

*Howard W. Davis*

# DIAL CORD *Stringing* GUIDE

DC 1 tru DC 8



A *Howard W. Davis* 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.

A handwritten signature in black ink, appearing to read "Howard W. Sams".

## **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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697A . . . . .	2.	633	CORONET . . . . .										
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1217D . . . . .	2.	636	CORONET . . . . .										
1518, 1519 . . . . .	2.	637	CORONET . . . . .										
1521 . . . . .	2.	637	CORONET . . . . .										
1524, 1525 . . . . .	2.	637	CORONET . . . . .										
1531 . . . . .	2.	638	CORONET . . . . .										
1533 . . . . .	2.	638	CORONET . . . . .										
6100 . . . . .	3.	1136	CORONET . . . . .										
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A2600 . . . . .	1.	107	CORONET . . . . .										
A2700 . . . . .	1.	102	CORONET . . . . .										
A3720 . . . . .	1.	102	CORONET . . . . .										
BJ683 . . . . .	2.	642	CORONET . . . . .										
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D-5876 . . . . .	2.	644	CORONET . . . . .										
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4-B-89 .....	5....	1858	UHF-21C115 .....	5....	1920	21C160-UHF, 21C161-UHF .....	6....	2297
4-B-71 .....	5....	1858	UHF-21C116 .....	5....	1920	21C162-UHF, 21C163-UHF .....	6....	2297
4-B-72 .....	5....	1919	UHF-21C117 .....	6....	2250	21C164-UHF, 21C165-UHF .....	6....	2297
4-B-74 .....	5....	1920	UHF-21C119 .....	5....	1921	21C166-UHF, 21C167-UHF .....	6....	2297
4-B-77 .....	6....	2153	UHF-21C120 .....	5....	1921	21C168-UHF, 21C169-UHF .....	6....	2297
4-B-78 .....	6....	2179	UHF-21C121 .....	6....	2250	21C170-UHF, 21C171-UHF .....	6....	2297
4-C-24 .....	5....	1921	UHF-21C225 .....	5....	1921	21C172-UHF, 21C173-UHF .....	6....	2297
4-C-30 .....	6....	2296	UHF-21C226 .....	5....	1921	21C174-UHF, 21C175-UHF .....	6....	2297
4-C-34 .....	6....	2321	UHF-21C227 .....	5....	1921	21C176-UHF, 21C177-UHF .....	6....	2297
4-H-3 (Code 334-8-OA16A/ SP10A) .....	8....	2630*	UHF-21C228 .....	5....	1921	21C178-UHF, 21C179-UHF .....	6....	2297
13-G-128,13-G- 129,13-G-130 .....	5....	1834	UHF-21C229 .....	5....	1921	21C180-UHF, 21C181-UHF .....	6....	2297
13-G-132 .....	5....	1834	UHF-21C230 .....	5....	1921	21C182-UHF, 21C183-UHF .....	6....	2297
13-G-145 .....	5....	1834	UHF-21C231 .....	5....	1921	21C184-UHF, 21C185-UHF .....	6....	2297
13-G-146 .....	5....	1834	UHF-21C232 .....	5....	1921	21C186-UHF, 21C187-UHF .....	6....	2297
FISHER			UHF-21C233 .....	6....	2250	21C188-UHF, 21C189-UHF .....	6....	2297
FM-40 .....	6....	2293	UHF-21T10 .....	5....	1921	21C190-UHF, 21C191-UHF .....	6....	2297
FM-80 .....	5....	1922	UHF-21T11 .....	5....	1922	21C192-UHF, 21C193-UHF .....	6....	2297
FM-90X .....	7....	2527	UHF-21T12 .....	6....	2250	21C194-UHF, 21C195-UHF .....	6....	2297
FM-100 .....	8....	2711*	UHF-21T15 .....	5....	1922	21C196-UHF, 21C197-UHF .....	6....	2297
TA-600 .....	8....	2713*	UHF-21T19 .....	6....	2250	21C198-UHF, 21C199-UHF .....	6....	2297
50R,50RT .....	5....	1923	UHF-21T20 .....	5....	1922	21C200-UHF, 21C201-UHF .....	6....	2297
70RT .....	5....	1924	UHF-21T21 .....	6....	2250	21C202-UHF, 21C203-UHF .....	6....	2297
80-R .....	7....	2444	14P1208-UHF .....	7....	2464	21C204-UHF, 21C205-UHF .....	6....	2297
80-T .....	7....	2444	14P1210-UHF .....	7....	2464	21C206-UHF, 21C207-UHF .....	6....	2297
90-R .....	7....	2528	14P1211-UHF .....	6....	2195	21C208-UHF .....	6....	2137
90-T .....	7....	2526	14P1212-UHF .....	6....	2195	21C240-UHF, 21C241-UHF .....	6....	2297
101-R .....	8....	2619*	14P1215-UHF .....	7....	2464	(Early) .....	5....	1929, 1930
500 .....	7....	2438	14P1216-UHF .....	7....	2464	21C240-UHF, 21C241-UHF .....	5....	1929, 1930
FLUSH WALL			14T007-UHF .....	5....	1925	(Late) .....	5....	1932
5P (Late) .....	5....	1925	14T008-UHF .....	5....	1925	21C347-UHF, 21C348-UHF .....	5....	1930
FONOVOX			14T009-UHF .....	5....	1925	21C349-UHF .....	5....	1930
7060 .....	7....	2446	14T010-UHF .....	5....	1925	21C350-UHF .....	5....	1930
9070 .....	7....	2555	14T011-UHF .....	5....	1925	21C351-UHF .....	5....	1930

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

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<b>GENERAL ELECTRIC (cont'd)</b>								
21C1449-UHF, 21C1450-UHF . . . . .	6 . . . . .	2195	21T050-UHF . . . . .	6 . . . . .	2297	611 . . . . .	8 . . . . .	2589*
21C1545-UHF . . . . .	6 . . . . .	2274	21T054-UHF . . . . .	6 . . . . .	2297	620V . . . . .	6 . . . . .	2275
21C1547-UHF, 21C1548-UHF, 21C1549-UHF . . . . .	6 . . . . .	2274	21T055-UHF . . . . .	6 . . . . .	2297	720 . . . . .	6 . . . . .	2148
21C1550-UHF, 21C1551-UHF . . . . .	6 . . . . .	2274	21T056-UHF . . . . .	6 . . . . .	2297	730P,740P . . . . .	6 . . . . .	2279
21C1552-UHF, 21C1553-UHF, 21C1554-UHF, 21C1555-UHF . . . . .	6 . . . . .	2274	21T060-UHF . . . . .	6 . . . . .	2297	750 . . . . .	6 . . . . .	2281
21C1556-UHF . . . . .	6 . . . . .	2274	21T061-UHF . . . . .	6 . . . . .	2297	760,770,780 . . . . .	6 . . . . .	2306
21C1560-UHF, 21C1562-UHF . . . . .	6 . . . . .	2274	21T1439-UHF . . . . .	6 . . . . .	2195	<b>GRANCO (cont'd)</b>		
21C1564-UHF . . . . .	6 . . . . .	2274	21T1539-UHF, 21T1540-UHF . . . . .	6 . . . . .	2274	611 . . . . .	8 . . . . .	2589*
21C2440-UHF . . . . .	7 . . . . .	2491	21T1541-UHF, 21T1542-UHF . . . . .	6 . . . . .	2274	620V . . . . .	6 . . . . .	2275
21C2441-UHF . . . . .	7 . . . . .	2491	21T2421-UHF . . . . .	7 . . . . .	2491	720 . . . . .	6 . . . . .	2148
21C2445-UHF . . . . .	7 . . . . .	2491	21T2425-UHF . . . . .	7 . . . . .	2491	730P,740P . . . . .	6 . . . . .	2279
21C2446-UHF . . . . .	7 . . . . .	2491	21T2426-UHF . . . . .	7 . . . . .	2491	750 . . . . .	6 . . . . .	2281
21C2535-UHF . . . . .	7 . . . . .	2580	21T2580-UHF . . . . .	7 . . . . .	2560	760,770,780 . . . . .	6 . . . . .	2306
21C2536-UHF . . . . .	7 . . . . .	2560	21T2581-UHF . . . . .	7 . . . . .	2560	<b>GROMMES</b>		
21C2550-UHF . . . . .	7 . . . . .	2560	21T3417-UHF,21T3418-UHF, 21T3419-UHF . . . . .	8 . . . . .	2864*	GRT-1 . . . . .	6 . . . . .	2196
21C2551-UHF . . . . .	7 . . . . .	2560	21T3420-UHF . . . . .	7 . . . . .	2491	GRT-3 . . . . .	7 . . . . .	2488
21C2560-UHF . . . . .	7 . . . . .	2560	21T3421-UHF . . . . .	8 . . . . .	2664*	GRT-100 . . . . .	7 . . . . .	2540
21C2561-UHF . . . . .	7 . . . . .	2560	21T3425-UHF . . . . .	7 . . . . .	2560	102GT . . . . .	8 . . . . .	2714*
21C2574-UHF . . . . .	7 . . . . .	2560	21T3429-UHF . . . . .	8 . . . . .	2664*	<b>GRUNDIG MAJESTIC</b>		
21C2575-UHF . . . . .	7 . . . . .	2560	21T3430-UHF, 21T3431-UHF . . . . .	8 . . . . .	2664*	Concert Boy 57 . . . . .	7 . . . . .	2450
21C2576-UHF . . . . .	7 . . . . .	2560	21T3432-UHF . . . . .	8 . . . . .	2664*	K2 . . . . .	7 . . . . .	2573
21C2577-UHF . . . . .	7 . . . . .	2560	21T3435-UHF . . . . .	8 . . . . .	2664*	K125L/US . . . . .	8 . . . . .	2684*
21C2578-UHF . . . . .	7 . . . . .	2560	21T3436-UHF . . . . .	8 . . . . .	2664*	97 . . . . .	7 . . . . .	2452
21C3439-UHF, 21C3440-UHF . . . . .	8 . . . . .	2664*	24C180,24C181 . . . . .	6 . . . . .	2147	1070 . . . . .	7 . . . . .	2461
21C3441-UHF, 21C3442-UHF, 21C3443-UHF . . . . .	8 . . . . .	2664*	24C182-UHF, 24C183-UHF . . . . .	6 . . . . .	2297	1088 . . . . .	7 . . . . .	2461
21C3445-UHF, 21C3446-UHF . . . . .	8 . . . . .	2664*	24C1660-UHF, 24C1661-UHF . . . . .	6 . . . . .	2274	3028 . . . . .	7 . . . . .	2456
21C3450-UHF, 21C3451-UHF . . . . .	8 . . . . .	2664*	24C1670-UHF, 24C1671-UHF . . . . .	6 . . . . .	2274	7000 . . . . .	7 . . . . .	2467
21C3458-UHF, 21C3459-UHF . . . . .	8 . . . . .	2664*	24T070,24T071 . . . . .	6 . . . . .	2147	7018 . . . . .	8 . . . . .	2602*
21C3460-UHF, 21C3461-UHF . . . . .	8 . . . . .	2664*	427,428,429 . . . . .	5 . . . . .	1933	7028 . . . . .	7 . . . . .	2501
21C3478-UHF, 21C3479-UHF . . . . .	8 . . . . .	2664*	431,A,B,C,432 . . . . .	5 . . . . .	1934	7068 . . . . .	7 . . . . .	2448
21C3482-UHF, 21C3483-UHF . . . . .	8 . . . . .	2664*	440 . . . . .	5 . . . . .	1935	9078 . . . . .	7 . . . . .	2443
21L2555-UHF . . . . .	7 . . . . .	2560	442,443,444 . . . . .	5 . . . . .	1933	<b>GUILD</b>		
21L2556-UHF . . . . .	7 . . . . .	2560	446,447,448 . . . . .	5 . . . . .	1936	484 . . . . .	6 . . . . .	2199
21L2557-UHF . . . . .	7 . . . . .	2560	465,466,467 . . . . .	6 . . . . .	2225	556 . . . . .	6 . . . . .	2205
21L3455-UHF, 21L3456-UHF . . . . .	8 . . . . .	2664*	475,476,477 . . . . .	6 . . . . .	2188	665 . . . . .	6 . . . . .	2205
21T17-UHF, 21T18-UHF . . . . .	6 . . . . .	2137	480 . . . . .	6 . . . . .	2156	785 . . . . .	7 . . . . .	2565
21T22-UHF, 21T23-UHF . . . . .	5 . . . . .	1929,	564,565,566 . . . . .	5 . . . . .	1937	<b>HALLICRAFTERS</b>		
21T24-UHF, 21T25-UHF . . . . .	5 . . . . .	1929,	572,573,574,575 . . . . .	5 . . . . .	1938	S-94 . . . . .	6 . . . . .	2197
21T26-UHF, (Early) . . . . .	5 . . . . .	1930	577,578 . . . . .	5 . . . . .	1939	S-95 (Run 1) . . . . .	6 . . . . .	2197
21T26-UHF, 21T27-UHF . . . . .	5 . . . . .	1929,	580,581,582 . . . . .	5 . . . . .	1940	ST-83 . . . . .	5 . . . . .	1947
21T26-UHF, (Late) . . . . .	5 . . . . .	1932	590 . . . . .	5 . . . . .	1941	SX-99,SX-99U (Mark I) . . . . .	6 . . . . .	2190
21T28-UHF . . . . .	6 . . . . .	2137	612,613 . . . . .	5 . . . . .	1942	TW-500,TW-600 . . . . .	5 . . . . .	1948
21T30-UHF, 21T31-UHF . . . . .	5 . . . . .	1930	630,631,632 . . . . .	5 . . . . .	1943	TW-1000 . . . . .	5 . . . . .	1940
21T32,21T33 . . . . .	6 . . . . .	2147	860,861,862 . . . . .	6 . . . . .	2369	TW-2000 . . . . .	5 . . . . .	1950
21T32-UHF, 21T33-UHF . . . . .	6 . . . . .	2147, 2274	911,B,912,913 . . . . .	6 . . . . .	2201	5R40,5R41,5R42 . . . . .	6 . . . . .	2169
21T35,21T36, 21T37 . . . . .	6 . . . . .	2147	911D,912D,913D . . . . .	6 . . . . .	2379	5R60,5R61 . . . . .	5 . . . . .	1951
21T35-UHF, 21T36-UHF, 21T37-UHF . . . . .	6 . . . . .	2147, 2274	914D . . . . .	6 . . . . .	2379	17K111B,M . . . . .	6 . . . . .	2170
21T038,21T039 . . . . .	6 . . . . .	2147	920,921 . . . . .	6 . . . . .	2205	17T101B,M . . . . .	6 . . . . .	2170
21T041,21T042, 21T043 . . . . .	6 . . . . .	2147	AT-130 . . . . .	8 . . . . .	2598*	17T171B,M . . . . .	6 . . . . .	2170
21T045-UHF, 21T048-UHF . . . . .	6 . . . . .	2146	HF-1200 . . . . .	7 . . . . .	2523	21K210M . . . . .	6 . . . . .	2157
* Signifies Coverage in this Volume Receivers produced prior to 1955 are indexed in DC-6								
LCU . . . . .	5 . . . . .	1944	21K230M . . . . .	6 . . . . .	2157	21K231M . . . . .	6 . . . . .	2158
MTU . . . . .	5 . . . . .	1945	21T121B,M . . . . .	6 . . . . .	2170	21T161B,M . . . . .	6 . . . . .	2170
RP-1210 . . . . .	7 . . . . .	2523	24K240B,M . . . . .	6 . . . . .	2157	24K241B,M . . . . .	6 . . . . .	2157
RP-1220 . . . . .	7 . . . . .	2523	24K250B,M . . . . .	6 . . . . .	2157	27K251B,M . . . . .	6 . . . . .	2157
RP-1230 . . . . .	7 . . . . .	2523	24K250B,M . . . . .	6 . . . . .	2157	611,612 . . . . .	5 . . . . .	1952
RP-1720 . . . . .	7 . . . . .	2523	621,622 . . . . .	5 . . . . .	1952	621,622 . . . . .	5 . . . . .	1952
RP-1730 . . . . .	7 . . . . .	2523	1621,1622 . . . . .	5 . . . . .	1953	1621,1622 . . . . .	5 . . . . .	1953
T160 . . . . .	6 . . . . .	2195	Chassis A1400D . . . . .	6 . . . . .	2157	<b>GRANCO</b>		
T-161 . . . . .	7 . . . . .	2543	B1300D . . . . .	6 . . . . .	2170	B1300D . . . . .	6 . . . . .	2170
T270 . . . . .	6 . . . . .	2306	B1400D . . . . .	6 . . . . .	2157	B1400D . . . . .	6 . . . . .	2157
610 . . . . .	5 . . . . .	1946	C1400D . . . . .	6 . . . . .	2157	C1400D . . . . .	6 . . . . .	2157
F1300D . . . . .								
H1300D . . . . .	6 . . . . .	2170	H1300D . . . . .	6 . . . . .	2170	<b>GROMMES</b>		

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<b>HARMAN-KARDON</b>								
A-200	6	2251	M4041U,M4061U	6	2359	218405-UHF	6	2195
A-310	6	2260	M8001	8	2618*	218406-UHF	6	2274
A-400	6	2276	M8002	7	2462	218412-UHF	7	2491
D-200	6	2276	M8005	8	2618*	218415-UHF	7	2560
D-1100	6	2256	M8006	8	2741*	218416-UHF	7	2560
F-10	7	2529	M8007	8	2750	218420-UHF	7	2491
F-250	8	2681*	MG1151U	6	2359	218421-UHF	7	2491
FA-10	7	2502	P1151U	6	2359	218451-UHF,		
FM-100	6	2317	P1201U,P1211U	6	2378	218452-UHF	6	2297
MA-250	8	2661*	P1231U,P1251U	6	2378	218455-UHF,		
ST-350,ST-360	8	2729*	P1261U	7	2436	218456-UHF	6	2274
T-12	7	2427	P3214U	6	2359	218501-UHF,		
T-100	6	2342	P3234U	6	2378	218502-UHF	6	2297
T-120	6	2317	P3241U,P3251U	6	2378	218505-UHF,		
T-224	8	2593*	P3261U,P3271U	6	2378	218506-UHF	6	2195
T-250	8	2661*	P3281U	6	2378	218507-UHF,		
T-1040	8	2401	P3304U	6	2378	218508-UHF	6	2274
TA-10	8	2342	P3311U,P3321U	6	2378	218530-UHF	7	2491
TA-12	7	2486	P3364U	6	2378	218531-UHF	7	2491
TA-120	6	2346	P3374U	7	2436	218532-UHF	7	2491
TA-230	8	2717*	PT1144U	6	2363	218533-UHF	7	2491
TA-1040	6	2386	SG1144U	6	2363	218551-UHF,		
TP-200	8	2643*	SP1161U	6	2359	218552-UHF	6	2297
TX-20	8	2661*	SP2021U	6	2359	218553-UHF,		
<b>HITACHI</b>								
TH-862R	8	2764*	SP3151U,SP3161U	6	2359	218554-UHF	6	2274
WH-822,M	8	2758*	SP3181U	6	2359	218555-UHF,		
<b>HOFFMAN</b>								
B1161U	6	2359	SP3201U	6	2359	218556-UHF	6	2274
B1191U	6	2378	SP3331U	7	2436	218560-UHF	7	2560
B1201U,B1211U	6	2378	SP3341U	7	2436	218561-UHF	7	2560
B1231U,B1241U	6	2378	SP4041U,SP4061U	6	2359	218605-UHF,		
B1251U	6	2378	SP8001	8	2618*	218606-UHF	6	2274
B1261U	7	2436	SP8002	7	2462	218630-UHF	7	2491
B2021U	8	2359	SP8005	8	2618*	218631-UHF	7	2491
B3151U	6	2359	SP8006	8	2741*	248801-UHF,		
B3191U	6	2359	SP8007	8	2750*	248802-UHF	6	2297
B3201U	6	2359	W1161U	6	2359	<b>KARADIO</b>		
B3234U	6	2378	W1201U	6	2378	M80B	5	1955
B3241U,B3251U	6	2378	W1251U	6	2378	<b>KNIGHT</b>		
B3281U,B3271U	6	2378	W3201U	6	2359	KN-100	7	2468
B3291U	6	2378	W3214U	6	2359	KN-110	7	2469
B3304U	6	2378	W3251U	6	2378	KN-120	8	2652*
B3311U,B3321U	6	2378	W3311U,W3321U	6	2378	KN-130	8	2650*
B3331U	7	2436	W8001	8	2618*	KN-140	8	2623*
B3341U	7	2436	W8002	7	2462	SX8L727	5	1909
B3364U	6	2378	W8005	8	2618*	SX11L719	5	1911
B3374U	7	2436	W8006	8	2741*	SX14L721	5	1956
B4041U,B4061U	6	2359	W8007	8	2750*	SX15L720	5	1957
B8001	8	2618*	X3341U	7	2436	6K718	5	1958
B8002	7	2462	21B907,21M906, 21P908	5	1954	323U,324U	6	2359
B8005	8	2618*			326U	6	2369	
B8006	8	2741*			329U	6	2378	
B8007	8	2750*			331U,332U	6	2378	
BG1151U	6	2359	334U	7	2436	420U	6	2359
BT1144U	6	2363	421U	6	2378	420U	6	2378
BW1144U	6	2363	706U	6	2359	945445	5	1559
GT1144U	6	2363	1116	7	2462	945X702	6	2313
K1151U	6	2359	1119	8	2618*	945X703	6	2290
K1191U	6	2378	1120	8	2741*	945X711	6	2313
K1211U	6	2378	1126	8	2618*	945X728	5	1960
K1231U,K1241U	6	2378	1130	8	2750*	945X730	6	2311
K3341U	7	2436			200	5	1957	
M1161U	6	2359			722	5	1909	
M1191U	6	2378	<b>HOTPOINT</b>			<b>LAFAYETTE</b>		
M1201U,M1211U	6	2378	14S201-UHF,			LT-25	8	2585*
M1231U,M1241U	6	2378	14S202-UHF,			LT-40	8	2590*
M1251U	6	2378	14S203-UHF,			LT-70,LT-75	8	2585*
M1261U	7	2436	14S204-UHF	6	2274	LT-99	8	2608*
M2021U	6	2359	14S206-UHF,			<b>MADISON-FIELDING</b>		
M3151U	6	2359	14S207-UHF	6	2195	FM-15	6	2410
M3181U	6	2359	14S208-UHF	7	2464	330	7	2559
M3201U	6	2359	14S209-UHF	7	2464	<b>MAGNAVOX</b>		
M3214U	6	2359	17S301-UHF,			Chassis		
M3234U	6	2359	17S302-UHF	6	2289	CMUA-422AA	5	1961
M3241U,M3251U	6	2378	17S305-UHF,			CMUA-435AA,		
M3261U,M3271U	6	2378	17S306-UHF	6	2195	CMUA-436AA	5	1961
M3304U	6	2378	17S320-UHF	7	2491	CMUA-440AA,		
M3311U,M3321U	6	2378	17S321-UHF	7	2491	CMUA-441AA,		
M3331U	7	2436	17S322-UHF	7	2491	CMUA-442AA	6	2167
M3341U	7	2436	21S400-UHF	6	2195			
M3364U	6	2378	21S401-UHF,					
M3374U	7	2436	21S402-UHF,					
			21S403-UHF	6	2297			

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<b>MAGNAYOX (cont'd)</b>								
CMUA-455AA, CMUA-456AA . . . . .	5 . . . . .	1961	MONITORADIO (cont'd)			MOTOROLA (cont'd)		
CMUD-477AA . . . . .	6 . . . . .	2230	MR-32 . . . . .	5 . . . . .	1973	Y21K131CW, Y21K132W . . . . .	8 . . . . .	2681*
CR-330AA-1 . . . . .	5 . . . . .	1962	MR-33 . . . . .	6 . . . . .	2348	Y21K134W,Y21K135W, Y21K136W . . . . .	8 . . . . .	2681*
CR-700 . . . . .	5 . . . . .	1963	MONTGOMERY WARD (See Airline)			Y21P1B,BR,GY . . . . .	7 . . . . .	2508
CR-702A,B . . . . .	5 . . . . .	1964	MOPAR			Y21T32B,BA,CH, CHA,MGA . . . . .	6 . . . . .	2324
CR-703,A,B,JB . . . . .	6 . . . . .	2191	620,621 . . . . .	6 . . . . .	2307	Y21T33B,BG,CH,MG . . . . .	6 . . . . .	2324
CR-712AA . . . . .	6 . . . . .	2207	701 . . . . .	8 . . . . .	2665*	Y21T34B,BA,M,MA . . . . .	6 . . . . .	2324
CR-714AA . . . . .	6 . . . . .	2200	829 . . . . .	5 . . . . .	1974	Y21T35B,M, Y21T36B,M . . . . .	6 . . . . .	2324
CR-715AA,AB,BB . . . . .	6 . . . . .	2207	830 . . . . .	5 . . . . .	1975	Y21T37B,M . . . . .	6 . . . . .	2387
CR-716AA . . . . .	6 . . . . .	2191	MOTOROLA			Y21T40BG,BGA, MG,MGA . . . . .	6 . . . . .	2388
CR-717 . . . . .	6 . . . . .	2267	A21K106B,M . . . . .	7 . . . . .	2578	Y21T42B,BA,M,MA . . . . .	6 . . . . .	2388
CR-718,CR-721 . . . . .	6 . . . . .	2298	A21T60BG,CH,MG . . . . .	7 . . . . .	2578	Y21T57BG,CH,MG . . . . .	7 . . . . .	2508
CR-722 . . . . .	6 . . . . .	2297	CT52M6 . . . . .	5 . . . . .	1977	Y21T64B,M,W . . . . .	8 . . . . .	2659*
CR-723 . . . . .	6 . . . . .	2277	CTM3 . . . . .	5 . . . . .	1976	Y21T66BZ,CH . . . . .	8 . . . . .	2677*
CR-724 . . . . .	6 . . . . .	2207	CTM4,A . . . . .	6 . . . . .	2171	Y21T67BG,MG, Y21T68B,M,W . . . . .	8 . . . . .	2727*
CR-726 . . . . .	6 . . . . .	2277	CTM6 . . . . .	6 . . . . .	2285	Y21T71BR, . . . . .	8 . . . . .	2659*
CR-730 . . . . .	6 . . . . .	2277	CTM8X . . . . .	8 . . . . .	2582*	Y21V1W,WA . . . . .	6 . . . . .	2388
CR-741 . . . . .	6 . . . . .	2207	CTM9X . . . . .	8 . . . . .	2639*	Y24K13B,M . . . . .	6 . . . . .	2324
CR-745AA,BB, CR-746AA . . . . .	8 . . . . .	2603*	CTM57X . . . . .	8 . . . . .	2582*	Y24K14B,M . . . . .	6 . . . . .	2324
R-50-01AA . . . . .	7 . . . . .	2514	HK-18B,C,M,W . . . . .	7 . . . . .	2463	Y24T5BG,MG . . . . .	6 . . . . .	2324
51-01,51-02 . . . . .	8 . . . . .	2599*	HK-19 . . . . .	7 . . . . .	2463	Y24T6B,M . . . . .	6 . . . . .	2324
51-03AA,BA . . . . .	7 . . . . .	2511	HK-27 . . . . .	7 . . . . .	2463	YA21C5B,MC . . . . .	6 . . . . .	2324
51-04 . . . . .	8 . . . . .	2599*	HK-42,HK-43 . . . . .	8 . . . . .	2742*	YA21F6W,Y . . . . .	6 . . . . .	2324
51-05AA . . . . .	7 . . . . .	2511	HN4M6 . . . . .	5 . . . . .	1977	YA21K54B,M . . . . .	6 . . . . .	2324
51-07 . . . . .	8 . . . . .	2599*	HN53M6 . . . . .	5 . . . . .	1977	YA21K56B,M, YA21K57B,M,MCH . . . . .	6 . . . . .	2324
51-08AA . . . . .	7 . . . . .	2511	PCAX . . . . .	8 . . . . .	2839*	YA21K58B,M, YA21K59M,MCH . . . . .	6 . . . . .	2324
51-11 . . . . .	8 . . . . .	2599*	SK16W,SK17W,SK18M . . . . .	8 . . . . .	2613*	YA21K60B,M, YA21K61MCH,W . . . . .	6 . . . . .	2324
54-03-00,54-03-10, 54-03-21 . . . . .	8 . . . . .	2616*	SK25B,M,MCH . . . . .	8 . . . . .	2619*	YA21K62M,CW, YA21K63CW . . . . .	6 . . . . .	2324
54-04-00,54-04-10, 54-04-21 . . . . .	8 . . . . .	2616*	SK32W,SK33W . . . . .	8 . . . . .	2780*	YA21K67B,M,Y . . . . .	6 . . . . .	2324
57-01-00,57-01-10, 57-01-11 . . . . .	8 . . . . .	2616*	SK35W . . . . .	8 . . . . .	2780*	YA21T35B,M, YA21T36B,M . . . . .	6 . . . . .	2324
58-01-00 . . . . .	8 . . . . .	2655*	SR52M6 . . . . .	5 . . . . .	1977	YA24K14B,M, YA24K15M,MCH . . . . .	6 . . . . .	2324
59-00-00,59-01-00, 59-02-00,59-03-00 . . . . .	8 . . . . .	2634*	X1B,E,G,R (Early Versions) . . . . .	8 . . . . .	2695*	YA24T6B,M . . . . .	6 . . . . .	2324
MAJESTIC			Y14P3-1,-2,Y14P4-1 . . . . .	6 . . . . .	2349	5M,5M-12 . . . . .	6 . . . . .	2144
-4P1 . . . . .	5 . . . . .	1956	Y14P5-1,-2,-3,Y14P6-1 . . . . .	6 . . . . .	2349	5T24GW-1 . . . . .	7 . . . . .	2460
21P62,21L63 (Series 110,111) . . . . .	5 . . . . .	1966	Y14P7-1,-2,Y14P8-1,-2 . . . . .	6 . . . . .	2349	5T24WN-1 . . . . .	7 . . . . .	2460
MASCO			Y14P10-1,-1A,-2, -2A,Y14P11-1,-1A,-2A . . . . .	6 . . . . .	2345	6TAS8 . . . . .	6 . . . . .	2144
AFR . . . . .	6 . . . . .	2328	Y17P1-1A,-2A . . . . .	6 . . . . .	2388	7MX . . . . .	6 . . . . .	2353
AMF,AMP . . . . .	6 . . . . .	2231	Y17P2-1A . . . . .	6 . . . . .	2388	8M . . . . .	7 . . . . .	2477
MATTISON			Y17P5-1,-2 . . . . .	7 . . . . .	2508	8MX . . . . .	7 . . . . .	2516
630DXM,630MDXL . . . . .	5 . . . . .	1967	Y17P6-1,-2,-3 . . . . .	8 . . . . .	2771*	9AX . . . . .	8 . . . . .	2639*
McINTOSH			Y17T27CH . . . . .			10KT12B,M,W . . . . .	8 . . . . .	2613*
MR-55 . . . . .	8 . . . . .	2632*	Y17T28-1,-2,-3 . . . . .	6 . . . . .	2355	10MX . . . . .	8 . . . . .	2791*
MECK			Y17T30CHA . . . . .			10T28P,M,MC . . . . .	7 . . . . .	2445
9030 . . . . .	5 . . . . .	1988	Y17T31GPA . . . . .	6 . . . . .	2388	13KT15B,CW,M . . . . .	8 . . . . .	2613*
MERCURY (Pacific Mercury)			Y17T32BZ . . . . .	7 . . . . .	2508	21F5,B (Radio Ch.) . . . . .	5 . . . . .	1978
2701 . . . . .	5 . . . . .	1993	Y21CTBG, MG . . . . .	6 . . . . .	2324	21K104B,M,W . . . . .	7 . . . . .	2578
MIDWEST			Y21C9B,M . . . . .	7 . . . . .	2508	21K105B,MC,W . . . . .	7 . . . . .	2578
KD-16 . . . . .	5 . . . . .	1969	Y21C10CW . . . . .	8 . . . . .	2727*	21K108W . . . . .	7 . . . . .	2578
RN-16 . . . . .	5 . . . . .	1969	Y21CT2B,M . . . . .	6 . . . . .	2355	21K109M . . . . .	7 . . . . .	2578
MILLER			Y21F5,B (Radio Ch.) . . . . .	5 . . . . .	1937	21K110W . . . . .	7 . . . . .	2578
560 . . . . .	7 . . . . .	2569	Y21F8B,BA,W,WA . . . . .	6 . . . . .	2388	53H1,53H2,53H3,53H4 . . . . .	5 . . . . .	1978
MITCHELL			Y21K45B,BA,M,MA . . . . .	6 . . . . .	2324	53LC1,53LC2,53LC3 . . . . .	5 . . . . .	1980
1278 . . . . .	5 . . . . .	1970	Y21K53B,BA,M,MA . . . . .	6 . . . . .	2324	53X1,53X2,53X3,53X4 . . . . .	5 . . . . .	1981
1287 . . . . .	5 . . . . .	1971	Y21K54B,M . . . . .	6 . . . . .	2324	56W1,B . . . . .	6 . . . . .	2206
MONITORADIO			Y21K56B,M . . . . .	6 . . . . .	2324	56X1,56X2,56X3 . . . . .	6 . . . . .	2214
AR-4 . . . . .	6 . . . . .	2182	Y21K58B,M . . . . .	6 . . . . .	2324	57W1,B,MC . . . . .	6 . . . . .	2206
DR-200 . . . . .	5 . . . . .	1972	Y21K59M,MCH . . . . .	6 . . . . .	2324	62X21 . . . . .	5 . . . . .	1982
M-40 . . . . .	8 . . . . .	2722*	Y21K67B,M . . . . .	6 . . . . .	2324	63LSS . . . . .	5 . . . . .	1983
M-160 . . . . .	8 . . . . .	2722*	Y21K70B,M . . . . .	6 . . . . .	2388	63L1,63L2,63L3 . . . . .	5 . . . . .	1984
MR-10 . . . . .	6 . . . . .	2348	CWA,M,MA . . . . .	6 . . . . .	2388	63X1,A,63X2,63X3 . . . . .	5 . . . . .	1985
			Y21K76B,BA,CW . . . . .			63X21 . . . . .	5 . . . . .	1980
			CWA,M,MA . . . . .	6 . . . . .	2388	64X1,64X2 . . . . .	5 . . . . .	1987
			Y21K77B,M . . . . .	6 . . . . .	2388	65L1,65L2 . . . . .	6 . . . . .	2172
			Y21K80CW,CWA . . . . .			66C1,66C2 . . . . .	6 . . . . .	2236
			Y21K81B,M . . . . .	6 . . . . .	2388	66X1,66X2 . . . . .	6 . . . . .	2214
			Y21K97B,M . . . . .	7 . . . . .	2508	67C1,67C2 . . . . .	6 . . . . .	2236
			Y21K99B,M . . . . .	7 . . . . .	2508	67X1,67X2 . . . . .	6 . . . . .	2206
			Y21K104B,M,W . . . . .	7 . . . . .	2579	68X1 . . . . .	5 . . . . .	1988
			Y21K107B,M . . . . .	7 . . . . .	2570	69X1 . . . . .	5 . . . . .	2236
			Y21K123B,M . . . . .	8 . . . . .	2659*	70X1 . . . . .	5 . . . . .	2214
			Y21K124B,M,W . . . . .	8 . . . . .	2677*	71X1 . . . . .	5 . . . . .	2236
			Y21K125B,M,Y,Y21K126B,M,W . . . . .	8 . . . . .	2727*	72X1 . . . . .	5 . . . . .	2206
			W,Y21K127CW . . . . .	8 . . . . .	2727*	73X1 . . . . .	5 . . . . .	1988
			Y21K129B,M,MC . . . . .			74X1 . . . . .	5 . . . . .	2284
			Y21K130CW . . . . .	8 . . . . .	2727*	75X1 . . . . .	5 . . . . .	2288
						Chassis		
						HS-326 . . . . .	5 . . . . .	1982

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<b>MOTOROLA (cont'd)</b>								
HS-335 . . . . .	5 . . . . .	1985	NUTONE			PACKARD-BELL (cont'd)		
HS-336 . . . . .	5 . . . . .	1981	2015,2016 . . . . .	7 . . . . .	2552	7TU-3 . . . . .	8 . . . . .	2734*
HS-337 . . . . .	5 . . . . .	1979	OLDSMOBILE			8TU-1,9TU-1 . . . . .	8 . . . . .	2723,*
HS-347 . . . . .	5 . . . . .	1980	989131 . . . . .	7 . . . . .	2439			2724*
HS-361 . . . . .	5 . . . . .	1984	OLYMPIC			11HF1S . . . . .	8 . . . . .	2646*
HS-385 . . . . .	5 . . . . .	1986	"Cremona" 5804T/W . . . . .	6 . . . . .	2402	PEDERSEN		
HS-415 . . . . .	5 . . . . .	1983	"Cremona" 5805T/W . . . . .	6 . . . . .	2402	AFM-2A . . . . .	6 . . . . .	2248
HS-440 . . . . .	5 . . . . .	1987	"Kolbold" 5720W . . . . .	6 . . . . .	2404	PENTRON		
HS-455 . . . . .	6 . . . . .	2172	"Magnet" 5735W . . . . .	6 . . . . .	2402	AFM . . . . .	5 . . . . .	1994
HS-458 . . . . .	6 . . . . .	2206	"Meteor" 5781W . . . . .	6 . . . . .	2407	PHILCO		
HS-458 . . . . .	6 . . . . .	2236	"Moderna" 5783W . . . . .	6 . . . . .	2407	A-UT2272 . . . . .	5 . . . . .	1995
HS-477 . . . . .	6 . . . . .	2214	A590 . . . . .	8 . . . . .	2583*	B570,B574 . . . . .	5 . . . . .	1998
HS-478 . . . . .	6 . . . . .	2214	C21BG15,C21BG16 . . . . .	6 . . . . .	2246	B652 . . . . .	5 . . . . .	1987
HS-525,HS-526 . . . . .	6 . . . . .	2208	C24BH22,C24BH24 . . . . .	6 . . . . .	2246	B714,X . . . . .	5 . . . . .	1996
HS-529 . . . . .	6 . . . . .	2236	GB374 . . . . .	8 . . . . .	2625*	GB375 . . . . .	8 . . . . .	2699*
HS-569 . . . . .	7 . . . . .	2445	GB376 . . . . .	8 . . . . .	2668*	B1349,B1352 . . . . .	5 . . . . .	1999
HS-590 . . . . .	8 . . . . .	2691*	HF500 . . . . .	5 . . . . .	1991	B1752,B1753 . . . . .	5 . . . . .	1999
HS-628 . . . . .	7 . . . . .	2460	K21BG12,K21BG13, . . . . .	6 . . . . .	2241	B1756 . . . . .	5 . . . . .	2000
HS-674A,B,C . . . . .	8 . . . . .	2613*	K21BG14 . . . . .	6 . . . . .	2241	C-666 (Codes 121 & 125) . . . . .	6 . . . . .	2141
HS-677 . . . . .	8 . . . . .	2613*	K24BH31,K24BH32, . . . . .	6 . . . . .	2241	C667 . . . . .	5 . . . . .	2001
HS-695 . . . . .	7 . . . . .	2463	K24BH33 . . . . .	6 . . . . .	2246	C1348 . . . . .	5 . . . . .	1998
HS-710 . . . . .	8 . . . . .	2613*	KB21BG,MG,MG,WG . . . . .	8 . . . . .	2744*	E-748 . . . . .	6 . . . . .	2392
HS-750 . . . . .	8 . . . . .	2695*	KD21BG,MG,MG,WG . . . . .	8 . . . . .	2744*	E-818 . . . . .	6 . . . . .	2392
HS-776 . . . . .	8 . . . . .	2780*	KD219BG,CG,MG,WG . . . . .	8 . . . . .	2744*	E-976 . . . . .	6 . . . . .	2380
HS-783A,B . . . . .	8 . . . . .	2742*	KD222PG . . . . .	8 . . . . .	2744*	E420RS . . . . .	6 . . . . .	2370
HS-786A,B . . . . .	8 . . . . .	2742*	KD223BG,MG,WG . . . . .	8 . . . . .	2744*	E4605,C,T . . . . .	6 . . . . .	2370
PTS-546Y . . . . .	7 . . . . .	2508	KH434BG,MG . . . . .	8 . . . . .	2744*	E4607,L,T . . . . .	6 . . . . .	2370
QTS-502,Y . . . . .	5 . . . . .	1978	KH437BG,MG . . . . .	8 . . . . .	2744*	E8606 . . . . .	6 . . . . .	2370
R16M8 . . . . .	5 . . . . .	1977	T21BG10 . . . . .	6 . . . . .	2246	E8608TN . . . . .	6 . . . . .	2370
TS-422Y . . . . .	6 . . . . .	2355	21KZ23,21KZ25 . . . . .	6 . . . . .	2150	E8610L,M . . . . .	6 . . . . .	2370
TS-423Y . . . . .	6 . . . . .	2349	21KZ39 . . . . .	6 . . . . .	2150	F-963 . . . . .	7 . . . . .	2421
TS-425Y . . . . .	6 . . . . .	2356	110 . . . . .	6 . . . . .	2246	F-974 . . . . .	7 . . . . .	2534
TS-426Y . . . . .	6 . . . . .	2388	412 . . . . .	7 . . . . .	2550	F-1802 . . . . .	7 . . . . .	2537
TS-428Y . . . . .	6 . . . . .	2388	441 . . . . .	7 . . . . .	2549	F-1803 . . . . .	7 . . . . .	2537
TS-433Y . . . . .	8 . . . . .	2771*	505,B . . . . .	5 . . . . .	1992	F-1805 . . . . .	7 . . . . .	2537
TS-537Y,TS-538Y . . . . .	6 . . . . .	2324	552 . . . . .	8 . . . . .	2712*	F4210,L . . . . .	7 . . . . .	2580
TS-539Y . . . . .	6 . . . . .	2324	555 . . . . .	8 . . . . .	2662*	F4623 . . . . .	7 . . . . .	2580
TS-542Y . . . . .	6 . . . . .	2388	572B,M . . . . .	5 . . . . .	1992	F4626,L,M . . . . .	7 . . . . .	2580
TS-544Y . . . . .	6 . . . . .	2388	574 . . . . .	6 . . . . .	2150	F4627L . . . . .	7 . . . . .	2580
TS-551Y . . . . .	7 . . . . .	2508	575 . . . . .	6 . . . . .	2212	F6624T,TL . . . . .	7 . . . . .	2449
TS-552 . . . . .	7 . . . . .	2578	576,577 . . . . .	6 . . . . .	2150	G-963 . . . . .	7 . . . . .	2421
TS-552Y . . . . .	7 . . . . .	2579	589 . . . . .	8 . . . . .	2583*	G-1707,S . . . . .	8 . . . . .	2757*
TS-553Y . . . . .	7 . . . . .	2578	592,593,594 . . . . .	8 . . . . .	2583*	G-1807S,G-1809S,G-1811S, . . . . .	8 . . . . .	2663*
TS-556Y . . . . .	8 . . . . .	2659*	682,683 . . . . .	8 . . . . .	2583*	G-1907S . . . . .	8 . . . . .	2663*
TS-558Y . . . . .	8 . . . . .	2681*	688 . . . . .	8 . . . . .	2633*	H-973 . . . . .	8 . . . . .	2765*
TS-561Y . . . . .	8 . . . . .	2677*	694 . . . . .	8 . . . . .	2645*	HFT-1 . . . . .	7 . . . . .	2537
TS-564Y . . . . .	8 . . . . .	2727*	695,696,697,700 . . . . .	8 . . . . .	2692*	RT-14 . . . . .	5 . . . . .	2002
TS-905Y . . . . .	6 . . . . .	2355	730 . . . . .	8 . . . . .	2645*	RT-150 . . . . .	8 . . . . .	2757*
TTS-423Y . . . . .	6 . . . . .	2349	7511W . . . . .	7 . . . . .	2524	RT-202,-1,-2,-3,-4 . . . . .	8 . . . . .	2663*
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MURASONDE			RPC-2,RPC-3 . . . . .	8 . . . . .	2723,*	UE4606L,M,T,TL . . . . .	6 . . . . .	2336
ST8200,ST8400 . . . . .	8 . . . . .	2591*			2724*	UE4607,L,T . . . . .	6 . . . . .	2370,
NATIONAL			RPT-1 . . . . .	8 . . . . .	2723,*	UE4608 . . . . .	6 . . . . .	2336
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UF4216,L	7	2580	RT-200,RT-201	7	2537	3BX671,3BX672	6	2262
UF4623	7	2580	TV-123U	6	2303	3RF91	5	2016
UF4627,L	7	2580	TV-300U,TV301U	5	2006	4C671,4C672	5	2017
UF6624T,TL	7	2449	TV-304U	6	2192	4X641	5	2018
UG3050H,G,GL	7	2566	TV-330U,TV-332U	6	2192	4X661	5	2019
UG3052BL,L,WL	7	2566	TV-350U	5	2006	4X511	5	2020
UH3045AQ,GL,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	7BX10	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			8X9DE	5	2018	
22BU4302	5	2005			8X9DJ	5	2018	
22BU4303	5	1995	920,924	5	2007	9C7EE,FE,LE	7	2414
22BU4304,22BU4306, 22BU4307HM	5	2005	9120,9121,9820,9821	5	2007	9C8FE,J,ME	7	2414
22BU4308	5	1995			9INT1,9INT2	7	2432	
22C4016,22C4020	5	2006			9T2	8	2594*	
22C4119,22C4120,L	5	2006	AF-723,U	5	2008	9X10FE,JE,ME	7	2414
22C4123,22C4124,I	5	2006	AF-724	6	2226	17S349U,17S350U,		
22C4126,L,22C4128M, 22C4129	5	2006	AF-824	5	2009	17S351U	5	2024
22C4132L	5	2006	AF-825	6	2146	17S360U	5	2024
22C4310,L,22C4312,L	5	2006	AF-850	6	2146	17S7090U,		
22D4029G,L,22D4030E,L, UE,UL	6	2192	AF-860	5	2010	17S7092U,17S7093U	6	2374
22D4033G,L	6	2192	C-1075,C-1076	7	2561	17S7099U	6	2374
22D4034,L	6	2215	FA-540	7	2561	17T352U,17T361U	5	2024
22D4041,L	6	2215	FA-550	7	2530	21CD7805,U,21CD7897,U	6	2301
22D4131,L	6	2192	FA-670	8	2707*	21CD7915,U,21CD7916,U		
22D4134,L	6	2215	FA-680	8	2706*	21CD7935,U,21CD7936,U	6	2327
22D4135	6	2192	FA-690	8	2706*	21CD7956,U,21CD7958,U	6	2327
22D4136,L,UL,XL,XW	6	2192	FM-530	7	2551	21CD7975,U	6	2327
22D4137,L,22D4138,L,U, UL	6	2192	FM-607A	5	2011	21CD7996,U,21CD7999,U	6	2327
22D4151,L,22D4152,MM,M	6	2215	FM-660	8	2707*	21CS7815,U,21CS7817,U	6	2301
22D4153,L,X,XL, 22D4154,U	6	2192	HF-30	7	2545	21CT660U,21CT661U,		
22D4155,L	6	2192	HF-42	7	2545	21CT662U	5	2026
22D4156,L,22D4157	6	2215	HF-56	6	2146	21CT663U,21CT664U	5	2026
22D4140,L	6	2215	PT-1031	7	2541	21CT7835,U,21CT7837,U	6	2301
22D4144,L	6	2215	PT-1036	7	2545	21CT7855,U,21CT7857,U	6	2301
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22D4153,L,X,XL, 22D4154,U	6	2192			21CT8785U	6	2301	
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24B6300	5	2005	MI-12107	5	2012	21D7445,U,21D7446,U		
24C6005	6	2192	SHC2,SHC3,SHC4,SHC6	7	2574	21D7447,U	6	2301
24C6010,24C6012	6	2154	SHC7-SHC8-SHC8A	8	2594*	21D7479,U	6	2301
24C6105M,24C6108	6	2192	SHF1,SHF2	7	2453	21D7485,U,21D7487,U		
24C6109,L,24C6110,L	6	2154	SHF3,D	7	2422	21D7505,U,21D7506,U		
24C6112	6	2154	ST-1	5	2012	21D7507,U	6	2301
24C6310	6	2154	SVT-1	5	2013	21PD8115,U	6	2397
24D6018	6	2215	TPM11,TPM12	8	2786*	21S348KU	5	2027
24D6120L,M,24D6122L,M	6	2215	X-4EF,X-4HE,X-4JE	8	2725*	21S355KU,21S357KU	5	2027
53-652	5	1997	X-5EJ	5	2018	21S362KU,21S367KU		
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KCS84H,K . . . . .	5....	2026	21T26AGH . . . . .	6....	2151	19,20,21,22 . . . . .	8....	2793*
KCS88F,H . . . . .	5....	2027	21T193AGH . . . . .	6....	2151	25,26 . . . . .	8....	2751*
KCS88J,J,K,KX, L,LX,M,MX,VA,VAX .	5....	2026	21T274AGH . . . . .	6....	2151	28 . . . . .	8....	2767*
KCS89A,C . . . . .	5....	2026	24T2 . . . . .	5....	2030	39,40,41,42,43,44,45 . . . . .	8....	2897*
KCS90A . . . . .	5....	2026	24T3 . . . . .	5....	2031	52 . . . . .	8....	2775*
KCS92D,DX,E,EX, F,FX,H,HX,M,MX,NU .	5....	2026	2031			54 . . . . .	8....	2775*
KCS96A,C,E . . . . .	6....	2183	21T26AGH . . . . .	6....	2151	55,56 . . . . .	8....	2688*
KCS97A,AA,AB,AC,AD,D, E,F,H,J,K,N,P,T,U,W .	6....	2202	21T193AGH . . . . .	6....	2151	55A,56A . . . . .	8....	2781*
KCS98A,C,E,F . . . . .	6....	2301	21T274AGH . . . . .	6....	2151	58,59 . . . . .	8....	2694*
KCS103A,B,C,D,N,P,R,T	6....	2301	24T2 . . . . .	5....	2030	63,64 . . . . .	8....	2688*
KCS104A,AA,AB,AC,AD, AE,AF,B,E,F,H,J,K,L .	6....	2301	24T3 . . . . .	5....	2031	63A,64A . . . . .	8....	2781*
KCS107A,B,C,D . . . . .	6....	2397	2031			65,66,67 . . . . .	8....	2759*
			222			69,70,71 . . . . .	8....	2700*
			222			69A,70A,71A . . . . .	8....	2782*
<b>REVERE</b>			2014,2015,2016, (Ch.132.40500) . . . . .	6....	2244			
TR-801 (Electra) . . .	8....	2766*	2226,2277 . . . . .	5....	2047			
			3004 . . . . .	5....	2048			
<b>ROLAND</b>			3025,3026,3027 . . . . .	5....	2049			
			3040A . . . . .	5....	2050			
			3052,3053,3054,3055 . . .	5....	2051			

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<b>SILVERTONE (cont'd)</b>								
3058,3059,3063,3064,3067.	5....	2052	8050 .....	7....	2506	528.31500, 528.31600,		
3058 .....	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	528.34602, 528.34603 .....	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 .....	8....	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	528.45000 .....	6....	2396
4056,4057 .....	5....	2061	9007,9008,9009,9010 .....	8....	2626*	528.46000, 528.46001 .....	6....	2356
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, 4118,4119 .....	5....	2054	9024,9025 .....	7....	2576	528.46700, 528.46701 .....	6....	2319
4126,4127 .....	5....	2054	9027,9028,9029 .....	8....	2601*	528.47200 .....	6....	2312
4127A .....	5....	2063	(Ch.528.53410,411) .....	8....	2601*	528.47300 .....	6....	2372
4128,4129 .....	5....	2054	9027,9028,9029 .....	8....	2601*	528.47800 .....	6....	2337
4131,4139 .....	5....	2054	(Ch.528.53730) .....	8....	2697*	528.48000 .....	6....	2308
4140D,4143D,4145D,4149 .....	5....	2054	9032,9033,9034 .....	7....	2507	528.48700, 528.48701 .....	6....	2399
4150D,4153D,4155D .....	5....	2054	9035,9036 .....	8....	2668*	528.53010 .....	7....	2531
4200 .....	5....	2064	9037,9038 .....	8....	2668*	528.53040 .....	6....	2408
4204,4206 .....	5....	2065	9041,9042,9043 .....	7....	2507	528.53080 .....	7....	2506
4225 .....	5....	2066	9045,9046 .....	7....	2577	528.53090 .....	6....	2303
5016,5017 .....	6....	2173	9049,9051 .....	8....	2671*	528.53120 .....	7....	2505
5045,5046 .....	5....	2067	9053,9054 .....	8....	2620*	528.53150 .....	7....	2415
5101,A .....	5....	2068	9055,9056 .....	7....	2415	528.53160 .....	8....	2697*
5106,5107,A,5112A,C .....	5....	2068	9057,A,9058,A .....	7....	2553	528.53300 .....	7....	2546
5113B .....	5....	1844	9059,A,9060,A .....	7....	2553	528.53320 .....	7....	2553
5115,A,B,C,D, 5117,A,C,D .....	5....	2068	9061,9062 .....	7....	2496	528.53321 .....	7....	2553
5125,5127,A,B,C, 5129,A,B,C,D, 5131,A,B,C,D .....	5....	2068	9200,9201 .....	8....	2672*	528.53322 .....	7....	2553
5227 .....	5....	2069	9226 .....	8....	2702*	528.53323, 528.53324 .....	7....	2553
6014,6015 .....	6....	2244	41122,41292,41312,A .....	5....	2068	528.53330 .....	7....	2415
6016 (Ch.132.40500) .....	6....	2244	<b>Chassis</b>			528.53360 .....	7....	2507
6020,6021 .....	6....	2198	100,174 .....	5....	2053	528.53370 .....	7....	2577
6025,6028 .....	6....	2252	100,176 .....	5....	2062	528.53380 .....	7....	2496
6045 .....	6....	2249	100,425-2,-4,-8 .....	5....	2077	528.53410, 528.53411 .....	8....	2601*
6046 (Ch.528.34900) .....	6....	2249	101,860-3 .....	5....	2052	528.53420 .....	7....	2576
6062,6063,6064 .....	6....	2381	132,026-6 .....	5....	2061	528.53430, 528.53431 .....	8....	2702*
6066A .....	6....	2398	132,053,132,056 .....	5....	2051	528.53450 .....	8....	2609*
6067 .....	6....	2381	132,066 .....	5....	2049	528.53490, 528.53491 .....	8....	2671*
6068 (Ch.528.39800) .....	6....	2398	132,067 .....	5....	2065	528.53510, 528.53520 .....	8....	2688*
6068A .....	6....	2398	132,08500 .....	5....	1844	528.53550 .....	8....	2759*
6069 (Ch.528.39800) .....	6....	2398	132,09000,132,09001 .....	6....	2198	528.53560 .....	8....	2700*
6069A .....	6....	2398	132,39900 .....	6....	2299	528.53570 .....	8....	2731*
6070 .....	6....	2381	132,40000 .....	6....	2314	528.53640 .....	8....	2694*
6070 (Ch.132.40000) .....	6....	2314	132,40200 .....	6....	2300	528.53680 .....	8....	2760*
7011,7012 .....	6....	2314	132,40500 .....	6....	2244	528.53700, 528.53730 .....	8....	2697*
7020 .....	6....	2335	132,42700 .....	7....	2419	528.53810, 528.53820 .....	8....	2781*
7021,7022 (Ch.528.46000) .....	6....	2335	132,42800 .....	6....	2406	528.53830 .....	8....	2782*
7025,7026,7027, (Ch.528.46700) .....	6....	2319	132,42900 .....	7....	2430	725,101-1 .....	5....	2070
7035 .....	6....	2350	132,44500,132,44501 .....	8....	2653*	757,130 .....	5....	2048
7045,7046 .....	6....	2312	132,44900 .....	8....	2672*	757,140 .....	5....	2064
7053,A,AB,B .....	6....	2372	132,45800 .....	8....	2626*	757,150 .....	5....	2057
7054,A,AB,B (Ch.528.47300) .....	6....	2372	132,45700 .....	8....	2793*	757,15001 .....	6....	2173
7057,7058 .....	6....	2356	132,45701 .....	8....	2793*	<b>SONIC</b>		
7061,A,7062,A,7063 .....	6....	2350	132,48400 .....	8....	2751*	19C .....	8....	2768*
7065 (Ch.528.47800) .....	6....	2337	132,48500 .....	8....	2775*	1020,1021 .....	8....	2768*
7066 (Ch.528.47800) .....	6....	2337	132,48900 .....	8....	2767*	2011,2020,2021 .....	8....	2768*
7067 (Ch.528.46220) .....	6....	2360	456,150-14,-18,-61 .....	5....	2047	<b>Chassis</b>		
7068 (Ch.528.46220) .....	6....	2350	456,200-111,-112, -113,-114,-115, -121,-122,-123, -124,-125 .....	5....	2056	19 .....	8....	2768*
7200,7202 .....	6....	2300	528,259 .....	5....	2055	<b>SONORA</b>		
7222 .....	6....	2308	528,261,528,263,-1 .....	5....	2047	314,315,379 .....	5....	2071
7224 .....	6....	2389	528,266,-1 .....	5....	2154	389,390 .....	5....	2072
7226 (Ch.528.45800) .....	6....	2398	528,270,528,286 .....	5....	2163	441,442 .....	5....	2071
7228 (Ch.528.48700) .....	6....	2399	528,286,528,263,-1 .....	5....	2054	458,459 .....	5....	2073
8005,8006,8007 .....	7....	2419	528,304,-1,-2,-3 .....	5....	2059	502 .....	6....	2296
8009 .....	6....	2406	-2,528,264,-1 .....	5....	2154	568 .....	6....	2332
8010 (Ch.528.50144) .....	6....	2406	-2,528,266,-1 .....	5....	2163	585 .....	6....	2332
8011,8012 .....	6....	2406	528,320 .....	5....	2054	604 .....	6....	2296
8013,8014,8015 .....	7....	2424	528,306,-1,-2 .....	5....	2059	606 .....	6....	2323
8021,8022,8023 .....	6....	2408	528,307,-1 .....	5....	2058	615 .....	6....	2323
8025,8026,8027 (Ch.528.53090) .....	6....	2403	528,311 .....	5....	2050	<b>SONY</b>		
8041 .....	7....	2505	528,312,-1 .....	5....	2060	TFM-151 .....	8....	2743*
8044,A,8045,A,8046,A .....	8....	2620*						

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<b>SPARTAN</b>														
CR-712 . . . . .	6 . . . . .	2207	21C501 Series, 21C502 Series, (Ch. 1-533-4) . . . . .	6 . . . . .	2287	1304RE,TU,YE . . . . .	8 . . . . .	2701*						
CR-741AA . . . . .	6 . . . . .	2207	21C508 Series, 21C509 Series, 21C510 Series . . . . .	6 . . . . .	2287	2301DG,H . . . . .	6 . . . . .	2365						
<b>SPARTON</b>														
22312,22313, 23322,23323 . . . . .	5 . . . . .	2074	21C512 Series, 21C513 Series . . . . .	6 . . . . .	2282	2302DG,H,PI . . . . .	6 . . . . .	2333						
24542,25544 . . . . .	5 . . . . .	2075	21C519 Series . . . . .	7 . . . . .	2535	2305RE,TU,YE . . . . .	8 . . . . .	2701*						
<b>Chassis</b>														
29U213 . . . . .	5 . . . . .	2074	21C524 Series . . . . .	7 . . . . .	2535	4501 . . . . .	7 . . . . .	2478						
29U273 . . . . .	5 . . . . .	2075	21C529 Series . . . . .	7 . . . . .	2536	4701 . . . . .	8 . . . . .	2585*						
<b>STEELMAN</b>														
2-6511 . . . . .	8 . . . . .	2726*	21C534 Series . . . . .	7 . . . . .	2536	4703 Series . . . . .	8 . . . . .	2752*						
2-6531 . . . . .	8 . . . . .	2726*	21C601 Series . . . . .	6 . . . . .	2218	4705 Series . . . . .	8 . . . . .	2719*						
3A16U . . . . .	8 . . . . .	2228	21C605 Series, 21C607 Series . . . . .	6 . . . . .	2287	4801 . . . . .	8 . . . . .	2621*						
3AR3 . . . . .	5 . . . . .	2076	21C616 Series . . . . .	7 . . . . .	2535	5848 . . . . .	5 . . . . .	2086						
3AR6-1,3AR6U-1 . . . . .	6 . . . . .	2228	21C621 Series . . . . .	7 . . . . .	2535	<b>Chassis</b>								
3AR6UA-8 . . . . .	6 . . . . .	2228	21C626 Series . . . . .	7 . . . . .	2536	1-512-2,1-513-2,-4 . . . . .	5 . . . . .	2084						
4AR8 . . . . .	7 . . . . .	2563	21D802 Series . . . . .	6 . . . . .	2382	1-514-4,-6,-1-518-2,-6 . . . . .	5 . . . . .	2083						
4AR10,-1 . . . . .	7 . . . . .	2547	21P101 Series . . . . .	6 . . . . .	2382	1-522-2 . . . . .	5 . . . . .	2088						
4AR11 . . . . .	7 . . . . .	2563	21T101 Series, 21T102 Series . . . . .	6 . . . . .	2287	1-526-2,-4,-8 . . . . .	6 . . . . .	2159						
4AR12 . . . . .	7 . . . . .	2571	21T103 Series . . . . .	6 . . . . .	2159	1-527-2 . . . . .	5 . . . . .	2085						
<b>STEWART WARNER</b>														
21C-9325F,G . . . . .	5 . . . . .	2077	21T104 Series, 21T105 Series . . . . .	6 . . . . .	2382	1-530-2,-4,-6 . . . . .	5 . . . . .	2083						
21C-9340E,K,KH, L,LB,M,MB,P . . . . .	5 . . . . .	2077	21T106 Series . . . . .	6 . . . . .	2287	1-532-4,-6 . . . . .	6 . . . . .	2287						
21T-9340A,B,D,R,RR,S,T . . . . .	5 . . . . .	2077	21T107 Series, 21T108 Series . . . . .	6 . . . . .	2287	1-533-2 . . . . .	6 . . . . .	2218						
9182-C,-H,-J . . . . .	5 . . . . .	2078	21T110 Series . . . . .	6 . . . . .	2287	1-533-4 . . . . .	6 . . . . .	2287						
<b>STROMBERG-CARLSON</b>														
ASR-433,ASR-444 . . . . .	8 . . . . .	2769*	21T113 Series, 21T114 Series, 21T115 Series . . . . .	6 . . . . .	2382	1-537-4 . . . . .	6 . . . . .	2382						
AWP-8 . . . . .	6 . . . . .	2181	21T121U Series . . . . .	7 . . . . .	2567	1-537-5 . . . . .	7 . . . . .	2567						
FR-711C,K,M . . . . .	7 . . . . .	2497	21T201 Series (Ch. 1-533-2) . . . . .	6 . . . . .	2218	1-539-2 . . . . .	6 . . . . .	2382						
HFRP . . . . .	6 . . . . .	2217	21T201 Series (Ch. 1-533-4) . . . . .	6 . . . . .	2287	1-539-3 . . . . .	7 . . . . .	2567						
K-22CB,CM,HB, HCB,HCM,HCW, HM,HW,TB,TM,TQ . . . . .	6 . . . . .	2185	21T206 Series . . . . .	6 . . . . .	2287	1-540-2,-4 . . . . .	6 . . . . .	2382						
KH-22CB,CM,HB,HCB, HCM,HCW,HW,HW, TB,TM,TQ . . . . .	6 . . . . .	2185	21T207 Series, 21T208 Series . . . . .	6 . . . . .	2287	1-541-3,-4,-5,-6 . . . . .	7 . . . . .	2536						
SF-682,SF-692 . . . . .	8 . . . . .	2769*	21T211 Series . . . . .	6 . . . . .	2287	1-541-7,-8,-9,-0 . . . . .	8 . . . . .	2689*						
SFR-684,SFR-694 . . . . .	8 . . . . .	2769*	21T213 Series . . . . .	6 . . . . .	2382	1-542-1,-2,-3,-4,-5,-6 . . . . .	7 . . . . .	2535						
SR-402 . . . . .	7 . . . . .	2420	21T218 Series . . . . .	7 . . . . .	2535	1-602,-2,-3 . . . . .	5 . . . . .	2087						
SR-403B . . . . .	7 . . . . .	2440	21T303 Series . . . . .	6 . . . . .	2287	1-602-4,-5,-6,-7 . . . . .	5 . . . . .	2086						
SR-405 (Series 103) . . . . .	5 . . . . .	2079	21T305 Series . . . . .	7 . . . . .	2535	1-602-9 . . . . .	6 . . . . .	2333						
SR-406 . . . . .	8 . . . . .	2343	21T306 Series . . . . .	7 . . . . .	2567	1-615-1 . . . . .	6 . . . . .	2364						
SR-407 . . . . .	8 . . . . .	2338	21T201 Series (Ch. 1-533-2) . . . . .	6 . . . . .	2218	1-615-2 . . . . .	6 . . . . .	2365						
SR-440 . . . . .	8 . . . . .	2769*	21T201 Series (Ch. 1-533-4) . . . . .	6 . . . . .	2287	1-624-1 . . . . .	7 . . . . .	2478						
21TM,TQ,22TM,TQ . . . . .	5 . . . . .	2080	21T206 Series . . . . .	6 . . . . .	2287	1-626-1 . . . . .	8 . . . . .	2621*						
621A Series, 622 Series . . . . .	5 . . . . .	2081	21T207 Series, 21T208 Series . . . . .	6 . . . . .	2287	1-631-1 . . . . .	8 . . . . .	2673*						
624 Series . . . . .	5 . . . . .	2080	21T213 Series . . . . .	6 . . . . .	2382	1-632-1,-2 . . . . .	8 . . . . .	2701*						
625 Series (TV Ch.) . . . . .	5 . . . . .	2080	21T303 Series . . . . .	6 . . . . .	2083	1-635-1 . . . . .	8 . . . . .	2752*						
625 Series (Radio Ch.) . . . . .	5 . . . . .	2082	21T305 Series . . . . .	5 . . . . .	2083	1-636-1 . . . . .	8 . . . . .	2719*						
<b>STUDEBAKER</b>														
AC-2905 . . . . .	7 . . . . .	2474	<b>SYLVANIA</b>											
<b>SYLVANIA</b>														
17P101,J Series . . . . .	6 . . . . .	2382	300"U" Series, 301"U" Series . . . . .	5 . . . . .	2287	"Alda" . . . . .	8 . . . . .	2610*						
17P102 Series, 17P103 Series . . . . .	6 . . . . .	2382	105-14"U" Series . . . . .	5 . . . . .	2083	"Elite" . . . . .	6 . . . . .	2294						
17P104,17P105 . . . . .	6 . . . . .	2382	120-14"U" Series . . . . .	5 . . . . .	2083	"Gavotte 7" . . . . .	7 . . . . .	2433						
17P110QU,SU . . . . .	7 . . . . .	2567	175-18"U" Series . . . . .	5 . . . . .	2083	"Jubilee" . . . . .	6 . . . . .	2282						
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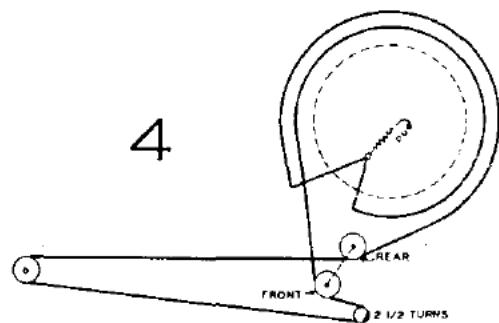
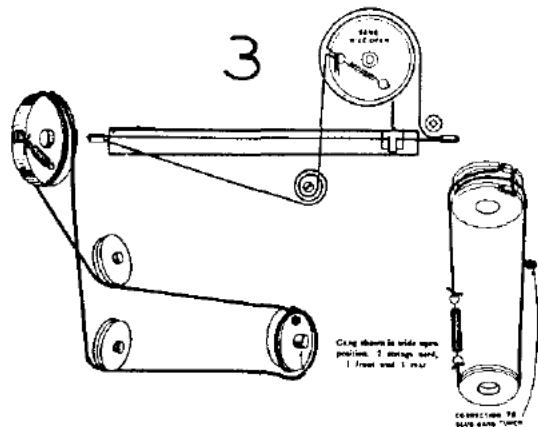
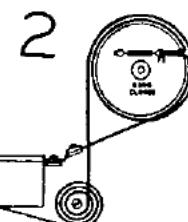
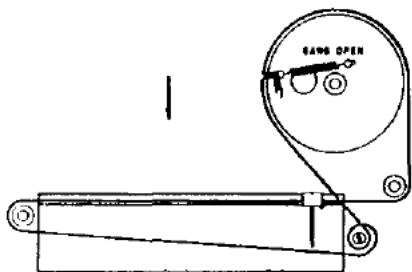
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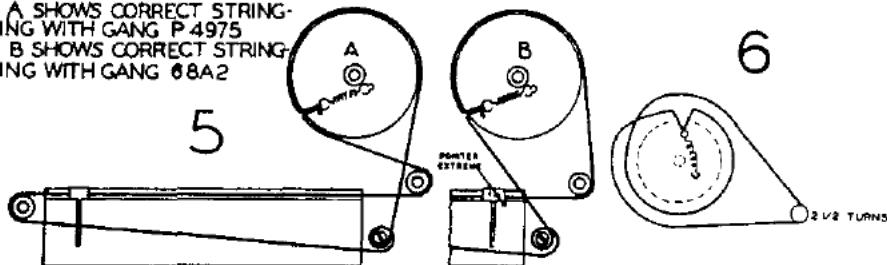
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HF1284E,E,G,L,Y . . . . .	6 . . . . .	2360	5X06,5X07 . . . . .		5X06 . . . . .	6 . . . . .	2209	
HF1284D,ED,LD, RD, YD . . . . .	7 . . . . .	2494	5Z06 . . . . .		5Z06 . . . . .	6 . . . . .	2138	
HF1290H,R . . . . .	7 . . . . .	2416	5Z07 . . . . .		5Z07 . . . . .	6 . . . . .	2209	
HF1292,E . . . . .	7 . . . . .	2416	M2570R,RU,RUZ,RZ . . . . .	5 . . . . .	6A03 . . . . .	7 . . . . .	2519	
HFM1184E . . . . .	5 . . . . .	2117	Royal 1000 . . . . .	7 . . . . .	6A40,6A41 . . . . .	6 . . . . .	2387	
HFM1190R . . . . .	5 . . . . .	2117	Royal 1000D . . . . .	8 . . . . .	6C03 . . . . .	8 . . . . .	2732*	
HFR845R . . . . .	6 . . . . .	2152	R519R,W . . . . .	6 . . . . .	6L03 . . . . .	5 . . . . .	2123	
HFR846E,H . . . . .	6 . . . . .	2152	R521F,G,R,W,Y . . . . .	6 . . . . .	6L20 . . . . .	5 . . . . .	2127	
HFR1233E,HFR1286R . . . . .	5 . . . . .	2118	R623F,G,R,W,Y . . . . .	5 . . . . .	6L40 . . . . .	5 . . . . .	2126	
HFR1290R . . . . .	5 . . . . .	2118	R1800E,EU,R,RU . . . . .	5 . . . . .	6R03 . . . . .	5 . . . . .	2131	
HFX1283E . . . . .	6 . . . . .	2219	R1800EUZ,EZ,RUZ,RZ . . . . .	5 . . . . .	6Z05 . . . . .	6 . . . . .	2341	
HFX1284E . . . . .	6 . . . . .	2266	R1812E,EU,R,RU . . . . .	5 . . . . .	7A02 . . . . .	7 . . . . .	2431	
HFX1286R . . . . .	6 . . . . .	2219	R1812EUZ,EZ,RUZ,RZ . . . . .	5 . . . . .	7A03 . . . . .	8 . . . . .	2606*	
HFX1290R . . . . .	6 . . . . .	2266	R2229E,EU,R,RU . . . . .	5 . . . . .	7A04 . . . . .	7 . . . . .	2431	
K2280R-3 . . . . .	5 . . . . .	2119	R2229EUZ,EZ,RUZ,RZ . . . . .	5 . . . . .	7A05 . . . . .	7 . . . . .	2431	
K2283E-3 . . . . .	5 . . . . .	2119	R2230E,EU,R,RU . . . . .	5 . . . . .	7B31 . . . . .	8 . . . . .	2624*	
K2286R-3 . . . . .	5 . . . . .	2119	R2230EUZ,EZ,RUZ,RZ . . . . .	5 . . . . .	7C02 . . . . .	8 . . . . .	2715*	
K2287E-3 . . . . .	5 . . . . .	2119	R2249E,EU,R,RU . . . . .	5 . . . . .	7C05,7C06 . . . . .	8 . . . . .	2715*	
K2271H-3 . . . . .	5 . . . . .	2119	R2249EUZ,EZ,RUZ,RZ . . . . .	5 . . . . .	7L05 . . . . .	5 . . . . .	2128	
K2286R-3 (TV Ch.) . . . . .	5 . . . . .	2119	R2250E,EU,R,RU . . . . .	5 . . . . .	7T02,7T04 . . . . .	6 . . . . .	2194	
K2287R-3 (TV Ch.) . . . . .	5 . . . . .	2119	R2250EUZ,EZ,RUZ,RZ . . . . .	5 . . . . .	7X03 . . . . .	6 . . . . .	2204	
K2291E-3 (TV Ch.) . . . . .	5 . . . . .	2119	R2253M,MU,R2257E,EU, R,RU . . . . .	5 . . . . .	7Y02 . . . . .	6 . . . . .	2280	
L406R . . . . .	5 . . . . .	2120	R2257EUZ,EZ,RUZ,RZ . . . . .	5 . . . . .	7Y03,Z . . . . .	6 . . . . .	2283	
L505F,R,Y . . . . .	5 . . . . .	2121	R2258E,EU,R,RU . . . . .	5 . . . . .	7Y04 . . . . .	6 . . . . .	2283	
L507 . . . . .	5 . . . . .	2122	R2258EUZ,EZ,RUZ,RZ . . . . .	5 . . . . .	7Z20 . . . . .	6 . . . . .	2283	
L515,L518,F,G,W,Y . . . . .	5 . . . . .	2123	SF174R . . . . .	8 . . . . .	8B24 . . . . .	8 . . . . .	2624*	
L520 . . . . .	5 . . . . .	2123	SF183H,R,SF185M,R . . . . .	8 . . . . .	8C01,8C02 . . . . .	8 . . . . .	2762*	
L565E,R . . . . .	5 . . . . .	2124	SF188,E,R . . . . .	8 . . . . .	8L20 . . . . .	5 . . . . .	2130	
L566 . . . . .	5 . . . . .	2125	SF2530E,R,W . . . . .	8 . . . . .	8L21 . . . . .	5 . . . . .	2129	
L600 . . . . .	5 . . . . .	2126	SF2560,E,R . . . . .	8 . . . . .	8T01 . . . . .	5 . . . . .	2135	
L622,F,G,W . . . . .	5 . . . . .	2123	SF2565M . . . . .	8 . . . . .	8Y02 . . . . .	6 . . . . .	2239	
L677E,R . . . . .	5 . . . . .	2127	SF2570,Y . . . . .	8 . . . . .	9B22,9B23 . . . . .	8 . . . . .	2624*	
L721 . . . . .	5 . . . . .	2128	SF257RR . . . . .	8 . . . . .	9B25 . . . . .	8 . . . . .	2624*	
L845R,L846E,H . . . . .	5 . . . . .	2129	SF2580H . . . . .	8 . . . . .	9B26 . . . . .	9 . . . . .	2738*	
L890 . . . . .	5 . . . . .	2130	T522F,G,R,V,W . . . . .	6 . . . . .	10L20 . . . . .	5 . . . . .	2130	
L1083E,L1086R . . . . .	5 . . . . .	2131	T524R,V,W . . . . .	6 . . . . .	11A20,11A21 . . . . .	7 . . . . .	2494	
L1812E,R . . . . .	5 . . . . .	2119	T545 . . . . .	6 . . . . .	11M20 . . . . .	5 . . . . .	2117	
L1820E,R . . . . .	5 . . . . .	2119	T723,T724 . . . . .	6 . . . . .	11Z20 . . . . .	6 . . . . .	2380	
L1846E,EU,R,RU . . . . .	5 . . . . .	2119	T825F,G,R . . . . .	6 . . . . .	12R20,12R21 . . . . .	5 . . . . .	2118	
L2229E,R . . . . .	5 . . . . .	2119	X519F,G,R,W . . . . .	6 . . . . .	12Z21 . . . . .	7 . . . . .	2416	
L2235E,R,L2236E, EU,R,RU . . . . .	5 . . . . .	2119	X733G,R,Y . . . . .	6 . . . . .	12X20 . . . . .	6 . . . . .	2219	
L2250E,EU,R,RU, L2259E,EU,R,RU . . . . .	5 . . . . .	2119	Y723G,R,W . . . . .	6 . . . . .	12Z20 . . . . .	6 . . . . .	2360	
L2260R,RU, L2281E,EU,H,HU, L2282C,CU,R,RU . . . . .	5 . . . . .	2119	Y724G,R,W . . . . .	6 . . . . .	16E27U . . . . .	8 . . . . .	2789*	
L2286R,RU,L2287E,EU, H,HU . . . . .	5 . . . . .	2119	Y7Z31,U,17Z32, Q,QU,U . . . . .	6 . . . . .	17Z31,U,17Z32, Q,QU,U . . . . .	6 . . . . .	2373	
L2270,U . . . . .	5 . . . . .	2119	Y832E,R . . . . .	6 . . . . .	17Z34Q,QU . . . . .	6 . . . . .	2373	
L2281E,EU,R,RU,U . . . . .	5 . . . . .	2119, 2117	Z515,W,Y . . . . .	6 . . . . .	18C20,Q,QU . . . . .	7 . . . . .	2412	
L2285R,RU (TV Ch.) . . . . .	5 . . . . .	2119, 2130	Z519P,V,W,Y . . . . .	6 . . . . .	18C24Q . . . . .	7 . . . . .	2412	
L2287R,RU,L2291E,EU . . . . .	5 . . . . .	2119, 2132	Z615F,G,R,W . . . . .	6 . . . . .	19A20,Q,U . . . . .	7 . . . . .	2412	
L2571R,RU,L2572R,RU, L2573E,EU,L2574R,RU, L2575E,EU . . . . .	5 . . . . .	2119, 2119	Z733G,Y,R . . . . .	6 . . . . .	19A30,Q,U . . . . .	7 . . . . .	2455	
			Z2223CZ,CZU,EZ,EZU, RZ,RZU,YZ,YZU . . . . .	6 . . . . .	19B20,Q,U,UD . . . . .	7 . . . . .	2455	
			Z2243EZ,EZU,RZ,RZU . . . . .	6 . . . . .	19L25,19L26,19L27,19L28 . . . . .	5 . . . . .	2119	
			Z2244EZ,EZU,RZ,RZU . . . . .	6 . . . . .	19M20,U,Z,19M21,U,UZ,Z . . . . .	5 . . . . .	2133	
			Z2249EZ,EZU,RZ,RZU . . . . .	6 . . . . .	19R20,U,19R21,U, 19R22,U . . . . .	5 . . . . .	1934	
			Z2251EZ,EZU,RZ,RZU . . . . .	6 . . . . .	20M20,U,Z,20M21, . . . . .	5 . . . . .	2119	
			Z2281EZ,EZU,RZ,RZU . . . . .	6 . . . . .	U,UZ,Z . . . . .	5 . . . . .	2119	
			Z3000EZ,EZU,RZ,RZU . . . . .	6 . . . . .	21K20-3 . . . . .	5 . . . . .	2119	
			Z3001EZ,EZU,RZ,RZU . . . . .	6 . . . . .	21L21 . . . . .	5 . . . . .	2119	
			Z3004EZ,EZU,RZ,RZU . . . . .	6 . . . . .	22L20 . . . . .	5 . . . . .	2119	

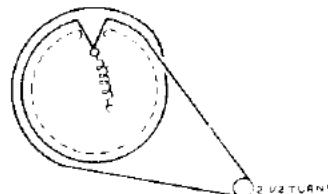
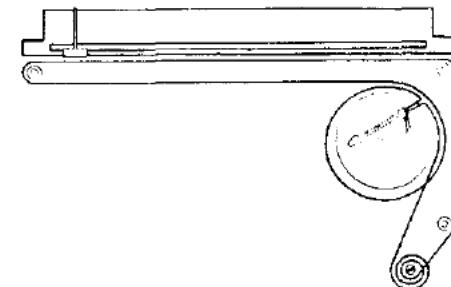
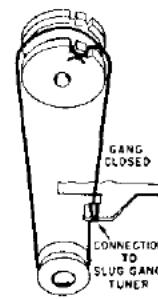
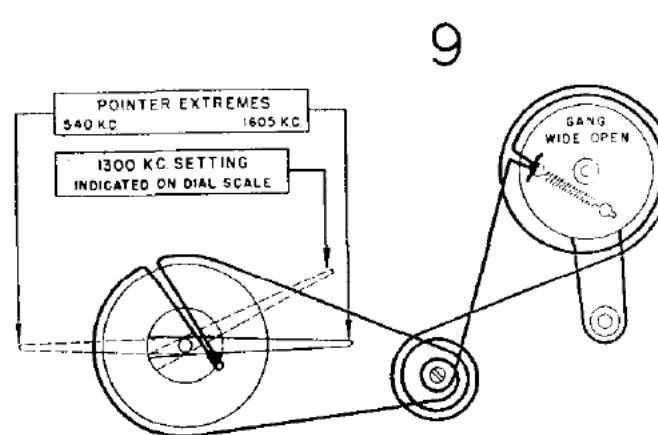
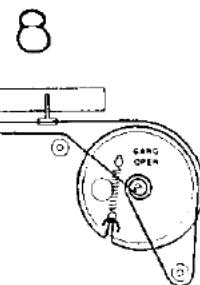
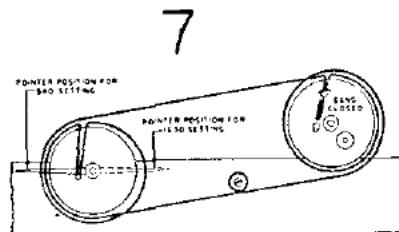
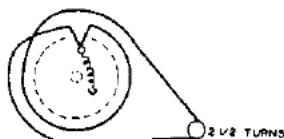
\* Signifies Coverage in this Volume  
Receivers produced prior to 1955 are indexed in DC-6



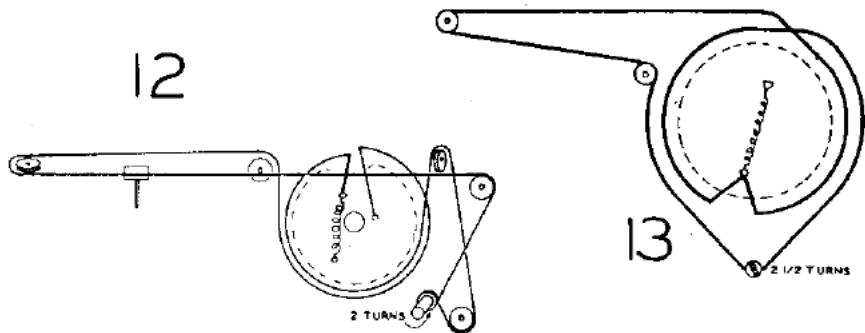
A SHOWS CORRECT STRINGING WITH GANG P 4975  
B SHOWS CORRECT STRINGING WITH GANG 68A2



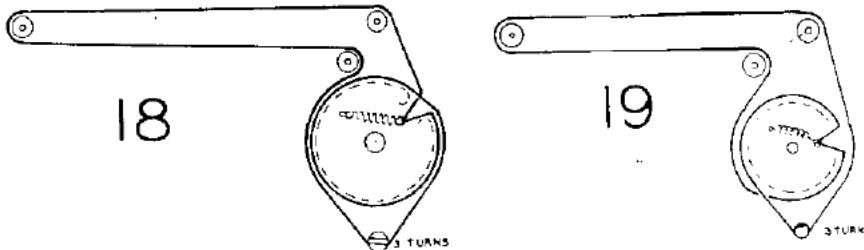
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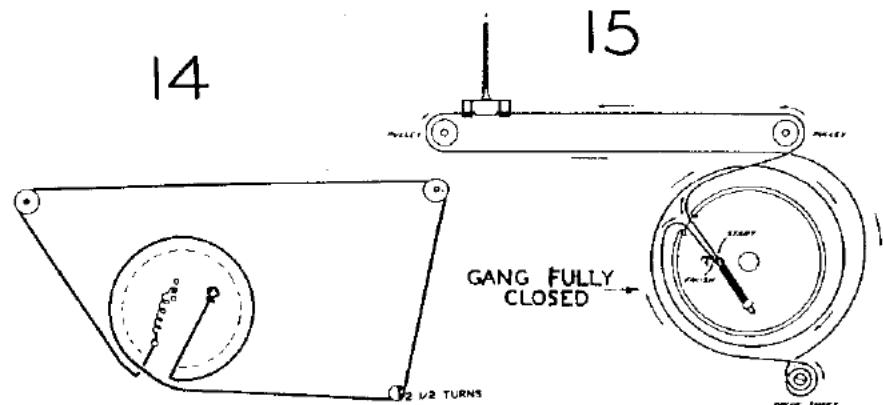
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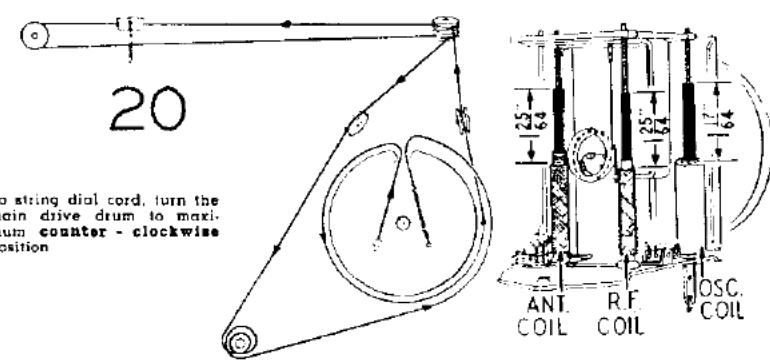
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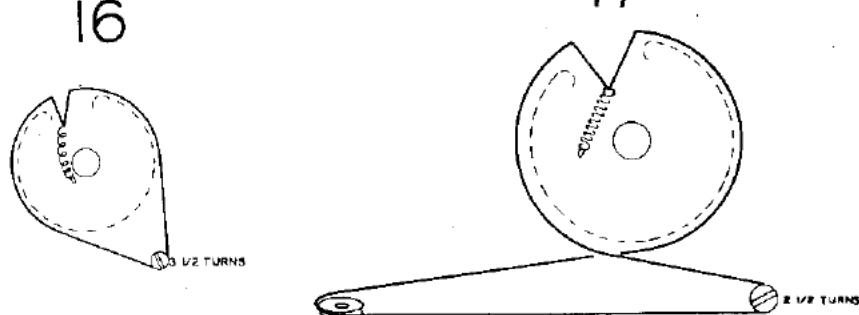


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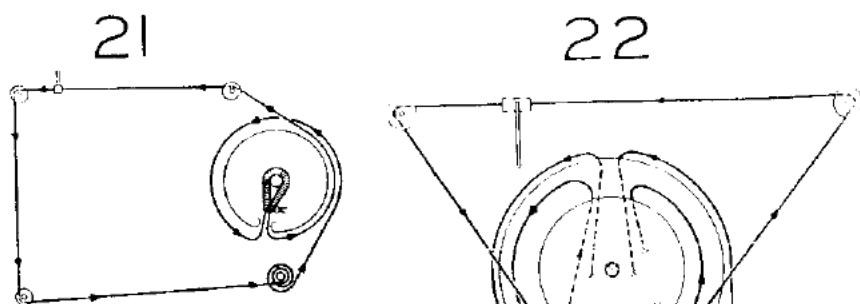


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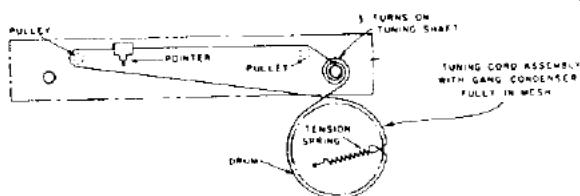
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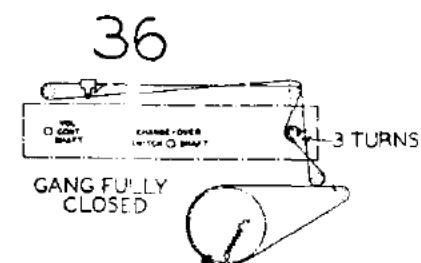
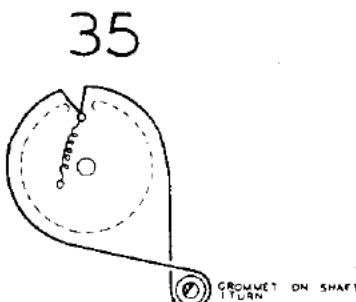
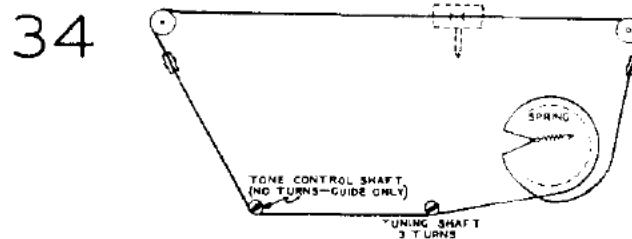
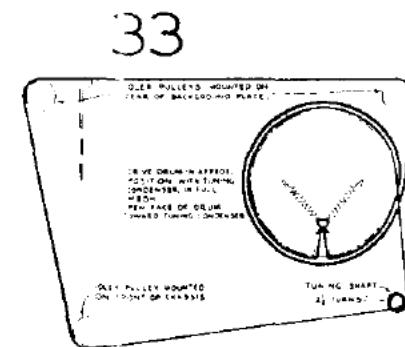
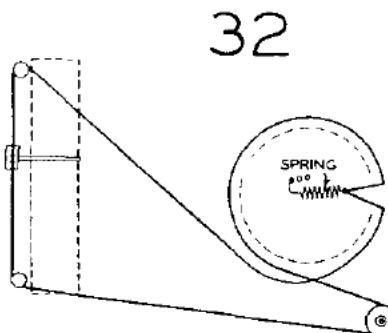
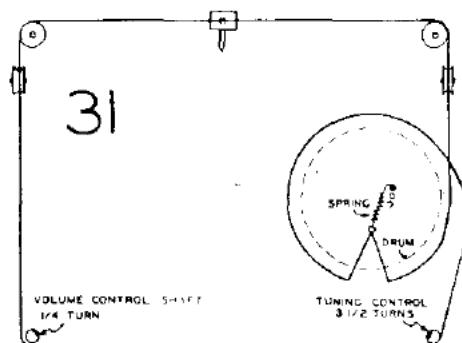
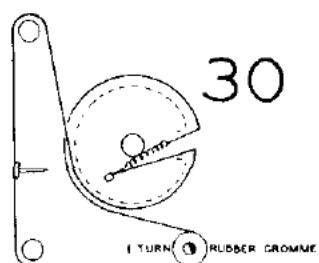
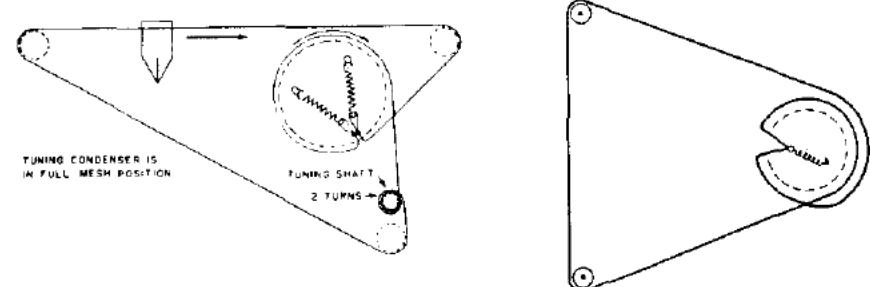
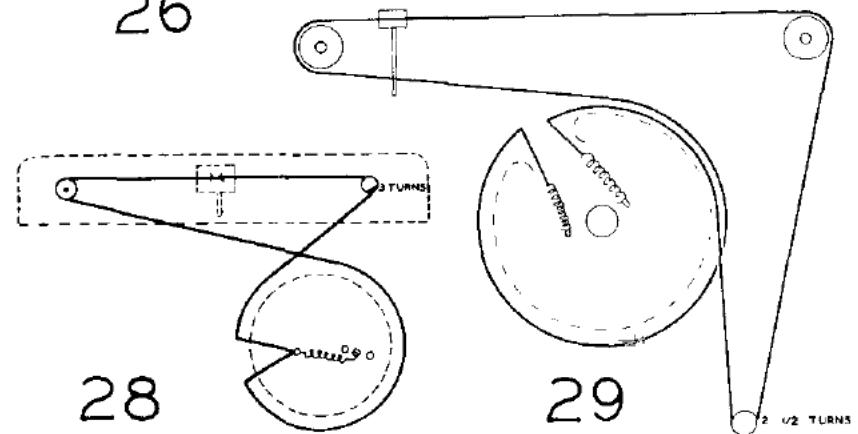
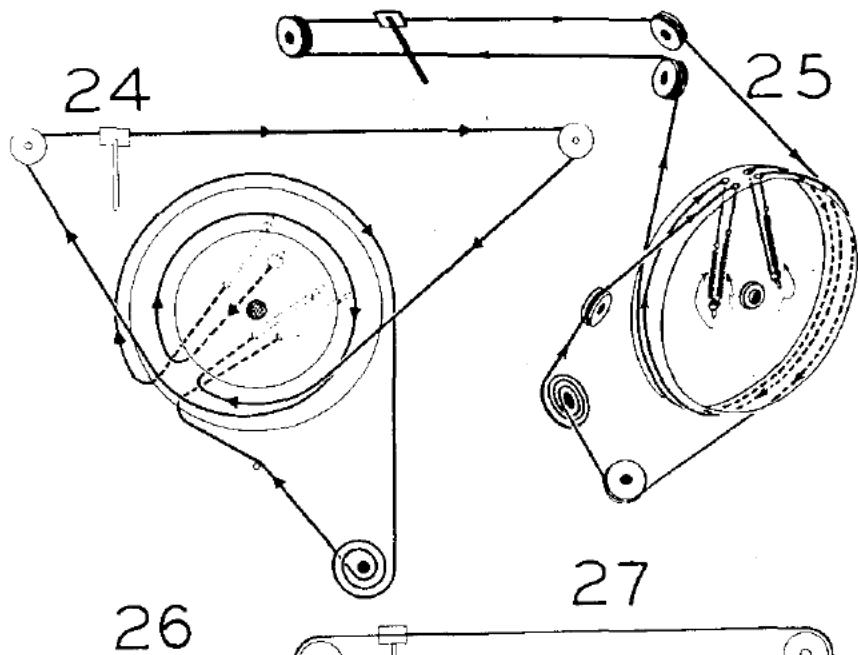


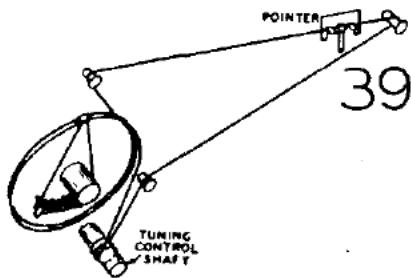
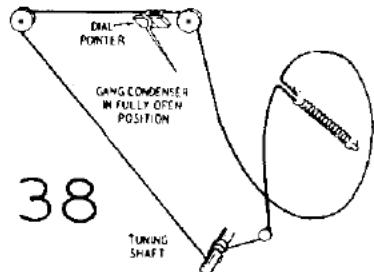
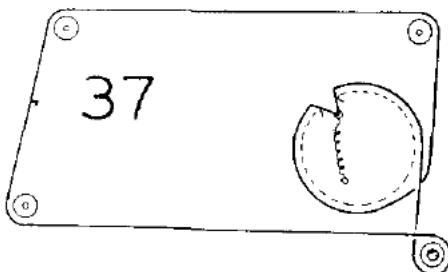
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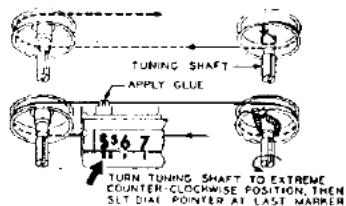






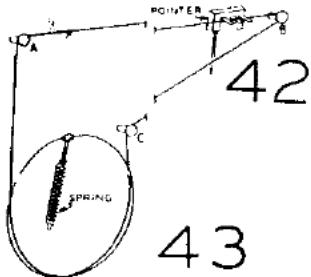
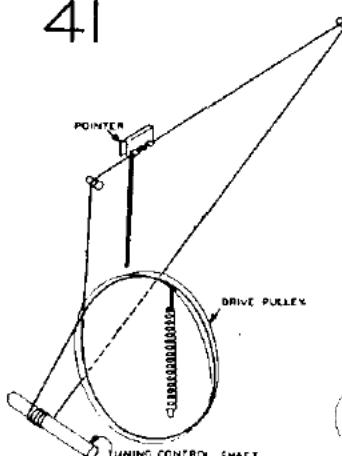
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When tying the string to the tension spring make sure that the spring takes up all slack.



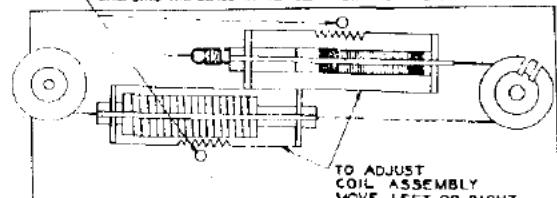
View of Tuning Coil Assembly.

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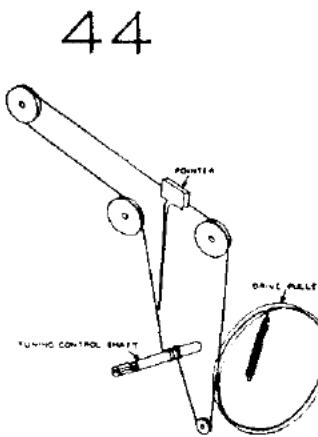
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NOTE: THE ANTENNA COIL ASSEMBLY IS MADE SO THAT IT IS MOVABLE LEFT OR RIGHT. WHEN MAKING THE ADJUSTMENT AS GIVEN IN THE ALIGNMENT PROCEDURE MOVE THE ASSEMBLY VERY SLOWLY. IT MAY BE HELD IN POSITION BY HAVING ONE EDGE OF THE BLADE OF A SCREWDRIVER IN THE HOLE AND ENGAGING THE BLADE IN THE GEAR TEETH OF THE COIL FORM.

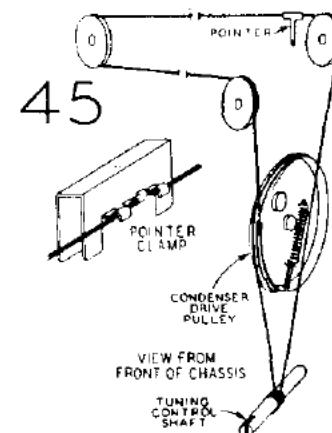


TO ADJUST  
COIL ASSEMBLY  
MOVE LEFT OR RIGHT

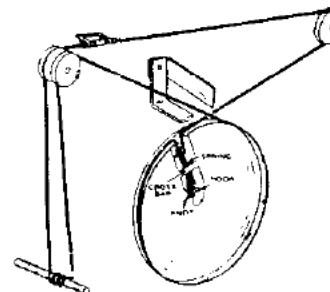
Turn gang condenser to full open position — See illustration. Use a new drive cord 42 inches in length.



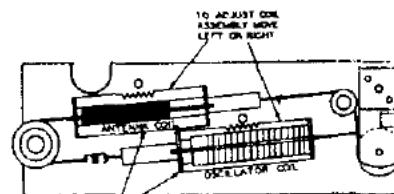
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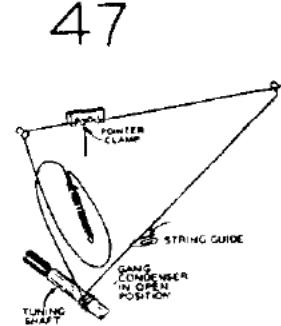


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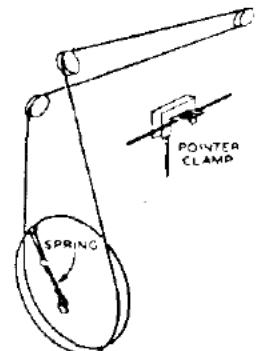


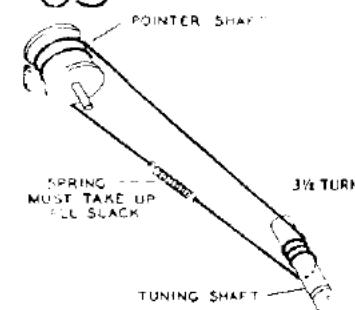
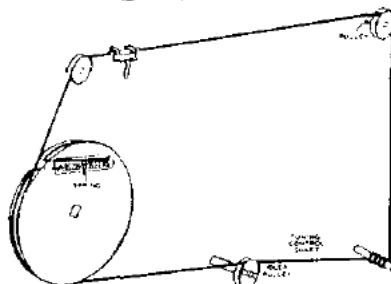
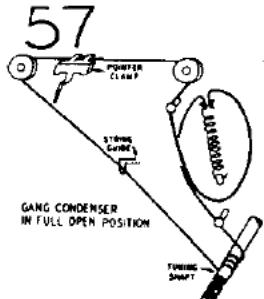
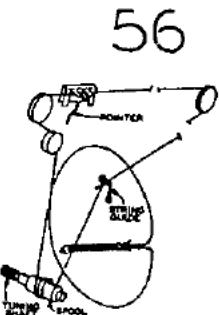
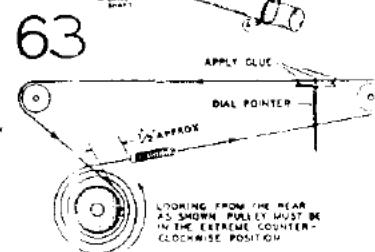
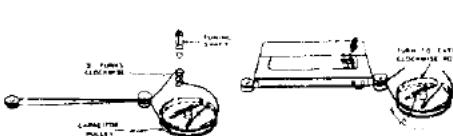
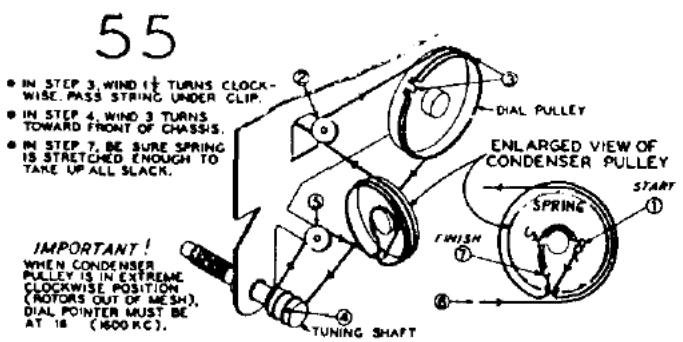
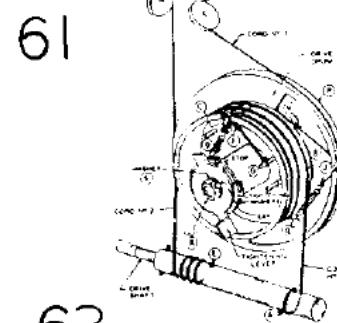
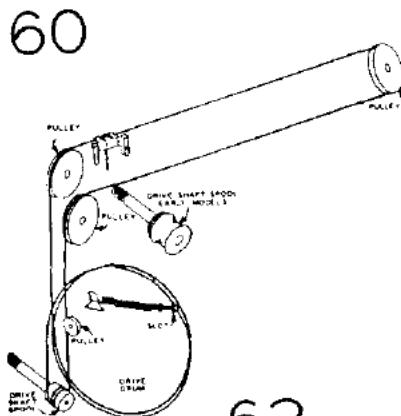
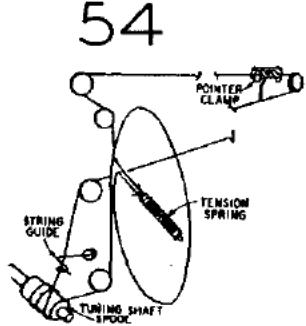
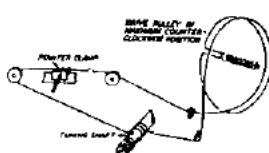
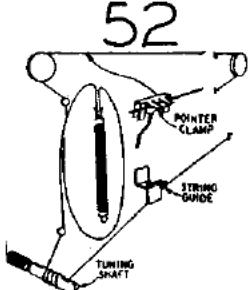
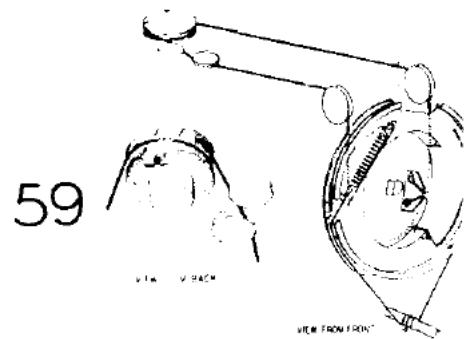
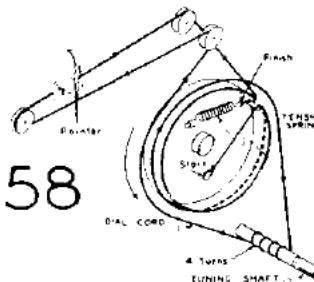
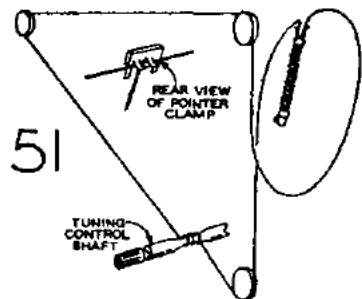
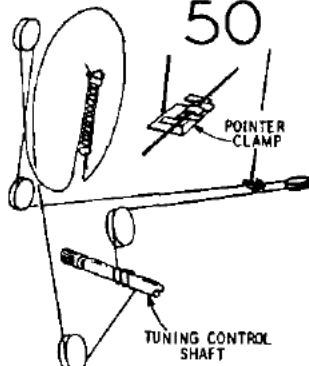
NOTE: THE ANTENNA COIL ASSEMBLY IS MADE SO THAT IT IS MOVABLE LEFT OR RIGHT. WHEN MAKING THE ADJUSTMENT AS GIVEN IN THE ALIGNMENT PROCEDURE MOVE COIL ASSEMBLY VERY SLOWLY.

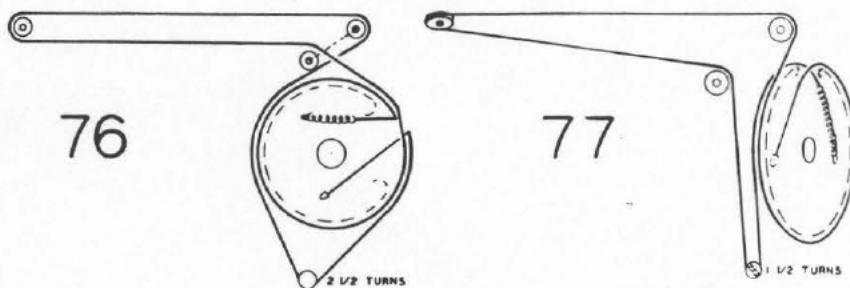
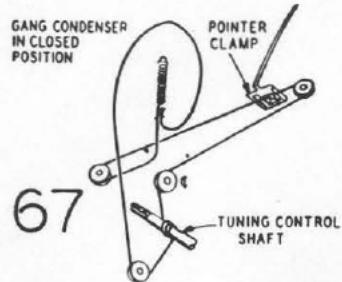
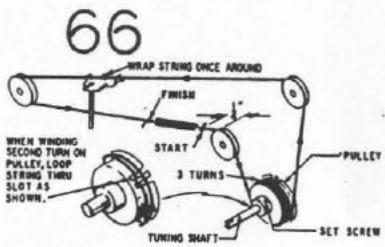
**COIL ASSEMBLY VIEW**



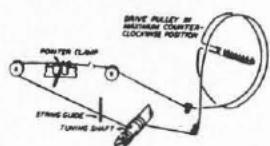
49



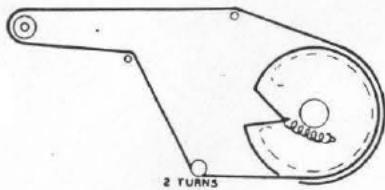




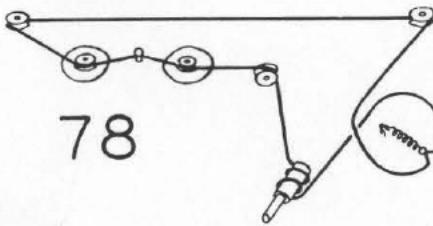
**68**



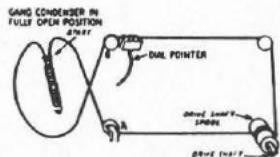
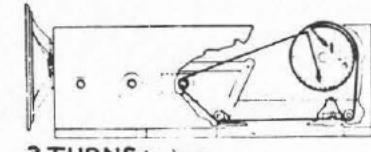
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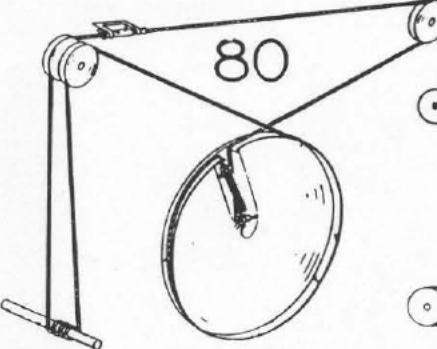
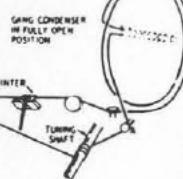
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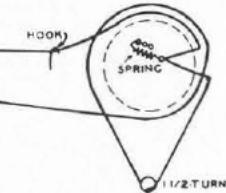
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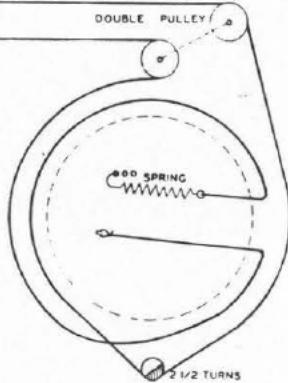
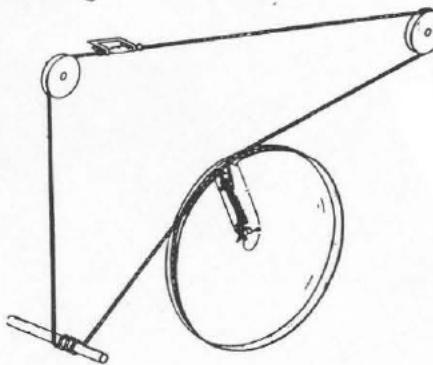
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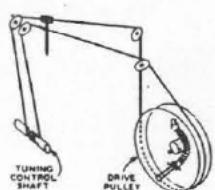
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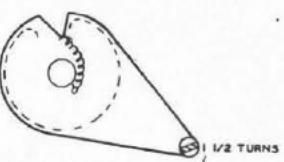
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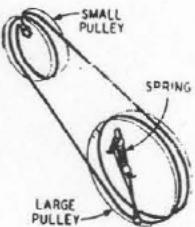
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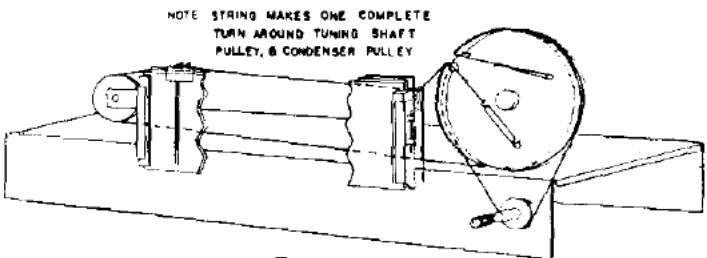


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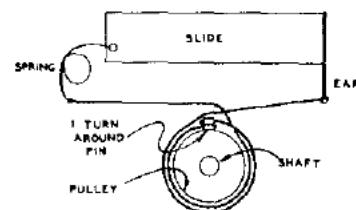
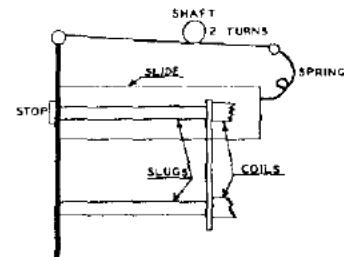


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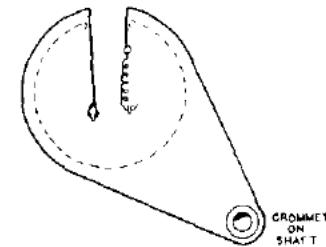




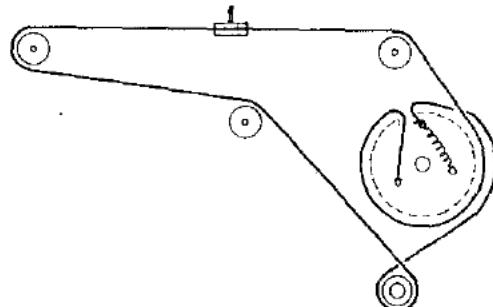
84 83



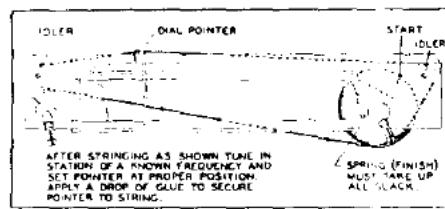
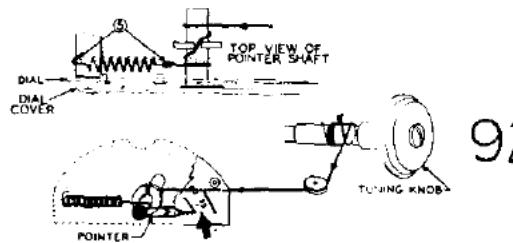
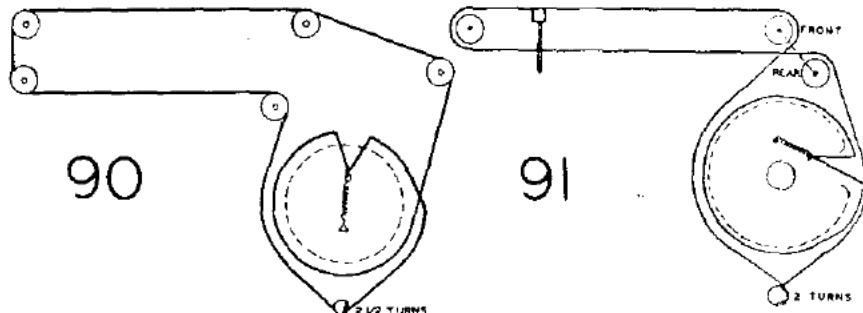
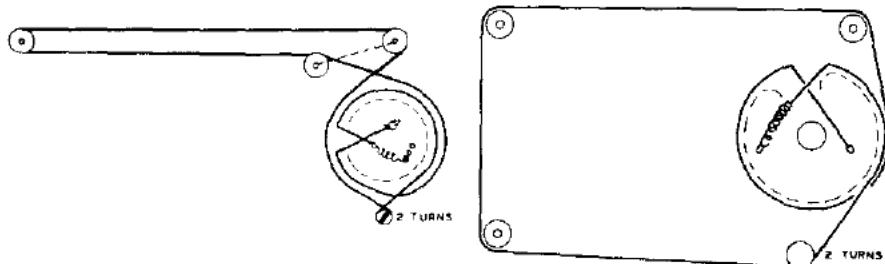
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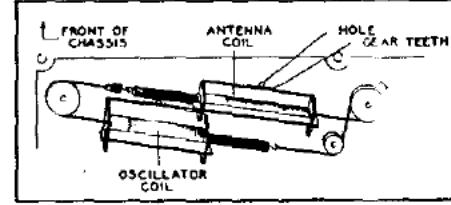
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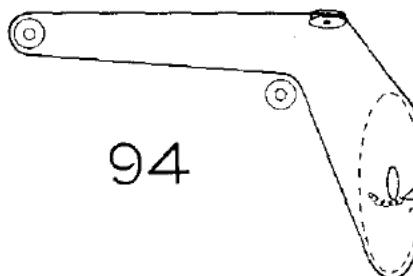
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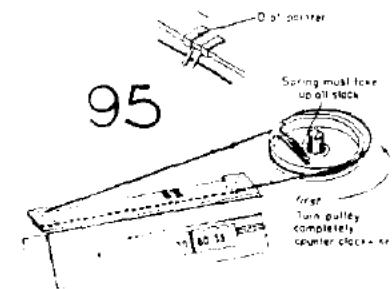
93



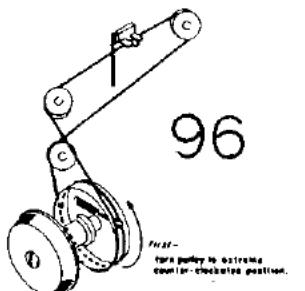
View of Coil Assembly



94

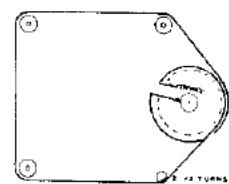


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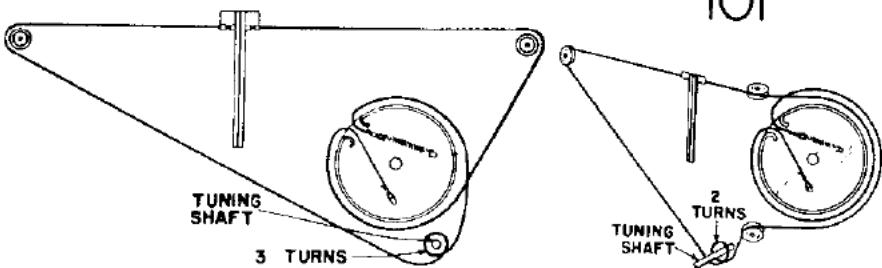


96

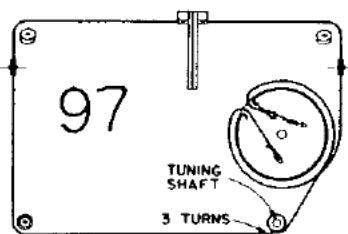
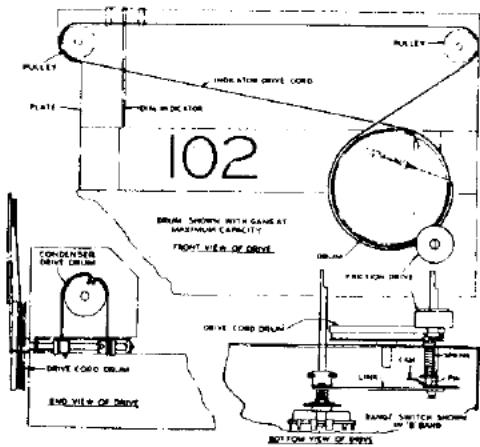
98



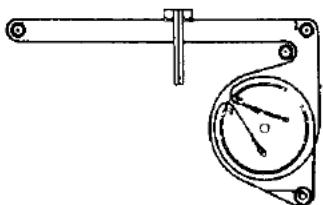
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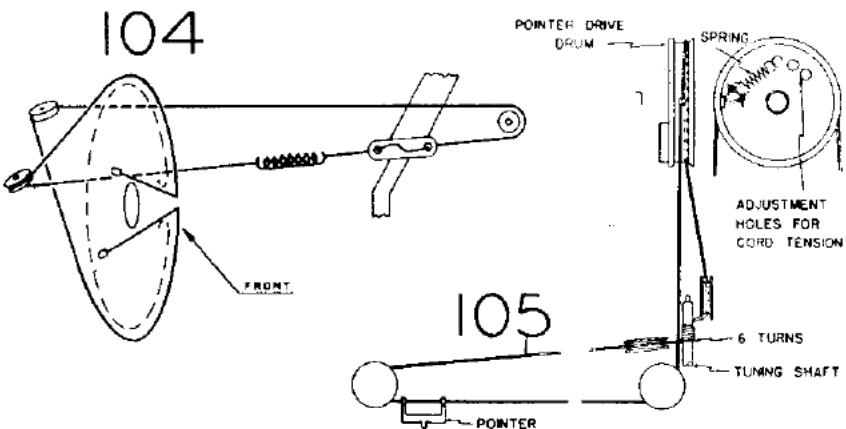
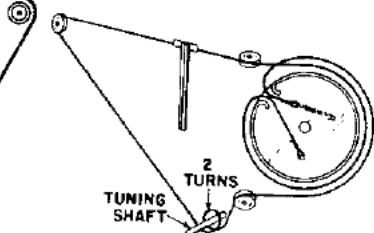
103



99

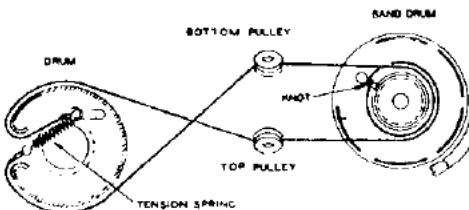


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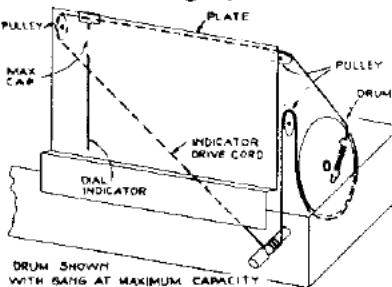


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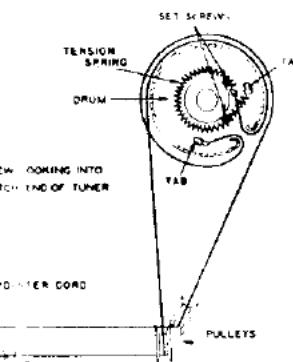
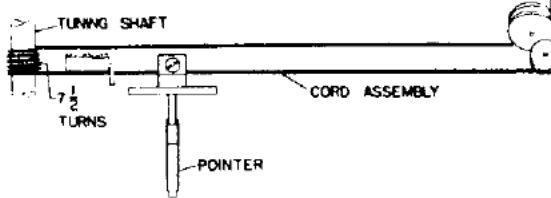
**COPIER DRIVE FOR BAND INDICATOR DRUM**

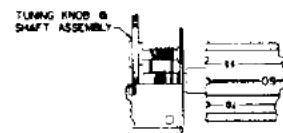


107

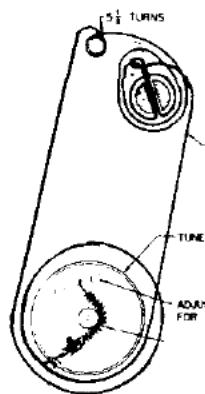


108

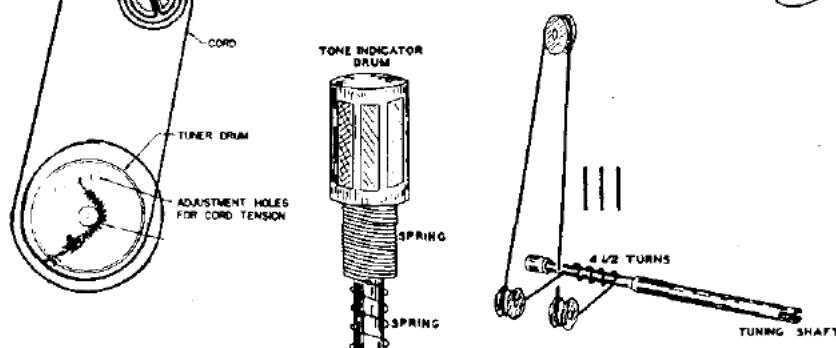




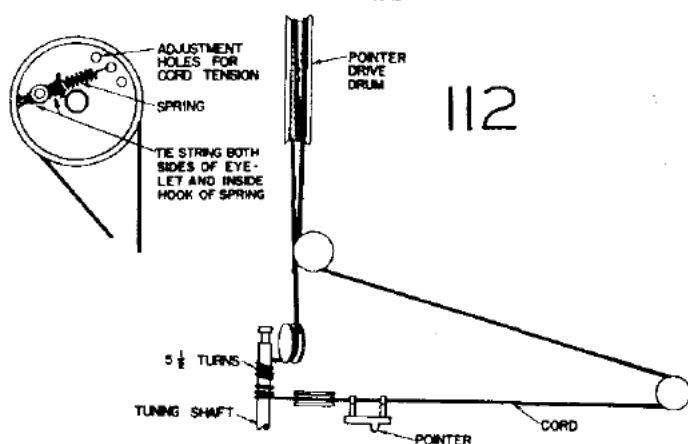
TO RECALIBRATE AFTER REPLACING  
DRIVE STRING, TURN COIL CORES  
TWO FULL REVOLUTIONS, THEN HOLD SHAFT  
STATIONARY WITH PLIERS, AND  
REVOLVE DIAL WITH FINGERS UNTIL  
THE 60 CALIBRATION LINE IS IN  
RELATION SHOWN TO BRACKET



109

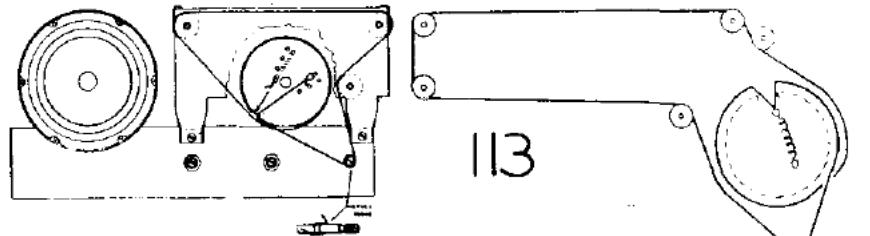


110



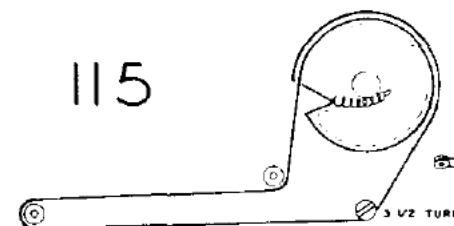
112

POSITION OF DRUM  
ASSEMBLY WITH COIL  
CORES FULLY IN.



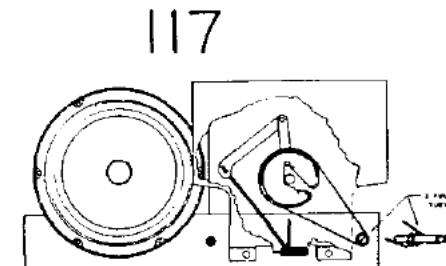
113

114



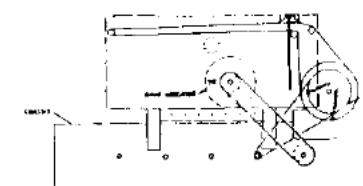
115

116



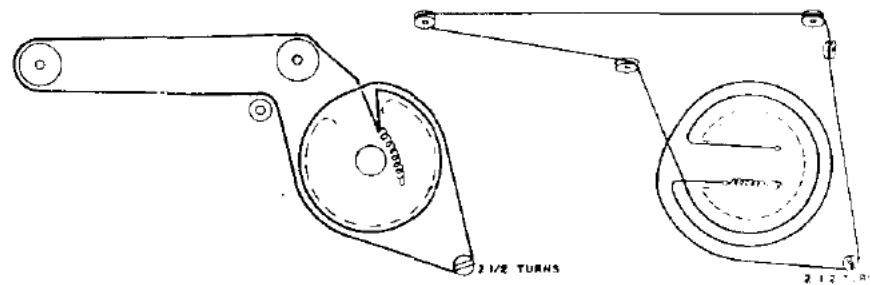
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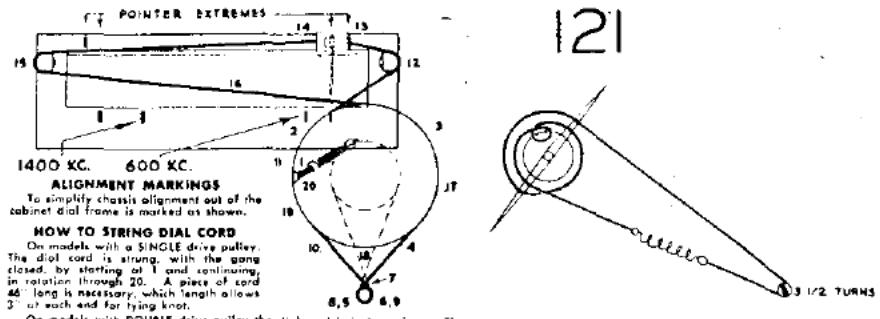
118



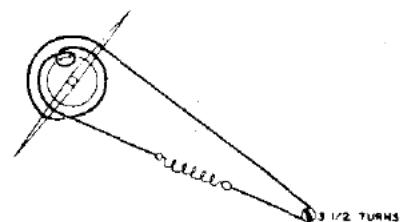
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120

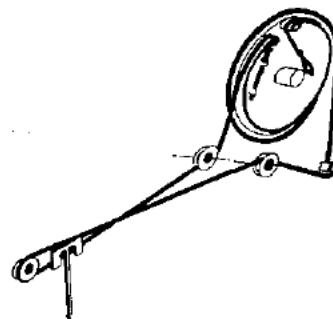




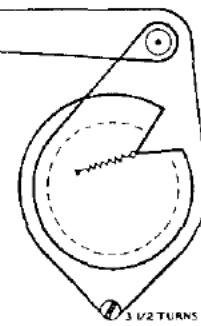
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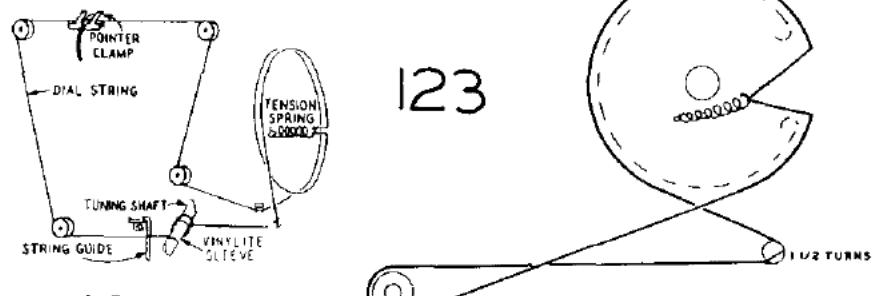
128



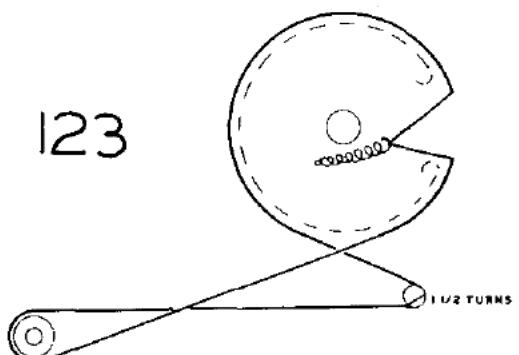
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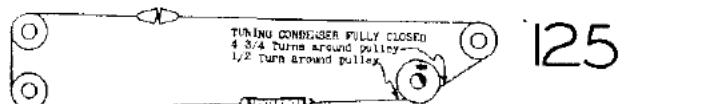
122



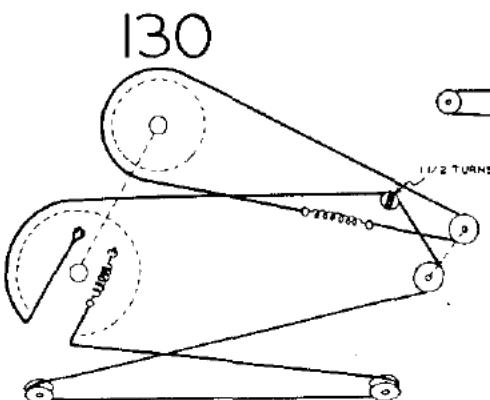
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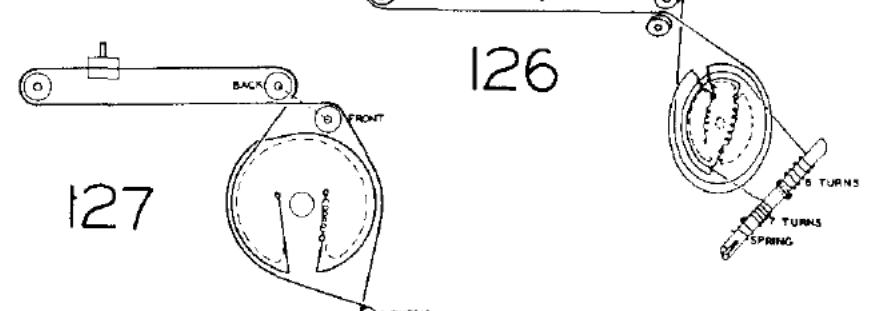
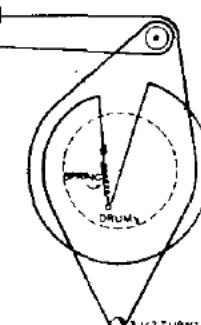
124



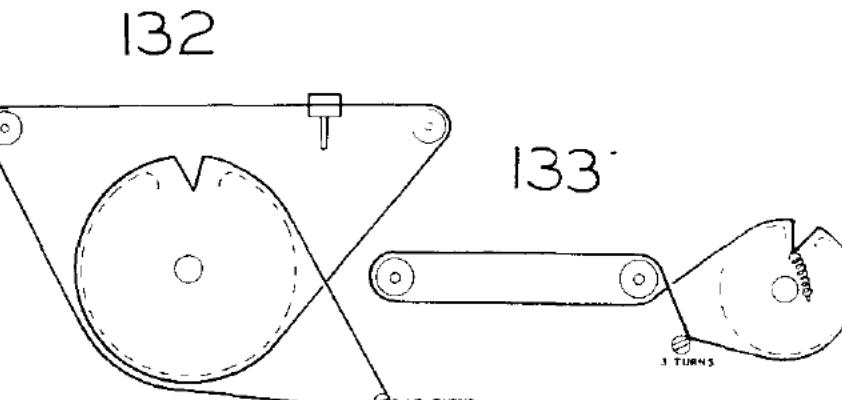
125



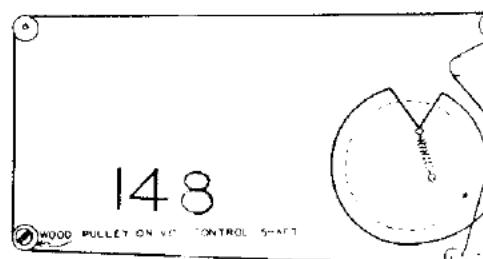
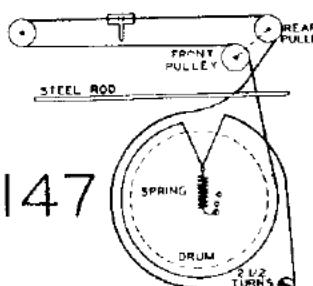
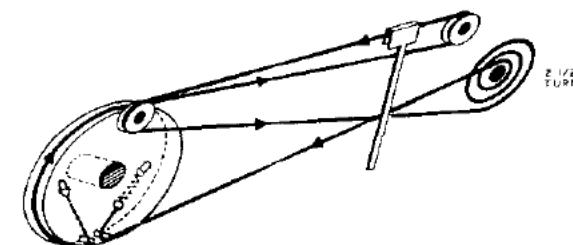
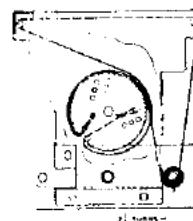
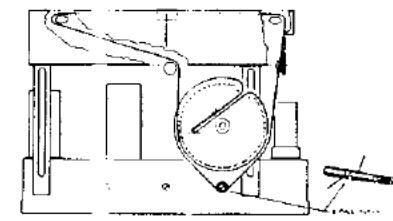
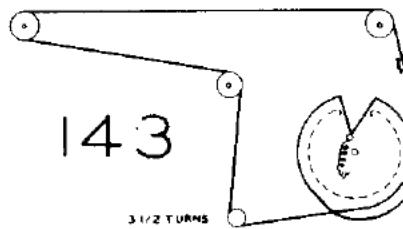
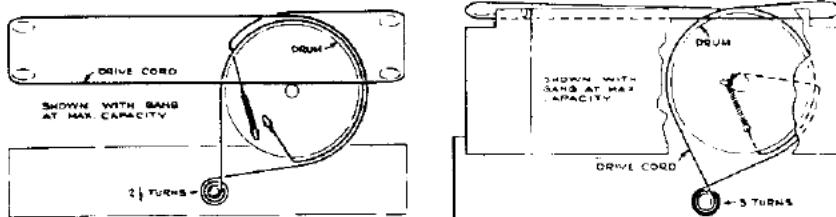
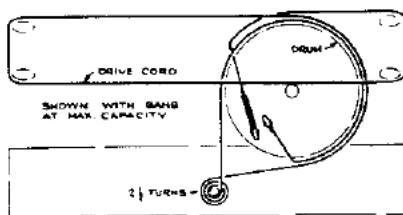
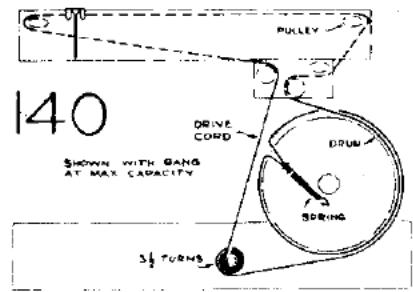
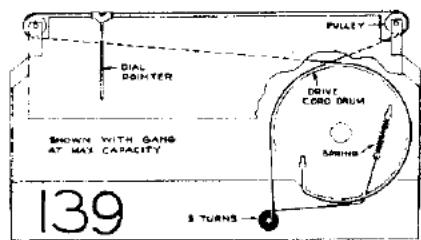
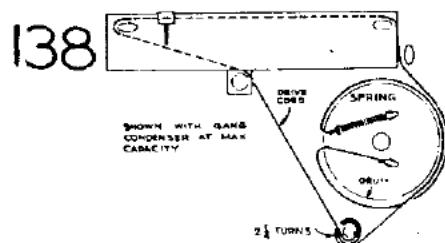
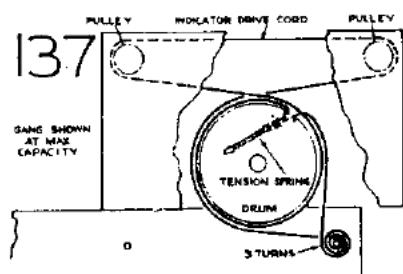
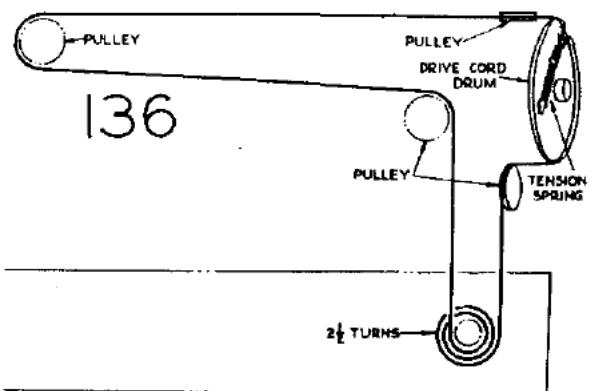
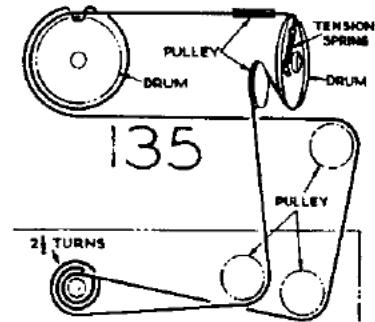
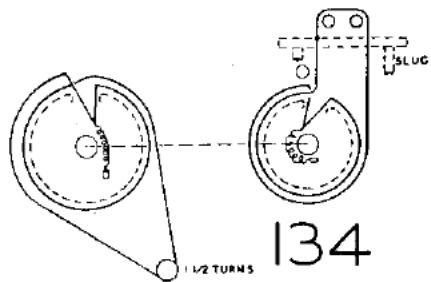
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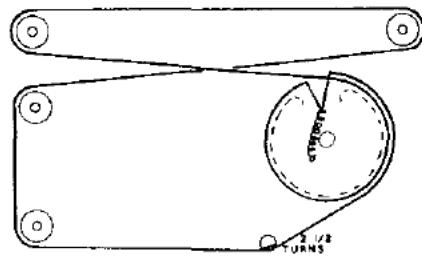


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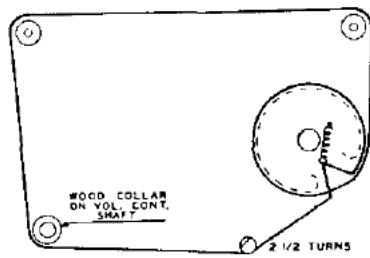


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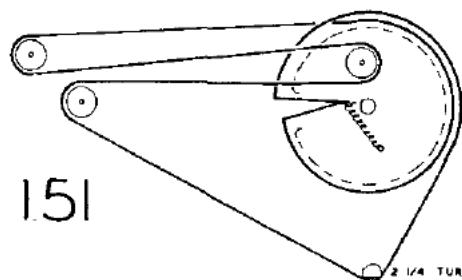




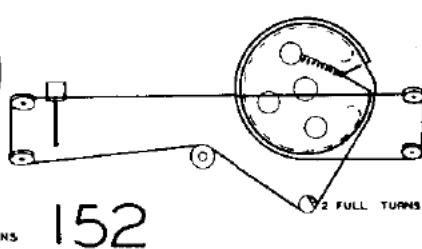
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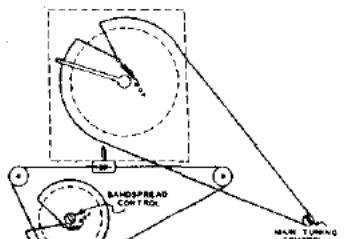
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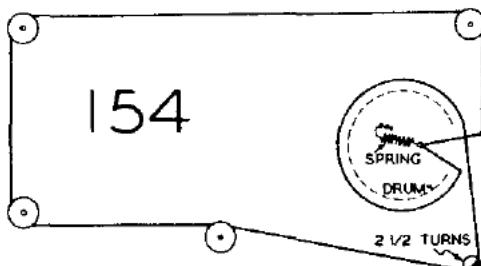
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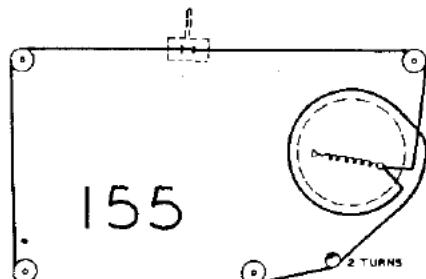
152



153



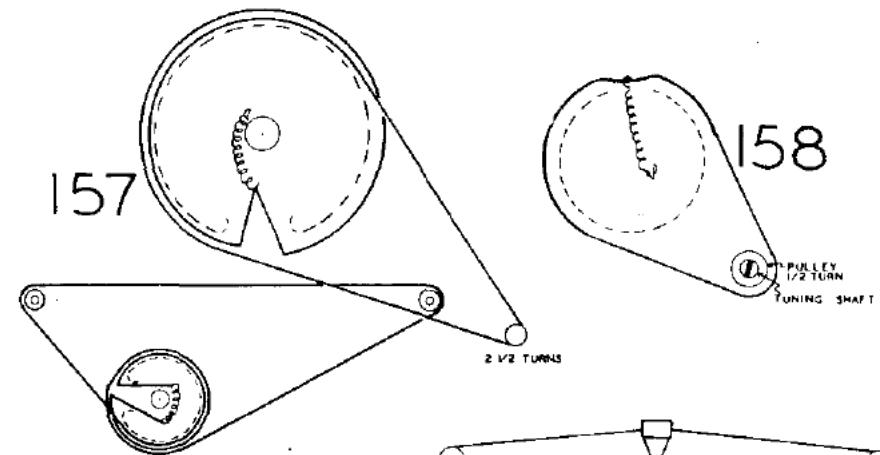
154



155

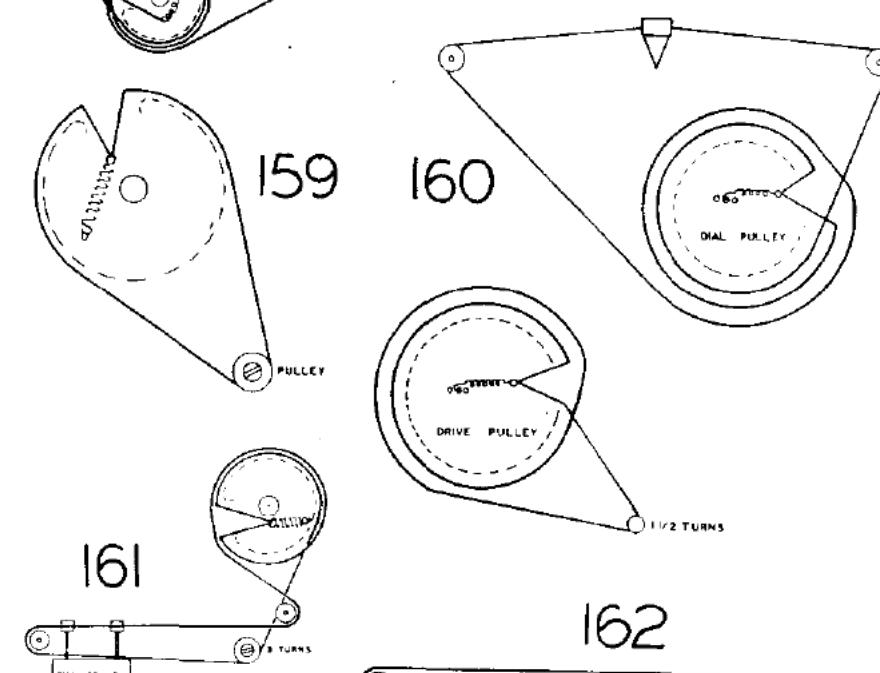


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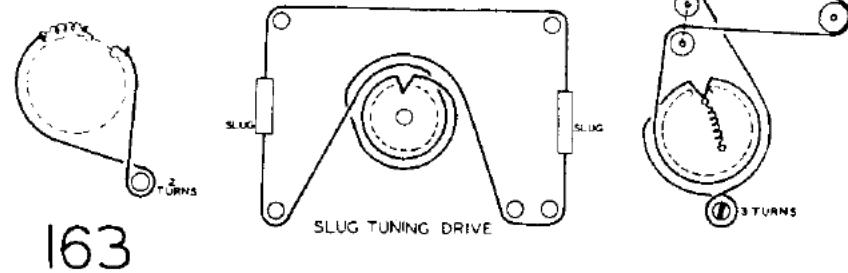
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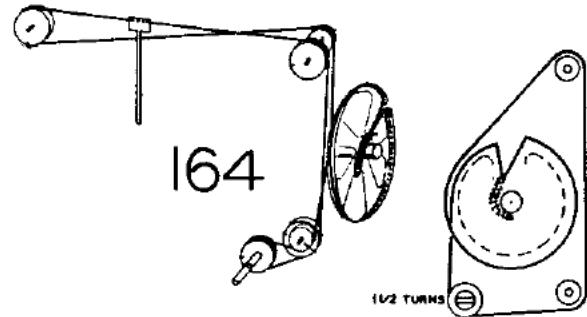


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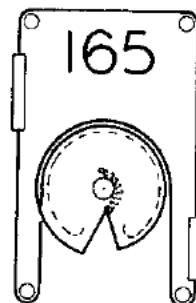
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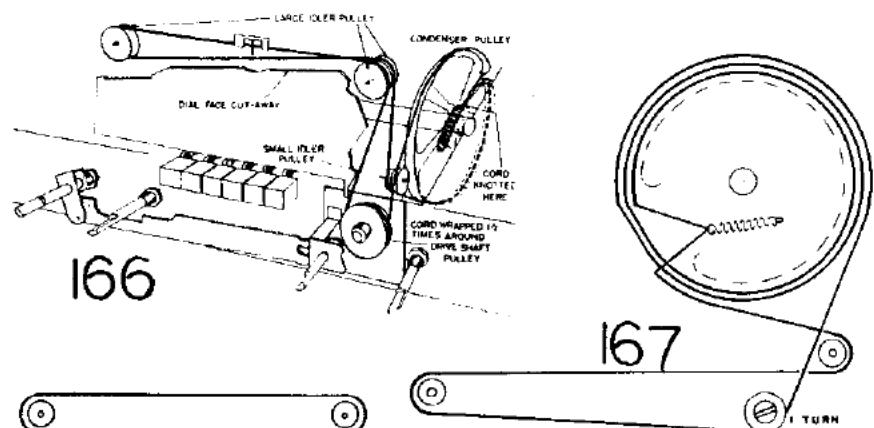
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164

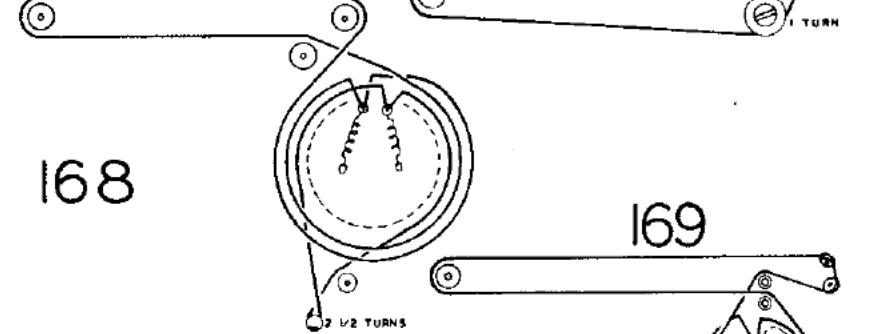


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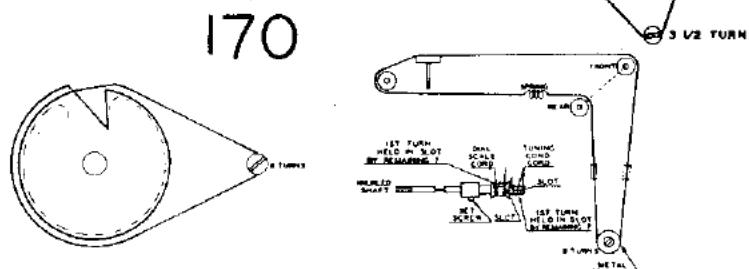
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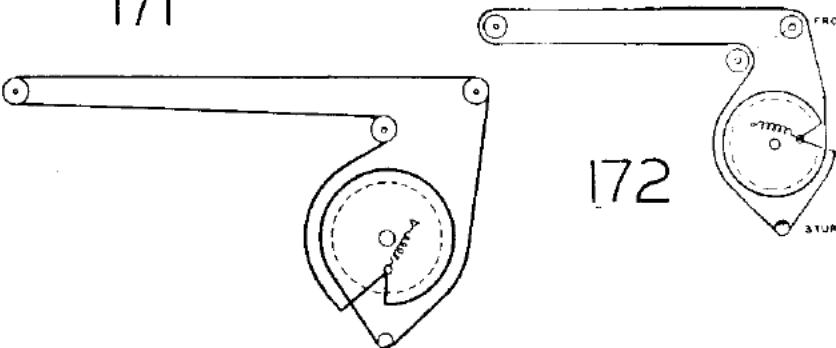
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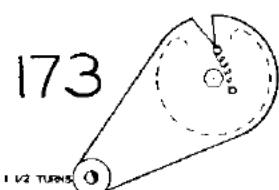


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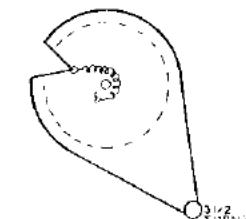
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172

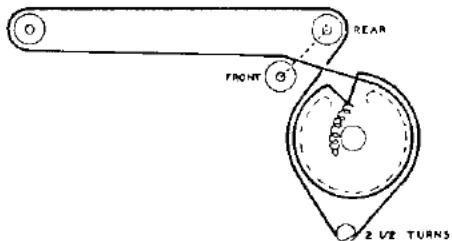


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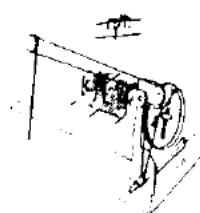


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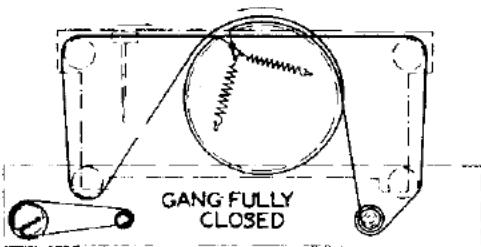
175



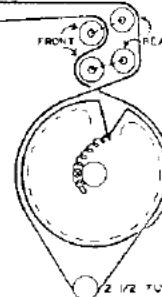
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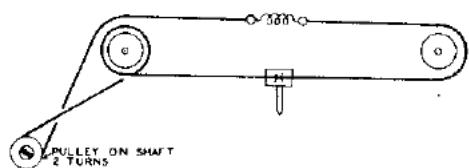
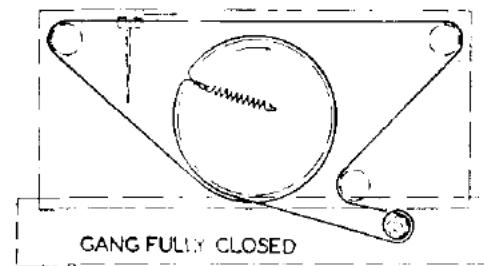
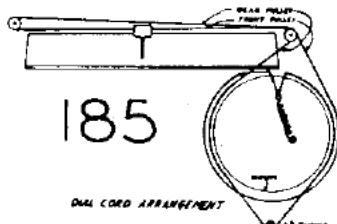
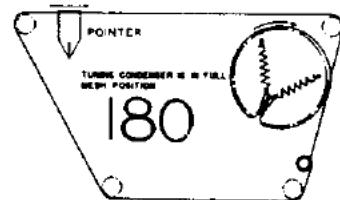
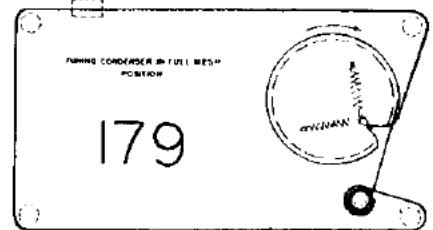


177

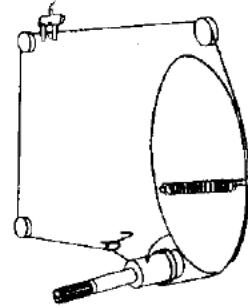
VOLUME CONTROL  
STRINGING OFF POSITION

178

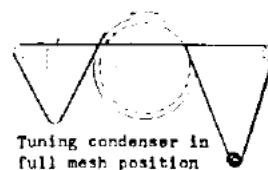




181



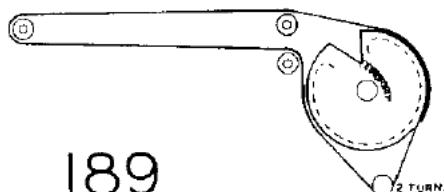
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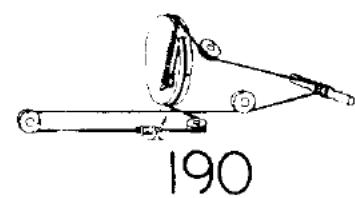
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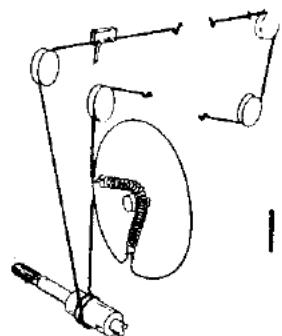
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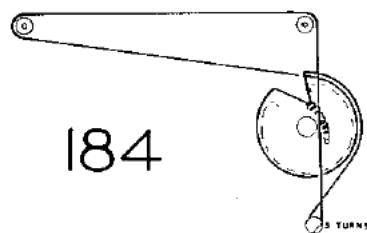
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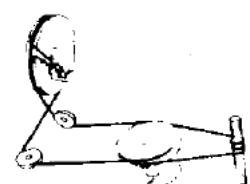
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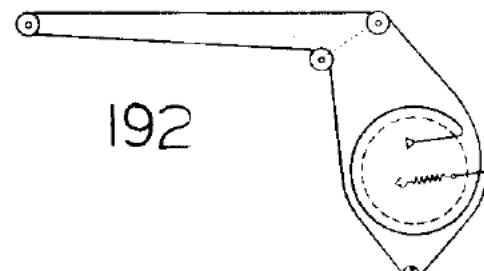
183



184



191



192

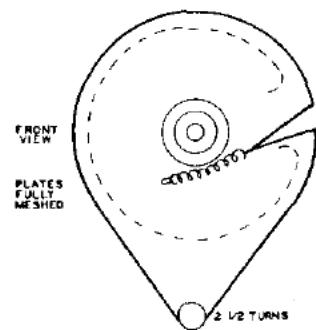


FIG. 1 DIAL DRIVE (A.M.)

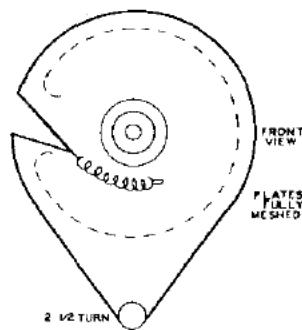


FIG. 2 DIAL DRIVE (F.M.)

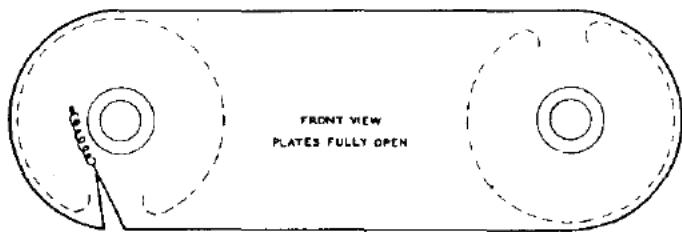


FIG. 3 DIAL DRUMS  
A.M. TUNING

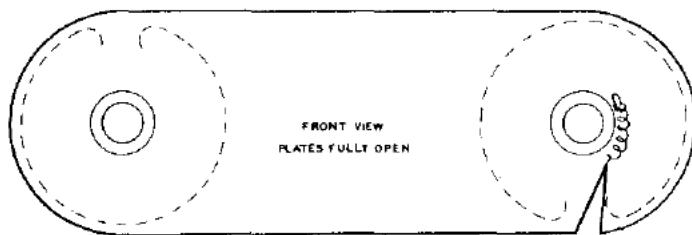
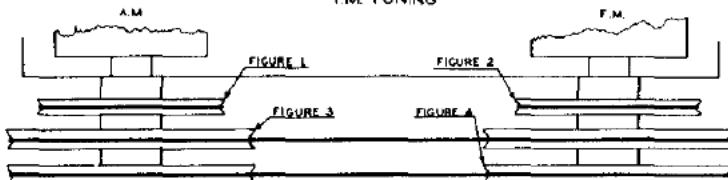
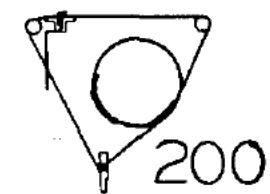
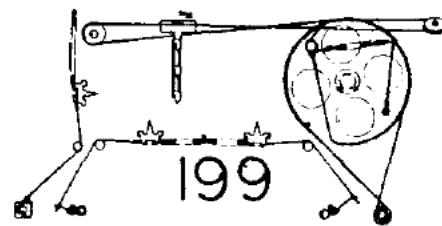
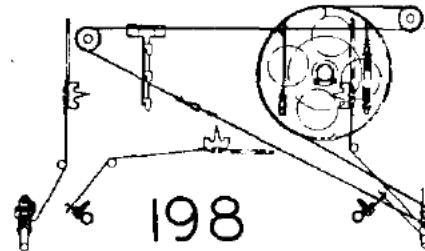
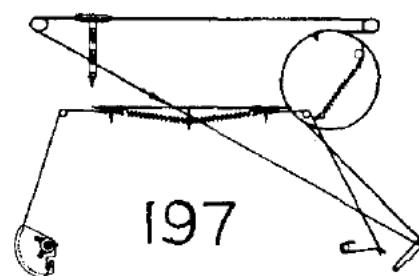
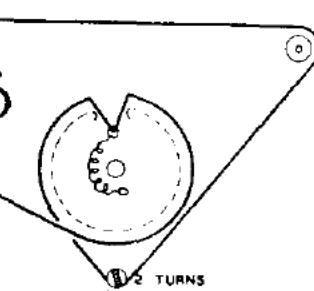
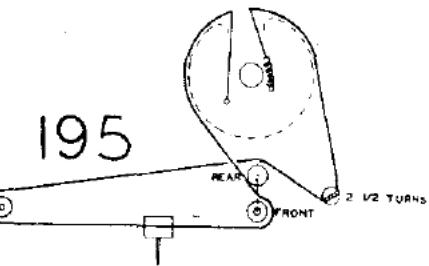
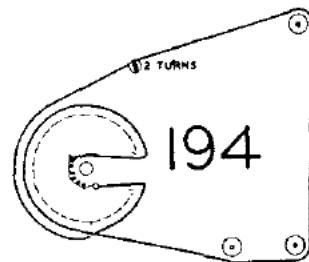
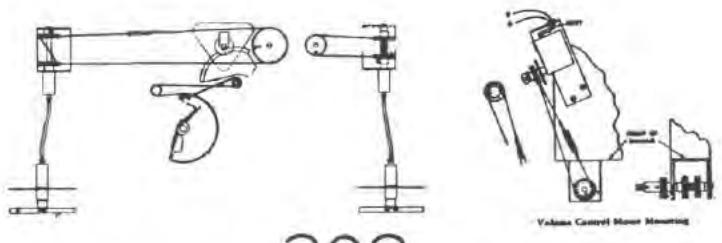


FIG. 4 DIAL DRUMS  
F.M. TUNING

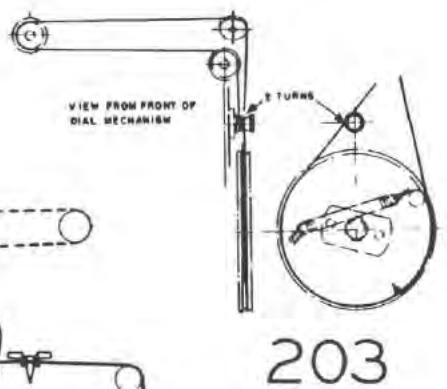


193

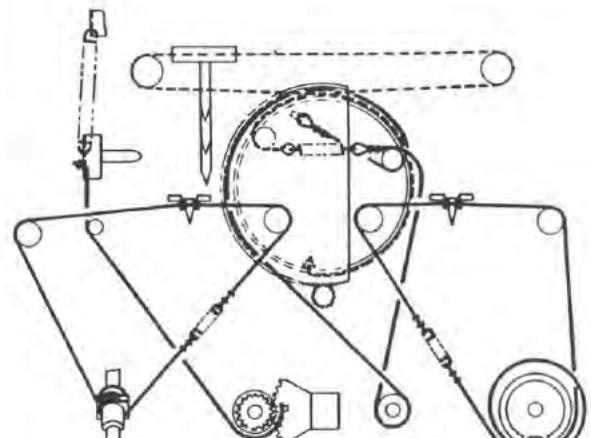




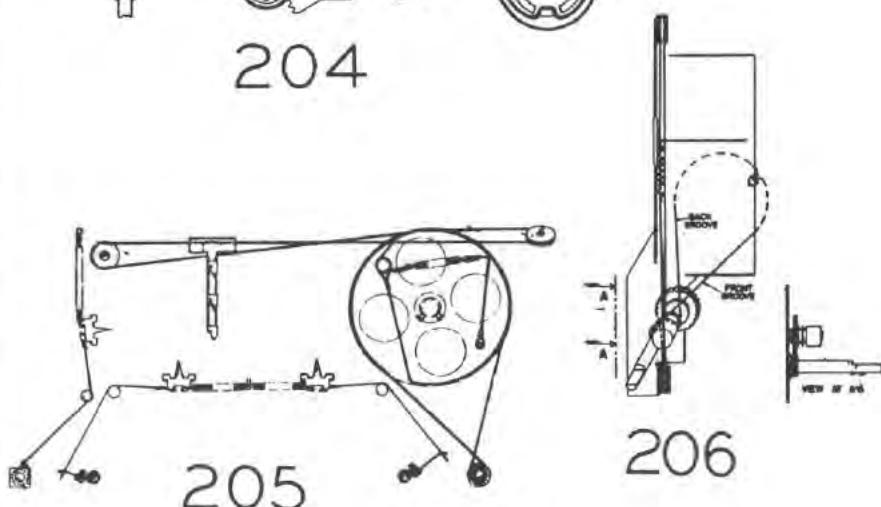
202



203



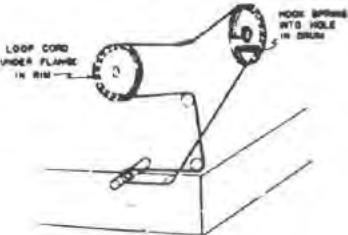
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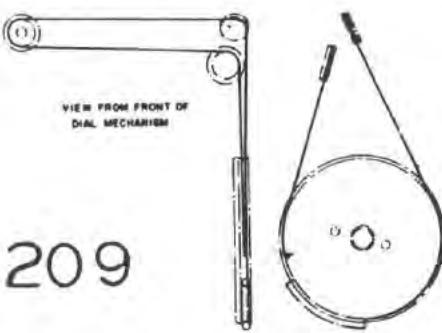
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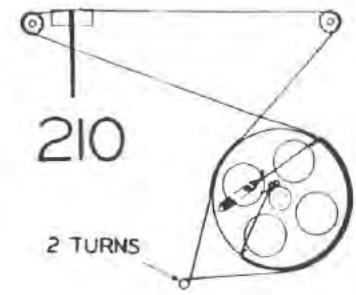
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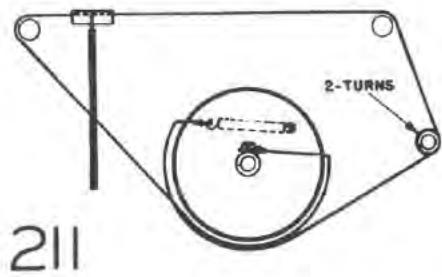
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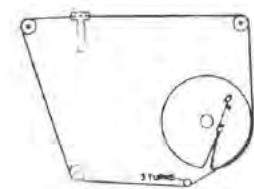
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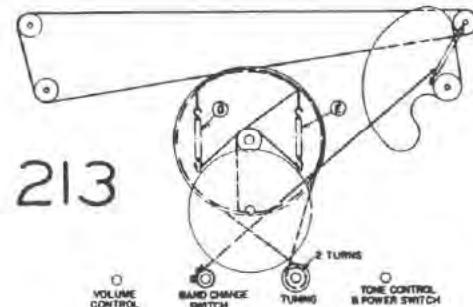
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211



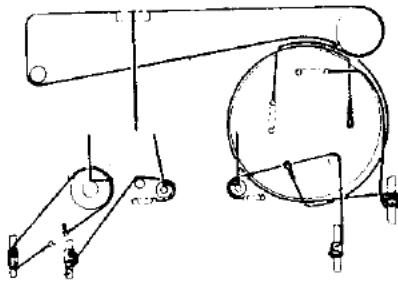
212



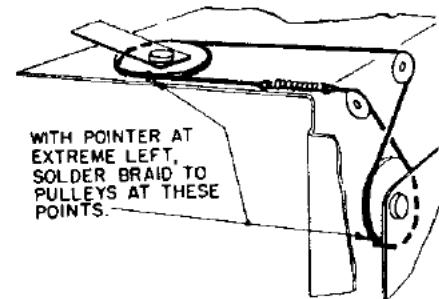
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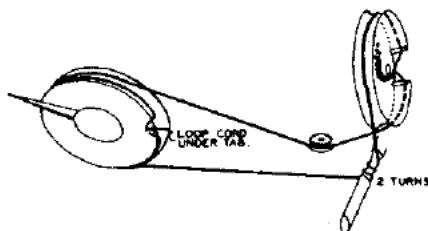
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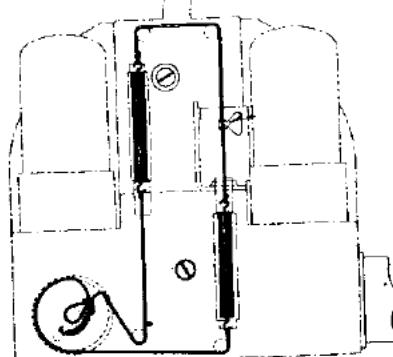
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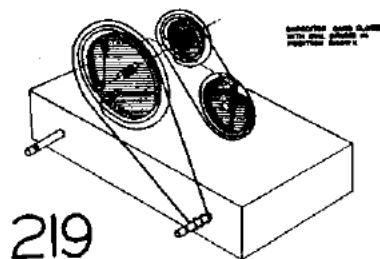
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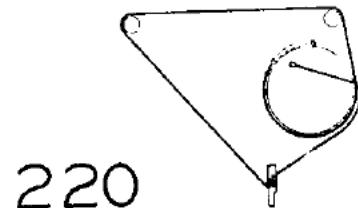
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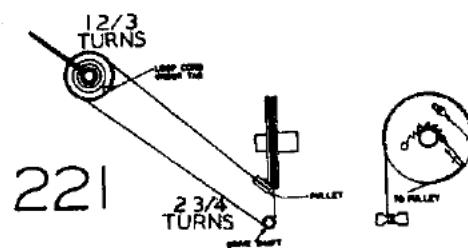
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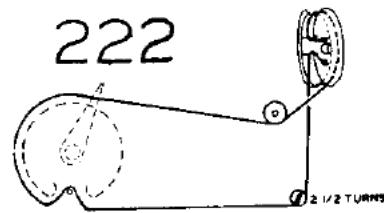
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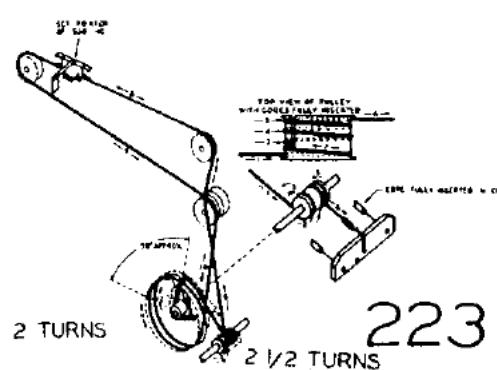
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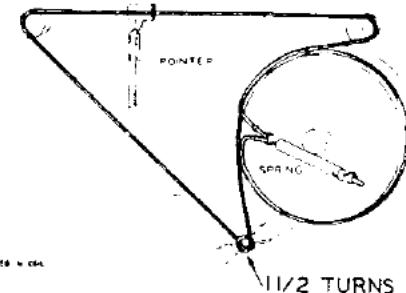
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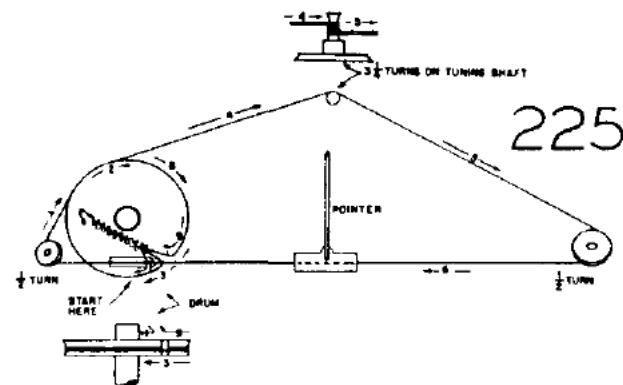
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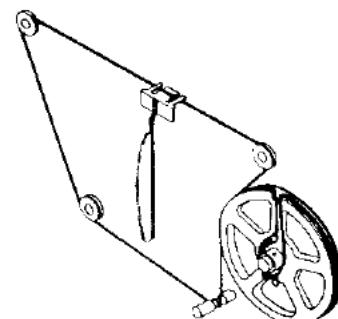
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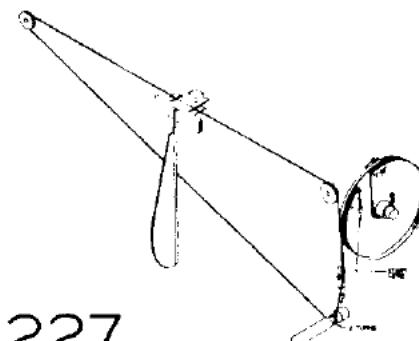
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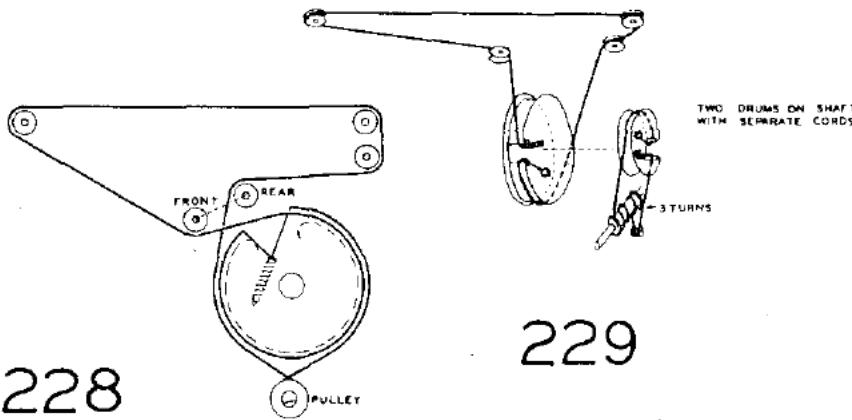


226



227

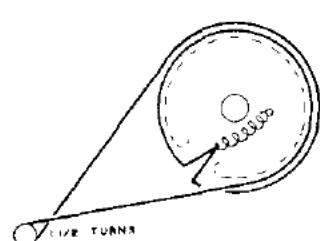
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229

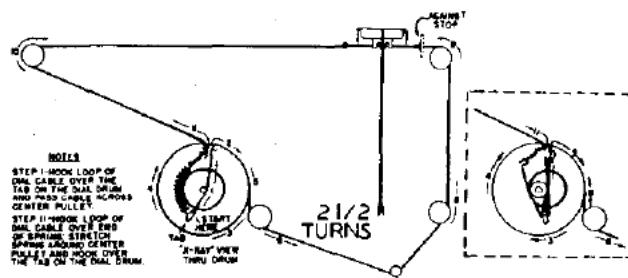
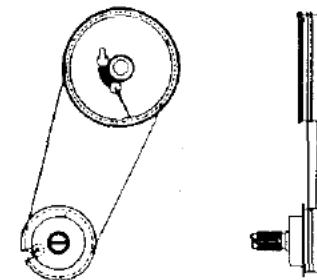
TWO DRUMS ON SHAFT  
WITH SEPARATE CORDS

3 TURNS

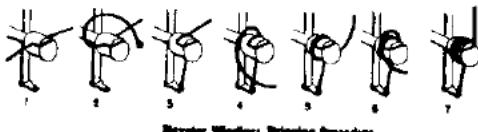


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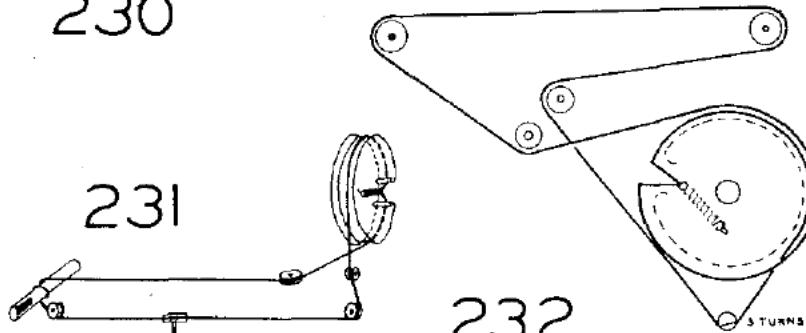
234



Dial Stringing Diagram Showing Lateral Protection Spring of Right

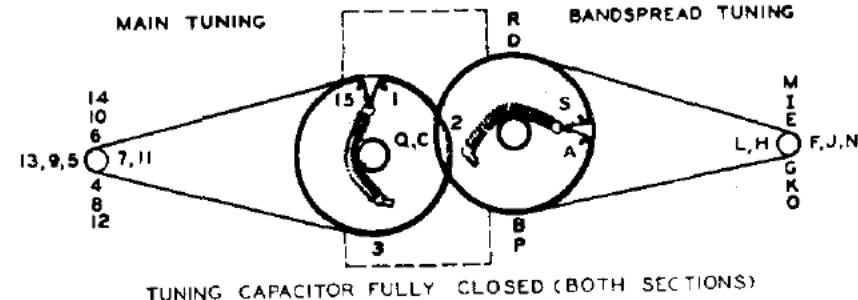


230



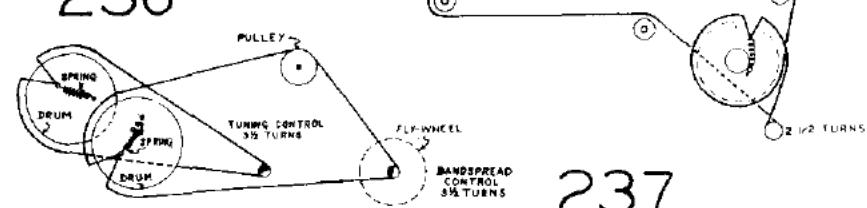
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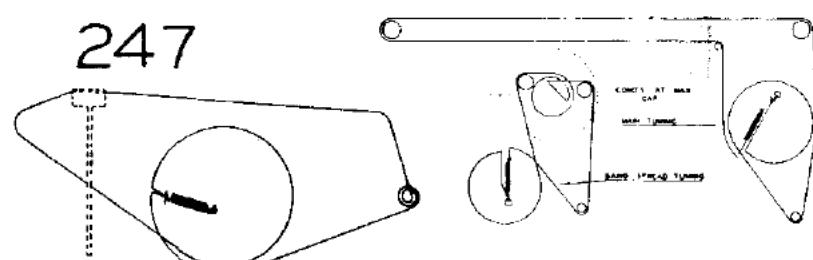
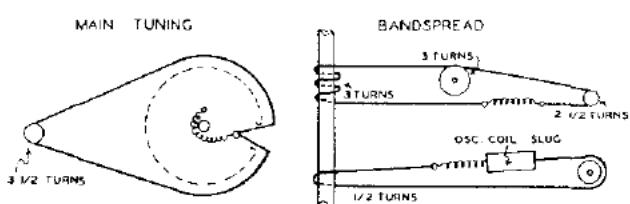
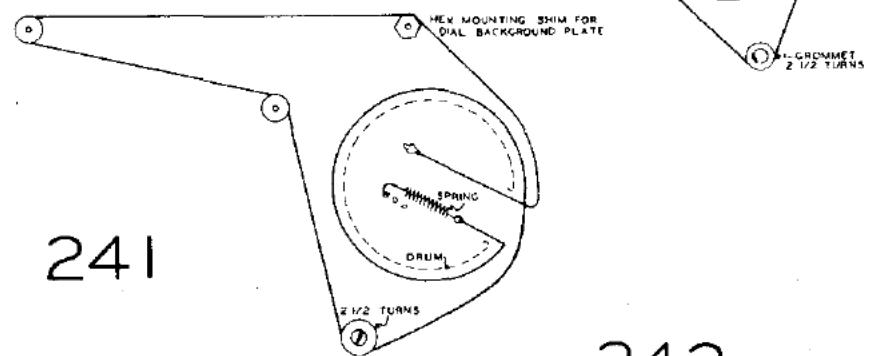
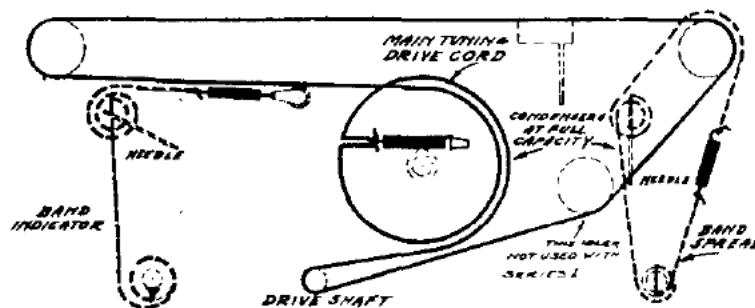
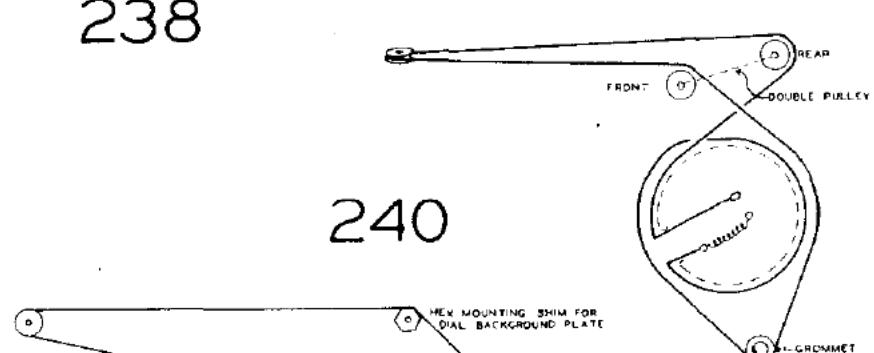
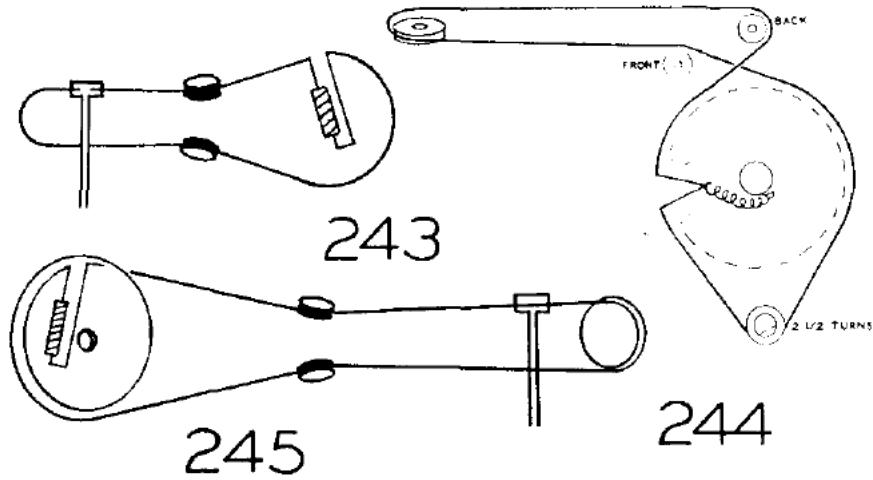
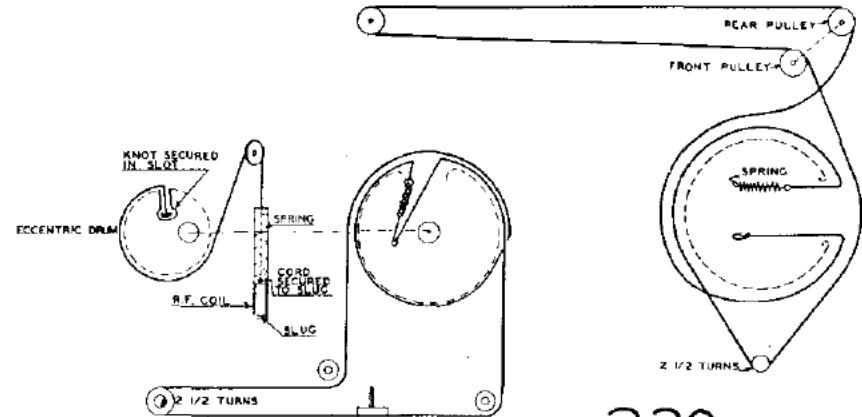


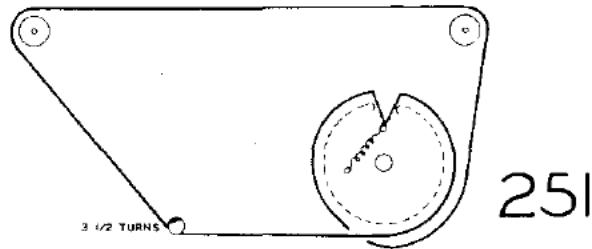
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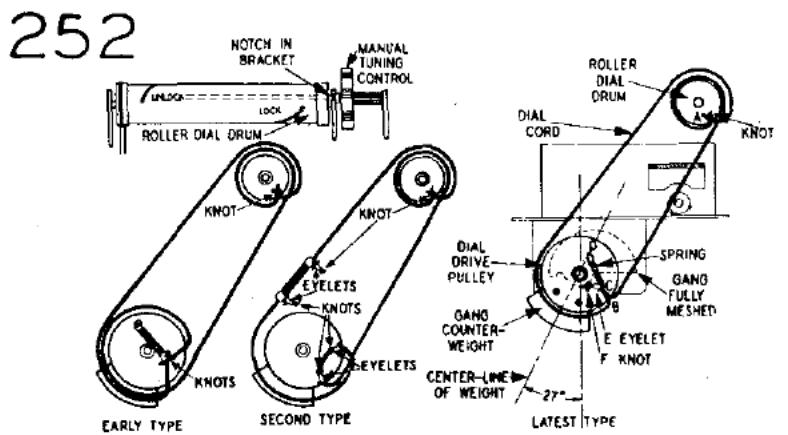


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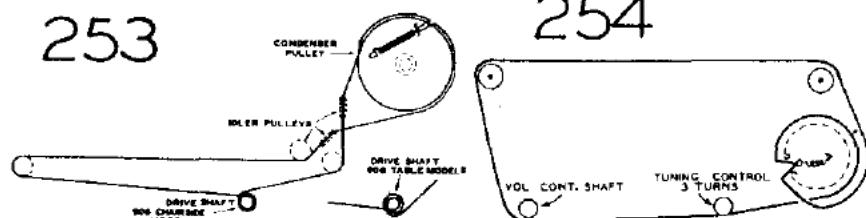




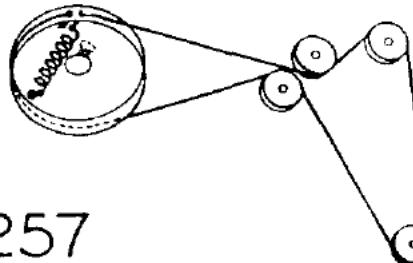
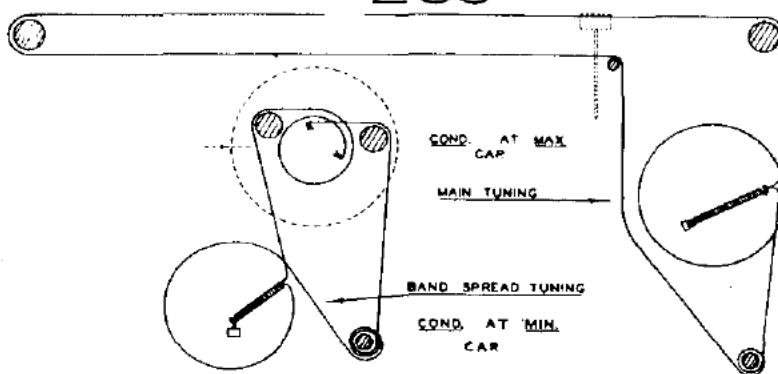
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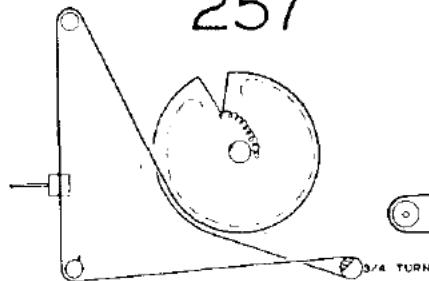
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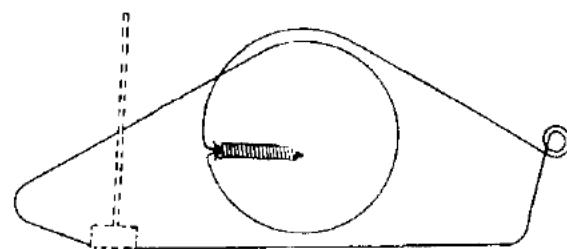
255



257

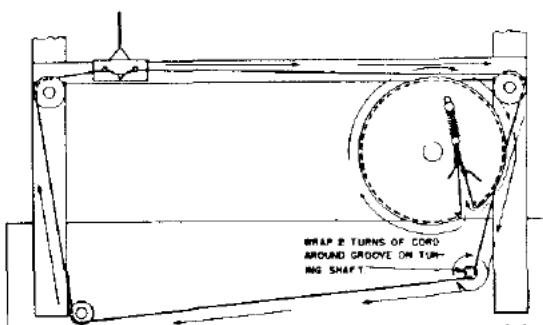


258

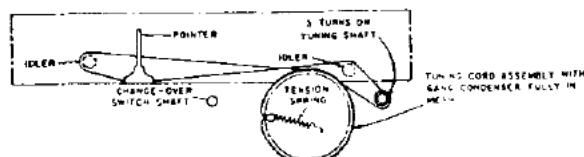


259

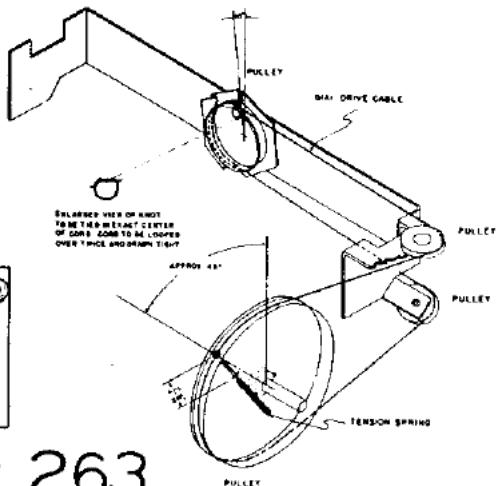
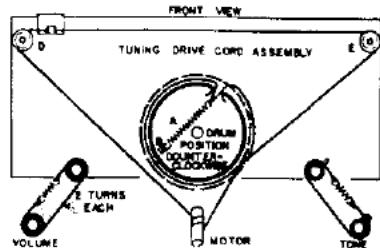
Condenser gang in maximum position.



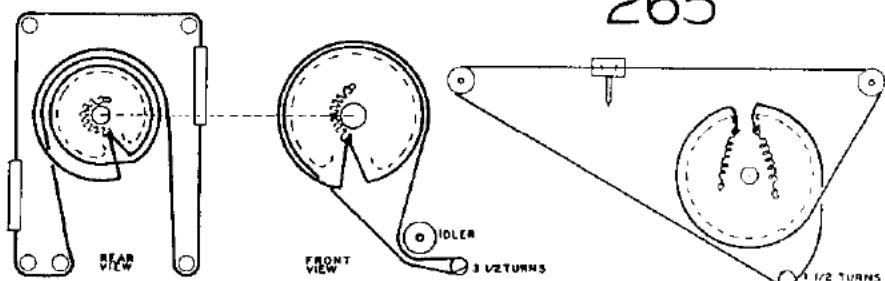
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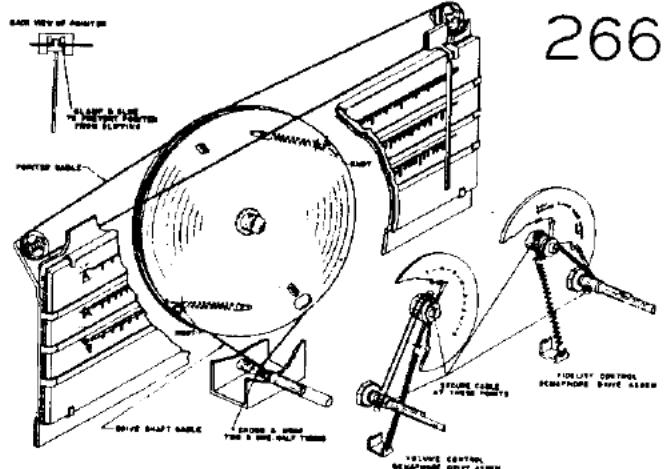
262



263

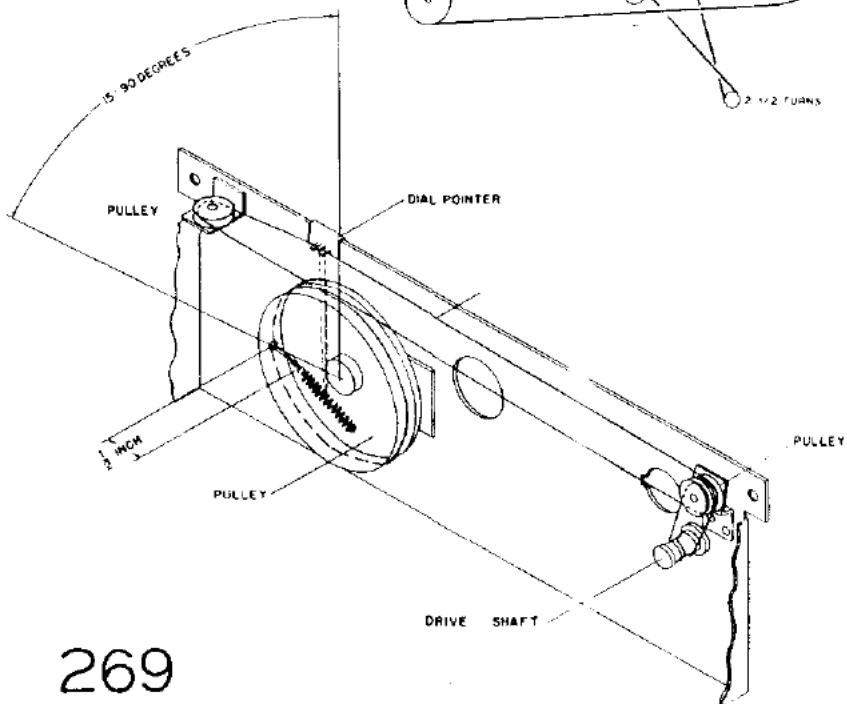


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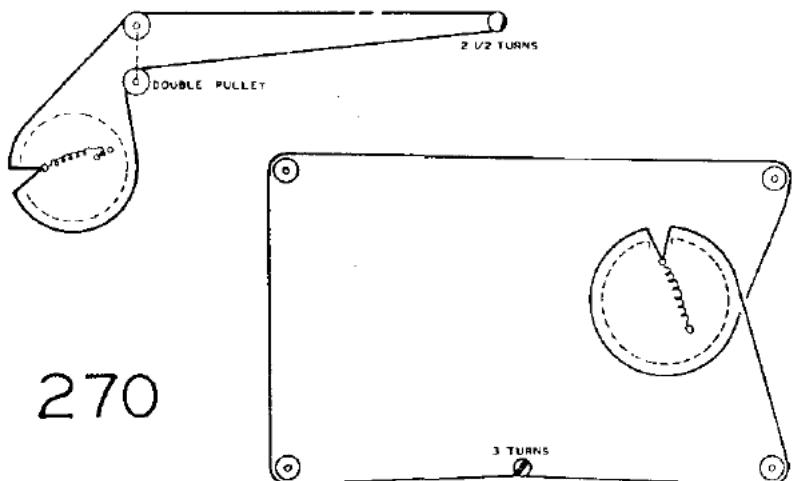


266

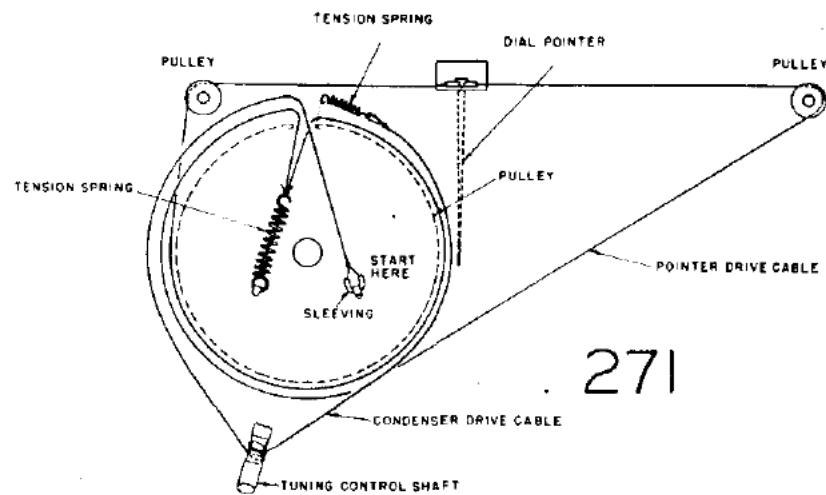
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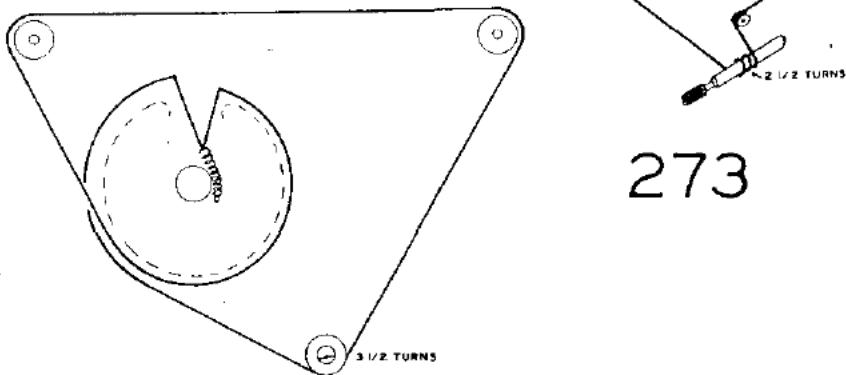
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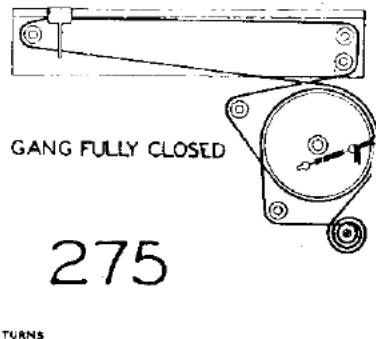
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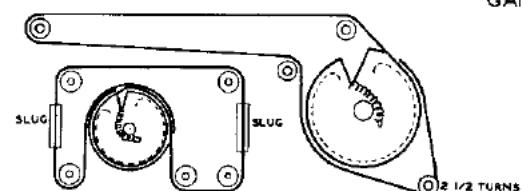
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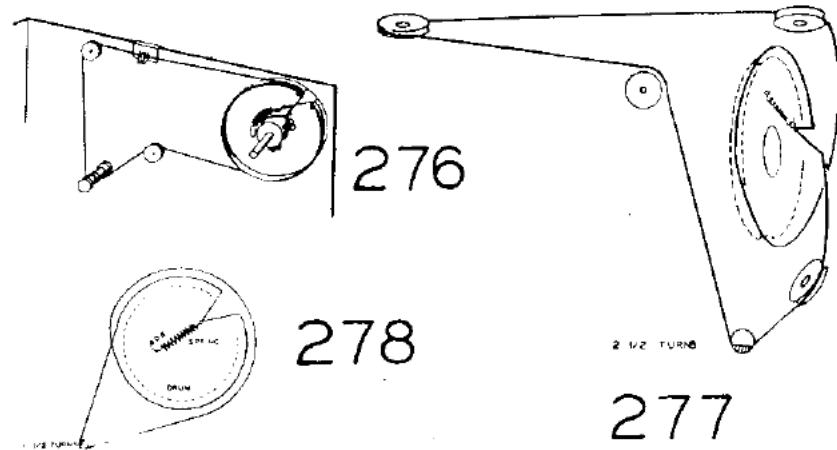
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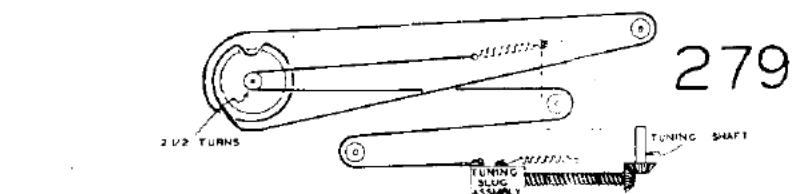
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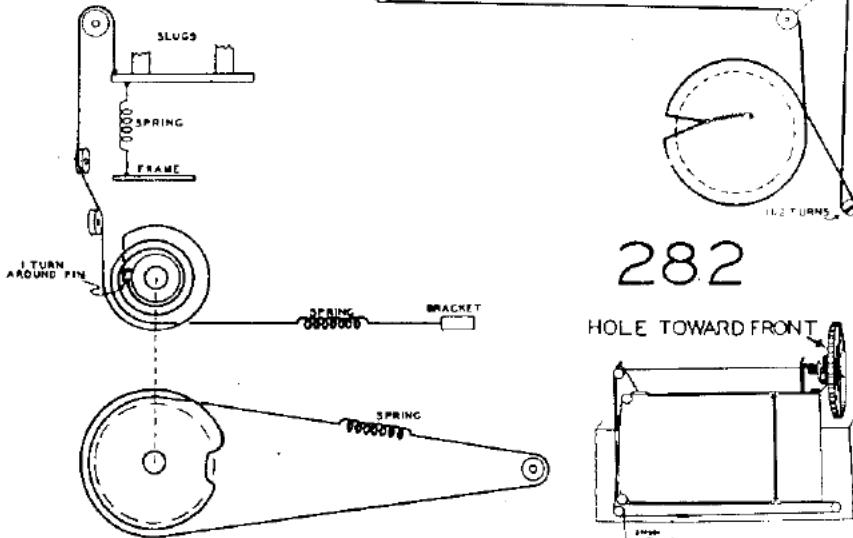
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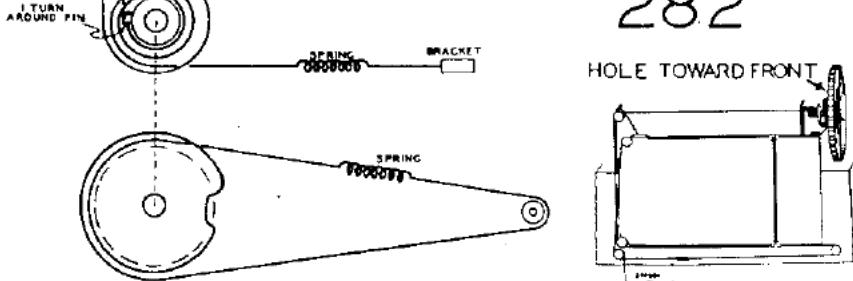
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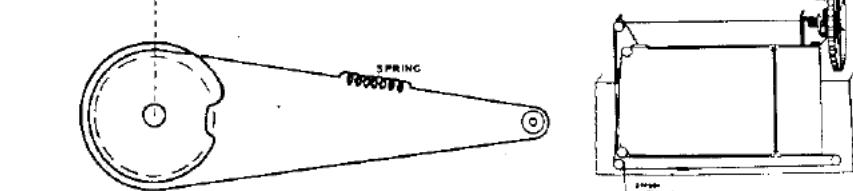
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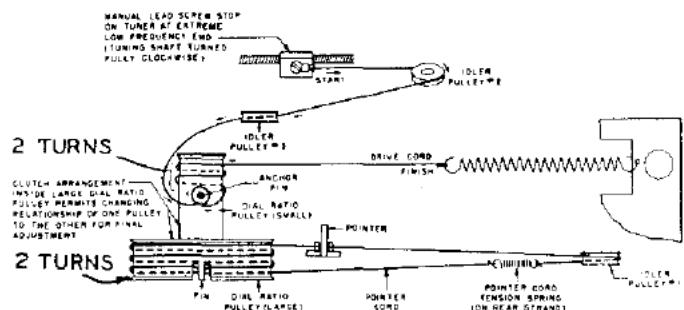
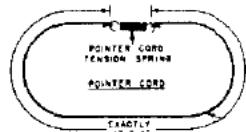


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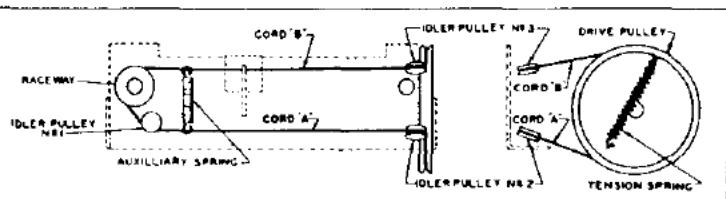
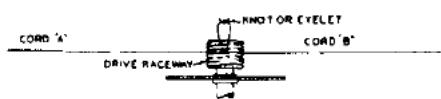


HOLE TOWARD FRONT

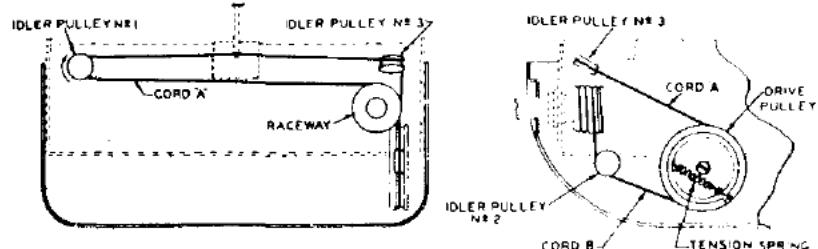
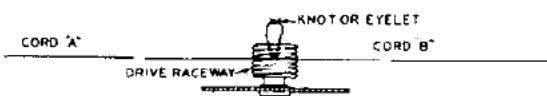
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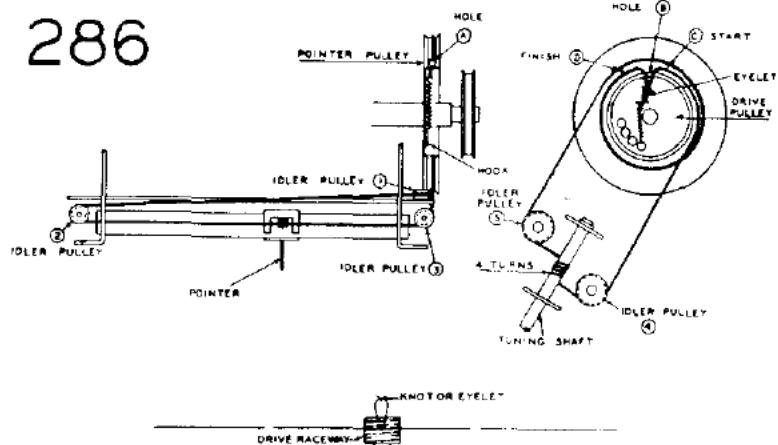
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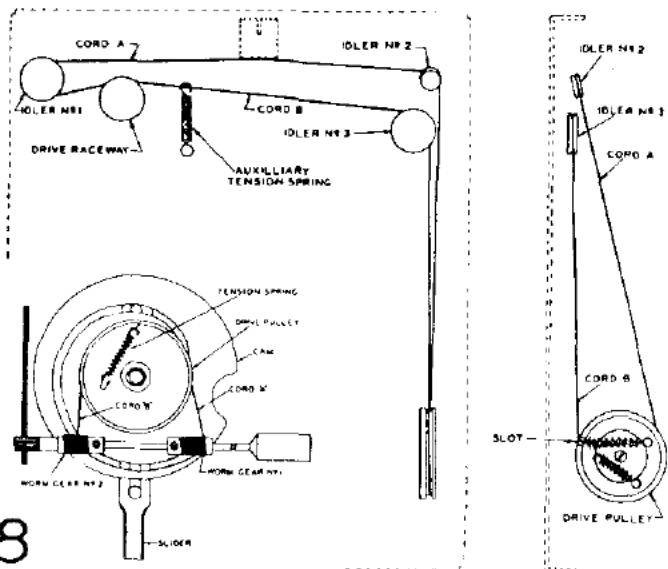
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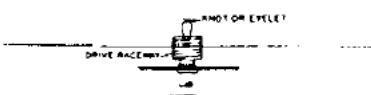
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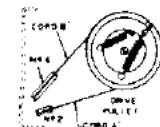
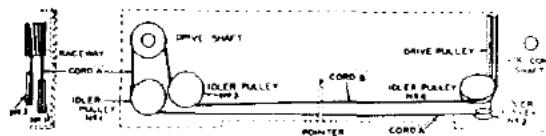
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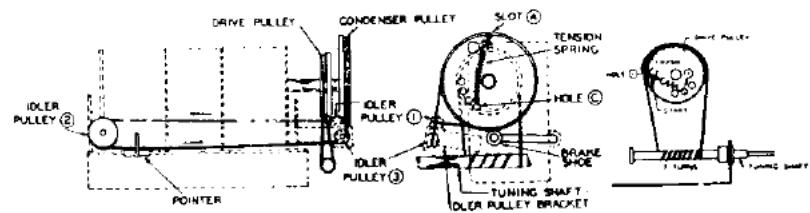


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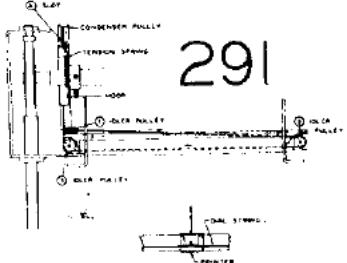


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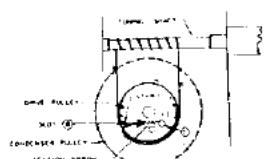




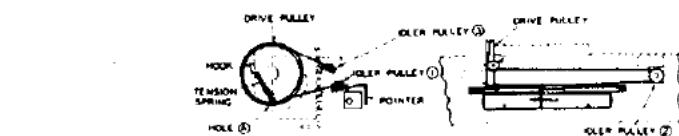
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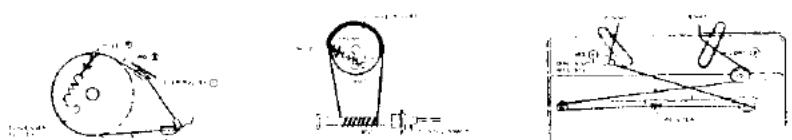
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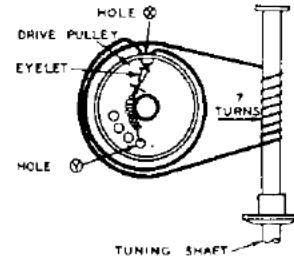
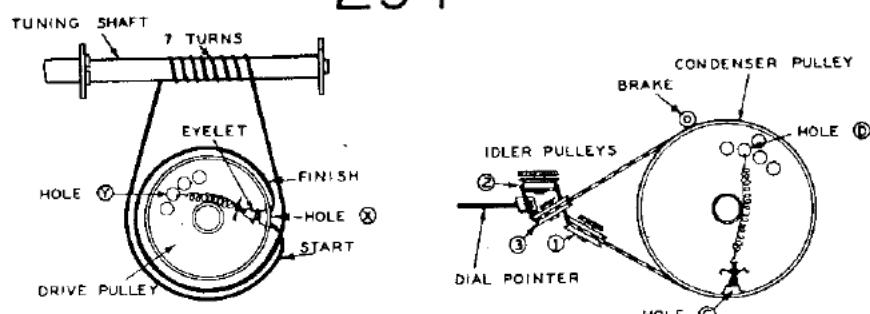
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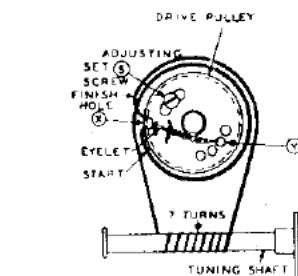
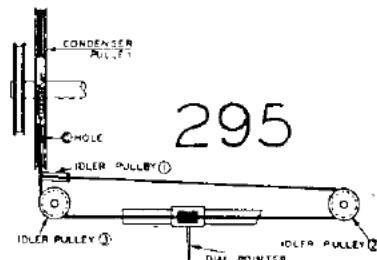
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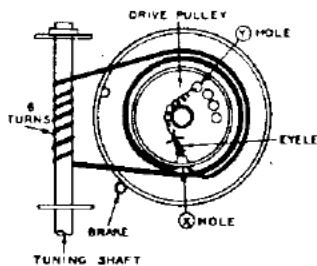
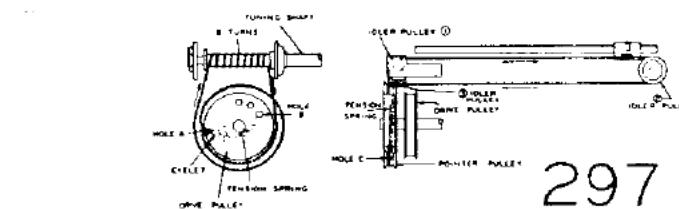
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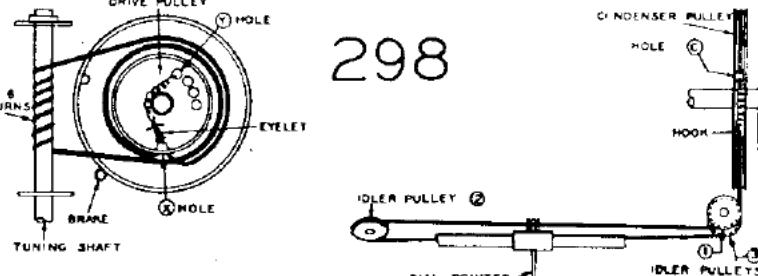
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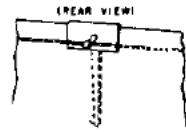
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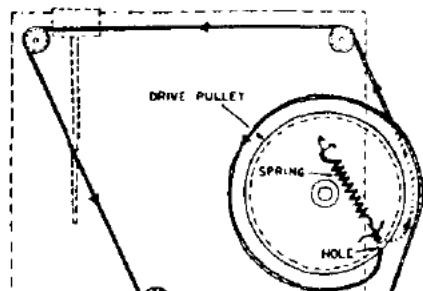


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**TO ADJUST POINTER**

- 1 OPEN GANG FULLY.
- 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.



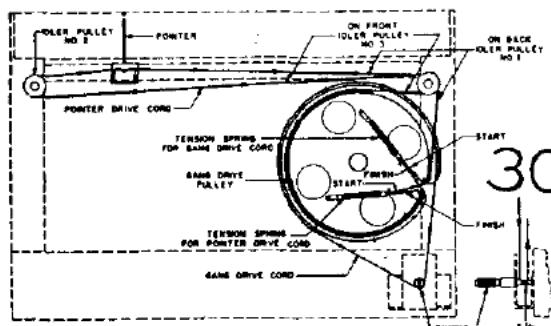
FRONT VIEW OF CHASSIS

**TO RESTRICT DIAL**

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

3 1/2 TURNS  
AROUND TUNING  
SHAFT

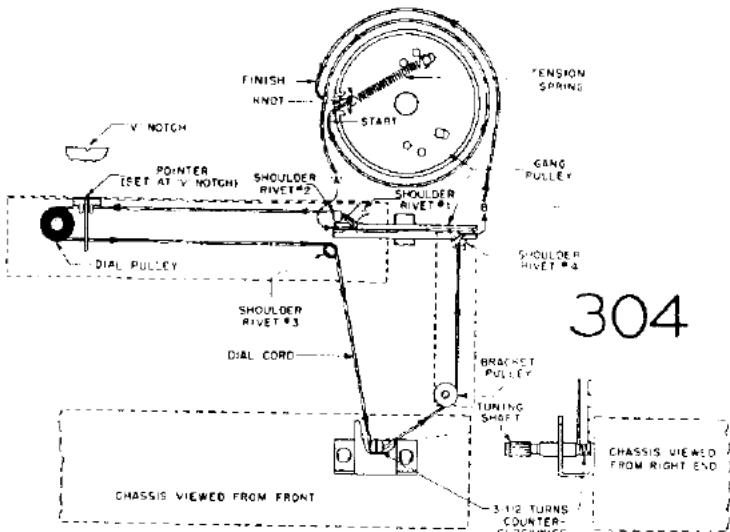
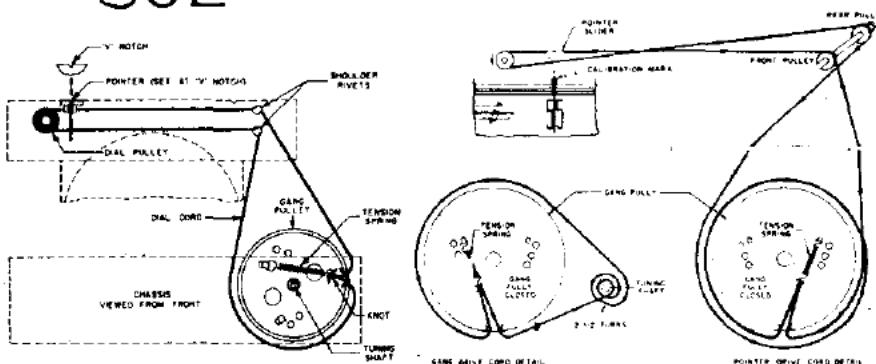
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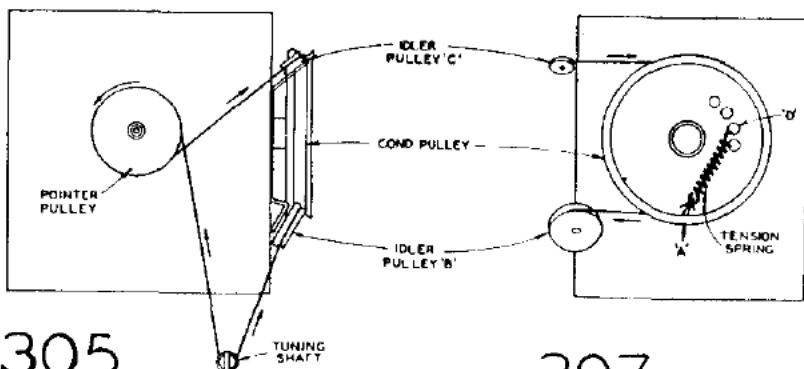
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302

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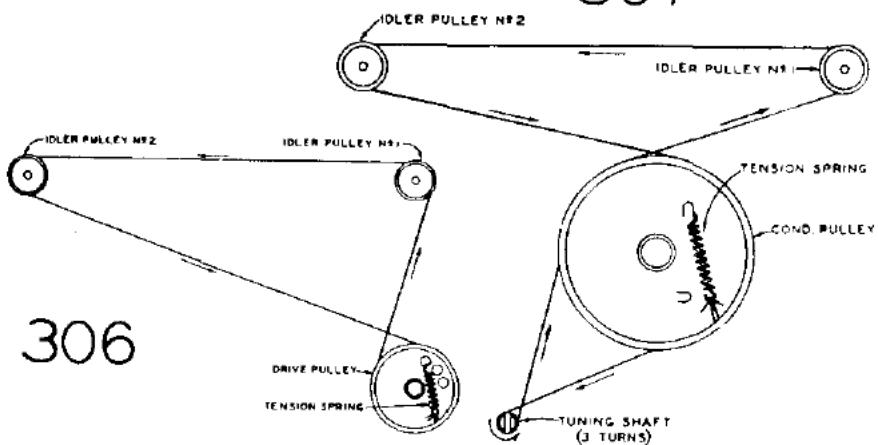


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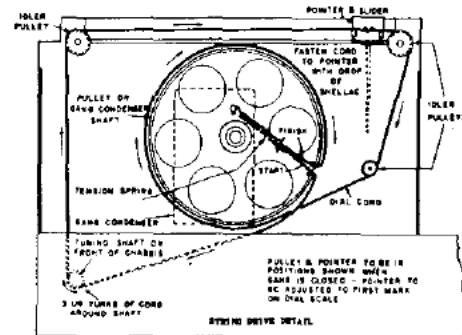


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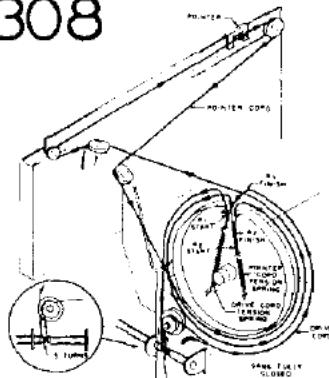
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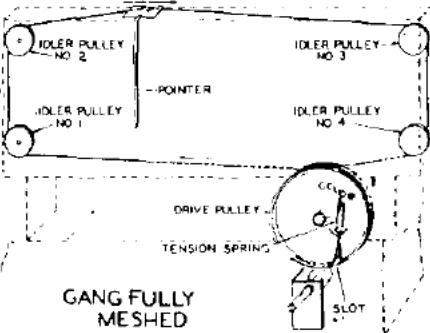
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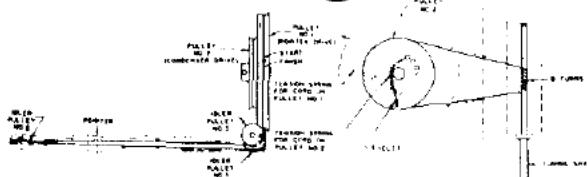
5 TURNS



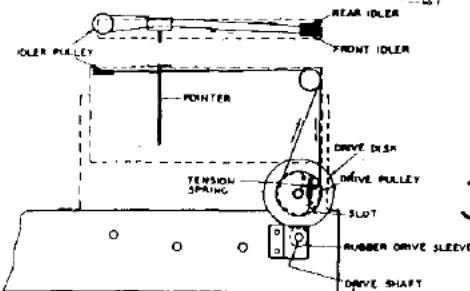
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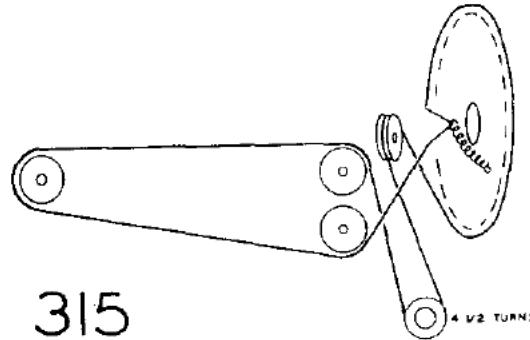


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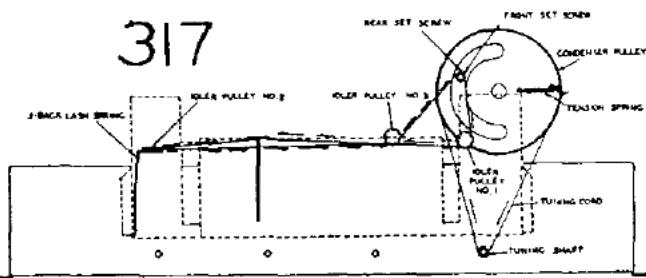
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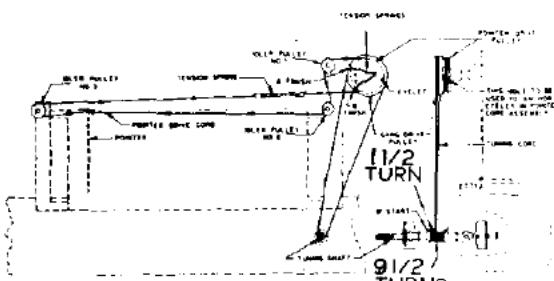
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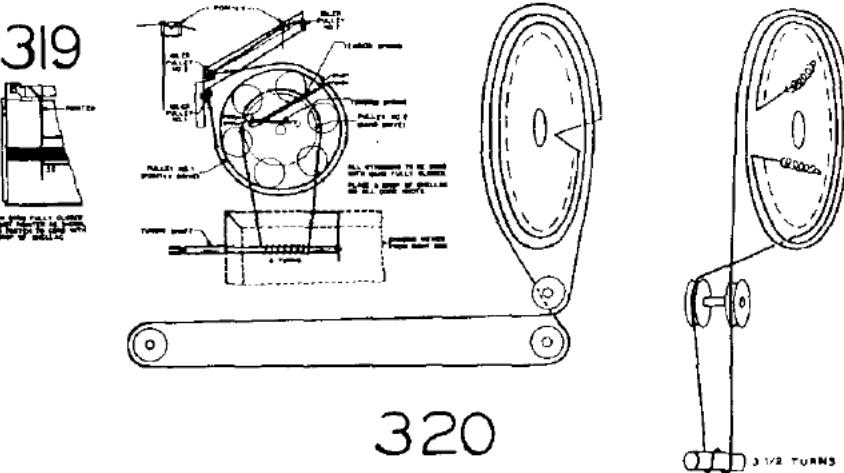


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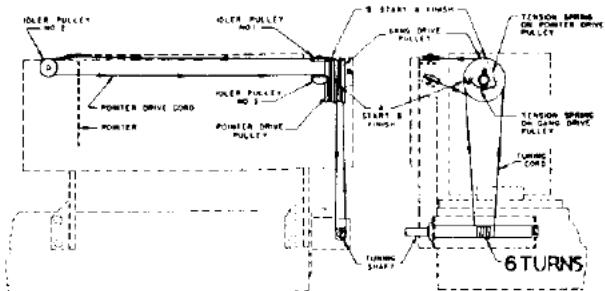
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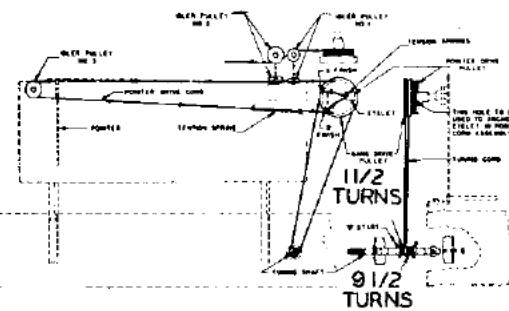


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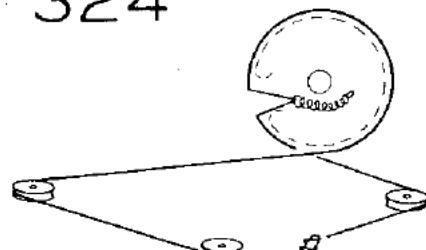
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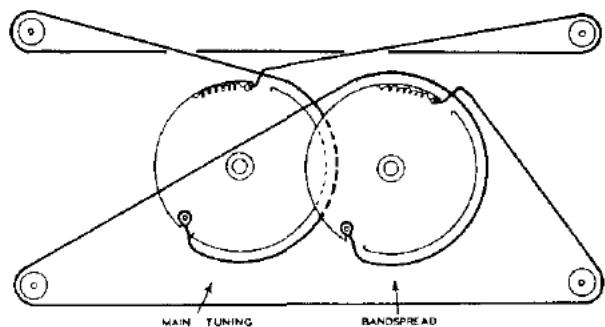
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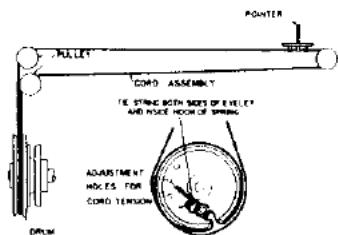
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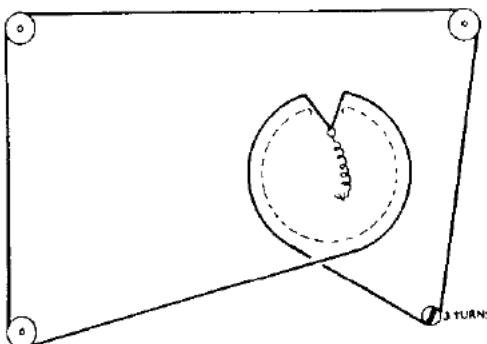
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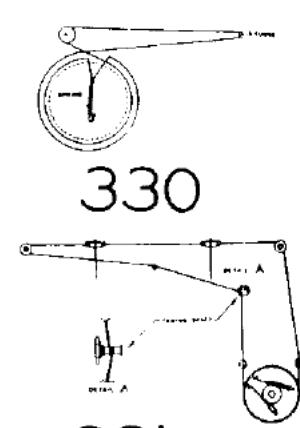
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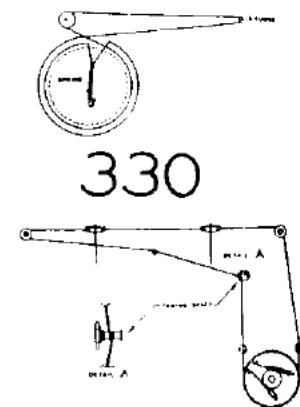
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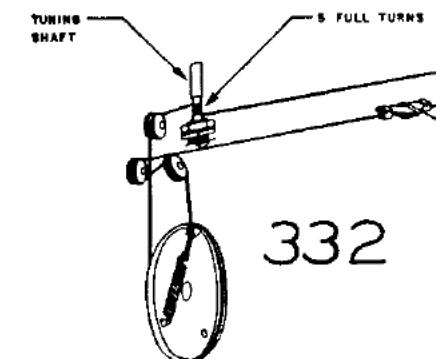
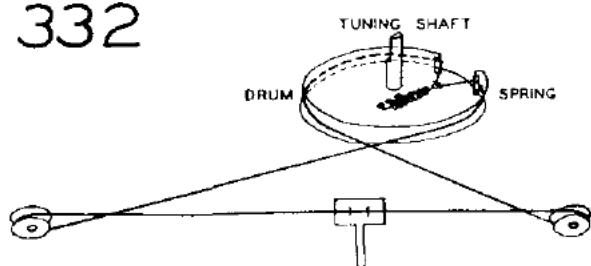
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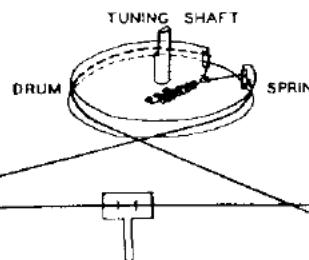
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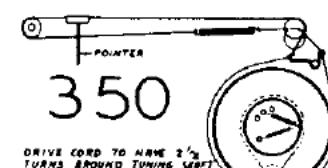
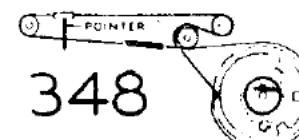
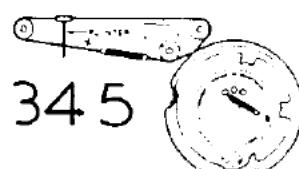
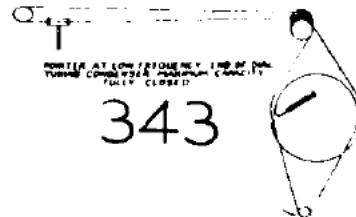
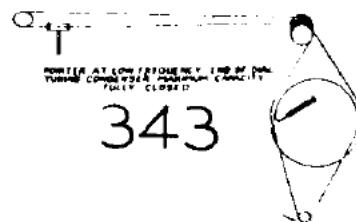
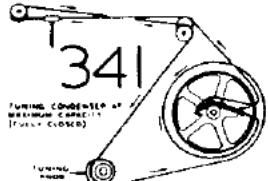
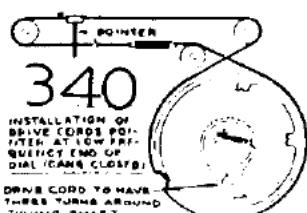
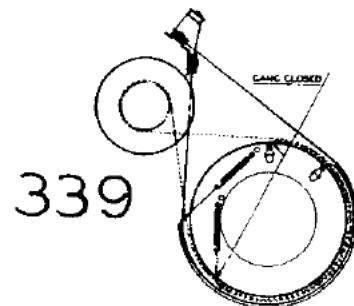
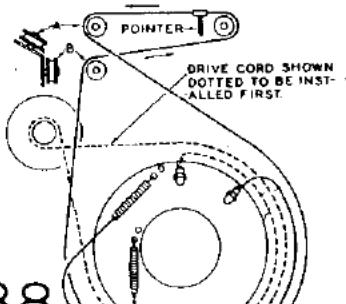
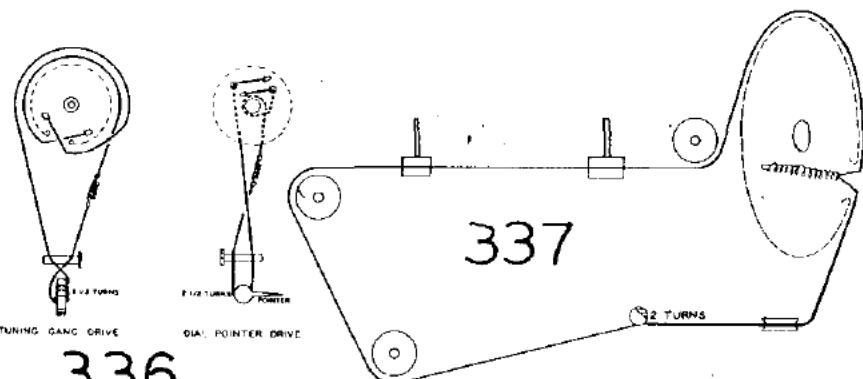
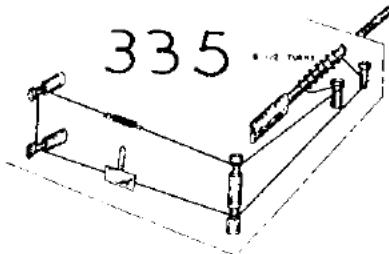
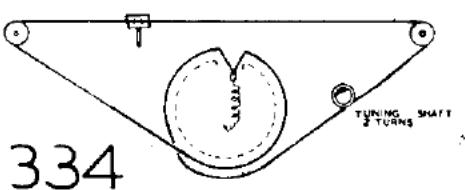


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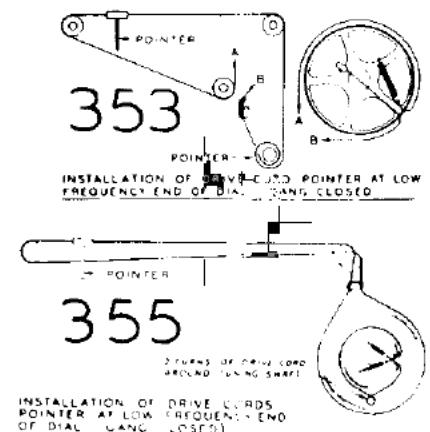
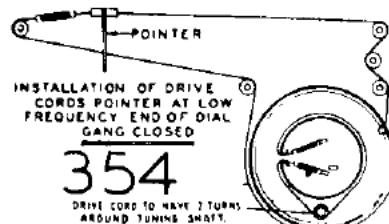
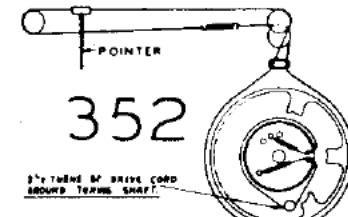
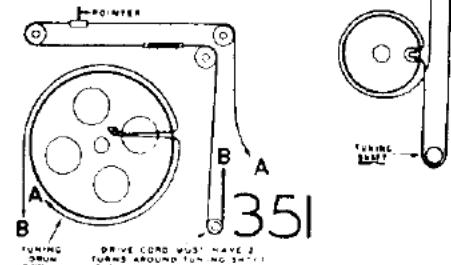
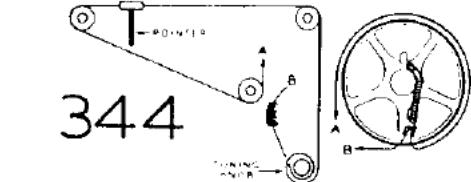


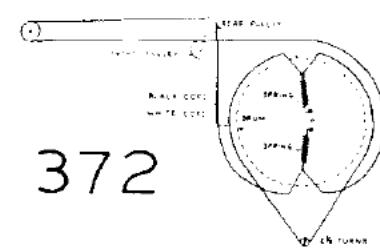
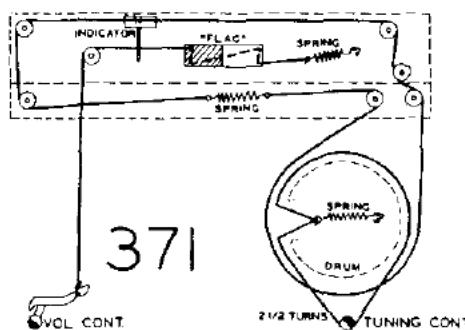
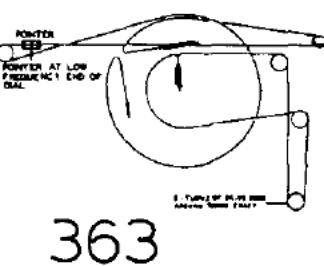
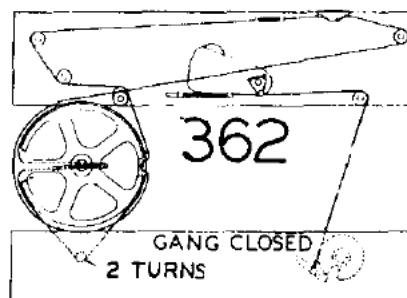
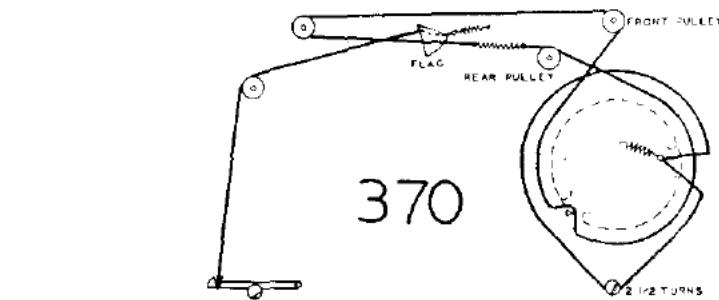
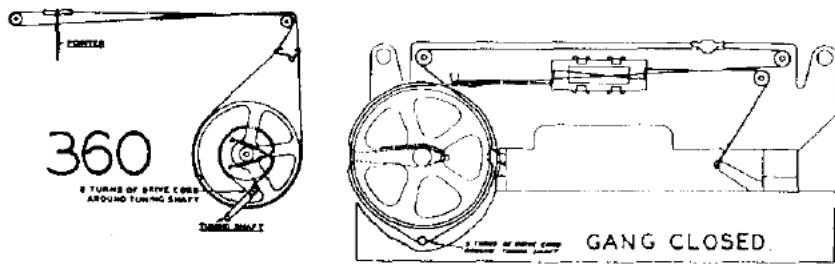
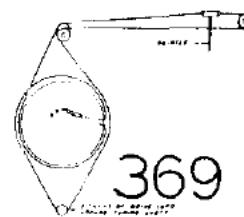
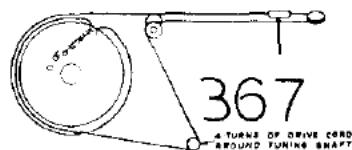
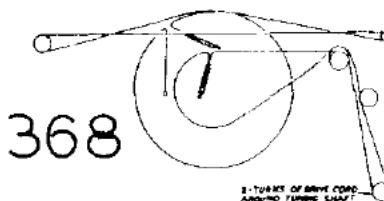
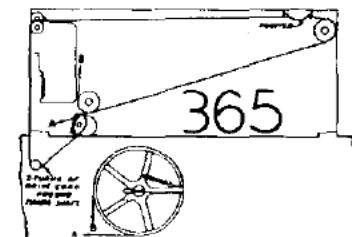
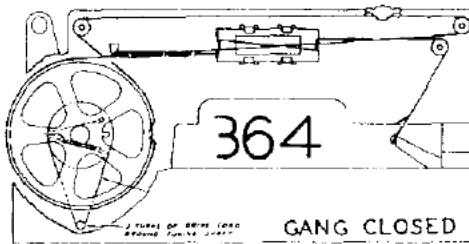
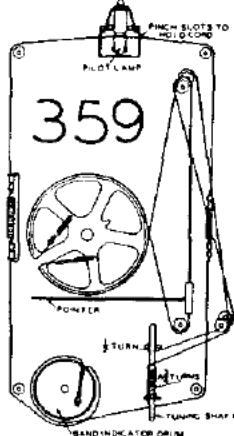
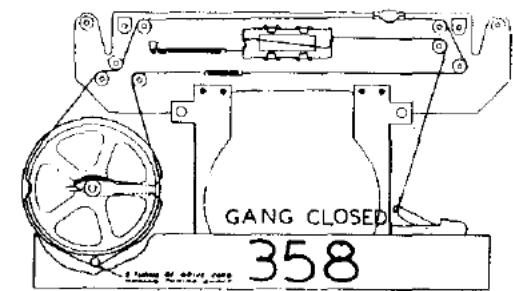
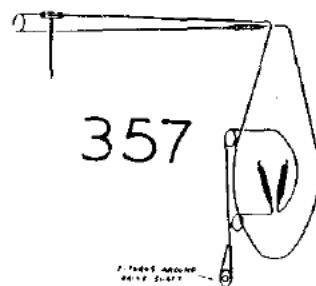
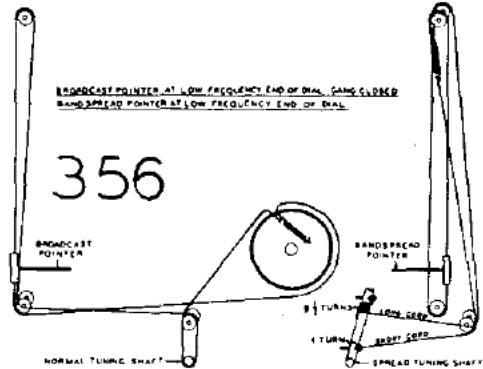
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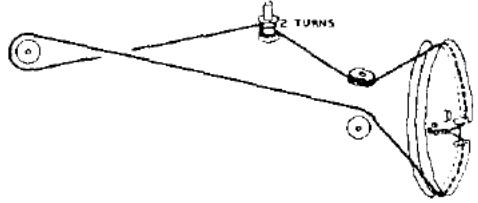


DRIVE CORD TO HAVE 2 1/2 TURNS AROUND TUNING SHAFT

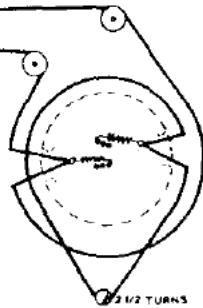




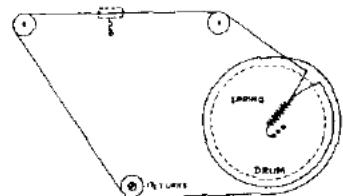
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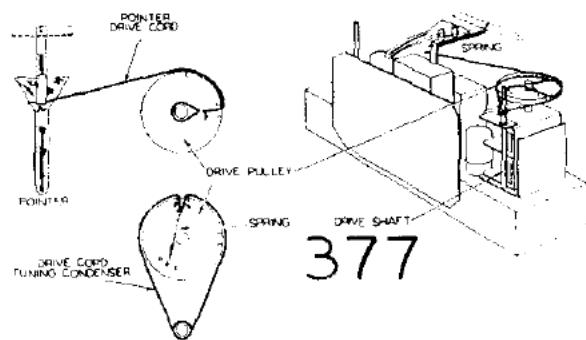
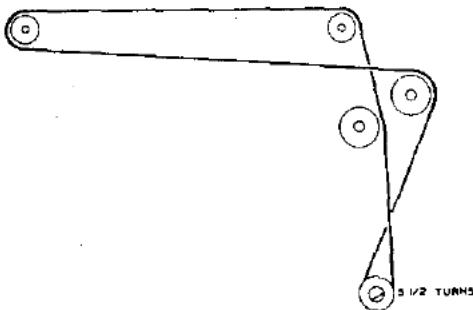
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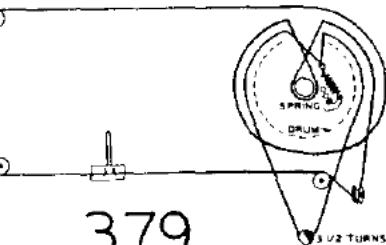
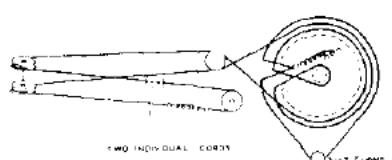
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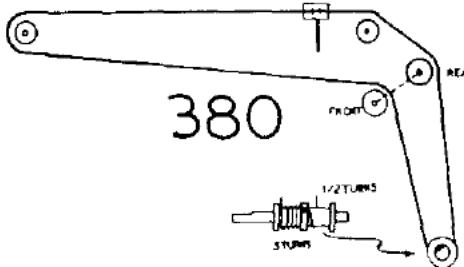
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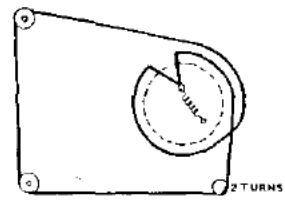
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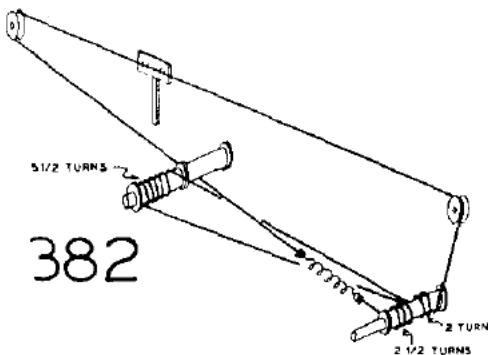
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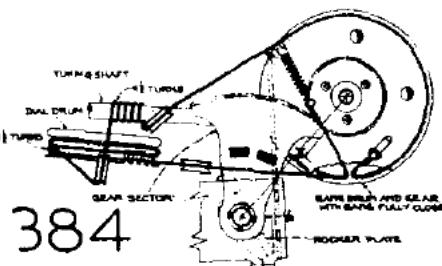
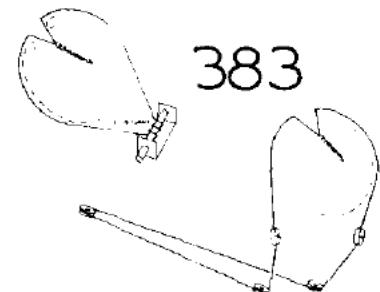
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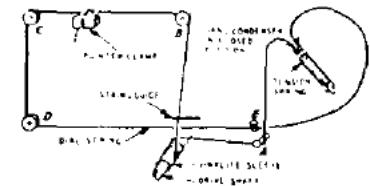
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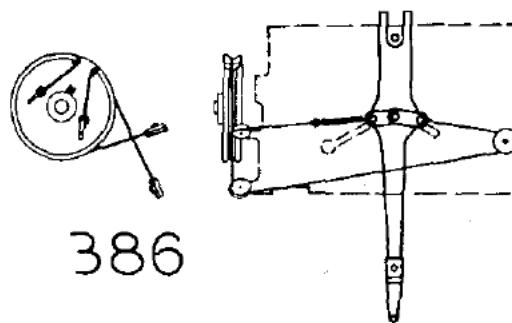
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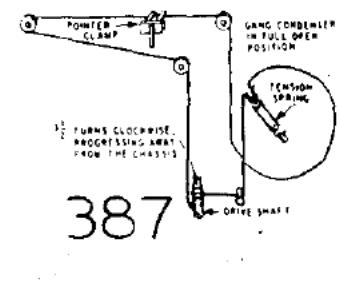
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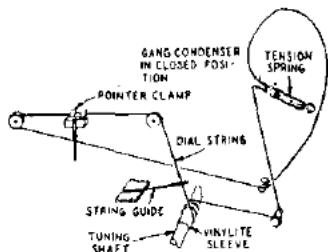


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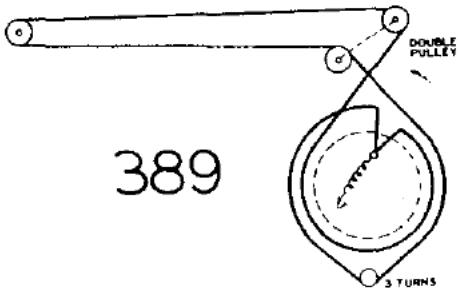


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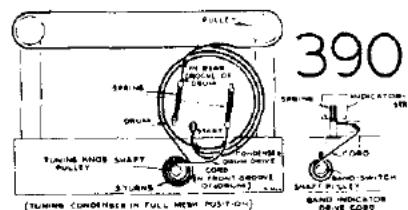
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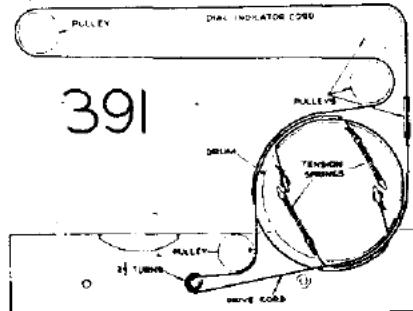
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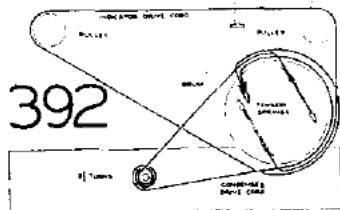
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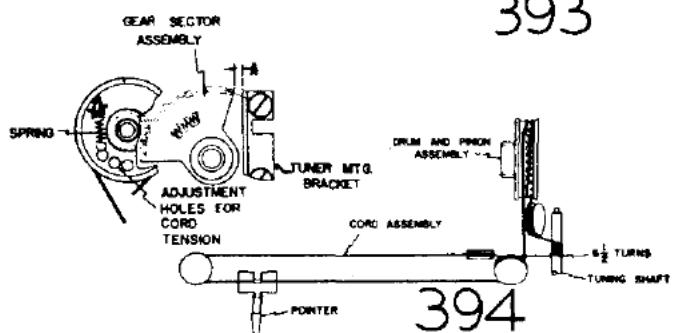
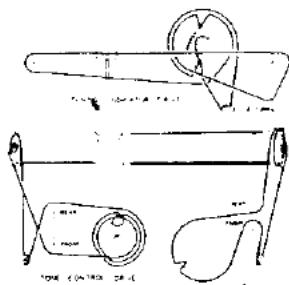
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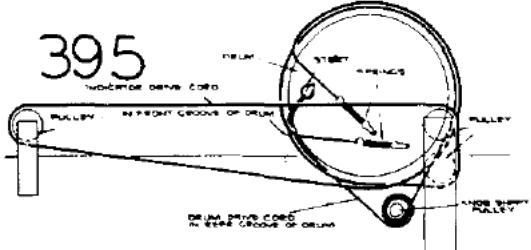


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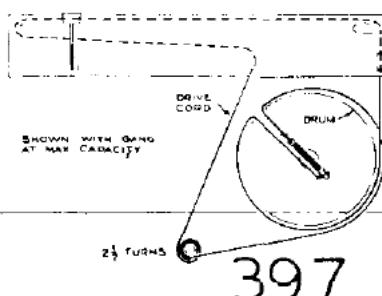
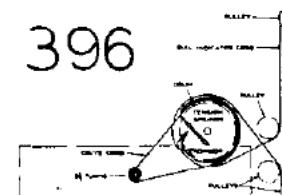


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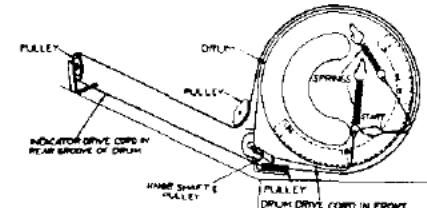
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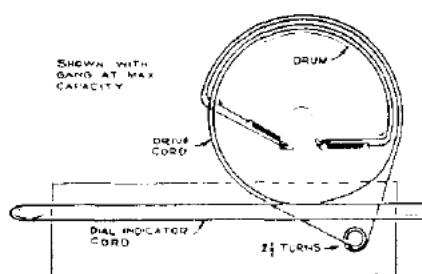
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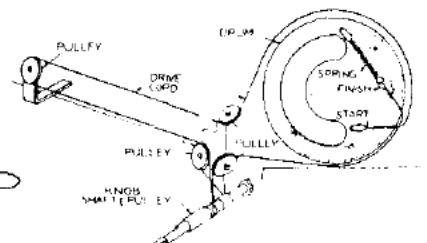
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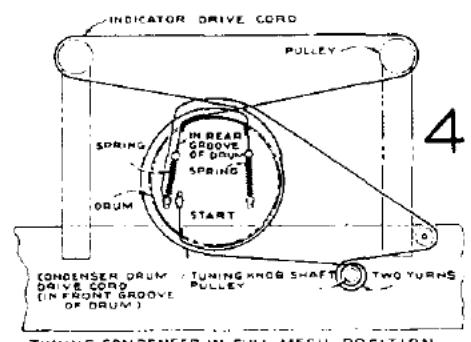
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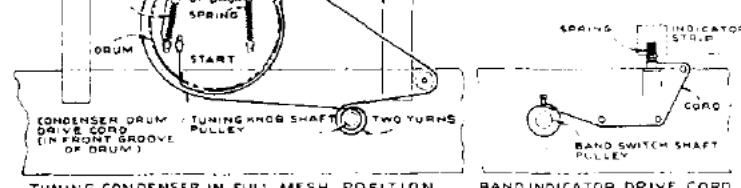
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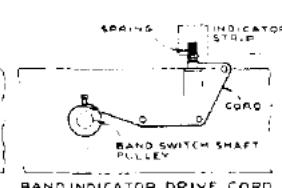
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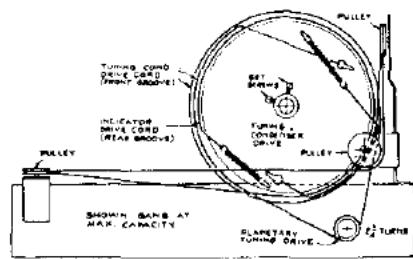
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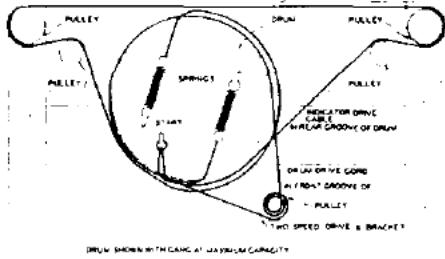
TUNING CONDENSER IN FULL MESH POSITION



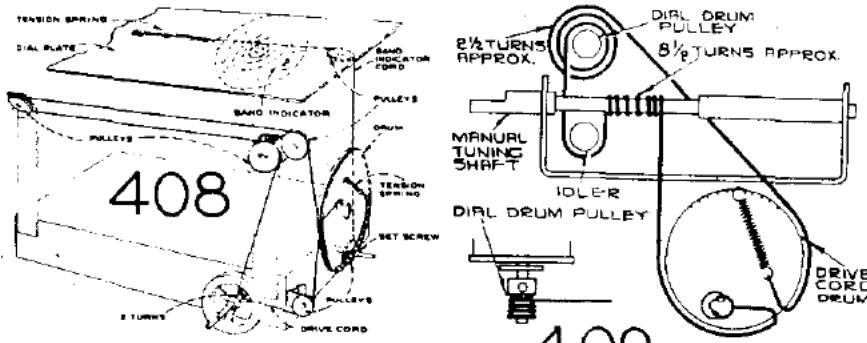
BAND INDICATOR DRIVE CORD



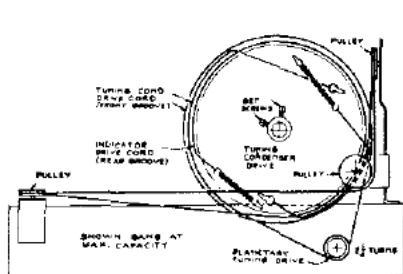
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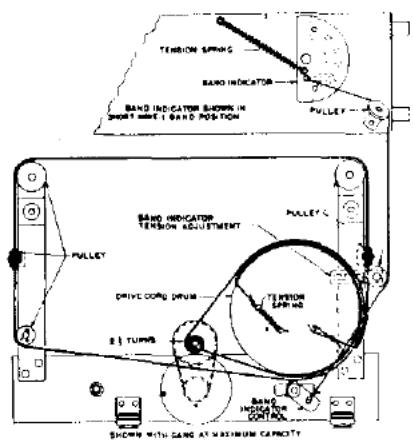
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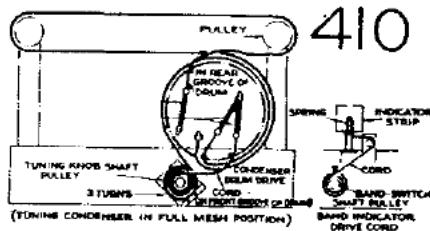
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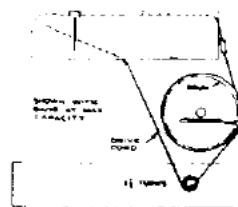
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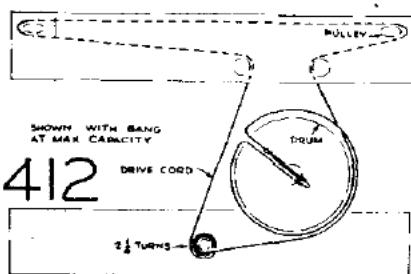
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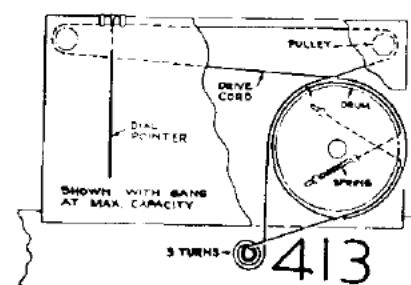
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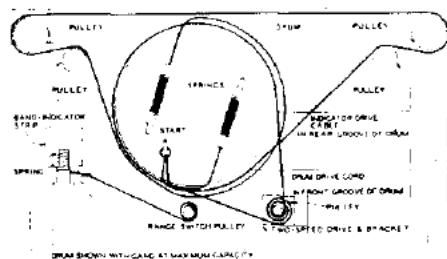
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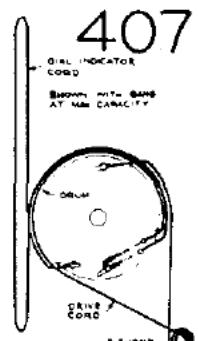
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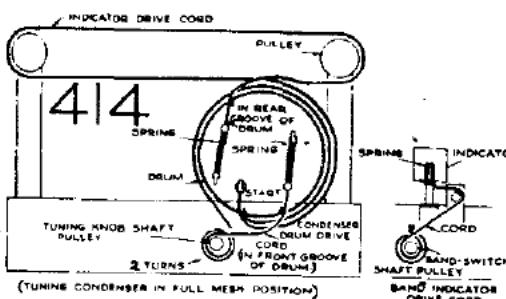
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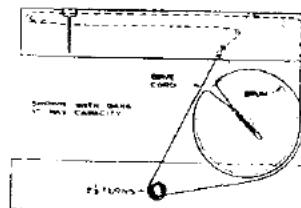
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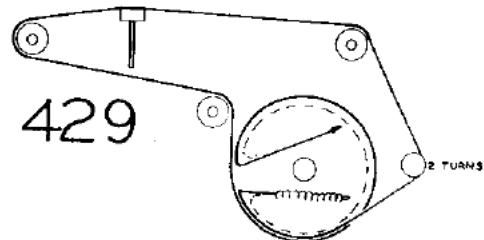
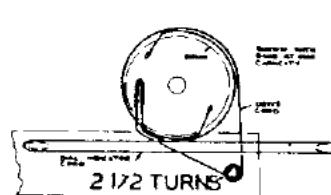
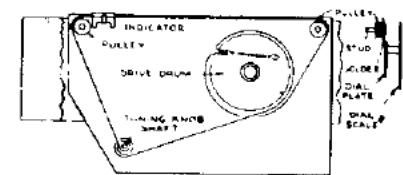
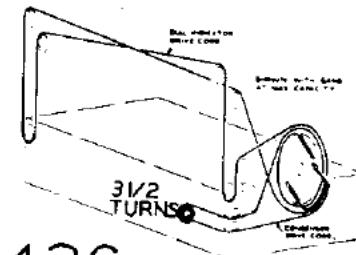
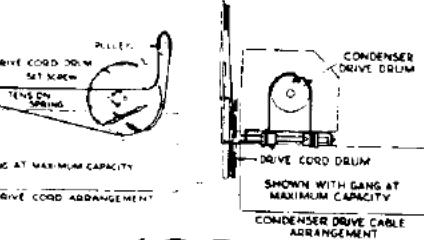
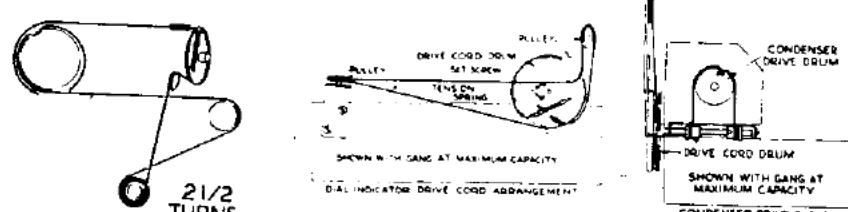
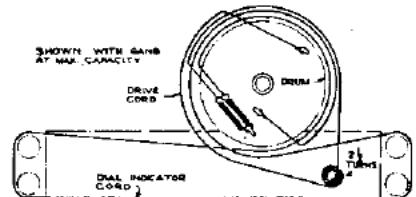
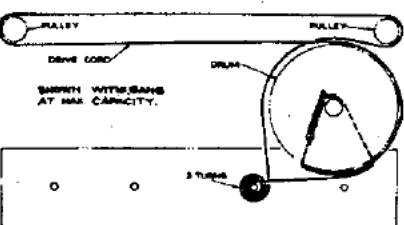
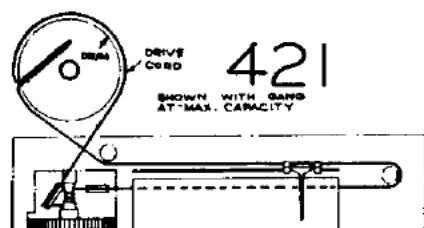
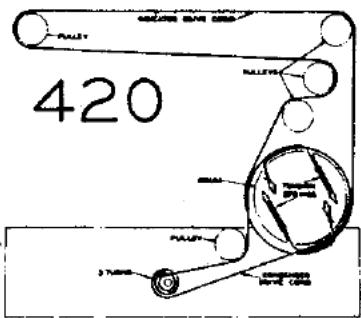
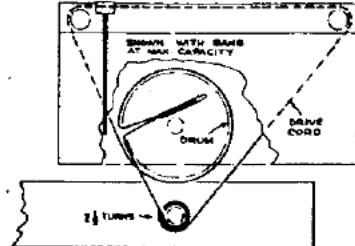
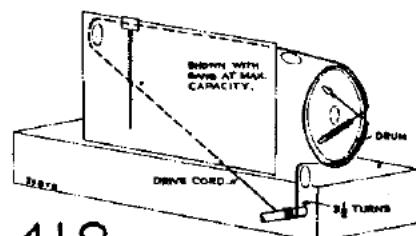
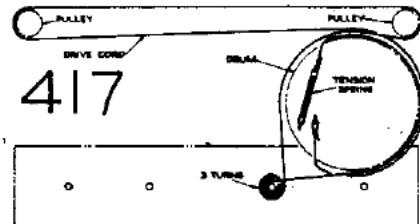
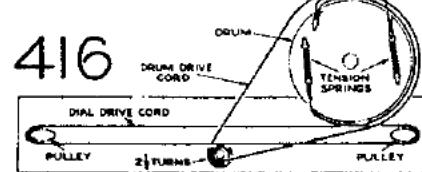
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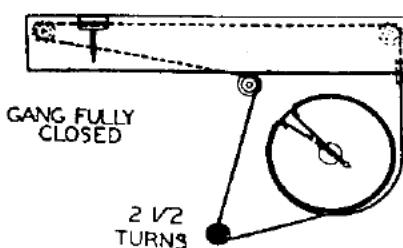
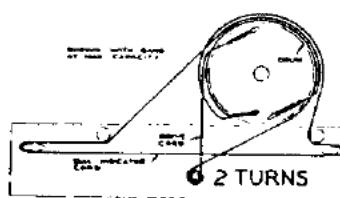


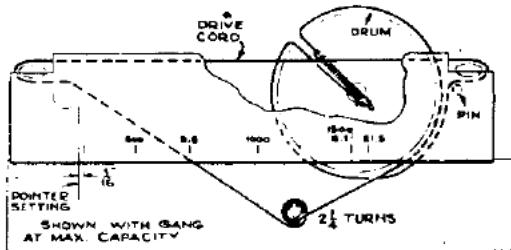
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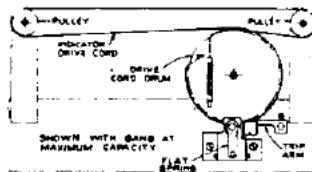
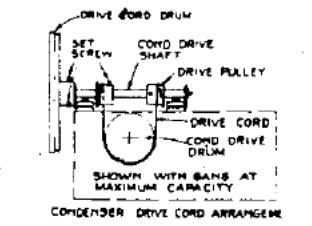
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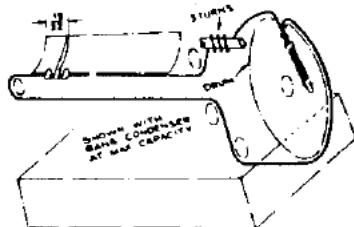
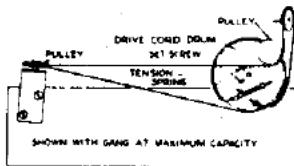
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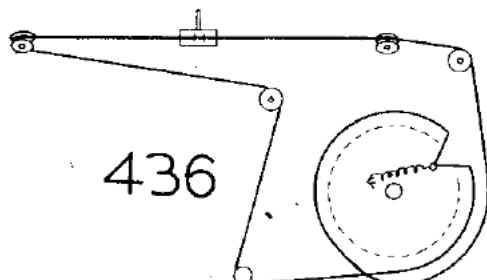
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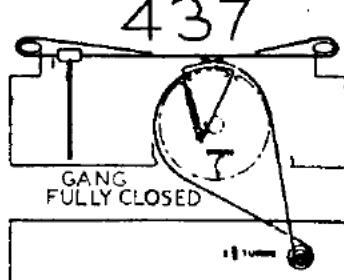
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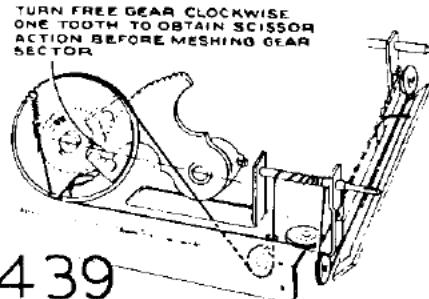
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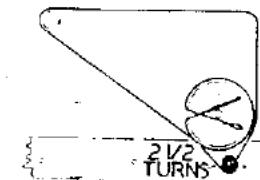
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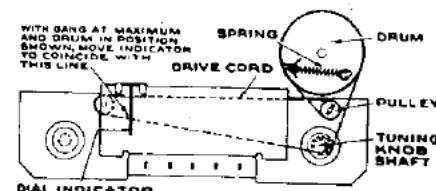
GANG  
FULLY CLOSED



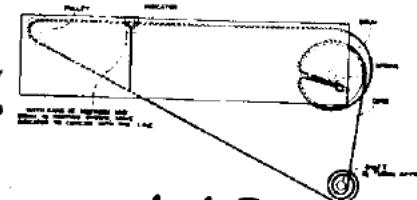
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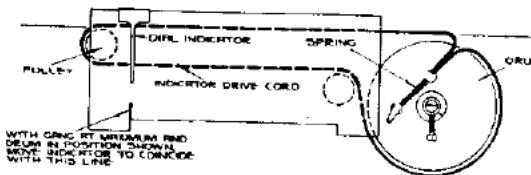
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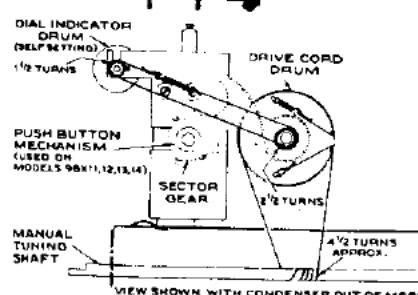
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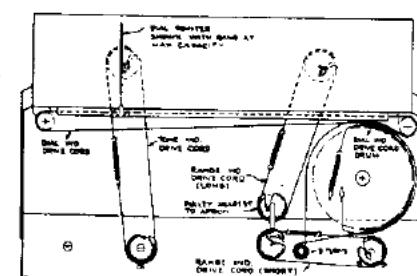
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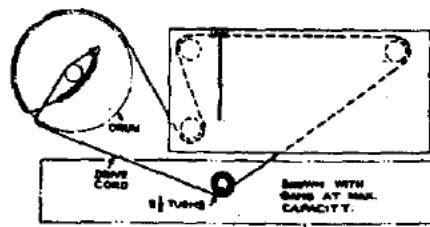


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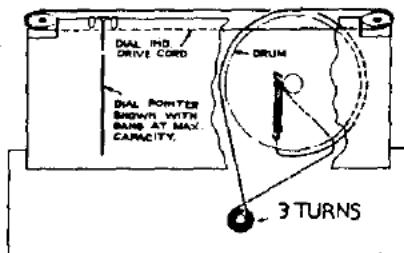


**VIEW SHOWN WITH CONDENSER OUT OF MESH**

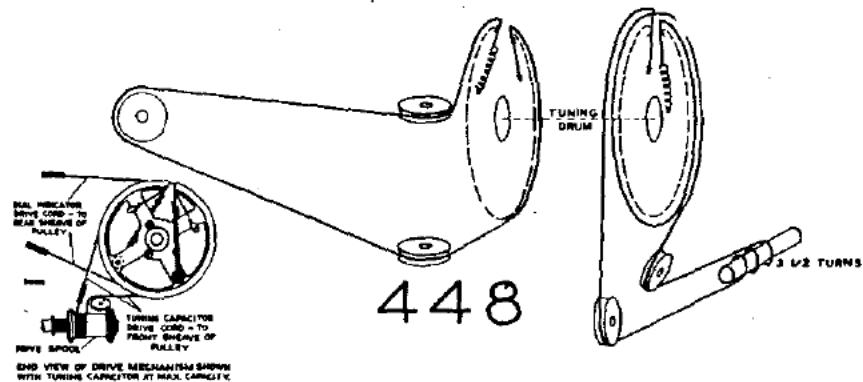




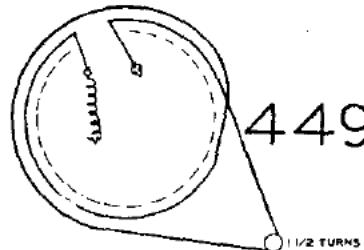
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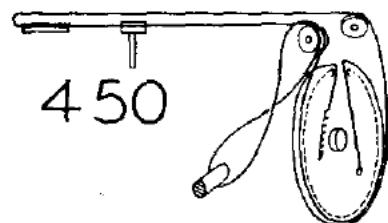
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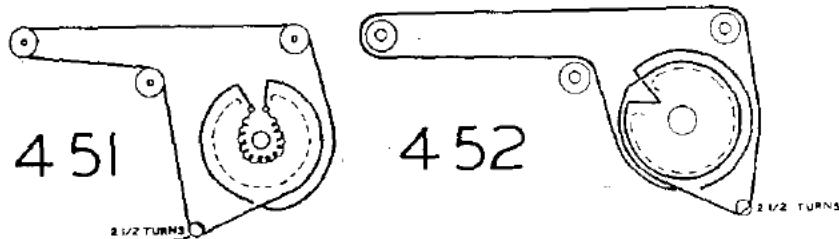
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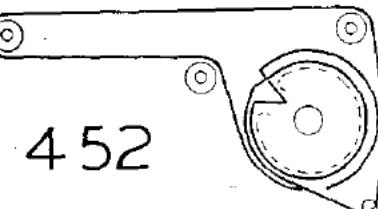
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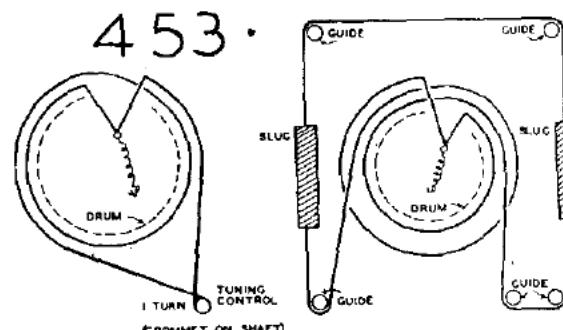
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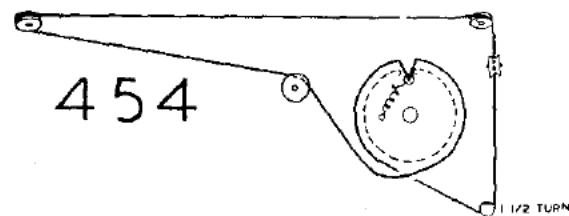
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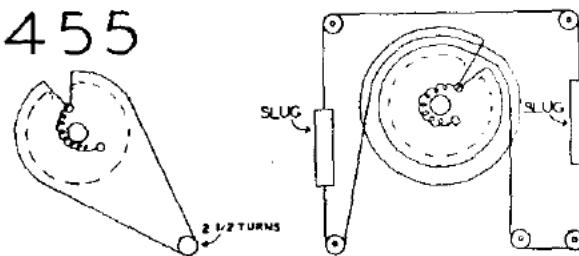
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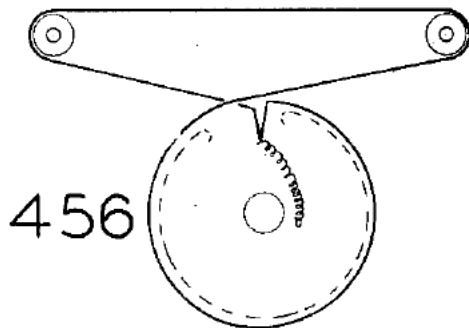
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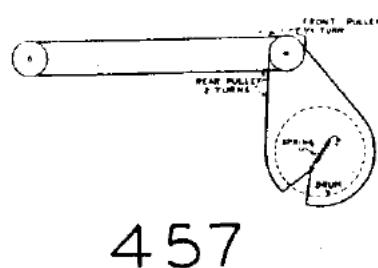
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455



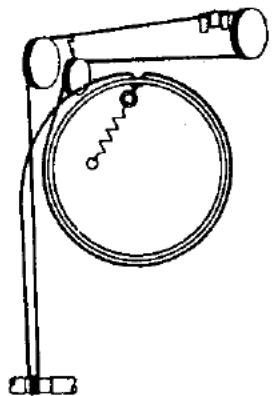
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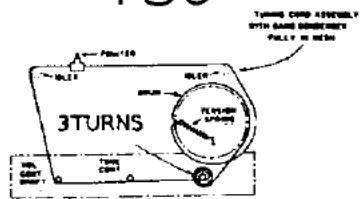
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NOTE: Dial cord material is bronze wire - .008 diameter.

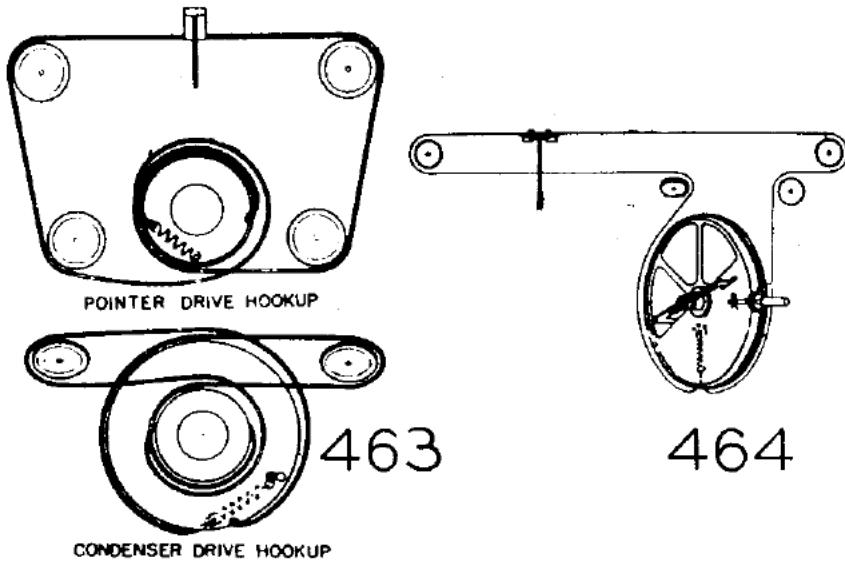
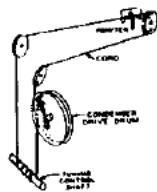
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459

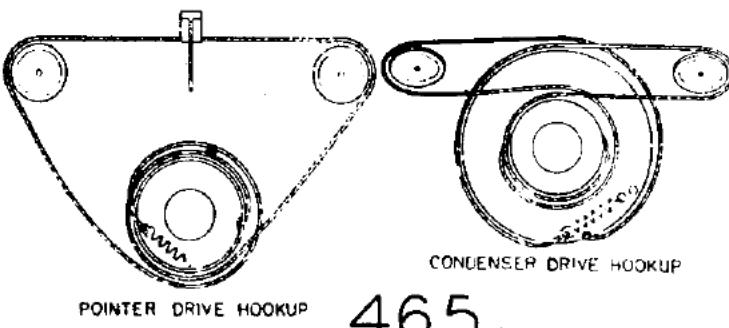


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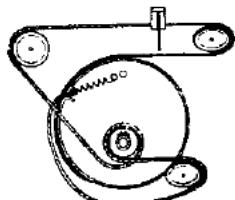
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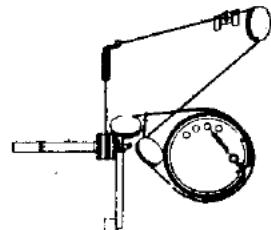


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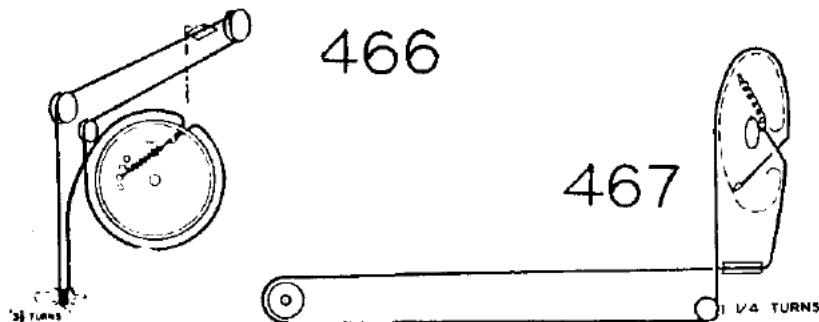
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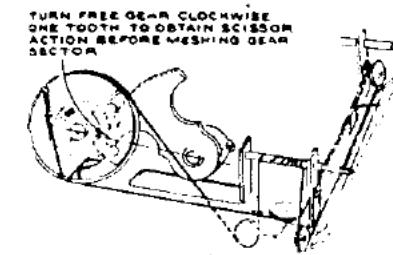
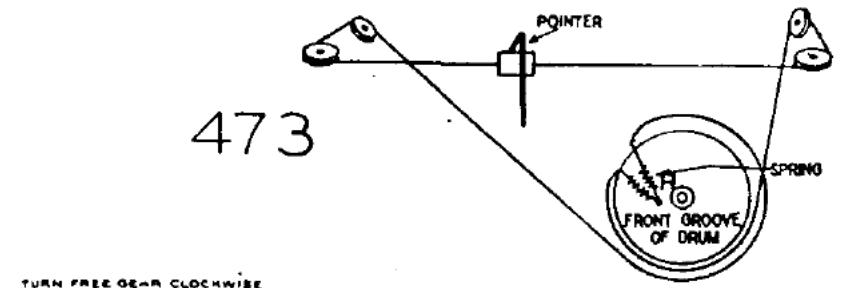
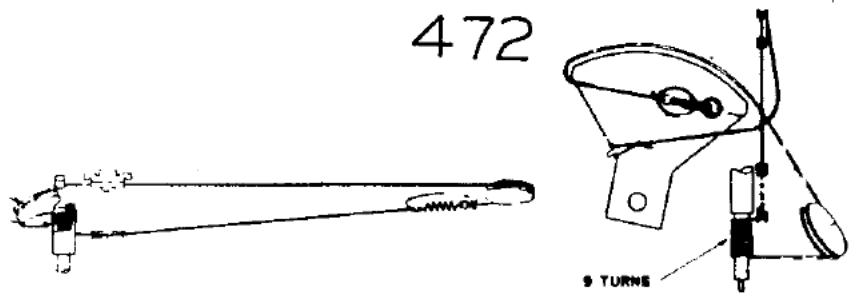
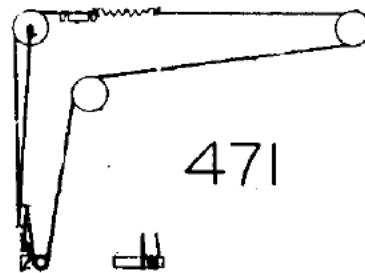
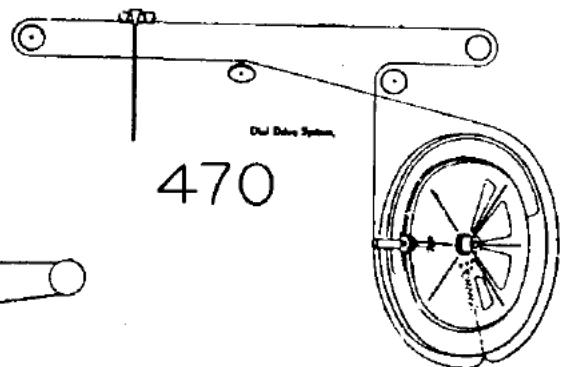
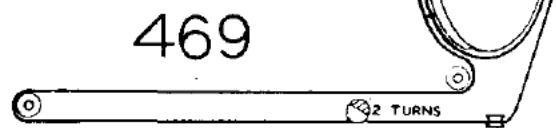
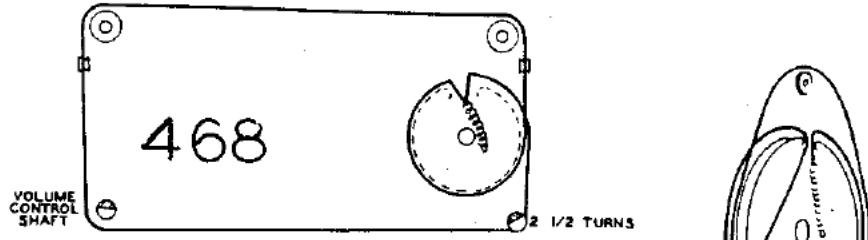
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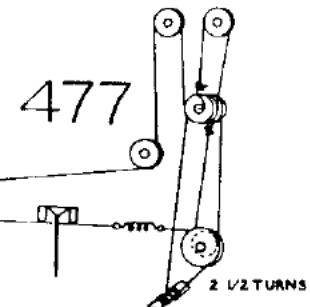
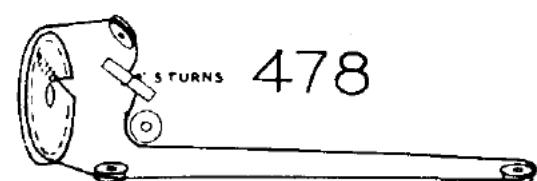
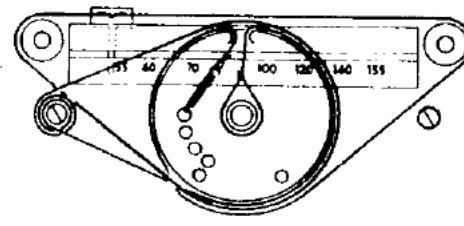
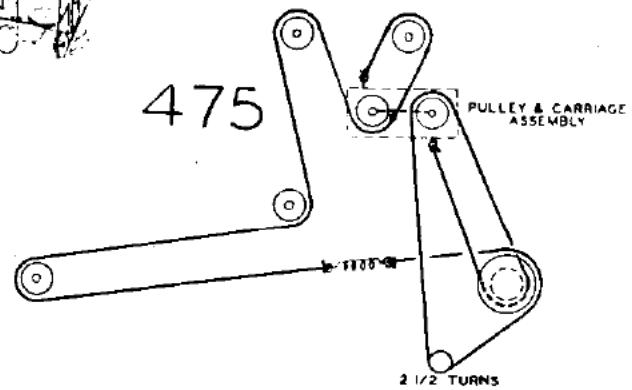
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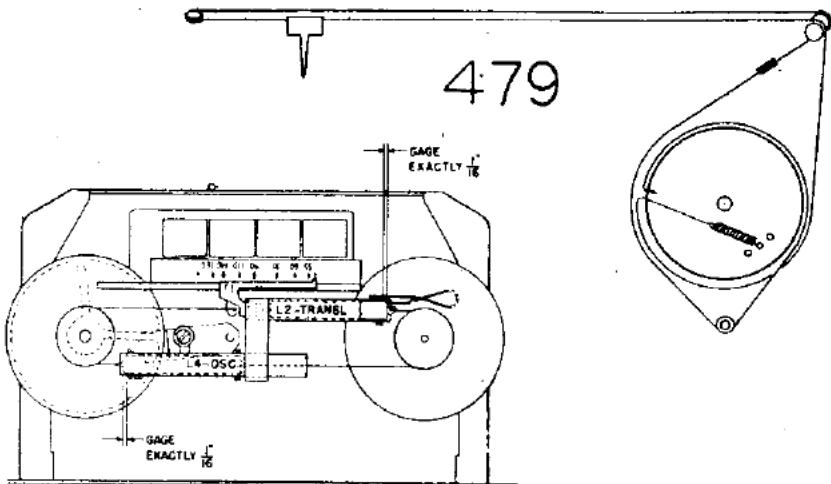


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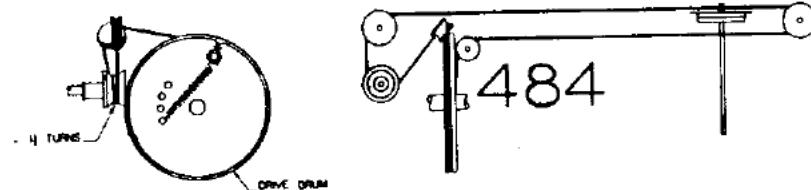
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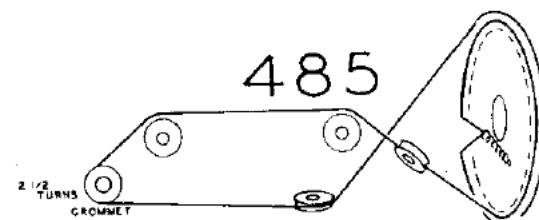


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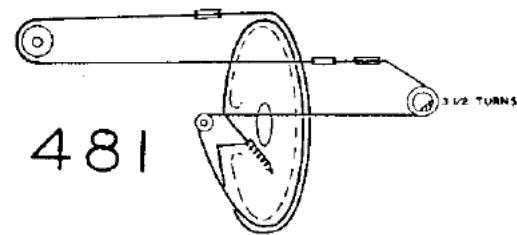
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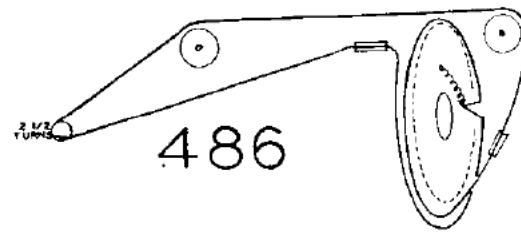
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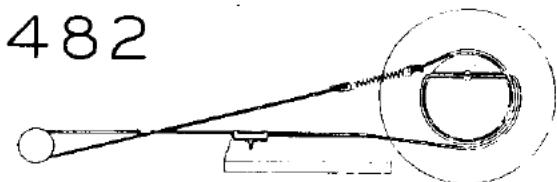


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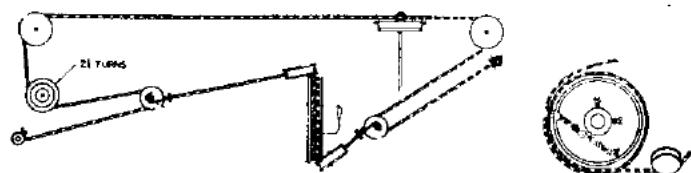


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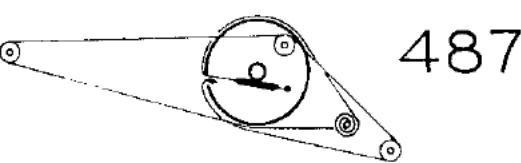
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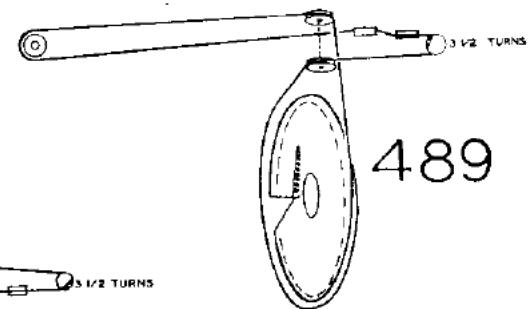
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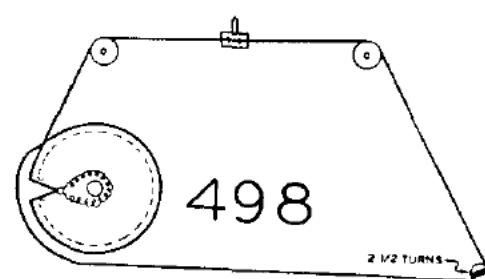
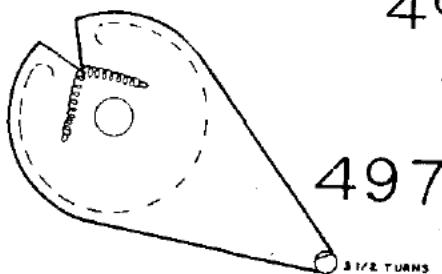
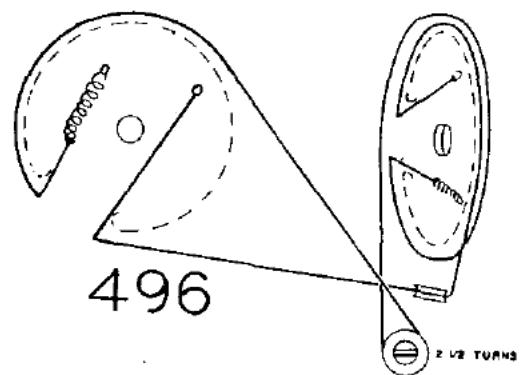
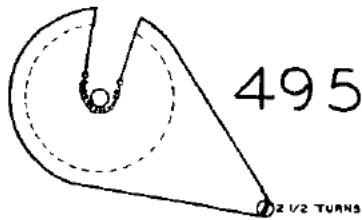
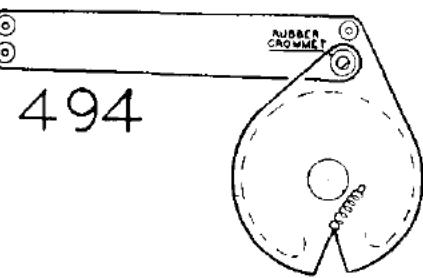
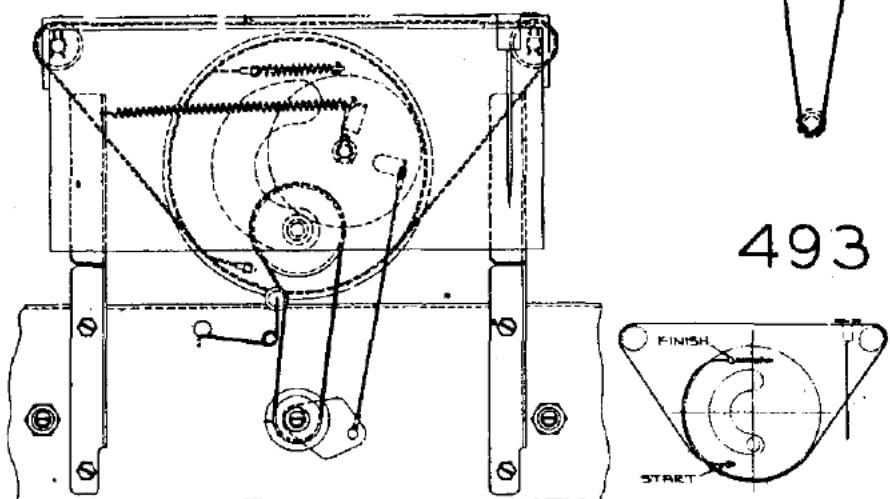
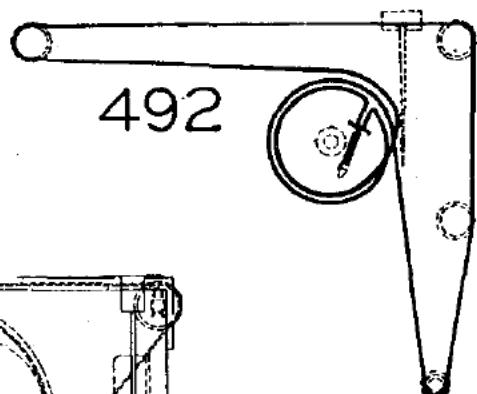
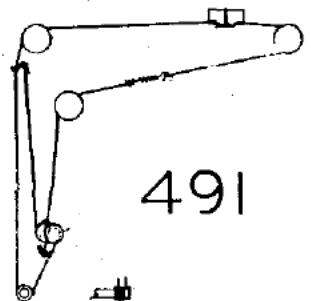
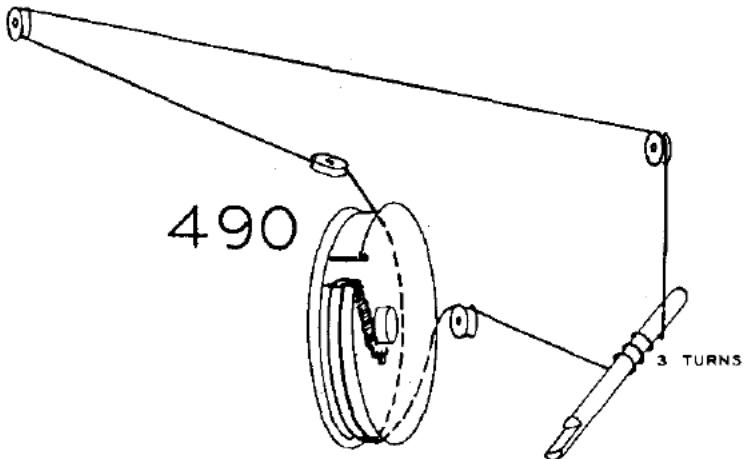
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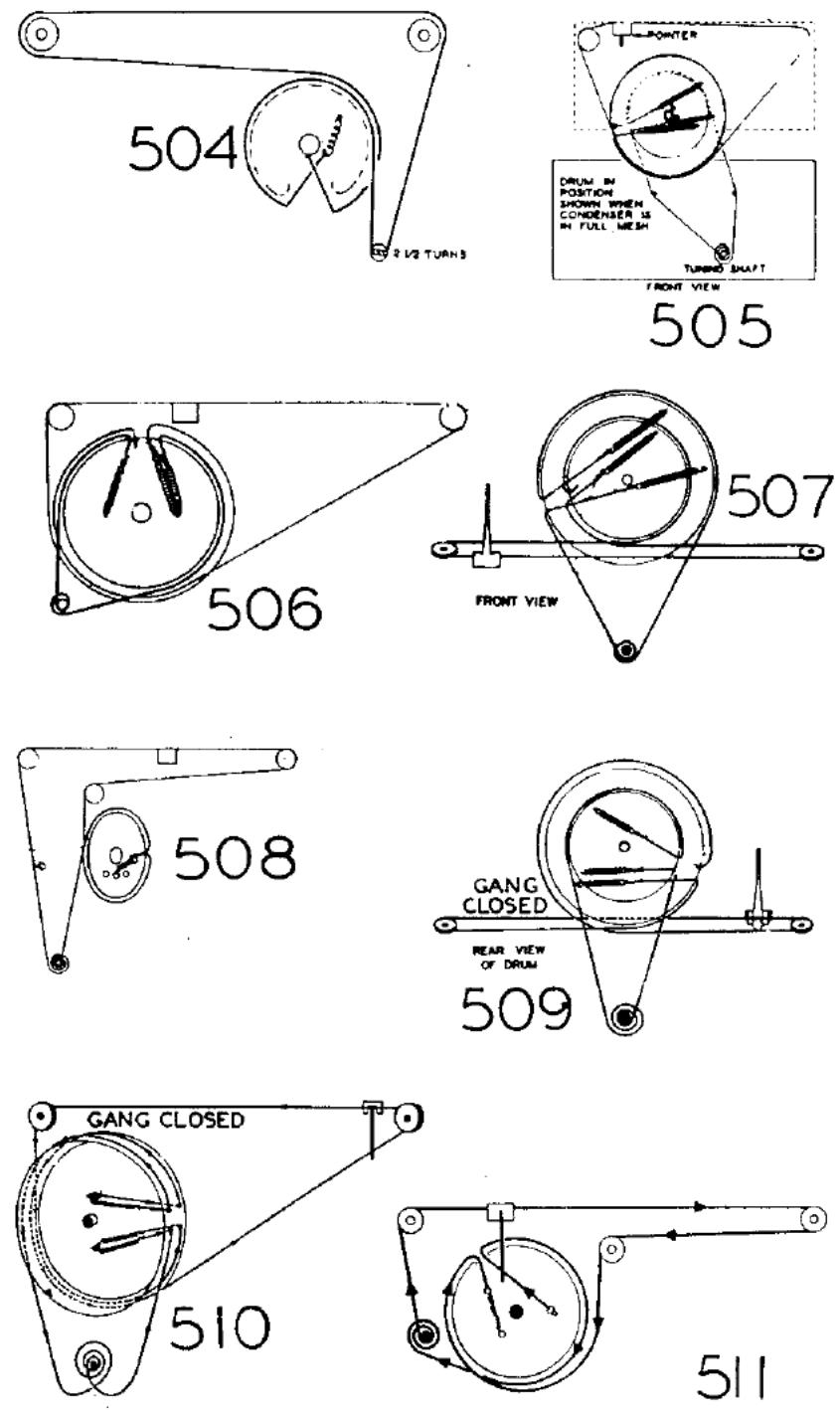
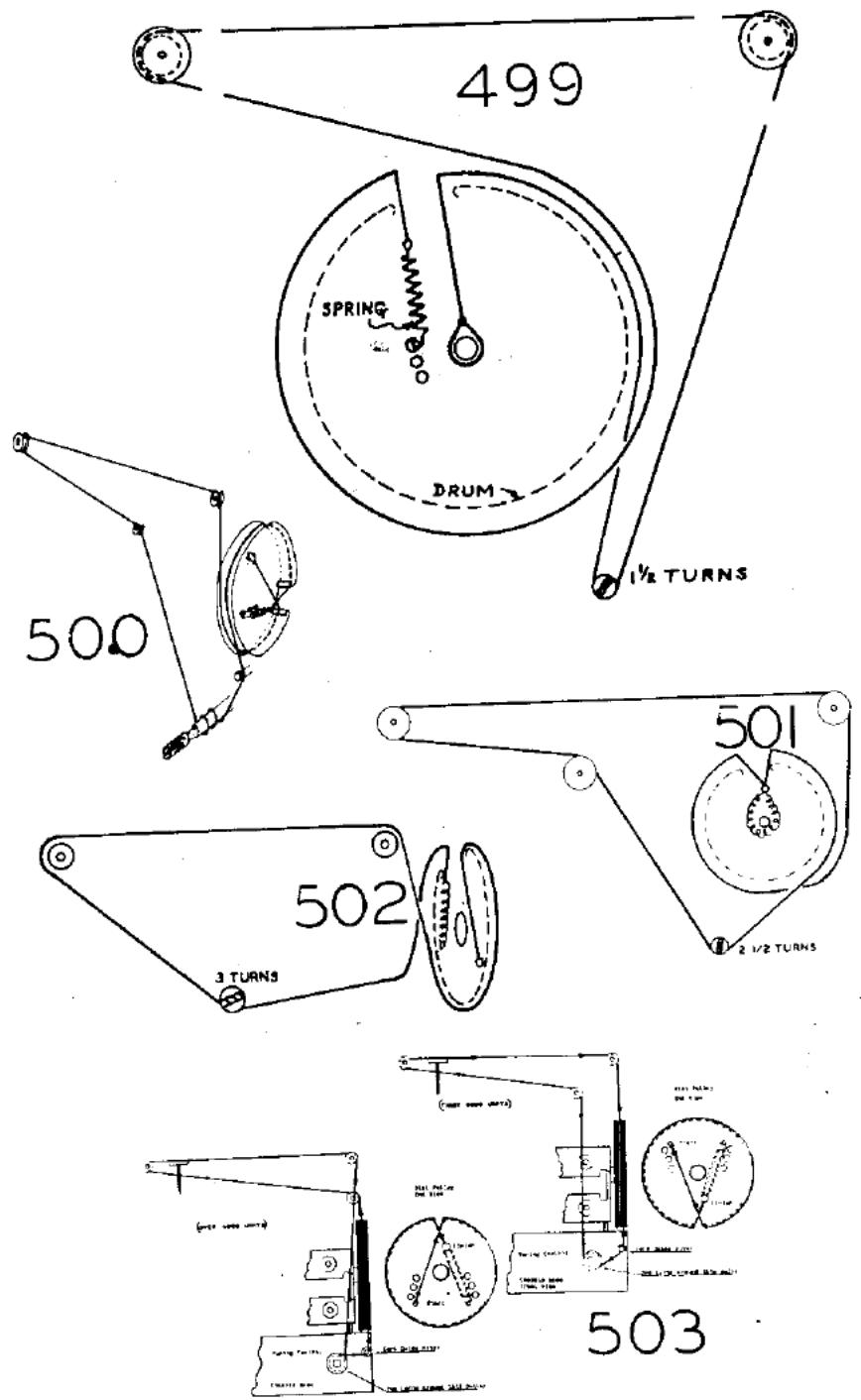


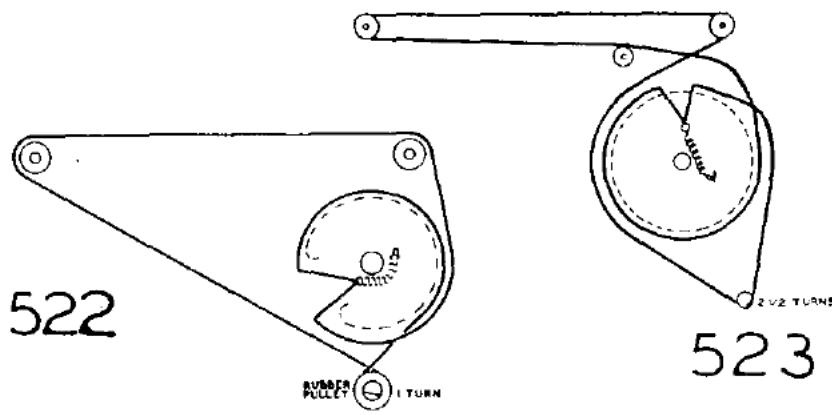
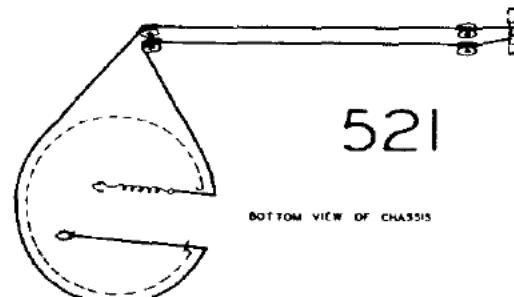
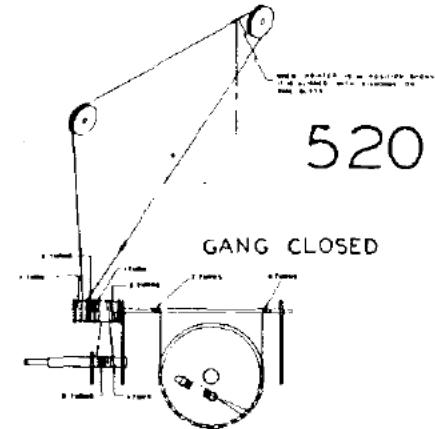
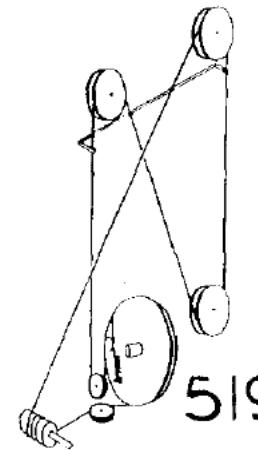
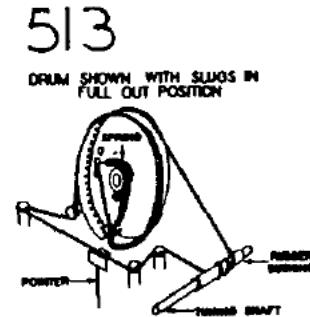
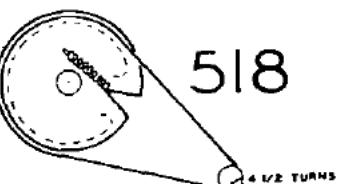
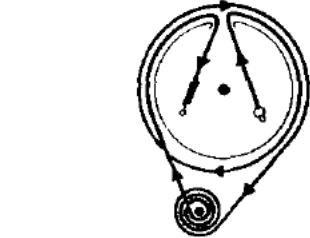
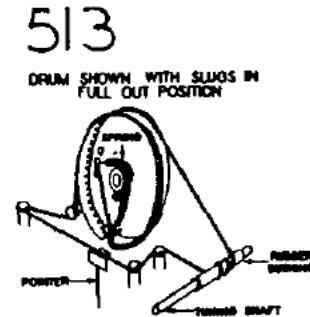
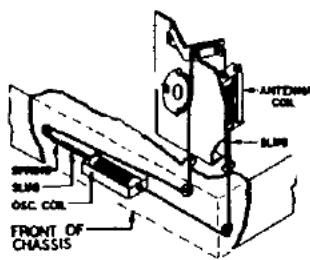
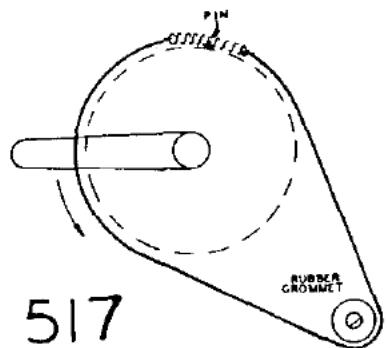
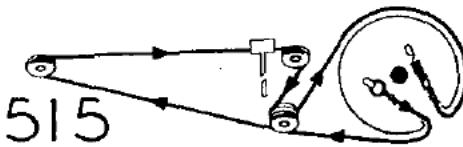
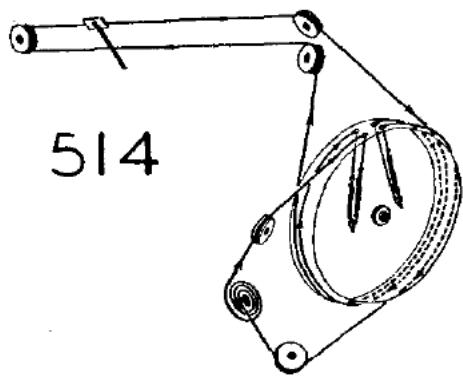
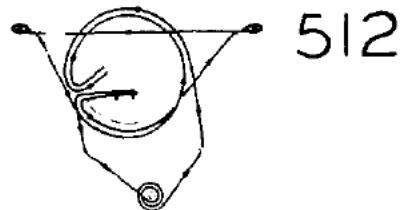
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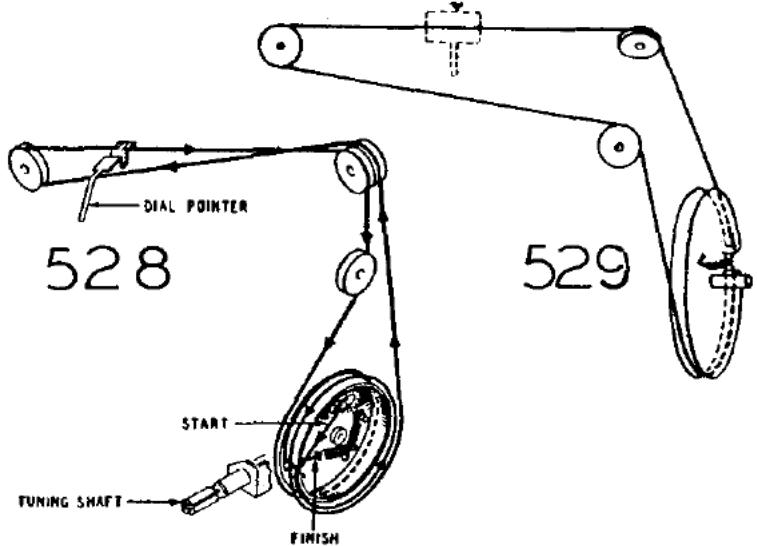
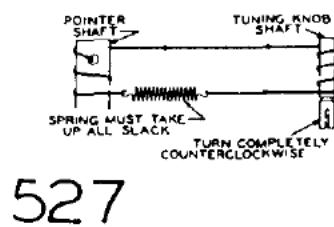
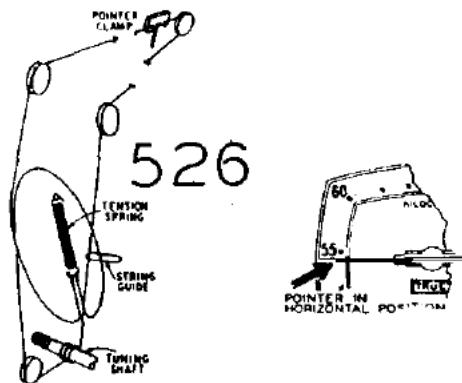
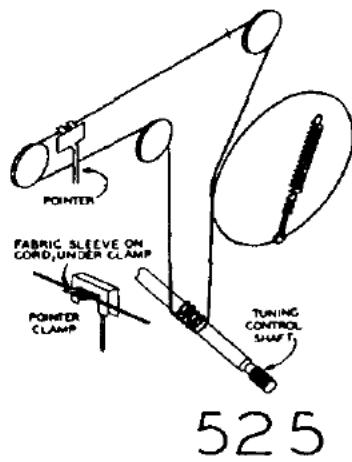
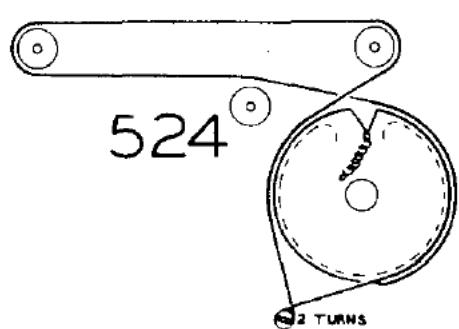


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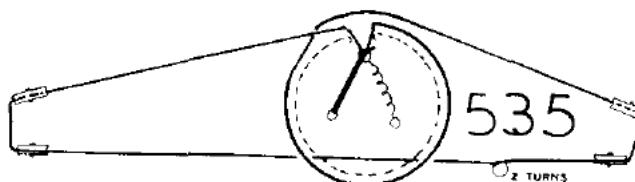
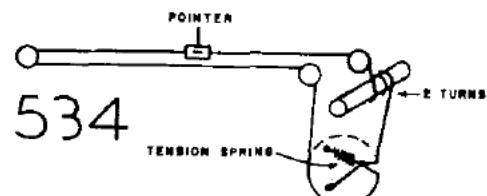
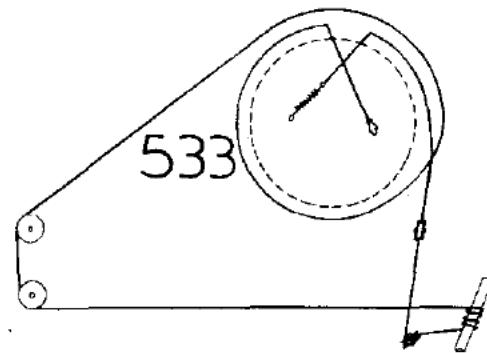
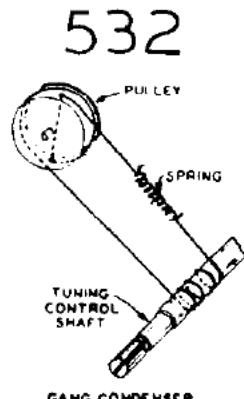
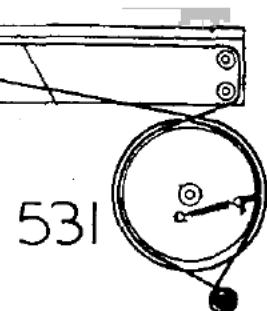
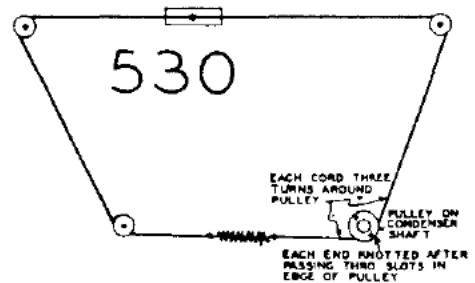


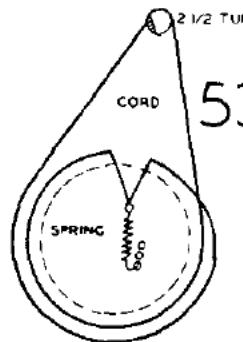




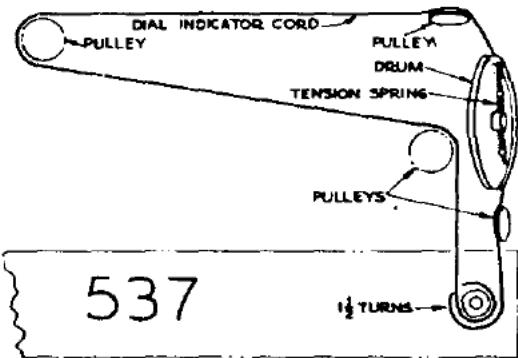


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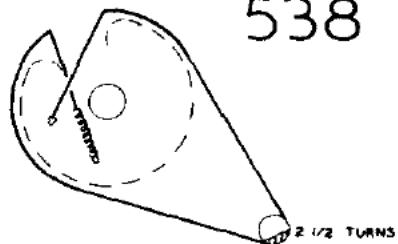




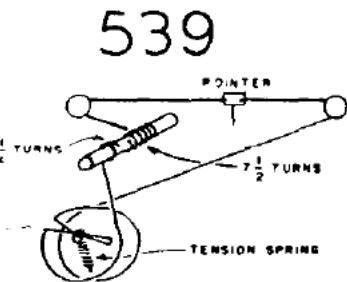
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537



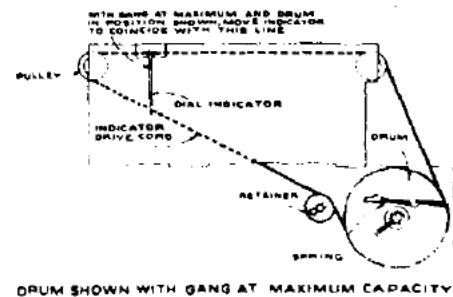
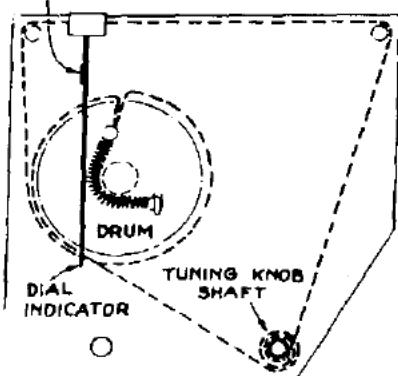
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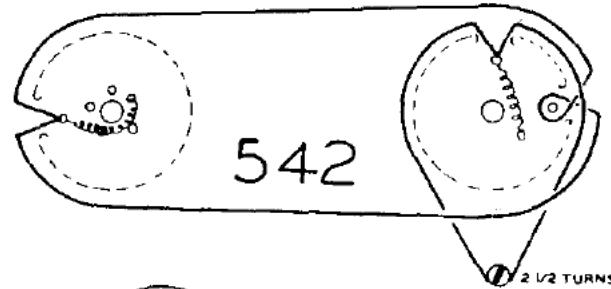
540

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

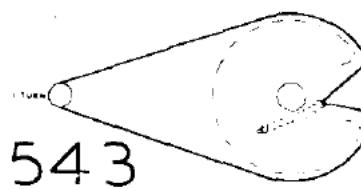


541

DRUM SHOWN WITH GANG AT MAXIMUM CAPACITY

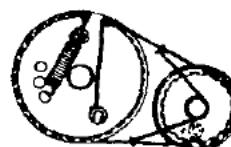


542



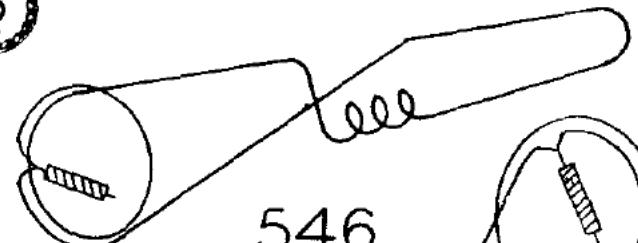
543

GANG MESHED DIAL  
AT 540 K.C.

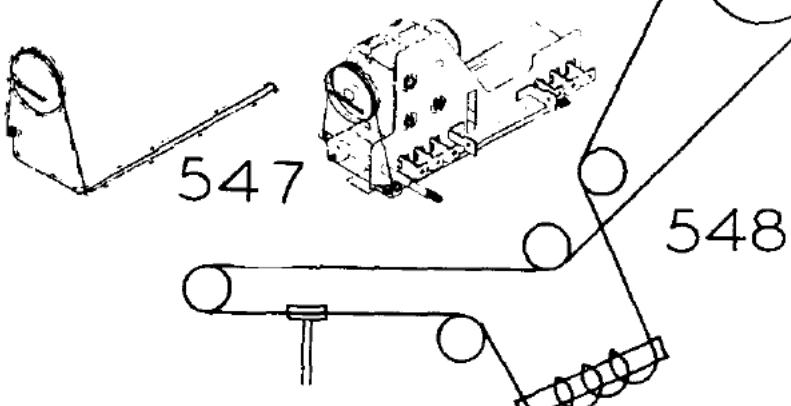


544

545

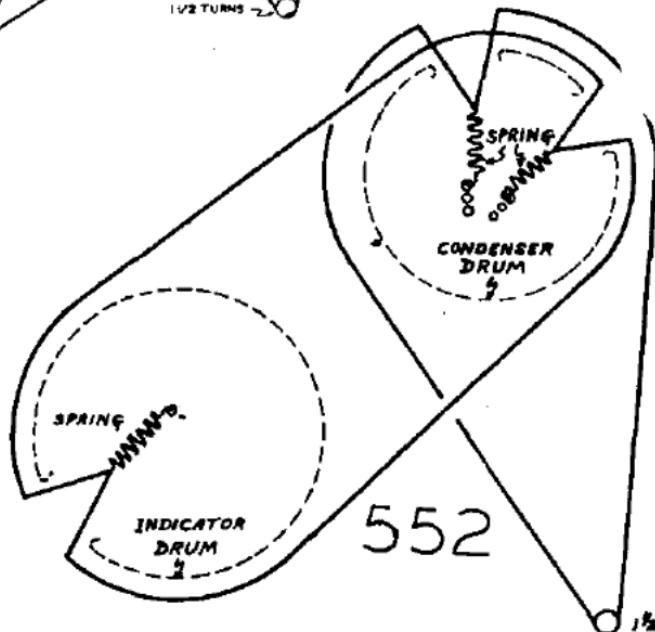
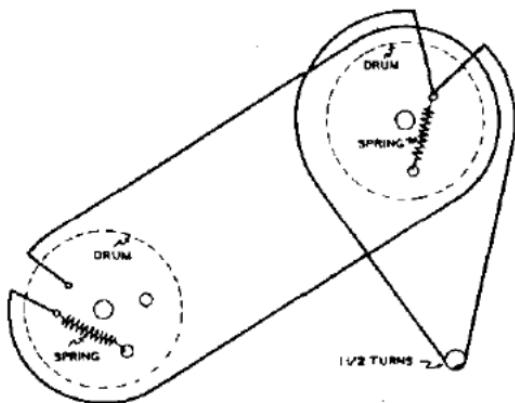
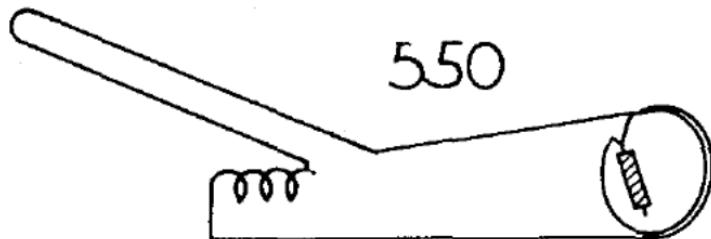
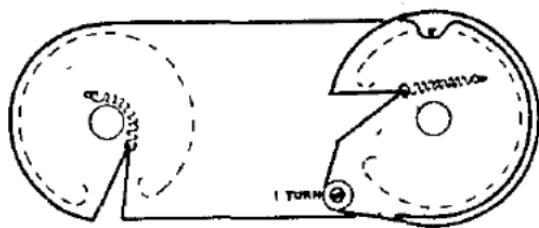


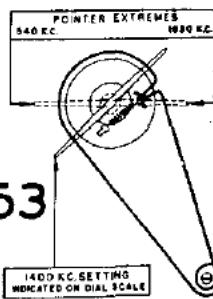
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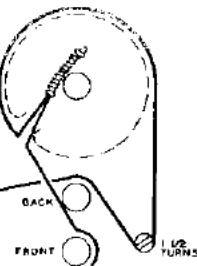
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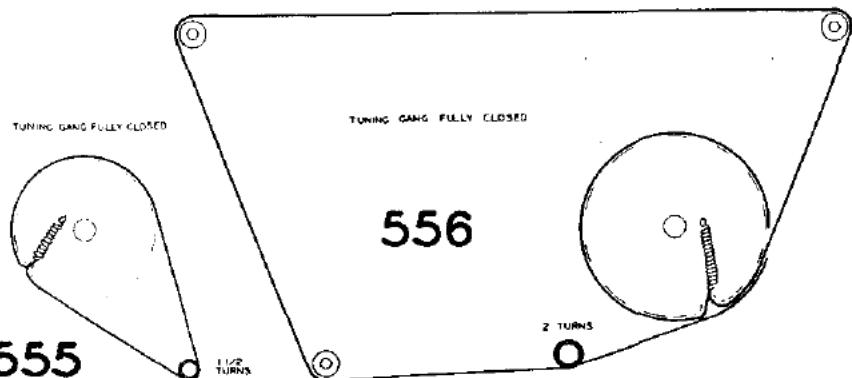


554

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



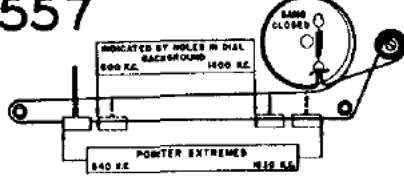
556

TUNING GANG FULLY CLOSED

2 TURNS

555

557



558

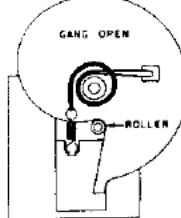
55

CORRECT  
POINTER POSITION

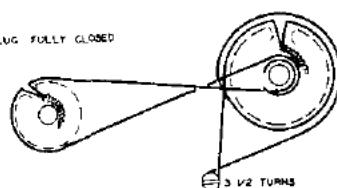
GANG IN  
CLOSED POSITION

559

GANG OPEN



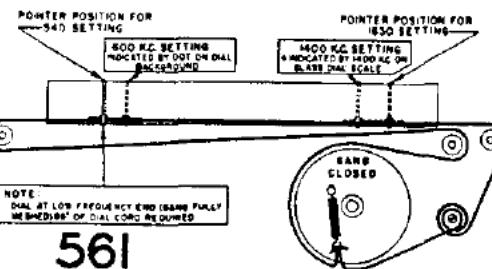
TUNING SLUG FULLY CLOSED



TUNING GANG FULLY CLOSED

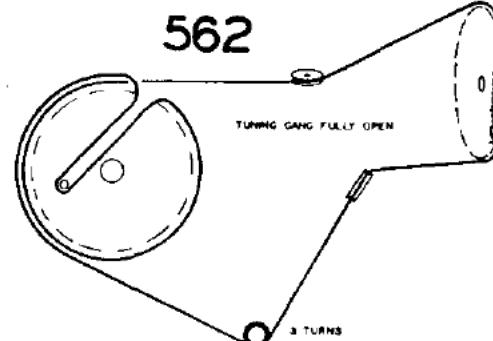


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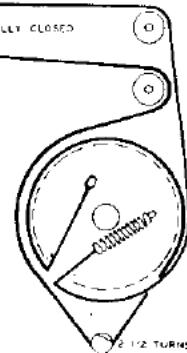


561

TUNING GANG FULLY CLOSED

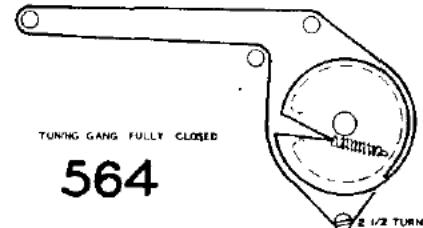


563



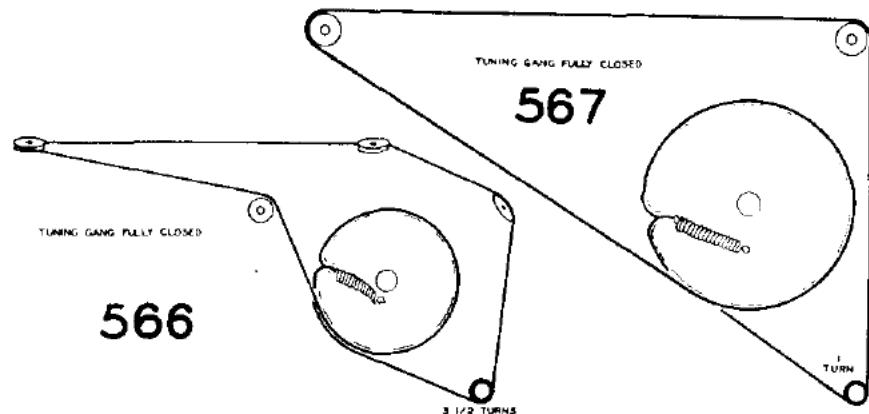
565

TUNING GANG  
FULLY CLOSED

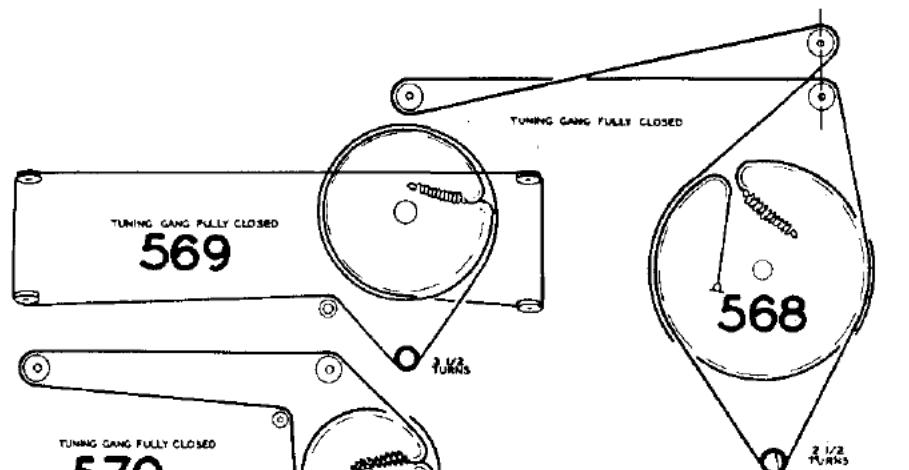


564

TUNING GANG FULLY CLOSED

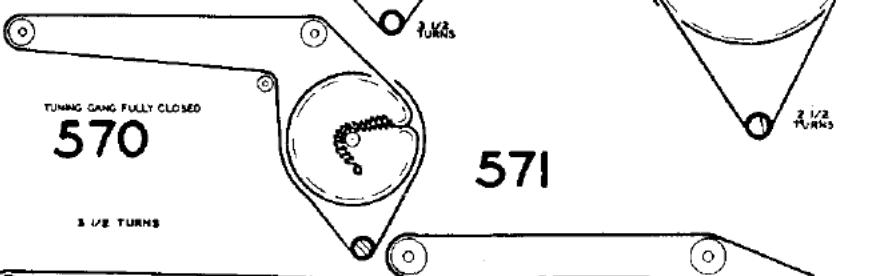


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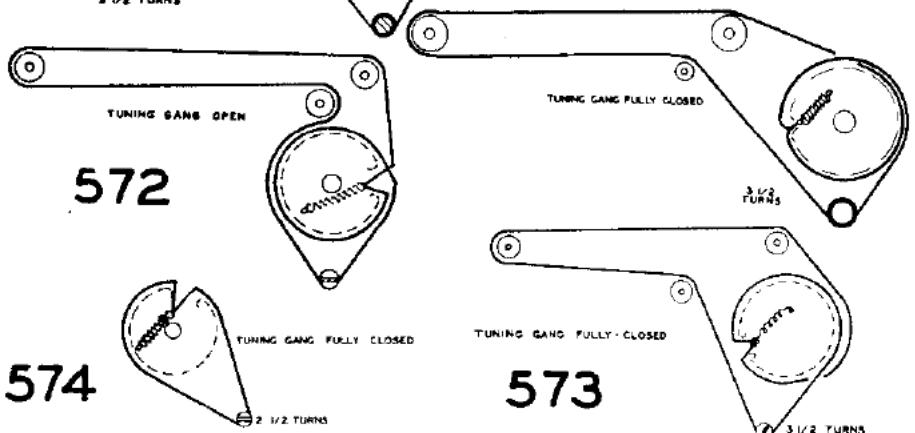
TUNING GANG FULLY CLOSED

**569**



TUNING GANG FULLY CLOSED

**570**



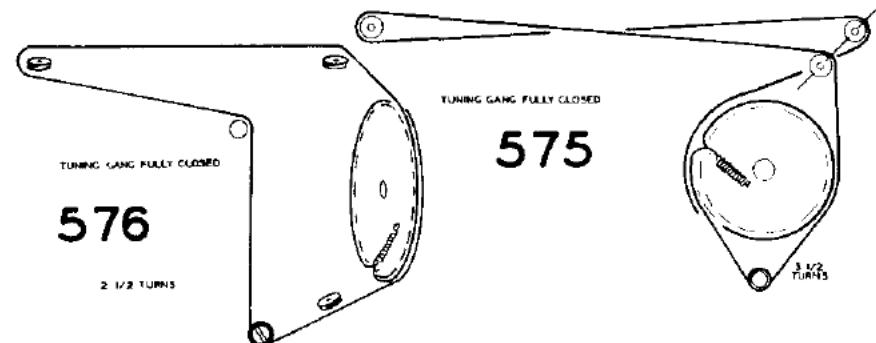
TUNING GANG OPEN

**571**



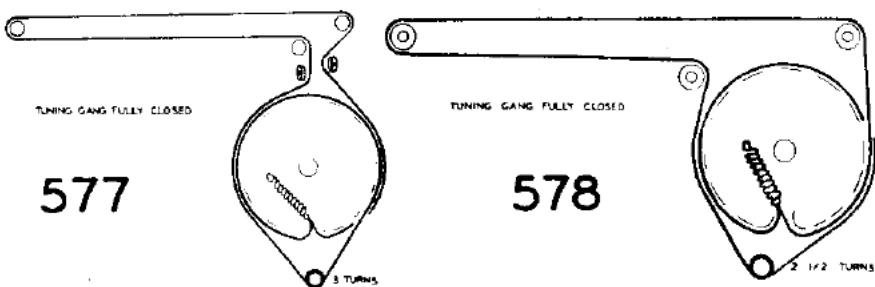
TUNING GANG FULLY CLOSED

**572**



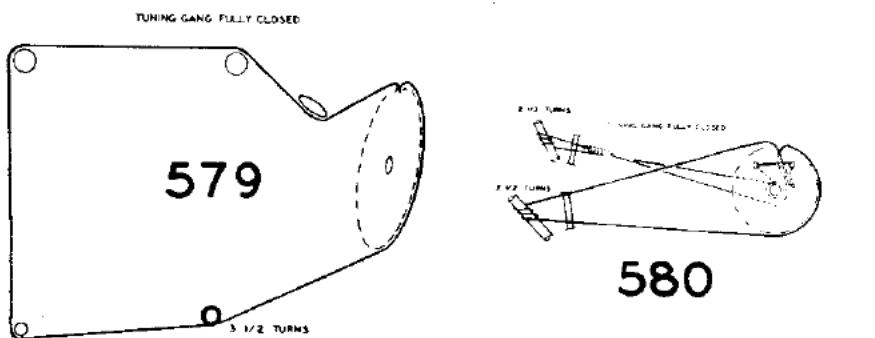
TUNING GANG FULLY CLOSED

**573**



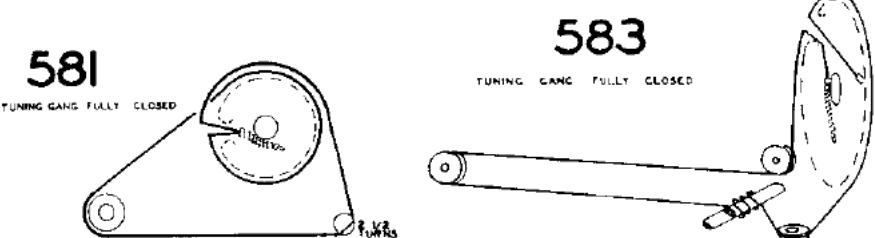
TUNING GANG FULLY CLOSED

**577**



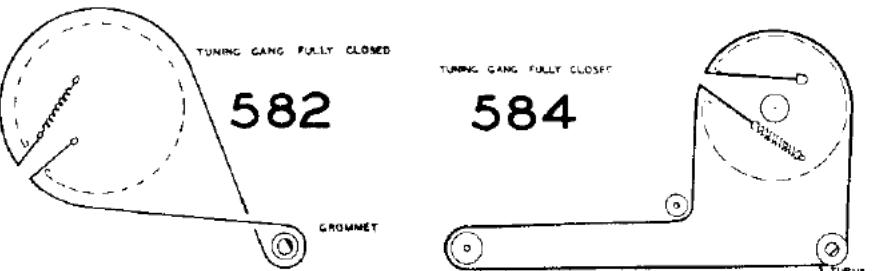
TUNING GANG FULLY CLOSED

**578**



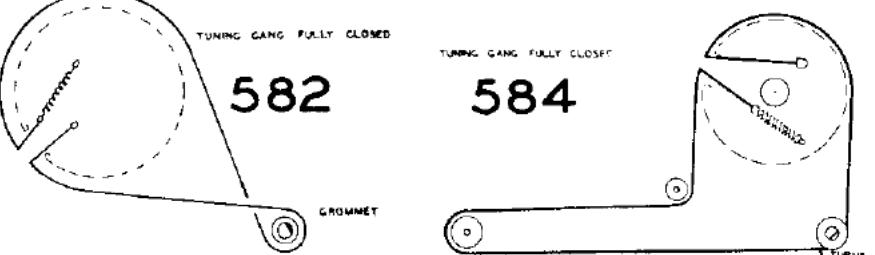
TUNING GANG FULLY CLOSED

**580**



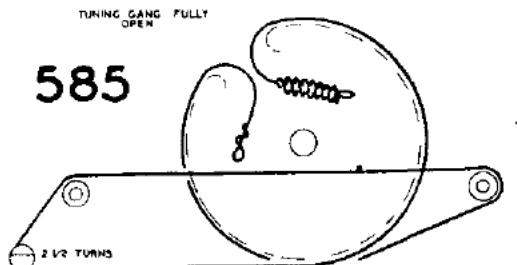
TUNING GANG FULLY CLOSED

**582**

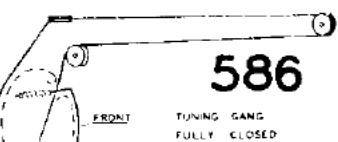


TUNING GANG FULLY CLOSED

**584**

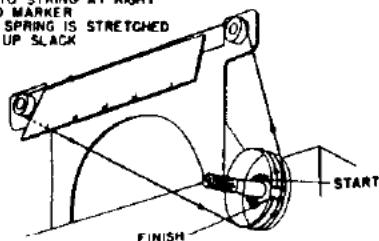


**585**

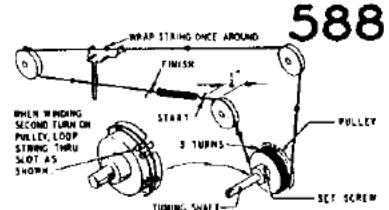


**586**

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



**587**

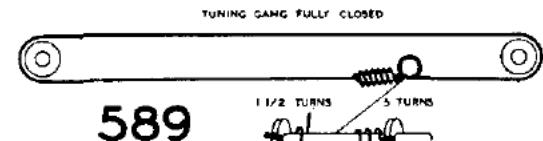


**588**

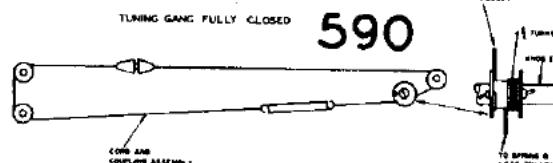
WHEN WINDING SECOND TURN ON PULLEY LOOP STRING THRU SLOT AS SHOWN.  
3 TURNS  
SET SCREW  
TUNING SHAFT

*Replacing Dial Pointer Drive Cord*

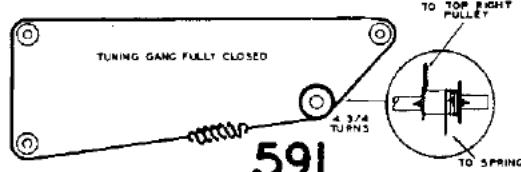
After straining, spring must be  $1/4"$  from idler when tuning shaft is in extreme counter-clockwise position. To do this: Loosen set screw; hold tuning shaft firm and turn pulley by hand until spring is  $1/4"$  from idler; tighten screw.



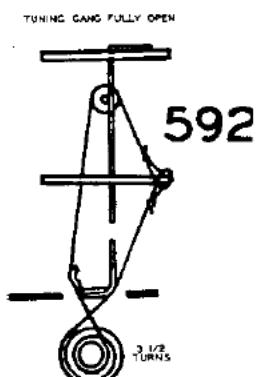
**589**



**590**



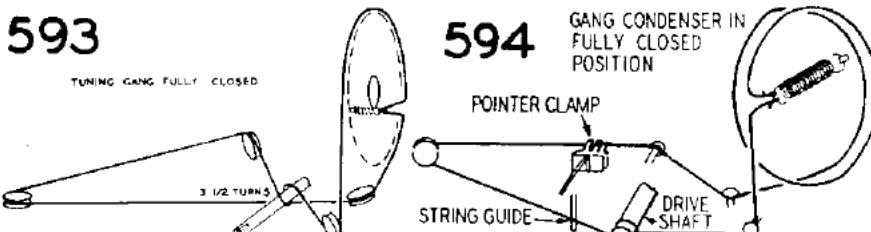
**591**



**592**

**593**

TUNING GANG FULLY CLOSED



**594**

GANG CONDENSER IN FULLY CLOSED POSITION

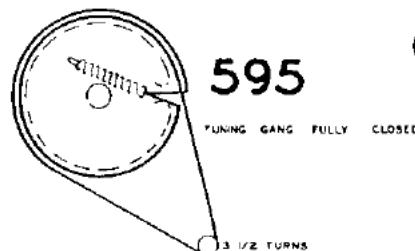
POINTER CLAMP

STRING GUIDE  
VINYLITE SLEEVE  
COVERING DRIVE SHAFT

**596**

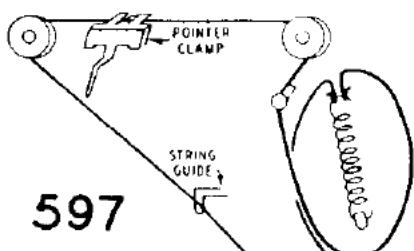
TUNING GANG OPEN

USED IN MOD. 74 WG-2504-A ONLY



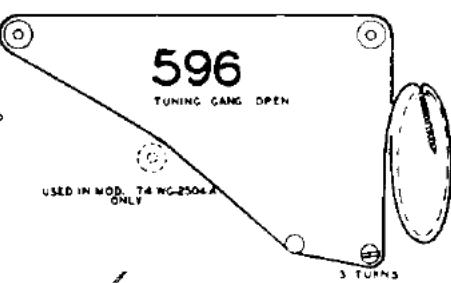
**595**

TUNING GANG FULLY CLOSED



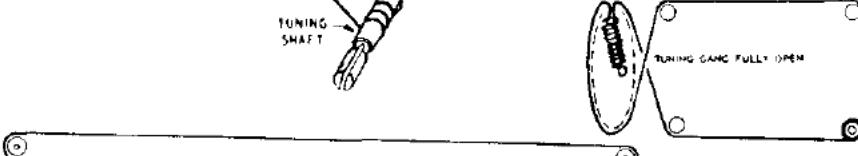
**597**

GANG CONDENSER IN FULL OPEN POSITION



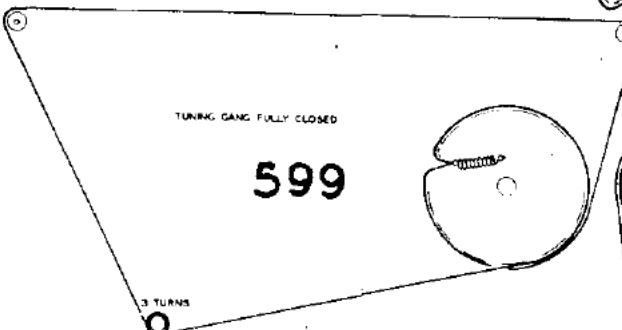
**598**

GANG CONDENSER IN FULLY CLOSED POSITION  
TENSION SPRING  
TUNING SHAFT



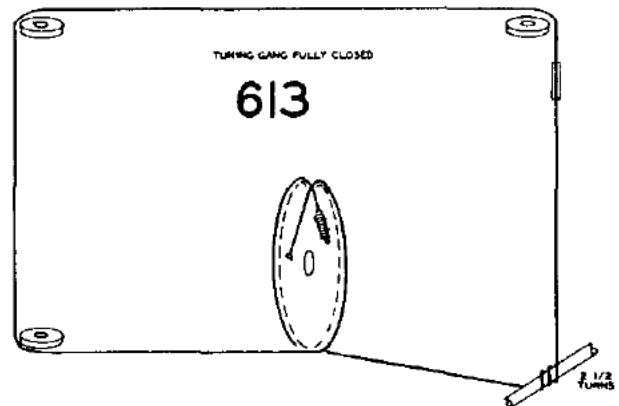
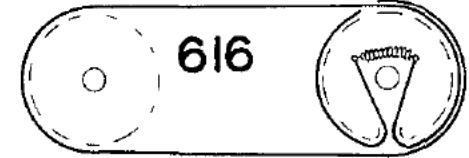
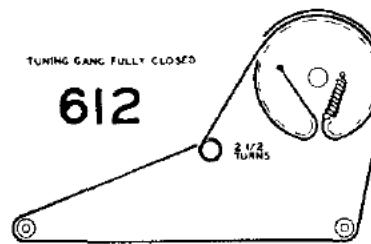
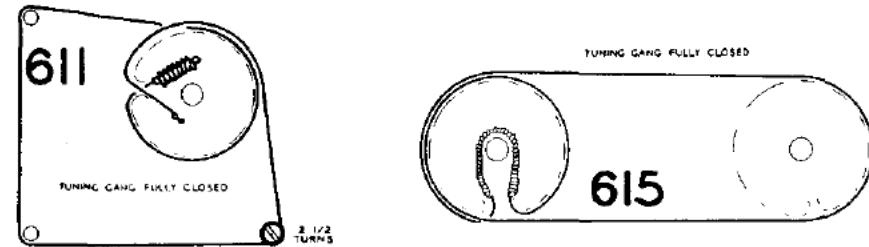
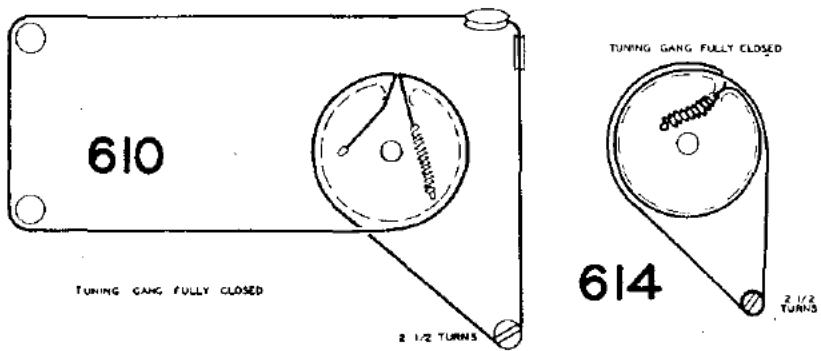
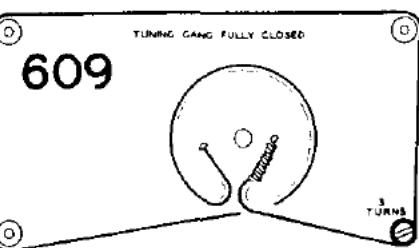
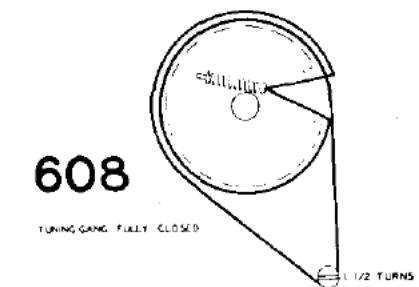
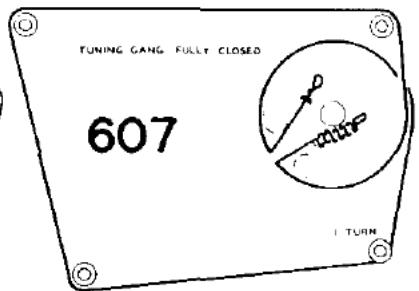
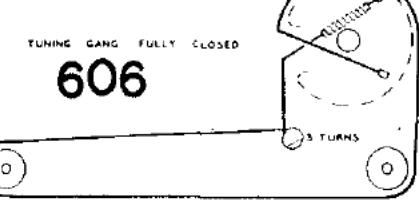
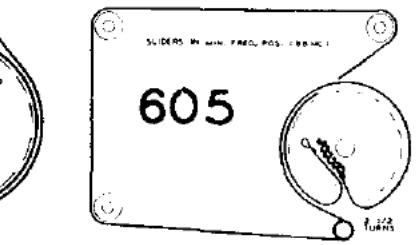
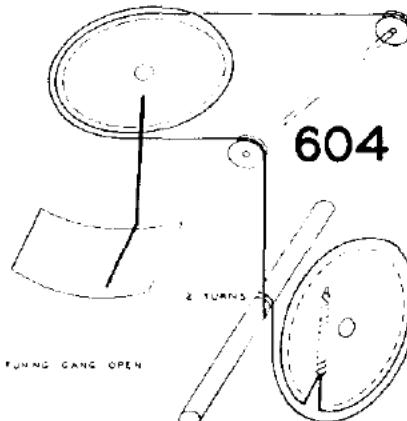
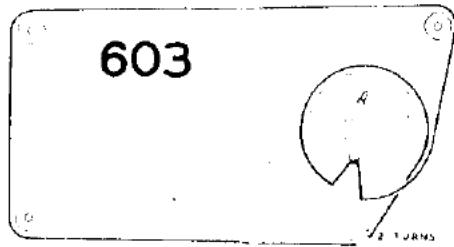
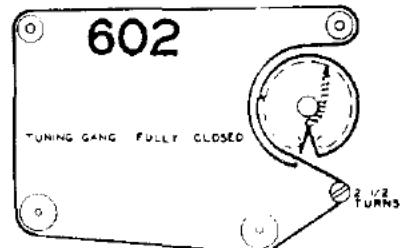
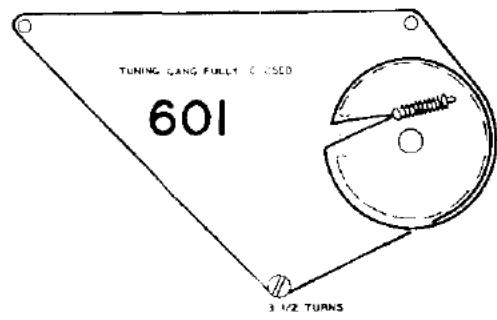
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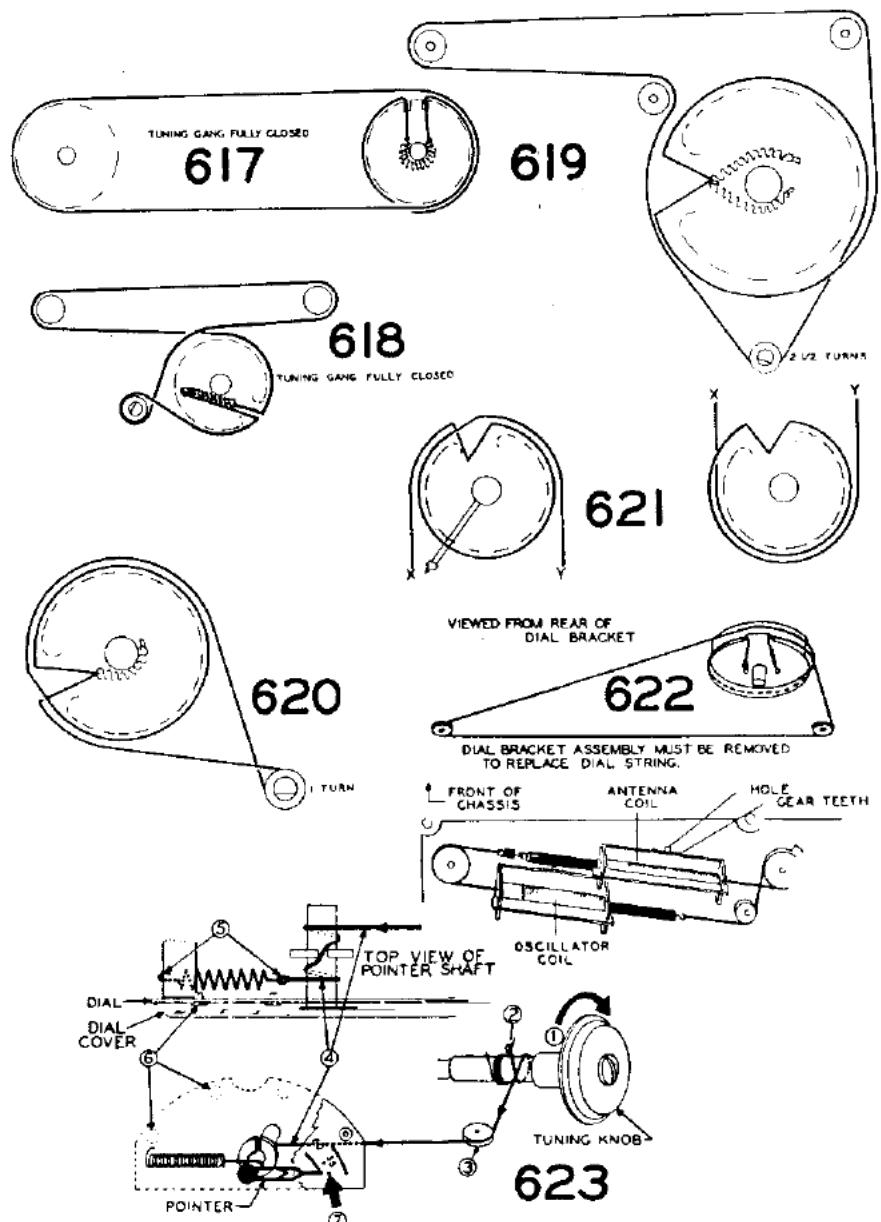
TUNING GANG FULLY CLOSED



**600**

DIAL PULLEY IN SHORT WAVE BAND POSITION  
BAND 3% PULLEY IN SHORT WAVE BAND POSITION

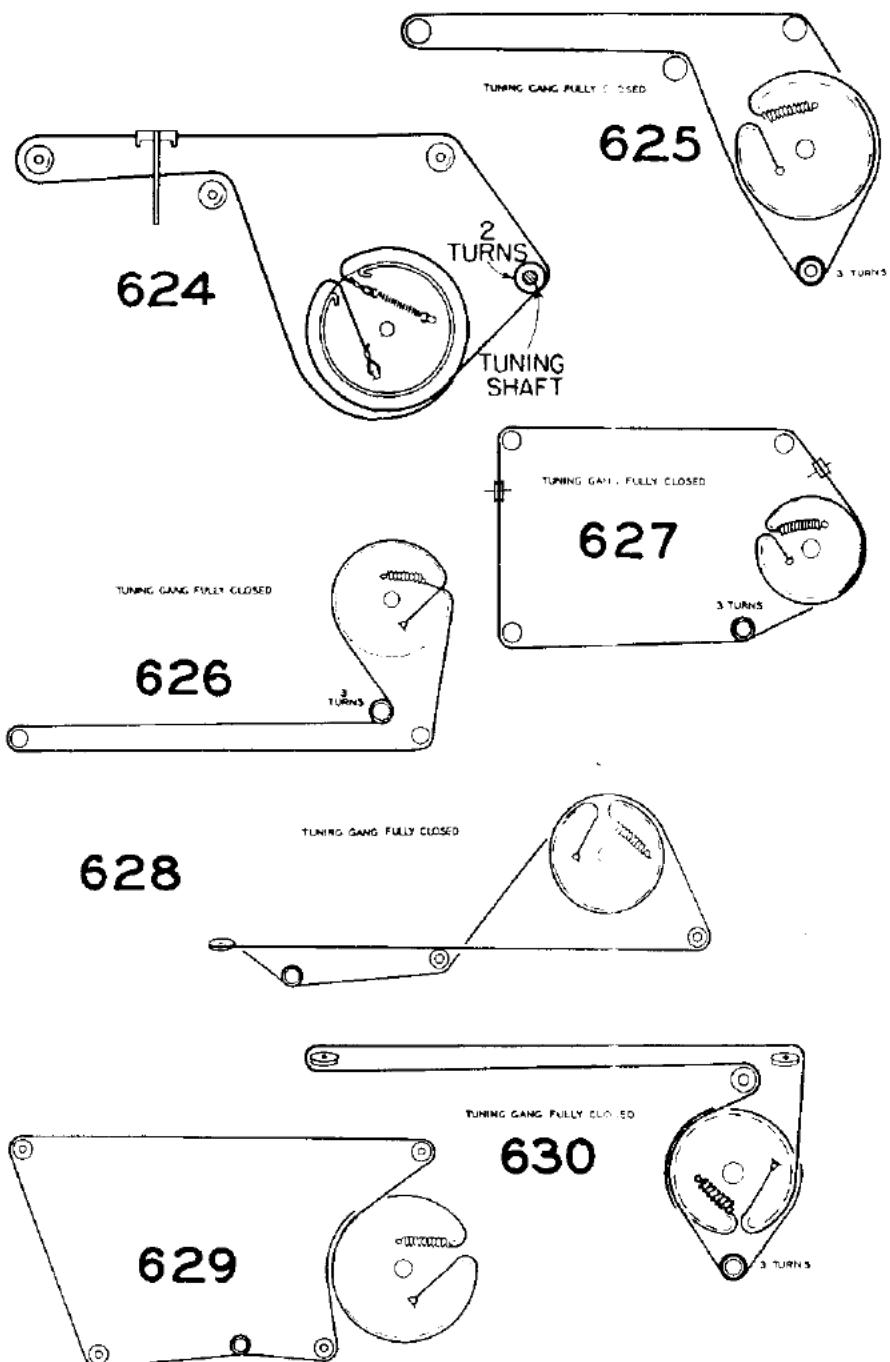


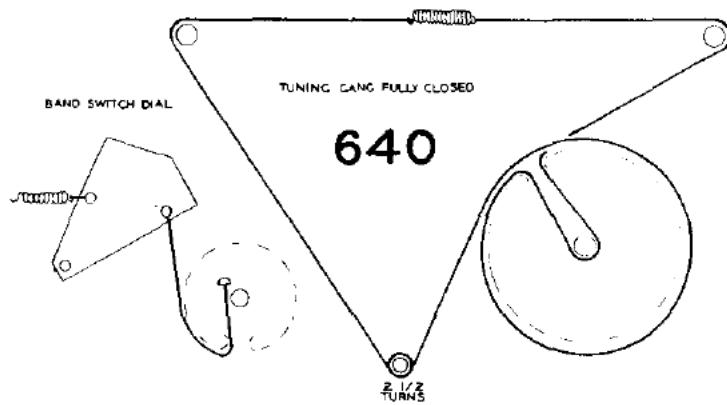
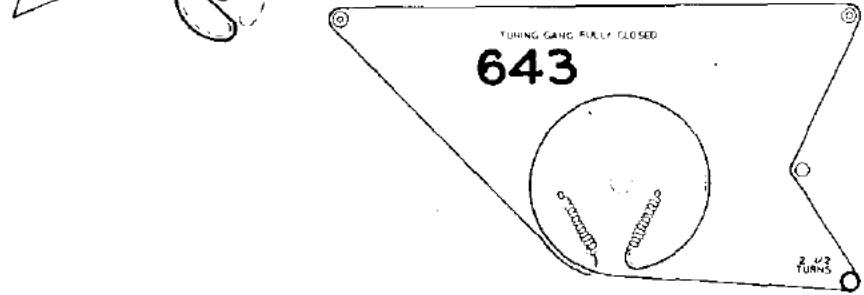
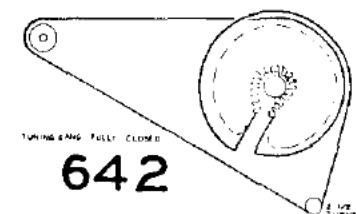
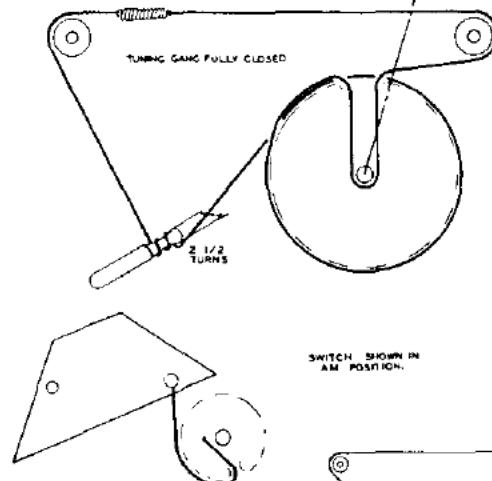
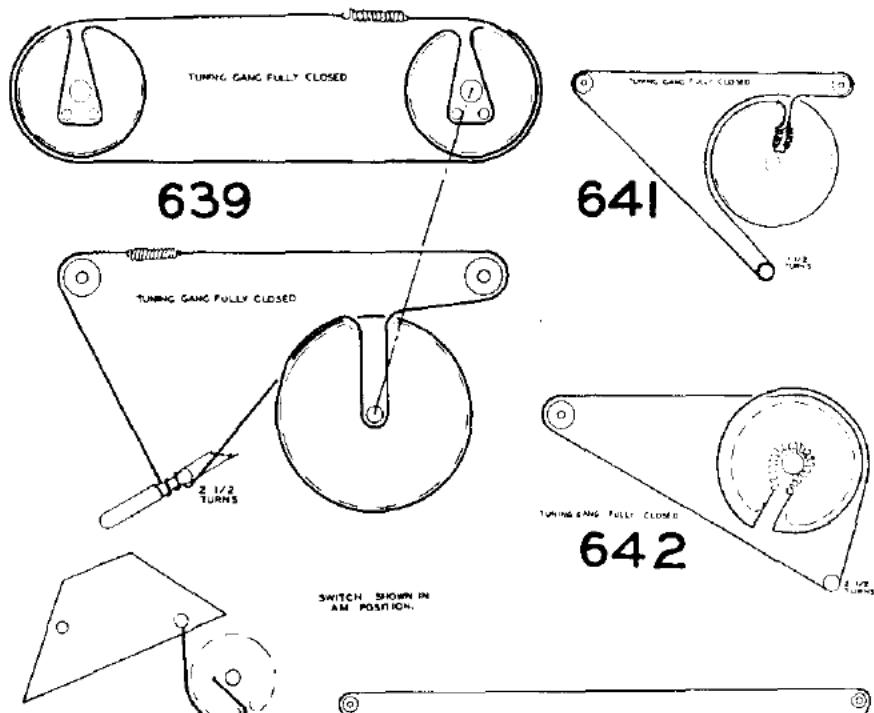
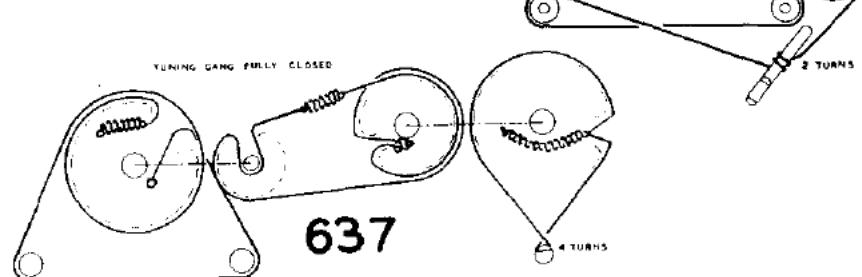
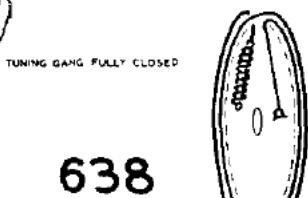
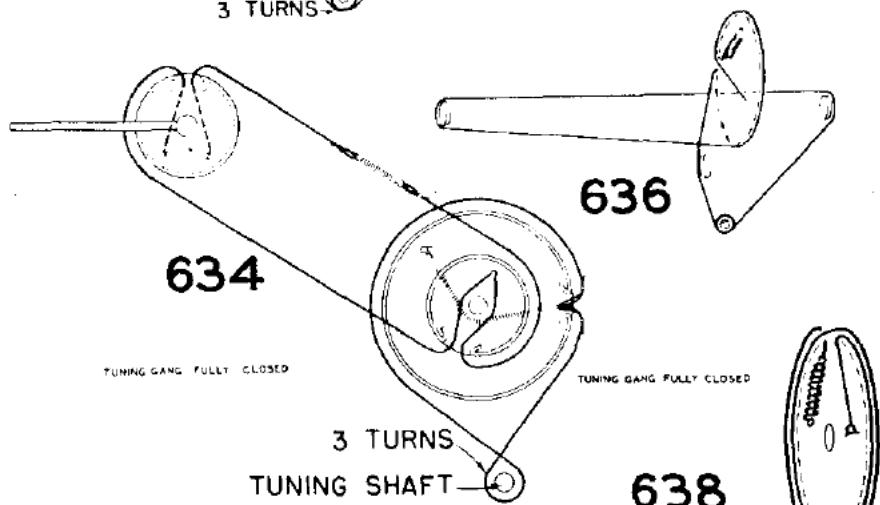
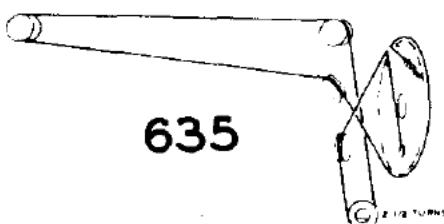
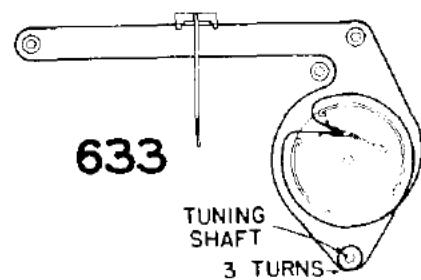
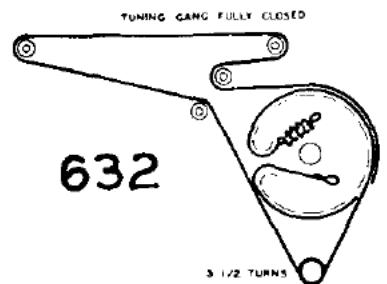
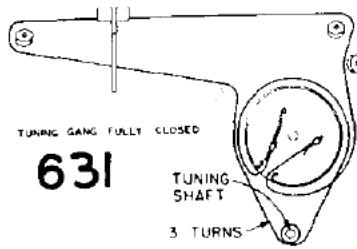


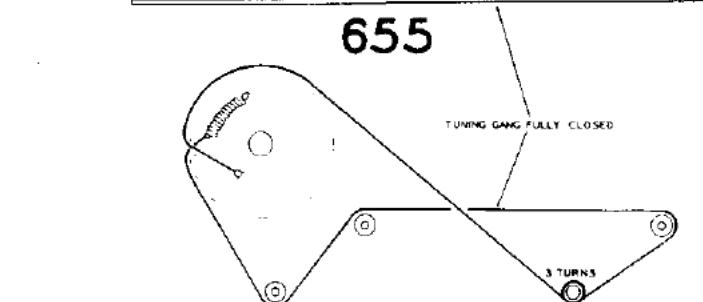
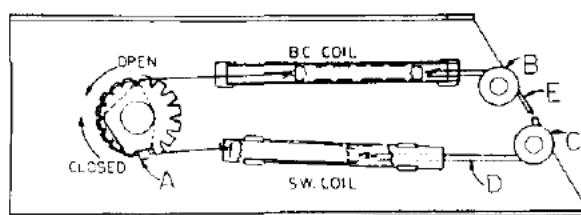
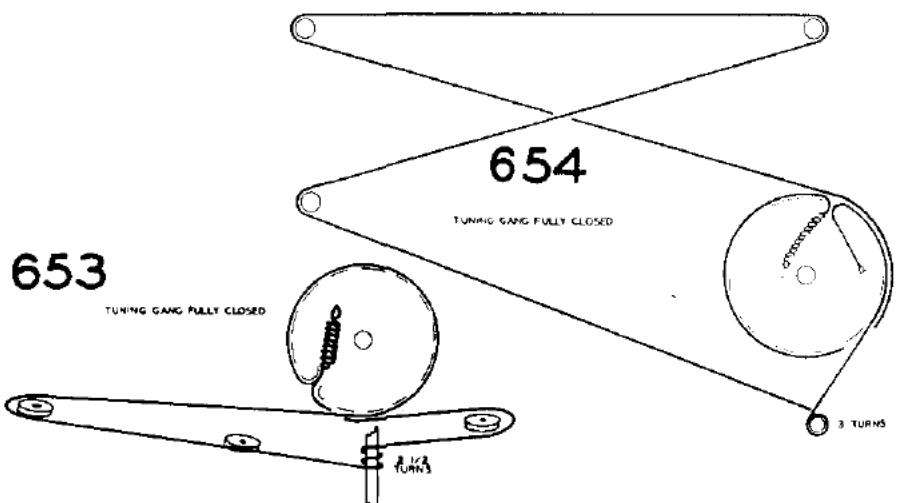
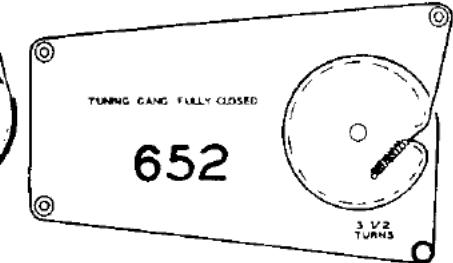
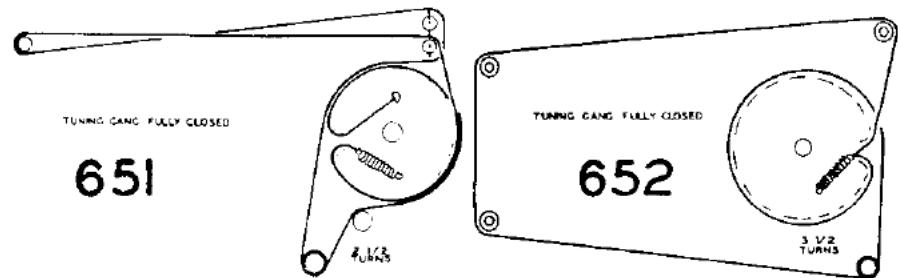
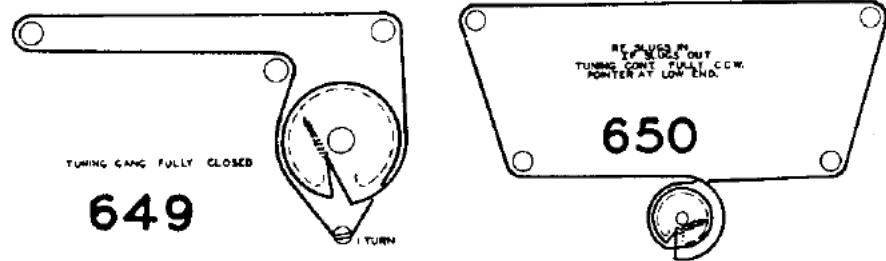
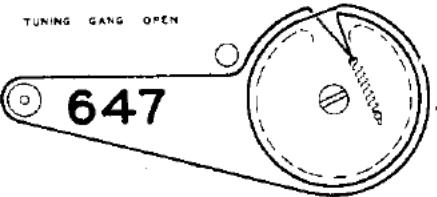
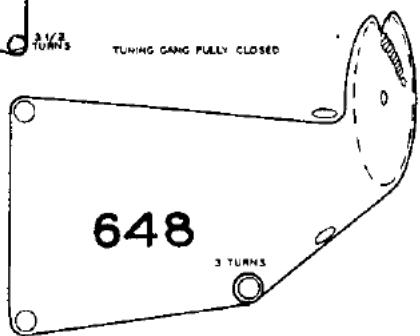
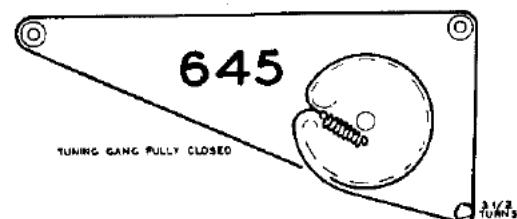
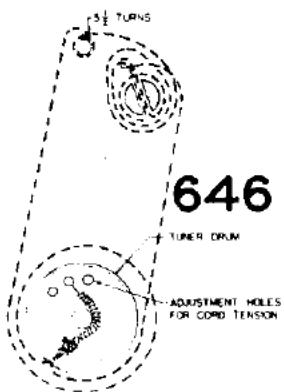
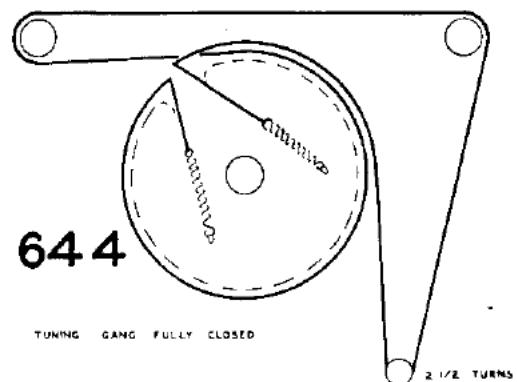
**REPLACING DIAL COUNTER DRIVE CORD**

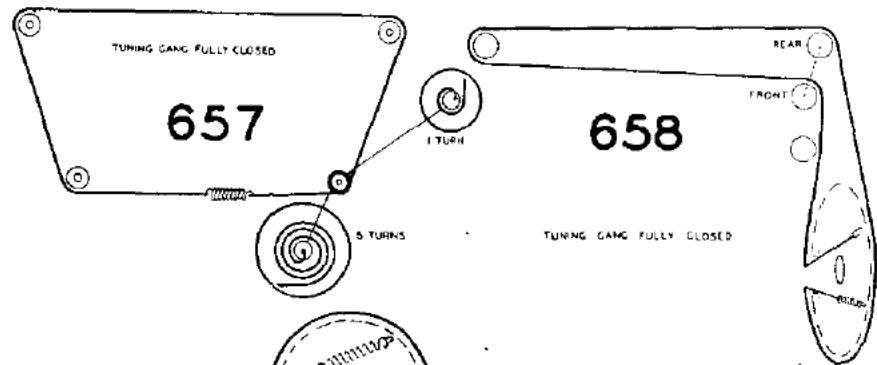
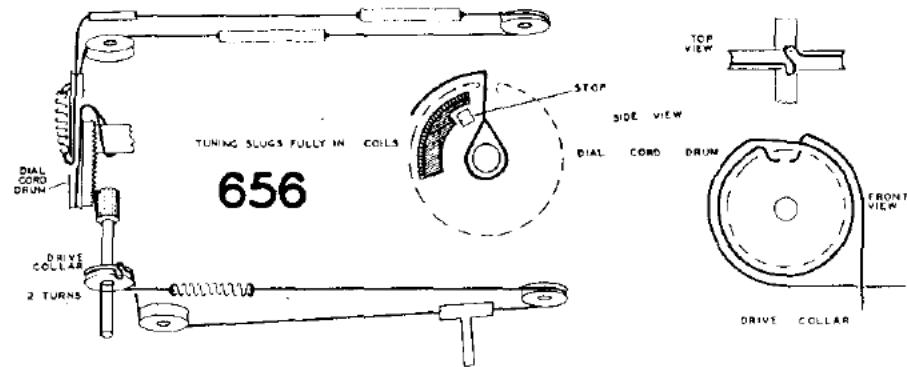
Six inches of cord are required. Numbers below correspond to circled numbers in diagram. Rotate tuning knob to extreme clockwise position.

- 1 - Tie cord to loop in spring as shown.
- 2 - Pass cord over isoler pulley.
- 3 - Pass cord over pointer shaft; wind it one turn around shaft; pass it through key washer, then through isoler pulley.
- 4 - Hook cord over end of dial supports; wind it one turn around shaft; pass it through key washer, then rotate pointer shaft at least one half turn.
- 5 - Remove dial crystal by removing snap-in rivets.
- 6 - Make sure tuning knob is in extreme clockwise position. Then rotate counter clockwise, against friction of shaft, until it is in a horizontal position, as shown.



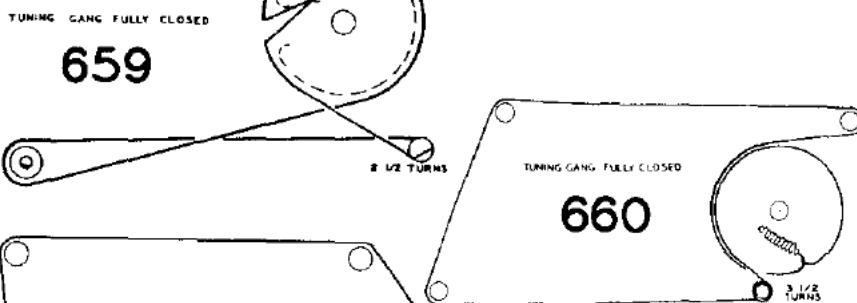






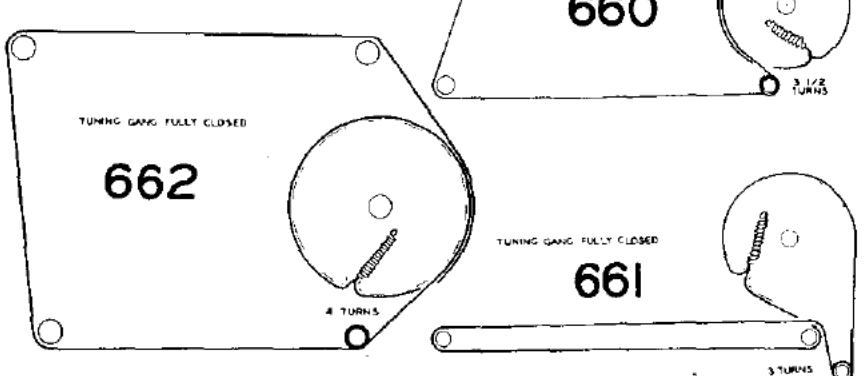
**658**

TUNING GANG FULLY CLOSED



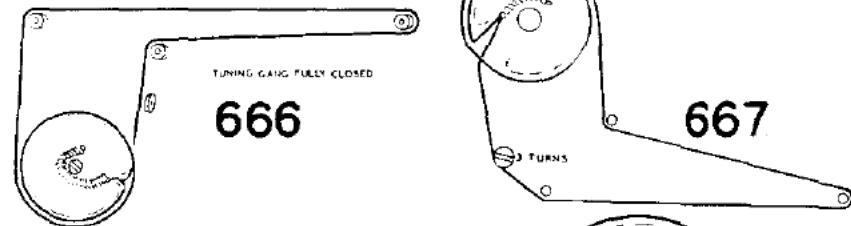
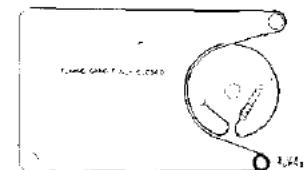
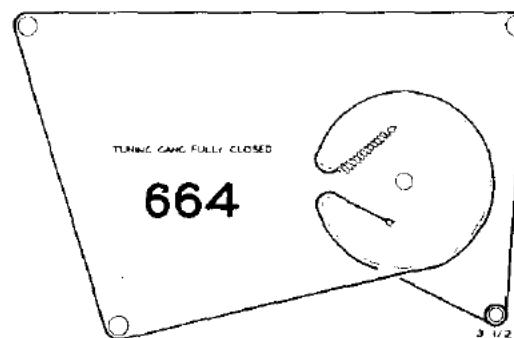
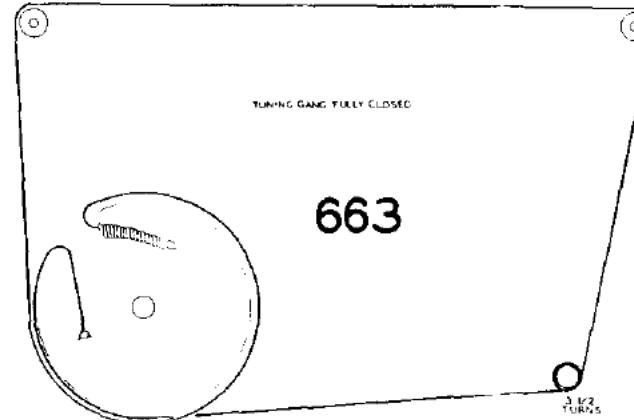
**660**

TUNING GANG FULLY CLOSED  
2 1/2 TURNS

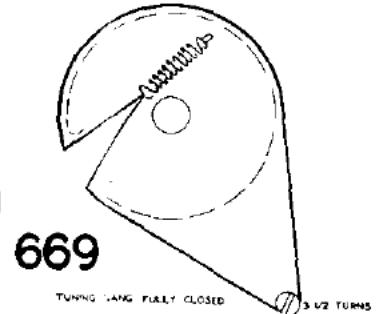
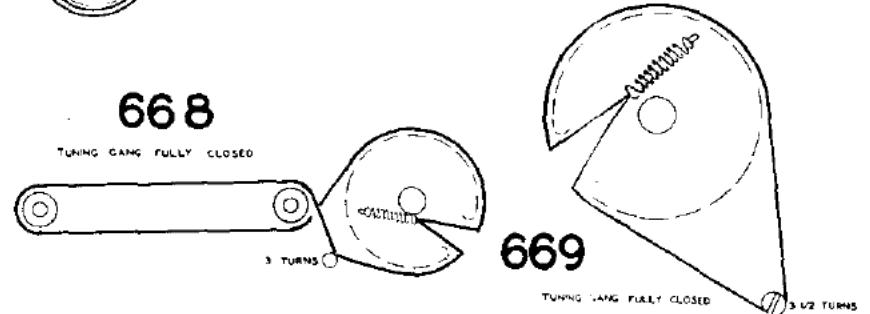


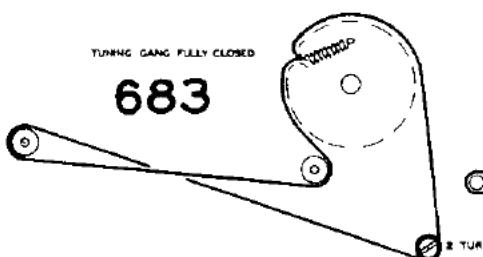
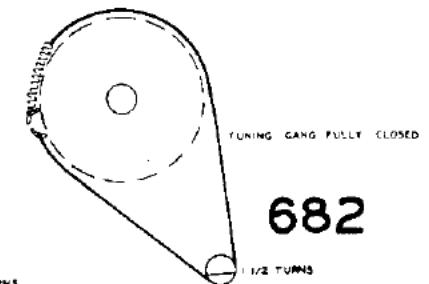
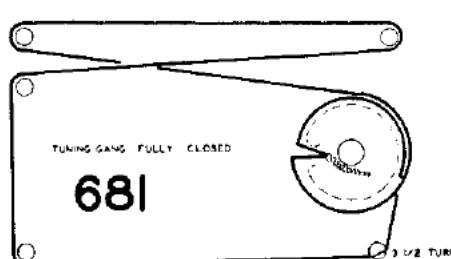
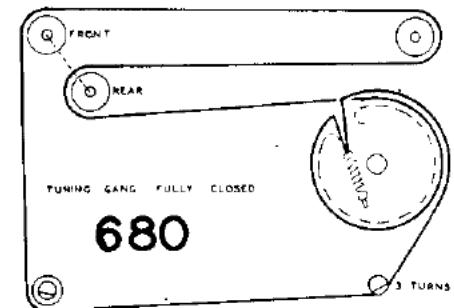
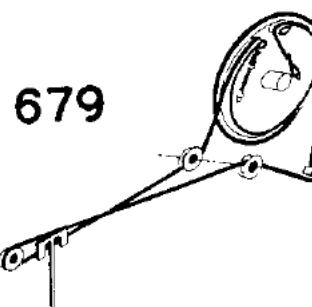
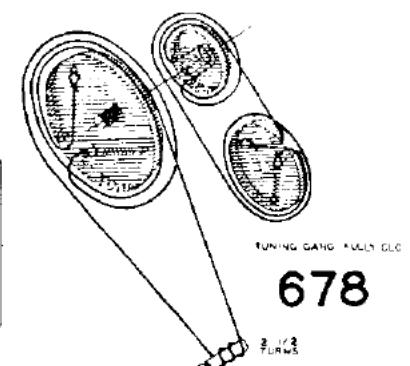
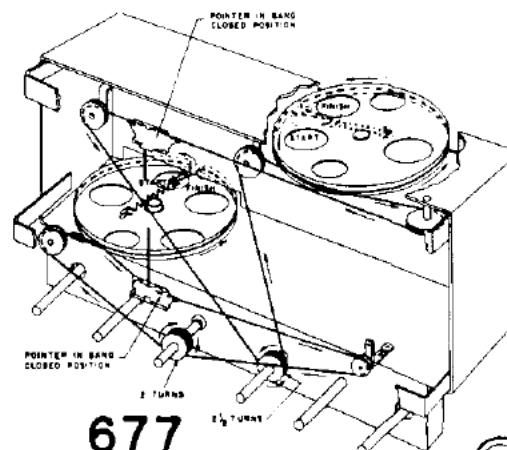
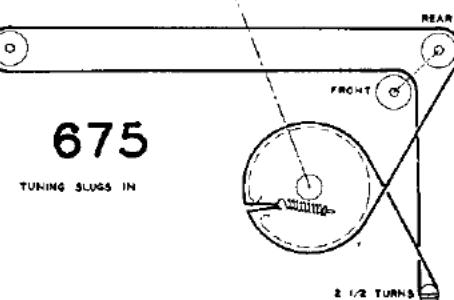
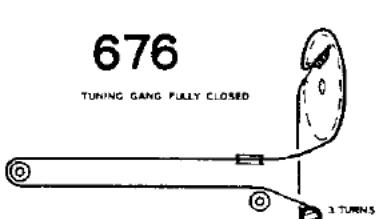
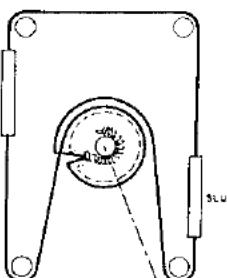
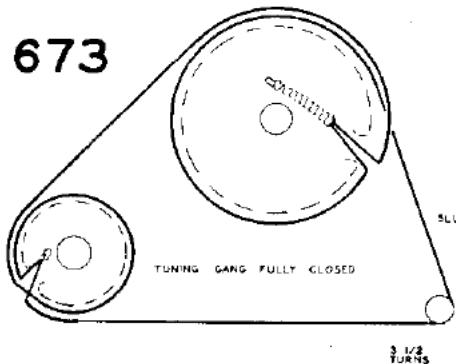
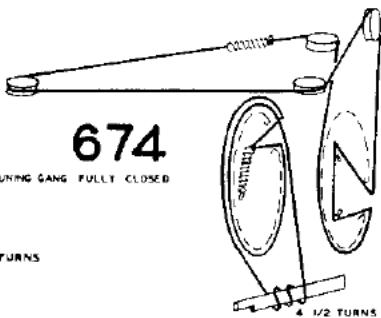
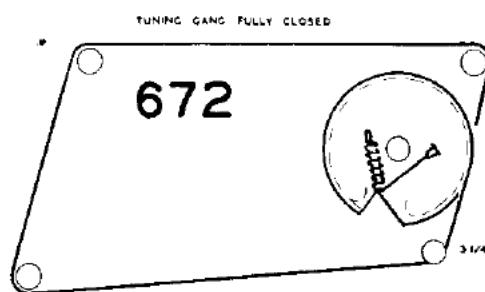
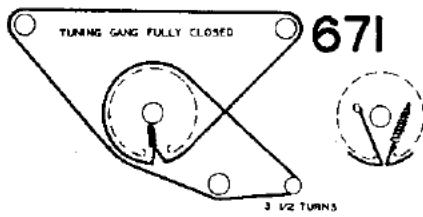
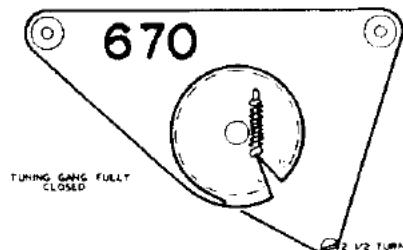
**661**

TUNING GANG FULLY CLOSED  
5 TURNS

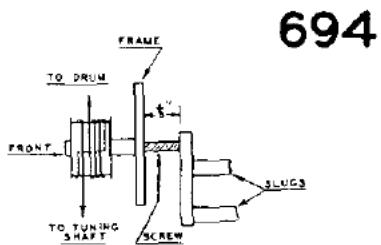
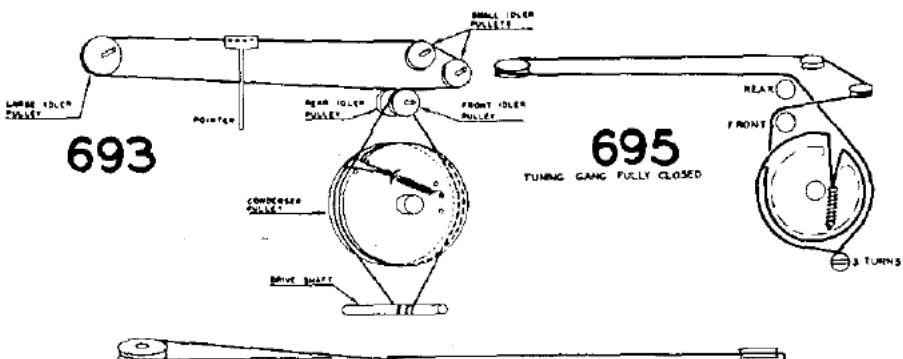
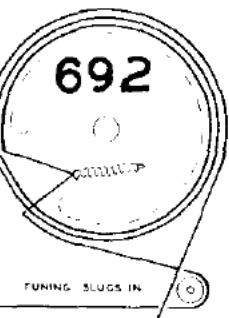
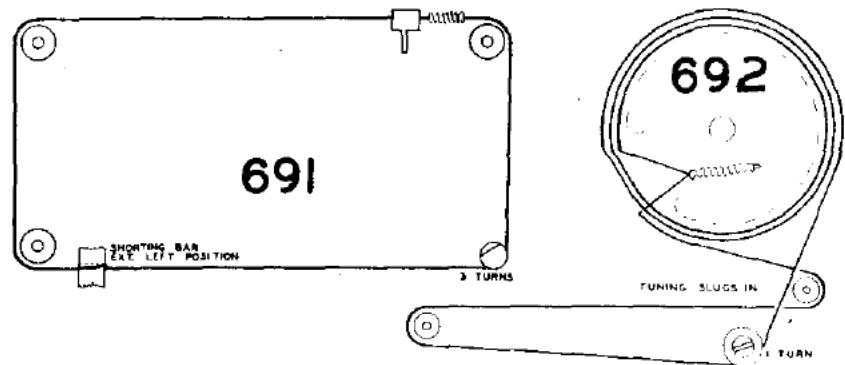
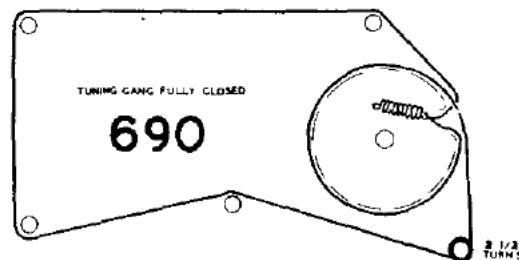
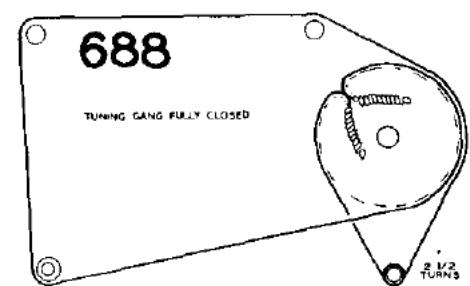
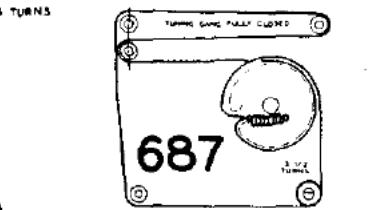
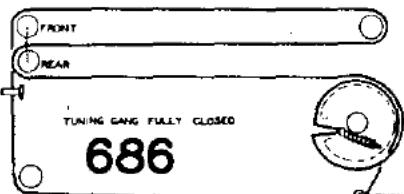
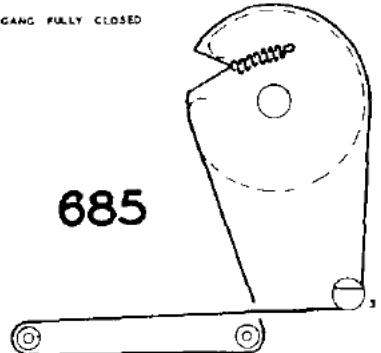


**667**

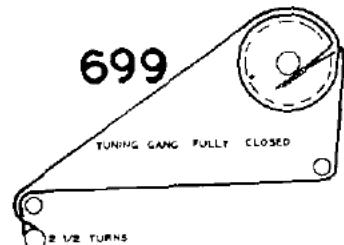
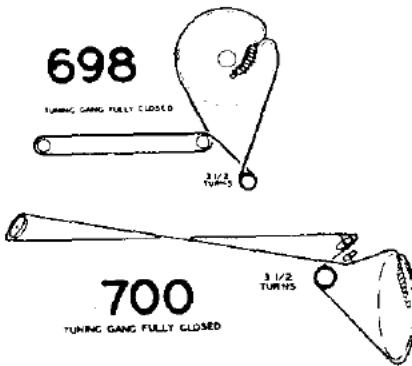
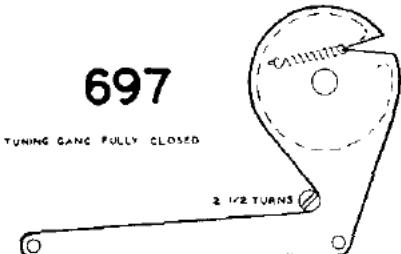
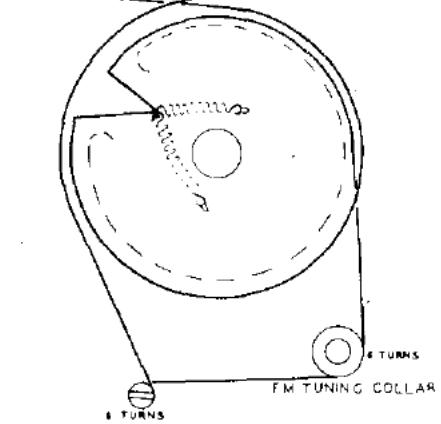
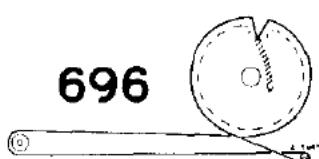


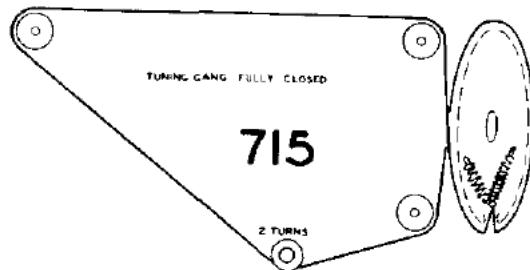
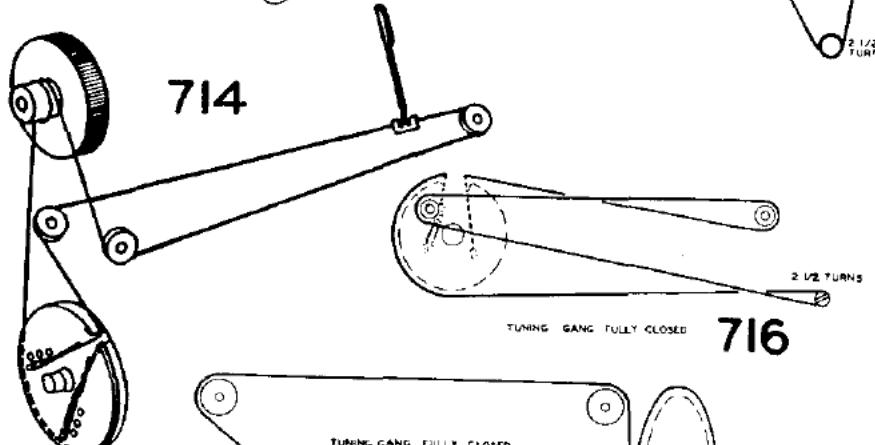
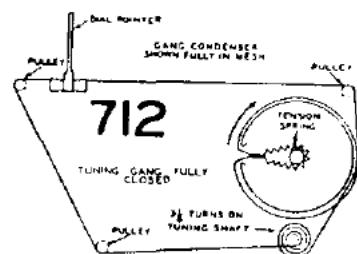
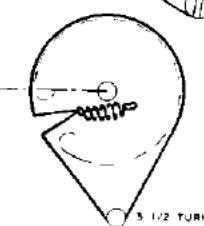
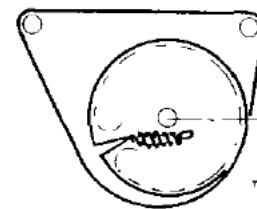
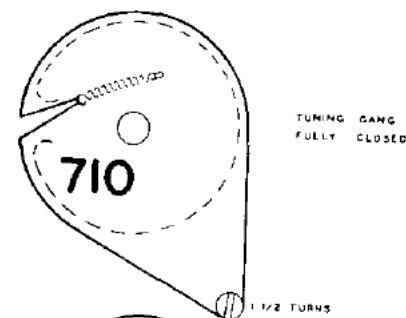
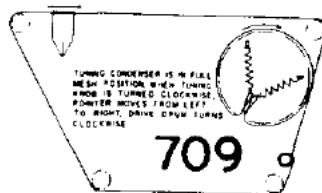
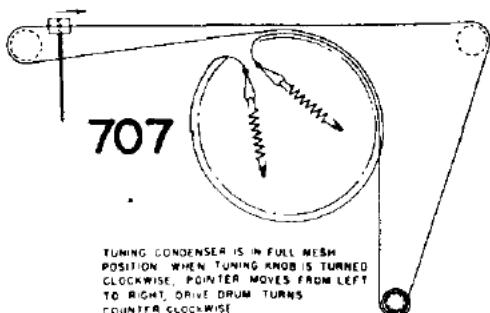
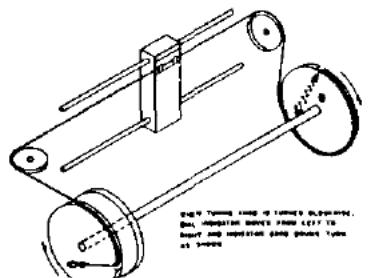
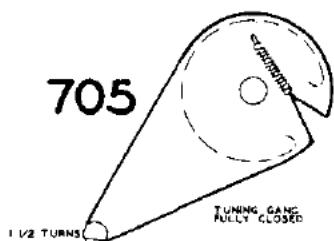
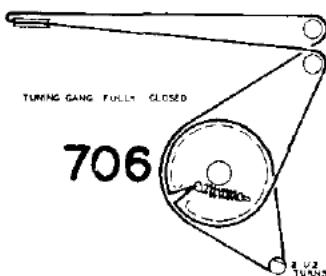
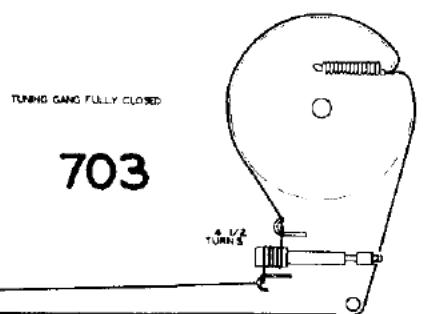
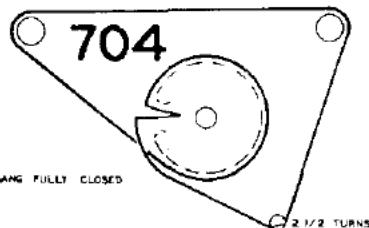
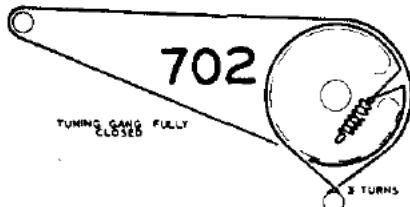
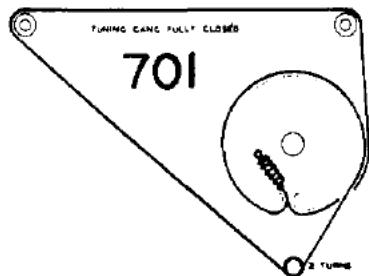


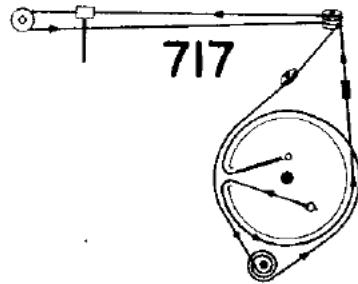
TUNING GANG FULLY CLOSED



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



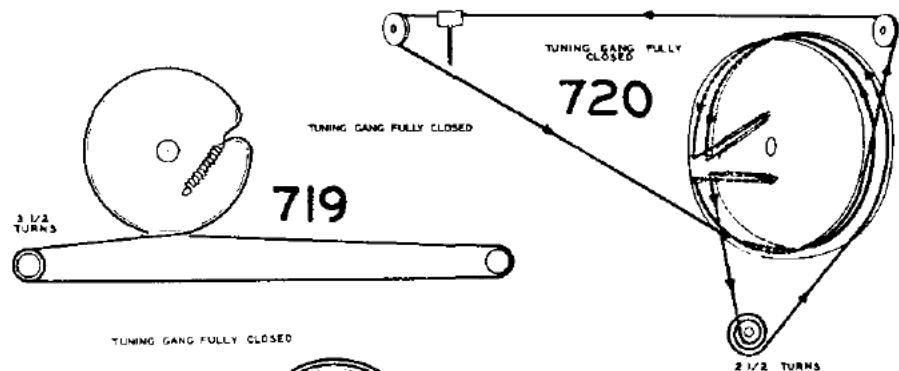
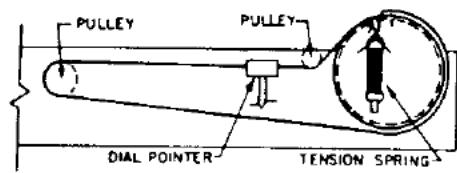




GANG CONDENSER  
SHOWN FULLY IN  
MESH.

718

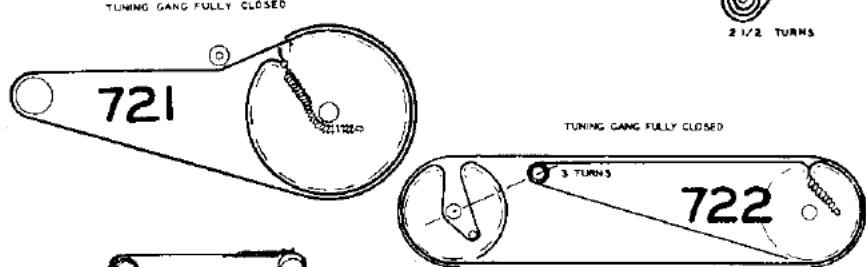
ONE COMPLETE TURN  
ON DRUM



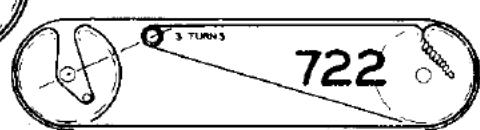
TUNING GANG FULLY CLOSED



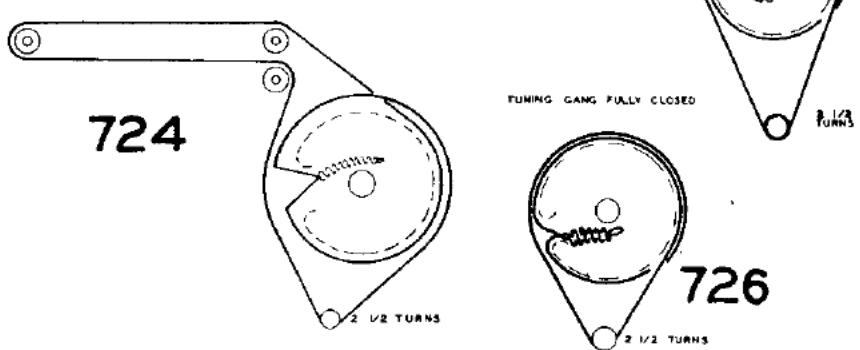
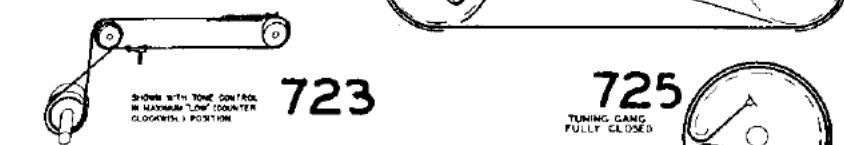
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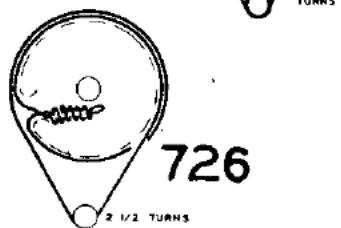
TUNING GANG FULLY CLOSED



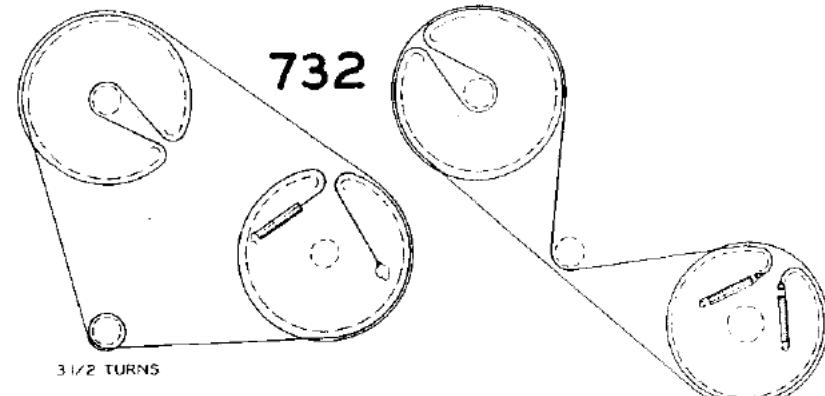
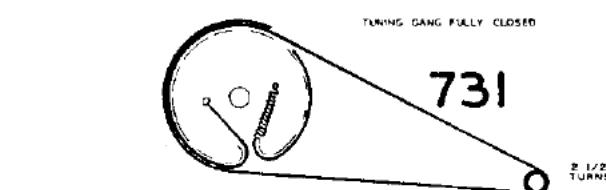
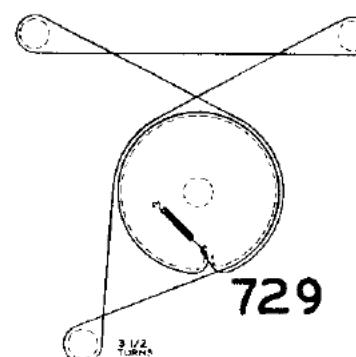
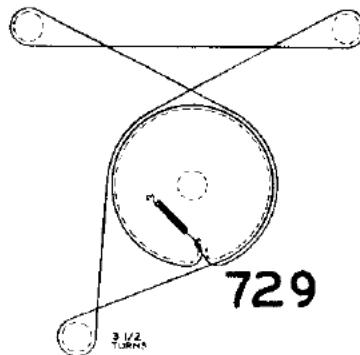
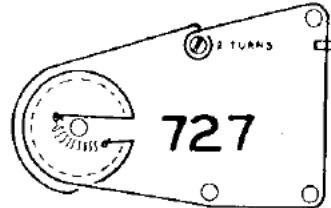
722



TUNING GANG FULLY CLOSED



726



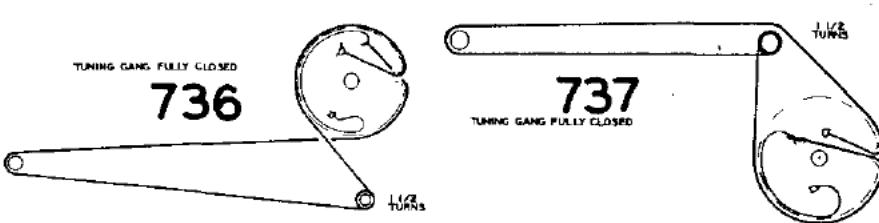
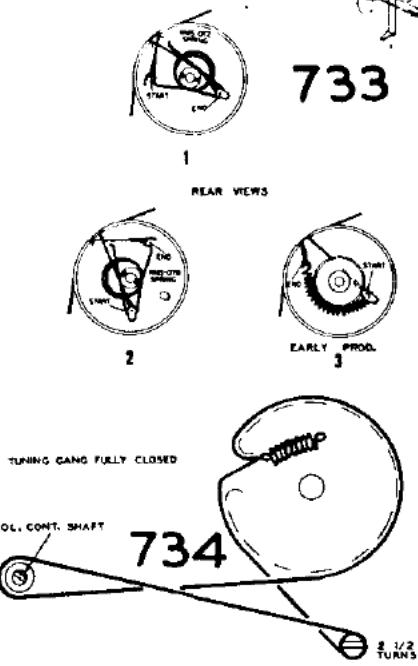
#### Dial Stringing

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 5, 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 bypassed until the last step. The wire from the dial cord which can be pulled tight over that pulley. During the procedure, locate the two brass eyelets so that they fall between pulleys A and B. When finished, clip the eyelets and trim the wire to proper position, to set an initial stop and maximum stop for the dial cord. Secure pins through the cord and glue to prevent eyelets from moving. Clip the pointer in the cable halfway between the eyelets.

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

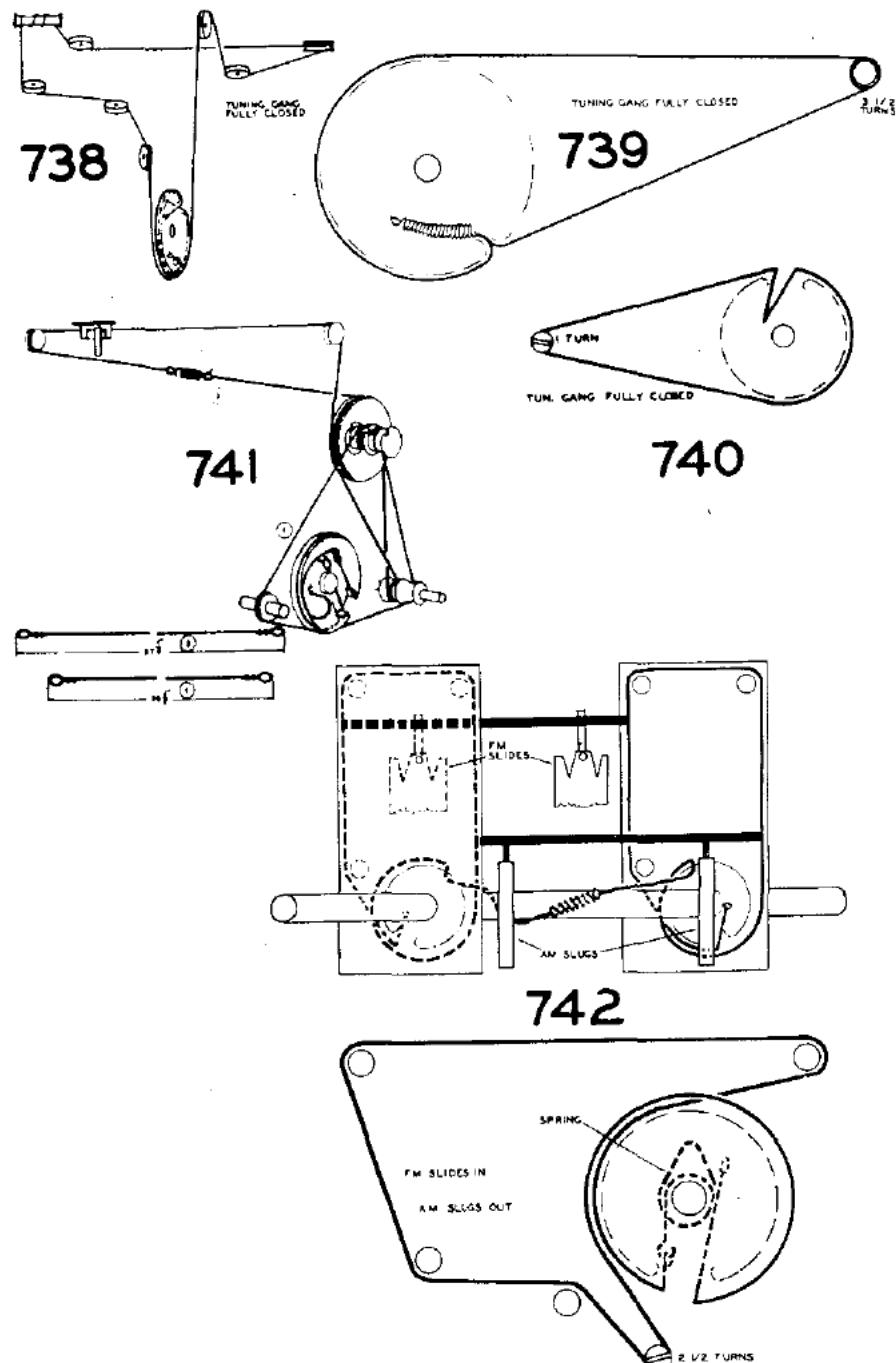
#### Conducing Elements

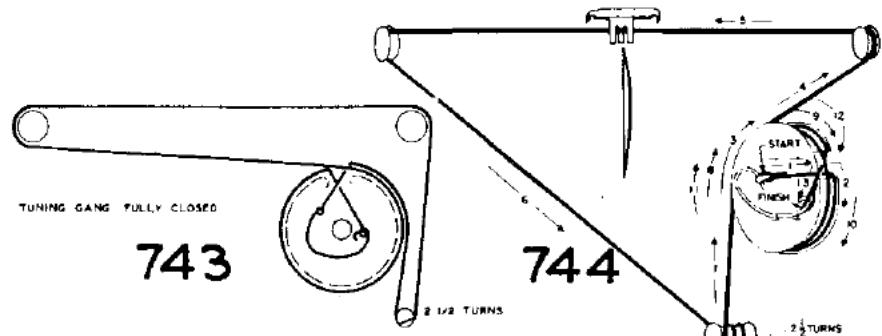
After replacing the dial cord or the elevator cord, it may be found that some correction in relative positioning is needed. This can be done by loosening the setscrews in the large drive pulley directly behind the dial scale and repositioning the cord. Then turn the tuning control to permit the tuning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



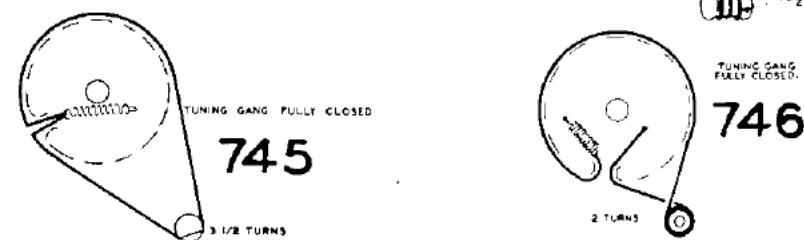
#### Elevator Stringing

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. Then bring the cord end around the hole in elevator top plate, fastening it to the hole counter-clockwise, 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 the next turn is laid progressively over in back of the previous turn. In each successive rotation, bring the tension spring in tuner plate. In Step 8, release the free end of cord down through the hole in chassis, crimping it end with long-nose pliers and drawing tension on cord until the tension spring is completely bent to the bottom. Keeping tension on cord and cord end, bring the cord end around the hole in tuner plate, as shown in Step 9, so that hoist 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 solder.

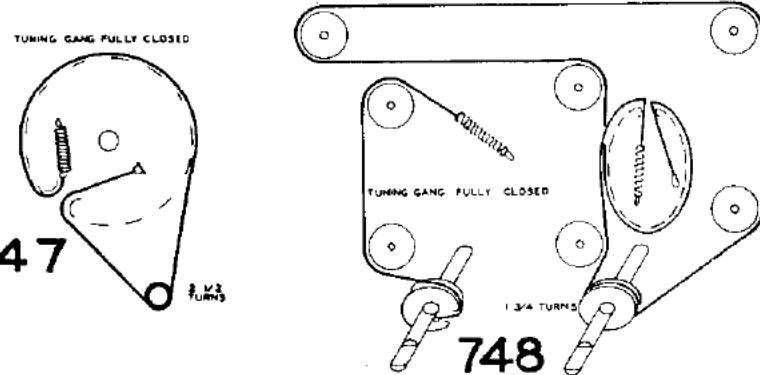




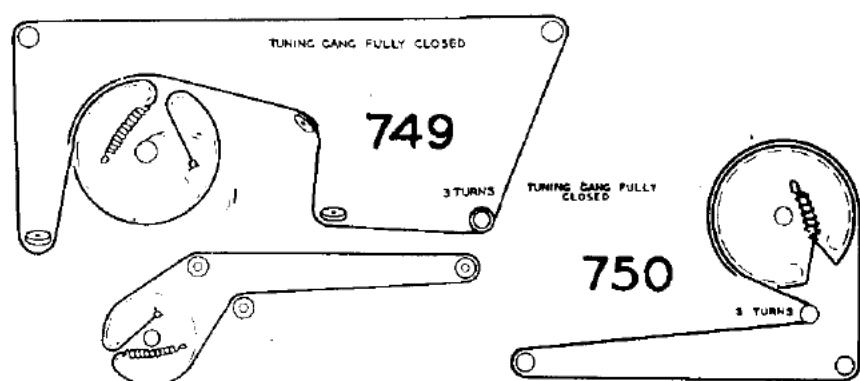
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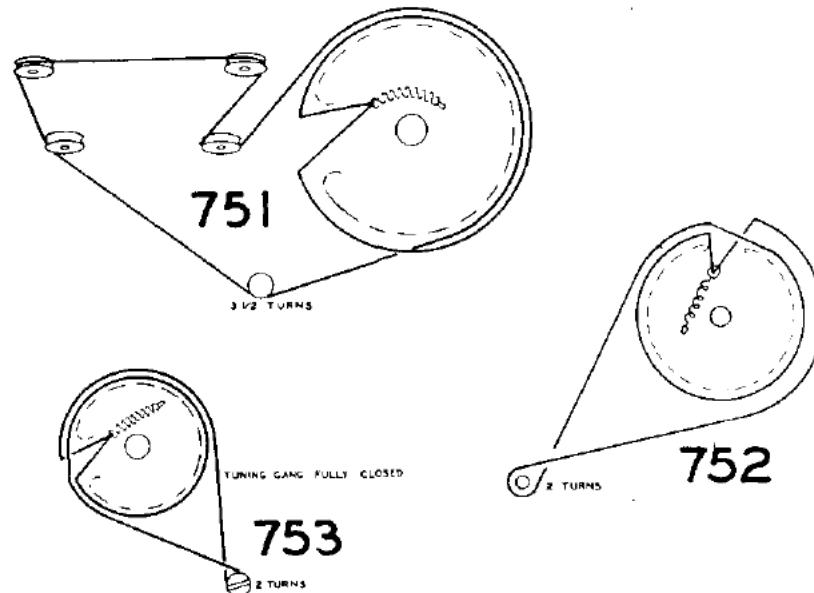
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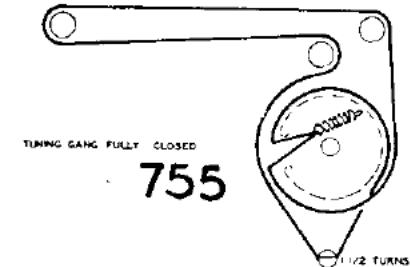
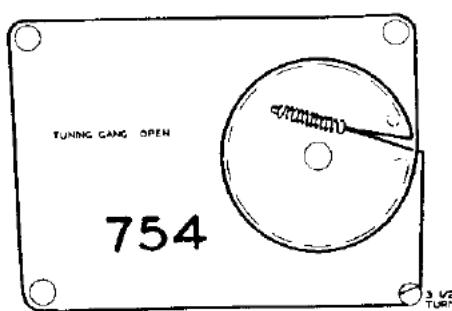
748



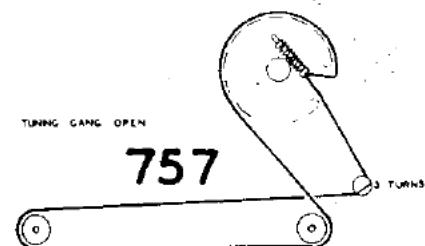
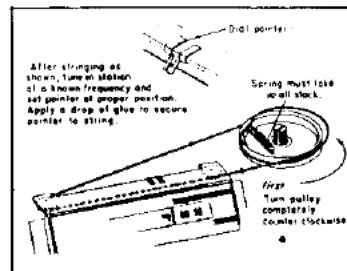
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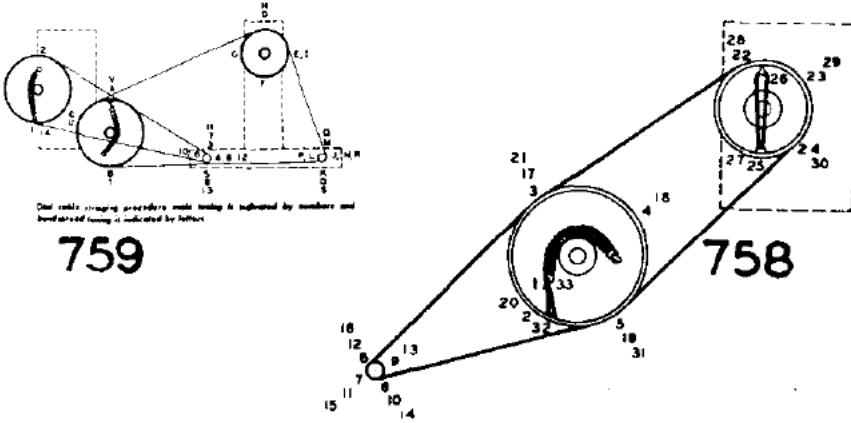


752



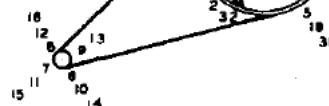
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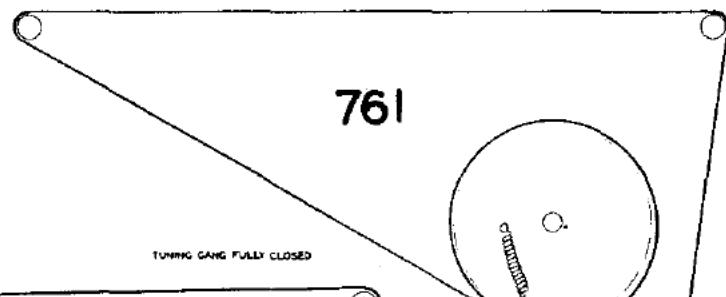


**759**

**758**

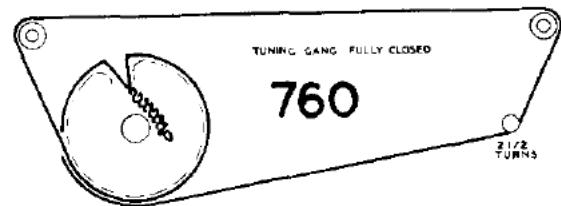


Cut a 30" length of 12 lb. test dial cord and tie one end of the tension spring on the pulley mounted on the hub of the bandswitch at position "1" on the diagram. Follow the numbers from "1" to "33", stretch the tension spring and tie cord securely. Cut off excess cord.



**761**

TUNING GANG FULLY CLOSED



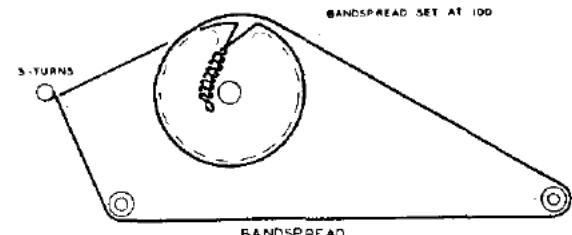
**760**

TUNING GANG FULLY CLOSED

2 1/2 TURNS

2 1/2 TURNS

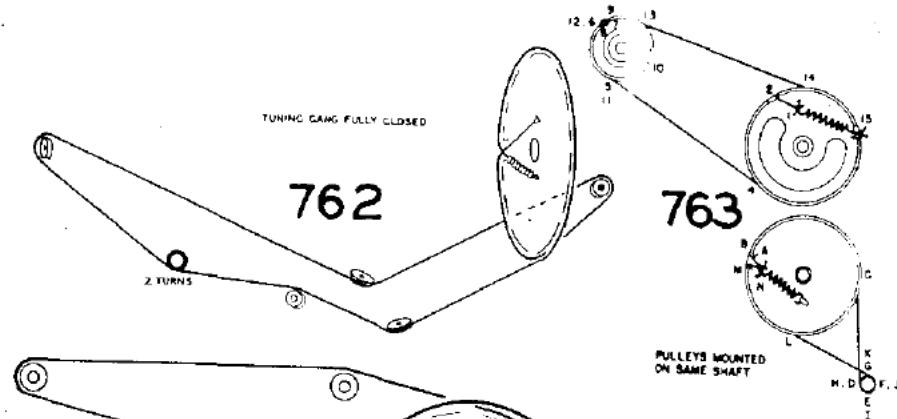
MAIN TUNING



BANDSPREAD SET AT 100

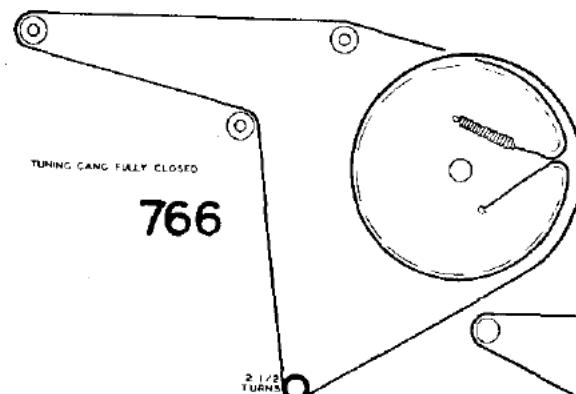
3 TURNS

BANDSPREAD



TUNING GANG FULLY CLOSED

**762**



**763**

PULLEYS MOUNTED ON SAME SHAFT  
H.D.F.J.

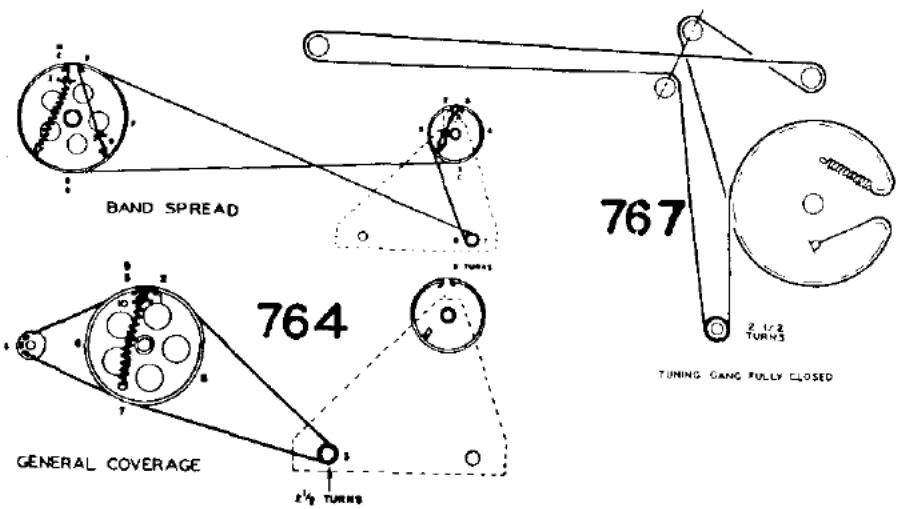
TUNING GANG FULLY CLOSED

**766**

2 1/2 TURNS

**765**

TUNING GANG FULLY CLOSED



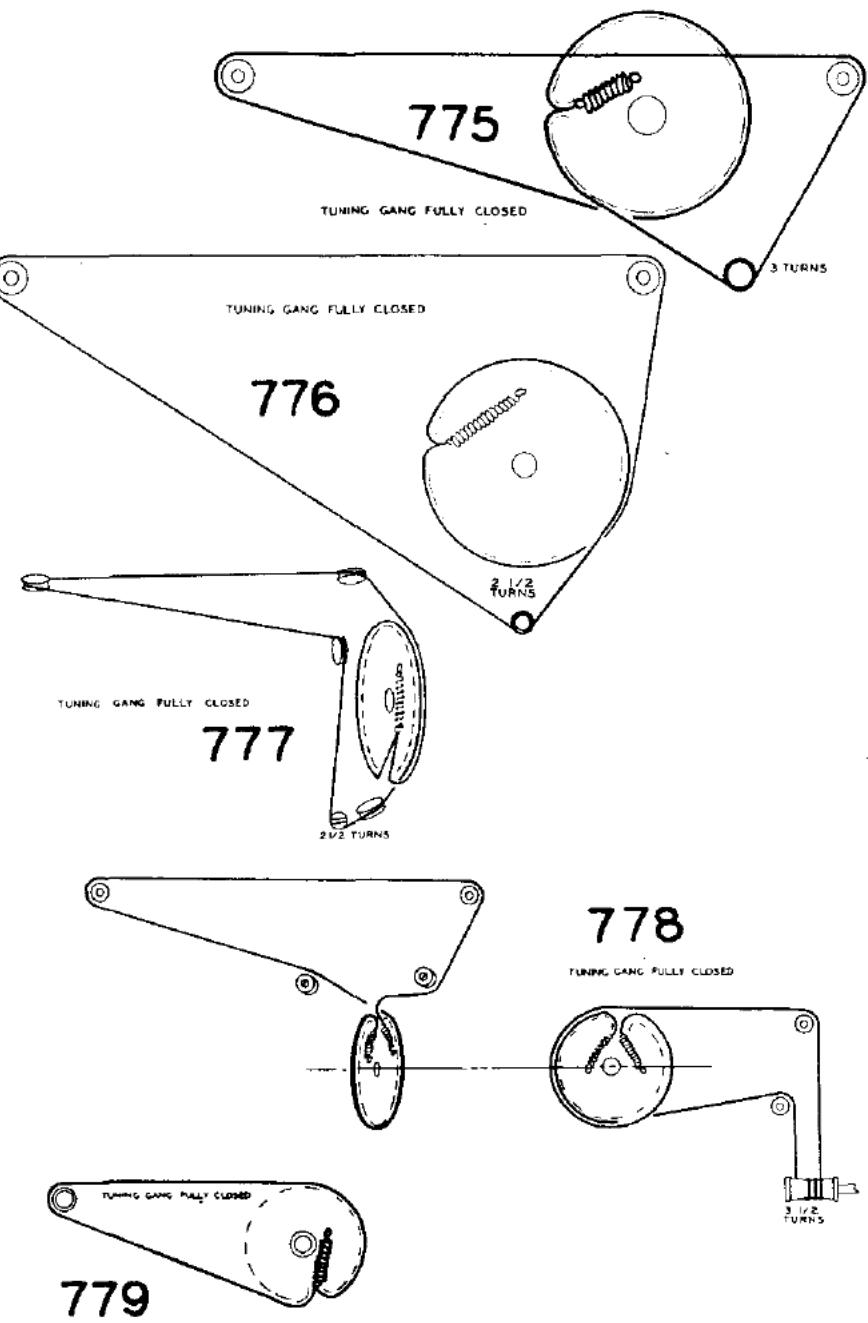
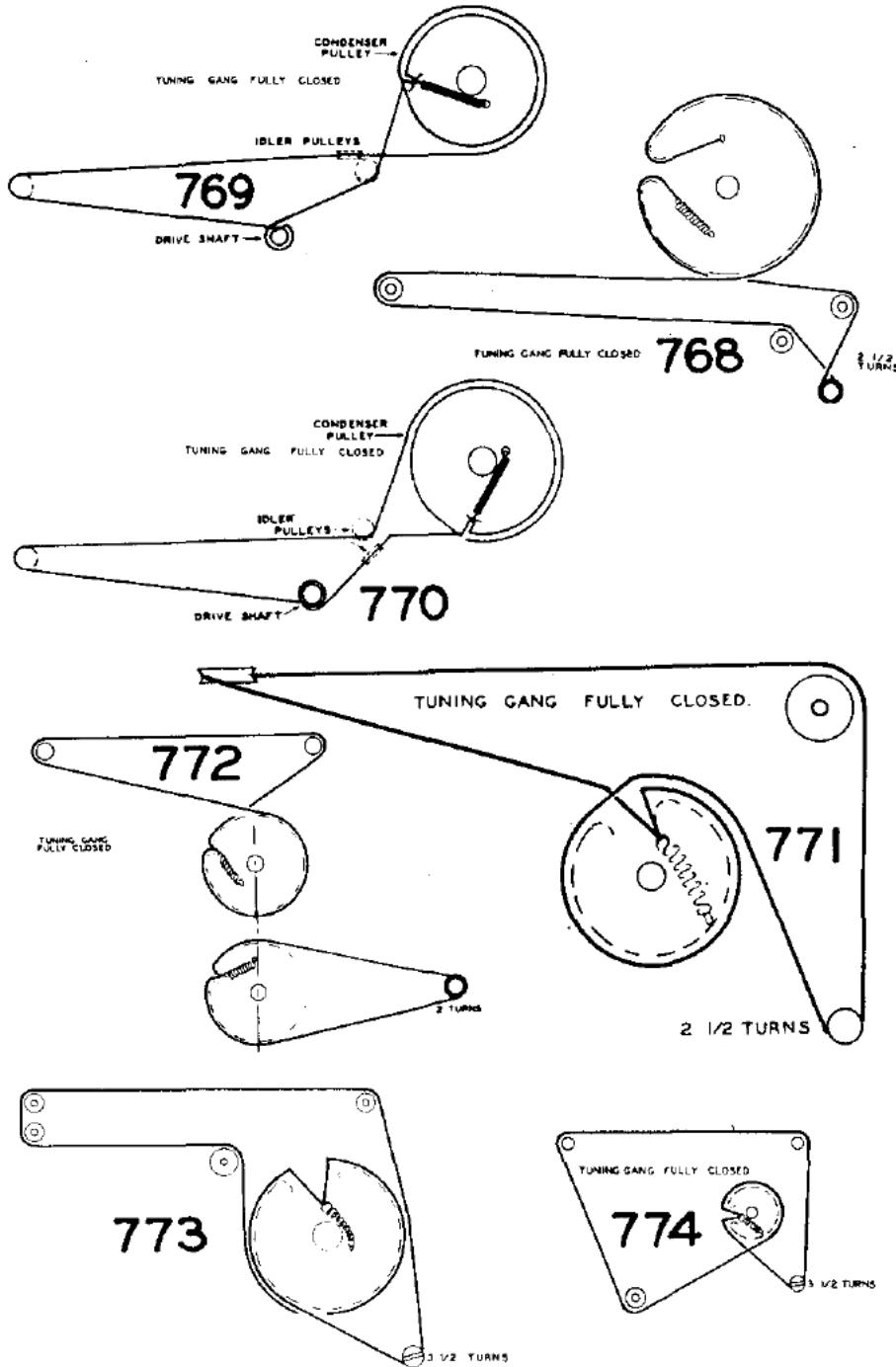
BAND SPREAD

**764**

GENERAL COVERAGE

2 1/2 TURNS

TUNING GANG FULLY CLOSED



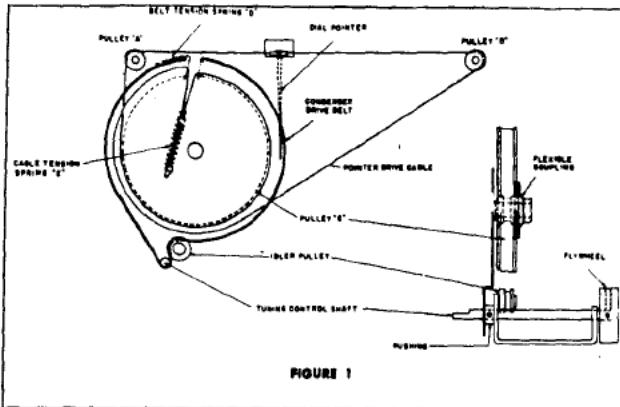


FIGURE 1

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 cables used to drive the dial pointer are strung the same on all CR-190A and CR-190B receivers; separate instructions for installing a replacement belt or string on the CR-190B dial pointer chassis are given below.

CR-190B Condenser Drive Belt Replacement-Take 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 wrap the opposite end 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-190A Condenser Drive Belt Replacement-Slide a short length (approximately 1/2-inch) of sleeve over one end of 10-foot length of dial cable, form a small loop and tie a knot in the sleeve. Place one end of the cable in the metal hook in pulley "C". Lace the cable through the pulley slot and around the pulley in a counter-clockwise direction when viewed from the rear of the panel, keeping the cable to the rear of the pulley groove. Lace the cable in the direction indicated by the arrow on Figure 2 wrapping 24 turns around the main drive pulley "C" and the timing control shaft front to back. Lace the cable in the opposite side of pulley "C". Loop one end of tension spring "E" on the right-hand edge of the slot in pulley "C". Loop one end of tension spring "E" on the left-hand edge of the slot in pulley "C" 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-190A and CR-190B 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 sleeve over one end of the cable and lace it in one end on the pulley and temporarily fasten it on 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 "A". This last lace around pulley "A" must be as far from the other lace as possible. 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 spring is 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 sleeve inserted previously to the straining operation should be tied to the rear of the dial pointer and the spring should be tied so the dial pointer is pressed together over the sleeveing. 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 cement to each end of the sleeveing to which the dial pointer is fastened. This completes the operation.

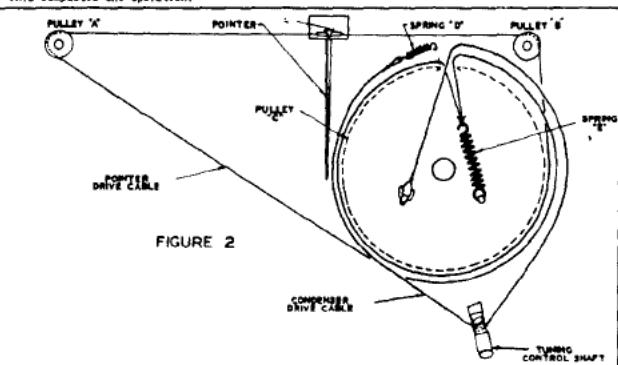
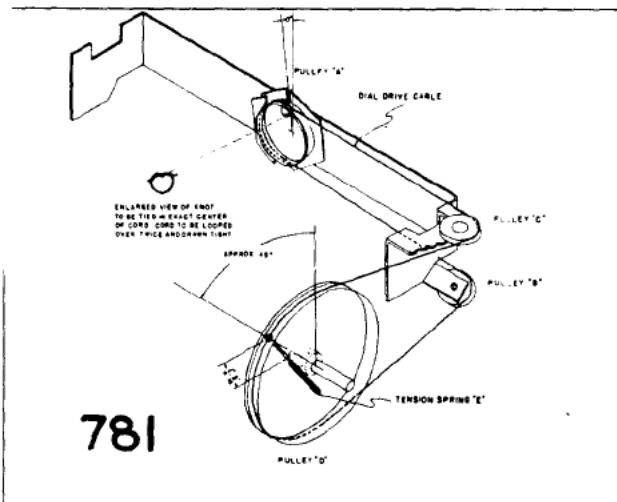


FIGURE 2

780



781

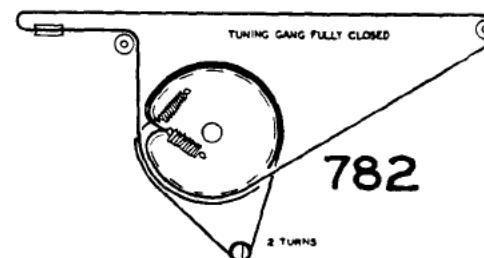
Rotate the brass pulley designated "A" in Figure 3 until the dial is at the inter-striker stop at the high frequency end of the dial calibration. In this position turn the slot in pulley "A" should be approximately ten degrees to the left of horizontal (vertical-as shown figure above). If the slot in the pulley is in some other position when Figure 3 above mentioned conditions, the pointer set screw is probably loose and has allowed the pointer to move.

To correct this condition, first remove the glass dial and loosen the 2 outer screws. Then while holding pulley "A" so that its slot is approximately ten degrees to the left of vertical (when viewed from the rear) adjust the pointer until it is again against the stop at the high frequency end of its travel. Then tighten the 2 outer set screw securely and replace the glass dial.

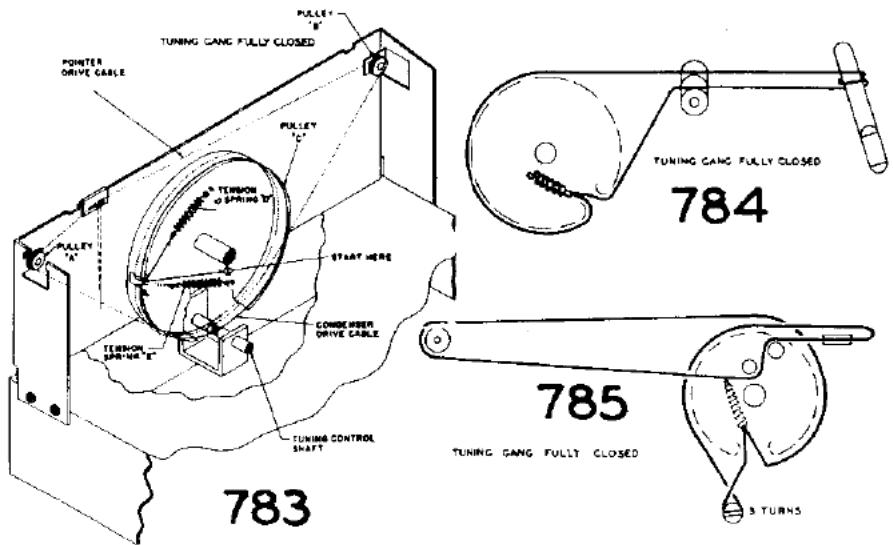
Completely unscrew the condenser gang and check the location of the hole in slot in pulley "A". If the hole is not located approximately 45 degrees back from vertical as shown on figure above, loosen the two No. 6 Allen set screws in the hub of pulley "B" and slip the pulley on its shaft (while holding the condenser gang unmeshed until the specified adjustment is obtained; then tighten one of the set screw as required. It will be noted later that this is a loose fit. Now, tie a knot in the cable at the exact center of the 10-inch length of dial cable and lace 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 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 on figure above. The free end of the cable is then passed around the bottom of the large pulley "C" and into the hole. Pull the cable taut and wrap the end around the small hole on pulley "D" as shown.

The remaining piece of cable should be wound around pulley "A" in the direction shown, for one complete turn, over the top of pulley "C", and over the top of pulley "B". Thread the end through the slot in pulley "B" and pull both ends of the cable taut. With the dial calibration set as just mentioned, tie the cable to the dial pointer. Tie the 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 at the inter-striker stop, turn the dial calibration until the pointer is at the inter-striker stop. Then loosen the set screw in pulley "B" 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 "B" securely completing the operation.



782

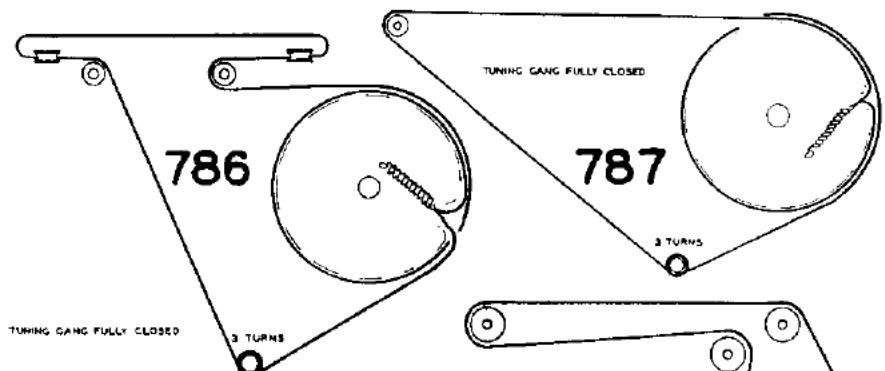


**783**

TUNING GANG FULLY CLOSED

**785**

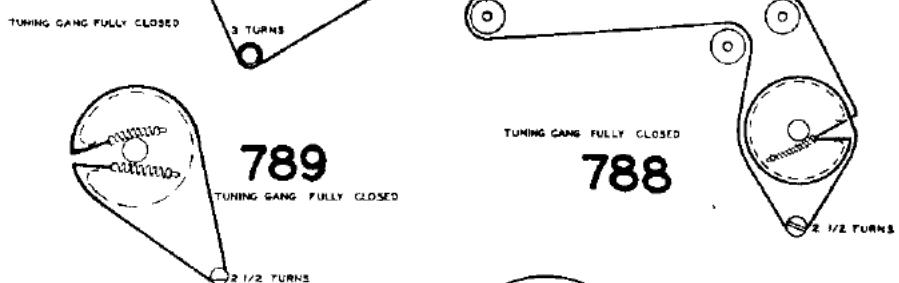
3 TURNS



TUNING GANG FULLY CLOSED

**787**

3 TURNS

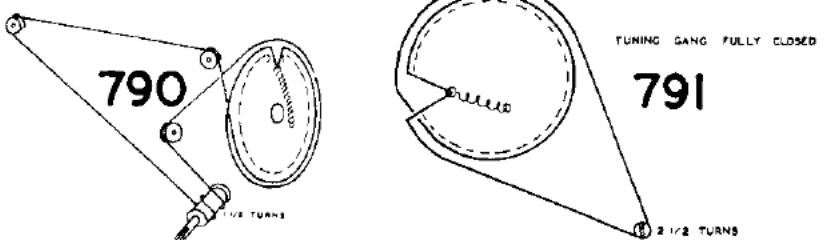


TUNING GANG FULLY CLOSED

**789**

2 1/2 TURNS

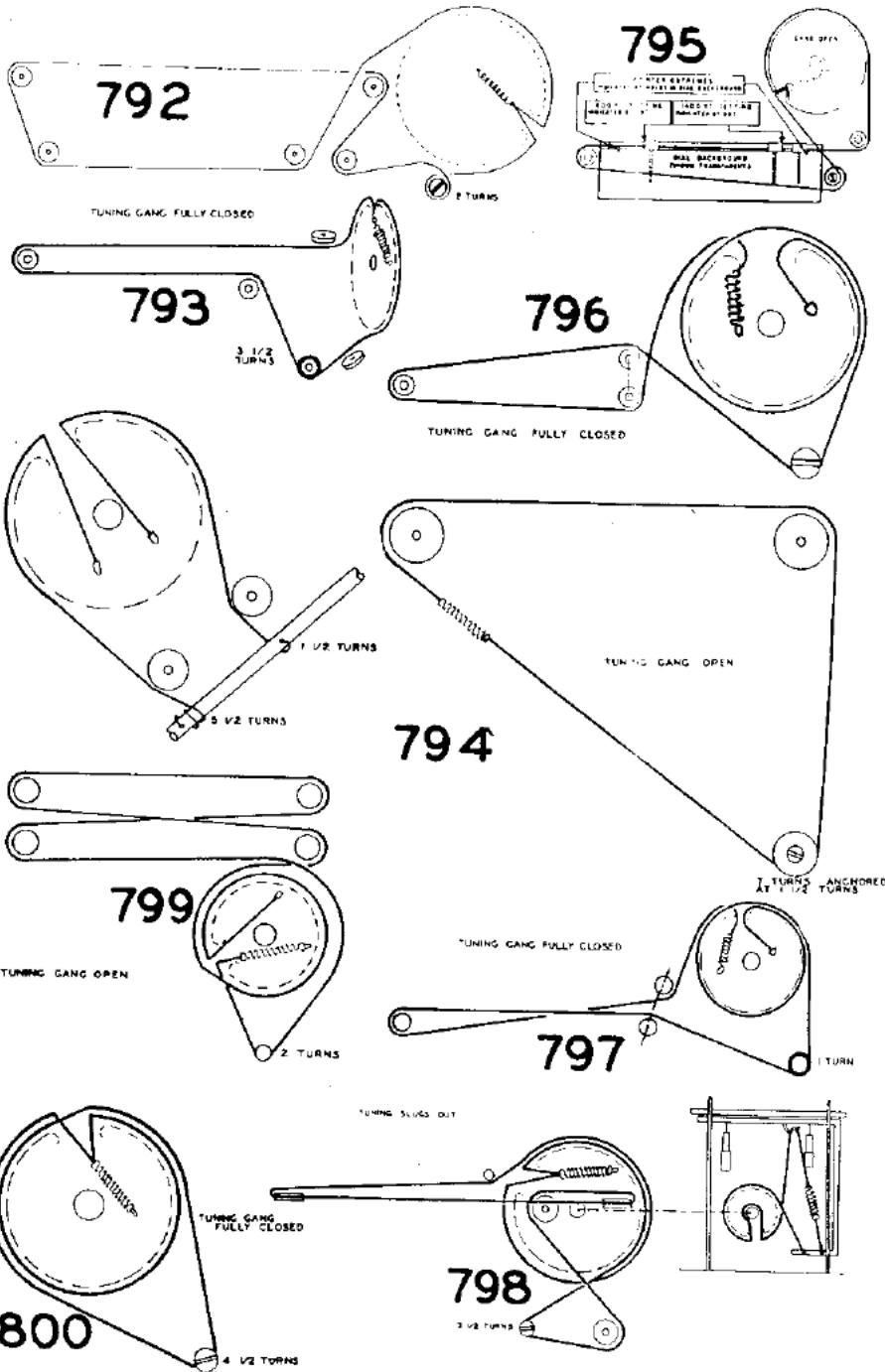
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

**791**

2 1/2 TURNS

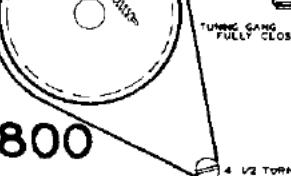
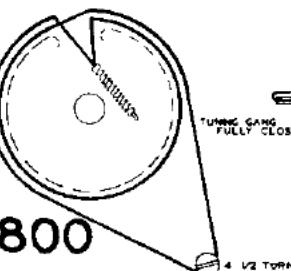
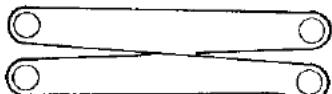


**793**

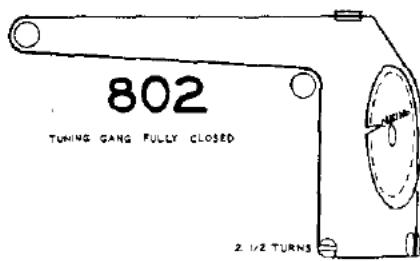
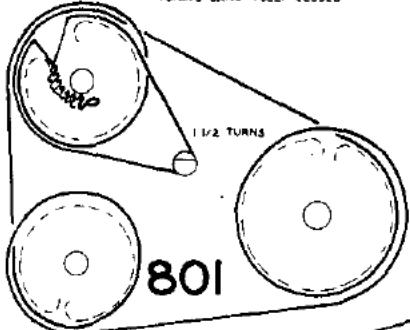
3 1/2 TURNS

**796**

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



801

802

TUNING GANG FULLY CLOSED

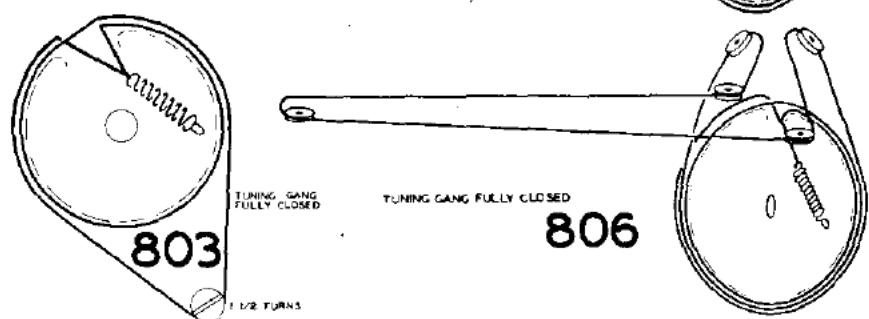
2 1/2 TURNS

805

FRONT

REAR

TUNING GANG FULLY CLOSED



803

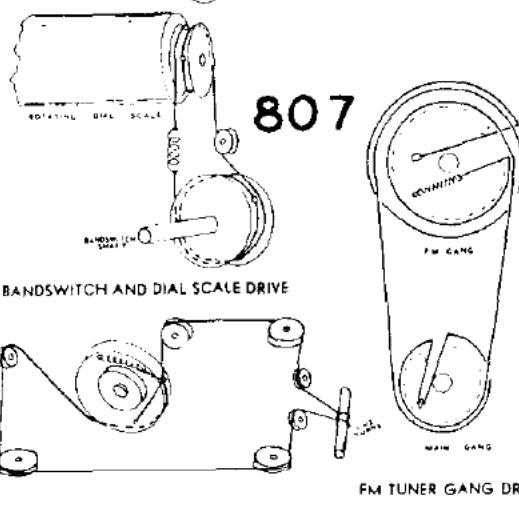
806

TUNING GANG FULLY CLOSED

1 1/2 TURNS

TUNING GANG FULLY CLOSED

807



BANDSWITCH AND DIAL SCALE DRIVE

FM GANG

MAIN GANG

804

2 TURNS

TUNING GANG FULLY CLOSED

TUNING DIAL DRIVE

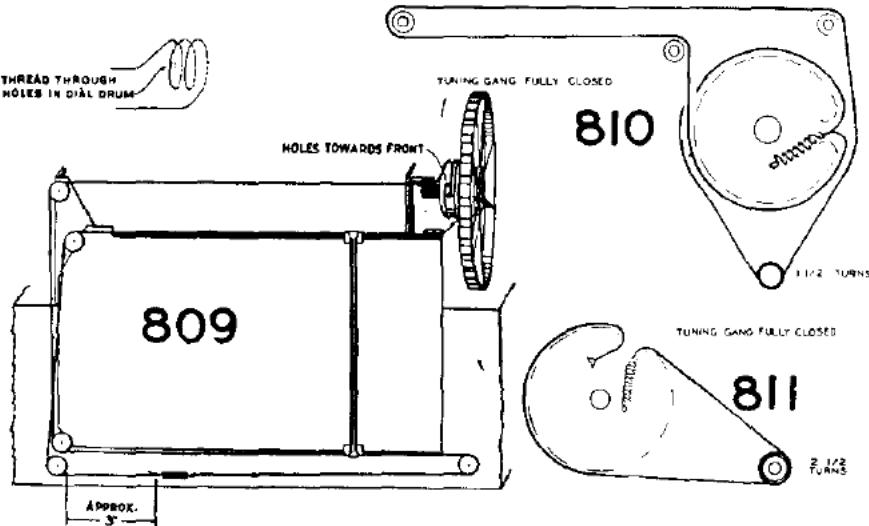
THREAD THROUGH  
HOLES IN DRUM.



808

TUNING GANG FULLY CLOSED

THREAD THROUGH  
HOLES IN DIAL DRUM.



809

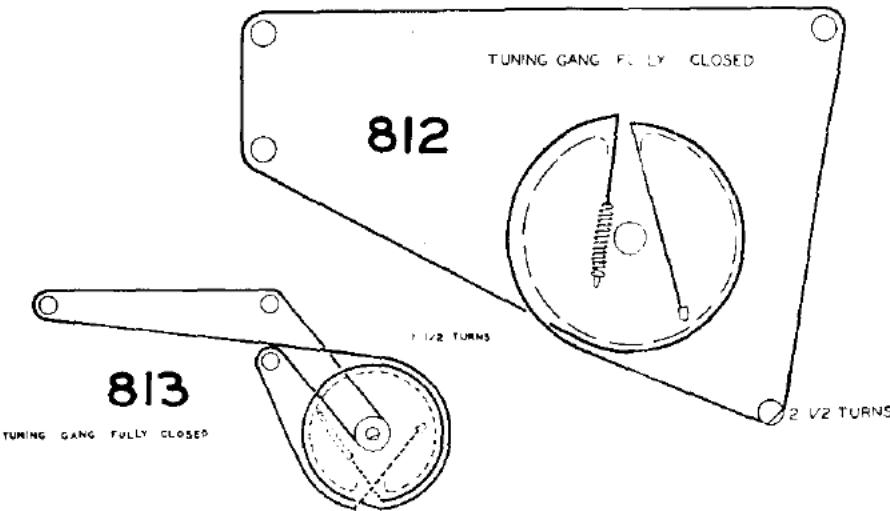
810

811

812

813

TUNING GANG FULLY CLOSED



812

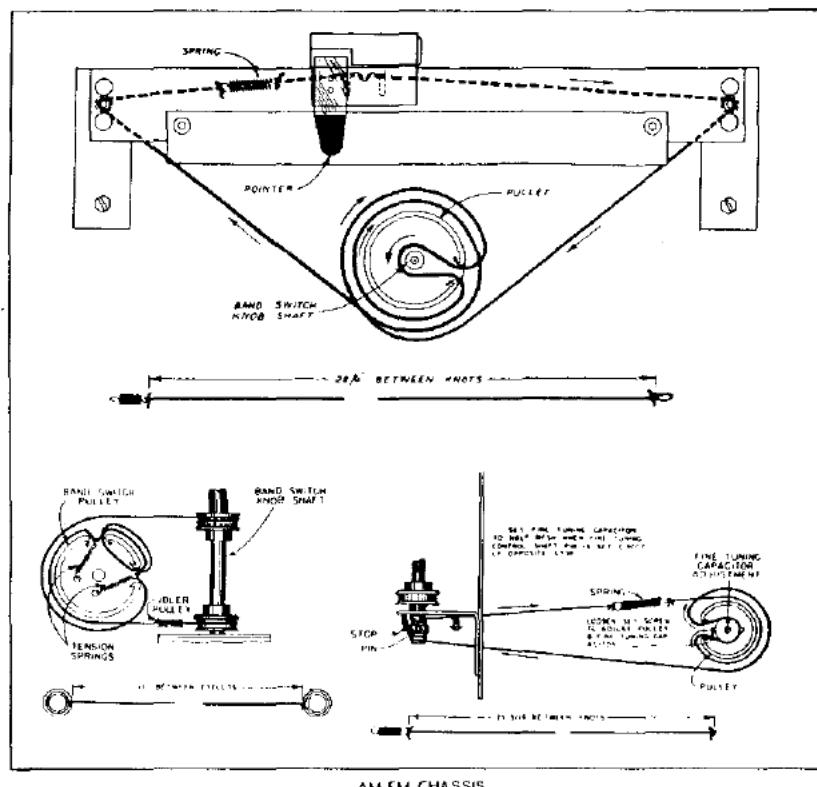
TUNING GANG FULLY CLOSED

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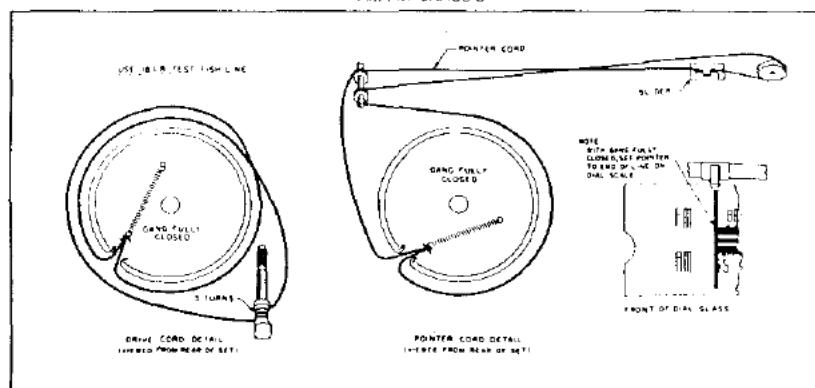
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2 1/2 TURNS

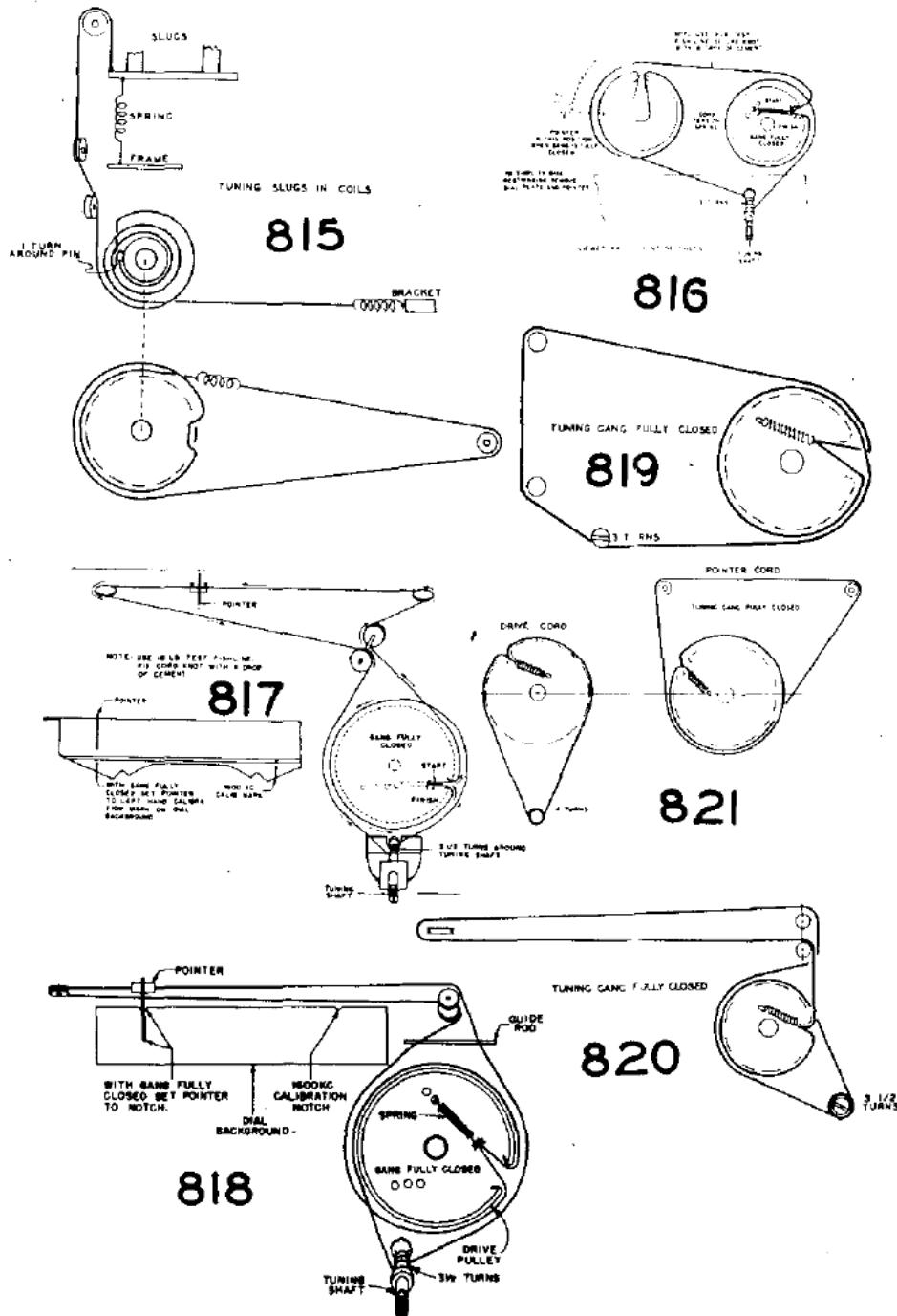
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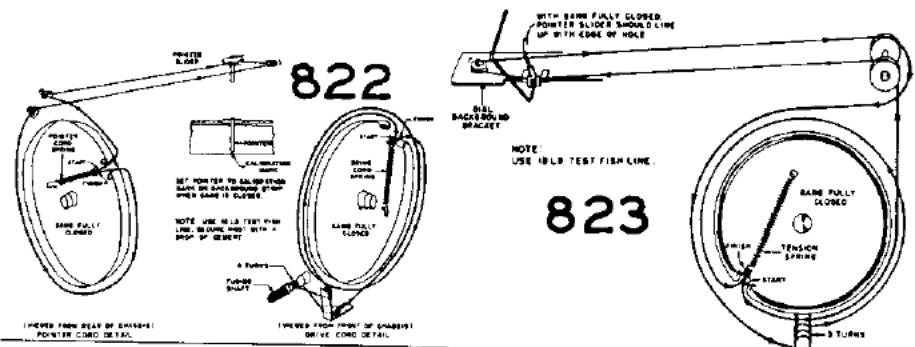


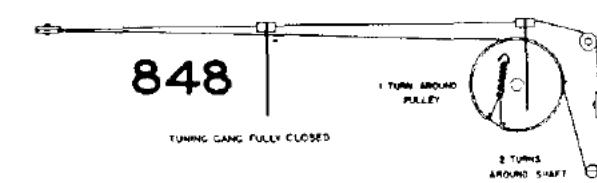
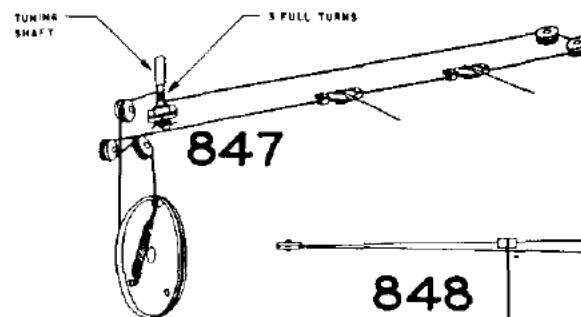
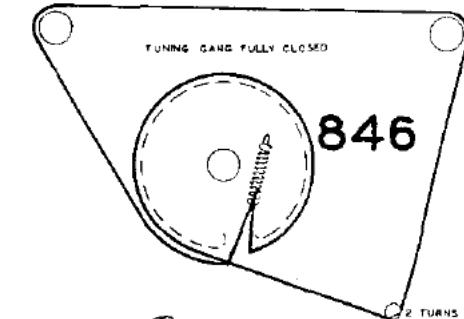
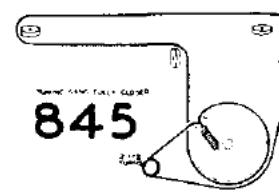
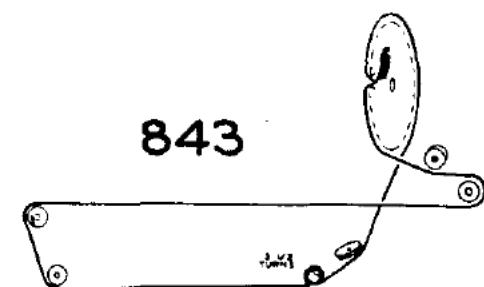
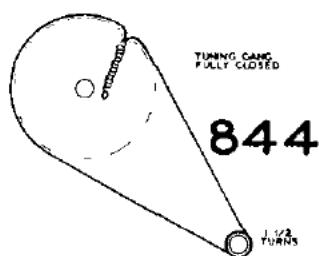
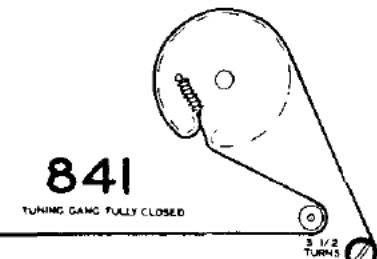
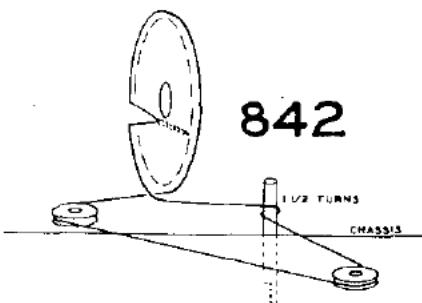
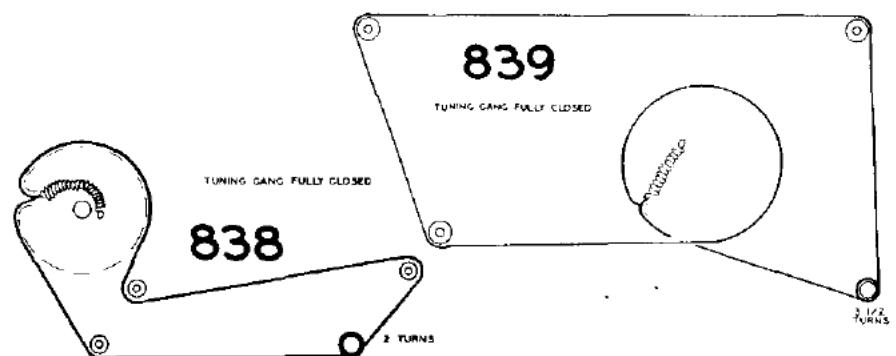
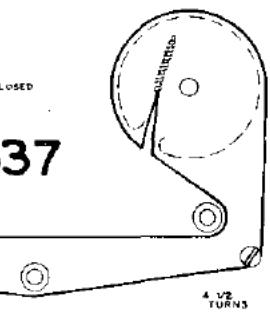
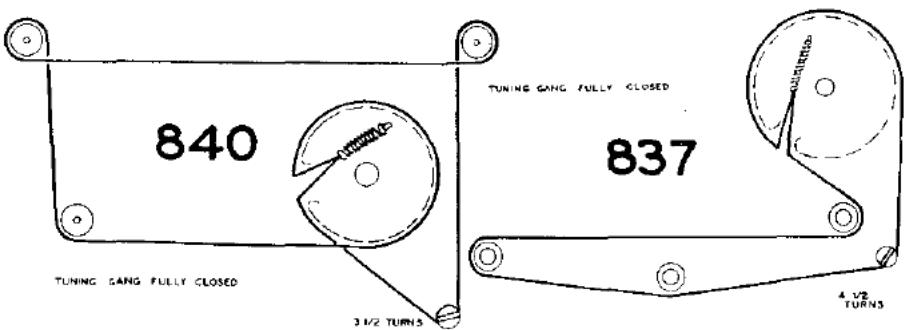
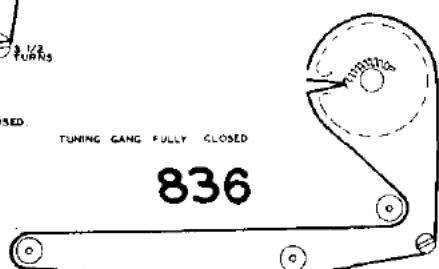
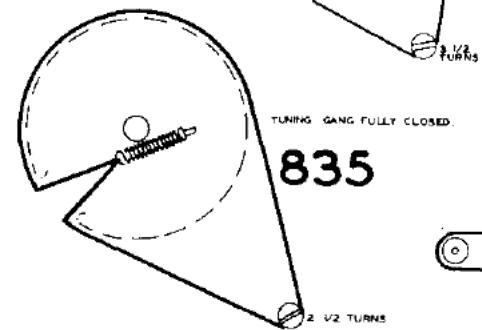
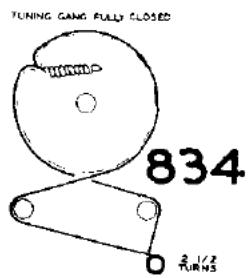
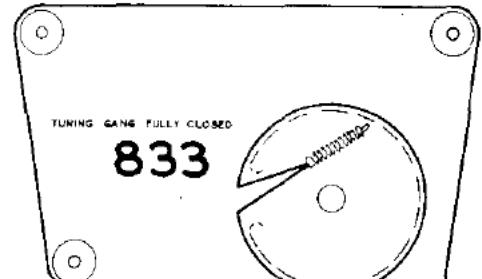
AM-FM CHASSIS

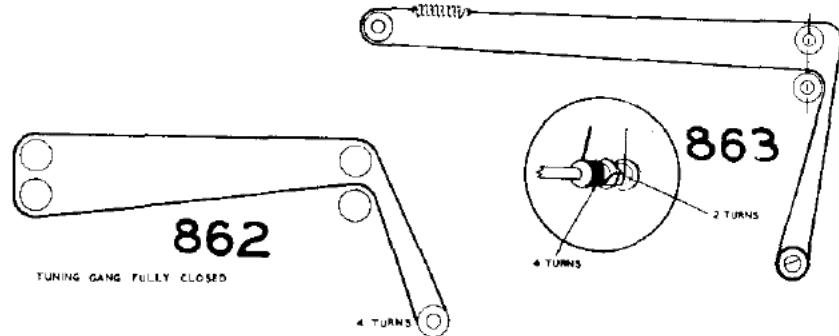
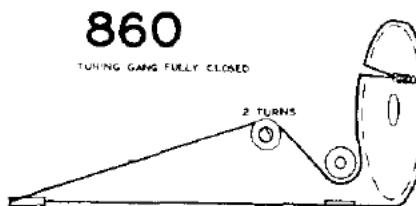
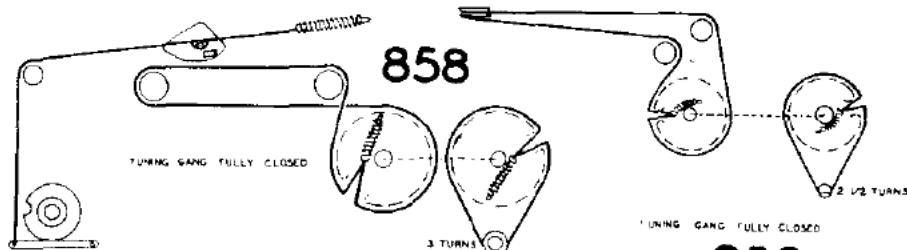
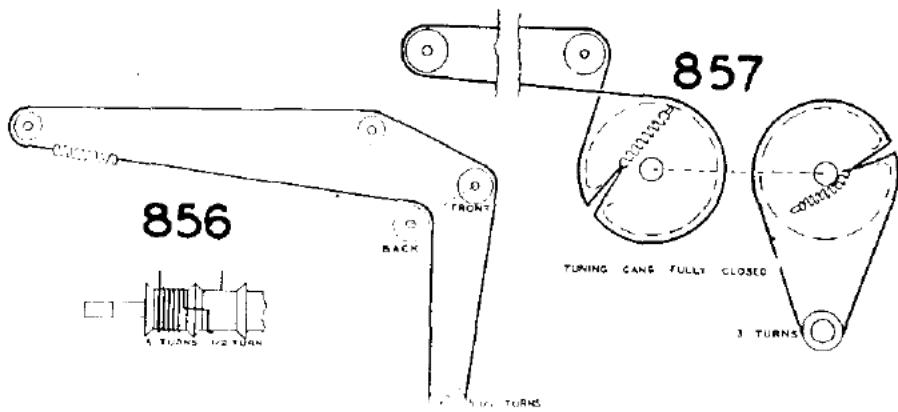
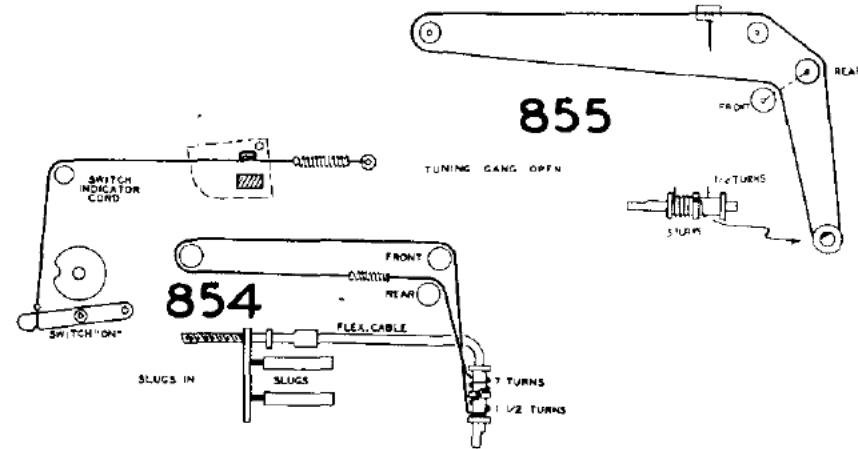
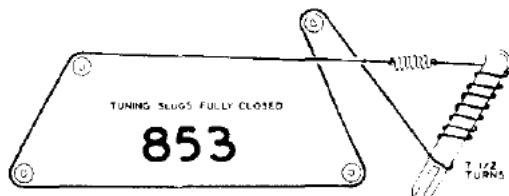
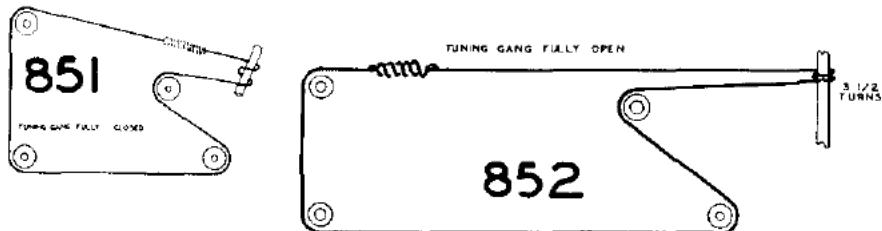
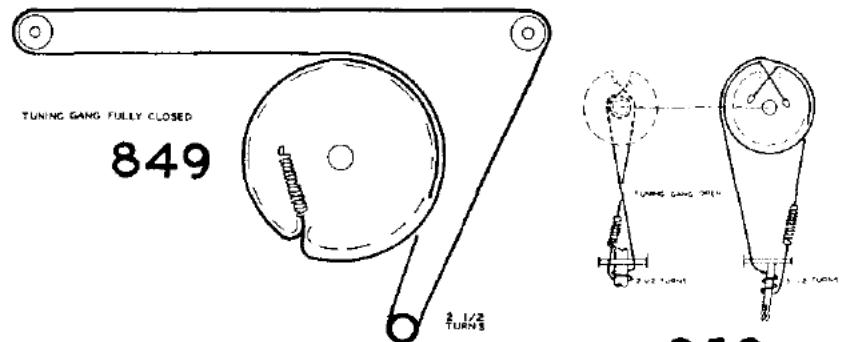


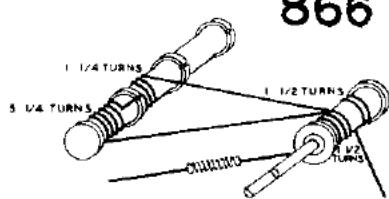
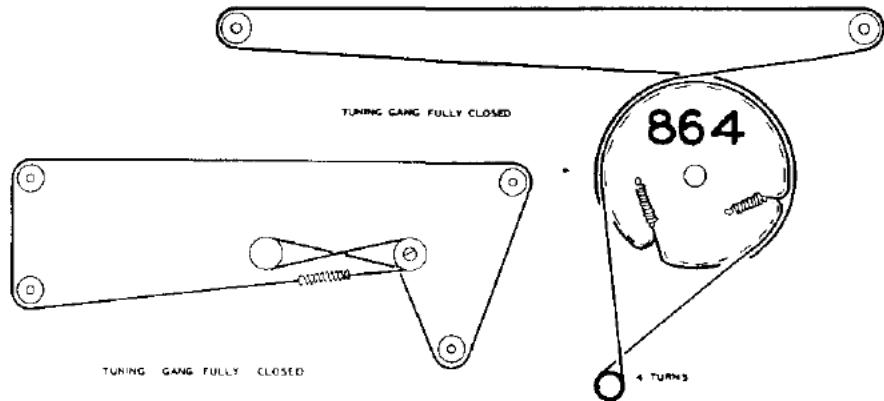
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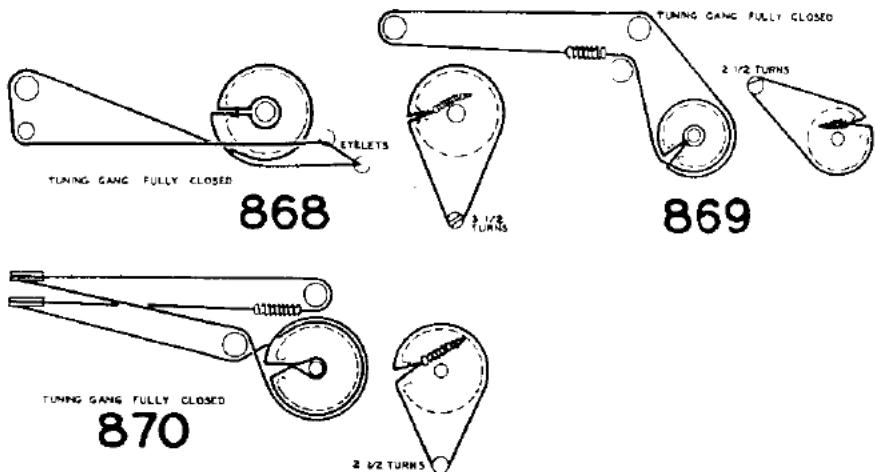
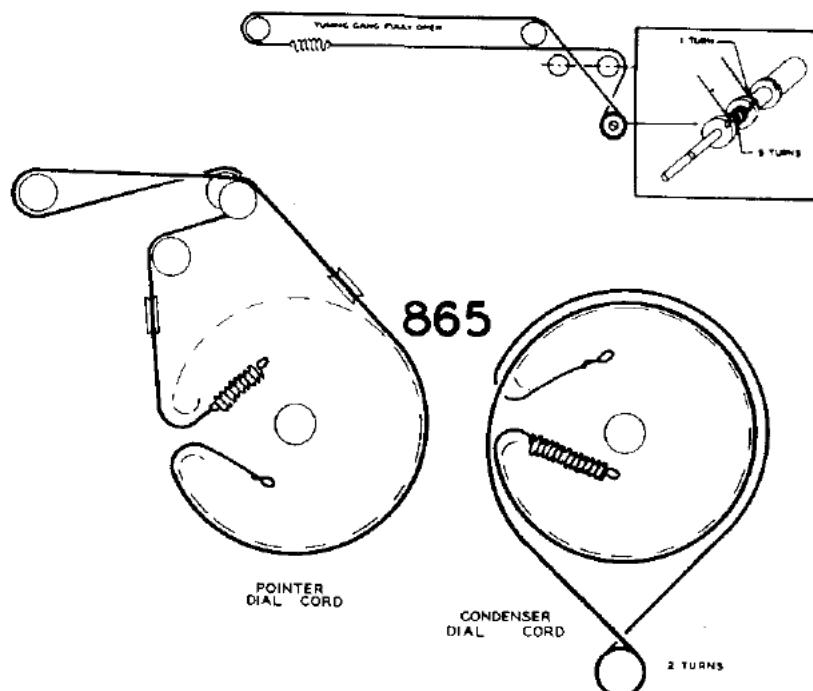








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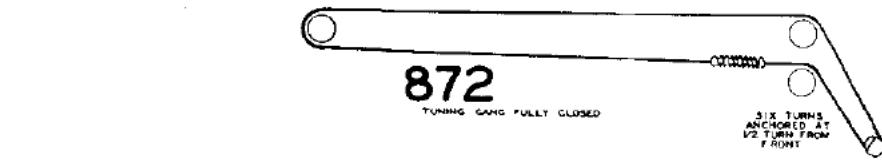


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**870**

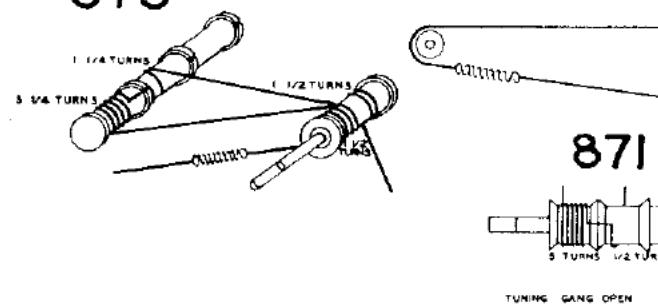


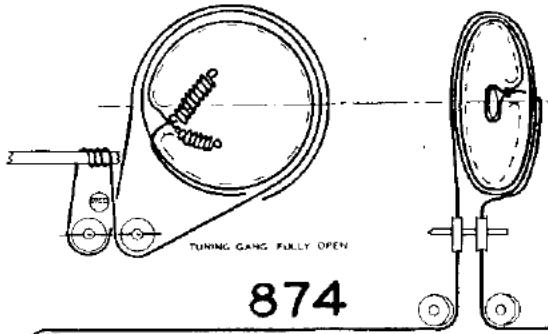
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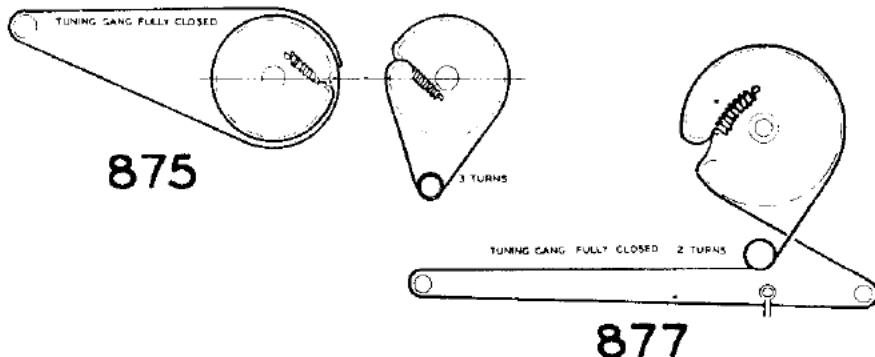
TUNING GANG FULLY CLOSED

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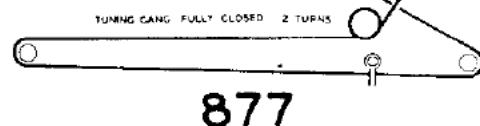




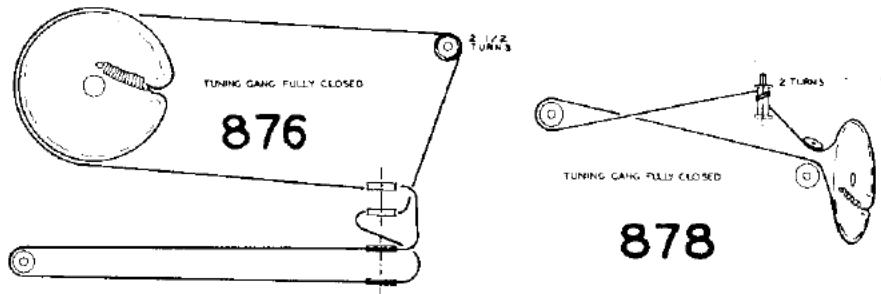
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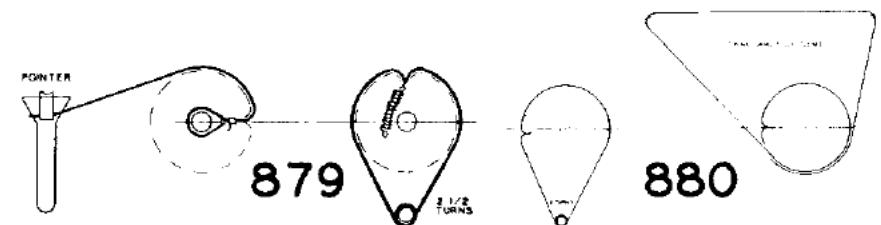
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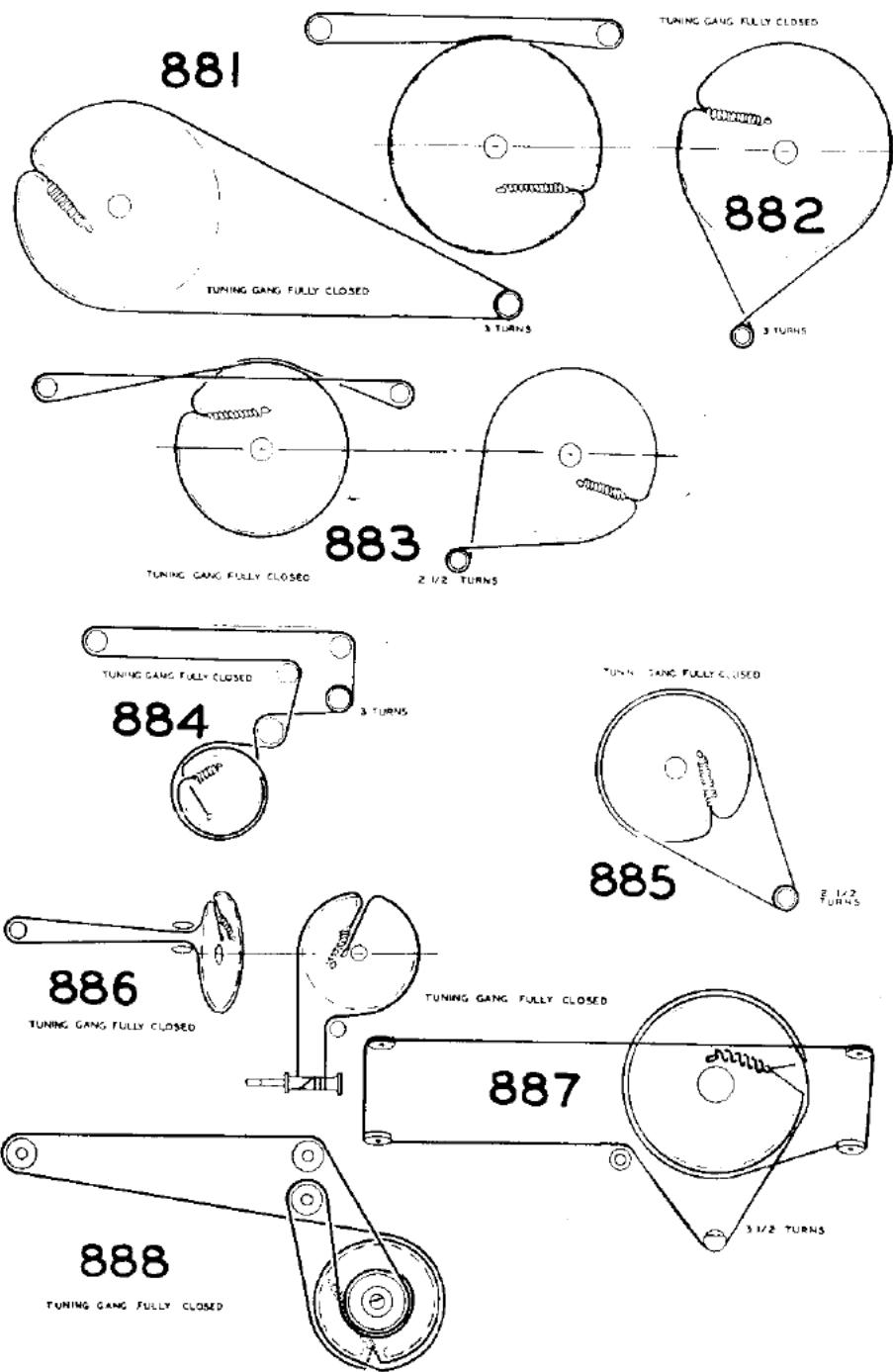


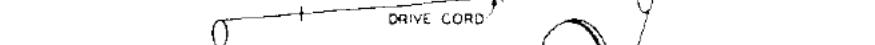
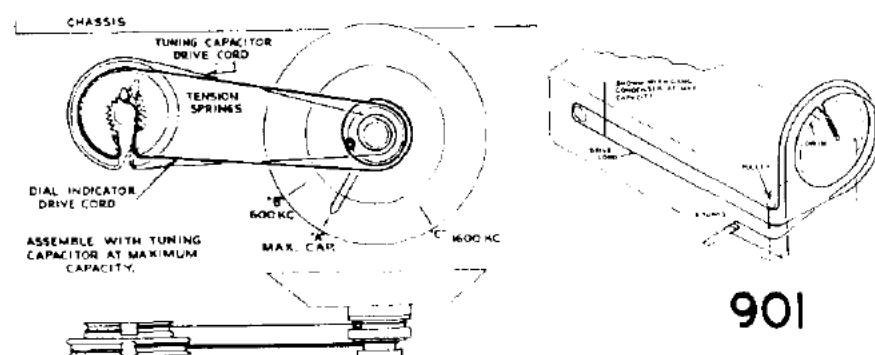
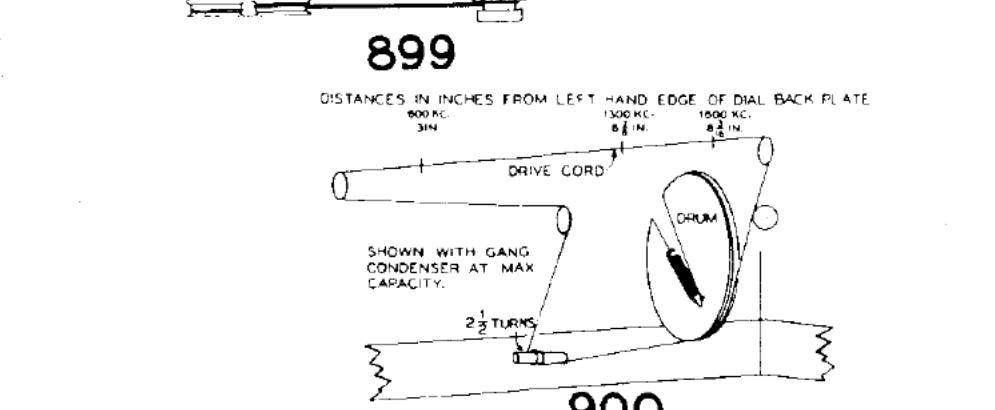
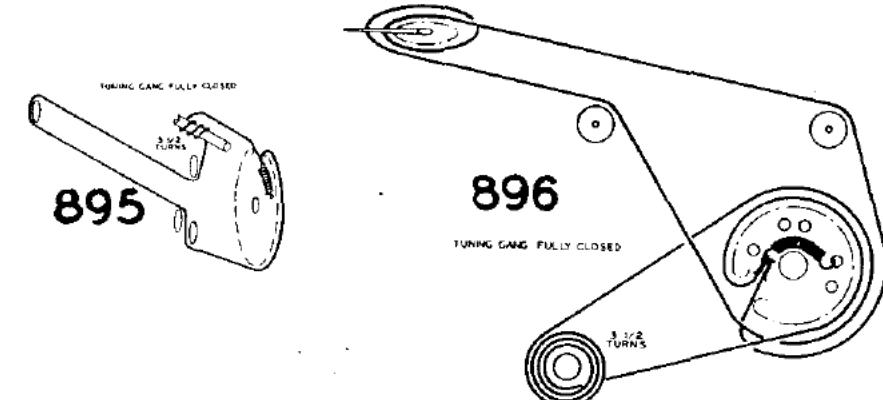
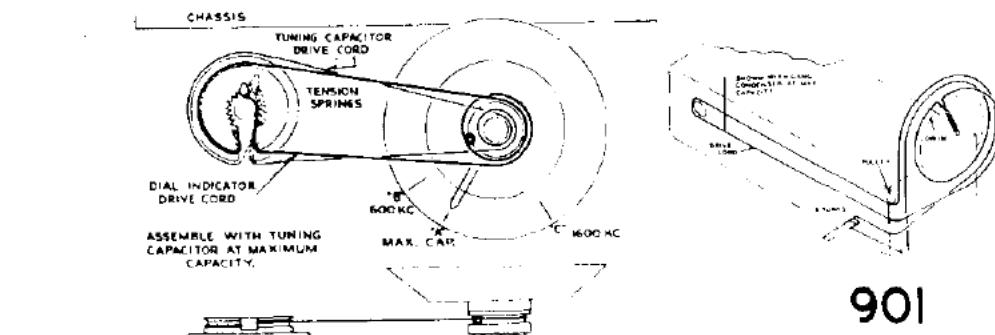
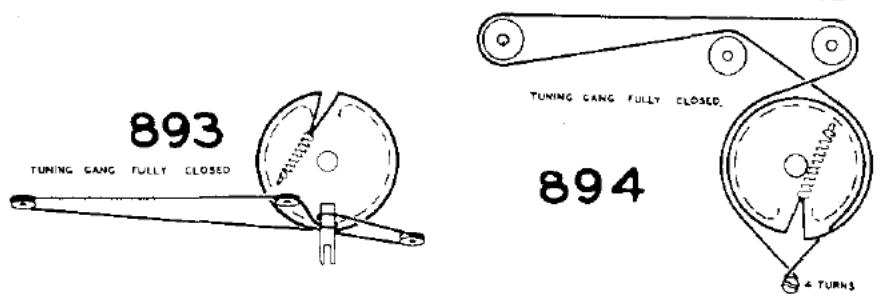
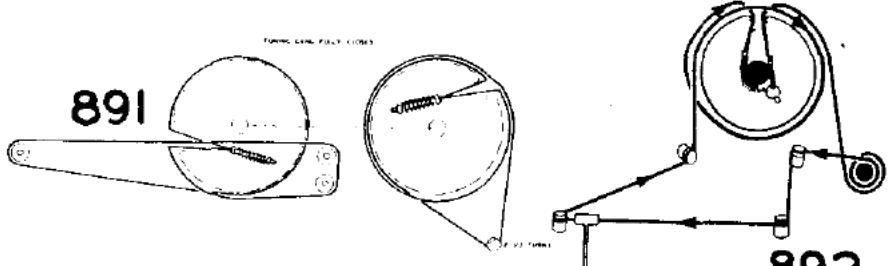
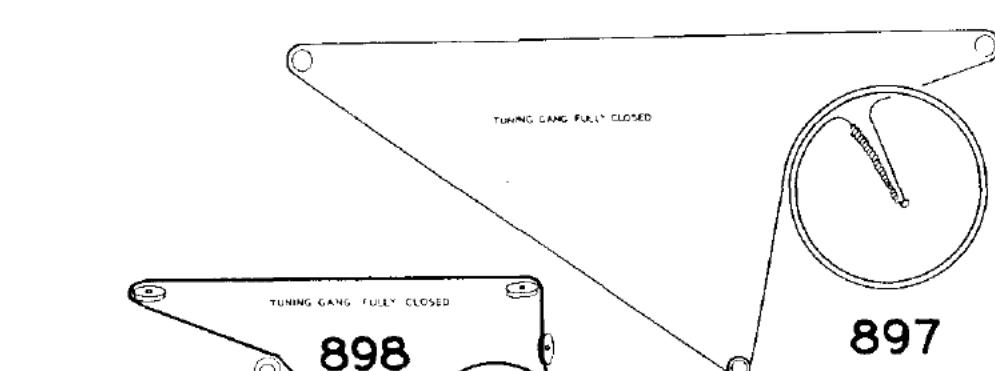
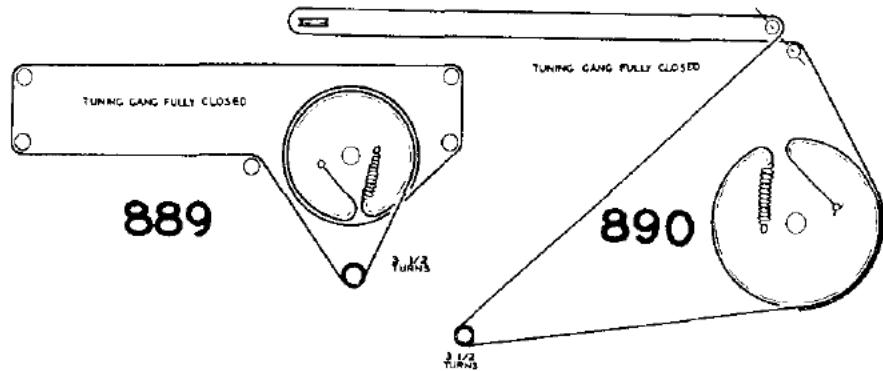
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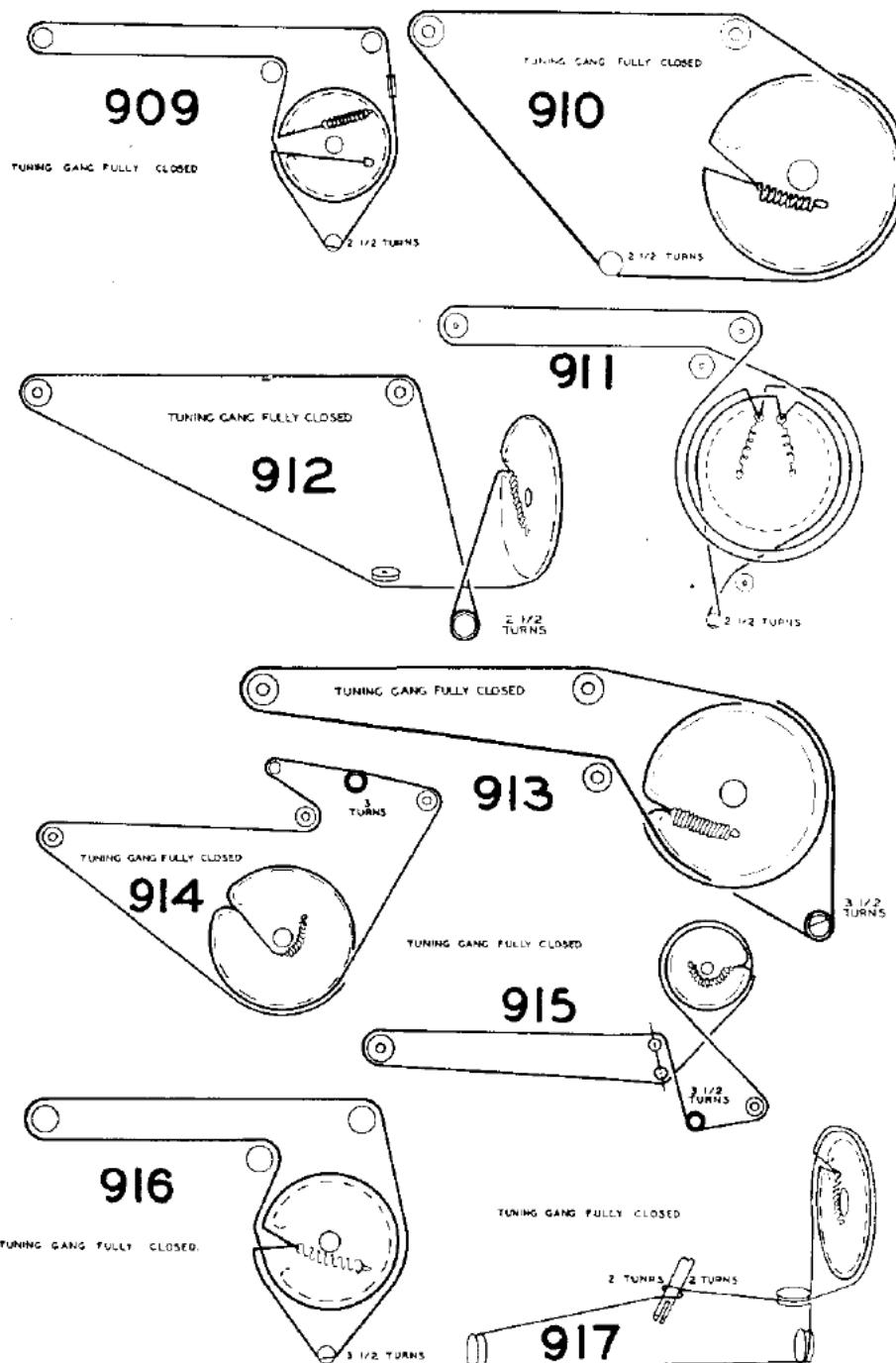
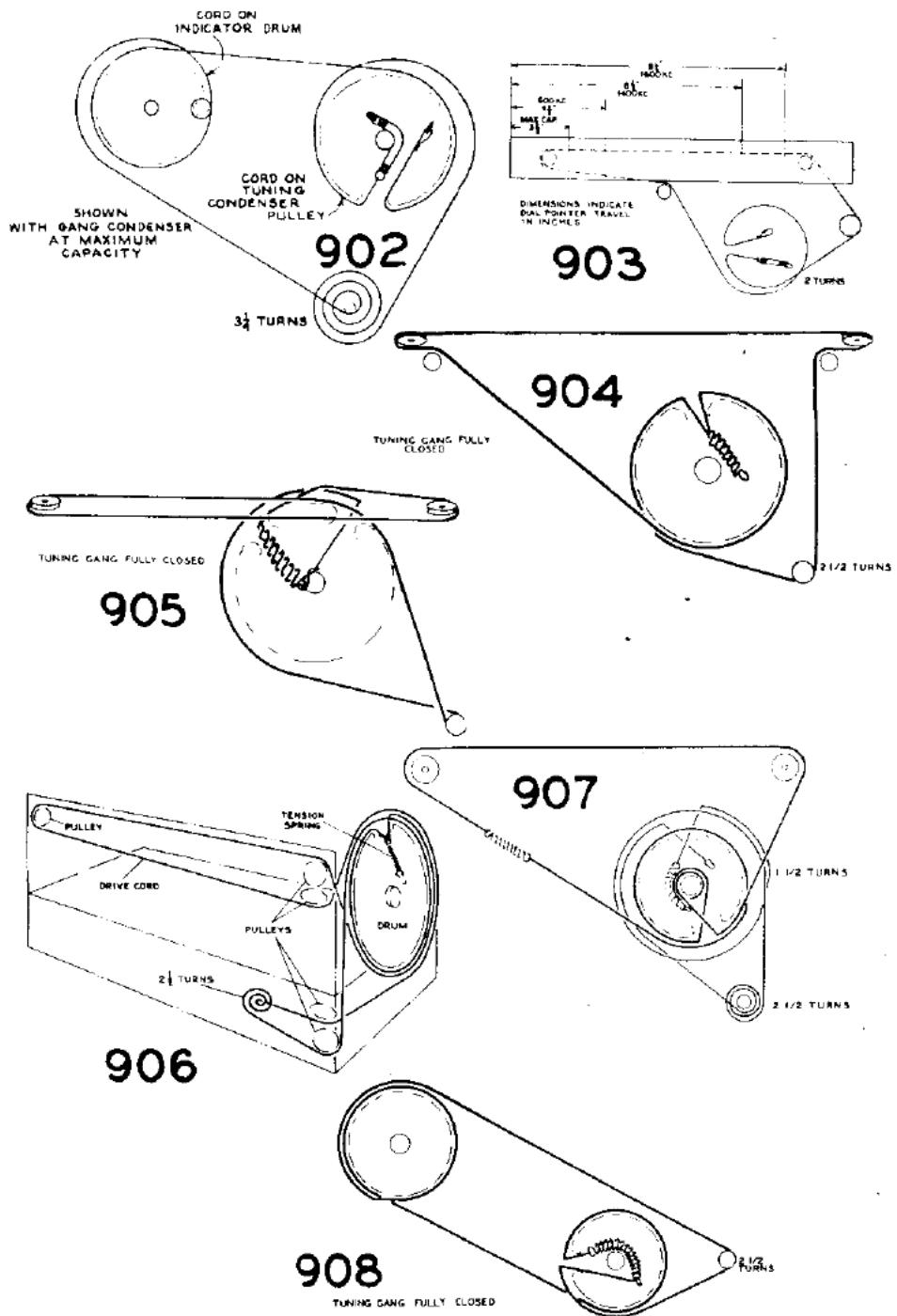


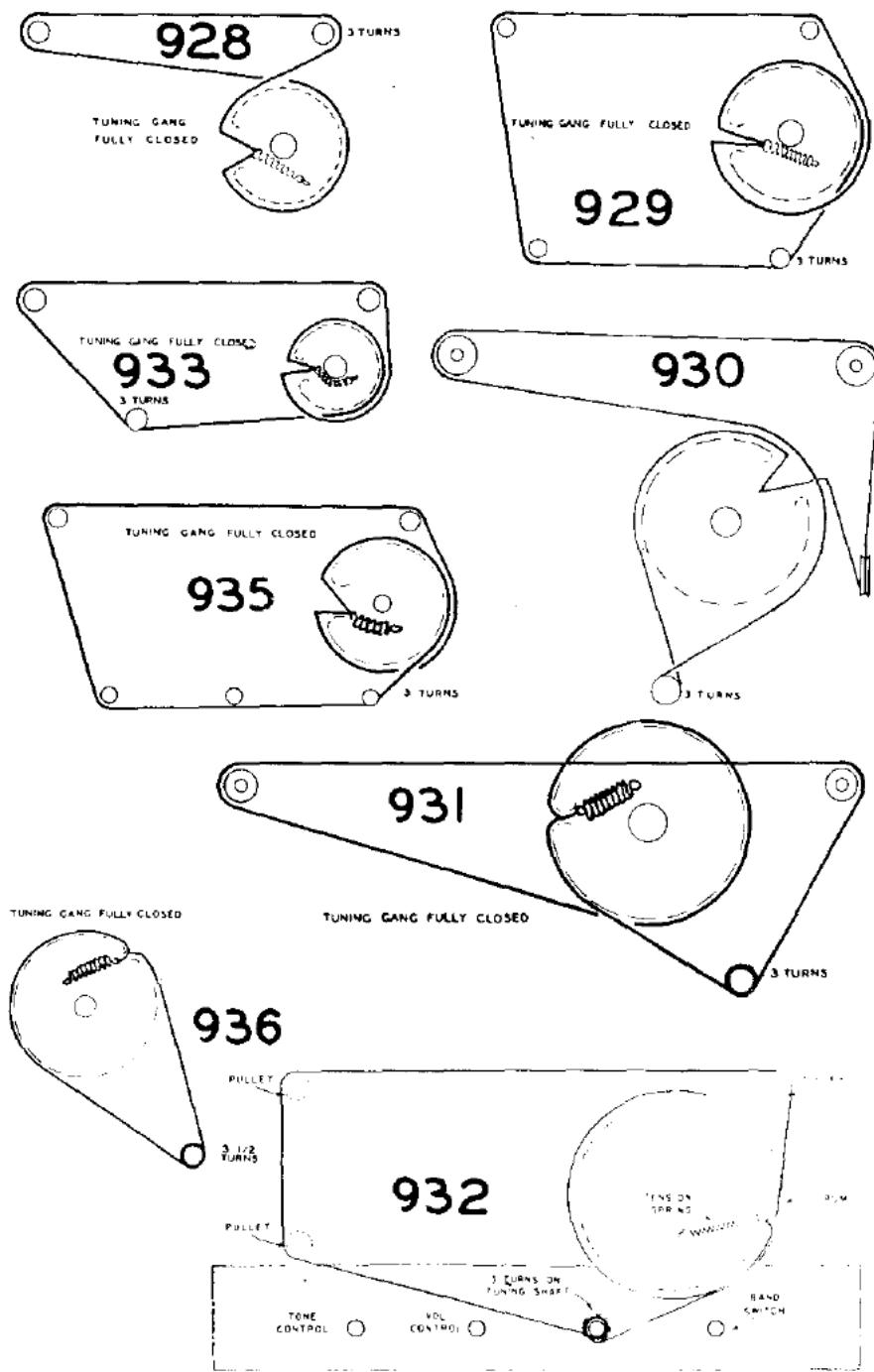
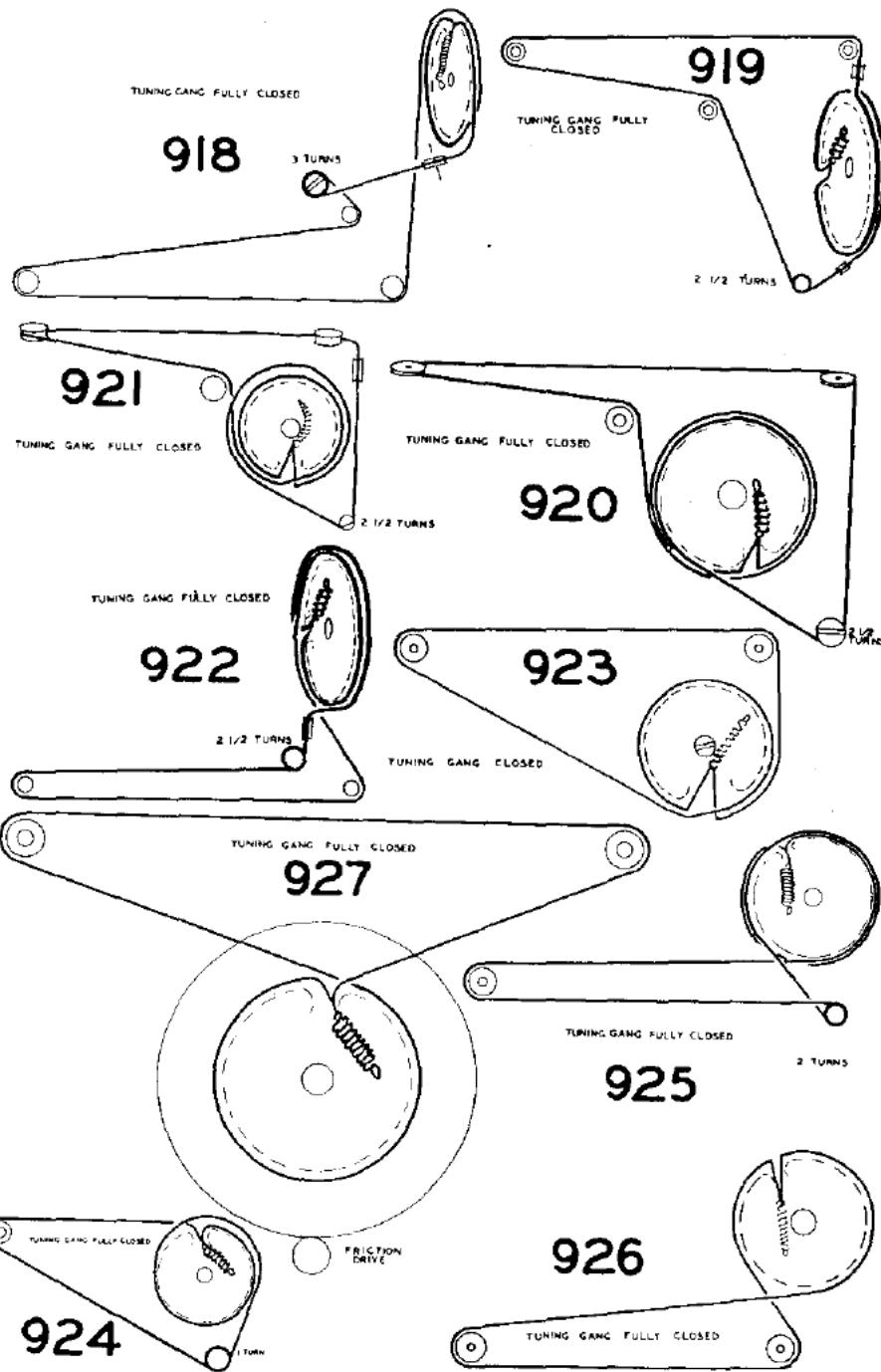
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880



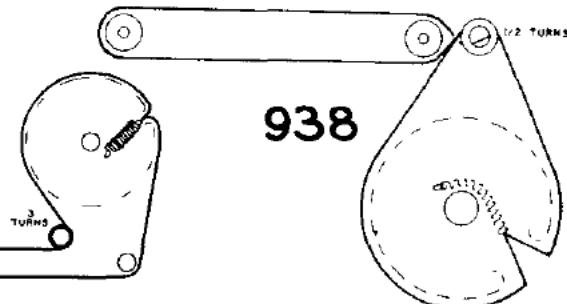






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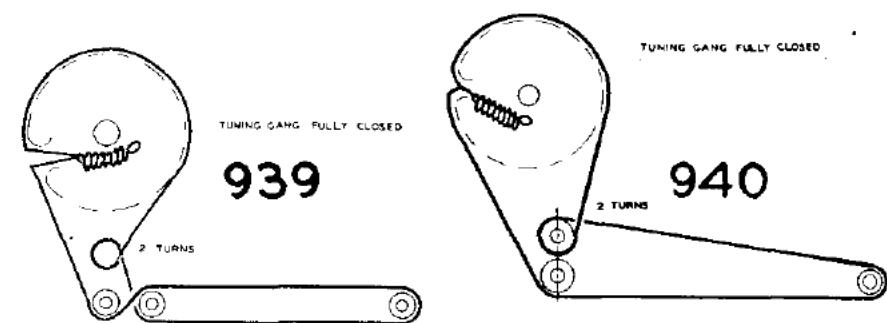
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938

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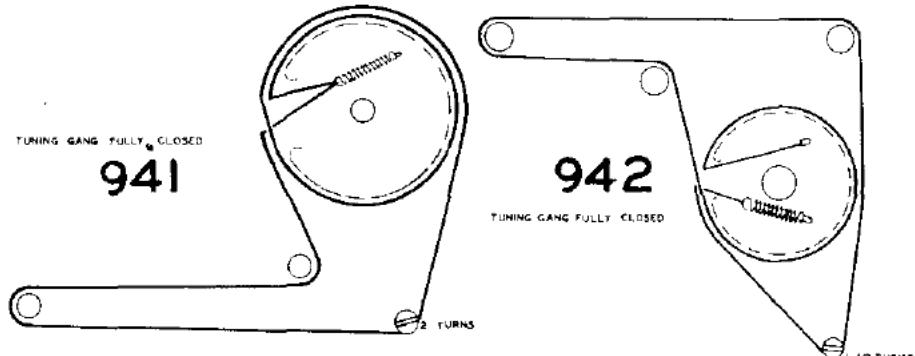
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940

TUNING GANG FULLY CLOSED

941



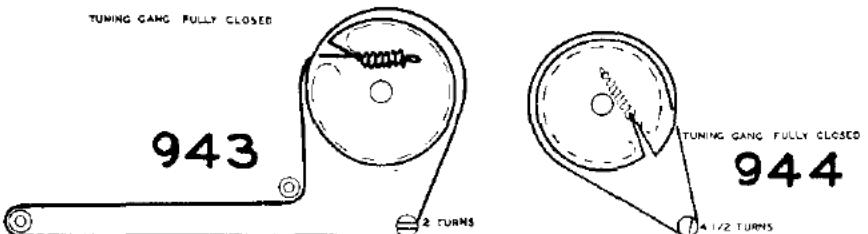
TUNING GANG FULLY CLOSED

942

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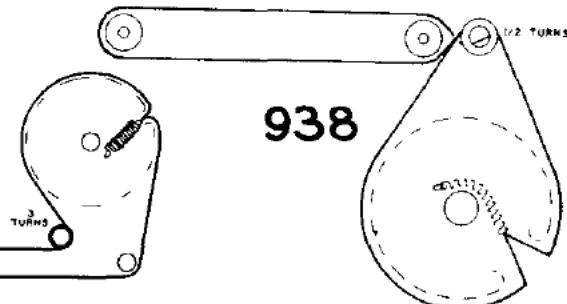
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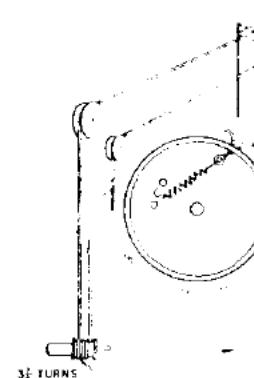


944

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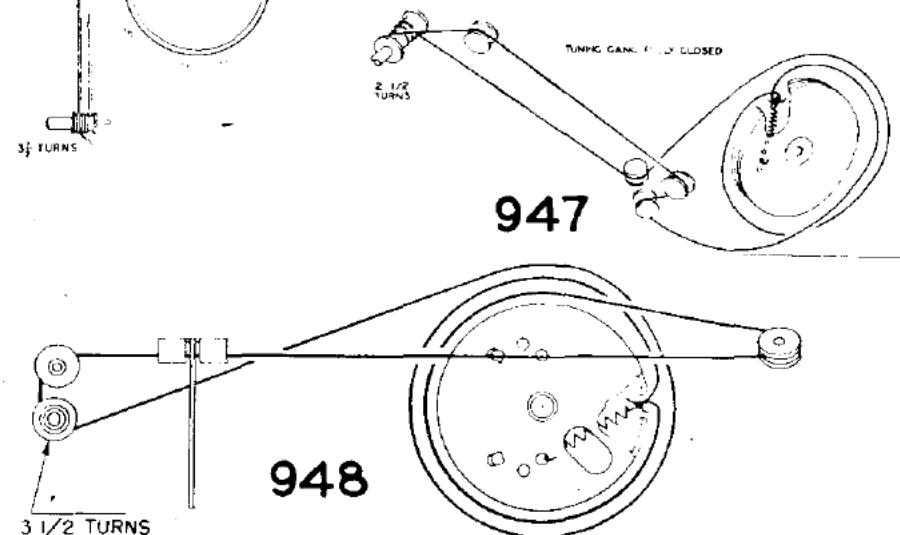
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946

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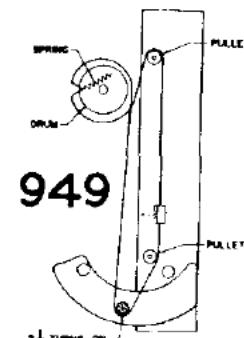
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948

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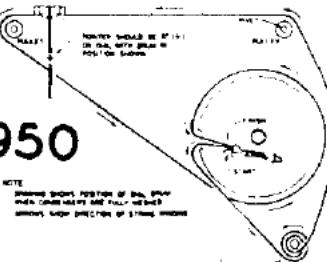
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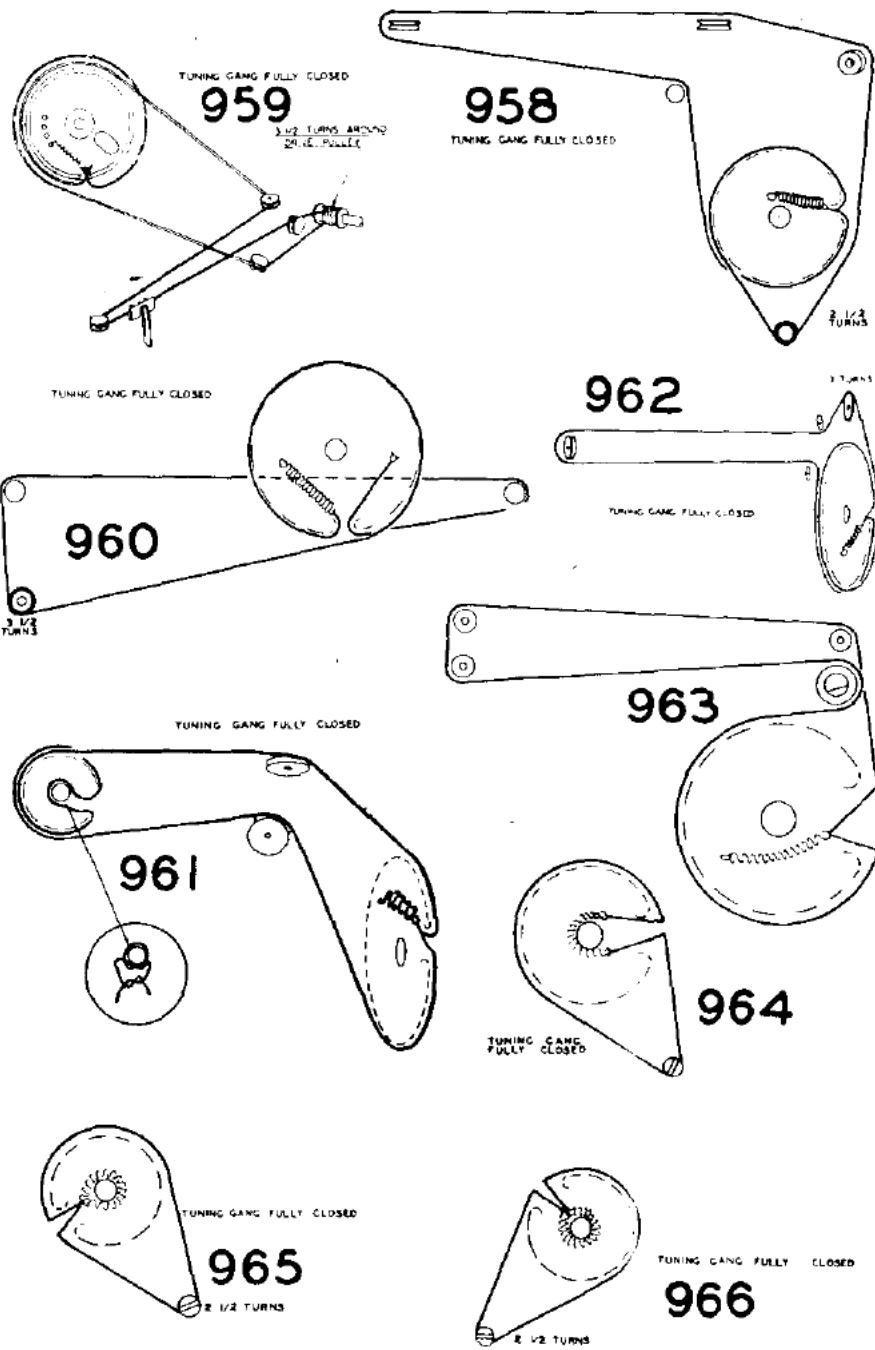
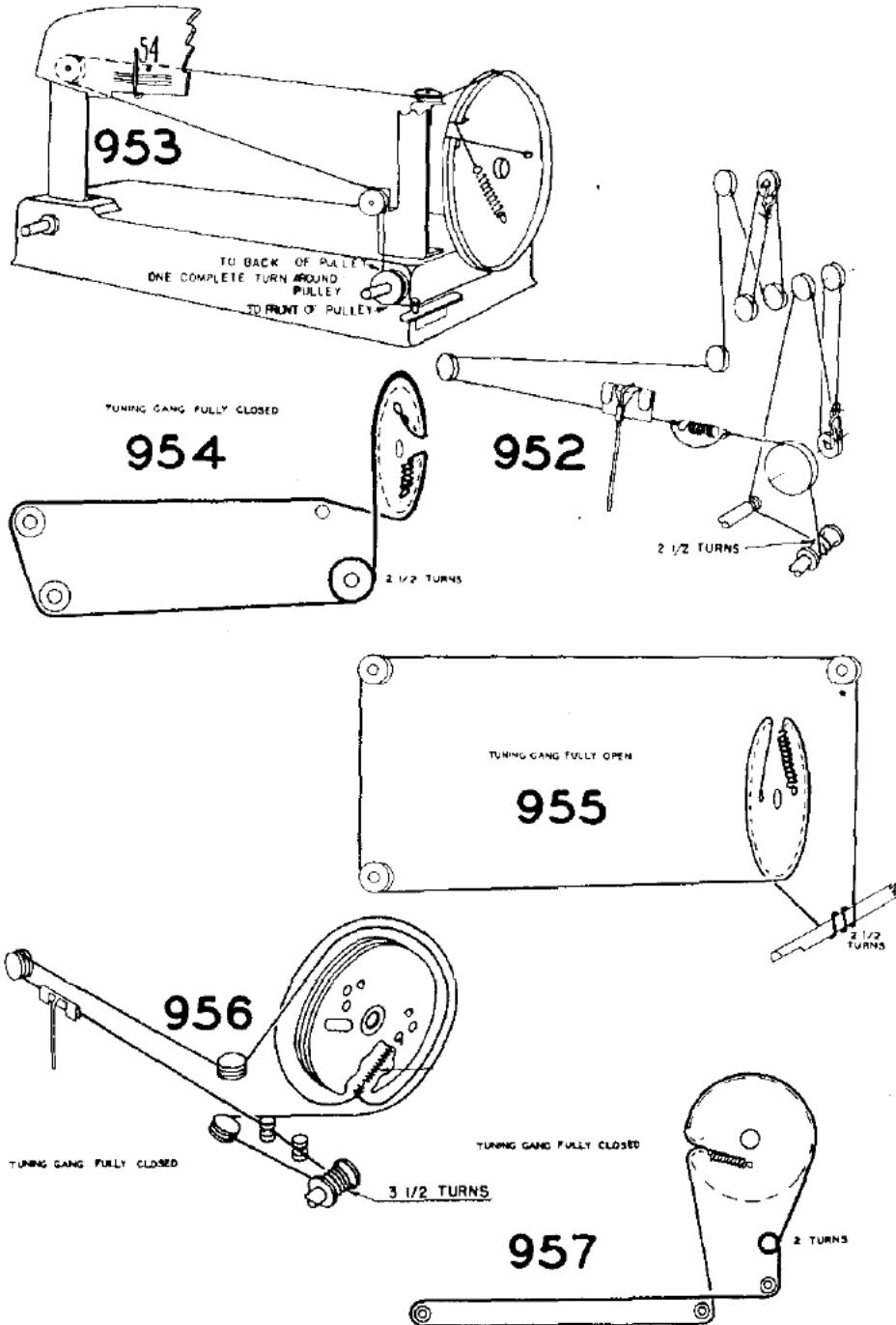
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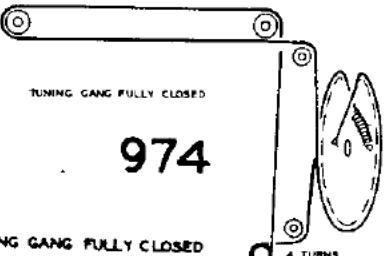
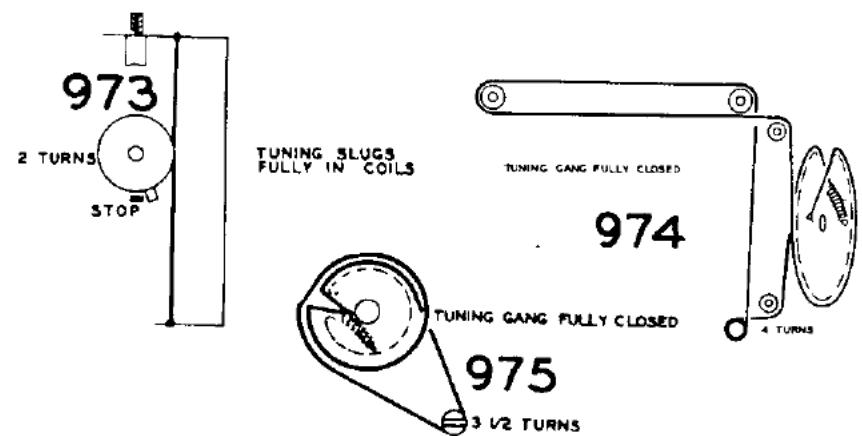
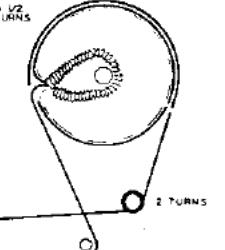
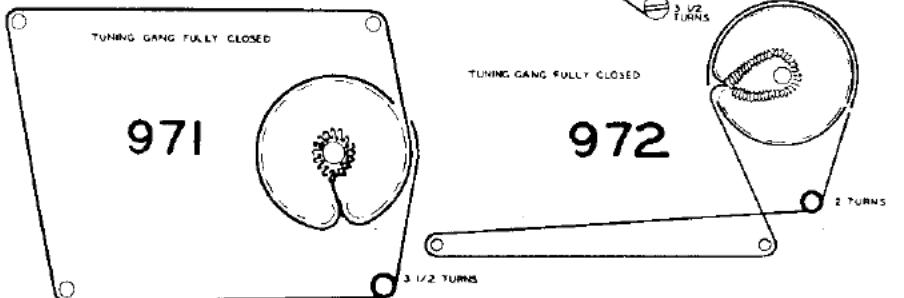
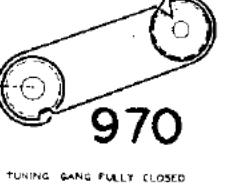
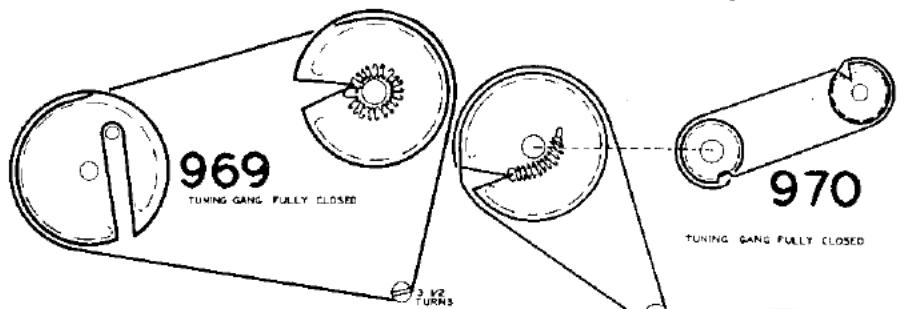
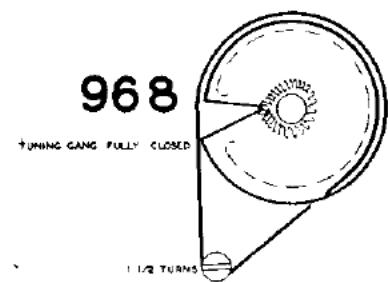
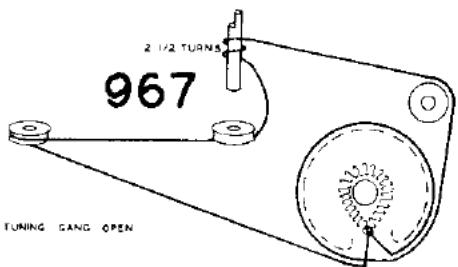


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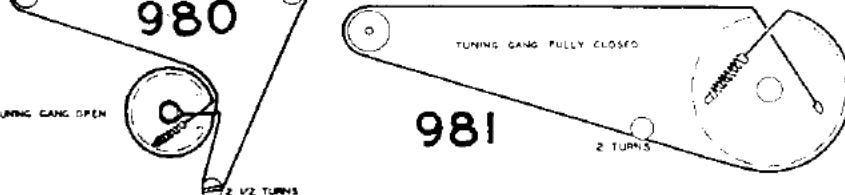
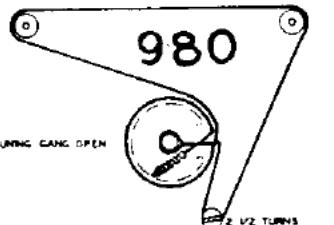
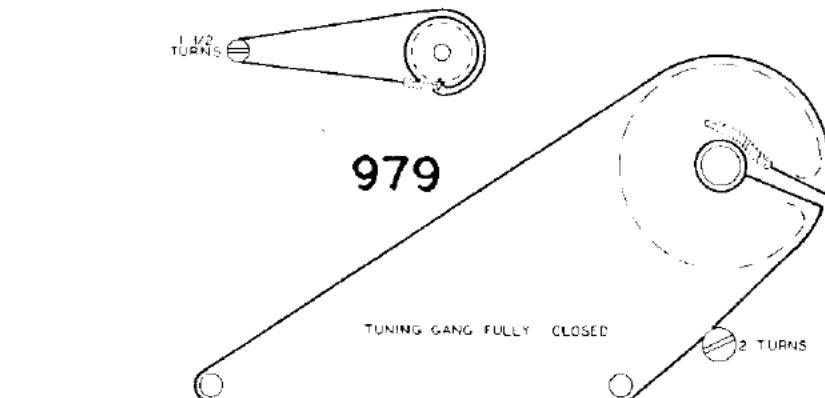
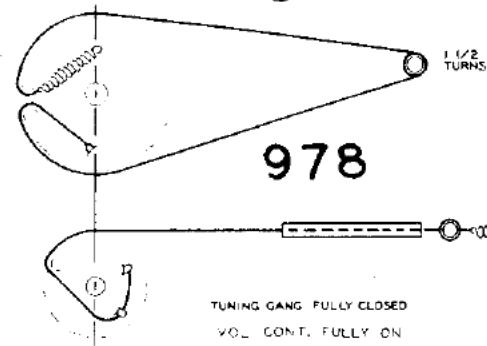
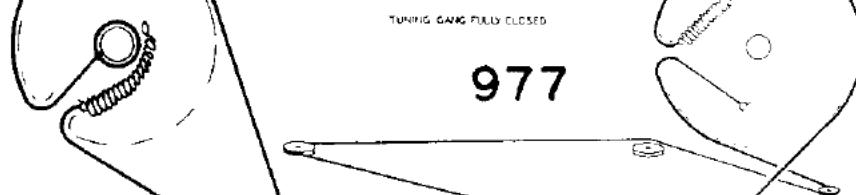
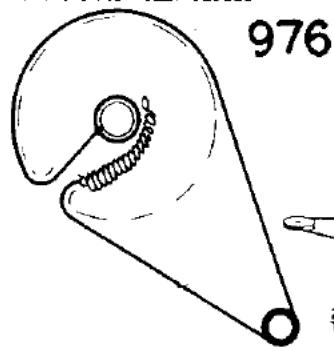


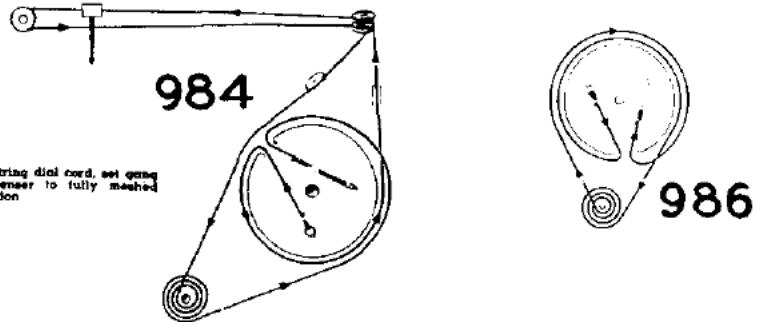
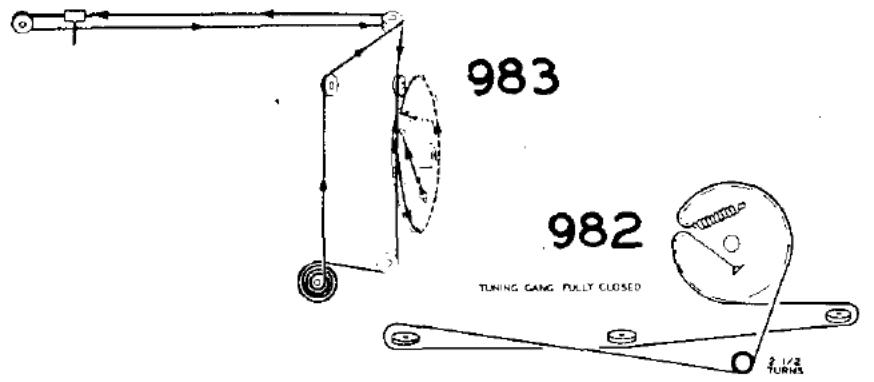
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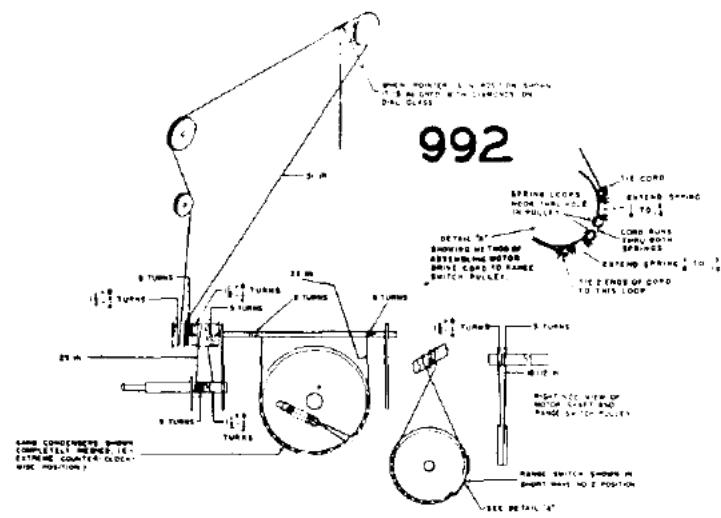
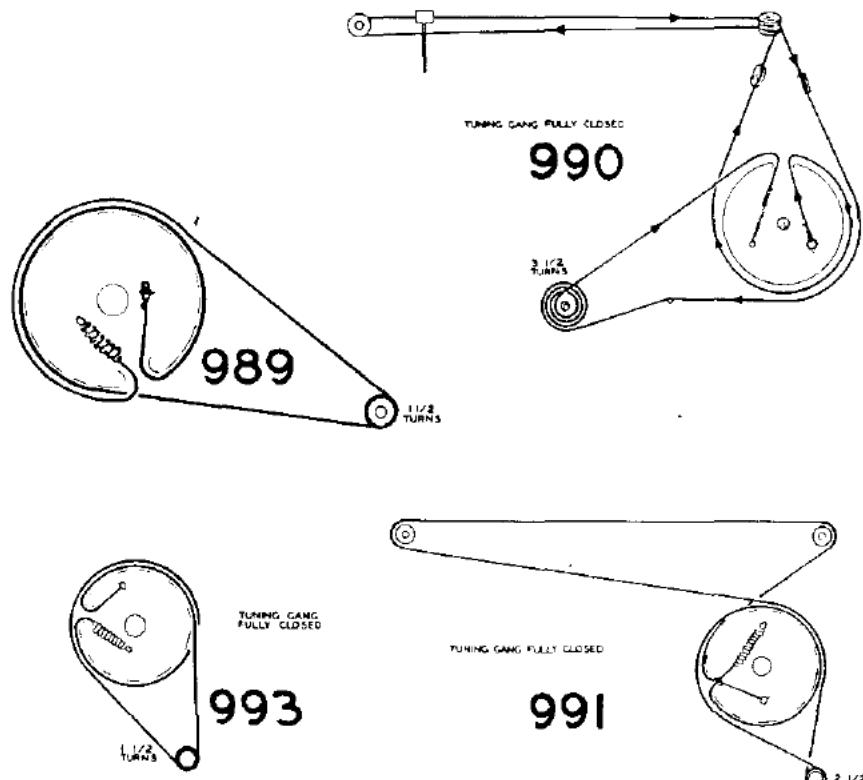
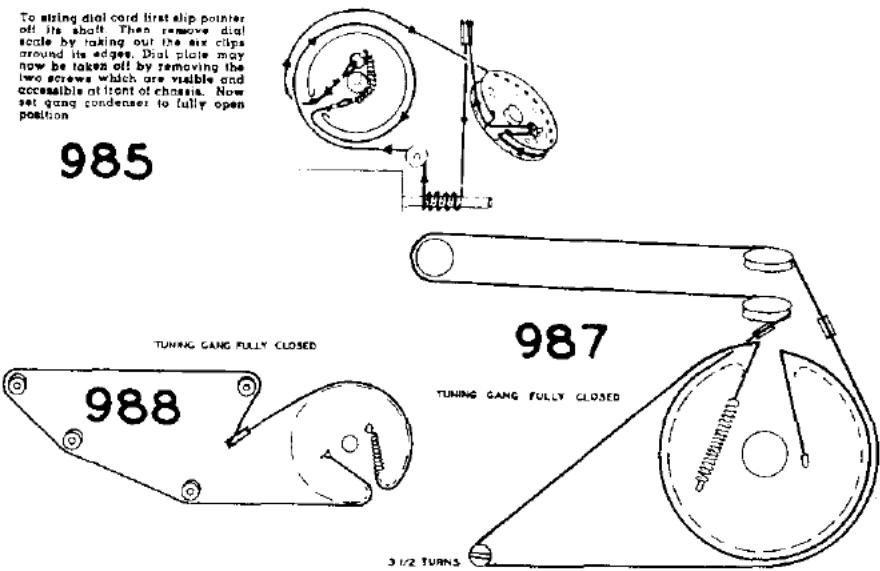


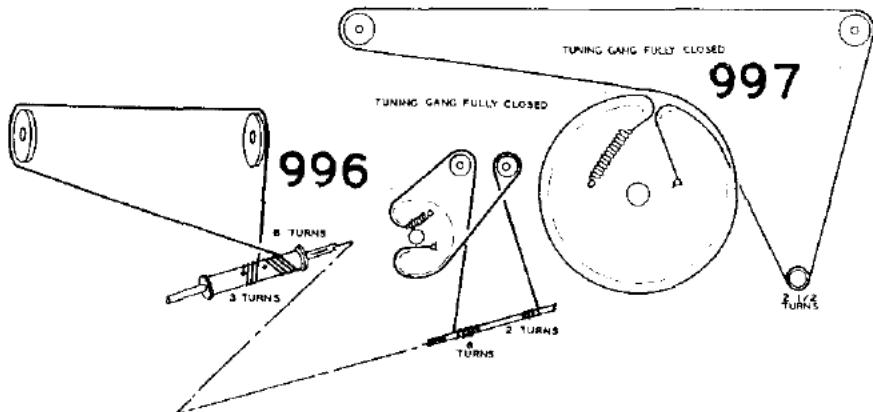
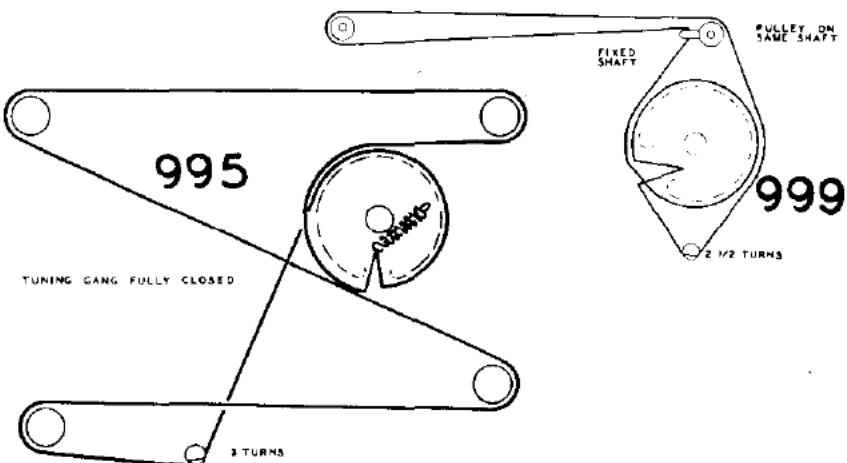
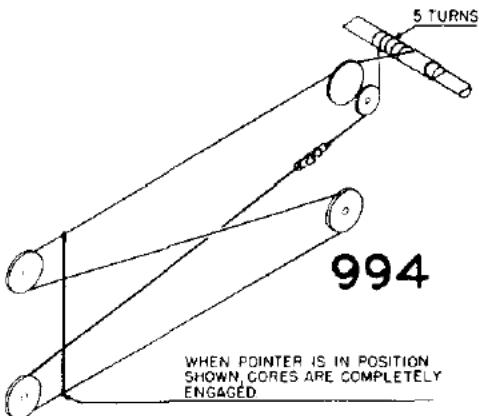
TUNING GANG FULLY CLOSED





To string dial cord, set gang condenser to fully meshed position.

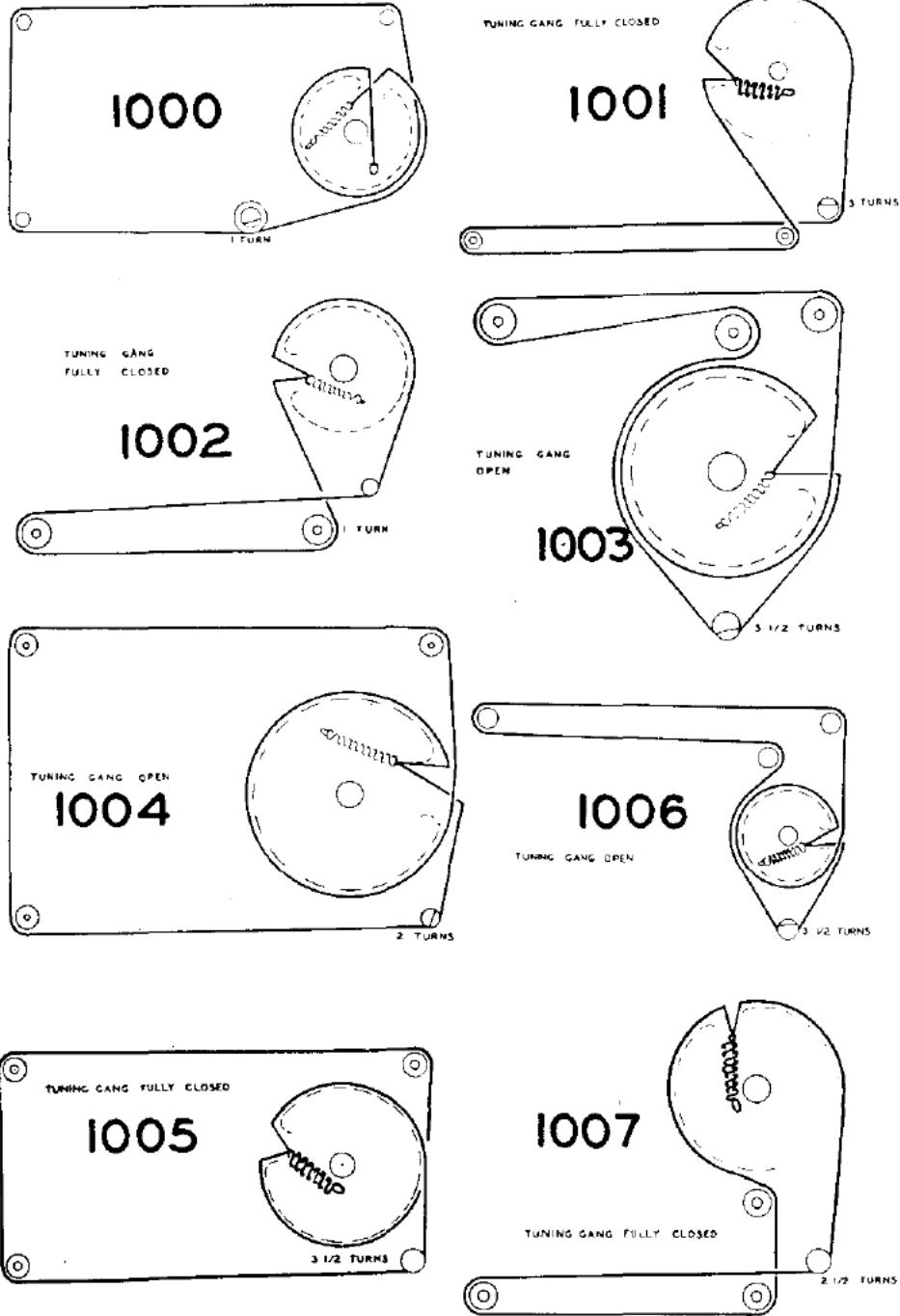


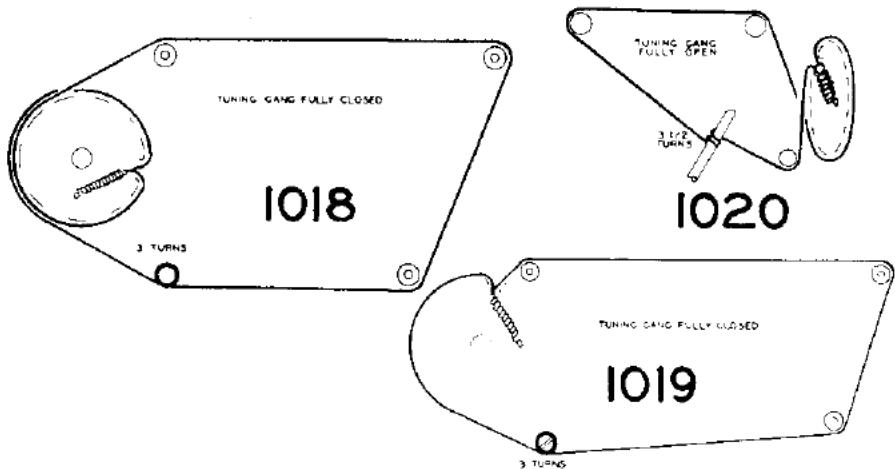
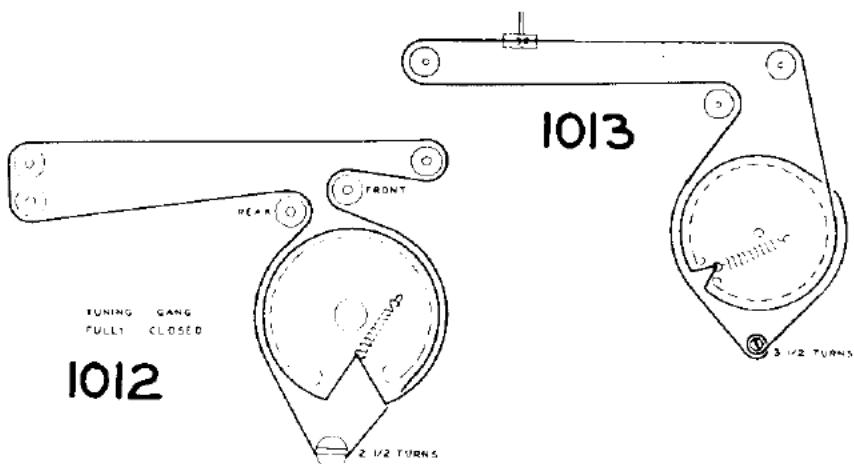
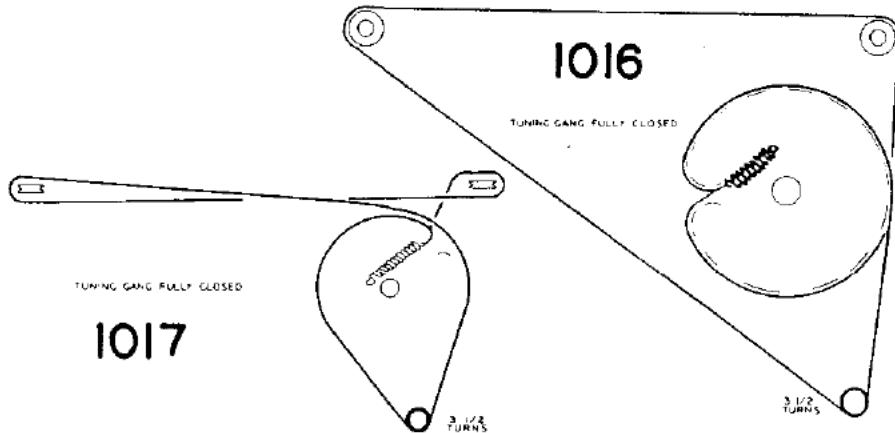
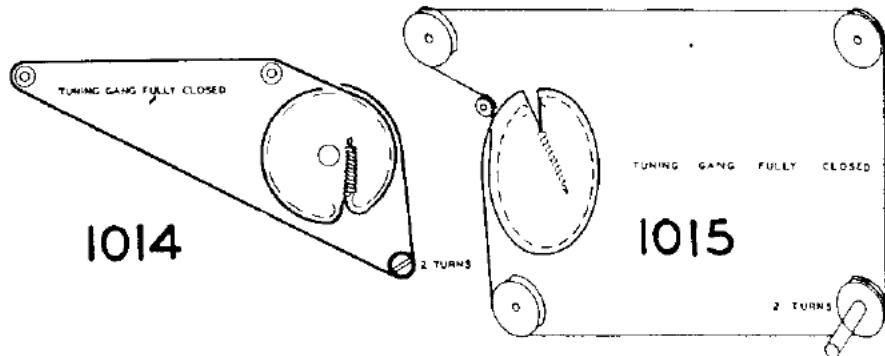
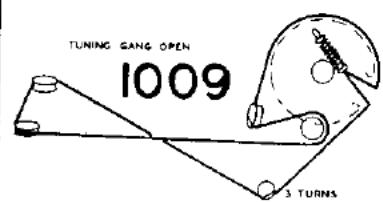
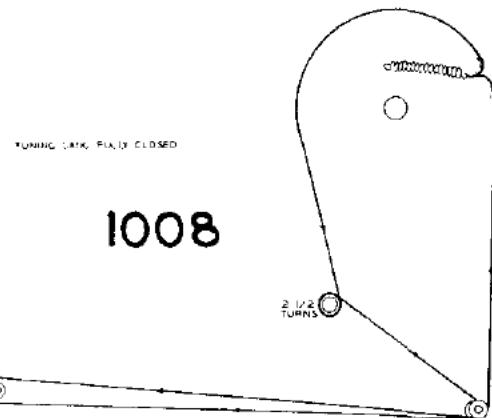


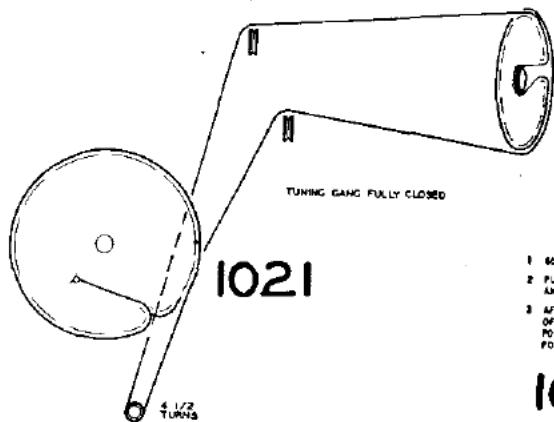
997

2 TURNS

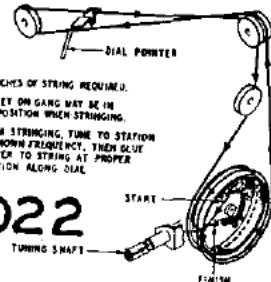
1 1/2 TURNS



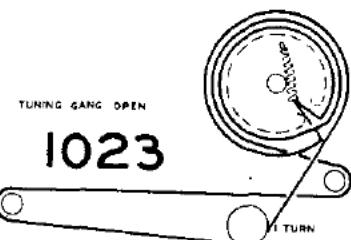




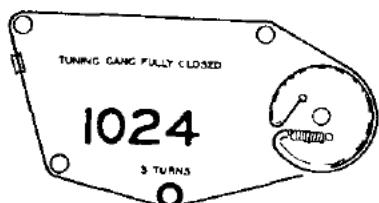
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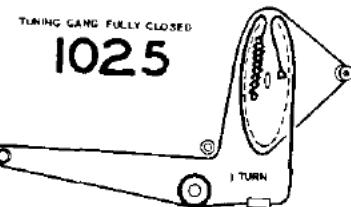
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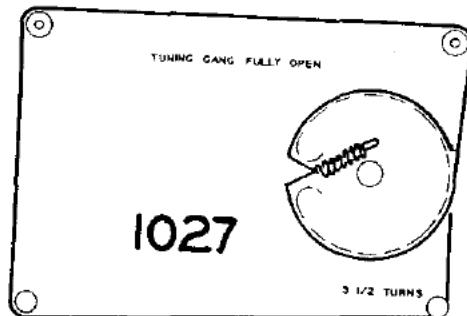
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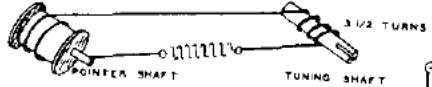
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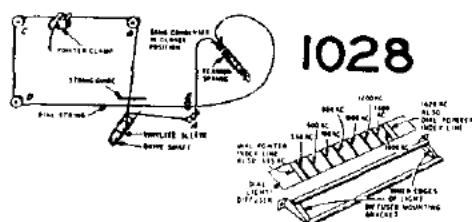
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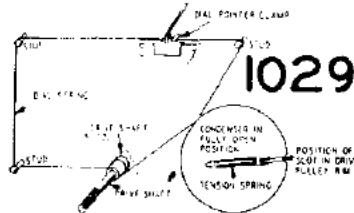
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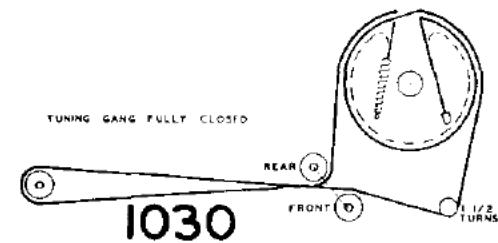
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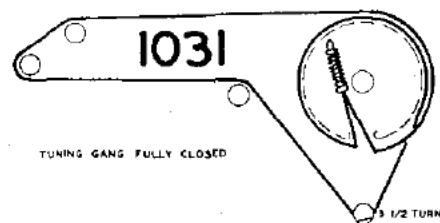
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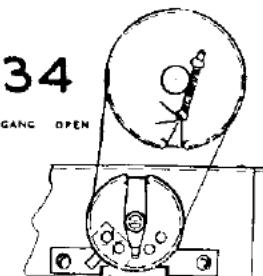
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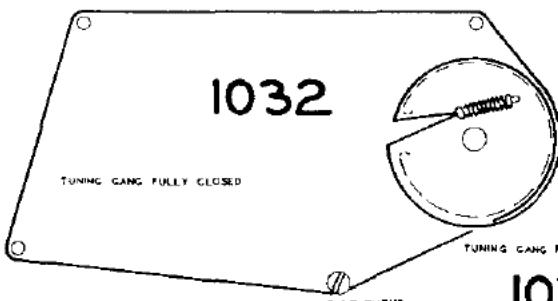
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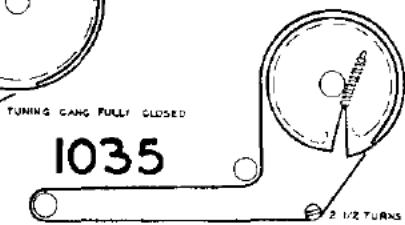
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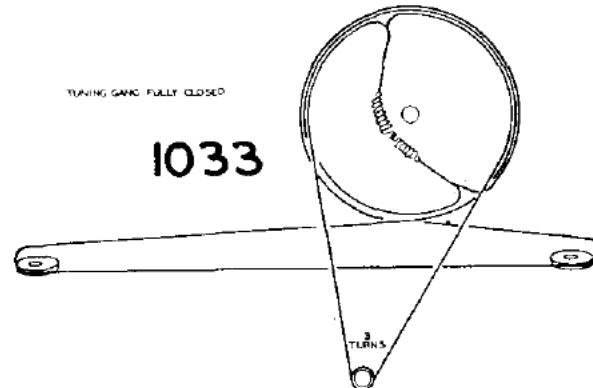
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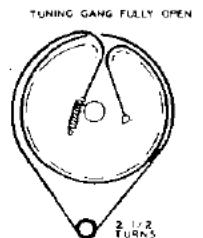
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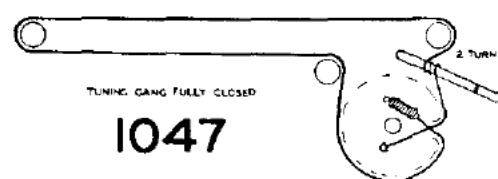
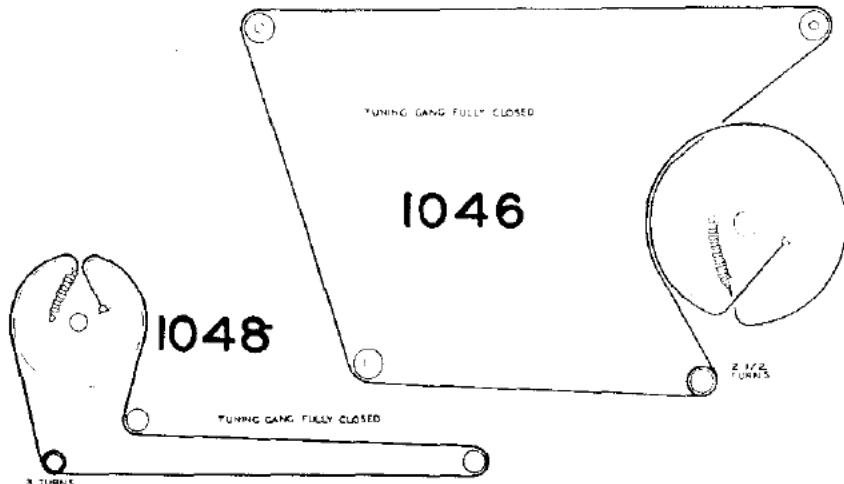
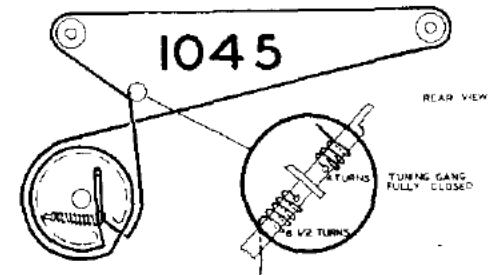
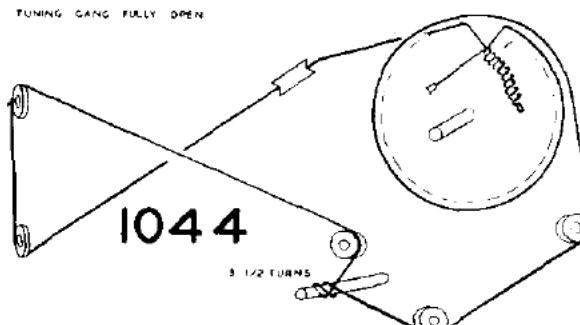
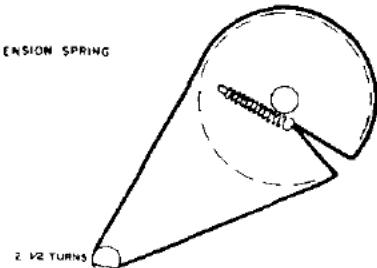
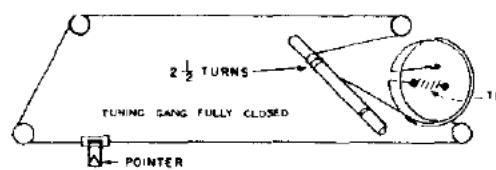
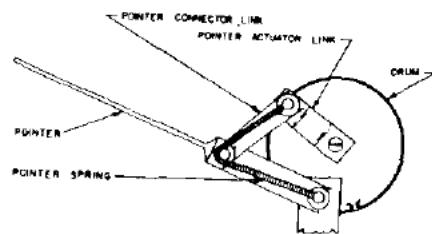
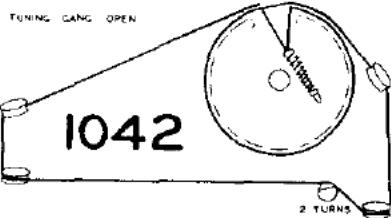
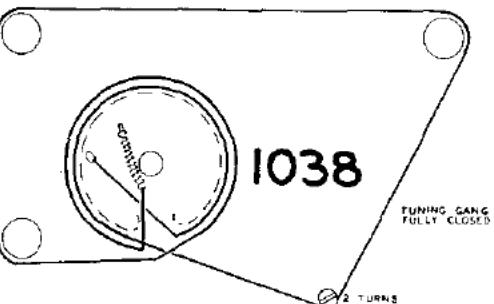
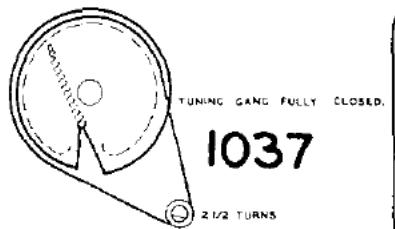
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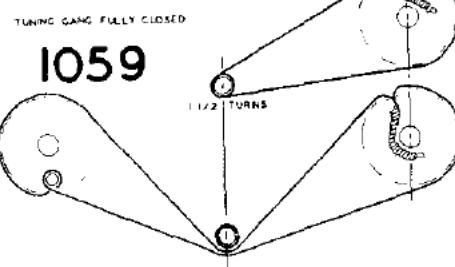
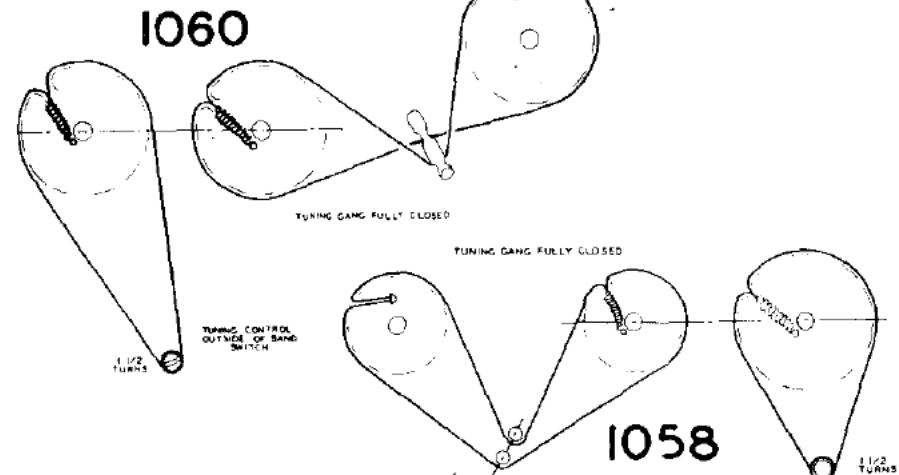
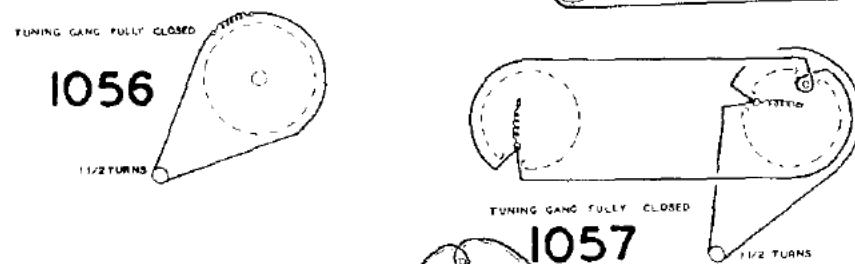
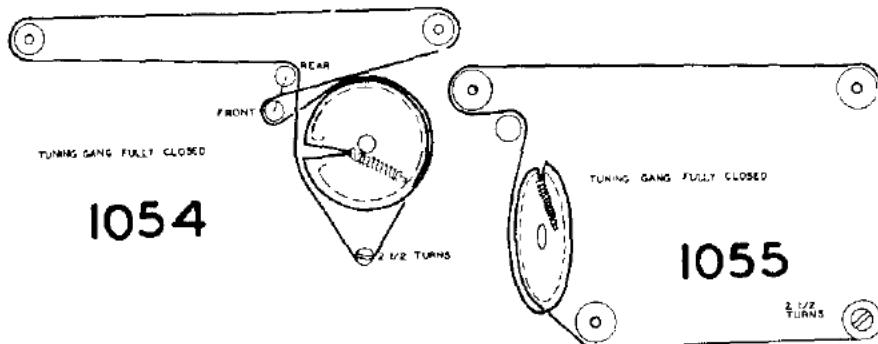
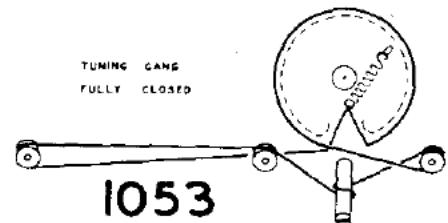
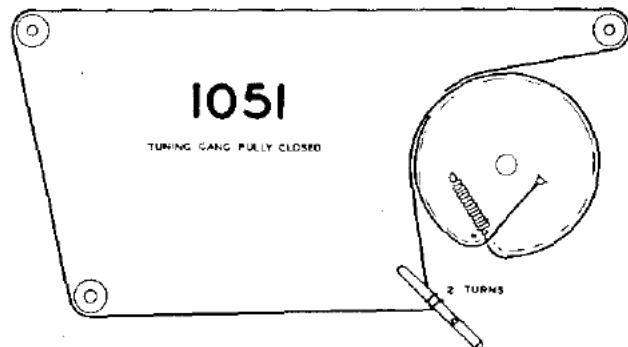
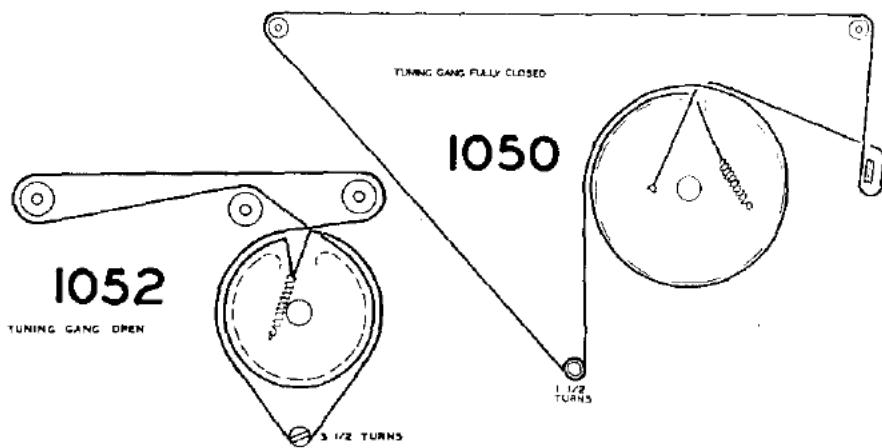
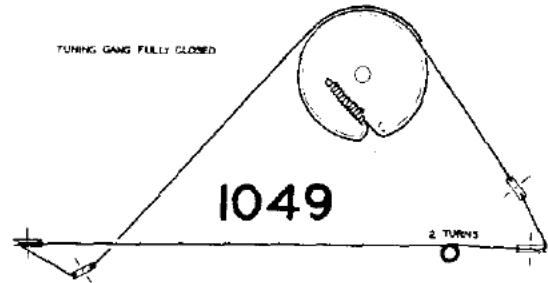


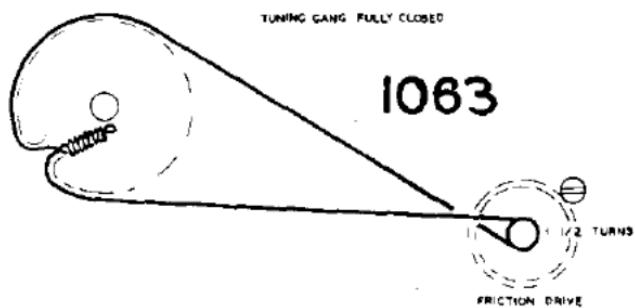
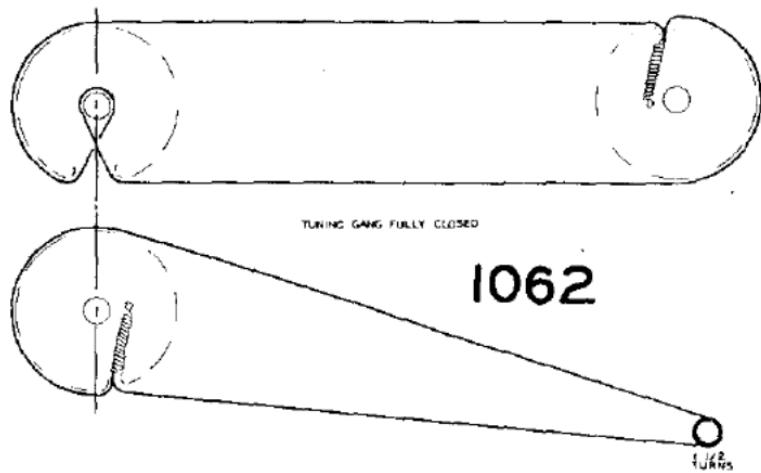
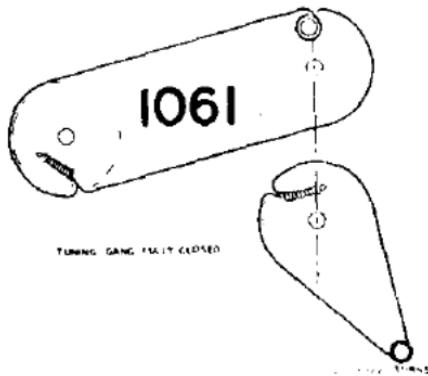
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1036

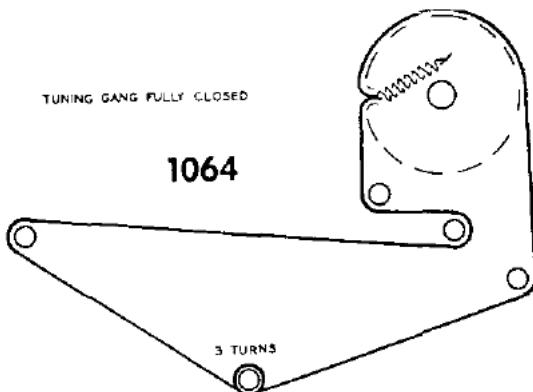






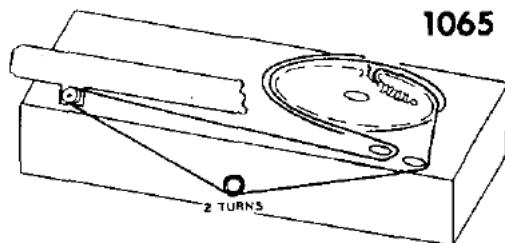
TUNING GANG FULLY CLOSED

**1064**



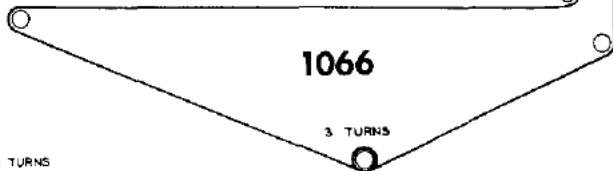
TUNING GANG FULLY CLOSED

**1065**



TUNING GANG FULLY CLOSED

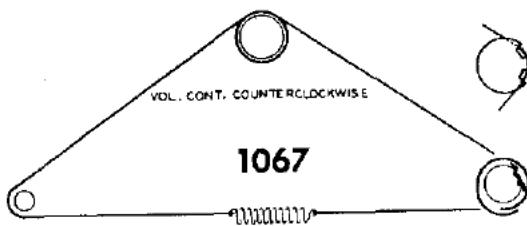
**1066**



2 TURNS

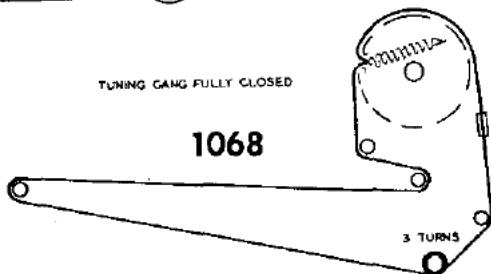
VOL. CONT. COUNTERCLOCKWISE

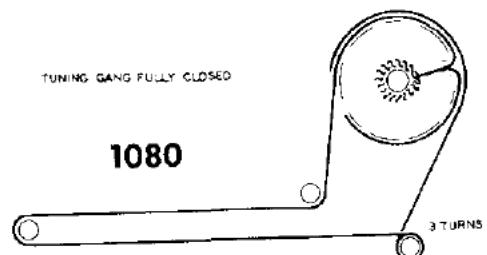
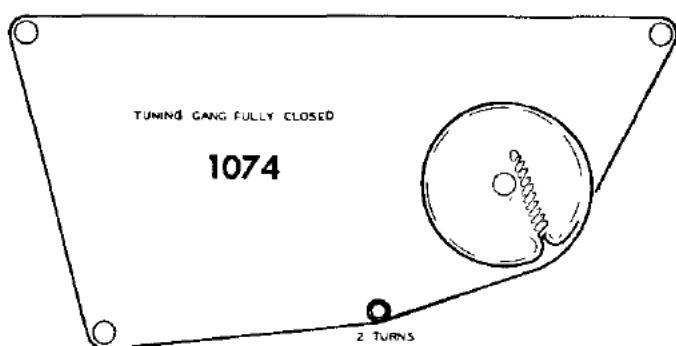
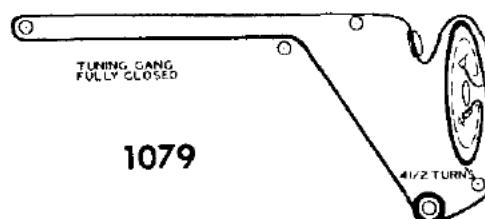
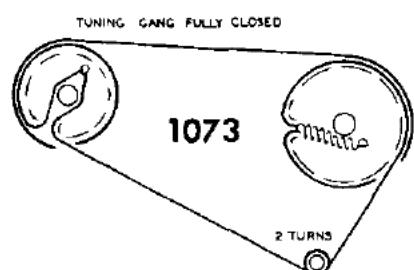
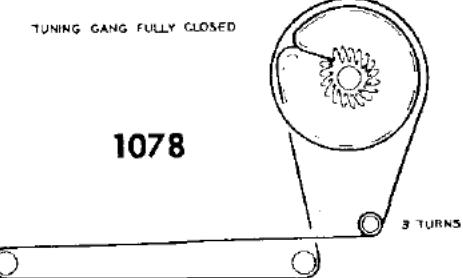
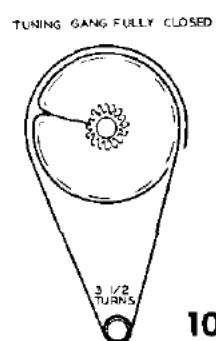
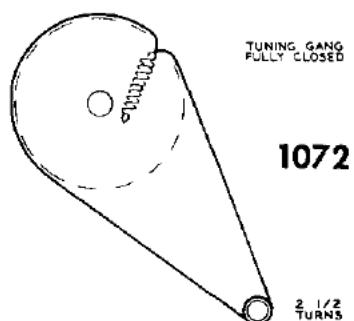
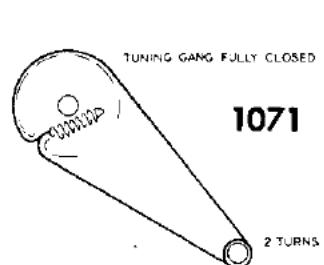
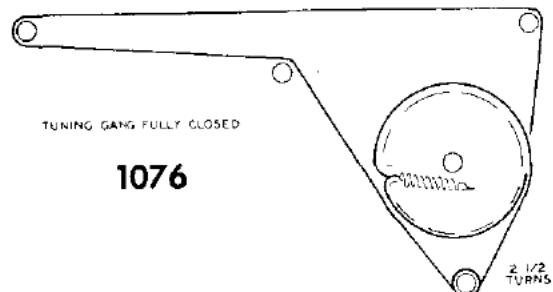
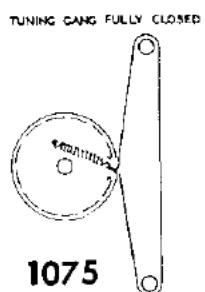
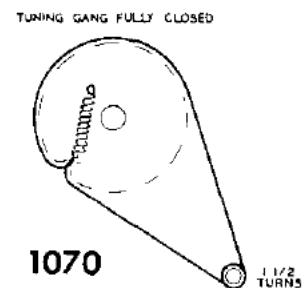
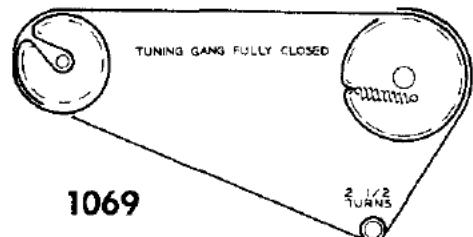
**1067**



TUNING GANG FULLY CLOSED

**1068**

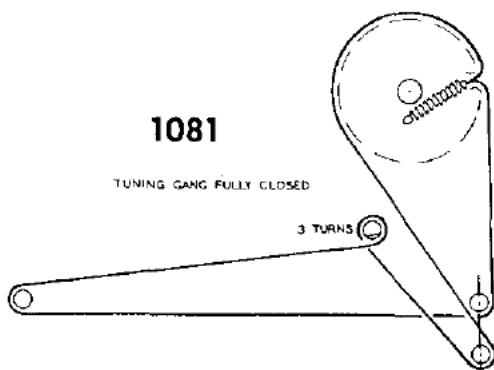




**1081**

TUNING GANG FULLY CLOSED

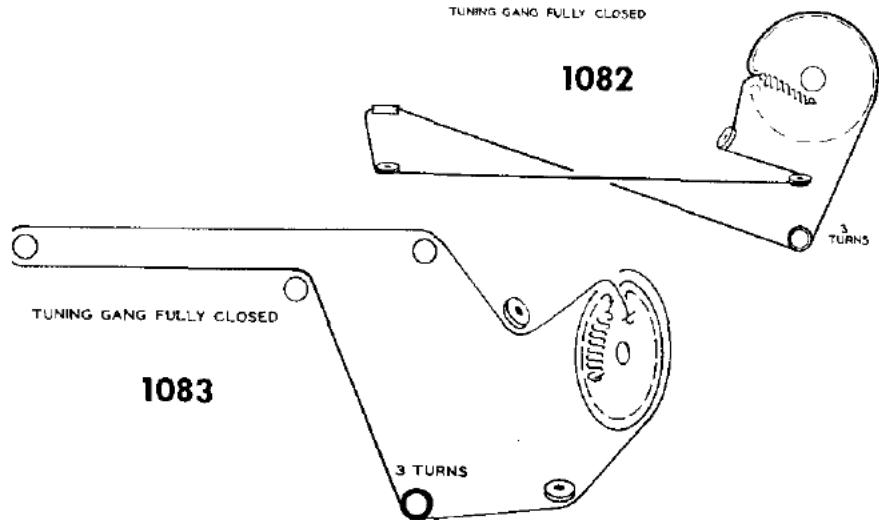
3 TURNS



TUNING GANG FULLY CLOSED

**1082**

3 TURNS

**1083**

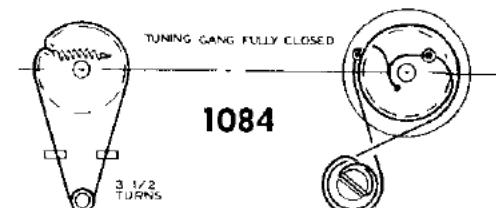
TUNING GANG FULLY CLOSED

3 TURNS

TUNING GANG FULLY CLOSED

**1084**

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

**1085**

2 1/2 TURNS



TUNING GANG FULLY CLOSED

**1086**

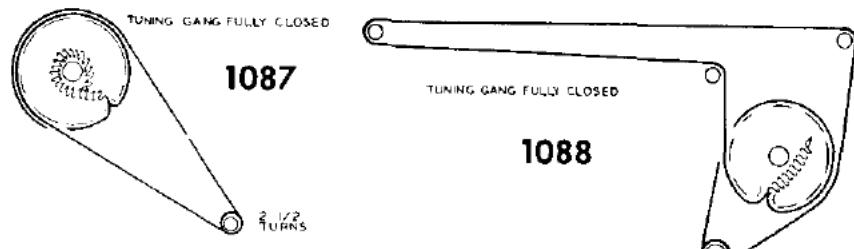
2 1/2 TURNS

TUNING GANG FULLY CLOSED

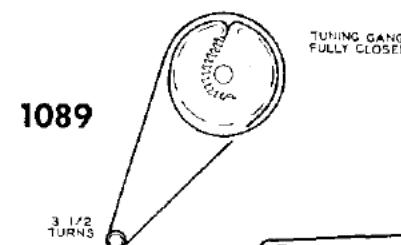
**1087**

TUNING GANG FULLY CLOSED

2 1/2 TURNS

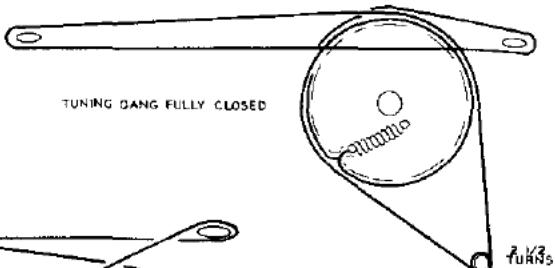
**1088**

3 TURNS

**1089**

TUNING GANG FULLY CLOSED

3 1/2 TURNS

**1090**

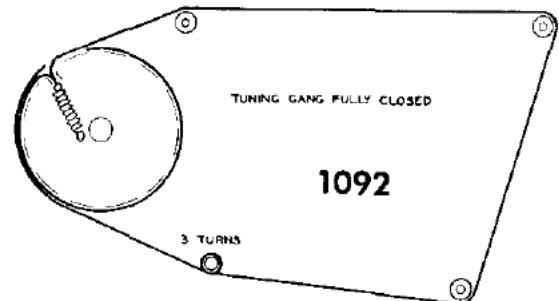
TUNING GANG FULLY CLOSED

7 1/3 TURNS

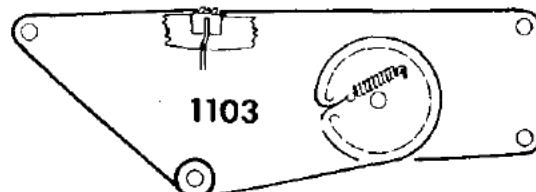
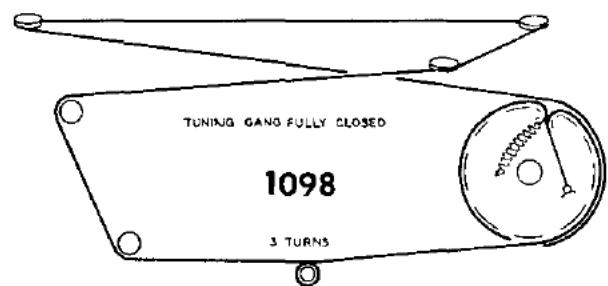
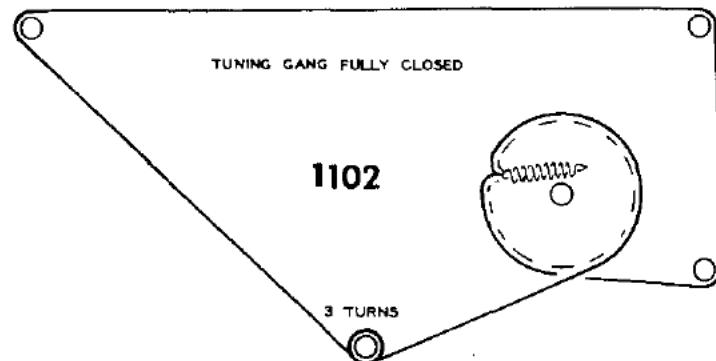
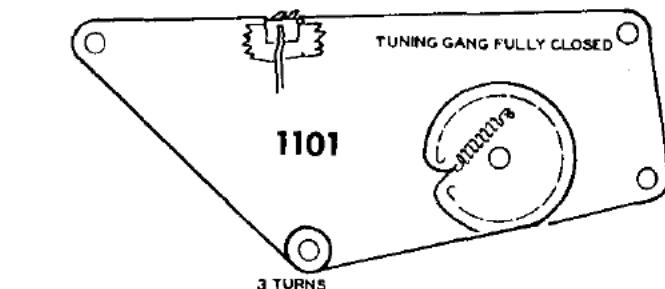
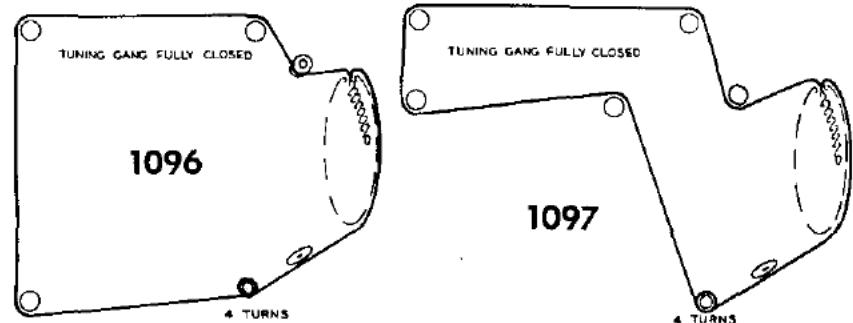
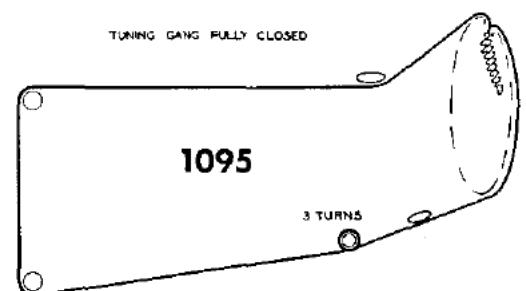
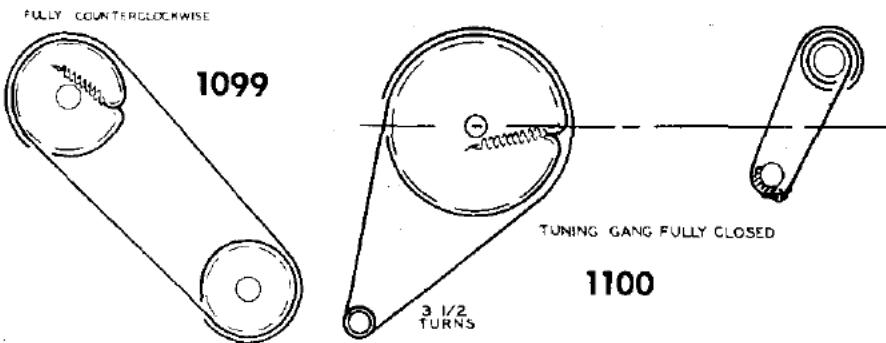
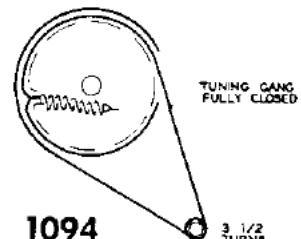
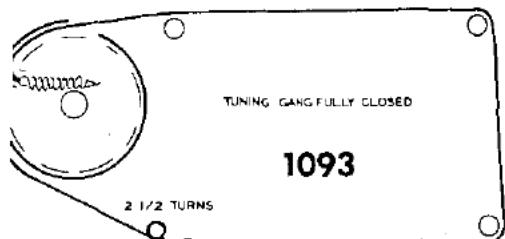
**1091**

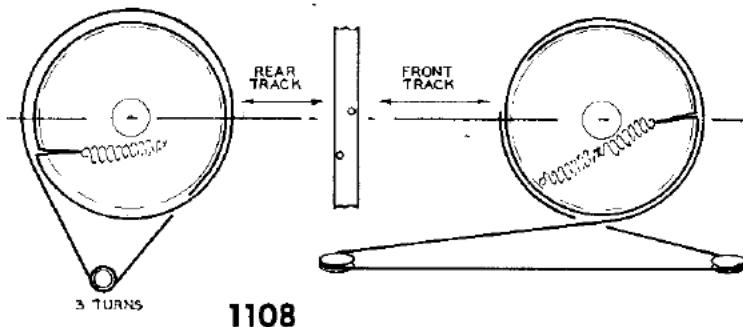
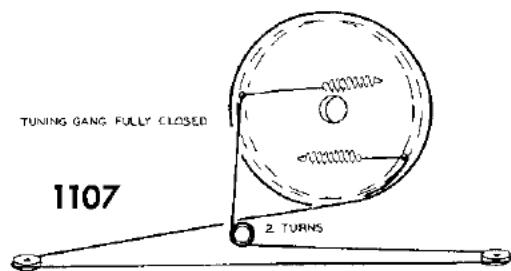
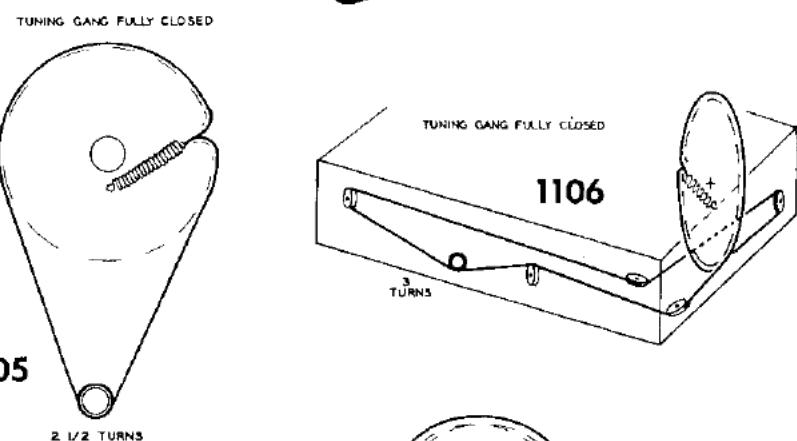
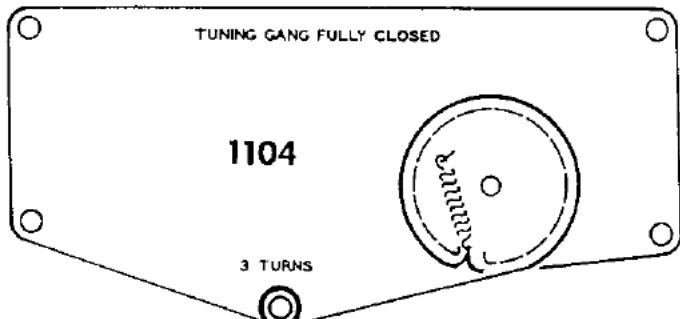
TUNING GANG FULLY CLOSED

3 TURNS

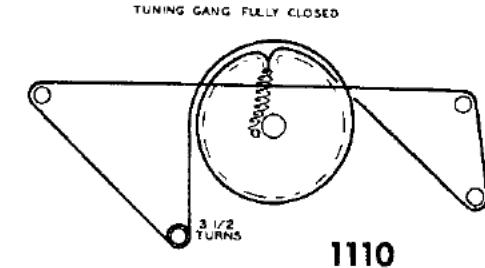
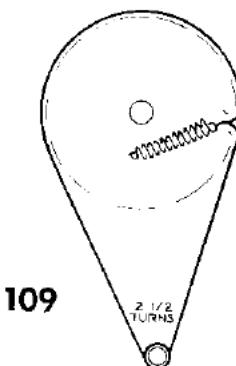
**1092**

3 TURNS

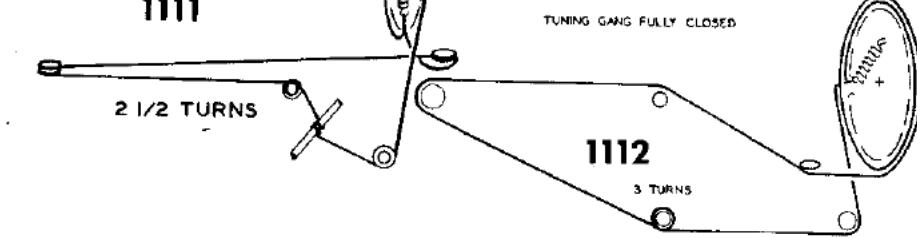
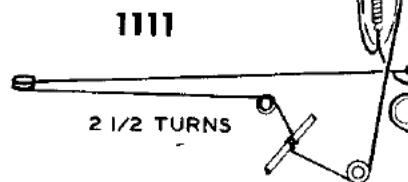




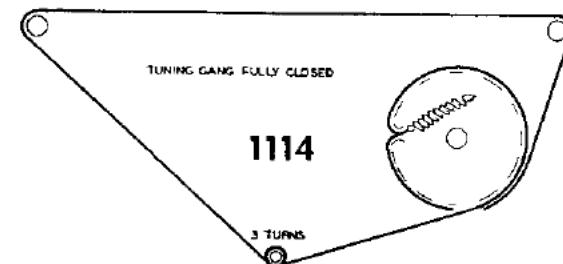
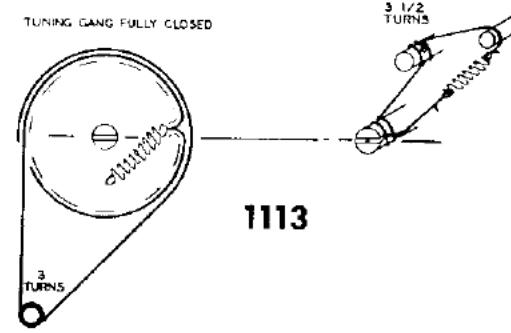
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



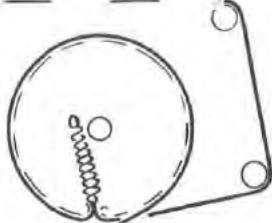
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TUNING GANG FULLY CLOSED

1115

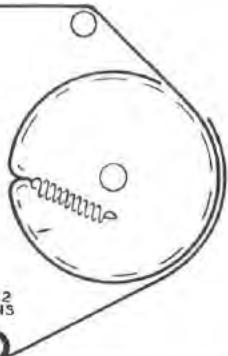
2 1/2 TURNS



TUNING GANG FULLY CLOSED

1116

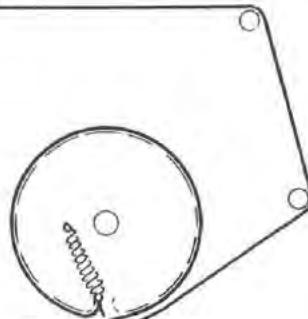
3 1/2 TURNS



TUNING GANG FULLY CLOSED

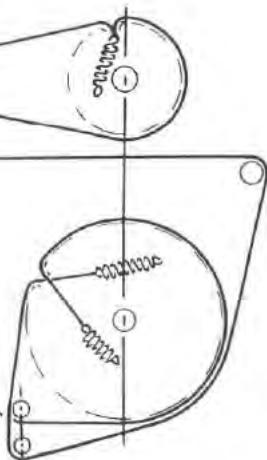
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1/2 TURNS



TUNING GANG FULLY CLOSED

1118

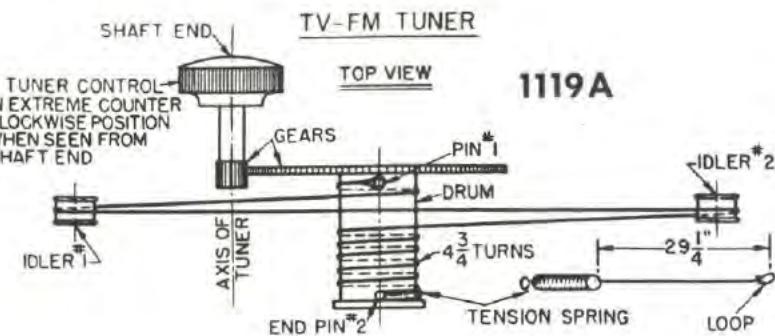


SHAFT END  
TUNER CONTROL  
IN EXTREME COUNTER  
CLOCKWISE POSITION  
WHEN SEEN FROM  
SHAFT END

TV-FM TUNER

TOP VIEW

1119A



AXIS OF  
TUNER

GEAR  
PIN 1  
DRUM

IDLER #2  
TENSION SPRING

IDLER #1  
END PIN #2  
LOOP

IDLER PULLEY #2

FRONT VIEW

1119B

FASTEN DRUM TO  
GANG CONDENSER  
SHAFT WITH SLOT  
IN THIS POSITION

SET POINTER HERE WITH  
GANG CLOSED

AM 55 160 AM  
30°  
DRUM  
GANG CONDENSER SHAFT

2 1/4 TURNS

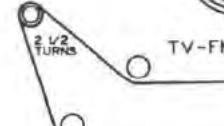
AM TUNING SHAFT

THIS PART IN REAR

18 1/2 LOOP

DRIVE CORD & TENSION SPRING

1120

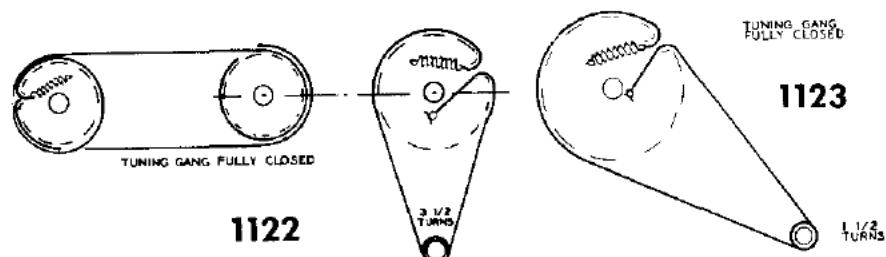
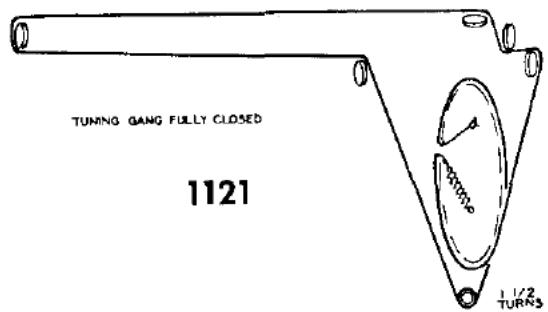


2 1/2 TURNS

TV-FM

TUNING GANG FULLY CLOSED

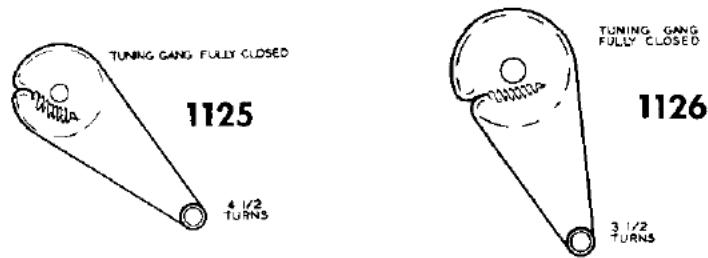
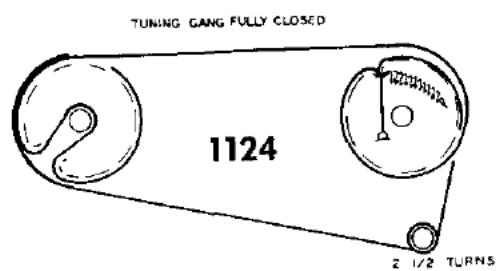
AM TUNING



TUNING GANG  
FULLY CLOSED

1123

1 1/2 TURNS

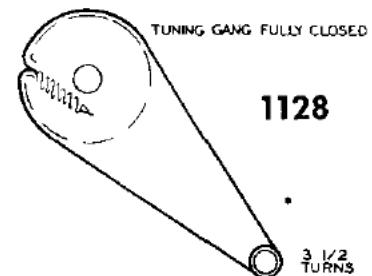
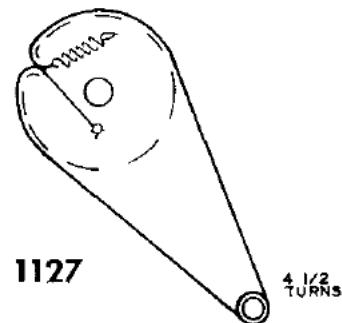


TUNING GANG  
FULLY CLOSED

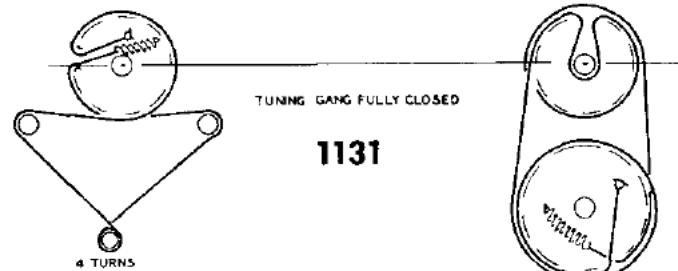
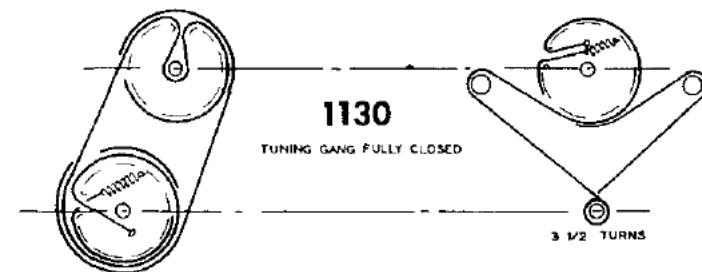
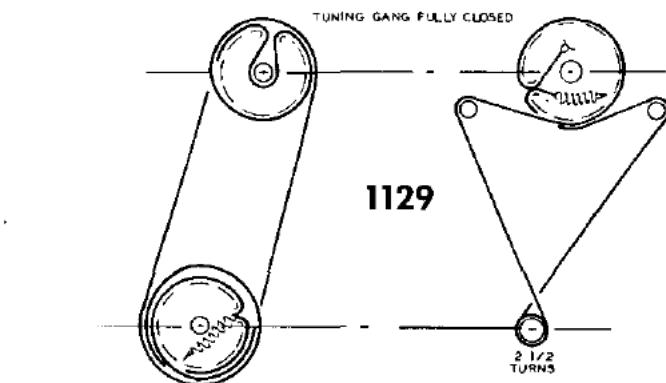
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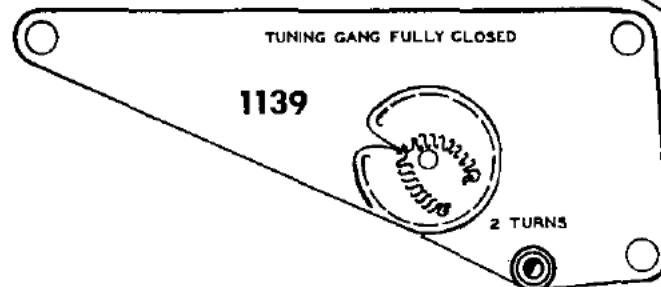
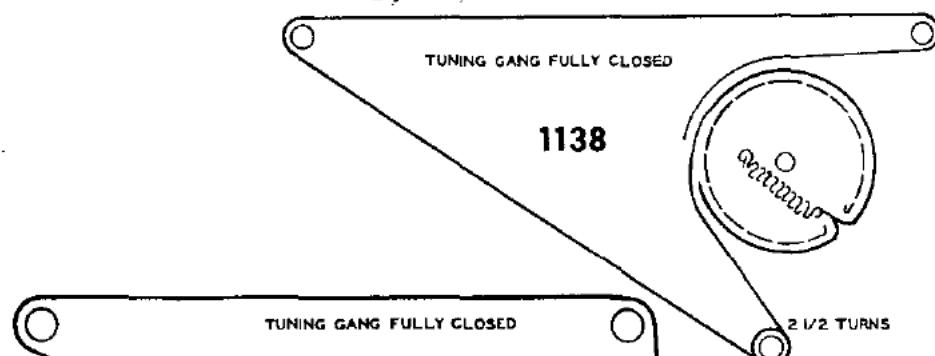
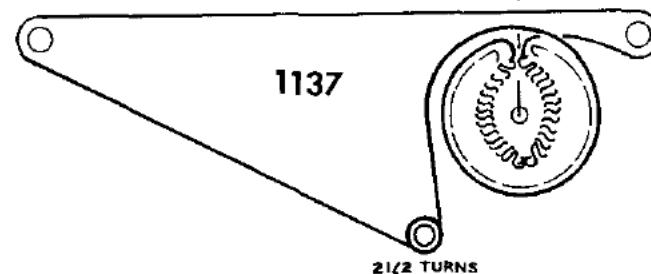
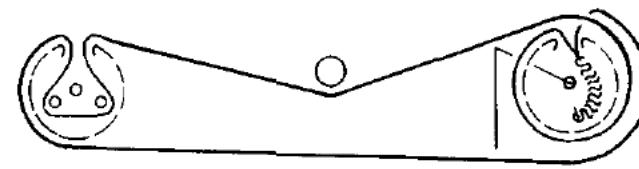
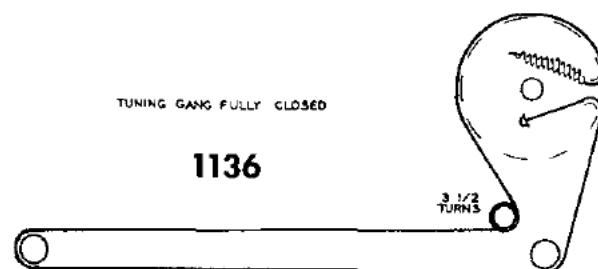
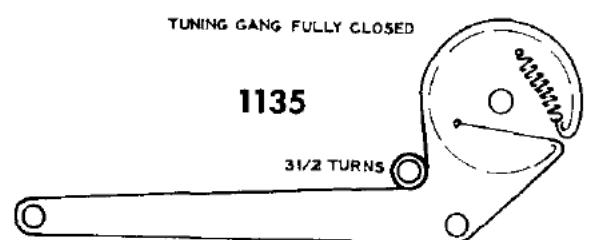
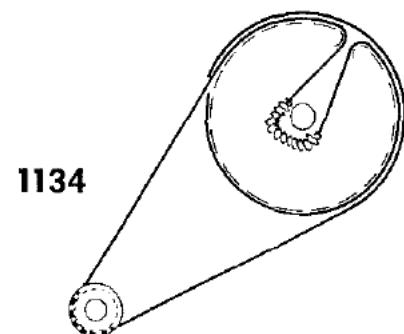
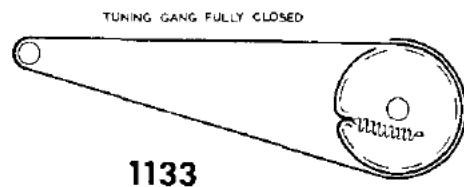
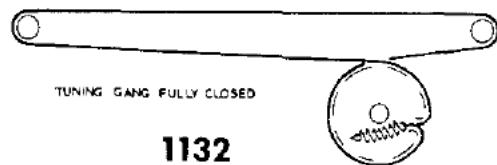
3 1/2 TURNS

TUNING GANG FULLY CLOSED

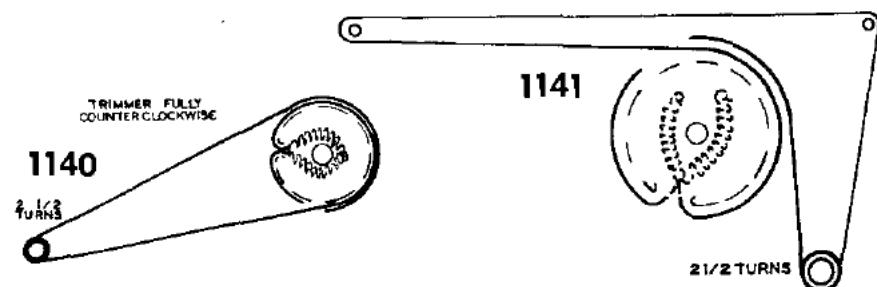


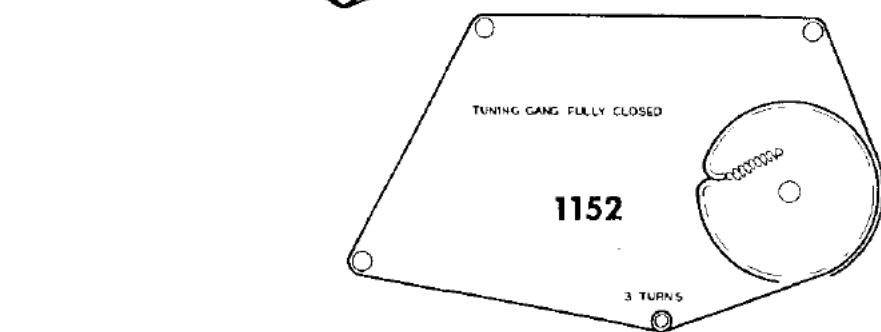
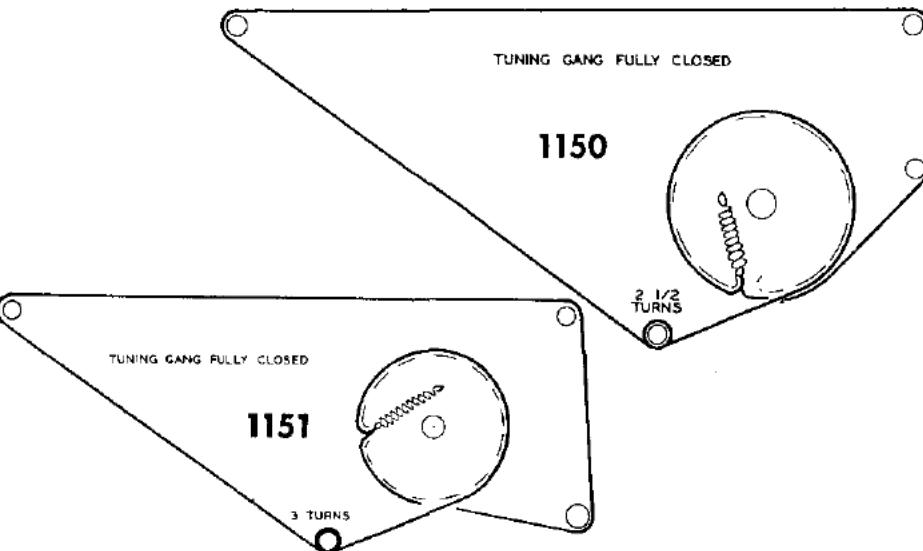
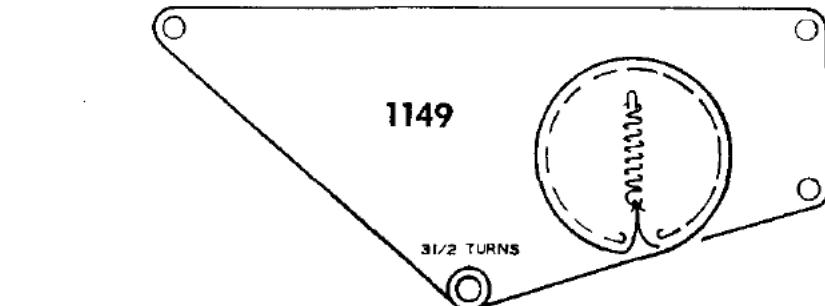
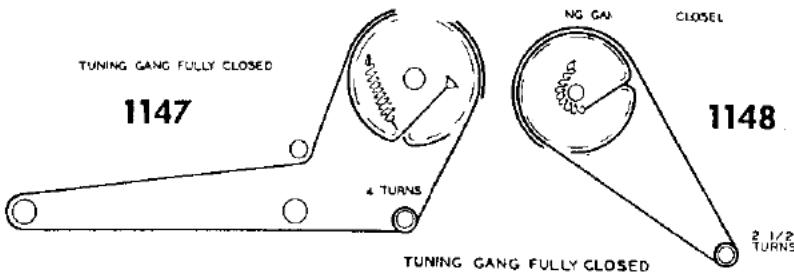
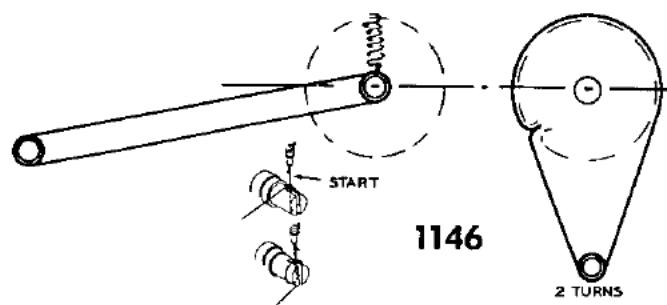
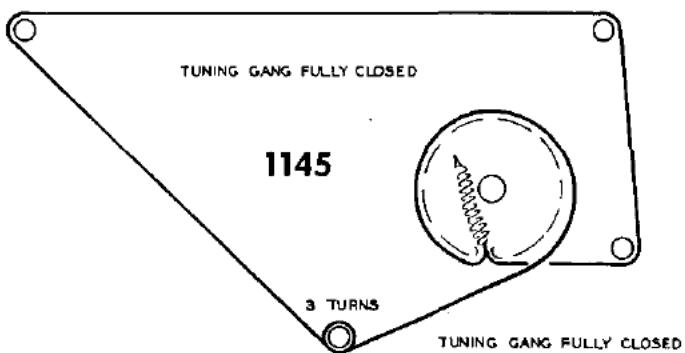
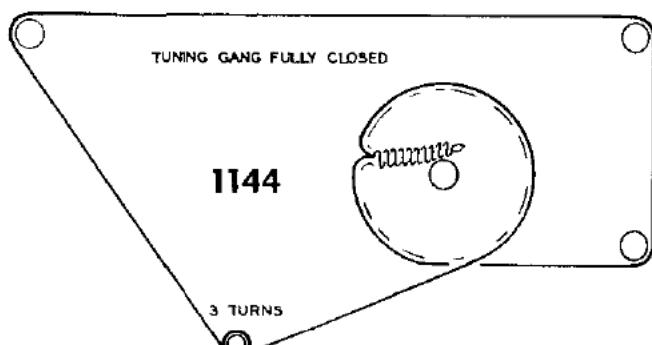
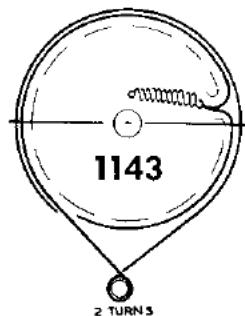
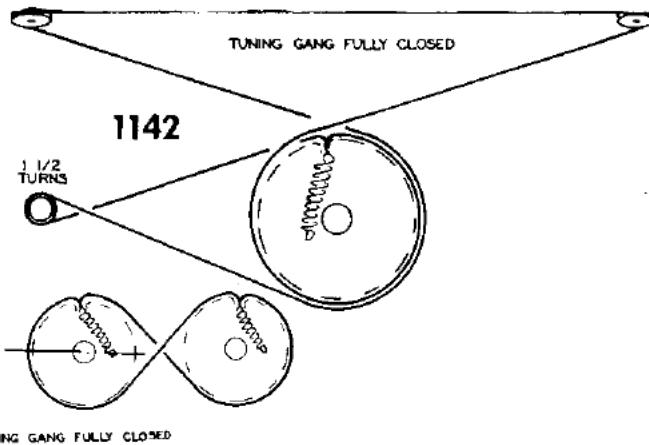
1128





TUNING GANG FULLY CLOSED





TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

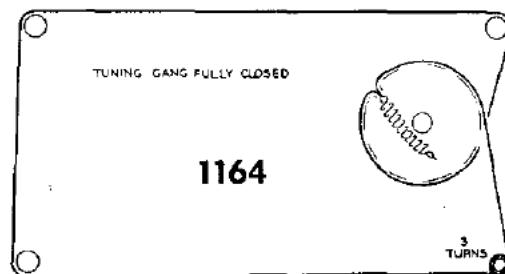
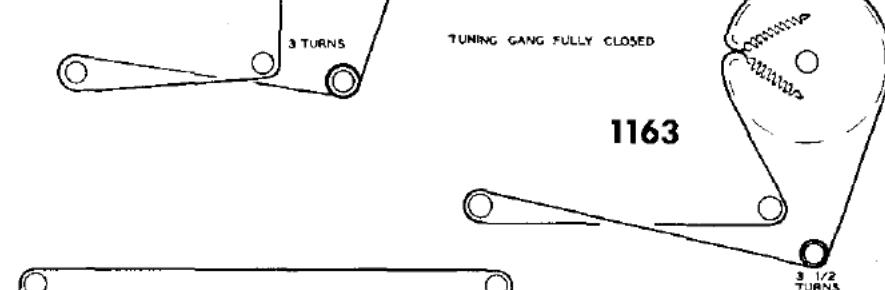
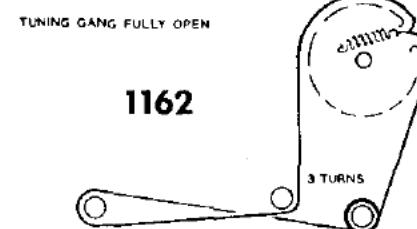
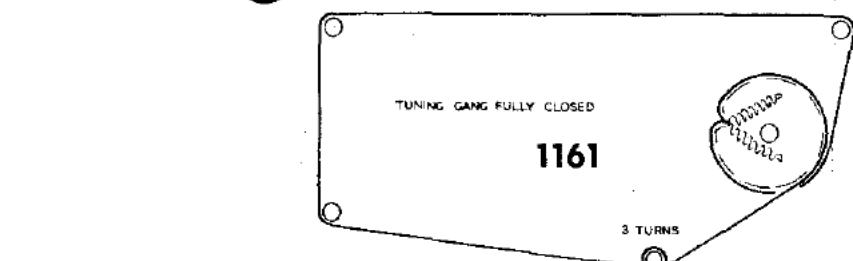
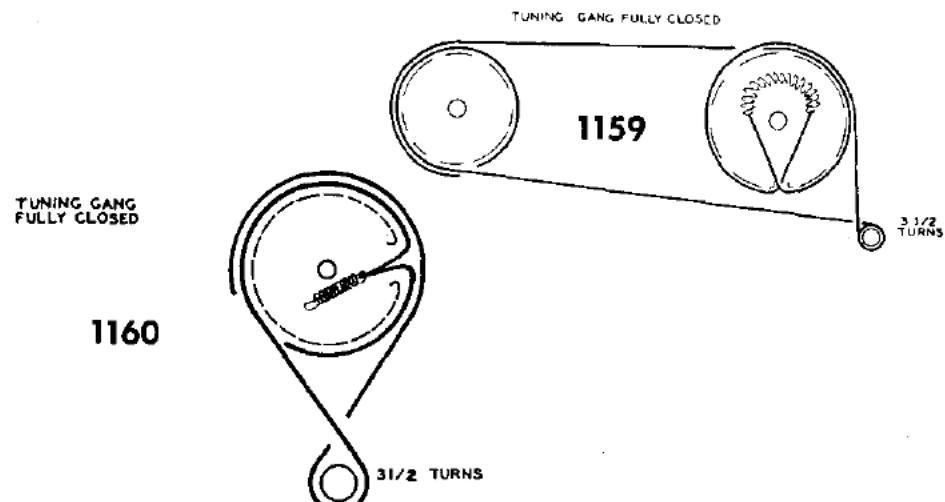
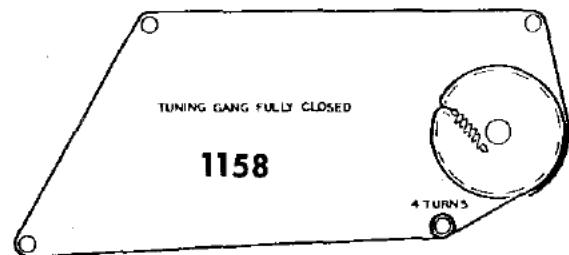
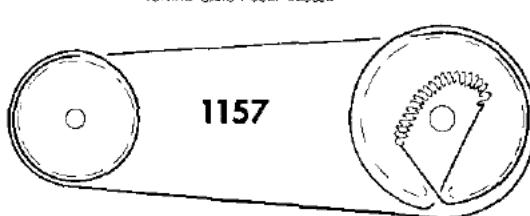
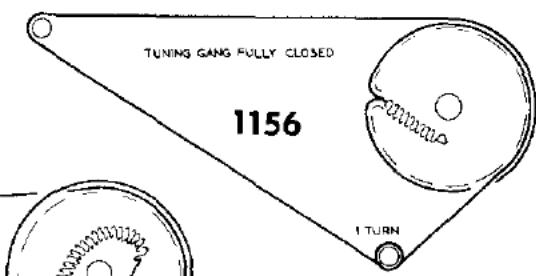
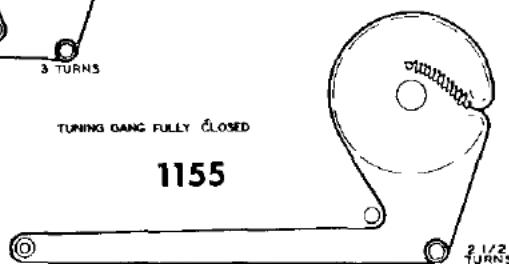
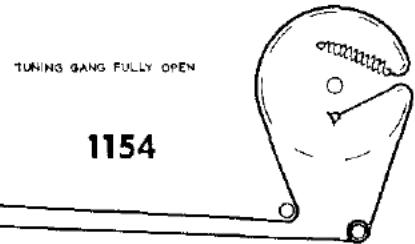
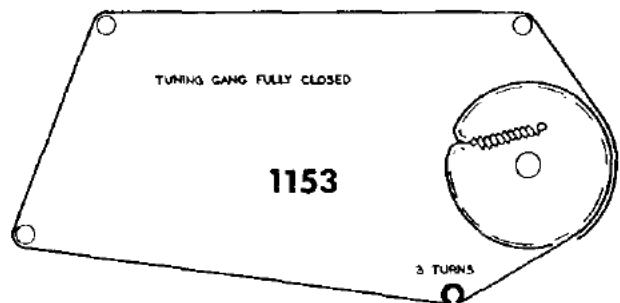
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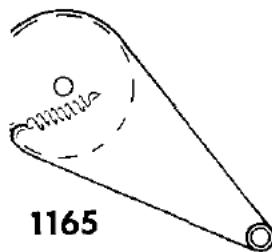
3 TURNS

TUNING GANG FULLY CLOSED

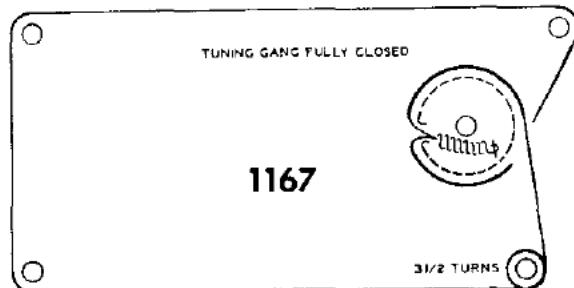
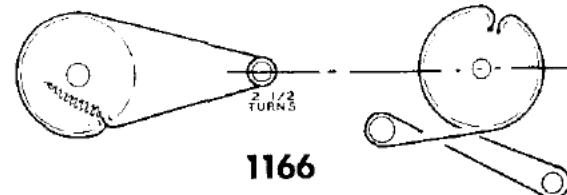
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3 TURNS

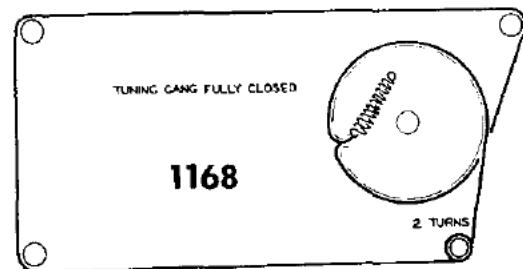




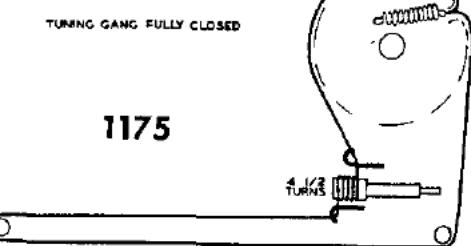
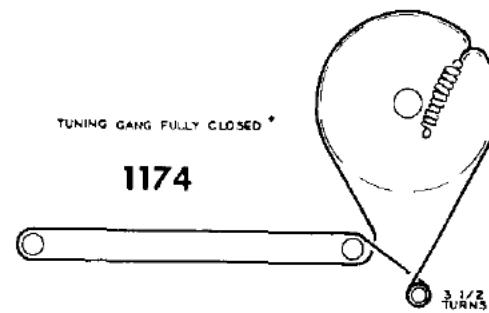
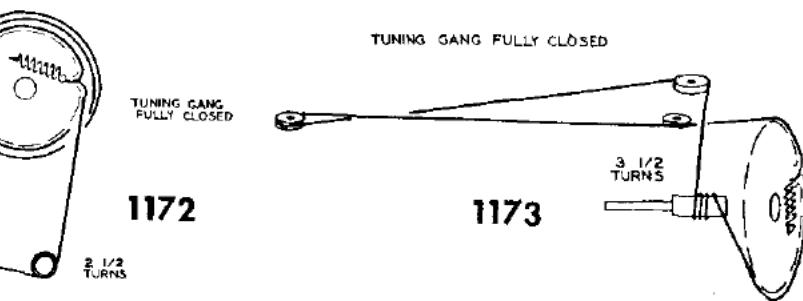
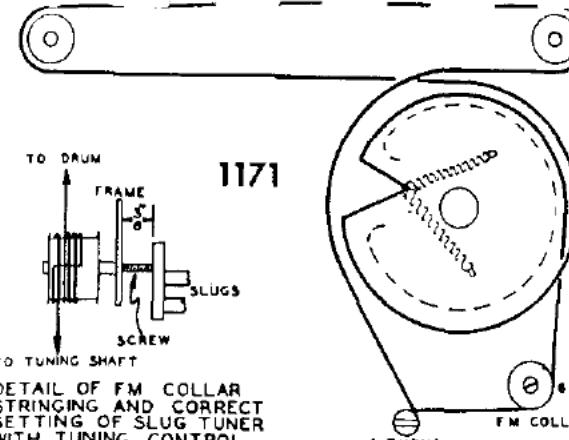
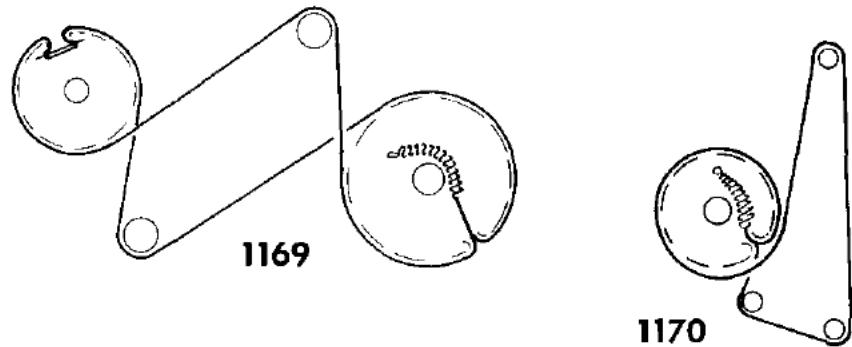
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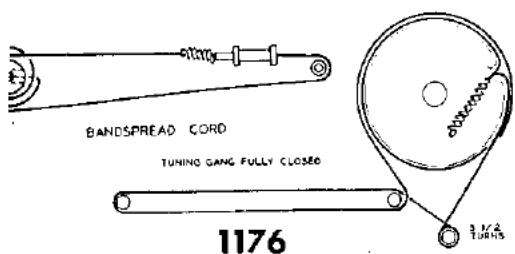


3 1/2 TURNS



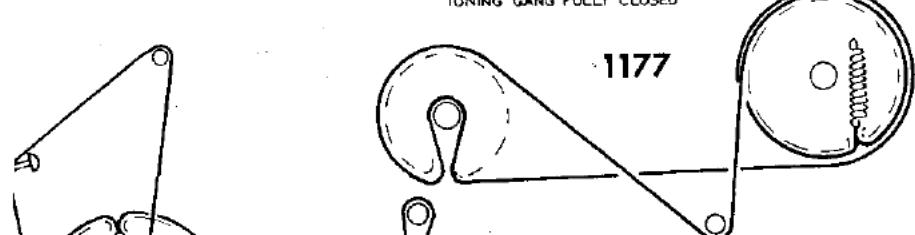
2 TURNS





1176

2 1/2 TURNS



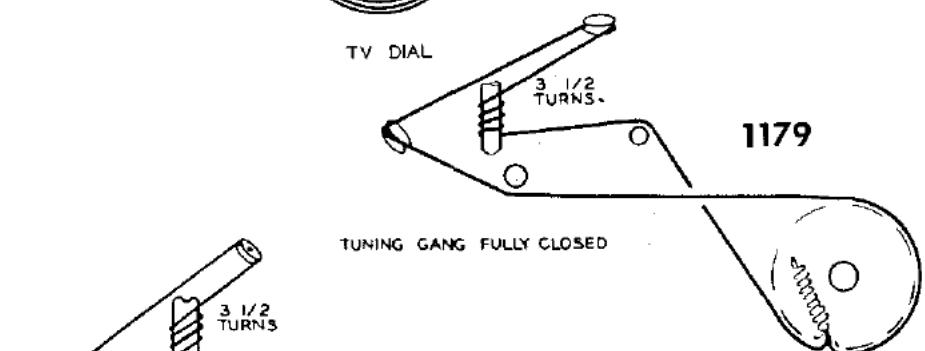
1177

1178

CHANNEL 1/2 POSITION

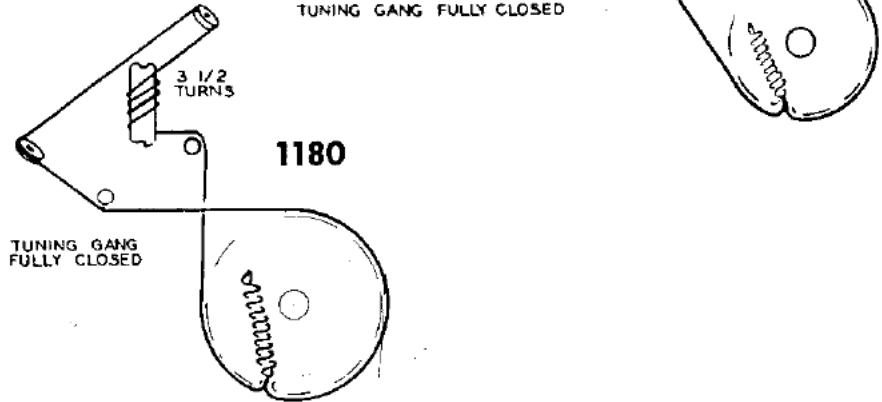
TUNING GANG  
FULLY CLOSED  
2 1/2 TURNS

AM-FM DIAL



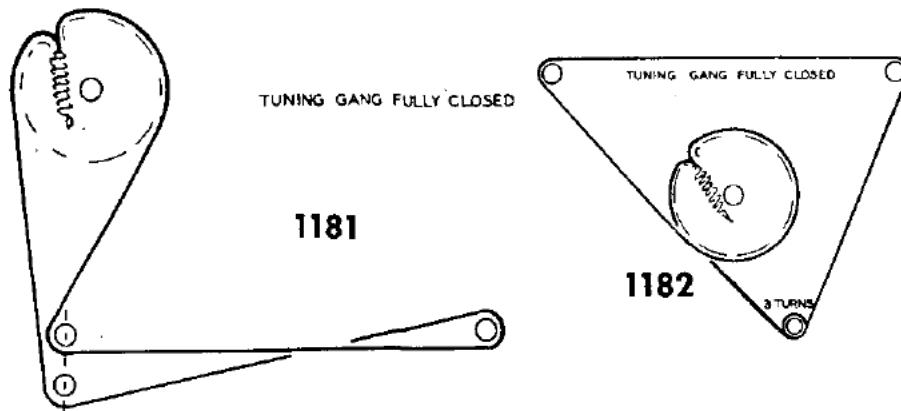
1179

TUNING GANG FULLY CLOSED



1180

TUNING GANG  
FULLY CLOSED

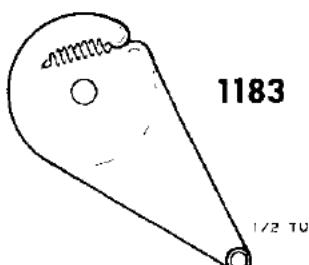


1181

1182

3 TURNS

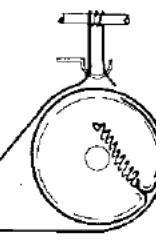
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1183

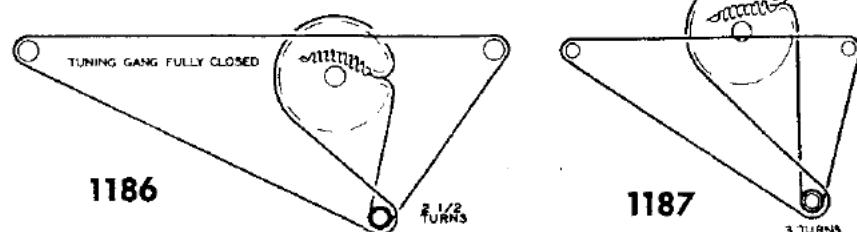
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5 1/2 TURNS



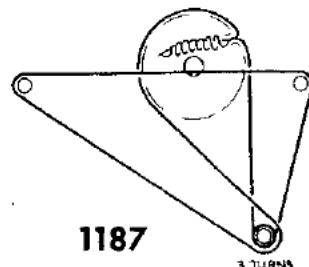
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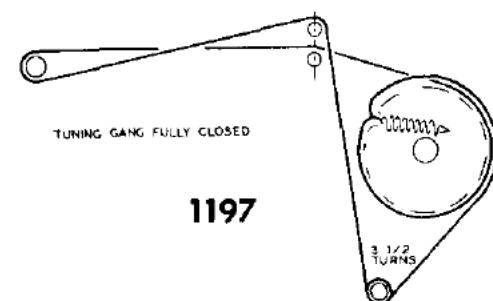
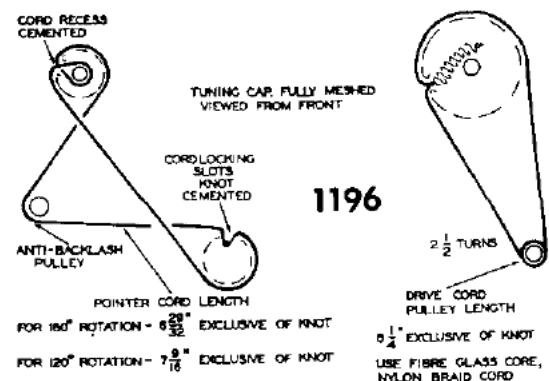
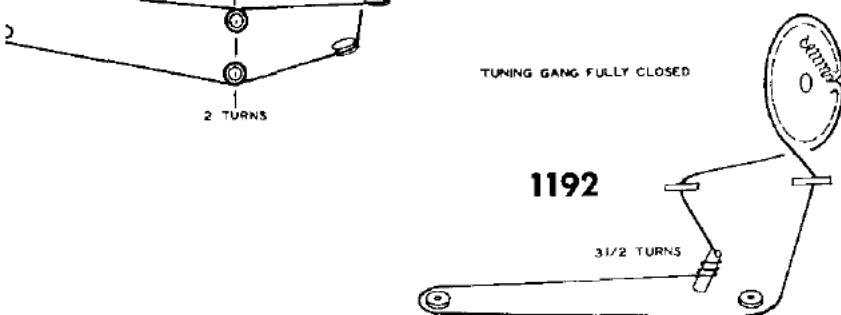
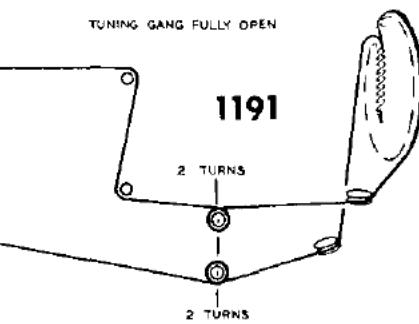
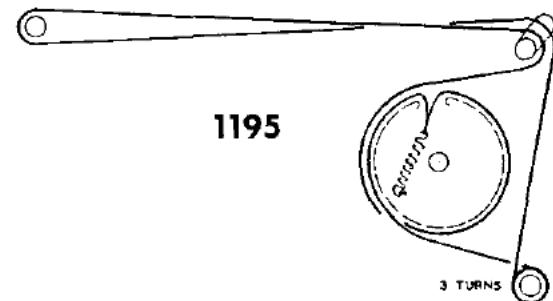
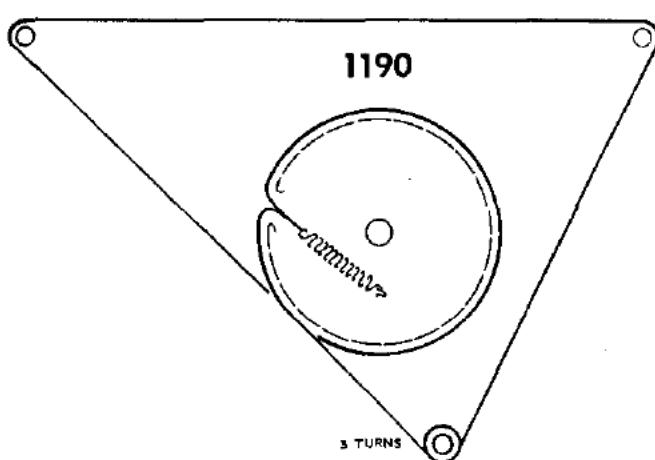
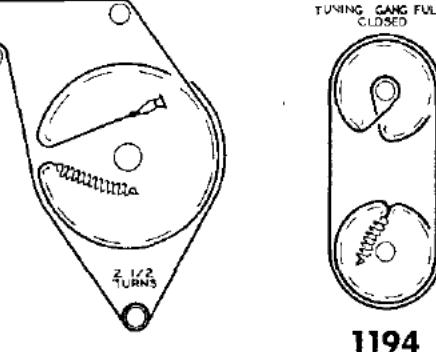
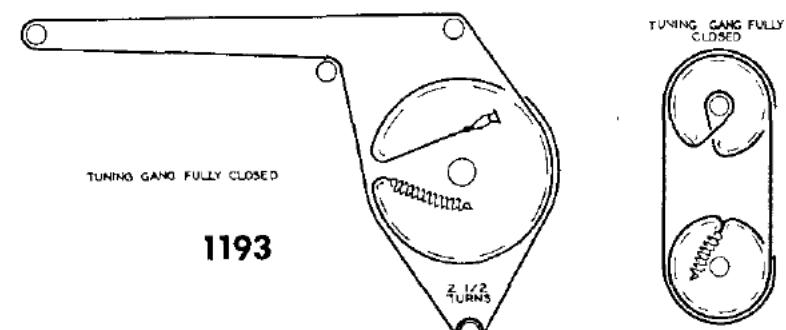
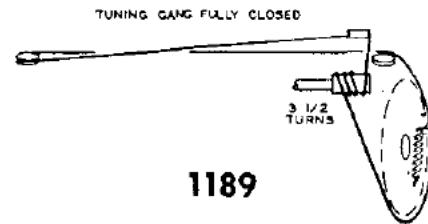
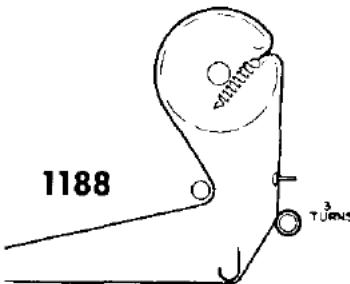
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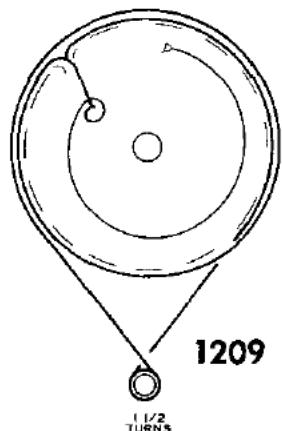
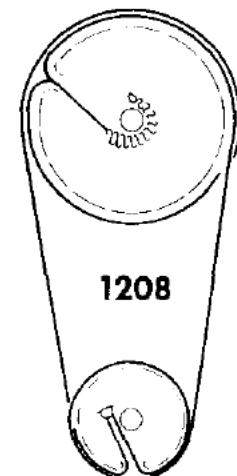
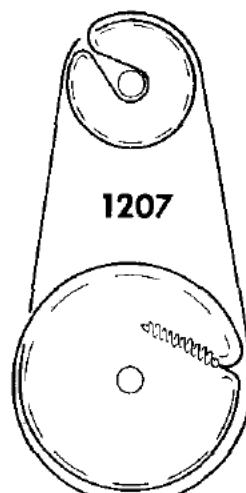
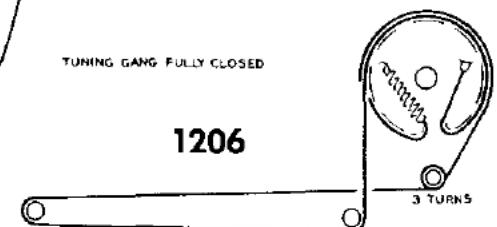
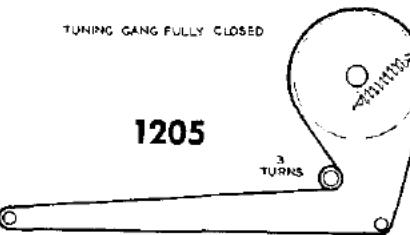
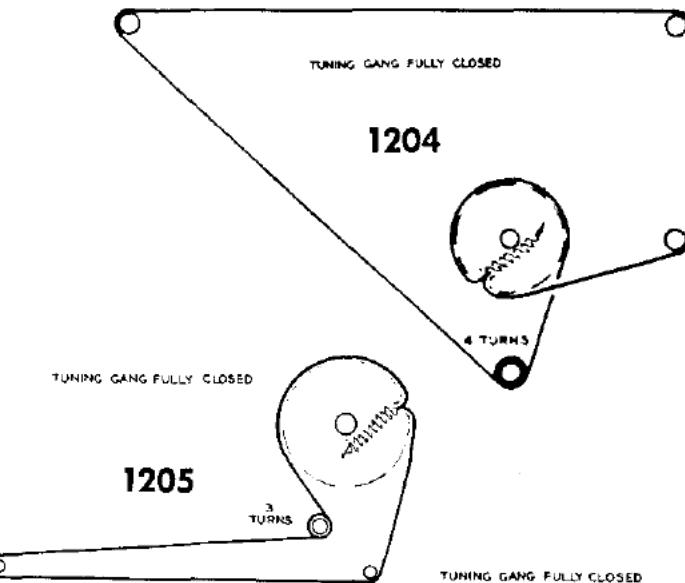
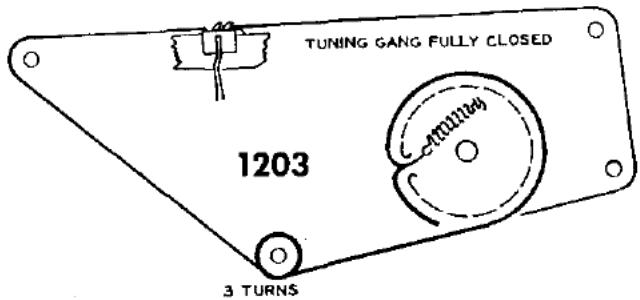
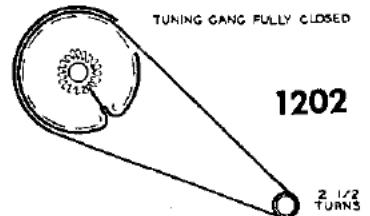
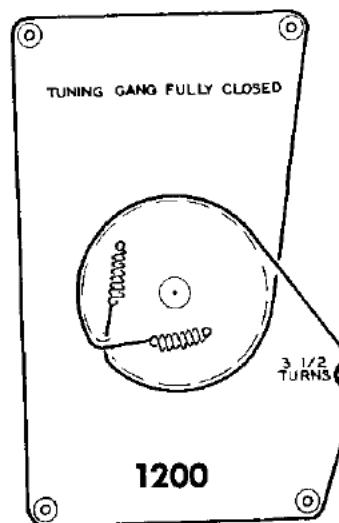
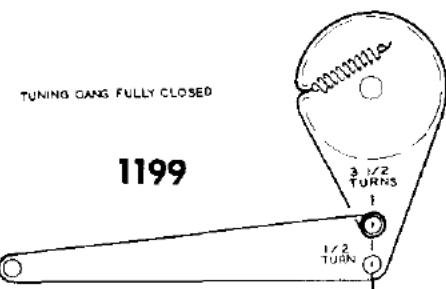
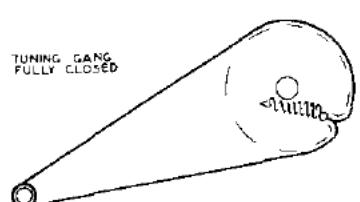
2 1/2 TURNS

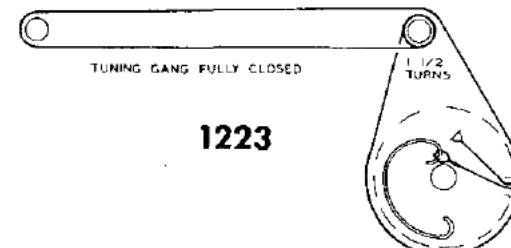
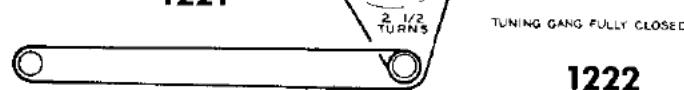
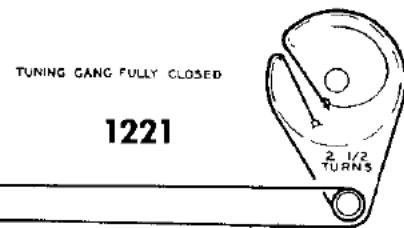
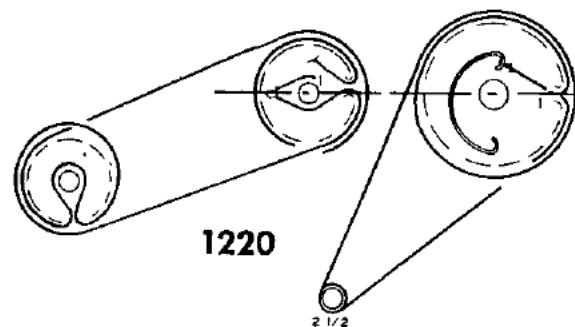
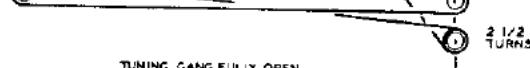
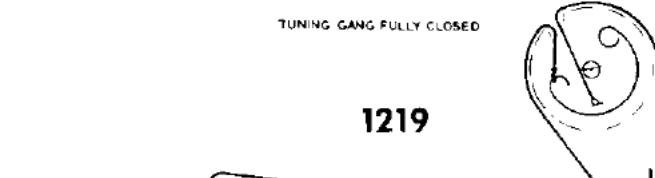
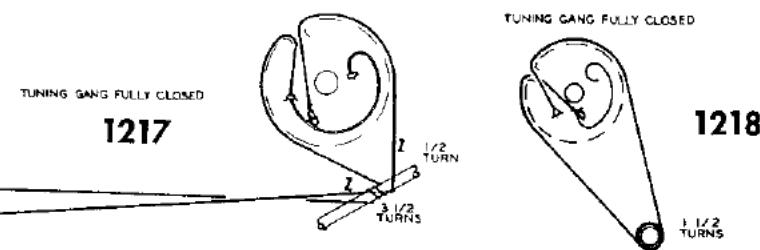
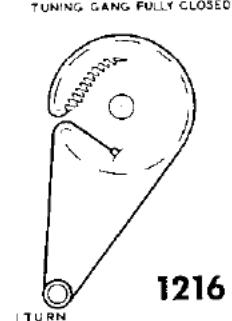
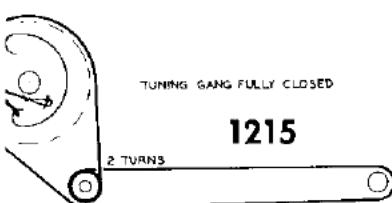
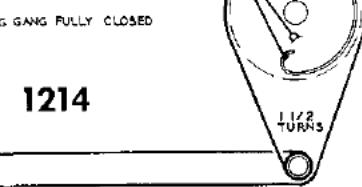
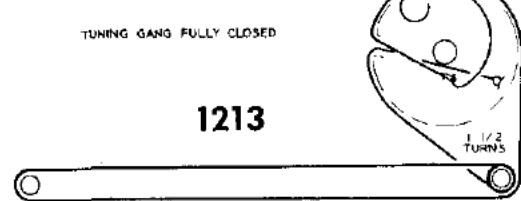
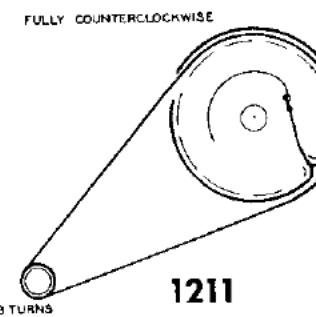
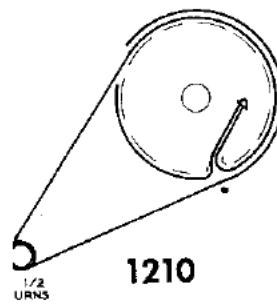


1187

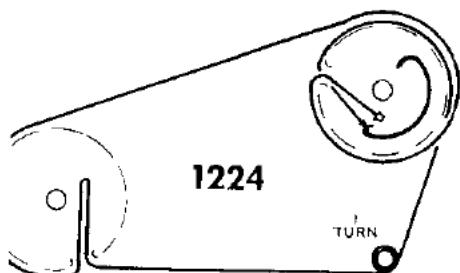
3 TURNS





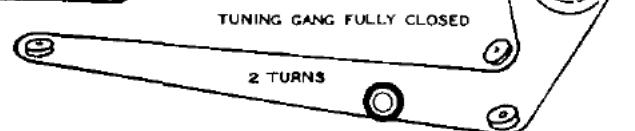


TUNING GANG FULLY CLOSED



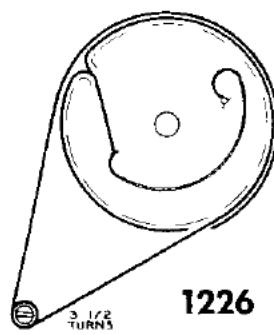
**1224**

TUNING GANG FULLY CLOSED



**1225**

2 TURNS



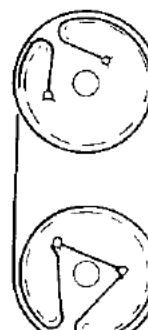
**1226**

3 1/2 TURNS

CONTROL EXTREME  
CLOCKWISE

FINE TUNING  
CONTROL

**1227A**



FOCUS  
CORD STRINGING

RADIO DIAL CORD STRINGING

FINE TUNING  
CORD STRINGING

FM TUNER  
WINDLASS STRINGING

19 1/4

CONTROL EXTREME  
COUNTER - CLOCKWISE

**1227B**

FOCUS  
CONTROL

19 1/4

CONTROL EXTREME  
COUNTER - CLOCKWISE

FOCUS  
CONTROL

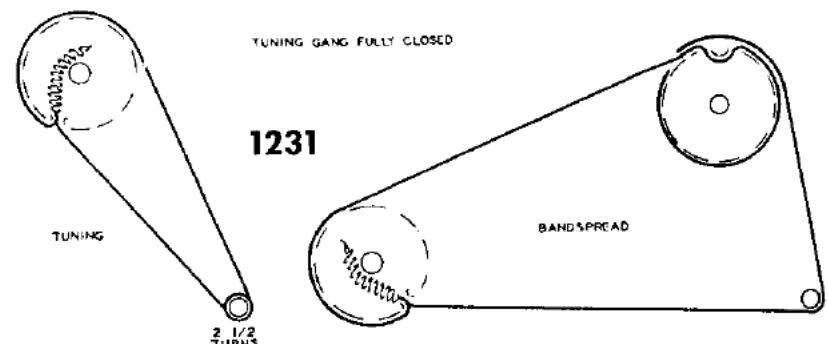


**1228**

TUNING GANG FULLY CLOSED

**1230**

2 1/2  
TURNS

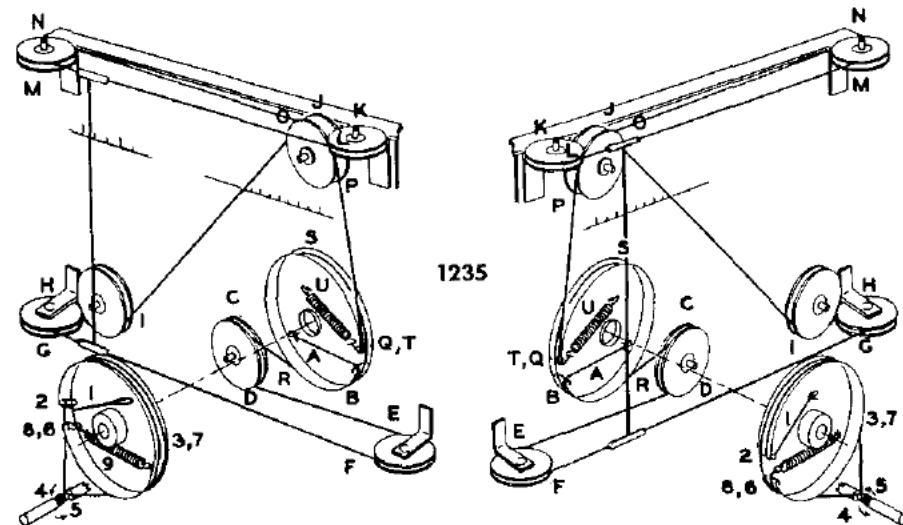
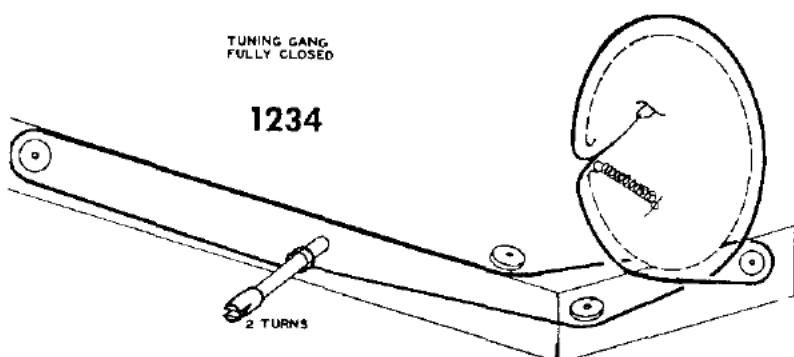
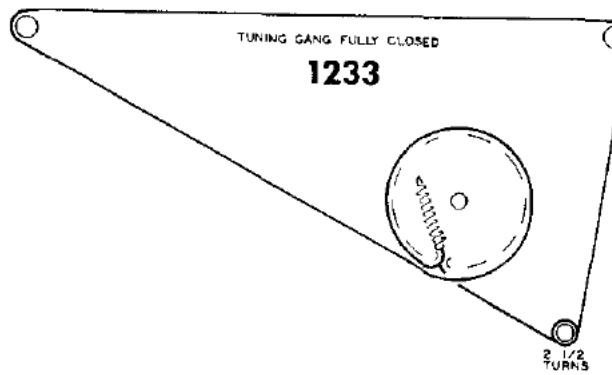
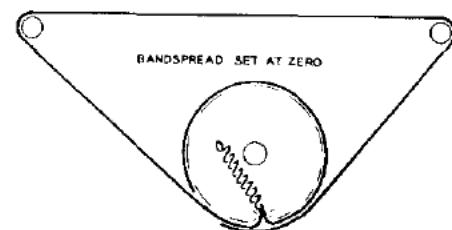
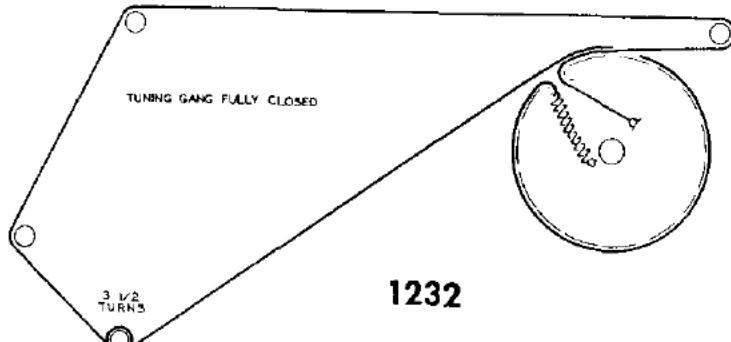


**1231**

2 1/2  
TURNS

TUNING GANG FULLY CLOSED

BANDSPREAD

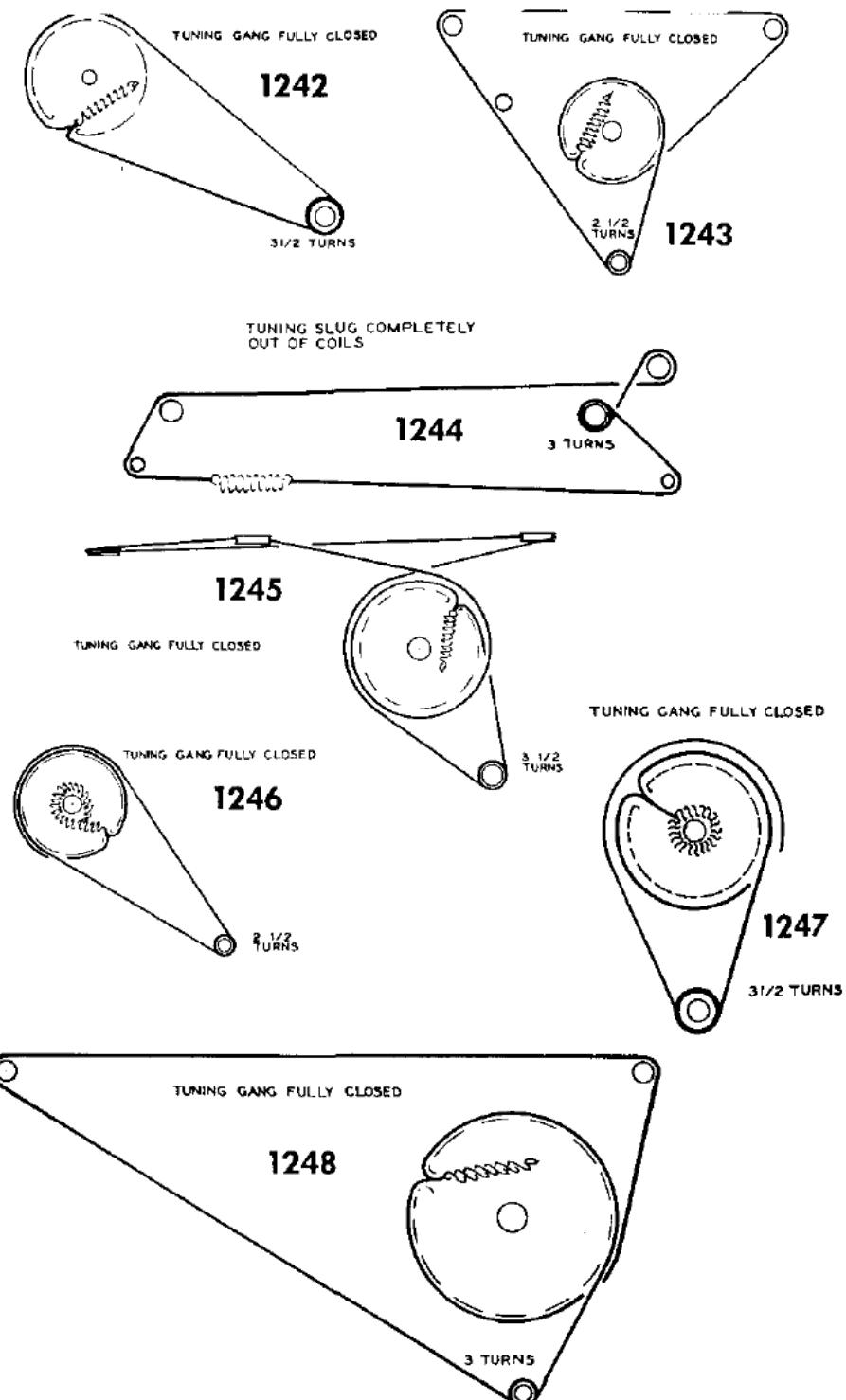
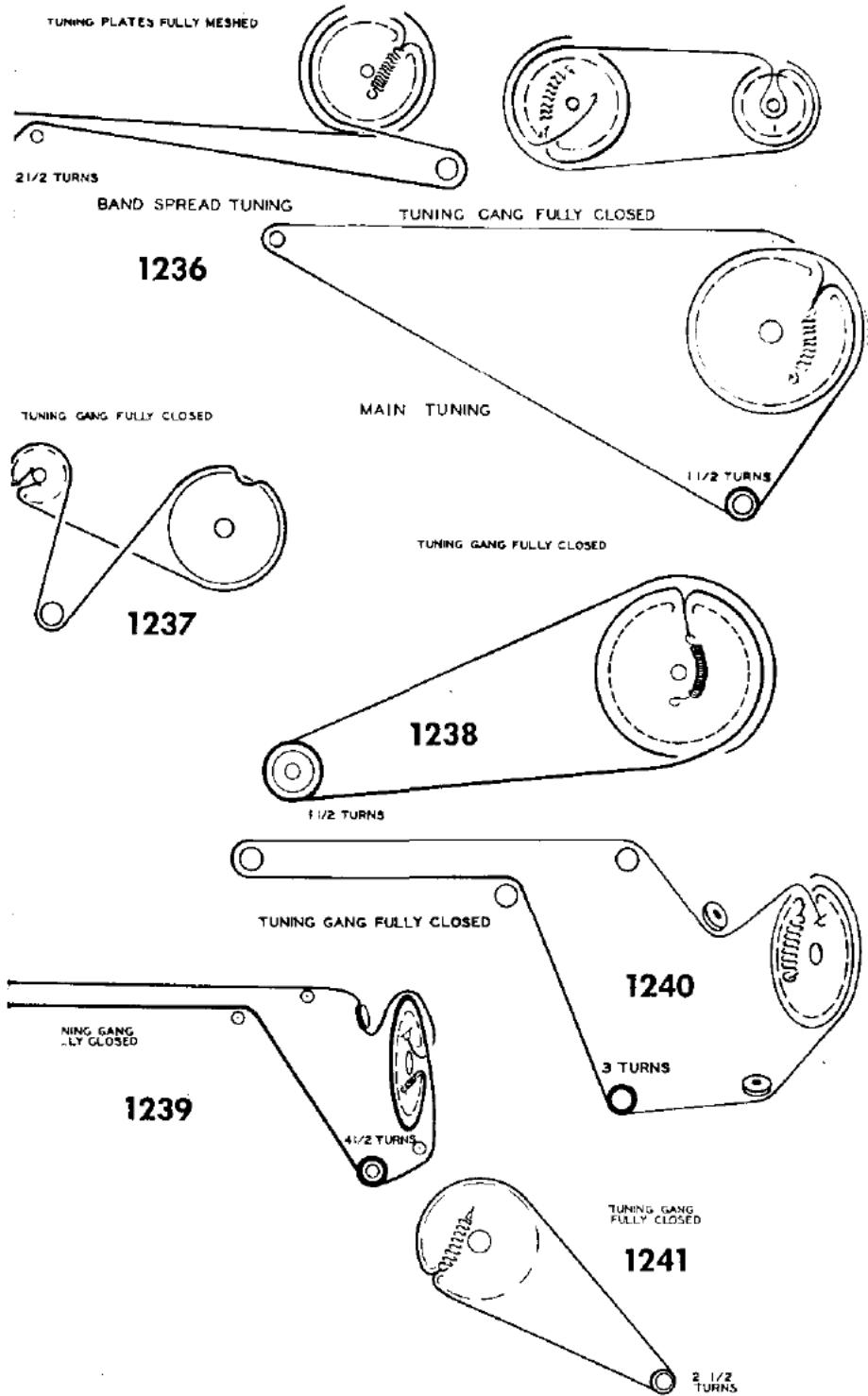


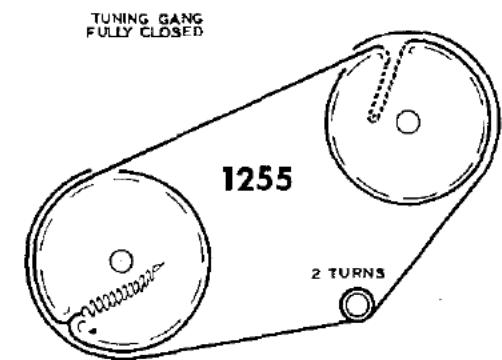
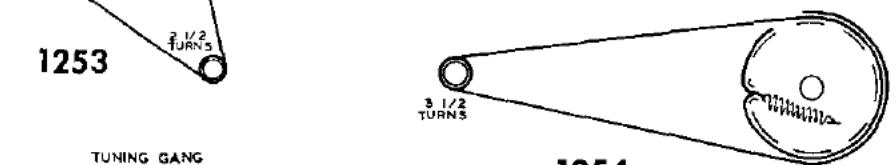
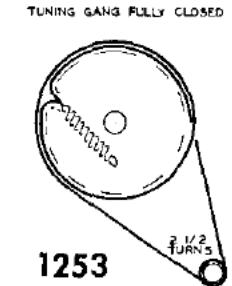
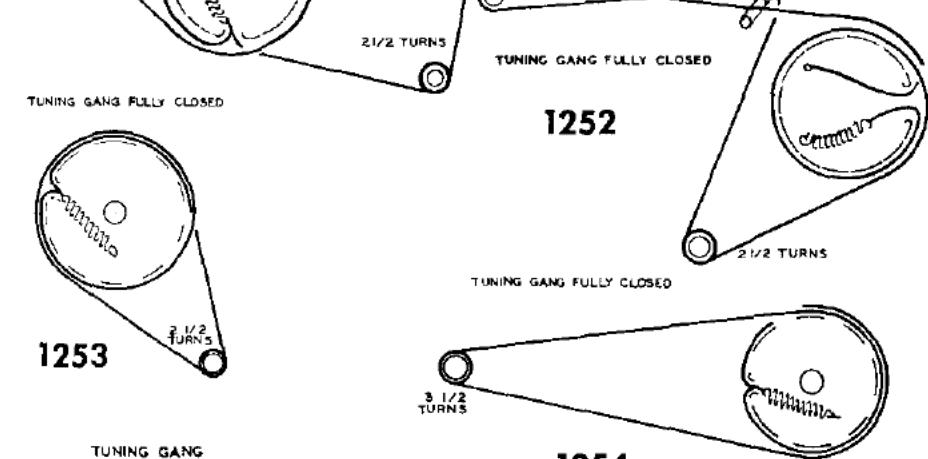
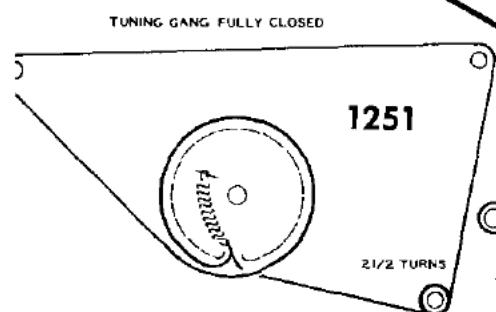
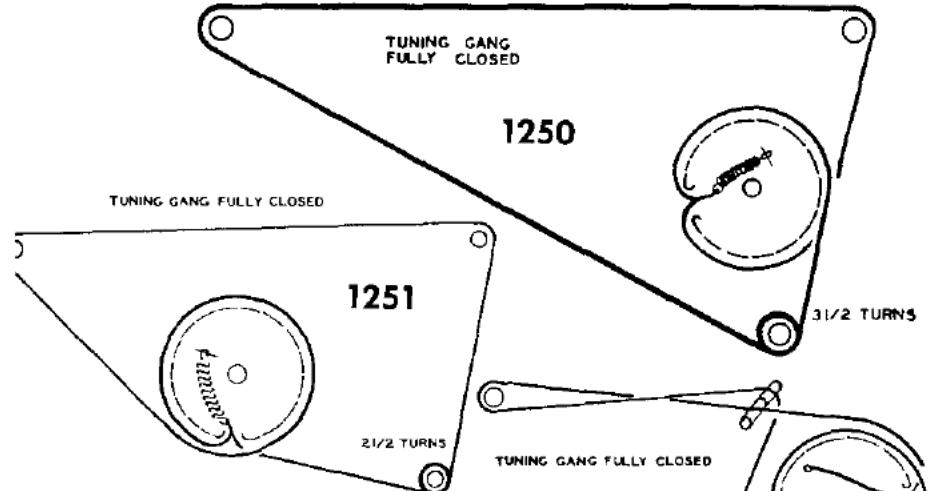
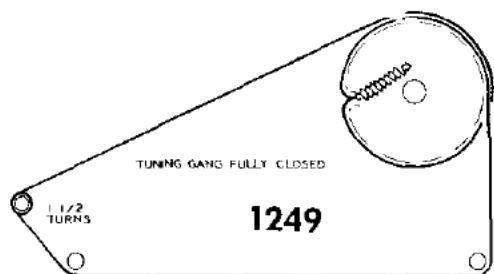
#### RESTRINGING DIAL CORD

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.

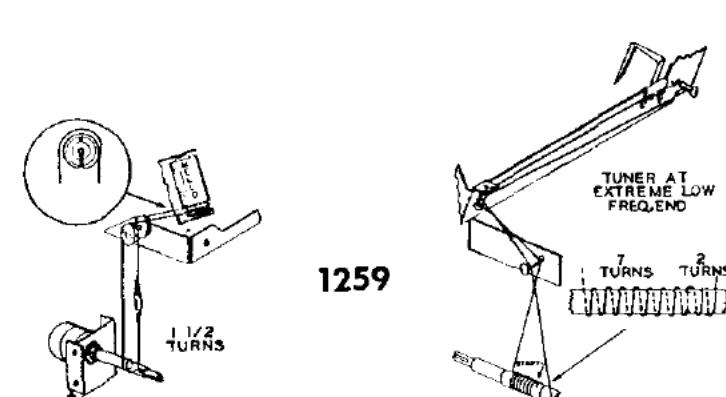
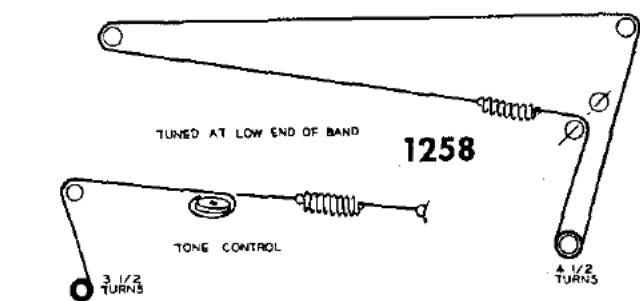
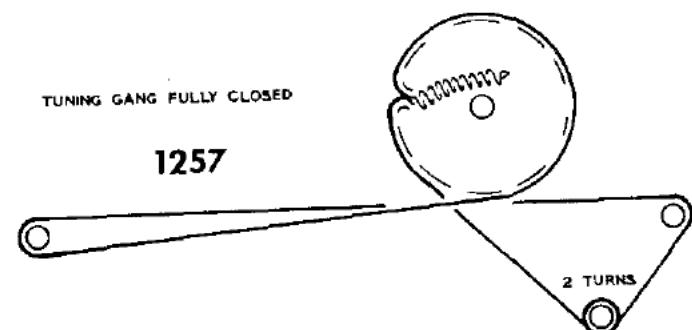
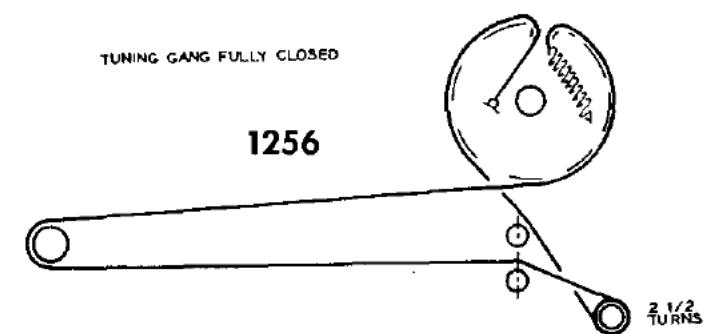
(1) DRIVE SHAFT - To restring either one, use a 26 inch length of 30 lb. test dial cord. Tie one end of the cord to position "1" on the drum and follow the stringing sequence "1" to "9" as shown. At position "9" stretch the tension spring and tie the cord securely to the spring. Note that the dial cord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

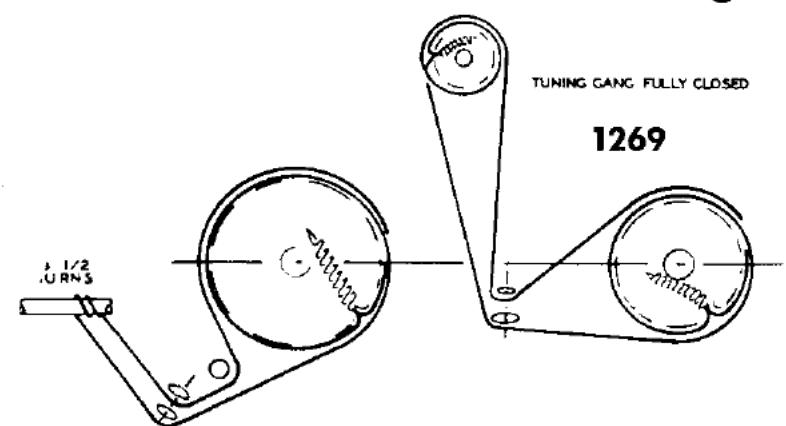
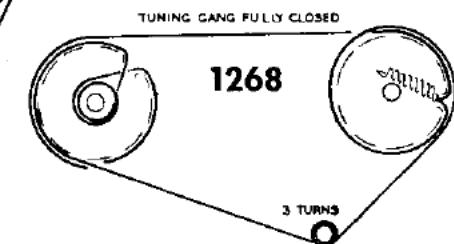
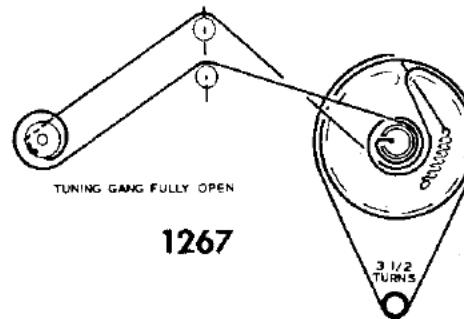
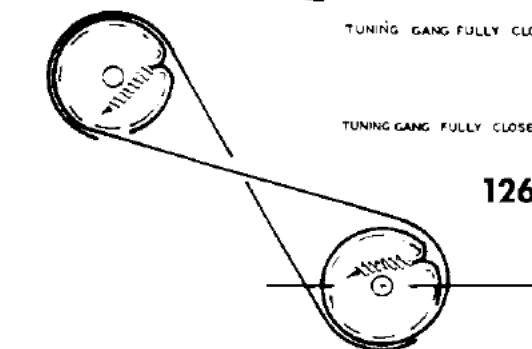
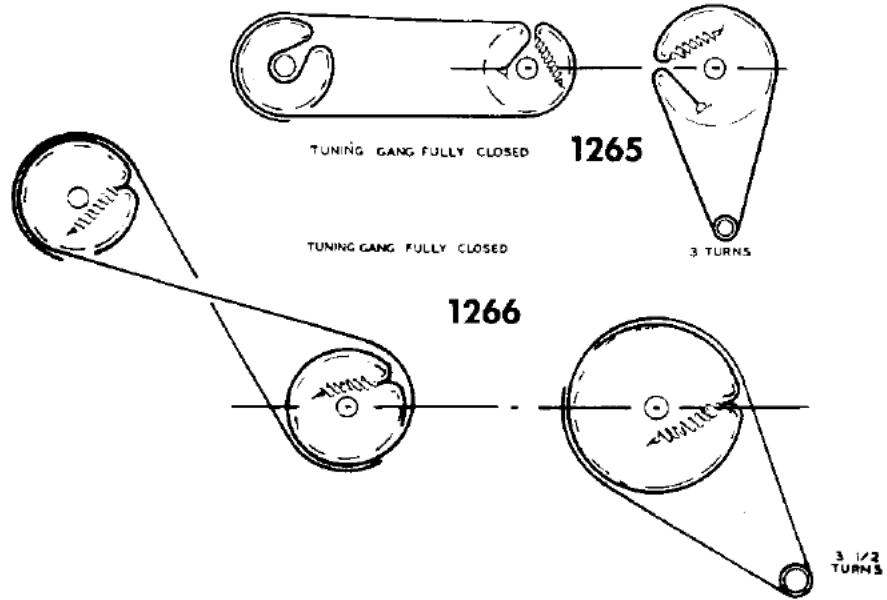
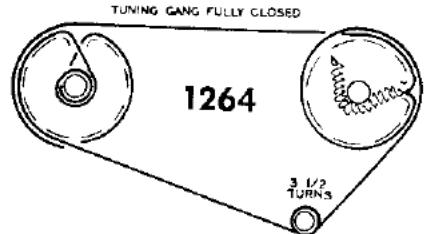
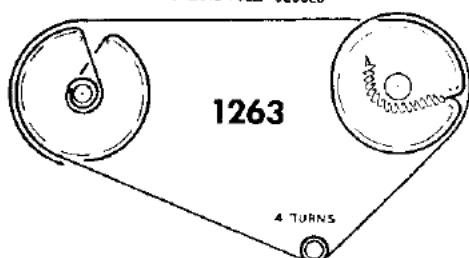
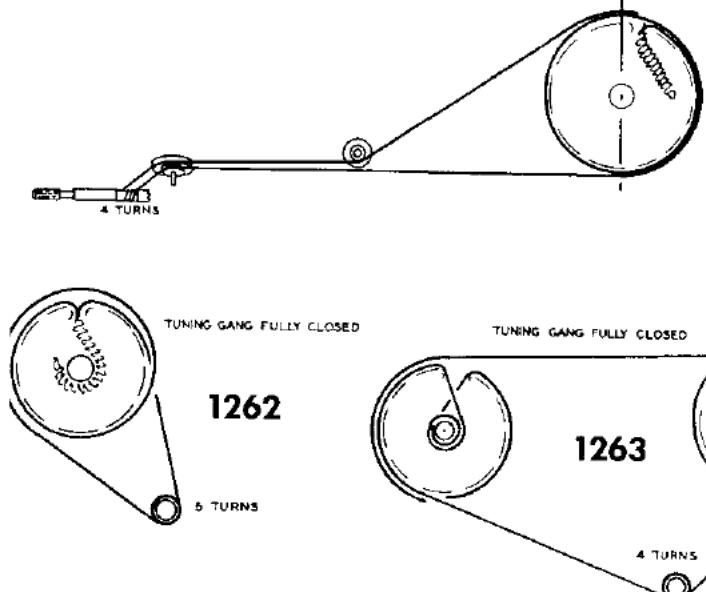
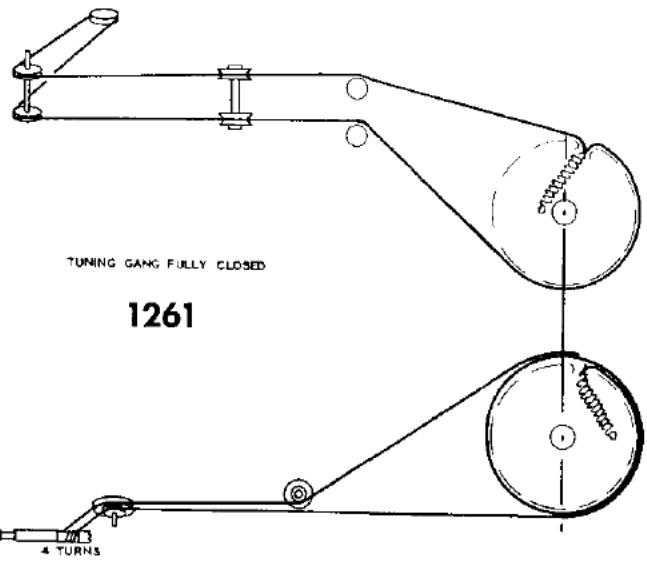
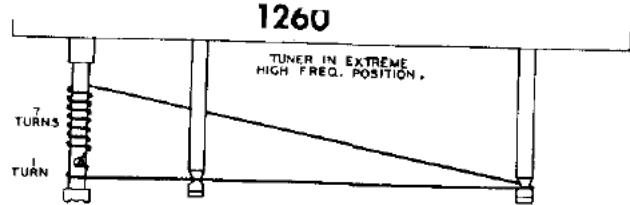
(2) POINTER DRIVE - To restring either one, use a 66 inch length of 30 lb. test dial cord. Tie one end of the dial cord to position "A" and follow the stringing sequence "A" to "U" as shown. At position "U" stretch the tension spring and tie the cord securely to the spring. Two small pieces of spaghetti 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.

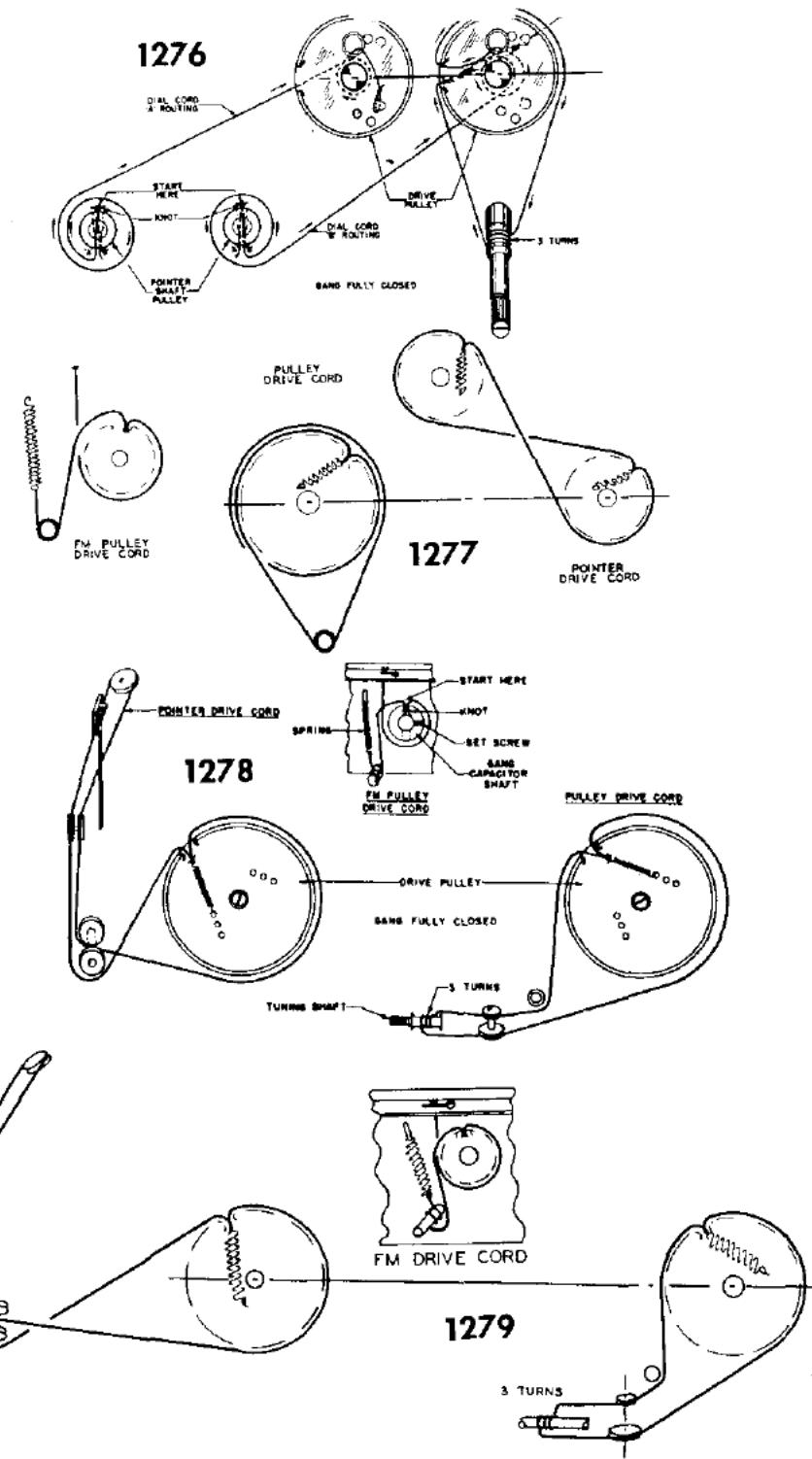
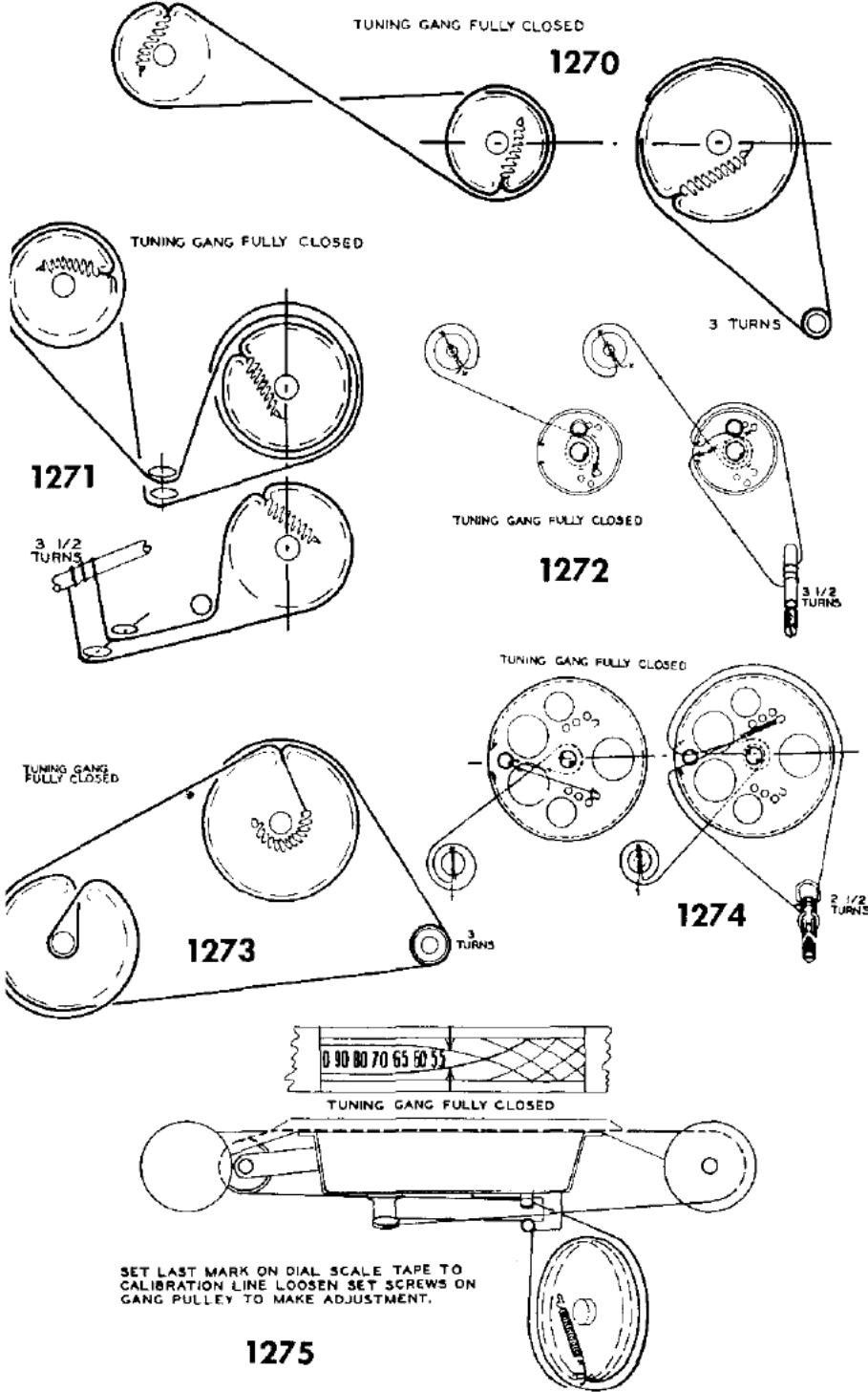


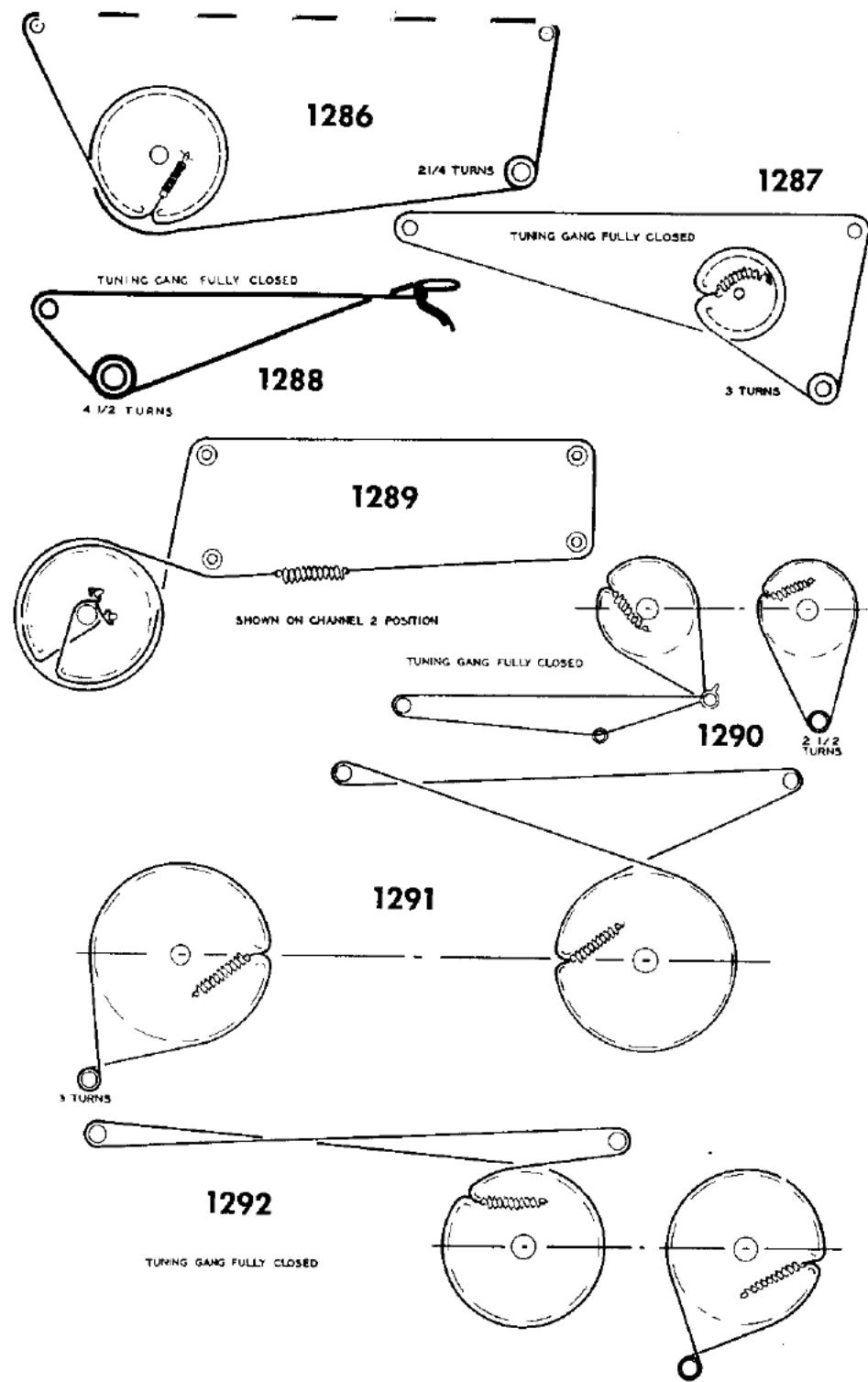
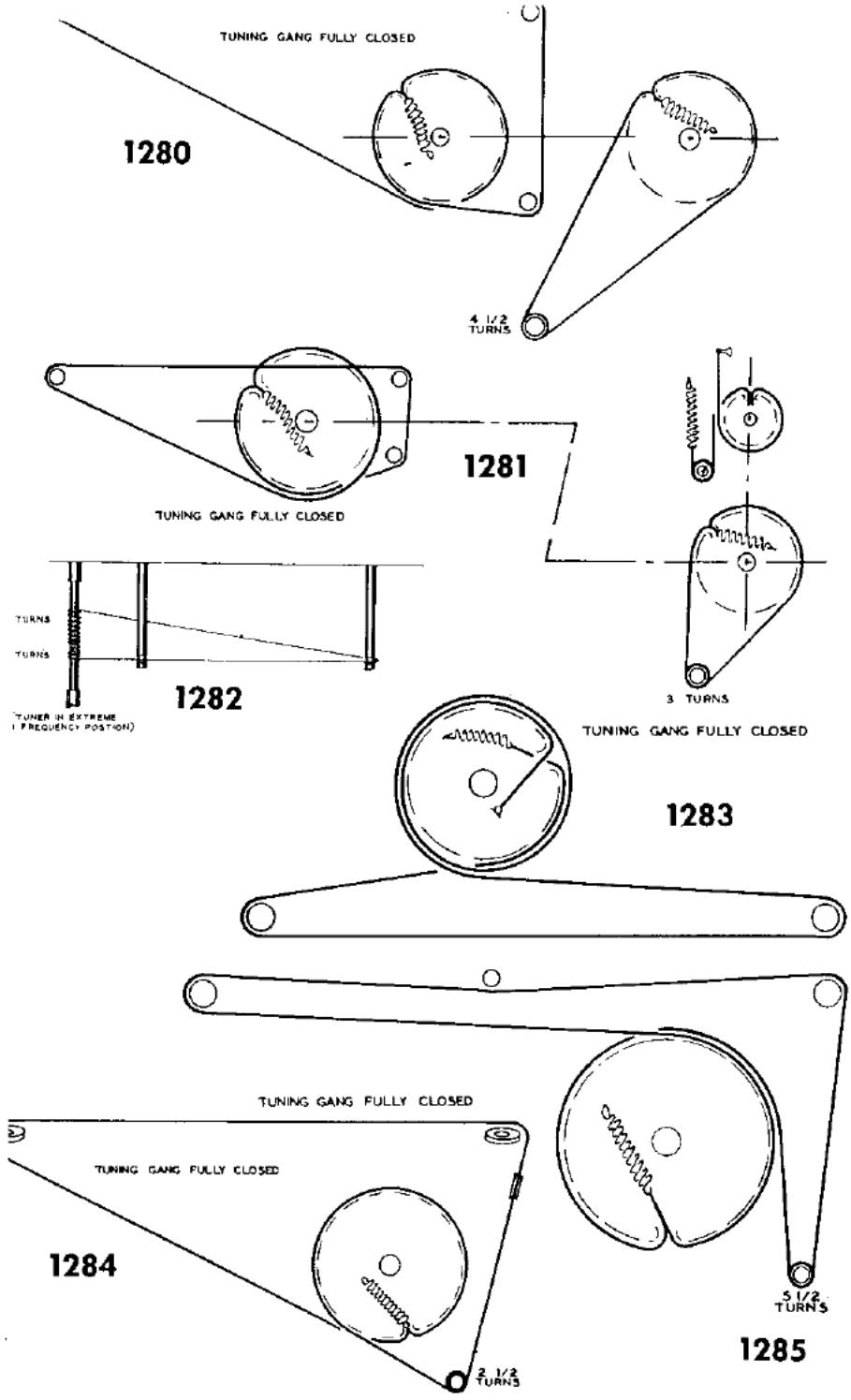


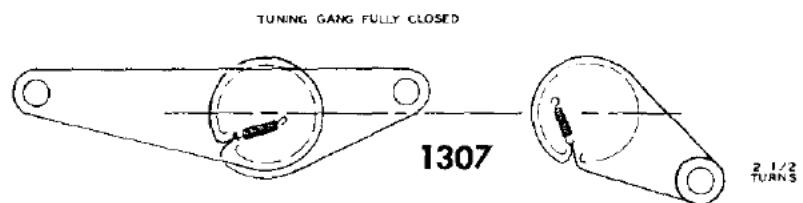
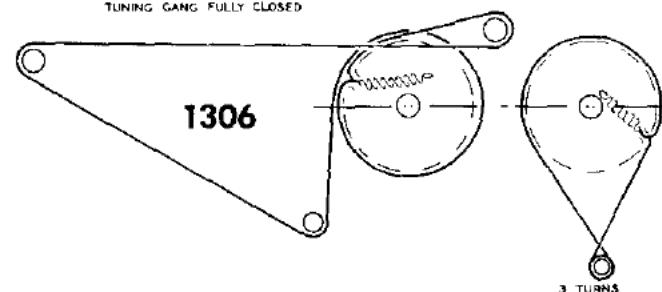
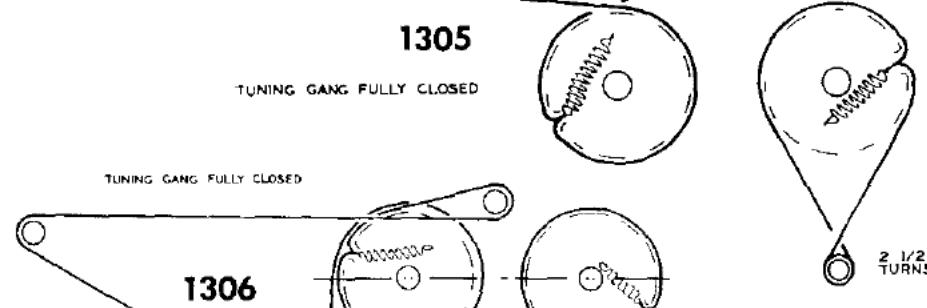
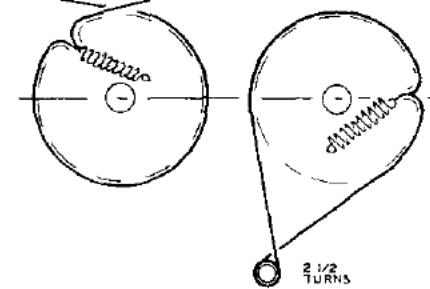
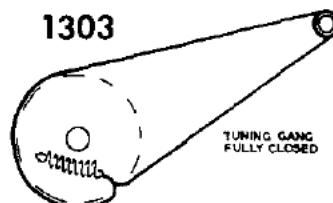
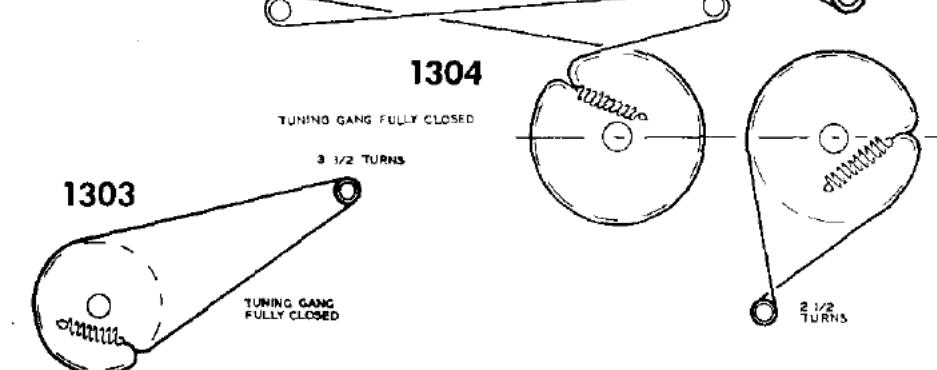
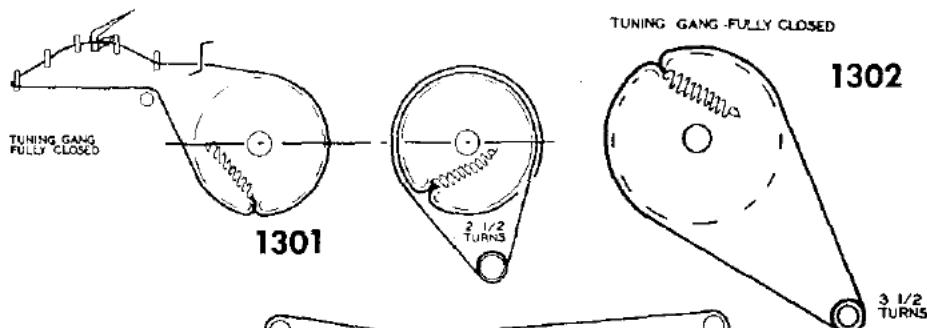
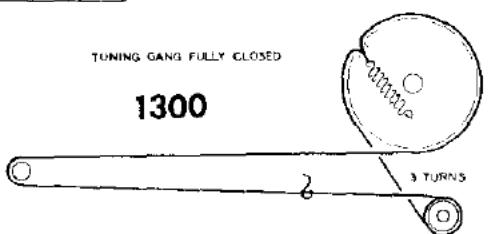
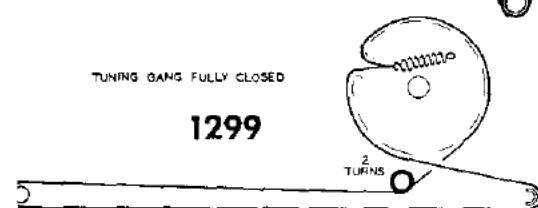
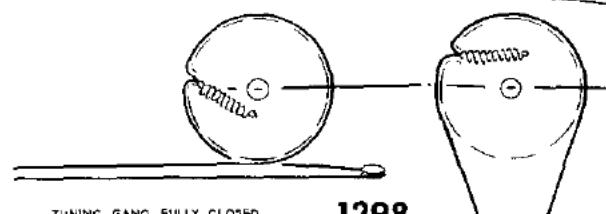
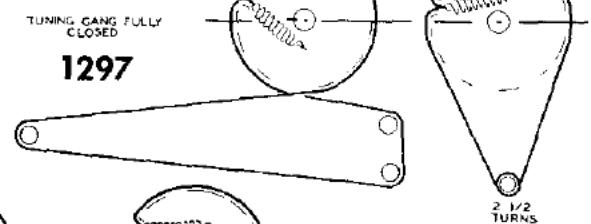
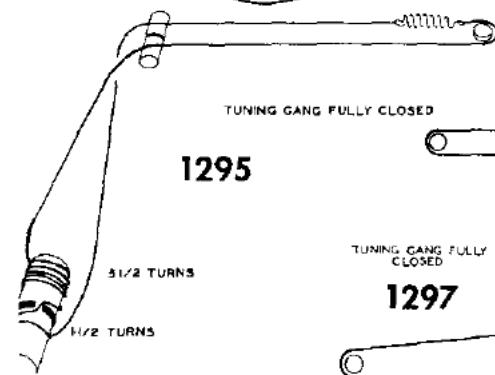
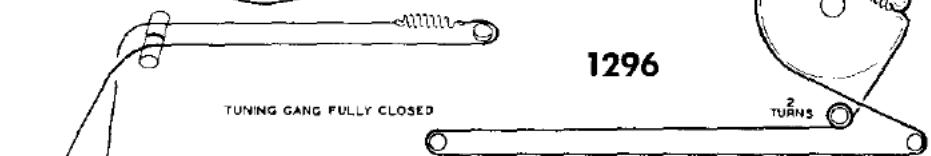
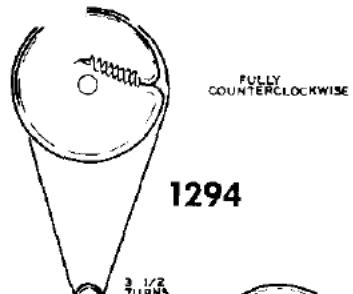
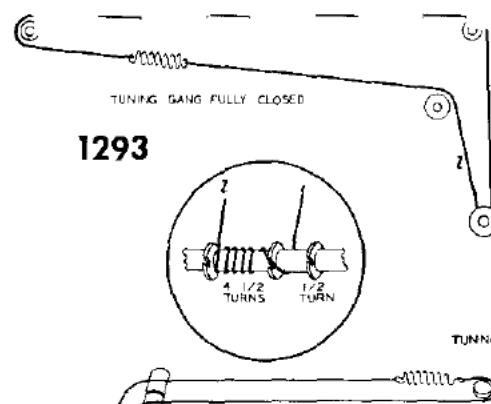
TUNING GANG FULLY CLOSED





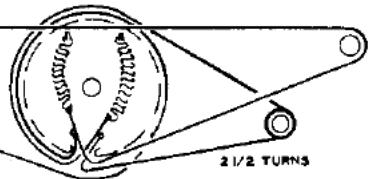






TUNING GANG FULLY CLOSED

1308



2 1/2 TURNS



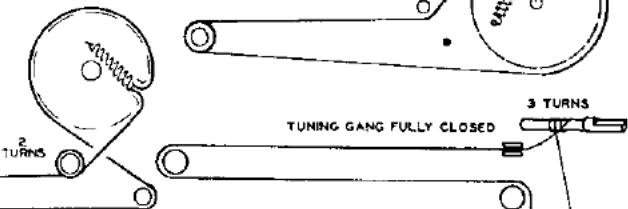
1309

TUNING GANG FULLY CLOSED



TUNING GANG FULLY OPEN

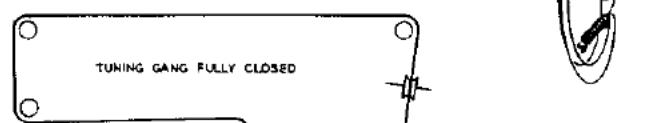
1310



2 TURNS

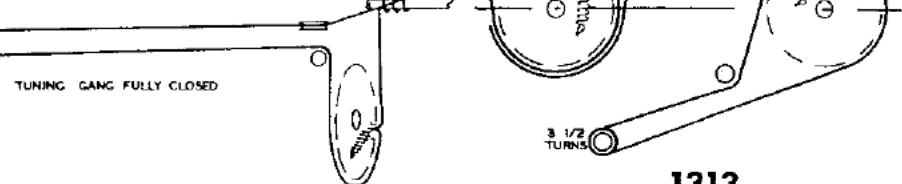
TUNING GANG FULLY CLOSED

1311



TUNING GANG FULLY CLOSED

1312



TUNING GANG FULLY CLOSED

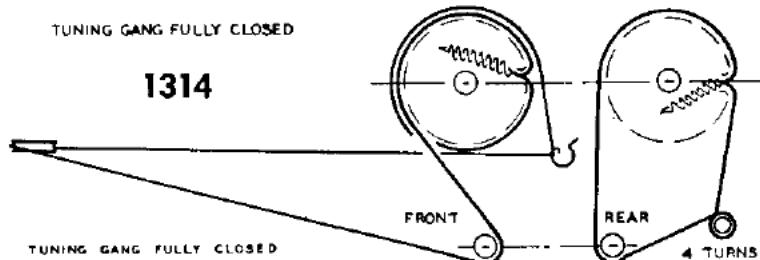
3 TURNS

3 1/2 TURNS

1313

TUNING GANG FULLY CLOSED

1314



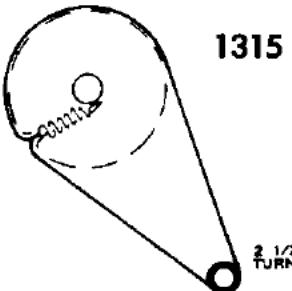
FRONT

REAR

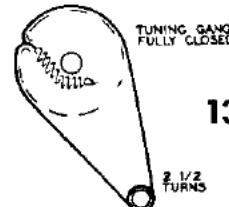
4 TURNS

TUNING GANG FULLY CLOSED

1315



2 1/2 TURNS



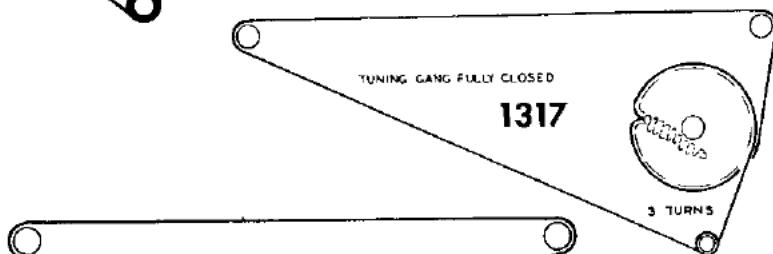
1316

2 1/2

TURNS

TUNING GANG FULLY CLOSED

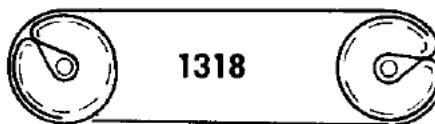
1317



3 TURNS

TUNING GANG FULLY CLOSED

1318

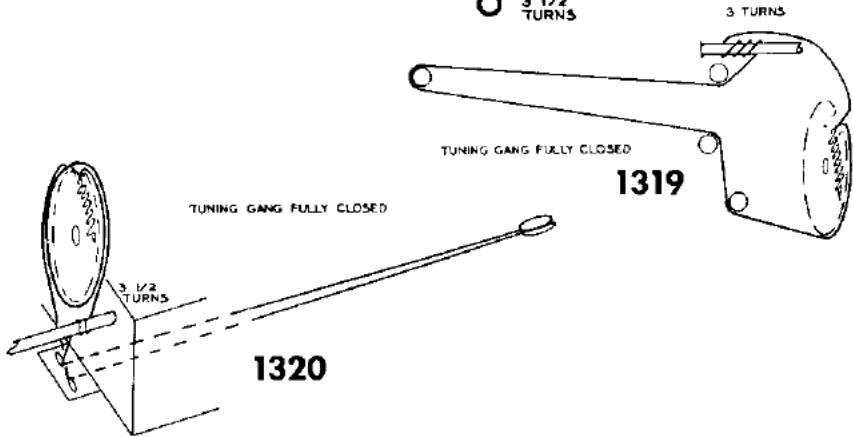


VOLUME CONTROL DRIVE

3 1/2 TURNS

3 TURNS

1319

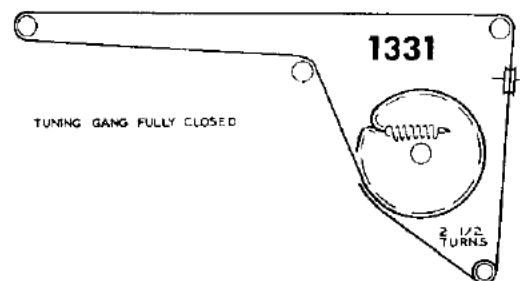
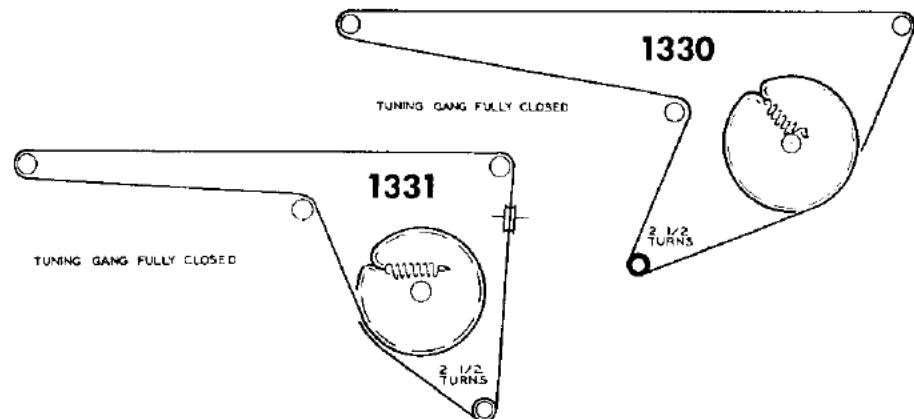
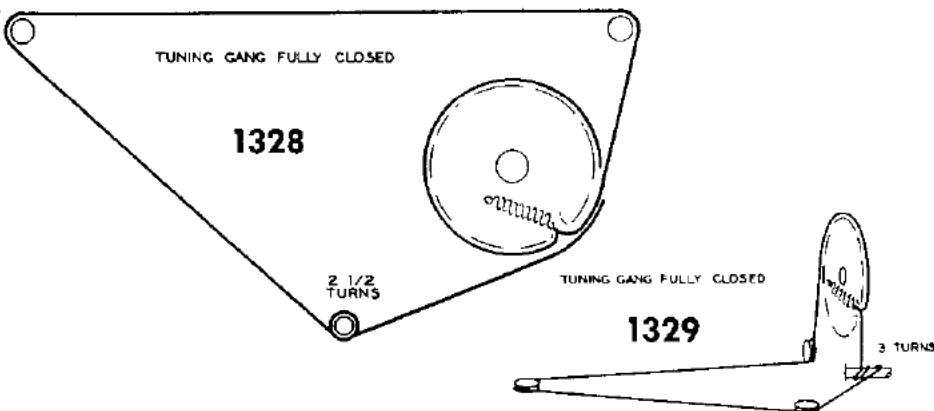
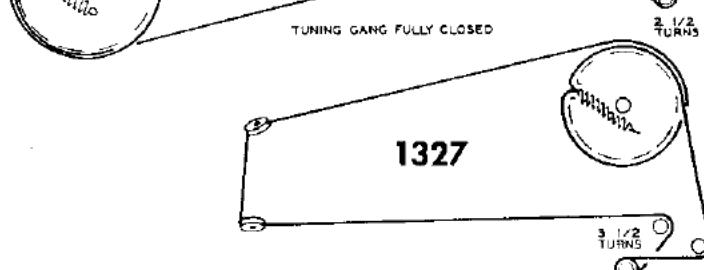
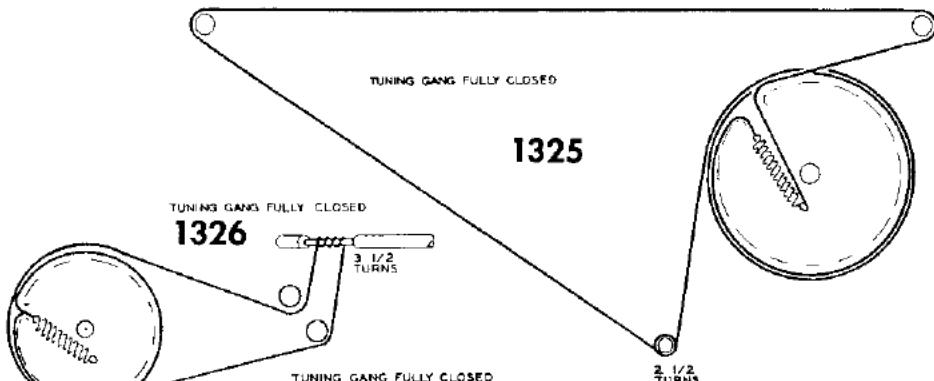
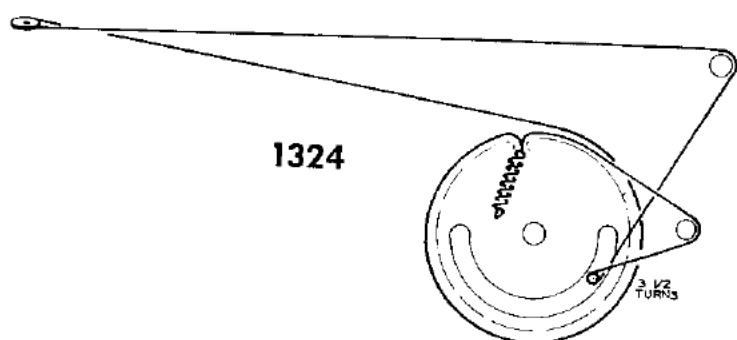
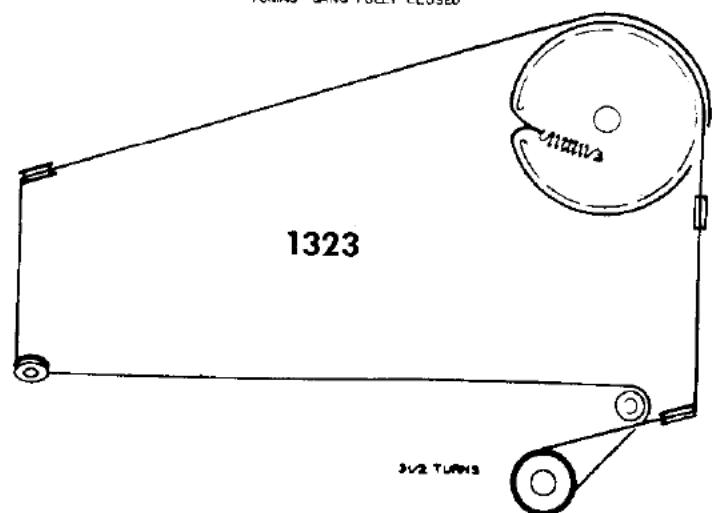
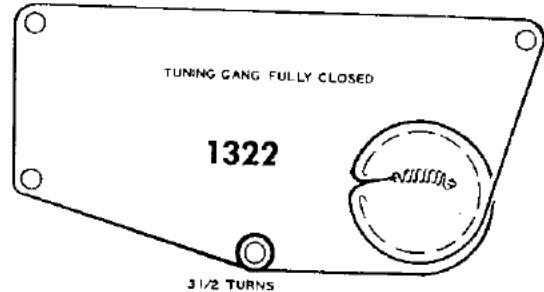
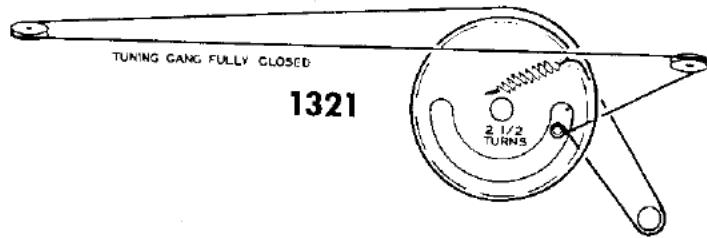


TUNING GANG FULLY CLOSED

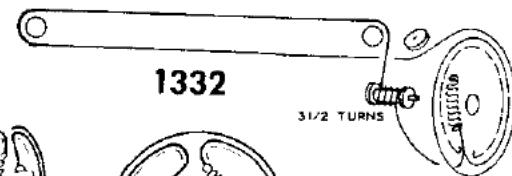
1320

3 1/2

TURNS



TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

**1332**

3 1/2 TURNS

3 1/2 TURNS

TUNING GANG FULLY CLOSED

**1334**

1/2 TURN

TUNING GANG FULLY CLOSED

**1335**

3 TURNS

TUNING GANG FULLY CLOSED

**1336**

3 1/2 TURNS

TUNING GANG FULLY CLOSED

**1337**

2 1/2 TURNS

TUNING GANG FULLY CLOSED

**1338**

2 1/2 TURNS

TUNING GANG FULLY CLOSED

**1339**

3 TURNS

TUNING GANG FULLY CLOSED

**1340**

TUNING GANG FULLY CLOSED

**1341**

TUNING GANG FULLY CLOSED

**1342**

2 1/2 TURNS

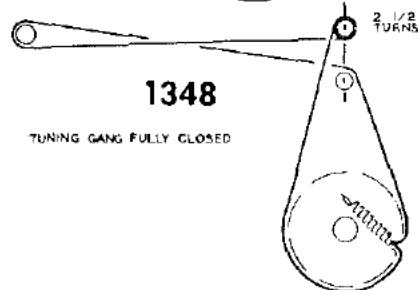
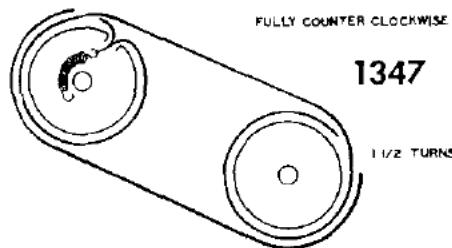
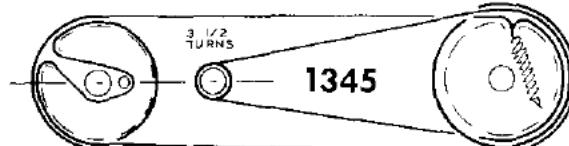
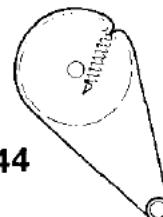
TUNING GANG FULLY CLOSED

**1343**

3 TURNS

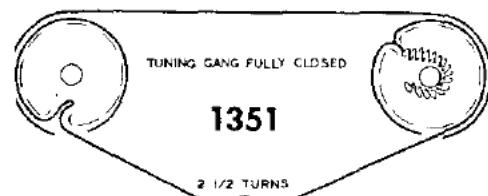
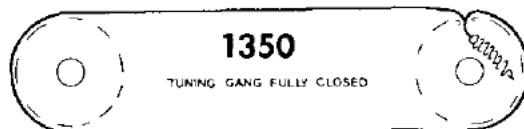
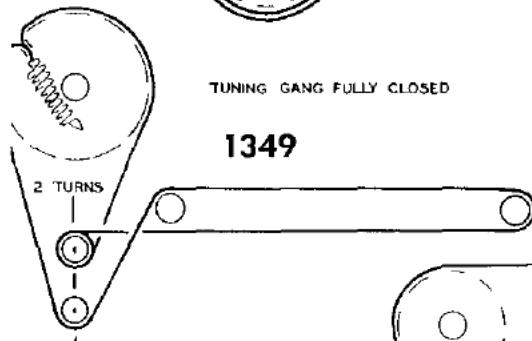
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED



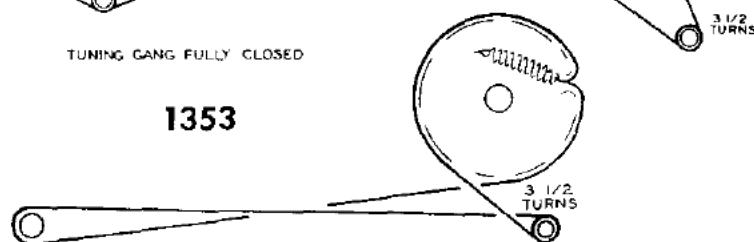
TUNING GANG FULLY CLOSED

1349



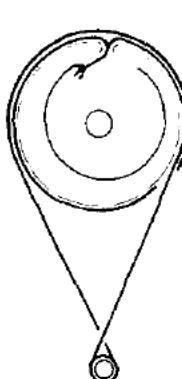
TUNING GANG FULLY CLOSED

1353



TUNING GANG FULLY CLOSED

1352



1354



1355



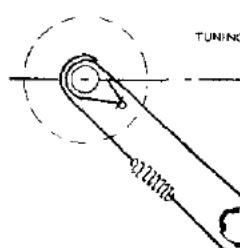
TUNING GANG FULLY CLOSED

1356



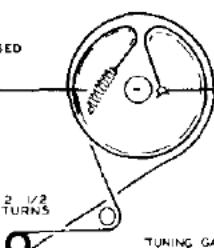
1357

3 1/2 TURNS



1358

2 1/2 TURNS



1359

3 TURNS

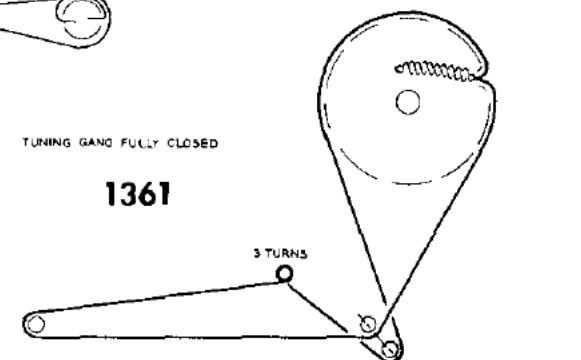


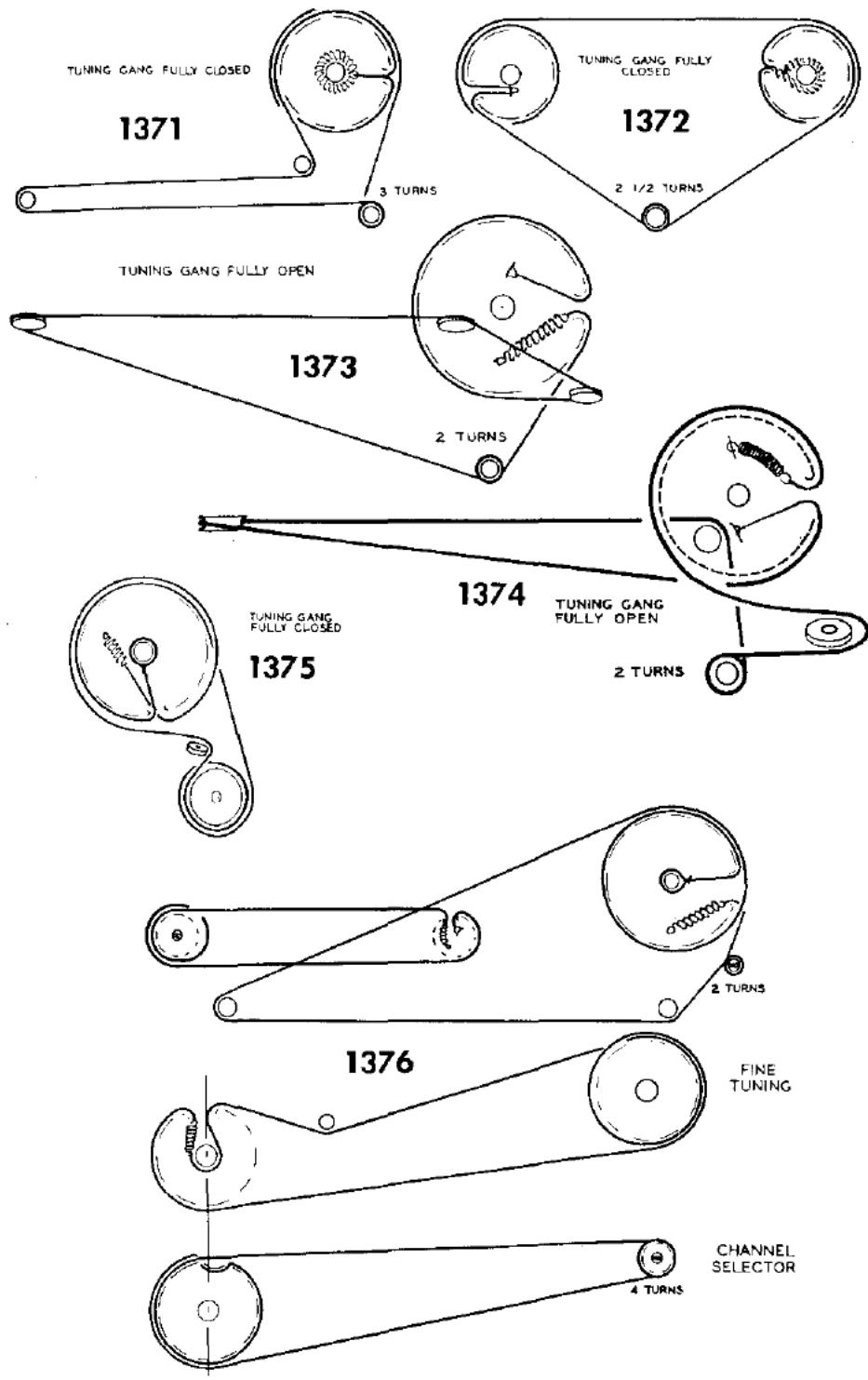
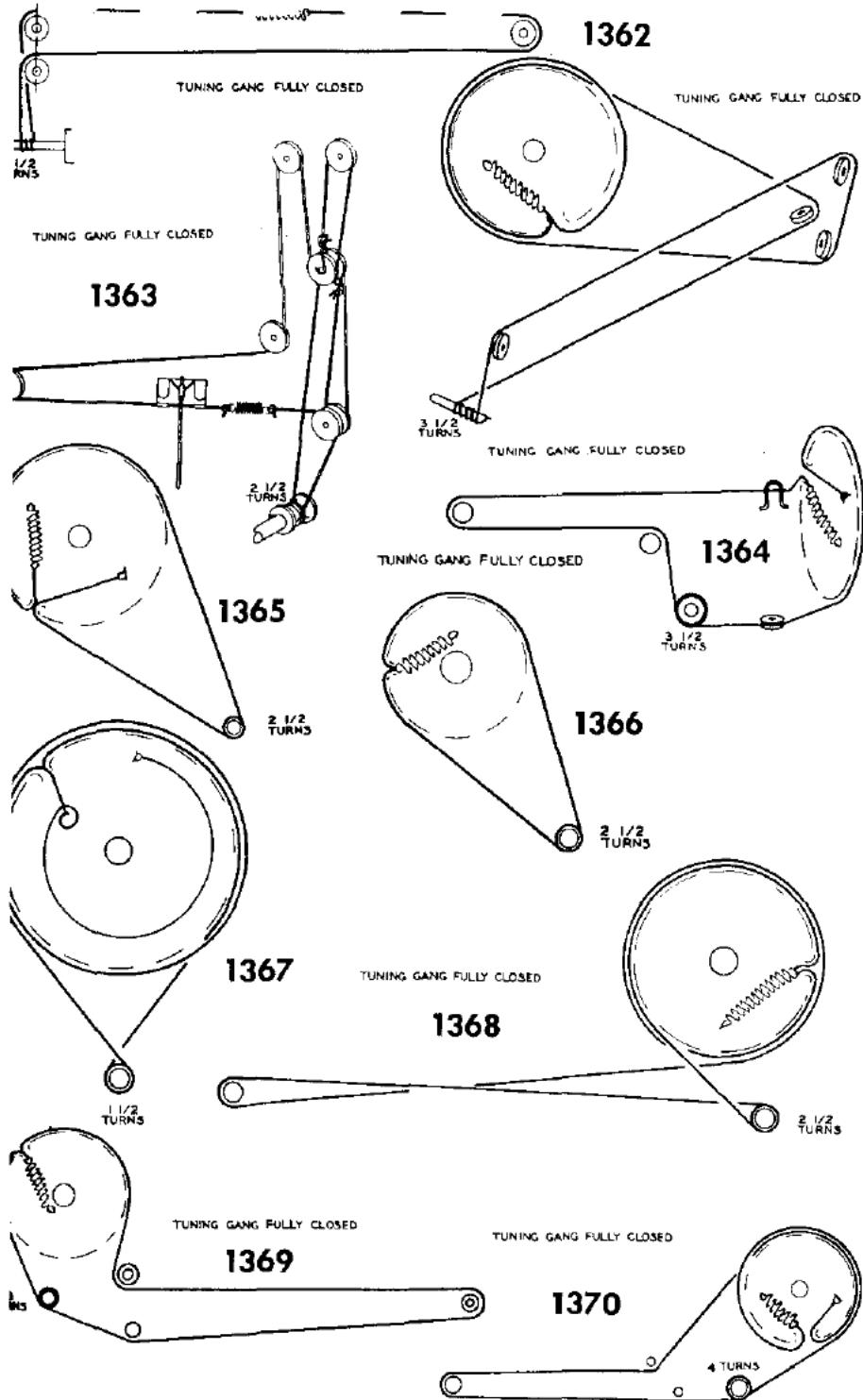
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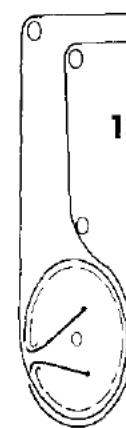
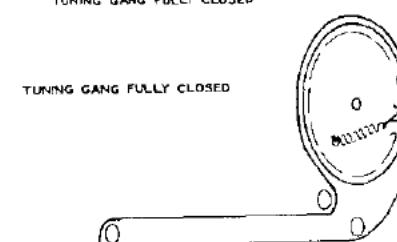
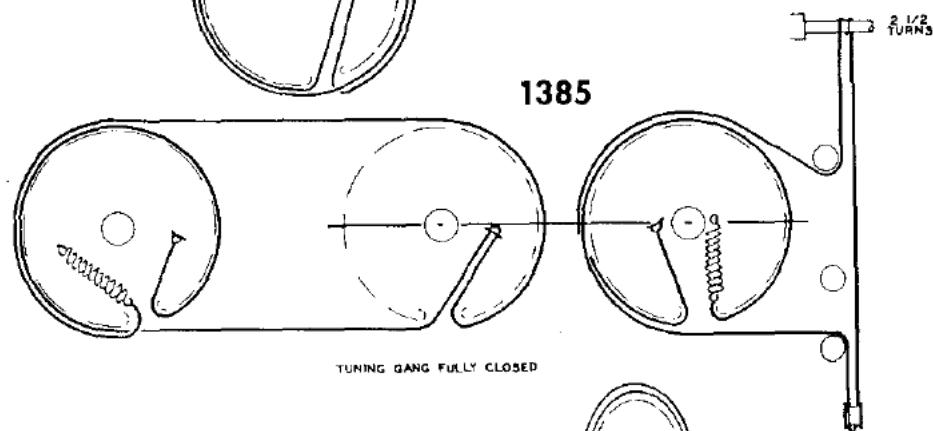
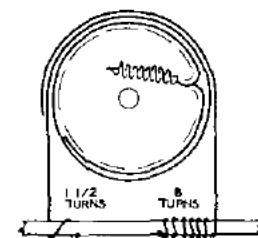
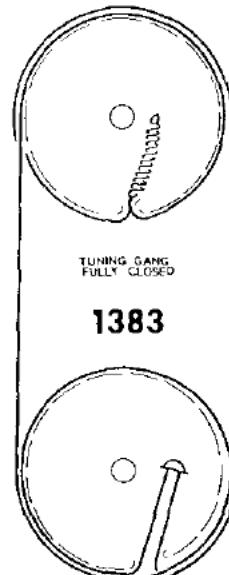
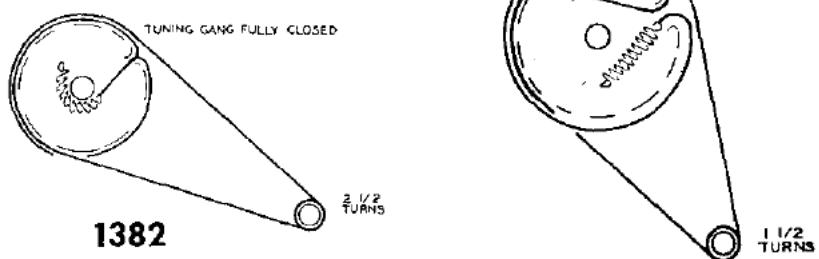
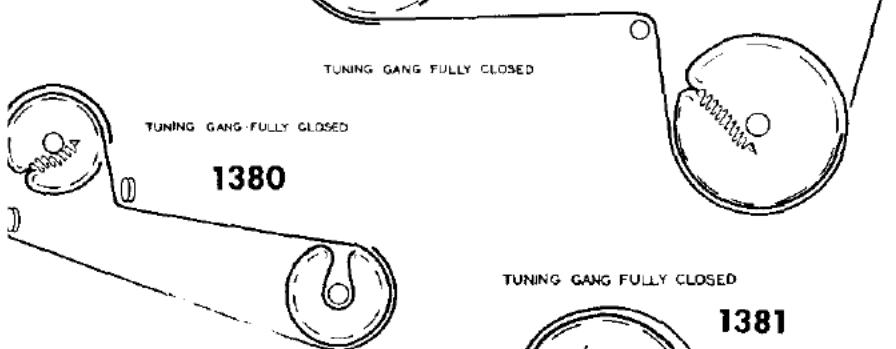
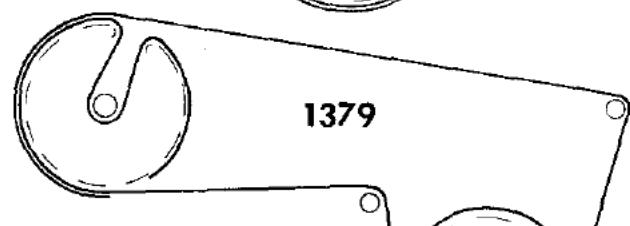
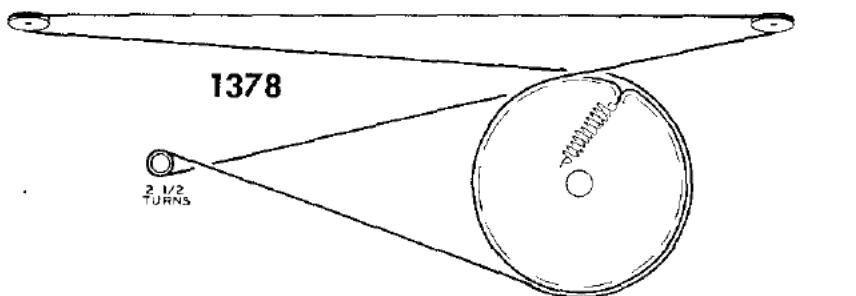
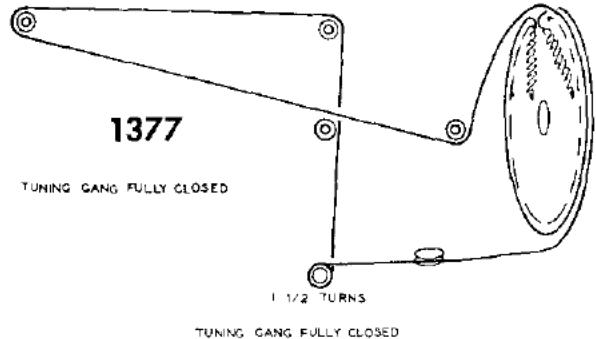
2 1/2 TURNS

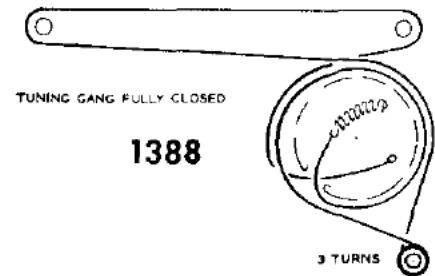
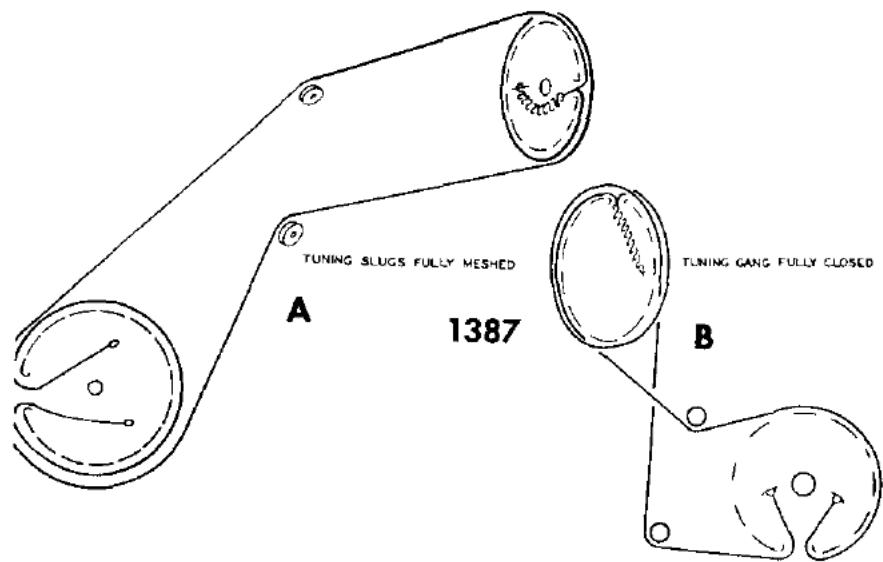
TUNING GANG FULLY CLOSED

1361

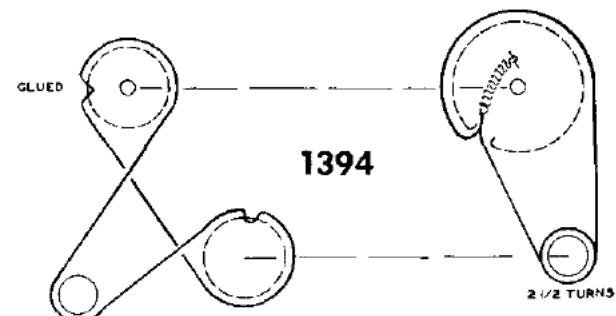
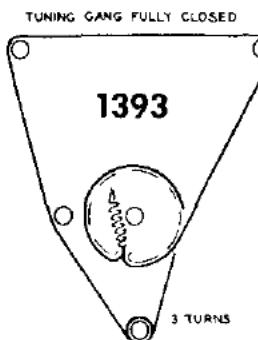
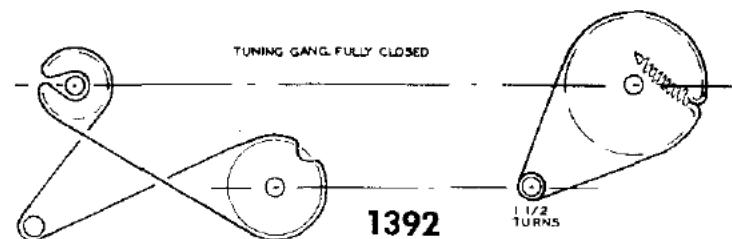
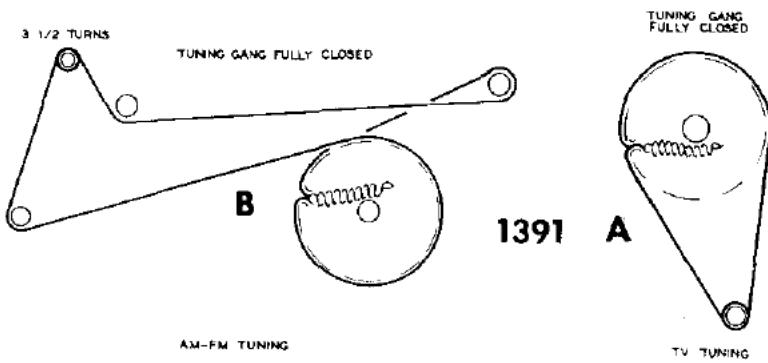
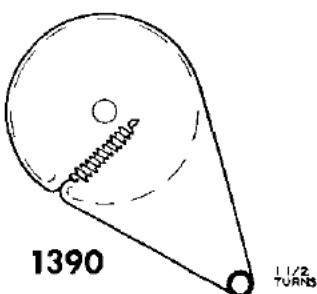
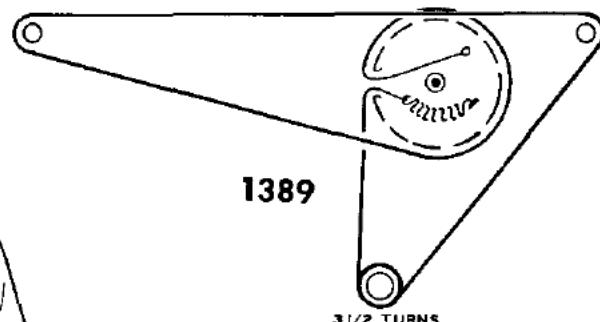




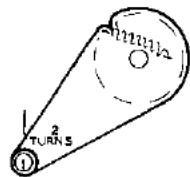




TUNING GANG FULLY CLOSED

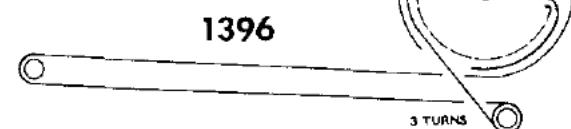


TUNING GANG FULLY CLOSED

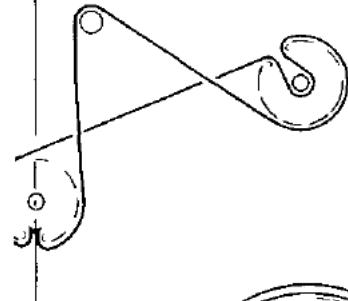


1395

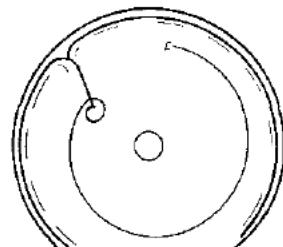
TUNING GANG FULLY CLOSED



1396

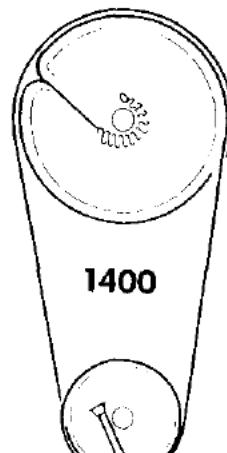


1397



1398

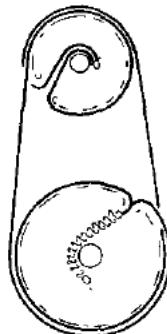
1 1/2 TURNS



1400

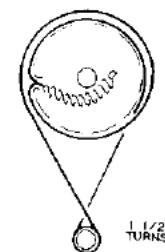
FINE TUNING CONTROL

1399



1401

1 1/2 TURNS



1402

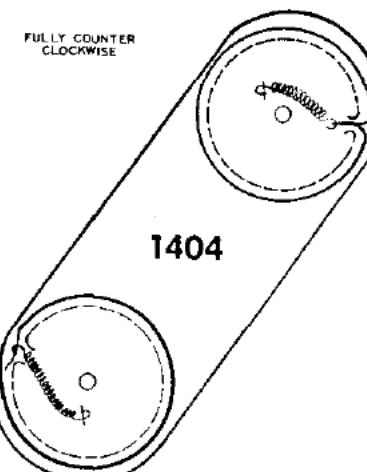
FULLY COUNTERCLOCKWISE FINE TUNING FULLY CLOCKWISE

1 1/2 TURNS

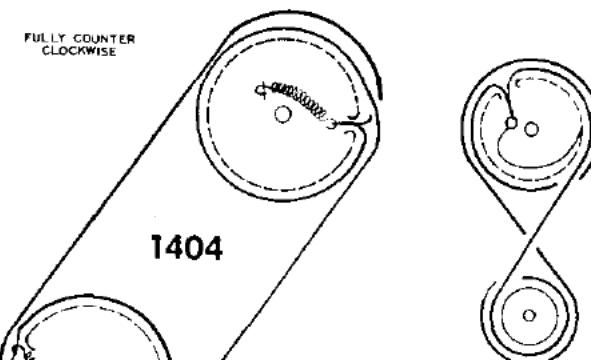
1403

TUNING SHAFT FULLY COUNTERCLOCKWISE

1 1/2 TURNS



1404



1405

FINE TUNING FULLY CLOCKWISE  
TUNING SHAFT FULLY COUNTER CLOCKWISE



TUNING GANG FULLY CLOSED

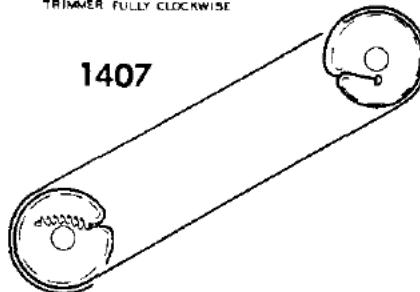
1406



3 TURNS

TRIMMER FULLY CLOCKWISE

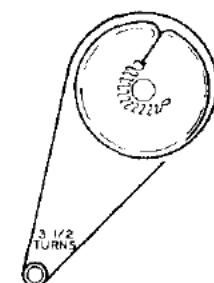
1407



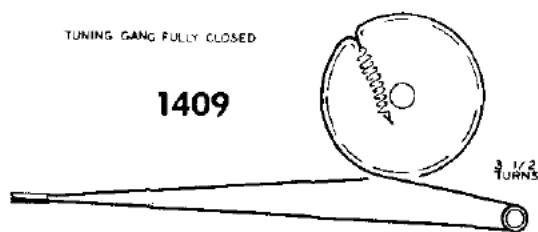
1408

TUNING GANG FULLY CLOSED

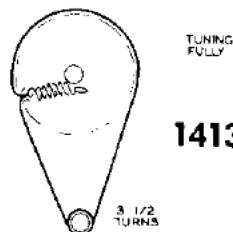
3 1/2 TURNS



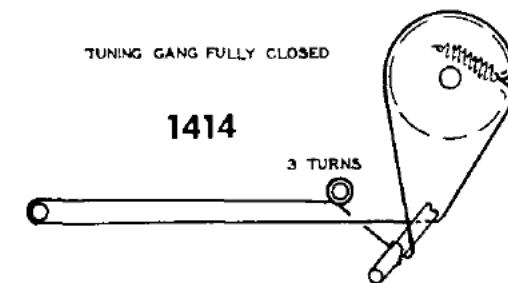
TUNING GANG FULLY CLOSED



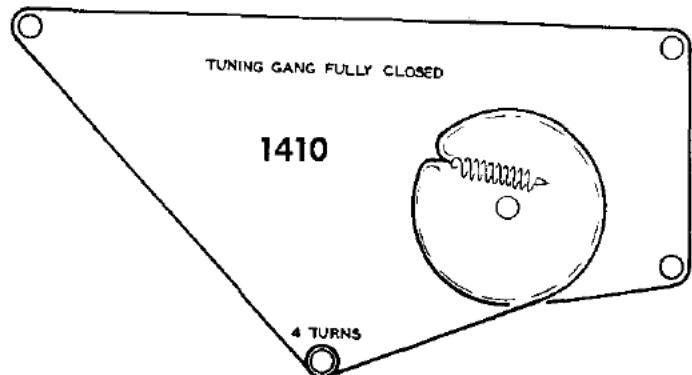
TUNING GANG  
FULLY CLOSED



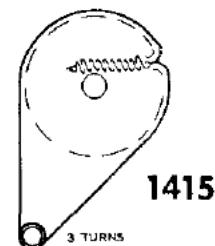
TUNING GANG FULLY CLOSED



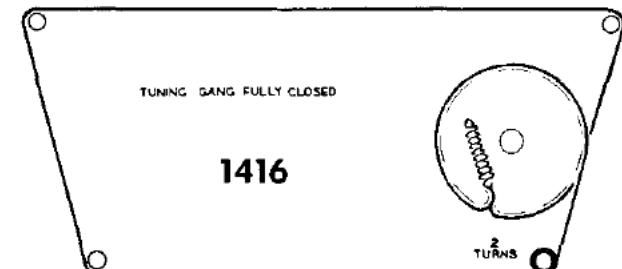
TUNING GANG FULLY CLOSED



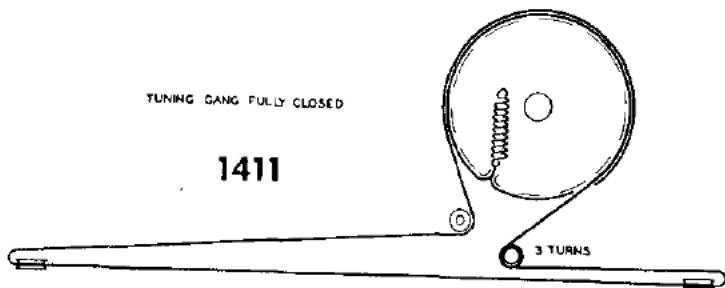
TUNING GANG FULLY CLOSED



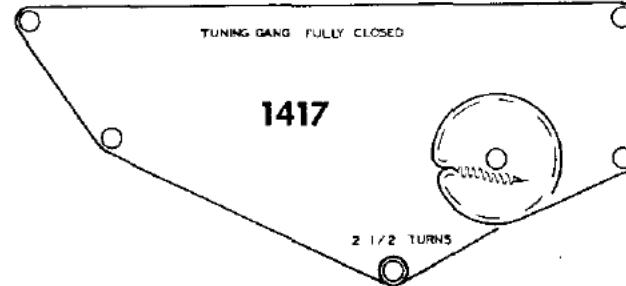
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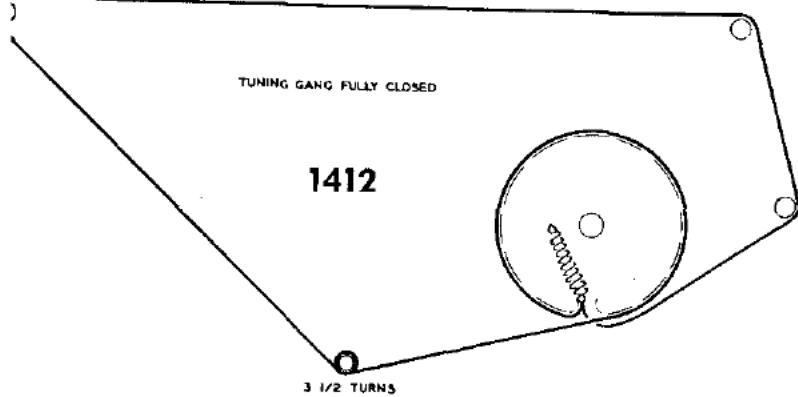
TUNING GANG FULLY CLOSED



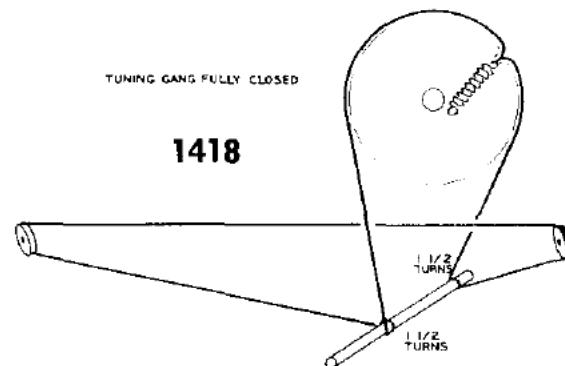
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

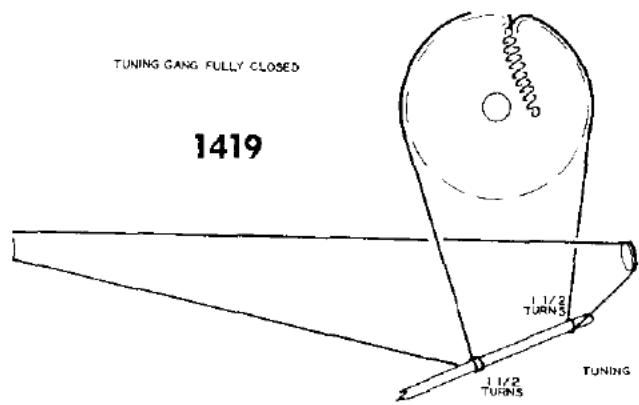


TUNING GANG FULLY CLOSED



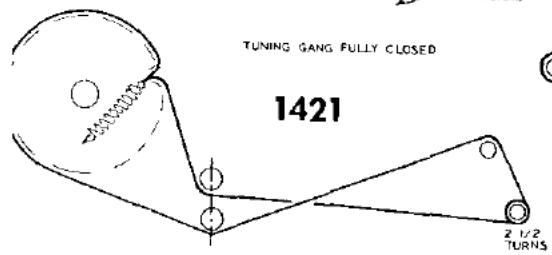
TUNING GANG FULLY CLOSED

**1419**



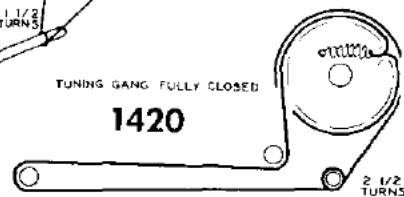
TUNING GANG FULLY CLOSED

**1421**



TUNING GANG FULLY CLOSED  
1 1/2 TURNS

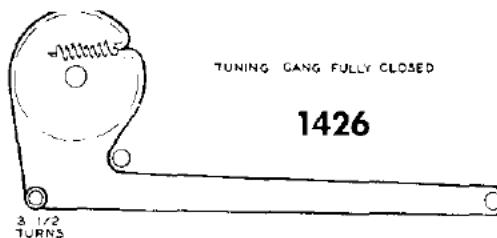
**1420**



2 1/2 TURNS

TUNING GANG FULLY CLOSED

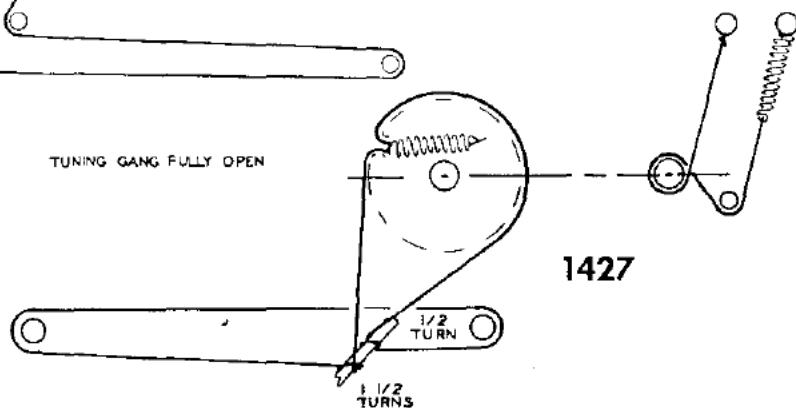
**1426**



3 1/2 TURNS

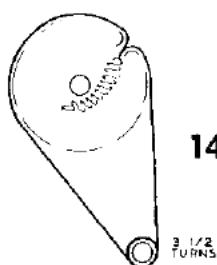
TUNING GANG FULLY OPEN

**1427**



TUNING GANG FULLY CLOSED

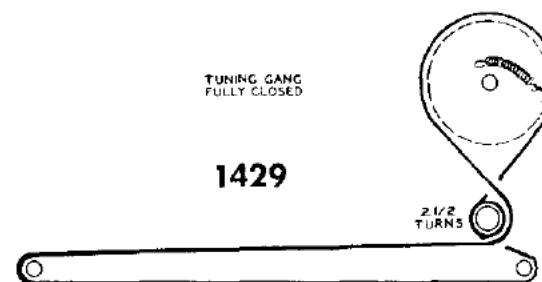
**1428**



3 1/2 TURNS

TUNING GANG FULLY CLOSED

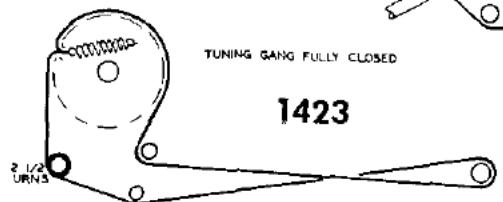
**1429**



2 1/2 TURNS

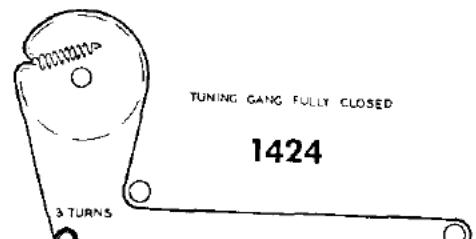
TUNING GANG FULLY CLOSED

**1430**



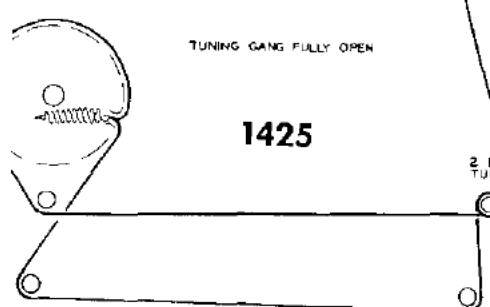
TUNING GANG FULLY OPEN

**1424**



TUNING GANG FULLY CLOSED

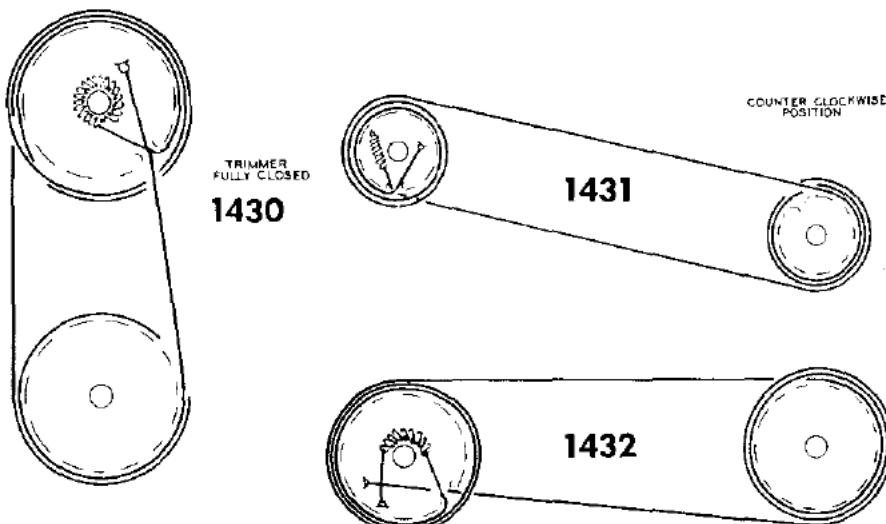
**1425**



2 1/2 TURNS

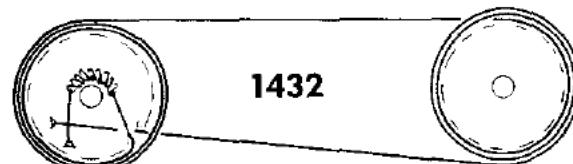
COUNTER CLOCKWISE POSITION

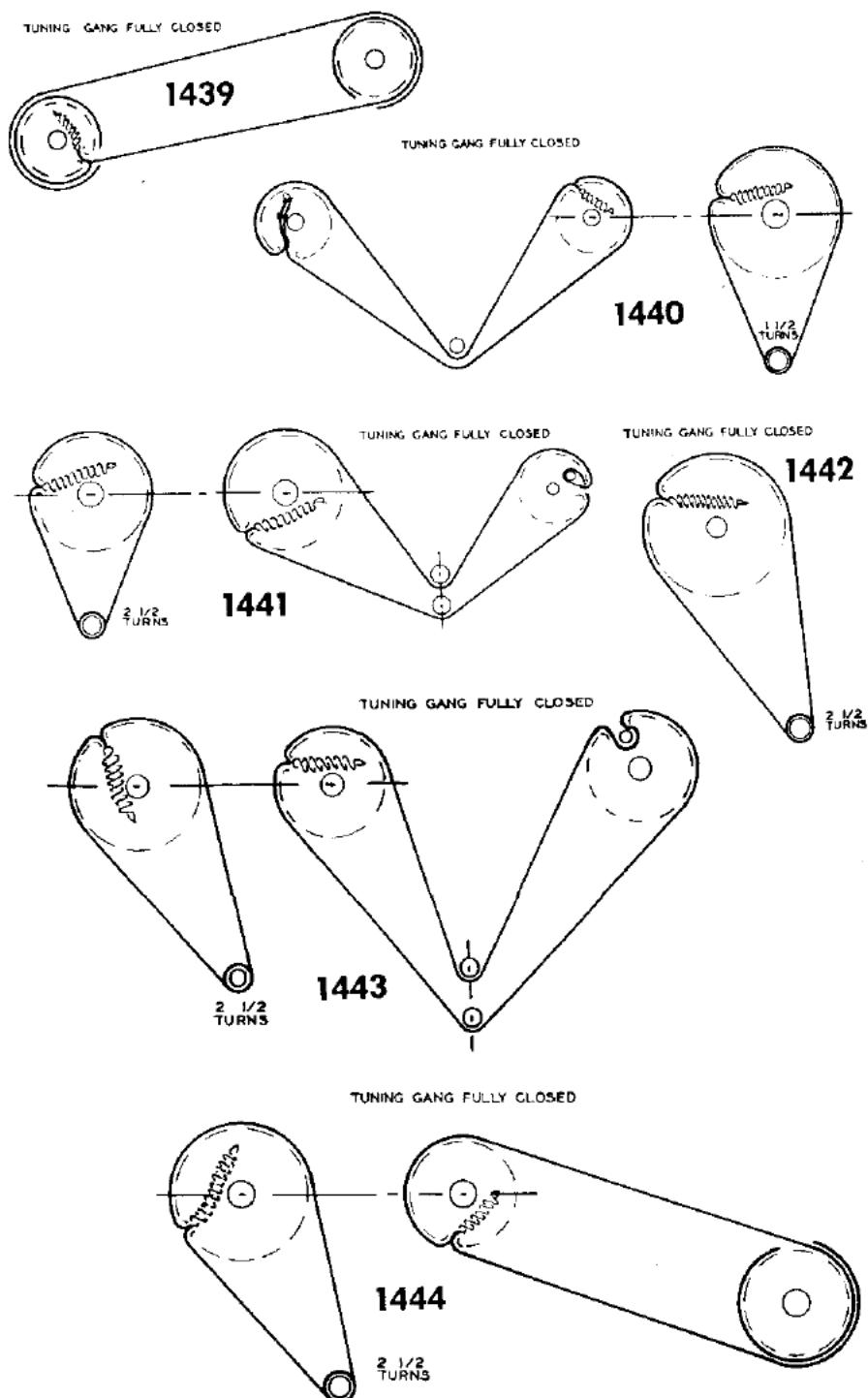
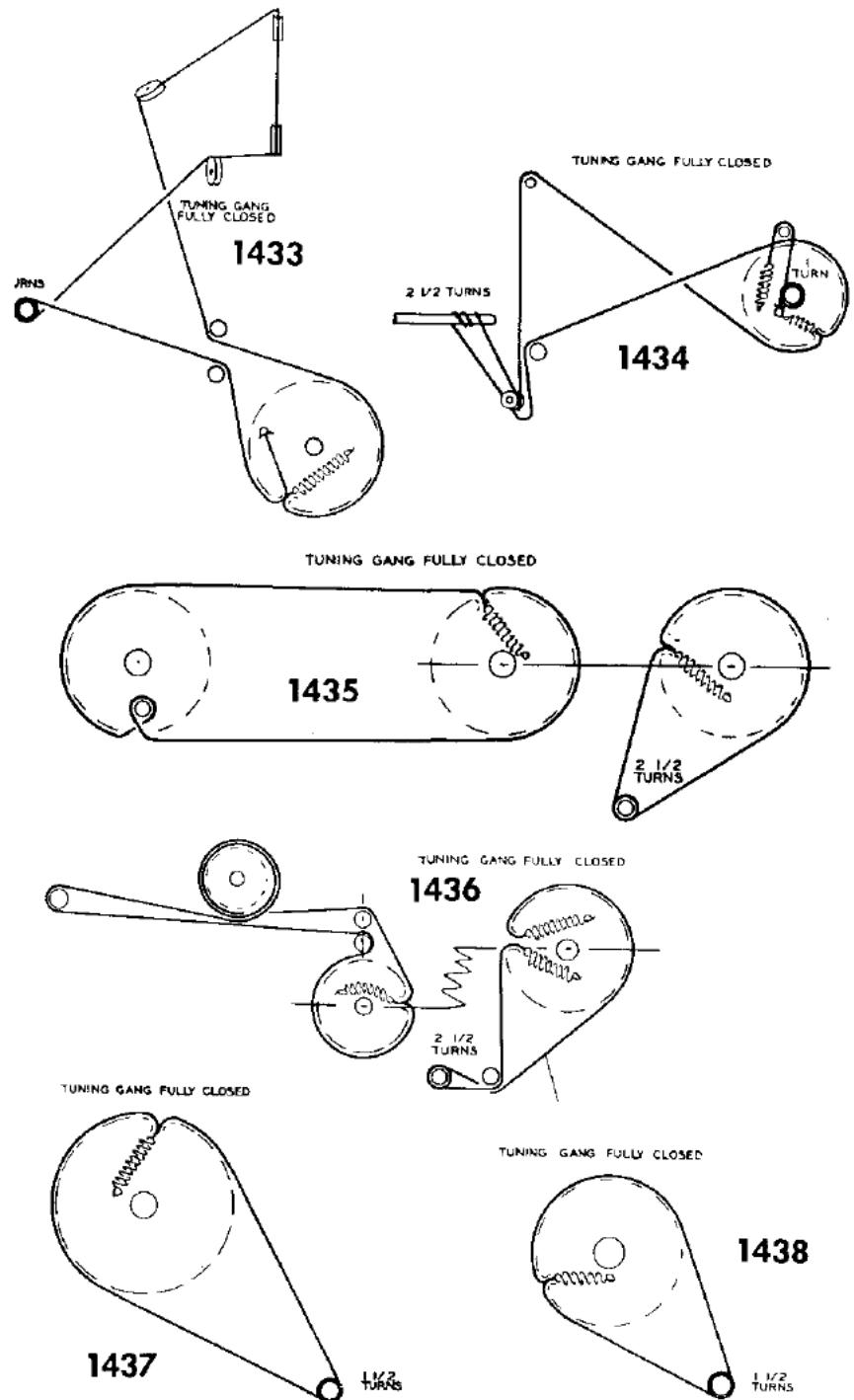
**1431**

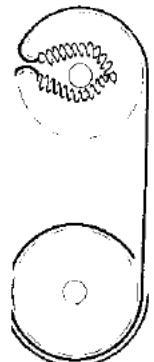


3 TURNS

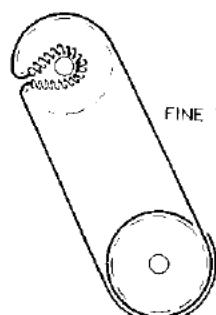
**1432**



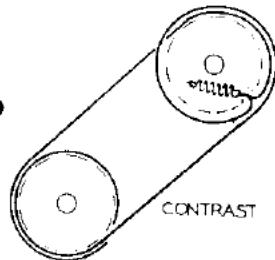




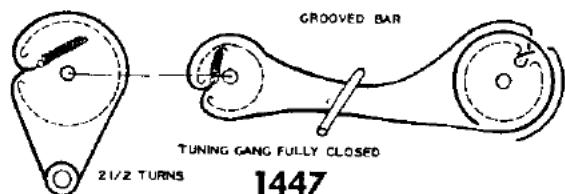
1445



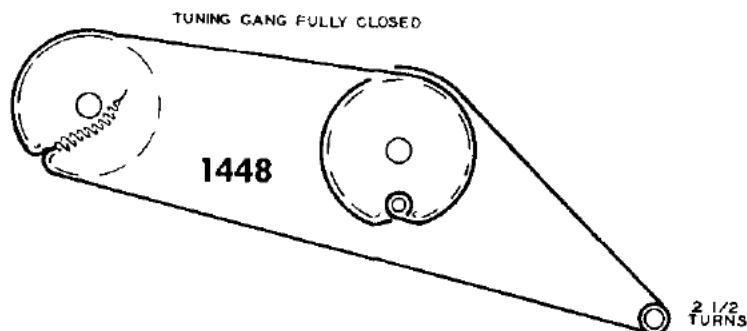
1446



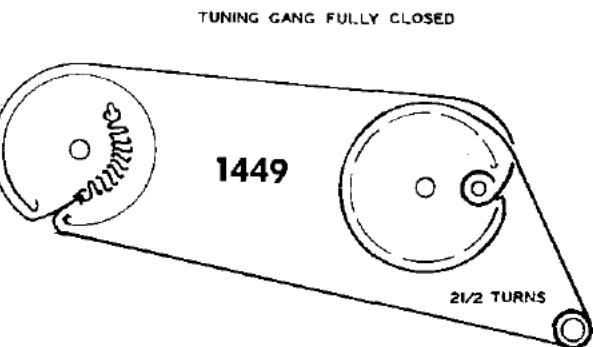
CONTRAST



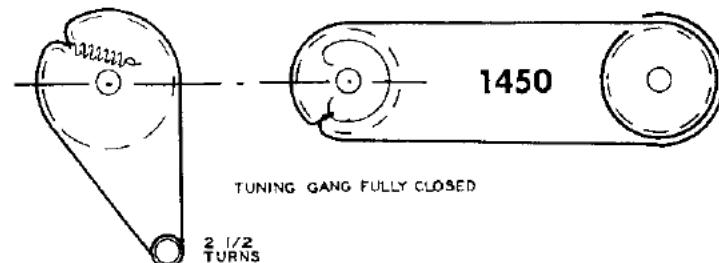
1447



1448



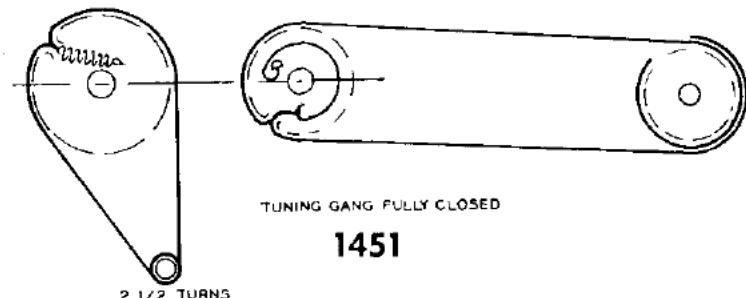
1449



1450

TUNING GANG FULLY CLOSED

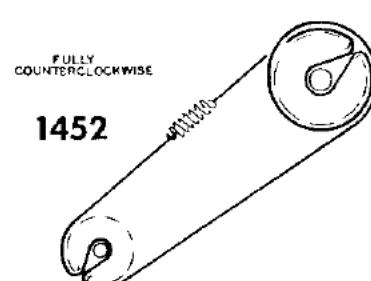
2 1/2 TURNS



1451

TUNING GANG FULLY CLOSED

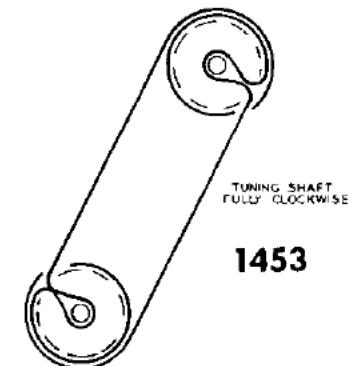
2 1/2 TURNS



1452

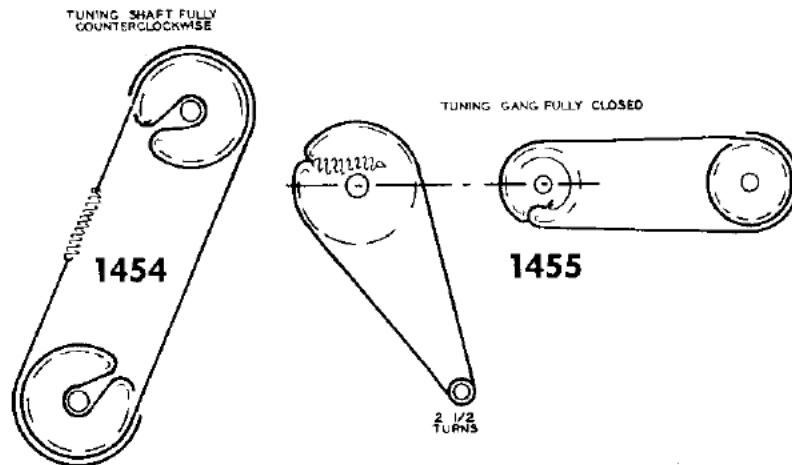
FULLY COUNTERCLOCKWISE

2 1/2 TURNS



1453

TUNING SHAFT FULLY CLOCKWISE

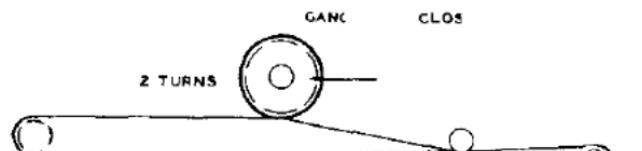


1454

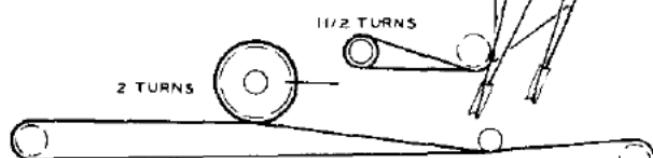
TUNING GANG FULLY CLOSED

2 1/2 TURNS

1455

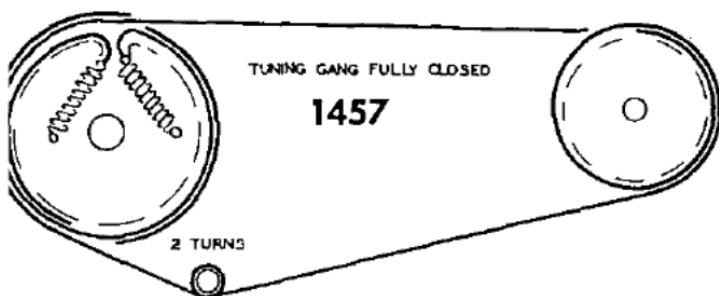


**1456**

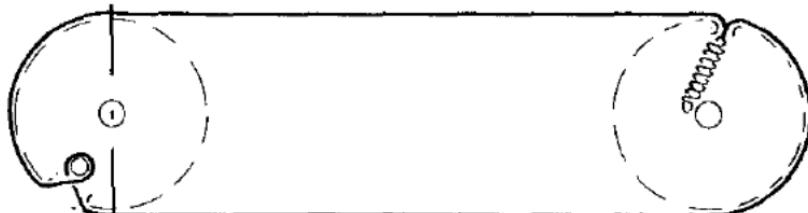


TUNING GANG FULLY CLOSED

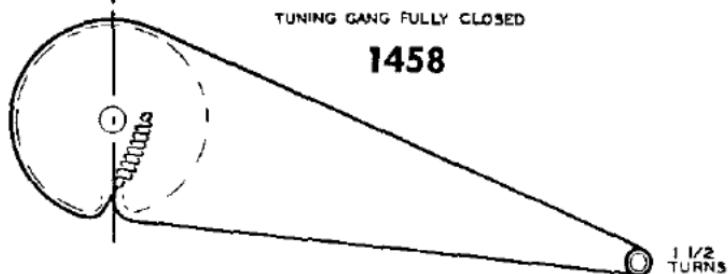
1 1/2 TURNS



**1457**

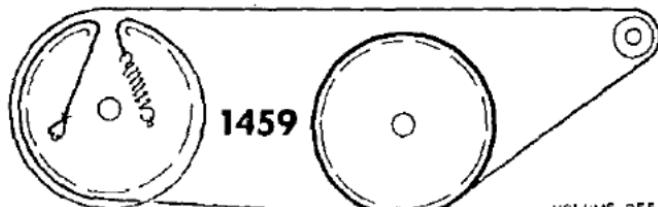


**1458**



1 1/2  
TURNS

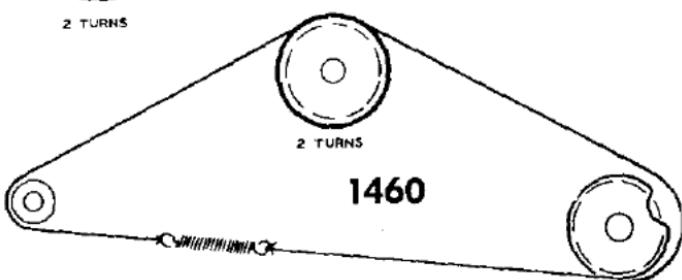
VOLUME OFF POSITION



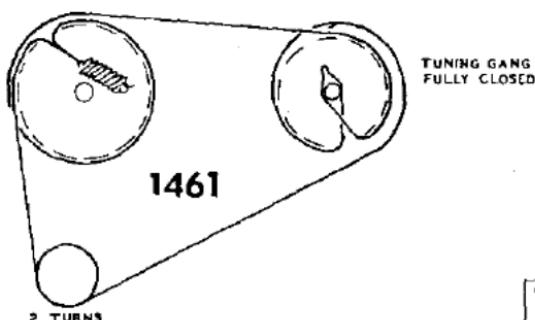
**1459**

2 TURNS

VOLUME OFF POSITION



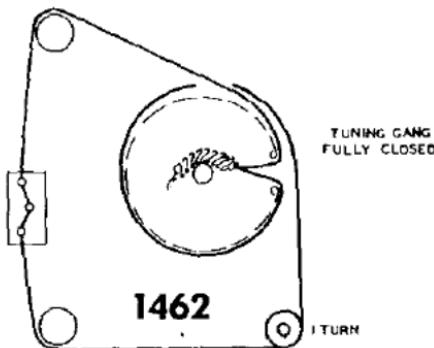
**1460**



**1461**

2 TURNS

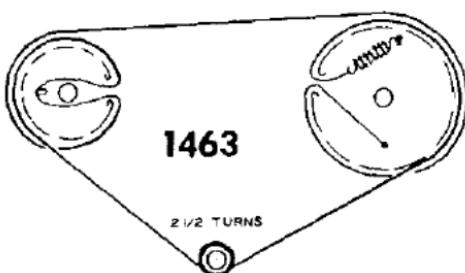
TUNING GANG  
FULLY CLOSED



**1462**

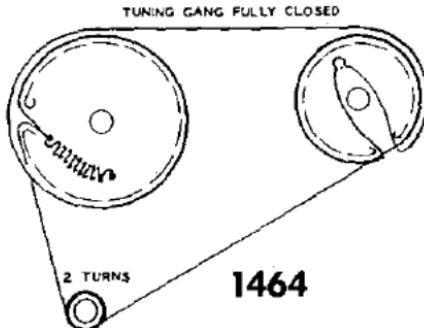
1 TURN

TUNING GANG FULLY CLOSED



**1463**

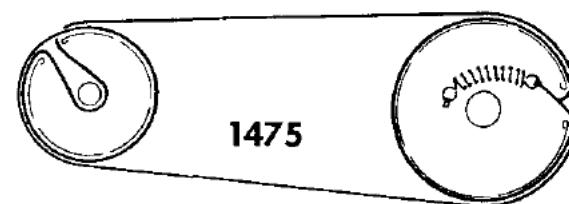
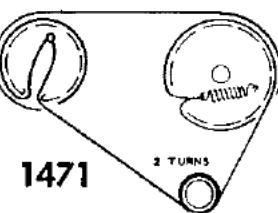
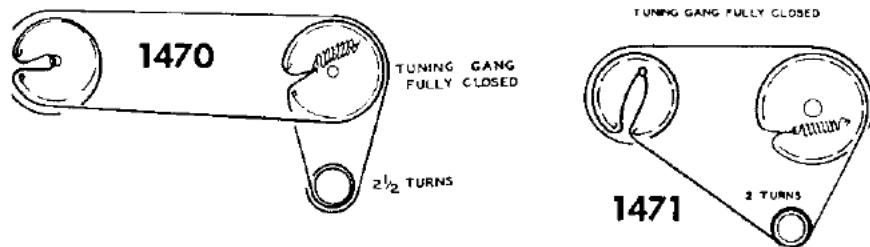
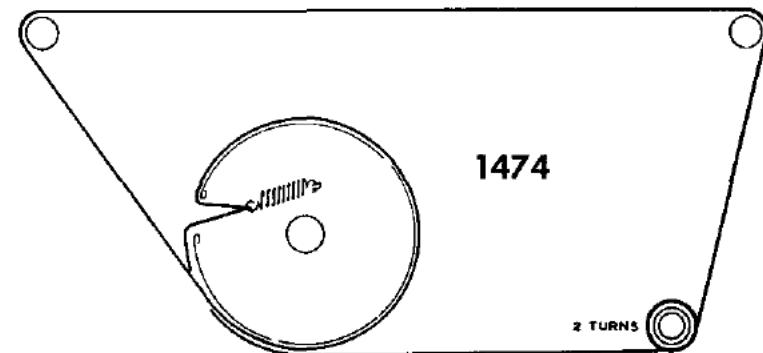
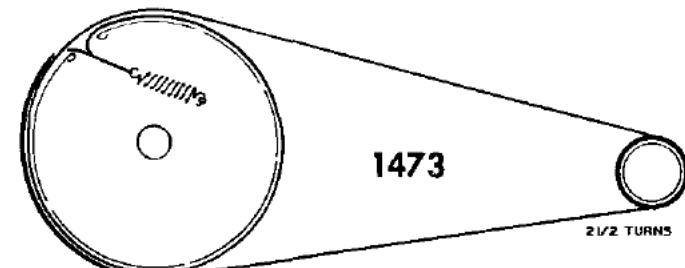
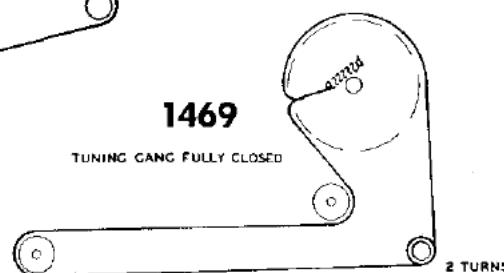
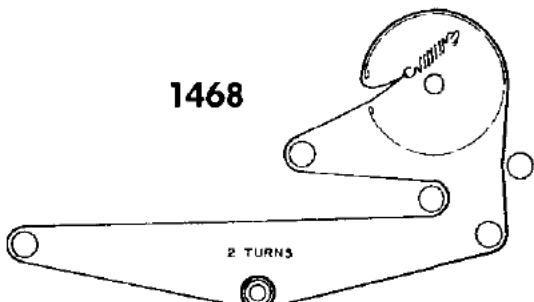
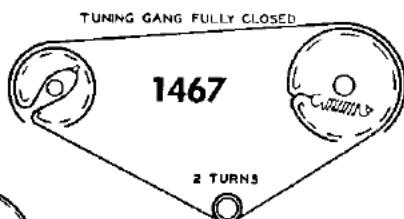
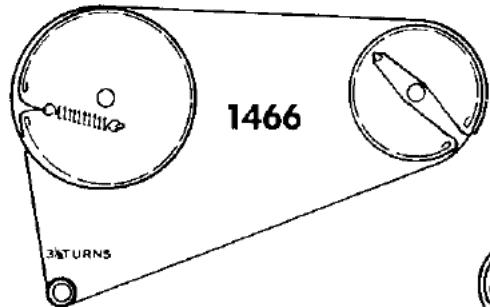
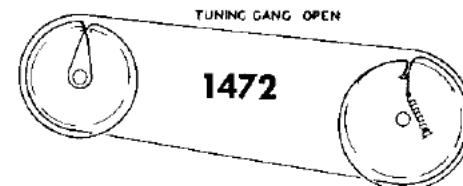
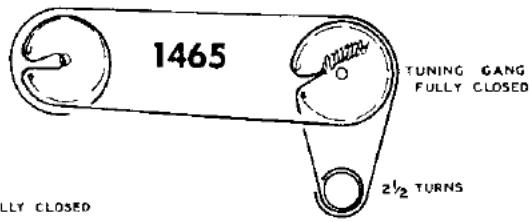
2 1/2 TURNS



**1464**

2 TURNS

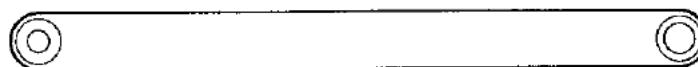
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

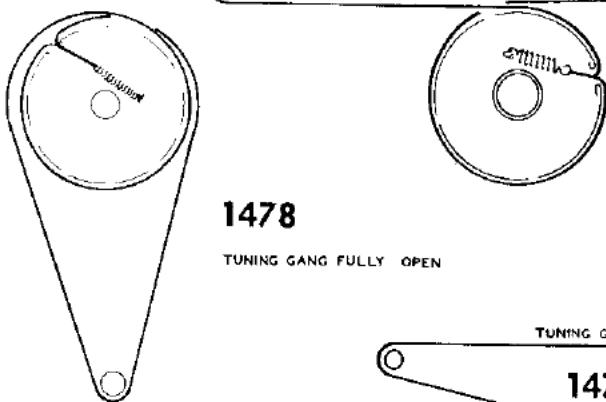
**1476**

TUNING GANG FULLY CLOSED

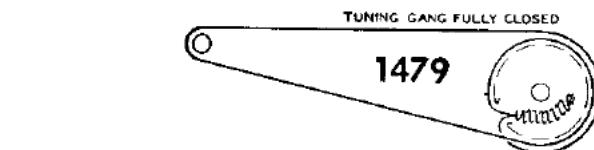


**1478**

TUNING GANG FULLY OPEN

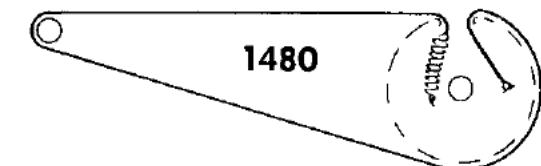


**1477**



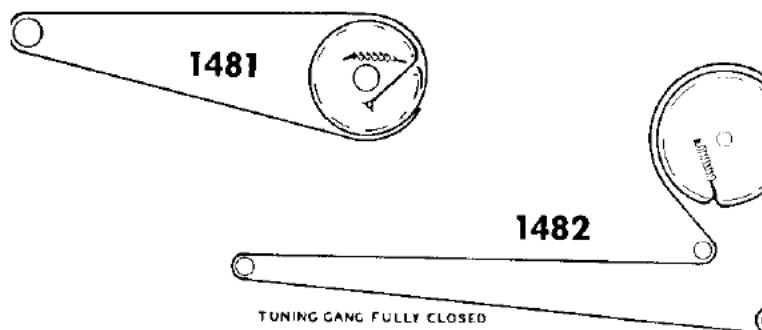
**1479**

TUNING GANG FULLY CLOSED



**1480**

TUNING GANG FULLY CLOSED



**1481**

**1482**

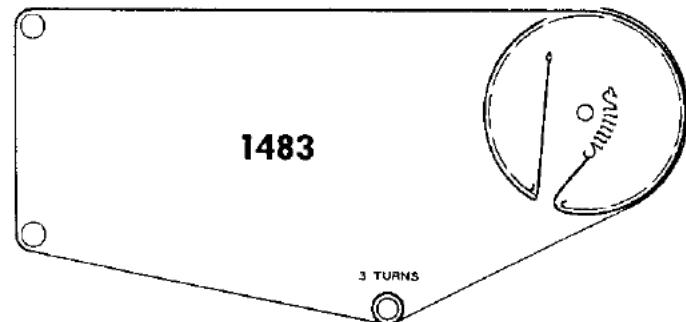
TUNING GANG FULLY CLOSED

3 1/2 TURNS

TUNING GANG FULLY CLOSED

**1483**

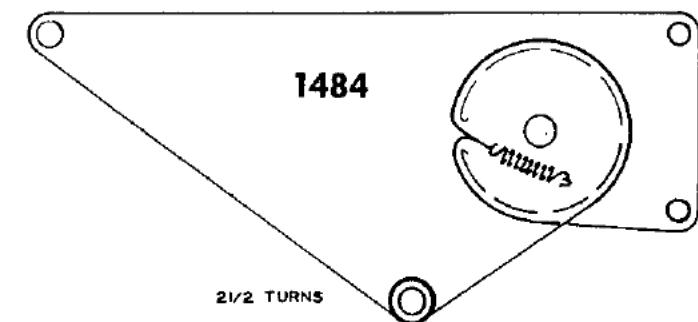
3 TURNS



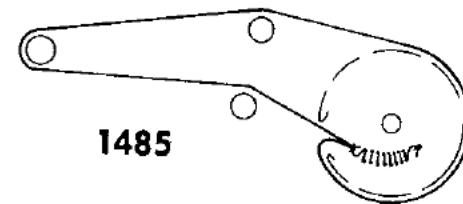
TUNING GANG FULLY CLOSED

**1484**

2 1/2 TURNS



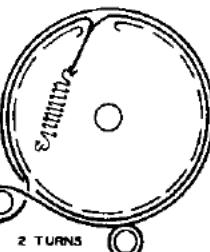
TUNING GANG FULLY CLOSED



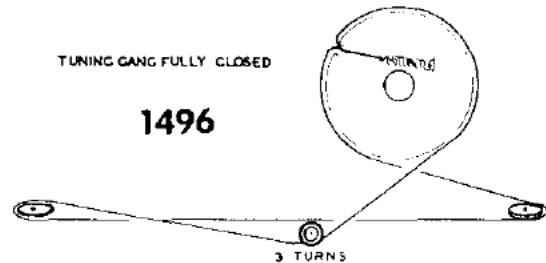
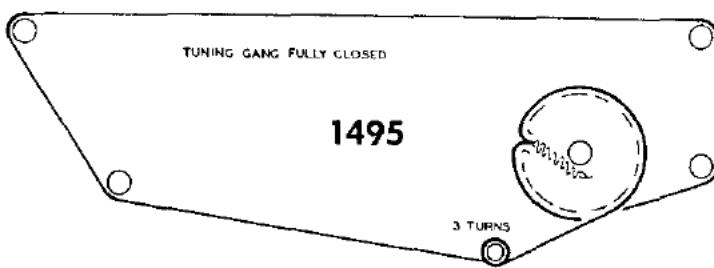
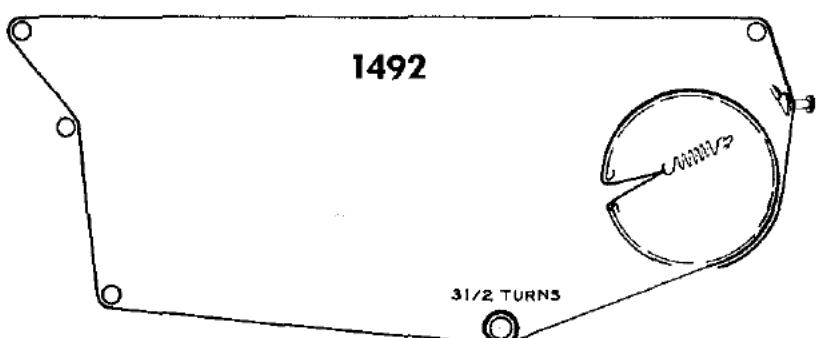
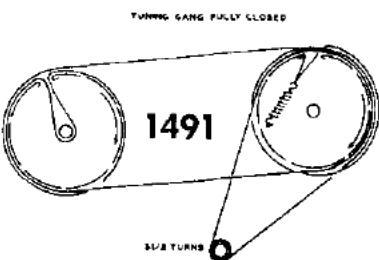
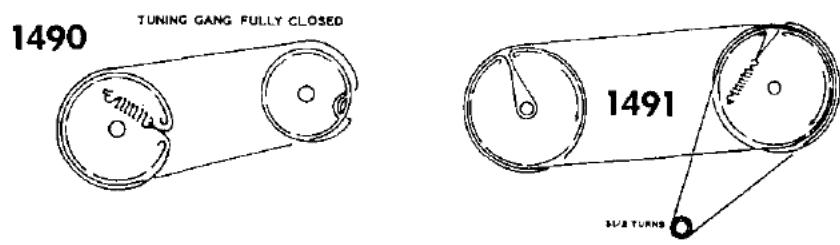
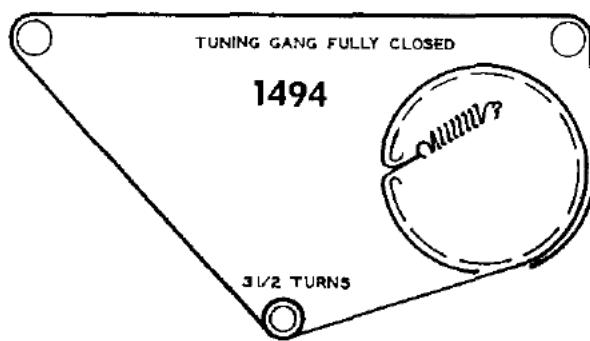
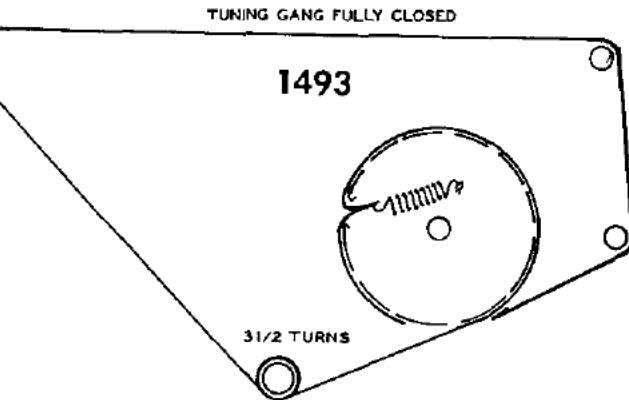
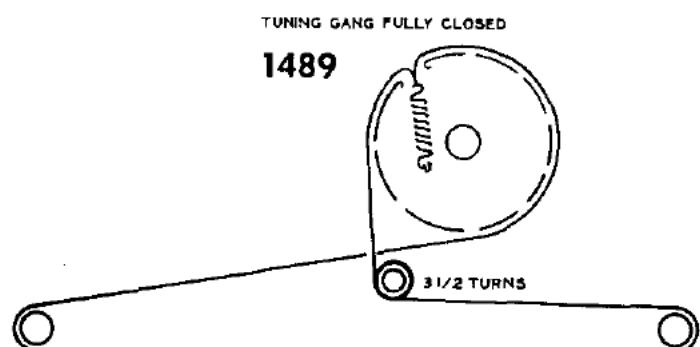
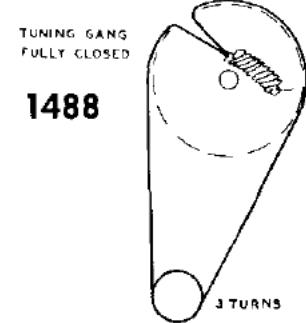
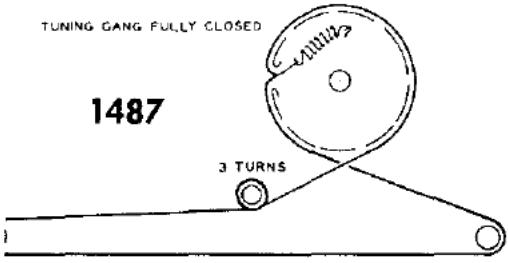
**1485**

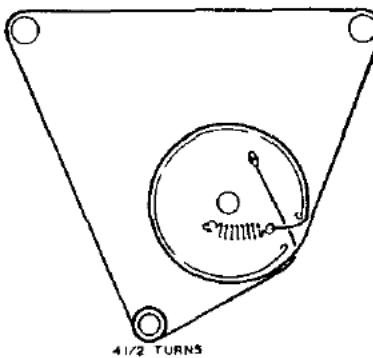
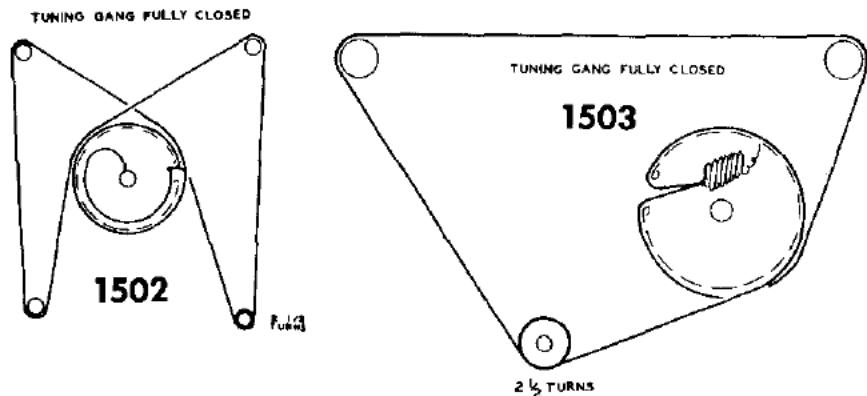
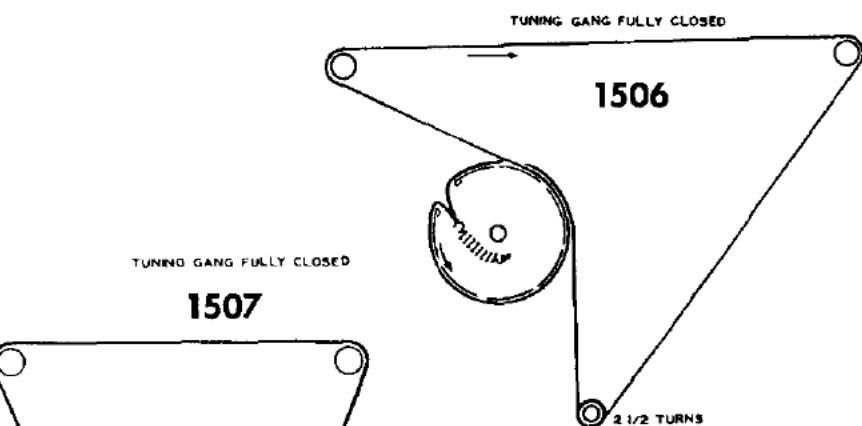
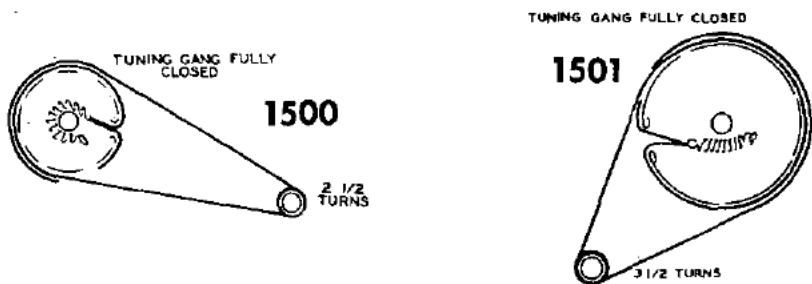
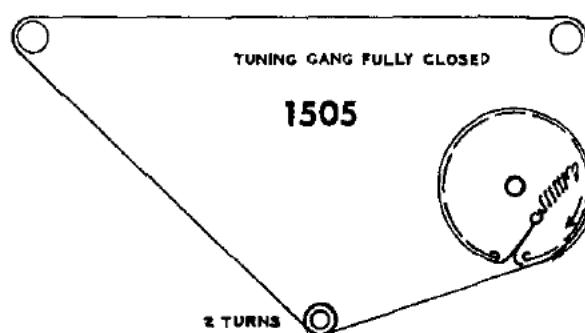
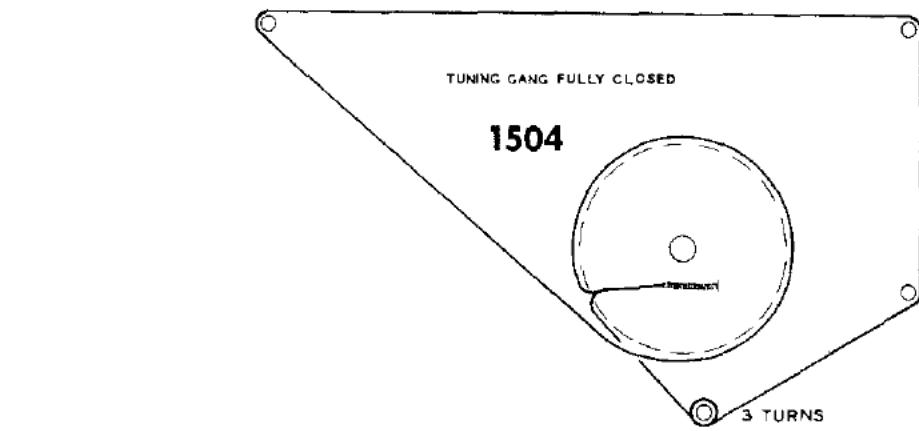
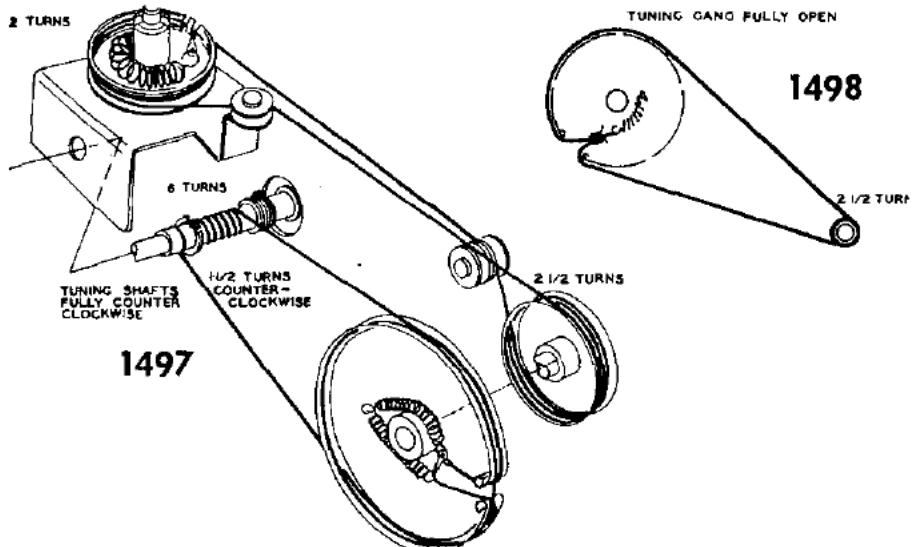
TUNING GANG FULLY CLOSED

**1486**

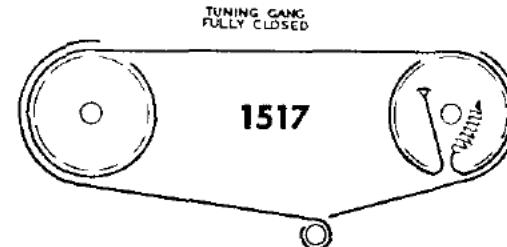
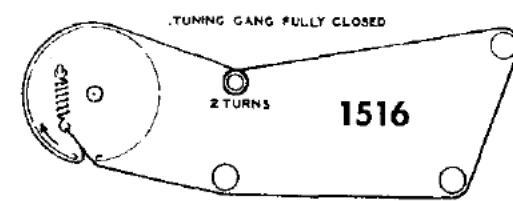
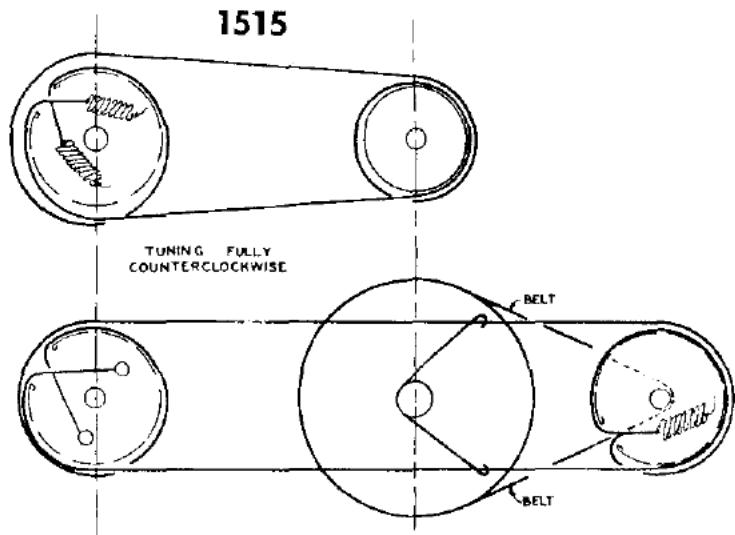
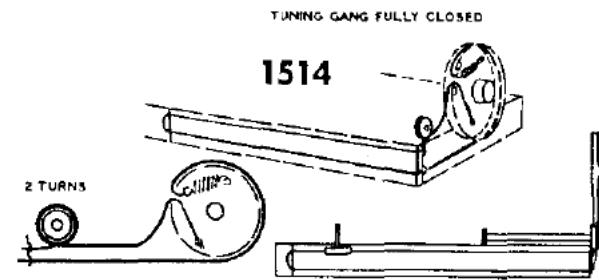
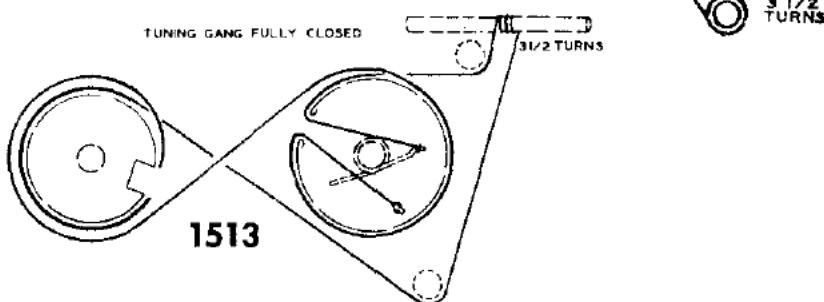
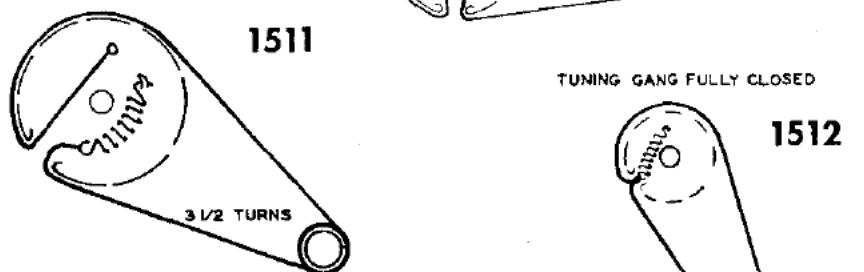
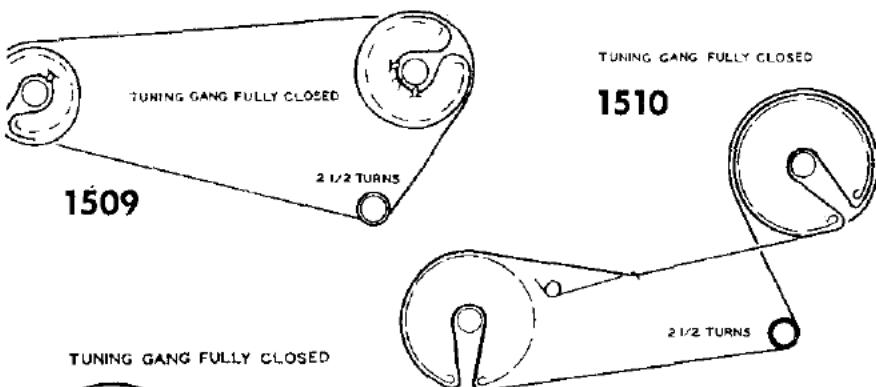
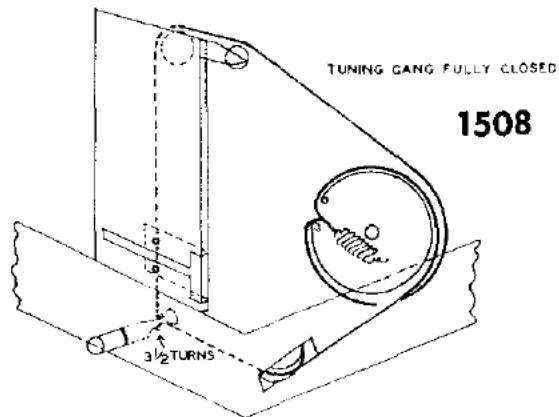


2 TURNS

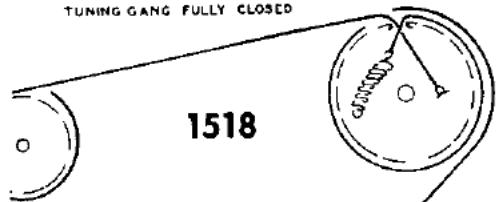




1503



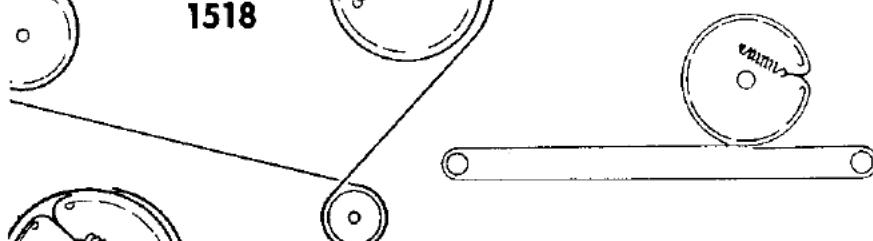
TUNING GANG FULLY CLOSED



1518

1519

TUNING GANG FULLY CLOSED

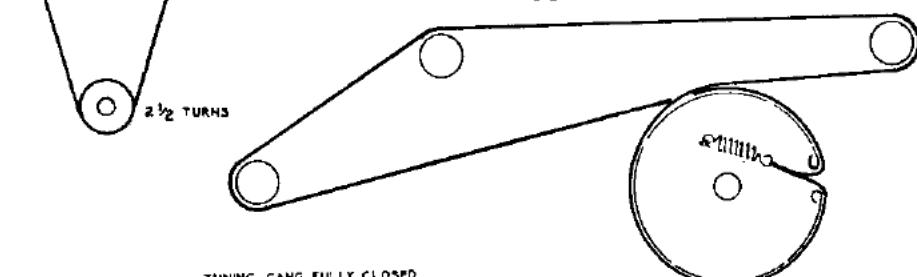


TUNING GANG  
FULLY OPEN

1520

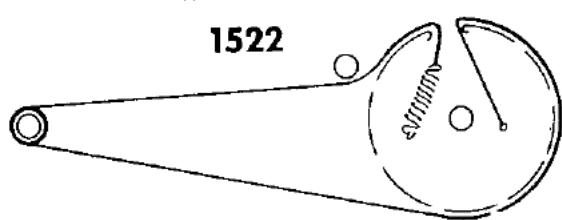
TUNING GANG FULLY CLOSED

1521



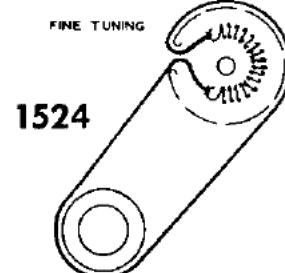
TUNING GANG FULLY CLOSED

1522



TUNING GANG FULLY OPEN

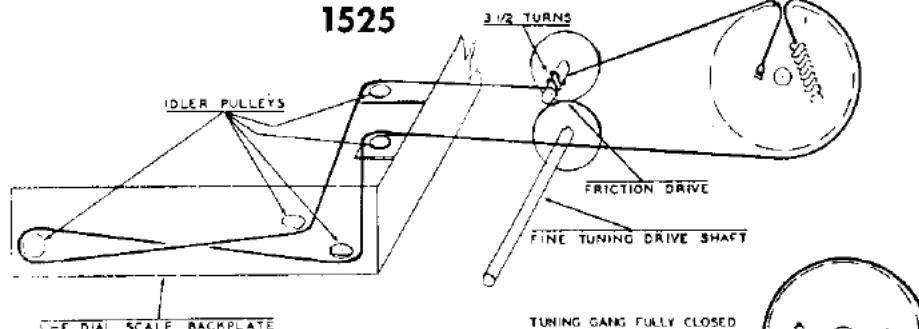
1523



1524

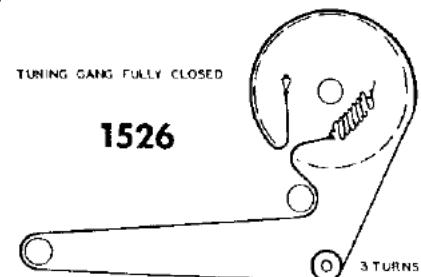
TUNING GANG FULLY CLOSED

1525



TUNING GANG FULLY CLOSED

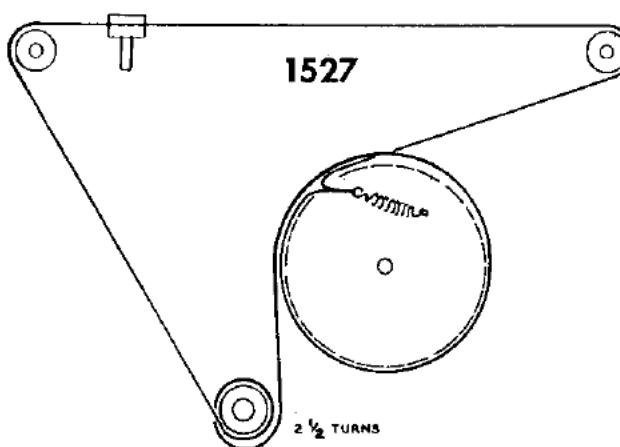
1526



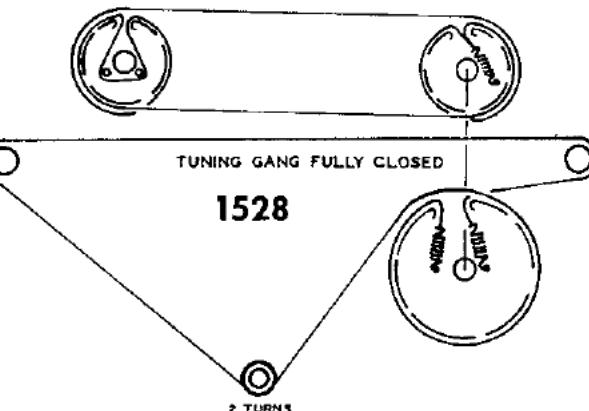
3 TURNS

TUNING GANG FULLY CLOSED

1527



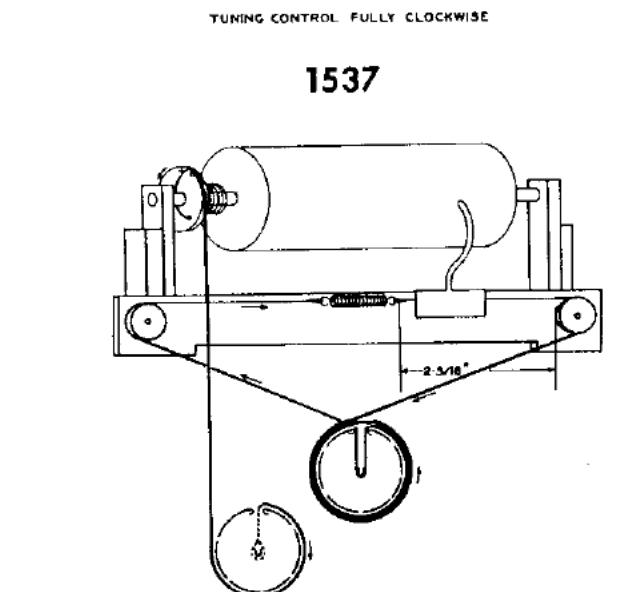
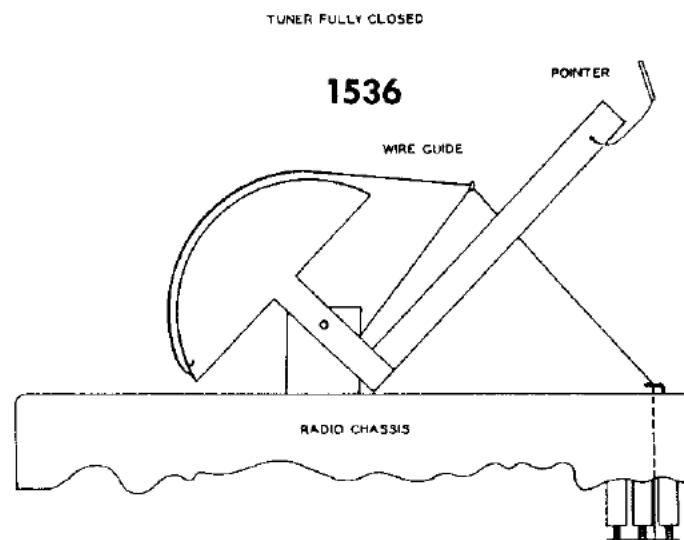
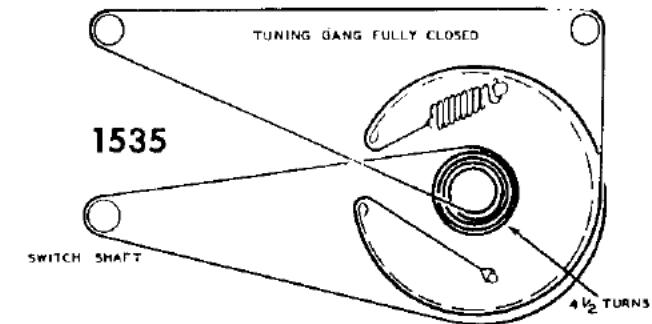
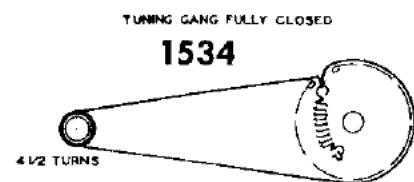
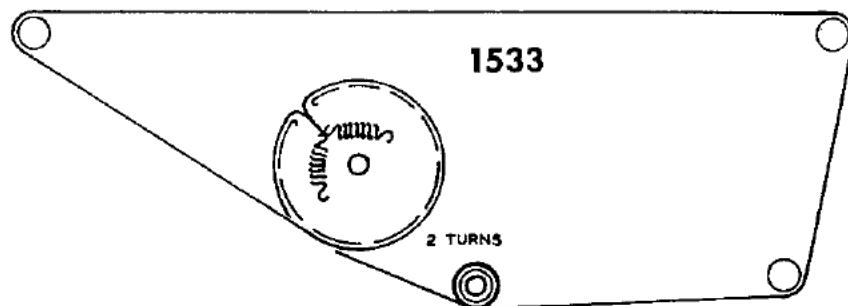
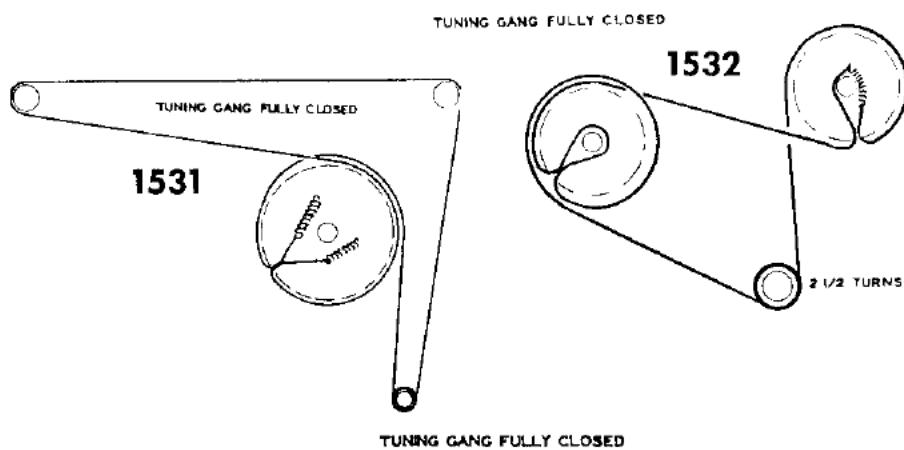
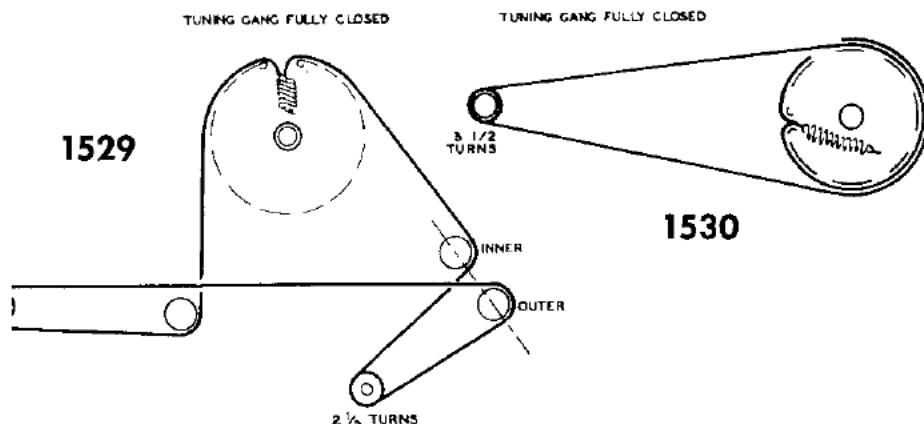
2 1/2 TURNS

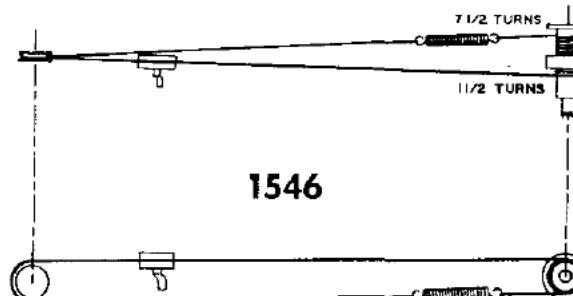
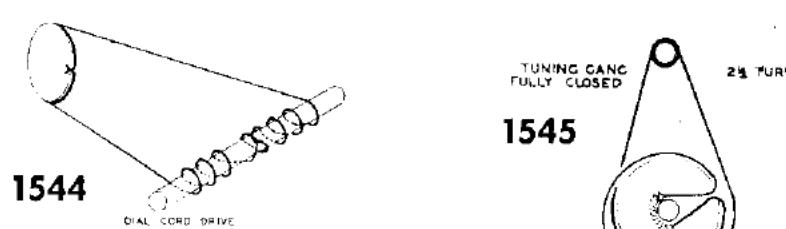
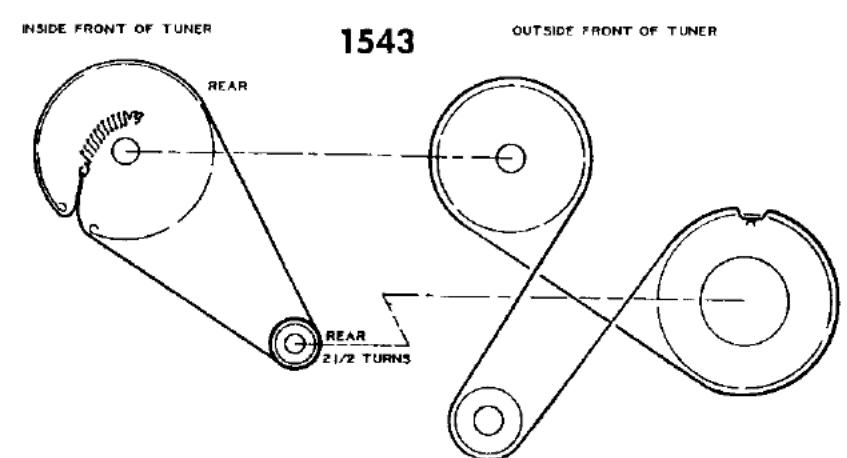
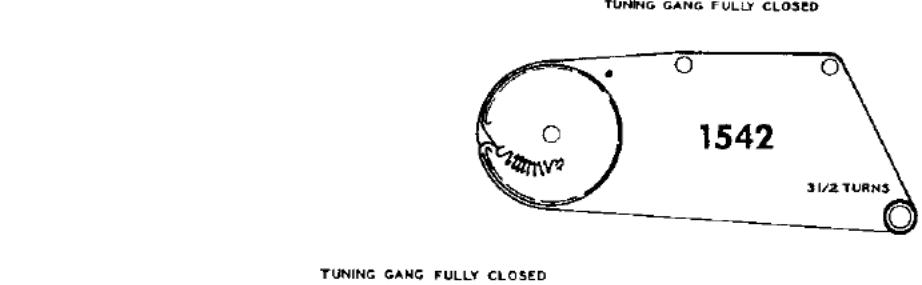
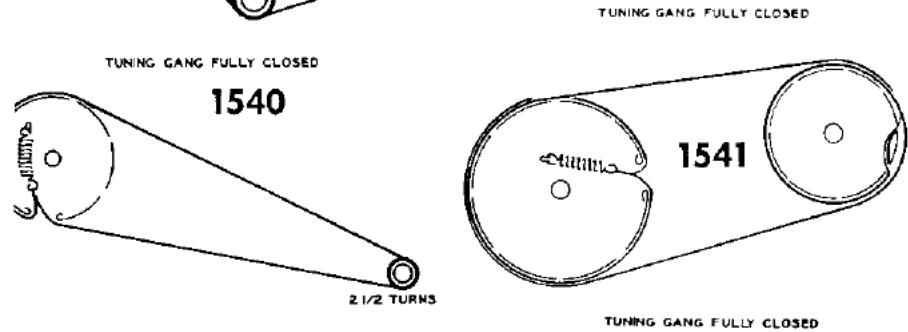
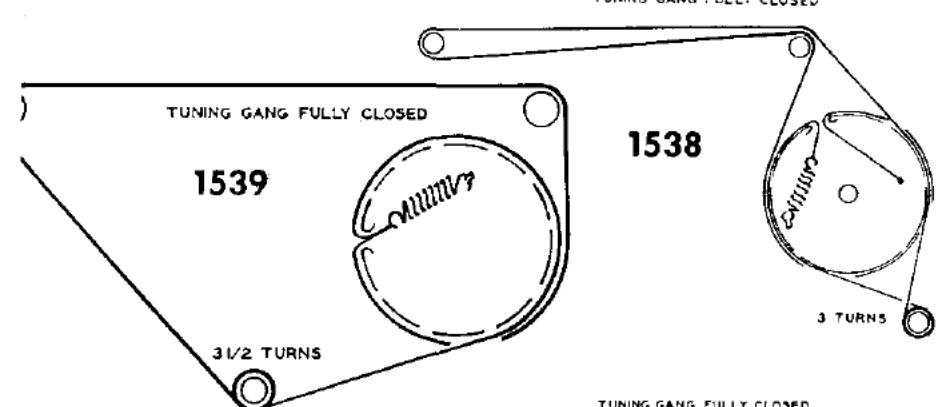


1528

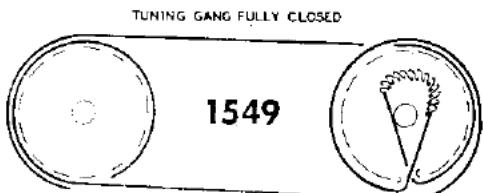
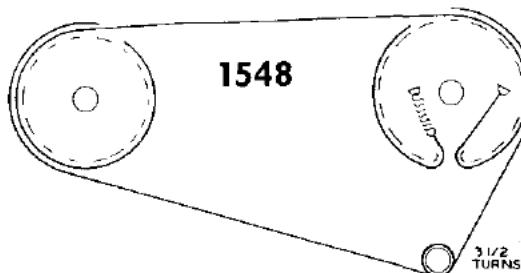
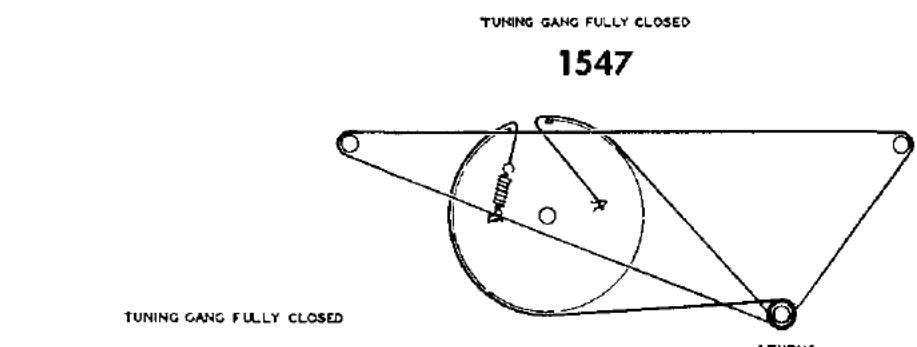
TUNING GANG FULLY CLOSED

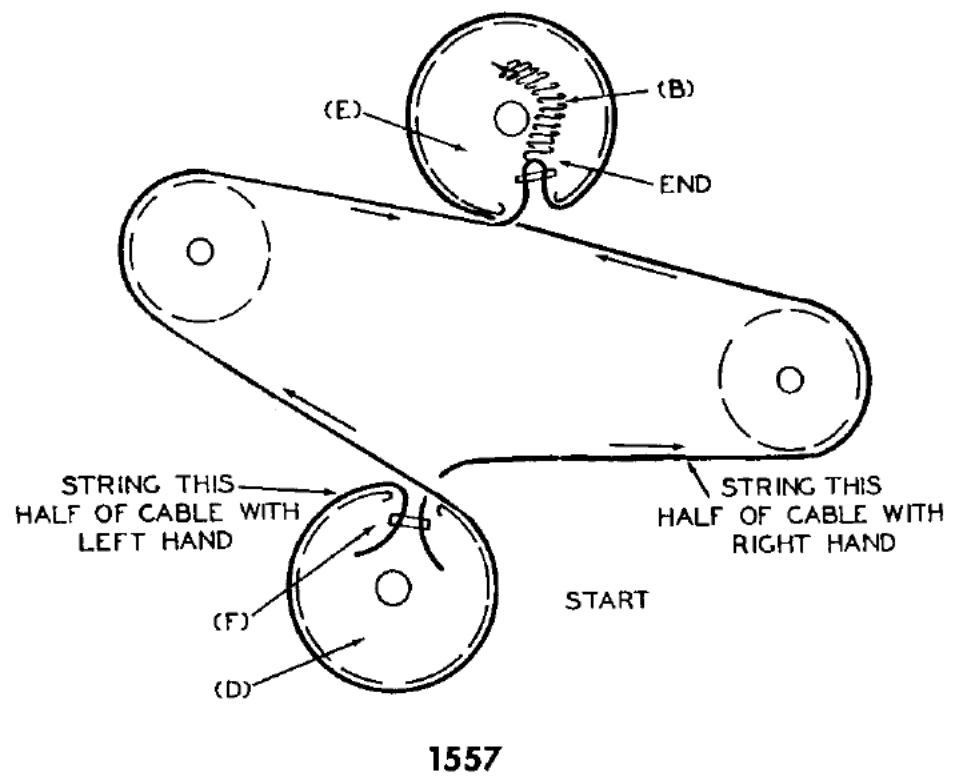
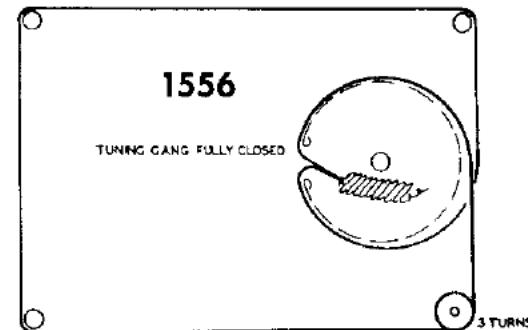
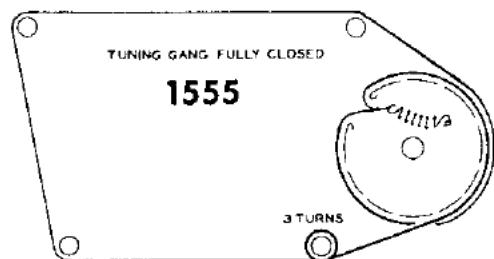
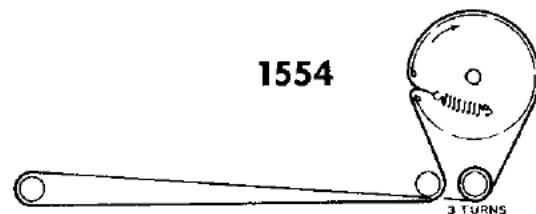
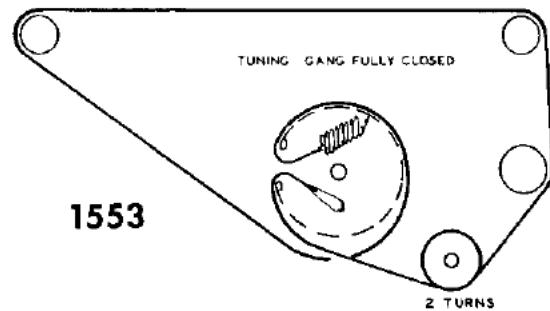
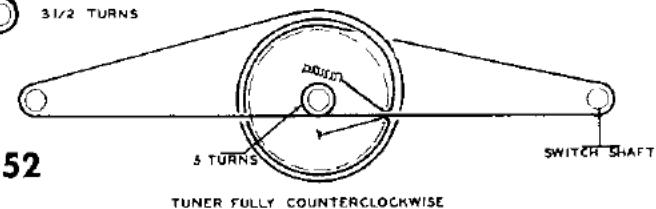
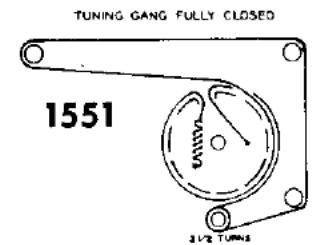
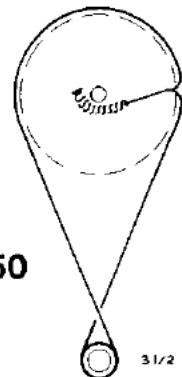
2 TURNS

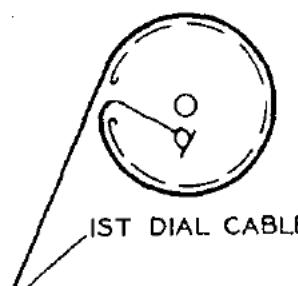




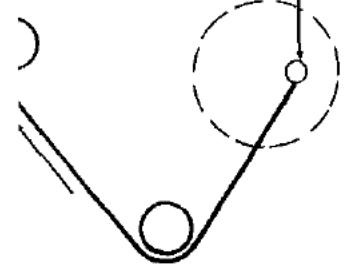
TUNING UNIT IS FULLY COUNTERCLOCKWISE OR CHANNEL #2



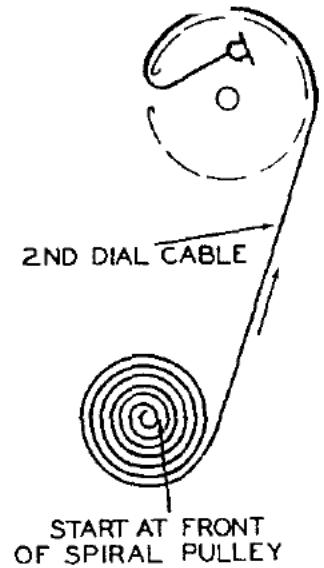




START AT REAR  
OF SPIRAL PULLEY

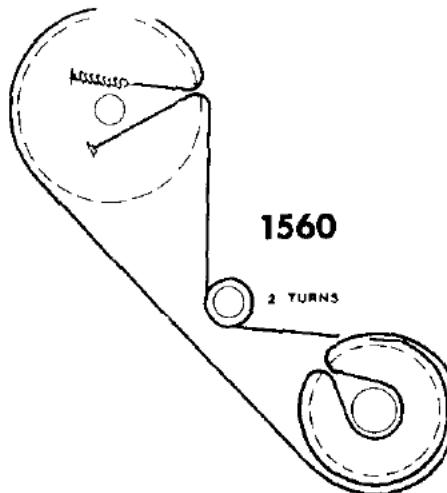


1558



2ND DIAL CABLE

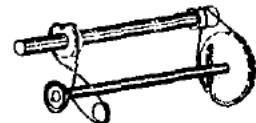
START AT FRONT  
OF SPIRAL PULLEY



1560

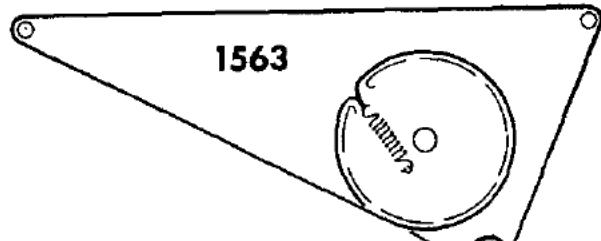
2 TURNS

TUNING GANG FULLY CLOSED



1562

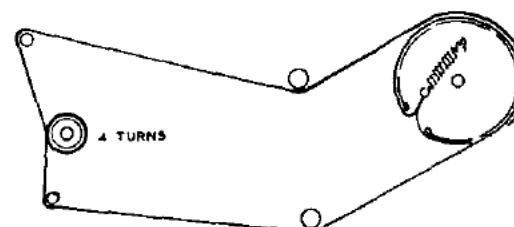
TUNING GANG FULLY CLOSED



1563

3 TURNS

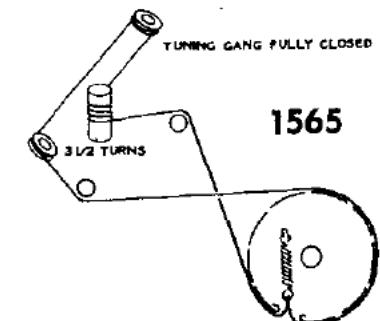
TUNING GANG FULLY CLOSED



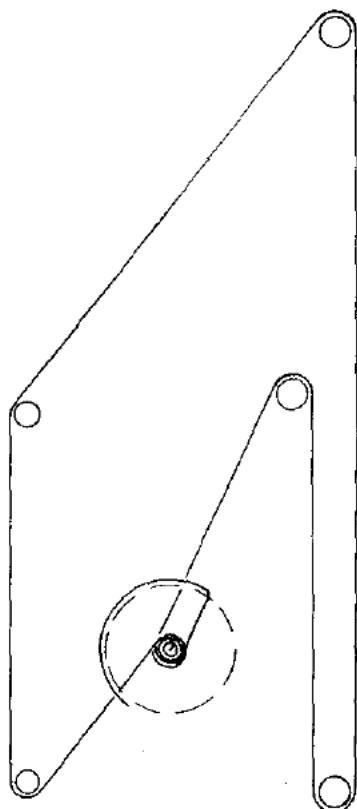
1564

4 TURNS

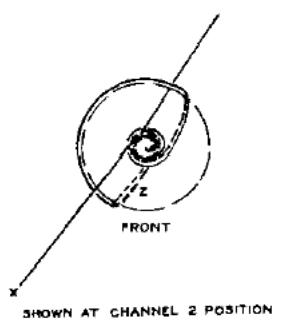
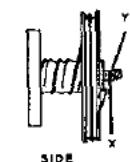
TUNING GANG FULLY CLOSED



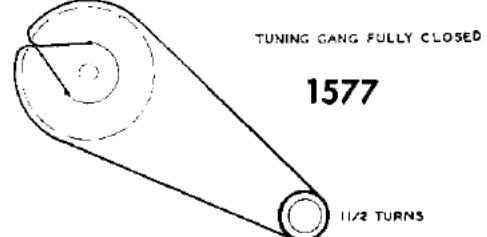
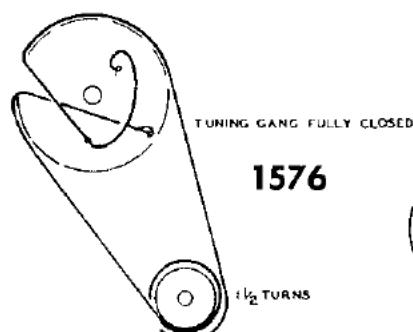
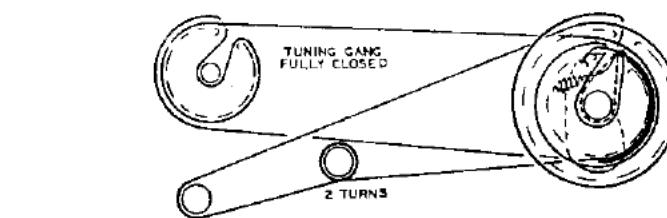
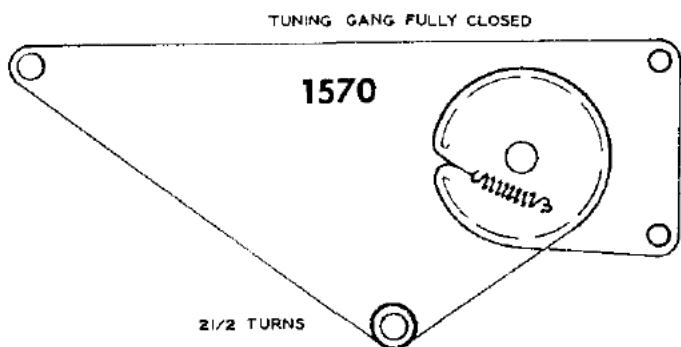
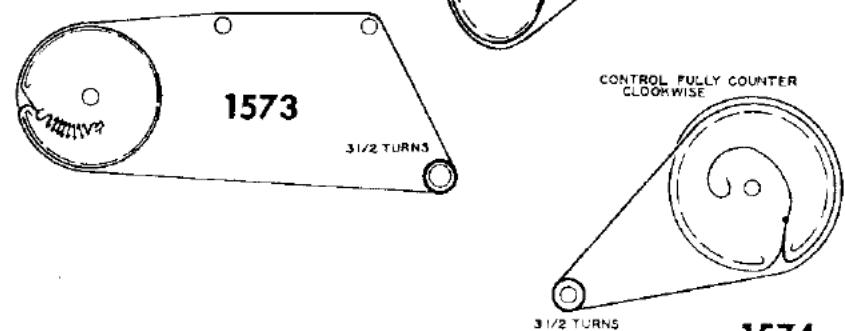
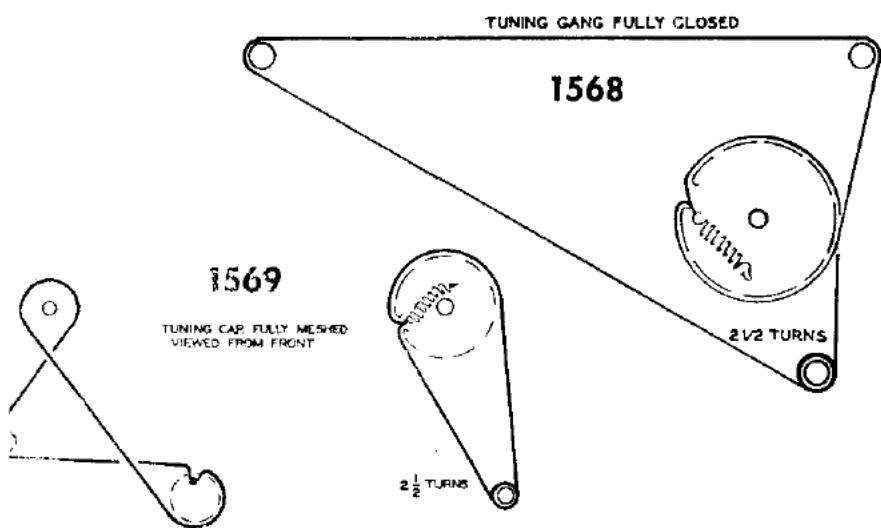
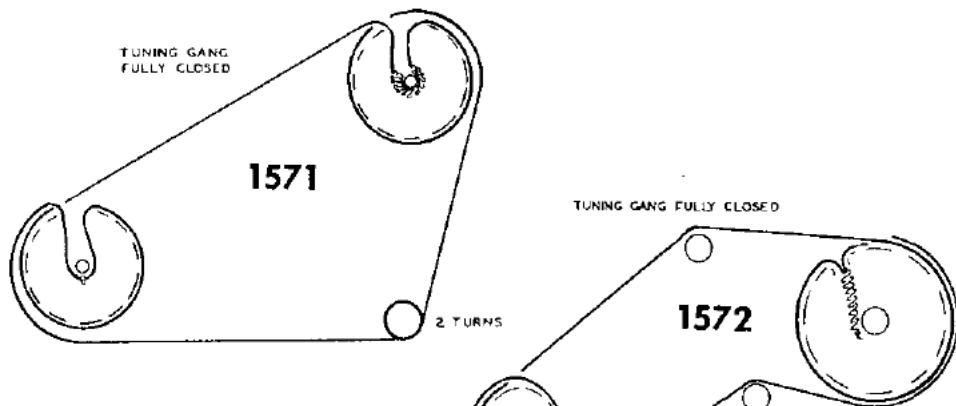
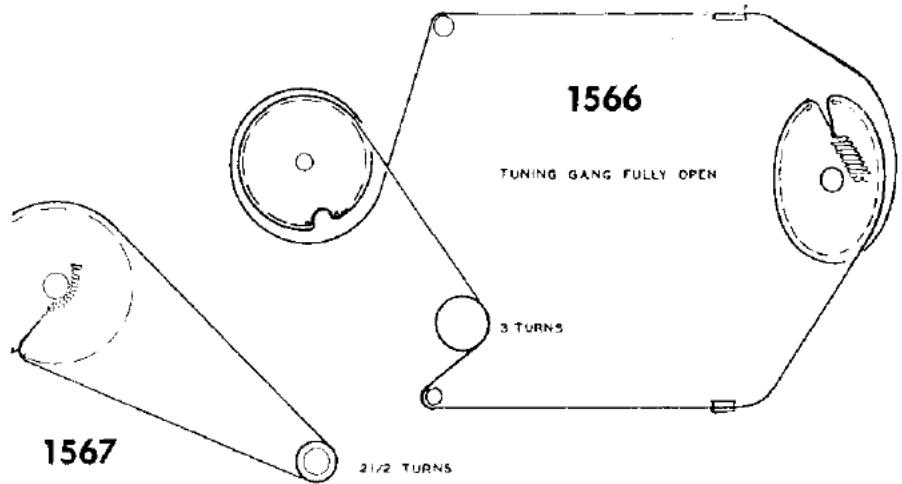
1565

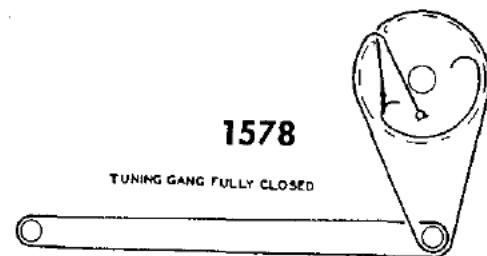


1559

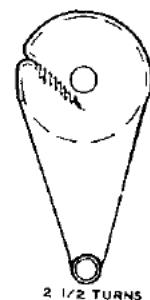


SHOWN AT CHANNEL 2 POSITION

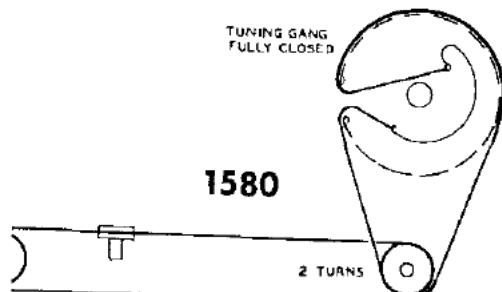




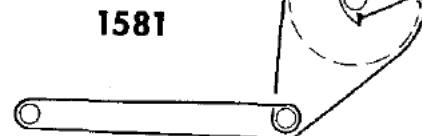
TUNING GANG FULLY CLOSED



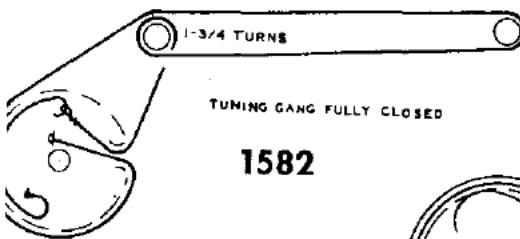
2 1/2 TURNS



TUNING GANG FULLY CLOSED

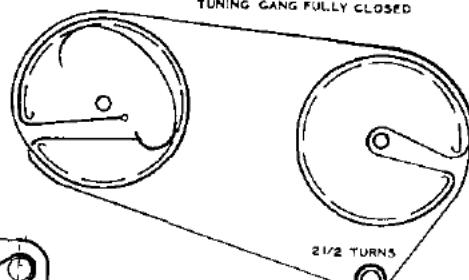


2 TURNS

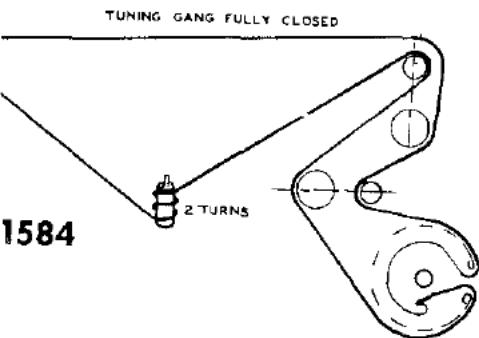


TUNING GANG FULLY CLOSED

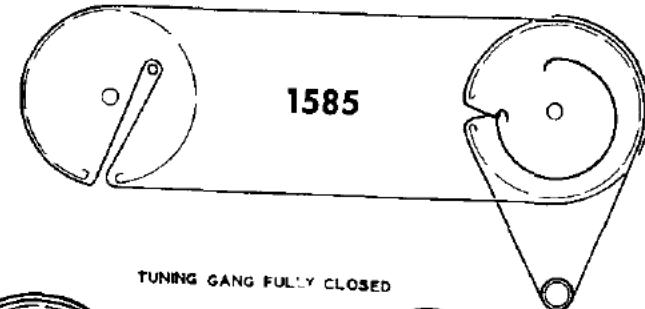
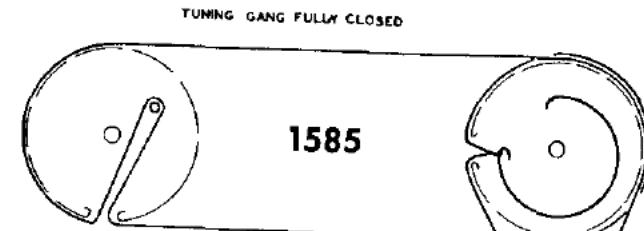
1-3/4 TURNS



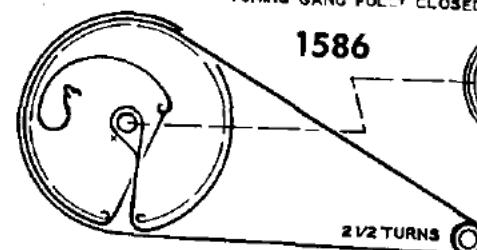
2 1/2 TURNS



2 TURNS



2 1/2 TURNS

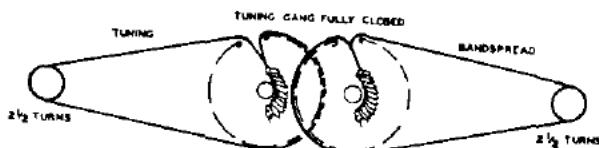
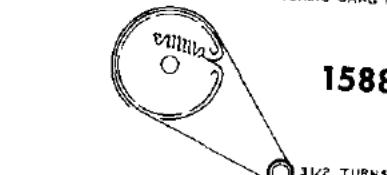


LAP SHOULD BE  
AT MID POINT OF  
ROTATION ON  
TOP PULLEY

1 1/2 TURNS

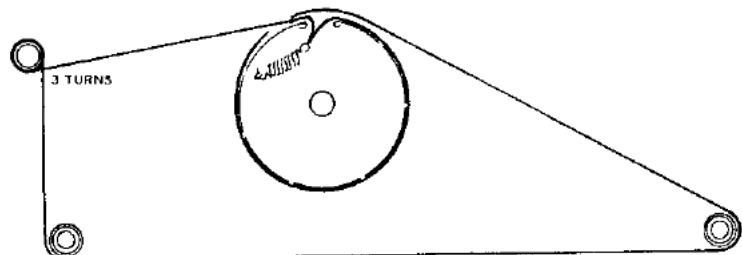
TUNING GANG FULLY CLOSED

1588

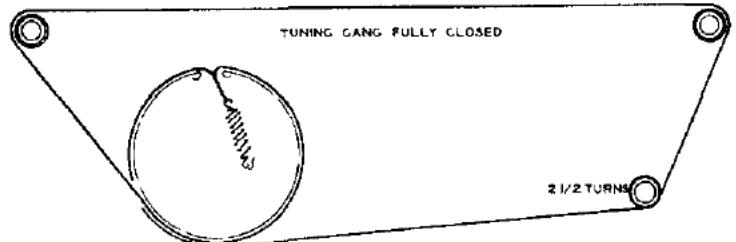


1589

BANDSPREAD GANG FULLY OPEN



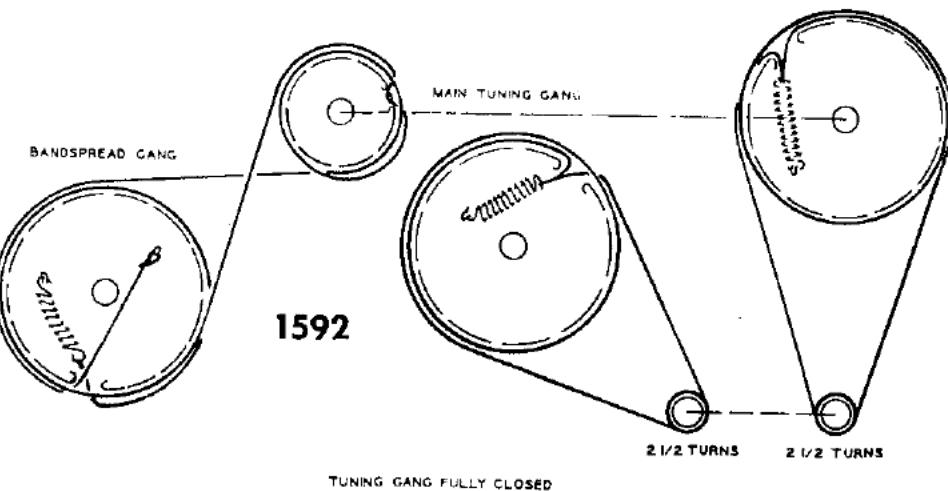
BANDSPREAD GANG CORD STRINGING DIAGRAM



TUNING DIAL CORD STRINGING

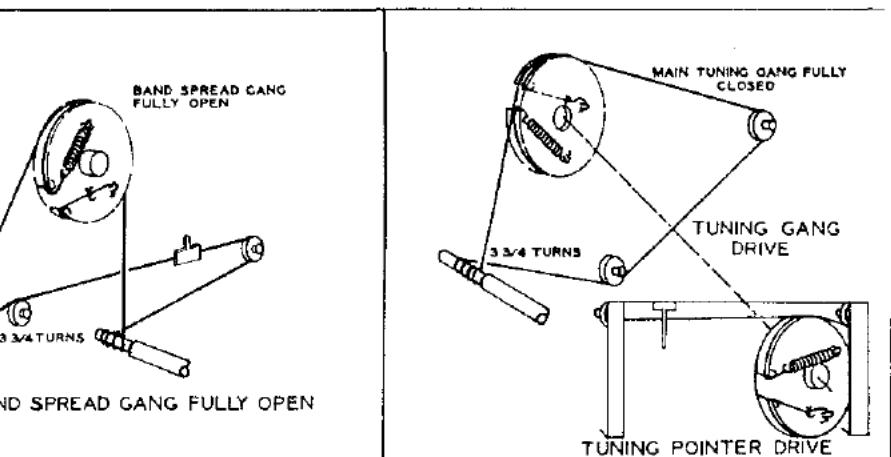
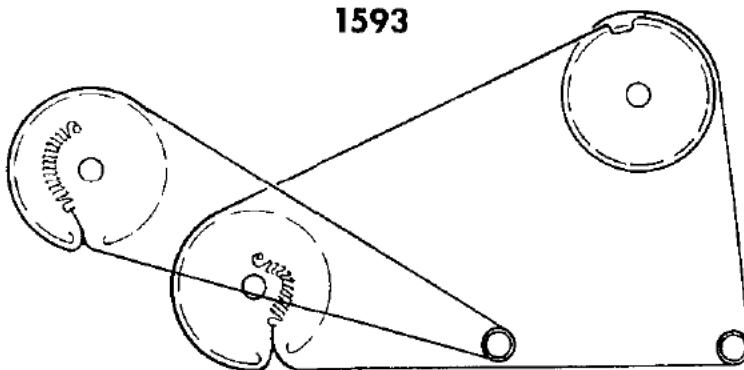
**1590**

MAIN TUNING & BANDSPREAD GANGS FULLY CLOSED

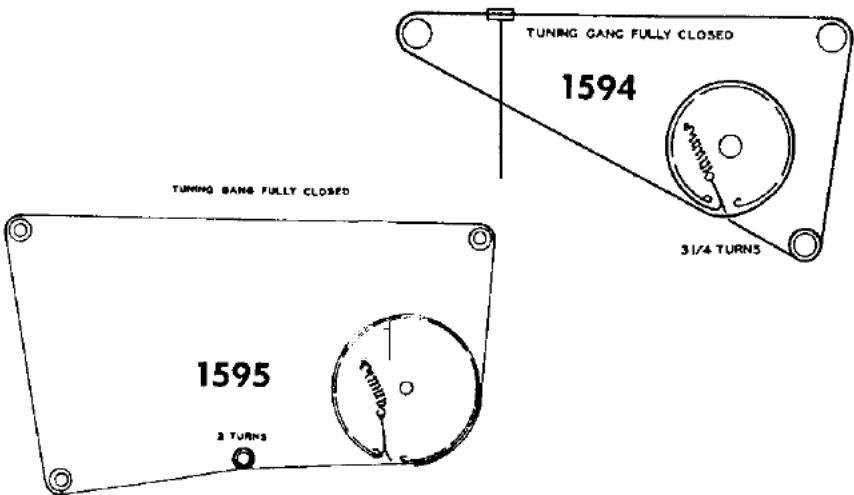


TUNING GANG FULLY CLOSED

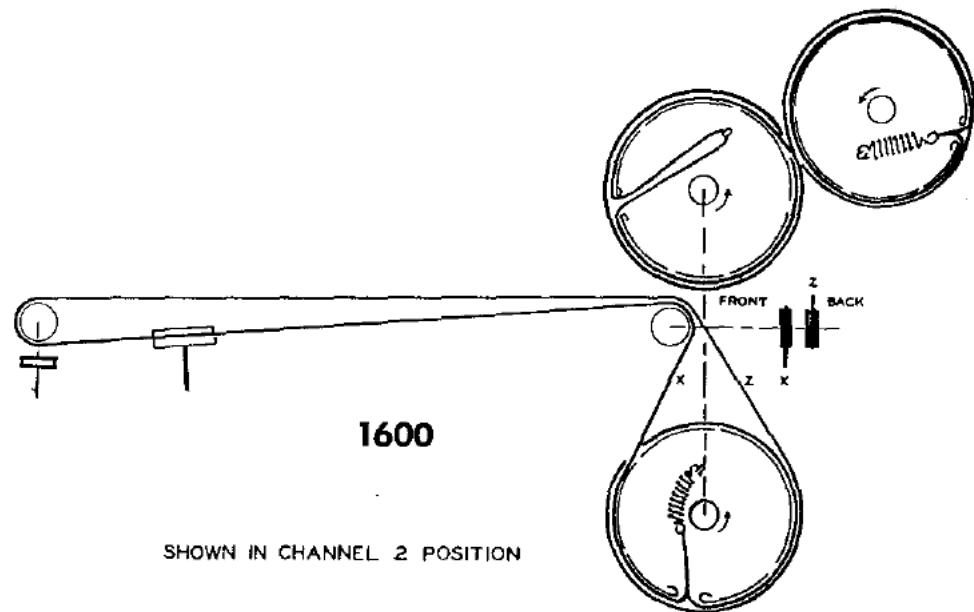
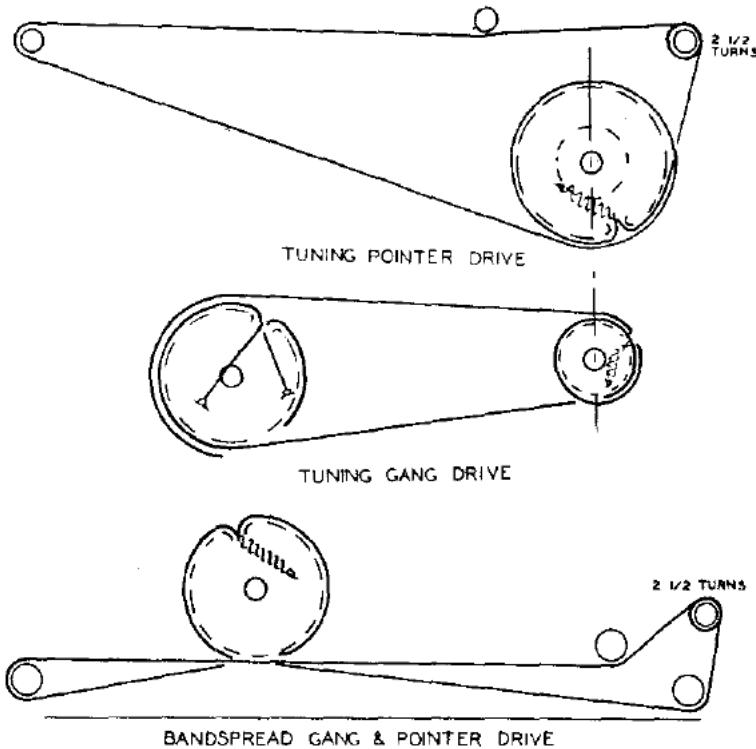
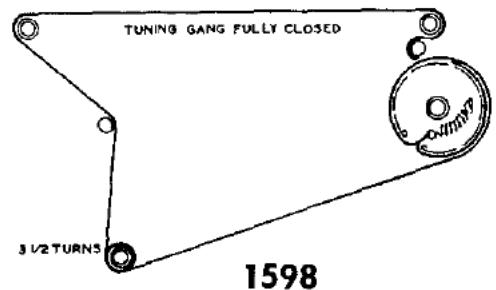
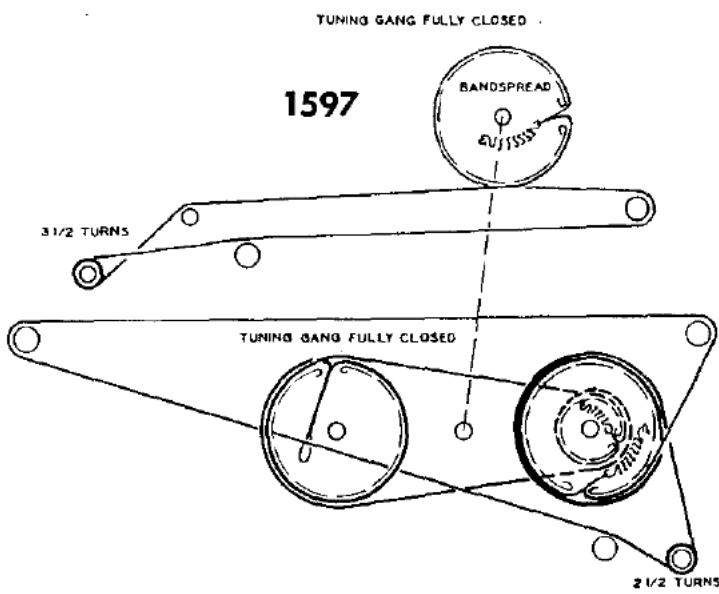
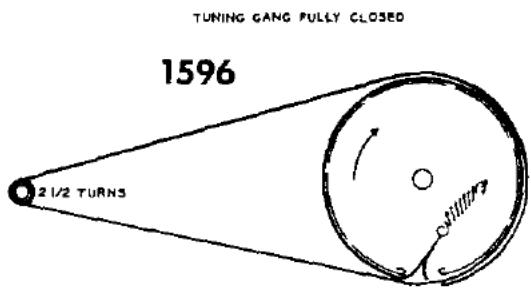
**1593**



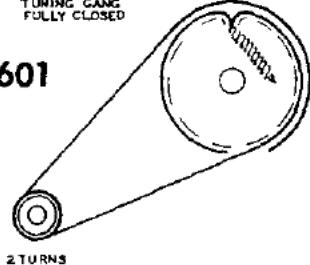
**1591**



**1595**



TUNING GANG  
FULLY CLOSED



1601

TUNING GANG FULLY CLOSED



1602

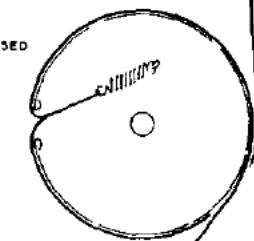
1607

TUNING GANG FULLY CLOSED

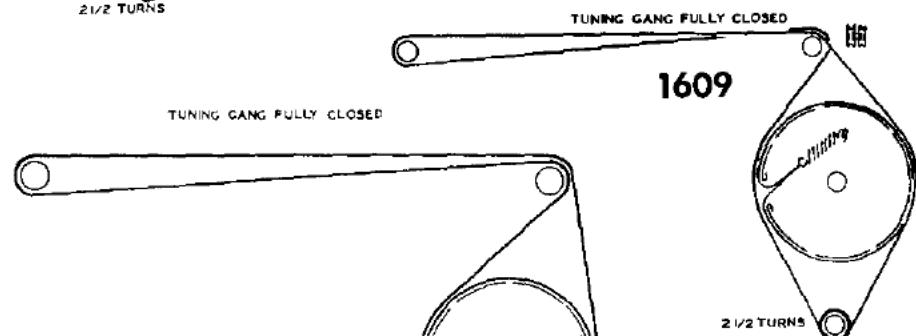


1608

TUNING GANG FULLY CLOSED



1609

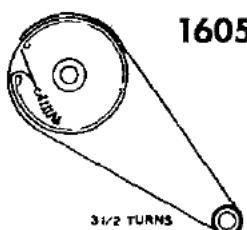


1610

4 TURNS

2 1/2 TURNS

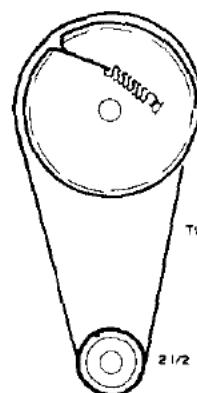
TUNING GANG FULLY CLOSED



1605

1606

TUNING GANG FULLY OPEN

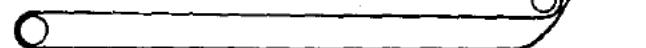


2 1/2 TURNS

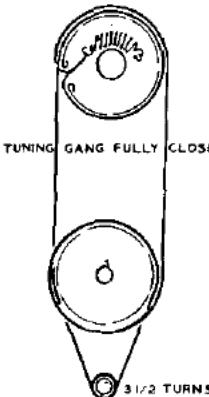
1611

3 TURNS

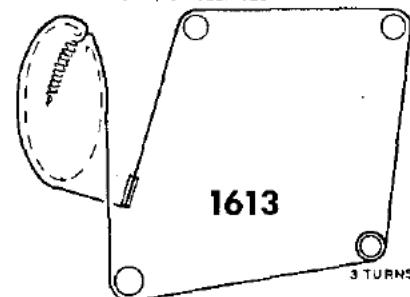
TUNING GANG FULLY CLOSED



12

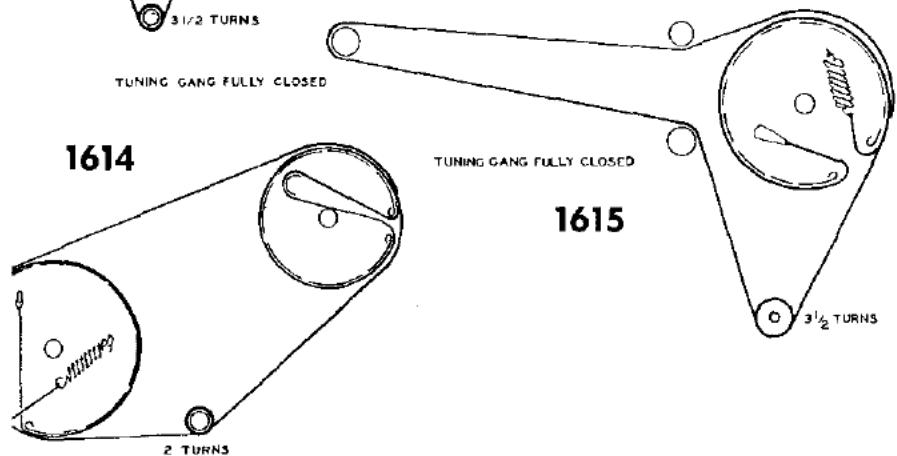


TUNING GANG FULLY CLOSED



1613

1614



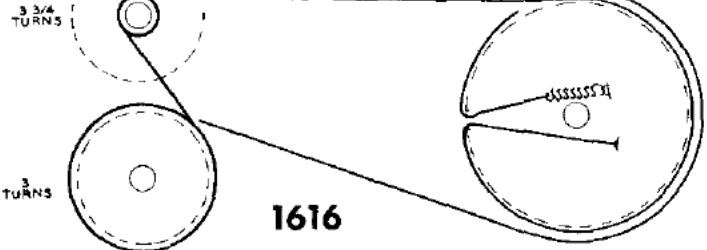
TUNING GANG FULLY CLOSED

1615



3 1/2 TURNS

3 3/4 TURNS

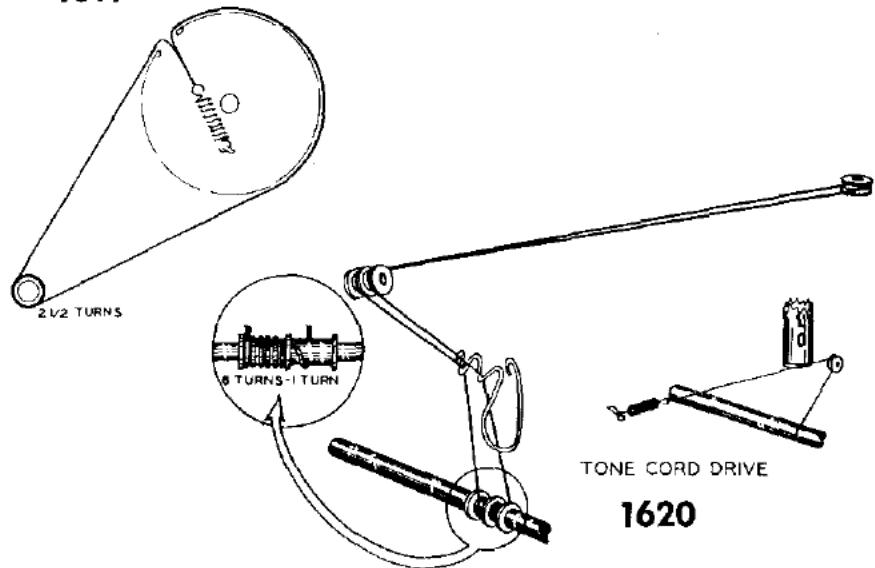


3 1/2 TURNS

1616

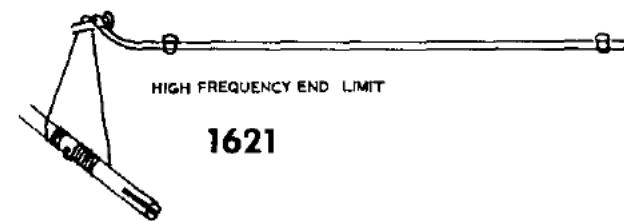
TUNING GANG FULLY CLOSED

1619

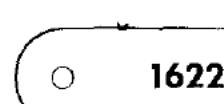


TONE CORD DRIVE

1620



1621

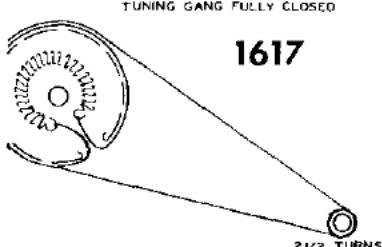


1622

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

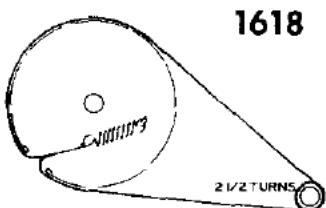
TUNING GANG FULLY CLOSED

1617



TUNING GANG FULLY CLOSED

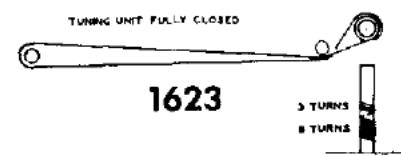
1618



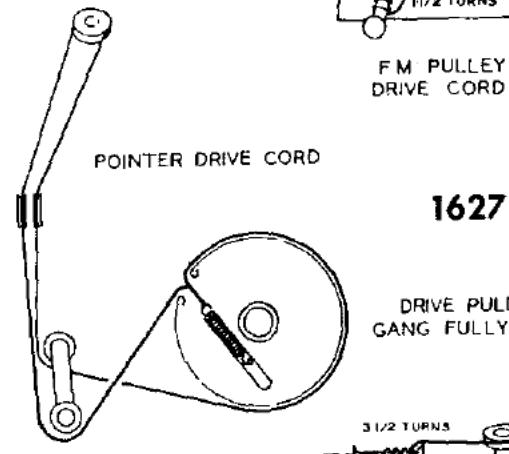
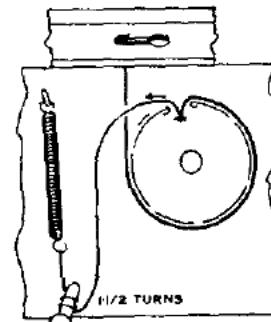
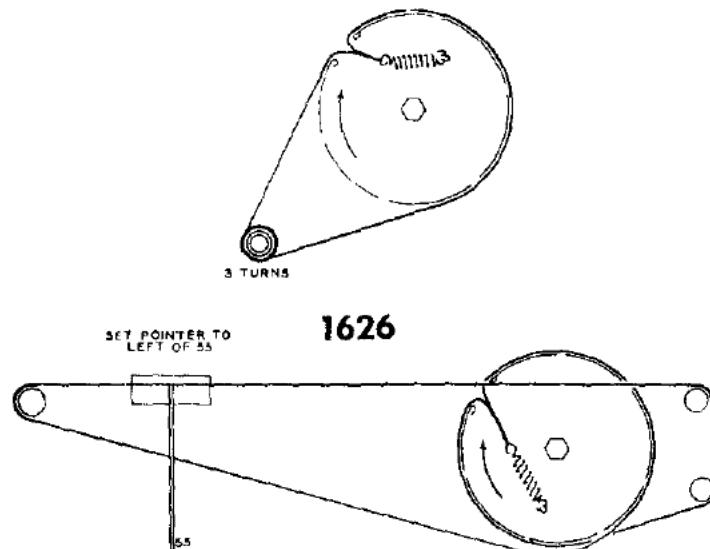
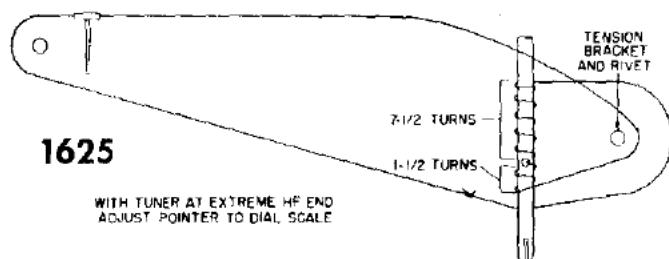
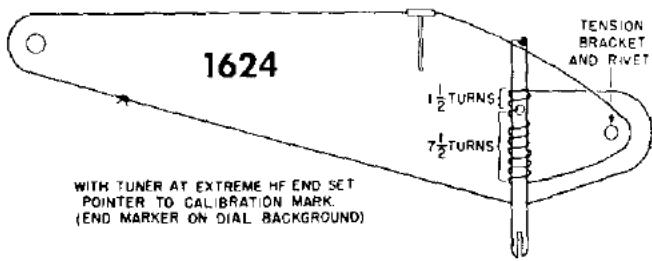
2 1/2 TURNS

TUNING UNIT FULLY CLOSED

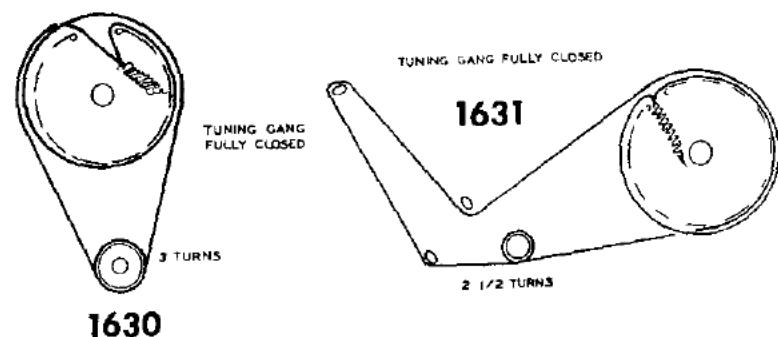
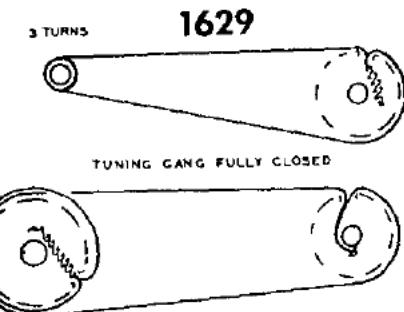
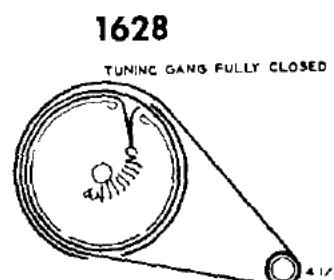
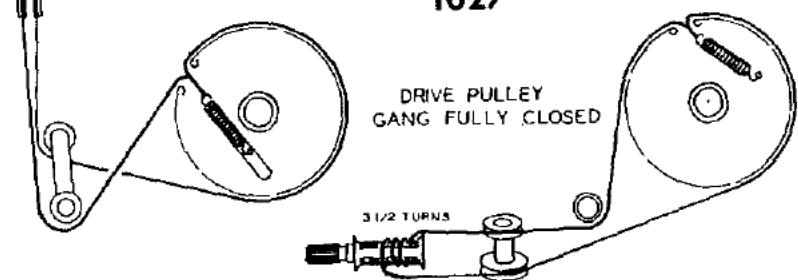
1623

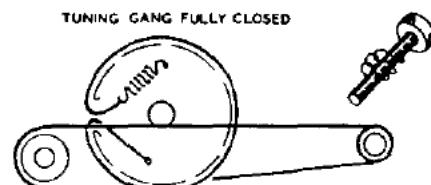
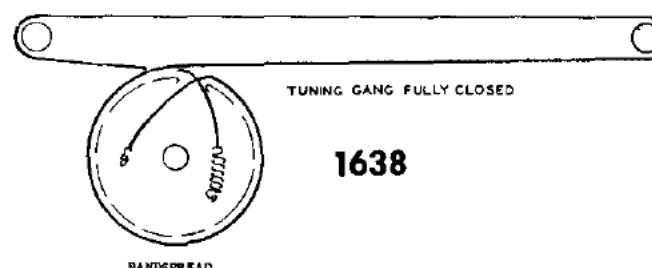
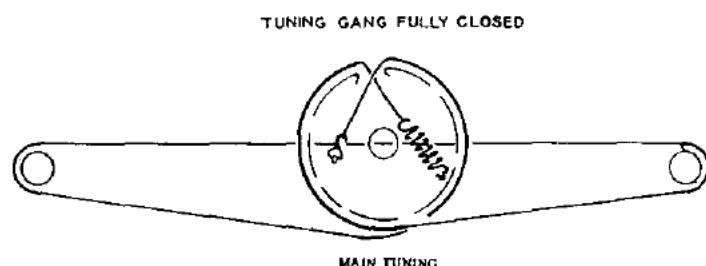
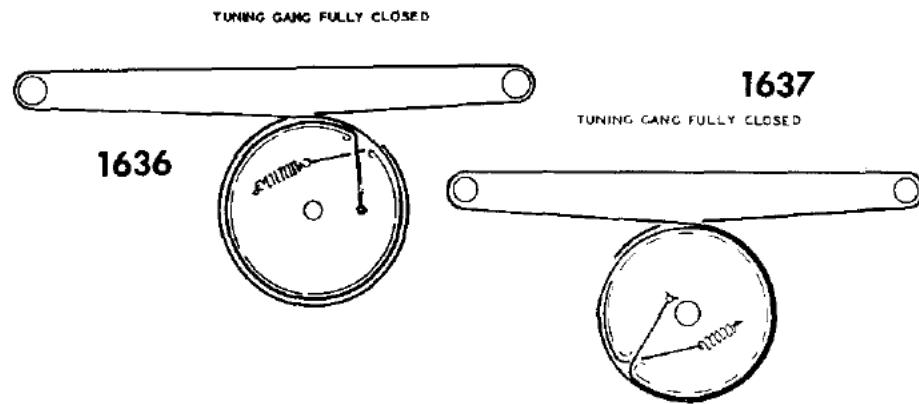
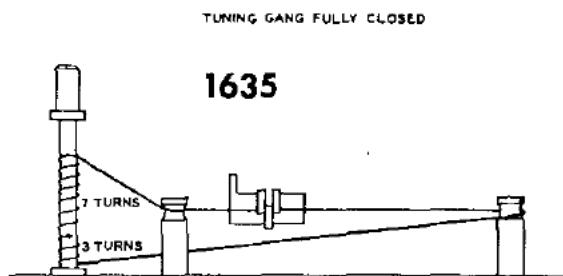
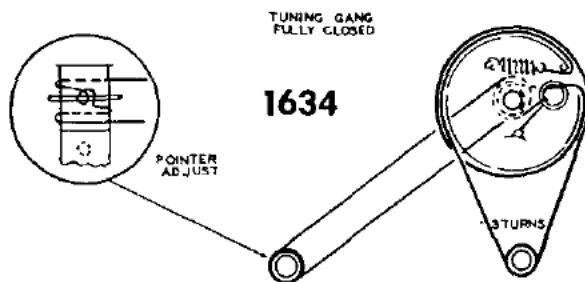
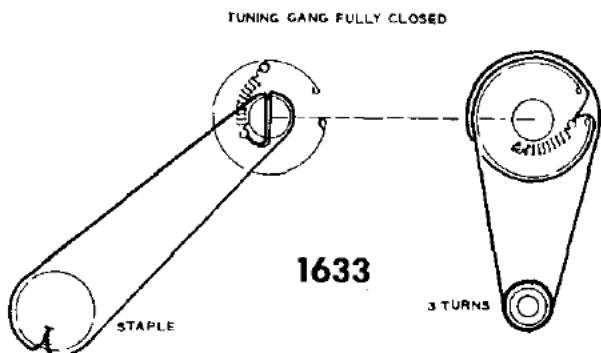
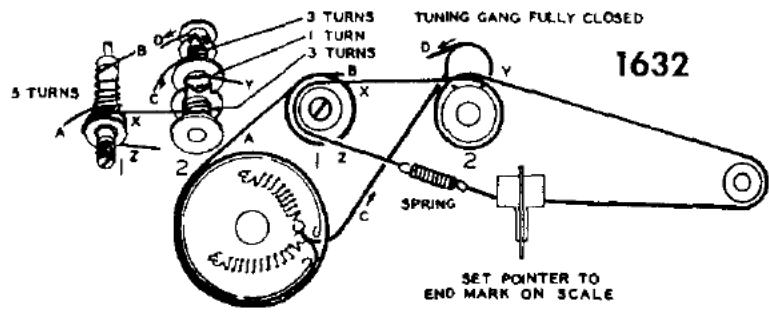


3 TURNS  
8 TURNS



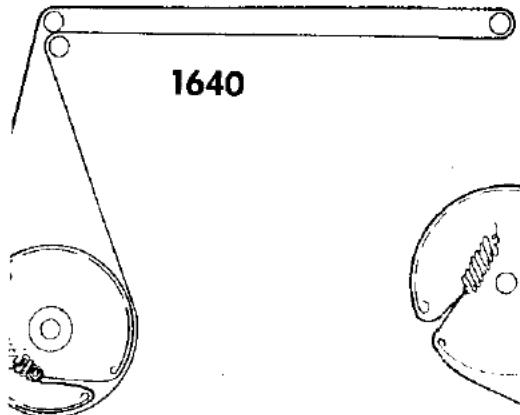
PULLEY DRIVE CORD





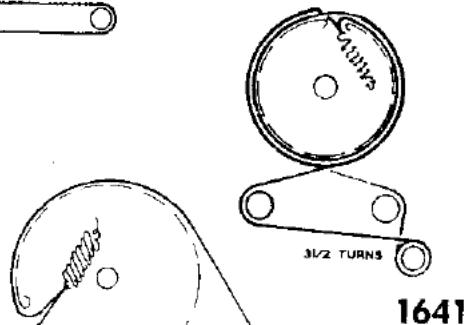
1. Length of cord 38" including clip at one end and loop in other. Measure 16 3/4" from clip end and mark this point. Loop cord at mark and push thru hole in shaft. Bring ends of cord thru loop as shown and pull taut keeping marked point over hole.
2. Wind clip end of cord 6 1/2 turns around shaft and 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

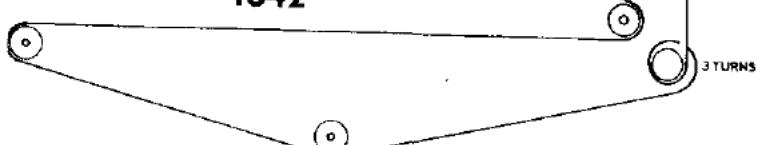


**1640**

TUNING GANG FULLY CLOSED

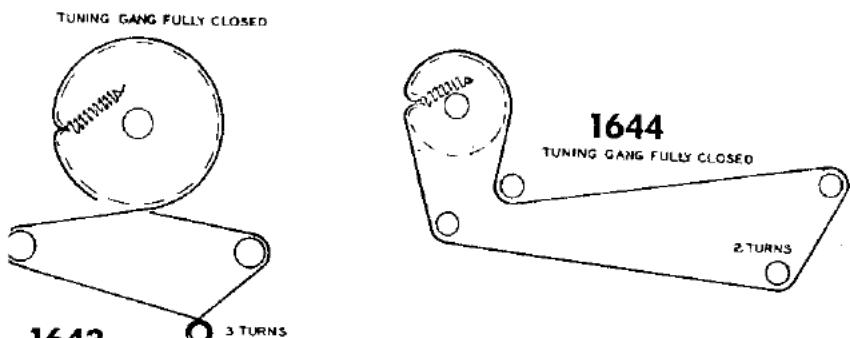


**1641**



**1642**

TUNING GANG FULLY CLOSED



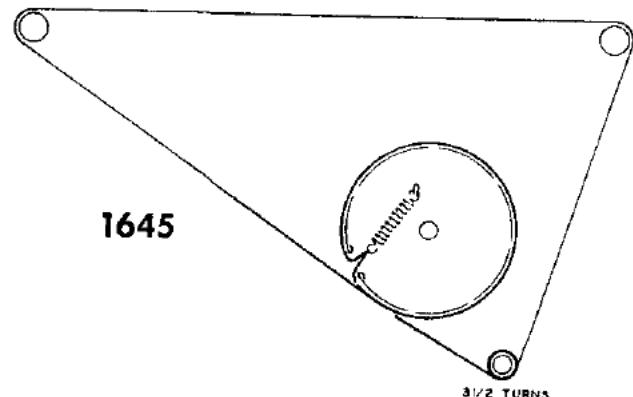
**1643**

TUNING GANG FULLY CLOSED

**1644**

TUNING GANG FULLY CLOSED

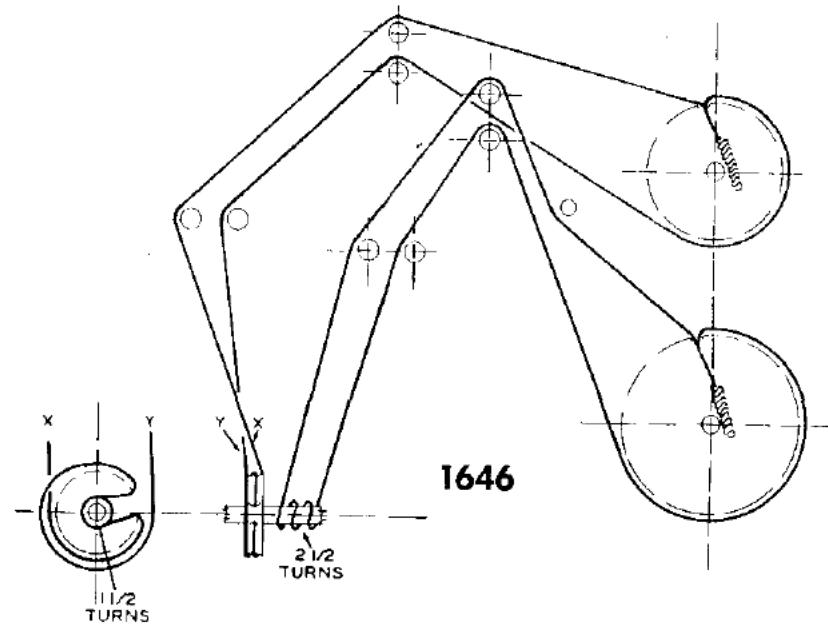
2 TURNS



**1645**

3 1/2 TURNS

TUNING GANG FULLY CLOSED

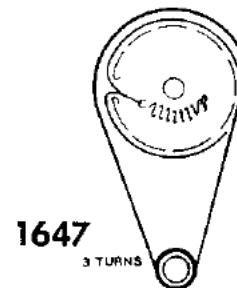


**1646**

1 1/2 TURNS

2 1/2 TURNS

TUNING GANG FULLY CLOSED



**1647**

3 TURNS

TUNING GANG FULLY CLOSED

**1648**

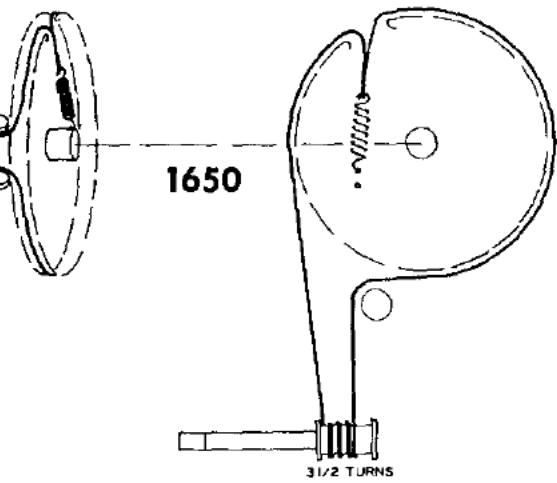
2 1/2  
TURNS

TUNING GANG  
FULLY CLOSED

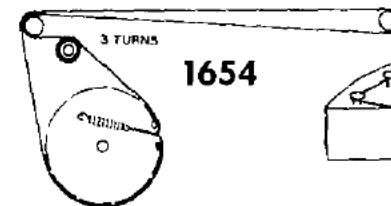
**1649**

3 TURNS

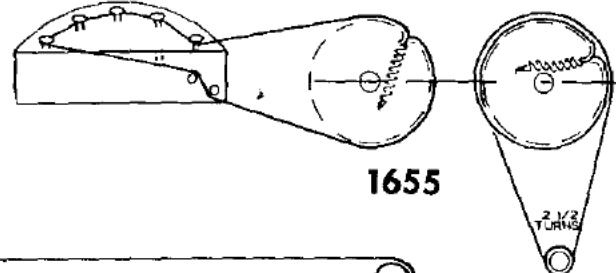
TUNING GANG FULLY CLOSED



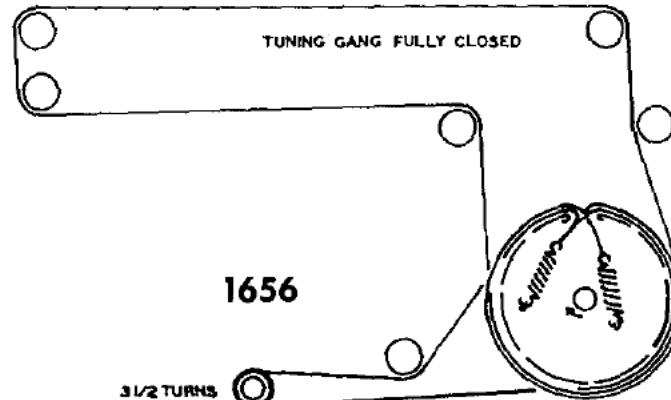
TUNING GANG FULLY CLOSED



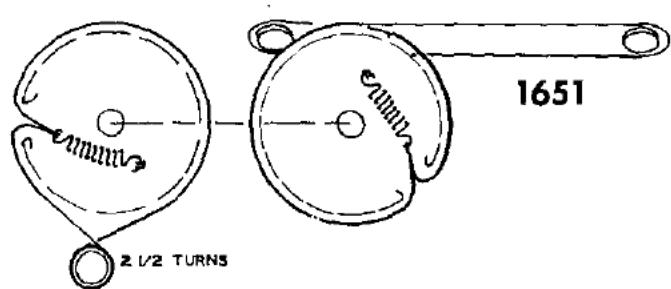
TUNING GANG FULLY CLOSED



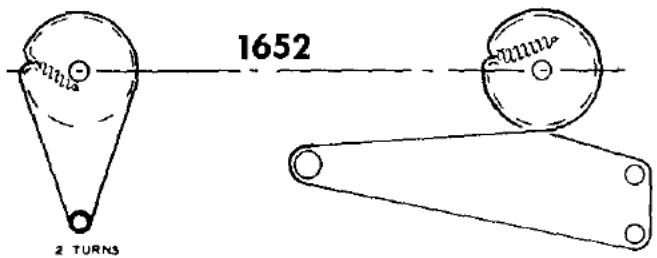
TUNING GANG FULLY CLOSED



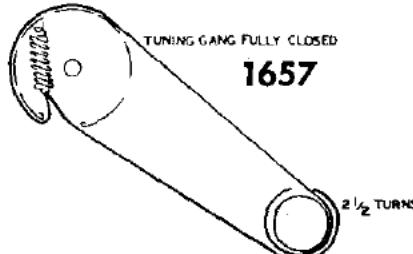
TUNING GANG FULLY CLOSED



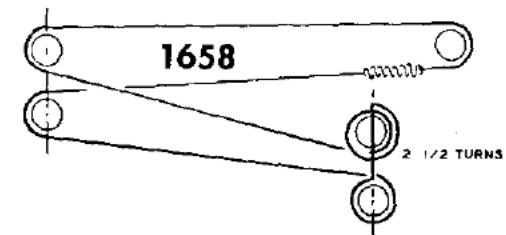
1652



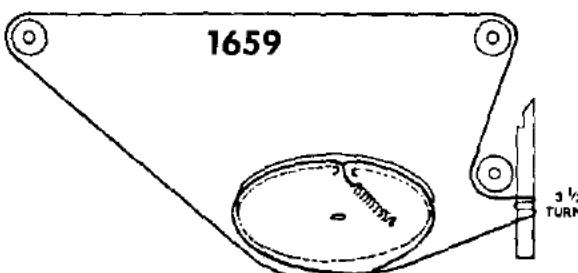
1657



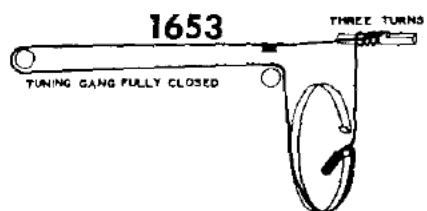
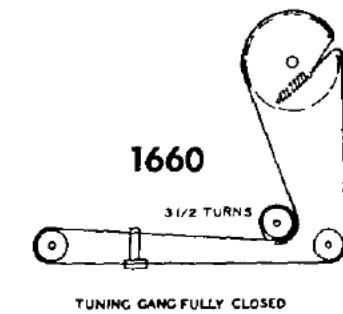
TUNING GANG FULLY CLOSED



TUNING GANG FULLY OPEN



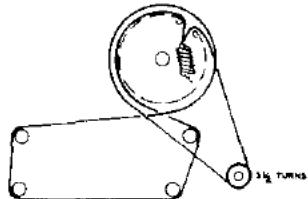
1660



TUNING GANG FULLY CLOSED

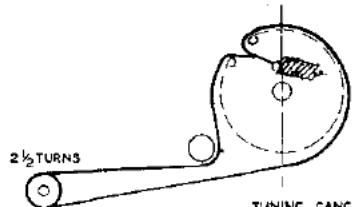
**1661**

3 1/2 TURNS



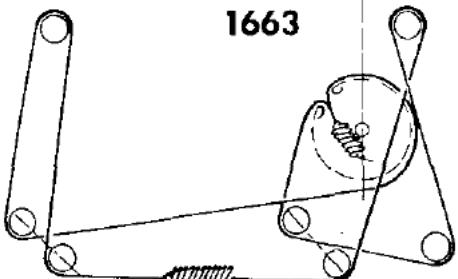
TUNING GANG FULLY OPEN

**1662**



TUNING GANG FULLY CLOSED

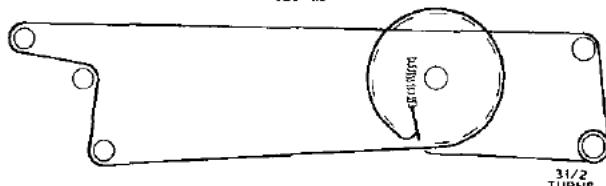
**1663**



TUNING GANG FULLY CLOSED

**1665**

3 1/2  
TURNS

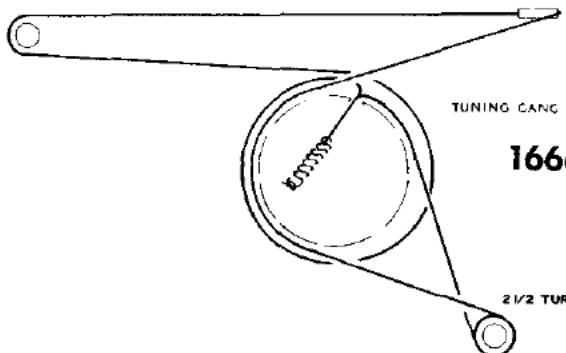


3 TURNS

TUNING GANG FULLY CLOSED

**1666**

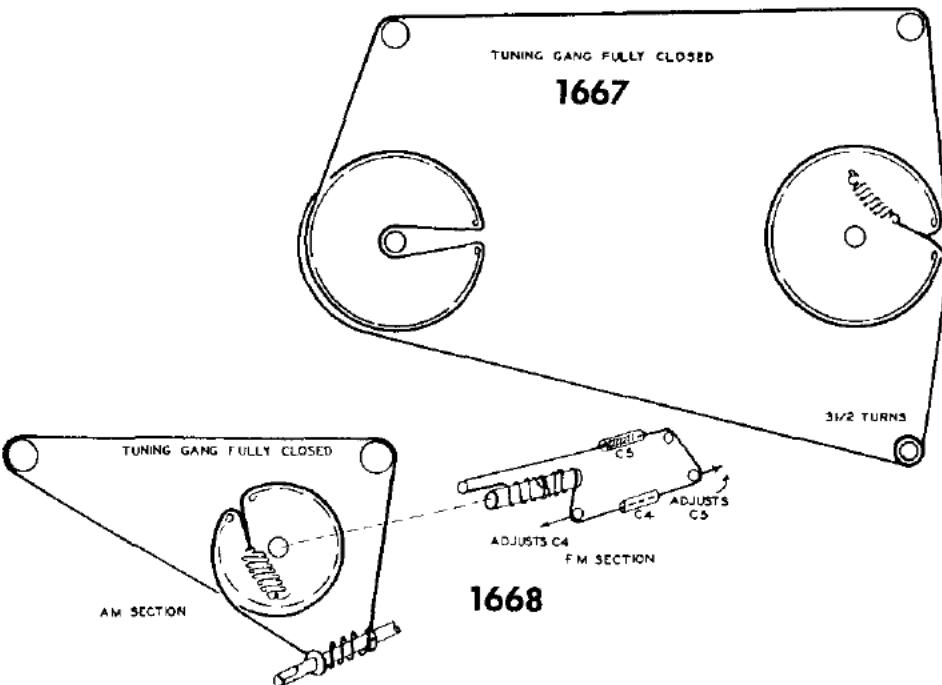
2 1/2 TURNS



TUNING GANG FULLY CLOSED

**1667**

3 1/2 TURNS



TUNING GANG FULLY CLOSED

**1668**

ADJUSTS C4  
FM SECTION

ADJUSTS C5

ADJUSTS C5

AM SECTION

POINTER DRIVE CORD

TUNING GANG FULLY CLOSED

5 TURNS

1 1/2 TURNS

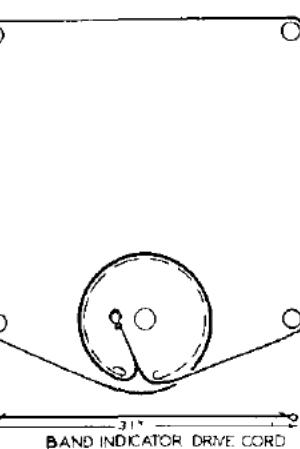
1 TURN

1 1/2 TURNS

10 TURNS

1 TURN

1 1/2 TURNS

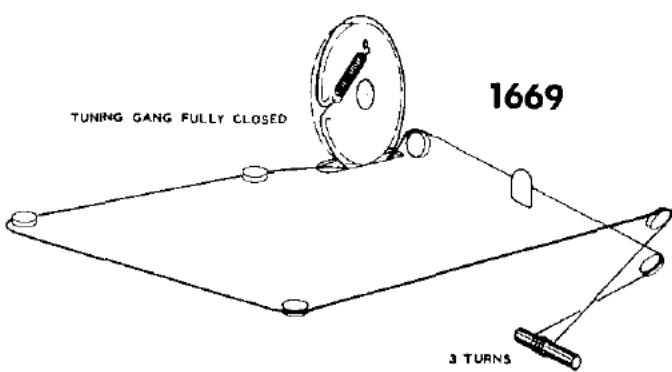


BAND INDICATOR DRIVE CORD

**1664**

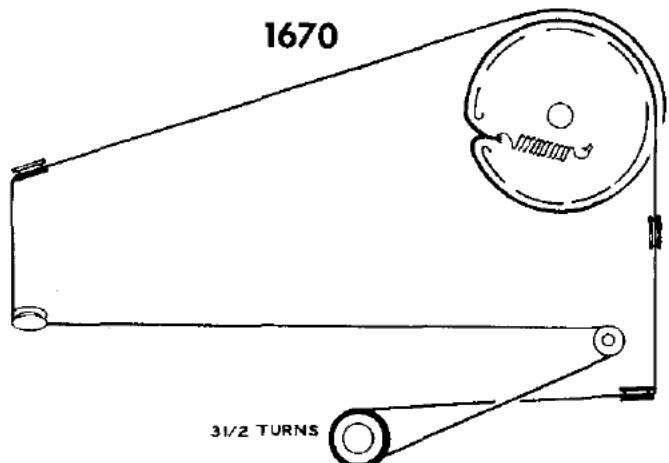
CONDENSER DRIVE CORD

29 1/8



TUNING GANG FULLY CLOSED

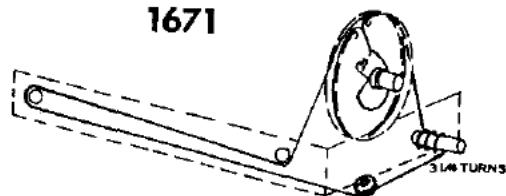
1670



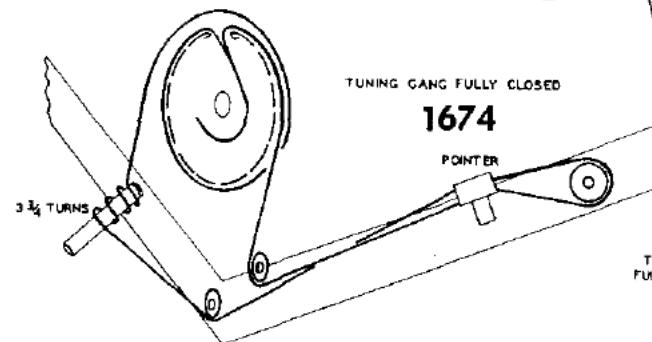
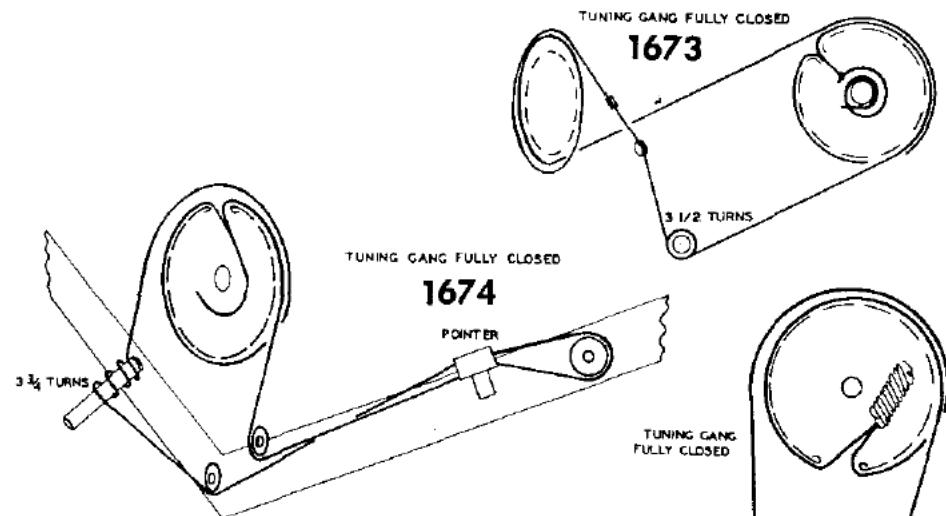
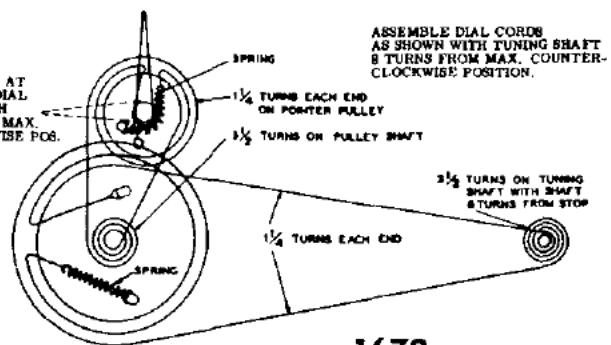
TUNING GANG FULLY CLOSED

1671

3 1/4 TURNS



LOCATE POINTER AT INDEX MARK ON DIAL BACK PLATE WITH TUNING SHAFT IN MAX. COUNTERCLOCKWISE POS.

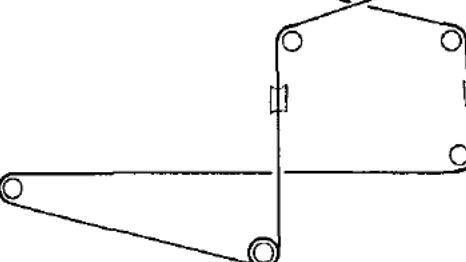


1675

3 1/2 TURNS

TUNING GANG FULLY OPEN

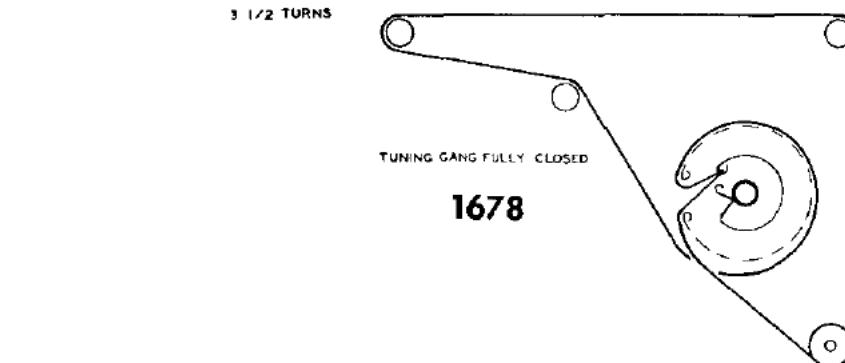
1676



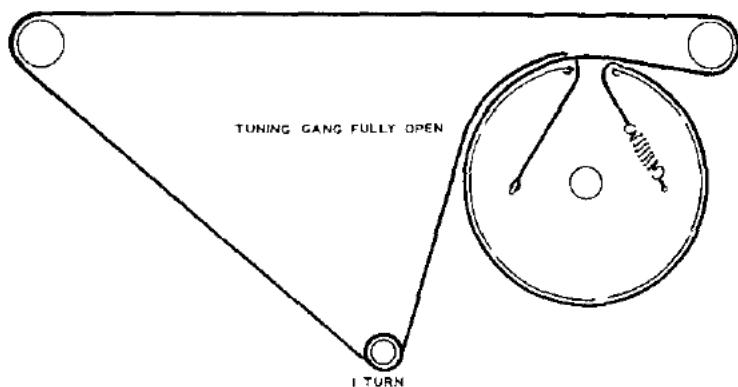
TUNING GANG FULLY CLOSED

1677

3 TURNS



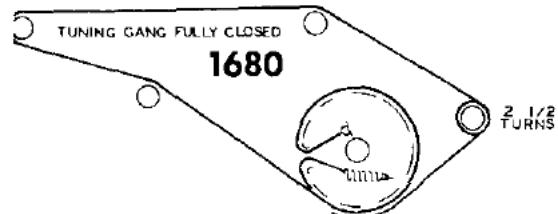
**1683**



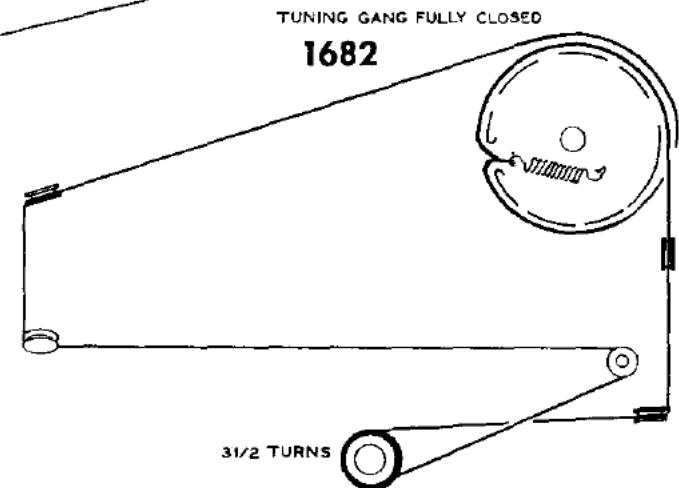
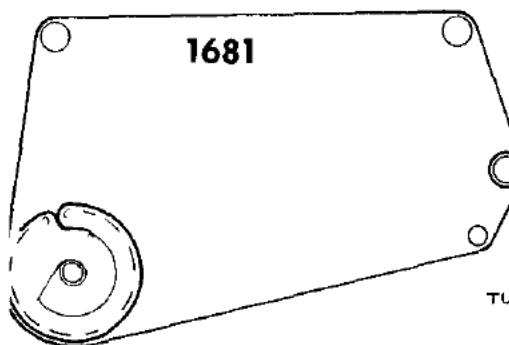
**1679**

REAR PULLEY

FRONT PULLEY

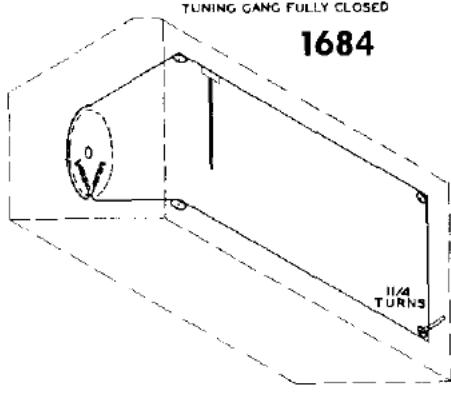


TUNING GANG FULLY CLOSED

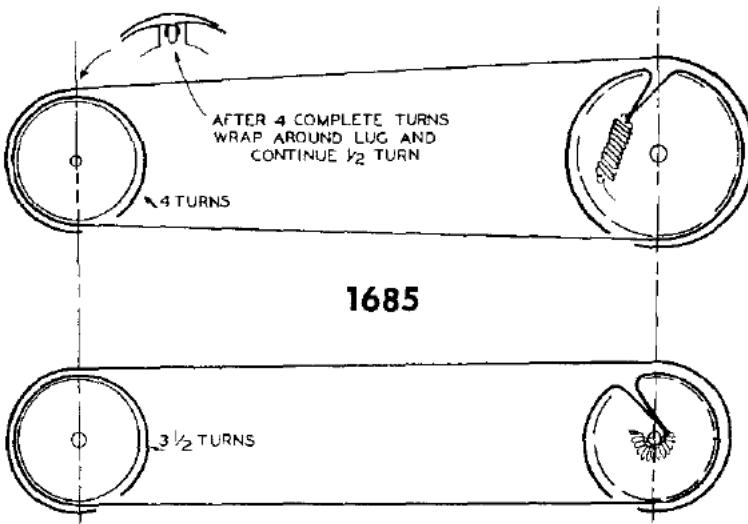


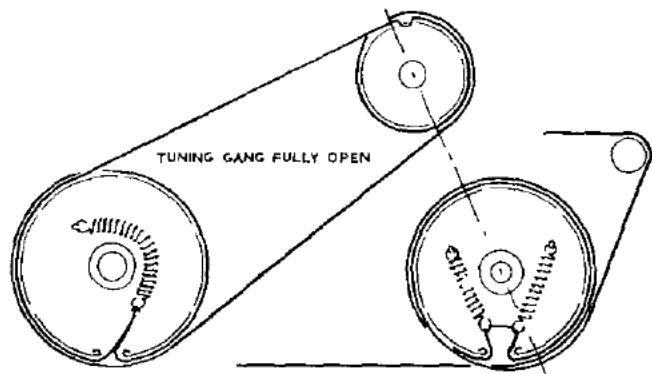
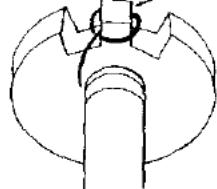
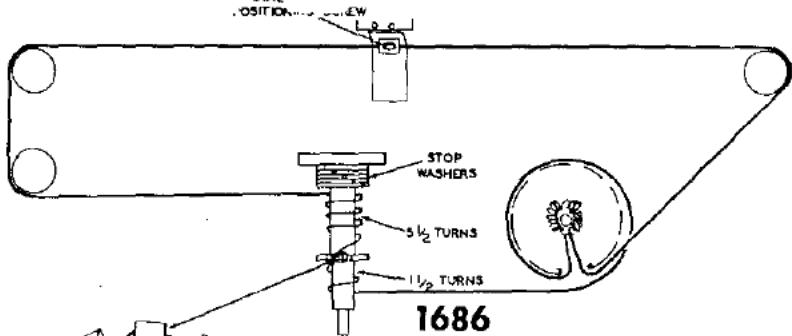
**1684**

TUNING GANG FULLY CLOSED



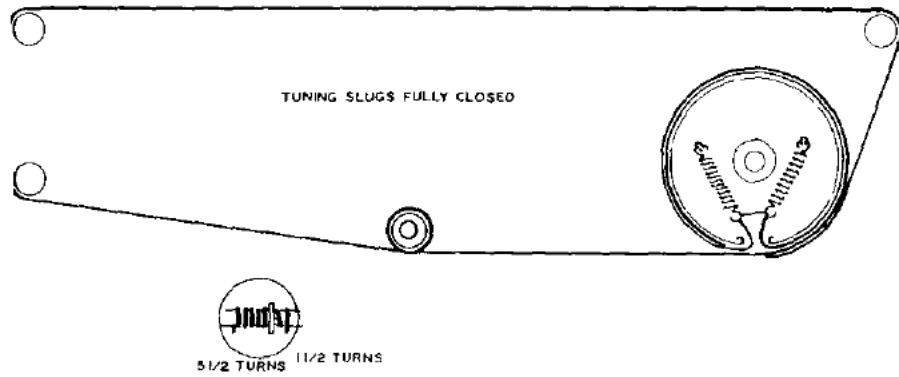
**1685**



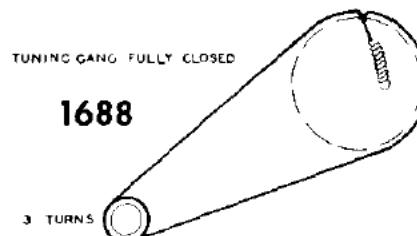


RADIO DRIVE CORD STRINGING  
AM TUNER CORD DRIVE

1687

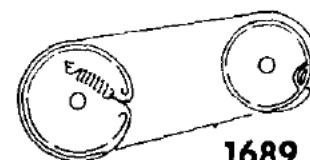


TV TUNING DRIVE CORD STRINGING



1688

3 TURNS



1689

3 1/2 TURNS

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

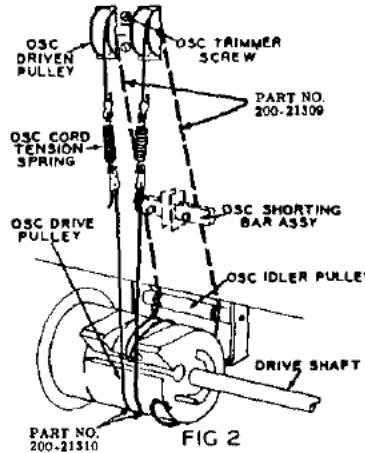


FIG 2

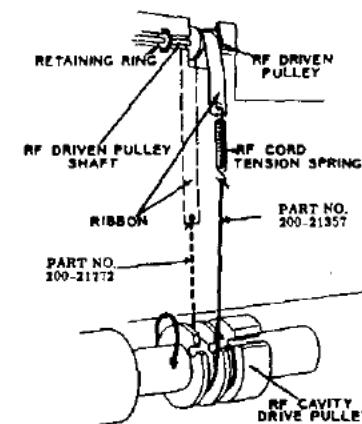
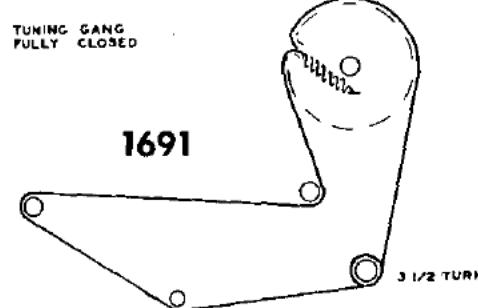
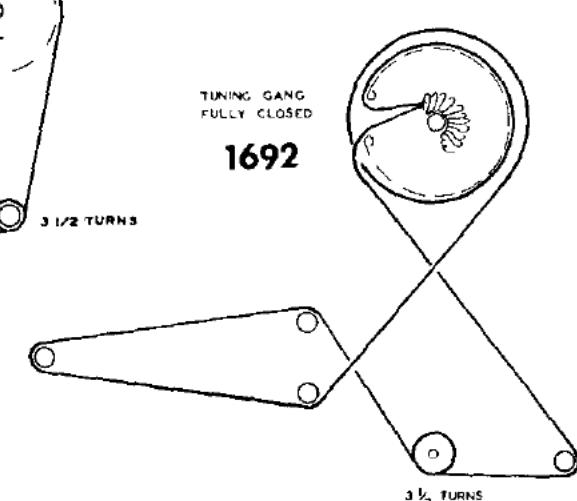


FIG 3



1691

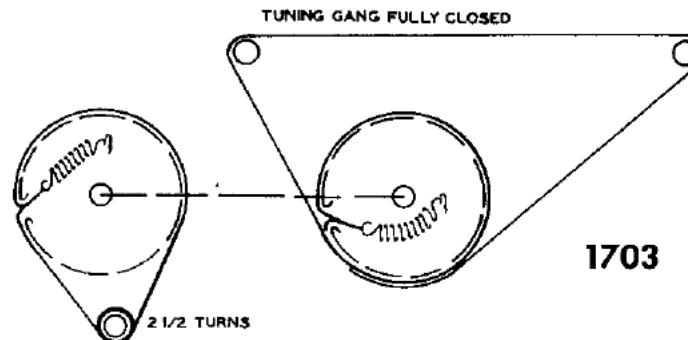
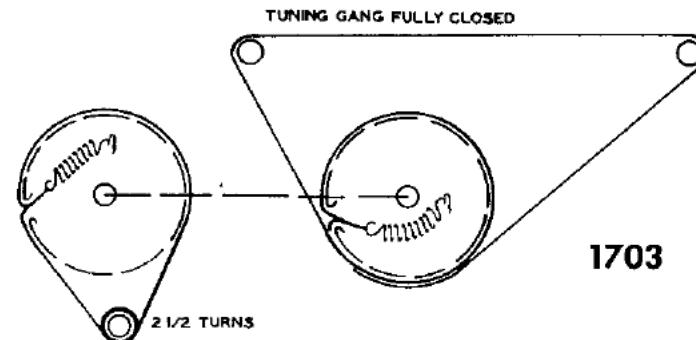
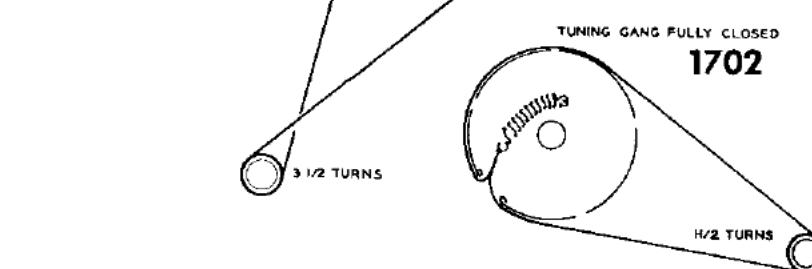
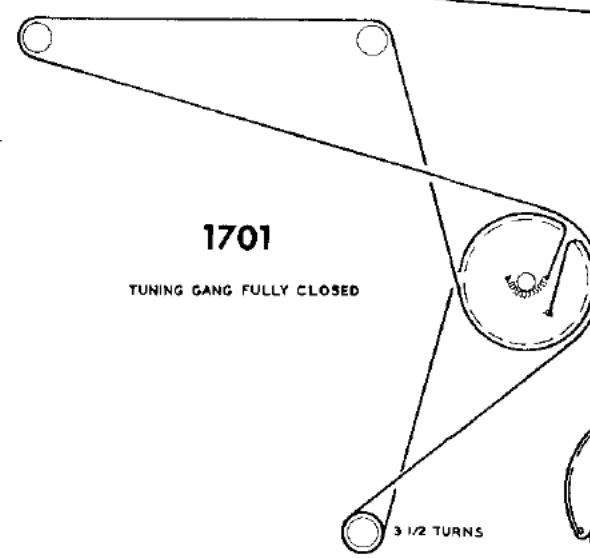
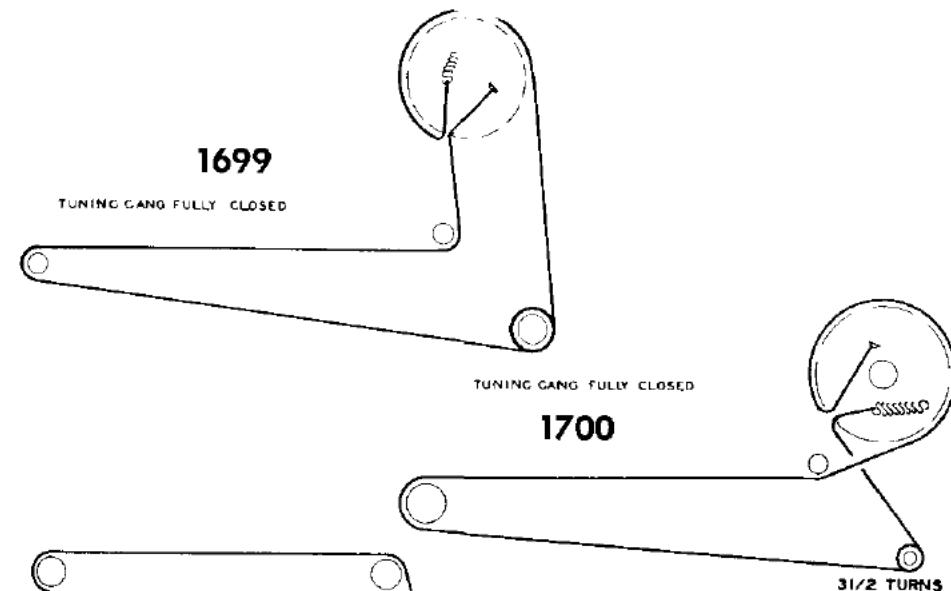
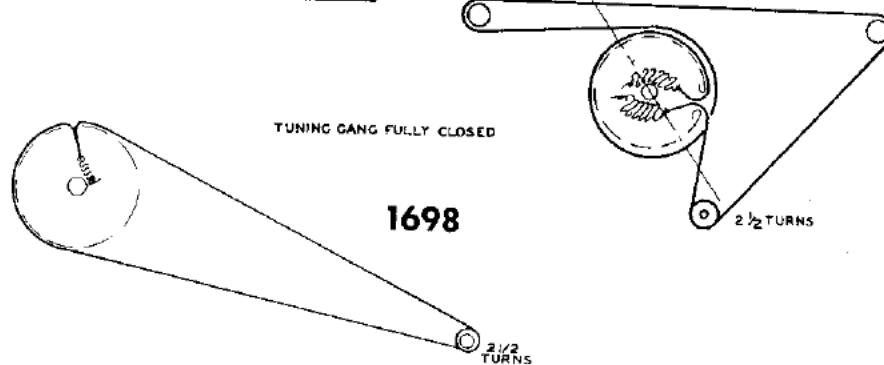
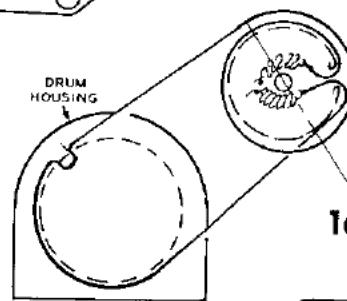
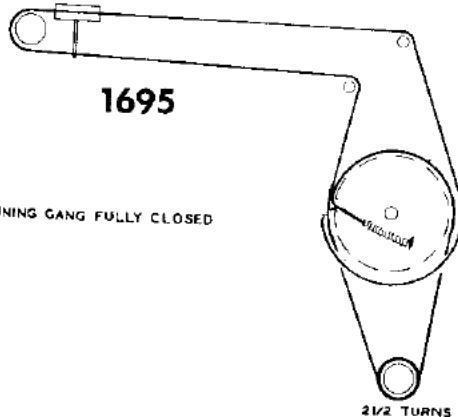
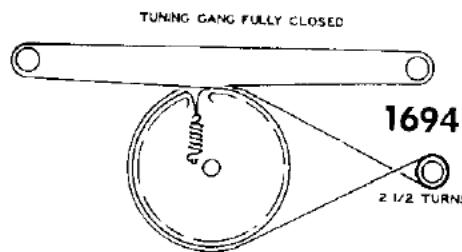
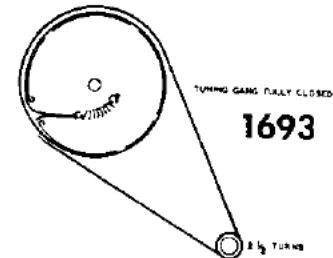
3 1/2 TURNS

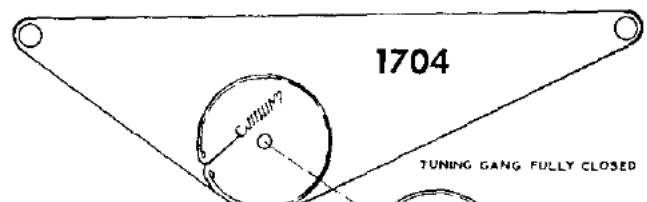


1692

TUNING GANG  
FULLY CLOSED

3 1/2 TURNS





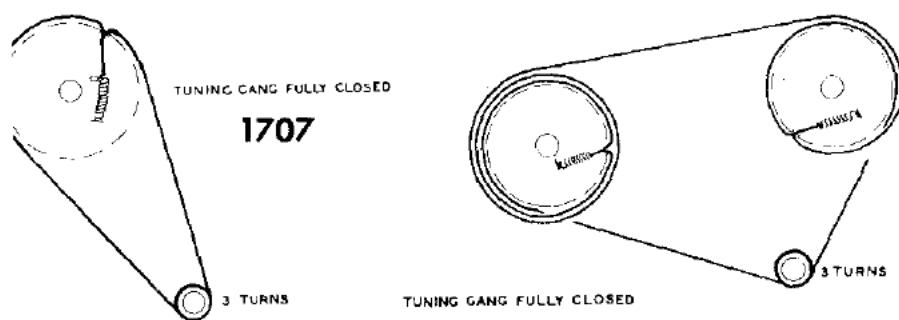
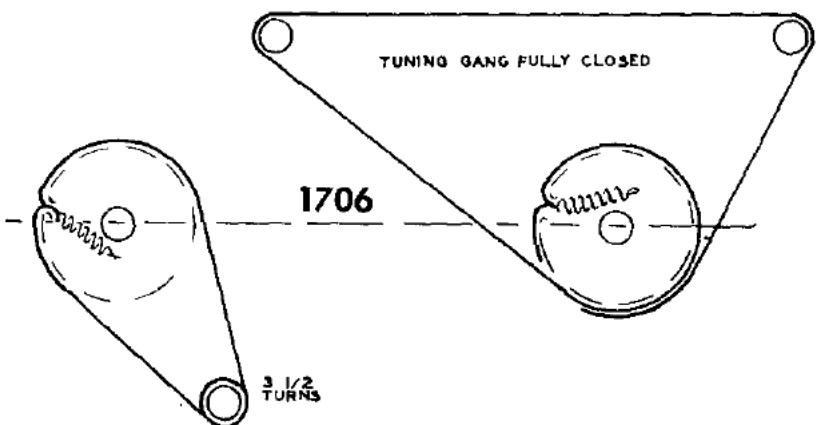
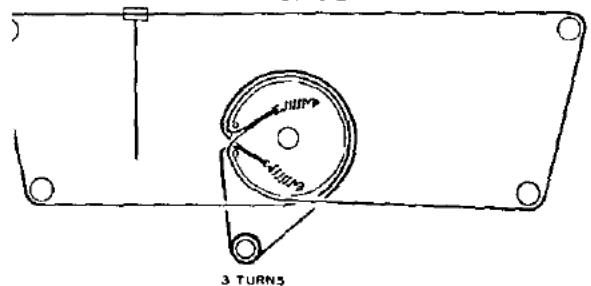
TUNING GANG FULLY CLOSED

1704

1705

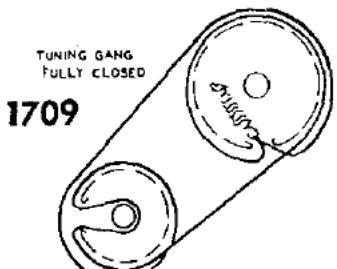
TUNING GANG FULLY CLOSED

3 1/2 TURNS



TUNING GANG FULLY CLOSED

1708



1709

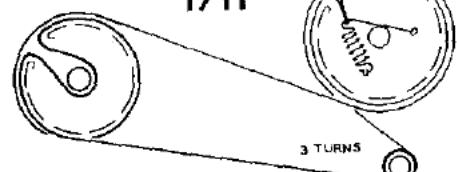
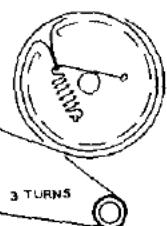
1710

CONTROLS FULLY  
COUNTERCLOCKWISE

TUNING GANG FULLY CLOSED

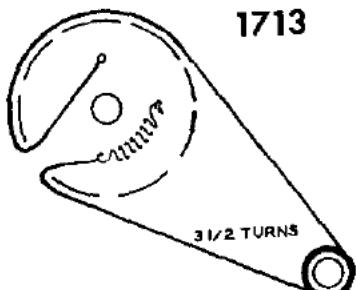
TUNING GANG FULLY CLOSED

1711



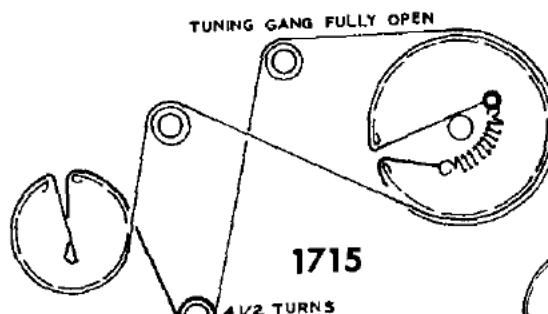
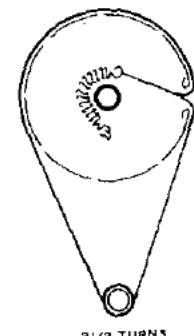
TUNING GANG FULLY CLOSED

1713



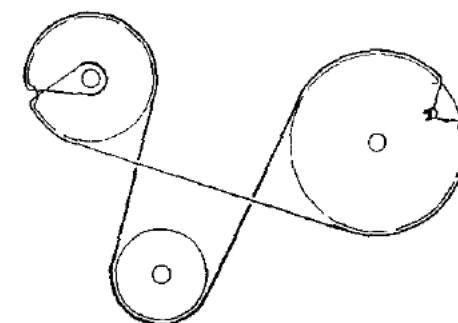
TUNING GANG FULLY CLOSED

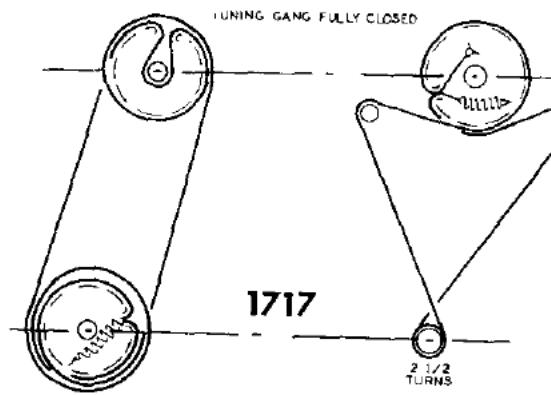
1714



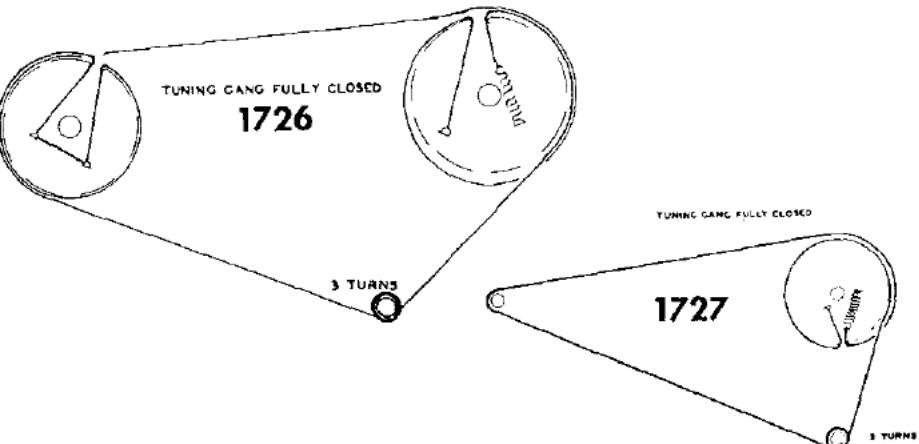
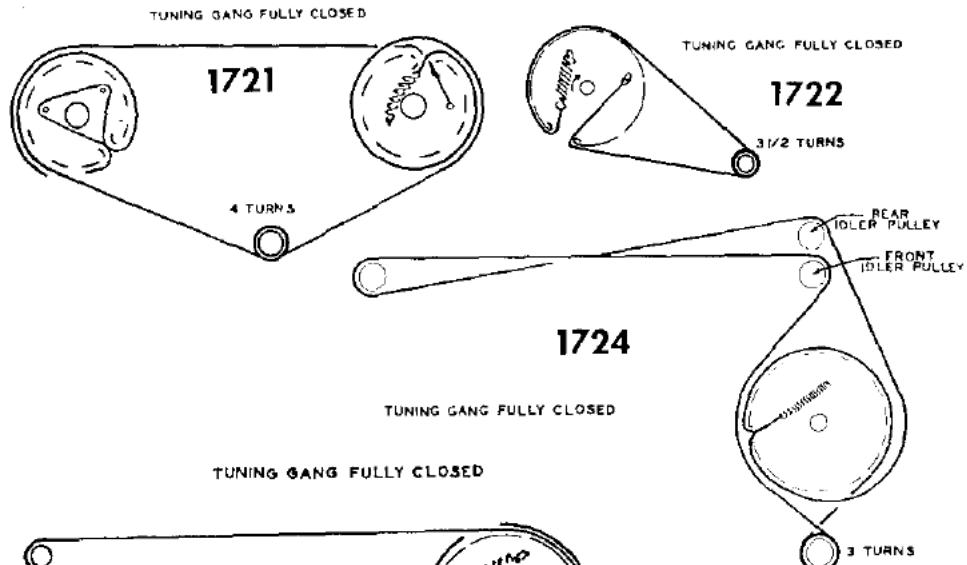
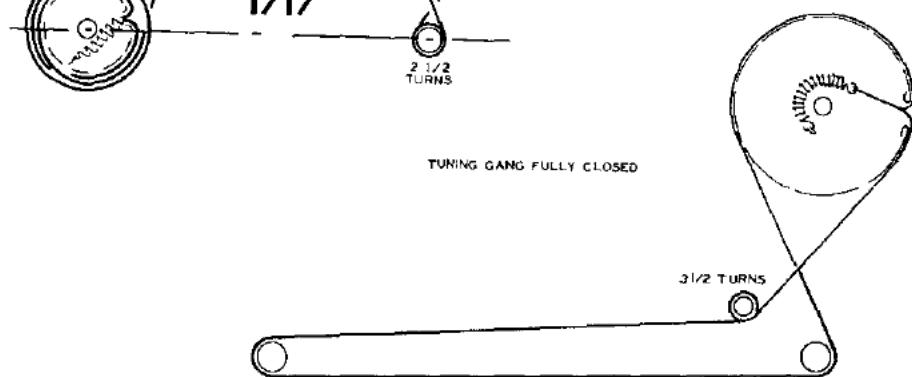
TUNING GANG FULLY CLOSED

1716

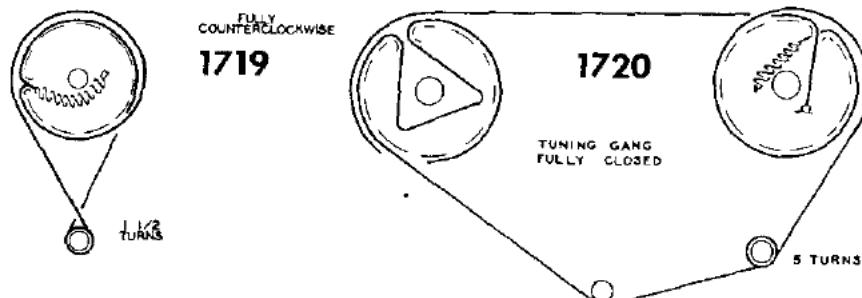


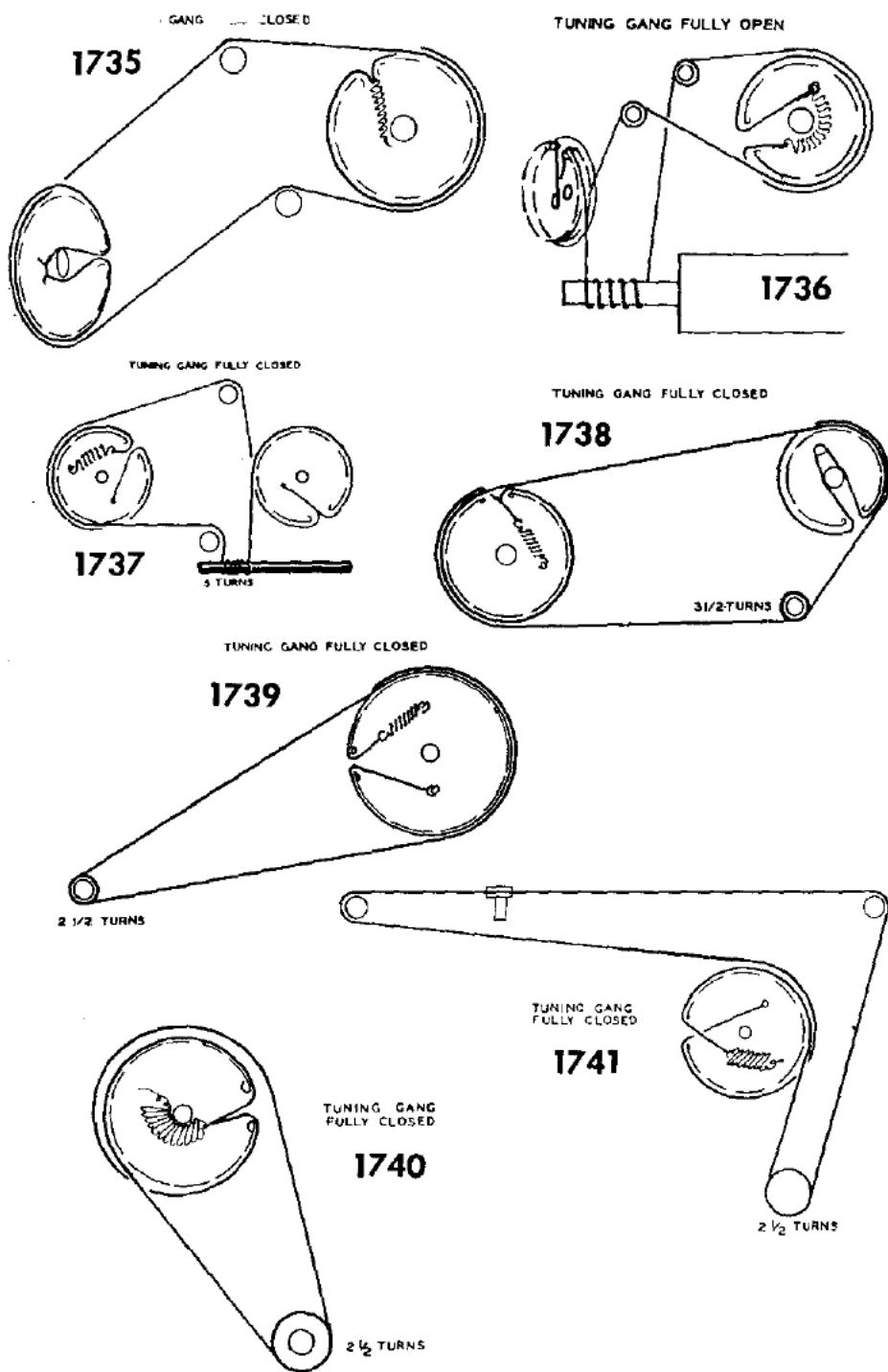
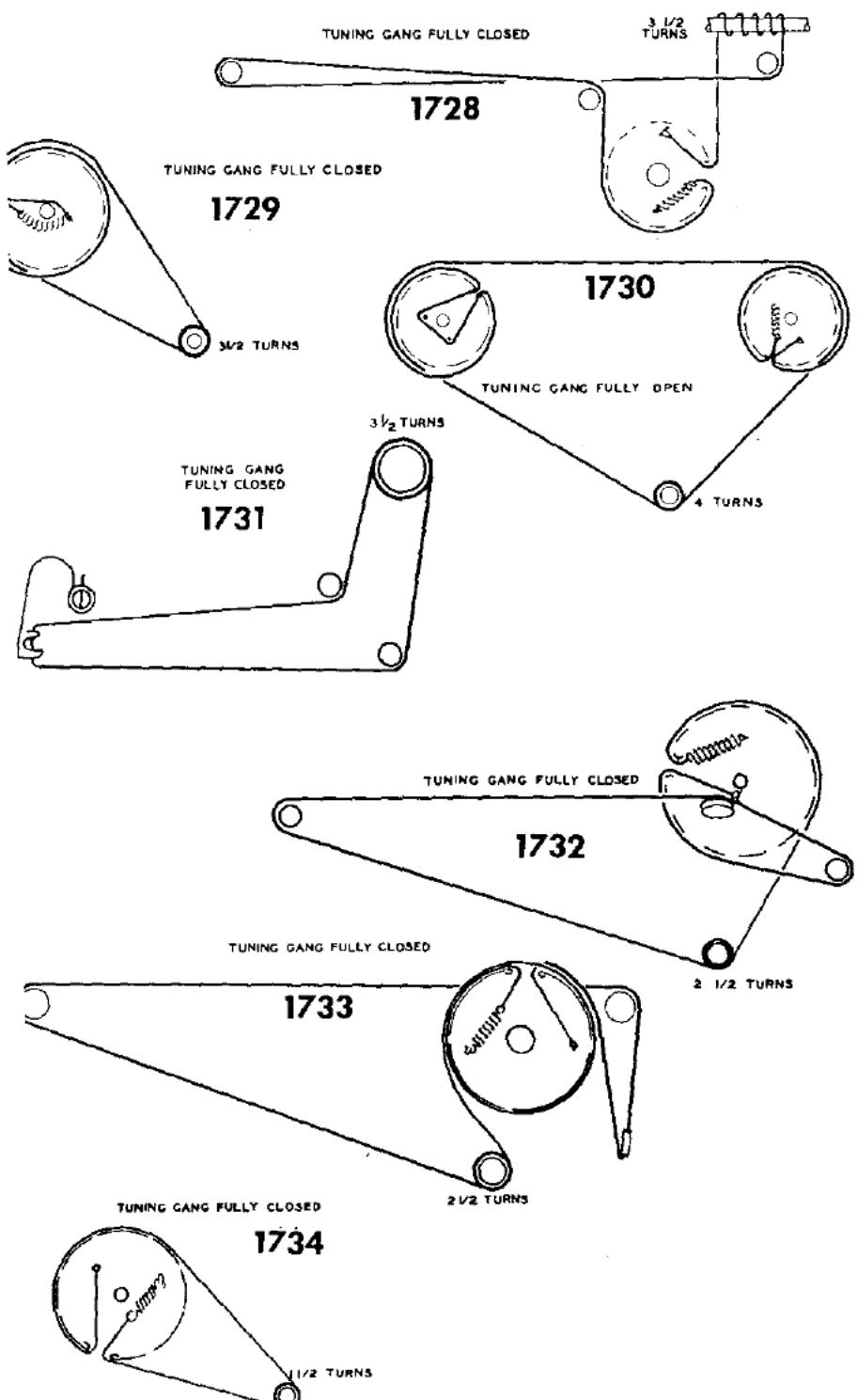


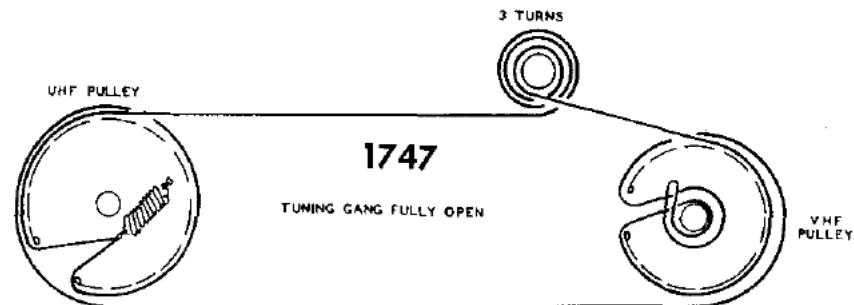
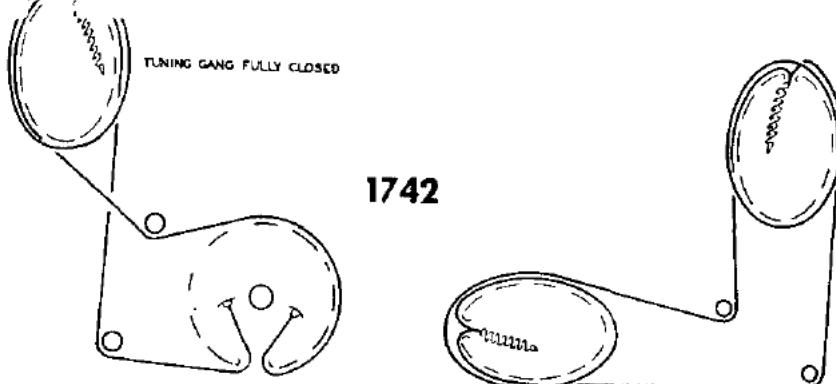
**1718**



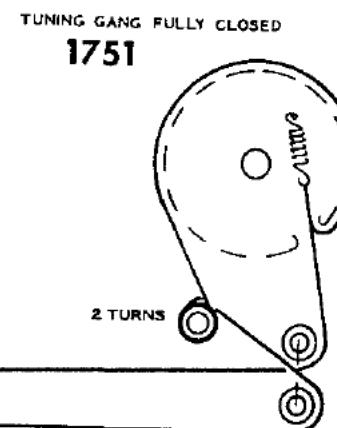
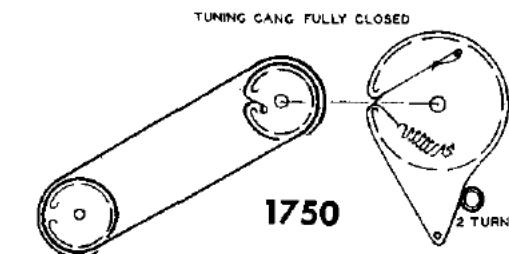
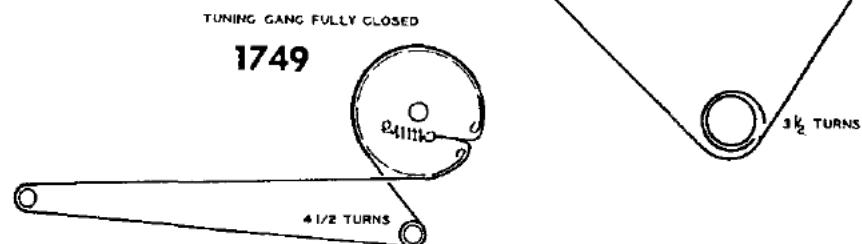
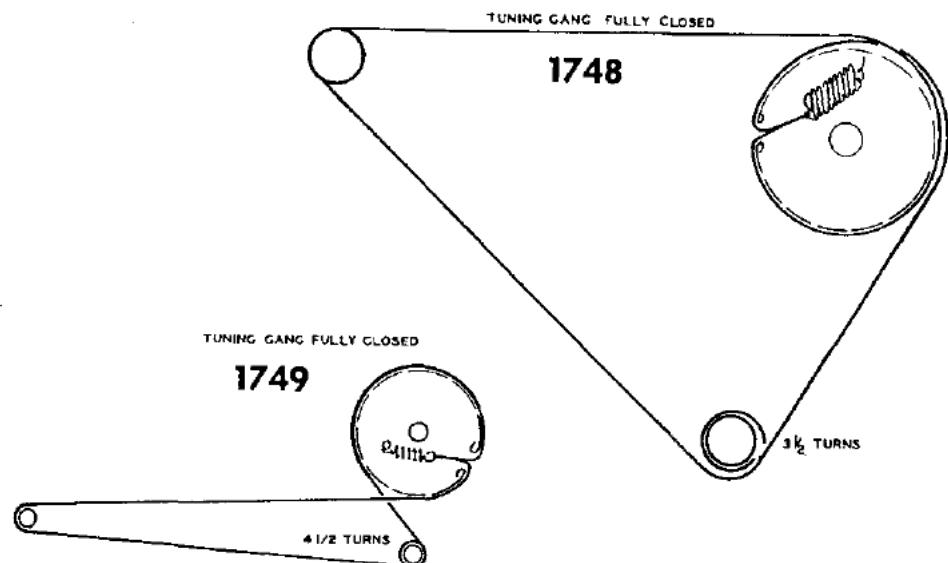
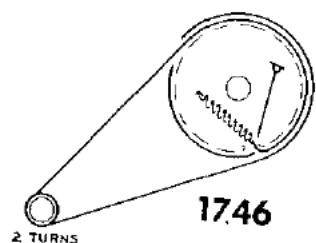
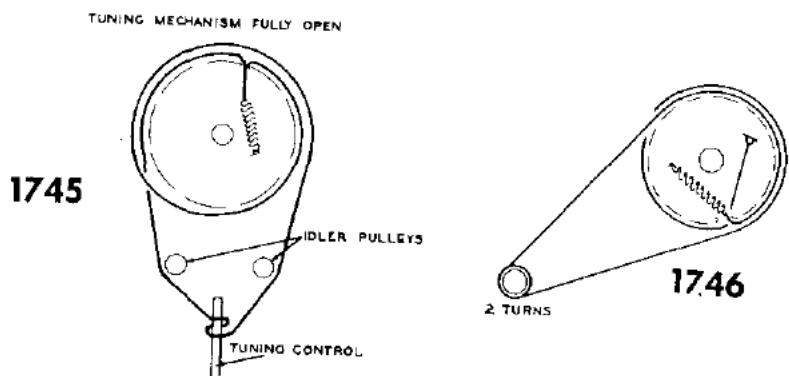
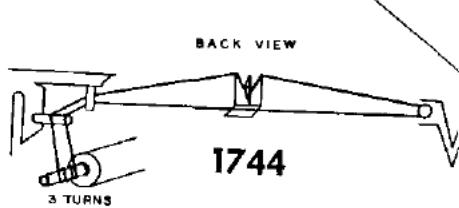
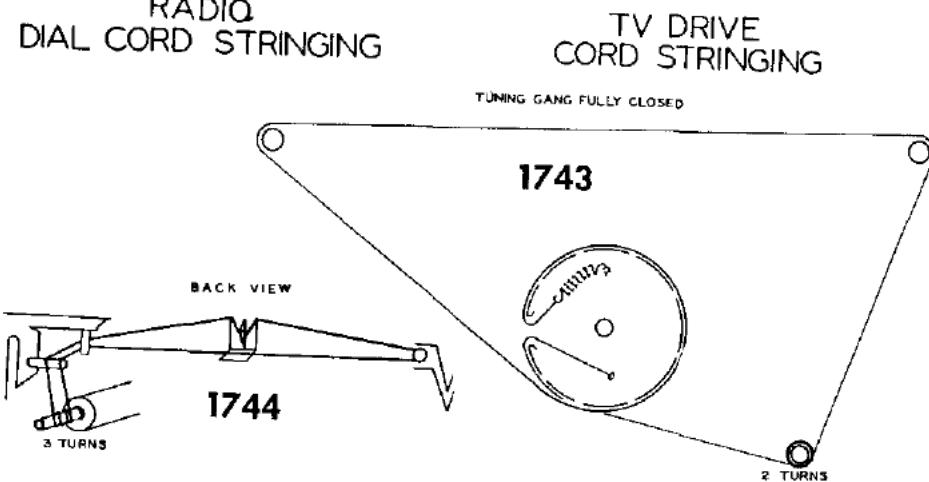
## VE TUNING DRIVE CORD STRINGING







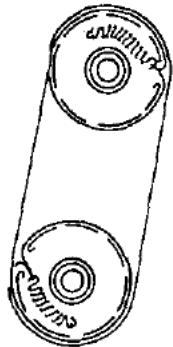
### RADIO DIAL CORD STRINGING



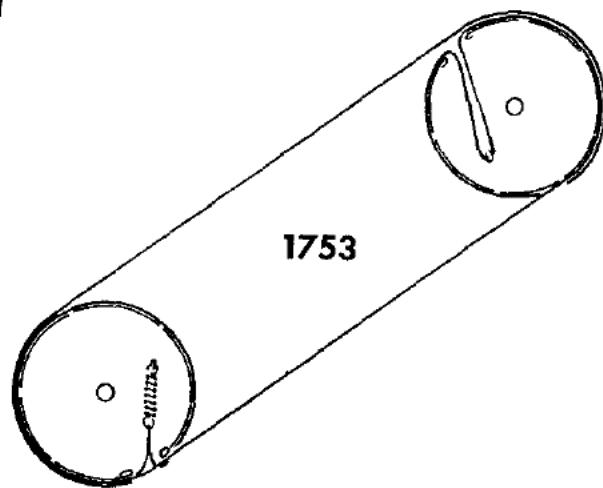
LETS

MAX. COUNTERCLOCKWISE POSITION.

**1752**

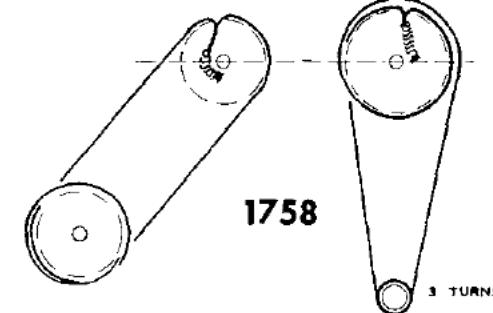


FINE TUNING FULLY COUNTERCLOCKWISE

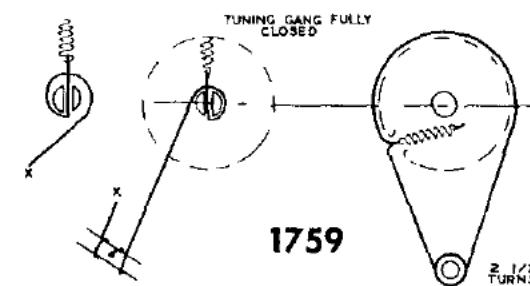


**1753**

TUNING GANG FULLY CLOSED



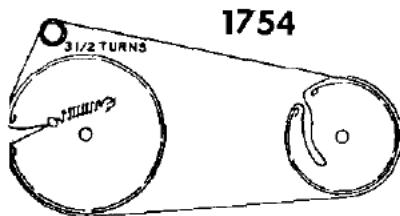
**1758**



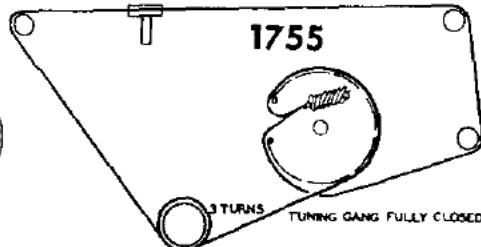
**1759**

TUNING GANG FULLY CLOSED

**1754**

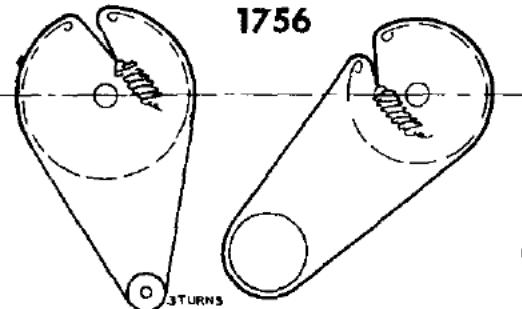


**1755**



TUNING GANG FULLY CLOSED

**1756**



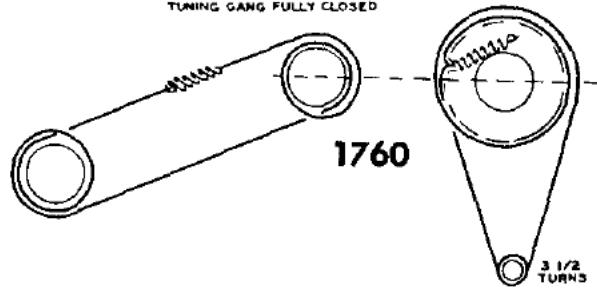
TUNING GANG  
FULLY CLOSED

2 1/2 TURNS

**1757**

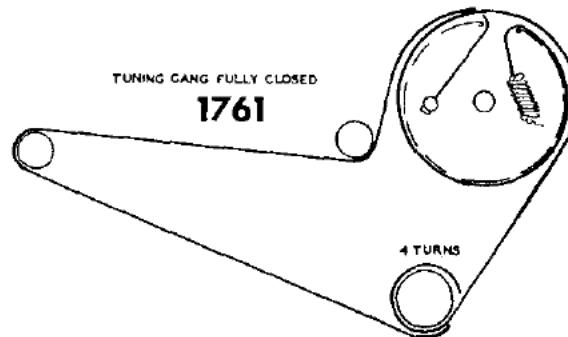
TUNING GANG FULLY CLOSED

**1760**



TUNING GANG FULLY CLOSED

**1761**



4 TURNS

TUNING GANG FULLY CLOSED

**1763**

TUNING GANG FULLY CLOSED

**1762**

2 1/2 TURNS

2 1/2 TURNS

**1764**

TUNING GANG FULLY CLOSED

3 TURNS

TUNING GANG FULLY CLOSED

**1765**

1 TURN

**1766**

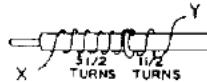
TUNING GANG FULLY CLOSED

**1767**

TUNING GANG FULLY CLOSED

**1768**

3 TURNS



**1769**

IDLER CORD

TUNING GANG FULLY CLOSED

**1770**

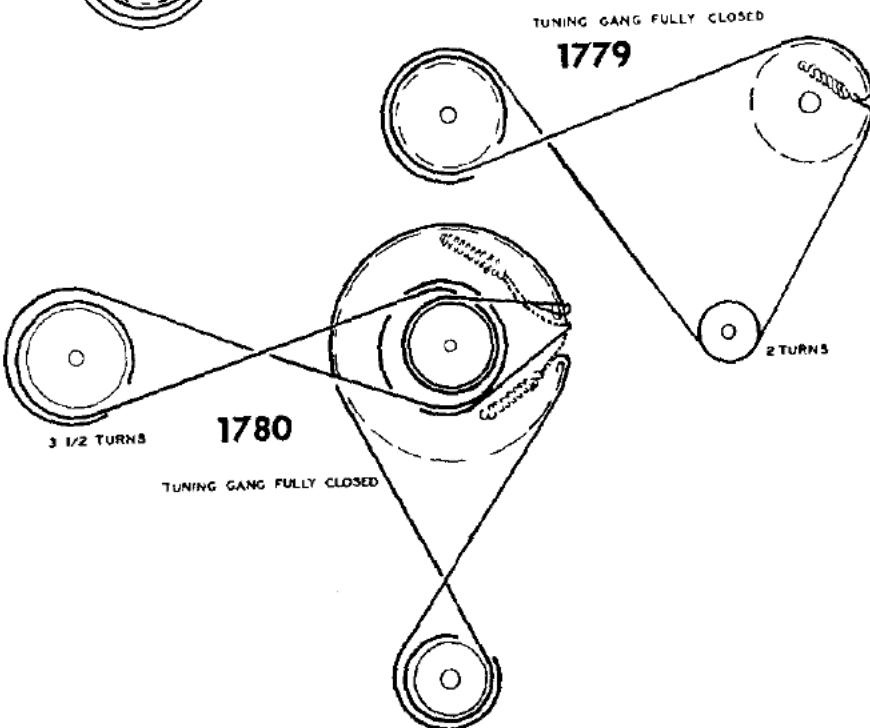
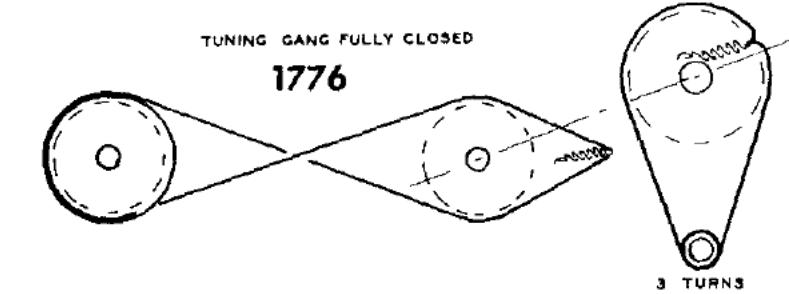
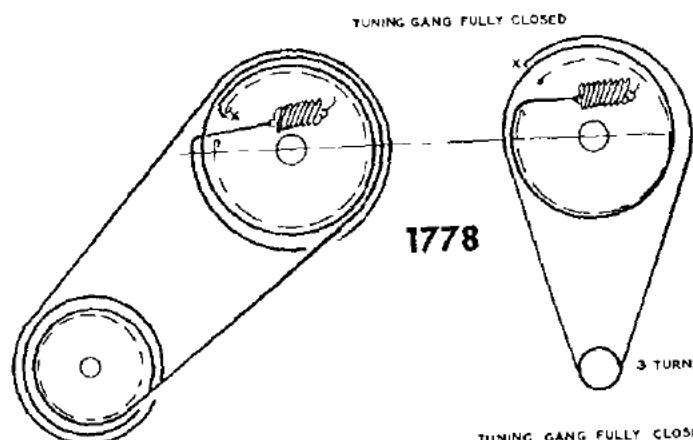
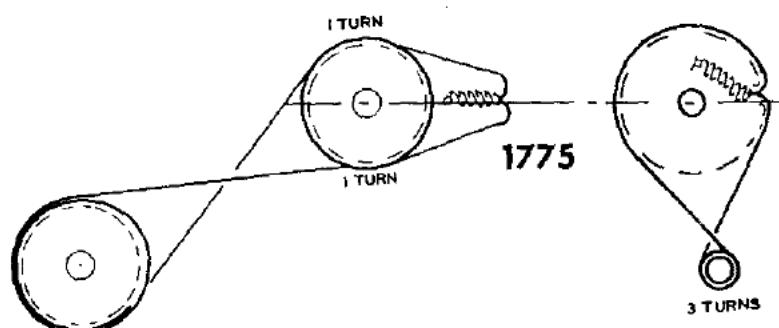
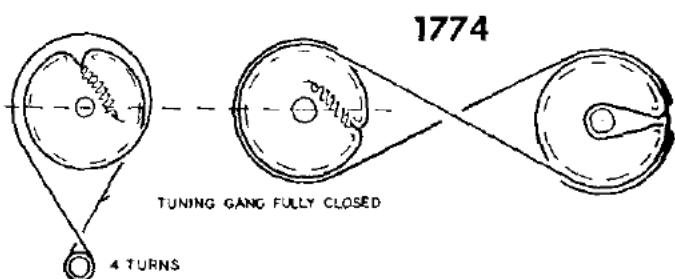
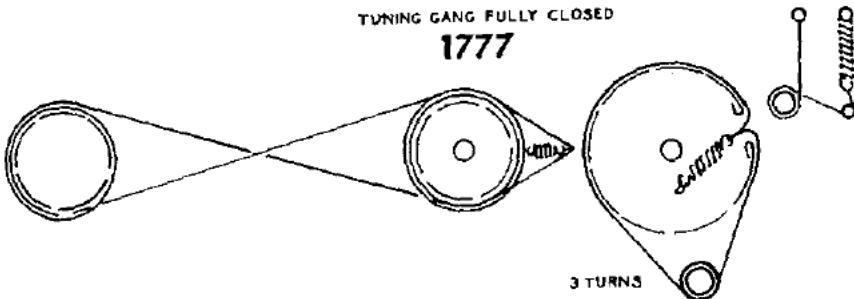
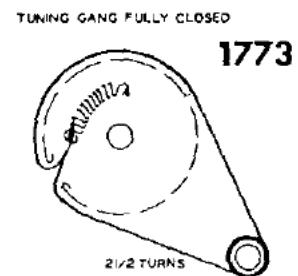
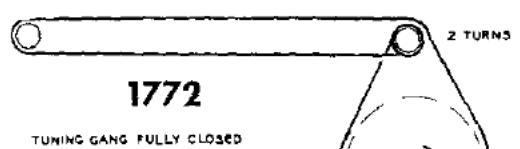
3 TURNS

TUNING GANG FULLY CLOSED

**1771**

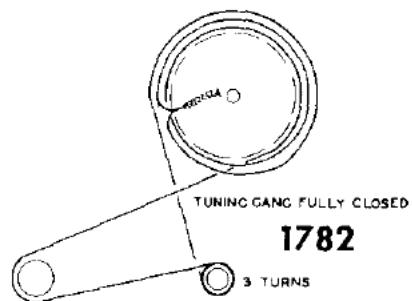
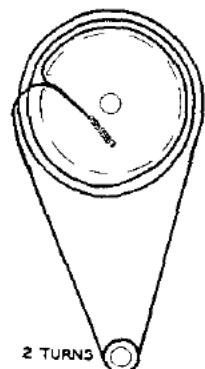
2 1/2 TURNS

2 TURNS

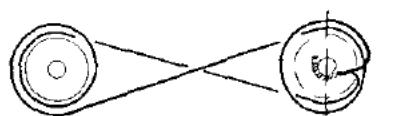


TUNING GANG FULLY CLOSED

**1781**



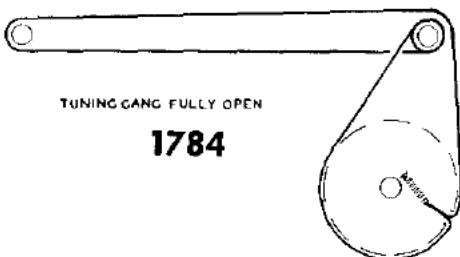
**1782**



**1783**

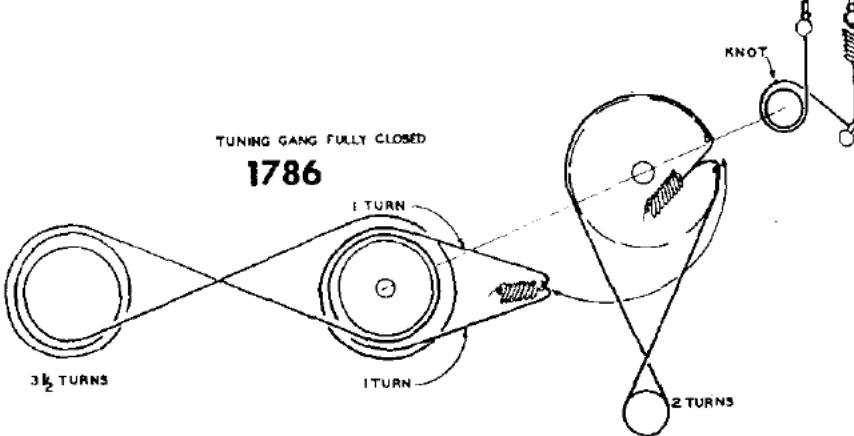
TUNING GANG FULLY CLOSED

2 1/2 TURNS

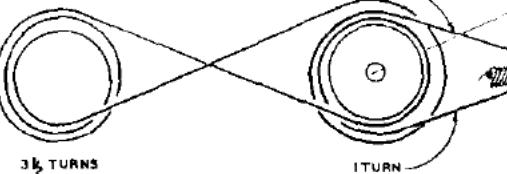


**1784**

4 TURNS



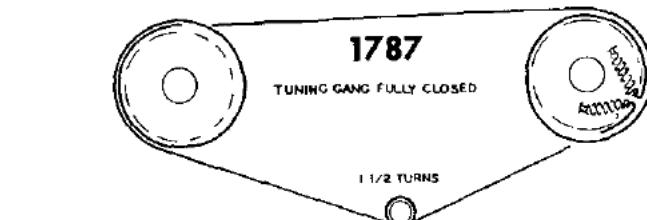
**1786**



**1787**

TUNING GANG FULLY CLOSED

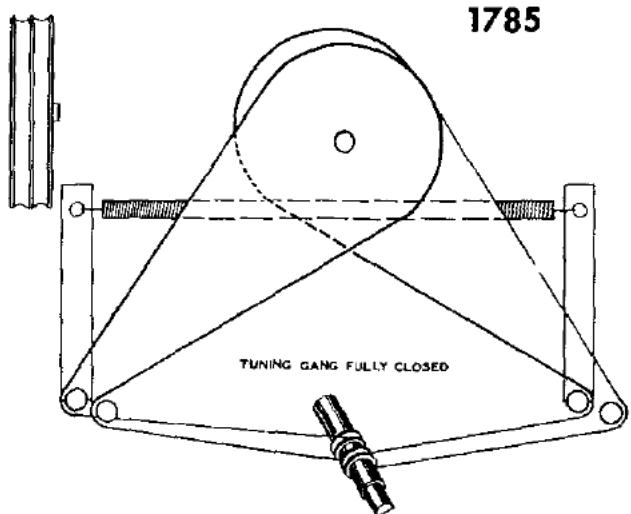
1 1/2 TURNS



**1788**

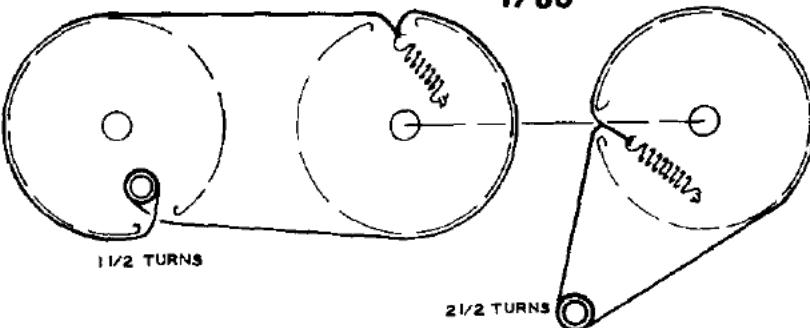
1 1/2 TURNS

2 1/2 TURNS



**1785**

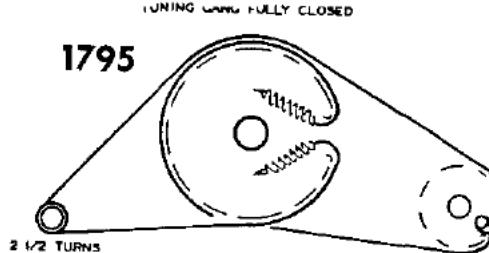
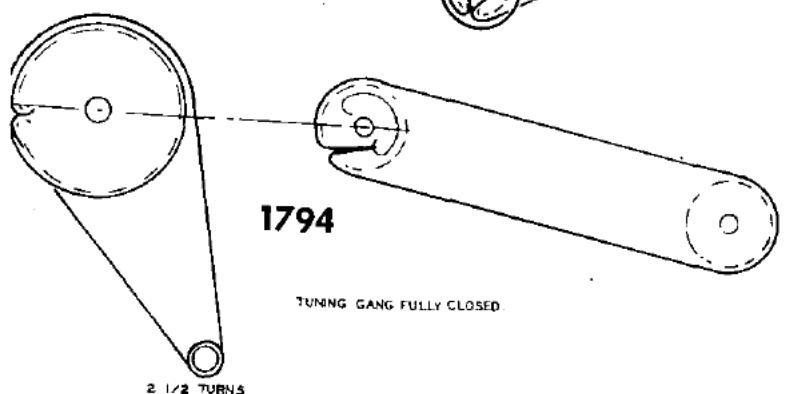
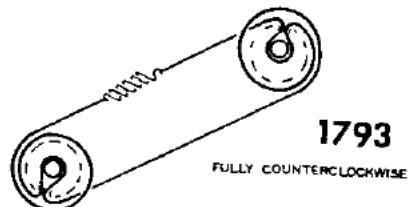
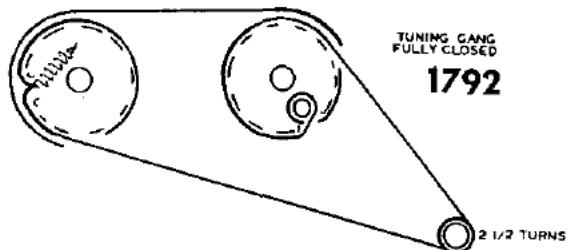
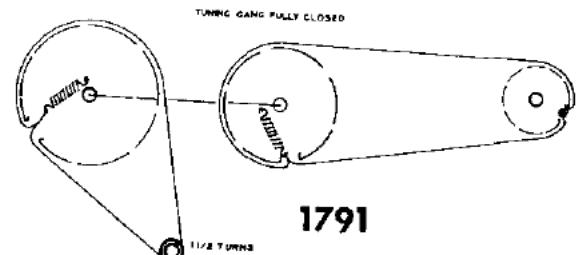
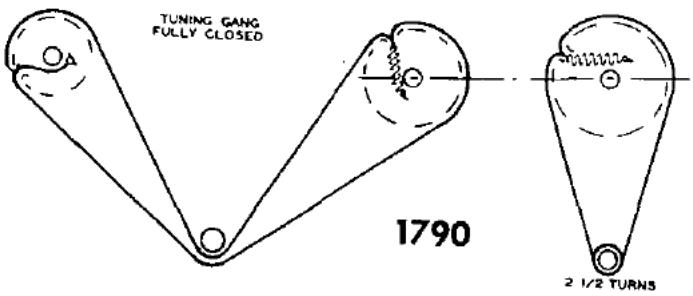
TUNING GANG FULLY CLOSED



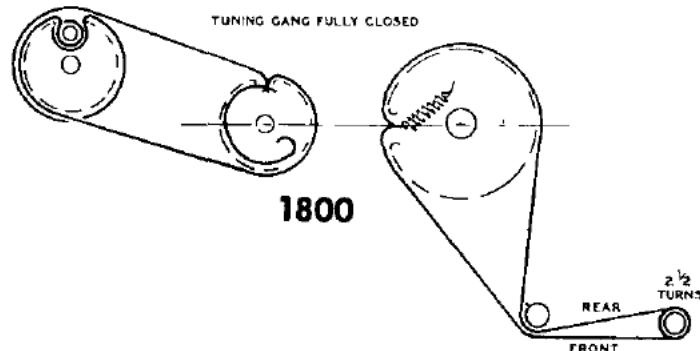
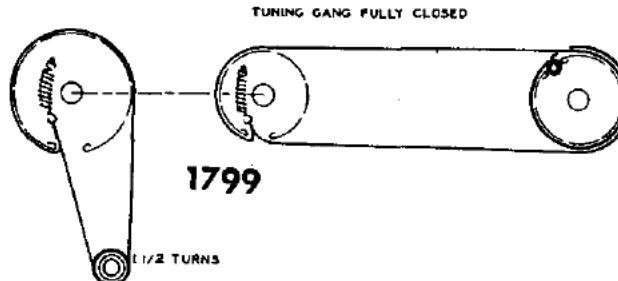
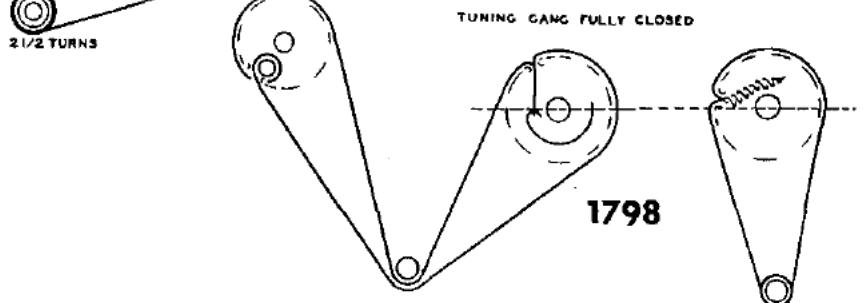
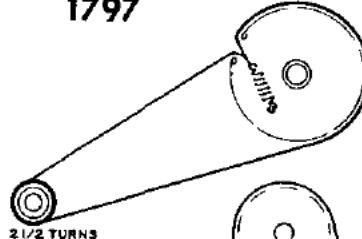
**1789**

TUNING GANG FULLY CLOSED

2 1/2 TURNS

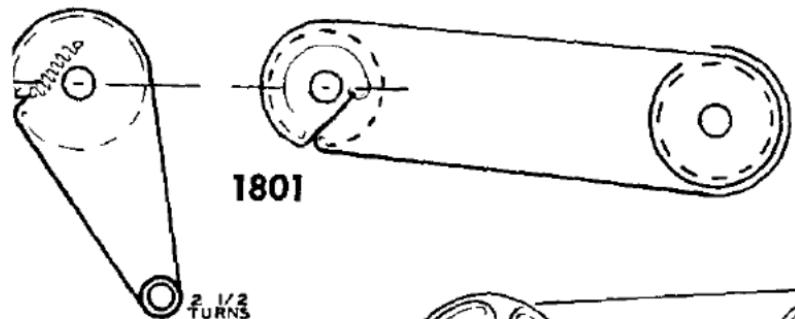


TUNING GANG FULLY CLOSED  
1797



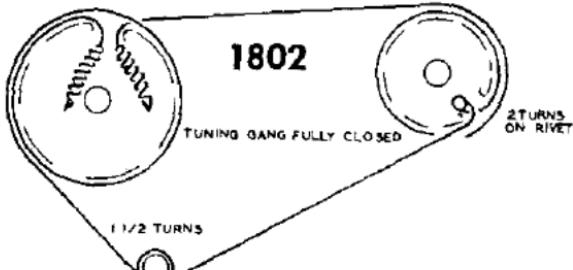
TUNING GANG FULLY CLOSED  
1796

TUNING GANG F CLOSING



**1801**

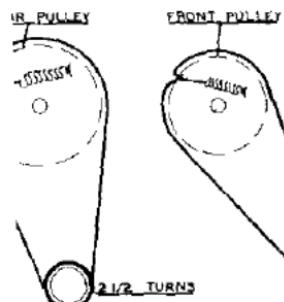
2 1/2 TURNS



**1802**

TUNING GANG FULLY CLOSED

2 TURNS  
ON RIVET

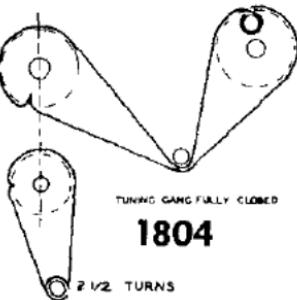


**1803**

2 1/2 TURNS

1/2 TURN

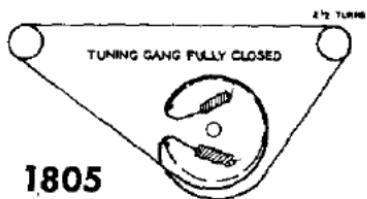
1 TURN



**1804**

TUNING GANG FULLY CLOSED

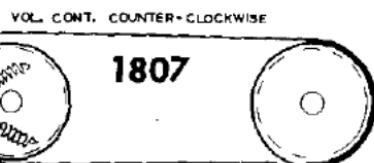
2 1/2 TURNS



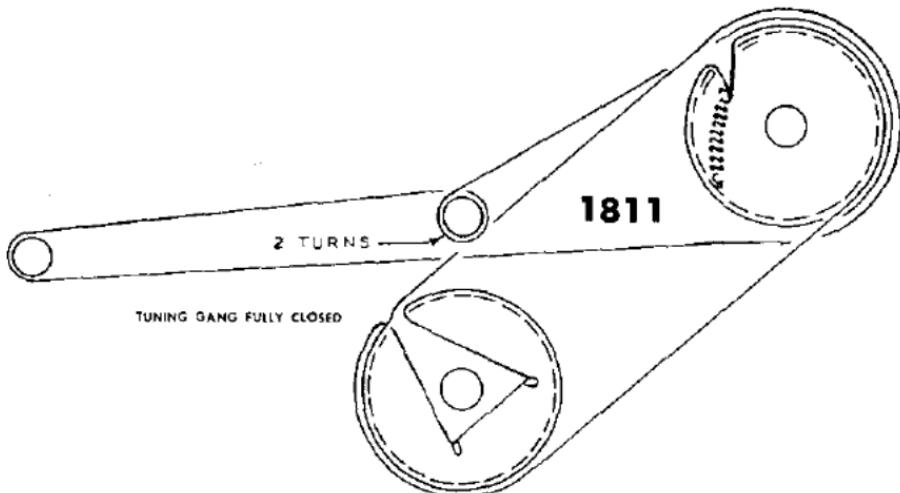
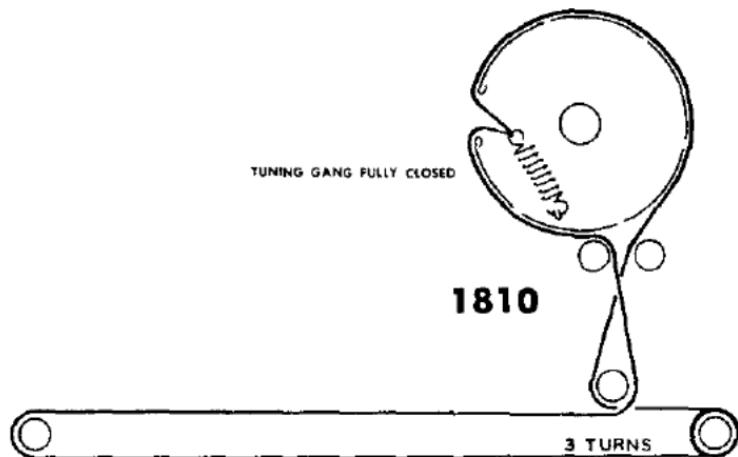
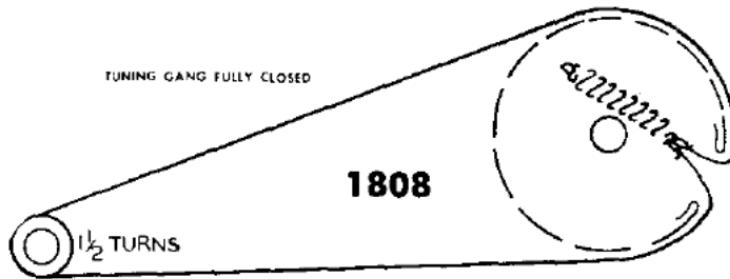
**1805**

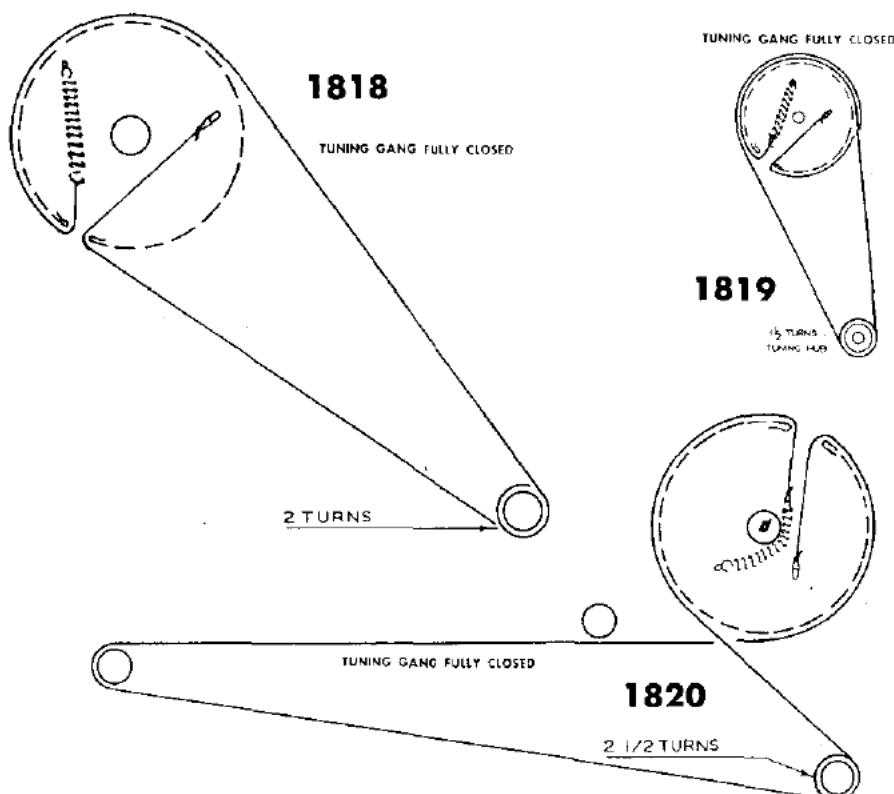
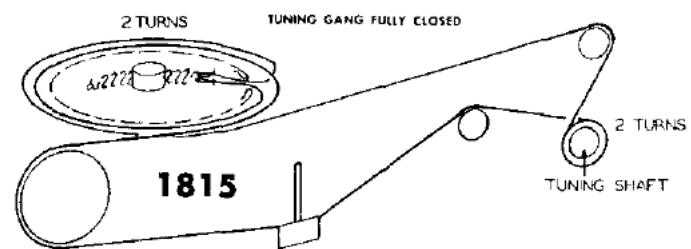
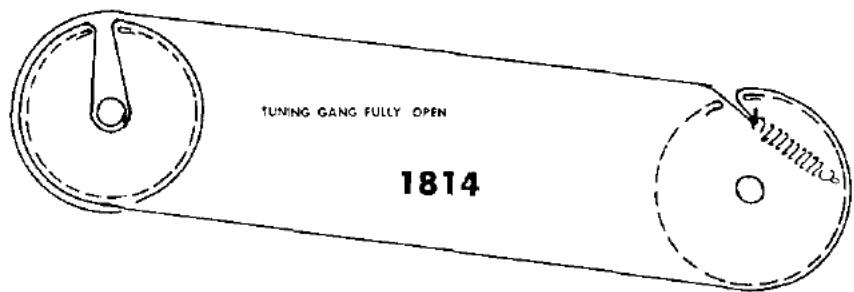
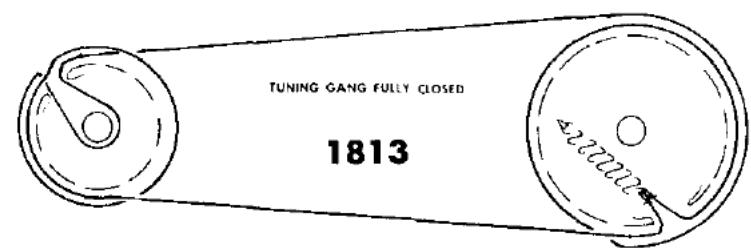
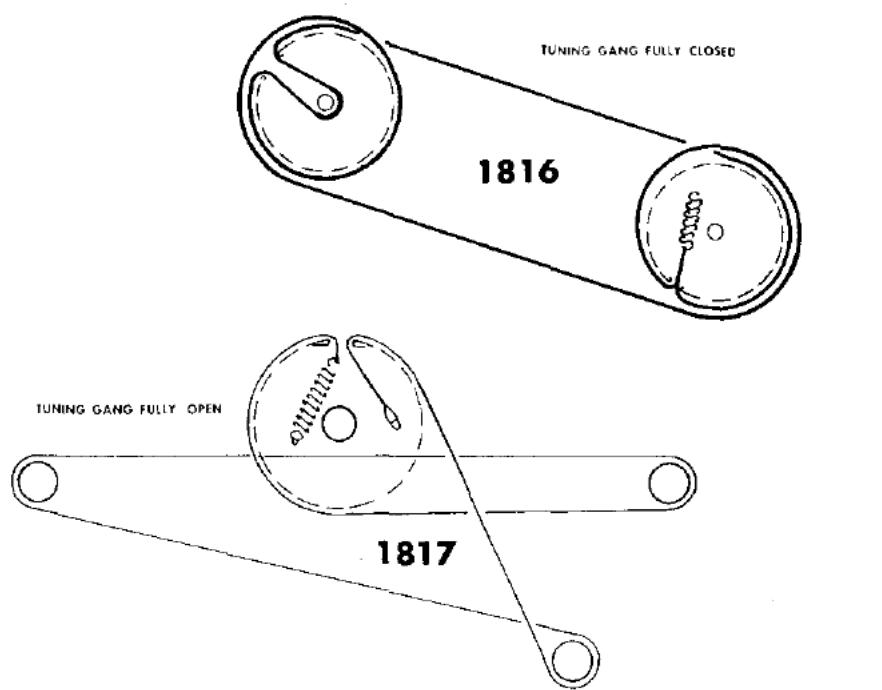
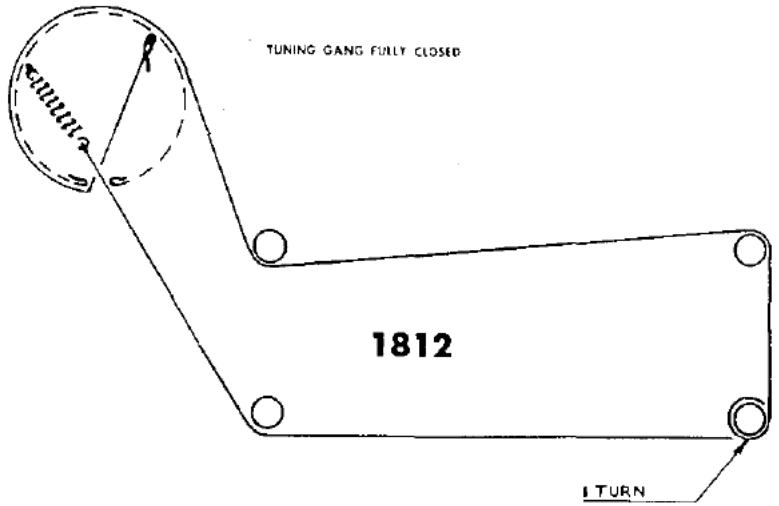
FINE TUNING  
FULLY COUNTERCLOCKWISE

**1806**



VOLUME CONTROL DRIVE





TUNING GANG FULLY CLOSED

**1821**

3 TURNS

#1-STATION TUNING  
#2-DIAL POINTER

TUNING GANG FULLY CLOSED

**1822**

BACK PULLEY

2 TURNS

TUNING SHAFT

FRONT PULLEY

TUNING GANG FULLY CLOSED

**1824**

2 TURNS

2½ TURNS

TUNING SHAFT

TUNING GANG FULLY CLOSED

**1825**

TUNING GANG FULLY CLOSED

**1826**

3 ½ TURNS

2 ½ TURNS

TUNING SHAFT FULLY CLOCKWISE

**1827**

2 TURNS

6 TURNS

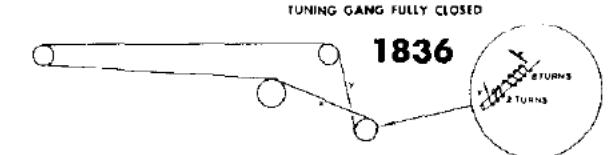
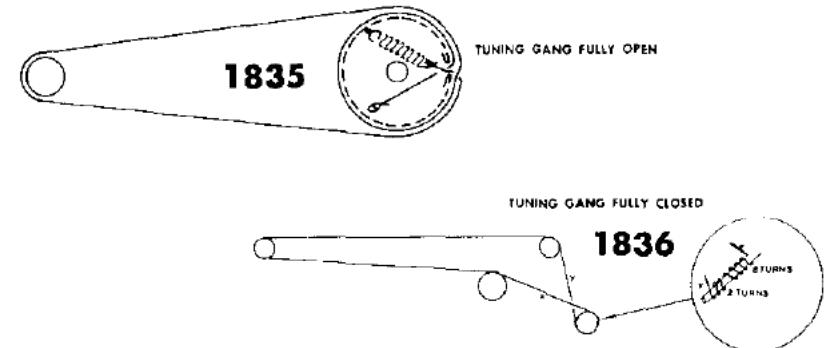
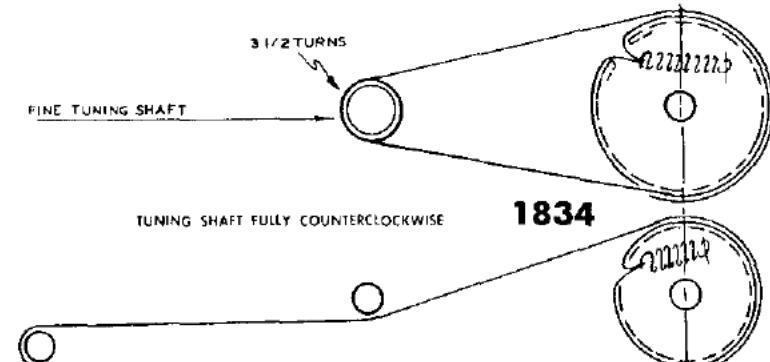
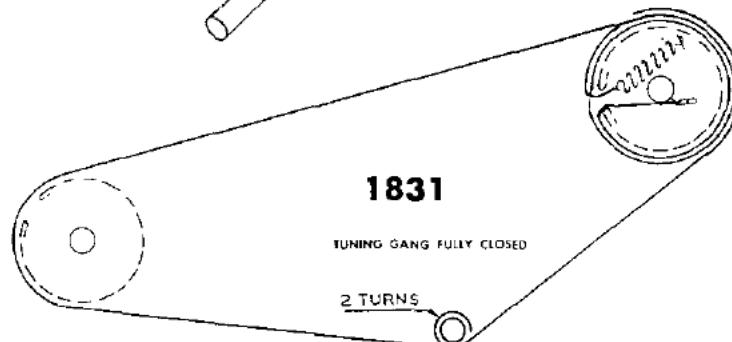
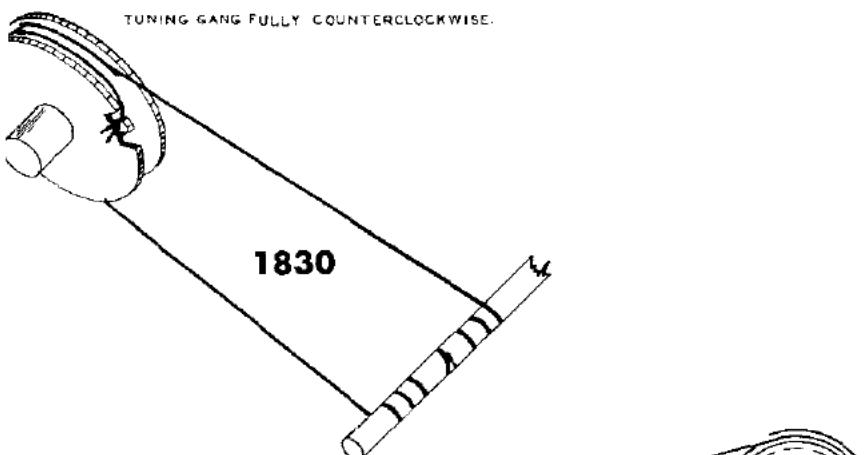
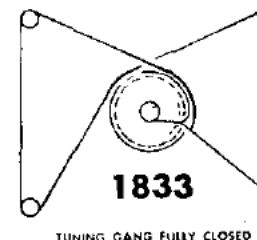
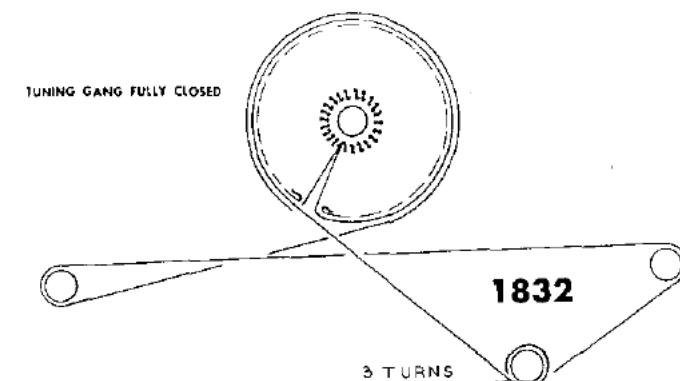
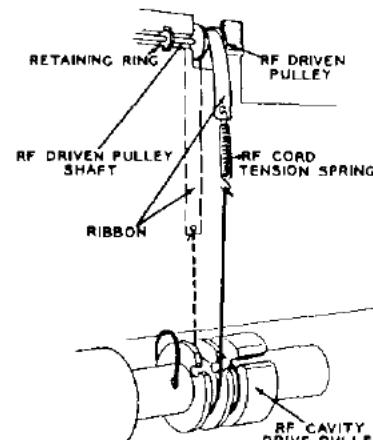
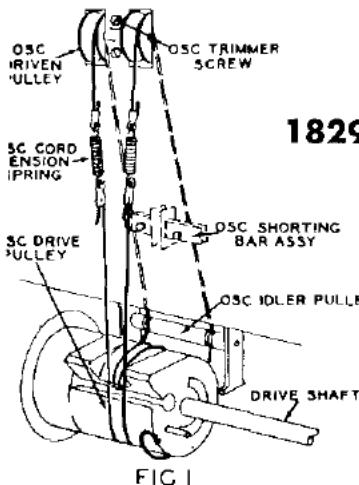
1 ½ TURNS

TUNING SHAFTS  
FULLY COUNTER  
CLOCKWISE

**1828**

2 ½ TURNS

In any reason the drive cord of either the RF or oscillator cavities need replacement, the exact cord and  
tensioner 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  
reassembly follow the instruction for realignment.



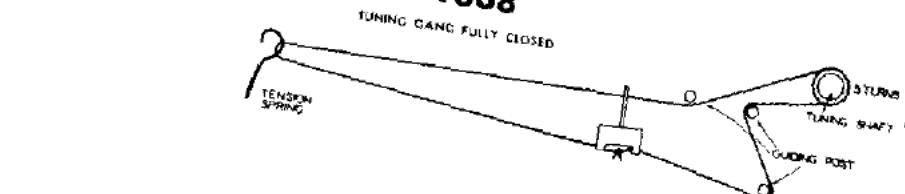


1837

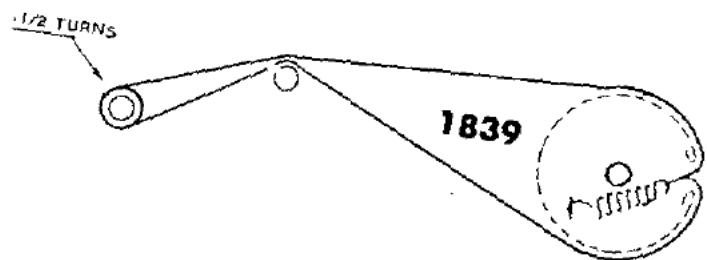
3 1/2 TURNS

1838

TUNING GANG FULLY CLOSED



1839



1840

TUNING GANG FULLY CLOSED

1 1/2 TURNS

TUNING GANG FULLY CLOSED

1841

3 1/2 TURNS

FINE TUNING IN MAX. COUNTER-CLOCKWISE POSITION.

UHF TUNING IN MAX. COUNTER-CLOCKWISE POSITION.

1844

2 1/2 TURNS

TUNING SHAFT FULLY COUNTERCLOCKWISE

2 TURNS

1842

TUNING GANG FULLY CLOSED

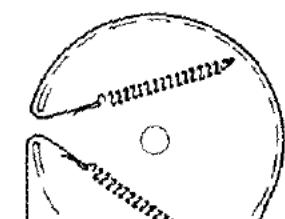
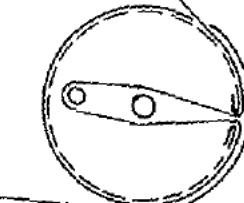
1845

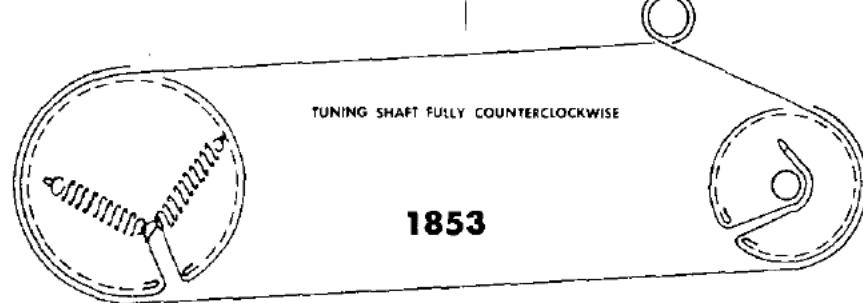
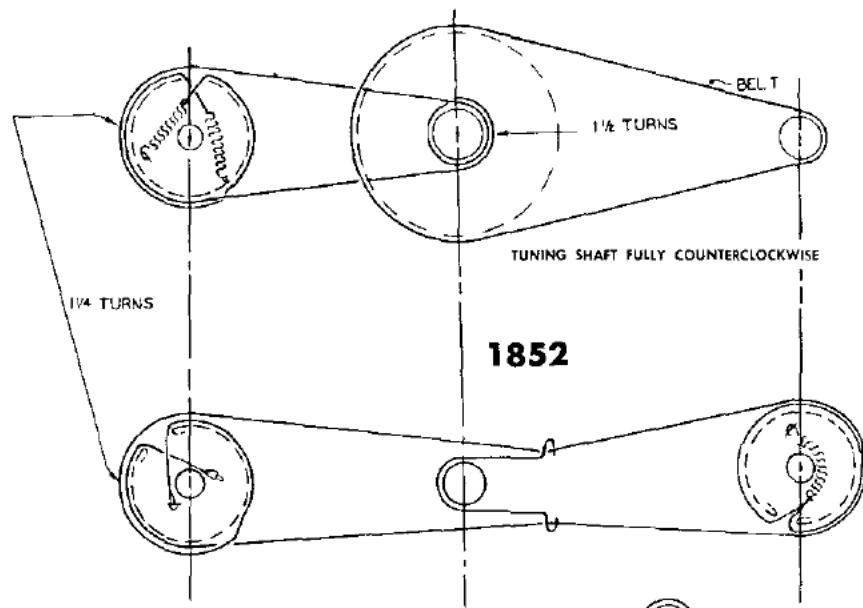
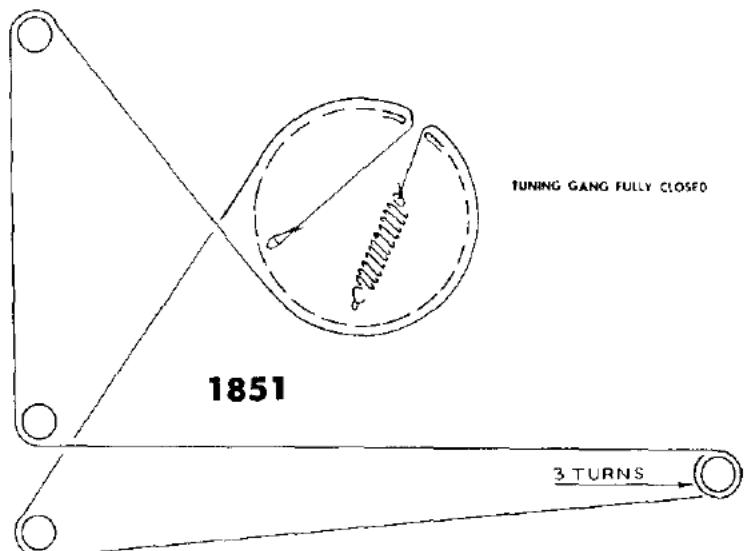
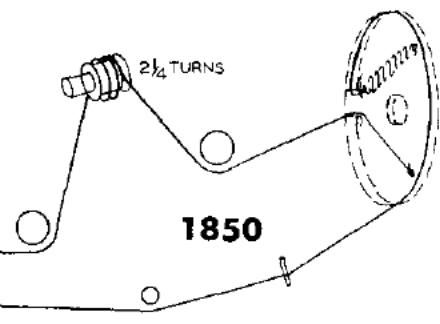
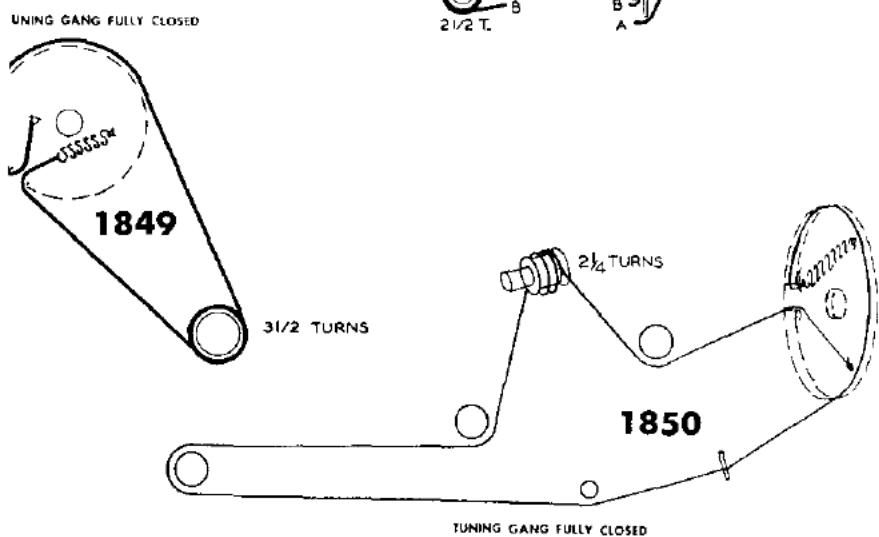
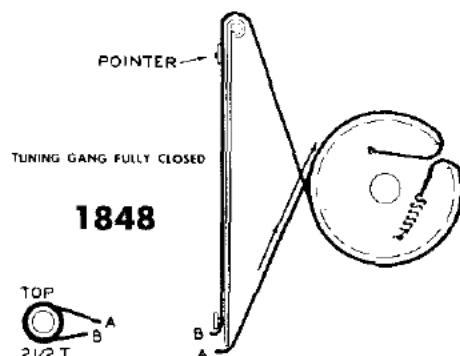
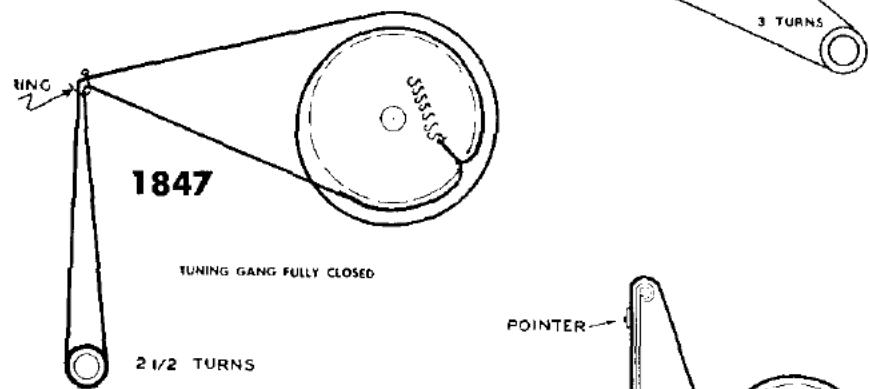
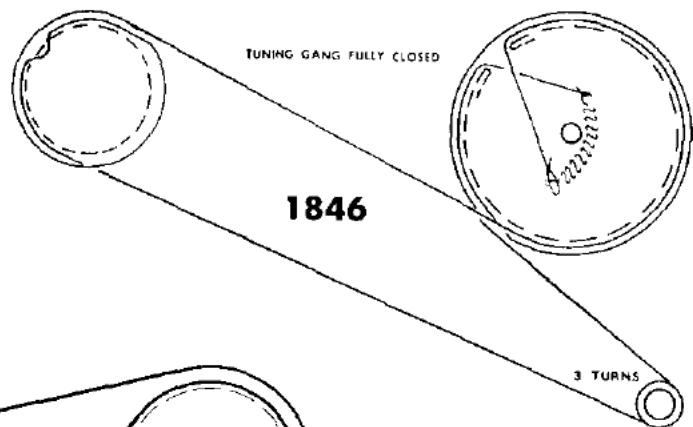
3 1/2 TURNS

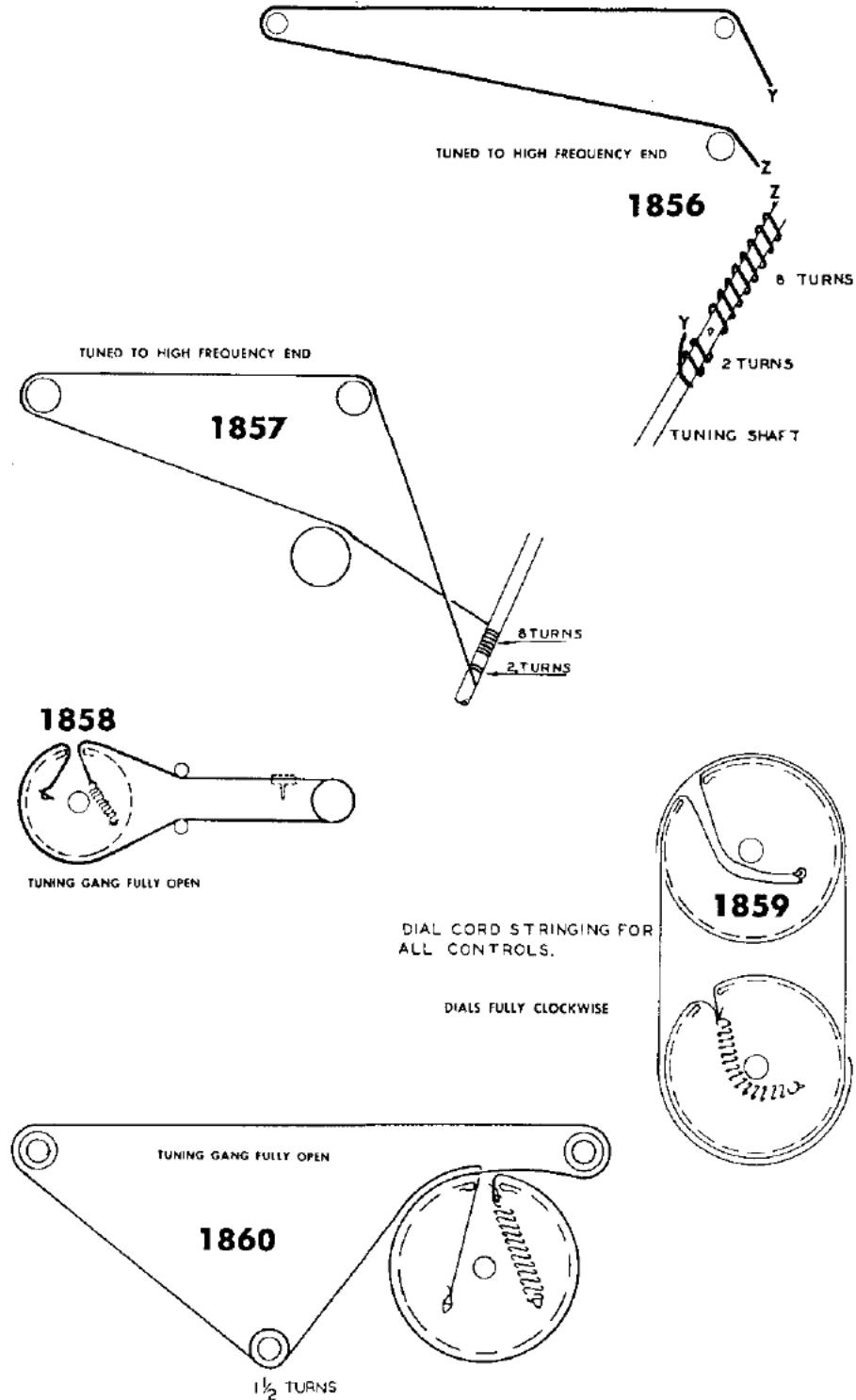
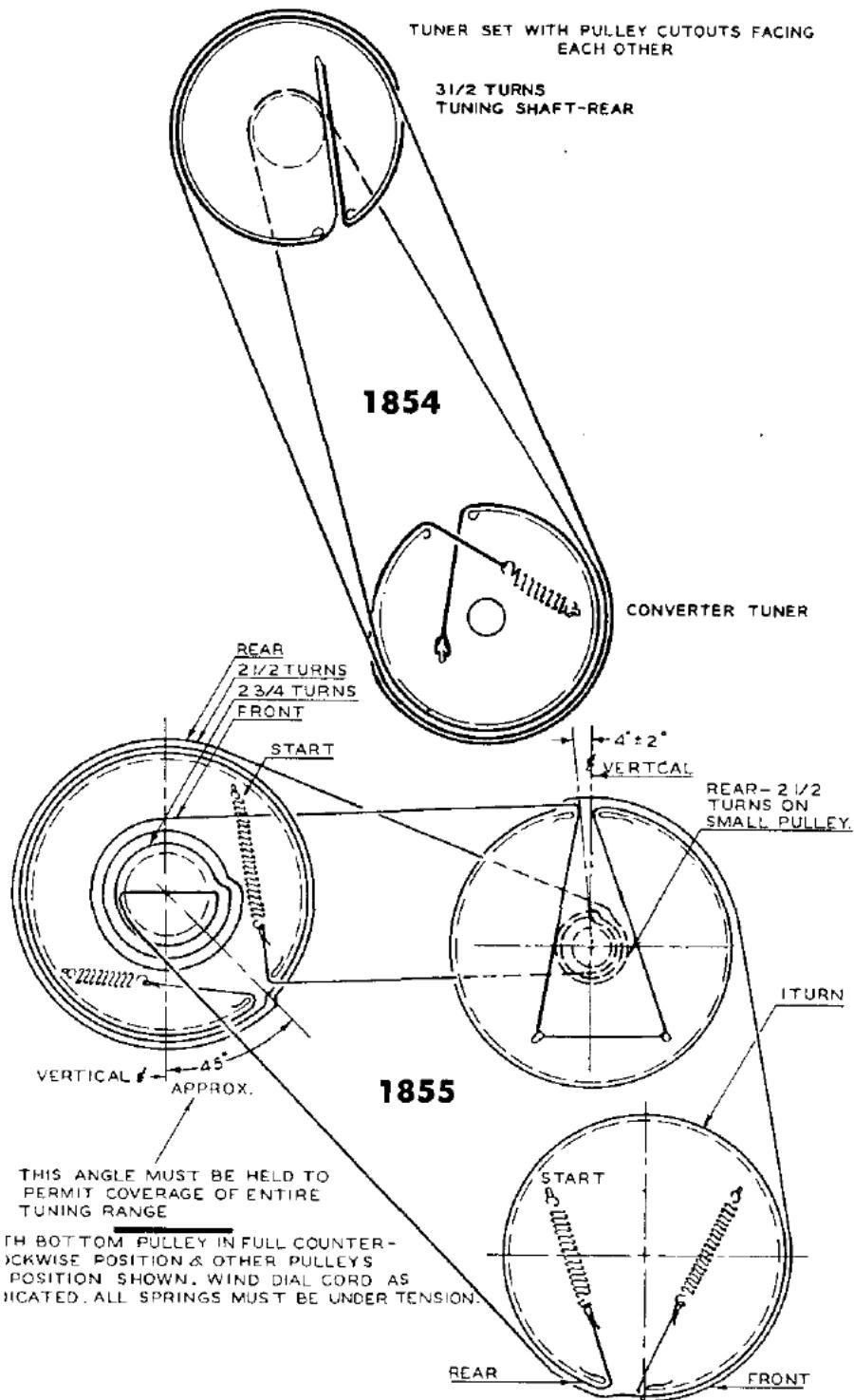


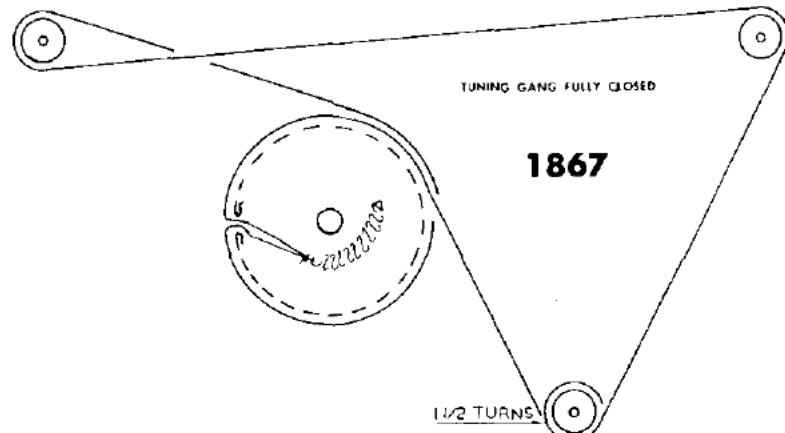
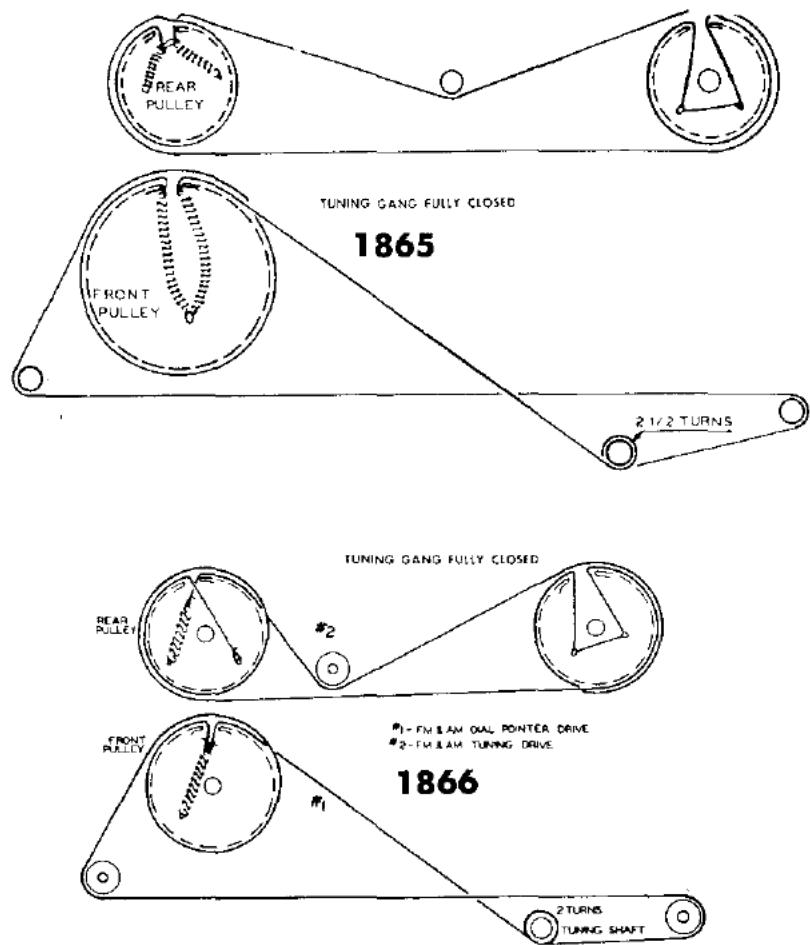
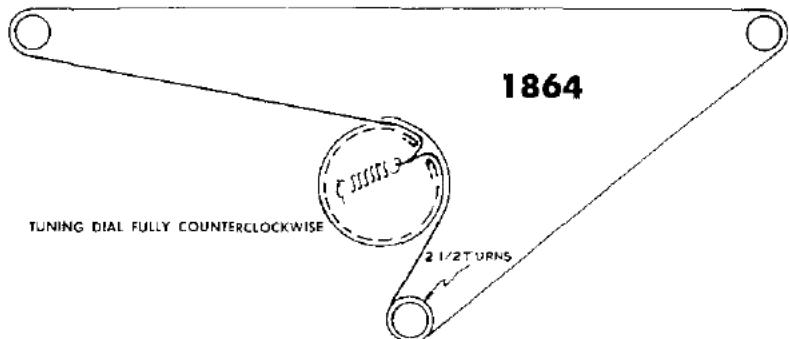
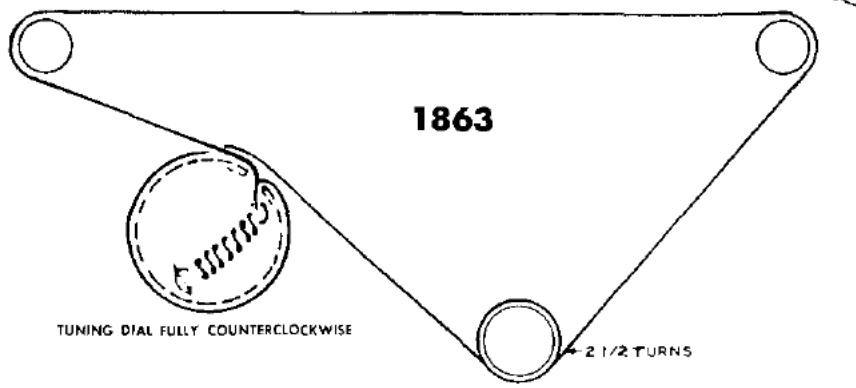
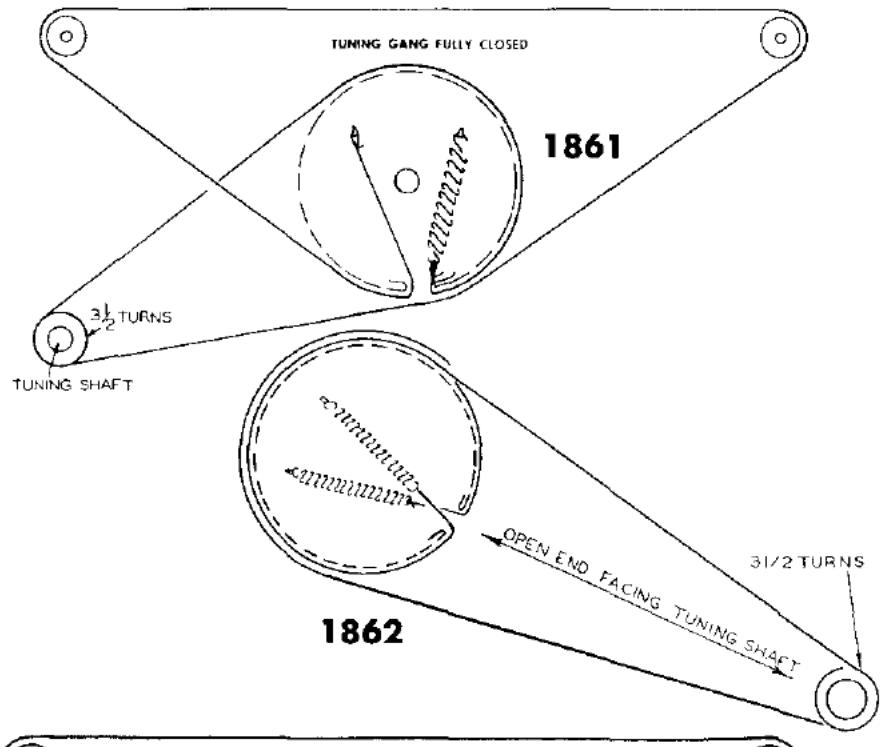
1843

TUNING GANG FULLY CLOSED





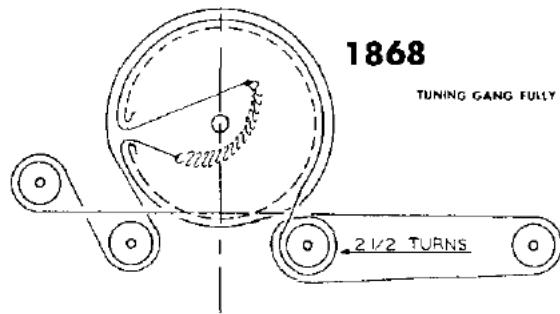






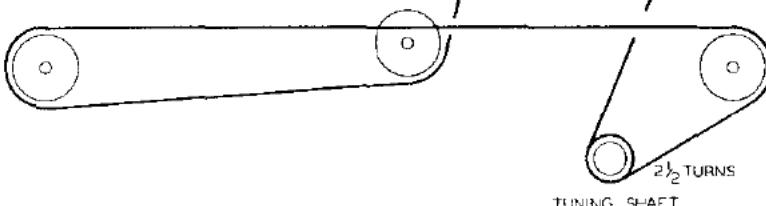
**1868**

TUNING GANG FULLY CLOSED



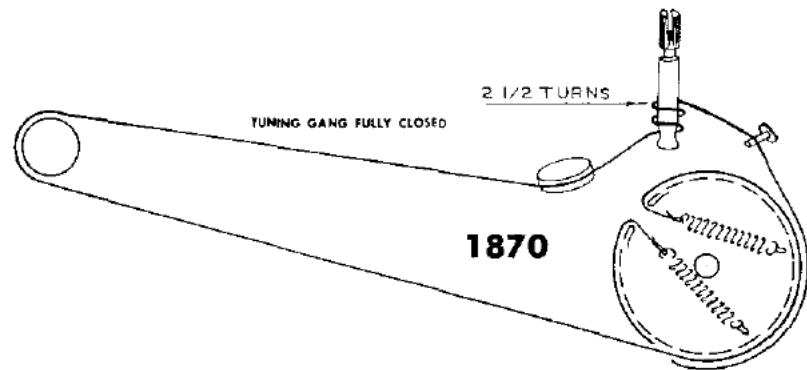
TUNING GANG FULLY CLOSED

**1869**



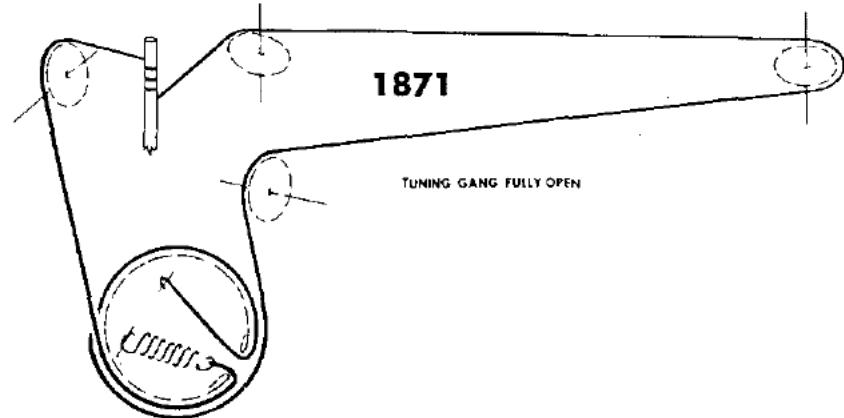
TUNING SHAFT

2 1/2 TURNS



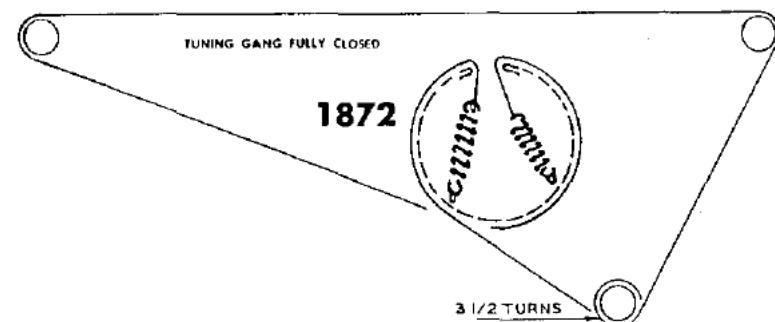
TUNING GANG FULLY CLOSED

**1870**



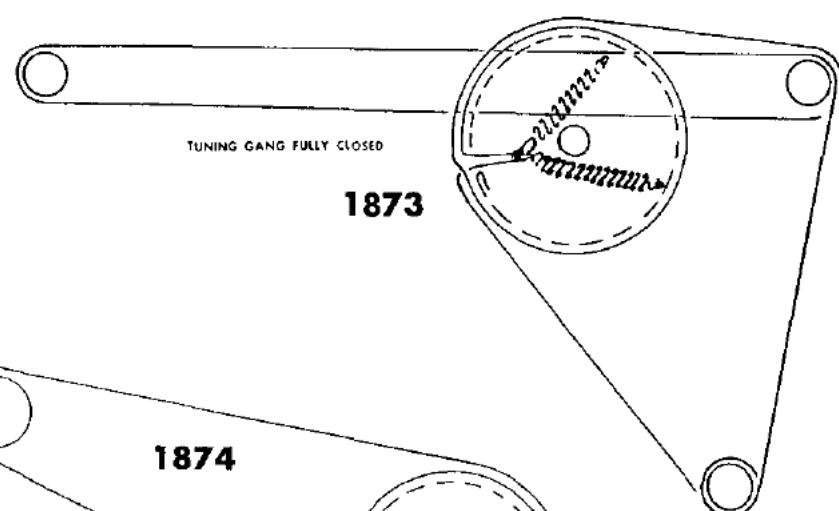
**1871**

TUNING GANG FULLY OPEN



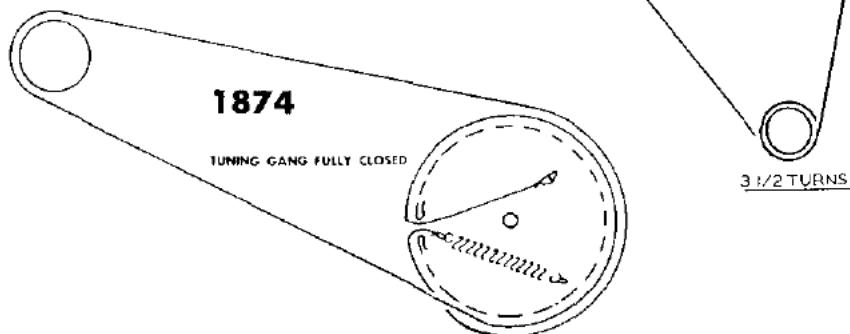
**1872**

TUNING GANG FULLY CLOSED



**1873**

TUNING GANG FULLY CLOSED

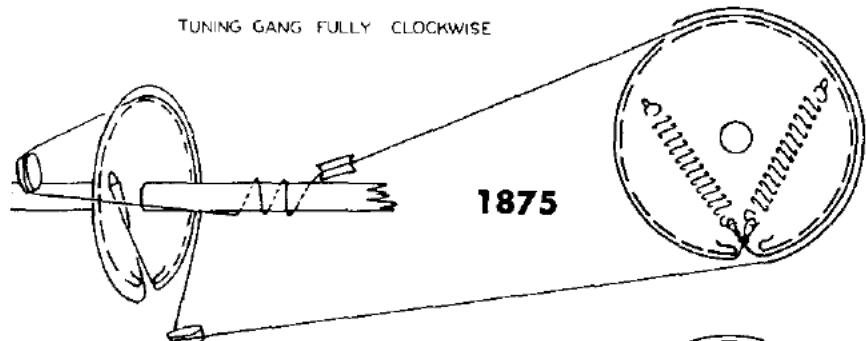


**1874**

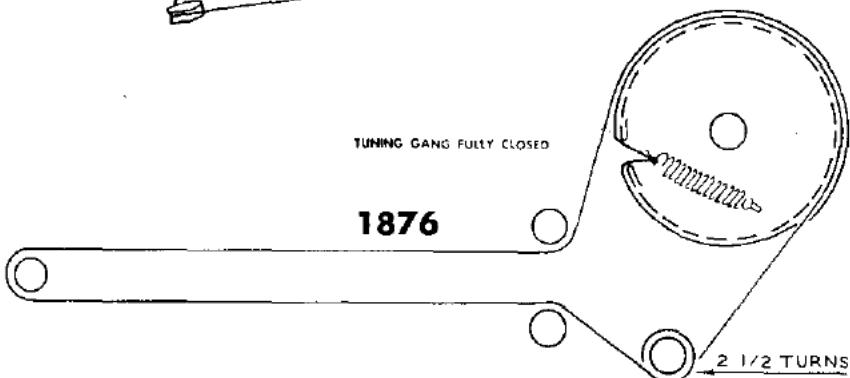
TUNING GANG FULLY CLOSED

3 1/2 TURNS

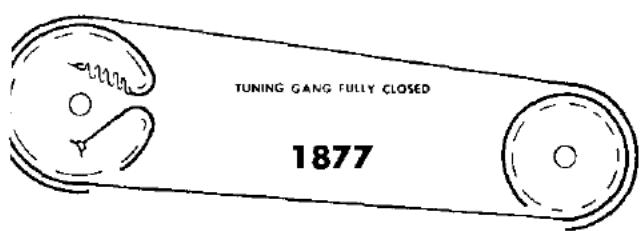
TUNING GANG FULLY CLOCKWISE



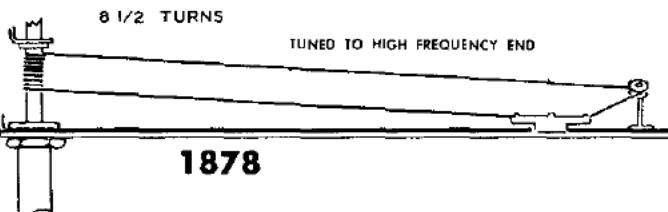
TUNING GANG FULLY CLOSED



2 1/2 TURNS

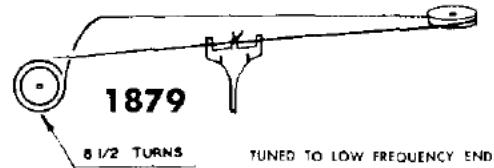


TUNING GANG FULLY CLOSED



8 1/2 TURNS

TUNED TO HIGH FREQUENCY END



8 1/2 TURNS

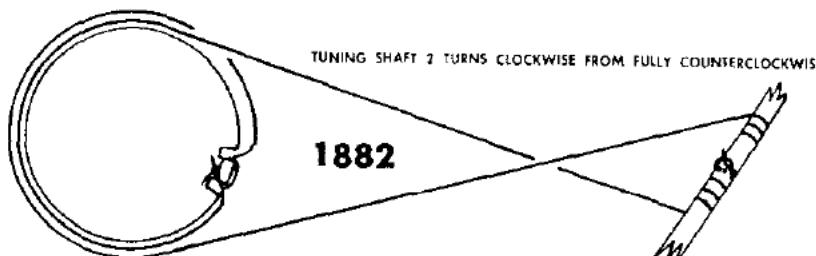
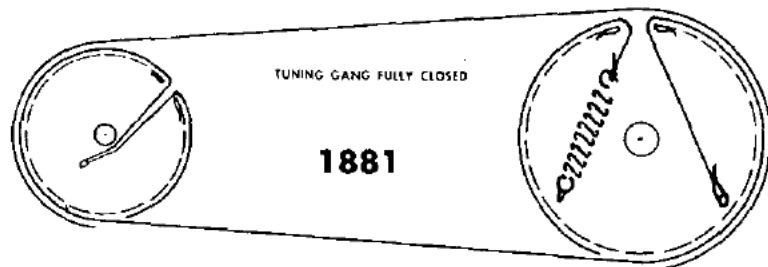
TUNED TO LOW FREQUENCY END

8 1/2 TURNS

TUNED TO LOW FREQUENCY END

1880

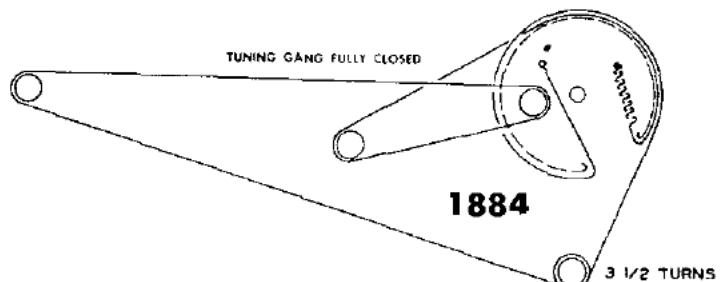
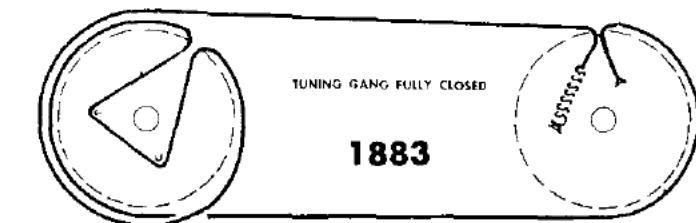
TUNING GANG FULLY CLOSED



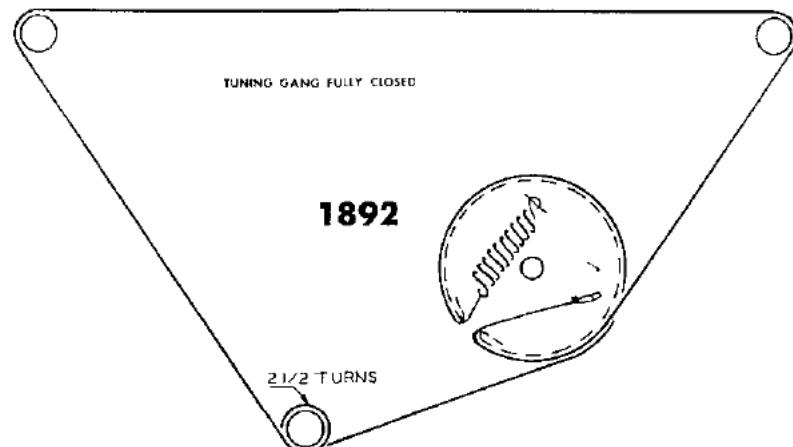
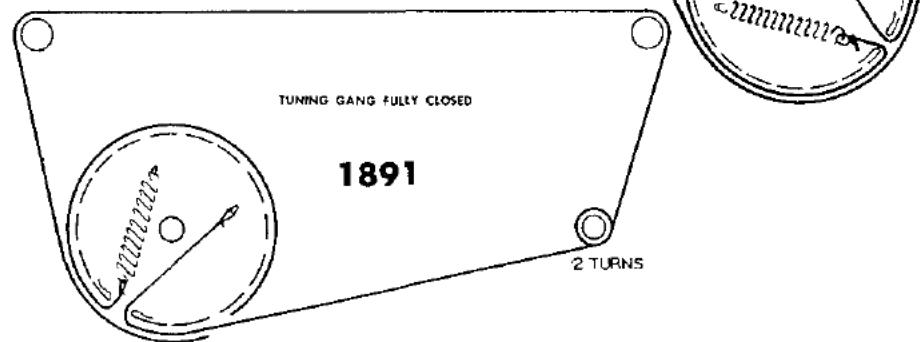
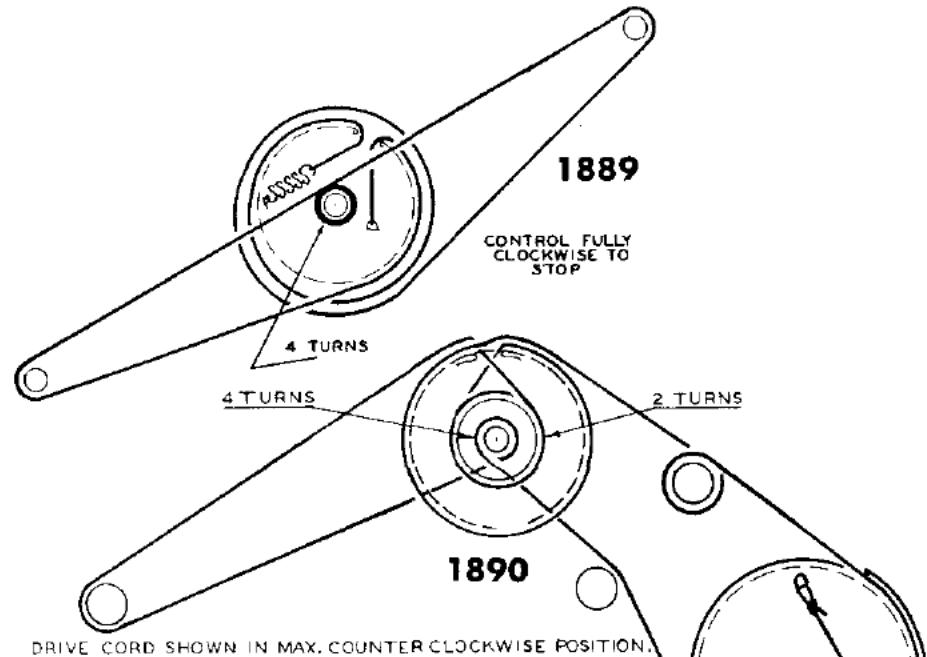
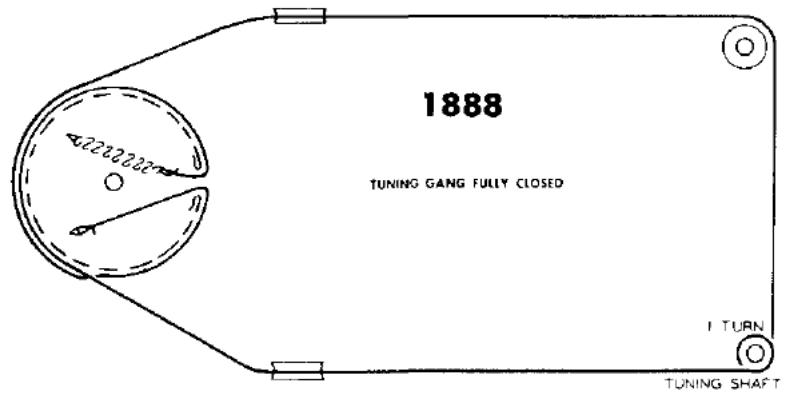
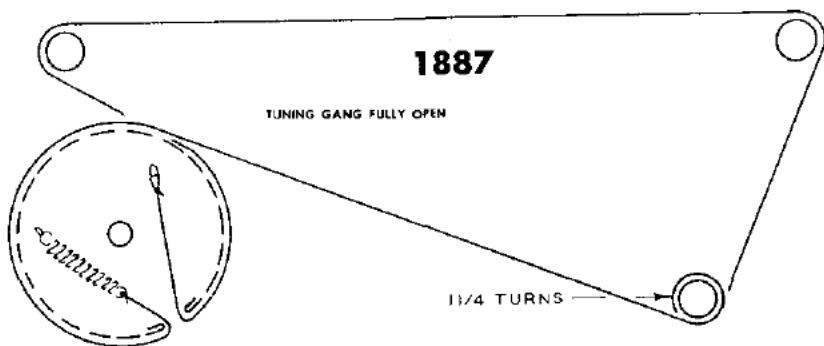
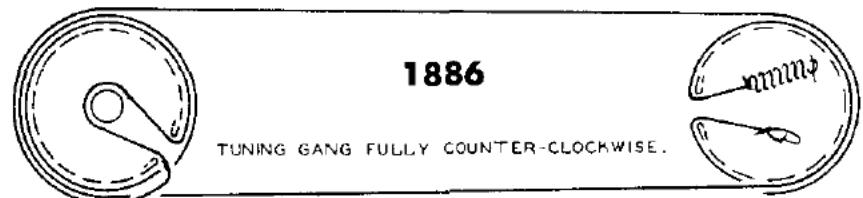
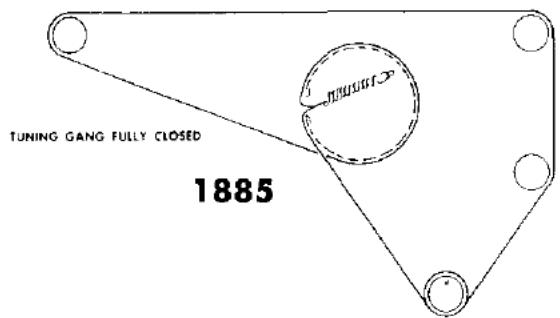
2 TURNS

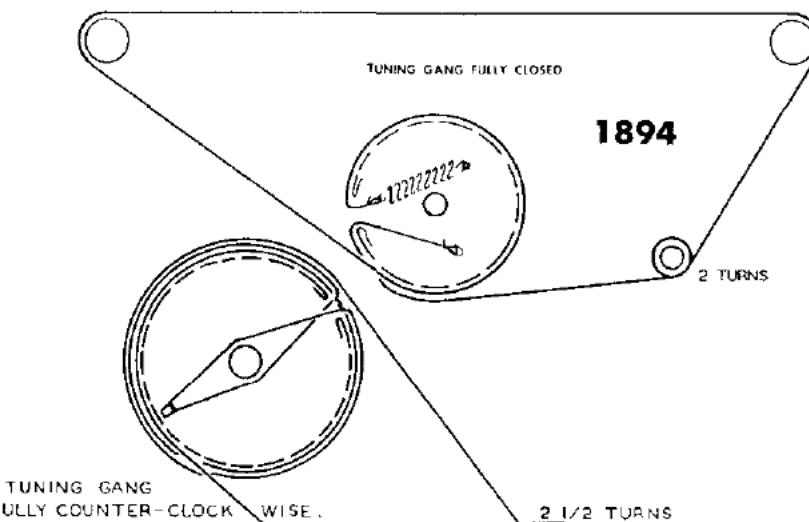
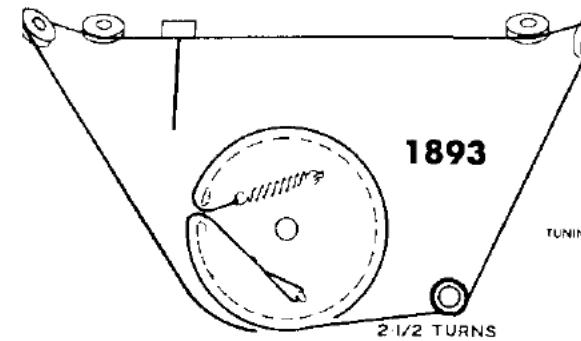
TUNING GANG FULLY CLOSED

1883

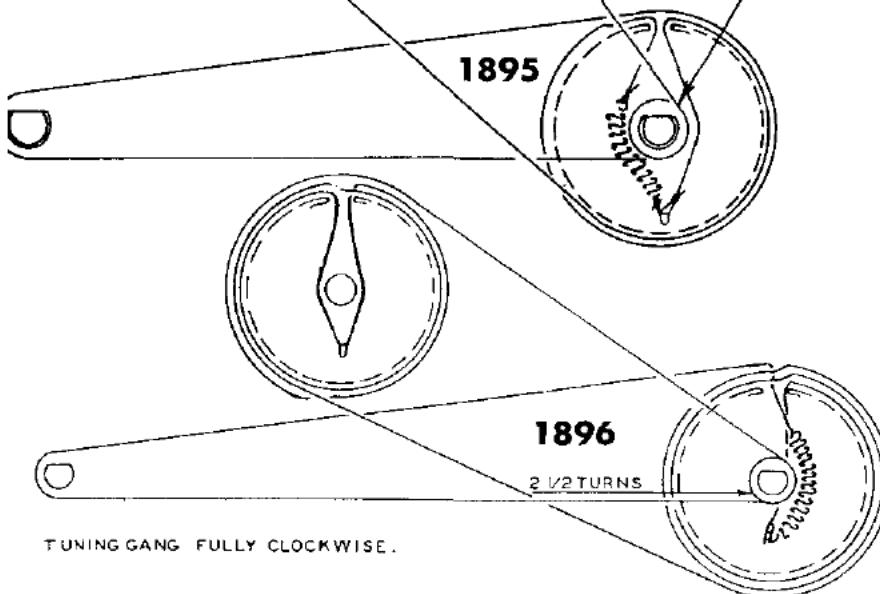


3 1/2 TURNS

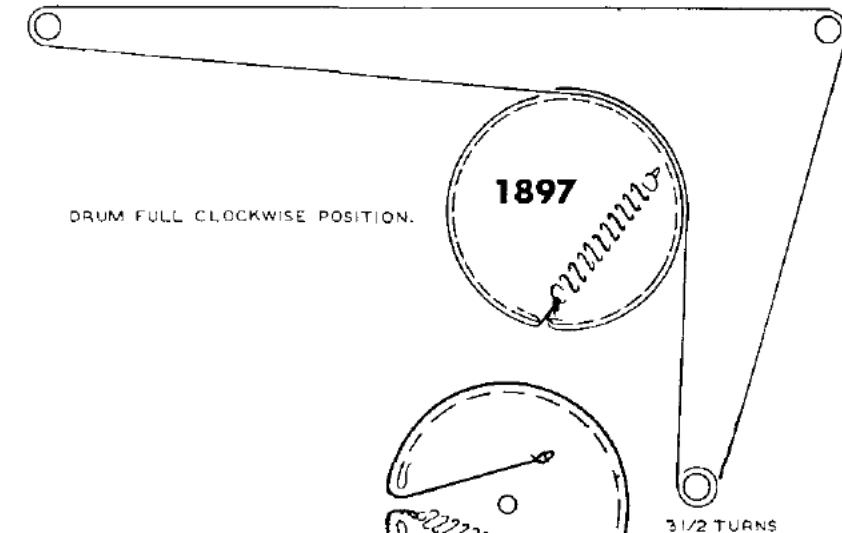
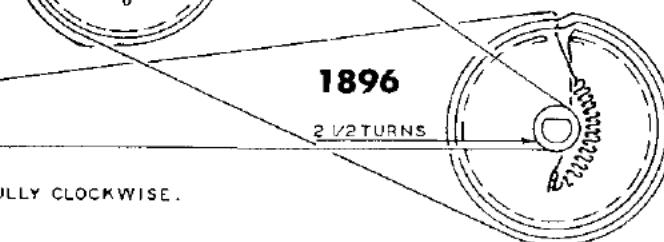




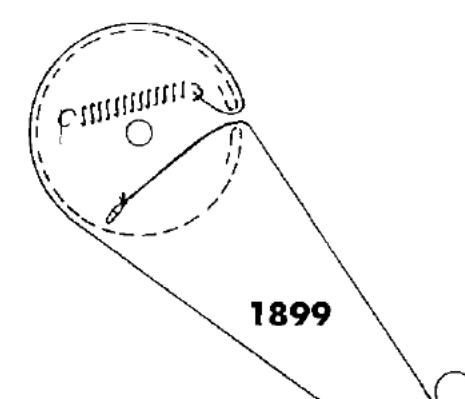
TUNING GANG  
FULLY COUNTER-CLOCK WISE.



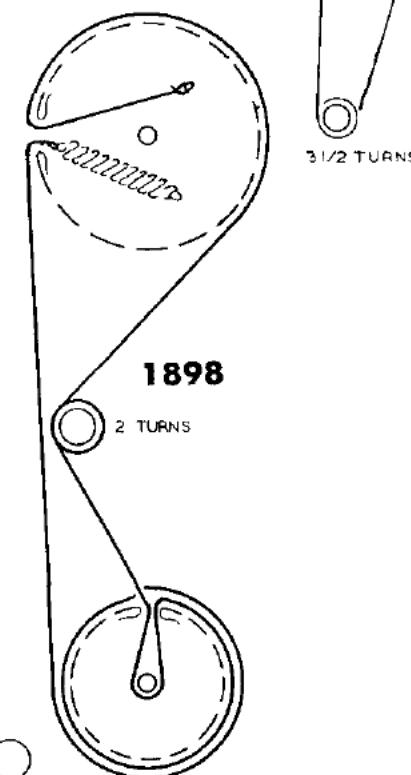
TUNING GANG FULLY CLOCKWISE.

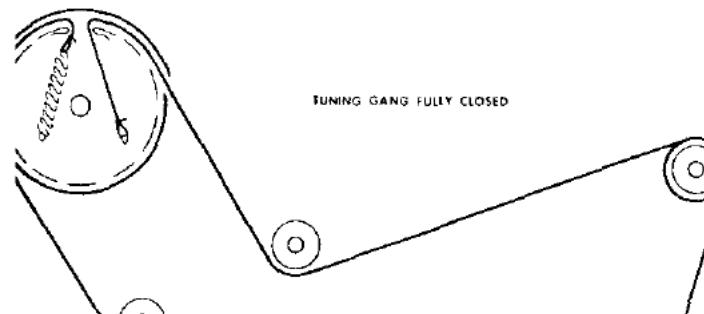


UHF TUNING SHAFT  
FULLY COUNTER-CLOCKWISE



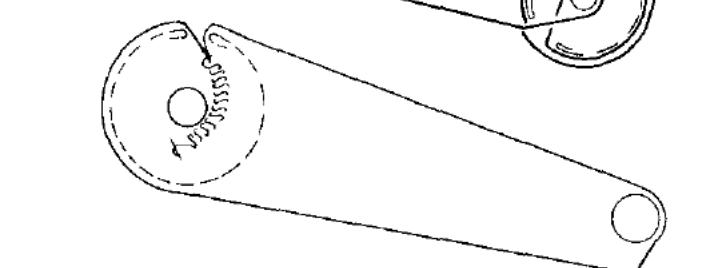
UHF PULLEY SHAFT IN FULL CLOCKWISE POSITION.



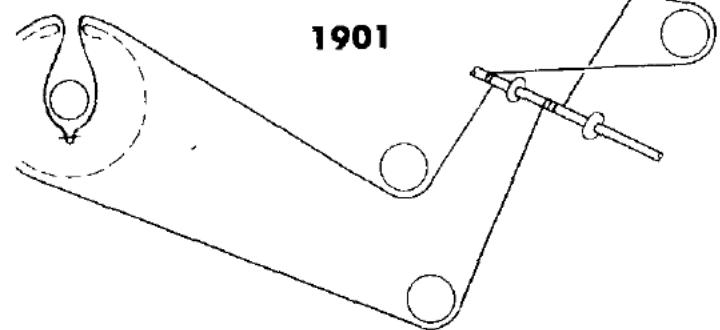


**1900**

2 TURNS

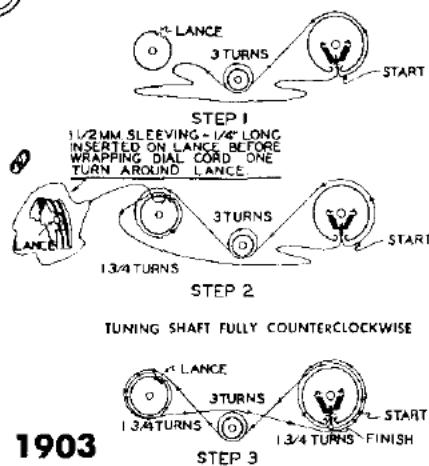


**1901**

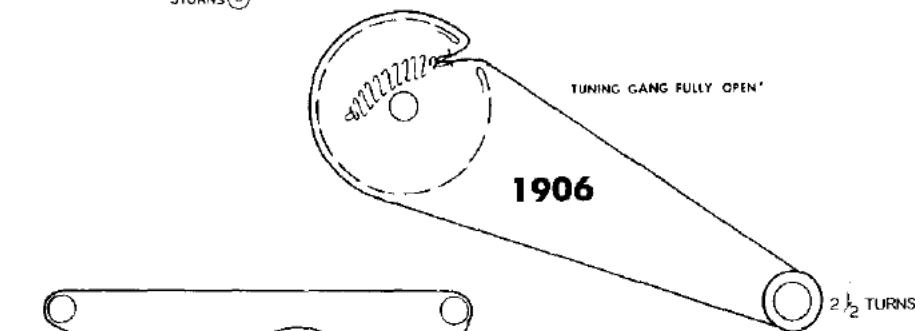
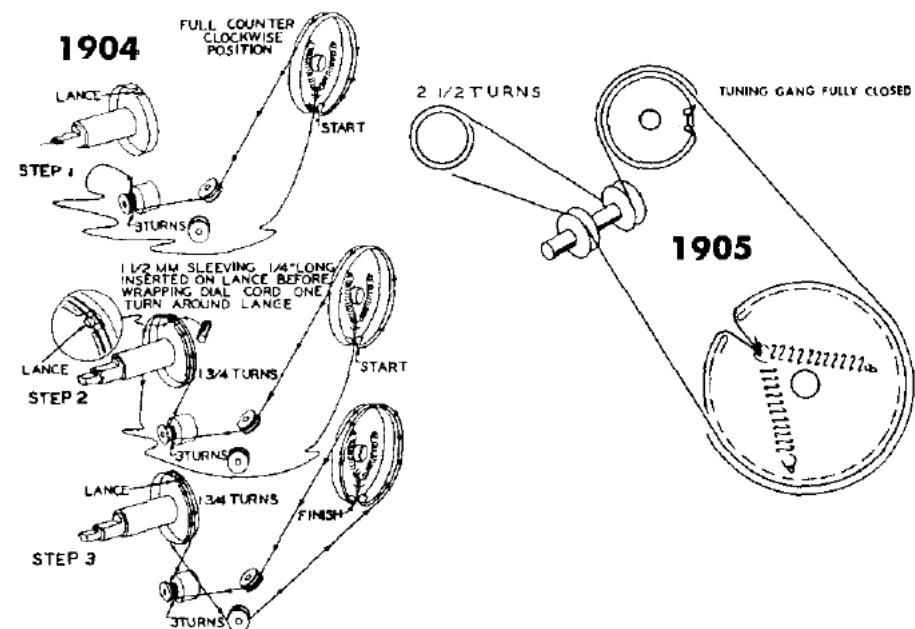


**1902**

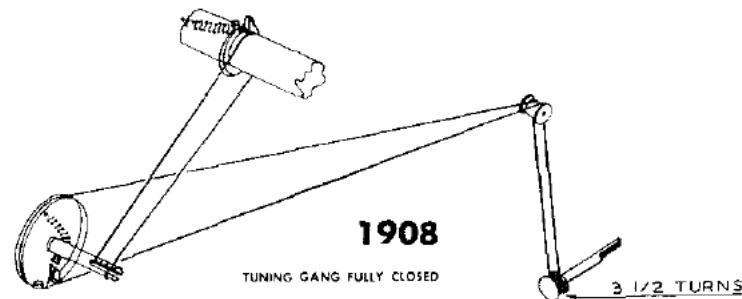
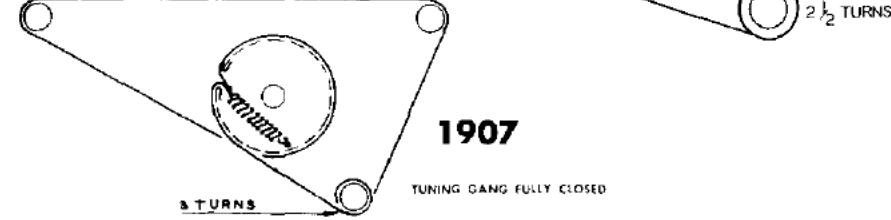
3 TURNS

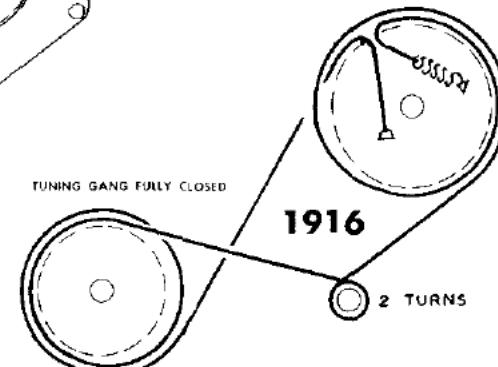
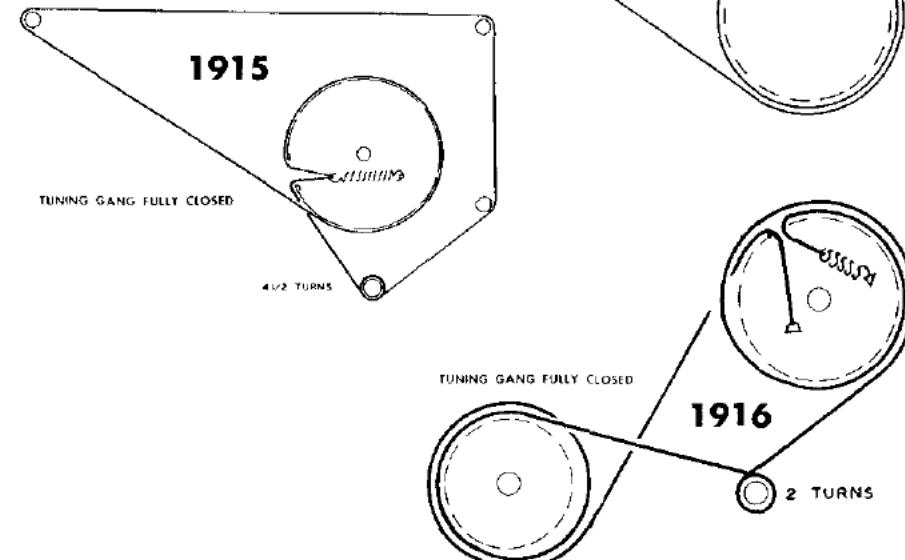
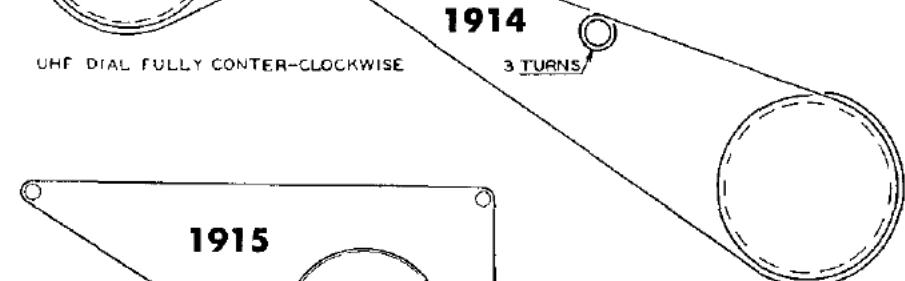
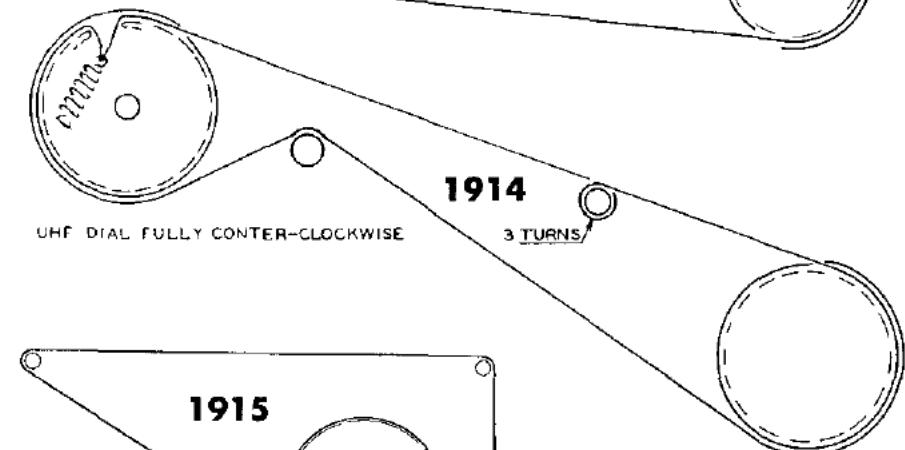
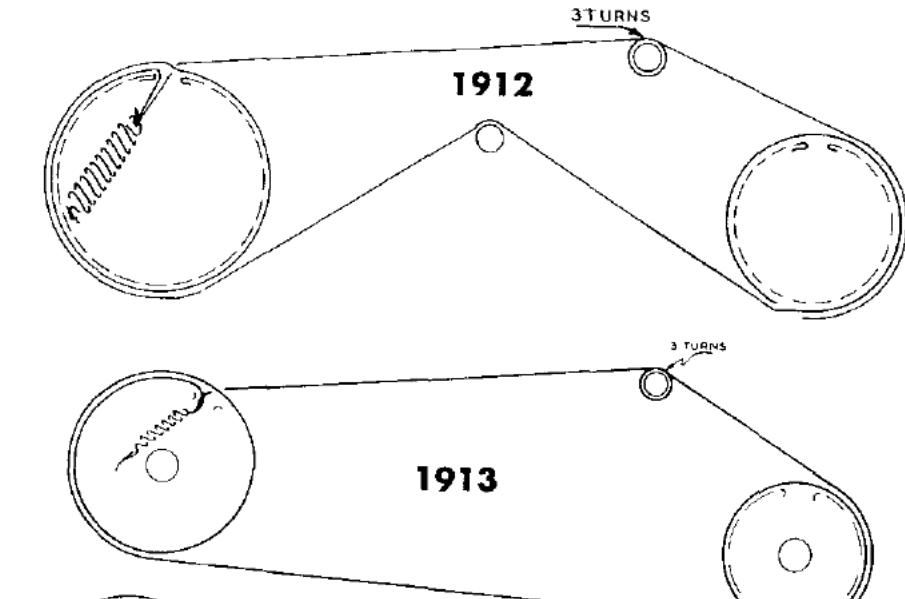
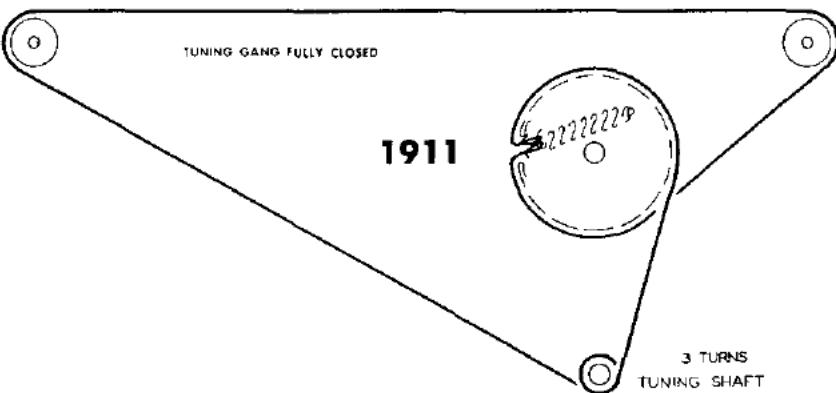
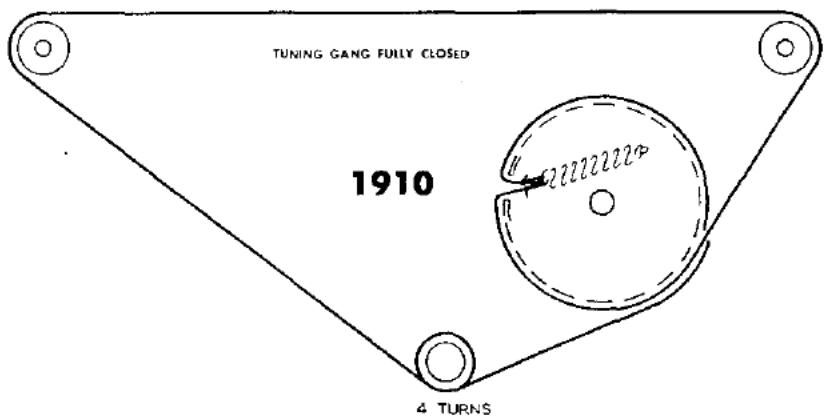
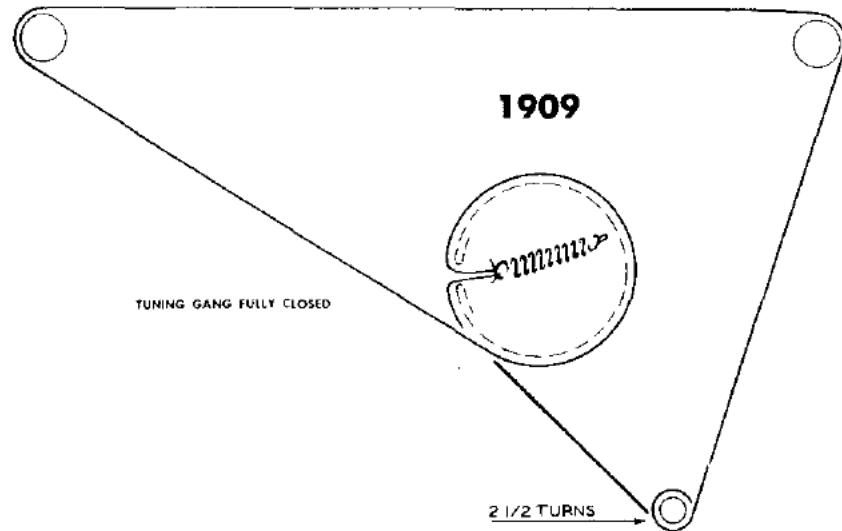


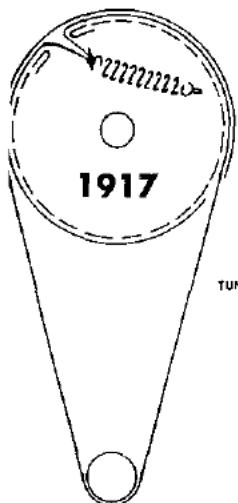
**1903**



**1906**







TUNING GANG FULLY CLOSED

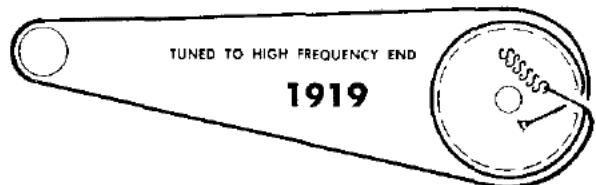
1917

TUNING GANG FULLY OPEN

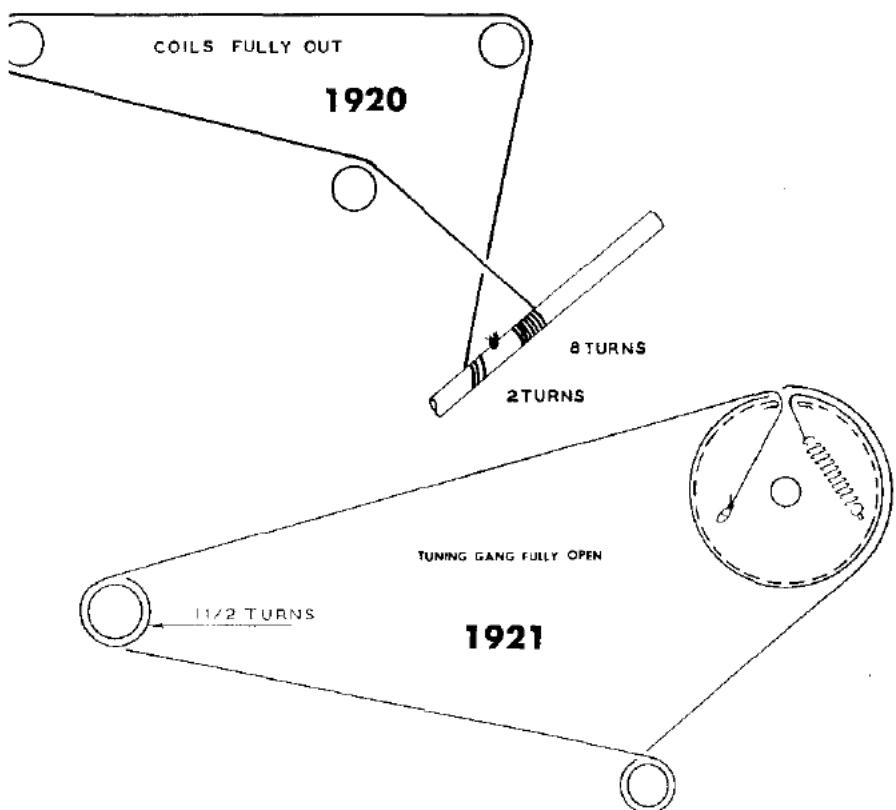
1/2 TURNS



1918



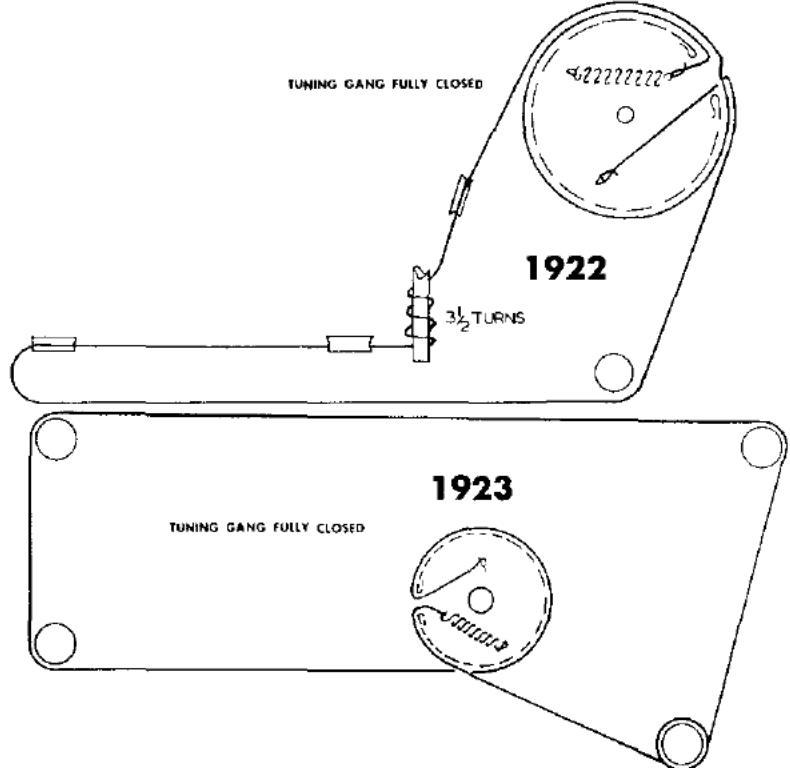
1919



TUNING GANG FULLY CLOSED

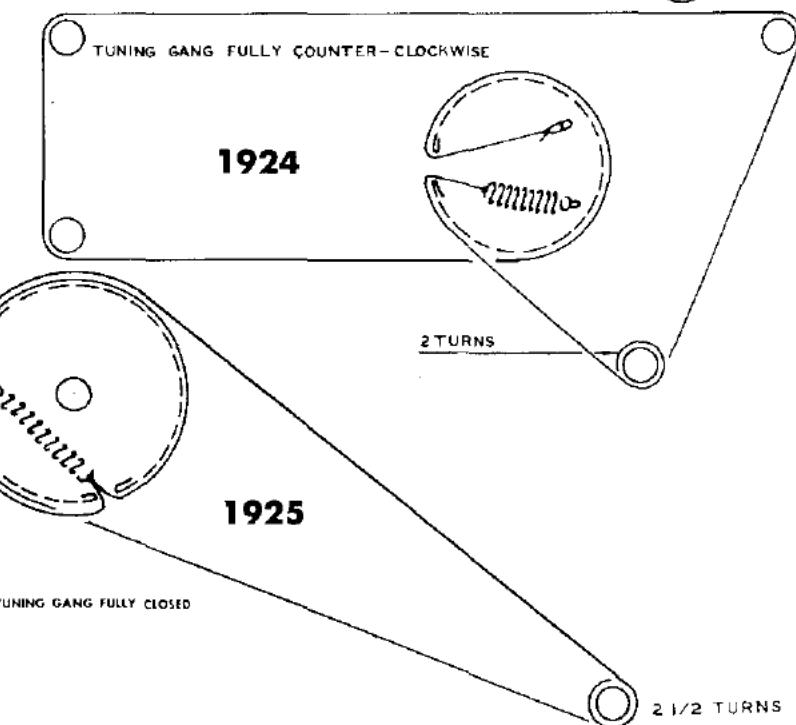
1922

3 1/2 TURNS



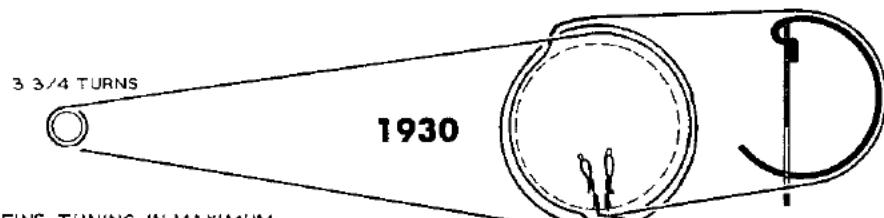
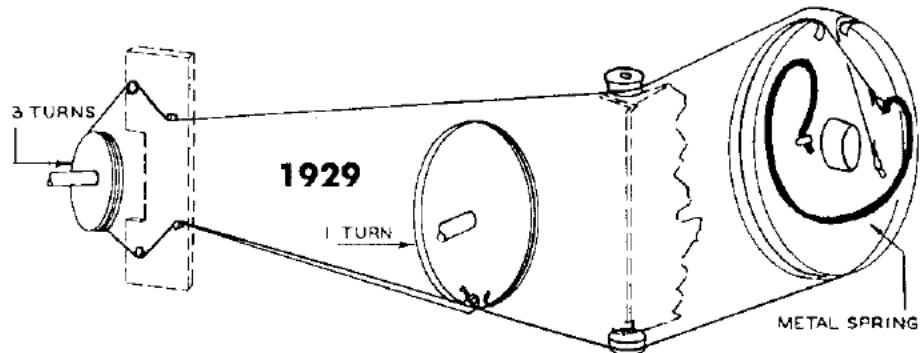
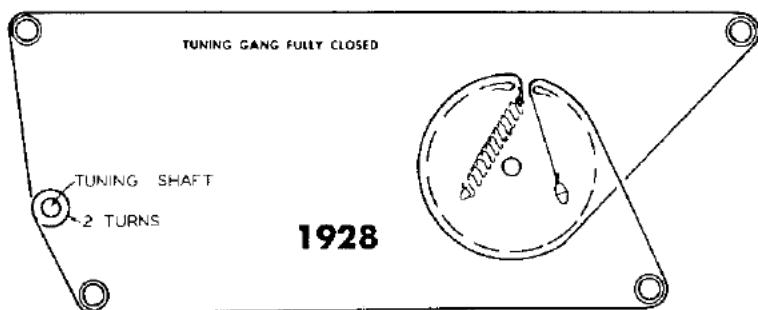
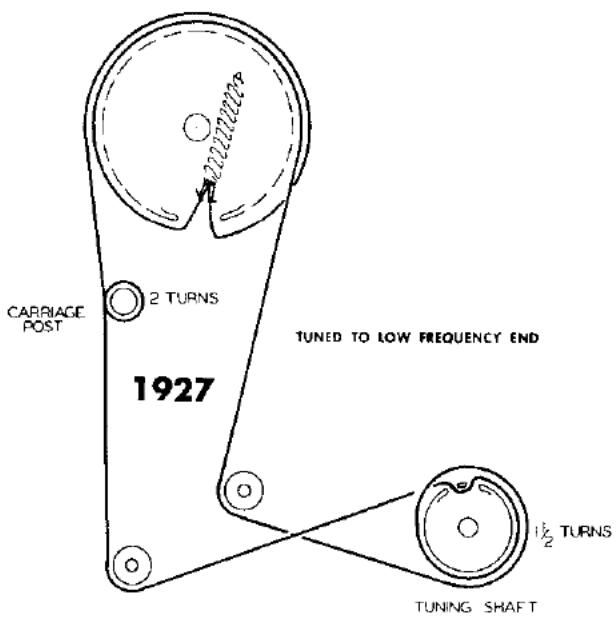
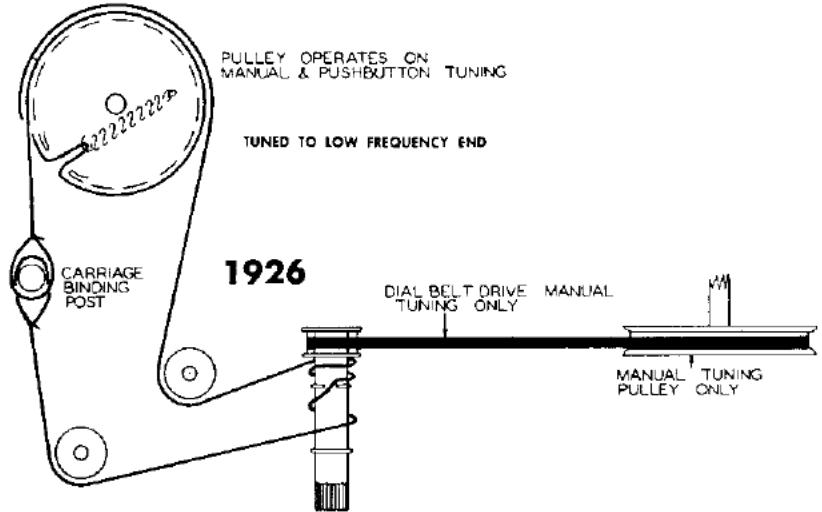
1923

TUNING GANG FULLY CLOSED

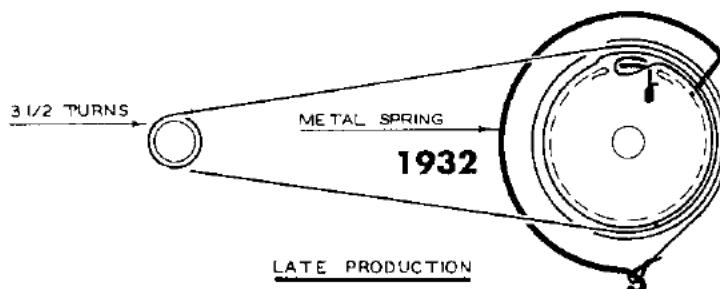
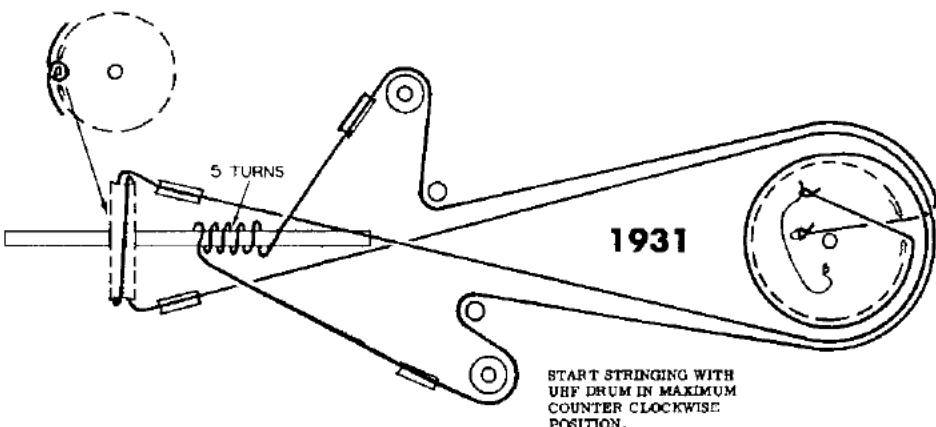


1924

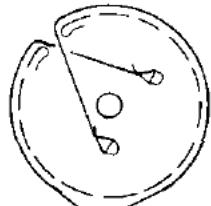
1925



EARLY PRODUCTION



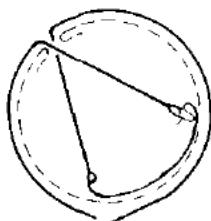
TUNING GANG FULLY OPEN



1933

$1\frac{1}{2}$  TURNS

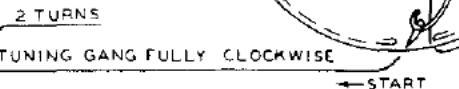
TUNING GANG FULLY CLOSED



1934

$1\frac{1}{2}$  TURNS

1935

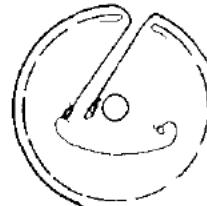


2 TURNS

TUNING GANG FULLY CLOCKWISE

← START

TUNING GANG FULLY OPEN



1936

$2\frac{1}{2}$  TURNS

1937

3 TURNS

TUNING GANG FULLY OPEN

TUNING GANG FULLY OPEN

1938

2 TURNS

TUNING GANG FULLY OPEN

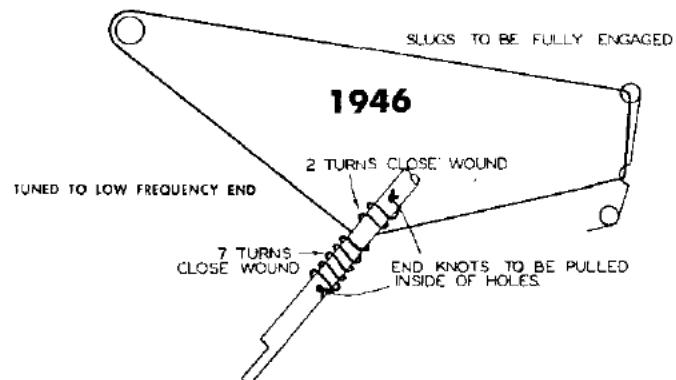
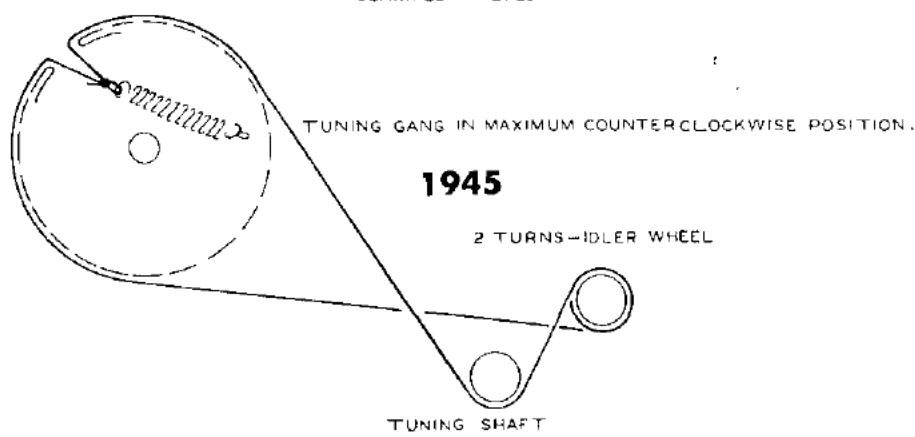
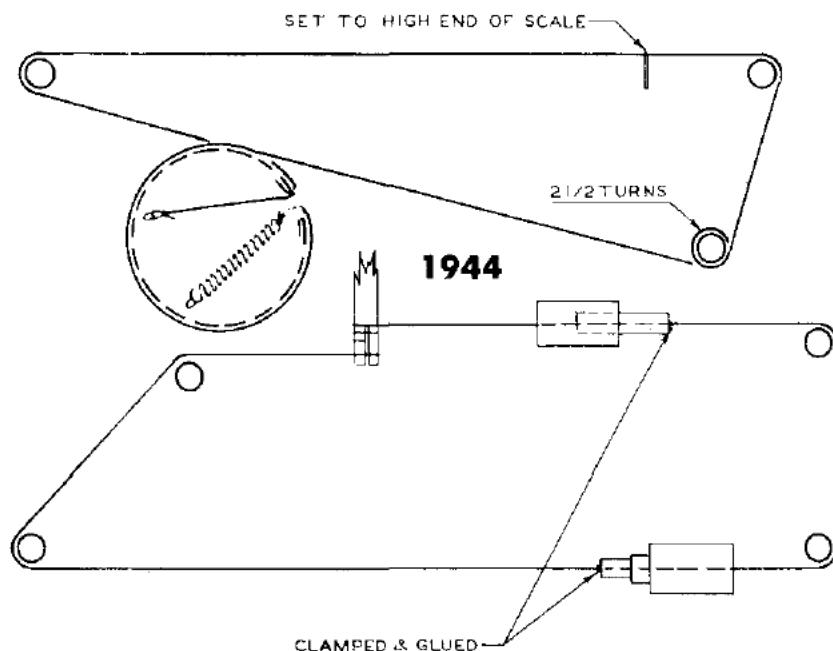
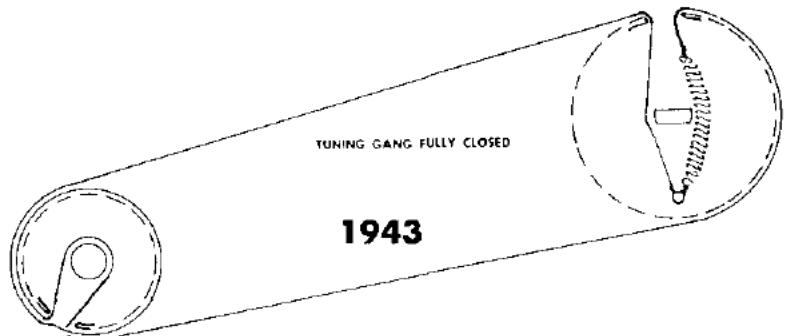
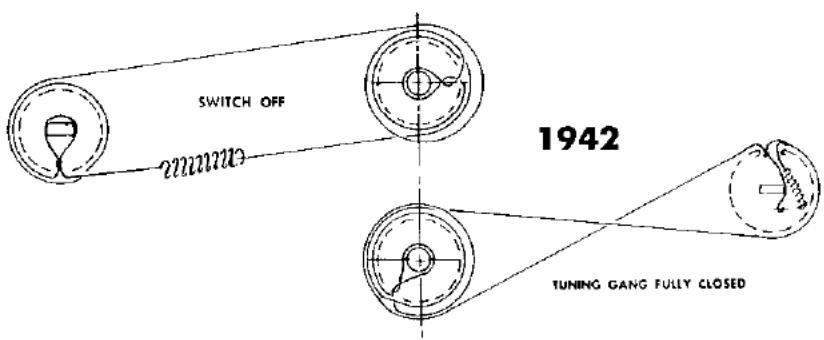
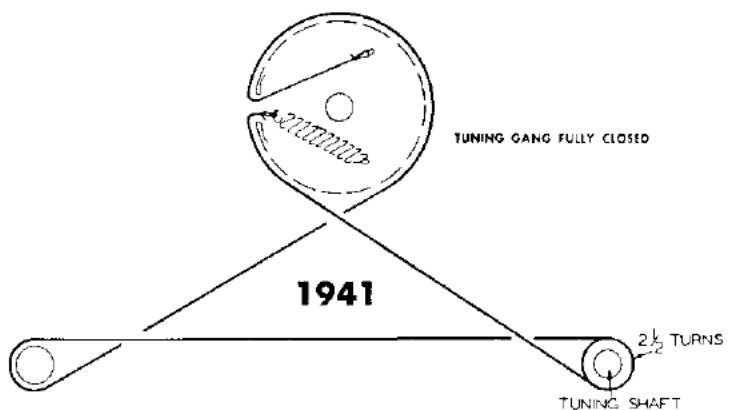
1939

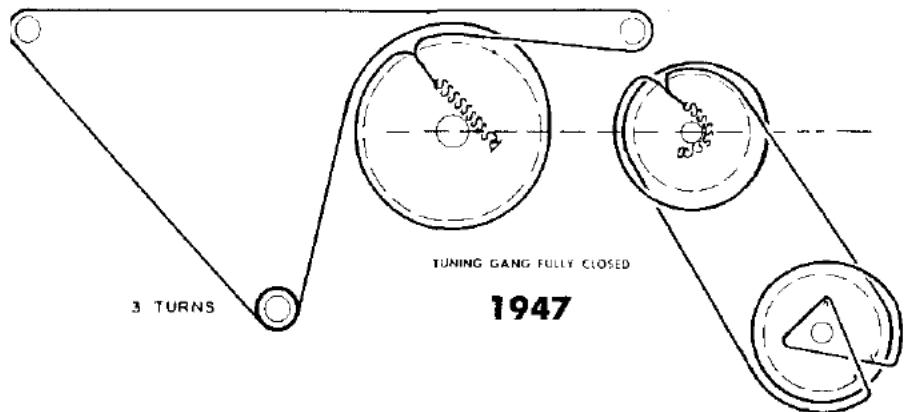
3 TURNS

1940

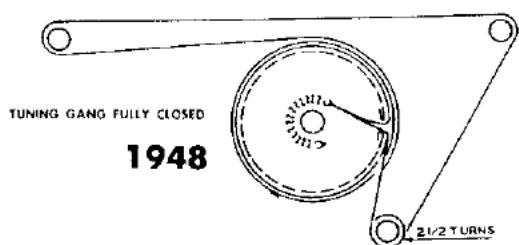
TUNING GANG FULLY CLOSED

$2\frac{3}{4}$  TURNS

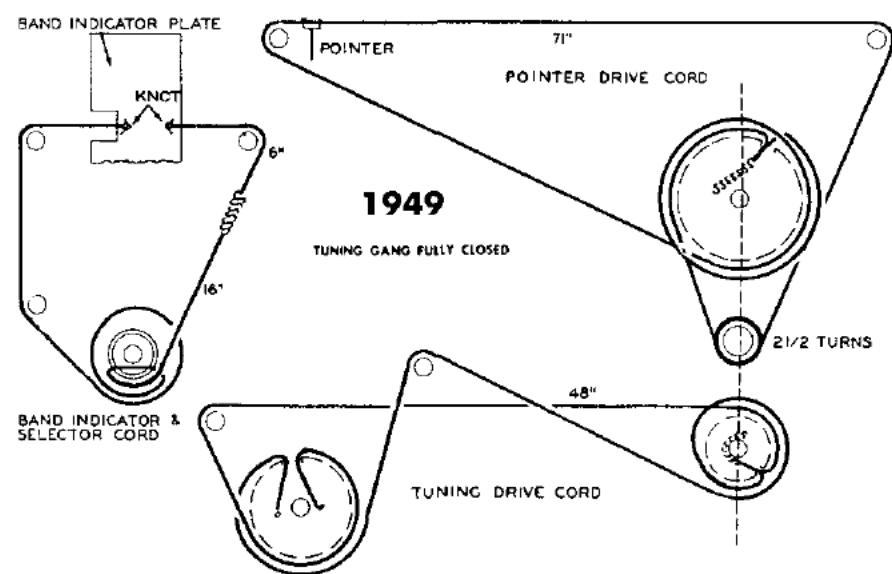




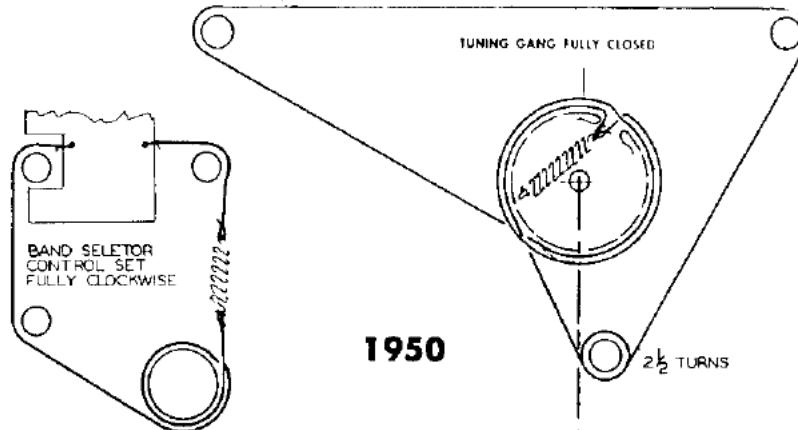
**1947**



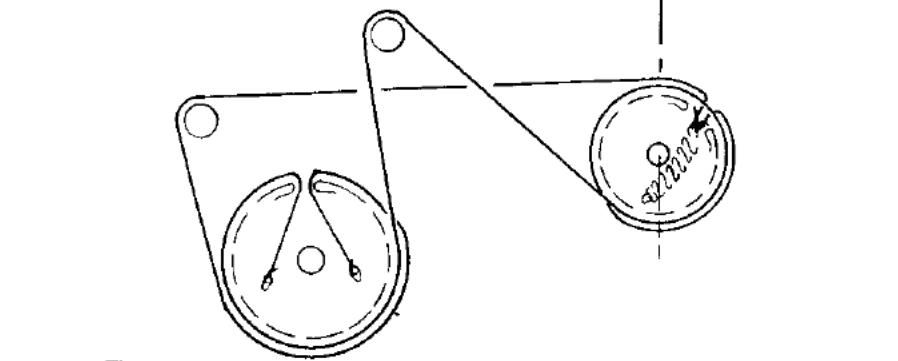
**1948**



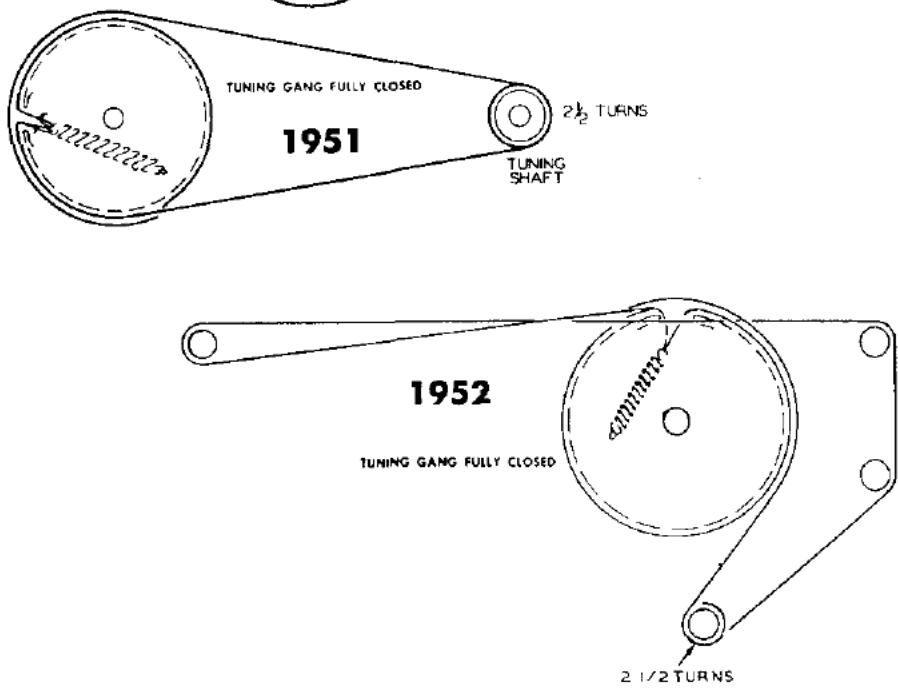
**1949**



**1950**



**1951**

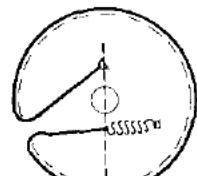


**1952**

TUNING GANG FULLY CLOSED

**1953**

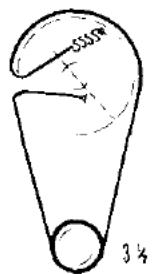
2 TURNS



**1954**

TUNING GANG FULLY CLOSED

3 1/4



TUNING GANG FULLY CLOSED

**1955**

2 1/2 TURNS



TUNING GANG FULLY CLOSED

**1956**

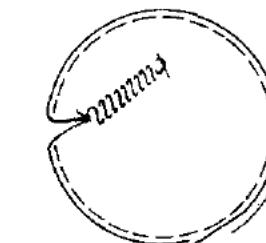
3 1/2 TURNS



**1957**

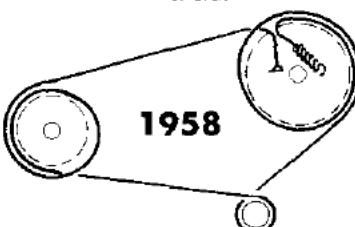
TUNING GANG FULLY CLOSED

3 1/4 TURNS



TUNING GANG FULLY OPEN

**1958**

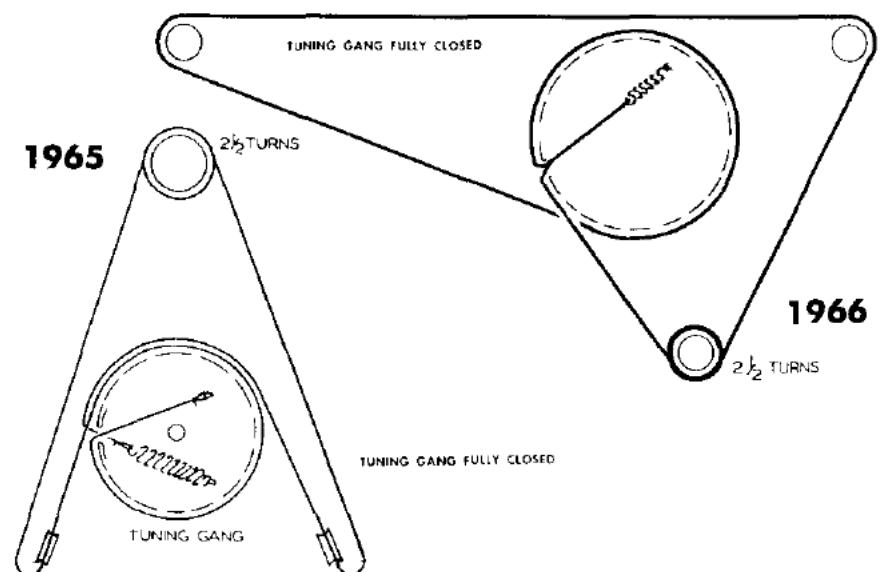
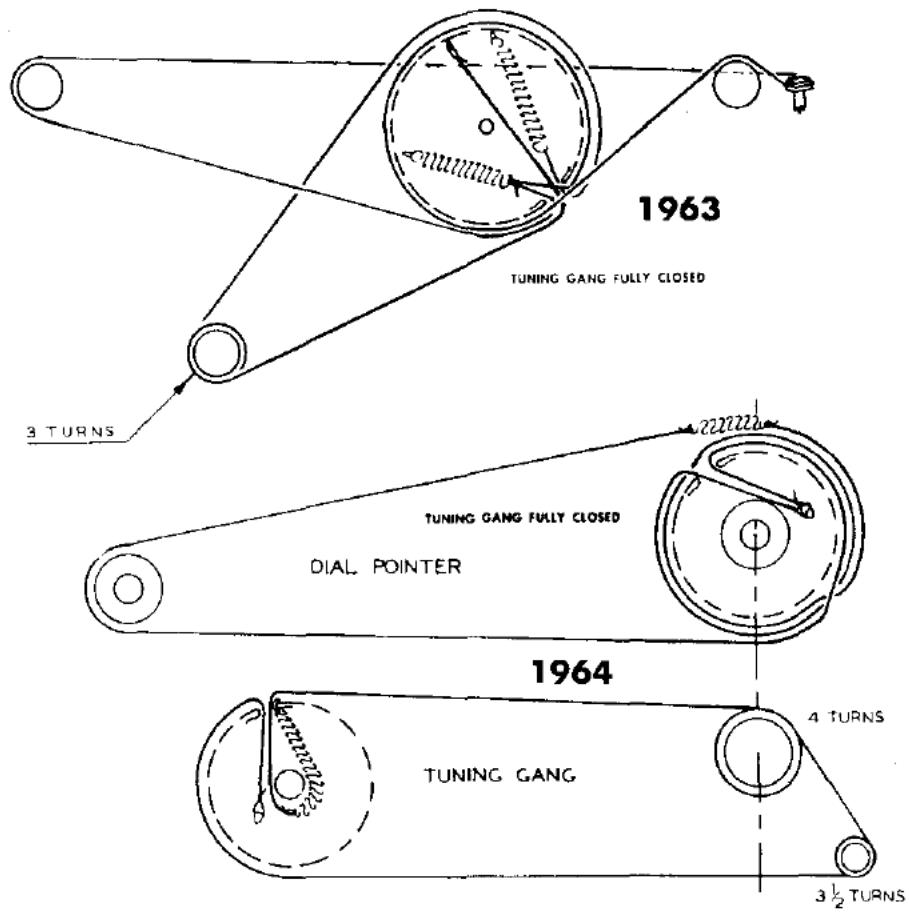
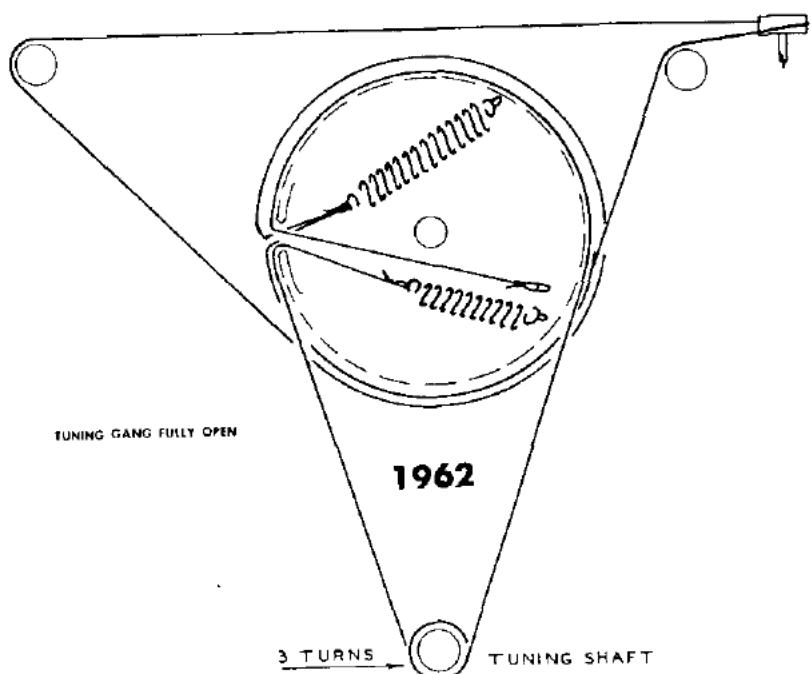
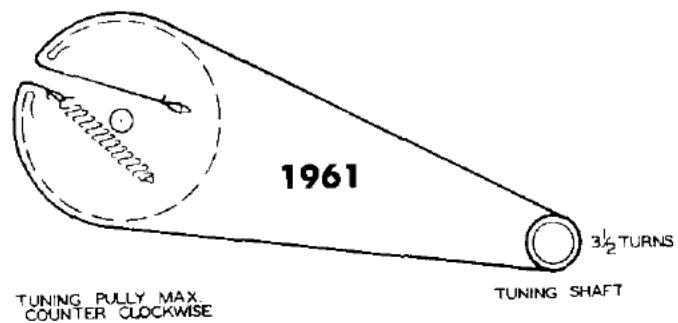
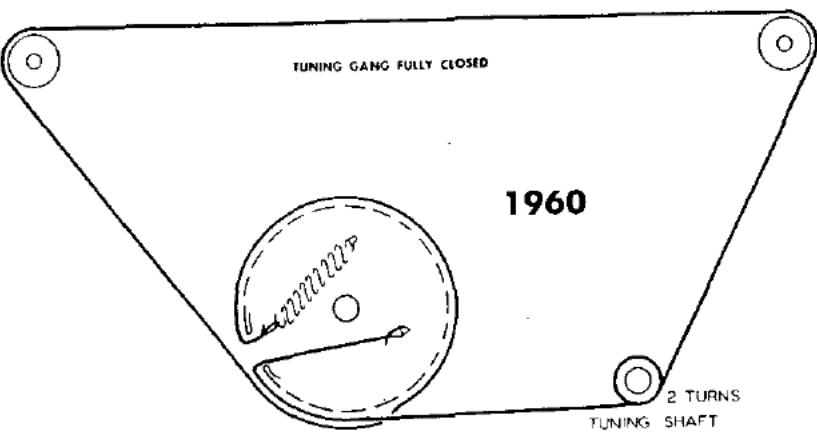


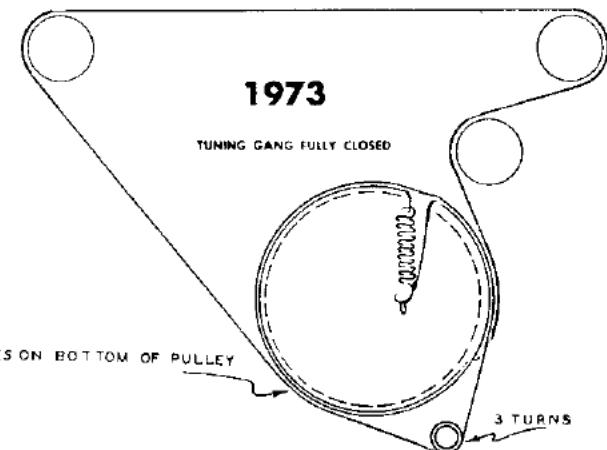
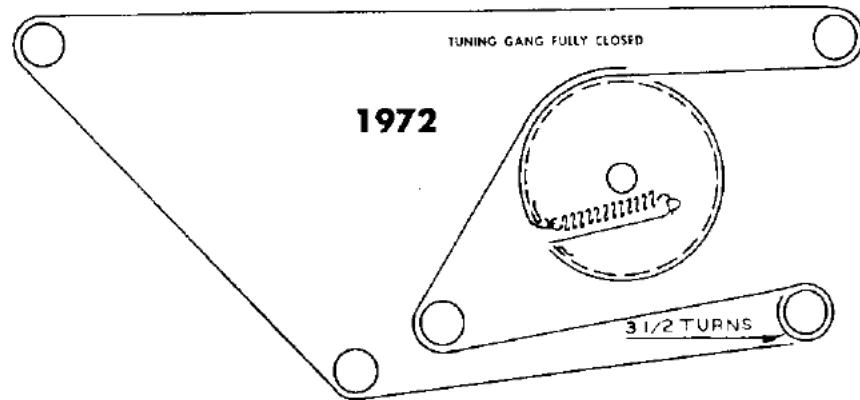
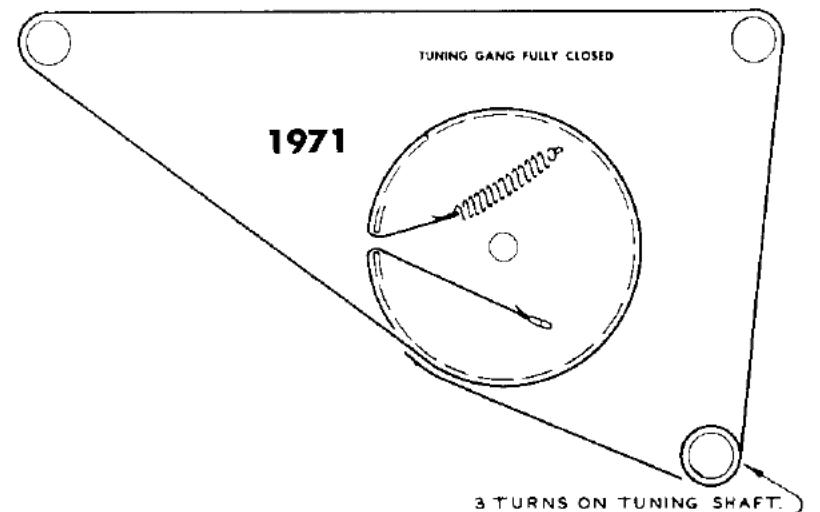
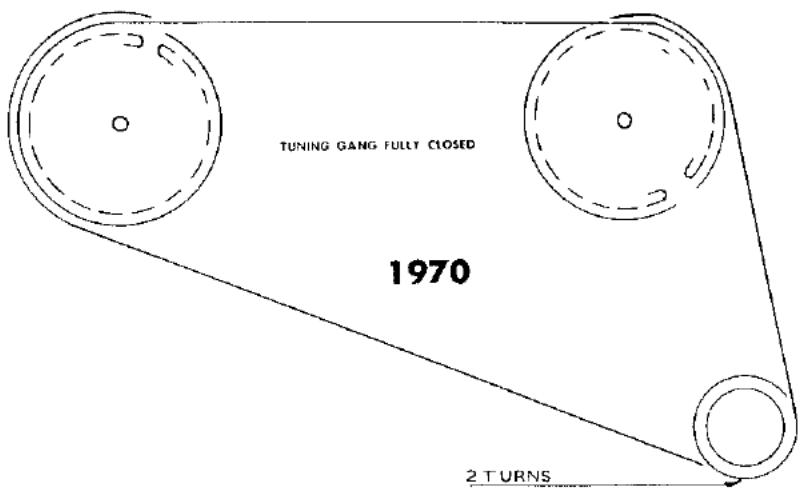
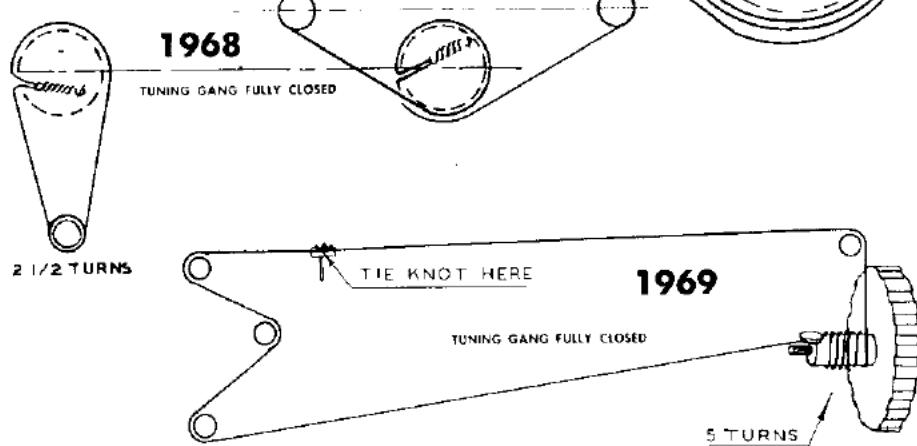
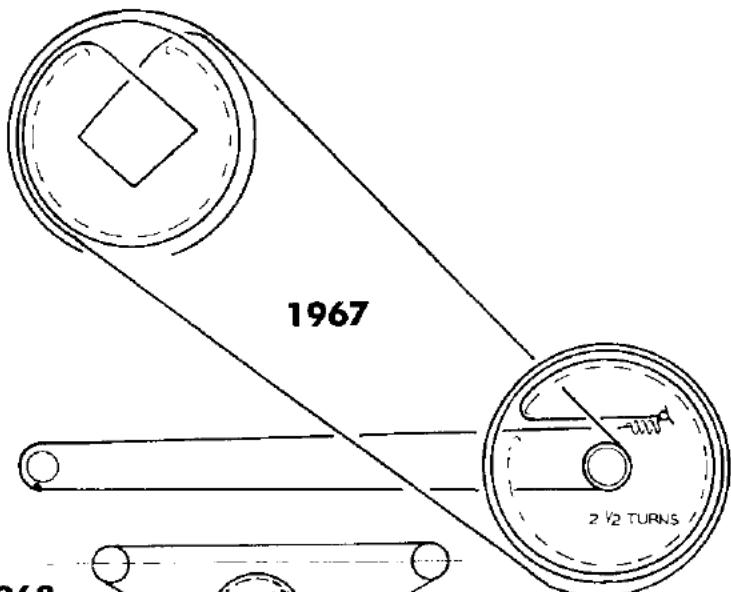
TUNING GANG FULLY CLOSED

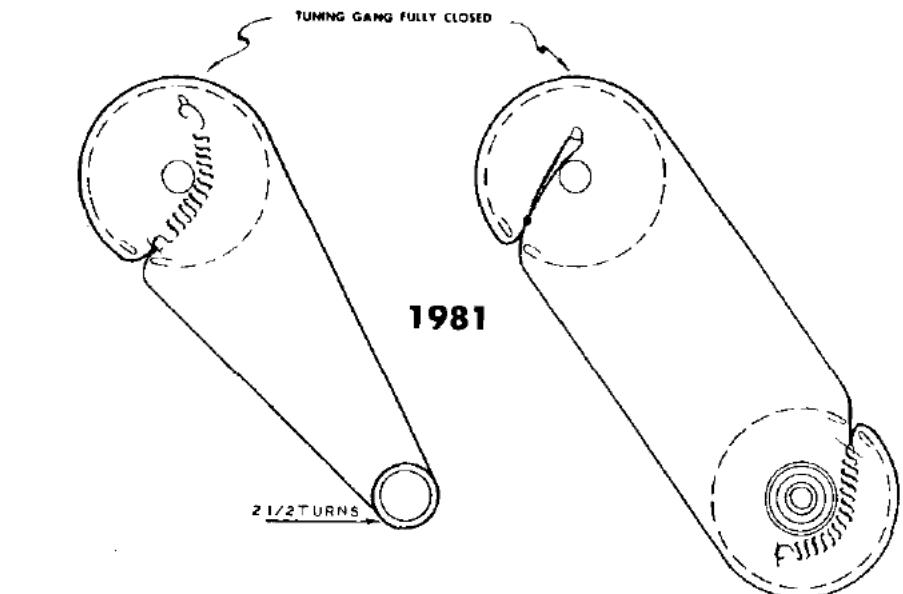
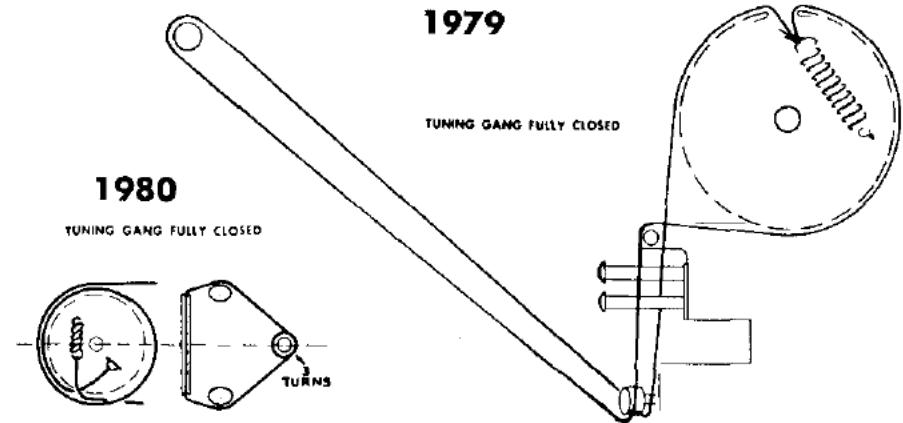
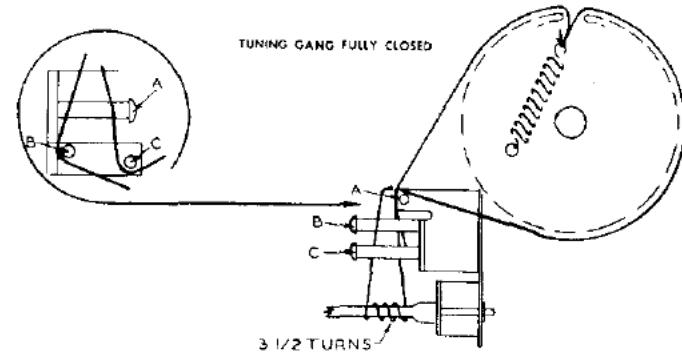
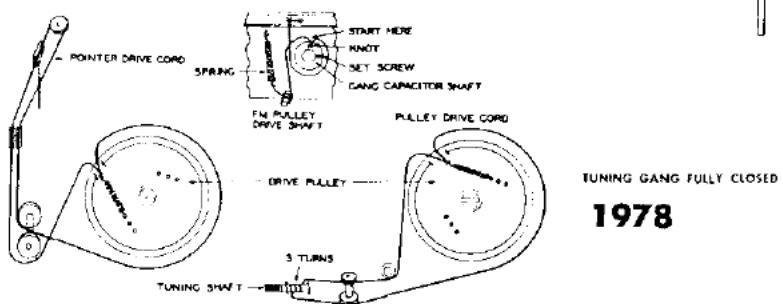
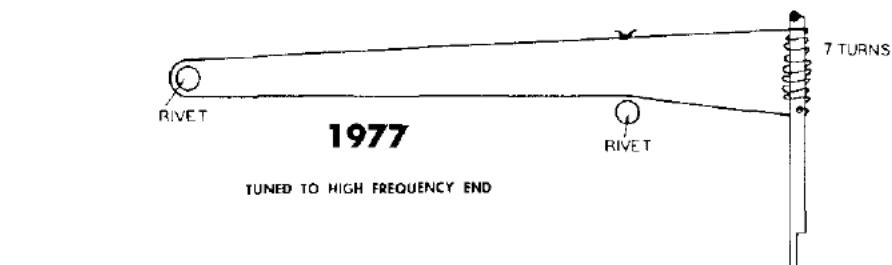
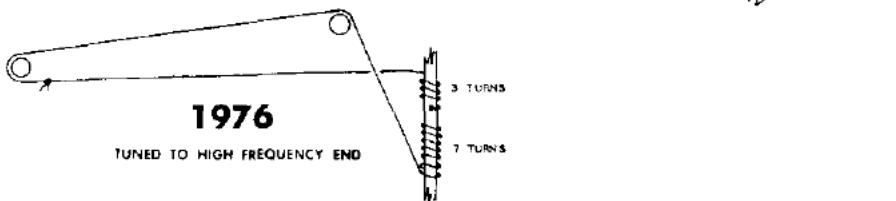
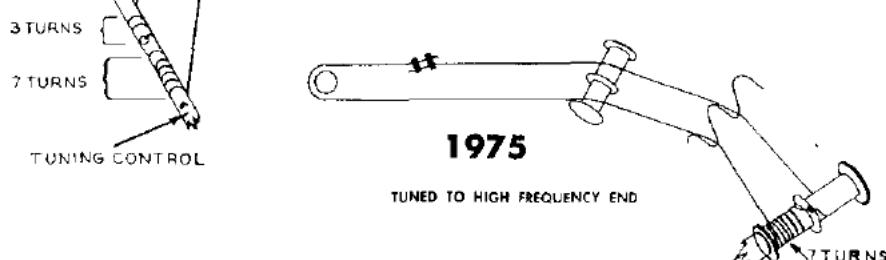
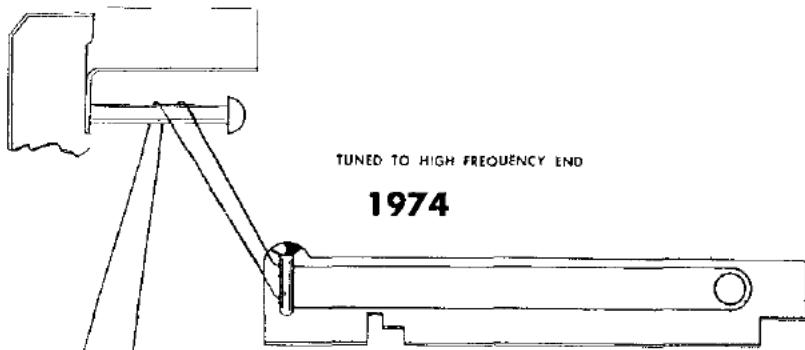
**1959**

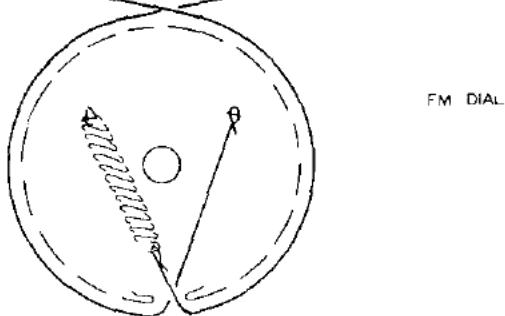
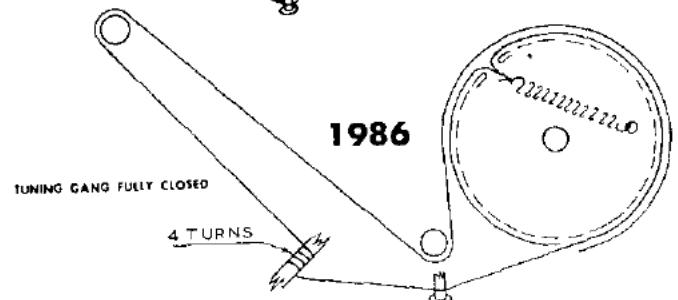
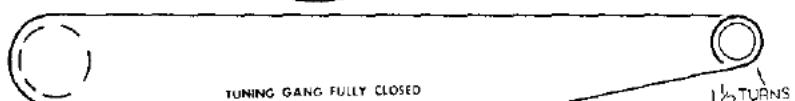
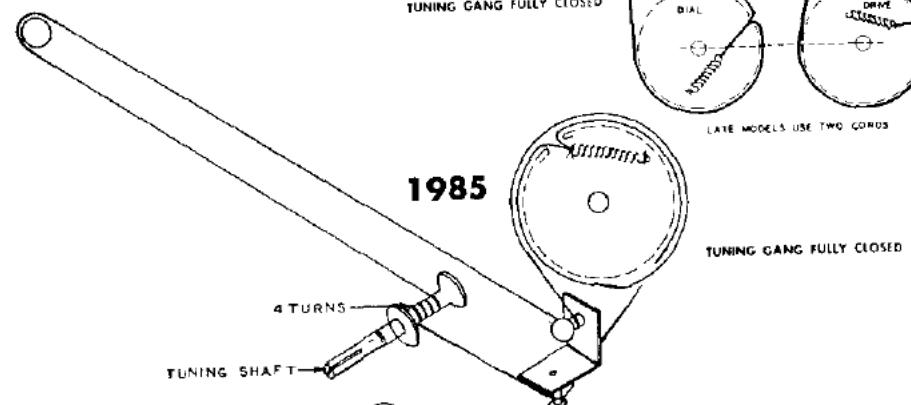
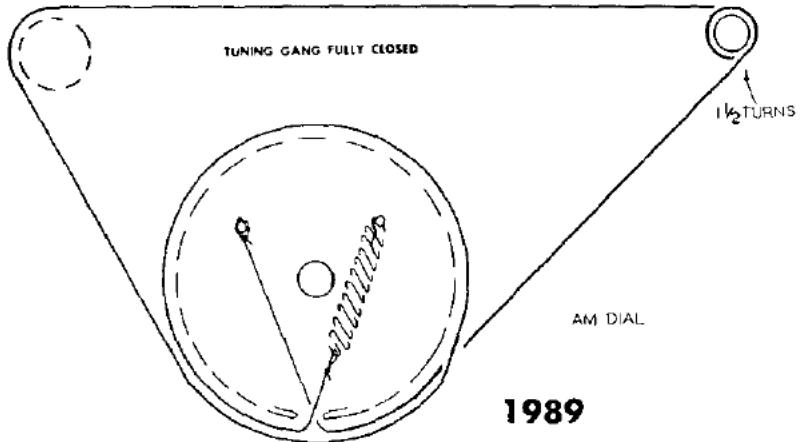
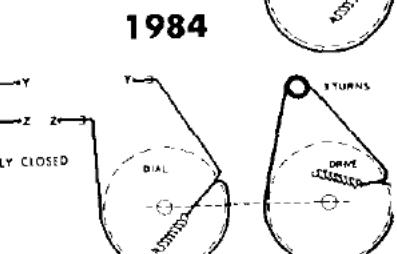
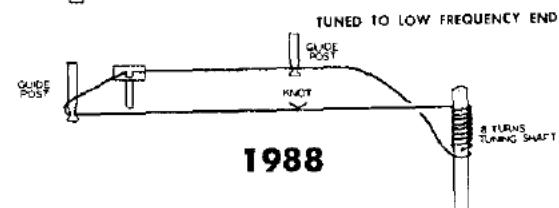
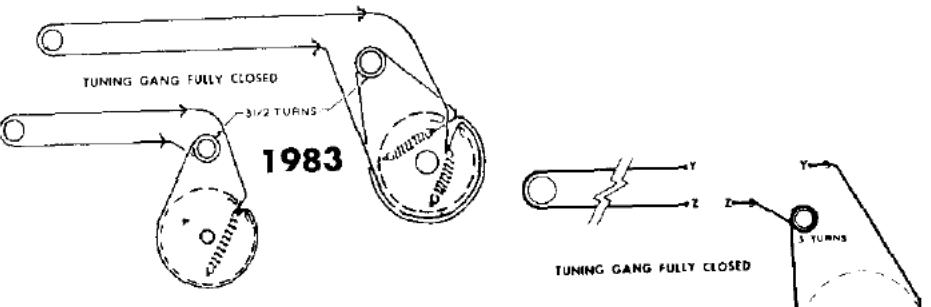
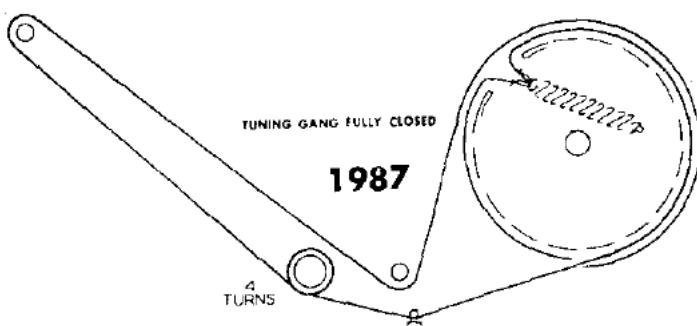
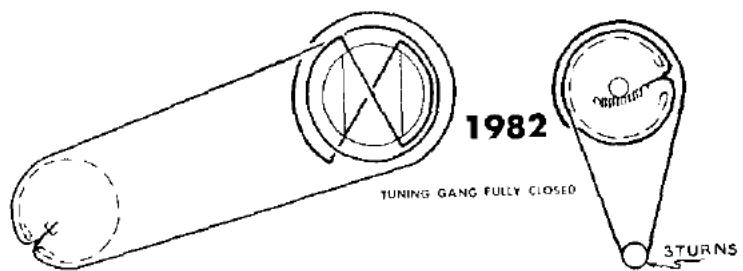
TUNING SHAFT



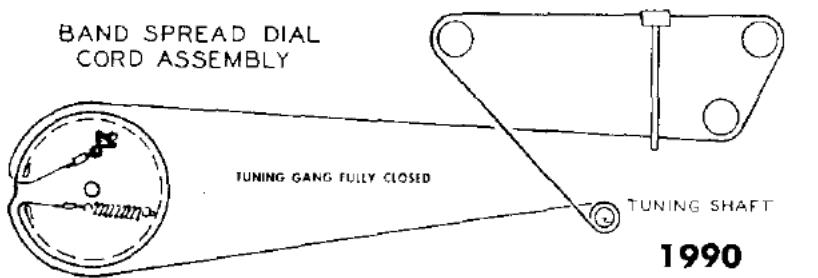




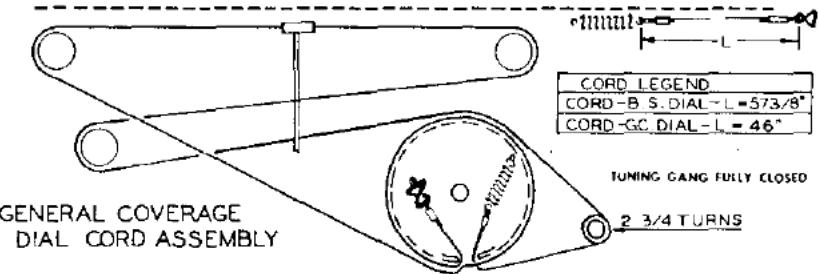




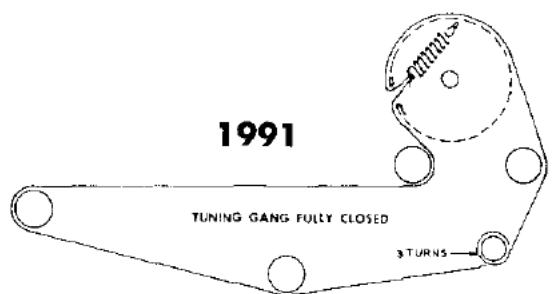
BAND SPREAD DIAL  
CORD ASSEMBLY



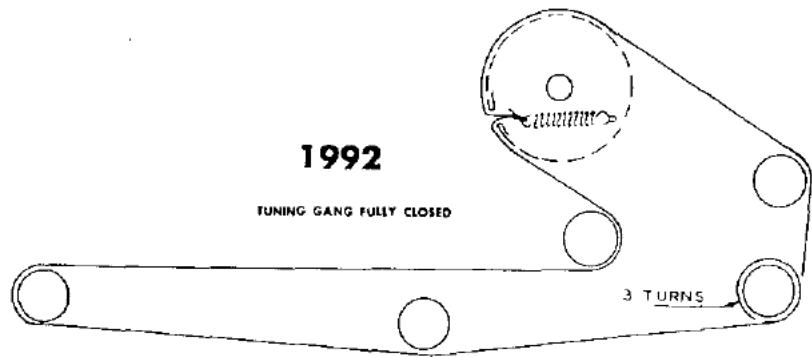
GENERAL COVERAGE  
DIAL CORD ASSEMBLY



1991

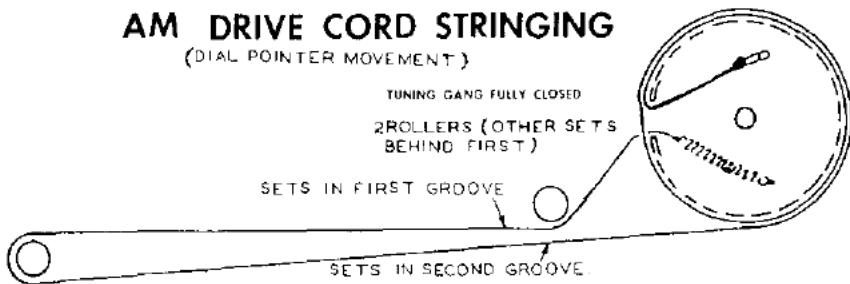


1992

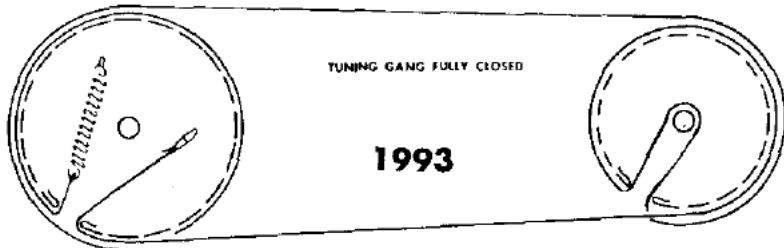


## AM DRIVE CORD STRINGING

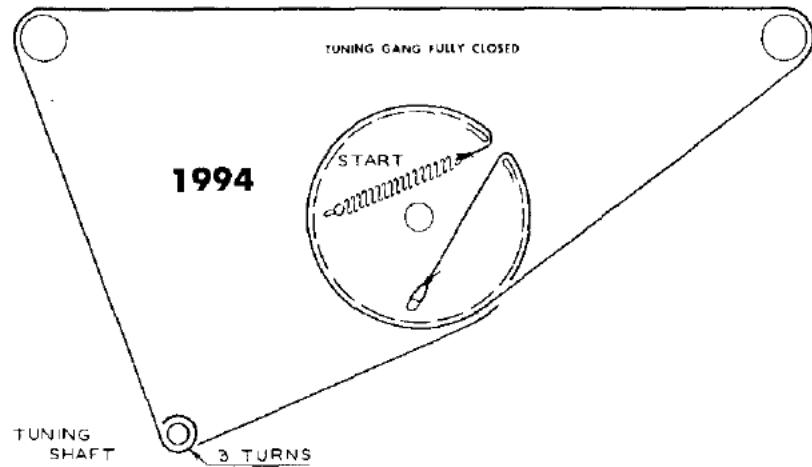
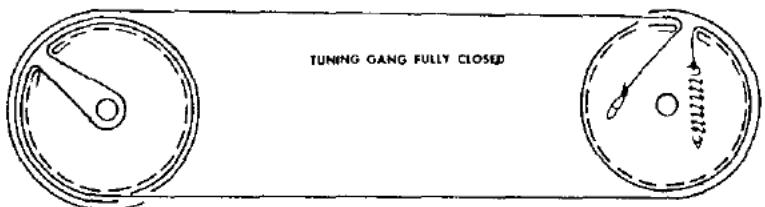
(DIAL POINTER MOVEMENT)

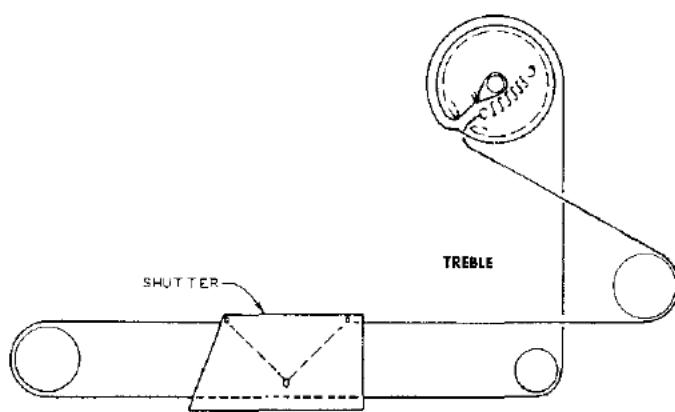
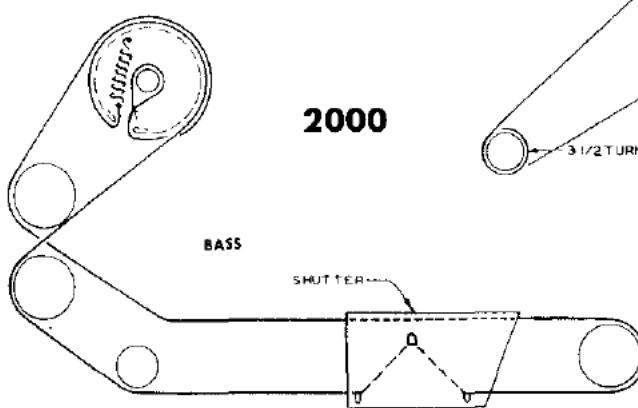
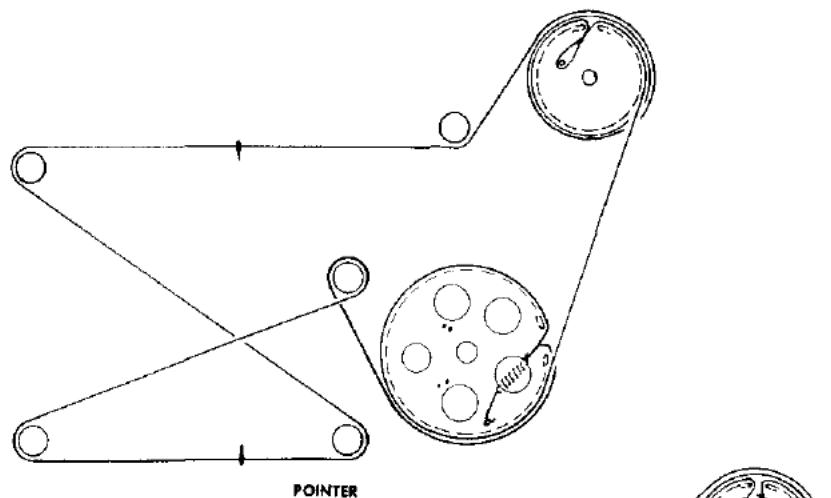
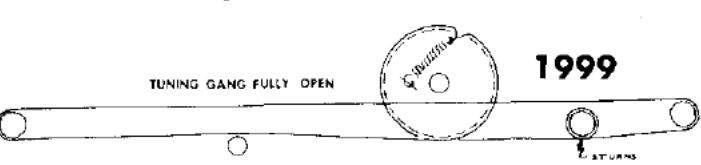
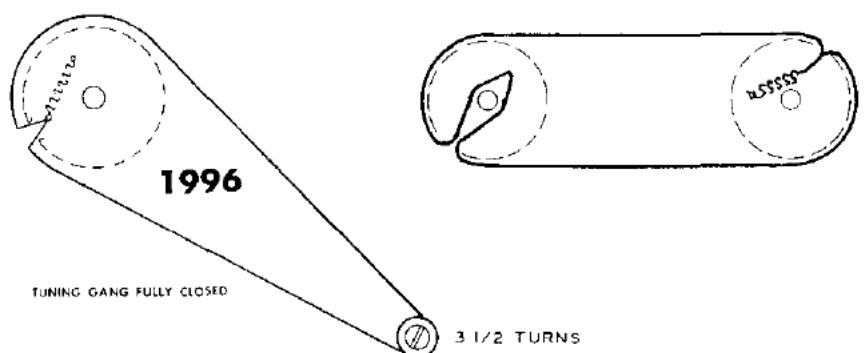
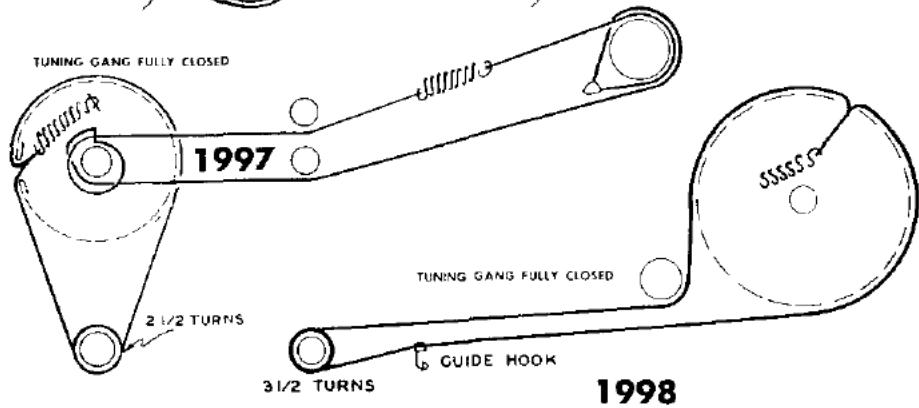
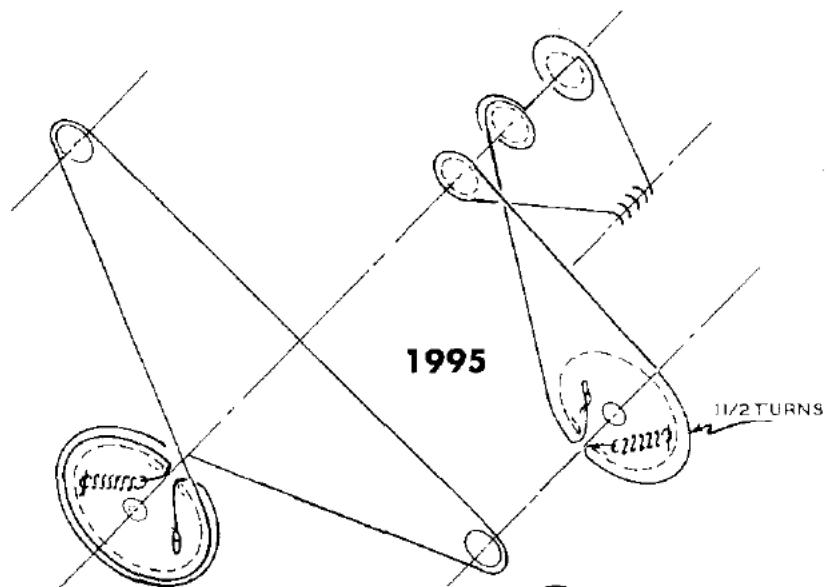


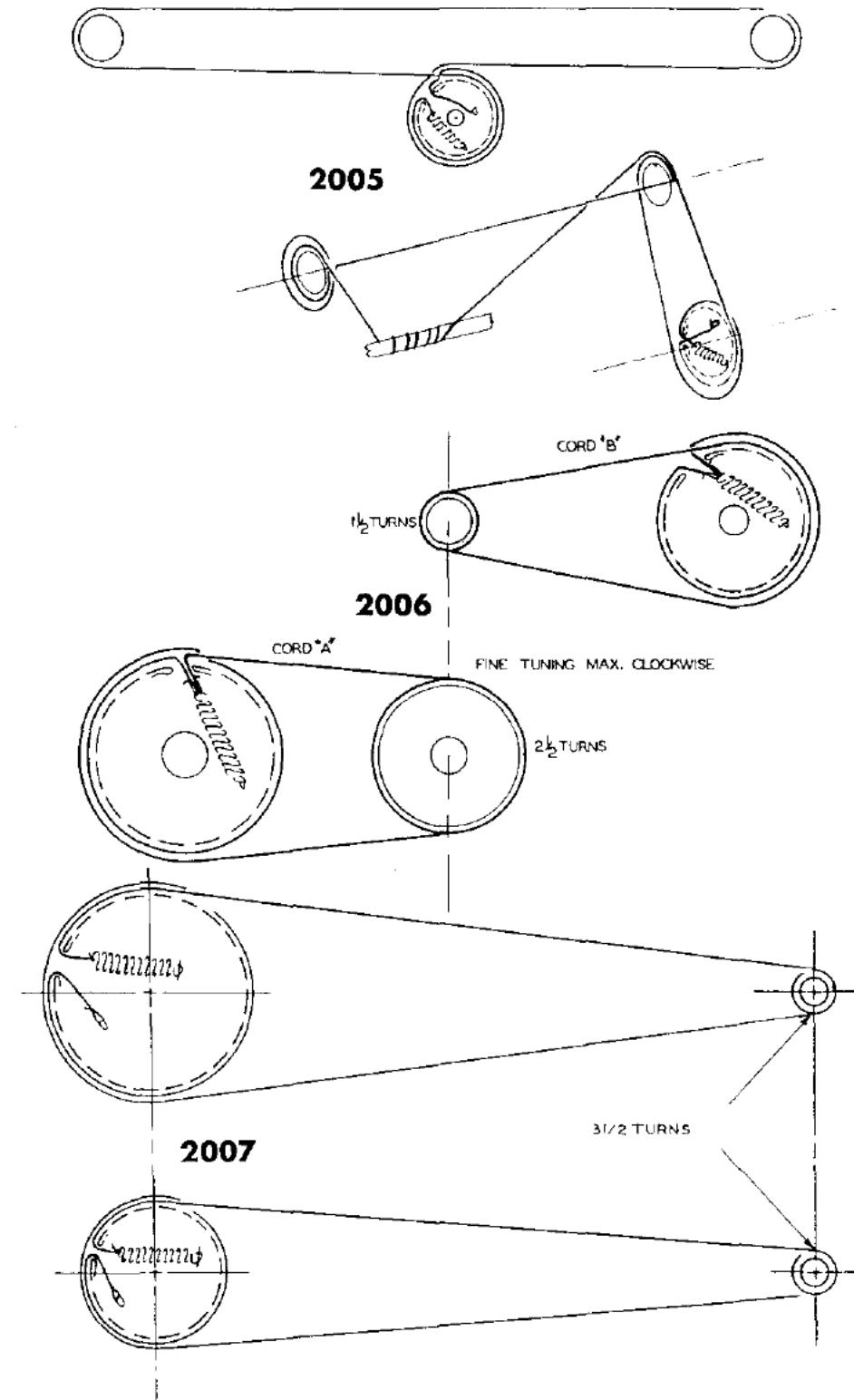
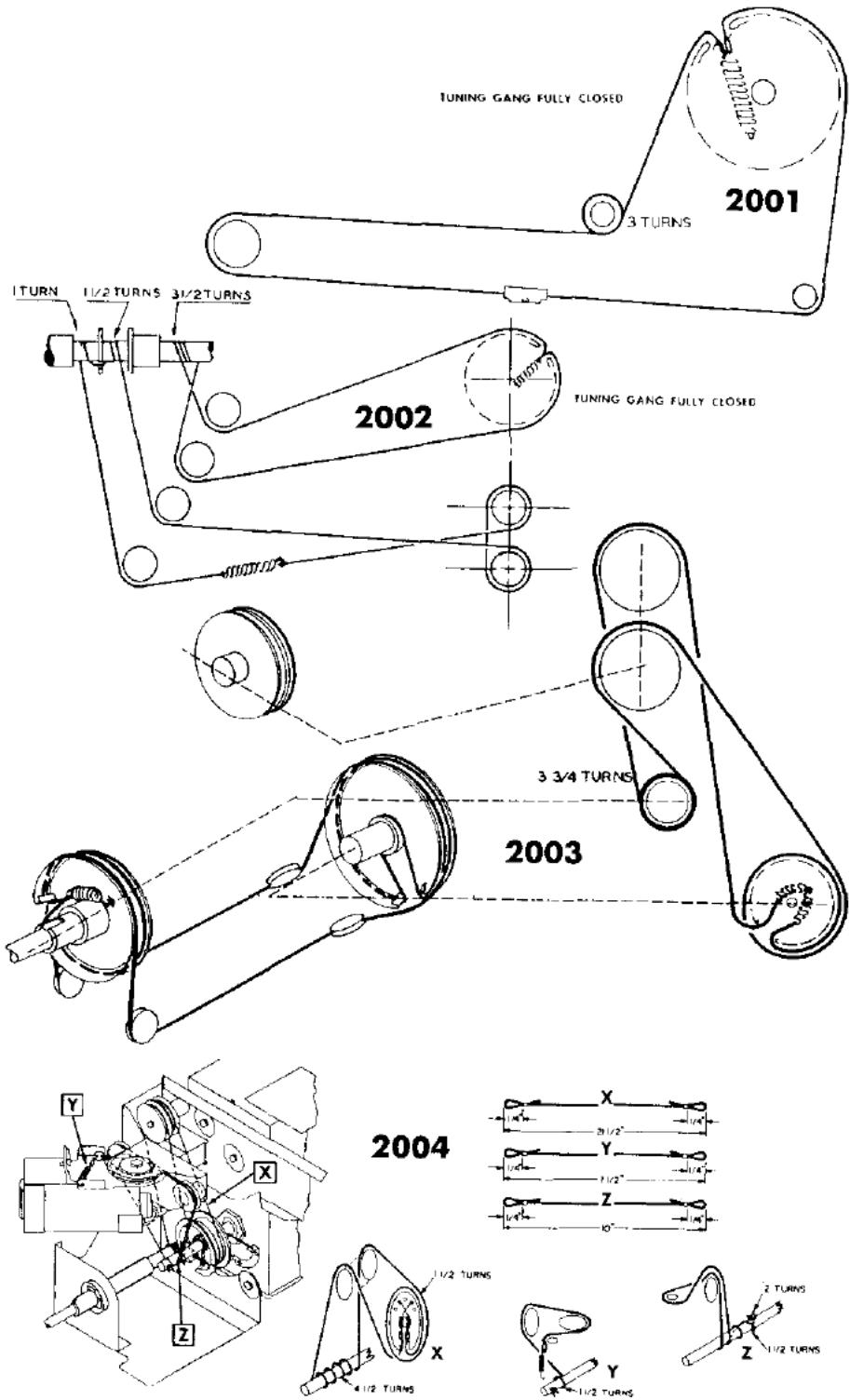
## AM DRIVE CORD STRINGING

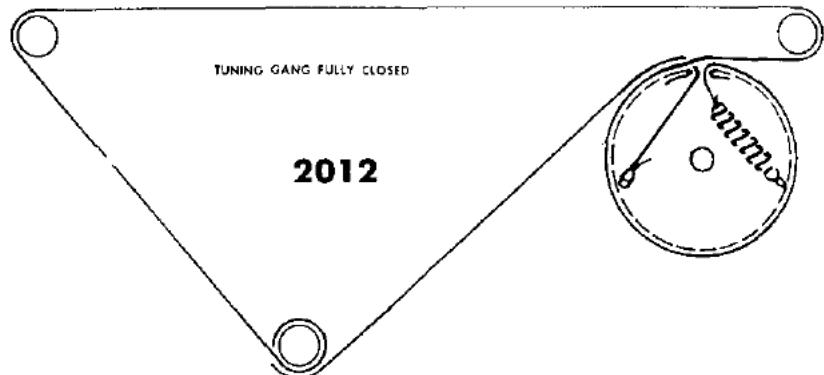
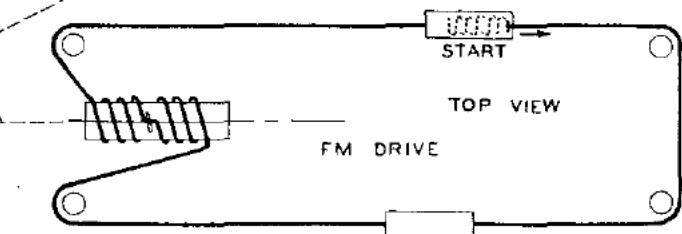
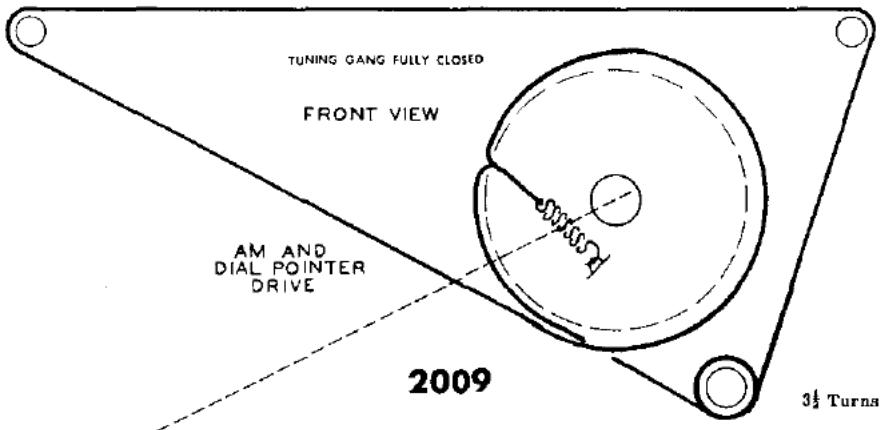
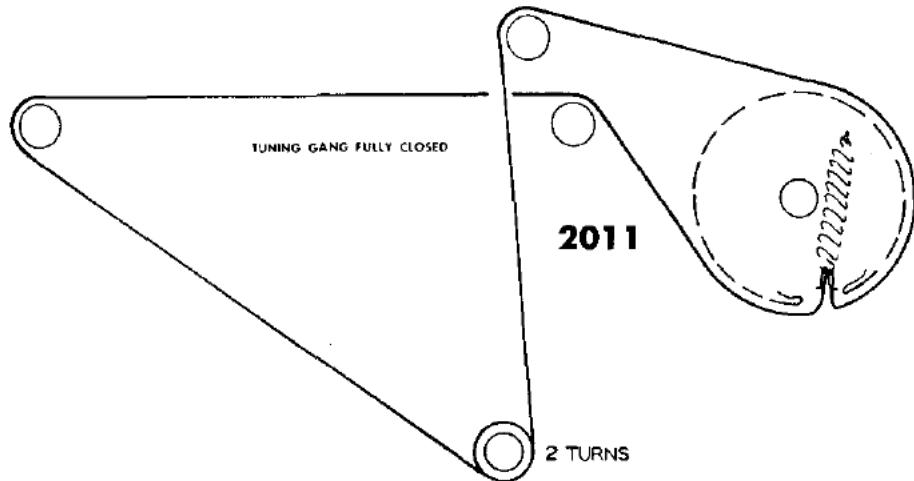
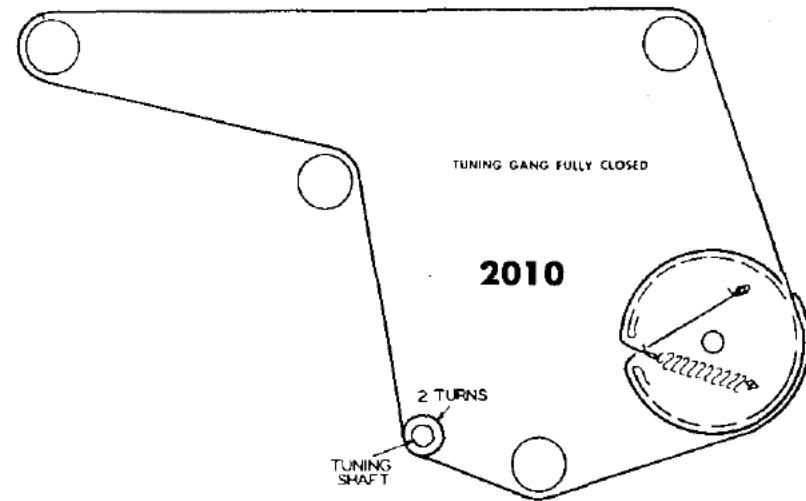
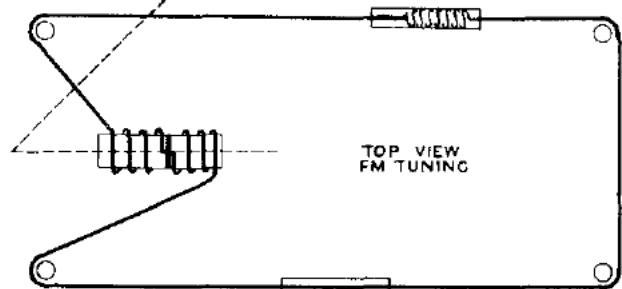
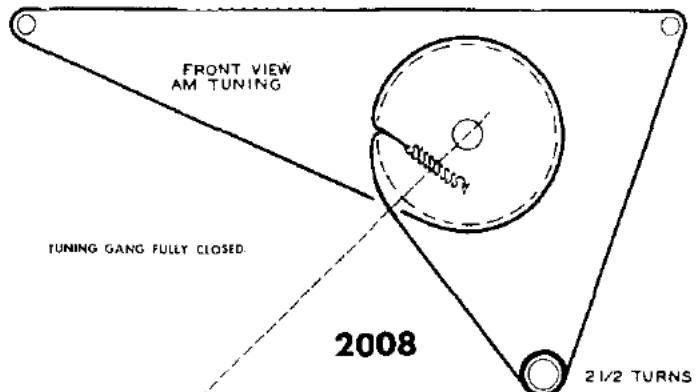


## UHF DRIVE CORD STRINGING

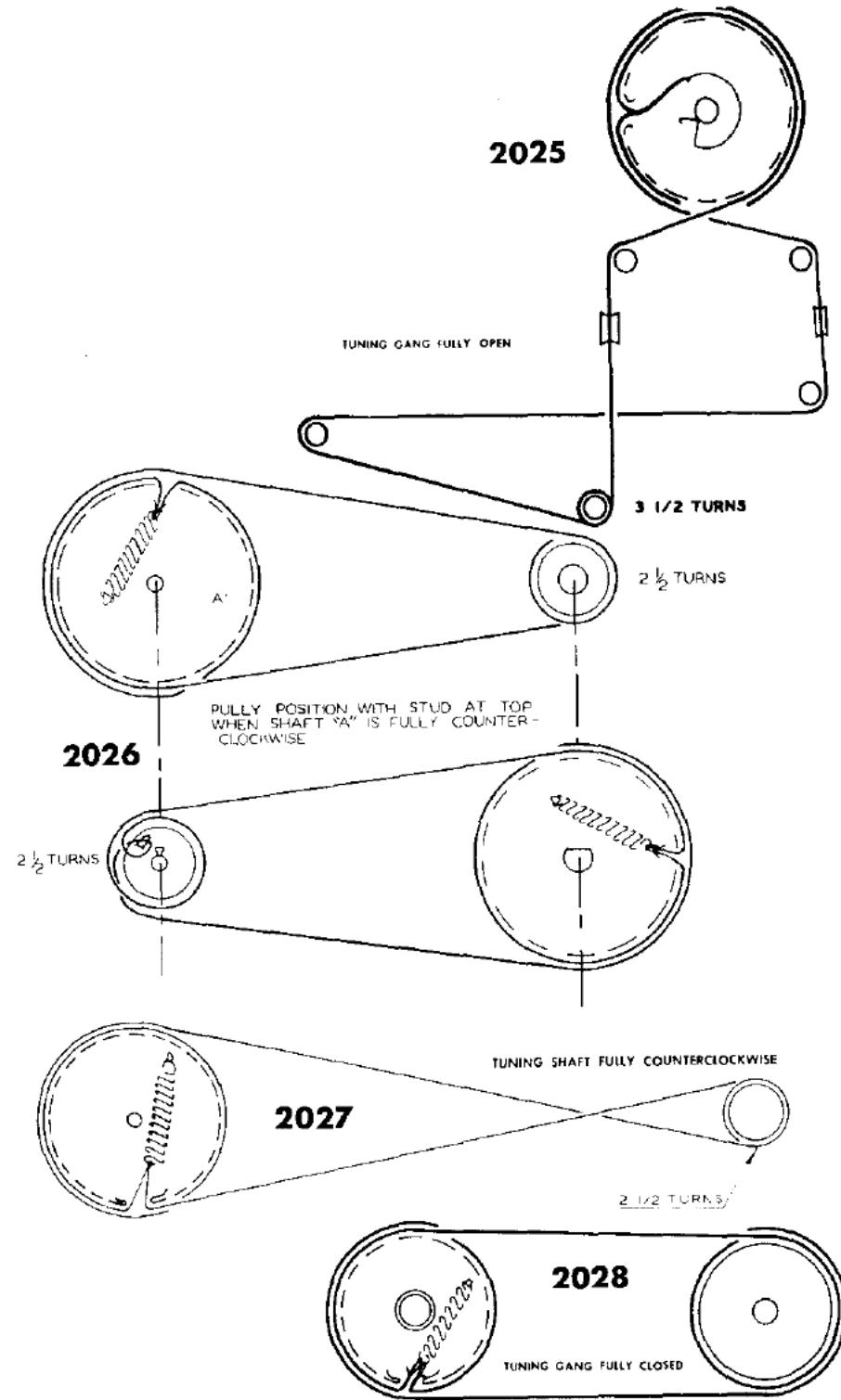
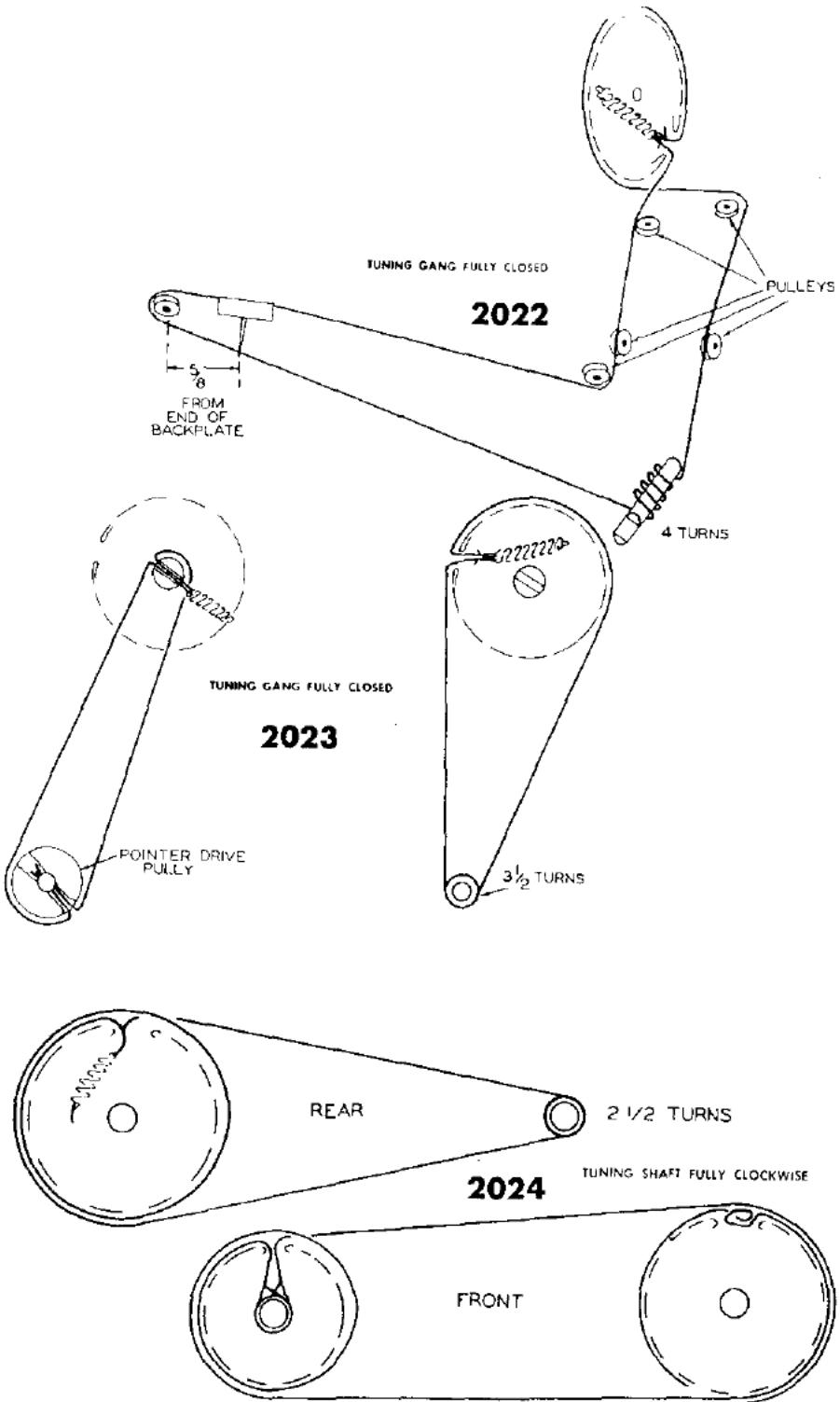


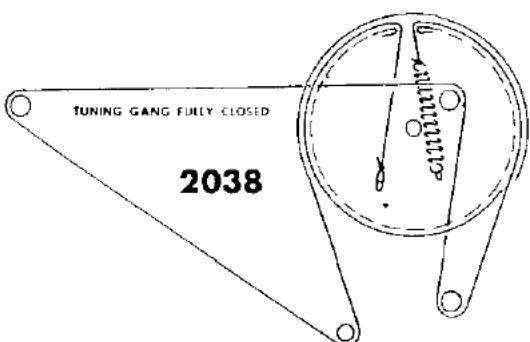
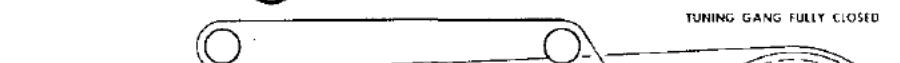
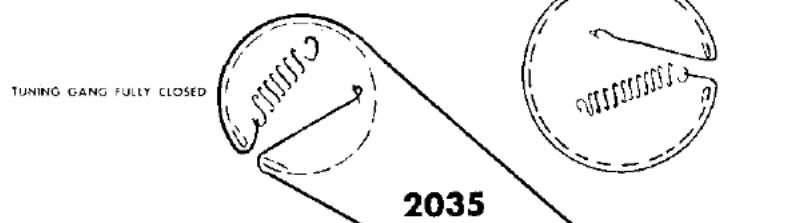
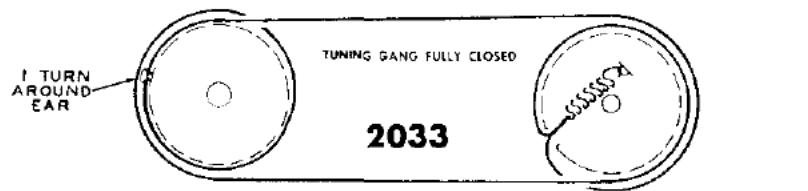
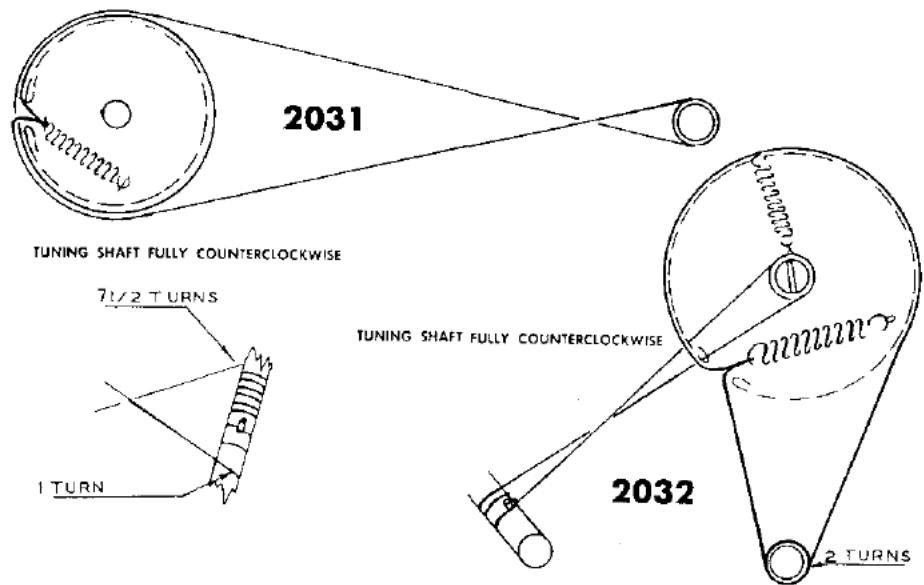
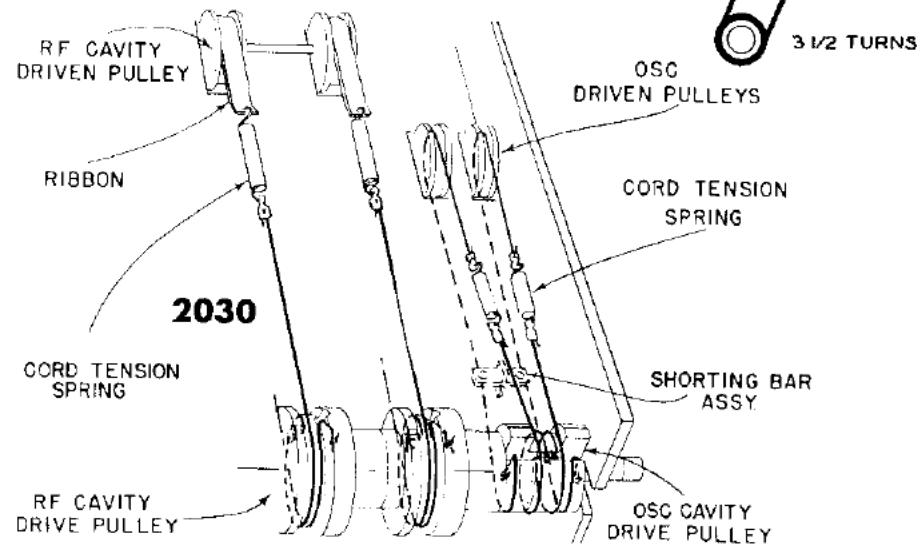
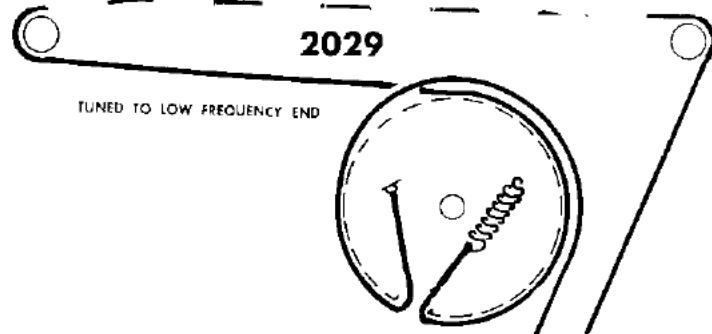


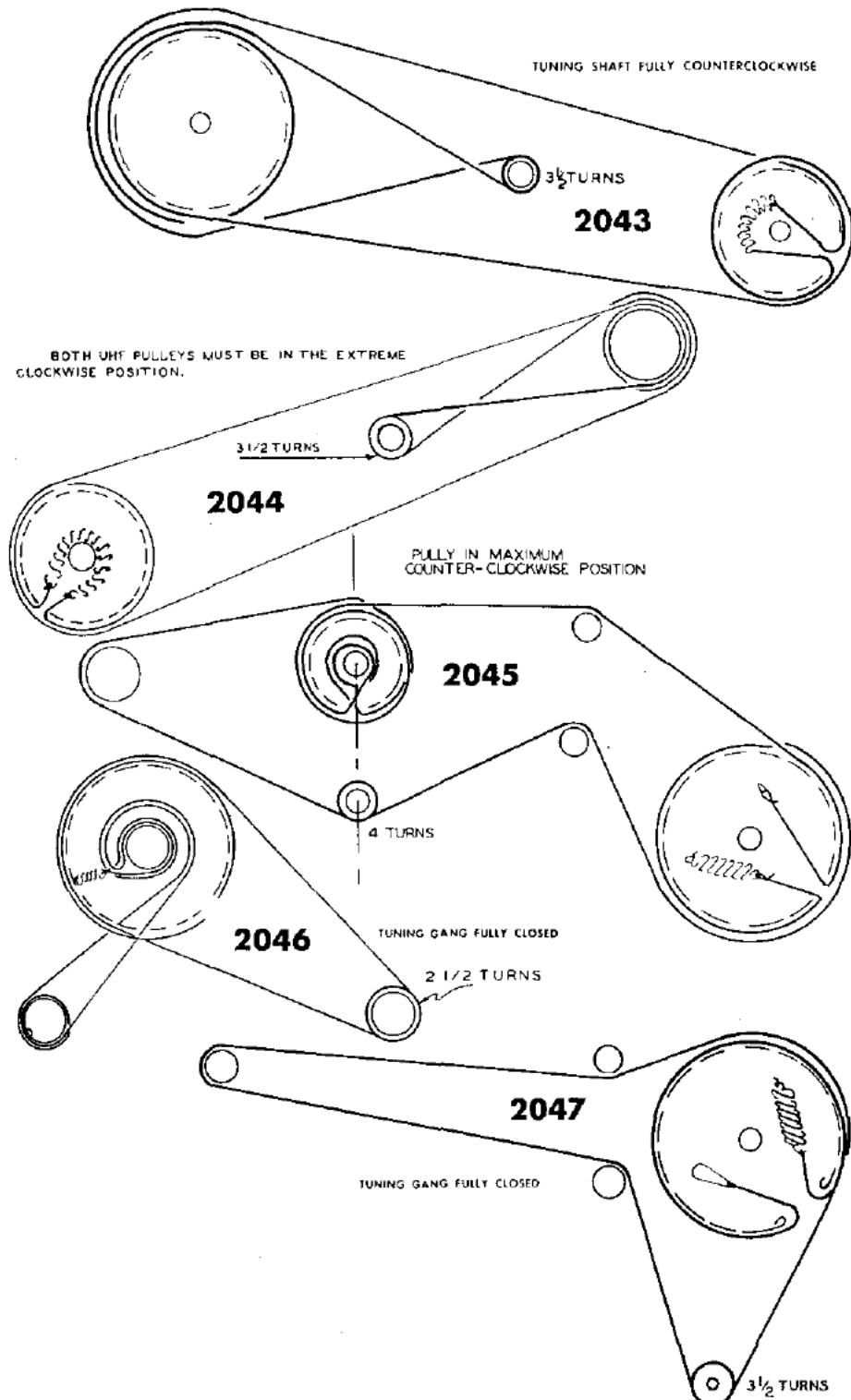
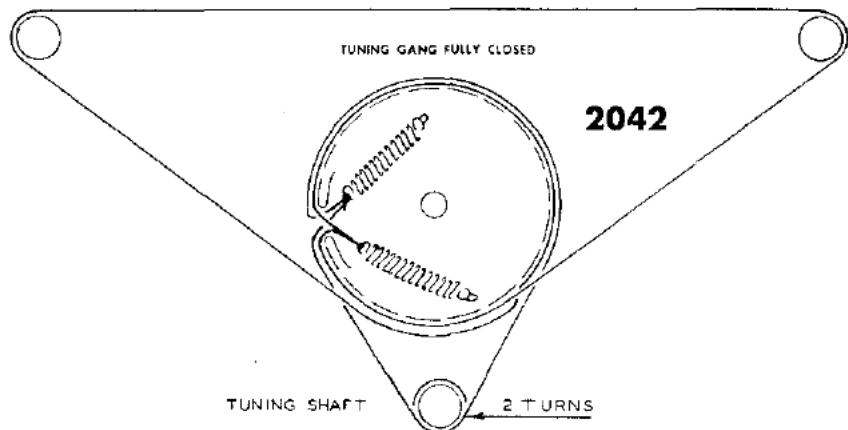
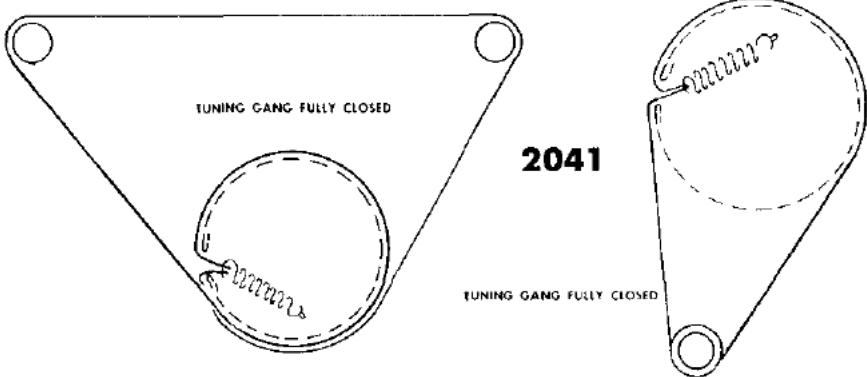
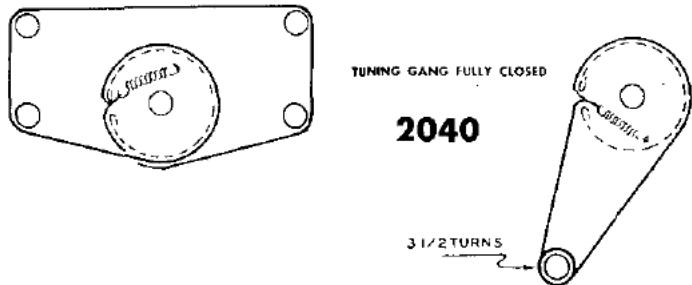
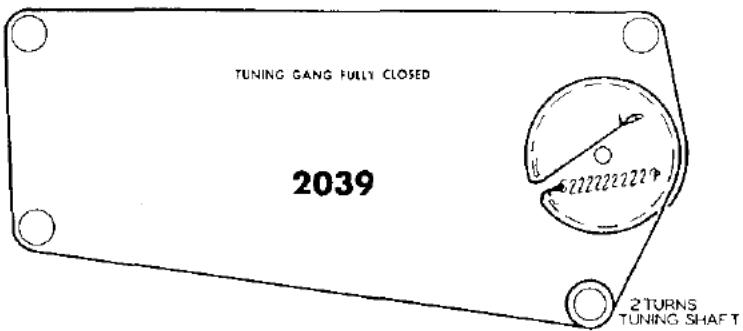


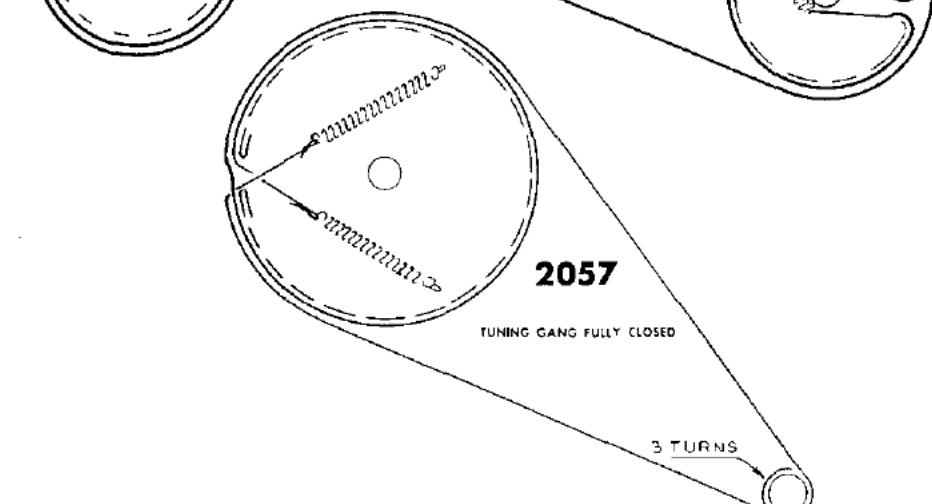
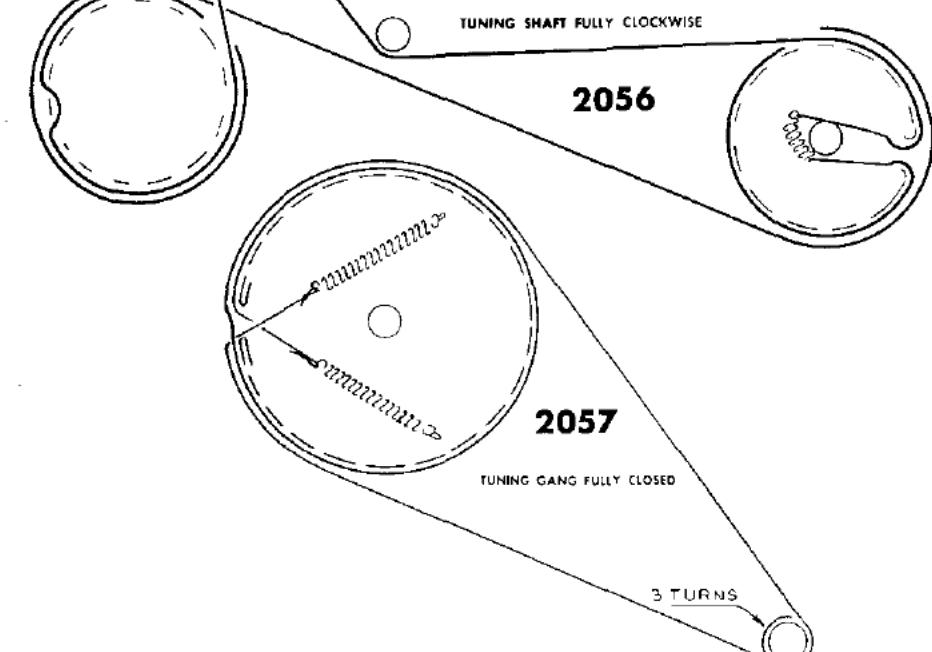
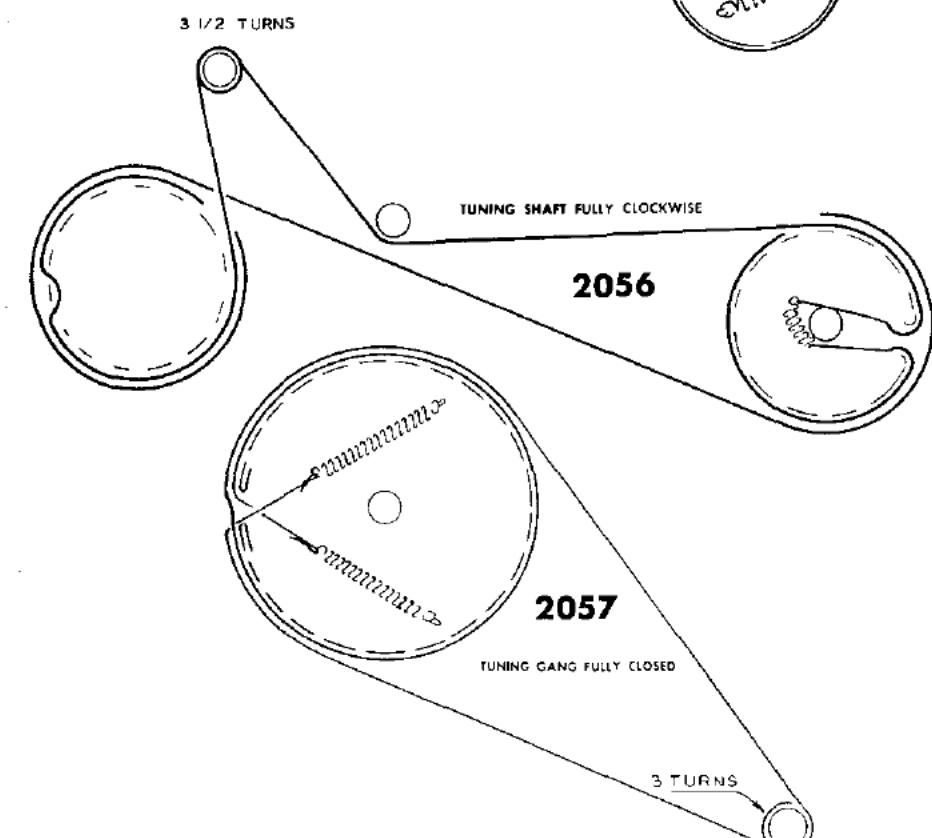
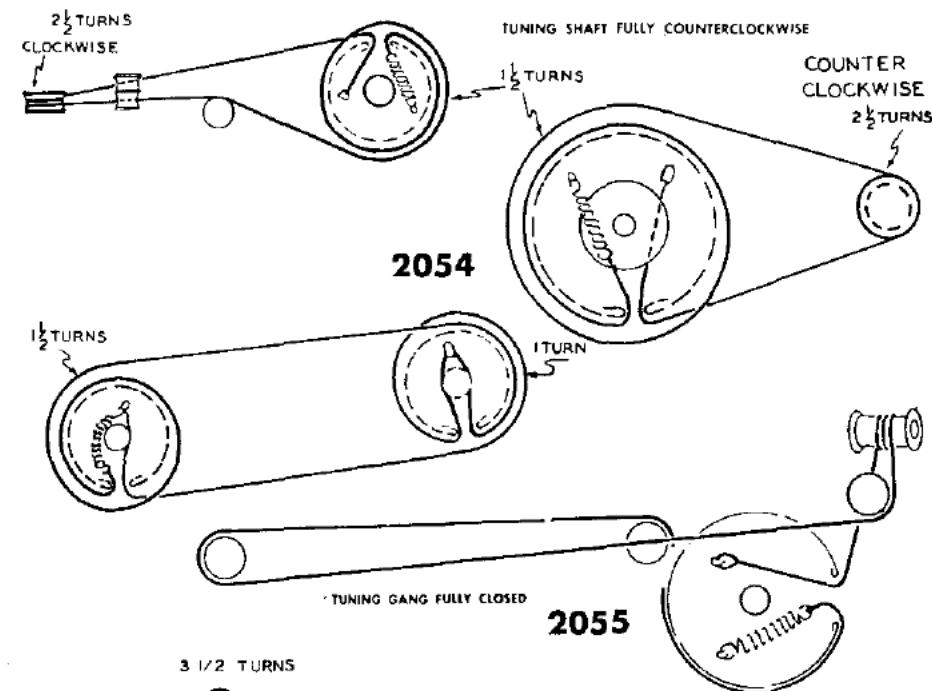
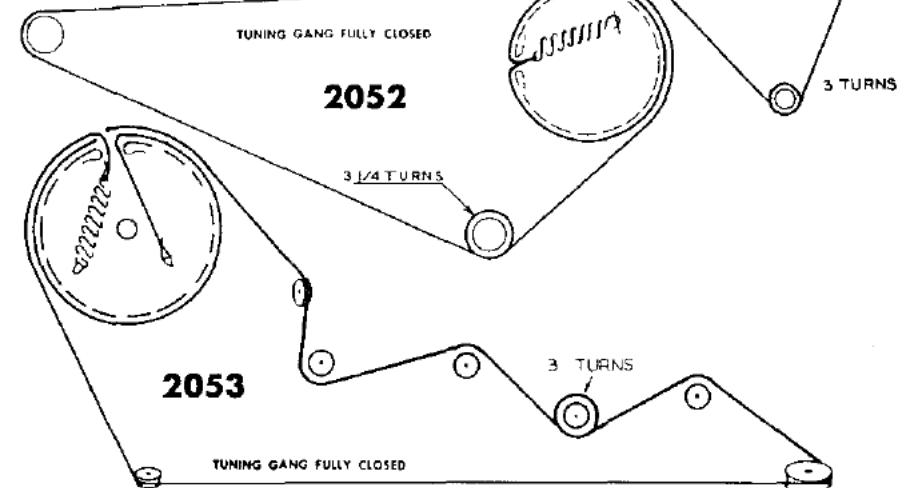
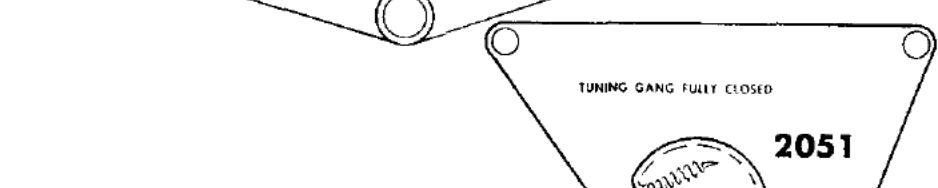
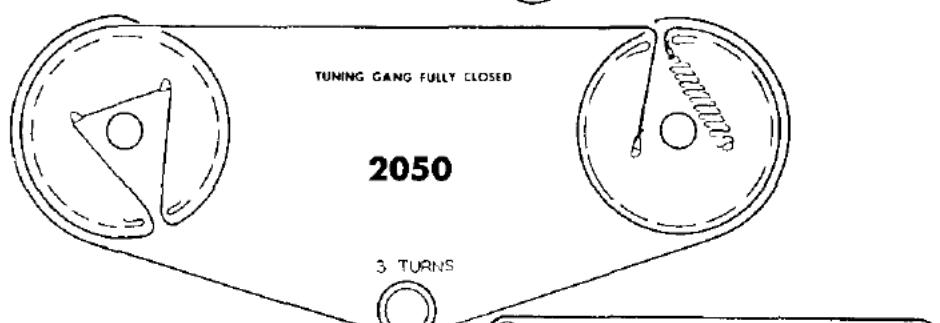
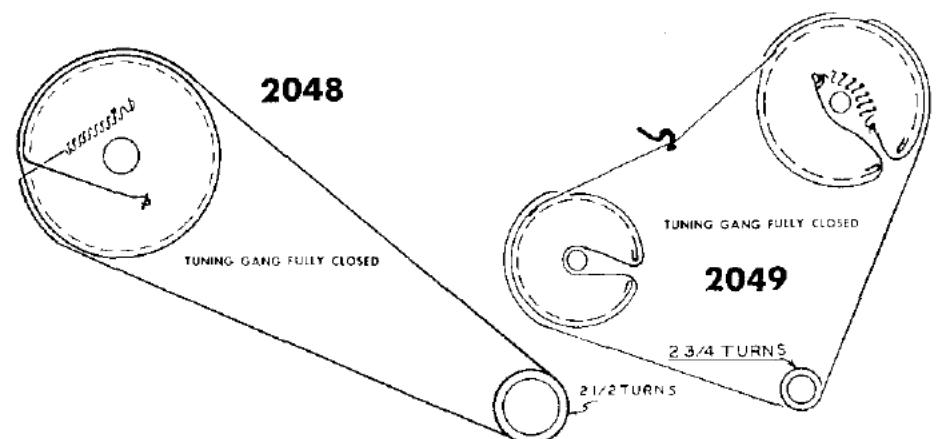












TUNING GANG FULLY CLOSED

**2058**

3 1/2 TURNS

TUNING GANG FULLY CLOSED

**2059**

3 1/2 TURNS  
TUNING SHAFT

TUNING GANG FULLY CLOSED

**2060**

3 TURNS

TUNING GANG FULLY CLOSED

**2061**

3 TURNS

TUNING GANG FULLY CLOSED

**2062**

3 1/4 TURNS

TUNING SHAFT FULLY COUNTERCLOCKWISE

**2063**

WOUND 2 1/2 TIMES AROUND SHAFT BEHIND PULLEY.

TUNING GANG FULLY CLOSED

**2064**

2 1/2 TURNS

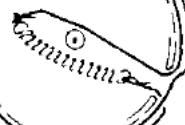
TUNING GANG FULLY CLOSED

**2065**

3 1/2 TURNS

TUNING GANG FULLY CLOSED

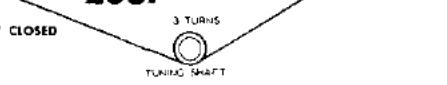
**2066**



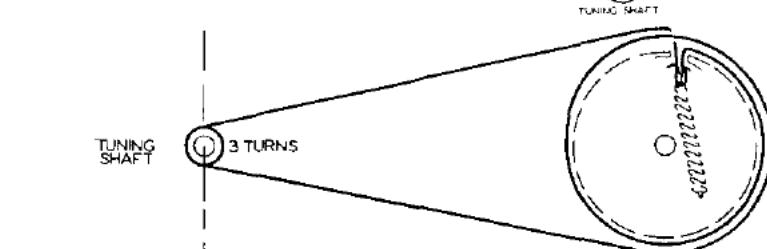
3 1/2 TURNS

TUNING GANG FULLY CLOSED

**2067**



TUNING SHAFT



TUNING PULLEYS MAX. COUNTER CLOCKWISE

**2068**

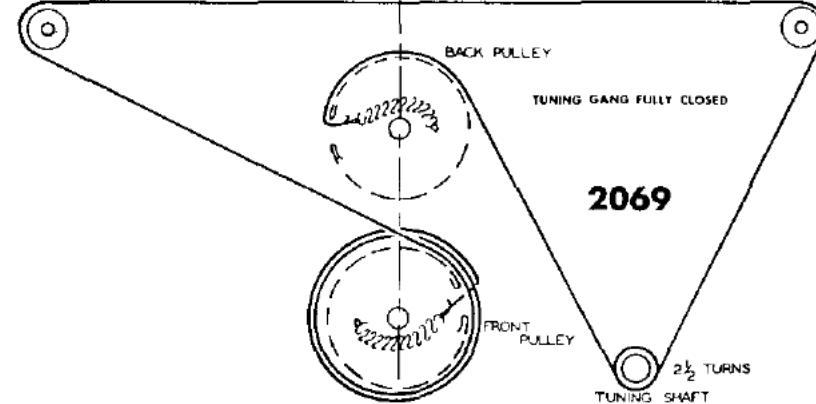
BACK PULLEY

TUNING GANG FULLY CLOSED

**2069**

FRONT PULLEY

TUNING SHAFT



2 1/2 TURNS

SWITCH SHAFT

**2070**

4 1/2 TURNS



TUNING GANG FULLY CLOSED

**2071**

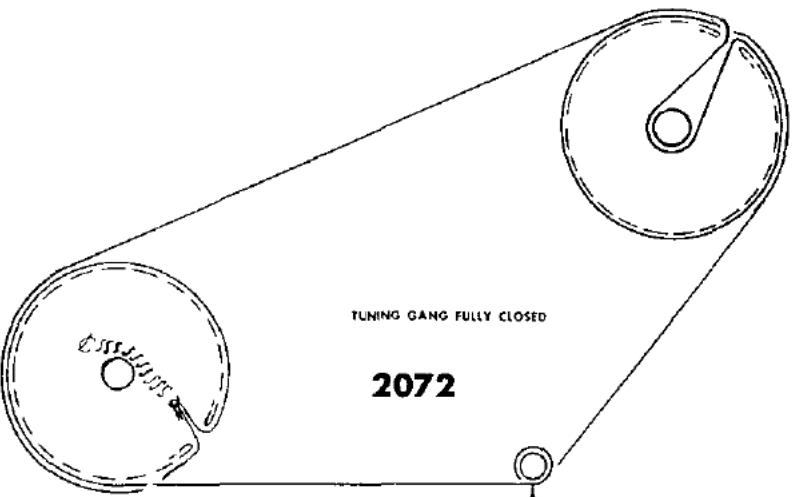


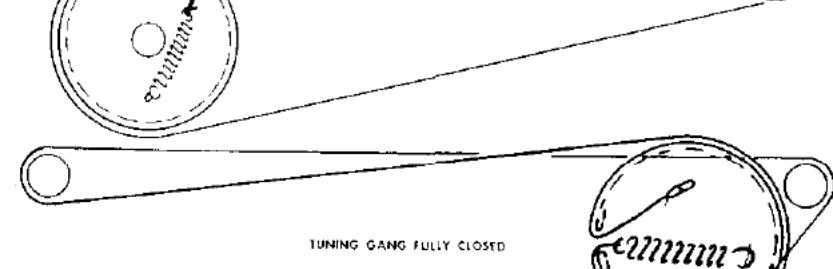
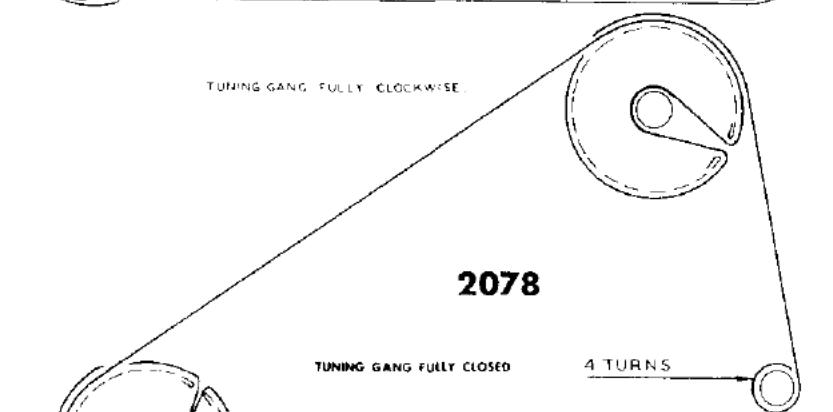
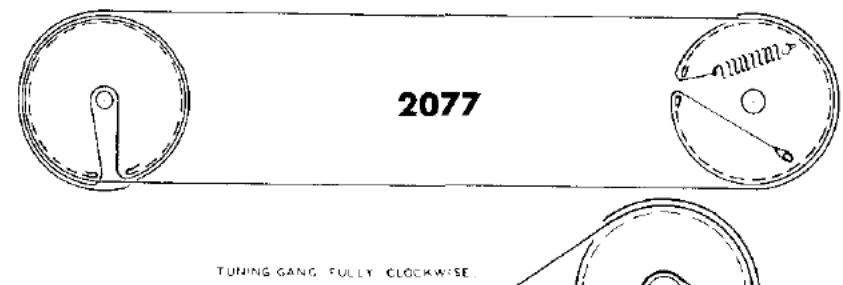
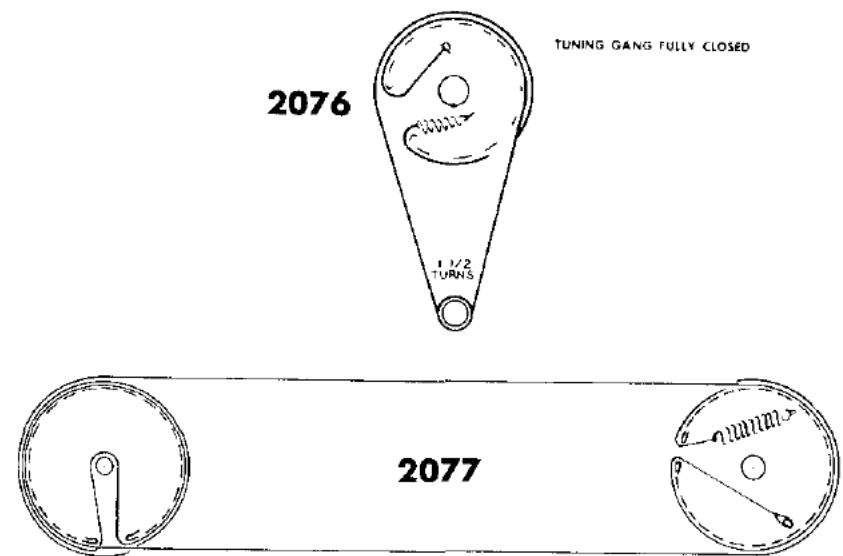
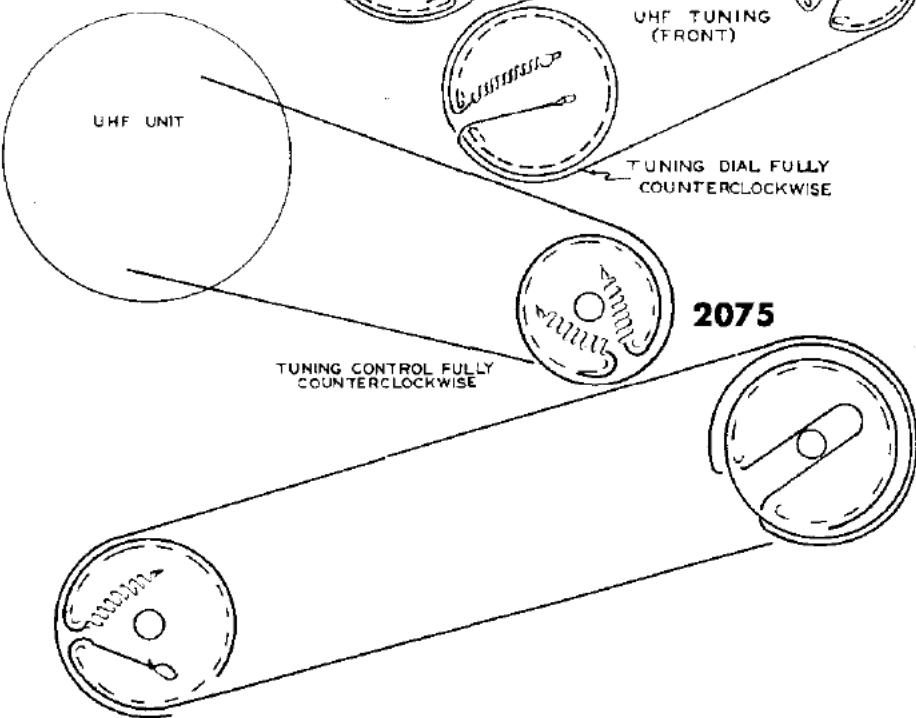
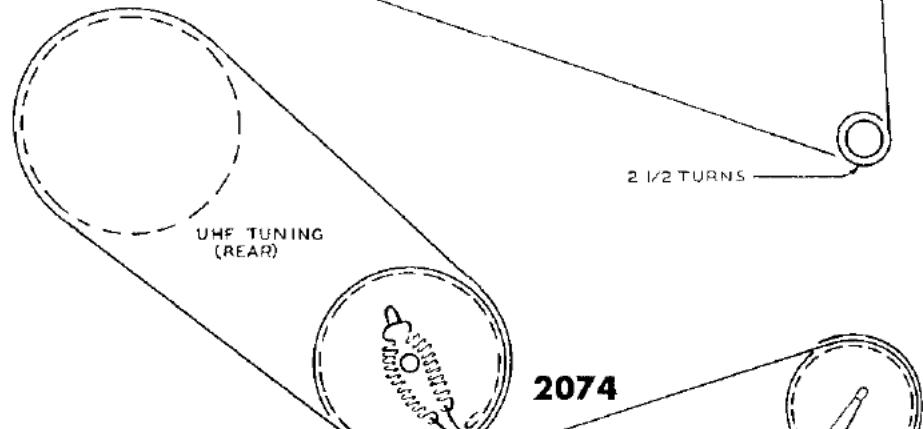
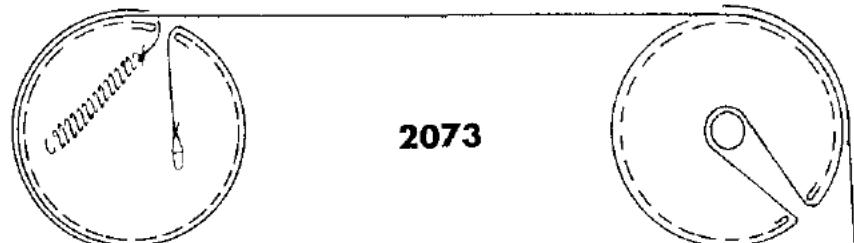
2 1/2 TURNS

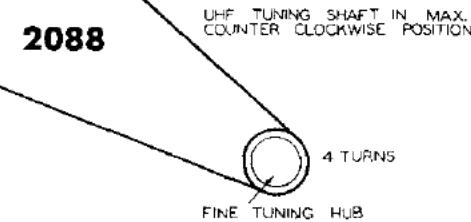
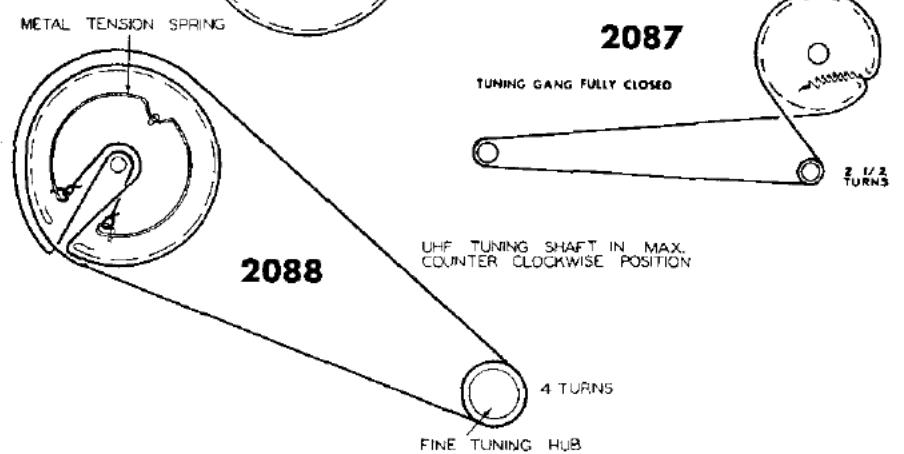
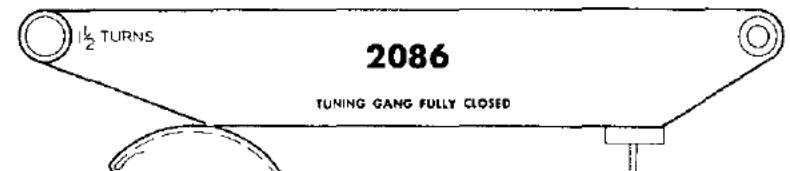
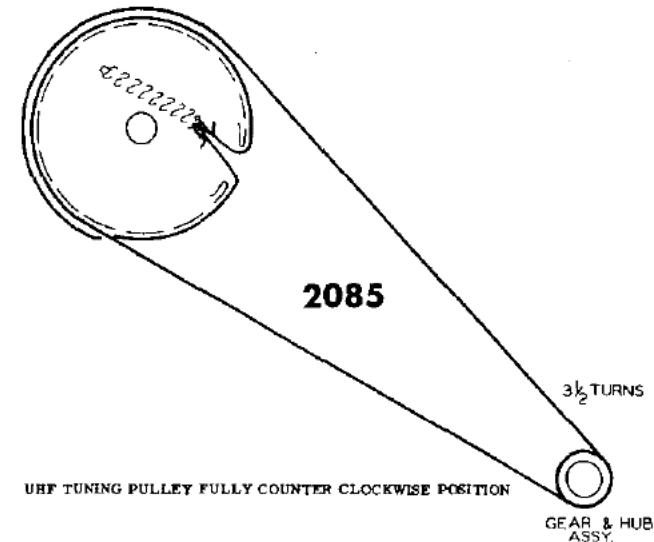
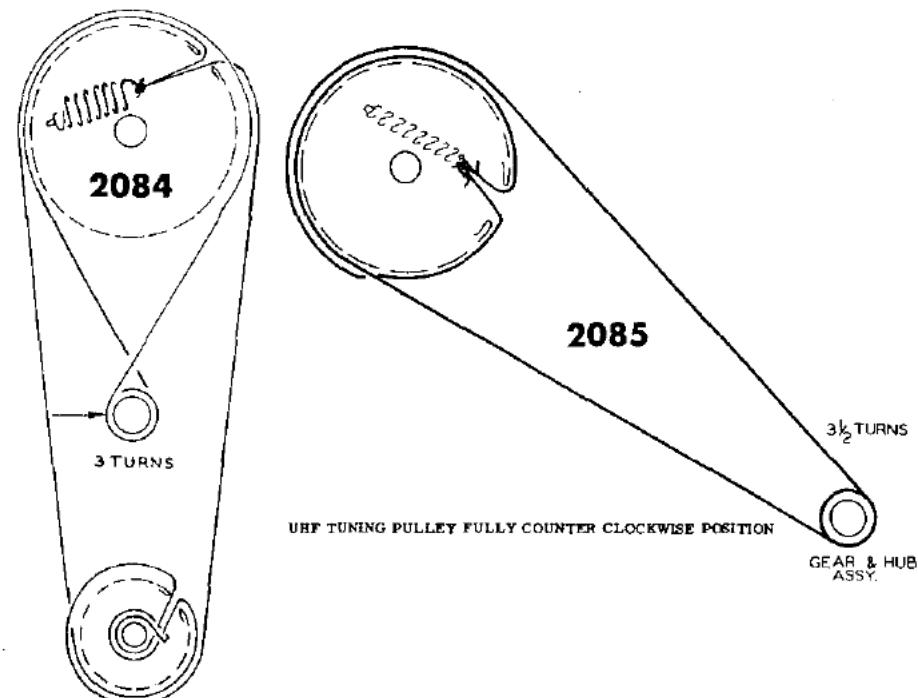
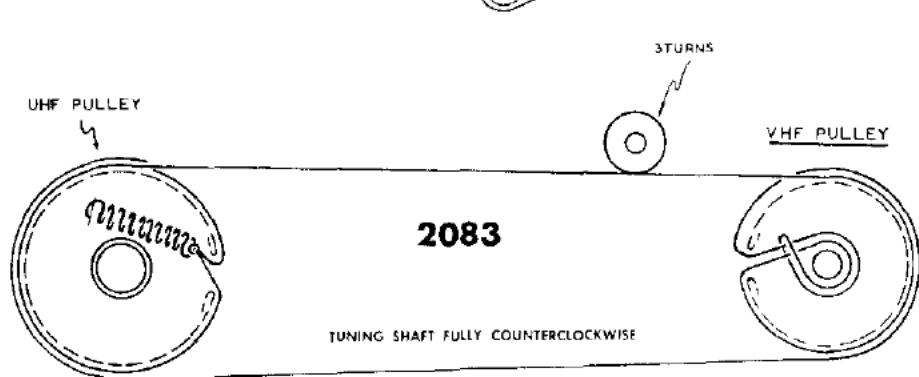
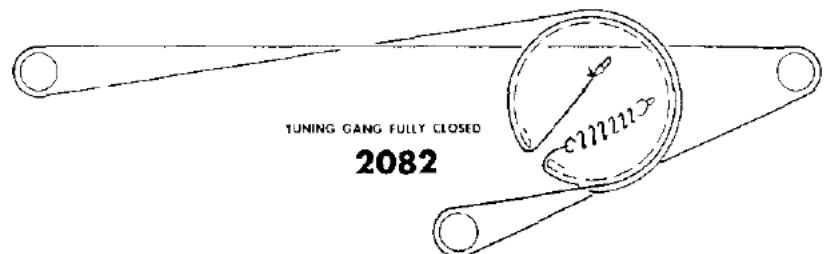
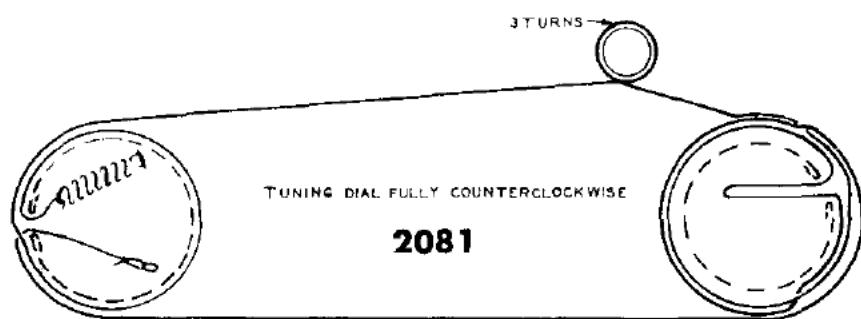
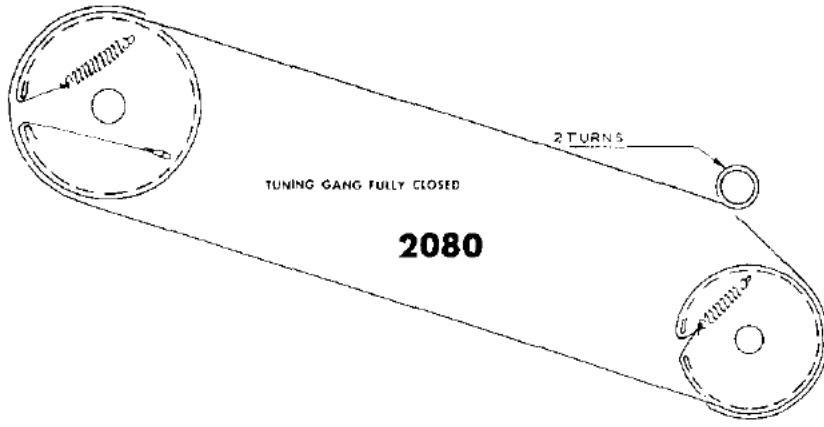
TUNING GANG FULLY CLOSED

**2072**

3 TURNS

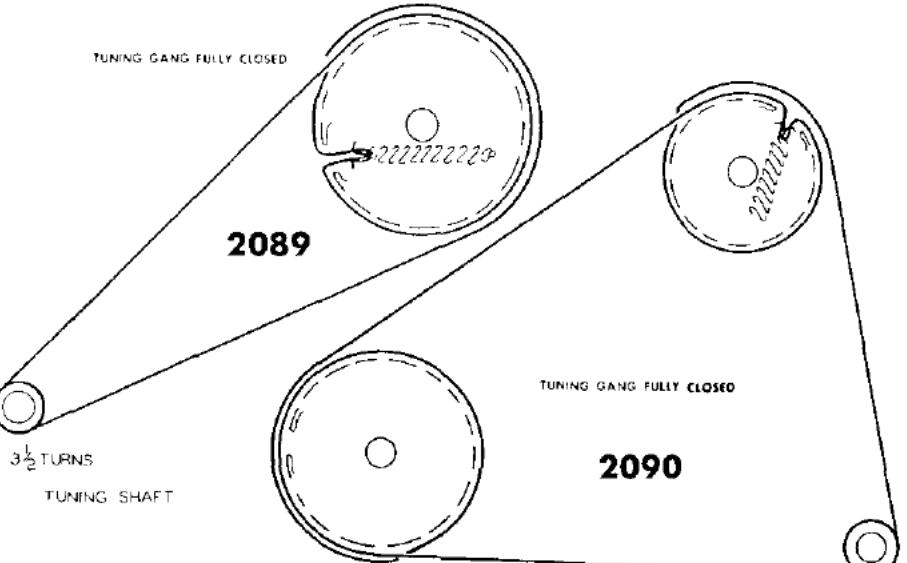






TUNING GANG FULLY CLOSED

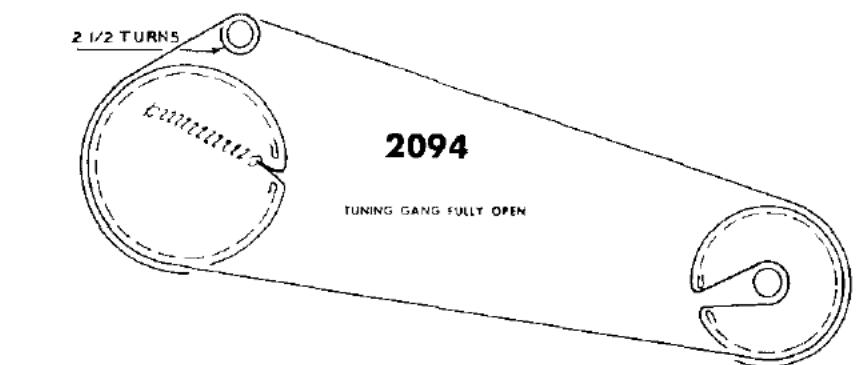
**2089**



2 1/2 TURNS

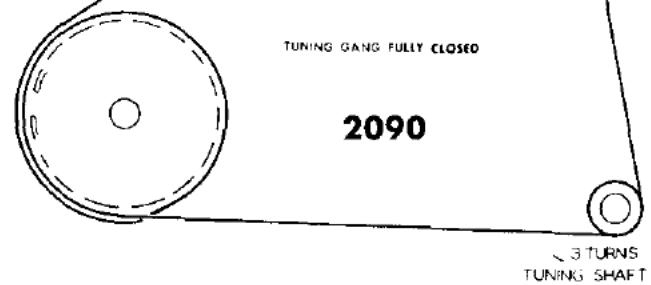
**2094**

TUNING GANG FULLY OPEN



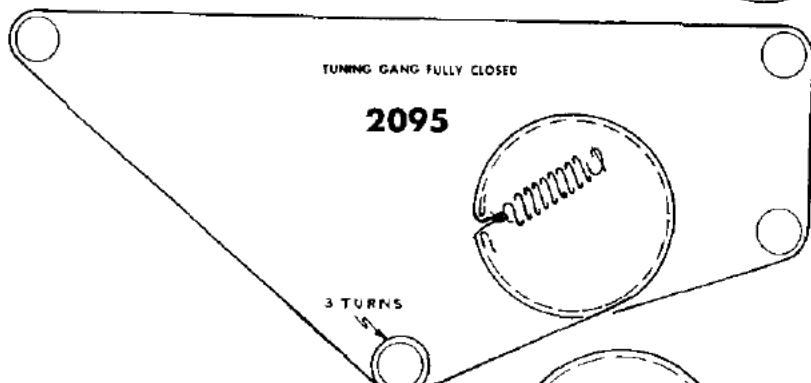
TUNING GANG FULLY CLOSED

**2090**



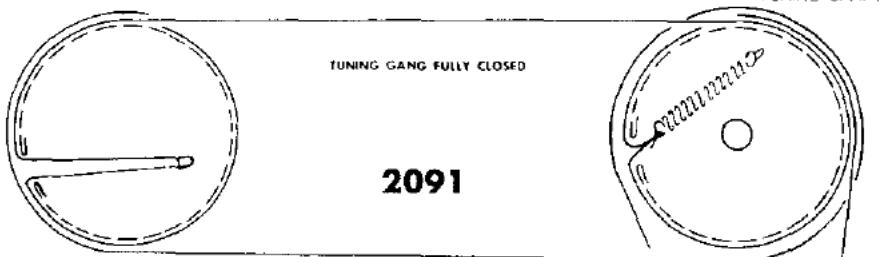
TUNING GANG FULLY CLOSED

**2095**



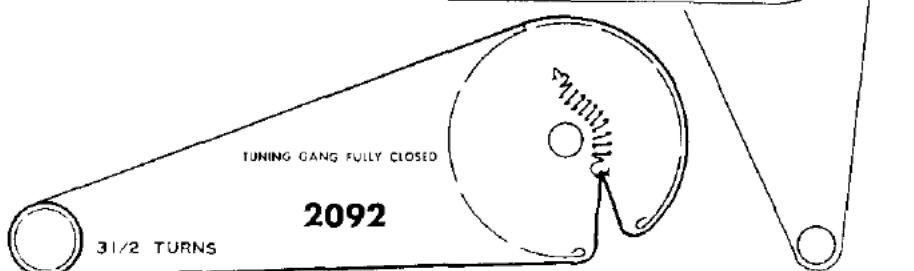
TUNING GANG FULLY CLOSED

**2091**



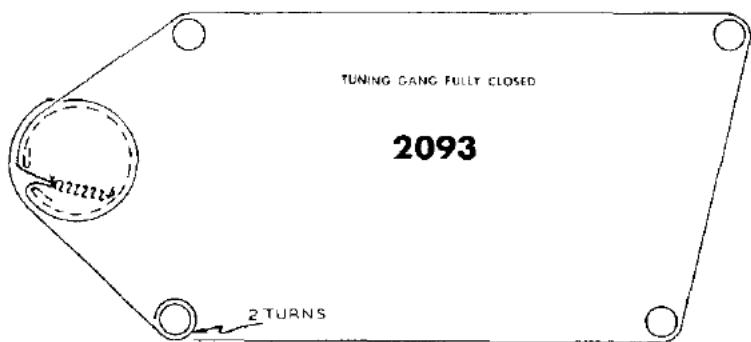
TUNING GANG FULLY CLOSED

**2092**



TUNING GANG FULLY CLOSED

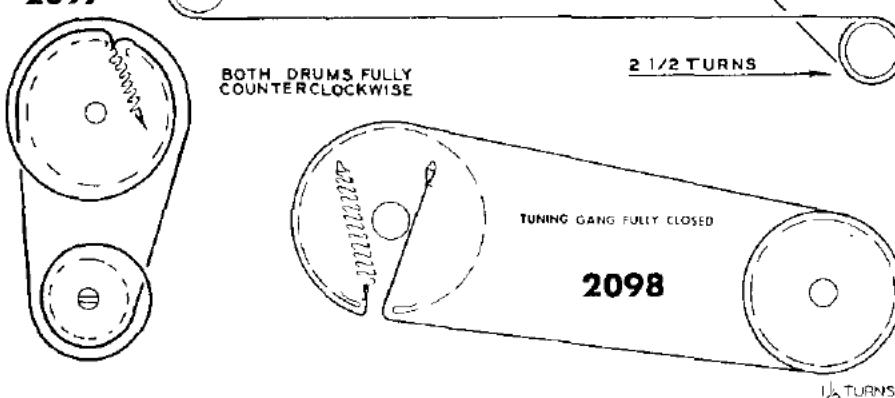
**2093**



**2097**

BOTH DRUMS FULLY COUNTERCLOCKWISE

2 1/2 TURNS

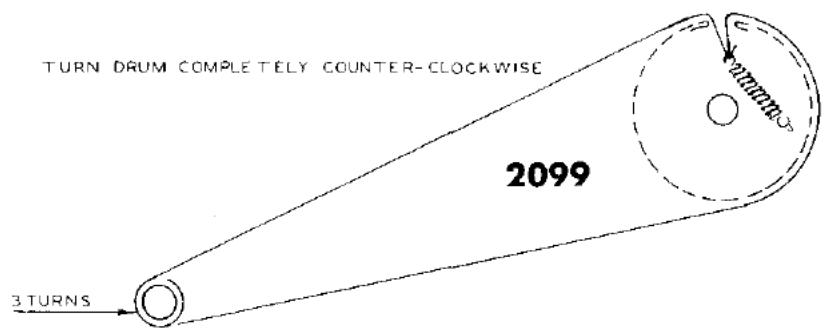


TUNING GANG FULLY CLOSED

**2098**

1 1/2 TURNS

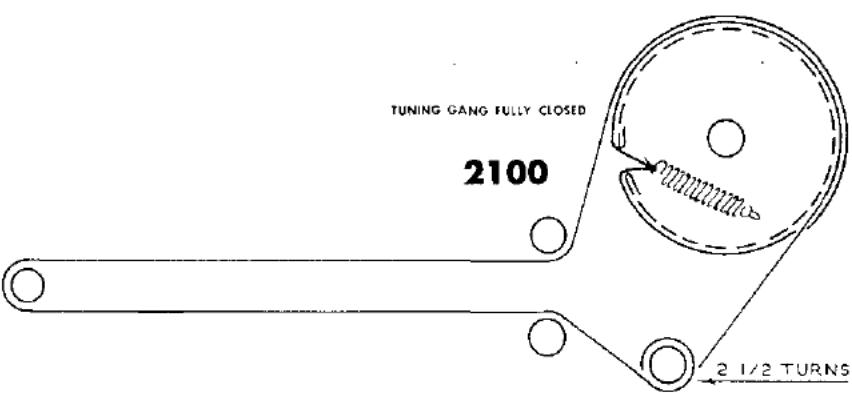
TURN DRUM COMPLETELY COUNTER-CLOCKWISE



**2099**

TUNING GANG FULLY CLOSED

**2100**

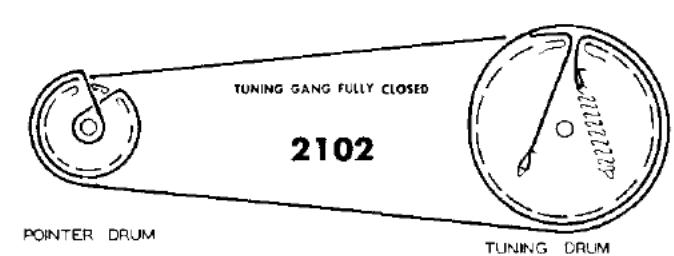


TUNING GANG PULLEY

**2101**

TUNING GANG FULLY CLOSED

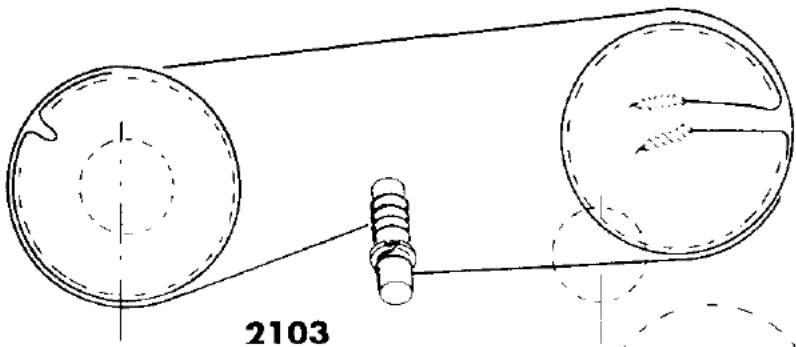
4 TURNS  
TUNING SHAFT



**2102**

PARTNER DRUM

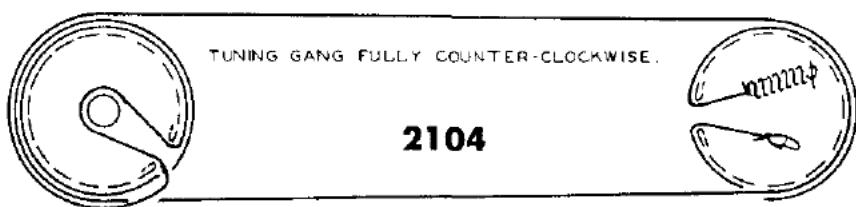
TUNING DRUM



**2103**

UHF POINTER

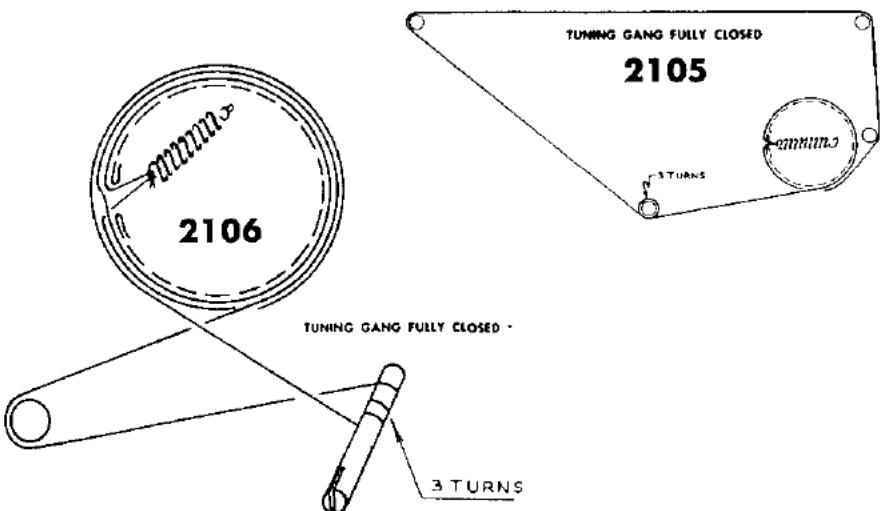
VHF POINTER



**2104**

TUNING GANG FULLY COUNTER-CLOCKWISE

**2106**

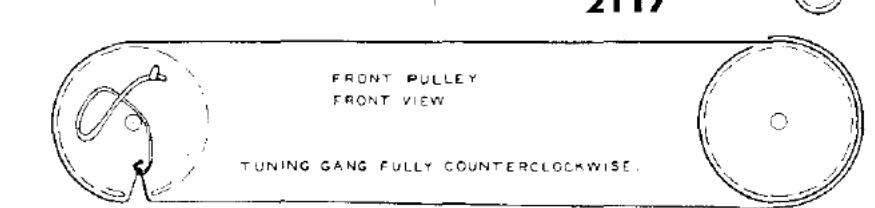
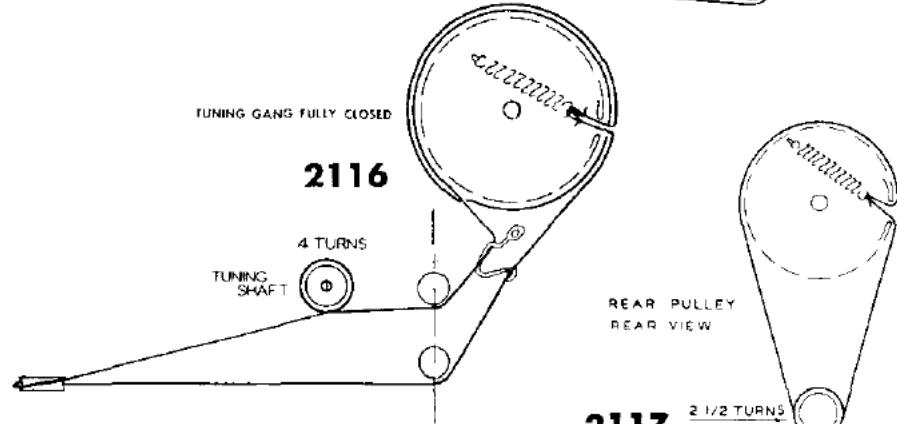
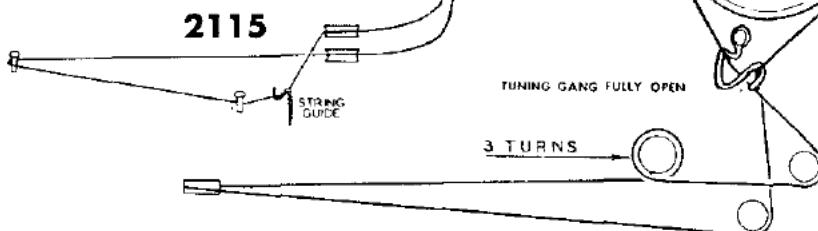
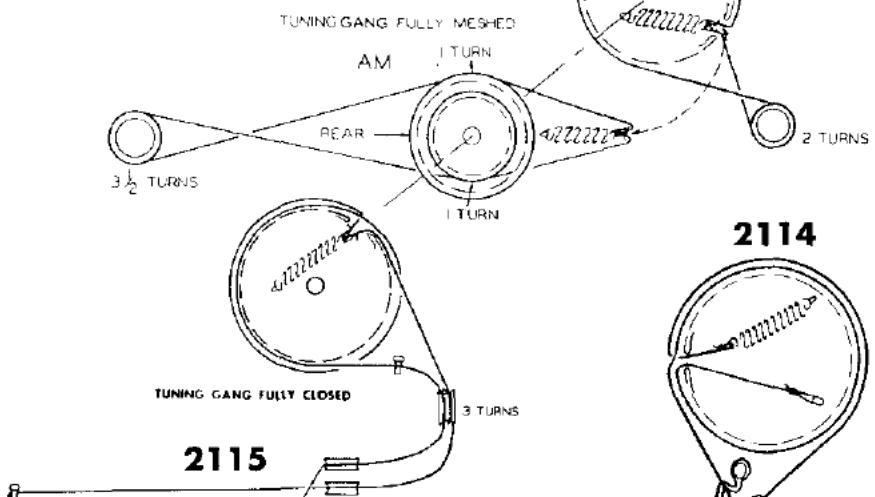
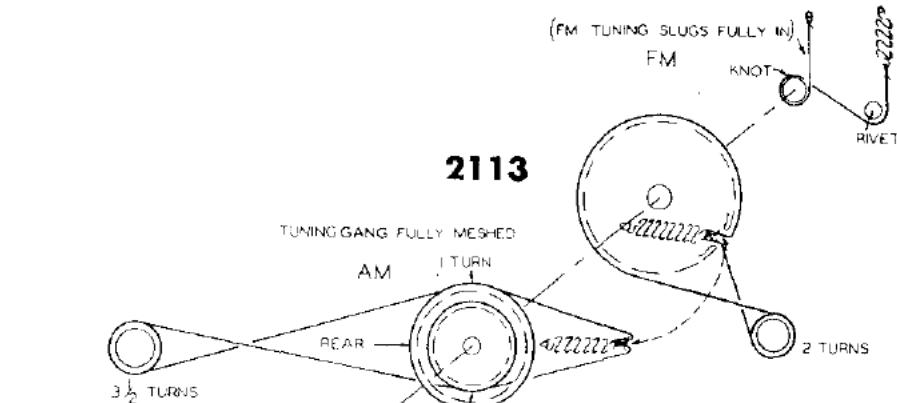
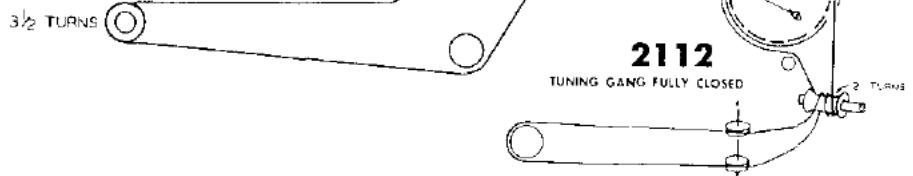
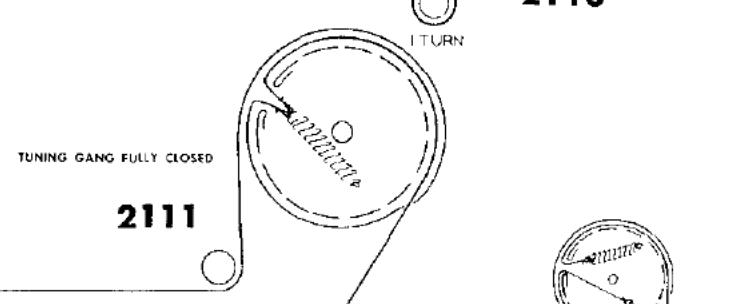
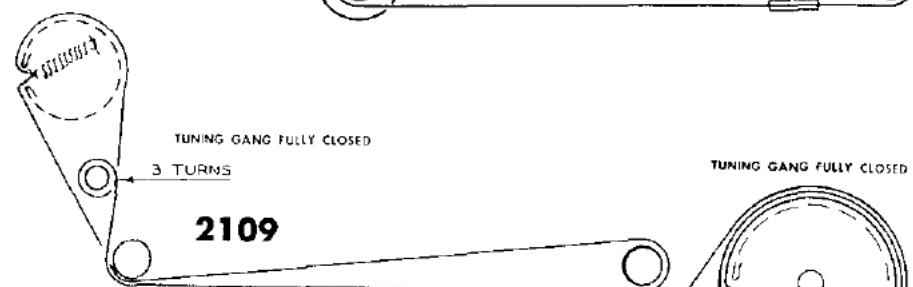
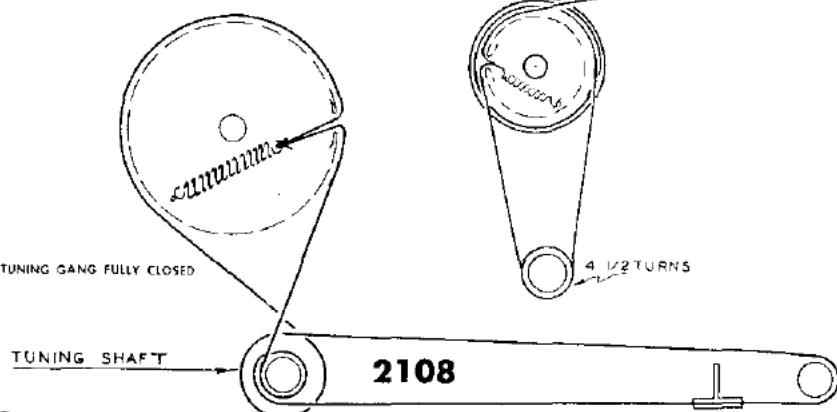
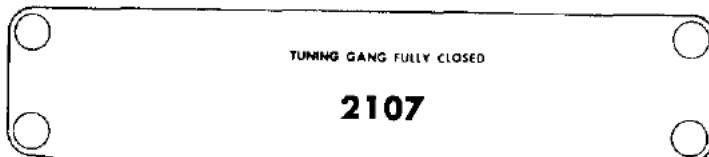


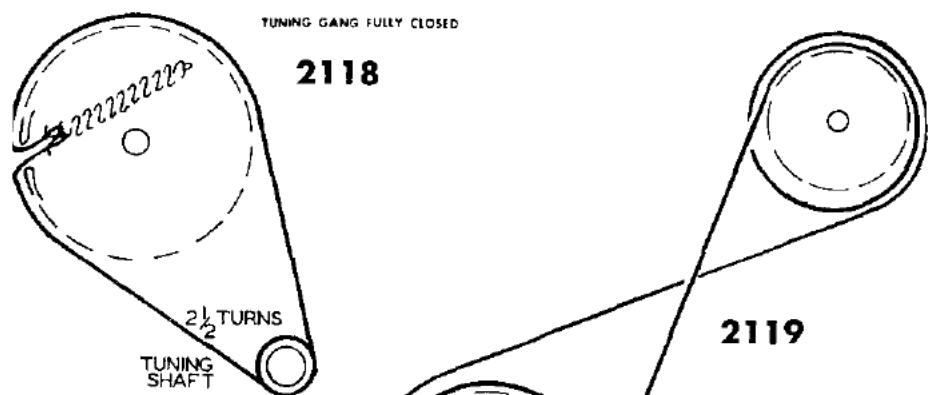
TUNING GANG FULLY CLOSED

**2105**

3 TURNS

3 TURNS





TUNING GANG FULLY CLOSED

**2118**

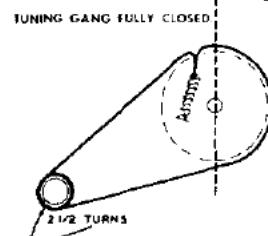
2 1/2 TURNS

TUNING  
SHAFT

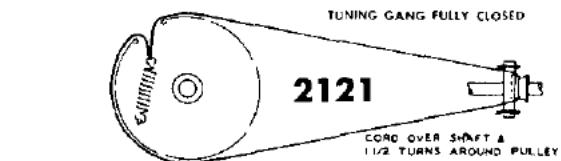
**2119**

FINE TUNING  
FULLY COUNTERCLOCKWISE

**2120**



TUNING GANG FULLY CLOSED



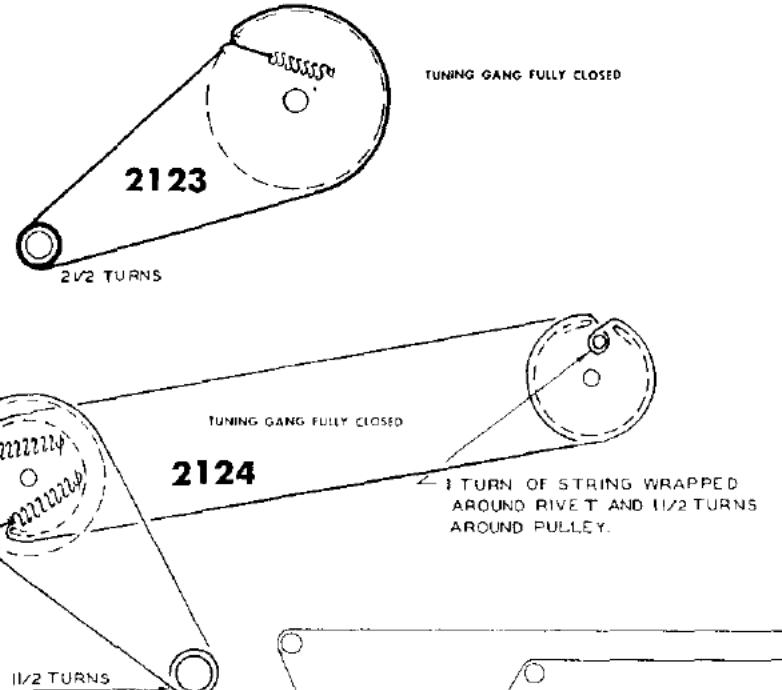
**2121**

CORD OVER SHAFT &  
1 1/2 TURNS AROUND PULLEY

TUNING GANG FULLY CLOSED

**2122**

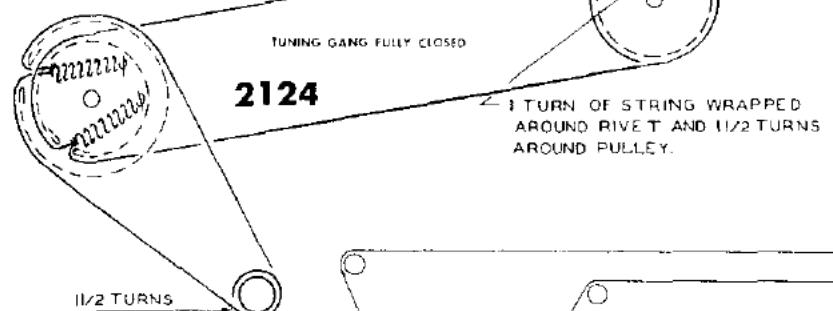
2 1/2 TURNS



**2123**

2 1/2 TURNS

TUNING GANG FULLY CLOSED



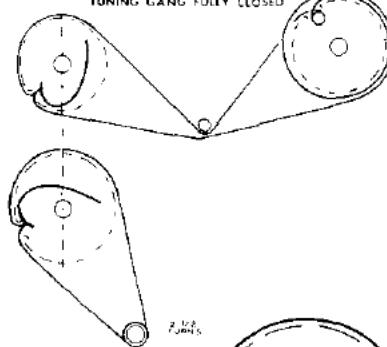
**2124**

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

TUNING GANG FULLY CLOSED

**2125**

TUNING GANG FULLY CLOSED



**2126**

1 1/2 TURNS



**2127**

TUNING GANG FULLY CLOSED.

TUNING GANG FULLY CLOSED

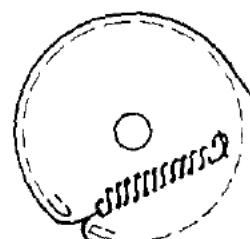
**2128**

2 1/2 TURNS

SHAFT IN MAXIMUM COUNTER CLOCKWISE POSITION.

TUNING SHAFT FULLY CLOCKWISE

**2129**



**2130**

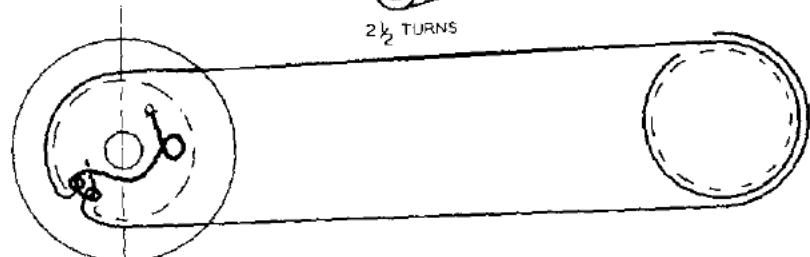
SHAFT SHOWN IN  
FULL COUNTERCLOCK-  
WISE ROTATION.

TUNING GANG FULLY CLOSED

**2131**

2 1/2 TURNS

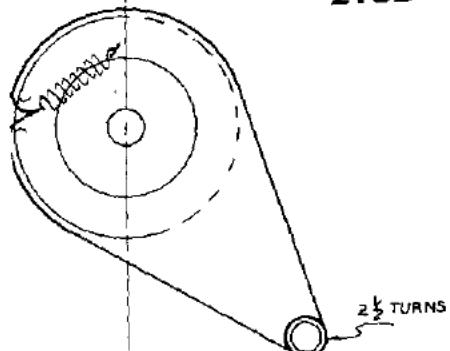
2 1/2 TURNS



TUNING GANG FULLY CLOSED

**2132**

2 1/2 TURNS

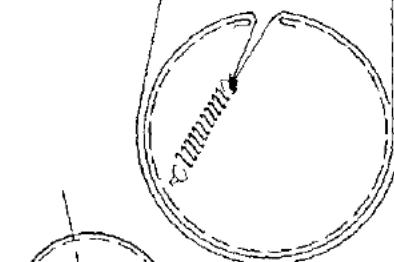
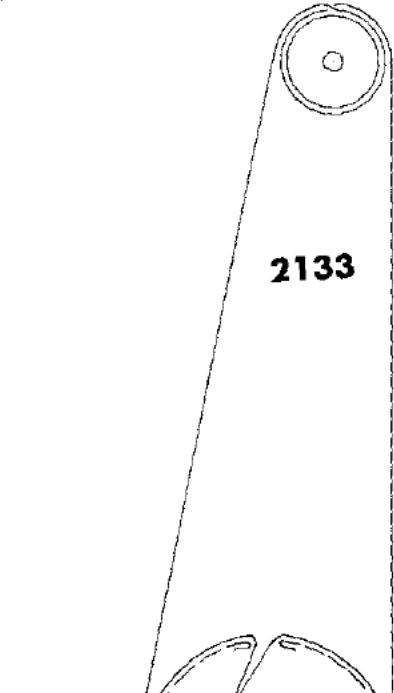


**2133**

FINE TUNING IN MAX COUNTER  
CLOCKWISE POSITION.

**2134**

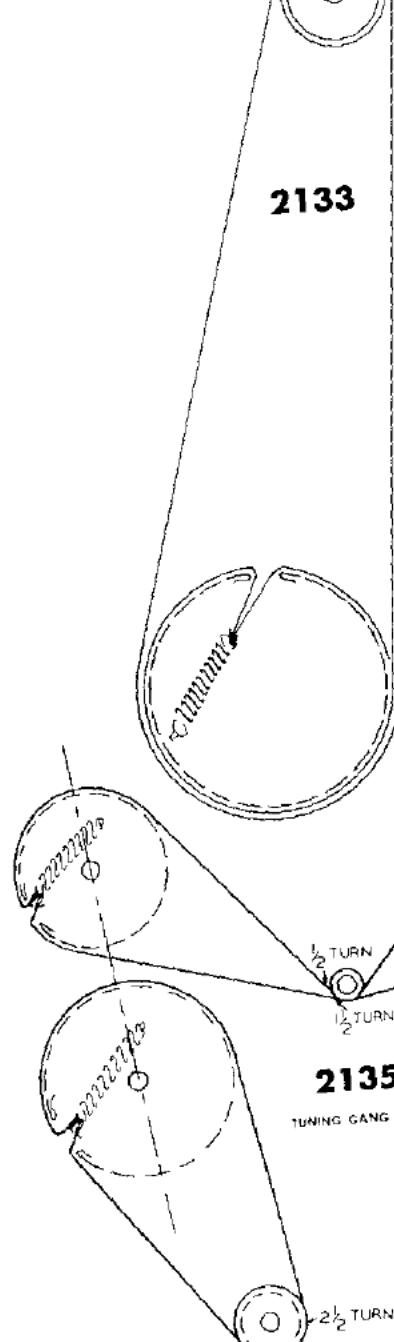
1/2 TURNS AROUND PULLEY  
1/2 AND ONE TURN  
AROUND RIVET

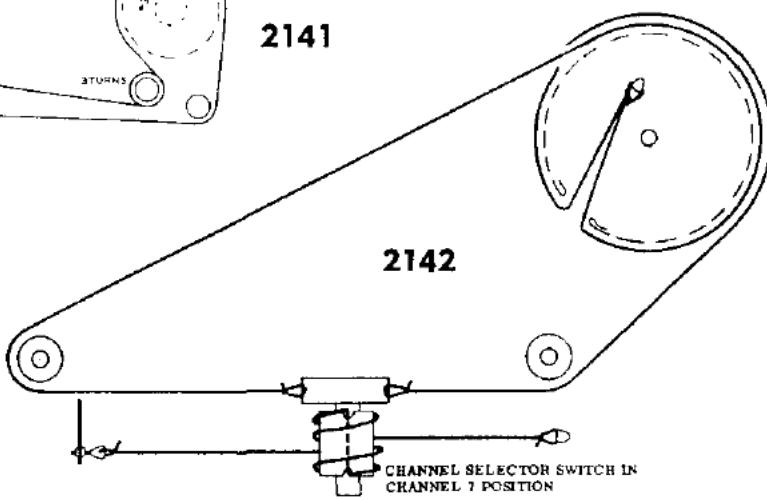
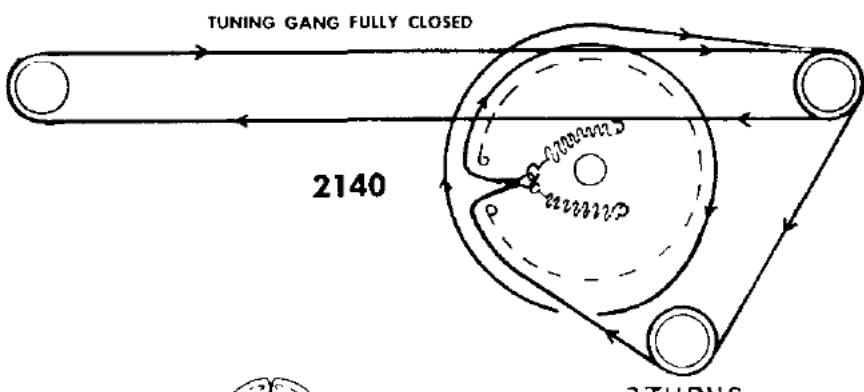
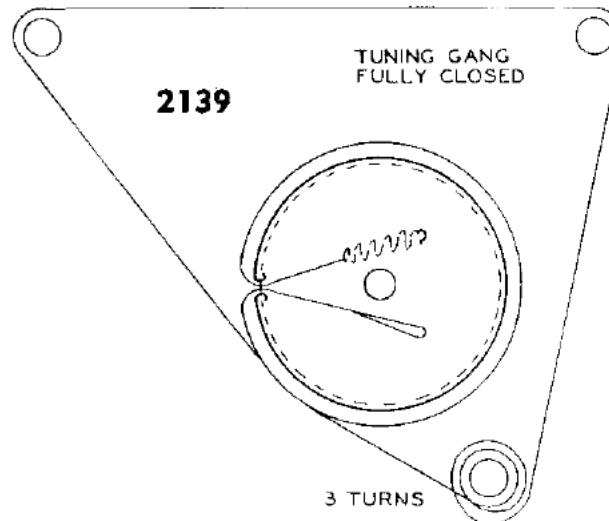
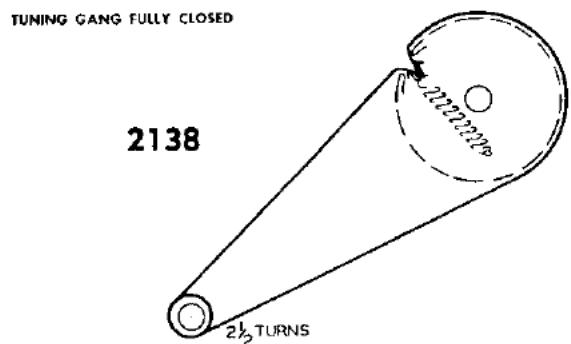
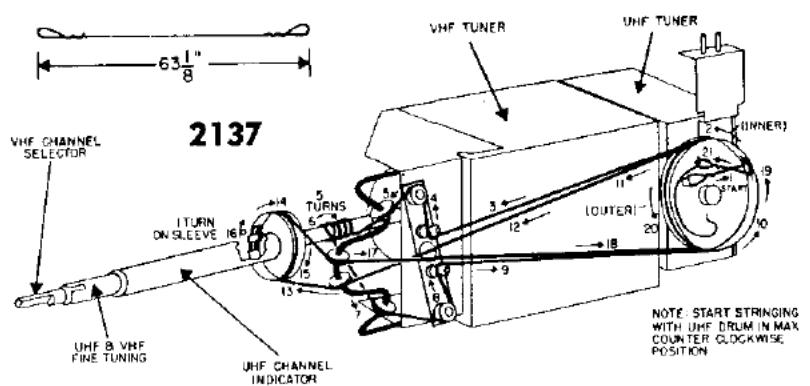
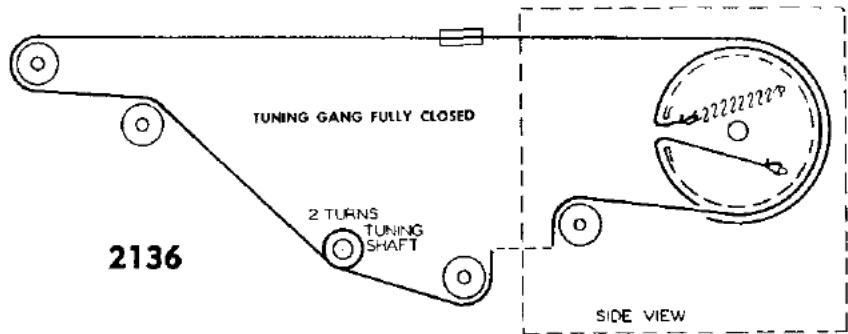


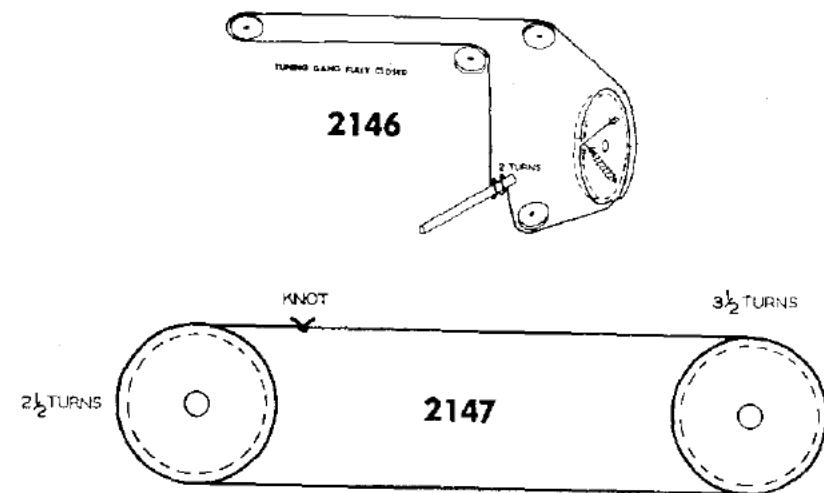
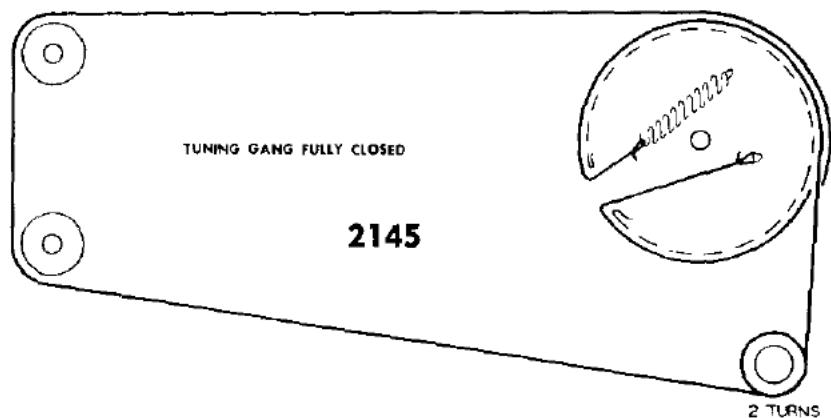
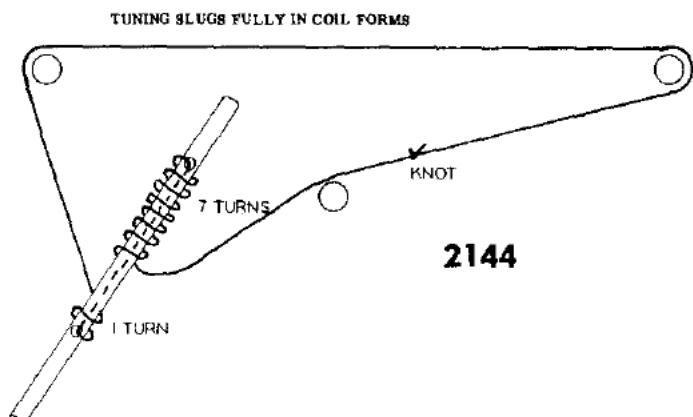
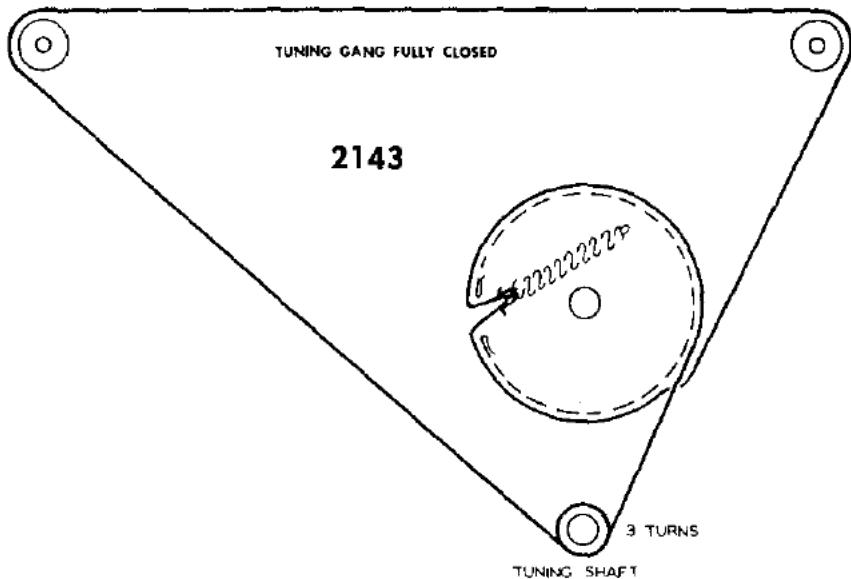
**2135**

TUNING GANG FULLY CLOSED

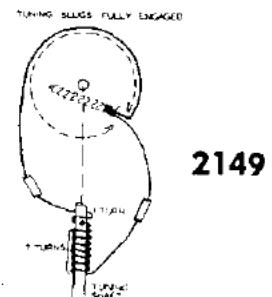
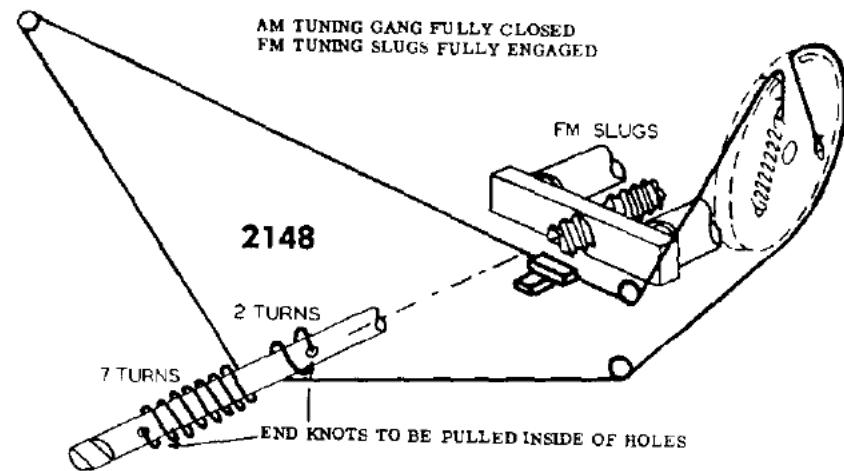
2 1/2 TURNS





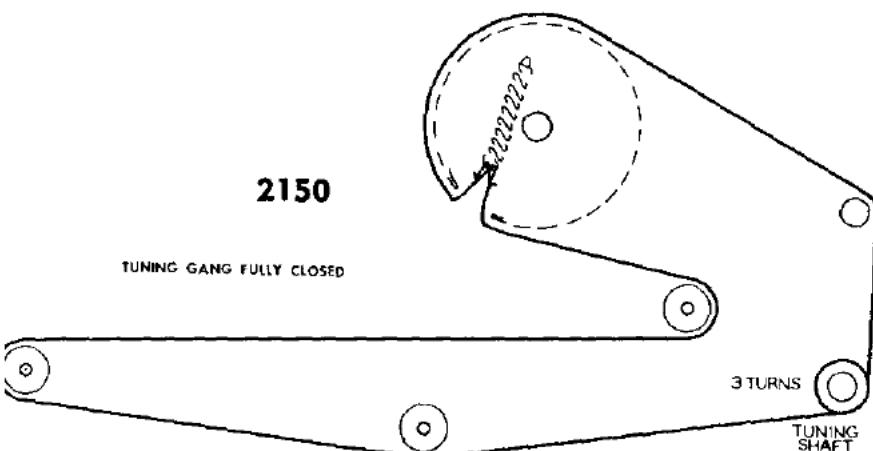


CONTRAST CONTROL DRIVE STRINGING  
CONTRAST CONTROL FULLY COUNTER CLOCKWISE POSITION



**2150**

TUNING GANG FULLY CLOSED



3 TURNS UHF TUNING SHAFT

**2151**

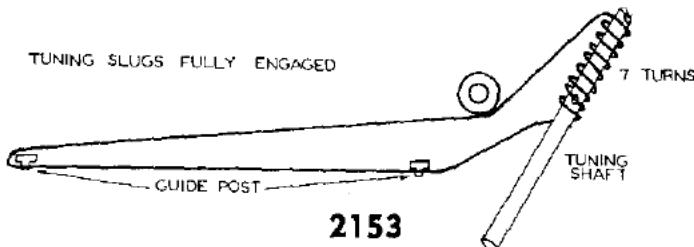
UHF TUNING PULLEY MAX. COUNTER CLOCKWISE

**2152**

TUNING GANG FULLY CLOSED

2½ TURNS

TUNING SLUGS FULLY ENGAGED



VHF FINE TUNING  
DRIVE CORD STRINGING

1½ TURNS

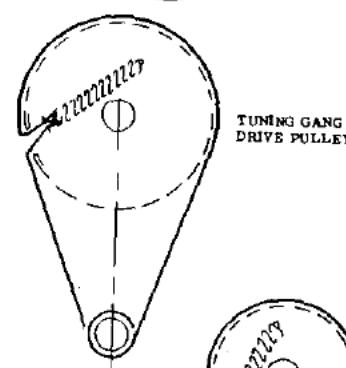
PULLEY IN MAXIMUM  
COUNTER CLOCKWISE  
POSITION

**2154**

UHF DRIVE CORD  
STRINGING

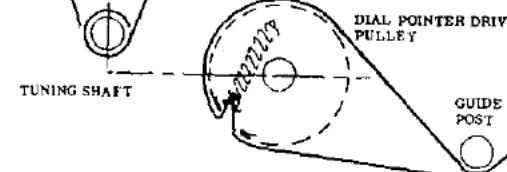
TUNING  
SHAFT

2½ TURNS



TUNING GANG FULLY CLOSED

**2155**

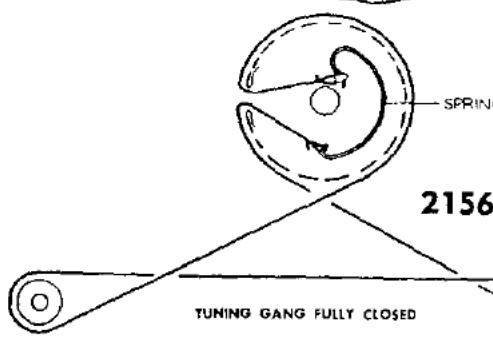


**2156**

TUNING GANG FULLY CLOSED

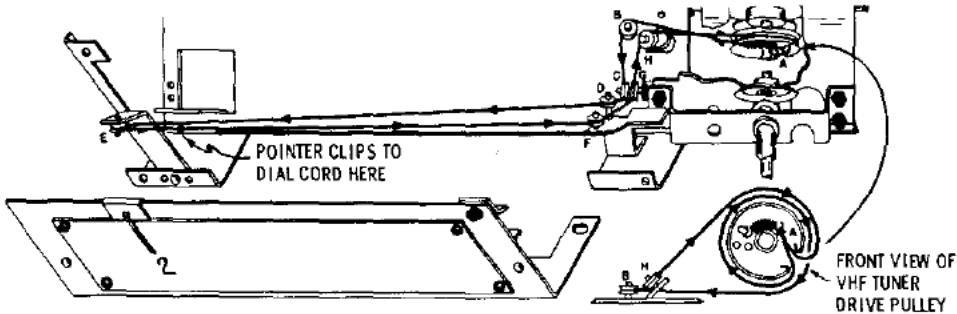
1½ TURNS

TUNING SHAFT

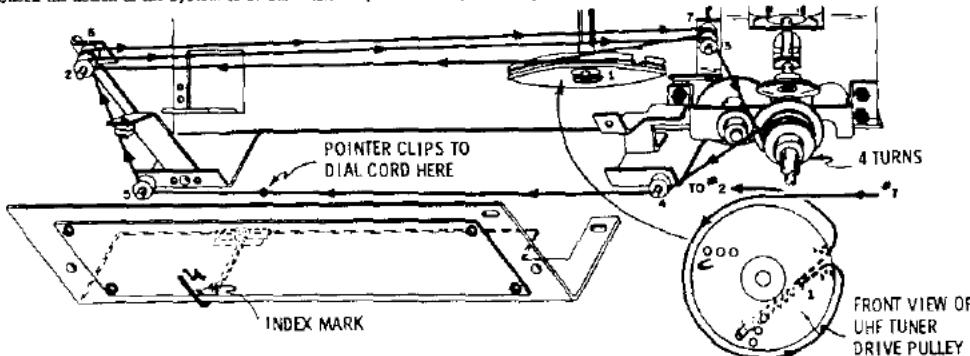


VHF DRIVE CORD STRINGING

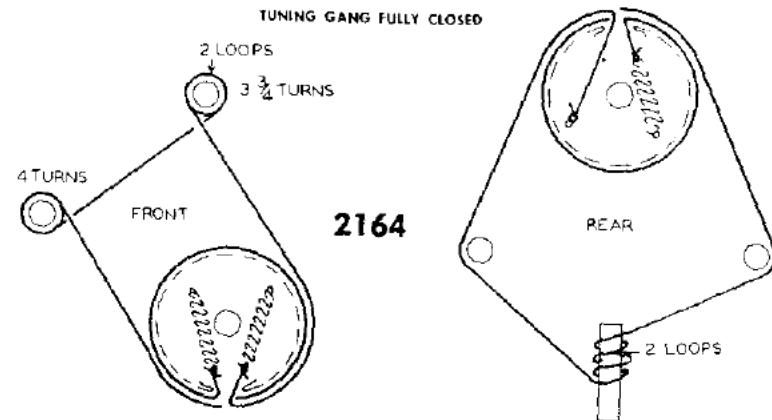
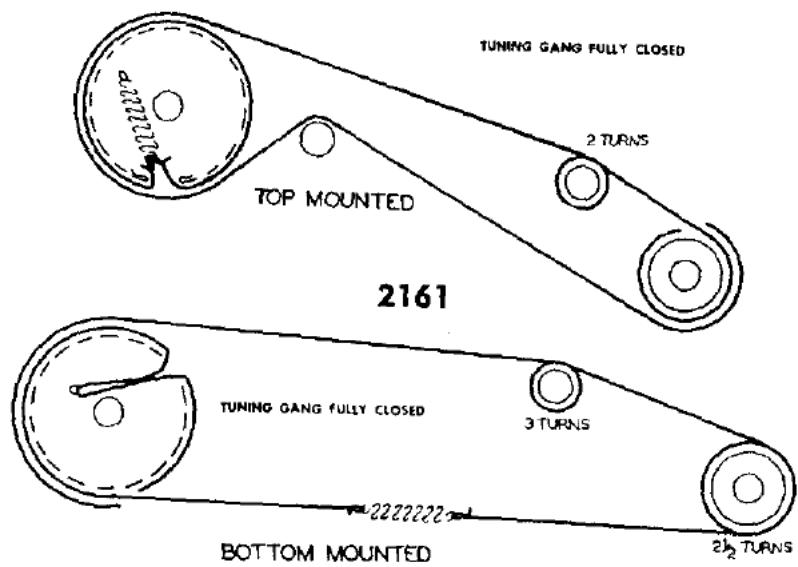
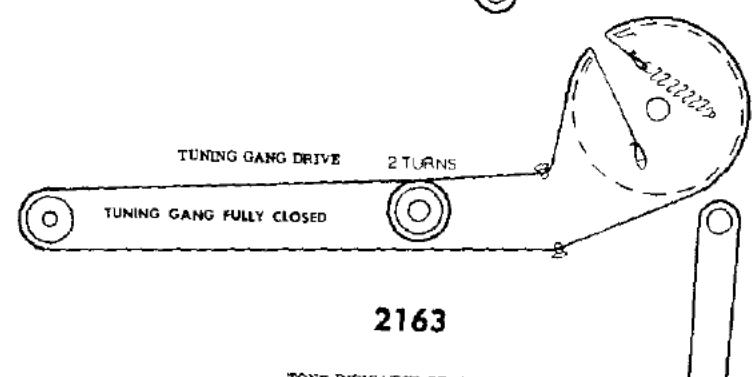
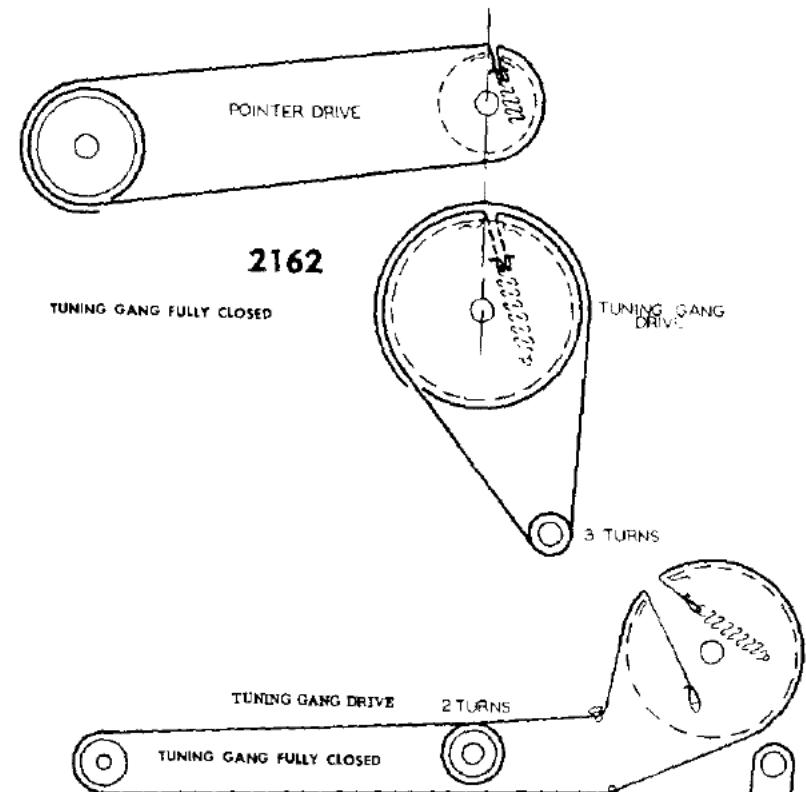
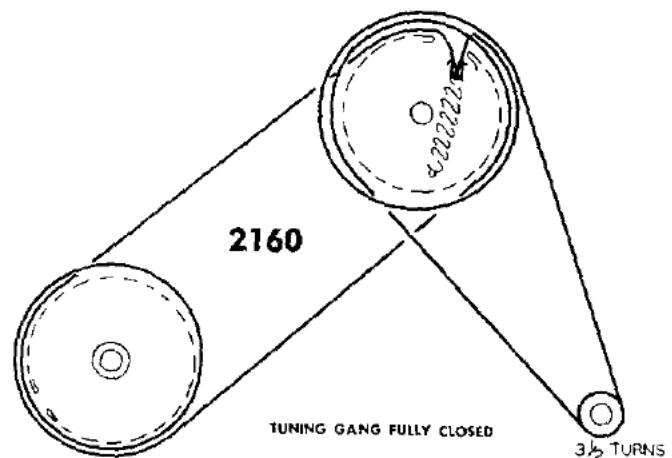
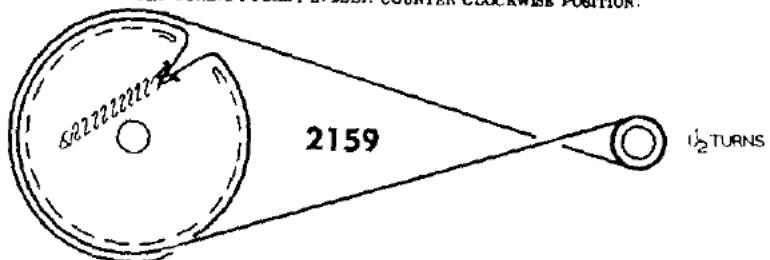
- Cut a 52" length of dial cord and tie one end to the dial spring.
- Turn the VHF tuner channel selector switch to channel 2 position.
- Place the free end of the dial cord spring over the hook in the pulley on the front of the VHF tuner.
- Stretch the spring and take one full turn around the pulley before following the sequence as shown.
- 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.
- Cut off any surplus string and place a drop of quick drying cement on the knots to prevent them from working loose.
- 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.
- Check the action of the system to be sure that it operates freely and the pointer indicates the proper VHF channel.

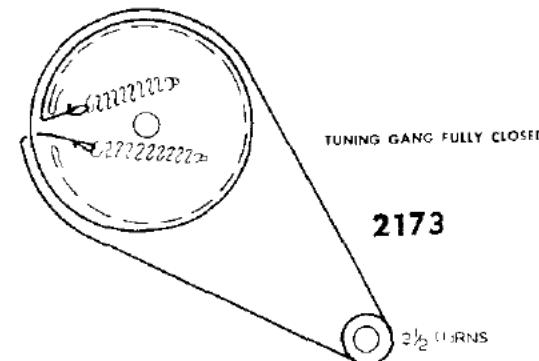
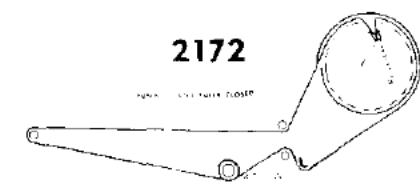
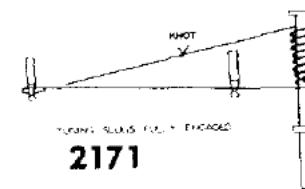
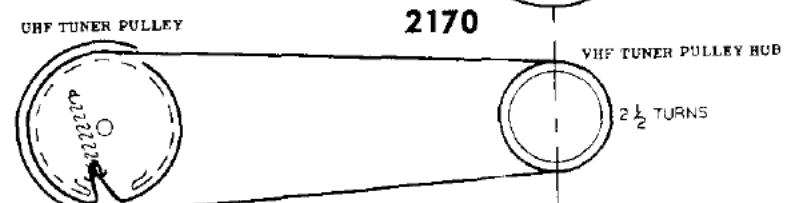
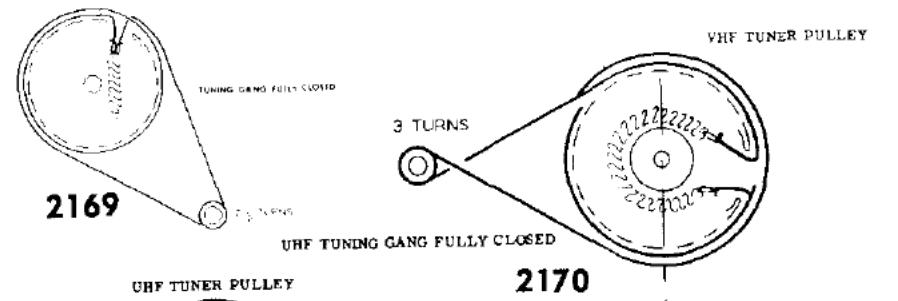
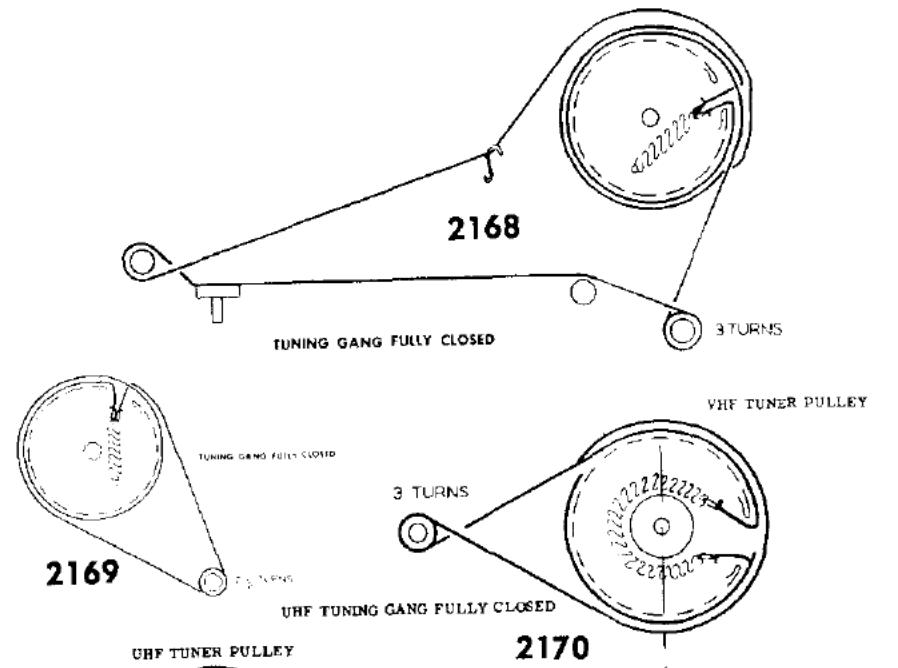
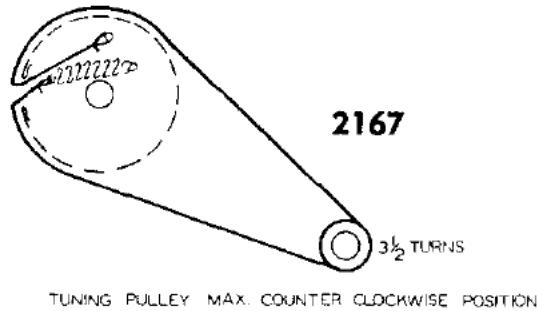
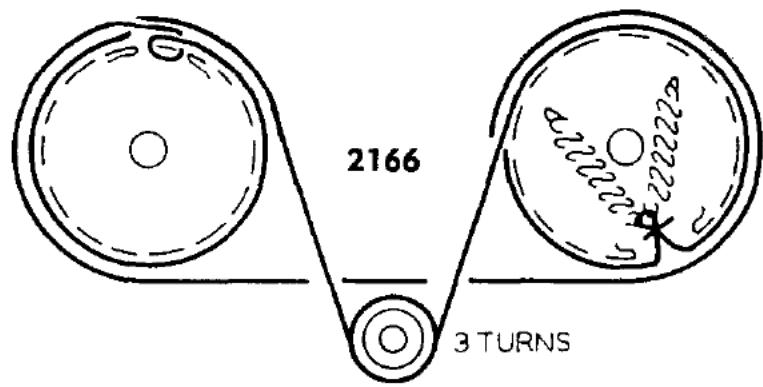
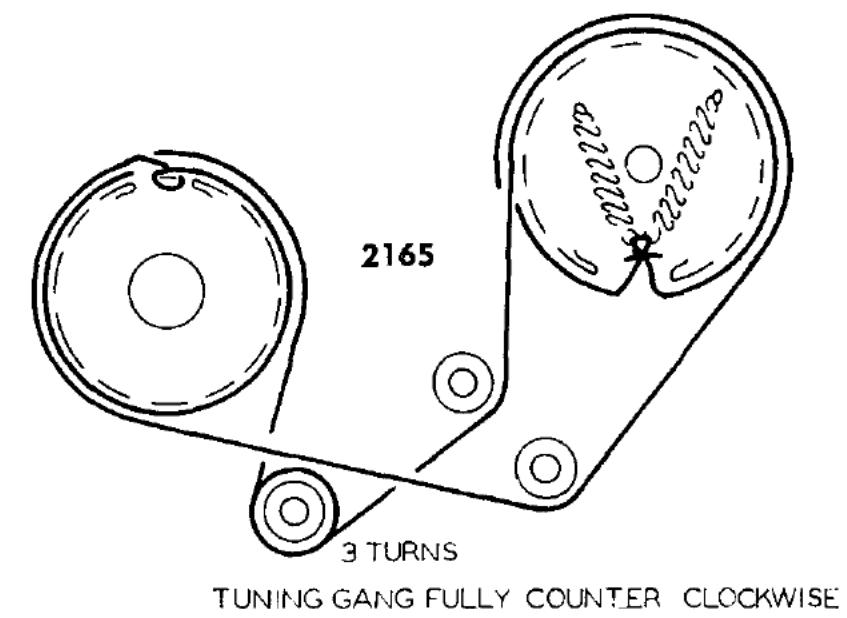
UHF DRIVE CORD STRINGING

- Cut an 80" length of dial cord and tie one end to the dial spring.
- Turn the UHF tuner drive pulley to the full counter clockwise position (Channel 14).
- Place the free end of the dial cord spring over the hook in the back side of the pulley.
- 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 the 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.
- 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.
- 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.
- Check the action of the system to be sure that it operates freely and the pointer indicates the proper UHF channel.

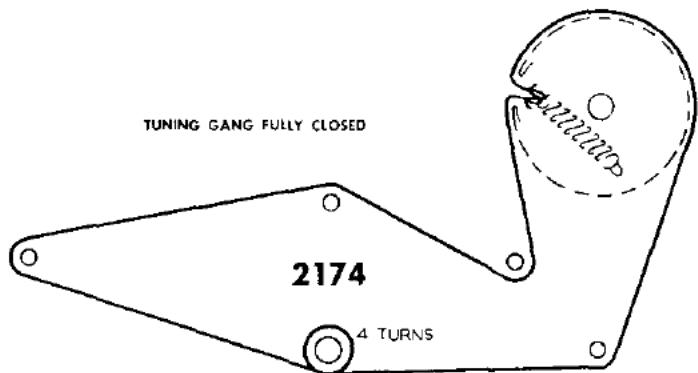


UHF TUNING PULLEY IN MAX. COUNTER CLOCKWISE POSITION.

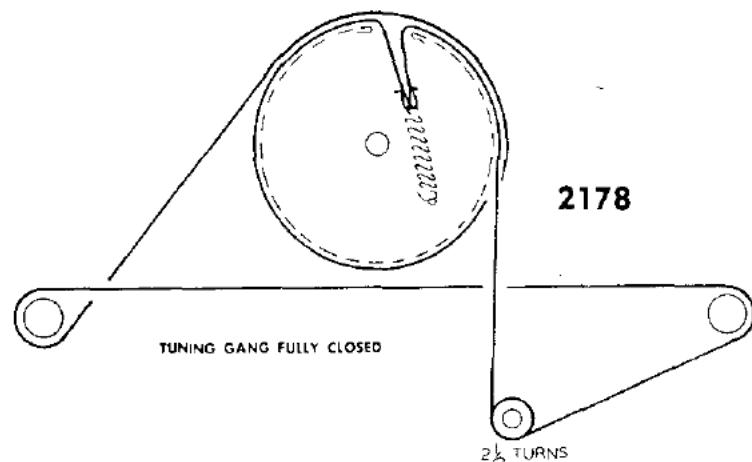




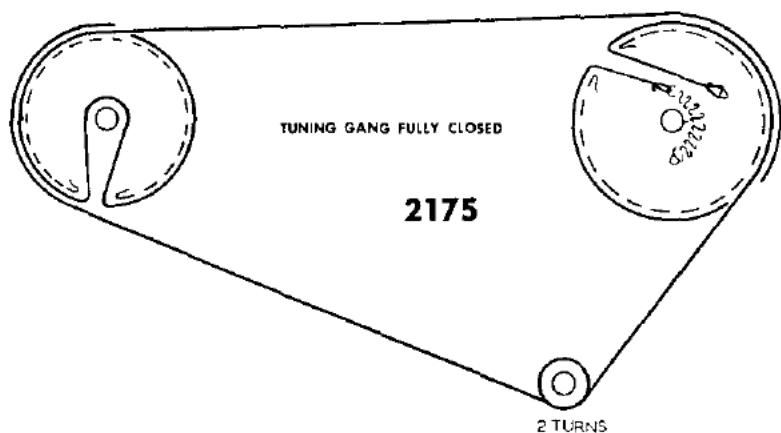
TUNING GANG FULLY CLOSED



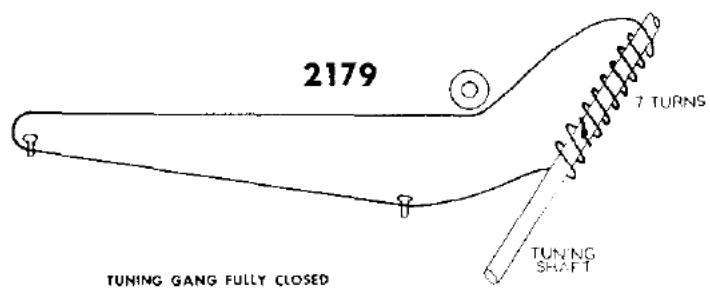
**2178**



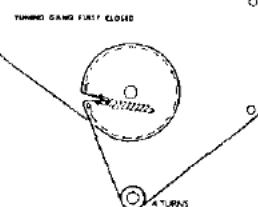
TUNING GANG FULLY CLOSED



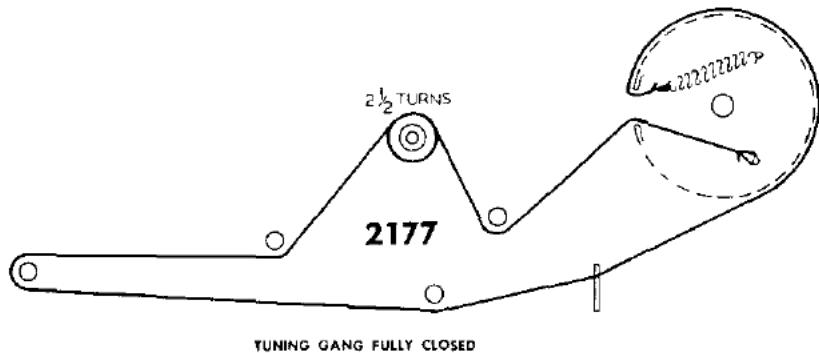
**2179**



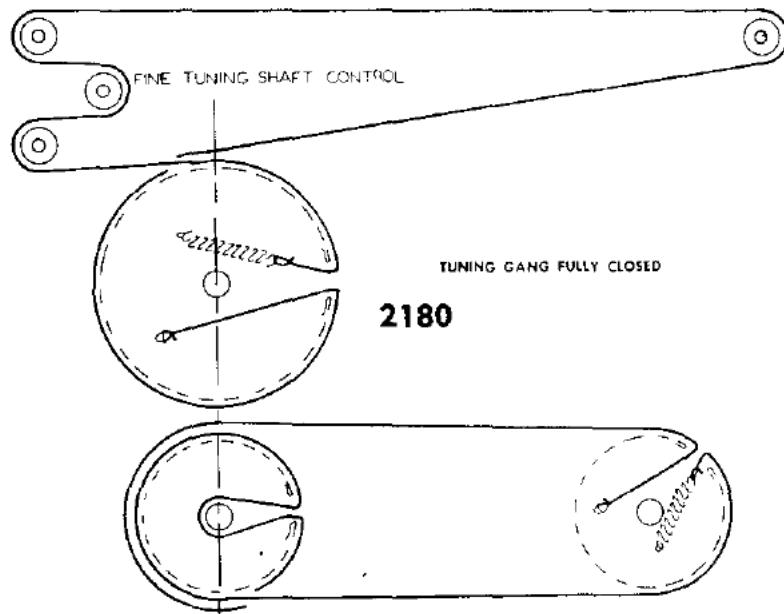
TUNING GANG FULLY CLOSED

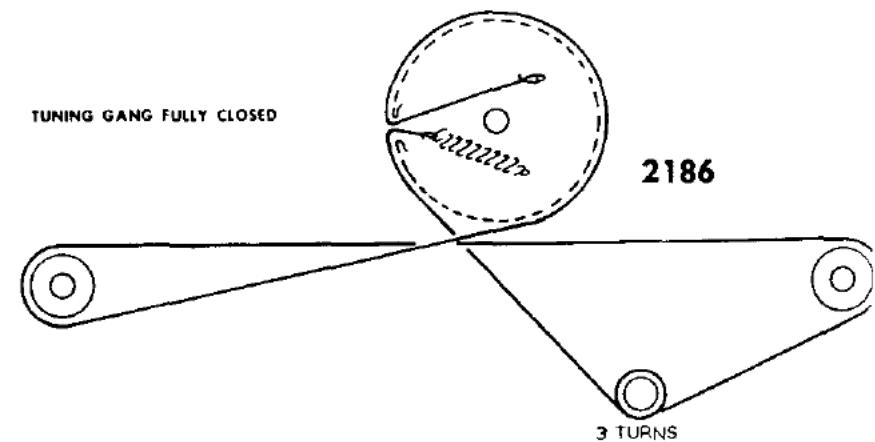
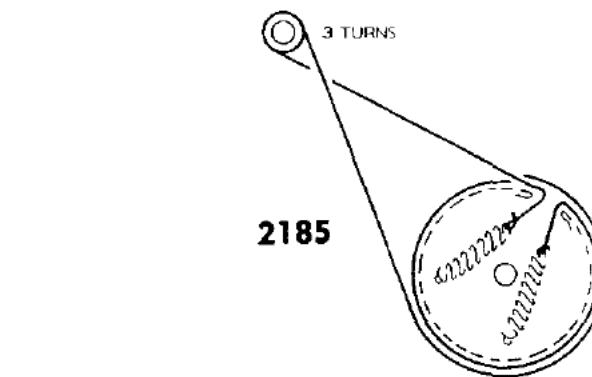
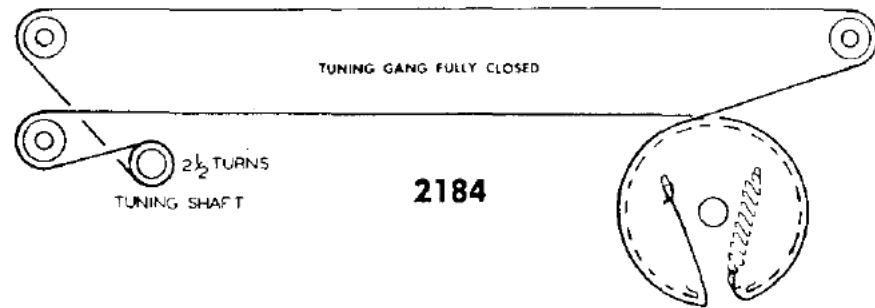
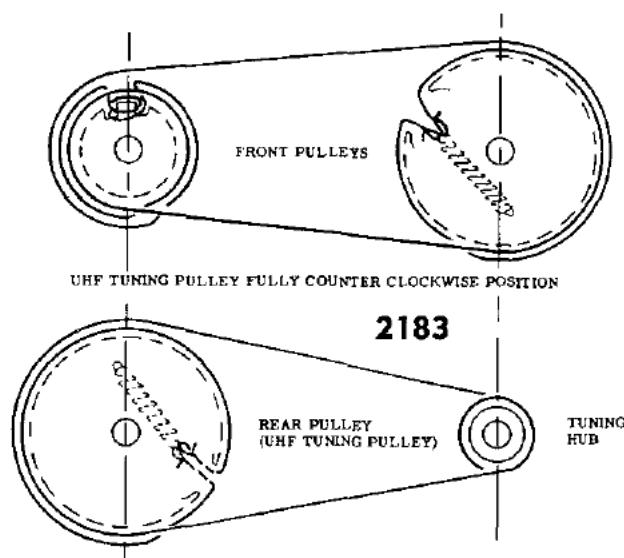
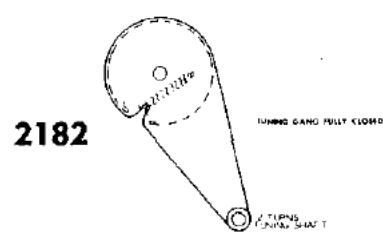
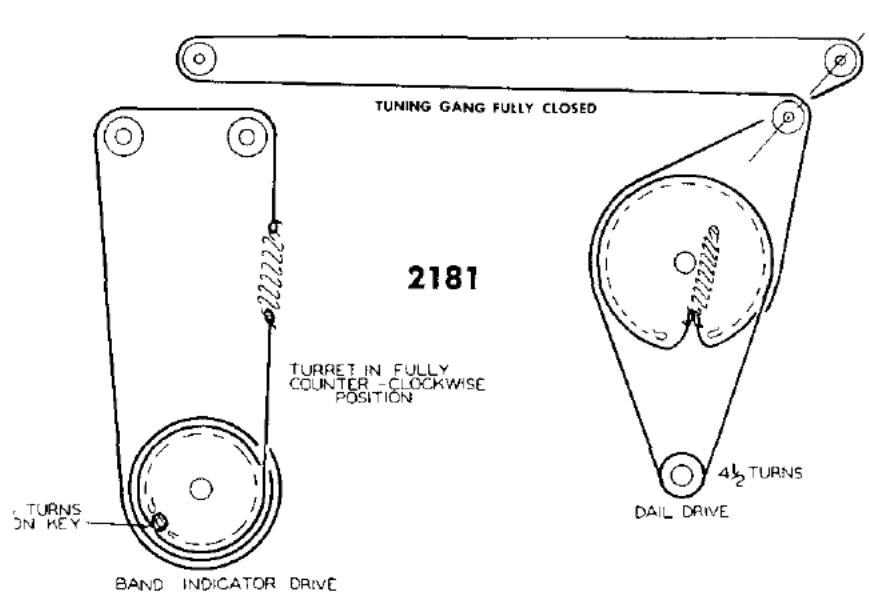


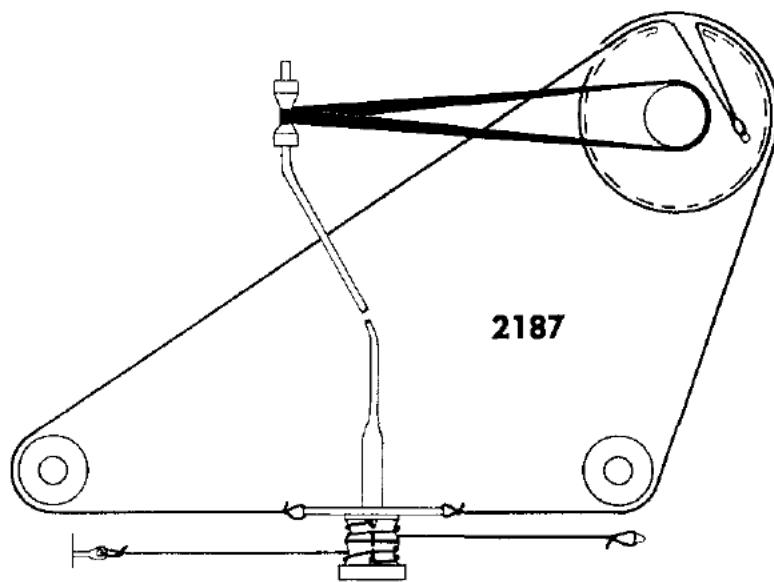
**2176**



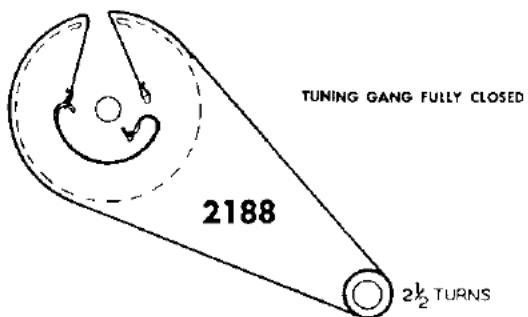
**2180**



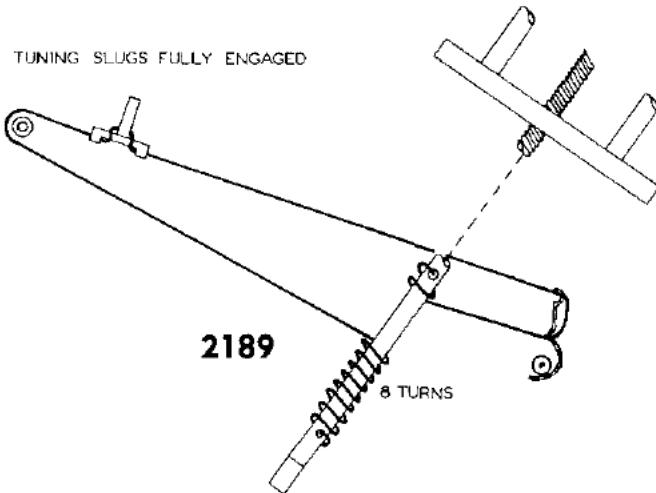




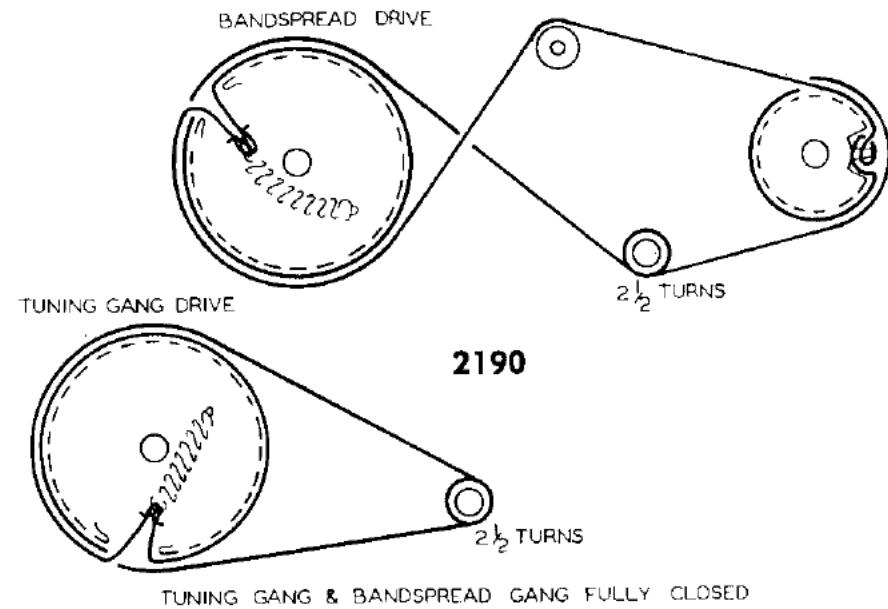
SHOWN IN CHANNEL 7 POSITION



2½ TURNS



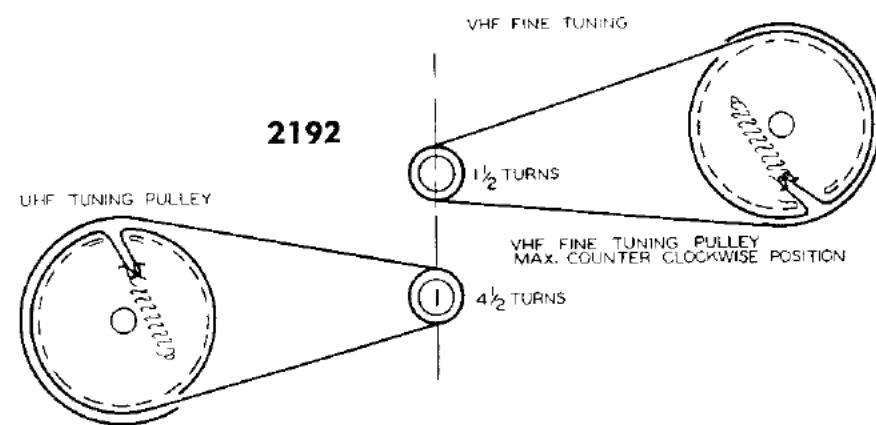
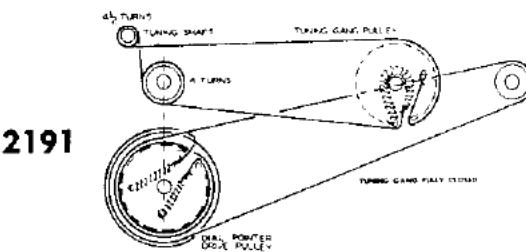
8 TURNS



2½ TURNS

2½ TURNS

TUNING GANG & BANDSPREAD GANG FULLY CLOSED

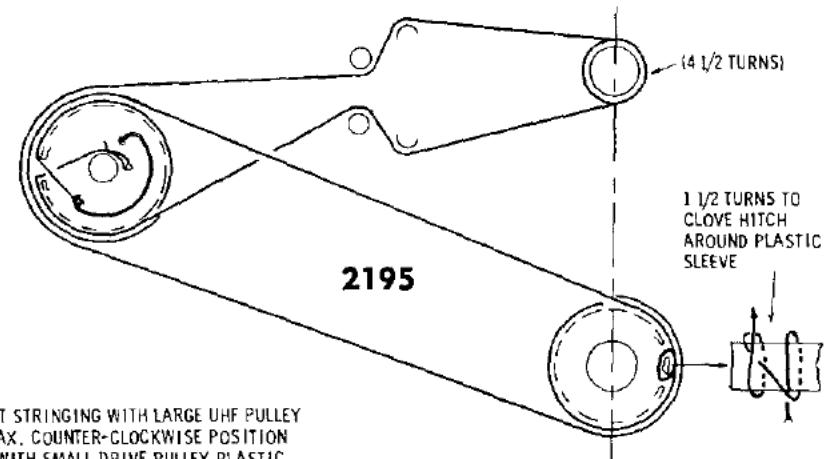
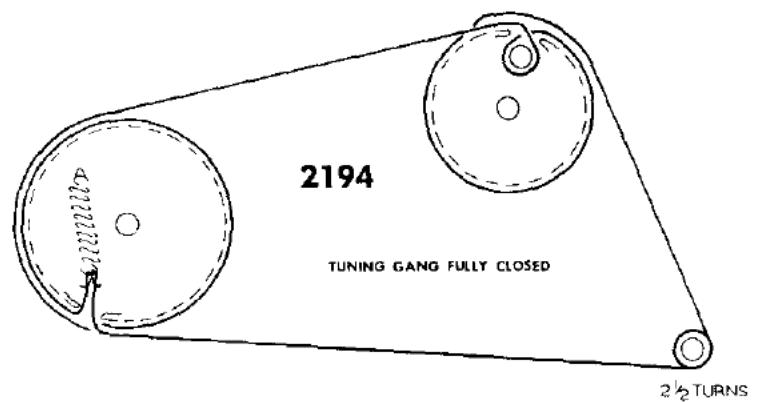
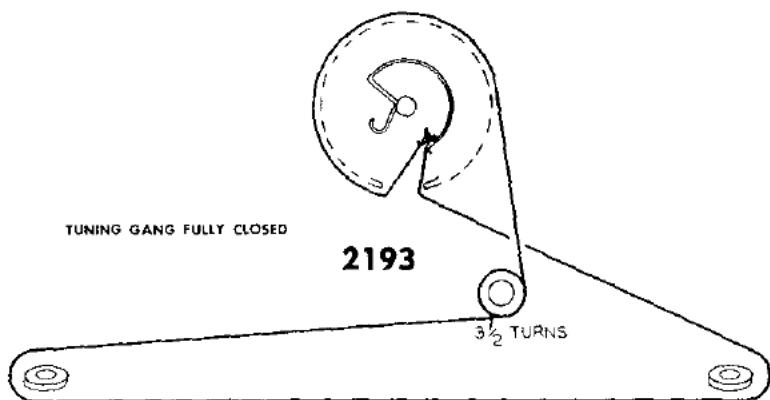


UHF TUNING PULLEY

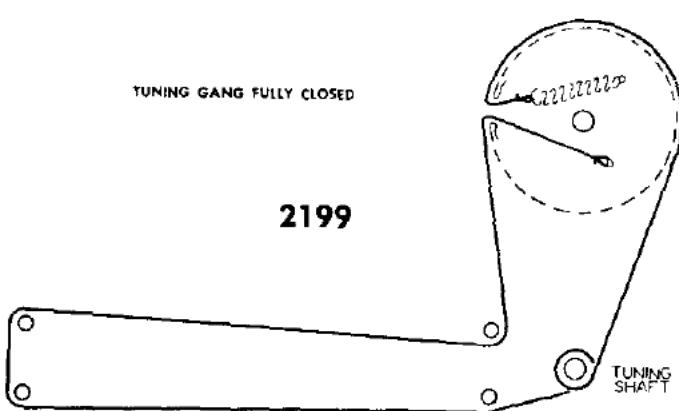
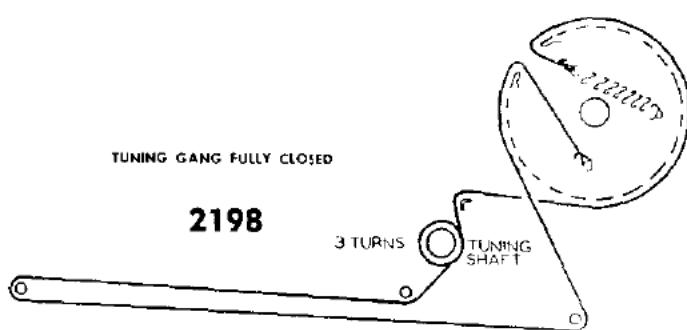
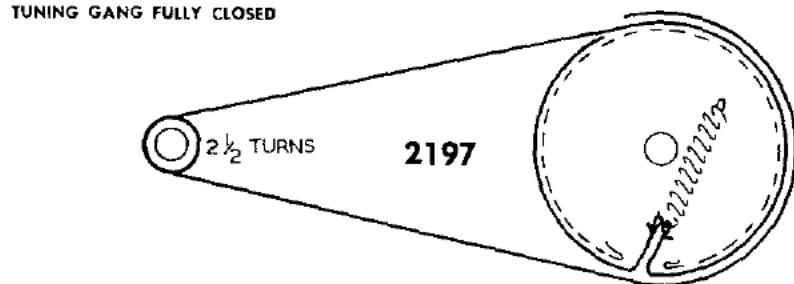
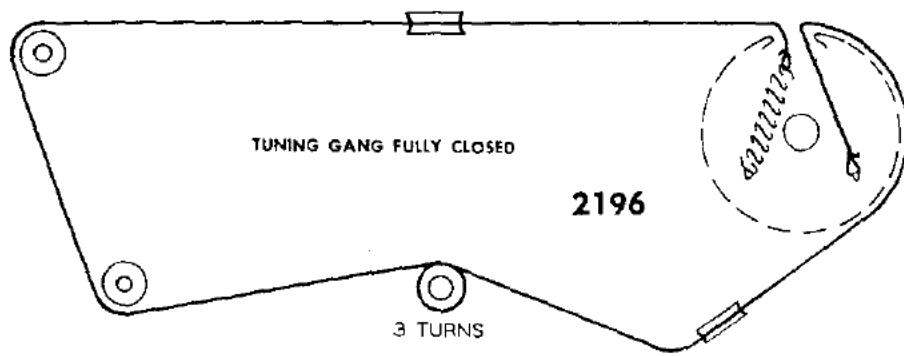
VHF FINE TUNING PULLEY  
MAX. COUNTER CLOCKWISE POSITION

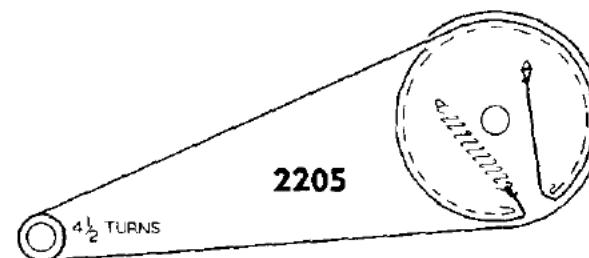
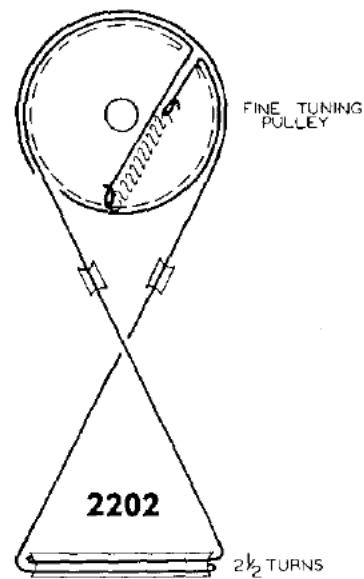
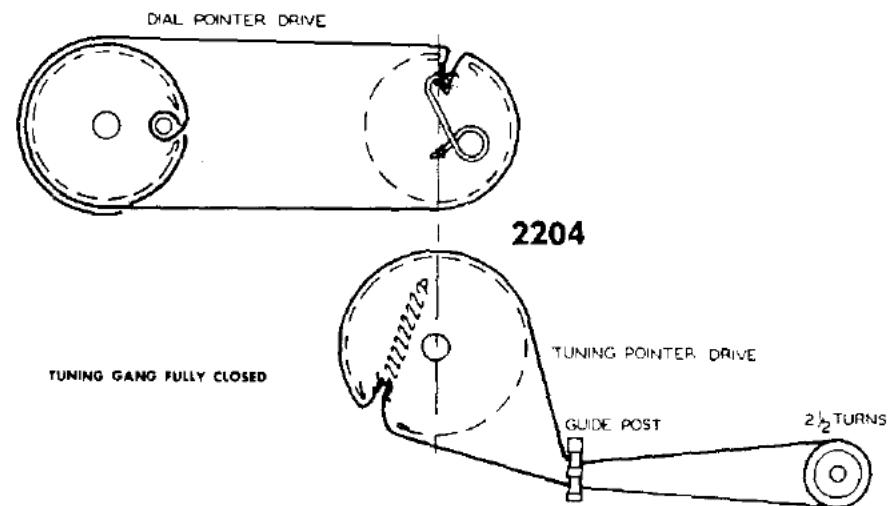
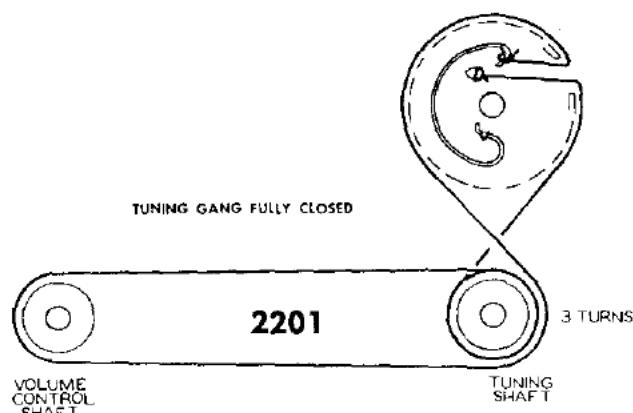
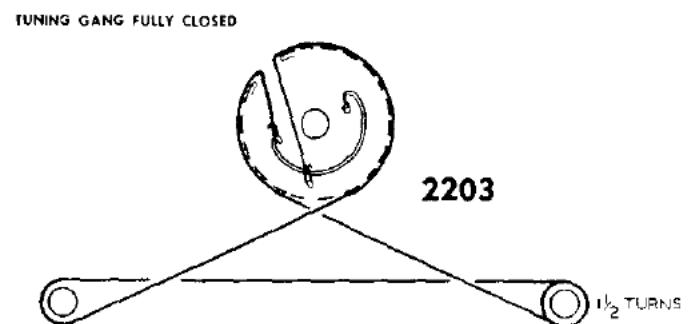
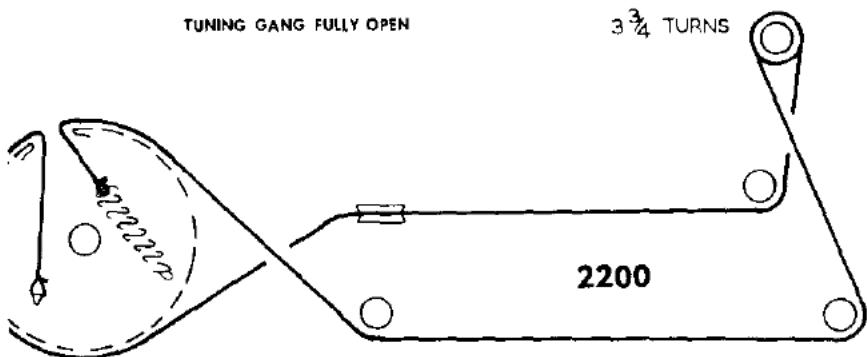
1½ TURNS

4½ TURNS



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





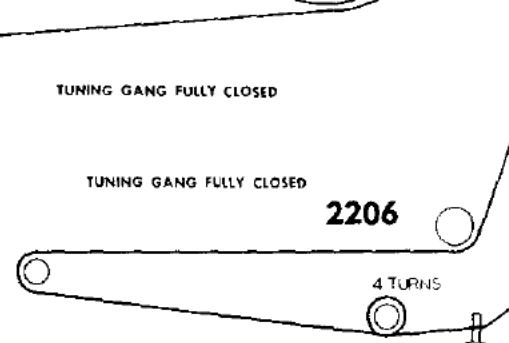
TUNING GANG FULLY CLOSED

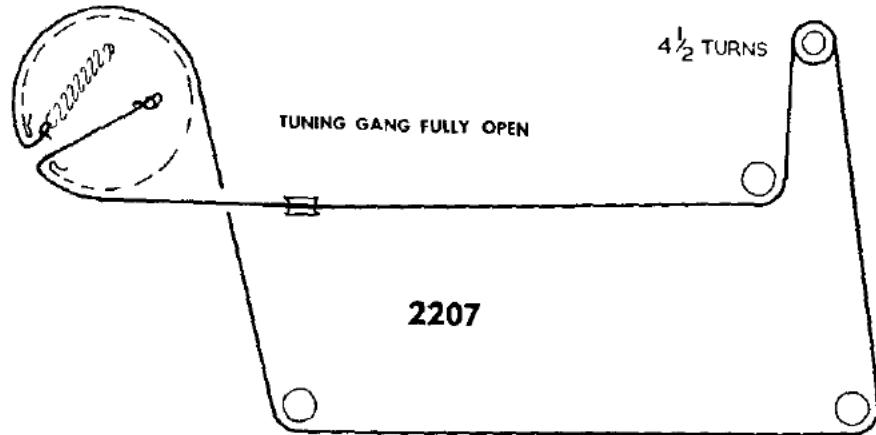
TUNING GANG FULLY CLOSED

2206

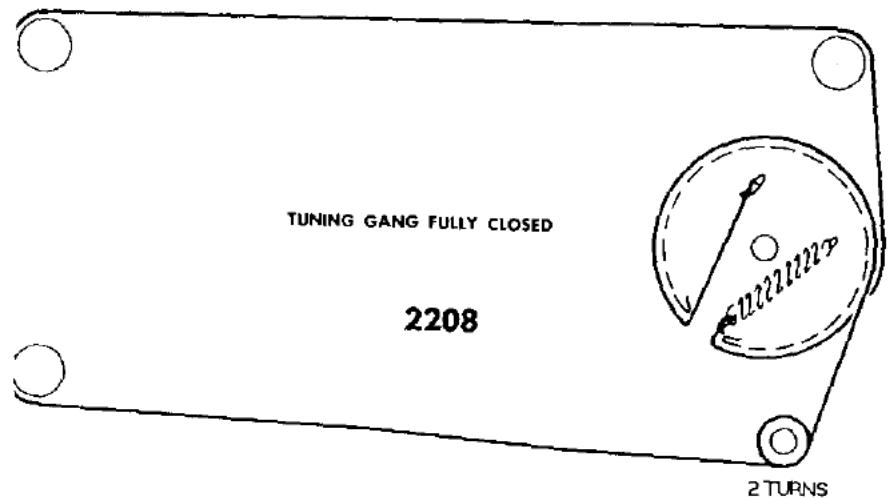
4 TURNS

FINE TUNING PULLEY IN MAX. COUNTER CLOCKWISE POSITION

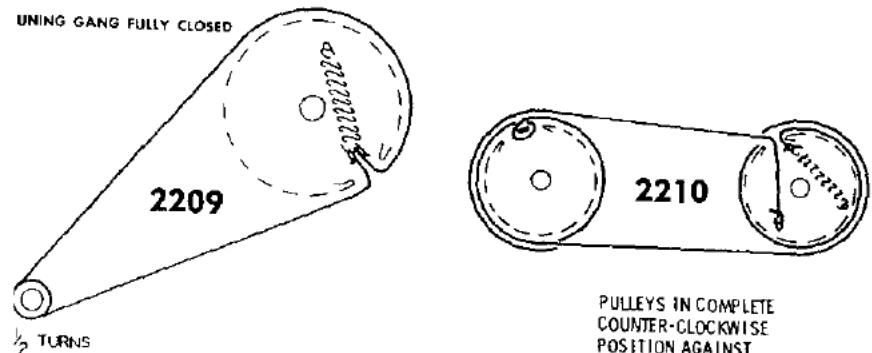




2207



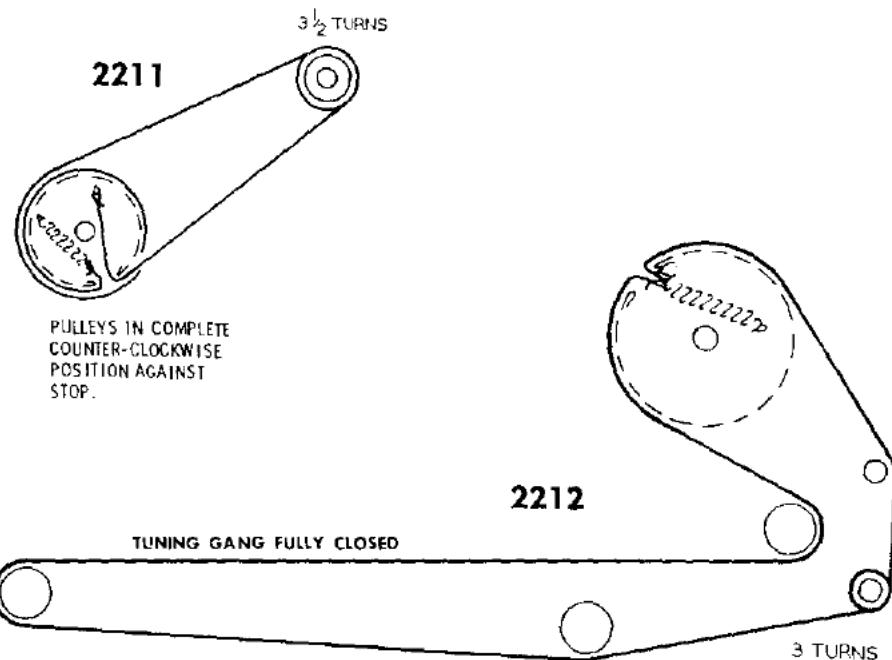
2208



2209

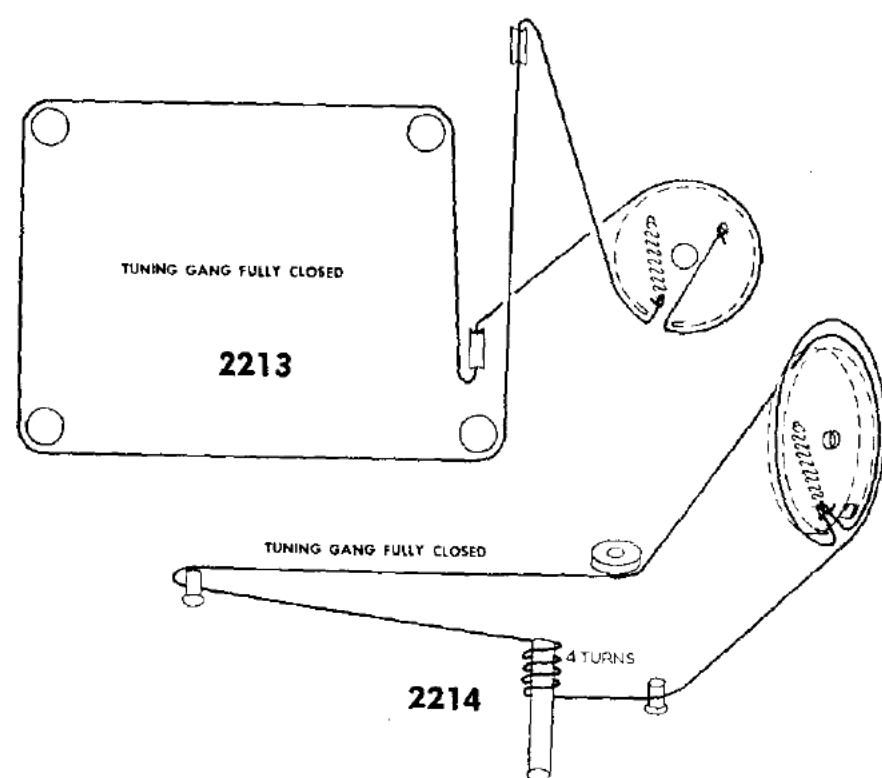
2210

PULLEYS IN COMPLETE  
COUNTER-CLOCKWISE  
POSITION AGAINST  
STOP.



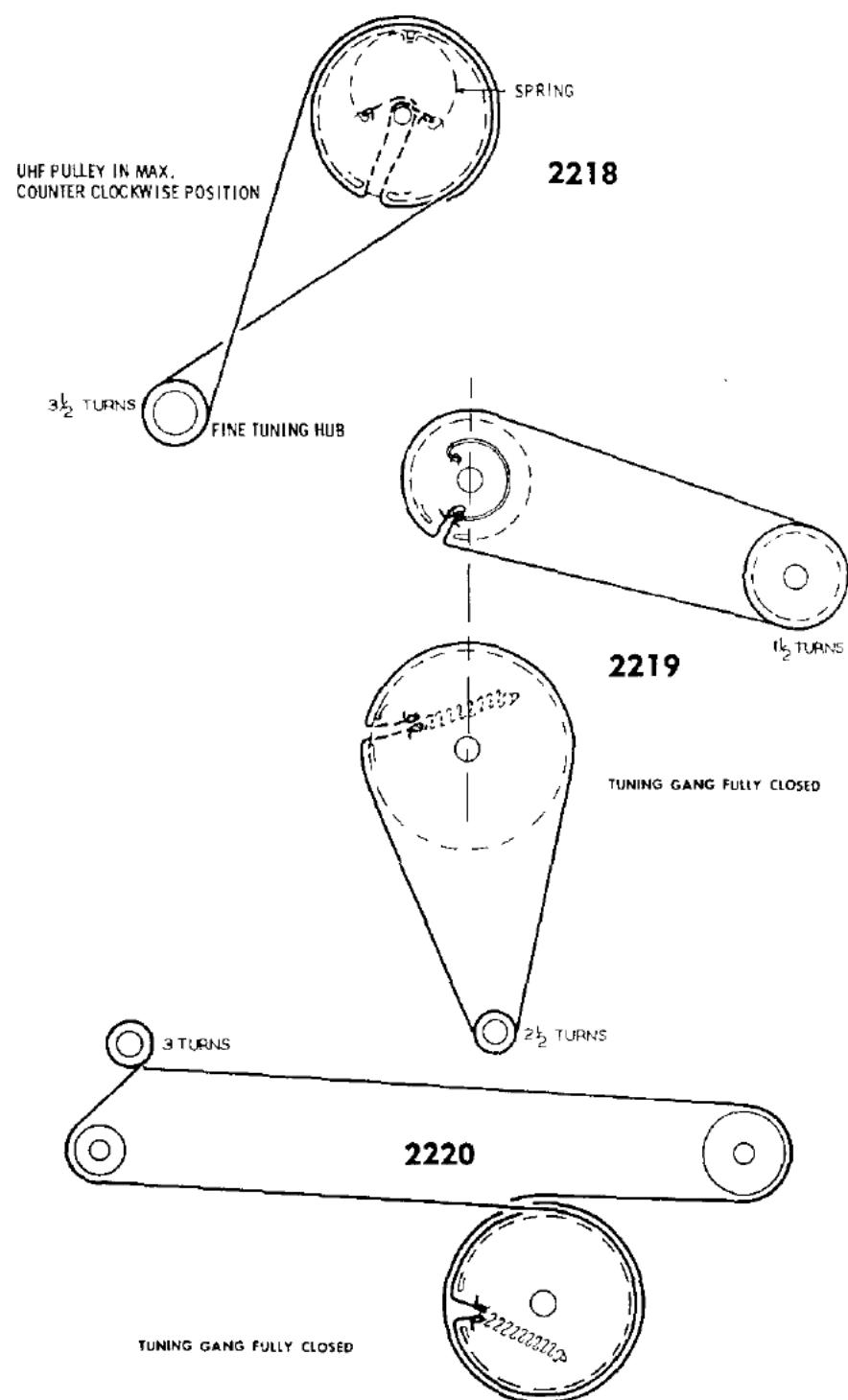
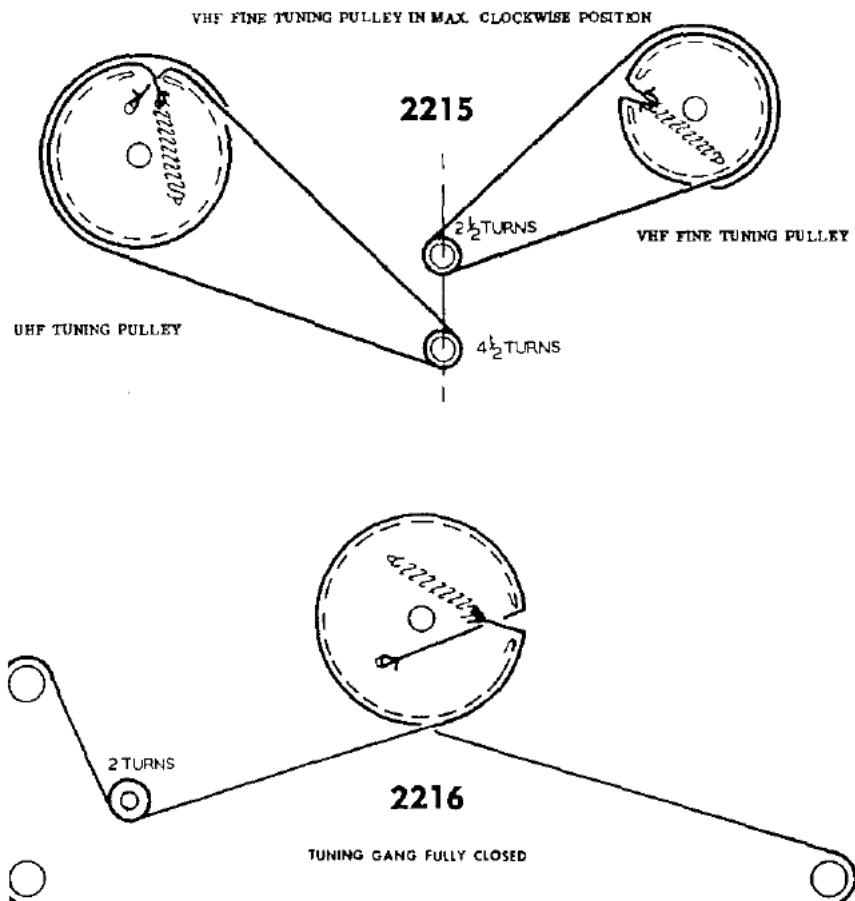
2211

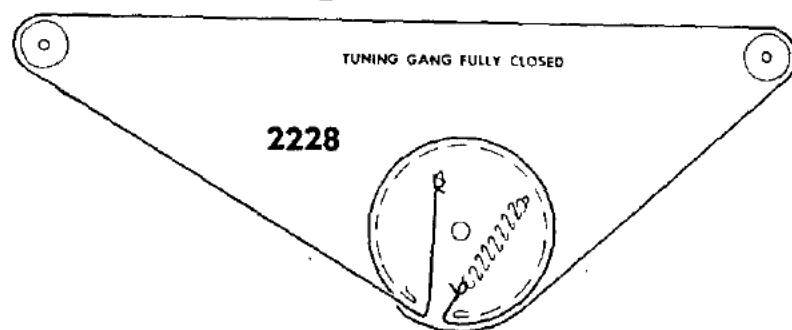
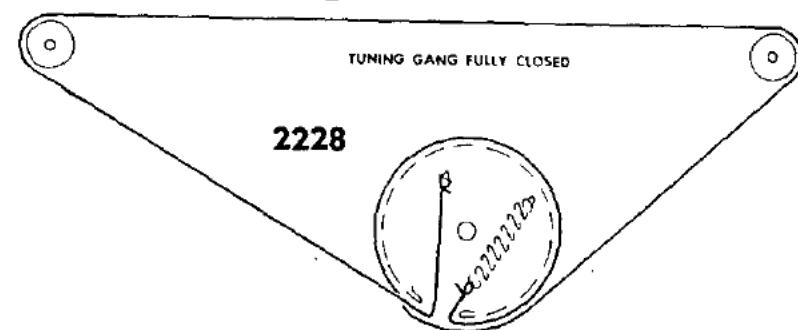
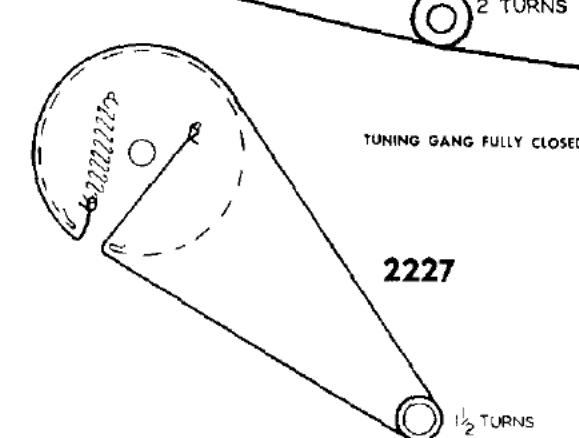
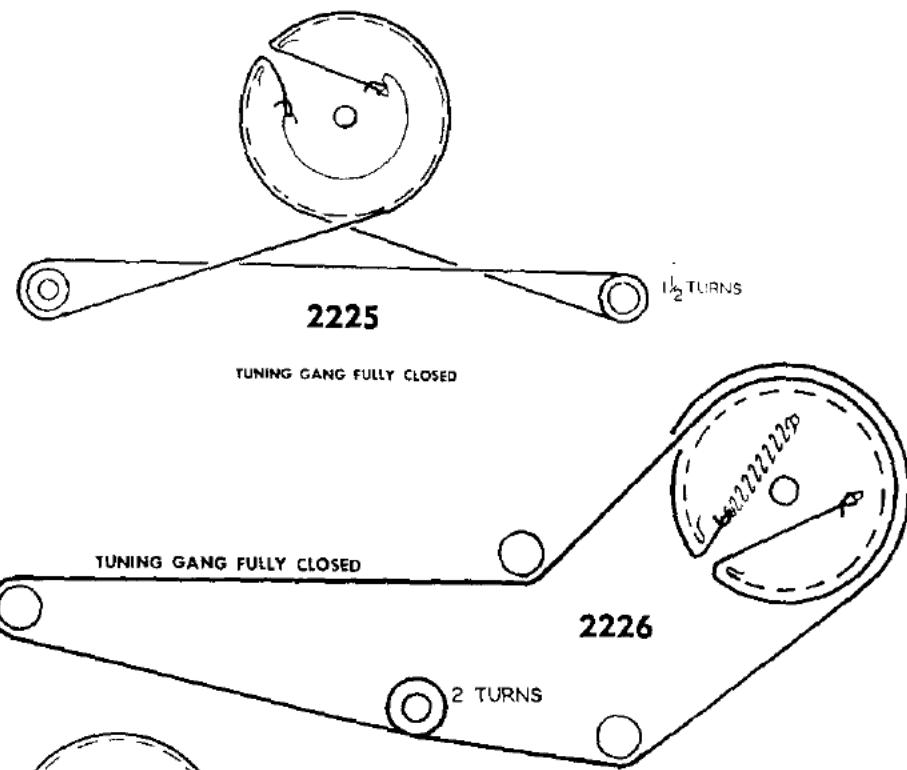
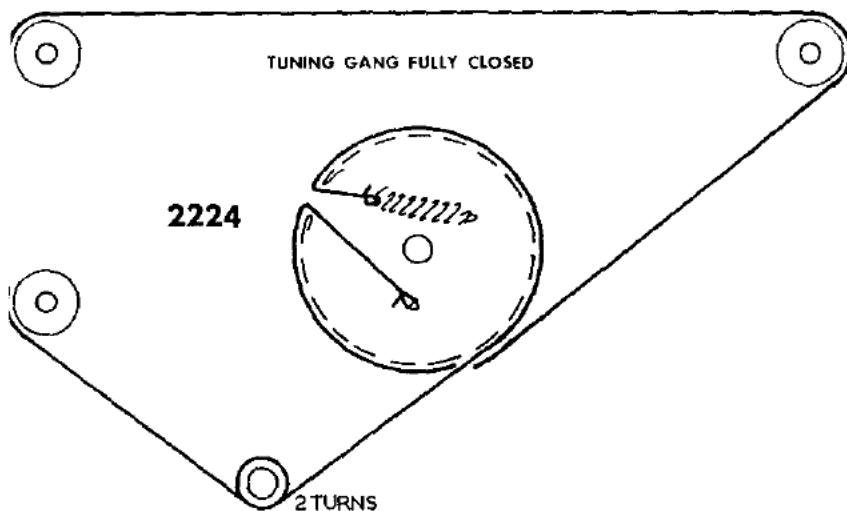
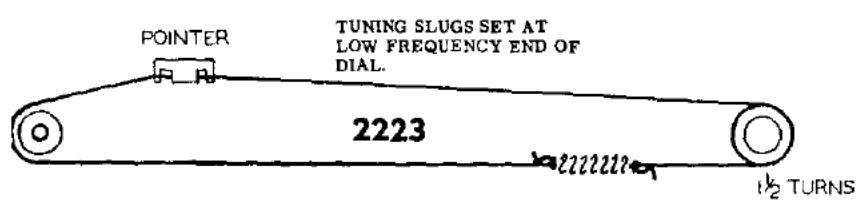
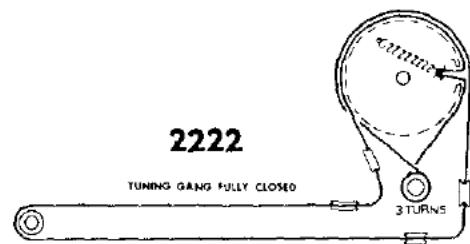
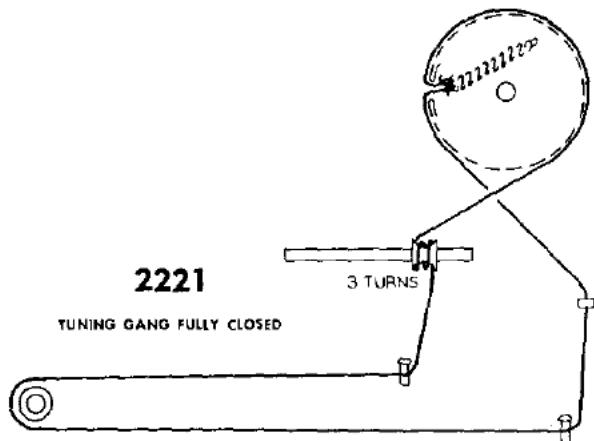
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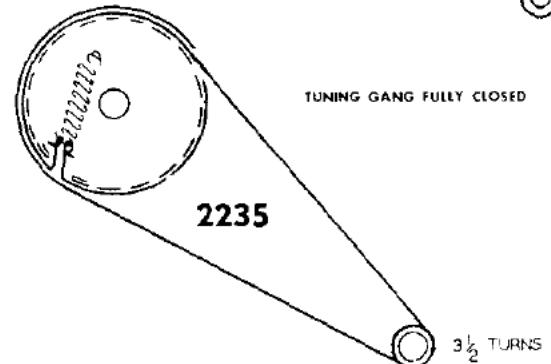
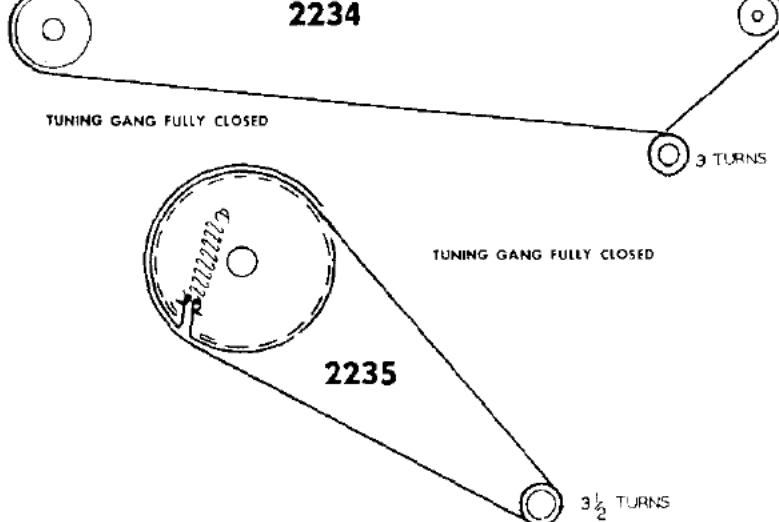
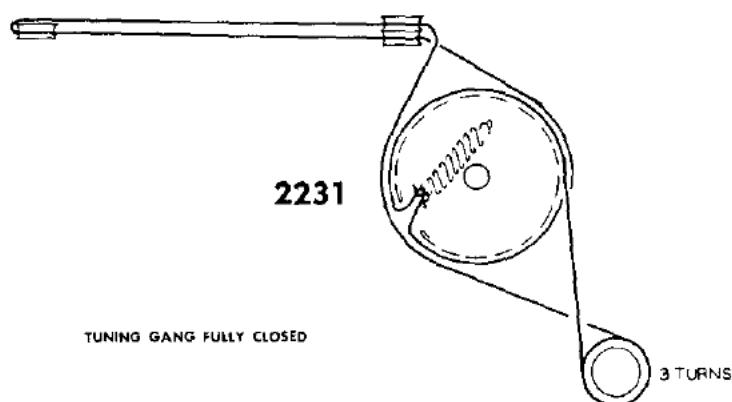
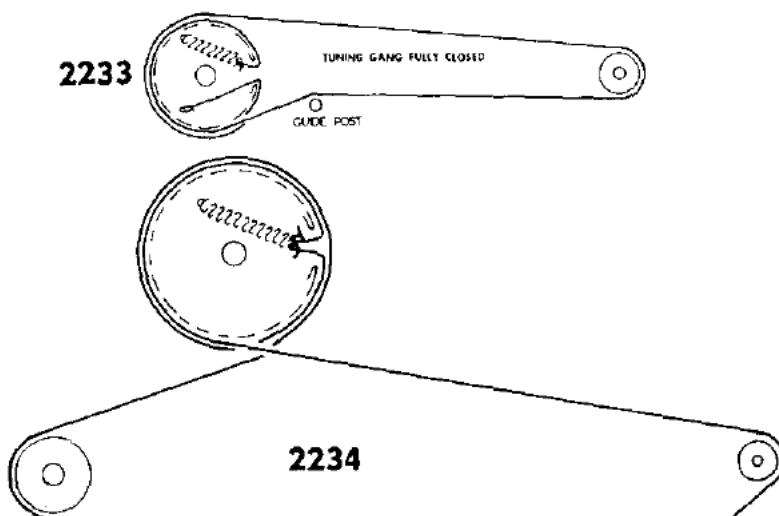
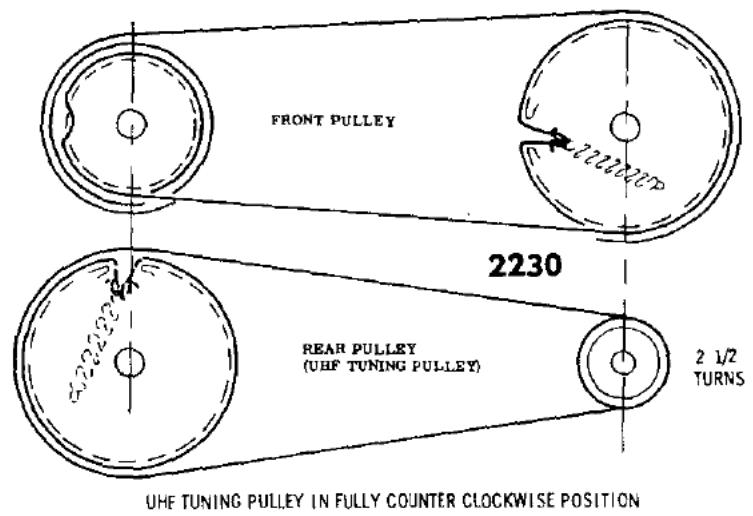
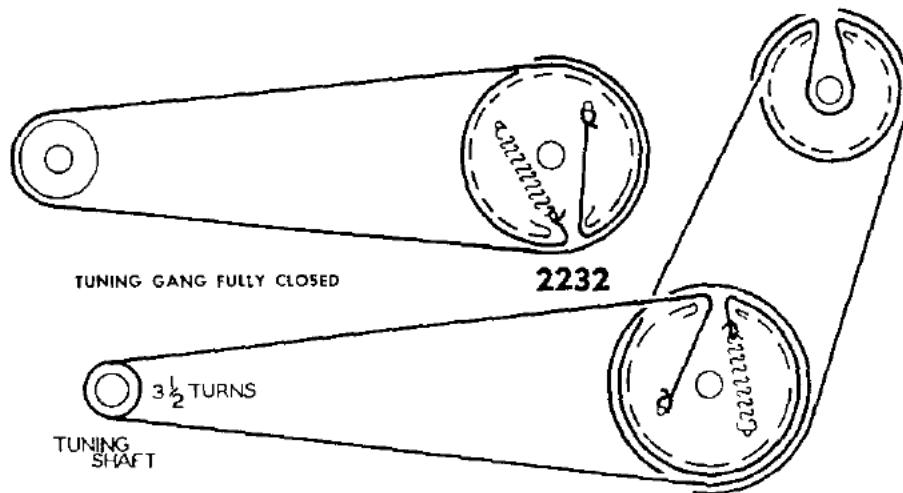
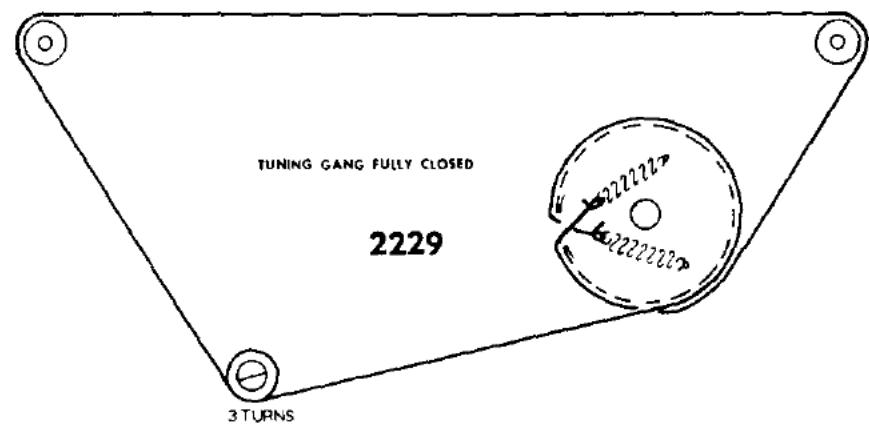


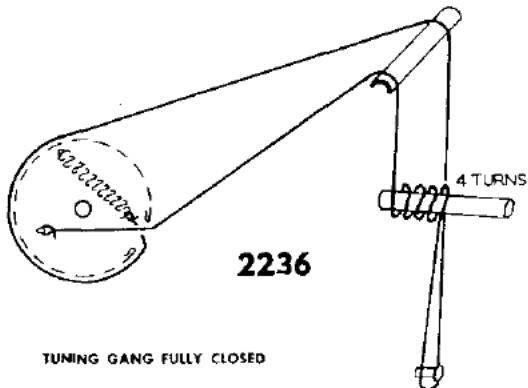
2213

2214



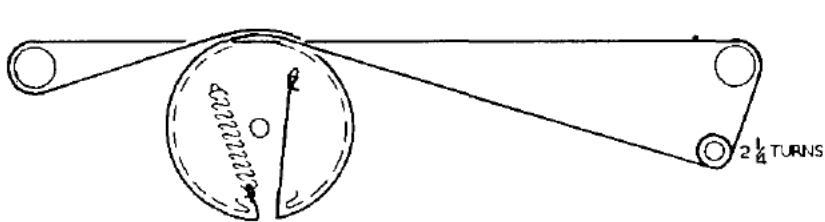






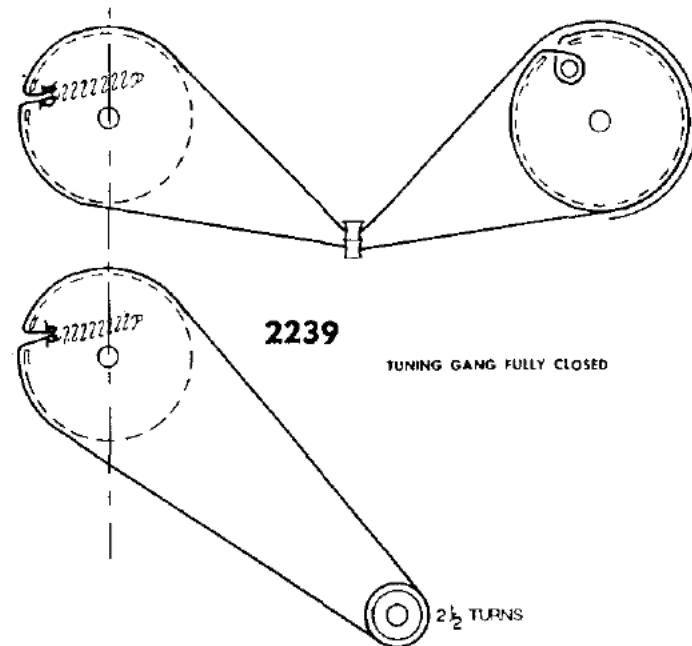
**2236**

TUNING GANG FULLY CLOSED



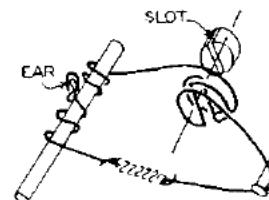
**2237**

TUNING GANG FULLY CLOSED



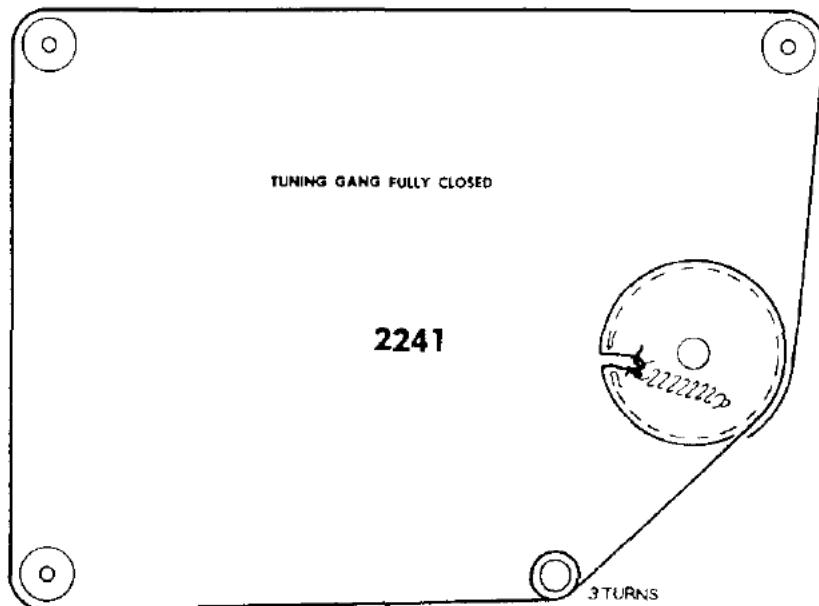
**2239**

TUNING GANG FULLY CLOSED

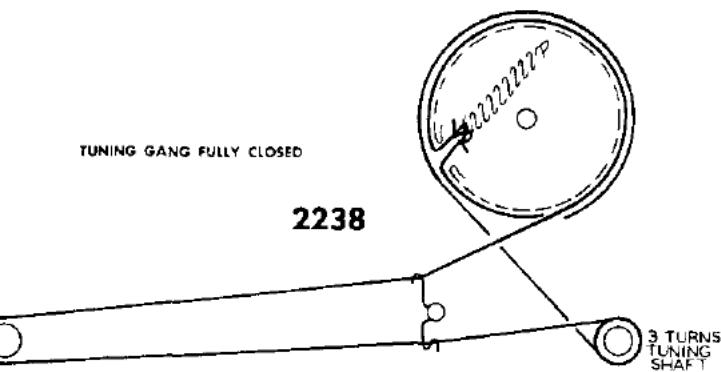


**2240**

TUNING GANG FULLY CLOSED



**2241**

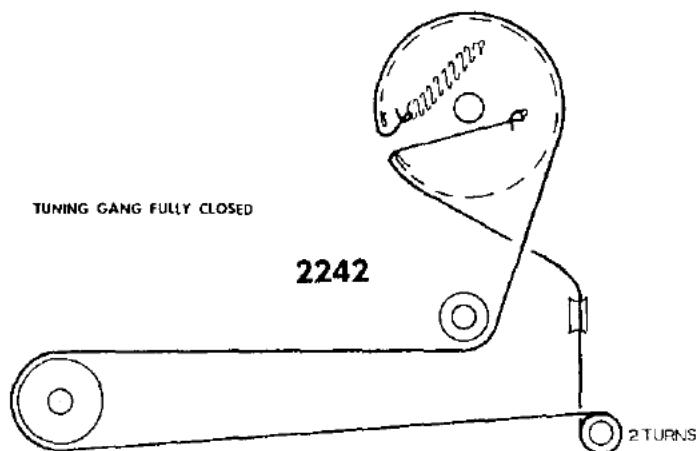


TUNING GANG FULLY CLOSED

**2238**

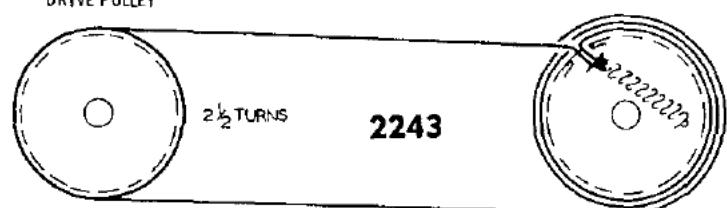
TUNING GANG FULLY CLOSED

**2242**



DRIVE PULLEY

CONTRAST CONTROL PULLEY

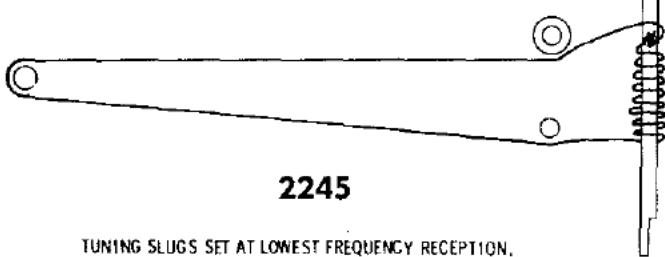


CONTRAST CONTROL PULLEY IN MAX. COUNTER CLOCKWISE POSITION.

**2243**

TUNING GANG FULLY CLOSED

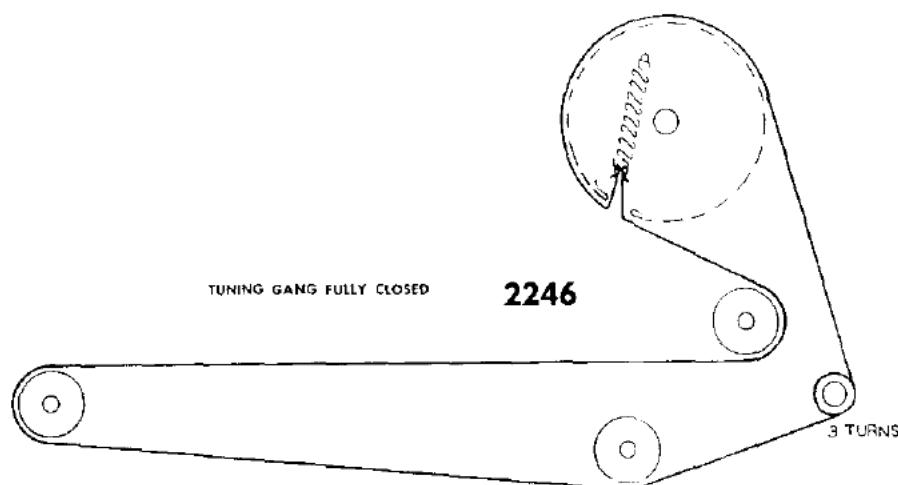
**2244**



TUNING SLUGS SET AT LOWEST FREQUENCY RECEPTION.

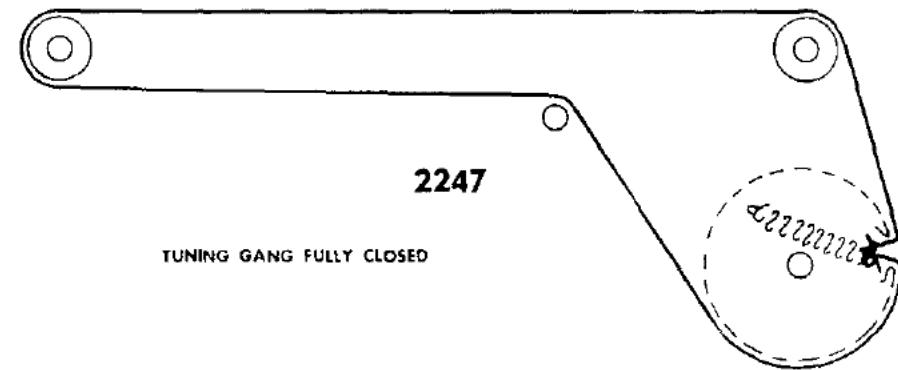
TUNING GANG FULLY CLOSED

**2246**



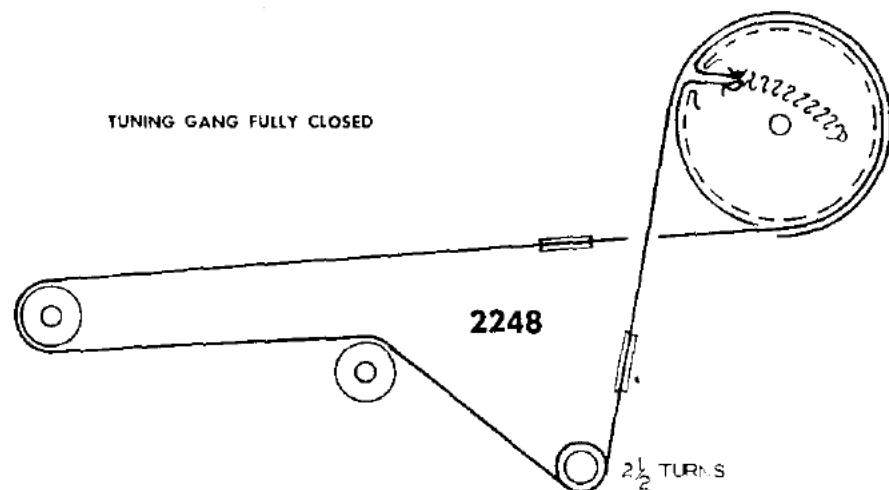
TUNING GANG FULLY CLOSED

**2247**

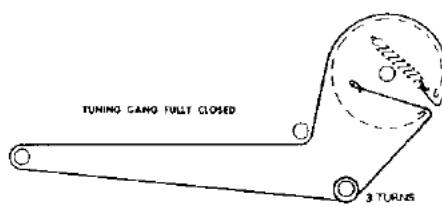


TUNING GANG FULLY CLOSED

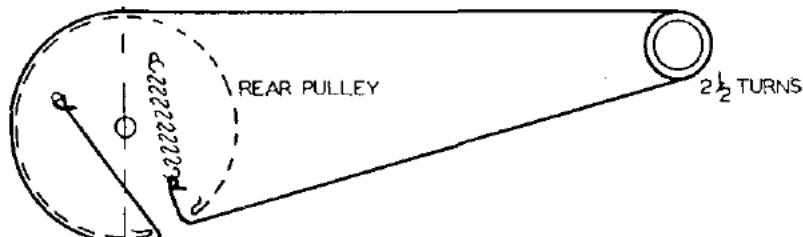
**2248**



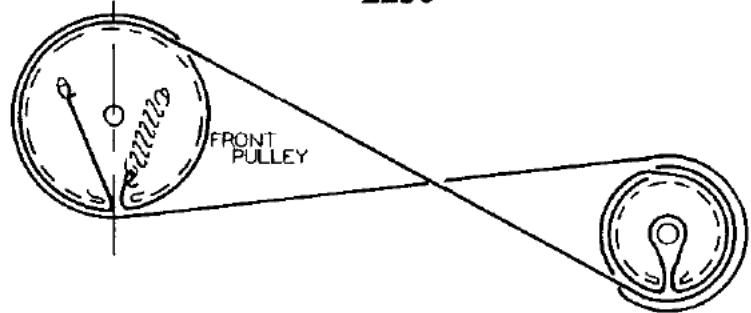
2 1/2 TURNS



**2249**

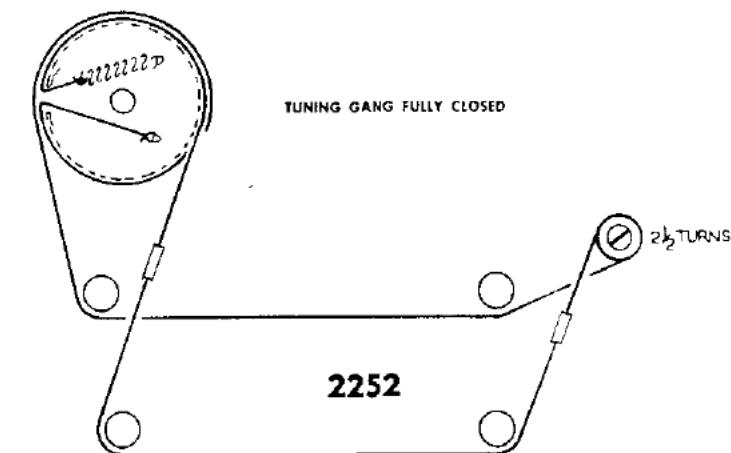


**2250**



TUNING GANG FULLY CLOSED

**2251**

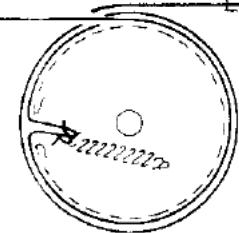


**2252**



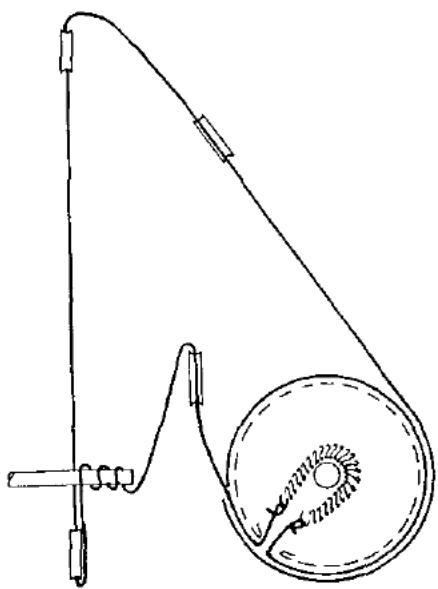
TUNING GANG FULLY CLOSED

**2253**



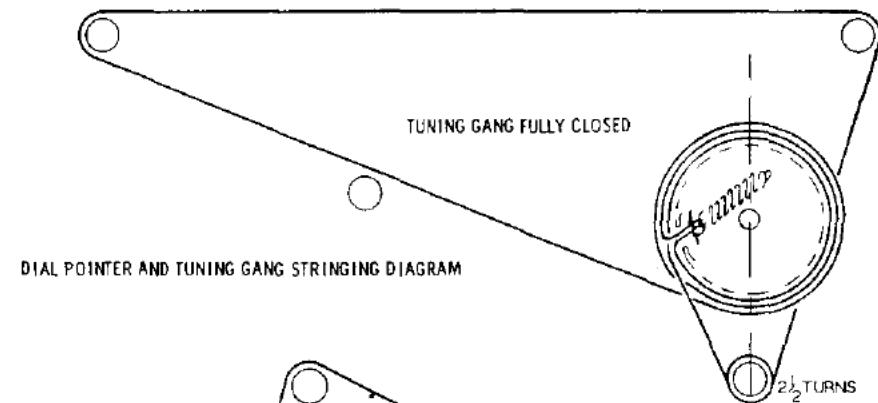
TUNING GANG FULLY CLOSED

**2254**



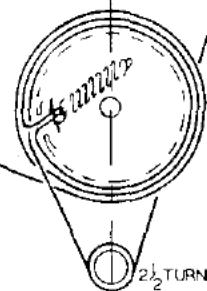
**2255**

TUNING GANG FULLY CLOSED



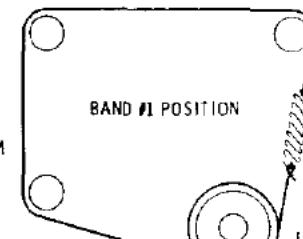
TUNING GANG FULLY CLOSED

DIAL POINTER AND TUNING GANG STRINGING DIAGRAM



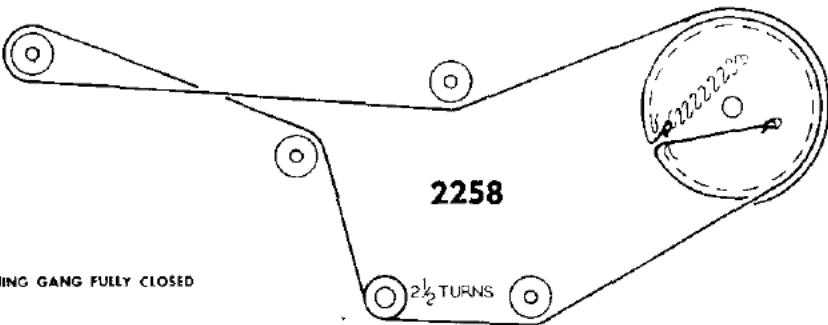
**2257**

BAND INDICATOR STRINGING DIAGRAM



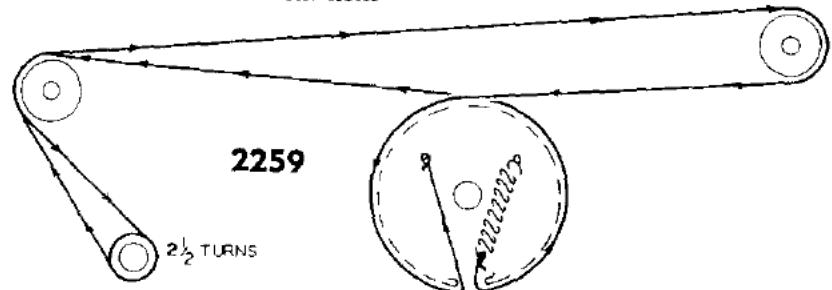
**2258**

TUNING GANG FULLY CLOSED

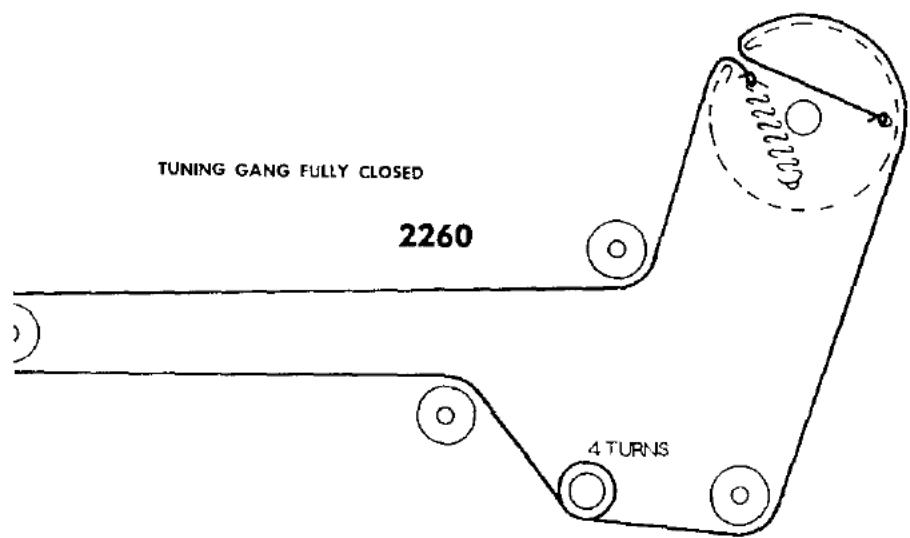


2 1/2 TURNS

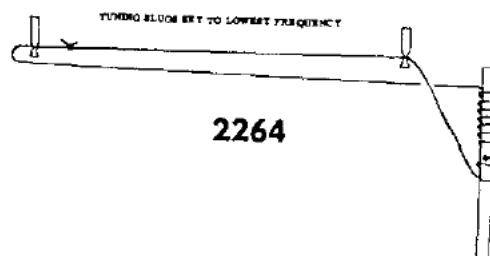
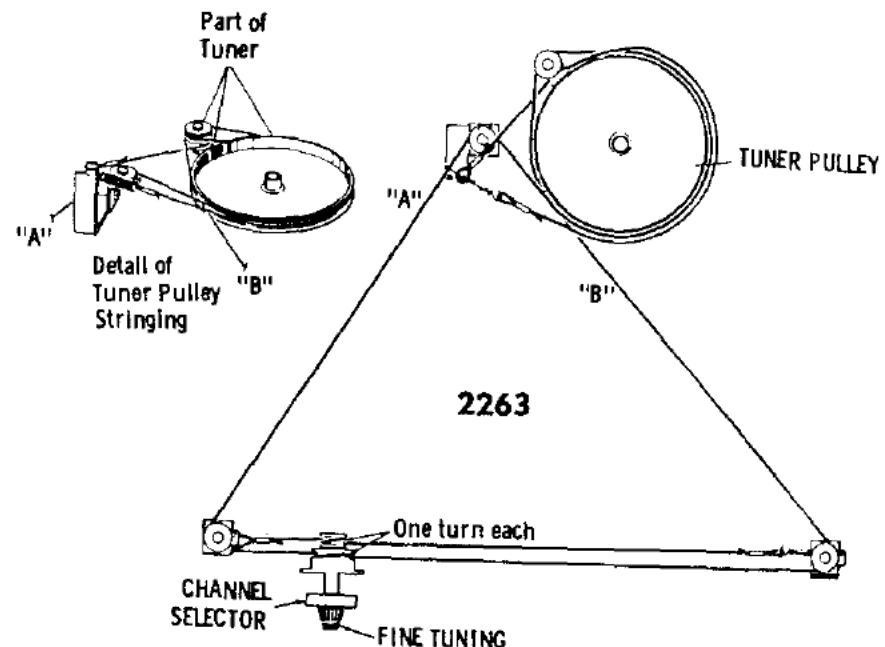
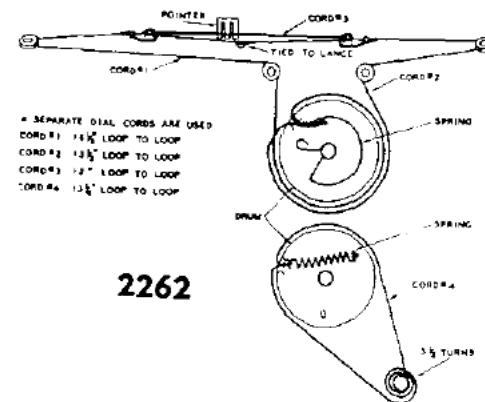
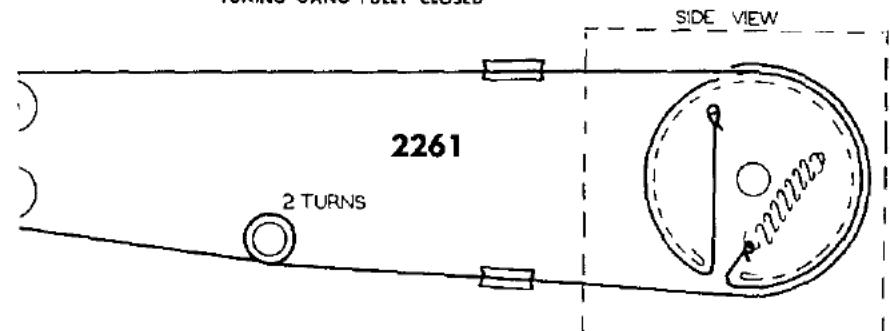
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

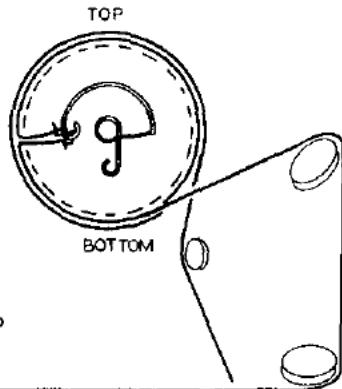


TUNING GANG FULLY CLOSED



**2265**

TUNING GANG FULLY CLOSED



3½ TURNS

DIAL POINTER DRIVE STRINGING

TUNING GANG FULLY CLOSED

**2266**

TUNING GANG DRIVE STRINGING

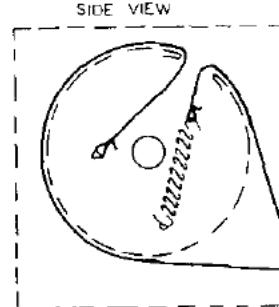
2½ TURNS

SIDE VIEW

TUNING GANG FULLY CLOSED

**2267**

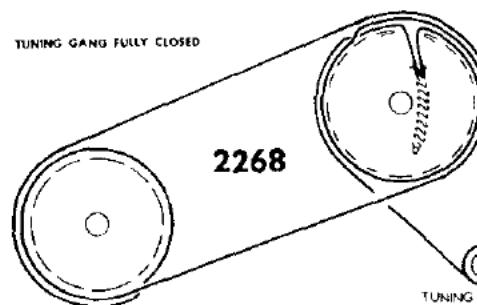
3½ TURNS



TUNING GANG FULLY CLOSED

**2268**

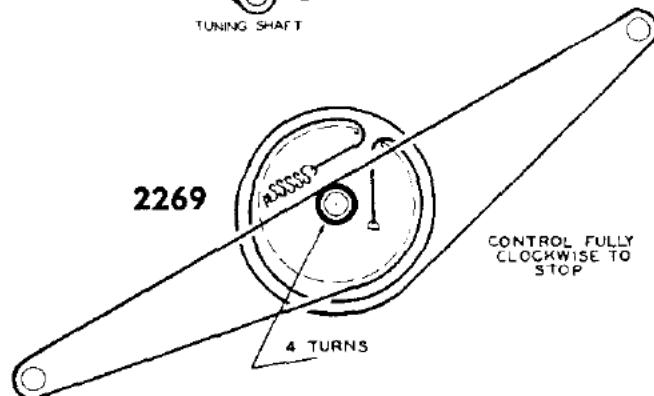
3½ TURNS  
TUNING SHAFT



**2269**

CONTROL FULLY  
CLOCKWISE TO  
STOP

4 TURNS

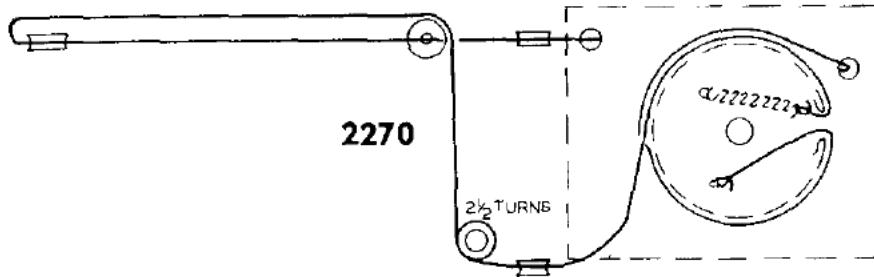


TUNING GANG FULLY CLOSED

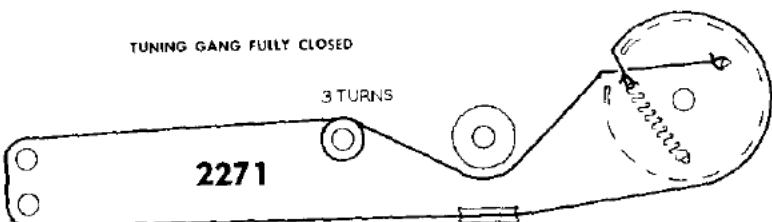
SIDE VIEW

**2270**

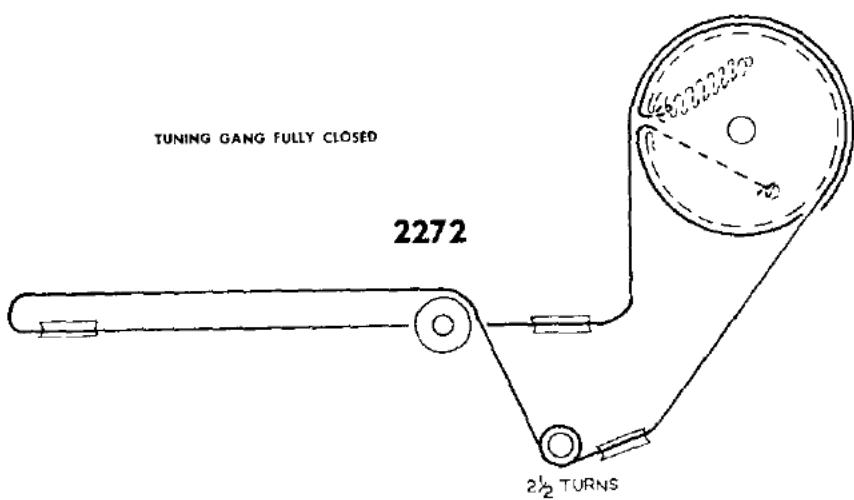
2½ TURNS



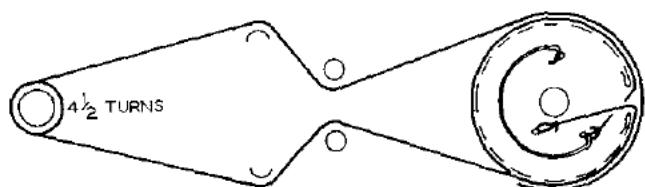
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



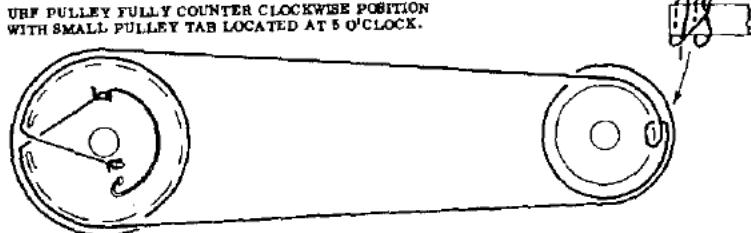
UHF PULLEY MAX. CLOCKWISE



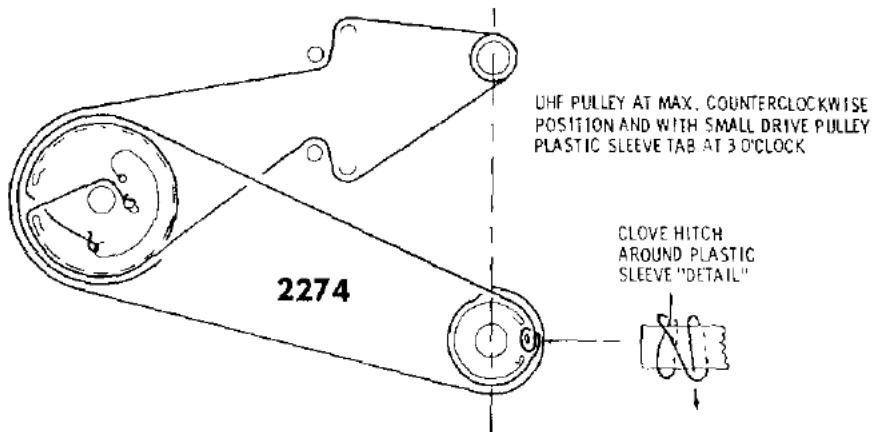
"REAR" UHF DIAL STRINGING (USED WITH VHF TUNER R/JX-083)

2273

UHF PULLEY FULLY COUNTER CLOCKWISE POSITION  
WITH SMALL PULLEY TAB LOCATED AT 5 O'CLOCK.

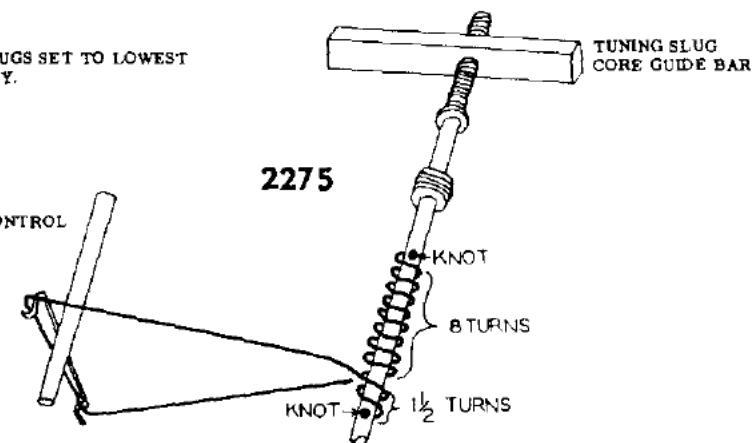


"FRONT" UHF DIAL STRINGING (USED WITH VHF TUNER R/JX-083)



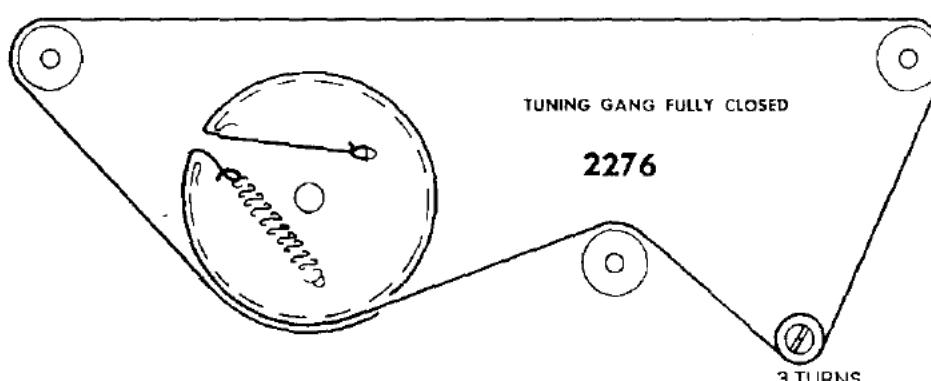
TUNING SLUGS SET TO LOWEST FREQUENCY.

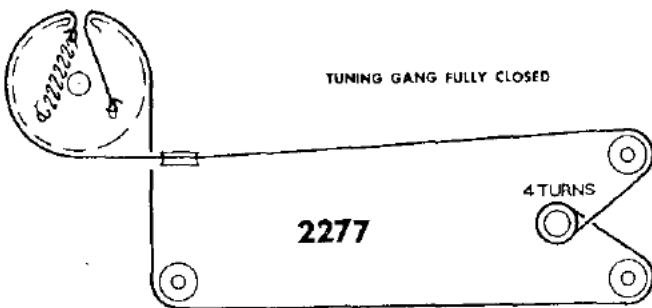
VOLUME CONTROL SHAFT



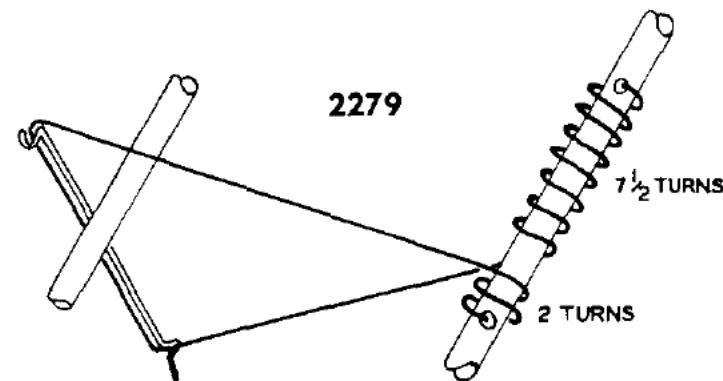
TUNING GANG FULLY CLOSED

2276

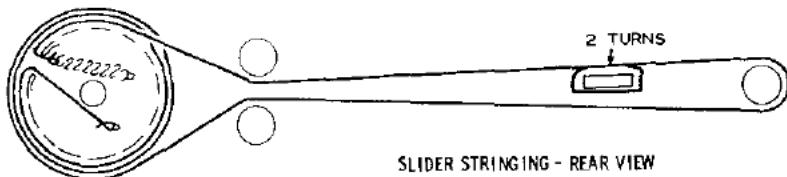
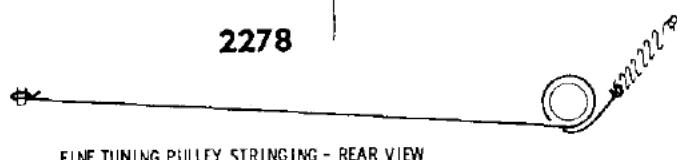
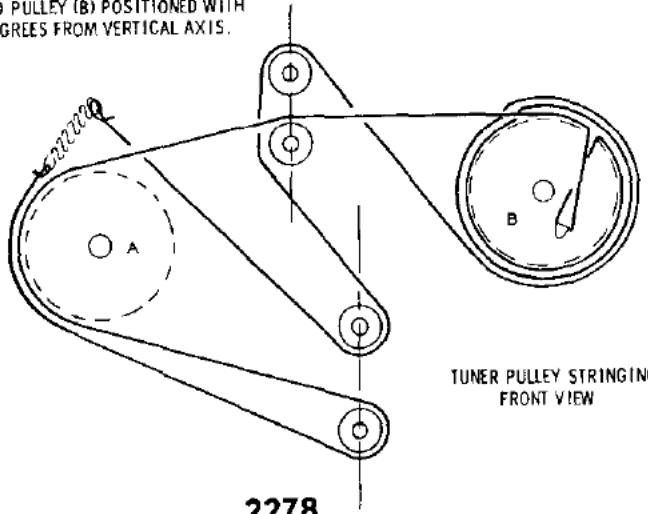




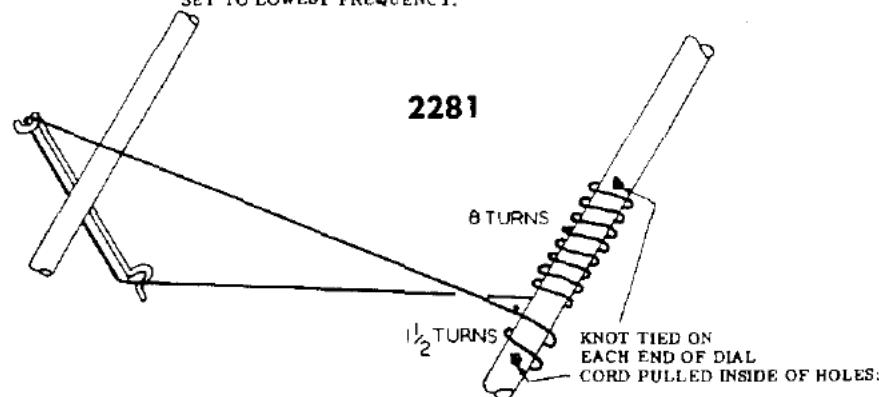
AM TUNING GANG FULLY CLOSED & FM TUNING SLUGS SET TO LOWEST FREQUENCY.  
KNOT TIED ON EACH END OF DIAL CORD PULLED INSIDE OF HOLES.



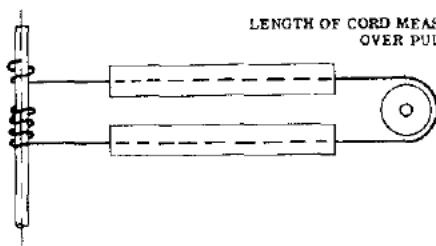
TUNER PULLEY (A) IN EXTREME COUNTER-CLOCKWISE POSITION, AND PULLEY (B) POSITIONED WITH OPENING 45-Degrees FROM VERTICAL AXIS.



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



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

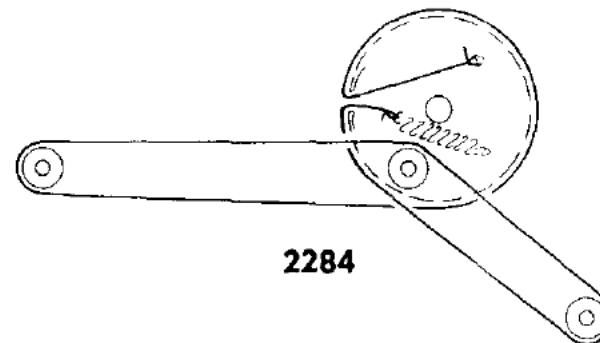
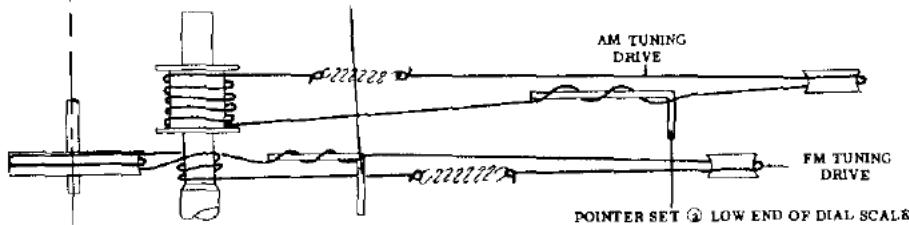


TUNING CORES SET TO  
HIGHEST FREQ. SETTING

TUNING GANG FULLY CLOSED

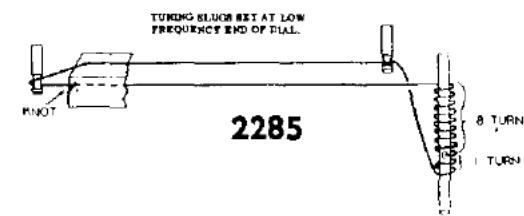
**2282**

POINTER SET @ HIGH END OF DIAL SCALE

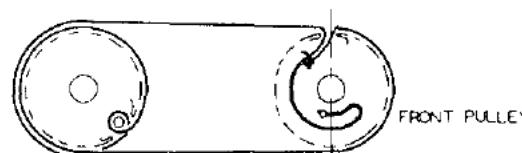


**2284**

TUNING GANG FULLY CLOSED

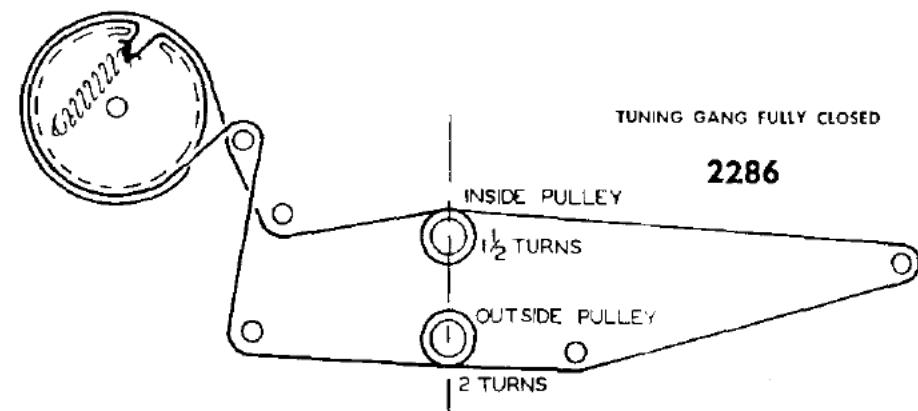
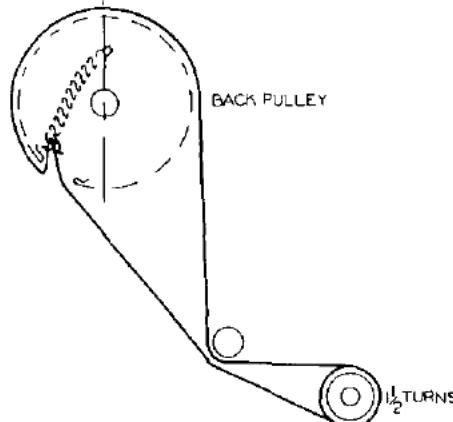


**2285**



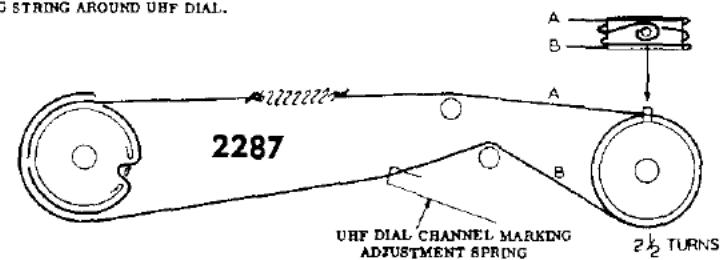
**2283**

TUNING GANG FULLY CLOSED

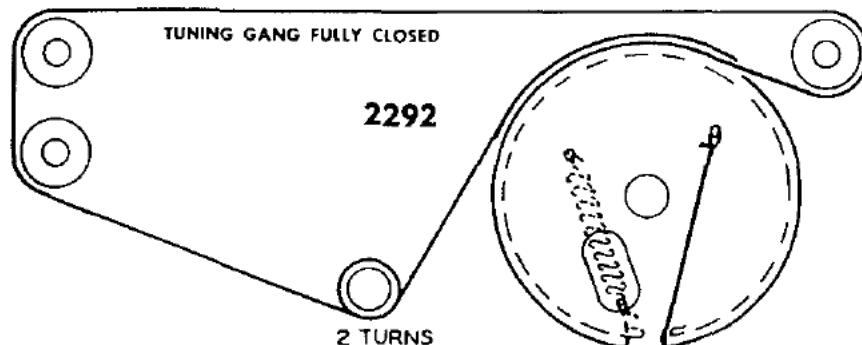
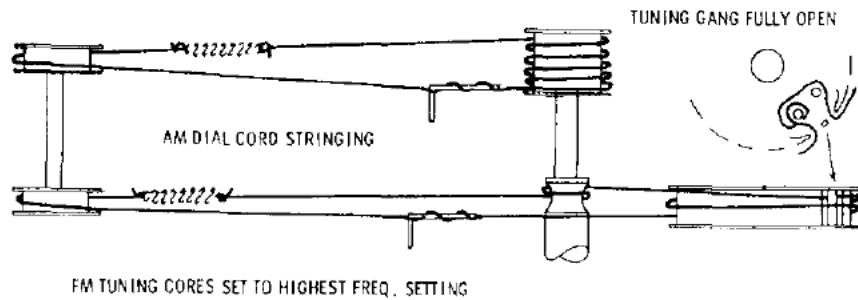
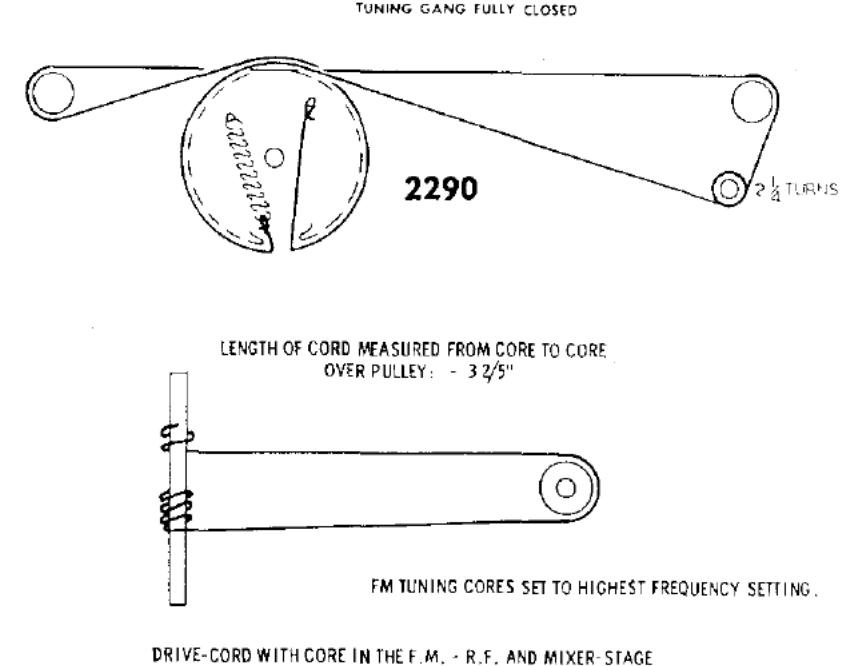
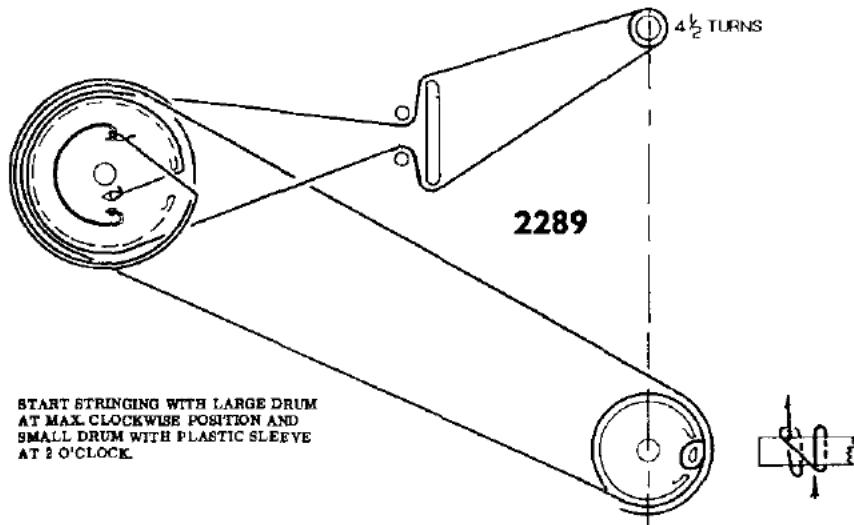
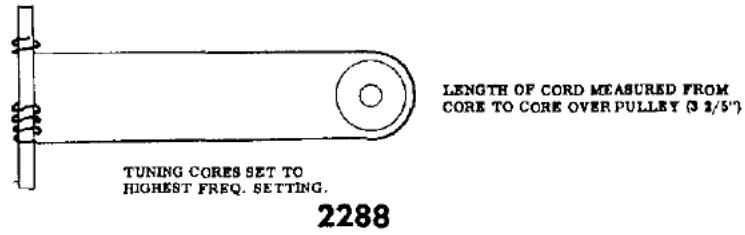
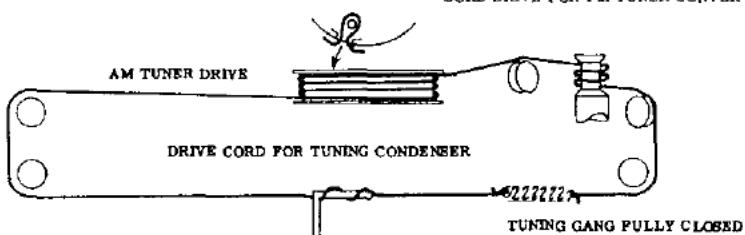
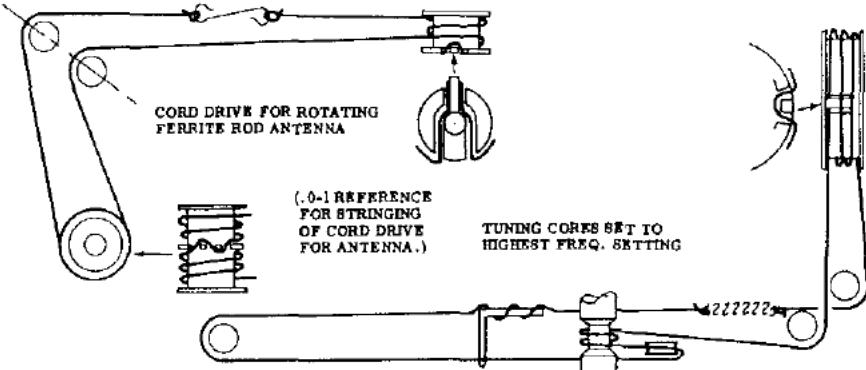


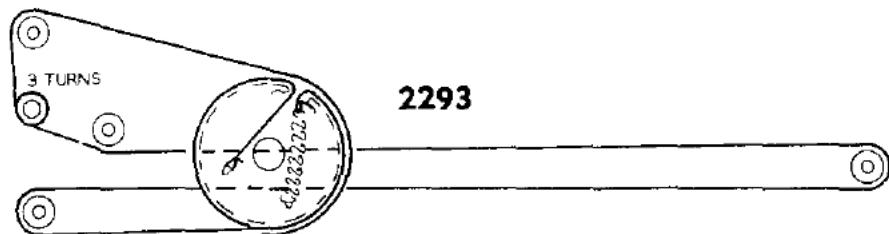
**2286**

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



**2287**

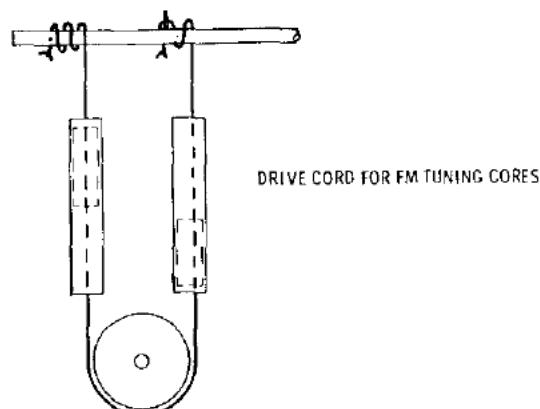




**2293**

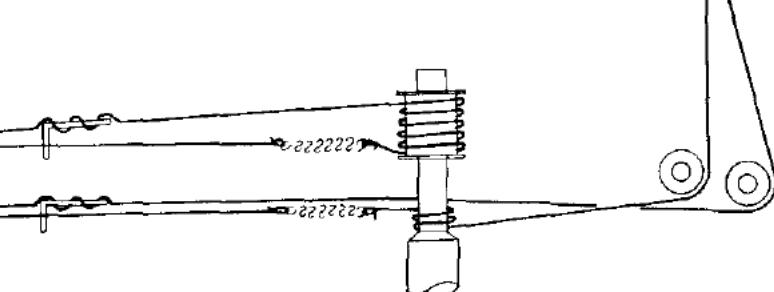
TUNING GANG FULLY CLOSED

TUNING CORES SET TO LOWEST FREQUENCY SETTING.



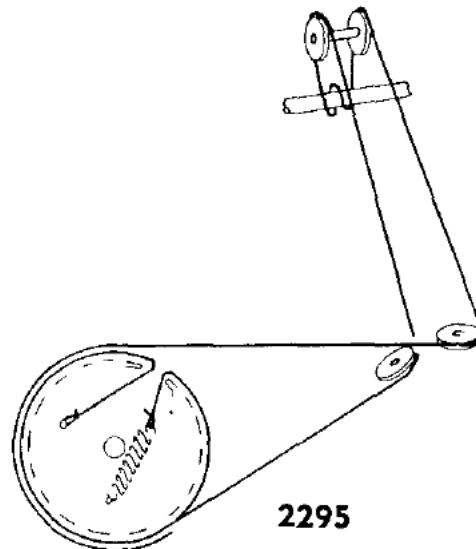
**2294**

TUNING GANG FULLY CLOSED



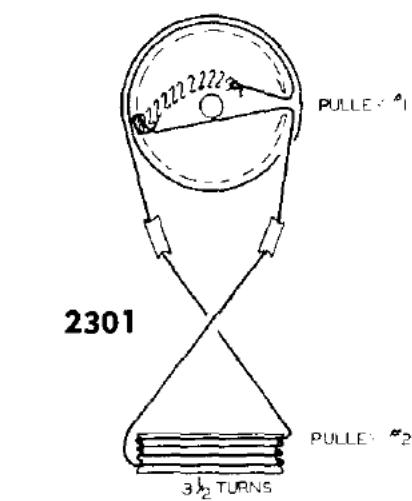
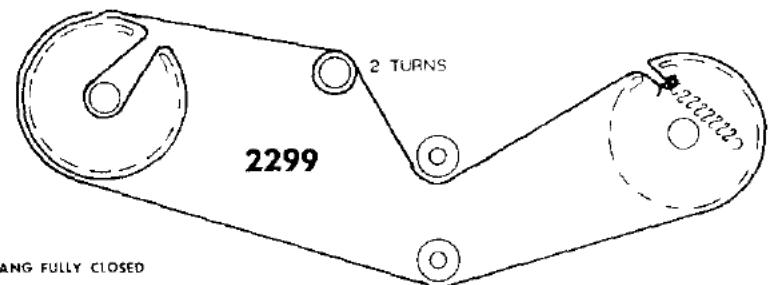
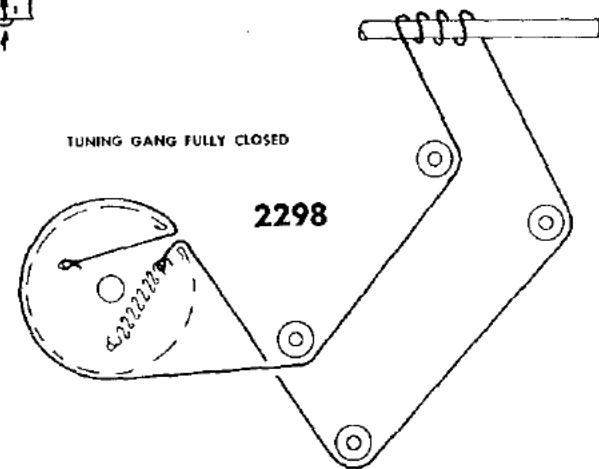
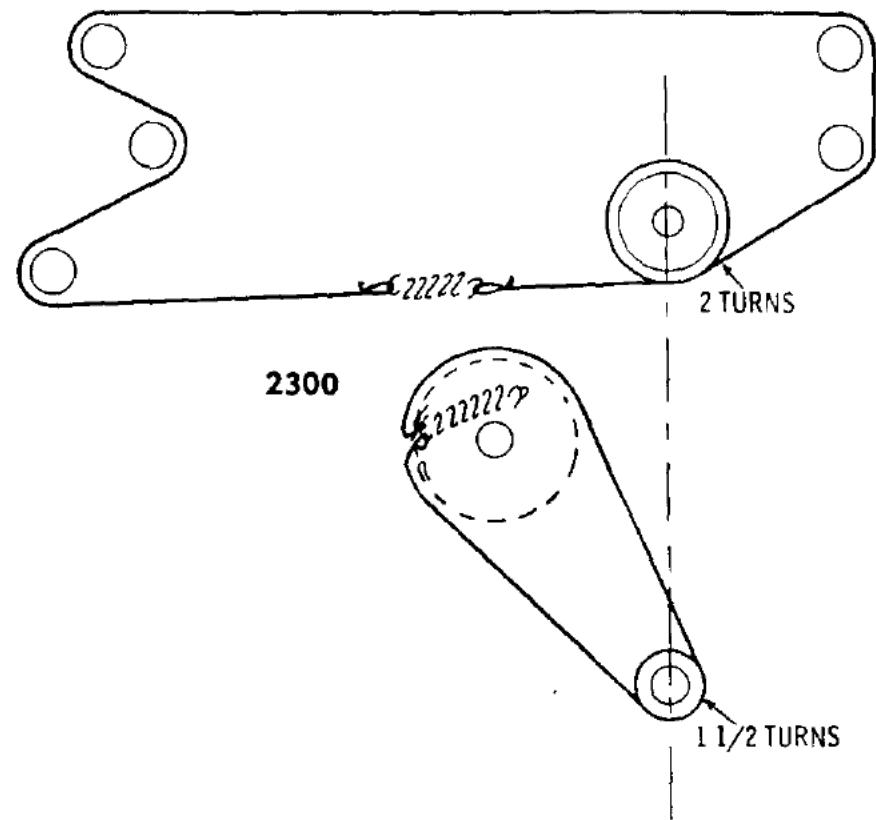
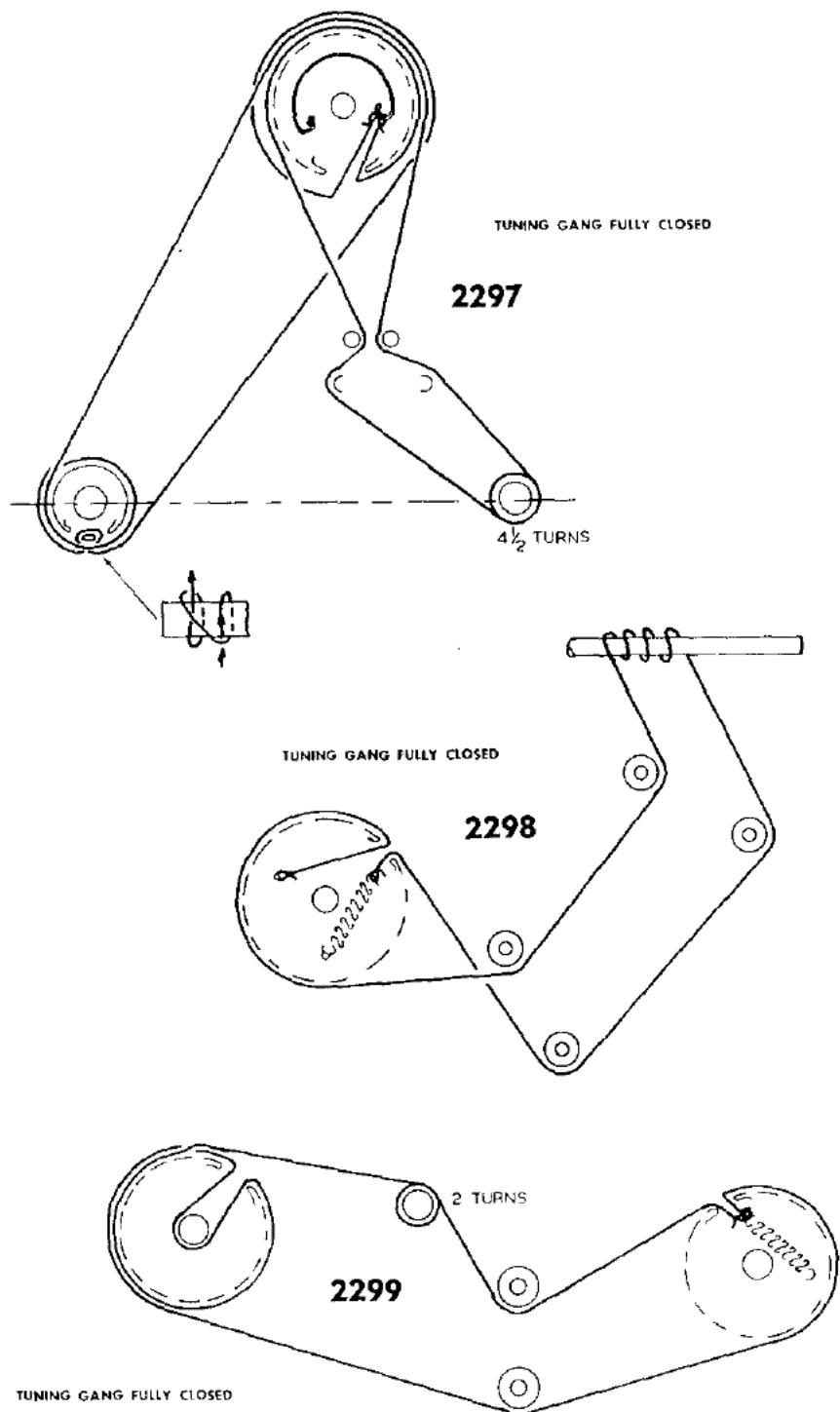
**2295**

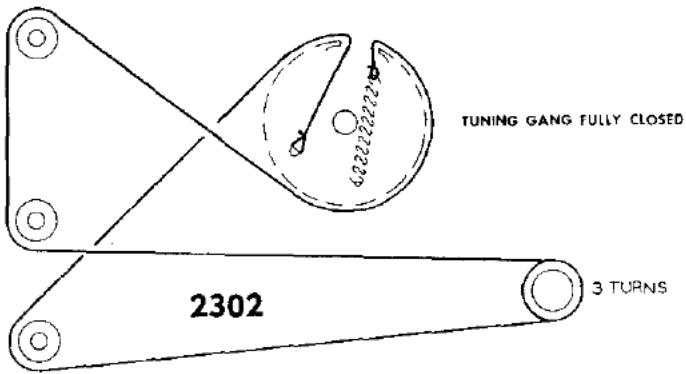
TUNING GANG FULLY CLOSED



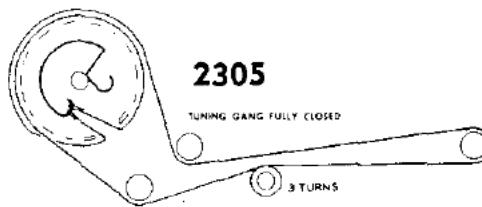
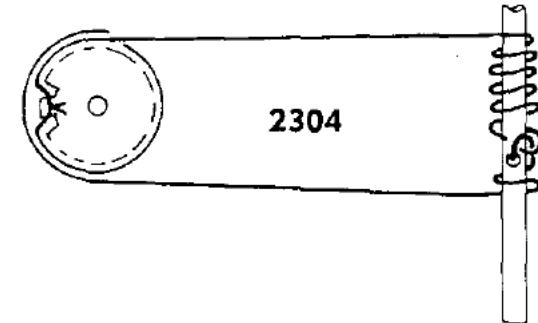
**2296**

TUNING GANG FULLY CLOSED



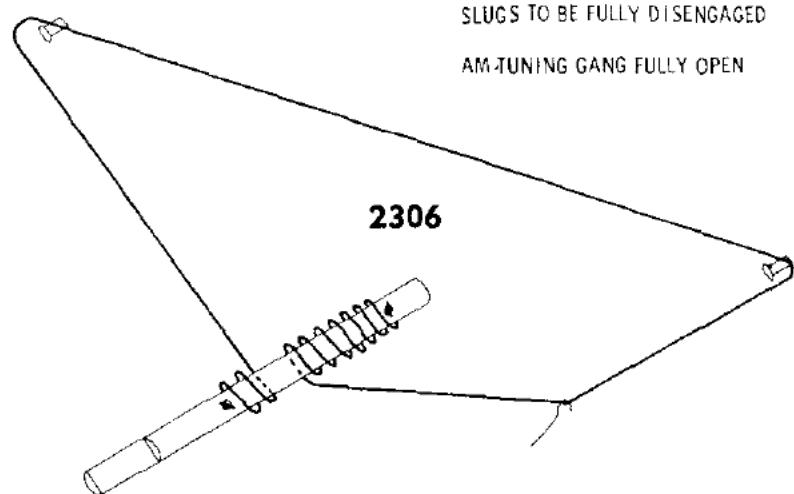
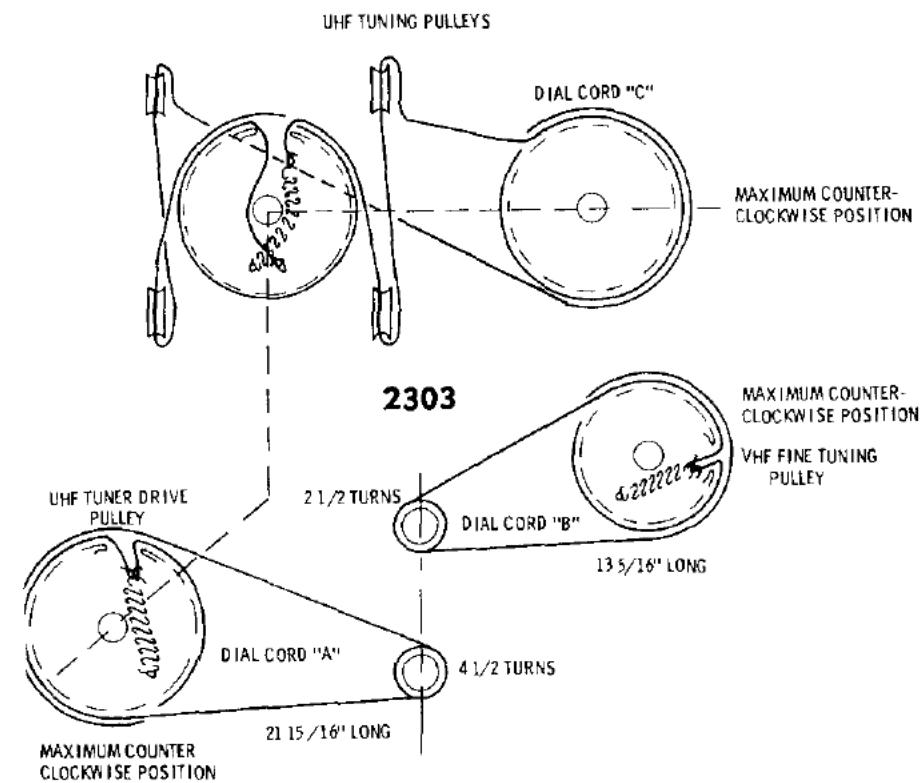


TUNING SLUGS SET AT LOWEST FREQUENCY.



**2305**

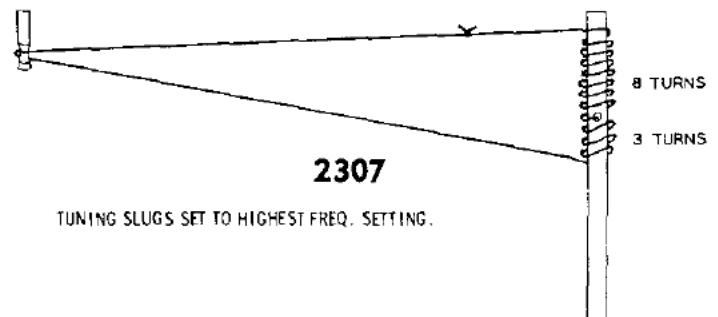
TUNING GANG FULLY CLOSED



**2306**

SLUGS TO BE FULLY DISENGAGED

AM TUNING GANG FULLY OPEN

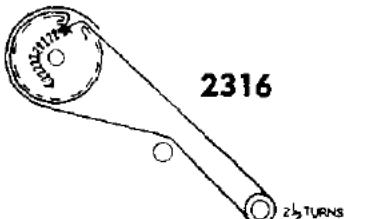
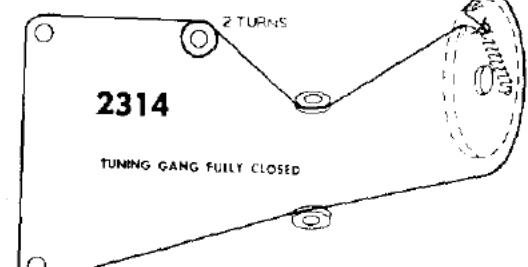
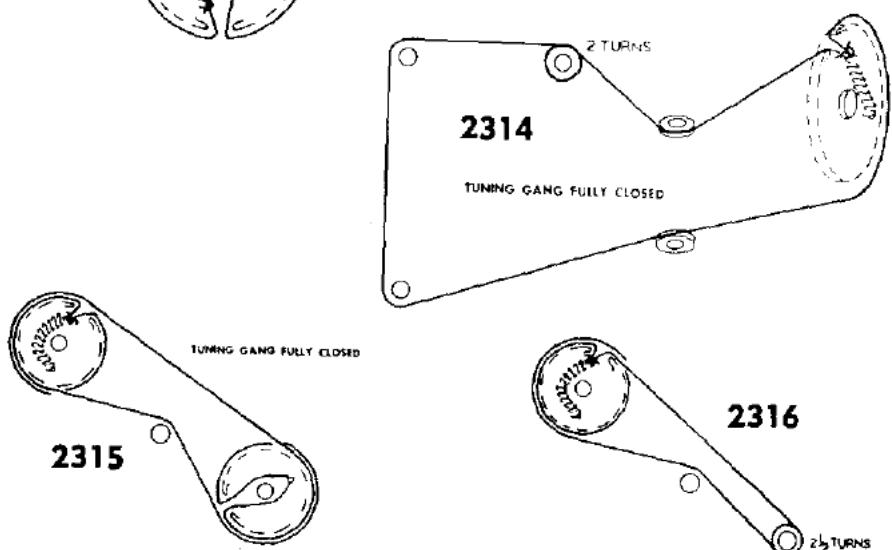
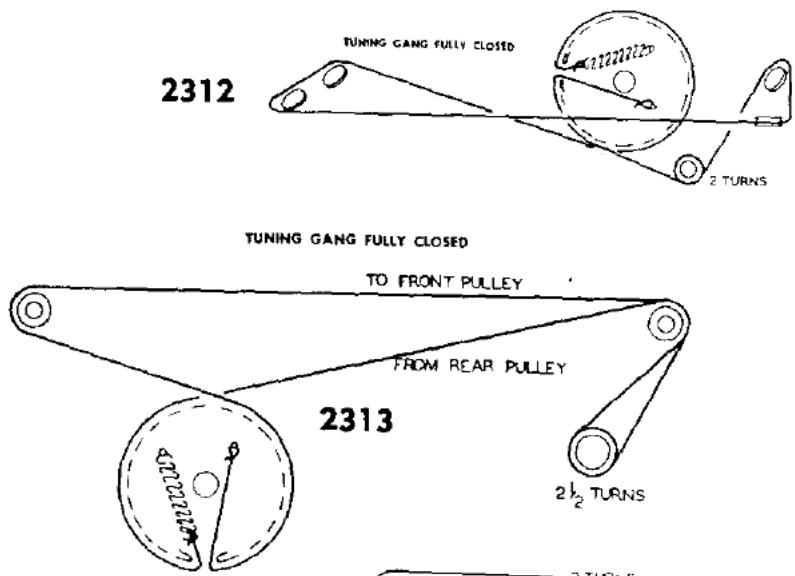
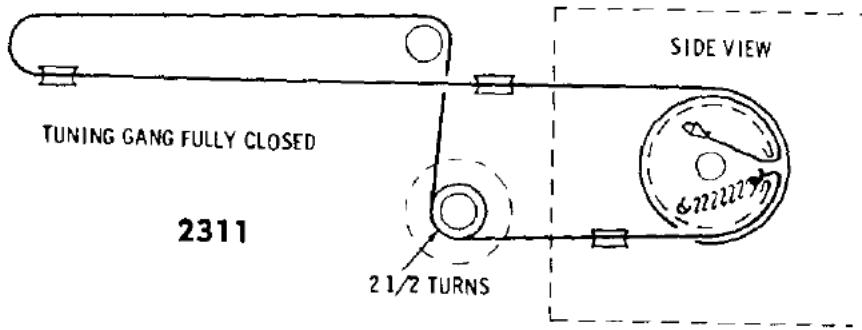
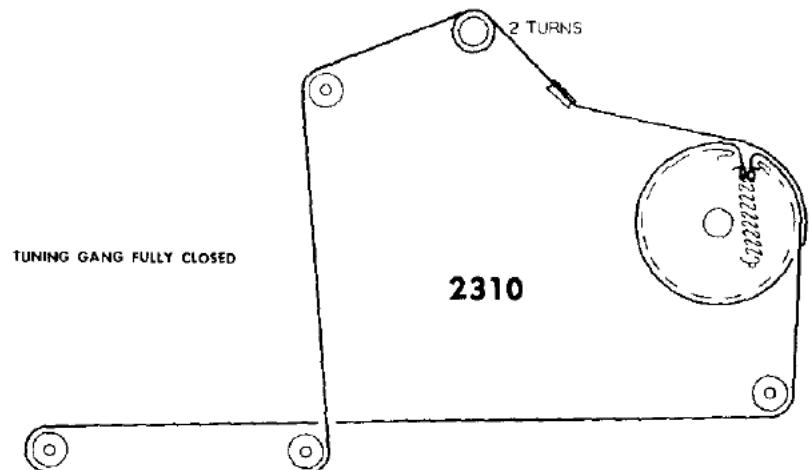
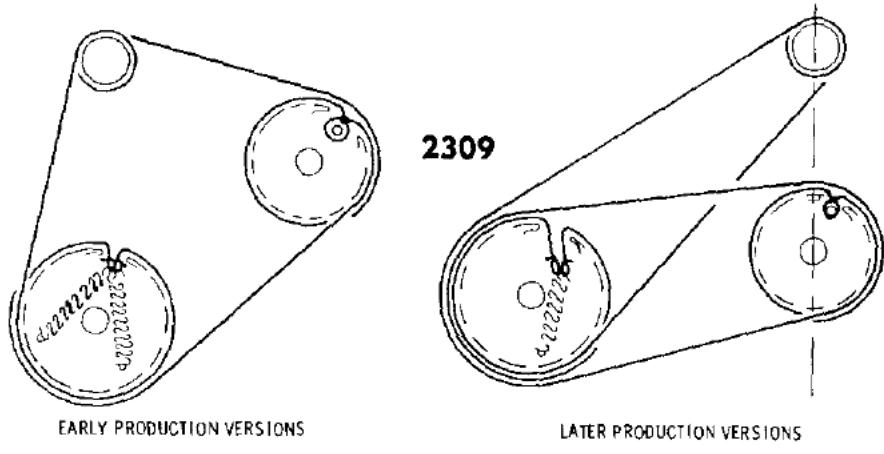
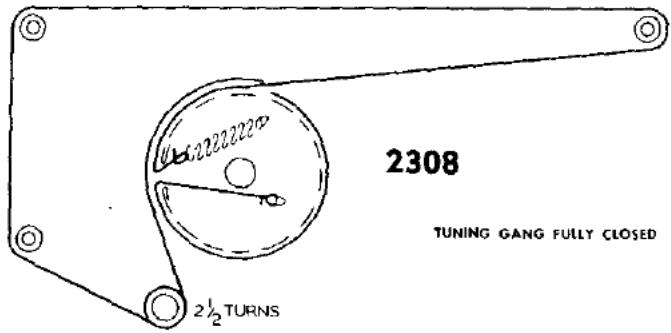


**2307**

TUNING SLUGS SET TO HIGHEST FREQ. SETTING.

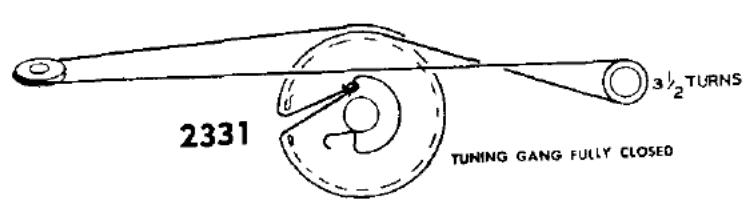
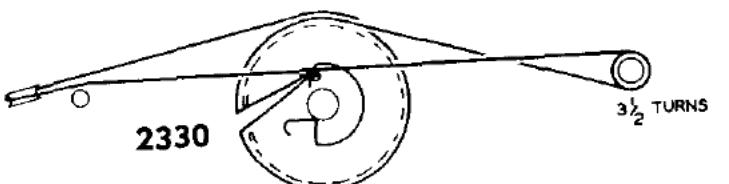
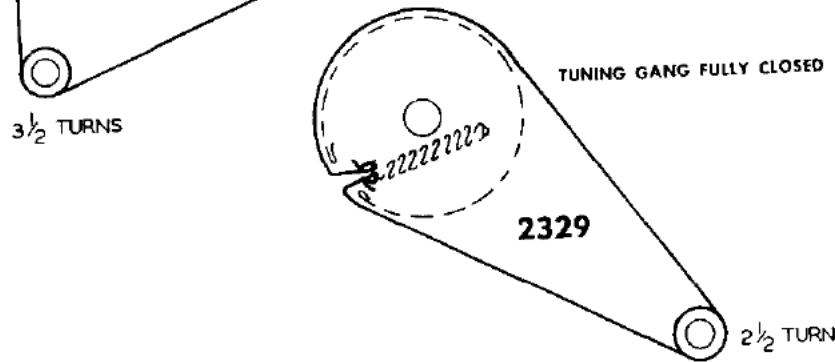
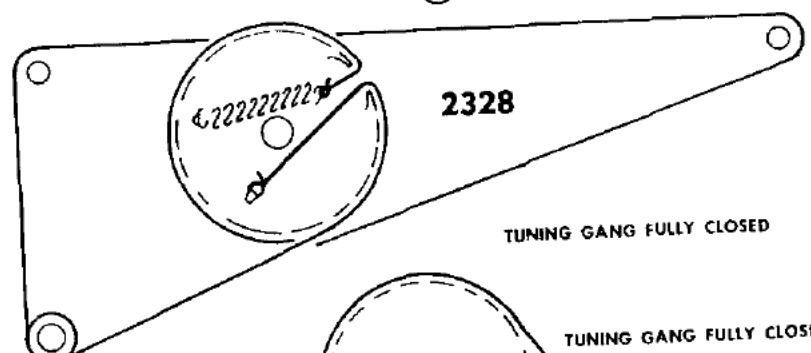
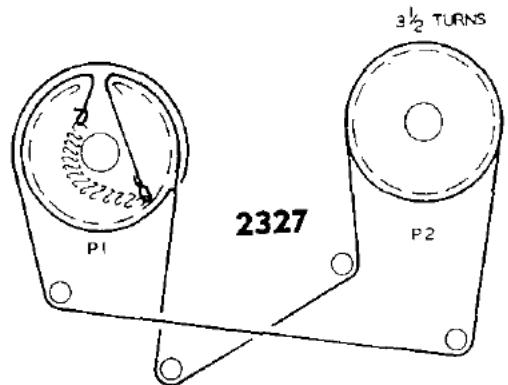
8 TURNS

3 TURNS



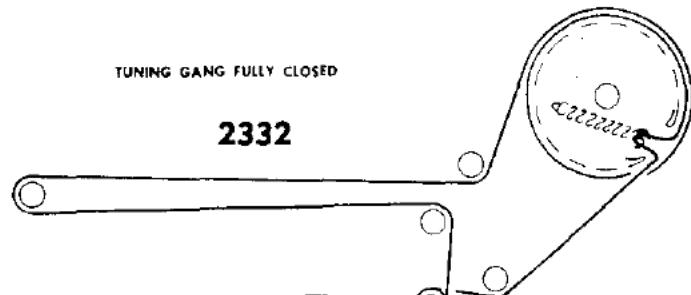


TURN FINE TUNING SHAFT WITH  
PULLEY P1 FULLY CLOCKWISE



TUNING GANG FULLY CLOSED

**2332**



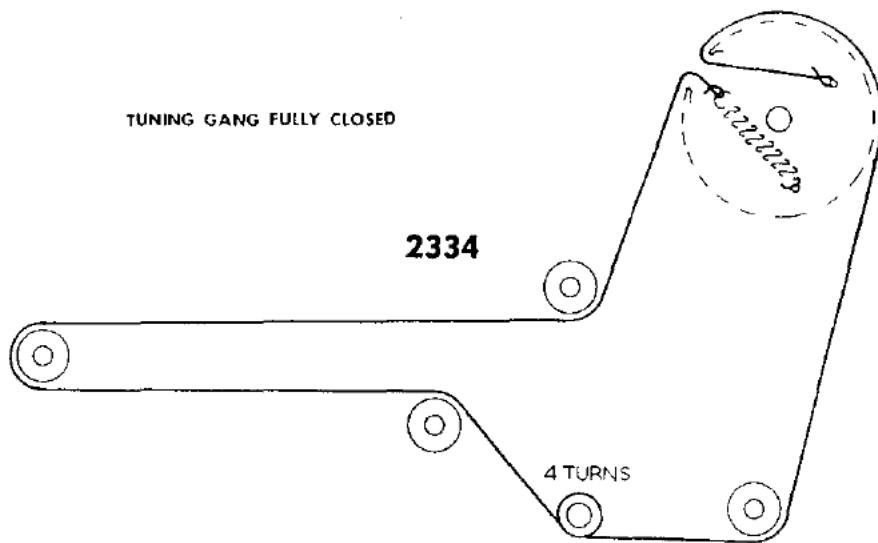
TUNING GANG FULLY CLOSED

**2333**



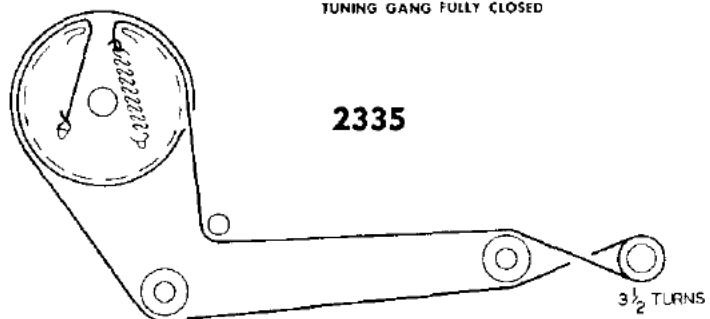
TUNING GANG FULLY CLOSED

**2334**



TUNING GANG FULLY CLOSED

**2335**



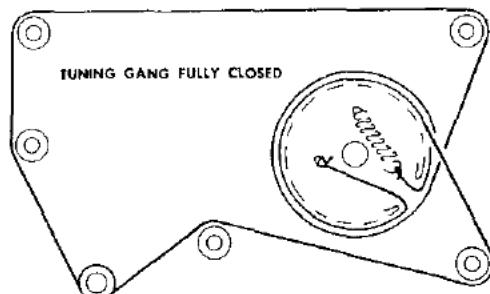
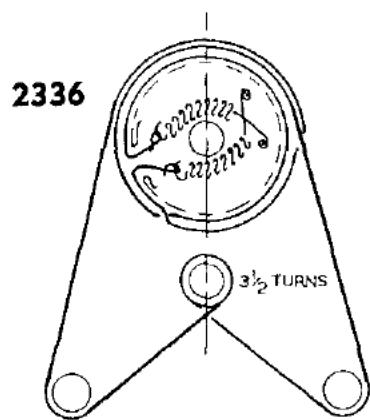


FIG. 1 STRINGING OF TUNING CONTROL

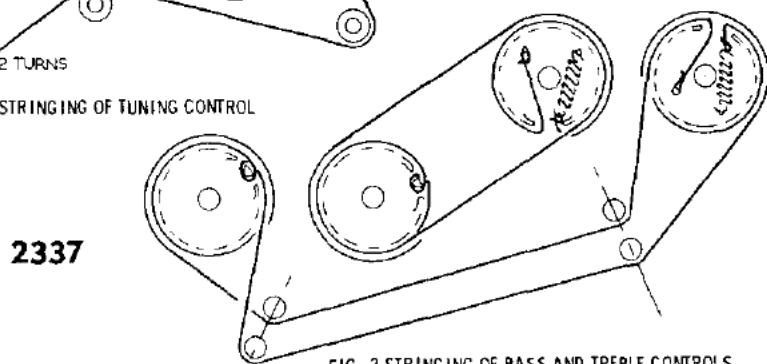


FIG. 2 STRINGING OF BASS AND TREBLE CONTROLS

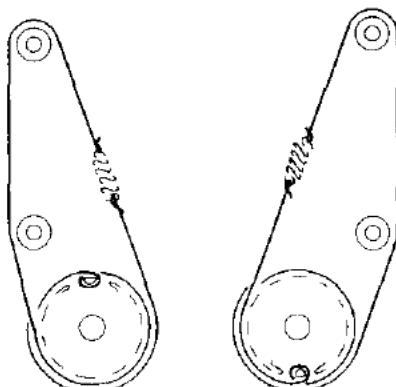
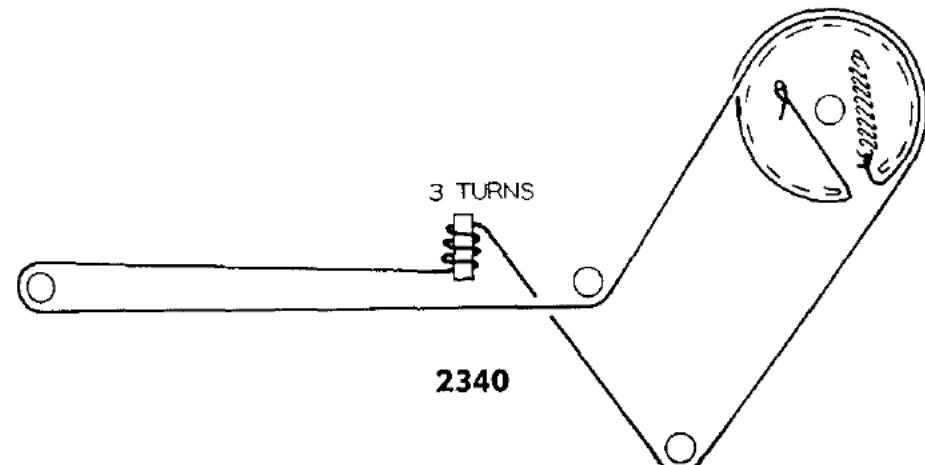
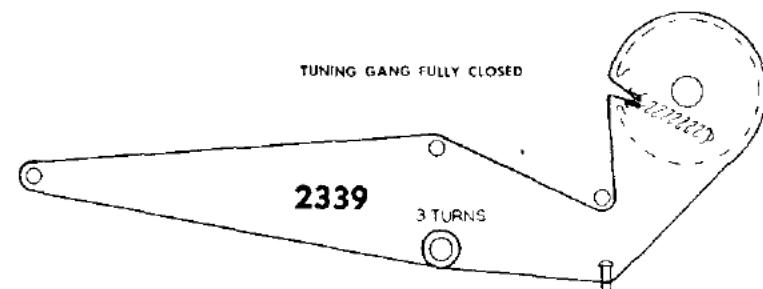
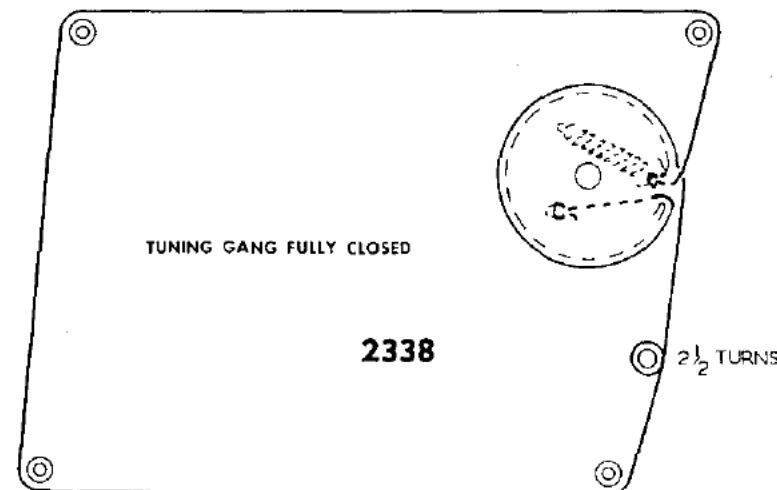
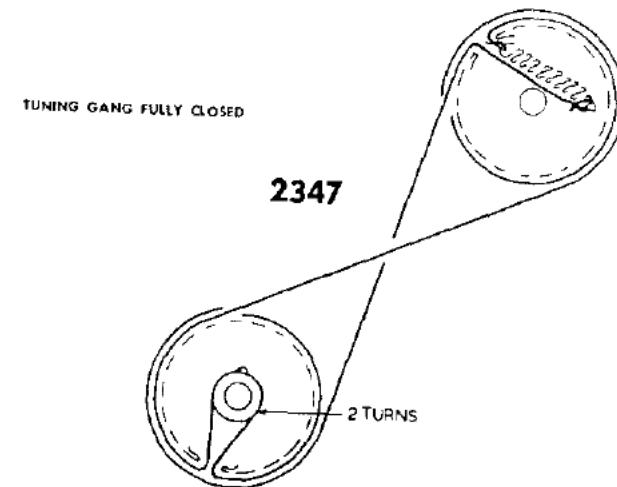
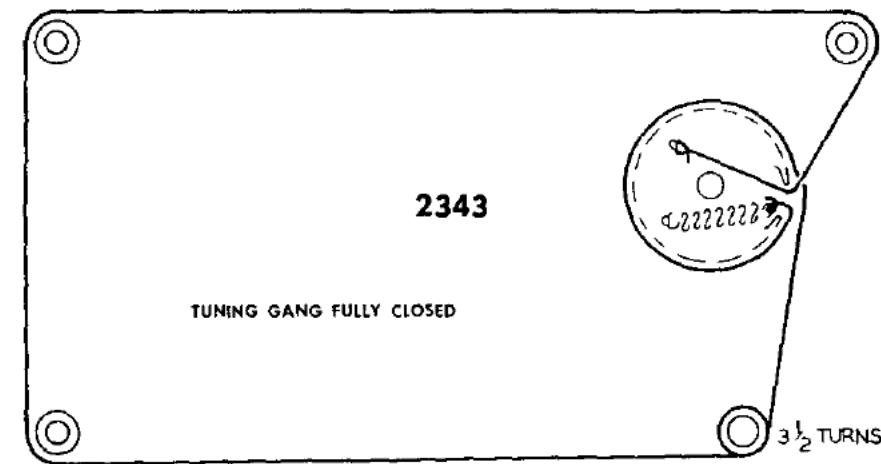
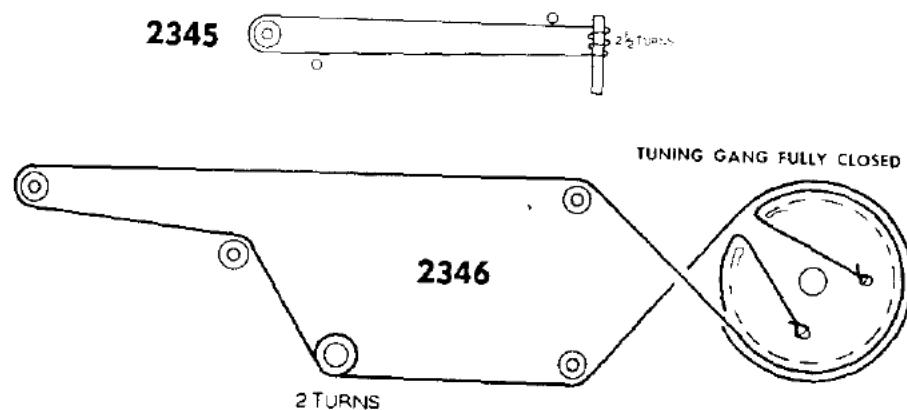
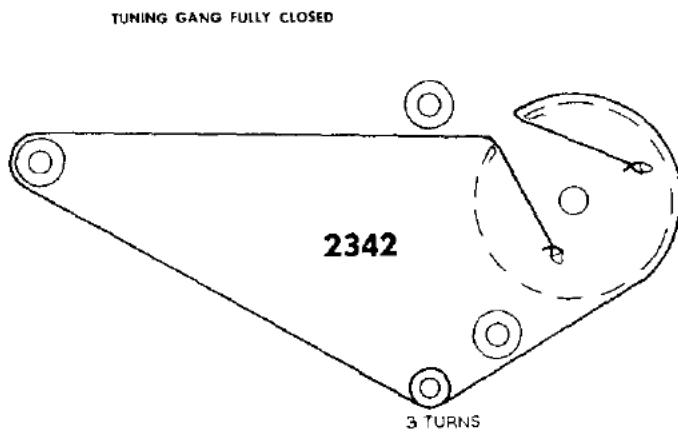
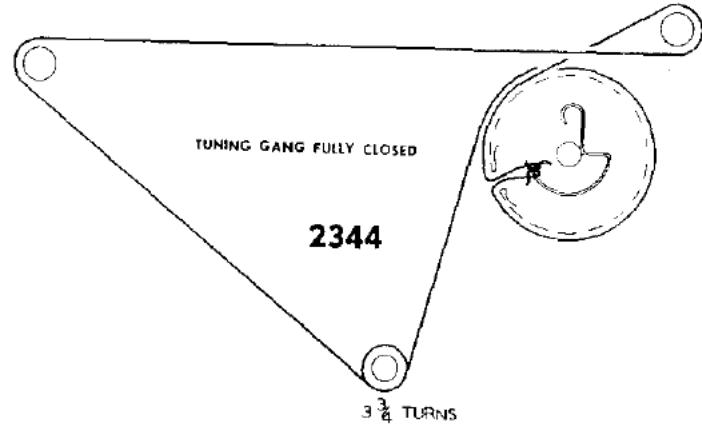
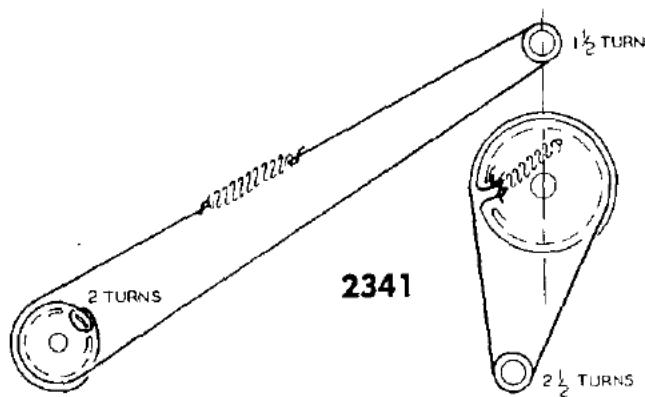


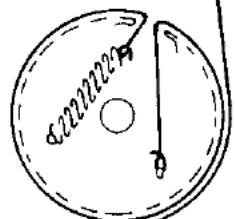
FIG. 3 STRINGING OF BASS & TREBLE POINTERS



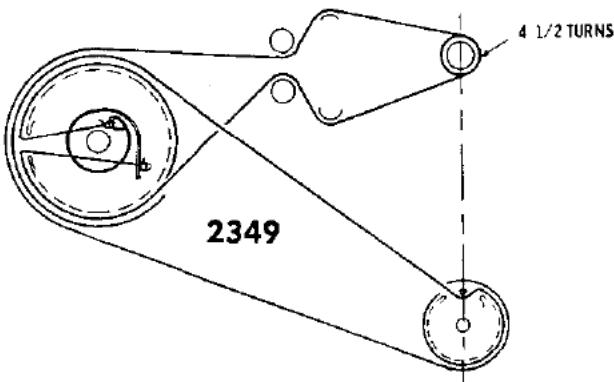


TUNING GANG FULLY OPEN

**2348**

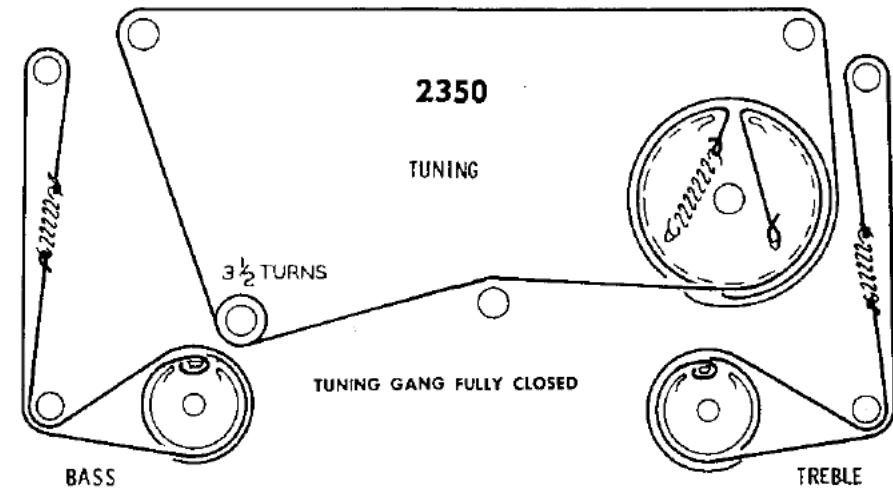


2½ TURNS



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

**2349**

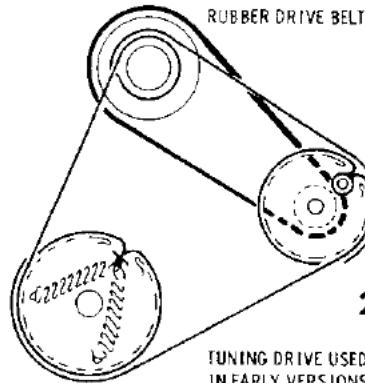


3 1/2 TURNS

TUNING GANG FULLY CLOSED

RUBBER DRIVE BELT

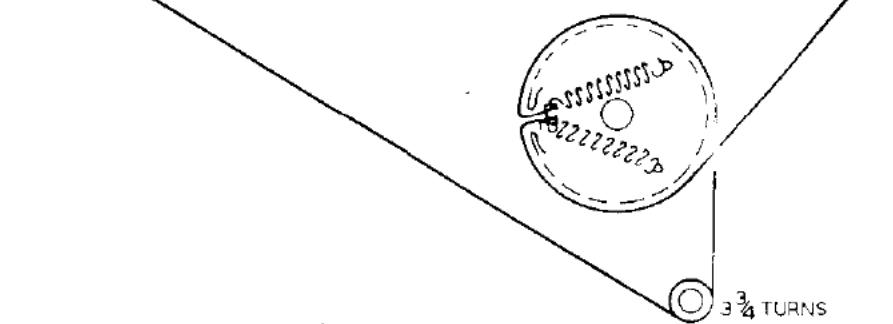
**2351**



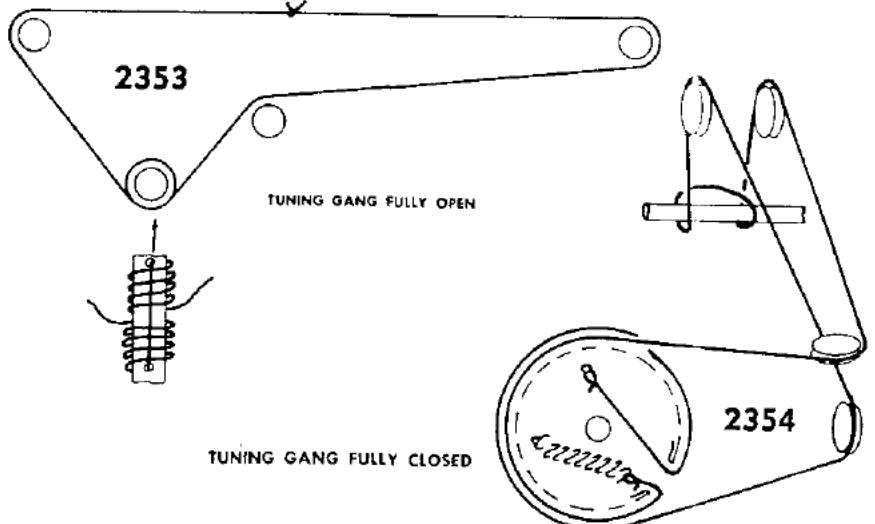
TUNING DRIVE USED  
IN EARLY VERSIONS

TUNING DRIVE USED  
IN LATE VERSIONS

**2352**

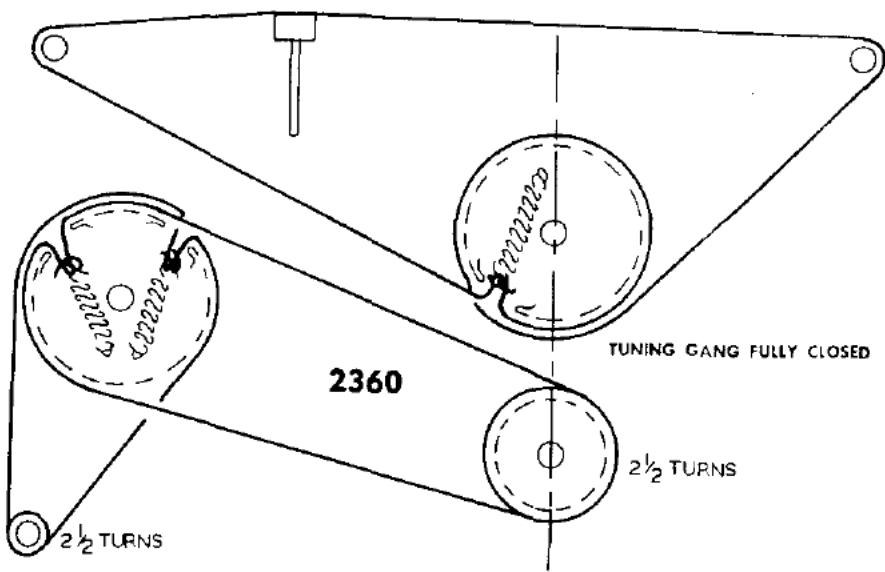
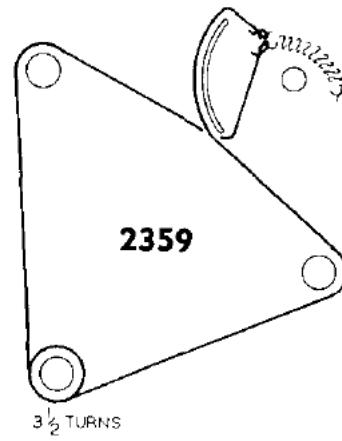
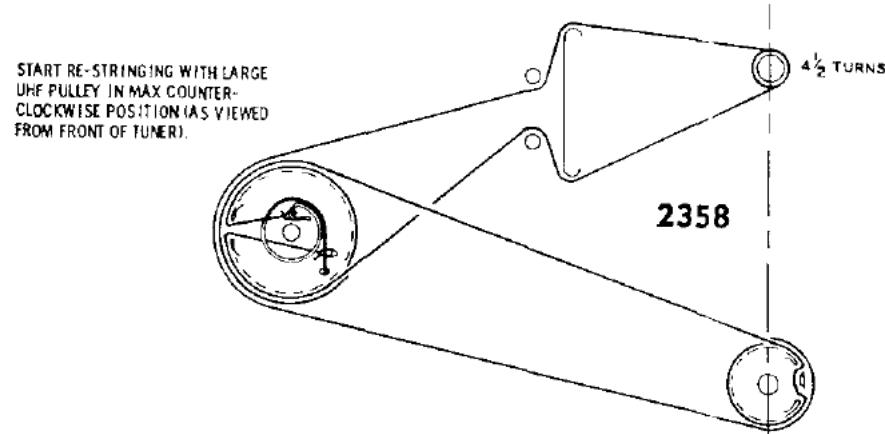
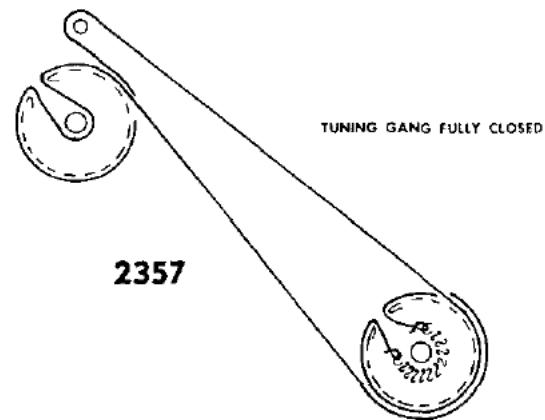
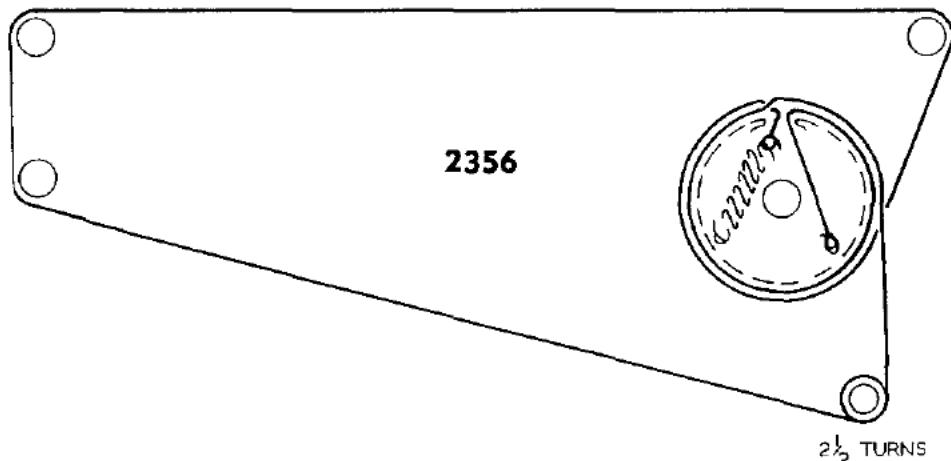
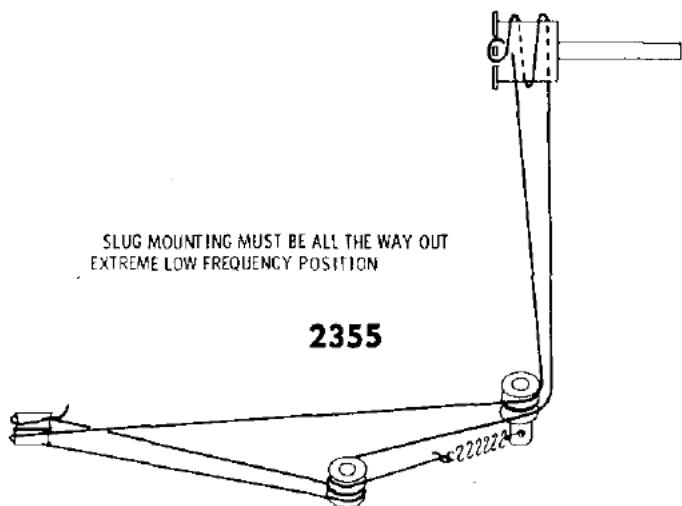


**2353**



TREBLE

**2354**



TUNING GANG FULLY CLOSED

**2361**

TUNING GANG FULLY CLOSED

**2362**

3 TURNS

2½ TURNS

**2363**

4 TURNS

**2364**

3 TURNS

**2365**

3 TURNS

TUNING GANG FULLY CLOSED

**2366**

**2367**

TUNING GANG FULLY CLOSED

**2368**

2½ TURNS

2½ TURNS

**2369**

TUNING GANG FULLY CLOSED

2½ TURNS

**2370**

3½ TURNS

**2371**

3½ TURNS

TUNING GANG FULLY CLOSED

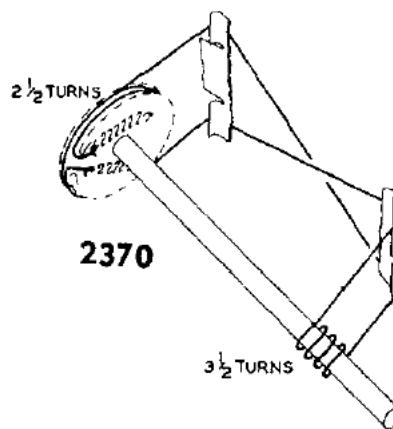
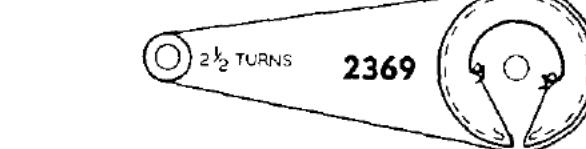
**2372**

3 TURNS

**2373**

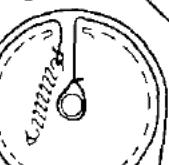
2½ TURNS

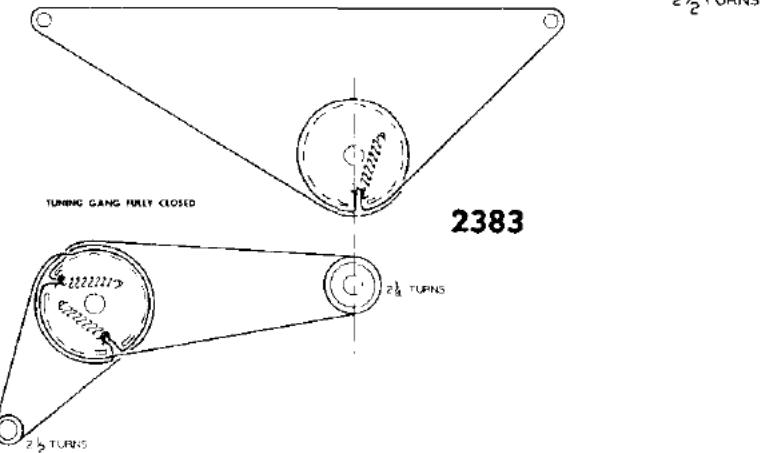
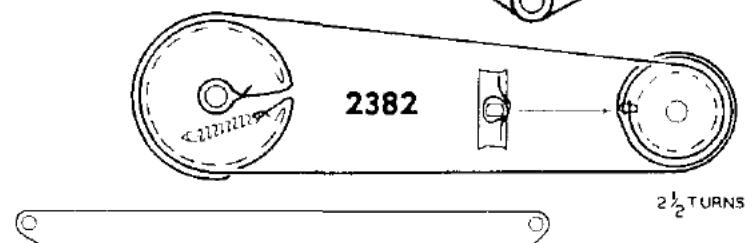
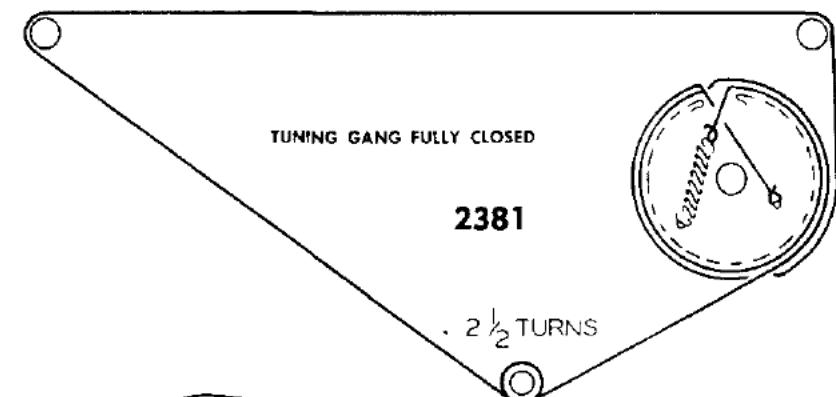
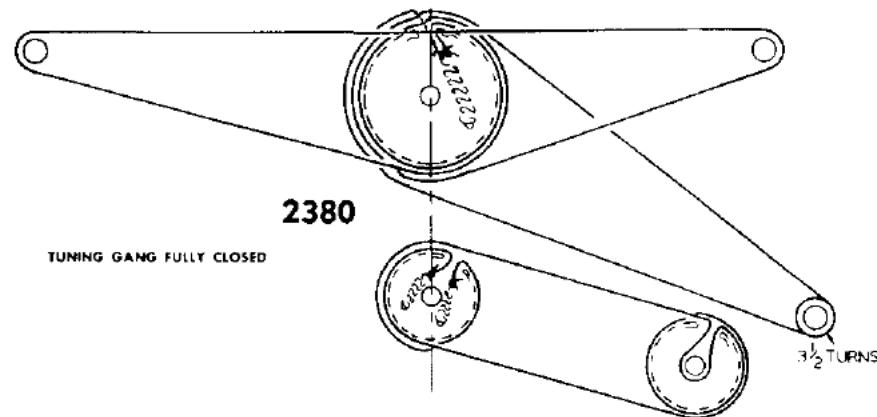
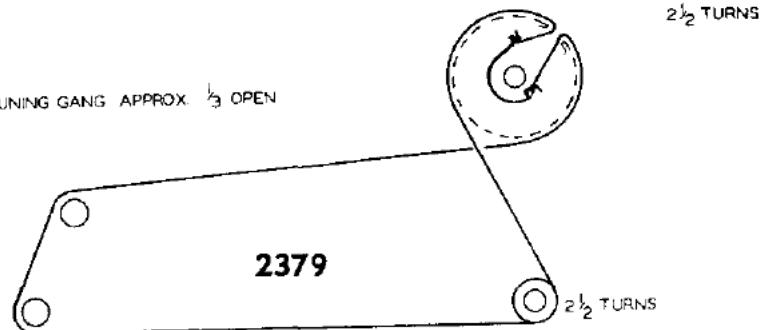
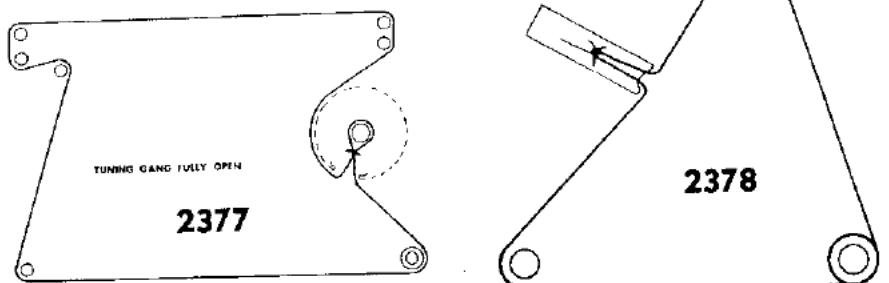
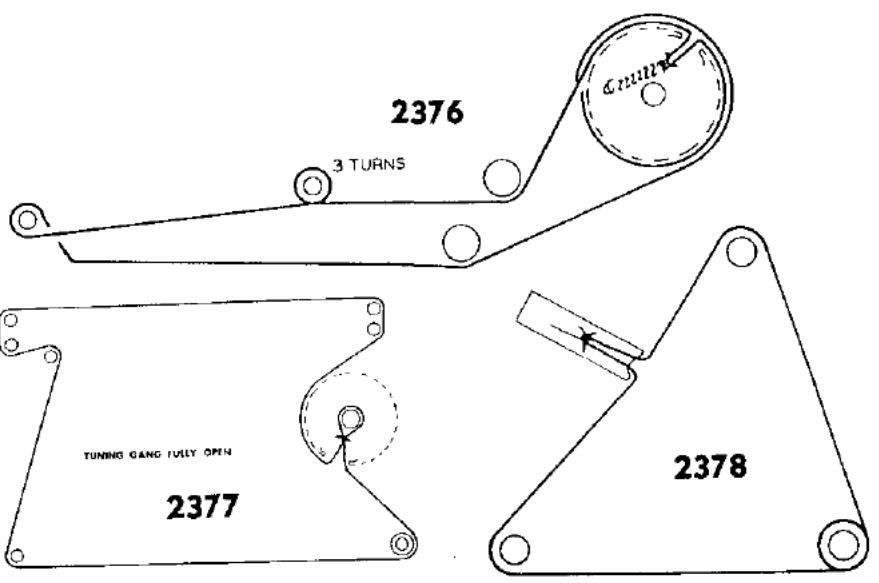
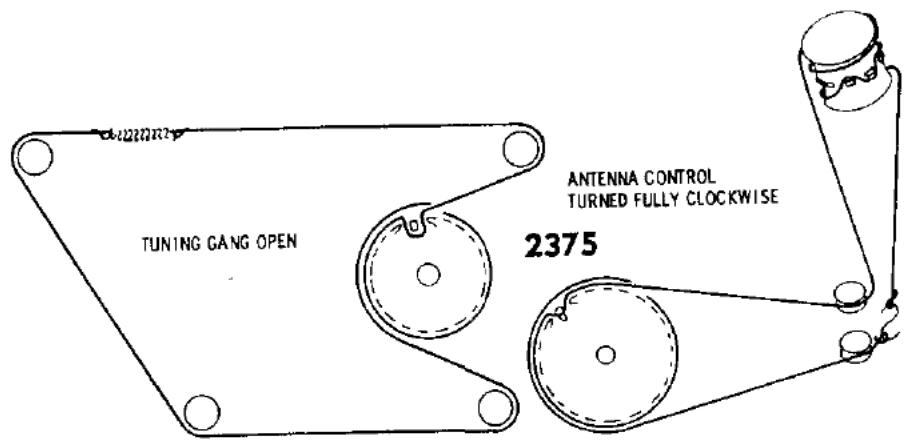
MAX. CLOCKWISE

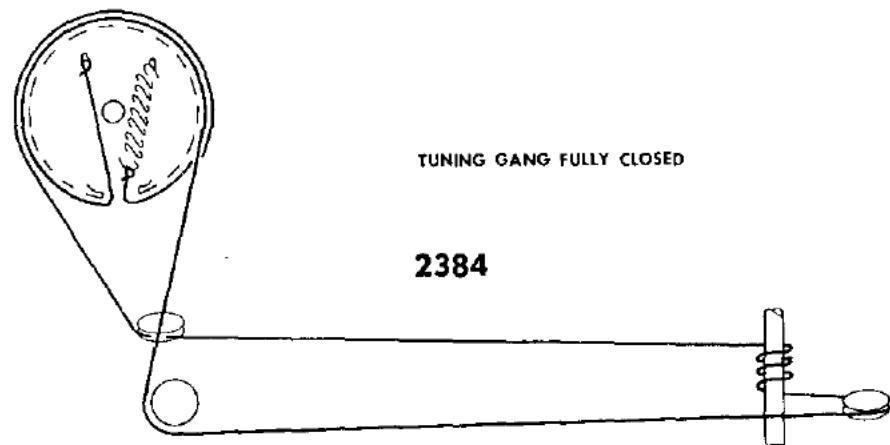


**2374**

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

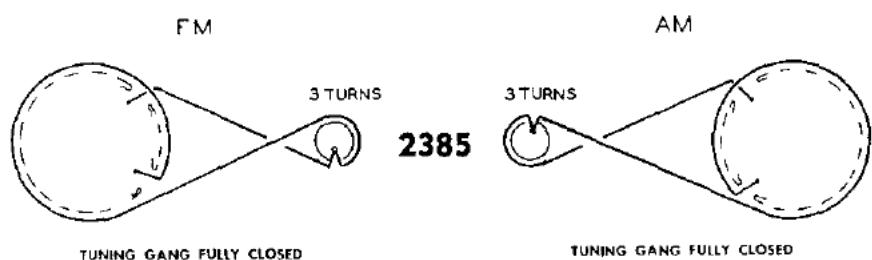






TUNING GANG FULLY CLOSED

2384



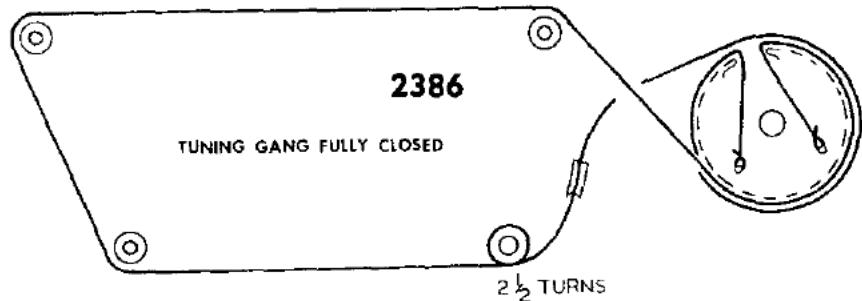
TUNING GANG FULLY CLOSED

2385

AM

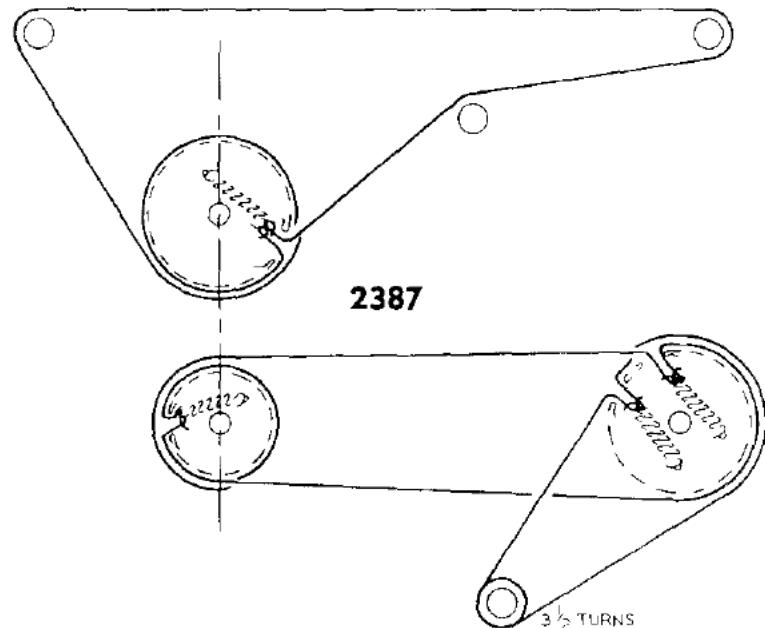
3 TURNS

TUNING GANG FULLY CLOSED



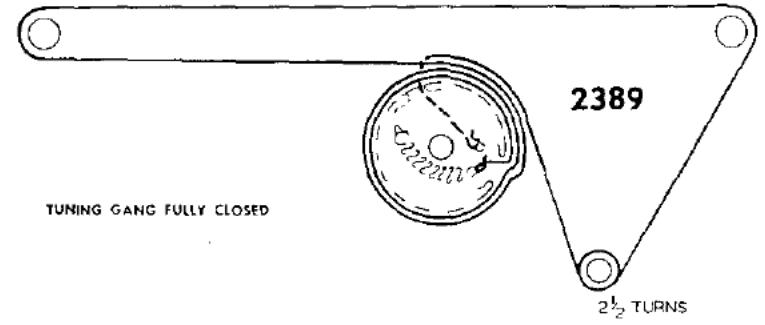
TUNING GANG FULLY CLOSED

2½ TURNS



2387

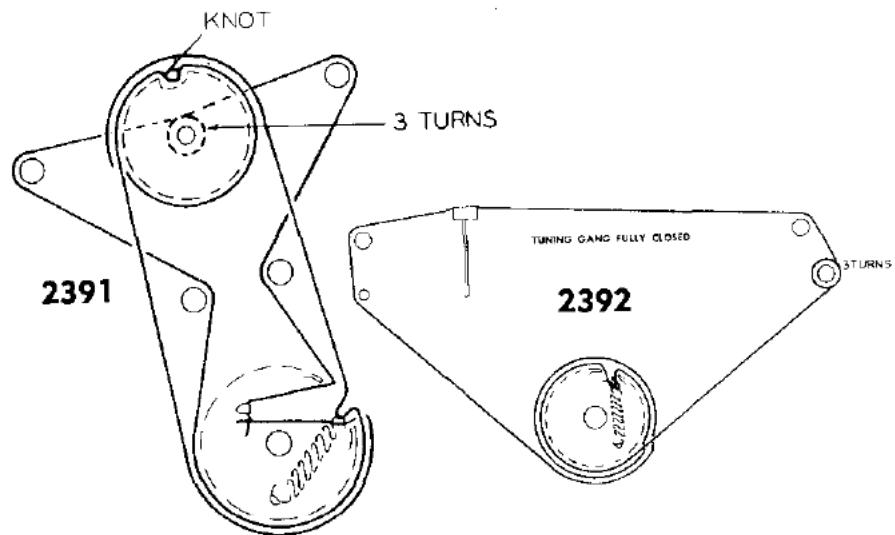
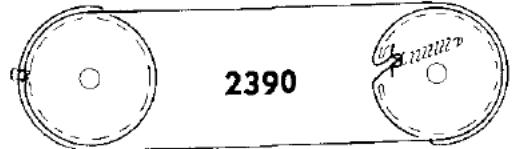
START RESTRINGING WITH LARGE UHF PULLEY  
IN MAX COUNTER CLOCKWISE POSITION (AS  
VIEWED FROM FRONT OF TUNER).



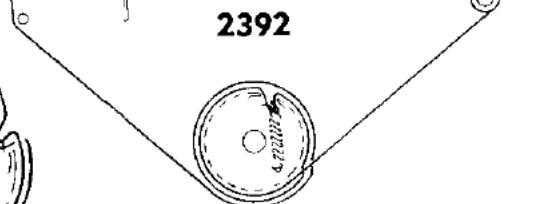
TUNING GANG FULLY CLOSED

2389

**2½ TURNS**

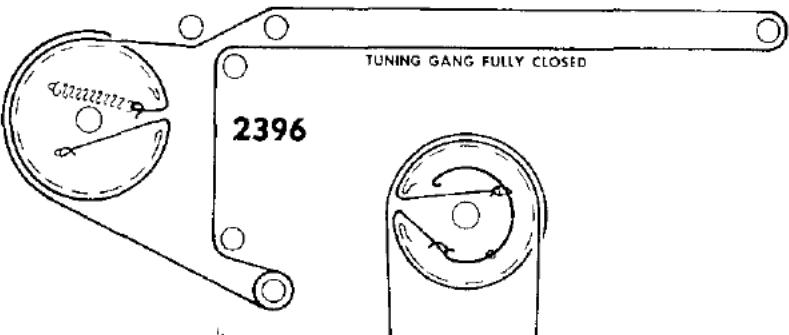
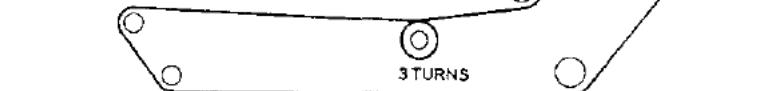


TUNING GANG FULLY CLOSED

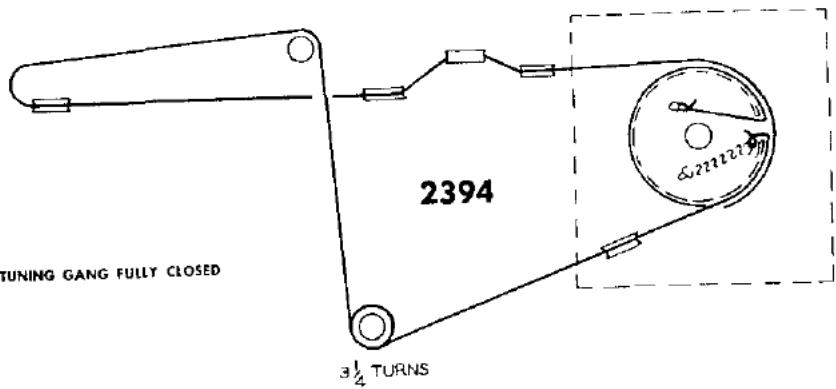
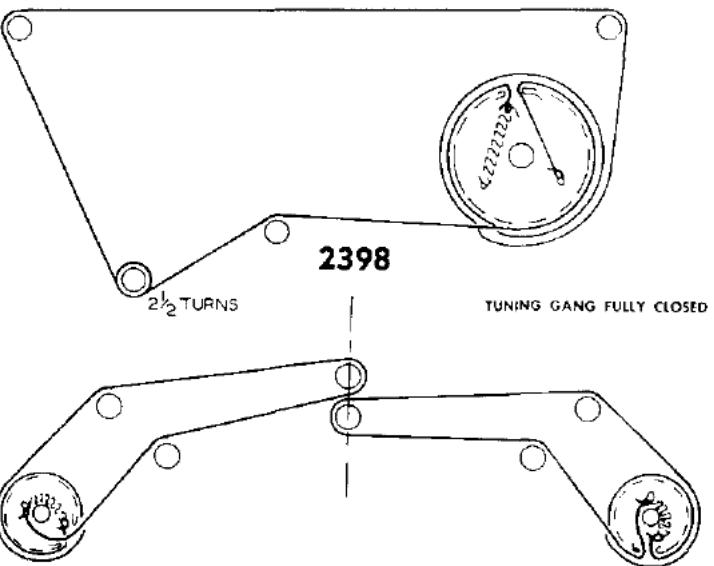


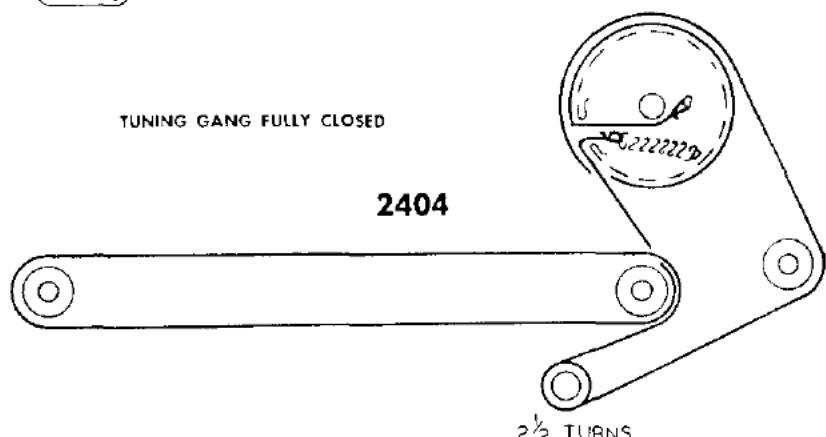
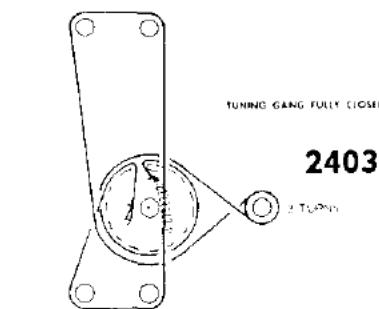
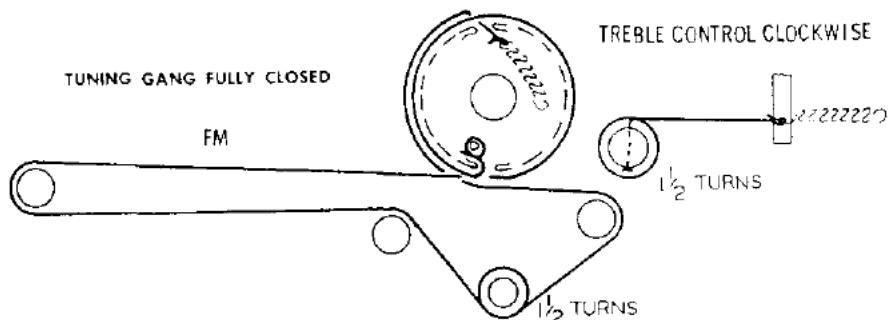
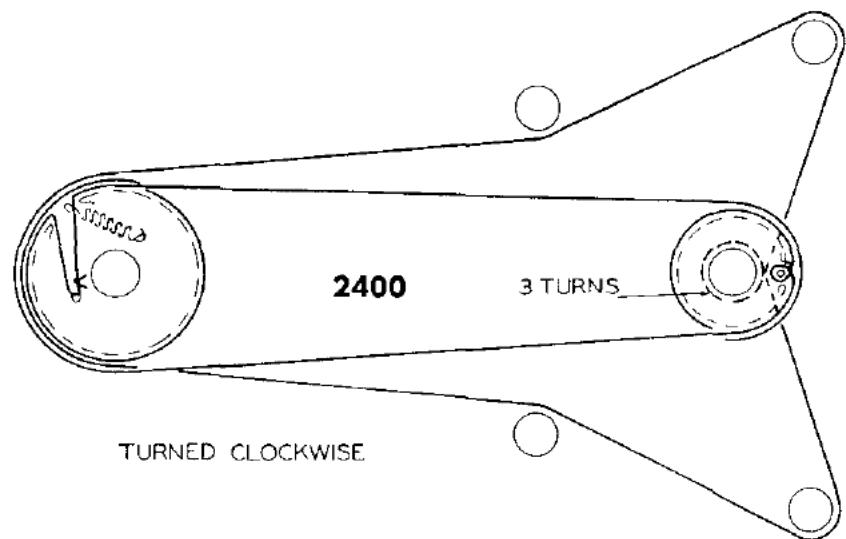
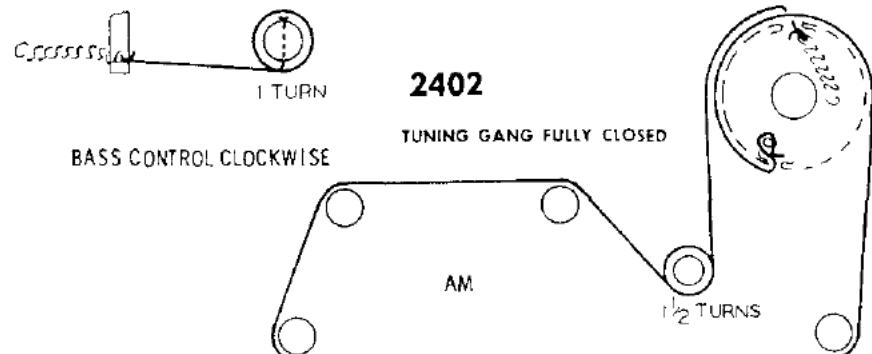
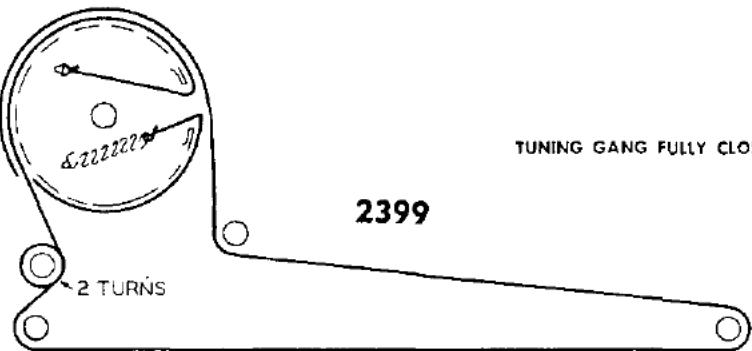
TUNING GANG FULLY CLOSED

**2395**

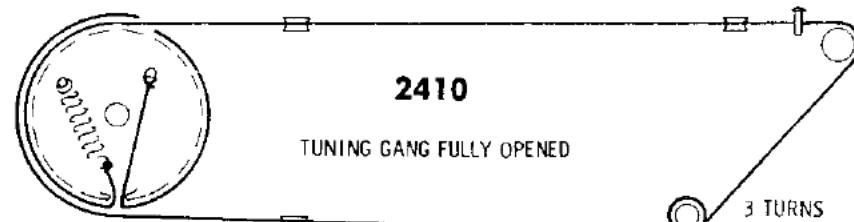
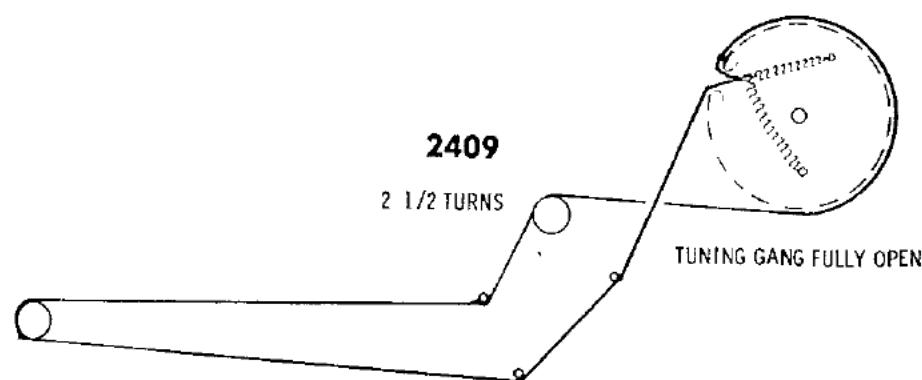
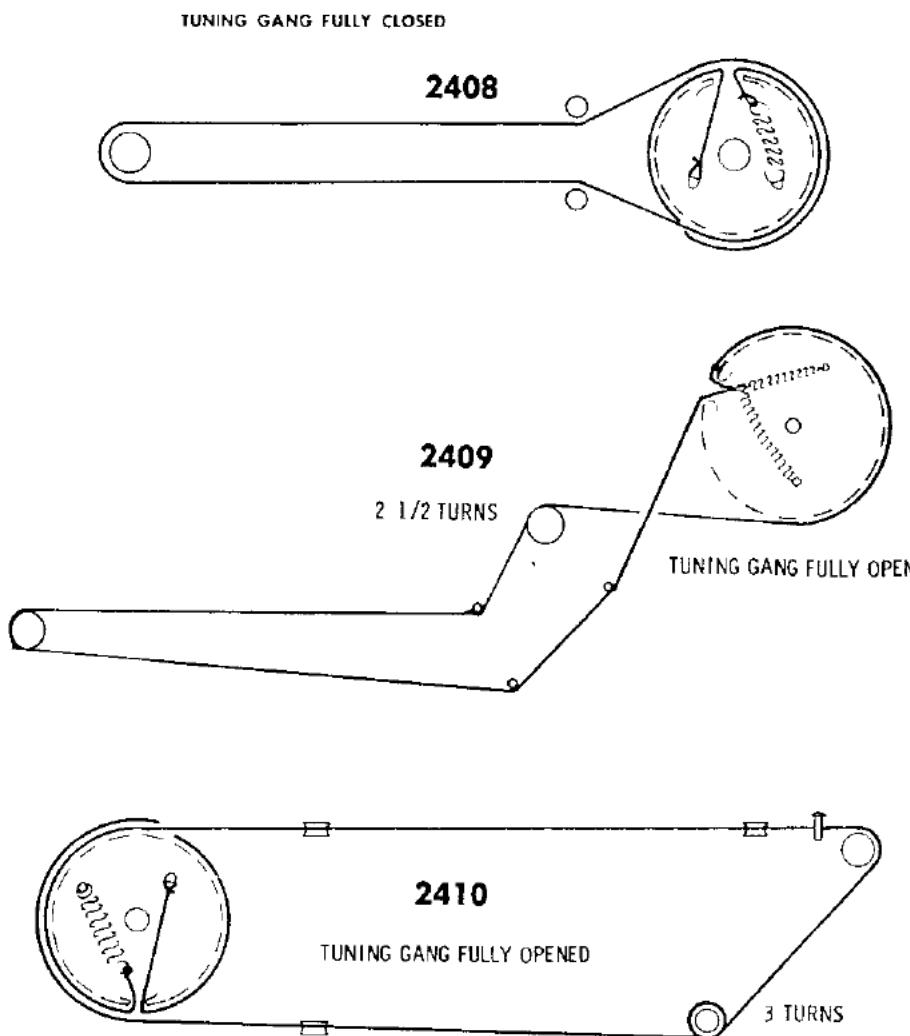
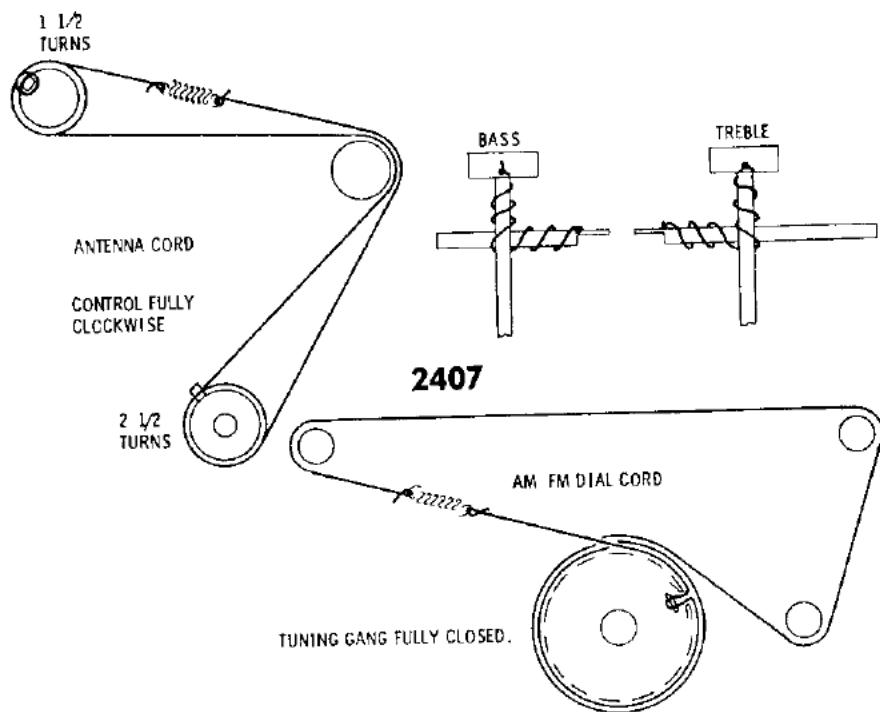
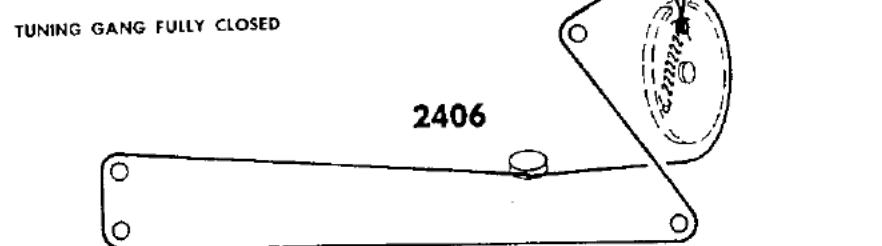
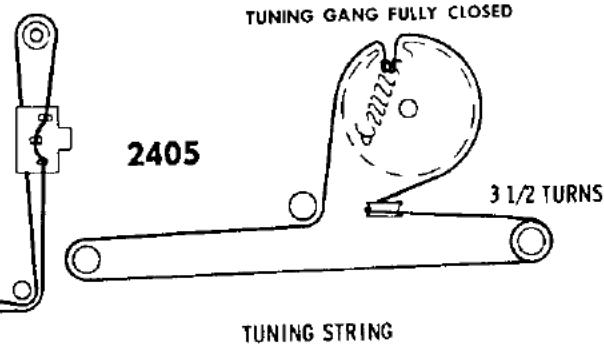


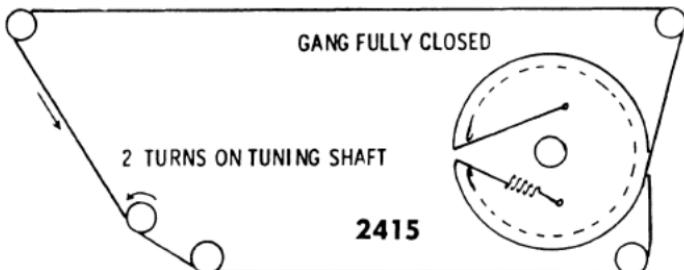
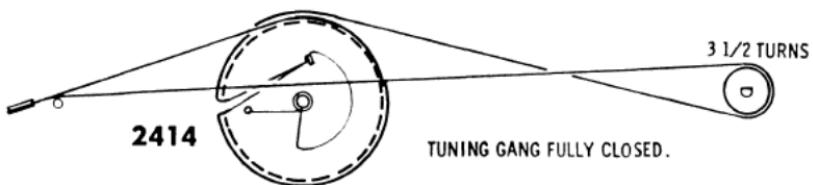
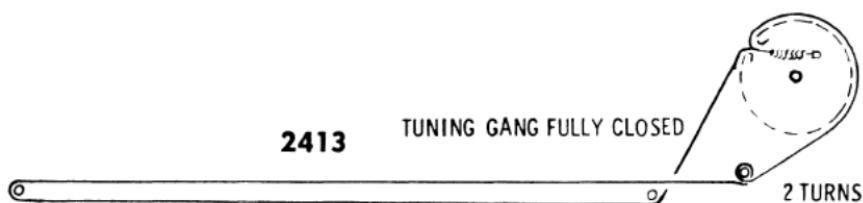
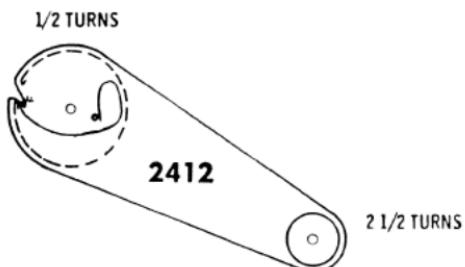
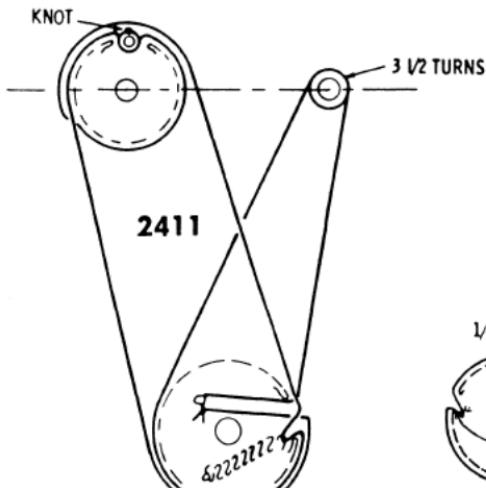
2  $\frac{1}{2}$  TURNS

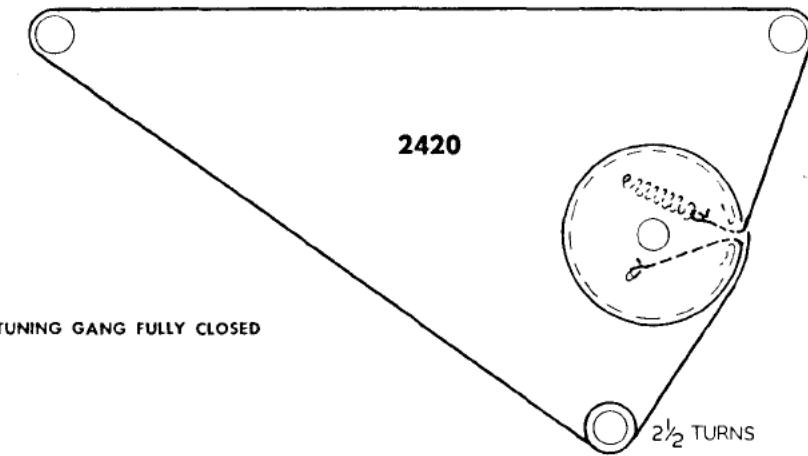
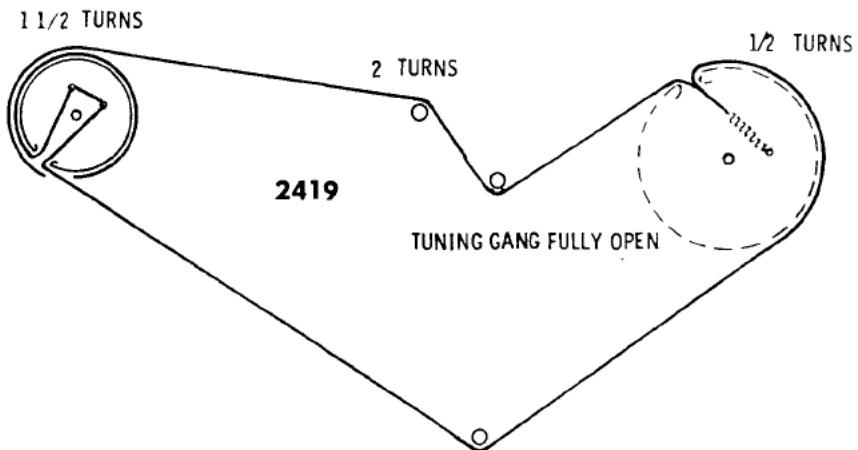
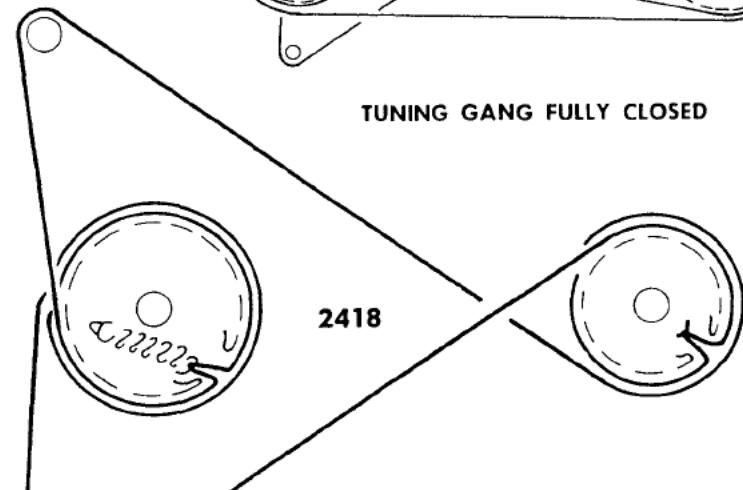
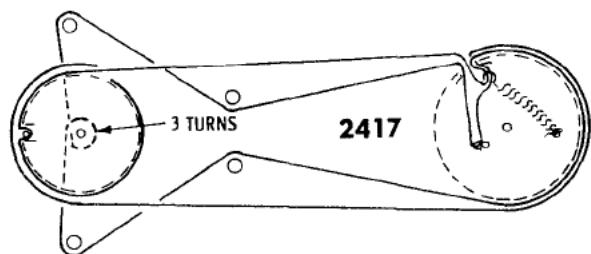
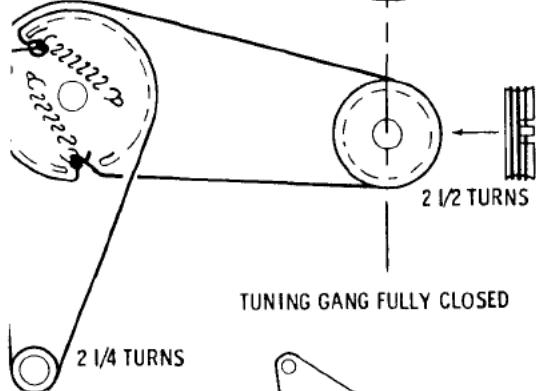
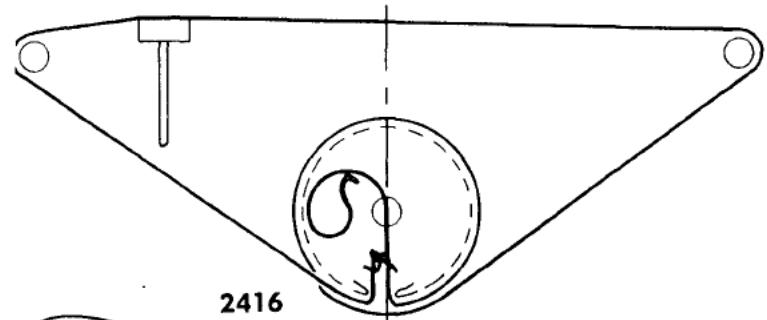


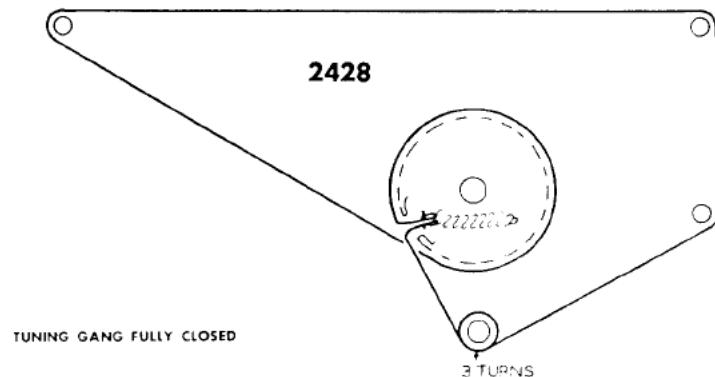
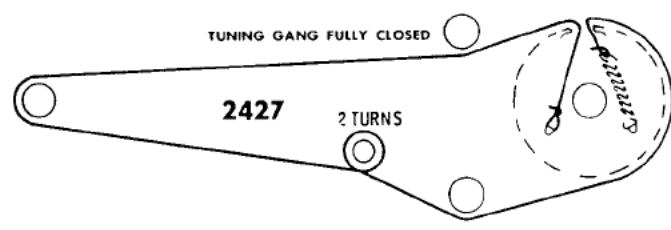
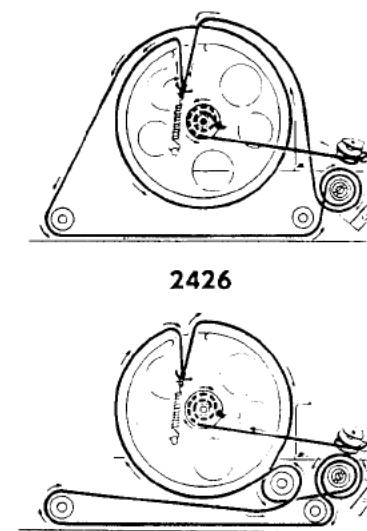
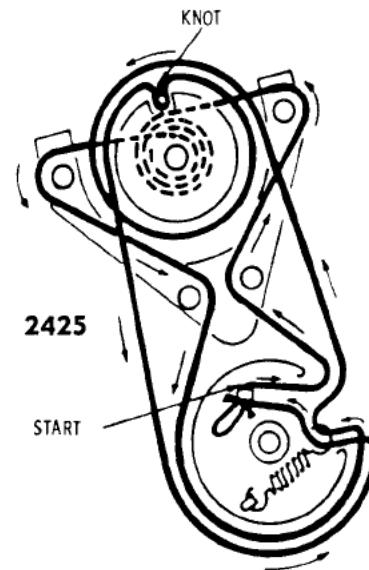
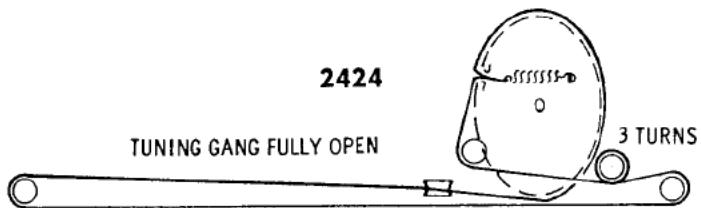
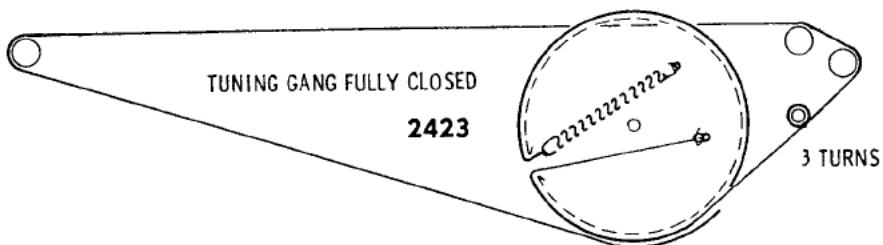
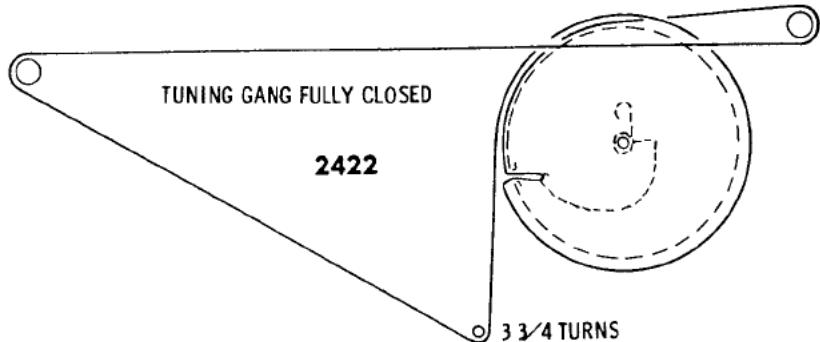


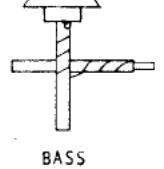
JNING GANG FULLY CLOSED



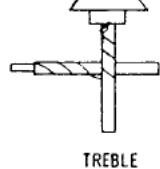




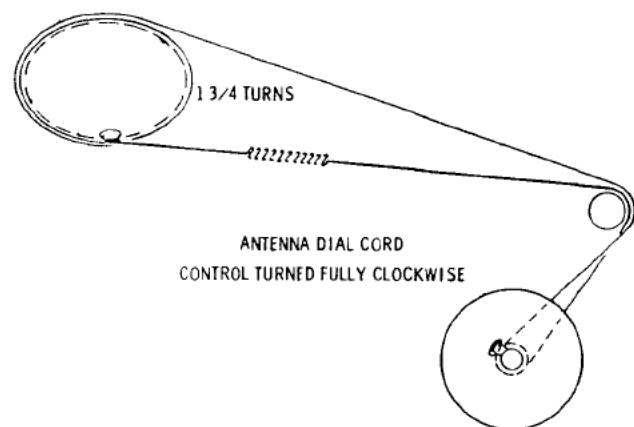




BASS

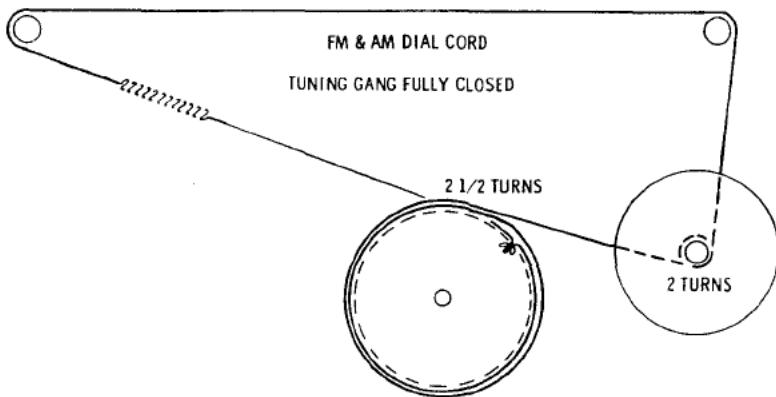


TREBLE



ANTENNA DIAL CORD  
CONTROL TURNED FULLY CLOCKWISE

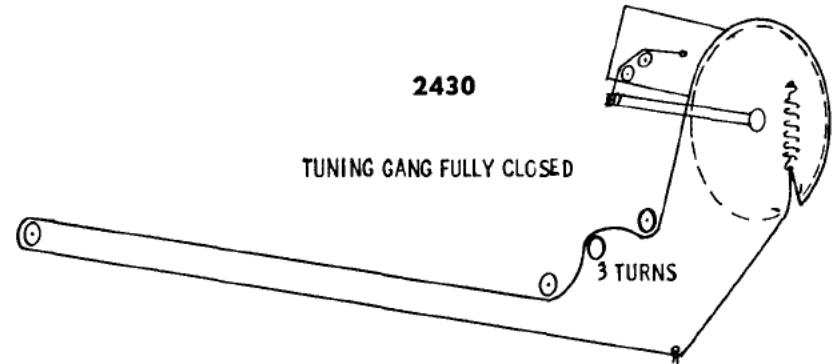
2429



FM & AM DIAL CORD  
TUNING GANG FULLY CLOSED

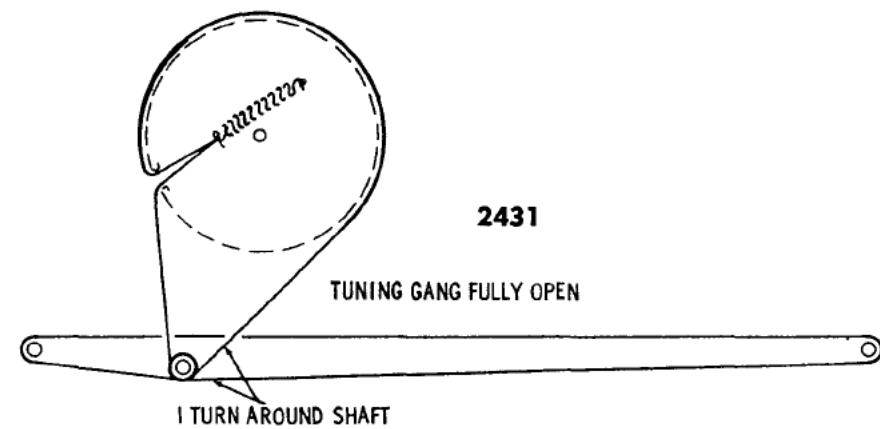
2 1/2 TURNS

2 TURNS



2430

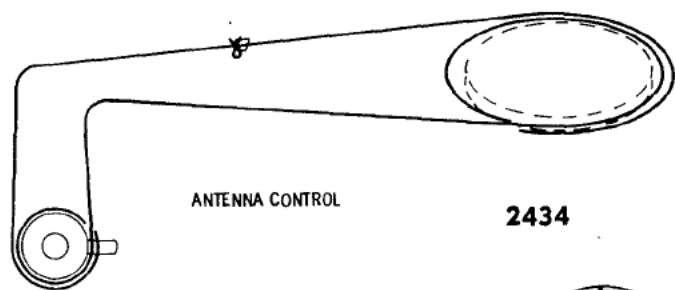
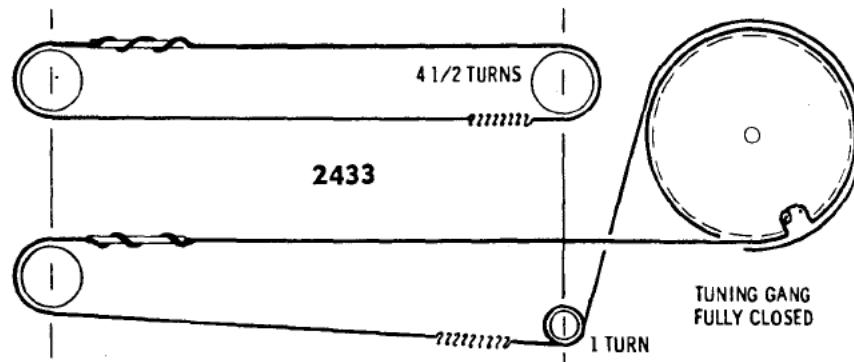
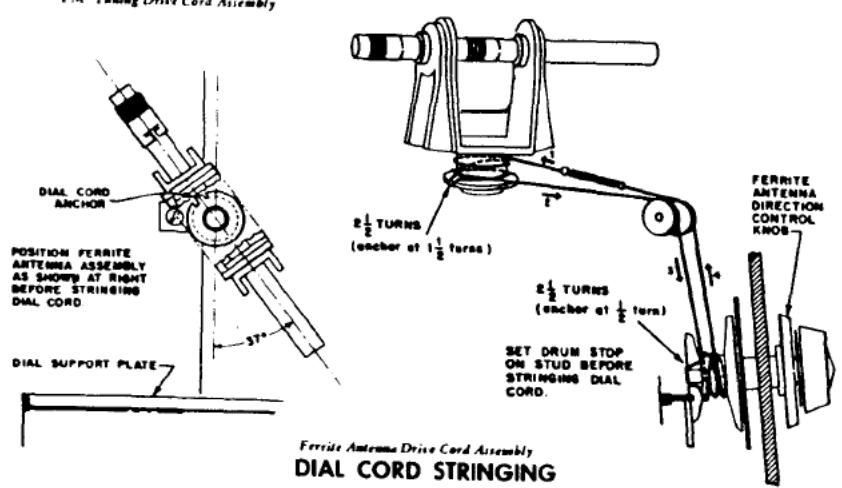
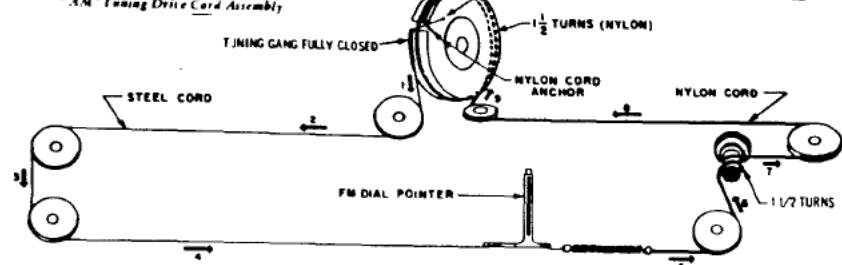
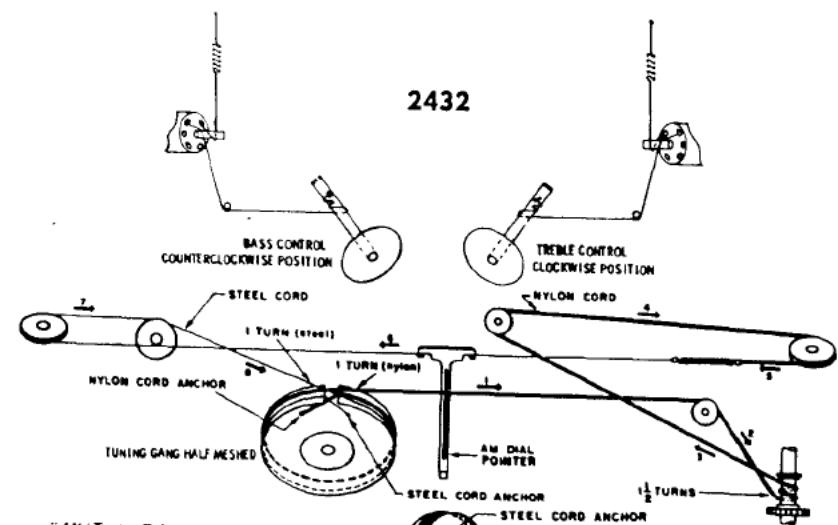
TUNING GANG FULLY CLOSED



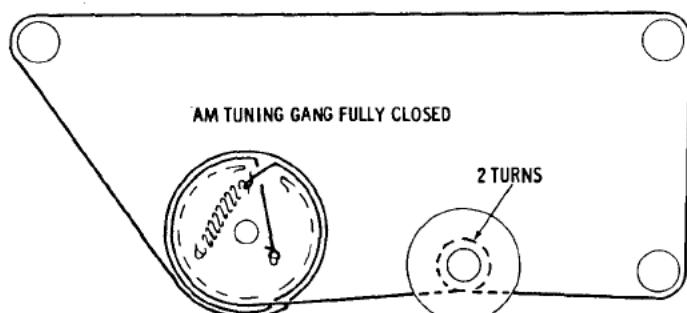
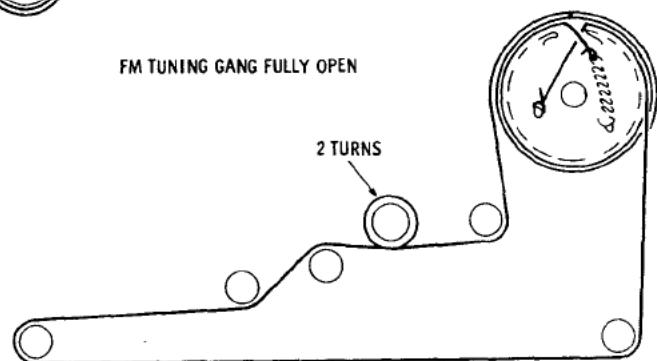
2431

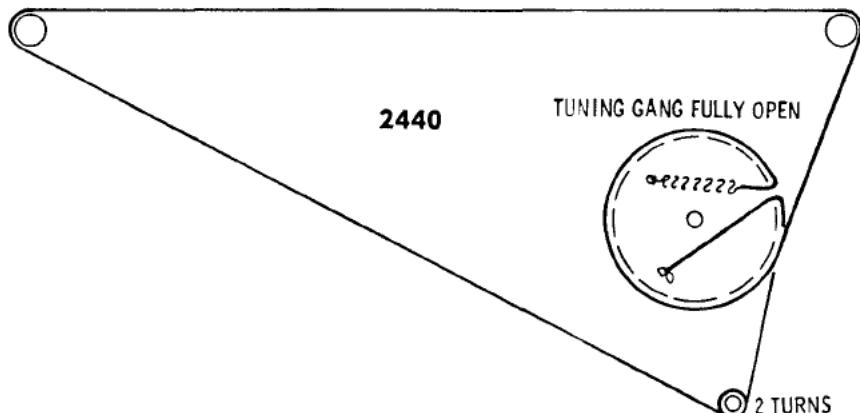
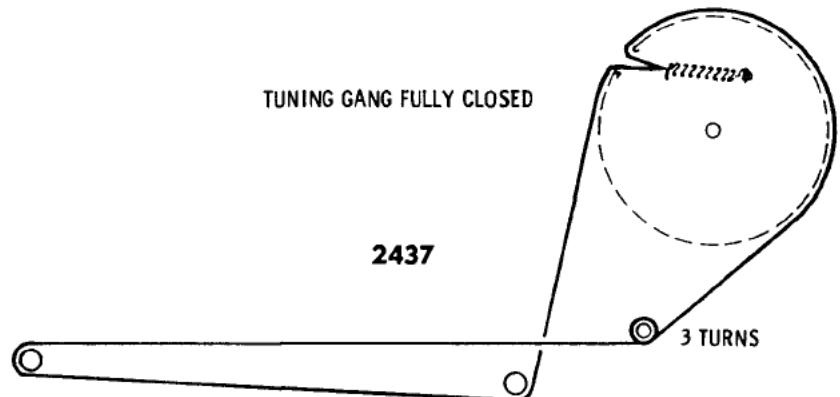
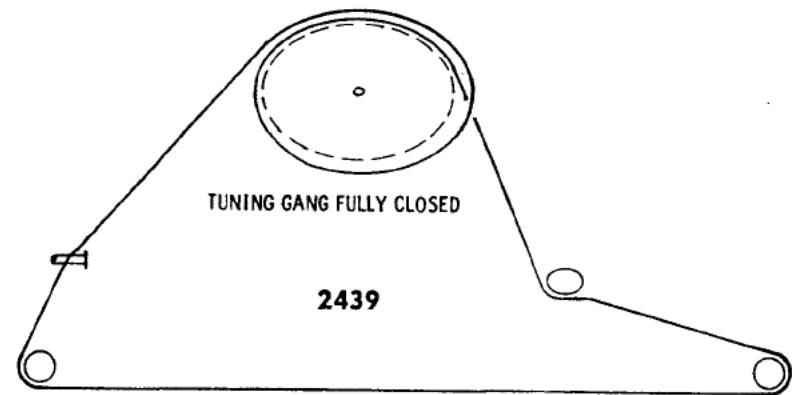
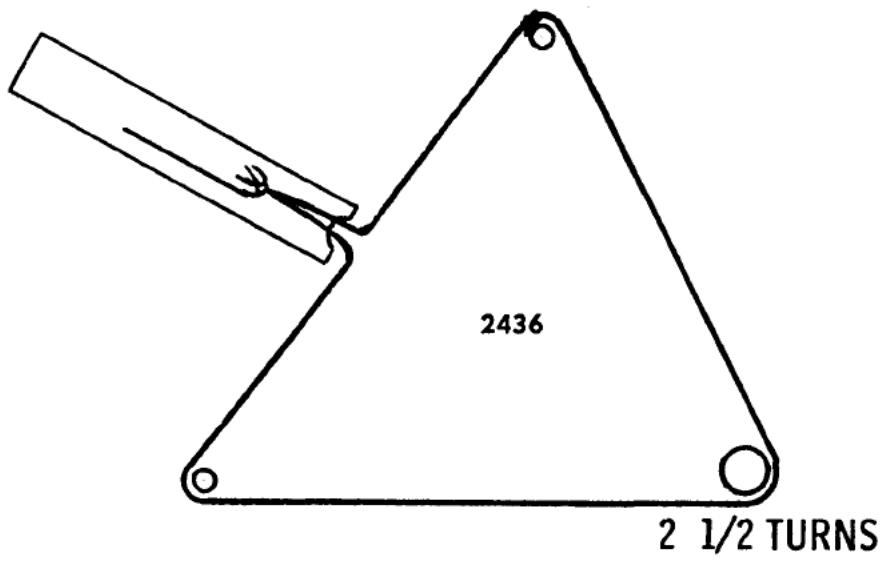
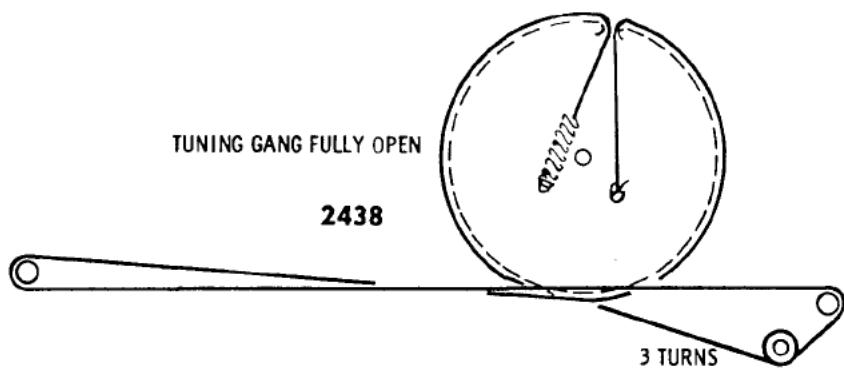
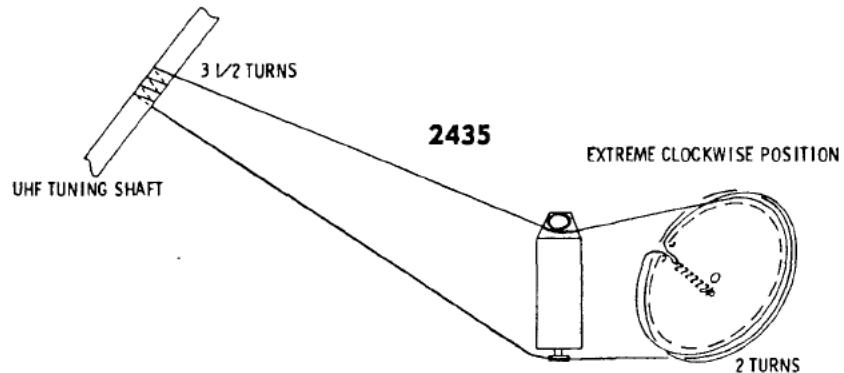
TUNING GANG FULLY OPEN

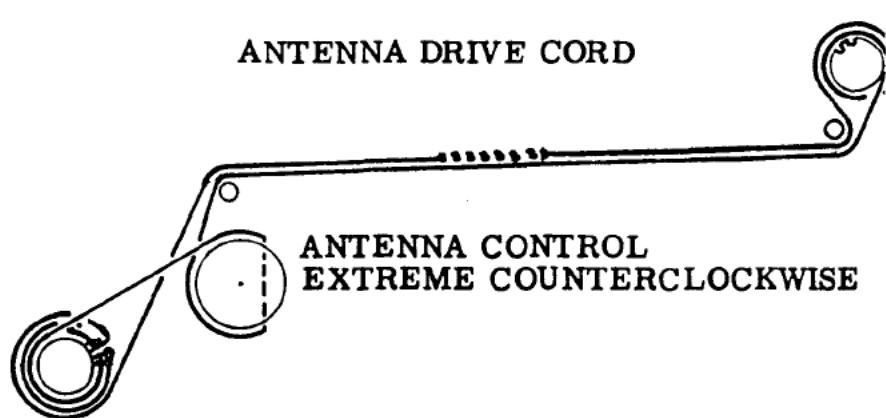
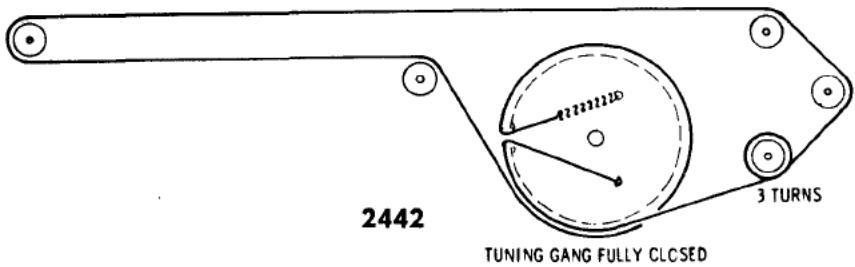
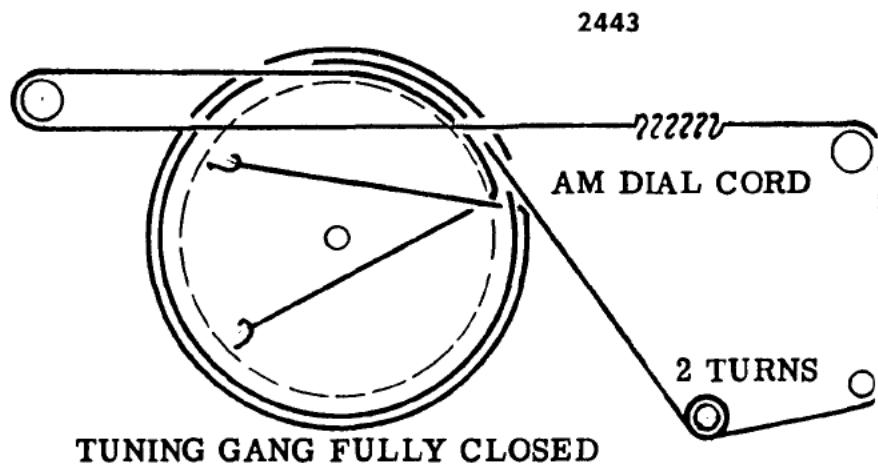
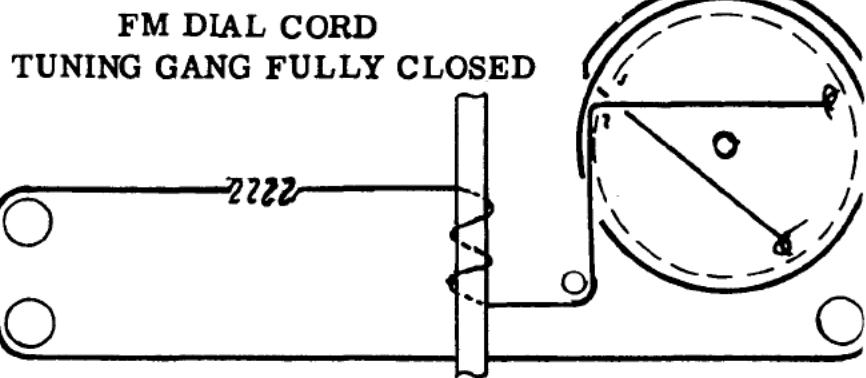
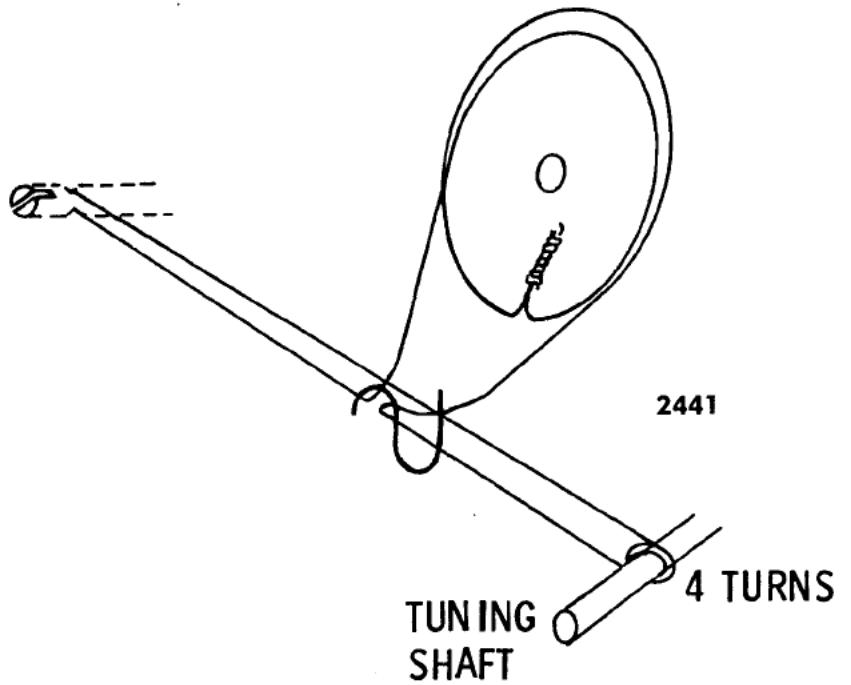
1 TURN AROUND SHAFT

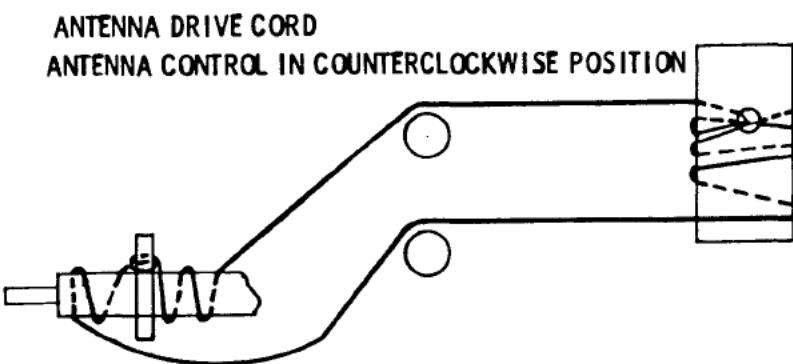
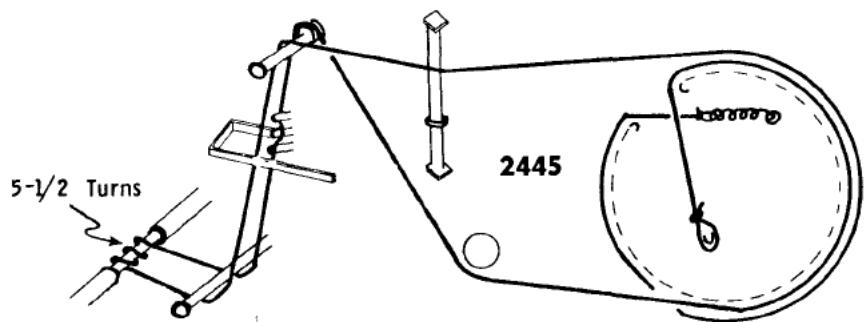
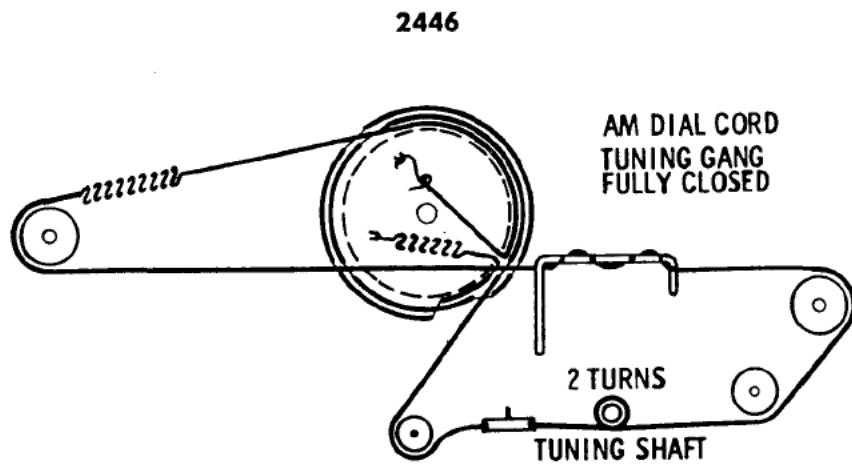
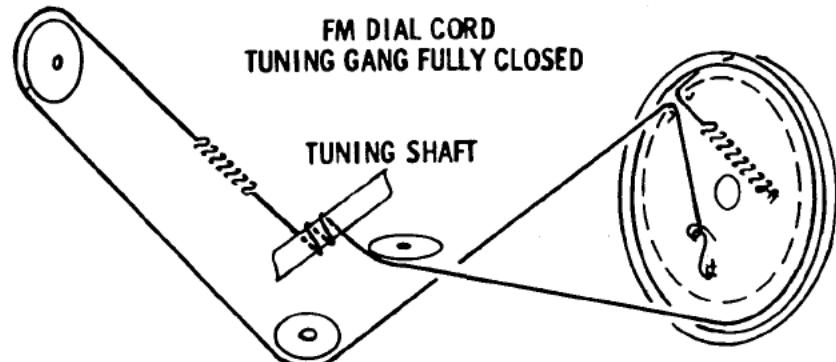
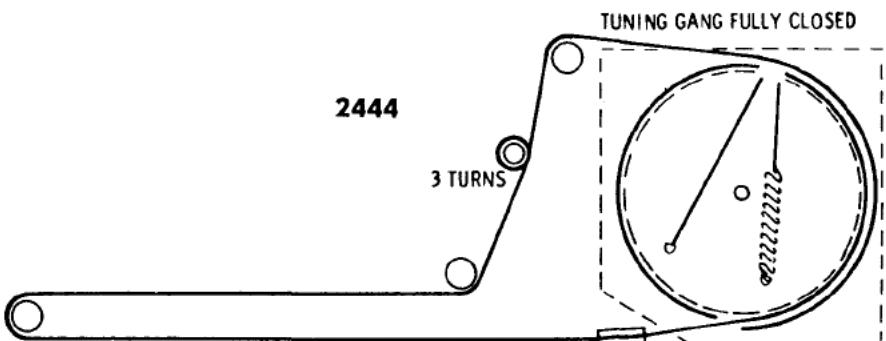


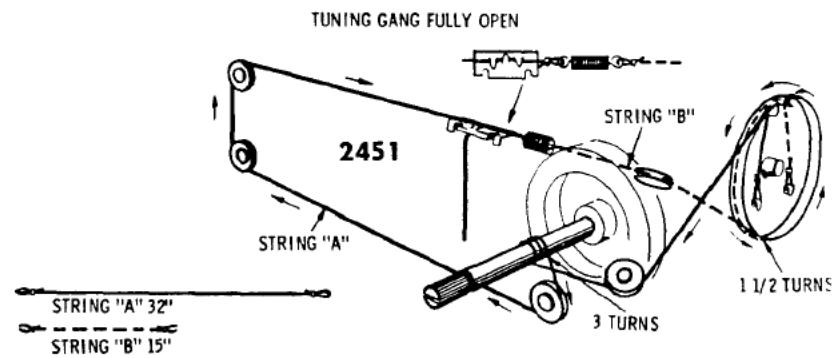
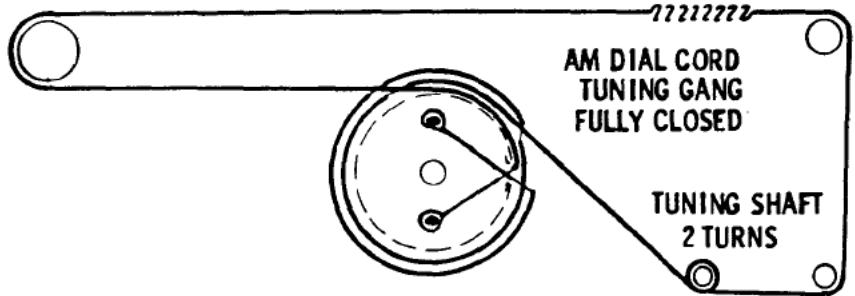
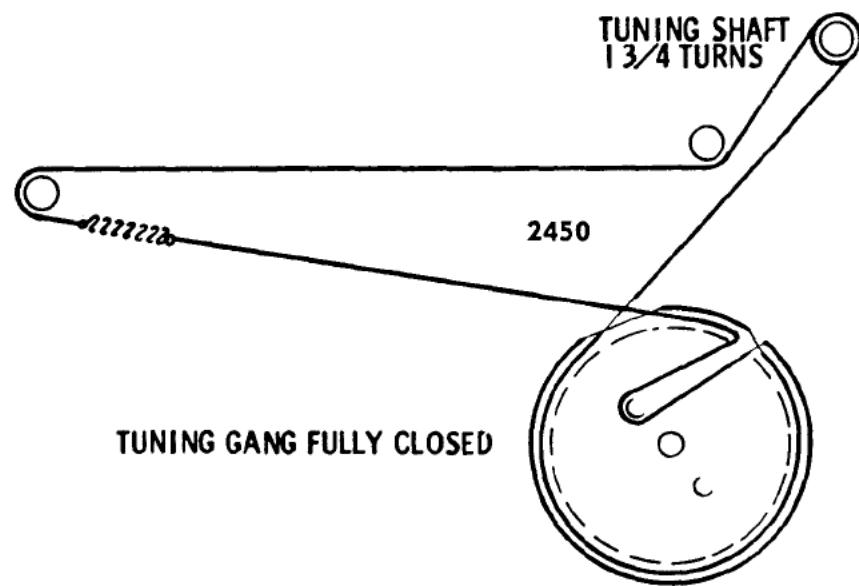
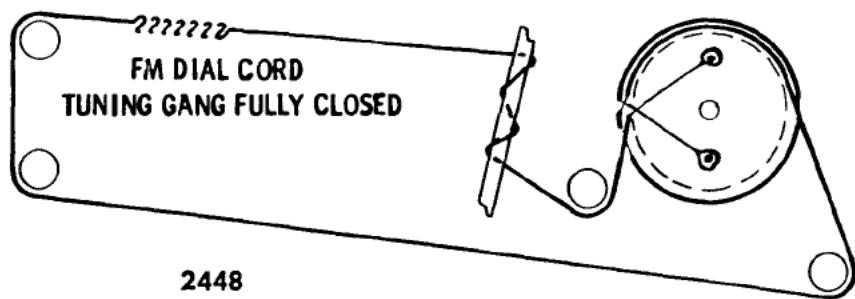
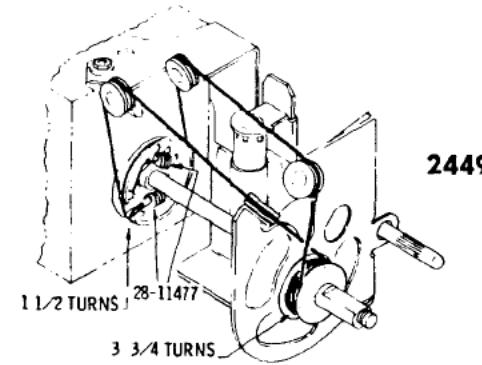
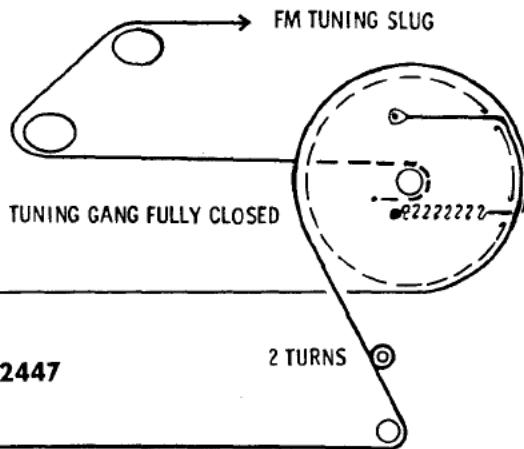
FM TUNING GANG FULLY OPEN

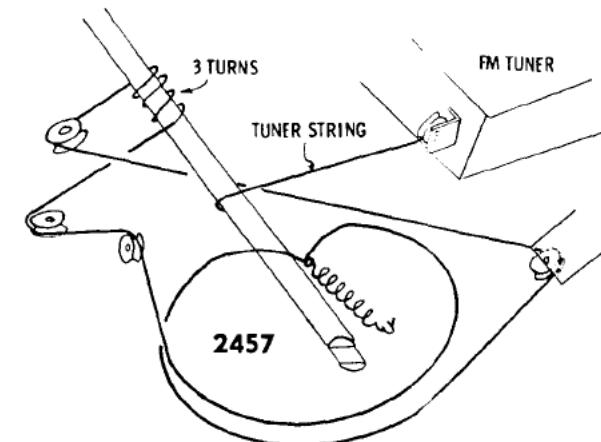
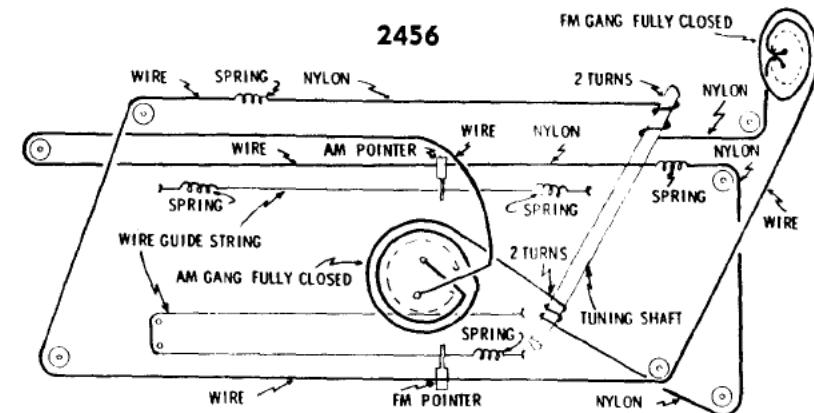
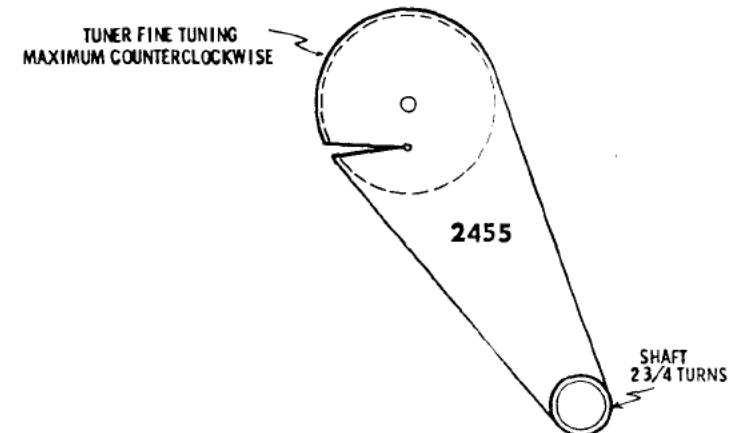
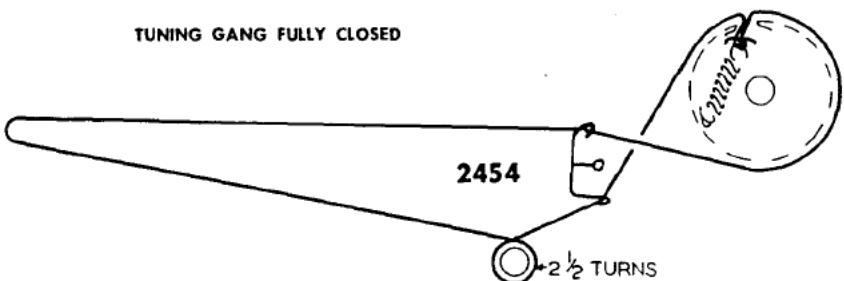
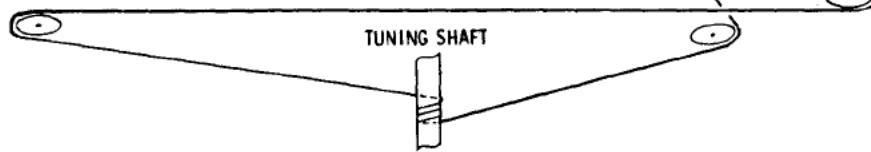
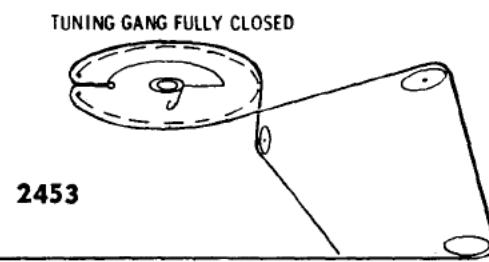
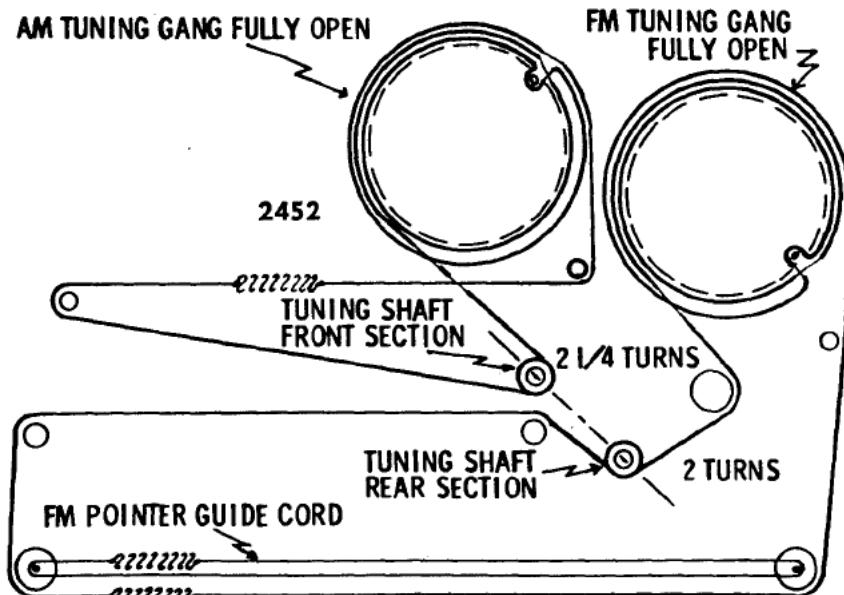












TUNING GANG FULLY CLOSED

2458

TUNING SHAFT  
3 TURNS

TUNING GANG FULLY CLOSED

2459

TUNING SHAFT

3 TURNS

TUNING GANG FULLY CLOSED

2460

TUNING SHAFT

2 1/2 TURNS

WIRE

WIRE

CORD

TUNING GANG FULLY CLOSED

2461

CORD

2 TURNS

TUNING SHAFT

TUNING SHAFT

2 1/2 TURNS

TUNING GANG  
FULLY CLOSED

2462

TONE CONTROL DRIVE CORD STRINGING

BASS

CLAMP

MAXIMUM COUNTERCLOCKWISE

TREBLE

AM TUNING GANG FULLY CLOSED

2463

FM SLUGS FULLY OUT

UHF PULLEY IN EXTREME  
COUNTERCLOCKWISE  
POSITION

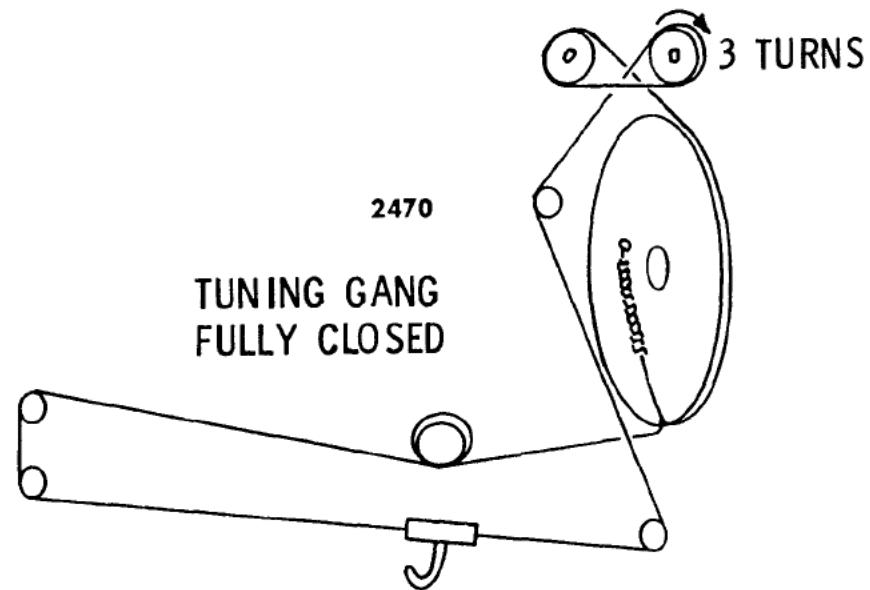
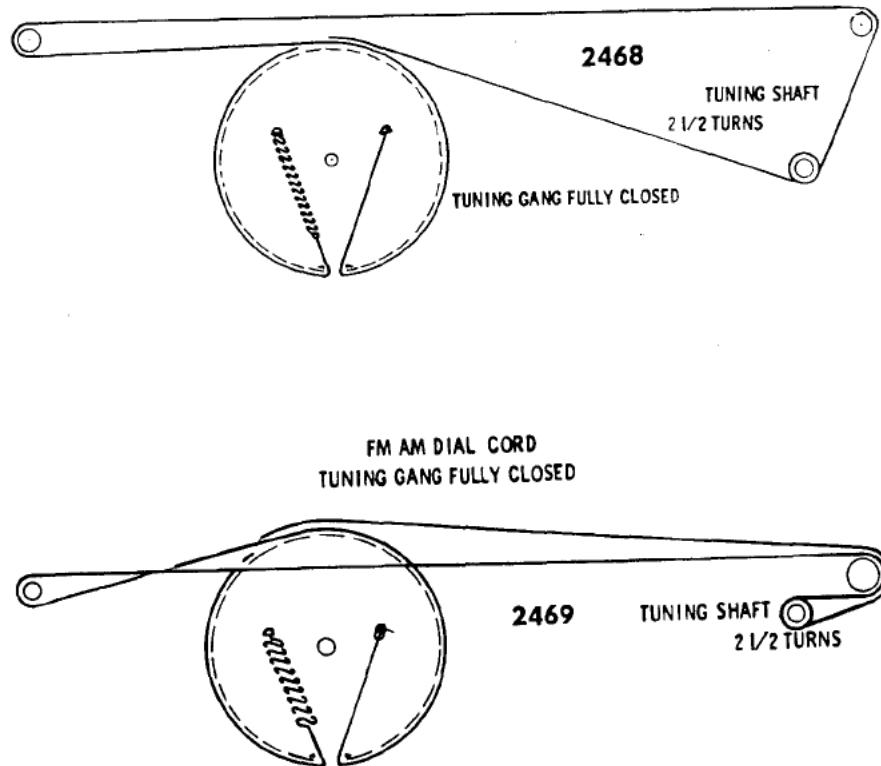
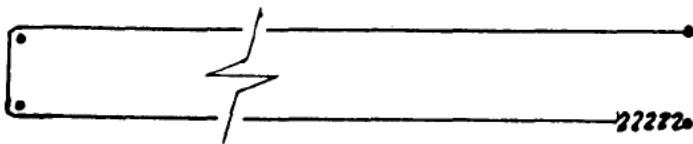
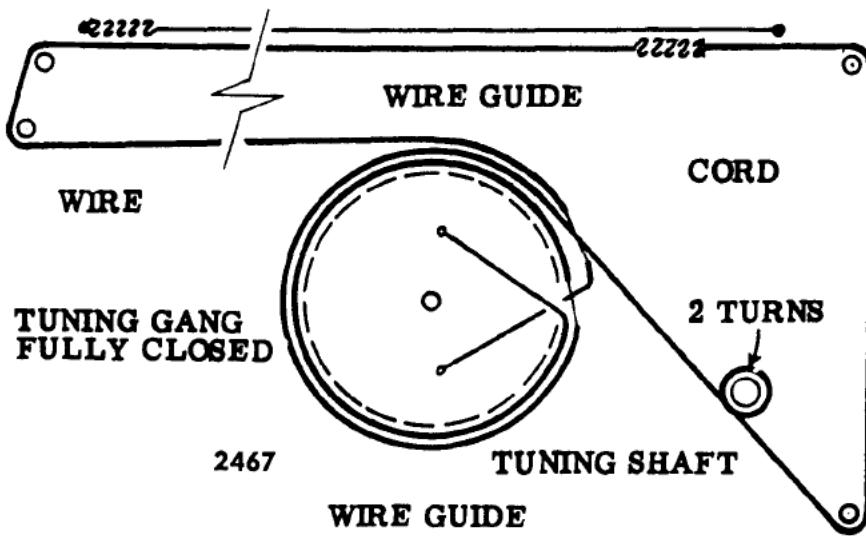
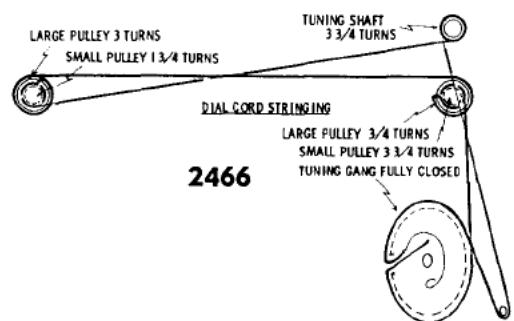
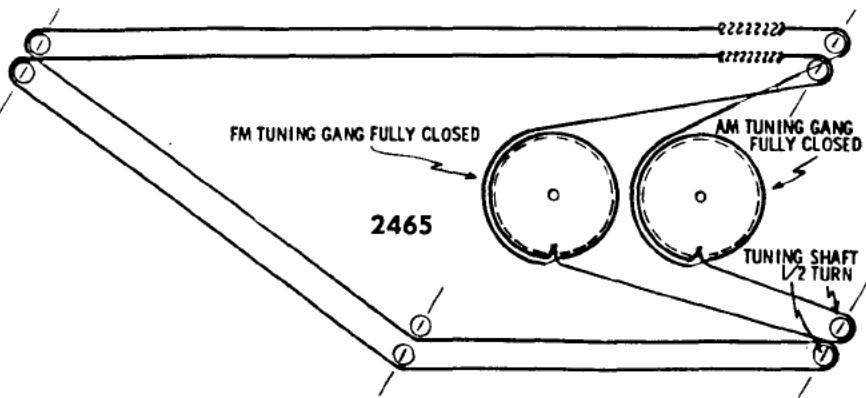
4 1/2 TURNS

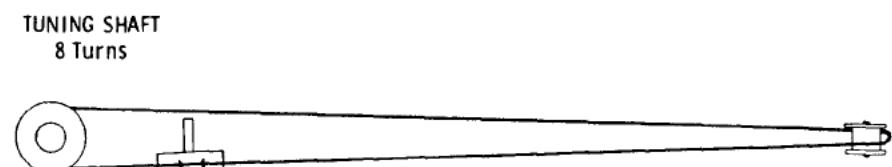
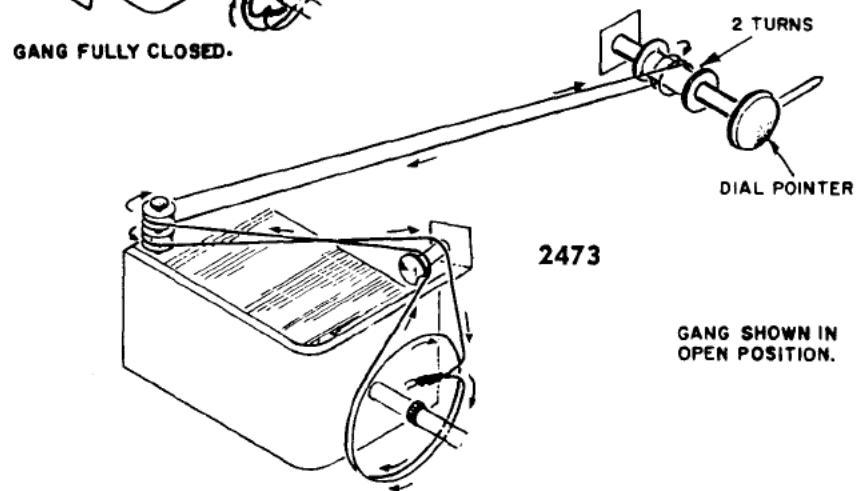
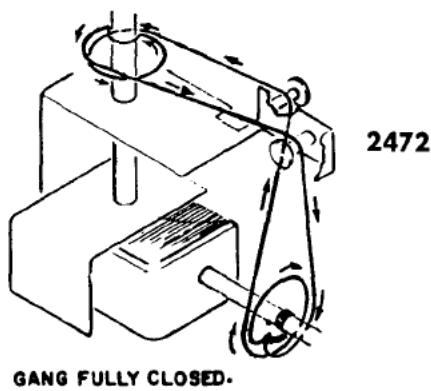
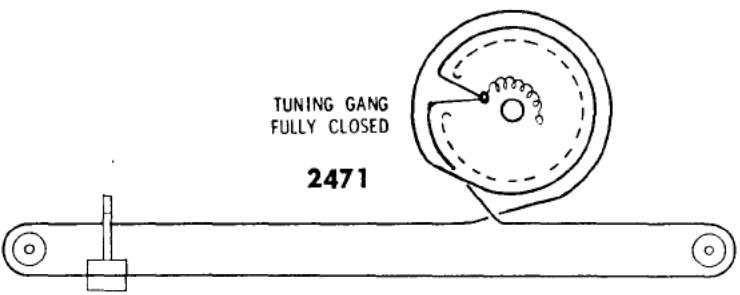
2464

1 1/2 TURNS  
SMALL PULLEY PLASTIC  
SLEEVE TAB IN  
FIVE O' CLOCK  
POSITION

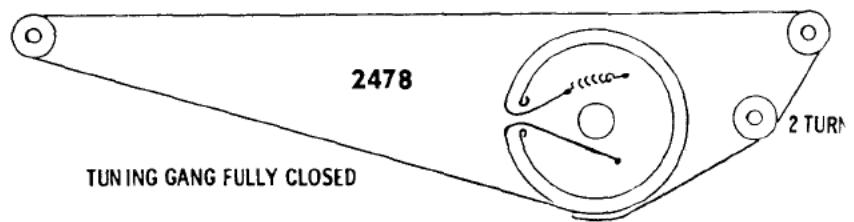
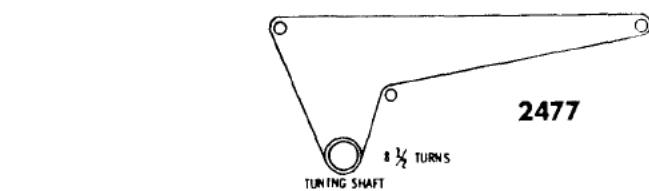
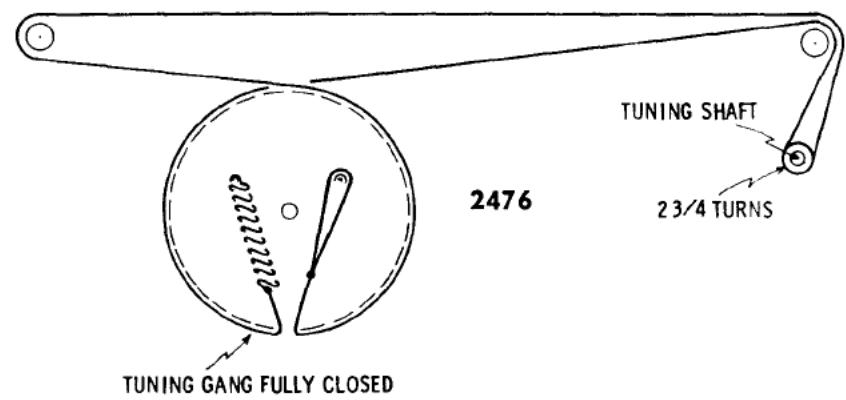
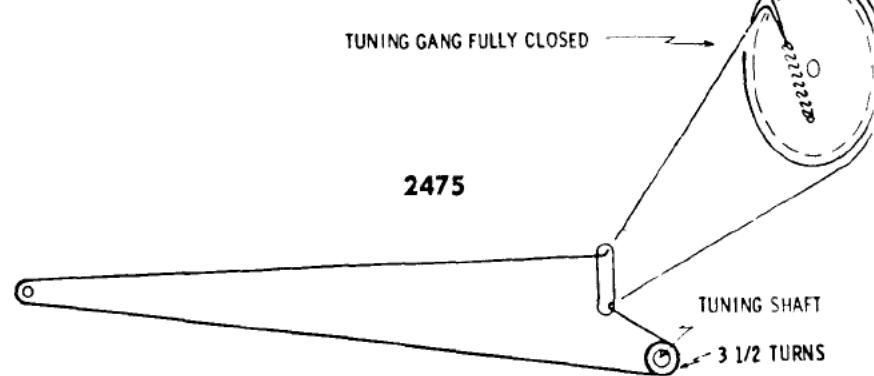
5 1/2 TURNS

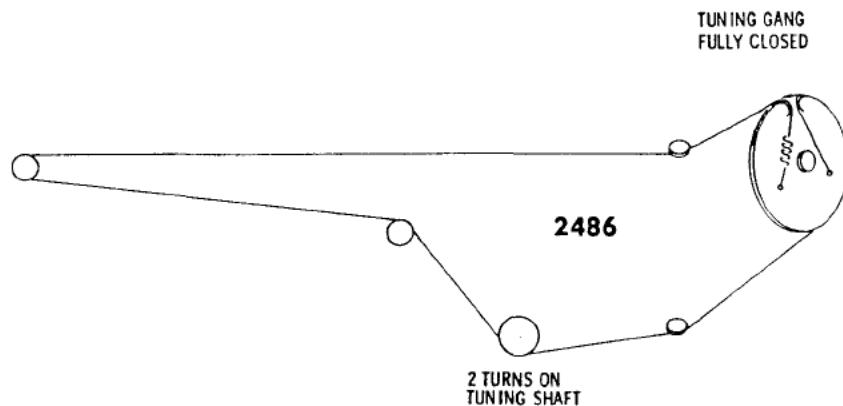
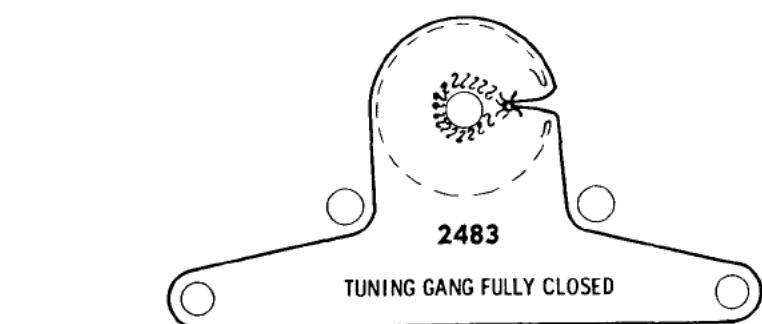
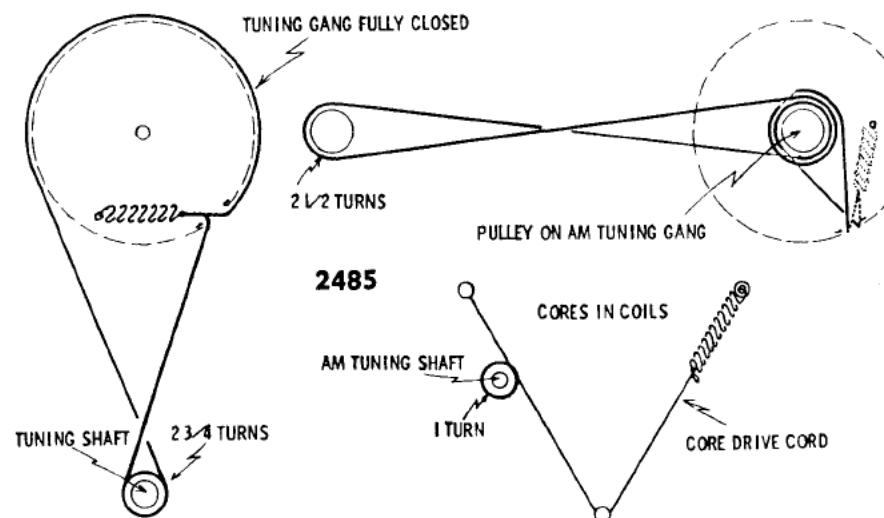
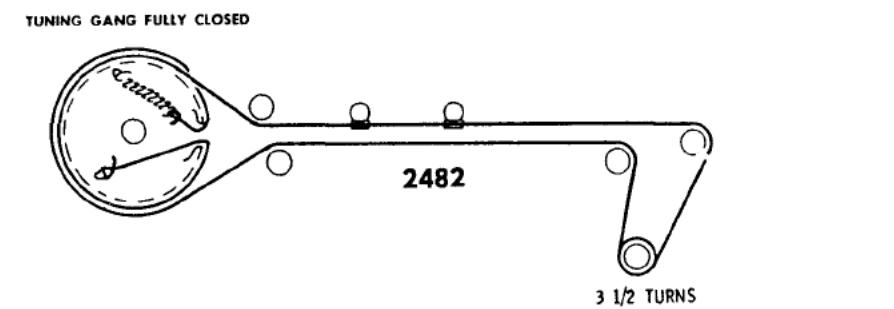
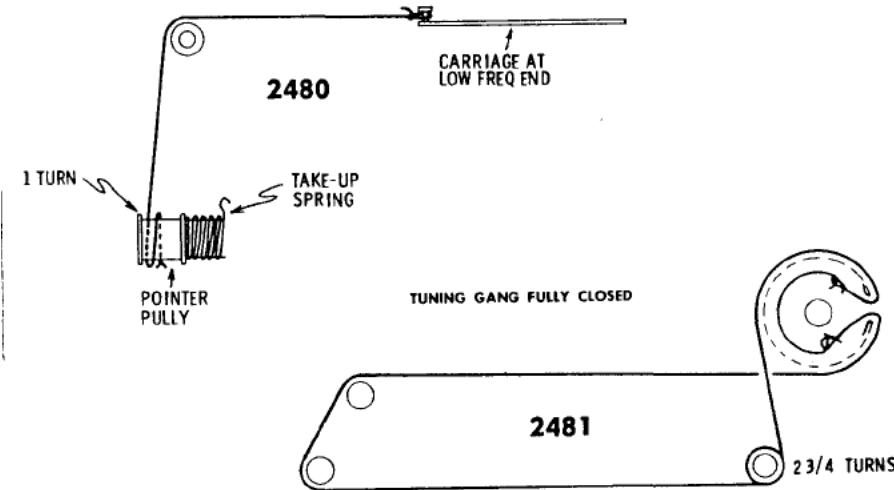
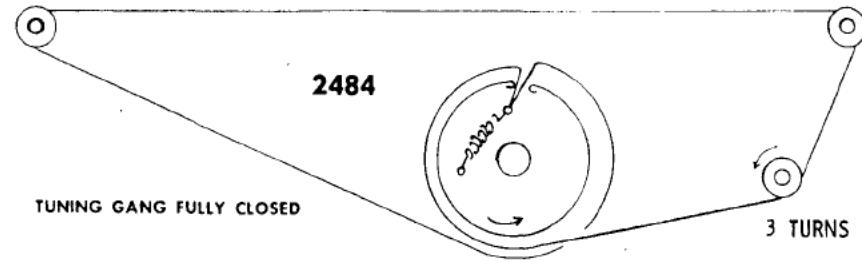
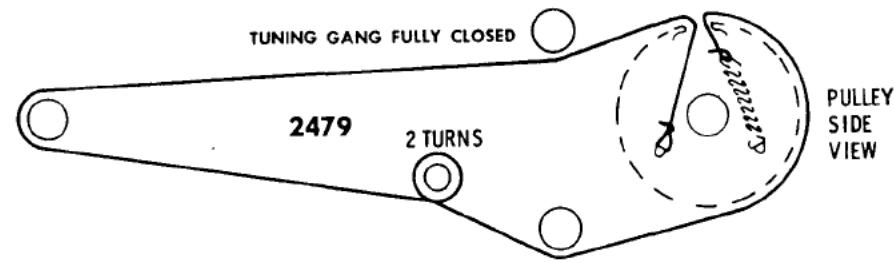
DIAL CORD LENGTH  
31 5/8"

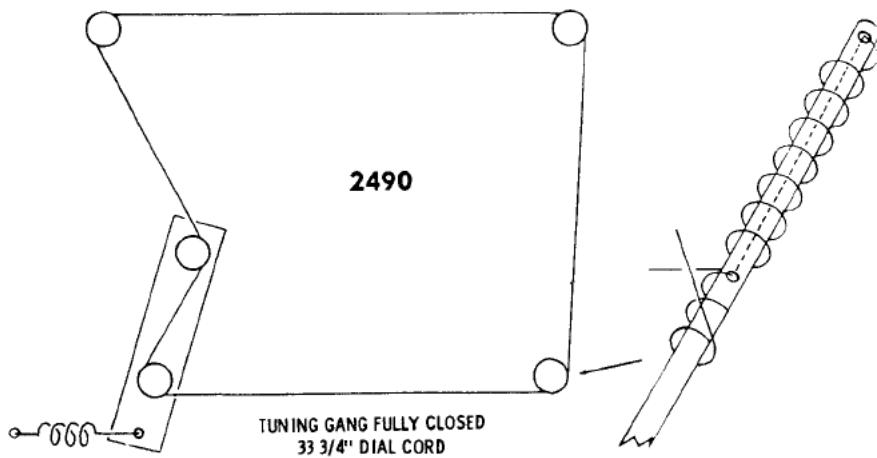
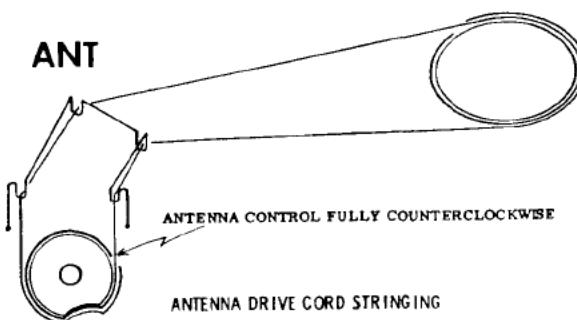
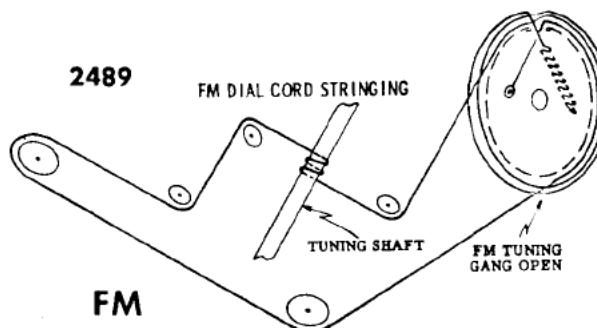
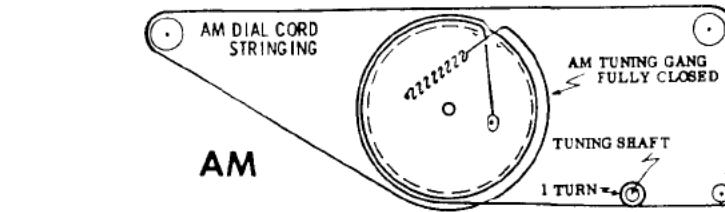
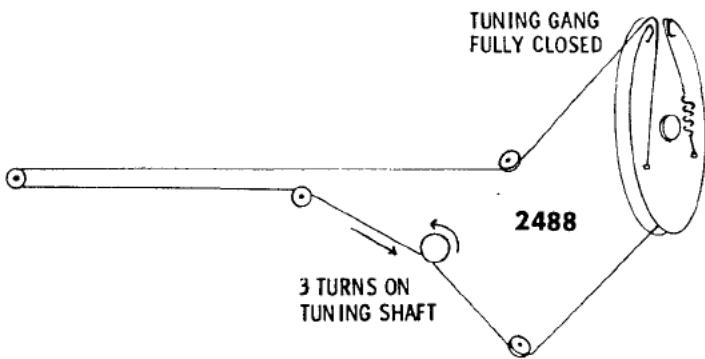
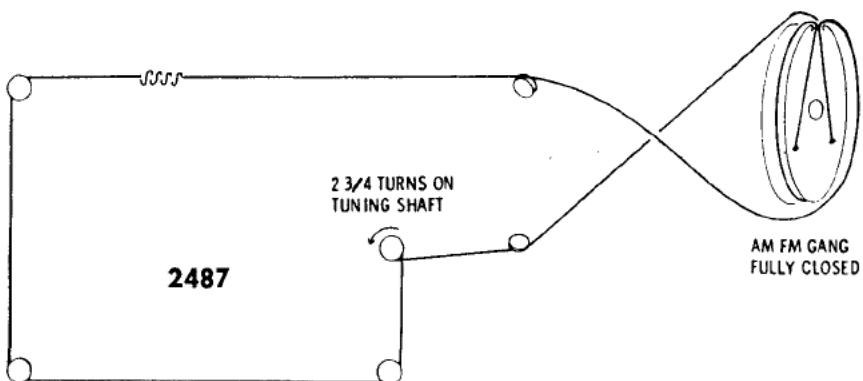


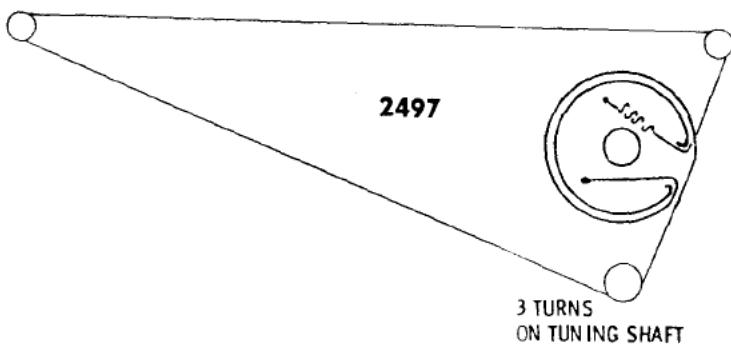
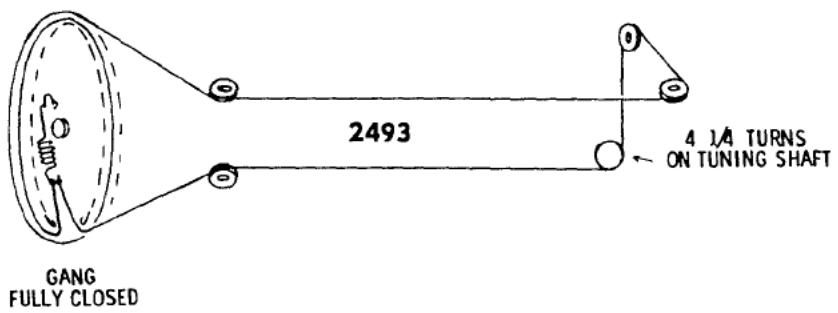
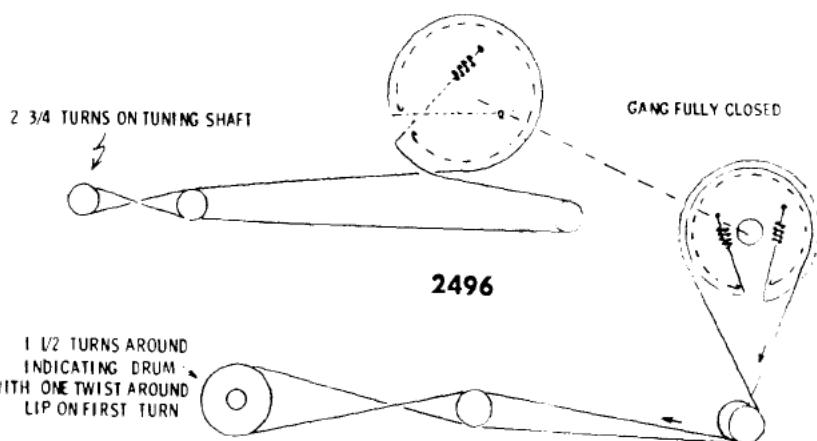
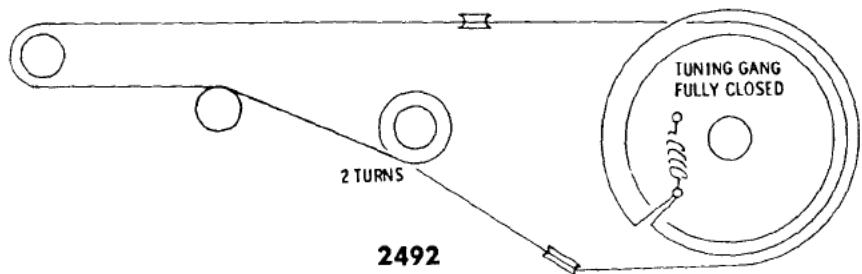
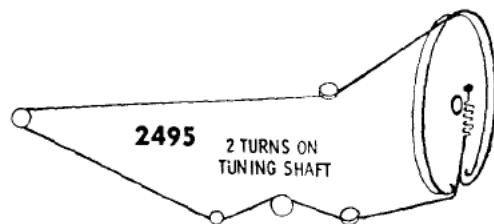
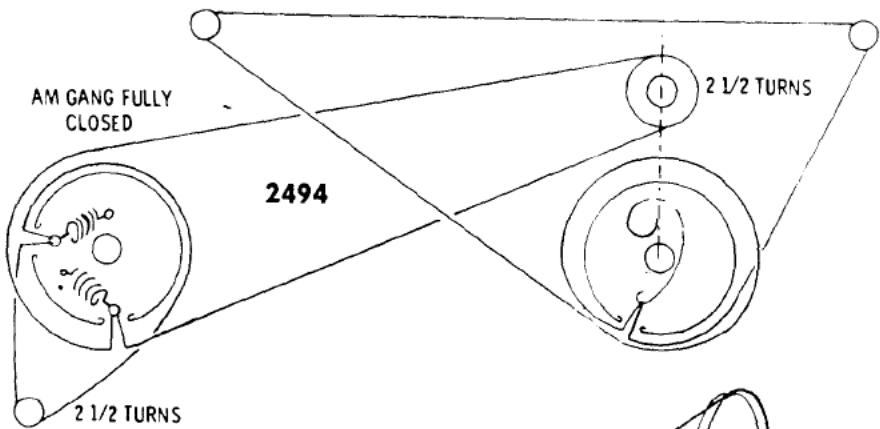
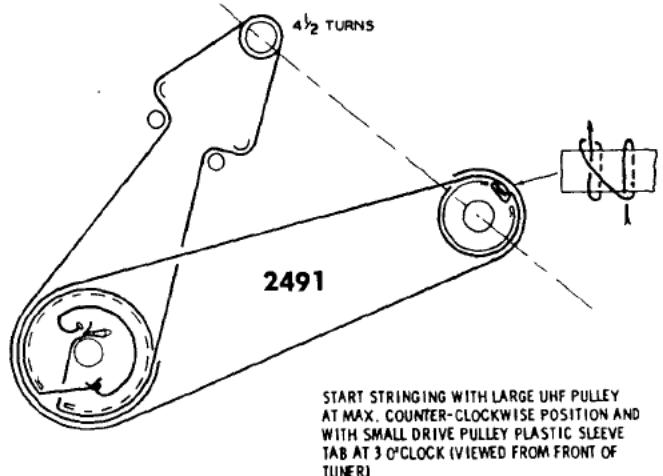


SLUGS ALL WAY OUT  
(Low Freq. End of Dial)

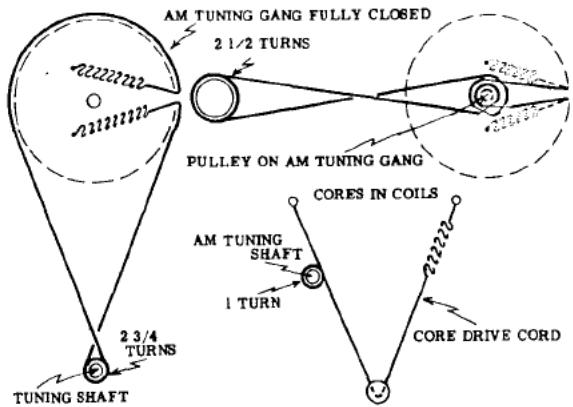








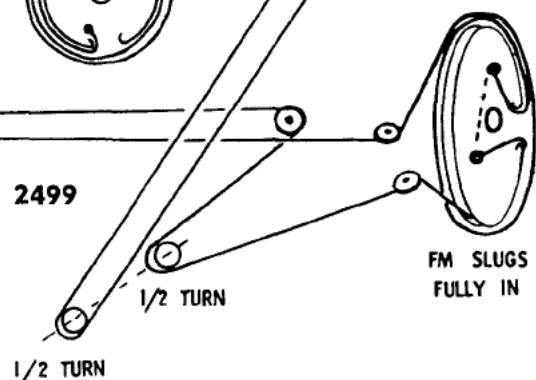
2498



AM TUNING GAN  
G FULLY CLOSED



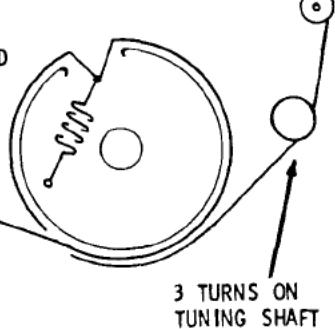
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FM SLUGS  
FULLY IN

TUNING GANG FULLY CLOSED

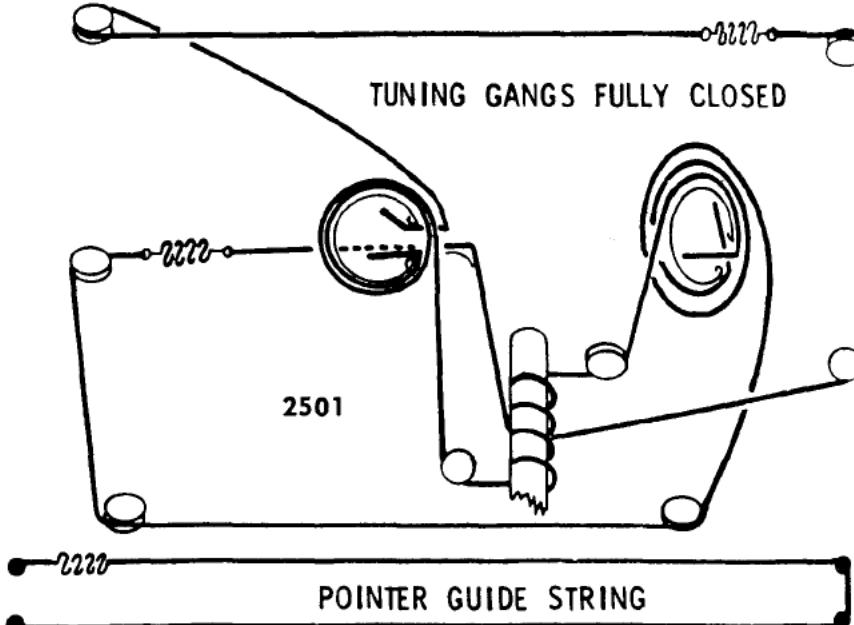
2500



3 TURNS ON  
TUNING SHAFT

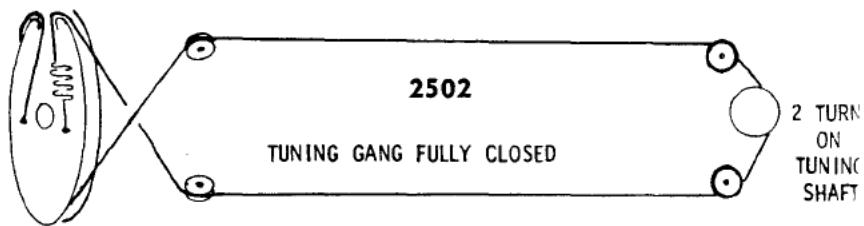
TUNING GANGS FULLY CLOSED

2501



POINTER GUIDE STRING

2502

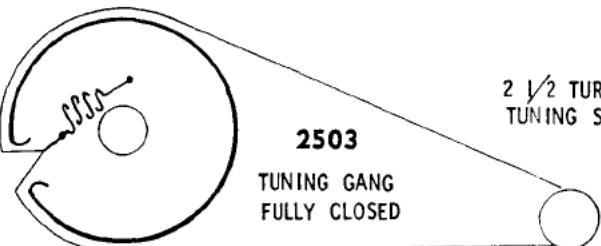


TUNING GANG FULLY CLOSED

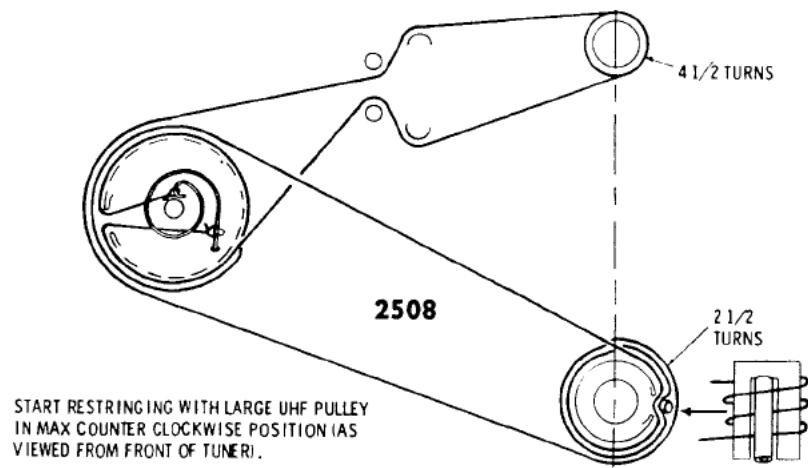
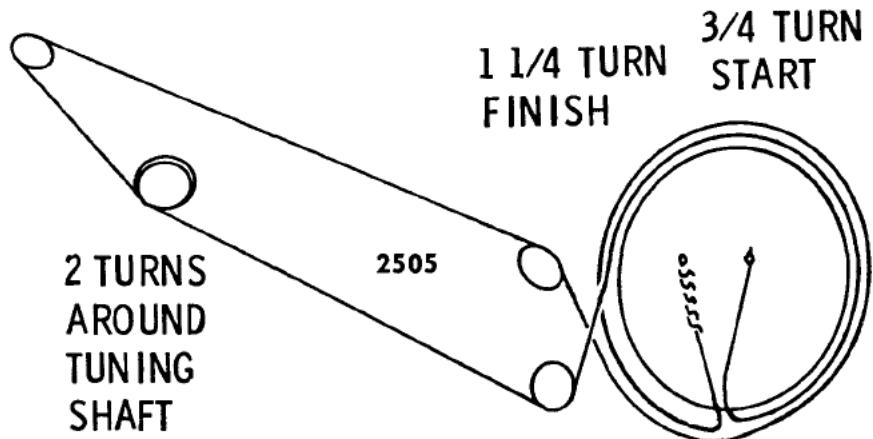
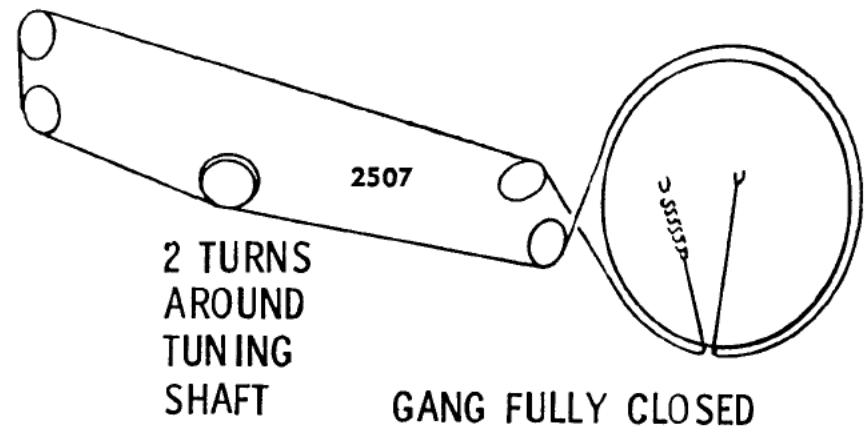
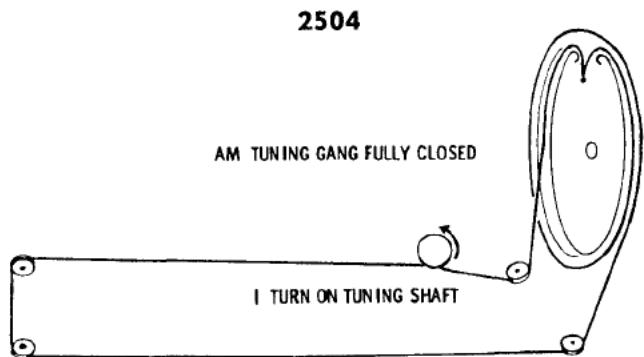
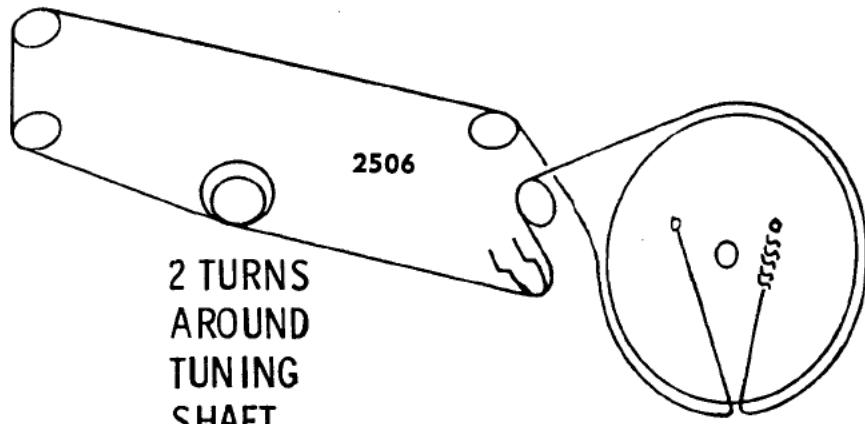
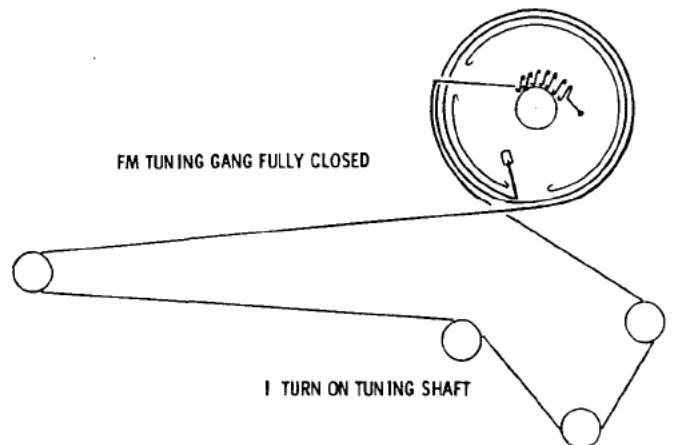
2 TURN  
ON  
TUNING  
SHAFT

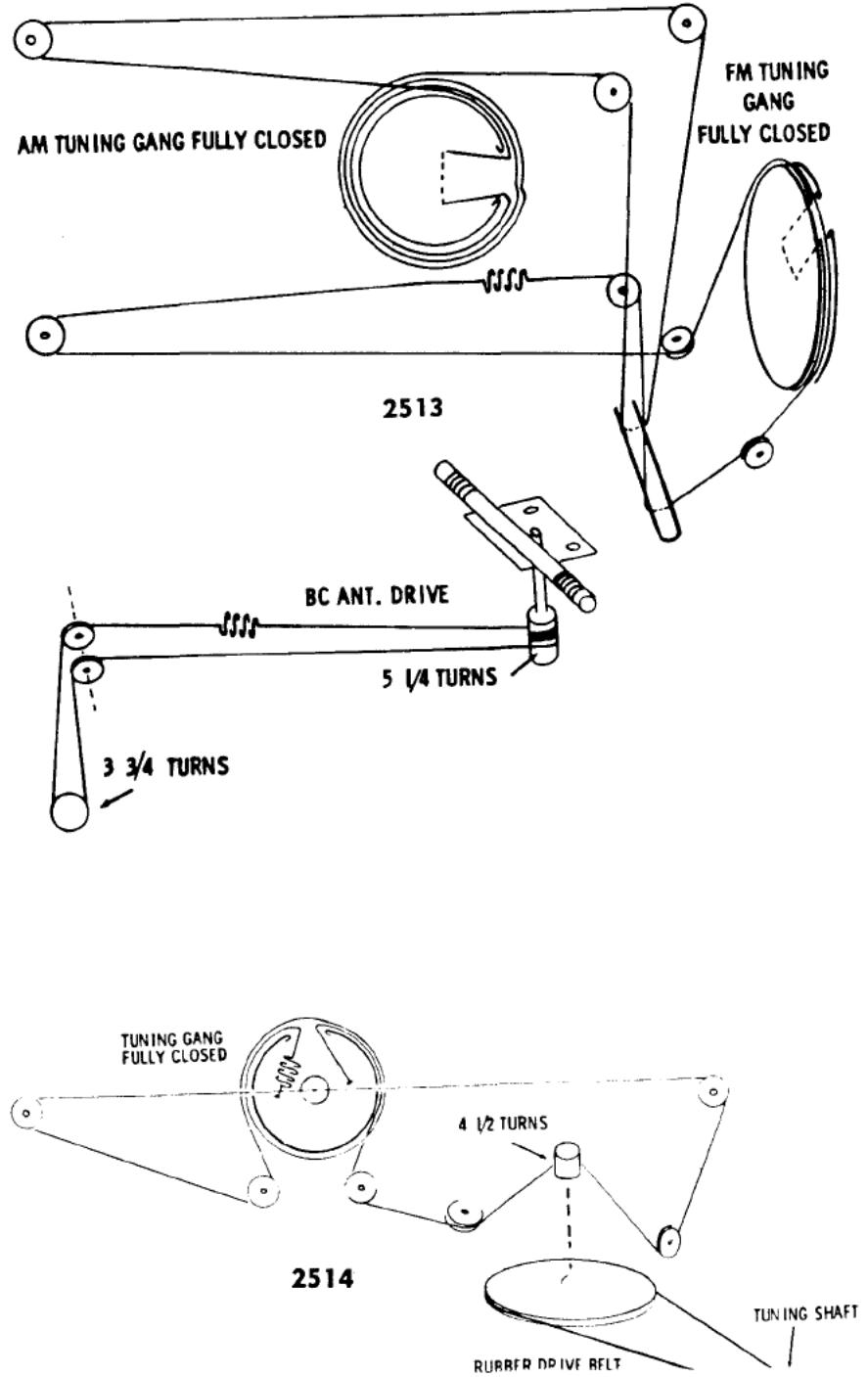
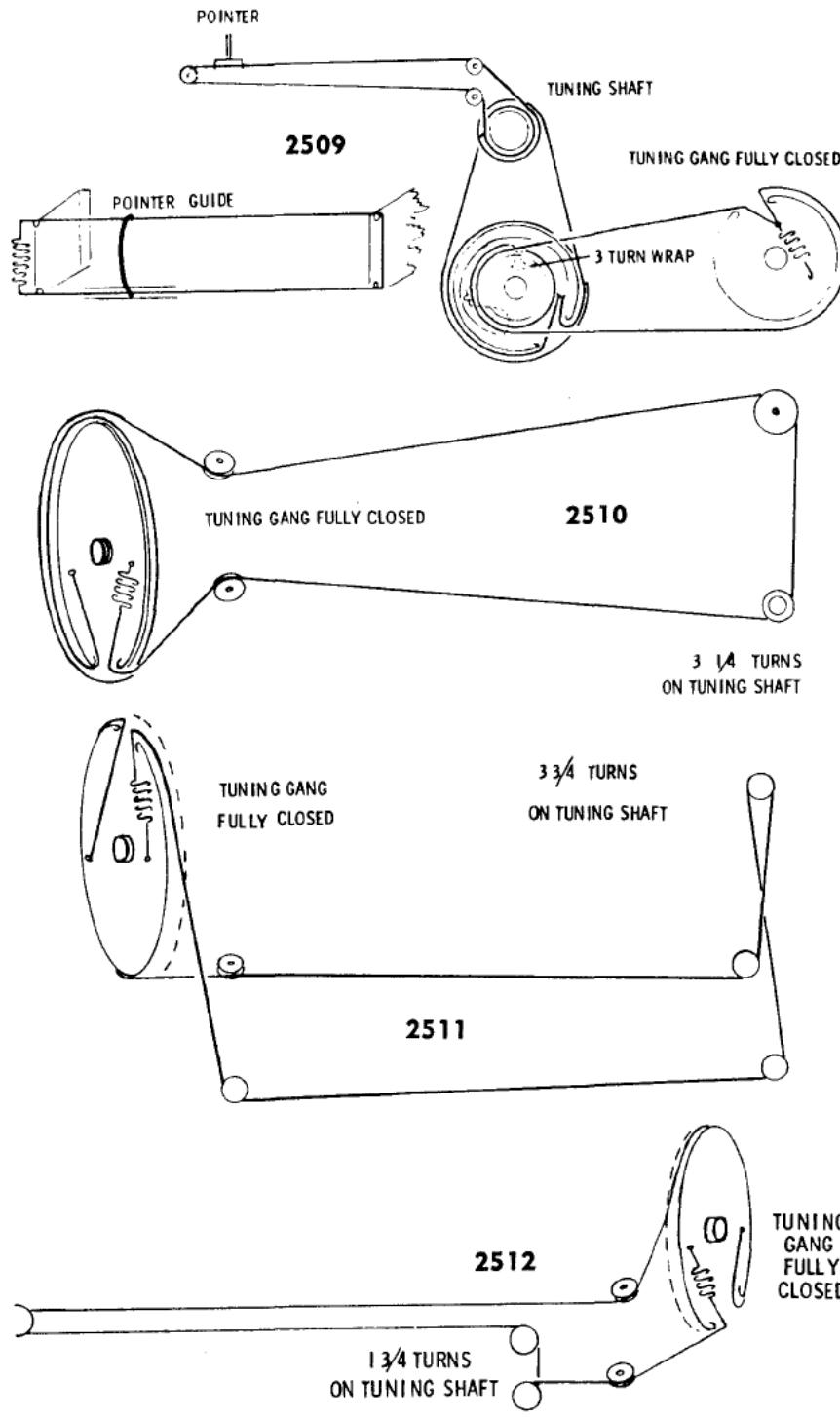
2 1/2 TURNS ON  
TUNING SHAFT

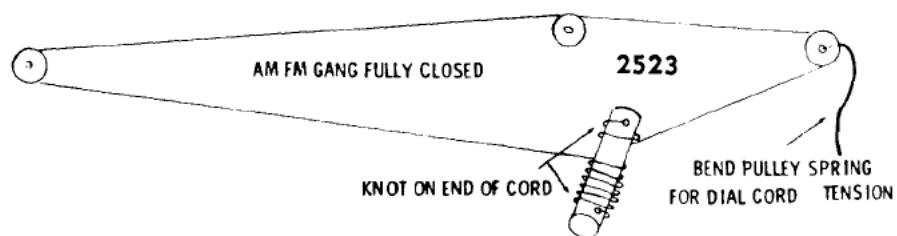
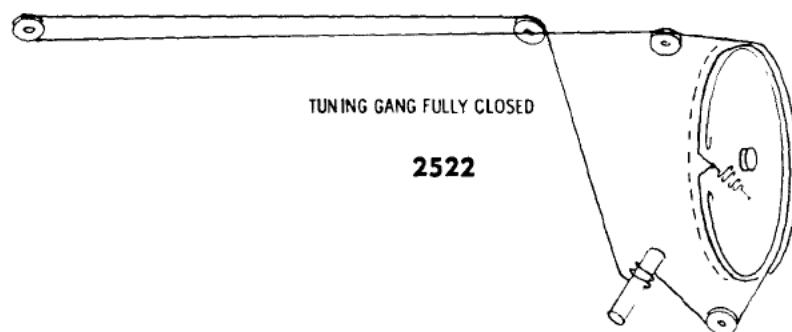
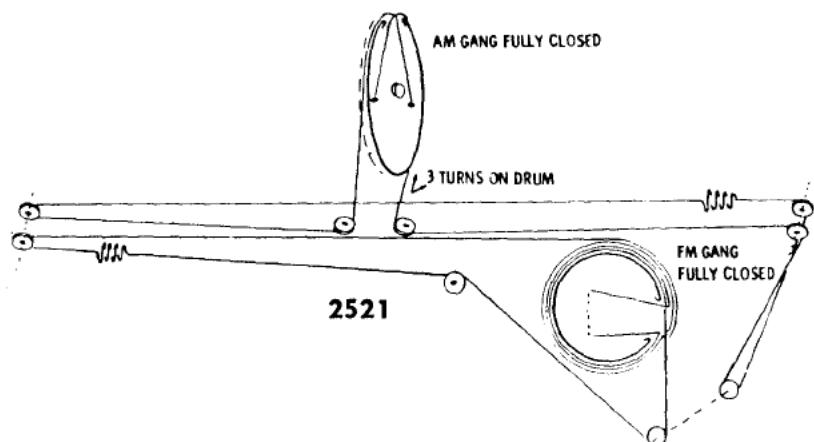
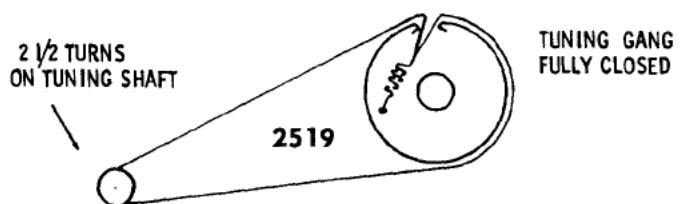
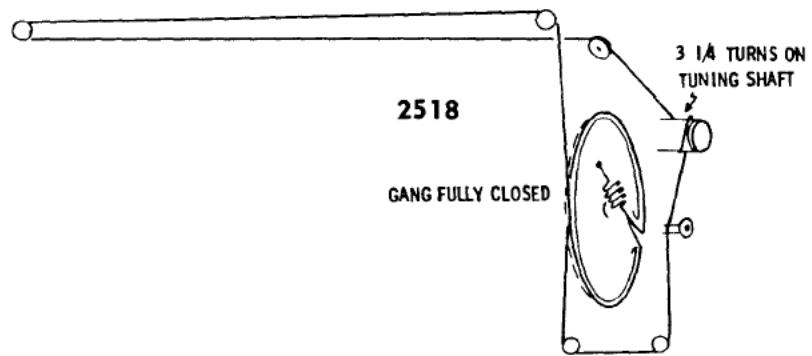
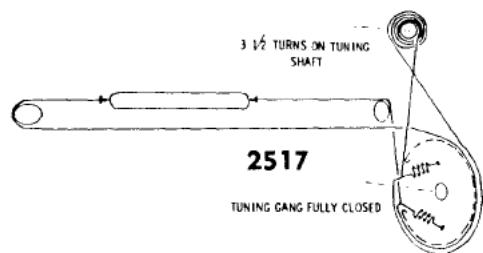
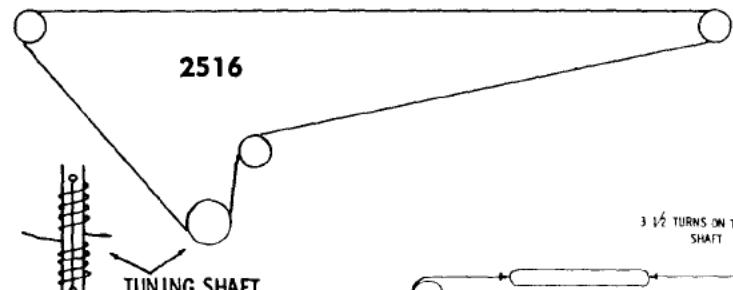
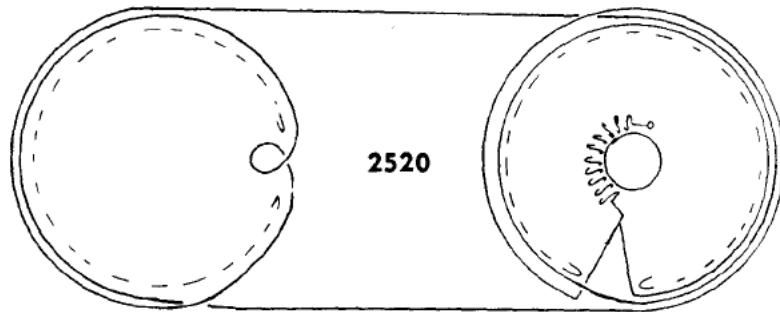
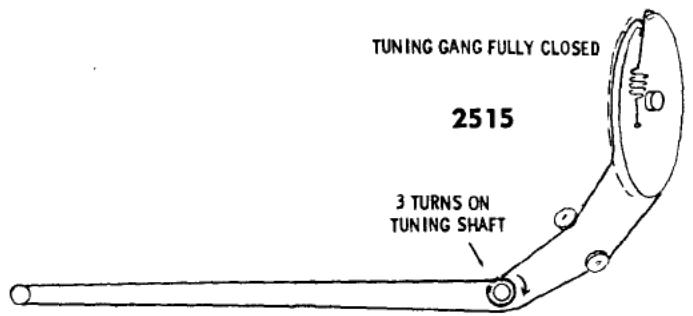
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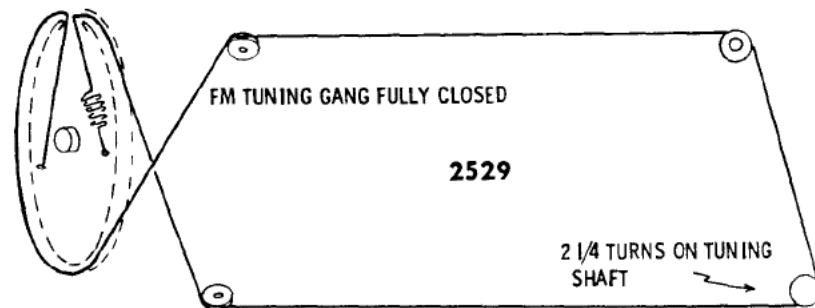
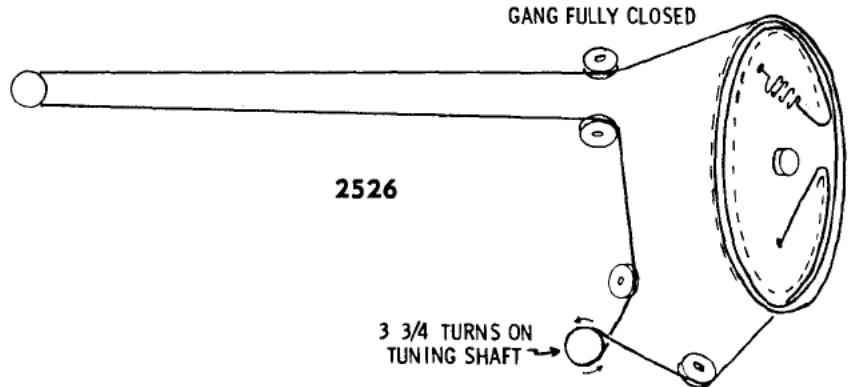
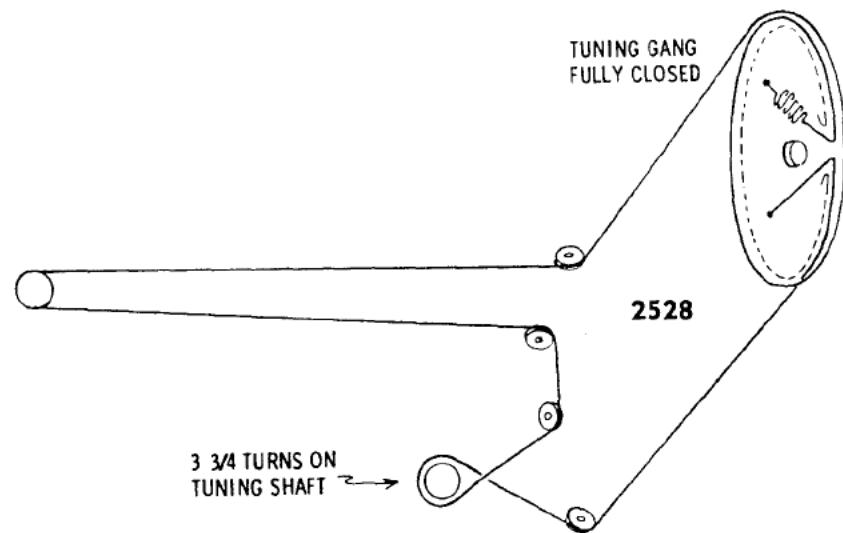
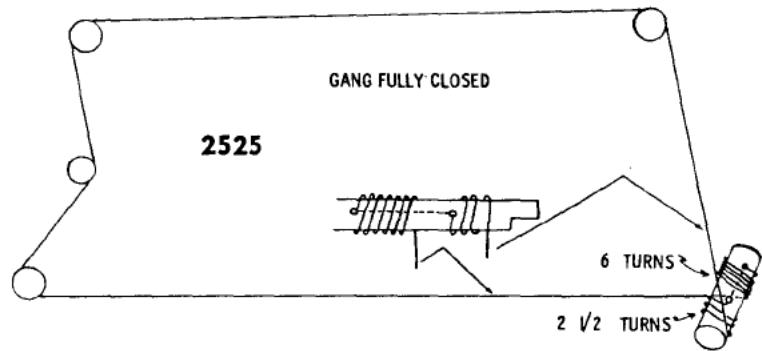
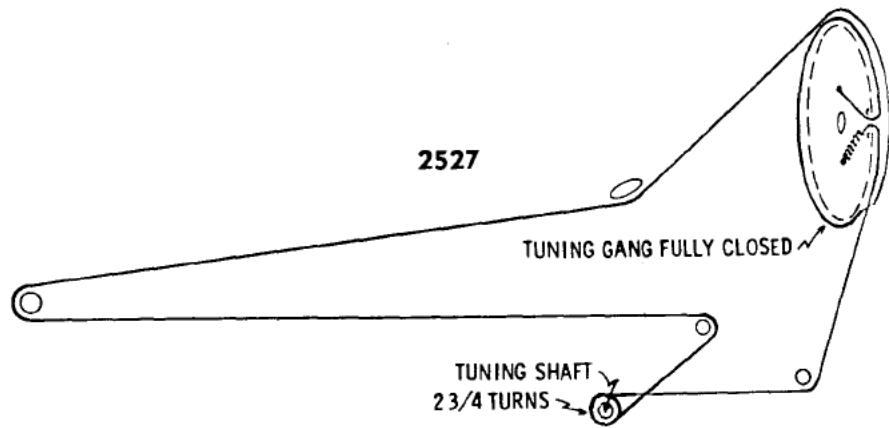
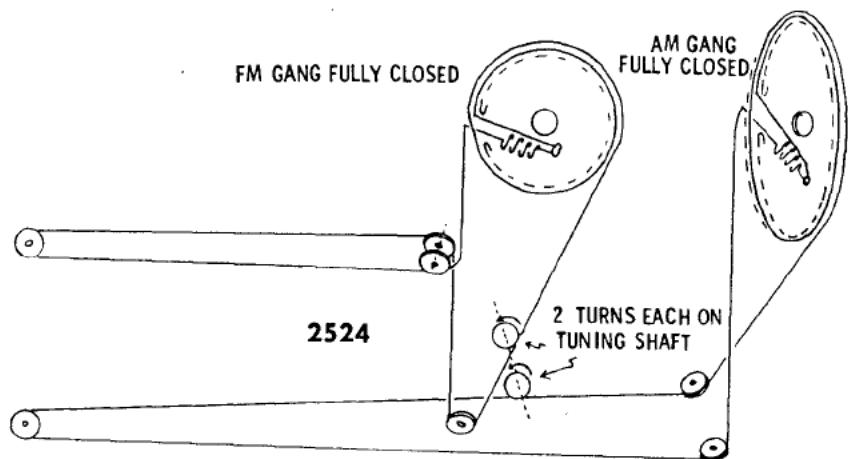


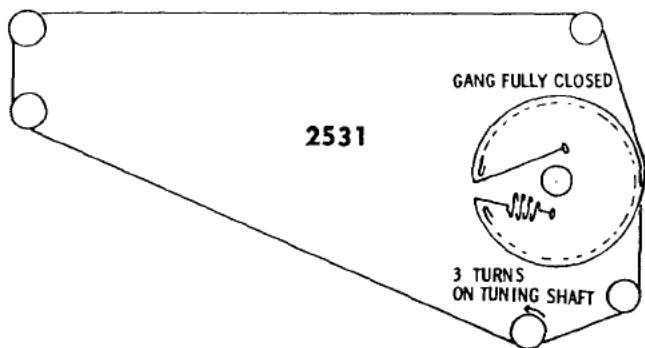
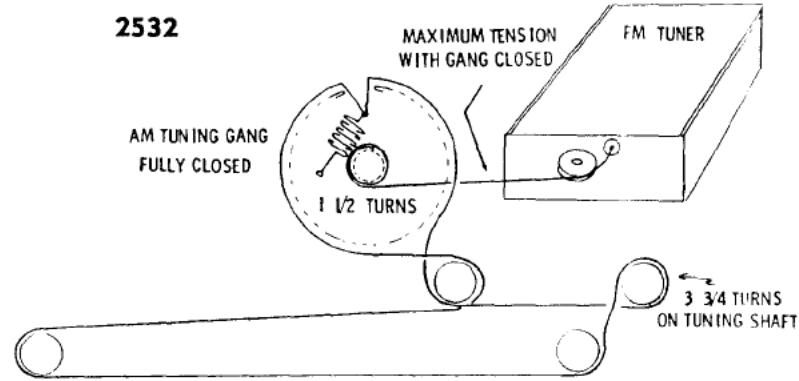
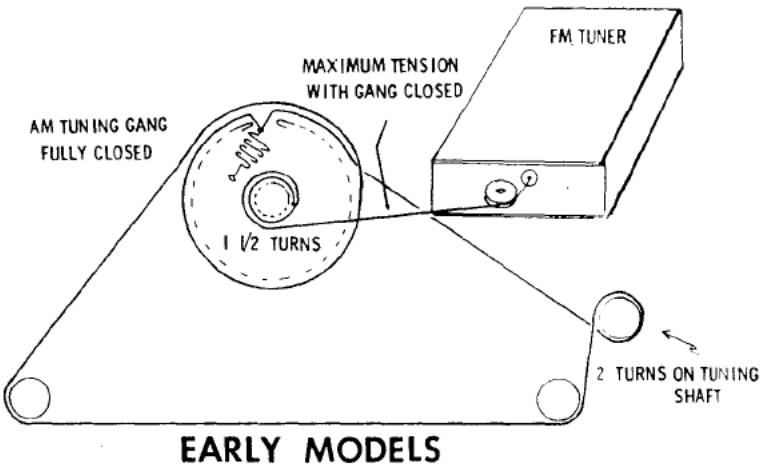
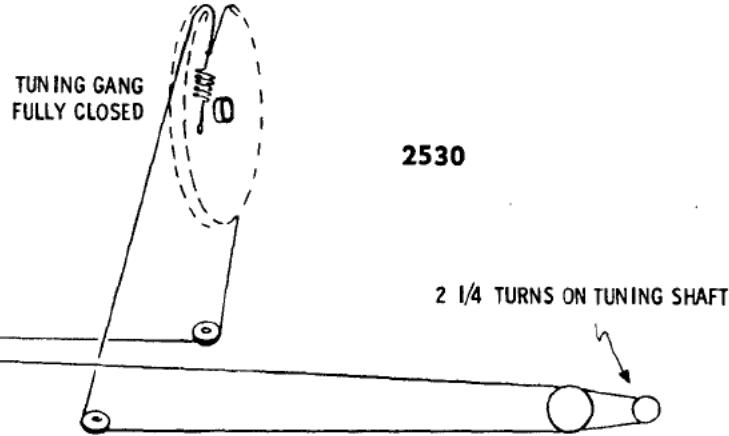
TUNING GANG  
FULLY CLOSED



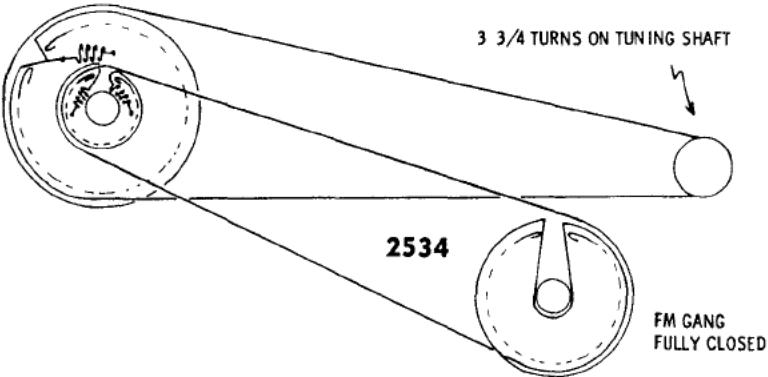






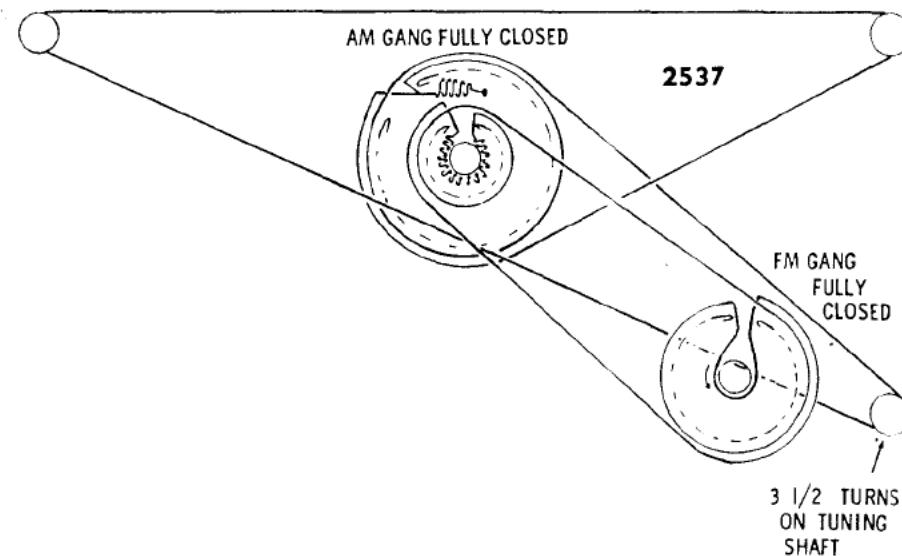


AM GANG  
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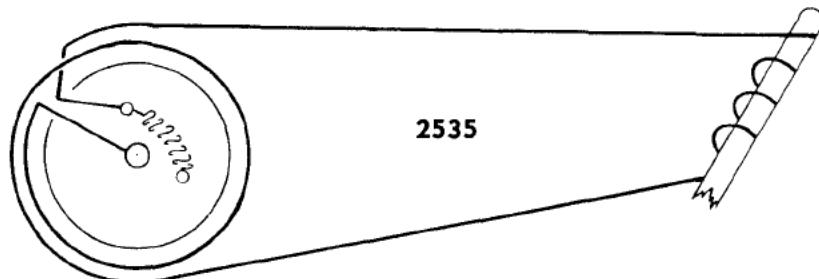


AM GANG FULLY CLOSED

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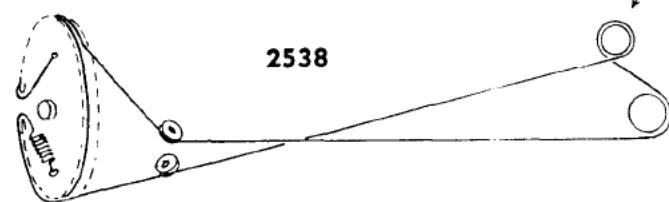


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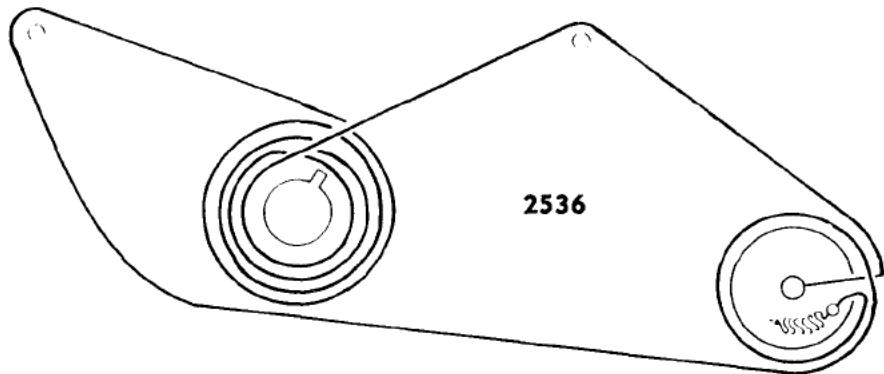


GANG FULLY CLOSED

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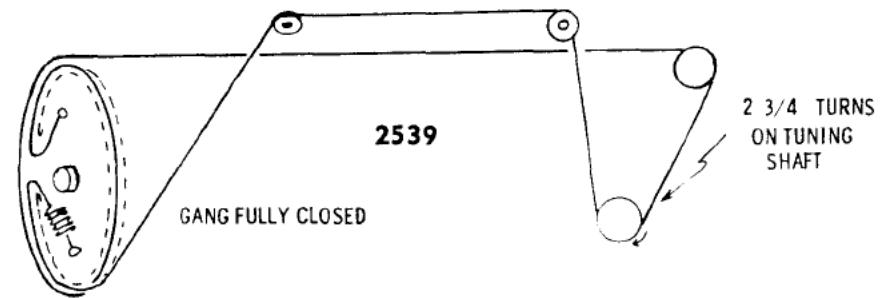


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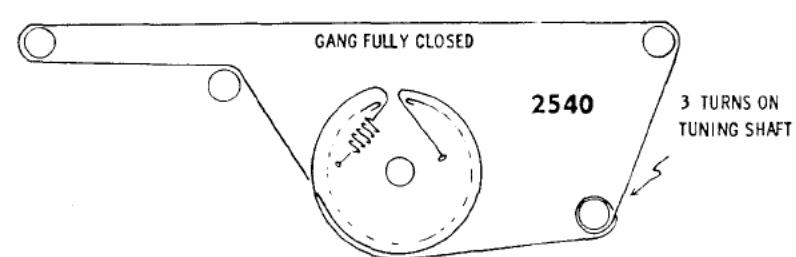
GANG FULLY CLOSED

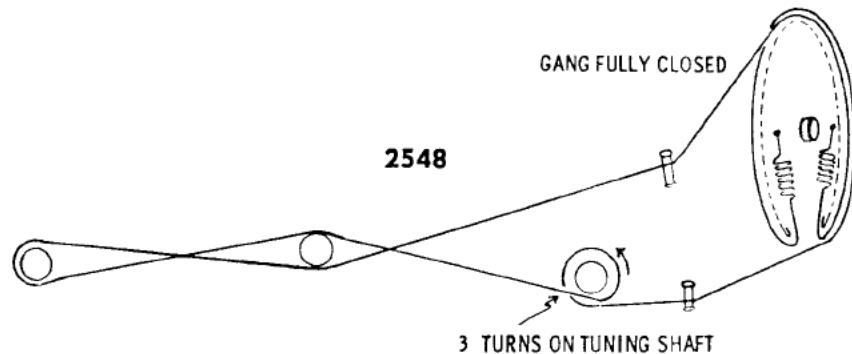
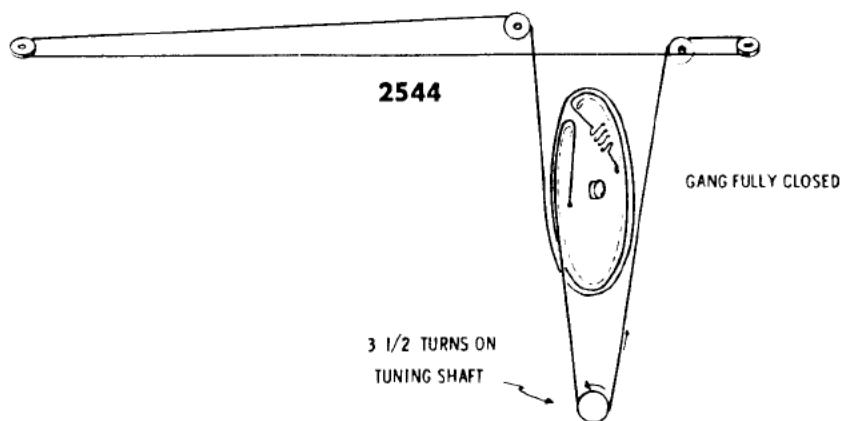
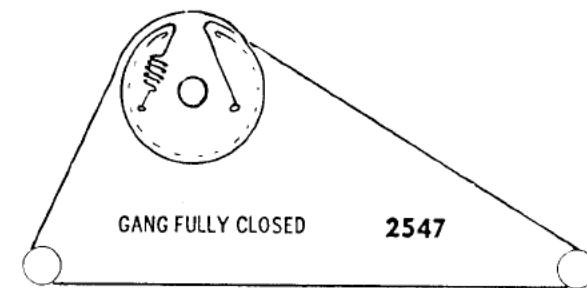
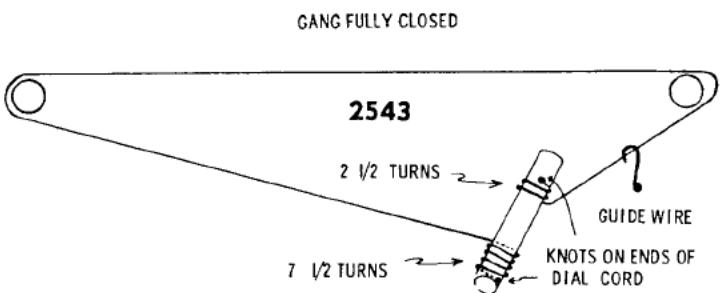
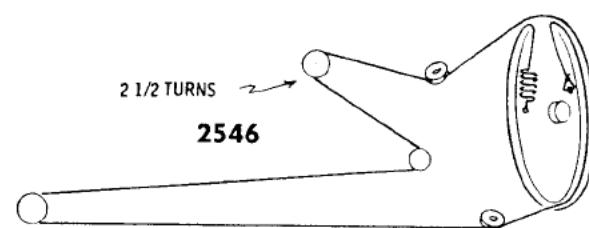
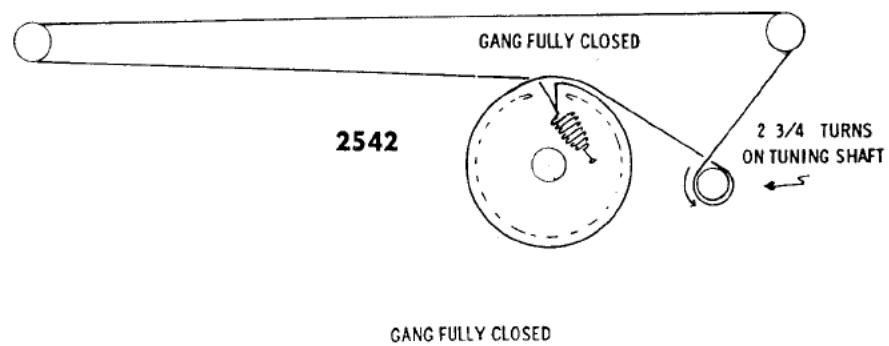
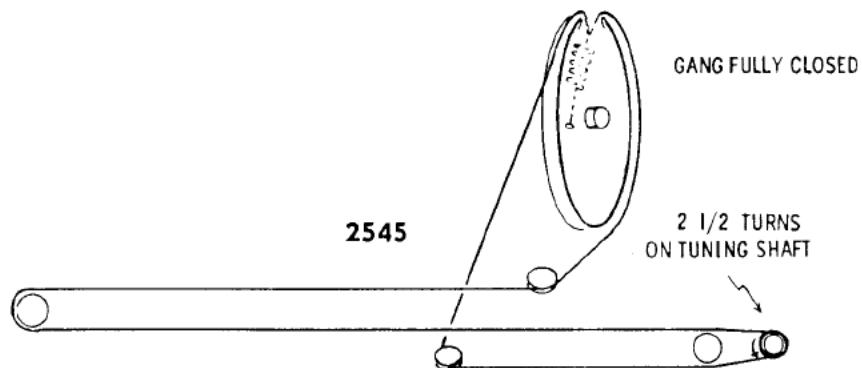
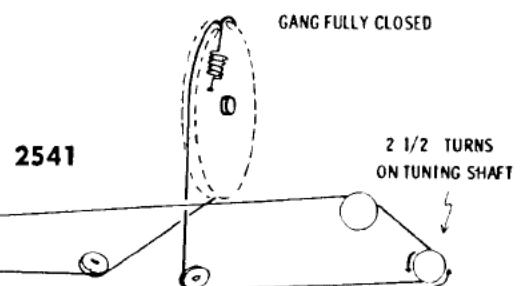
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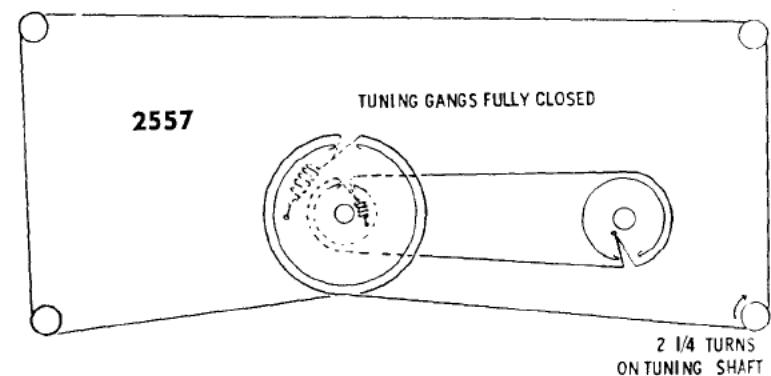
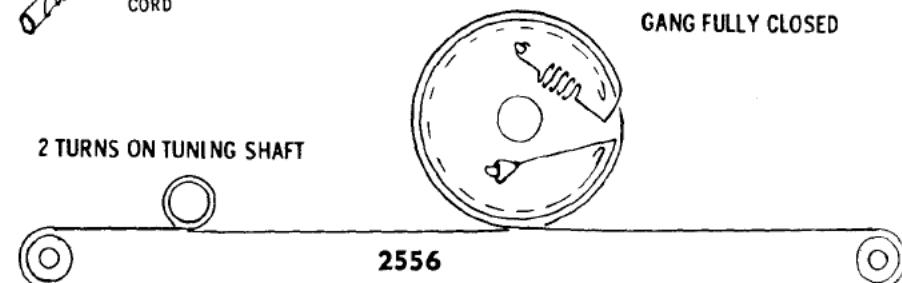
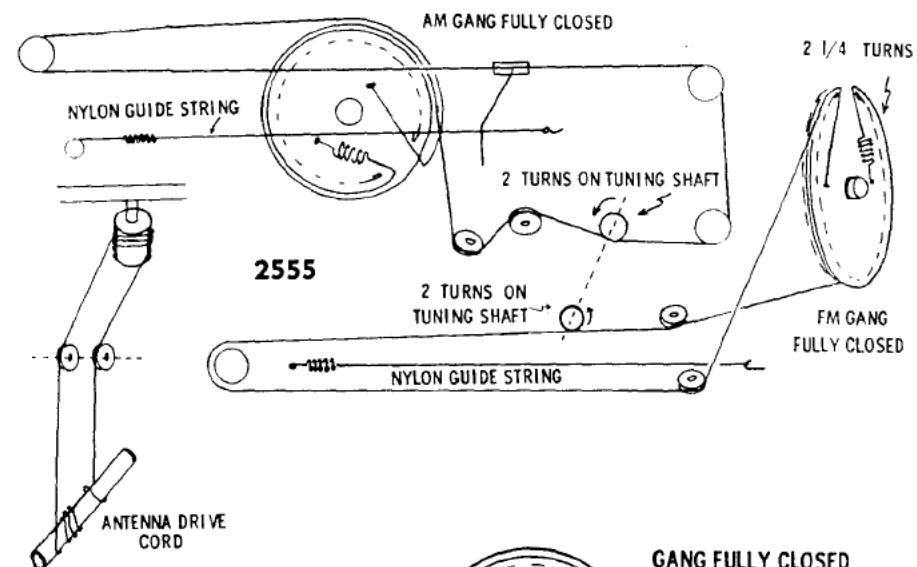
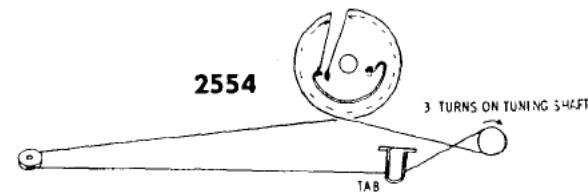
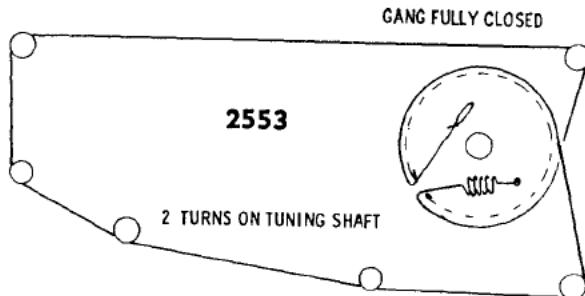
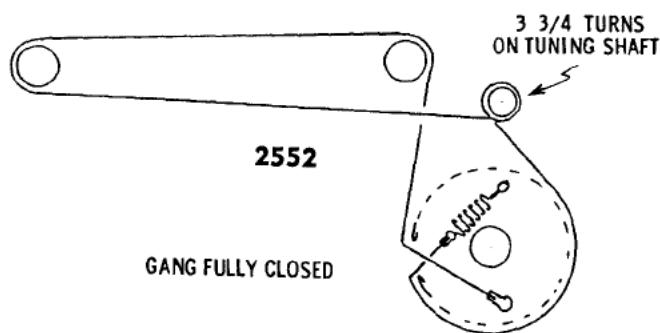
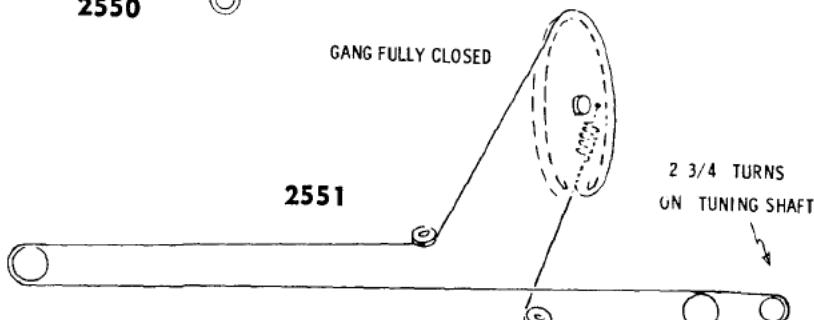
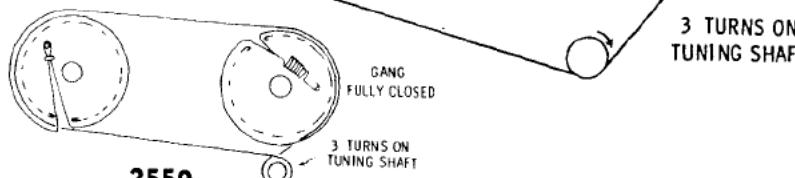
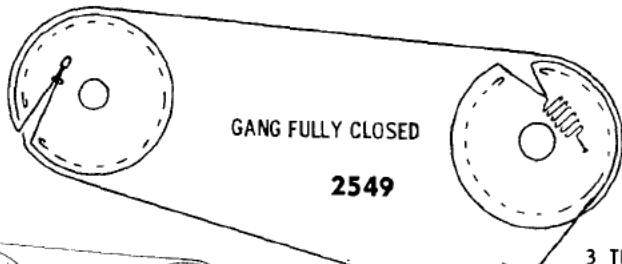


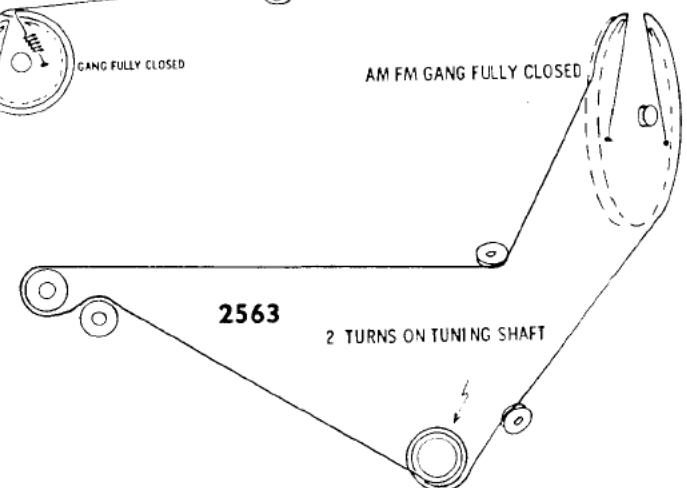
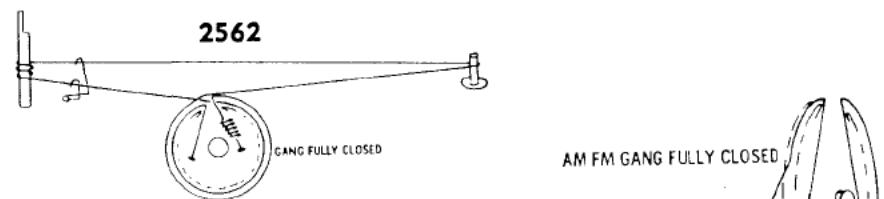
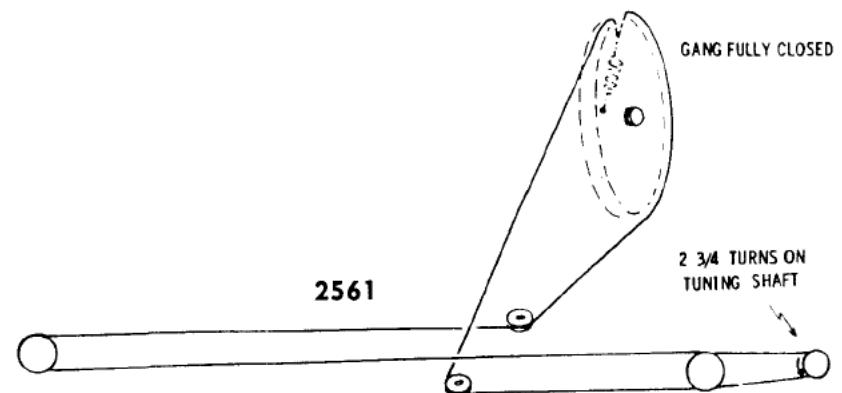
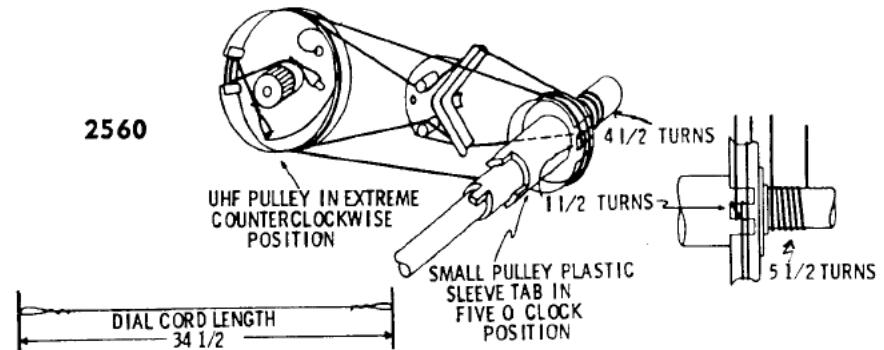
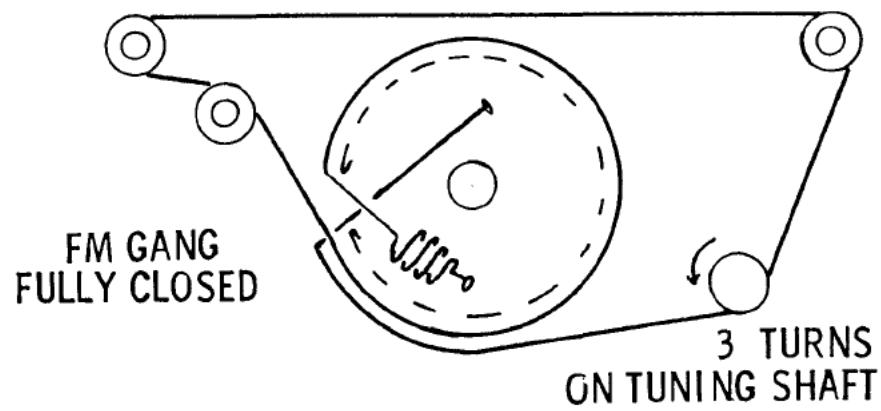
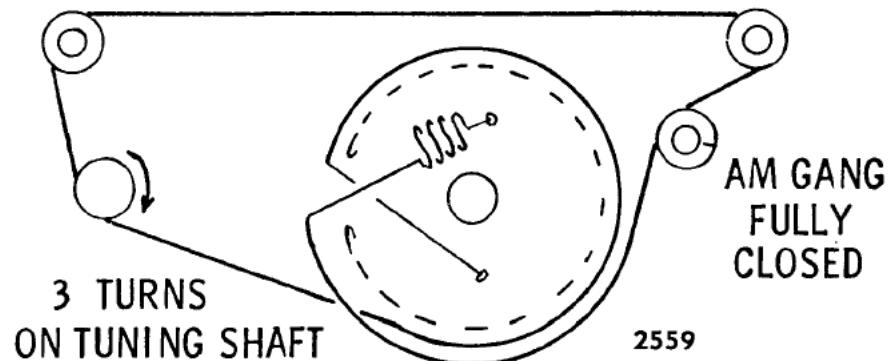
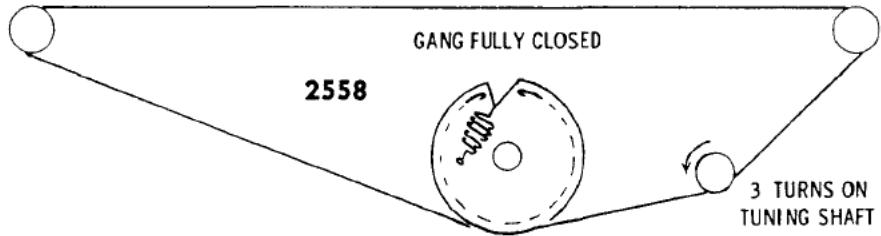
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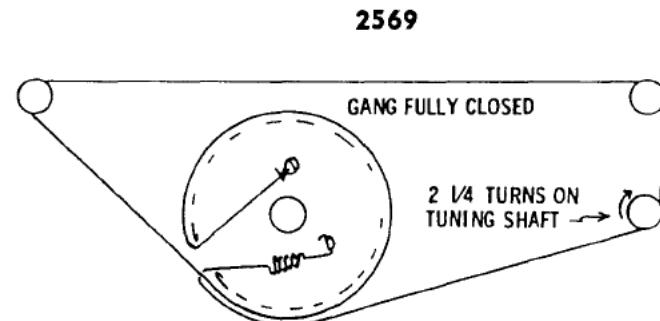
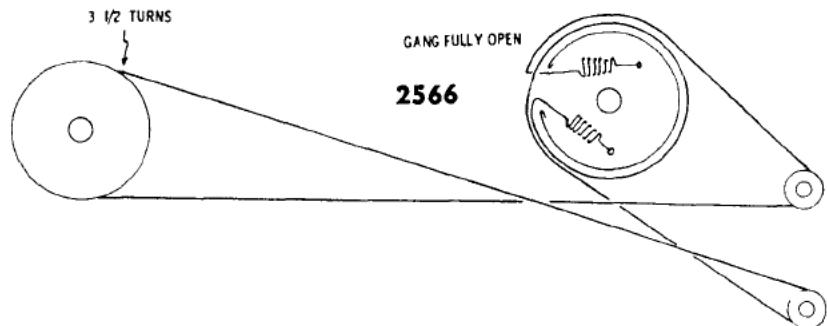
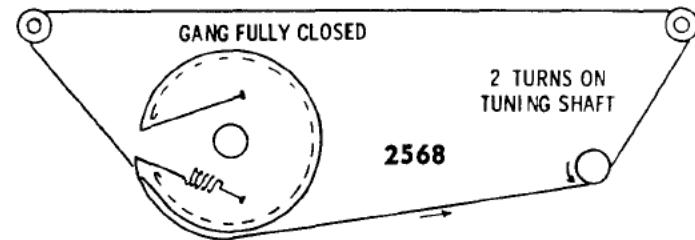
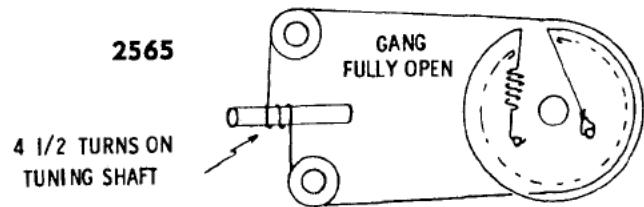
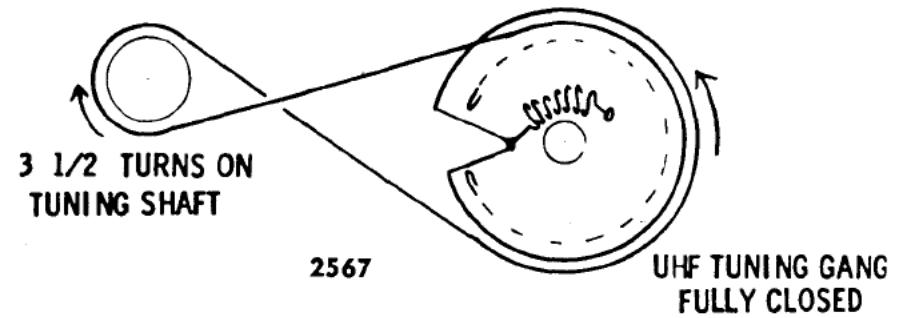
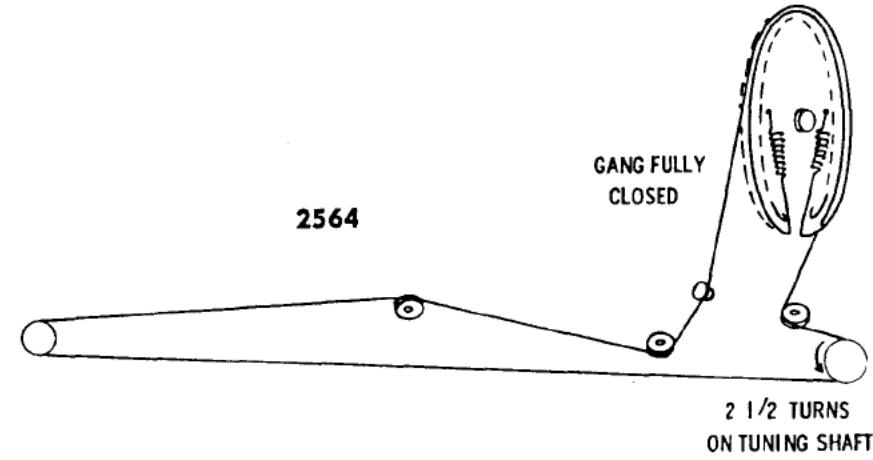
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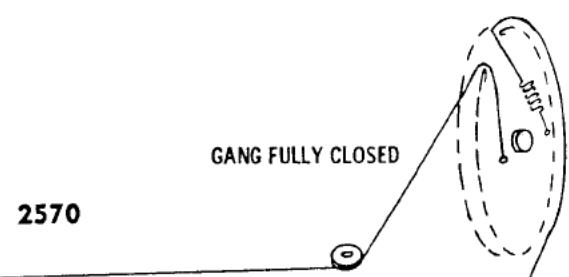




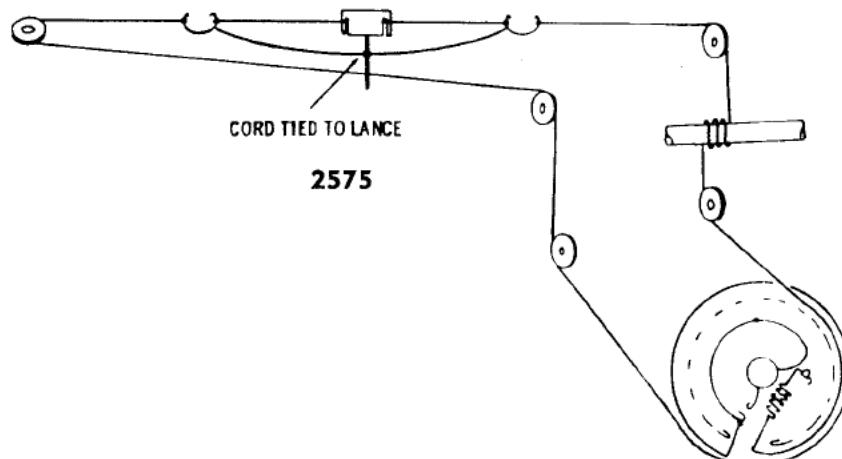
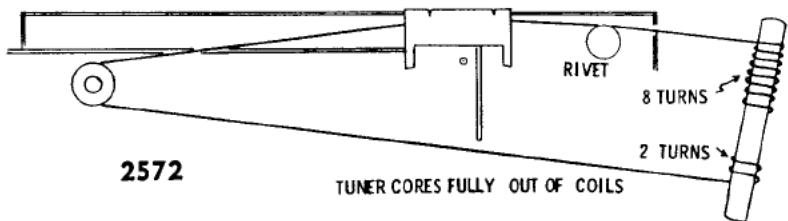
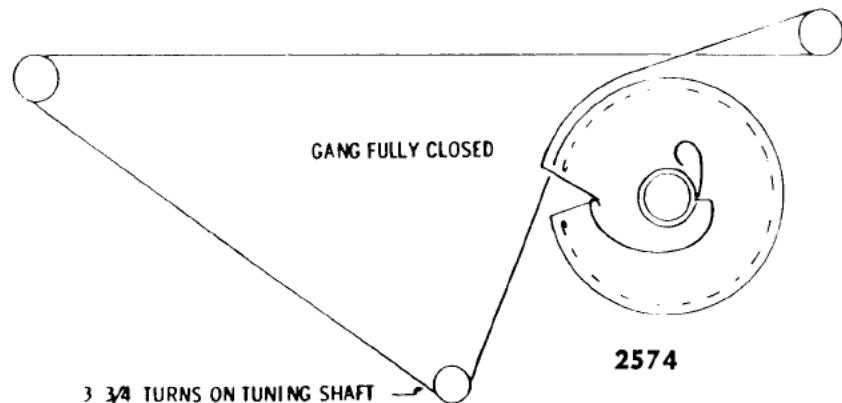
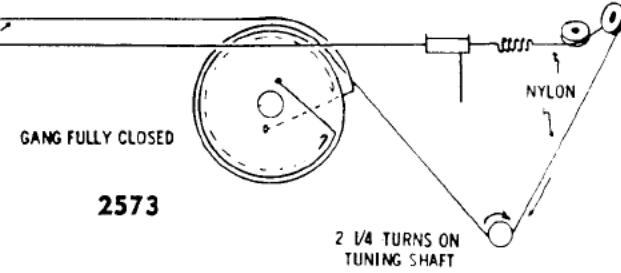
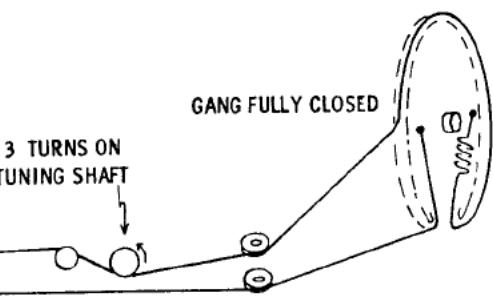


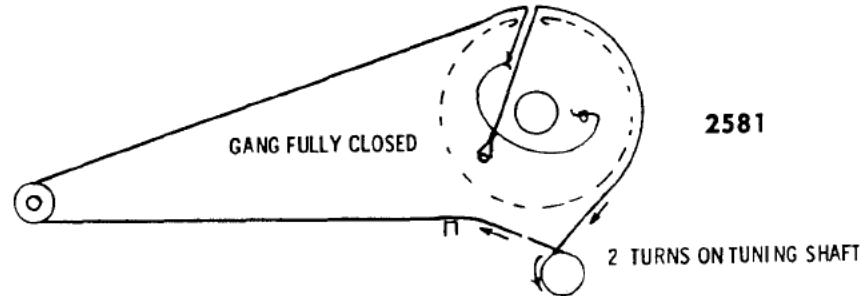
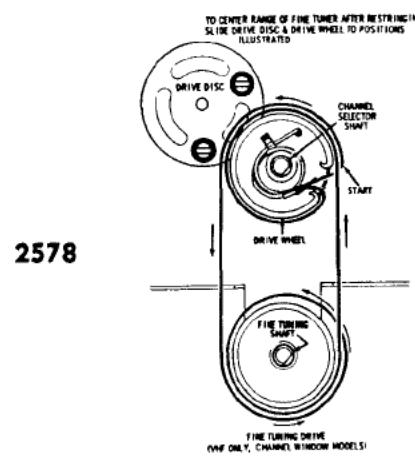
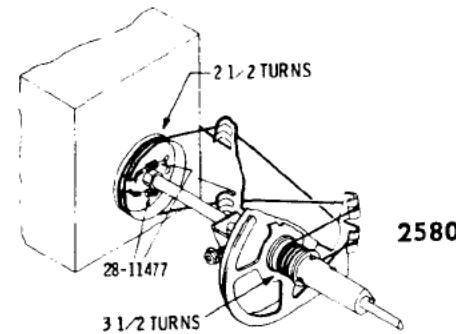
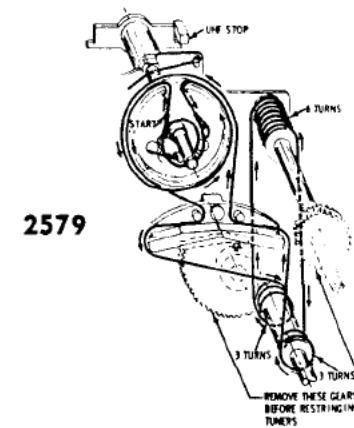
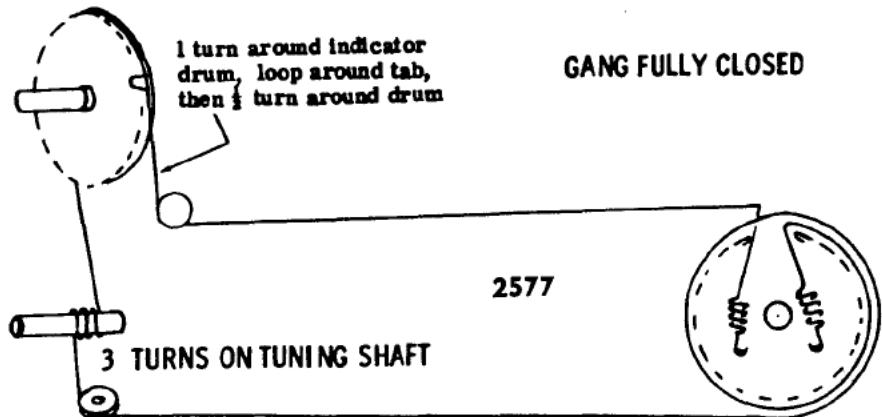
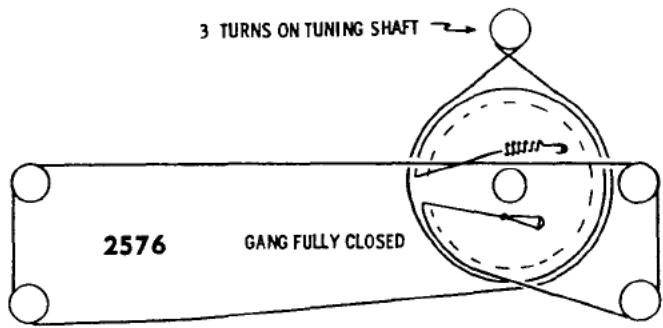


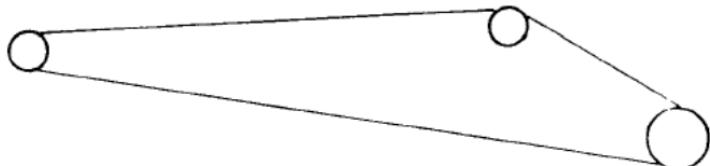




3 1/4 TURNS ON  
TUNING SHAFT







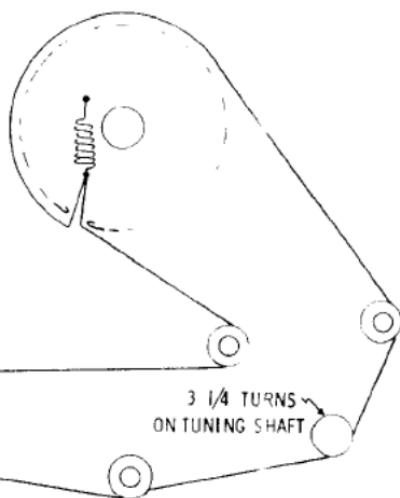
**2582**

9 TURNS  
ON TUNING SHAFT

GANG FULLY CLOSED

**2583**

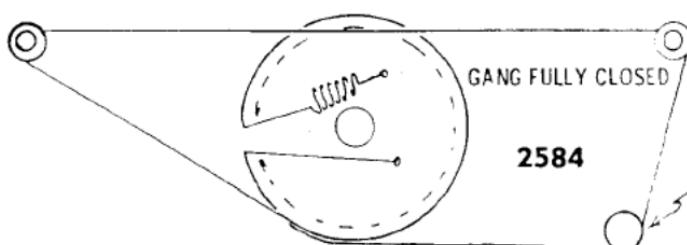
3 1/4 TURNS  
ON TUNING SHAFT

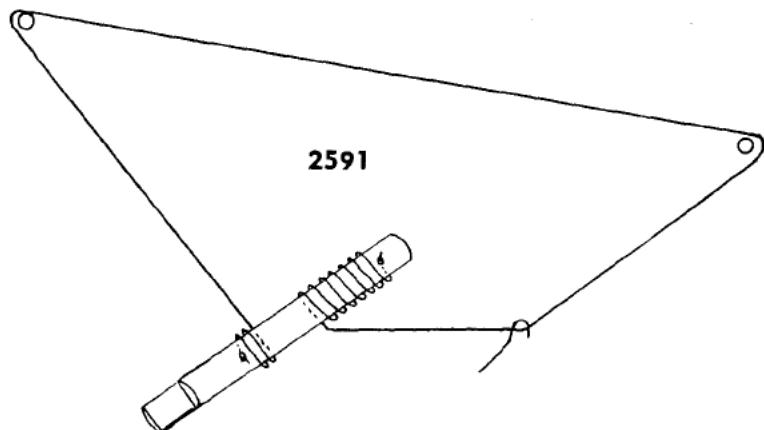
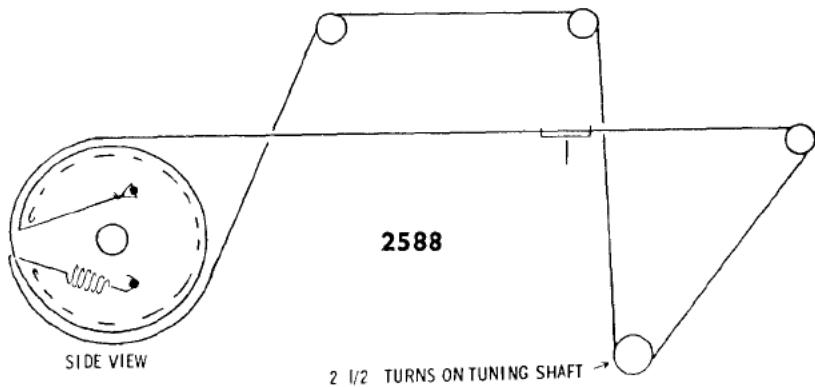
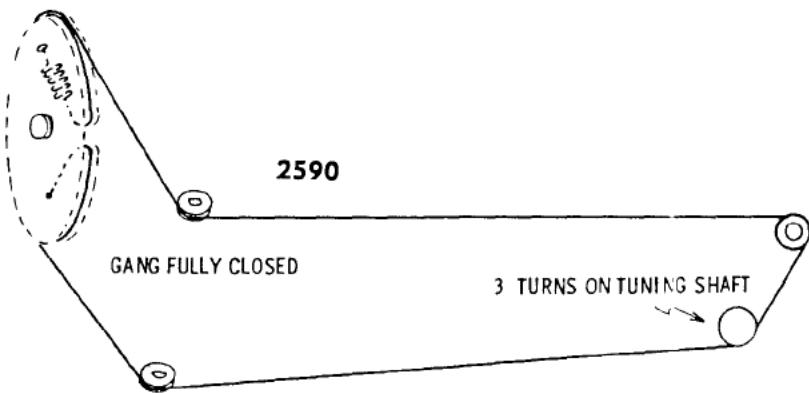
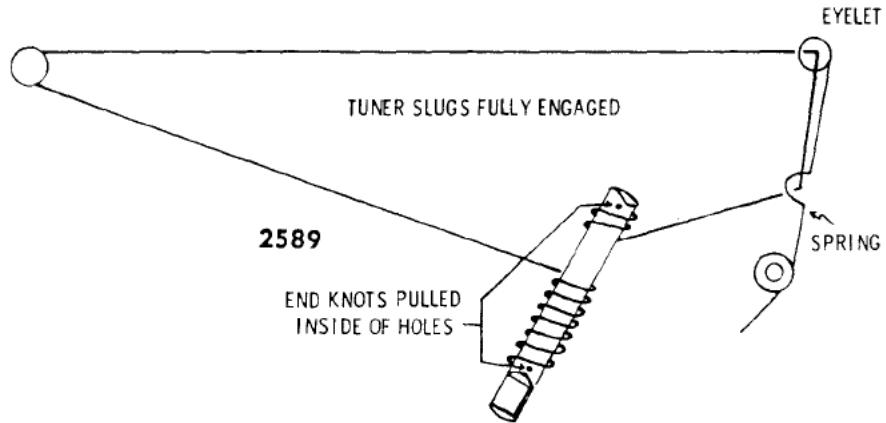
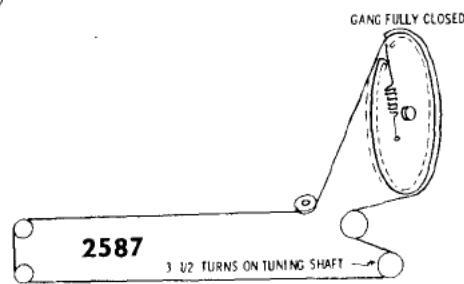
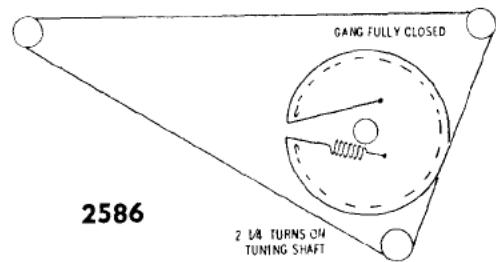
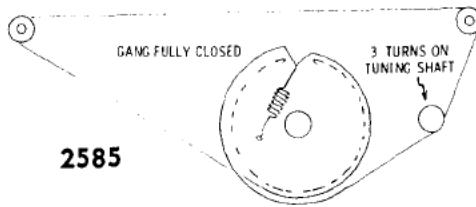


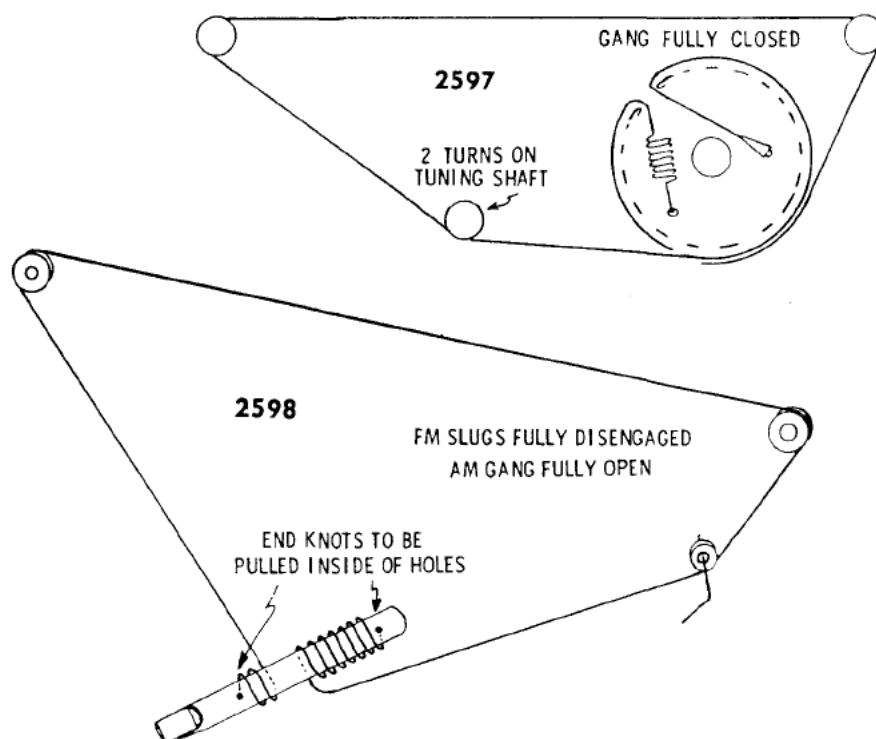
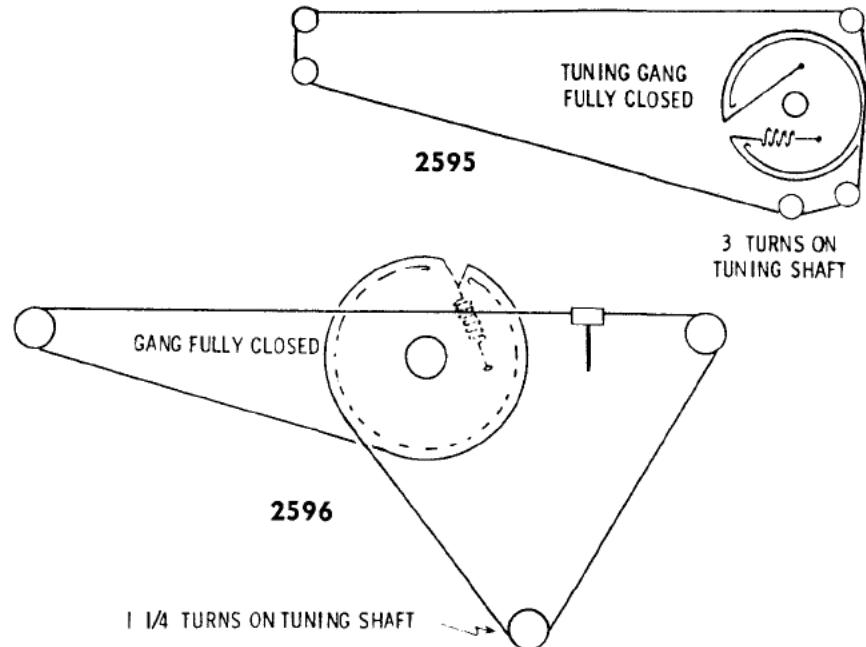
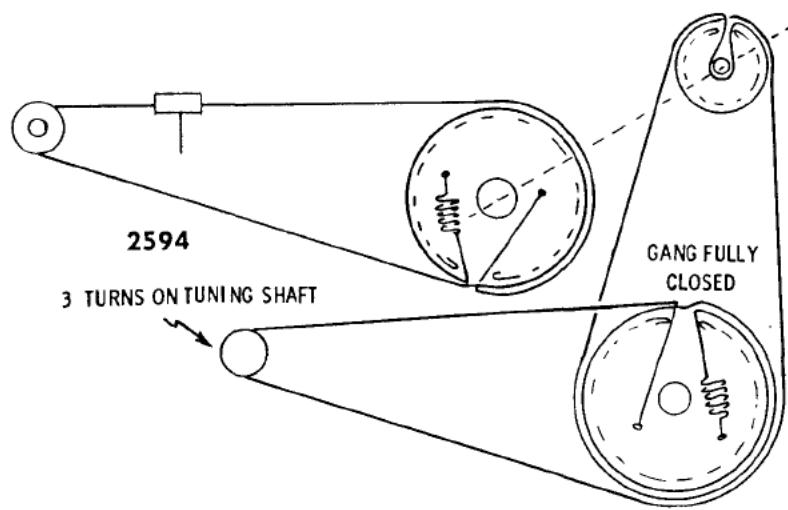
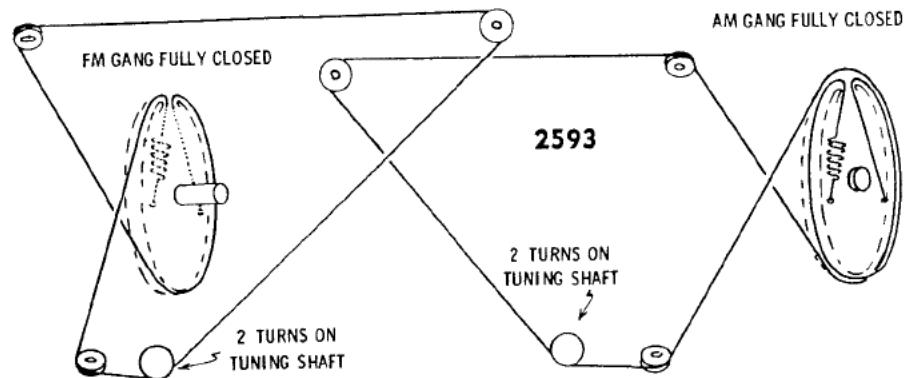
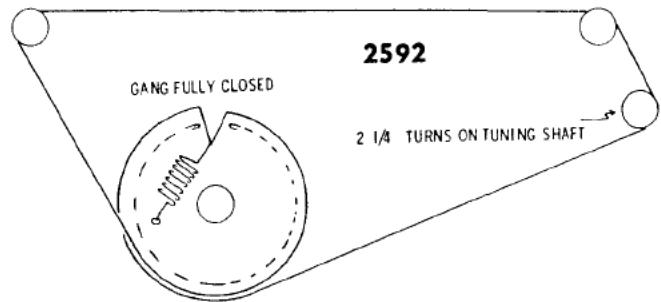
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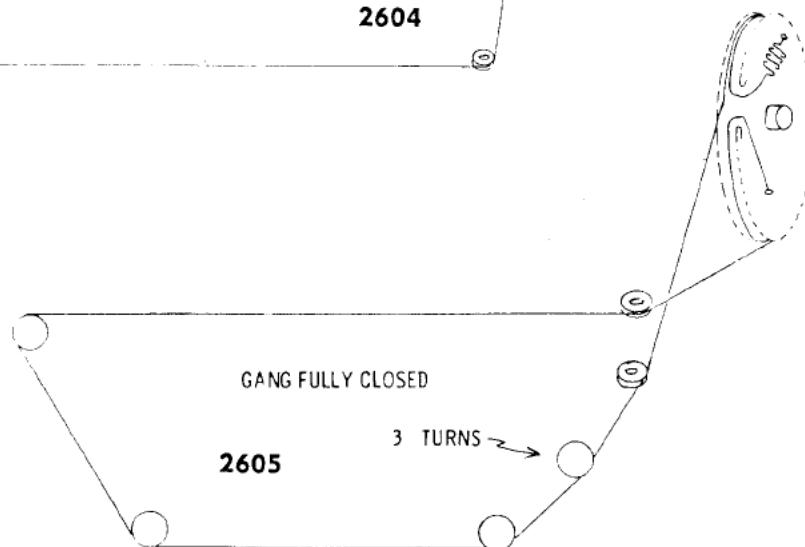
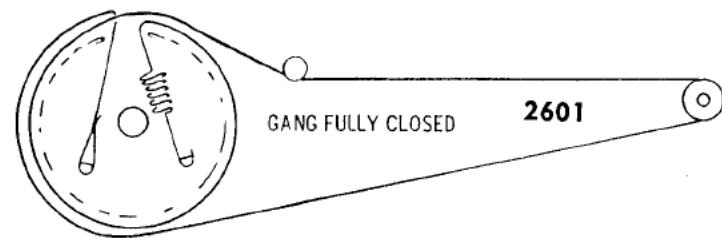
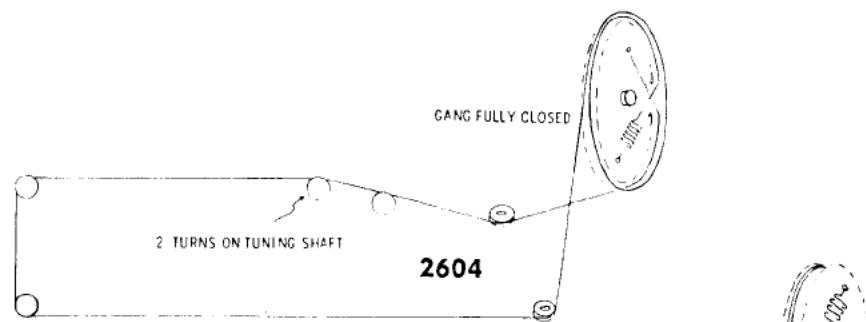
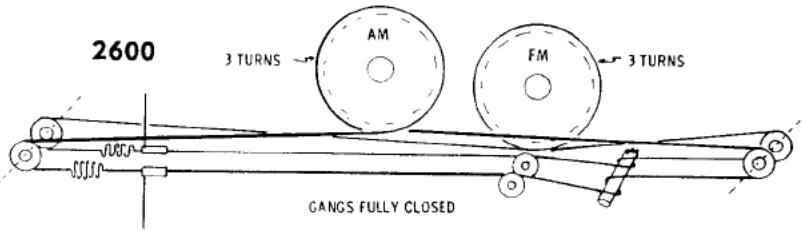
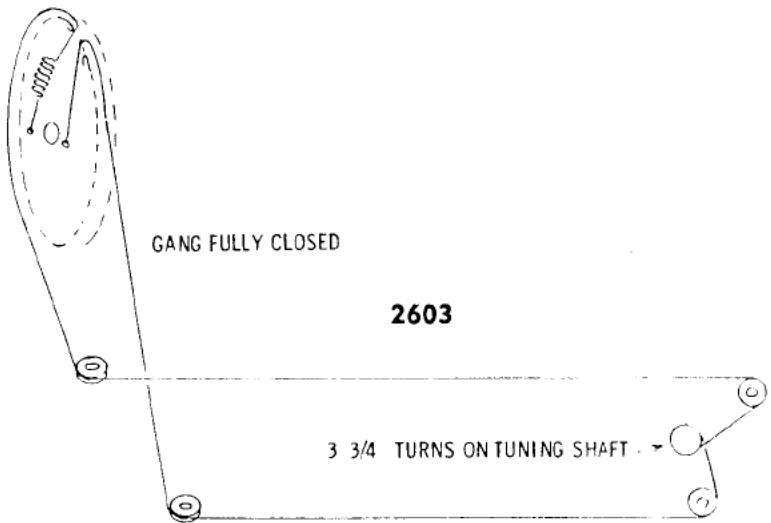
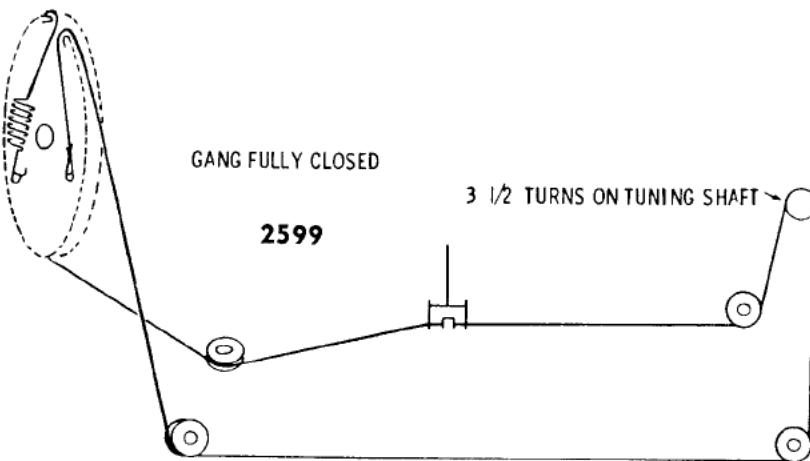
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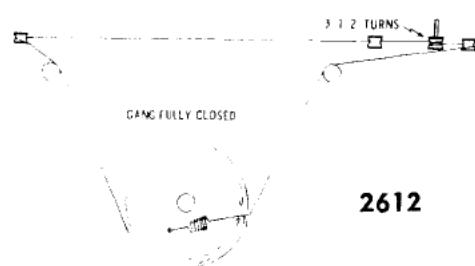
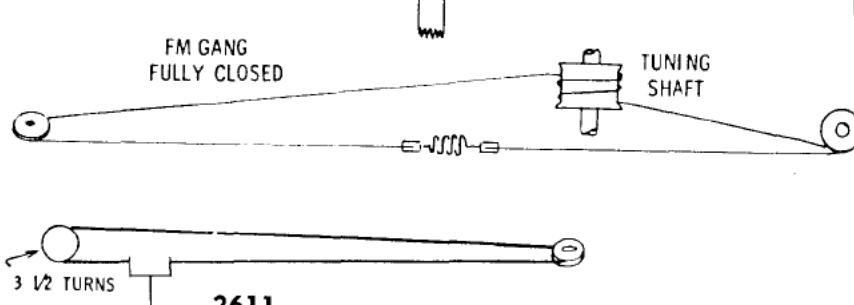
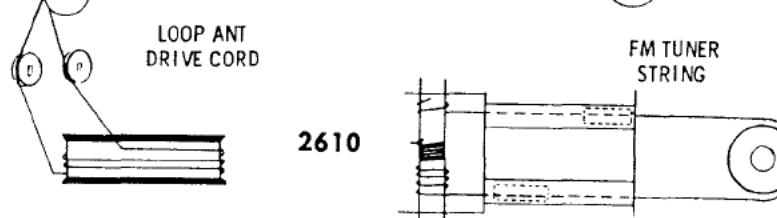
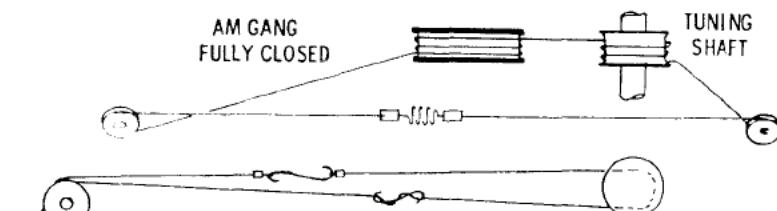
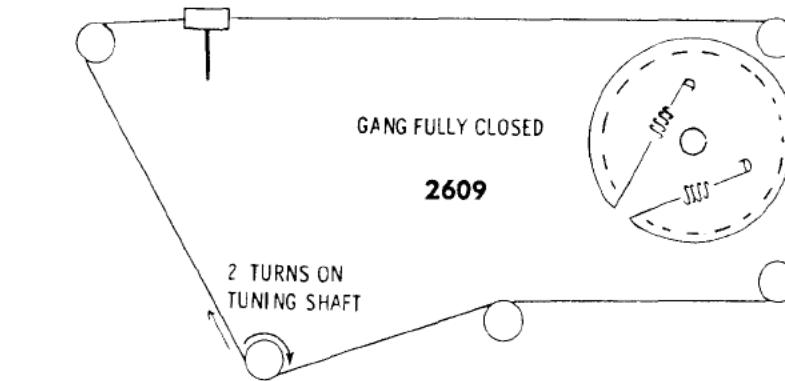
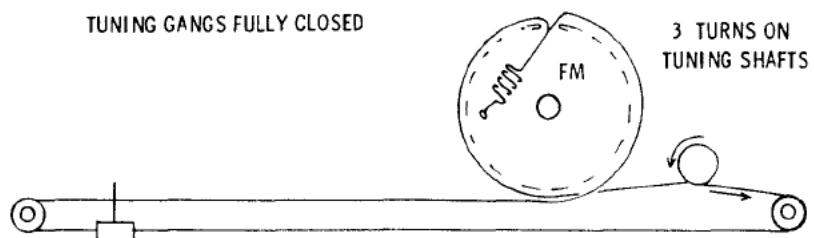
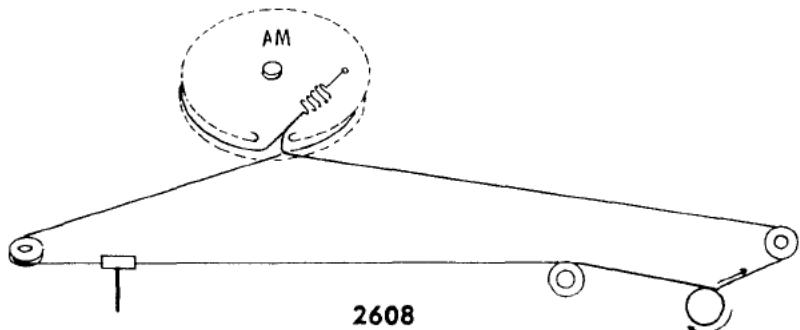
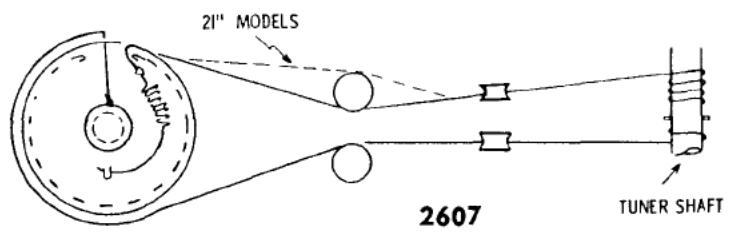
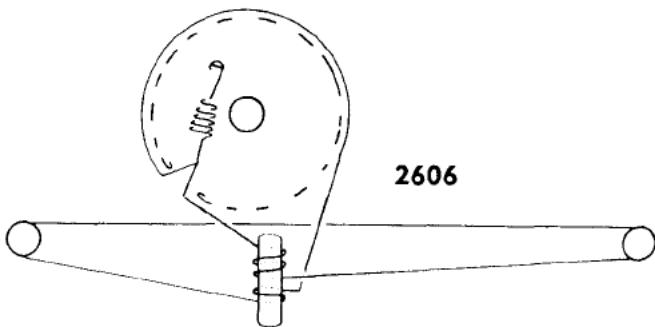
3 TURNS ON  
TUNING SHAFT

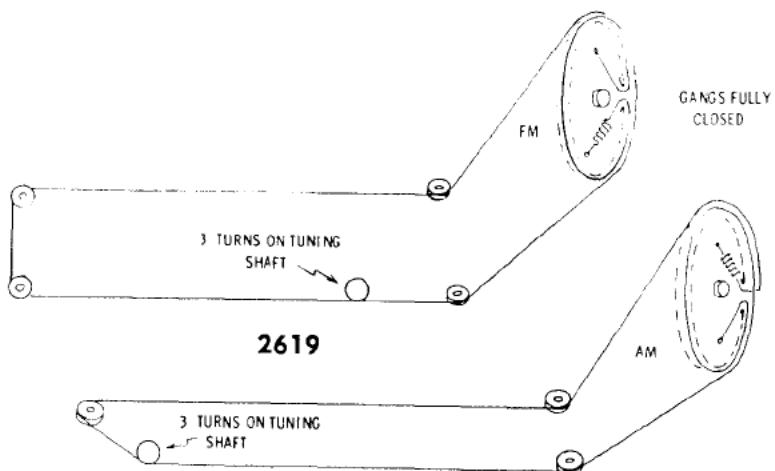
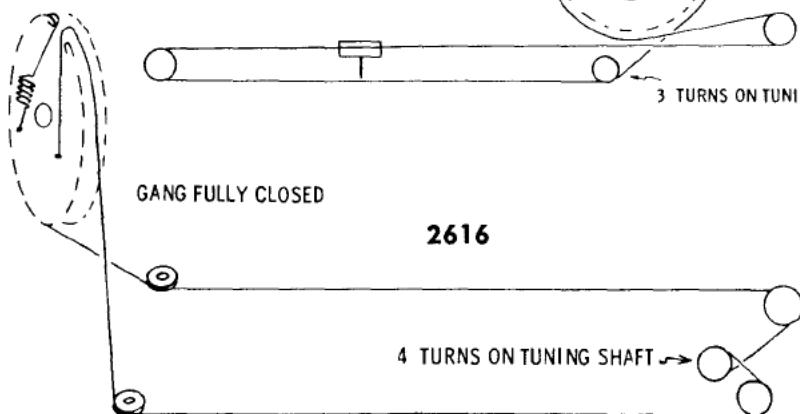
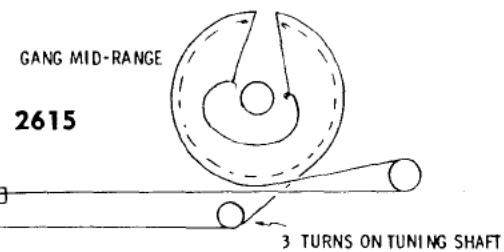
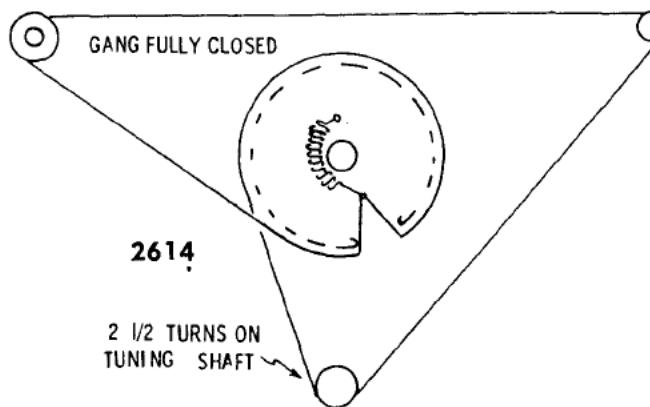
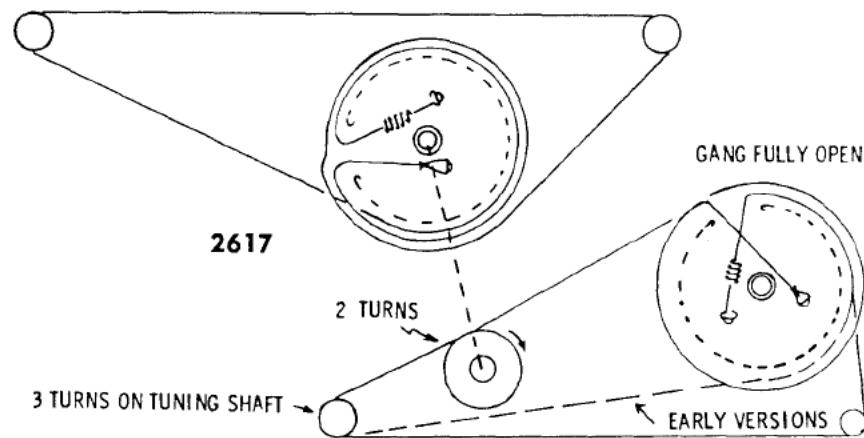
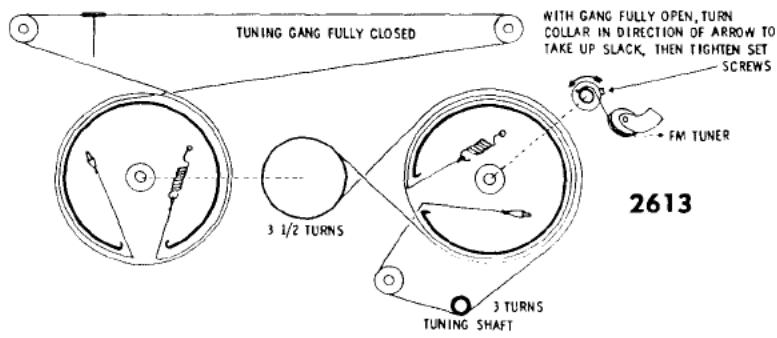


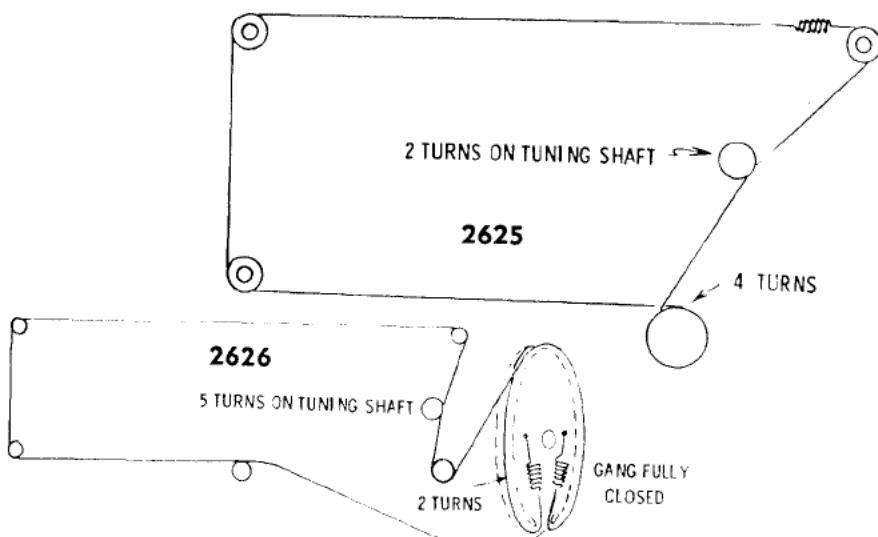
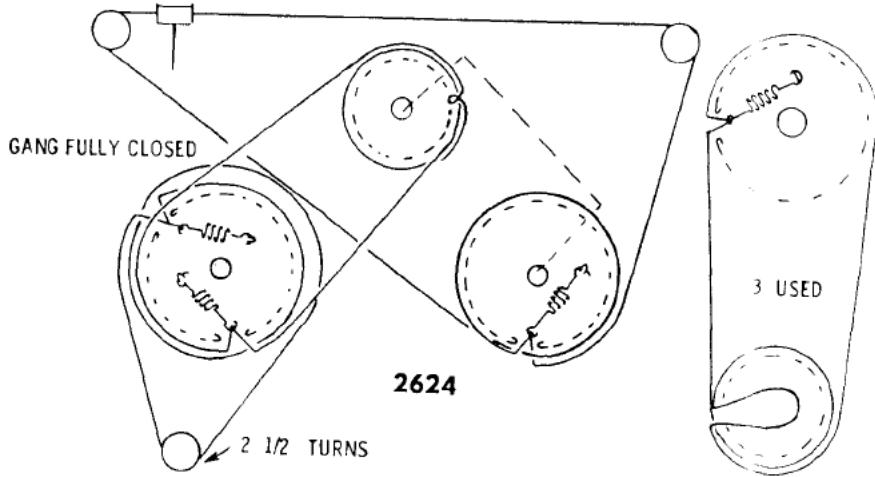
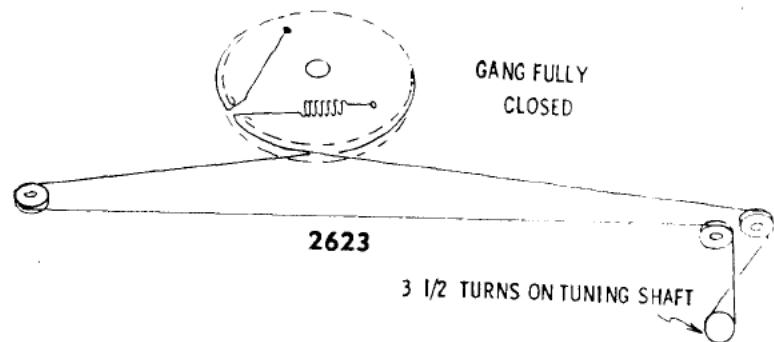
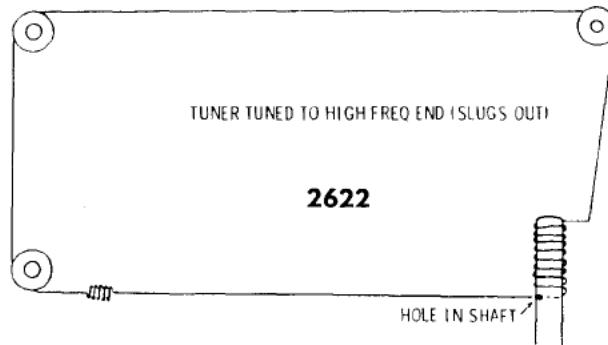
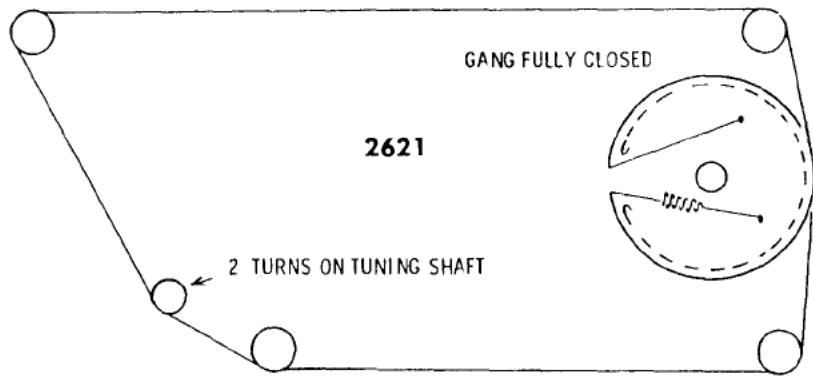
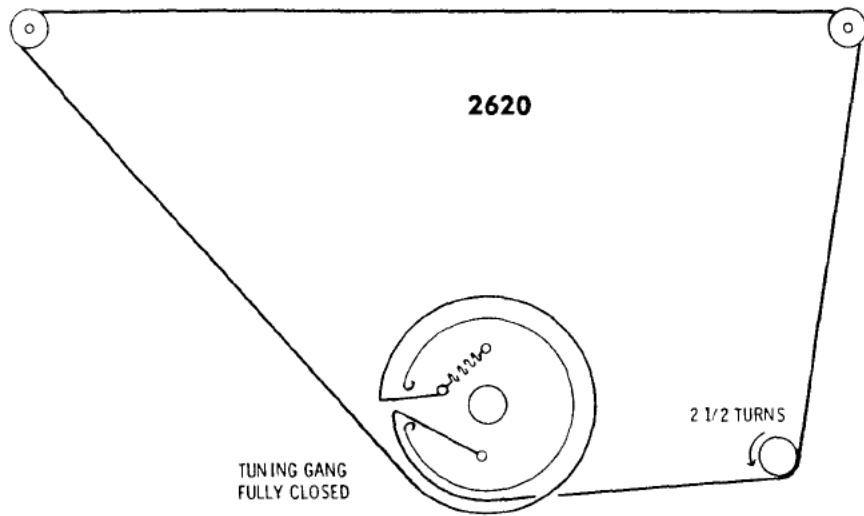


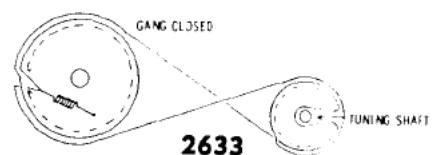
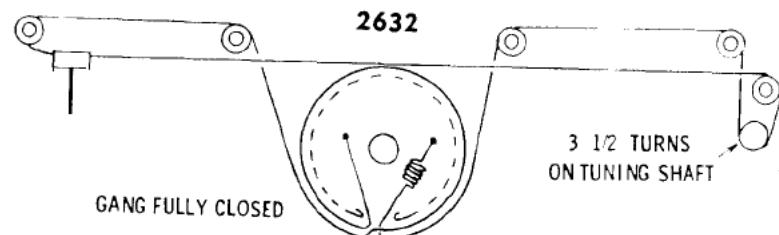
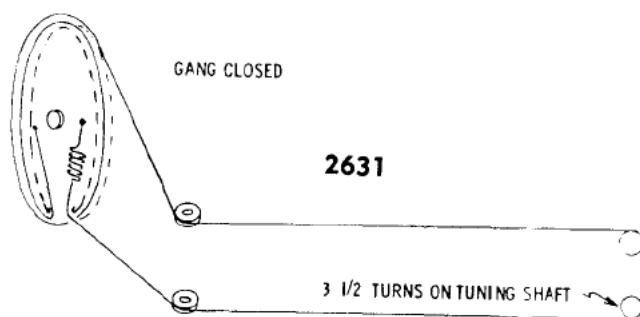
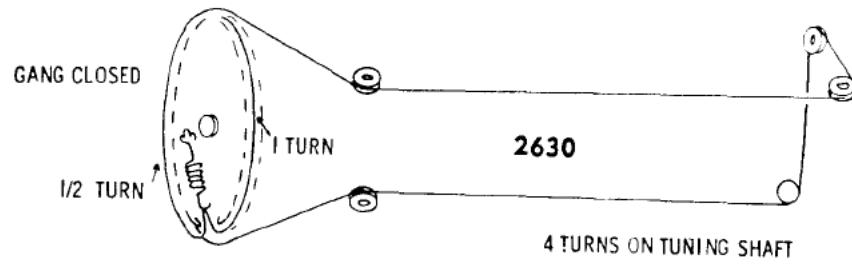
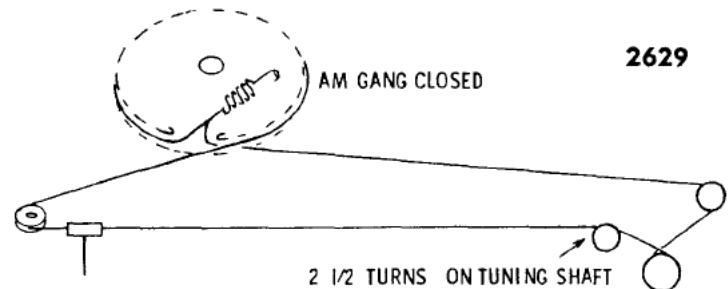
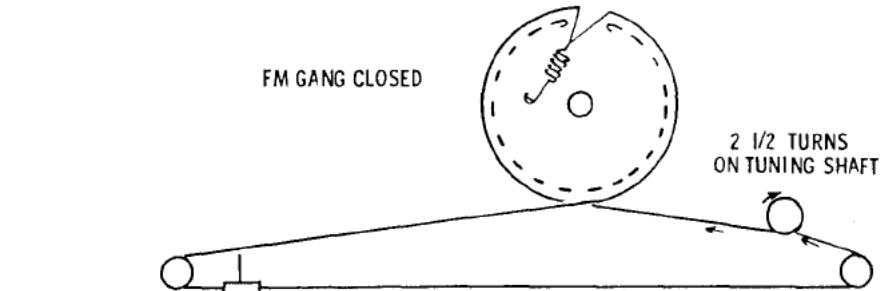
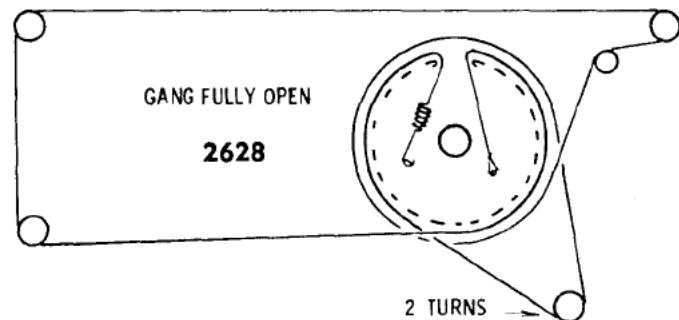
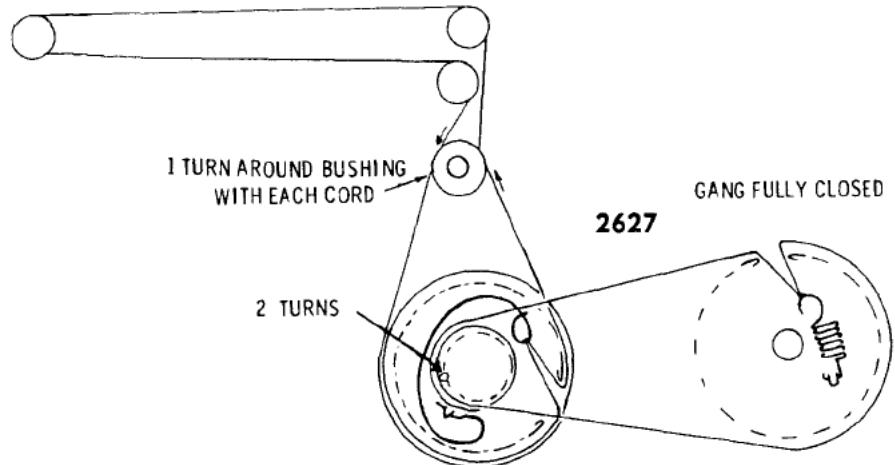


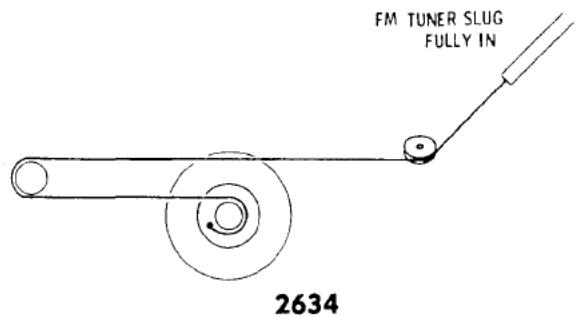




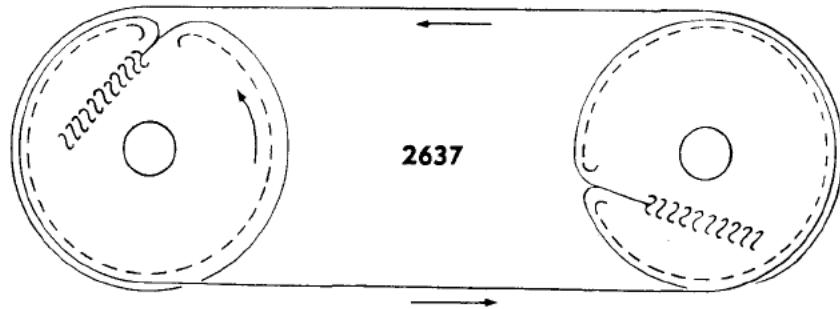




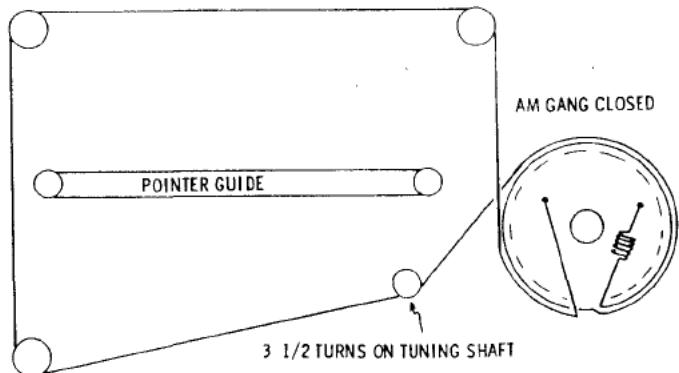




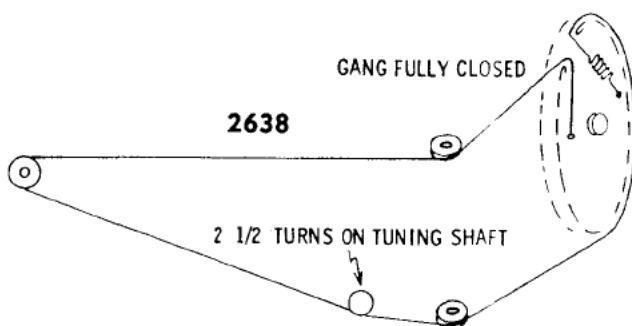
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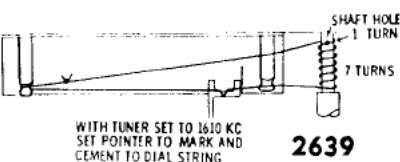
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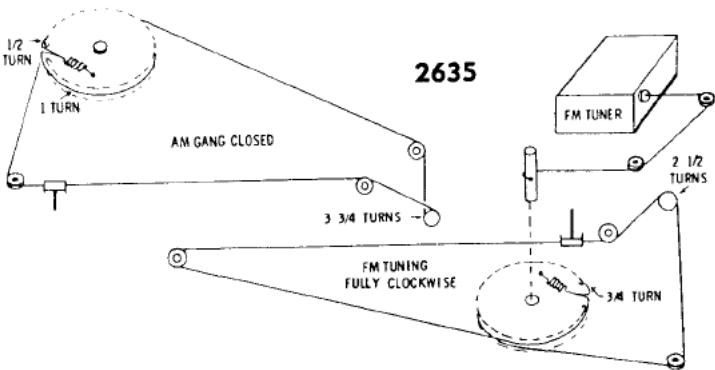
3 1/2 TURNS ON TUNING SHAFT



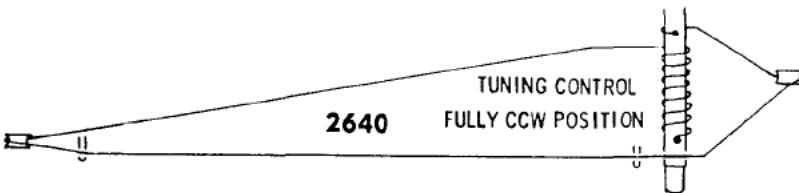
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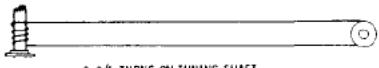
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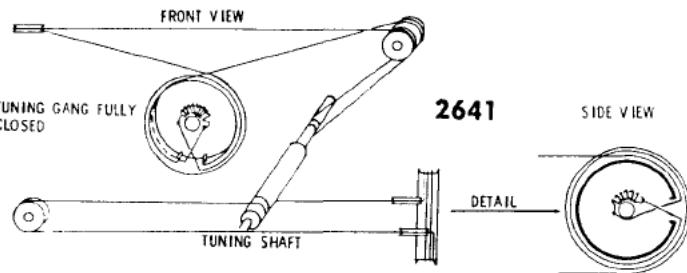
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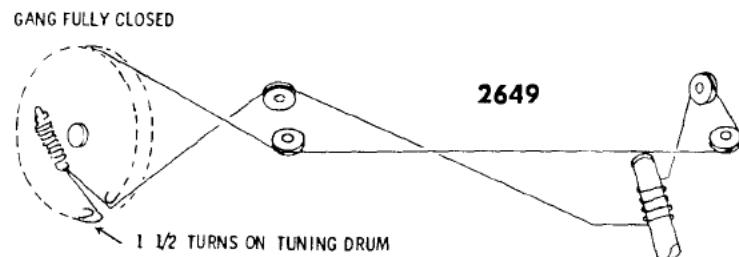
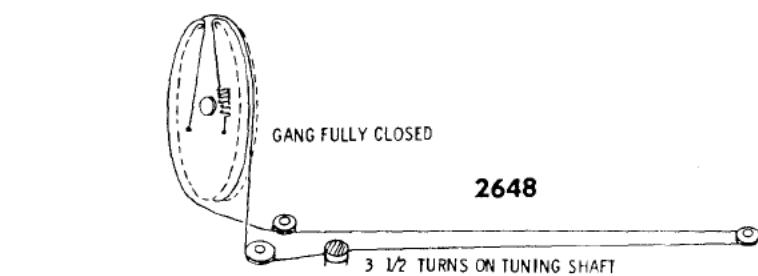
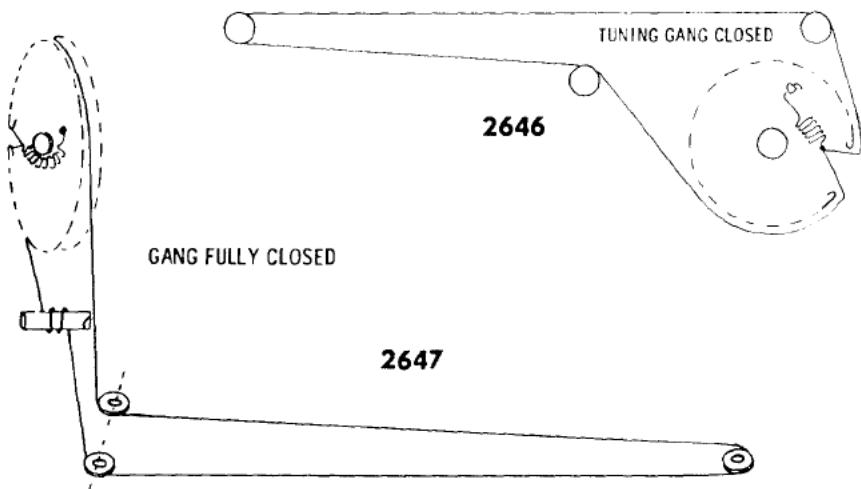
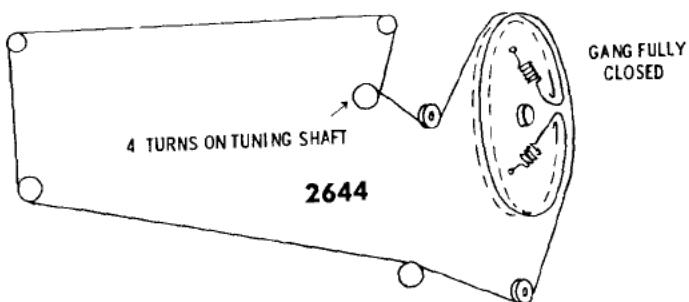
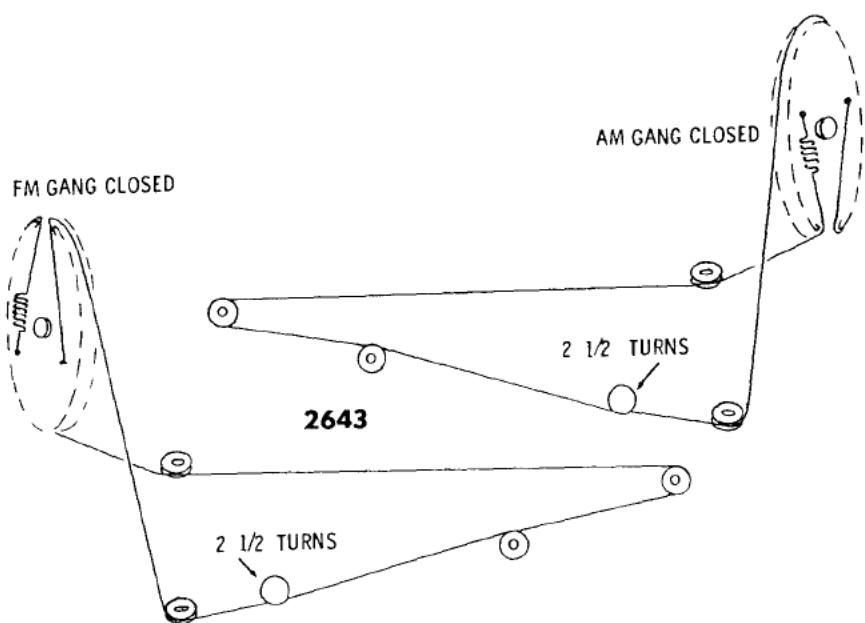
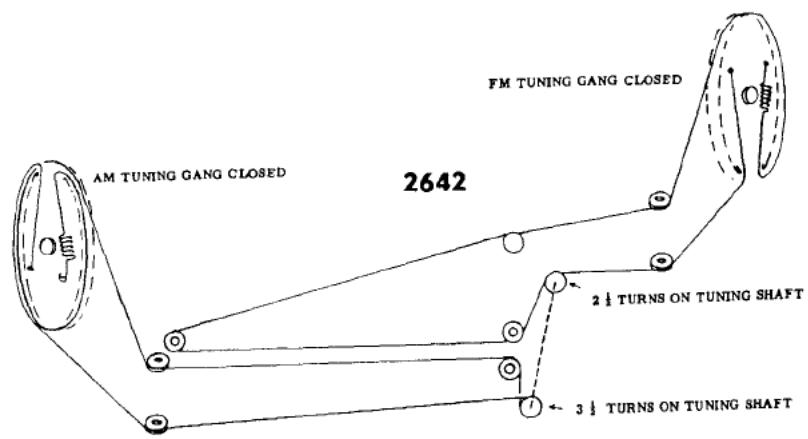
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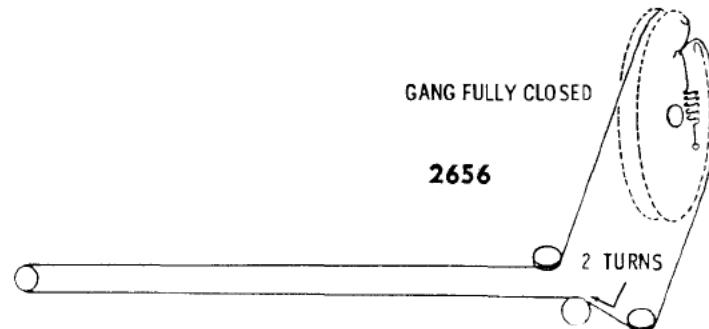
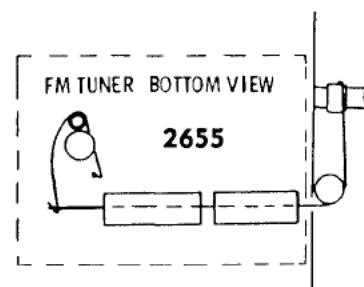
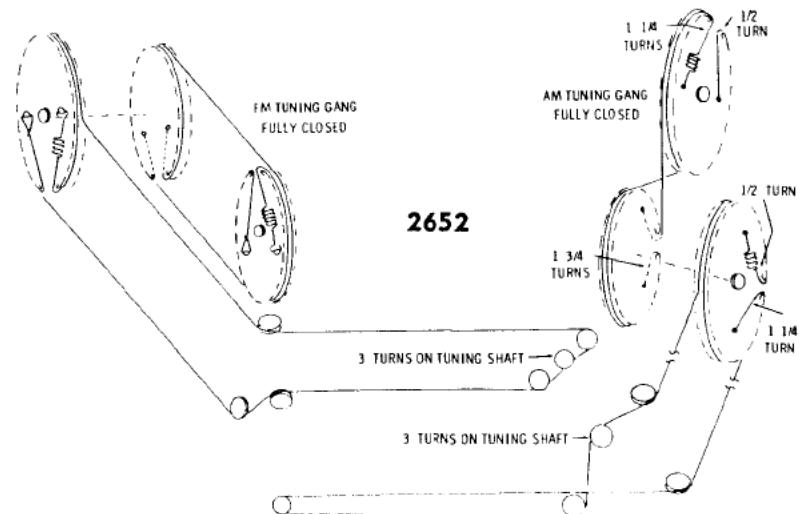
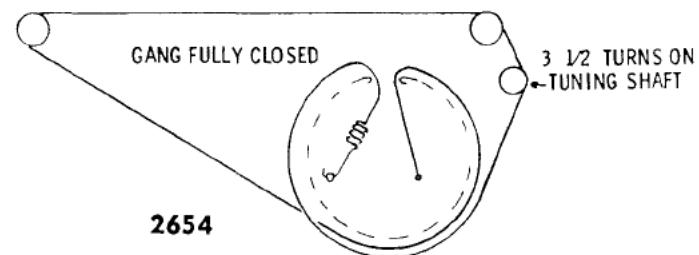
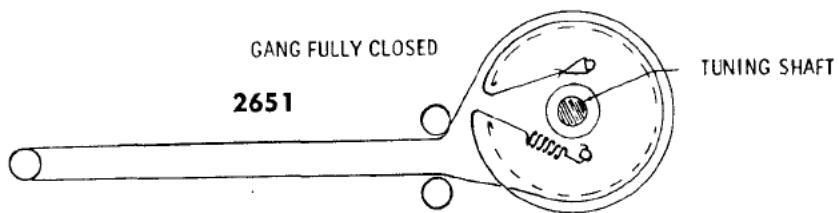
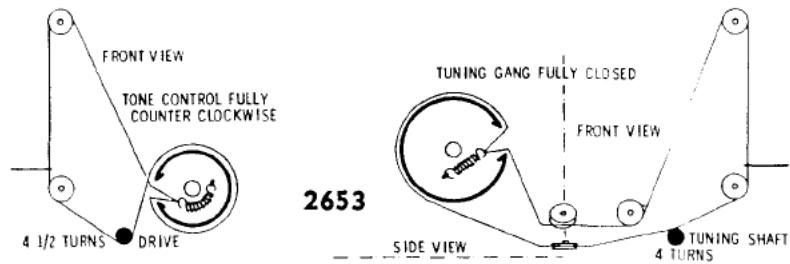
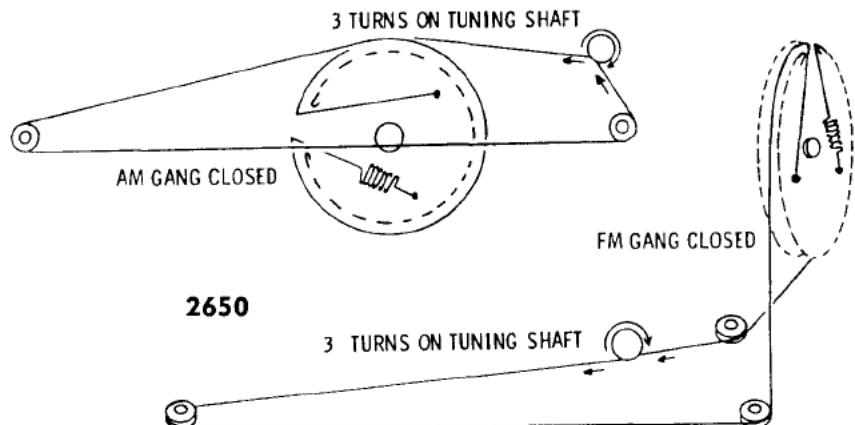


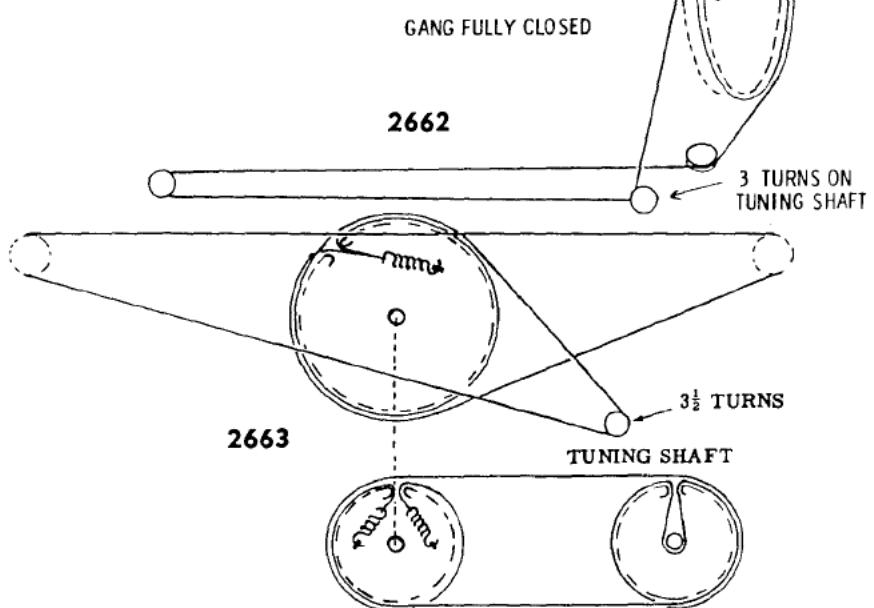
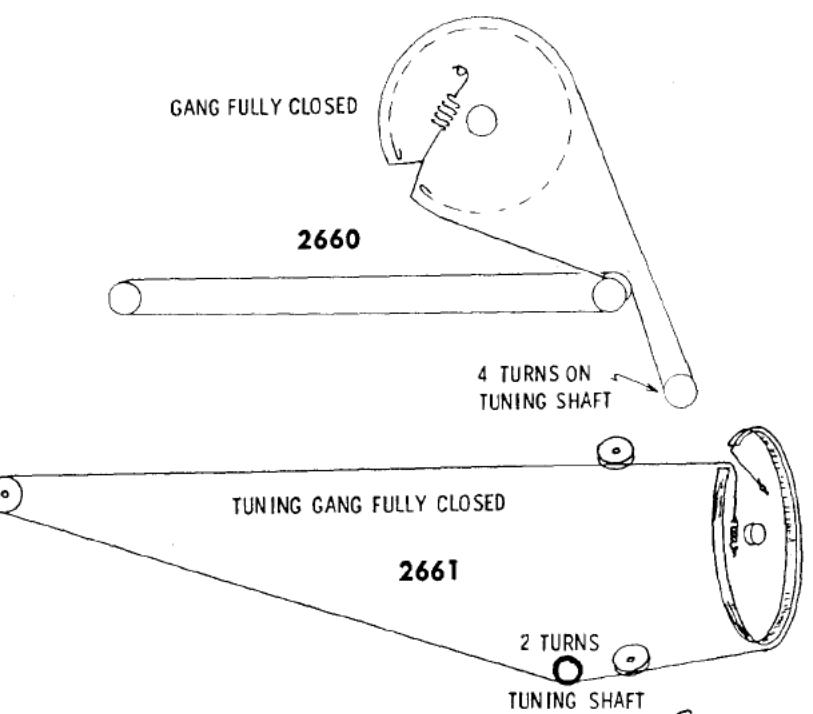
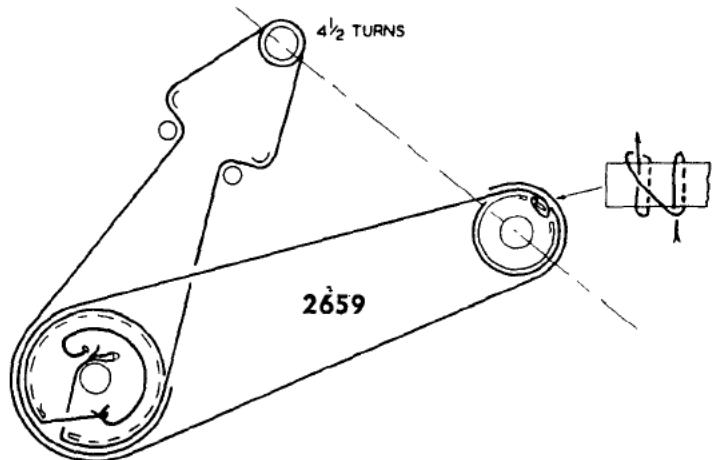
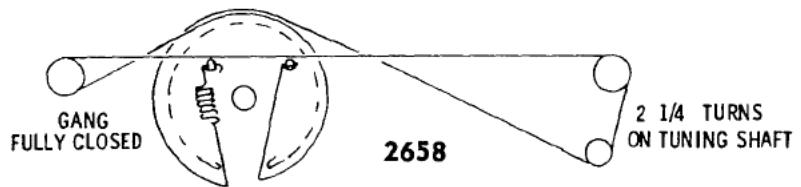
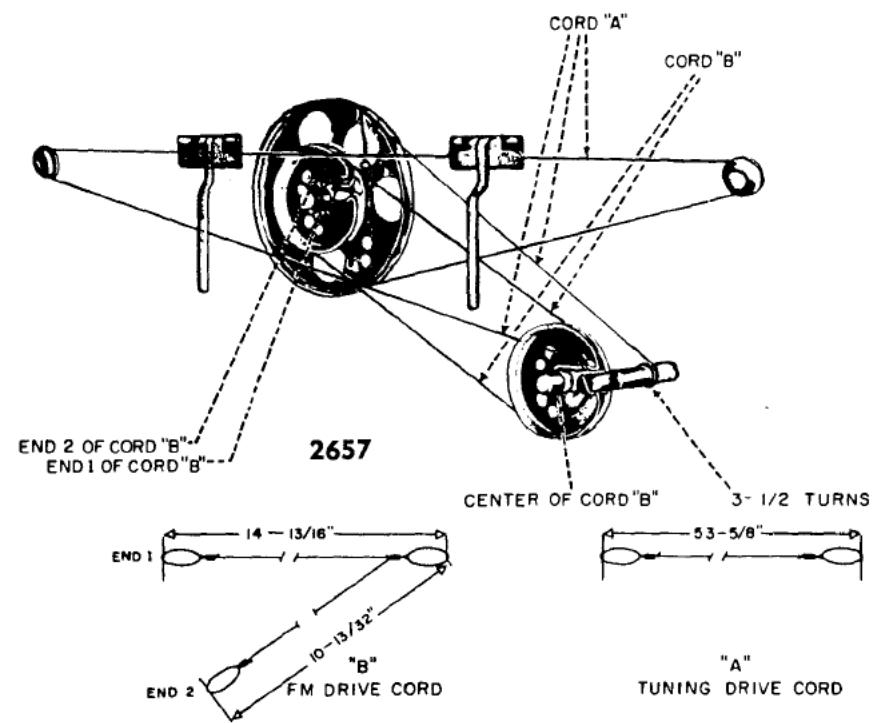
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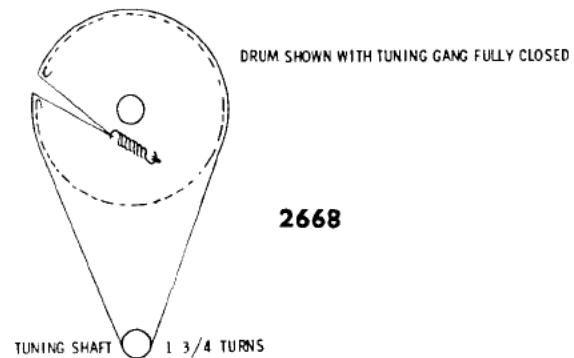
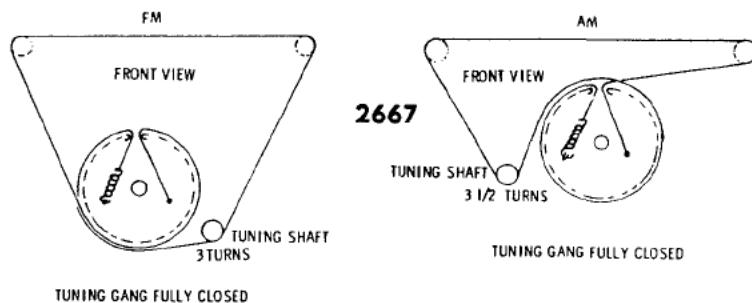
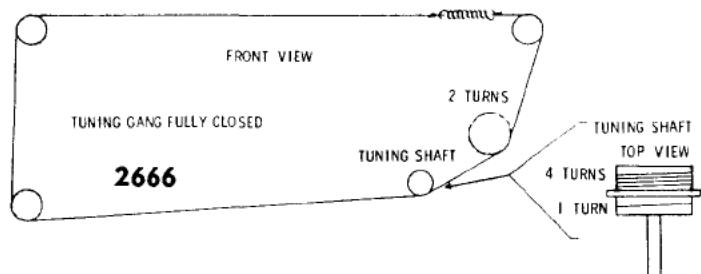
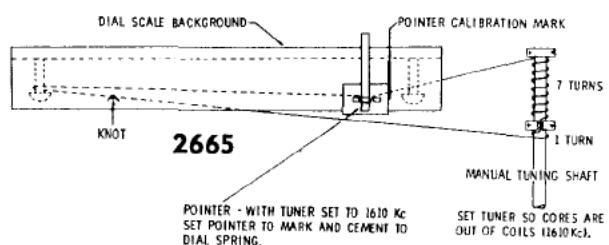
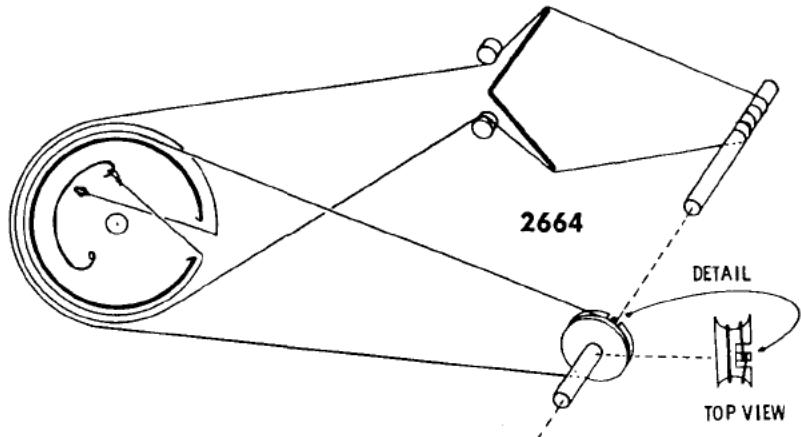


TUNING  
CLOSER

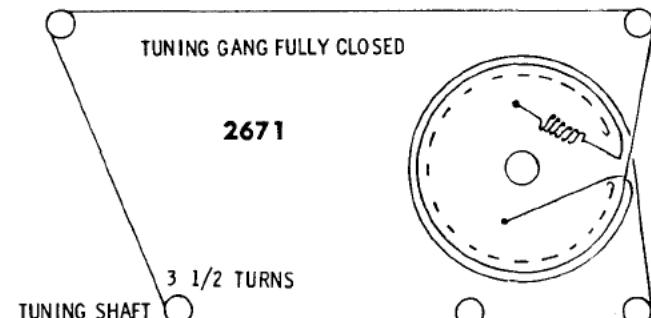
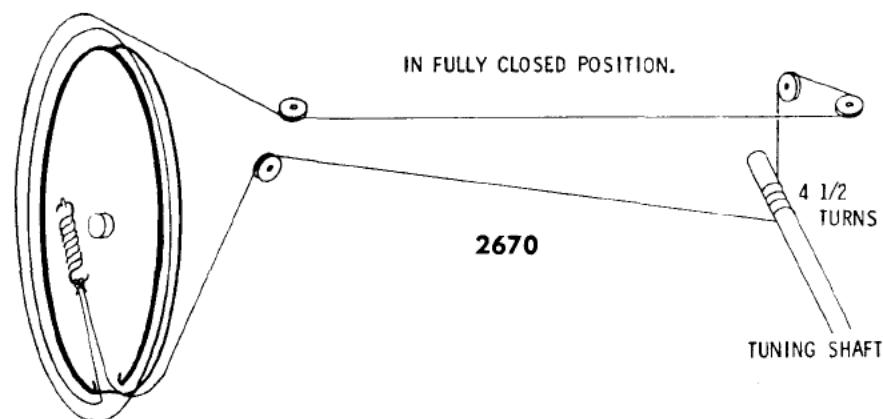
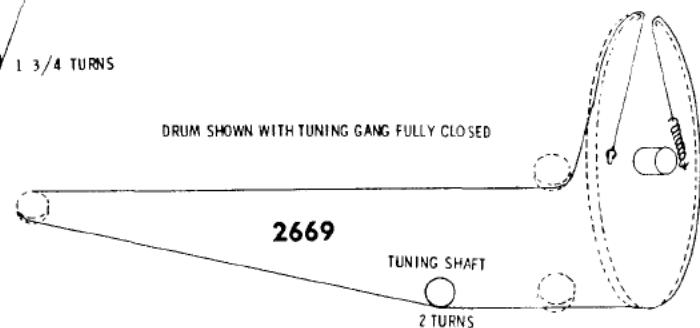


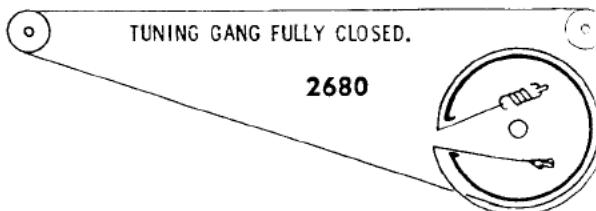
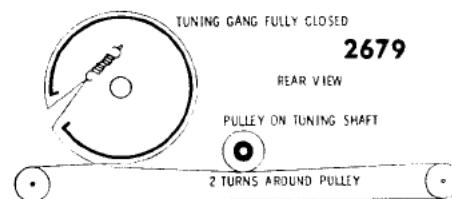
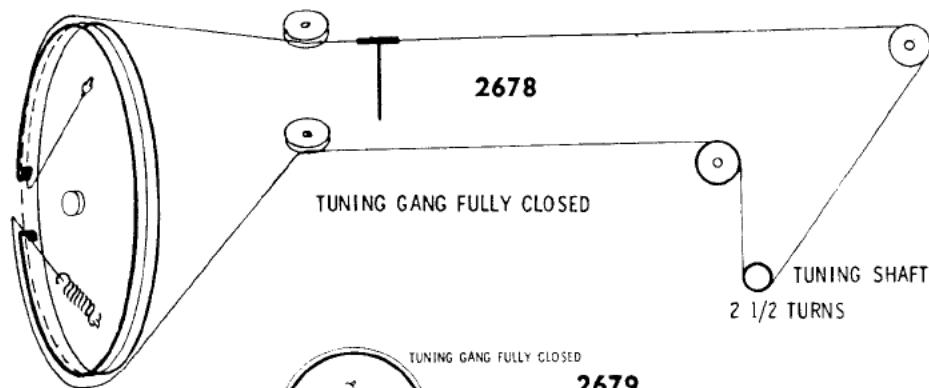
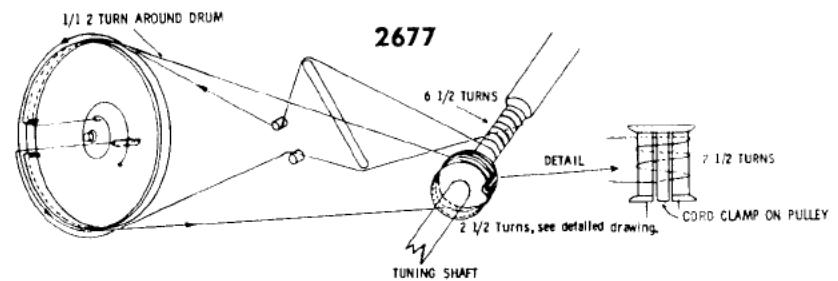
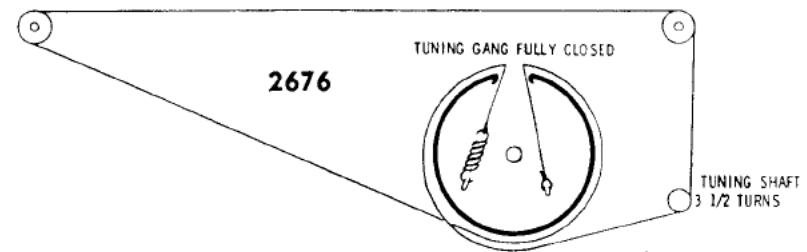
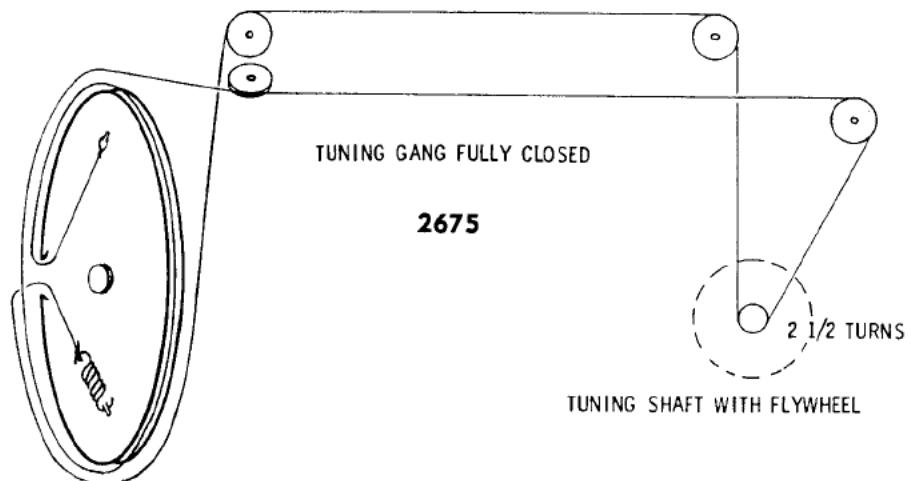
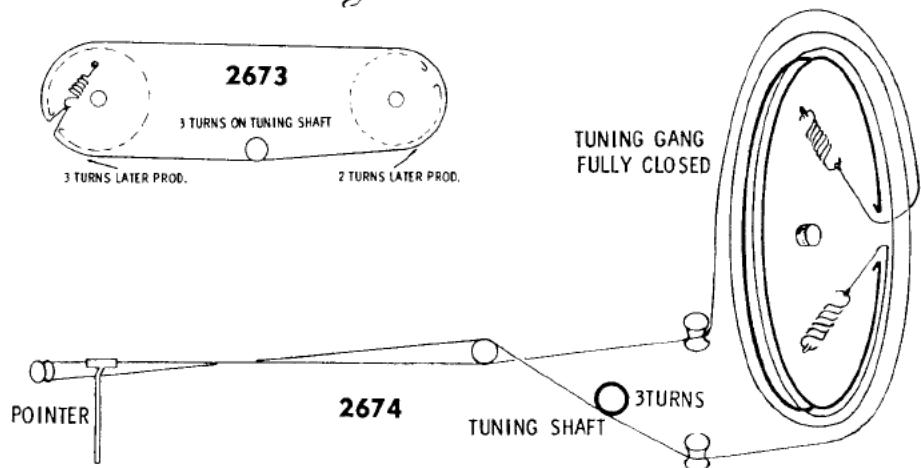
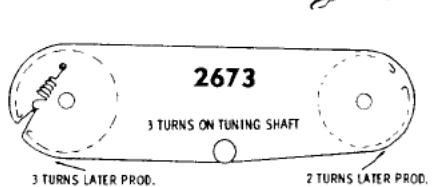
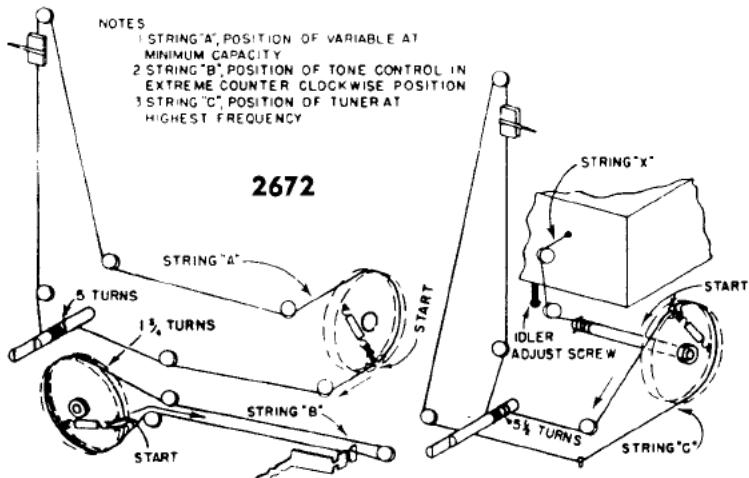




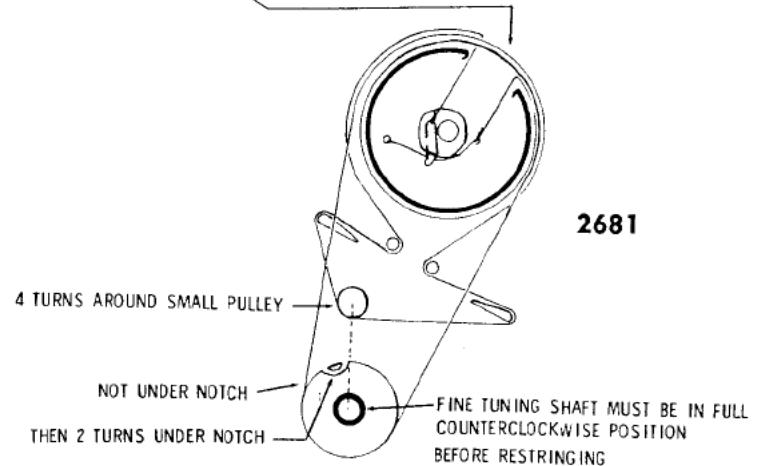


DRUM SHOWN WITH TUNING GANG FULLY CLOSED

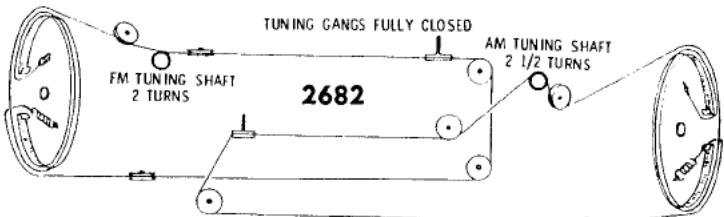




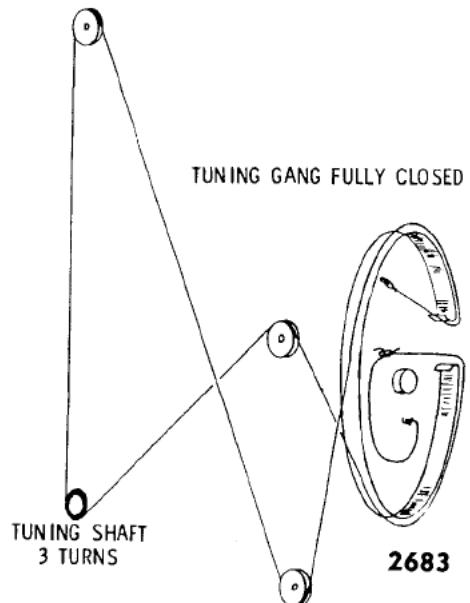
POSITION PULLEY OPENING AT 1:00 O'CLOCK BEFORE RESTRINGING



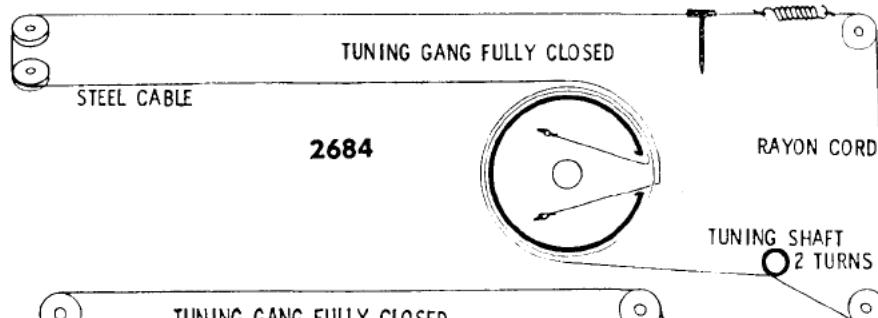
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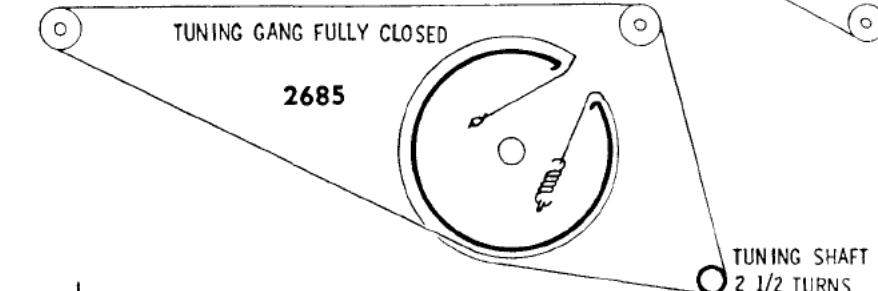
2682



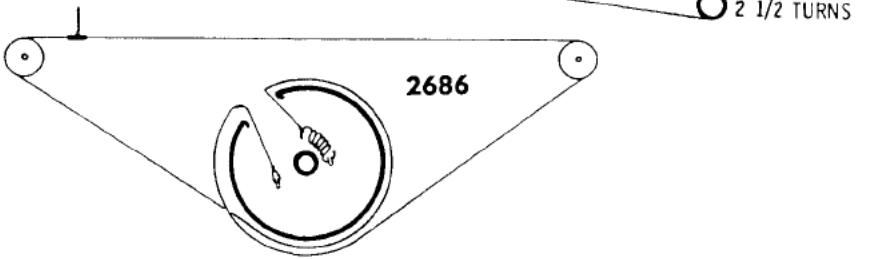
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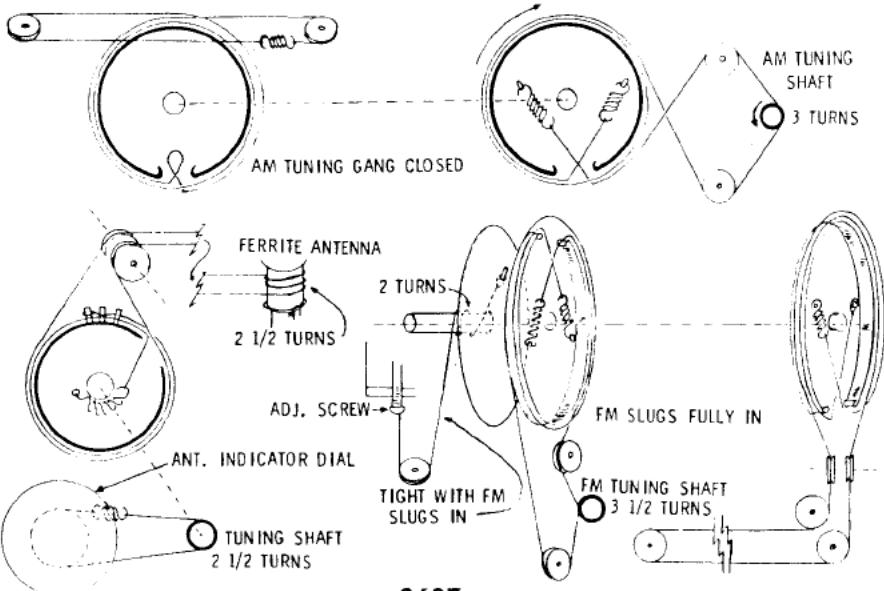
2684



2685



2686



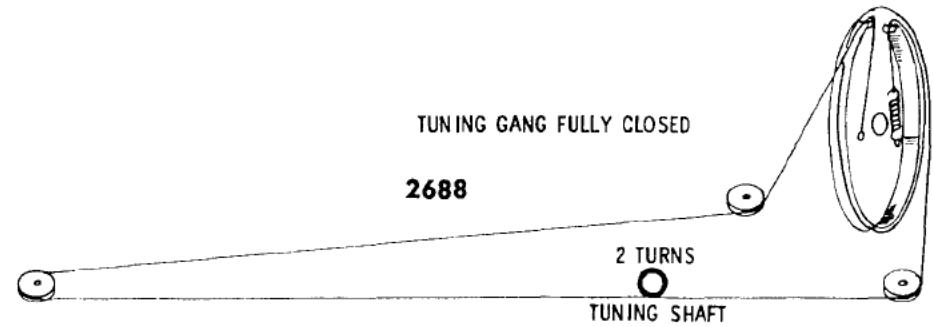
2687

TUNING GANG FULLY CLOSED

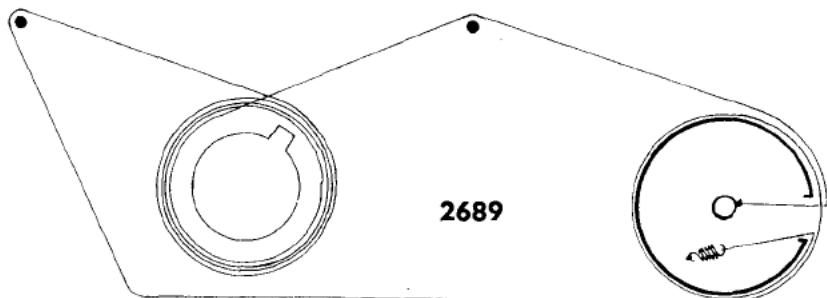
2688

2 TURNS

TUNING SHAFT



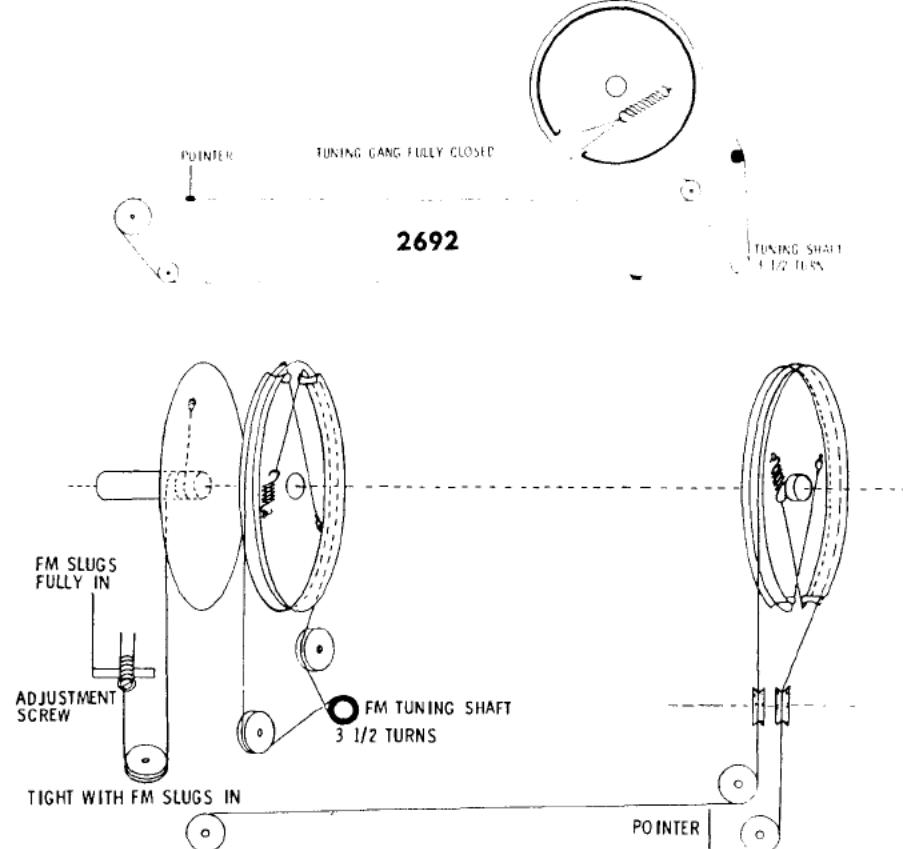
2689



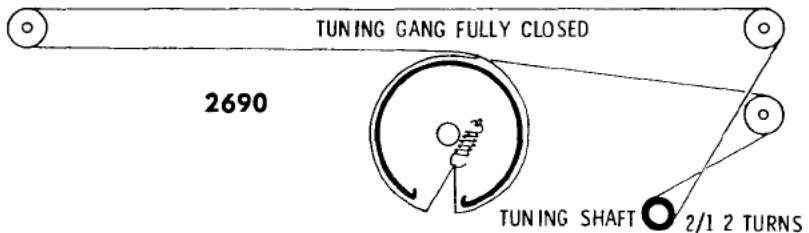
TUNING GANG FULLY CLOSED

2692

TUNING SHAFT  
3 1/2 TURNS



2690

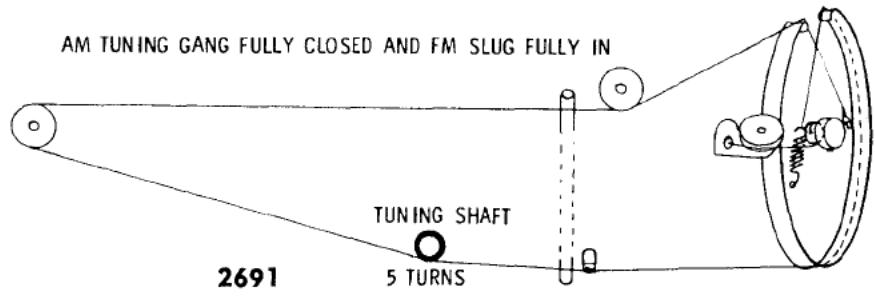


AM TUNING GANG FULLY CLOSED AND FM SLUG FULLY IN

2691

TUNING SHAFT

5 TURNS



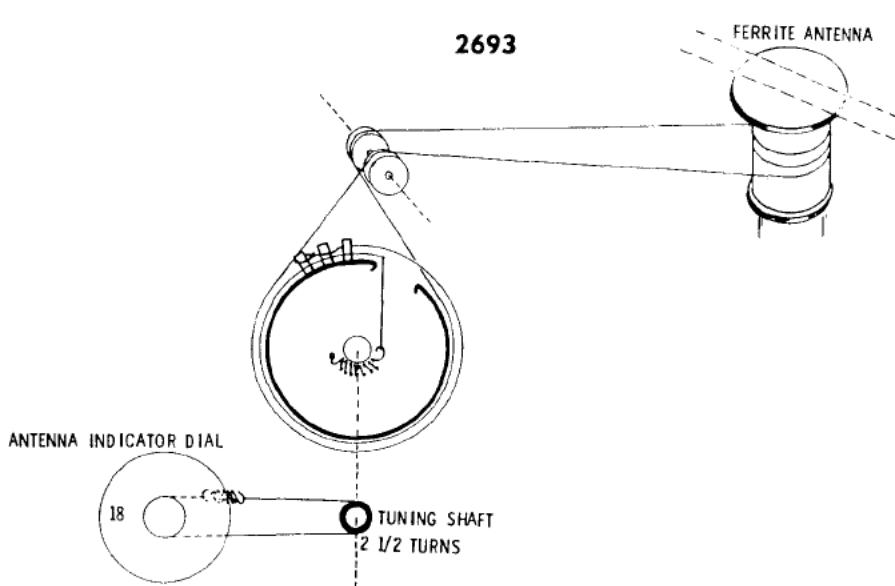
ANTENNA INDICATOR DIAL

18

TUNING SHAFT  
2 1/2 TURNS

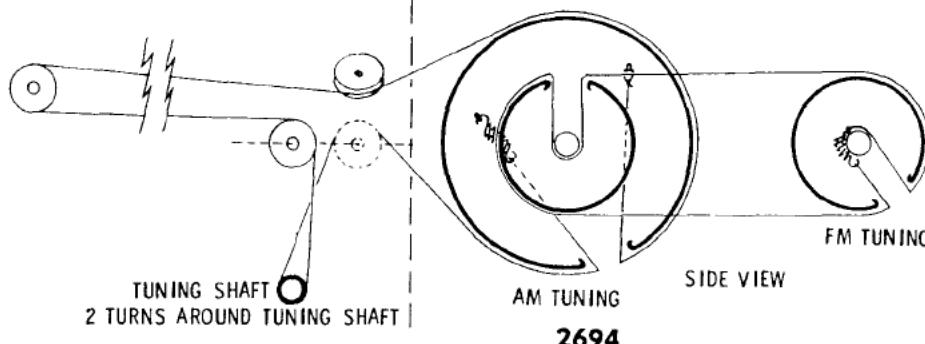
2693

FERRITE ANTENNA

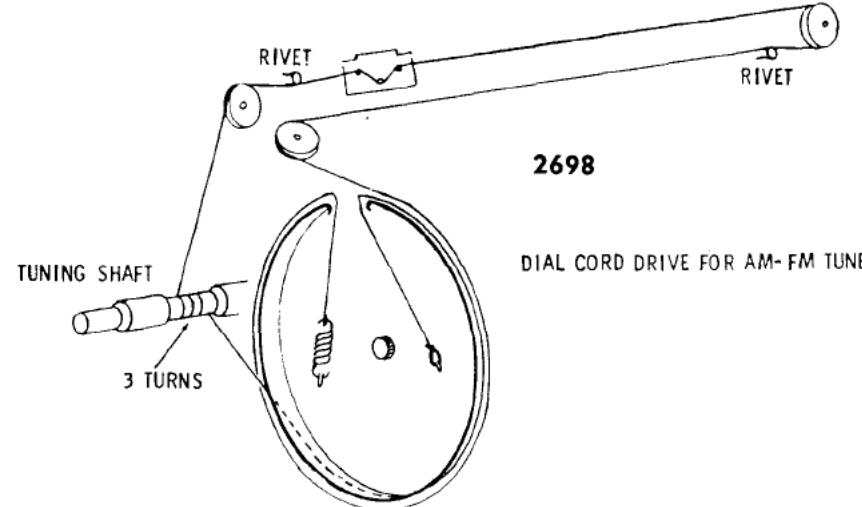


FRONT VIEW

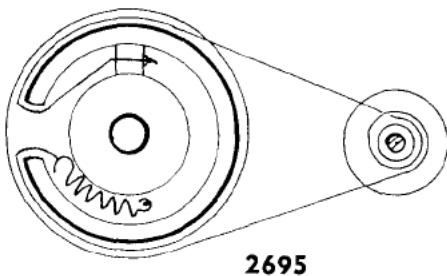
DRUMS SHOWN WITH TUNING GANG FULLY CLOSED



2698



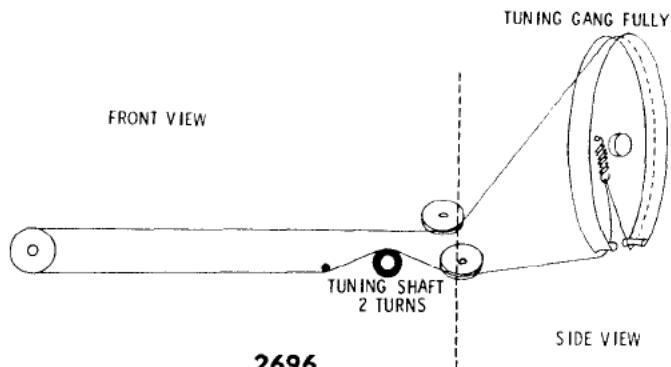
DIAL CORD DRIVE FOR AM-FM TUNER



2695

FRONT VIEW

TUNING GANG FULLY CLOSED

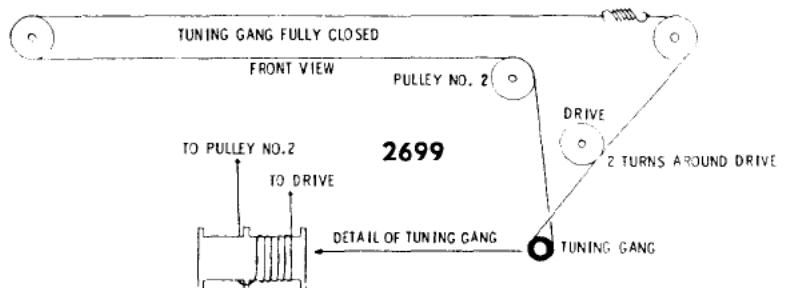


2696

TUNING GANG FULLY CLOSED

FRONT VIEW

2699



TUNING GANG FULLY CLOSED

2700

FM TUNING SHAFT  
2 TURNS AROUND  
TUNING SHAFT

AM TUNING SHAFT  
2 TURNS AROUND  
TUNING SHAFT

SIDE VIEW

FRONT VIEW

TUNING GANG FULLY CLOSED

AM DRUM

FM DRUM

FRONT VIEW

SIDE VIEW

TUNING GANG FULLY CLOSED

FRONT VIEW

TOP VIEW

TUNING GANG FULLY CLOSED

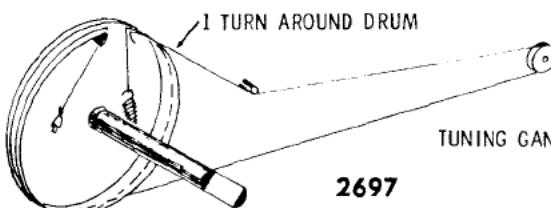
DIAL STRING LENGTH 36"

2701

TUNING SHAFT

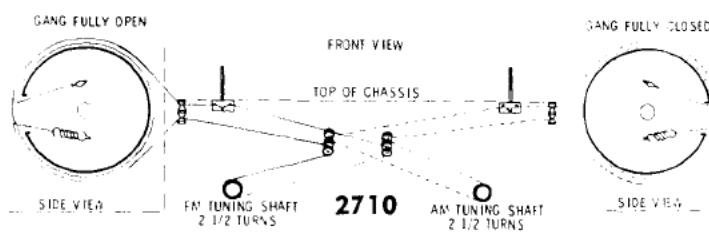
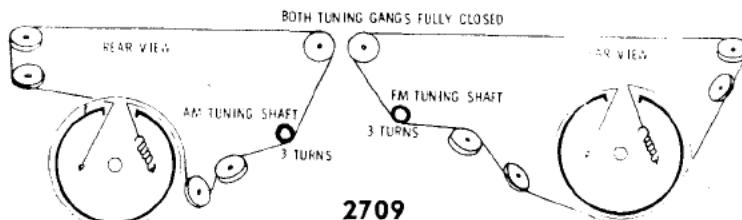
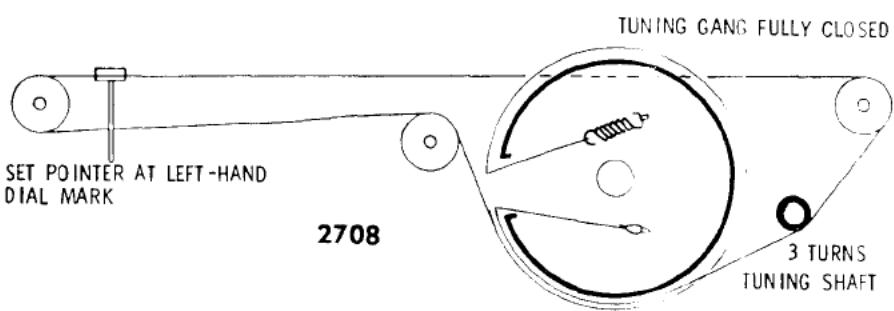
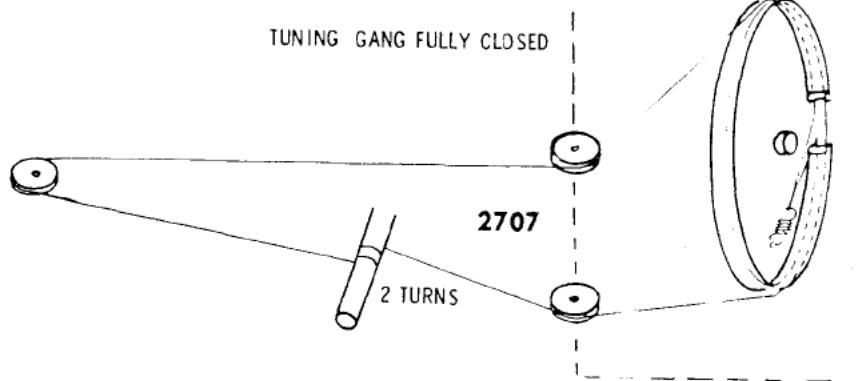
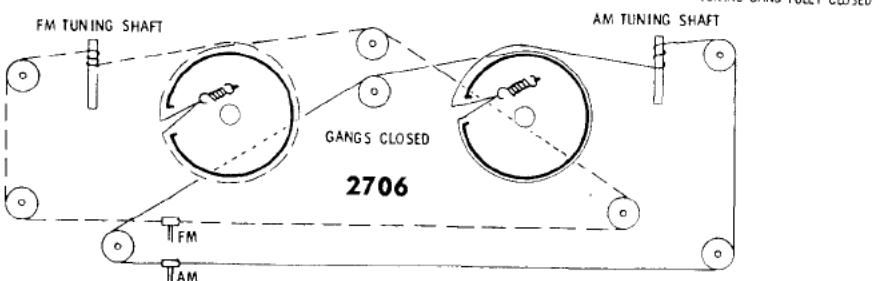
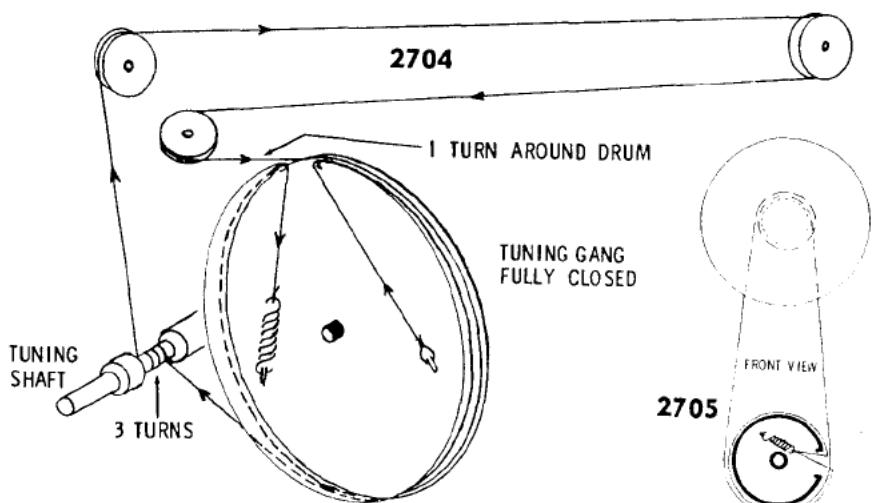
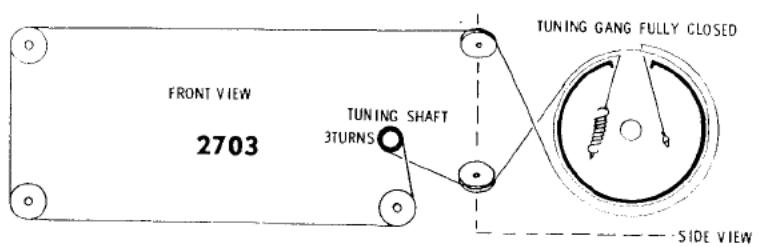
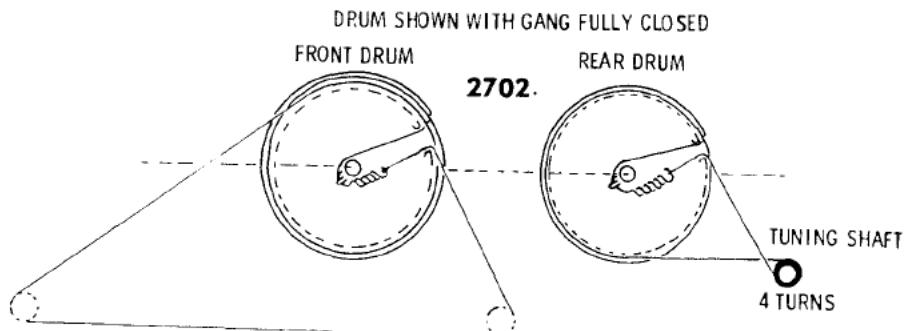
2 TURNS OF DIAL CORD STRINGING AROUND  
TUNING SHAFT

3 TURNS OF DRUM CORD STRINGING AROUND TUNING SHAFT



2697

TUNING GANG FULLY CLOSED

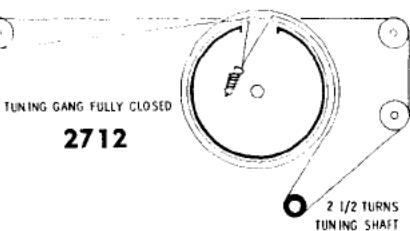


TUNING GANG FULLY CLOSED

2711

TUNING SHAFT

3 TURNS



TUNING GANG FULLY OPEN

2716

PULLEY ON TUNING  
SHAFT  
3 TURNS

TUNING GANG CLOSED

2717

FM TUNING SHAFT  
2 TURNS

TUNING GANG CLOSED

TUNING GANG FULLY CLOSED

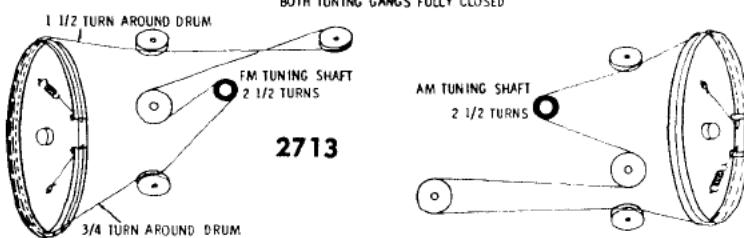
2718

3 TURNS

TUNING SHAFT

BOTH TUNING GANGS FULLY CLOSED

2713



2714

TUNING GANG FULLY CLOSED

TUNING SHAFT  
3 1/2 TURNS

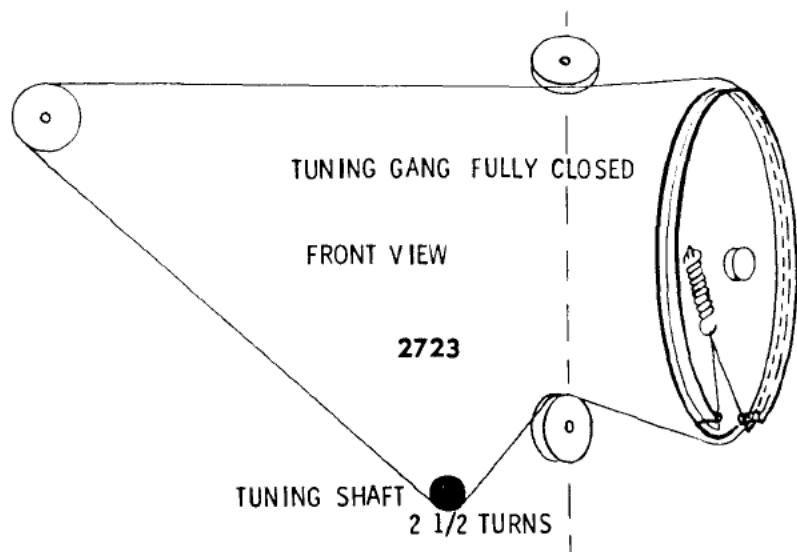
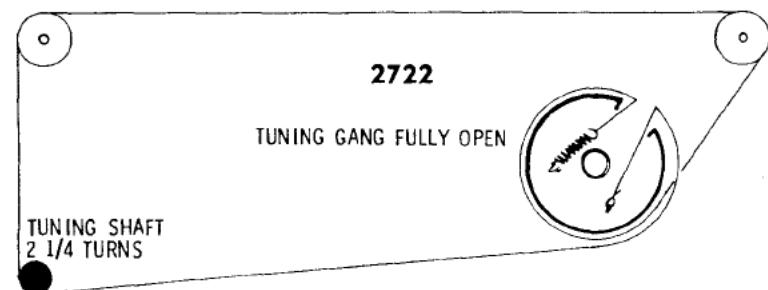
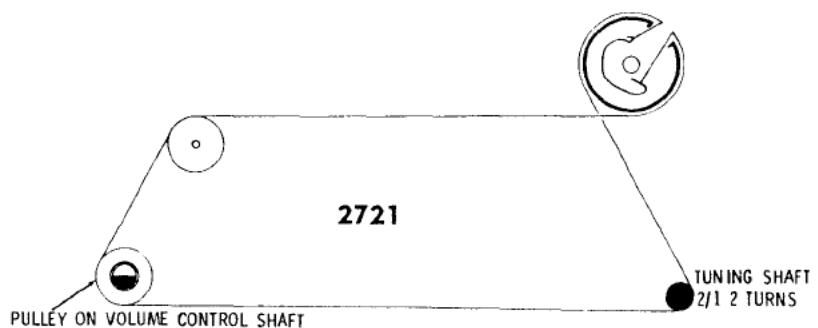
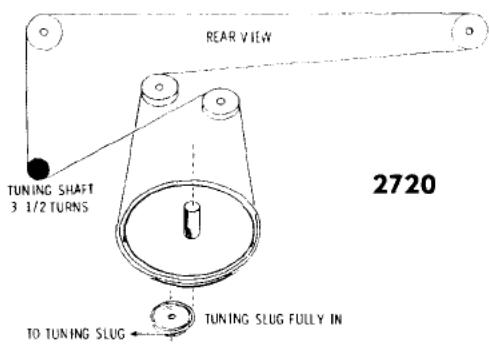
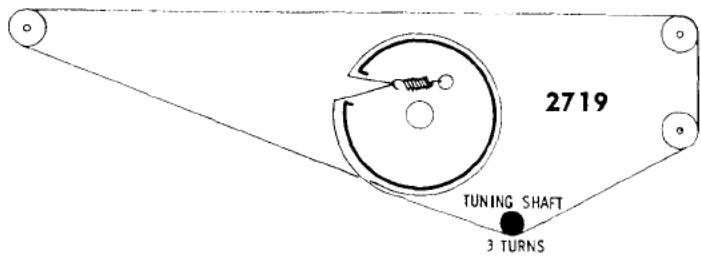
REAR VIEW

TUNING GANG FULLY CLOSED

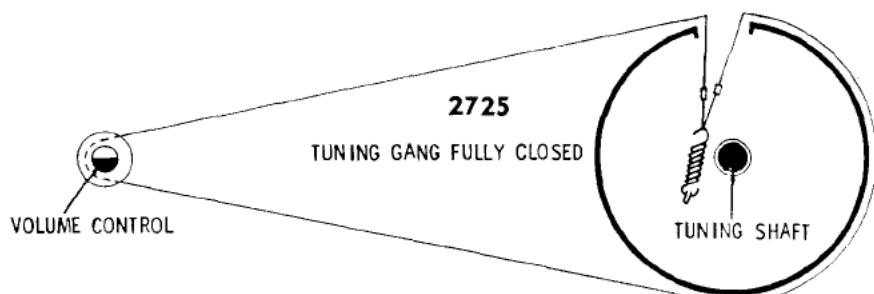
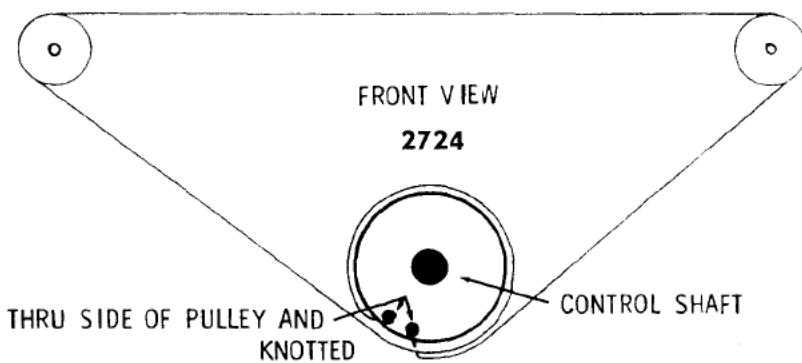
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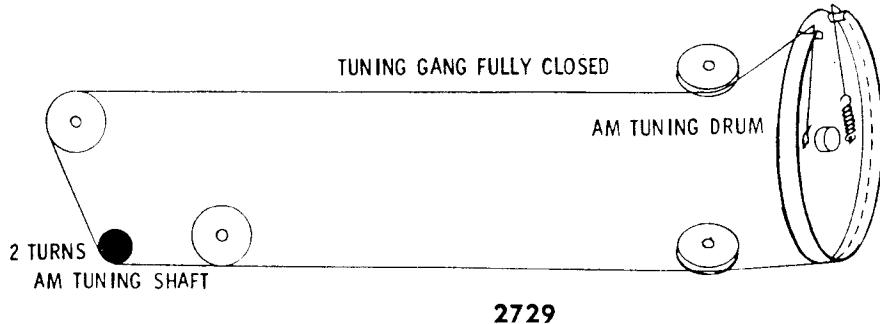
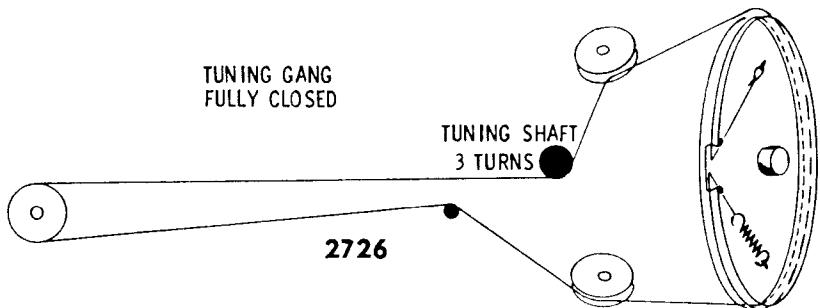
TUNING SHAFT

1 TURN AROUND DRIVE PULLEY

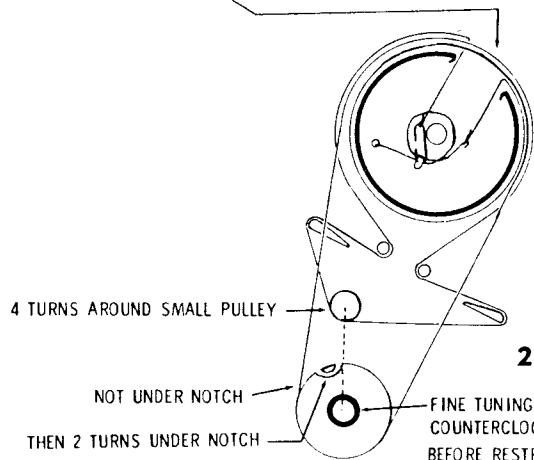


CORD STRINGING FOR BALANCE, BASS, TREBLE, LOUDNESS  
AND SELECTOR CONTROLS.  
CONTROLS SET AT MINIMUM.

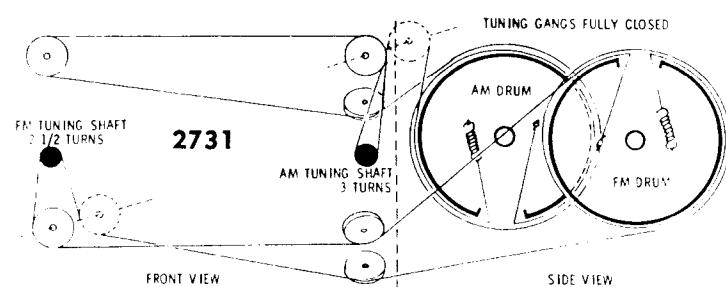
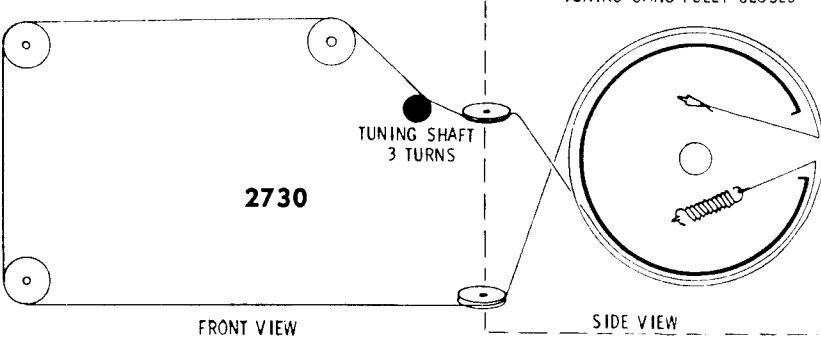
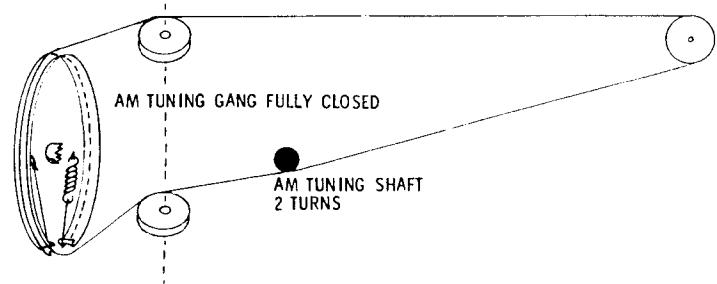
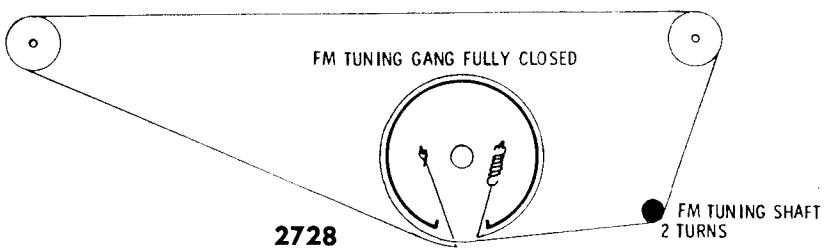
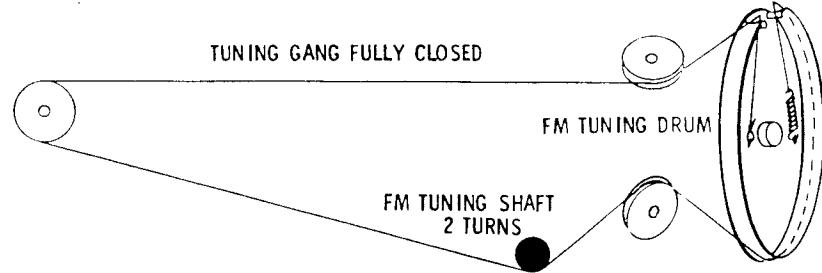




POSITION PULLEY OPENING AT 1:00 O'CLOCK BEFORE RESTRINGING



TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

2732

GANG FULLY CLOSED  
TUNING SHAFT  
2 1/2 TURNS

FRONT VIEW

AM TUNING GANG CLOSED

AM TUNING SHAFT  
2 TURNS

FRONT VIEW

FM TUNING SLUG OUT  
FM TUNING SHAFT  
2 TURNS

2737

DIAL POINTER AT "0" ON LOG SCALE

2733

TUNING SHAFT  
3 TURNS

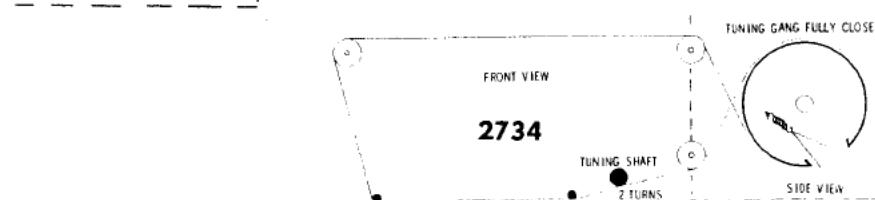
FUNING GANG FULLY CLOSED

FRONT VIEW

2734

TUNING SHAFT  
2 TURNS

SIDE VIEW



TUNING SLUG FULLY IN  
REAR VIEW OF DIAL PLATE

2735

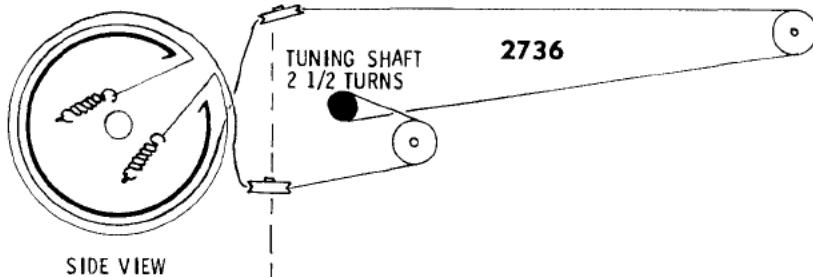
TUNING SHAFT  
1 1/2 TURNS

TUNING GANG FULLY CLOSED

REAR VIEW

2736

TUNING SHAFT  
2 1/2 TURNS



FRONT VIEW

AM TUNING GANG CLOSED

AM TUNING SHAFT  
2 TURNS

FRONT VIEW

FM TUNING SLUG OUT  
FM TUNING SHAFT  
2 TURNS

2737

TUNING GANG FULLY CLOSED

2738

1 TURN AROUND SLOT  
AND 1 1/4 AFTER SLOT  
2 1/2 TURNS AROUND PULLEY  
ON RADIO-PHONO SWITCH

FRONT VIEW



FM TUNING GANG FULLY CLOSED

AM TUNING GANG FULLY CLOSED

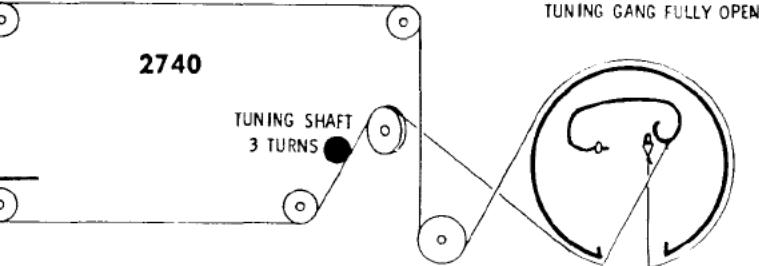
2739

2 1/2 TURNS  
FM TUNING SHAFT

AM TUNING SHAFT  
2 TURNS

FRONT VIEW

FRONT VIEW

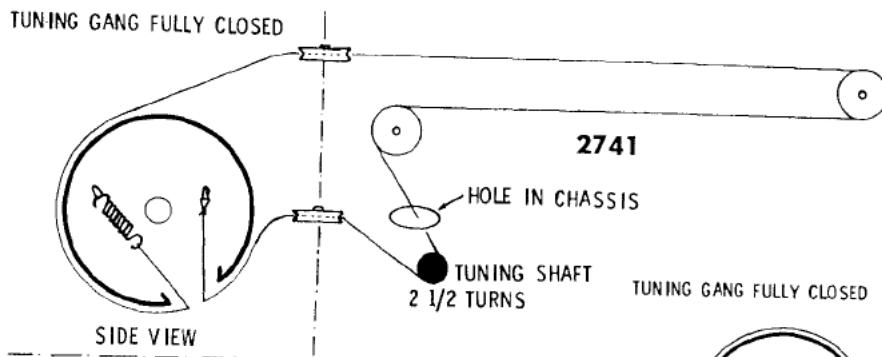


2740

TUNING SHAFT  
3 TURNS

TUNING GANG FULLY OPEN

TUNING GANG FULLY CLOSED



3 1/2 TURNS

TUNING  
SHAFT

2745

PULLEY ON TUNING SHAFT

FRONT VIEW

TO FM TUNING SLUG (FULLY IN)

2742



TUNING GANG FULLY CLOSED

3 TURNS

SIDE VIEW

2743

TUNING SHAFT  
3 TURNS

SIDE VIEW

SLUGS FULLY IN

1 TURN

TUNING SHAFT

2747

TOP VIEW

3 TURNS  
FM TUNING SHAFT

FRONT VIEW

2744

AM TUNING SHAFT  
3 TURNS

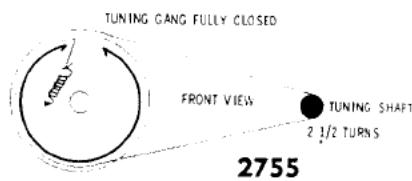
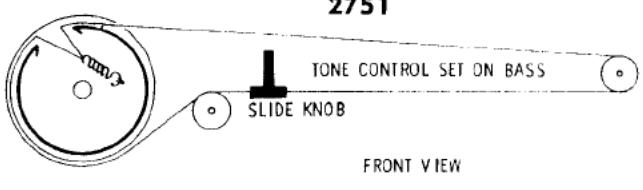
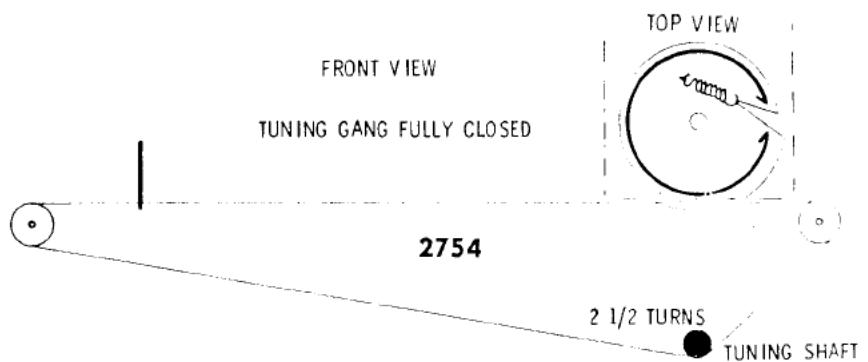
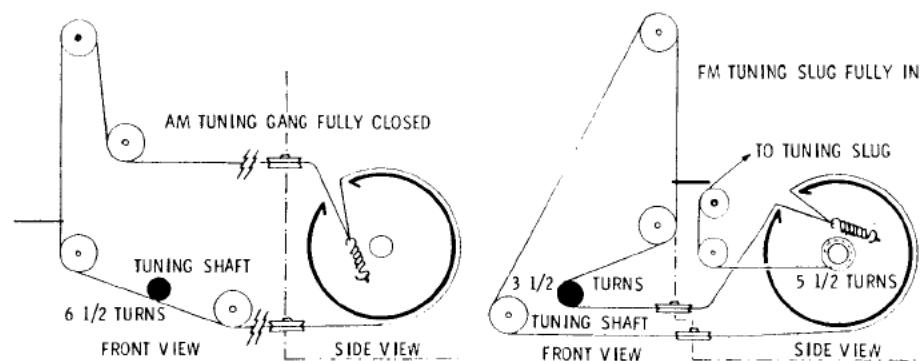
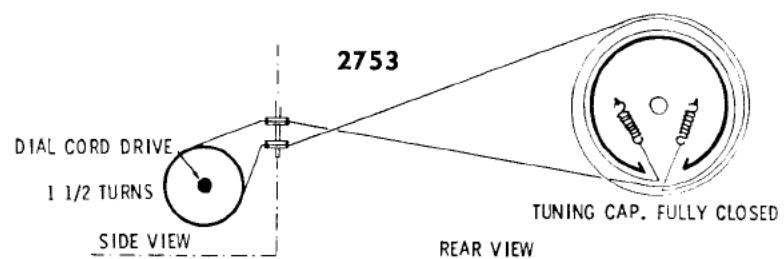
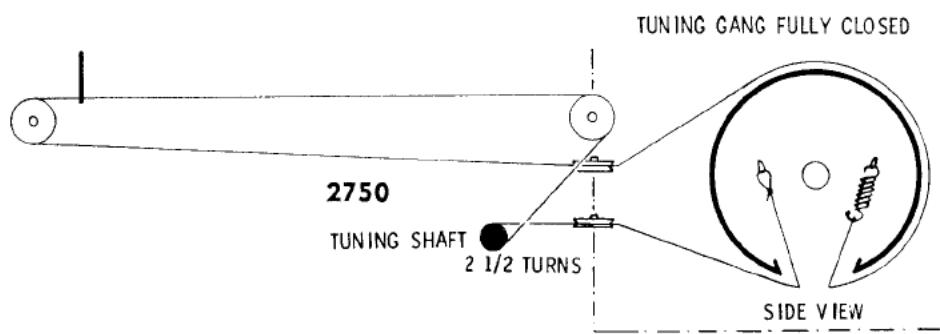
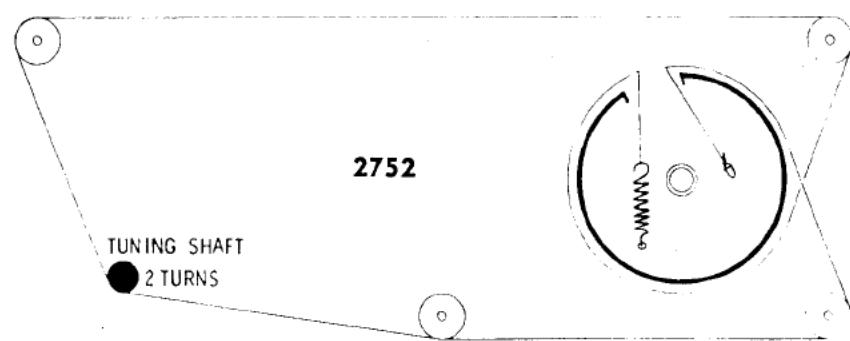
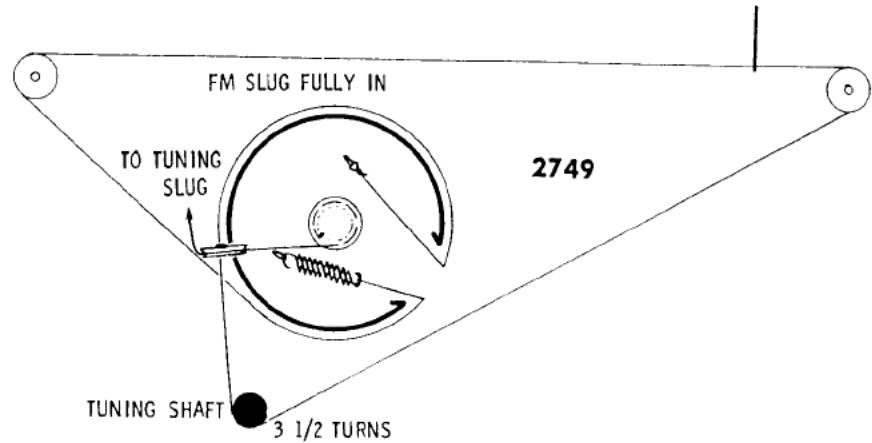


2748

TUNING GANG FULLY CLOSED

TUNING SHAFT  
2 1/2 TURNS

SIDE VIEW



TUNING GANG FULLY OPEN

FRONT VIEW

2756

TUNING SHAFT  
2 1/2 TURNS

FM & AM TUNING GANGS FULLY CLOSED

FRONT VIEW

2759

TUNING SHAFT  
2 1/2 TURNS

SIDE VIEW

TUNING SHAFT  
2 1/4 TURNS

2757

TUNING GANG FULLY CLOSED



TIED TO FRAME

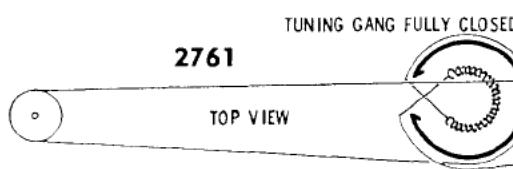
TUNING GANG FULLY CLOSED

2760

FRONT VIEW

TUNING SHAFT  
4 1/2 TURNS

SIDE VIEW



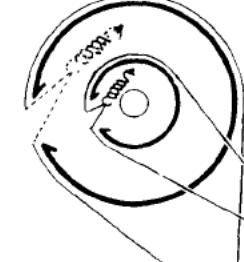
TUNING GANG FULLY CLOSED

2758

TOP VIEW

TUNING SHAFT  
2 1/2 TURNS

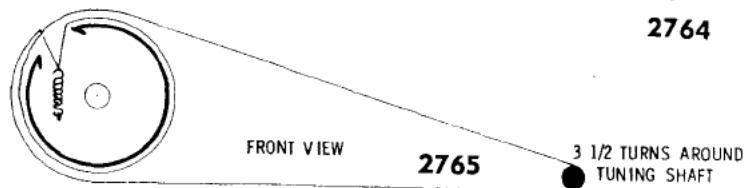
TUNING GANG FULLY CLOSED



2762

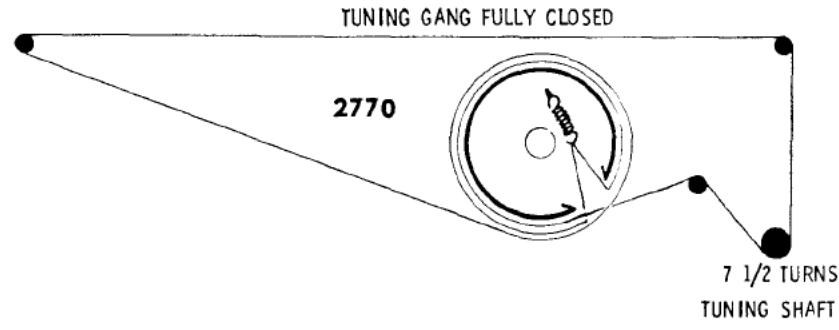
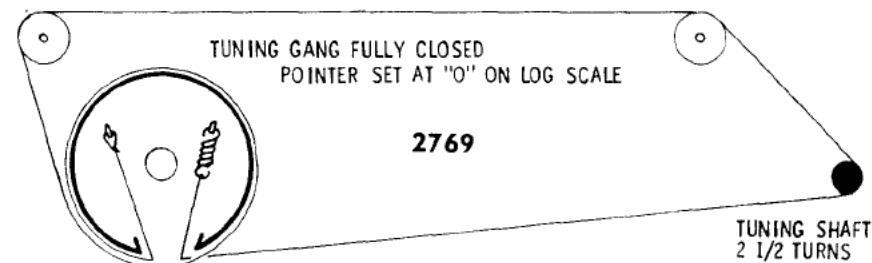
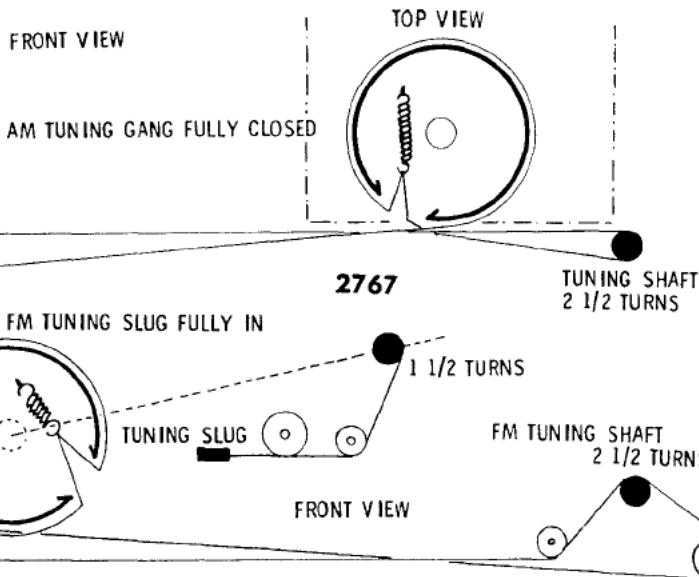
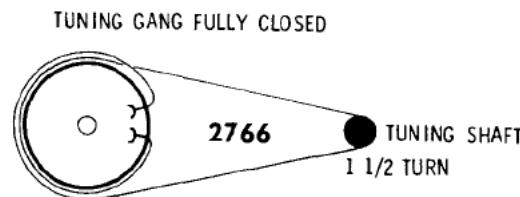
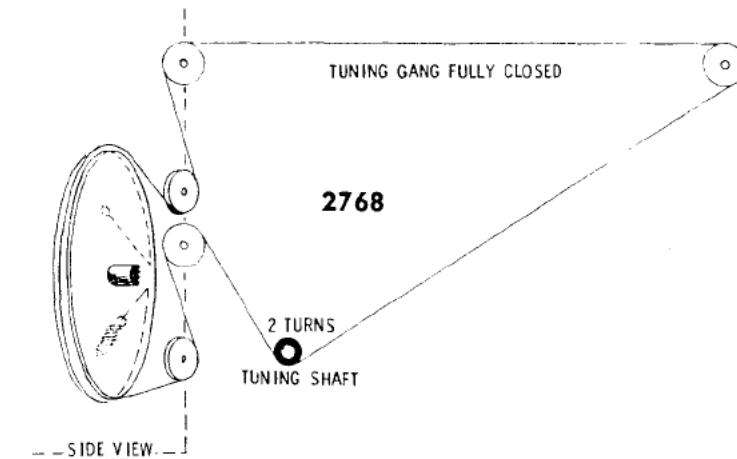
TUNING SHAFT  
2 1/2 TURNS

1 TURN AROUND RIVET

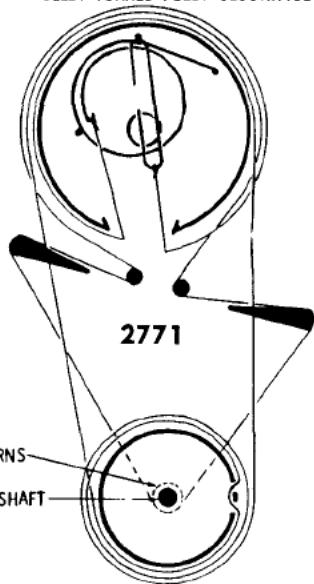


TUNING KNOB  
1 1/2 TURNS

**2764**



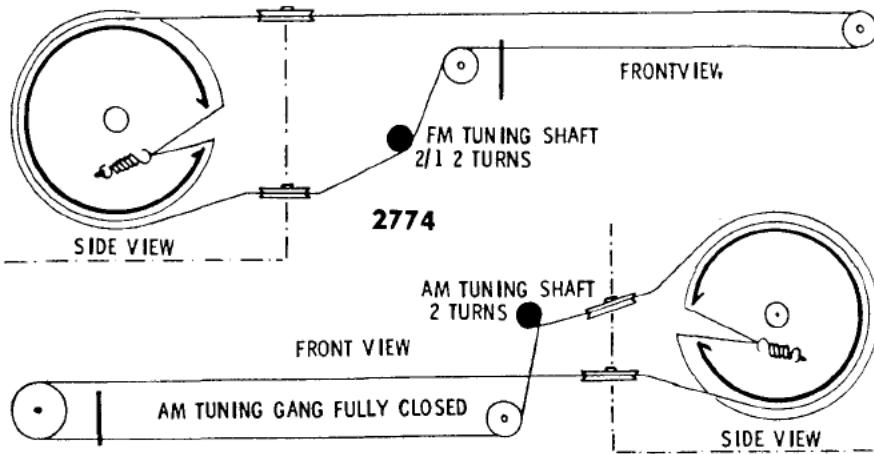
PULLEY TURNED FULLY CLOCKWISE



5 1/2 TURNS  
TUNING SHAFT

2771

FM TUNING GANG FULLY CLOSED



2774

AM TUNING SHAFT  
2 TURNS

FRONT VIEW

AM TUNING GANG FULLY CLOSED

SIDE VIEW

FRONT VIEW

2772

TUNING GANG FULLY CLOSED

3 TURNS  
TUNING SHAFT

2775

TUNING SHAFT  
3 TURNS  
TUNING GANG FULLY CLOSED

BOTTOM VIEW

FRONT VIEW

2773

TUNING GANG FULLY CLOSED

2 TURNS  
TUNING SHAFT

2776

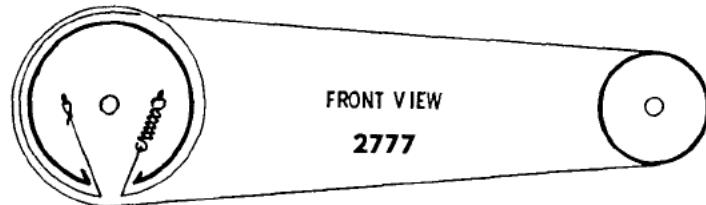
FRONT VIEW

TUNING GANG FULLY CLOSED

TUNING SHAFT

TUNING GANG FULLY CLOSED

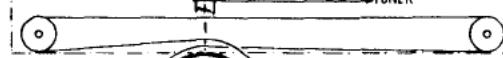
2 1/2 TURNS AROUND PULLEY



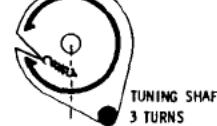
FRONT VIEW  
2777

FM TUNING GANG FULLY CLOSED (CLOCKWISE)

TOP VIEW  
DRUM SHAFT ————— TUNER



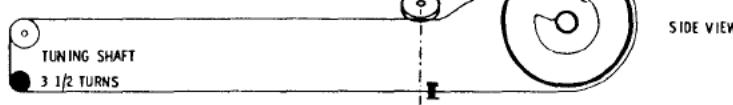
FRONT VIEW



2778

AM TUNING GANG FULLY OPEN

FRONT VIEW



TUNING GANG FULLY OPEN

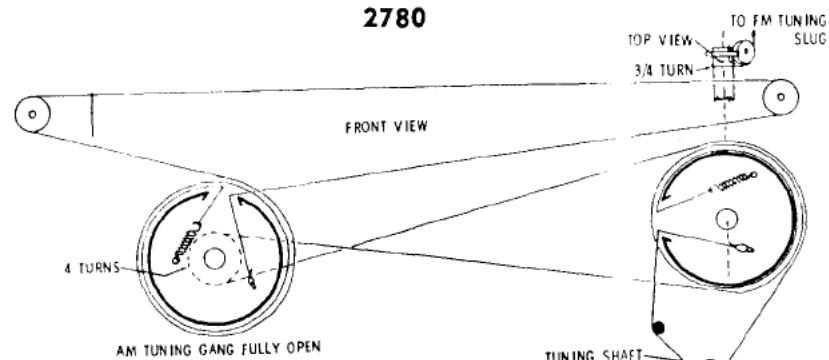
2779

TUNING SHAFT  
2 1/2 TURNS

FRONT VIEW

SIDE VIEW

2780



4 TURNS

AM TUNING GANG FULLY OPEN

TUNING SHAFT  
3 TURNS

FRONT VIEW



TOP VIEW  
TO FM TUNING  
SLUG  
3/4 TURN

2781

TUNING GANG FULLY CLOSED

TUNING SHAFT  
2 TURNS

FRONT VIEW

SIDE VIEW

