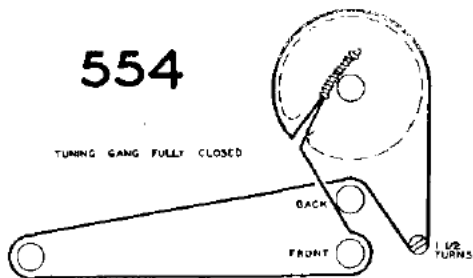
551



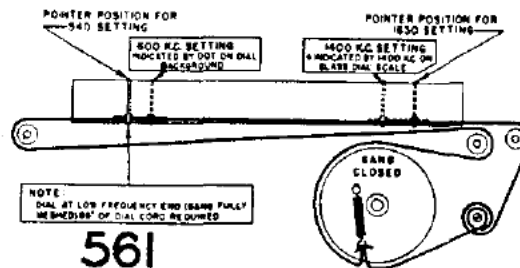
552



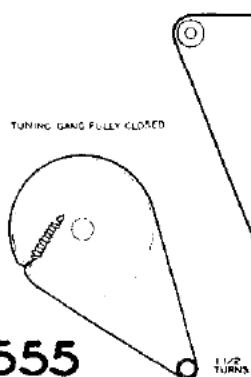
553



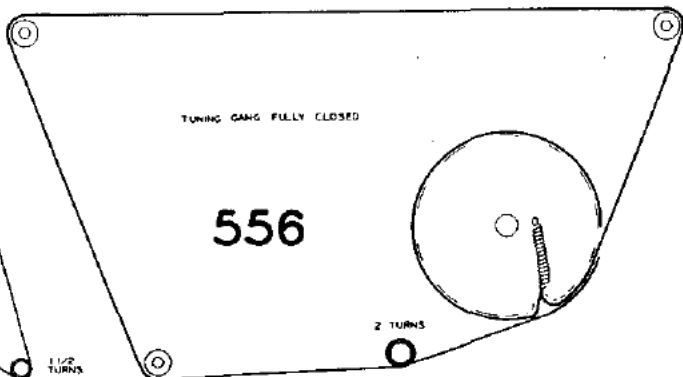
554



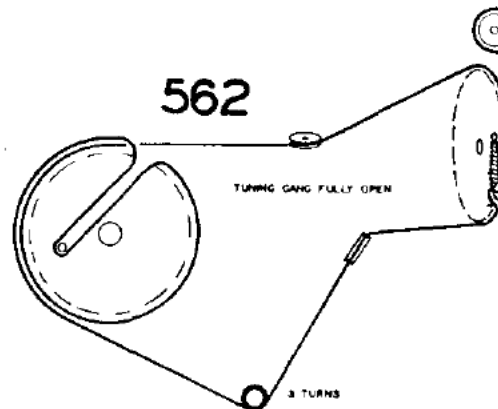
561



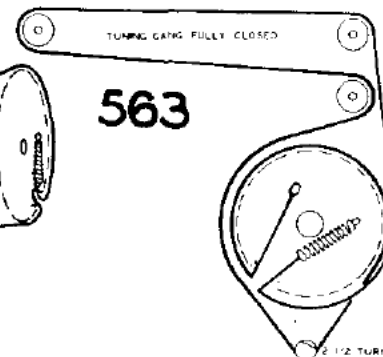
555



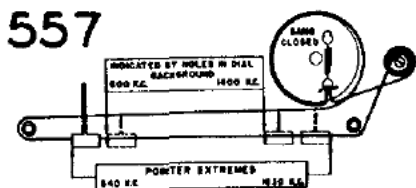
556



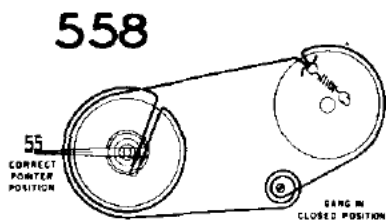
562



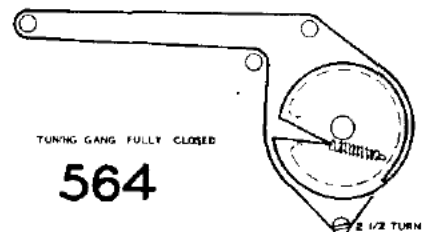
563



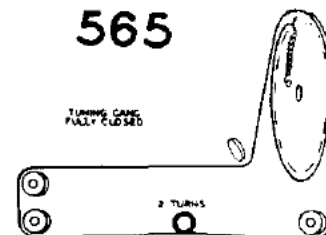
557



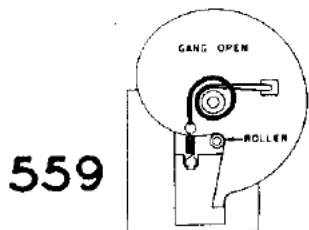
558



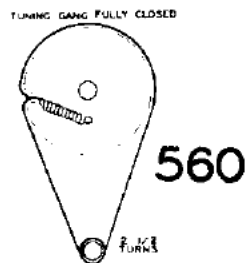
564



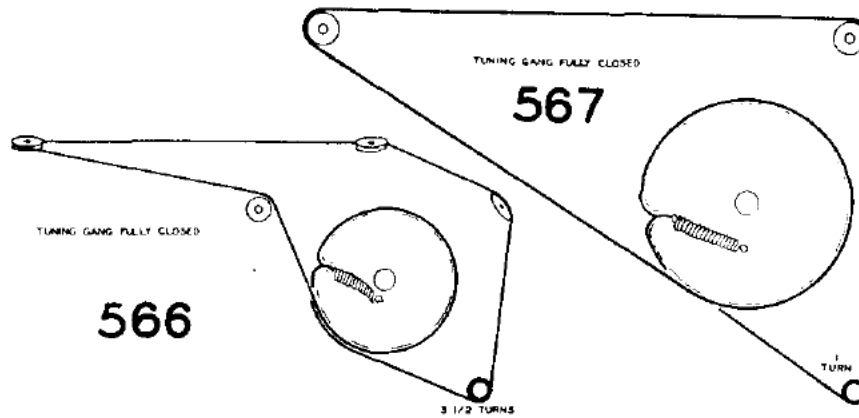
565



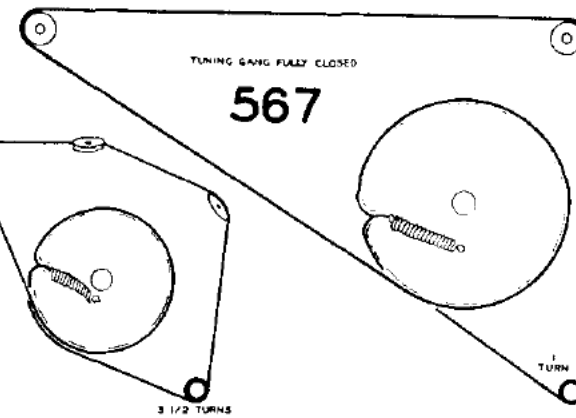
559



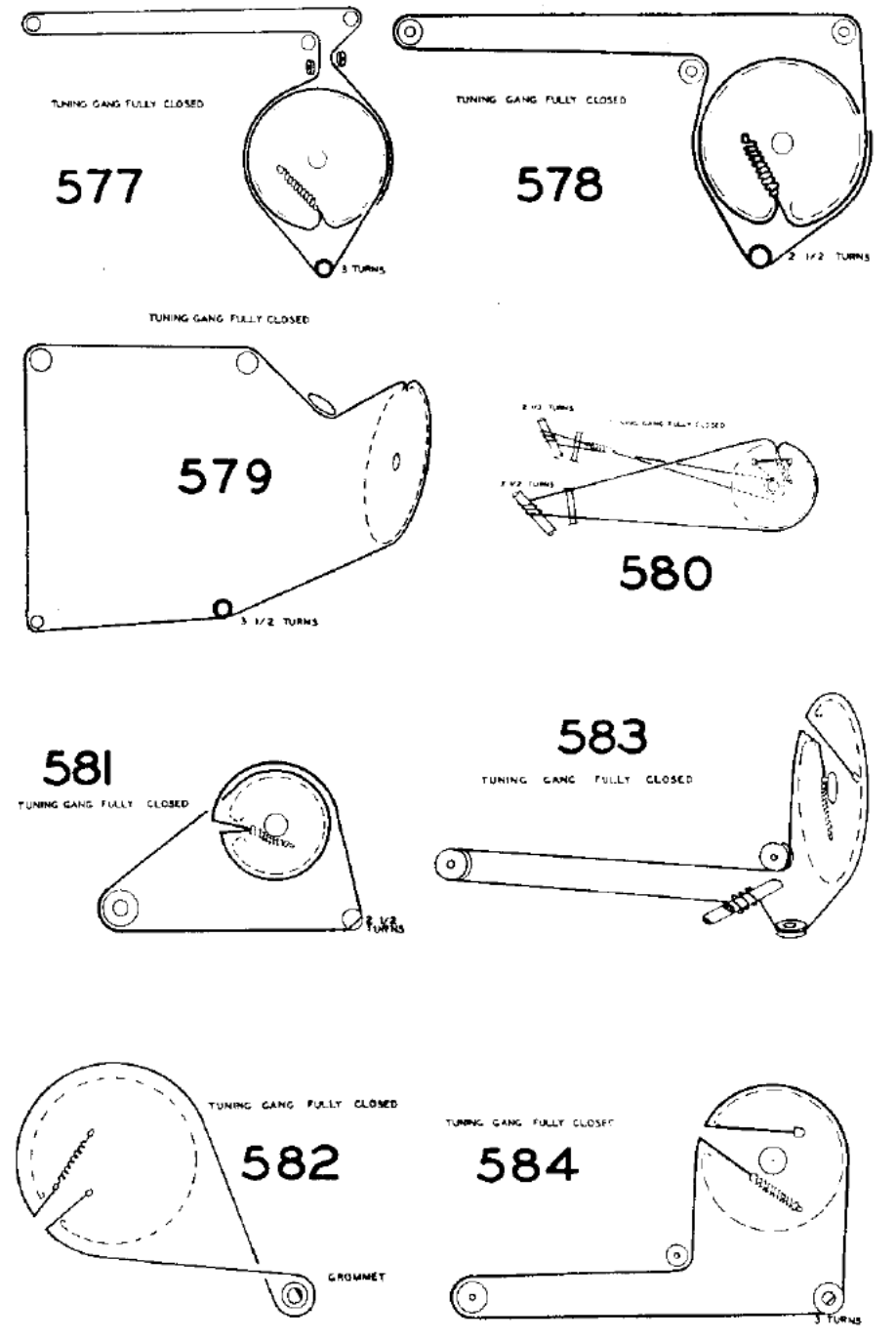
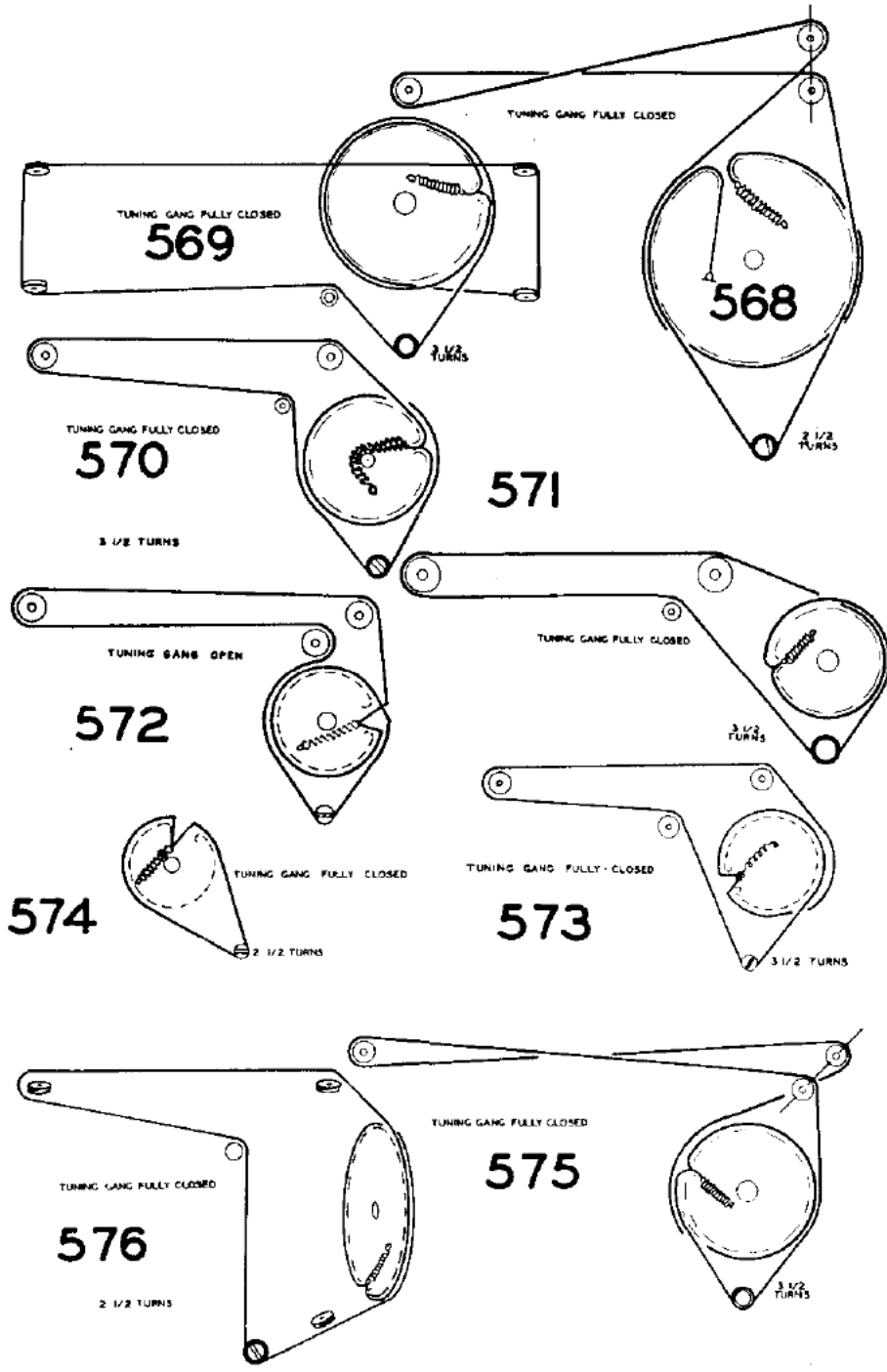
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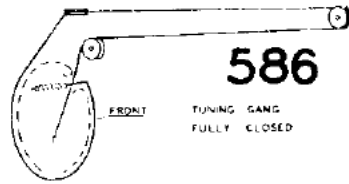
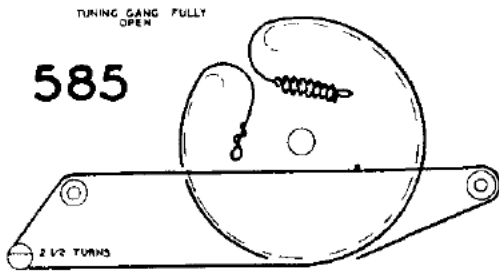


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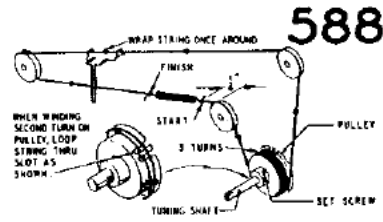
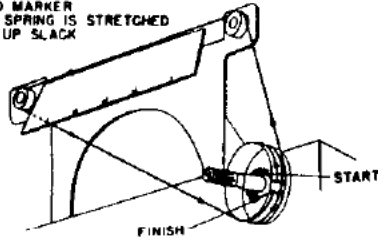


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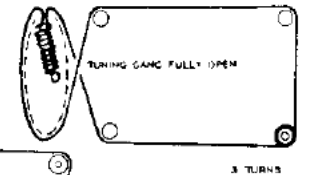
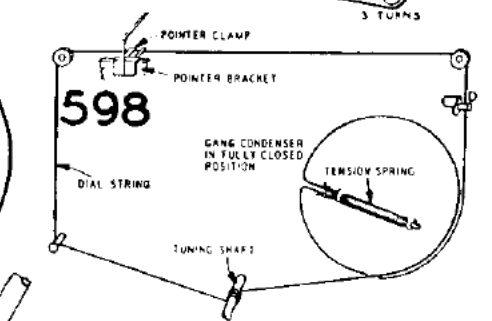
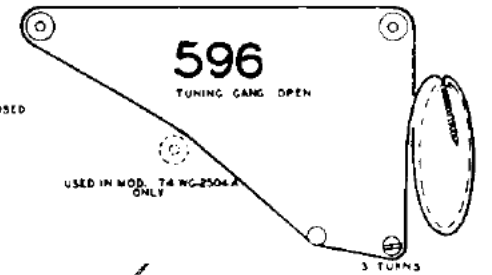
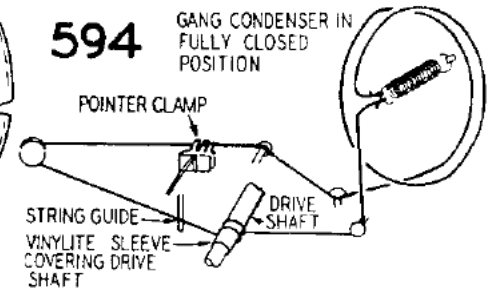
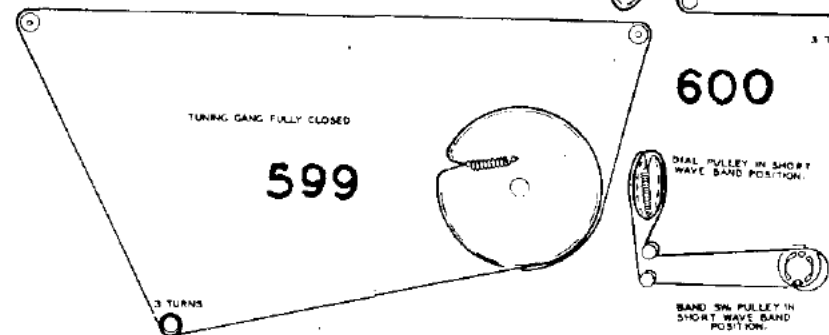
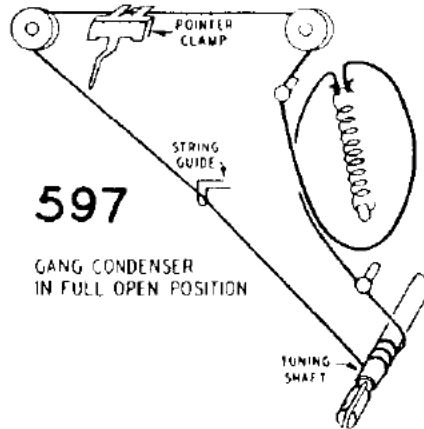
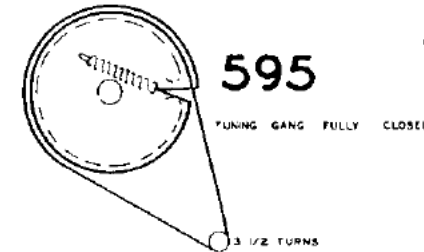
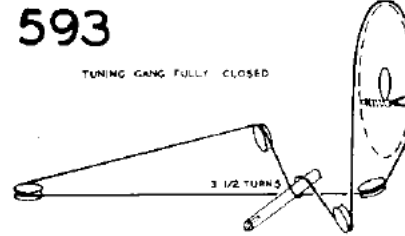
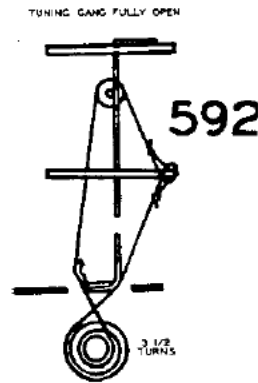
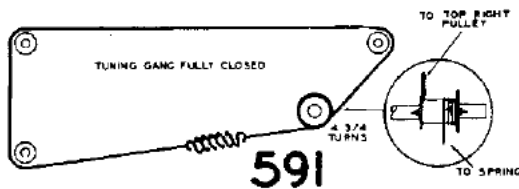
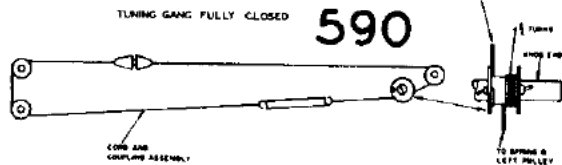
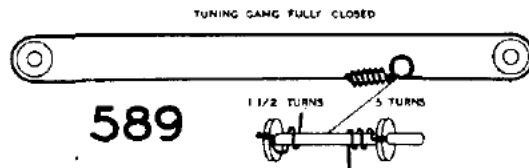


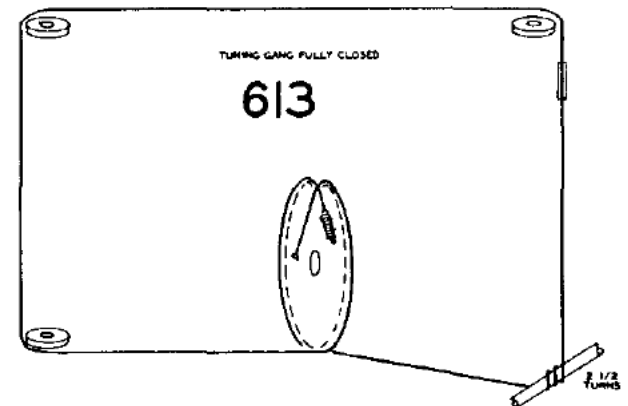
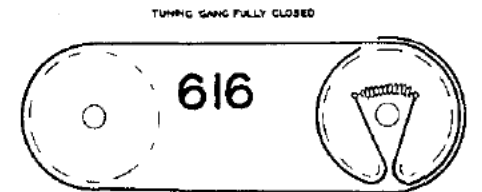
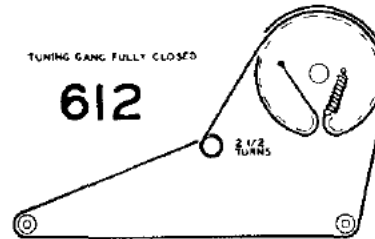
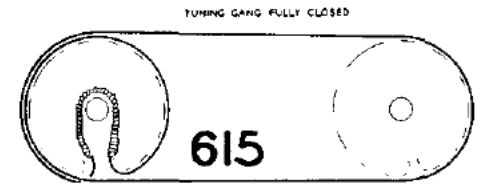
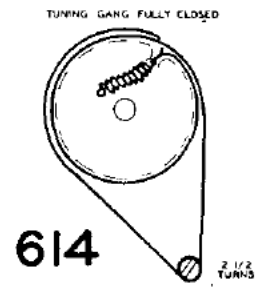
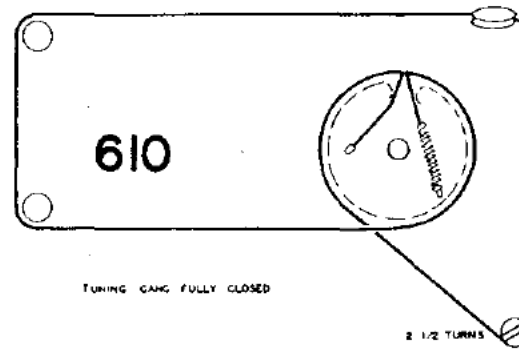
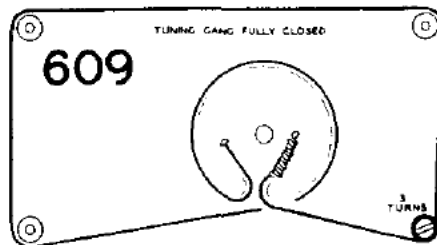
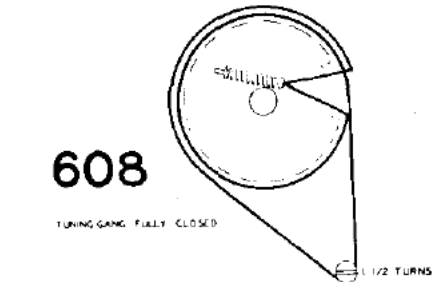
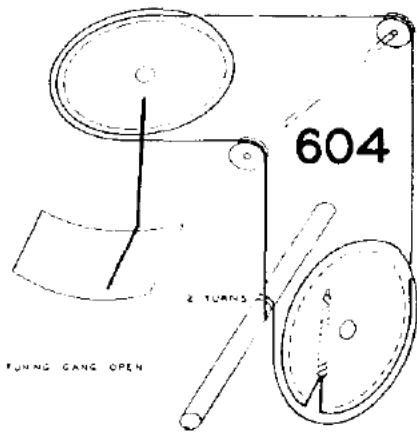
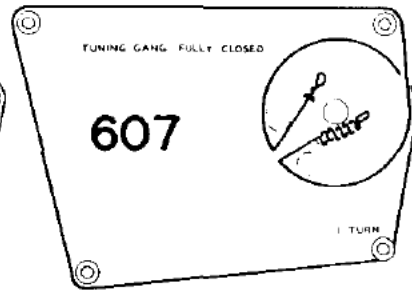
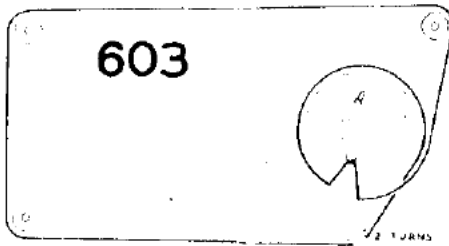
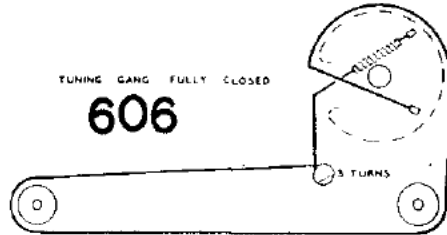
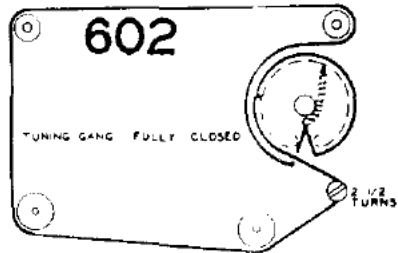
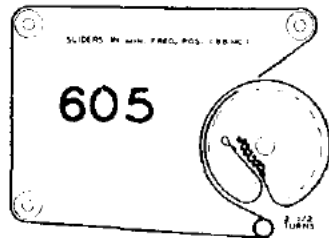
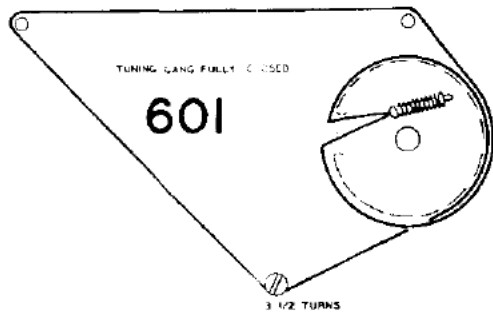
- 1- START AT SPRING
- 2- WRAP 2 TURNS COUNTER CLOCKWISE AROUND DRIVE PULLEY
- 3- GO AROUND IDLER PULLEYS BACK TO DRIVE PULLEY AND FINISH AT SPRING
- 4- TO SET POINTER ROTATE TUNING SHAFT TO EXTREME CLOCKWISE POSITION, FASTEN POINTER TO STRING AT RIGHT HAND END MARKER
- 5- BE SURE SPRING IS STRETCHED TO TAKE UP SLACK

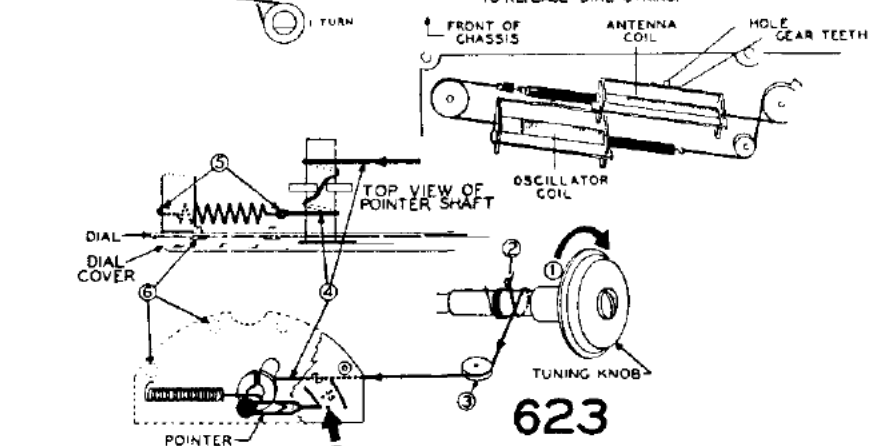
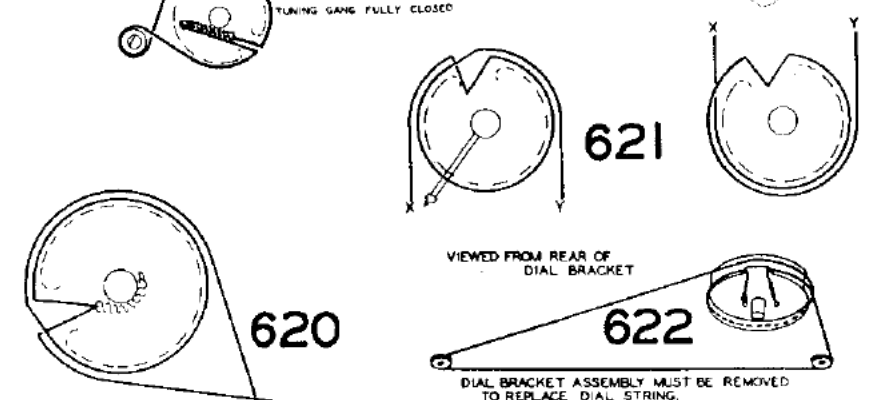
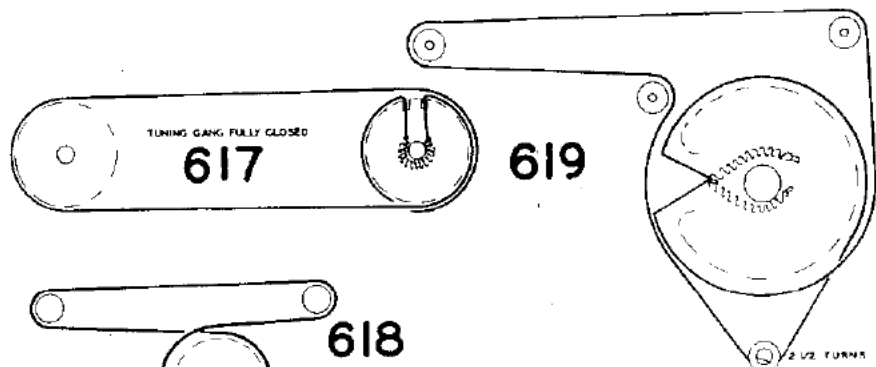


Replacing Dial Pointer Drive Cord

After stringing, spring must be 1/4" from idler when tuning shaft is in extreme counterclockwise position. To do this: Loosen set screw; hold tuning shaft firm and turn pulley by hand until spring is 1/4" from idler; tighten screw.



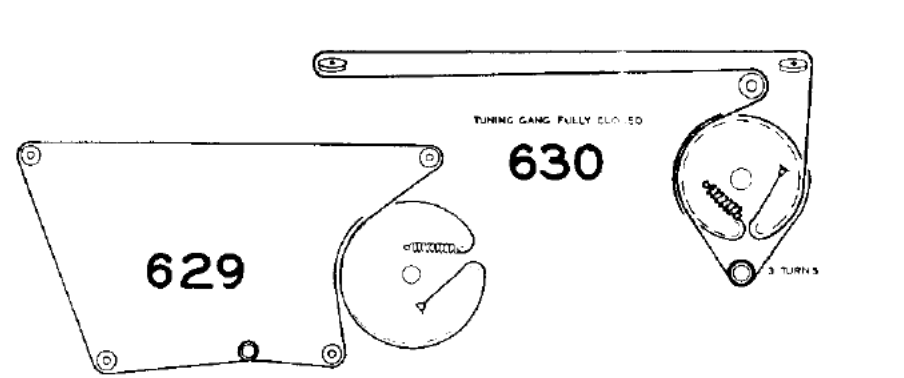
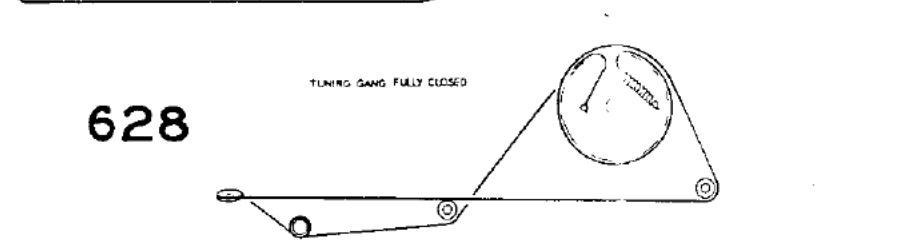
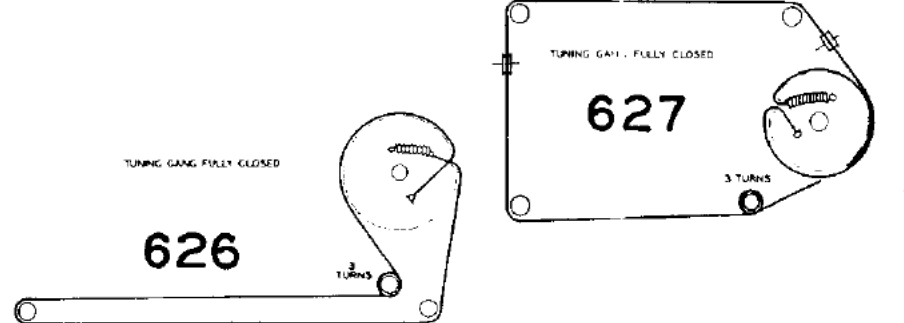
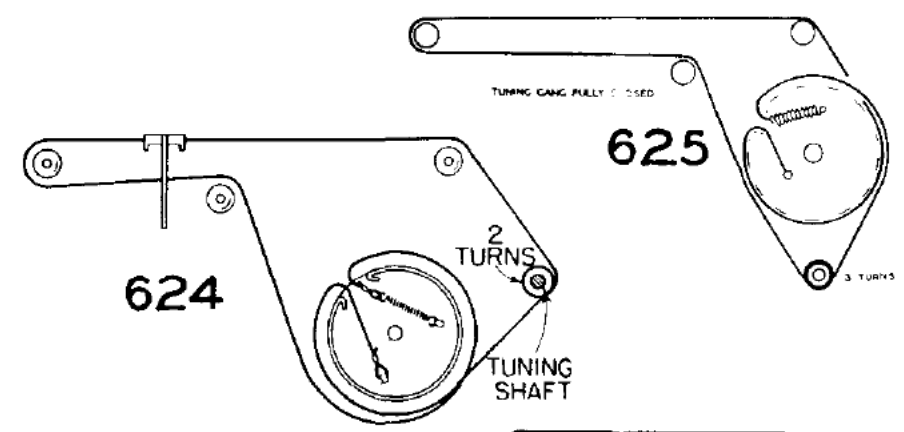


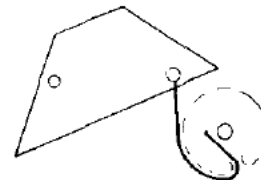
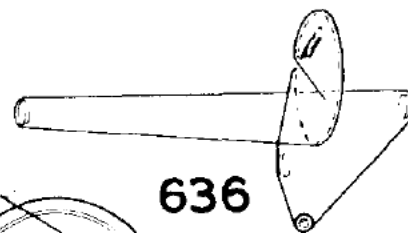
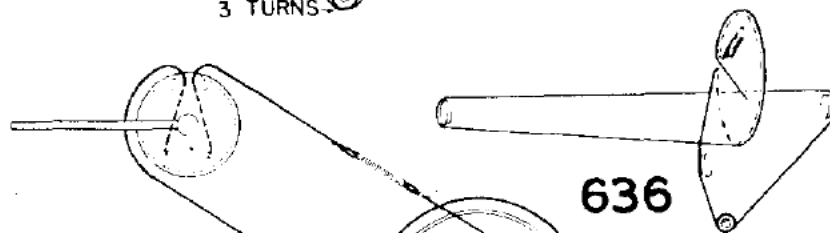
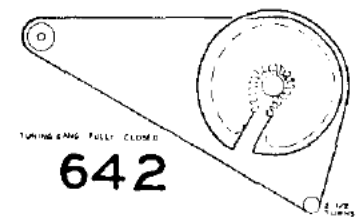
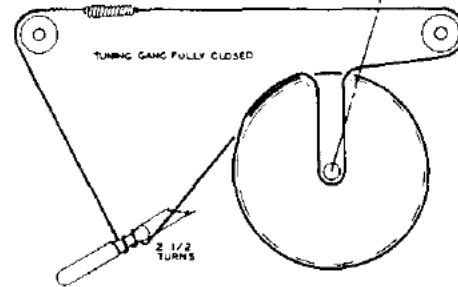
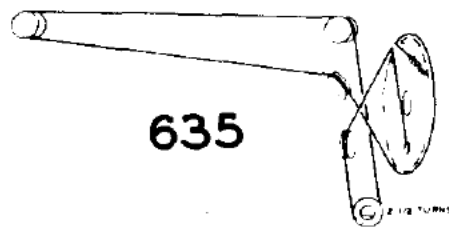
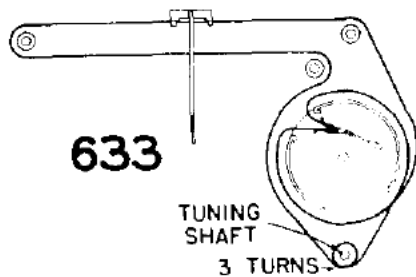
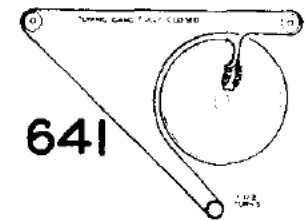
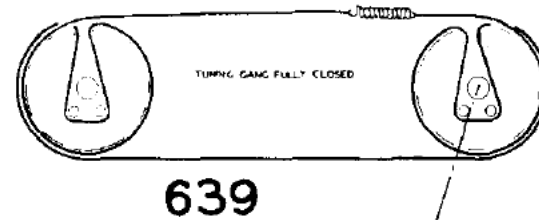
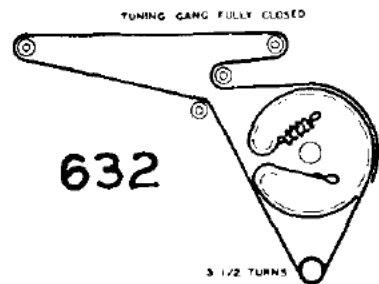
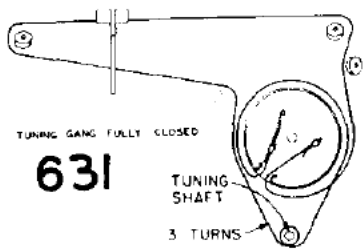


REPLACING DIAL POINTER DRIVE CORD

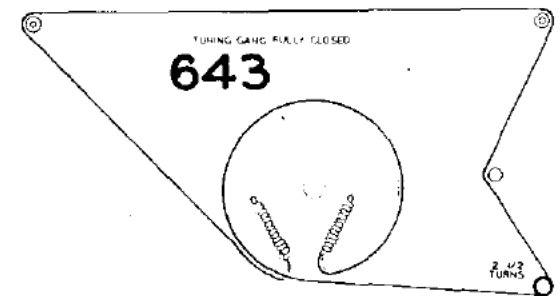
Six inches of cord are required. Numbers below correspond to circled numbers in diagram.

- 1 - Rotate tuning knob to extreme clockwise position.
- 2 - Tie cord to loop in spring as shown.
- 3 - Pass cord over idler pulley.
- 4 - Pass cord over pointer shaft; wind it one turn around shaft; pass it through key master, then wrap twice around shaft.
- 5 - Hook string over end of dial support. Tie cord to spring. (REMARK: Pull contraction of spring, must rotate pointer shaft at least one half turn.)
- 6 - Remove dial crystal by removing snap-in clips.
- 7 - Make sure tuning knob is to extreme clockwise position. Then rotate pointer clockwise, against friction of shaft, until it is in a horizontal position, as shown.





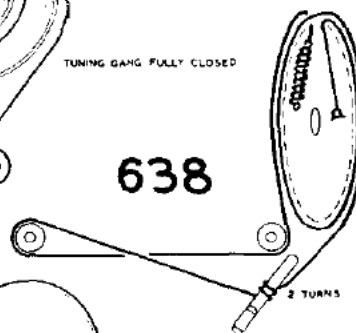
SWITCH SHOWN IN
 AM POSITION.



TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

3 TURNS
 TUNING SHAFT



BAND SWITCH DIAL

TUNING GANG FULLY CLOSED

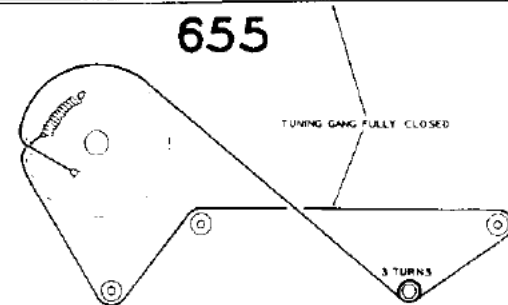
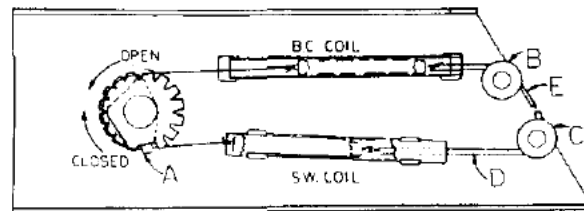
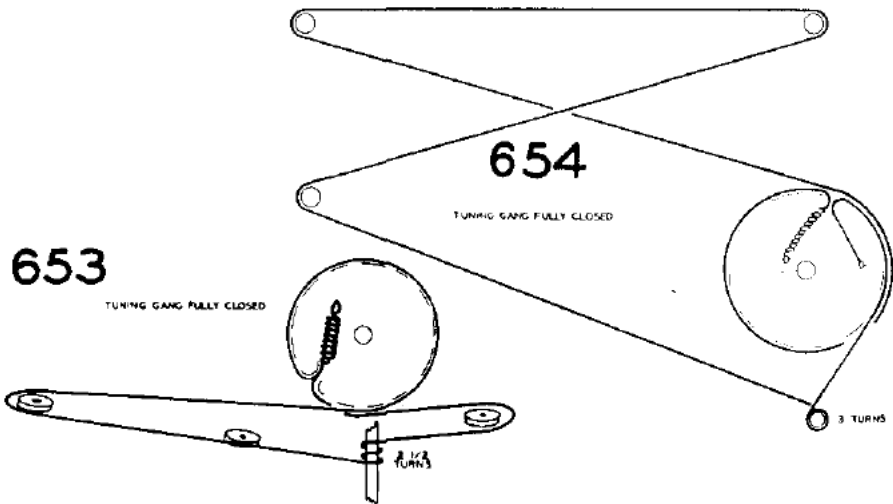
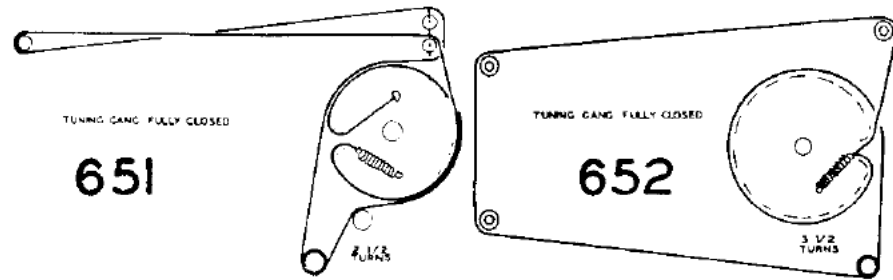
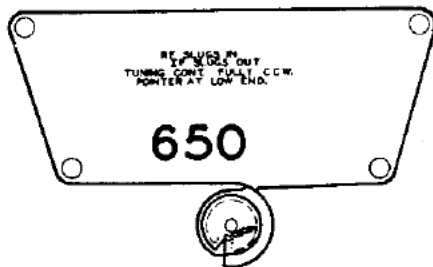
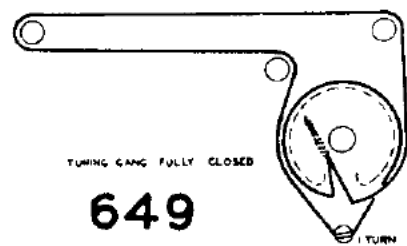
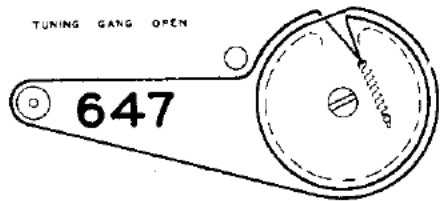
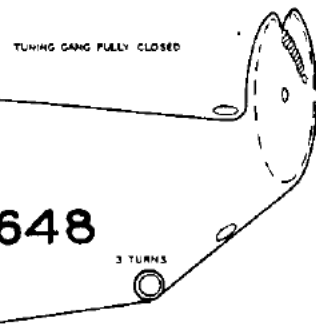
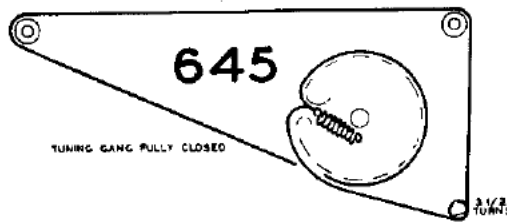
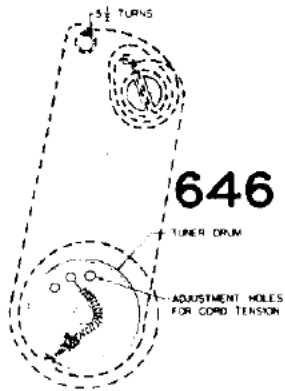
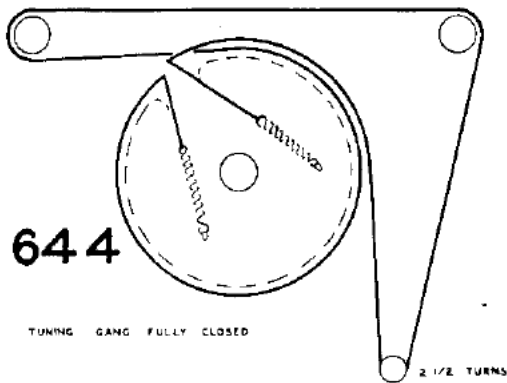
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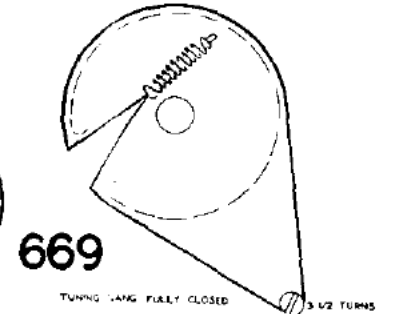
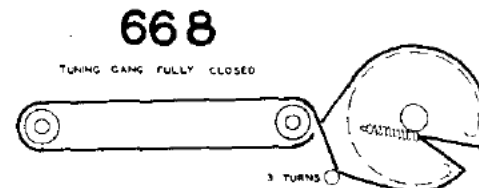
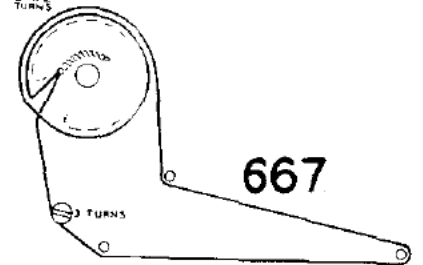
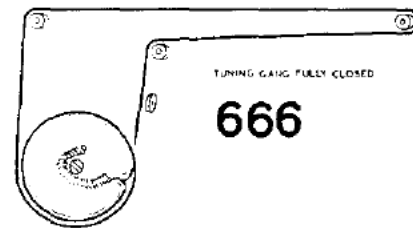
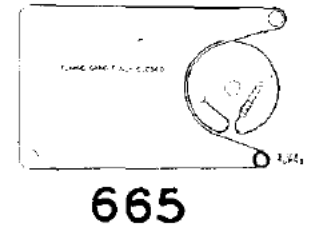
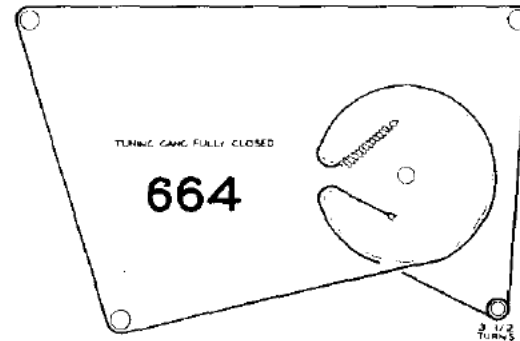
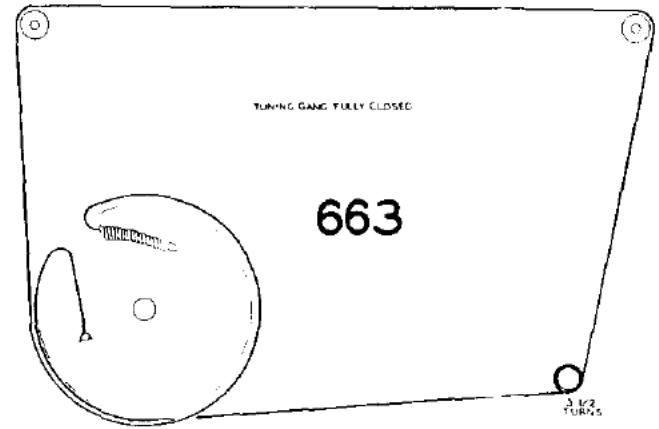
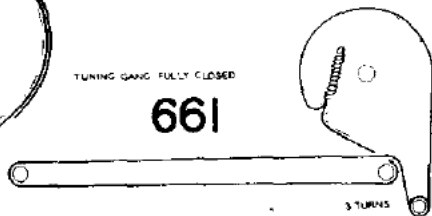
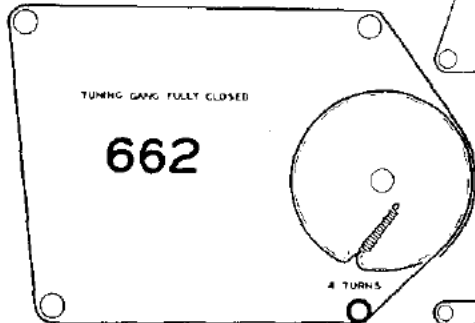
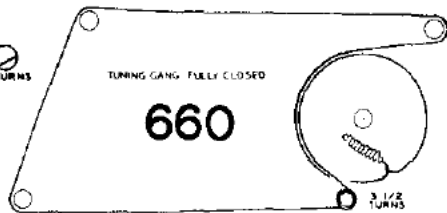
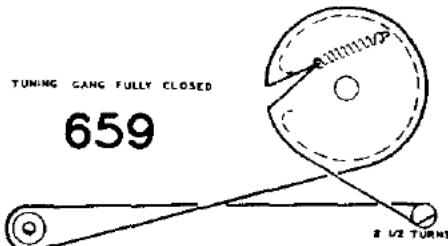
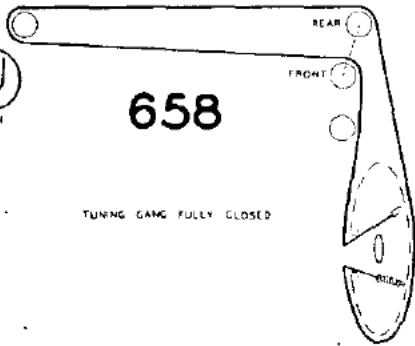
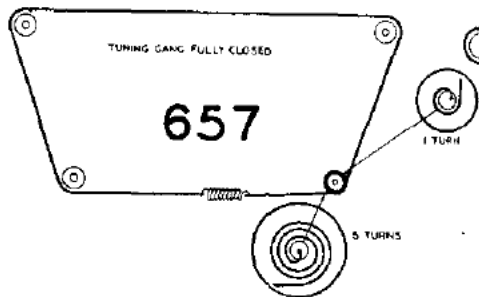
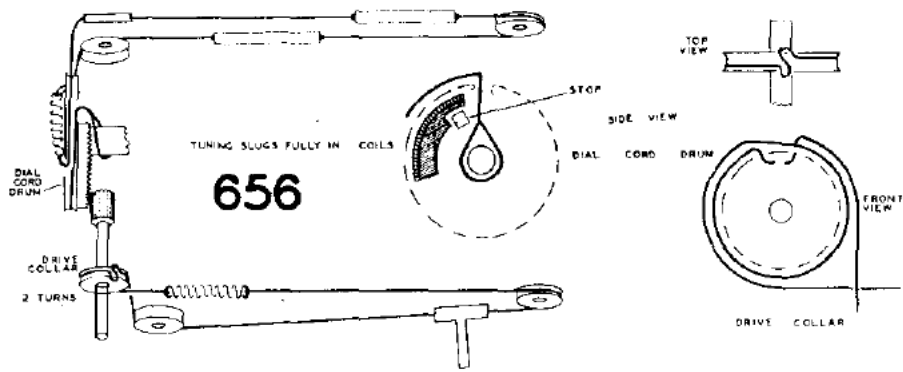
2 1/2 TURNS

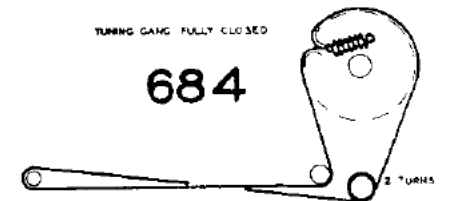
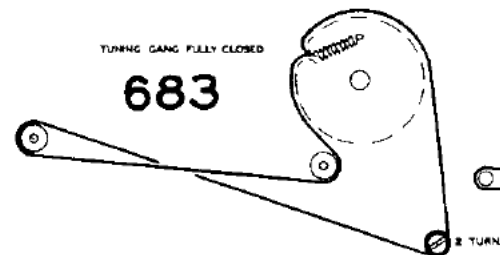
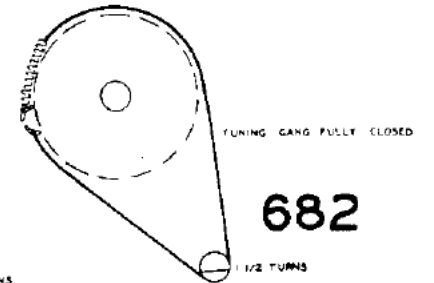
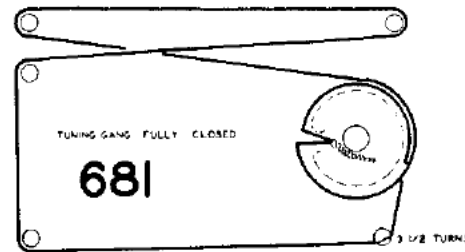
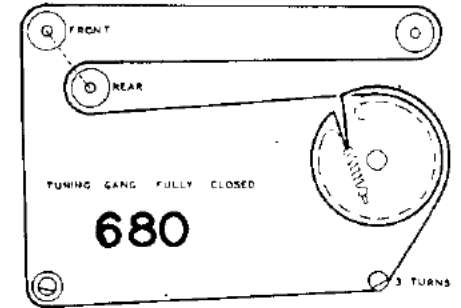
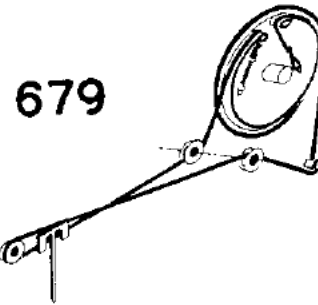
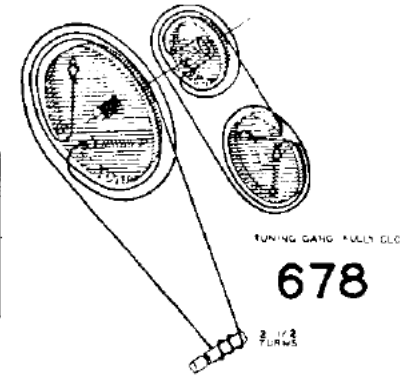
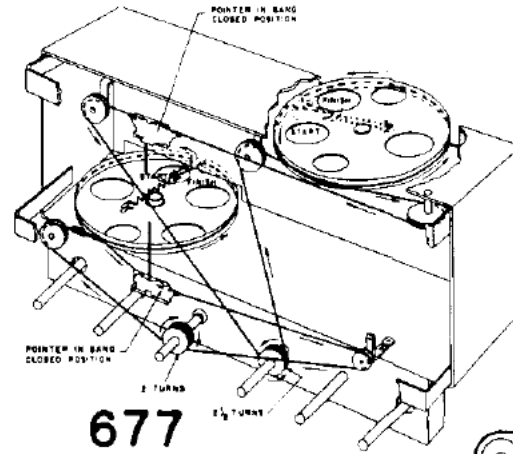
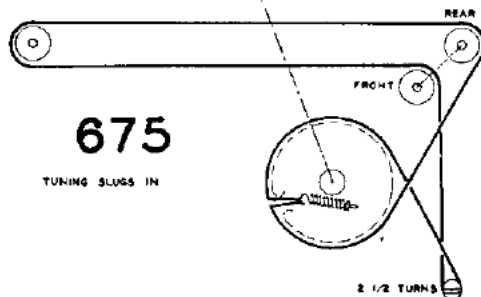
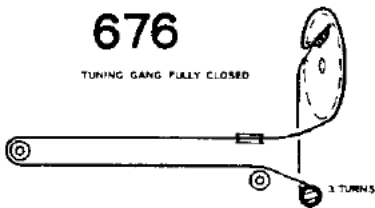
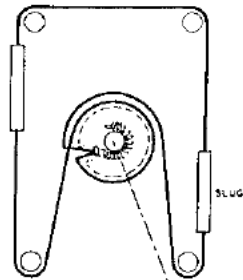
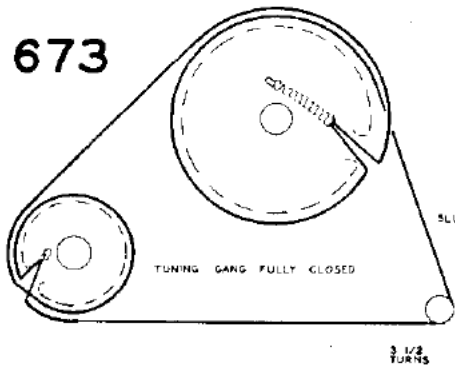
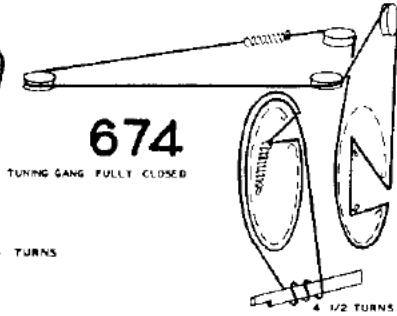
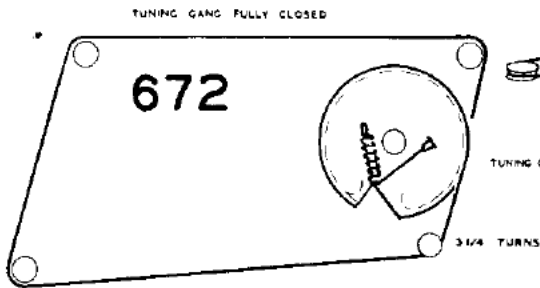
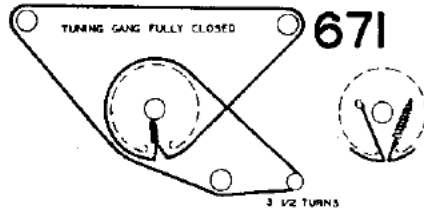
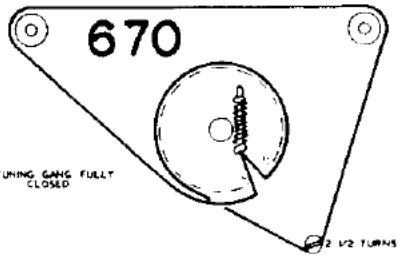
TUNING GANG FULLY CLOSED

637

4 TURNS

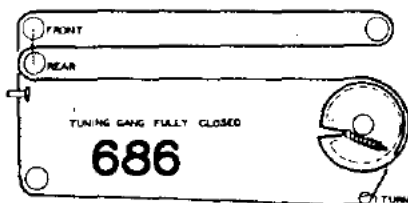
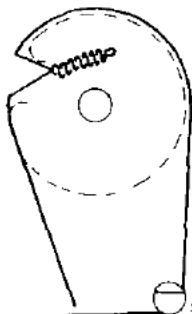




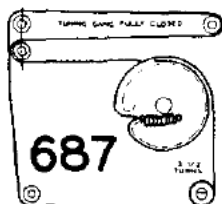
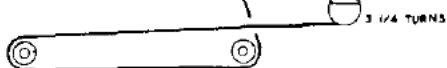


TUNING GANG FULLY CLOSED

685

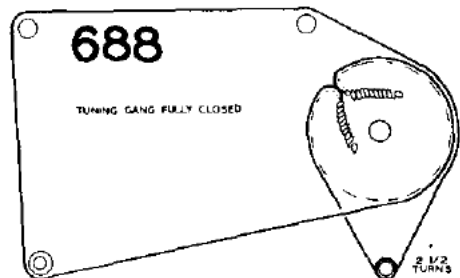


686



687

3 1/2 TURNS



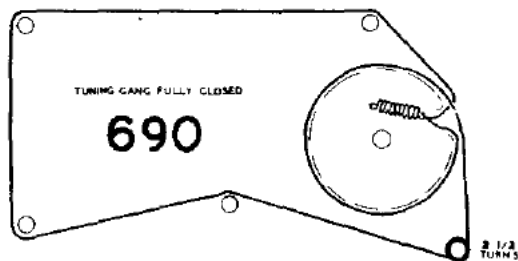
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2 1/2 TURNS



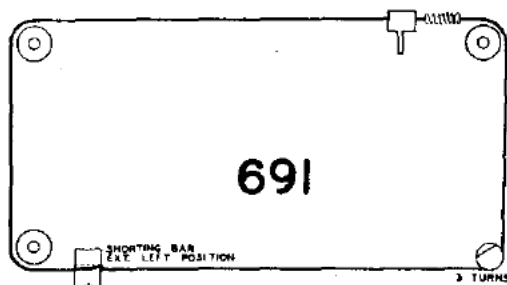
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1 1/2 TURNS



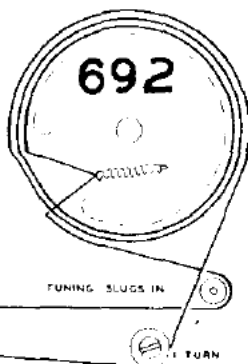
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2 1/2 TURNS



691

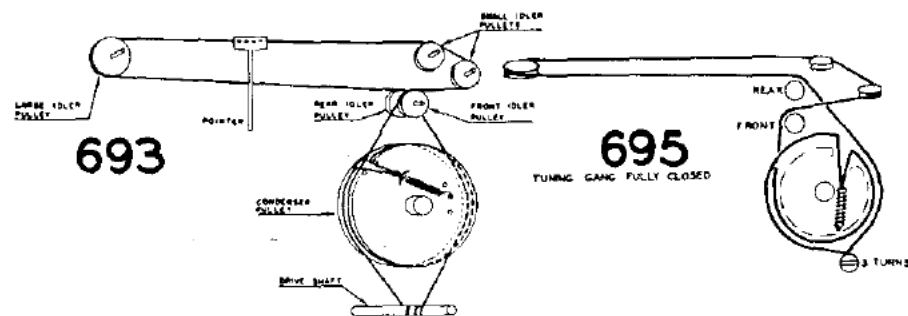
2 TURNS



692

TUNING SLUGS IN

1 TURN

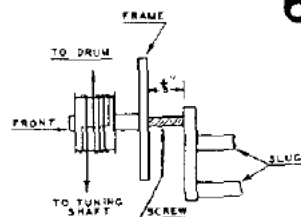


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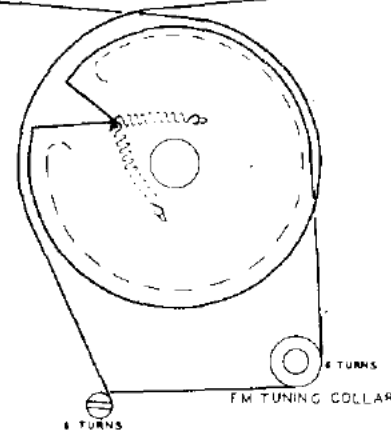
695
TUNING GANG FULLY CLOSED



694



DETAIL OF FM COLLAR STRINGING AND CORRECT SETTING OF SLUG TUNER WITH TUNING CONTROL FULLY COUNTER-CLOCKWISE.



FM TUNING COLLAR

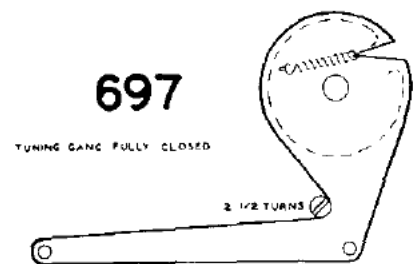
6 TURNS

6 TURNS



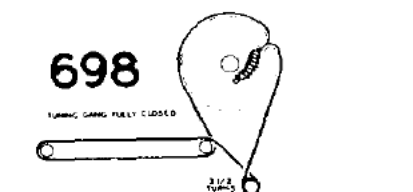
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2 1/2 TURNS



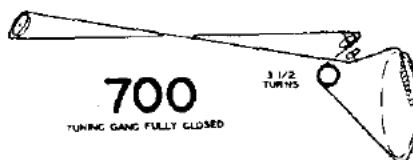
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2 1/2 TURNS



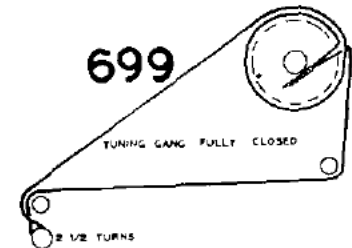
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2 1/2 TURNS



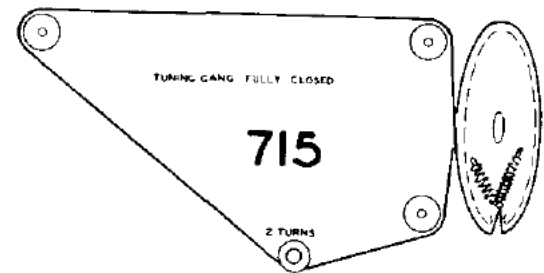
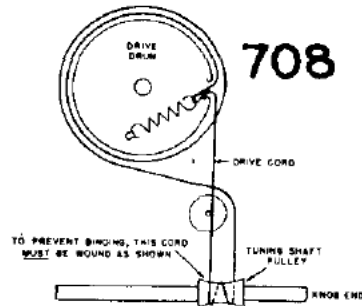
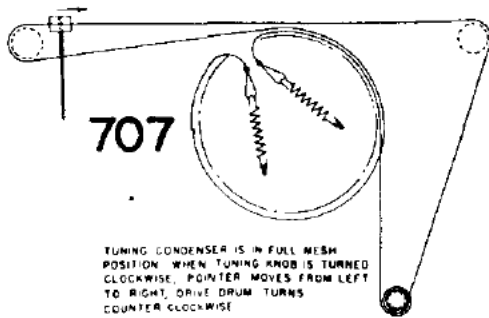
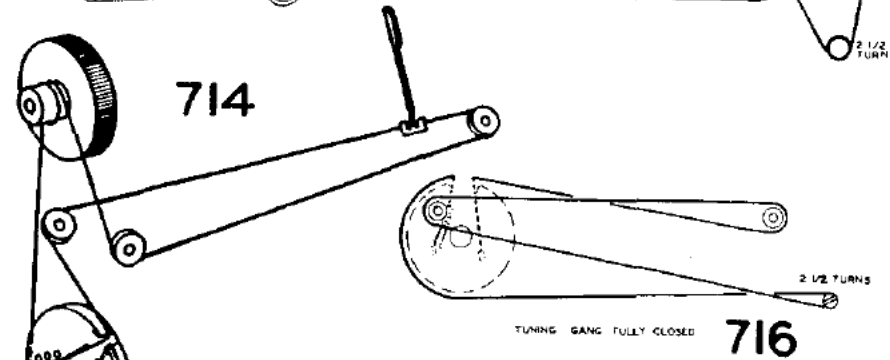
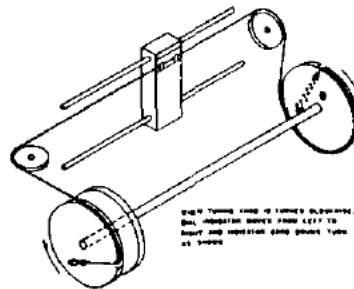
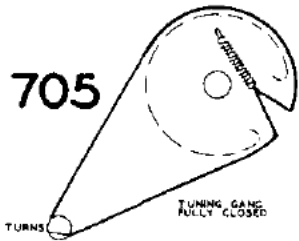
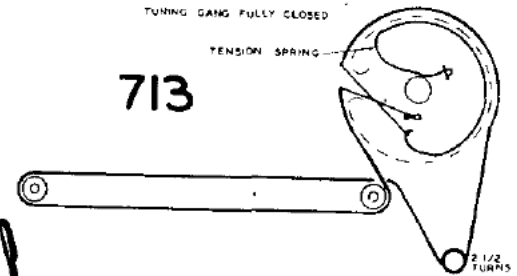
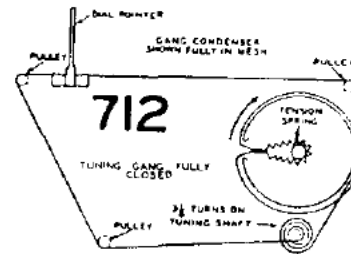
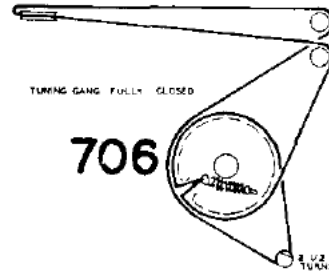
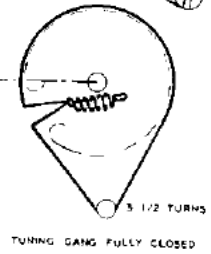
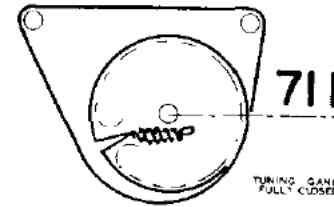
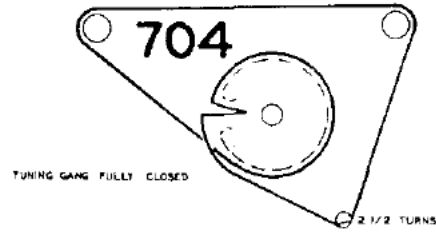
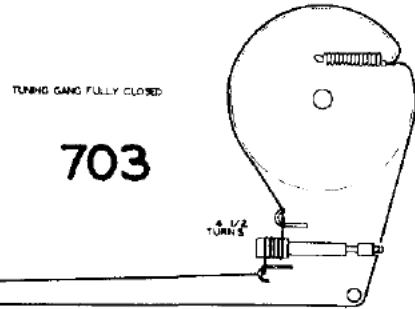
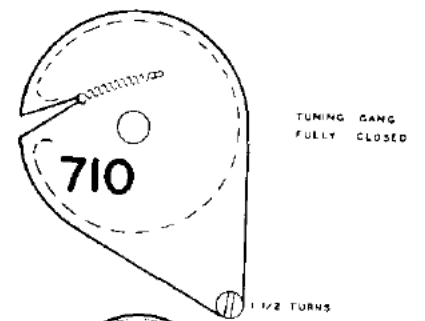
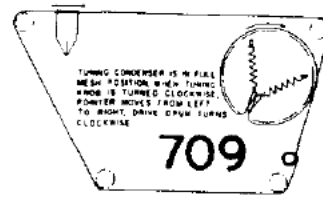
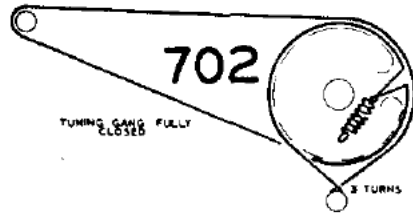
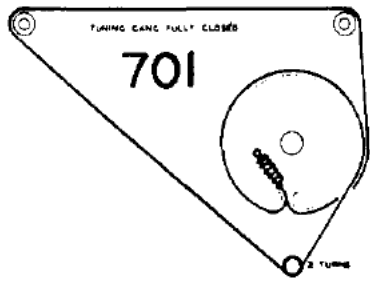
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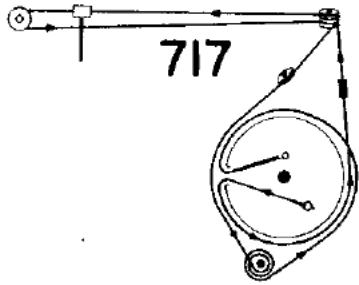
3 1/2 TURNS



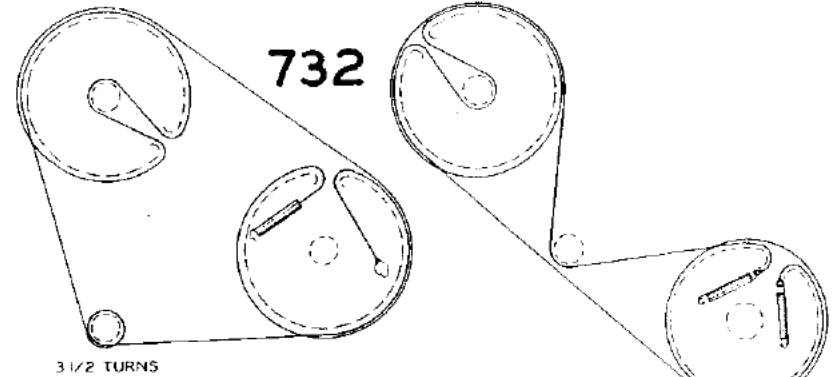
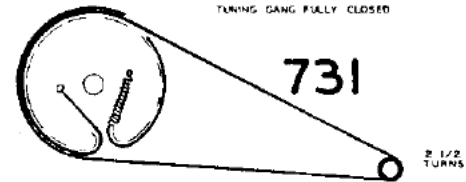
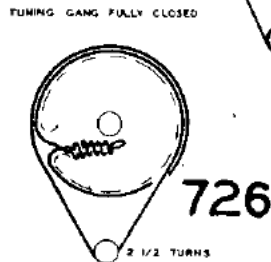
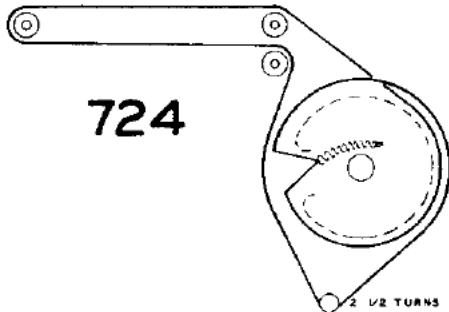
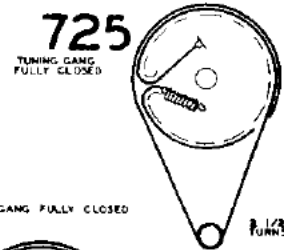
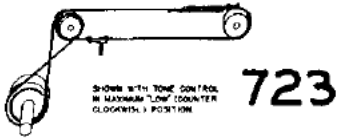
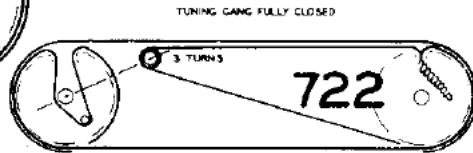
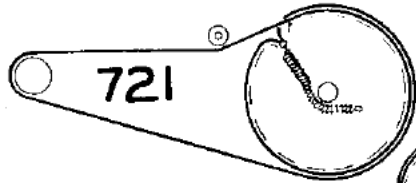
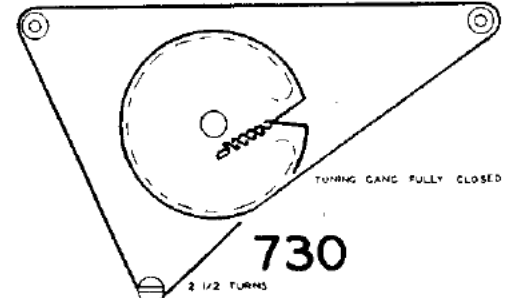
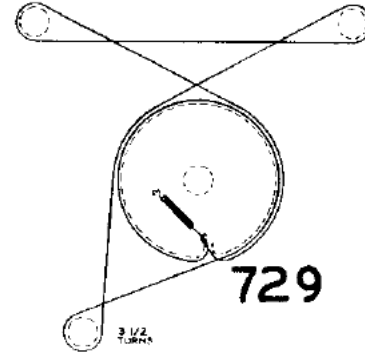
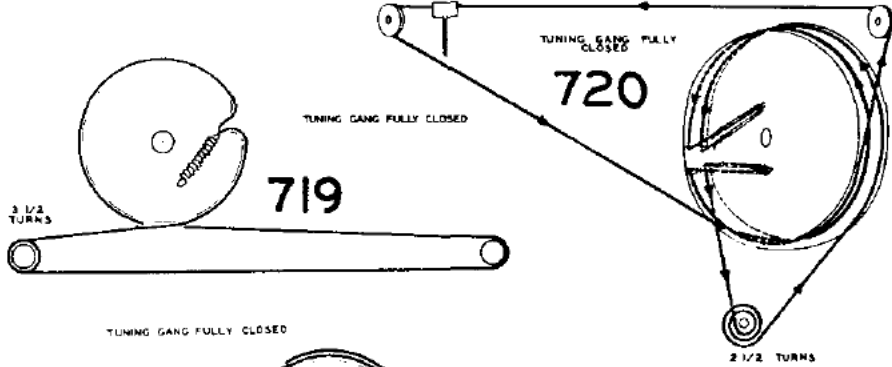
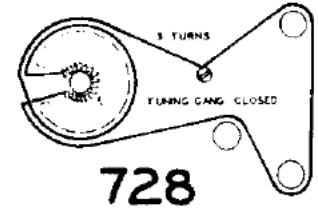
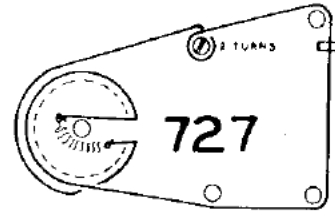
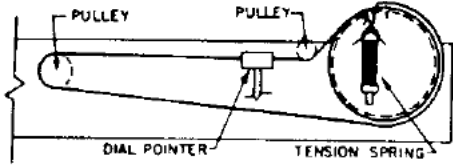
699

2 1/2 TURNS





GANG CONDENSER SHOWN FULLY IN MESH **718** ONE COMPLETE TURN ON DRUM



Dial Stringing

Push the tuning elevator all the way down and string the dial as shown in figure 1. Notice that the dial cord, in progressive steps 9, 10, 11 and 12 is made to travel behind the start and end of cord stringing. The procedure will be easier if pulley C is by-passed until the rest of the work is finished after which the cord can be pulled tight over that pulley, using the procedure, locate the two brass eyelets so that they fall between pulleys A and B. When finished, crimp the eyelets on the cord in the proper positions to set an minimum and maximum slope for the coiling mechanism. Insert pins through the cord and use to prevent eyelets from moving. Clip the pointer on the cable halfway between the contacts.

If the cord and spring are to be replaced, the Type 1 spring should be used. It fits the same drum and is an improved type. The Type 2 spring should be used with the later type of drum (with two tabs). When stringing the mechanism with either the Type 1 or Type 2 spring, load the spring by pulling the hook over the projection at the other end of the spring, string the dial and, as a final step, release the hook so that it pulls up the slack in the dial cord.

Concluding Comments

After replacing the dial cord or the elevator cord, it may be found that some correction in relative positioning is needed. This can be done by loosening the set screws in the large drive pulley directly behind the dial scale and repositioning it on the shaft. The object, of course, is to permit the tuning control to drive the elevator through its full tuning range. Slight errors in final setting are not serious since they are provided in the location of the dial pointer itself.

Elevator Stringing

Start by inserting the metallic cord in slot as shown in step 1. Observe that the cord is measured five inches from end of loop to where it enters the slot. Now bring the loop end around the pulley counter-clockwise, as in Step 2. Next, thread loop through hole in elevator top plate, fastening it to the hole in cord tension spring, as viewed in Step 3. Steps 4, 5, 6 and 7 show how the free end of cord progresses on the pulley, going clockwise and that each turn is laid progressively one in back of the other and in back of the vertical section, going to the tension spring in tuner plate. In step 8, pass the free end of cord down through the hole in chassis, crimp its end with long-nosed pliers and draw tension on cord while running elevator completely down to the bottom. Keeping tension on cord and forcing large dial drive drum so that hole cord spring, is compressed, complete step 7 making a one turn loop of the cord's free end around the lug shown on end of elevator shaft, and slider.



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REAR VIEW



2

EARLY PROD. 3

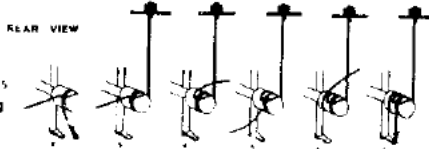


FIGURE 2 Elevator Wirelessly Stringing Procedure

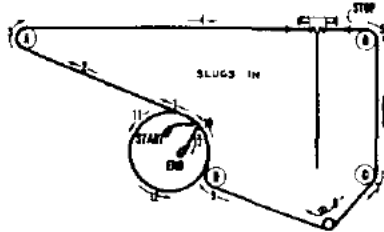
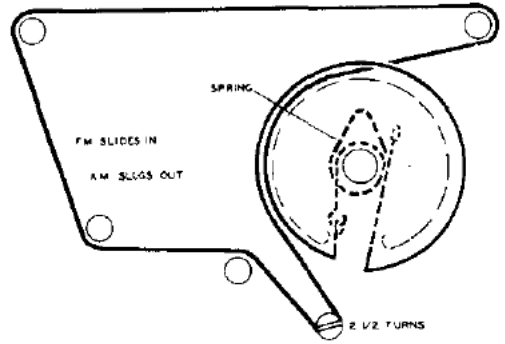
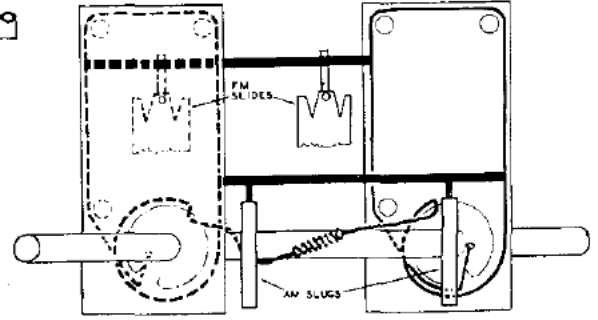
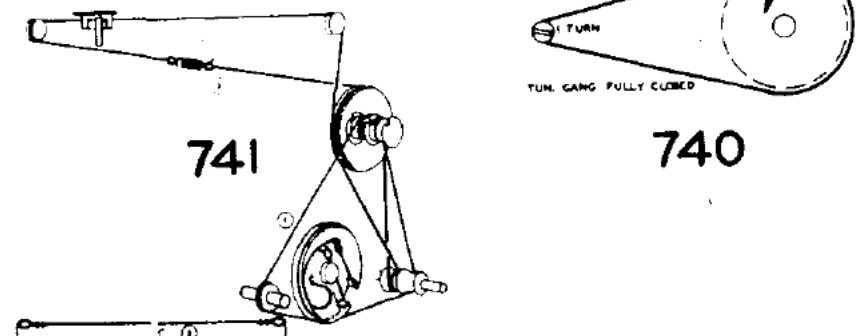
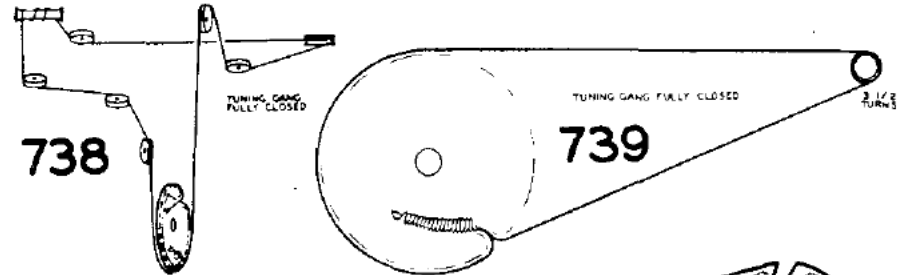
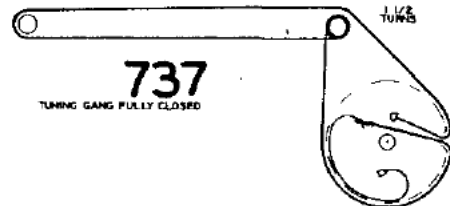
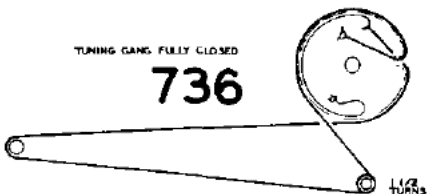
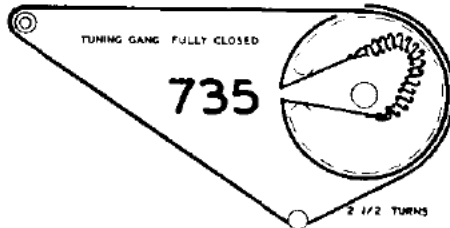
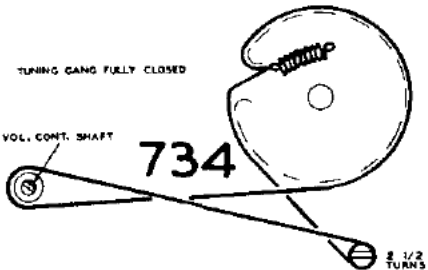
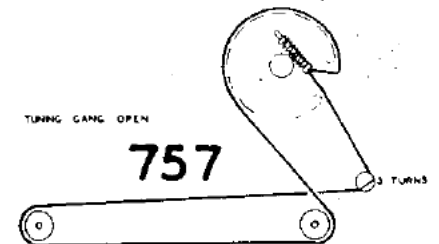
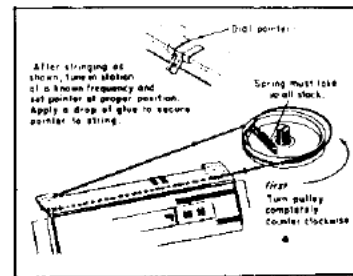
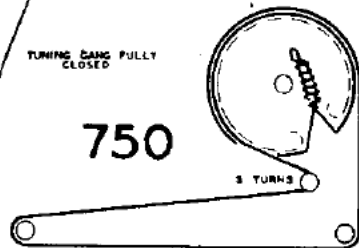
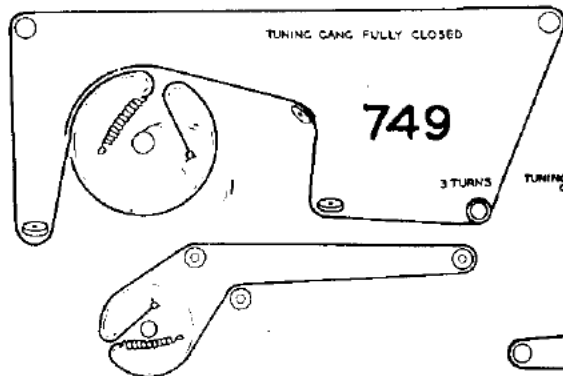
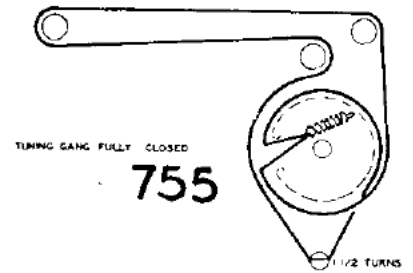
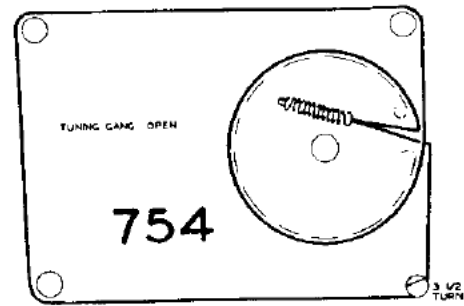
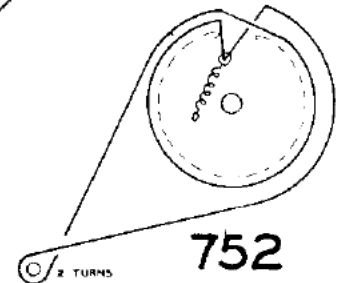
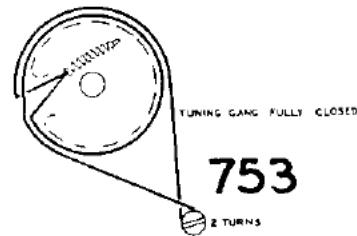
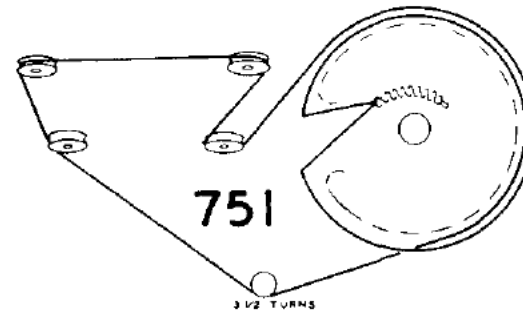
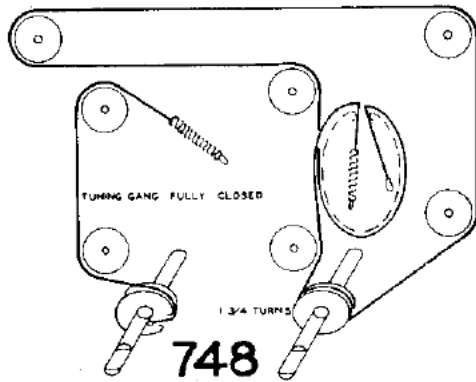
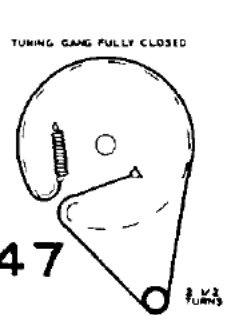
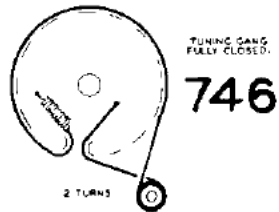
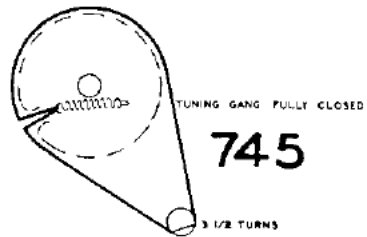
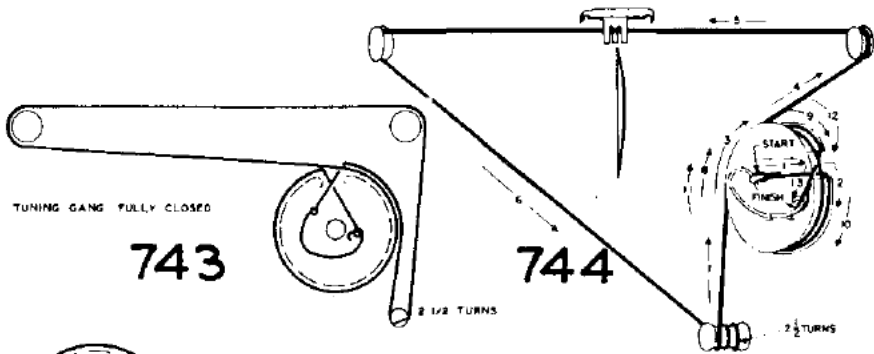
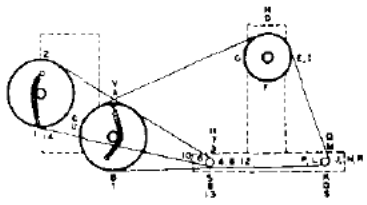


FIGURE 1 1 1/2 TURNS

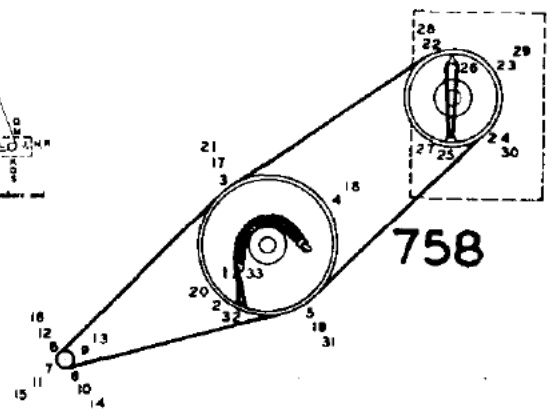






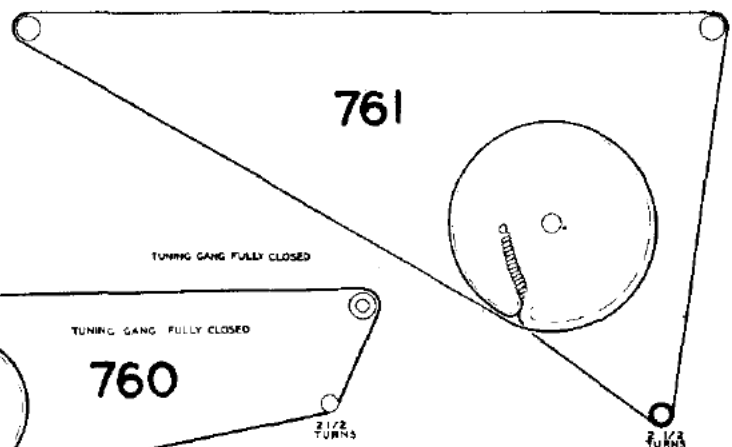
Dial cable spring procedure made easy & indicated by numbers and bandspread tuning is indicated by letters.

759



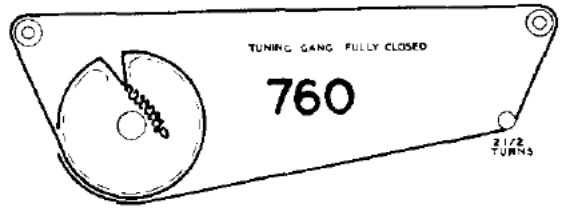
758

Cut a 30" length of 12 lb. test dial cord and tie one end of the torsion spring to the pulley mounted on the hub of the bandswitch as position "1" on the diagram. Follow the numbers from "1" to "31", stretch the tension spring and tie cord securely. Cut off excess cord.



761

TUNING GANG FULLY CLOSED



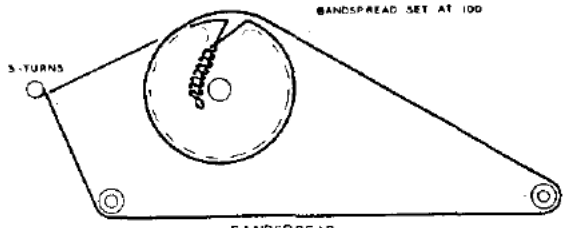
TUNING GANG FULLY CLOSED

760

MAIN TUNING

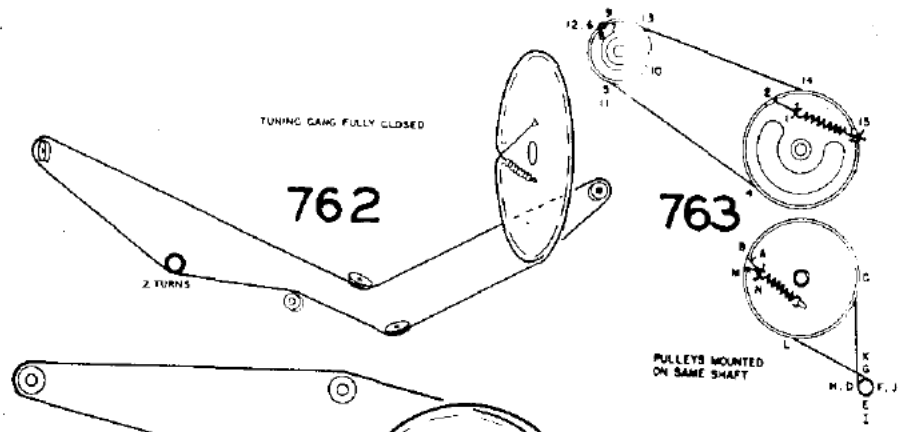
2 1/2 TURNS

BANDSPREAD SET AT 100



BANDSPREAD

5-TURNS



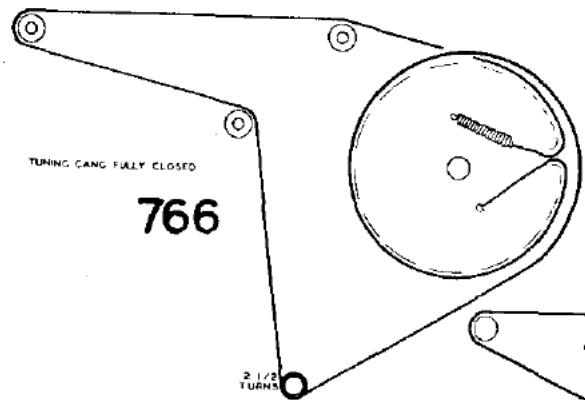
TUNING GANG FULLY CLOSED

762

2 TURNS

763

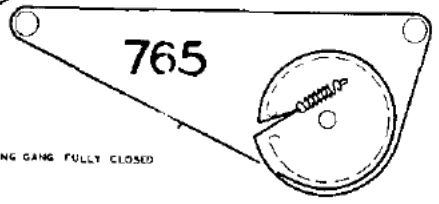
PULLEYS MOUNTED ON SAME SHAFT



TUNING GANG FULLY CLOSED

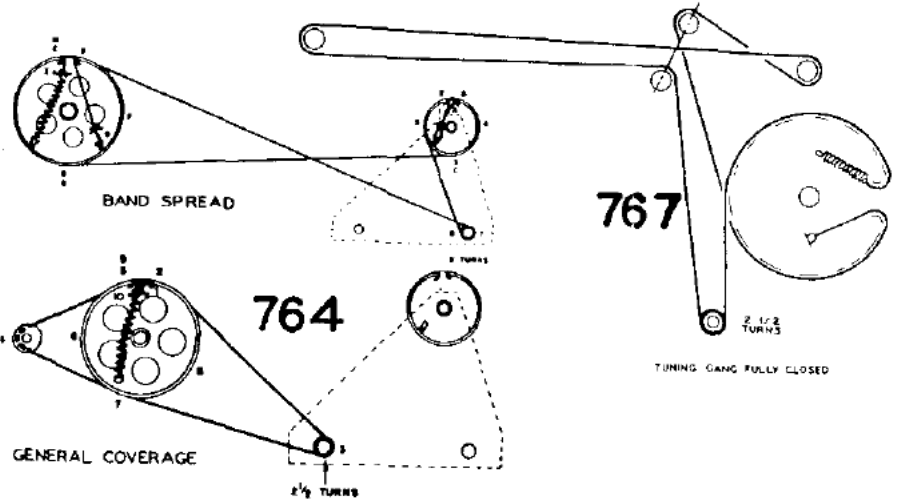
766

2 1/2 TURNS



765

TUNING GANG FULLY CLOSED



BAND SPREAD

GENERAL COVERAGE

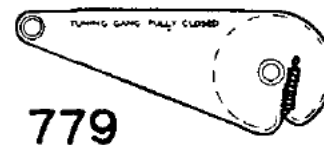
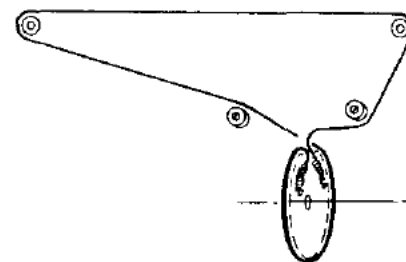
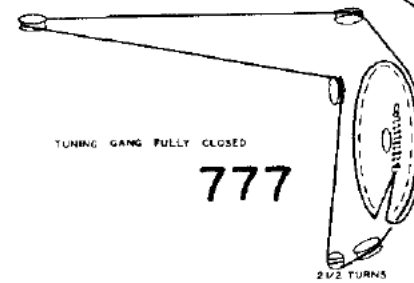
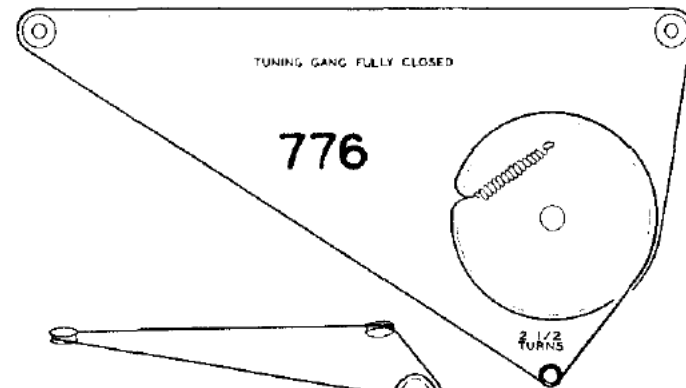
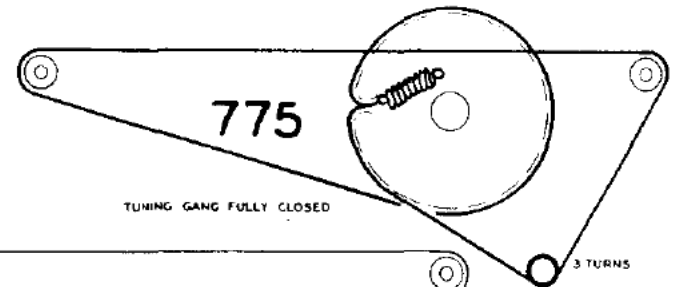
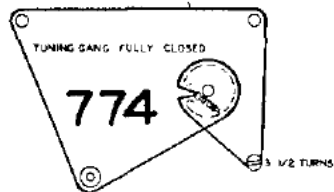
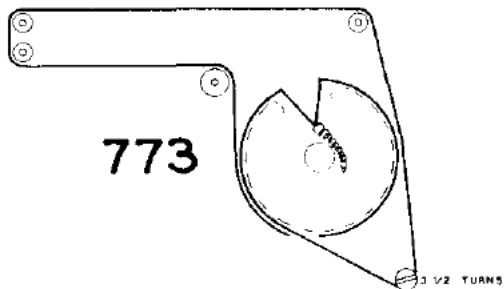
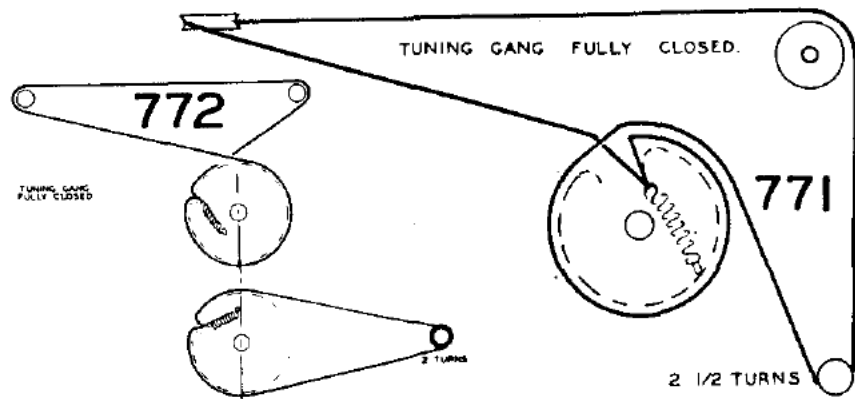
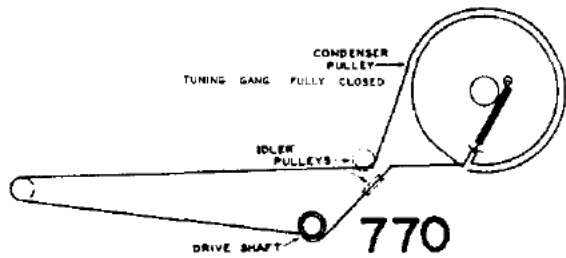
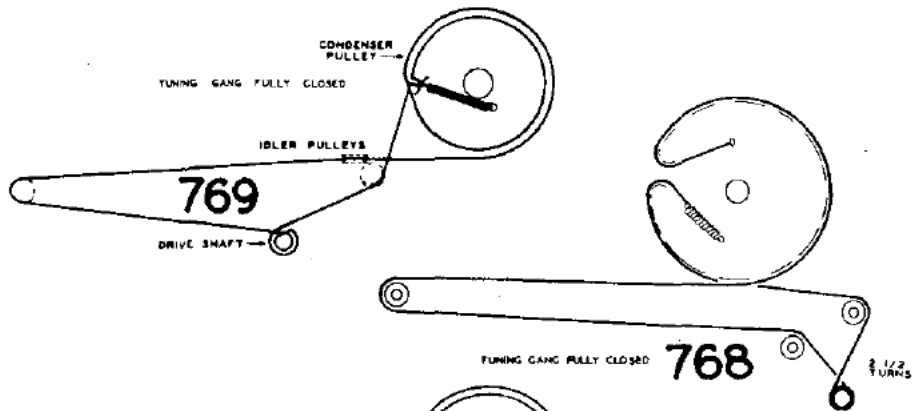
764

2 1/2 TURNS

767

2 1/2 TURNS

TUNING GANG FULLY CLOSED



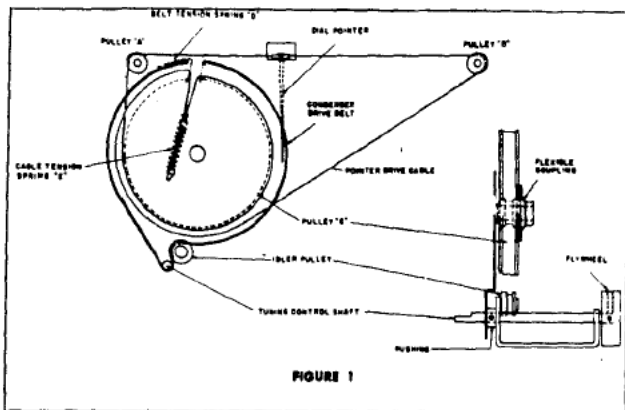


FIGURE 1

Two types of drive mechanisms are used to transmit the motion from the dial tuning knob to the large pulley that is coupled to the condenser gang. These two arrangements are shown on Figures 1 and 2. The cable used to drive the dial pointer is strung the same on all CR-150A and CR-150B receivers; separate instructions for installing a replacement belt or string on the CR-150A or CR-150B chassis are given below.

CR-150A Condenser Drive Belt Replacement: Hook one end of the belt on the right-hand edge of the slot in pulley "C" so that the smooth side contacts the pulley surface. Keeping the belt near the back of the groove in pulley "C" wrap it in a clockwise direction around that pulley (as indicated by the arrows on Figure 1) over the idler pulley and under the tuning control shaft; then around the opposite side of pulley "C". One end of the belt tension spring is hooked on the free end of the belt and the other end on the left-hand edge of the slot in pulley "C", completing the operation.

CR-150B Condenser Drive Belt Replacement: Slide a short length (approximately 1/2-inch) of sleeving over one end of a 19-inch length of dial cable. Form a small loop and tie a knot in the manner shown on Figure 2. Hook this loop over the metal hook in pulley "C" and lace the cable through the pulley slot and around the pulley in a counter-clockwise direction when viewed from the rear of the panel, leading the cable to the rear of the pulley groove. Lace the cable in the direction indicated by the arrow on Figure 2 wrapping 2 1/2 turns around the smaller diameter portion of the tuning control shaft from front to back; then around the opposite side of pulley "C". Loop one end of tension spring "E" on the right-hand edge of the slot in pulley "C"; thread the free end of the drive cable through the opposite end of spring "E" and pull back on the cable until the spring coils are stretched to approximately one inch. Tie a double knot in the cable while maintaining tension on the spring, completing the operation.

CR-150A and CR-150B Dial Pointer Drive Cable Replacement: Rotate the tuning control shaft until the slot in the groove of pulley "C" is up. Cut a piece of dial cable approximately 40 inches long and slide a short piece of sleeving over the cable. Tie a small loop in one end of the cable and temporarily hook it over the metal hook in pulley "C". Lace the other end through the slot in the pulley groove and in a counter-clockwise direction around the large pulley, then around pulley "B" and straight across the back of the dial frame; over pulley "A" and in a counter-clockwise direction around pulley "C". This last wrap around pulley "C" must be at the front of the pulley groove or nearest the panel. This is important. Lace the free end of the cable through the slot in pulley "C" and remove the other end of the cable from the hook. Fasten one end of tension spring "E" over the pulley hook and lace the two free ends of the drive cable through the other end of the spring. Now pull back on the cable until the tension spring coils are stretched to approximately 1-5/8 inches. Tie a double knot in the cable while maintaining tension on the spring.

Turn the tuning control shaft until the condenser gang is completely meshed and slide the dial pointer on its track until it is in line with the last calibration mark at the low frequency end of the dial. The short piece of sleeving installed prior to the springing operation should be slid to the rear of the dial pointer and the crimping lugs on the dial pointer pressed together over the sleeving. After checking to see that the condenser gang is still completely meshed and the dial pointer is in the position specified previously, apply a few drops of oil to each end of the sleeving to which the dial pointer is fastened. This completes the operation.

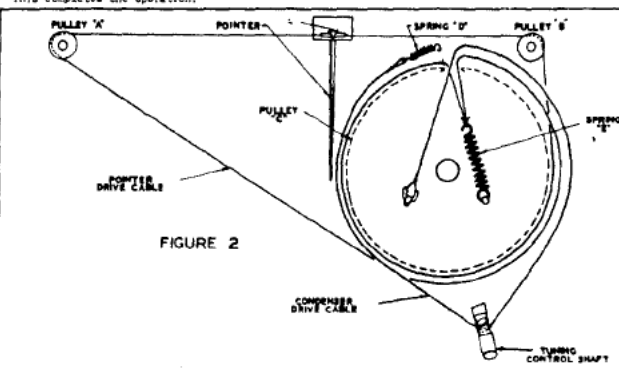
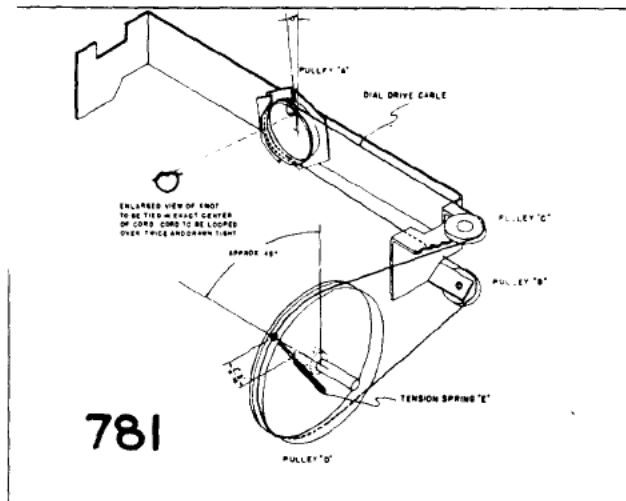


FIGURE 2

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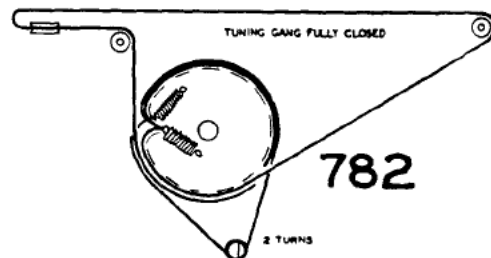
781

rotate the brass pulley designated "A" in Figure above until the dial pointer strikes the stop at the high frequency end of the dial calibration. In this position the slot in pulley "A" should be approximately 30 degrees to the left of being vertical—see Figure above. If the slot in the pulley is in some other position under the above mentioned conditions, the pointer set screw is probably loose and has allowed the pointer to slip.

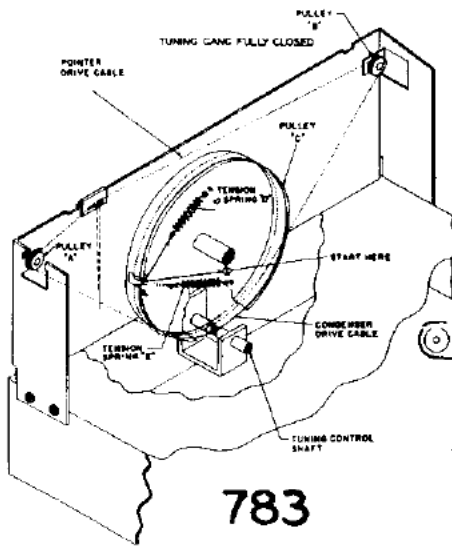
To correct this condition, first remove the glass dial and loosen the pointer screw. Then while holding pulley "A" so that its slot is approximately perpendicular to the left of vertical (when viewed from the rear) adjust the pointer until it is resting against the stop at the high frequency end of its travel. Then tighten the pointer set screw securely and replace the glass dial.

Completely unmesh the condenser gang and check the location of the hole or slot in pulley "D". If this hole is not approximately 45 degrees back from vertical as shown on Figure above, loosen the two No. 6 Allen set screws in the hub of pulley "D" and slip the pulley on the shaft (while holding the condenser gang unmeshed) until the specified adjustment is obtained; then tighten one of the set screws securely. It will be shown later that this is a temporary setting. Next, tie a double knot in the exact center of a 30-inch length of dial cable and fold the cable back on itself so that the knot is at one end. The correct method for tying this knot is shown as a knot on Figure above. Grasp the cable near the knotted end and slide it into the pulley slot so that the knot is against the inside rim of the pulley as shown in the sketch. The piece of cable nearest the dial frame should be wound in the direction shown by the one-half turn then over the lower pulley "B", around the bottom of the large pulley "C" and into the hole. Pull the cable taut and wrap the end around the small hook on pulley "D".

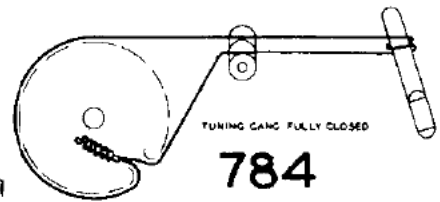
The remaining piece of cable should be wound around pulley "A" in the direction shown for one complete turn, over the top of pulley "D", and over the top of pulley "B". Thread the end through the small hole in pulley "D" and pull both ends of the cable taut. With one end of tension spring "E" fastened to the hook on pulley "C" lace the free end of the cable through the opposite end of the spring and tie a knot at a point that will allow 1/4" to 5/16" of cable between the spring and the inside rim of pulley "D". Be sure to tie the knot around one coil of the spring in the manner shown. Now with the condenser gang completely meshed, check the position of the dial pointer. If it is not in line with the last calibration mark at the low frequency end of the dial, loosen the set screw in pulley "D" and turn it until the pointer is in the specified position. Be sure that the condenser gang does not move during this adjustment. Then tighten the two screws in pulley "D" securely completing the operation.



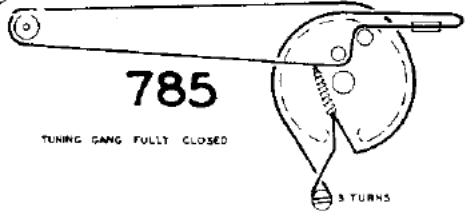
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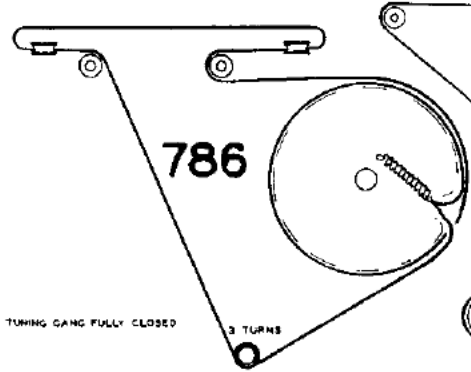
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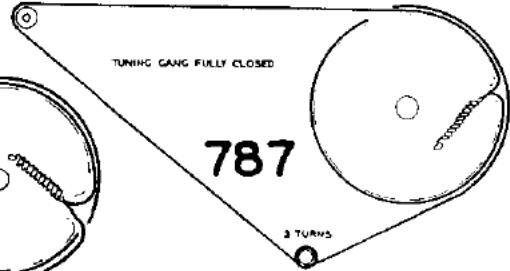
TUNING GANG FULLY CLOSED

3 TURNS



786

3 TURNS



787

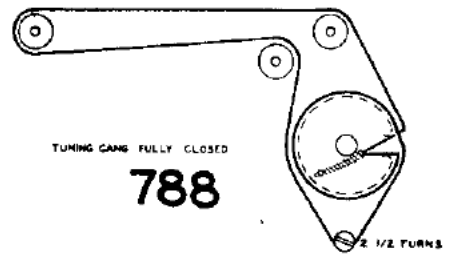
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789

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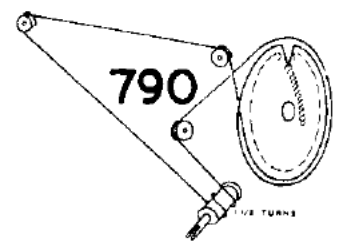
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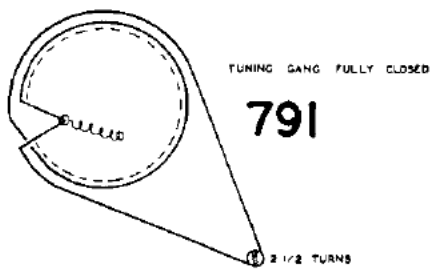
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2 1/2 TURNS



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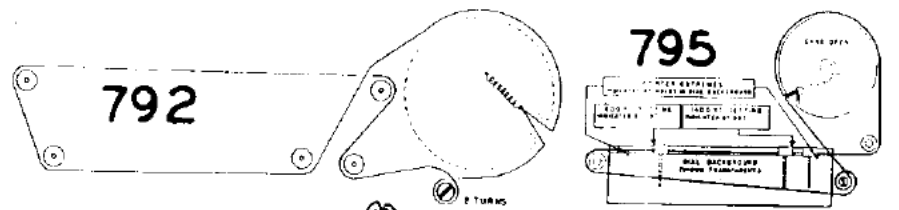
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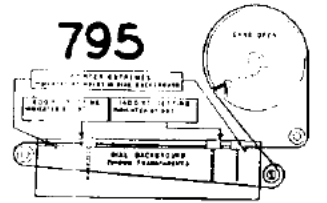
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2 1/2 TURNS



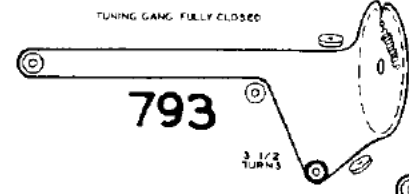
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2 TURNS



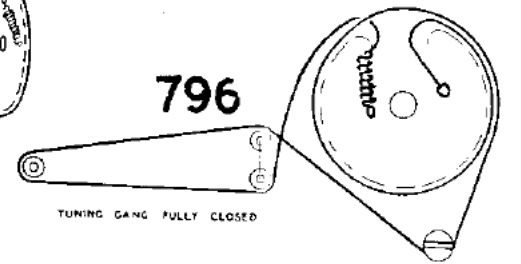
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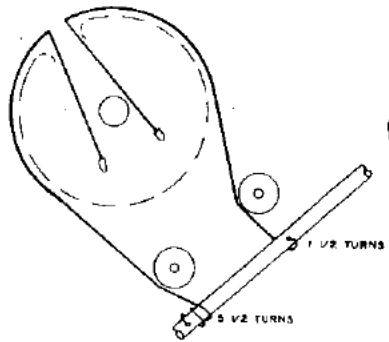
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3 1/2 TURNS



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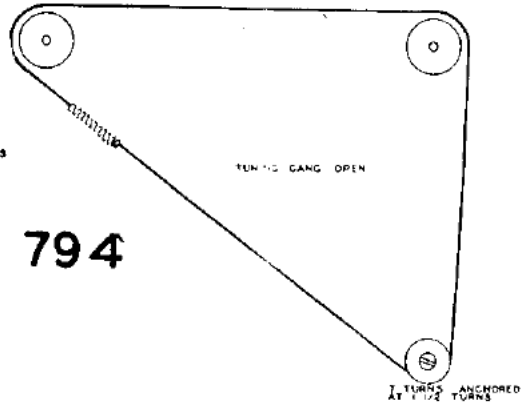
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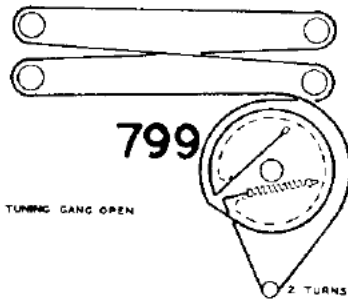
1 1/2 TURNS

2 1/2 TURNS



TUNING GANG FULLY CLOSED

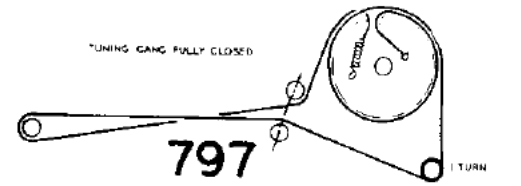
1 1/2 TURNS ANCHORED



799

TUNING GANG OPEN

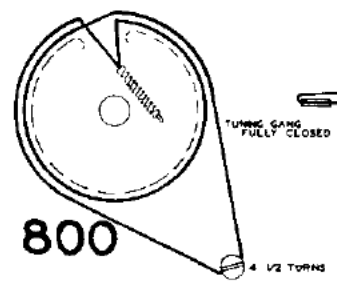
2 TURNS



TUNING GANG FULLY CLOSED

797

1 TURN

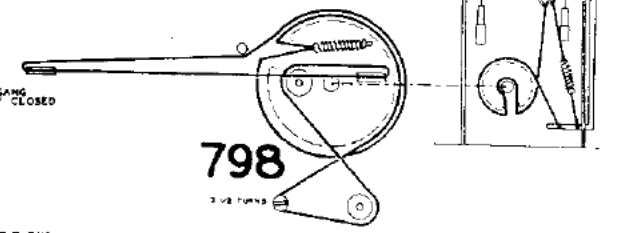


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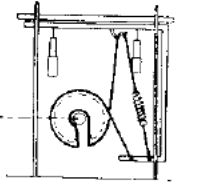
4 1/2 TURNS

TUNING SLIDES OUT

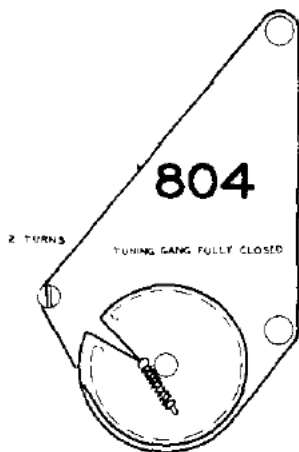
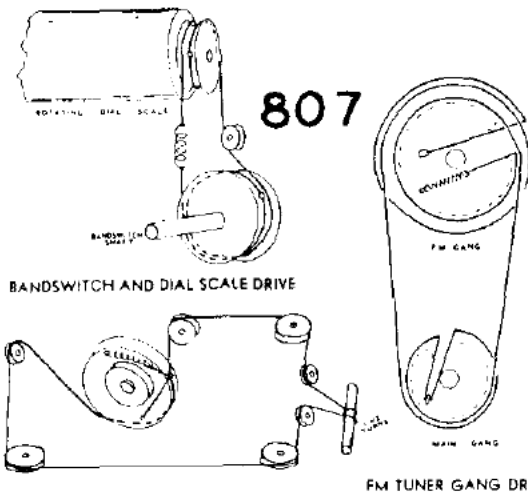
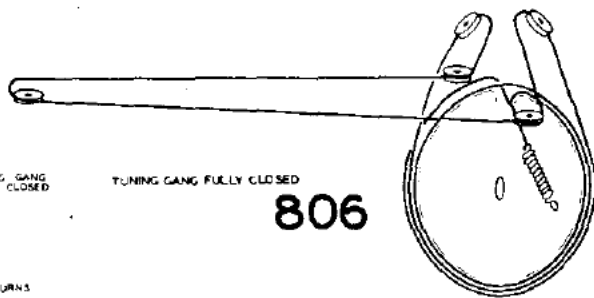
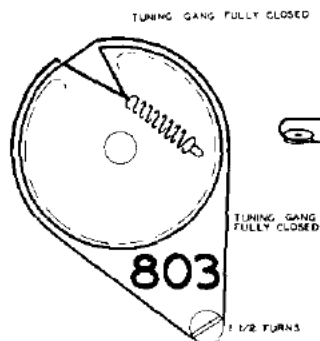
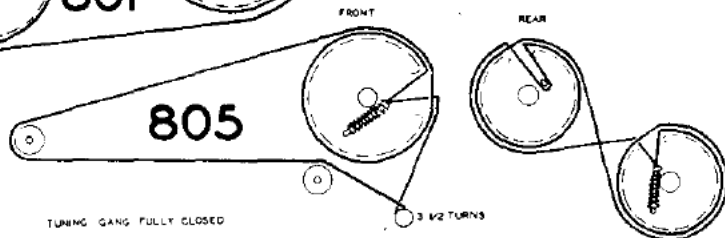
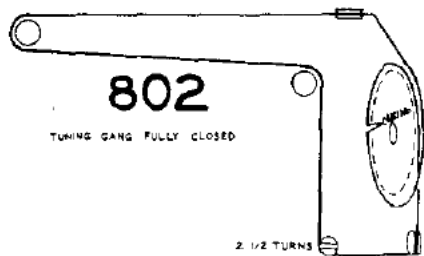
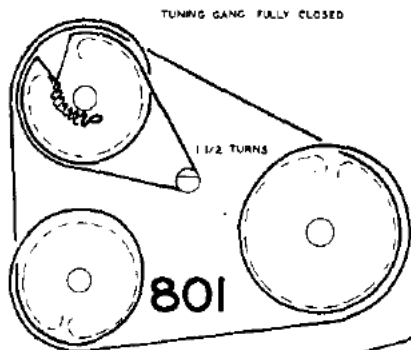


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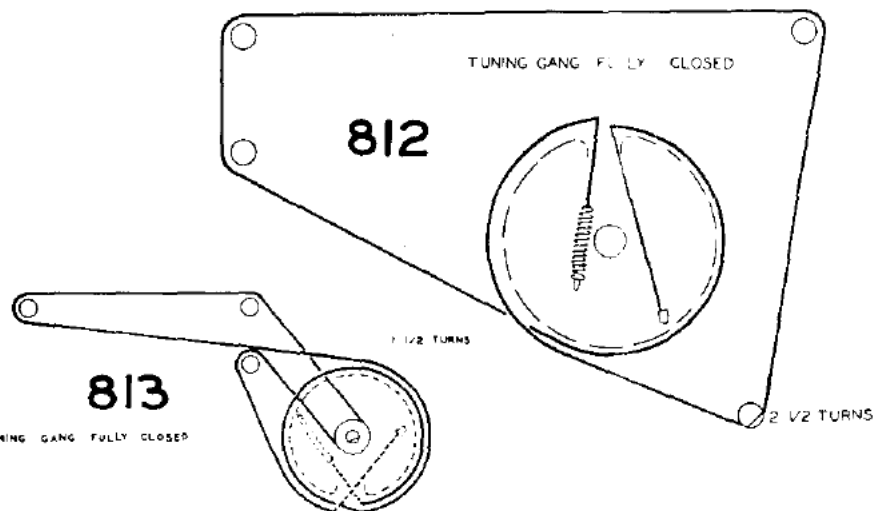
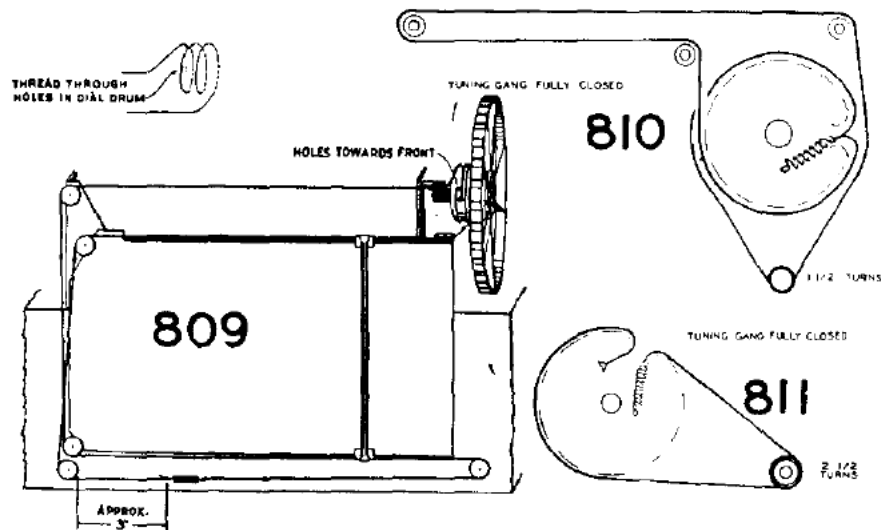
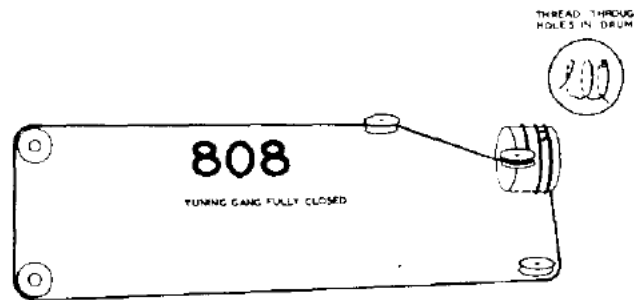
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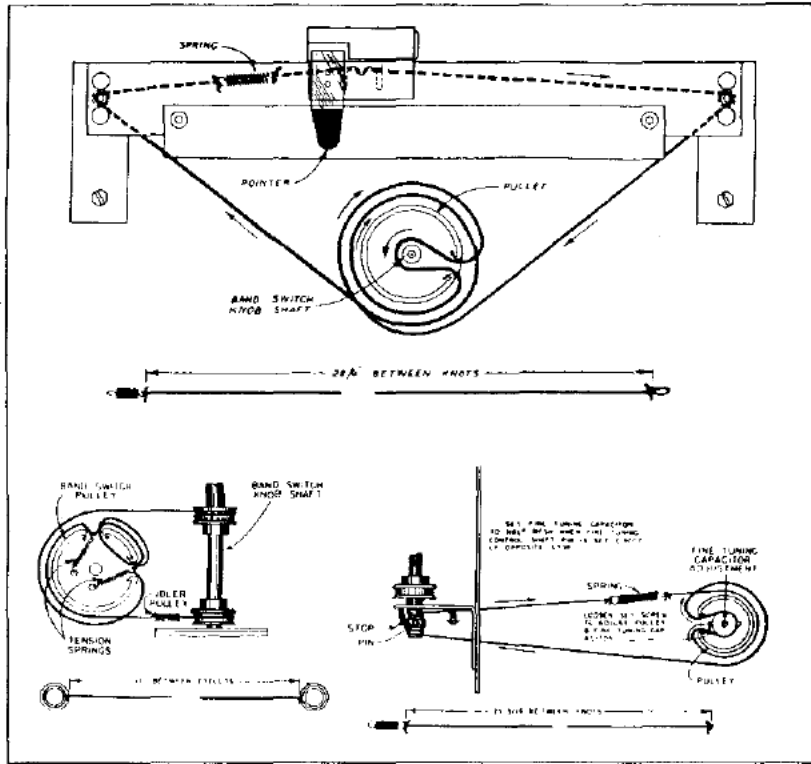
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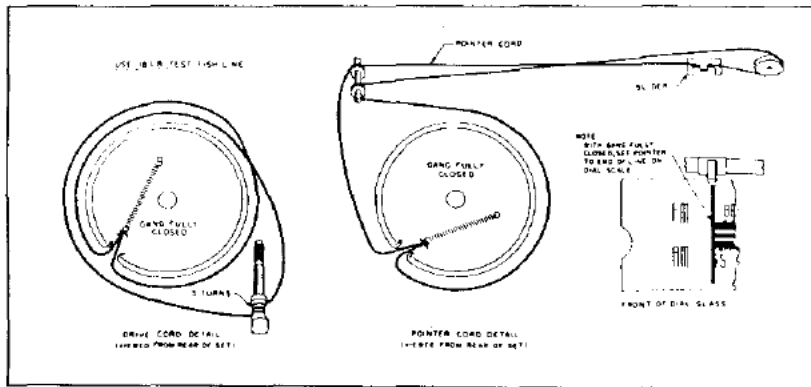
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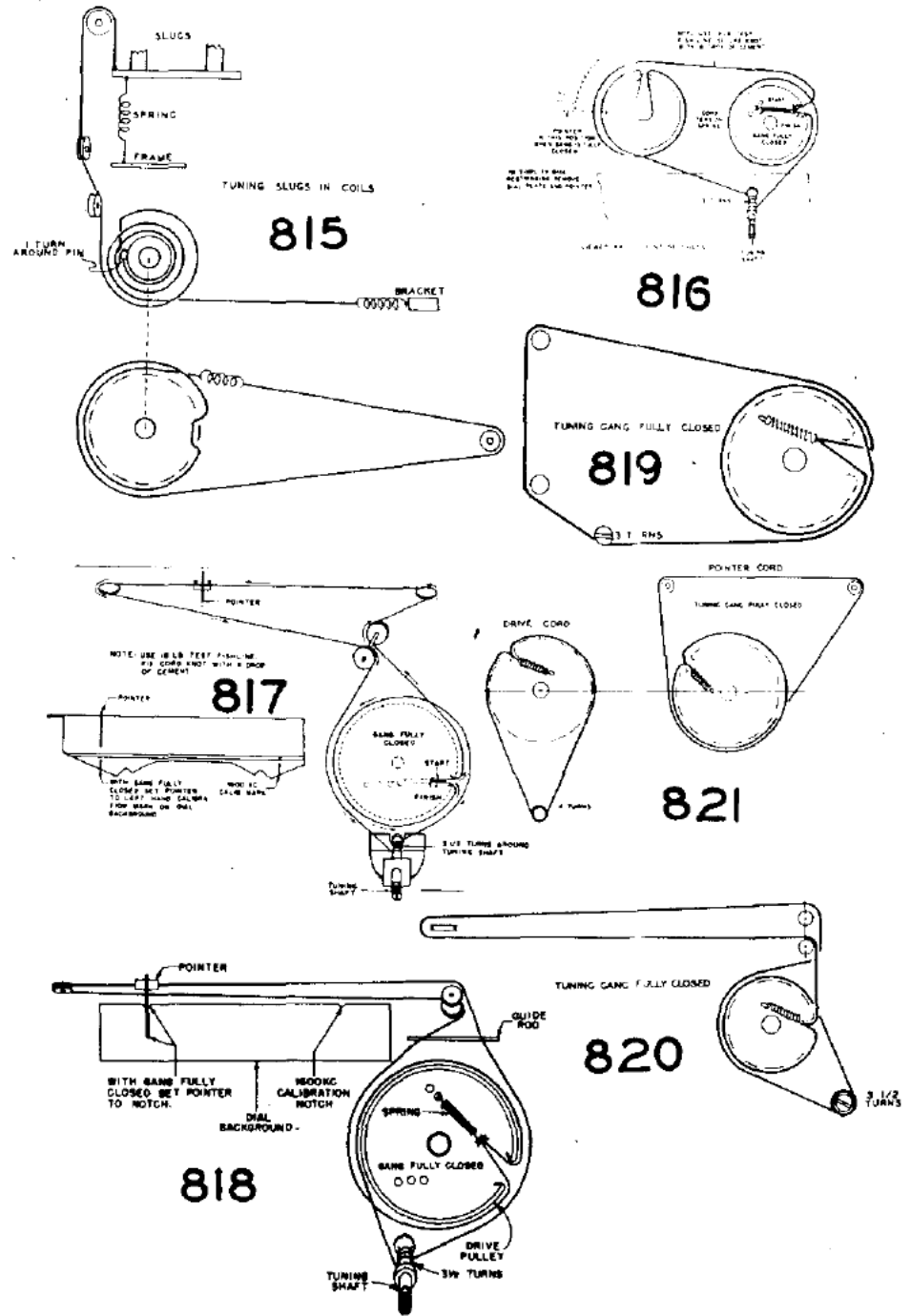
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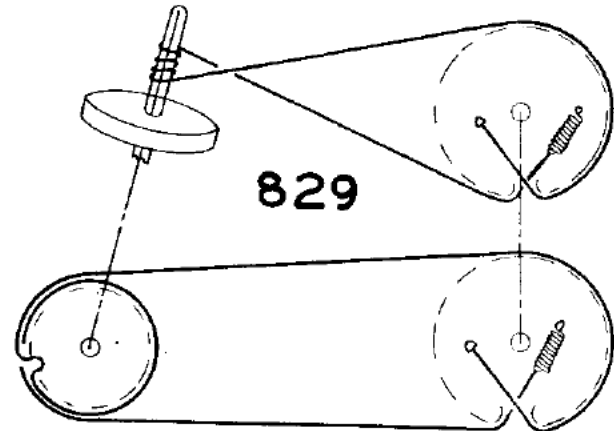
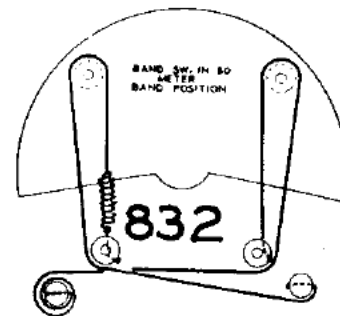
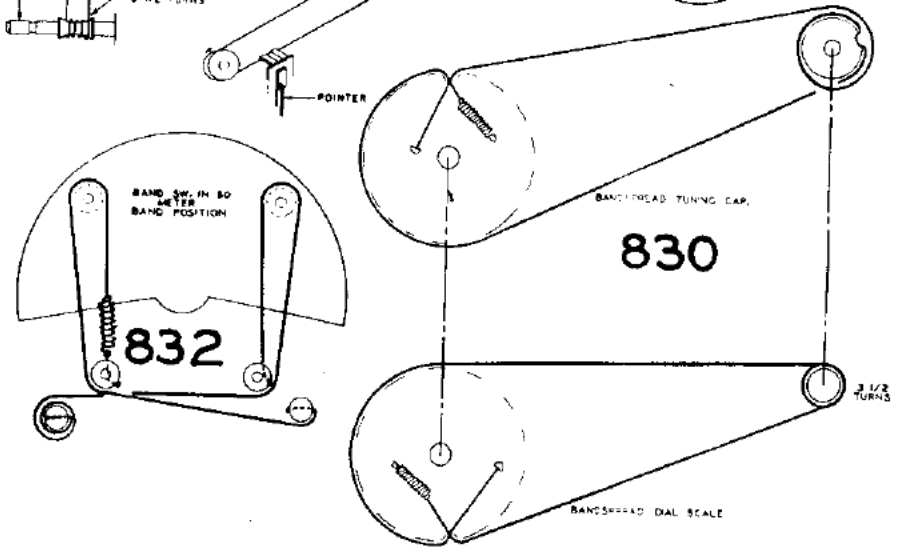
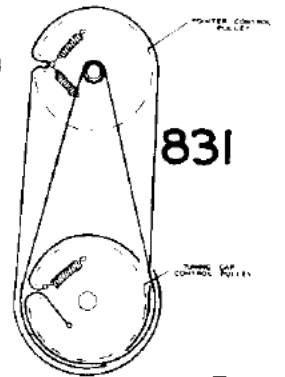
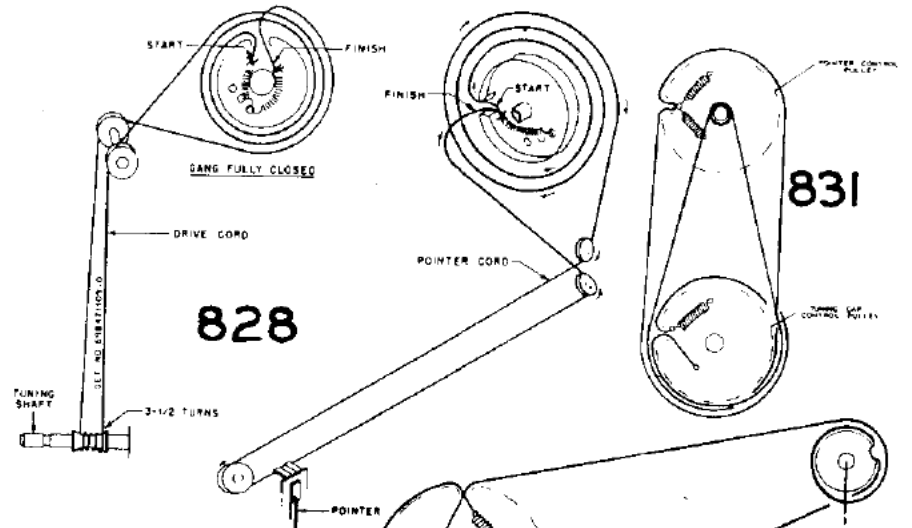
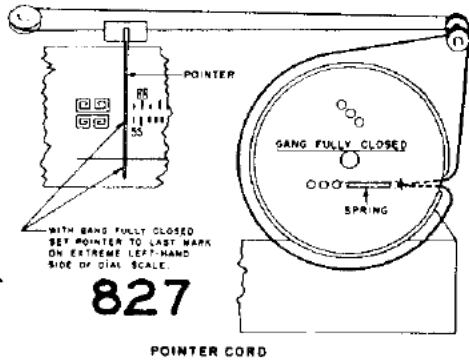
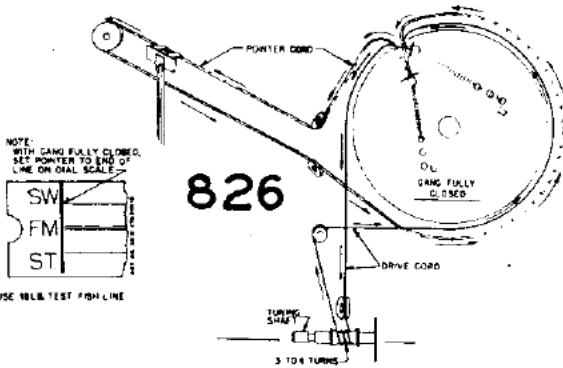
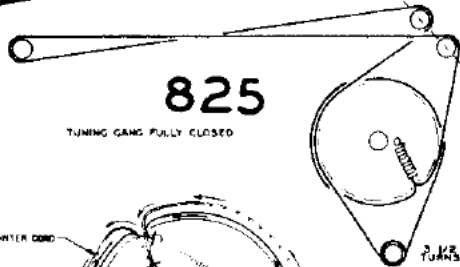
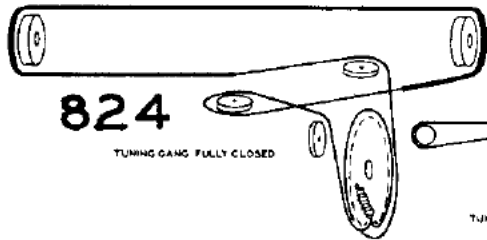
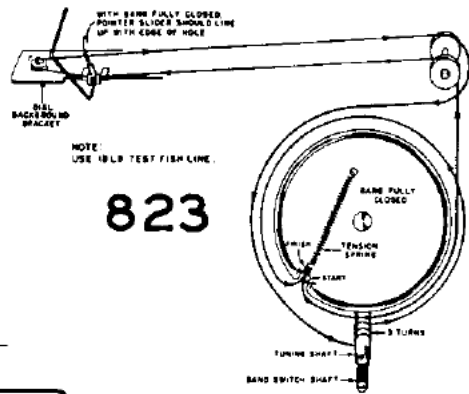
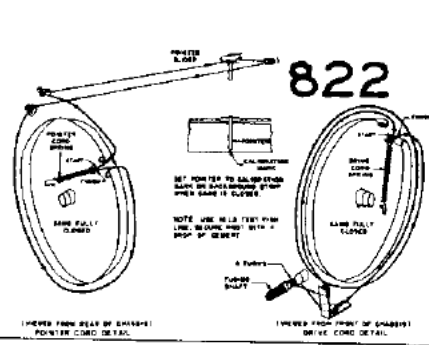


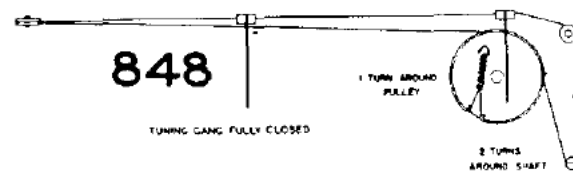
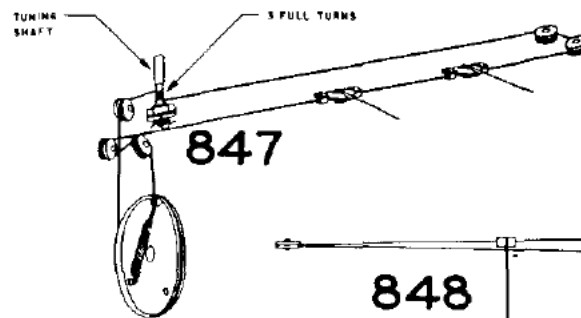
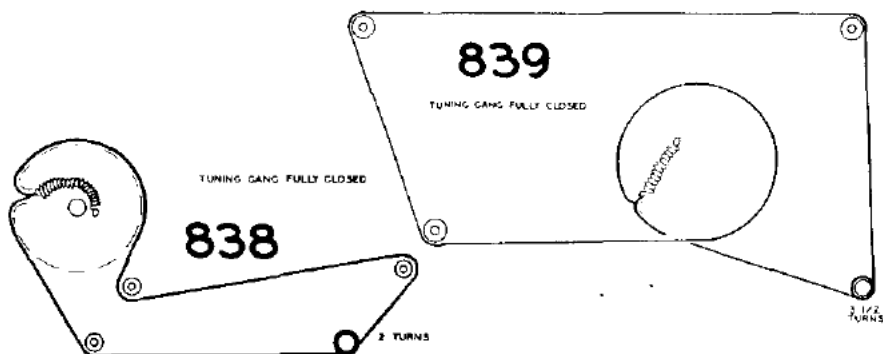
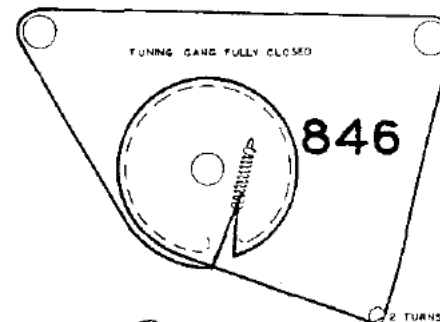
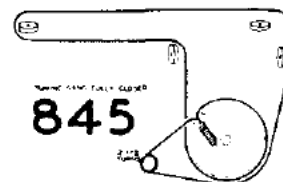
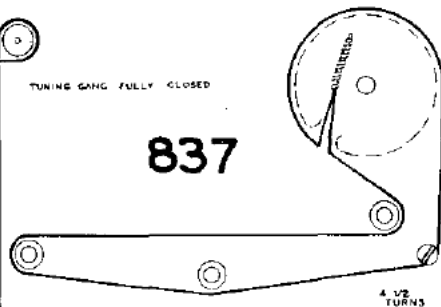
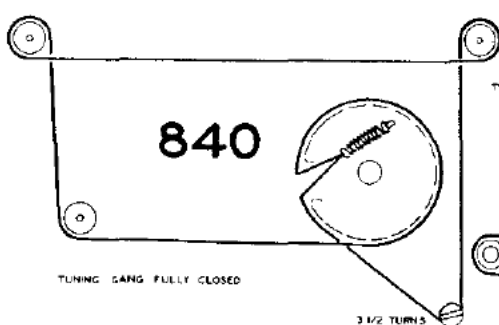
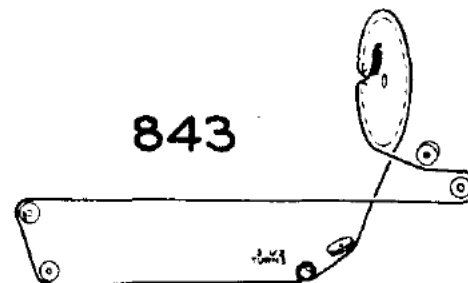
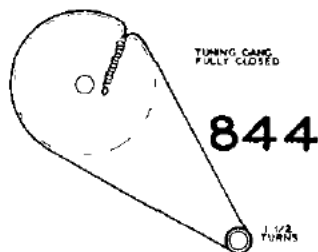
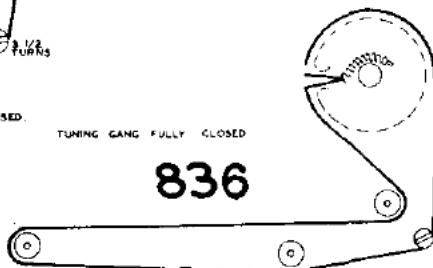
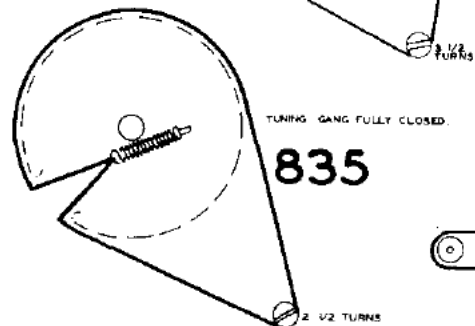
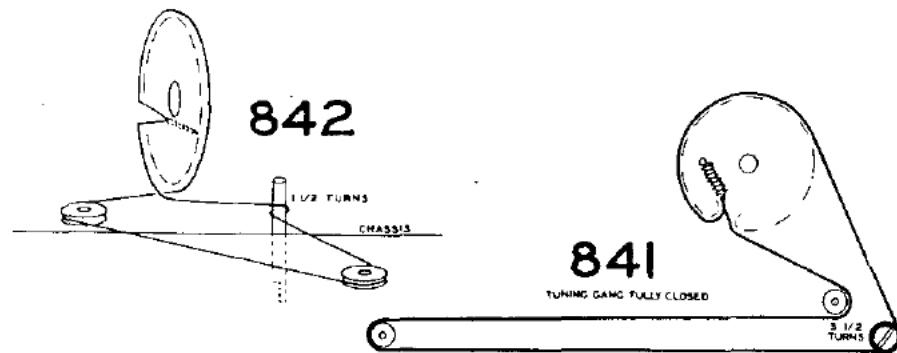
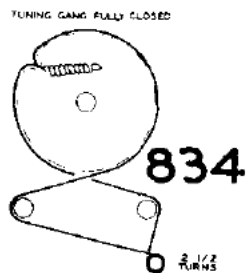
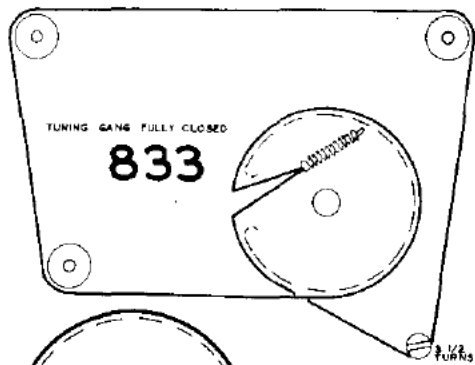
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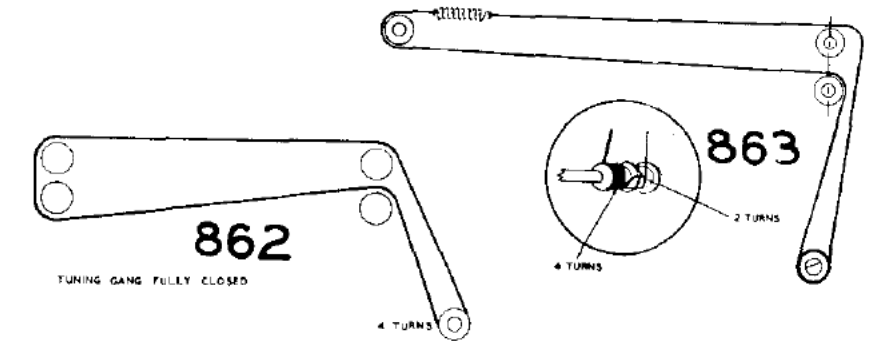
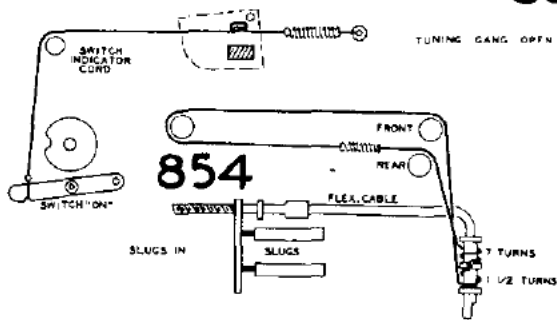
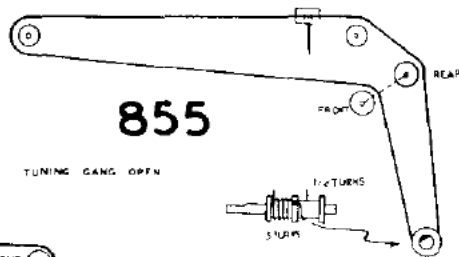
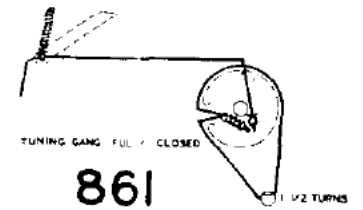
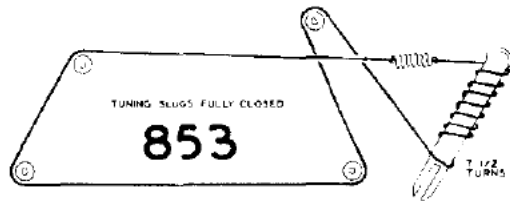
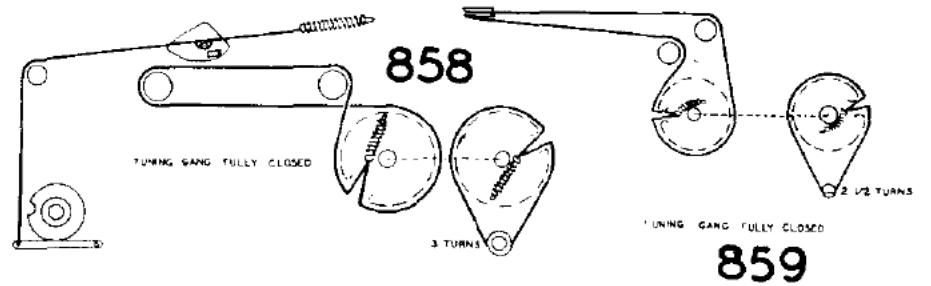
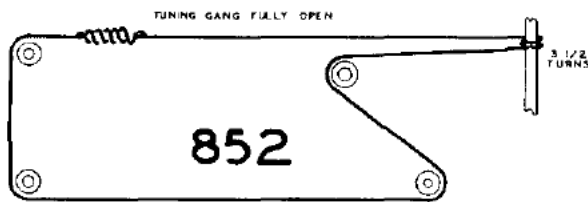
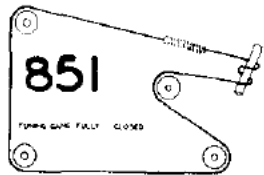
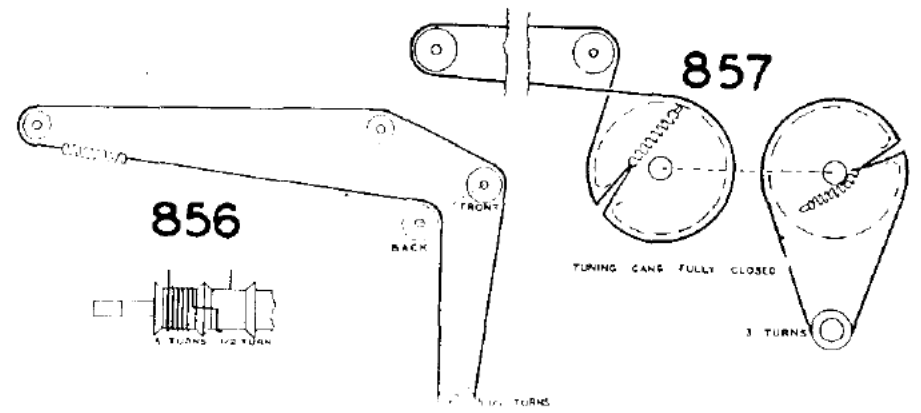
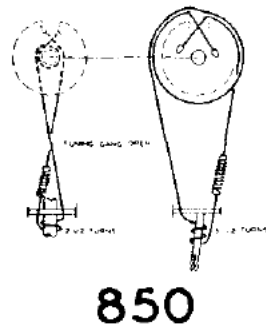
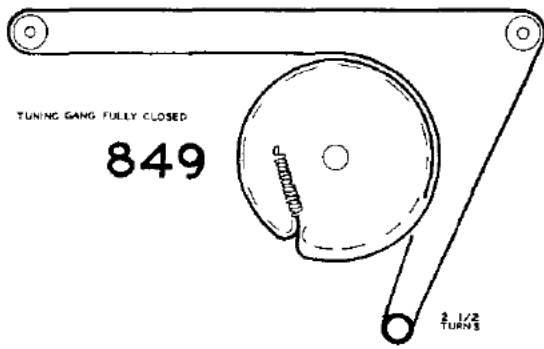


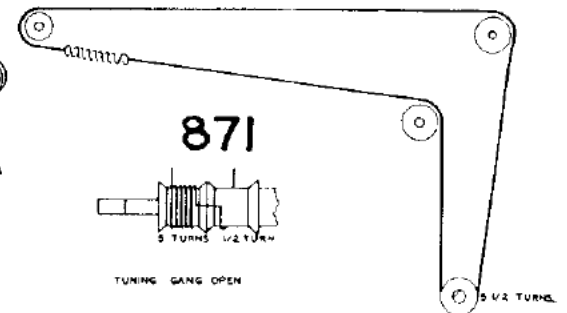
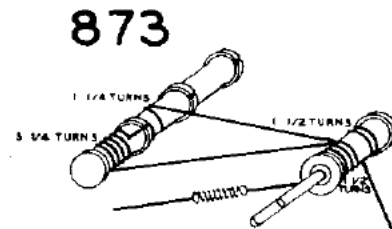
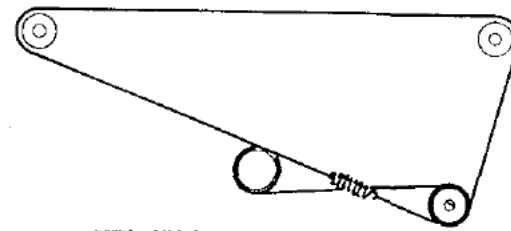
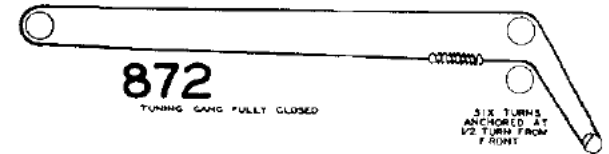
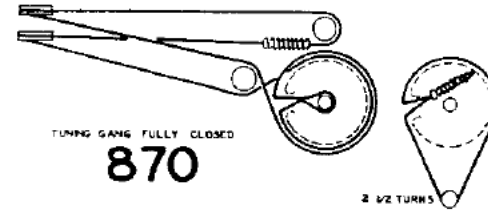
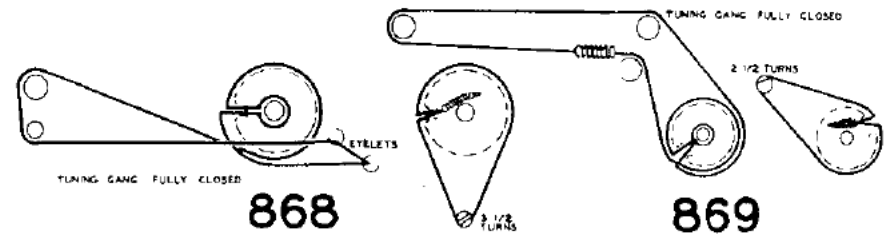
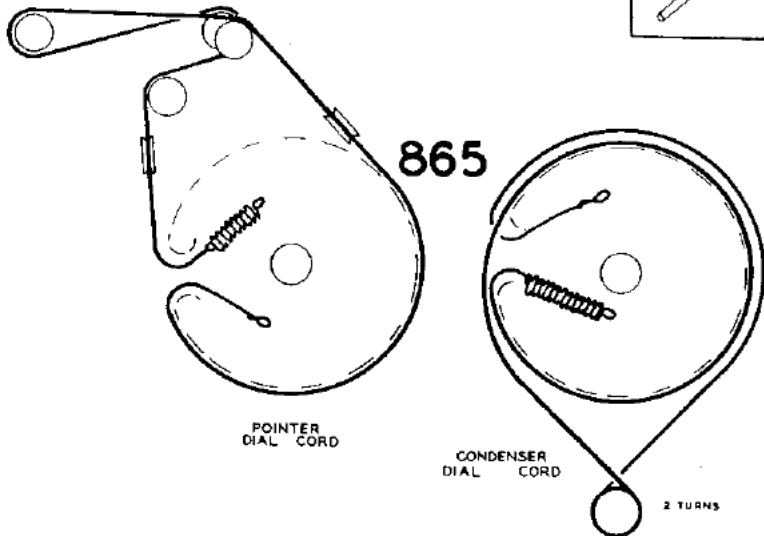
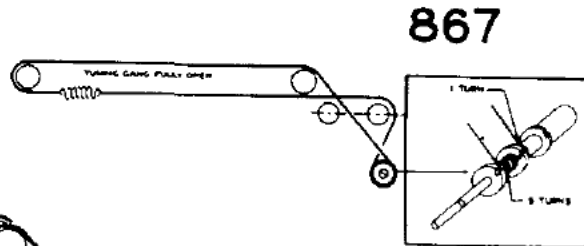
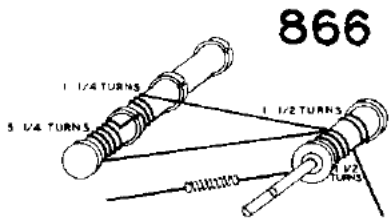
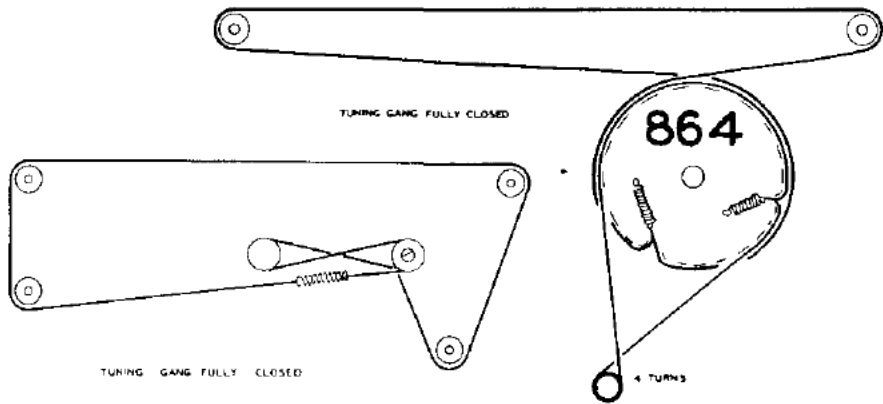
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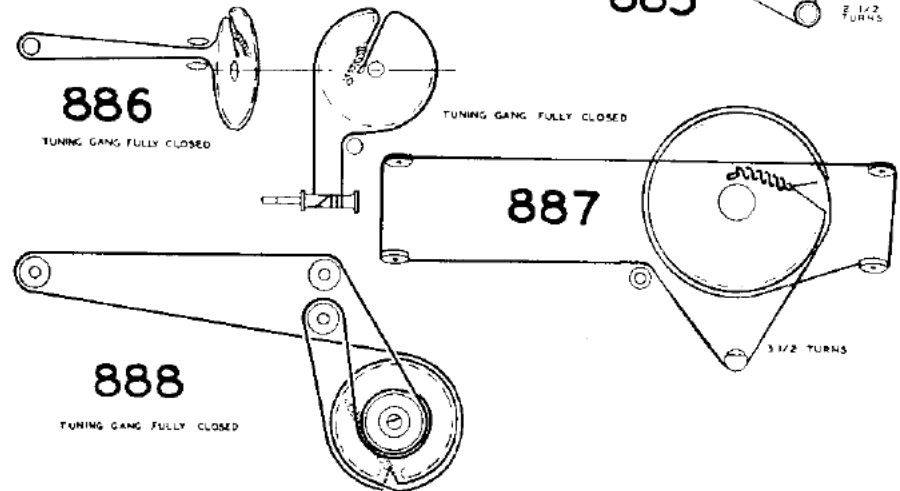
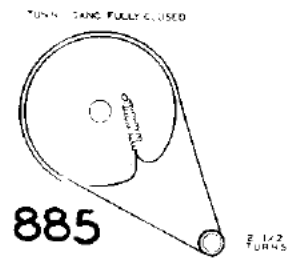
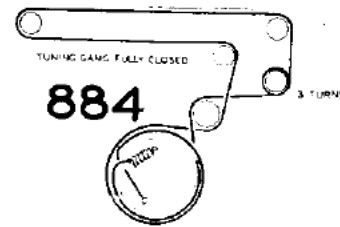
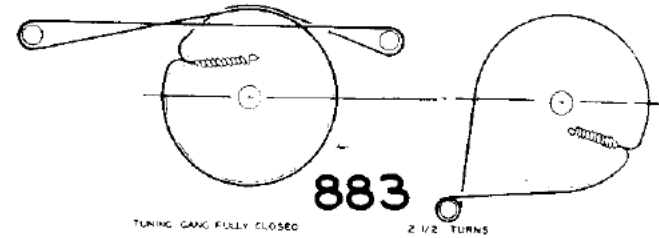
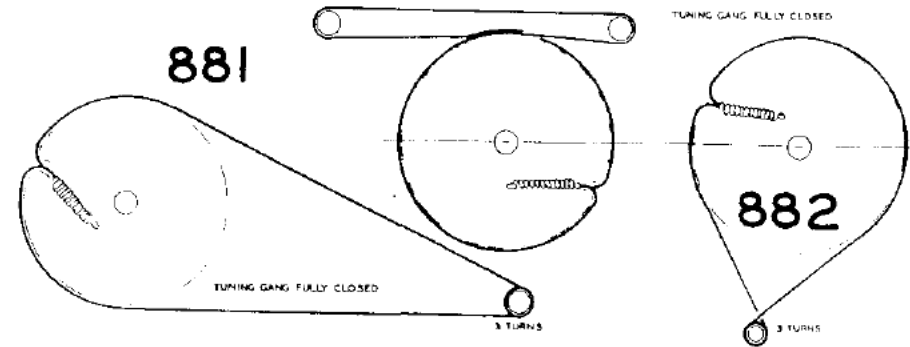
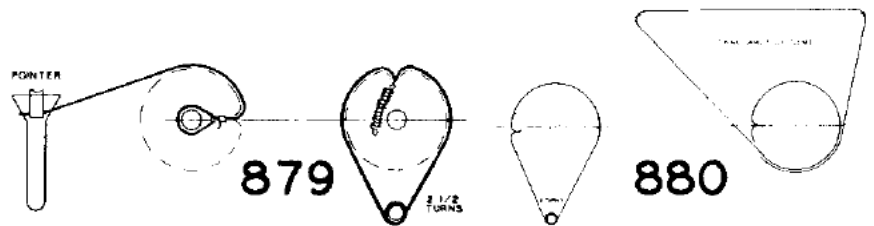
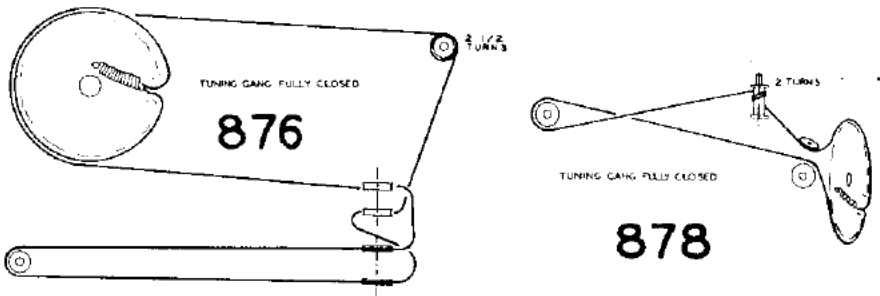
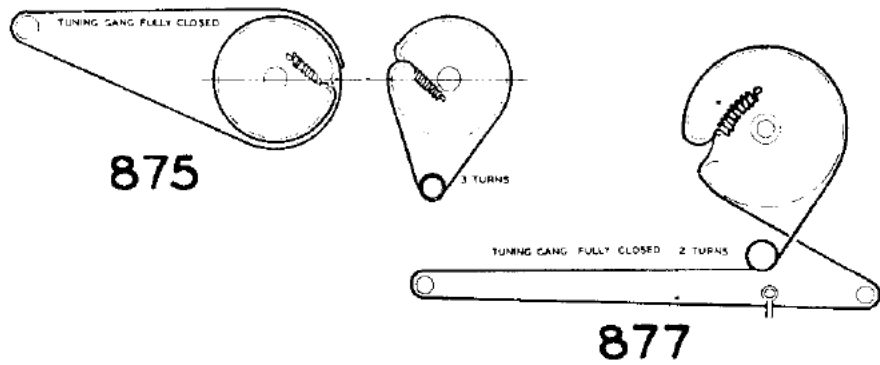
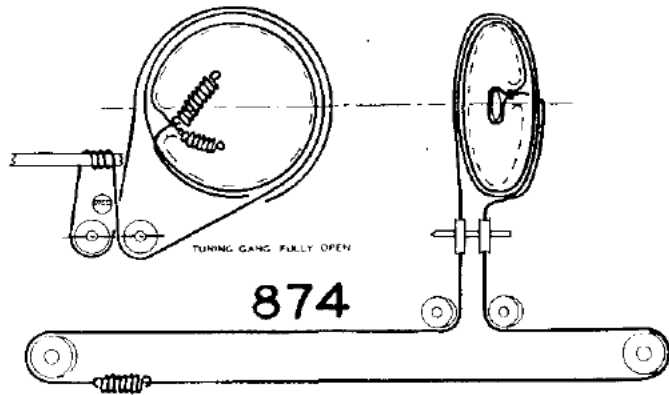


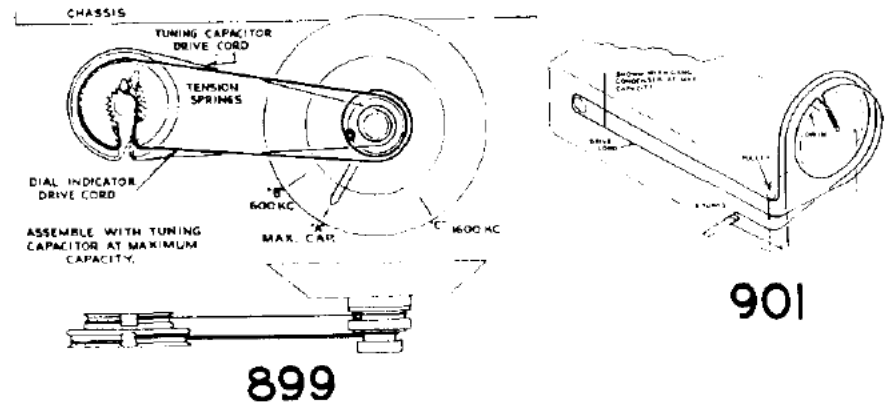
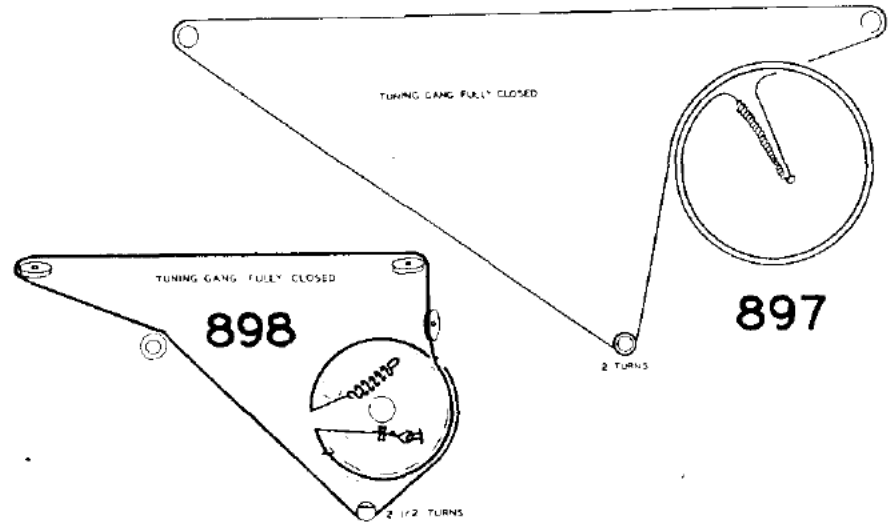
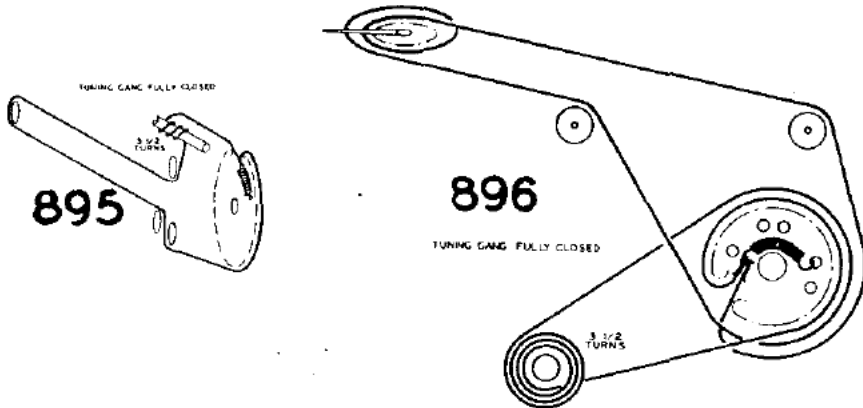
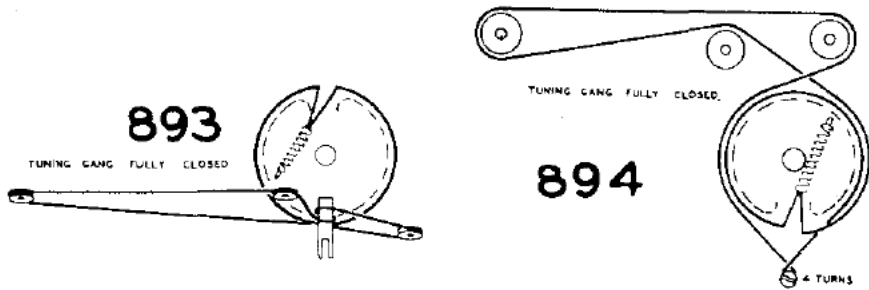
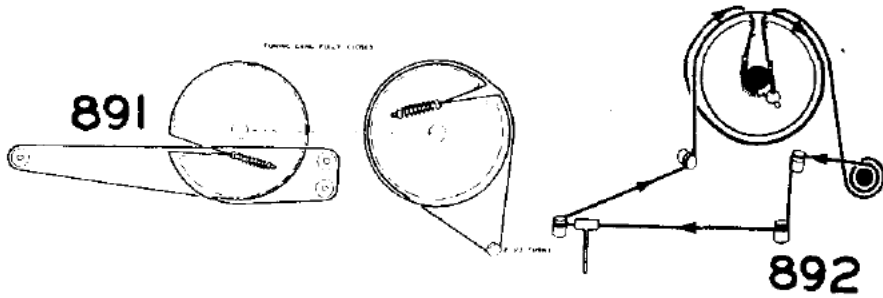
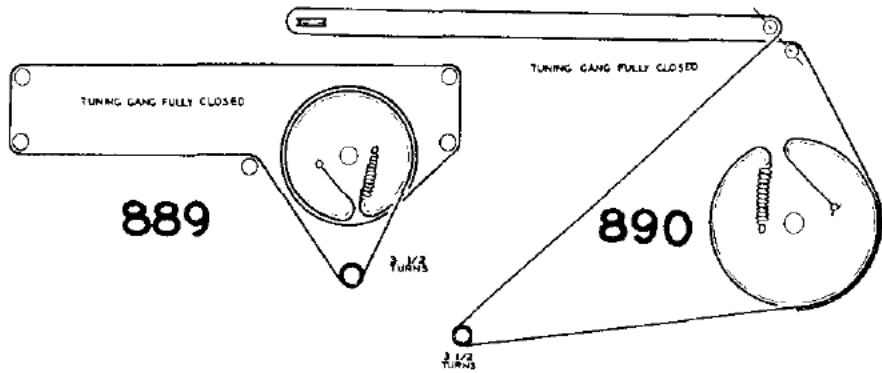




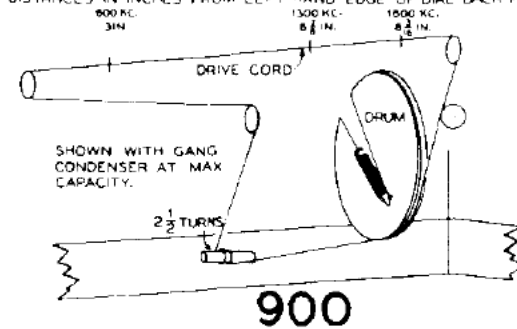




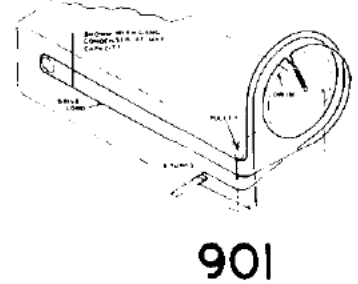


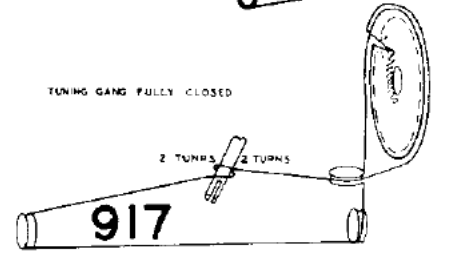
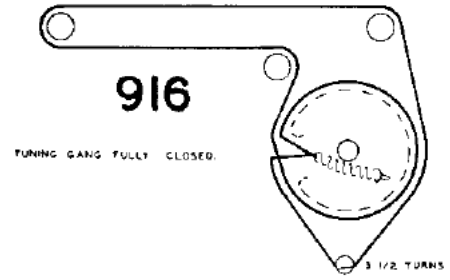
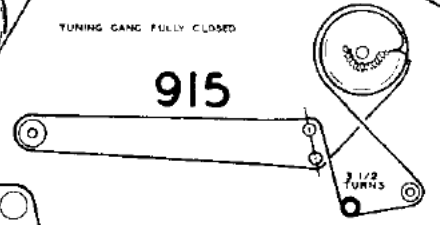
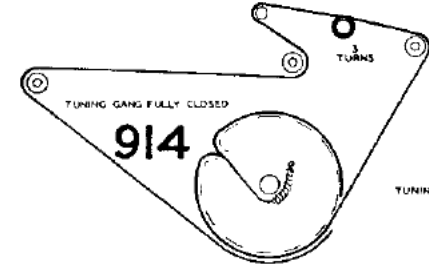
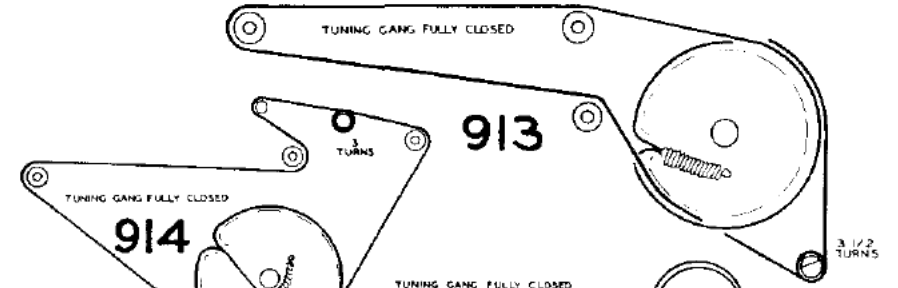
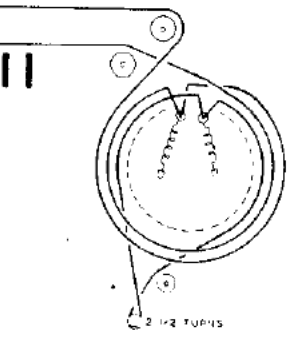
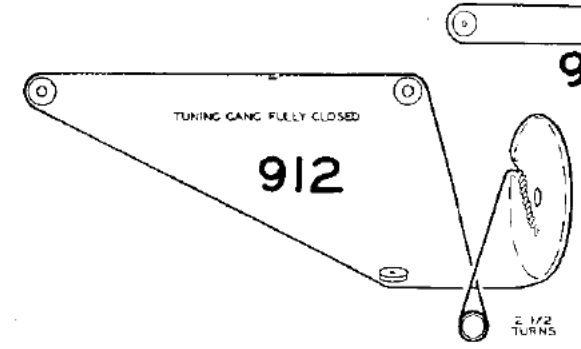
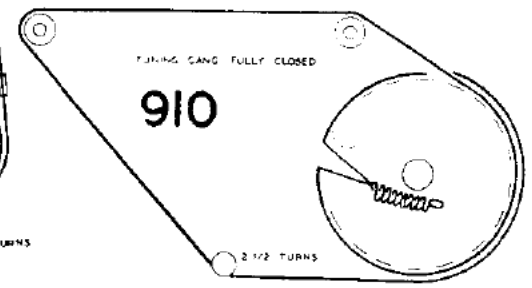
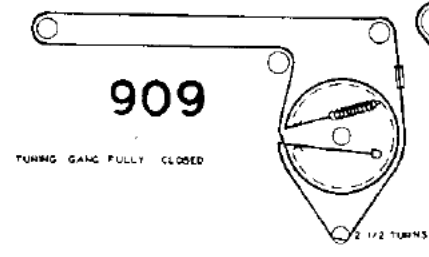
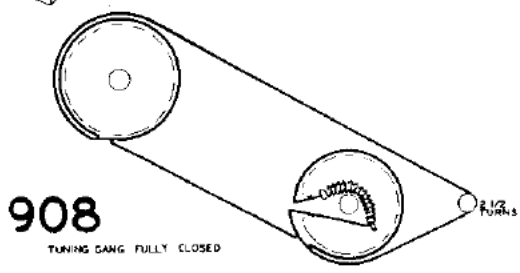
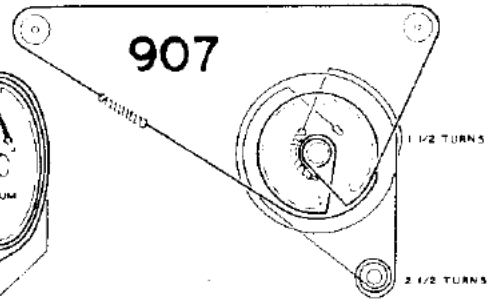
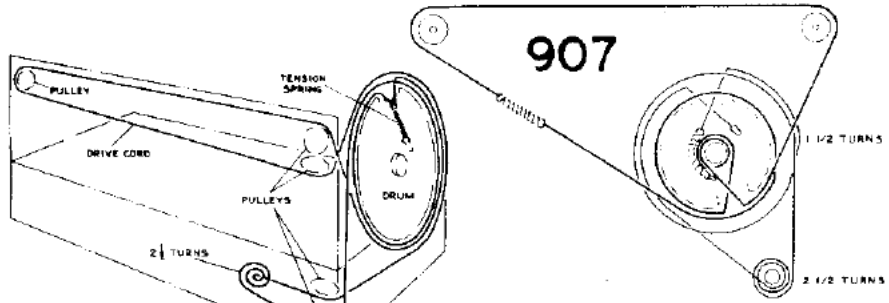
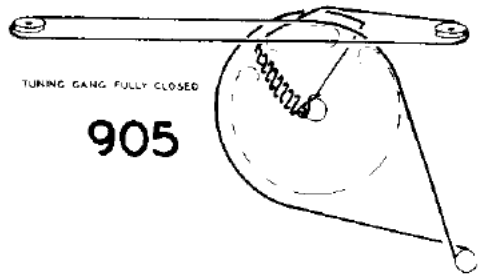
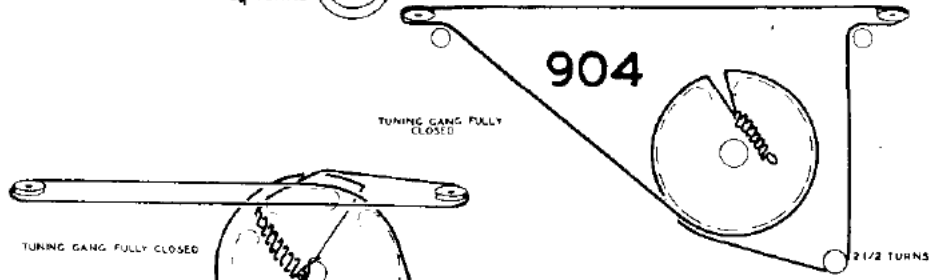
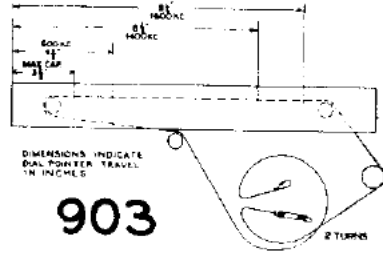
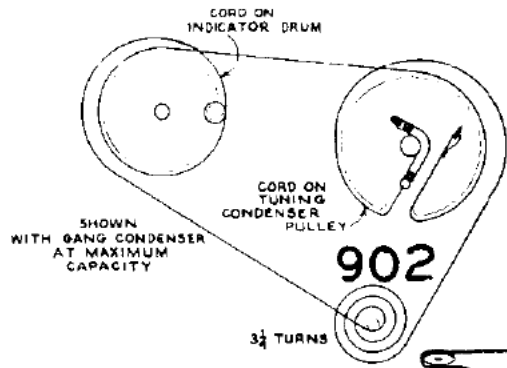


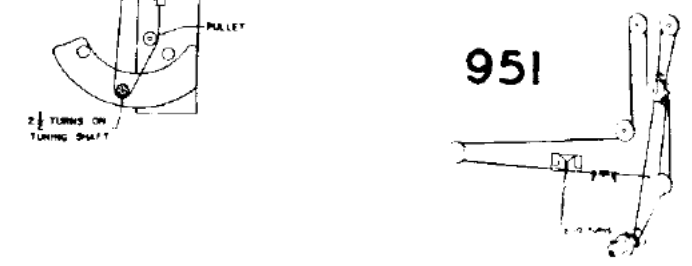
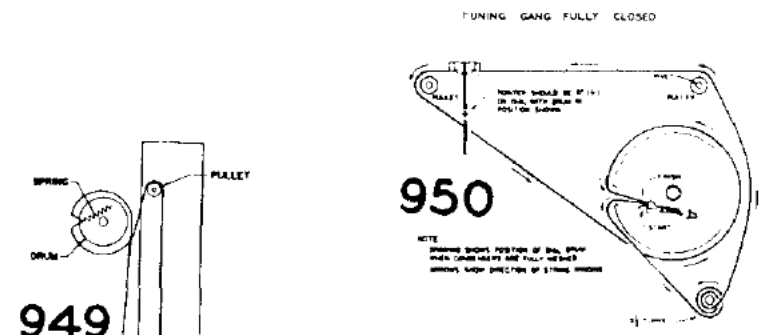
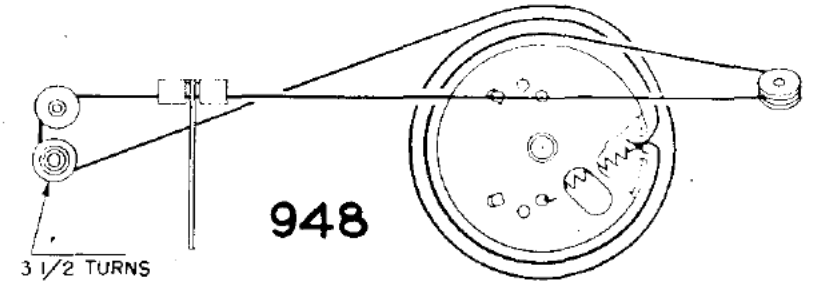
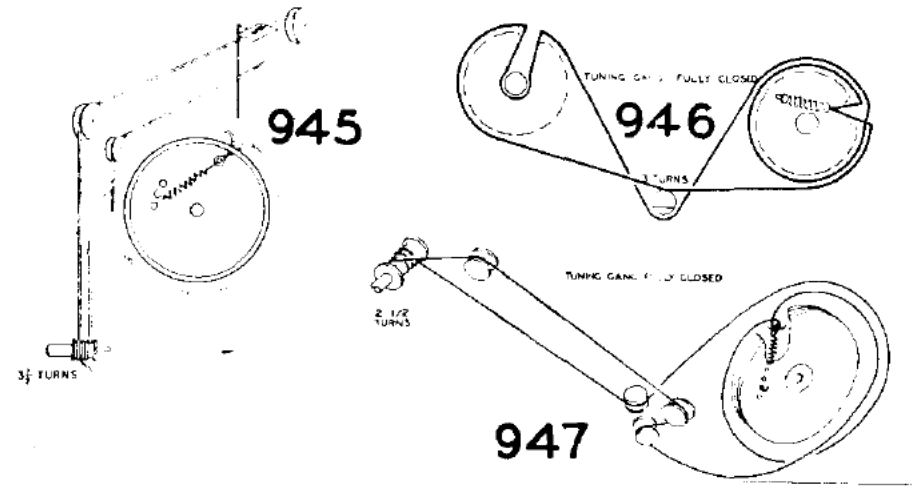
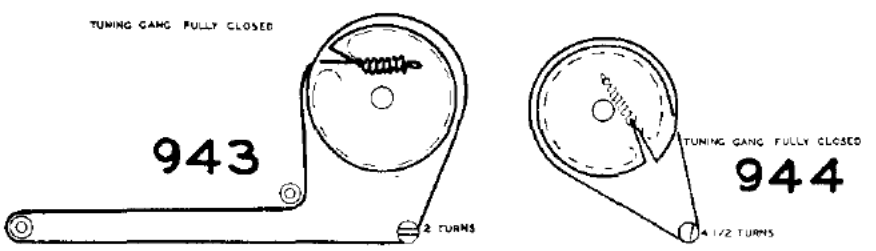
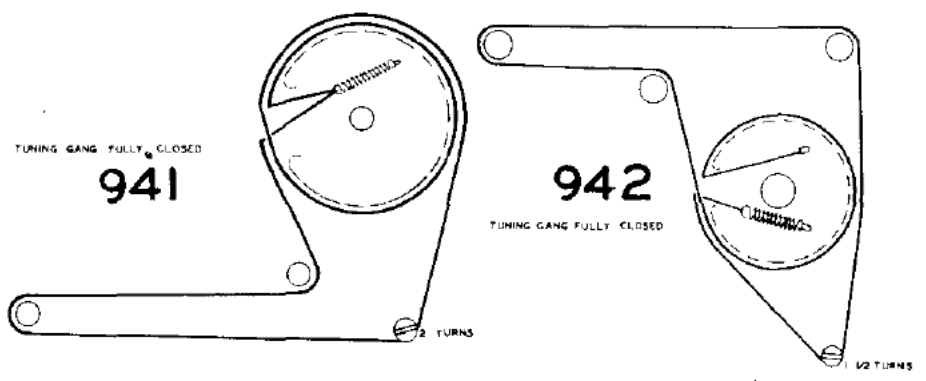
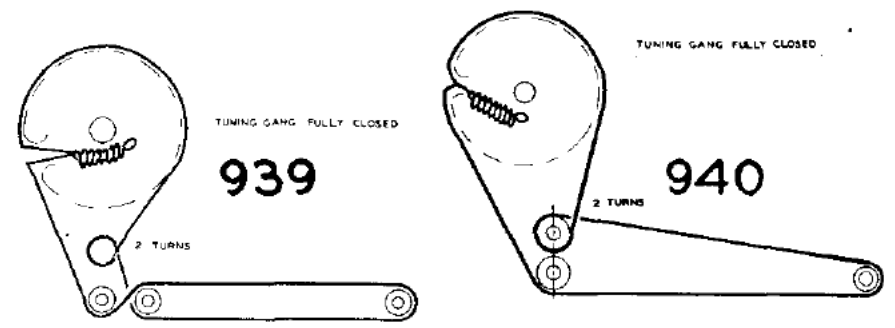
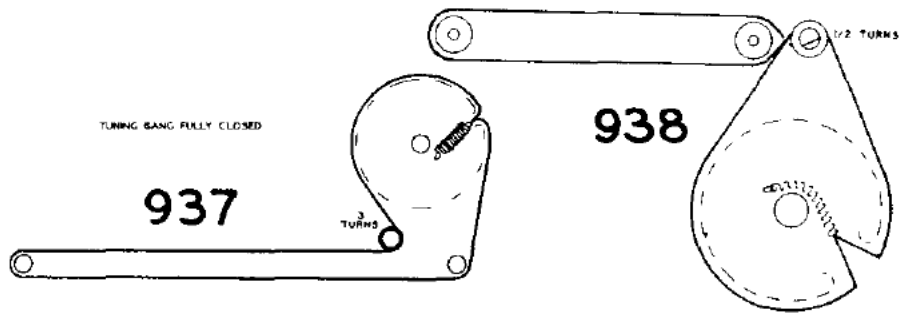
DISTANCES IN INCHES FROM LEFT HAND EDGE OF DIAL BACK PLATE

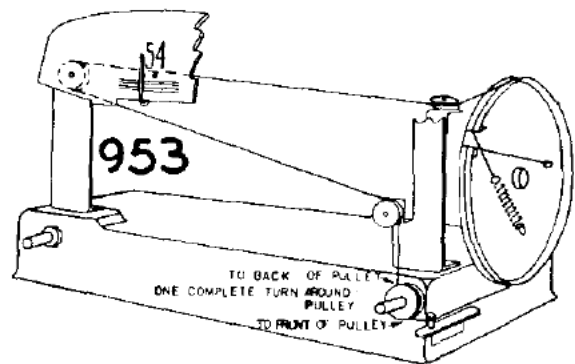


SHOWN WITH GANG CONDENSER AT MAX CAPACITY.



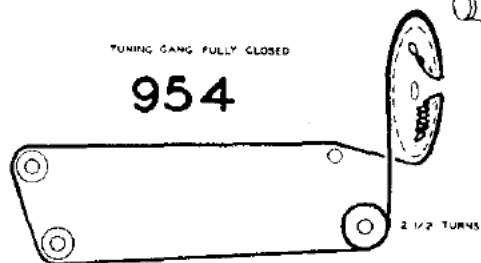






953

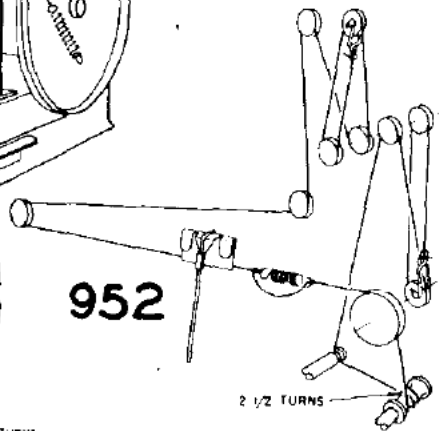
TO BACK OF PULLEY
ONE COMPLETE TURN AROUND
PULLEY
TO FRONT OF PULLEY



TUNING GANG FULLY CLOSED

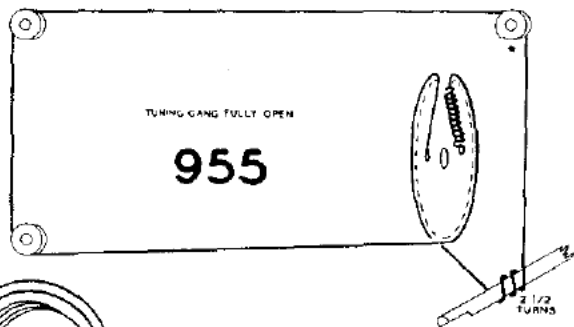
954

2 1/2 TURNS



952

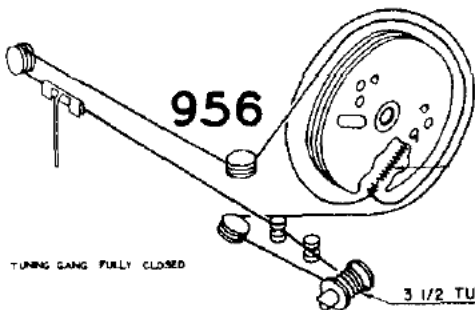
2 1/2 TURNS



TUNING GANG FULLY OPEN

955

2 1/2 TURNS



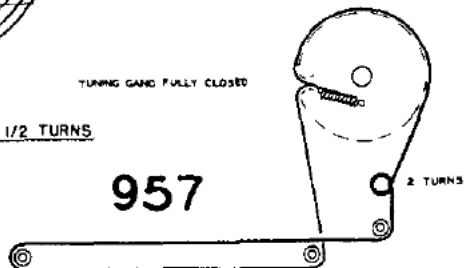
956

TUNING GANG FULLY CLOSED

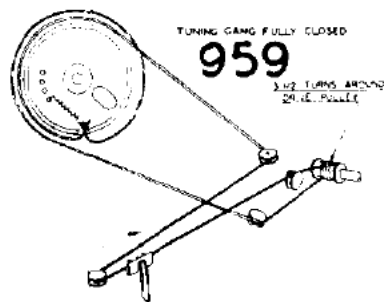
3 1/2 TURNS

TUNING GANG FULLY CLOSED

957



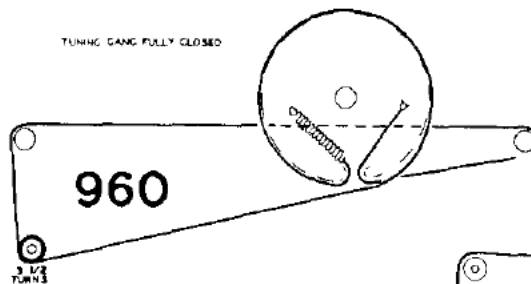
2 TURNS



TUNING GANG FULLY CLOSED

959

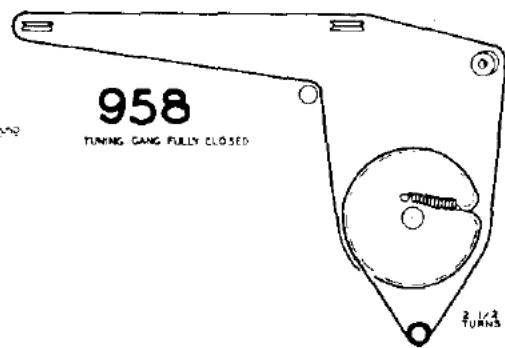
3 1/2 TURNS AROUND
DRIVE PULLEY



TUNING GANG FULLY CLOSED

960

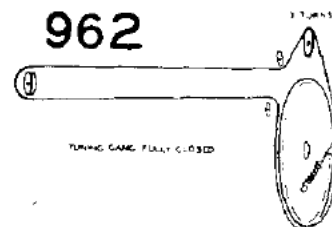
3 1/2 TURNS



958

TUNING GANG FULLY CLOSED

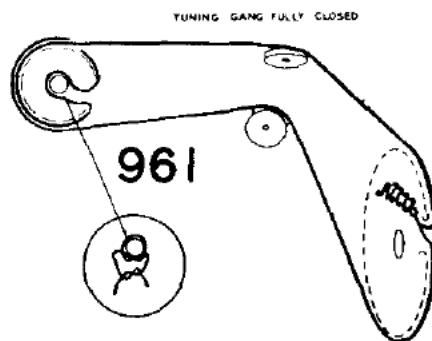
2 1/2 TURNS



962

TUNING GANG FULLY CLOSED

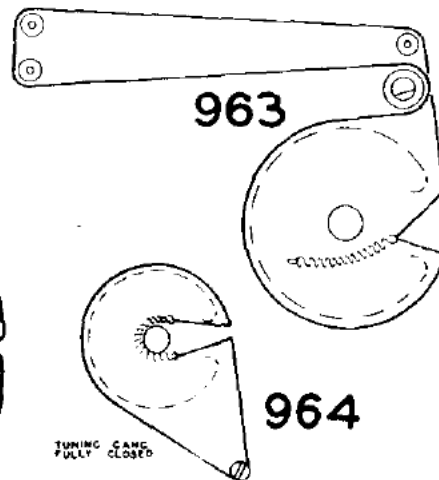
3 TURNS



TUNING GANG FULLY CLOSED

961

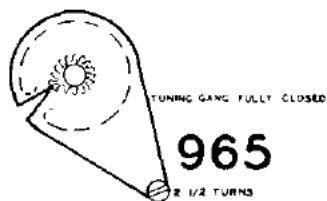
2 TURNS



963

964

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

965

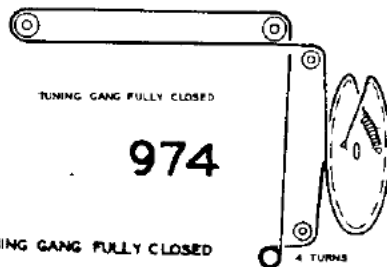
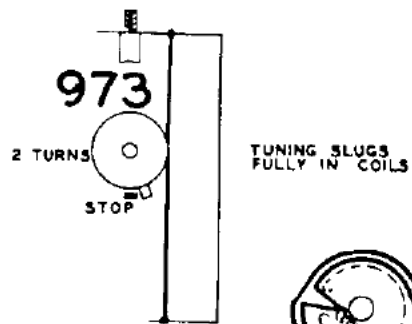
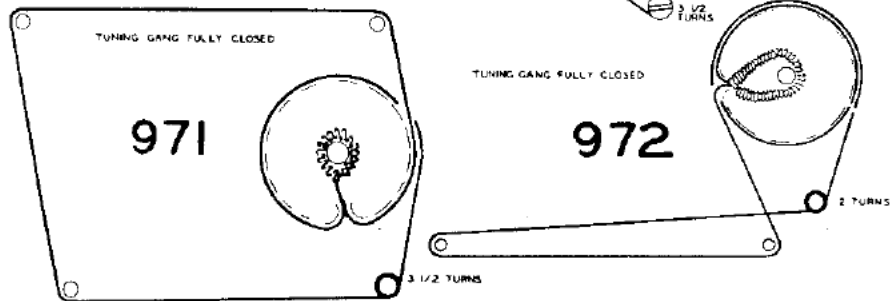
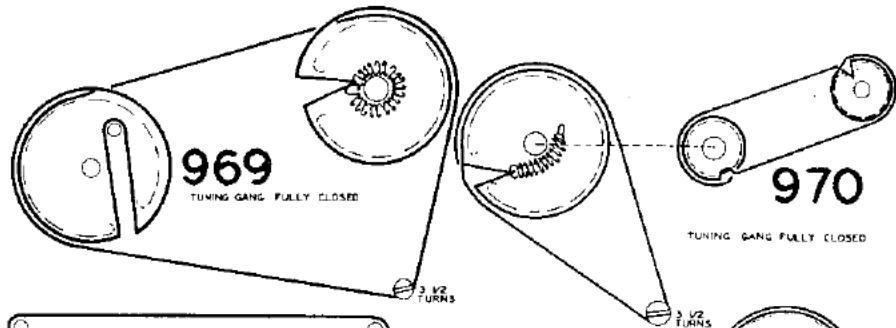
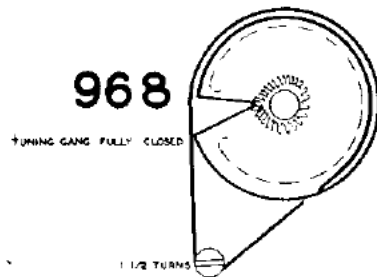
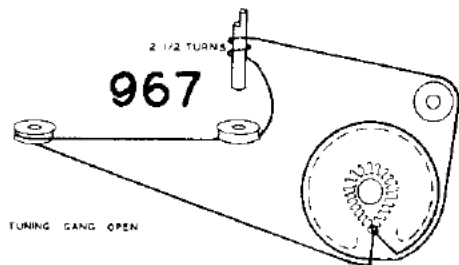
2 1/2 TURNS



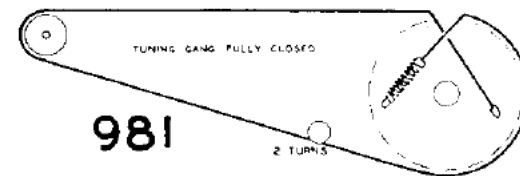
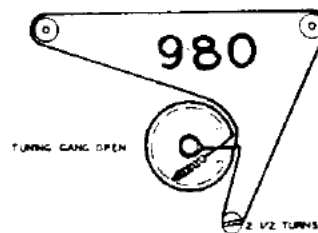
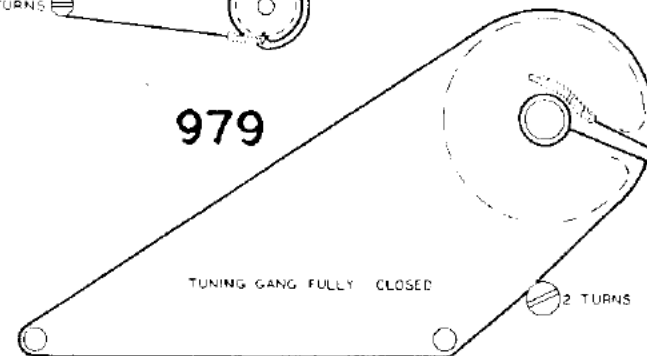
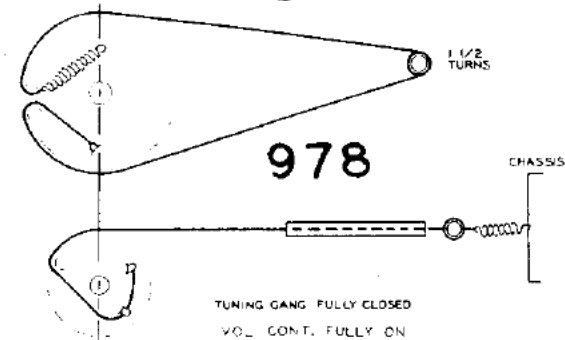
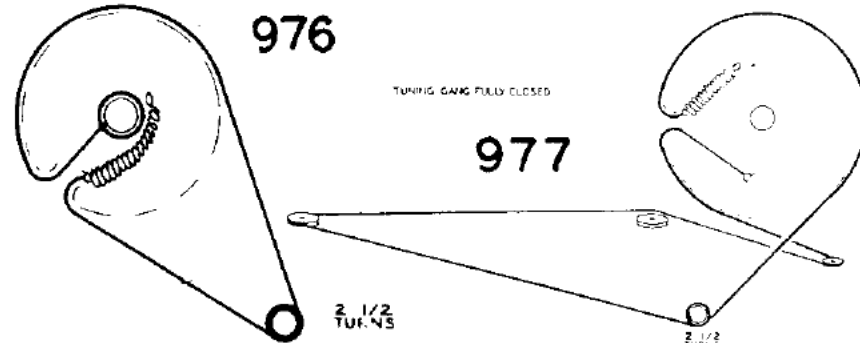
TUNING GANG FULLY CLOSED

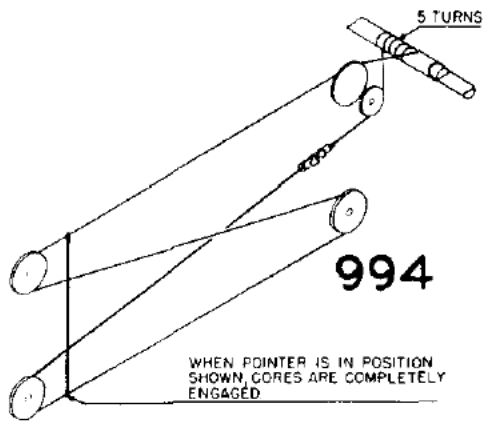
966

2 1/2 TURNS

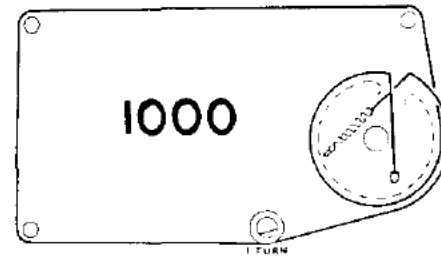
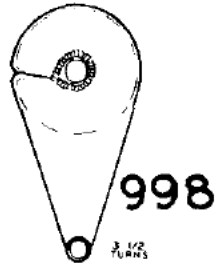


TUNING GANG FULLY CLOSED

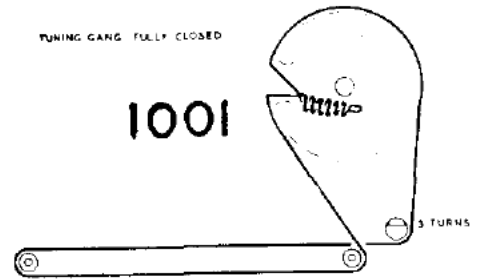




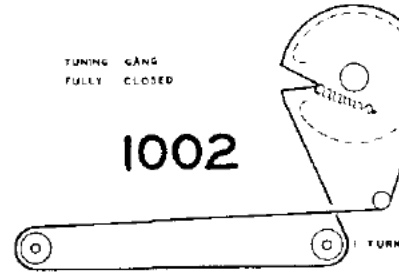
TUNING GANG FULLY CLOSED



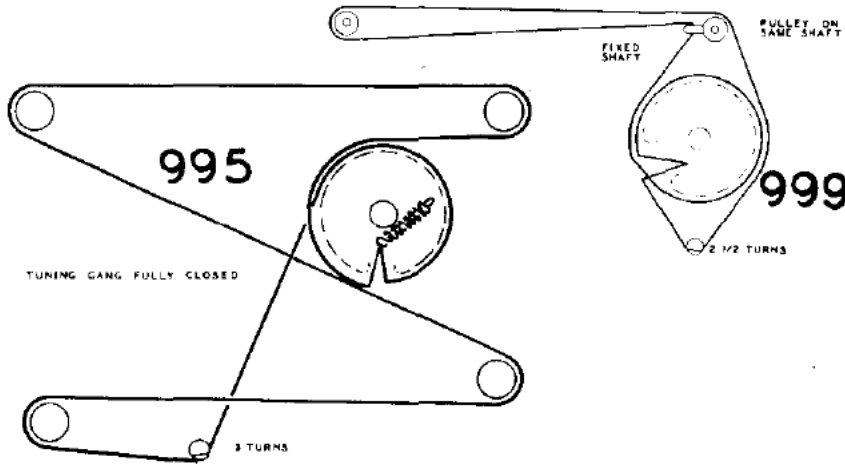
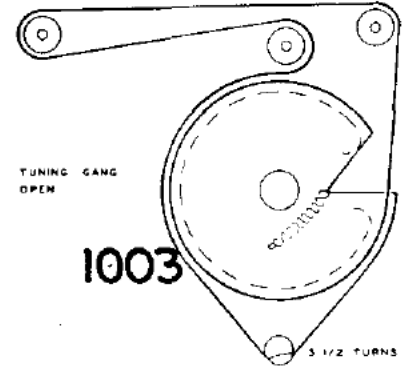
TUNING GANG FULLY CLOSED



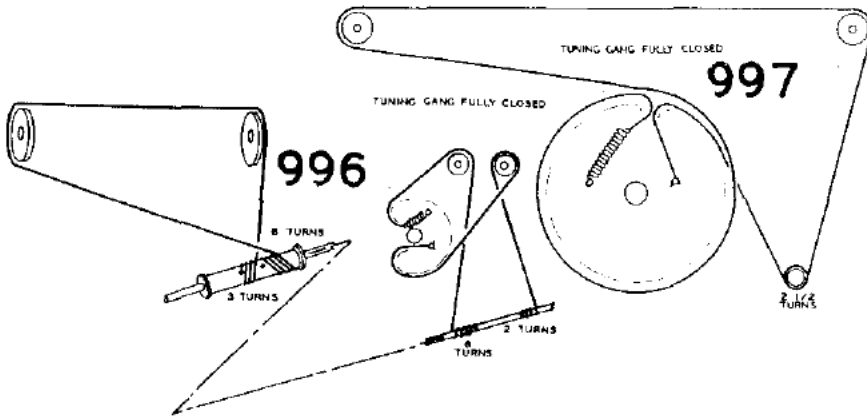
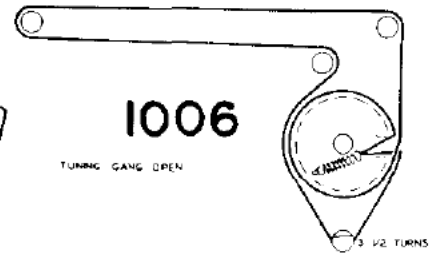
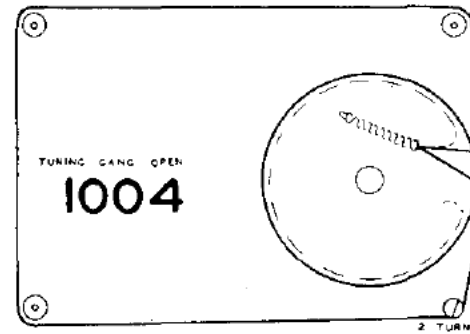
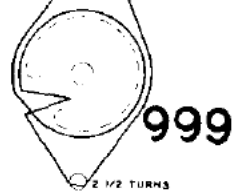
TUNING GANG FULLY CLOSED



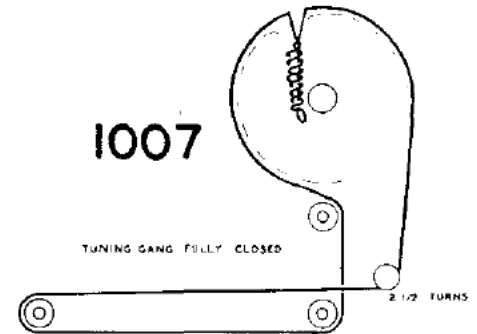
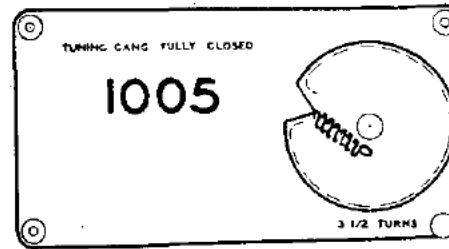
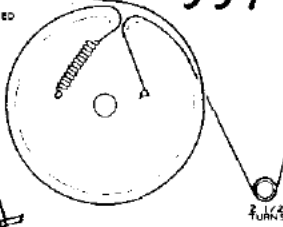
TUNING GANG OPEN



FIXED SHAFT PULLEY ON SAME SHAFT



TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

1008

2 1/2 TURNS

TUNING GANG OPEN

1009

3 TURNS

TUNING GANG FULLY CLOSED

1014

2 TURNS

TUNING GANG FULLY CLOSED

1015

2 TURNS

TUNING GANG FULLY CLOSED

1010

3 TURNS

1011

2 TURNS

1016

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

1017

3 1/2 TURNS

3 1/2 TURNS

1013

3 1/2 TURNS

TUNING GANG FULLY CLOSED

1012

2 1/2 TURNS

TUNING GANG FULLY CLOSED

1018

3 TURNS

TUNING GANG FULLY OPEN

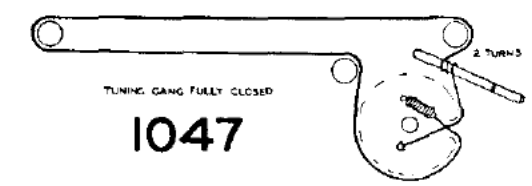
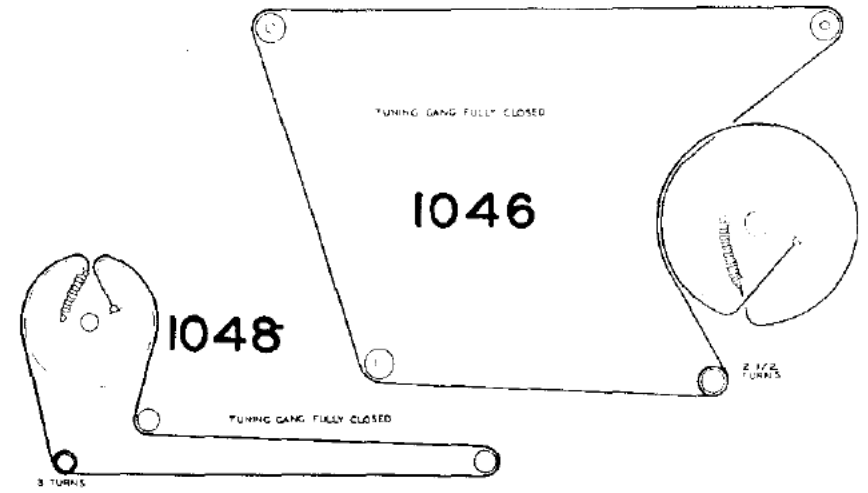
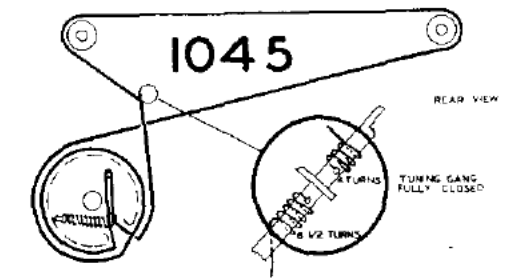
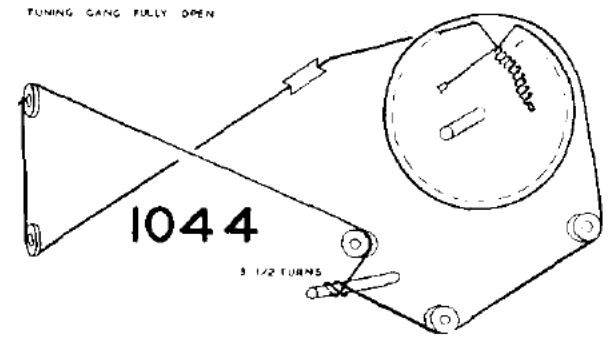
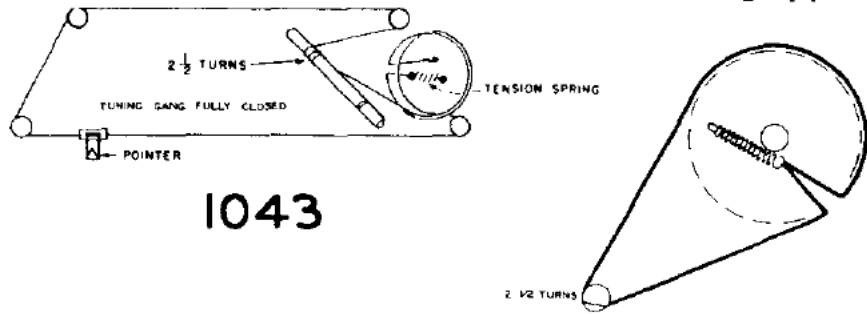
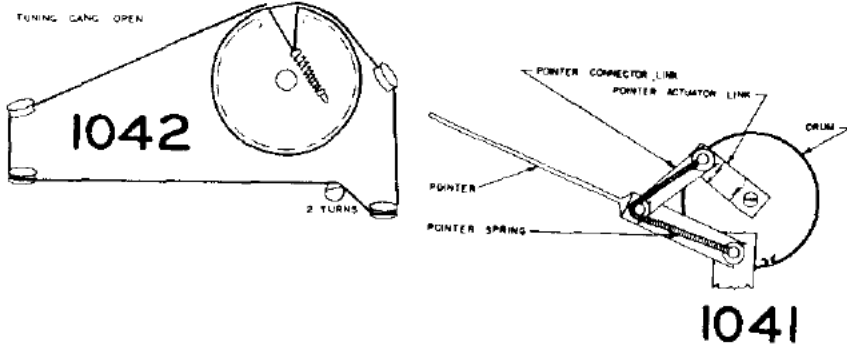
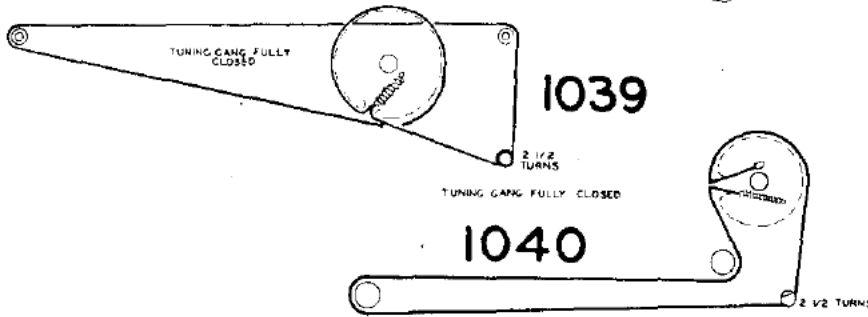
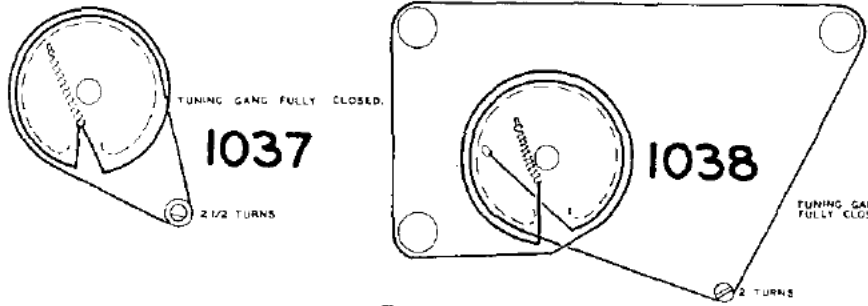
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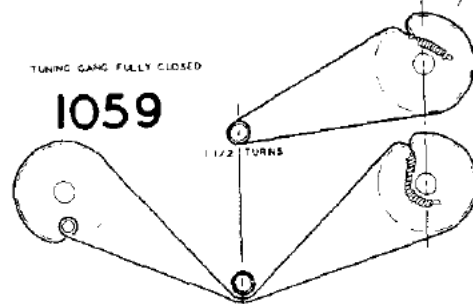
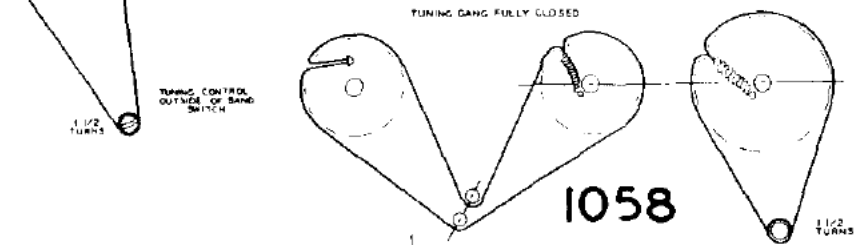
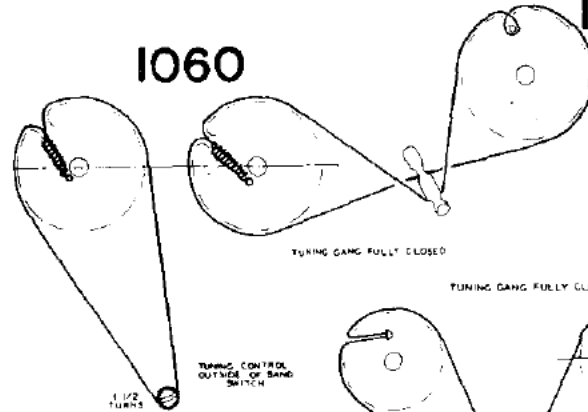
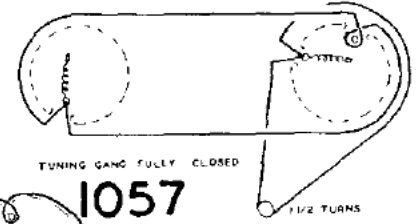
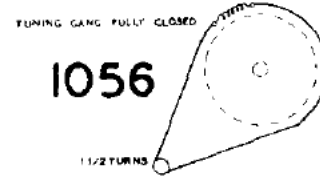
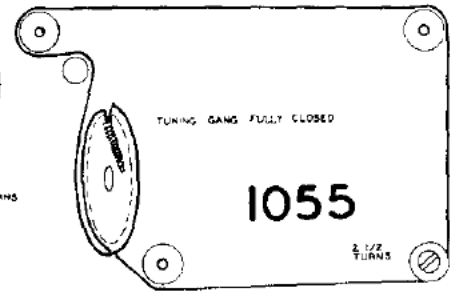
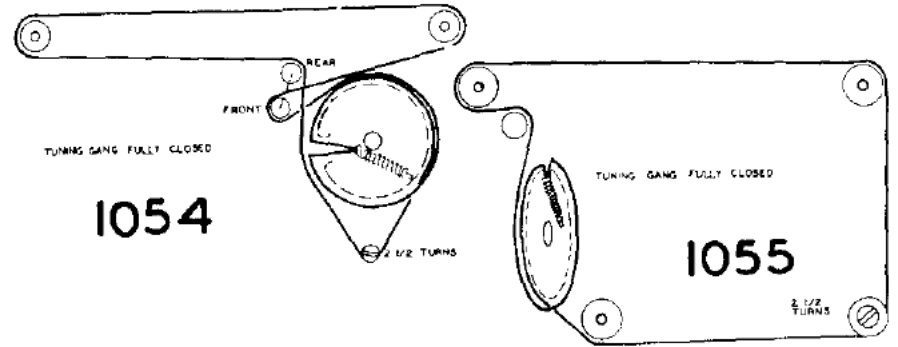
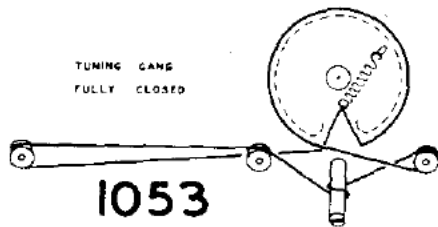
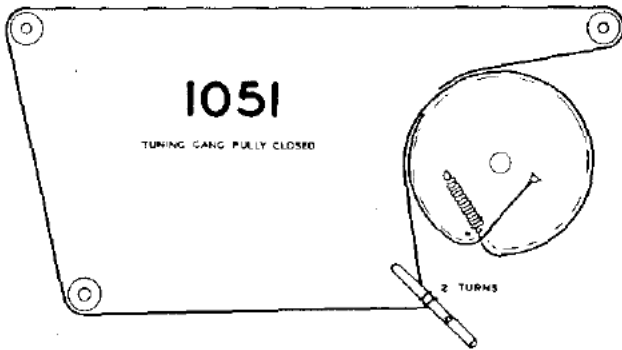
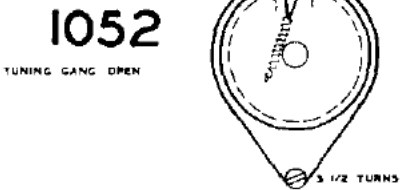
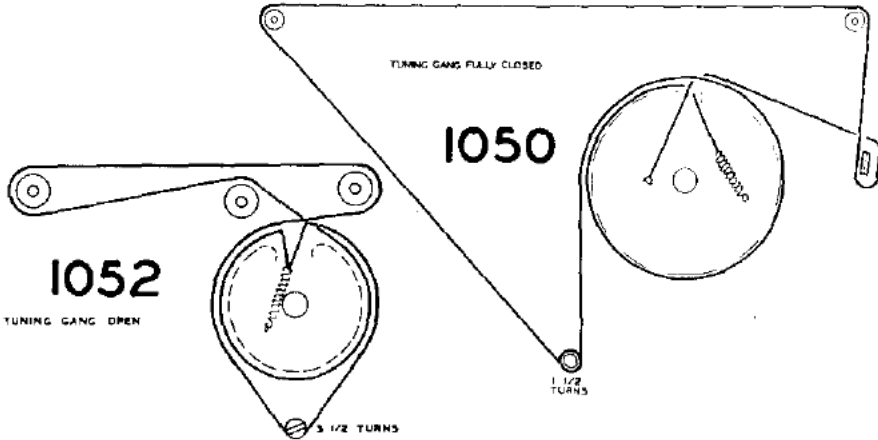
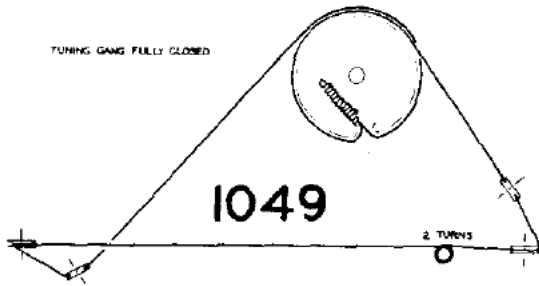
3 1/2 TURNS

TUNING GANG FULLY CLOSED

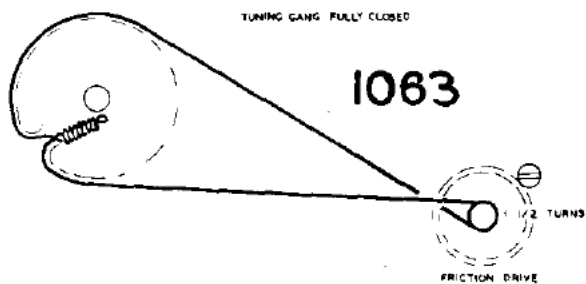
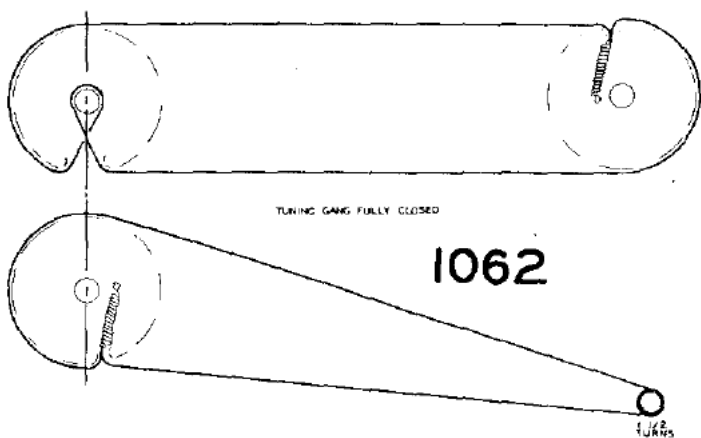
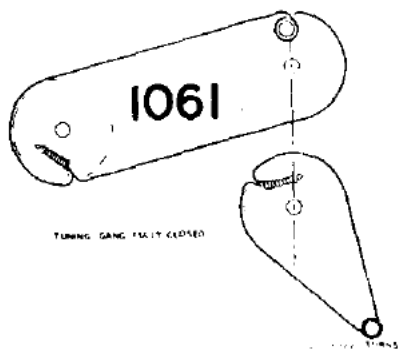
1019

3 TURNS



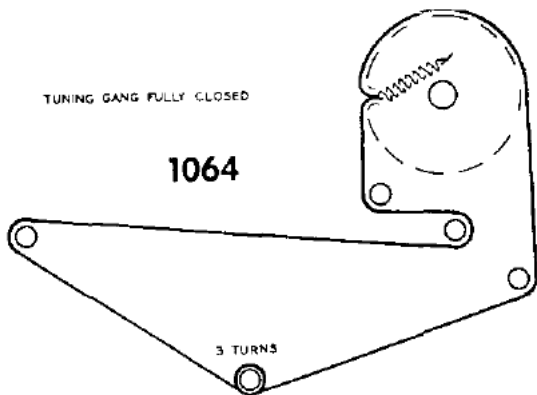


TUNING CONTROL OUTSIDE OF BAND SWITCH



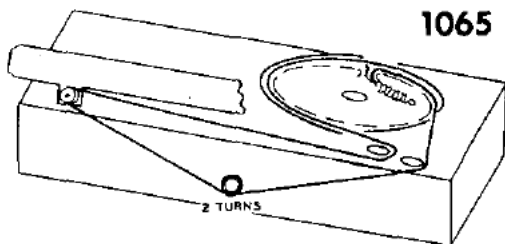
TUNING GANG FULLY CLOSED

1064



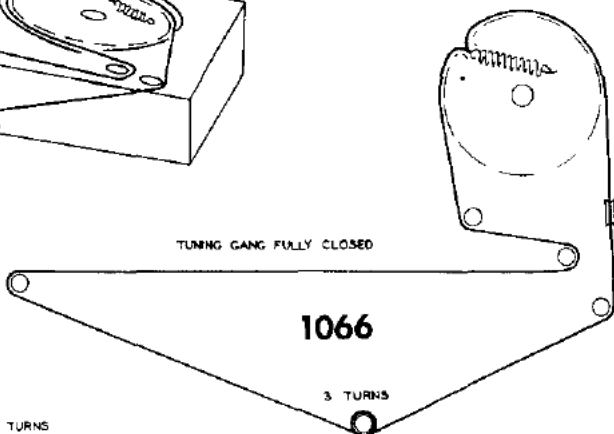
TUNING GANG FULLY CLOSED

1065



TUNING GANG FULLY CLOSED

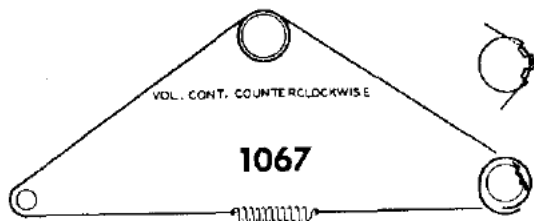
1066



2 TURNS

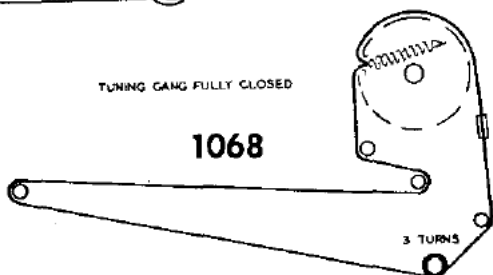
VOL. CONT. COUNTERCLOCKWISE

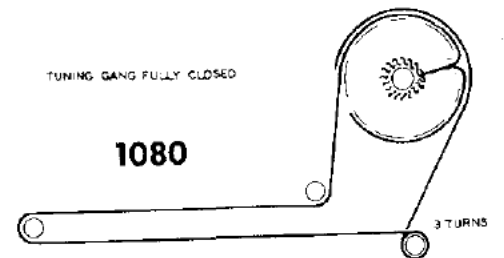
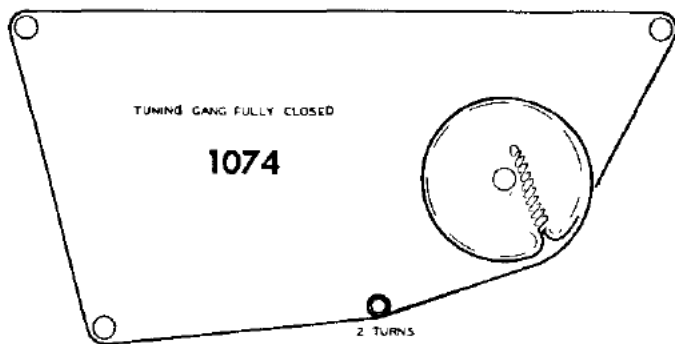
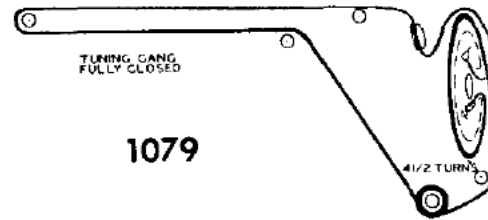
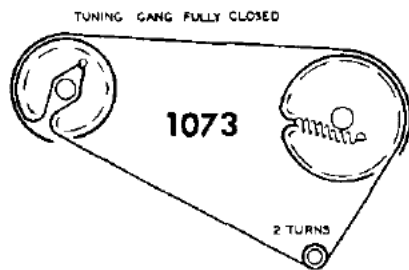
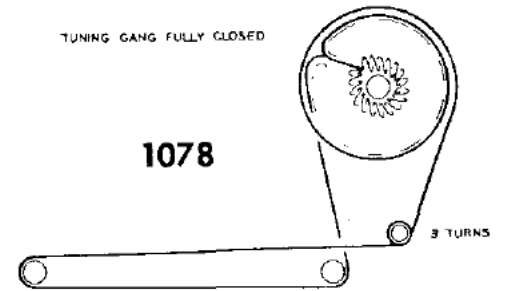
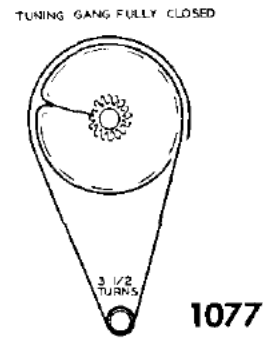
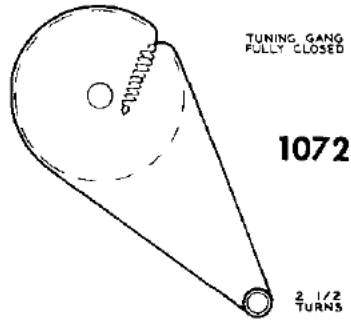
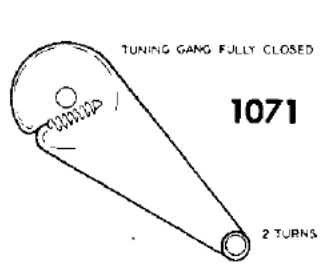
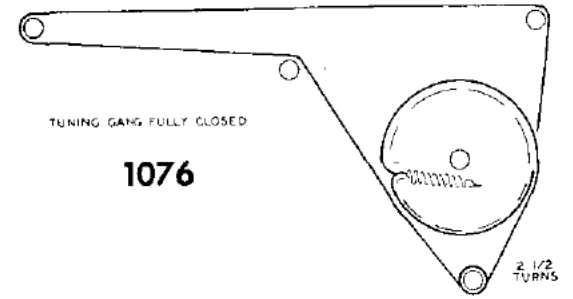
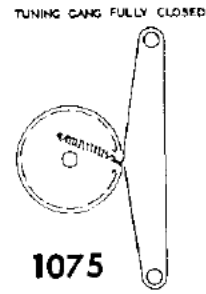
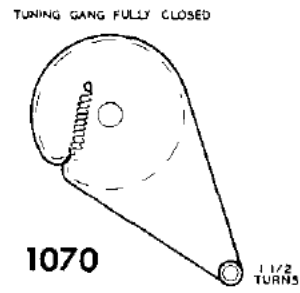
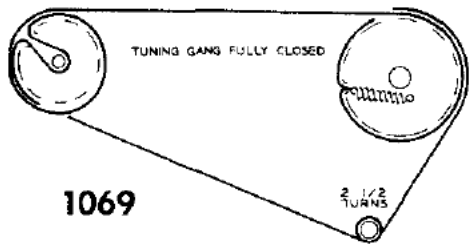
1067



TUNING GANG FULLY CLOSED

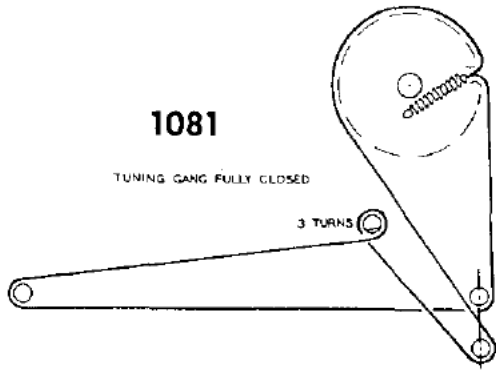
1068





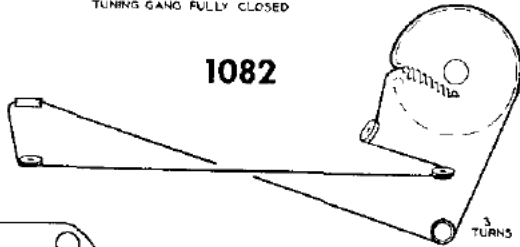
1081

TUNING GANG FULLY CLOSED



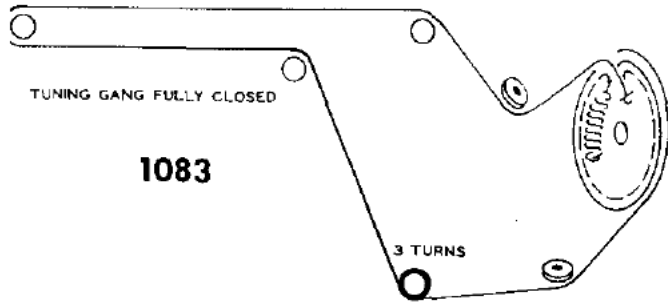
TUNING GANG FULLY CLOSED

1082



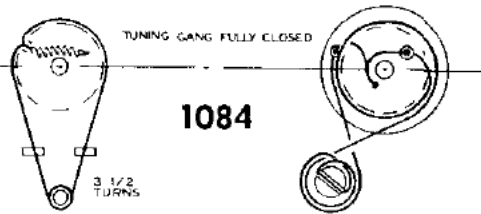
TUNING GANG FULLY CLOSED

1083



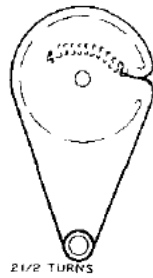
TUNING GANG FULLY CLOSED

1084



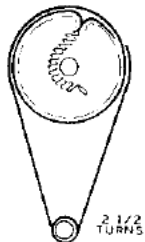
TUNING GANG FULLY CLOSED

1085



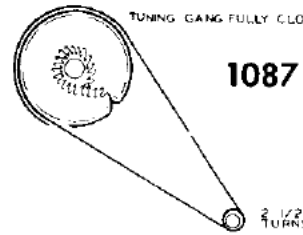
TUNING GANG FULLY CLOSED

1086



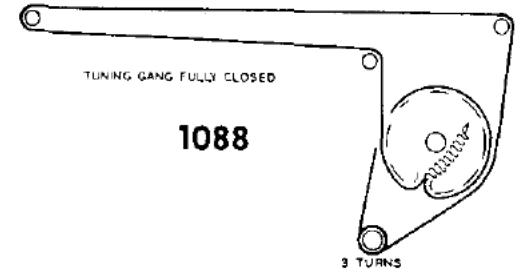
TUNING GANG FULLY CLOSED

1087



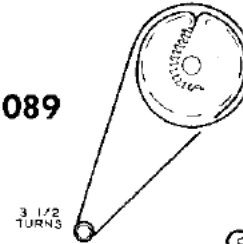
TUNING GANG FULLY CLOSED

1088

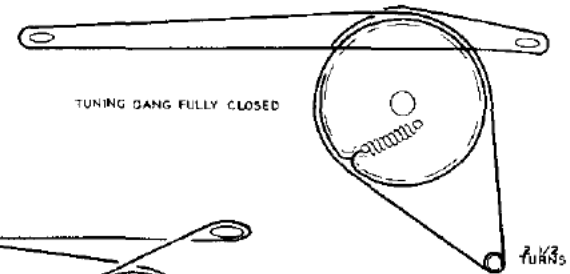


TUNING GANG FULLY CLOSED

1089

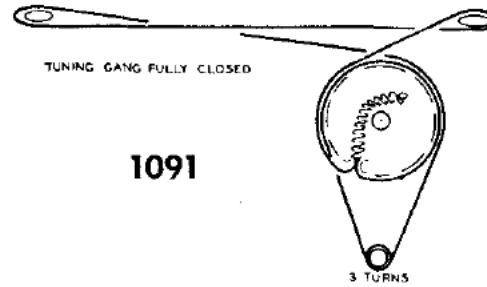


1090



TUNING GANG FULLY CLOSED

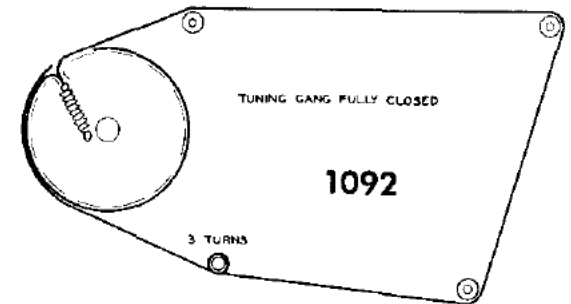
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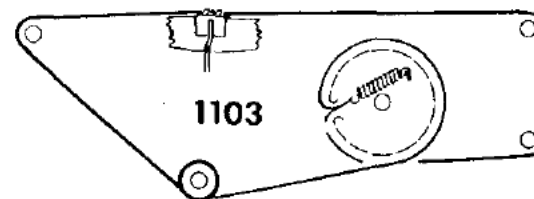
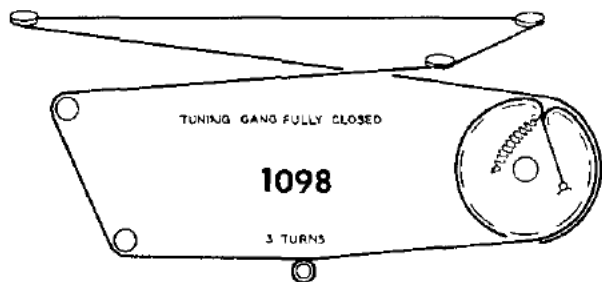
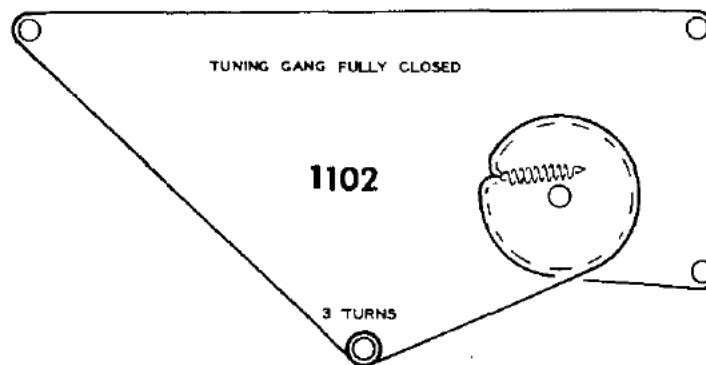
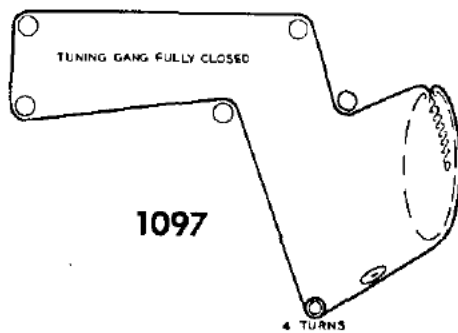
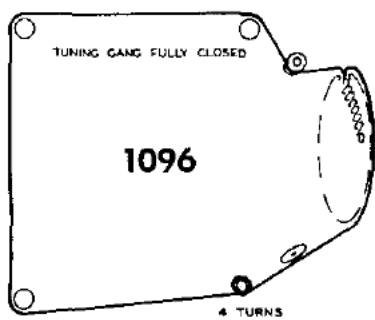
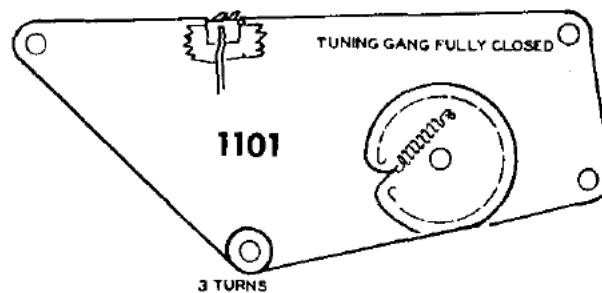
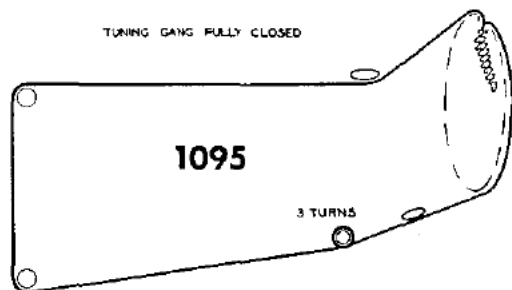
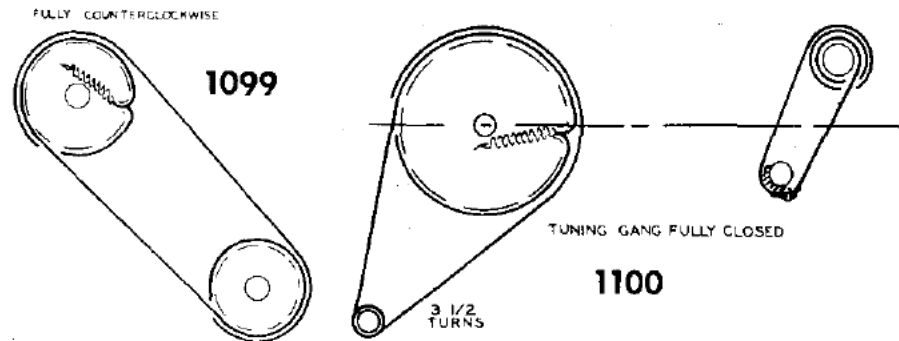
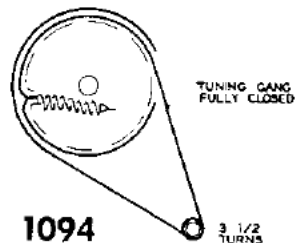
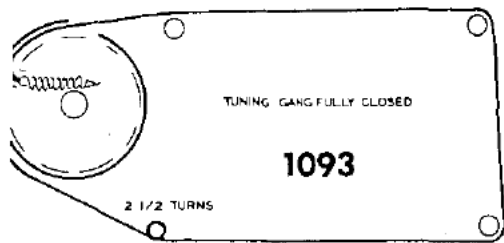


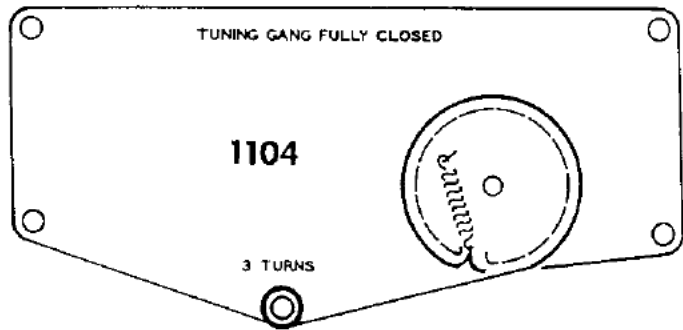
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

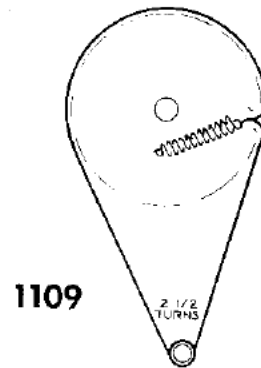
1092



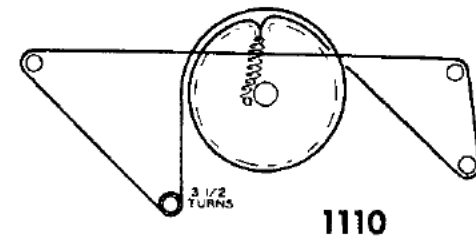




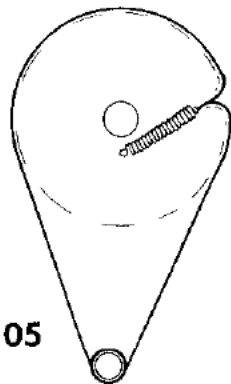
TUNING GANG FULLY CLOSED



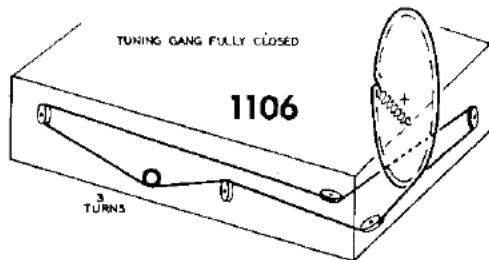
TUNING GANG FULLY CLOSED



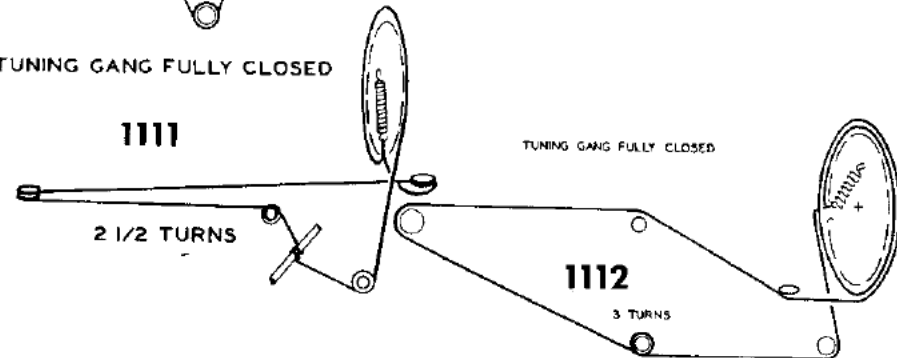
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

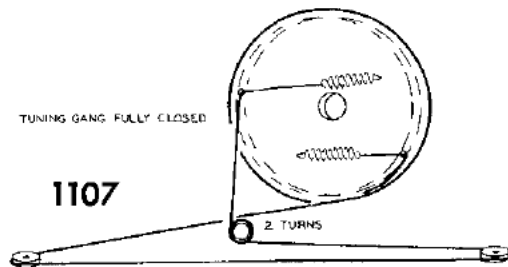


TUNING GANG FULLY CLOSED

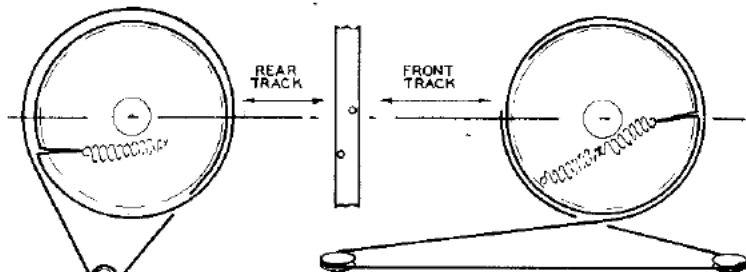
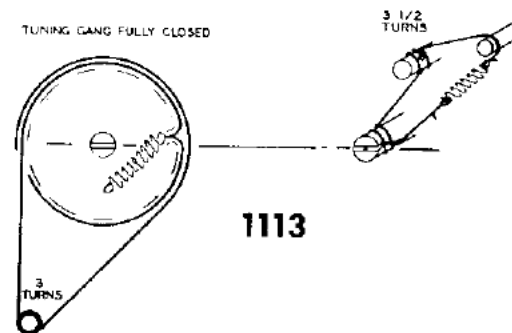


TUNING GANG FULLY CLOSED

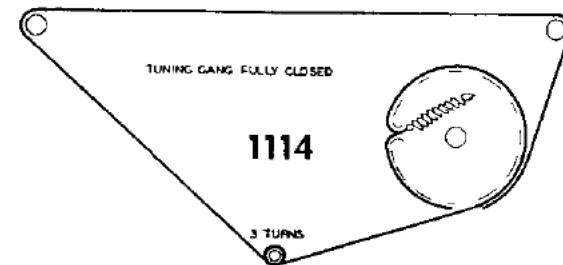
TUNING GANG FULLY CLOSED

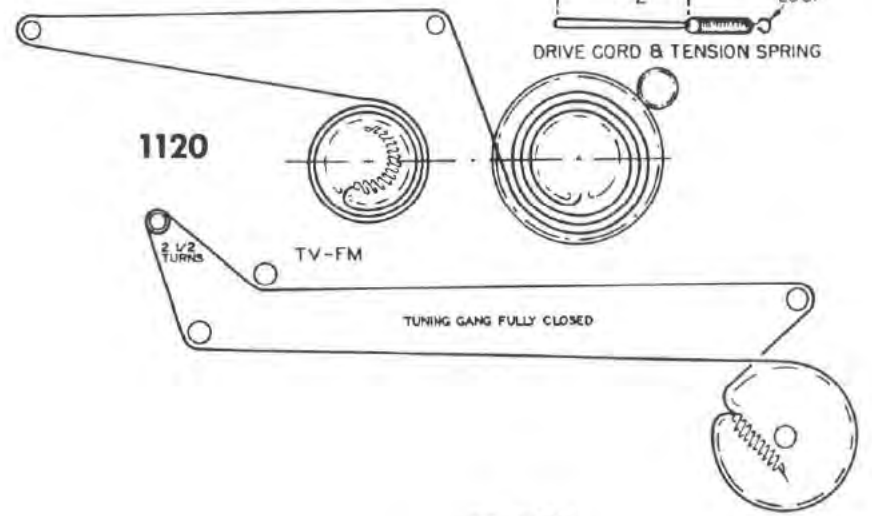
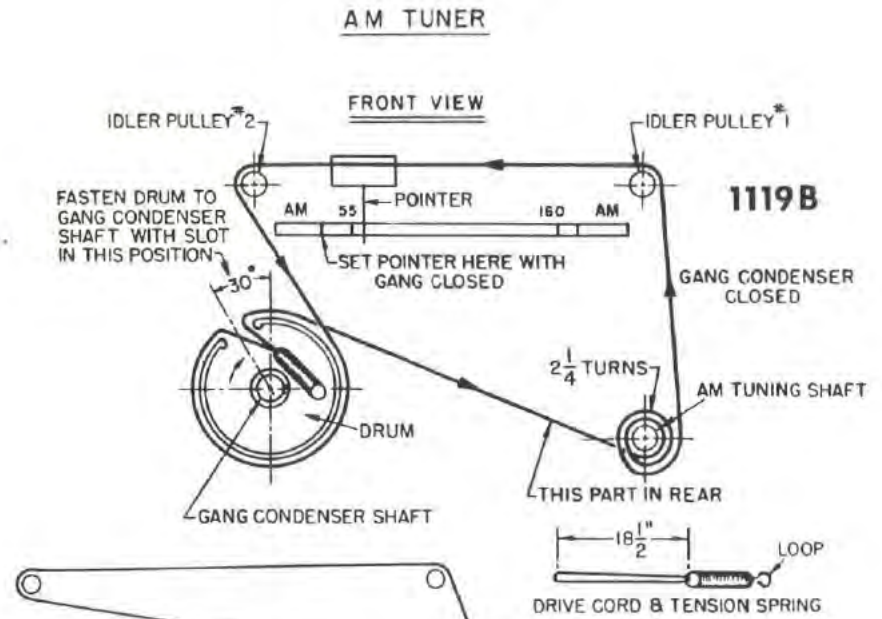
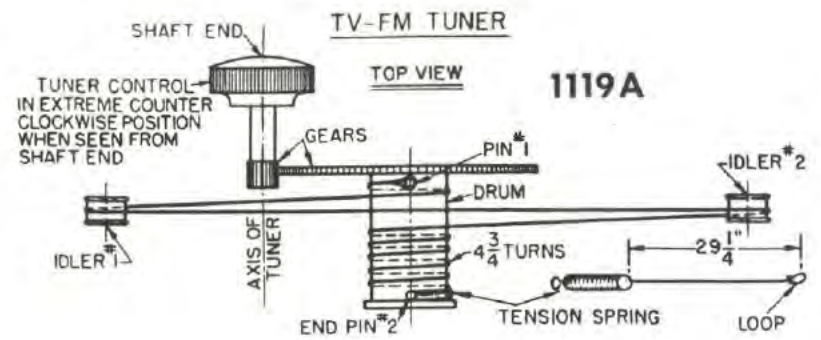
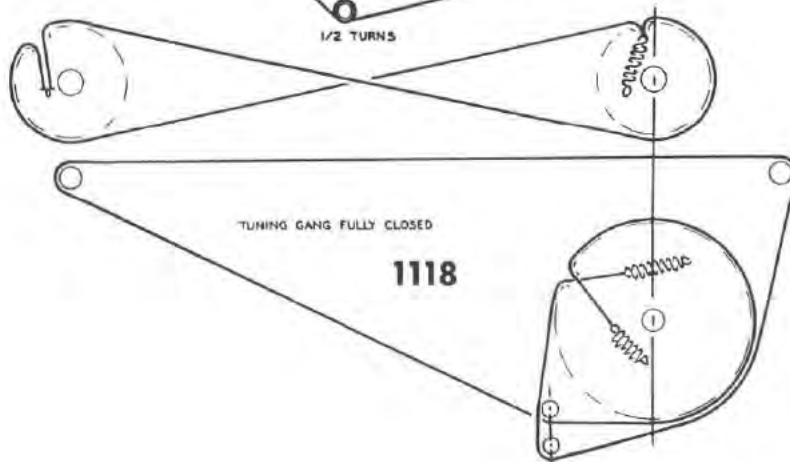
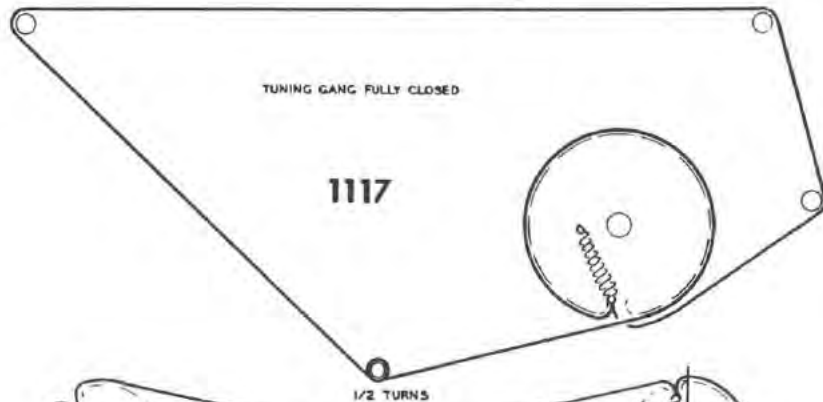
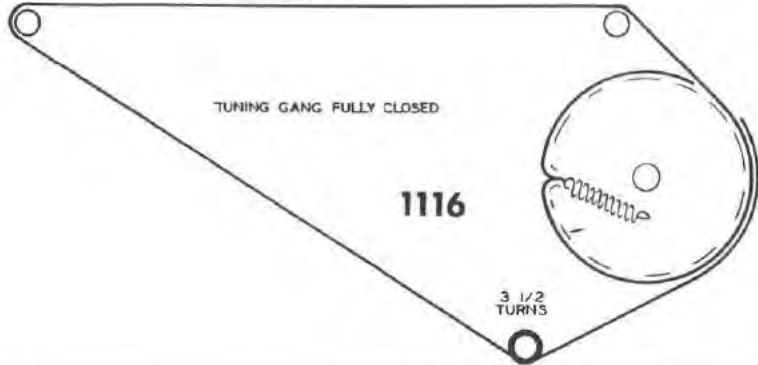
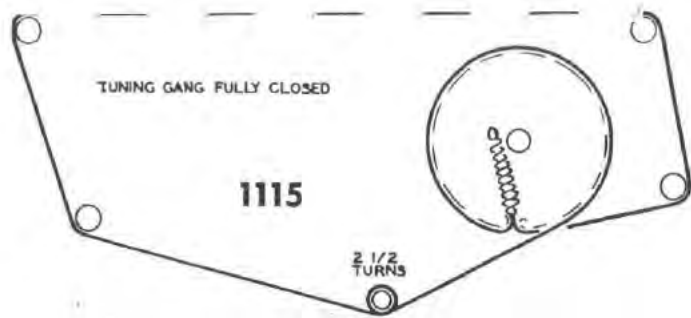


TUNING GANG FULLY CLOSED

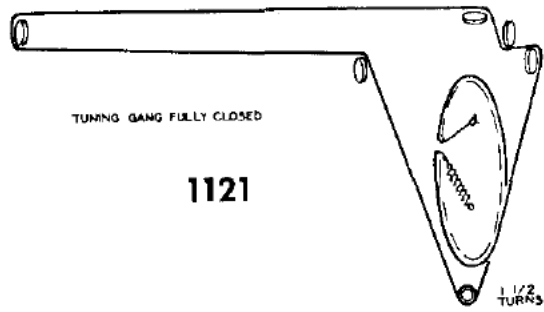


TUNING GANG FULLY CLOSED

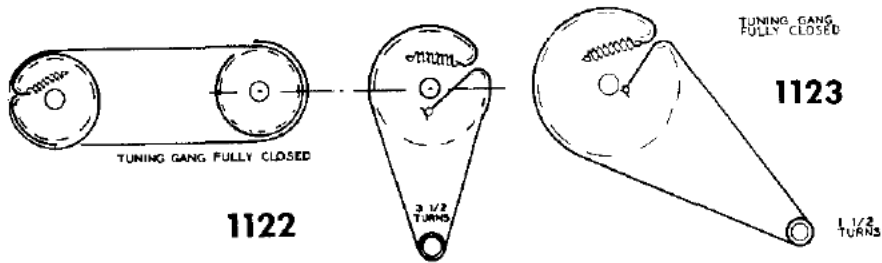
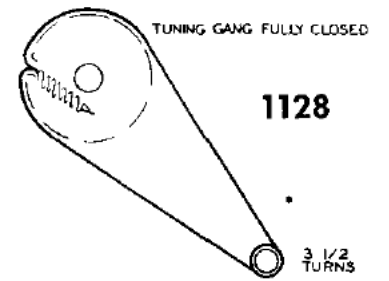
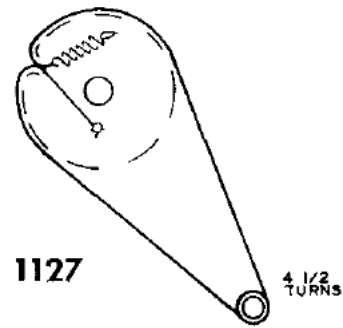




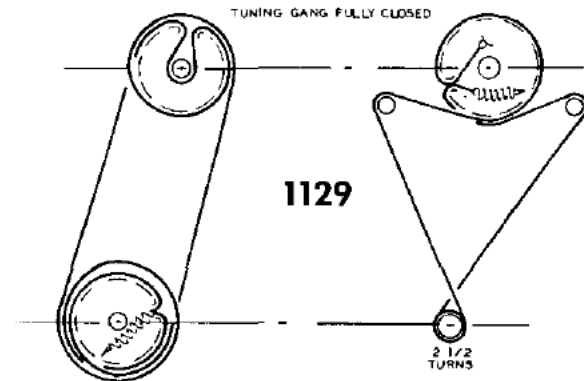
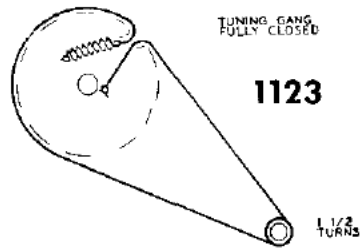
AM TUNING



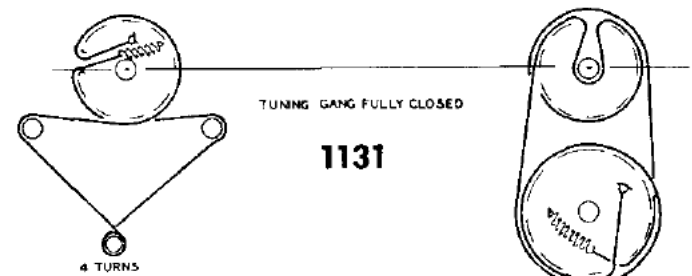
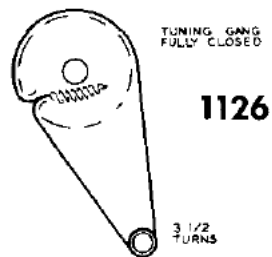
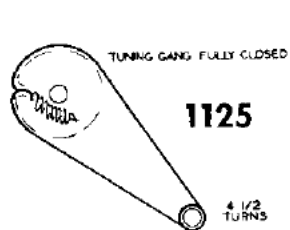
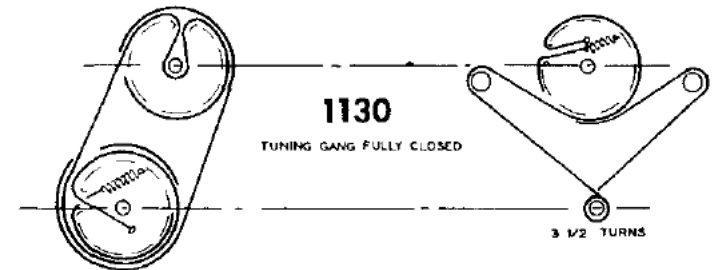
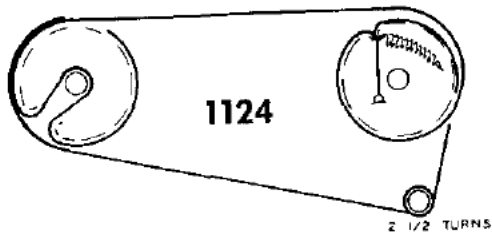
TUNING GANG FULLY CLOSED

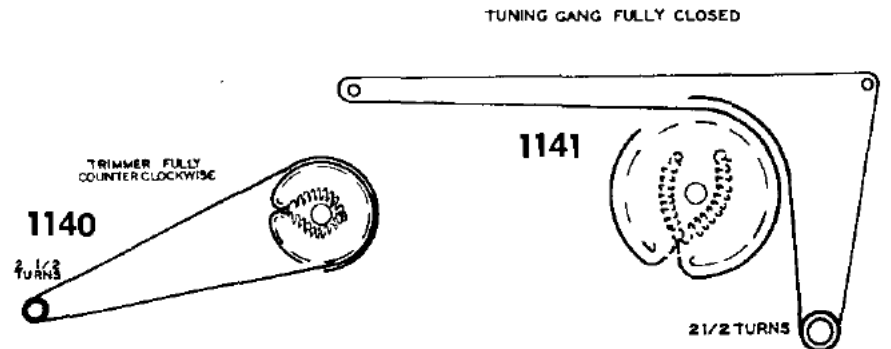
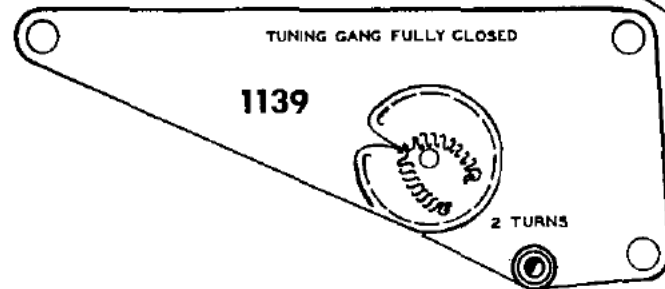
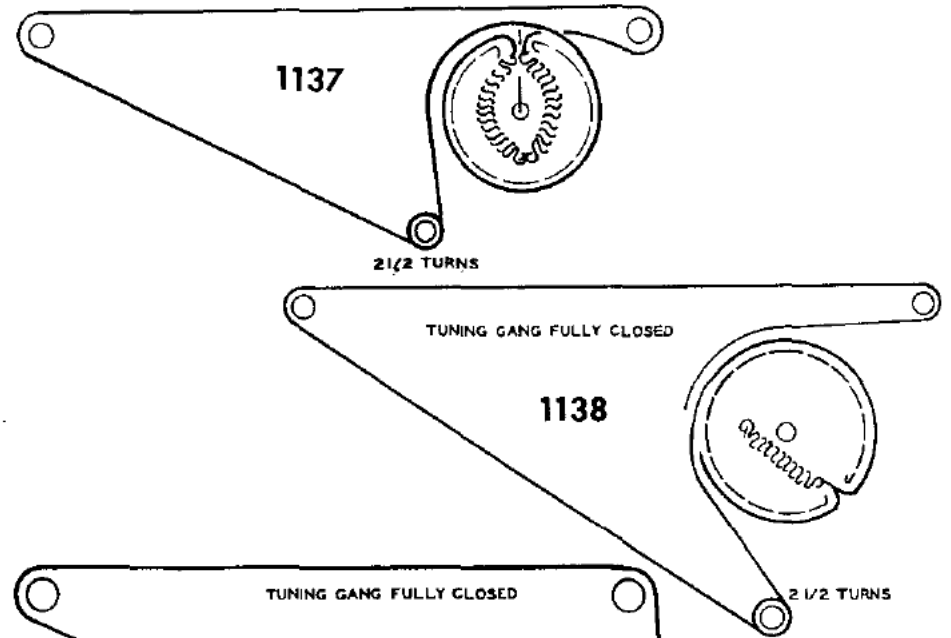
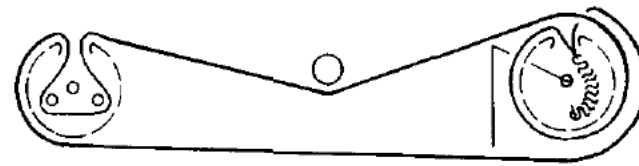
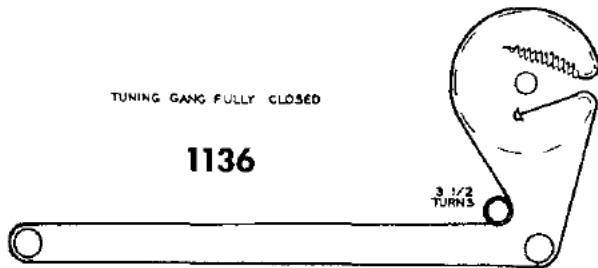
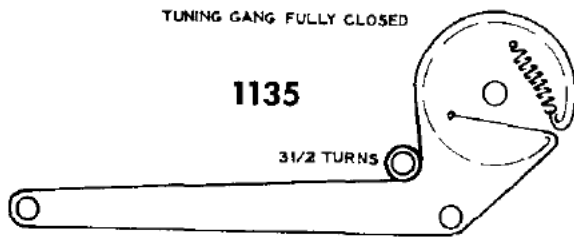
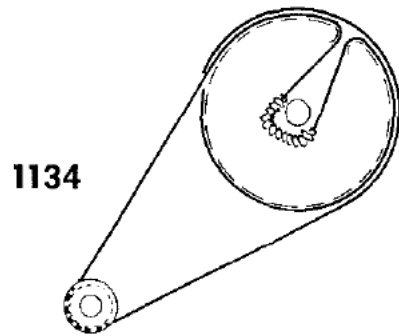
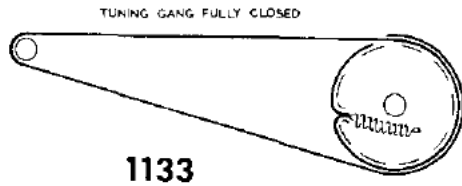
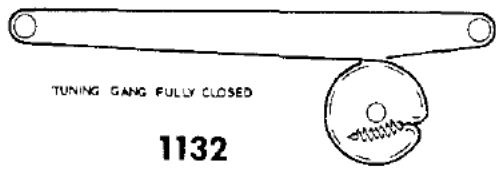


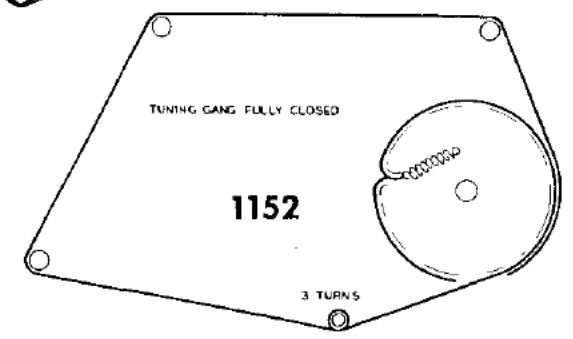
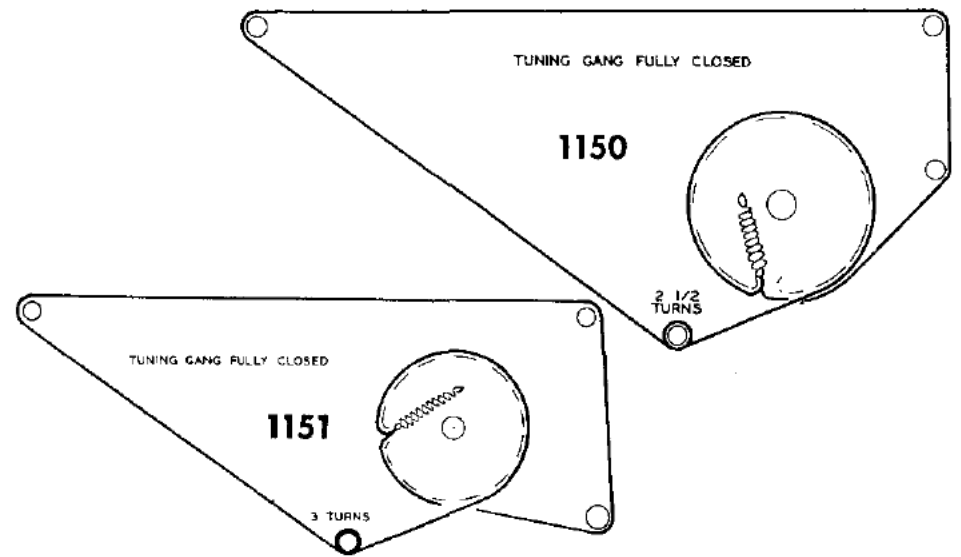
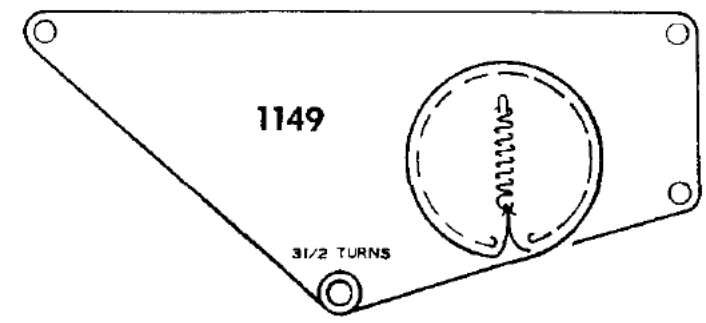
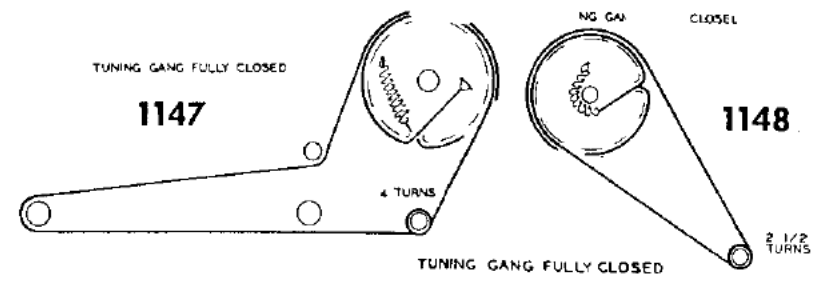
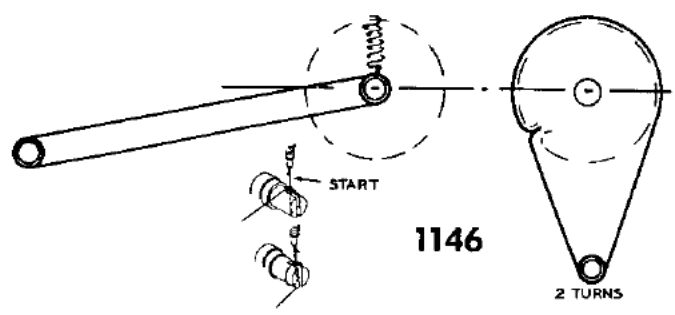
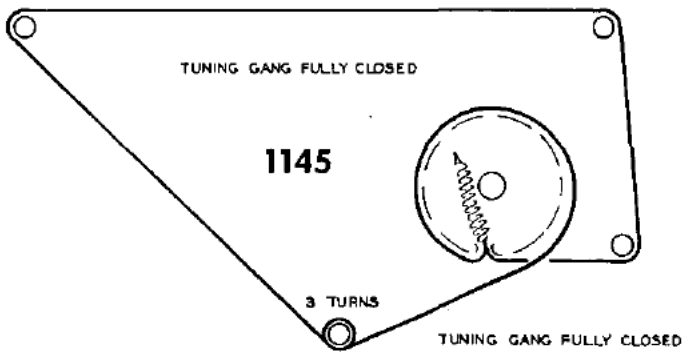
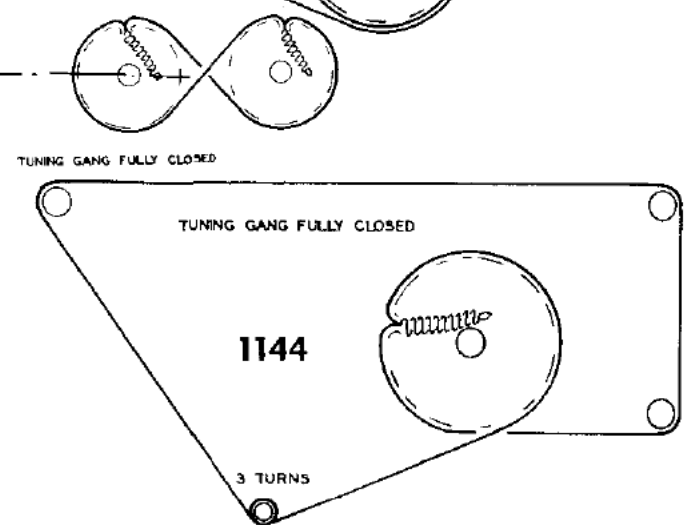
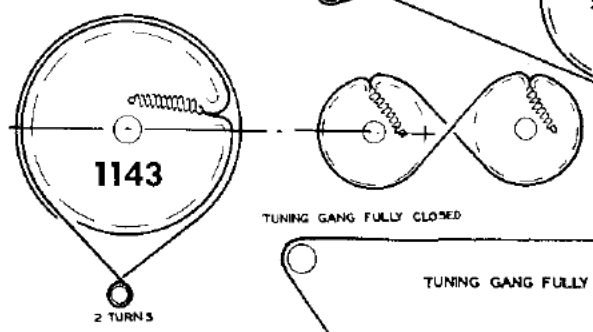
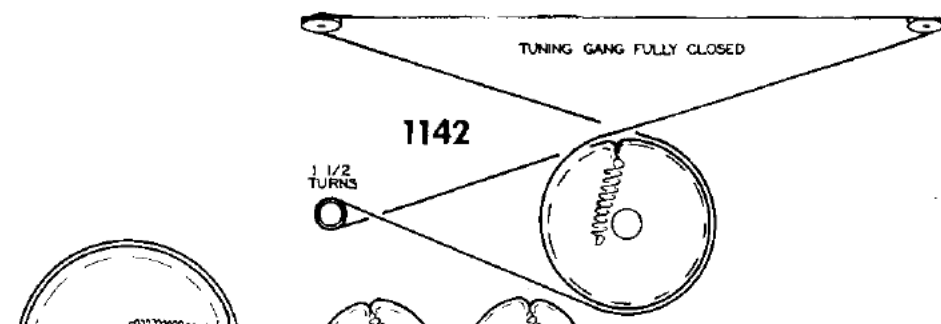
TUNING GANG FULLY CLOSED

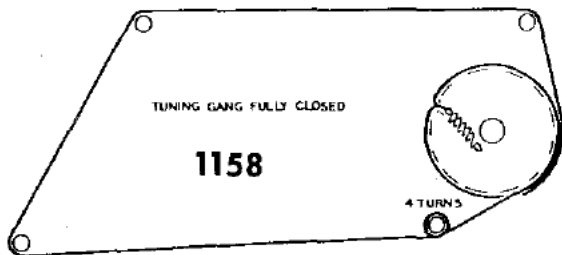
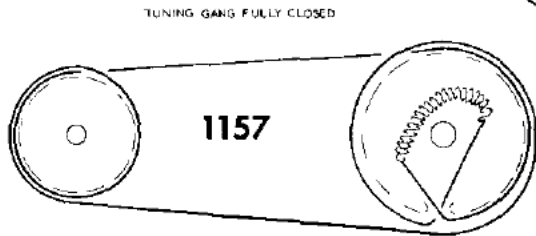
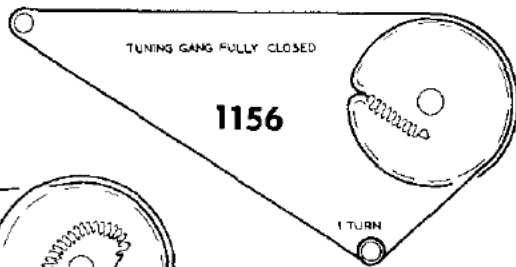
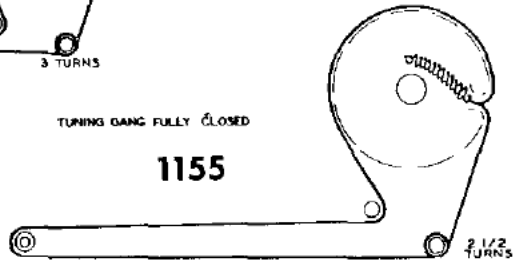
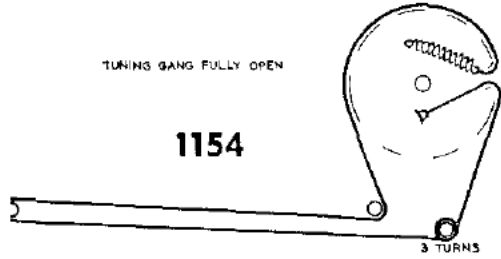
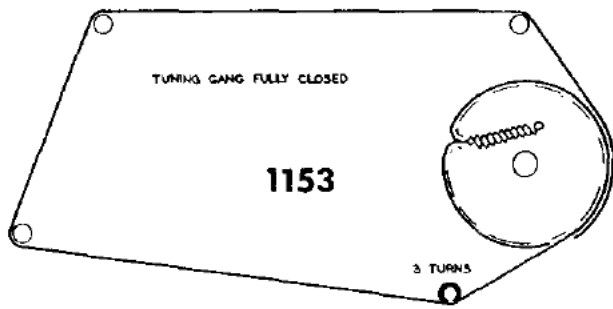


TUNING GANG FULLY CLOSED



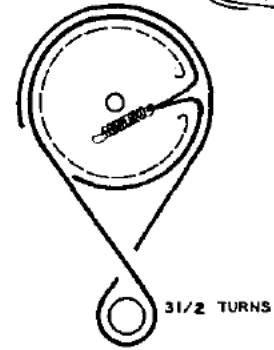






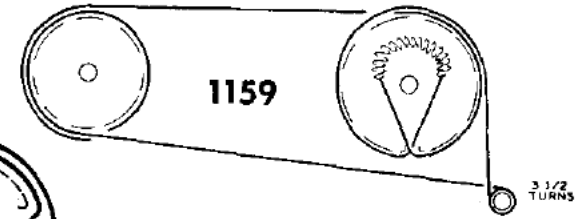
TUNING GANG FULLY CLOSED

1160

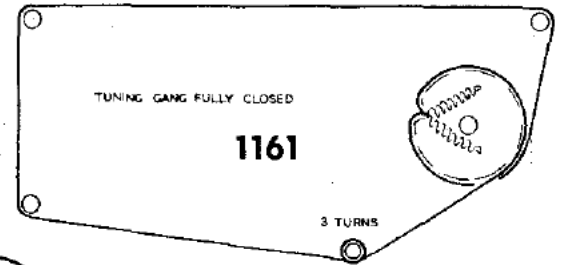


TUNING GANG FULLY CLOSED

1159

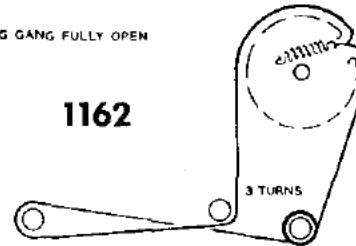


3 1/2 TURNS



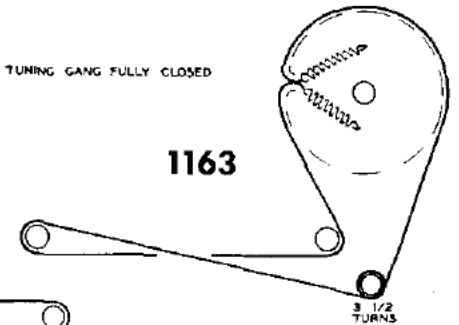
TUNING GANG FULLY OPEN

1162



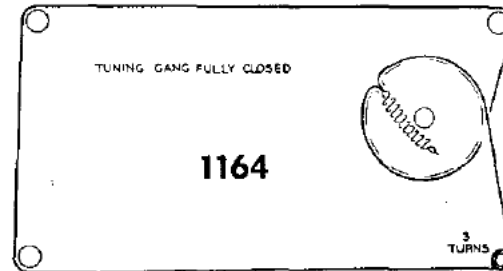
TUNING GANG FULLY CLOSED

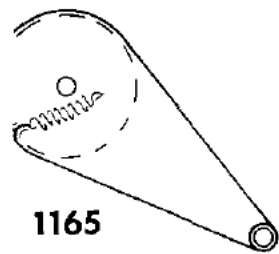
1163



TUNING GANG FULLY CLOSED

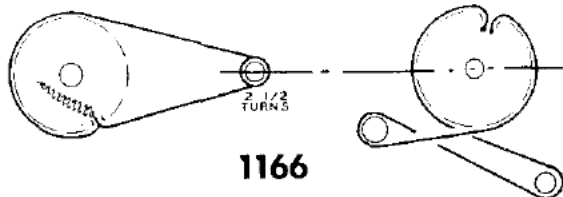
1164





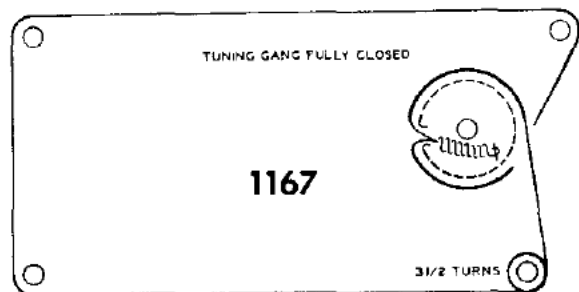
1165

TUNING GANG FULLY CLOSED



1166

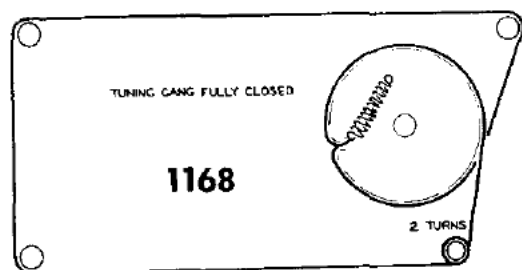
2 1/2
TURNS



1167

TUNING GANG FULLY CLOSED

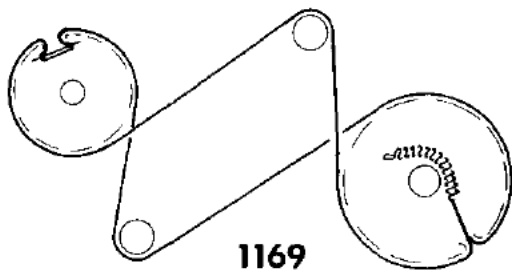
3 1/2 TURNS



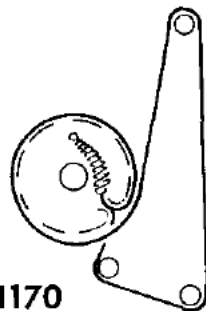
1168

TUNING GANG FULLY CLOSED

2 TURNS



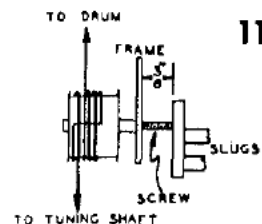
1169



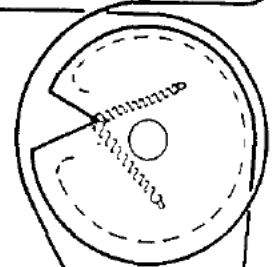
1170



1171



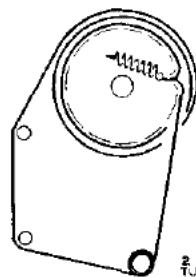
DETAIL OF FM COLLAR
STRINGING AND CORRECT
SETTING OF SLUG TUNER
WITH TUNING CONTROL
FULLY COUNTER-CLOCKWISE.



4 TURNS

FM COLLAR

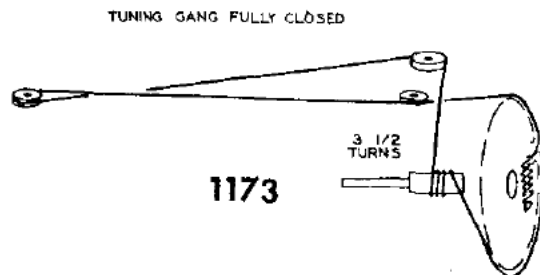
8 TURNS



1172

TUNING GANG
FULLY CLOSED

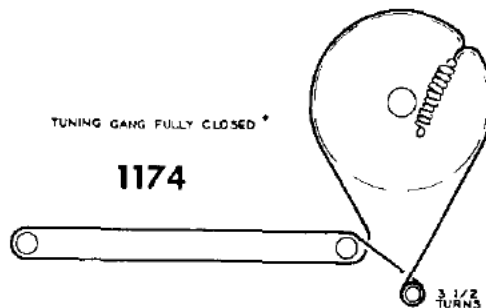
2 1/2
TURNS



1173

TUNING GANG FULLY CLOSED

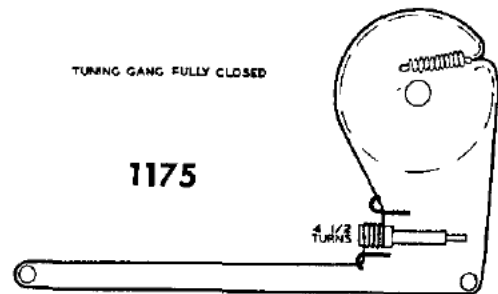
3 1/2
TURNS



1174

TUNING GANG FULLY CLOSED *

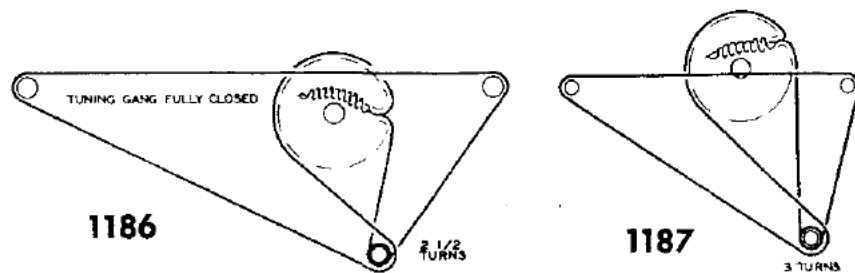
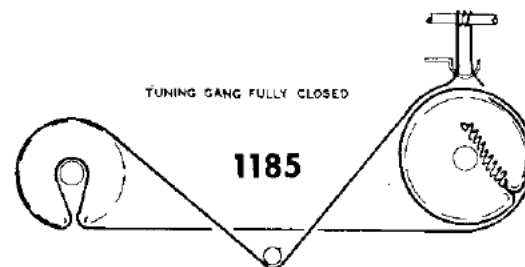
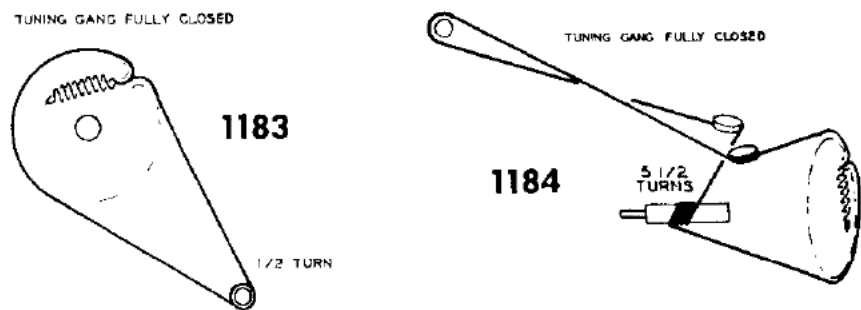
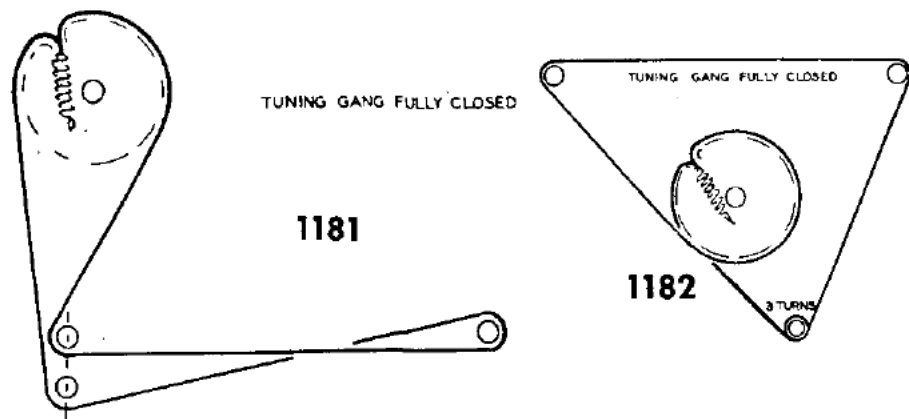
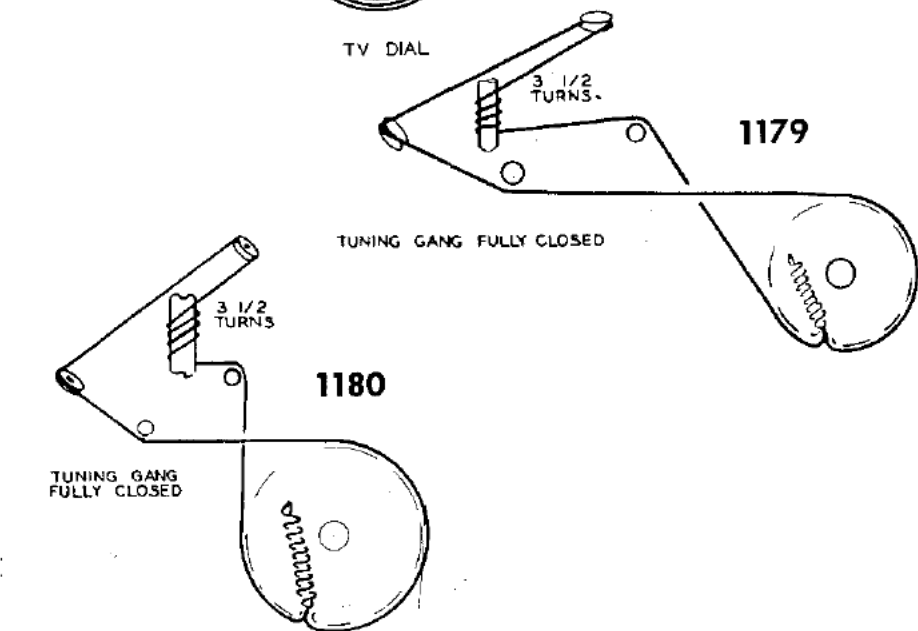
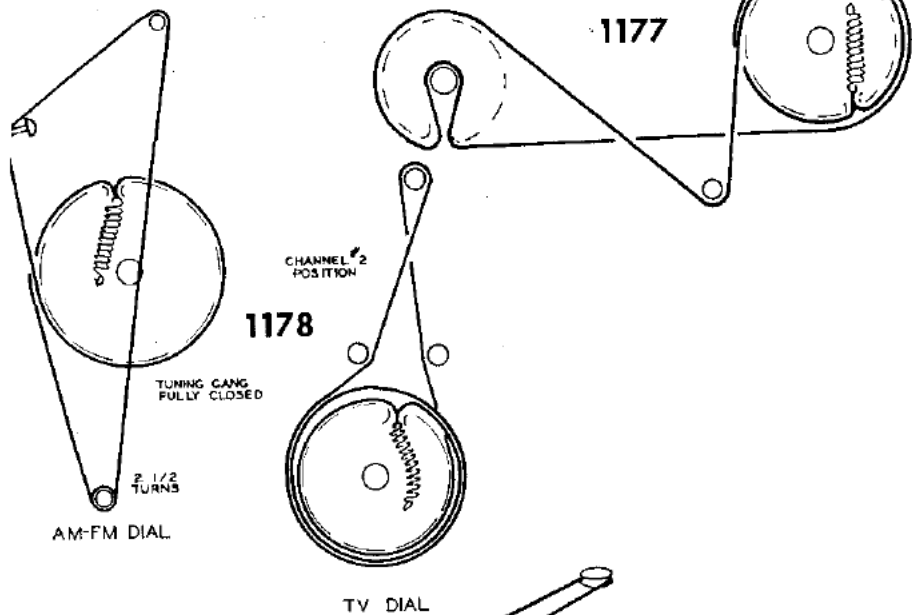
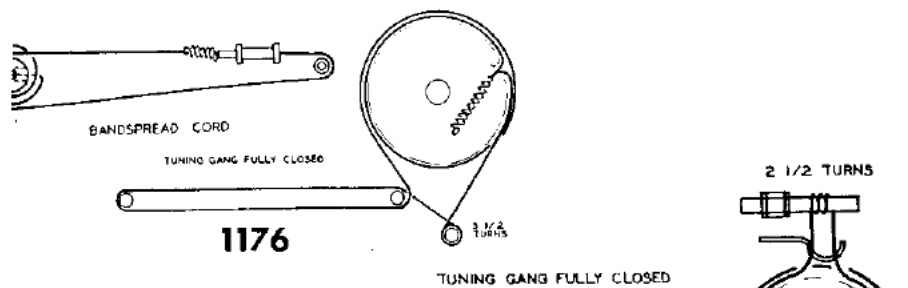
3 1/2
TURNS

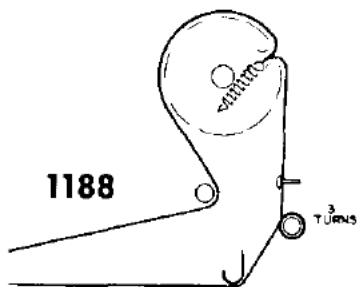


1175

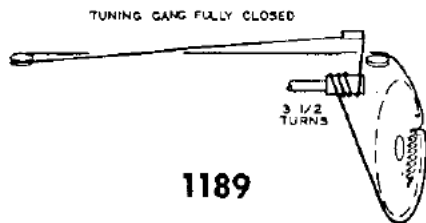
TUNING GANG FULLY CLOSED

4 1/2
TURNS

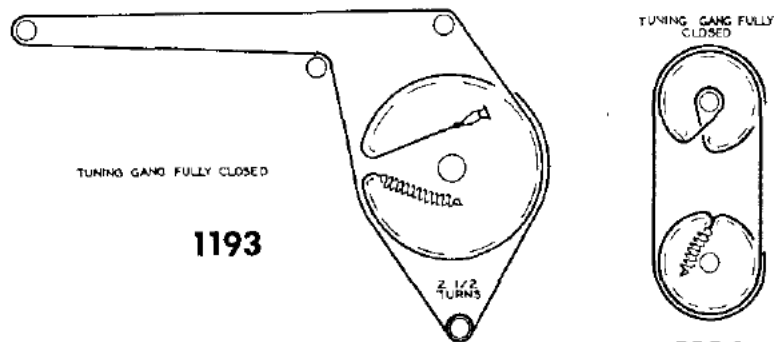




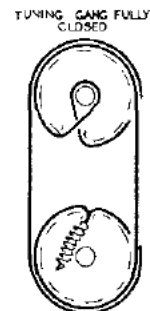
1188



1189

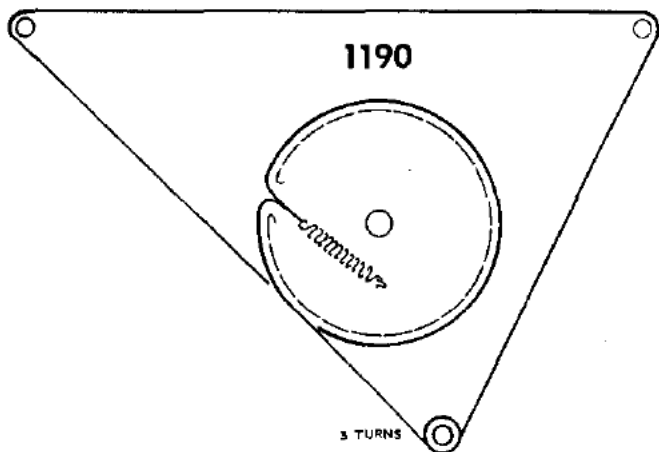


1193



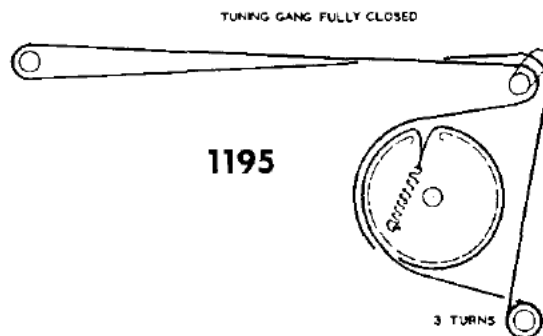
1194

TUNING GANG FULLY CLOSED



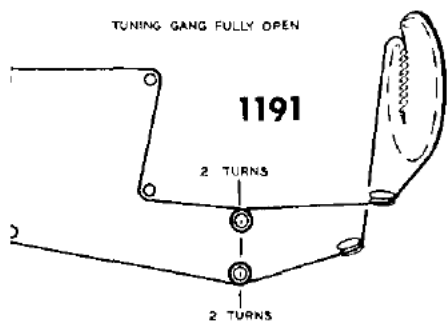
1190

3 TURNS



1195

3 TURNS

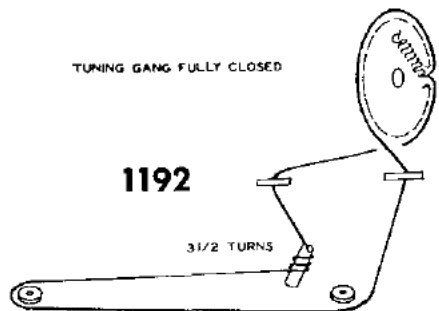


1191

2 TURNS

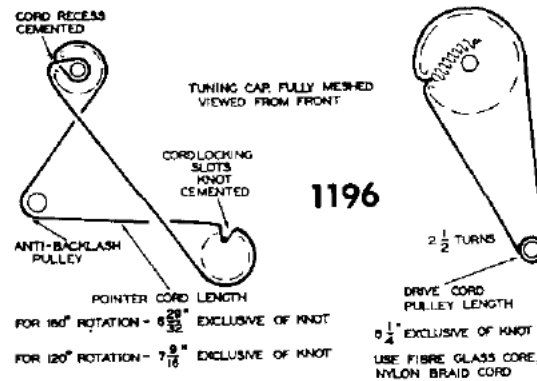
2 TURNS

TUNING GANG FULLY CLOSED



1192

3 1/2 TURNS

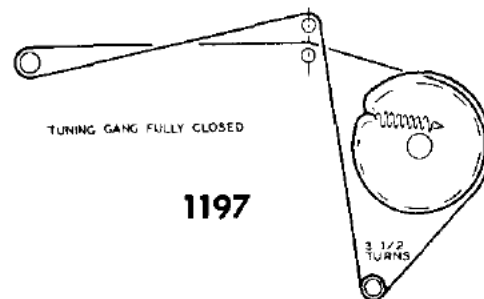


1196

2 1/2 TURNS

POINTER CORD LENGTH
FOR 180° ROTATION - $8 \frac{29}{32}$ " EXCLUSIVE OF KNOT
FOR 120° ROTATION - $7 \frac{9}{16}$ " EXCLUSIVE OF KNOT

$8 \frac{1}{2}$ " EXCLUSIVE OF KNOT
USE FIBRE GLASS CORE,
NYLON BRAID CORD

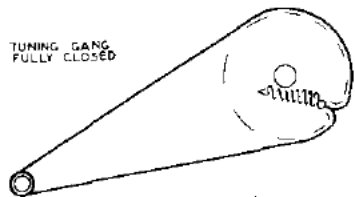


TUNING GANG FULLY CLOSED

1197

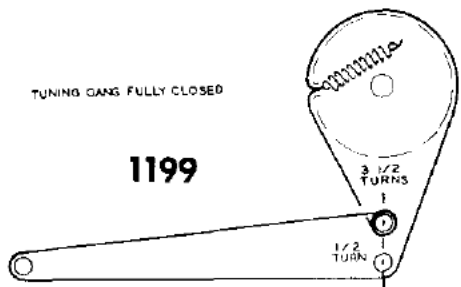
3 1/2 TURNS

TUNING GANG FULLY CLOSED



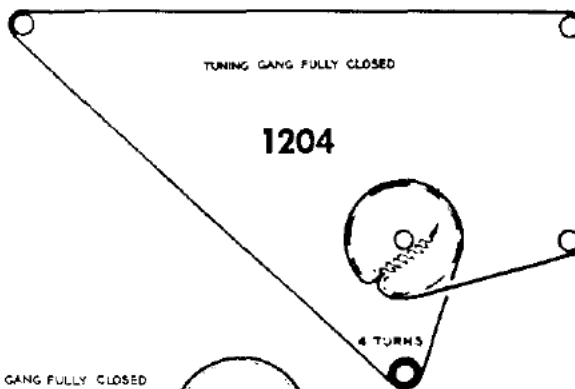
1198

TUNING GANG FULLY CLOSED



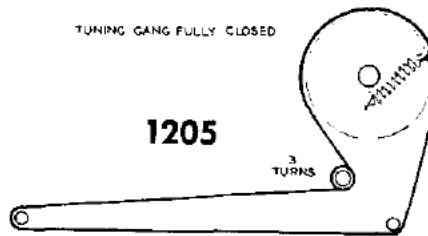
1199

TUNING GANG FULLY CLOSED



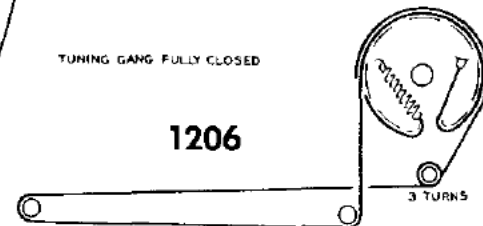
1204

TUNING GANG FULLY CLOSED



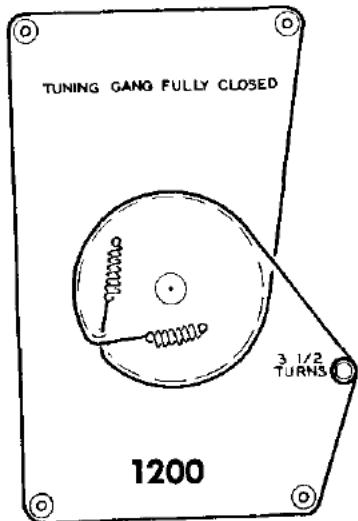
1205

TUNING GANG FULLY CLOSED



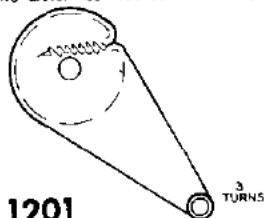
1206

TUNING GANG FULLY CLOSED



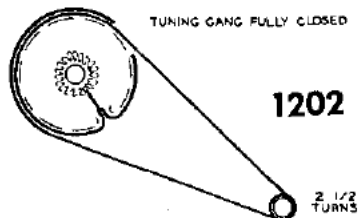
1200

TUNING GANG FULLY CLOSED



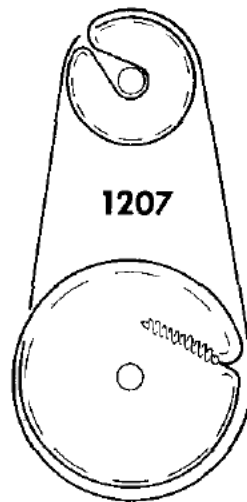
1201

TUNING GANG FULLY CLOSED



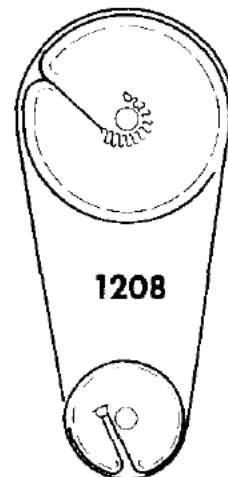
1202

1207



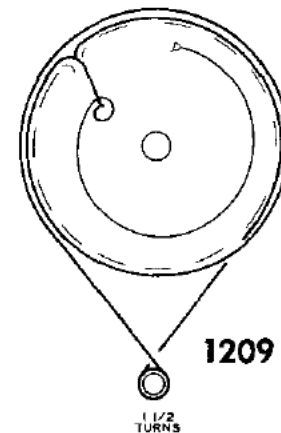
1208

FINE TUNING CONTROL

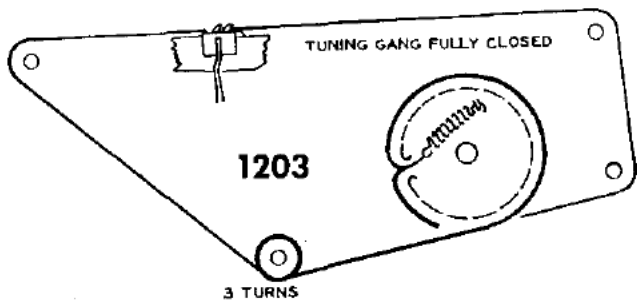


1209

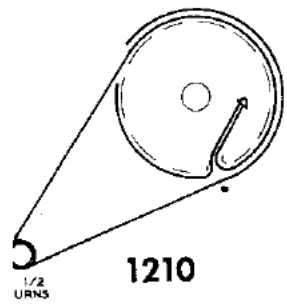
1 1/2 TURNS



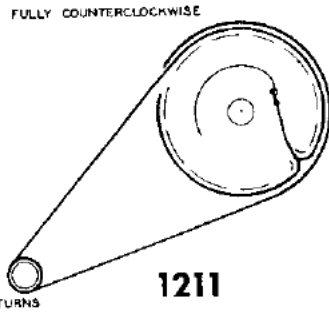
TUNING GANG FULLY CLOSED



1203



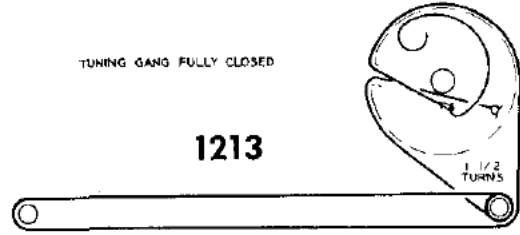
1210



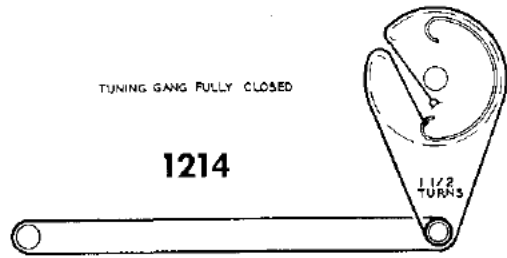
1211



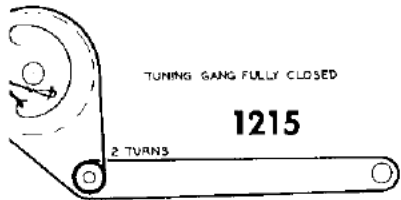
1212



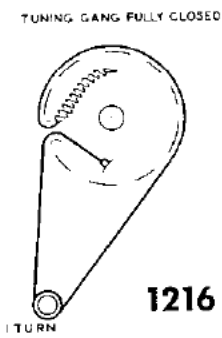
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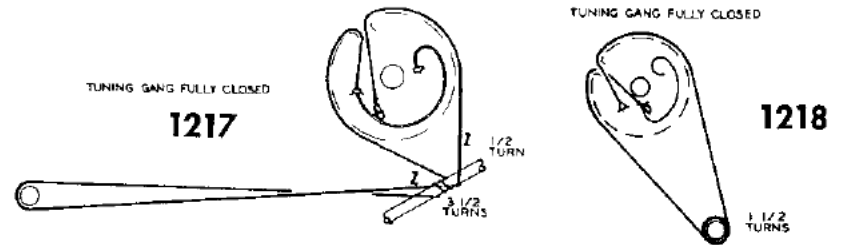
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1215

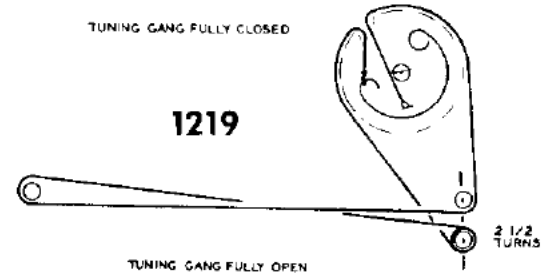


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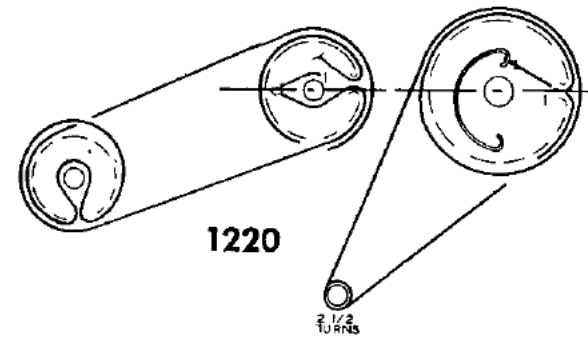


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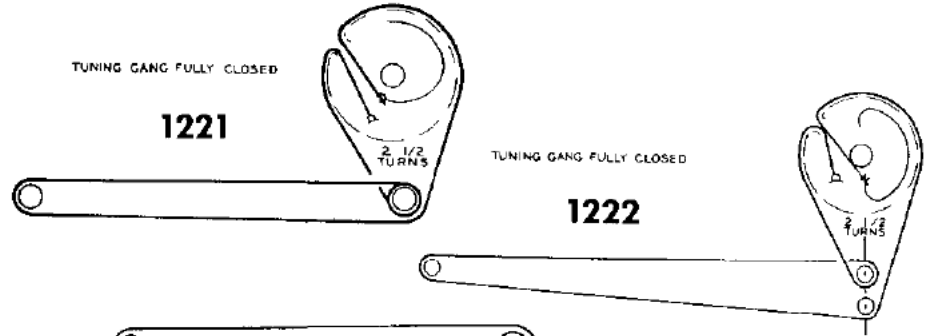
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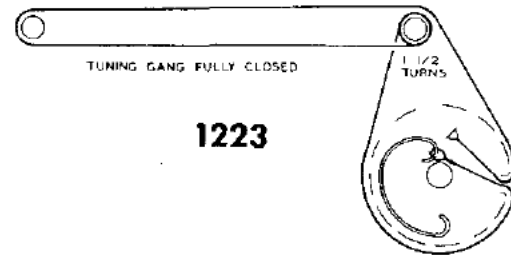


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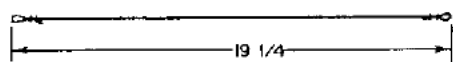
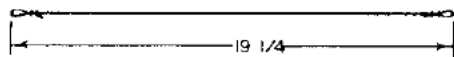
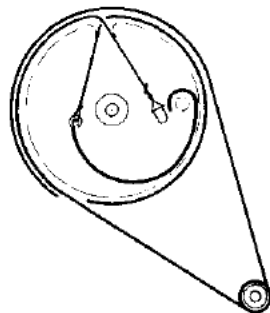
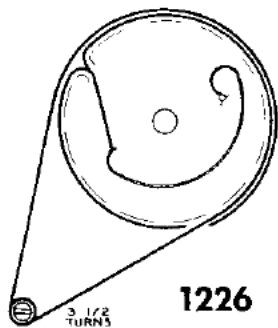
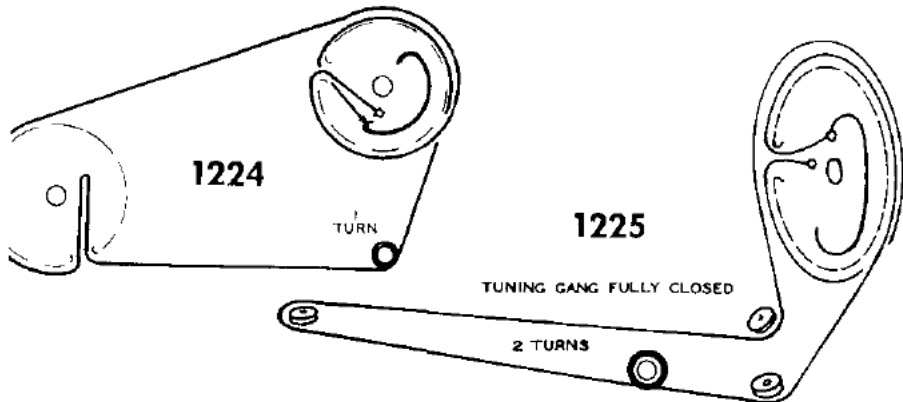
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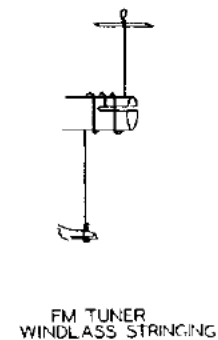
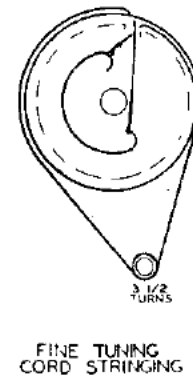
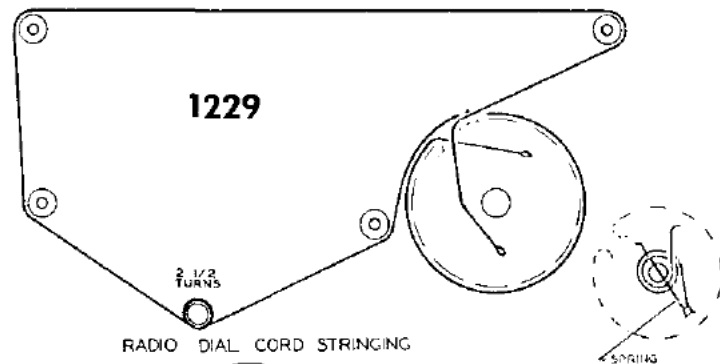
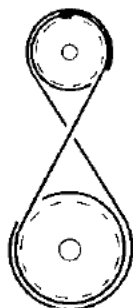


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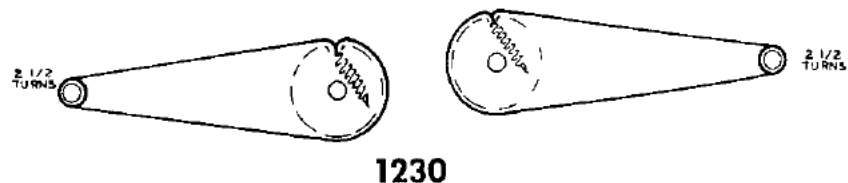
TUNING GANG FULLY CLOSED



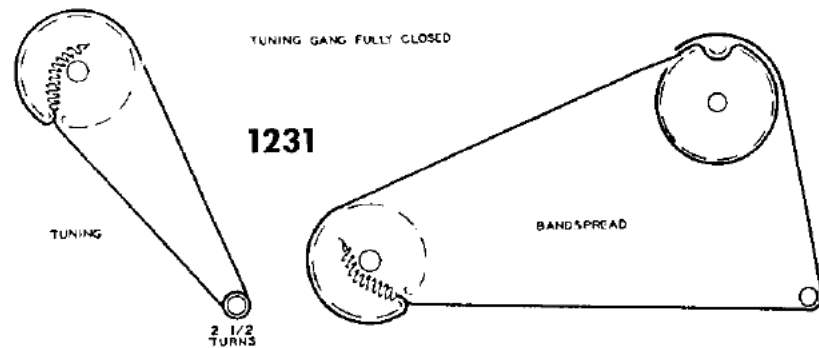
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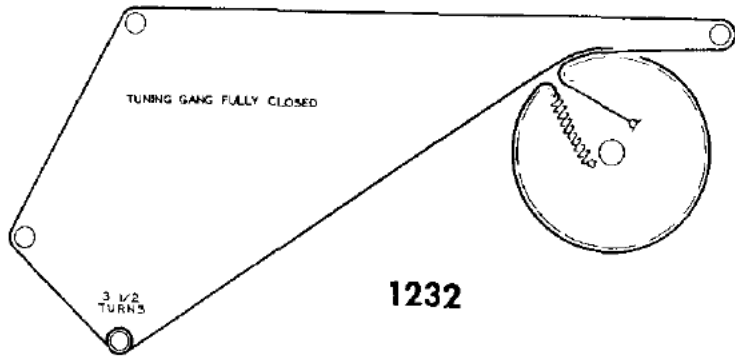


TUNING GANG FULLY CLOSED

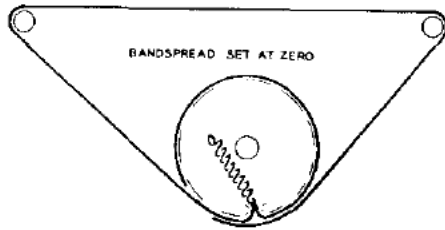


TUNING GANG FULLY CLOSED

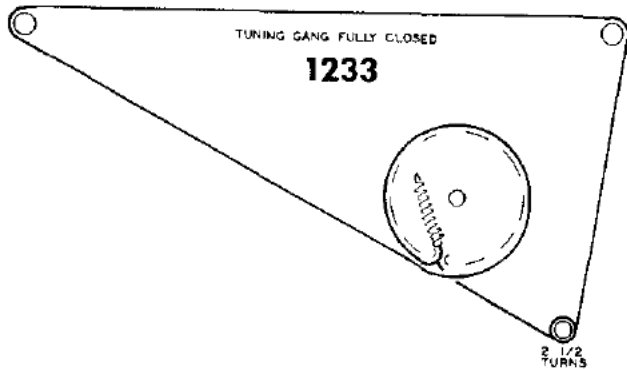




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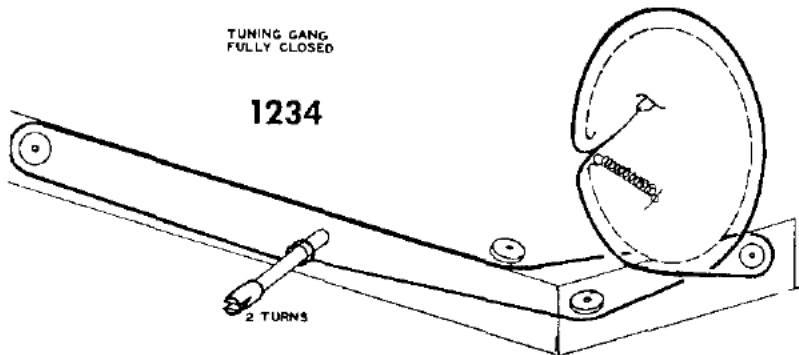


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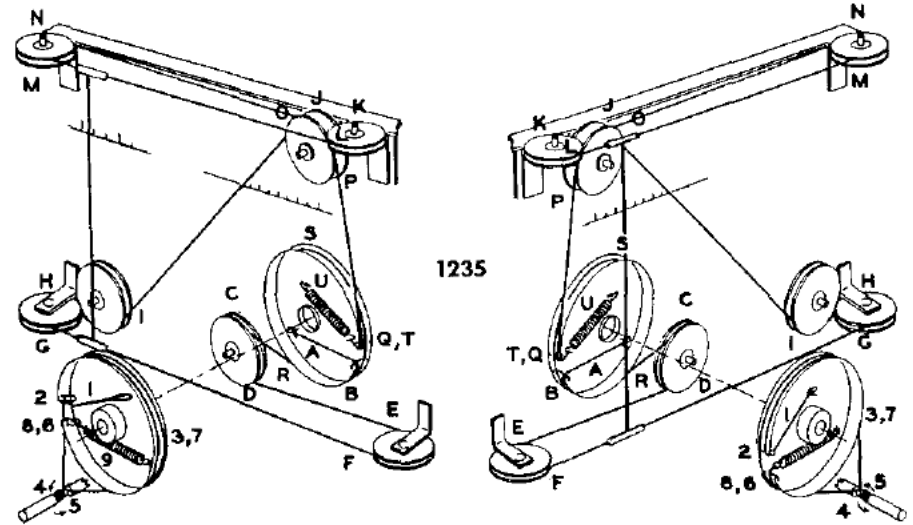


TUNING GANG FULLY CLOSED

1234



2 TURNS



1235

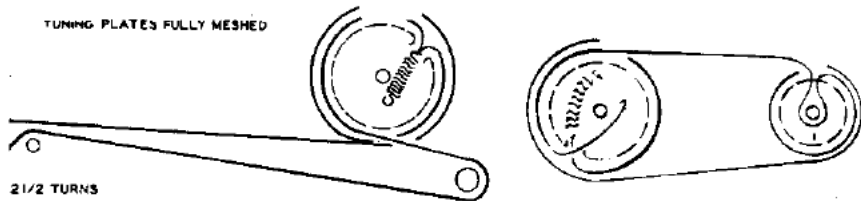
RESTRINGING DIAL CORD

The dial drive system of the SX-71 consists of four separate spring drives. The two drive shaft string systems are identical; the two pointer drive systems are similar but right and left handed.

(1) DRIVE SHAFT - To restring either one, use a 26 inch length of 30 lb. test dial cord. Tie one end of the cord to position "I" on the drum and follow the stringing sequence "1" to "9" as shown. At position "9" stretch the tension spring and tie the cord securely to the spring. Note that the dial cord is wrapped around the drive shaft three and one half times for proper traction.

(2) POINTER DRIVE - To restring either one, use a 66 inch length of 30 lb. test dial cord. Tie one end of the dial cord to position "A" and follow the stringing sequence "A" to "U" as shown. At position "U" stretch the tension spring and tie the cord securely to the spring. Two small pieces of spaghetti tubing approximately one half inch long should be threaded on the cord, as shown, to provide a suitable purchase for the dial pointer. With the pointer drive, pulleys positioned as shown on the diagram, the tuning capacitor should be entirely closed. The pointer may now be fastened to the cord and aligned with the 0 position on the logging scale and the index marks on the dial scales. The ends of the pointer should be carefully crimped around the spaghetti tubing and cemented fast.

TUNING PLATES FULLY MESHED

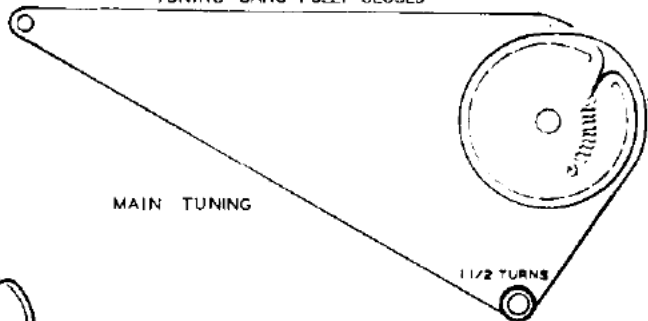


2 1/2 TURNS

BAND SPREAD TUNING

TUNING GANG FULLY CLOSED

1236



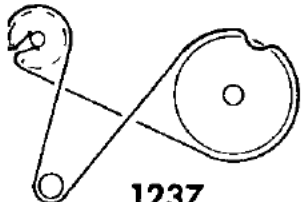
TUNING GANG FULLY CLOSED

MAIN TUNING

1 1/2 TURNS

TUNING GANG FULLY CLOSED

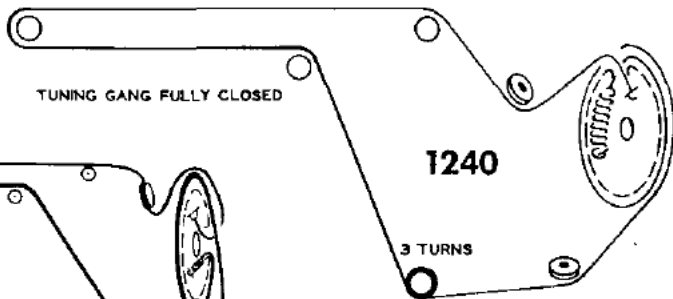
1237



1238

1 1/2 TURNS

TUNING GANG FULLY CLOSED



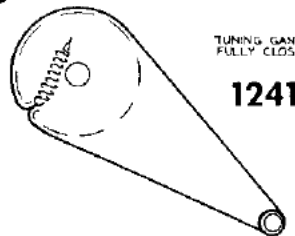
TUNING GANG FULLY CLOSED

1239

4 1/2 TURNS

TUNING GANG FULLY CLOSED

1241

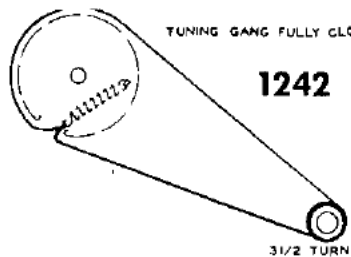


3 TURNS

2 1/2 TURNS

TUNING GANG FULLY CLOSED

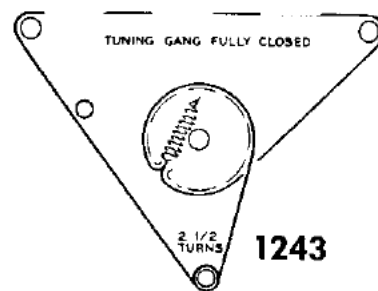
1242



3 1/2 TURNS

TUNING GANG FULLY CLOSED

1243

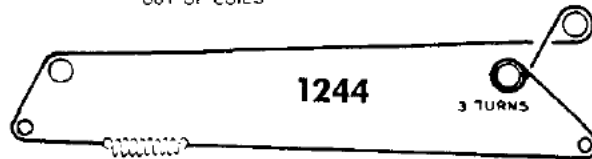


2 1/2 TURNS

TUNING SLUG COMPLETELY OUT OF COILS

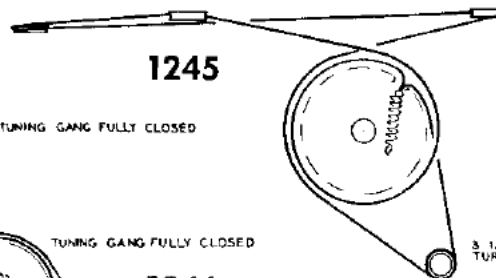
1244

3 TURNS



1245

TUNING GANG FULLY CLOSED



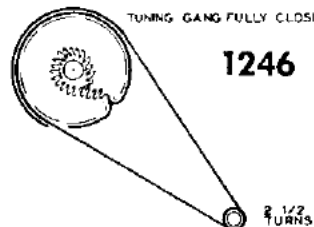
TUNING GANG FULLY CLOSED

3 1/2 TURNS

TUNING GANG FULLY CLOSED

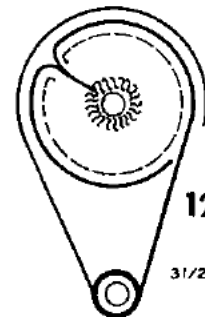
1246

2 1/2 TURNS



1247

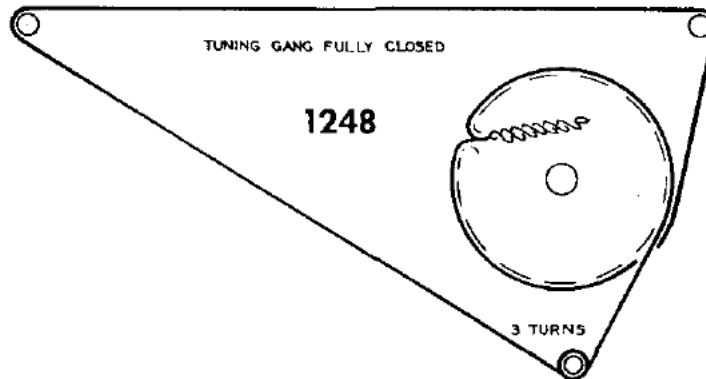
3 1/2 TURNS

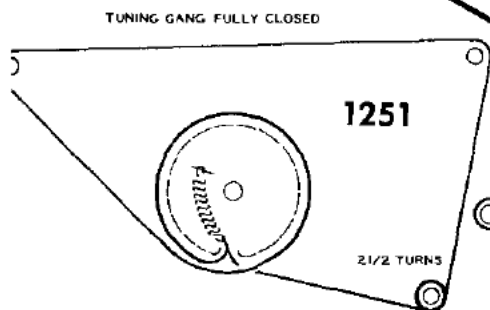
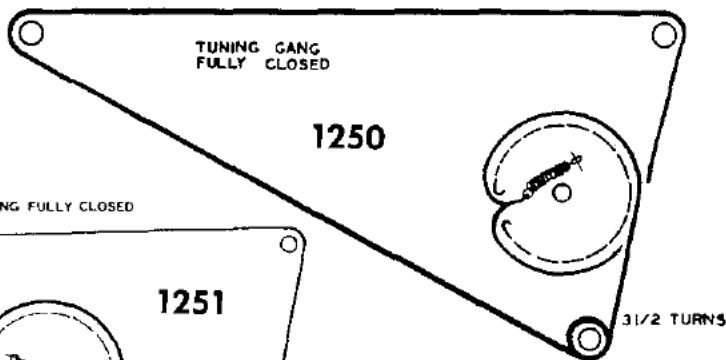
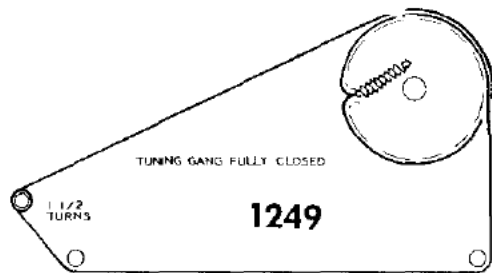


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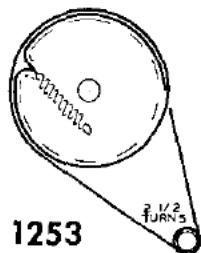
1248

3 TURNS

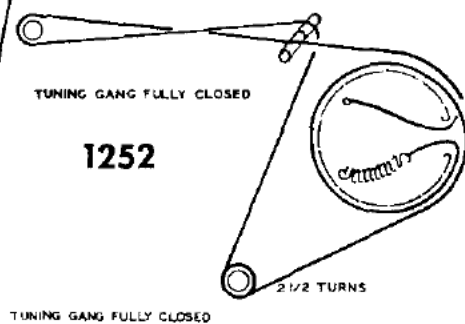
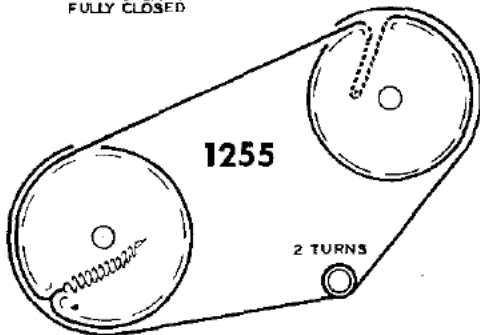




TUNING GANG FULLY CLOSED



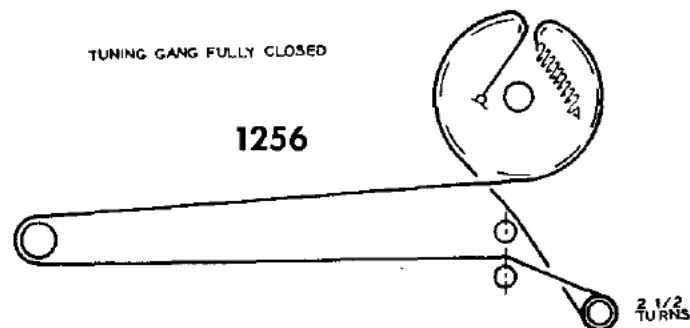
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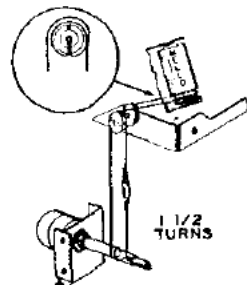
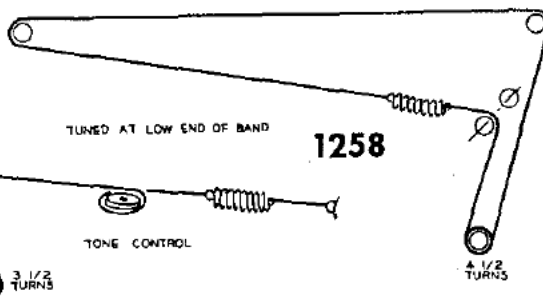
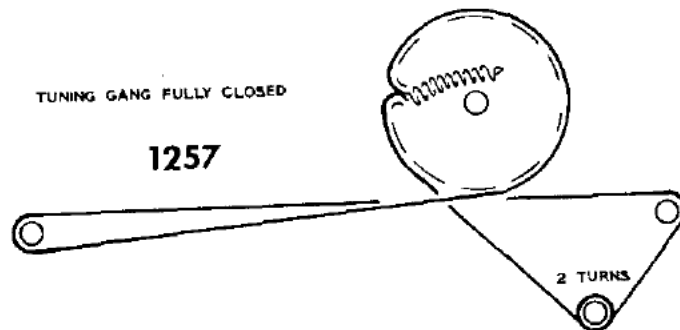
TUNING GANG FULLY CLOSED



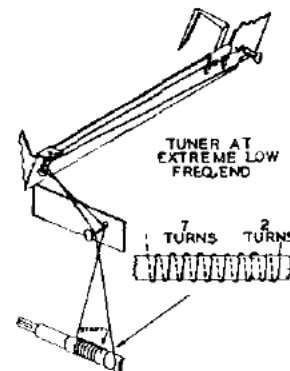
TUNING GANG FULLY CLOSED

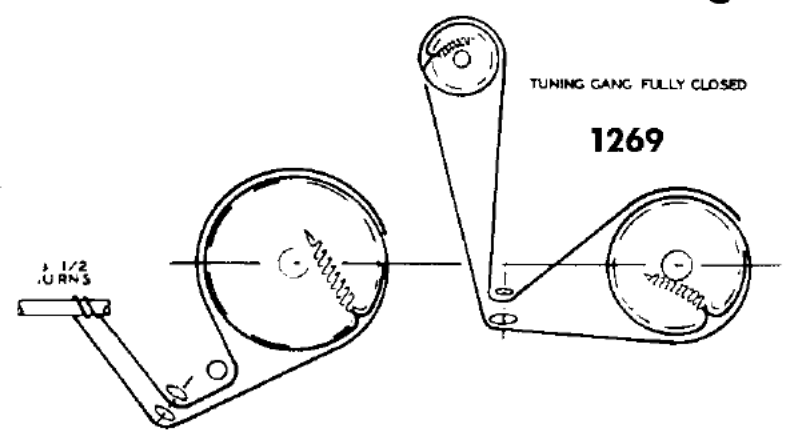
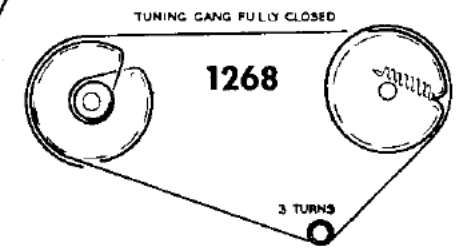
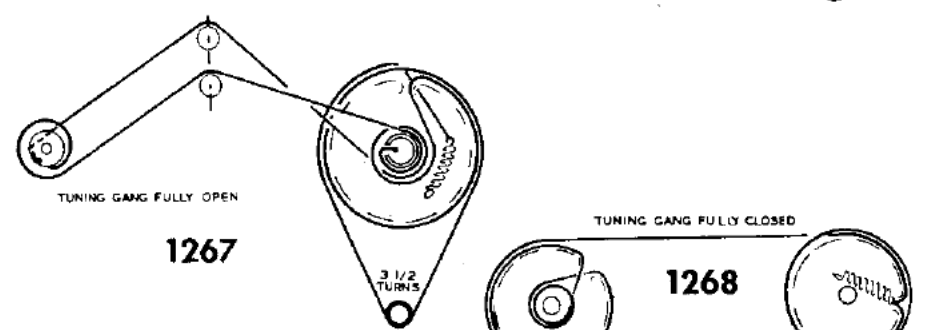
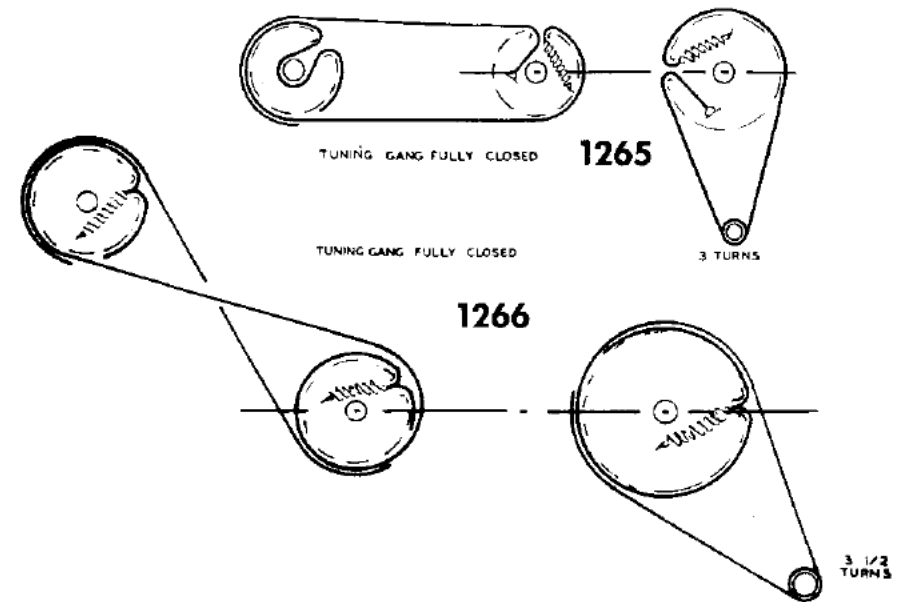
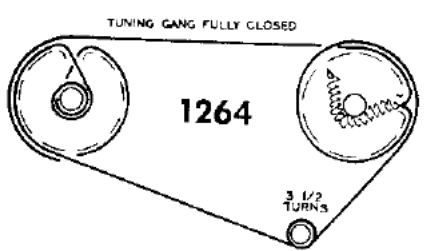
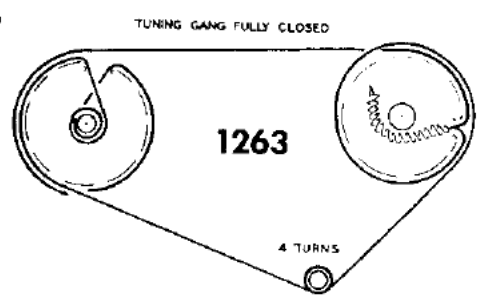
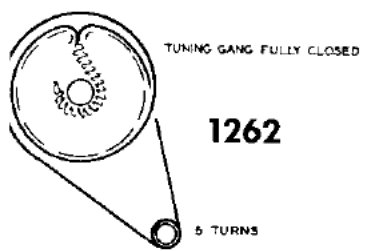
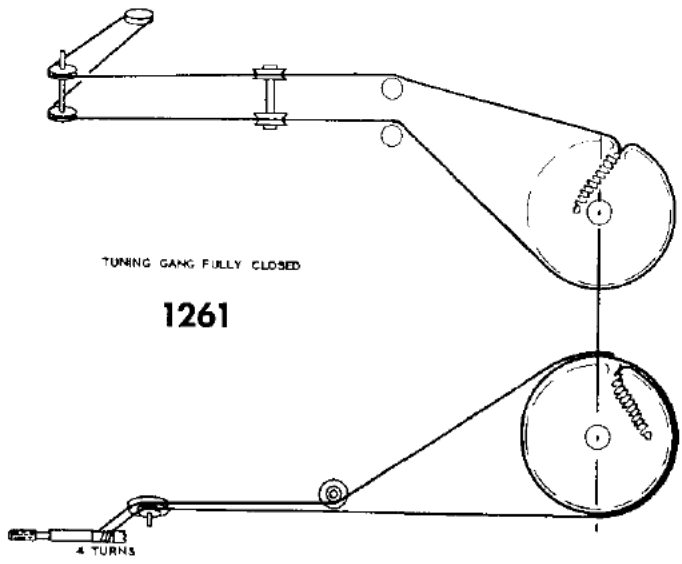
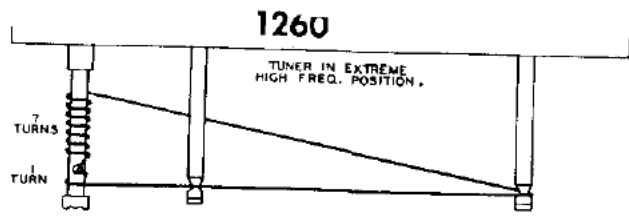


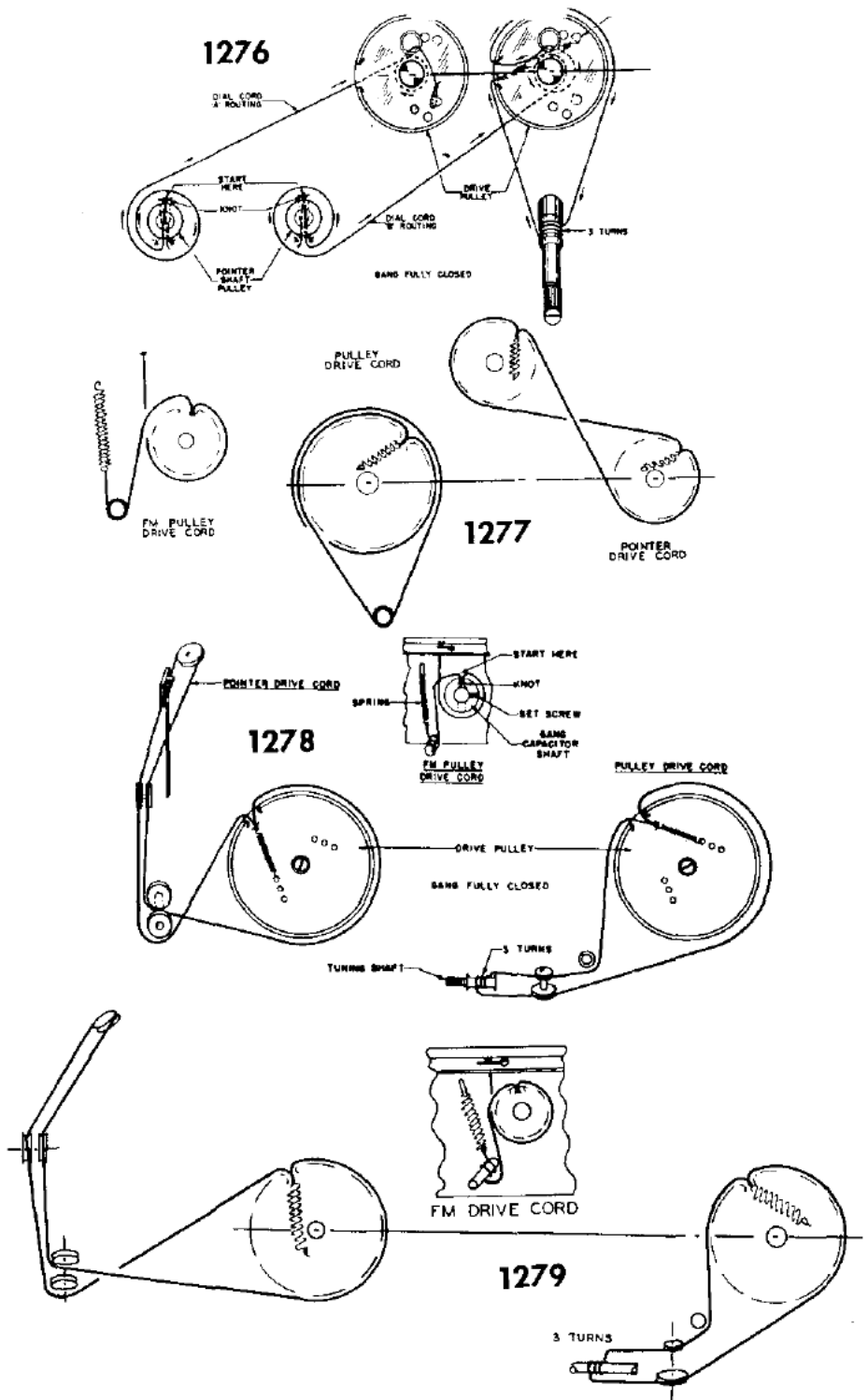
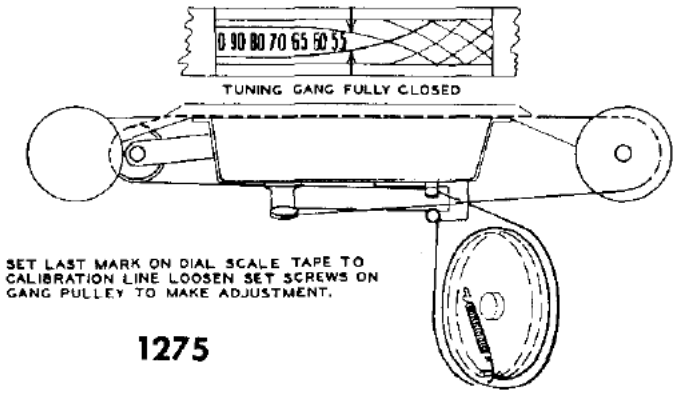
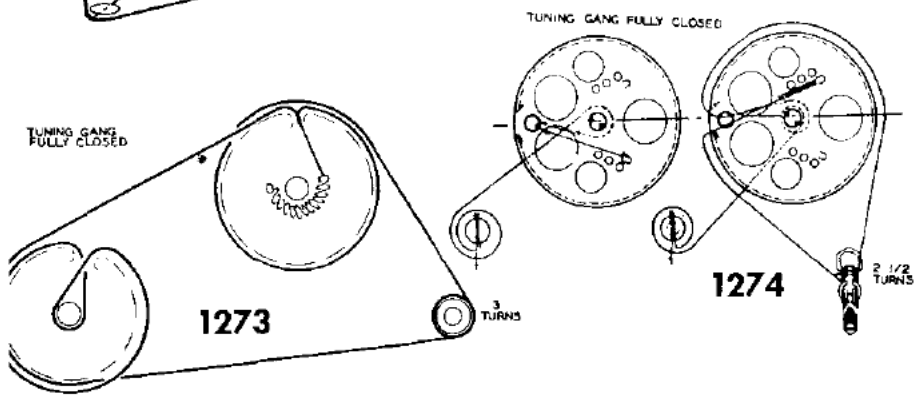
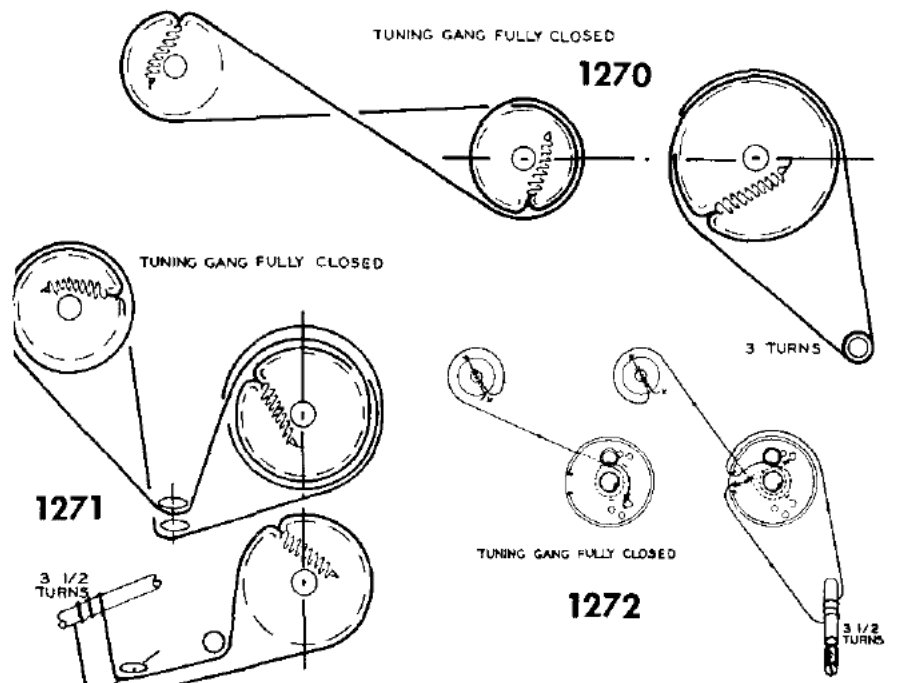
TUNING GANG FULLY CLOSED



1259

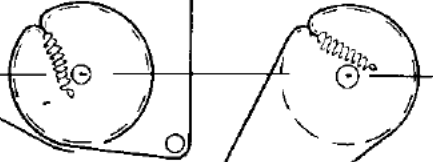






1280

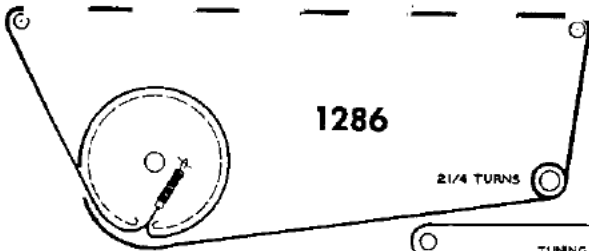
TUNING GANG FULLY CLOSED



4 1/2 TURNS

1286

2 1/4 TURNS



1287

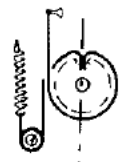
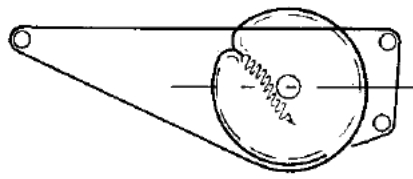
TUNING GANG FULLY CLOSED



3 TURNS

1281

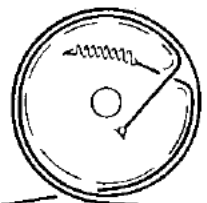
TUNING GANG FULLY CLOSED



3 TURNS

TUNING GANG FULLY CLOSED

1283



1282

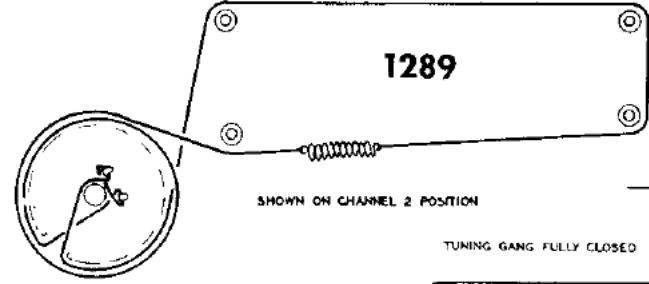
TURNS



TUNER IN EXTREME (1 FREQUENCY POSITION)

1289

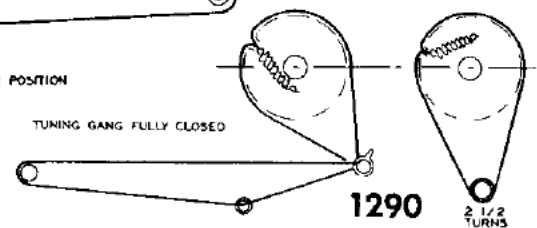
SHOWN ON CHANNEL 2 POSITION



TUNING GANG FULLY CLOSED

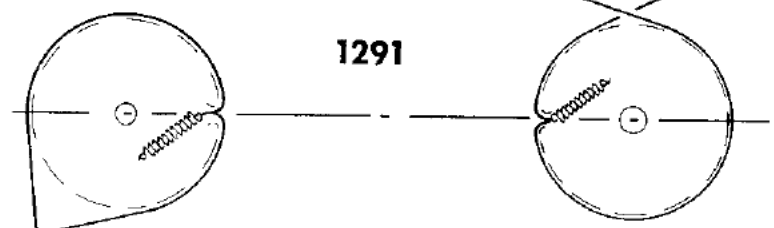
1290

2 1/2 TURNS



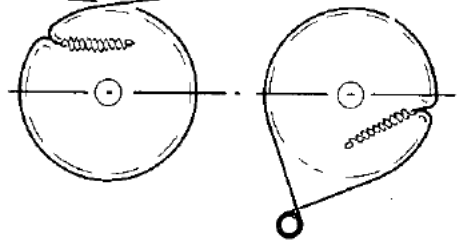
1291

3 TURNS



1292

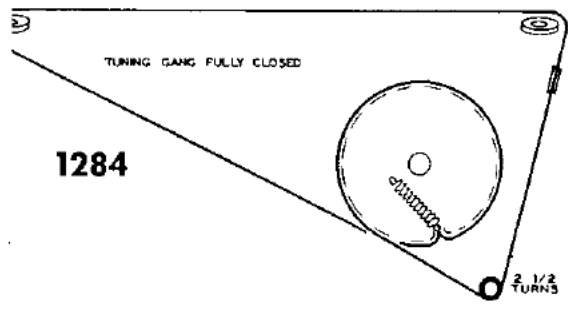
TUNING GANG FULLY CLOSED



1284

TUNING GANG FULLY CLOSED

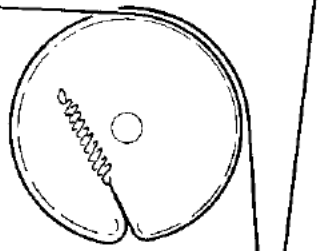
TUNING GANG FULLY CLOSED

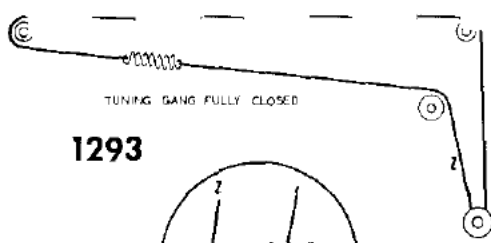


2 1/2 TURNS

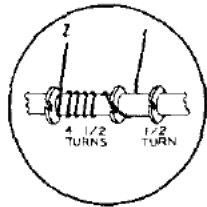
1285

5 1/2 TURNS



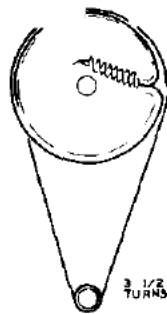


1293



FULLY
COUNTERCLOCKWISE

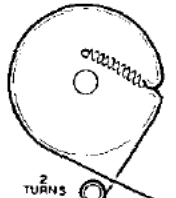
1294



3 1/2 TURNS

TUNING GANG FULLY CLOSED

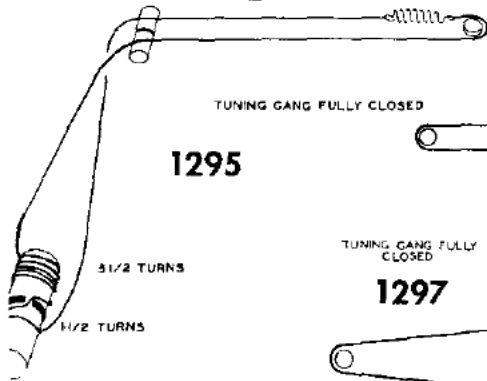
1296



2 TURNS

TUNING GANG FULLY CLOSED

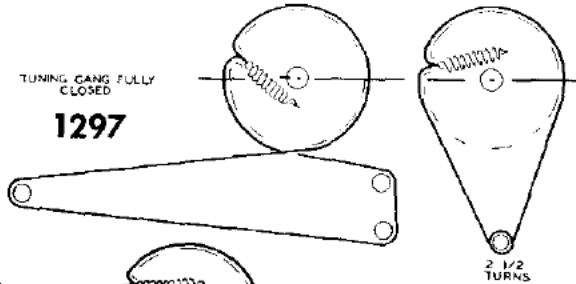
1295



5 1/2 TURNS

1 1/2 TURNS

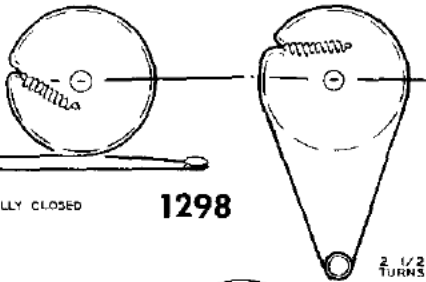
TUNING GANG FULLY
CLOSED
1297



2 1/2 TURNS

TUNING GANG FULLY CLOSED

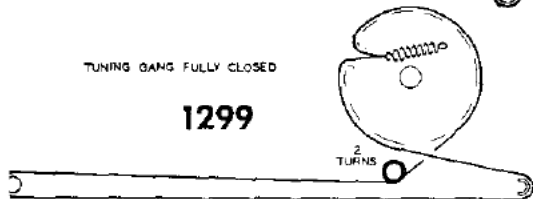
1298



2 1/2 TURNS

TUNING GANG FULLY CLOSED

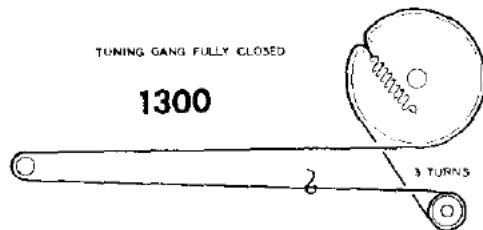
1299



2 TURNS

TUNING GANG FULLY CLOSED

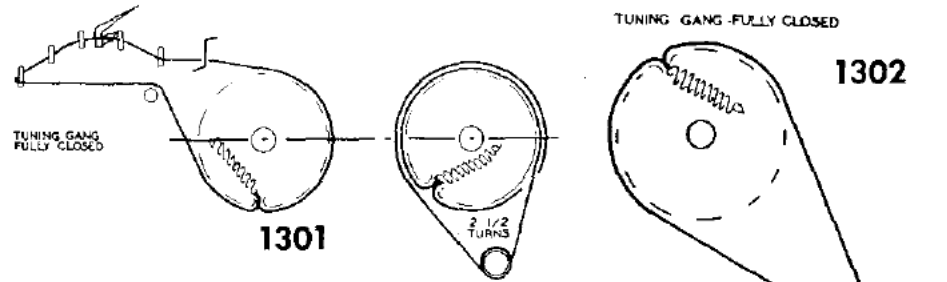
1300



3 TURNS

TUNING GANG FULLY CLOSED

1302



3 1/2 TURNS

1301

2 1/2 TURNS

TUNING GANG FULLY CLOSED

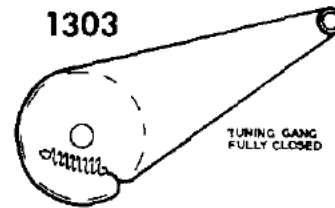
1304

TUNING GANG FULLY CLOSED

3 1/2 TURNS

1303

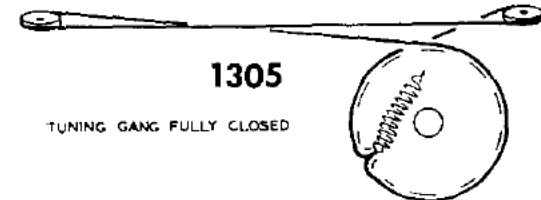
TUNING GANG FULLY CLOSED



2 1/2 TURNS

1305

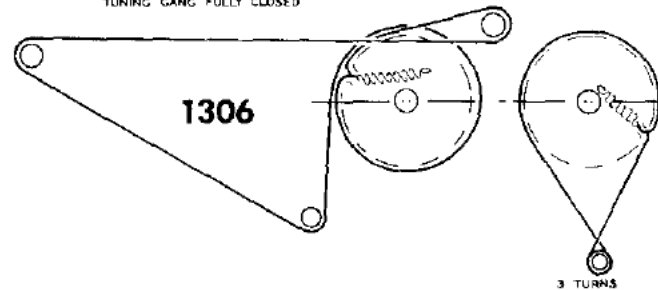
TUNING GANG FULLY CLOSED



2 1/2 TURNS

TUNING GANG FULLY CLOSED

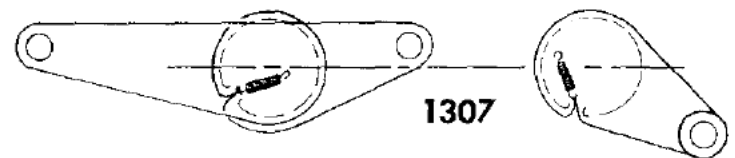
1306



3 TURNS

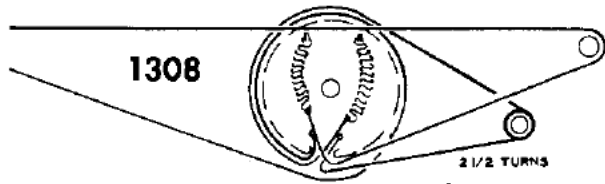
TUNING GANG FULLY CLOSED

1307



2 1/2 TURNS

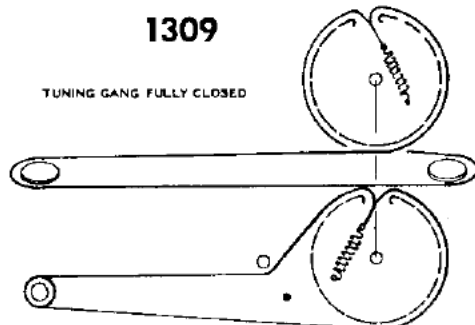
TUNING GANG FULLY CLOSED



REMOTE CONTROL DRIVE CORD STRINGING

1309

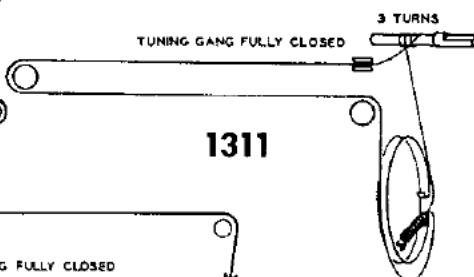
TUNING GANG FULLY CLOSED



TUNING GANG FULLY OPEN

1310

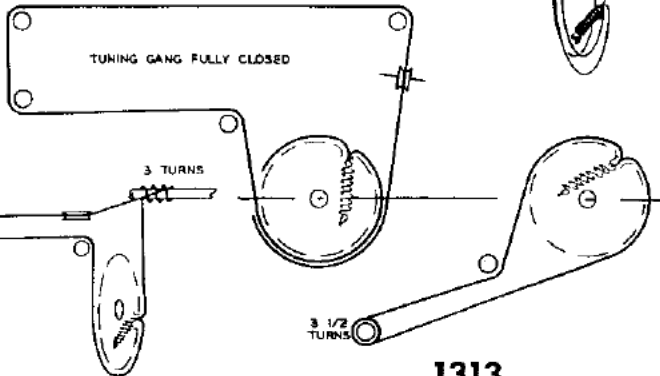
2 TURNS



TUNING GANG FULLY CLOSED

3 TURNS

1311



TUNING GANG FULLY CLOSED

3 TURNS

1312

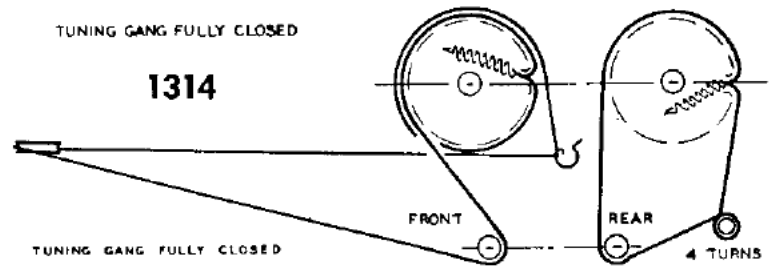
TUNING GANG FULLY CLOSED

3 1/2 TURNS

1313

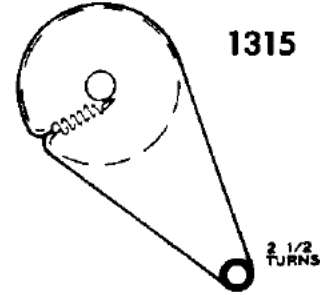
TUNING GANG FULLY CLOSED

1314



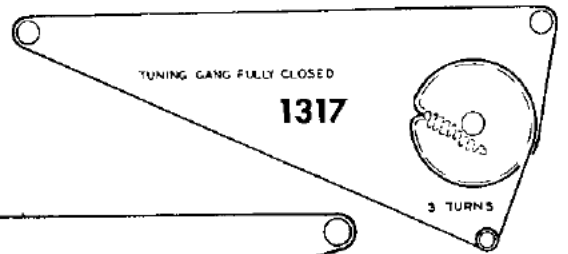
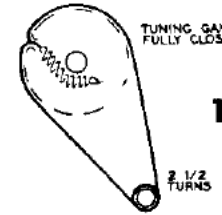
TUNING GANG FULLY CLOSED

1315



TUNING GANG FULLY CLOSED

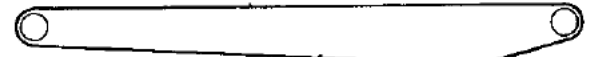
1316



TUNING GANG FULLY CLOSED

1317

3 TURNS



TUNING GANG FULLY CLOSED

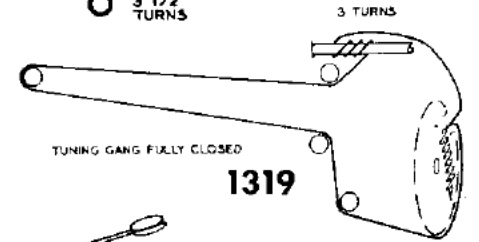
1318

VOLUME CONTROL DRIVE



3 1/2 TURNS

3 TURNS



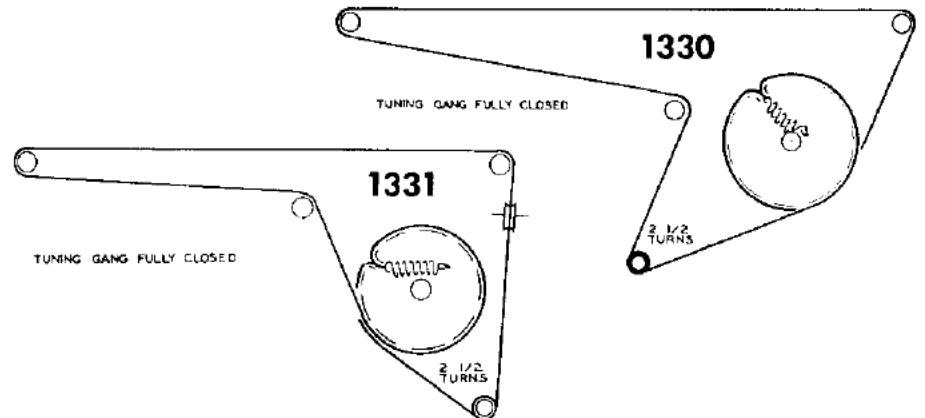
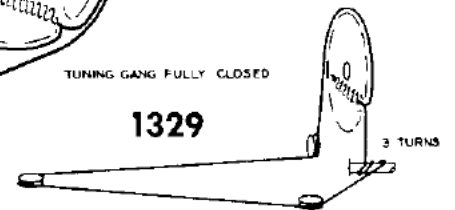
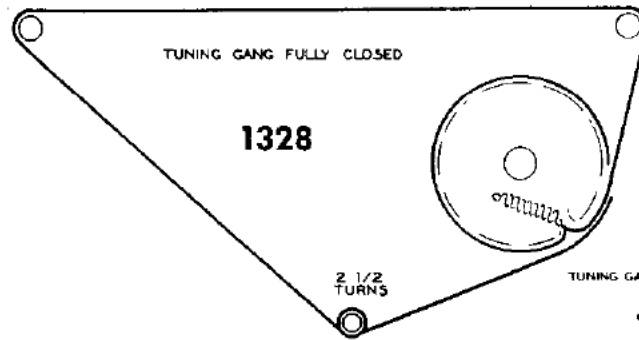
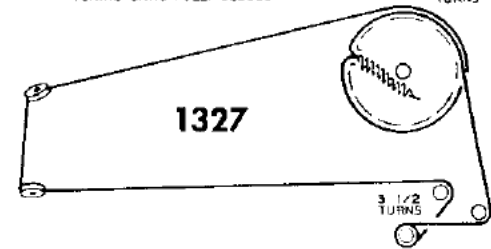
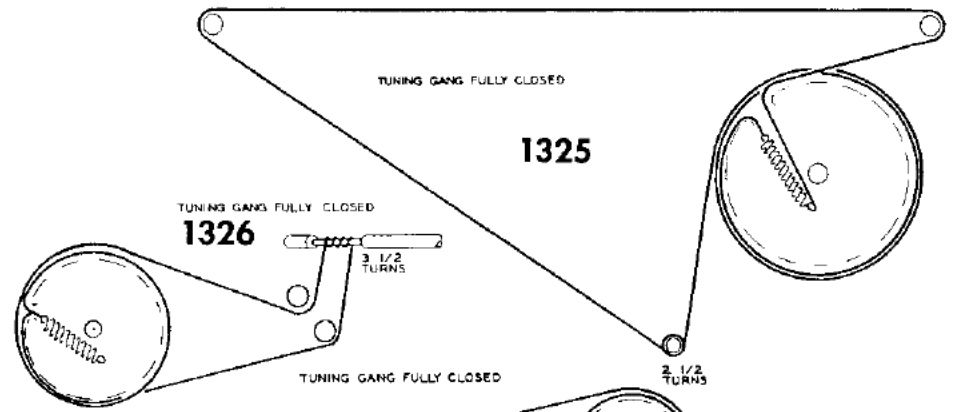
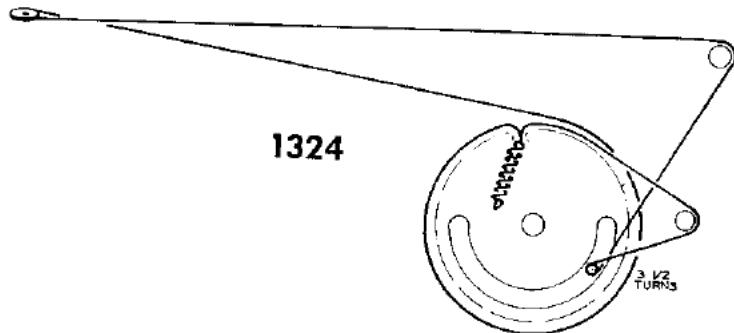
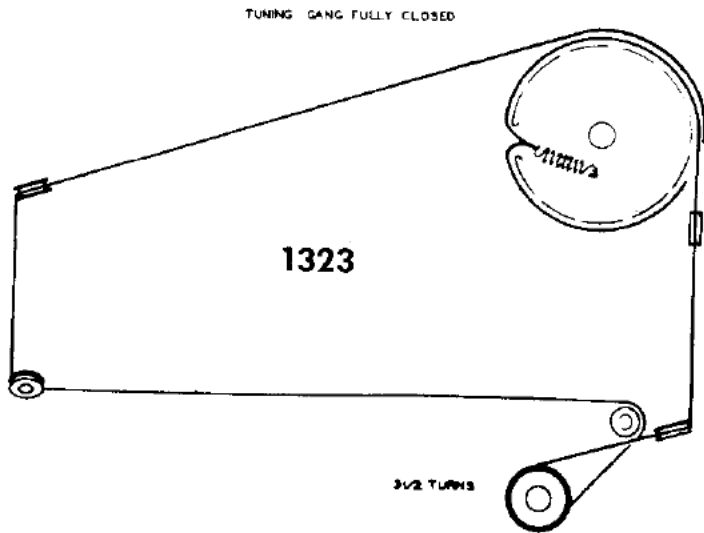
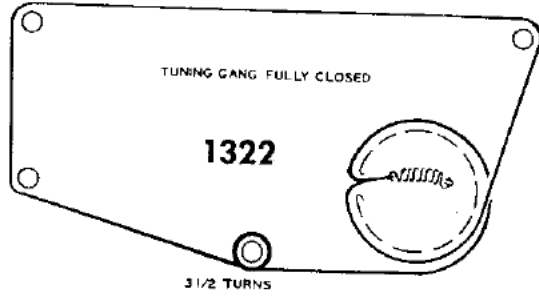
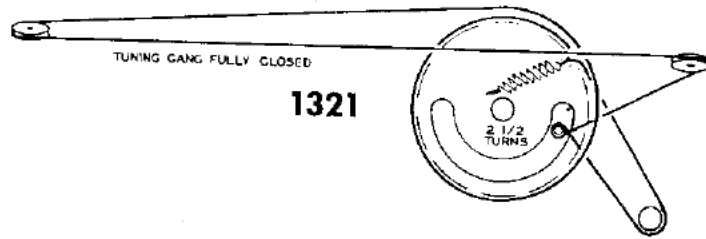
TUNING GANG FULLY CLOSED

1319

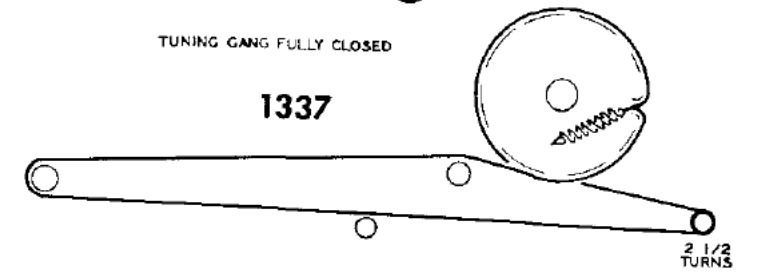
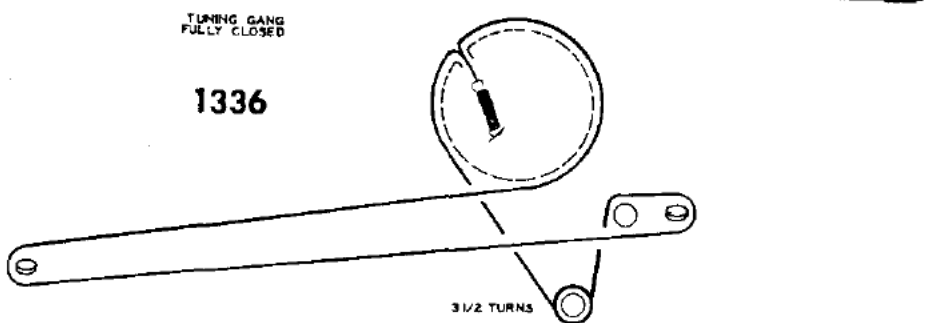
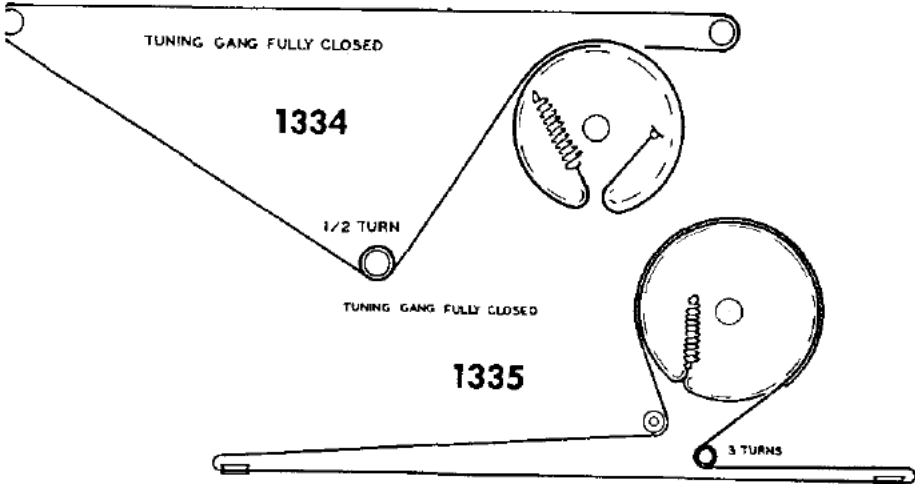
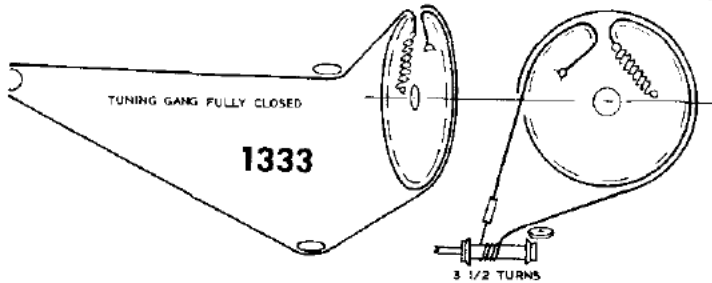
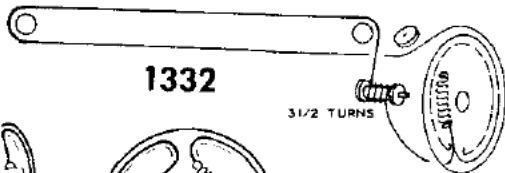
TUNING GANG FULLY CLOSED

3 1/2 TURNS

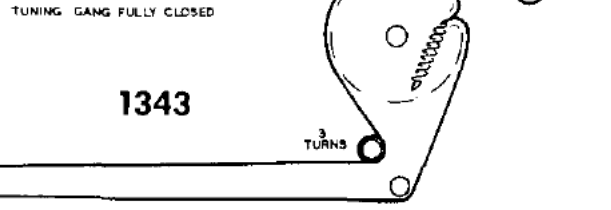
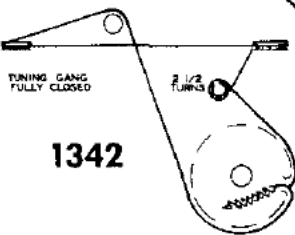
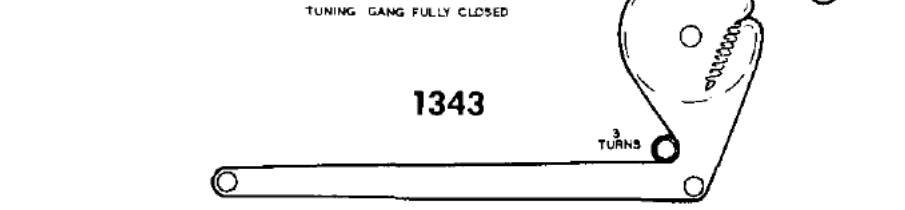
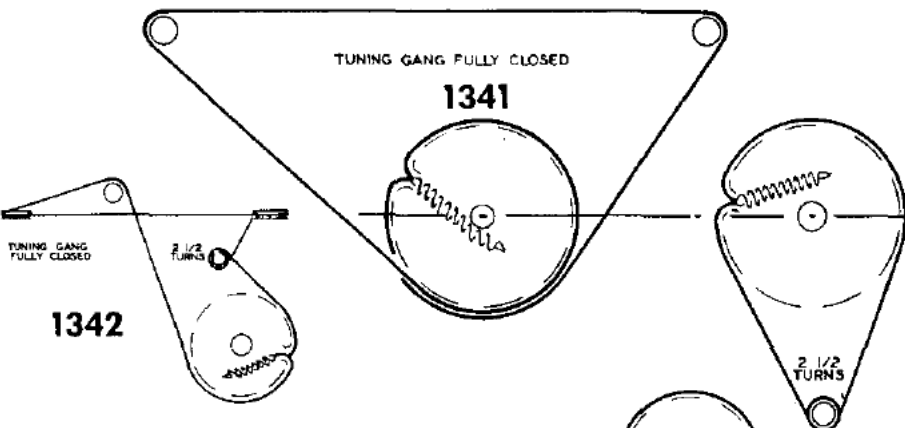
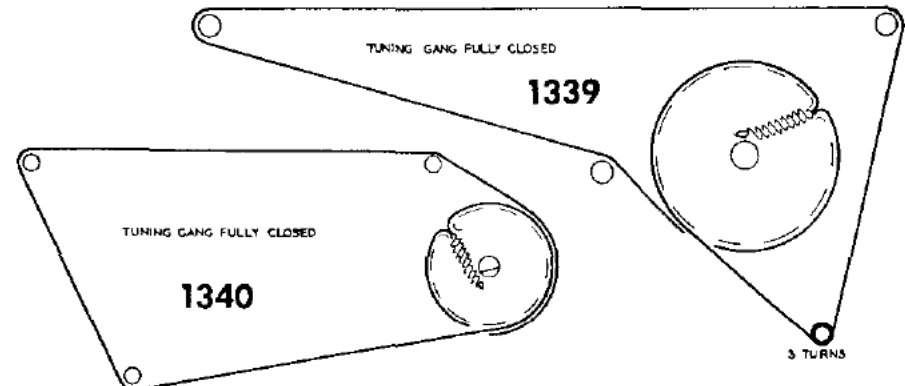
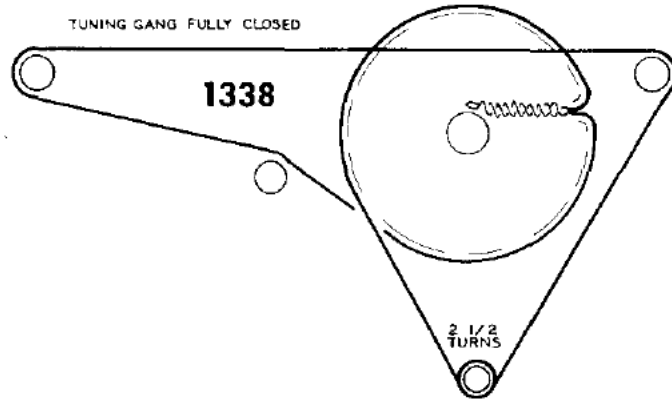
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TUNING GANG FULLY CLOSED

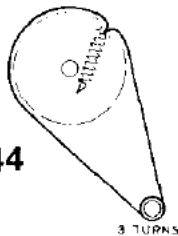


TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

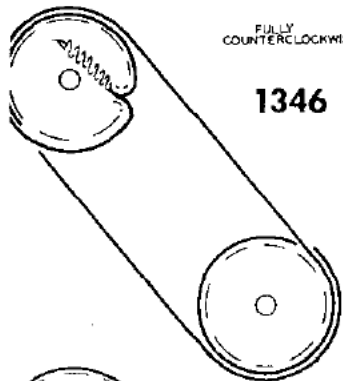
1344



3 TURNS

FULLY COUNTERCLOCKWISE

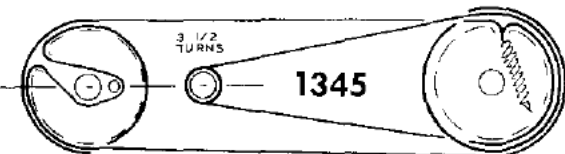
1346



TUNING GANG FULLY CLOSED

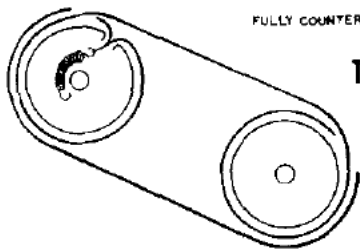
3 1/2 TURNS

1345

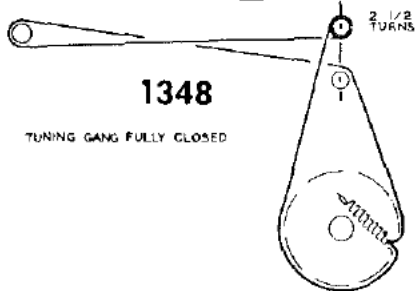


FULLY COUNTER CLOCKWISE

1347



1 1/2 TURNS



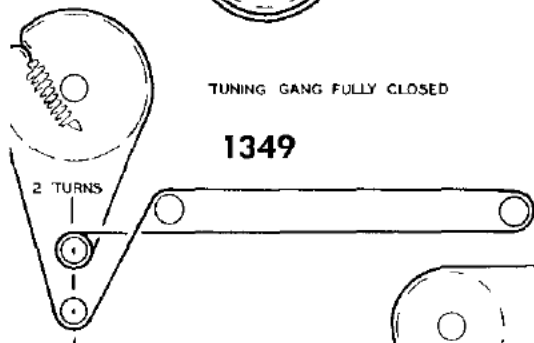
2 1/2 TURNS

1348

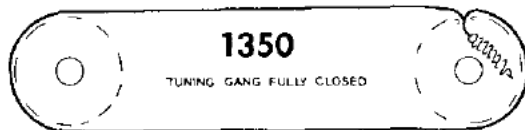
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

1349



2 TURNS

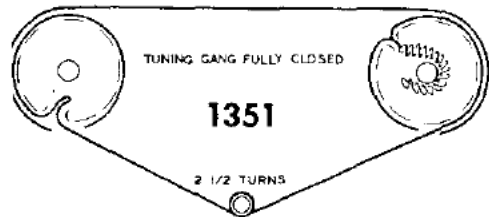


1350

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

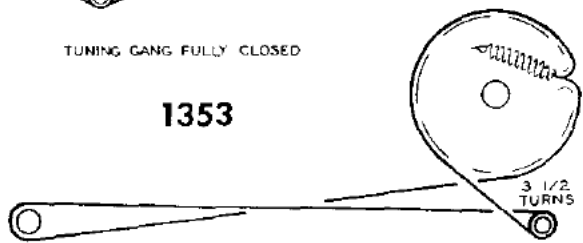
1351



2 1/2 TURNS

TUNING GANG FULLY CLOSED

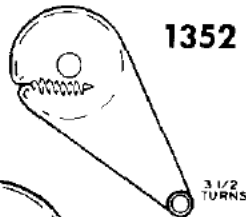
1353



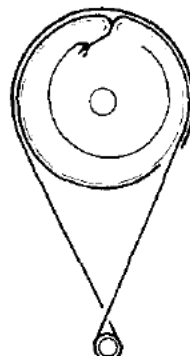
3 1/2 TURNS

TUNING GANG FULLY CLOSED

1352

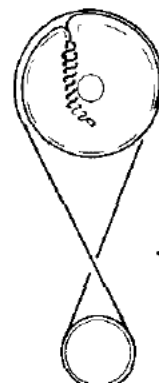


3 1/2 TURNS



1 1/2 TURNS

1354

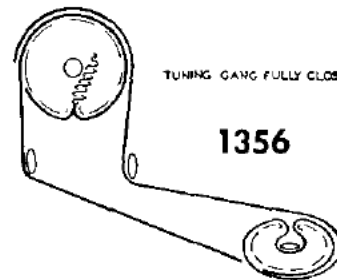


1 1/2 TURNS

1355

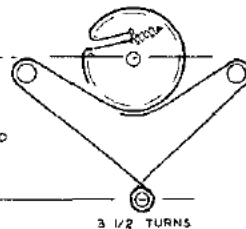
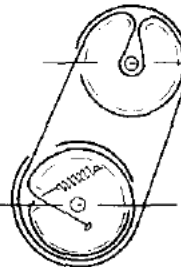
TUNING GANG FULLY CLOSED

1356



1357

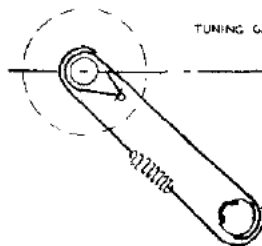
TUNING GANG FULLY CLOSED



3 1/2 TURNS

TUNING GANG FULLY CLOSED

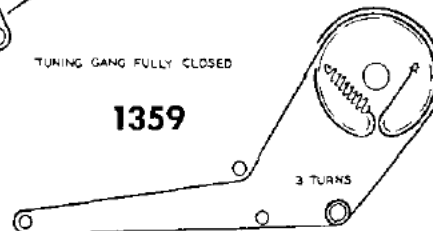
1358



2 1/2 TURNS

TUNING GANG FULLY CLOSED

1359



3 TURNS

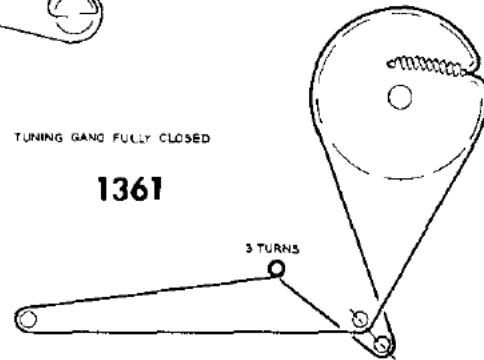
TUNING GANG FULLY CLOSED

1360

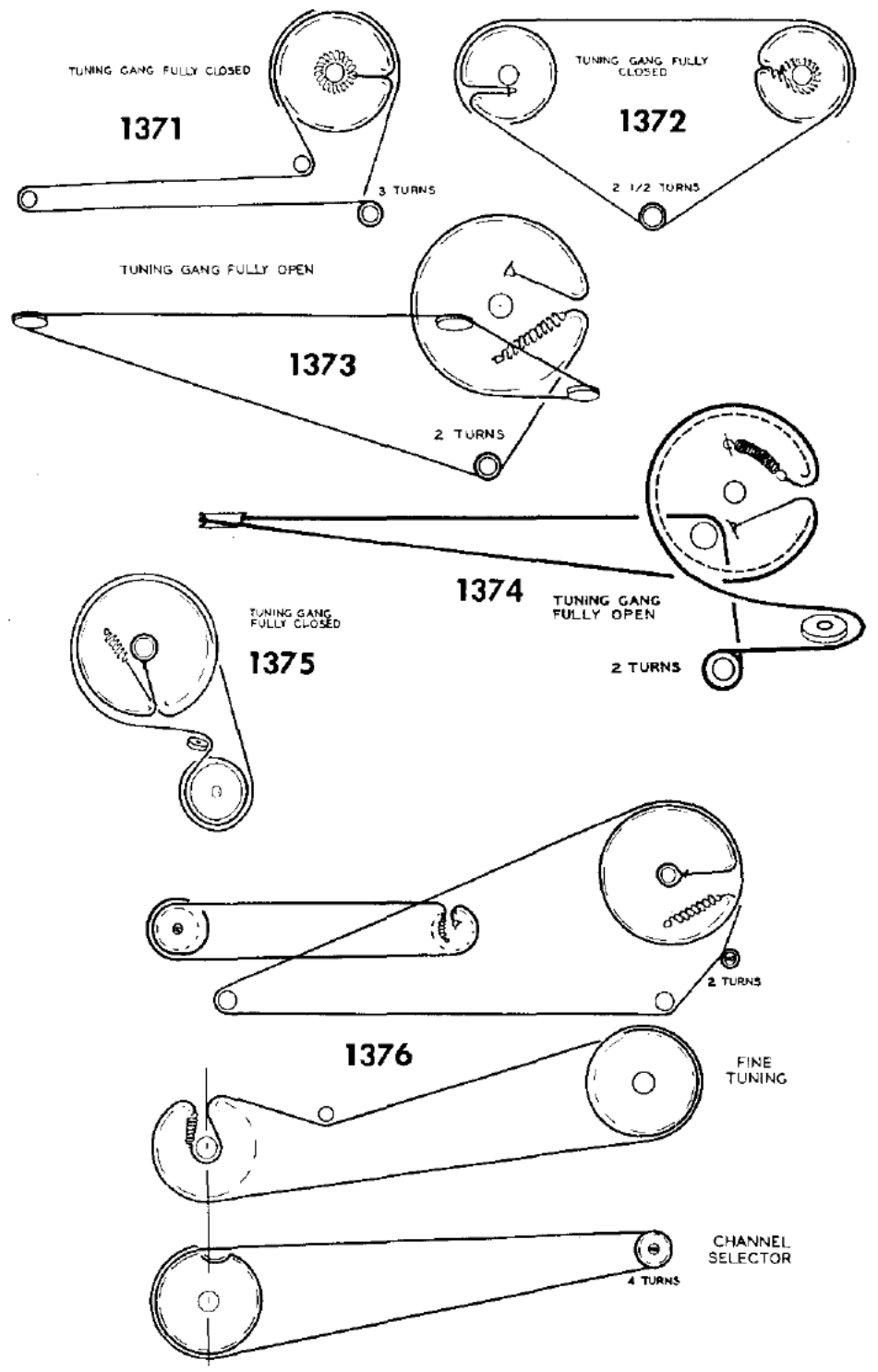
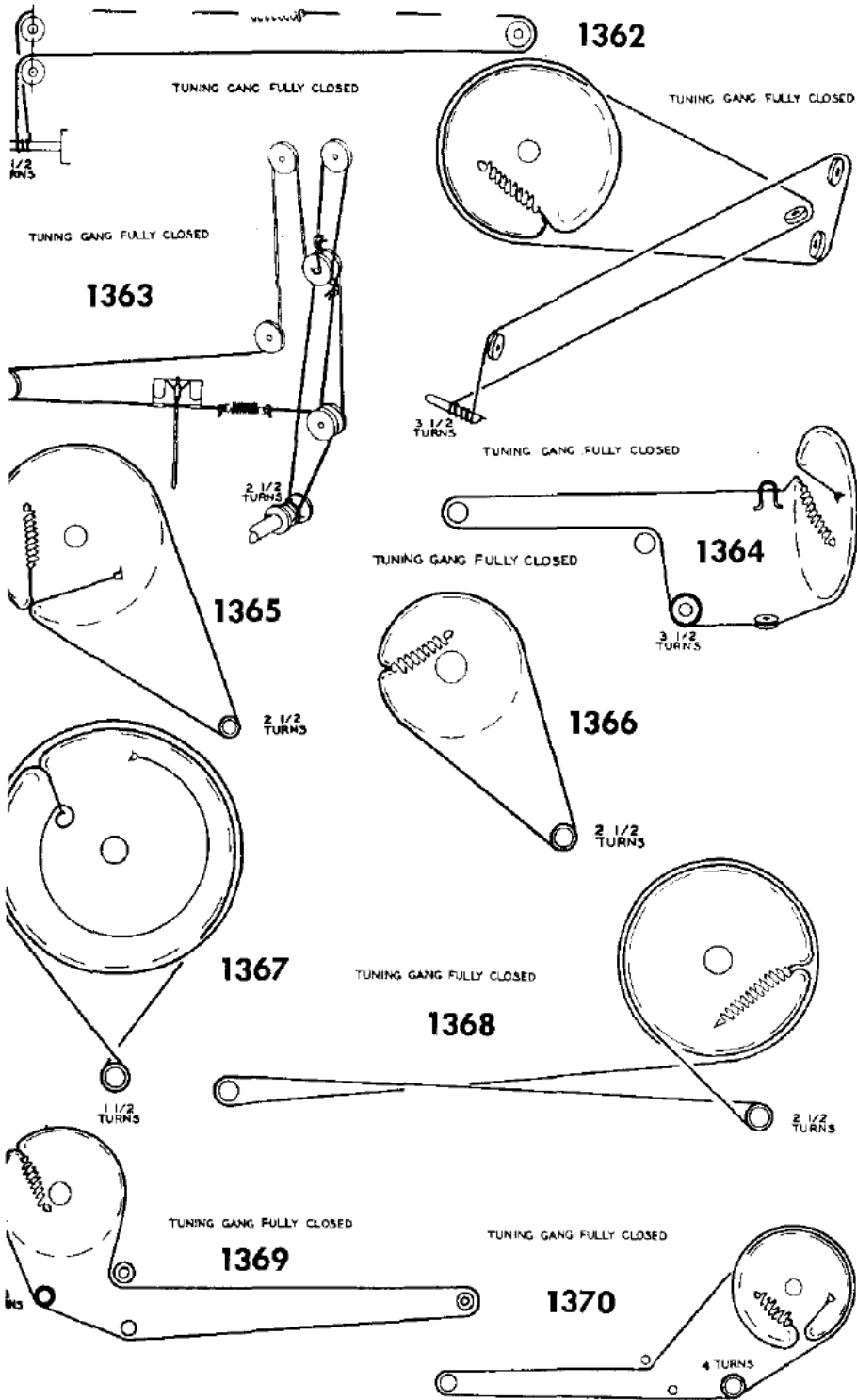


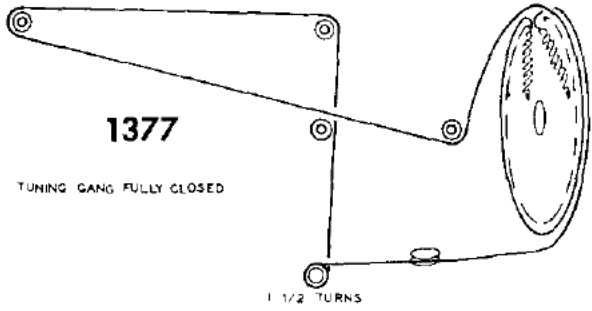
TUNING GANG FULLY CLOSED

1361



3 TURNS



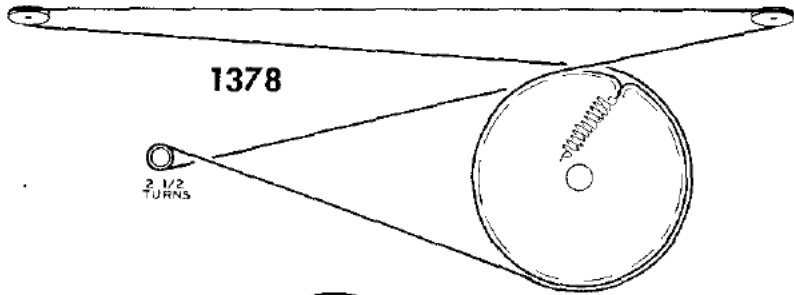


1377

TUNING GANG FULLY CLOSED

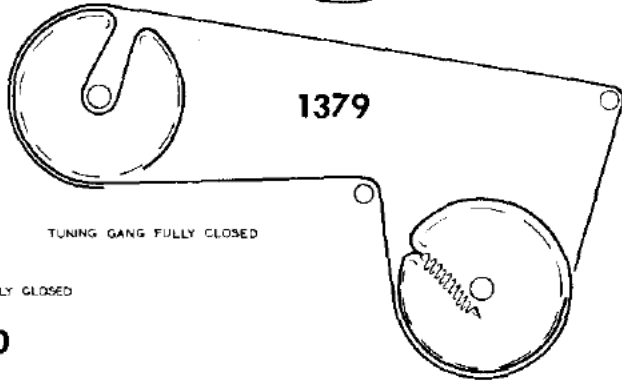
1 1/2 TURNS

TUNING GANG FULLY CLOSED



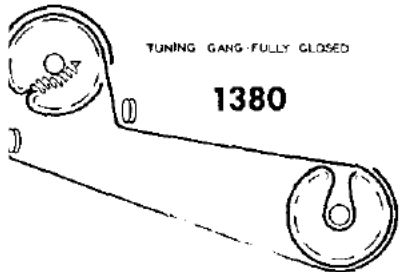
1378

2 1/2 TURNS



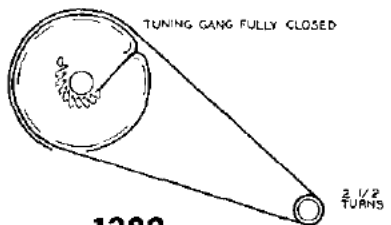
1379

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

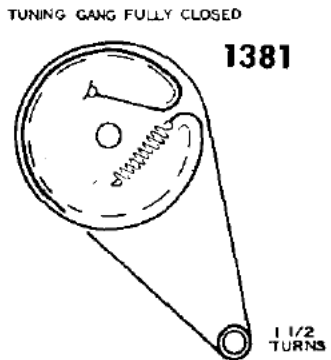
1380



TUNING GANG FULLY CLOSED

1382

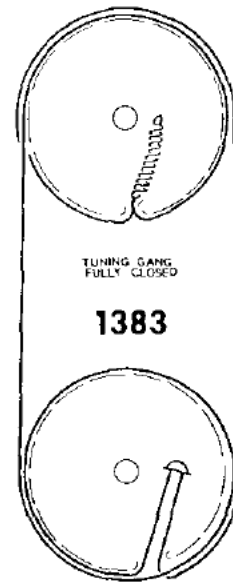
2 1/2 TURNS



TUNING GANG FULLY CLOSED

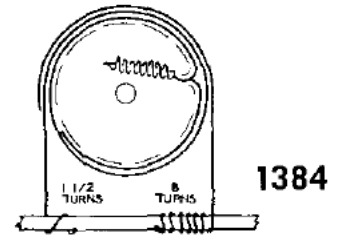
1381

1 1/2 TURNS



TUNING GANG FULLY CLOSED

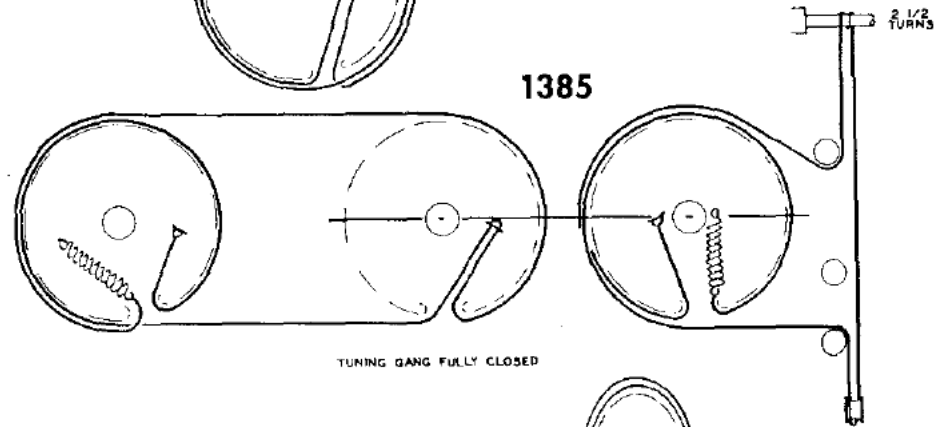
1383



1384

1 1/2 TURNS

6 TURNS

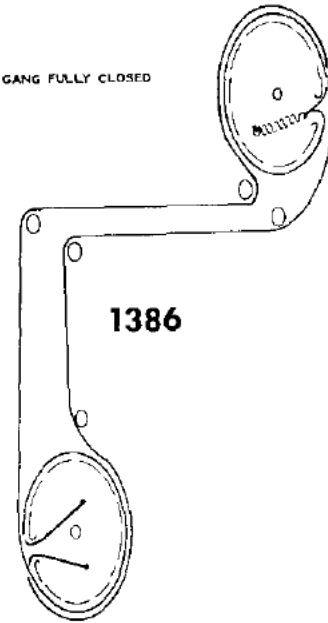


1385

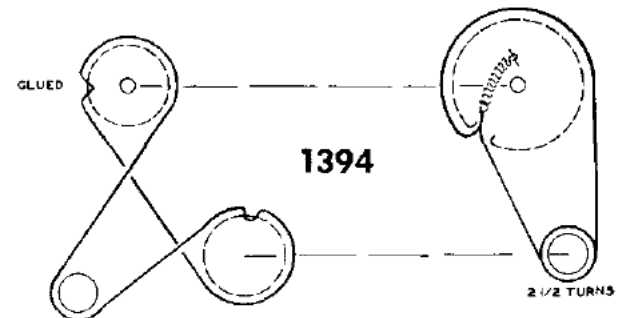
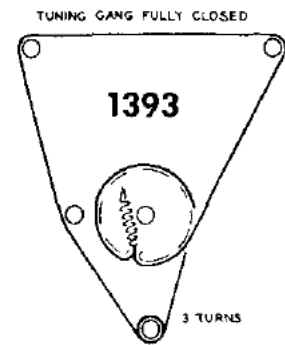
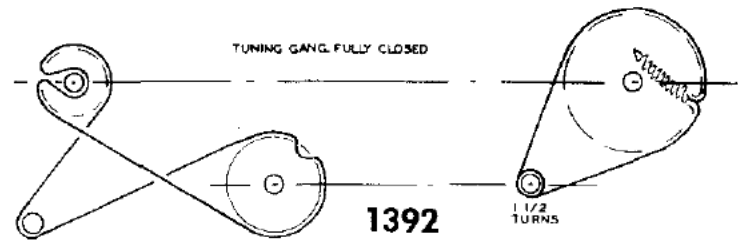
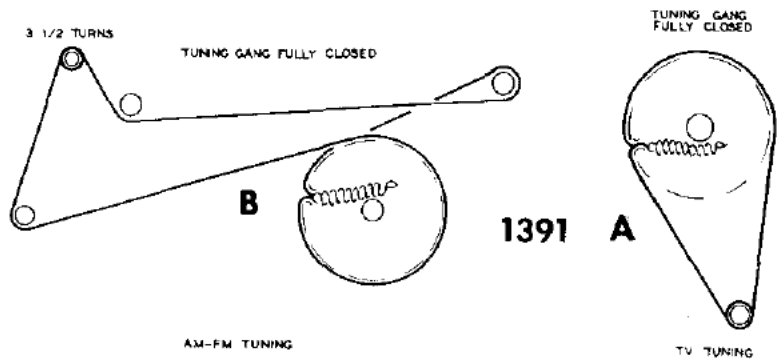
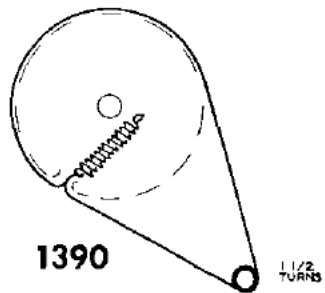
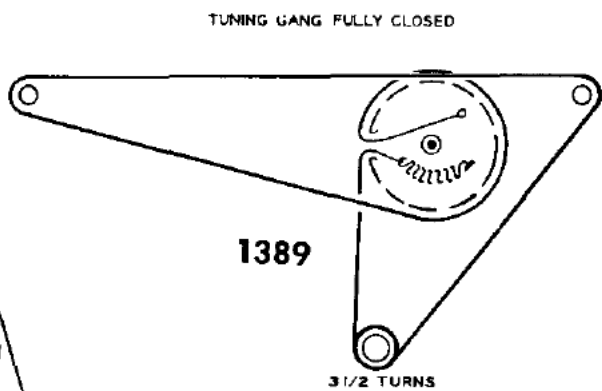
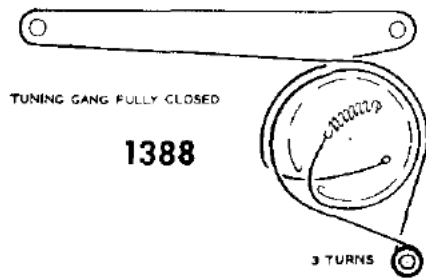
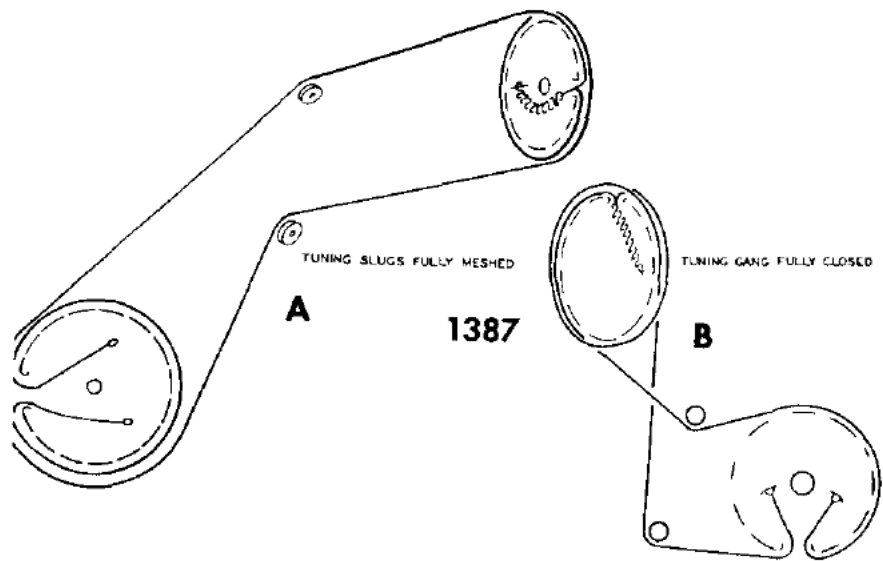
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

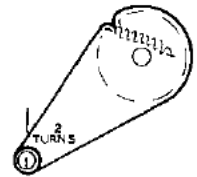
2 1/2 TURNS



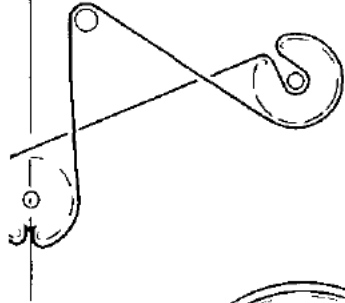
1386



TUNING GANG FULLY CLOSED

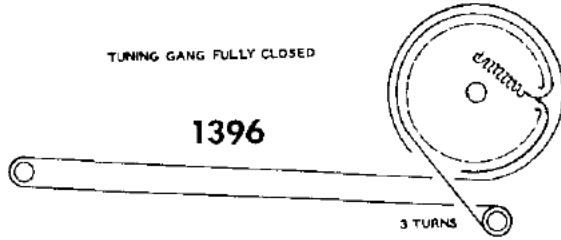


1395

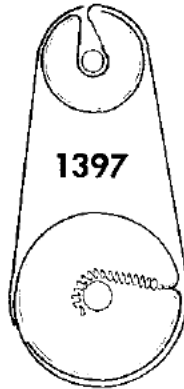


TUNING GANG FULLY CLOSED

1396

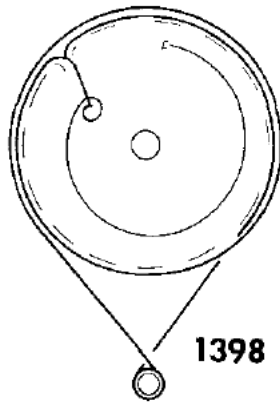


1397

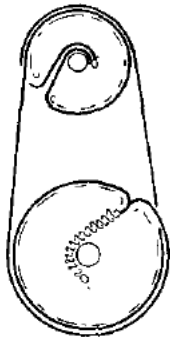


1398

1 1/2 TURNS



1399



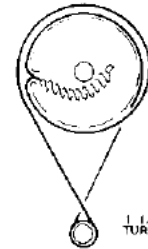
1400

FINE TUNING CONTROL



1401

FULLY COUNTER CLOCKWISE



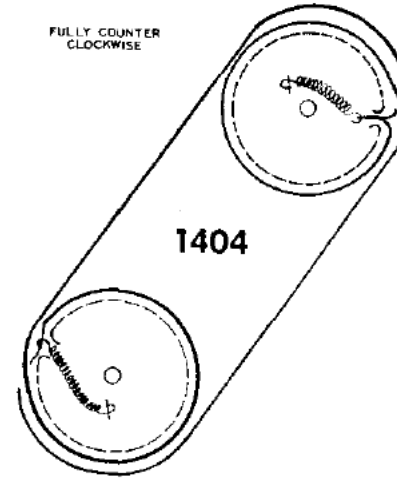
1402

FULLY COUNTERCLOCKWISE FINE TUNING FULLY CLOCKWISE

1403

TUNING SHAFT FULLY COUNTERCLOCKWISE

1 1/2 TURNS



1404

FINE TUNING FULLY CLOCKWISE

1405

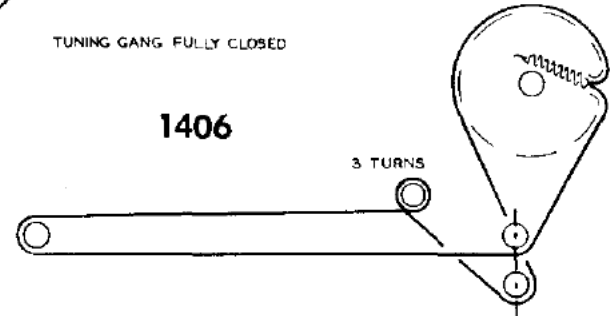
TUNING SHAFT FULLY COUNTER CLOCKWISE



TUNING GANG FULLY CLOSED

1406

3 TURNS

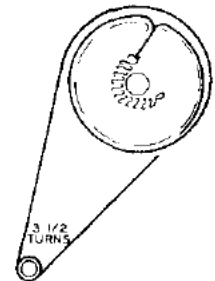


TRIMMER FULLY CLOCKWISE

1407

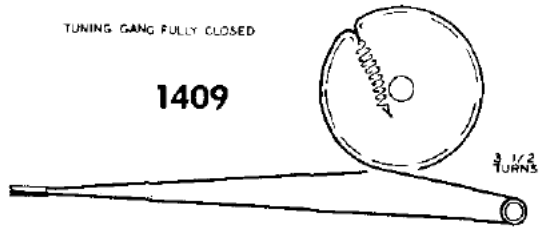
TUNING GANG FULLY CLOSED

1408



TUNING GANG FULLY CLOSED

1409



3 1/2 TURNS

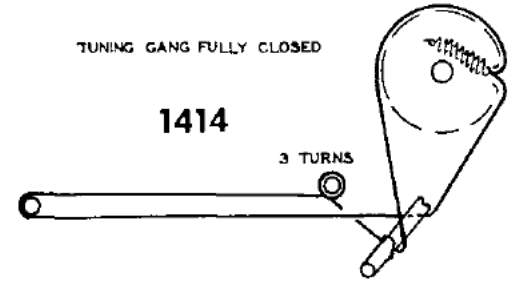


1413

3 1/2 TURNS

TUNING GANG FULLY CLOSED

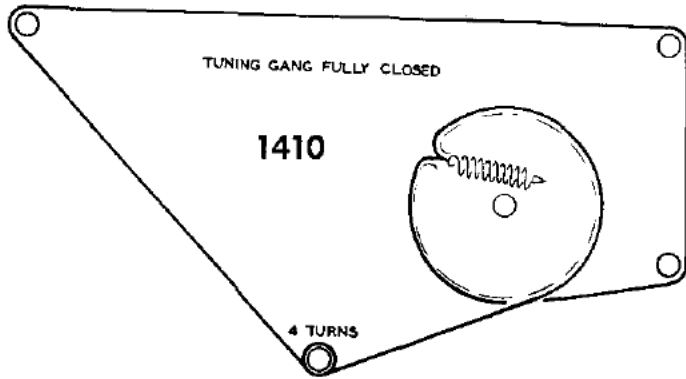
1414



3 TURNS

TUNING GANG FULLY CLOSED

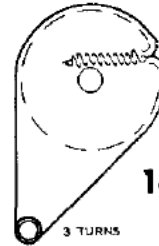
1410



4 TURNS

TUNING GANG FULLY CLOSED

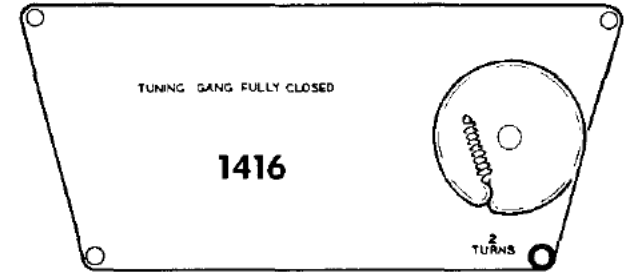
1415



3 TURNS

TUNING GANG FULLY CLOSED

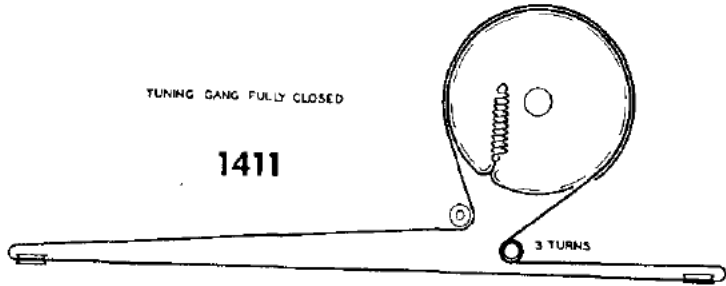
1416



2 TURNS

TUNING GANG FULLY CLOSED

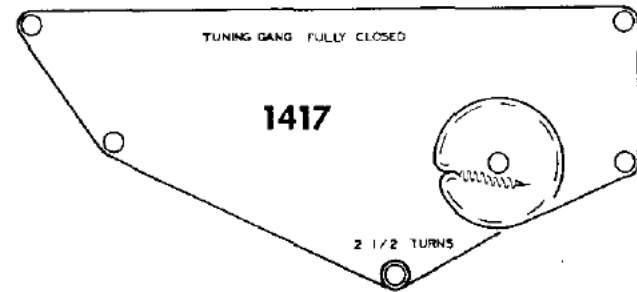
1411



3 TURNS

TUNING GANG FULLY CLOSED

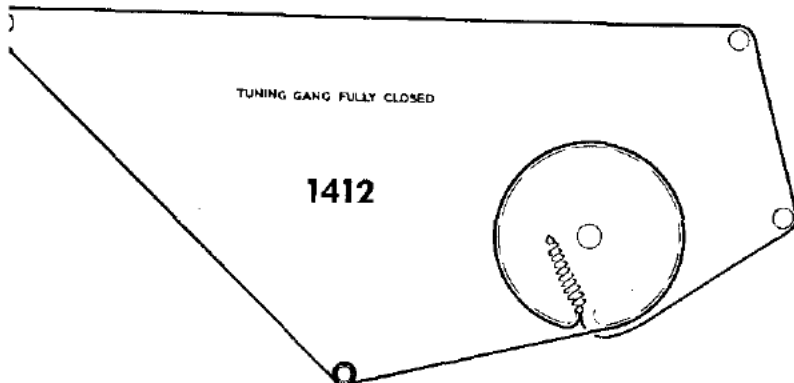
1417



2 1/2 TURNS

TUNING GANG FULLY CLOSED

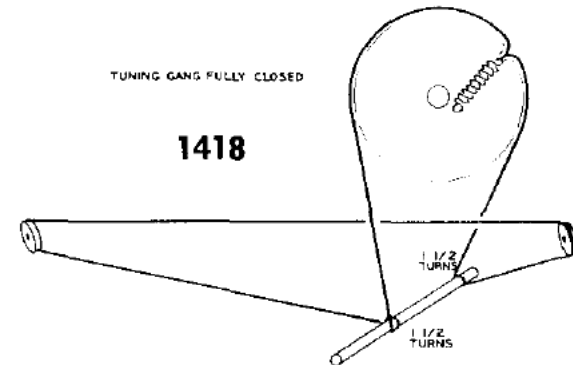
1412



3 1/2 TURNS

TUNING GANG FULLY CLOSED

1418

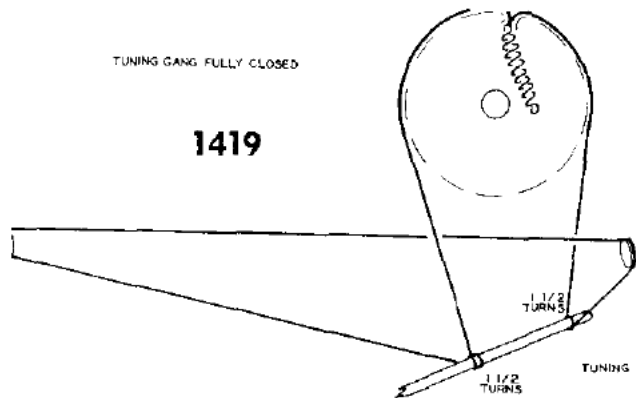


1 1/2 TURNS

1 1/2 TURNS

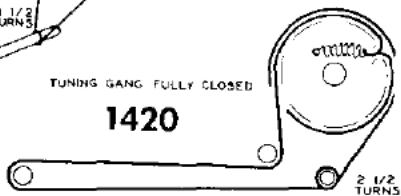
TUNING GANG FULLY CLOSED

1419



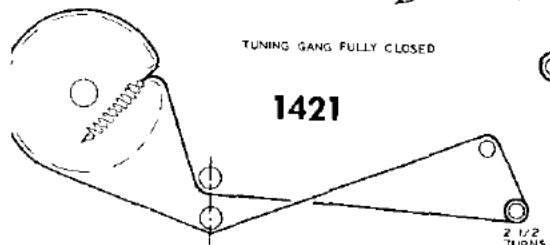
TUNING GANG FULLY CLOSED

1420



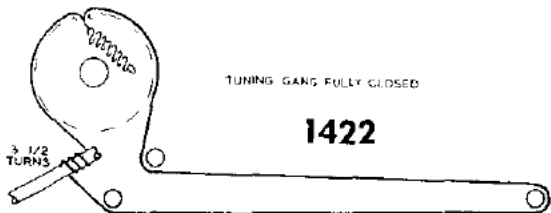
TUNING GANG FULLY CLOSED

1421



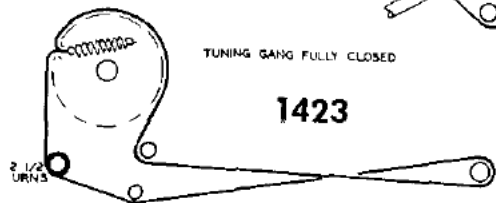
TUNING GANG FULLY CLOSED

1422



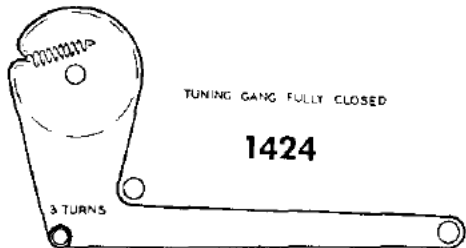
TUNING GANG FULLY CLOSED

1423



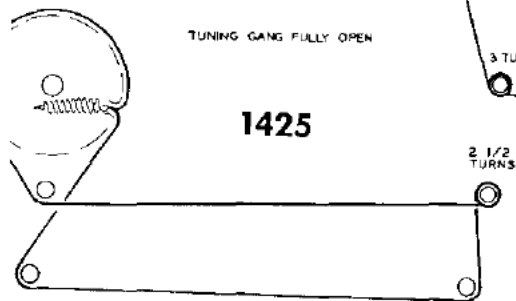
TUNING GANG FULLY CLOSED

1424



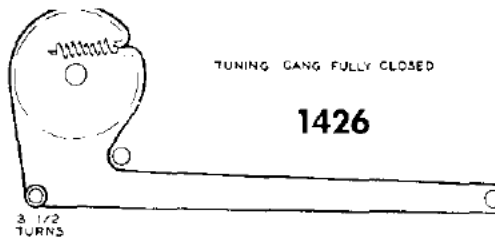
TUNING GANG FULLY OPEN

1425



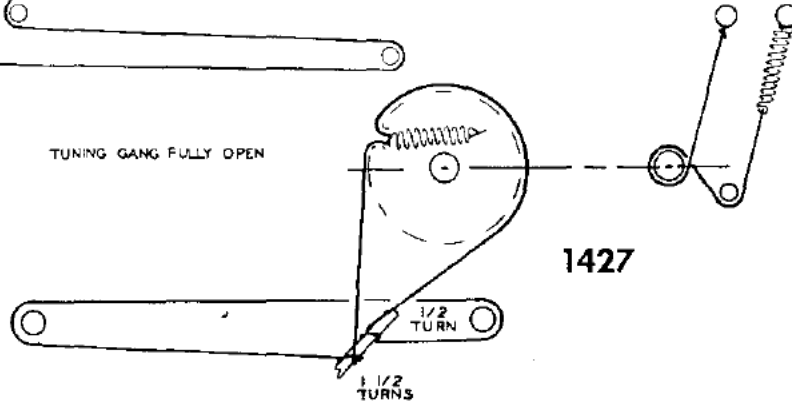
TUNING GANG FULLY CLOSED

1426



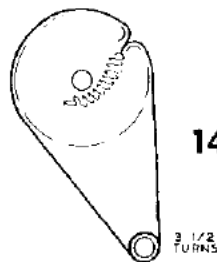
TUNING GANG FULLY OPEN

1427



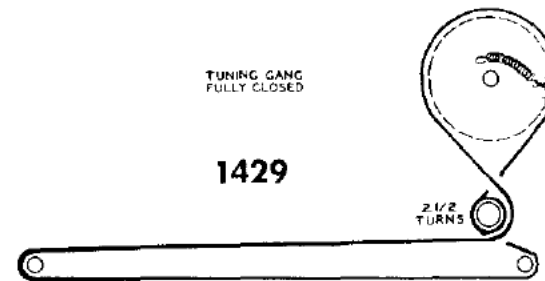
TUNING GANG FULLY CLOSED

1428



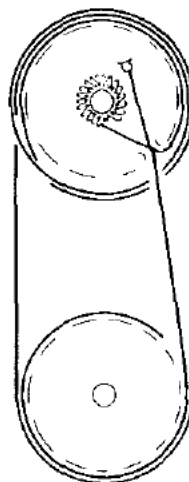
TUNING GANG FULLY CLOSED

1429



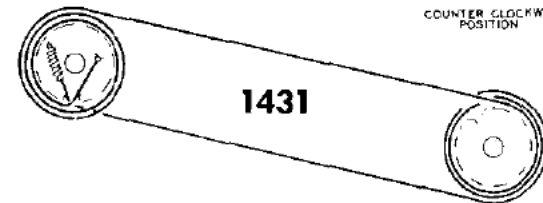
TRIMMER FULLY CLOSED

1430

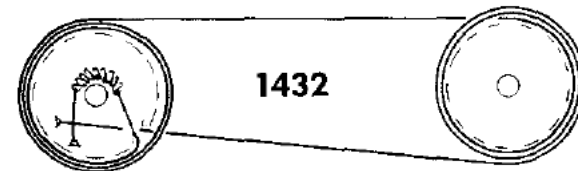


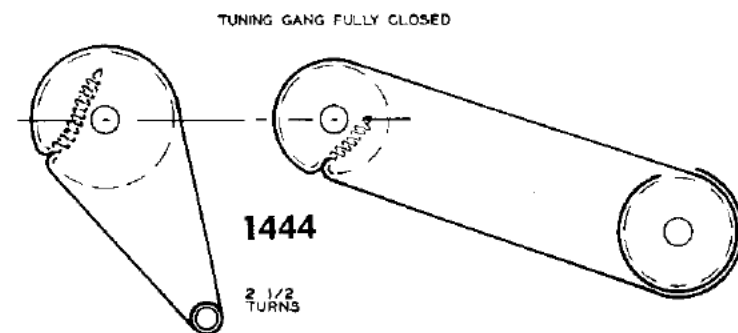
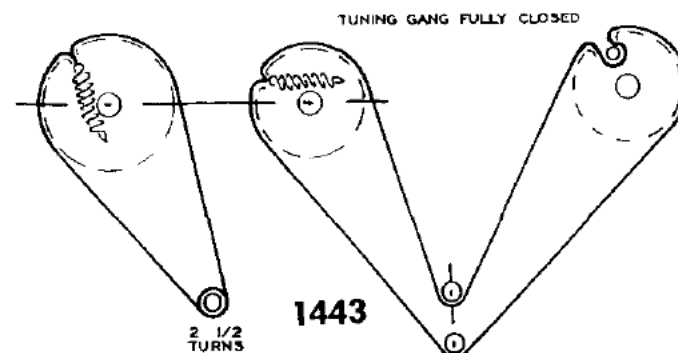
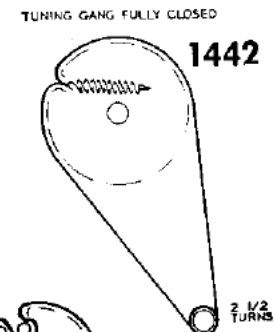
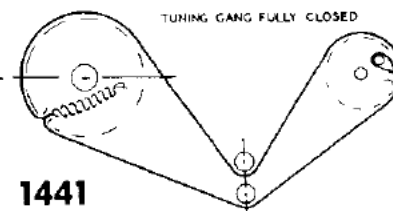
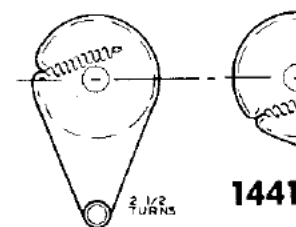
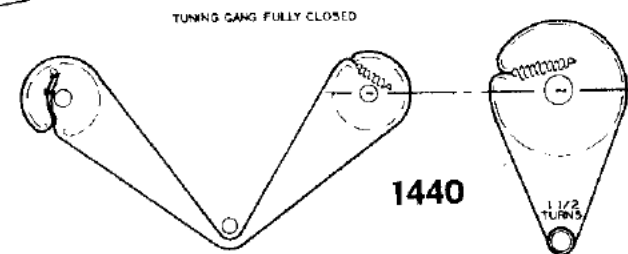
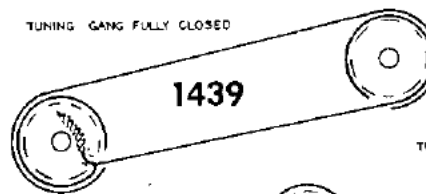
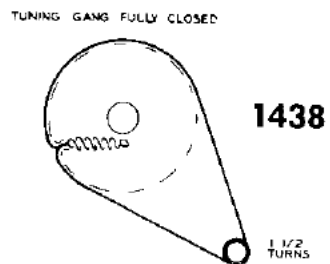
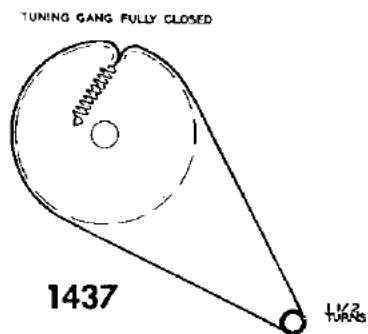
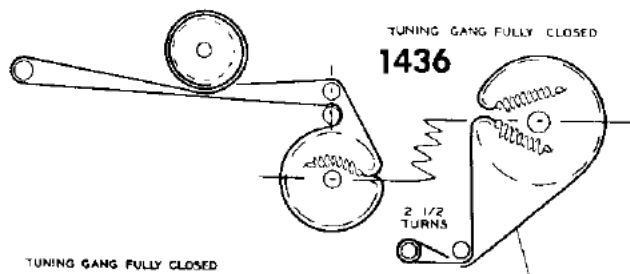
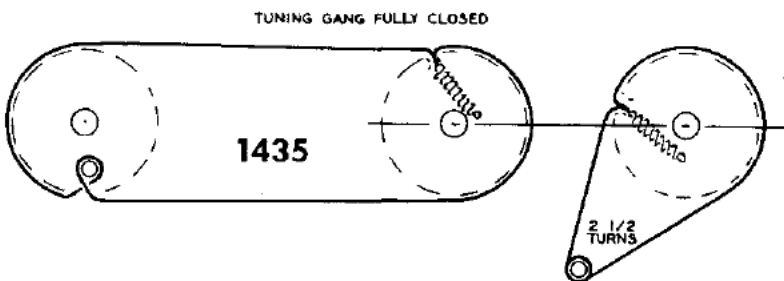
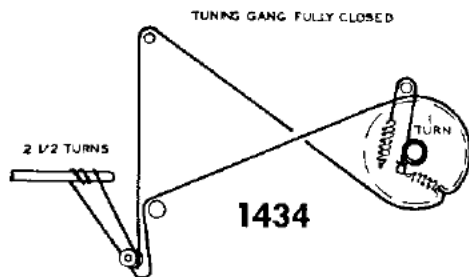
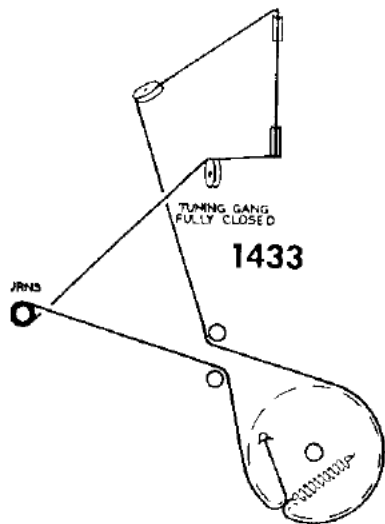
COUNTER CLOCKWISE POSITION

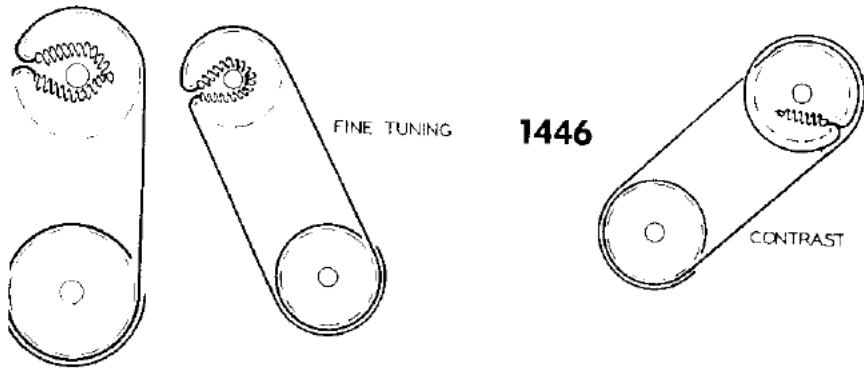
1431



1432



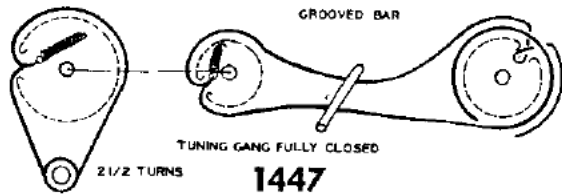




1445

FINE TUNING 1446

CONTRAST

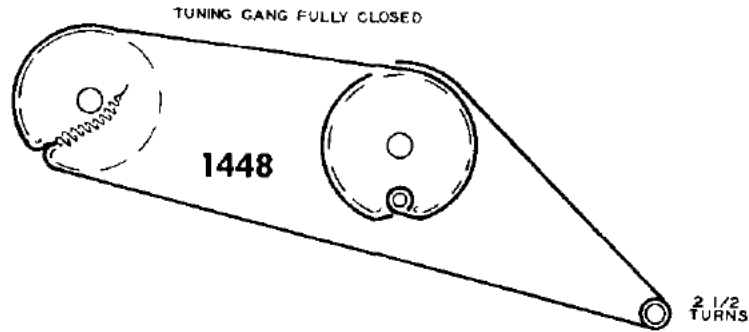


GROOVED BAR

TUNING GANG FULLY CLOSED

2 1/2 TURNS

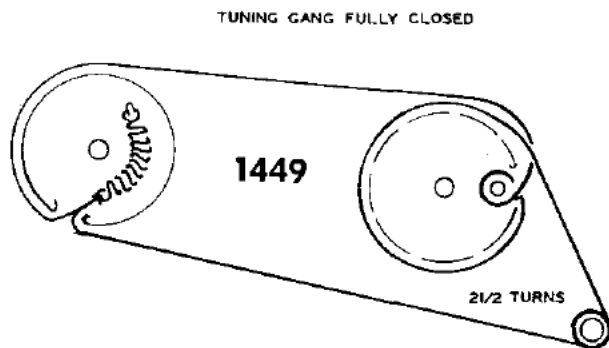
1447



TUNING GANG FULLY CLOSED

1448

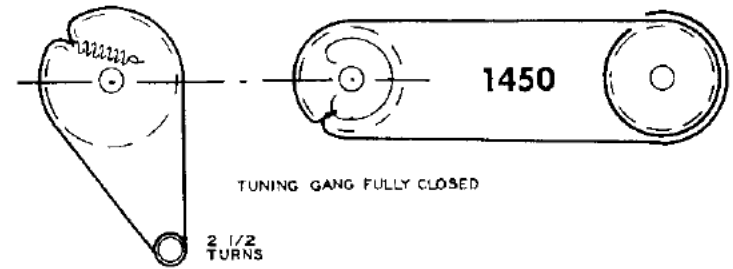
2 1/2 TURNS



TUNING GANG FULLY CLOSED

1449

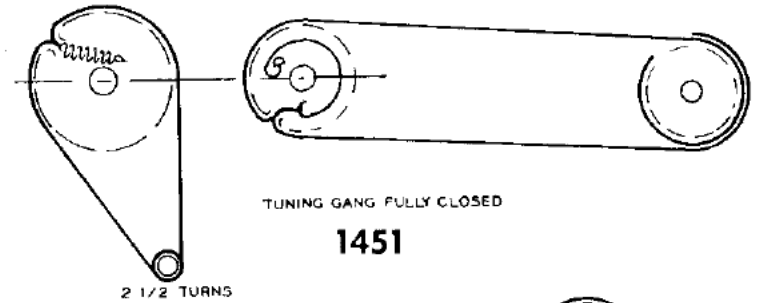
2 1/2 TURNS



1450

TUNING GANG FULLY CLOSED

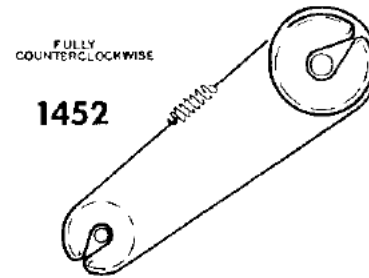
2 1/2 TURNS



TUNING GANG FULLY CLOSED

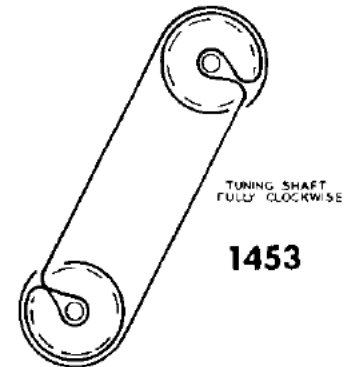
1451

2 1/2 TURNS



FULLY COUNTERCLOCKWISE

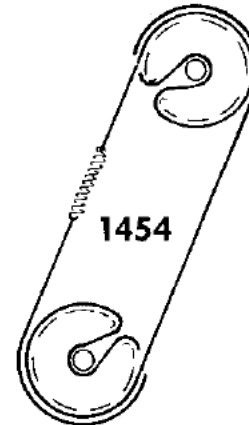
1452



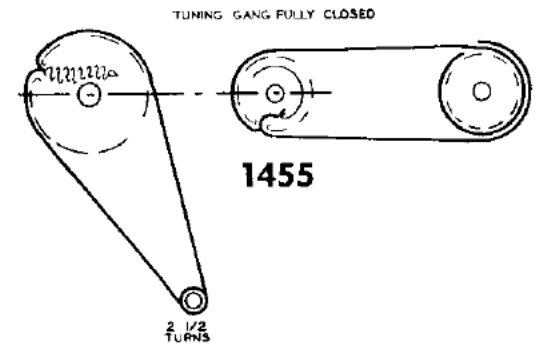
TUNING SHAFT FULLY CLOCKWISE

1453

TUNING SHAFT FULLY COUNTERCLOCKWISE



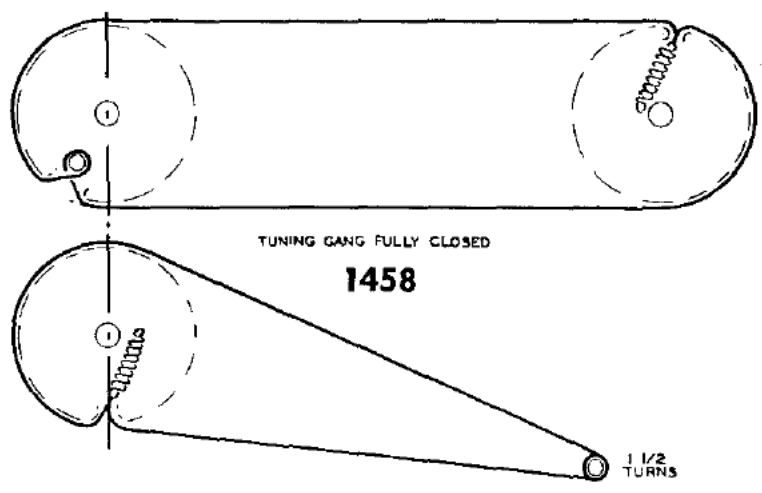
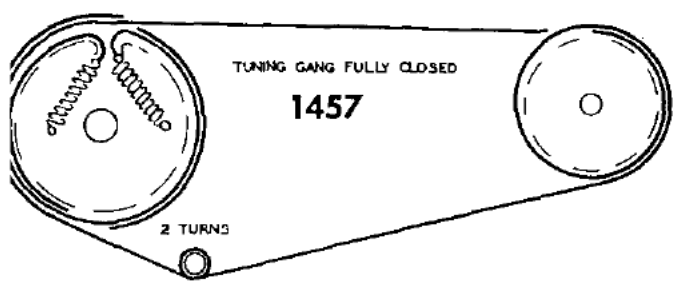
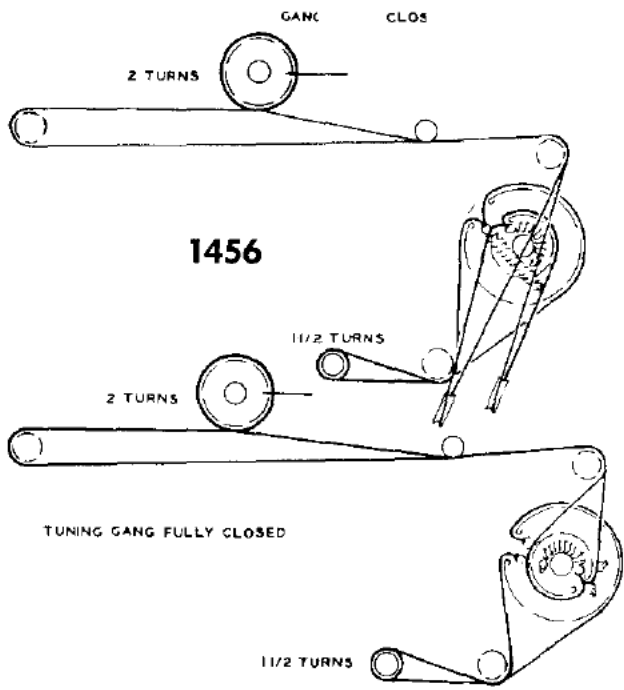
1454



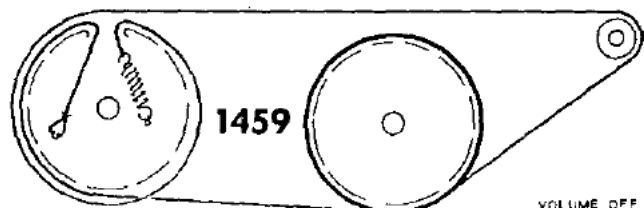
TUNING GANG FULLY CLOSED

1455

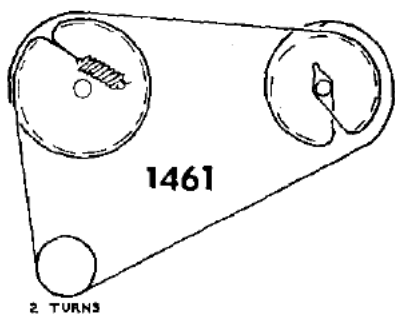
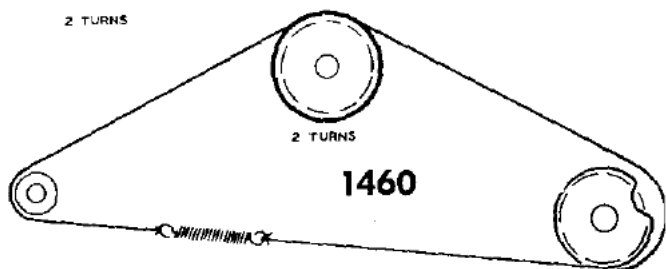
2 1/2 TURNS



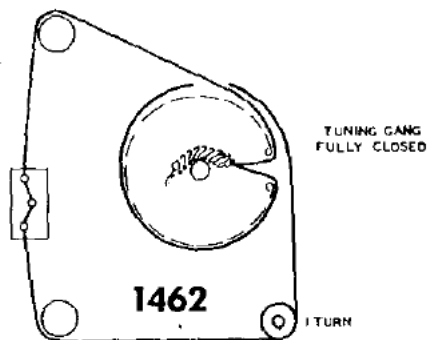
VOLUME OFF POSITION



VOLUME OFF POSITION

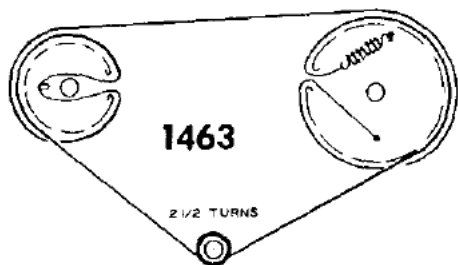


TUNING GANG
FULLY CLOSED



TUNING GANG
FULLY CLOSED

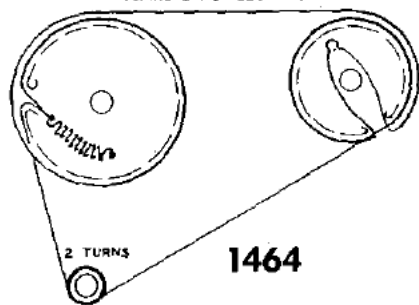
TUNING GANG FULLY CLOSED



1463

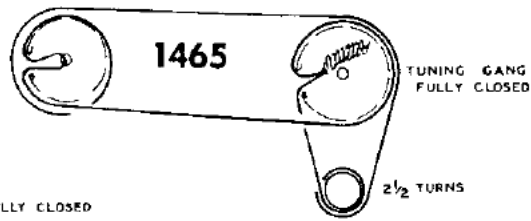
2 1/2 TURNS

TUNING GANG FULLY CLOSED

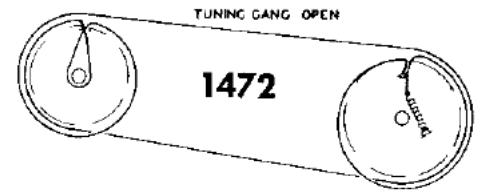


2 TURNS

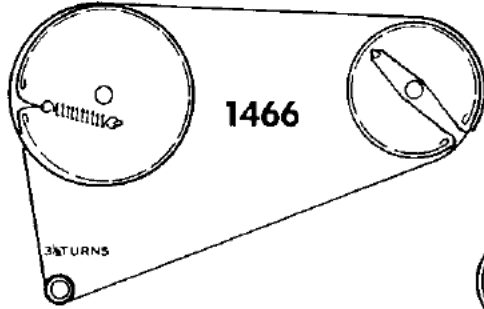
1464



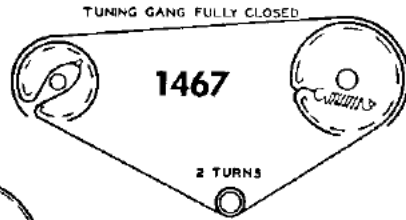
TUNING GANG FULLY CLOSED



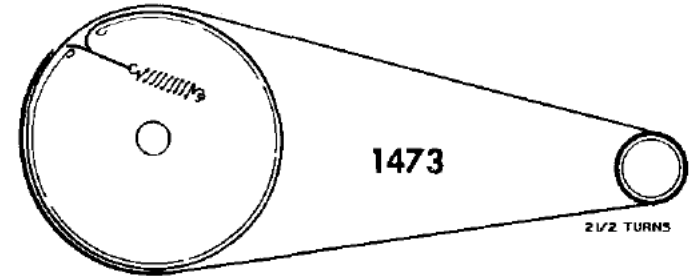
TONE CONTROL FULLY TO THE LEFT



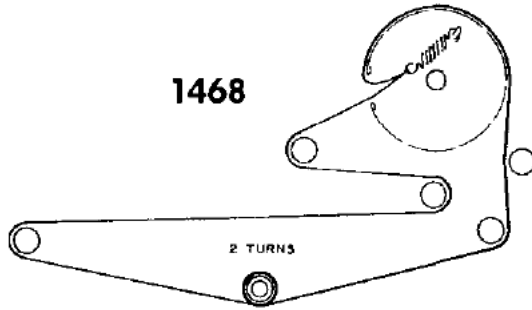
TUNING GANG FULLY CLOSED



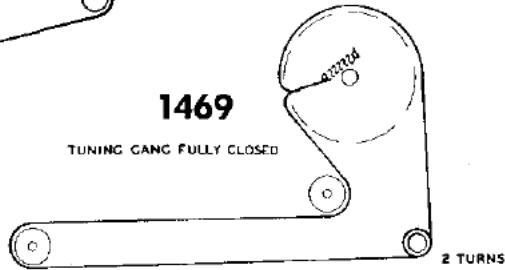
2 TURNS



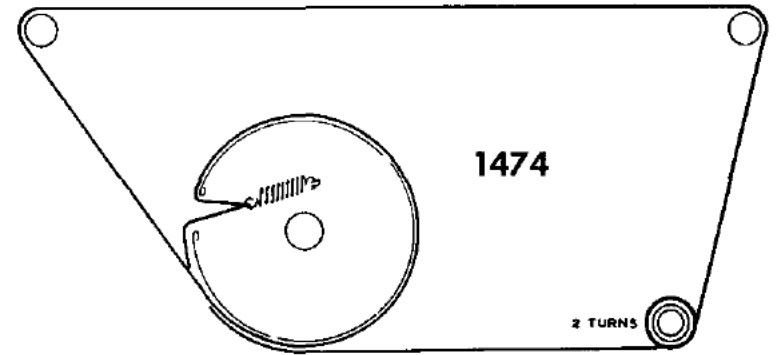
2 1/2 TURNS



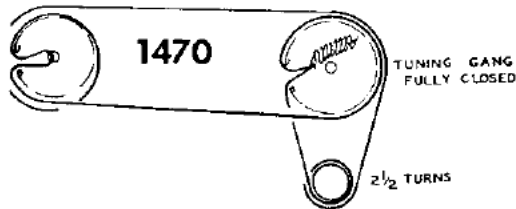
2 TURNS



2 TURNS

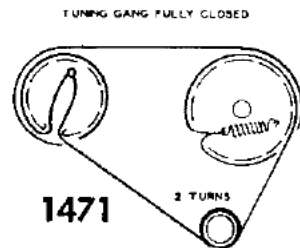


2 TURNS



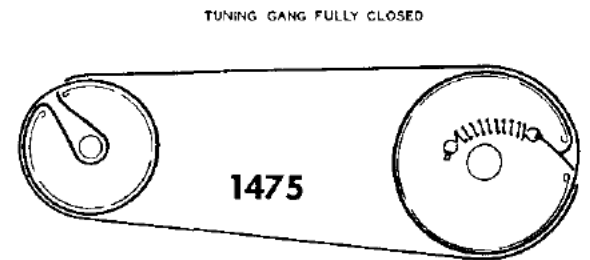
TUNING GANG FULLY CLOSED

2 1/2 TURNS



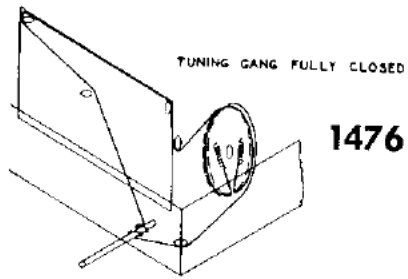
TUNING GANG FULLY CLOSED

2 TURNS



TUNING GANG FULLY CLOSED

1475

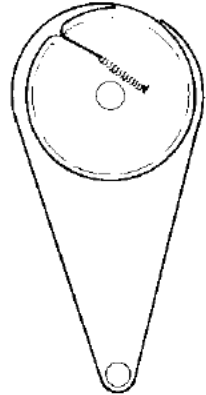


1476

TUNING GANG FULLY CLOSED

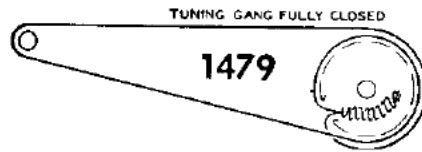


1477



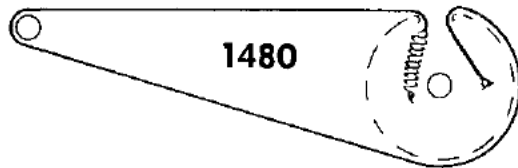
1478

TUNING GANG FULLY OPEN



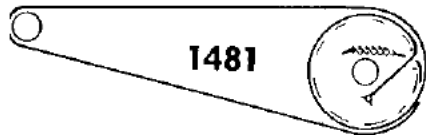
1479

TUNING GANG FULLY CLOSED



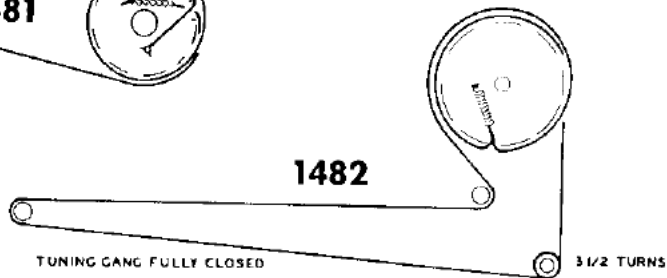
1480

TUNING GANG FULLY CLOSED



1481

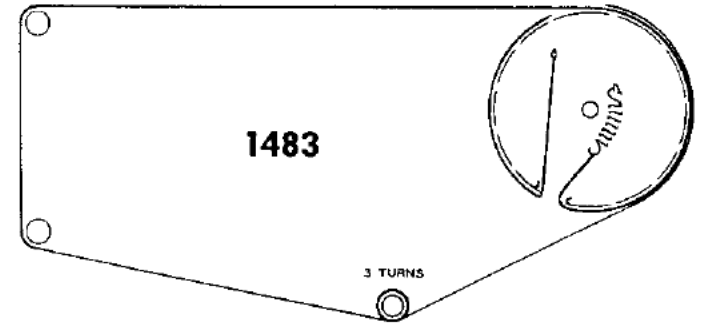
TUNING GANG FULLY CLOSED



1482

3 1/2 TURNS

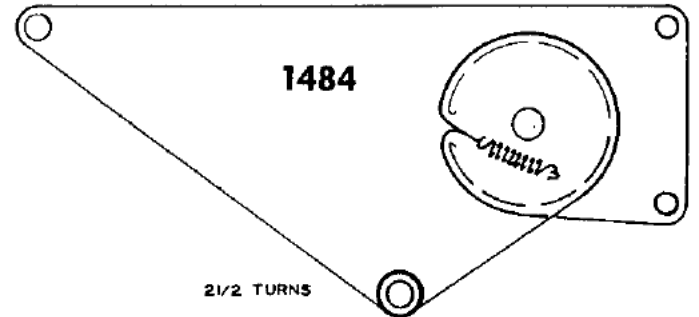
TUNING GANG FULLY CLOSED



1483

3 TURNS

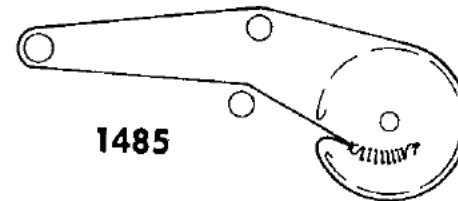
TUNING GANG FULLY CLOSED



1484

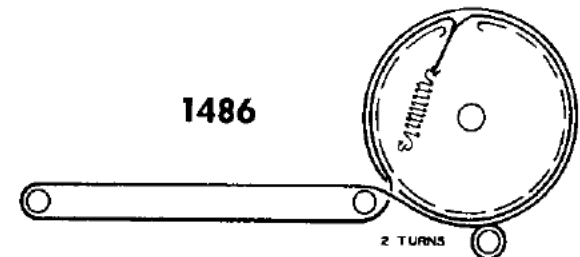
2 1/2 TURNS

TUNING GANG FULLY CLOSED



1485

TUNING GANG FULLY CLOSED

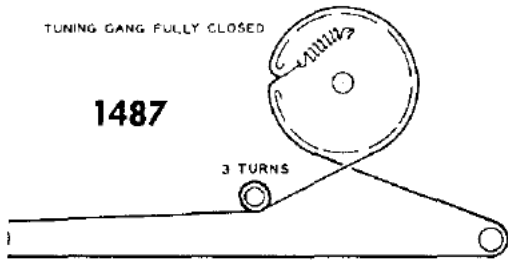


1486

2 TURNS

TUNING GANG FULLY CLOSED

1487



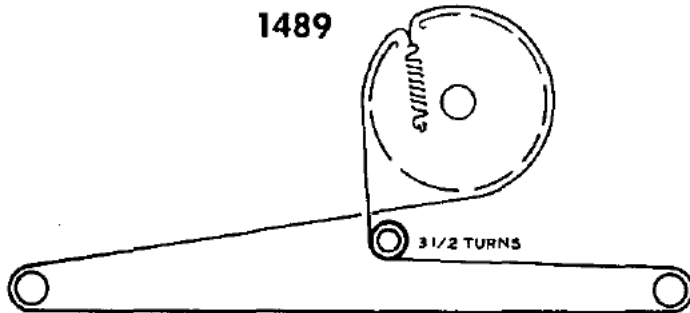
TUNING GANG FULLY CLOSED

1488



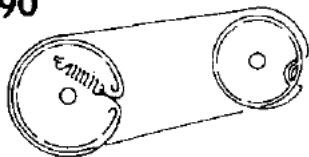
TUNING GANG FULLY CLOSED

1489



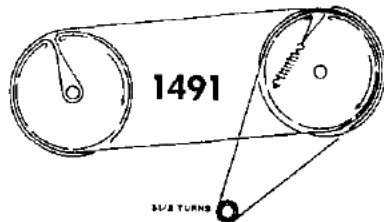
1490

TUNING GANG FULLY CLOSED



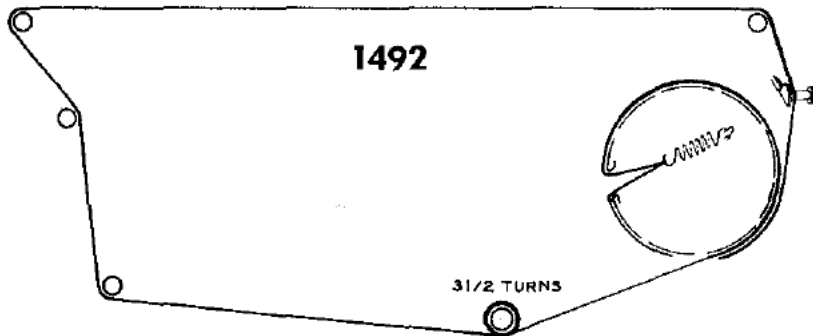
TUNING GANG FULLY CLOSED

1491



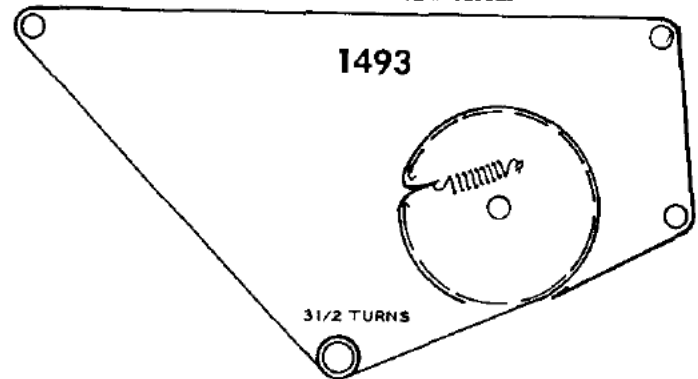
TUNING GANG FULLY CLOSED

1492



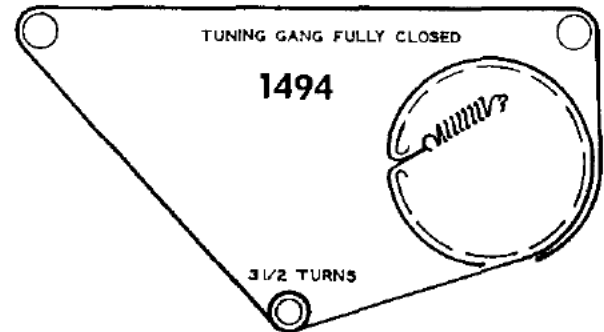
TUNING GANG FULLY CLOSED

1493



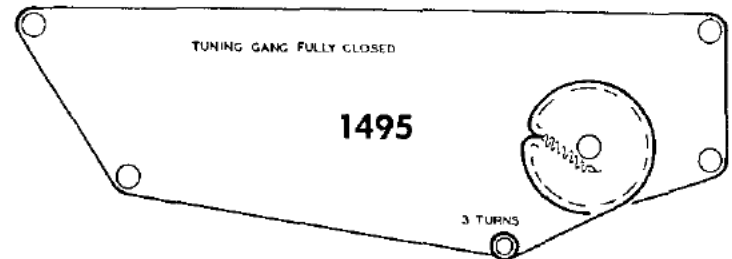
TUNING GANG FULLY CLOSED

1494



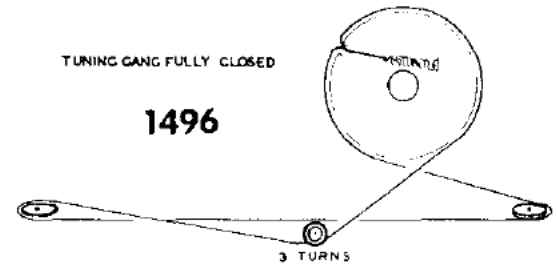
TUNING GANG FULLY CLOSED

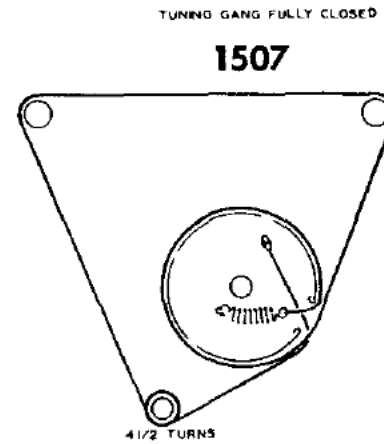
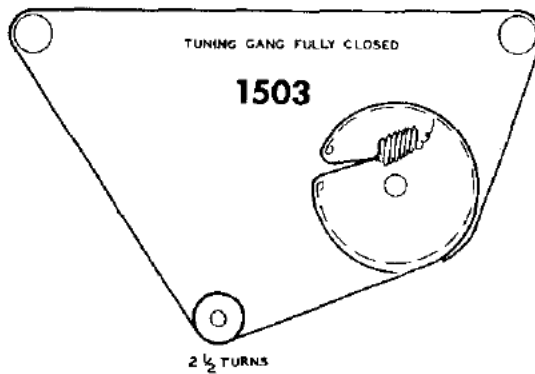
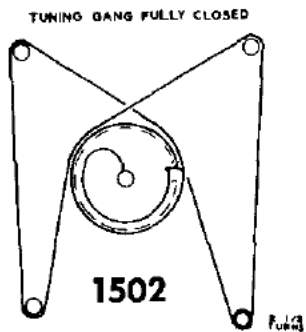
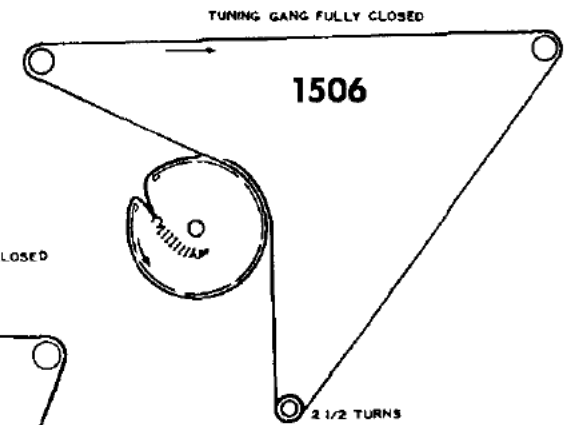
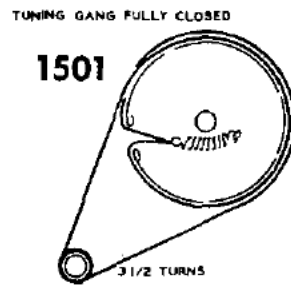
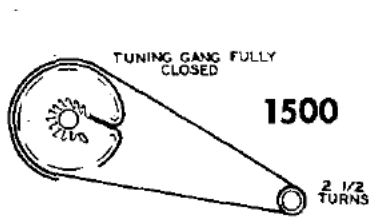
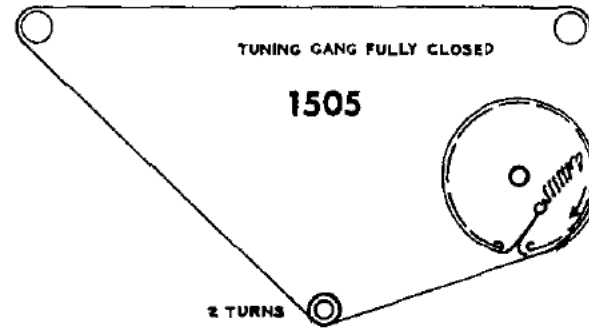
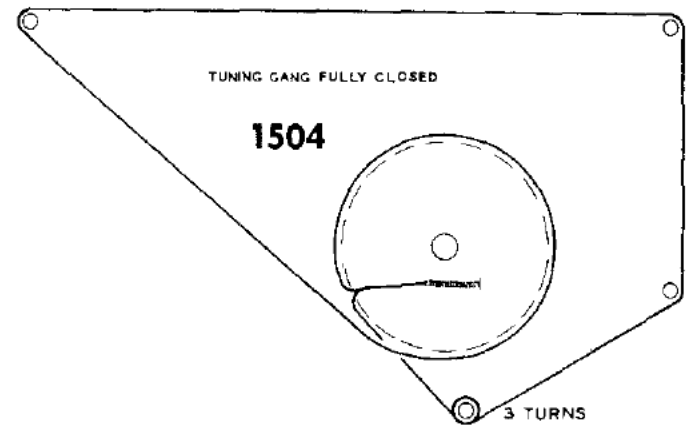
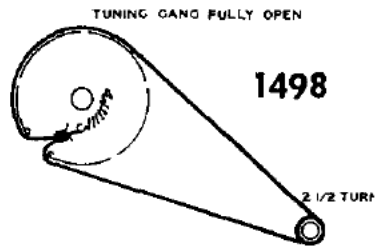
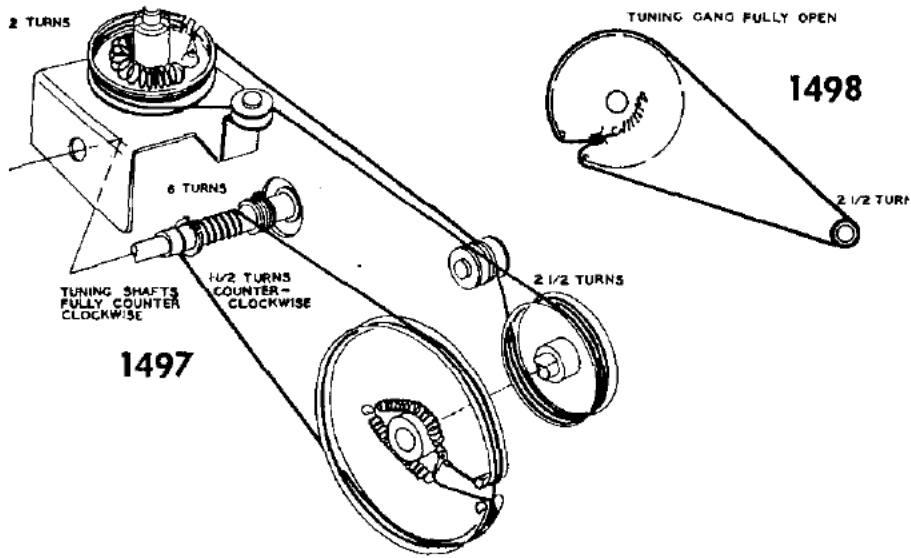
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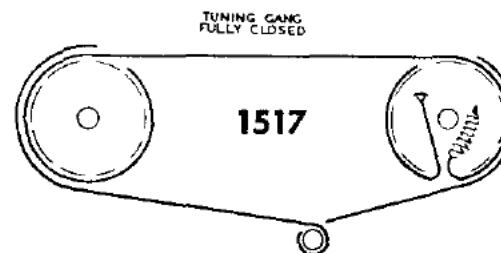
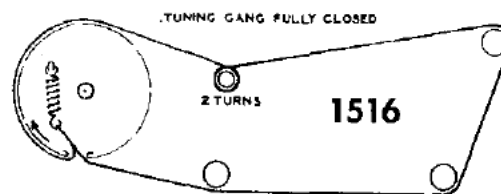
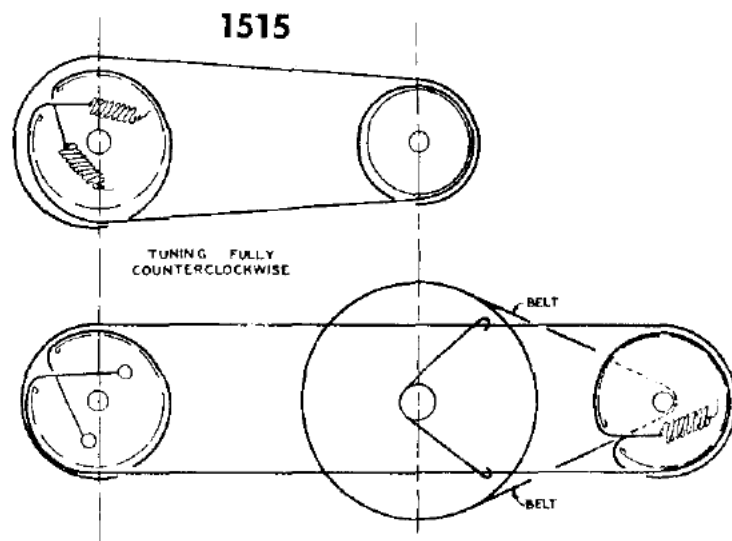
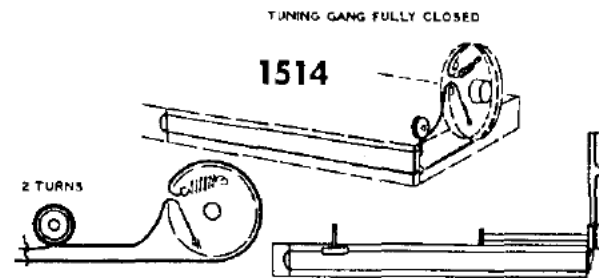
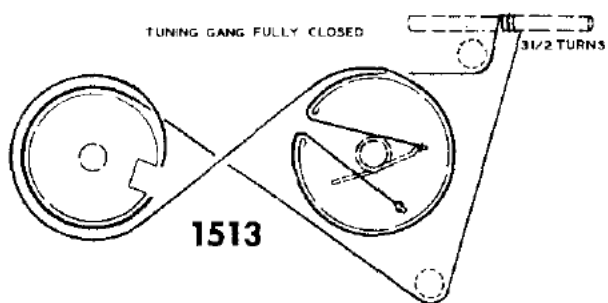
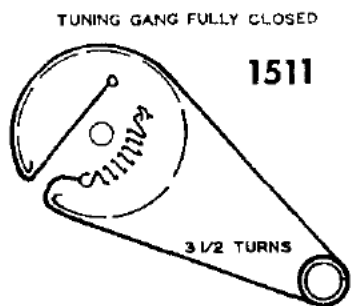
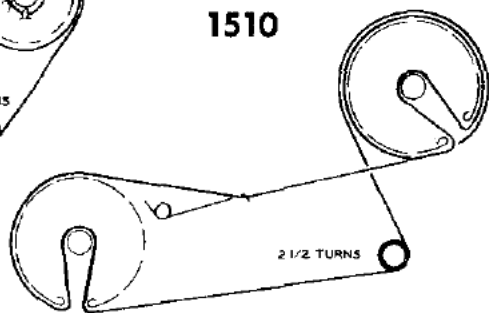
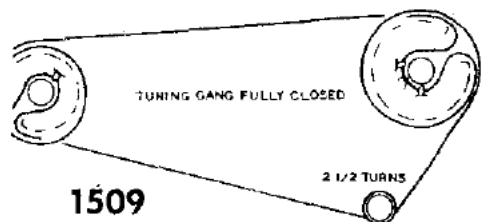
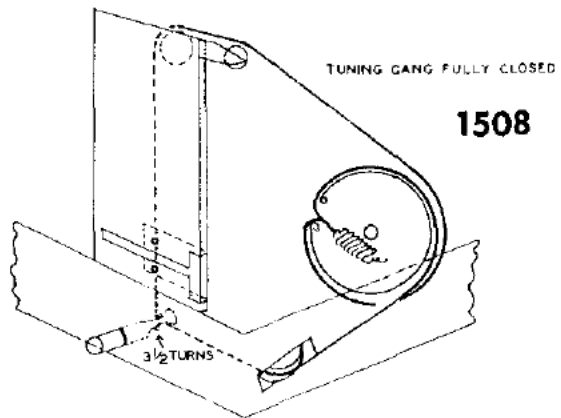


TUNING GANG FULLY CLOSED

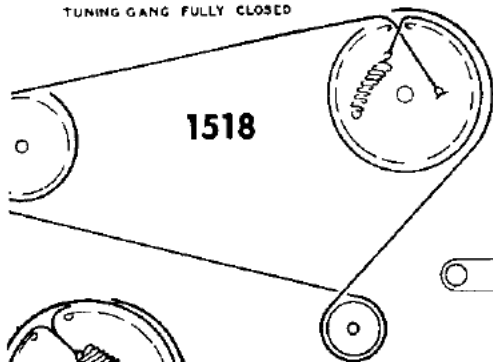
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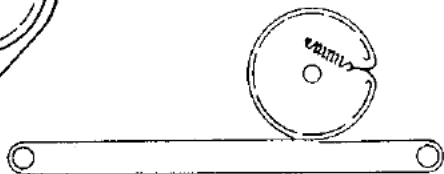
TUNING GANG FULLY CLOSED



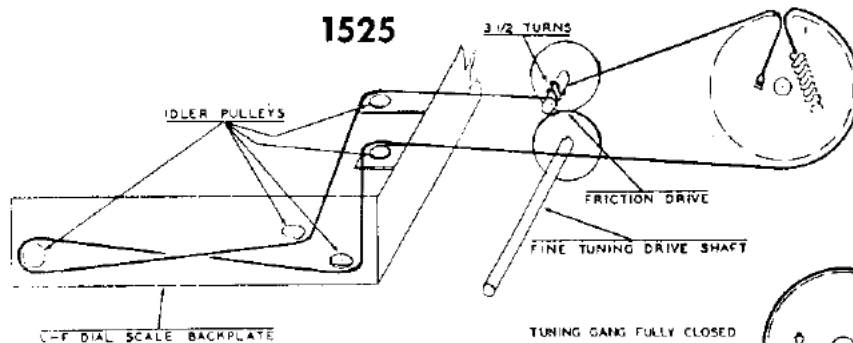
1518

1519

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



1525

3 1/2 TURNS

IDLER PULLEYS

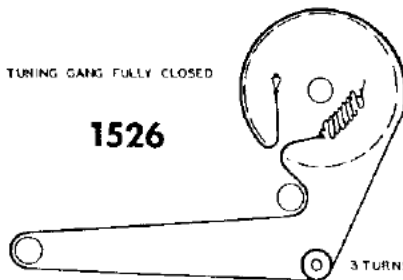
FRICITION DRIVE

FINE TUNING DRIVE SHAFT

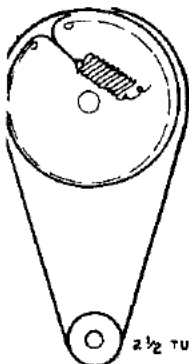
OFF DIAL SCALE BACKPLATE

TUNING GANG FULLY CLOSED

1526



3 TURNS



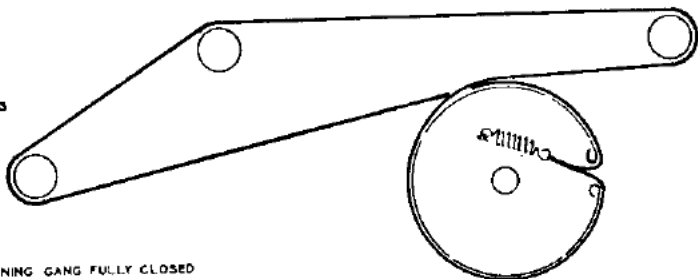
TUNING GANG FULLY OPEN

1520

2 1/2 TURNS

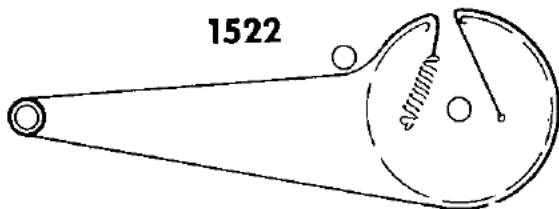
TUNING GANG FULLY CLOSED

1521



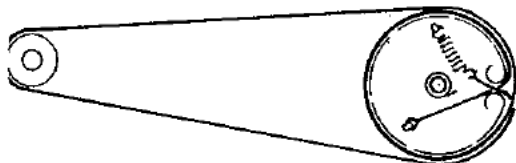
TUNING GANG FULLY CLOSED

1522



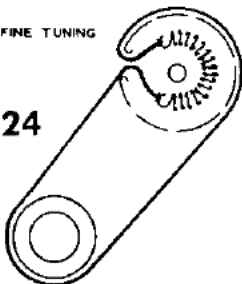
TUNING GANG FULLY OPEN

1523



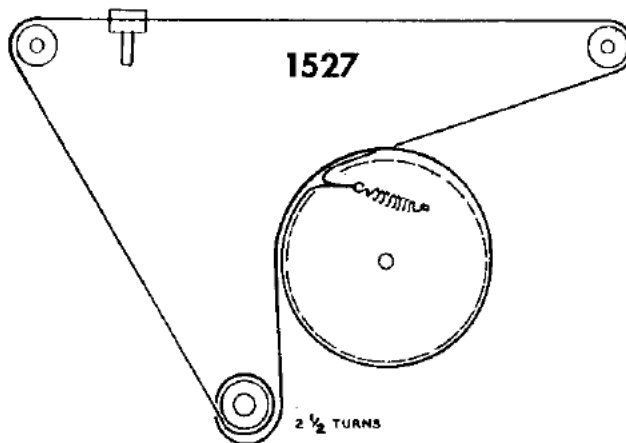
FINE TUNING

1524



TUNING GANG FULLY CLOSED

1527

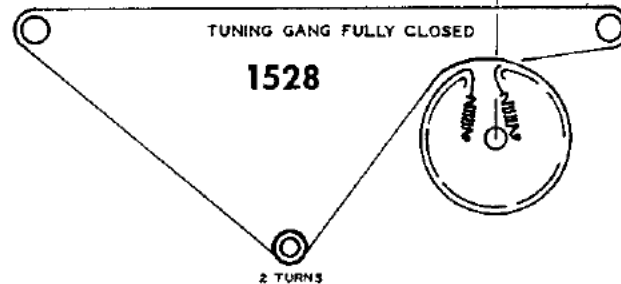


2 1/2 TURNS

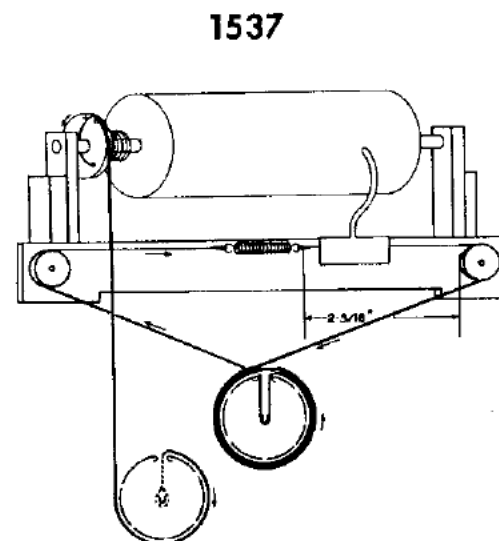
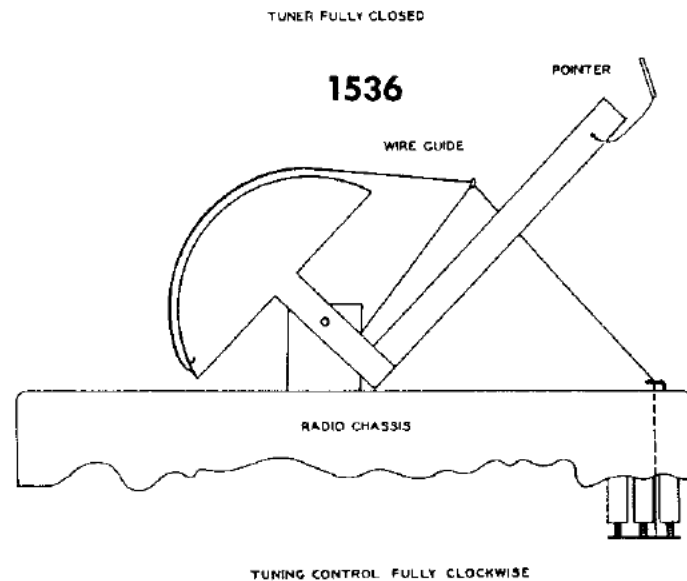
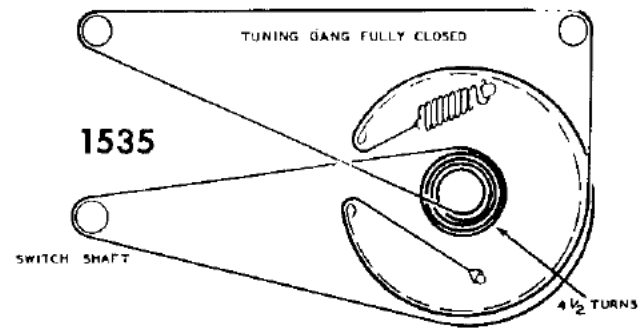
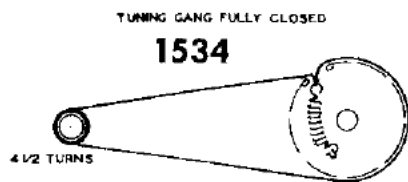
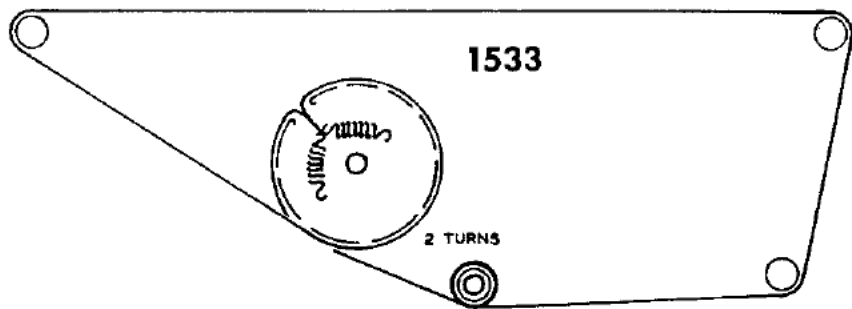
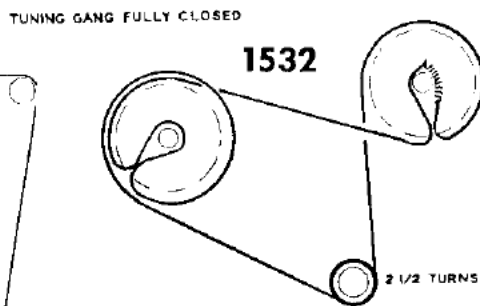
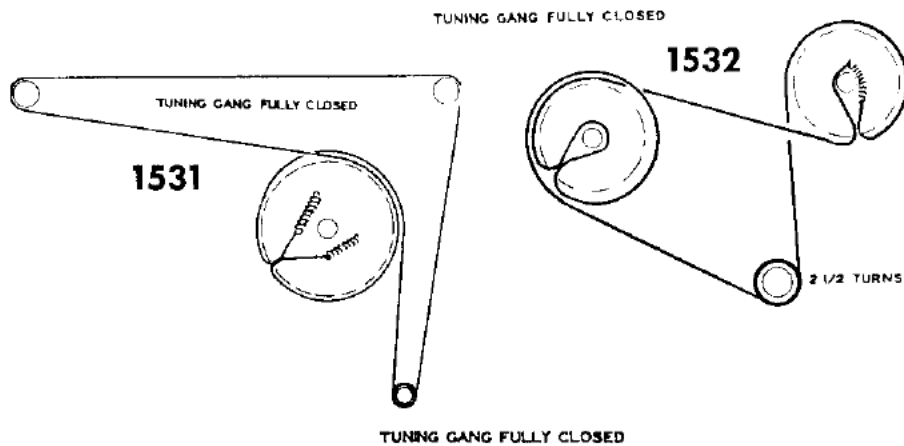
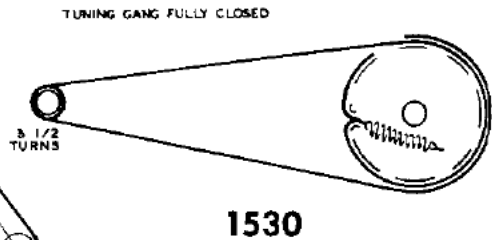
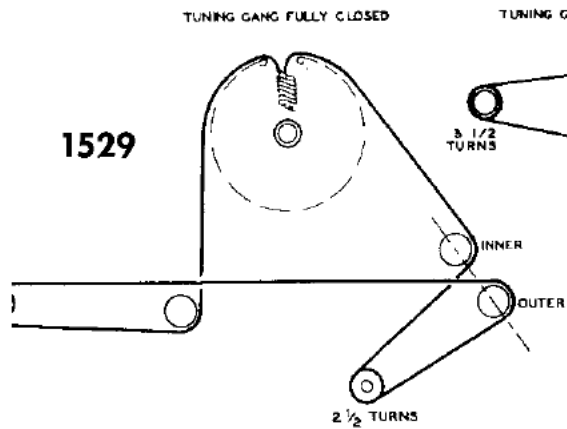


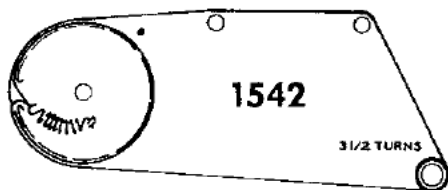
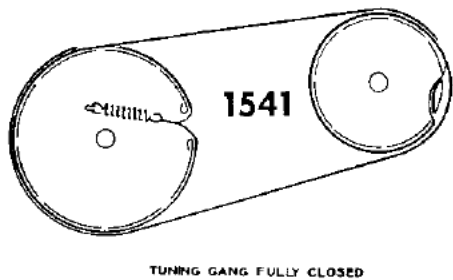
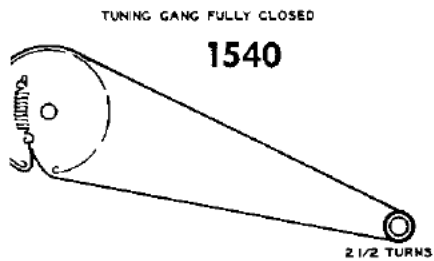
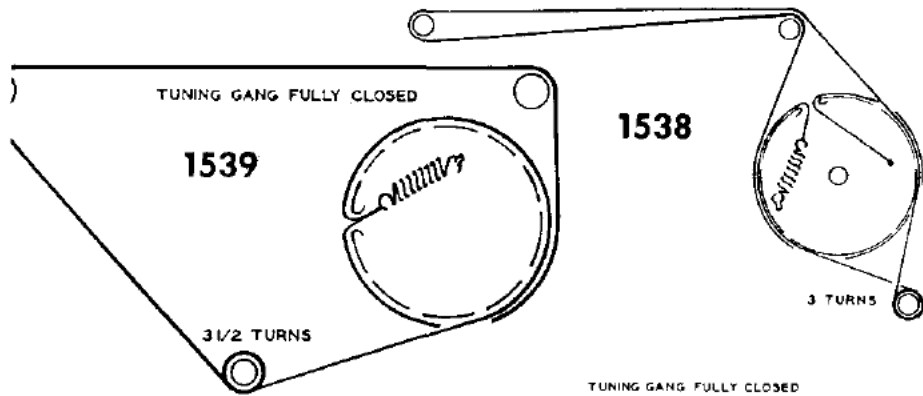
TUNING GANG FULLY CLOSED

1528

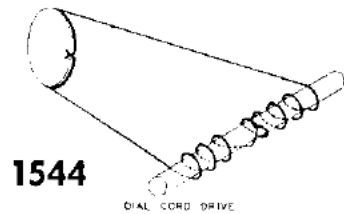
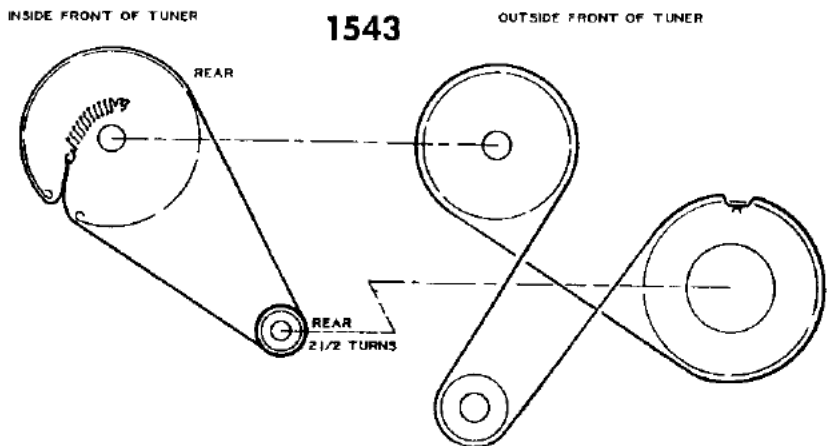


2 TURNS



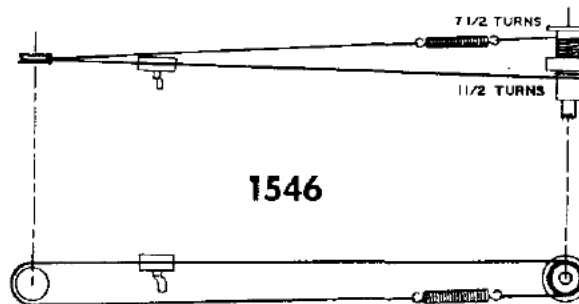
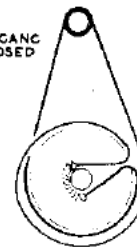


TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

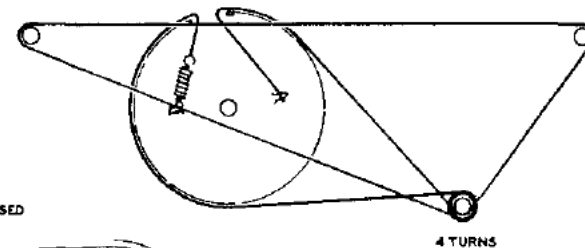
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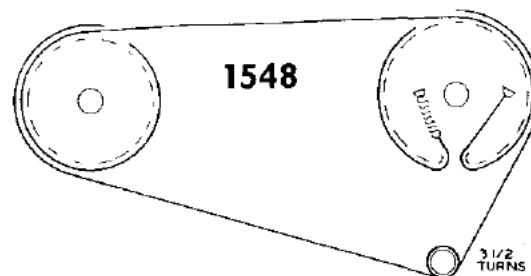
TUNING UNIT IS FULLY COUNTERCLOCKWISE OR CHANNEL #2

TUNING GANG FULLY CLOSED

1547

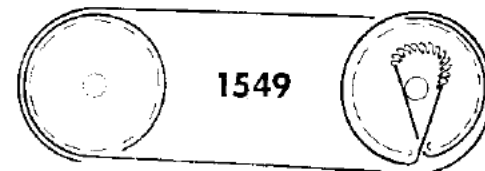


TUNING GANG FULLY CLOSED

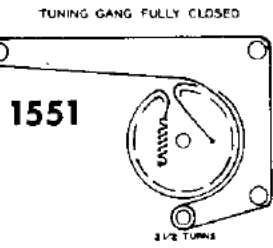
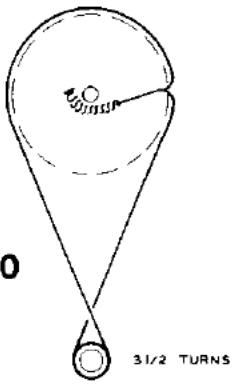


TUNING GANG FULLY CLOSED

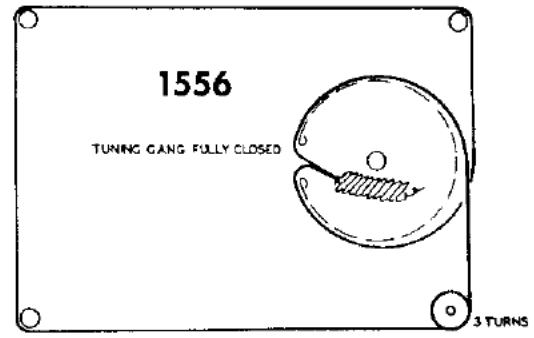
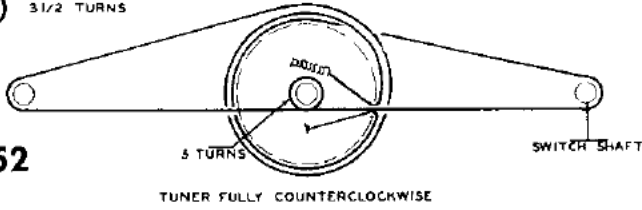
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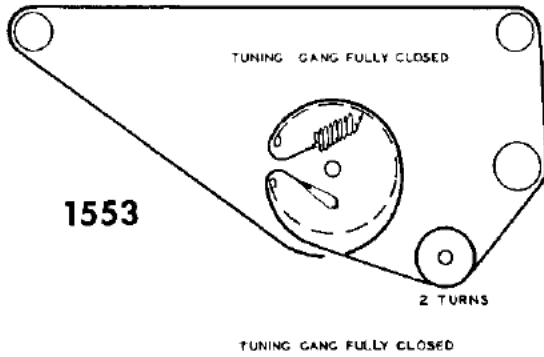
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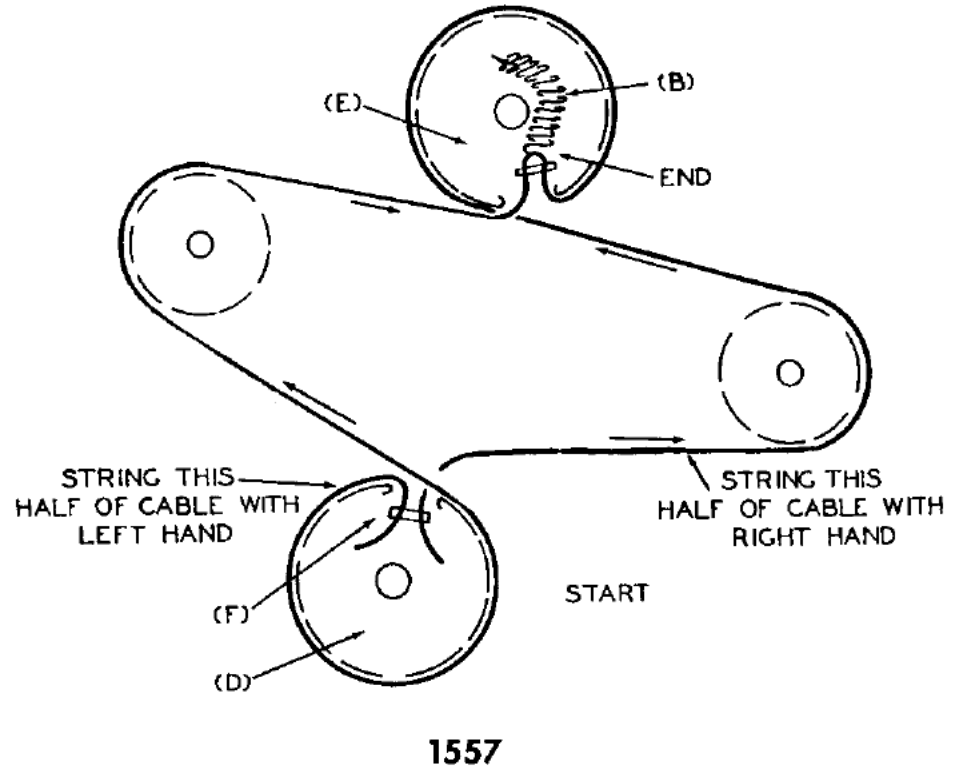
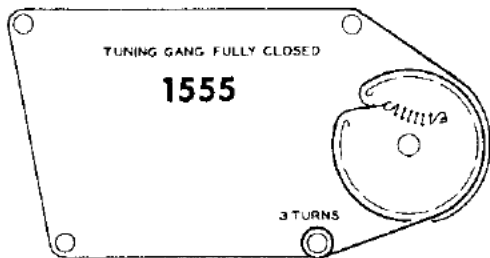
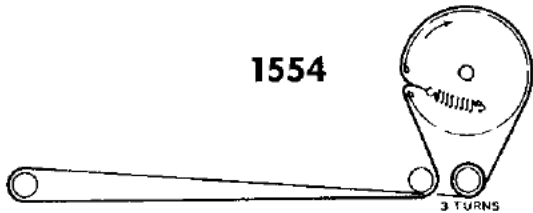
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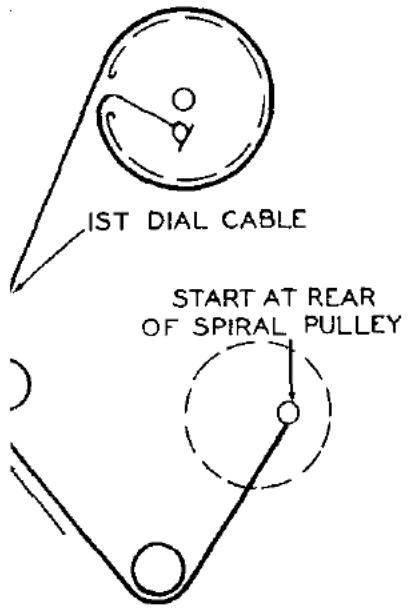


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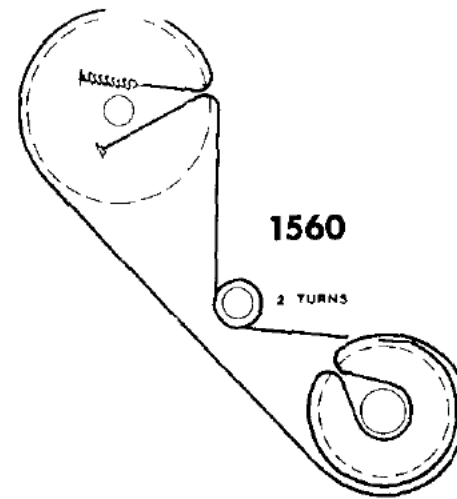
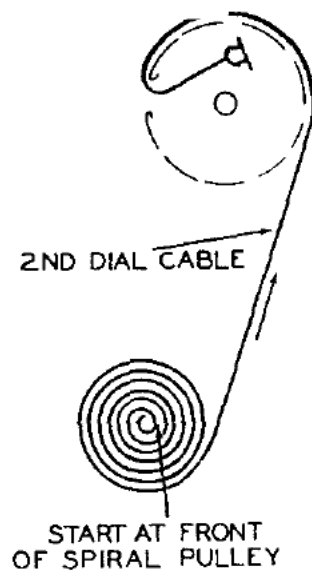


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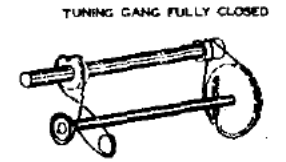




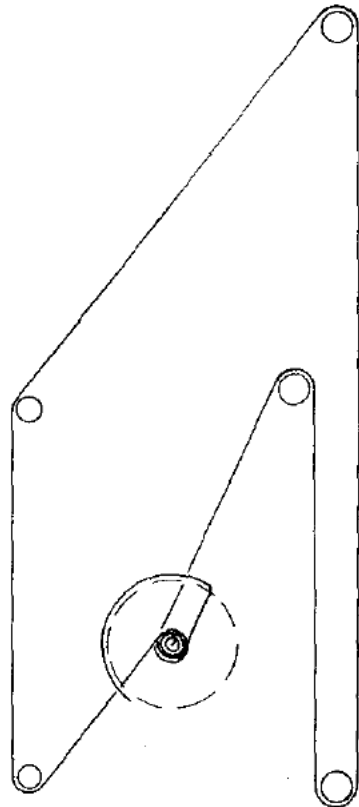
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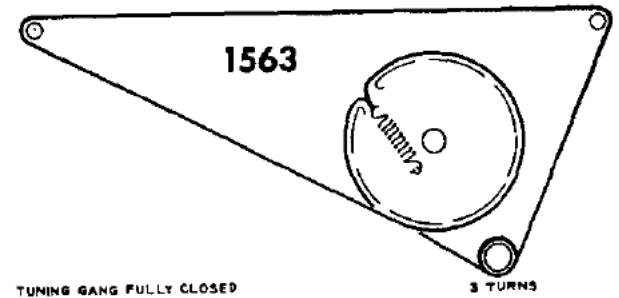
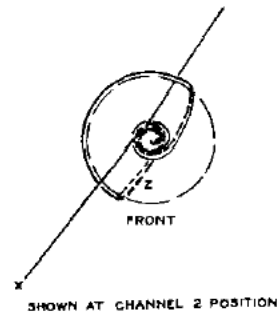
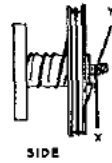
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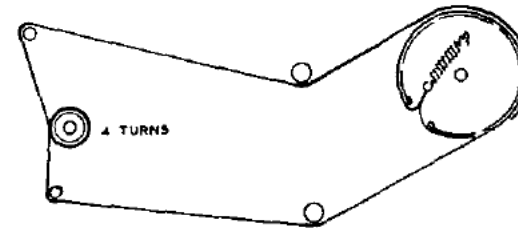
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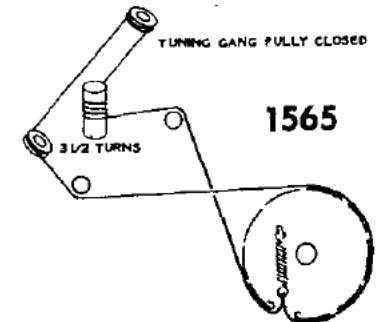
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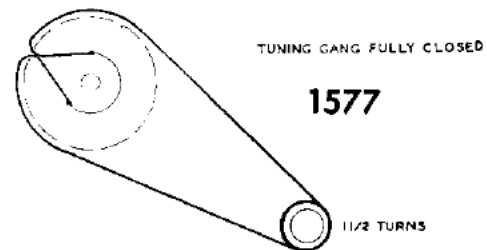
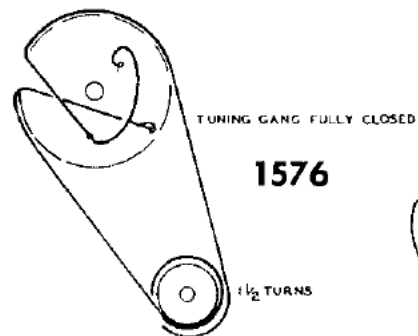
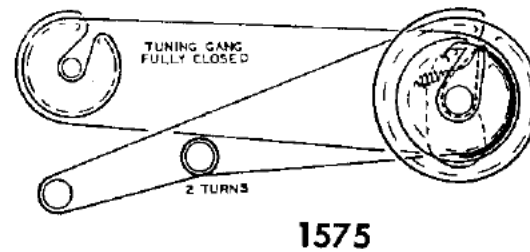
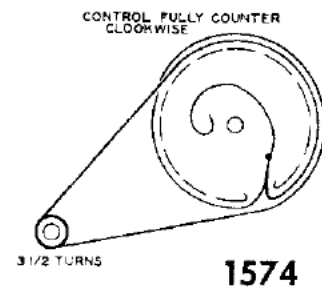
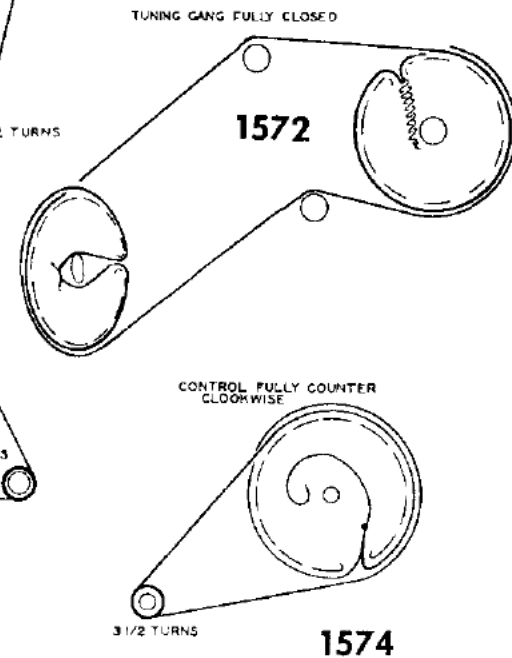
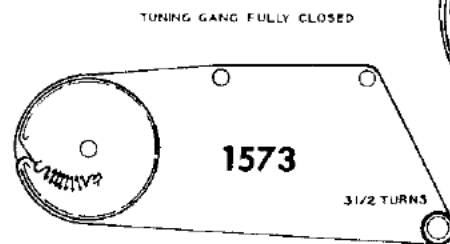
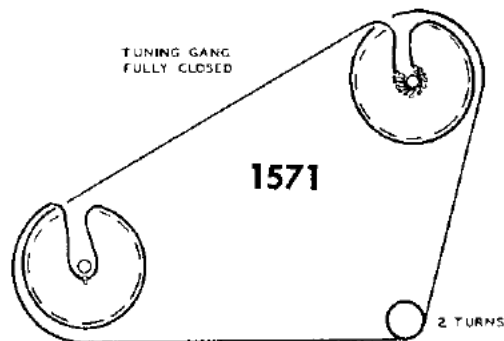
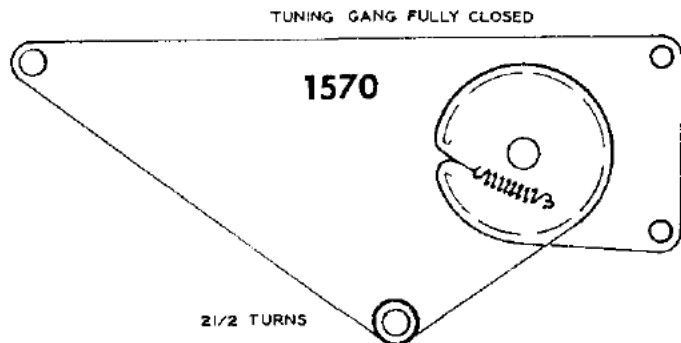
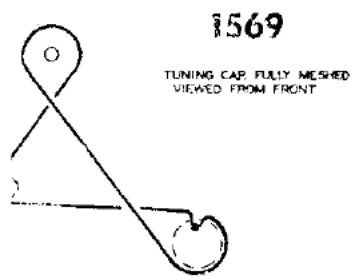
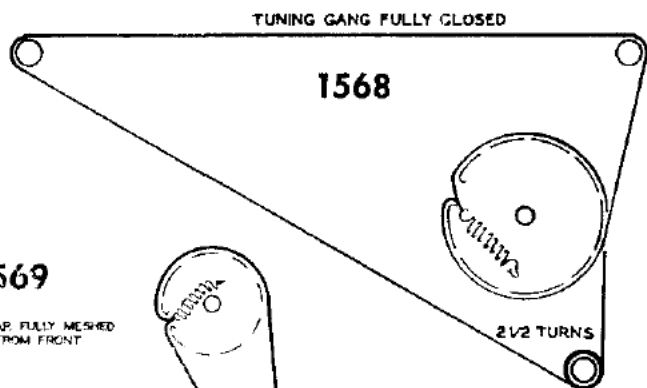
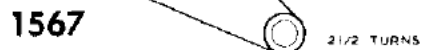
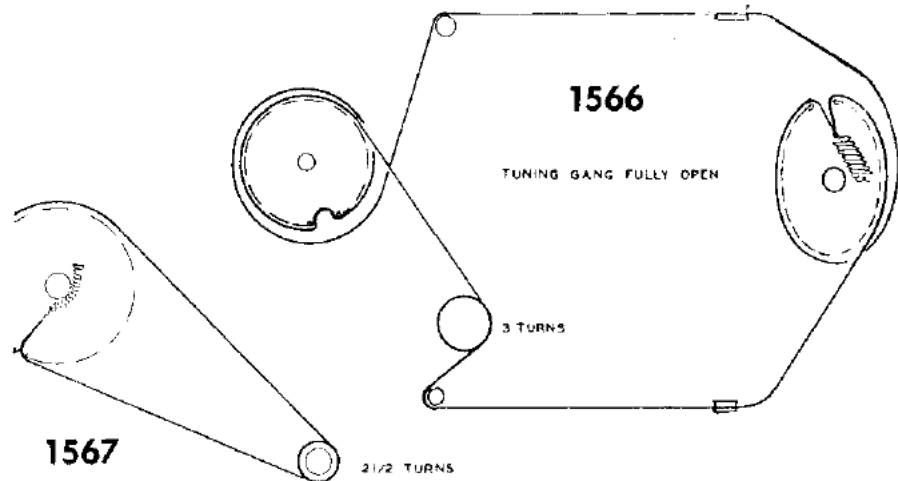
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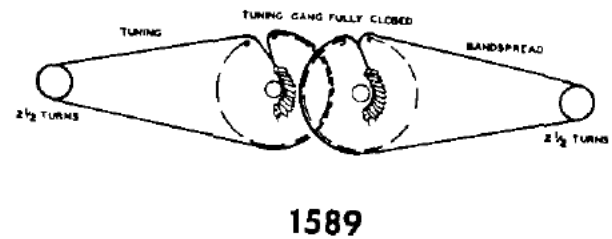
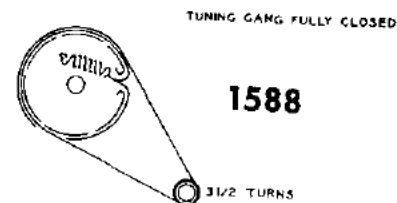
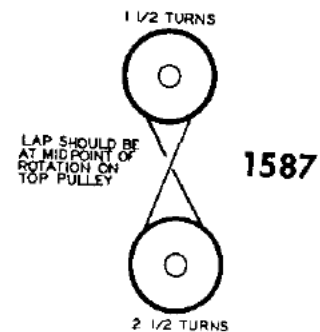
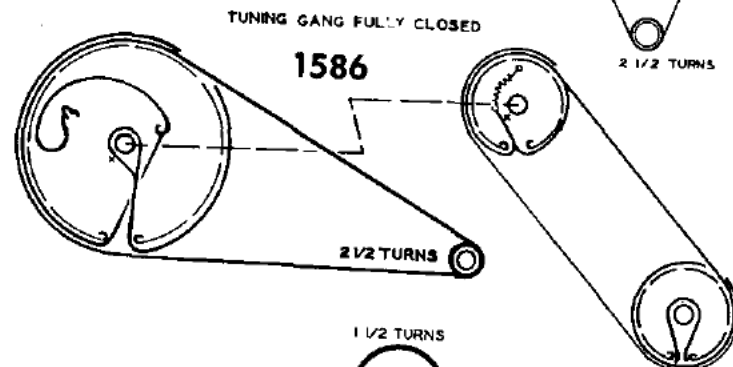
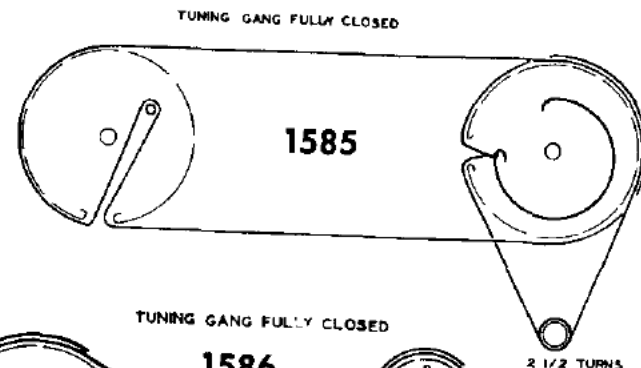
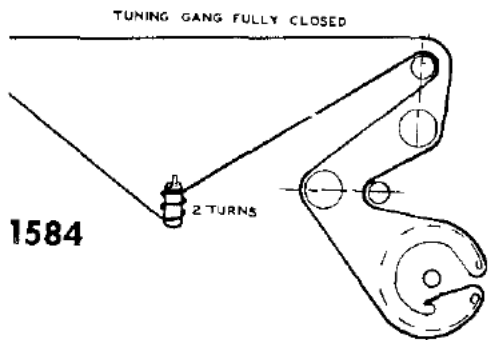
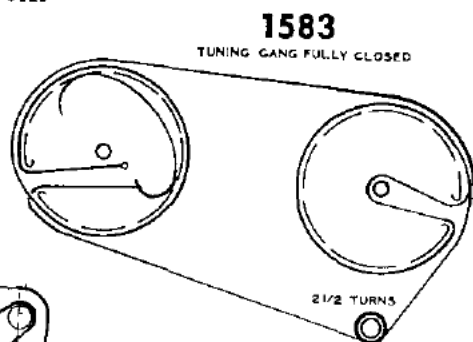
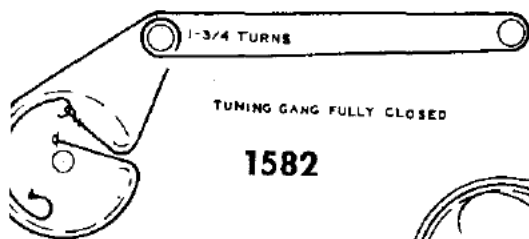
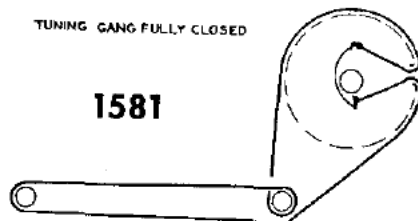
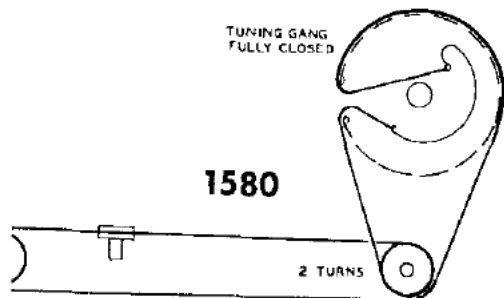
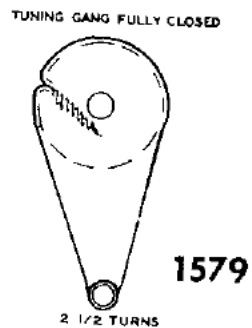
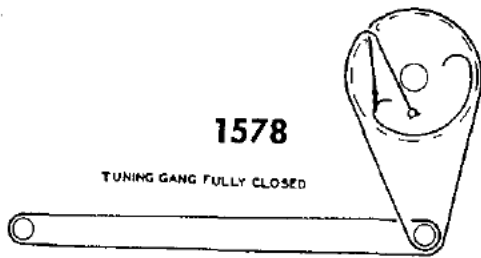


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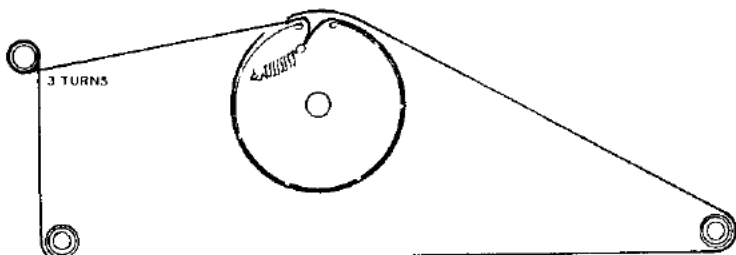


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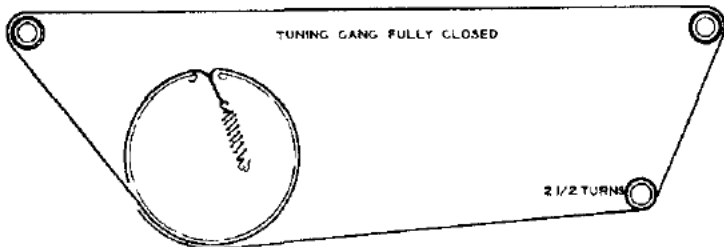




BANDSPREAD GANG FULLY OPEN



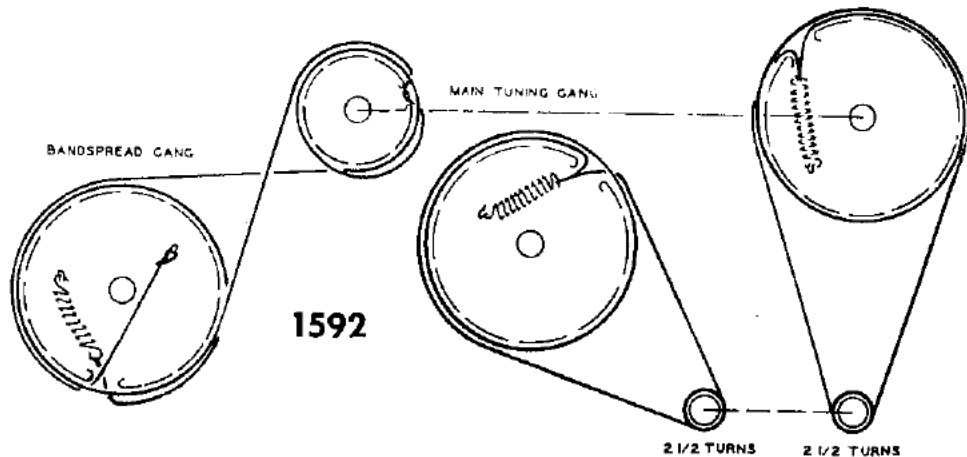
BANDSPREAD GANG CORD STRINGING DIAGRAM



TUNING DIAL CORD STRINGING

1590

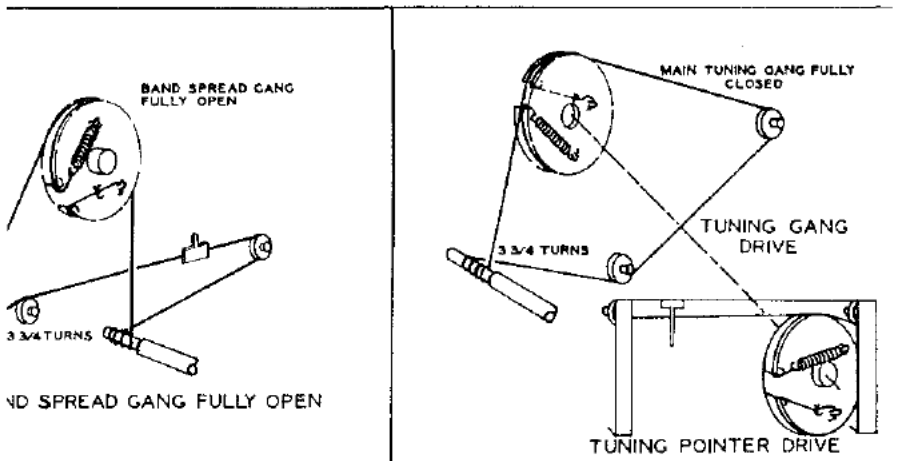
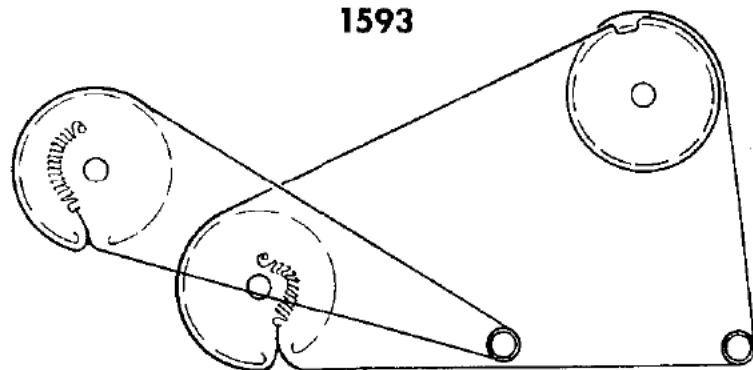
MAIN TUNING & BANDSPREAD GANGS FULLY CLOSED



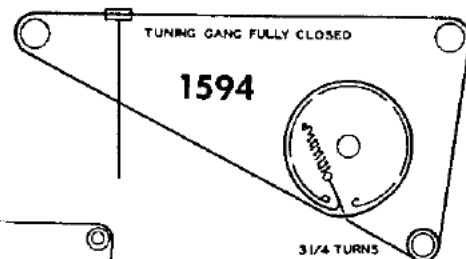
1592

TUNING GANG FULLY CLOSED

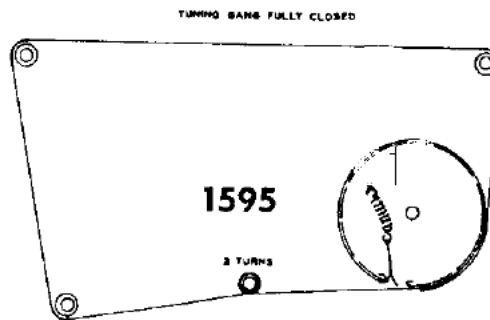
1593



1591



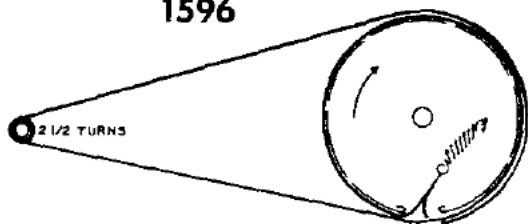
1594



1595

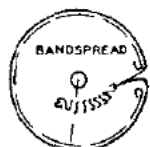
TUNING GANG FULLY CLOSED

1596

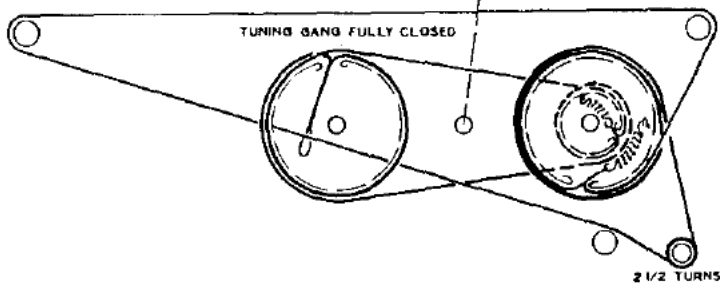


TUNING GANG FULLY CLOSED

1597



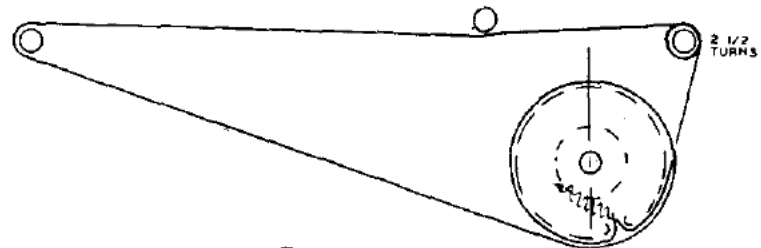
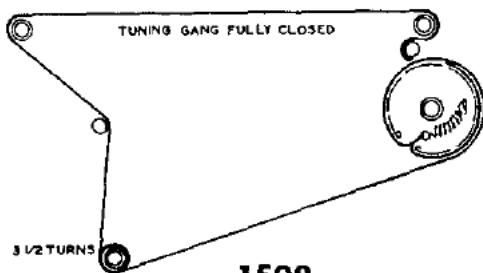
3 1/2 TURNS



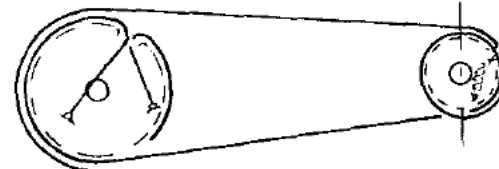
TUNING GANG FULLY CLOSED

3 1/2 TURNS

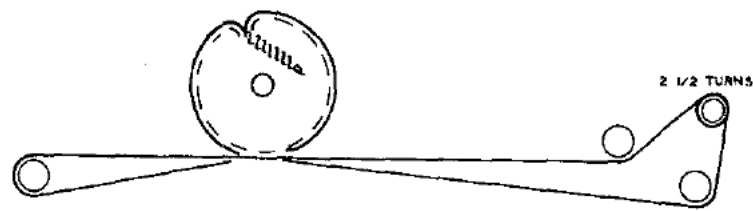
1598



TUNING POINTER DRIVE

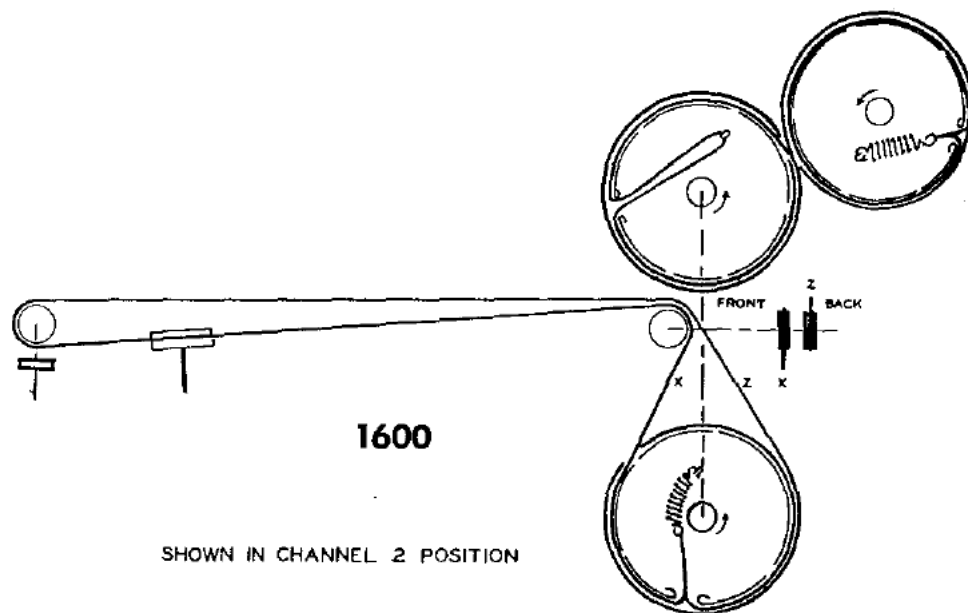


TUNING GANG DRIVE

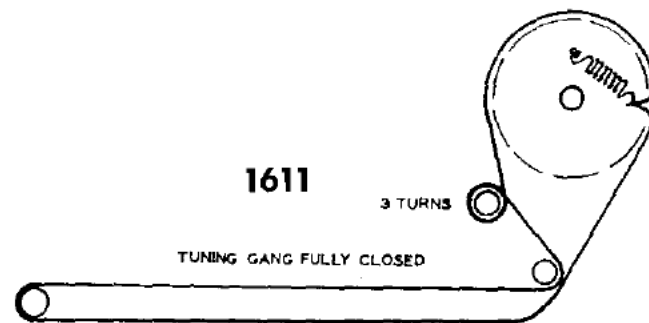
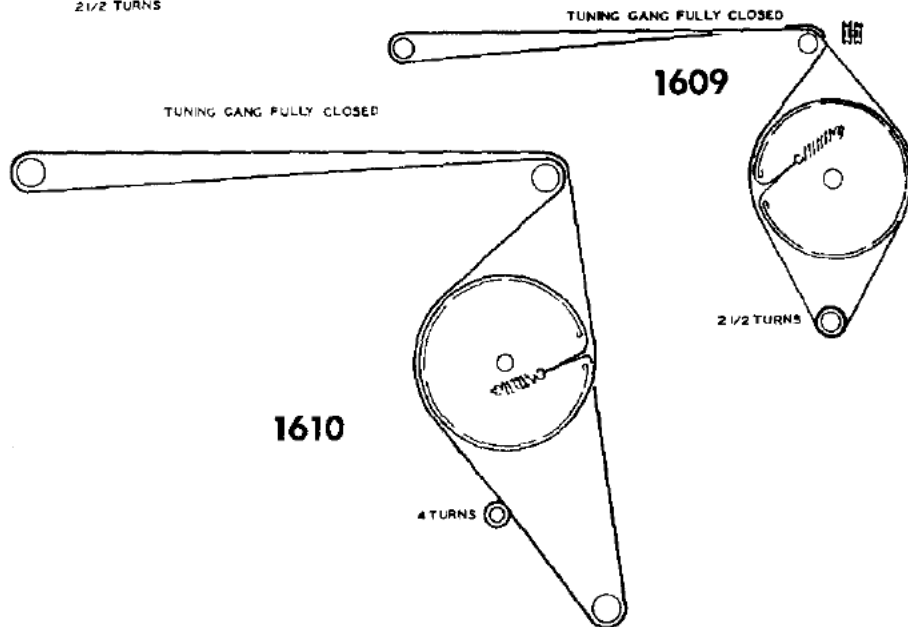
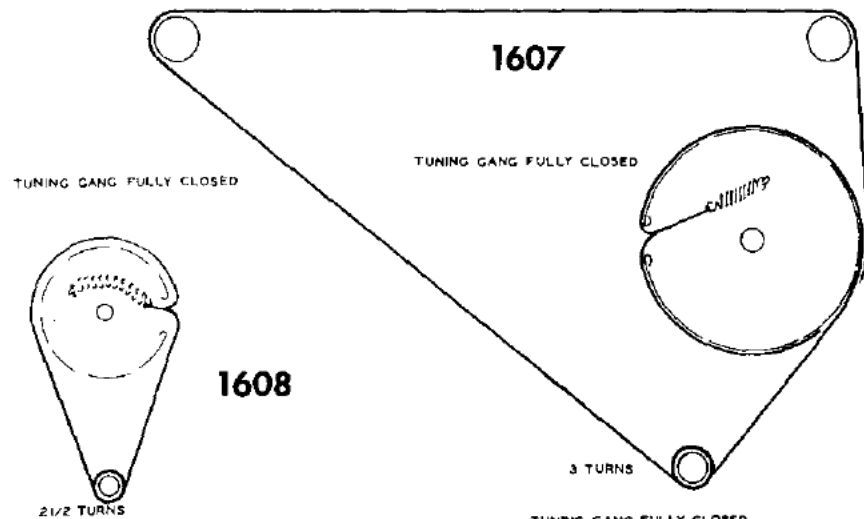
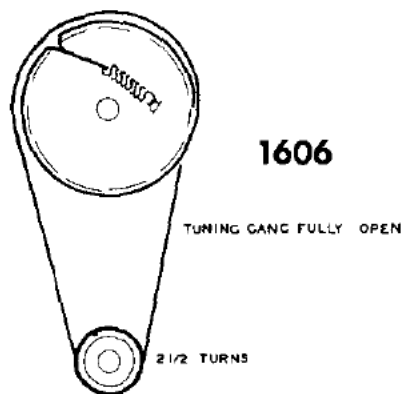
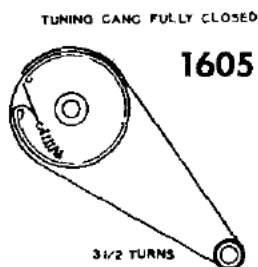
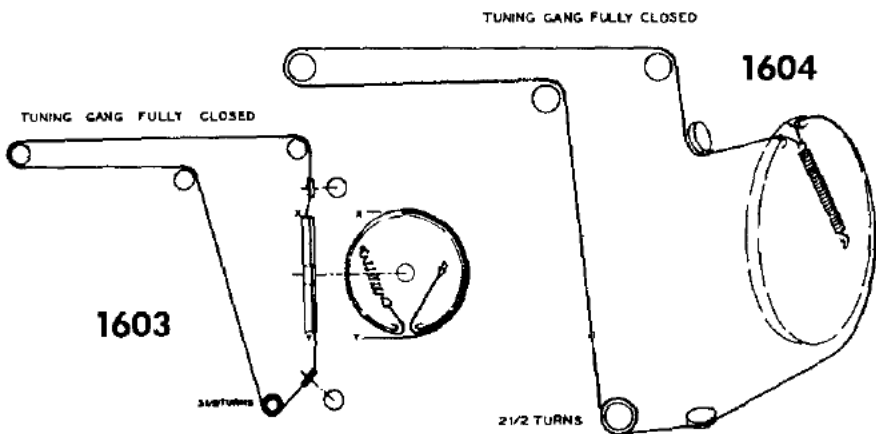
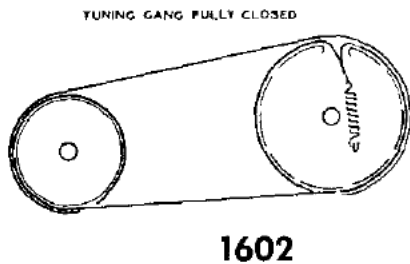
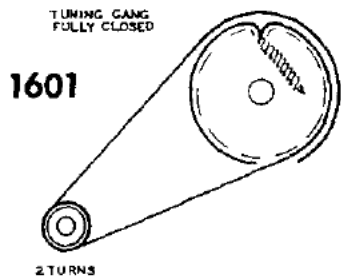


BANDSPREAD GANG & POINTER DRIVE

1599

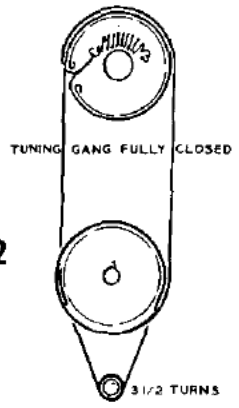


SHOWN IN CHANNEL 2 POSITION

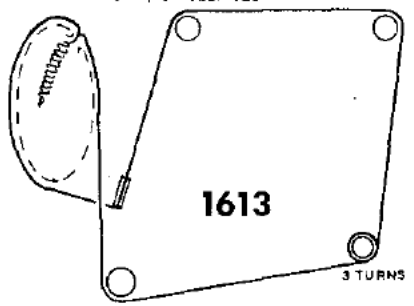


TUNING GANG FULLY CLOSED

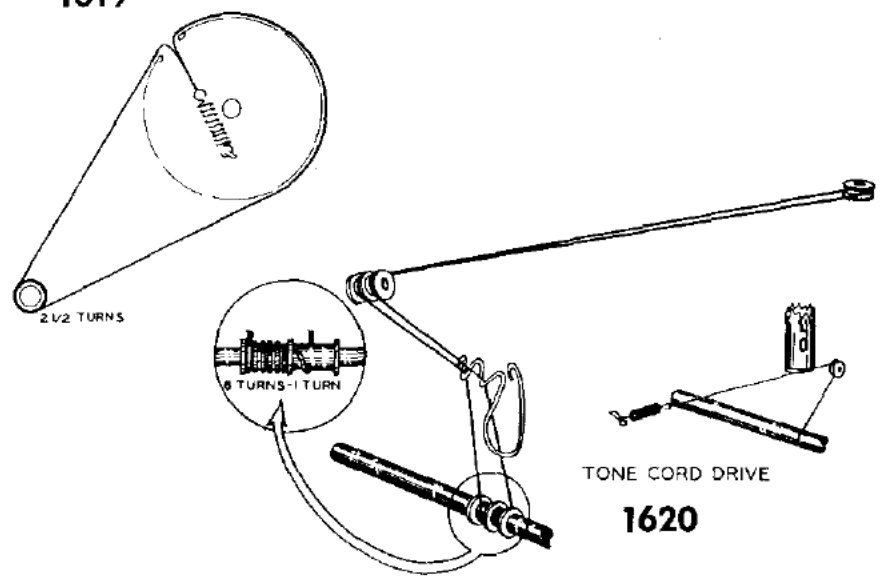
112



TUNING GANG FULLY CLOSED

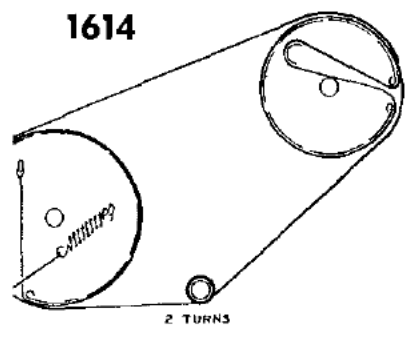


1619



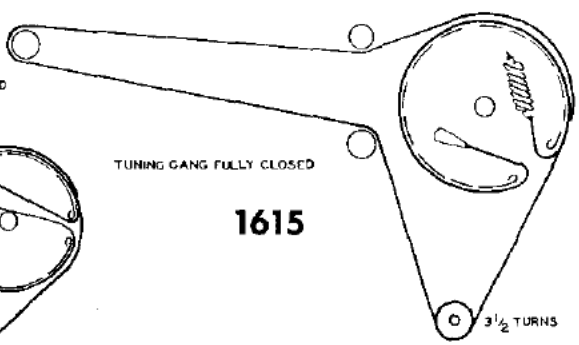
TUNING GANG FULLY CLOSED

1614



TUNING GANG FULLY CLOSED

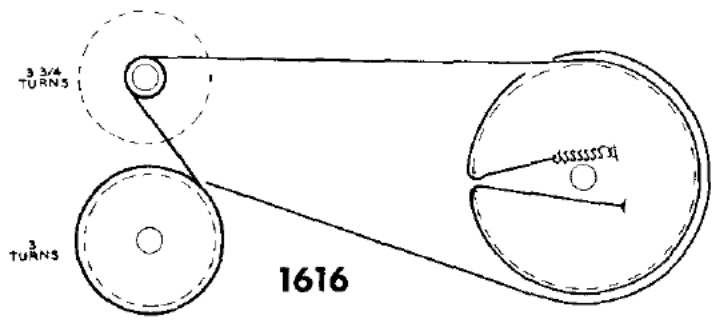
1615



3 3/4 TURNS

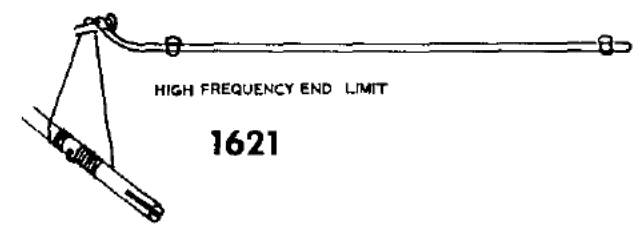
3 TURNS

1616



HIGH FREQUENCY END LIMIT

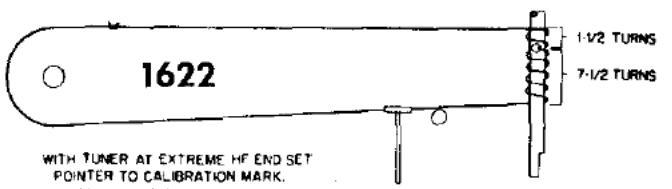
1621



1622

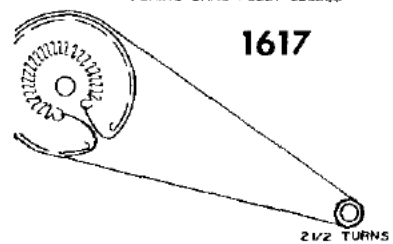
1-1/2 TURNS
7-1/2 TURNS

WITH TUNER AT EXTREME HF END SET
POINTER TO CALIBRATION MARK.
(END MARKER ON DIAL BACKGROUND)



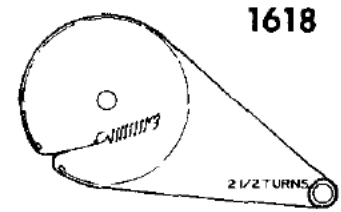
TUNING GANG FULLY CLOSED

1617



TUNING GANG FULLY CLOSED

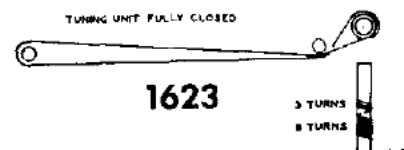
1618

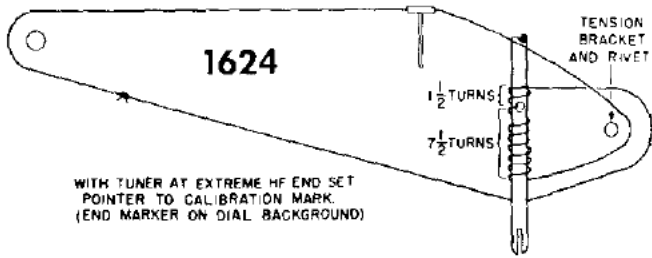


TUNING UNIT FULLY CLOSED

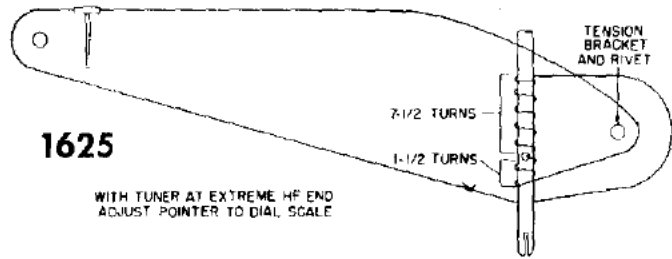
1623

5 TURNS
8 TURNS

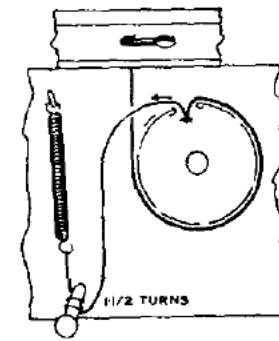
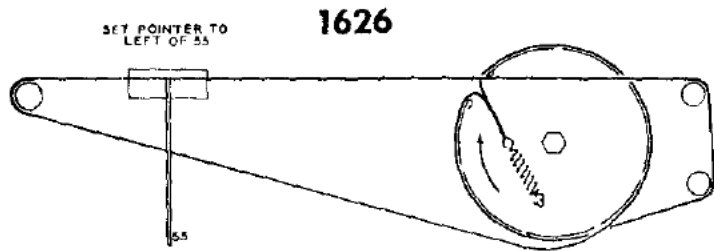
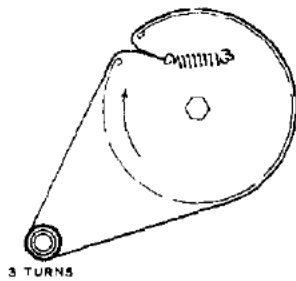




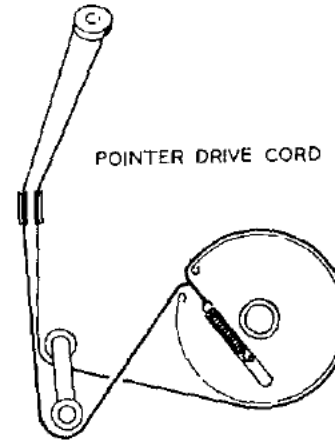
WITH TUNER AT EXTREME HF END SET
 POINTER TO CALIBRATION MARK.
 (END MARKER ON DIAL BACKGROUND)



WITH TUNER AT EXTREME HF END
 ADJUST POINTER TO DIAL SCALE



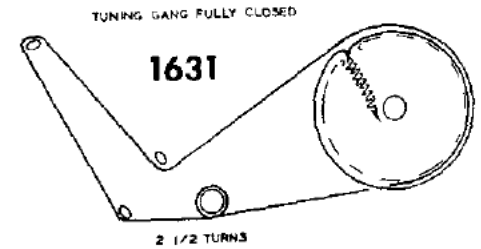
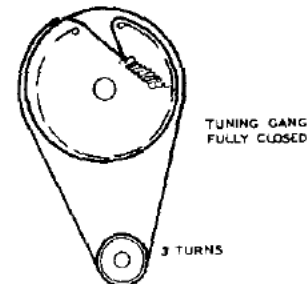
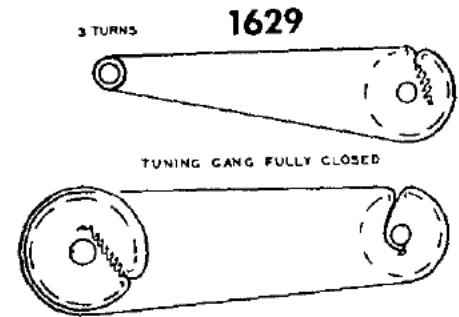
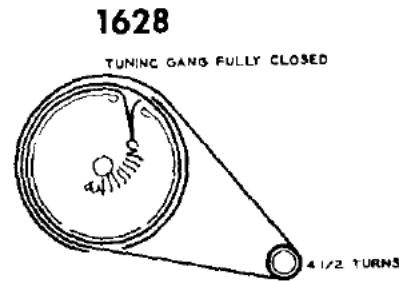
FM PULLEY
 DRIVE CORD

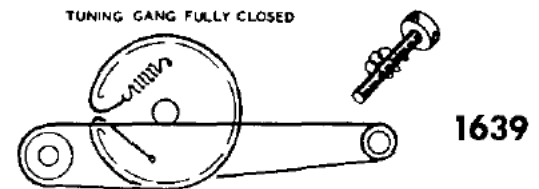
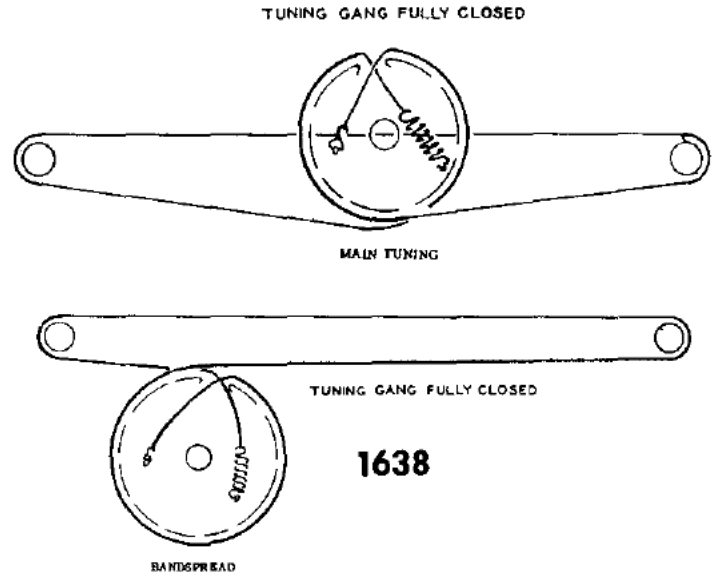
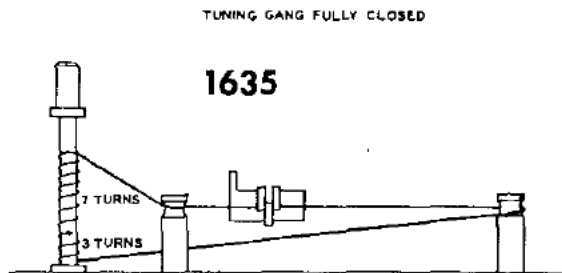
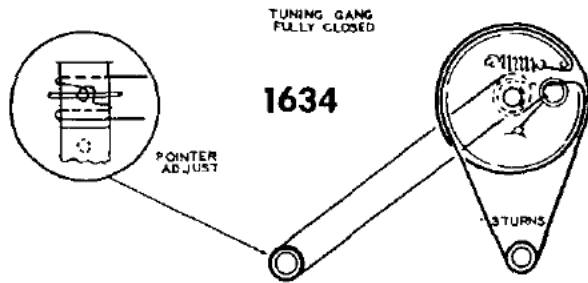
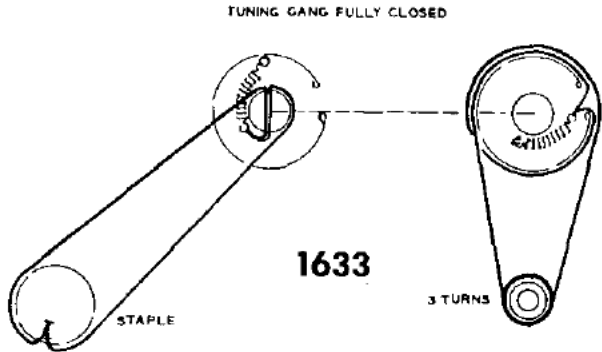
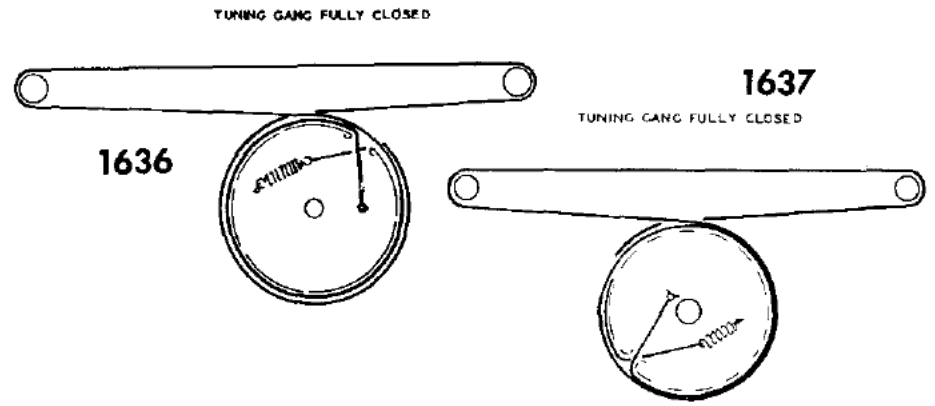
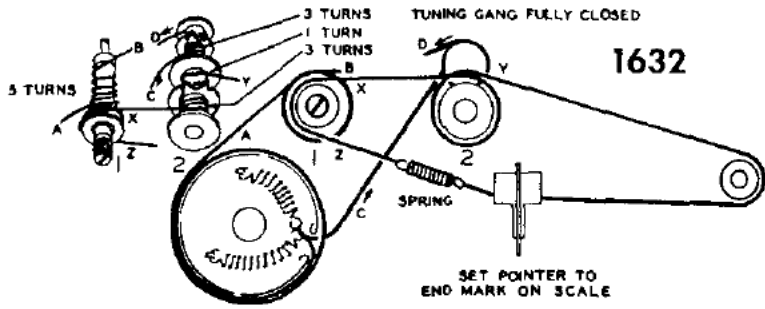


POINTER DRIVE CORD

PULLEY DRIVE CORD

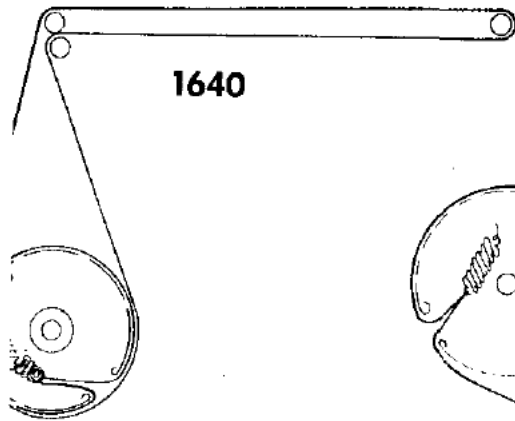
DRIVE PULLEY
 GANG FULLY CLOSED





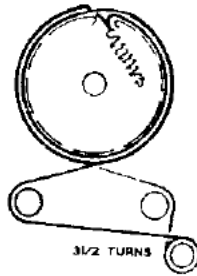
1. Length of cord 38" including clip at one end and loop in other. Measure 16 3/4" from clip end and mark this point. Loop cord at mark and push thru hole in shaft. Bring ends of cord thru loop as shown and pull taut keeping marked point over hole.
2. Wind clip end of cord 6 1/2 turns around shaft and with tuning capacitor at maximum hook clip to large pulley. Turn capacitor to minimum allowing other end of cord to wind itself around shaft.
3. Pass cord around small pulley. Fasten spring to end of cord and clip to hole in pulley providing correct tension.

TUNING GANG FULLY CLOSED



1640

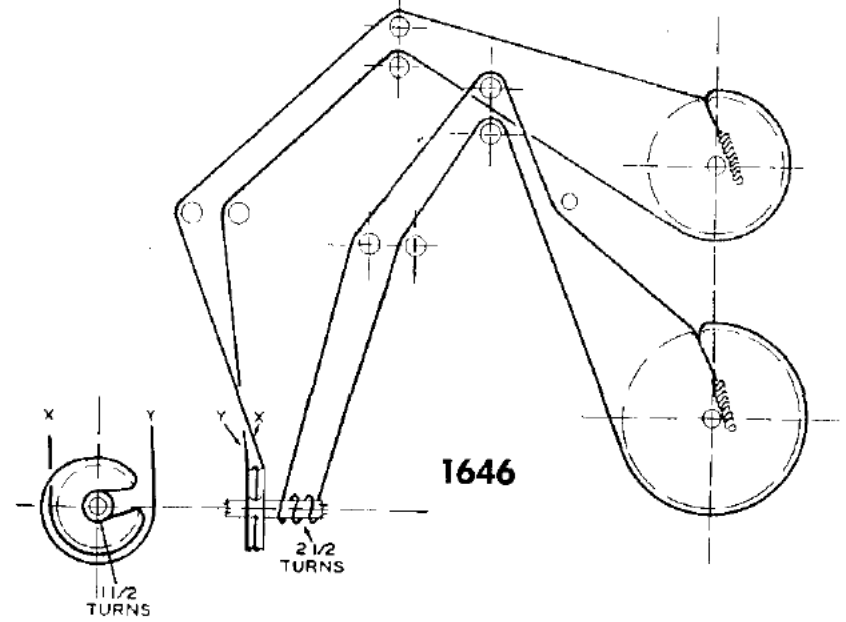
TUNING GANG FULLY CLOSED



1641

3 1/2 TURNS

TUNING GANG FULLY CLOSED

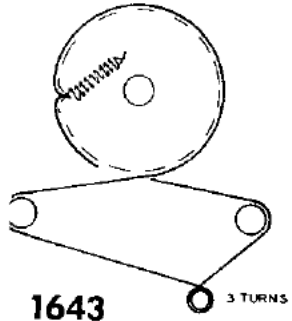


1646

1 1/2 TURNS

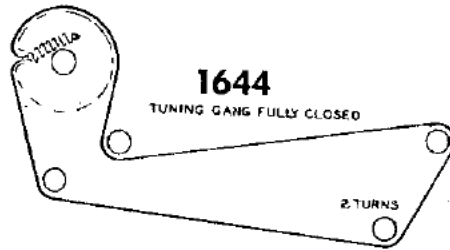
2 1/2 TURNS

TUNING GANG FULLY CLOSED



1643

3 TURNS



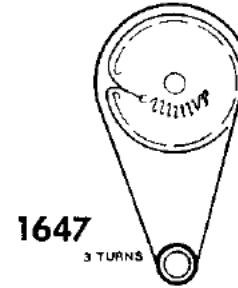
1644

TUNING GANG FULLY CLOSED

2 TURNS

TUNING GANG FULLY CLOSED

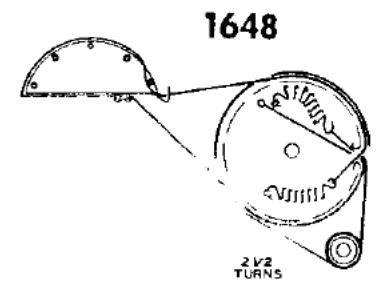
TUNING GANG FULLY CLOSED



1647

3 TURNS

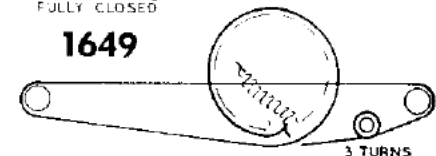
TUNING GANG FULLY CLOSED



1648

2 1/2 TURNS

TUNING GANG FULLY CLOSED



1649

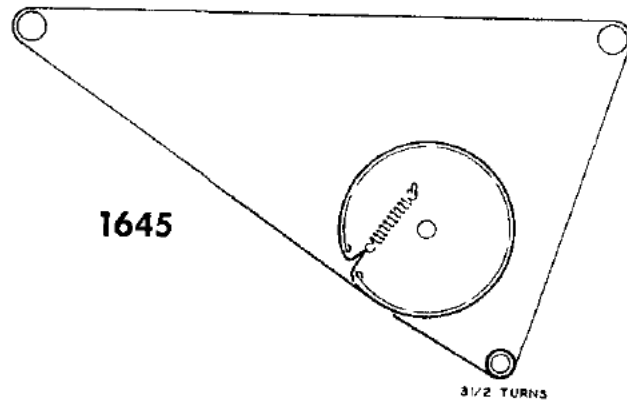
3 TURNS



1642

3 TURNS

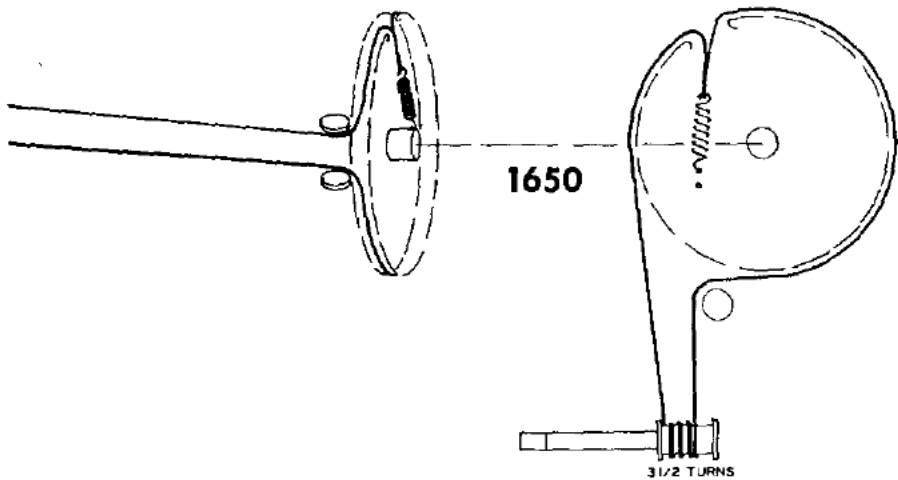
TUNING GANG FULLY CLOSED



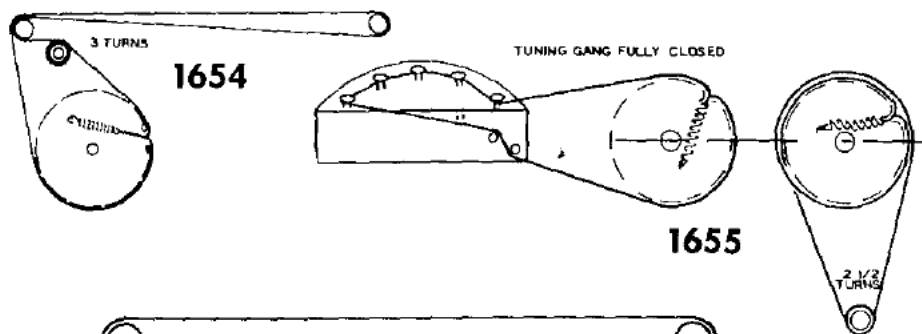
1645

3 1/2 TURNS

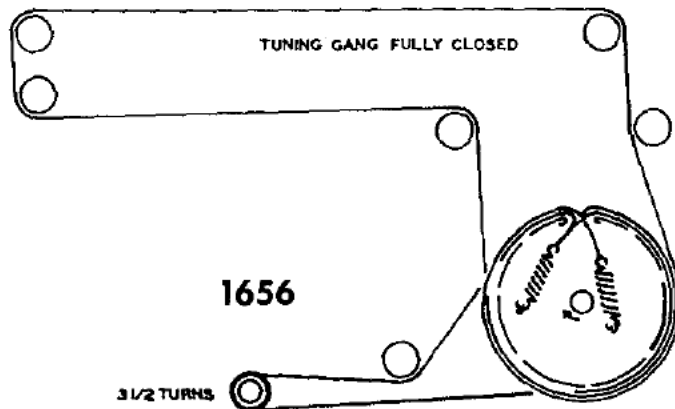
TUNING GANG FULLY CLOSED



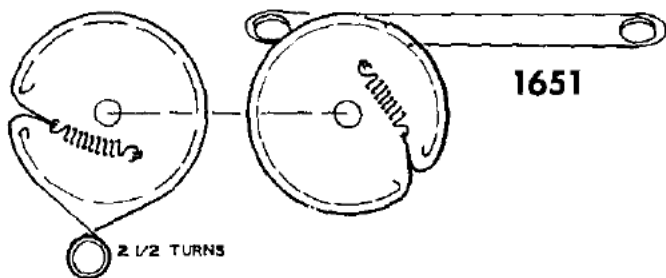
TUNING GANG FULLY CLOSED



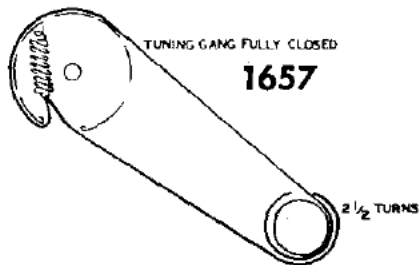
TUNING GANG FULLY CLOSED



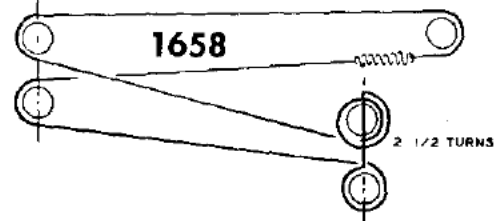
TUNING GANG FULLY CLOSED



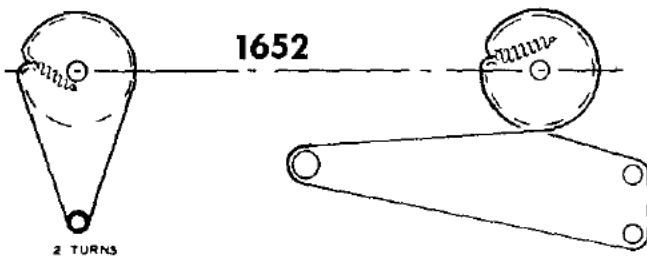
TUNING GANG FULLY CLOSED



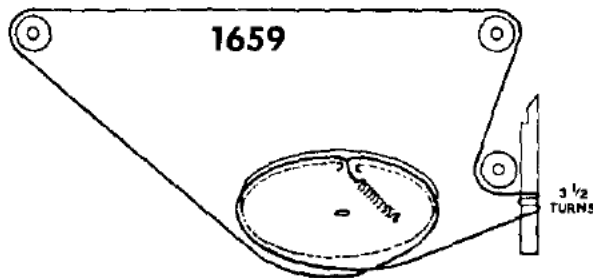
TUNING GANG FULLY CLOSED



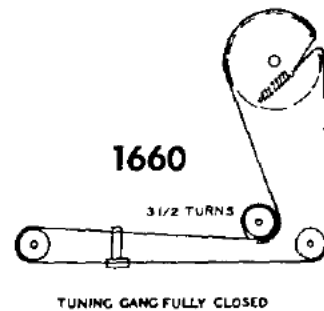
1652



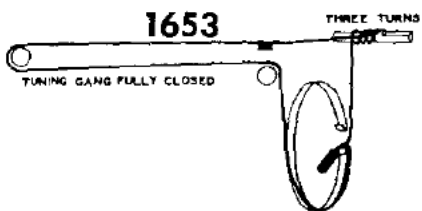
TUNING GANG FULLY OPEN

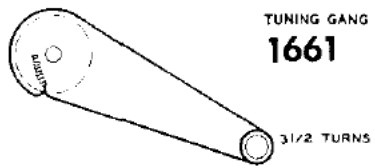


1660

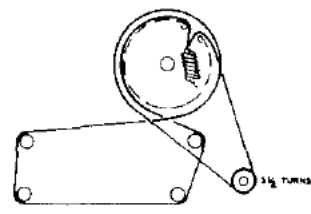


1653

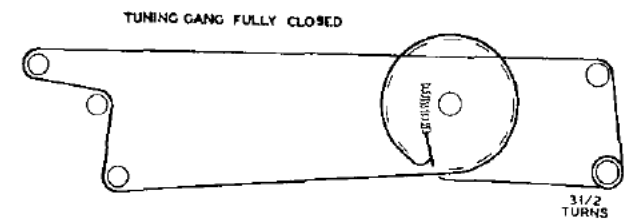




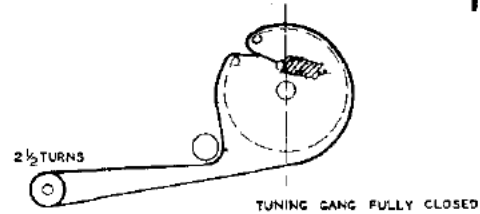
TUNING GANG FULLY CLOSED
1661



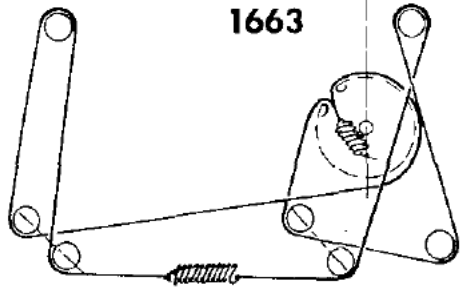
TUNING GANG FULLY OPEN
1662



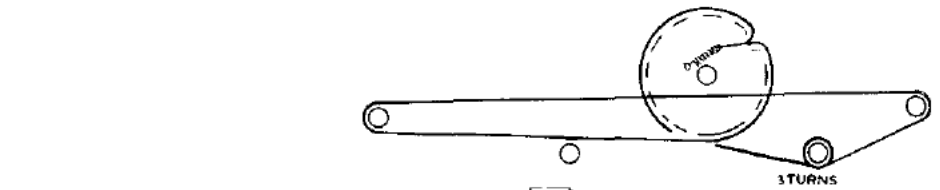
1665



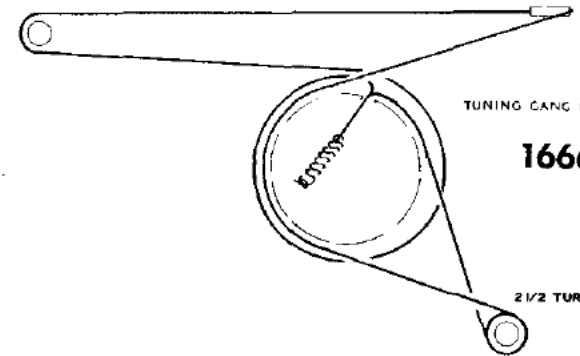
1663



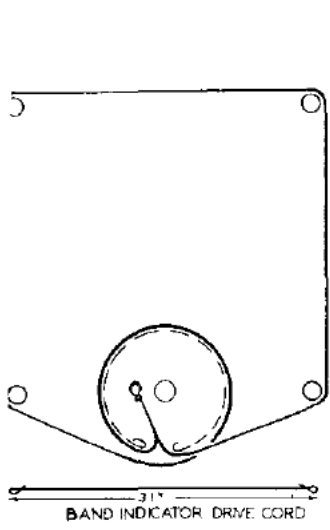
TUNING GANG FULLY CLOSED



1666

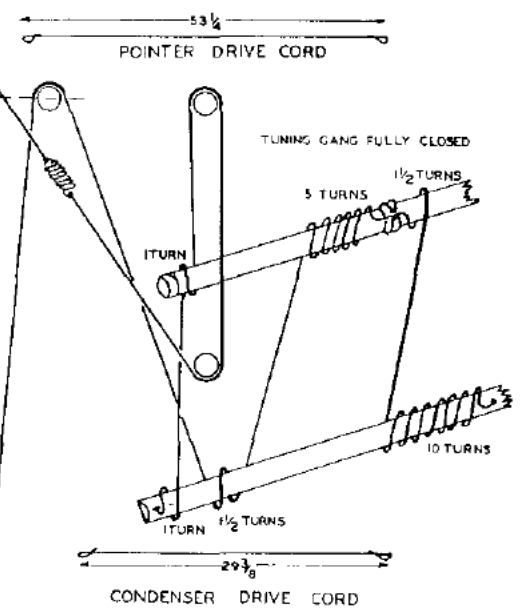


TUNING GANG FULLY CLOSED

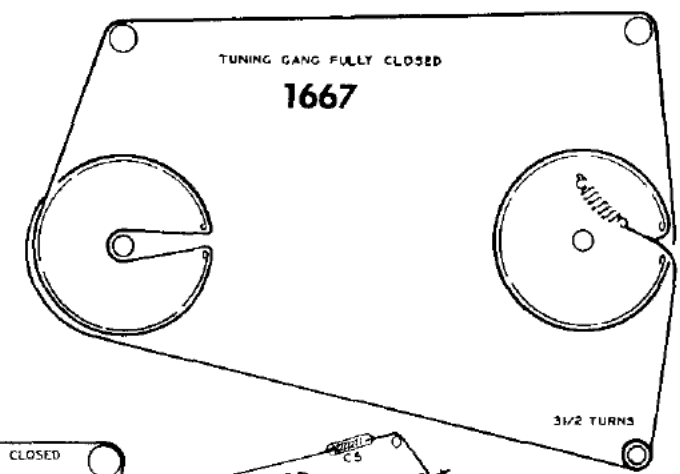


BAND INDICATOR DRIVE CORD

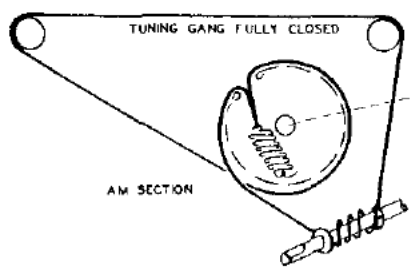
1664



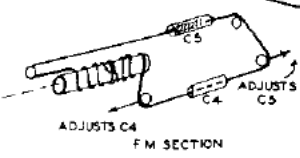
CONDENSER DRIVE CORD



TUNING GANG FULLY CLOSED
1667

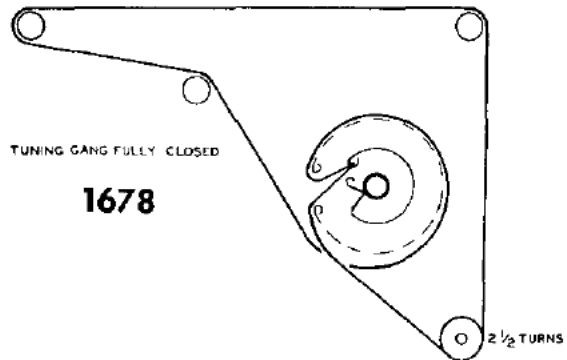
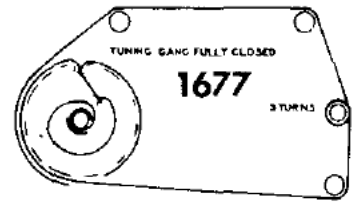
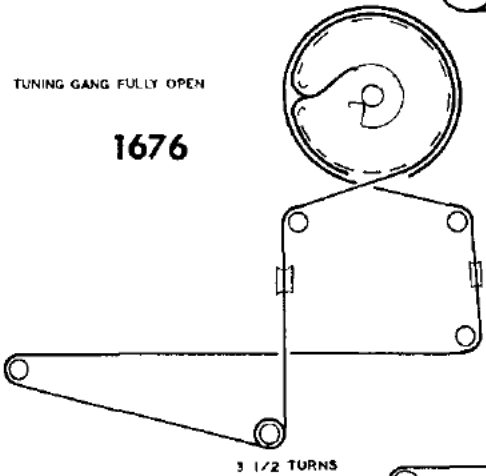
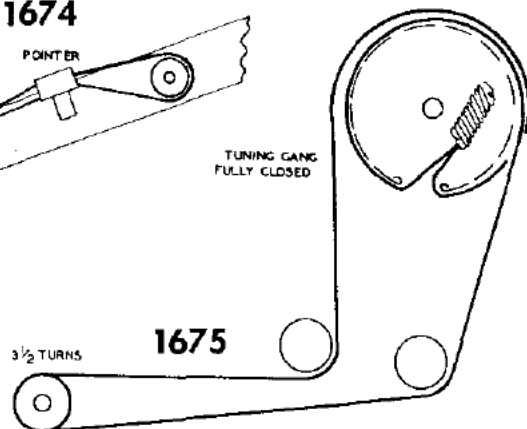
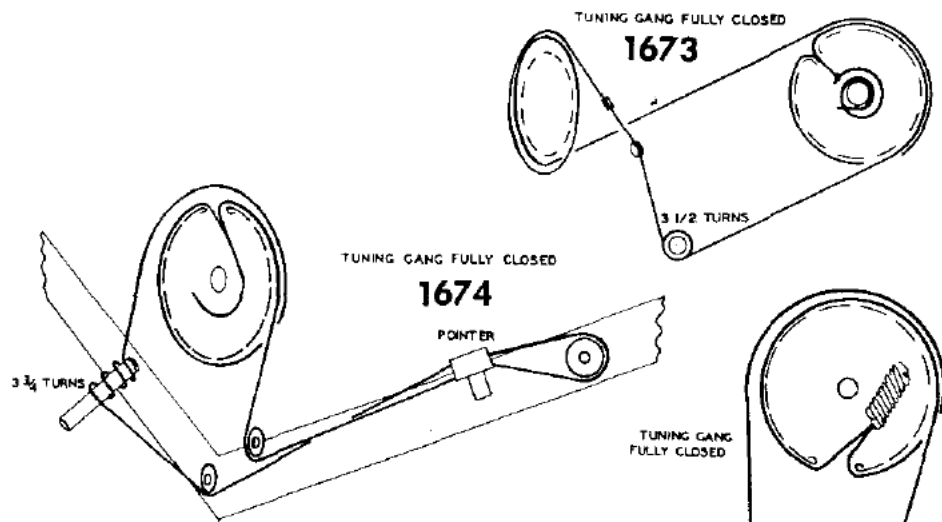
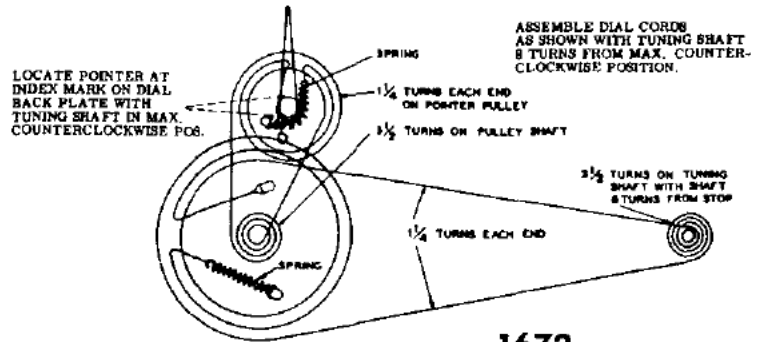
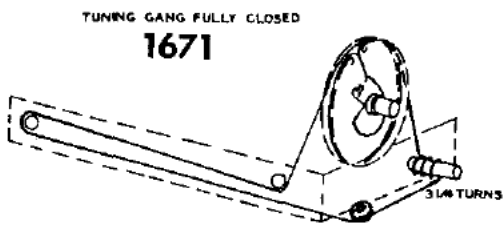
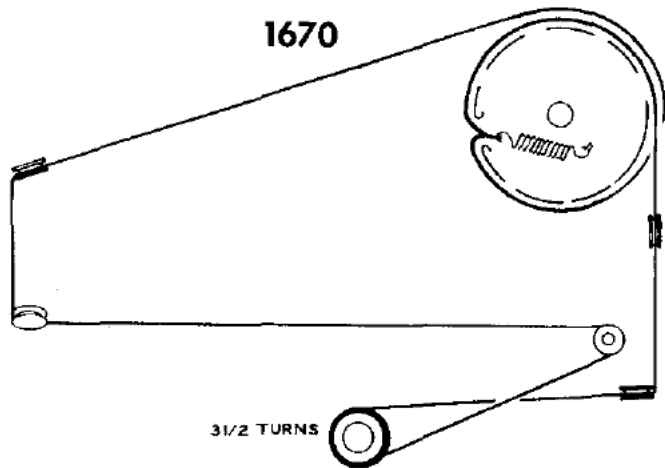
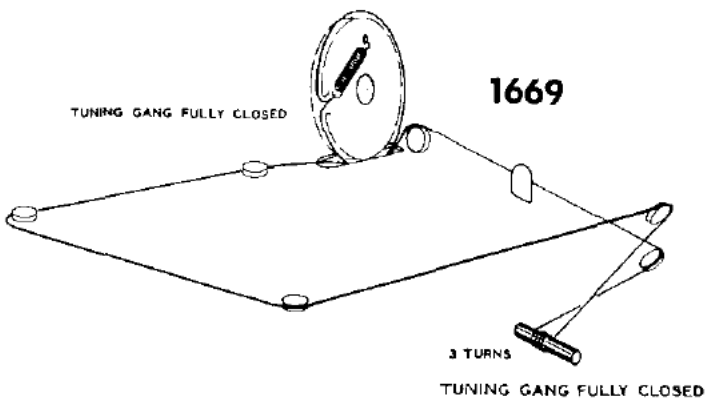


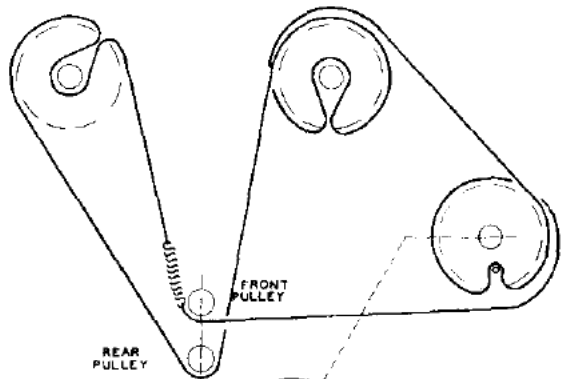
AM SECTION



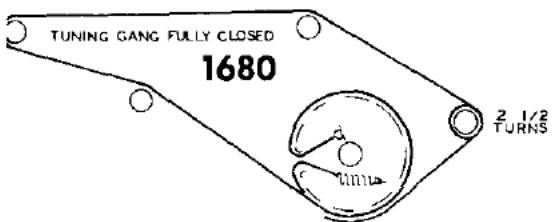
ADJUSTS C4
ADJUSTS C5
FM SECTION

1668



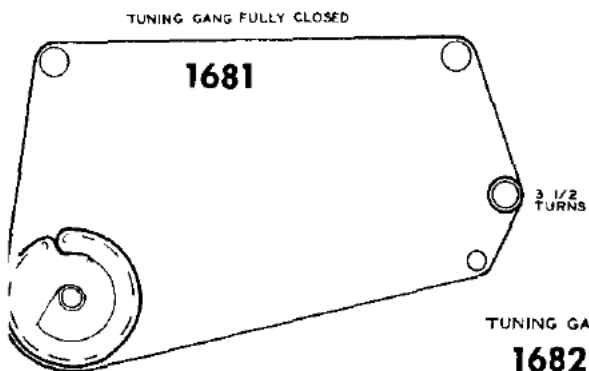


1679



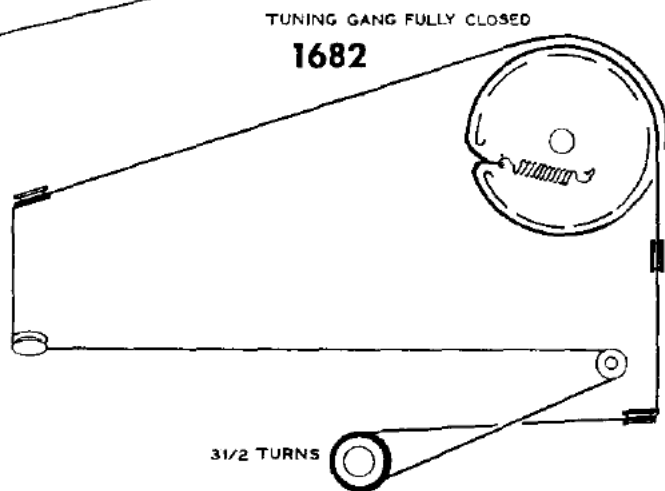
1680

2 1/2 TURNS



1681

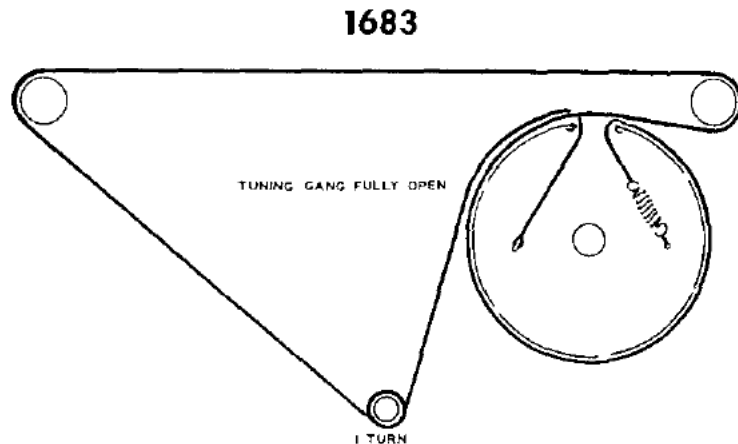
3 1/2 TURNS



TUNING GANG FULLY CLOSED

1682

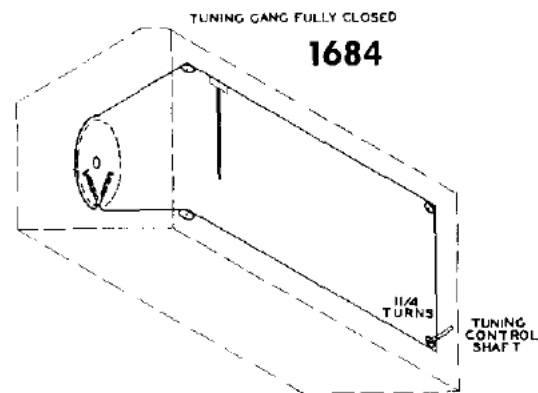
3 1/2 TURNS



1683

TUNING GANG FULLY OPEN

1 TURN

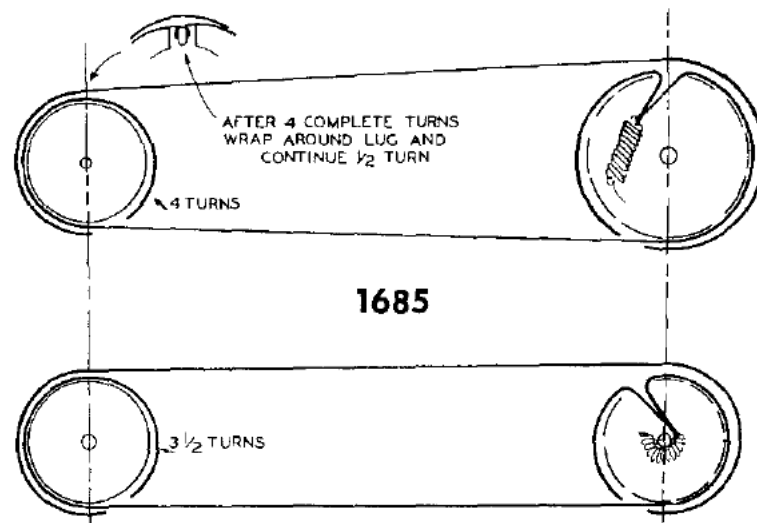


TUNING GANG FULLY CLOSED

1684

1/4 TURNS

TUNING CONTROL SHAFT

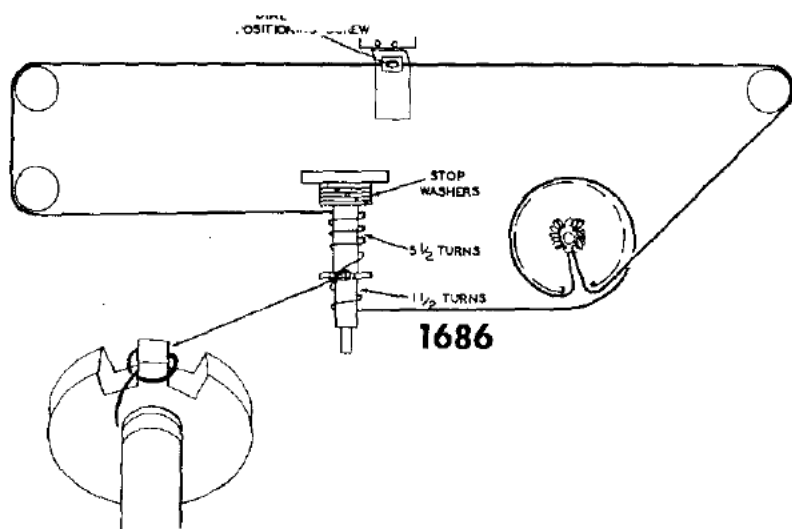


AFTER 4 COMPLETE TURNS
WRAP AROUND LUG AND
CONTINUE 1/2 TURN

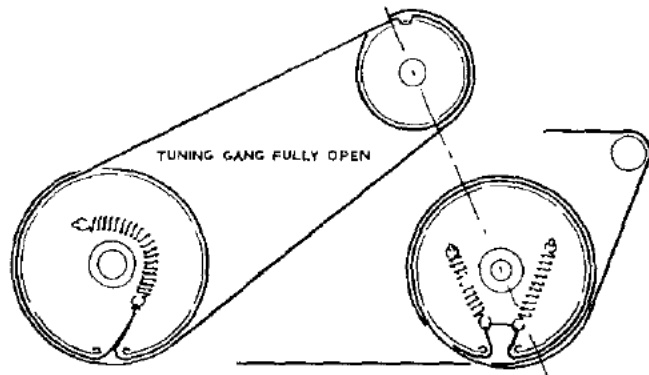
4 TURNS

3 1/2 TURNS

1685

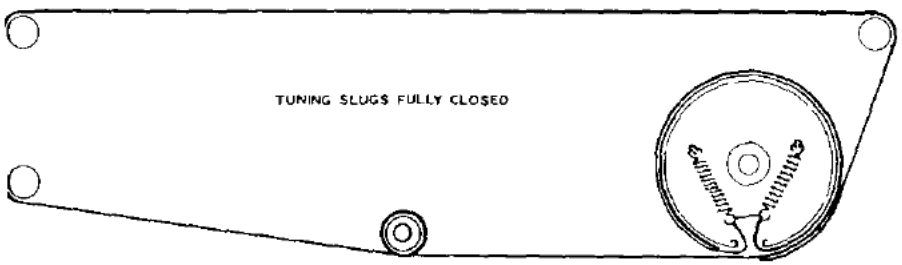


1686

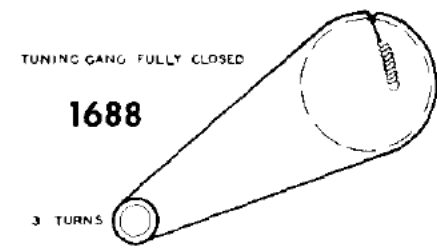


RADIO DRIVE CORD STRINGING
AM TUNER CORD DRIVE

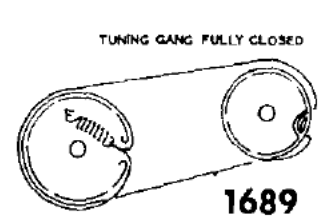
1687



TV TUNING DRIVE CORD STRINGING



1688



TUNING GANG FULLY CLOSED

1689

The oscillator drive assembly consists of four (4) separate drive cords each locked to the oscillator drive pulley (Fig. 2). Each RF drive assembly consists of two separate drive cords which are locked to the RF cavity drive pulley (Fig. 3). If the drive cord requires replacement, the picture tube should be removed along with the cavity cover. Follow the diagram and replace the cord as indicated.

1690

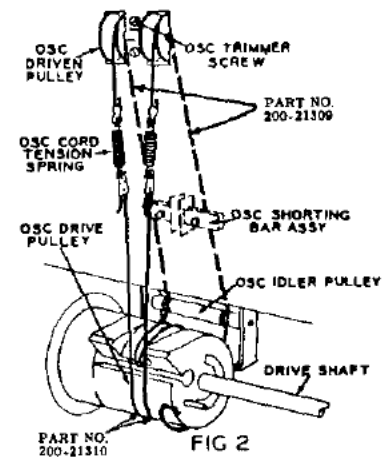


FIG 2

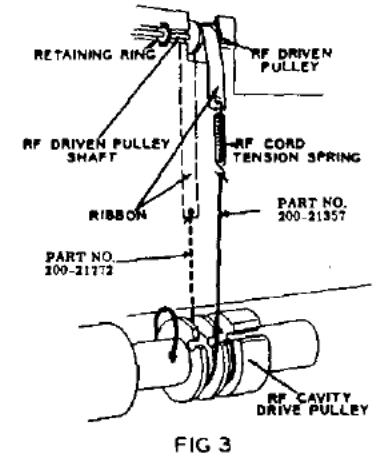
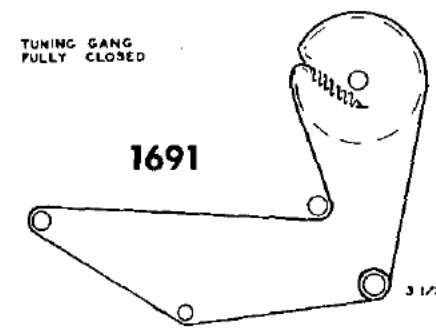
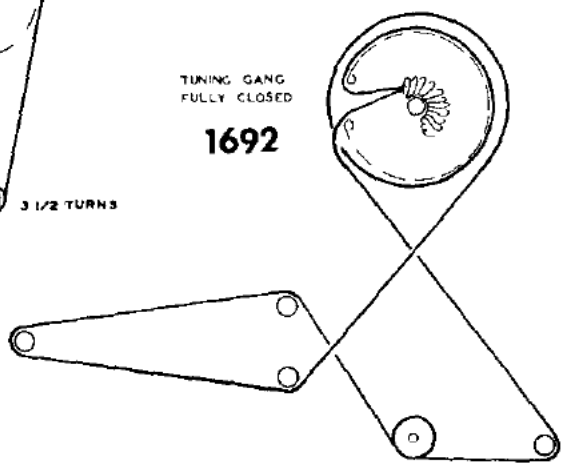


FIG 3



1691

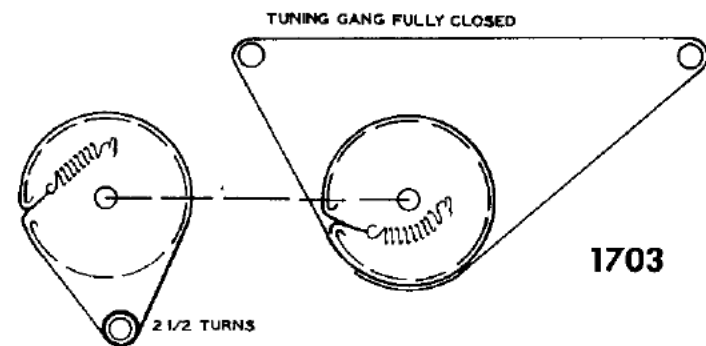
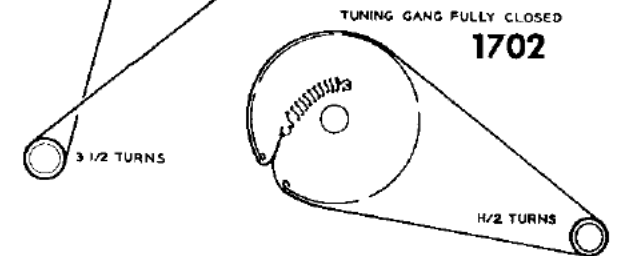
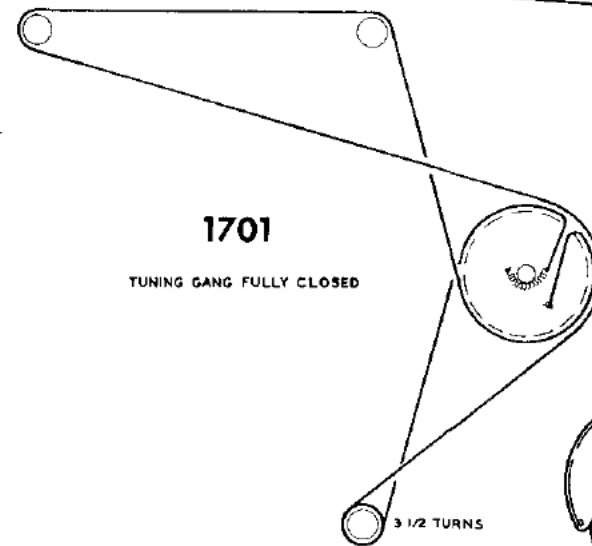
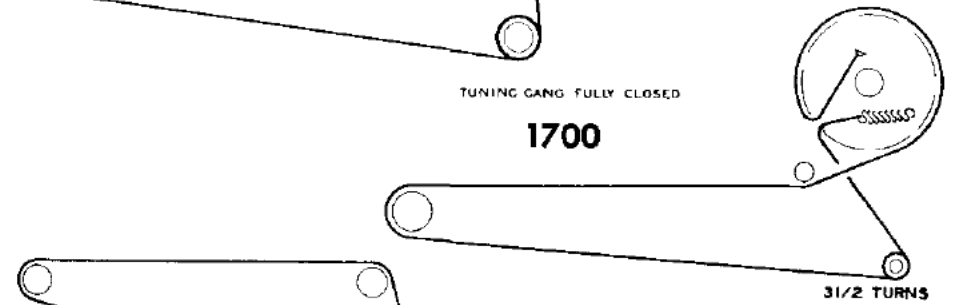
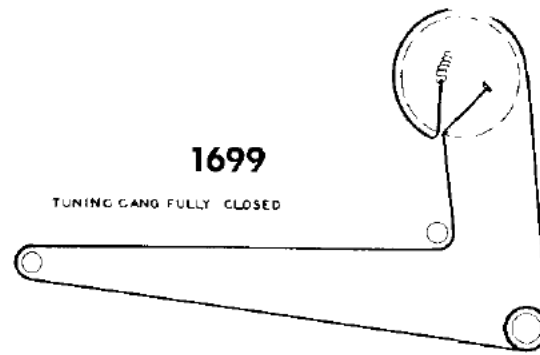
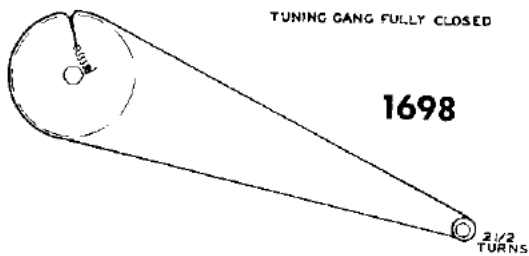
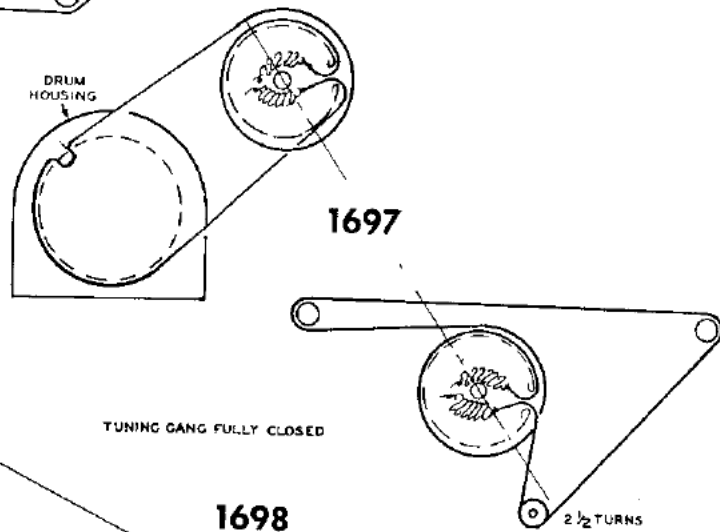
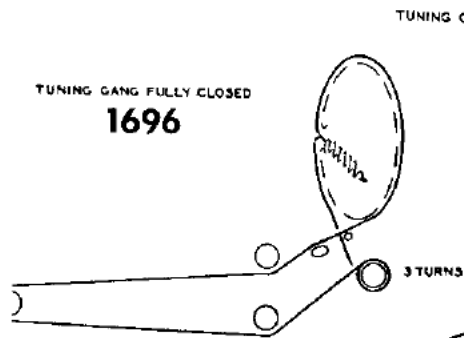
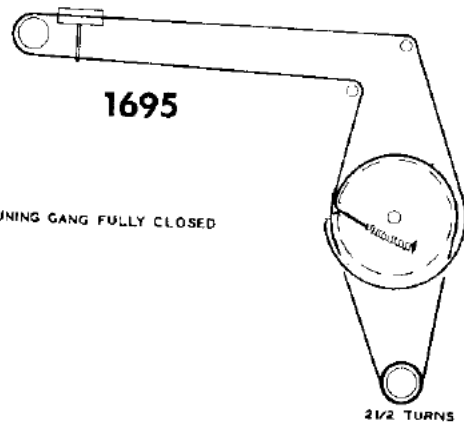
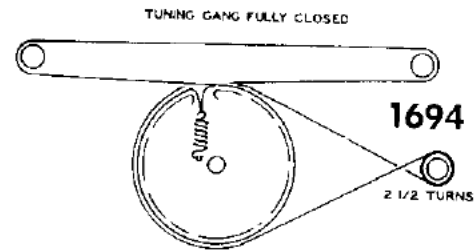
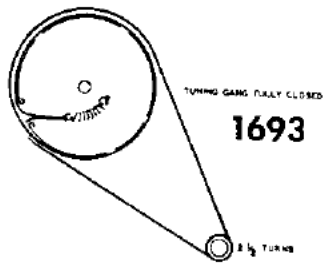


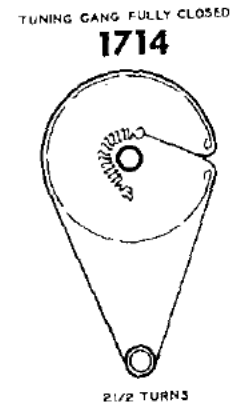
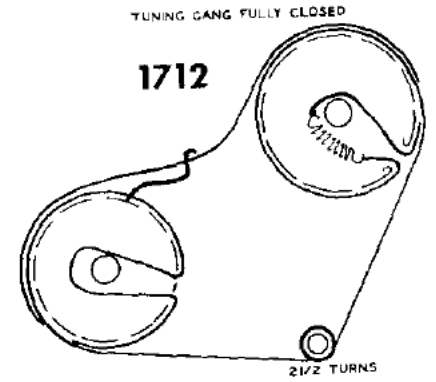
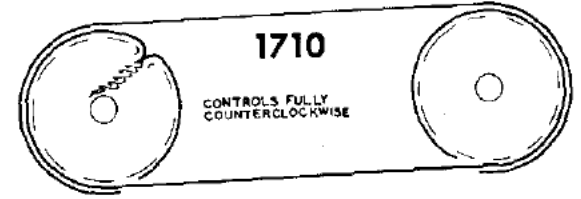
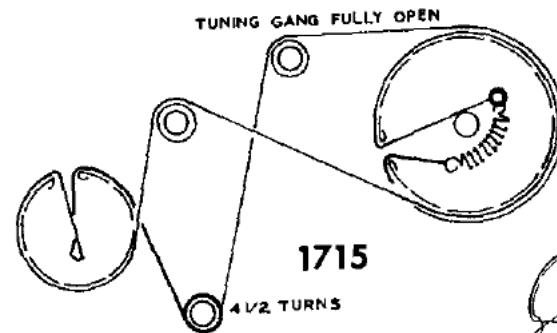
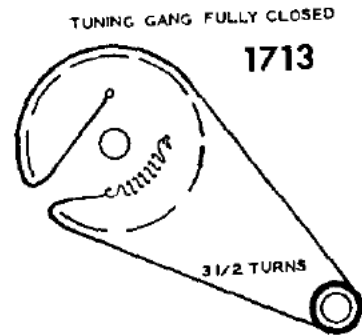
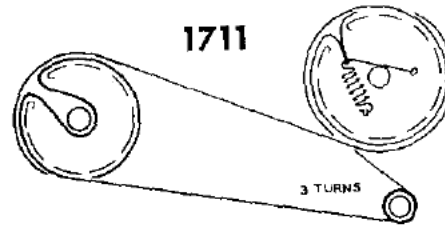
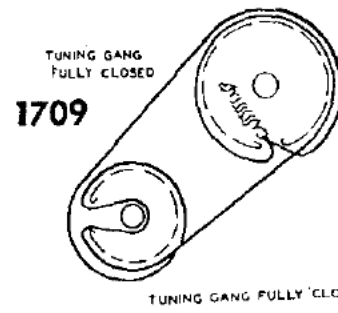
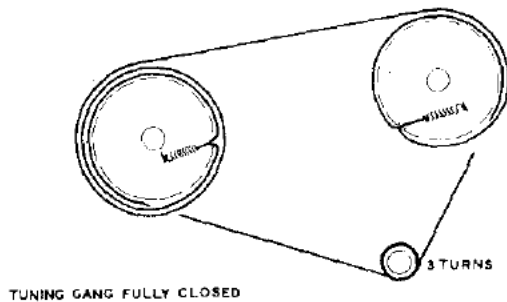
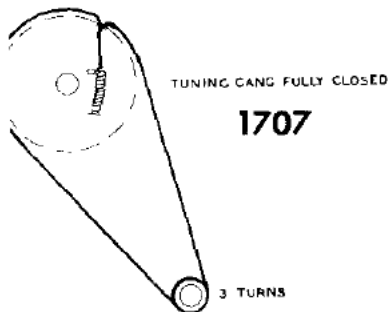
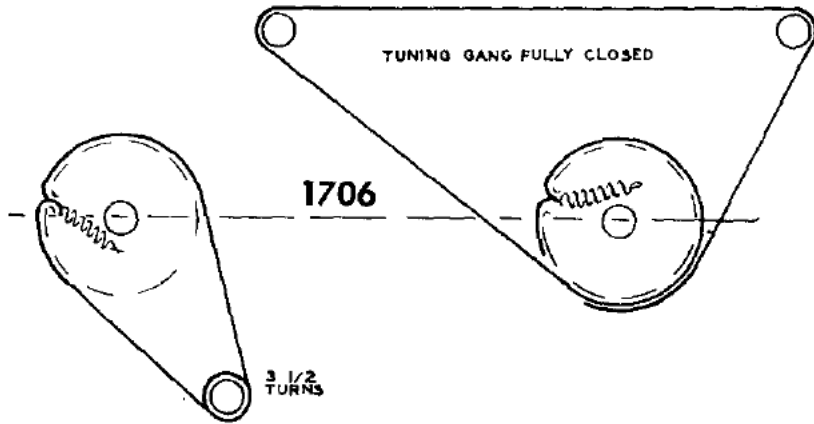
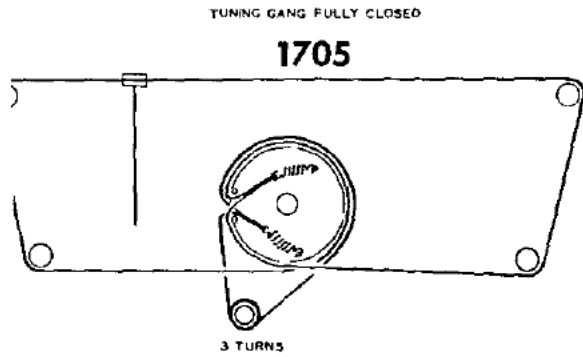
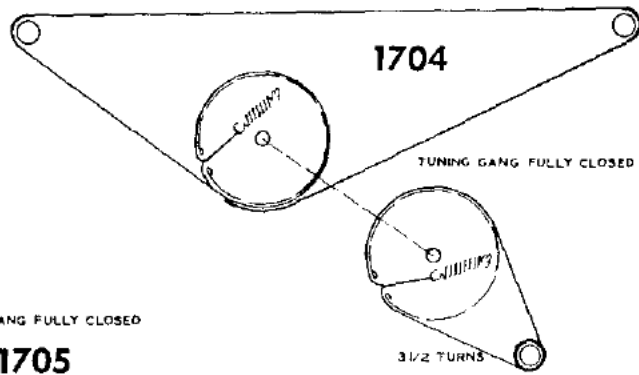
TUNING GANG FULLY CLOSED

1692

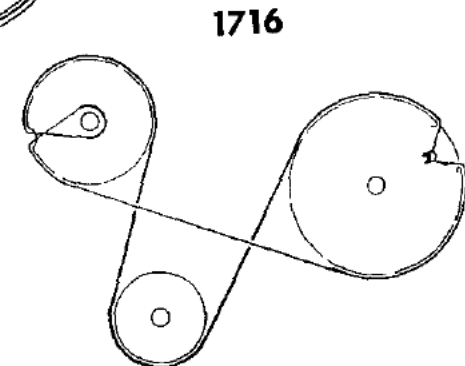
3 1/2 TURNS

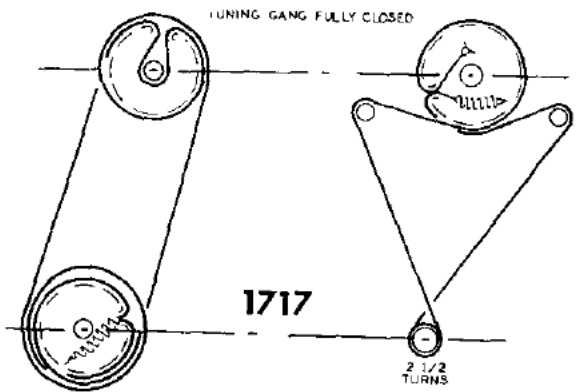
3 1/2 TURNS



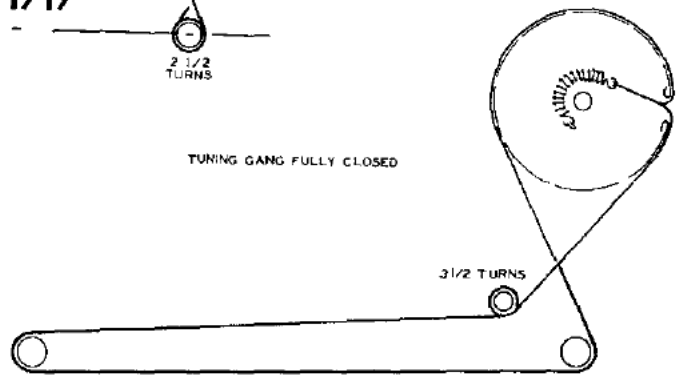


TUNING GANG FULLY CLOSED



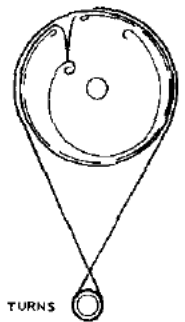


TUNING GANG FULLY CLOSED



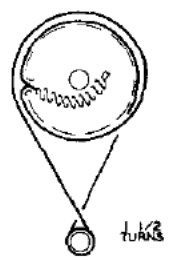
1718

FULLY COUNTERCLOCKWISE



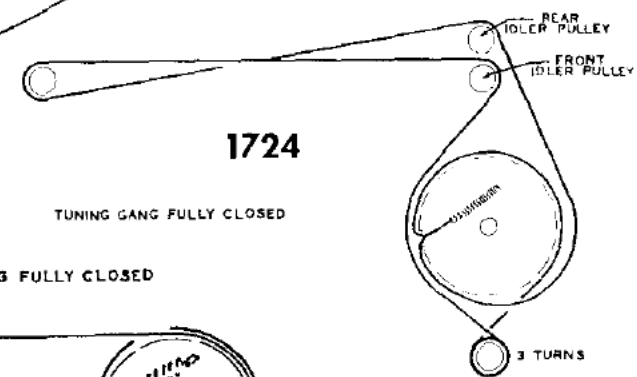
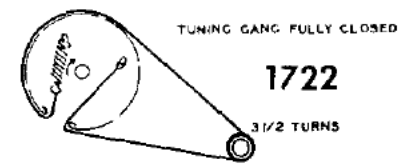
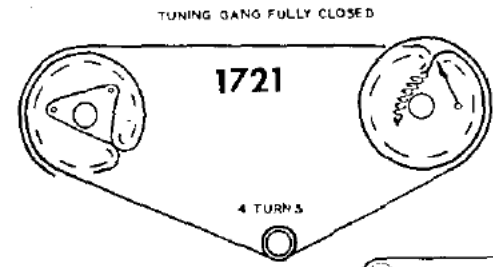
FULLY COUNTERCLOCKWISE

1719



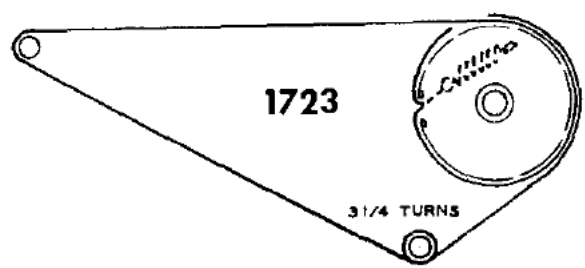
1720

TUNING GANG FULLY CLOSED



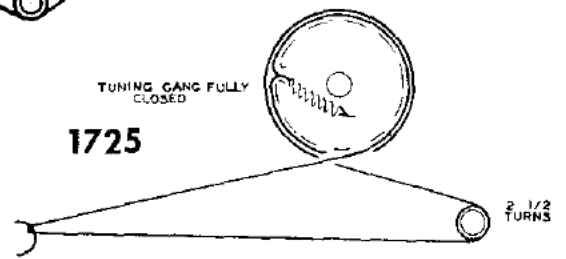
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

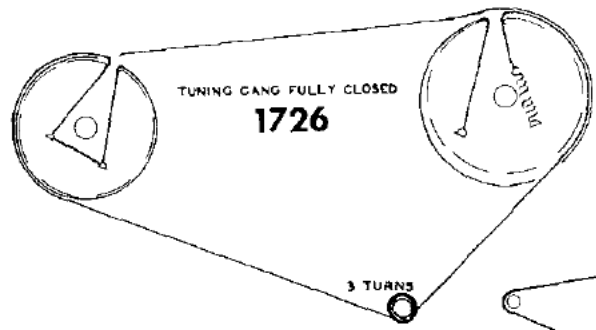


TUNING GANG FULLY CLOSED

1725

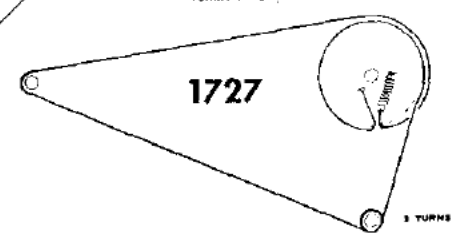


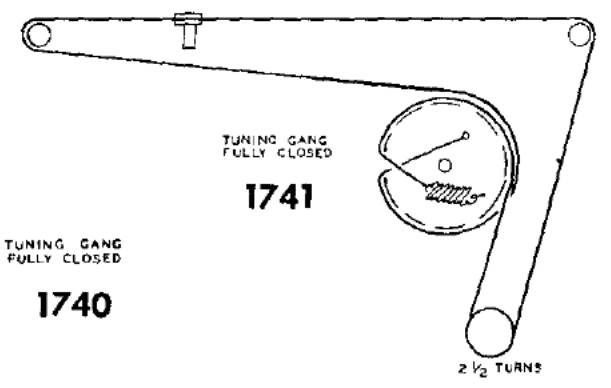
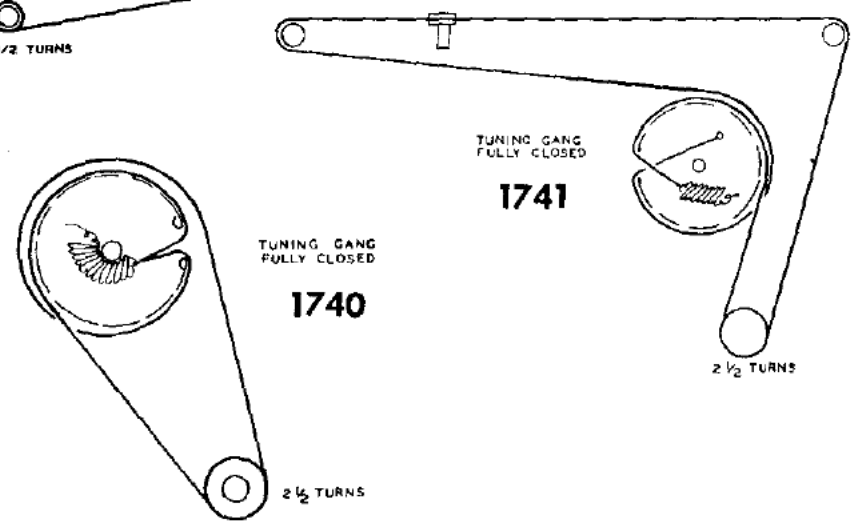
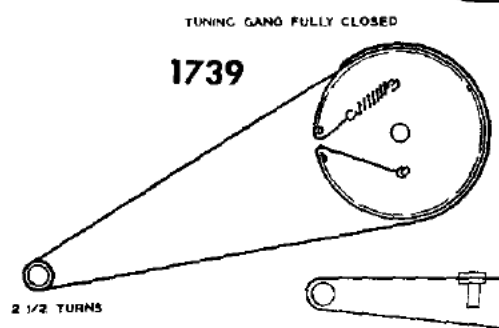
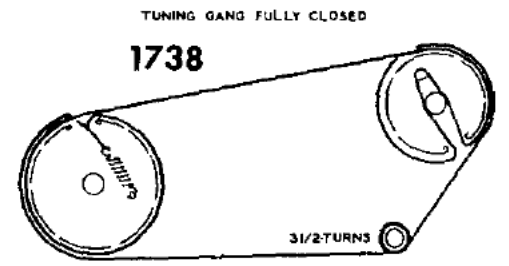
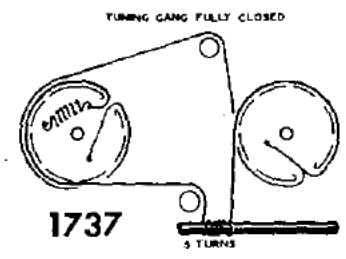
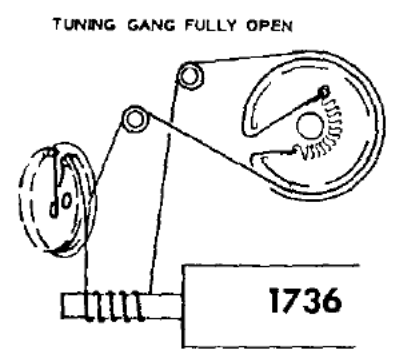
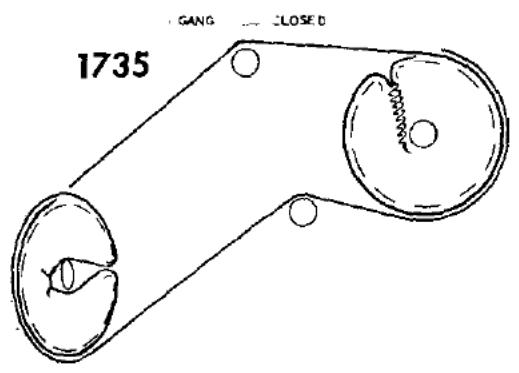
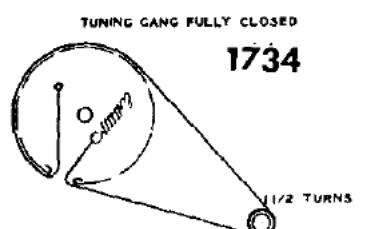
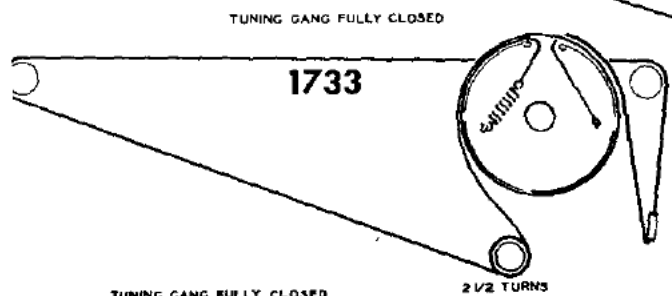
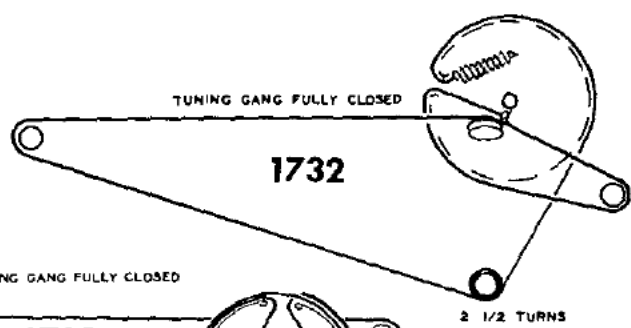
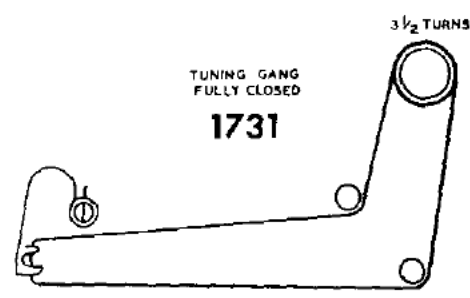
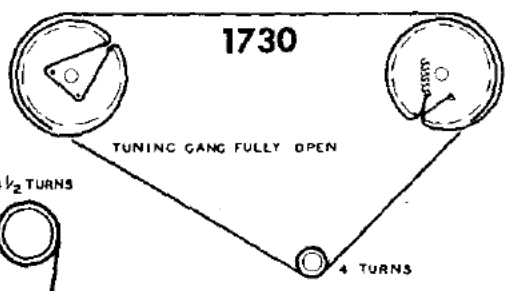
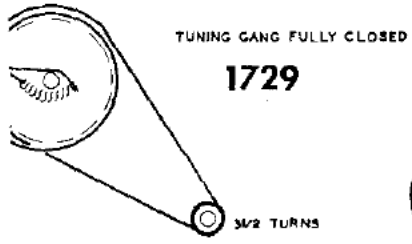
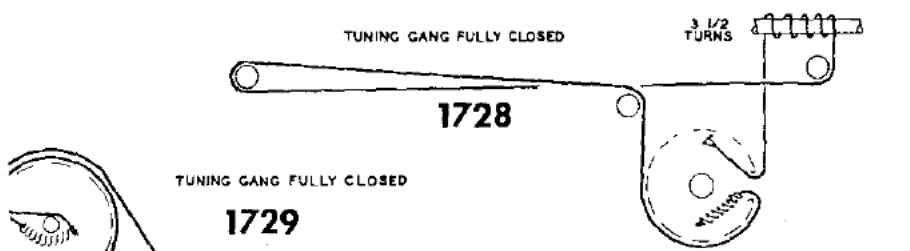
REAR TUNING DRIVE CORD STRINGING

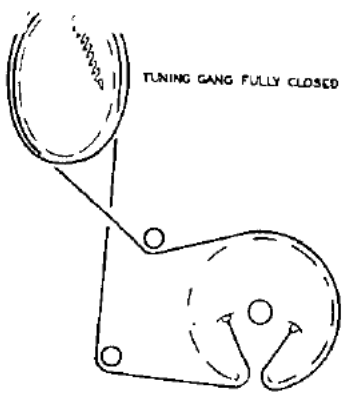


TUNING GANG FULLY CLOSED

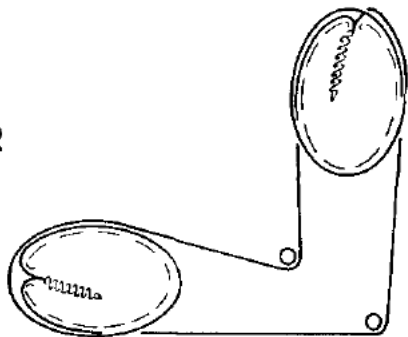
1727







1742

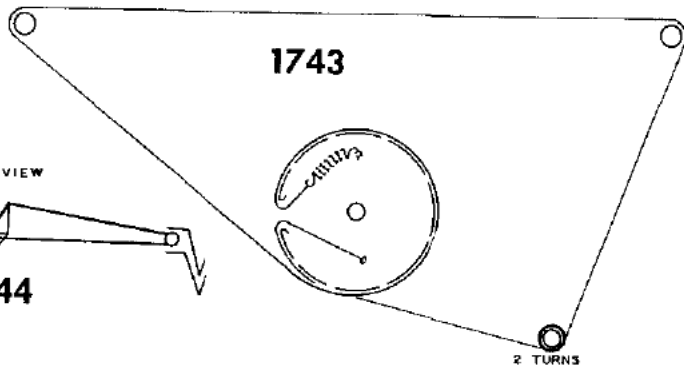


RADIO
DIAL CORD STRINGING

TV DRIVE
CORD STRINGING

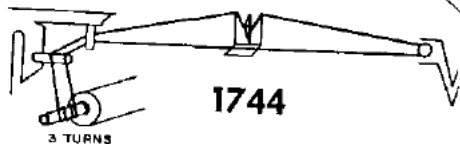
TUNING GANG FULLY CLOSED

1743



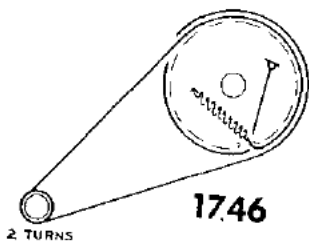
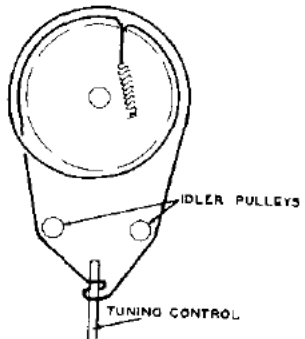
BACK VIEW

1744

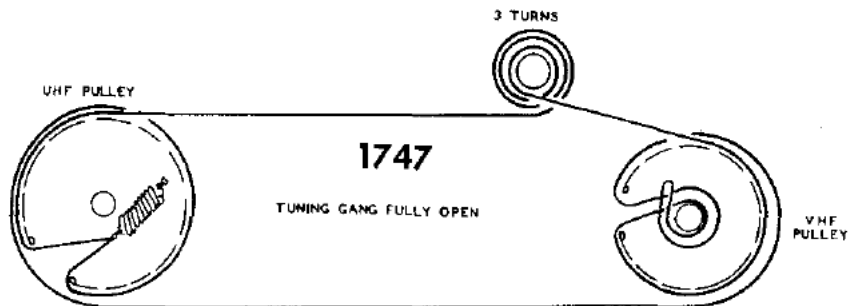


TUNING MECHANISM FULLY OPEN

1745

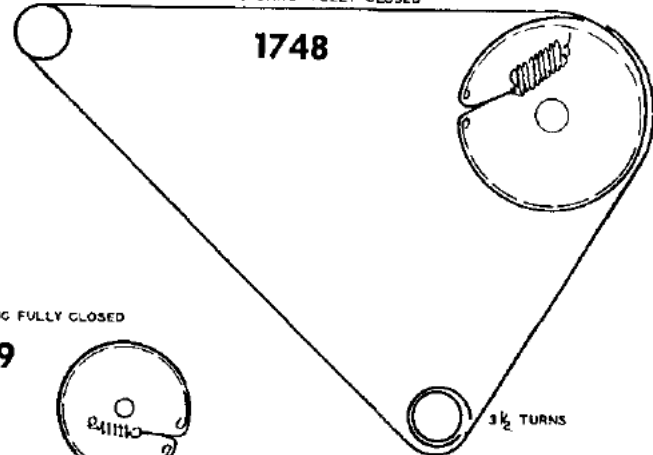


1746



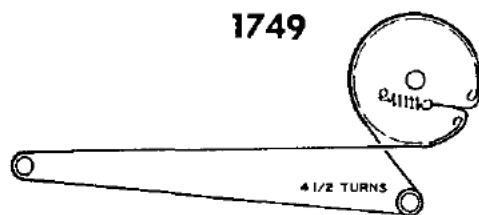
TUNING GANG FULLY CLOSED

1748



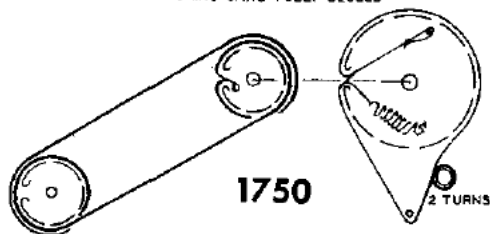
TUNING GANG FULLY CLOSED

1749



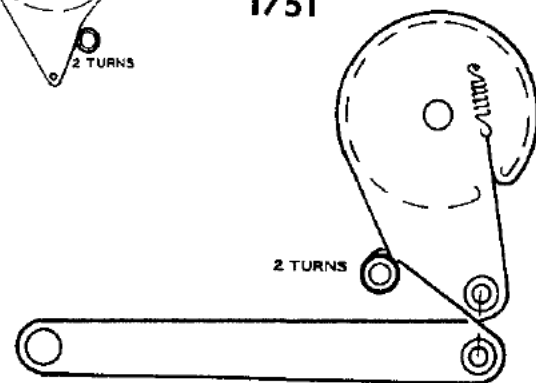
TUNING GANG FULLY CLOSED

1750

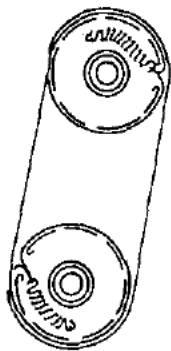


TUNING GANG FULLY CLOSED

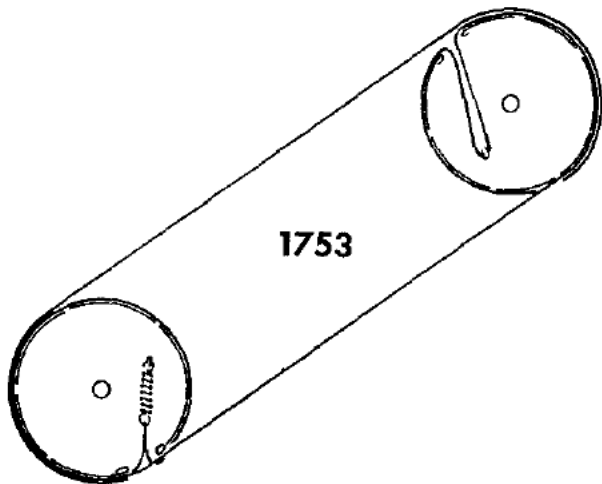
1751



1752

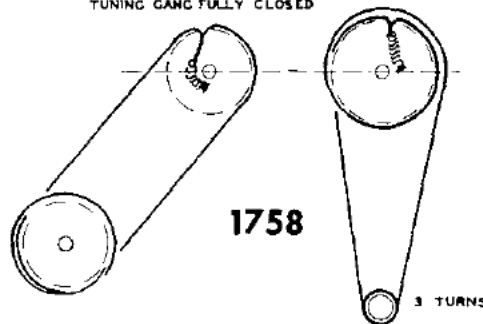


FINE TUNING FULLY COUNTERCLOCKWISE



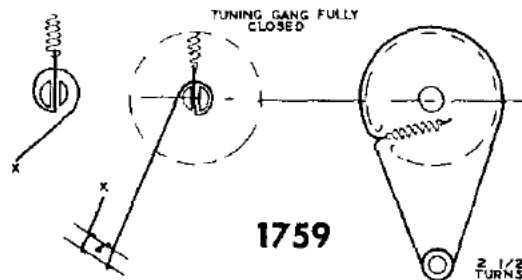
1753

TUNING GANG FULLY CLOSED



1758

3 TURNS

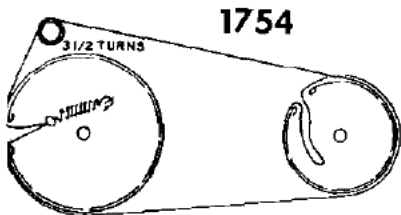


1759

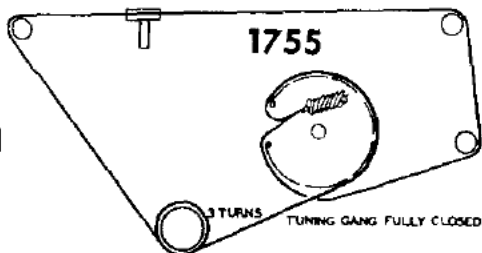
2 1/2 TURNS

TUNING GANG FULLY CLOSED

1754



3 1/2 TURNS



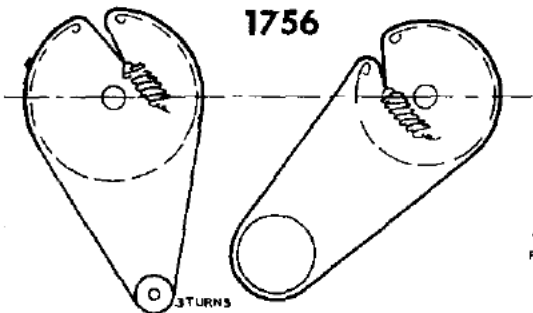
1755

3 TURNS

TUNING GANG FULLY CLOSED

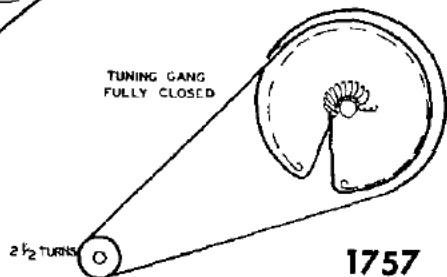
TUNING GANG FULLY CLOSED

1756



3 TURNS

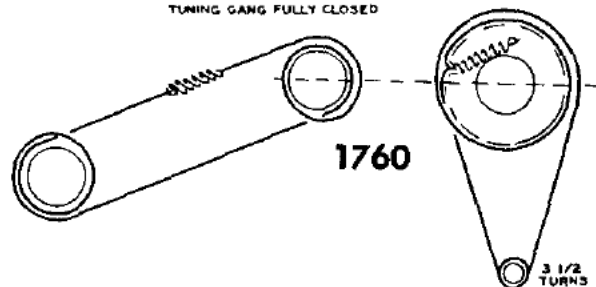
TUNING GANG FULLY CLOSED



2 1/2 TURNS

1757

TUNING GANG FULLY CLOSED

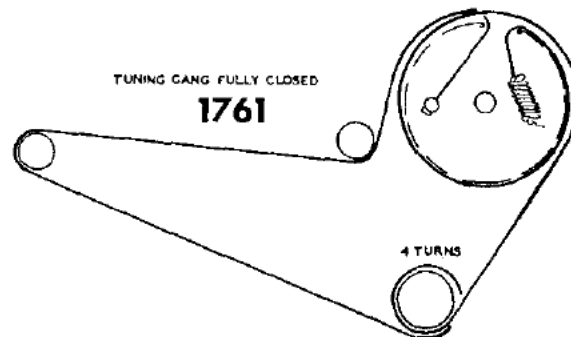


1760

3 1/2 TURNS

TUNING GANG FULLY CLOSED

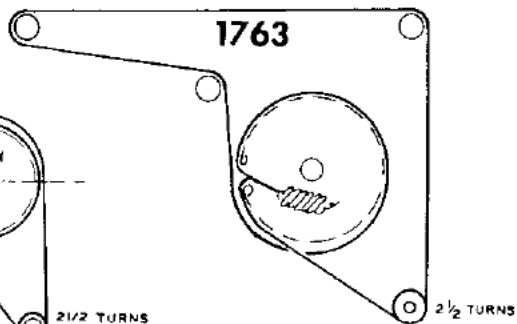
1761



4 TURNS

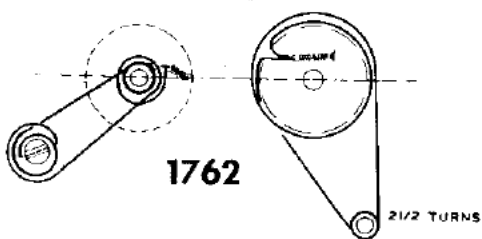
TUNING GANG FULLY CLOSED

1763



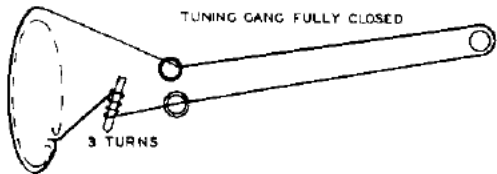
TUNING GANG FULLY CLOSED

1762



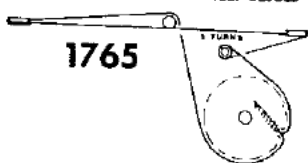
1764

TUNING GANG FULLY CLOSED

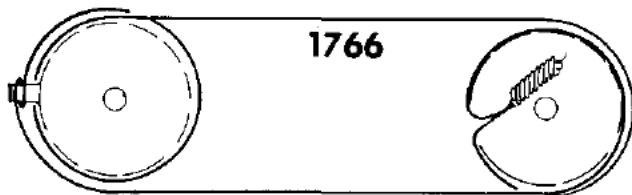


TUNING GANG FULLY CLOSED

1765

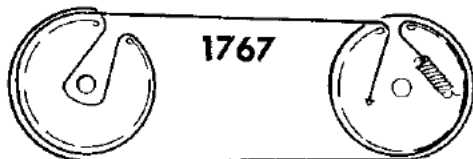


1766



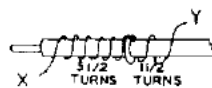
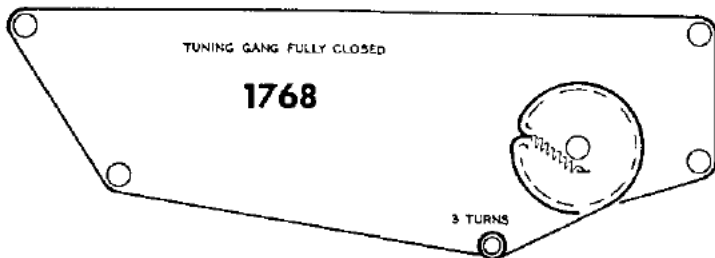
TUNING GANG FULLY CLOSED

1767



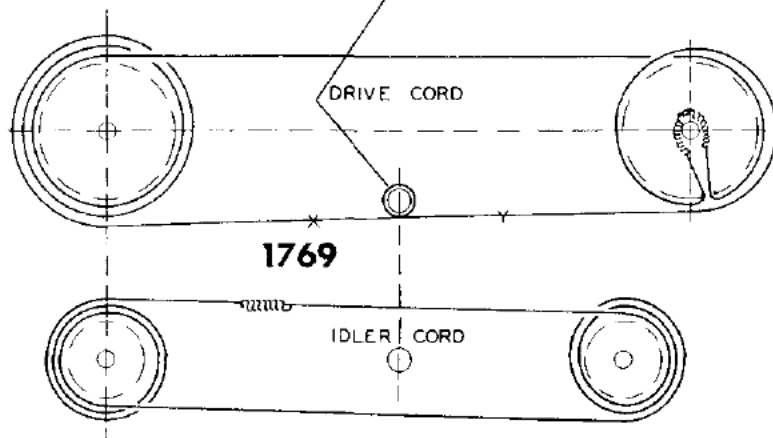
TUNING GANG FULLY CLOSED

1768



DRIVE CORD

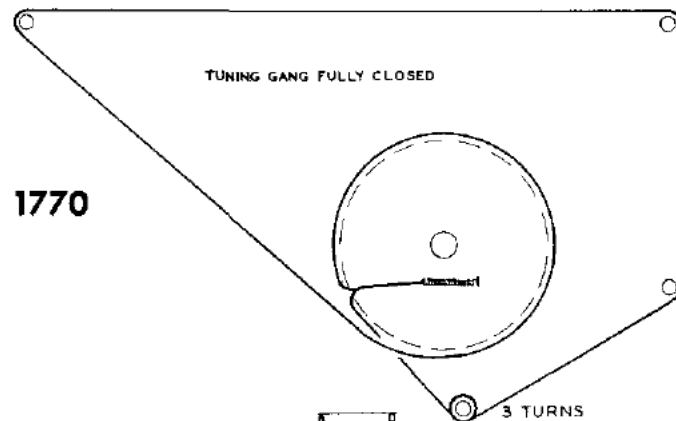
1769



IDLER CORD

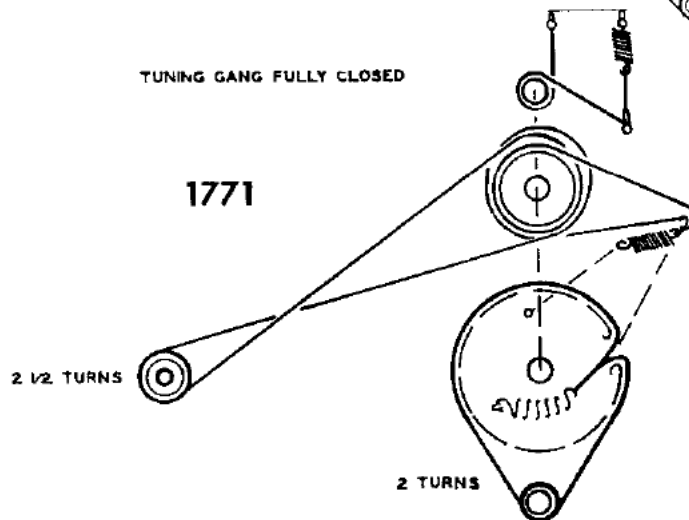
1770

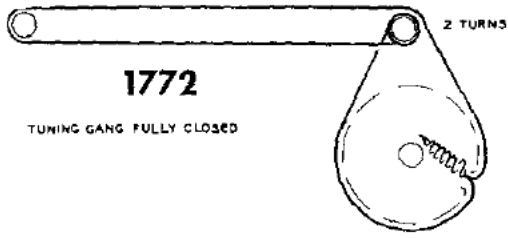
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

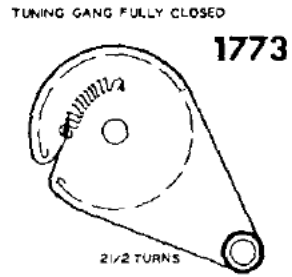
1771





1772

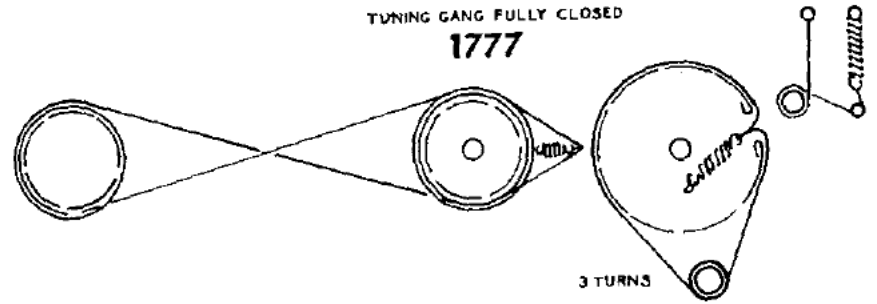
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

1773

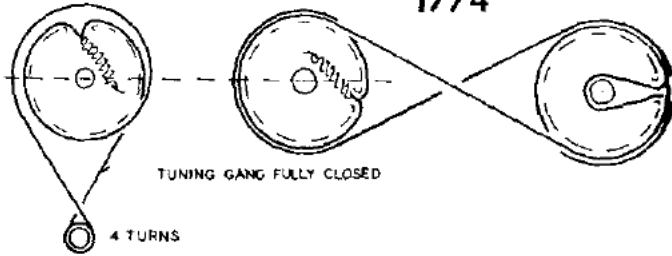
2 1/2 TURNS



TUNING GANG FULLY CLOSED

1777

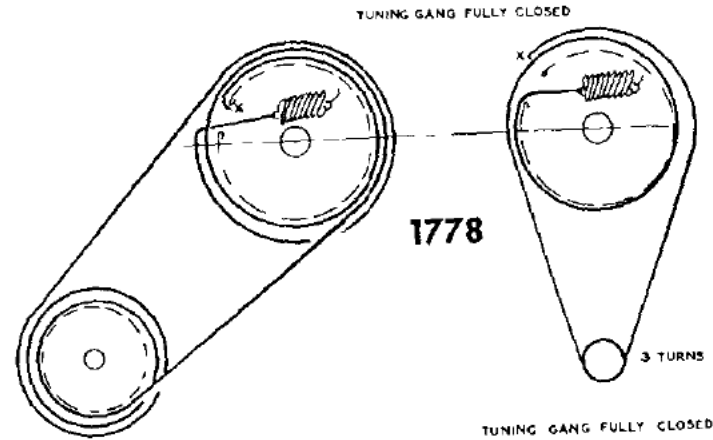
3 TURNS



1774

TUNING GANG FULLY CLOSED

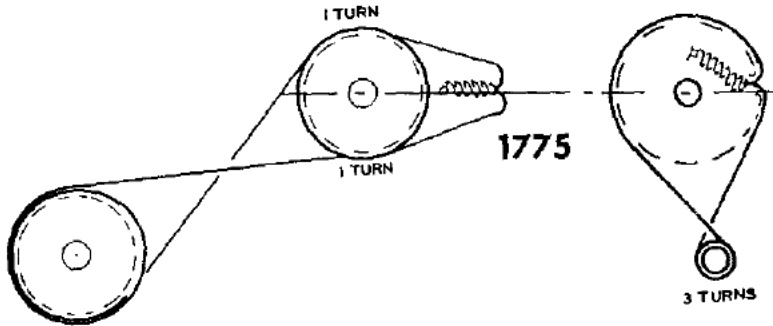
4 TURNS



TUNING GANG FULLY CLOSED

1778

3 TURNS

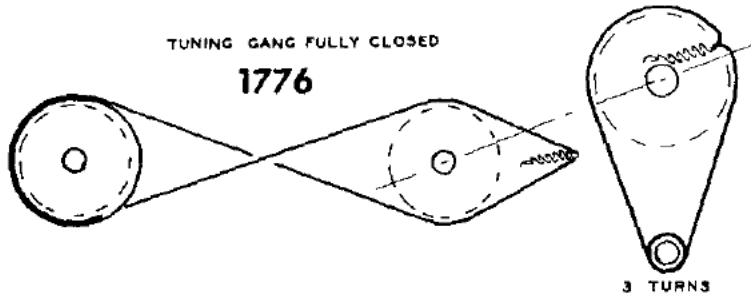


1 TURN

1775

1 TURN

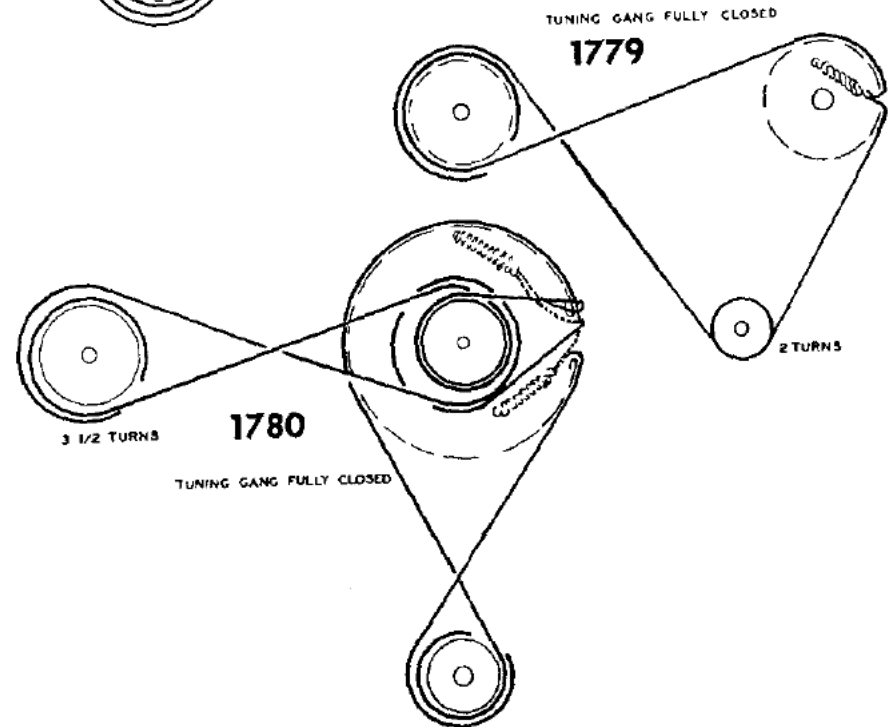
3 TURNS



TUNING GANG FULLY CLOSED

1776

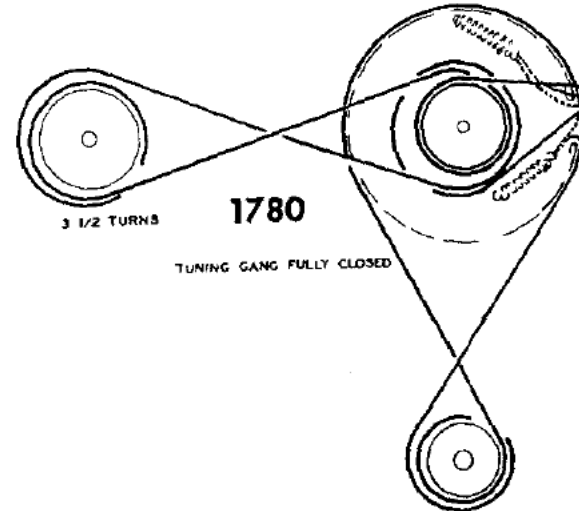
3 TURNS



TUNING GANG FULLY CLOSED

1779

2 TURNS



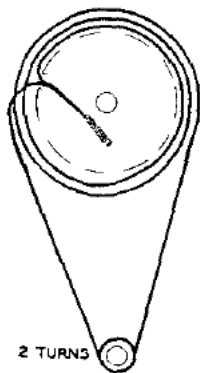
3 1/2 TURNS

1780

TUNING GANG FULLY CLOSED

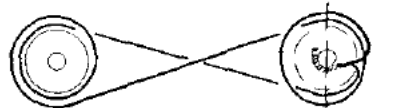
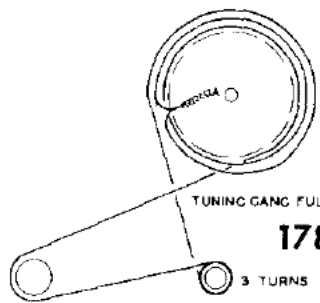
TUNING GANG FULLY CLOSED

1781



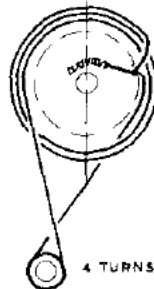
TUNING GANG FULLY CLOSED

1782



1783

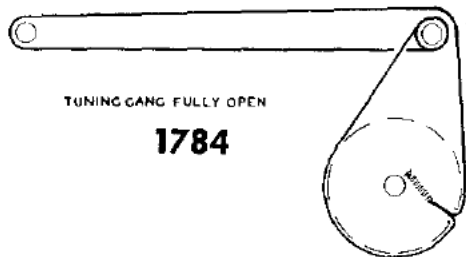
TUNING GANG FULLY CLOSED



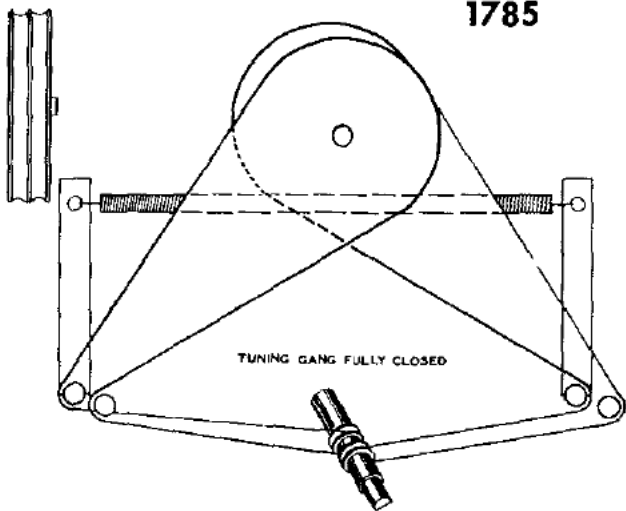
2 1/2 TURNS

TUNING GANG FULLY OPEN

1784



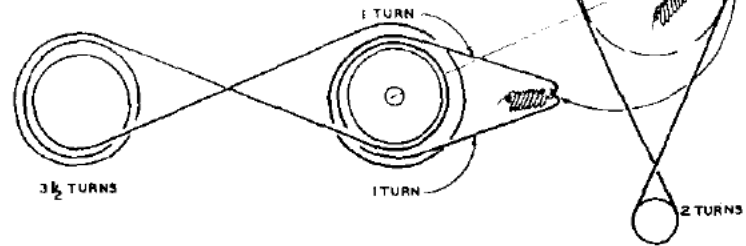
1785



TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

1786



3 1/2 TURNS

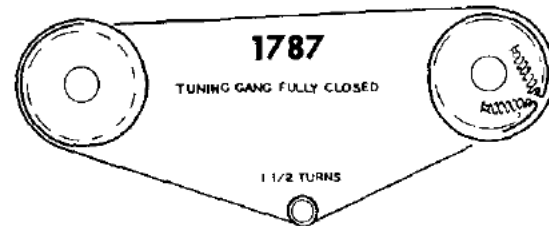
1 TURN

2 TURNS

KNOT

1787

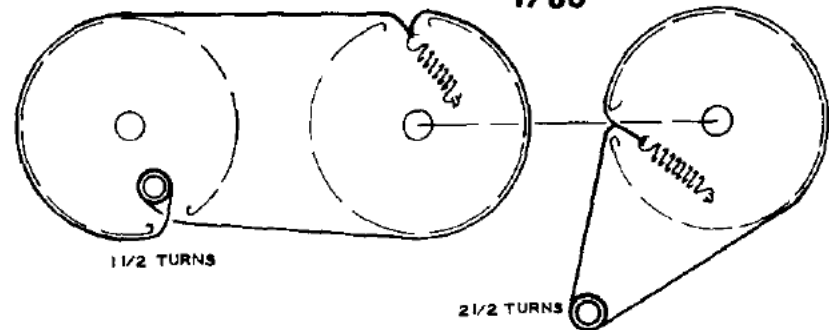
TUNING GANG FULLY CLOSED



1 1/2 TURNS

TUNING GANG FULLY CLOSED

1788

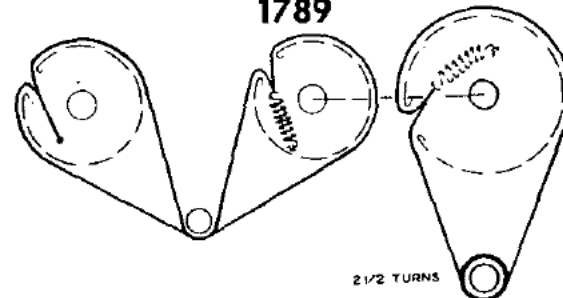


1 1/2 TURNS

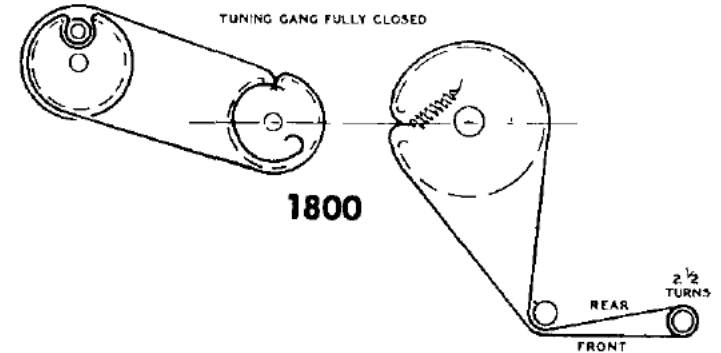
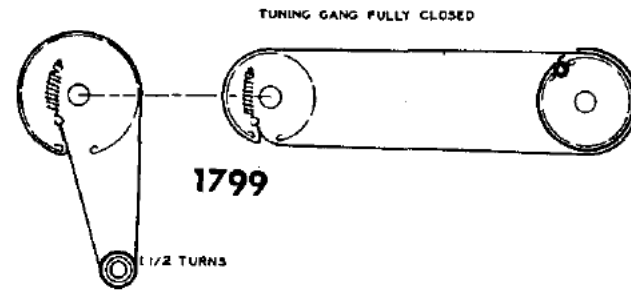
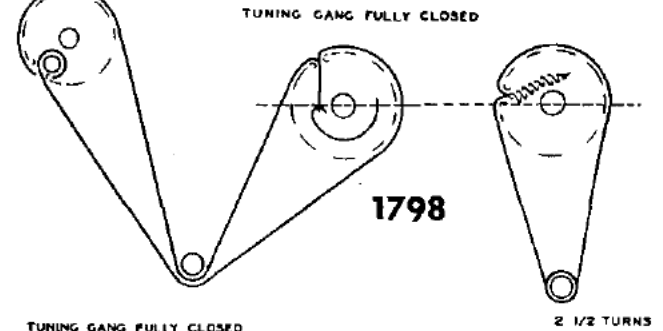
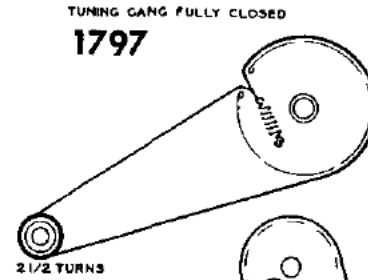
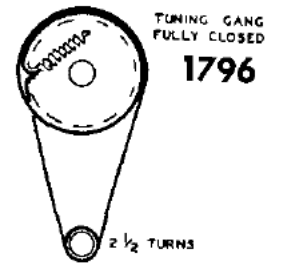
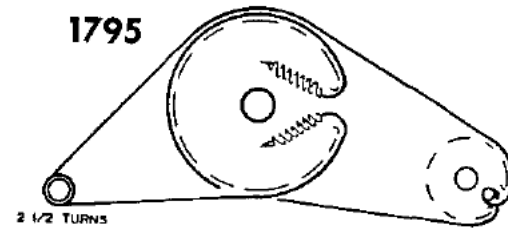
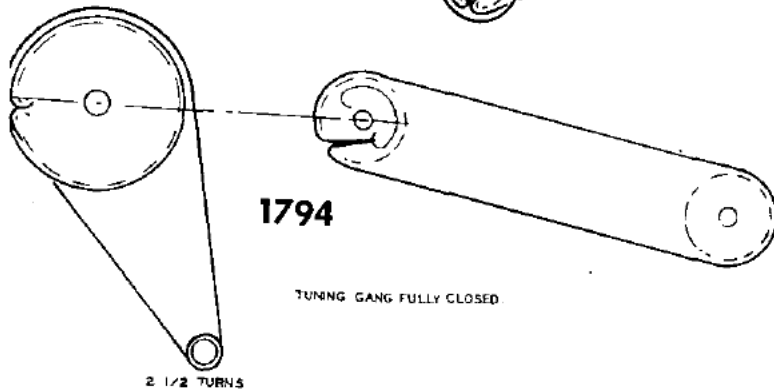
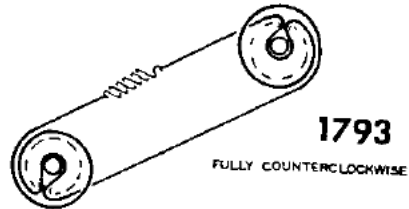
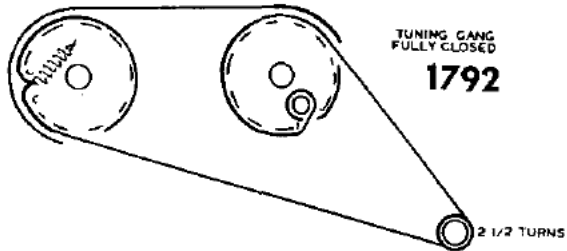
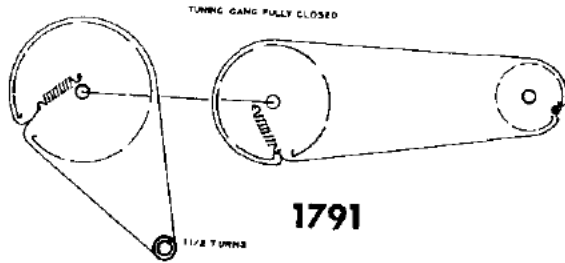
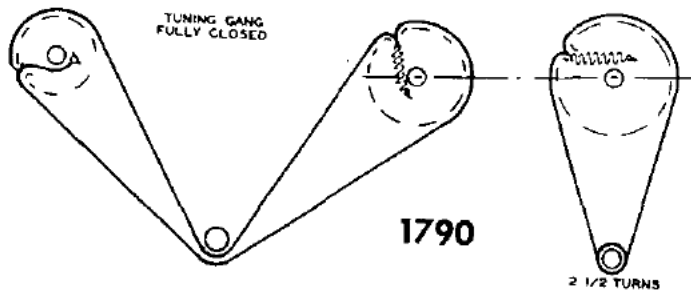
2 1/2 TURNS

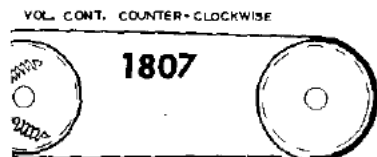
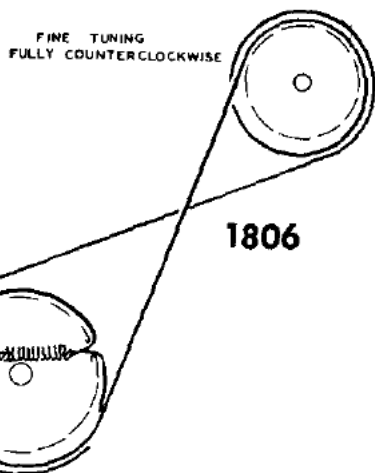
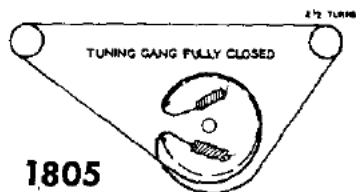
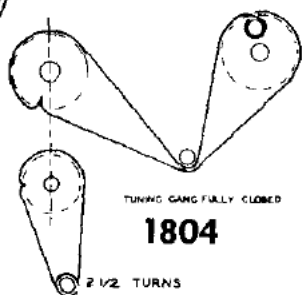
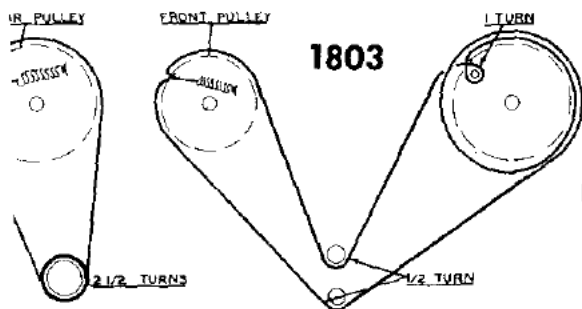
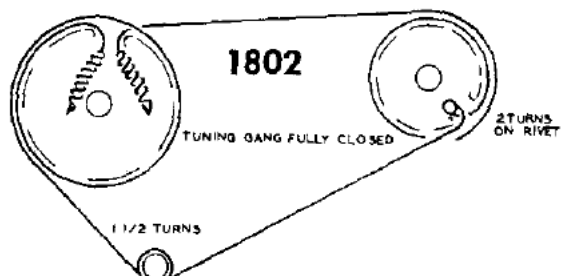
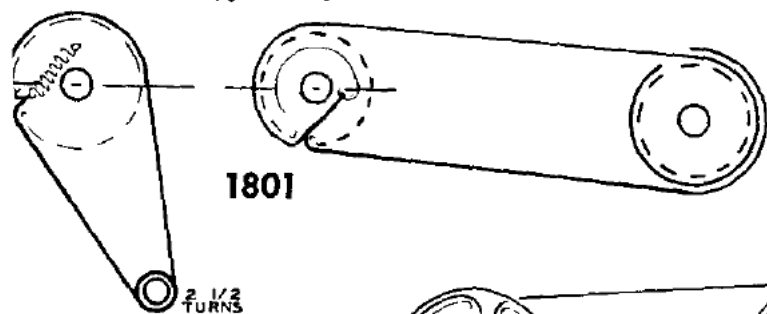
TUNING GANG FULLY CLOSED

1789

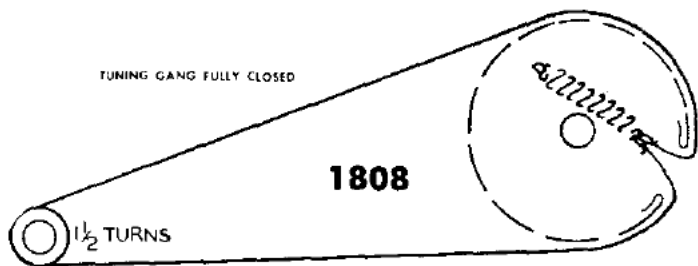


2 1/2 TURNS





TUNING GANG FULLY CLOSED



1809

TUNING GANG FULLY OPEN

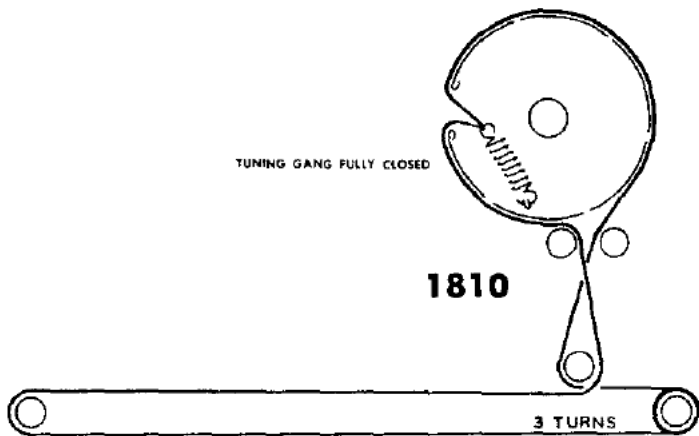
2 1/2 TURNS



TUNING GANG FULLY CLOSED

1810

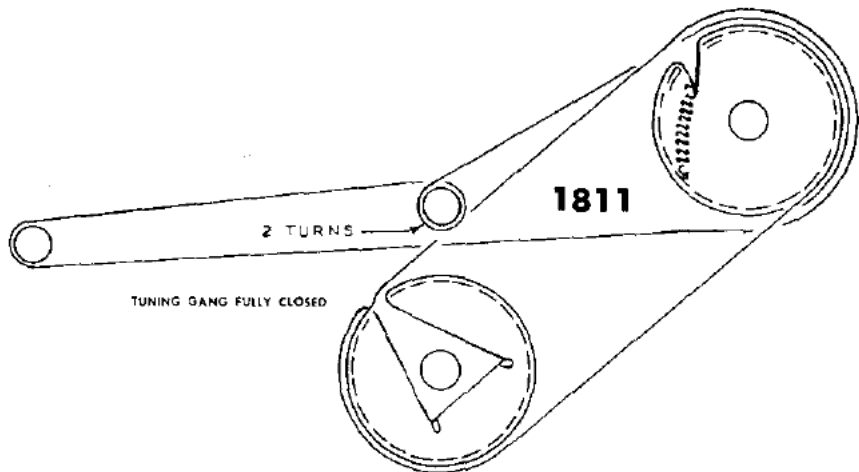
3 TURNS

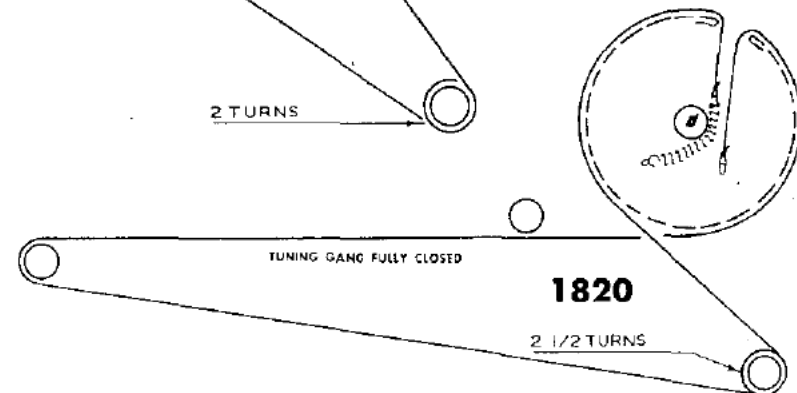
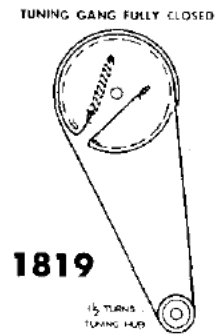
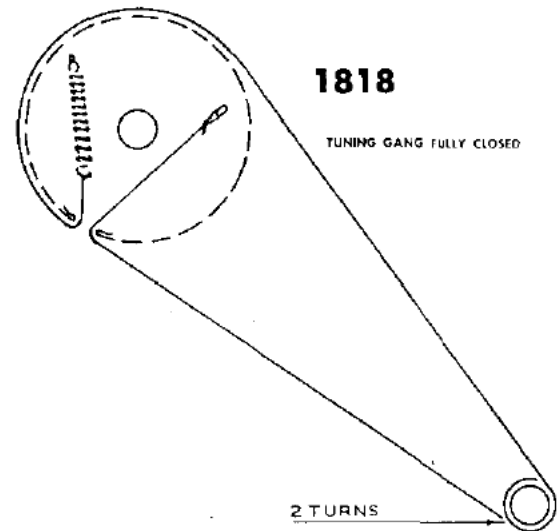
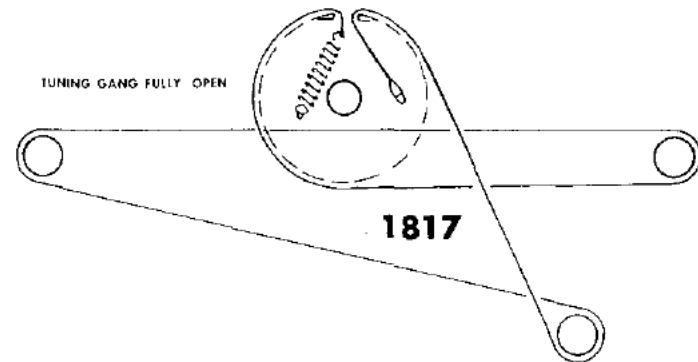
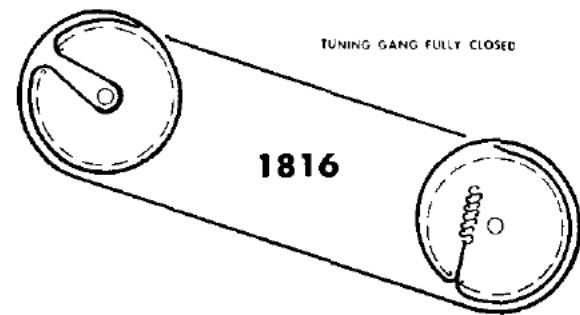
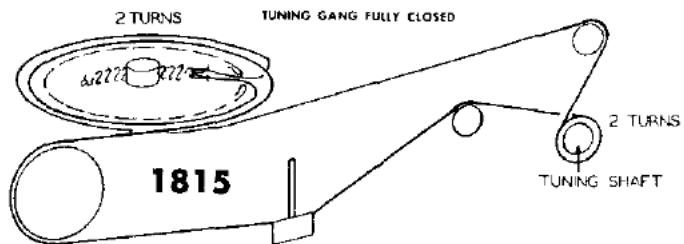
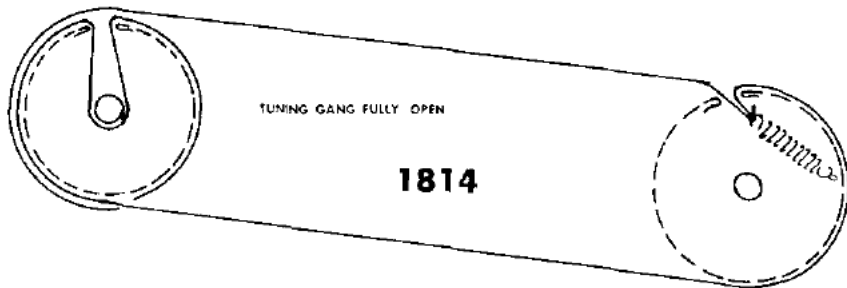
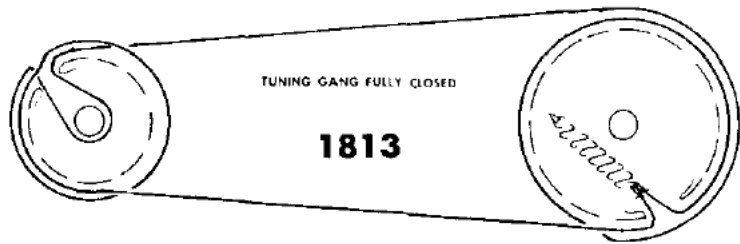
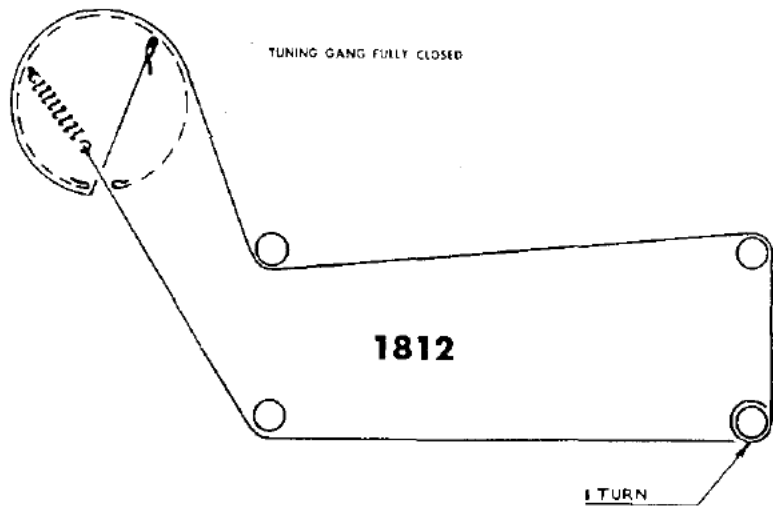


1811

2 TURNS

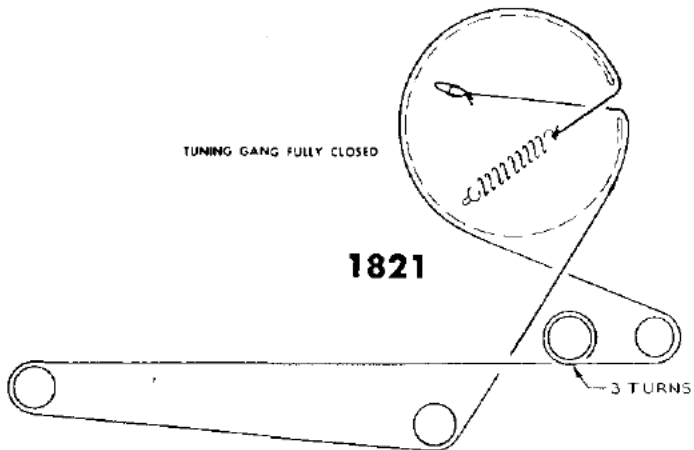
TUNING GANG FULLY CLOSED





TUNING GANG FULLY CLOSED

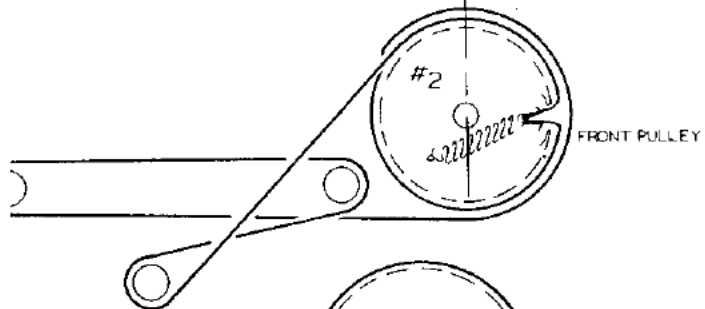
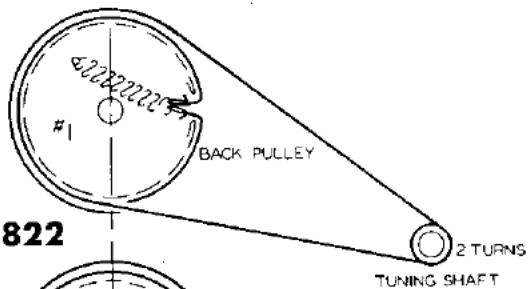
1821



#1- STATION TUNING
#2- DIAL POINTER

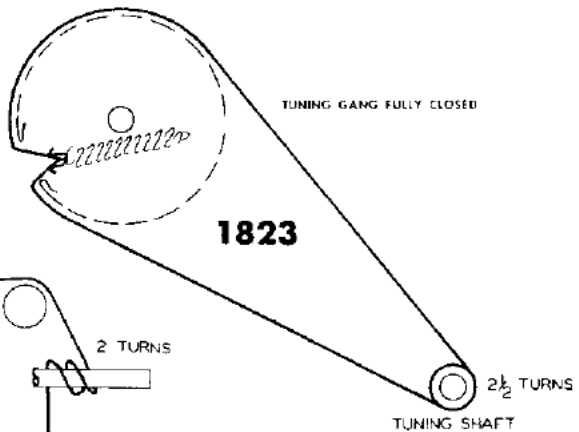
TUNING GANG FULLY CLOSED

1822



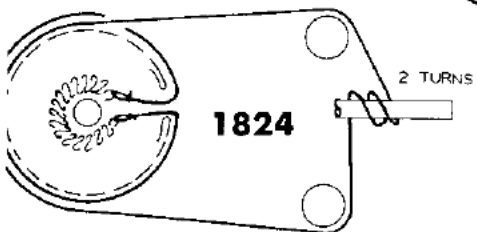
TUNING GANG FULLY CLOSED

1823



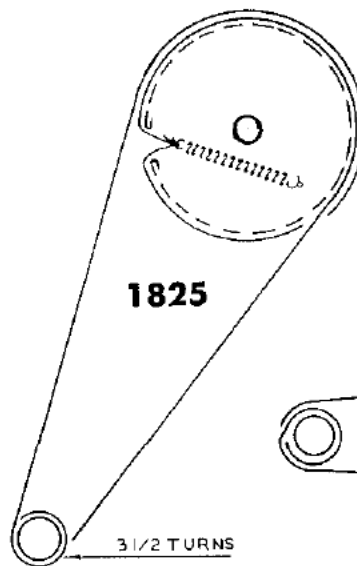
TUNING GANG FULLY CLOSED

1824



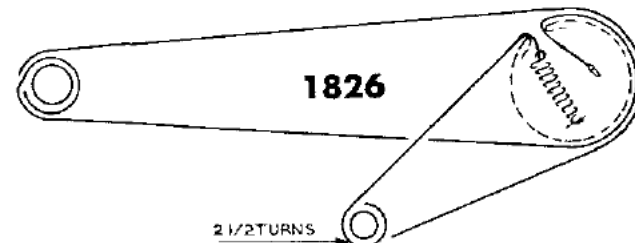
TUNING GANG FULLY CLOSED

1825



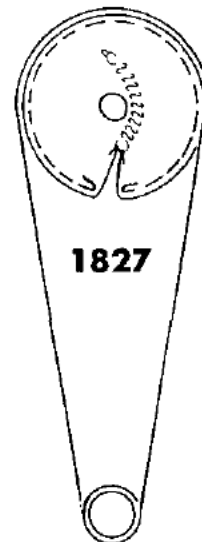
TUNING GANG FULLY CLOSED

1826



TUNING SHAFT FULLY CLOCKWISE

1827



2 TURNS

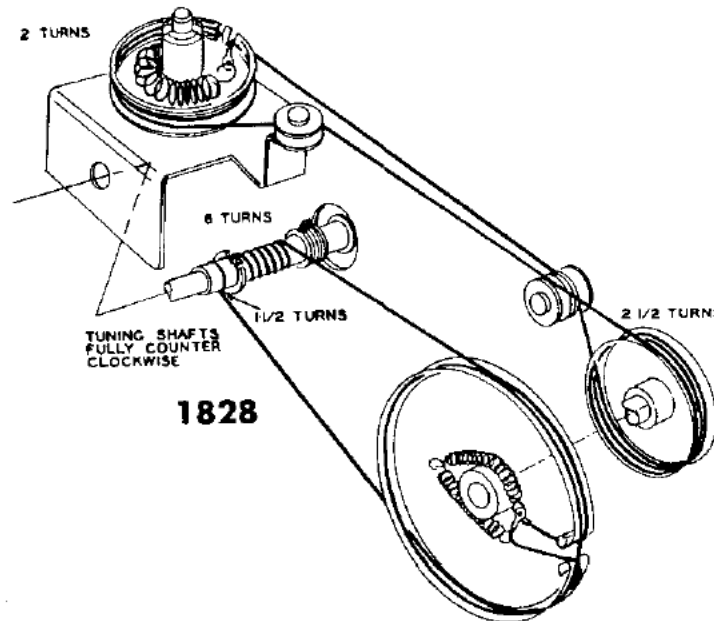
6 TURNS

1 1/2 TURNS

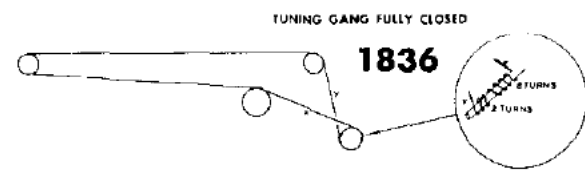
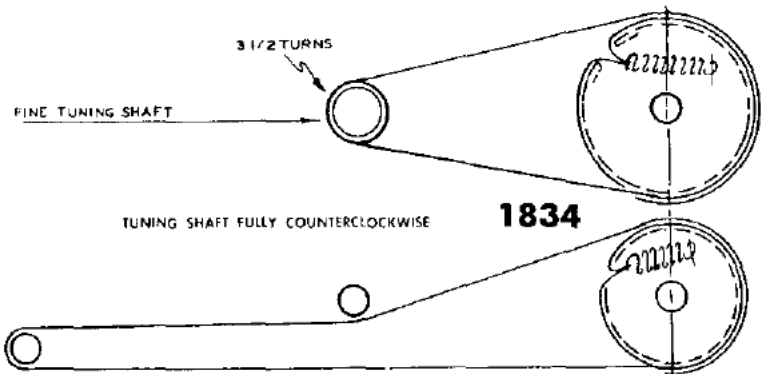
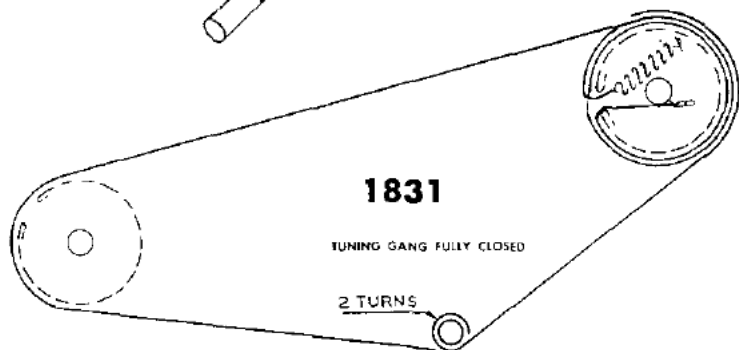
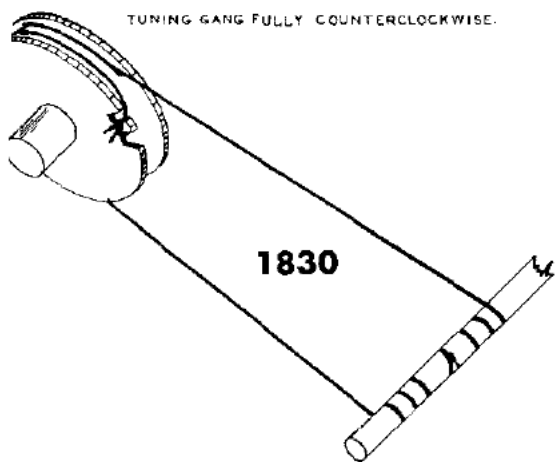
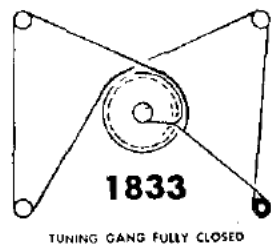
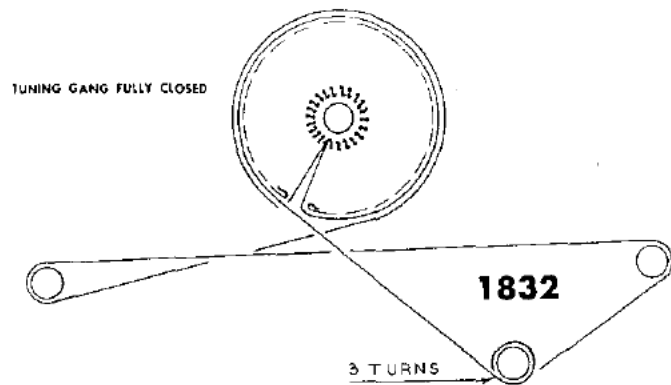
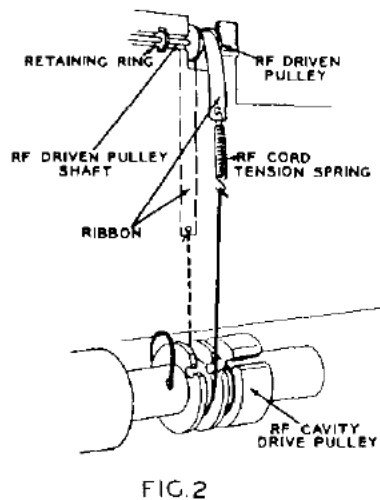
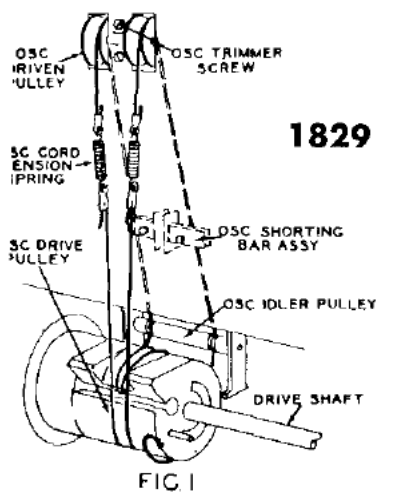
2 1/2 TURNS

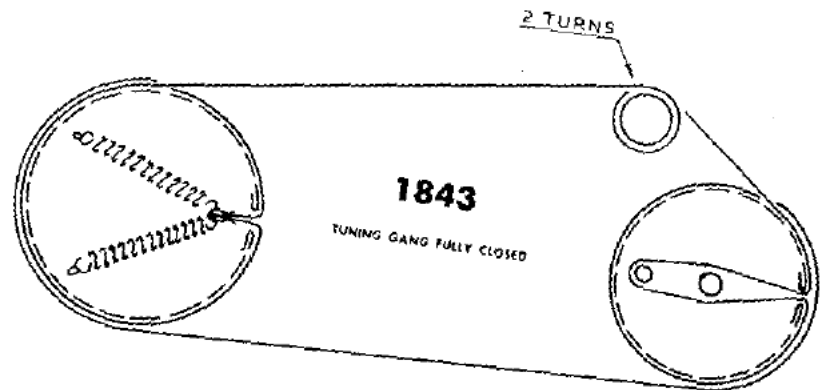
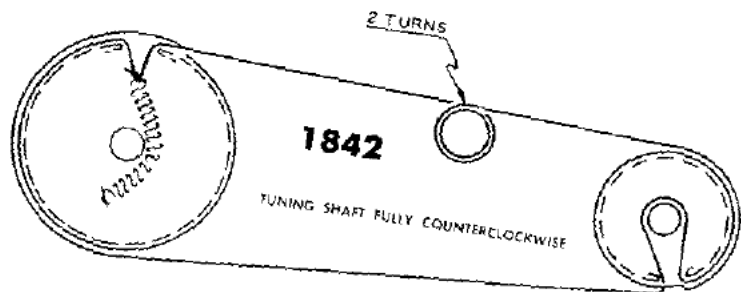
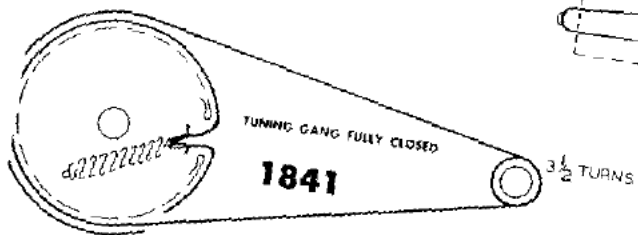
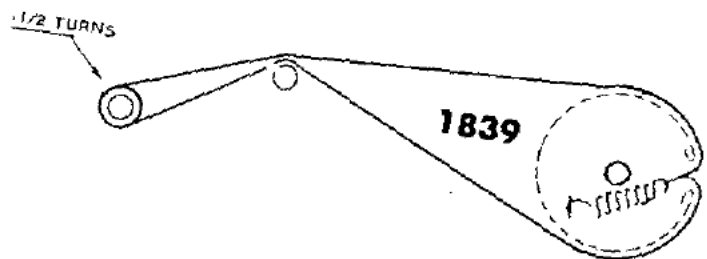
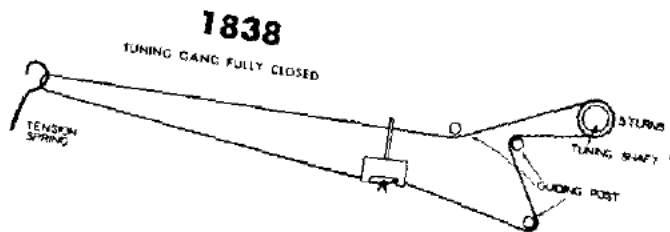
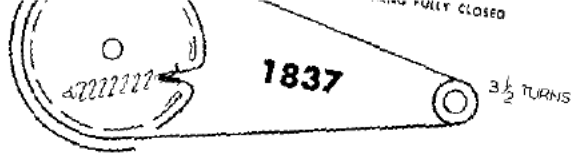
TUNING SHAFTS
FULLY COUNTER
CLOCKWISE

1828



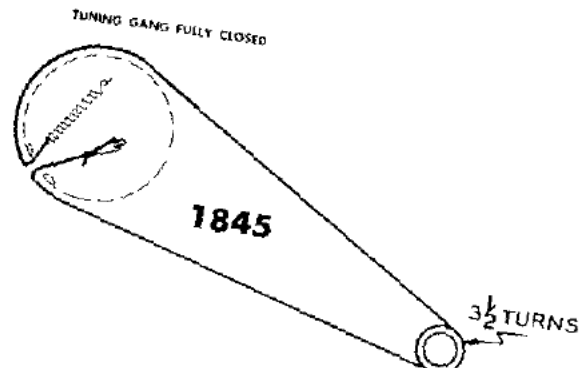
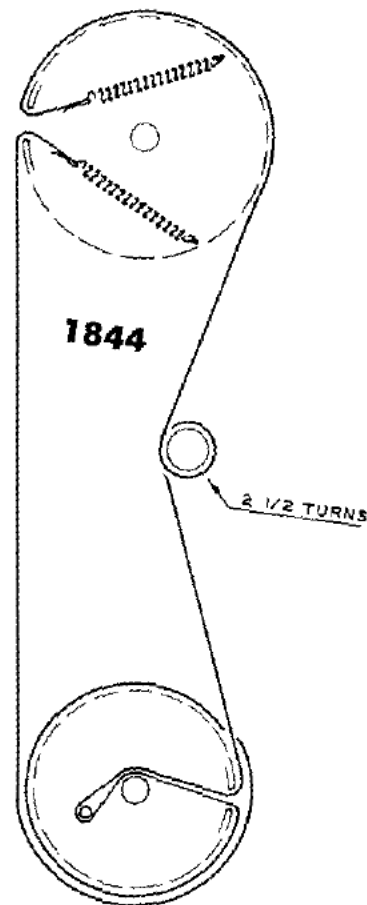
For any reason the drive cord of either the RF or oscillator cavities need replacement, the exact cord and thickness are recommended. The cord used is of a special material which is not affected by temperature or moisture. Refer to the parts list for the correct replacement. The oscillator drive assembly consists of four (4) separate drive cords each locked to the oscillator drive pulley (Fig. 1). Each RF drive assembly consists of two (2) separate drive cords which are locked to the RF cavity drive pulley (Fig. 2). If the drive cord requires replacement, the picture should be removed along with the cavity cover. Follow the diagram and replace the cord as indicated. After replacement follow the instruction for realignment.

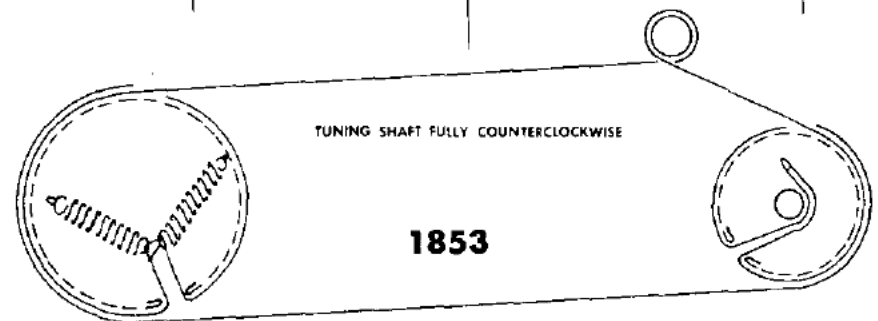
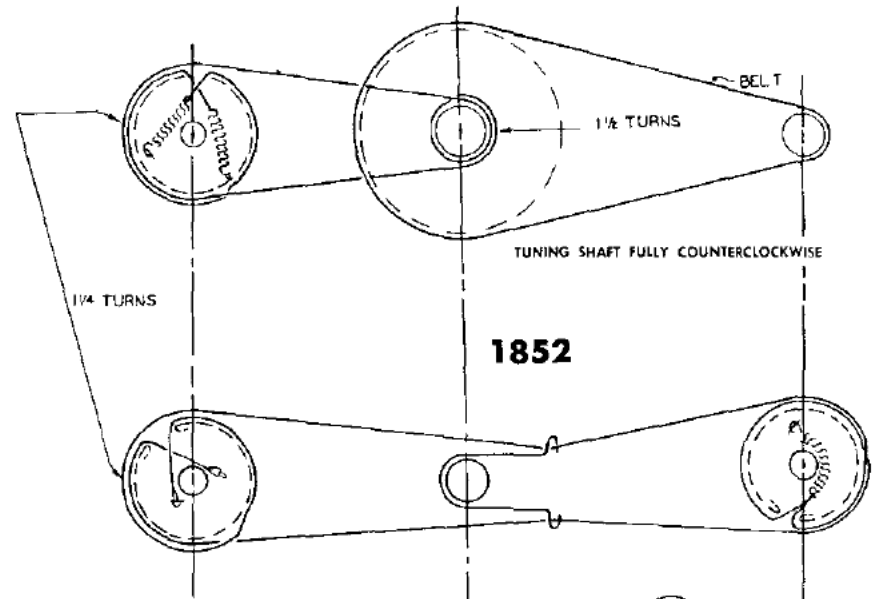
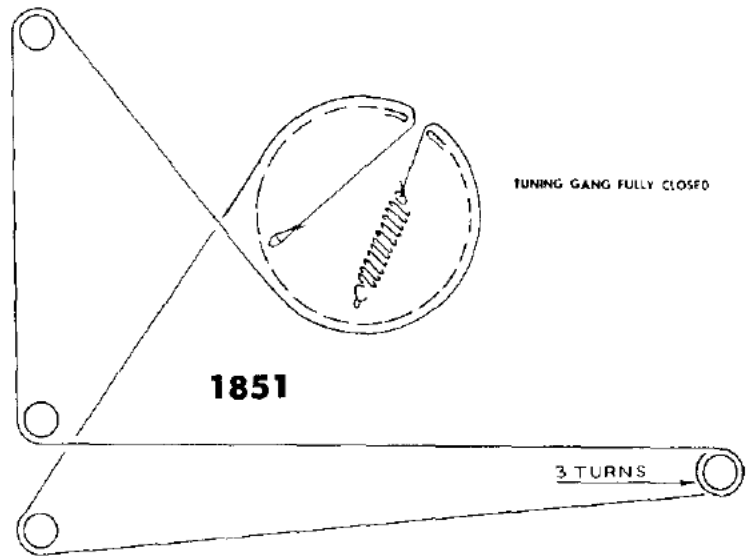
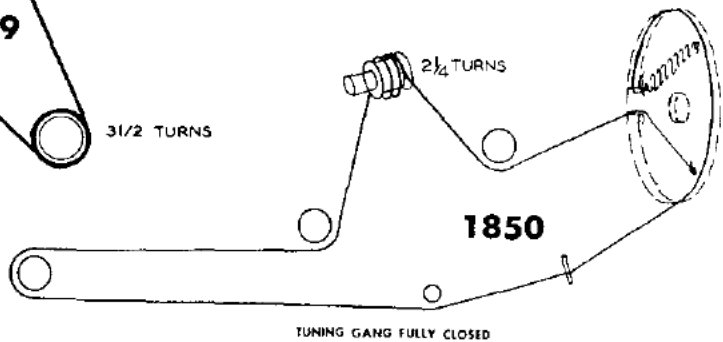
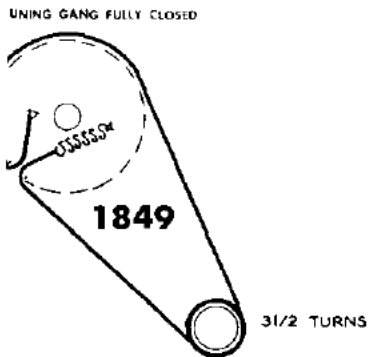
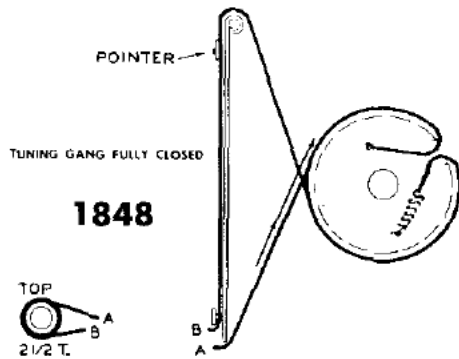
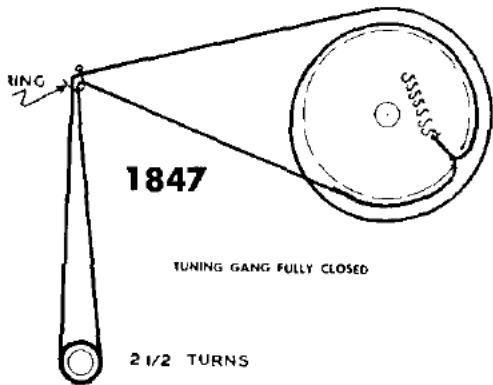
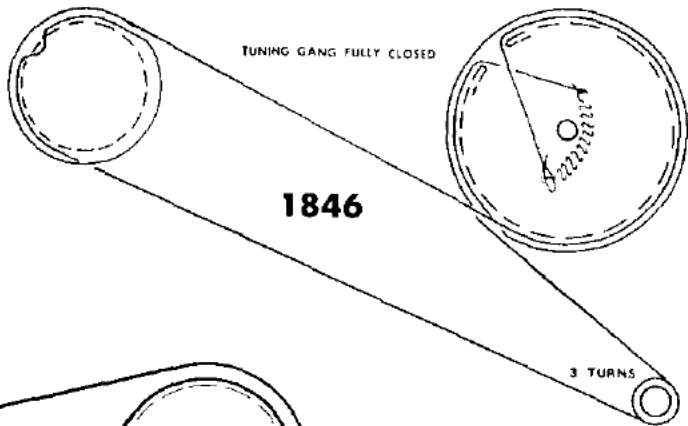




FINE TUNING IN MAX. COUNTER-CLOCKWISE POSITION.

UHF TUNING IN MAX. COUNTER-CLOCKWISE POSITION.





TUNER SET WITH PULLEY CUTOUTS FACING EACH OTHER

3 1/2 TURNS
TUNING SHAFT-REAR

1854

CONVERTER TUNER

REAR
2 1/2 TURNS
2 3/4 TURNS
FRONT

START

4° ± 2°
VERTICAL

REAR - 2 1/2
TURNS ON
SMALL PULLEY.

1 TURN

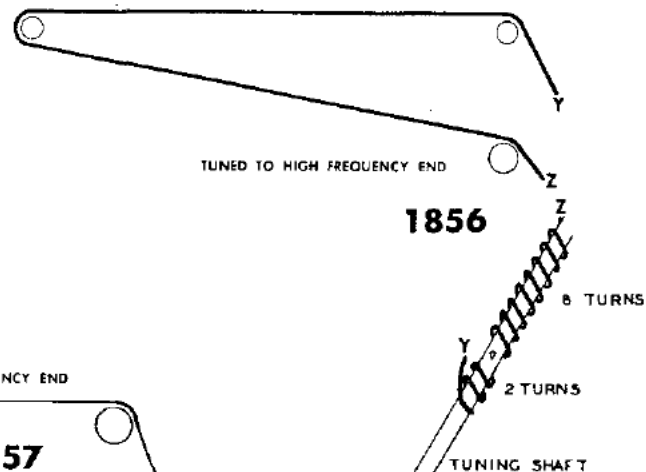
1855

VERTICAL APPROX. 45°

THIS ANGLE MUST BE HELD TO PERMIT COVERAGE OF ENTIRE TUNING RANGE

FROM BOTTOM PULLEY IN FULL COUNTER-CLOCKWISE POSITION & OTHER PULLEYS POSITION SHOWN. WIND DIAL CORD AS INDICATED. ALL SPRINGS MUST BE UNDER TENSION.

REAR FRONT



1856

TUNED TO HIGH FREQUENCY END

1857

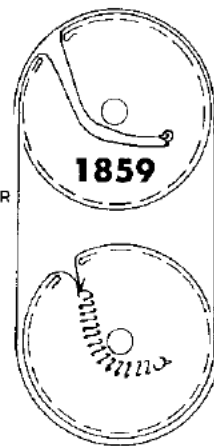
8 TURNS
2 TURNS

1858

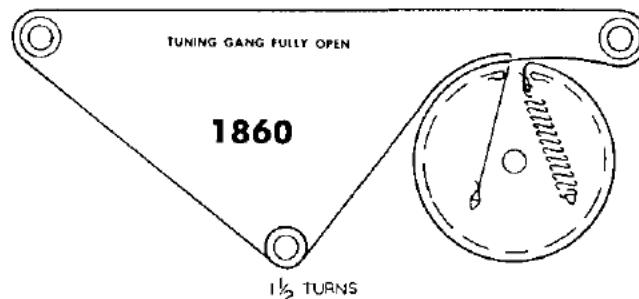
TUNING GANG FULLY OPEN

DIAL CORD STRINGING FOR ALL CONTROLS.

DIALS FULLY CLOCKWISE

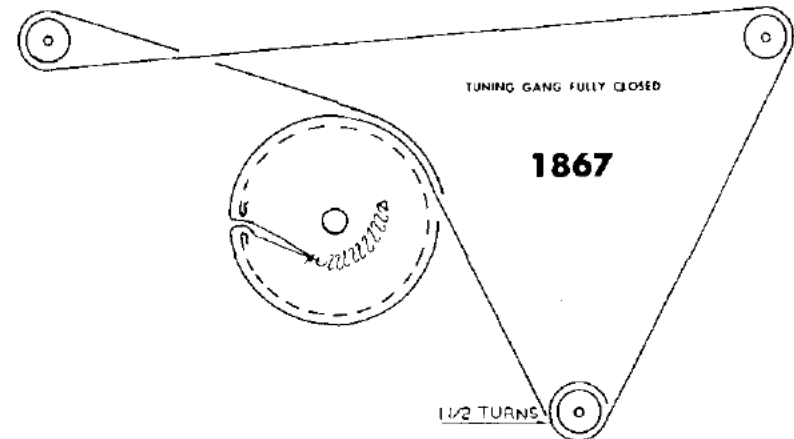
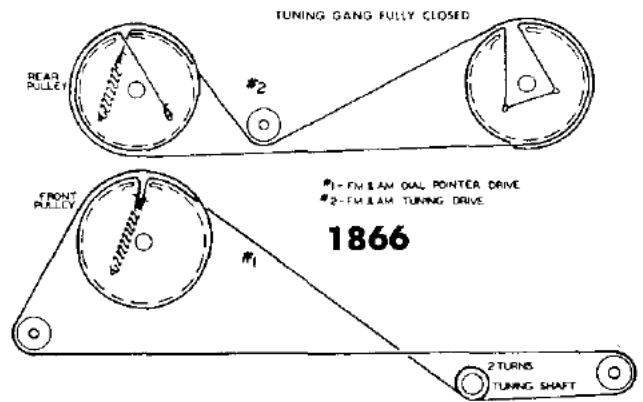
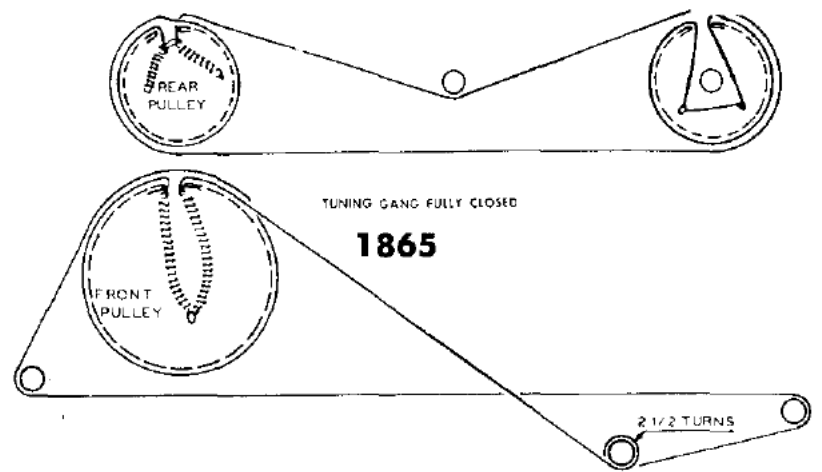
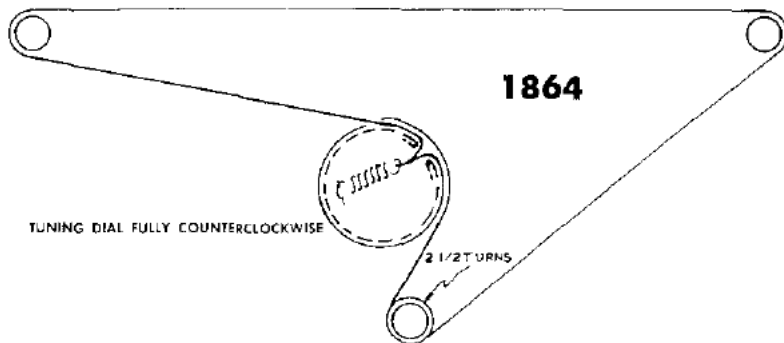
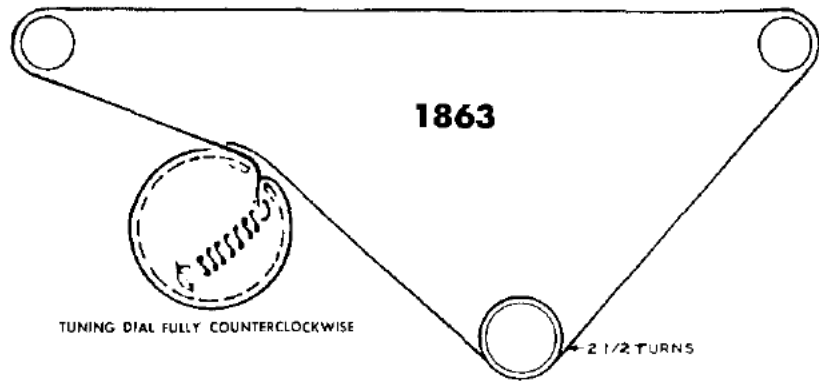
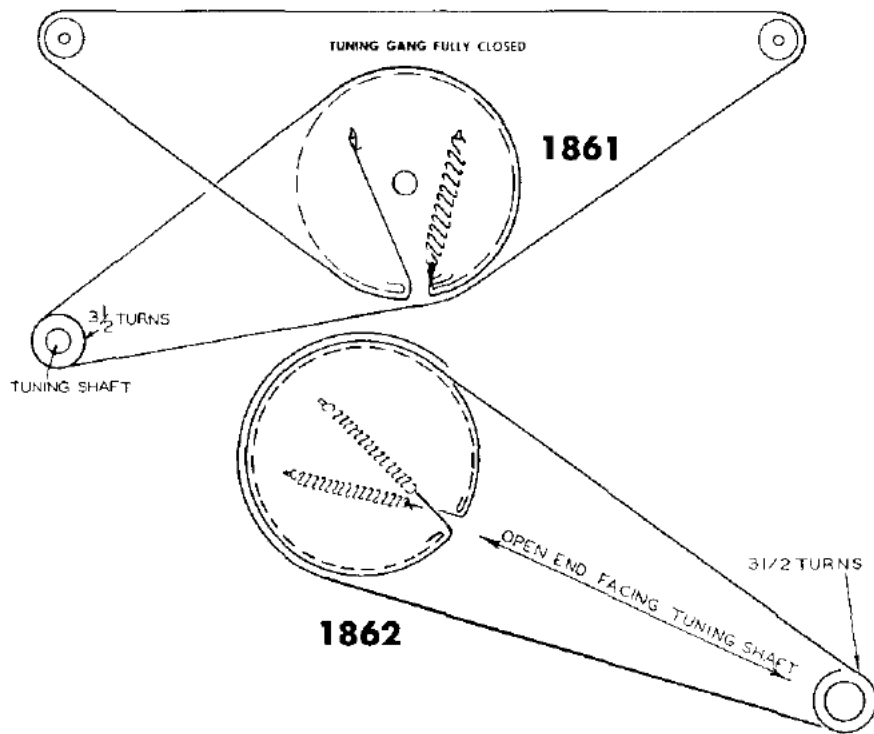


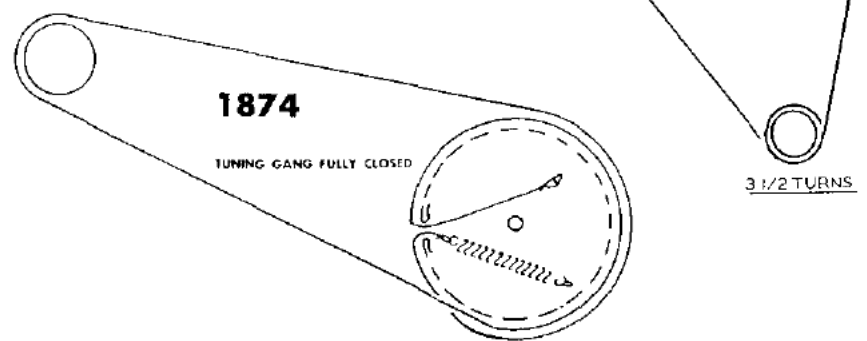
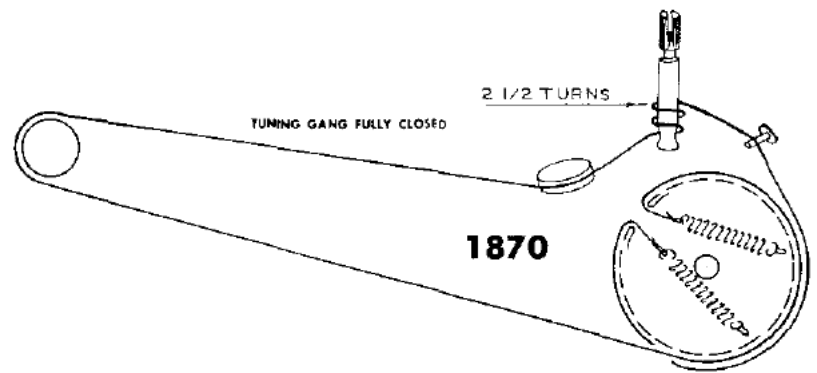
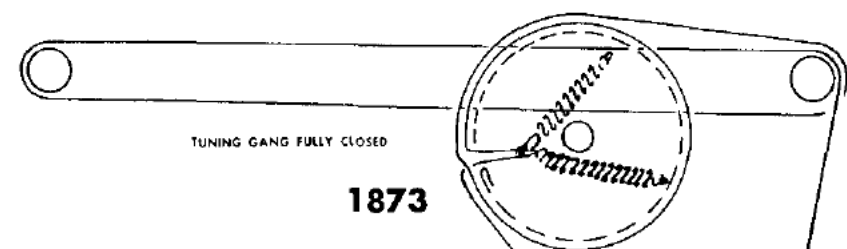
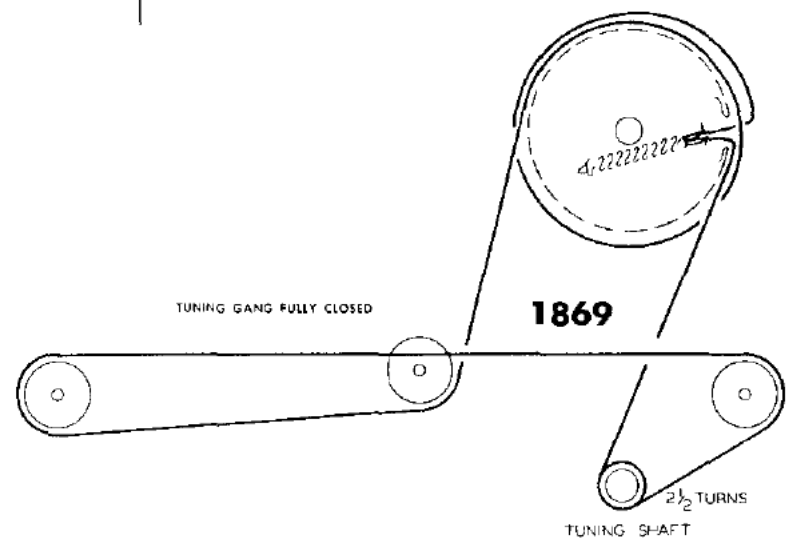
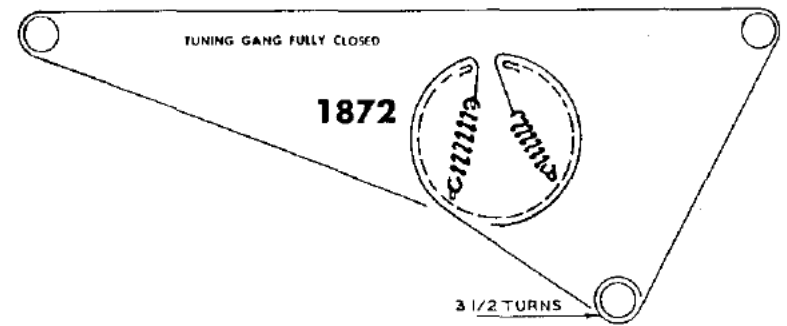
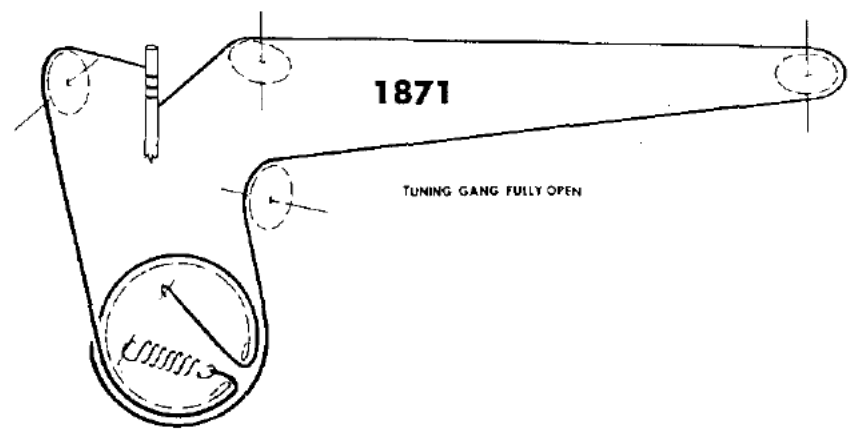
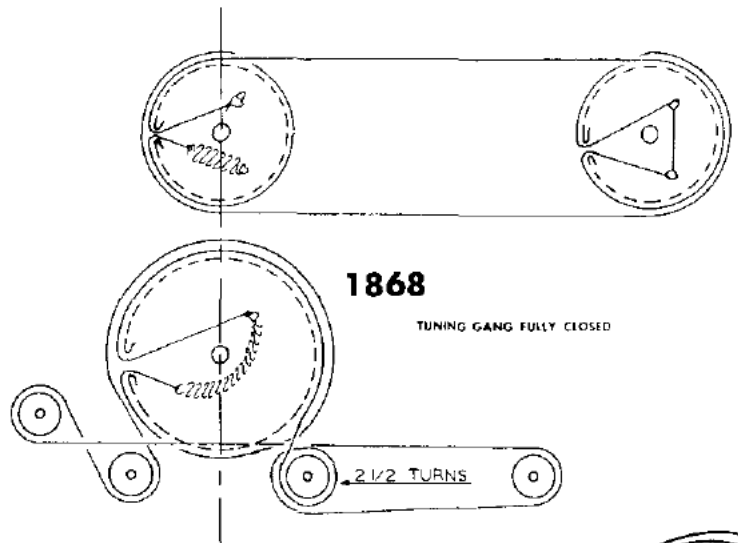
1859



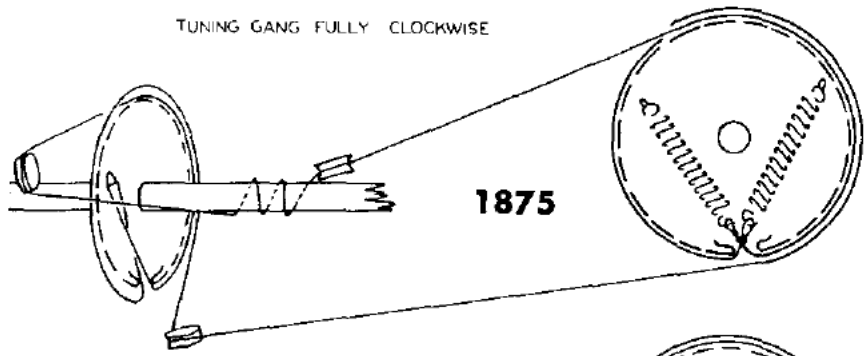
1860

1 1/2 TURNS

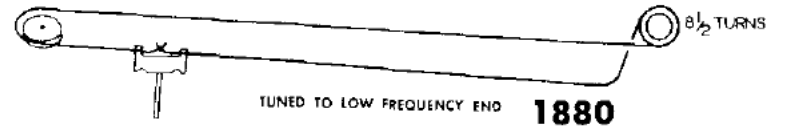




TUNING GANG FULLY CLOCKWISE

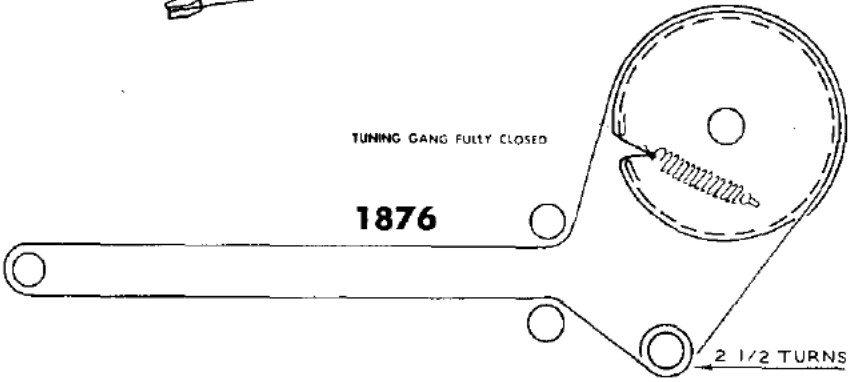


1875



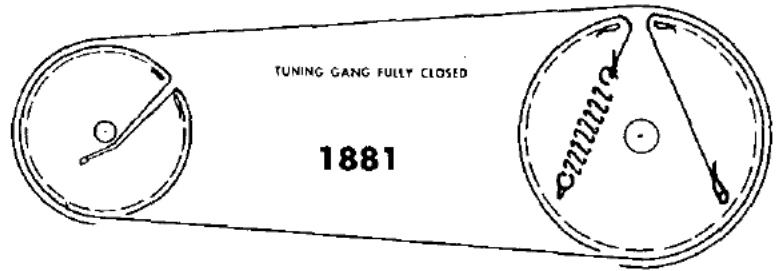
TUNED TO LOW FREQUENCY END 1880

TUNING GANG FULLY CLOSED



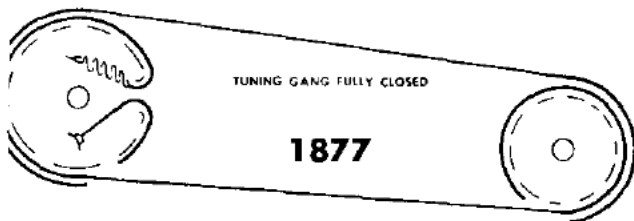
1876

2 1/2 TURNS



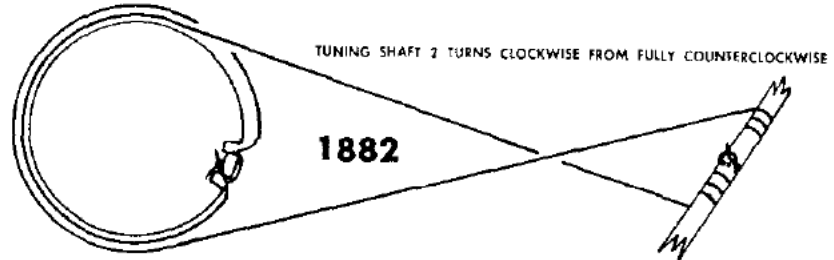
TUNING GANG FULLY CLOSED

1881



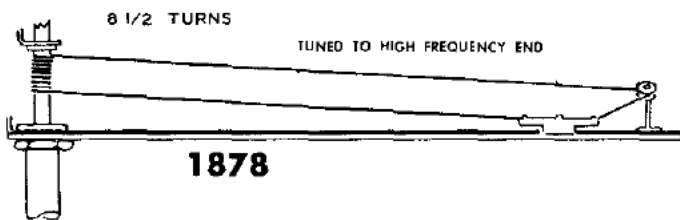
TUNING GANG FULLY CLOSED

1877



TUNING SHAFT 2 TURNS CLOCKWISE FROM FULLY COUNTERCLOCKWISE

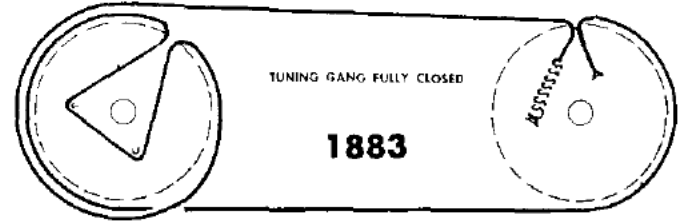
1882



8 1/2 TURNS

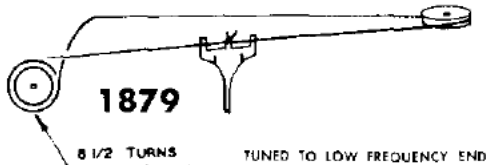
TUNED TO HIGH FREQUENCY END

1878



TUNING GANG FULLY CLOSED

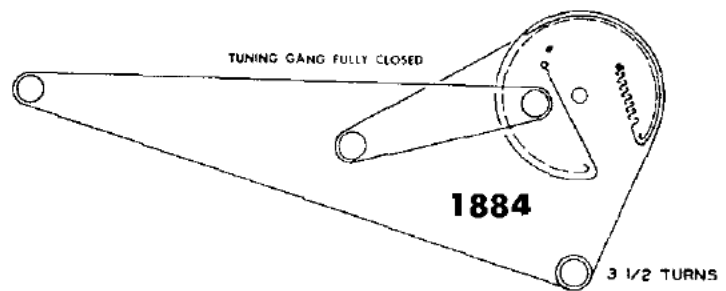
1883



1879

8 1/2 TURNS

TUNED TO LOW FREQUENCY END



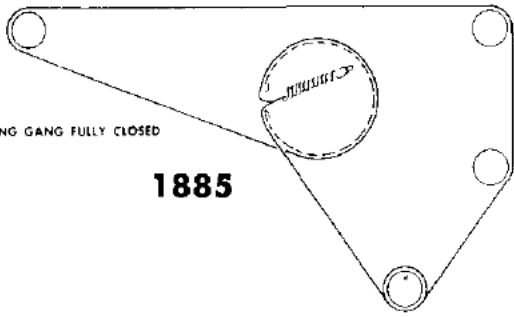
TUNING GANG FULLY CLOSED

1884

3 1/2 TURNS

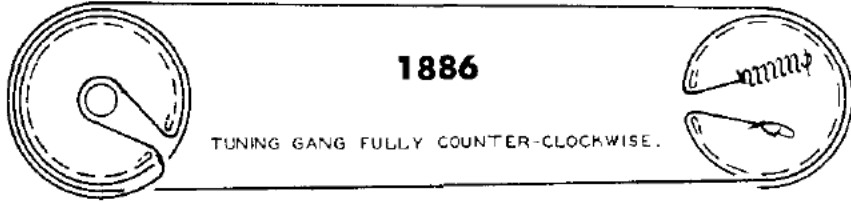
TUNING GANG FULLY CLOSED

1885



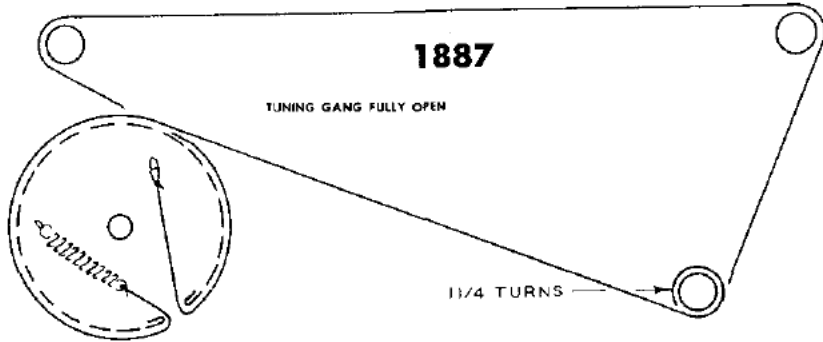
1886

TUNING GANG FULLY COUNTER-CLOCKWISE.



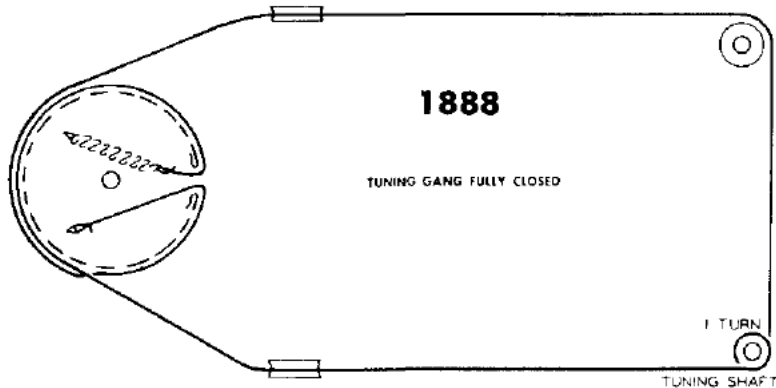
1887

TUNING GANG FULLY OPEN



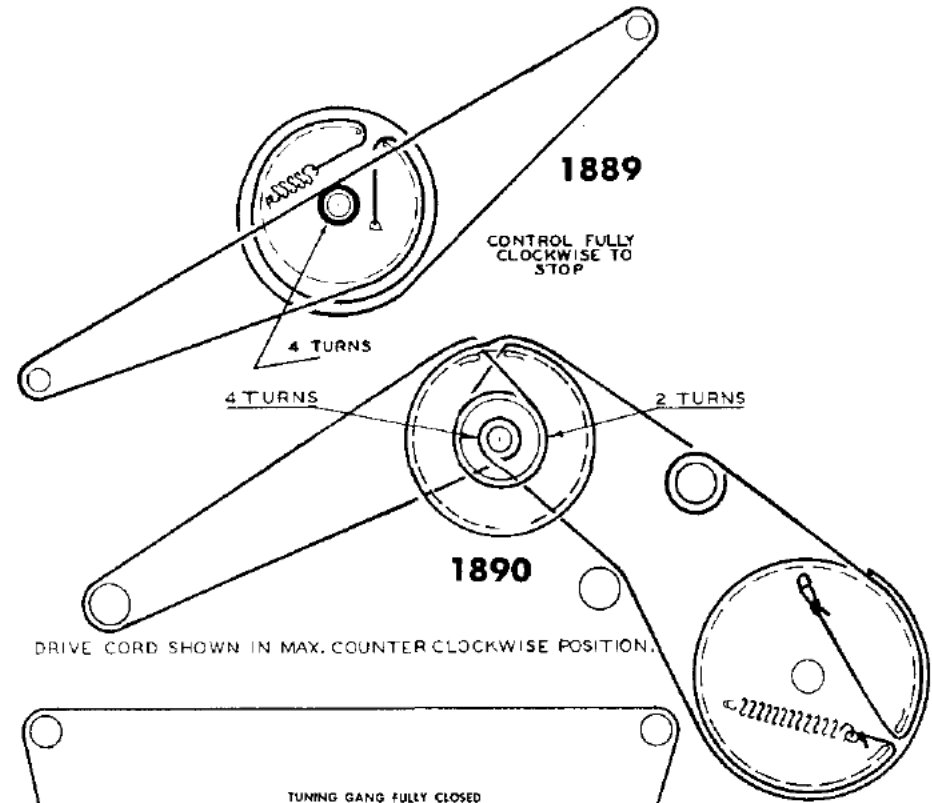
1888

TUNING GANG FULLY CLOSED



1889

CONTROL FULLY COUNTER-CLOCKWISE TO STOP

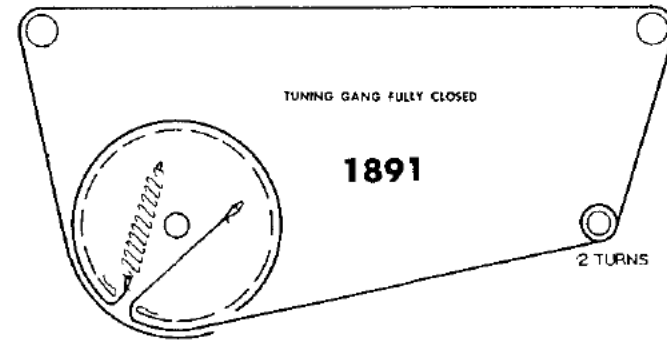


1890

TUNING GANG FULLY CLOSED

1891

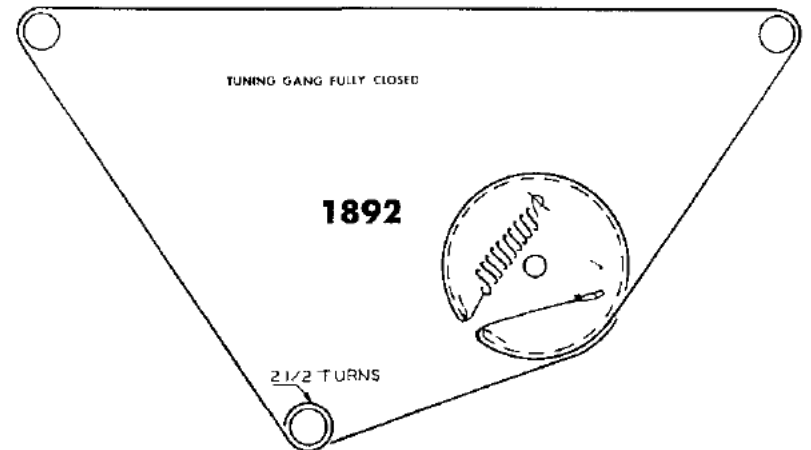
2 TURNS

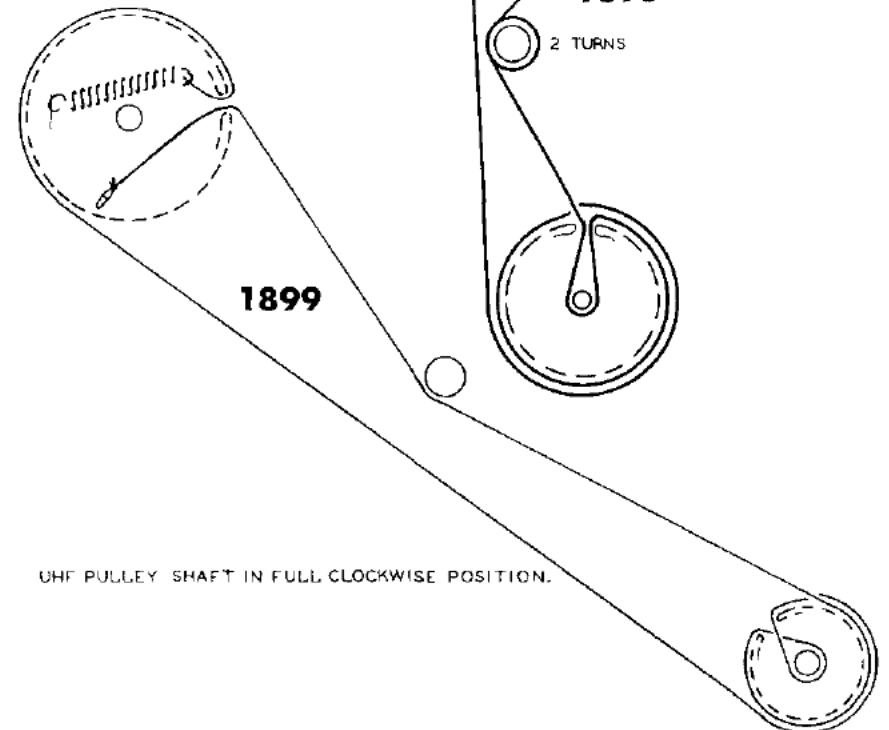
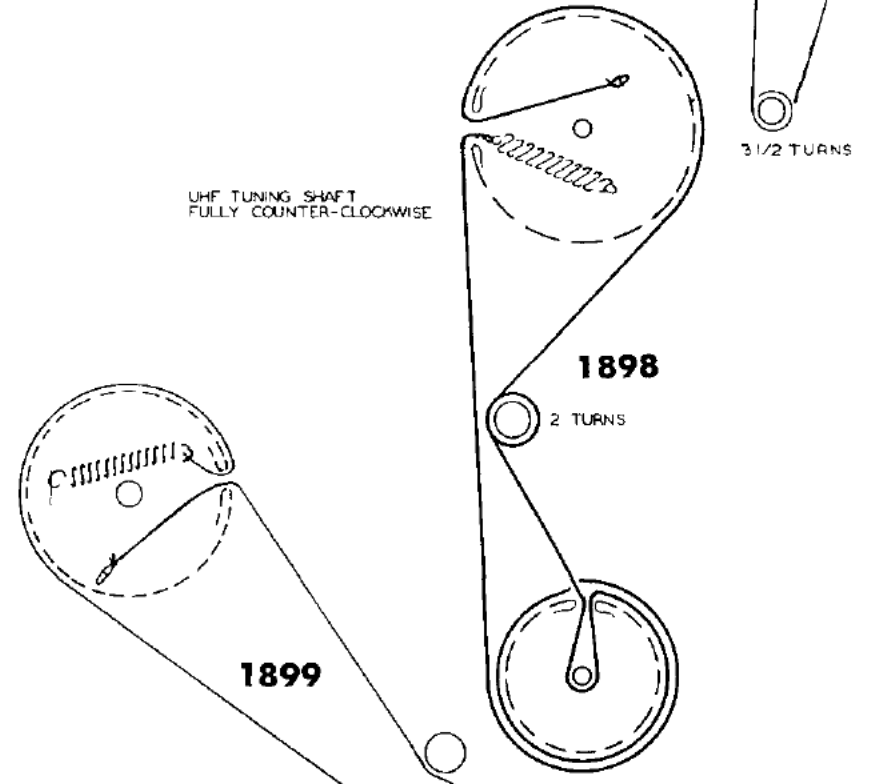
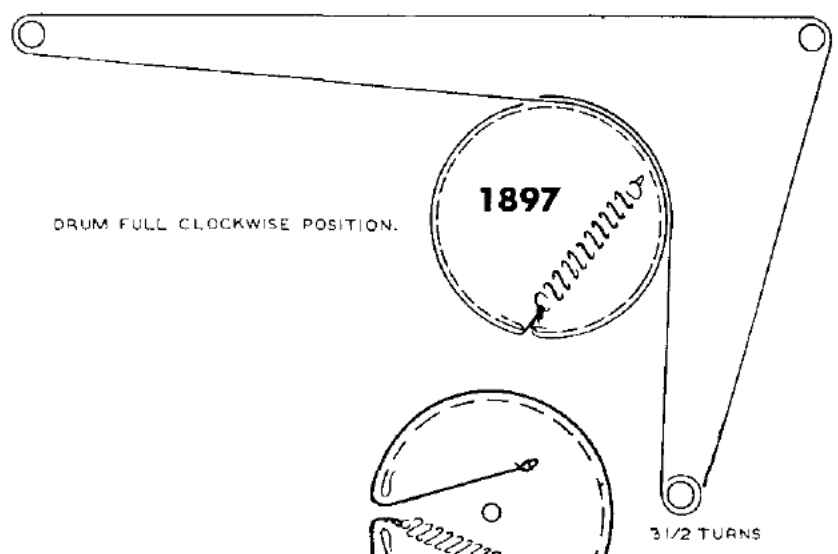
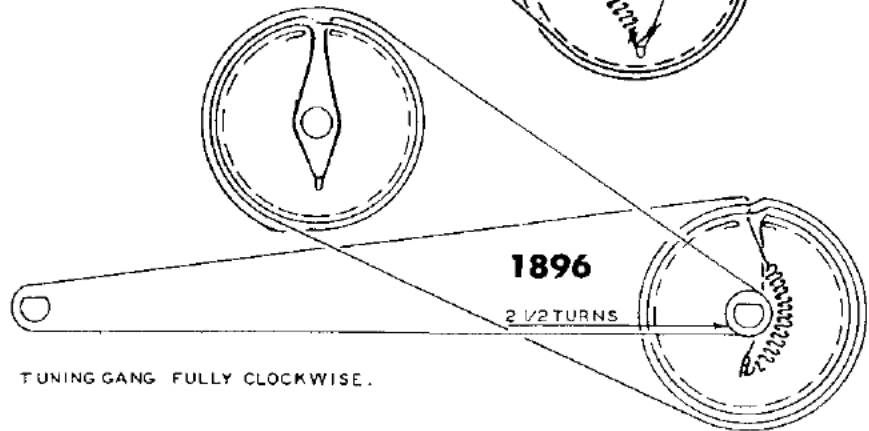
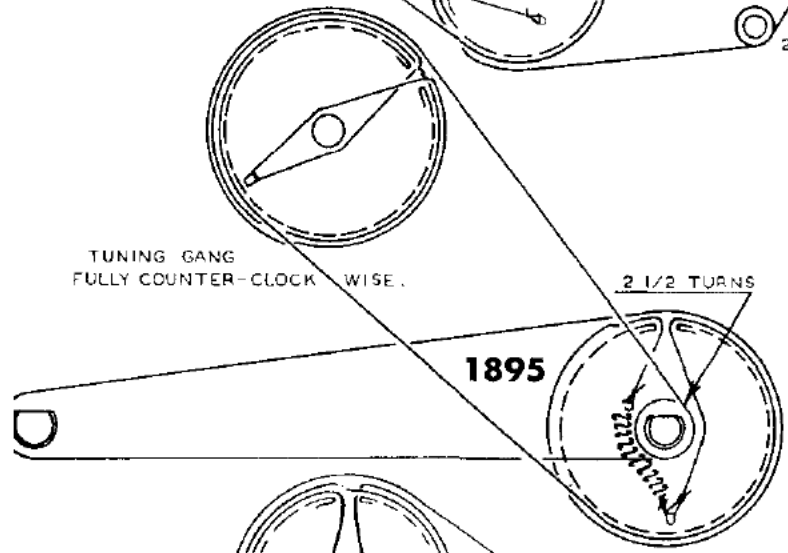
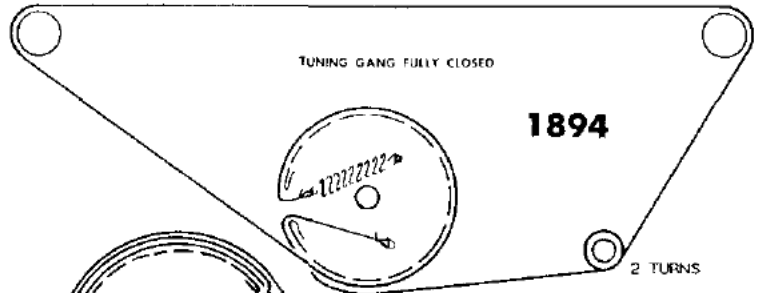
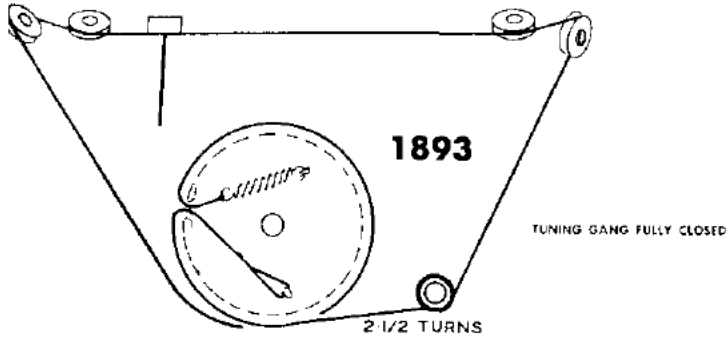


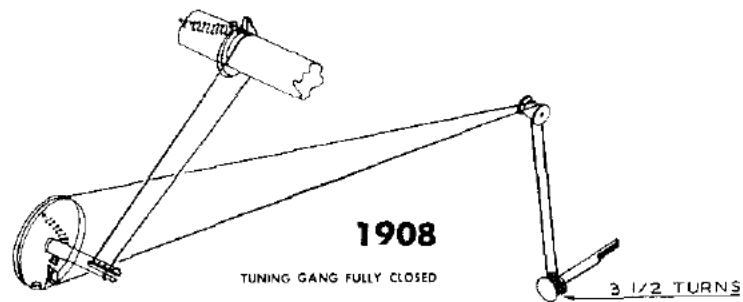
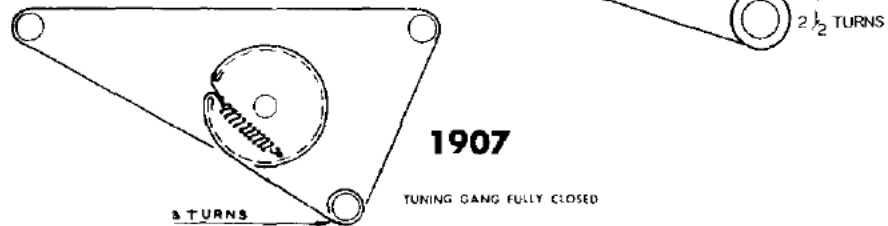
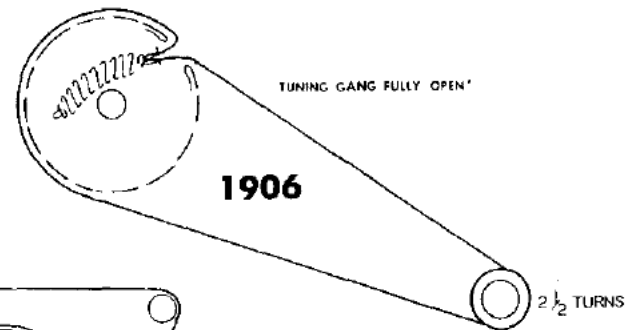
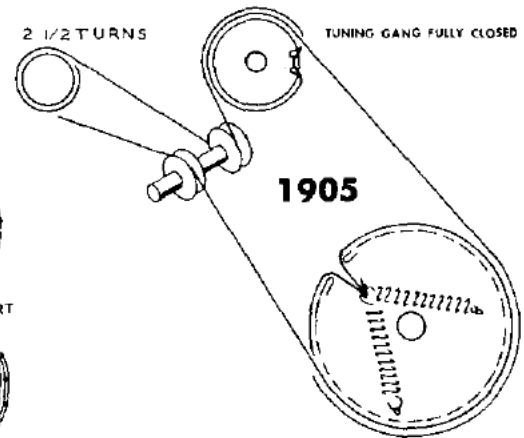
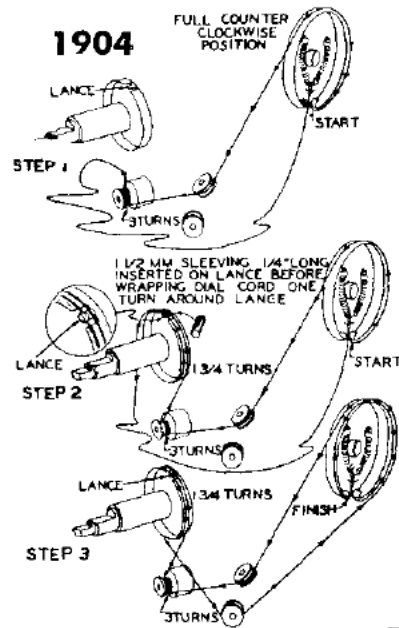
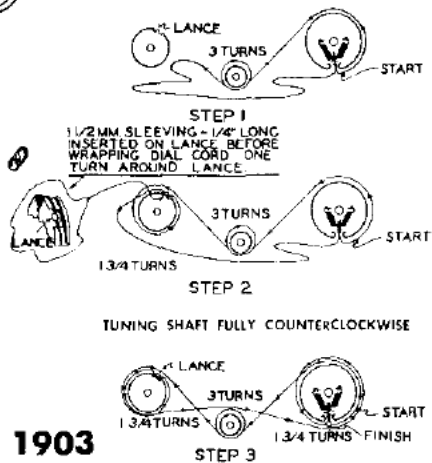
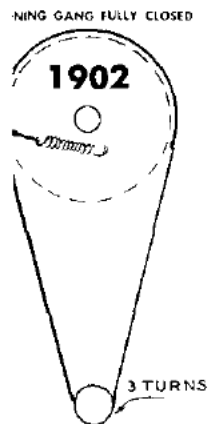
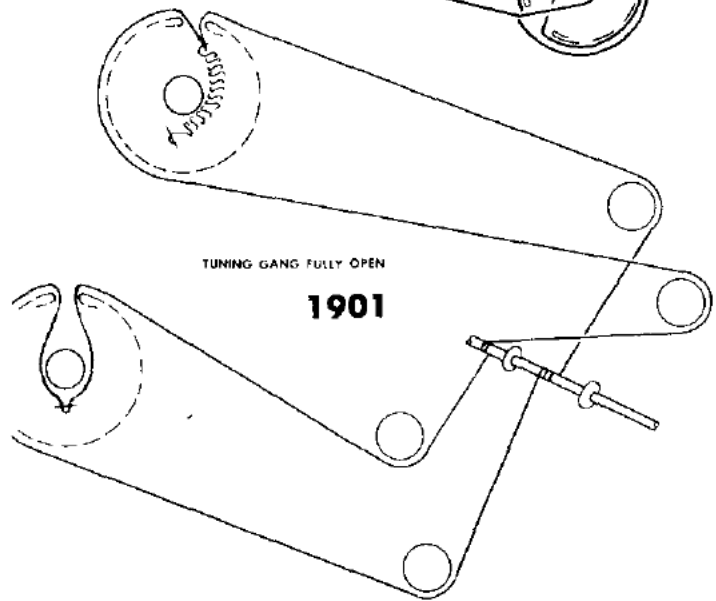
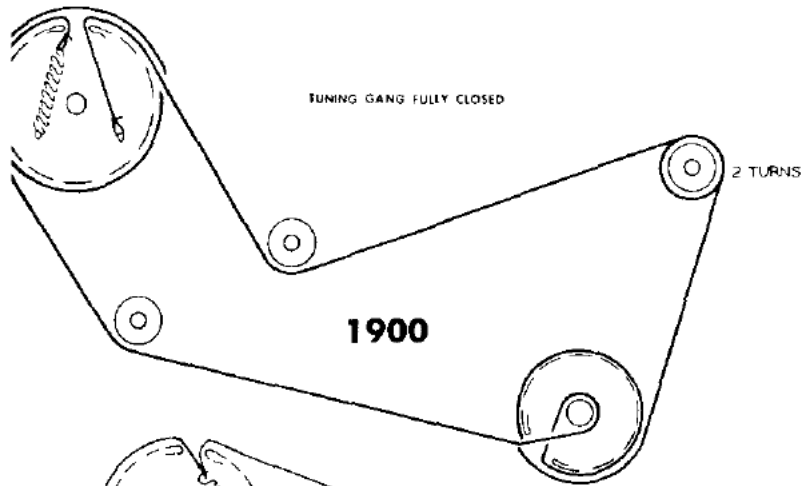
TUNING GANG FULLY CLOSED

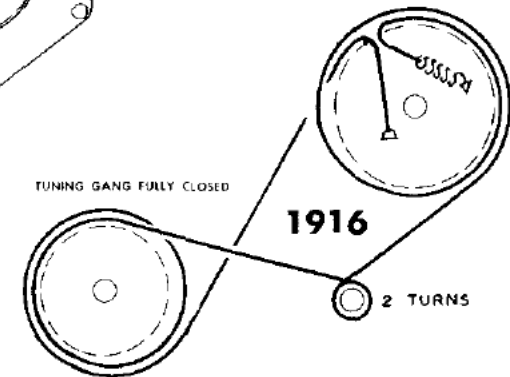
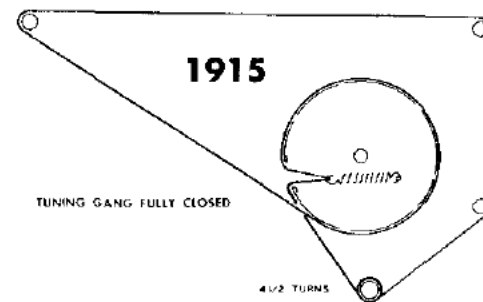
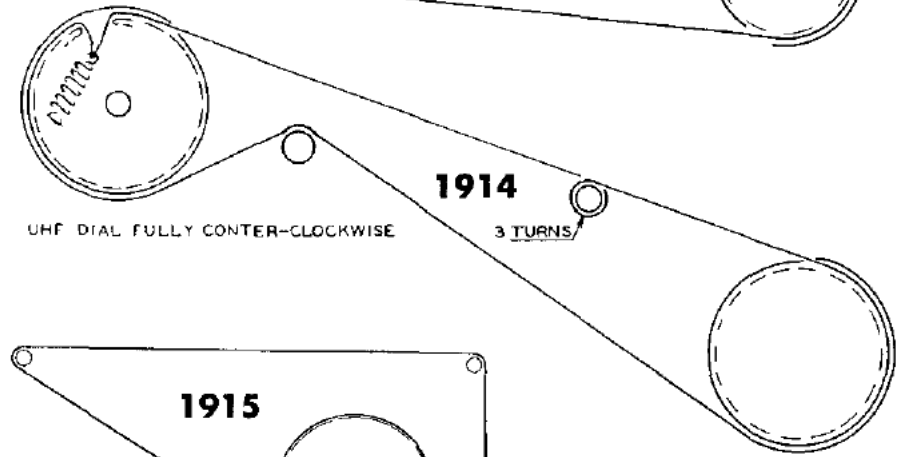
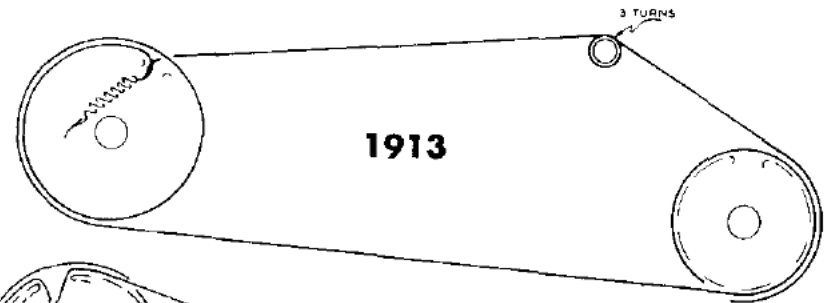
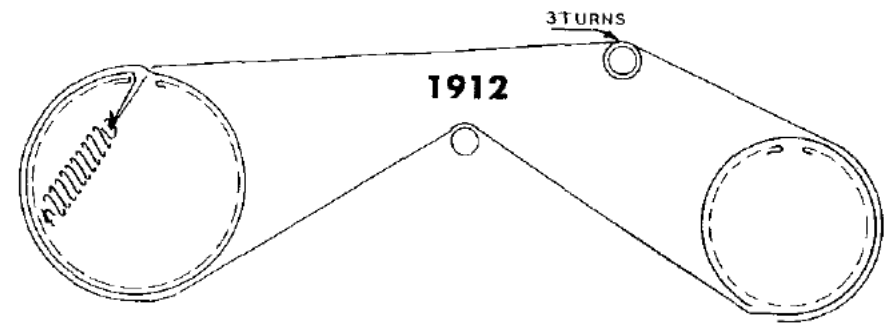
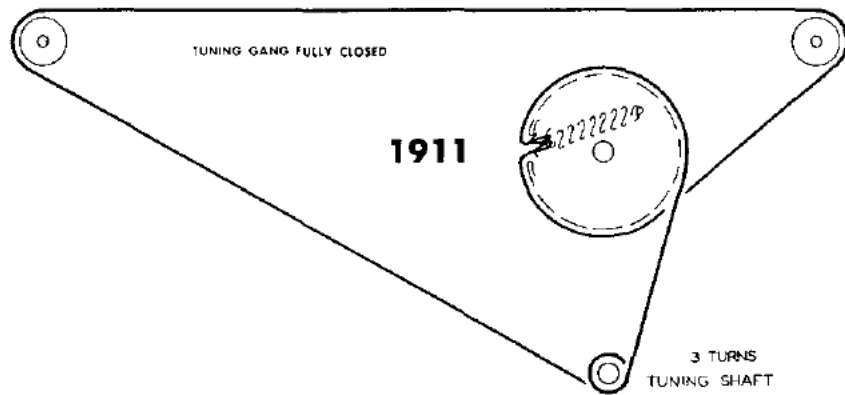
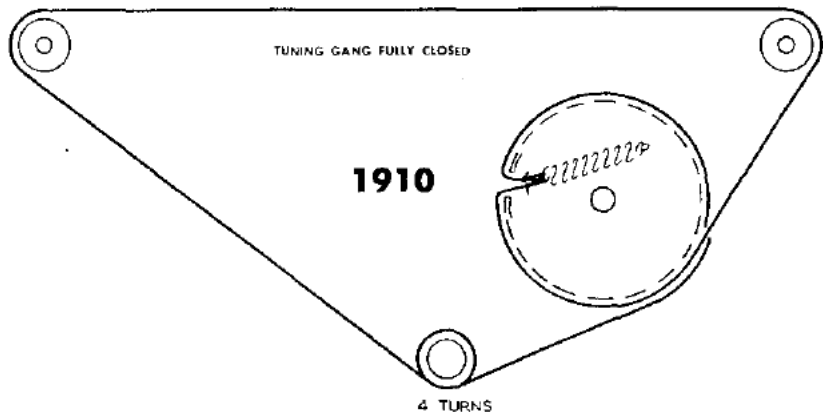
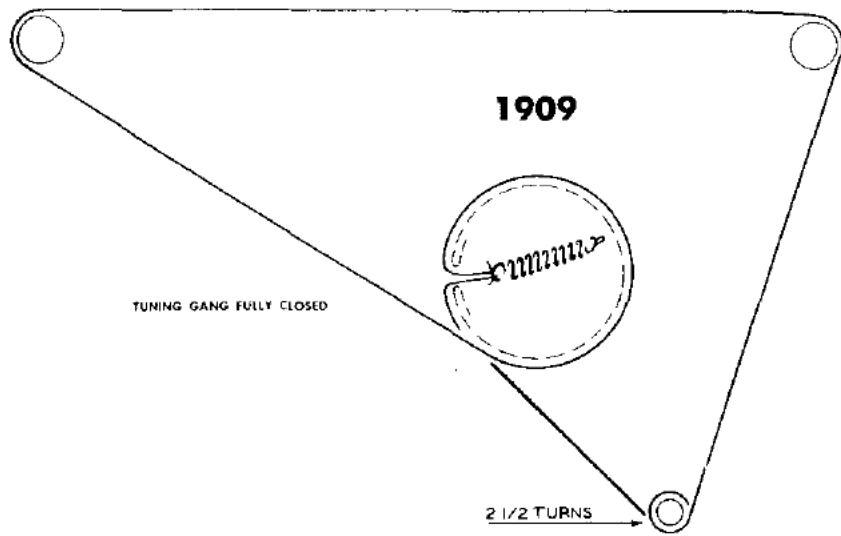
1892

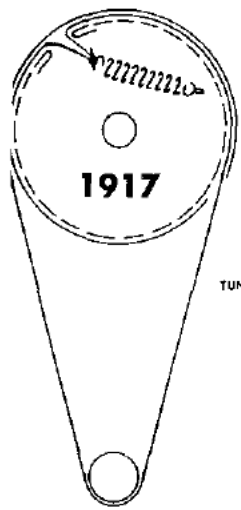
2 1/2 TURNS





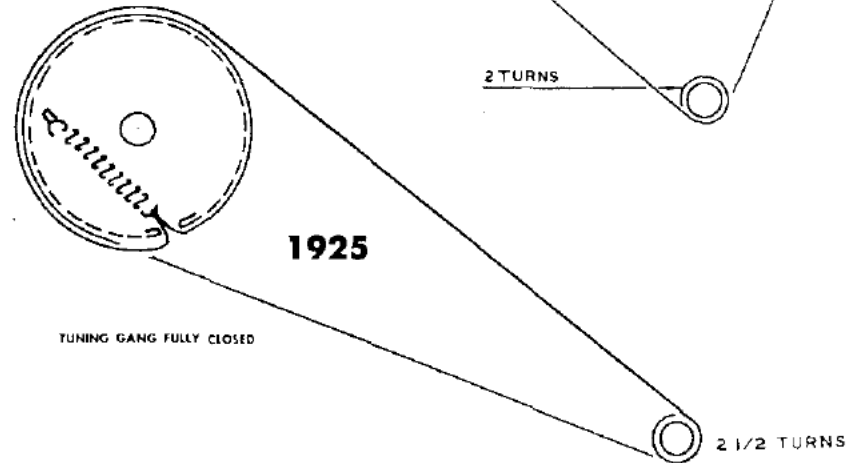
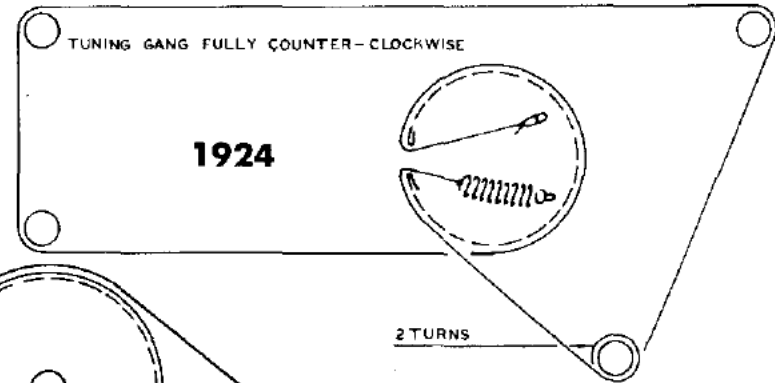
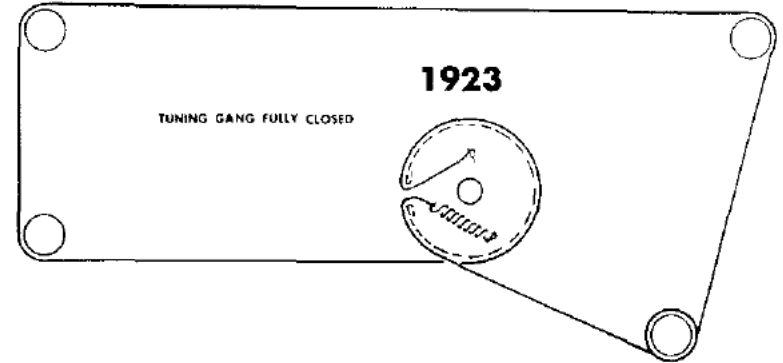
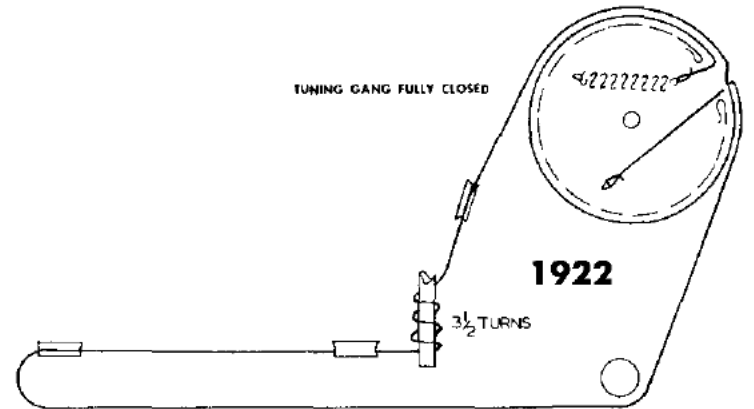
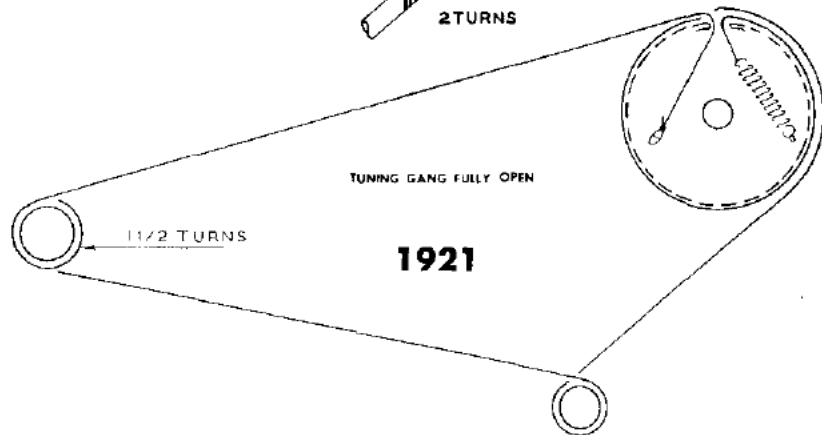
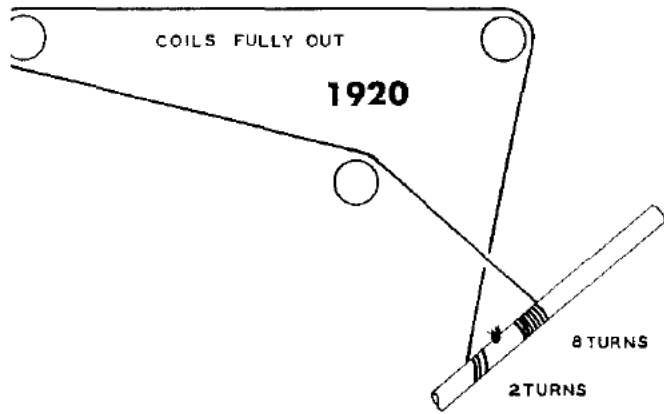
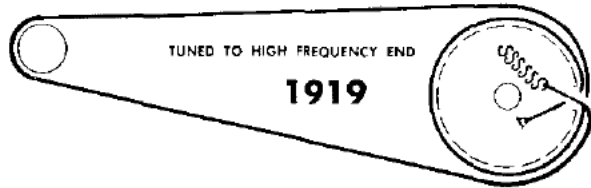
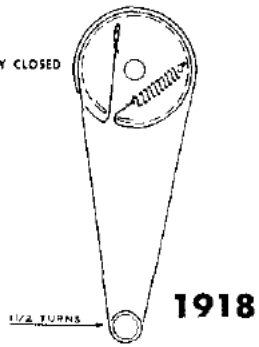






TUNING GANG FULLY OPEN

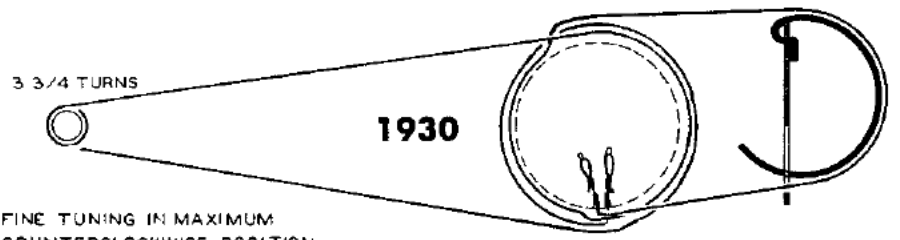
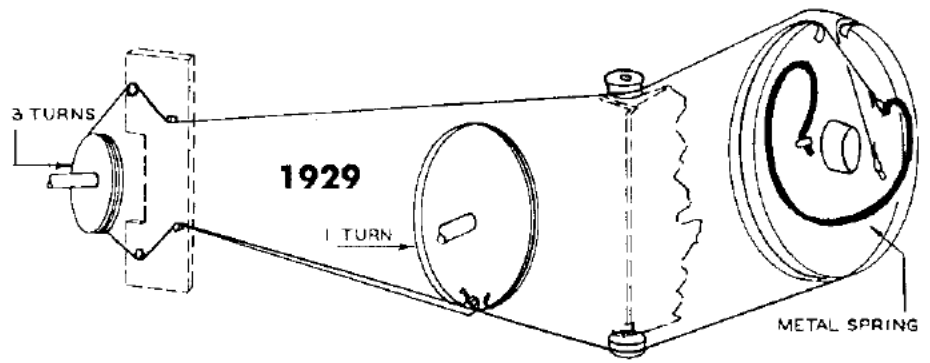
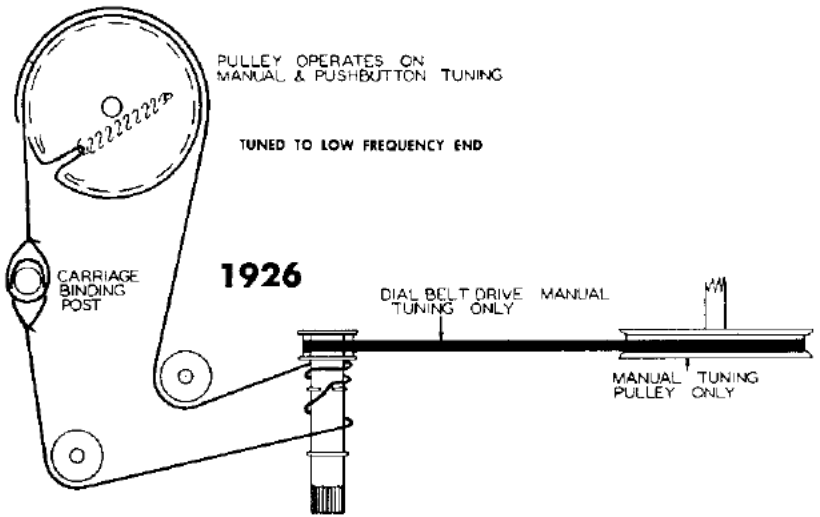
TUNING GANG FULLY CLOSED



PULLEY OPERATES ON
MANUAL & PUSHBUTTON TUNING

TUNED TO LOW FREQUENCY END

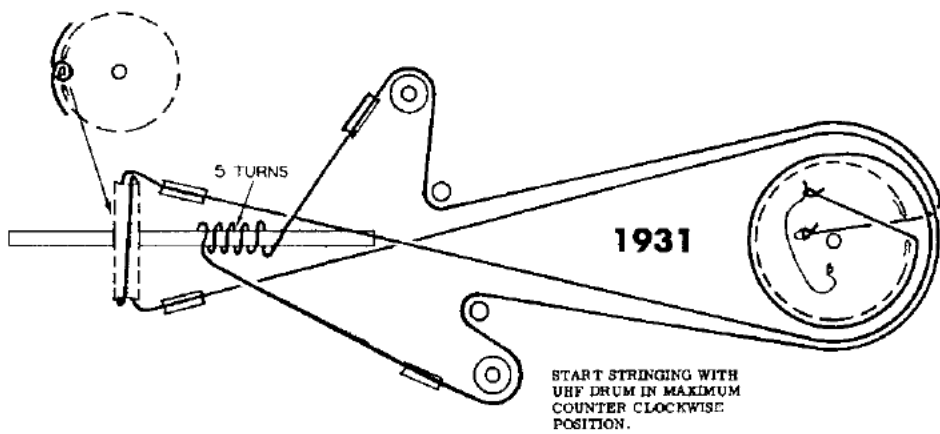
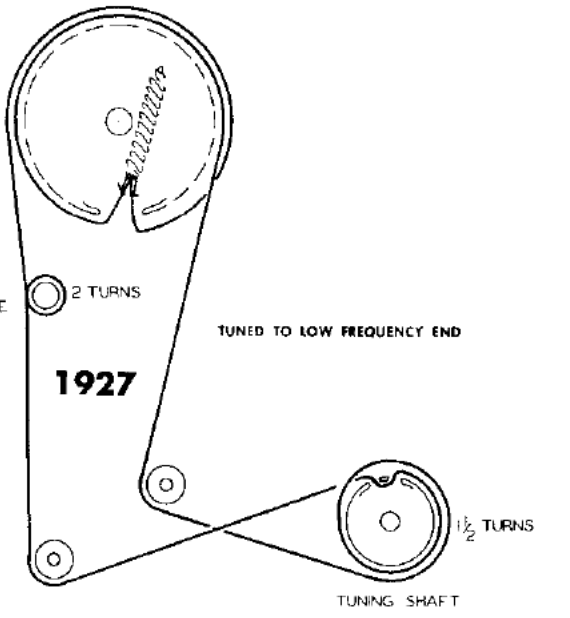
1926



EARLY PRODUCTION

CARRIAGE POST

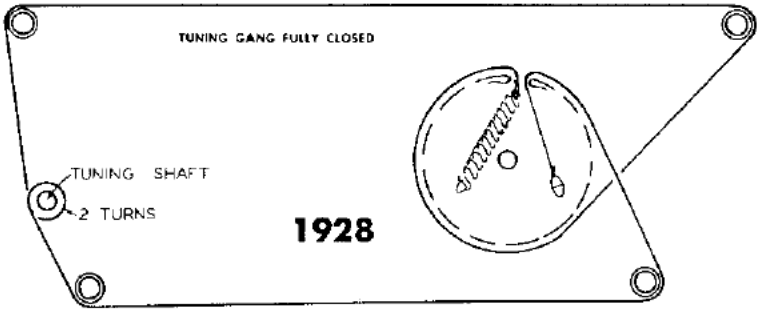
1927



TUNING GANG FULLY CLOSED

TUNING SHAFT
2 TURNS

1928

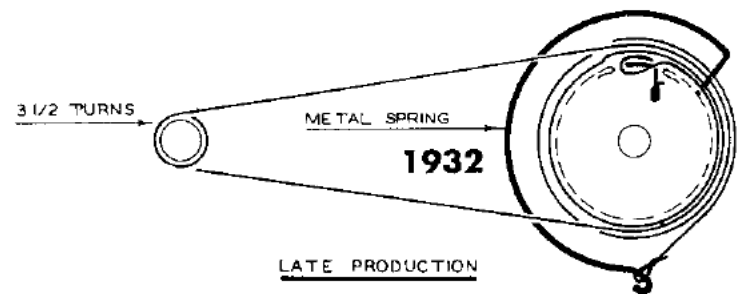


3 1/2 TURNS

METAL SPRING

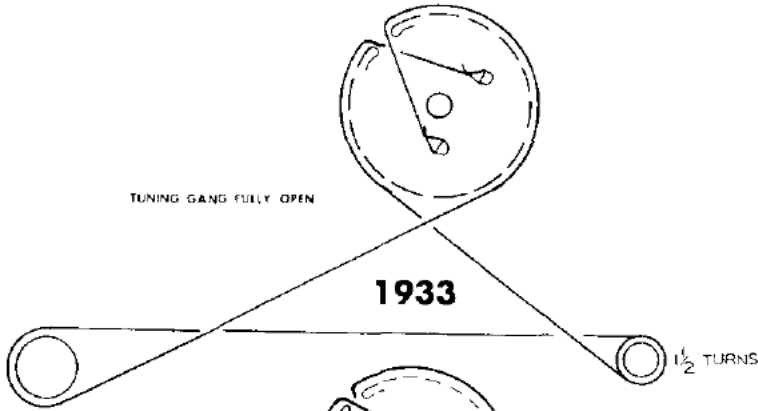
1932

LATE PRODUCTION



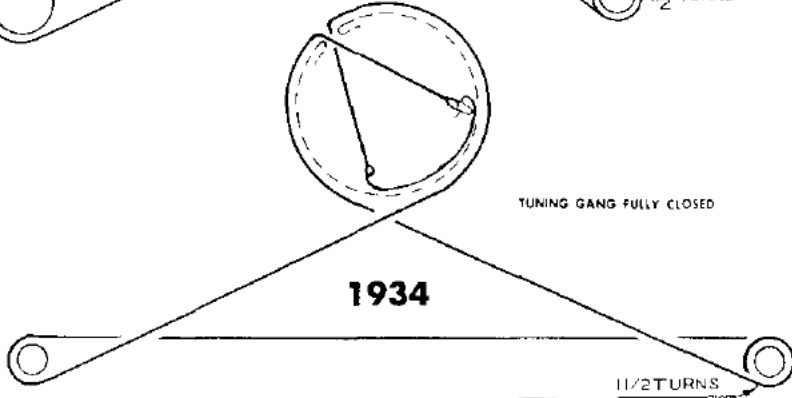
TUNING GANG FULLY OPEN

1933

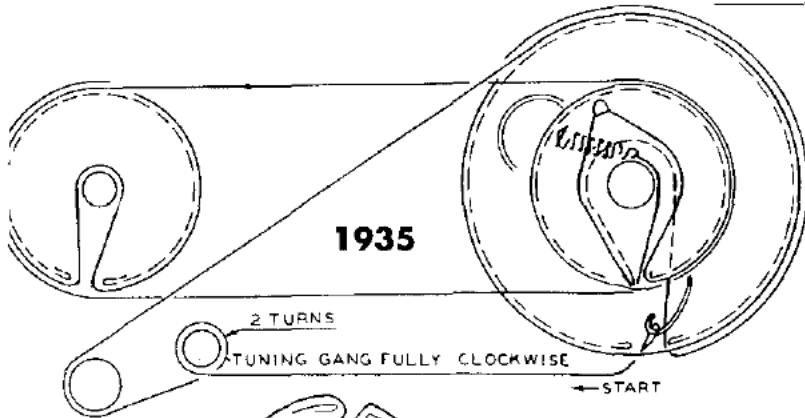


TUNING GANG FULLY CLOSED

1934

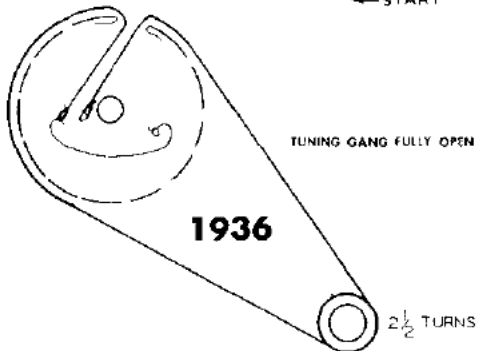


1935



TUNING GANG FULLY OPEN

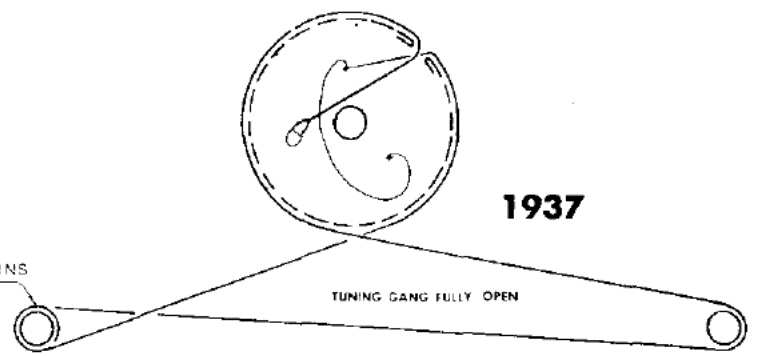
1936



1937

3 TURNS

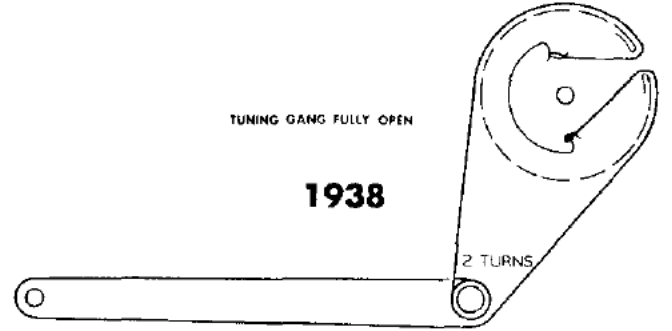
TUNING GANG FULLY OPEN



TUNING GANG FULLY OPEN

1938

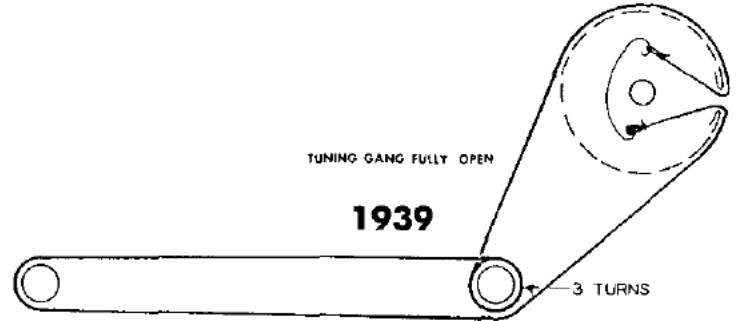
2 TURNS



TUNING GANG FULLY OPEN

1939

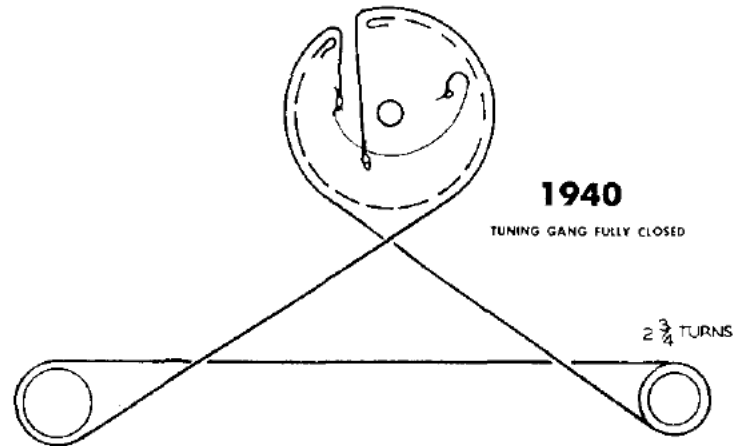
3 TURNS

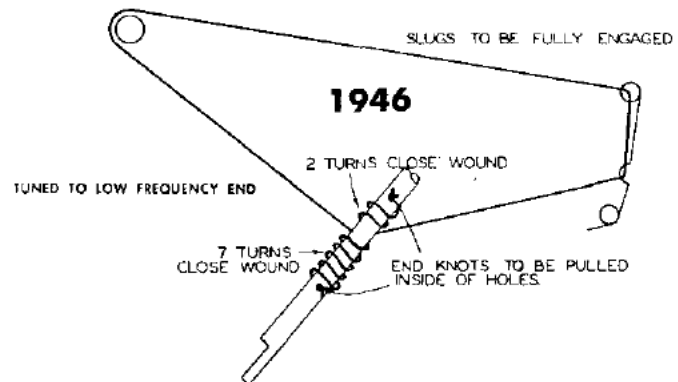
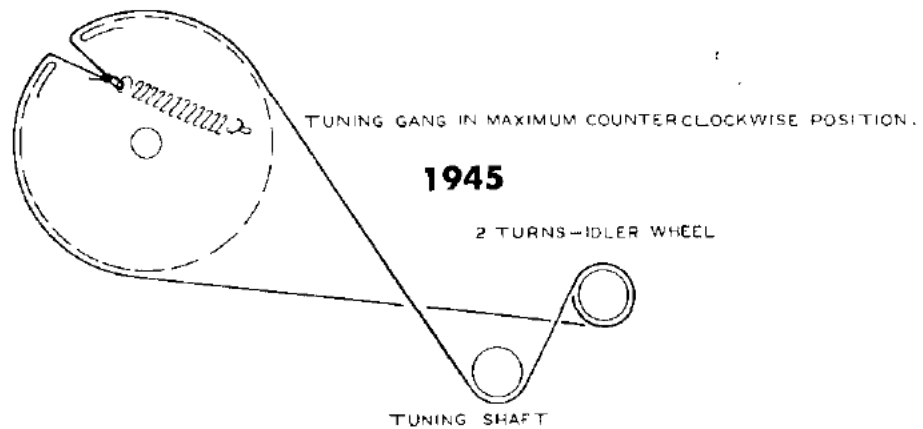
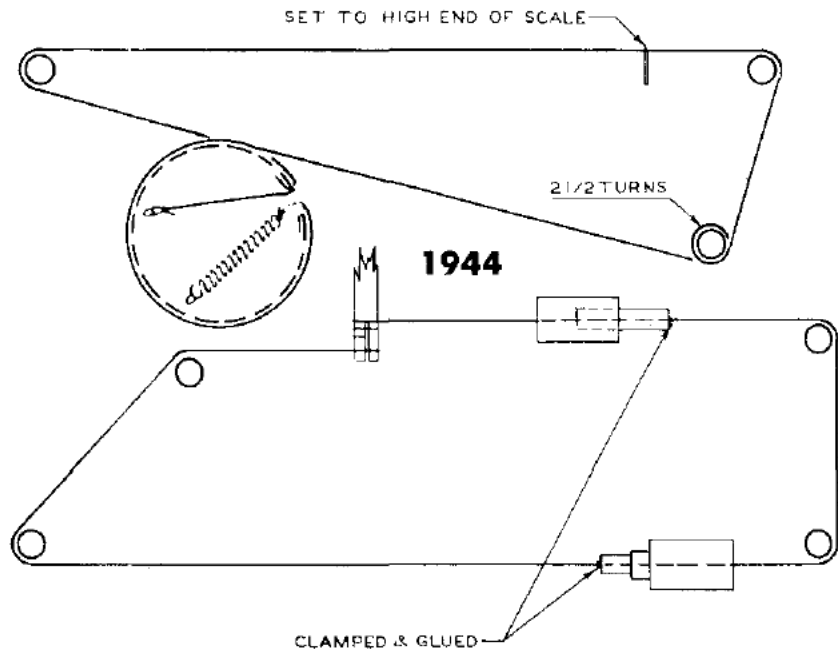
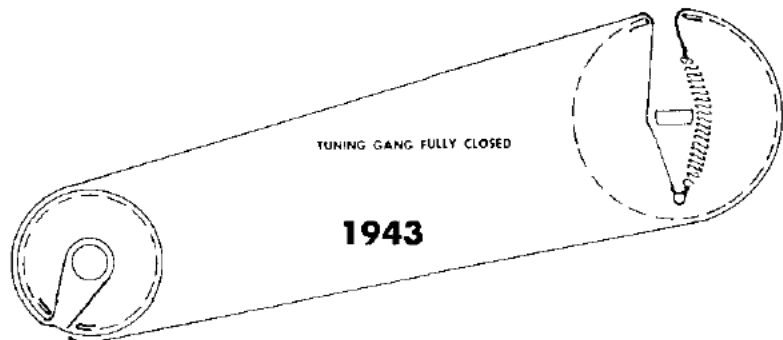
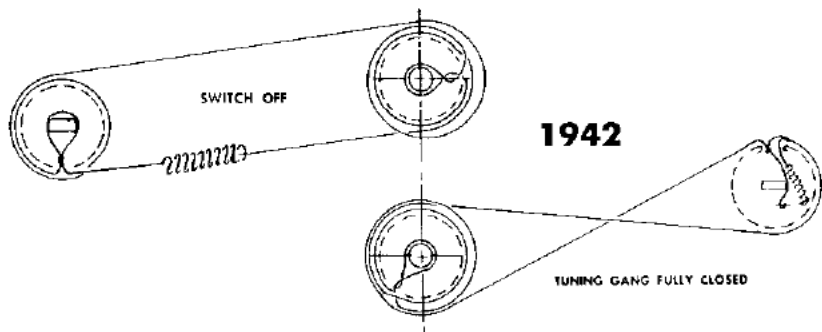
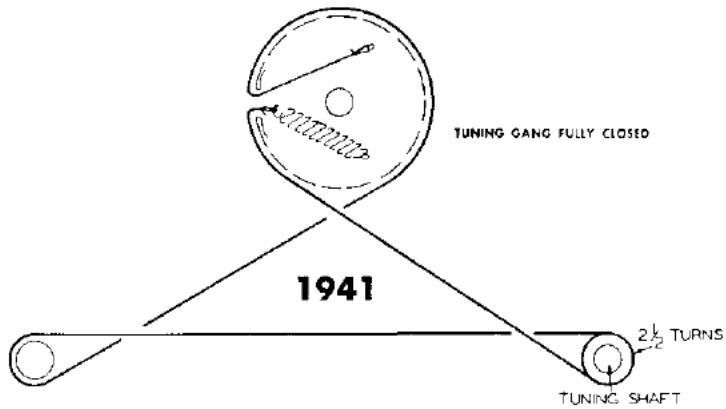


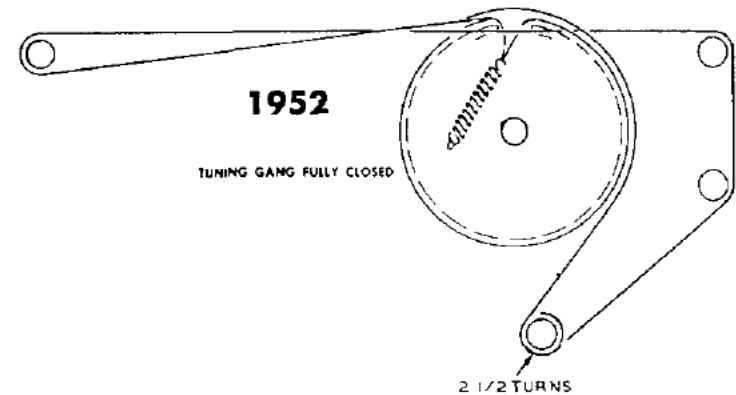
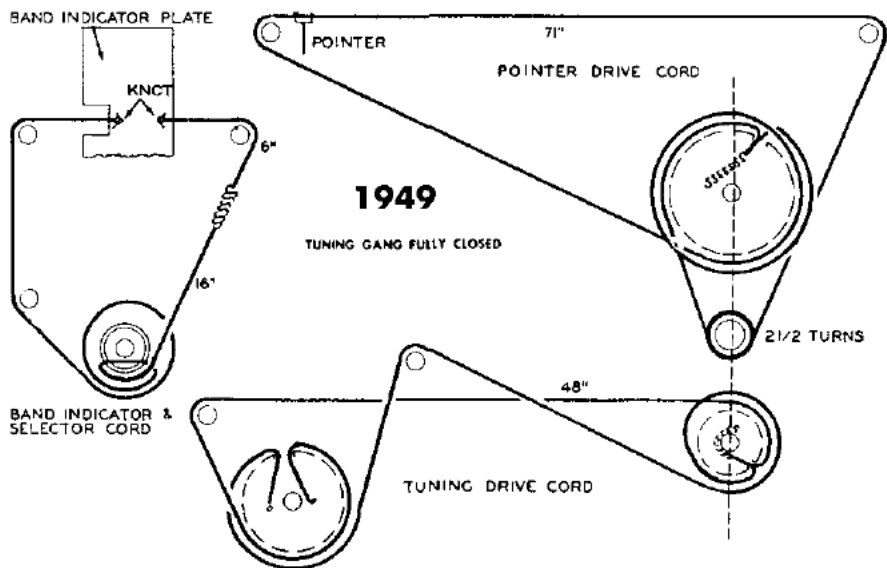
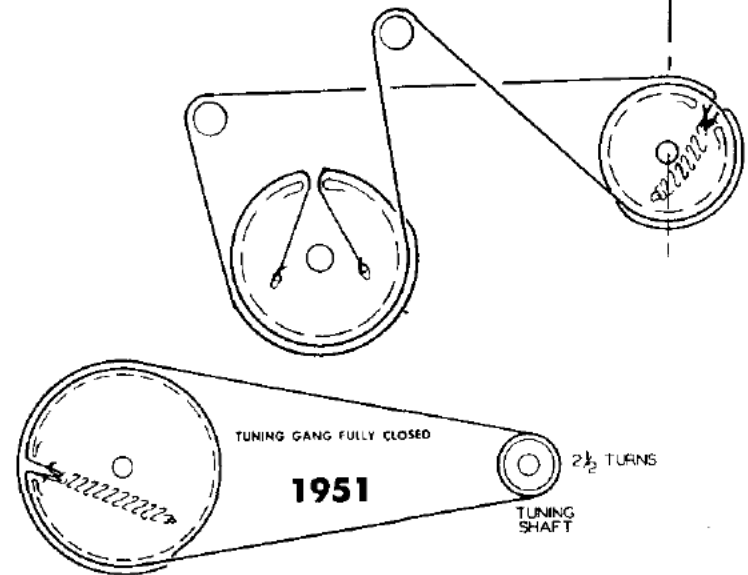
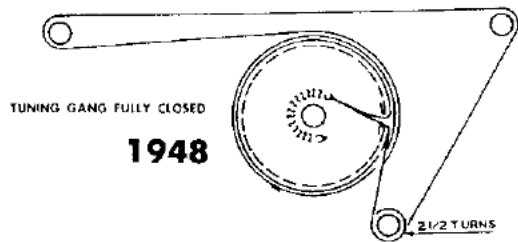
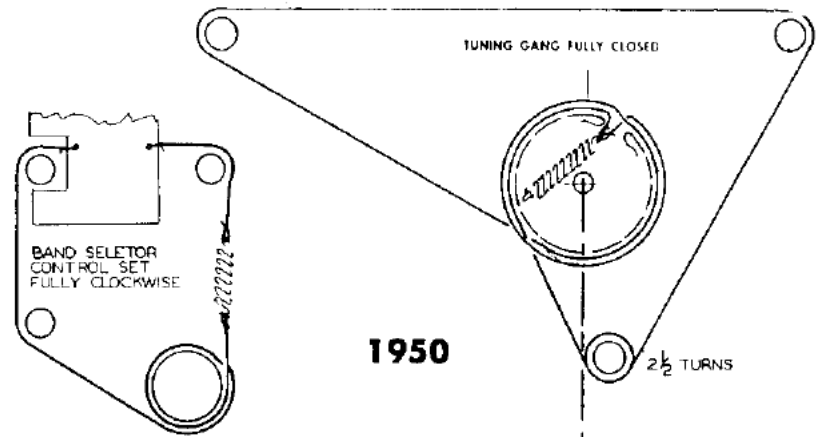
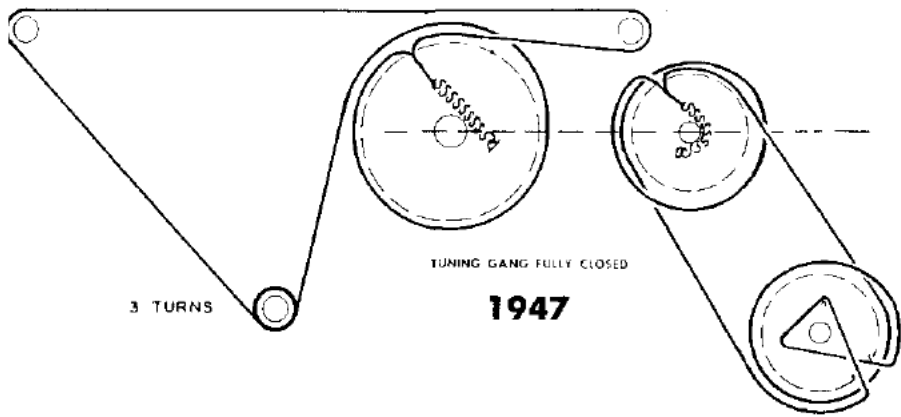
1940

TUNING GANG FULLY CLOSED

2 3/4 TURNS



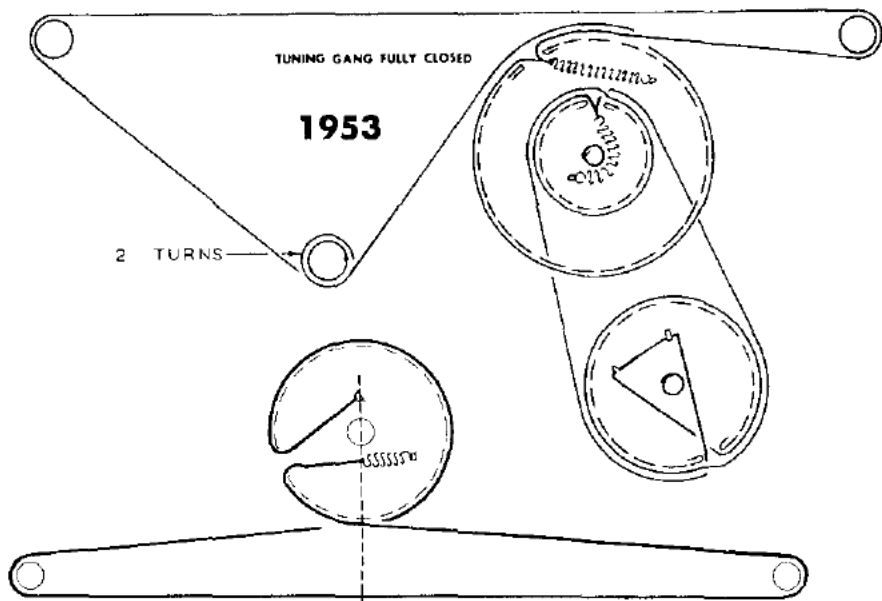




TUNING GANG FULLY CLOSED

1953

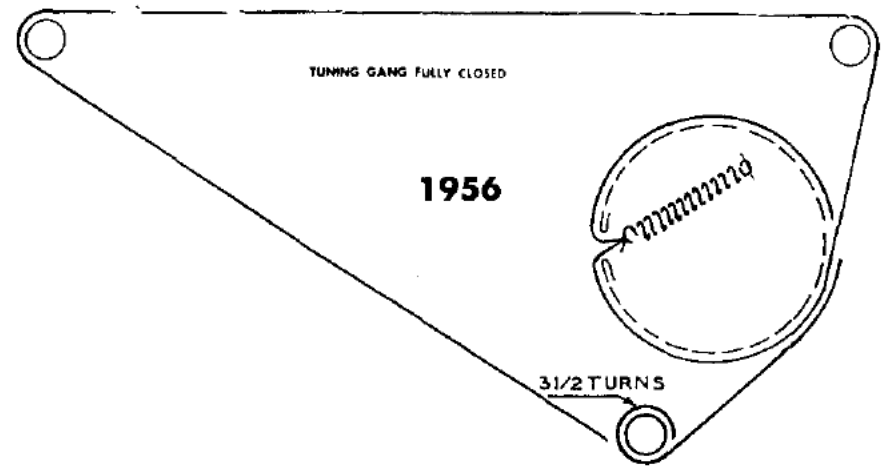
2 TURNS



TUNING GANG FULLY CLOSED

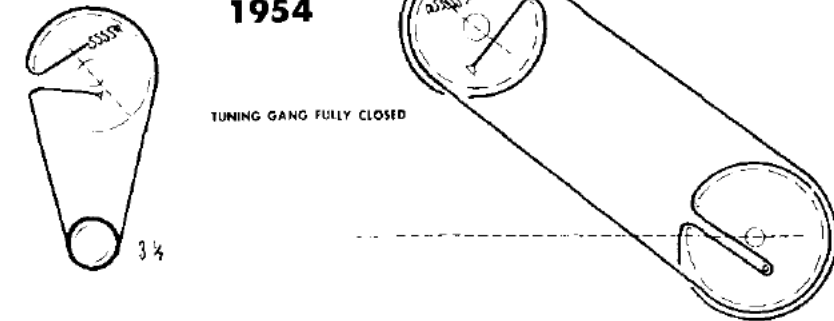
1956

3 1/2 TURNS



1954

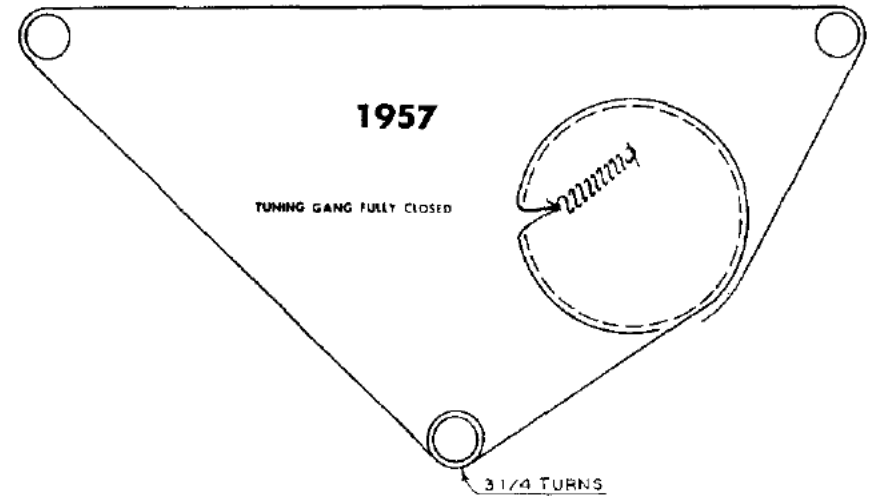
TUNING GANG FULLY CLOSED



1957

TUNING GANG FULLY CLOSED

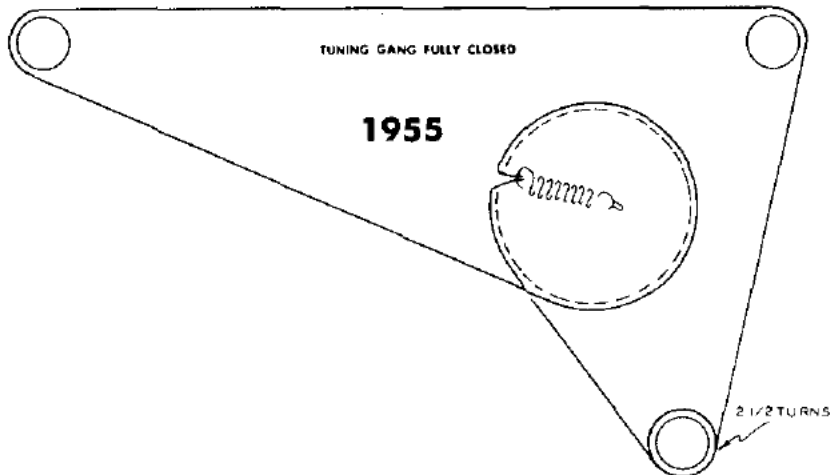
3 1/4 TURNS



TUNING GANG FULLY CLOSED

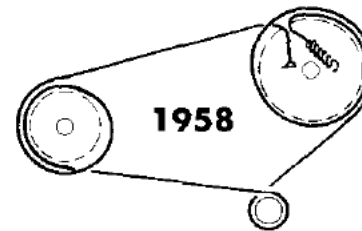
1955

2 1/2 TURNS



TUNING GANG FULLY OPEN

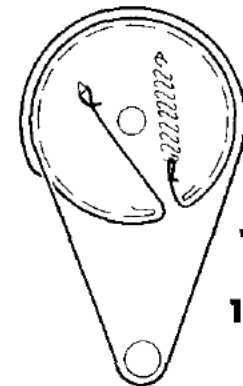
1958

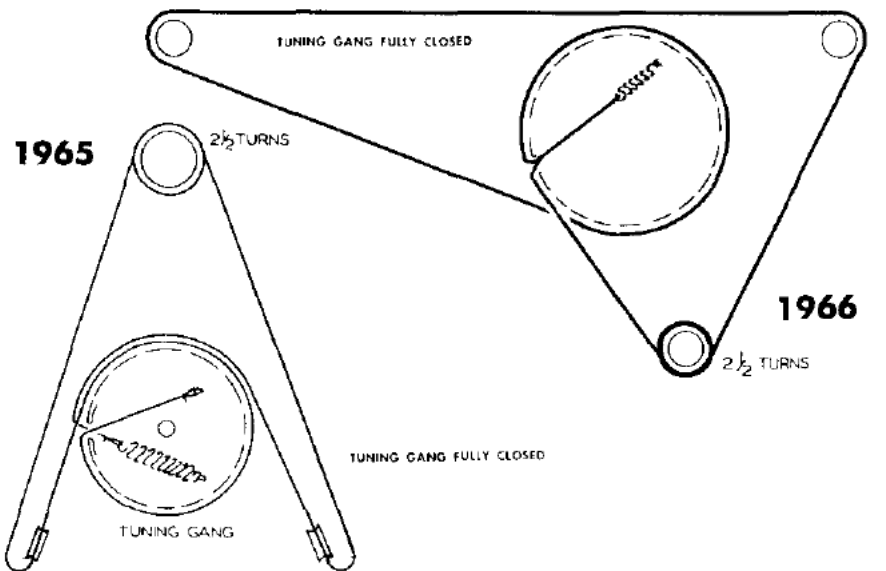
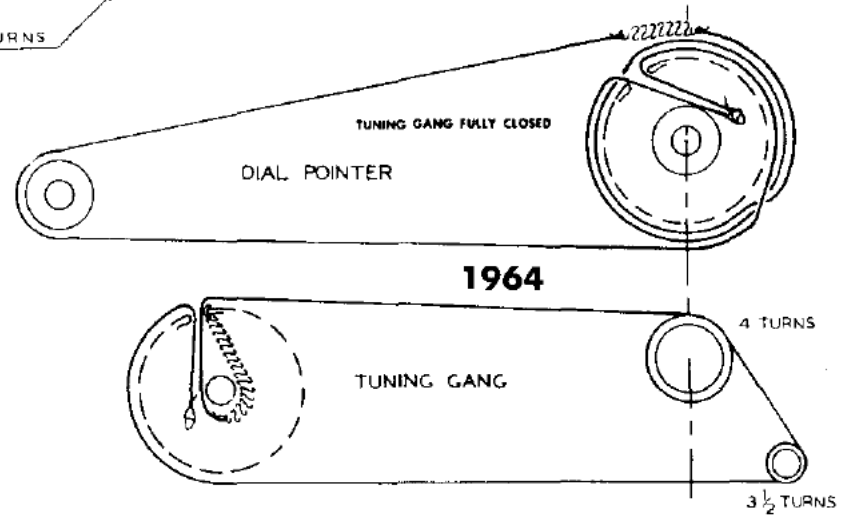
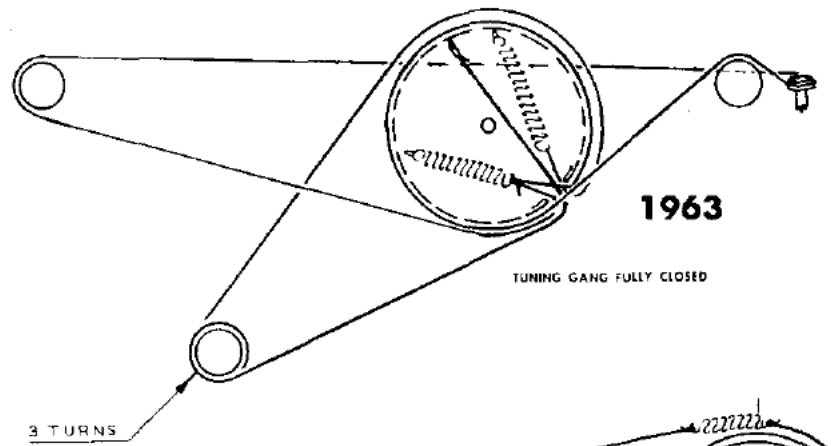
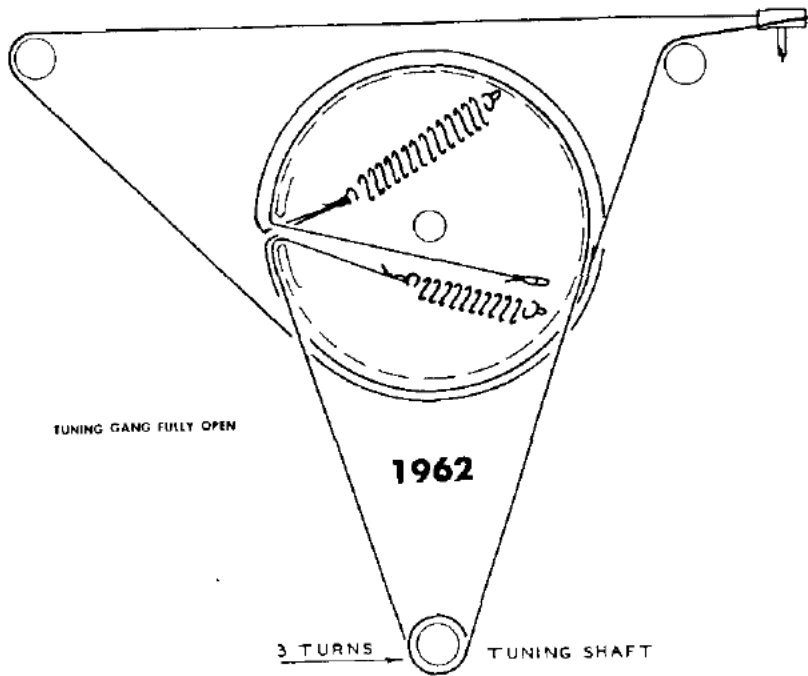
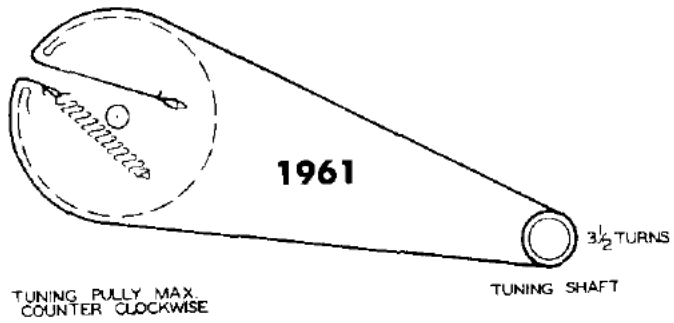
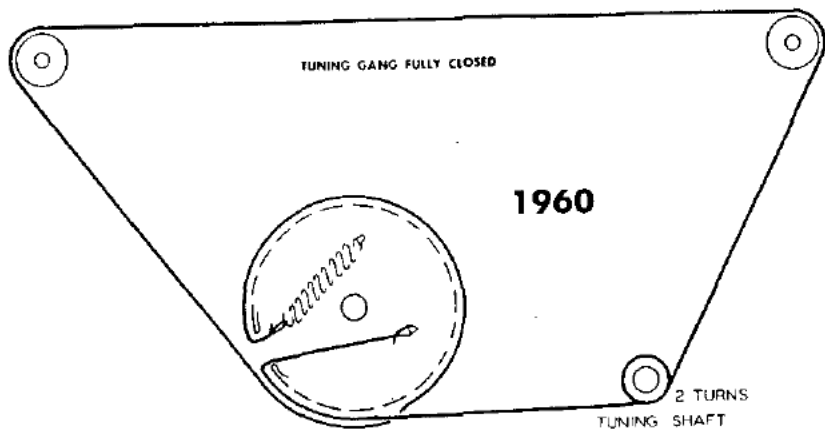


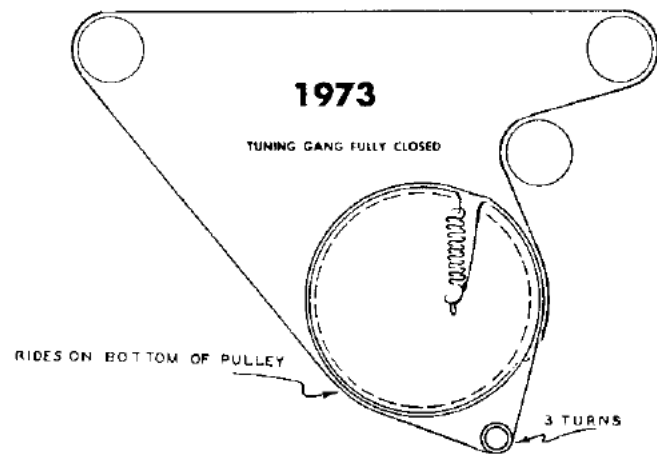
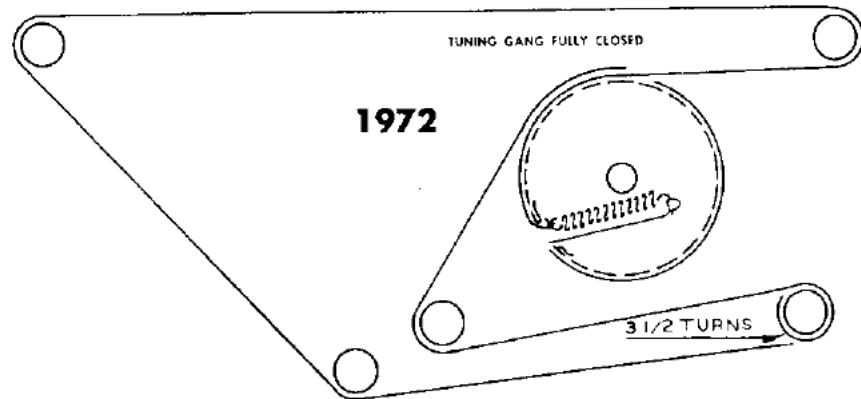
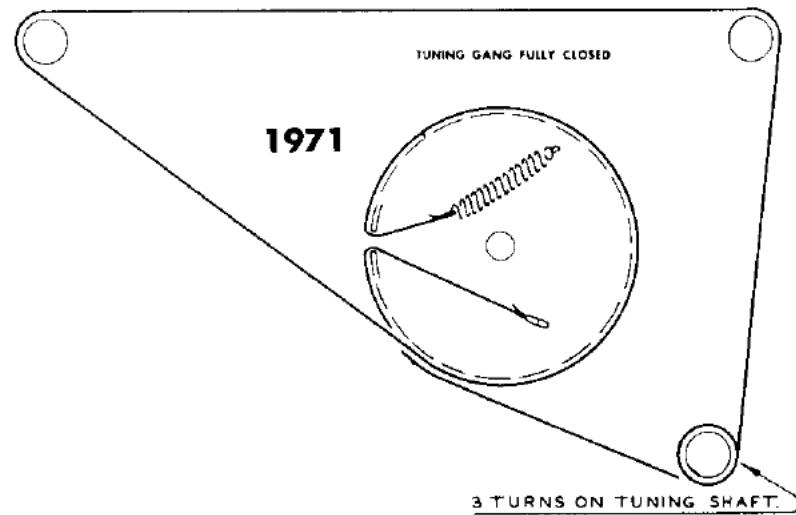
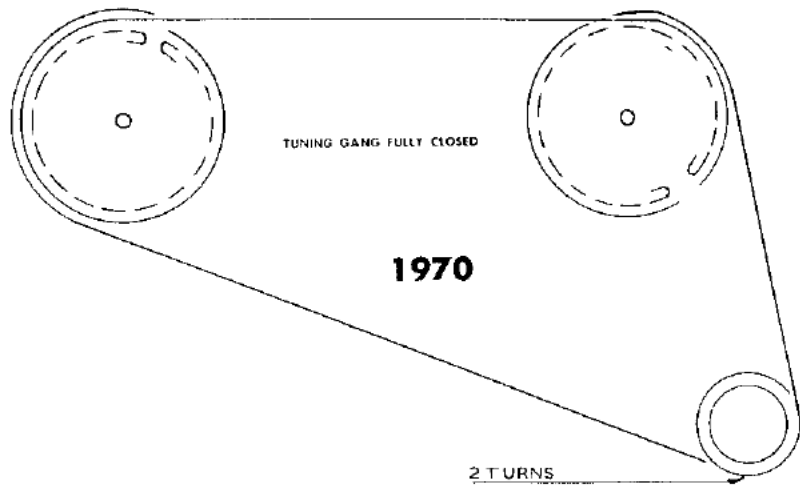
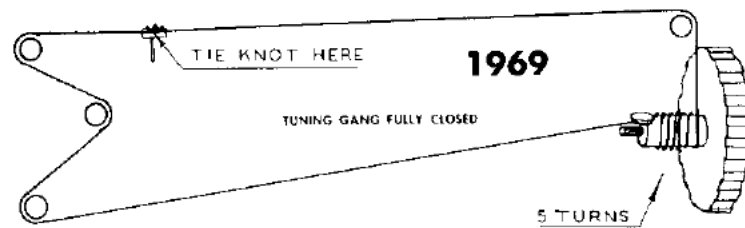
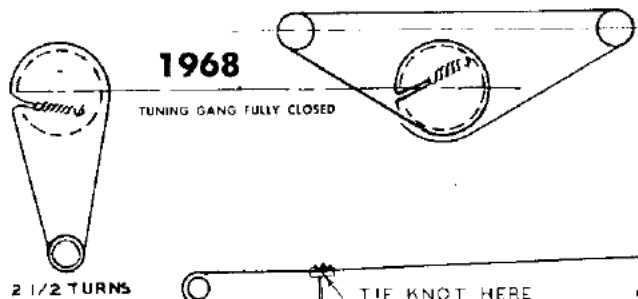
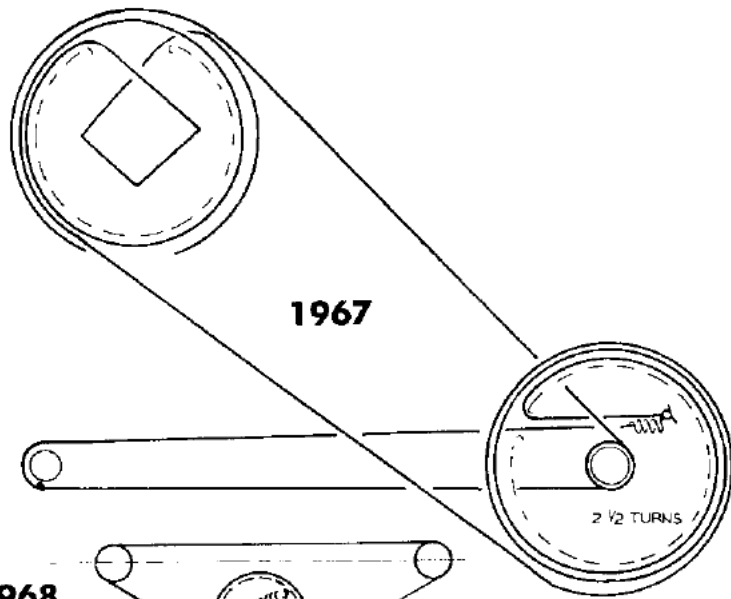
TUNING GANG FULLY CLOSED

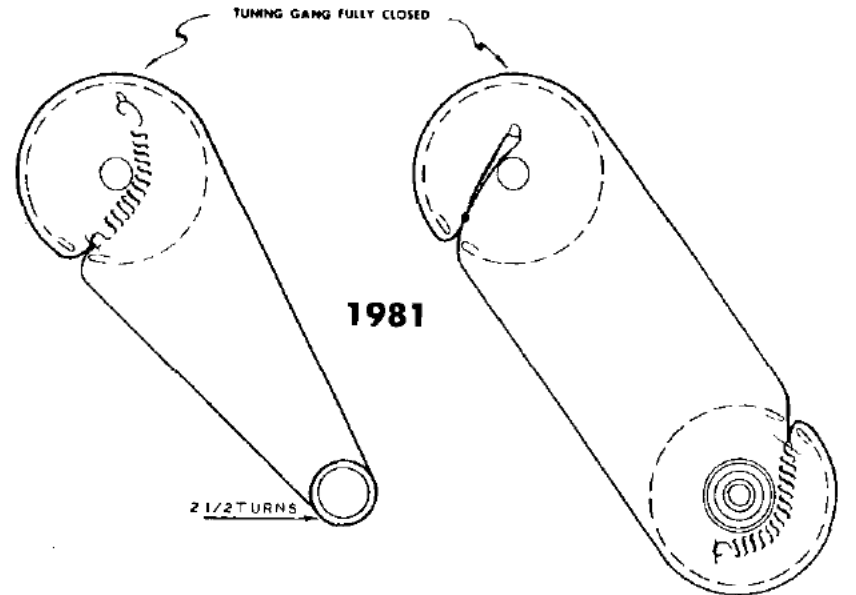
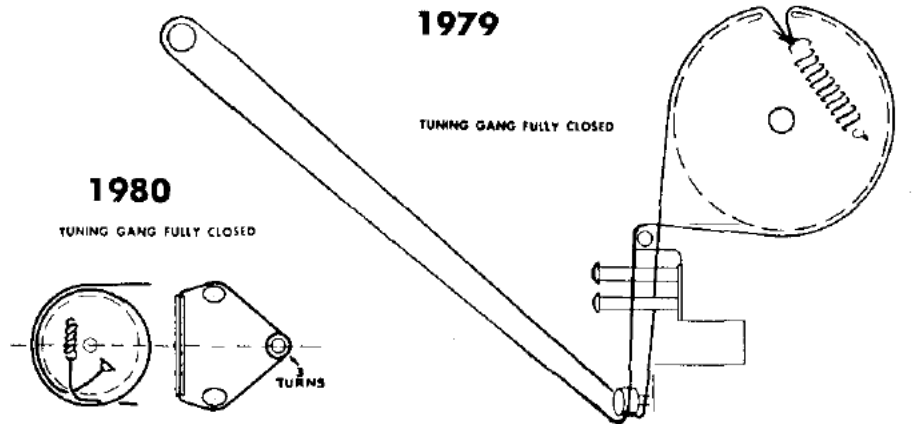
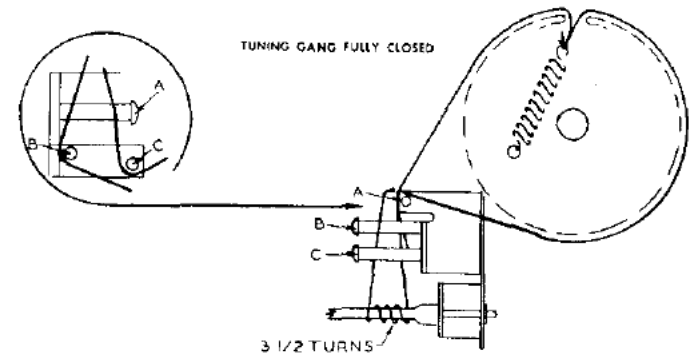
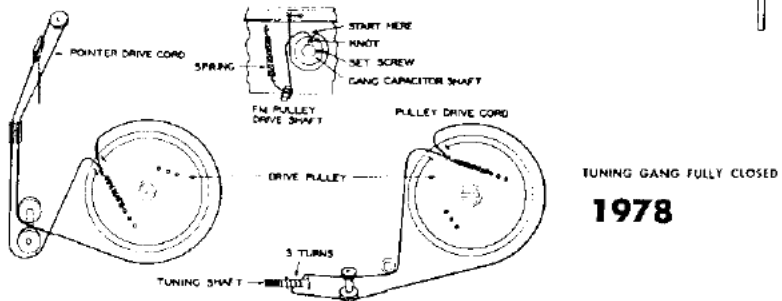
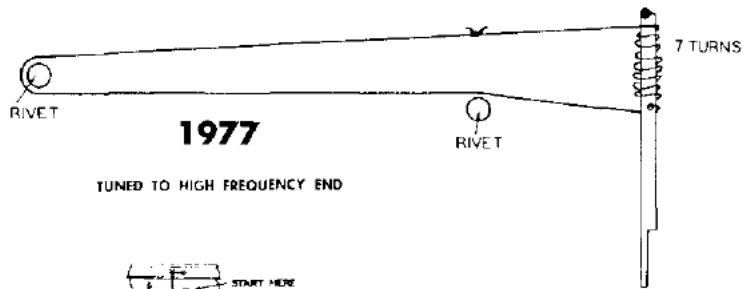
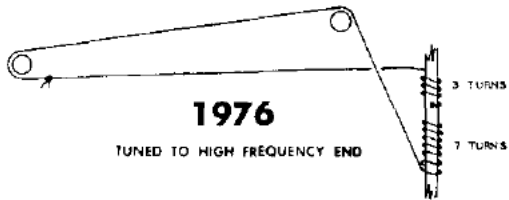
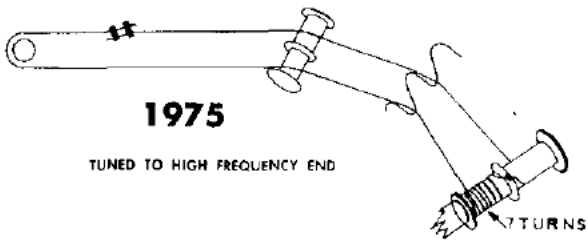
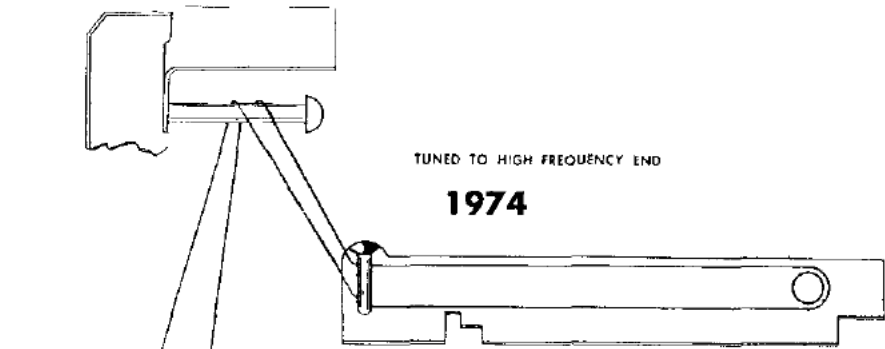
1959

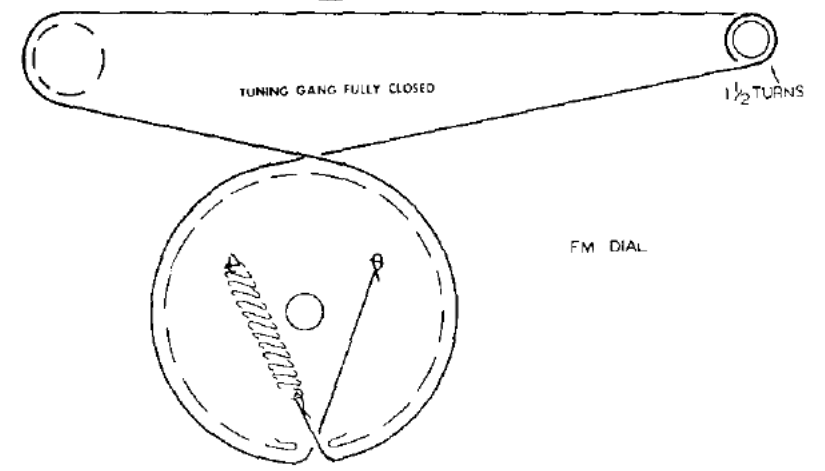
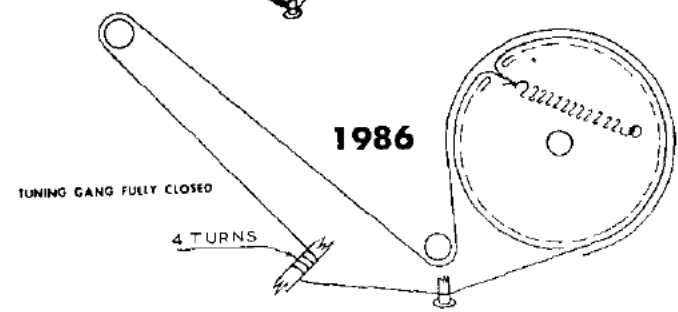
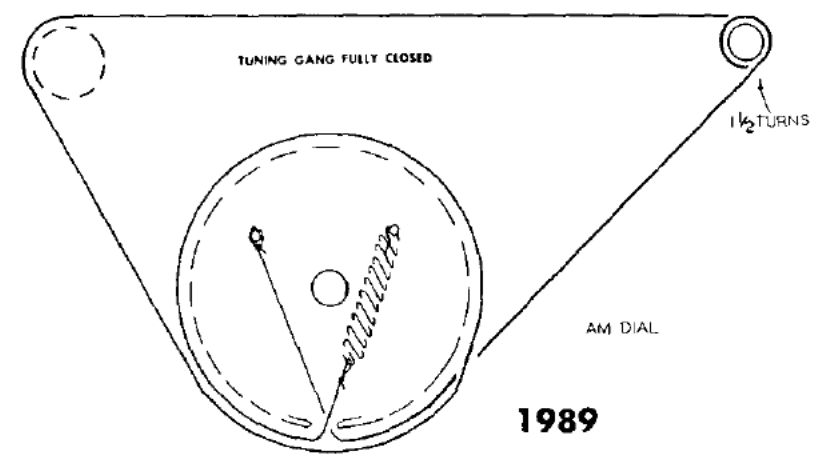
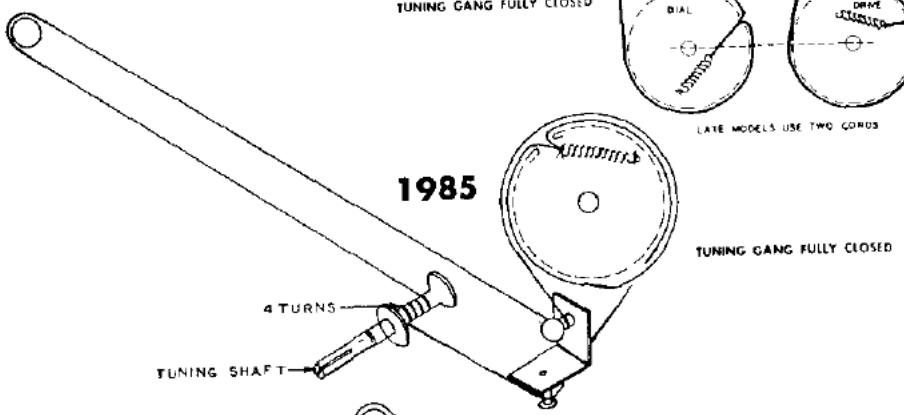
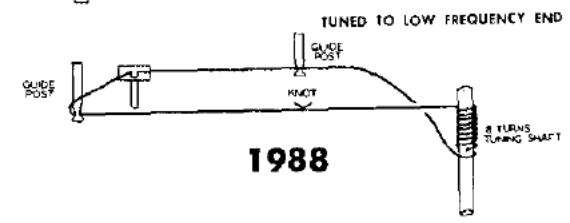
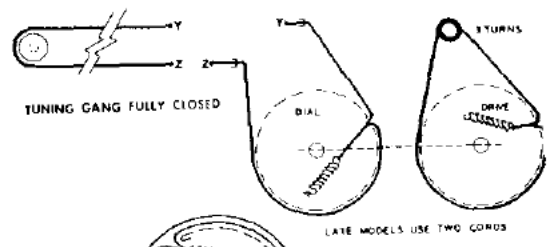
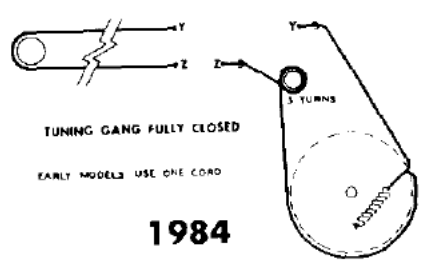
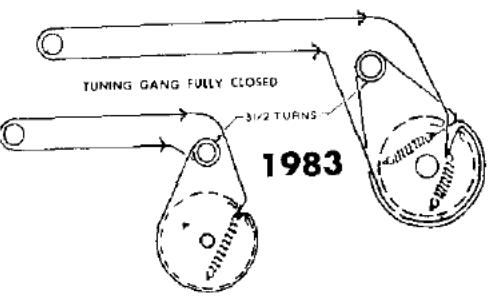
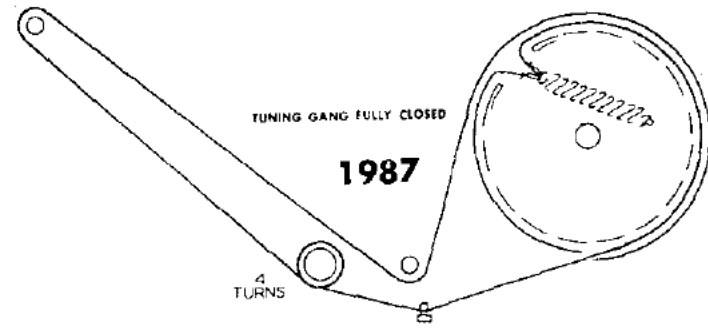
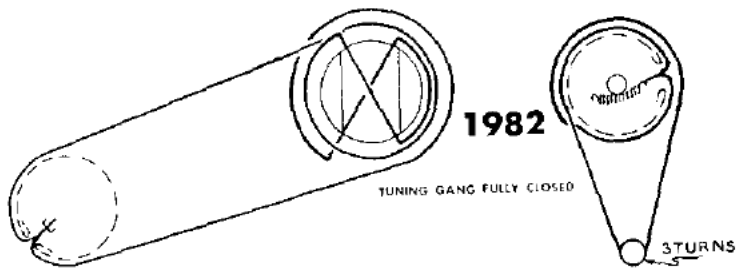
TUNING SHAFT



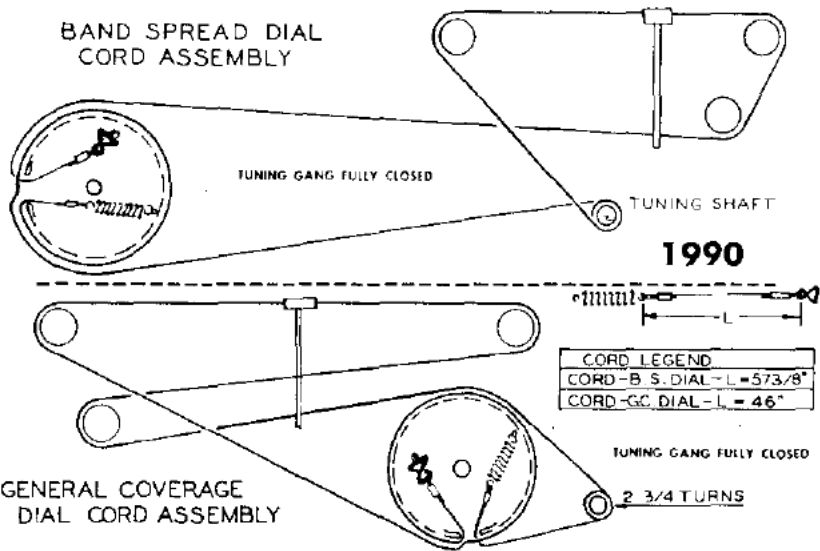






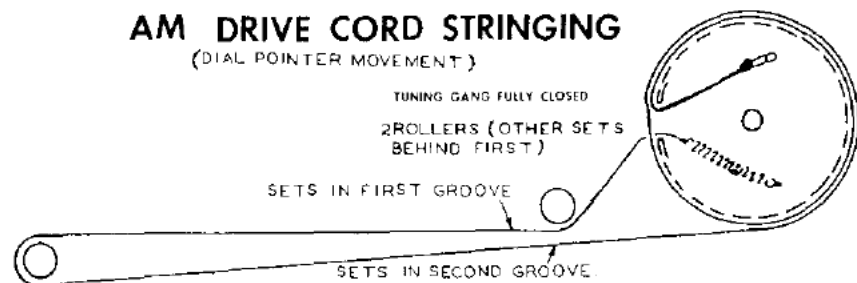


**BAND SPREAD DIAL
CORD ASSEMBLY**

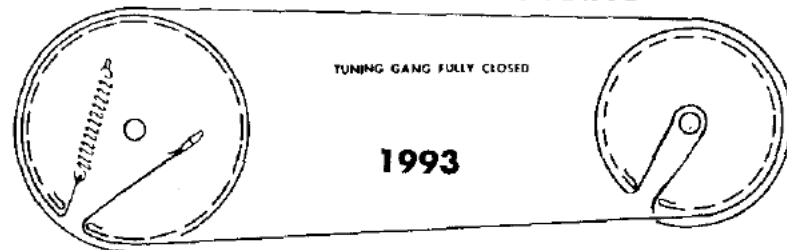


AM DRIVE CORD STRINGING

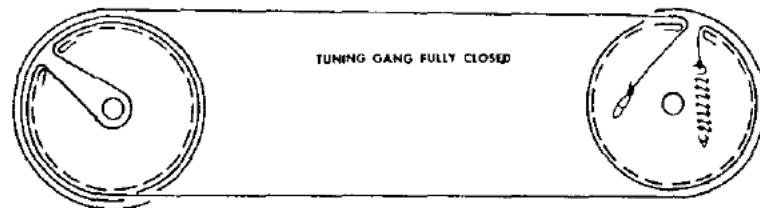
(DIAL POINTER MOVEMENT)



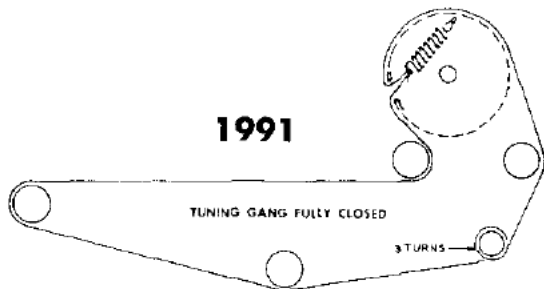
AM DRIVE CORD STRINGING



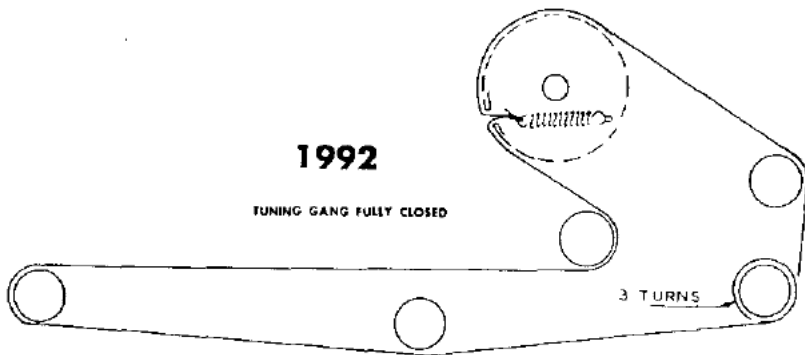
UHF DRIVE CORD STRINGING



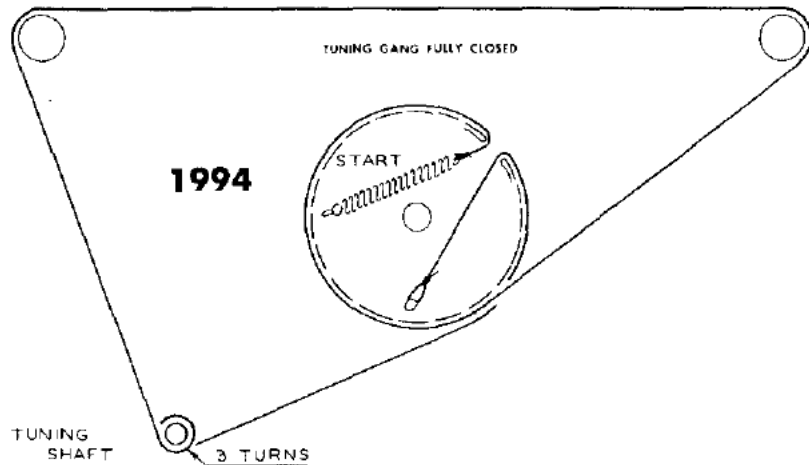
1991

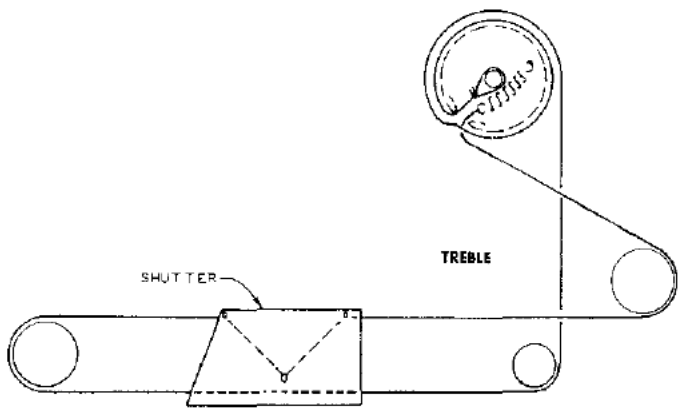
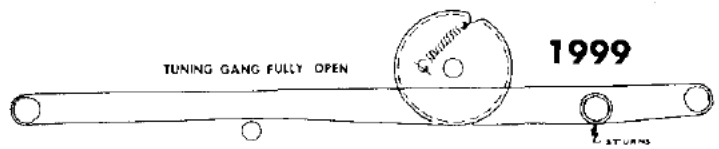
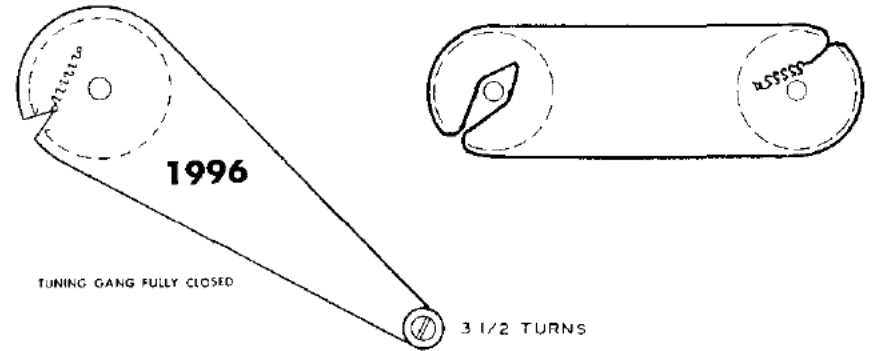
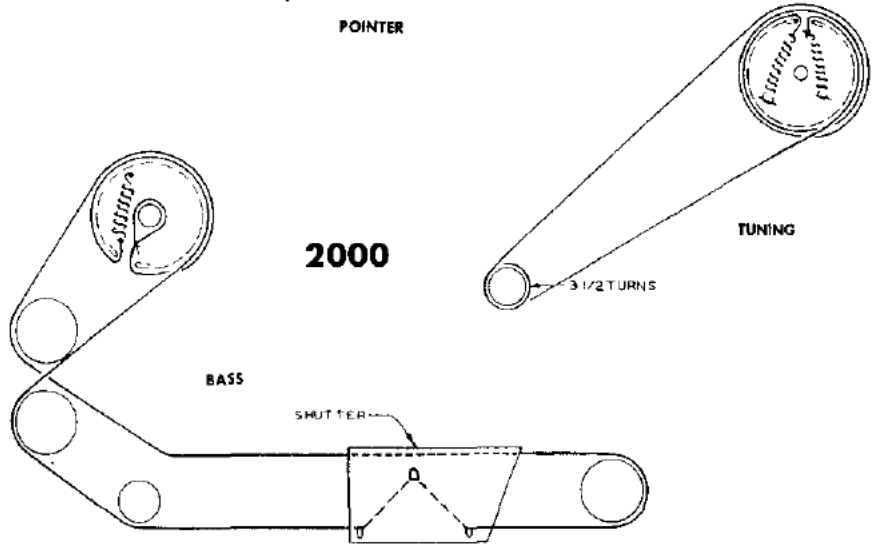
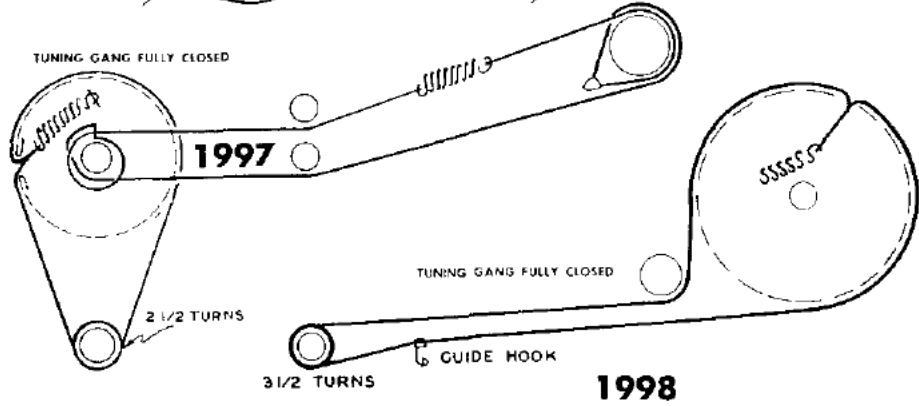
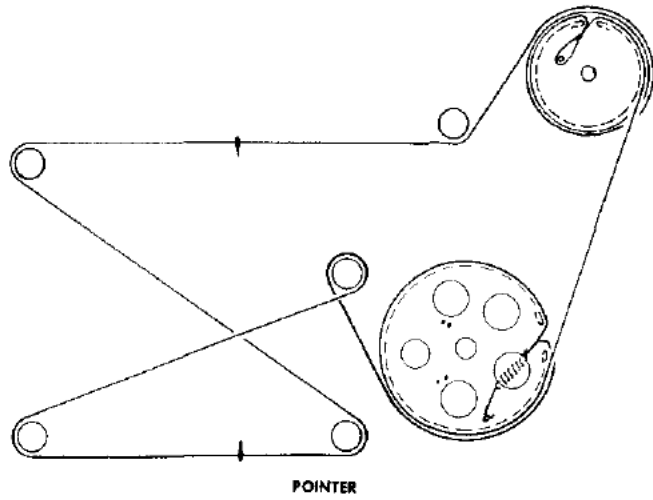
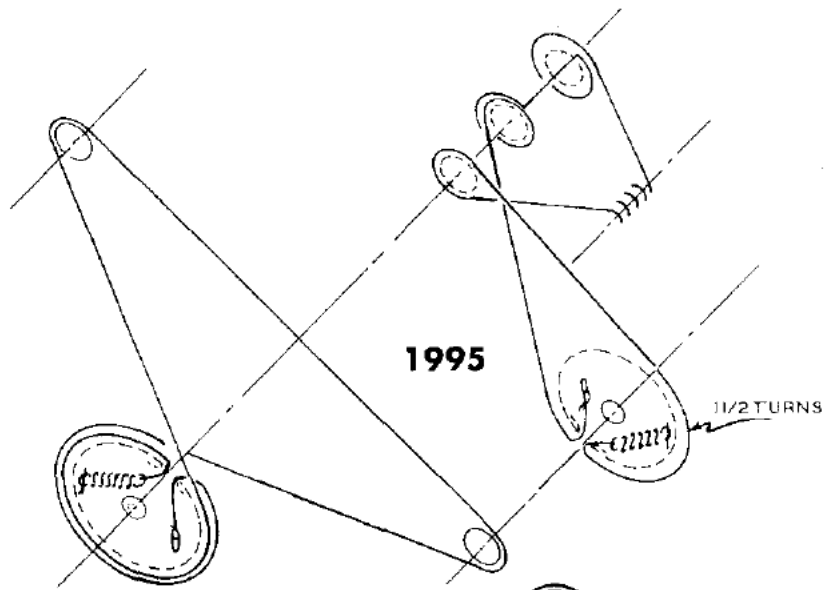


1992



1994





TUNING GANG FULLY CLOSED

2001

3 TURNS

1 TURN 1 1/2 TURNS 3 1/2 TURNS

2002

TUNING GANG FULLY CLOSED

2003

3 3/4 TURNS

2004



1 1/2 TURNS

4 1/2 TURNS

X

1 1/2 TURNS

Y

2 TURNS

Z

1 1/2 TURNS

2005

1 1/2 TURNS

2006

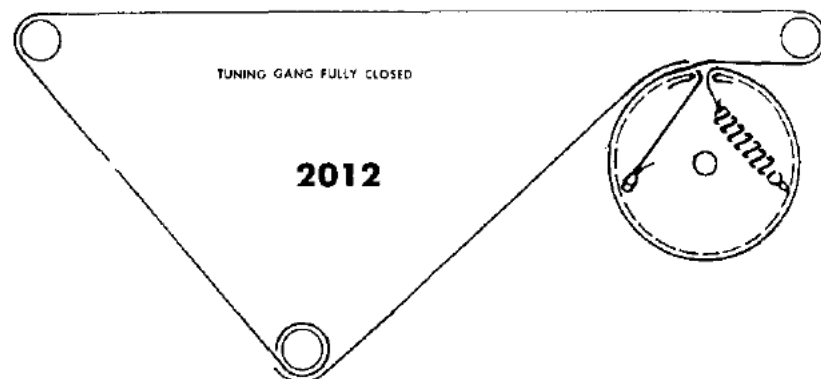
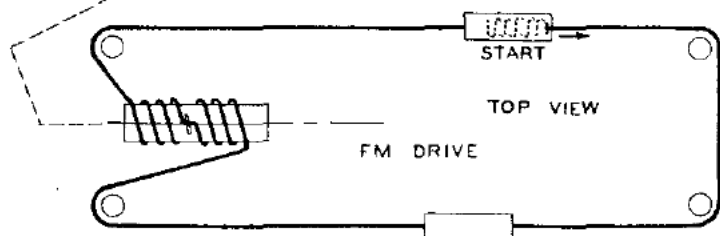
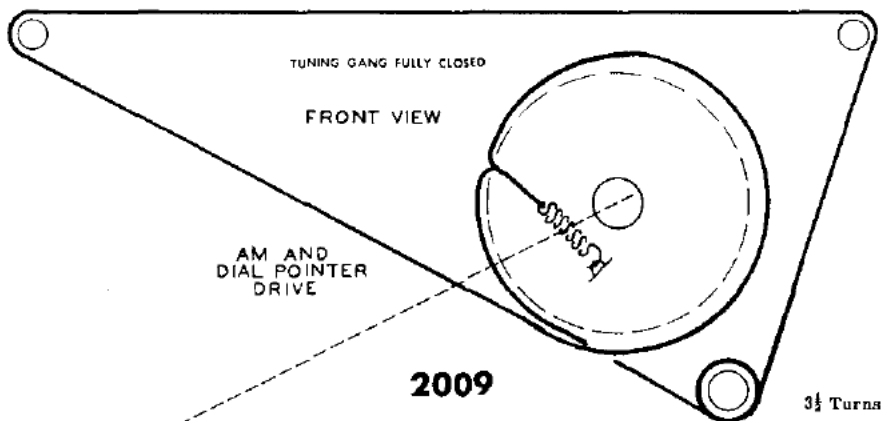
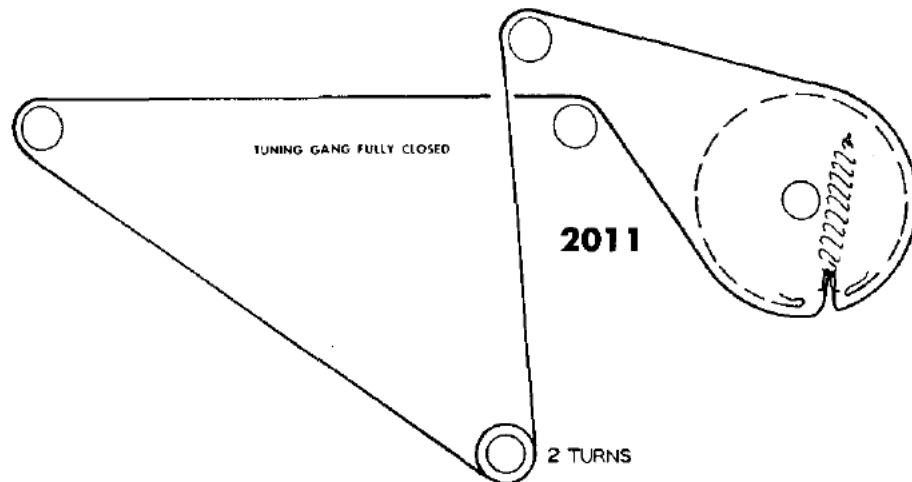
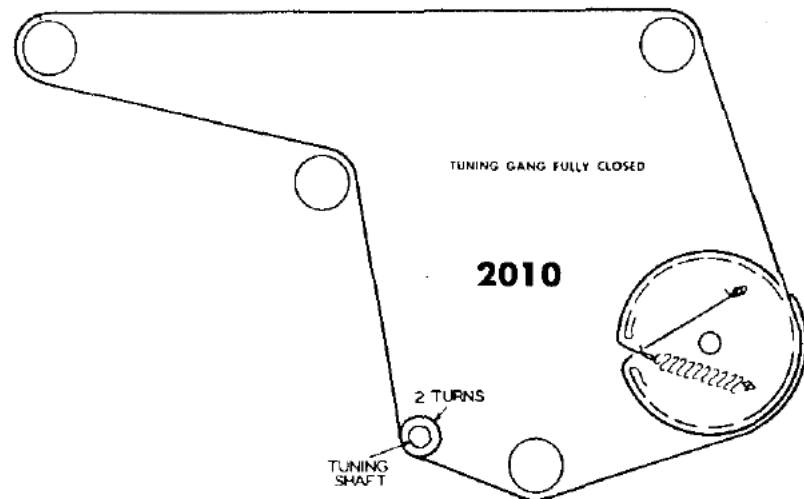
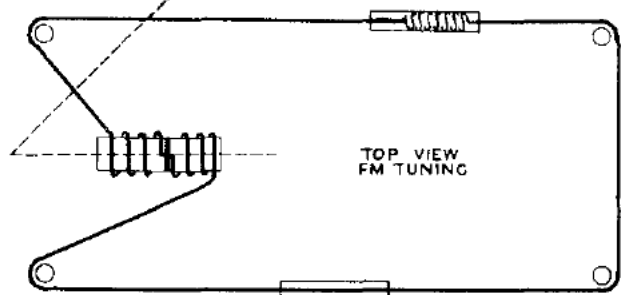
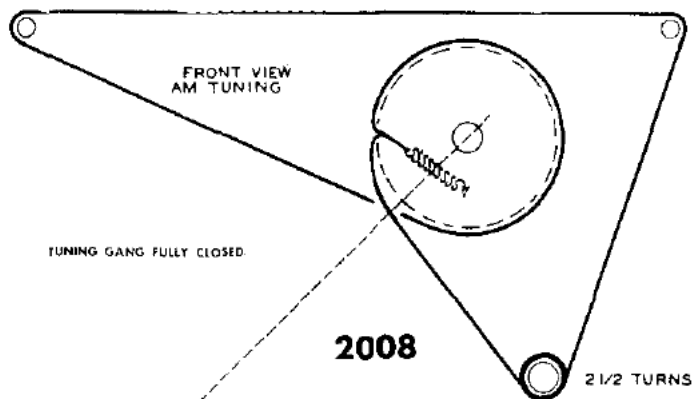
CORD "A"

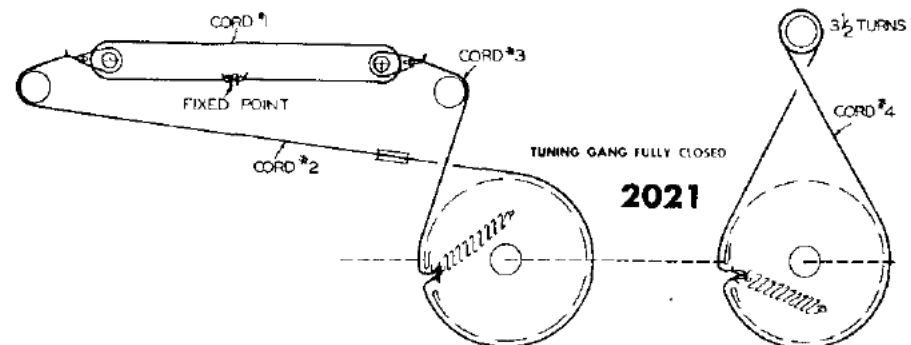
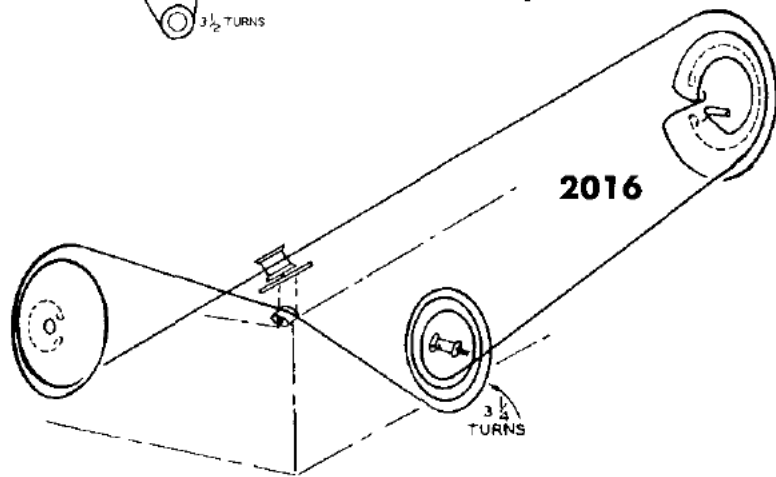
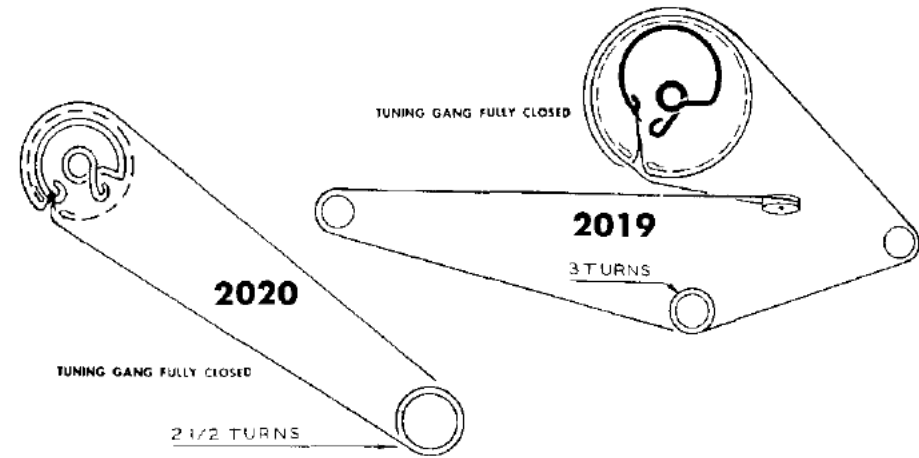
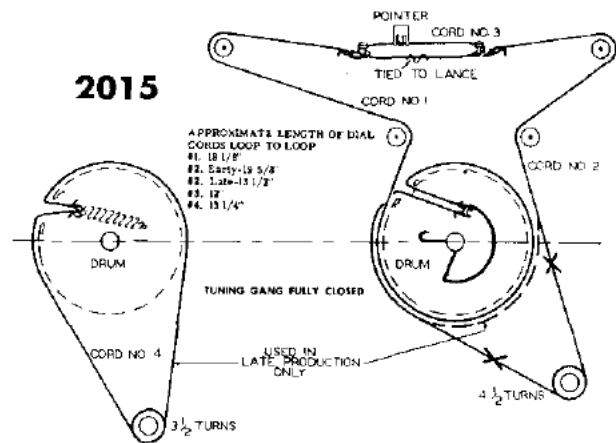
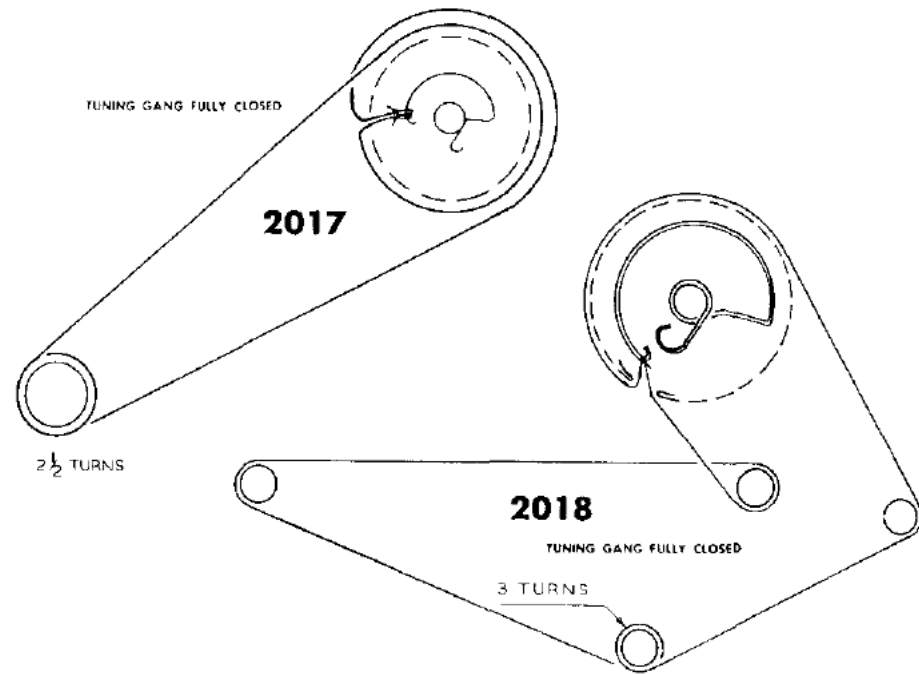
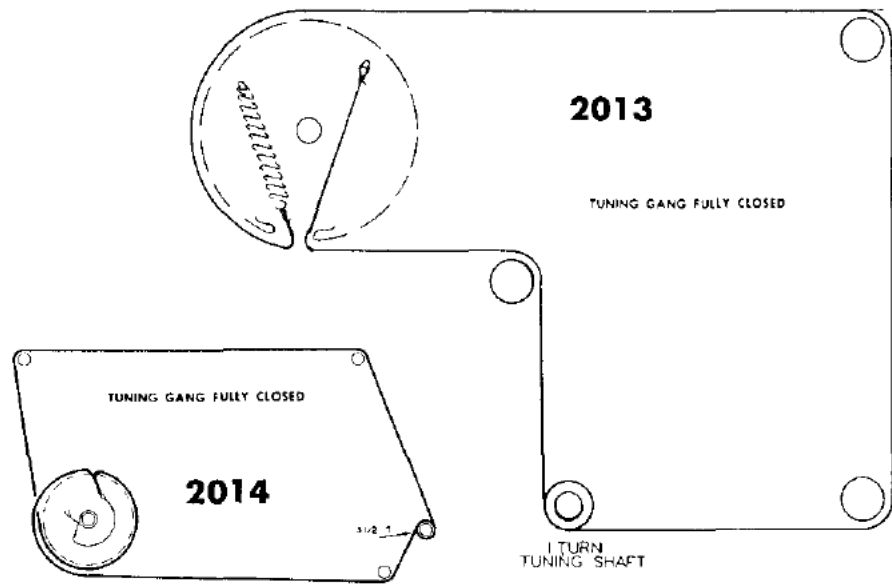
FINE TUNING MAX. CLOCKWISE

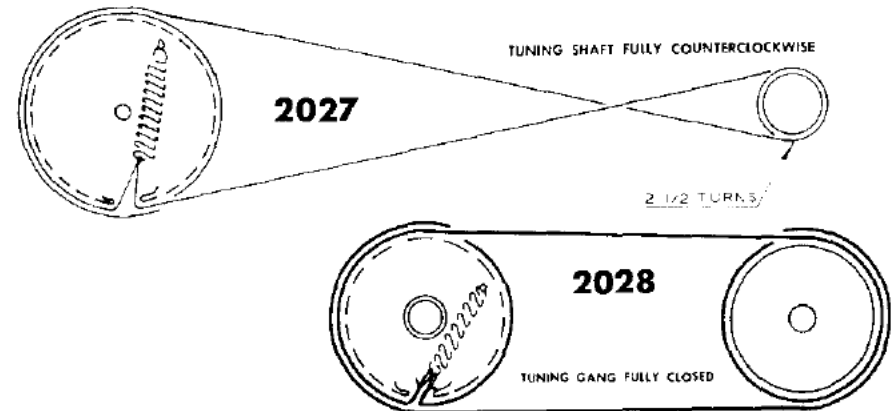
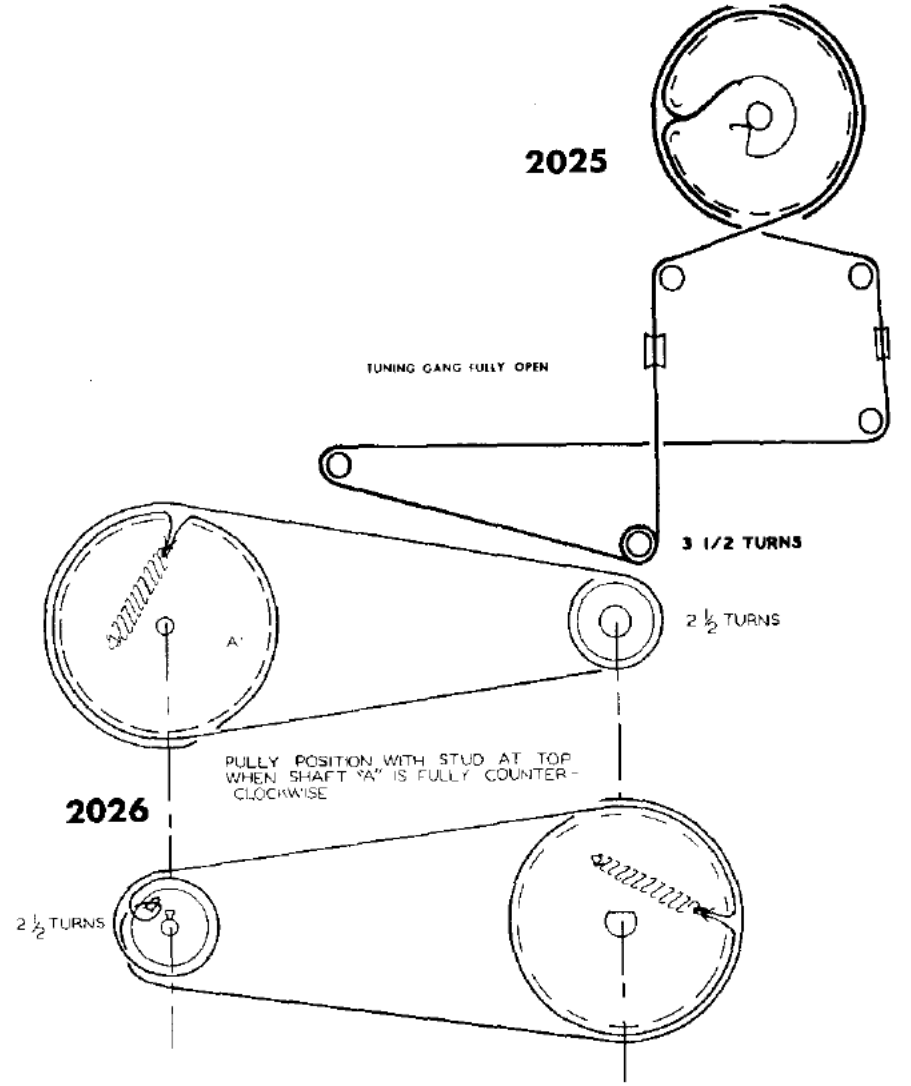
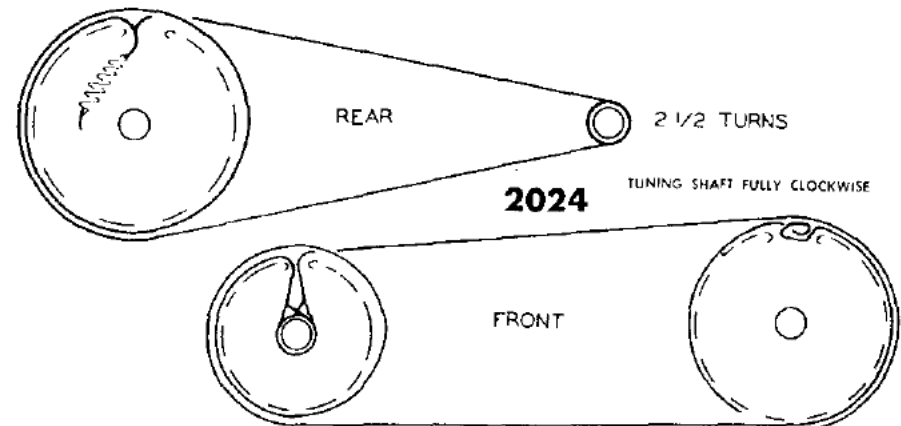
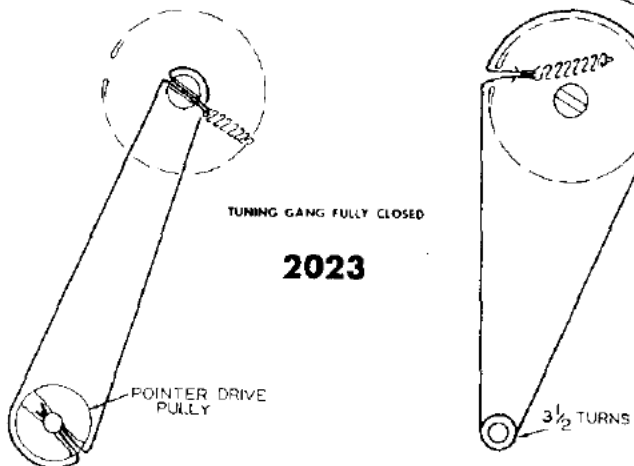
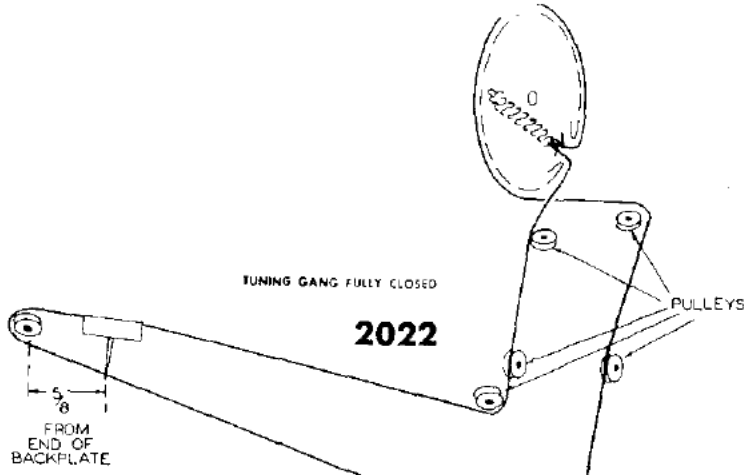
2 1/2 TURNS

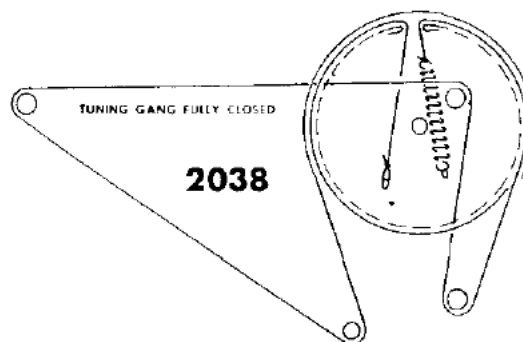
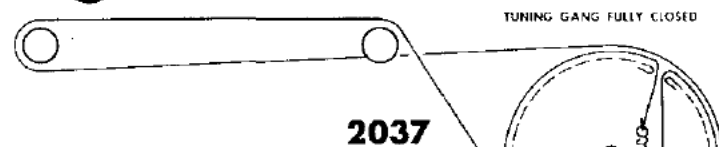
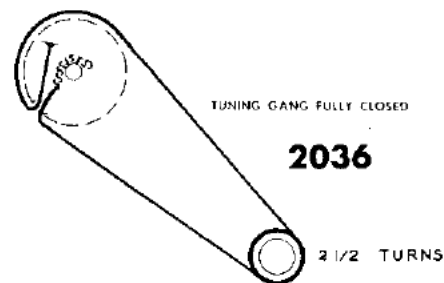
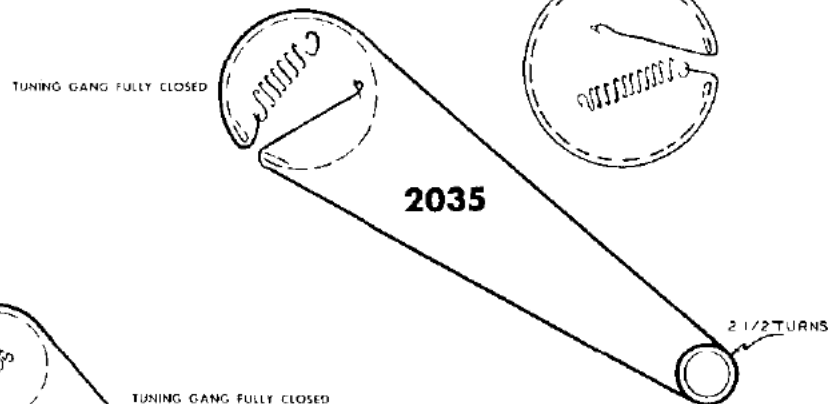
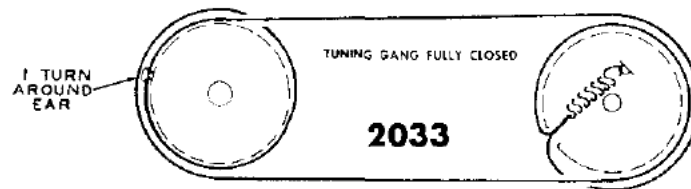
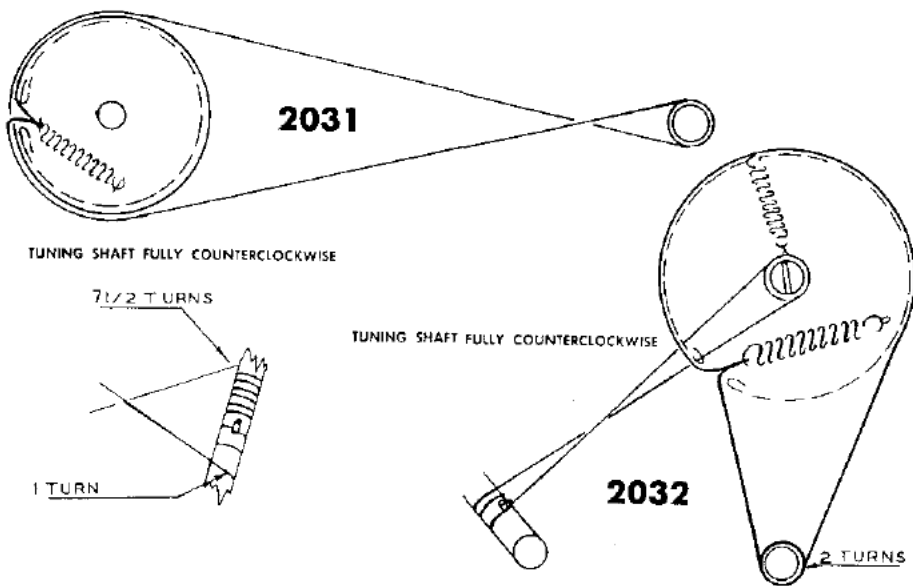
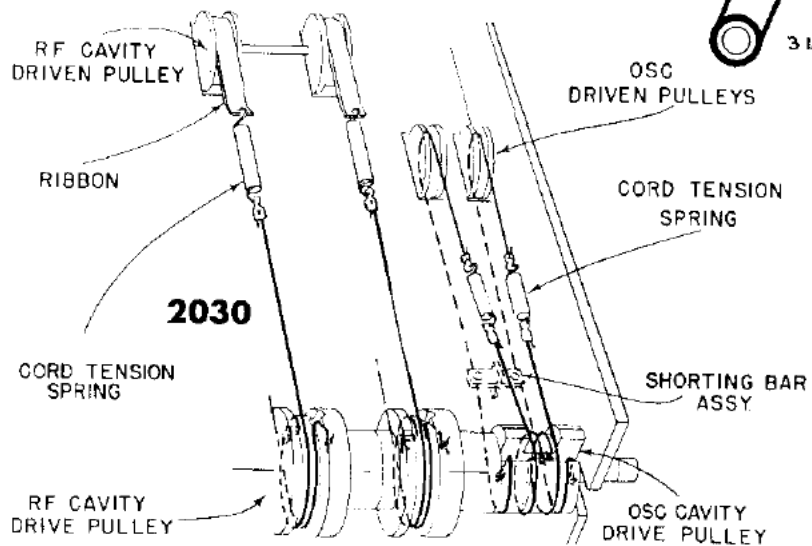
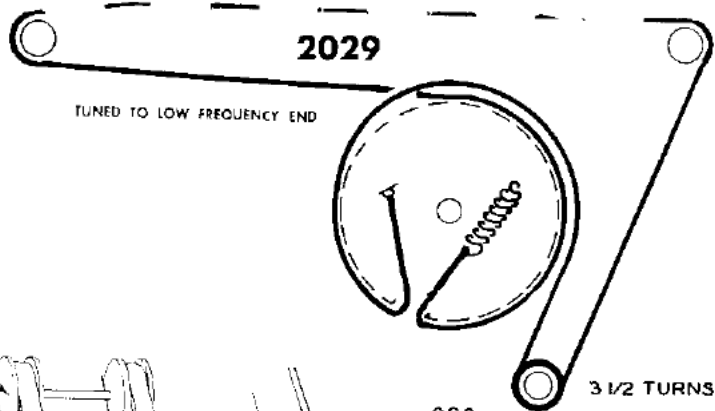
2007

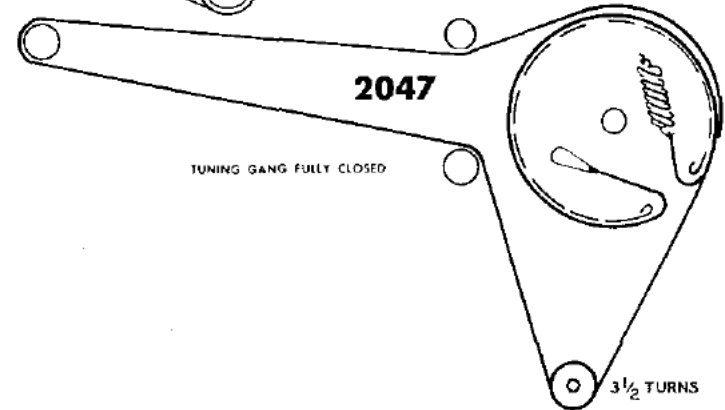
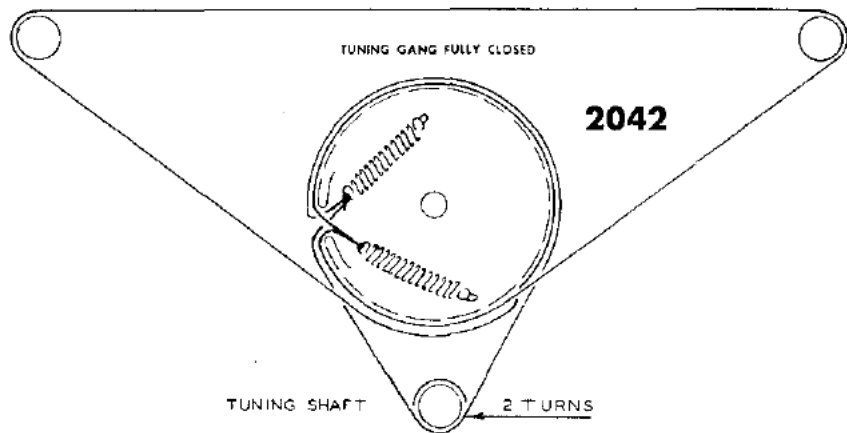
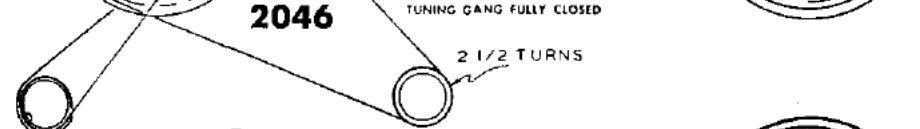
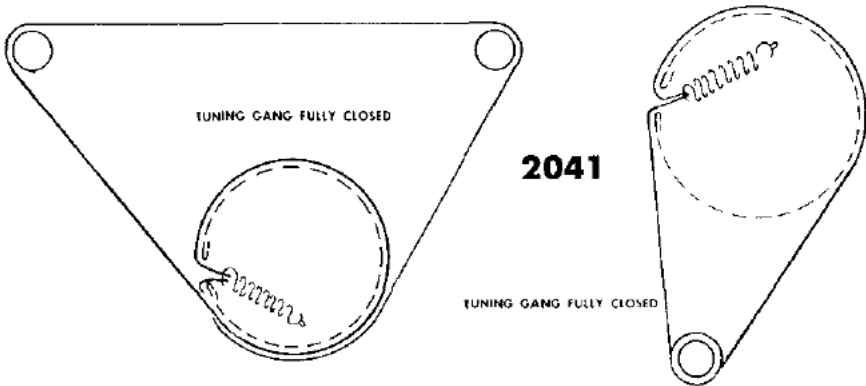
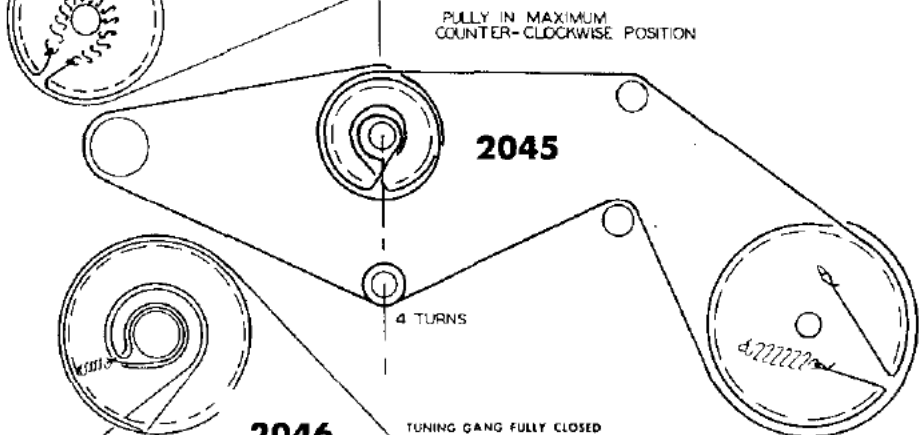
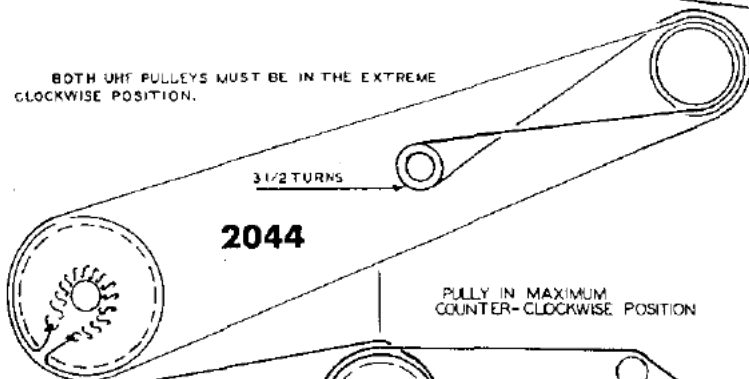
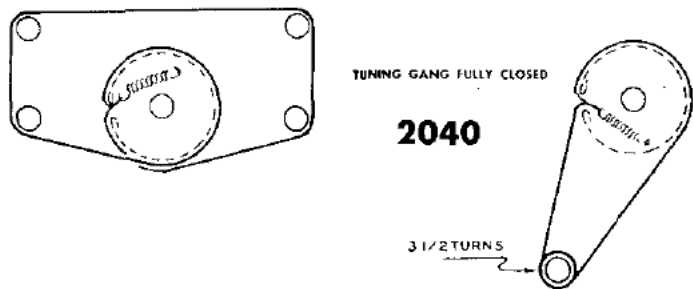
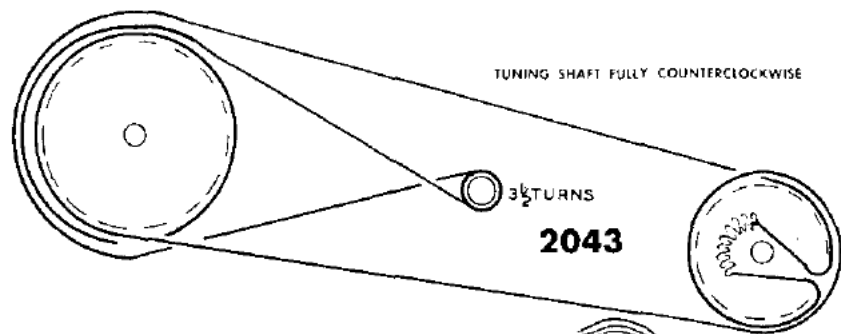
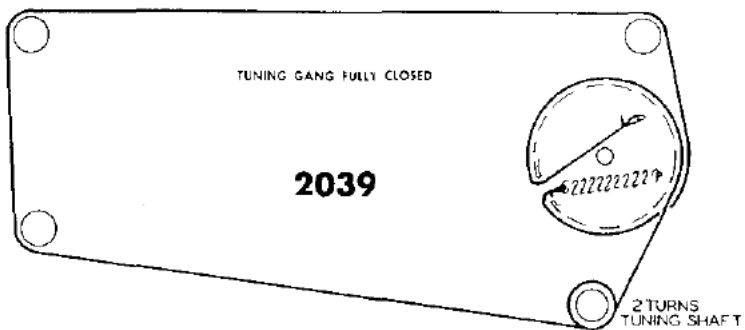
3 1/2 TURNS

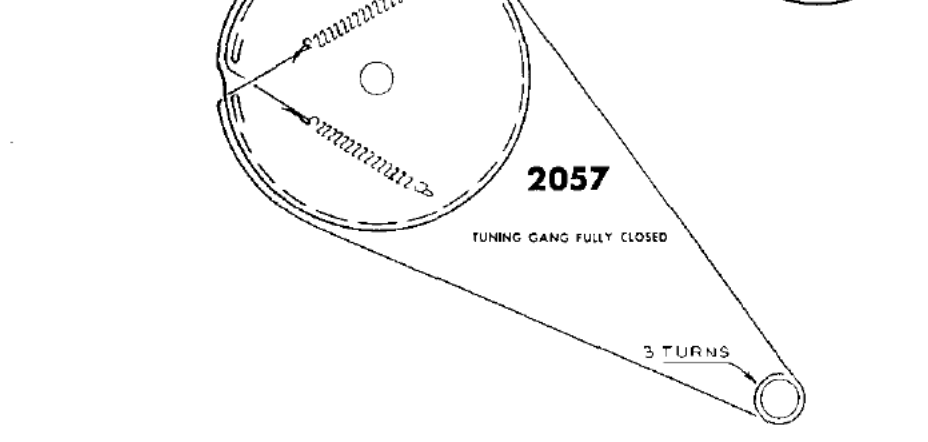
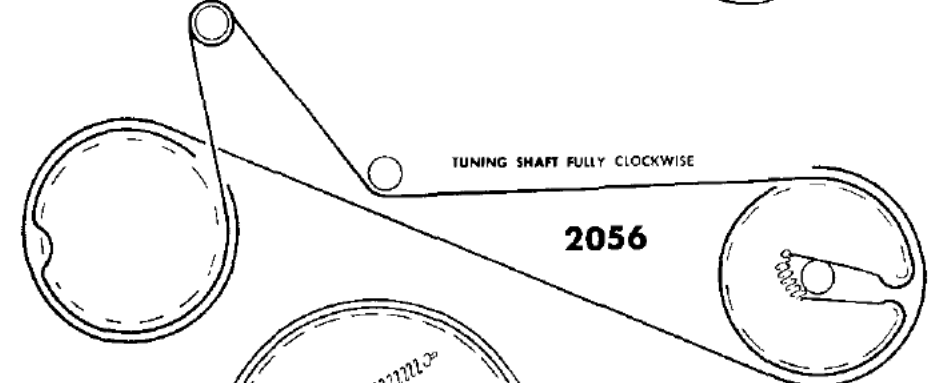
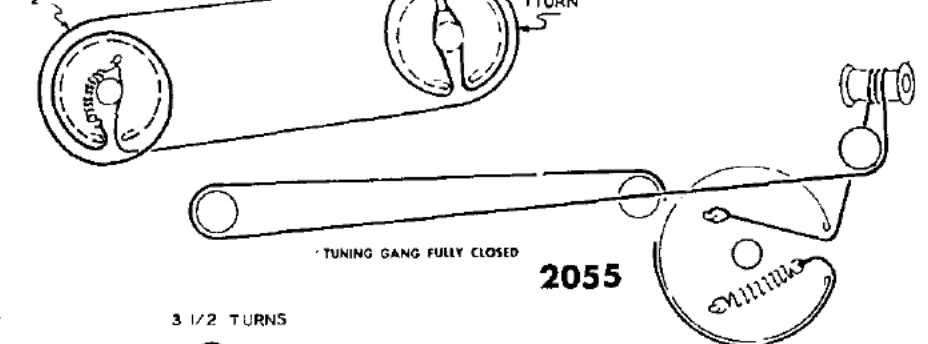
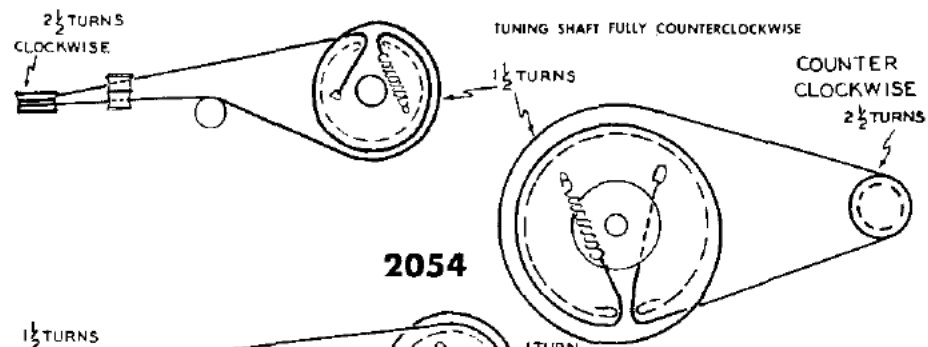
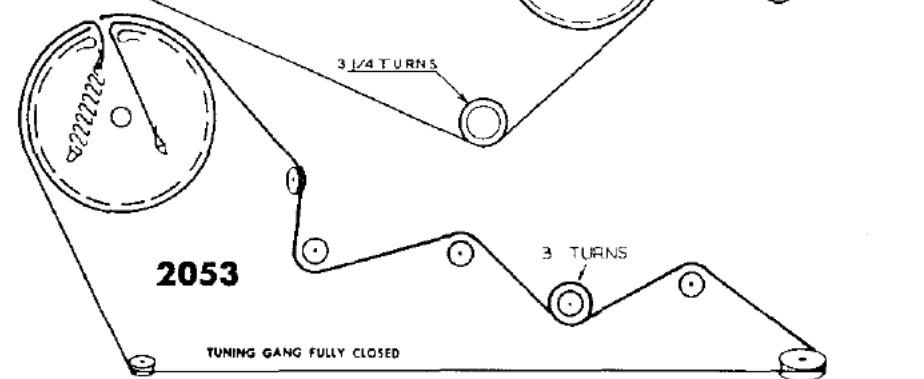
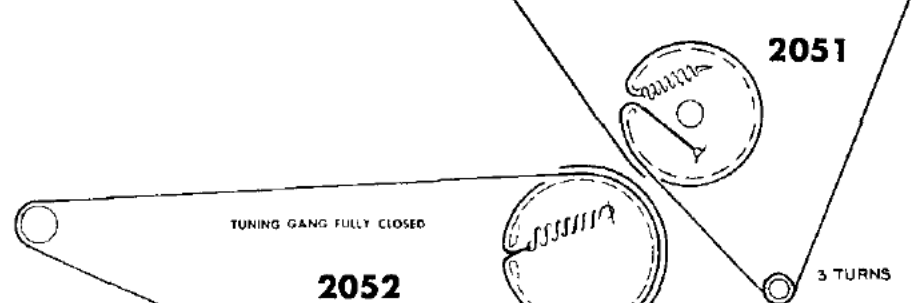
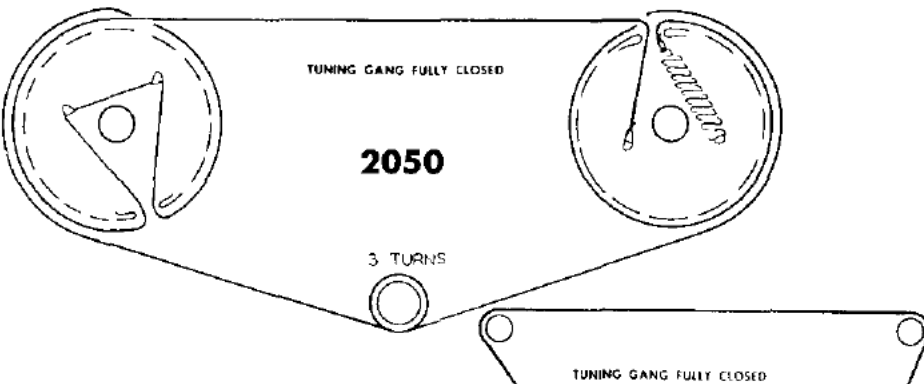
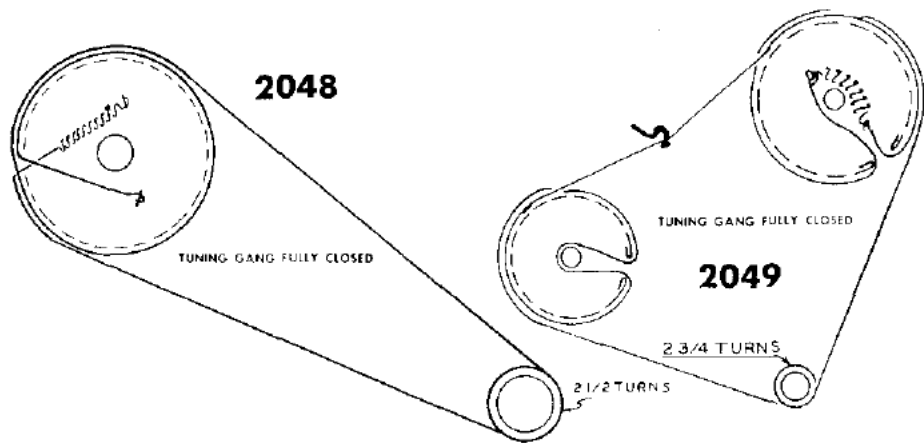


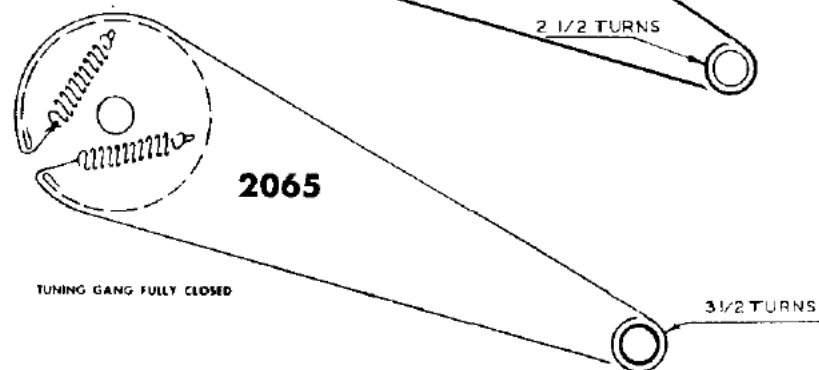
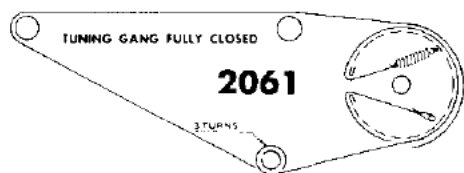
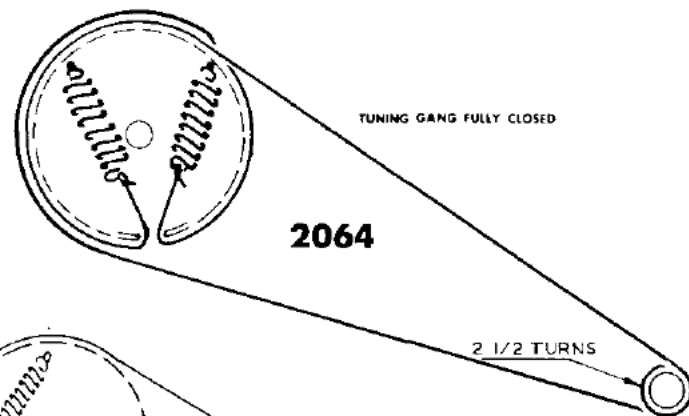
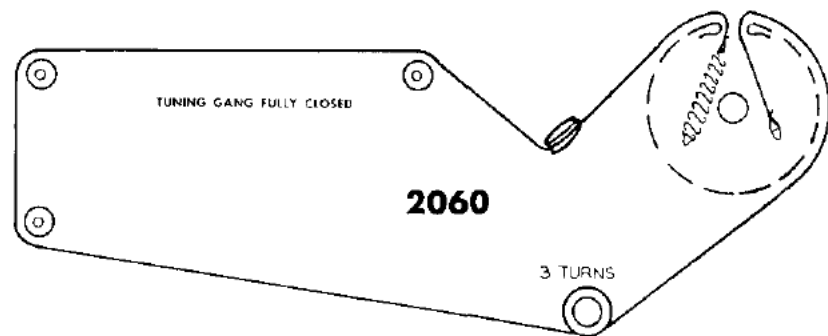
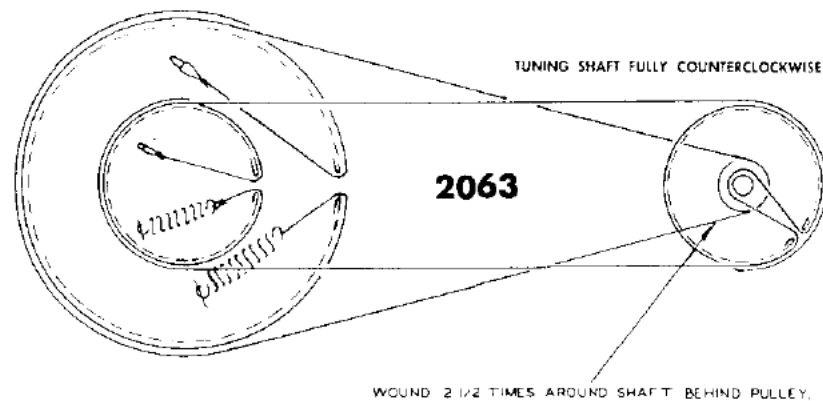
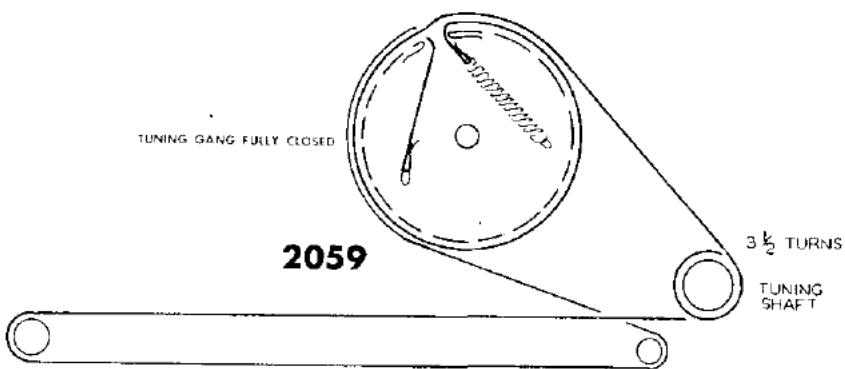
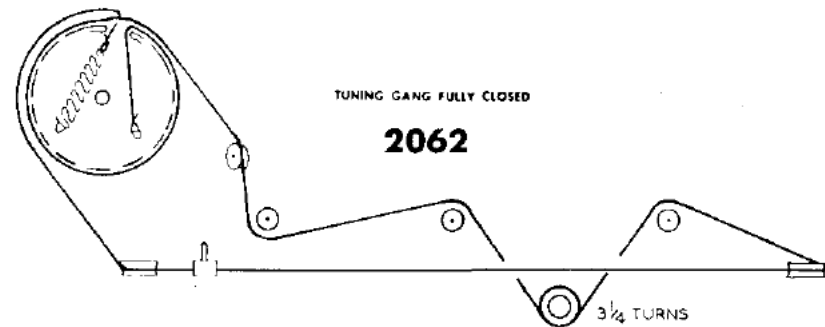
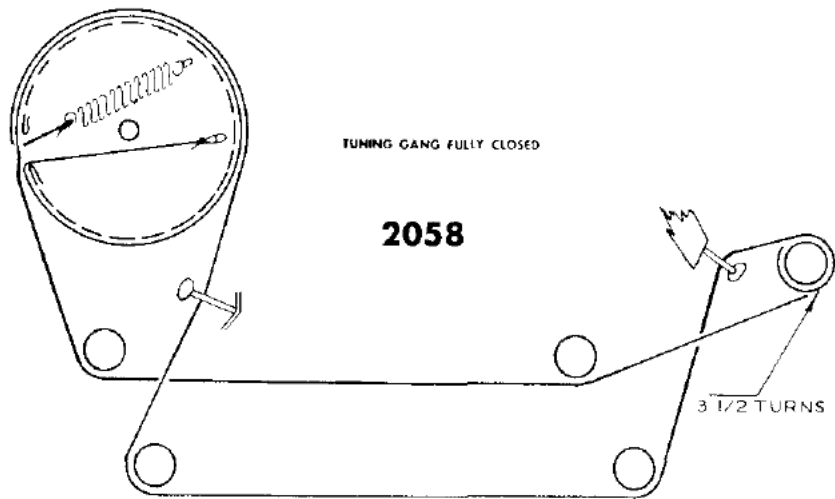












TUNING GANG FULLY CLOSED

2066

3 1/2 TURNS

2067

TUNING GANG FULLY CLOSED

3 TURNS

TUNING SHAFT

TUNING SHAFT

3 TURNS

TUNING PULLEYS MAX. COUNTER CLOCKWISE

2068

BACK PULLEY

TUNING GANG FULLY CLOSED

2069

FRONT PULLEY

2 1/2 TURNS

TUNING SHAFT

TUNING GANG FULLY CLOSED

2070

SWITCH SHAFT

4 1/2 TURNS

TUNING GANG FULLY CLOSED

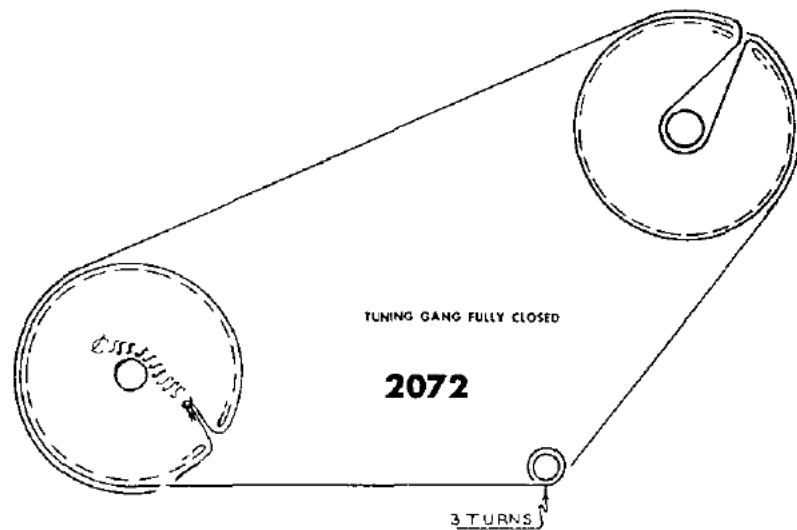
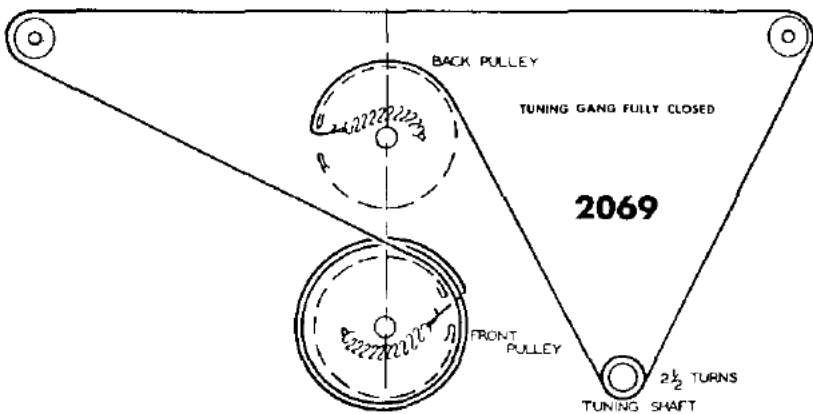
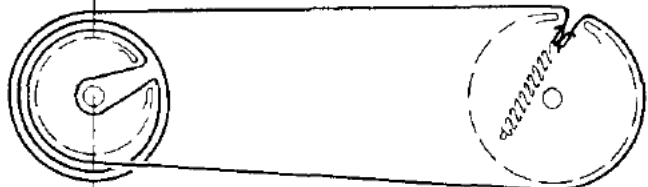
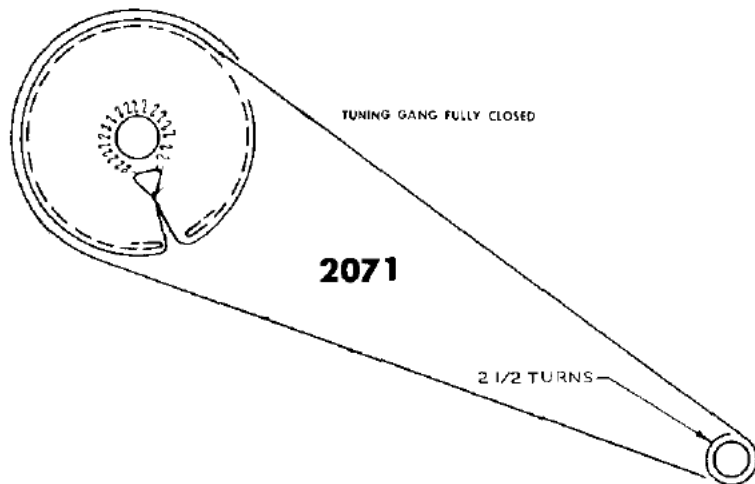
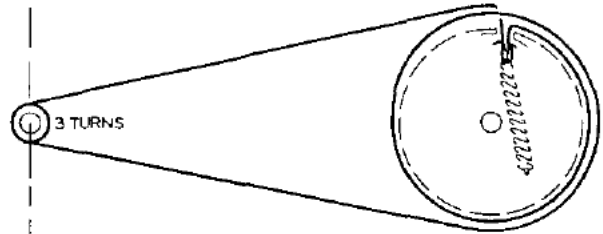
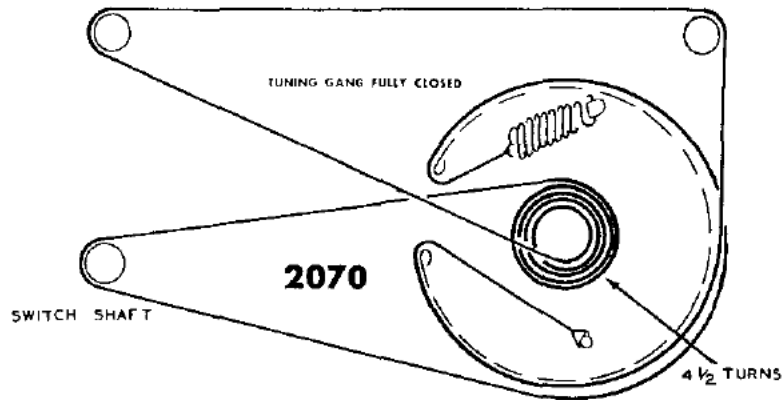
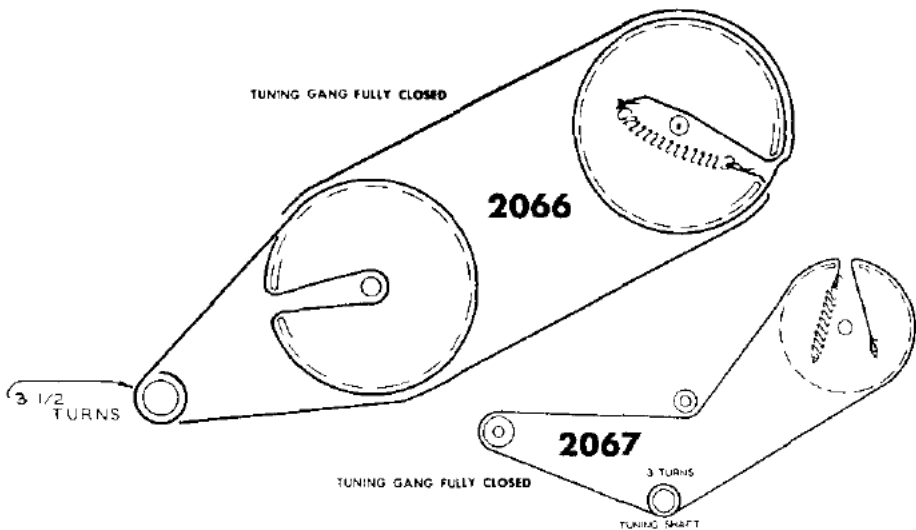
2071

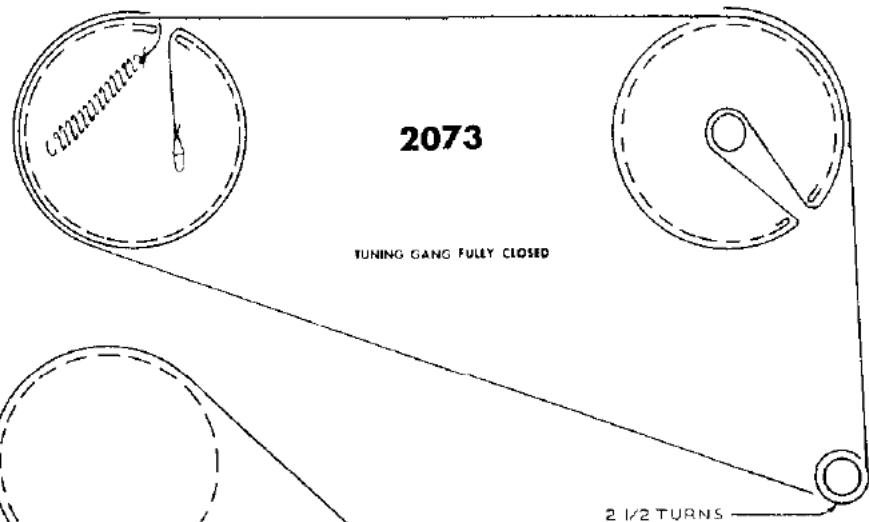
2 1/2 TURNS

TUNING GANG FULLY CLOSED

2072

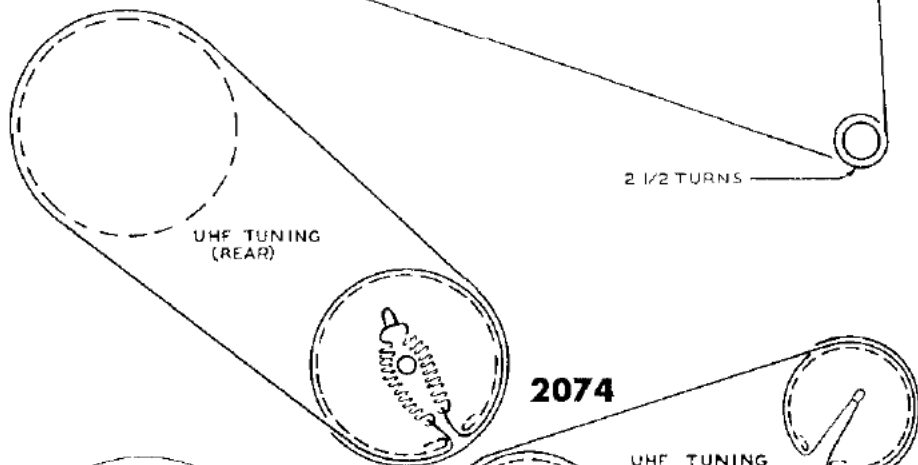
3 TURNS





2073

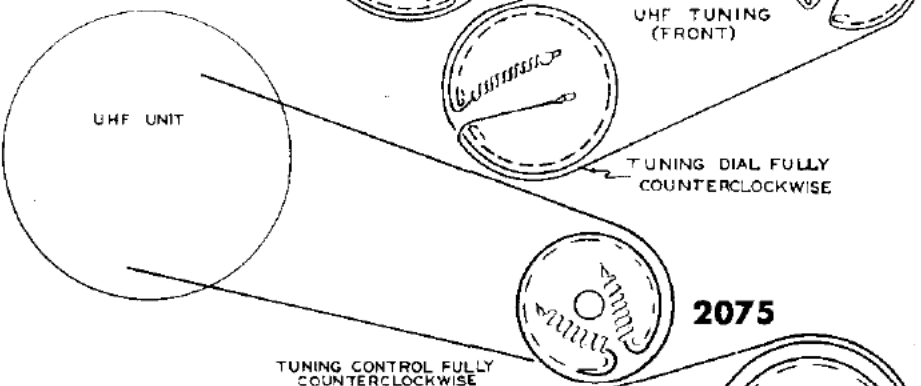
TUNING GANG FULLY CLOSED



2074

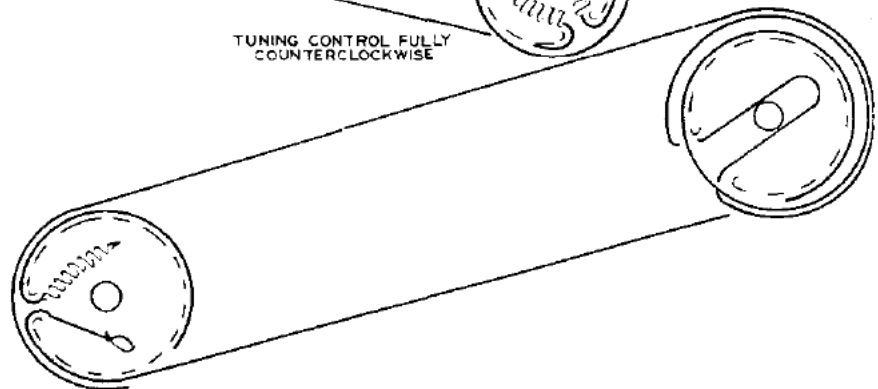
UHF TUNING (FRONT)

TUNING DIAL FULLY COUNTERCLOCKWISE



2075

TUNING CONTROL FULLY COUNTERCLOCKWISE

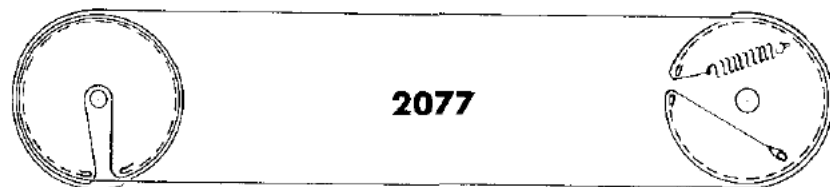


2076

TUNING GANG FULLY CLOSED

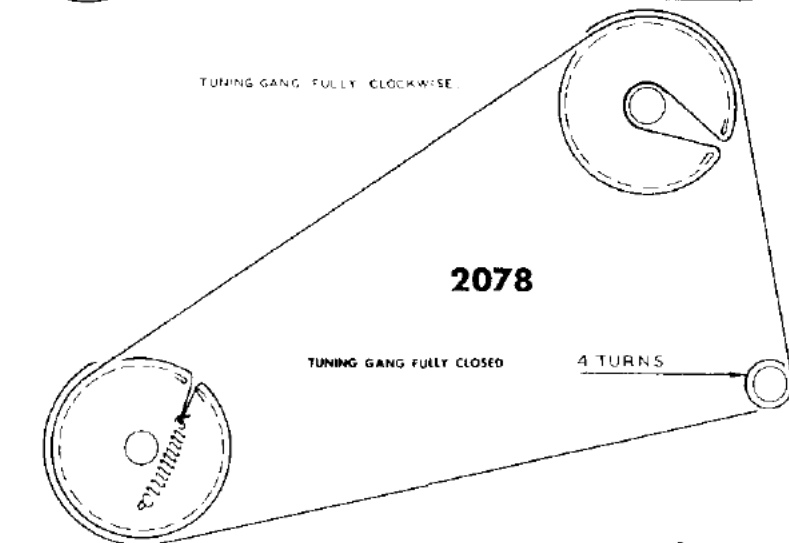


1 1/2 TURNS



2077

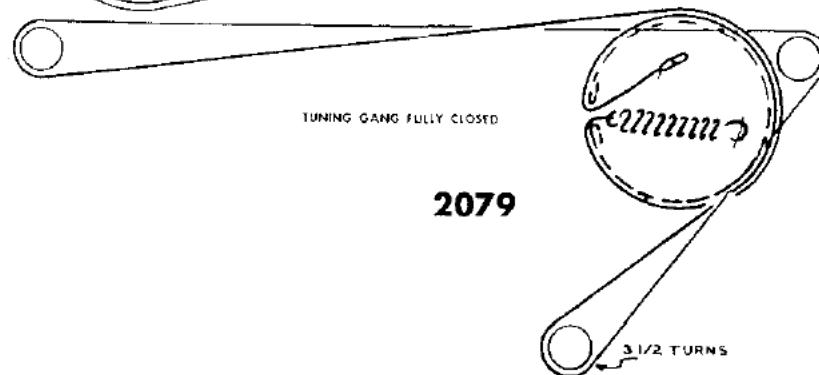
TUNING GANG FULLY CLOCKWISE



2078

TUNING GANG FULLY CLOSED

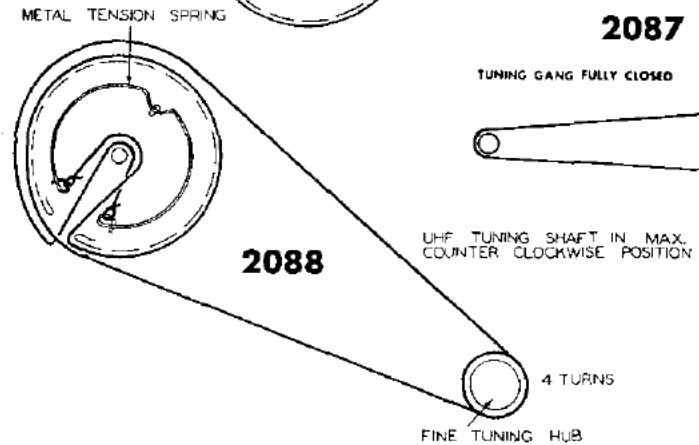
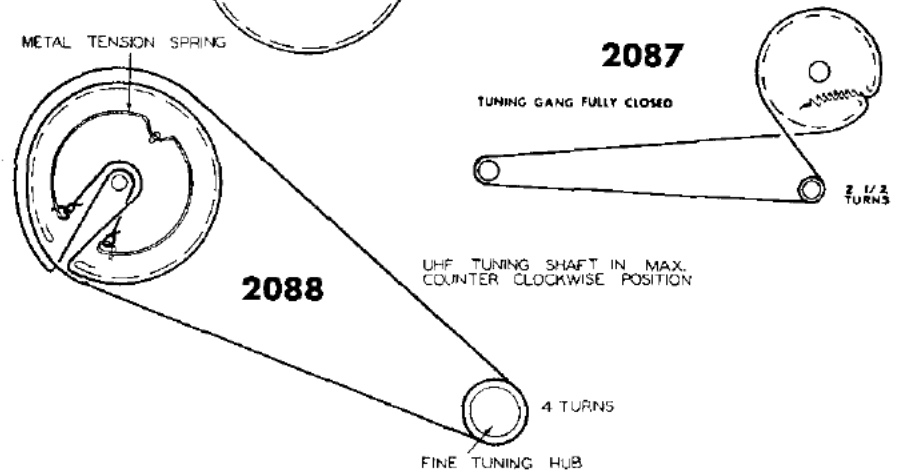
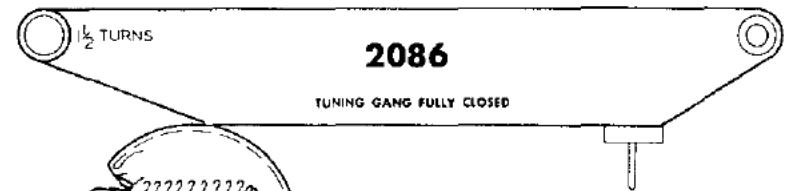
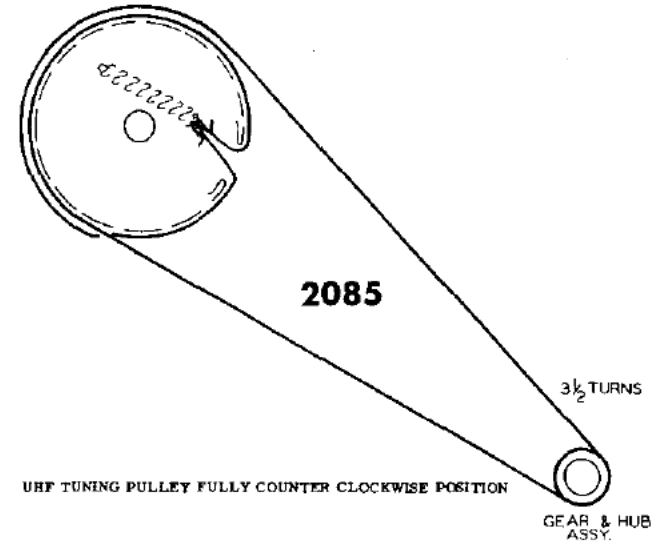
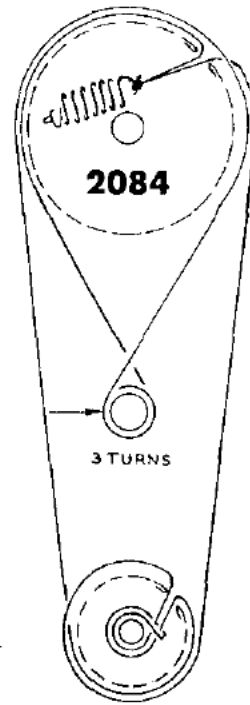
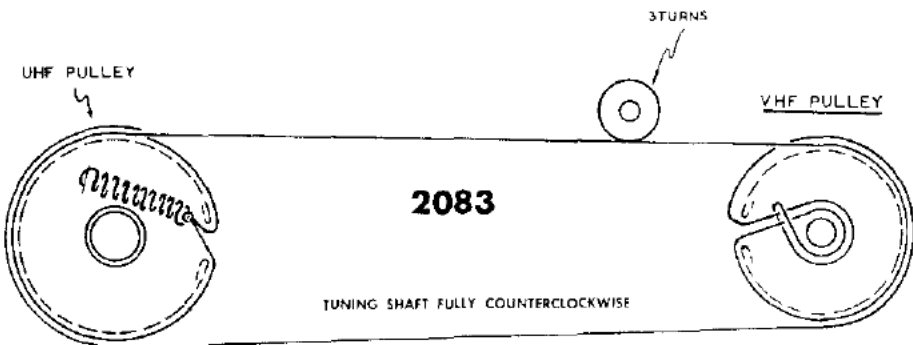
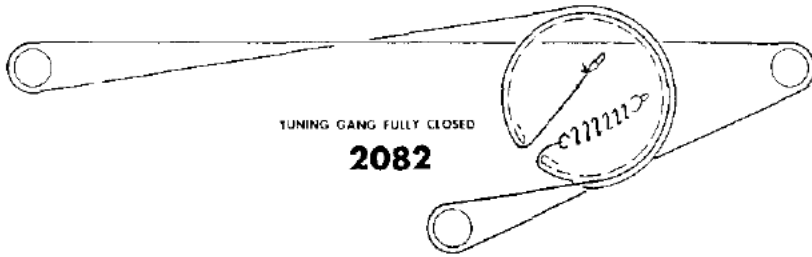
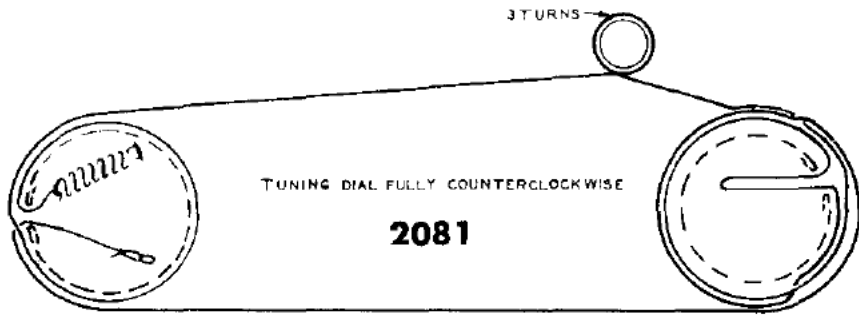
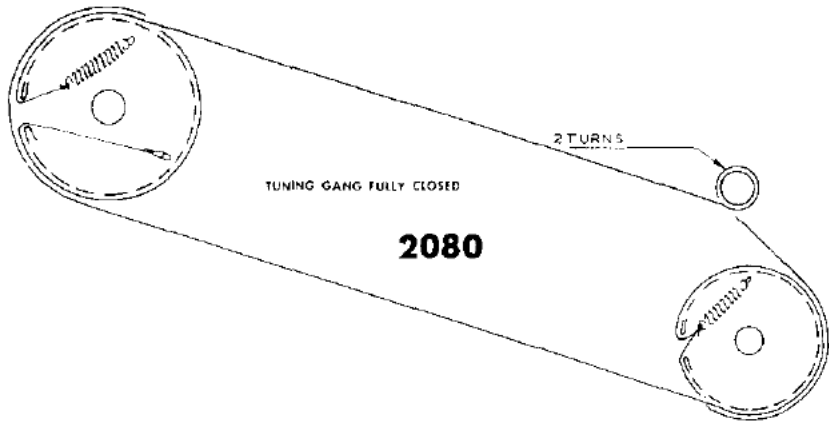
4 TURNS

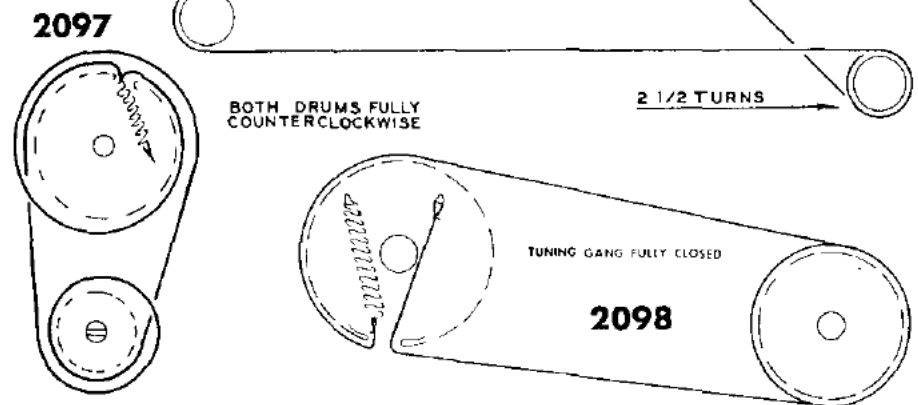
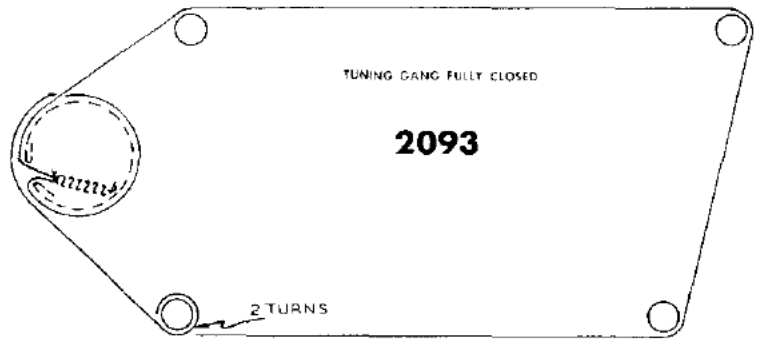
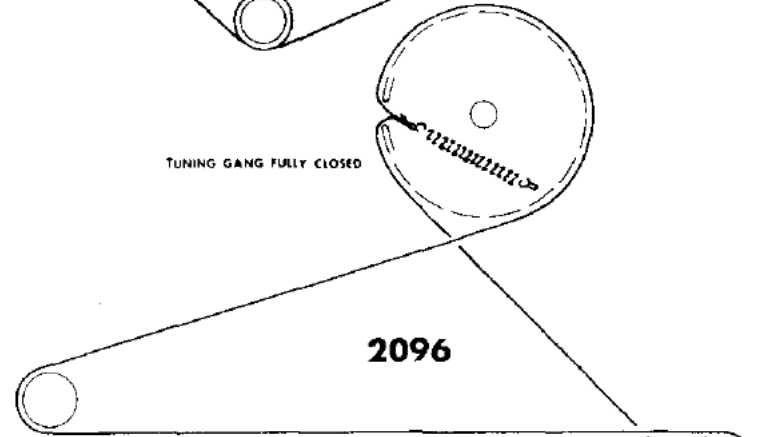
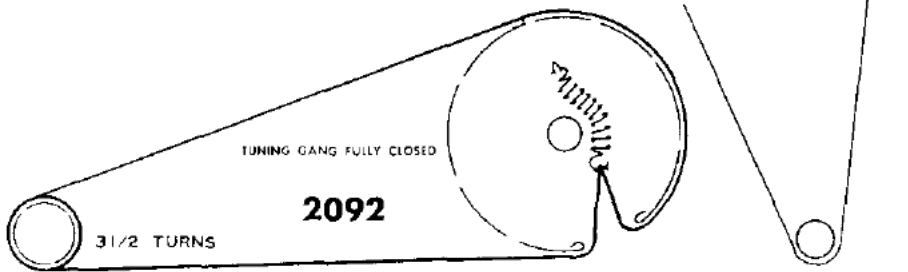
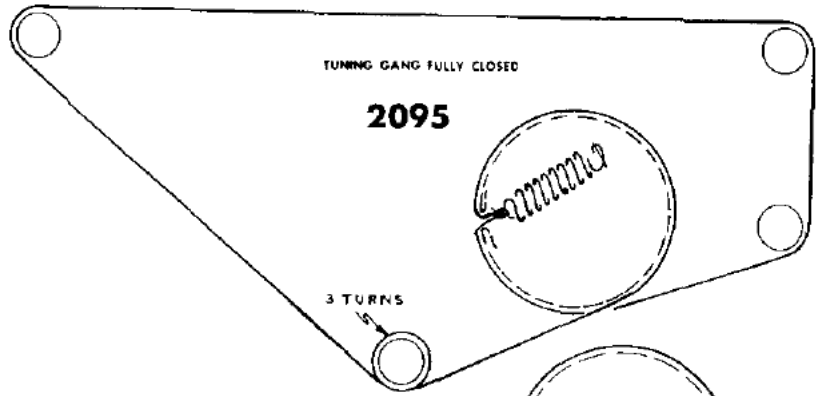
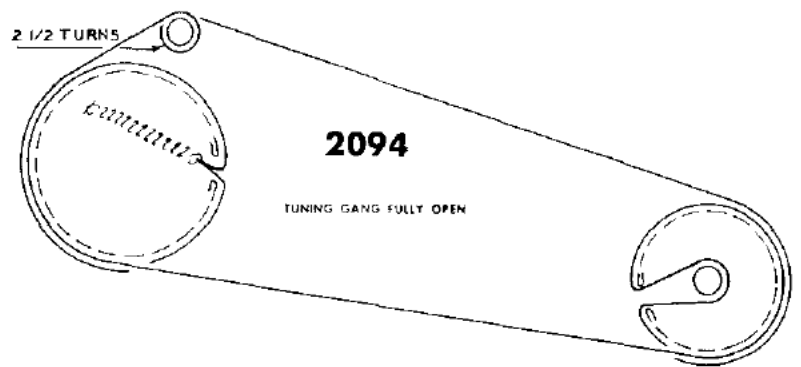
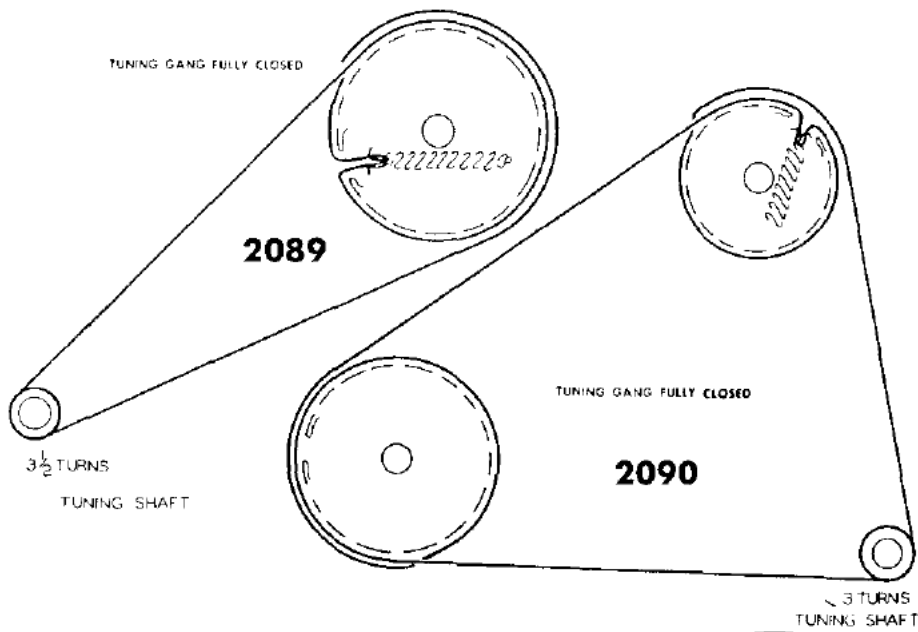


TUNING GANG FULLY CLOSED

2079

3 1/2 TURNS





TURN DRUM COMPLETELY COUNTER-CLOCKWISE

2099

3 TURNS

TUNING GANG FULLY CLOSED

2100

2 1/2 TURNS

TUNING GANG PULLY

2101

TUNING GANG FULLY CLOSED

4 TURNS

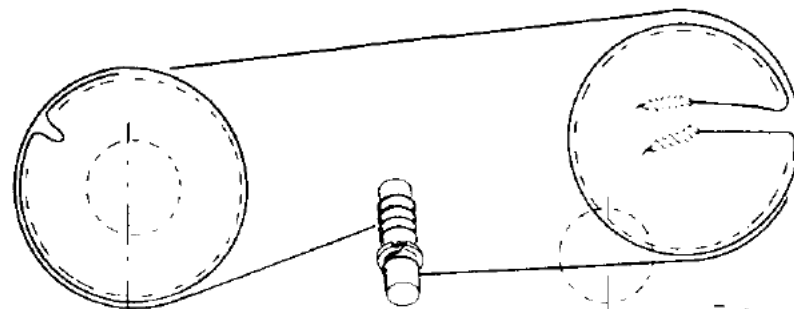
TUNING SHAFT

TUNING GANG FULLY CLOSED

2102

POINTER DRUM

TUNING DRUM



2103

VHF POINTER

VHF POINTER

TUNING SHAFT FULLY COUNTERCLOCKWISE

TUNING GANG FULLY COUNTER-CLOCKWISE.

2104

TUNING GANG FULLY CLOSED

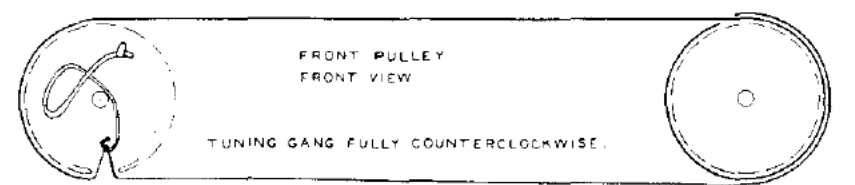
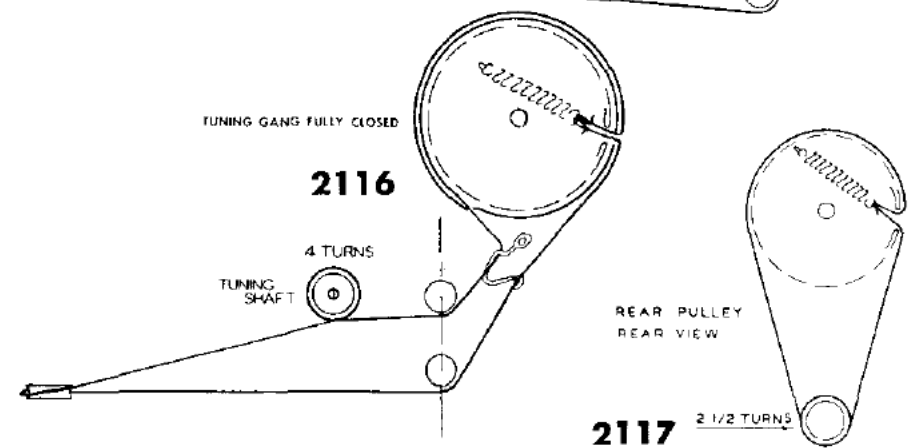
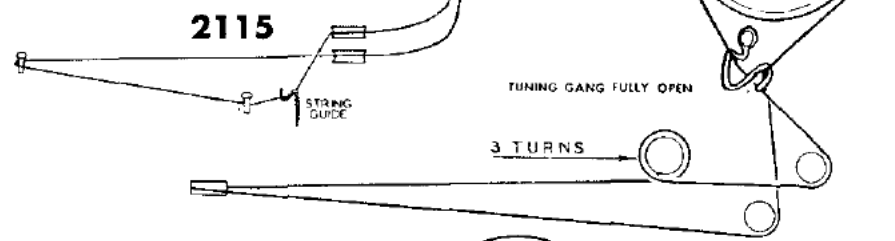
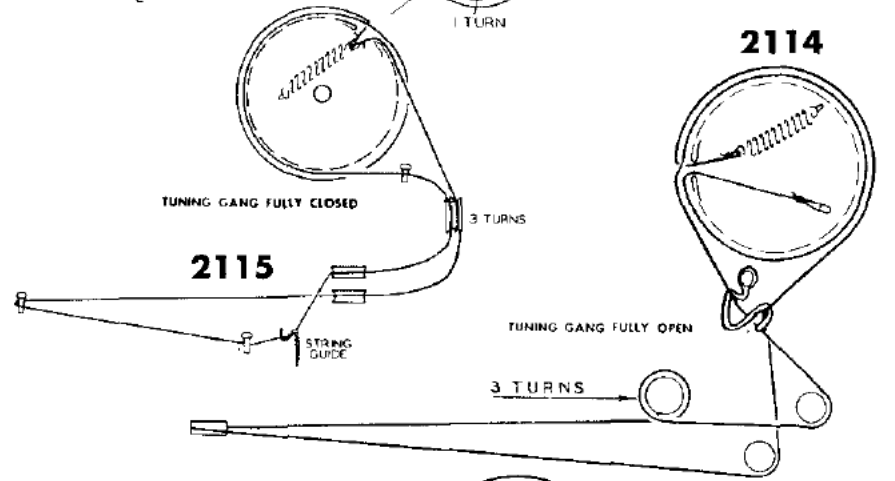
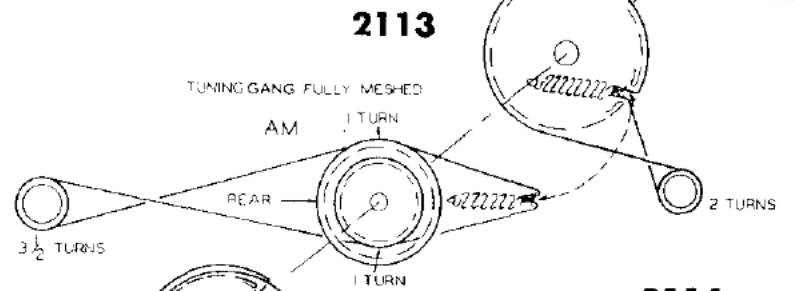
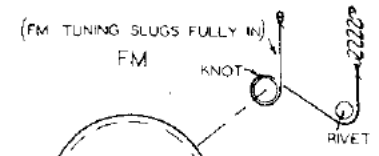
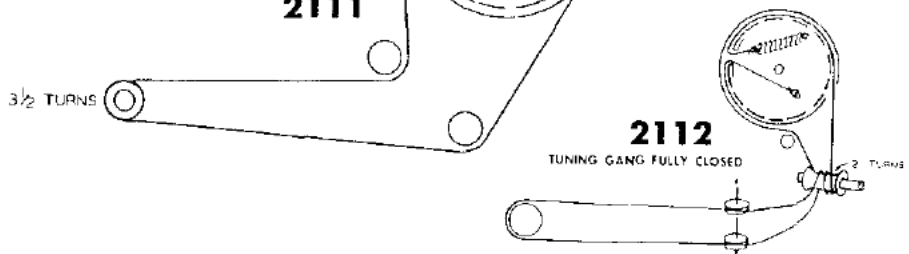
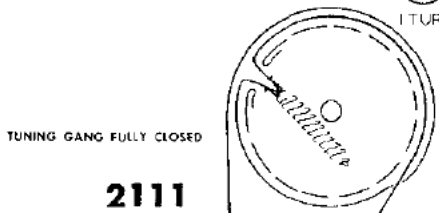
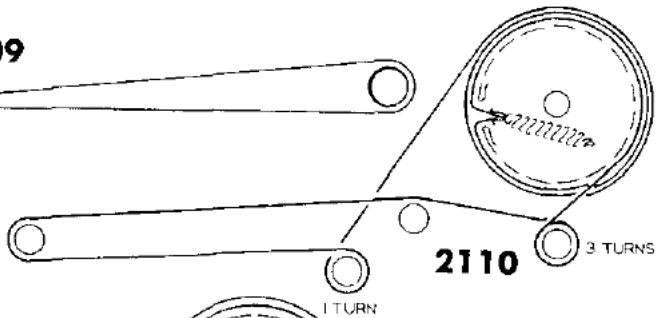
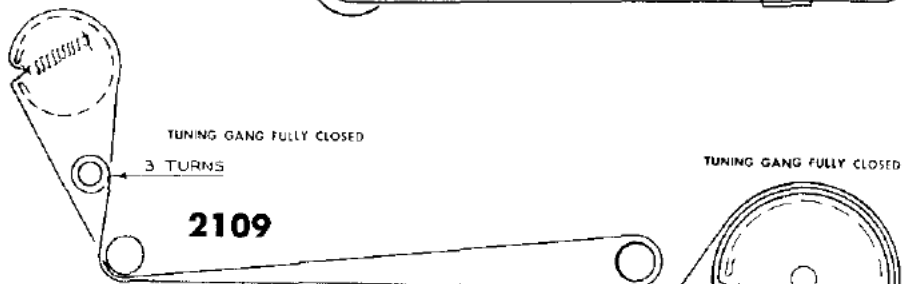
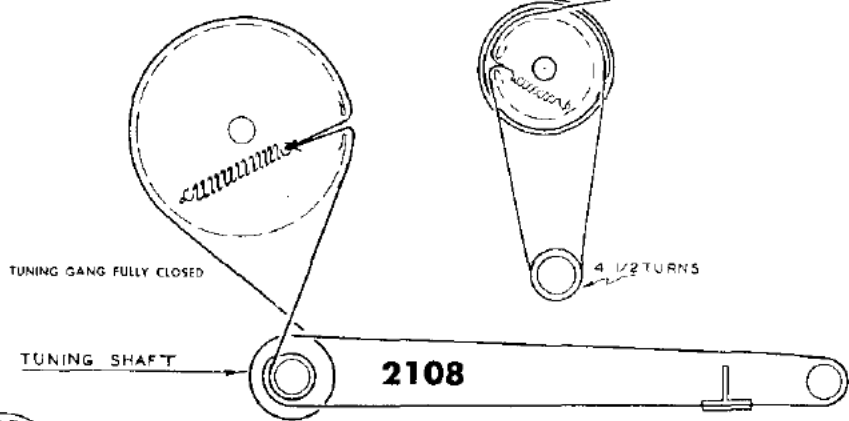
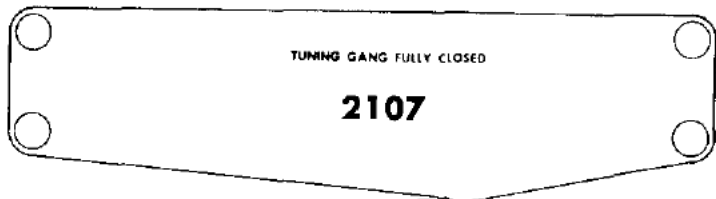
2105

3 TURNS

2106

TUNING GANG FULLY CLOSED

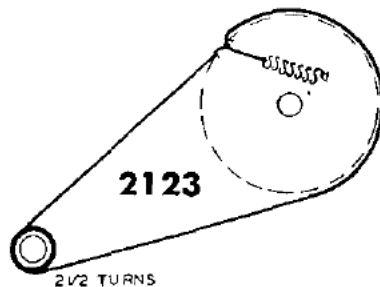
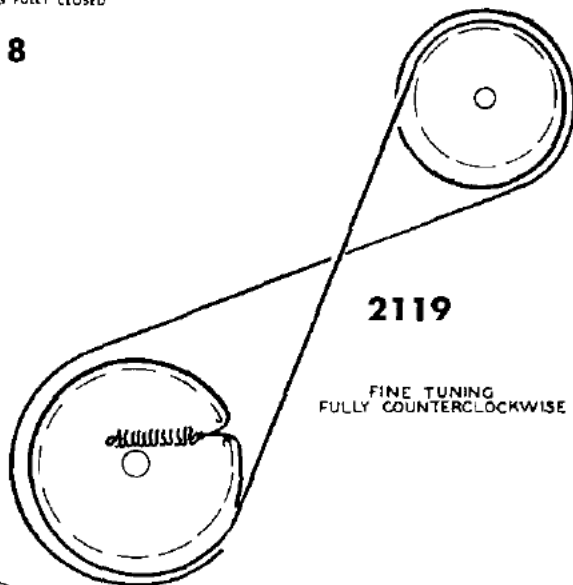
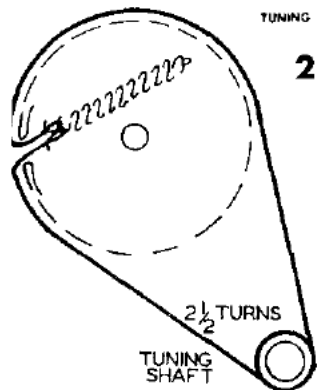
3 TURNS



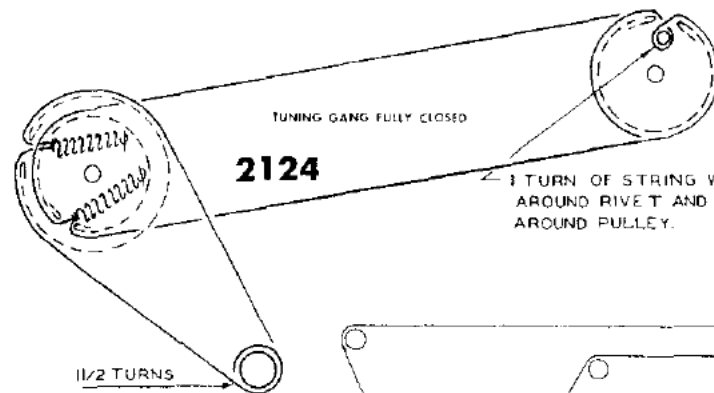


TUNING GANG FULLY CLOSED

2118



TUNING GANG FULLY CLOSED

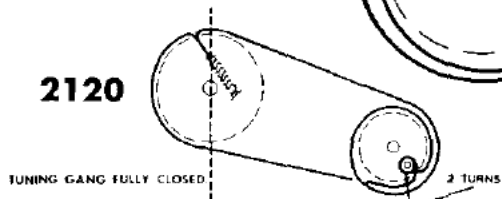


TUNING GANG FULLY CLOSED

2124

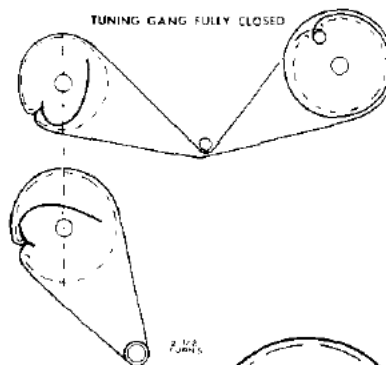
1 TURN OF STRING WRAPPED
AROUND RIVET AND 1 1/2 TURNS
AROUND PULLEY.

2120



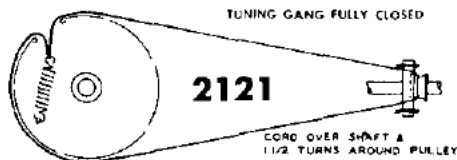
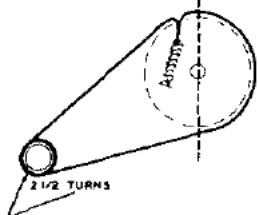
2125

TUNING GANG FULLY CLOSED

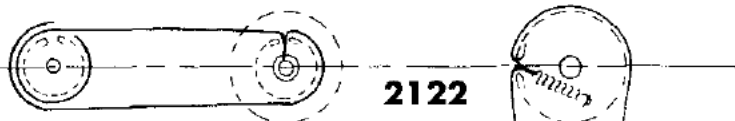


2126

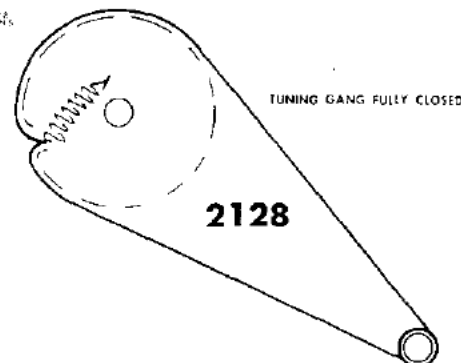
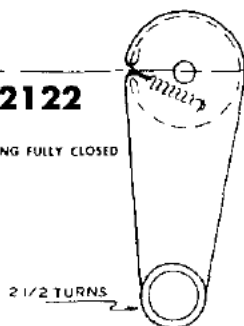
2 1/2 TURNS



TUNING GANG FULLY CLOSED.



TUNING GANG FULLY CLOSED

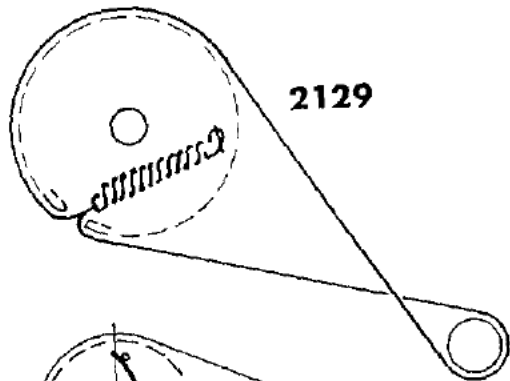


TUNING GANG FULLY CLOSED

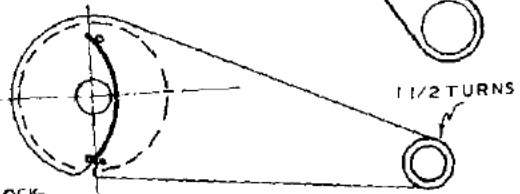
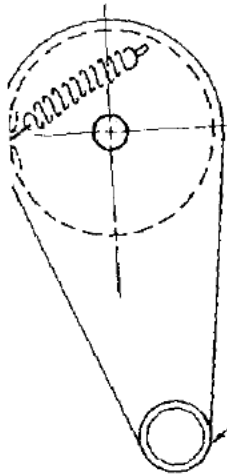
2128

2 1/2 TURNS

TUNING SHAFT FULLY CLOCKWISE

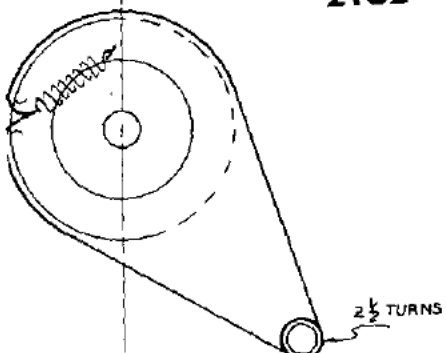
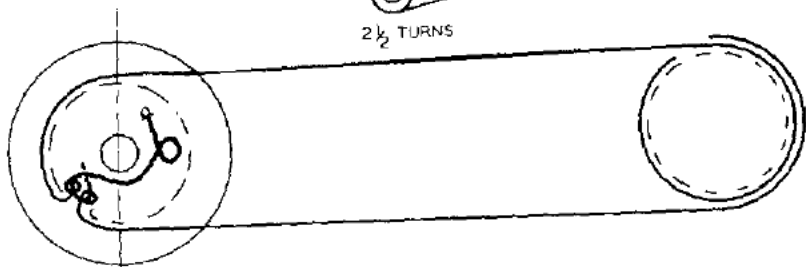
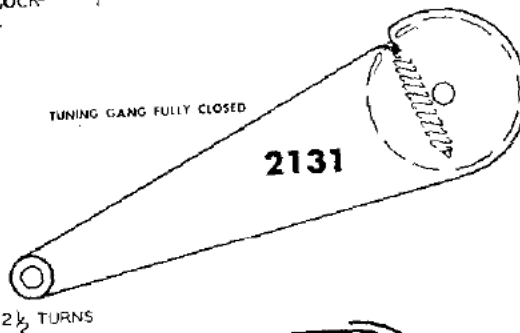


2130



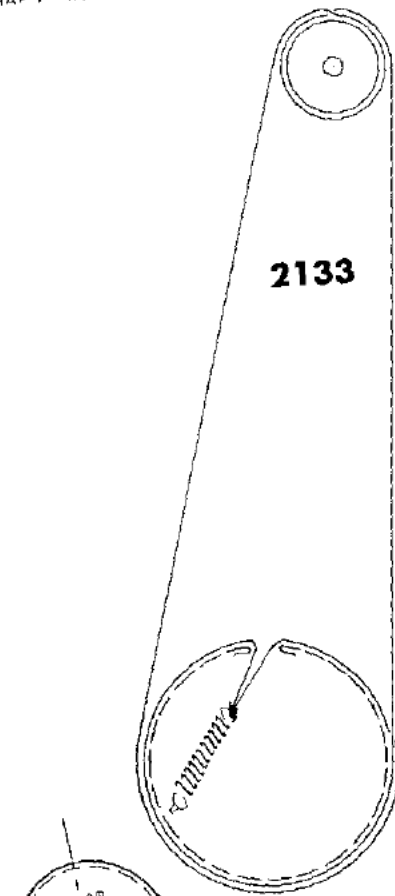
TUNING GANG FULLY CLOSED

2131



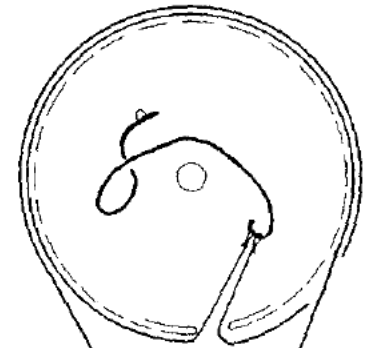
SHAFT IN MAXIMUM COUNTER CLOCKWISE POSITION.

2133



FINE TUNING IN MAX COUNTER CLOCKWISE POSITION.

2134

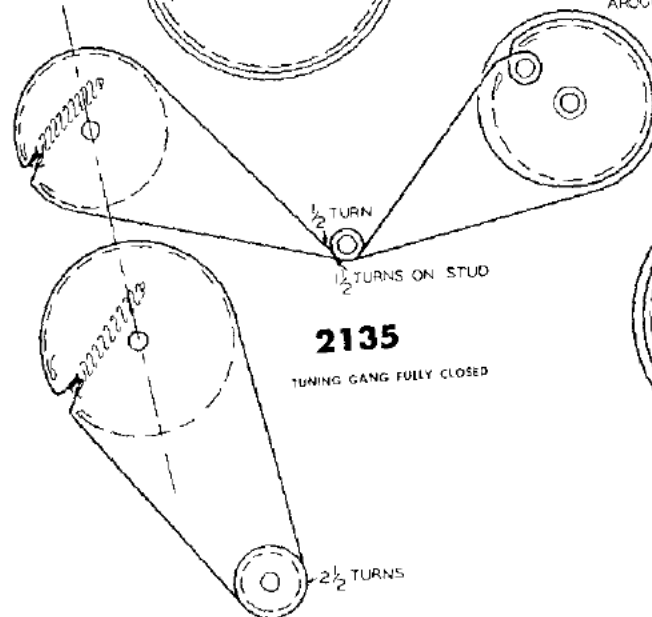


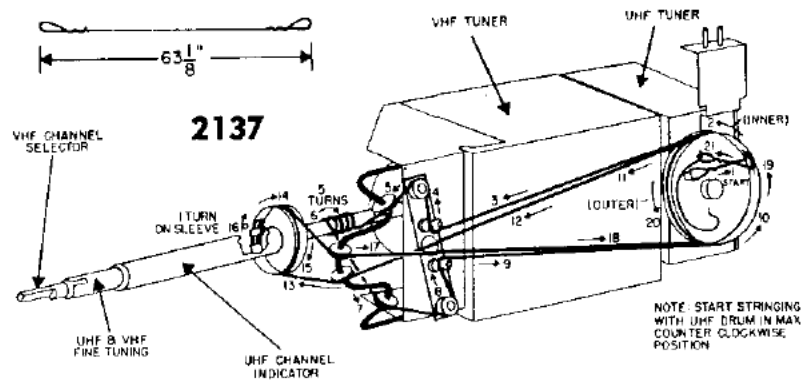
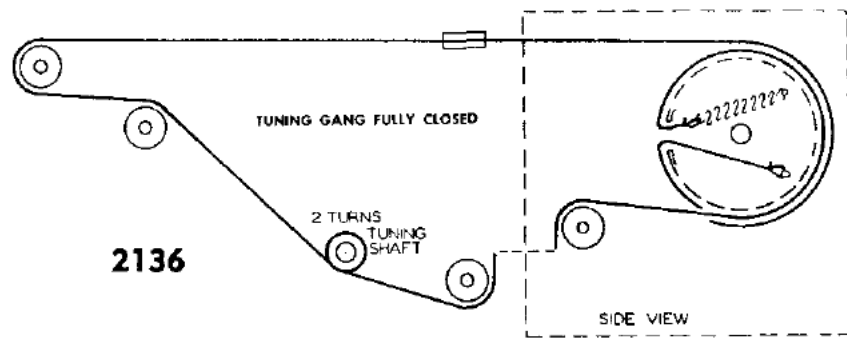
1 1/2 TURNS AROUND PULLEY AND ONE TURN AROUND RIVET

1/2 TURN
1 1/2 TURNS ON STUD

2135

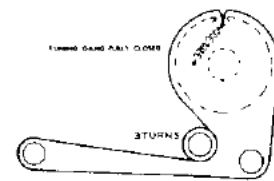
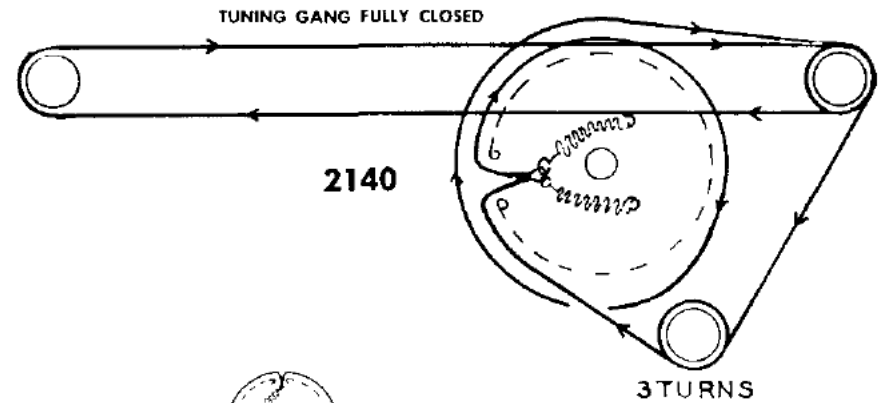
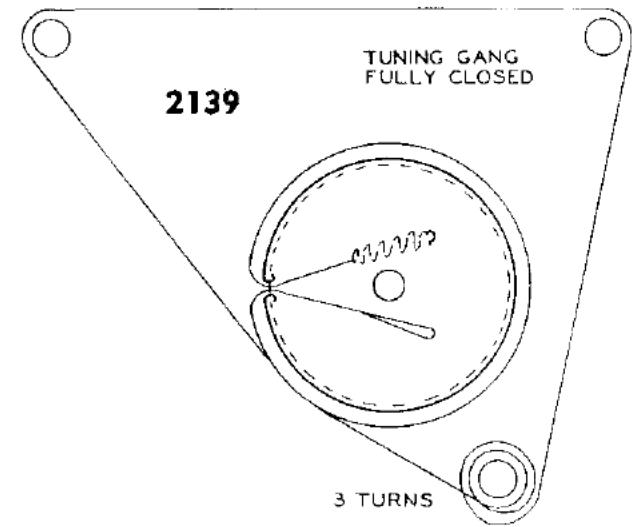
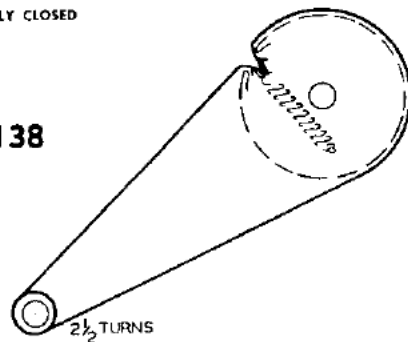
TUNING GANG FULLY CLOSED





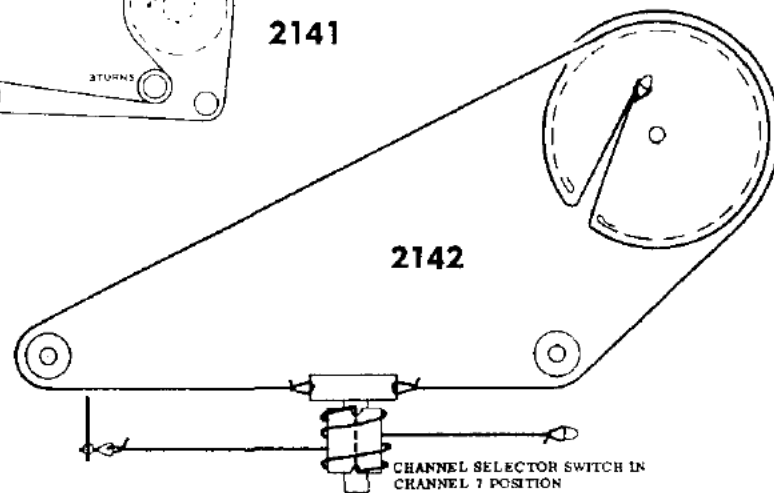
TUNING GANG FULLY CLOSED

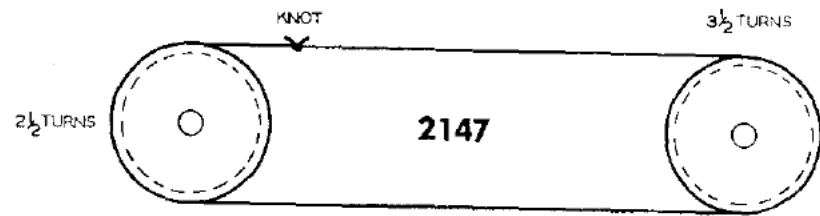
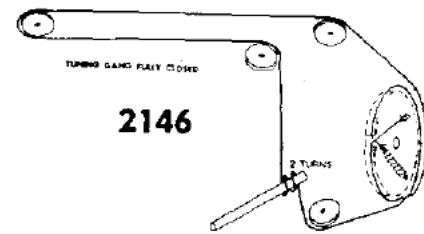
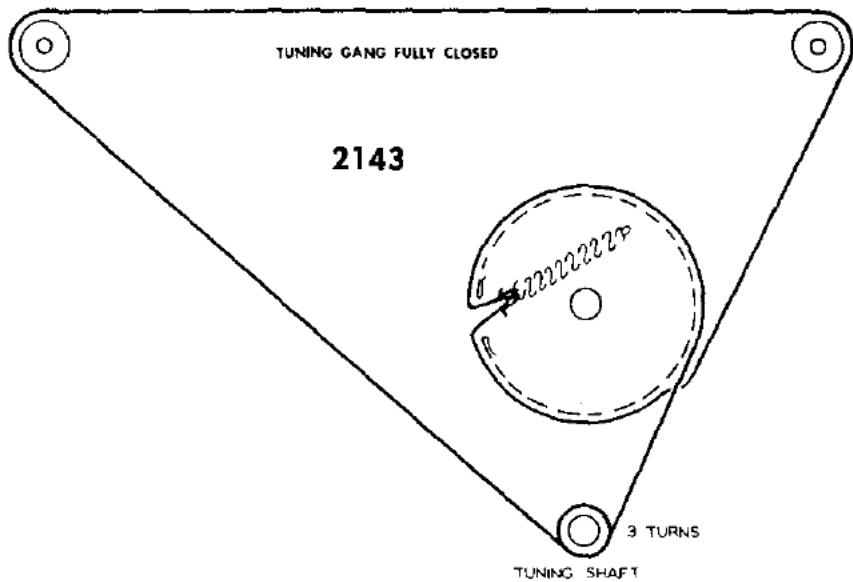
2138



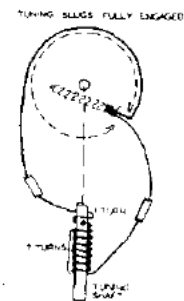
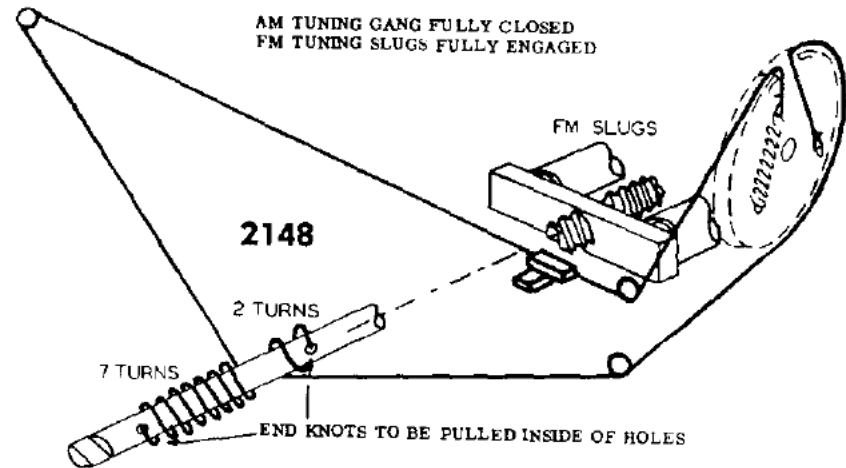
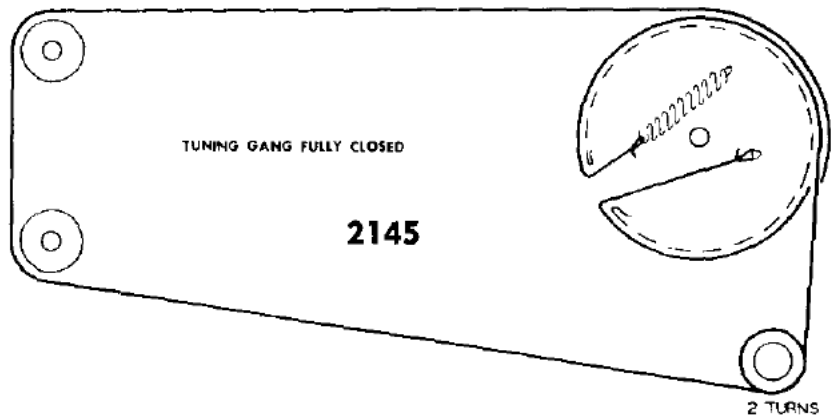
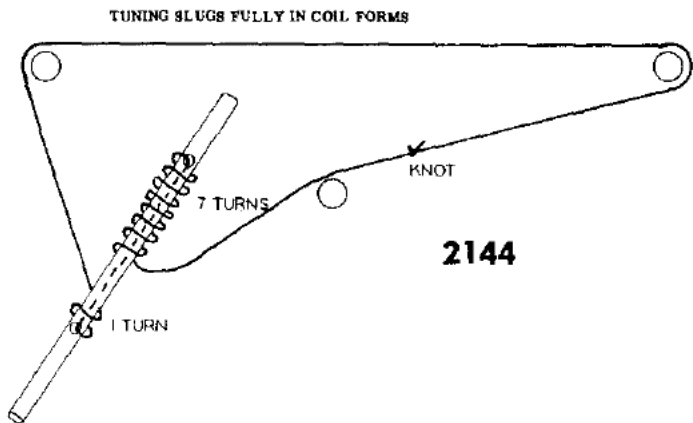
2141

2142





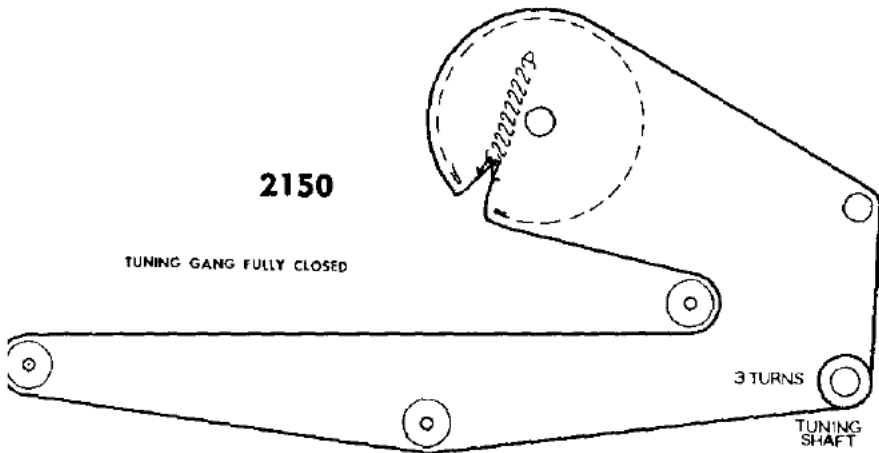
CONTRAST CONTROL DRIVE STRINGING
CONTRAST CONTROL FULLY COUNTER CLOCKWISE POSITION



2149

2150

TUNING GANG FULLY CLOSED



3 TURNS

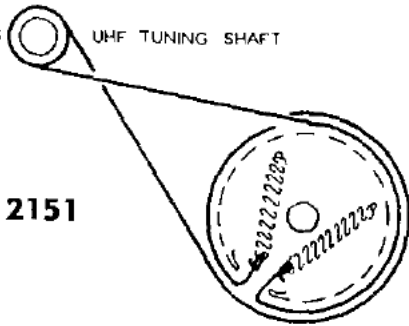
TUNING SHAFT

3 TURNS

UHF TUNING SHAFT

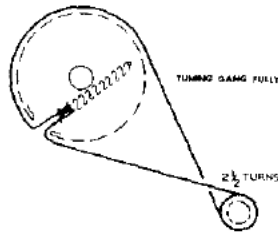
2151

UHF TUNING PULLEY MAX. COUNTER CLOCKWISE



2152

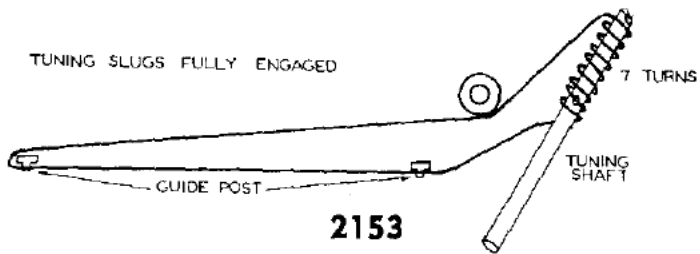
TUNING GANG FULLY CLOSED



2 1/2 TURNS

TUNING SLUGS FULLY ENGAGED

2153



7 TURNS

TUNING SHAFT

GUIDE POST

VHF FINE TUNING DRIVE CORD STRINGING

1 1/2 TURNS

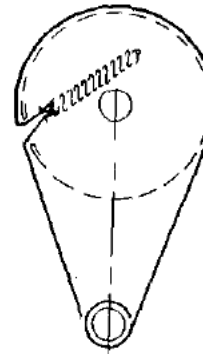
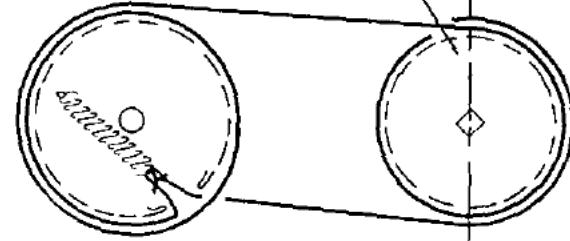
PULLEY IN MAXIMUM COUNTER CLOCKWISE POSITION

UHF DRIVE CORD STRINGING

TUNING SHAFT

2154

2 1/2 TURNS



TUNING GANG DRIVE PULLEY

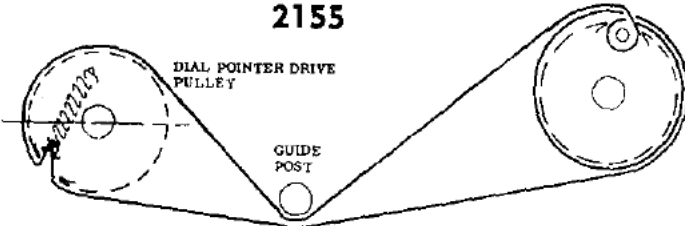
TUNING GANG FULLY CLOSED

2155

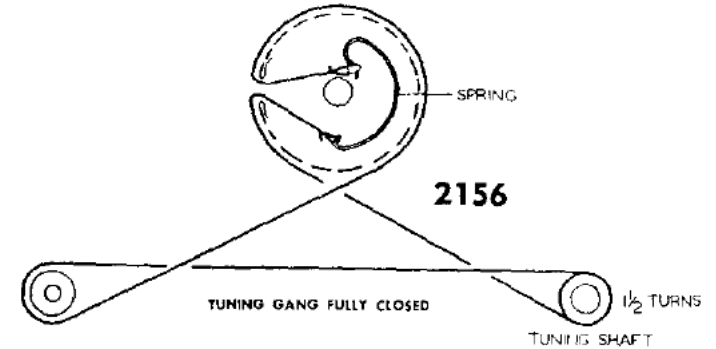
TUNING SHAFT

DIAL POINTER DRIVE PULLEY

GUIDE POST



2156



SPRING

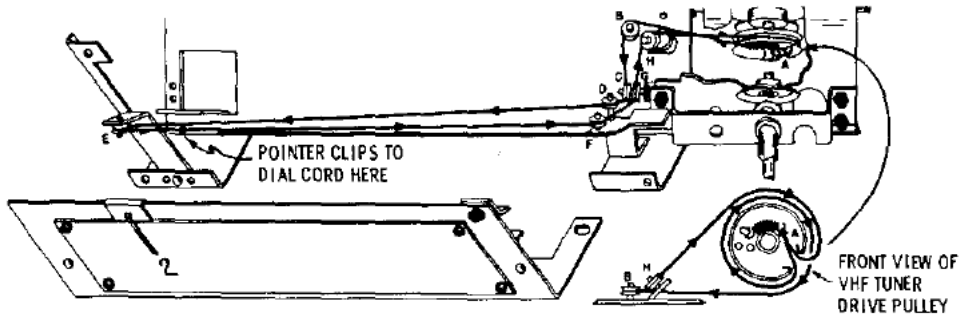
TUNING GANG FULLY CLOSED

1 1/2 TURNS

TUNING SHAFT

VHF DRIVE CORD STRINGING

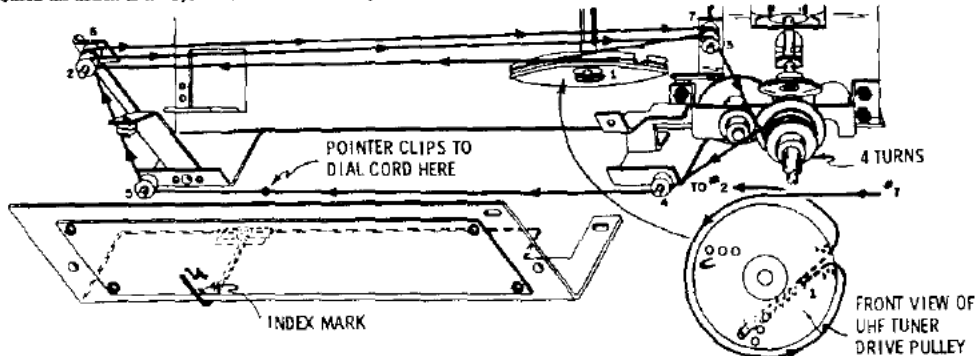
1. Cut a 52" length of dial cord and tie one end to the dial spring.
2. Turn the VHF tuner channel selector switch to channel 2 position.
3. Place the free end of the dial cord spring over the hook in the pulley on the front of the VHF tuner.
4. Stretch the spring and take one full turn around the pulley before following the sequence as shown.
5. From point "H" return the end of the dial cord over the top of the pulley to point "A" and tie the cord to the spring. Be sure that the string is sufficiently tight to stretch the spring and thereby maintain proper string tension.
6. Cut off any surplus string and place a drop of quick drying cement on the knots to prevent them from working loose.
7. Position the pointer over channel 2 on the dial and clip the pointer to the dial string. A drop of cement may be used to insure that the pointer will not slip.
8. Check the action of the system to be sure that it operates freely and the pointer indicates the proper VHF channel.



2157

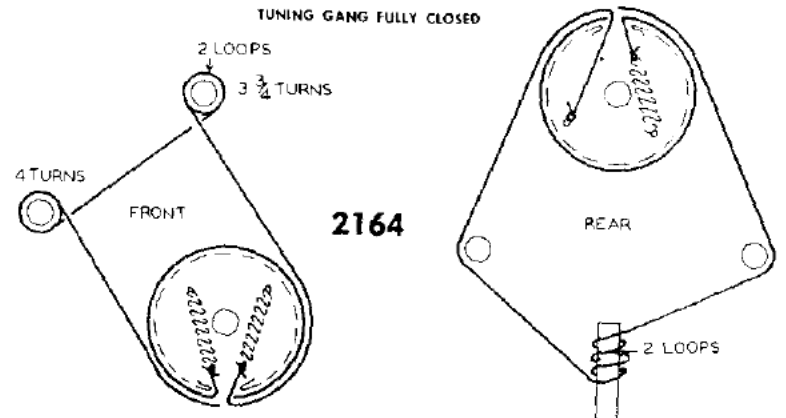
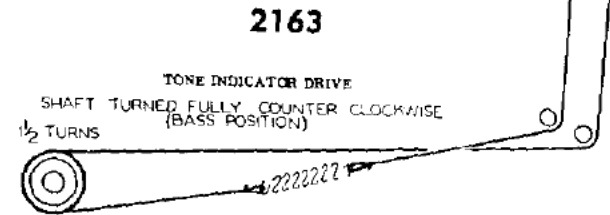
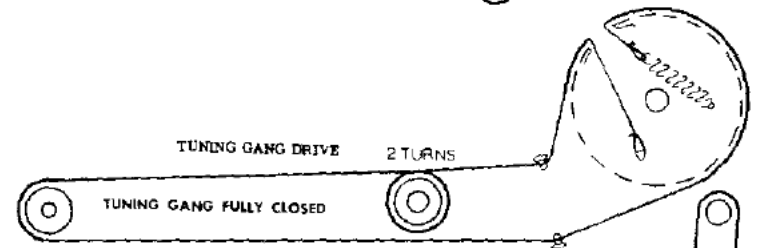
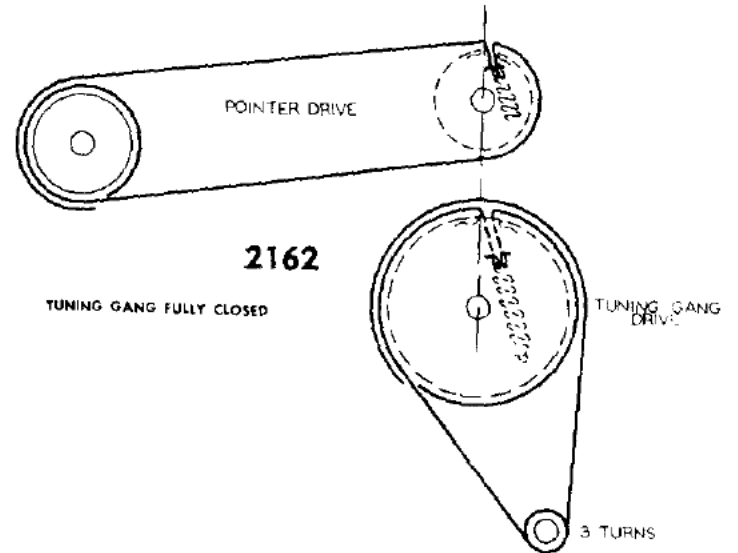
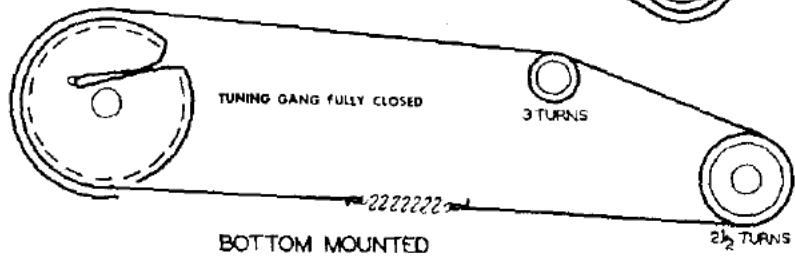
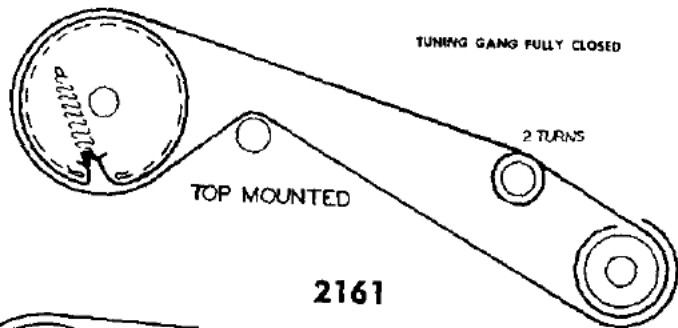
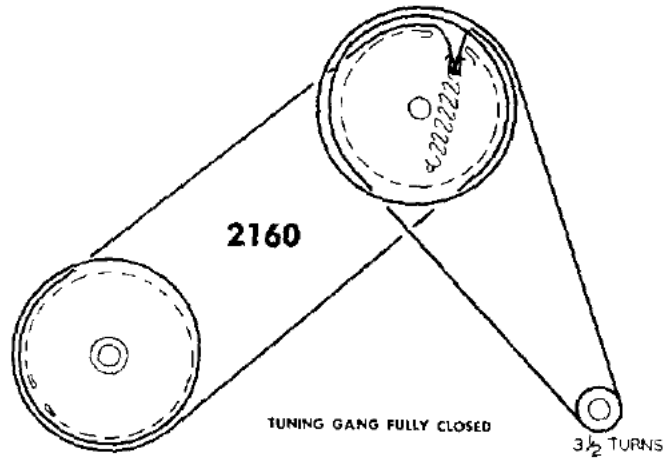
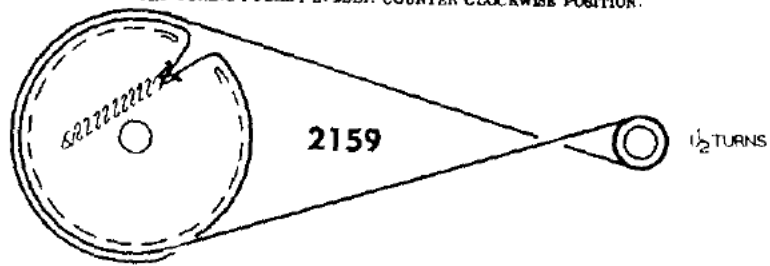
UHF DRIVE CORD STRINGING

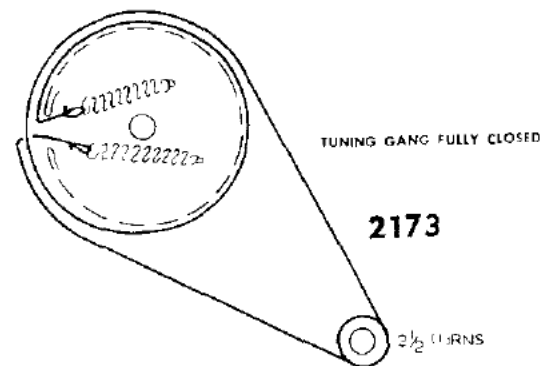
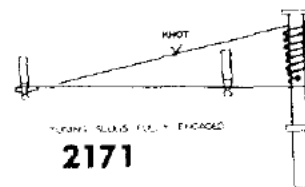
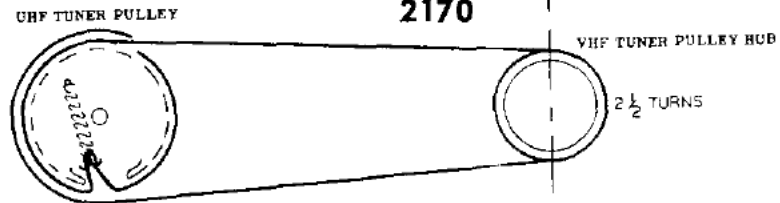
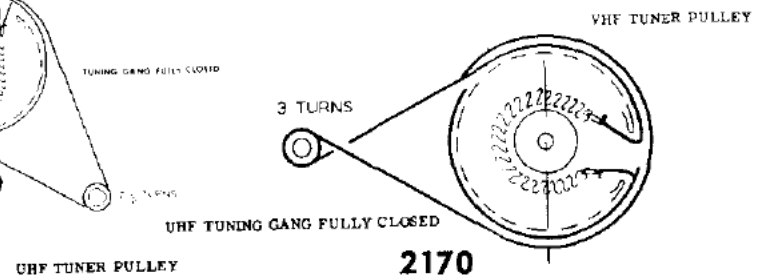
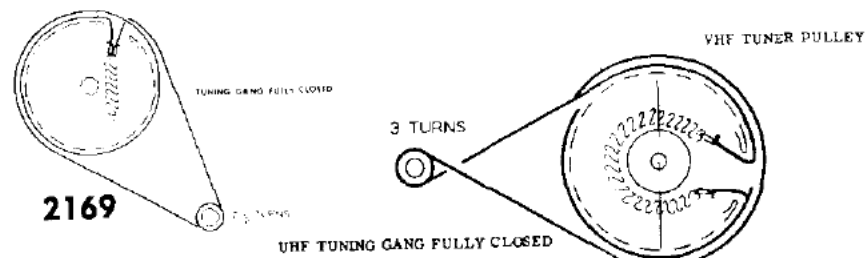
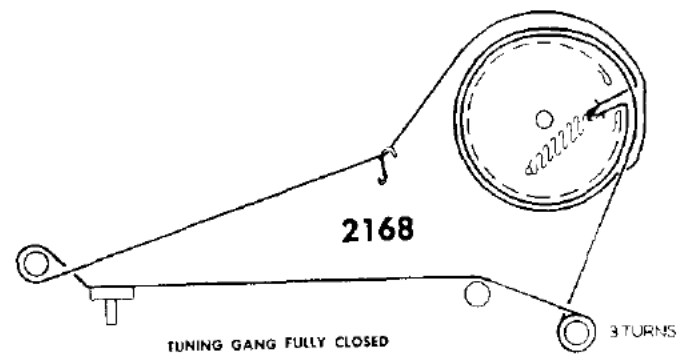
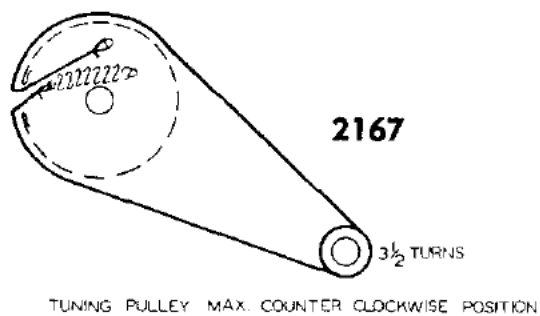
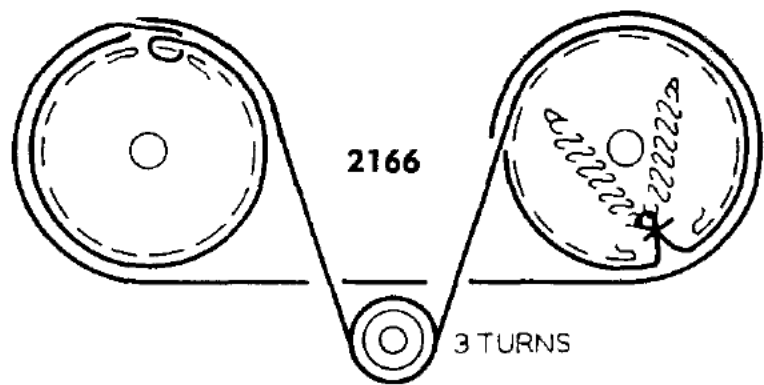
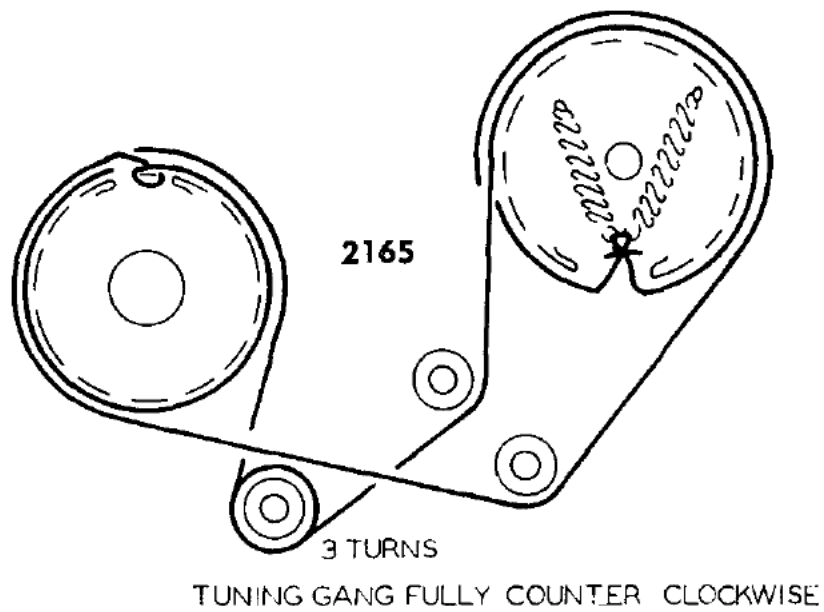
1. Cut an 80" length of dial cord and tie one end to the dial spring.
2. Turn the UHF tuner drive pulley to the full counter clockwise position (Channel 14).
3. Place the free end of the dial cord spring over the hook in the back side of the pulley.
4. Stretch the spring and pass the string out the notch in the edge of the pulley and up over the top of the pulley to position 2 and then on to 3. From position 3 take four full turns counter clockwise around the large pulley on the fine tuning shaft before continuing on to points 4, 5, 6 and 7. From point 7 take approximately a 3/4 turn around the UHF drive pulley and pass the dial cord through the notch in the pulley rim.
5. Tie the dial cord to the dial spring at 1 and cut off any surplus string. Place a drop of quick drying cement on the knots to prevent them from working loose.
6. Position the UHF pointer over the index mark on the left end of the UHF dial scale and clip the pointer to the dial string. A drop of cement may be used to insure that the pointer will not slip on the string.
7. Check the action of the system to be sure that it operates freely and the pointer indicates the proper UHF channel.



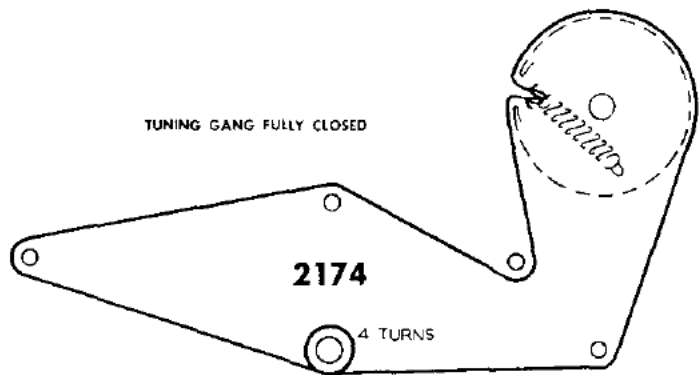
2158

UHF TUNING PULLEY IN MAX. COUNTER CLOCKWISE POSITION.

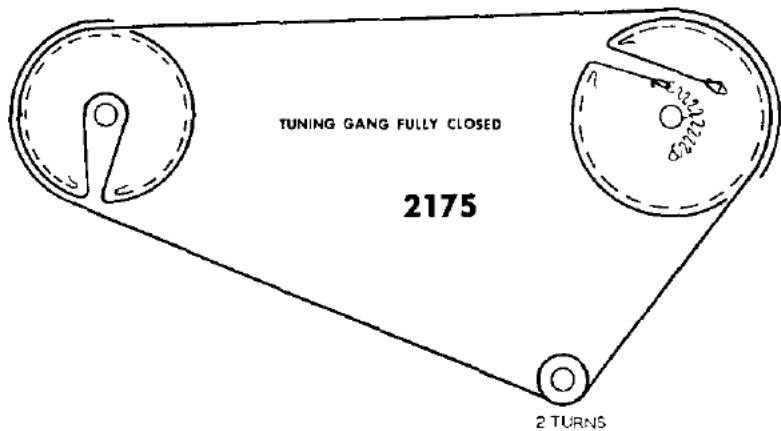




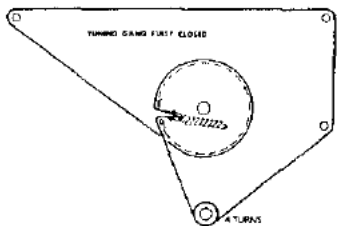
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

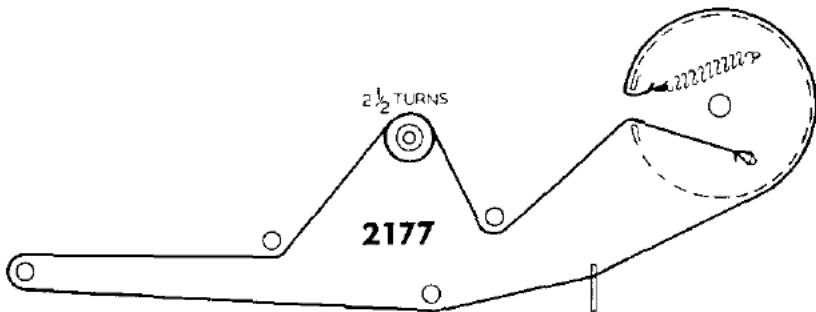


2176

2 1/2 TURNS

2177

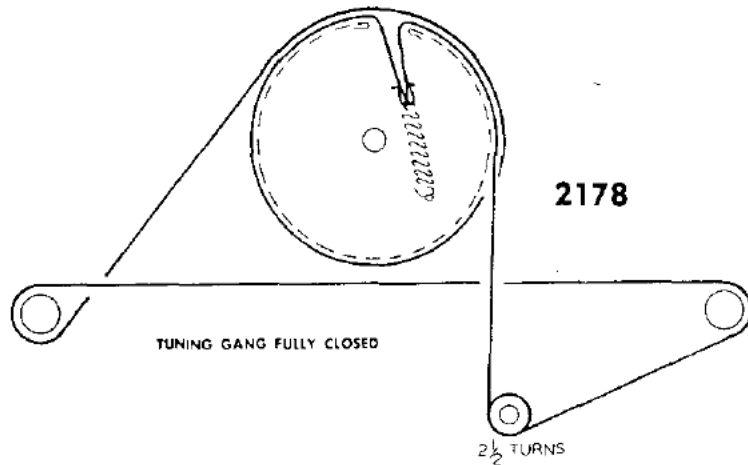
TUNING GANG FULLY CLOSED



2178

TUNING GANG FULLY CLOSED

2 1/2 TURNS

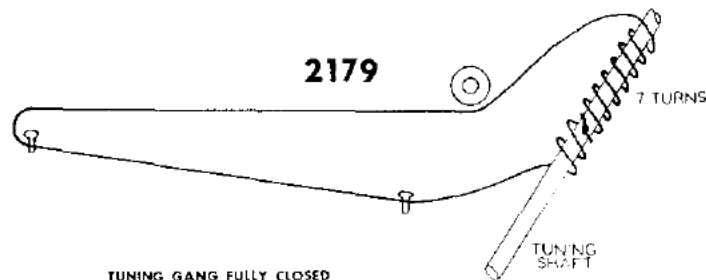


2179

TUNING GANG FULLY CLOSED

7 TURNS

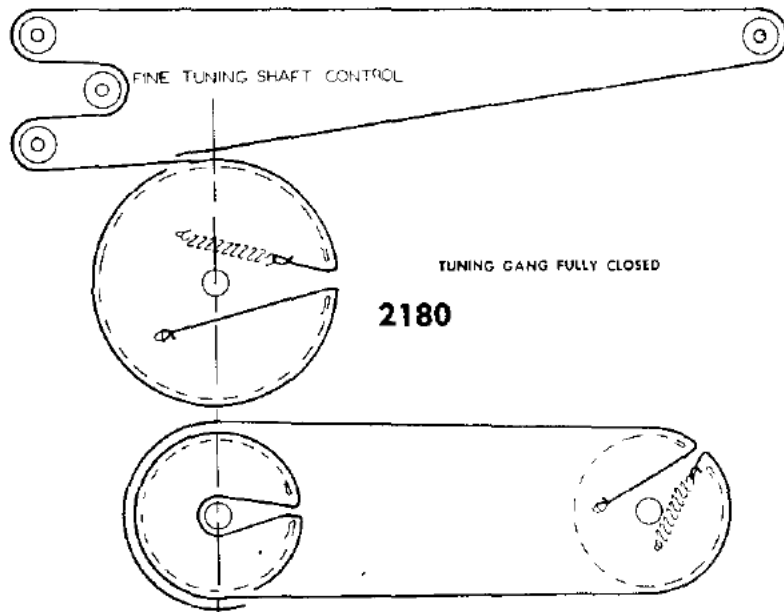
TUNING SHAFT

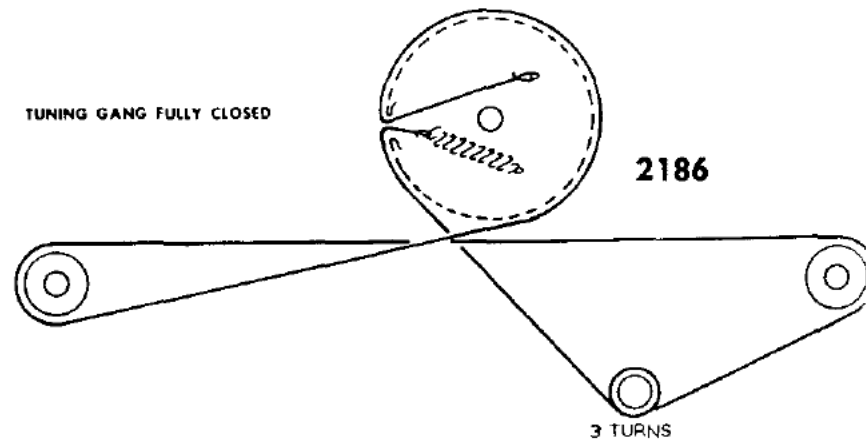
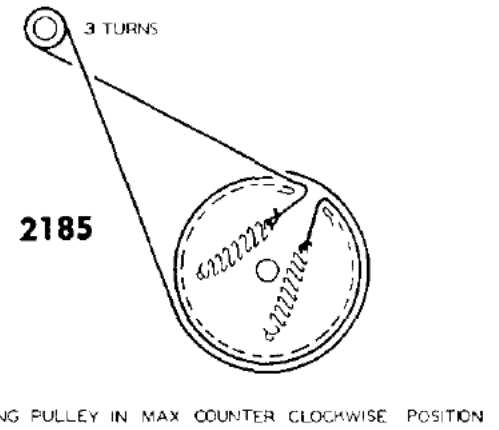
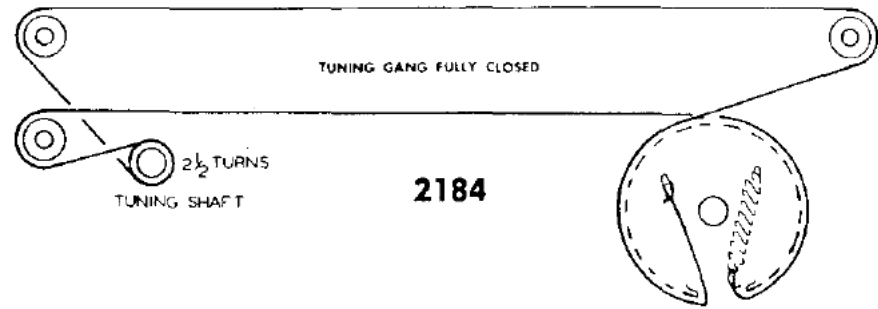
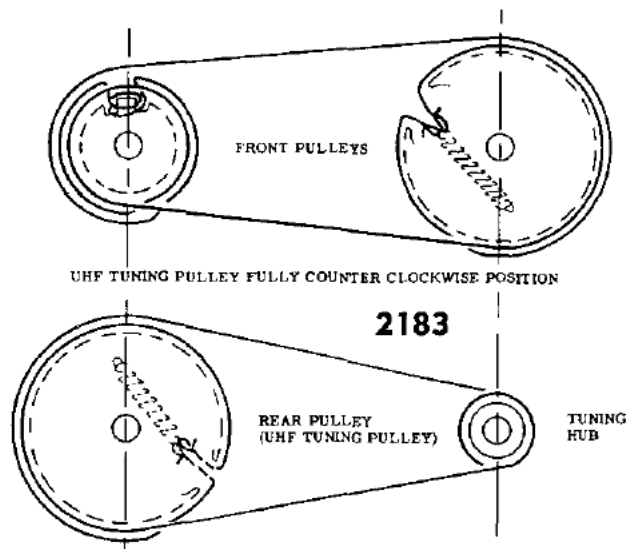
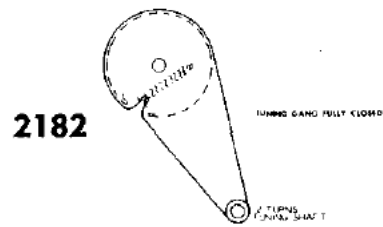
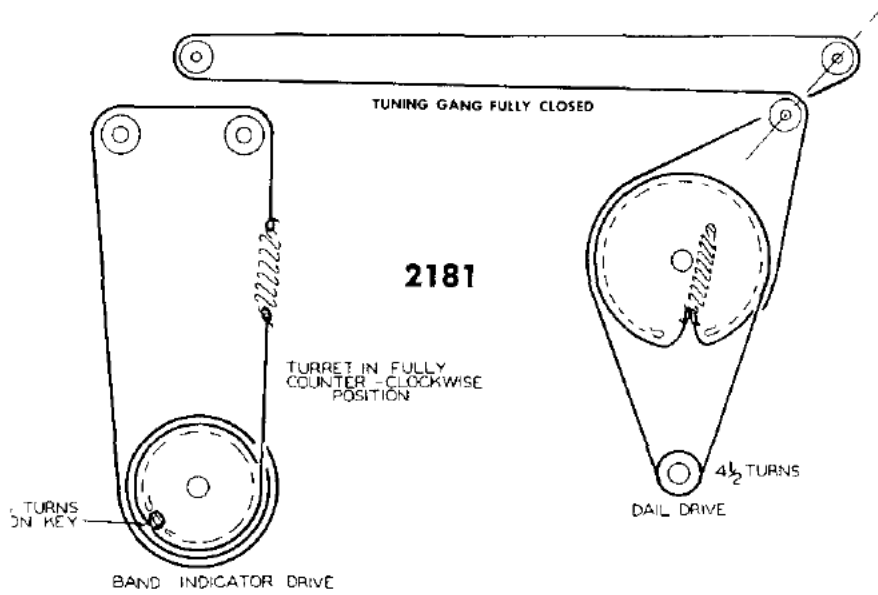


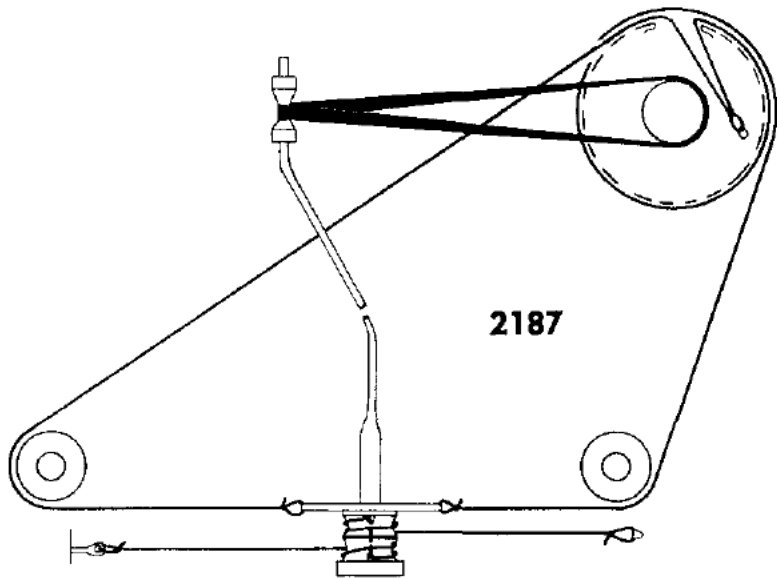
FINE TUNING SHAFT CONTROL

TUNING GANG FULLY CLOSED

2180

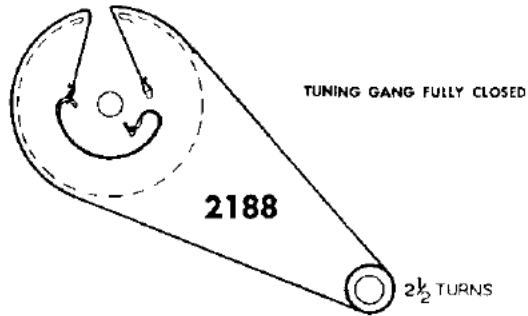






2187

SHOWN IN CHANNEL 7 POSITION

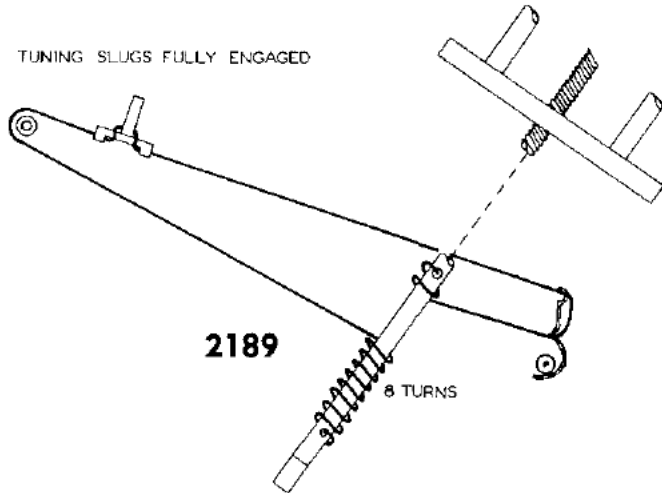


TUNING GANG FULLY CLOSED

2188

2½ TURNS

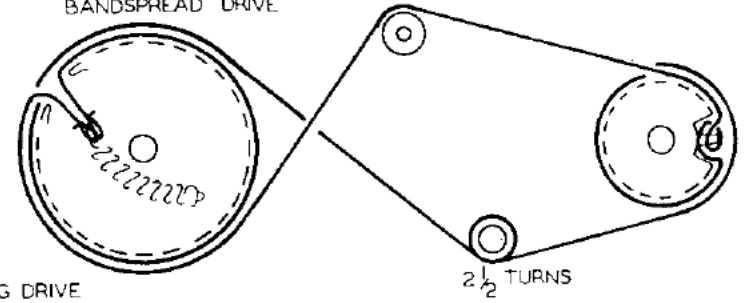
TUNING SLUGS FULLY ENGAGED



2189

8 TURNS

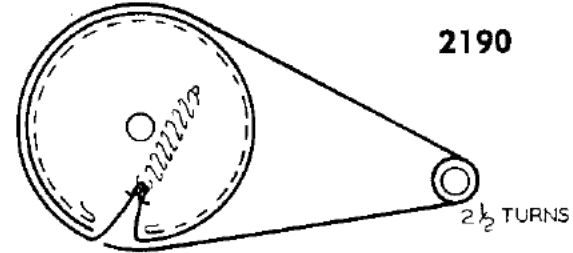
BANDSPREAD DRIVE



TUNING GANG DRIVE

2190

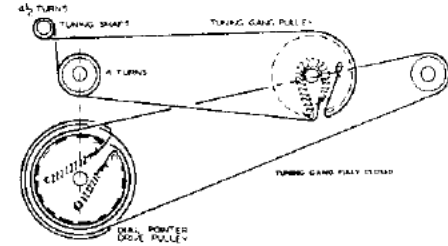
2½ TURNS



2½ TURNS

TUNING GANG & BANDSPREAD GANG FULLY CLOSED

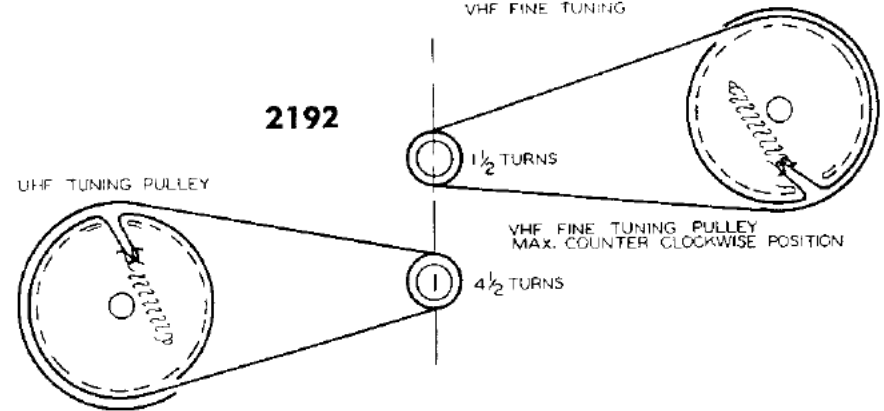
2191



2192

UHF TUNING PULLEY

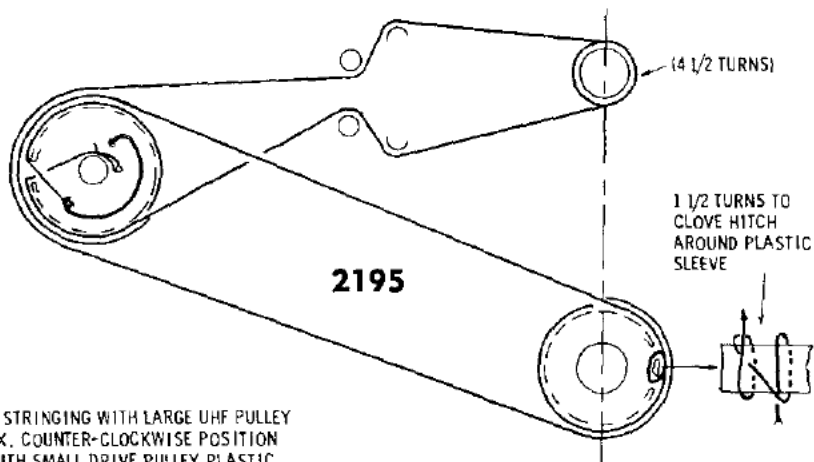
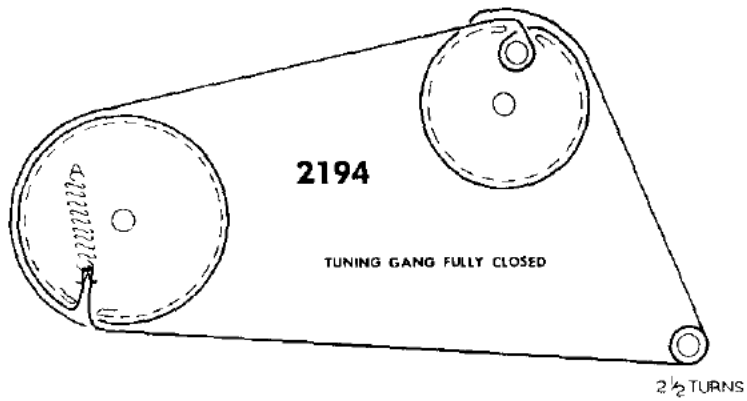
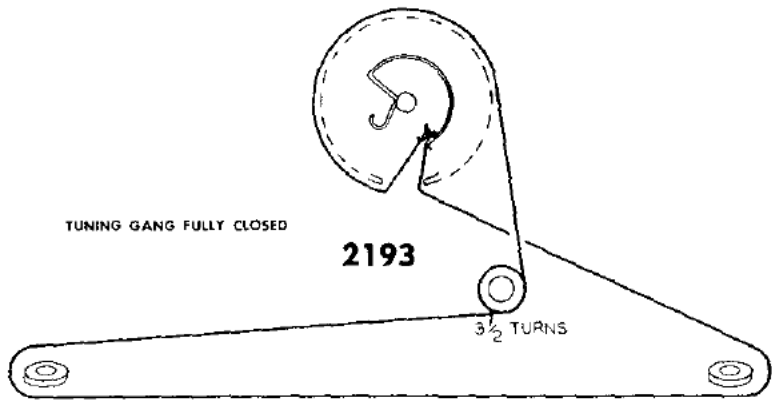
VHF FINE TUNING



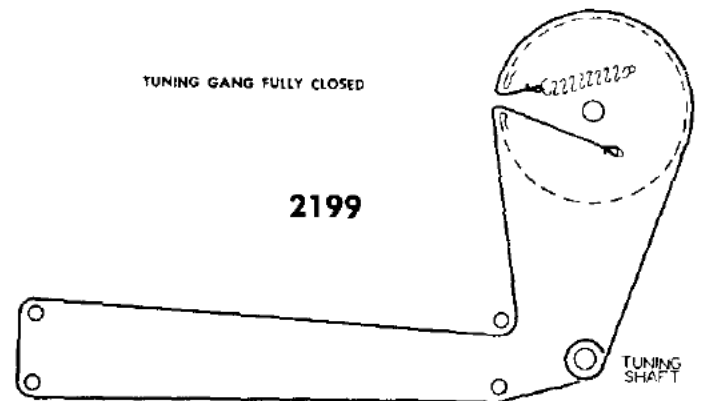
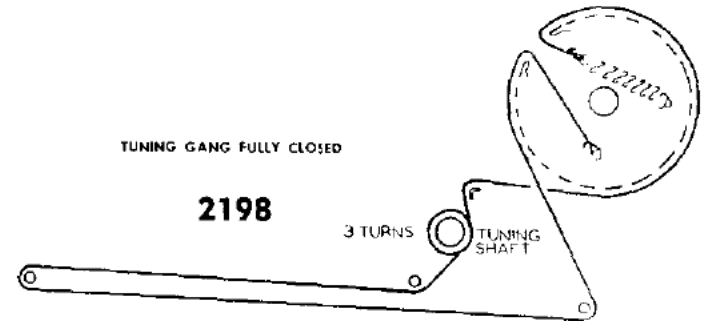
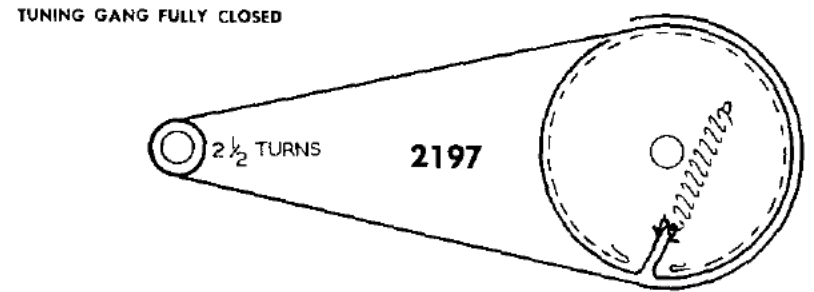
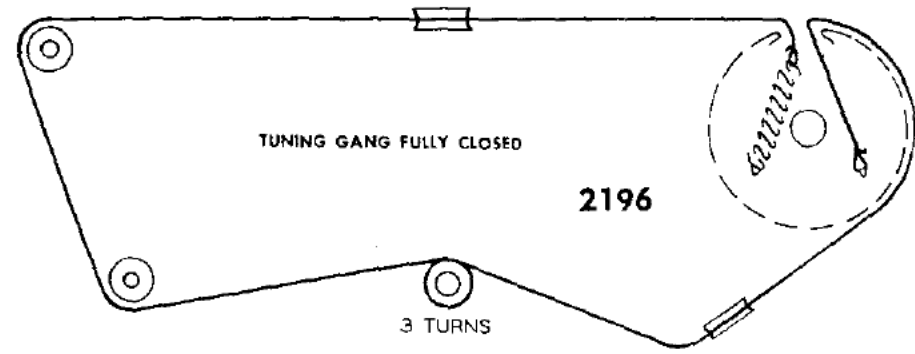
1½ TURNS

VHF FINE TUNING PULLEY
MAX. COUNTER CLOCKWISE POSITION

4½ TURNS

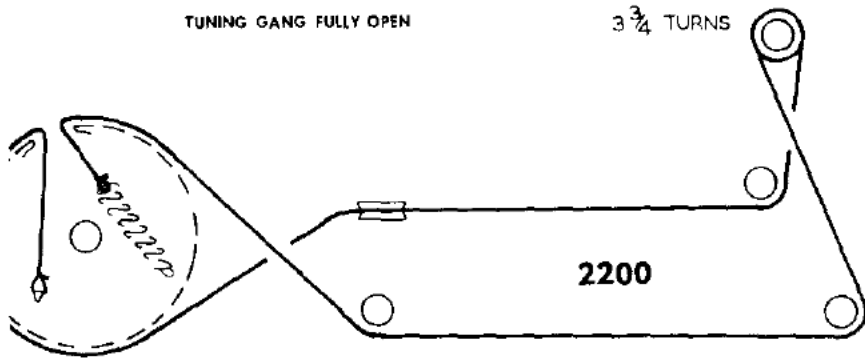


RT STRINGING WITH LARGE UHF PULLEY
 MAX. COUNTER-CLOCKWISE POSITION
 WITH SMALL DRIVE PULLEY PLASTIC
 VE TAB AT 5 O'CLOCK (VIEWED FROM
 FT OF TUNER)



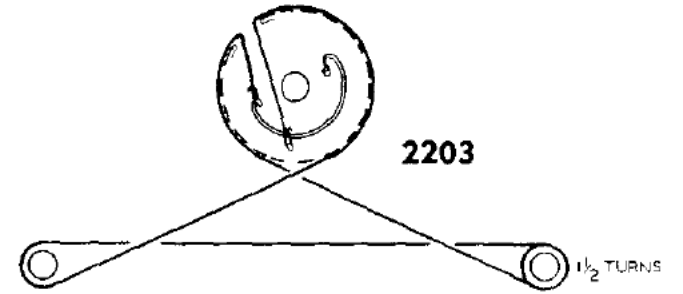
TUNING GANG FULLY OPEN

3 ³/₄ TURNS



TUNING GANG FULLY CLOSED

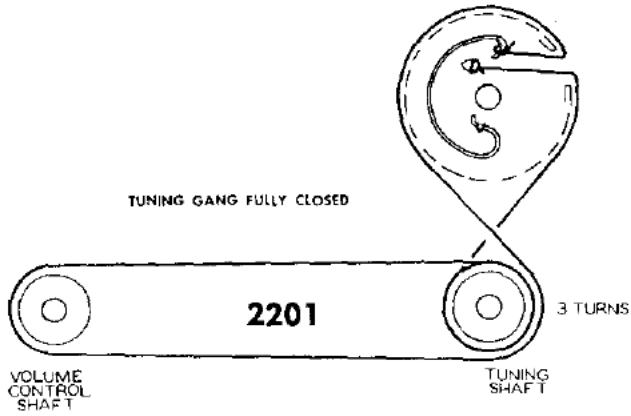
2203



TUNING GANG FULLY CLOSED

2201

3 TURNS



DIAL POINTER DRIVE

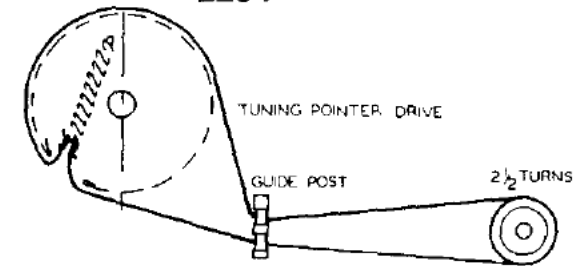
2204



TUNING GANG FULLY CLOSED

TUNING POINTER DRIVE

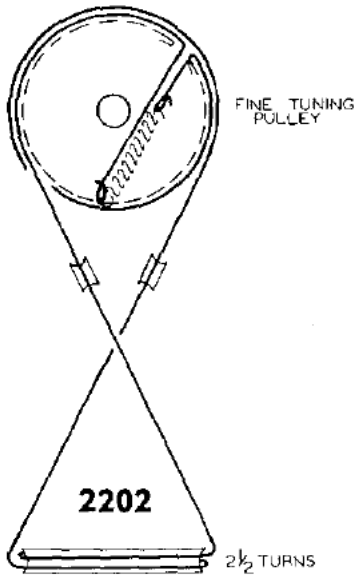
2 1/2 TURNS



FINE TUNING PULLEY

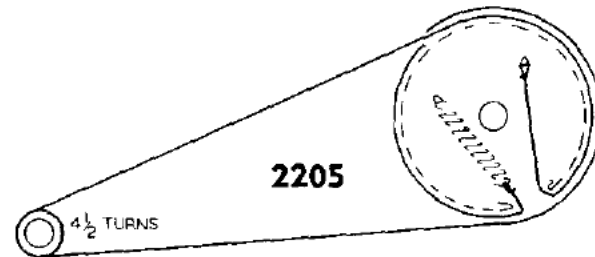
2202

2 1/2 TURNS



2205

4 1/2 TURNS

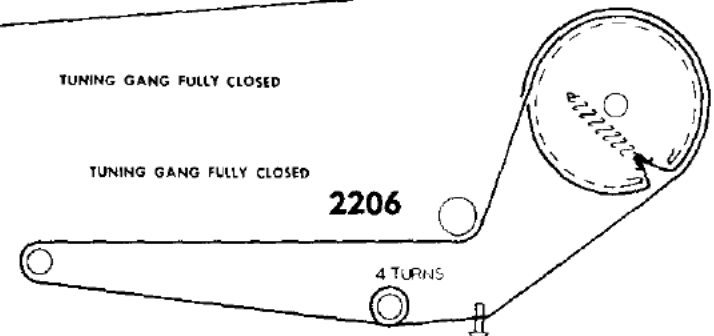


TUNING GANG FULLY CLOSED

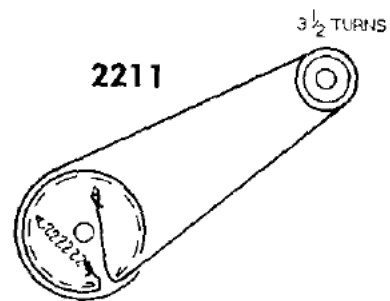
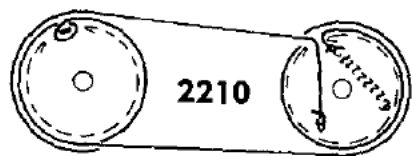
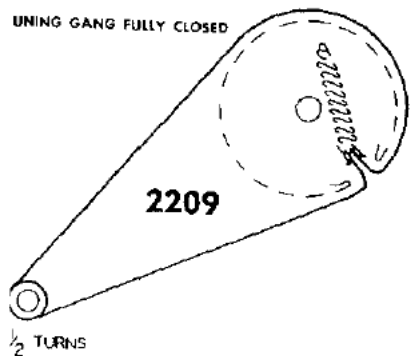
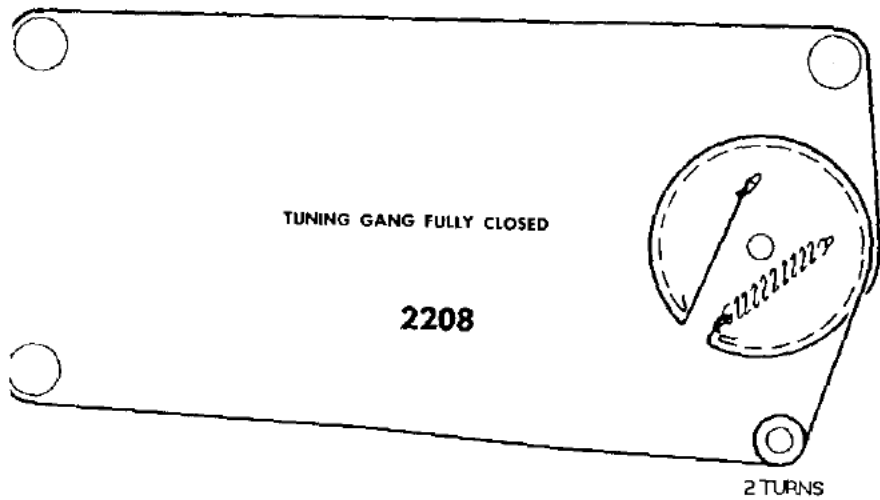
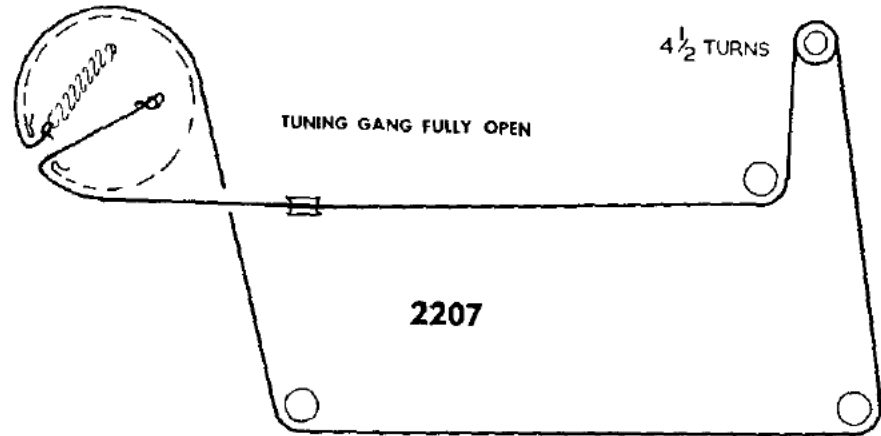
TUNING GANG FULLY CLOSED

2206

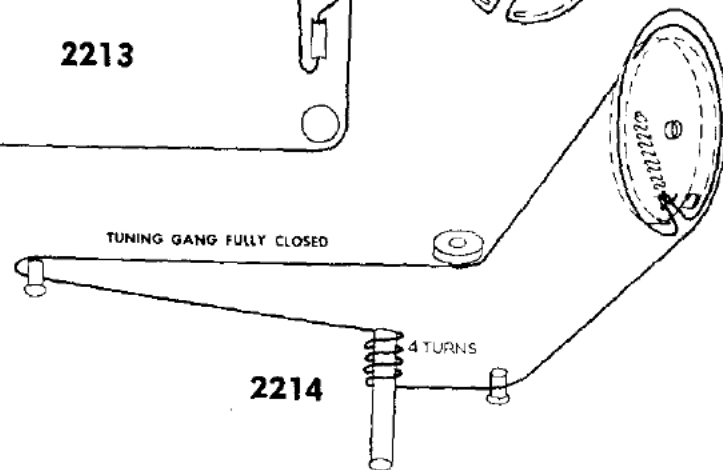
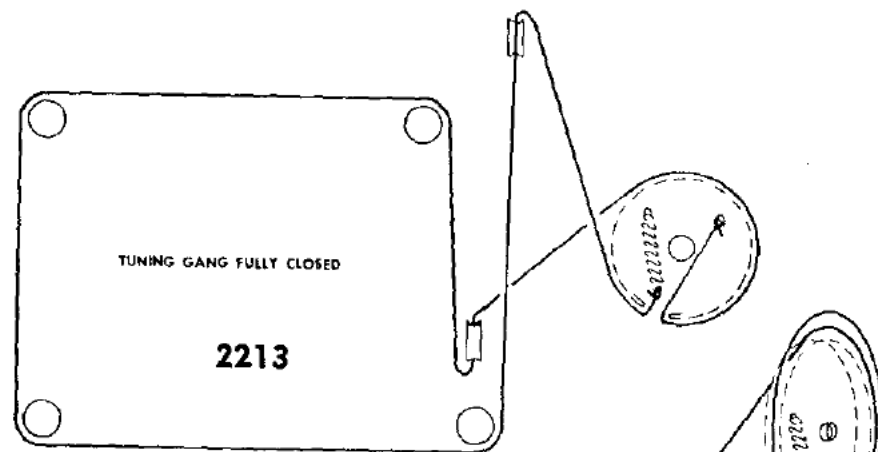
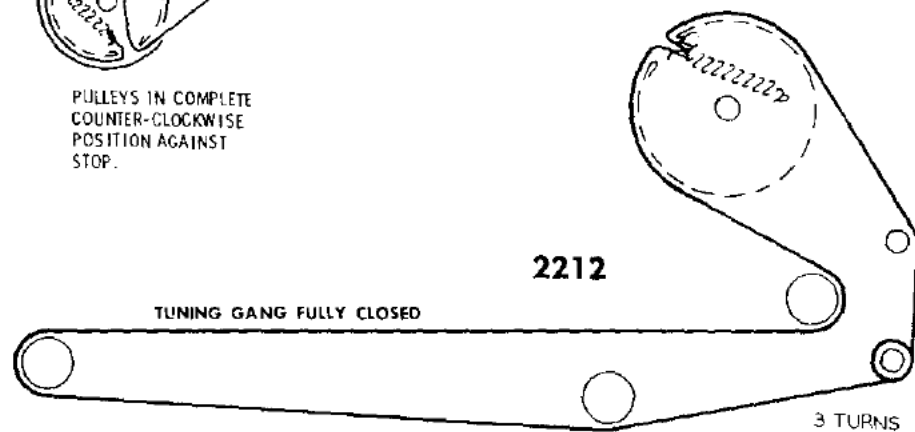
4 TURNS



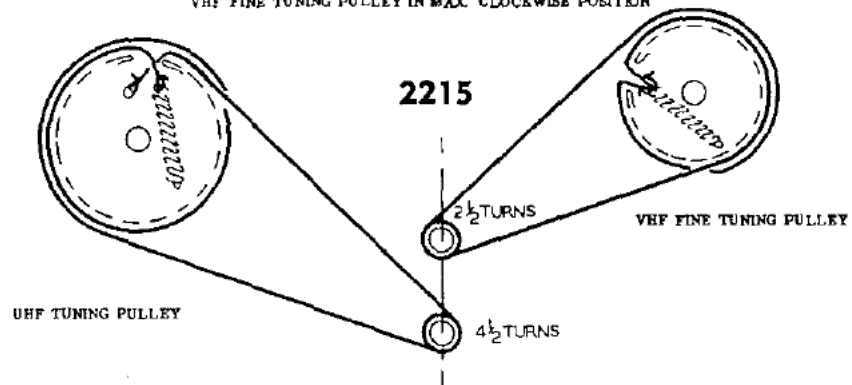
FINE TUNING PULLEY IN MAX. COUNTER CLOCKWISE POSITION



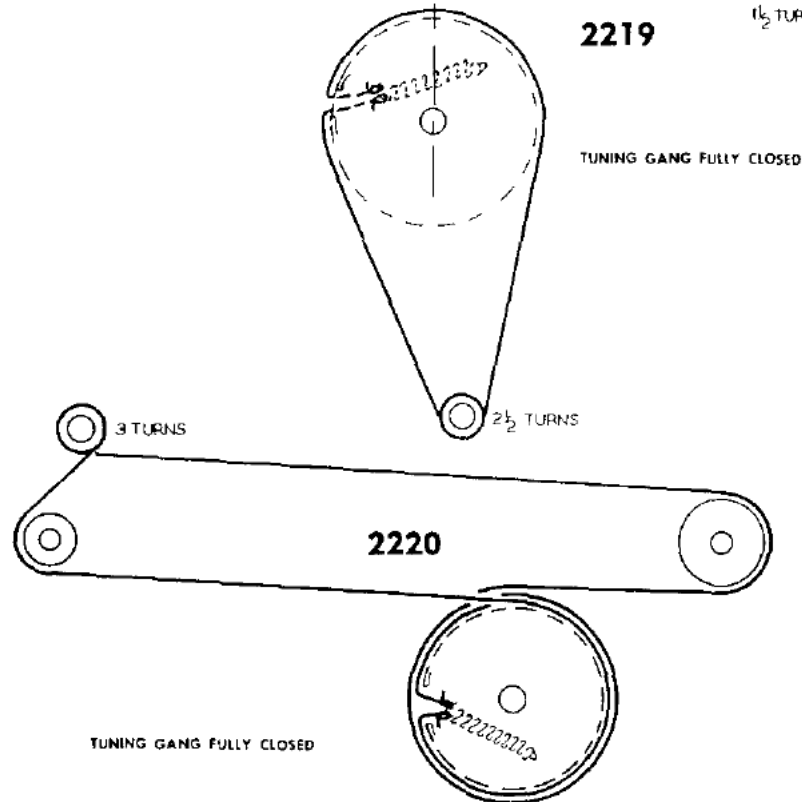
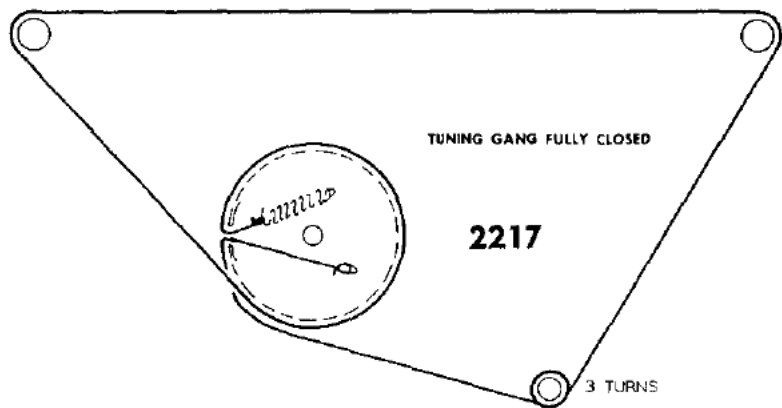
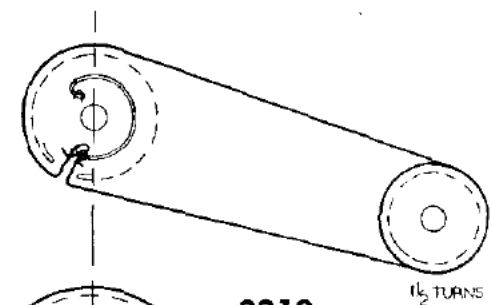
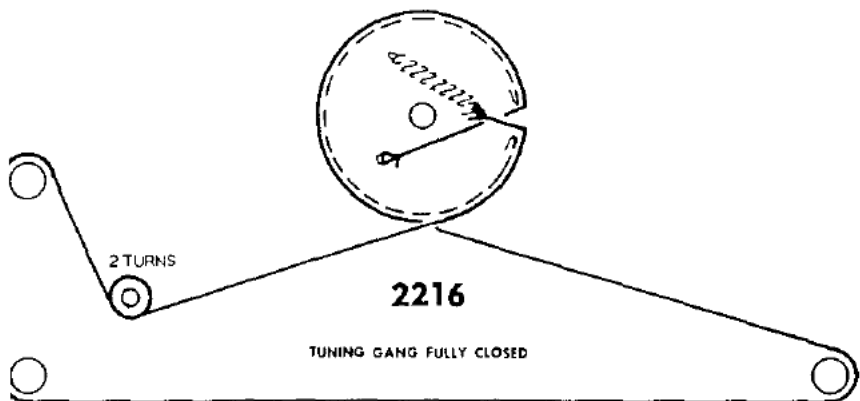
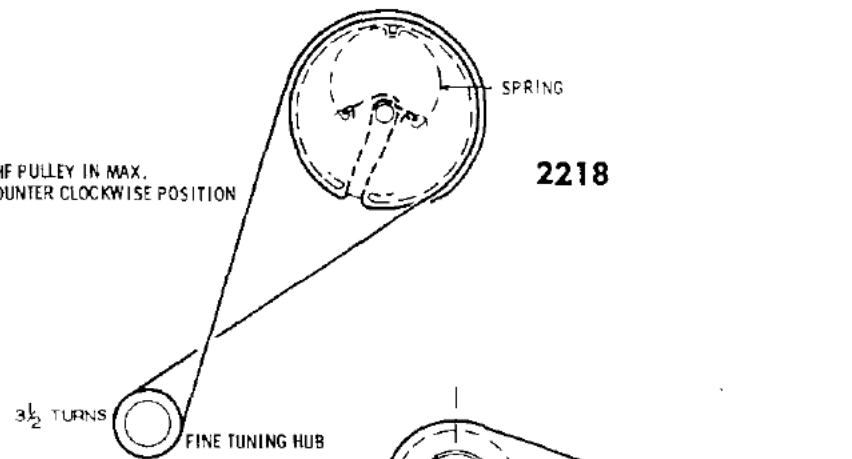
PULLEYS IN COMPLETE COUNTER-CLOCKWISE POSITION AGAINST STOP.

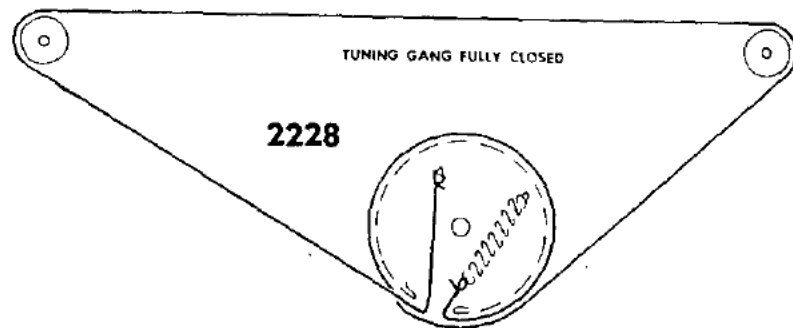
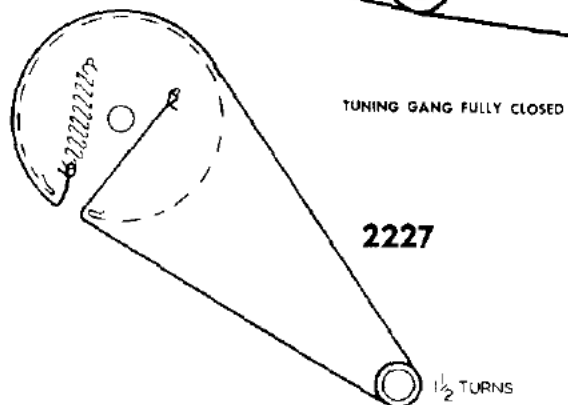
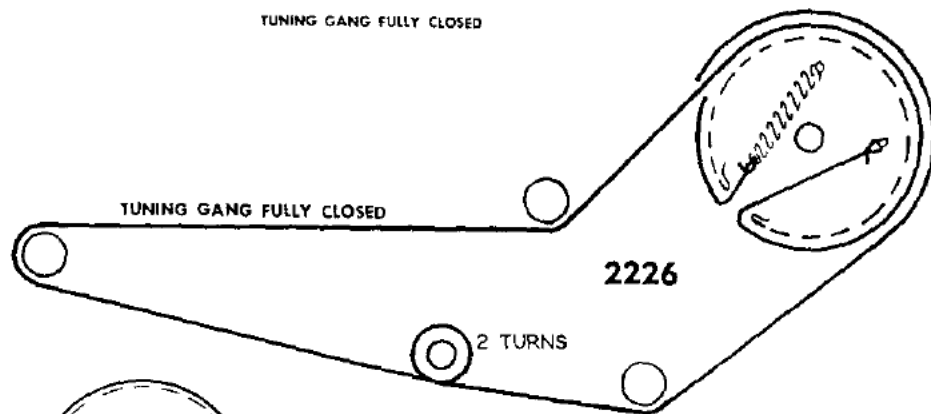
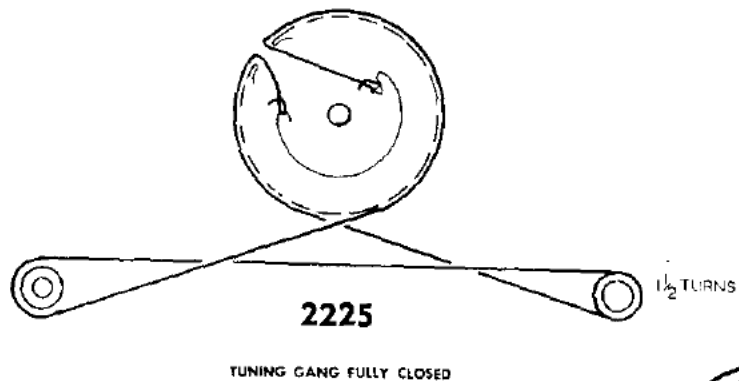
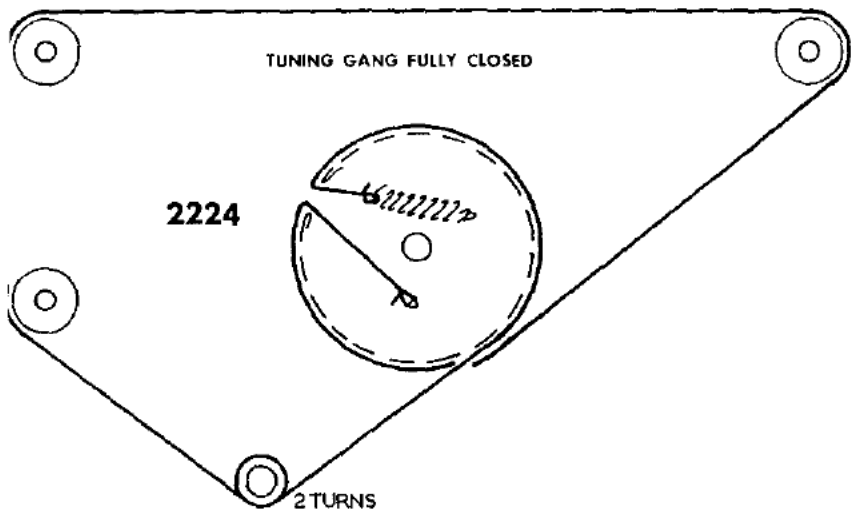
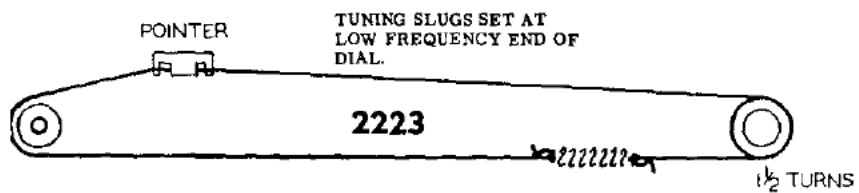
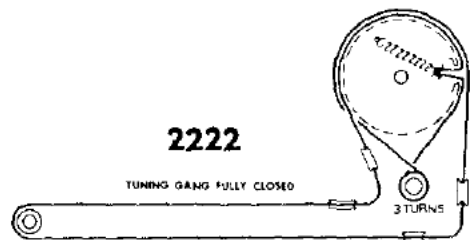
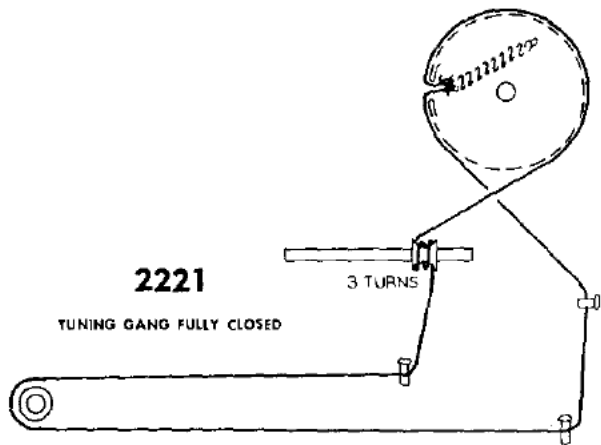


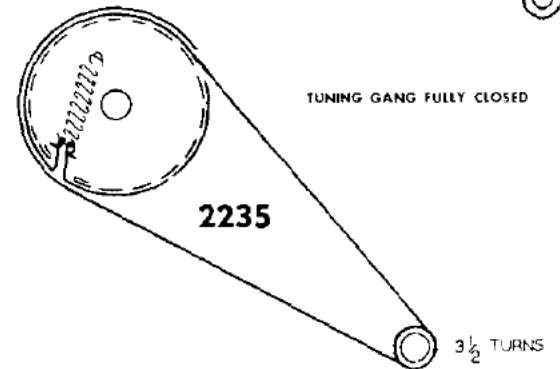
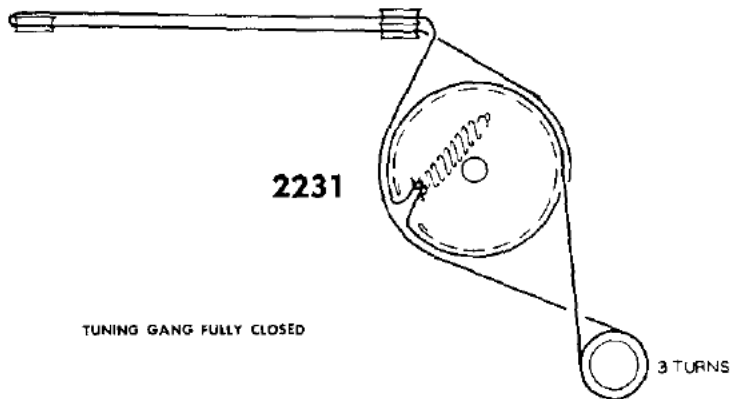
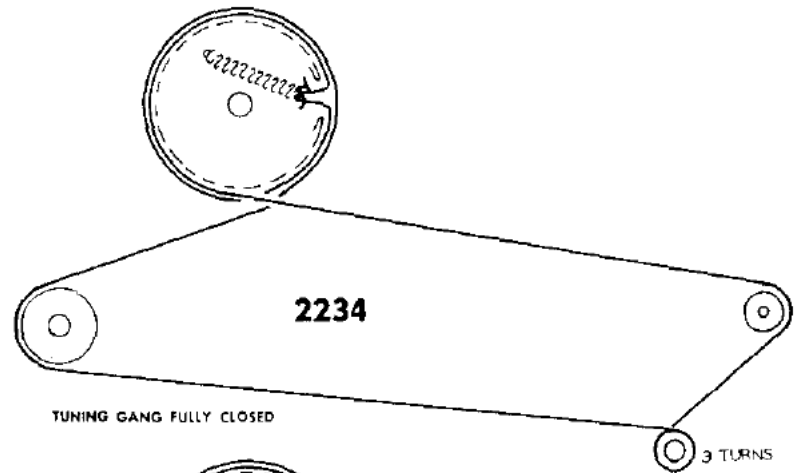
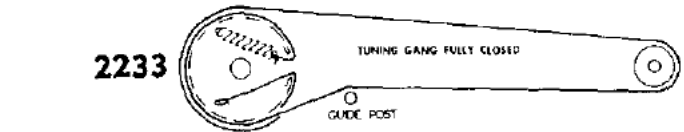
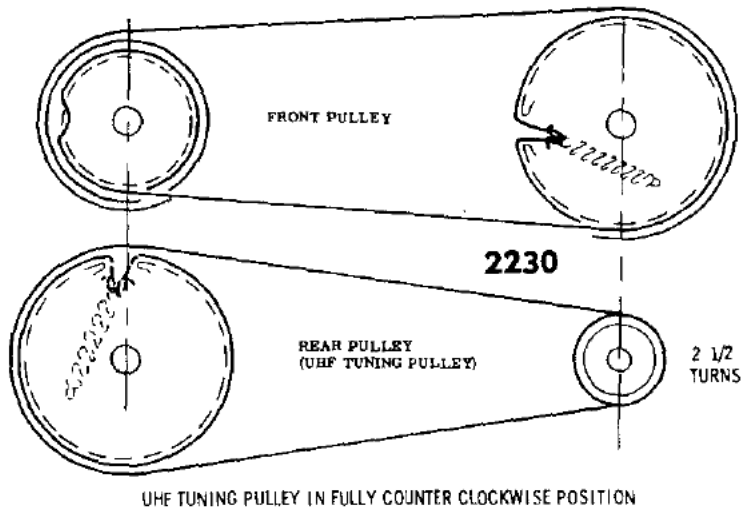
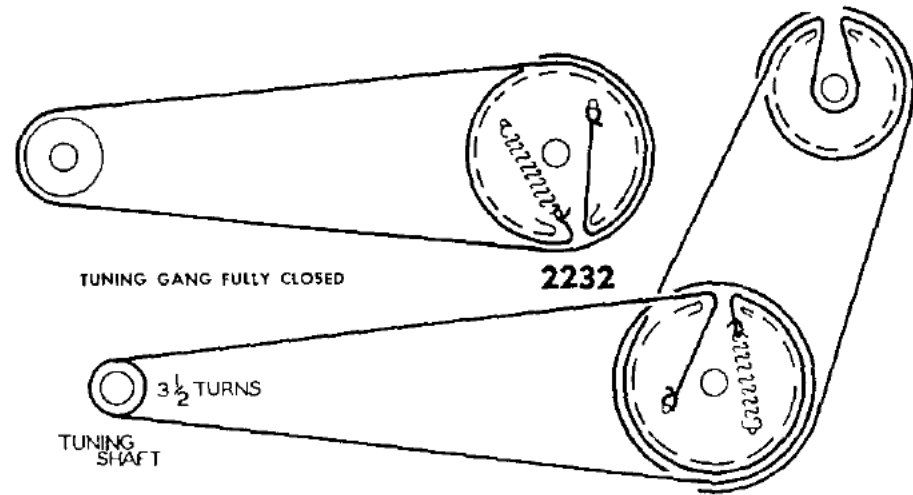
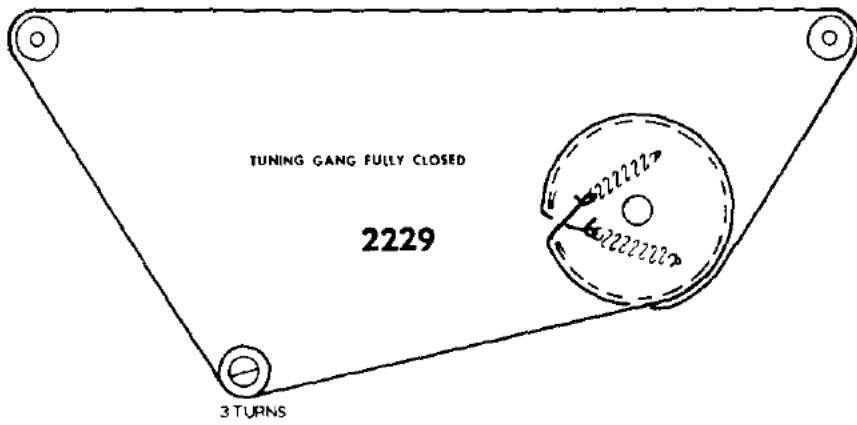
VHF FINE TUNING PULLEY IN MAX. CLOCKWISE POSITION

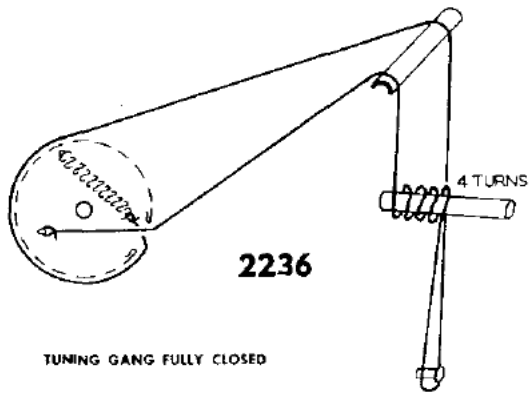


UHF PULLEY IN MAX. COUNTER CLOCKWISE POSITION



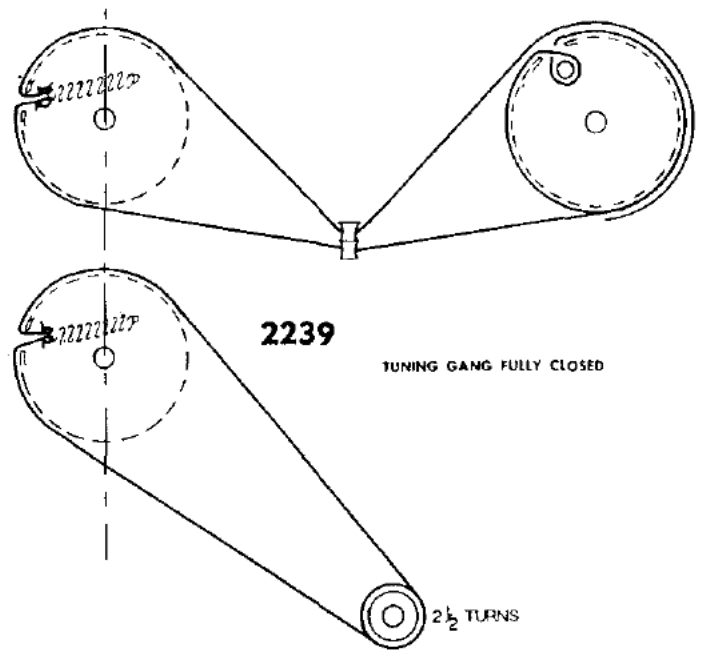






2236

TUNING GANG FULLY CLOSED

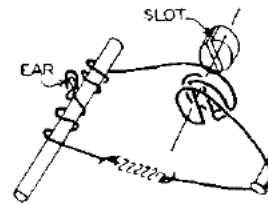
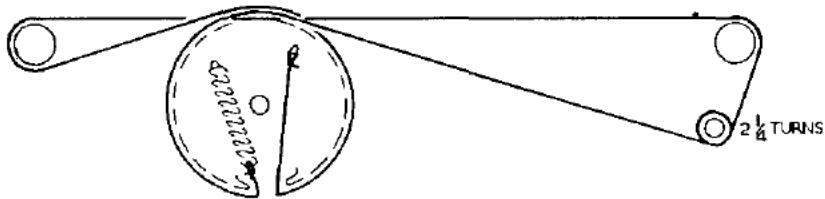


2239

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

2237



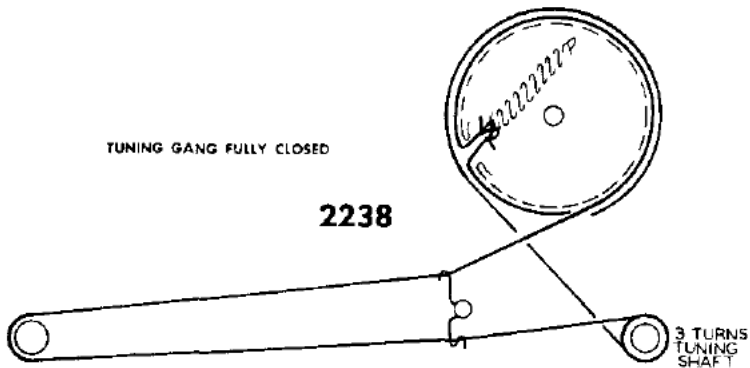
2240

When restringing ear should be at 90° to slot in pulley as shown

TUNING GANG FULLY CLOSED

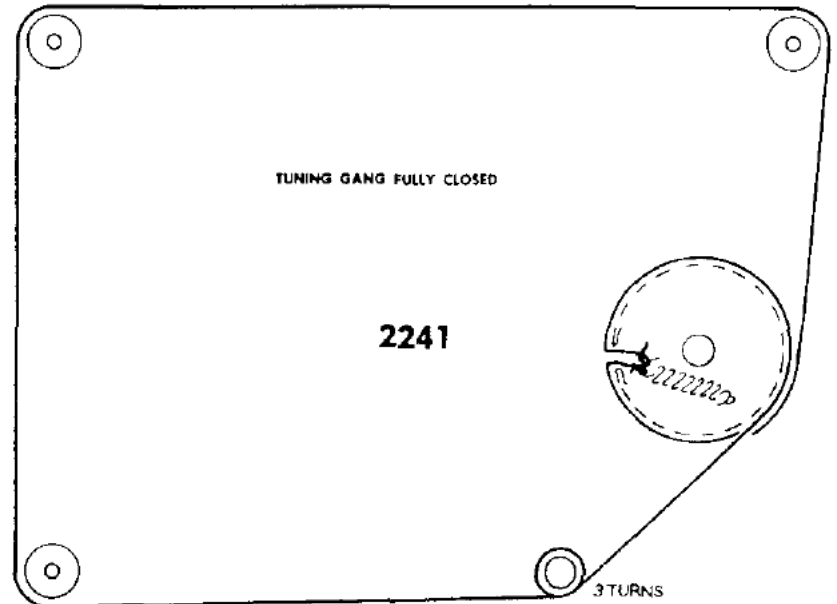
TUNING GANG FULLY CLOSED

2238



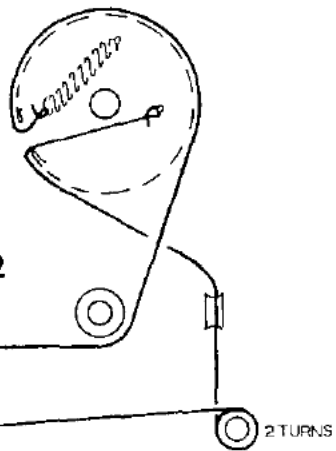
TUNING GANG FULLY CLOSED

2241



TUNING GANG FULLY CLOSED

2242

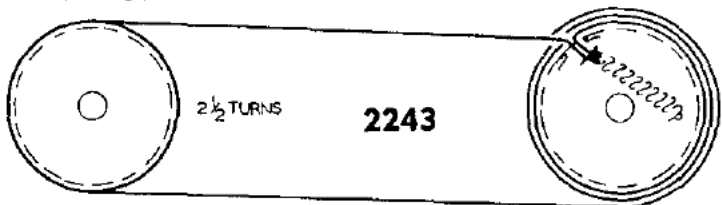


DRIVE PULLEY

CONTRAST CONTROL PULLEY

2 1/2 TURNS

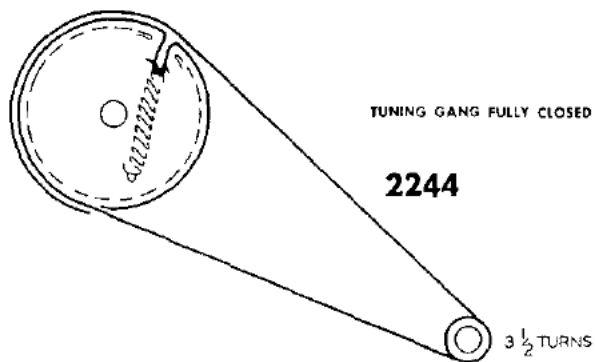
2243



CONTRAST CONTROL PULLEY IN MAX. COUNTER CLOCKWISE POSITION.

TUNING GANG FULLY CLOSED

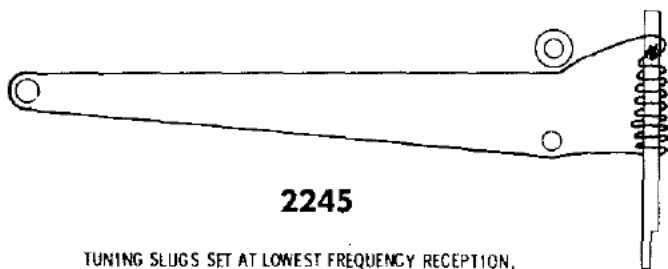
2244



3 1/2 TURNS

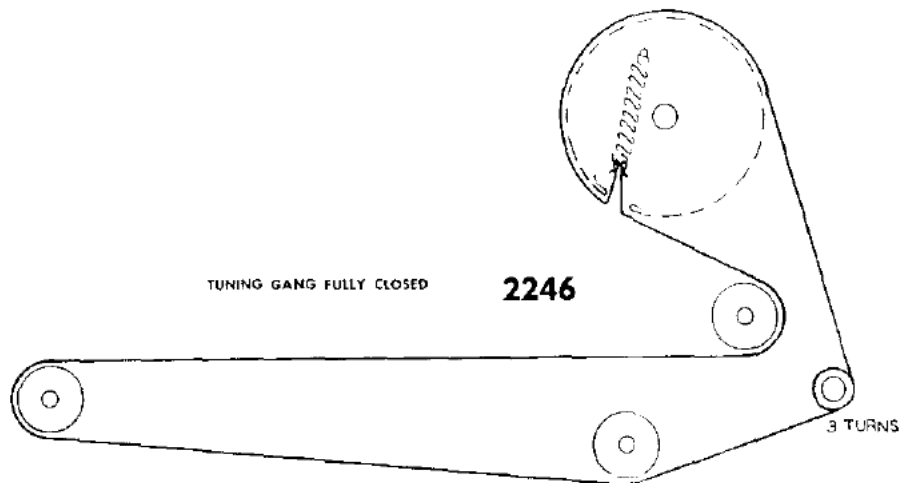
2245

TUNING SLUGS SET AT LOWEST FREQUENCY RECEPTION.



TUNING GANG FULLY CLOSED

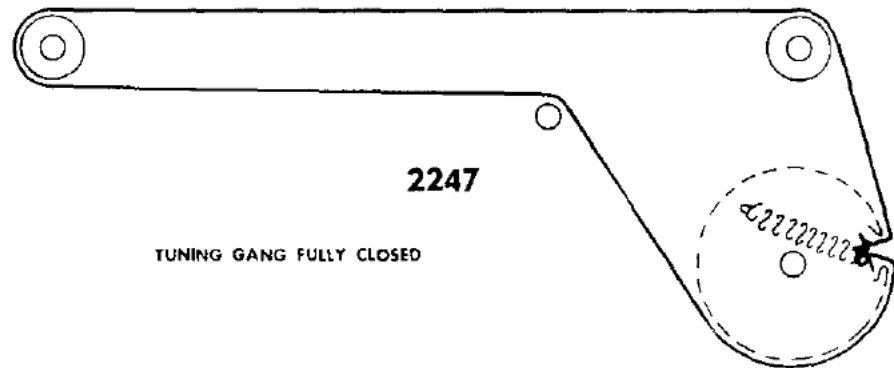
2246



3 TURNS

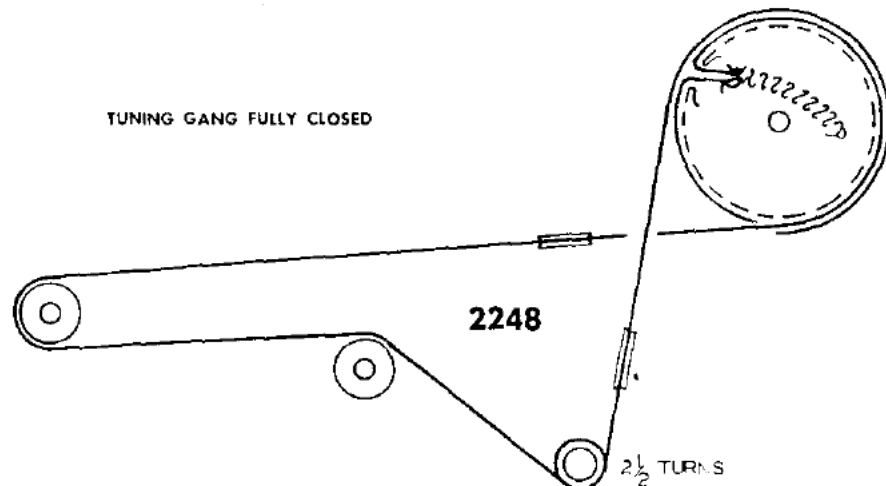
2247

TUNING GANG FULLY CLOSED

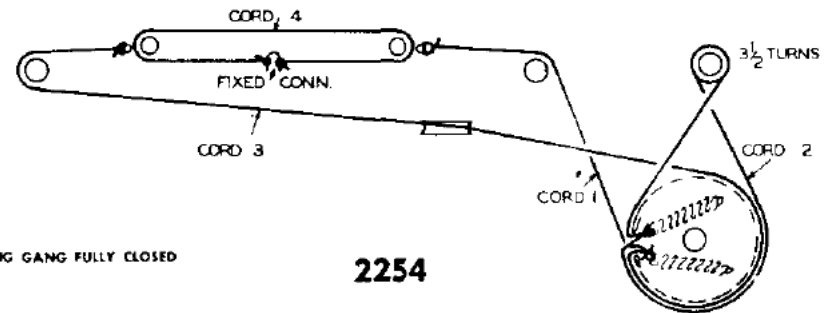
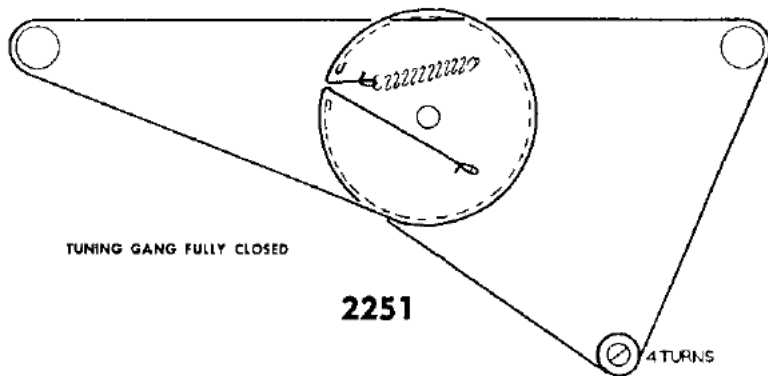
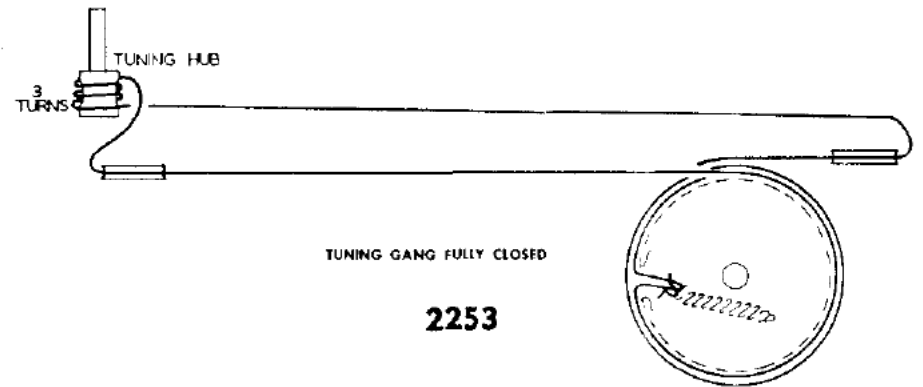
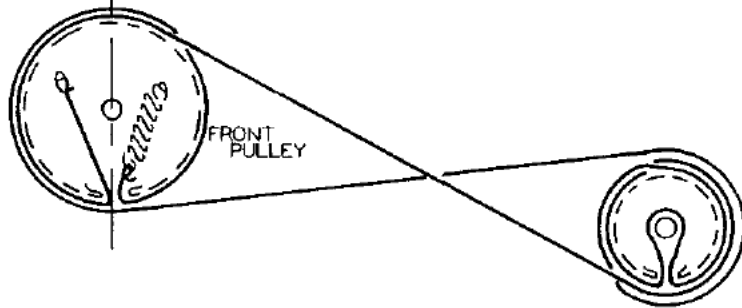
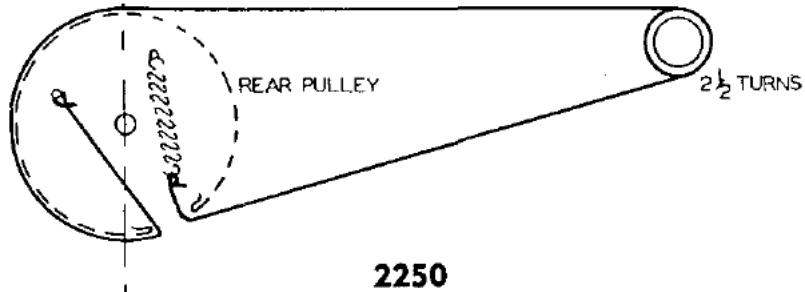
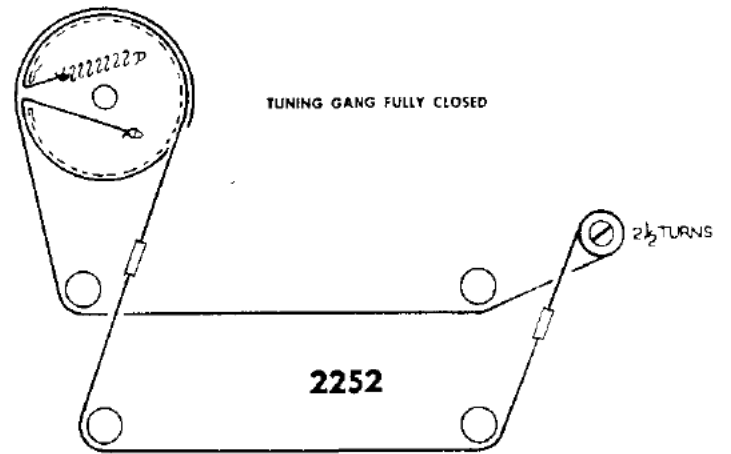
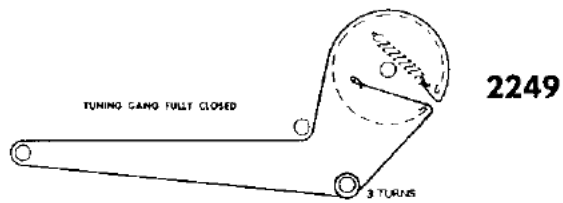


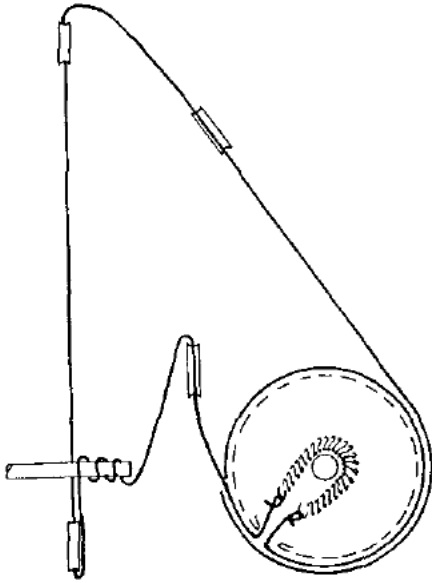
TUNING GANG FULLY CLOSED

2248



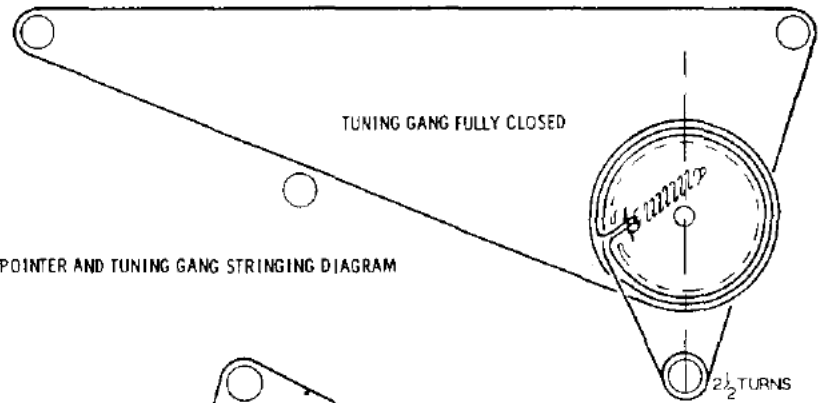
2 1/2 TURNS





2255

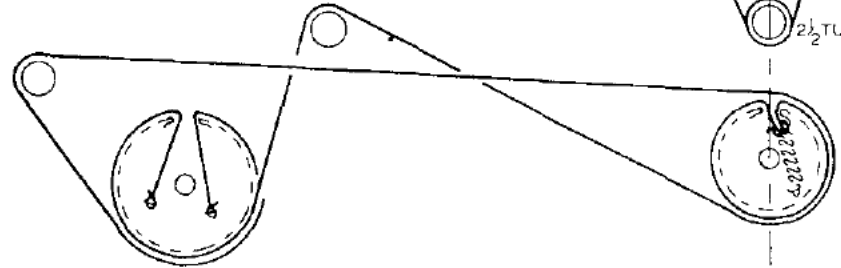
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

DIAL POINTER AND TUNING GANG STRINGING DIAGRAM

2½ TURNS

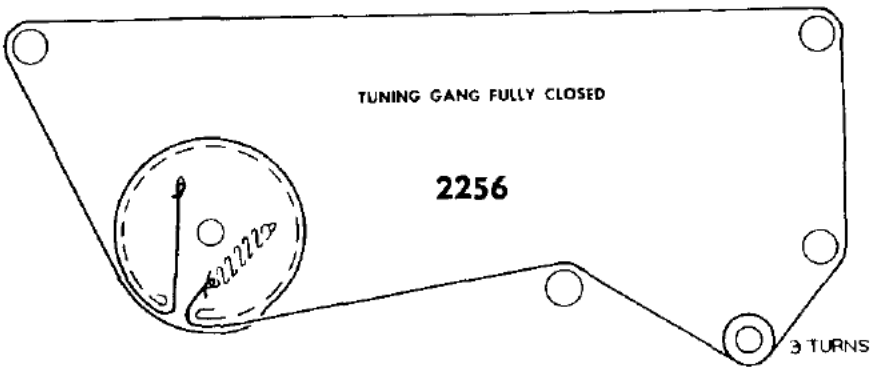


BAND INDICATOR STRINGING DIAGRAM

BAND #1 POSITION

1½ TURNS

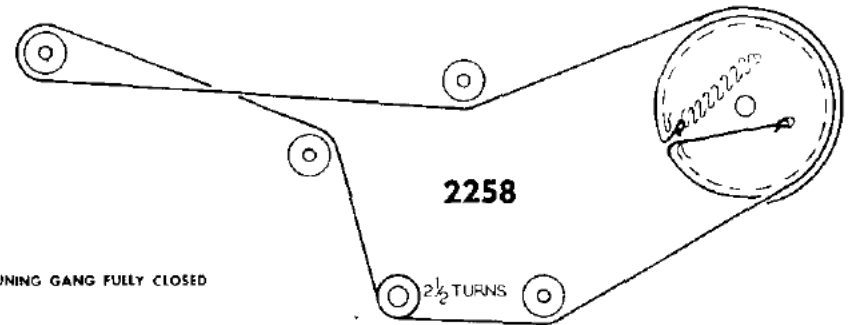
2257



TUNING GANG FULLY CLOSED

2256

3 TURNS

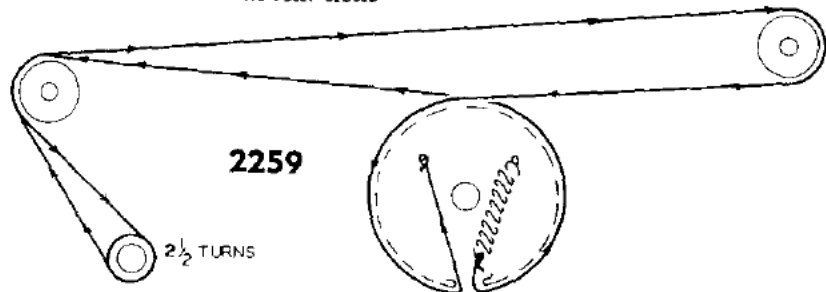


TUNING GANG FULLY CLOSED

2258

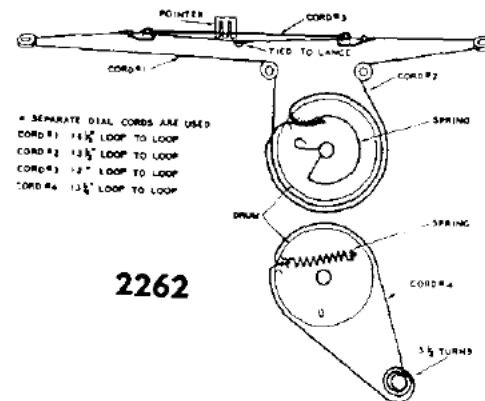
2½ TURNS

TUNING GANG FULLY CLOSED



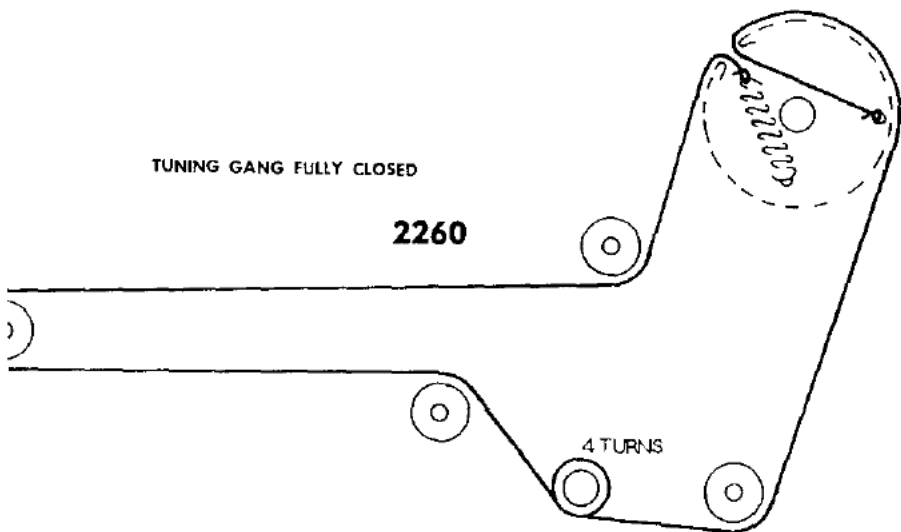
2259

2 1/2 TURNS



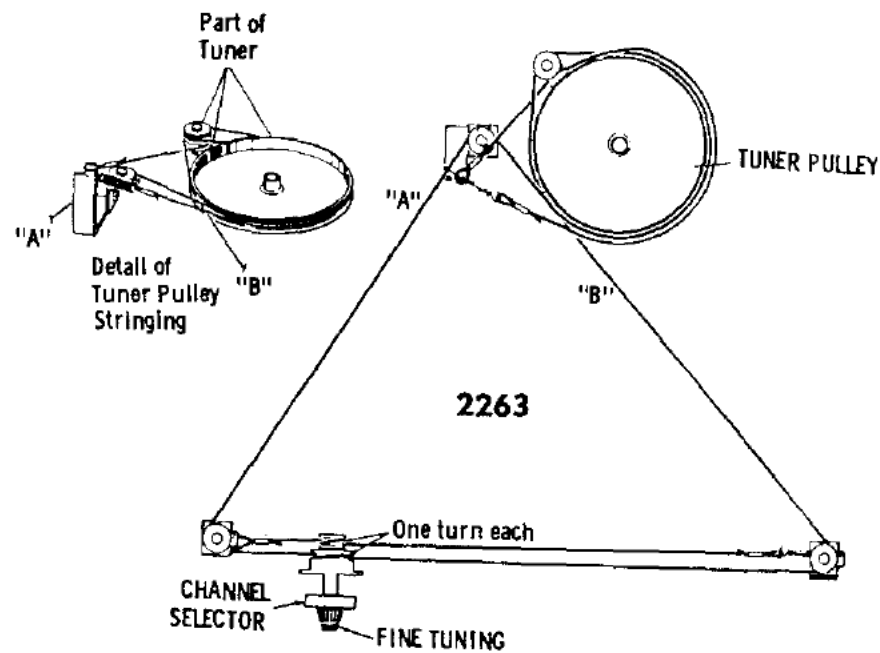
2262

TUNING GANG FULLY CLOSED



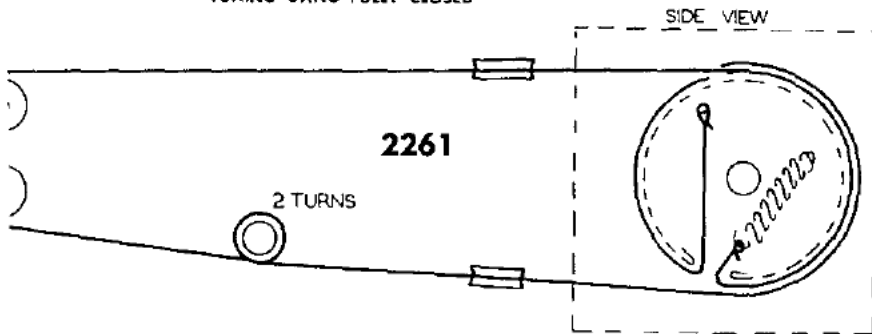
2260

4 TURNS



2263

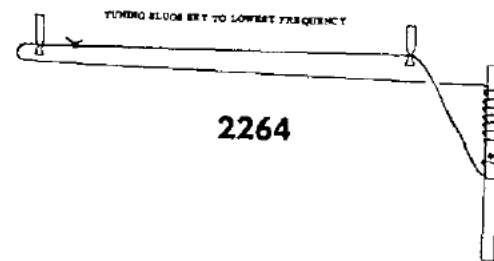
TUNING GANG FULLY CLOSED



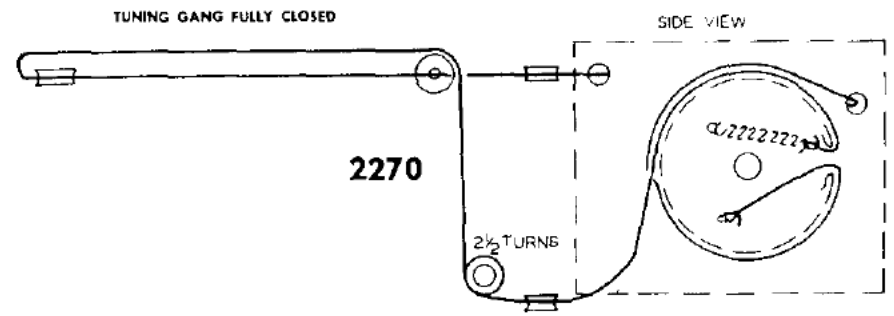
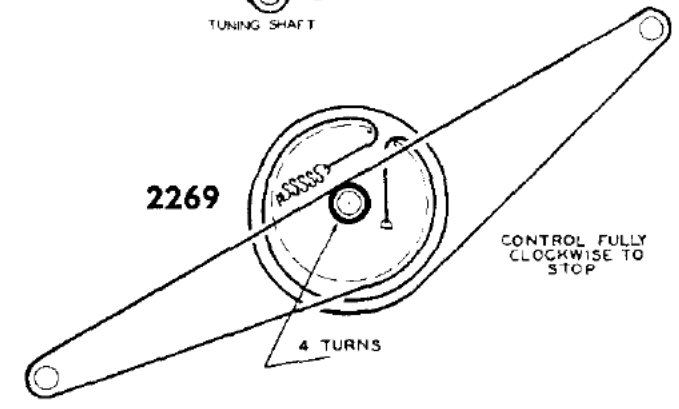
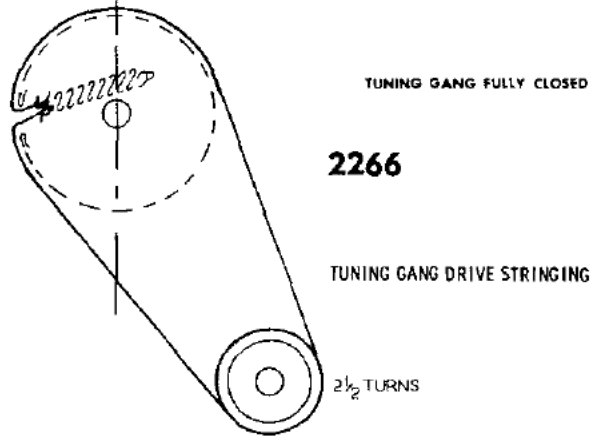
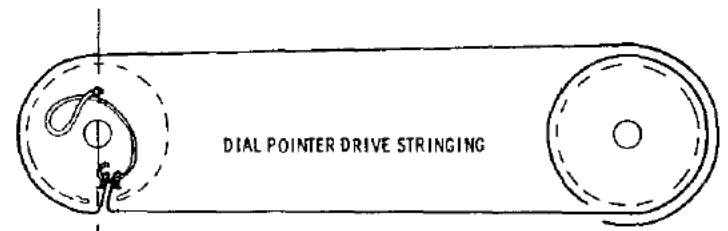
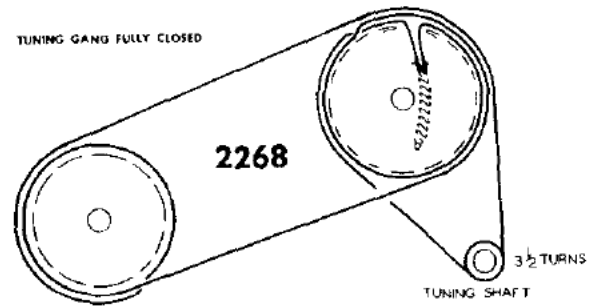
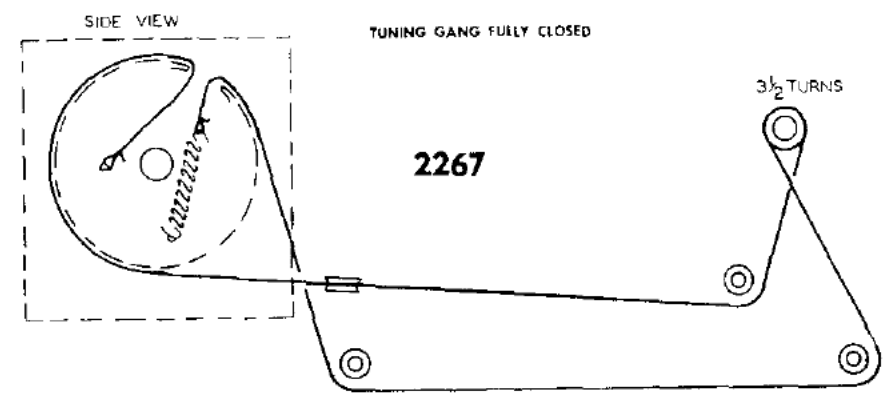
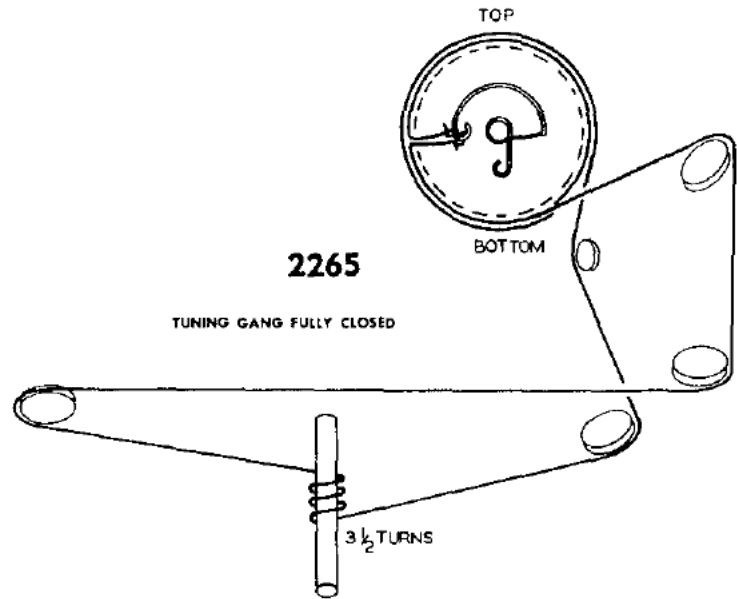
2261

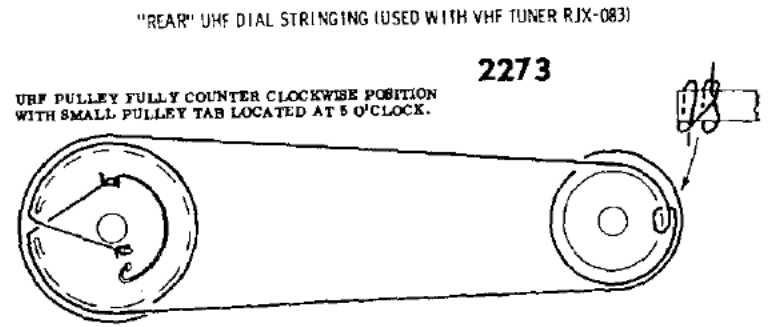
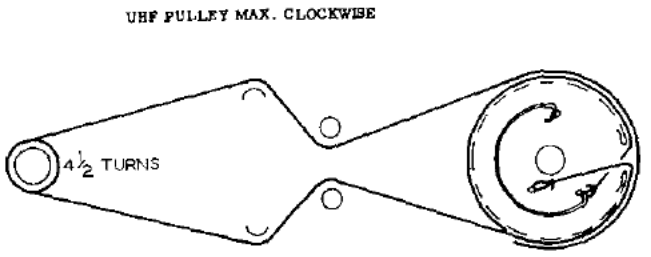
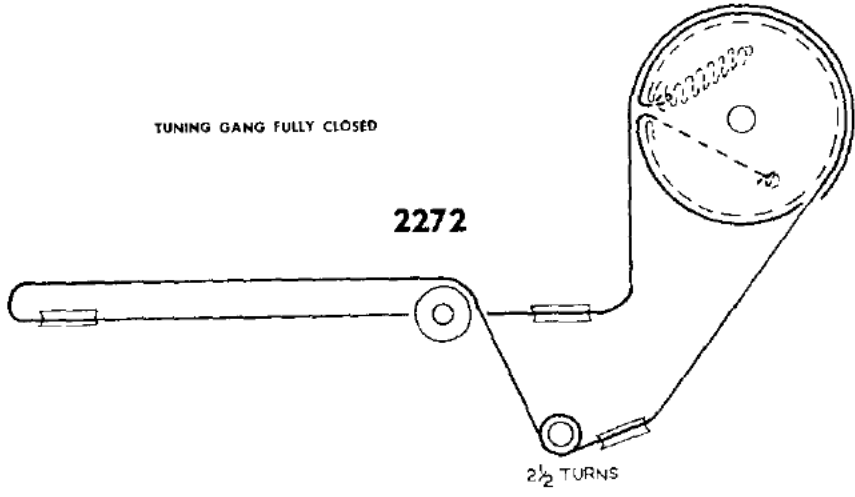
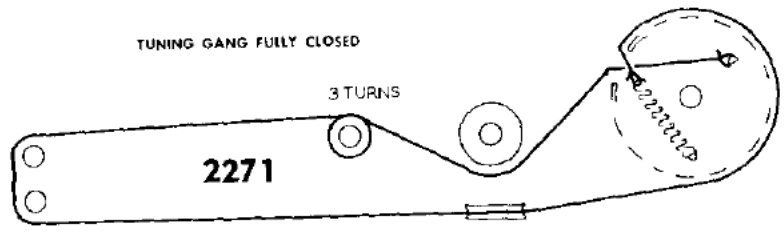
2 TURNS

SIDE VIEW

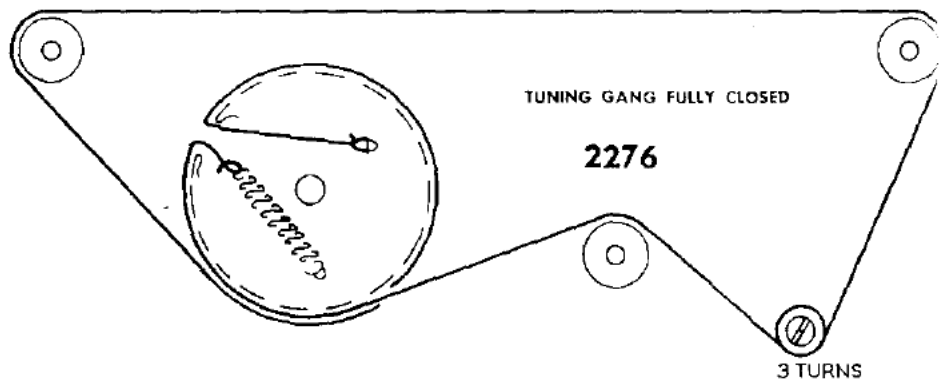
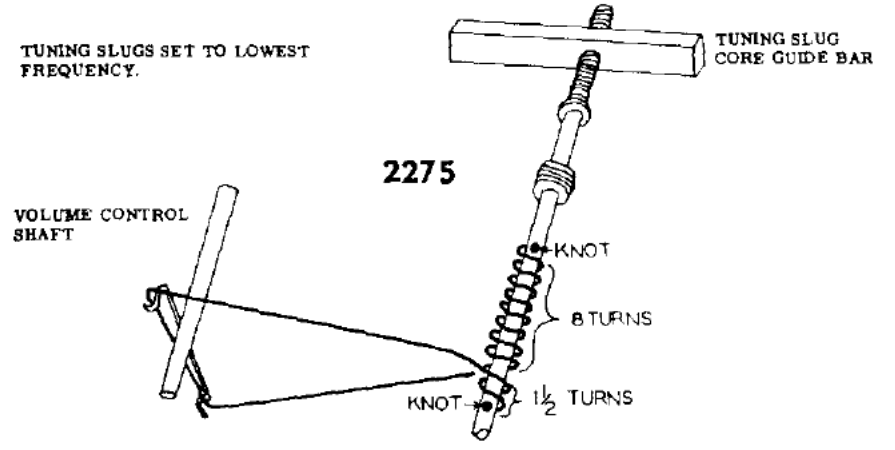
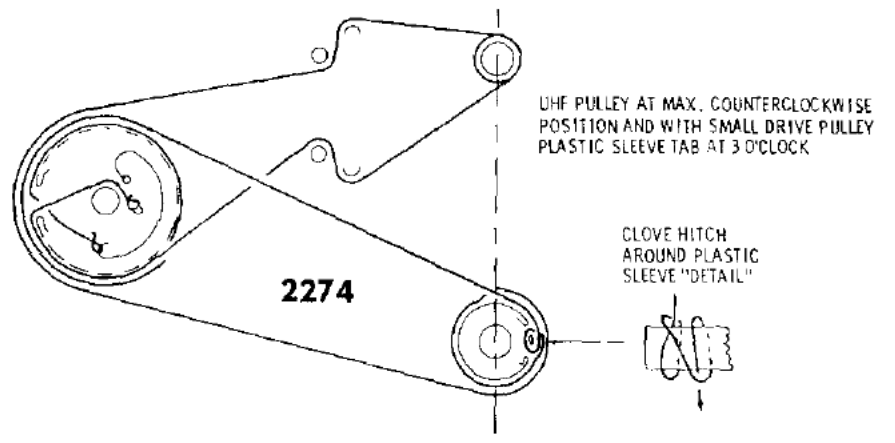


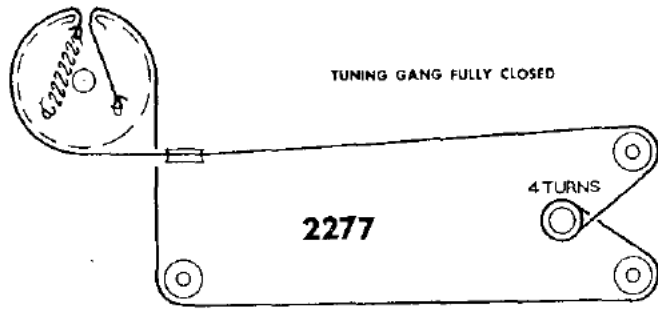
2264



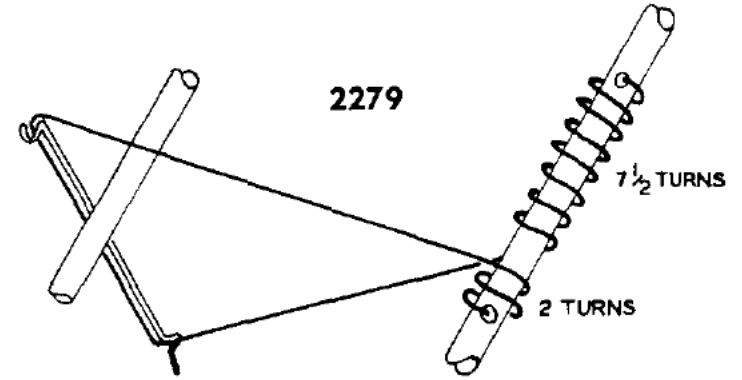


"FRONT" UHF DIAL STRINGING (USED WITH VHF TUNER RJX-083)

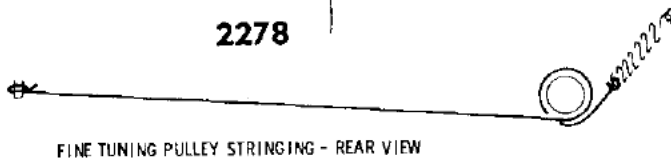
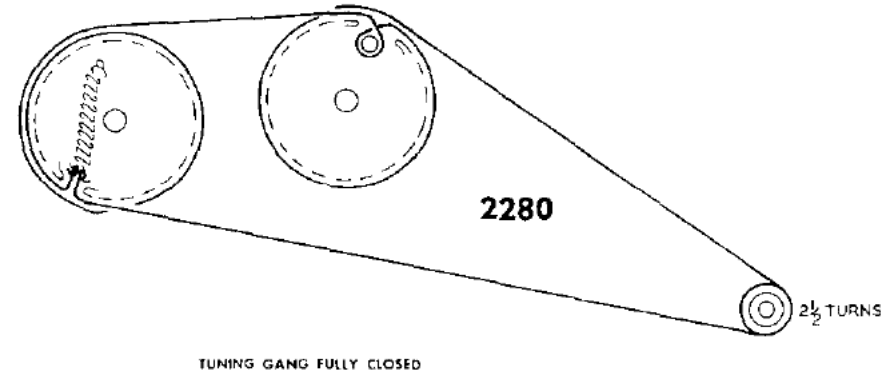
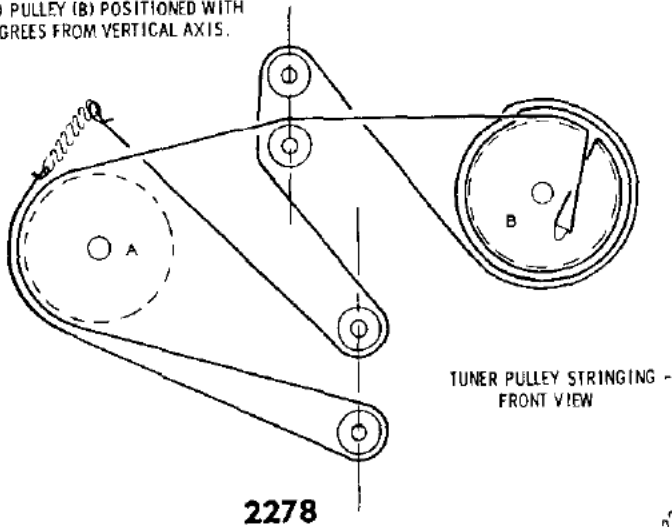




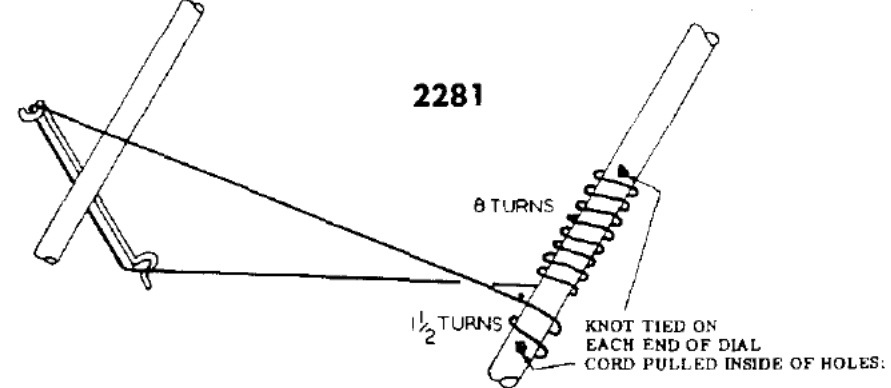
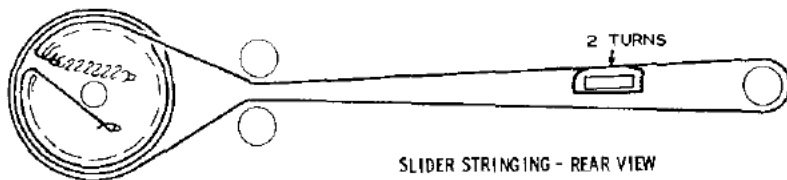
AM TUNING GANG FULLY CLOSED & FM TUNING SLUGS SET TO LOWEST FREQUENCY.
KNOT TIED ON EACH END OF DIAL CORD PULLED INSIDE OF HOLES.



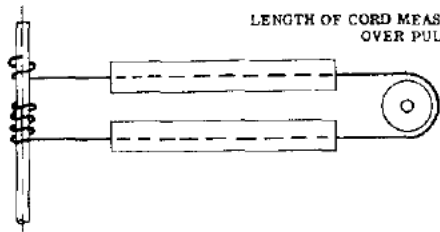
TUNER PULLEY (A) IN EXTREME COUNTER-CLOCKWISE POSITION, AND PULLEY (B) POSITIONED WITH OPENING 45-DEGREES FROM VERTICAL AXIS.



AM TUNING GANG FULLY CLOSED AND FM TUNING SLUGS SET TO LOWEST FREQUENCY.



LENGTH OF CORD MEASURED FROM CORE TO CORE
OVER PULLEY: $3 \frac{2}{5}$ '

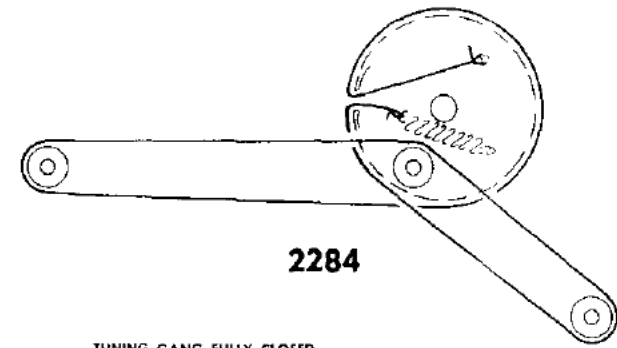
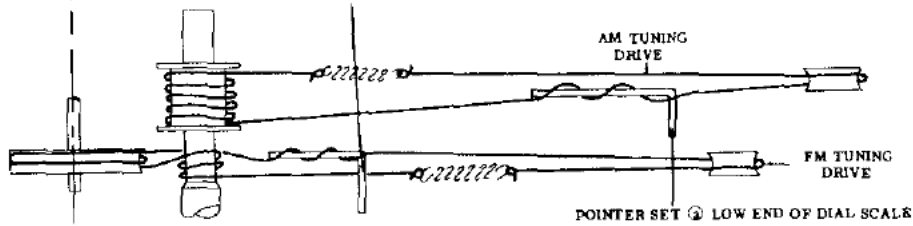


TUNING CORES SET TO
HIGHEST FREQ. SETTING

2282

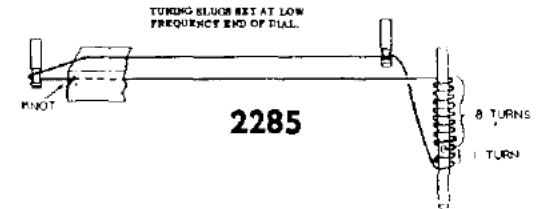
TUNING GANG FULLY CLOSED

POINTER SET @ HIGH END OF DIAL SCALE



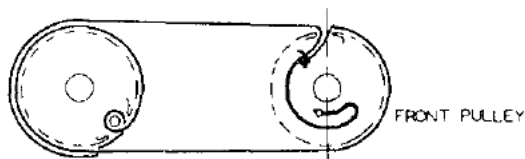
2284

TUNING GANG FULLY CLOSED



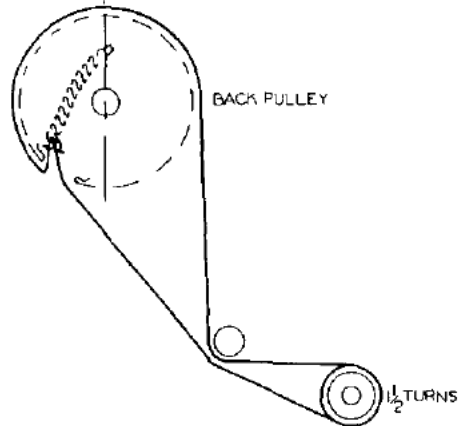
2285

TUNING BLEND SET AT LOW
FREQUENCY END OF DIAL.



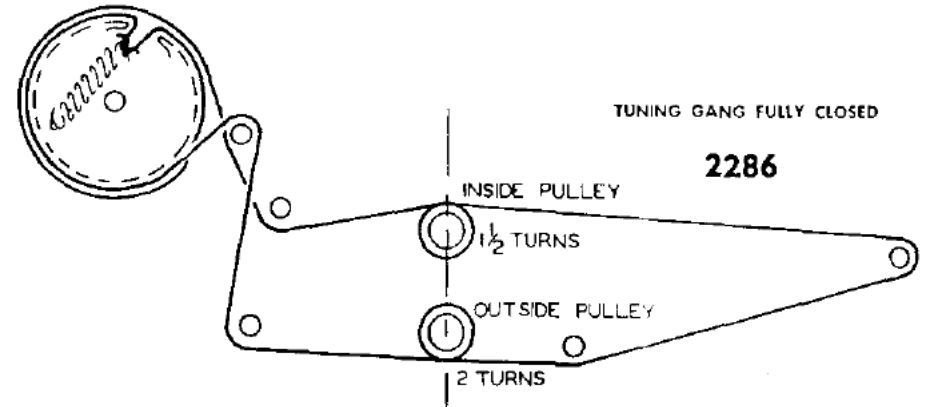
2283

FRONT PULLEY



BACK PULLEY

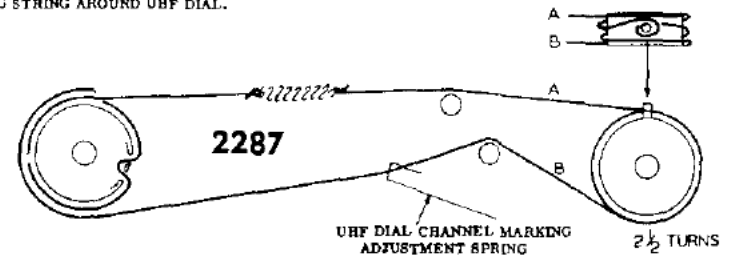
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

2286

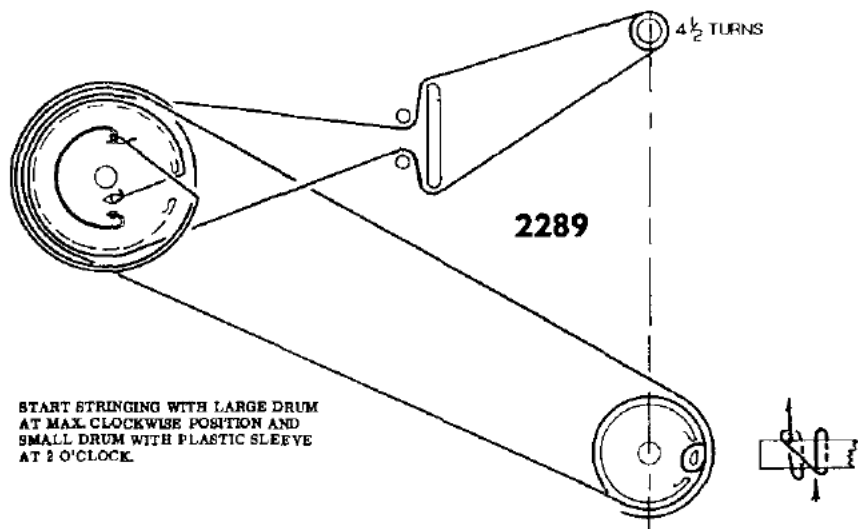
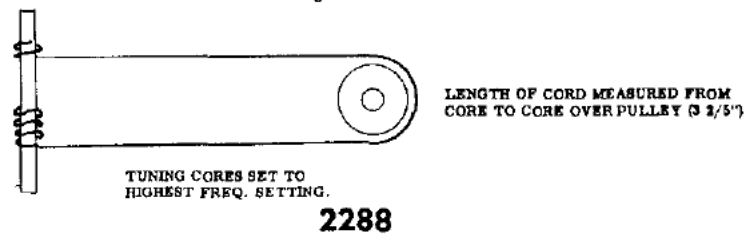
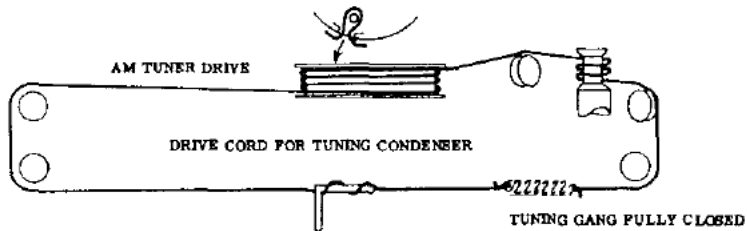
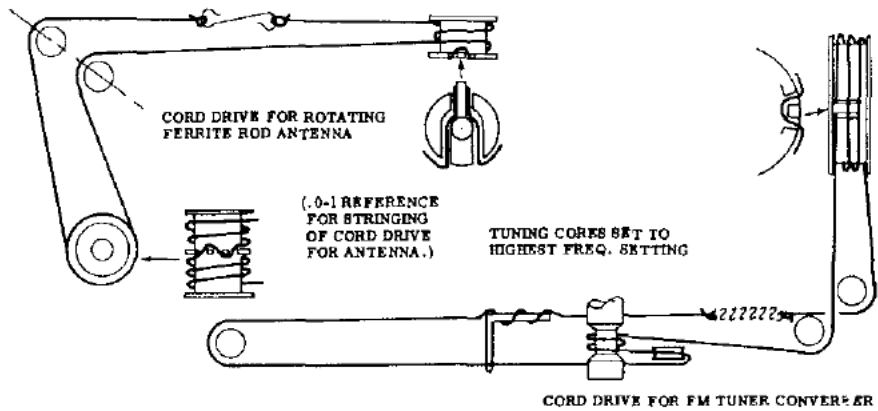
POSITION UHF DIAL WITH CHANNEL 45
MARKING CENTERED IN DIAL WINDOW BEFORE
PLACING STRING AROUND UHF DIAL.



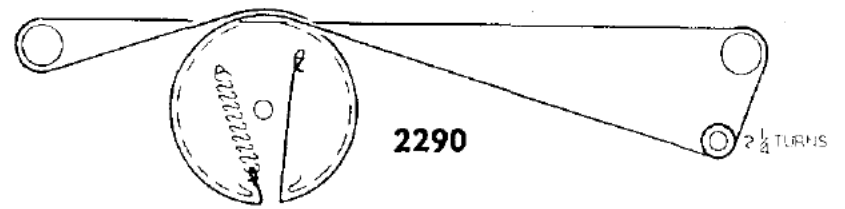
2287

UHF DIAL CHANNEL MARKING
ADJUSTMENT SPRING

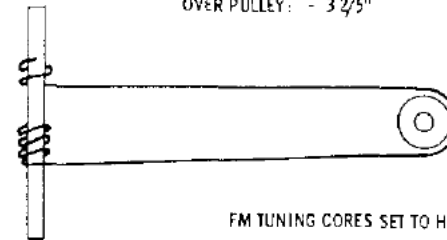
2 1/2 TURNS



TUNING GANG FULLY CLOSED

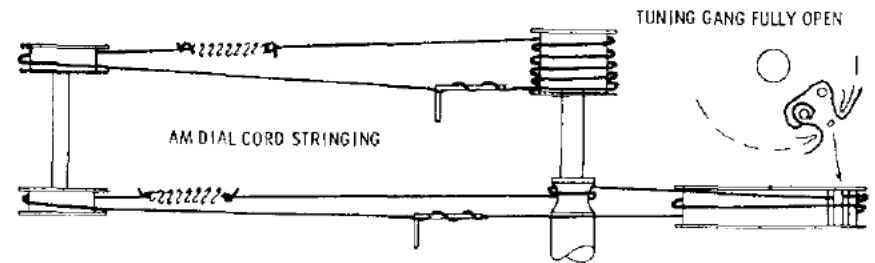


LENGTH OF CORD MEASURED FROM CORE TO CORE OVER PULLEY: - 3 2/5"



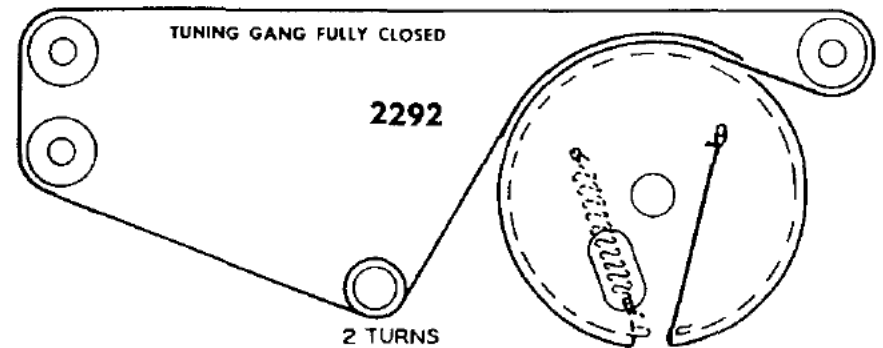
DRIVE-CORD WITH CORE IN THE F. M. - R. F. AND MIXER-STAGE

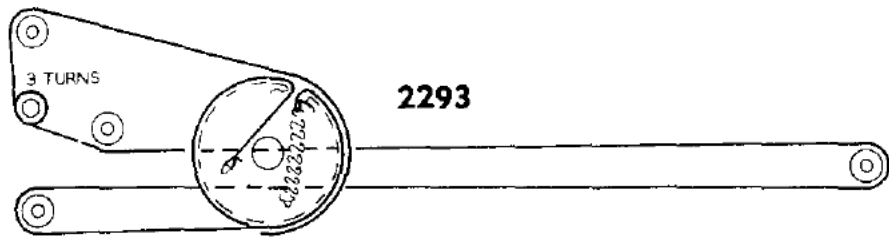
2291



FM TUNING CORES SET TO HIGHEST FREQ. SETTING

TUNING GANG FULLY CLOSED

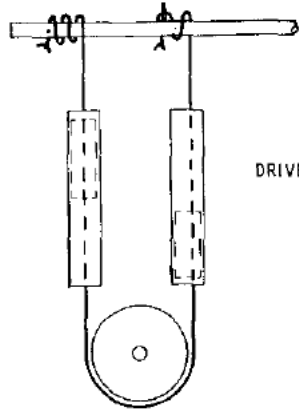




2293

TUNING GANG FULLY CLOSED

TUNING CORES SET TO LOWEST FREQUENCY SETTING.

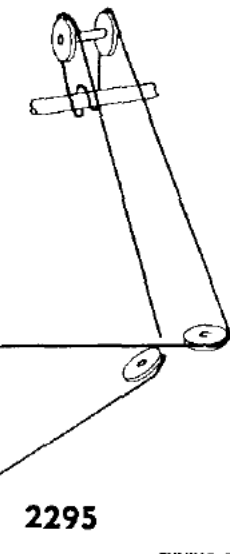
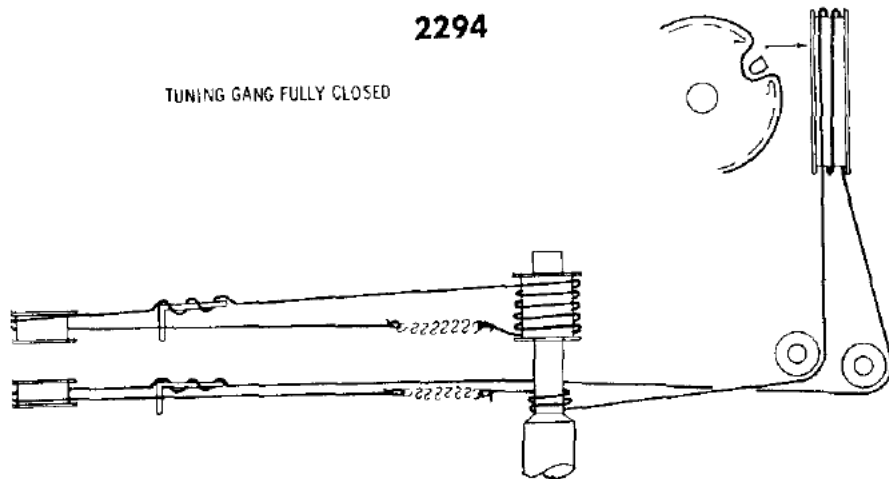


DRIVE CORD FOR FM TUNING CORES

LENGTH OF CORD MEASURED FROM CORE TO CORE OVER PULLEY - 3 2/5"

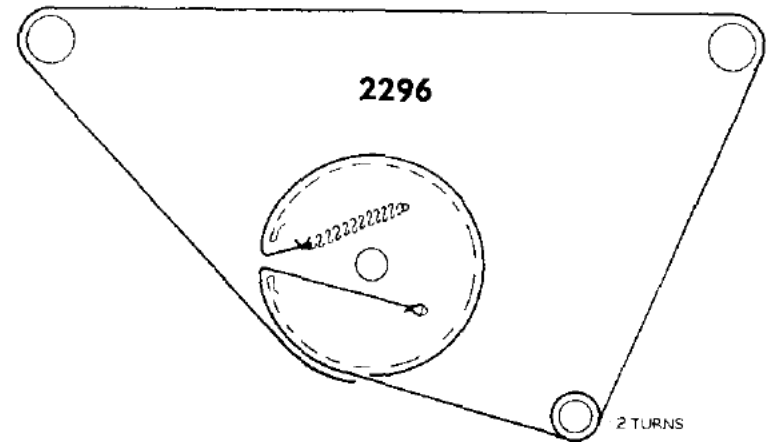
2294

TUNING GANG FULLY CLOSED



2295

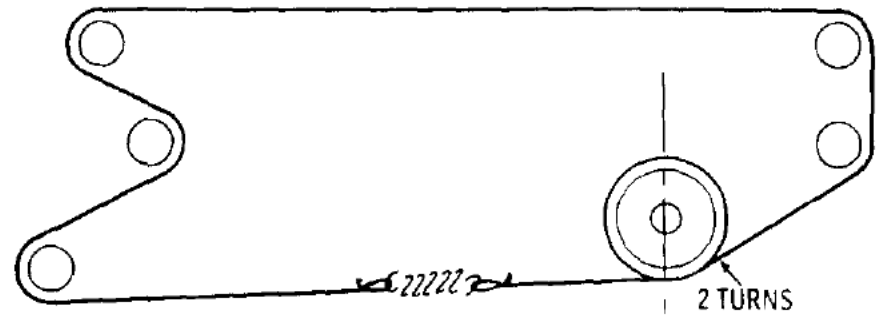
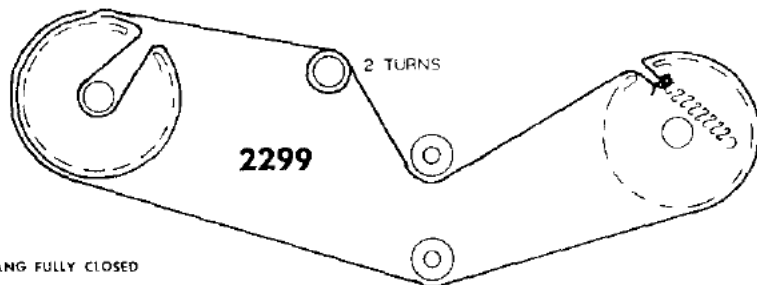
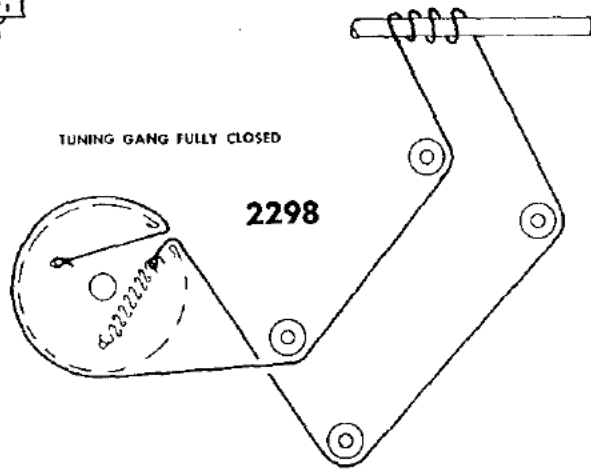
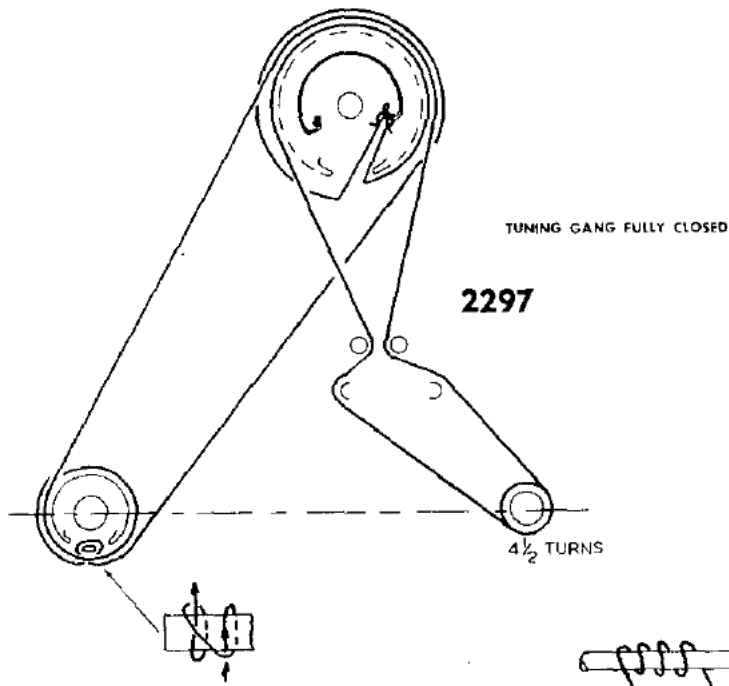
TUNING GANG FULLY CLOSED



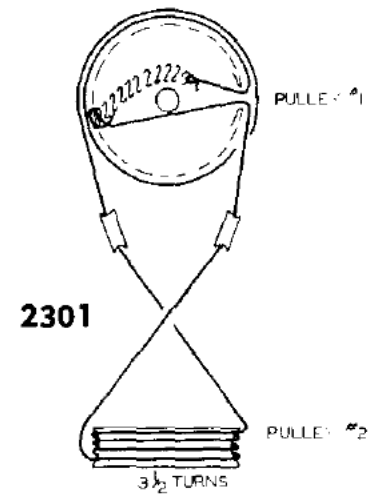
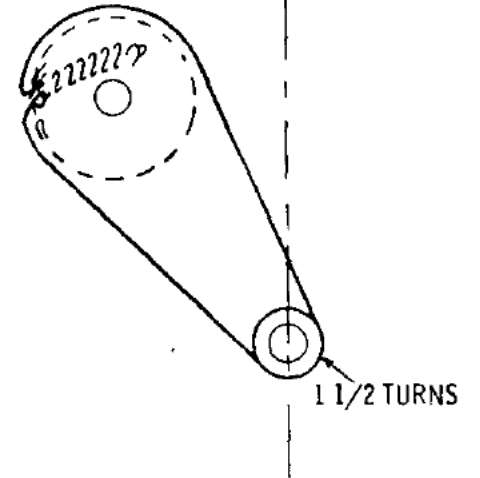
2296

2 TURNS

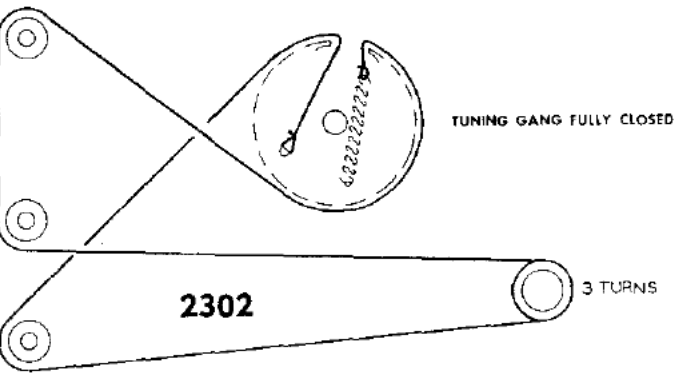
TUNING GANG FULLY CLOSED



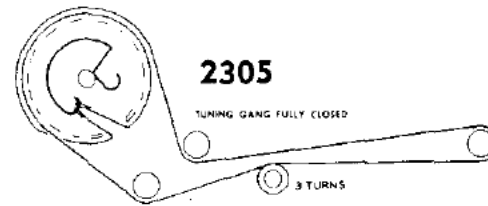
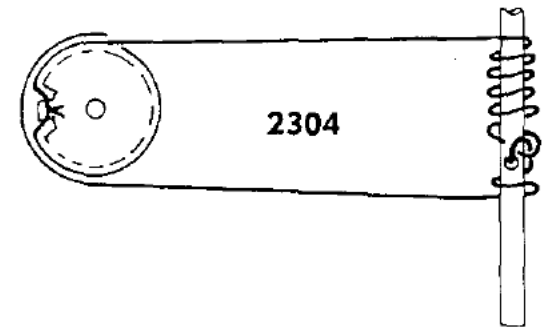
2300



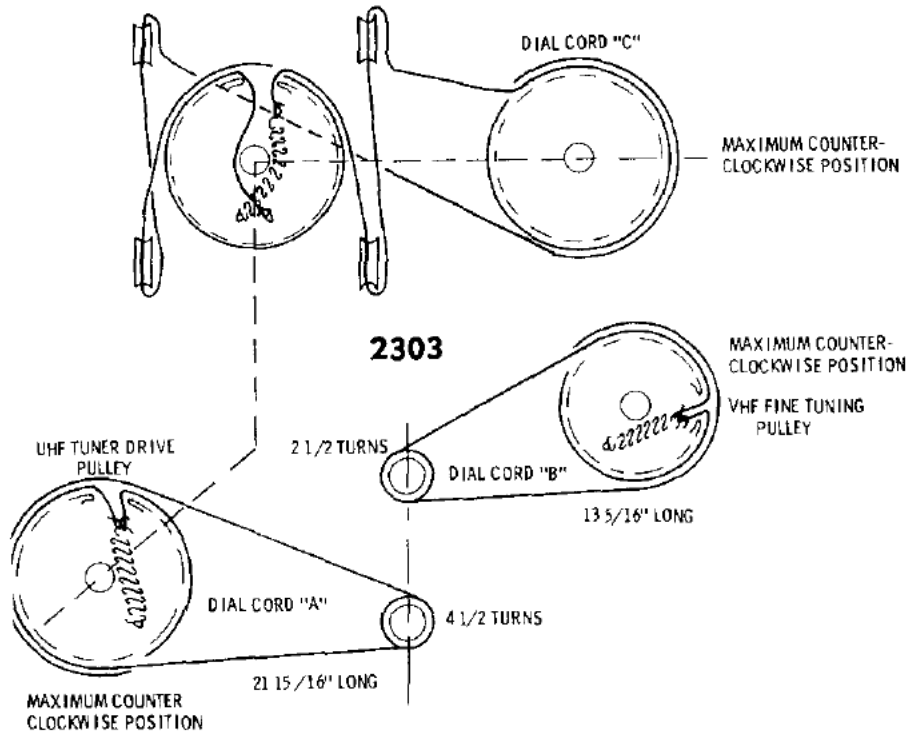
FINE TUNING SHAFT & PULLEY #1 IN MAX. CLOCKWISE POSITION.



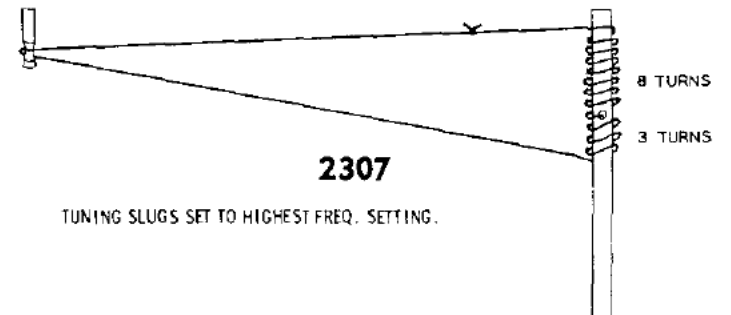
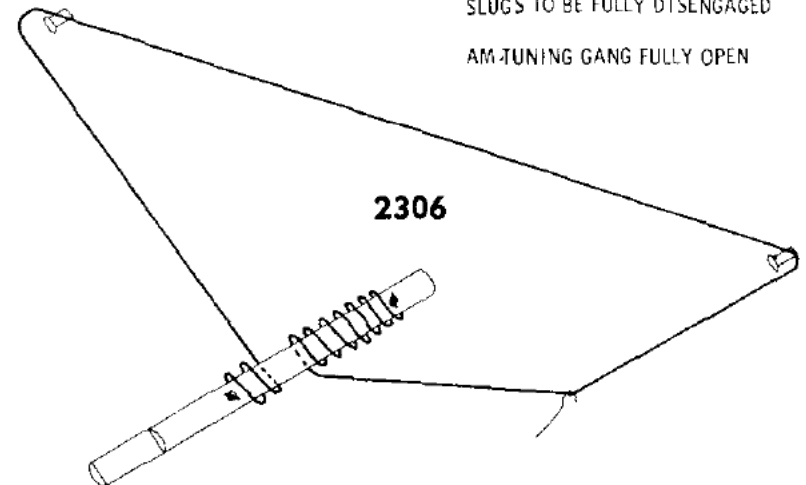
TUNING SLUGS SET AT LOWEST FREQUENCY.

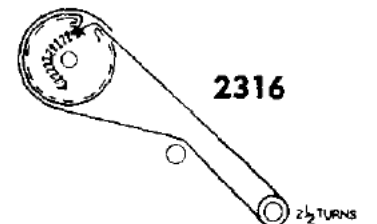
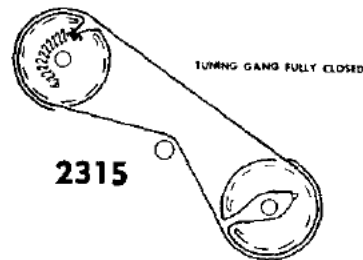
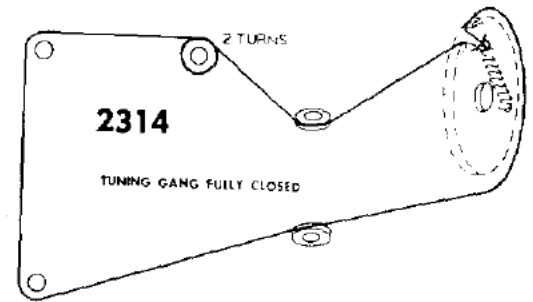
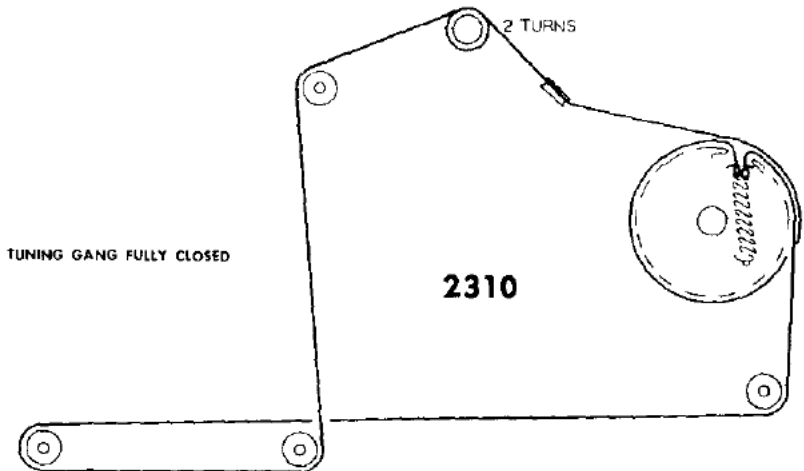
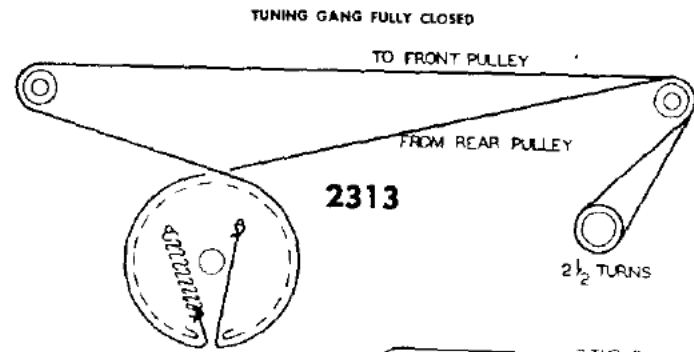
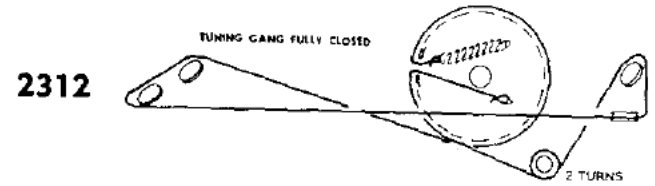
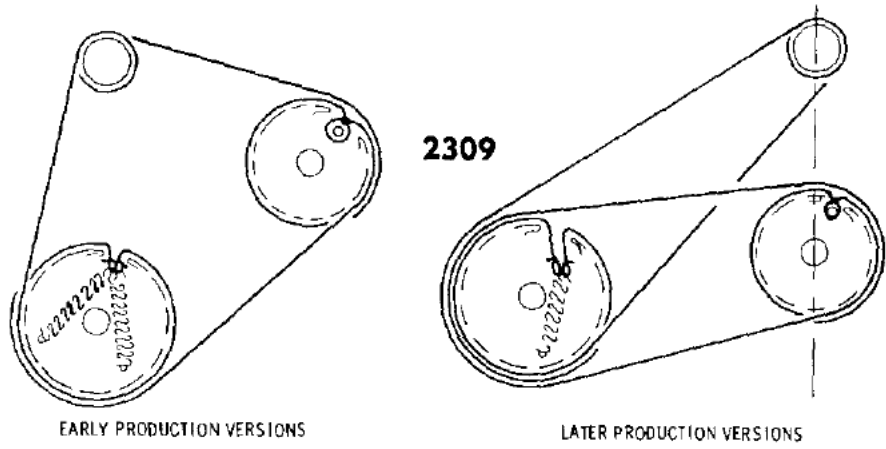
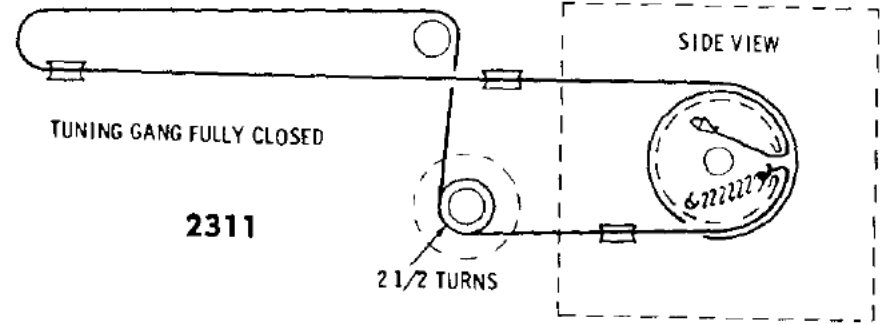
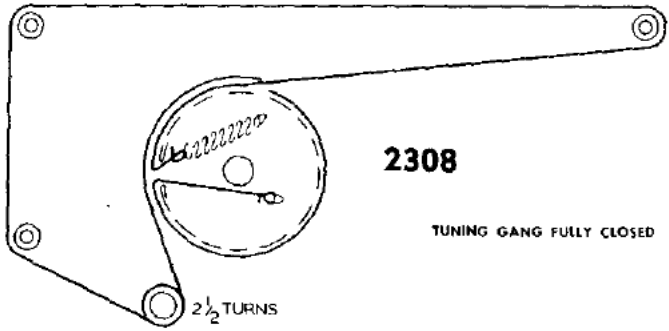


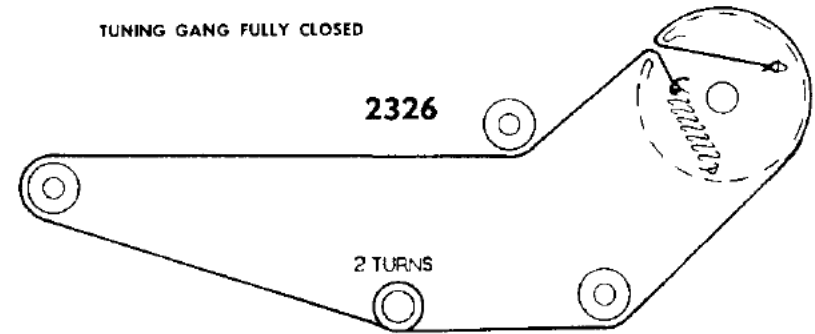
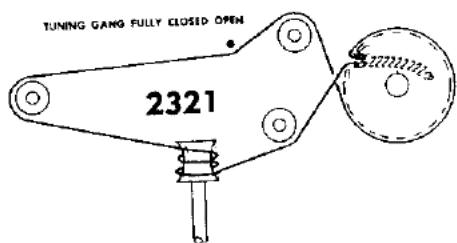
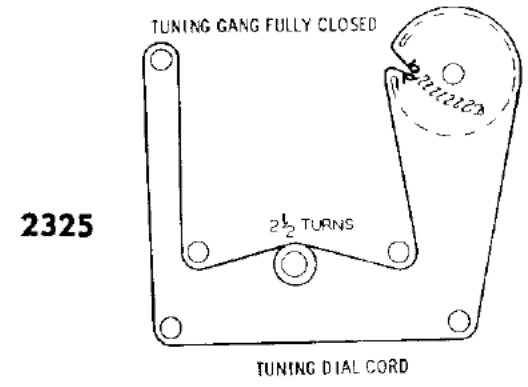
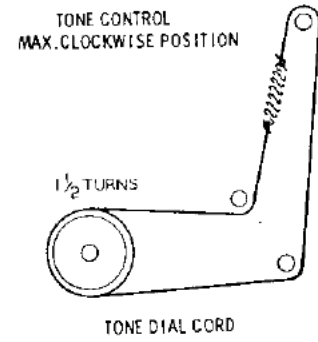
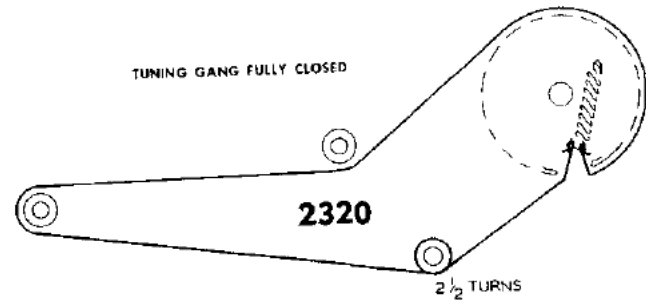
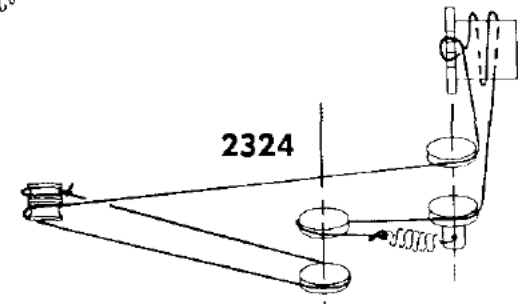
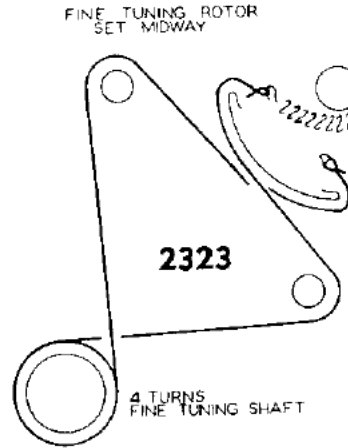
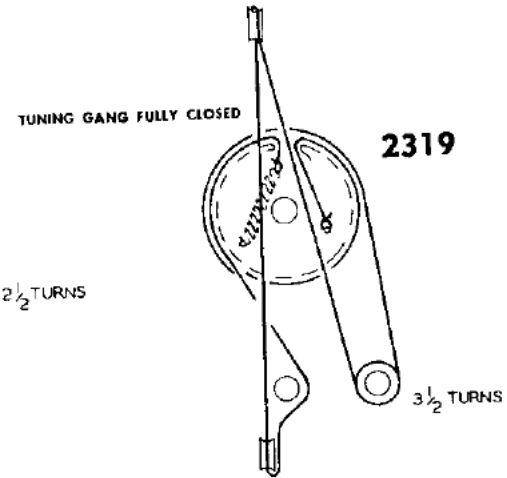
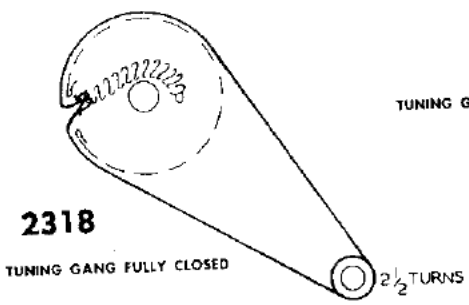
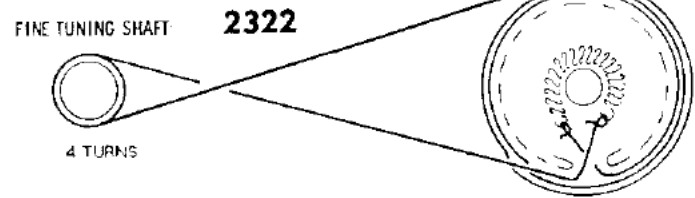
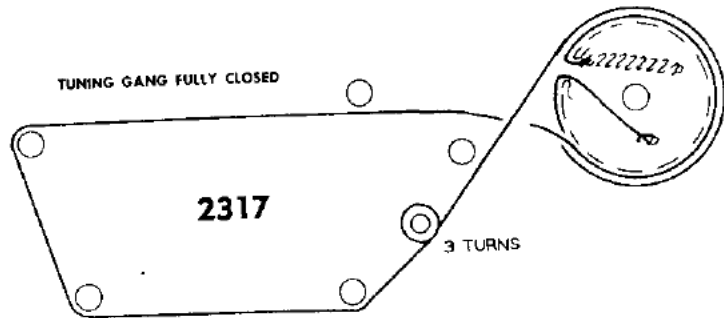
UHF TUNING PULLEYS



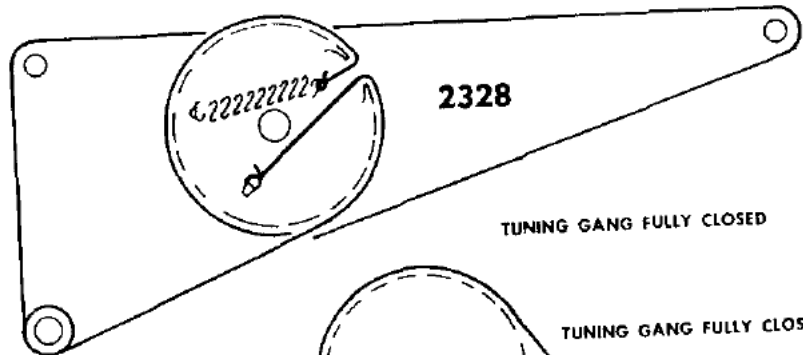
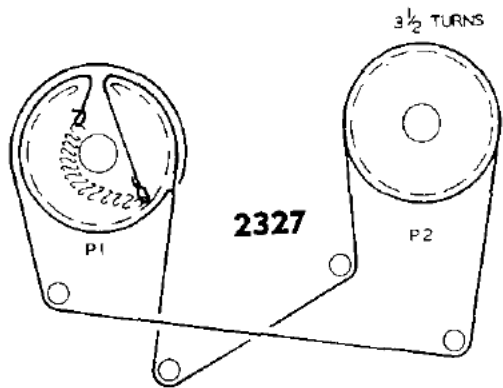
SLUGS TO BE FULLY DISENGAGED
AM-TUNING GANG FULLY OPEN



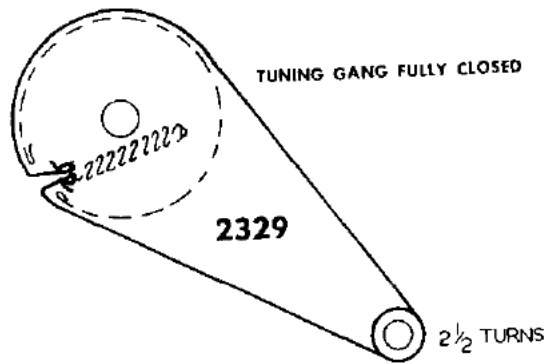




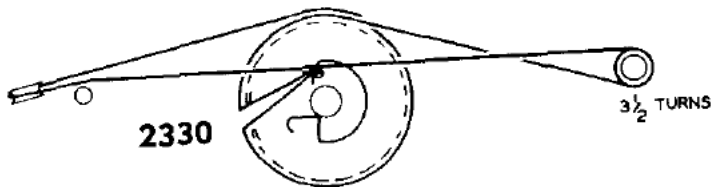
TURN FINE TUNING SHAFT WITH PULLEY P1 FULLY CLOCKWISE



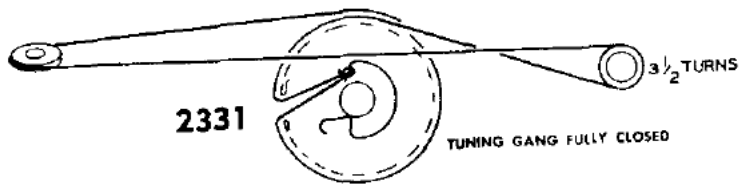
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

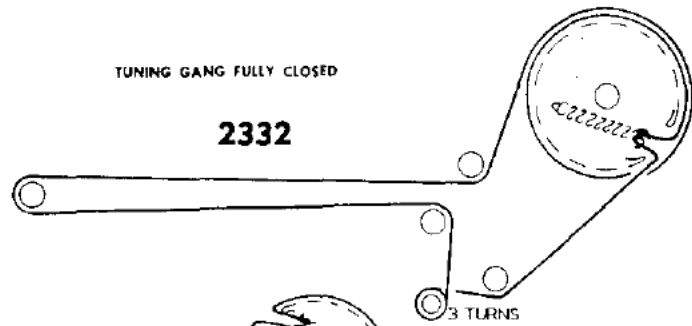


TUNING GANG FULLY CLOSED

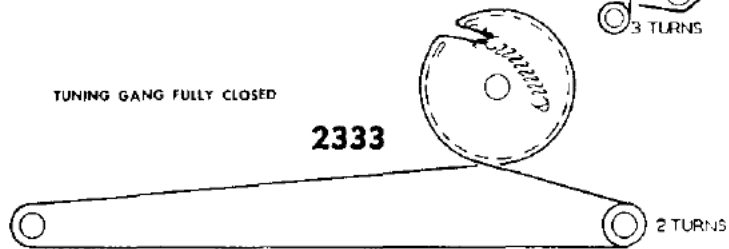


TUNING GANG FULLY CLOSED

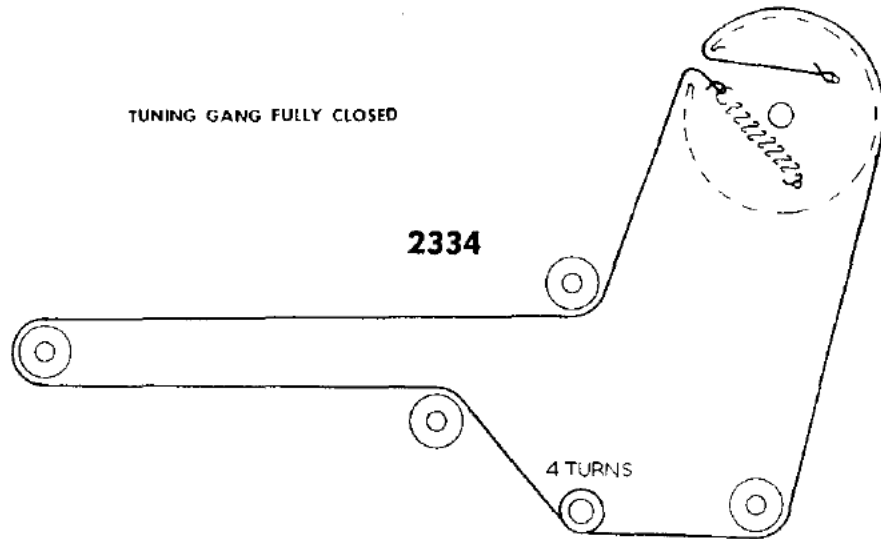
TUNING GANG FULLY CLOSED



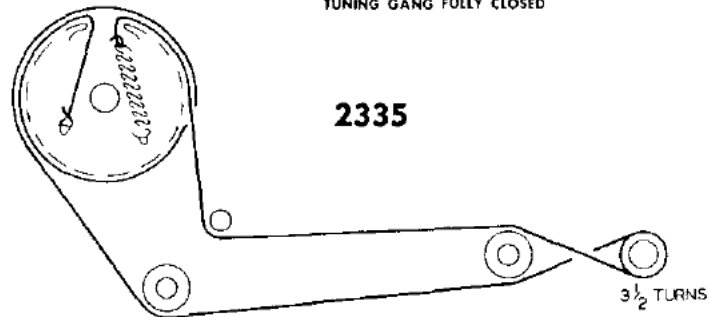
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



2336

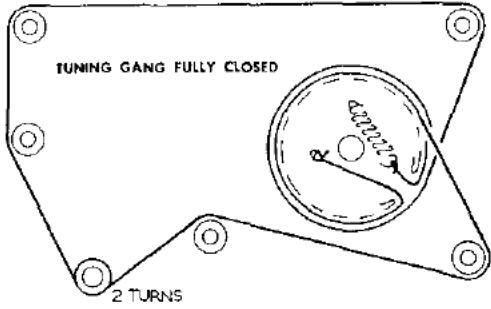
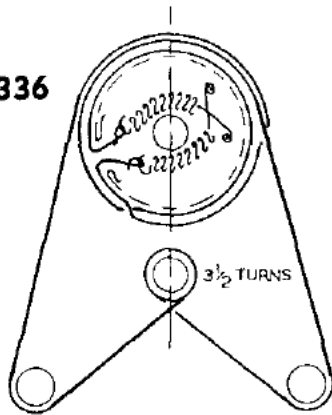


FIG. 1 STRINGING OF TUNING CONTROL

2337

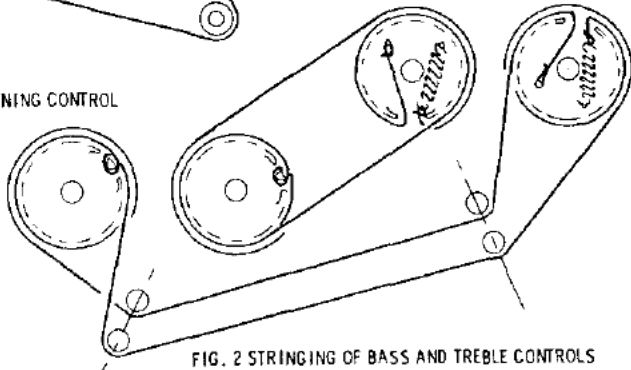


FIG. 2 STRINGING OF BASS AND TREBLE CONTROLS

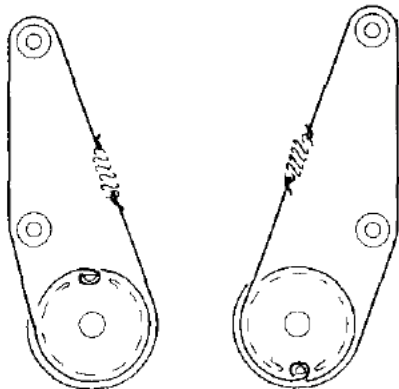
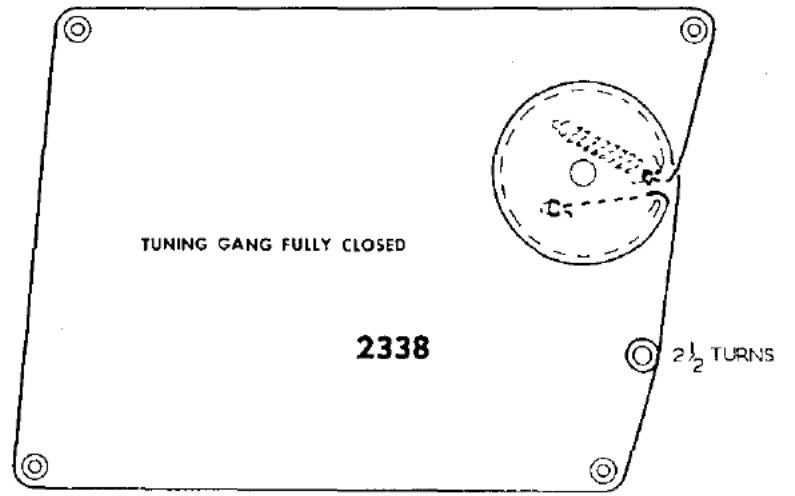
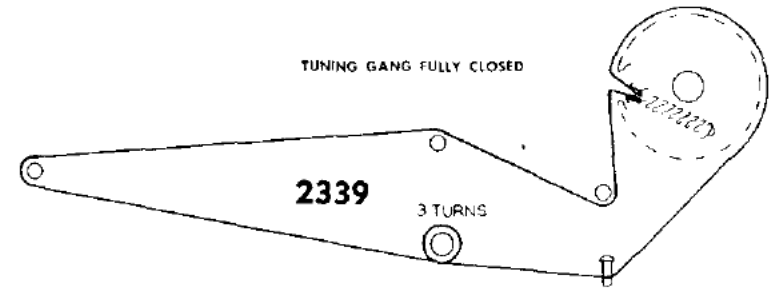


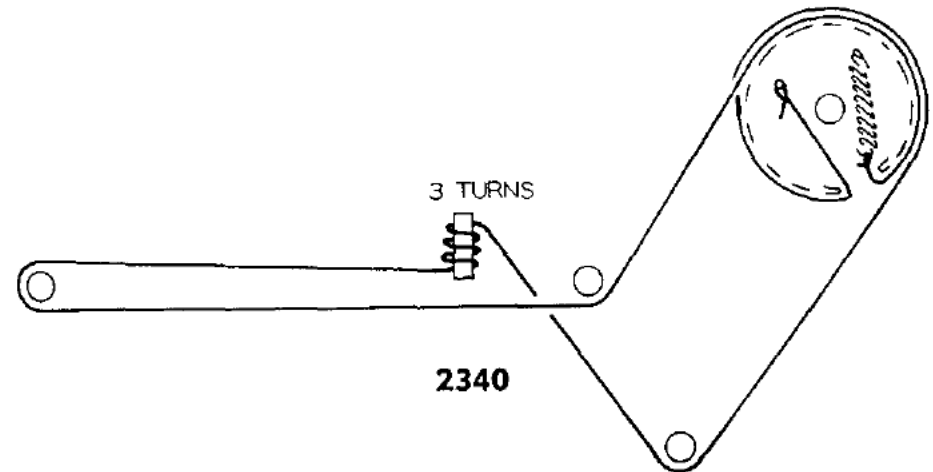
FIG. 3 STRINGING OF BASS & TREBLE POINTERS



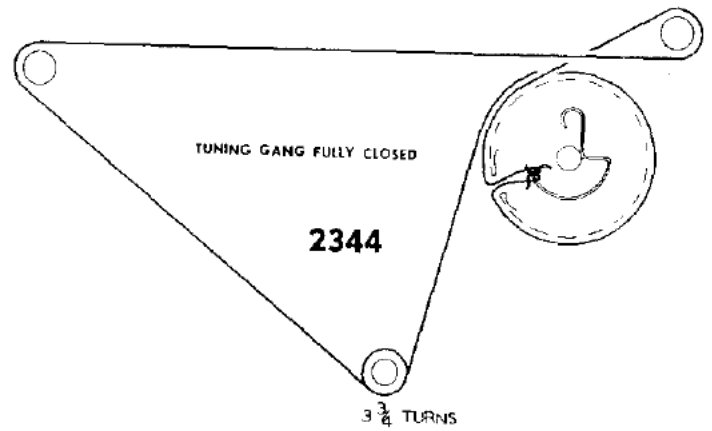
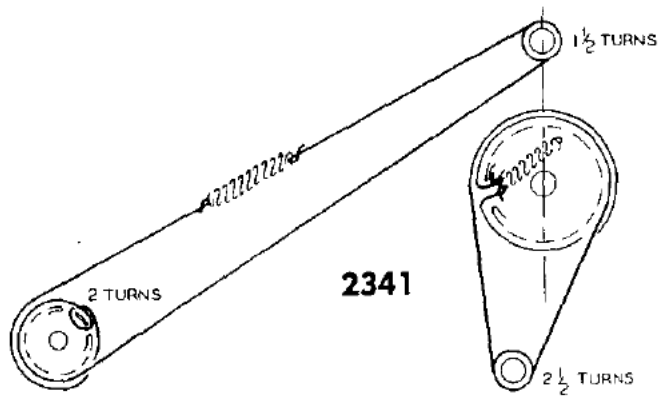
2338



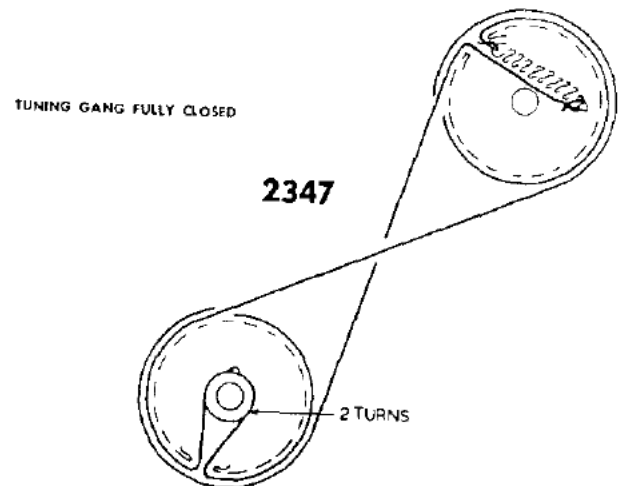
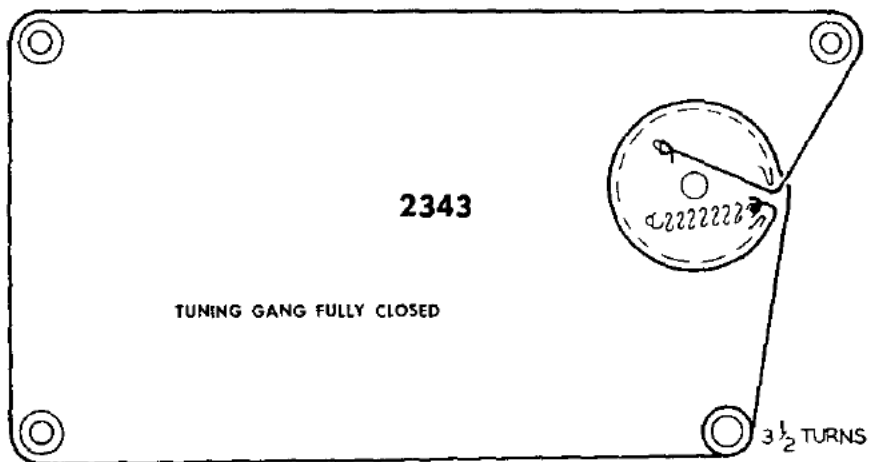
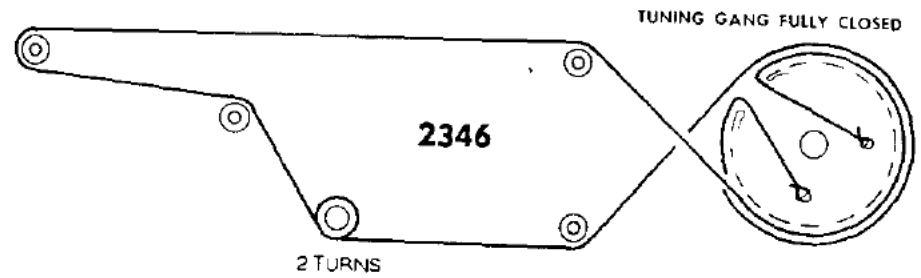
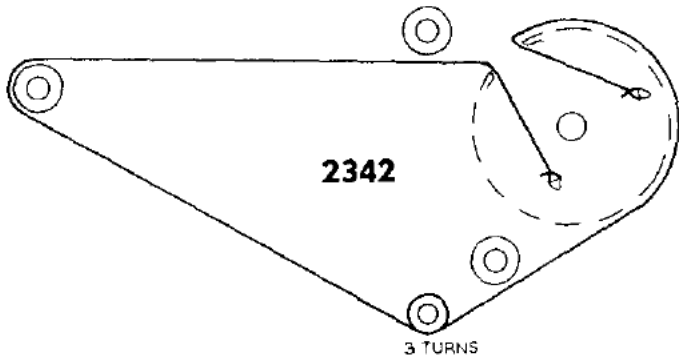
2339



2340

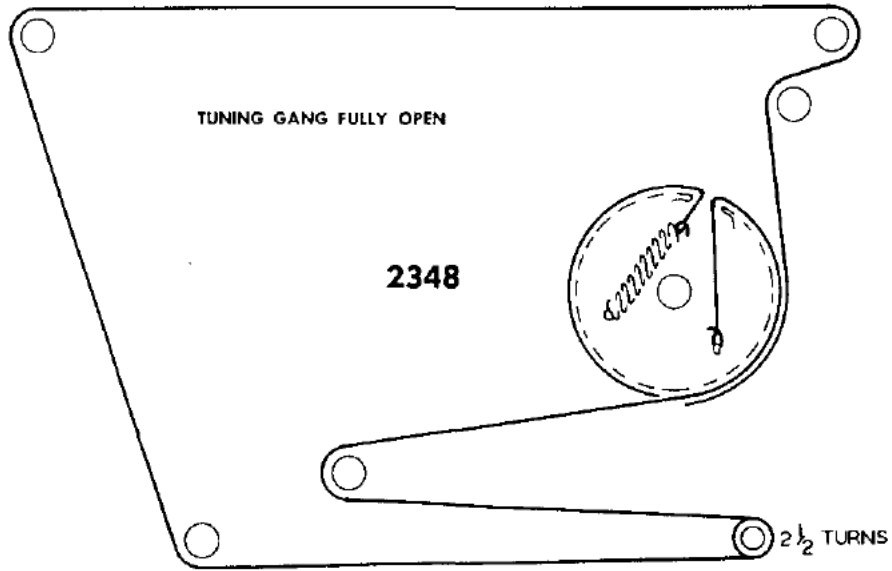


TUNING GANG FULLY CLOSED



TUNING GANG FULLY OPEN

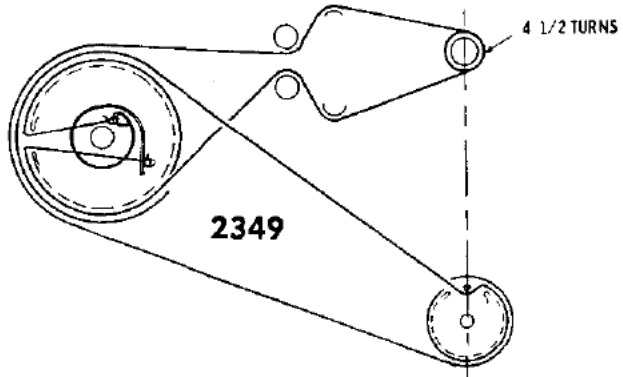
2348



2 1/2 TURNS

START RE-STRINGING WITH LARGE UHF PULLEY IN MAX. COUNTER-CLOCKWISE POSITION (AS VIEWED FROM FRONT OF TUNER.)

2349



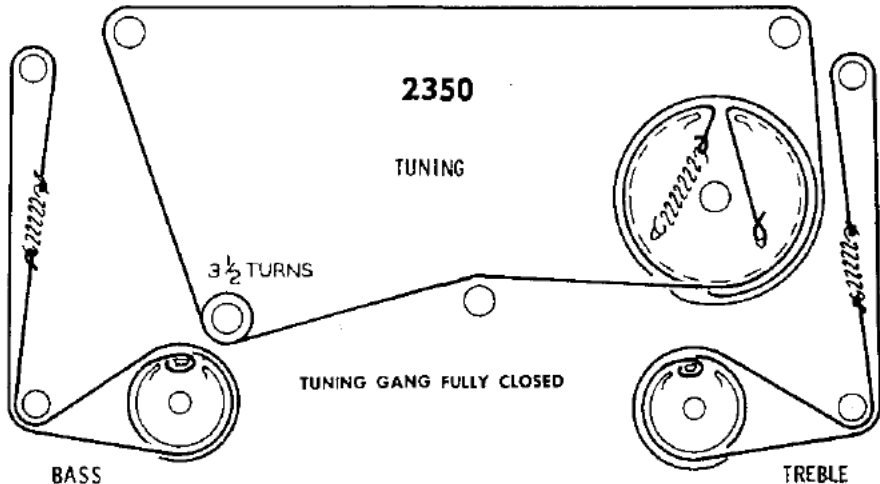
4 1/2 TURNS

2350

TUNING

3 1/2 TURNS

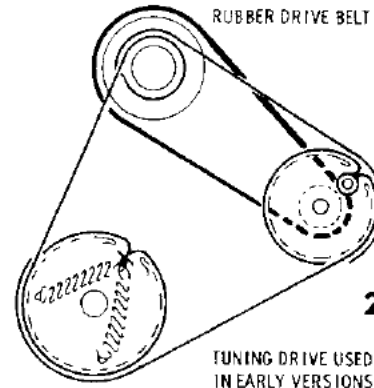
TUNING GANG FULLY CLOSED



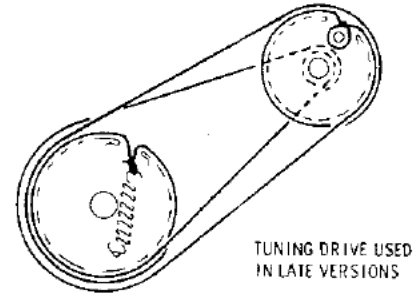
BASS

TREBLE

RUBBER DRIVE BELT



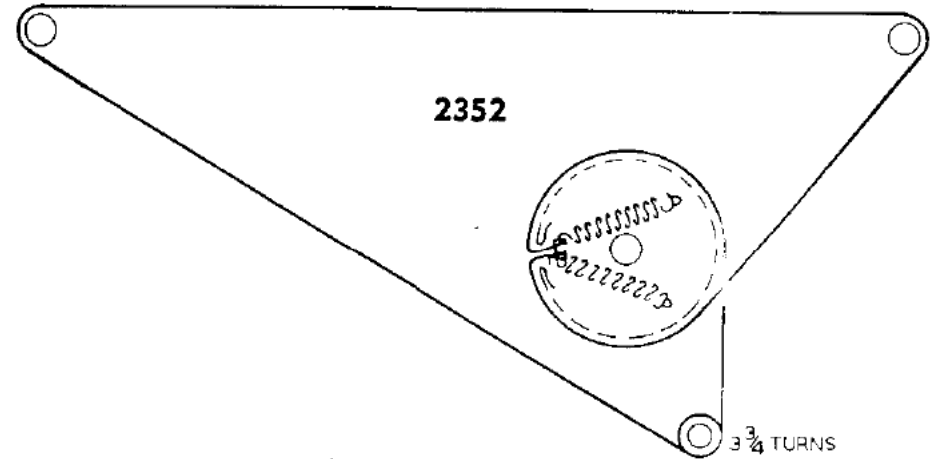
TUNING DRIVE USED IN EARLY VERSIONS



TUNING DRIVE USED IN LATE VERSIONS

2351

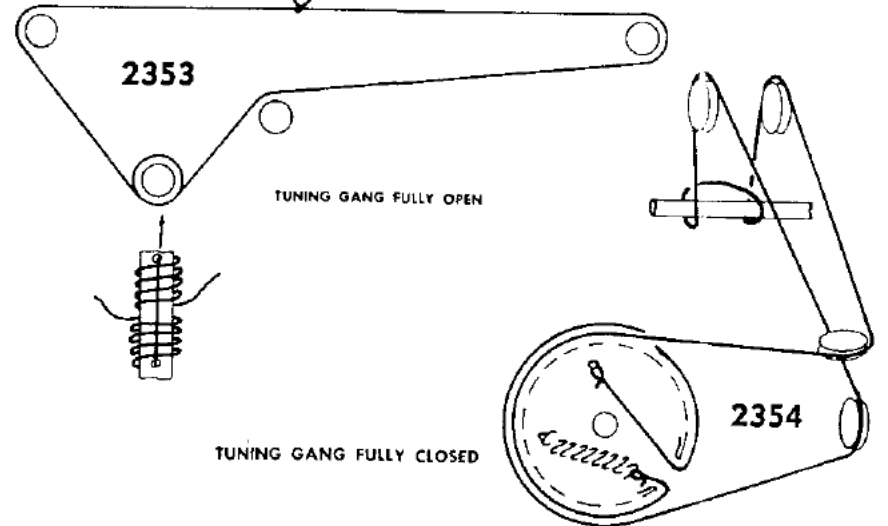
2352



3 3/4 TURNS

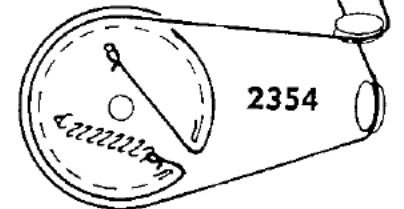
2353

TUNING GANG FULLY OPEN



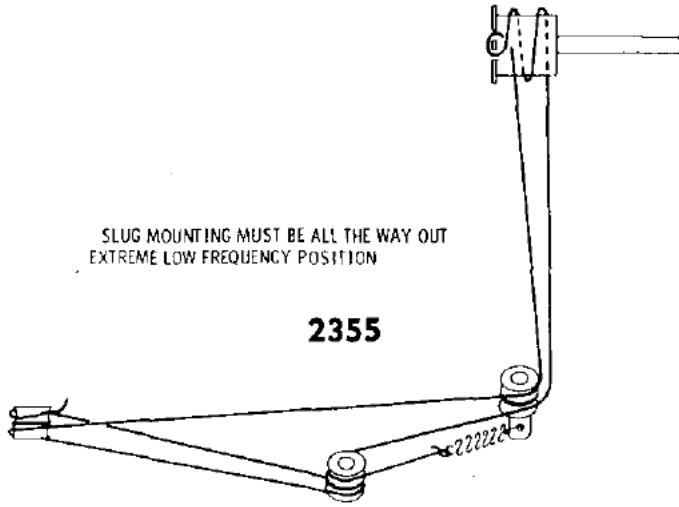
TUNING GANG FULLY CLOSED

2354



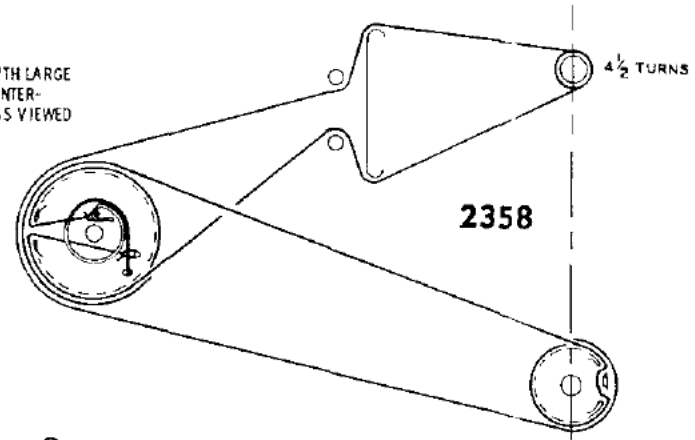
SLUG MOUNTING MUST BE ALL THE WAY OUT
EXTREME LOW FREQUENCY POSITION

2355

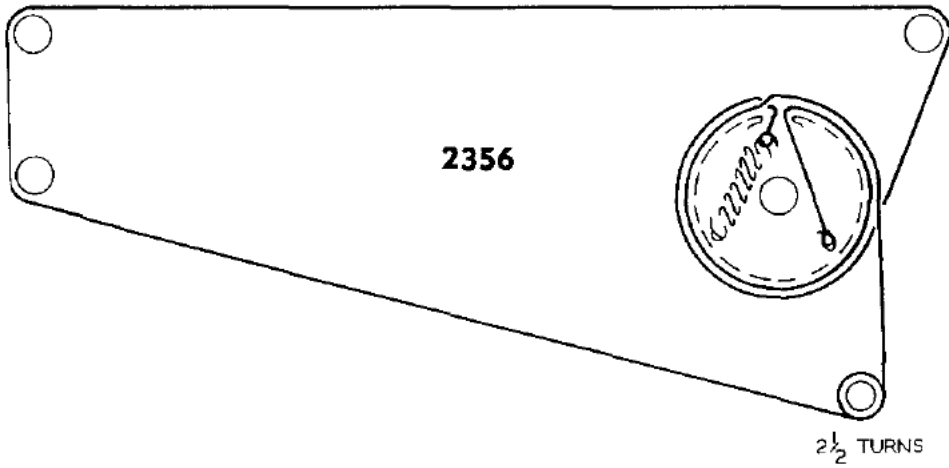


START RE-STRINGING WITH LARGE
UHF PULLEY IN MAX COUNTER-
CLOCKWISE POSITION (AS VIEWED
FROM FRONT OF TUNER).

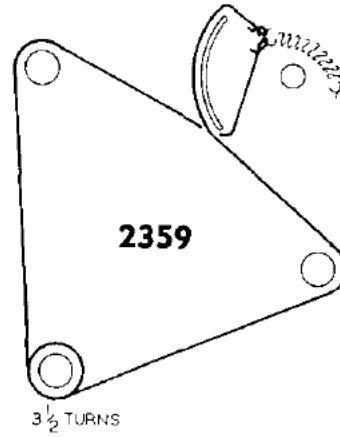
2358



2356

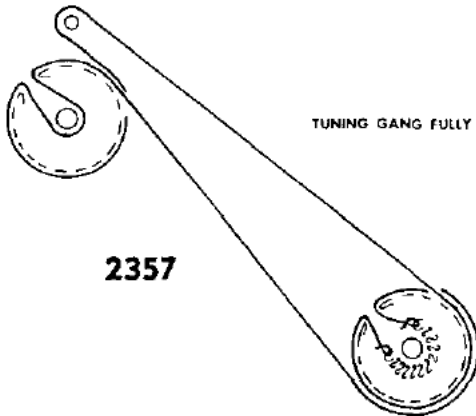


2359

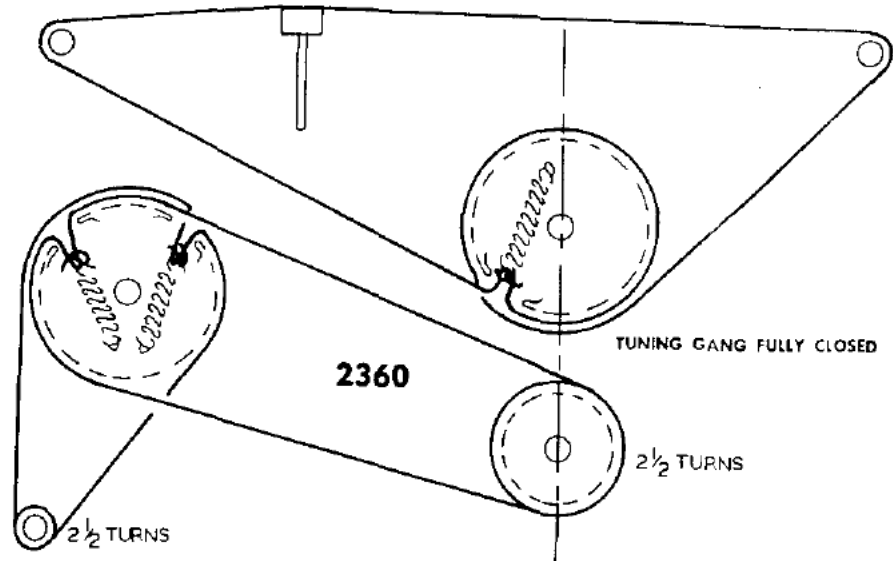


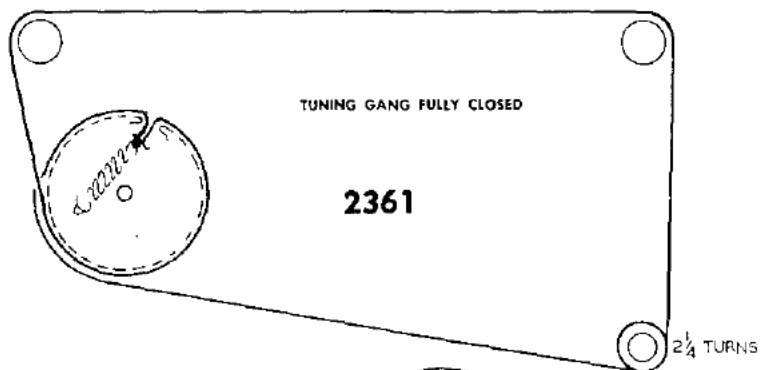
TUNING GANG FULLY CLOSED

2357

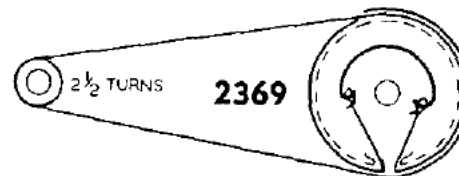
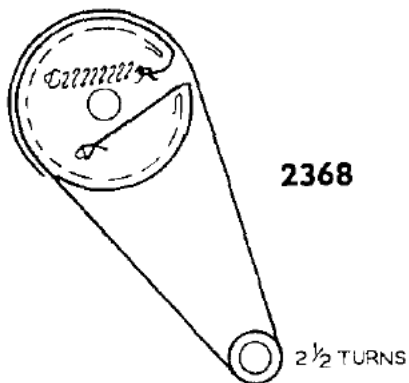
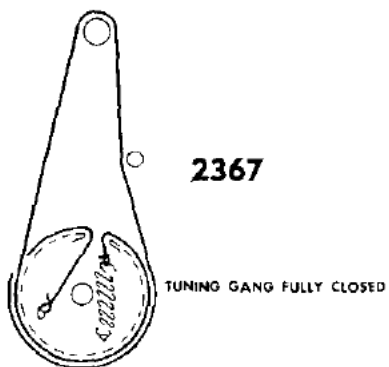
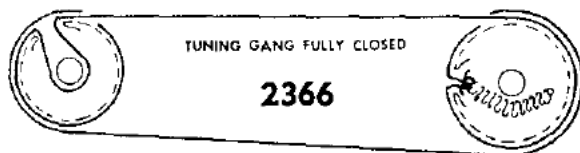
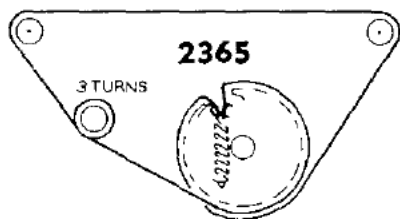
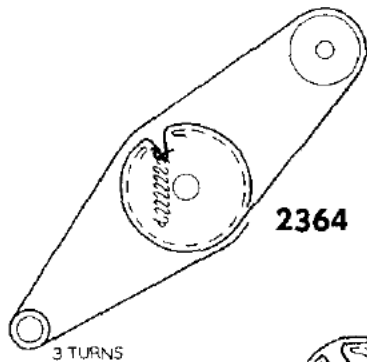
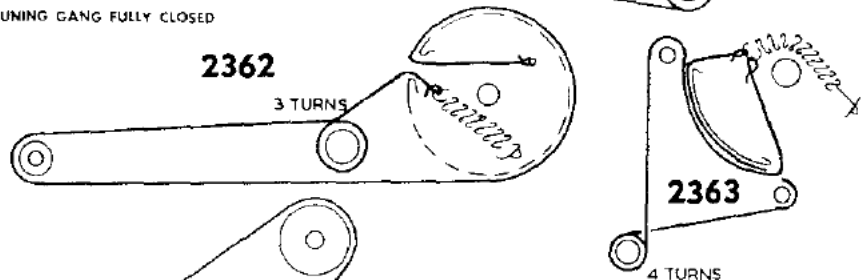


2360

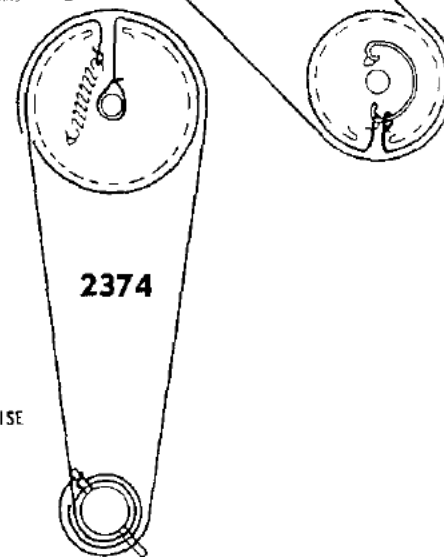
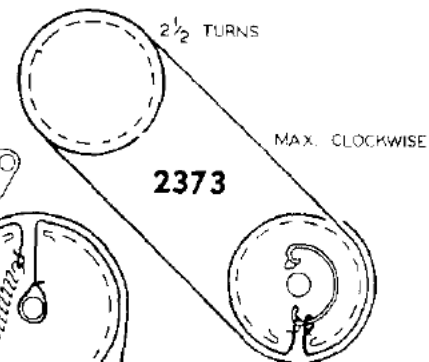
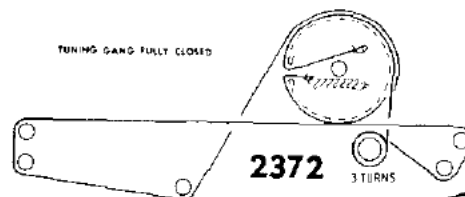
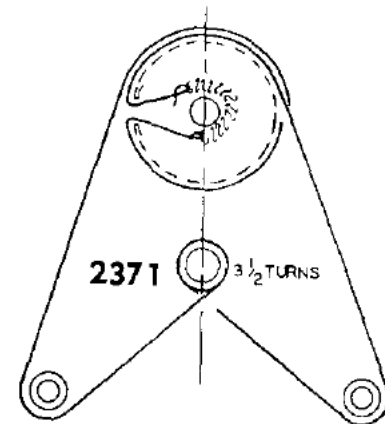
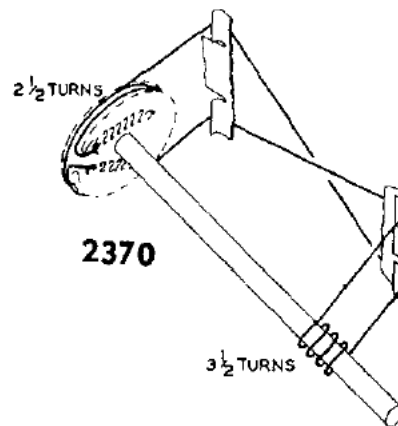




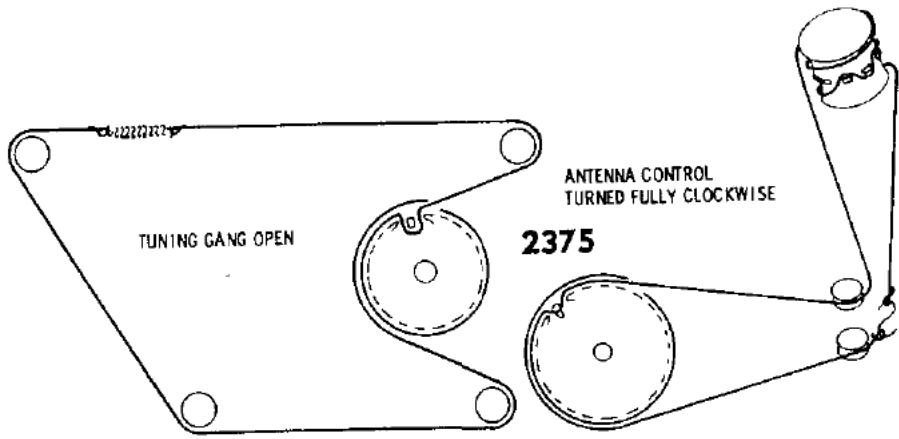
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

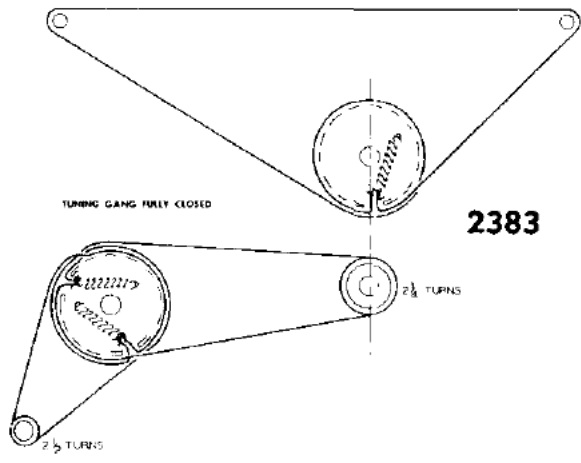
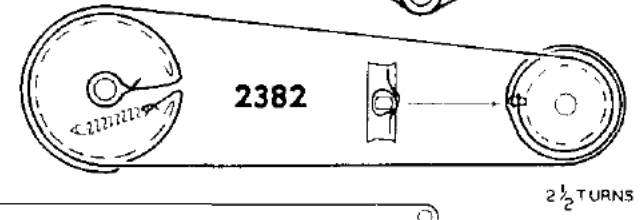
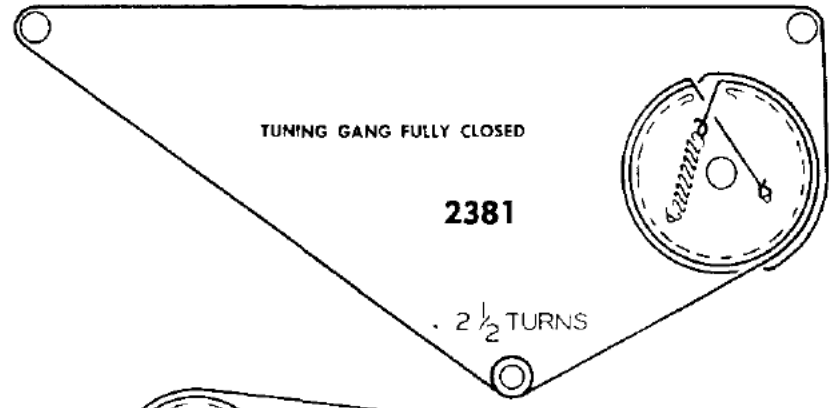
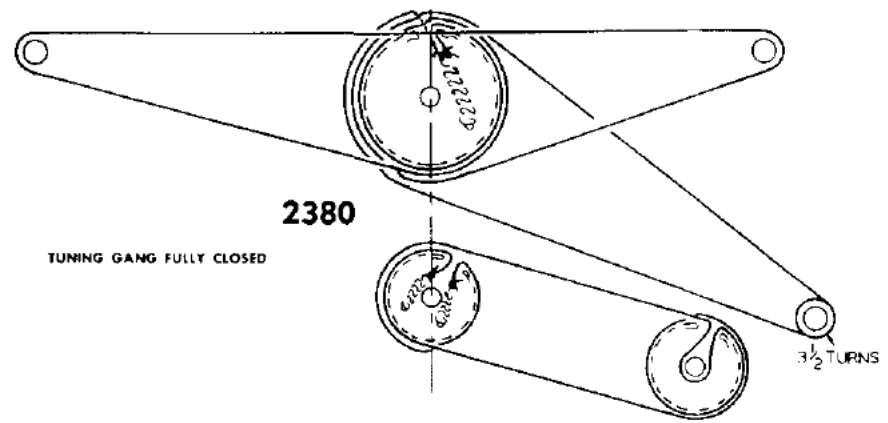
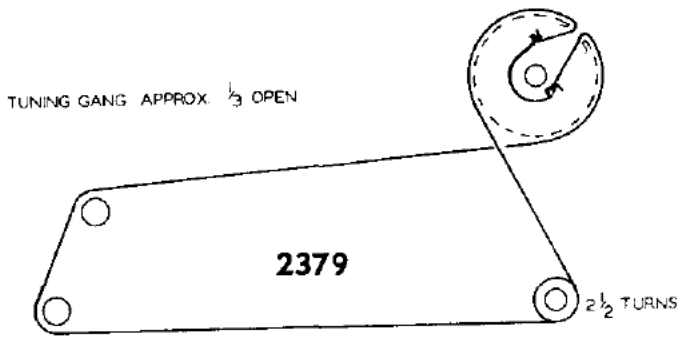
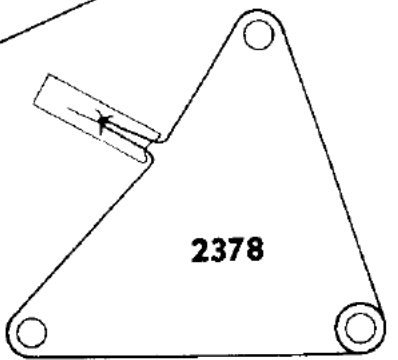
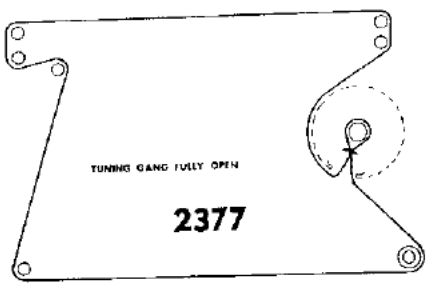
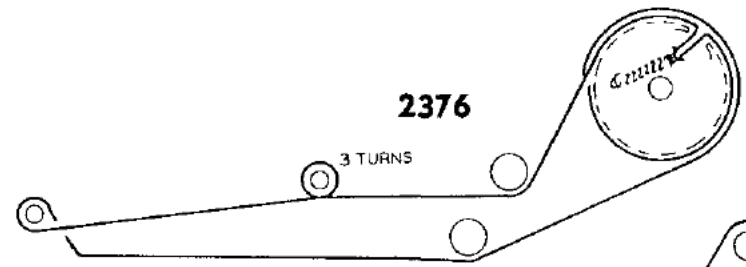


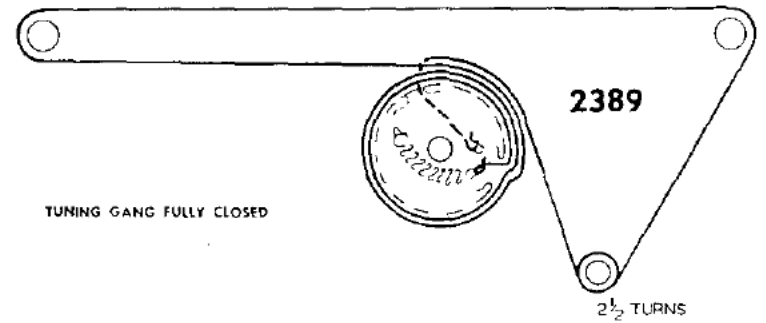
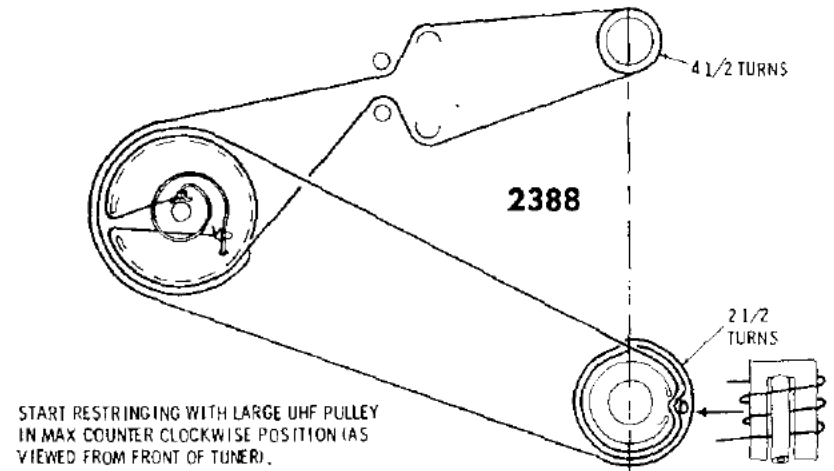
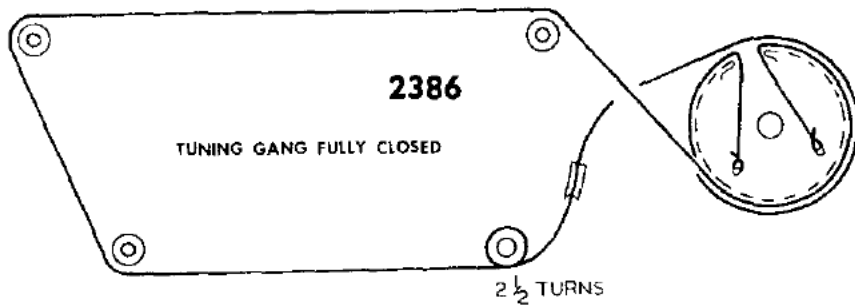
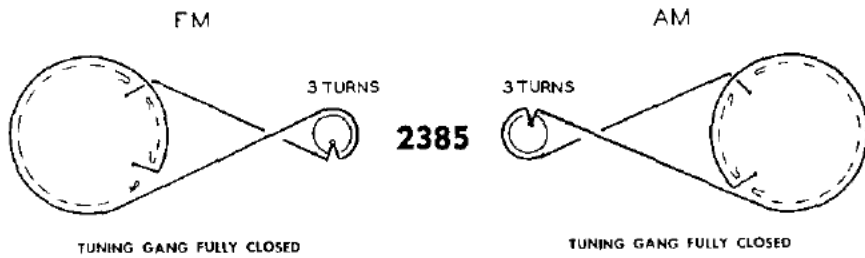
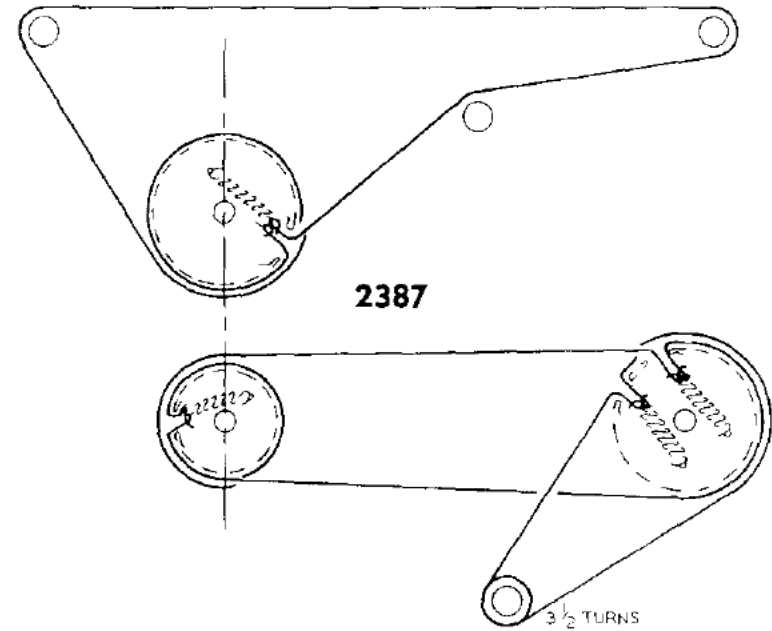
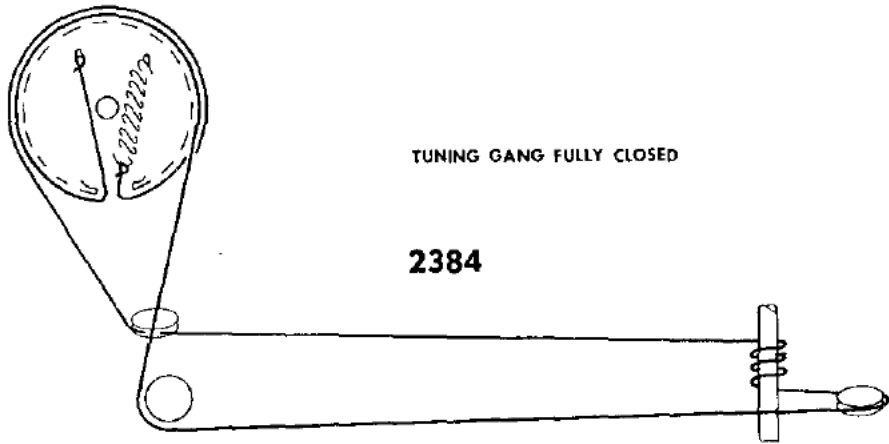
TURN BOTH FINE TUNING CAM
AND UHF PULLEY FULLY COUNTER-CLOCKWISE

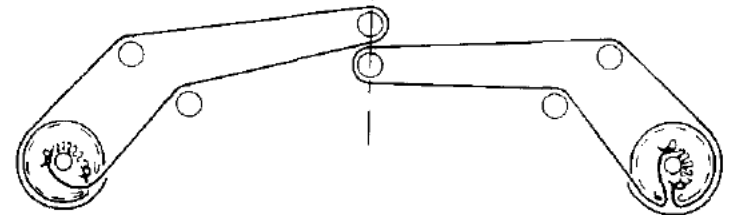
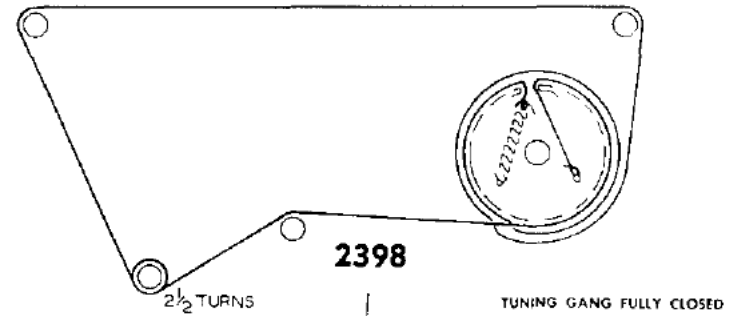
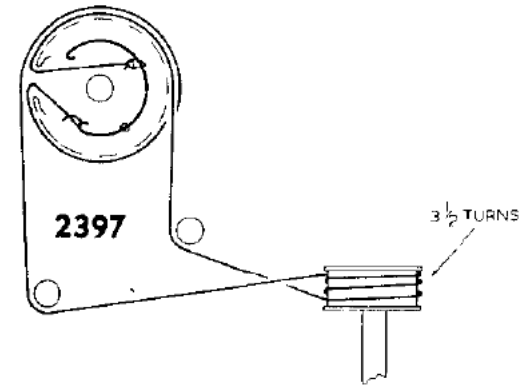
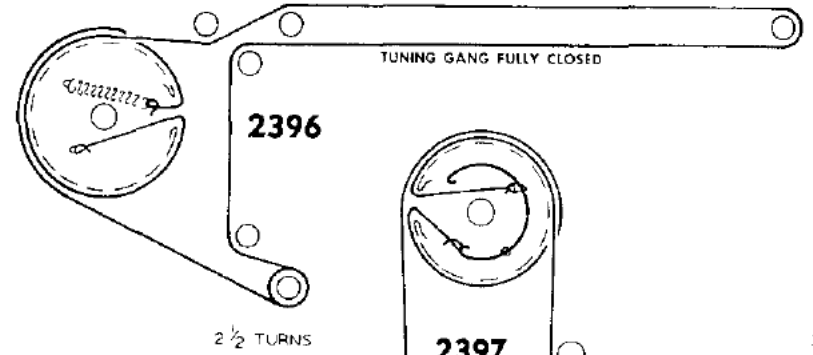
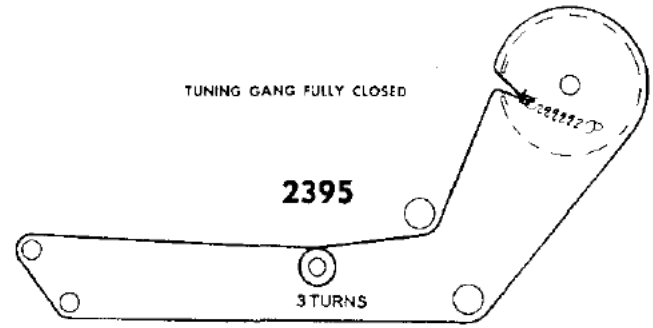
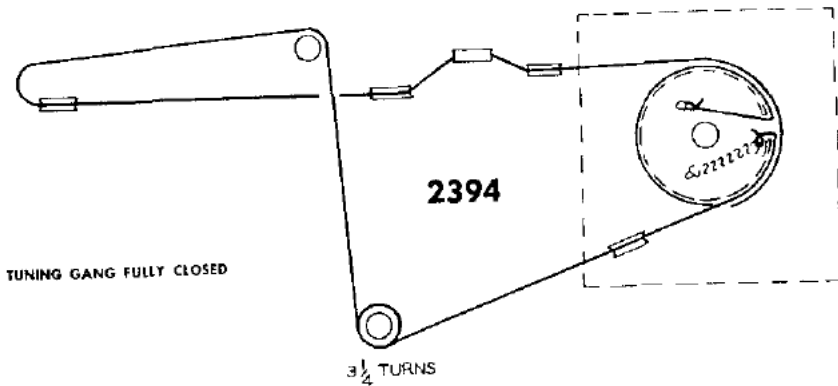
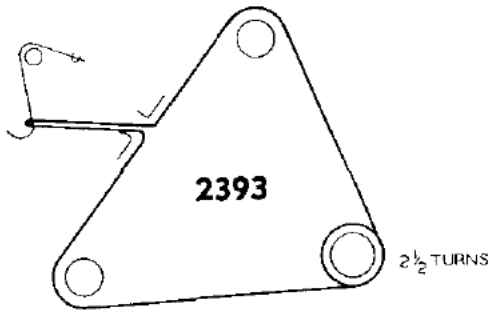
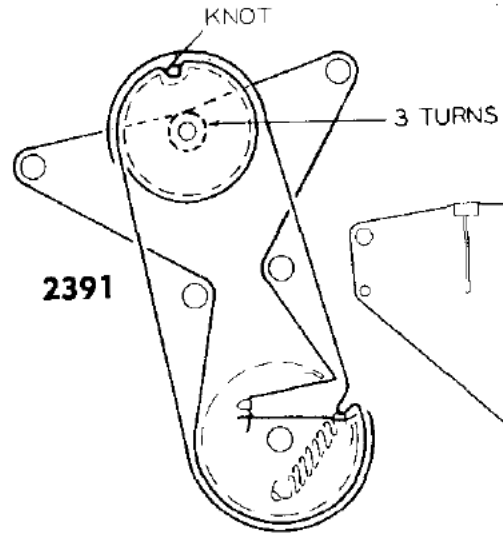
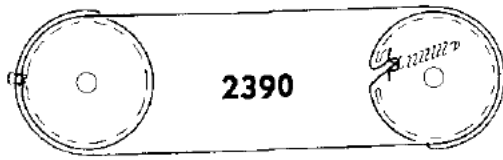


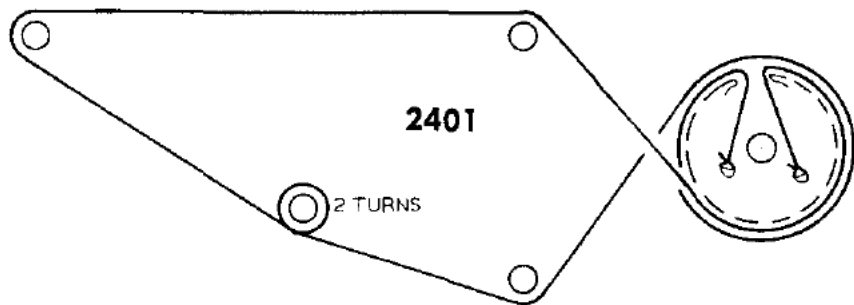
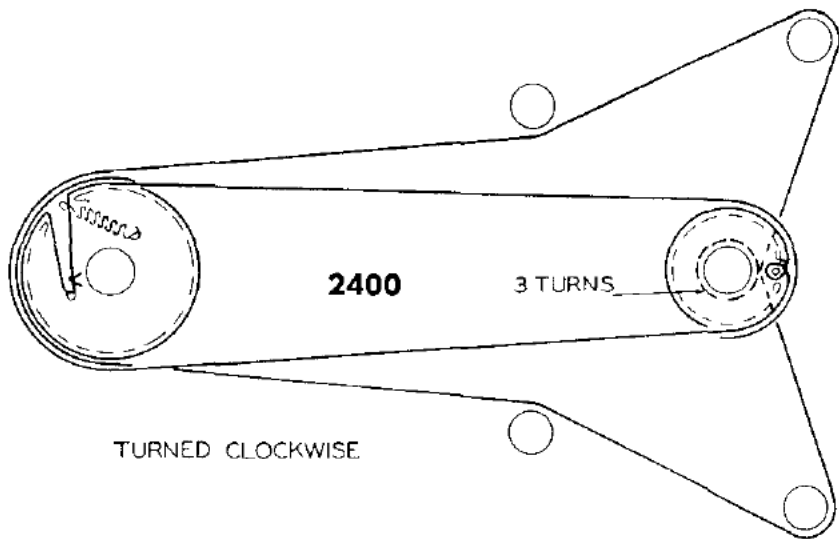
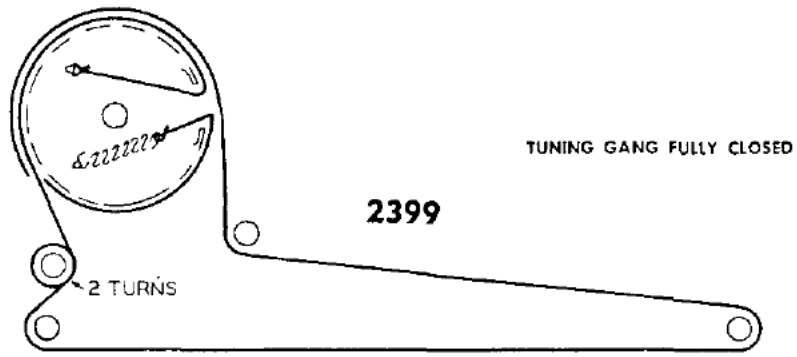
AM DIAL CORD
FM DIAL CORD

ANTENNA DIAL CORD

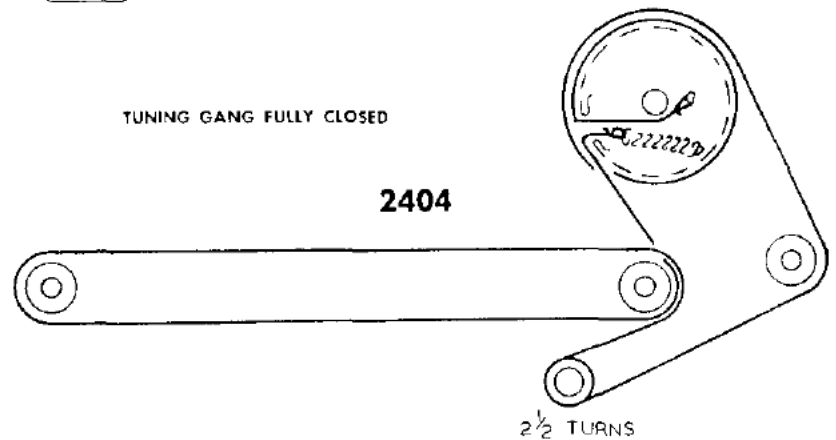
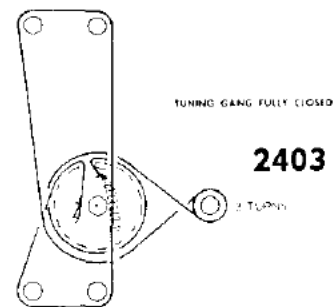
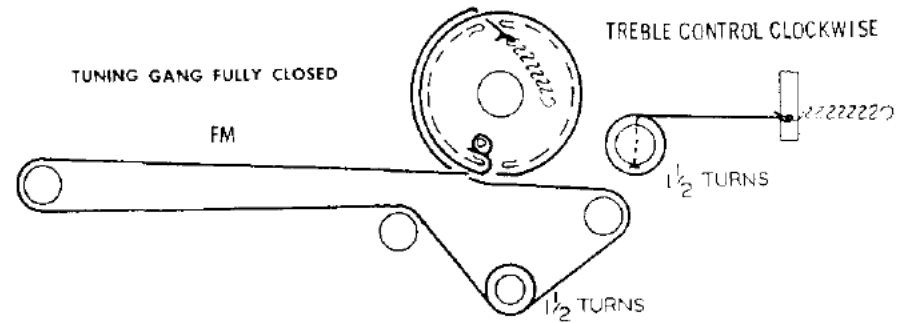
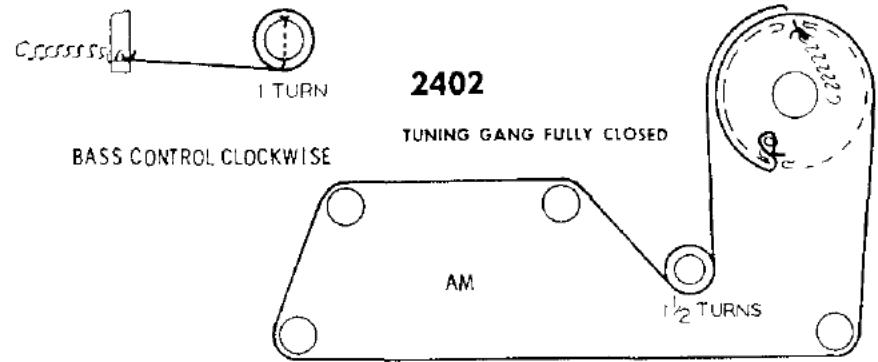


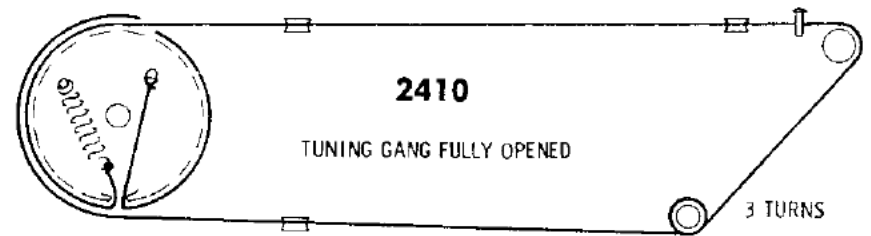
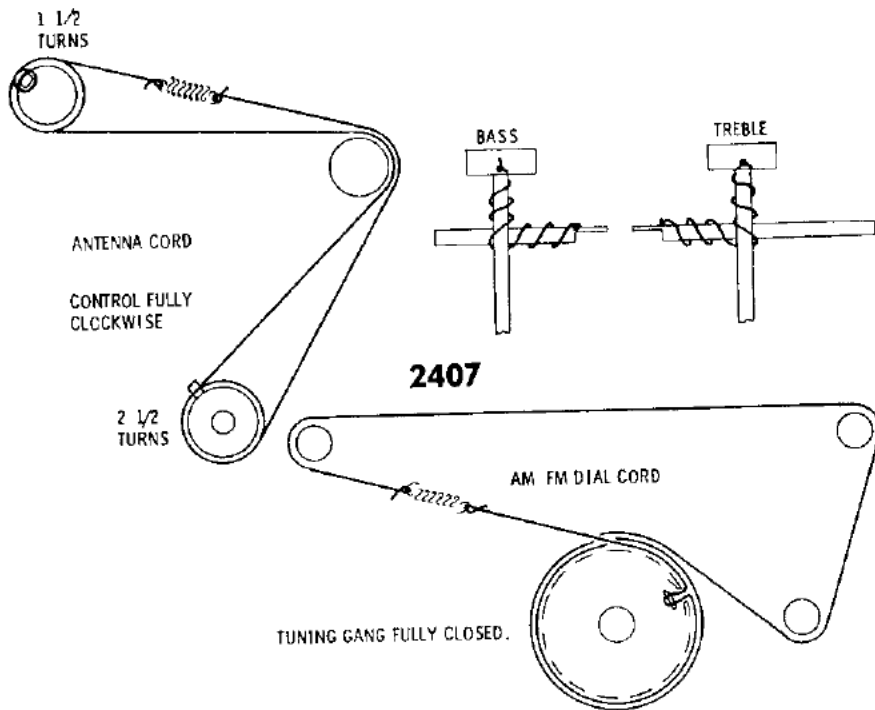
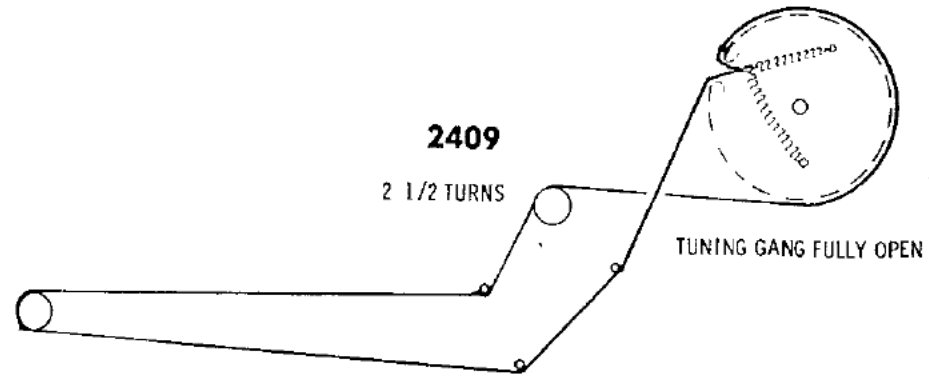
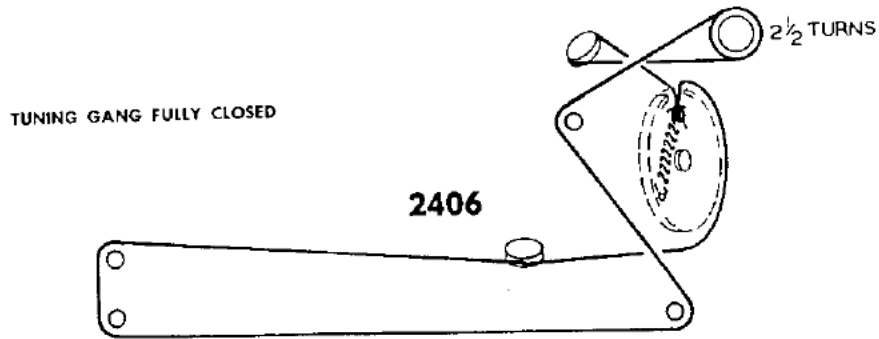
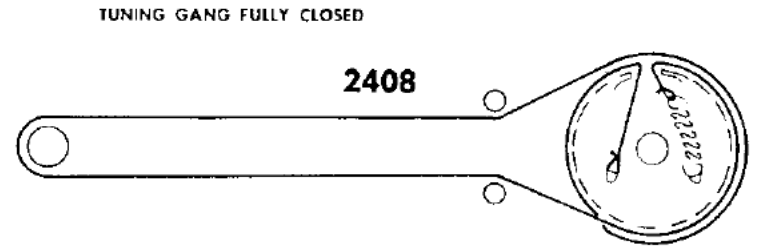
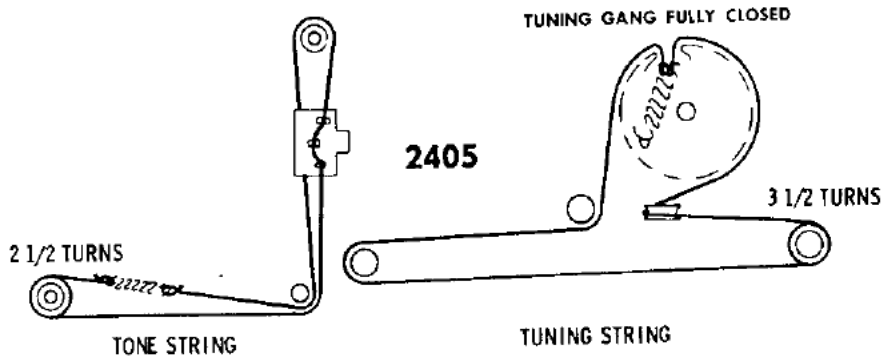


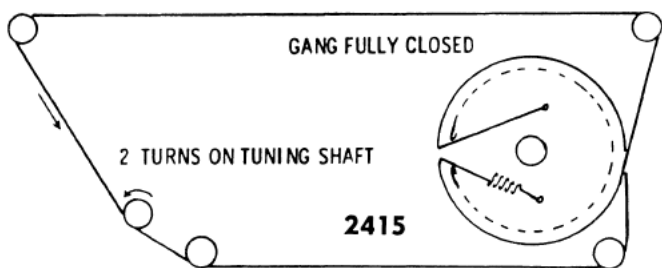
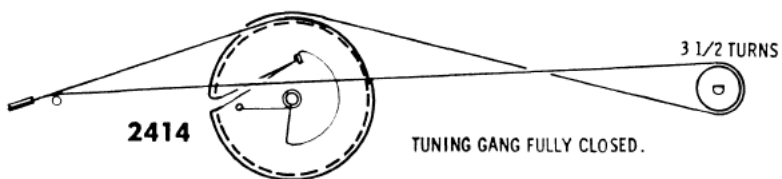
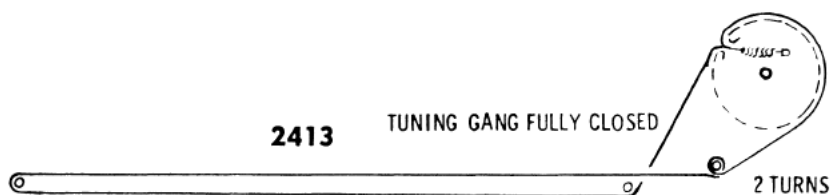
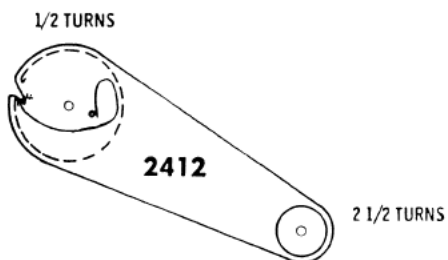
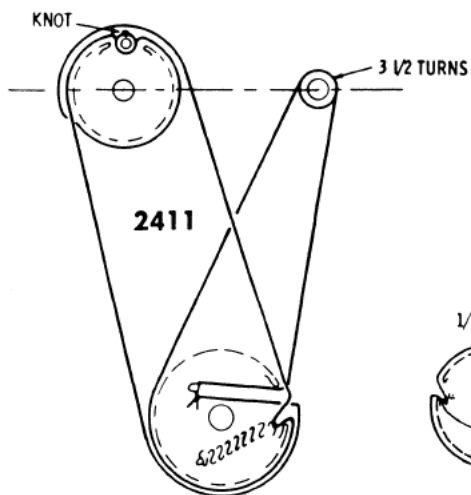


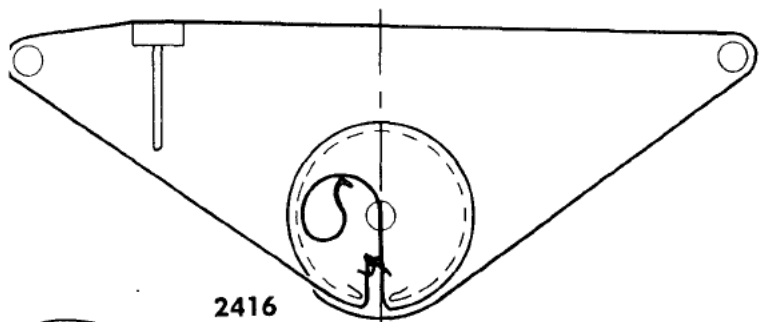


TUNING GANG FULLY CLOSED

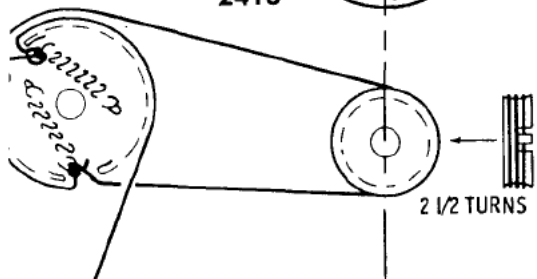








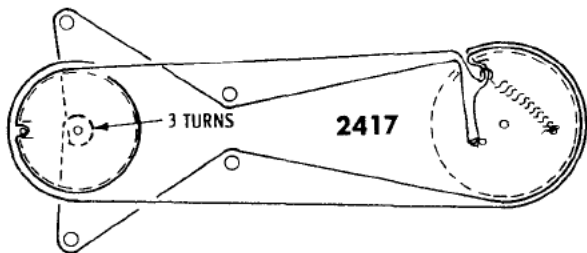
2416



2 1/2 TURNS

TUNING GANG FULLY CLOSED

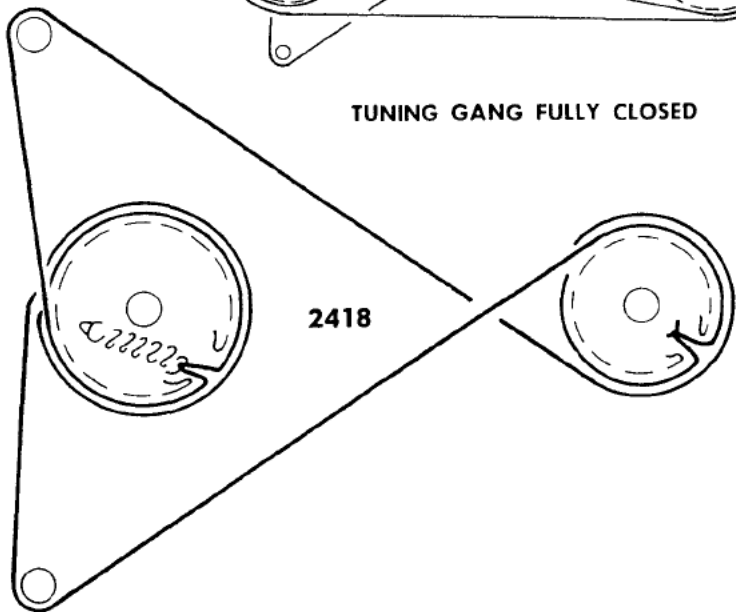
2 1/4 TURNS



3 TURNS

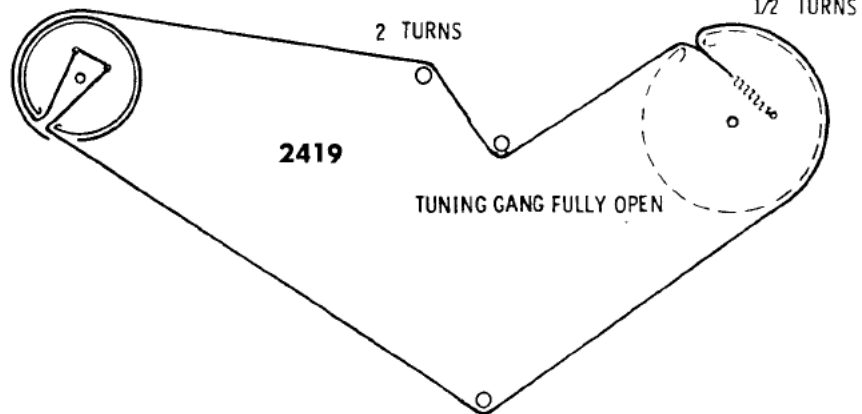
2417

TUNING GANG FULLY CLOSED



2418

1 1/2 TURNS

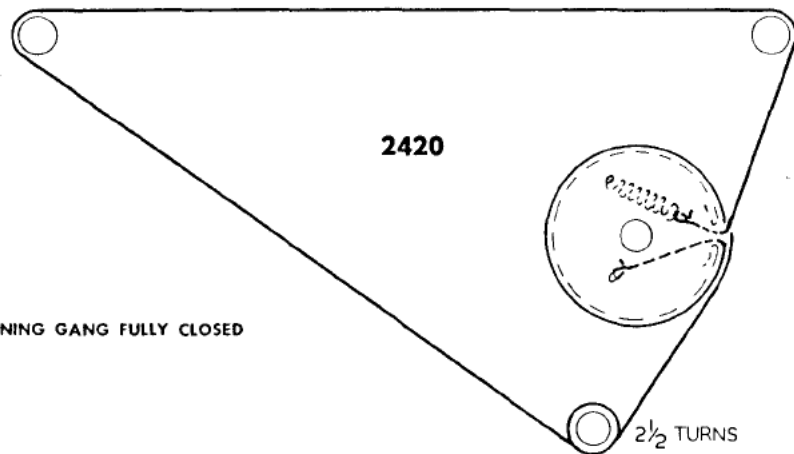


2 TURNS

1/2 TURNS

2419

TUNING GANG FULLY OPEN



2420

TUNING GANG FULLY CLOSED

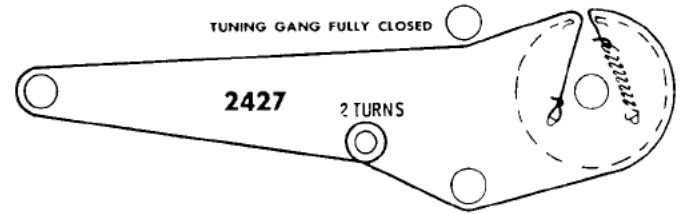
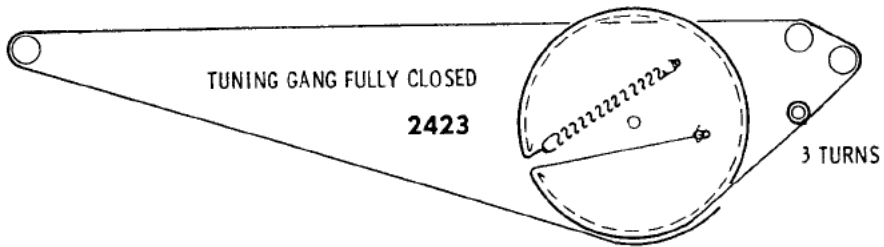
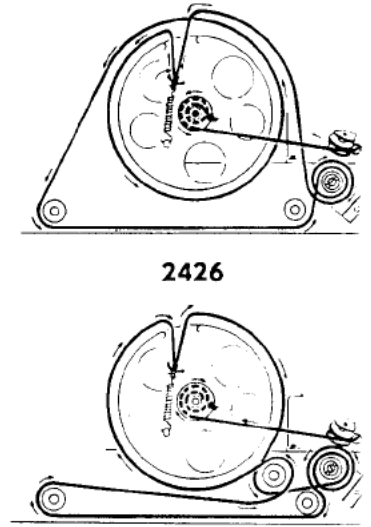
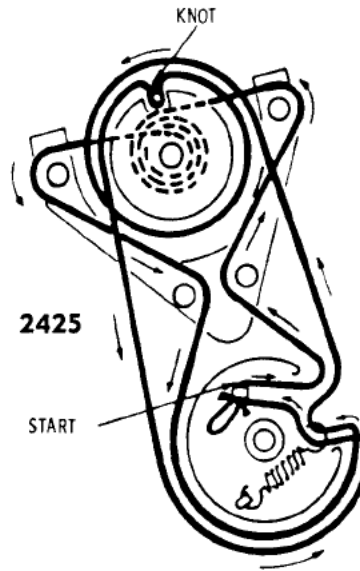
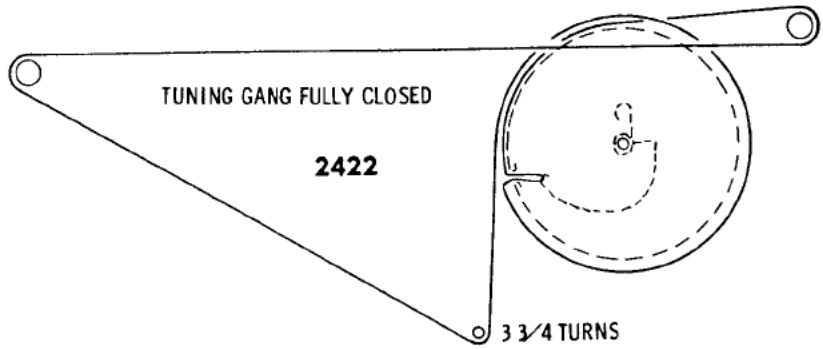
2 1/2 TURNS



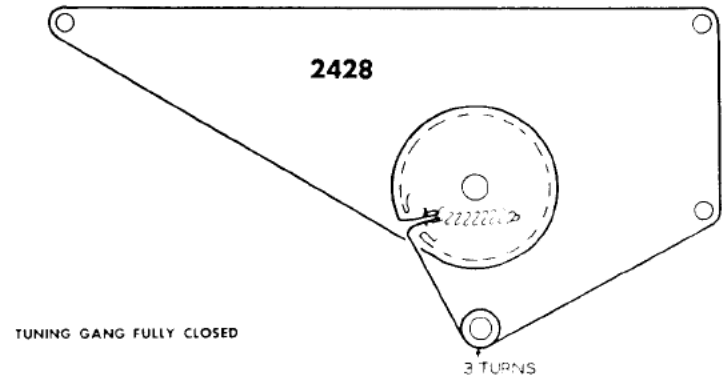
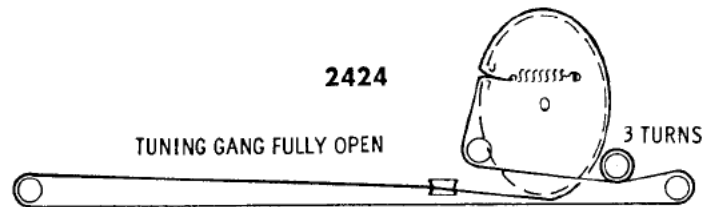
TUNING GANG FULLY OPEN

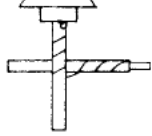
2421

3 1/2 TURNS

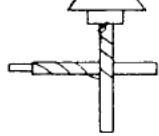


PULLEY
SIDE VIEW

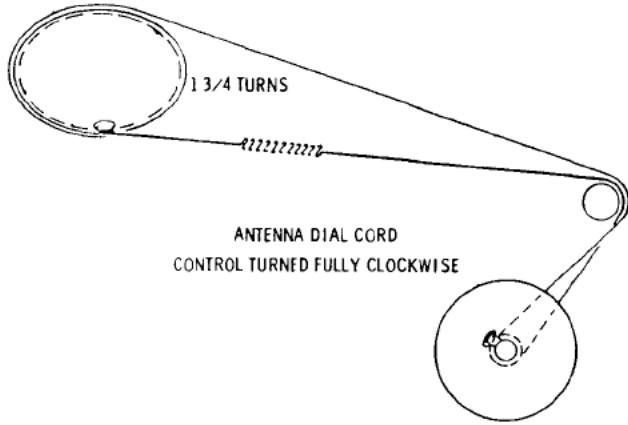




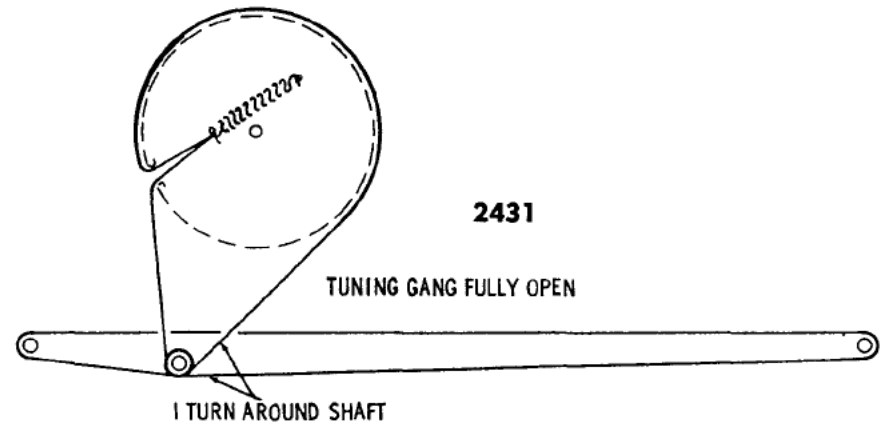
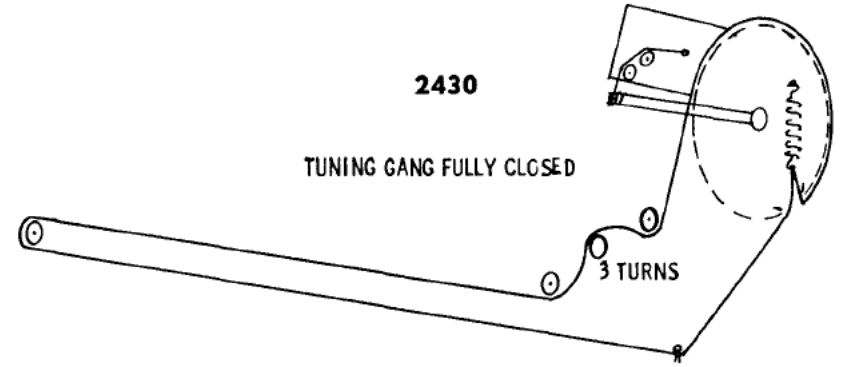
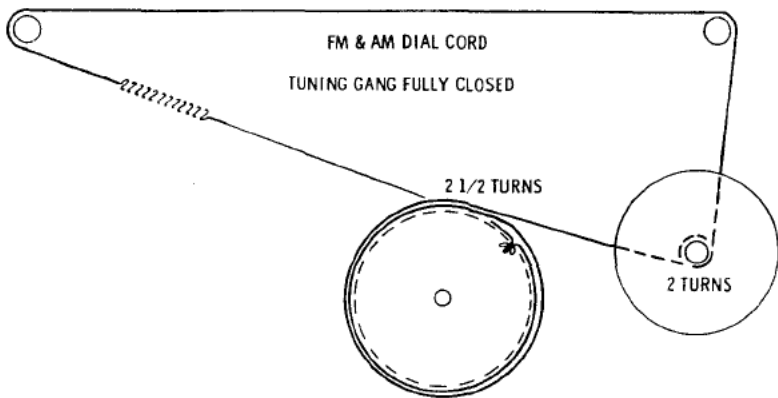
BASS



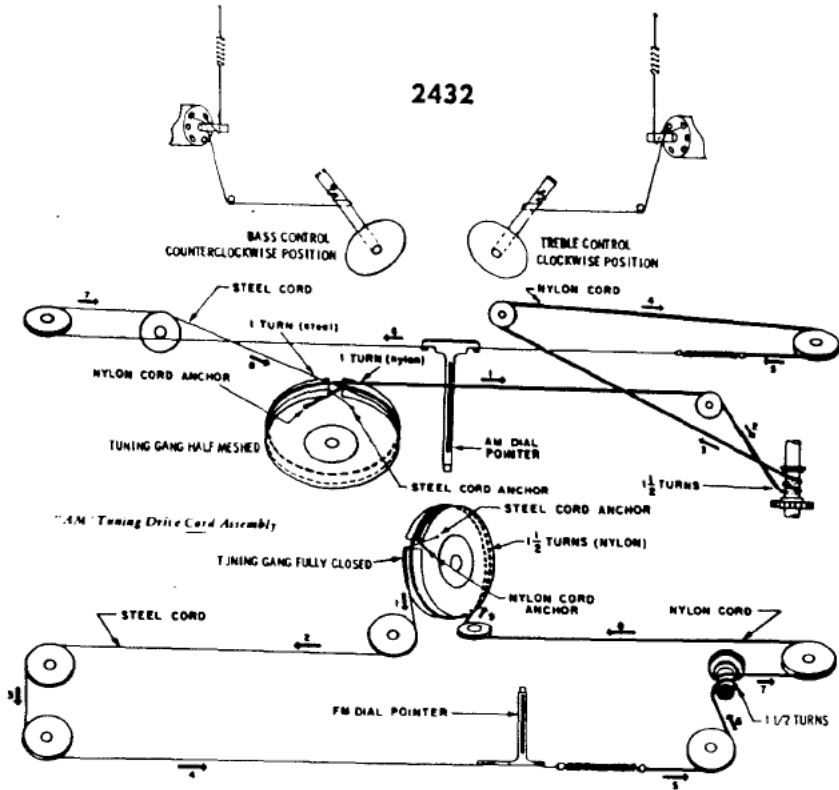
TREBLE



2429

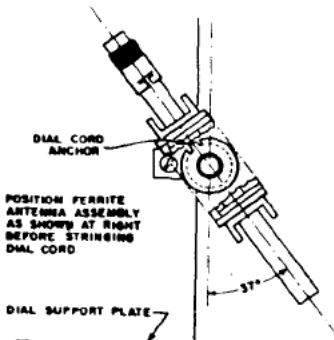


2432

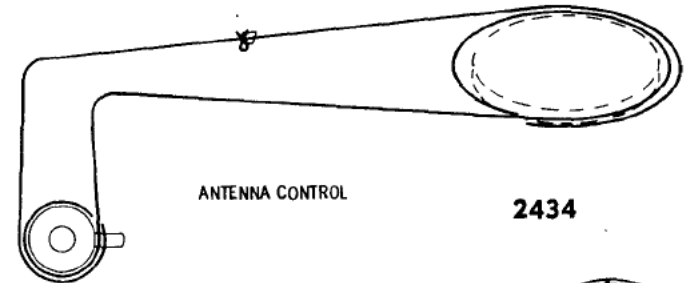
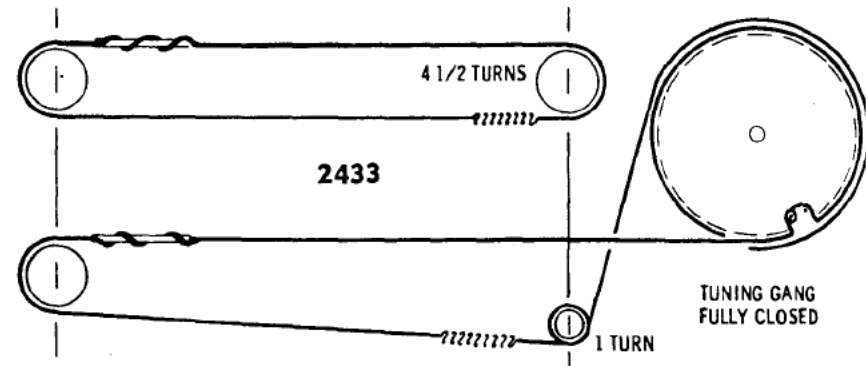
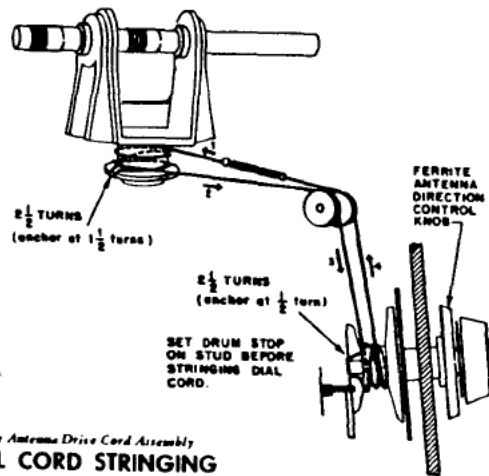


AM Tuning Drive Cord Assembly

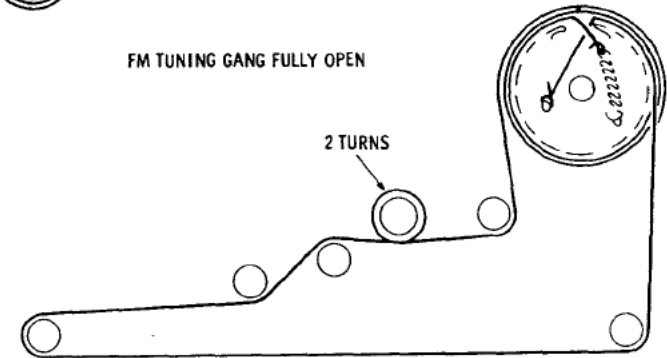
FM Tuning Drive Cord Assembly



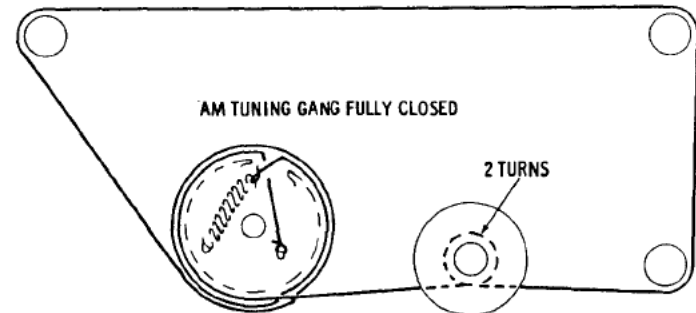
Ferrite Antenna Drive Cord Assembly
DIAL CORD STRINGING

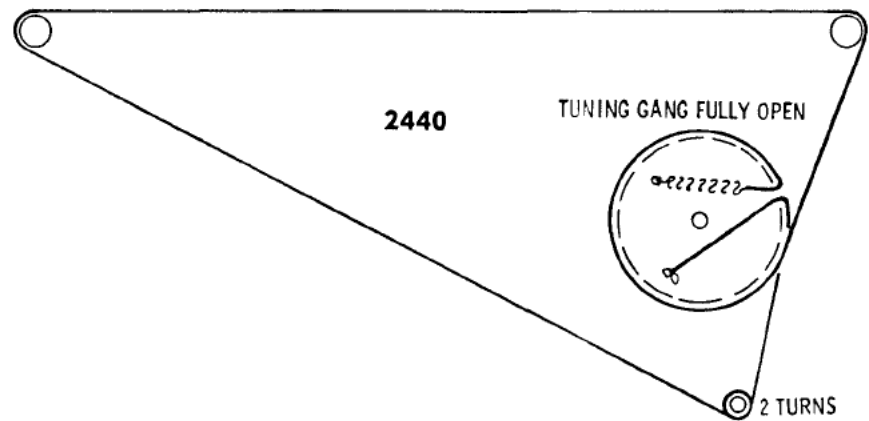
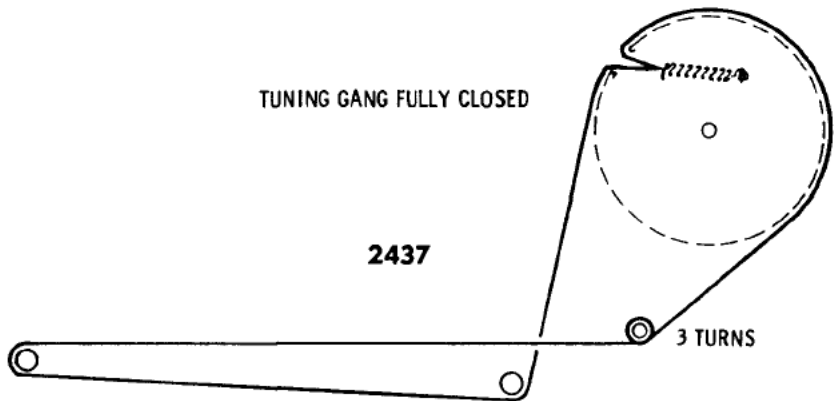
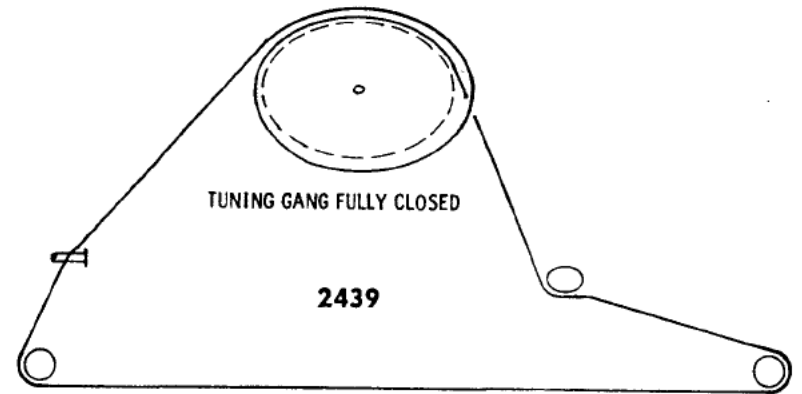
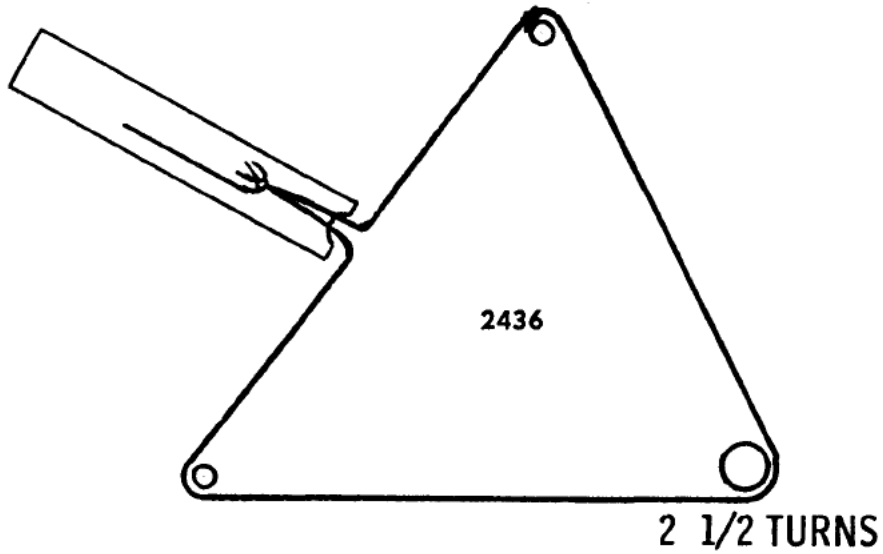
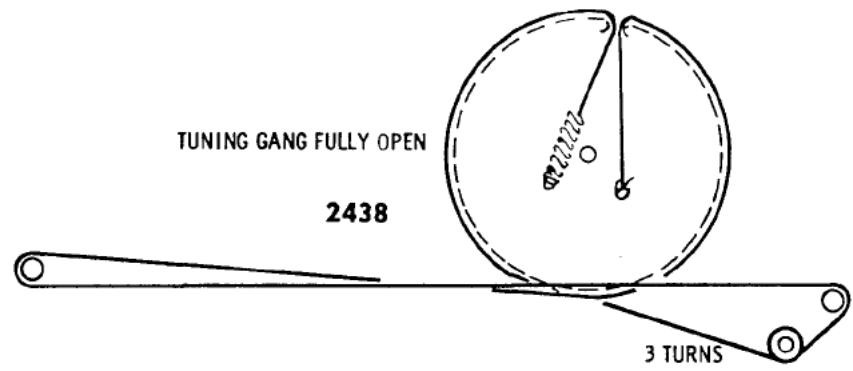
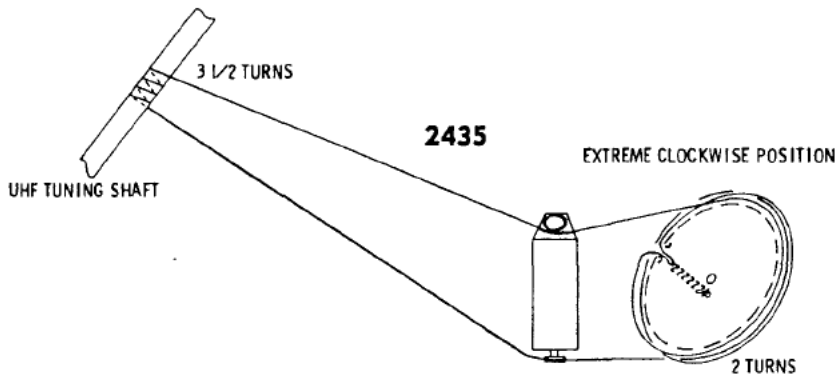


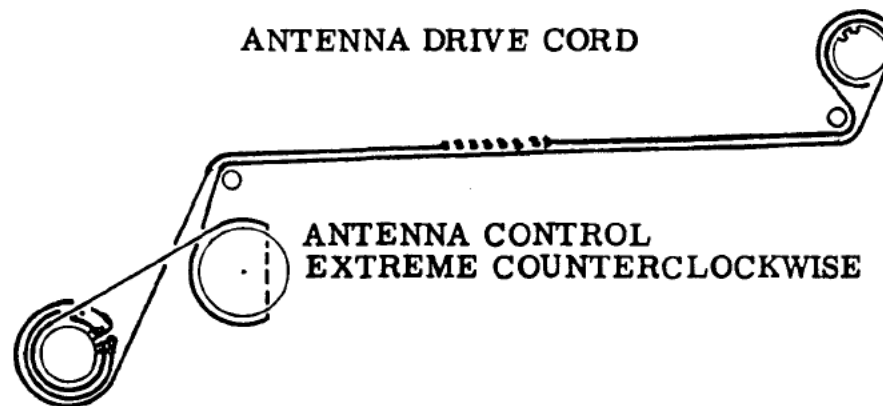
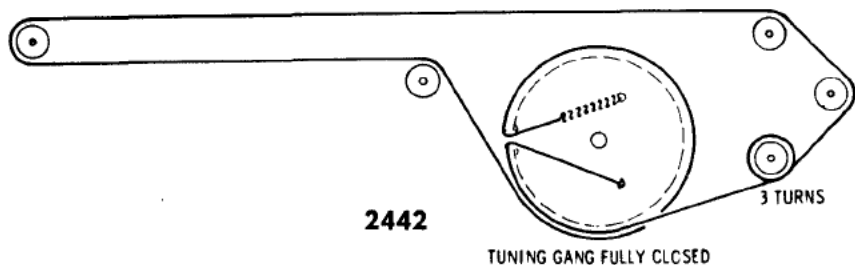
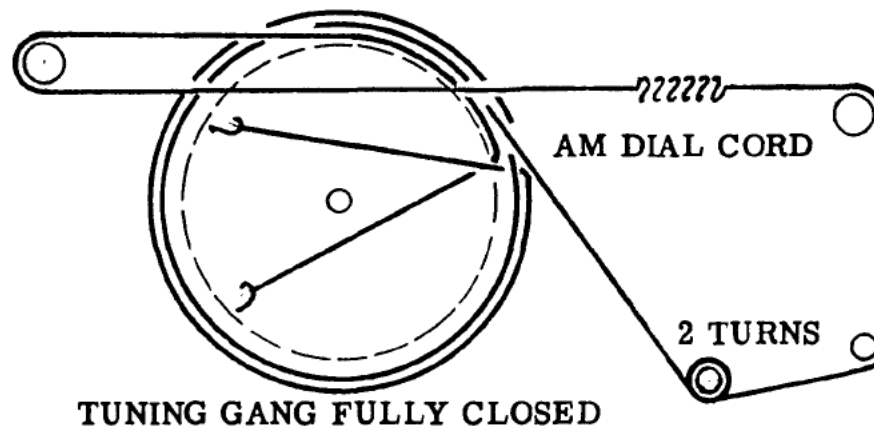
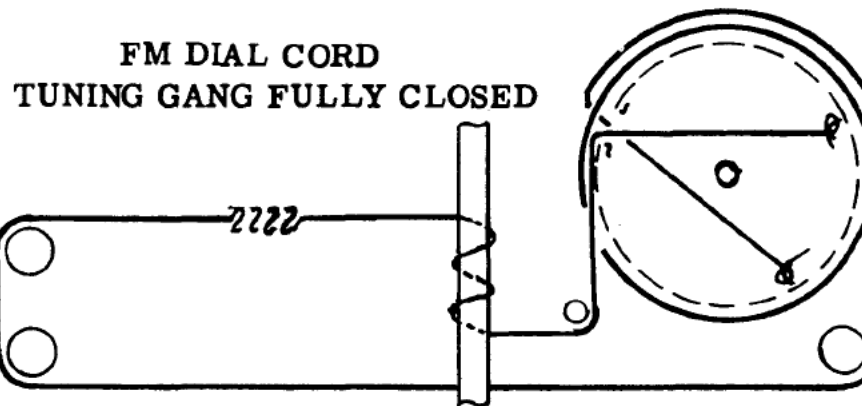
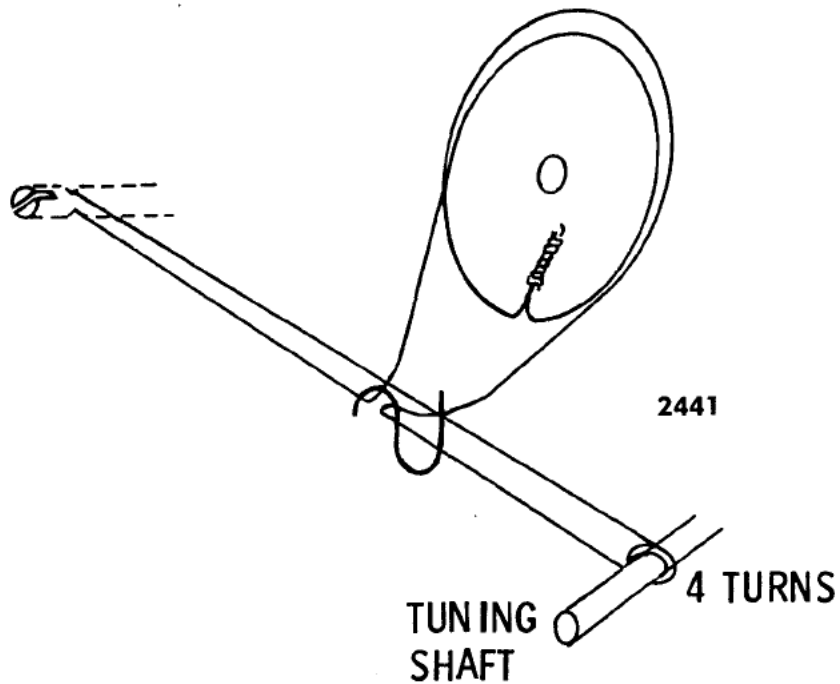
FM TUNING GANG FULLY OPEN

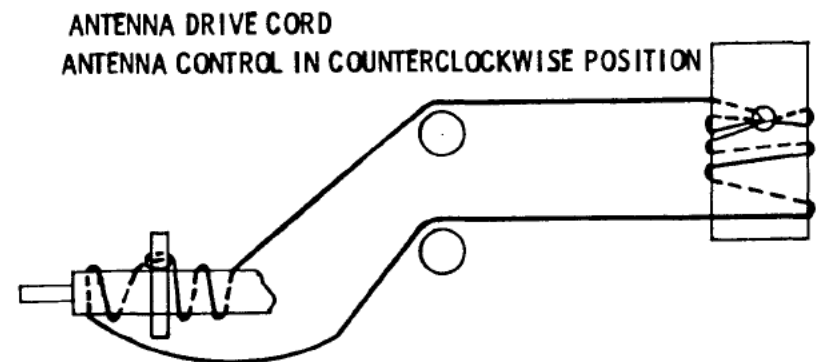
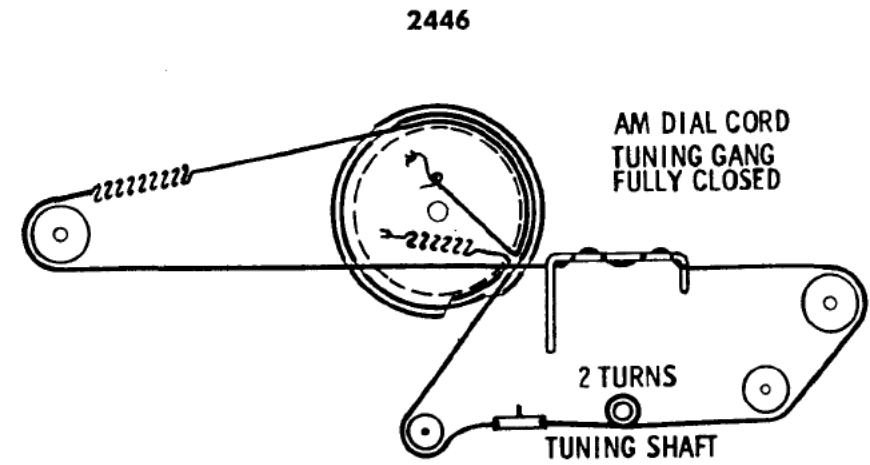
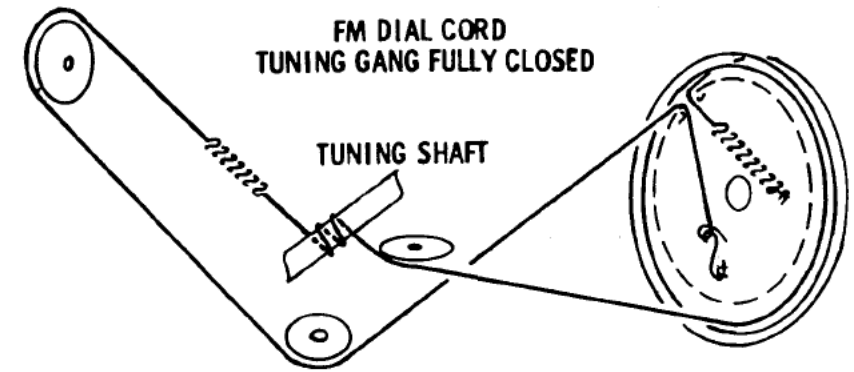
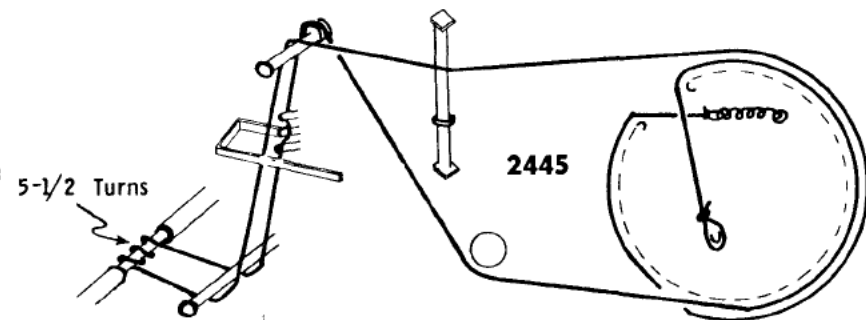
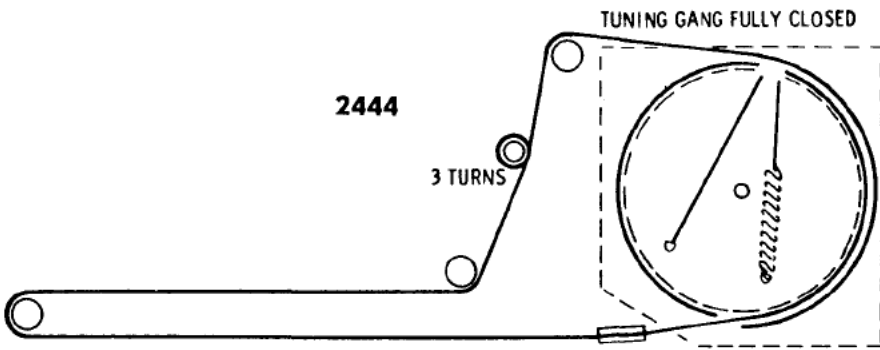


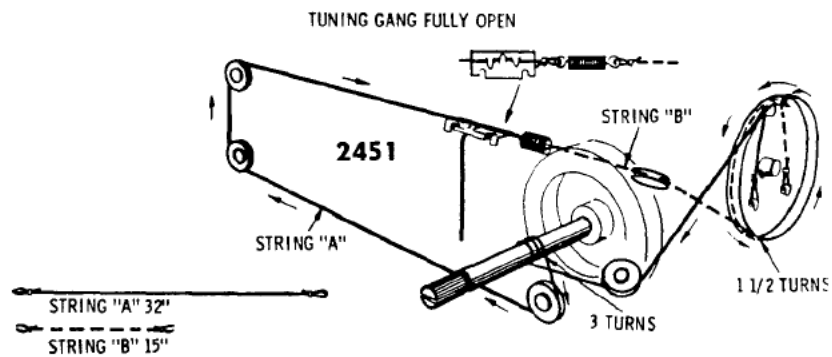
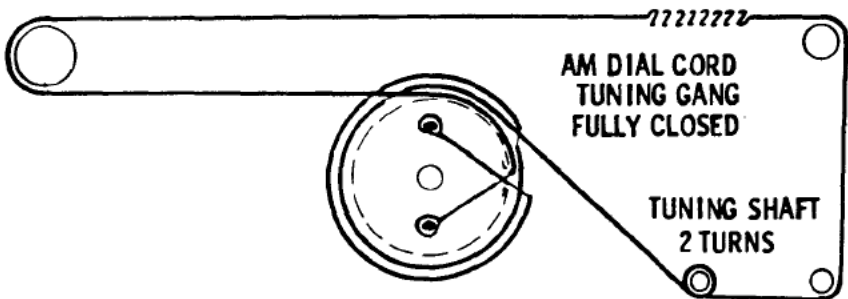
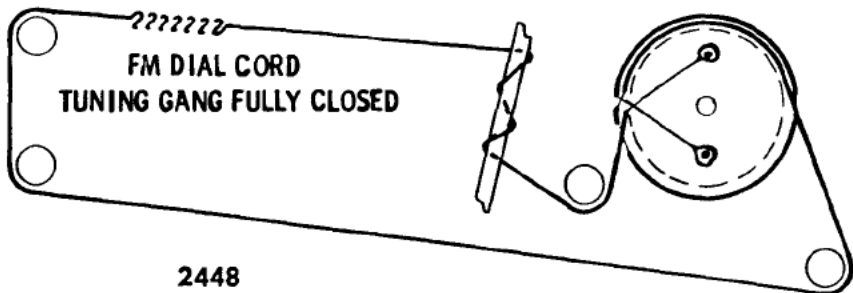
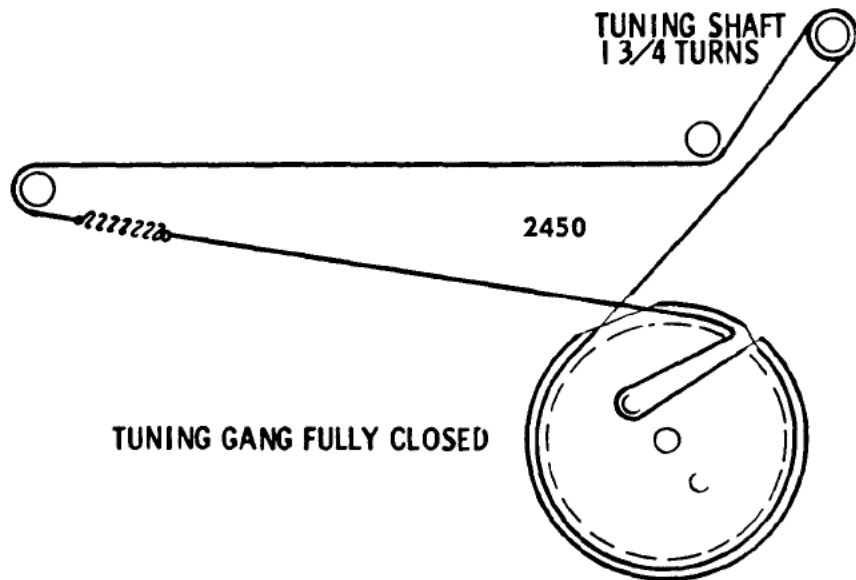
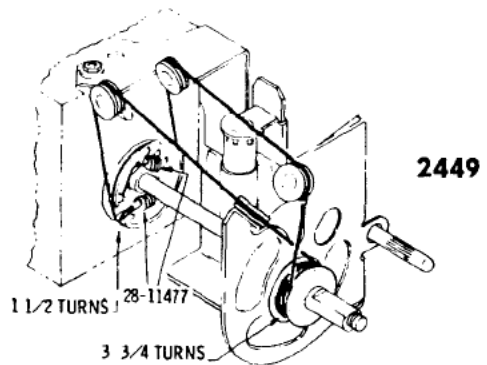
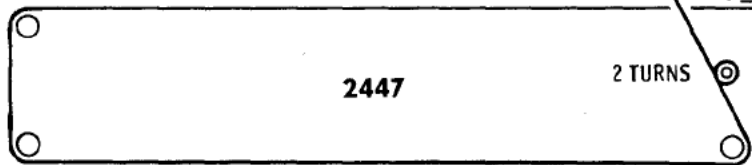
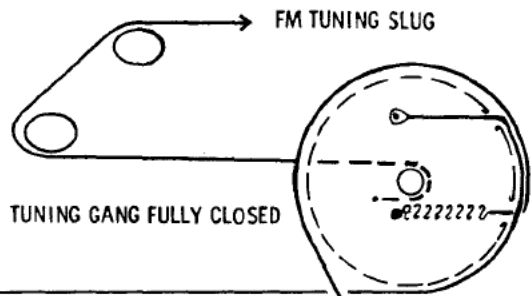
AM TUNING GANG FULLY CLOSED











AM TUNING GANG FULLY OPEN

FM TUNING GANG FULLY OPEN

2452

TUNING SHAFT FRONT SECTION

2 1/4 TURNS

TUNING SHAFT REAR SECTION

2 TURNS

FM POINTER GUIDE CORD

TUNING GANG FULLY CLOSED

2453

TUNING SHAFT

TUNING GANG FULLY CLOSED

2454

2 1/2 TURNS

TUNER FINE TUNING
MAXIMUM COUNTERCLOCKWISE

2455

SHAFT
2 3/4 TURNS

2456

FM GANG FULLY CLOSED

2 TURNS

WIRE SPRING NYLON

WIRE

AM POINTER

WIRE

NYLON

NYLON

NYLON

WIRE

SPRING

WIRE

SPRING

SPRING

SPRING

WIRE

WIRE GUIDE STRING

AM GANG FULLY CLOSED

2 TURNS

SPRING

TUNING SHAFT

WIRE

FM POINTER

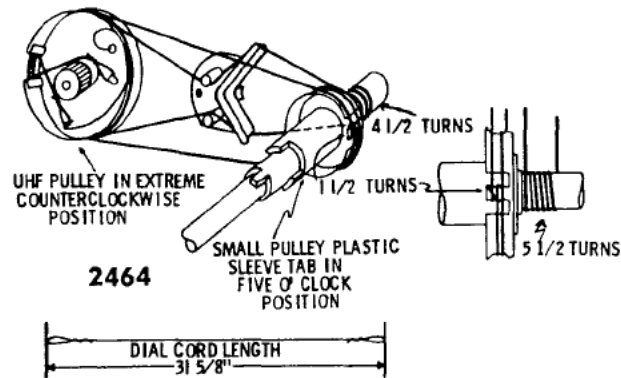
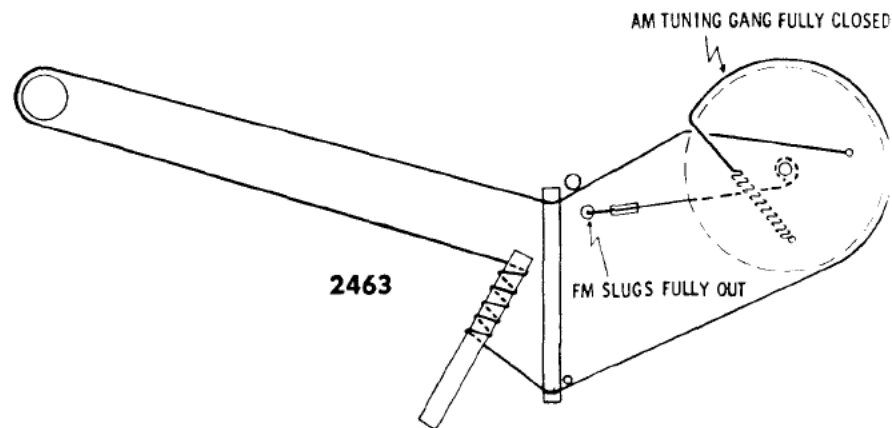
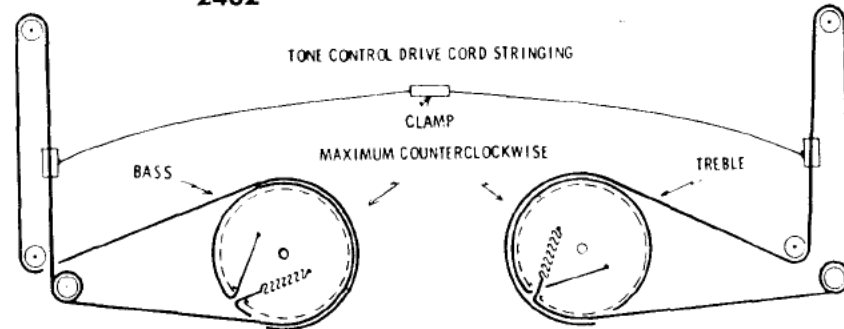
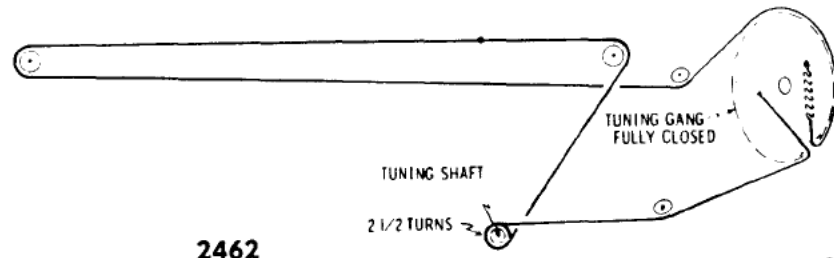
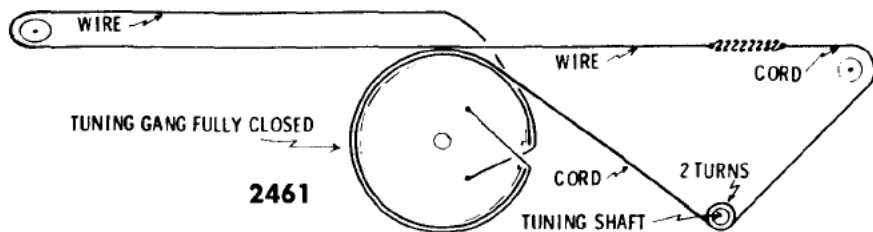
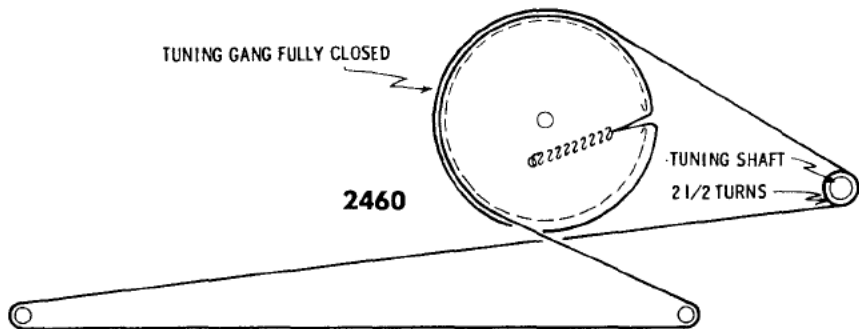
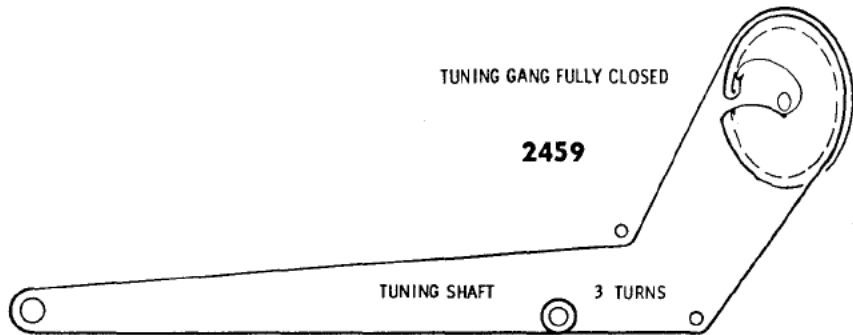
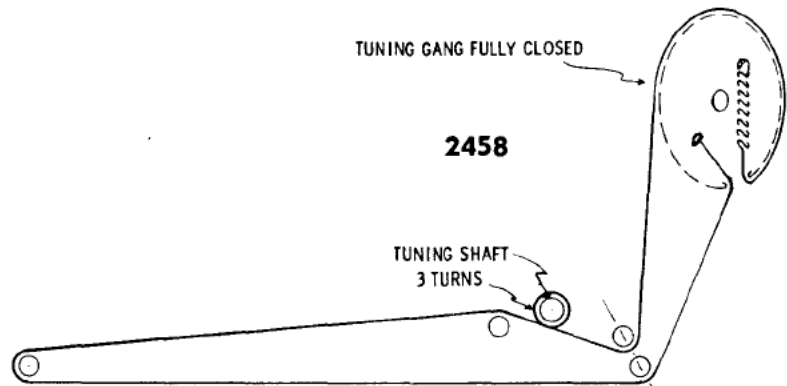
NYLON

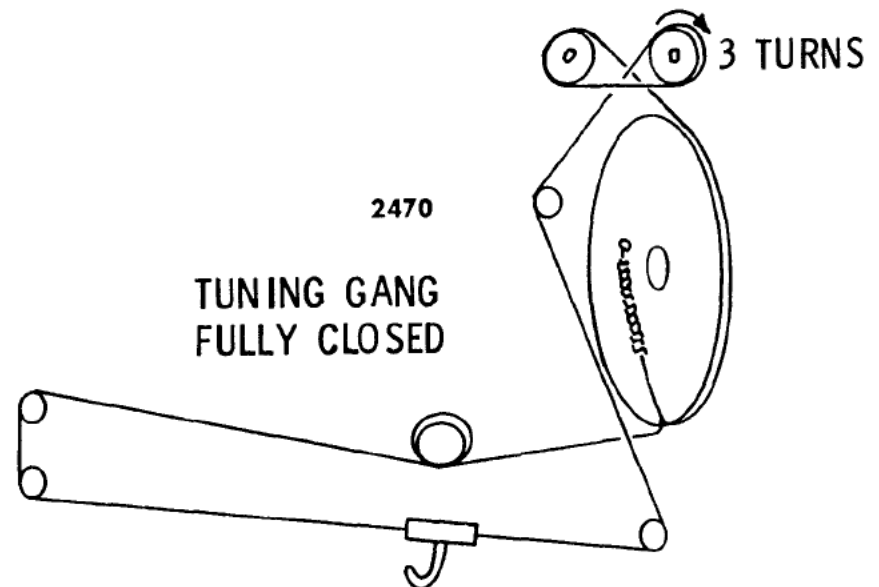
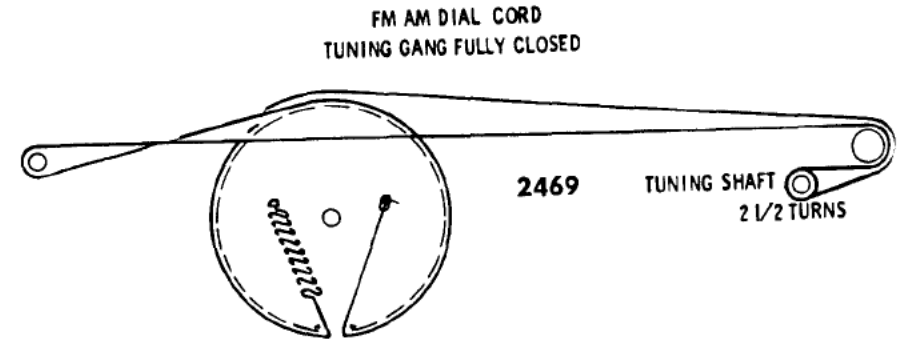
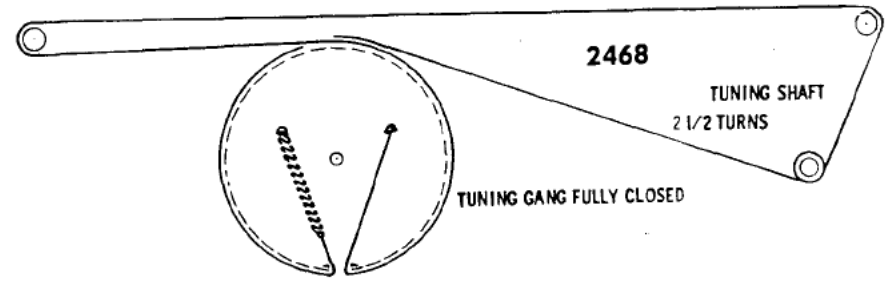
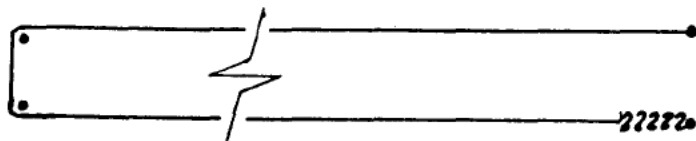
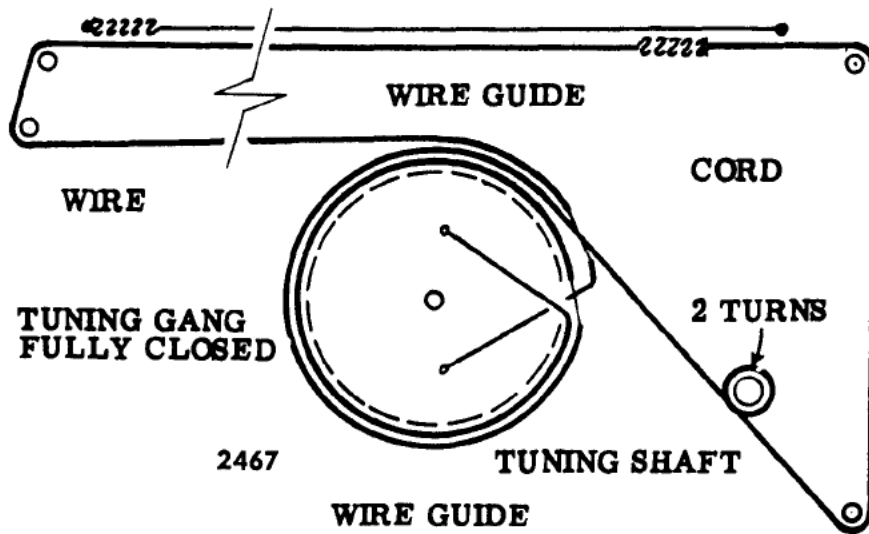
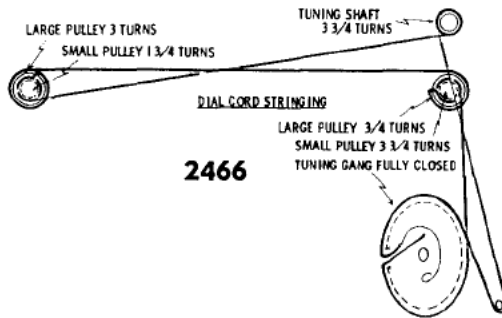
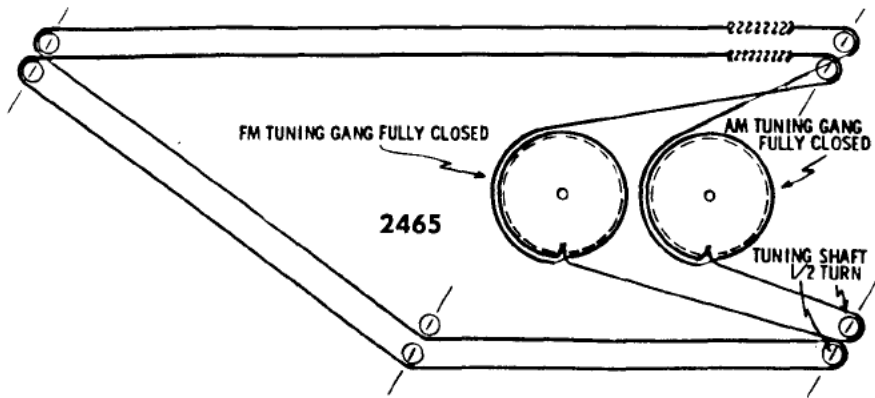
3 TURNS

FM TUNER

TUNER STRING

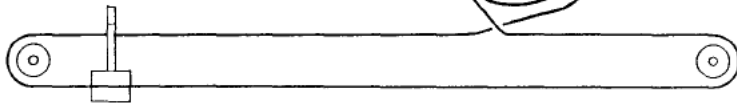
2457





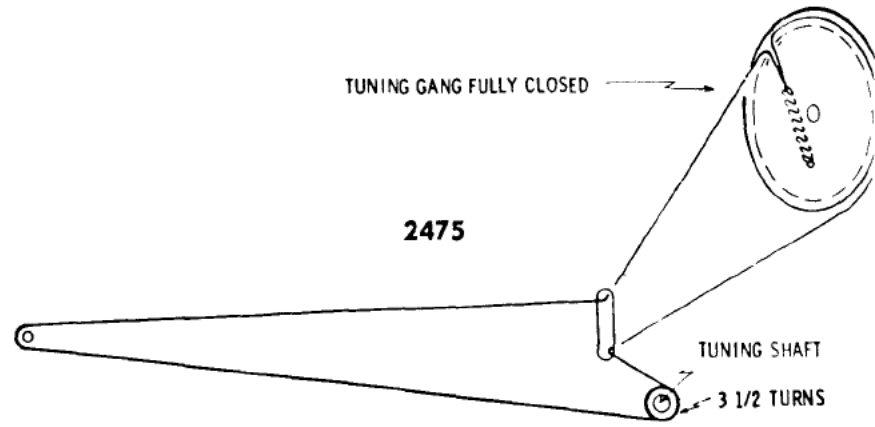
TUNING GANG FULLY CLOSED

2471



TUNING GANG FULLY CLOSED

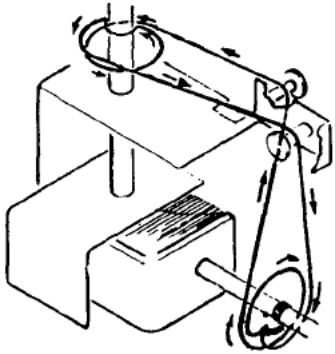
2475



TUNING SHAFT

3 1/2 TURNS

2472

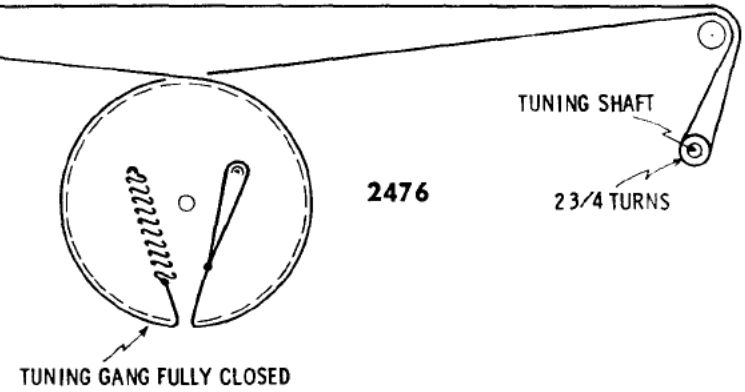


GANG FULLY CLOSED.

TUNING SHAFT

2 3/4 TURNS

2476



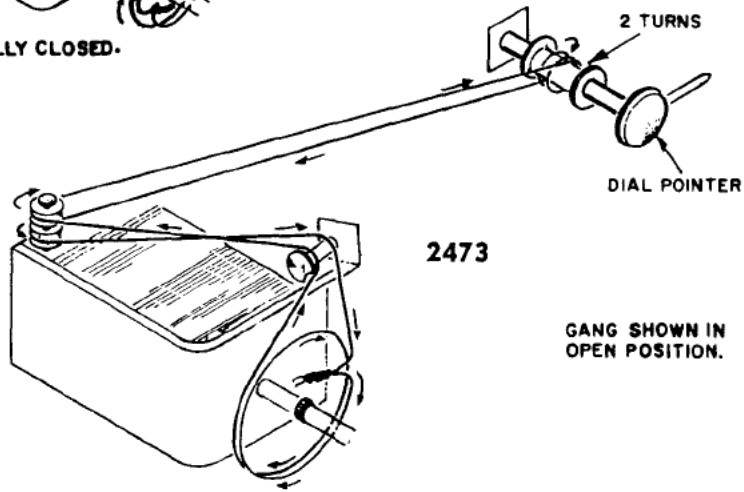
TUNING GANG FULLY CLOSED

2 TURNS

DIAL POINTER

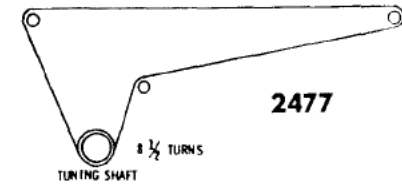
2473

GANG SHOWN IN OPEN POSITION.



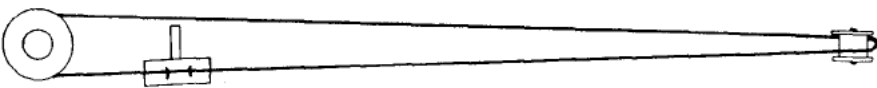
2477

8 1/2 TURNS
TUNING SHAFT



TUNING SHAFT
8 Turns

2474

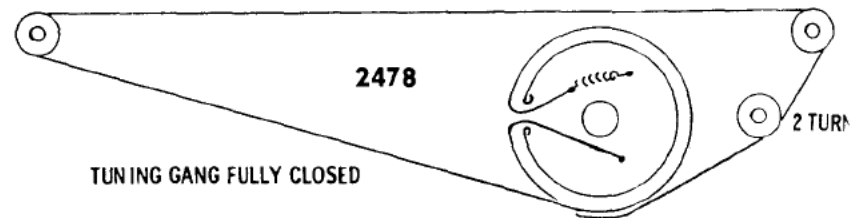


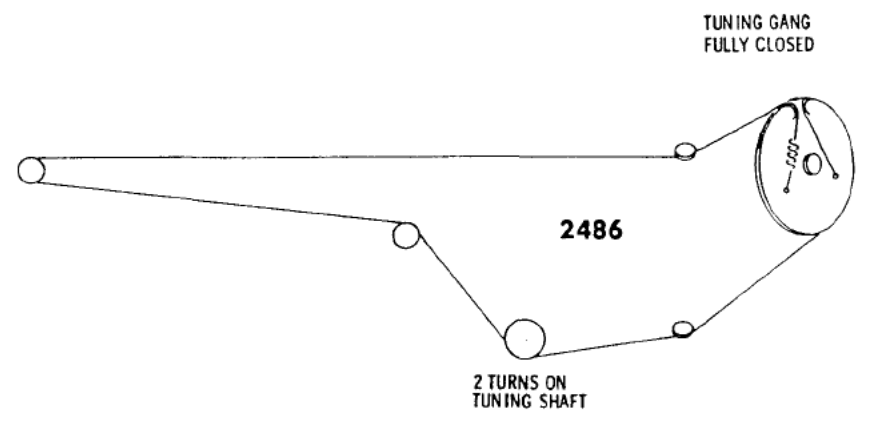
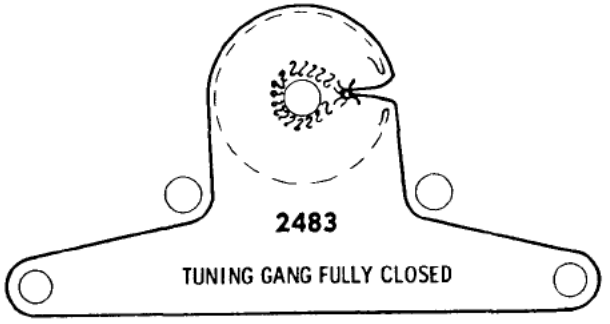
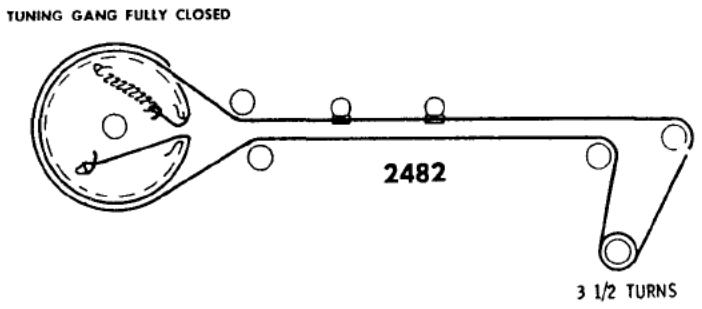
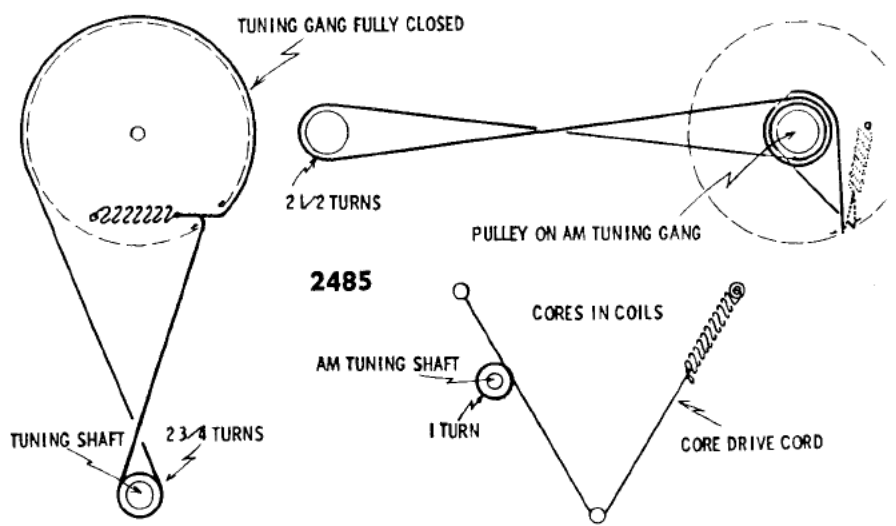
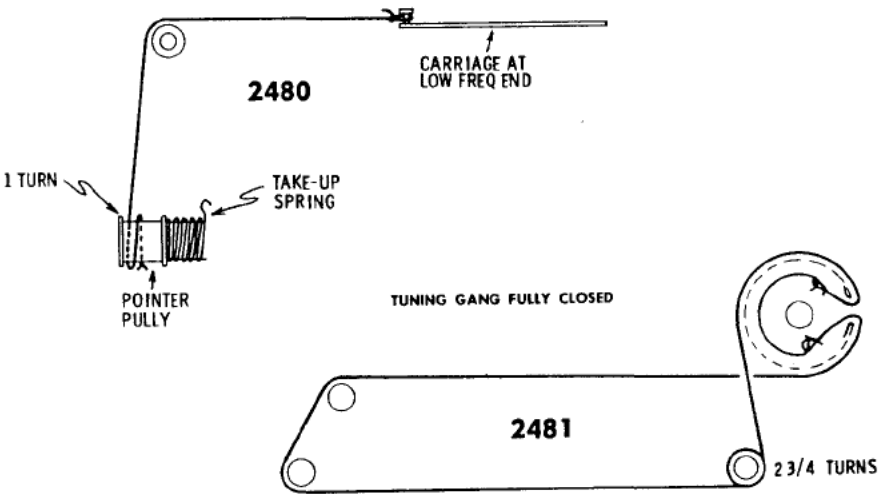
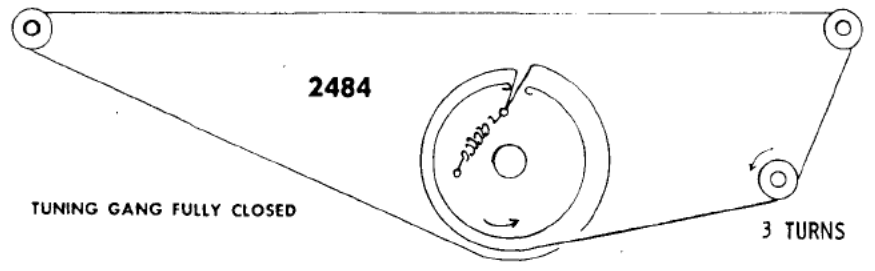
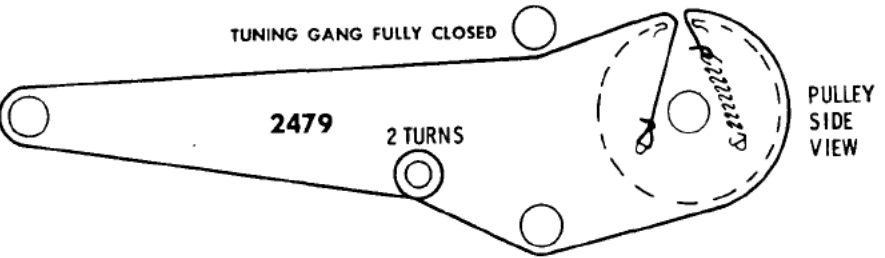
SLUGS ALL WAY OUT
(Low Freq. End of Dial)

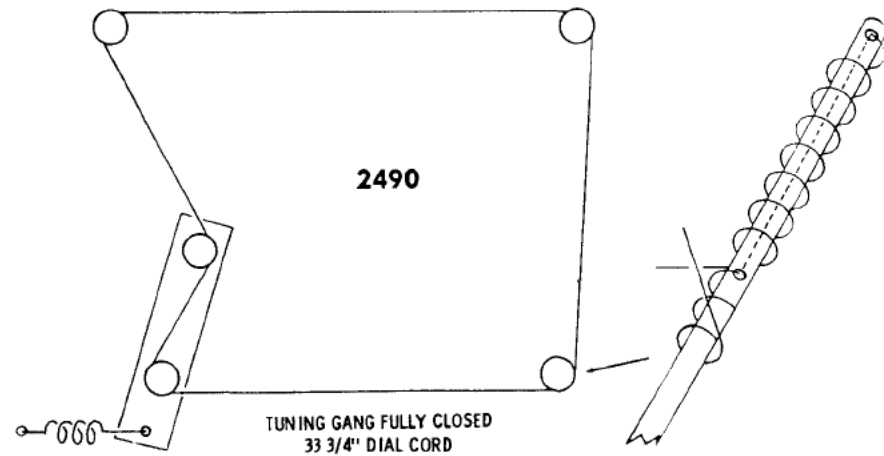
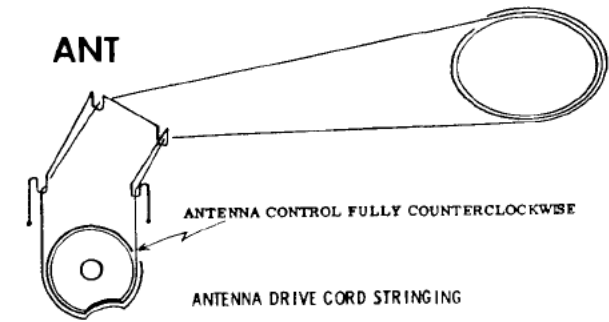
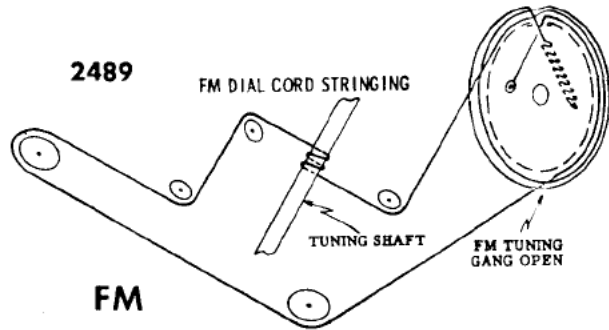
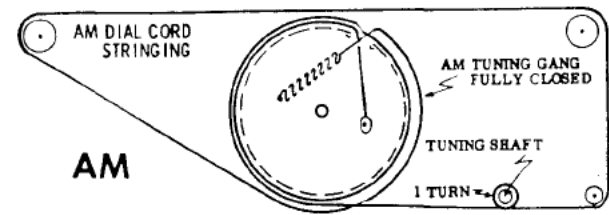
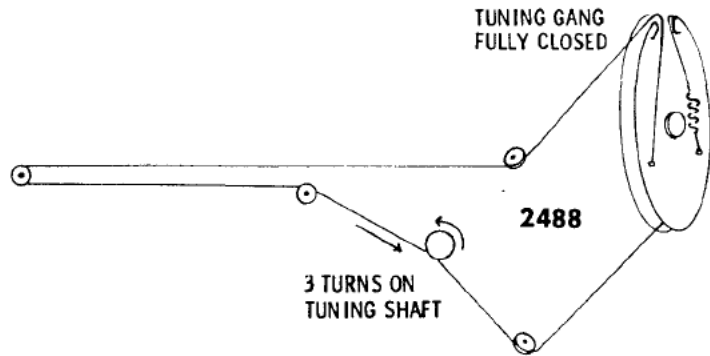
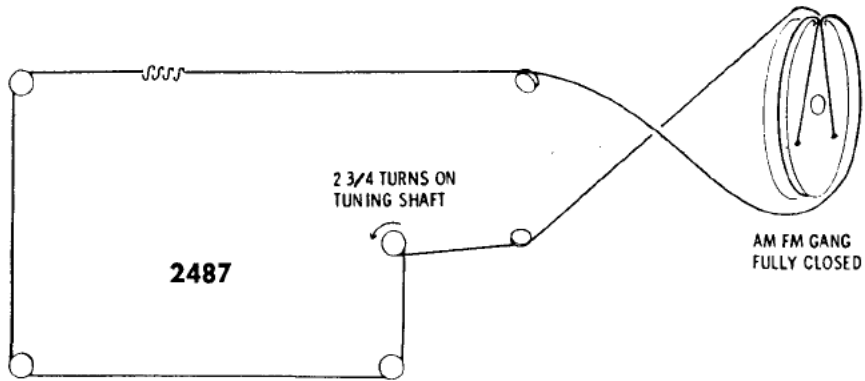
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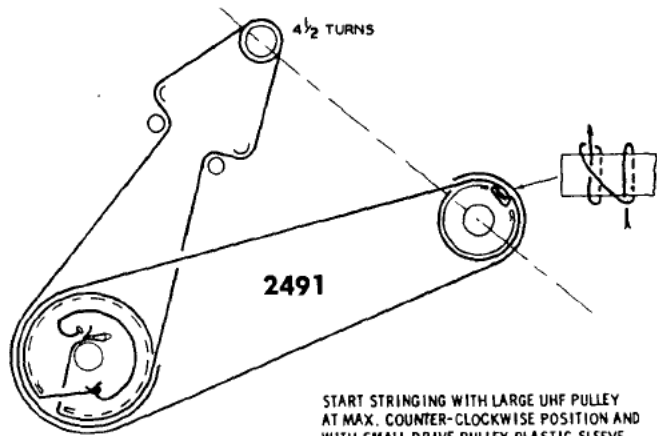
TUNING GANG FULLY CLOSED

2 TURNS

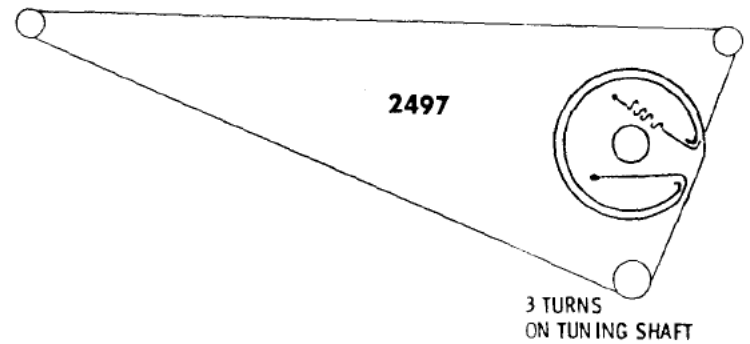
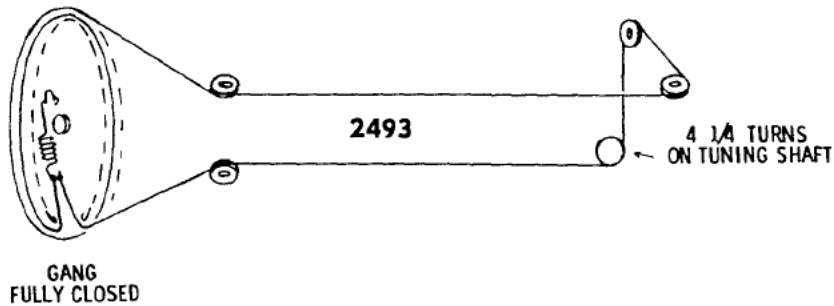
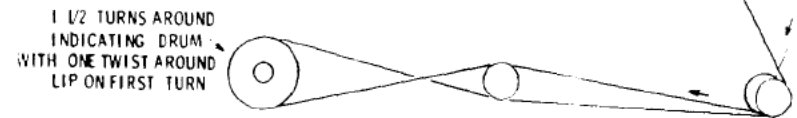
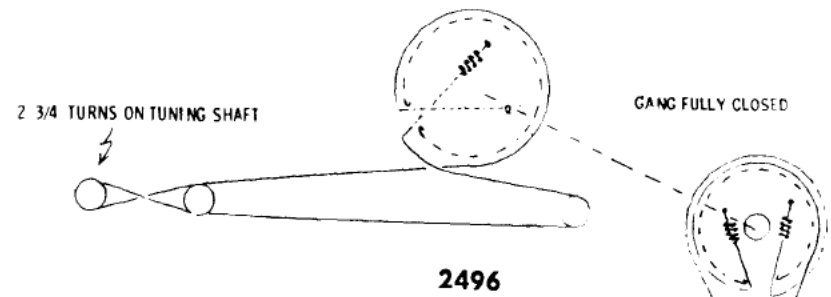
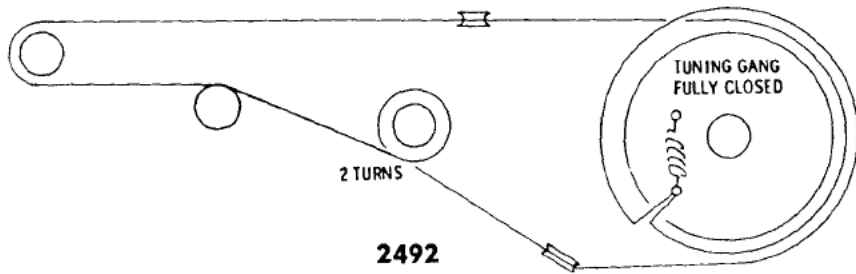
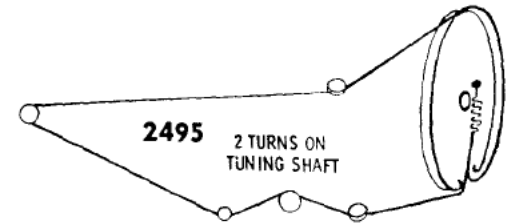
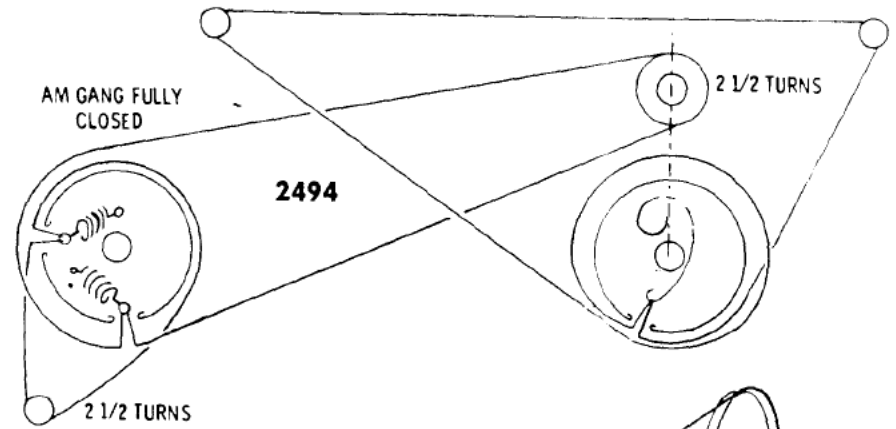




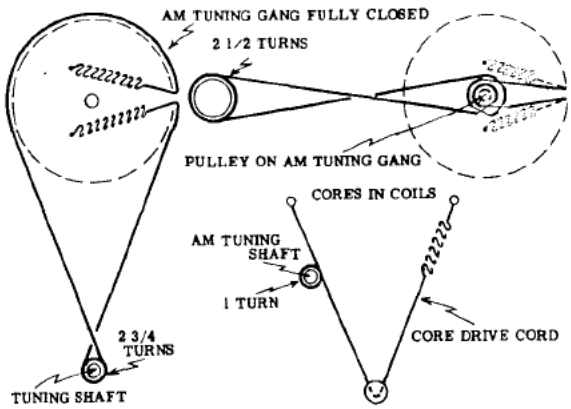




START STRINGING WITH LARGE UHF PULLEY AT MAX. COUNTER-CLOCKWISE POSITION AND WITH SMALL DRIVE PULLEY PLASTIC SLEEVE TAB AT 3 O'CLOCK (VIEWED FROM FRONT OF TUNER)

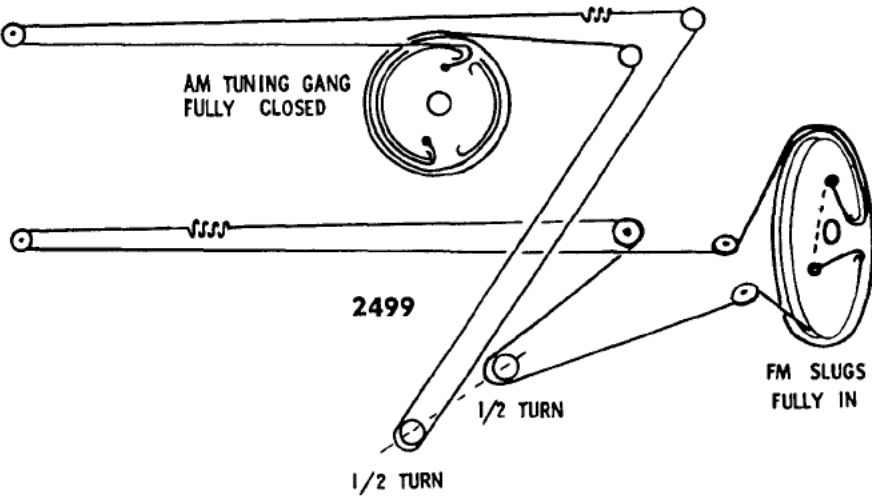


2498



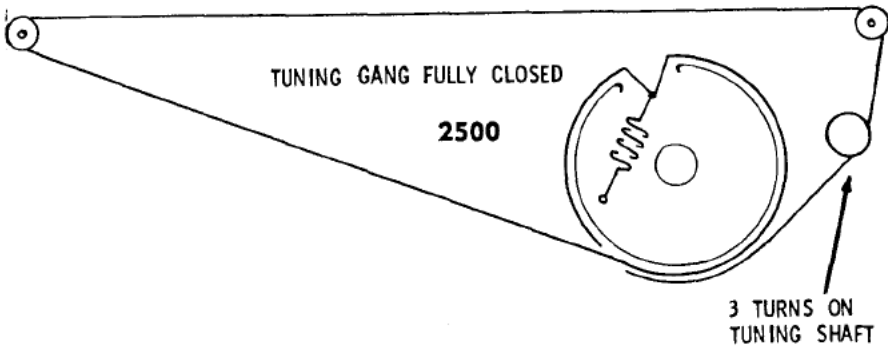
AM TUNING GANG FULLY CLOSED

2499



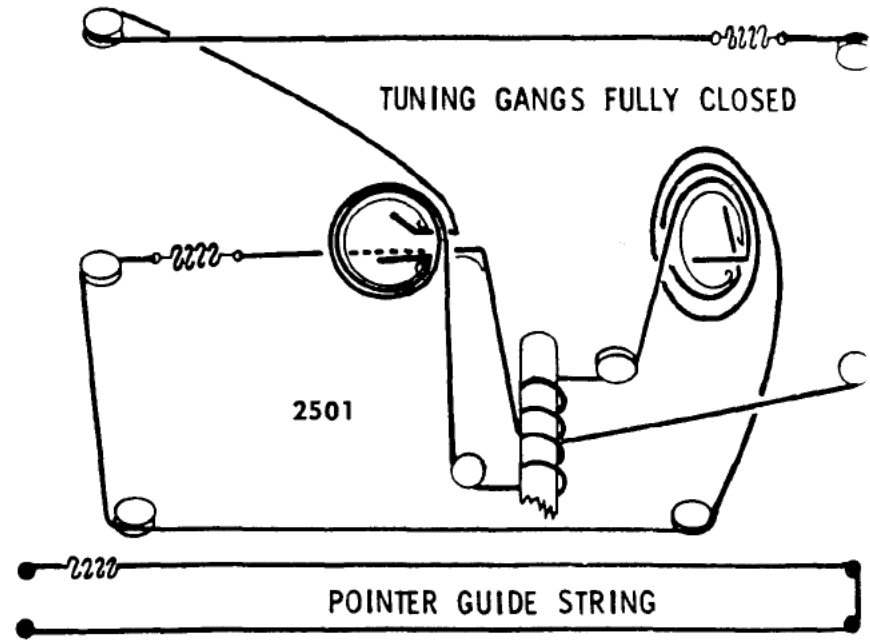
TUNING GANG FULLY CLOSED

2500

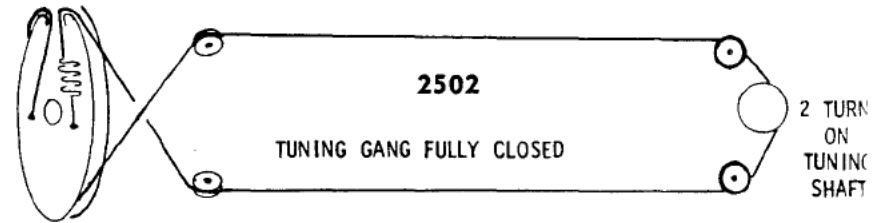


TUNING GANGS FULLY CLOSED

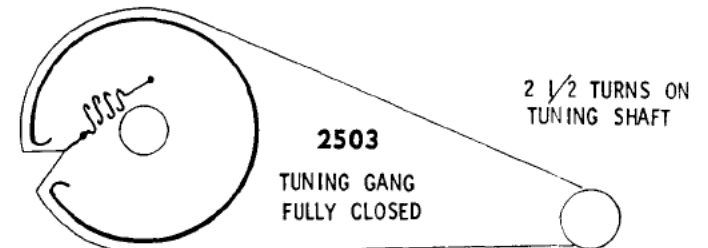
2501



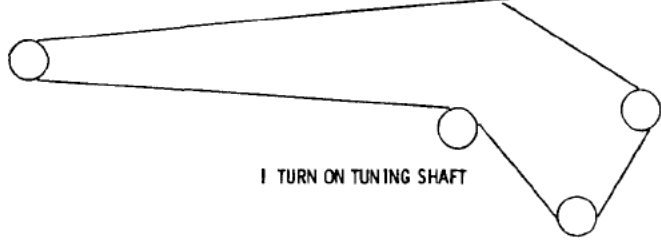
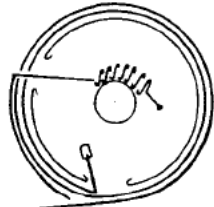
2502



2503



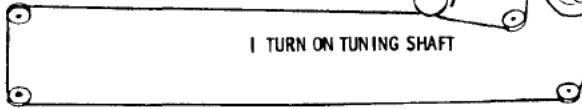
FM TUNING GANG FULLY CLOSED



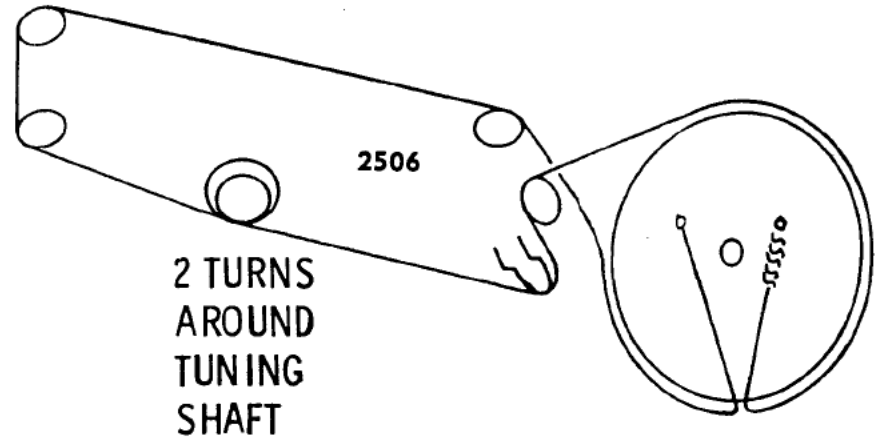
1 TURN ON TUNING SHAFT

2504

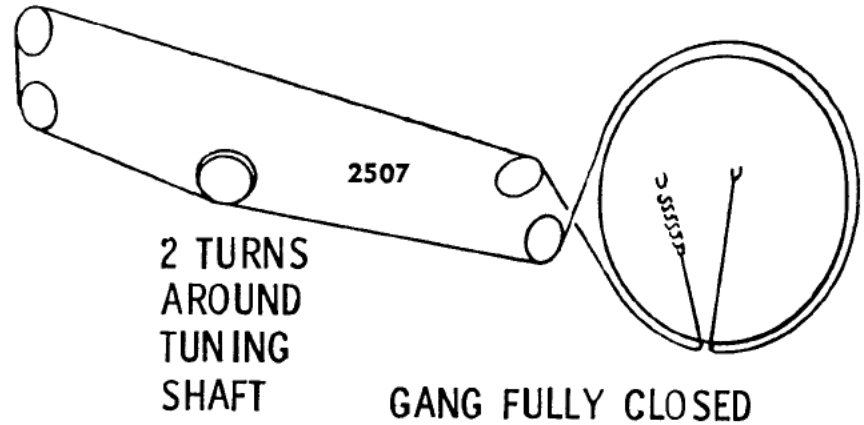
AM TUNING GANG FULLY CLOSED



1 TURN ON TUNING SHAFT

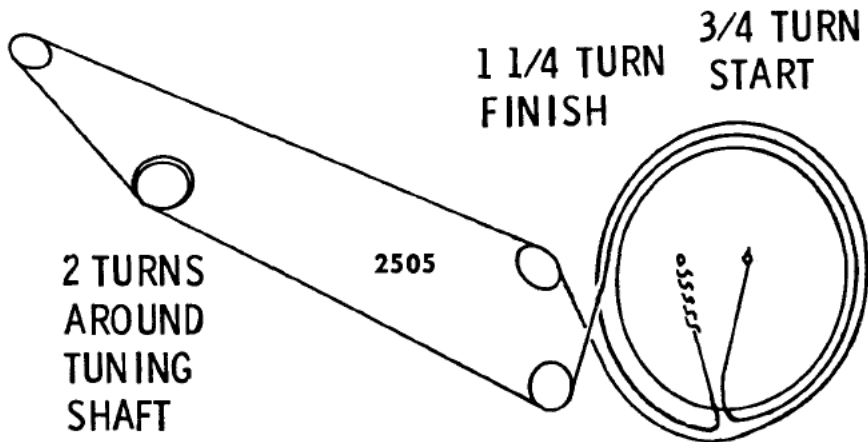


2 TURNS AROUND TUNING SHAFT



2 TURNS AROUND TUNING SHAFT

GANG FULLY CLOSED

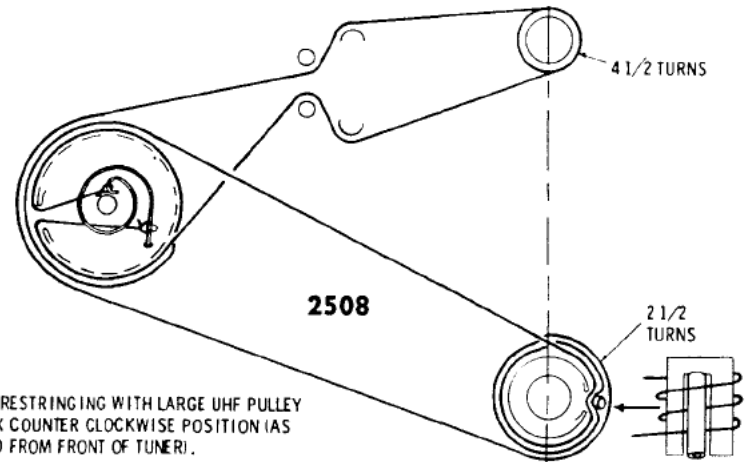


2 TURNS AROUND TUNING SHAFT

2505

1 1/4 TURN FINISH

3/4 TURN START

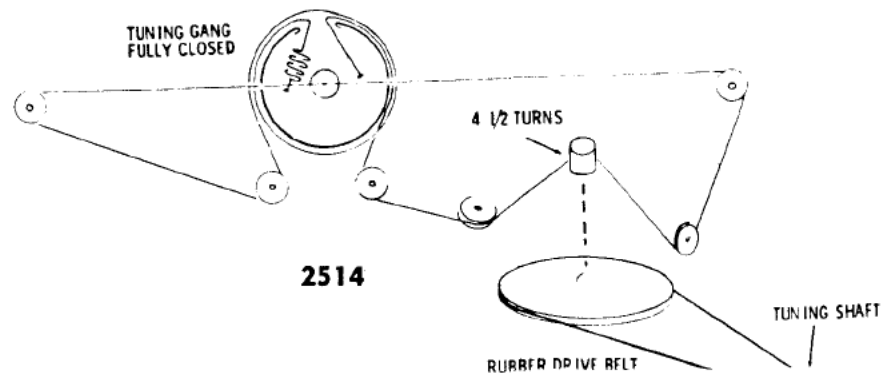
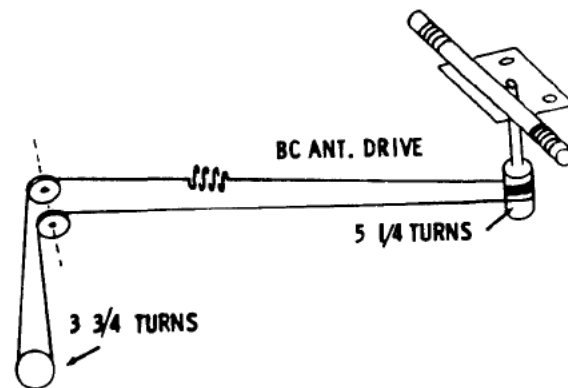
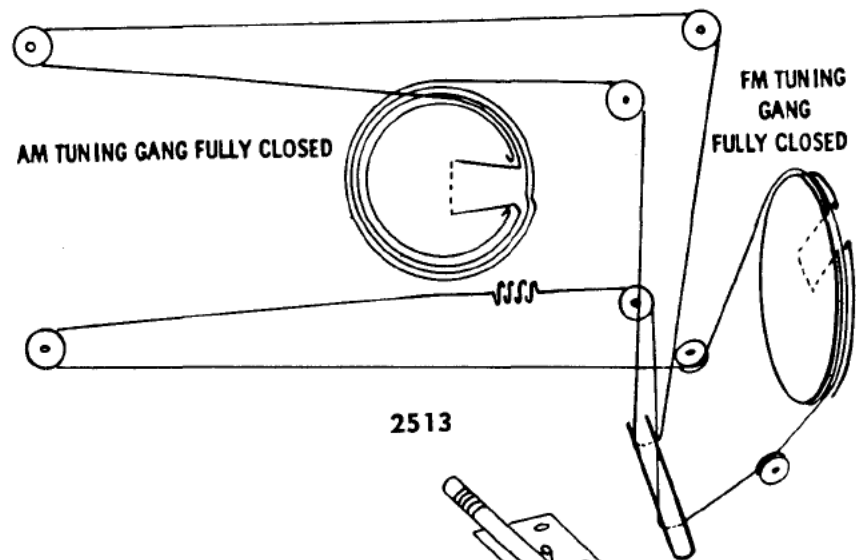
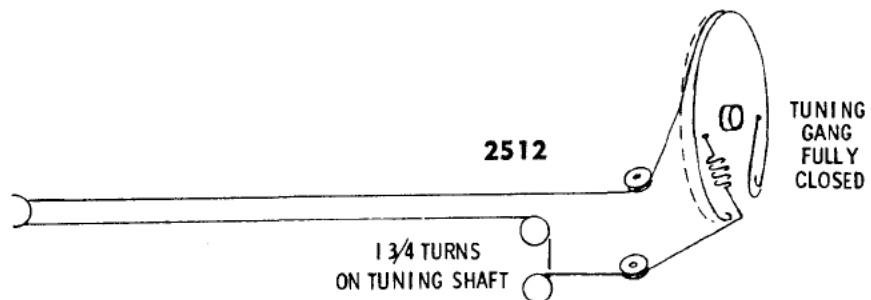
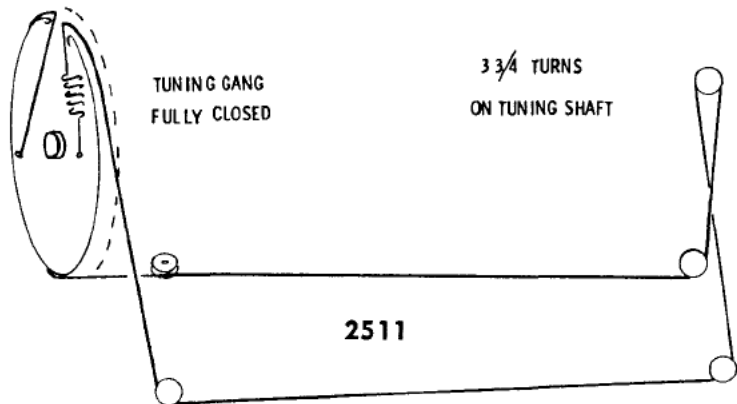
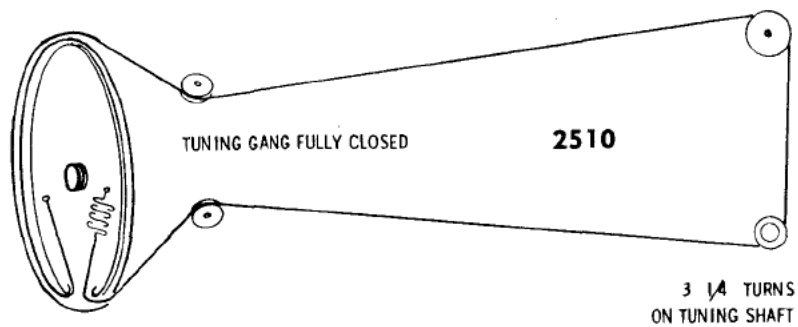
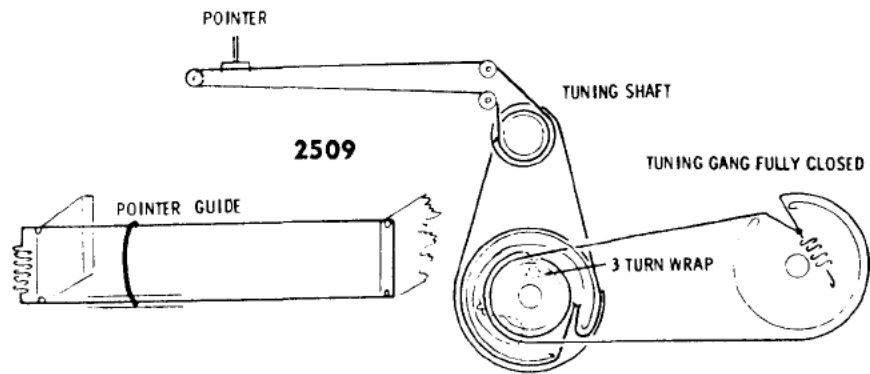


4 1/2 TURNS

2508

2 1/2 TURNS

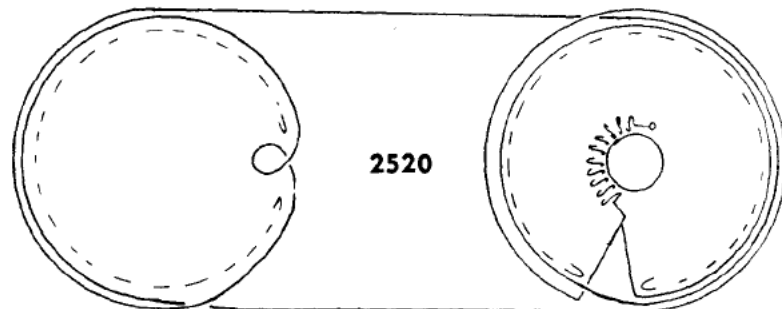
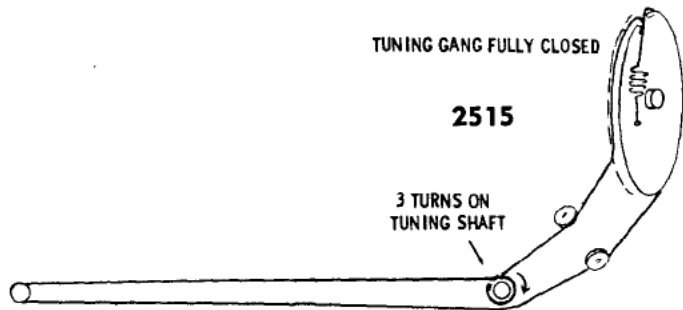
START RESTRINGING WITH LARGE UHF PULLEY IN MAX COUNTER CLOCKWISE POSITION (AS VIEWED FROM FRONT OF TUNER).



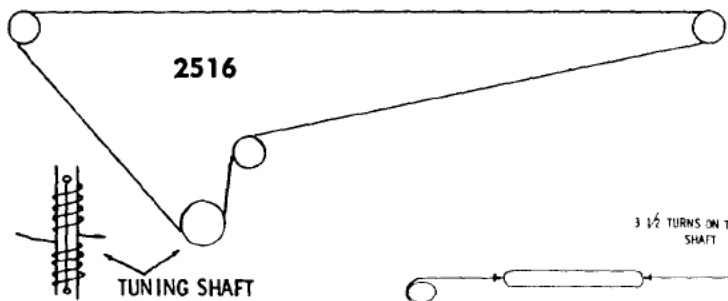
TUNING GANG FULLY CLOSED

2515

3 TURNS ON TUNING SHAFT



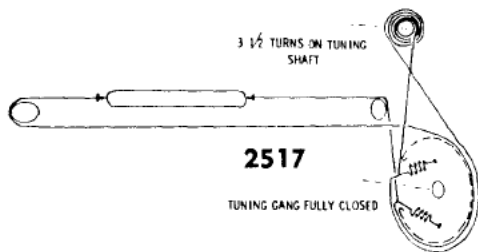
2516



3 1/2 TURNS ON TUNING SHAFT

2517

TUNING GANG FULLY CLOSED

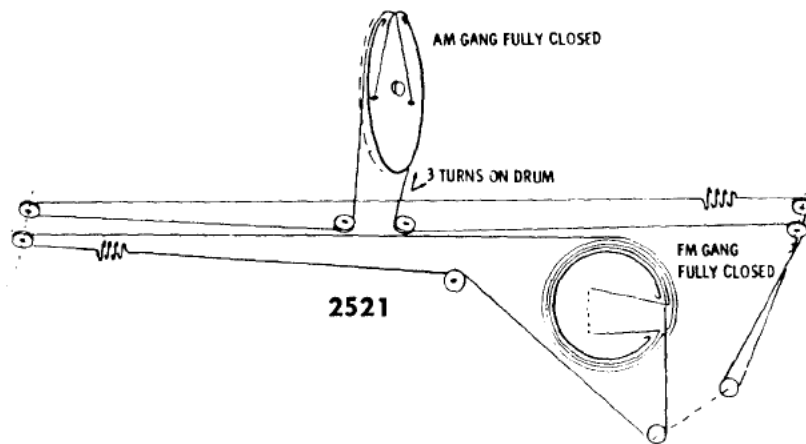


AM GANG FULLY CLOSED

3 TURNS ON DRUM

2521

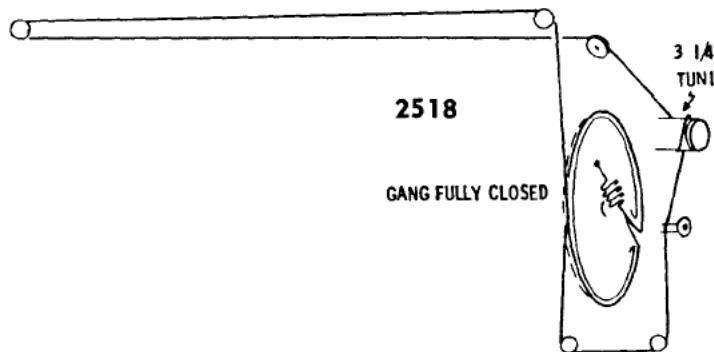
FM GANG FULLY CLOSED



2518

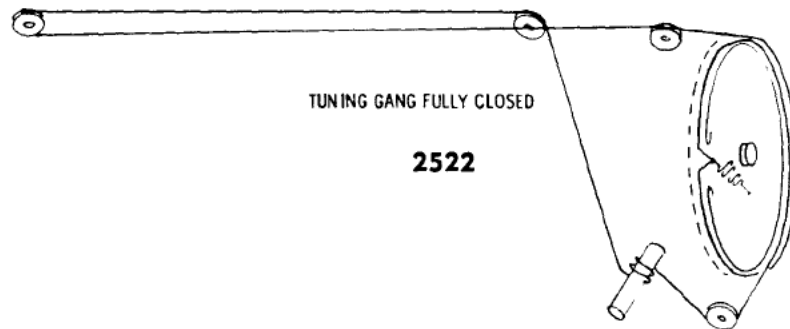
3 1/4 TURNS ON TUNING SHAFT

GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

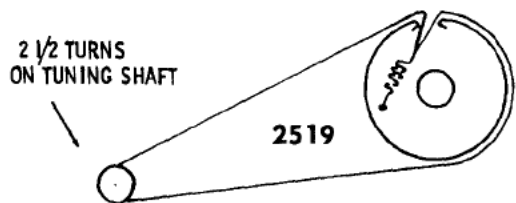
2522



2 1/2 TURNS ON TUNING SHAFT

2519

TUNING GANG FULLY CLOSED

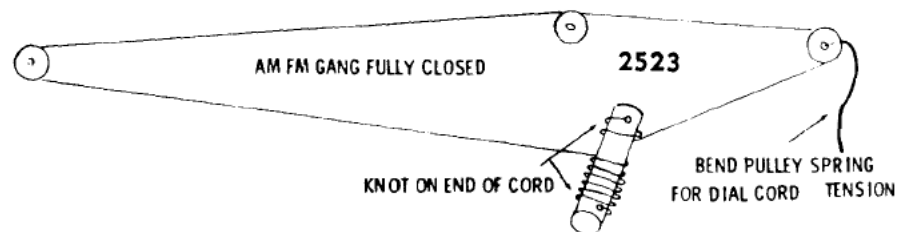


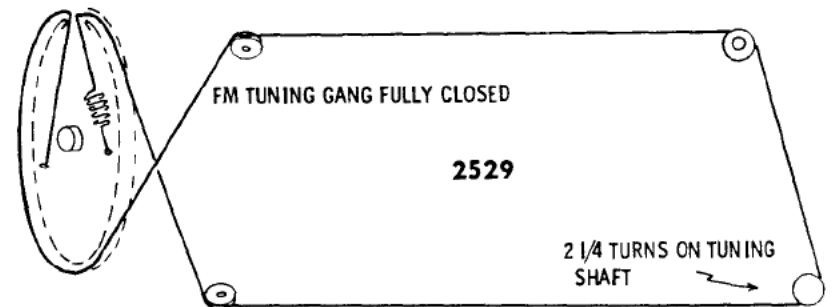
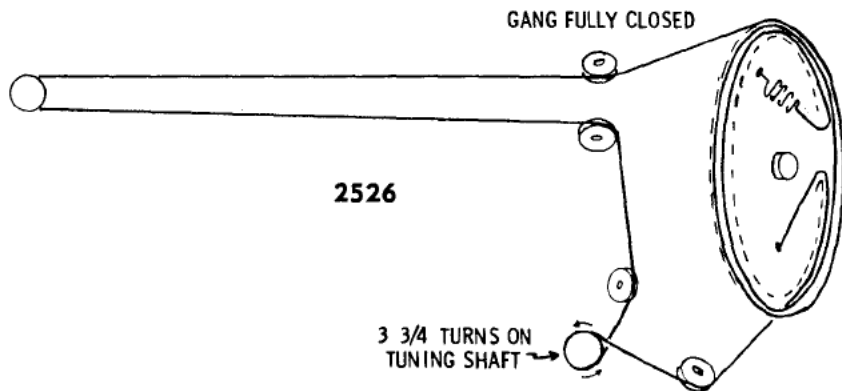
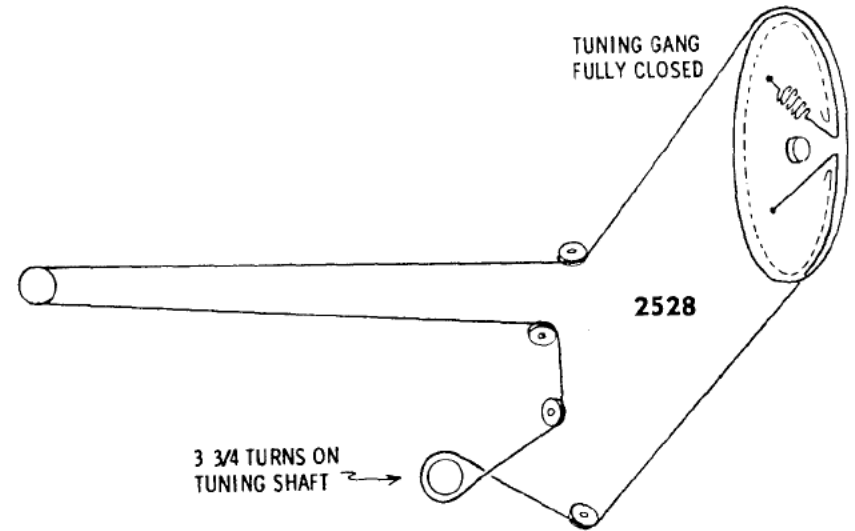
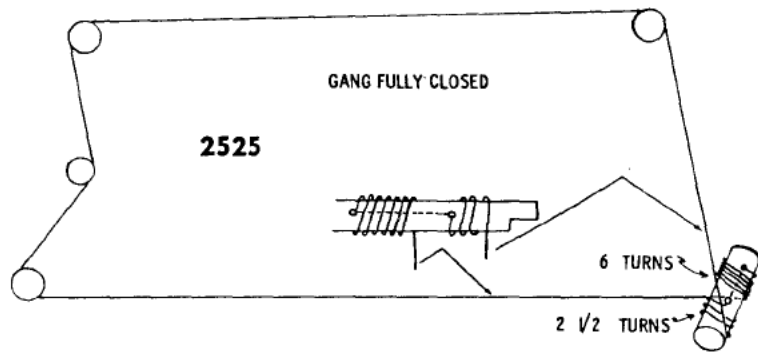
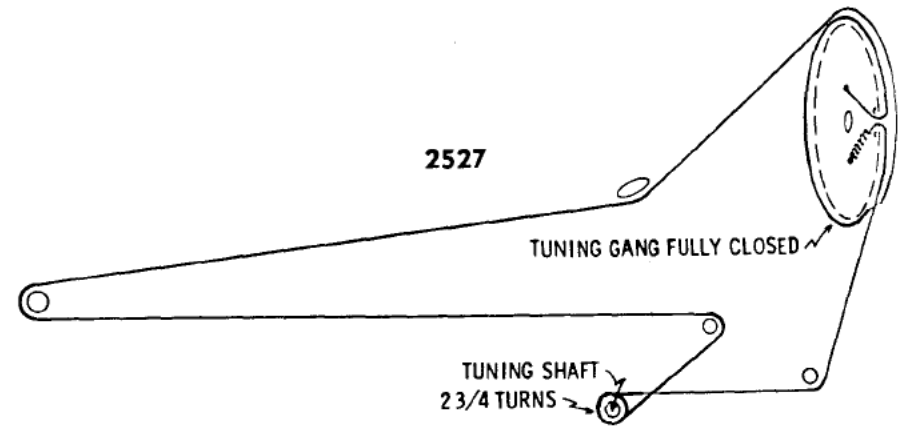
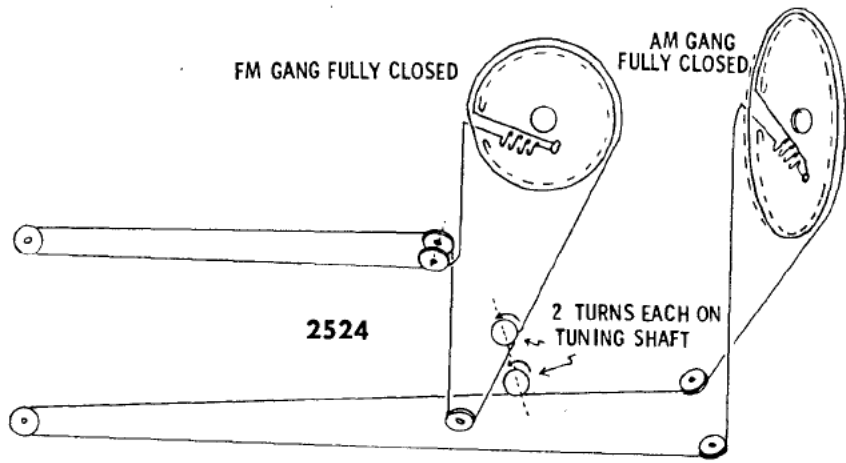
AM FM GANG FULLY CLOSED

2523

KNOT ON END OF CORD

BEND PULLEY SPRING FOR DIAL CORD TENSION

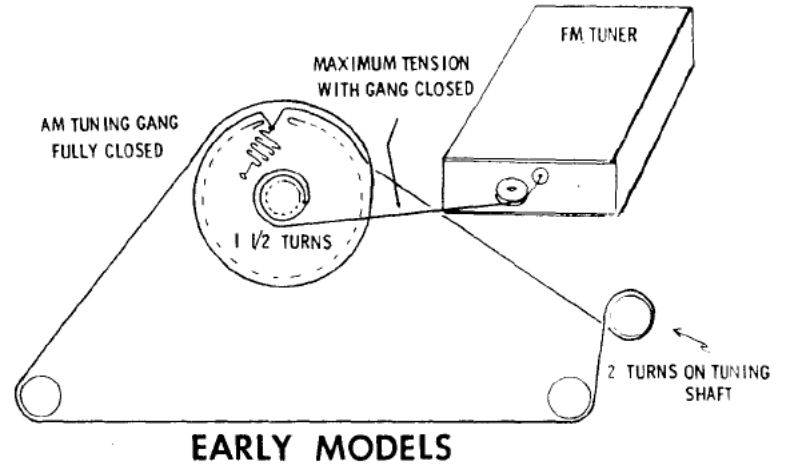




TUNING GANG FULLY CLOSED

2530

2 1/4 TURNS ON TUNING SHAFT



2532

MAXIMUM TENSION WITH GANG CLOSED

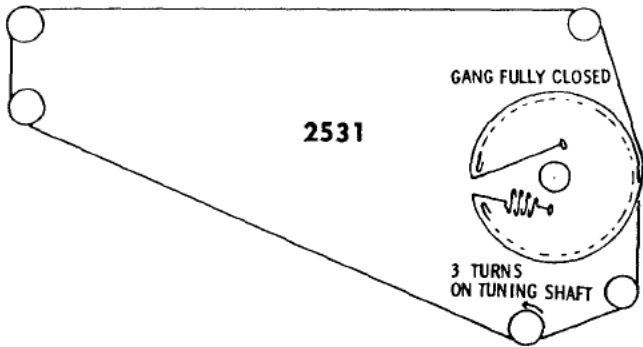
AM TUNING GANG FULLY CLOSED

1 1/2 TURNS

FM TUNER

3 3/4 TURNS ON TUNING SHAFT

LATE MODELS



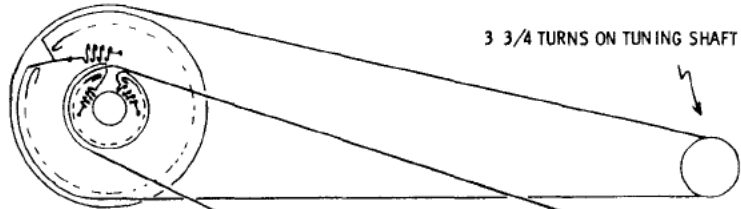
2533

GANG FULLY CLOSED

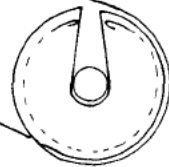


AM GANG
FULLY CLOSED

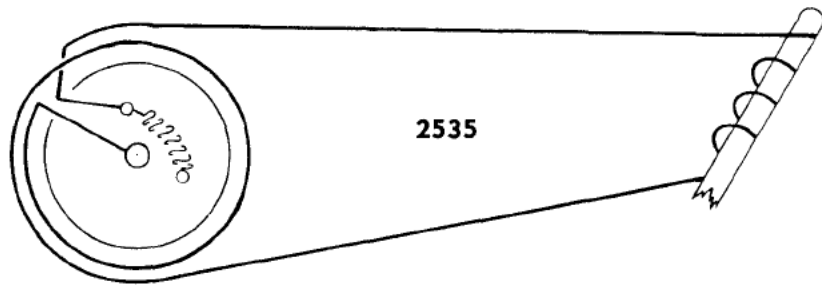
3 3/4 TURNS ON TUNING SHAFT



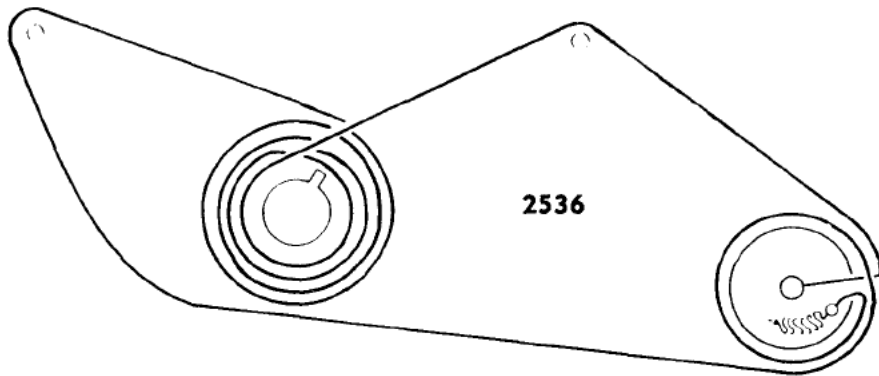
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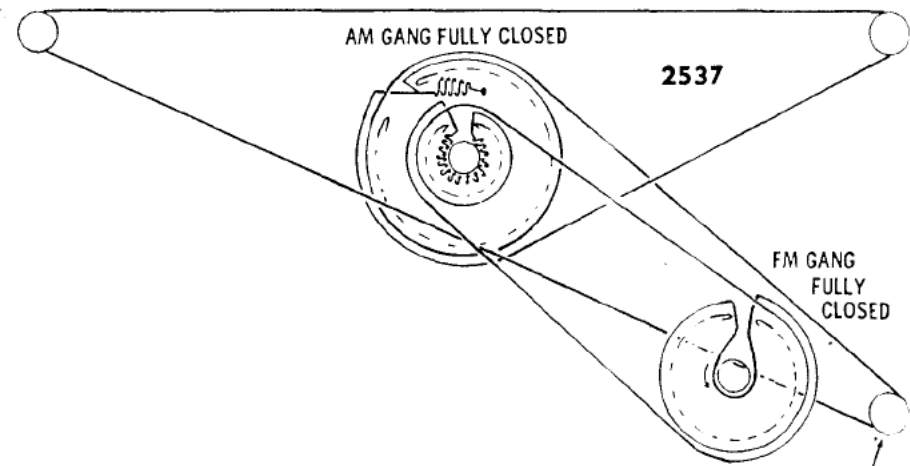
FM GANG
FULLY CLOSED



2535



2536



AM GANG FULLY CLOSED

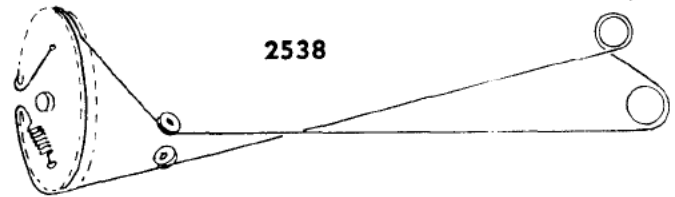
2537

FM GANG
FULLY CLOSED

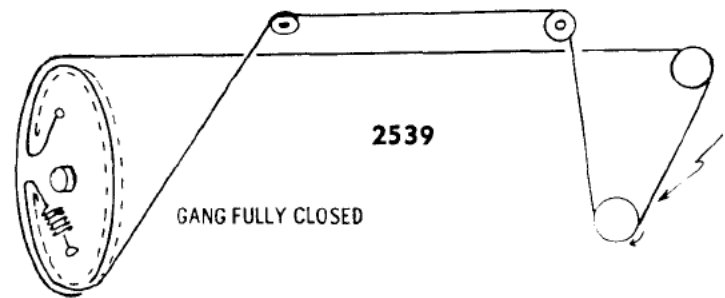
3 1/2 TURNS
ON TUNING
SHAFT

GANG FULLY CLOSED

2 TURNS ON TUNING SHAFT



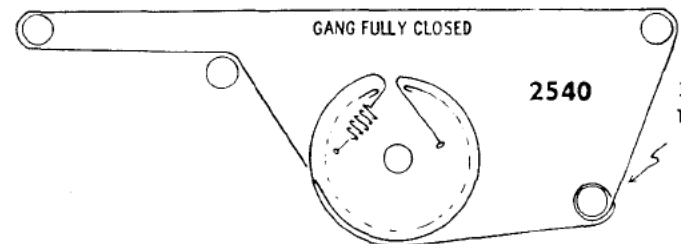
2538



2539

GANG FULLY CLOSED

2 3/4 TURNS
ON TUNING
SHAFT

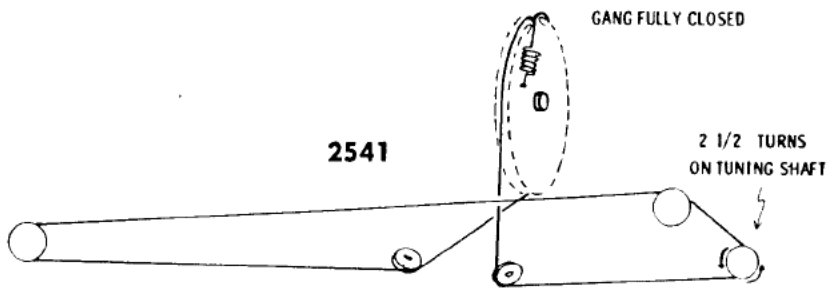


GANG FULLY CLOSED

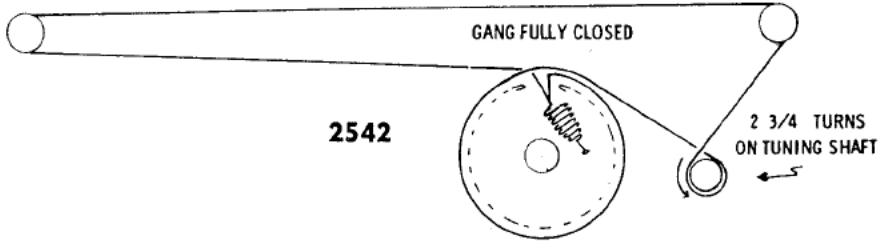
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3 TURNS ON
TUNING SHAFT

2541

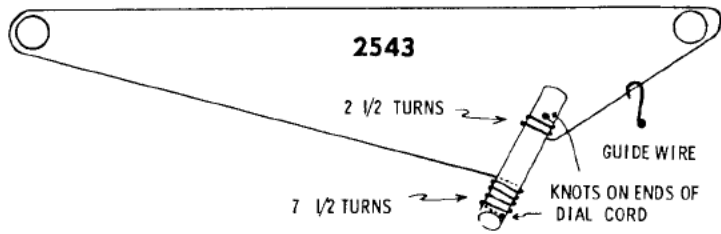


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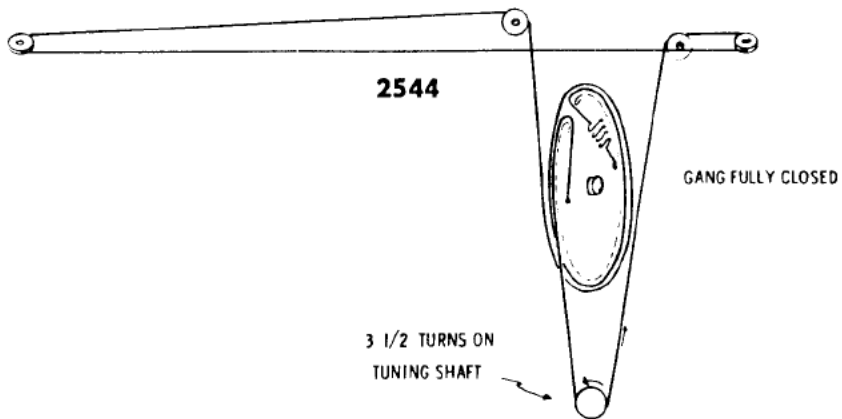


GANG FULLY CLOSED

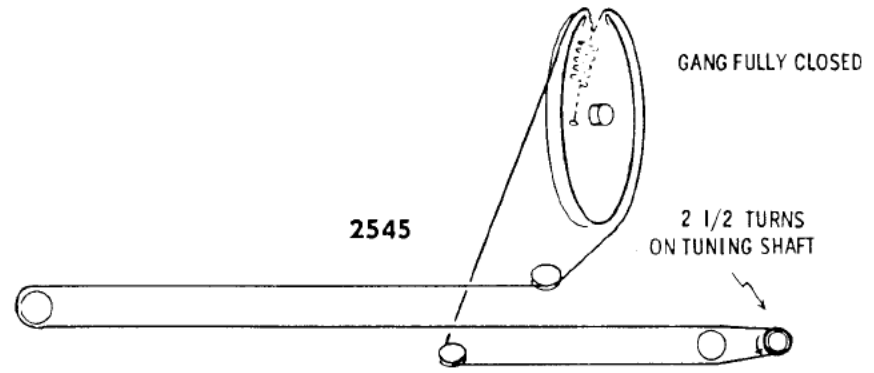
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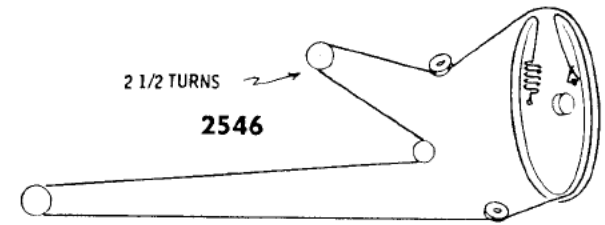
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2545

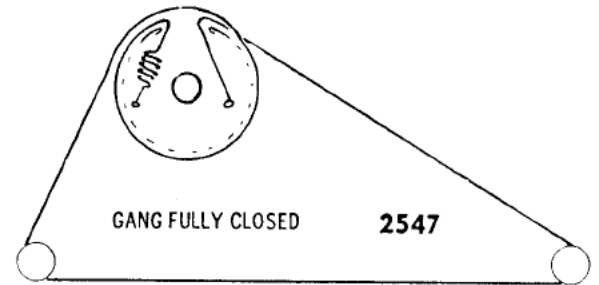


2546

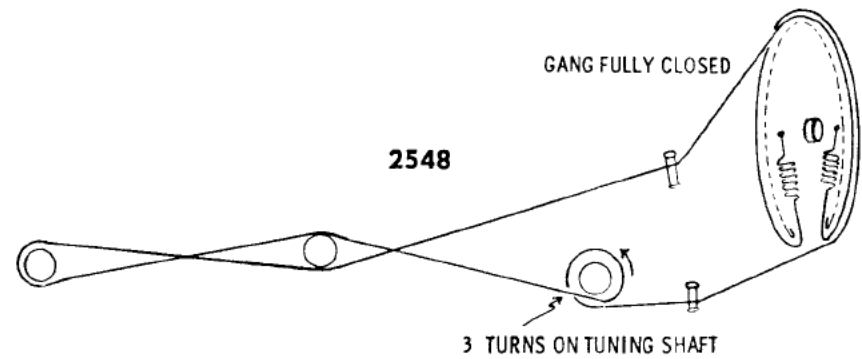


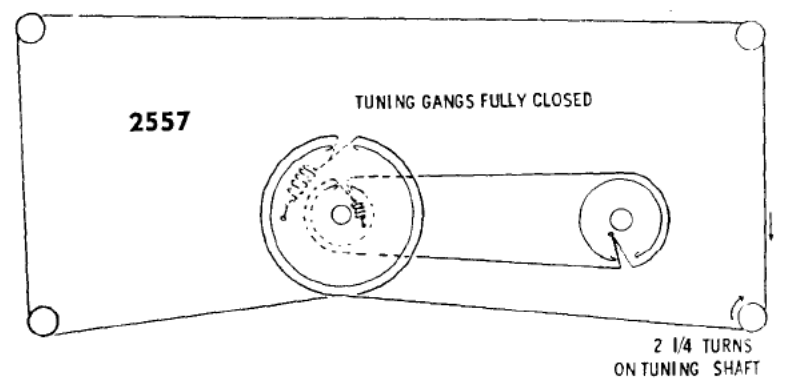
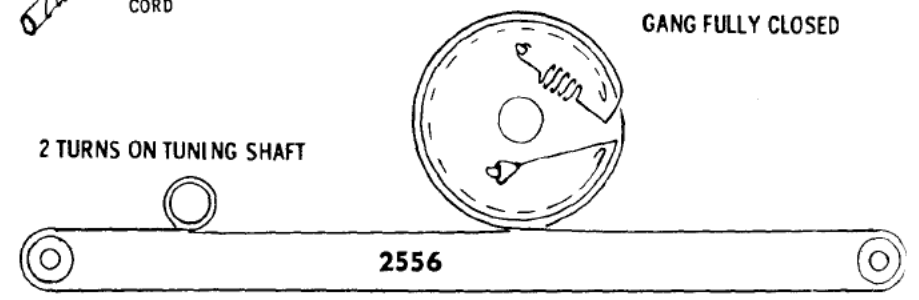
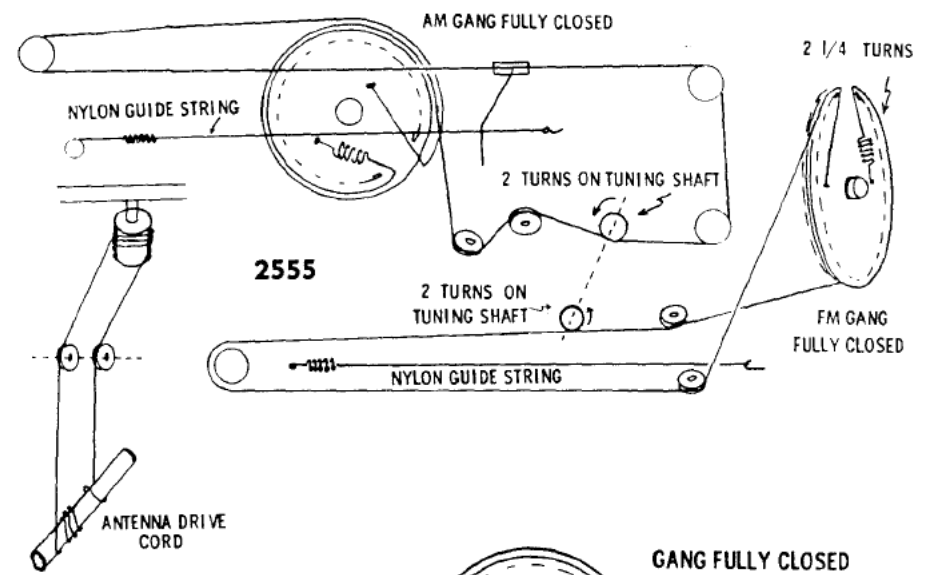
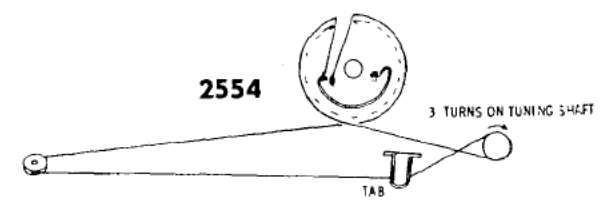
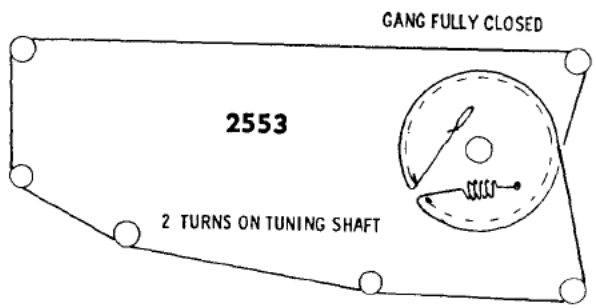
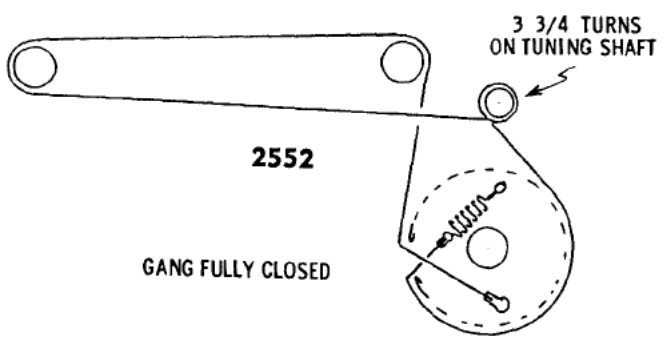
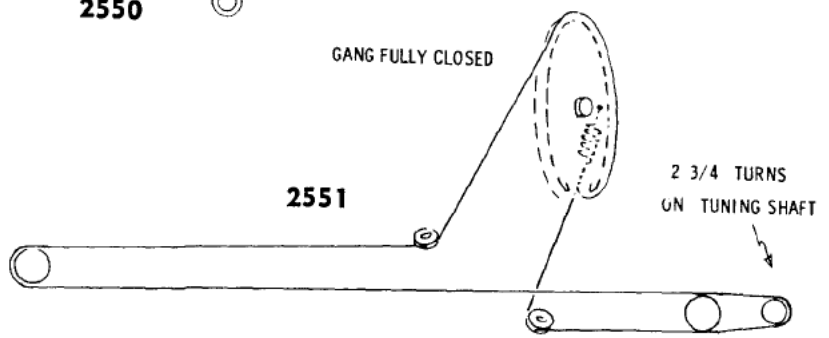
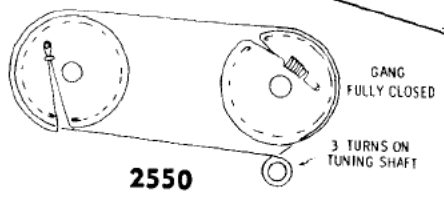
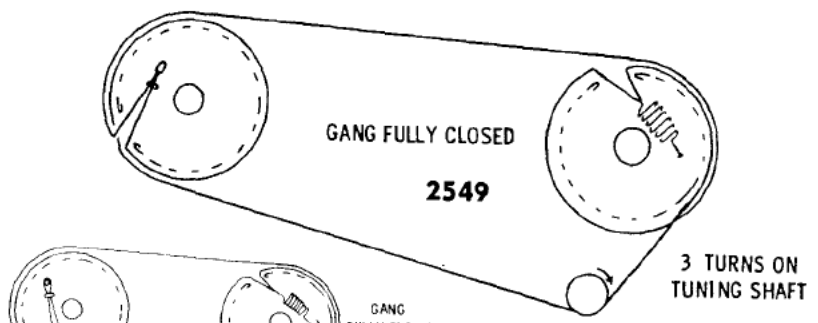
GANG FULLY CLOSED

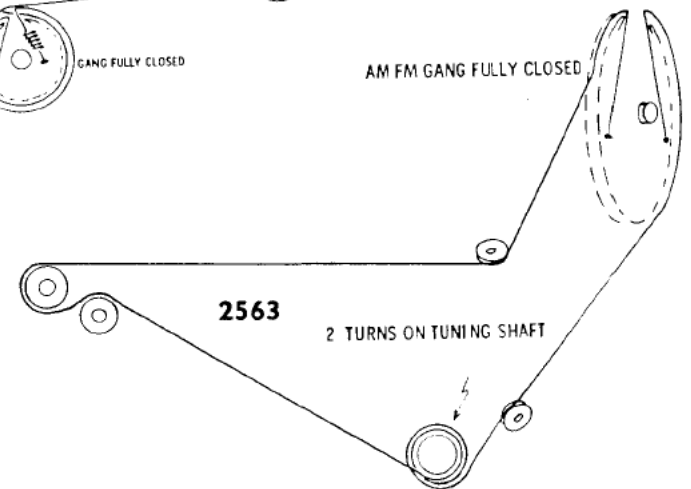
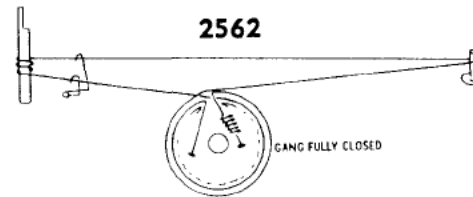
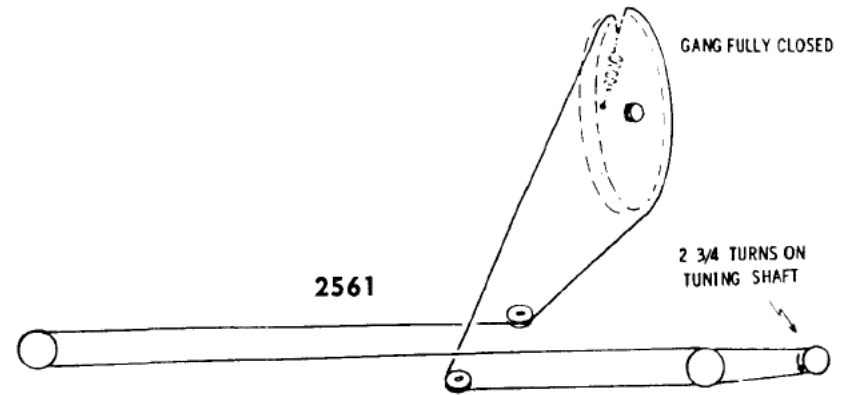
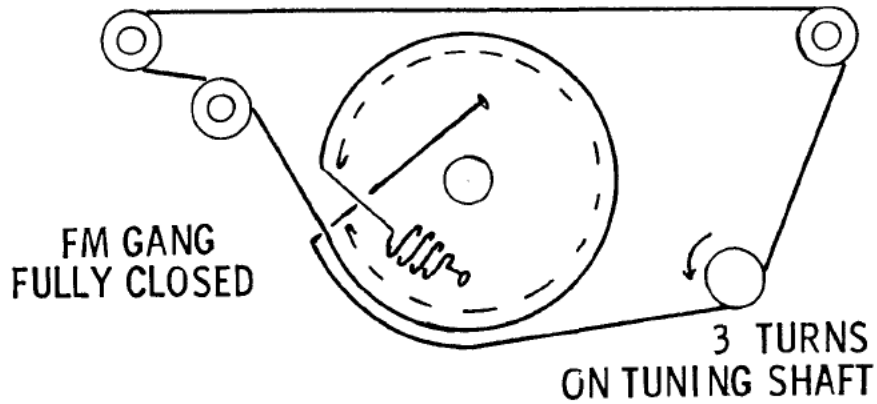
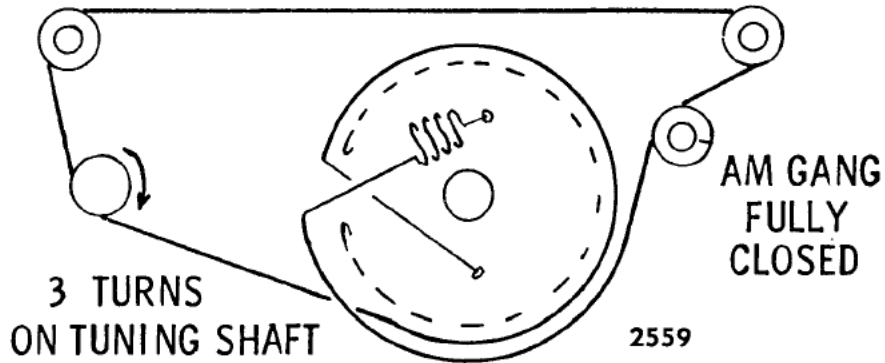
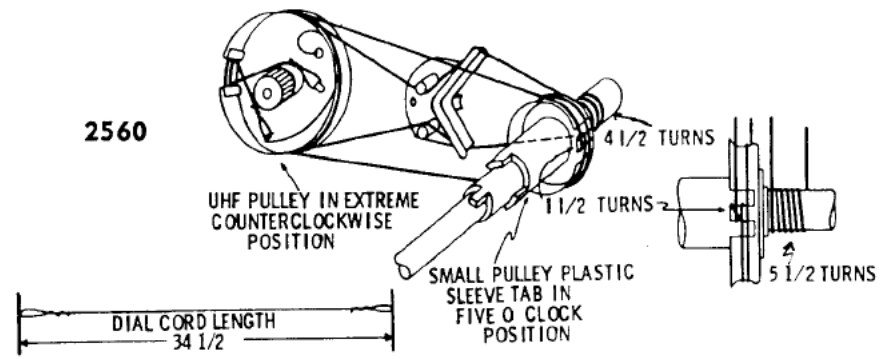
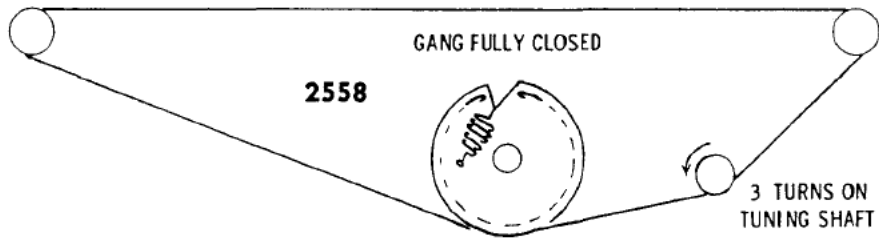
2547



2548







2564

GANG FULLY CLOSED

2 1/2 TURNS ON TUNING SHAFT

3 1/2 TURNS ON TUNING SHAFT

2567

UHF TUNING GANG FULLY CLOSED

2565

GANG FULLY OPEN

4 1/2 TURNS ON TUNING SHAFT

GANG FULLY CLOSED

2 TURNS ON TUNING SHAFT

2568

3 1/2 TURNS

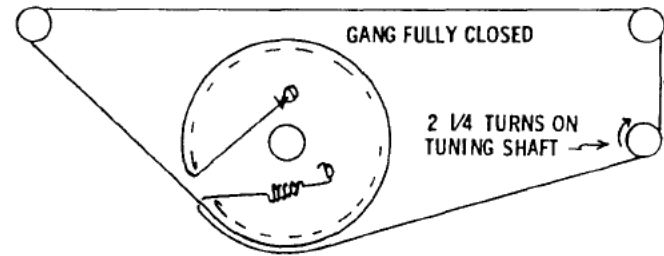
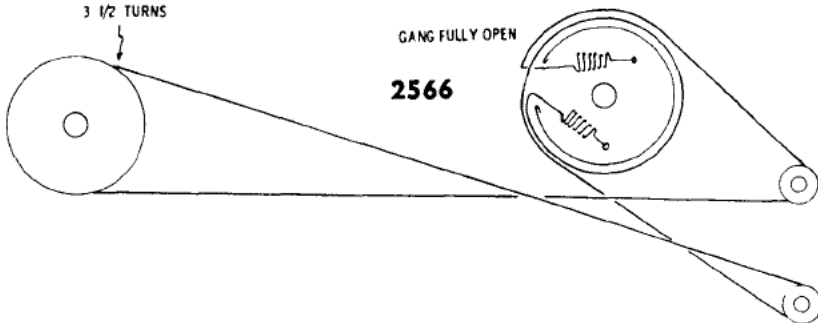
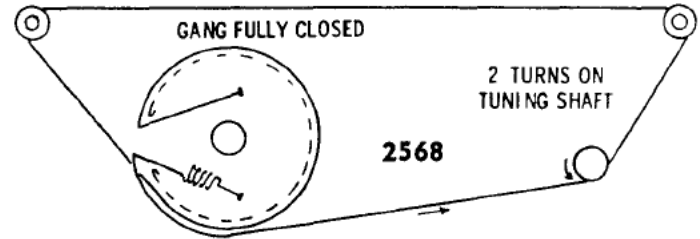
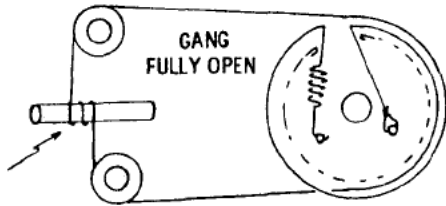
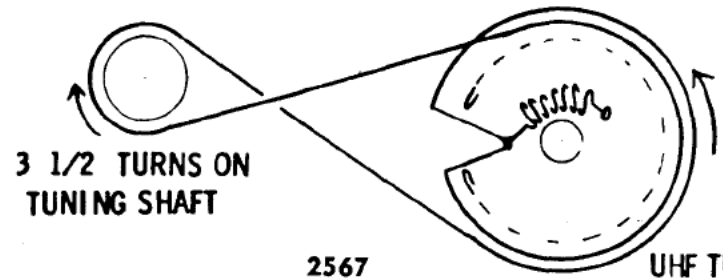
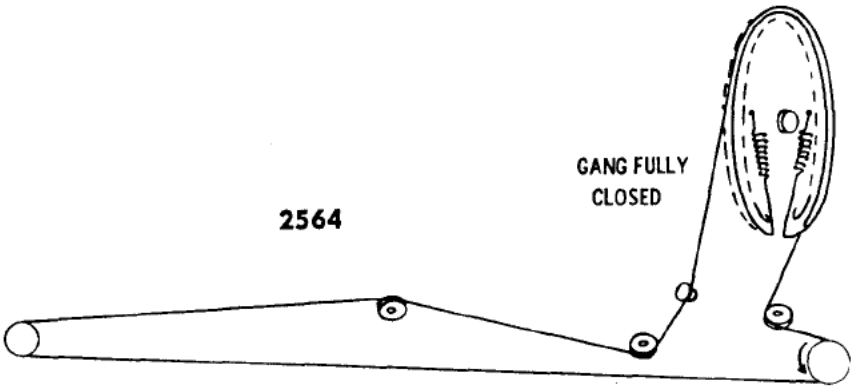
GANG FULLY OPEN

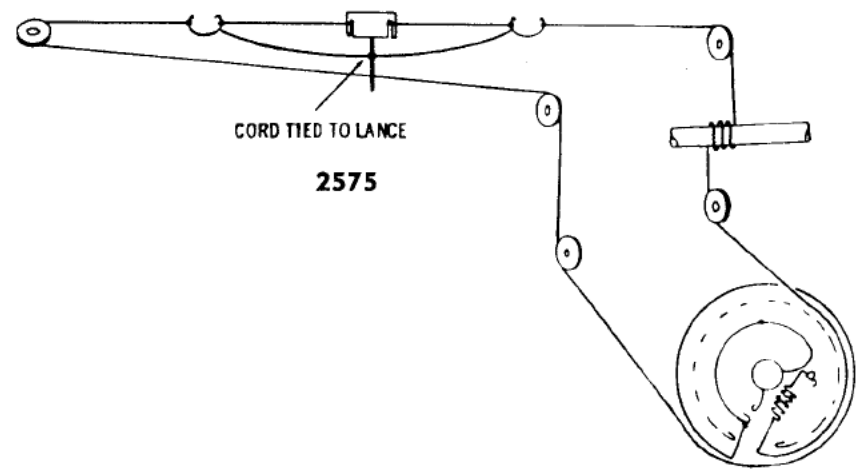
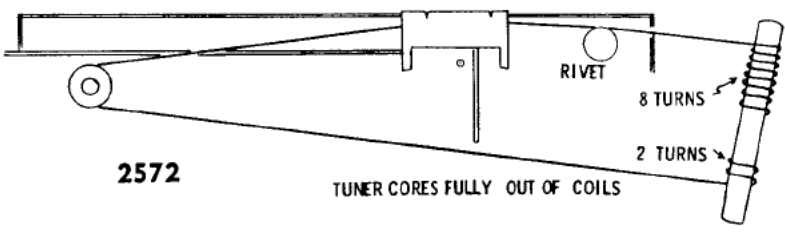
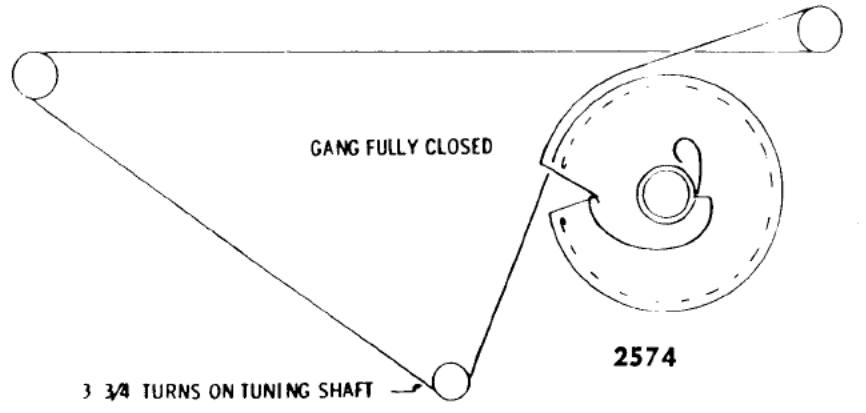
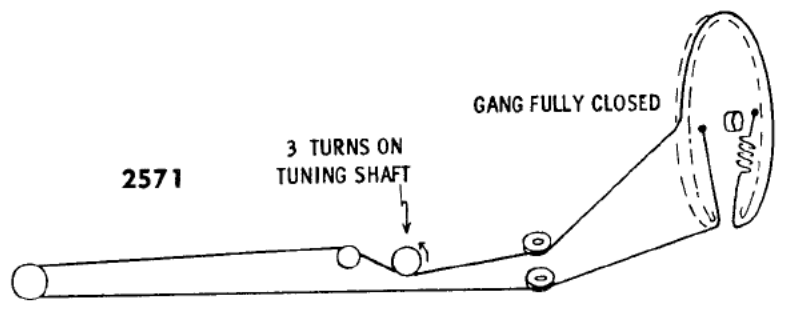
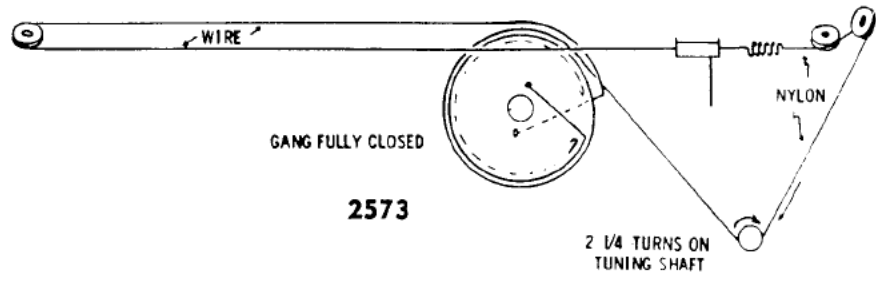
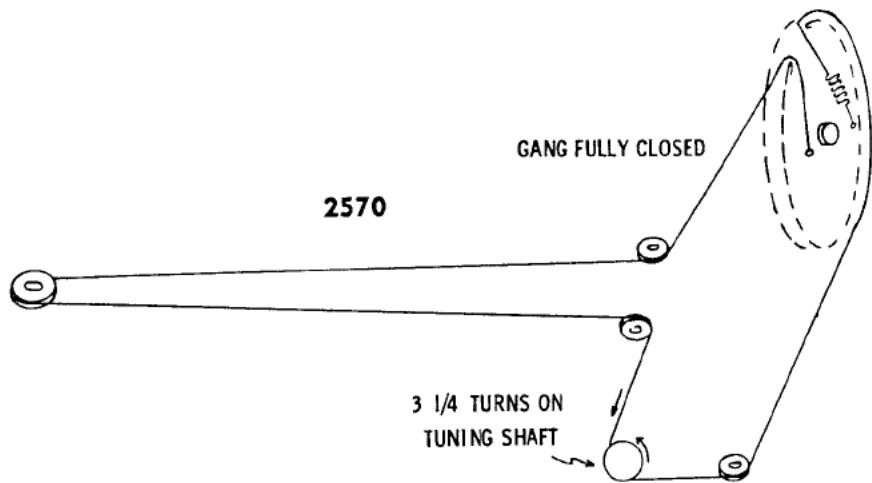
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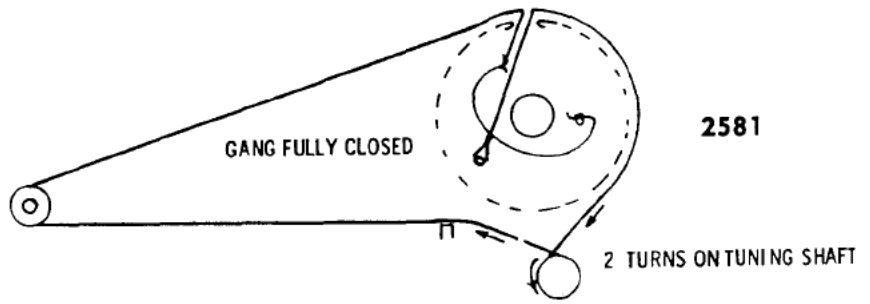
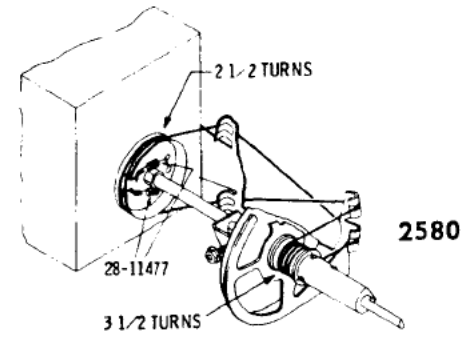
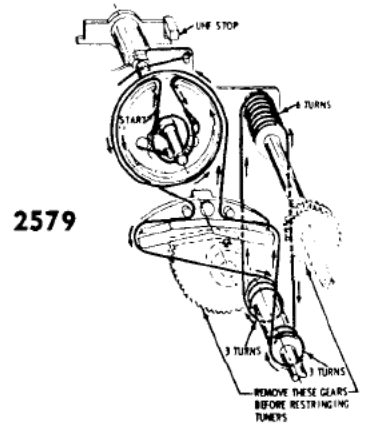
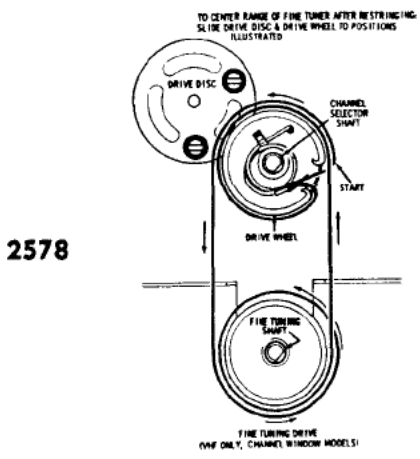
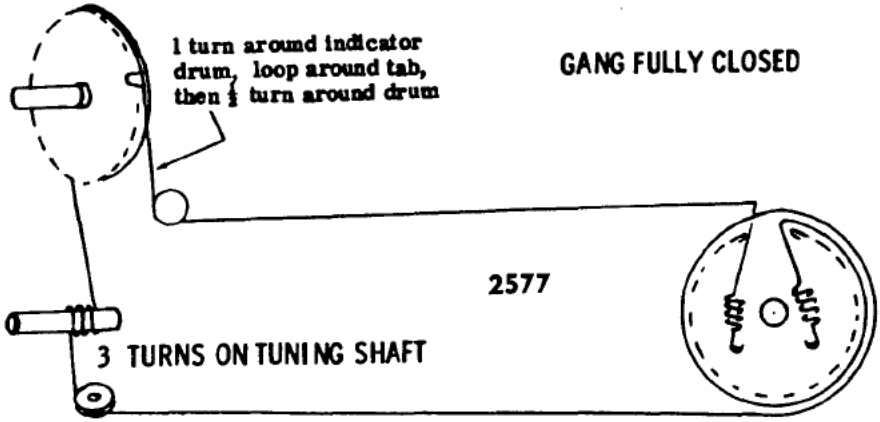
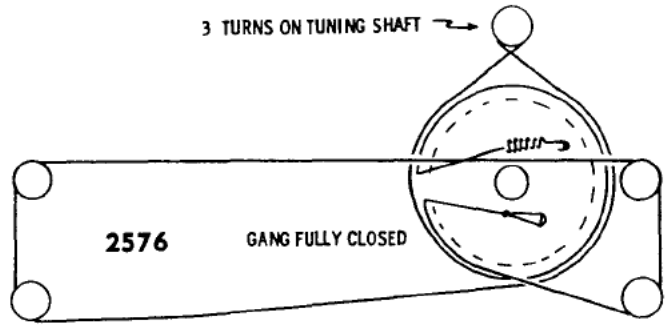
2569

GANG FULLY CLOSED

2 1/4 TURNS ON TUNING SHAFT





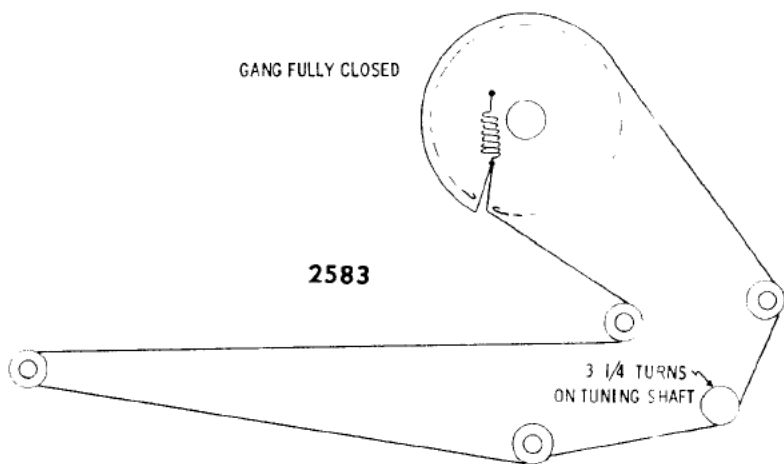




2582

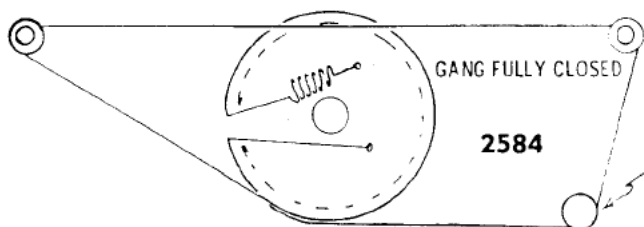
9 TURNS
ON TUNING SHAFT

GANG FULLY CLOSED



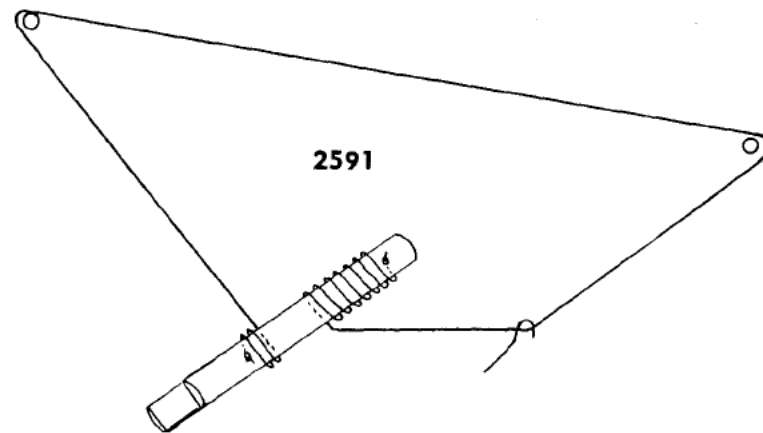
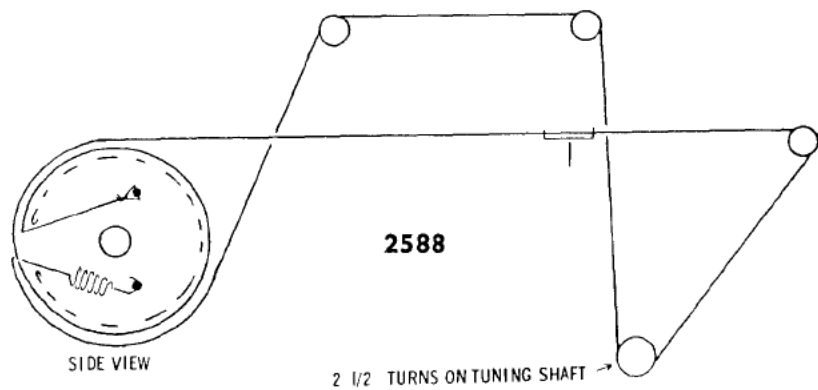
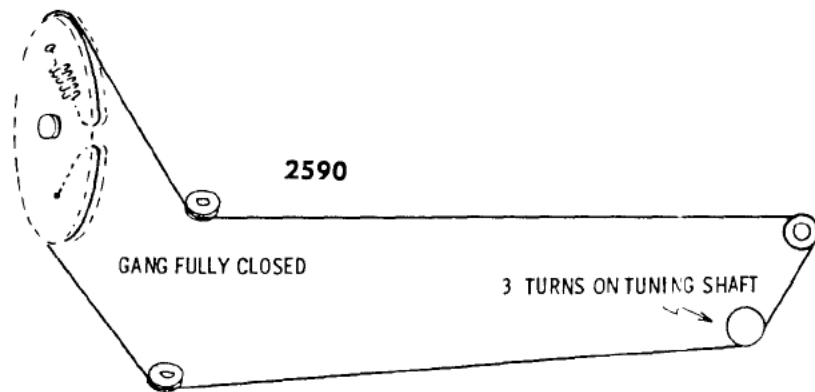
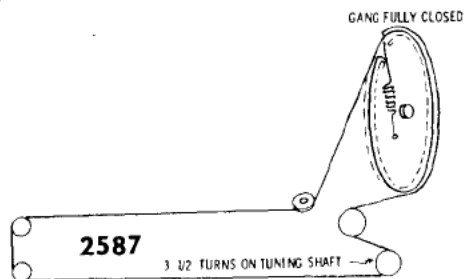
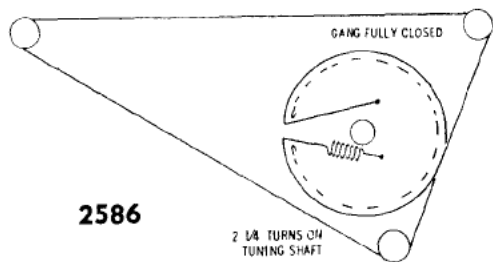
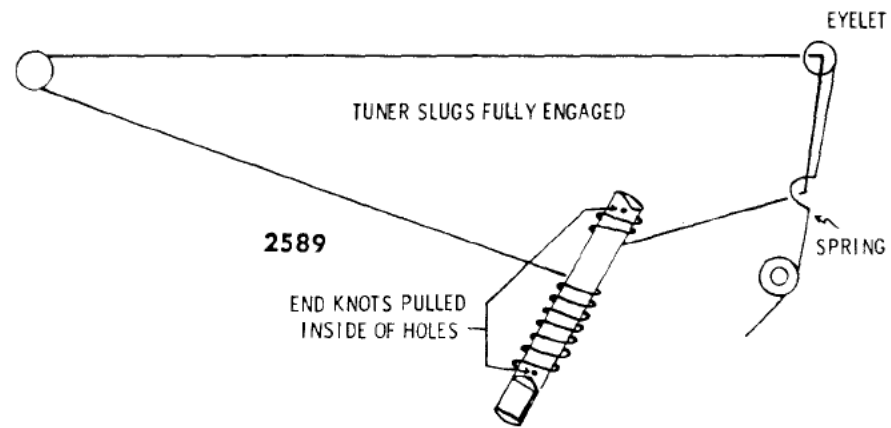
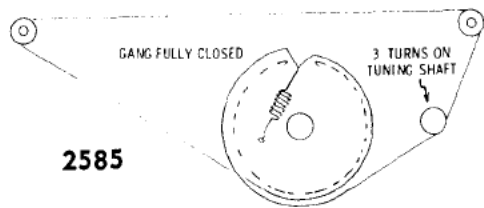
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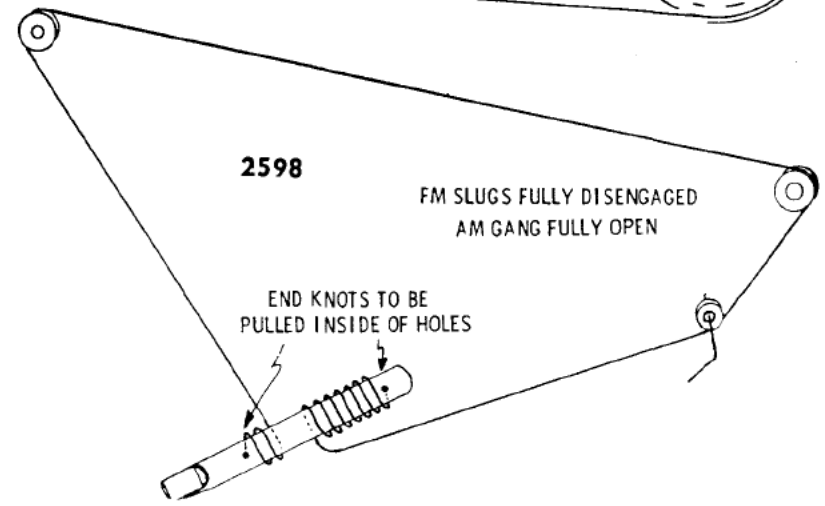
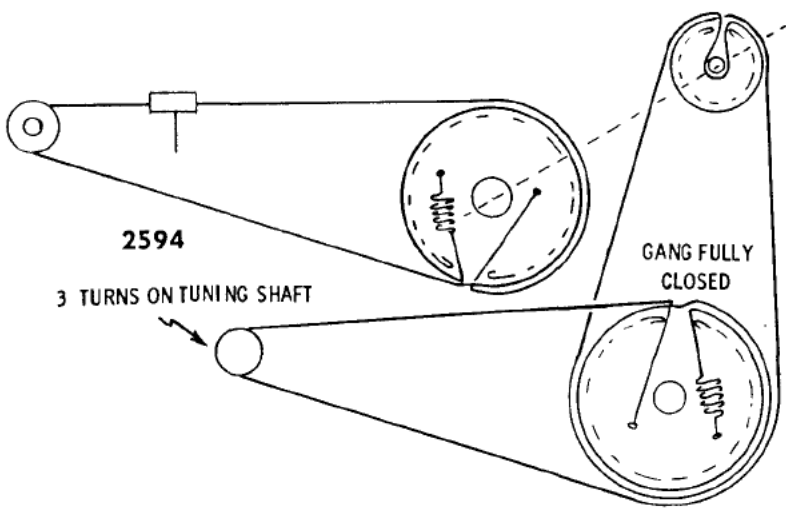
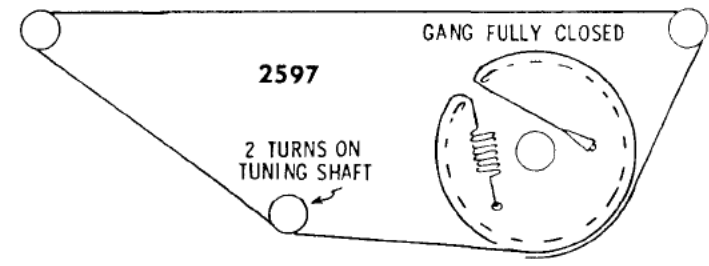
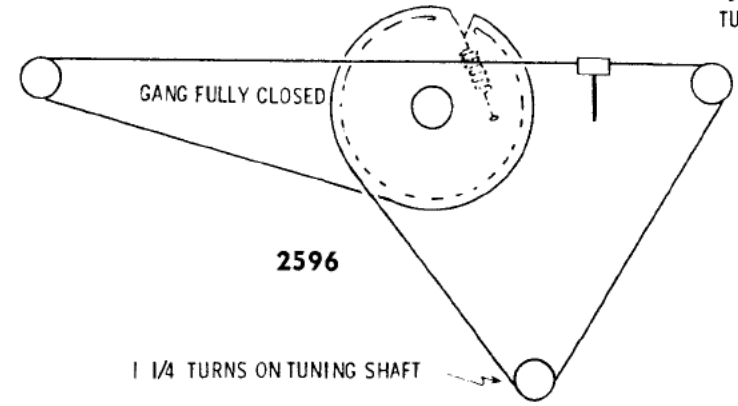
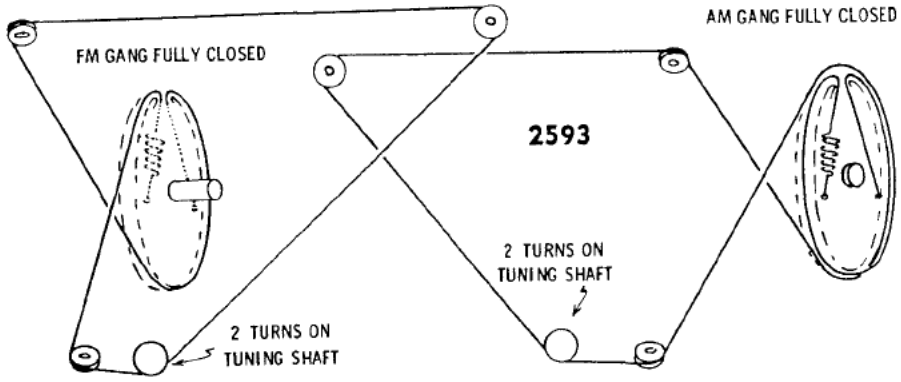
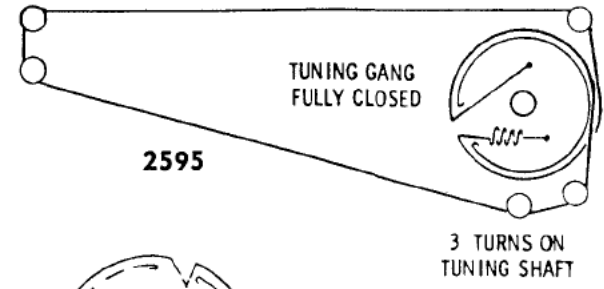
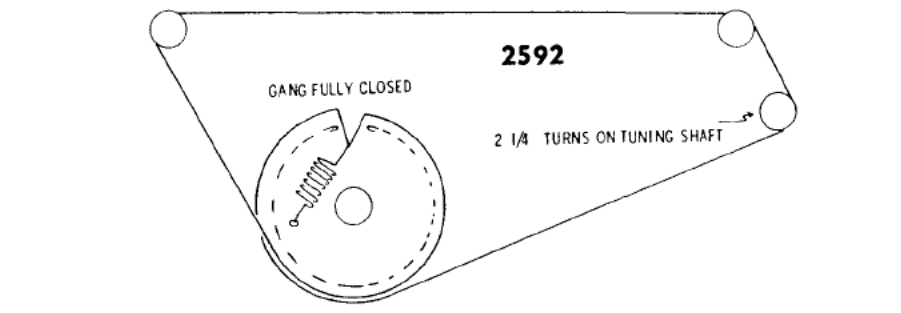
3 1/4 TURNS
ON TUNING SHAFT

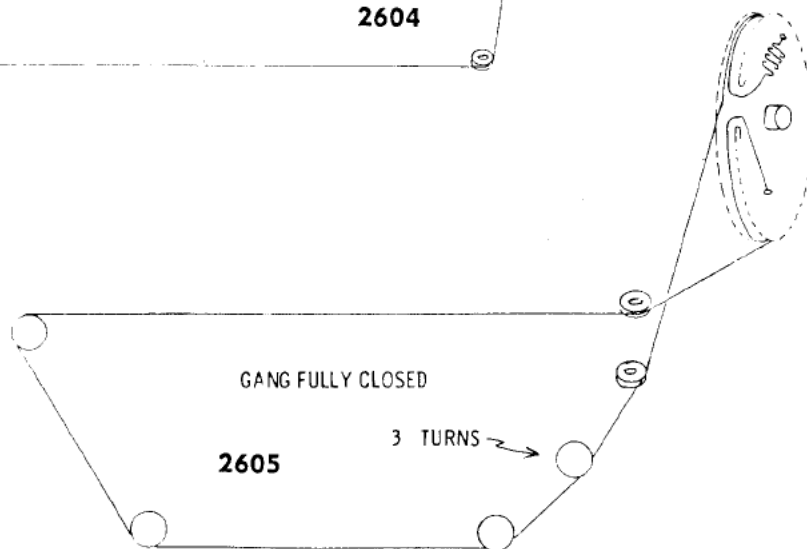
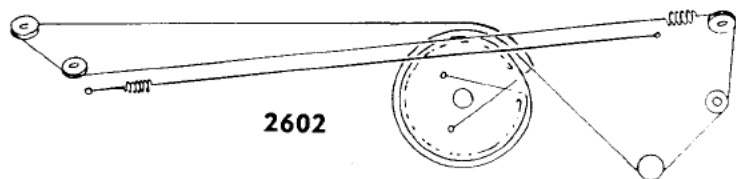
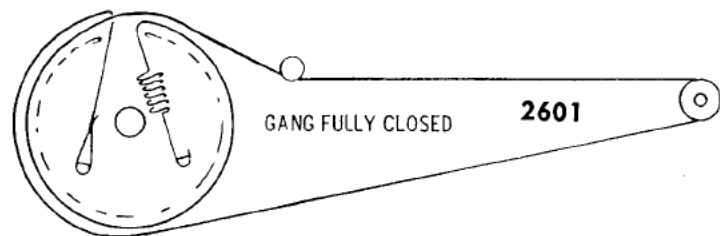
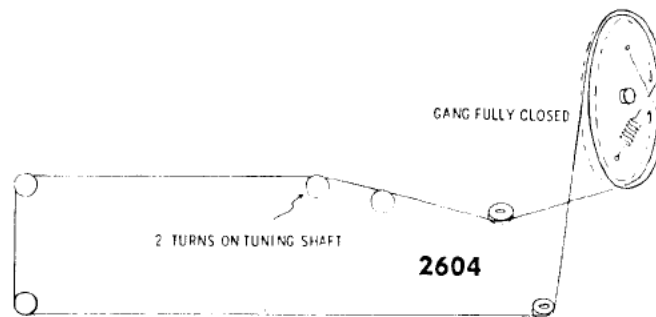
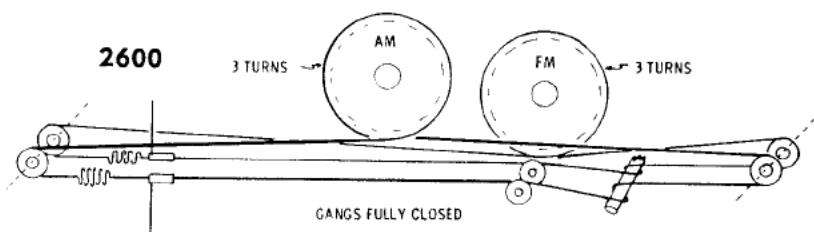
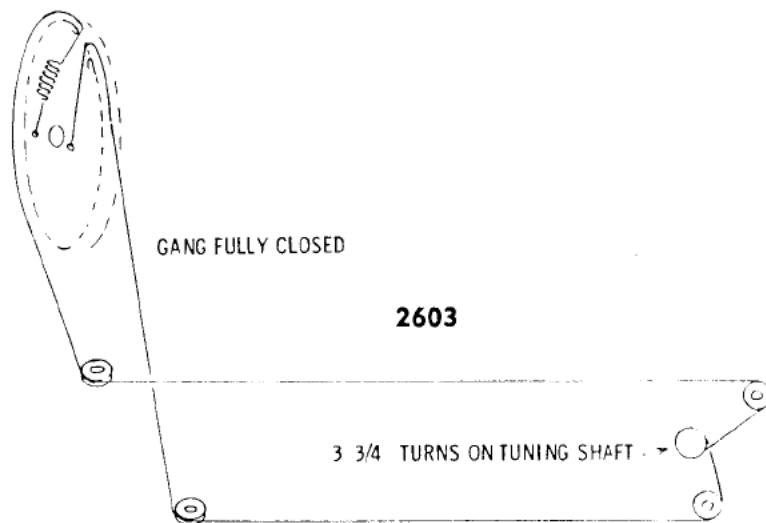
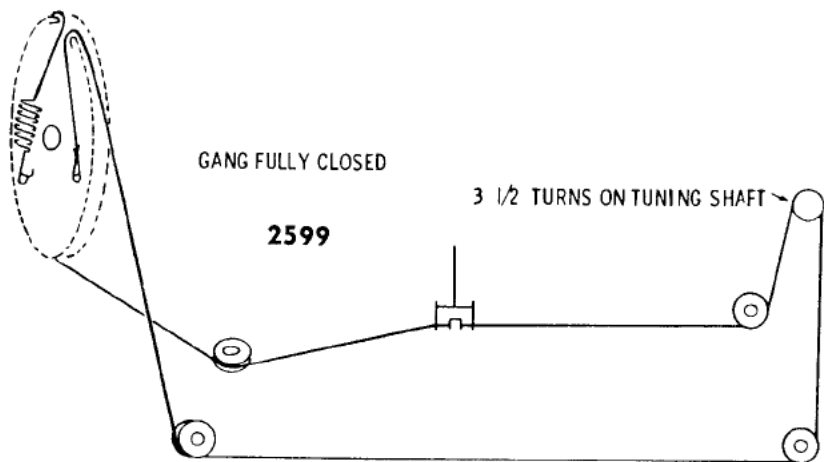


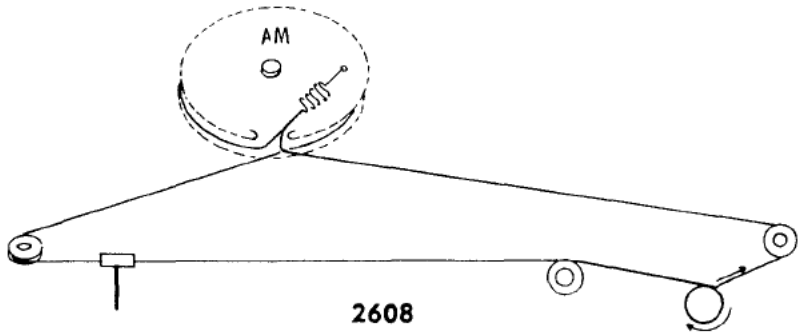
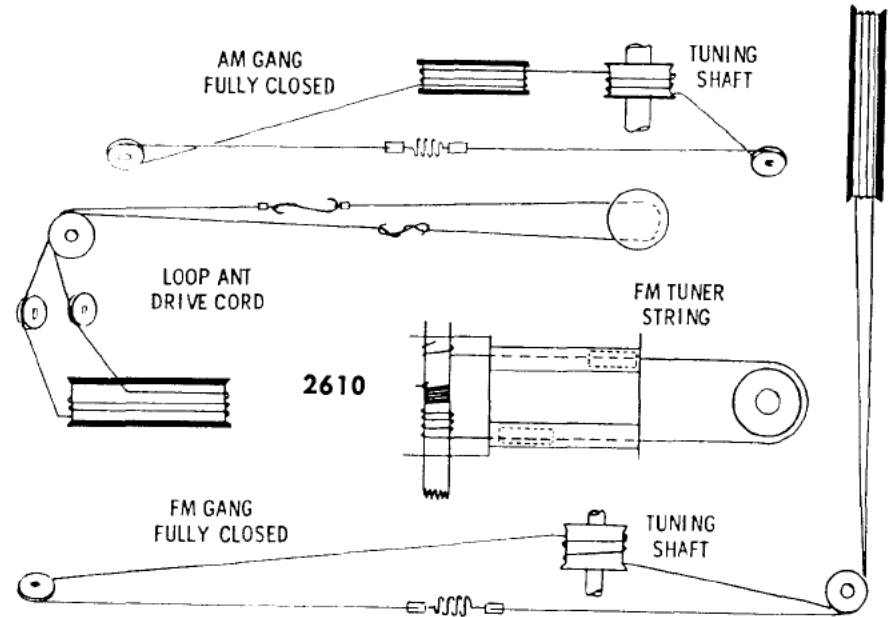
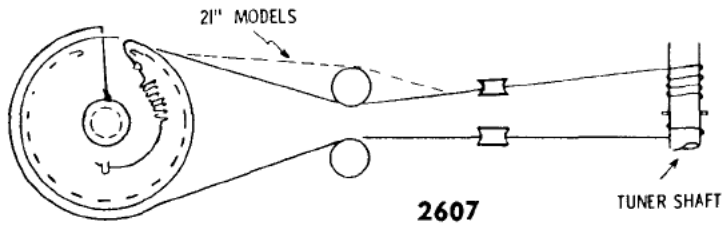
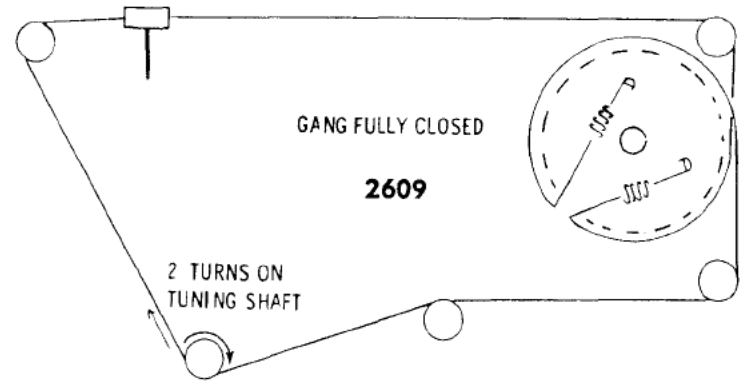
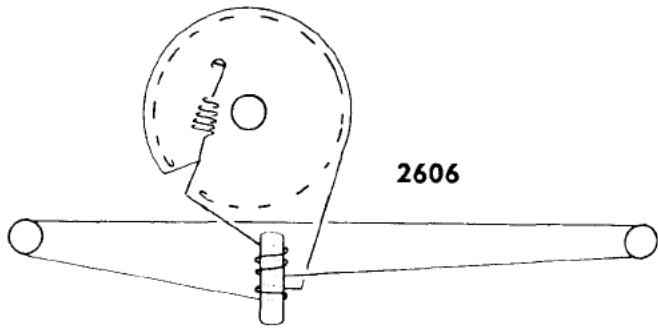
2584

3 TURNS ON
TUNING SHAFT

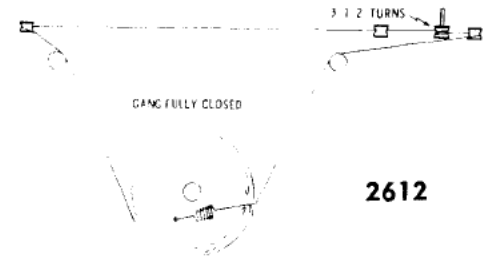
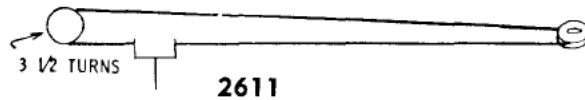
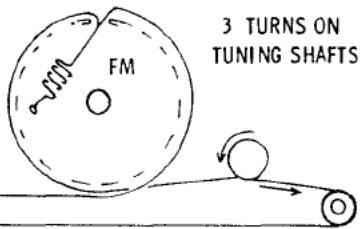


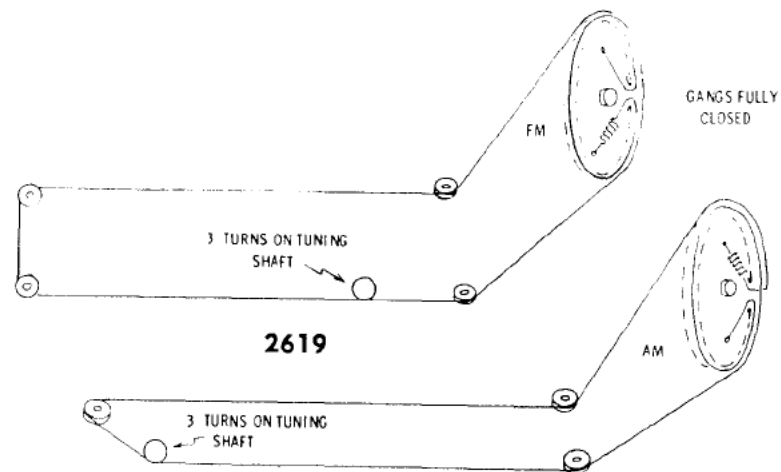
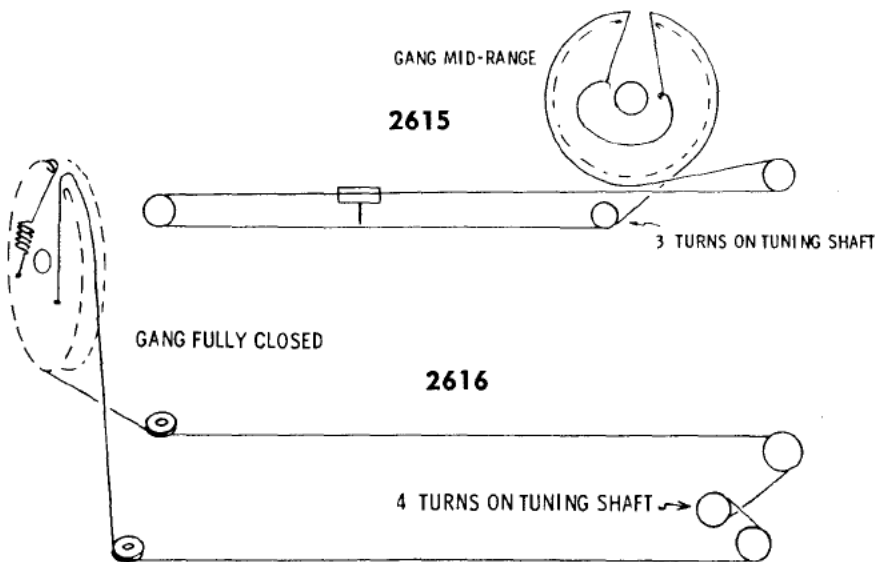
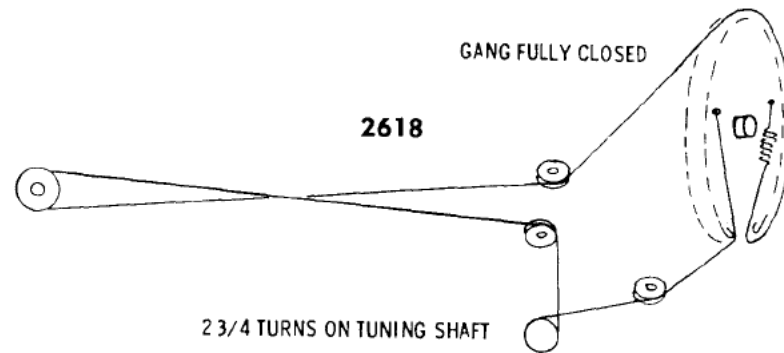
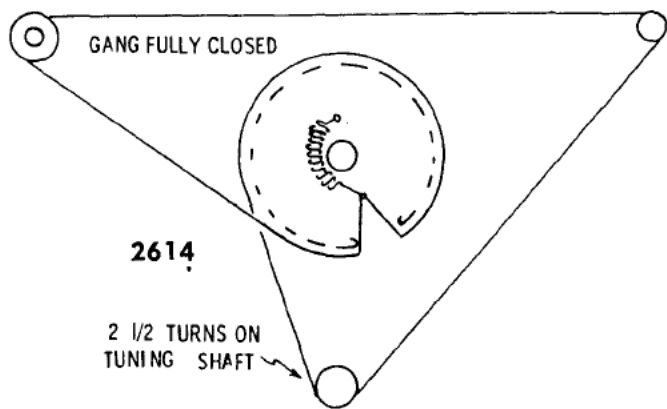
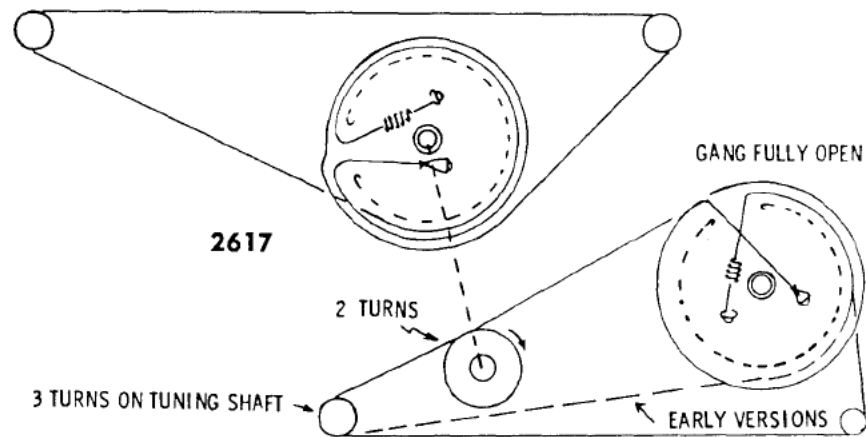
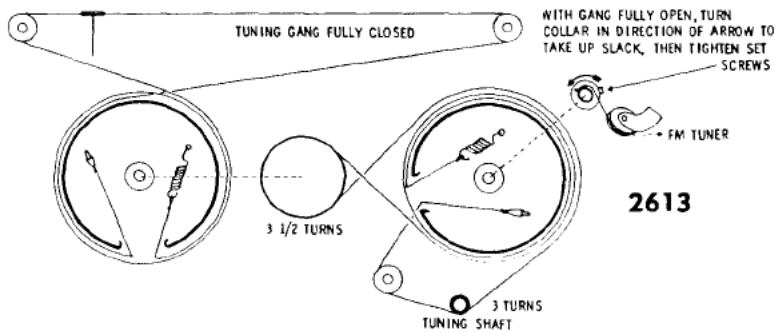


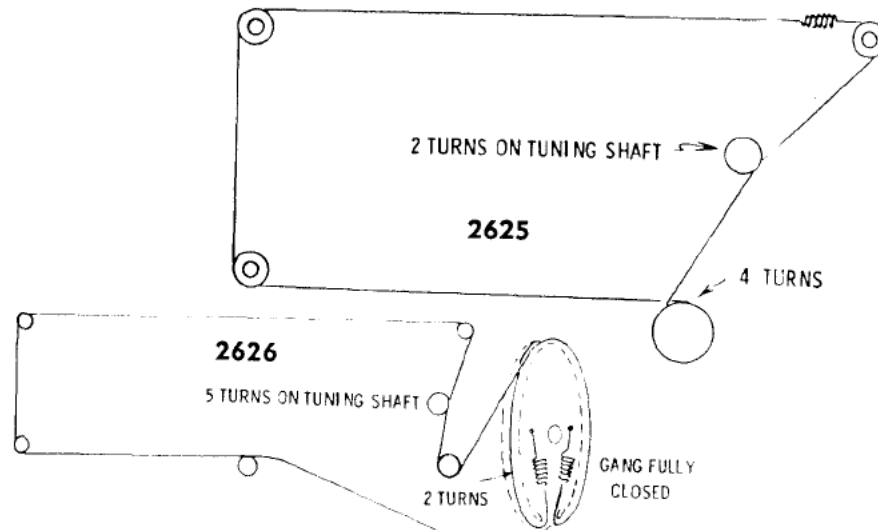
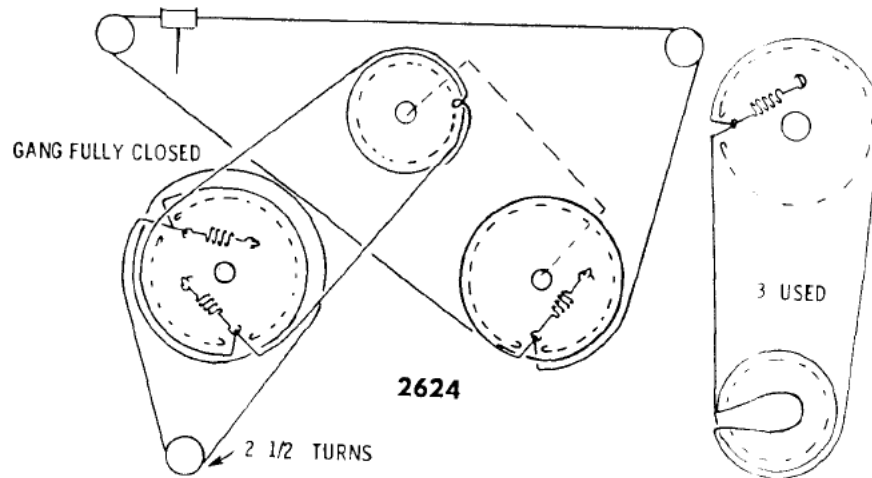
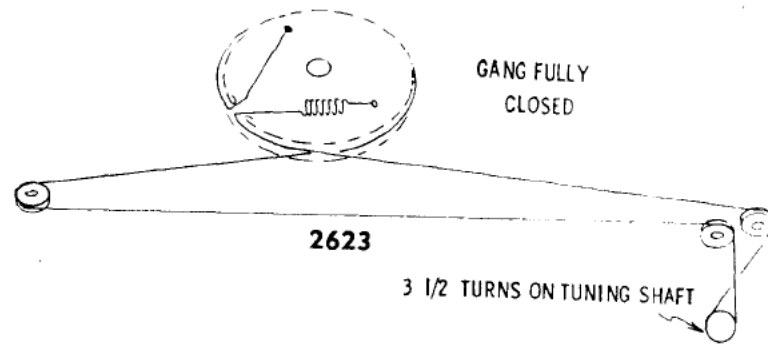
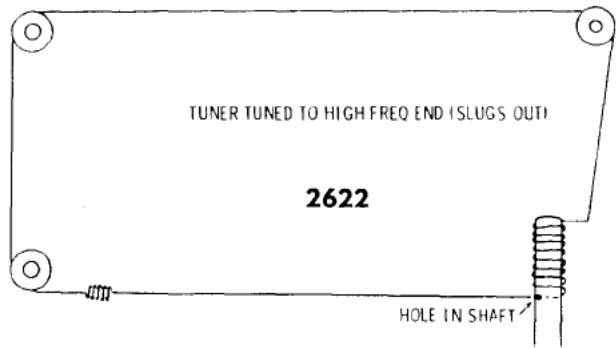
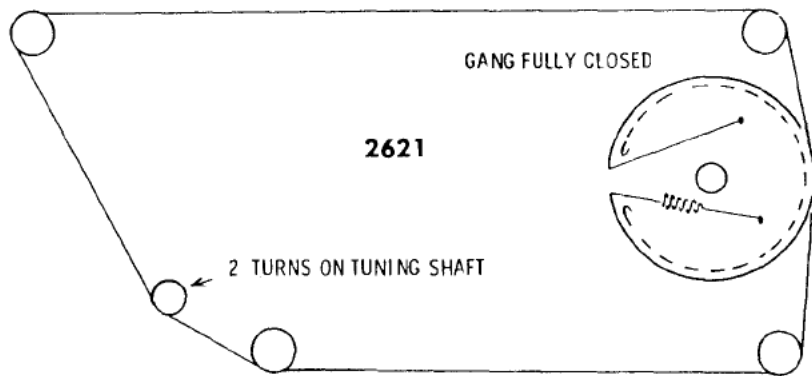
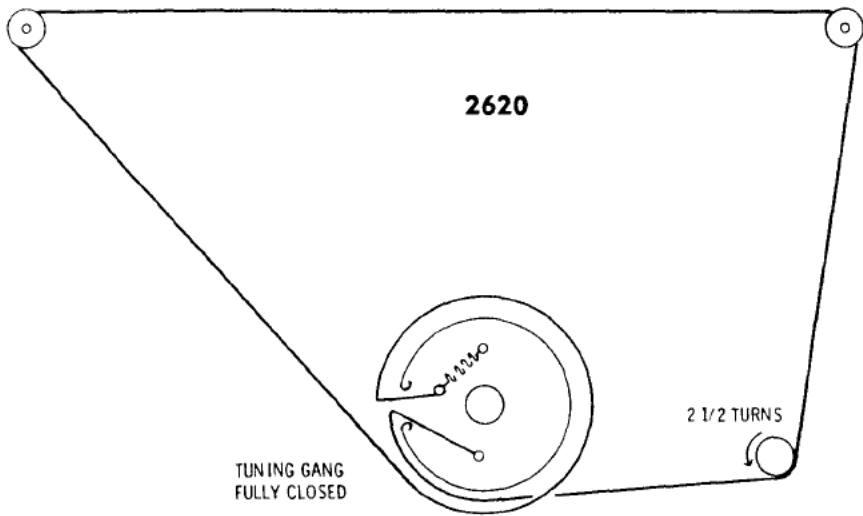


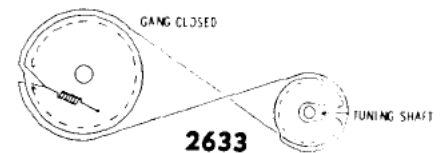
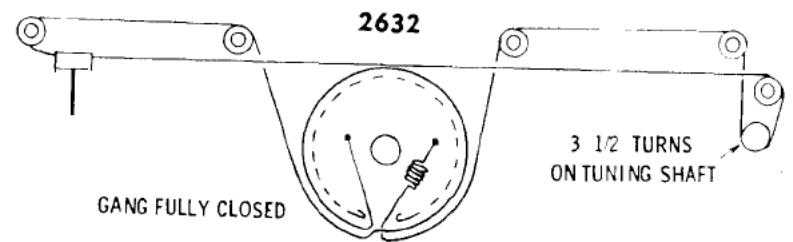
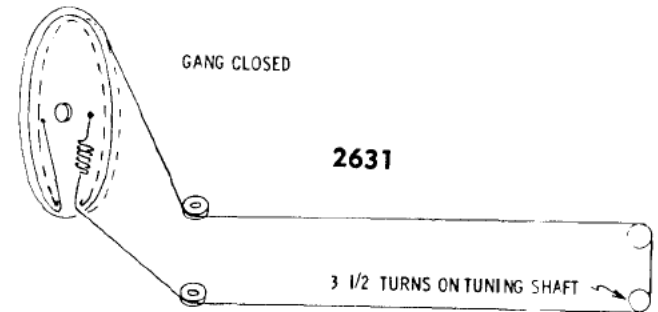
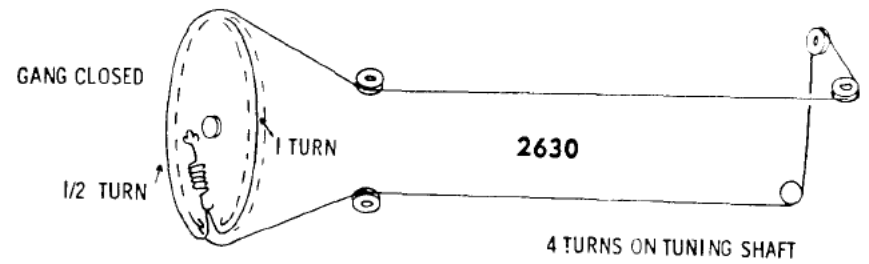
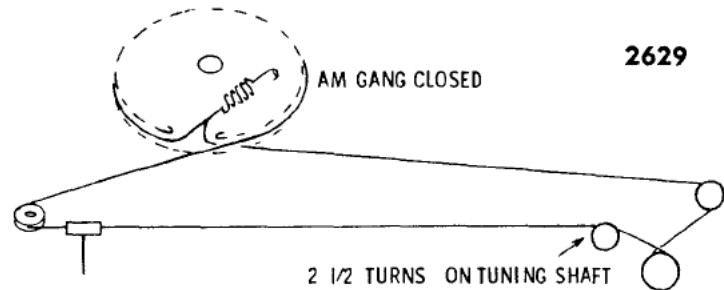
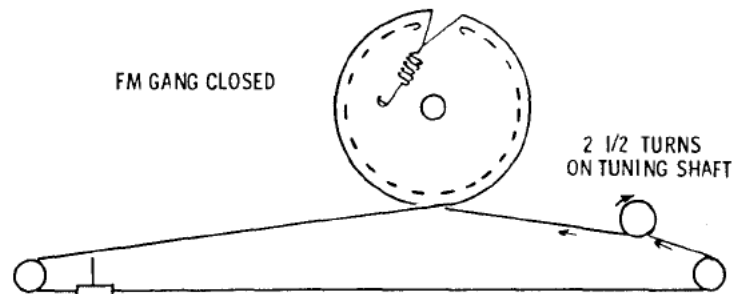
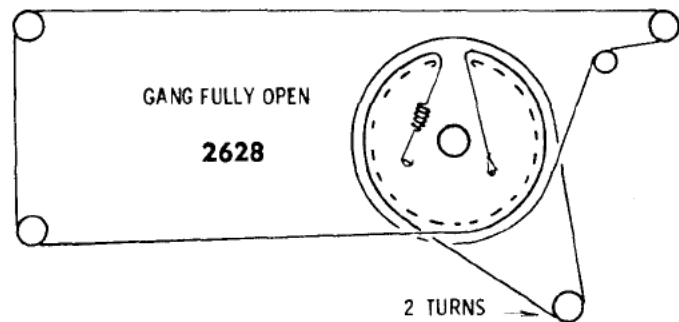
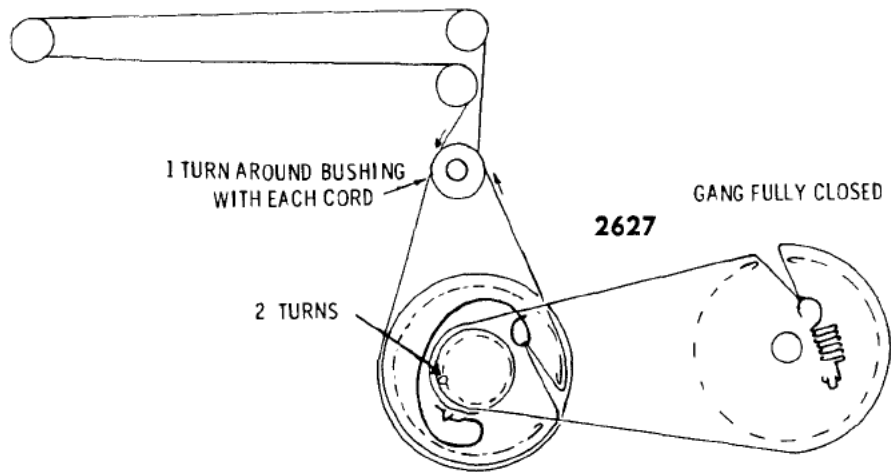


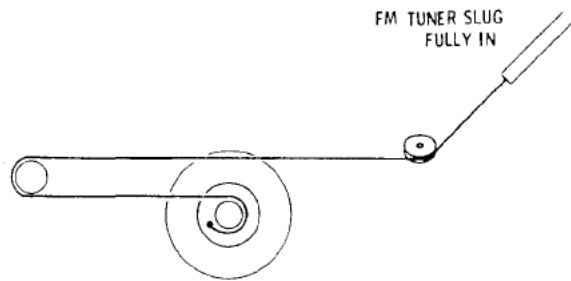
TUNING GANGS FULLY CLOSED



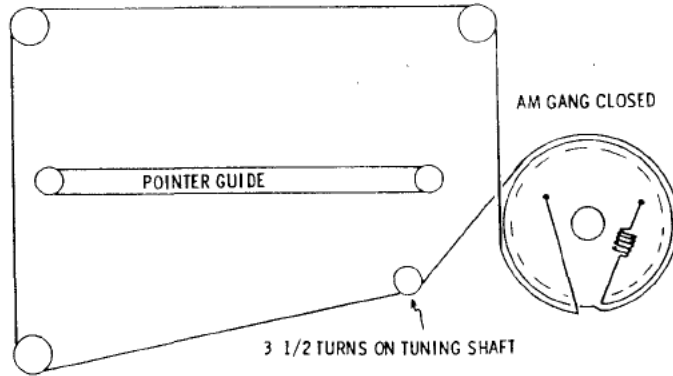




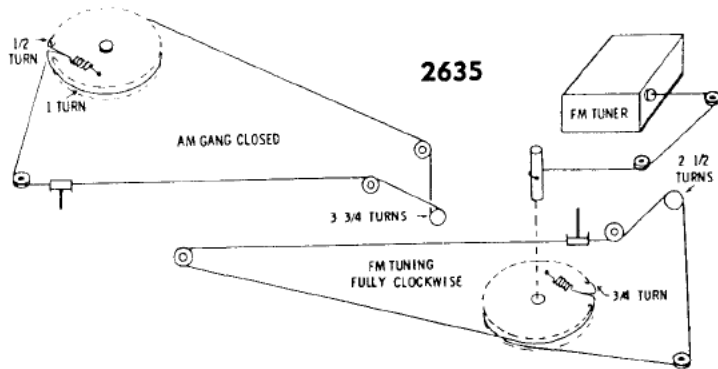




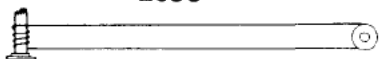
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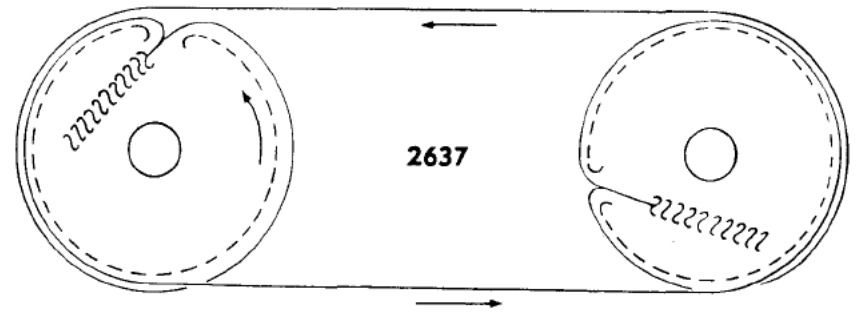
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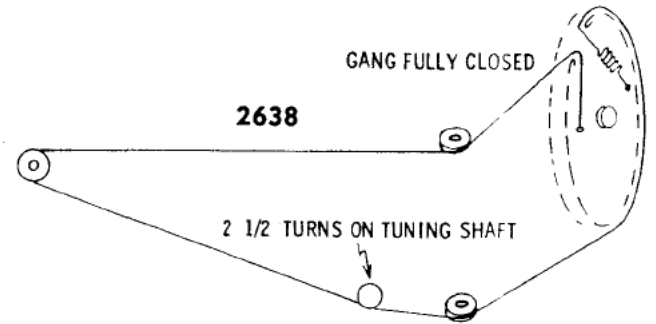
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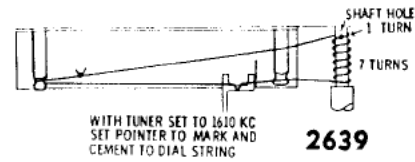
8 3/4 TURNS ON TUNING SHAFT



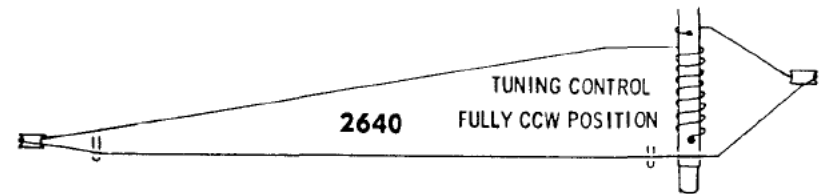
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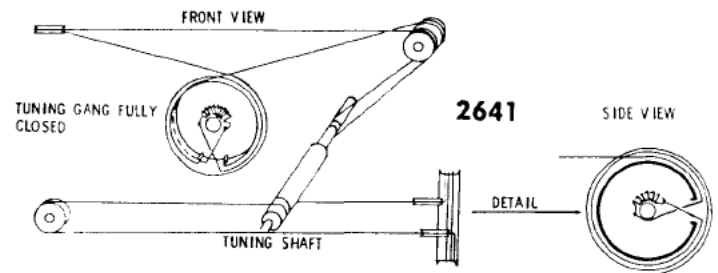
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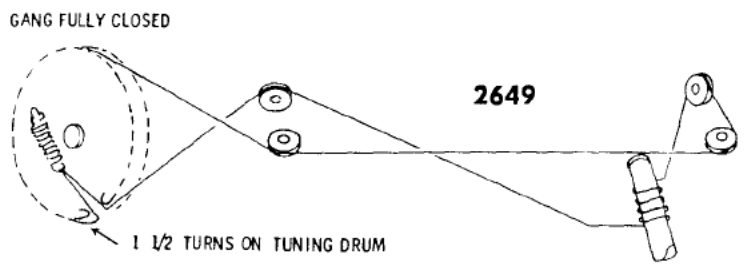
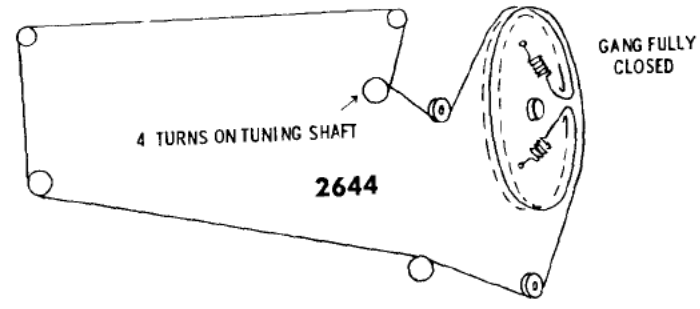
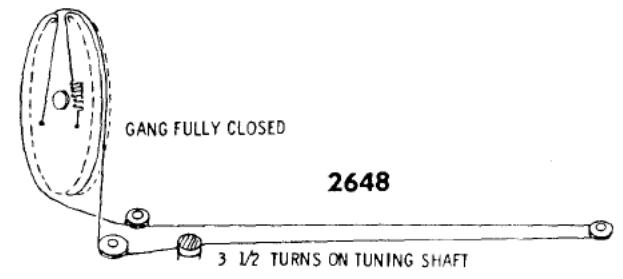
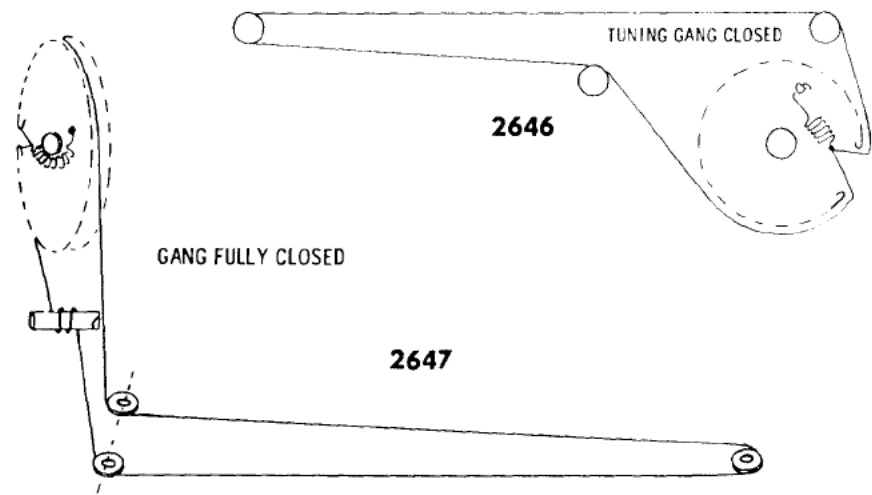
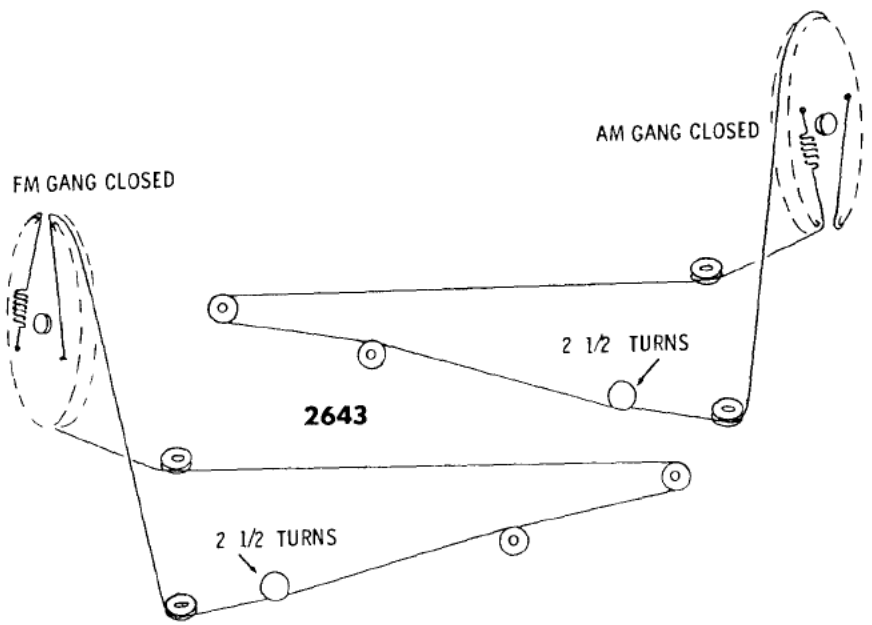
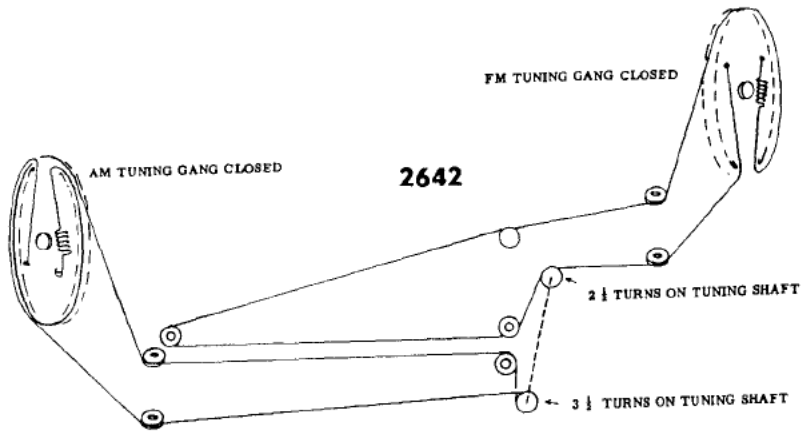
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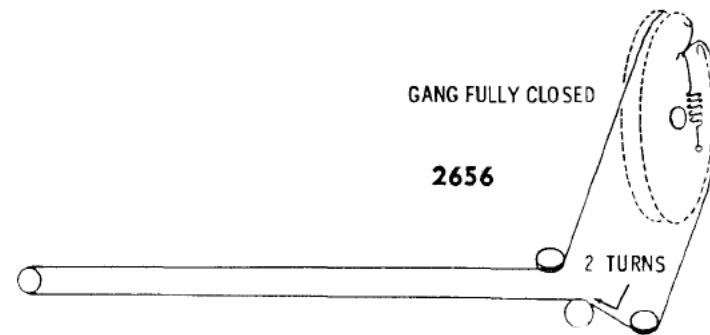
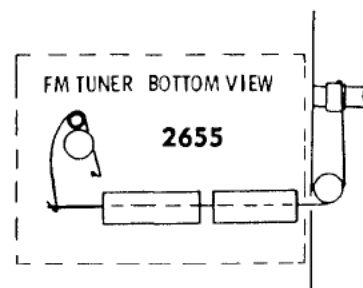
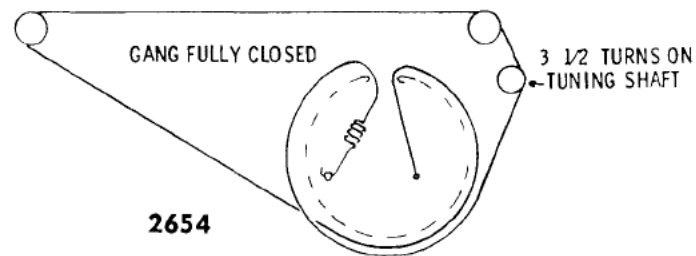
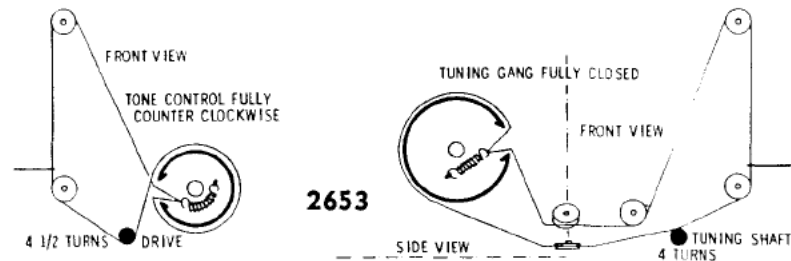
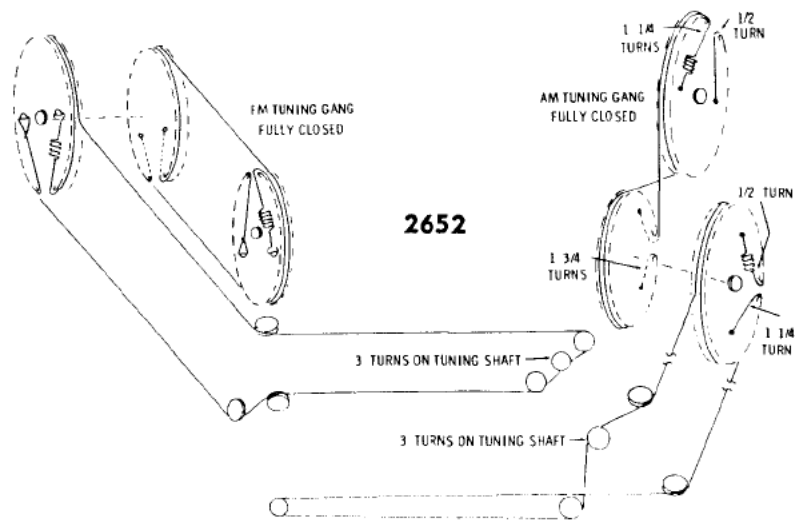
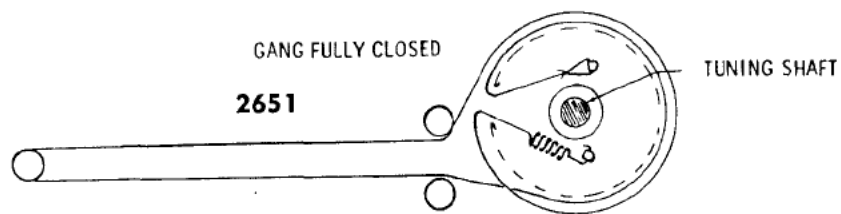
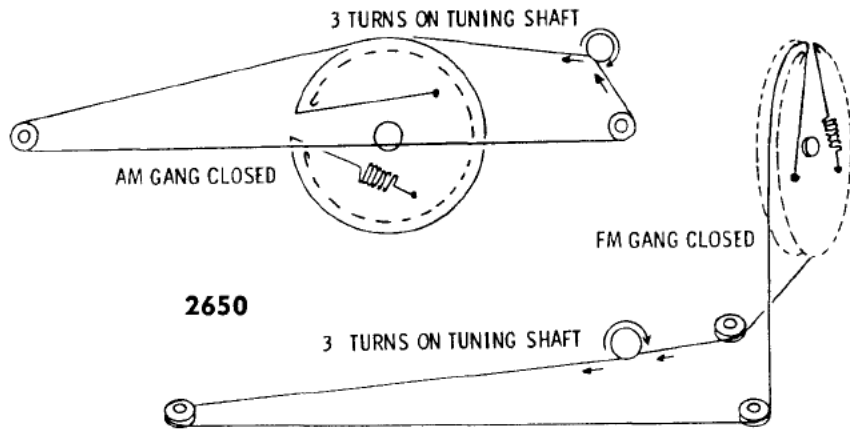


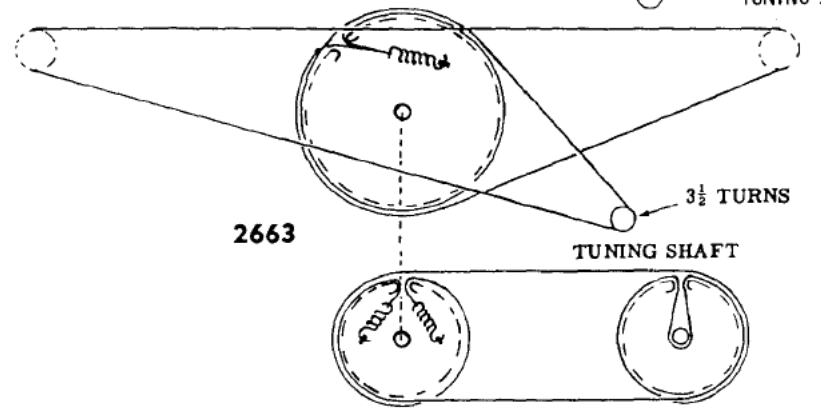
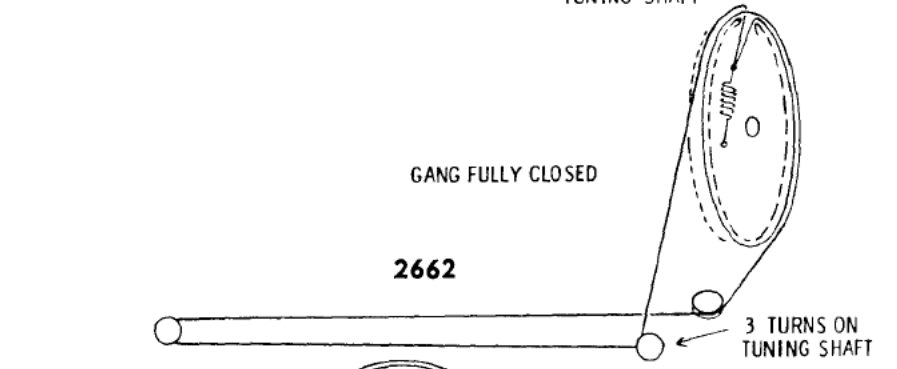
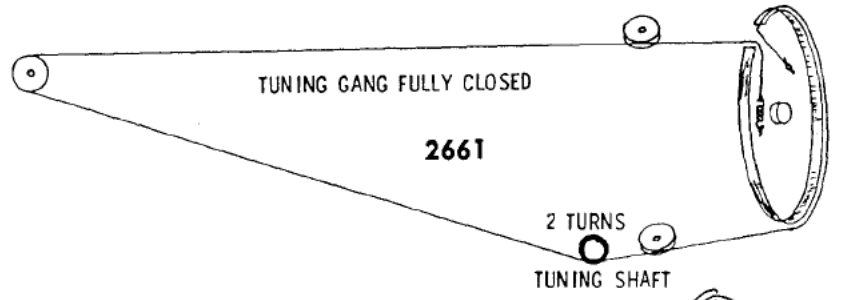
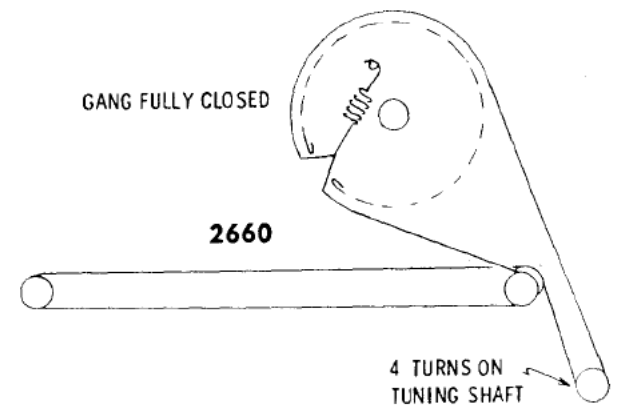
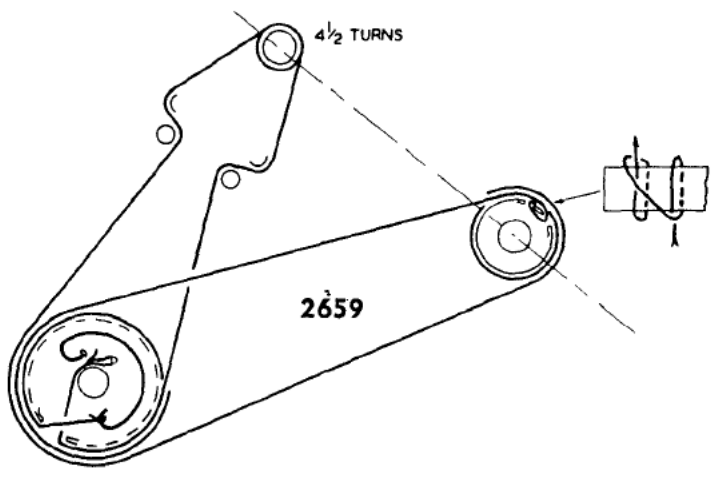
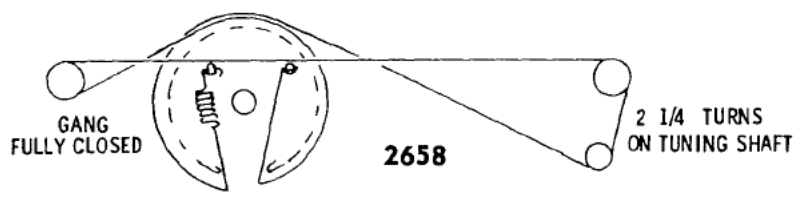
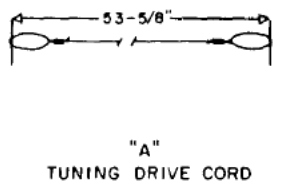
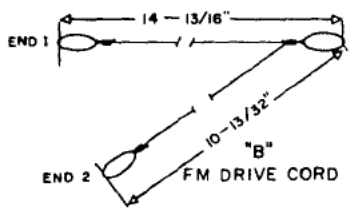
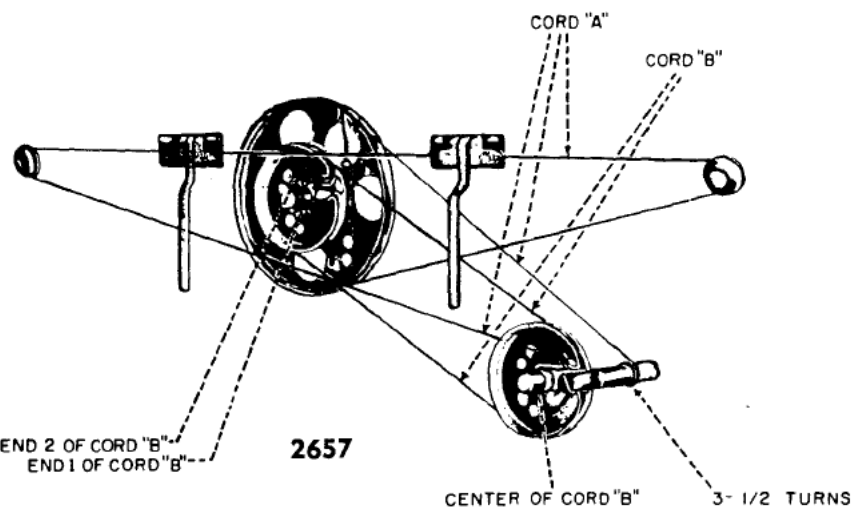
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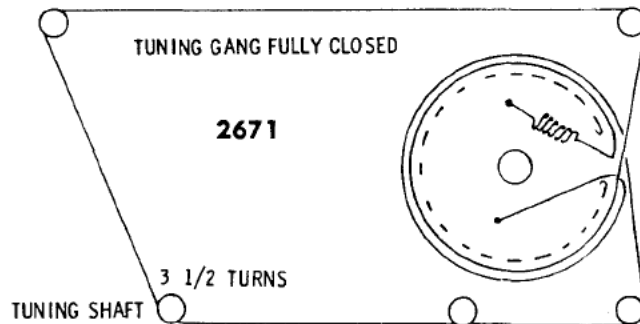
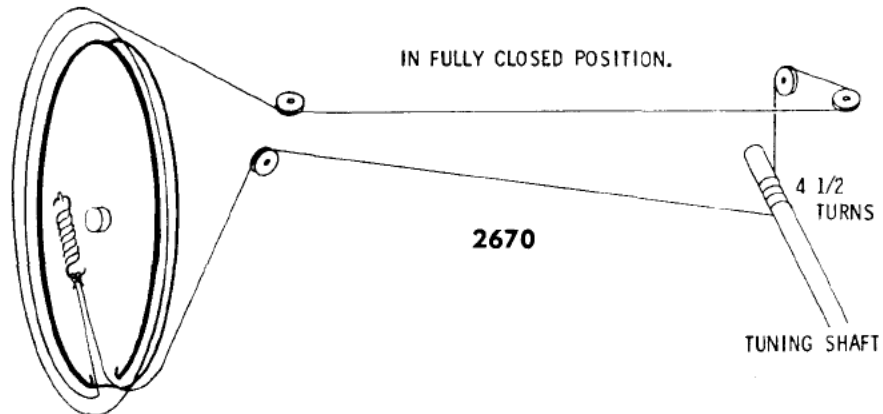
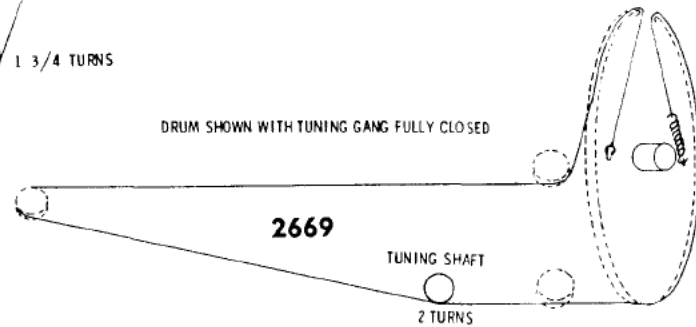
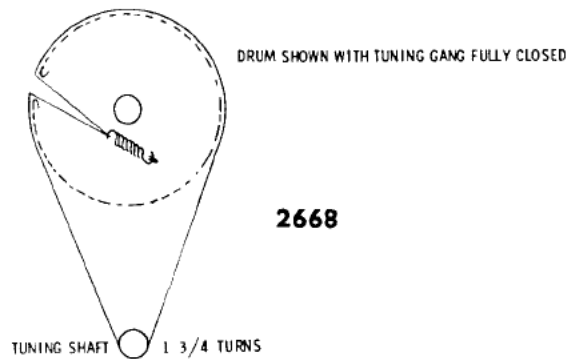
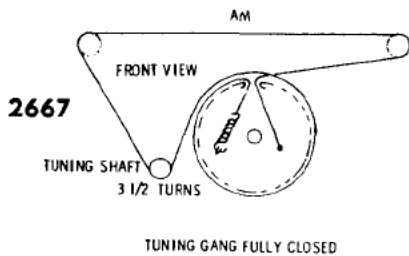
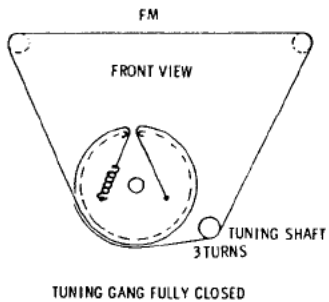
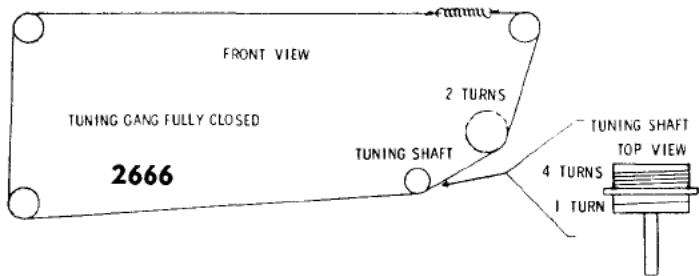
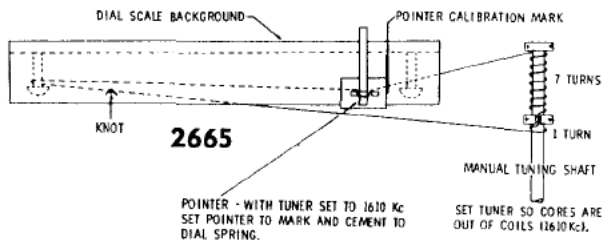
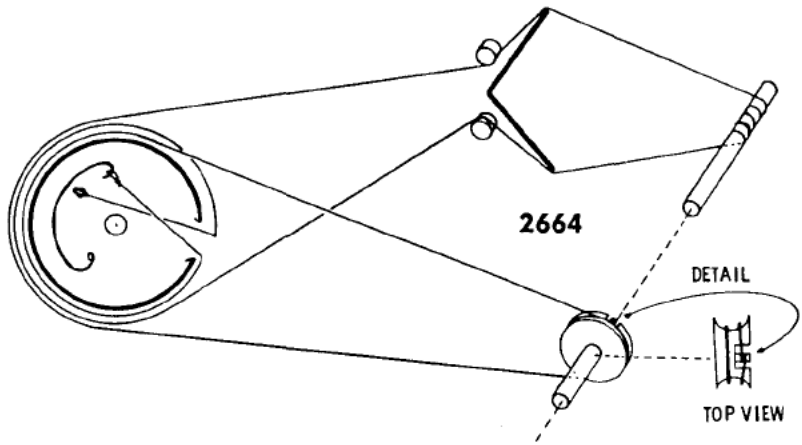


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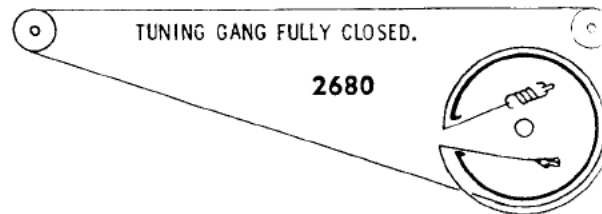
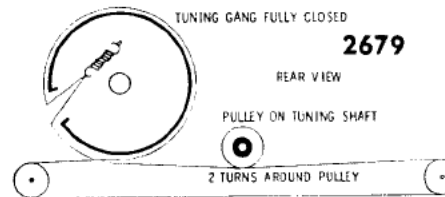
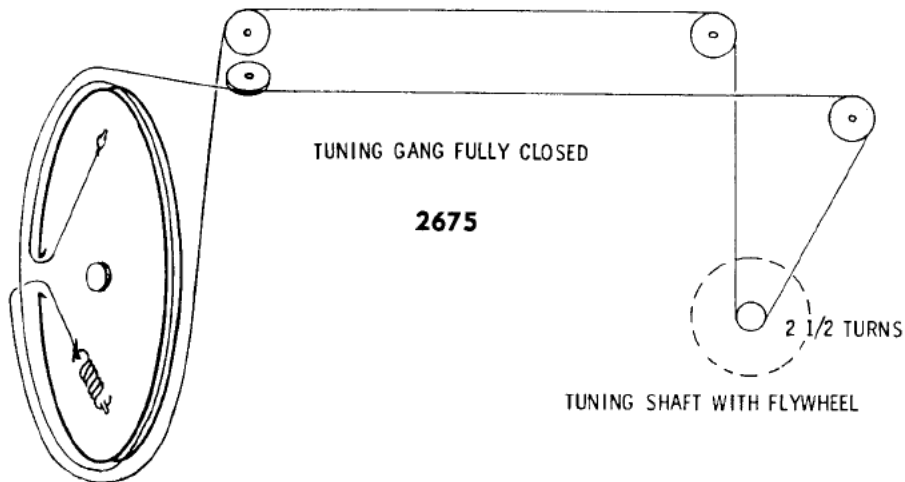
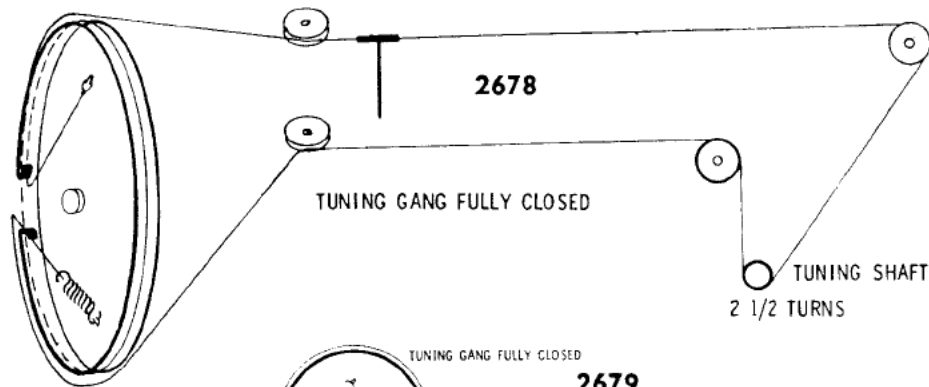
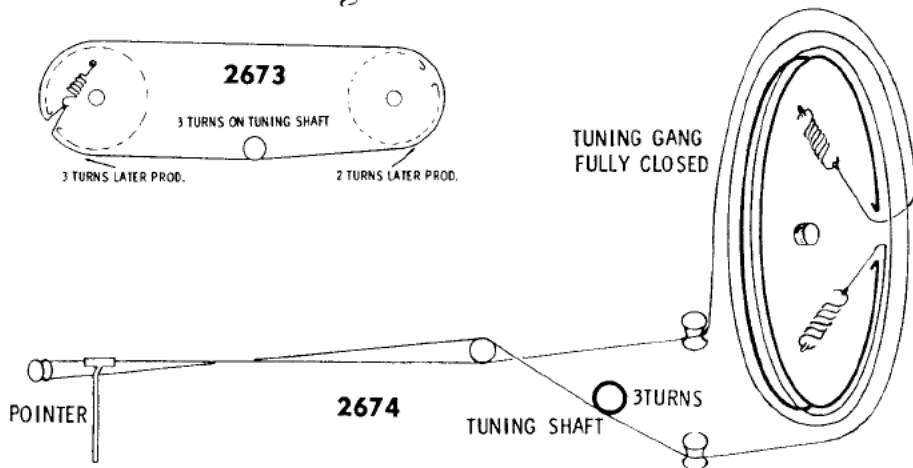
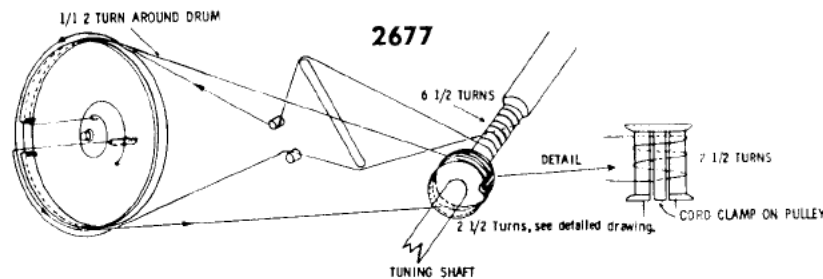
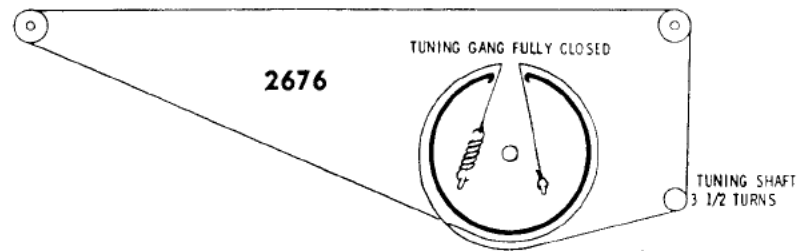
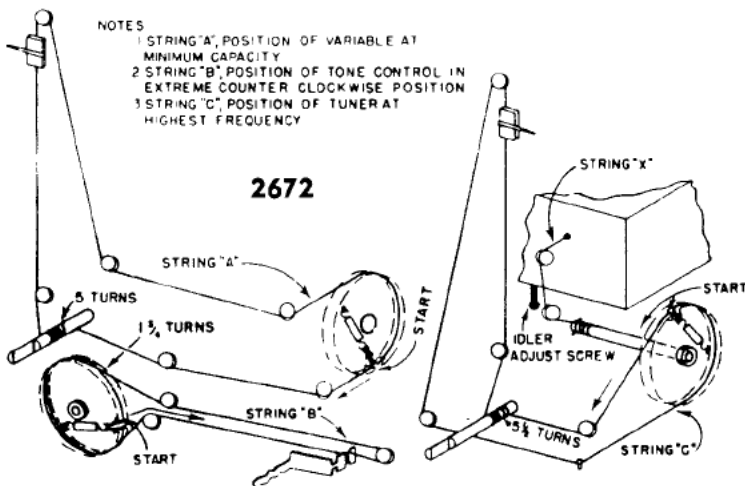




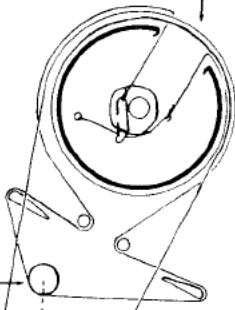


NOTES

- 1 STRING "A" POSITION OF VARIABLE AT MINIMUM CAPACITY
- 2 STRING "B" POSITION OF TONE CONTROL IN EXTREME COUNTER CLOCKWISE POSITION
- 3 STRING "C" POSITION OF TUNER AT HIGHEST FREQUENCY



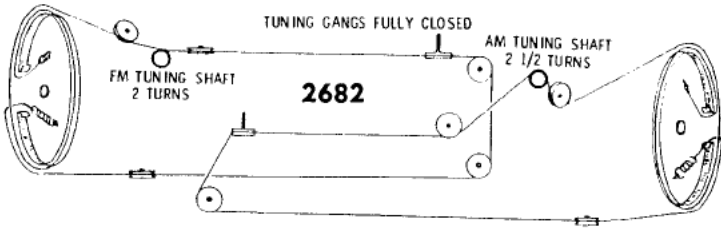
POSITION PULLEY OPENING AT 1:00 O'CLOCK BEFORE RESTRINGING



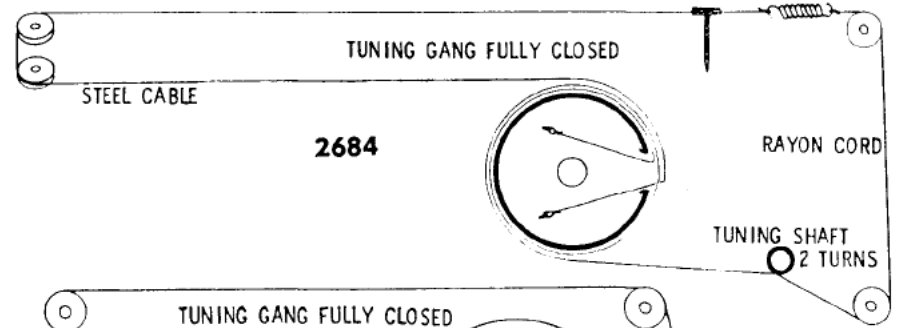
2681

4 TURNS AROUND SMALL PULLEY

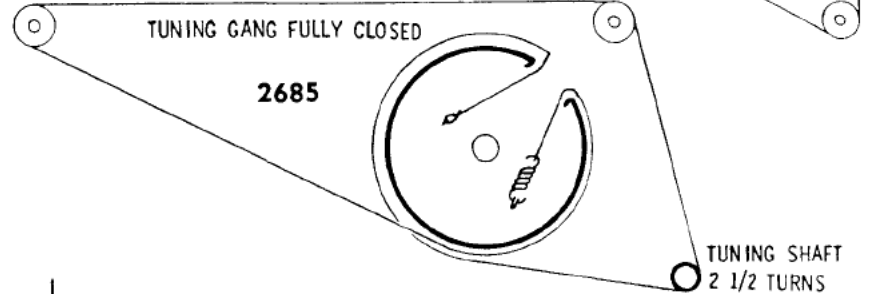
NOT UNDER NOTCH
FINE TUNING SHAFT MUST BE IN FULL COUNTERCLOCKWISE POSITION BEFORE RESTRINGING
THEN 2 TURNS UNDER NOTCH



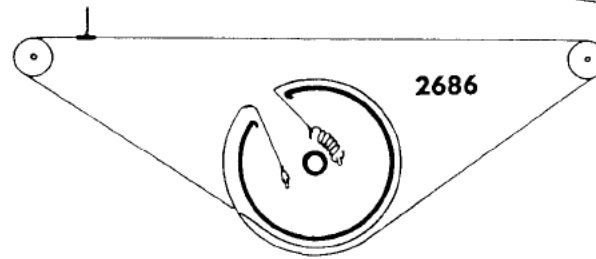
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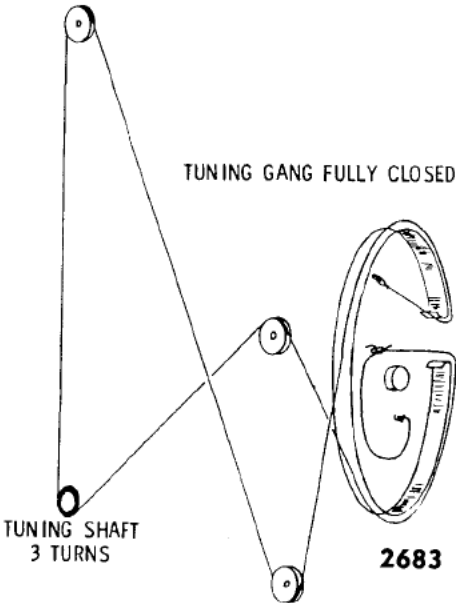
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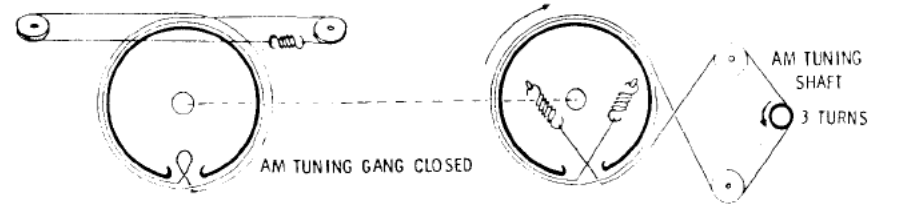
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2686

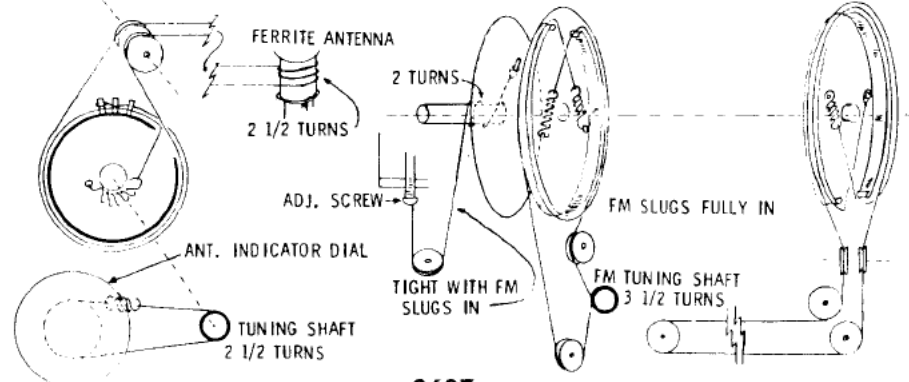


2683



AM TUNING GANG CLOSED

AM TUNING SHAFT
3 TURNS



FERRITE ANTENNA

2 TURNS

2 1/2 TURNS

ADJ. SCREW

TIGHT WITH FM SLUGS IN

FM SLUGS FULLY IN

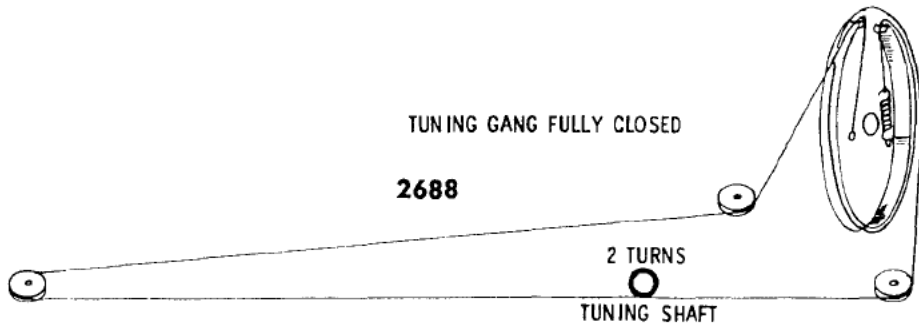
TUNING SHAFT
2 1/2 TURNS

FM TUNING SHAFT
3 1/2 TURNS

2687

TUNING GANG FULLY CLOSED

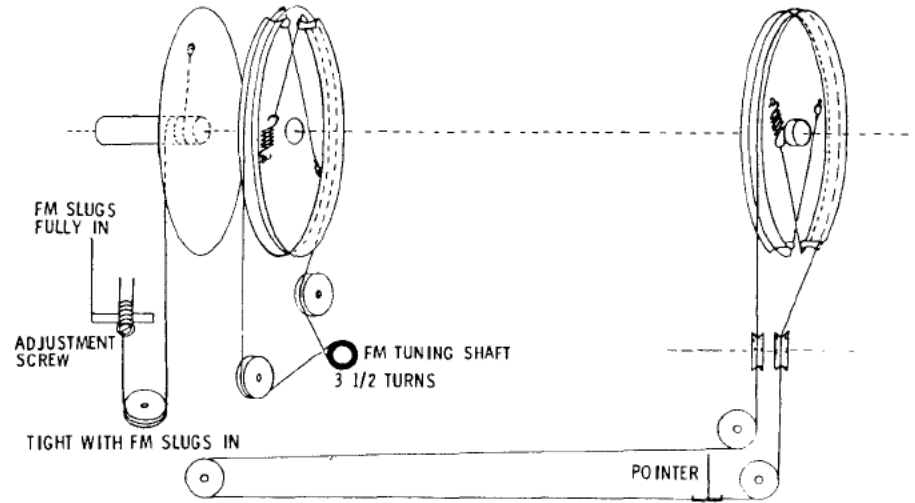
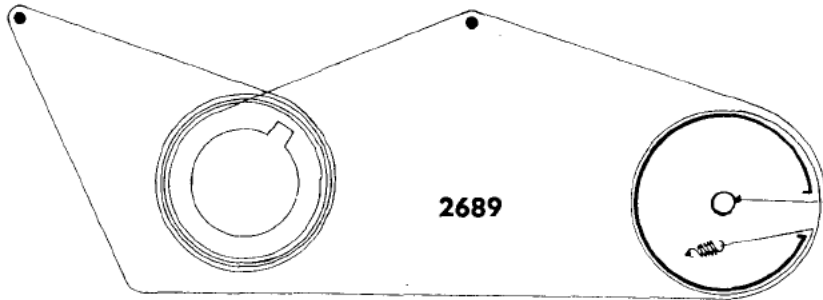
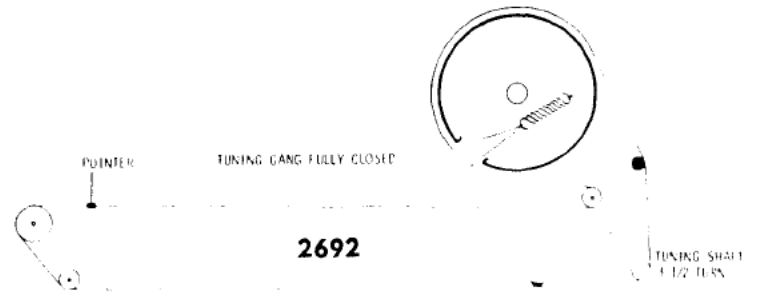
2688



POINTER

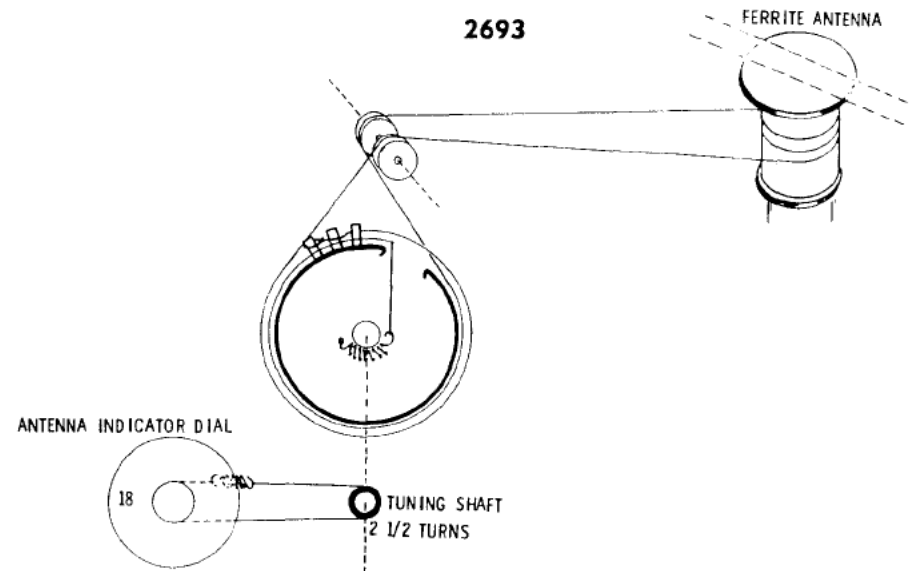
TUNING GANG FULLY CLOSED

2692



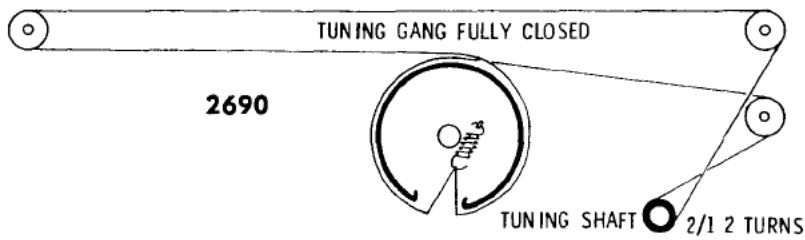
2693

FERRITE ANTENNA



TUNING GANG FULLY CLOSED

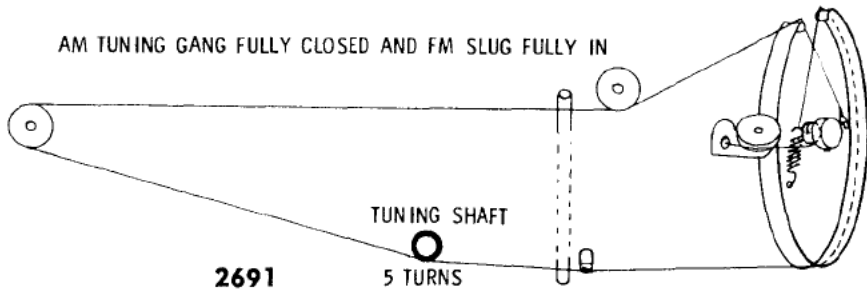
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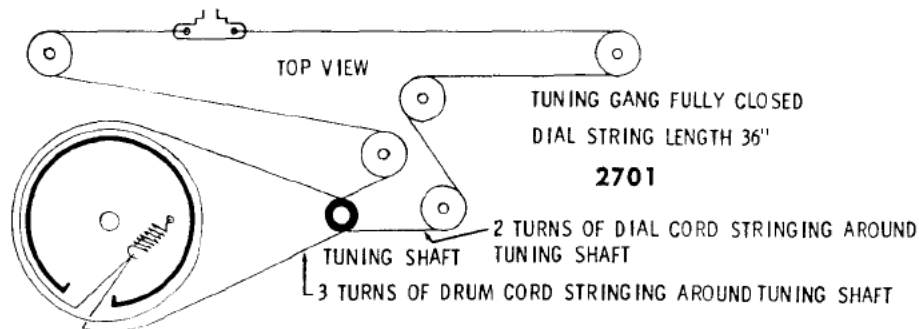
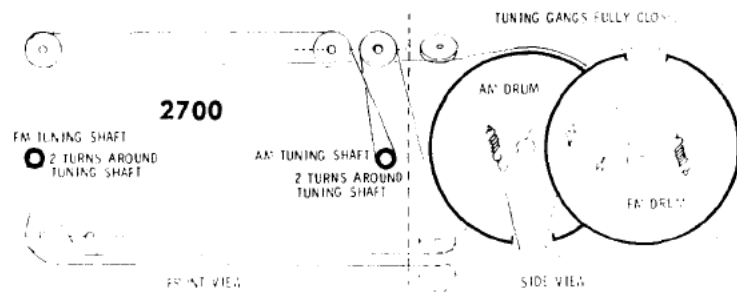
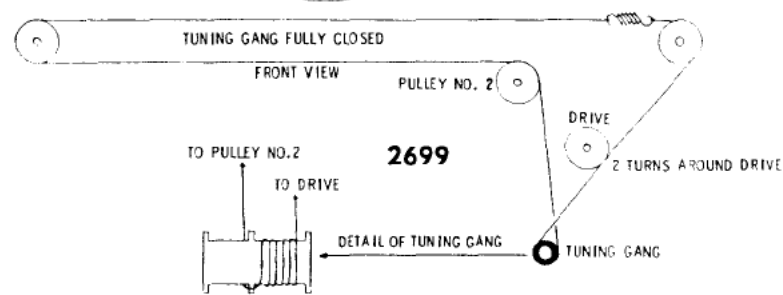
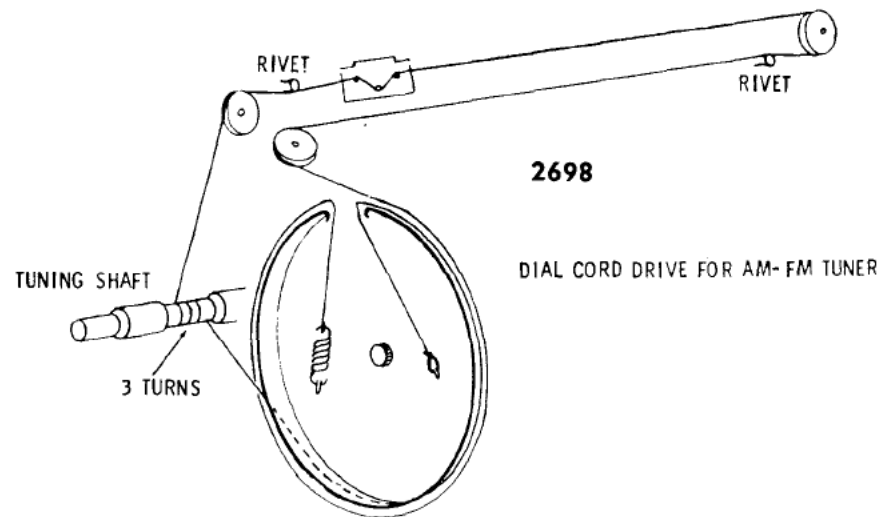
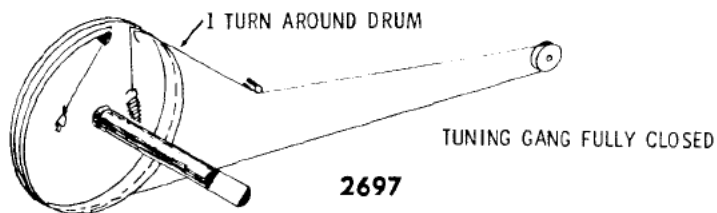
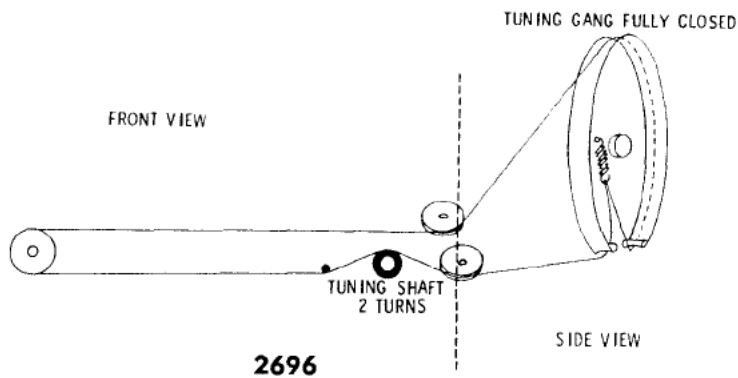
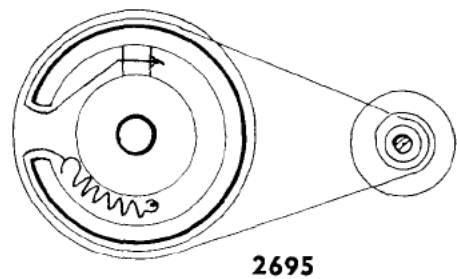
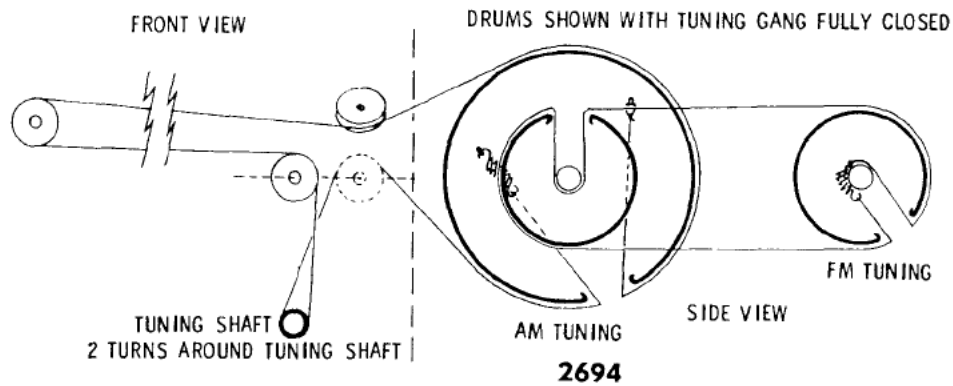


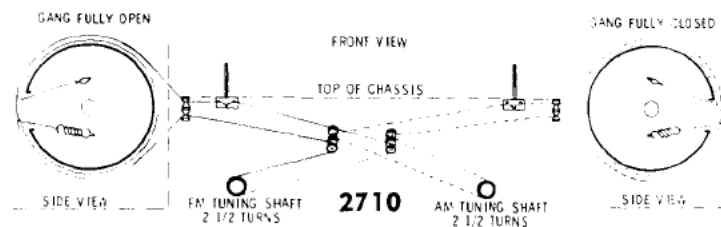
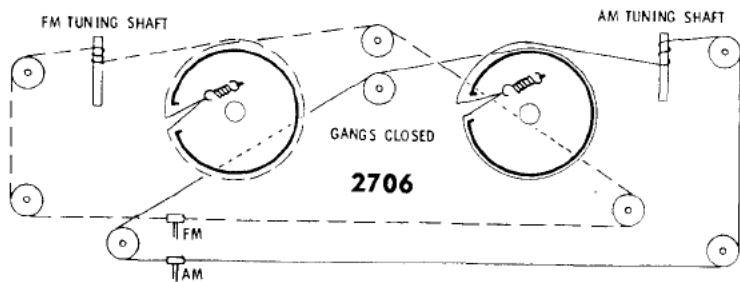
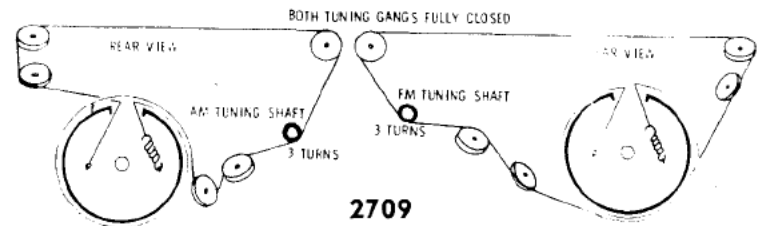
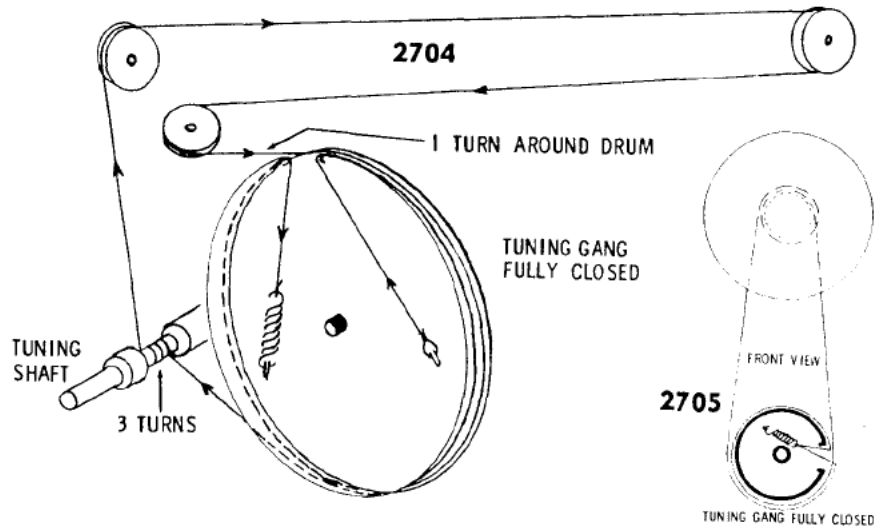
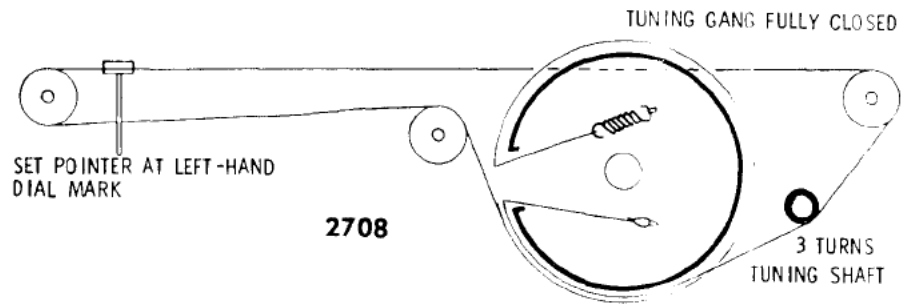
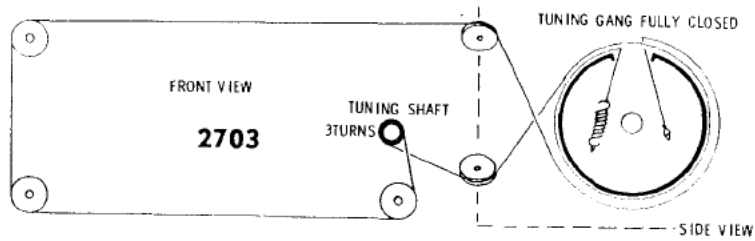
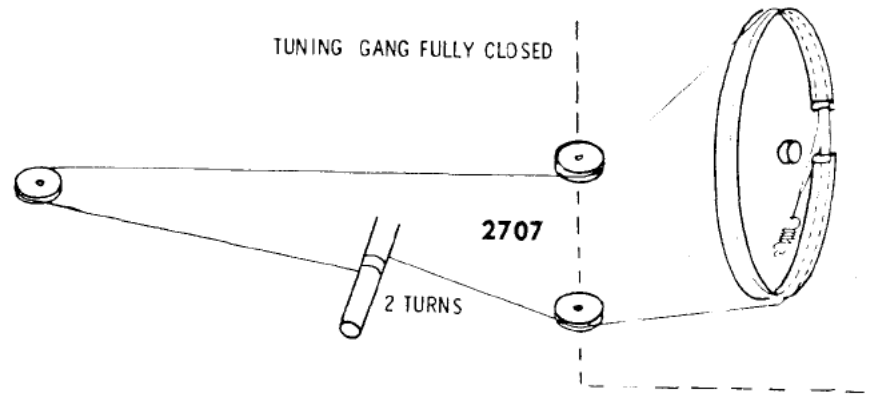
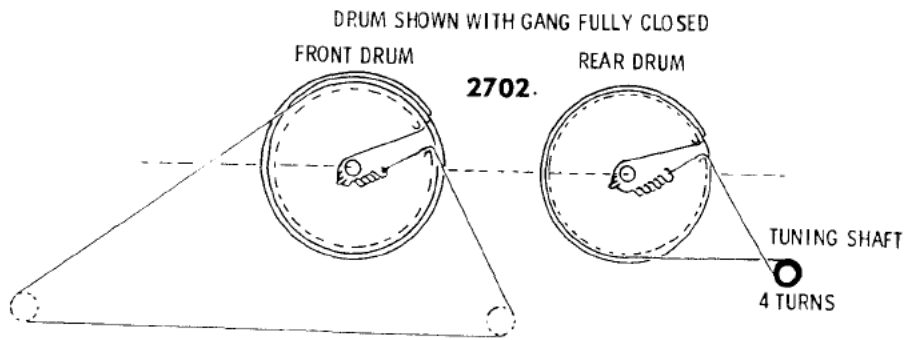
AM TUNING GANG FULLY CLOSED AND FM SLUG FULLY IN

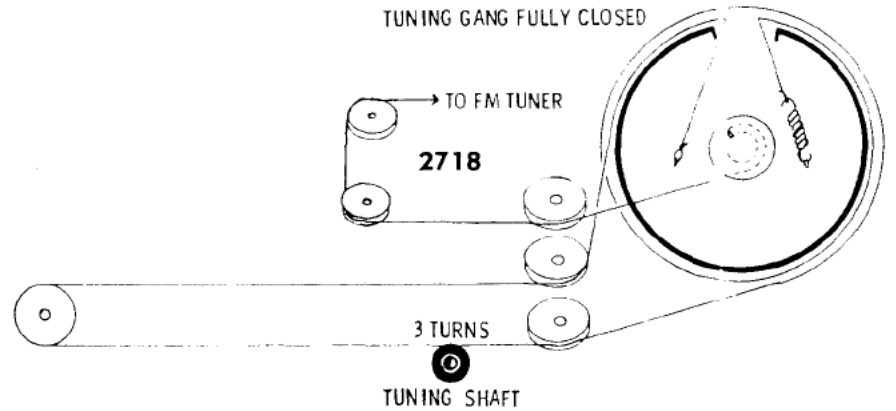
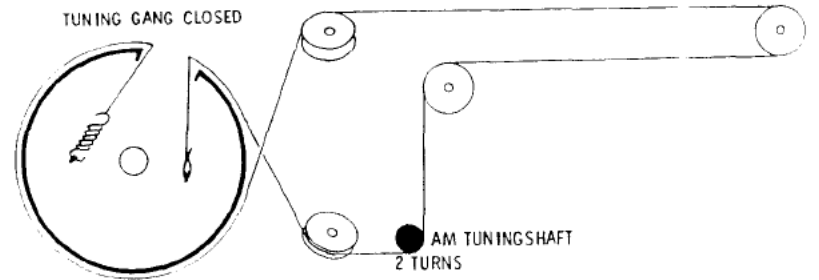
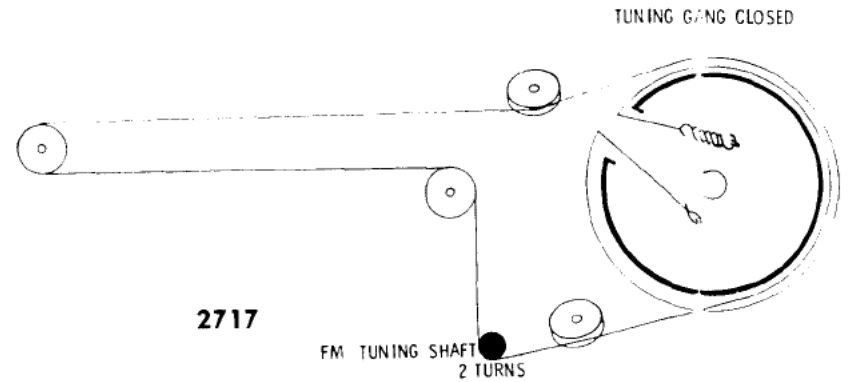
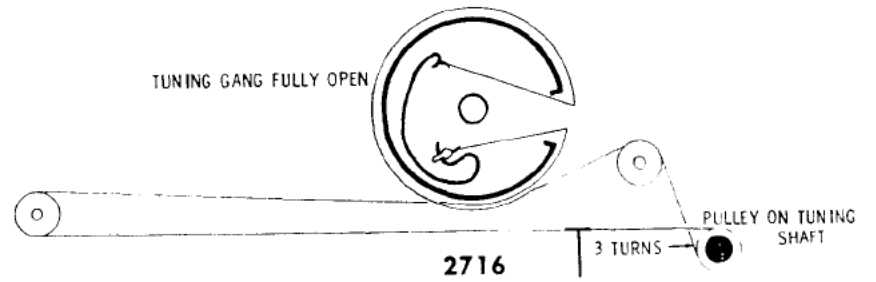
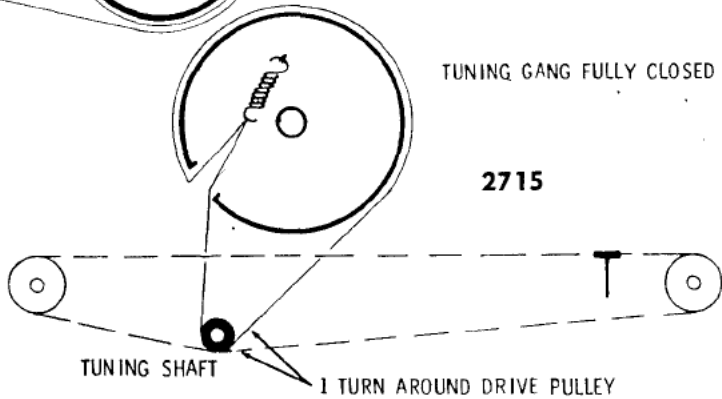
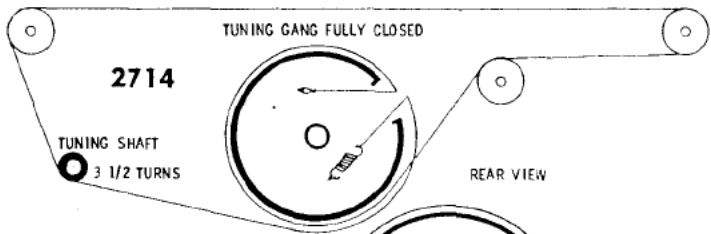
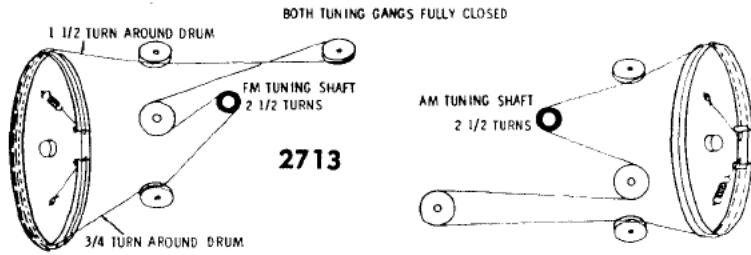
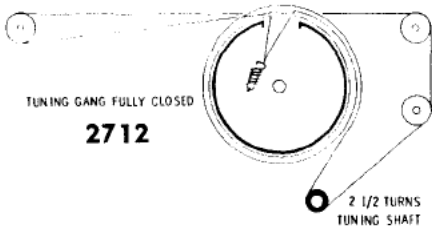
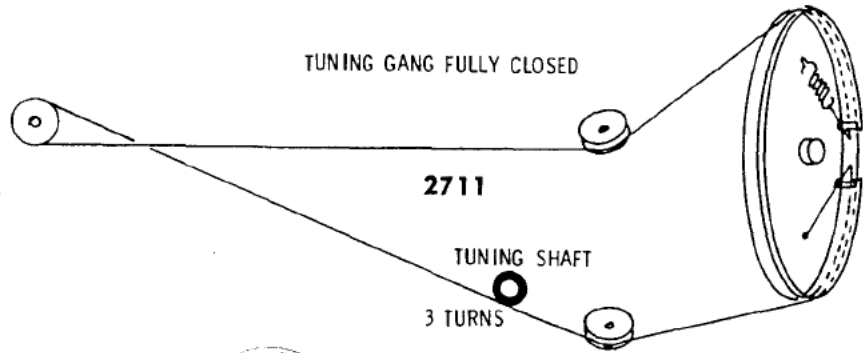
2691

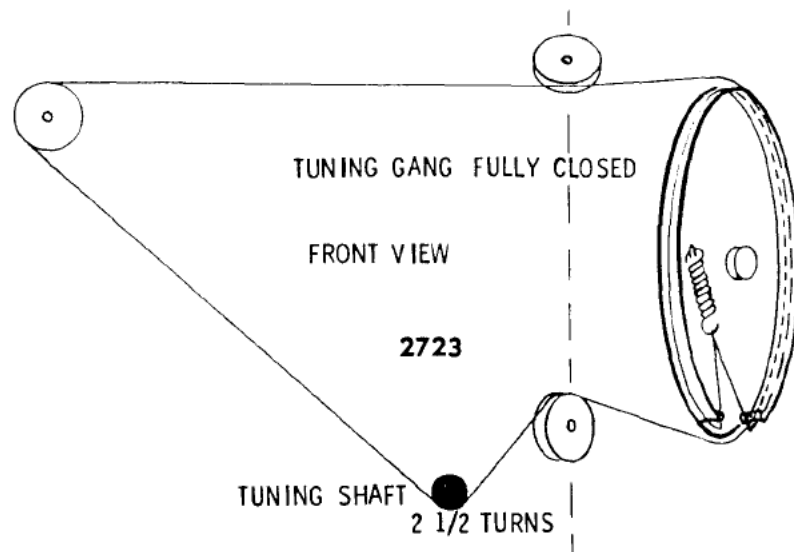
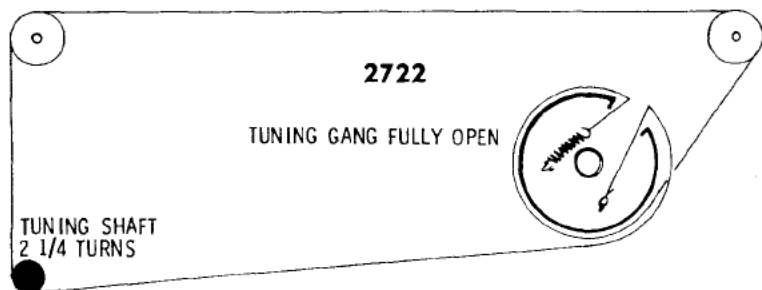
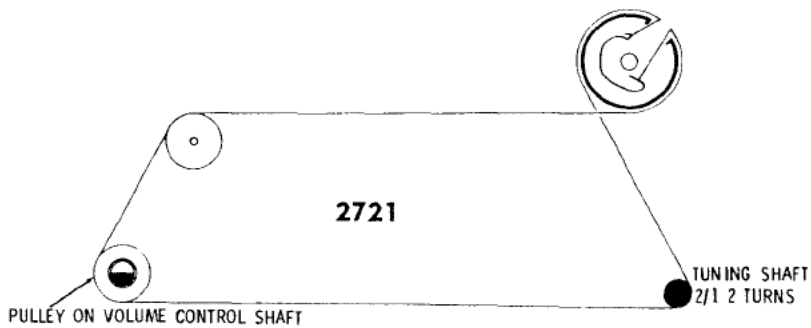
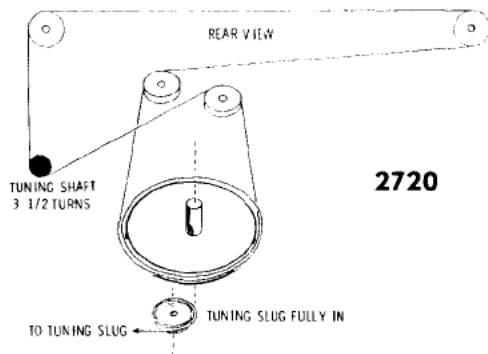
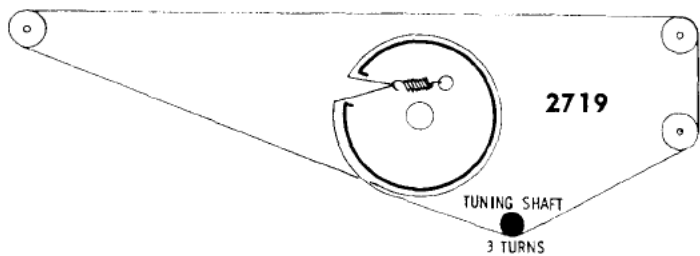
TUNING SHAFT
5 TURNS



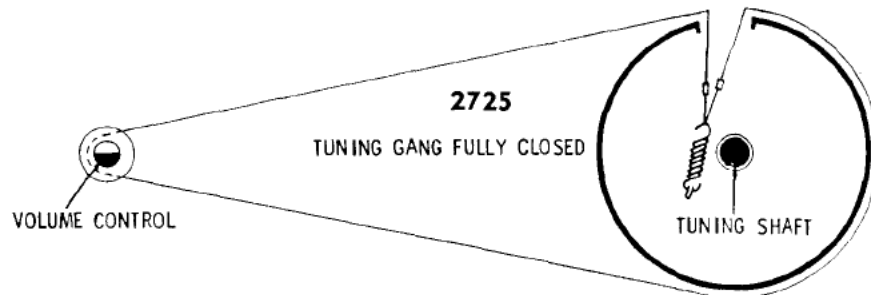
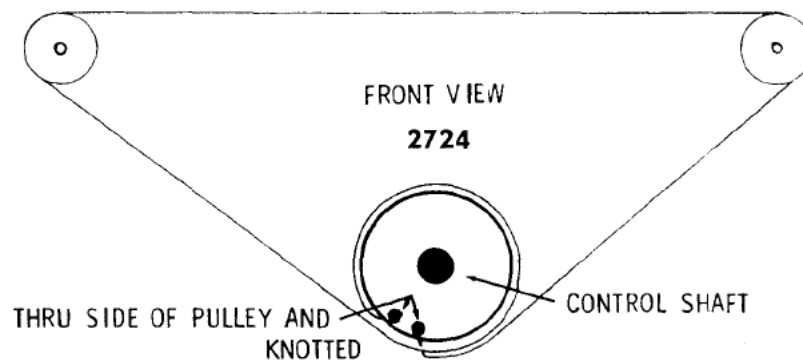


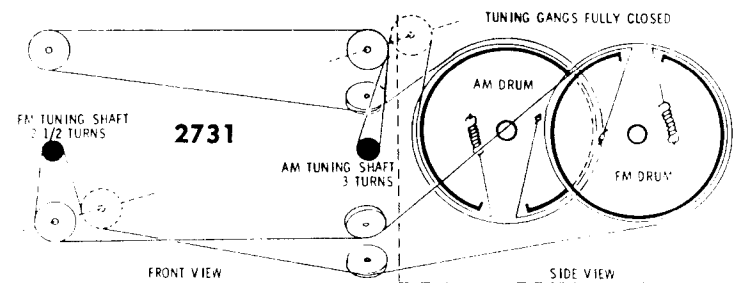
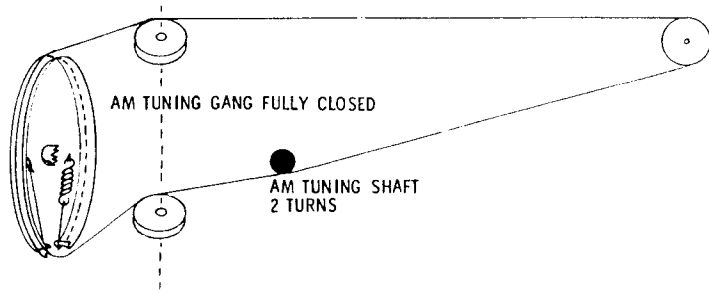
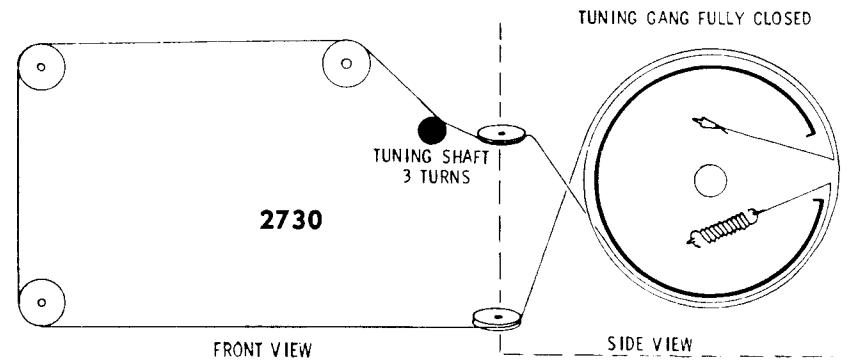
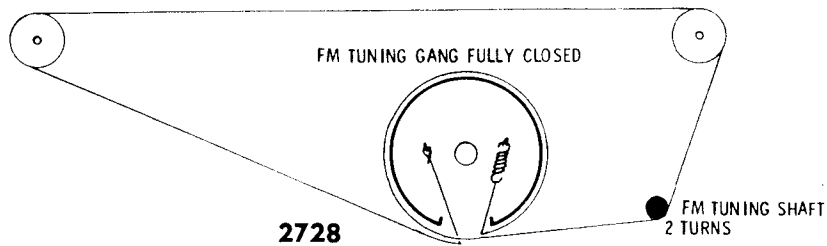
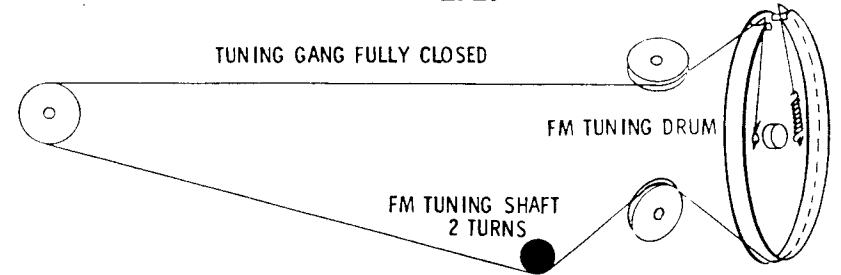
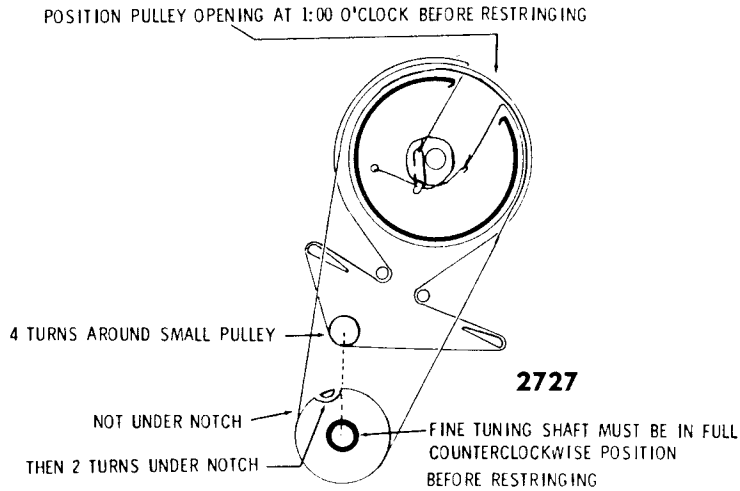
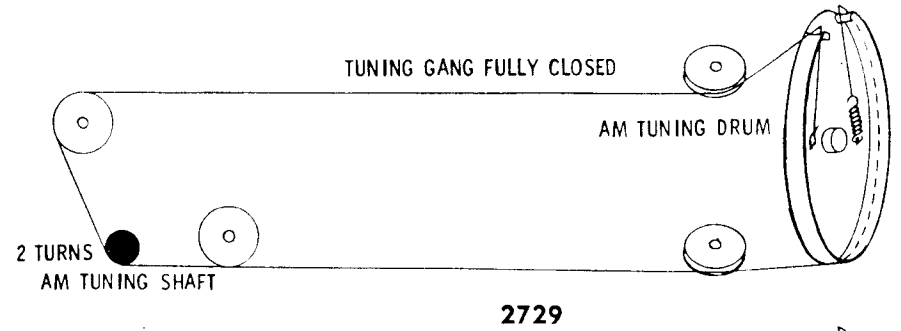
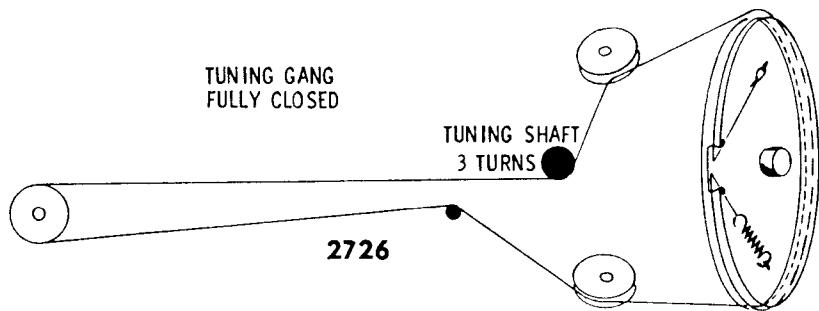






CORD STRINGING FOR BALANCE, BASS, TREBLE, LOUDNESS
AND SELECTOR CONTROLS.
CONTROLS SET AT MINIMUM.

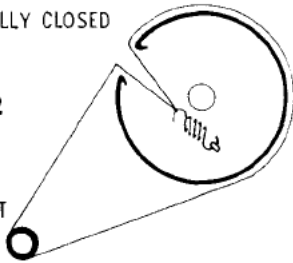




TUNING GANG FULLY CLOSED

2732

TUNING SHAFT
2 1/2 TURNS

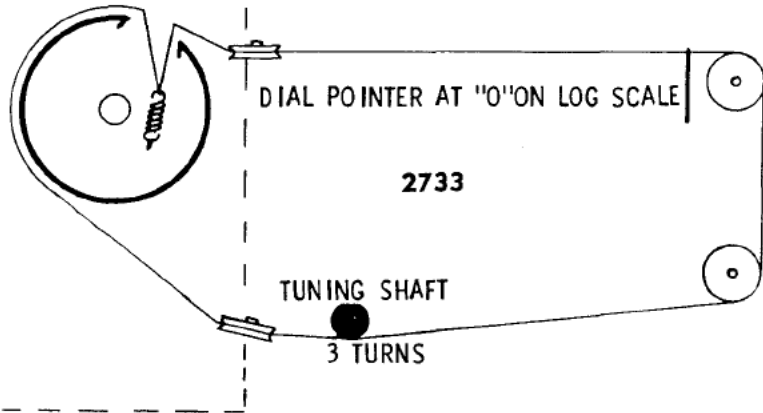


GANG FULLY CLOSED

DIAL POINTER AT "0" ON LOG SCALE

2733

TUNING SHAFT
3 TURNS



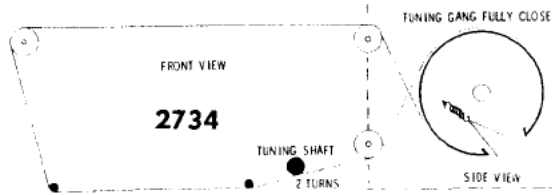
FRONT VIEW

2734

TUNING SHAFT
2 TURNS

TUNING GANG FULLY CLOSED

SIDE VIEW

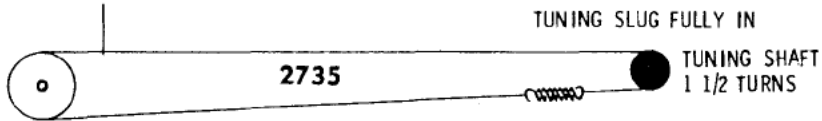


TUNING SLUG FULLY IN

2735

TUNING SHAFT
1 1/2 TURNS

REAR VIEW OF DIAL PLATE



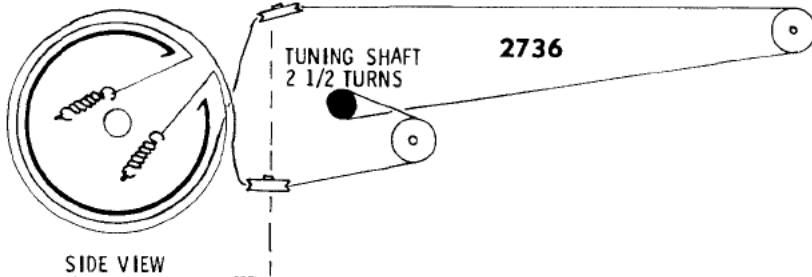
TUNING GANG FULLY CLOSED

REAR VIEW

TUNING SHAFT
2 1/2 TURNS

2736

SIDE VIEW



FRONT VIEW

AM TUNING GANG CLOSED

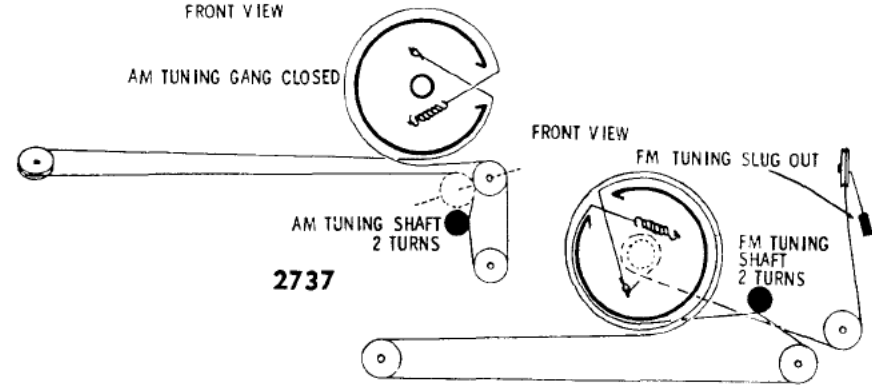
2737

AM TUNING SHAFT
2 TURNS

FRONT VIEW

FM TUNING SLUG OUT

FM TUNING SHAFT
2 TURNS



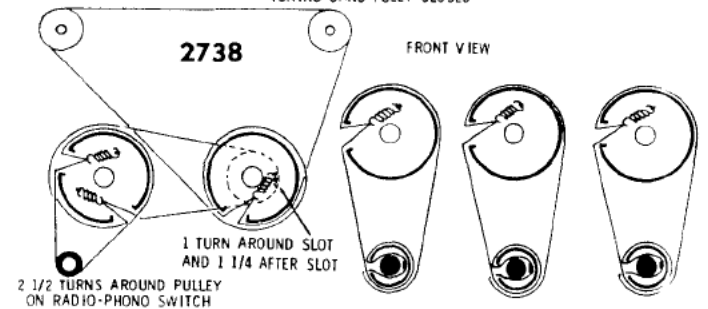
TUNING GANG FULLY CLOSED

2738

FRONT VIEW

1 TURN AROUND SLOT
AND 1 1/4 AFTER SLOT

2 1/2 TURNS AROUND PULLEY
ON RADIO-PHONO SWITCH



FM TUNING GANG FULLY CLOSED

FRONT VIEW

2739

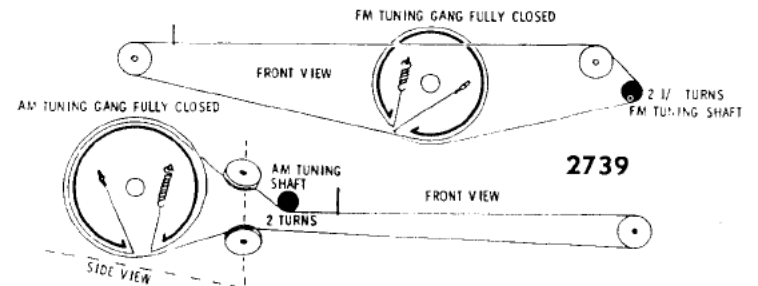
AM TUNING GANG FULLY CLOSED

AM TUNING SHAFT
2 TURNS

FRONT VIEW

2 1/2 TURNS
FM TUNING SHAFT

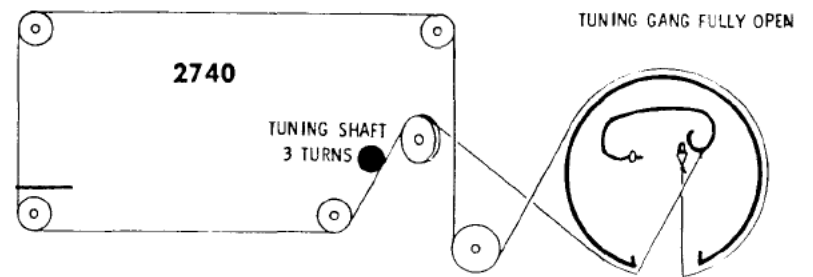
SIDE VIEW

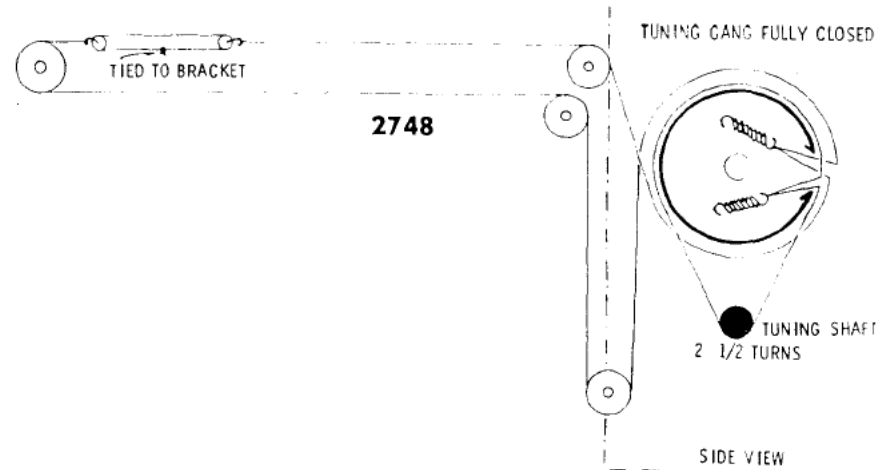
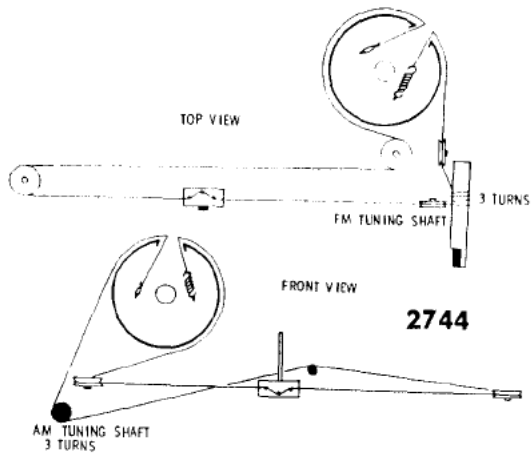
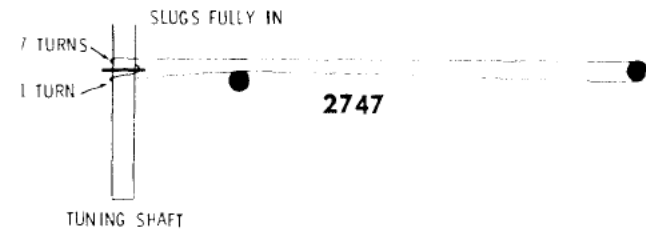
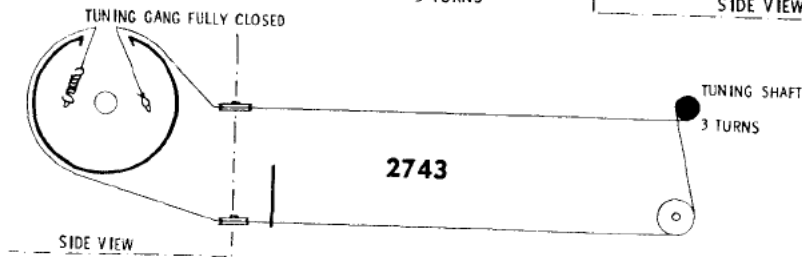
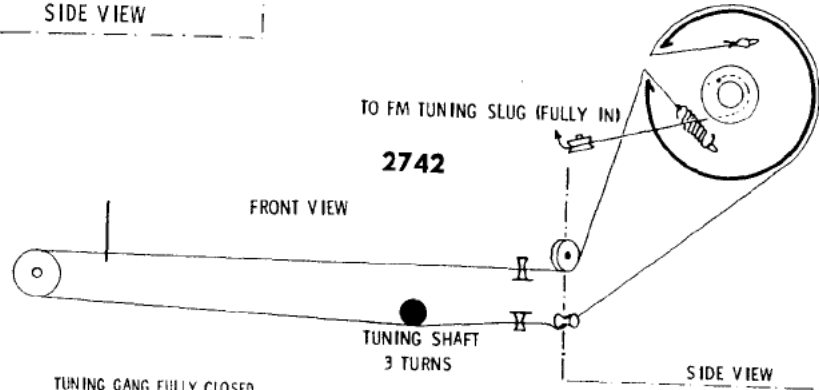
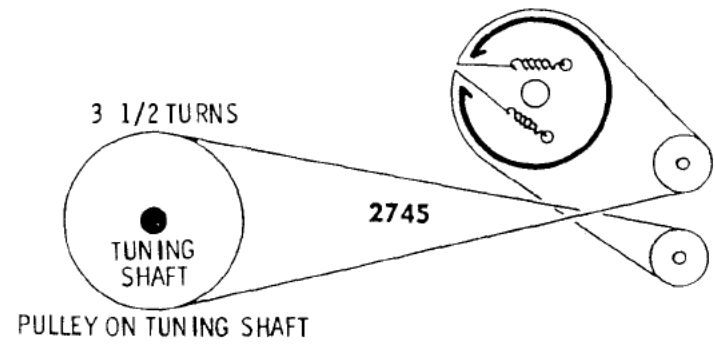
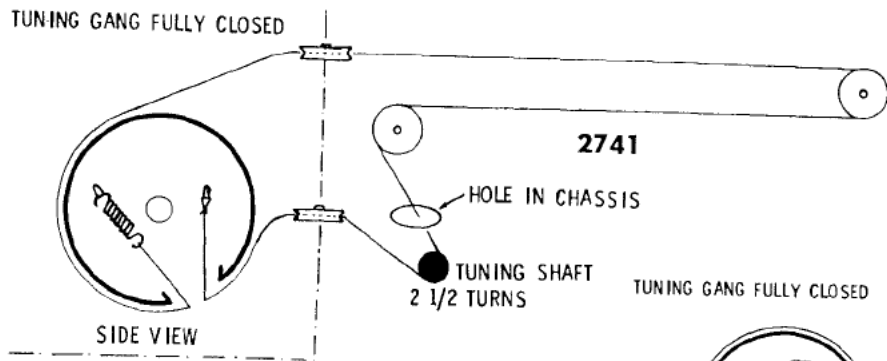


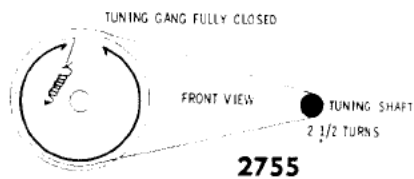
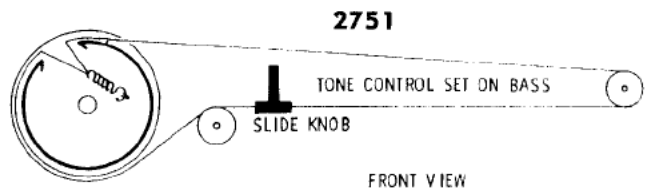
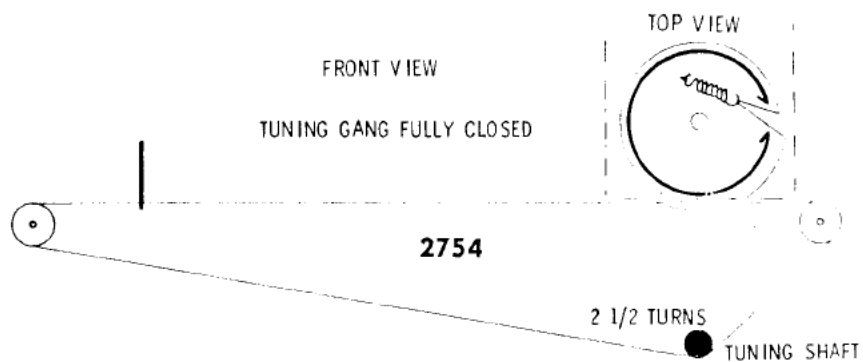
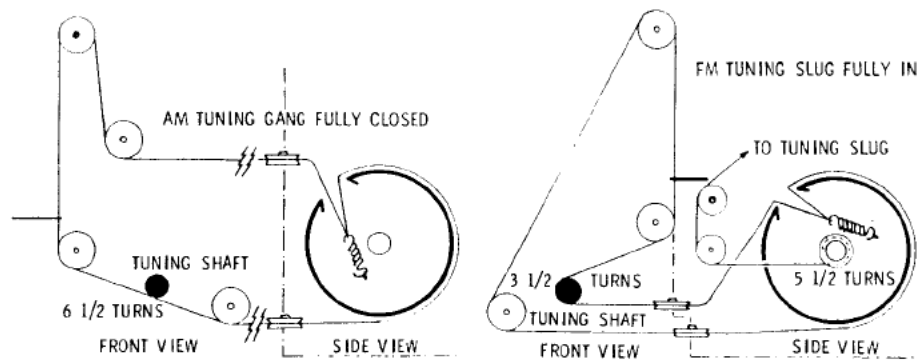
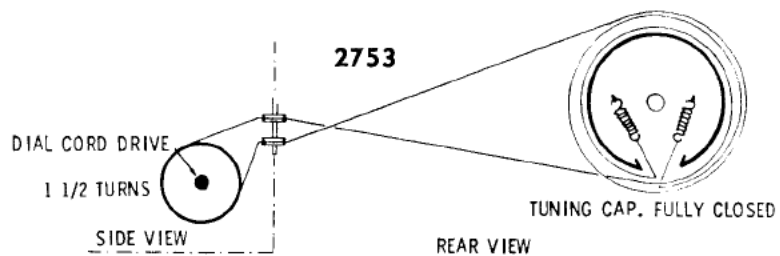
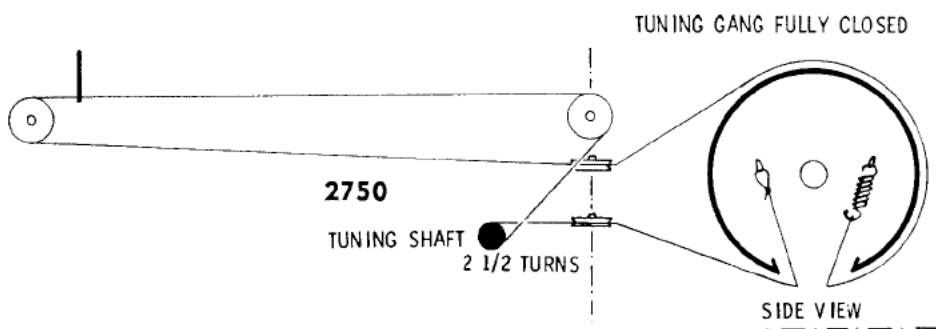
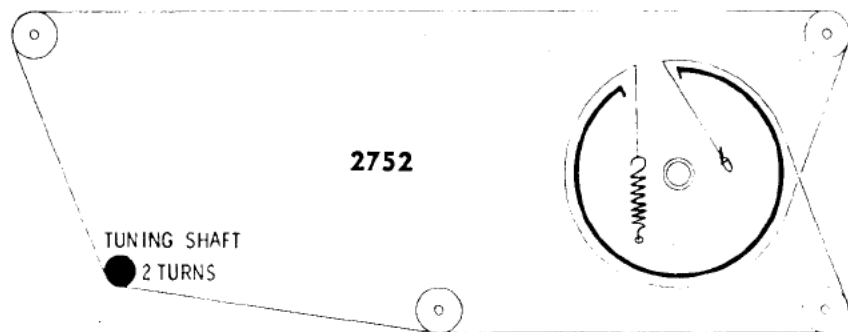
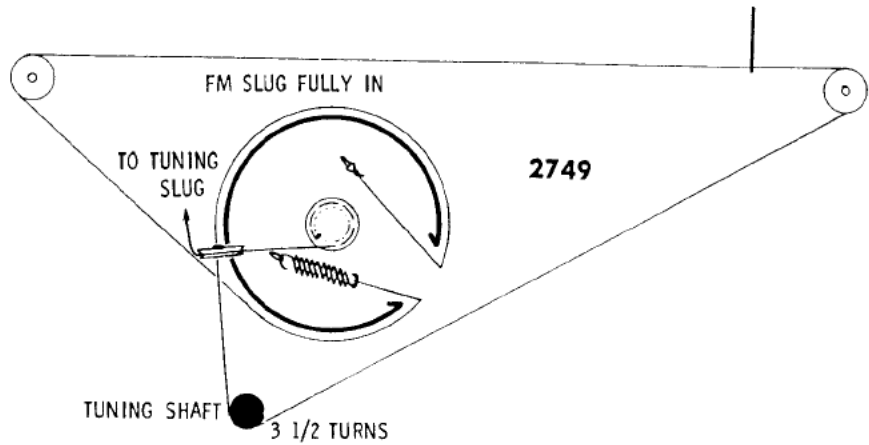
2740

TUNING SHAFT
3 TURNS

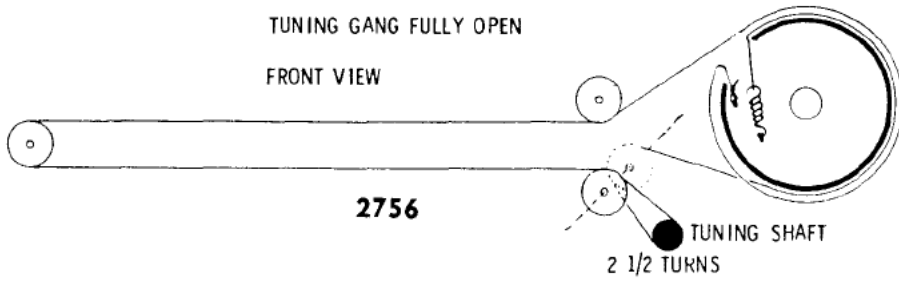
TUNING GANG FULLY OPEN



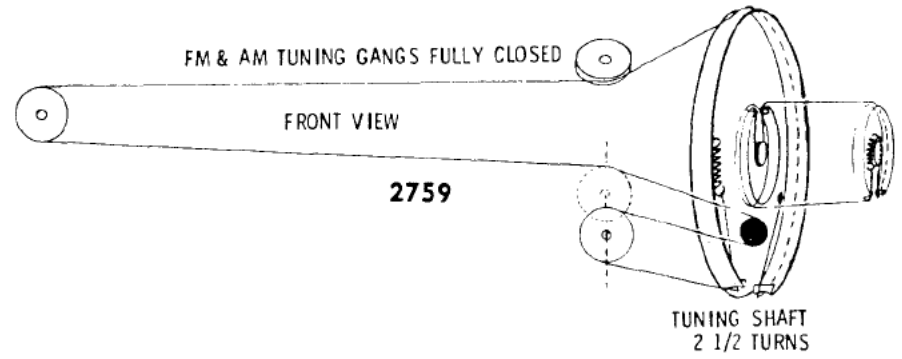




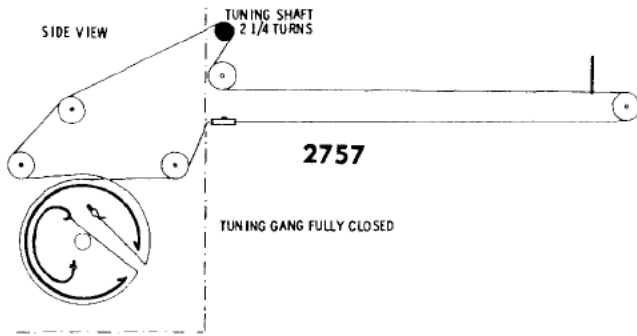
TUNING GANG FULLY OPEN
FRONT VIEW



FM & AM TUNING GANGS FULLY CLOSED
FRONT VIEW



SIDE VIEW



TIED TO FRAME

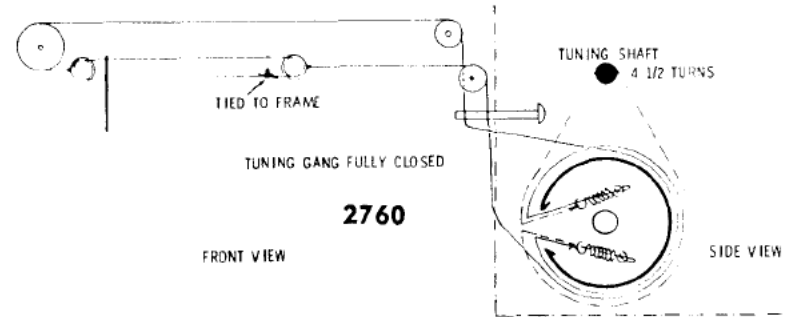
TUNING GANG FULLY CLOSED

2760

FRONT VIEW

TUNING SHAFT
4 1/2 TURNS

SIDE VIEW



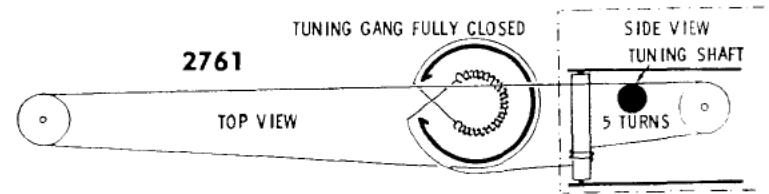
TUNING GANG FULLY CLOSED

2761

TOP VIEW

SIDE VIEW
TUNING SHAFT

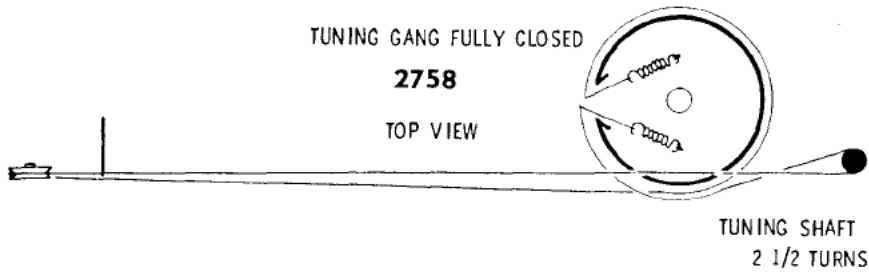
5 TURNS



TUNING GANG FULLY CLOSED

2758

TOP VIEW



TUNING GANG FULLY CLOSED

FRONT VIEW

DIAL POINTER'S PULLEY

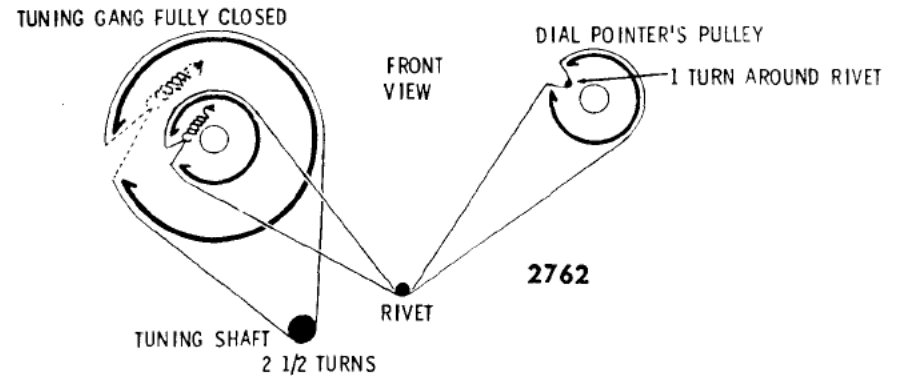
1 TURN AROUND RIVET

2762

TUNING SHAFT

2 1/2 TURNS

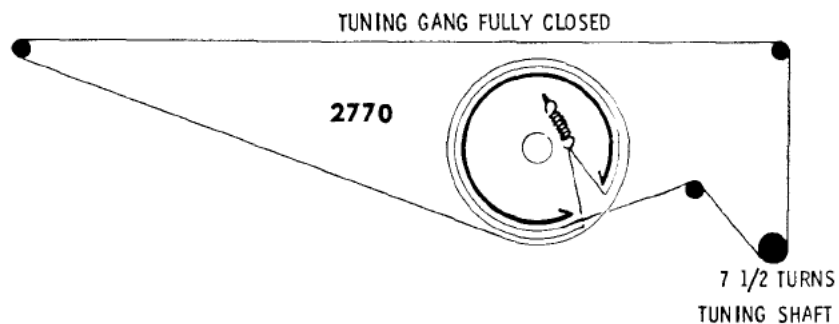
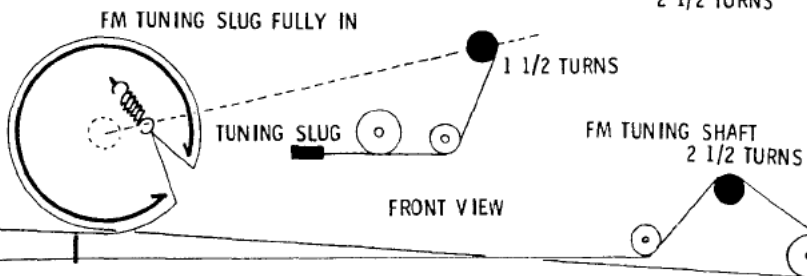
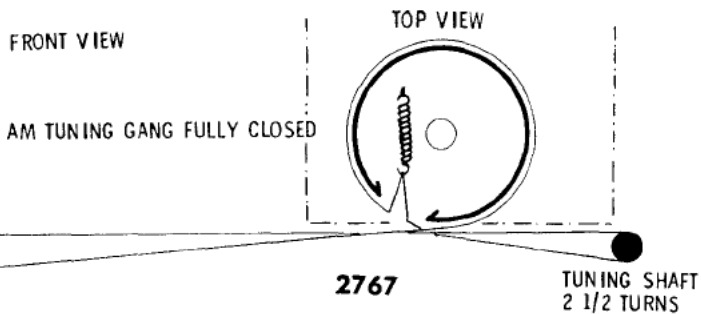
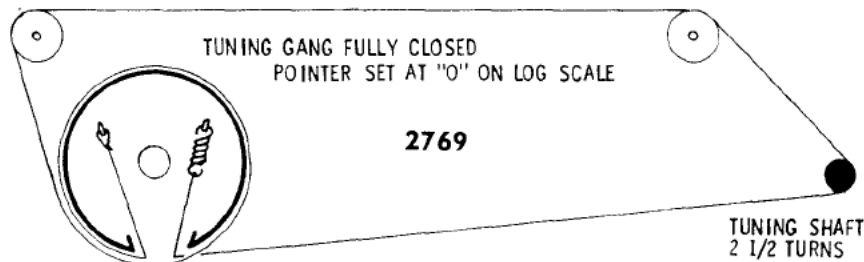
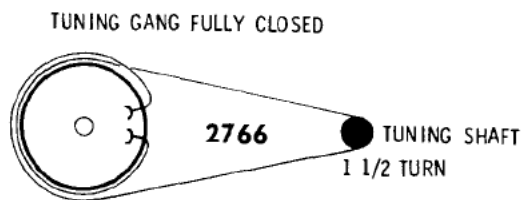
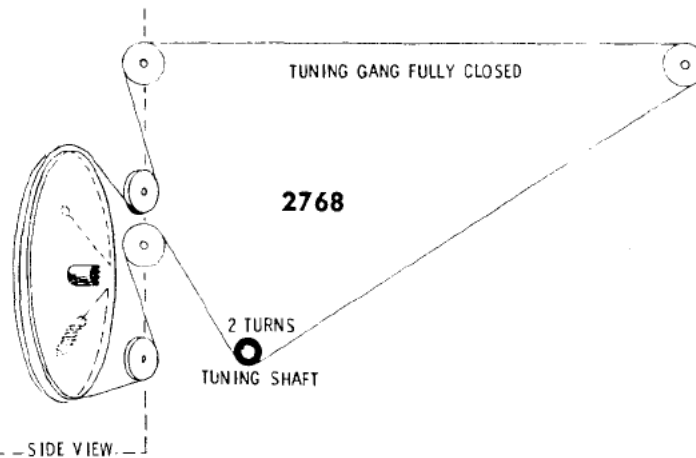
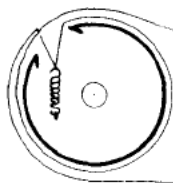
RIVET



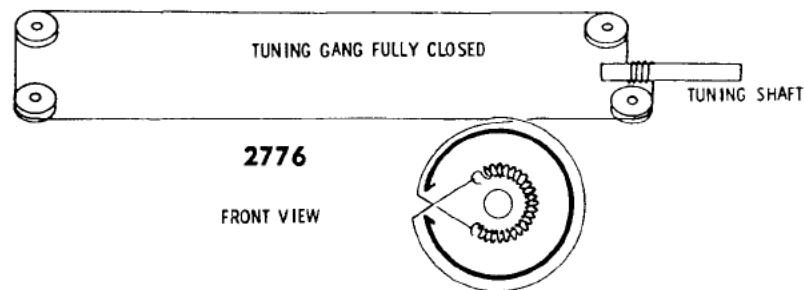
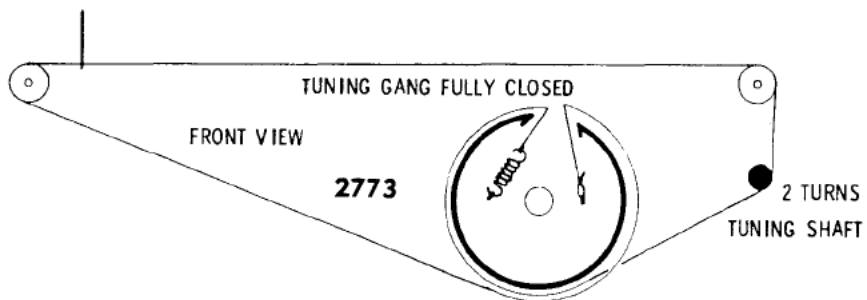
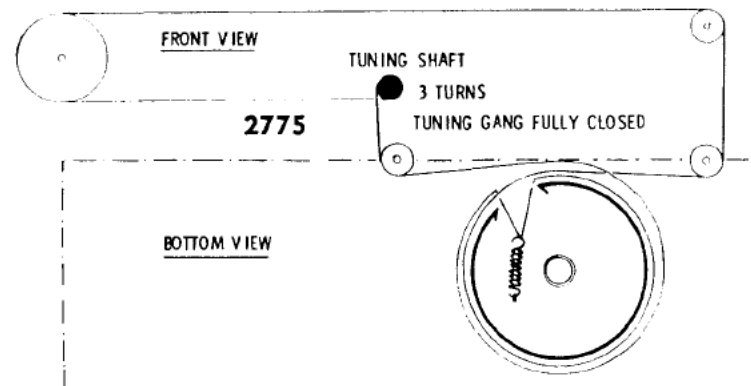
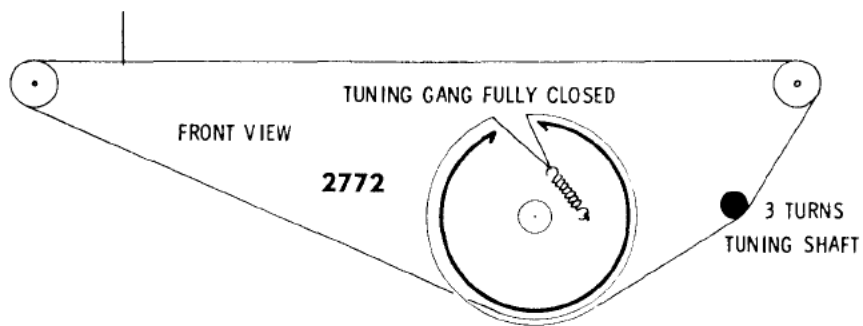
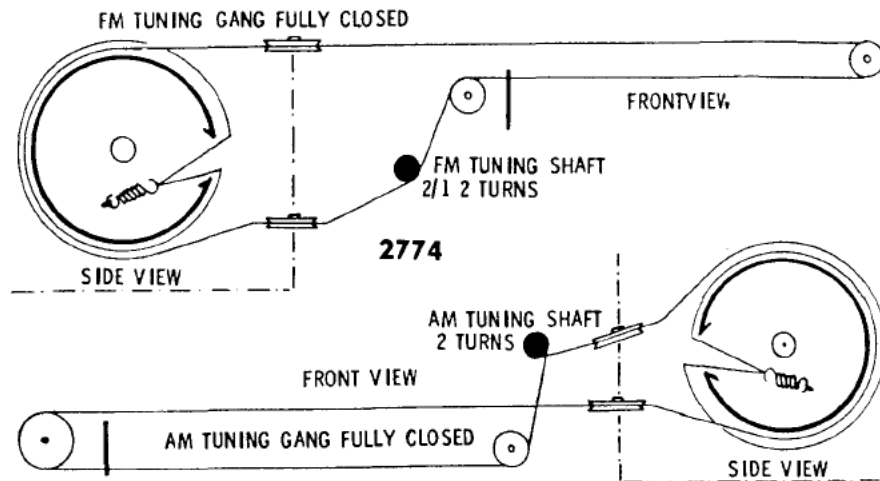
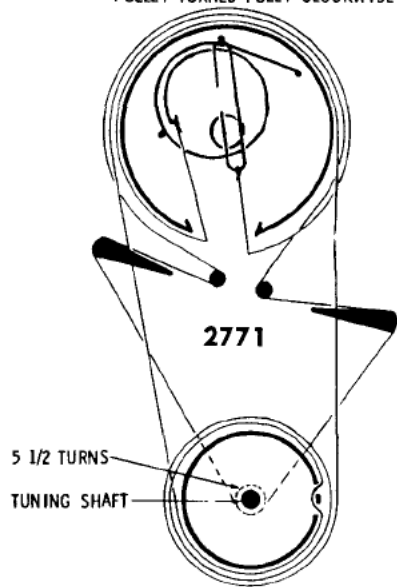


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TUNING KNOB
1 1/2 TURNS

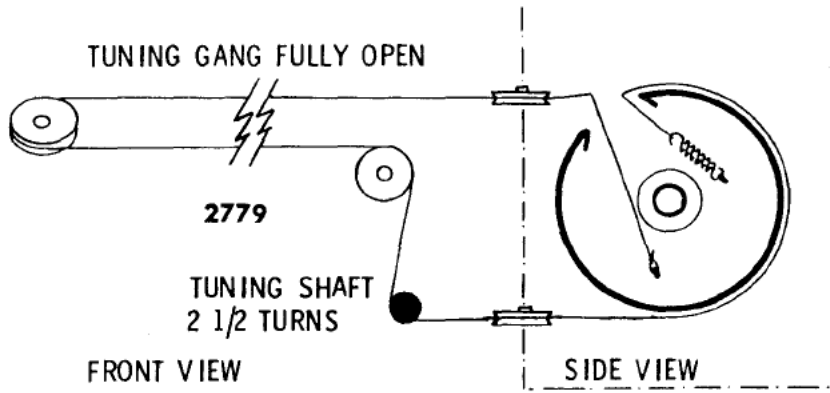
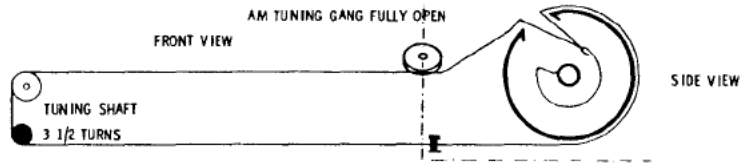
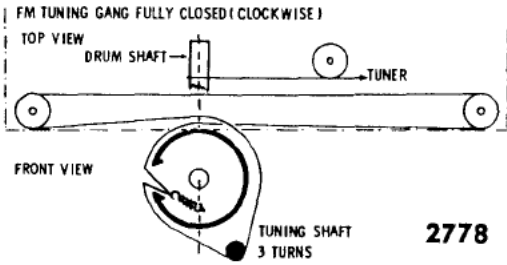
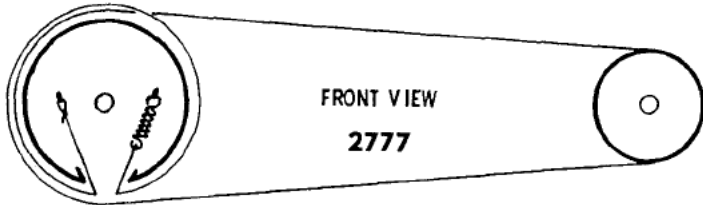


PULLEY TURNED FULLY CLOCKWISE

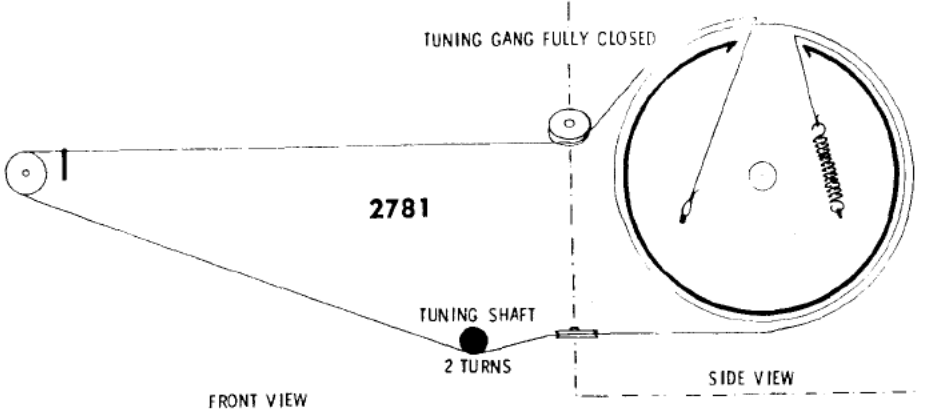
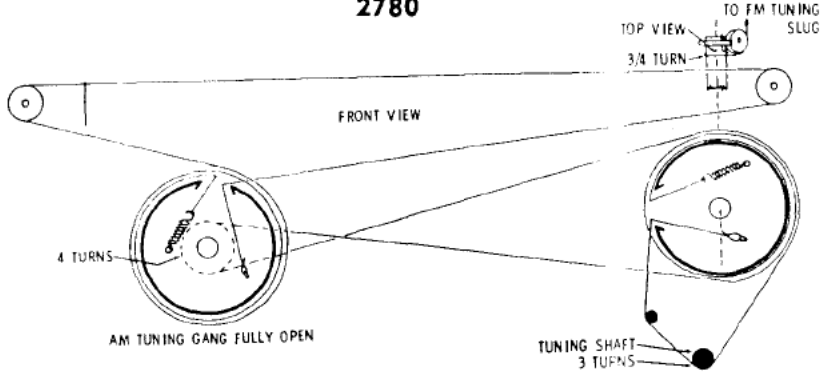


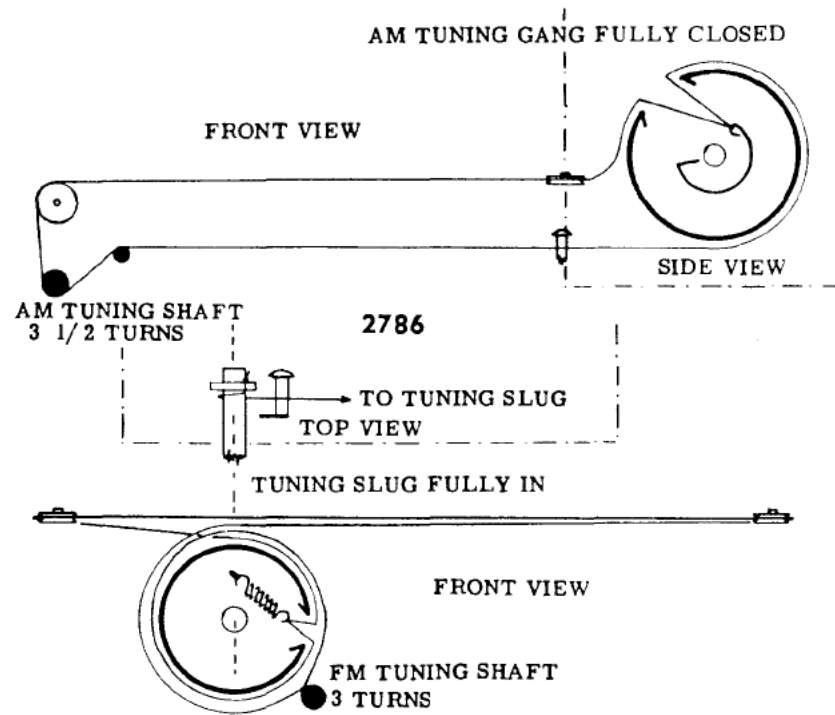
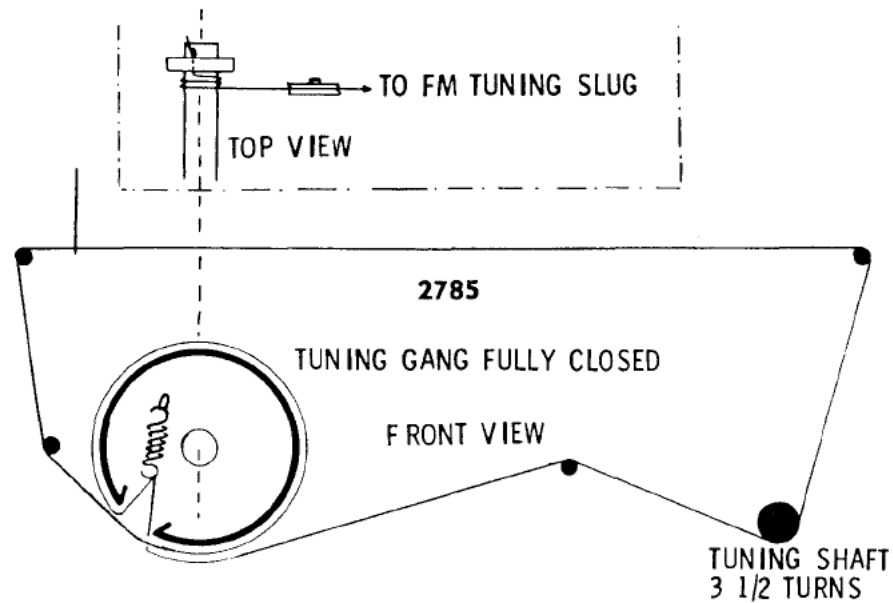
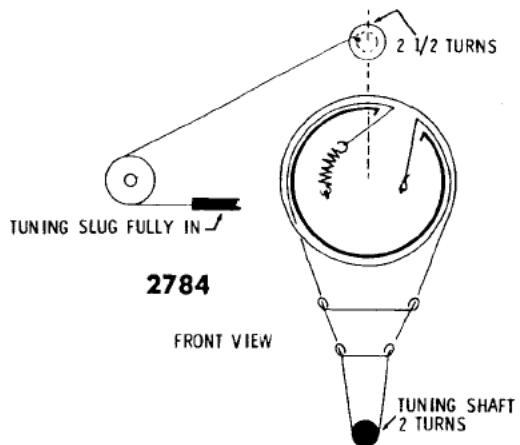
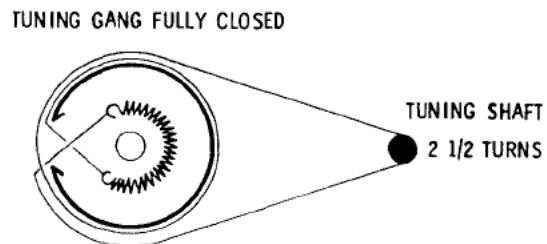
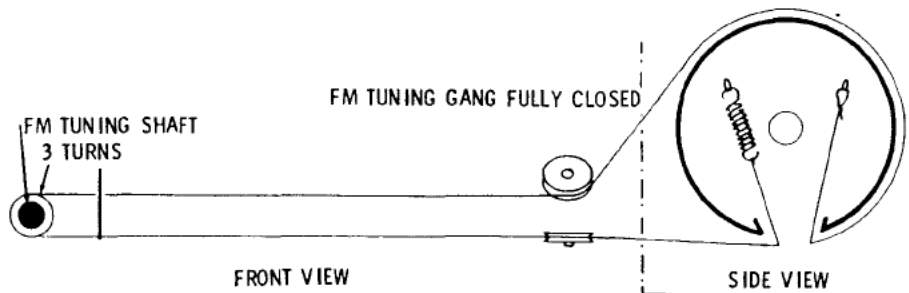
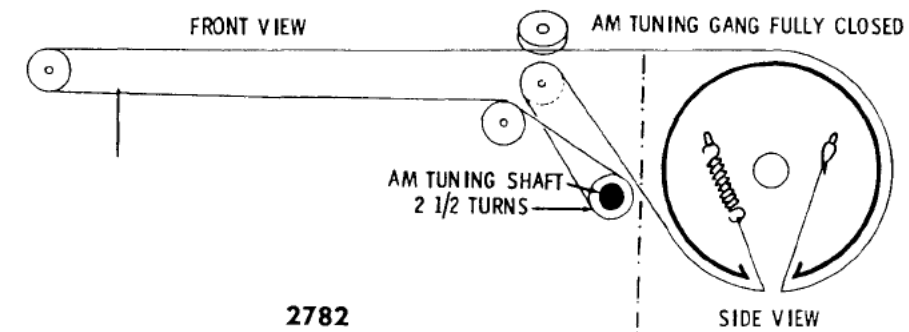
TUNING GANG FULLY CLOSED

2 1/2 TURNS AROUND PULLEY

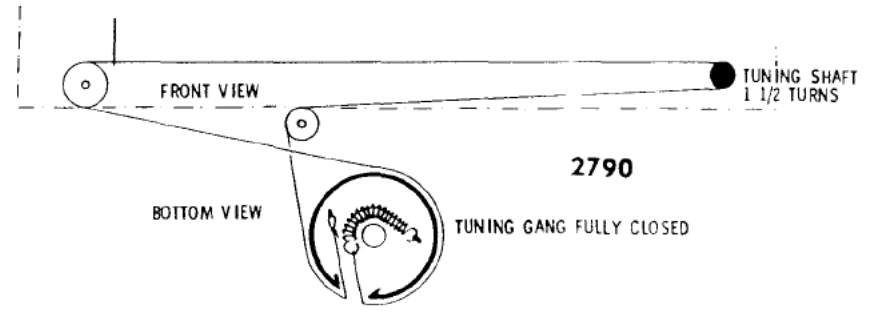
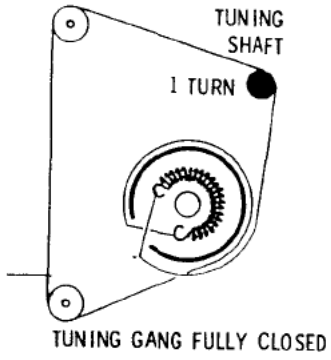


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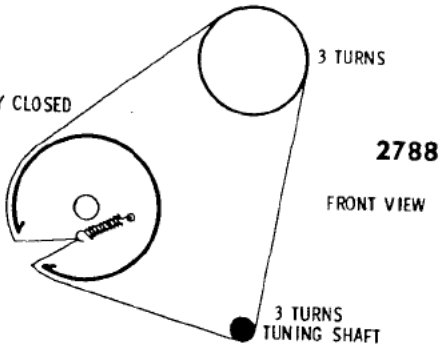


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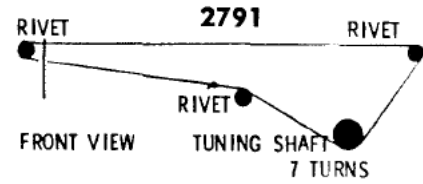


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TUNING GANG FULLY CLOSED

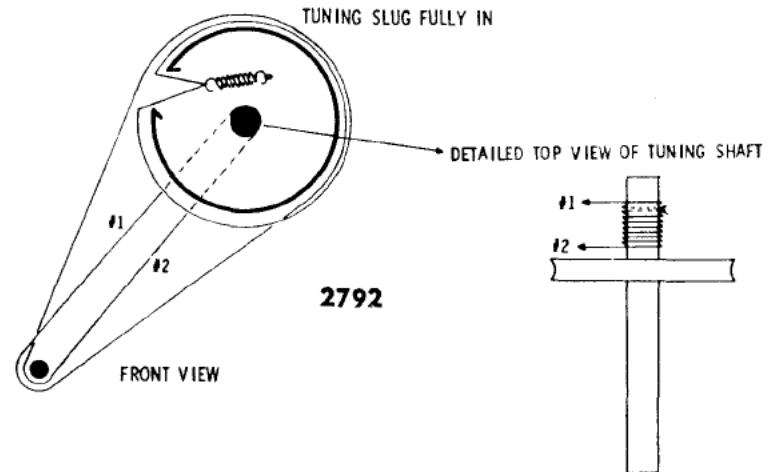
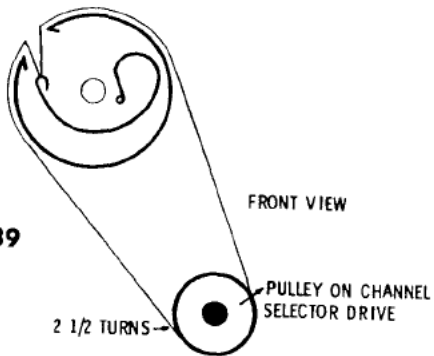


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