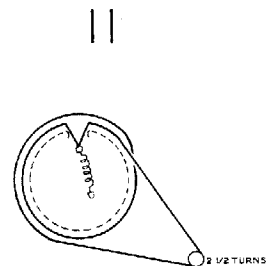
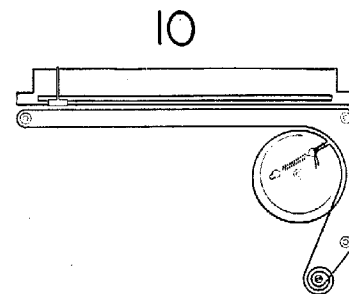
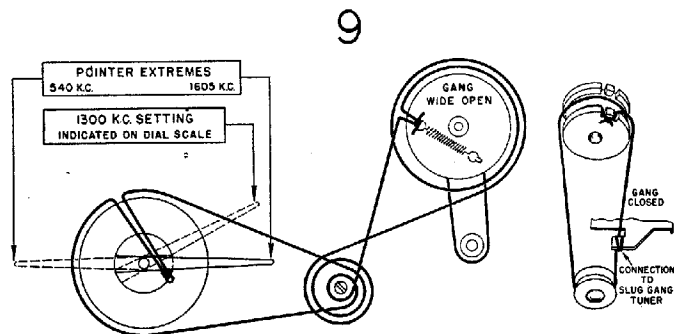
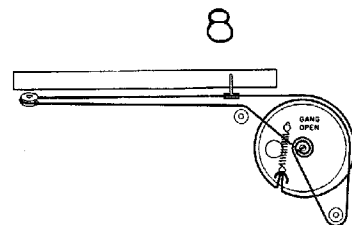
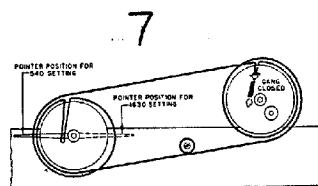
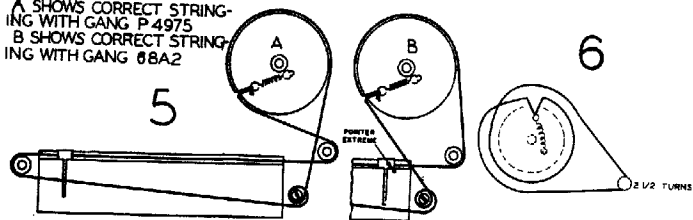
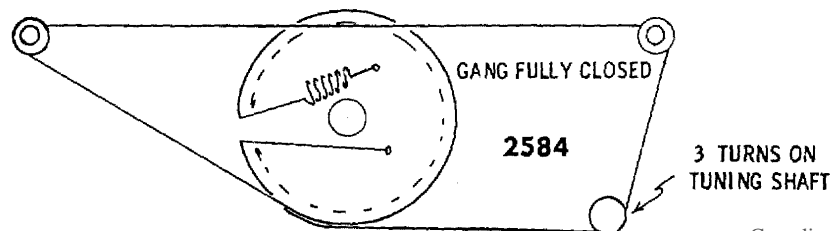
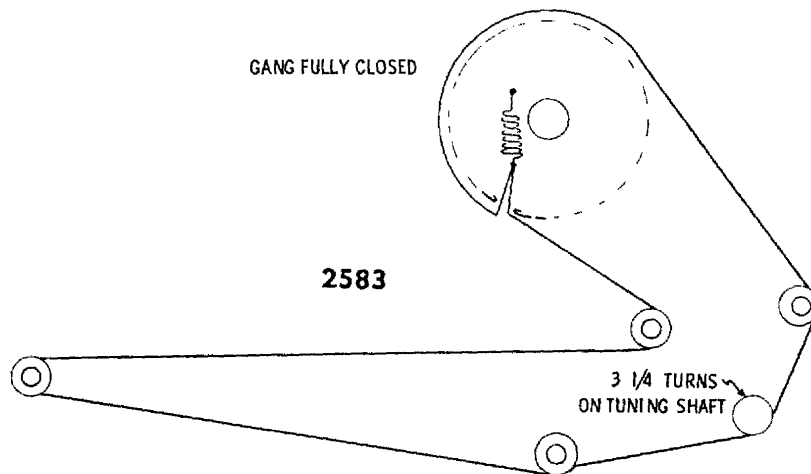
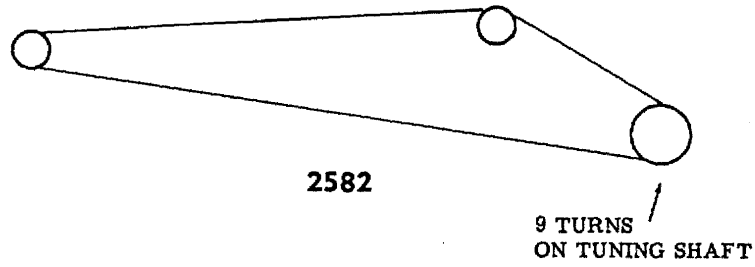
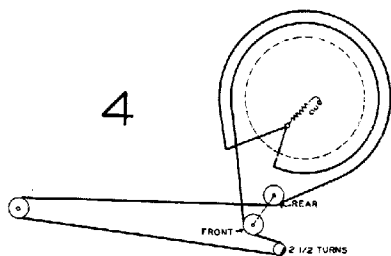
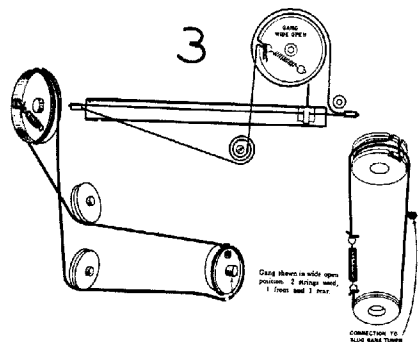
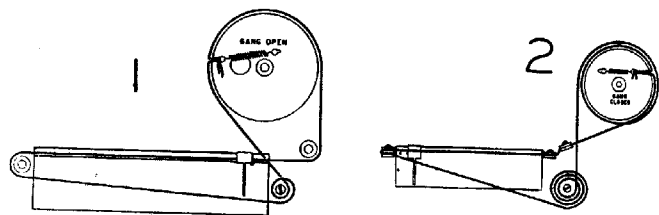


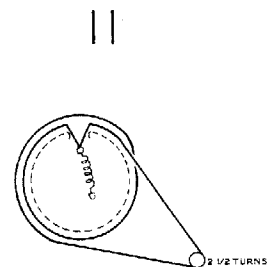
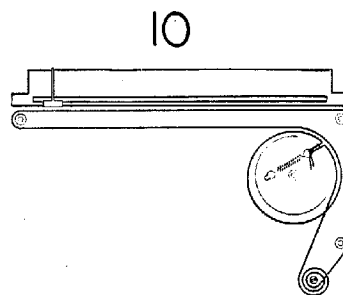
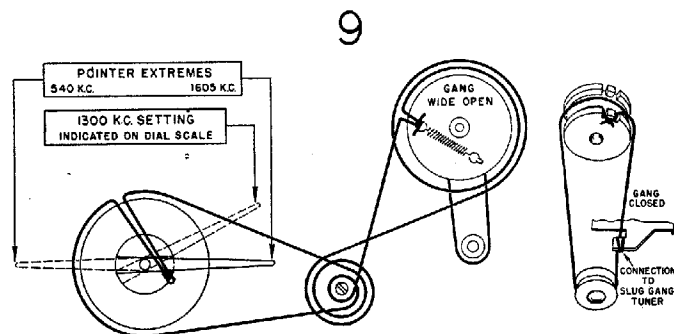
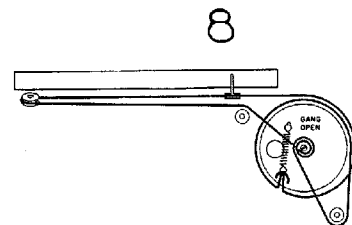
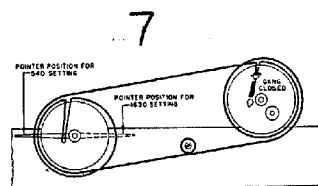
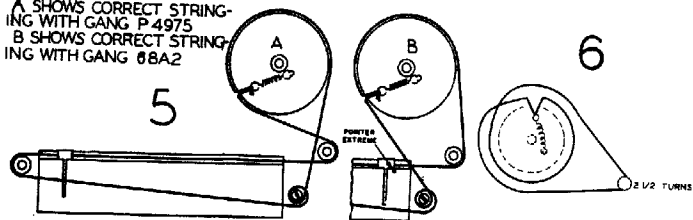
A SHOWS CORRECT STRINGING WITH GANG P-4975
B SHOWS CORRECT STRINGING WITH GANG 68A2

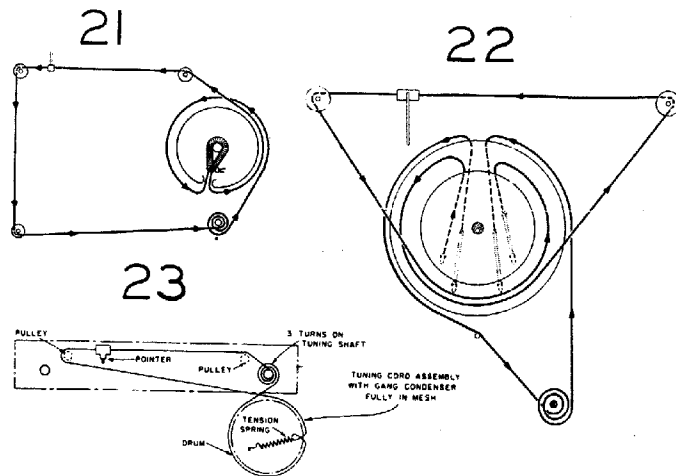
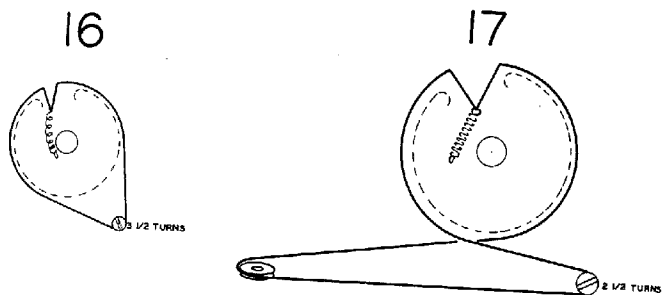
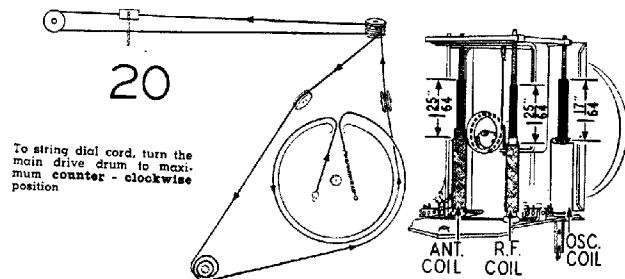
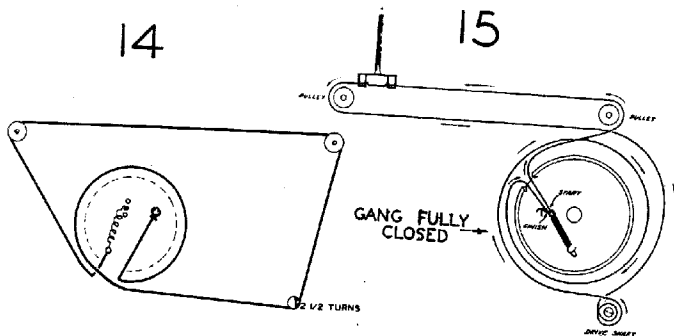
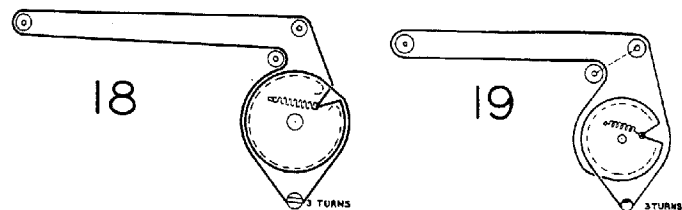
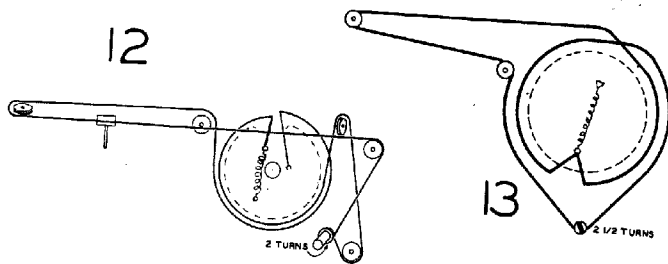


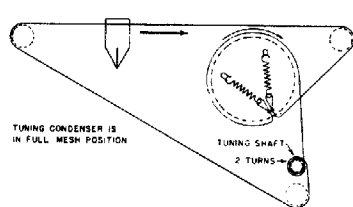
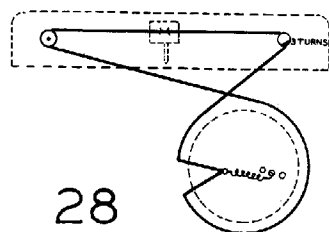
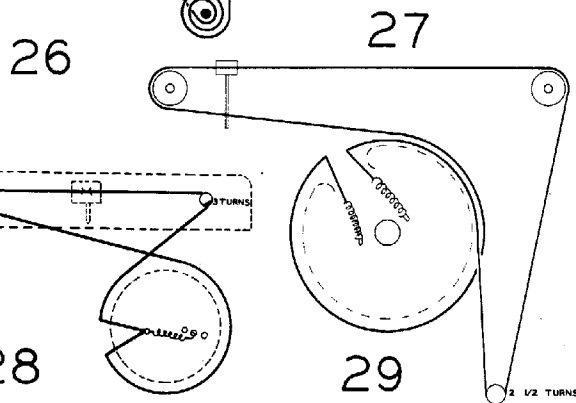
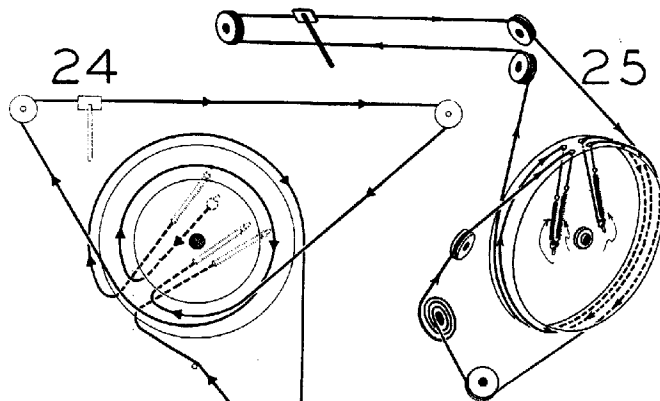




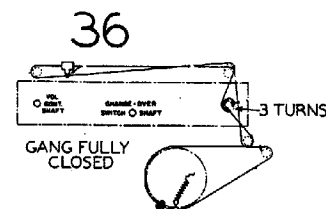
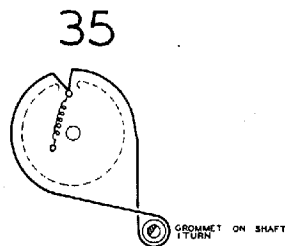
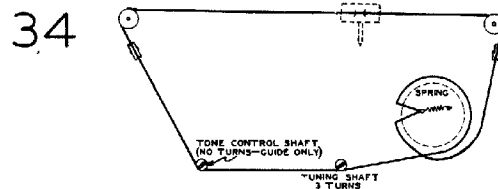
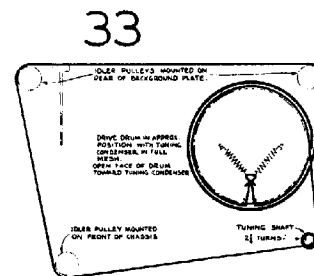
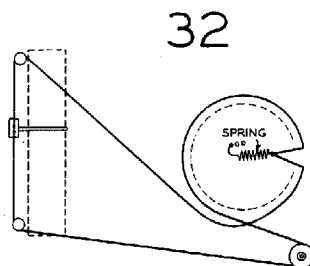
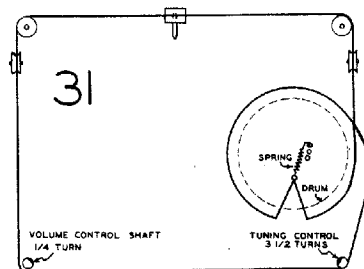
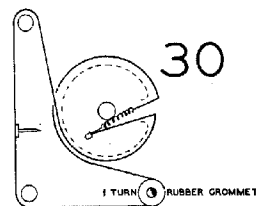
A SHOWS CORRECT STRINGING WITH GANG P-4975
B SHOWS CORRECT STRINGING WITH GANG 68A2

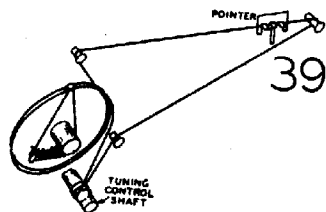
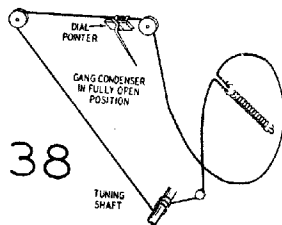
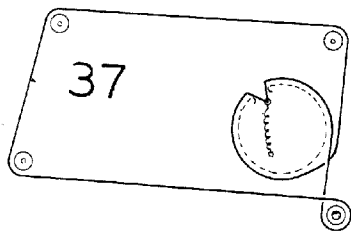






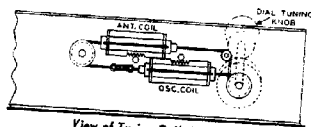
TUNING CONDENSER IS
IN FULL MESH POSITION



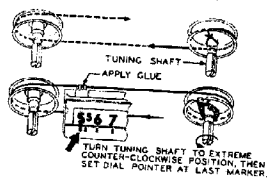


40

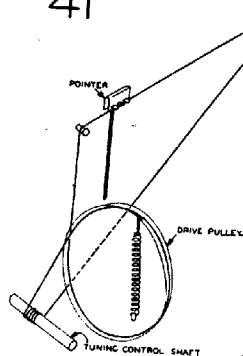
When tying the string to the tension spring make sure that the spring takes up all slack.



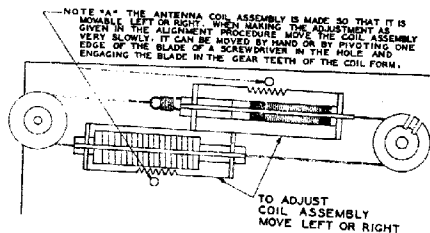
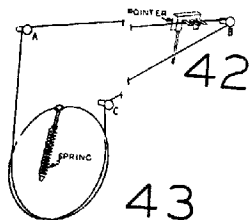
View of Tuning Coil Assembly.



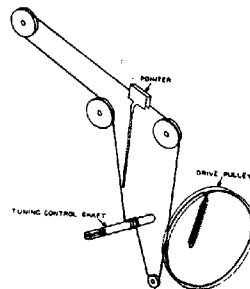
41



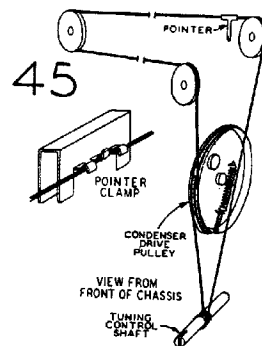
Turn gang condenser to full open position -- See illustration. Use a new drive cord 42 inches in length.



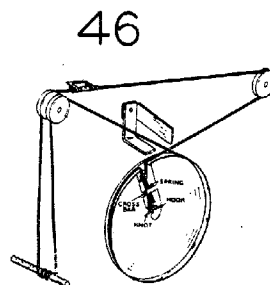
44



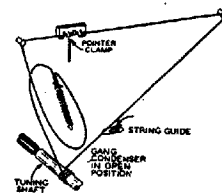
45



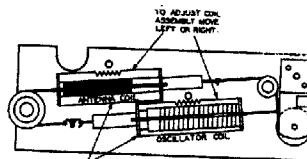
46



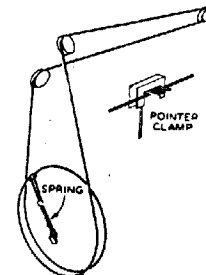
47

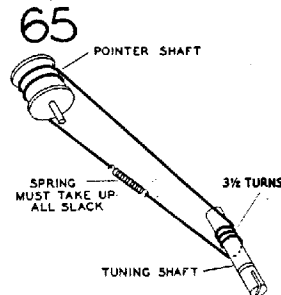
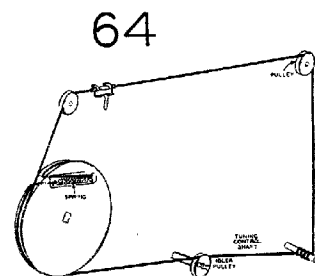
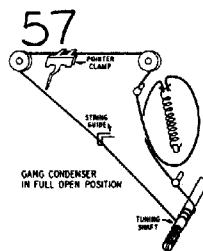
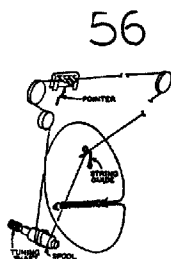
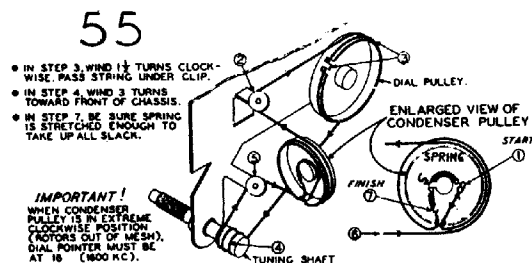
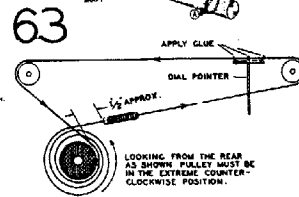
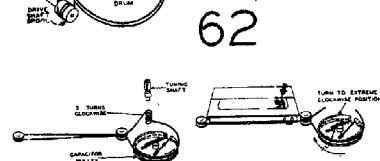
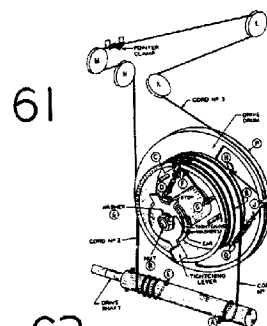
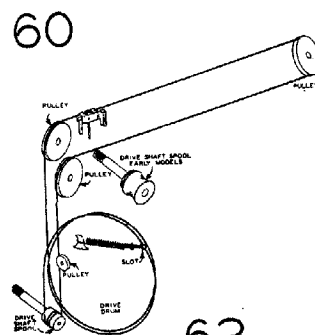
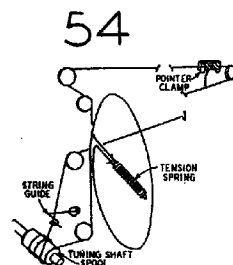
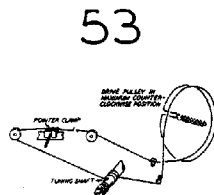
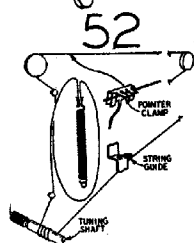
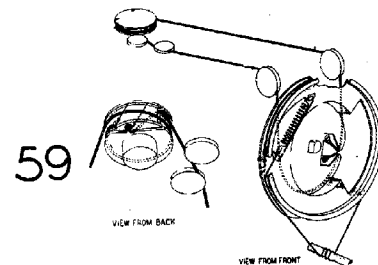
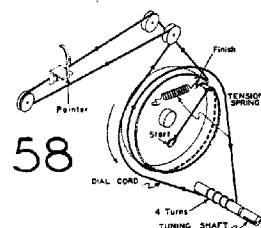
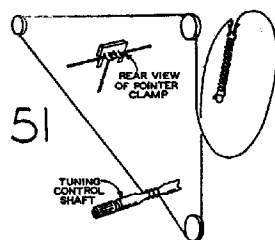
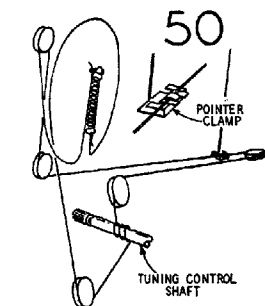


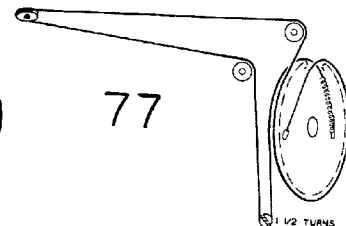
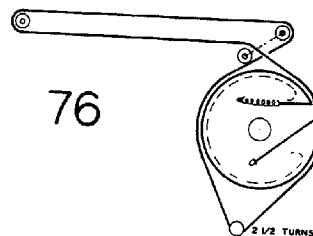
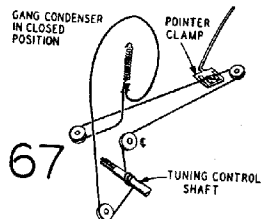
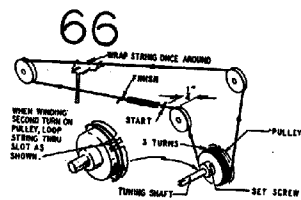
48



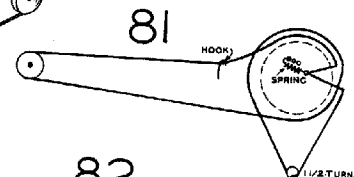
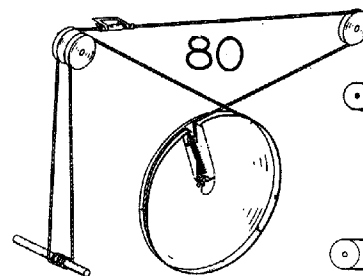
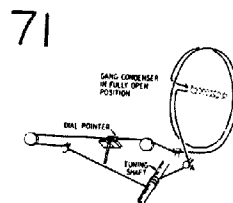
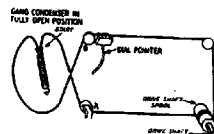
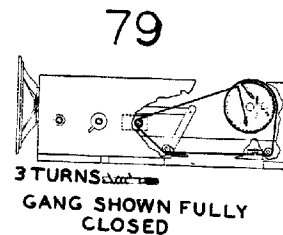
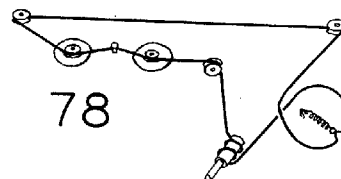
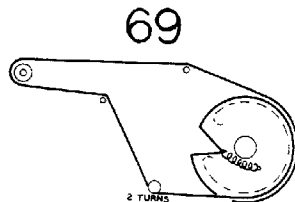
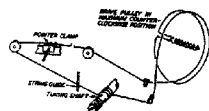
49



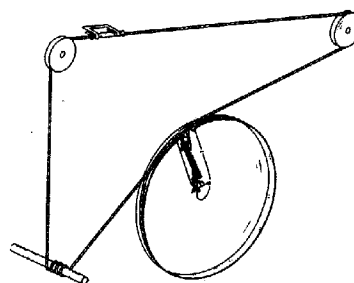
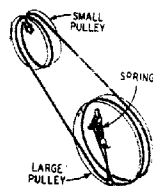
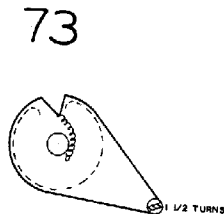
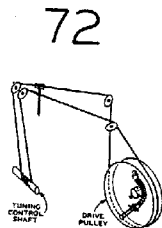
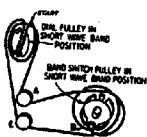


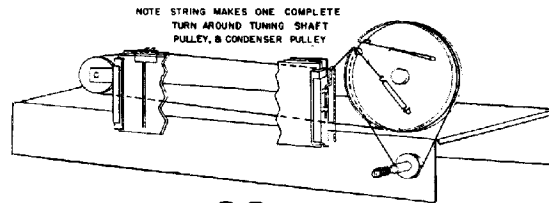


68



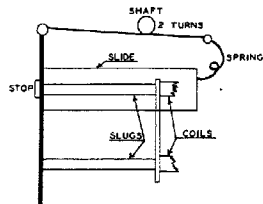
Both the dial pulley and the band switch pulley must be turned to the short wave band position as shown in the illustration. Install the new cord exactly as shown then change the position of the band switch several times and note the movement of the dial.



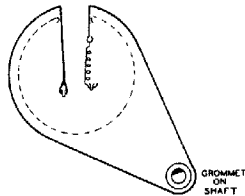


83

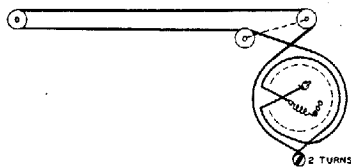
84



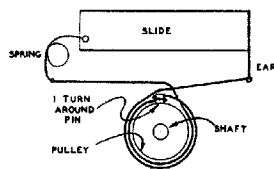
86



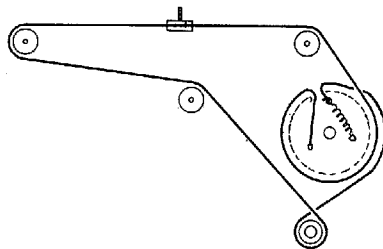
88



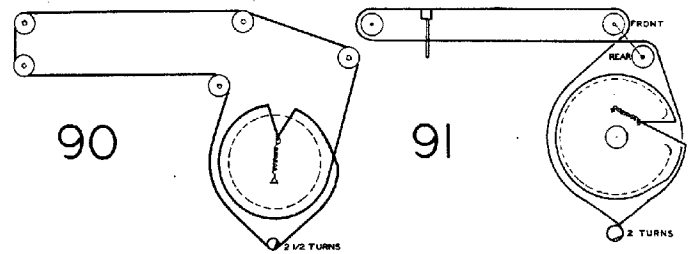
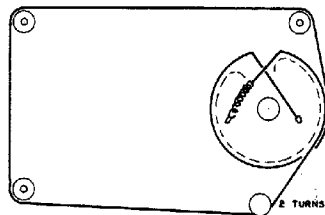
85



87

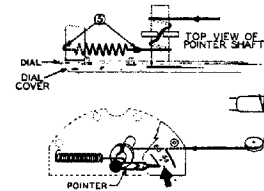


89

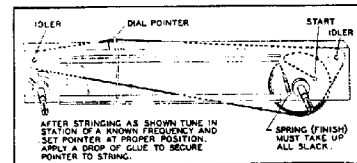


90

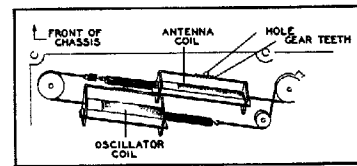
91



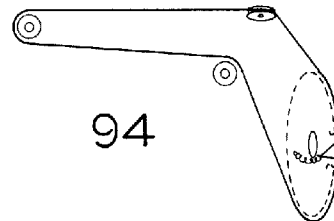
92



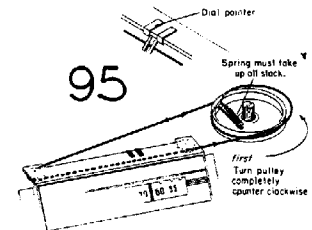
93



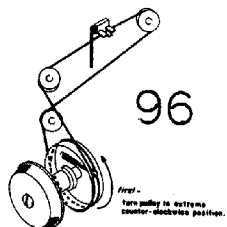
View of Coil Assembly



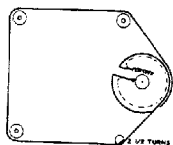
94



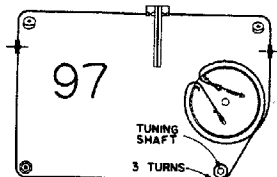
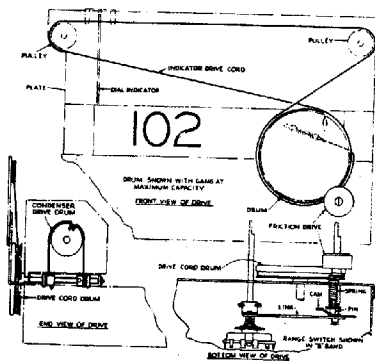
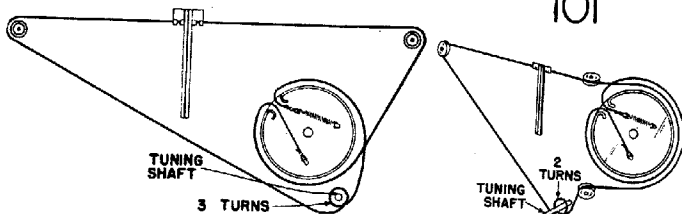
95



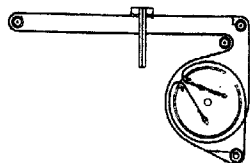
98



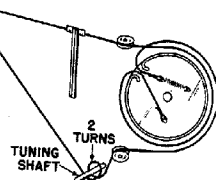
100



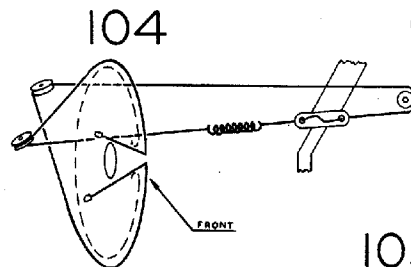
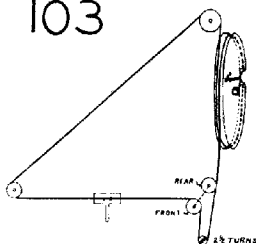
99



101

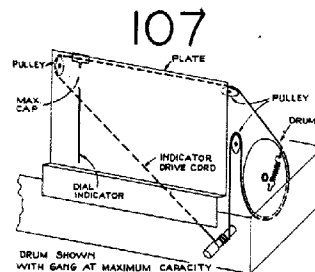
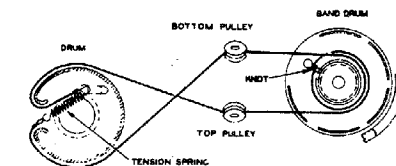


103

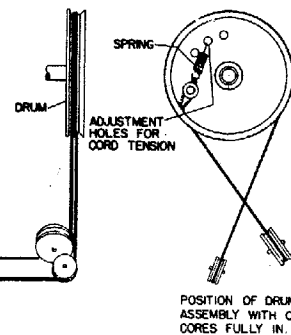
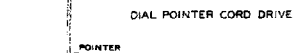
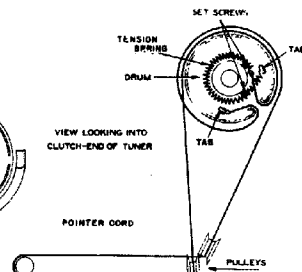
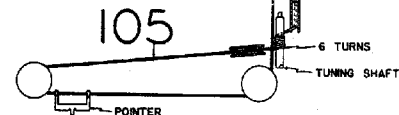
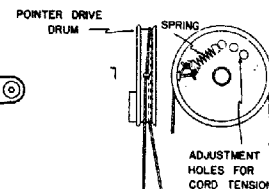
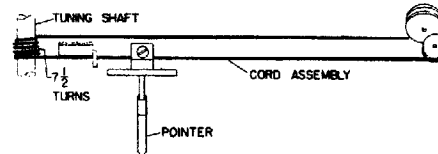


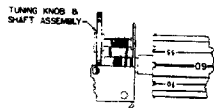
106

CORD DRIVE FOR BAND INDICATOR DRUM

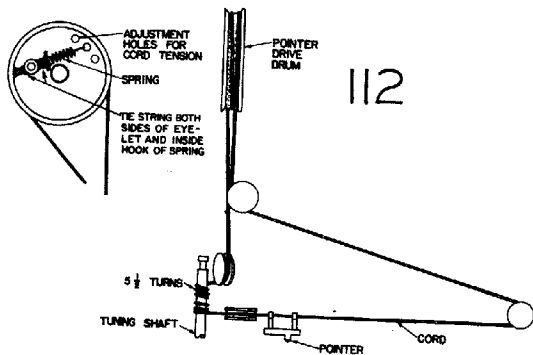
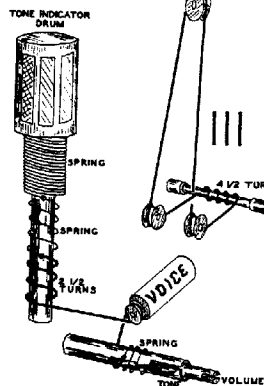
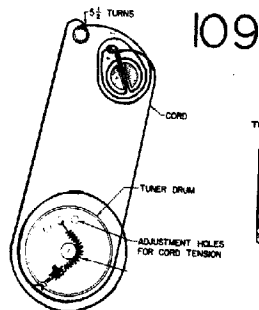


108

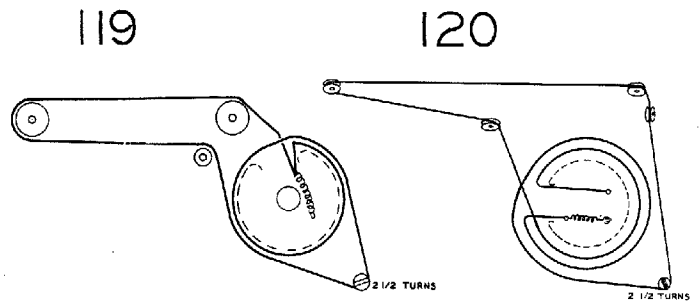
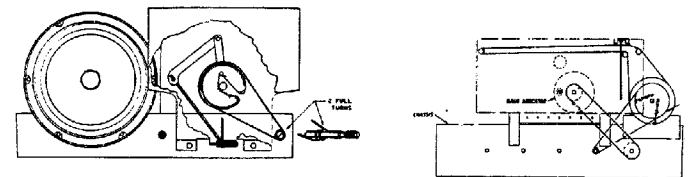
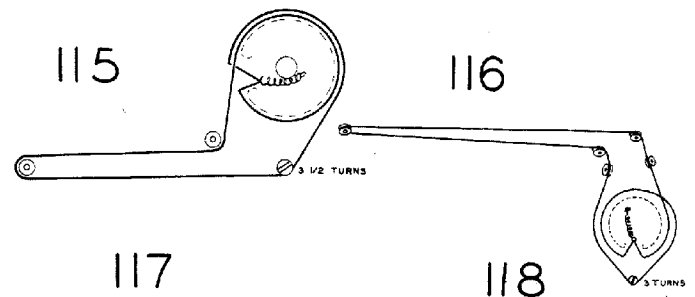
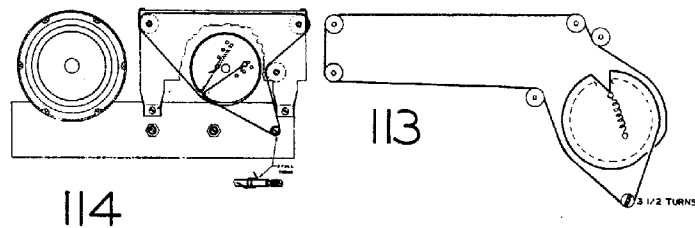


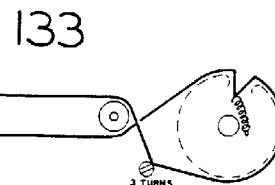
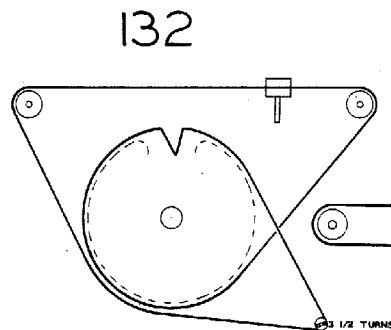
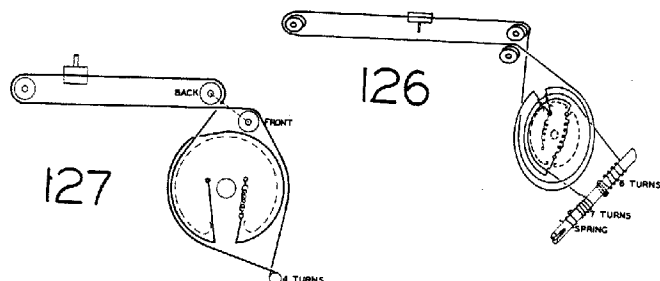
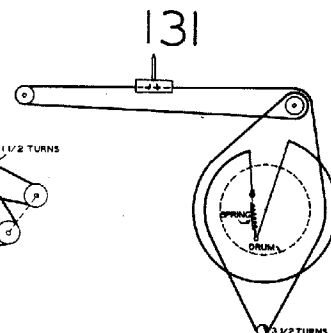
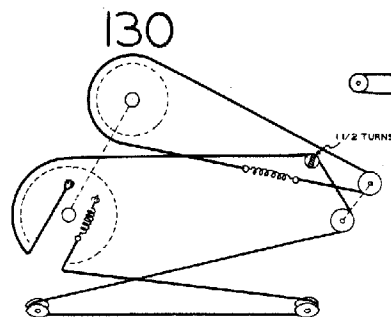
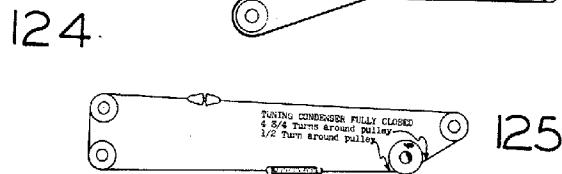
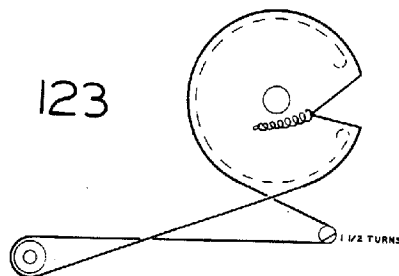
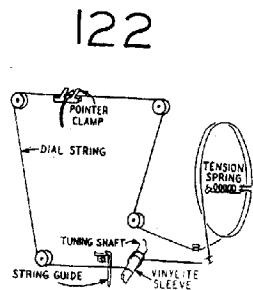
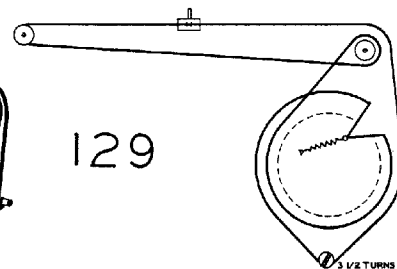
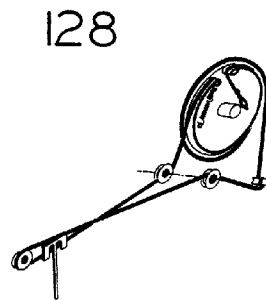
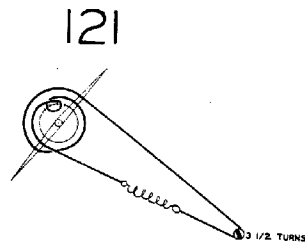
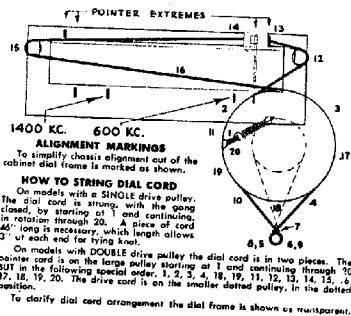


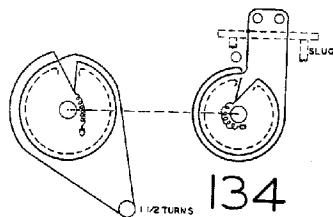
TO RECALIBRATE: AFTER REPLACING
DRIVE STRING, TURN COIL CORES
FULLY IN, THEN HOLD DIAL SHAFT
STATIONARY WITH PLIERS, AND
REVOLVE DIAL WITH FINGERS UNTIL
THE 60 CALIBRATION LINE IS IN
RELATION SHOWN TO BRACKET



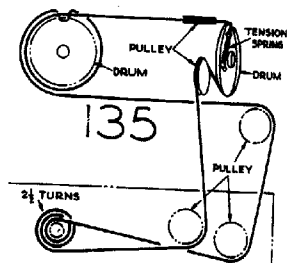
POSITION OF DRUM
ASSEMBLY WITH COIL
CORES FULLY IN.



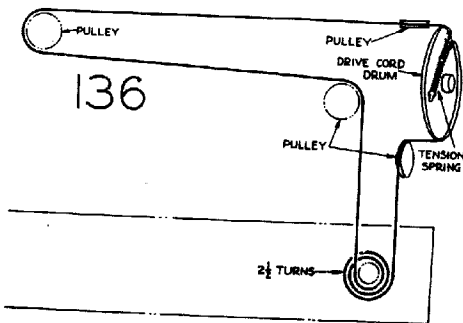




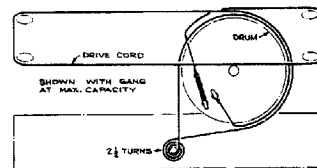
134



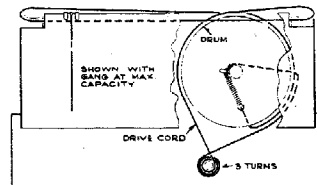
135



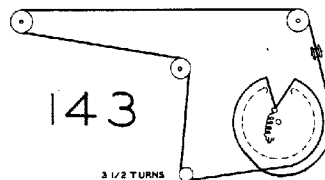
136



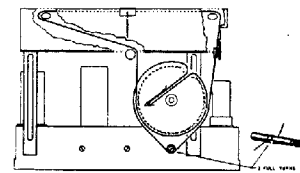
141



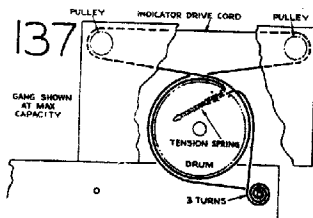
142



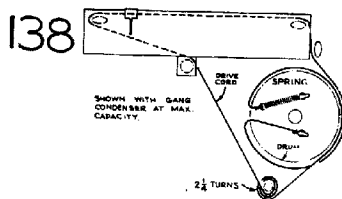
143



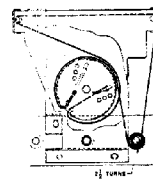
144



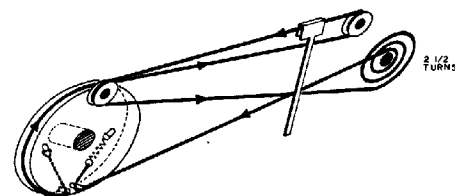
137



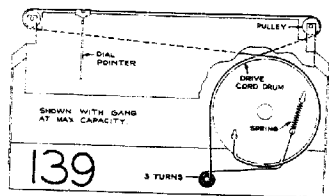
138



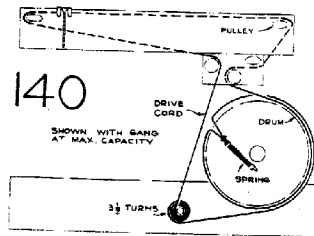
145



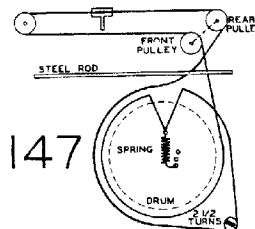
146



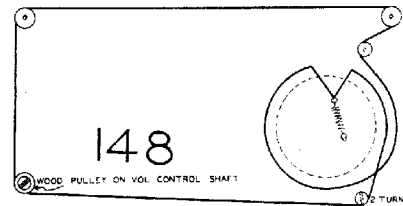
139



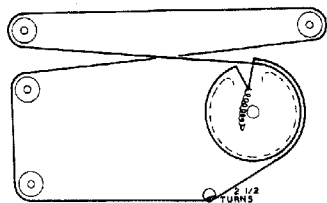
140



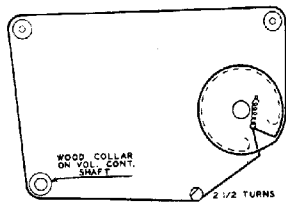
147



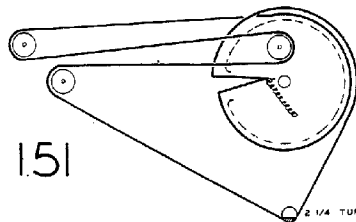
148



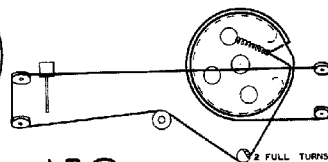
149



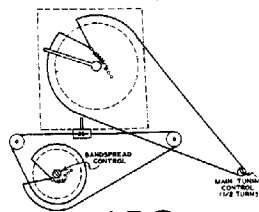
150



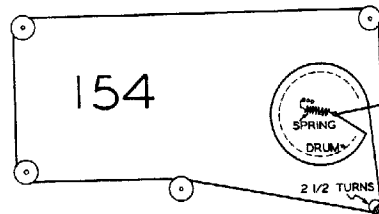
151



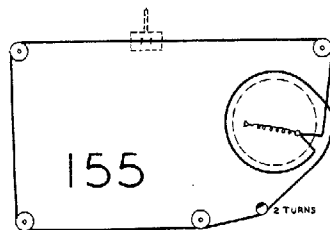
152



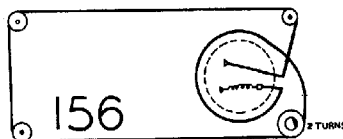
153



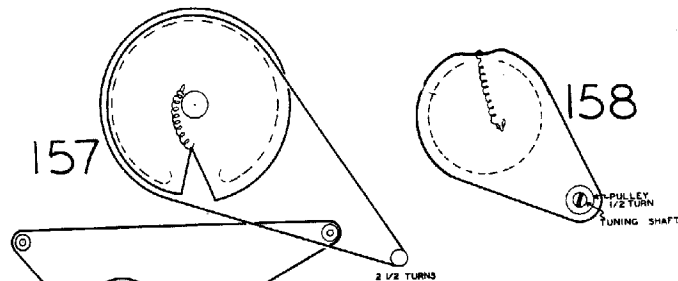
154



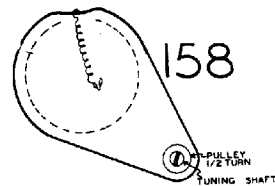
155



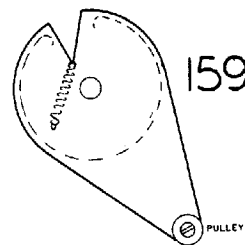
156



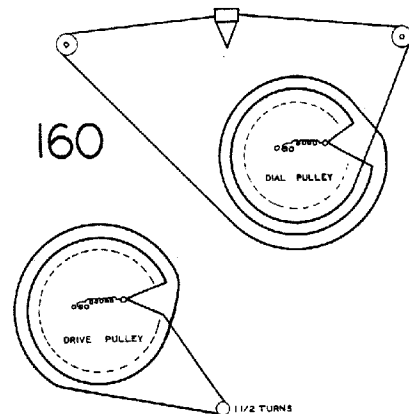
157



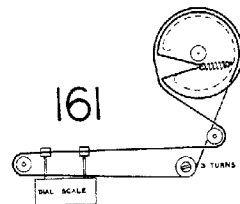
158



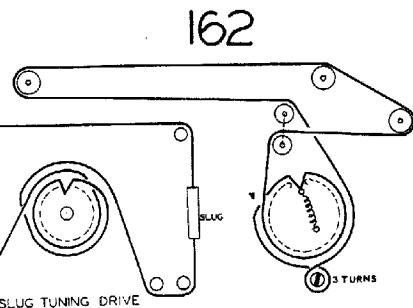
159



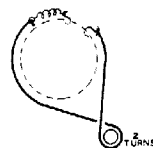
160



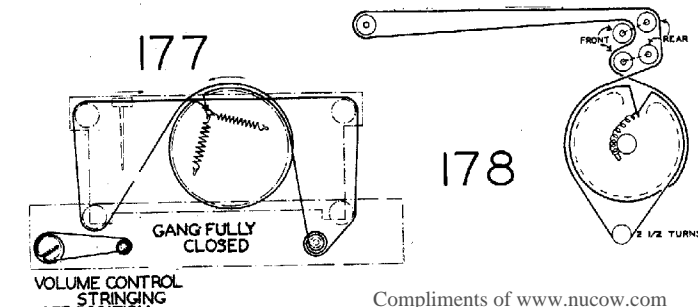
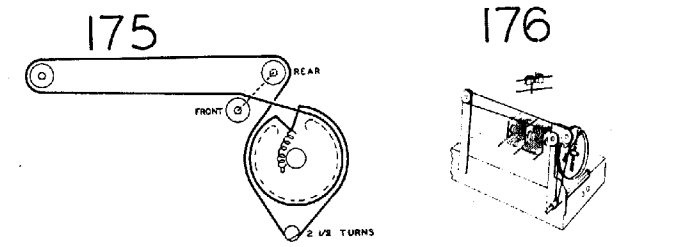
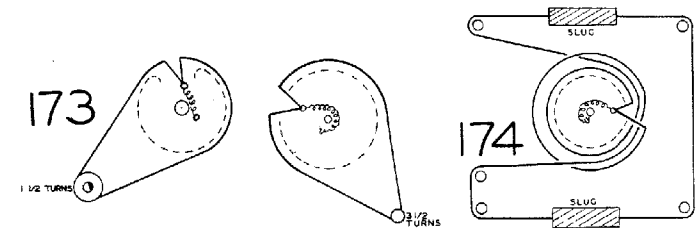
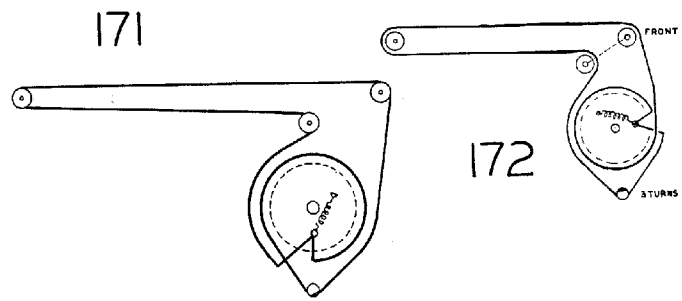
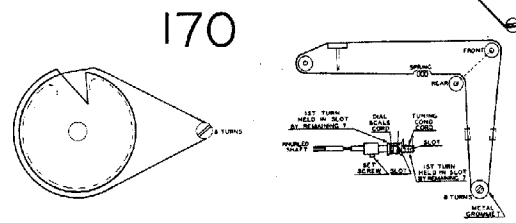
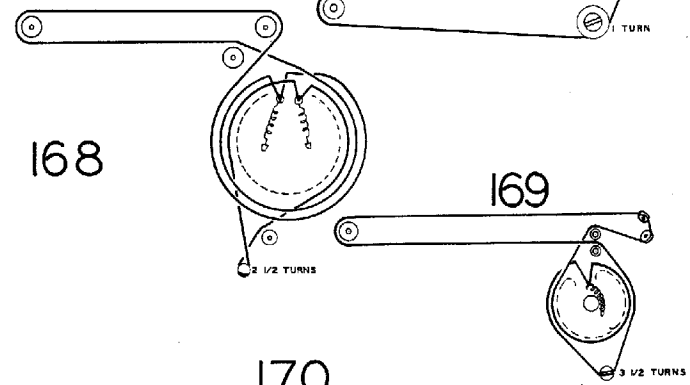
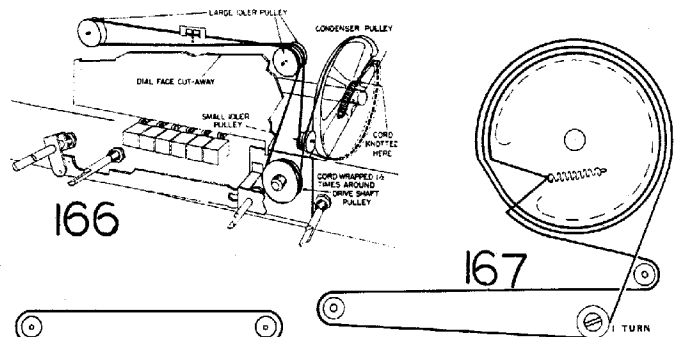
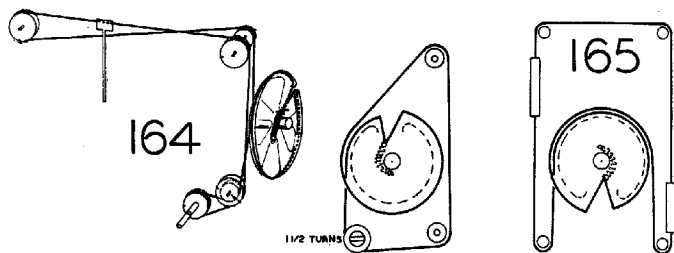
161

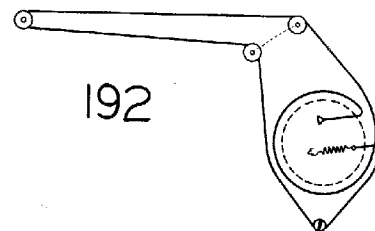
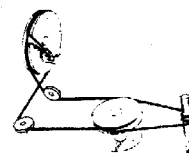
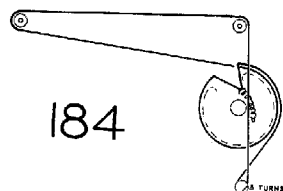
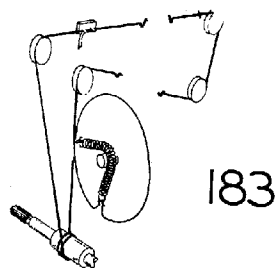
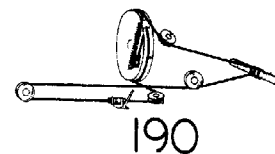
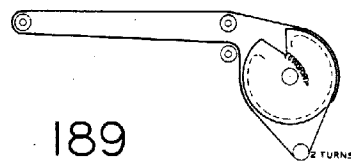
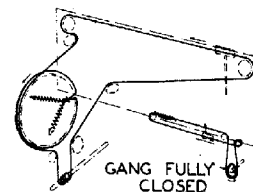
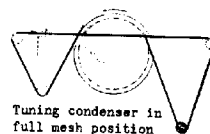
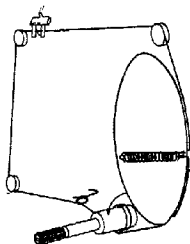
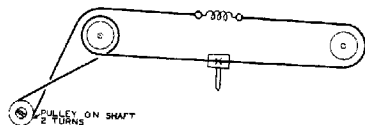
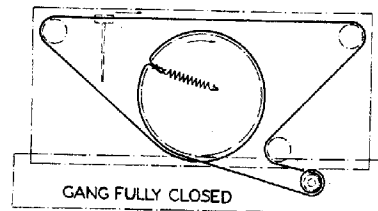
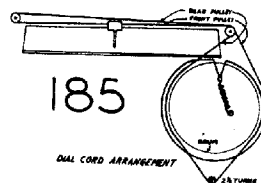
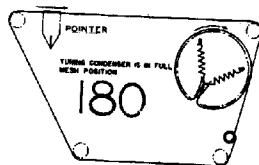
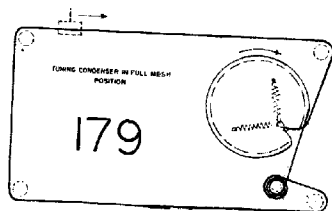


162



163





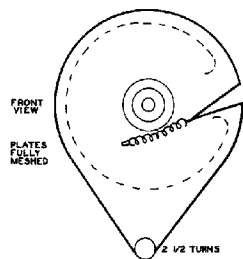


FIG. 1 DIAL DRIVE (A.M.)

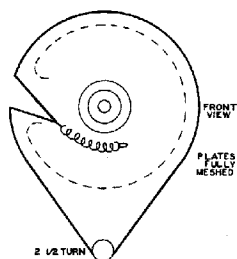


FIG. 2 DIAL DRIVE (F.M.)

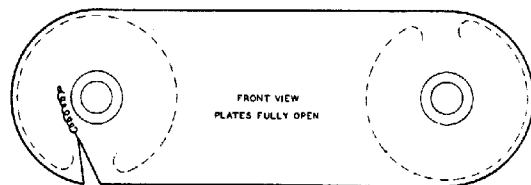


FIG. 3 DIAL DRUMS
A.M. TUNING

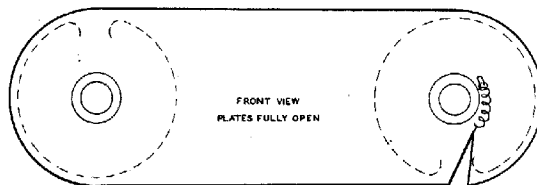
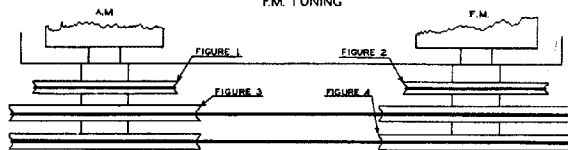
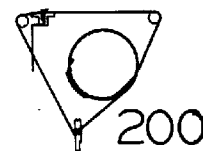
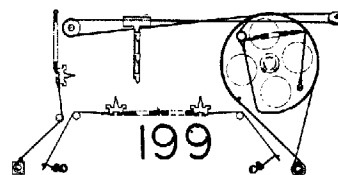
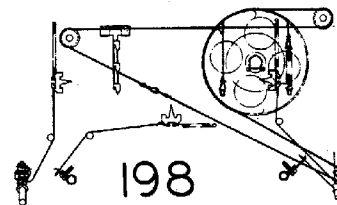
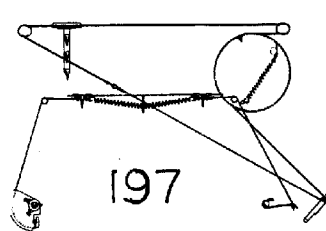
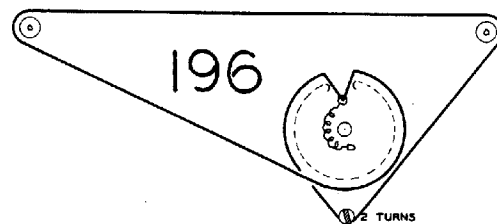
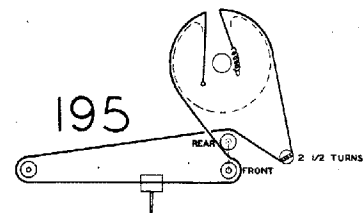
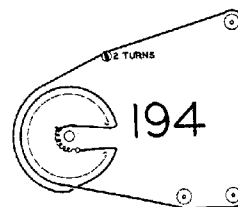
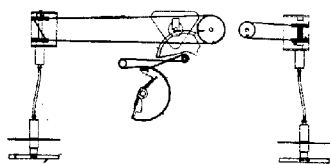


FIG. 4 DIAL DRUMS
F.M. TUNING

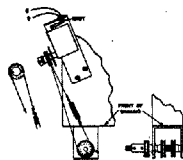


193

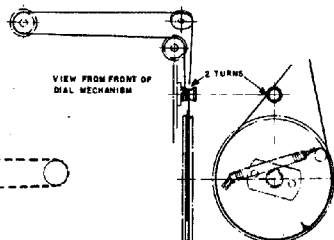




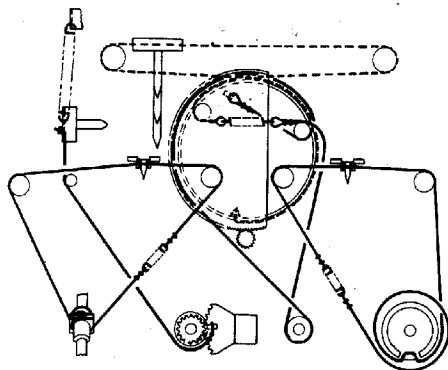
202



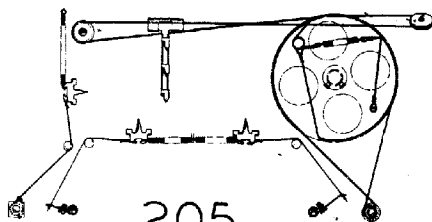
Volume Control Motor Mounting



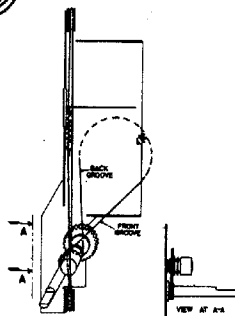
203



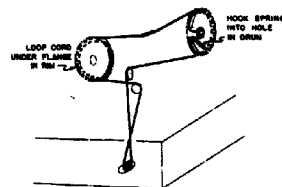
204



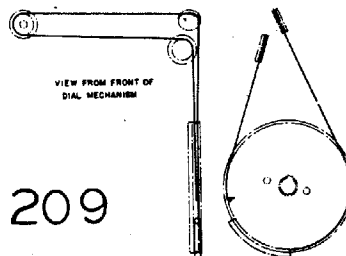
205



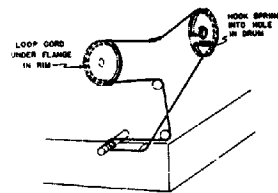
206



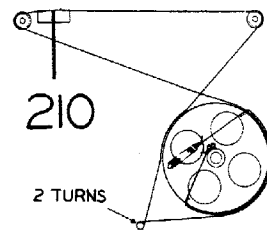
207



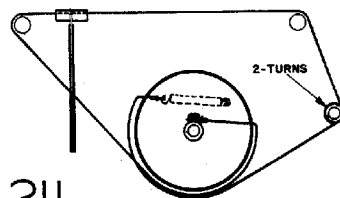
209



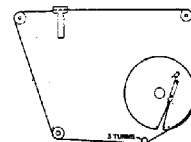
208



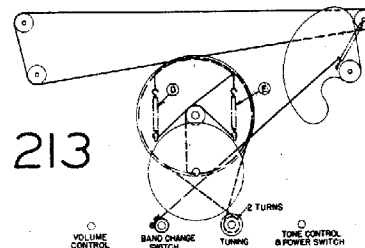
210



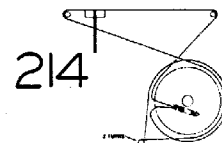
211



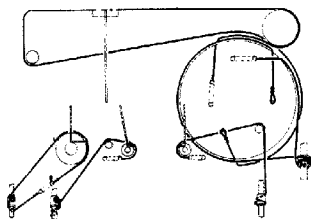
212



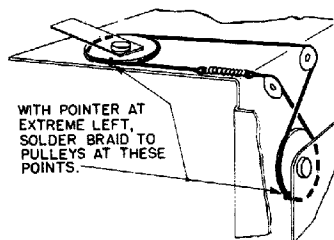
213



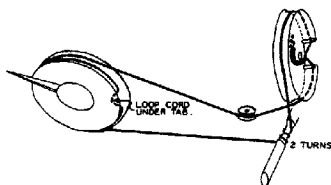
214



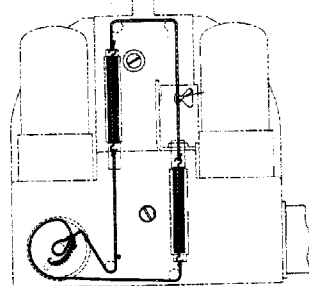
215



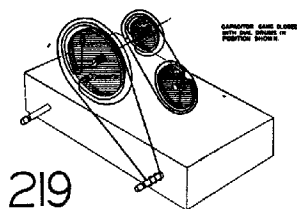
216



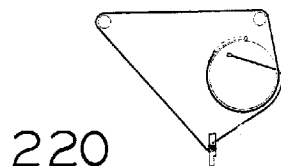
217



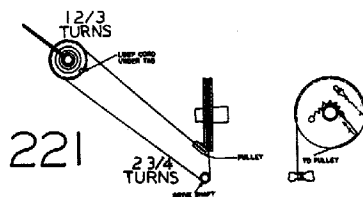
218



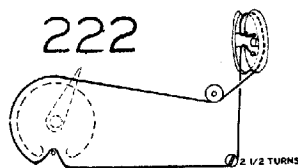
219



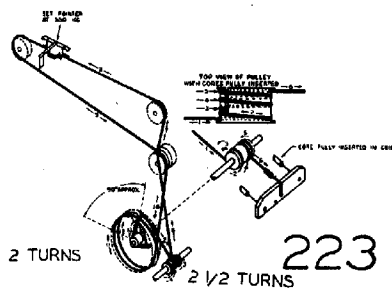
220



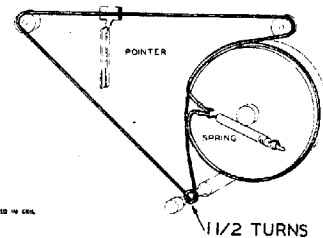
221



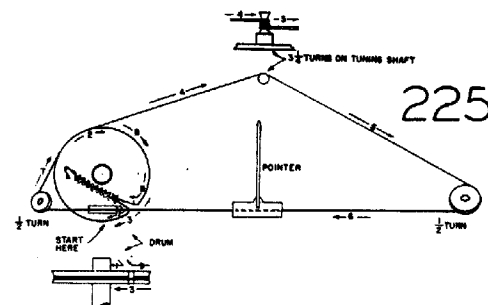
222



223

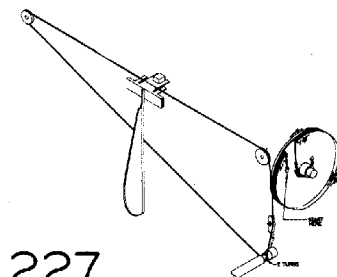
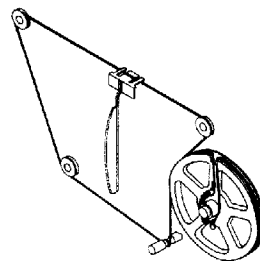


224

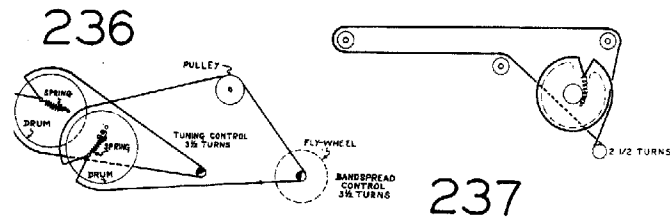
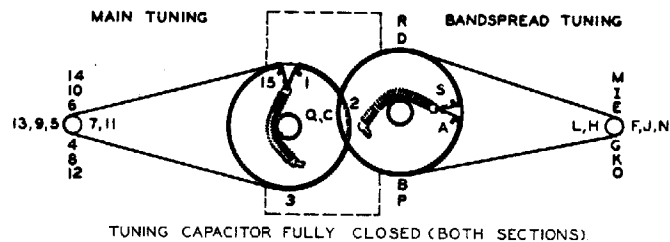
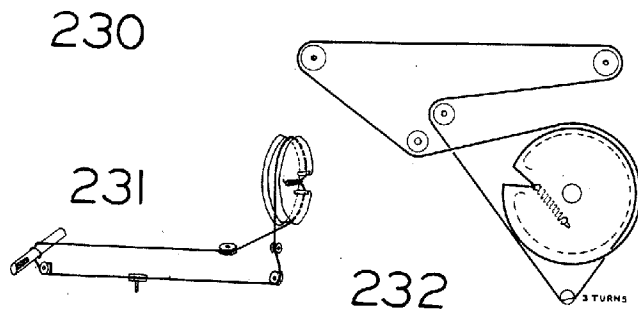
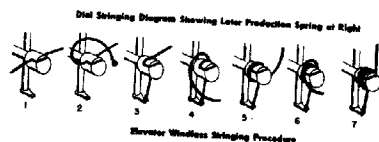
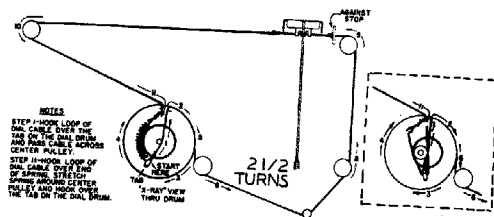
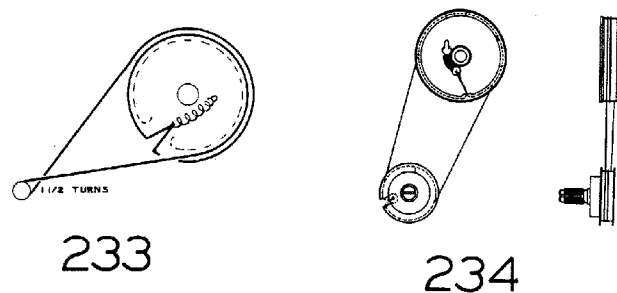
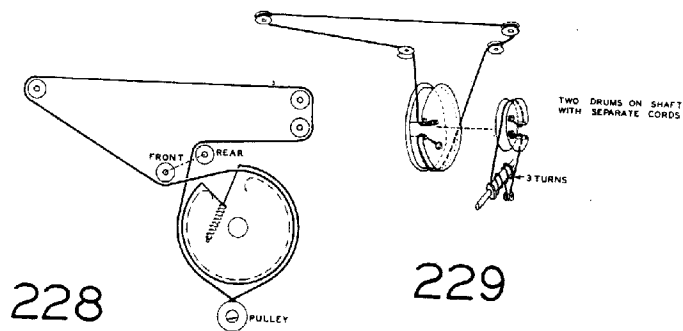


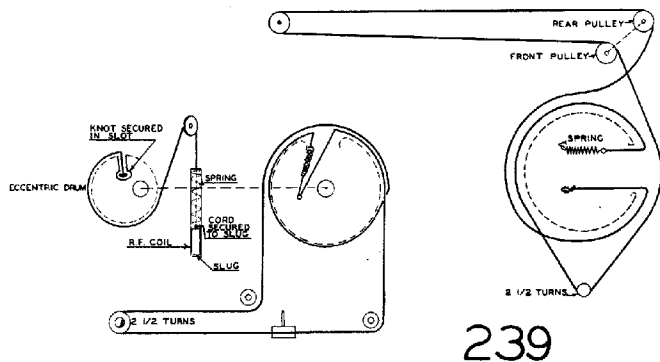
225

226

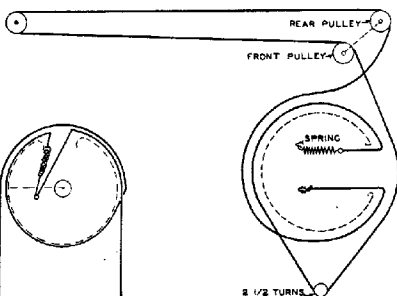


227

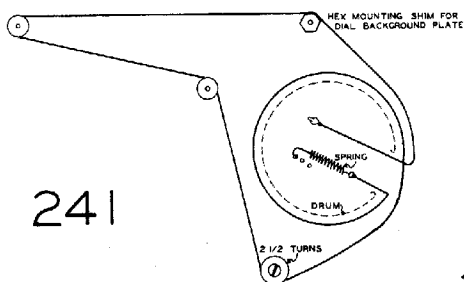




239

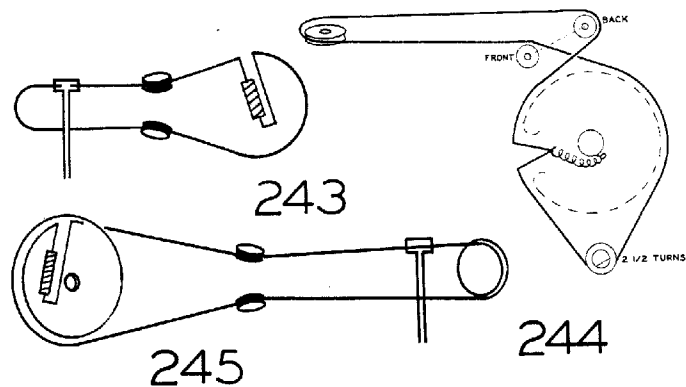
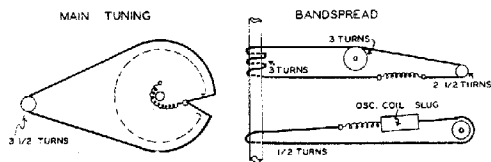


240



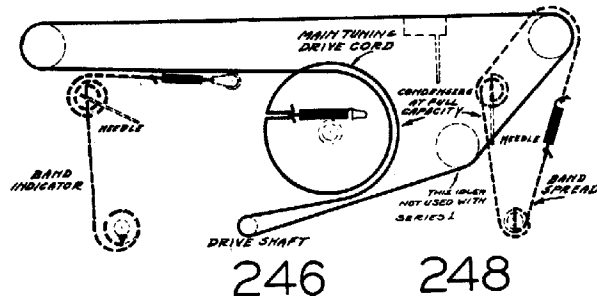
241

242



245

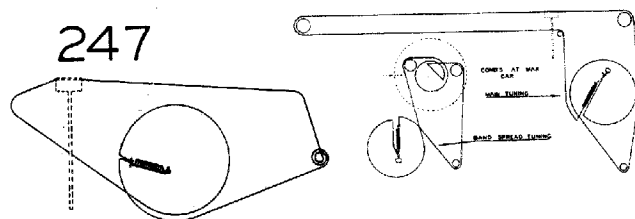
244



246

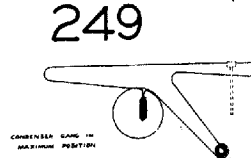
248

247

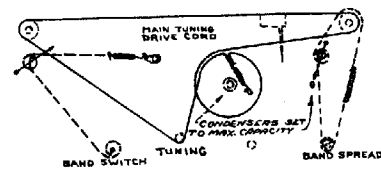


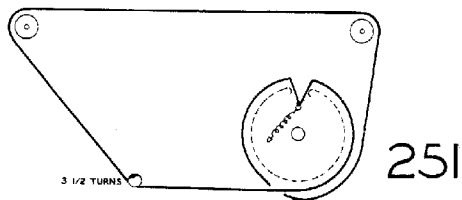
CONDENSER GANG IN MAXIMUM POSITION

249



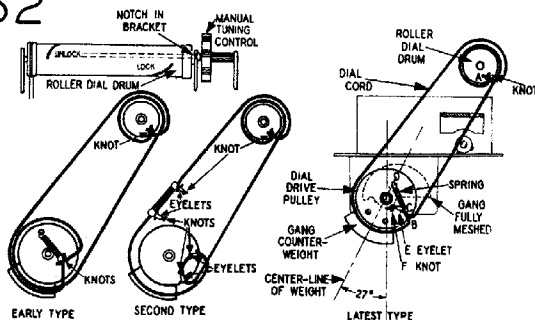
250



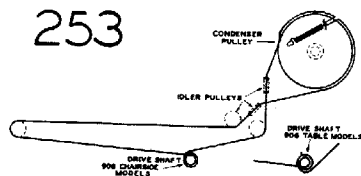


251

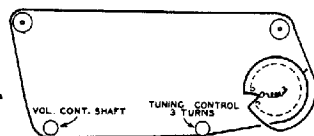
252



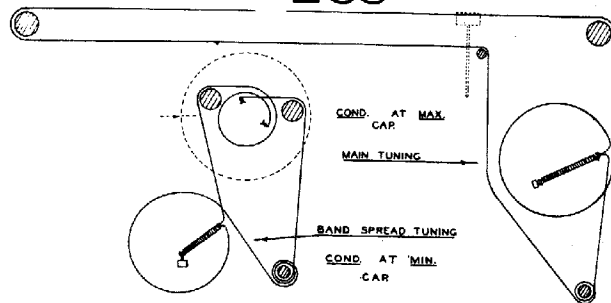
253



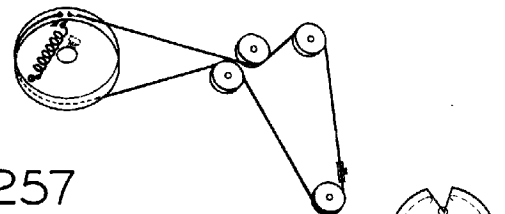
254



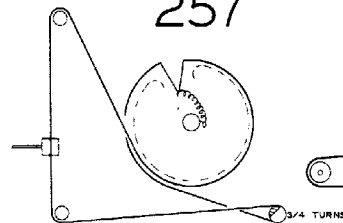
255



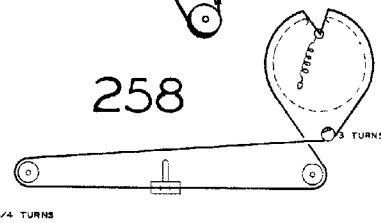
256



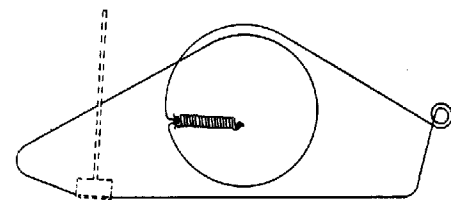
257



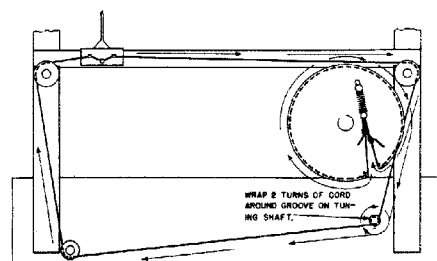
258



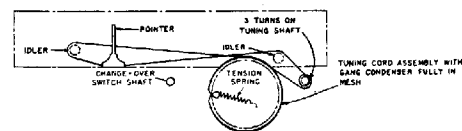
259

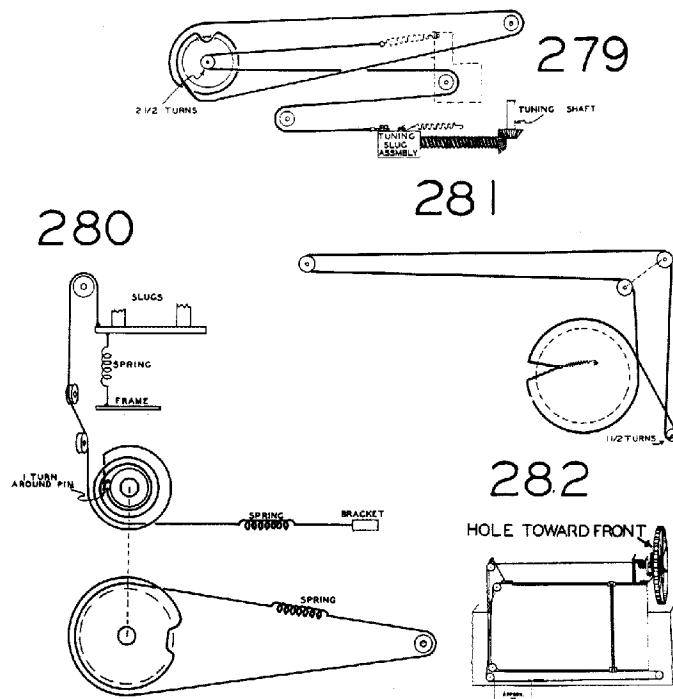
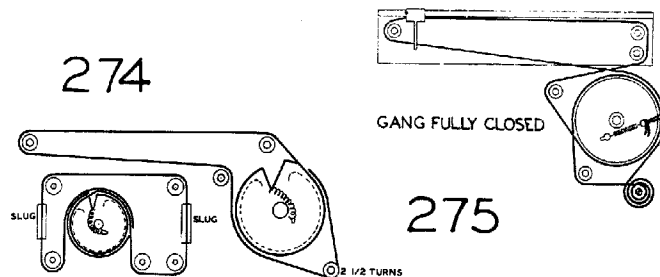
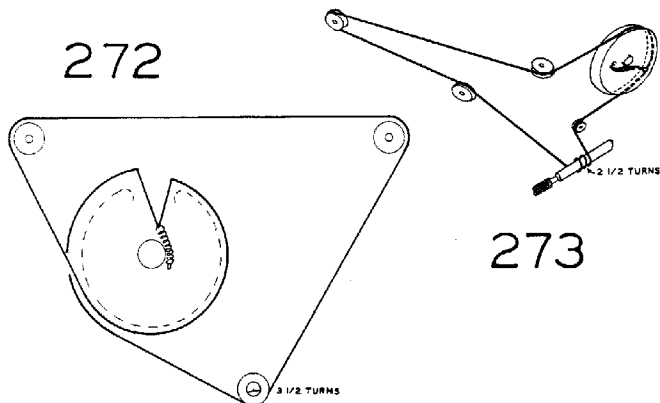
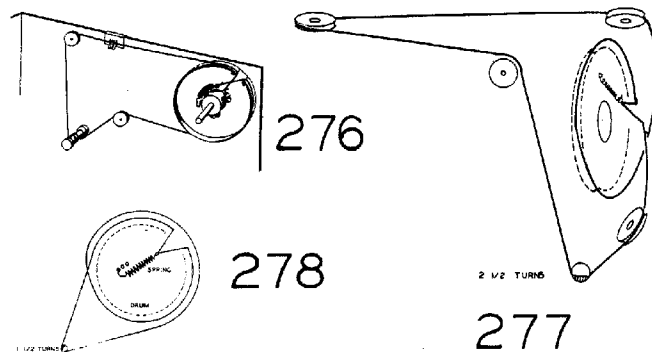
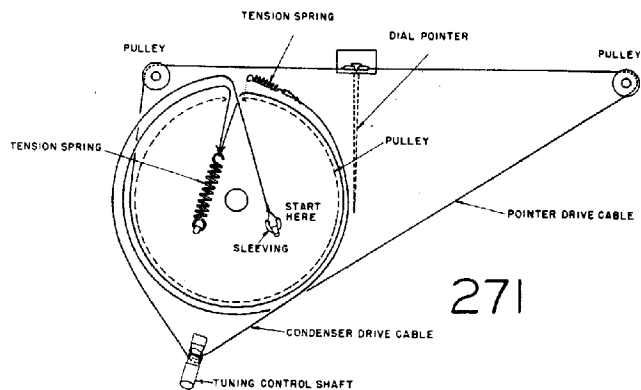


260

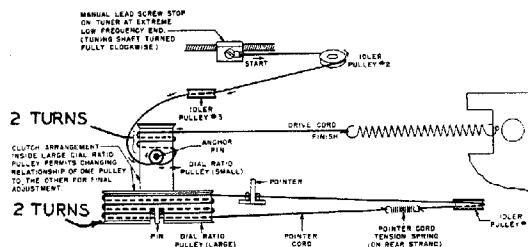
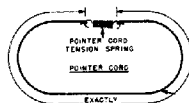


261

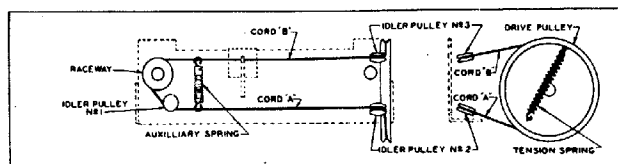
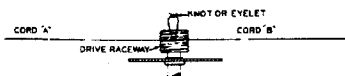




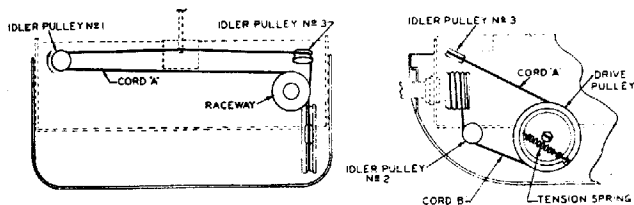
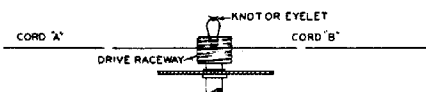
283



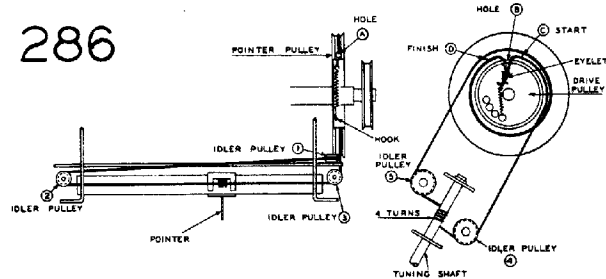
284



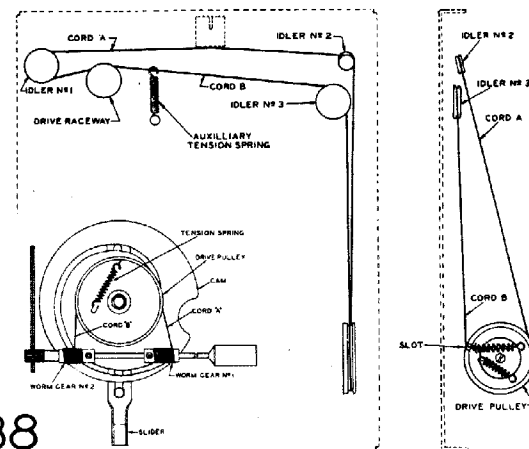
285



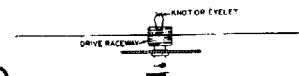
286



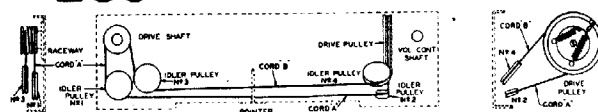
287

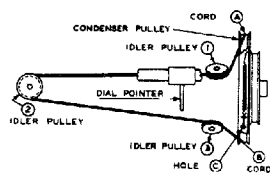
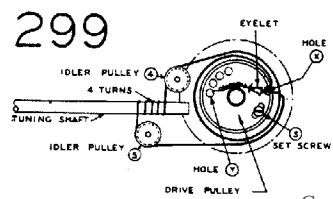
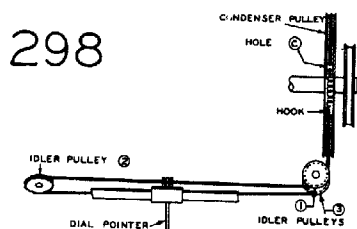
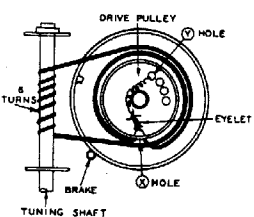
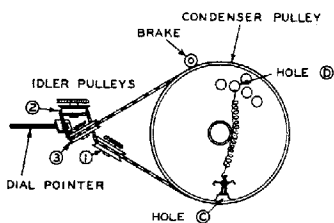
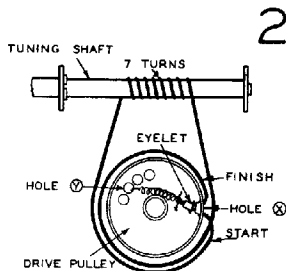
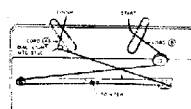
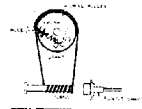
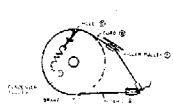
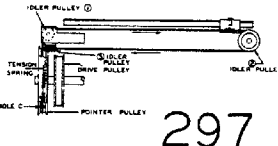
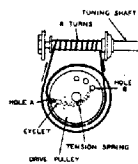
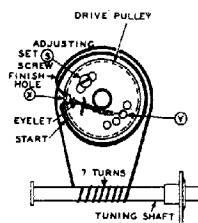
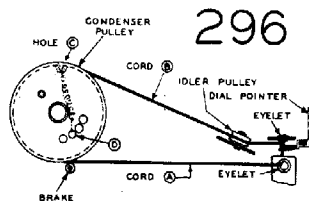
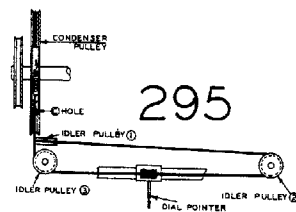
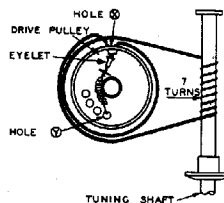
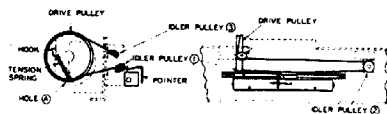
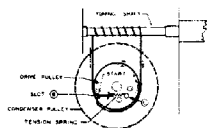


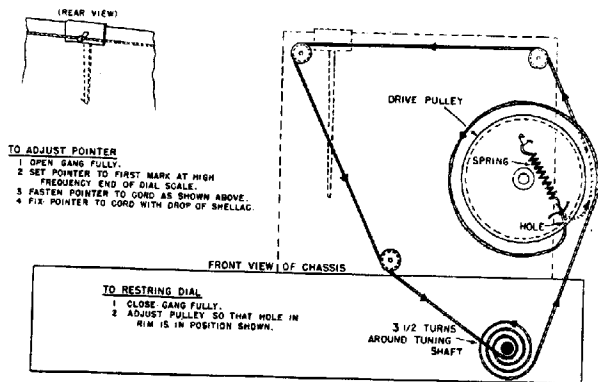
288



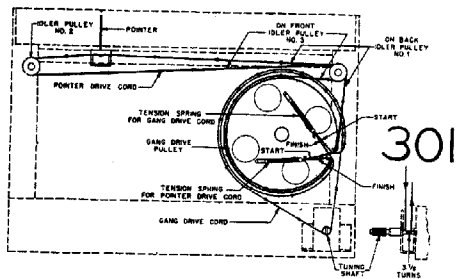
289







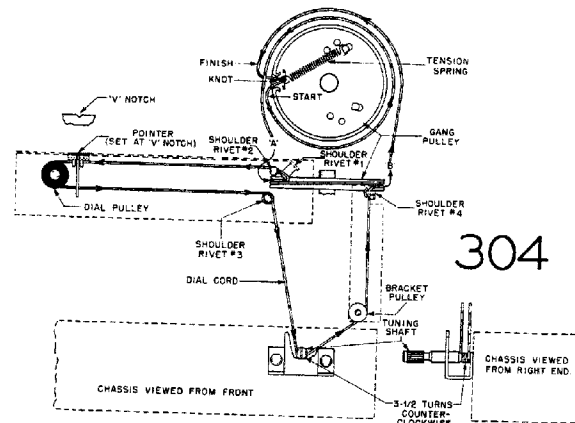
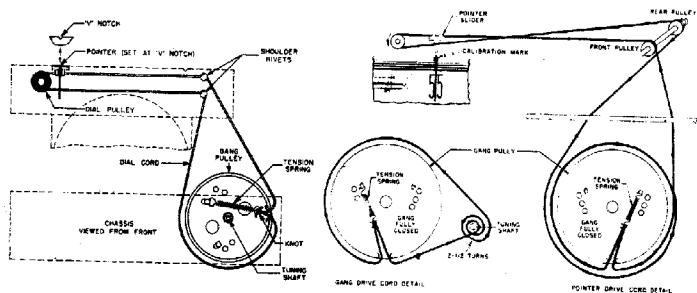
300



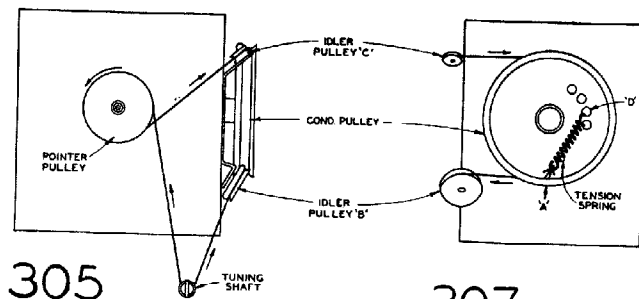
301

302

303

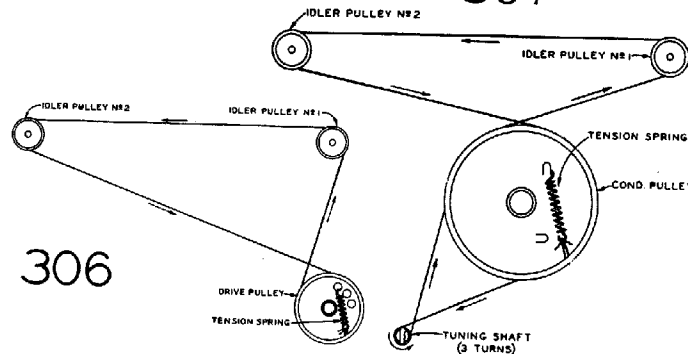


304

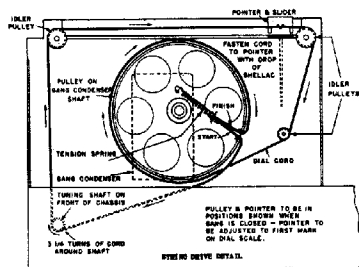


305

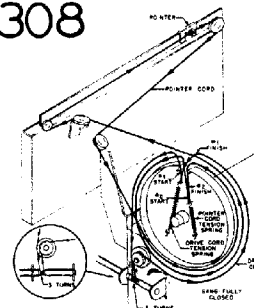
307



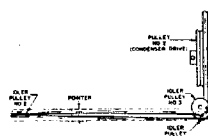
306



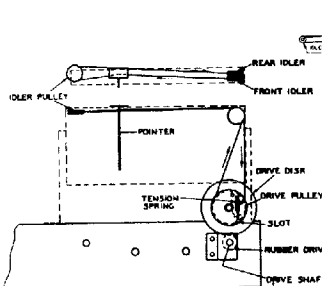
308



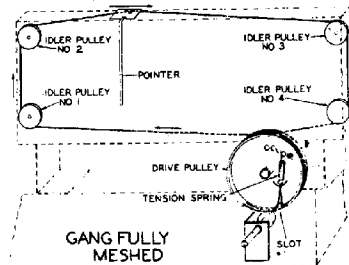
310



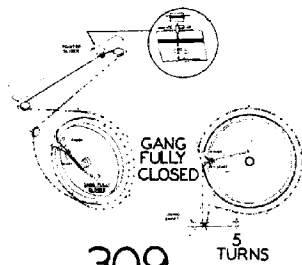
312



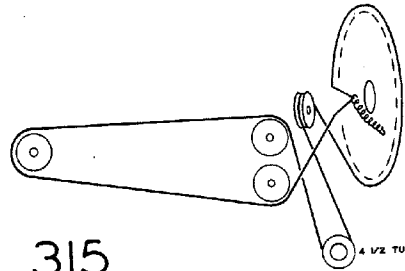
313



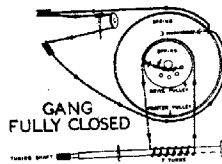
314



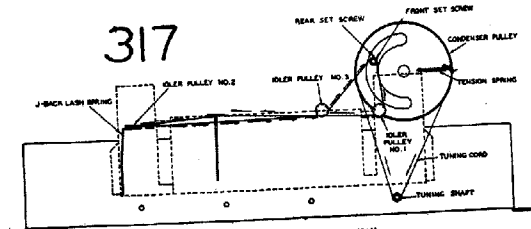
309



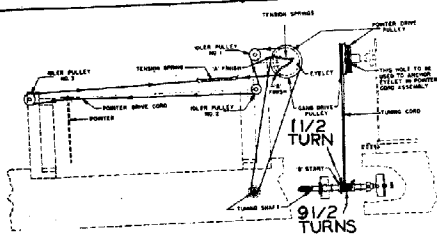
315



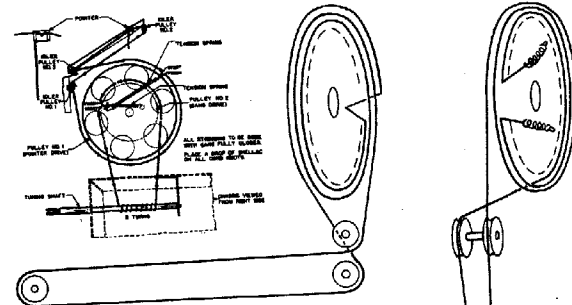
316



318

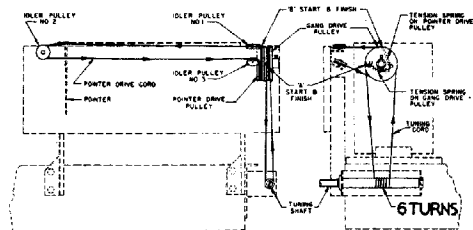


319



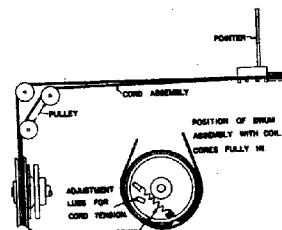
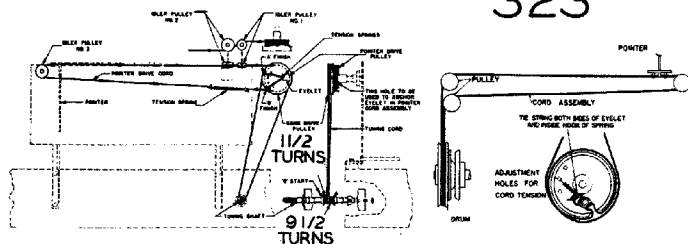
320

321

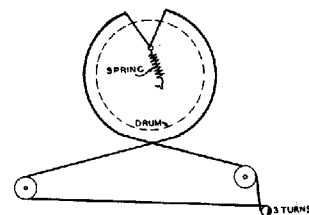


322

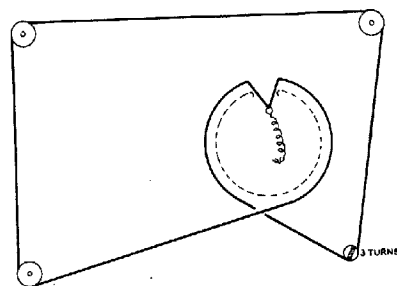
323



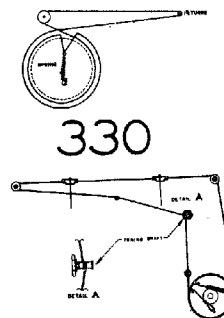
327



328

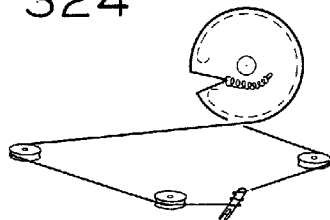


329

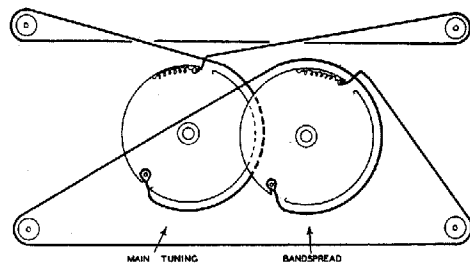


331

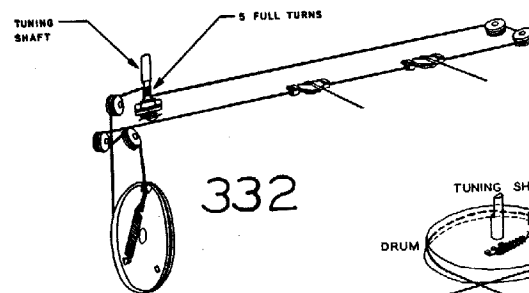
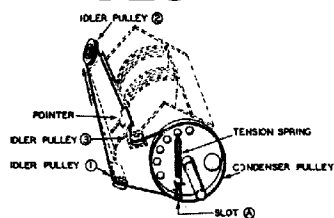
324



326

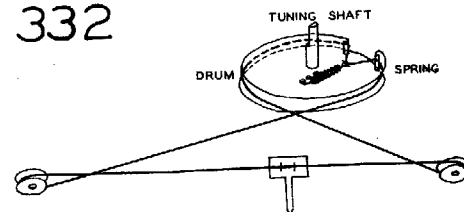


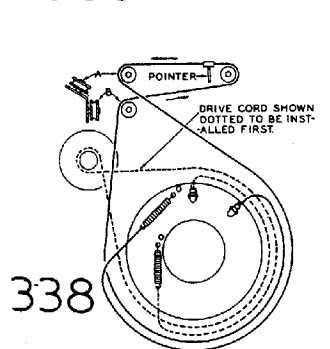
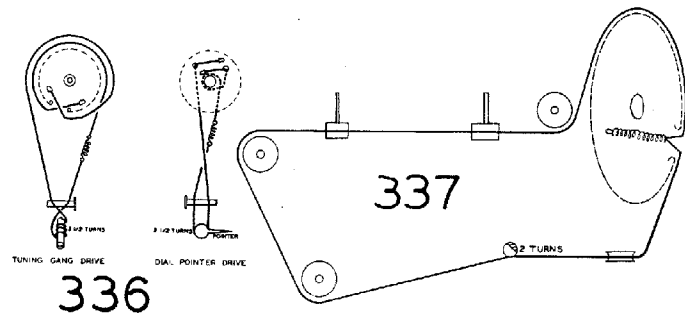
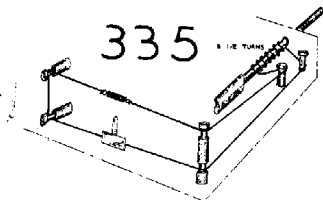
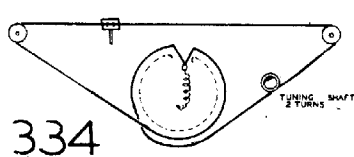
325



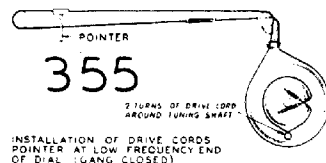
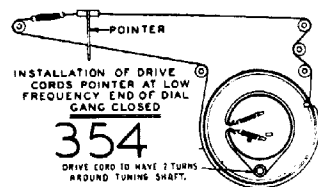
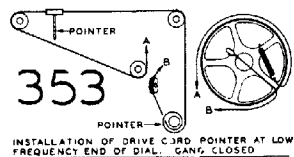
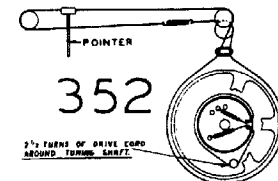
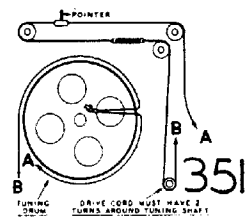
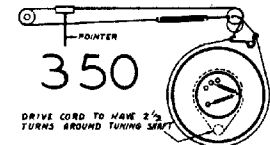
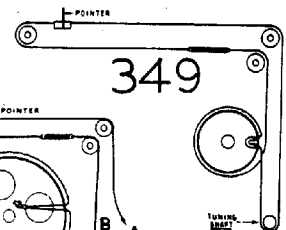
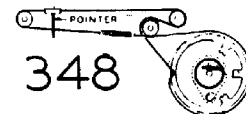
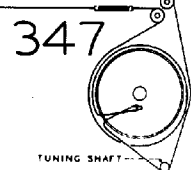
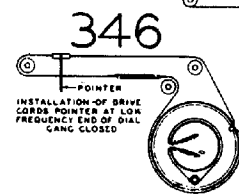
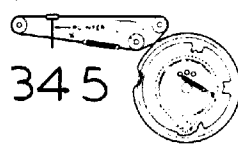
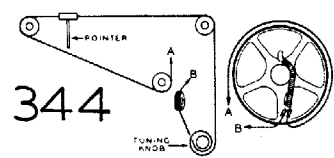
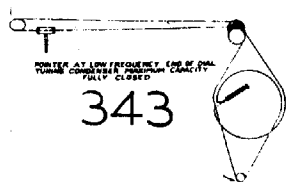
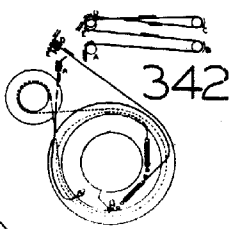
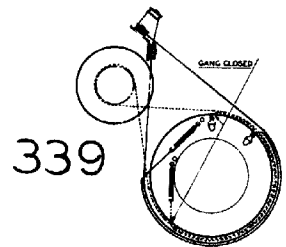
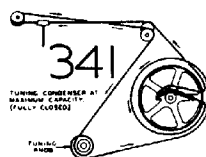
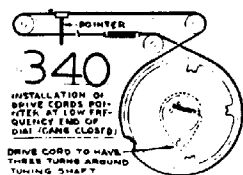
332

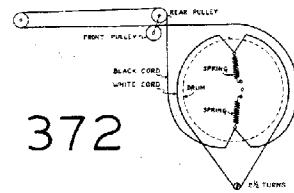
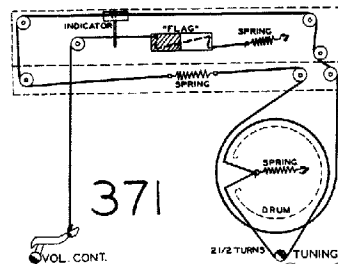
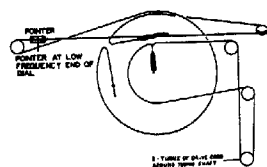
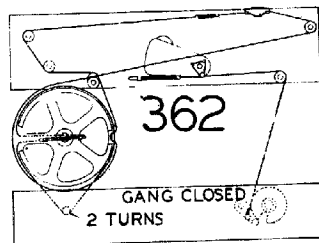
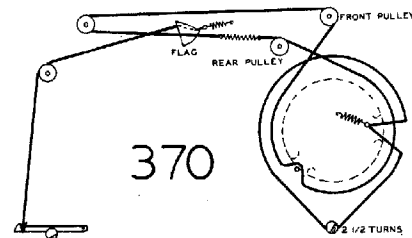
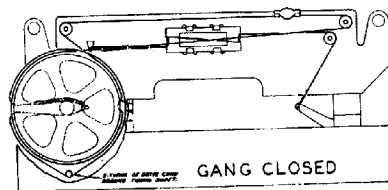
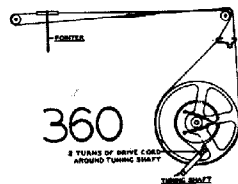
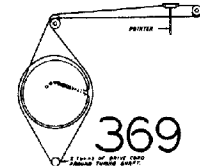
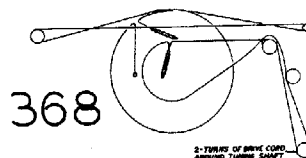
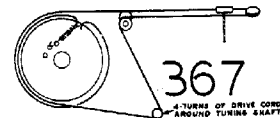
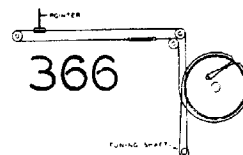
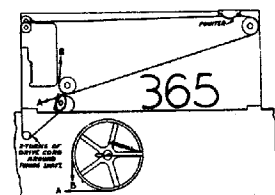
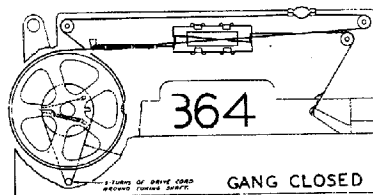
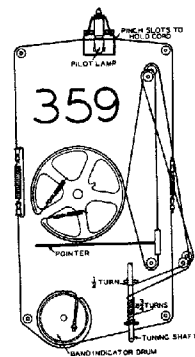
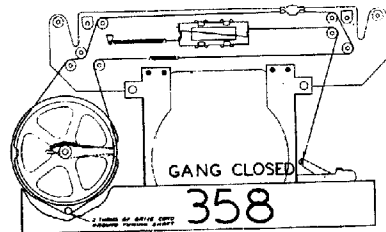
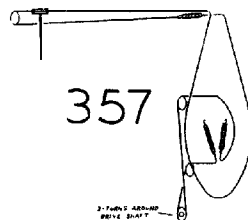
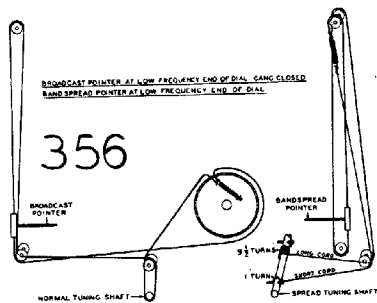
333

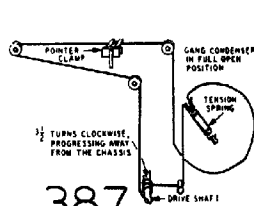
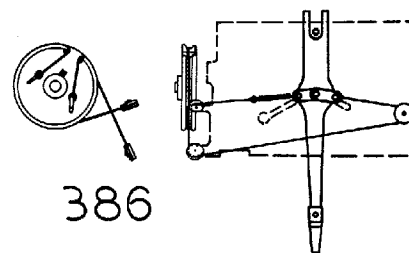
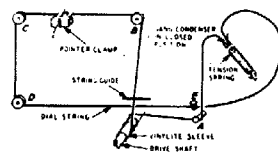
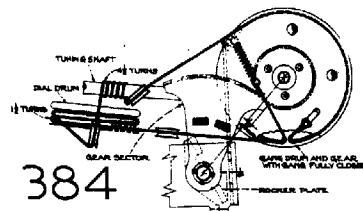
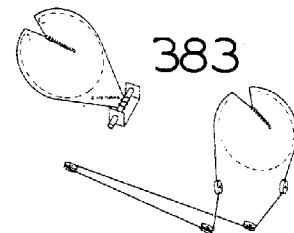
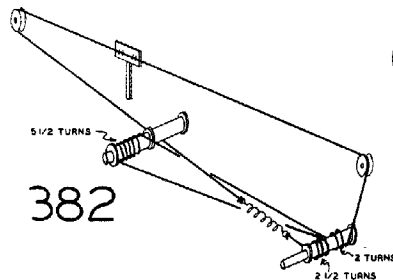
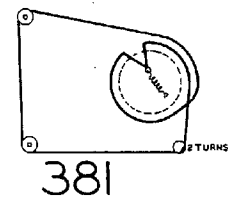
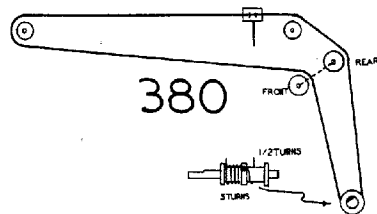
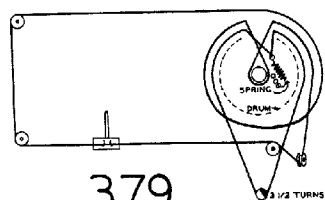
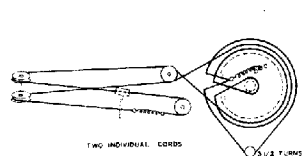
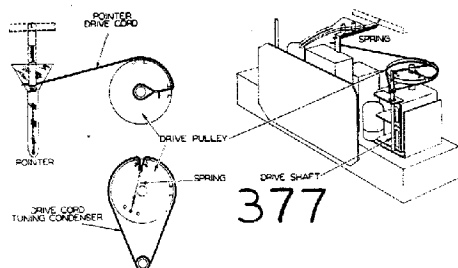
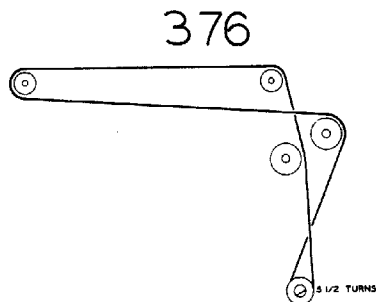
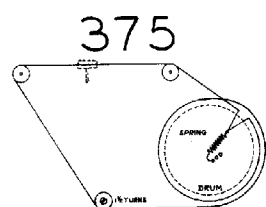
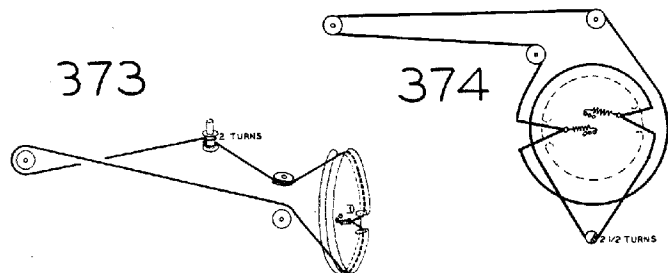




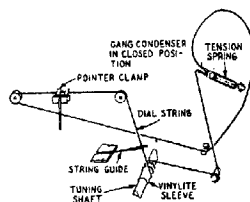
(POINTER AT LOW FREQUENCY END OF DIAL)
TUNING CONDENSER MAXIMUM CAPACITY (FULLY CLOSED)



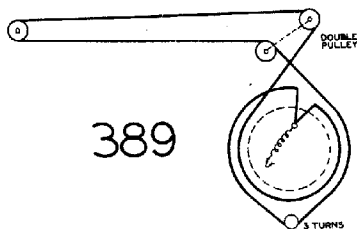




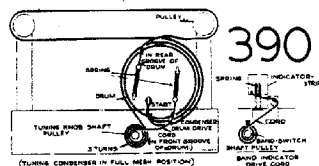
388



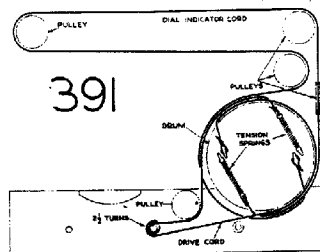
389



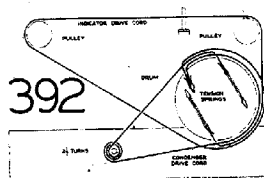
390



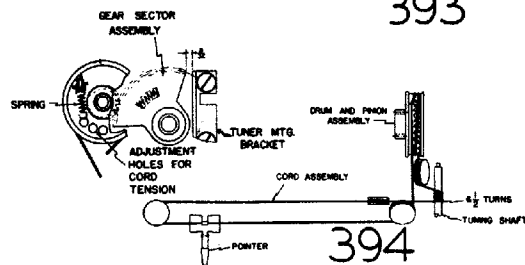
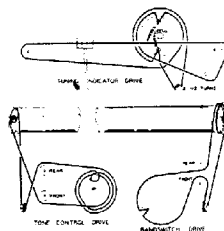
391



392

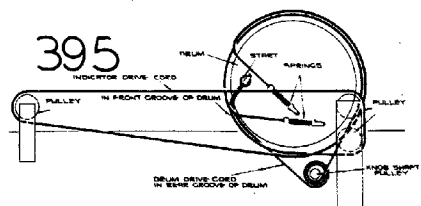


393

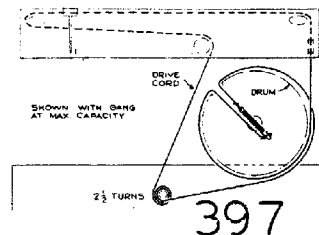
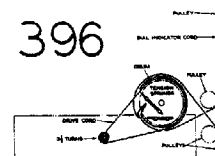


394

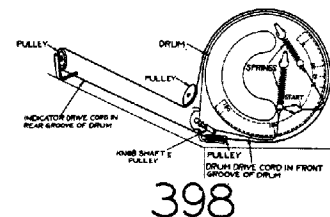
395



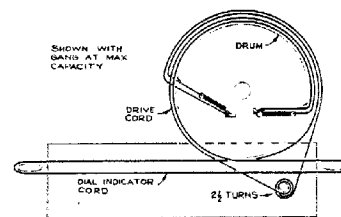
396



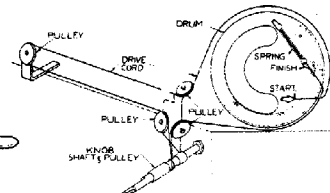
397



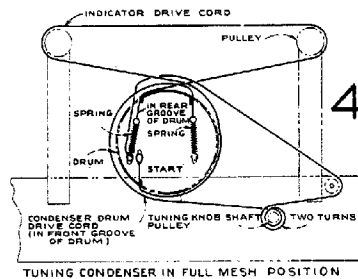
398



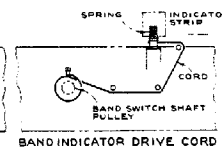
399



400

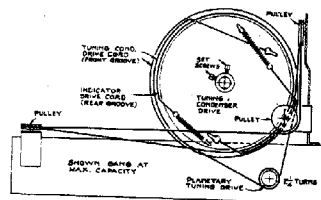


401

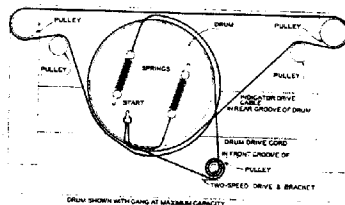


TUNING CONDENSER IN FULL MESH POSITION

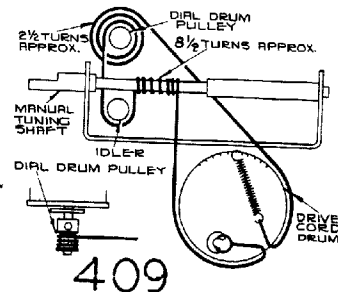
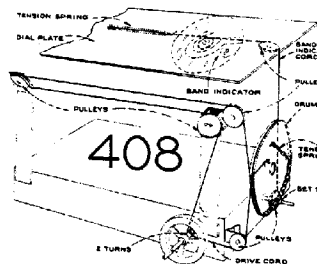
BAND INDICATOR DRIVE CORD



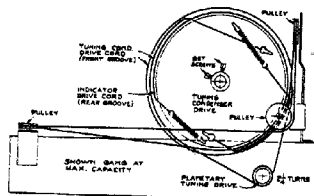
402



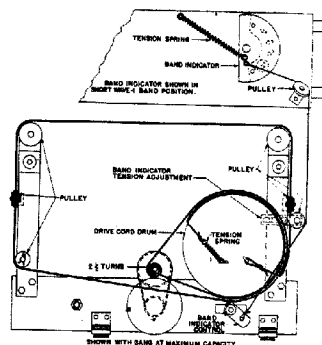
403



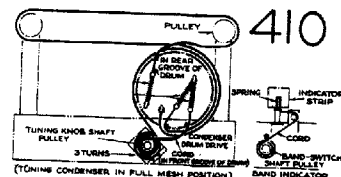
409



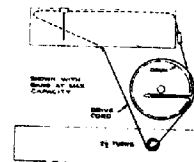
404



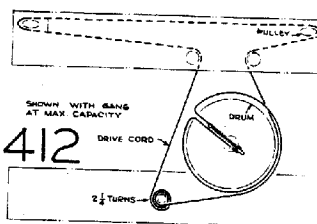
405



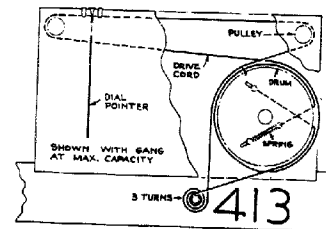
410



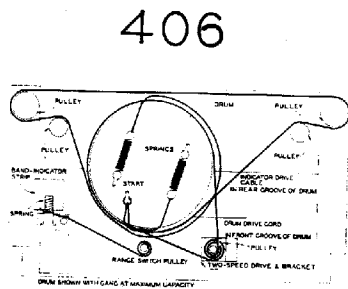
411



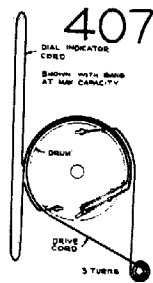
412



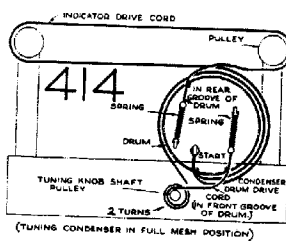
413



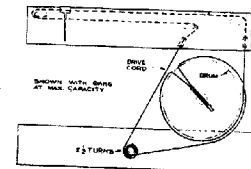
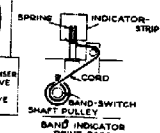
406



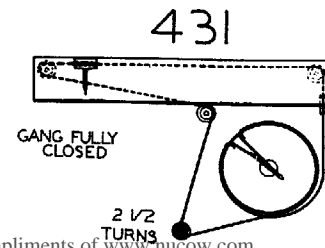
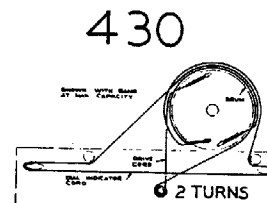
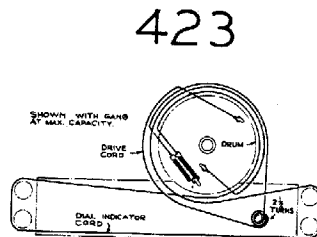
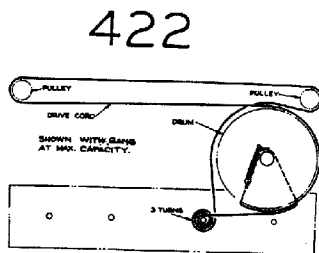
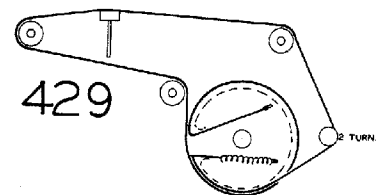
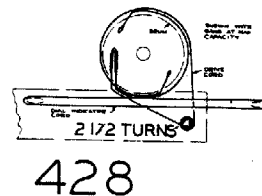
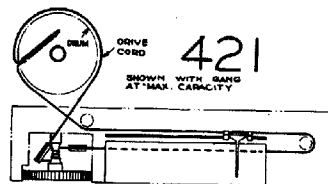
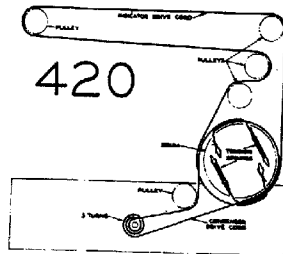
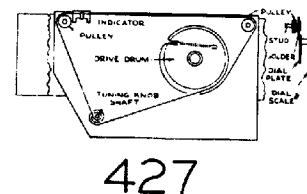
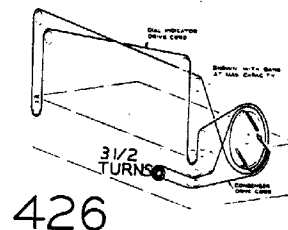
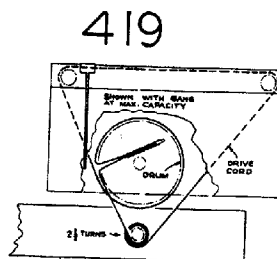
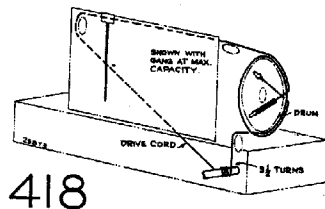
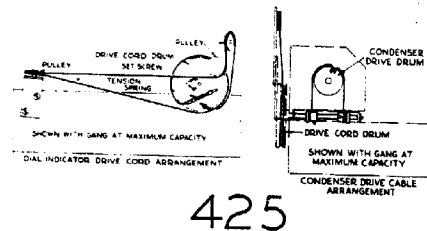
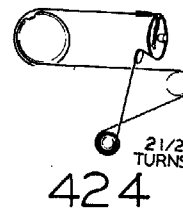
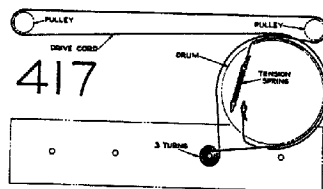
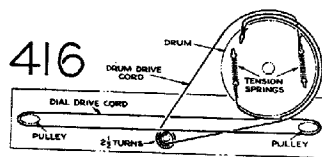
407

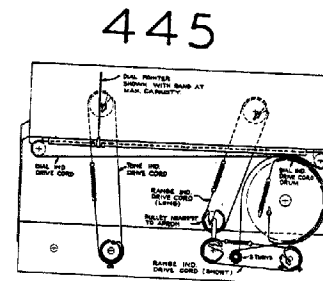
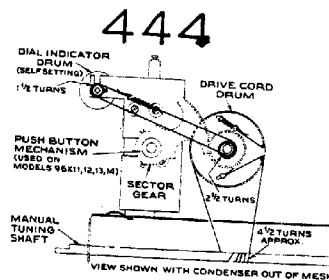
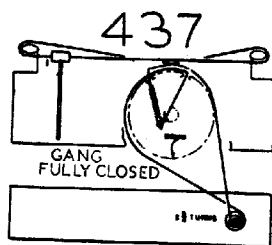
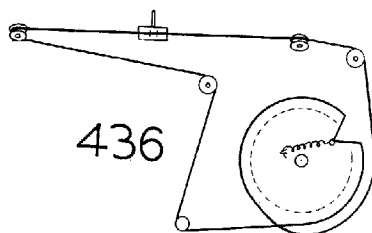
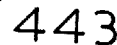
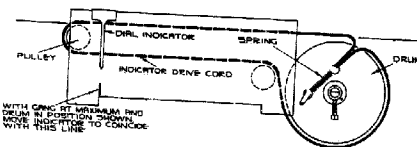
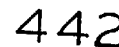
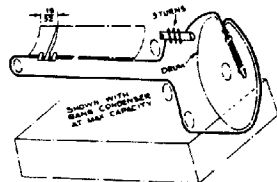
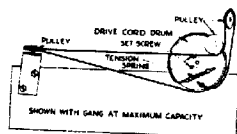
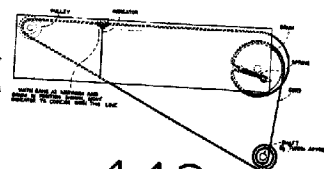
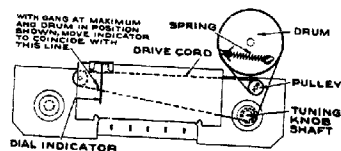
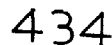
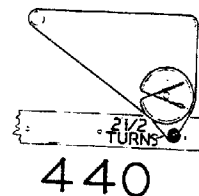
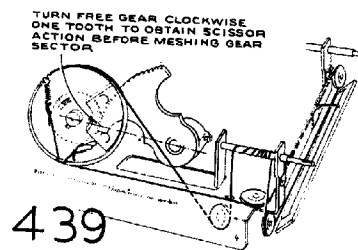
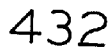


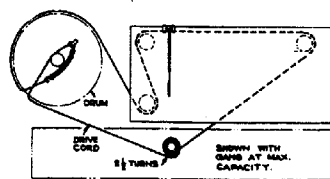
414



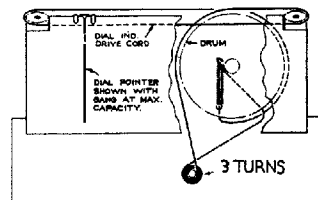
415



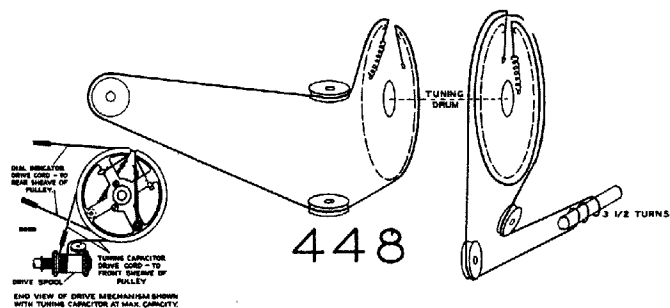




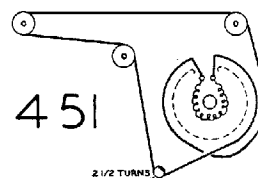
446



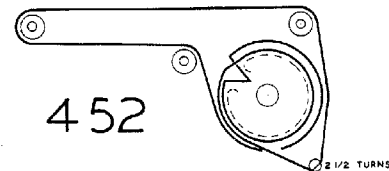
447



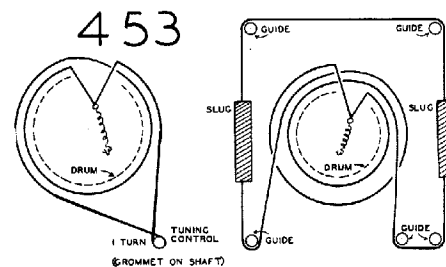
448



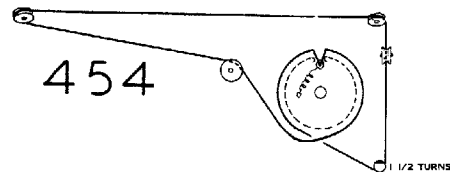
451



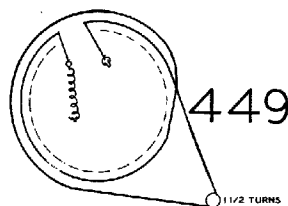
452



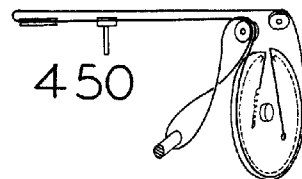
453



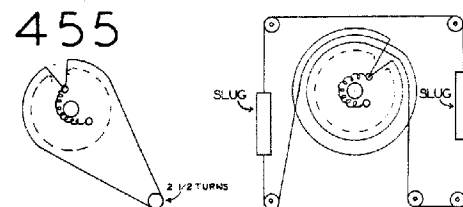
454



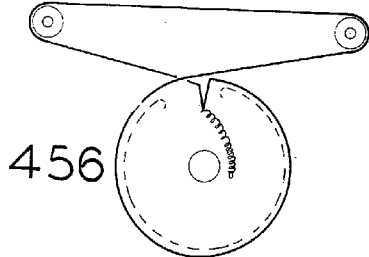
449



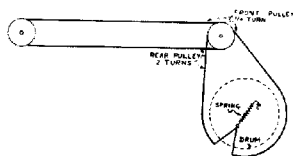
450



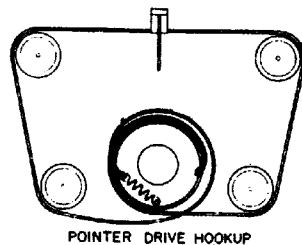
455



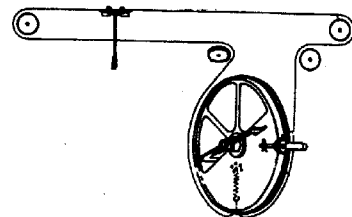
NOTE: Spiral cord material is bronze wire - .053 diameter.



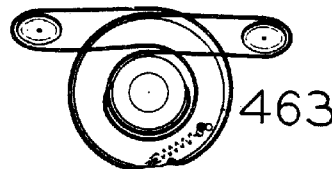
457



CONDENSER DRIVE HOOKUP



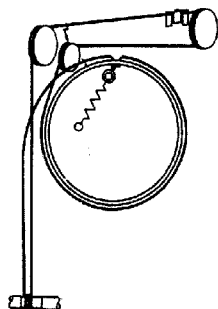
464



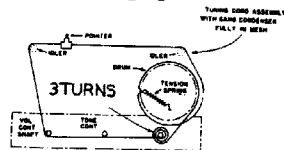
463

CONDENSER DRIVE HOOKUP

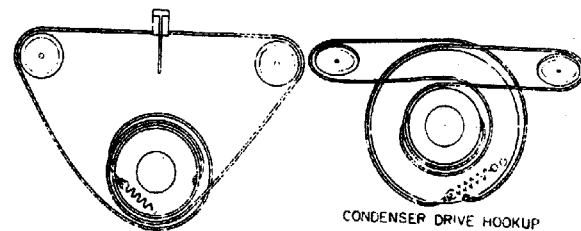
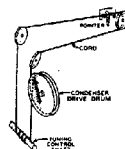
458



459



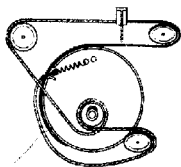
460



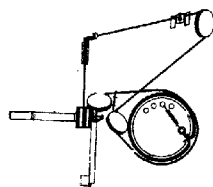
CONDENSER DRIVE HOOKUP

465

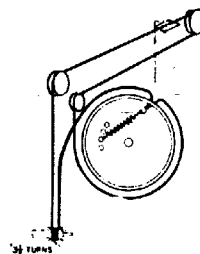
461



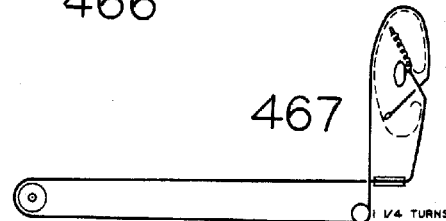
462

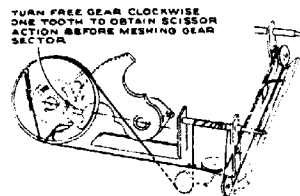
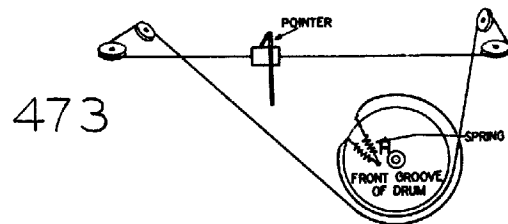
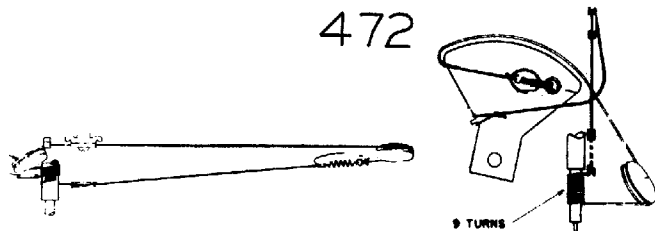
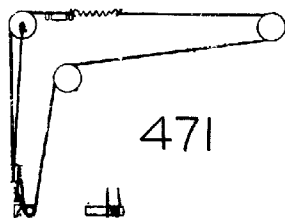
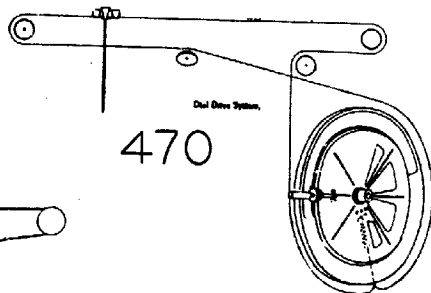
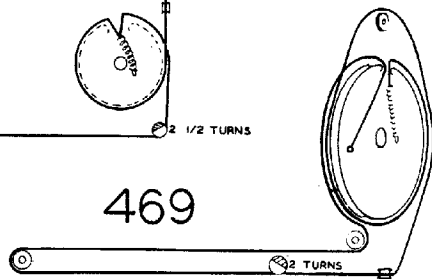
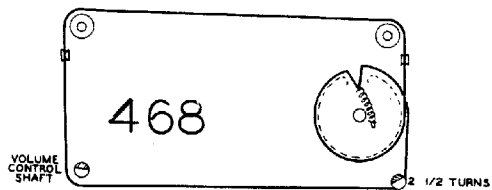


466

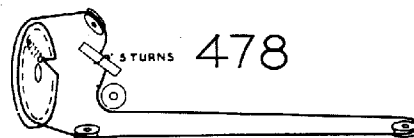
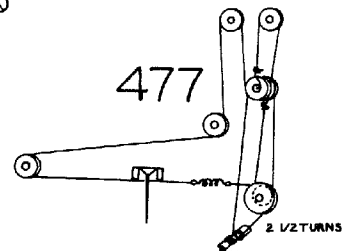
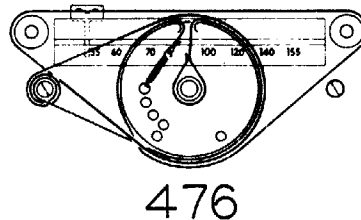
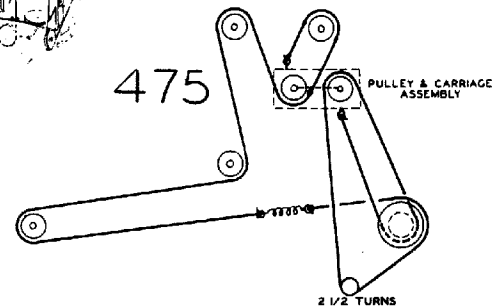


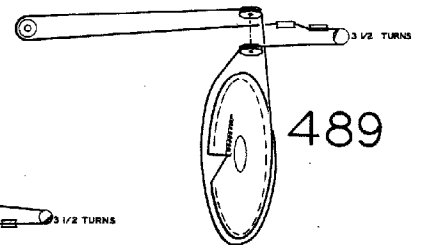
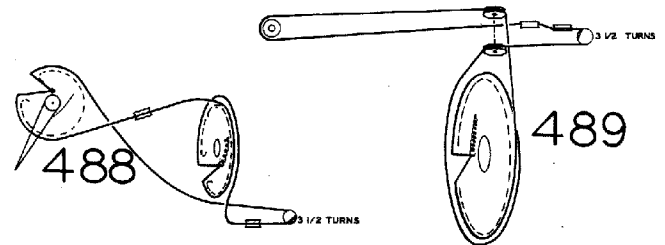
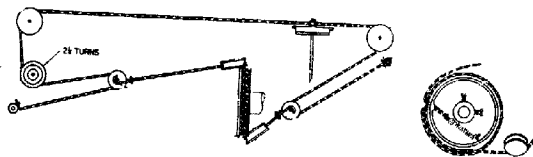
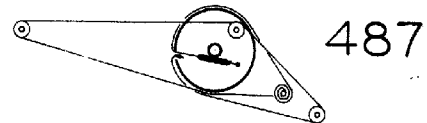
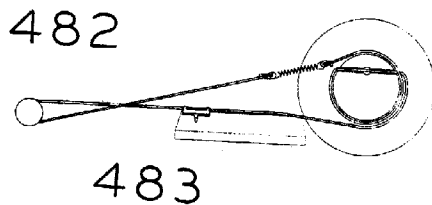
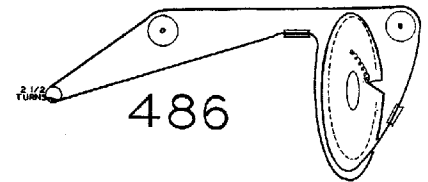
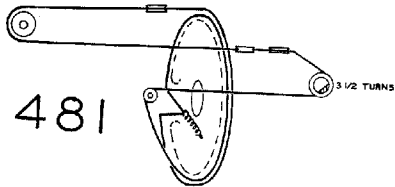
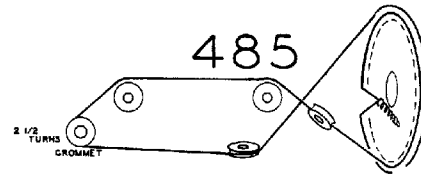
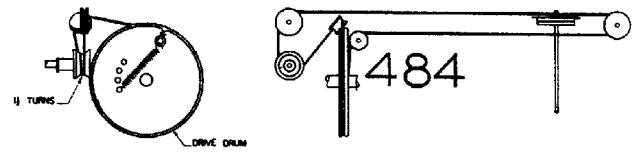
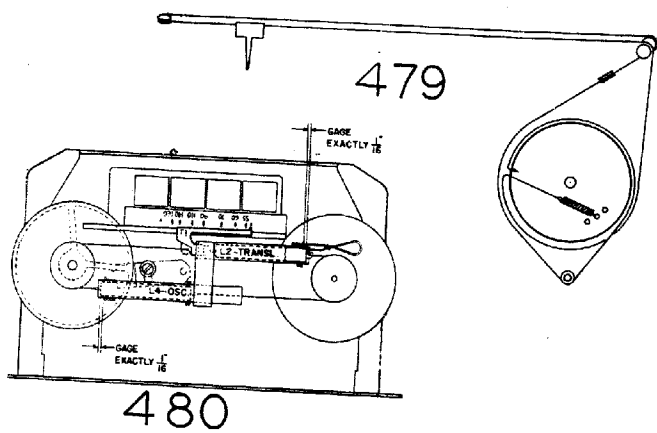
467

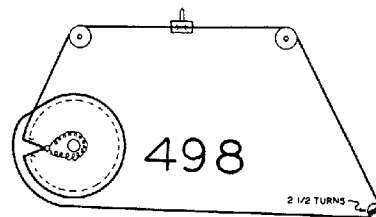
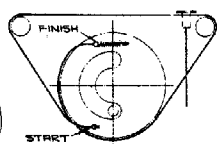
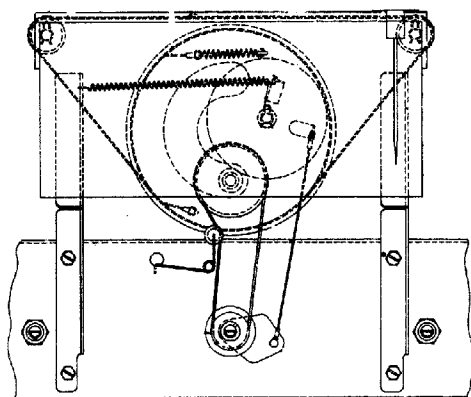
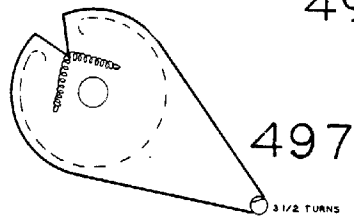
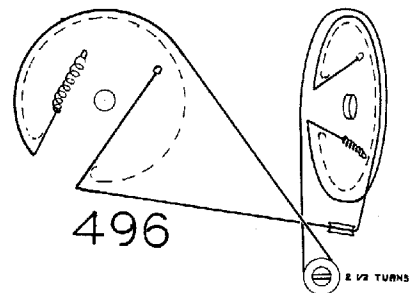
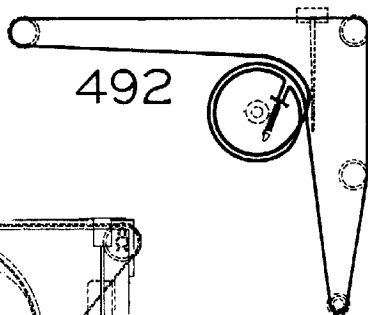
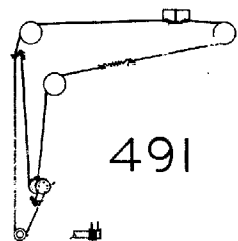
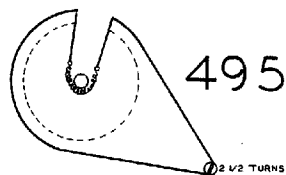
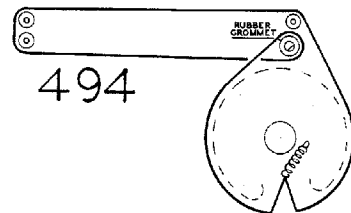
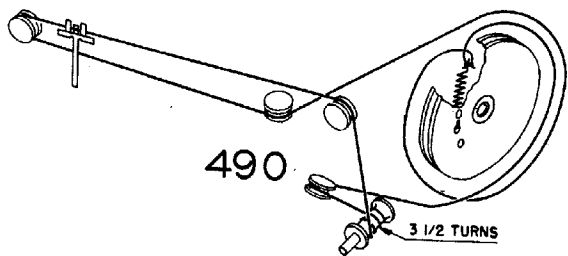


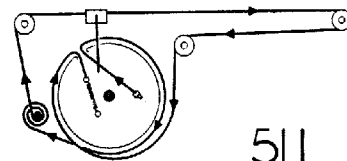
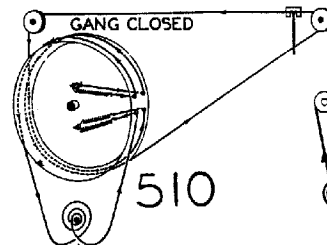
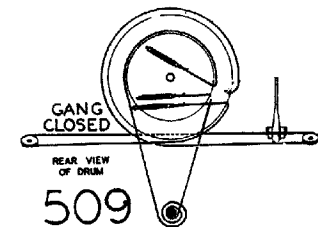
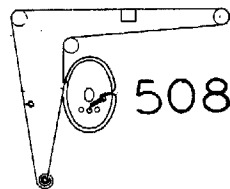
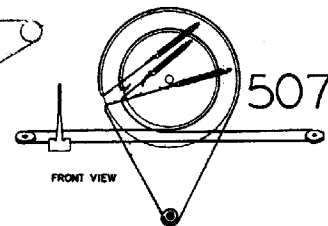
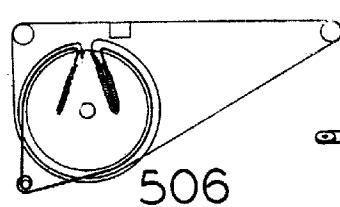
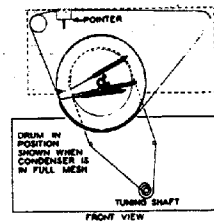
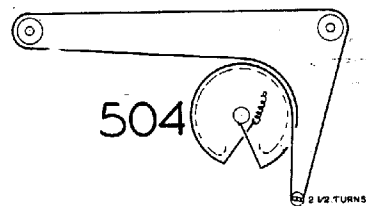
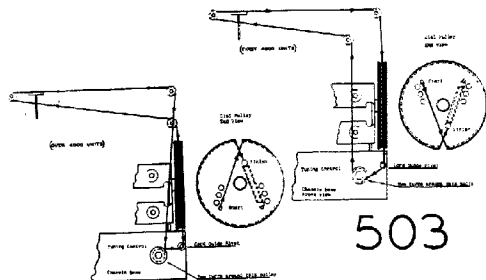
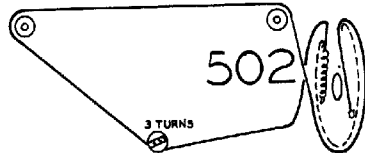
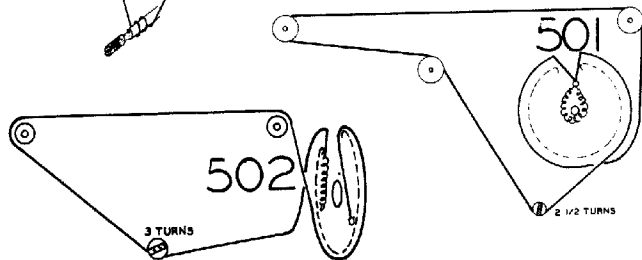
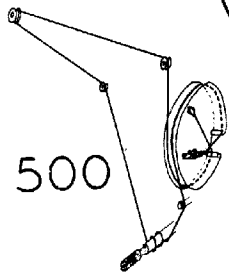
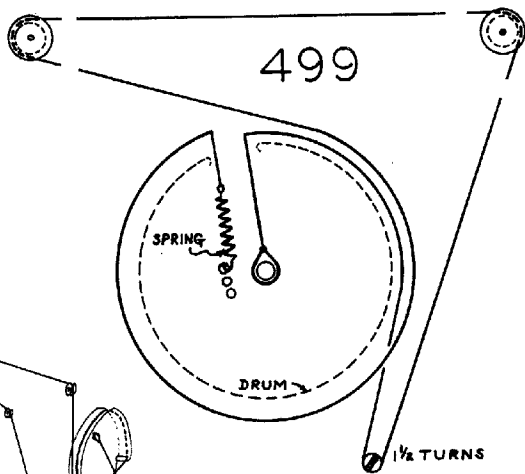


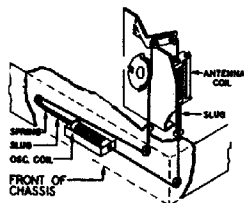
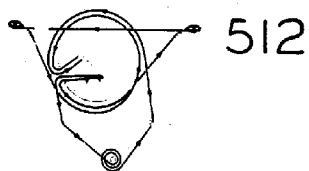
474



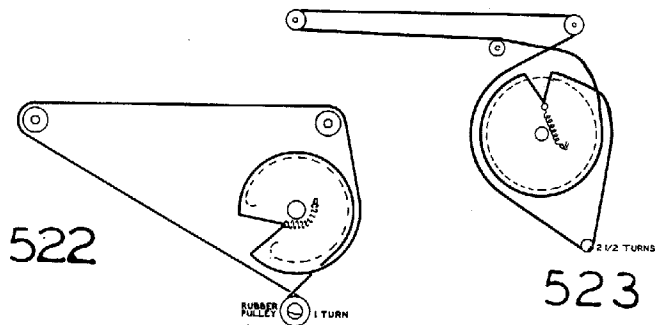
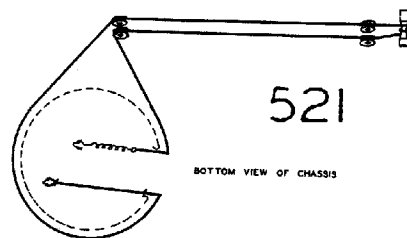
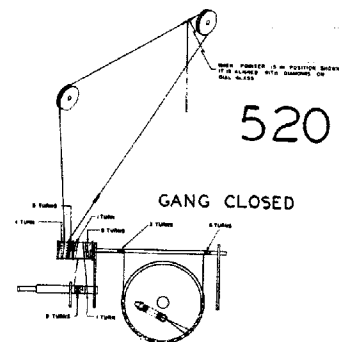
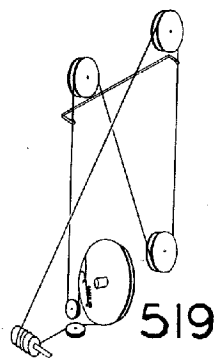
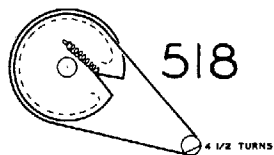
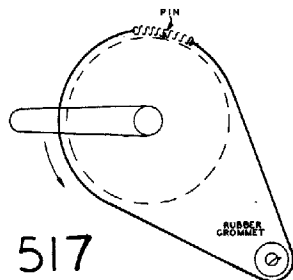
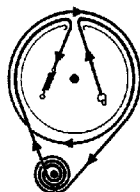
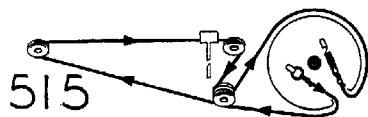
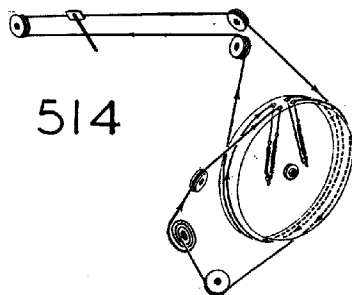
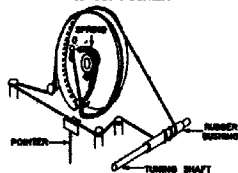




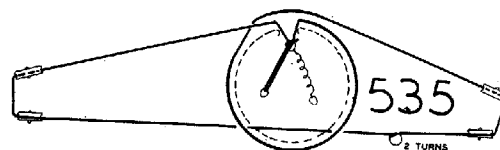
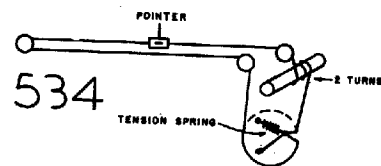
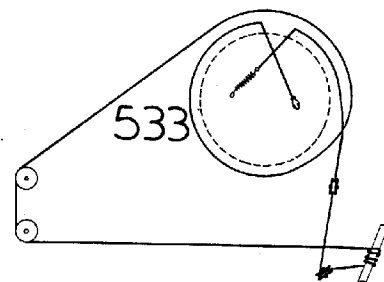
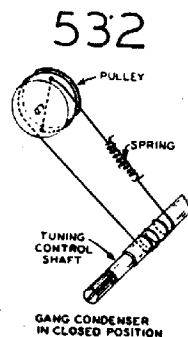
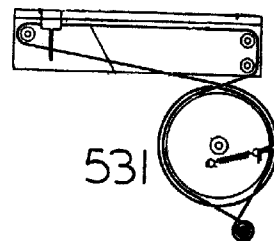
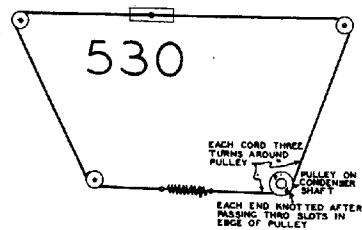
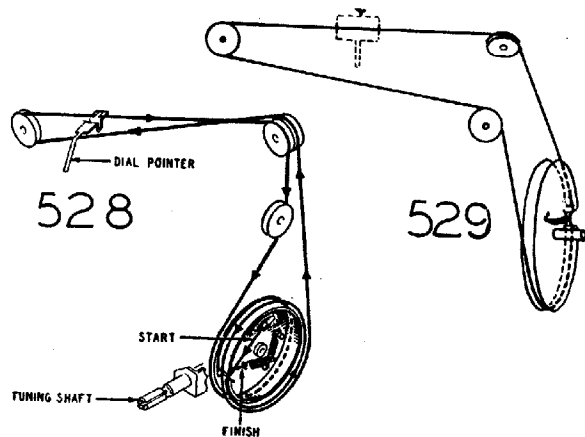
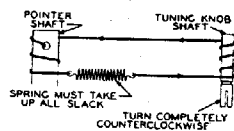
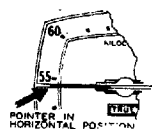
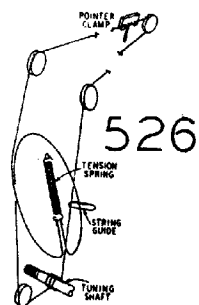
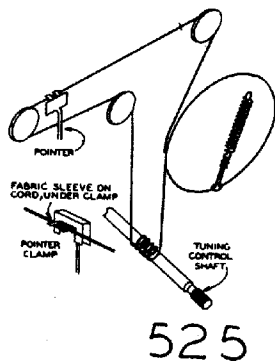
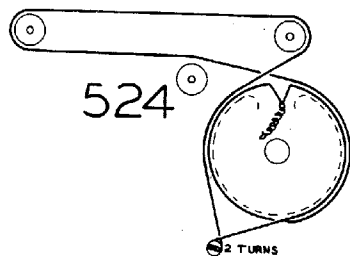


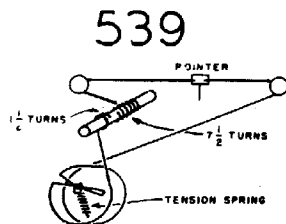
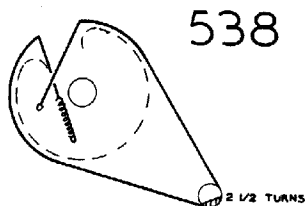
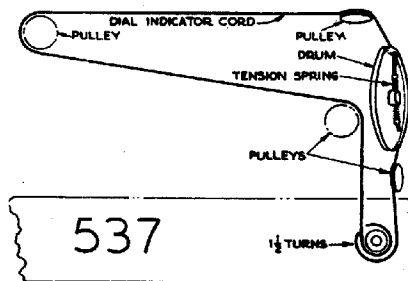
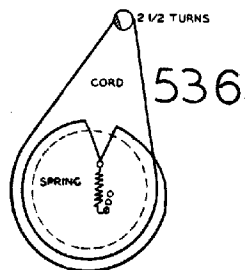


DRUM SHOWN WITH SLUGS IN FULL OUT POSITION



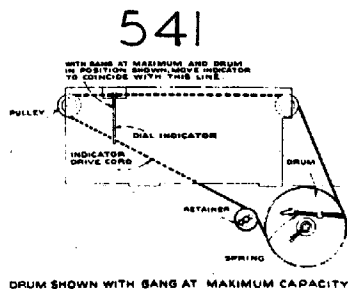
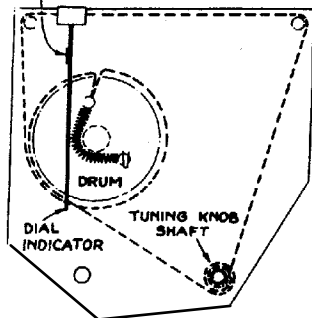
523



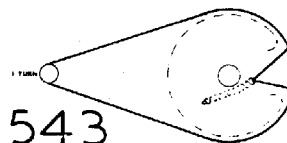
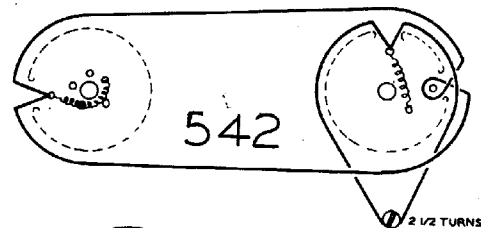


540

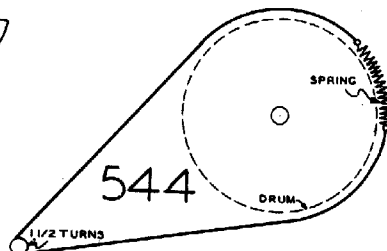
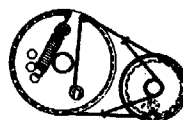
WITH CONDENSERS FULLY
MESHED, AND DRUM IN POSITION
SHOWN, INDICATOR SHOULD
COINCIDE WITH THIS LINE.



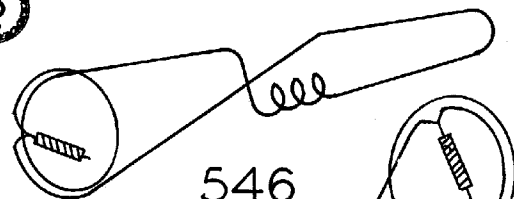
DRUM SHOWN WITH GANG AT MAXIMUM CAPACITY



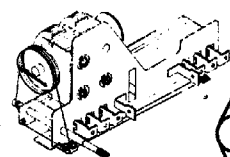
GANG MESHED DIAL
AT 540 K.C.



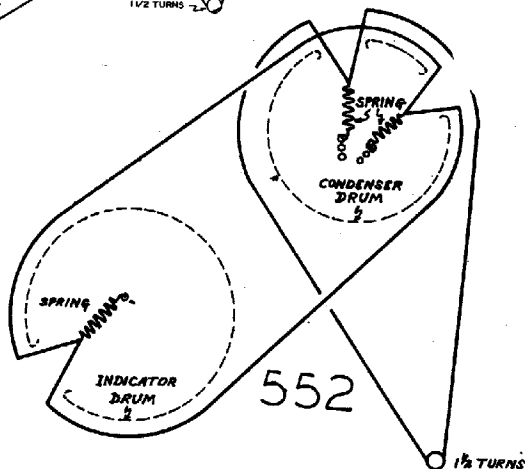
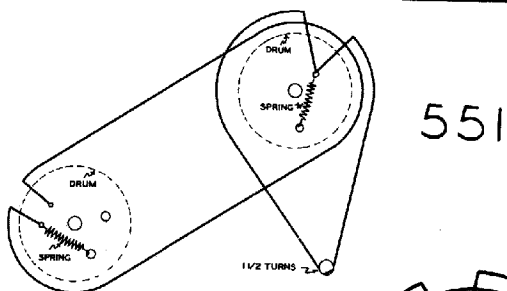
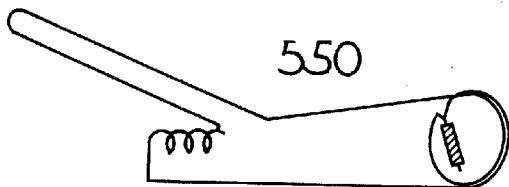
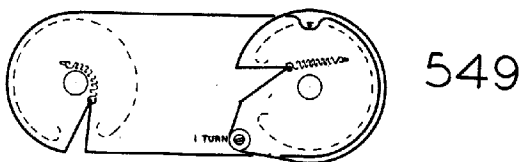
545

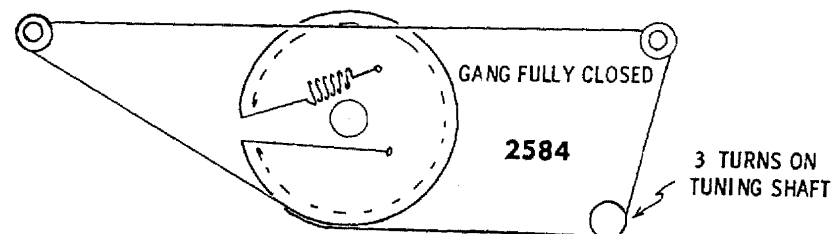
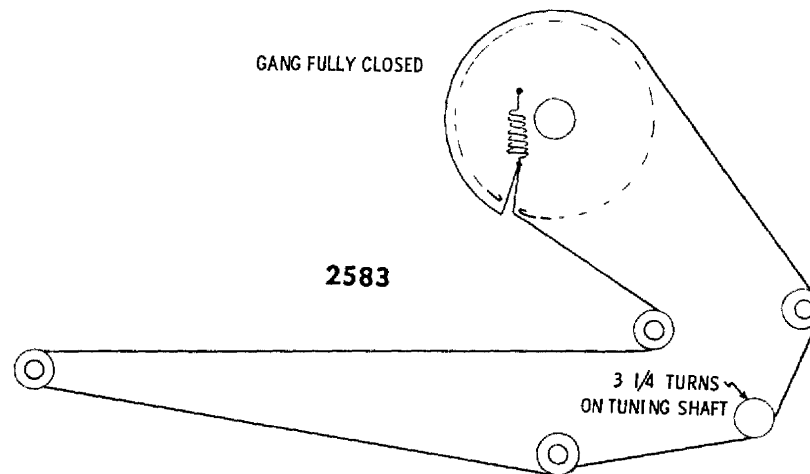
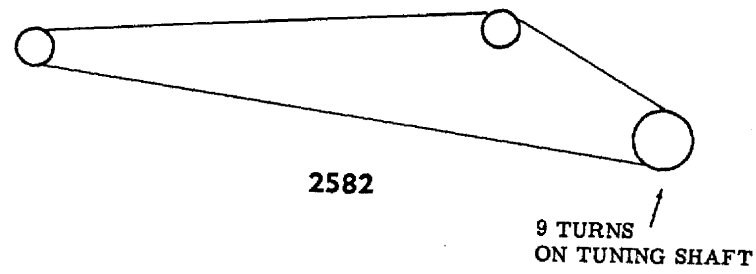


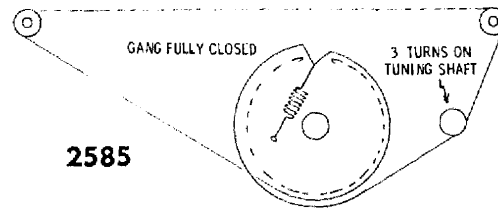
547



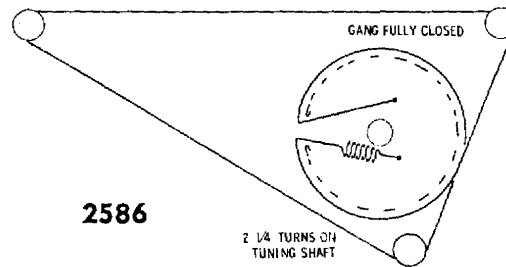
548



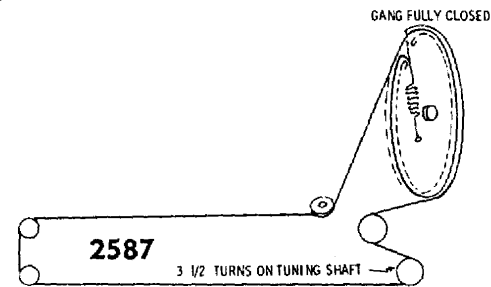




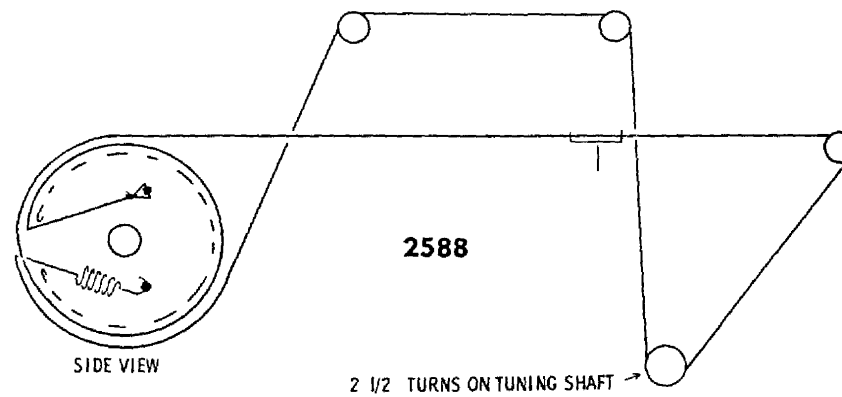
2585



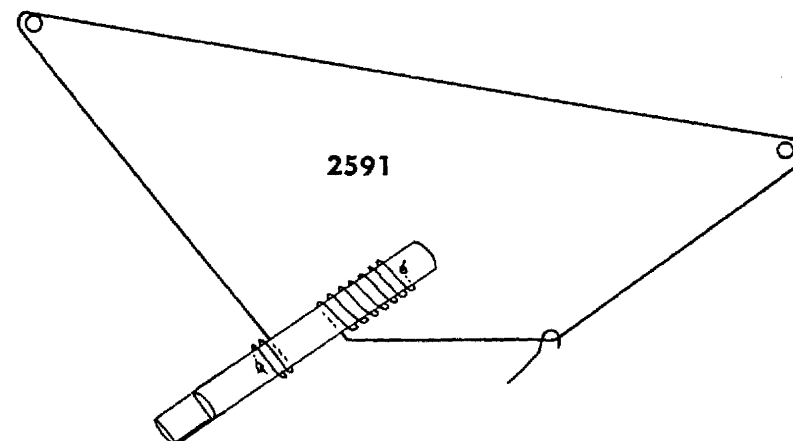
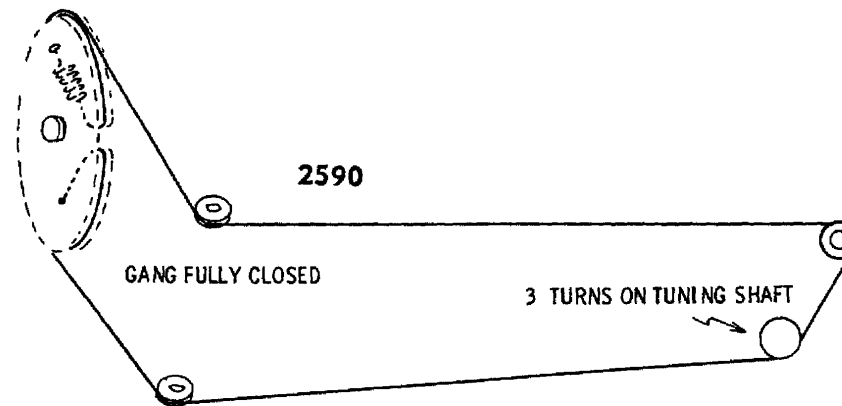
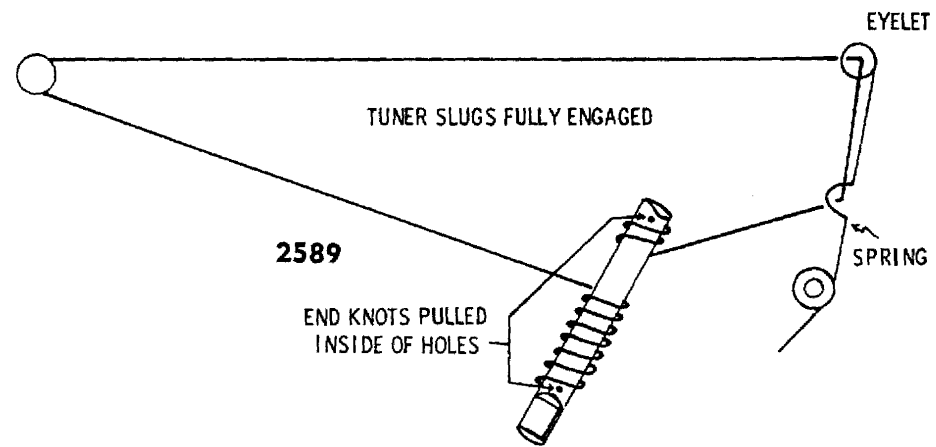
2586

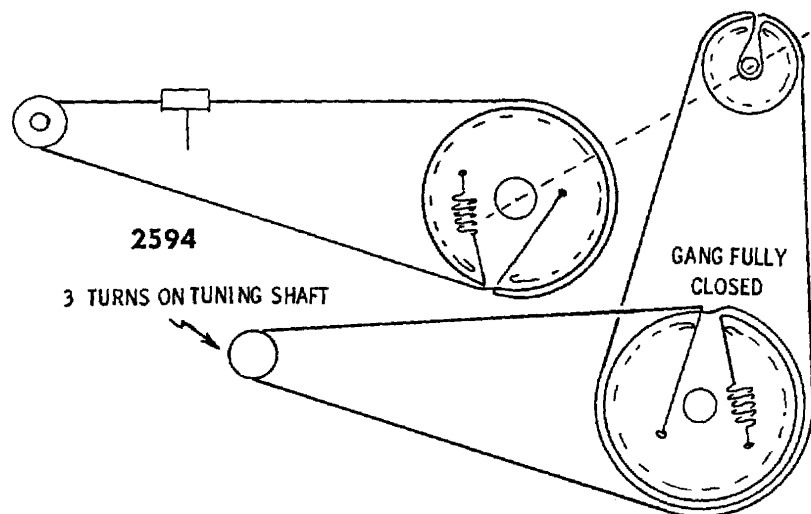
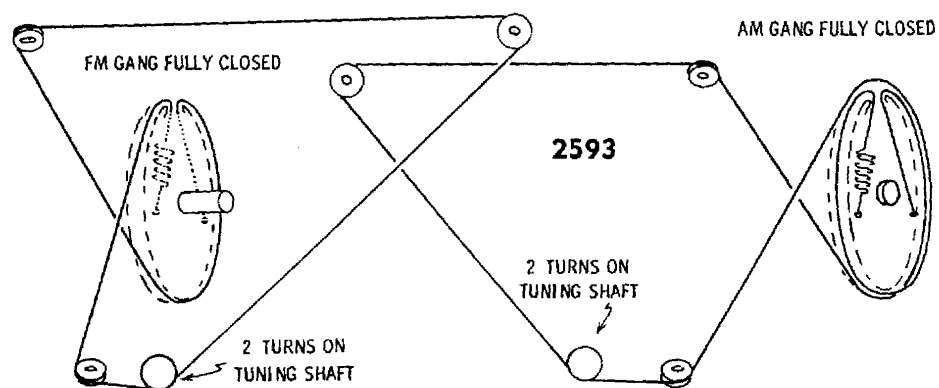
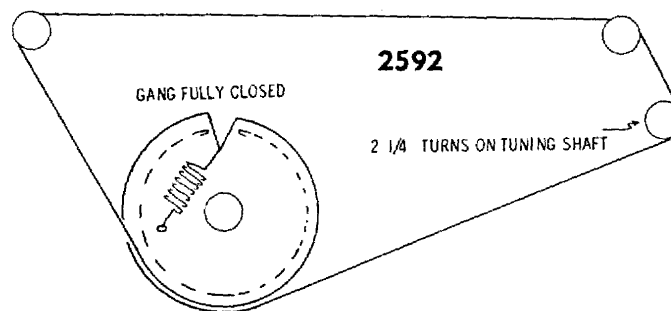


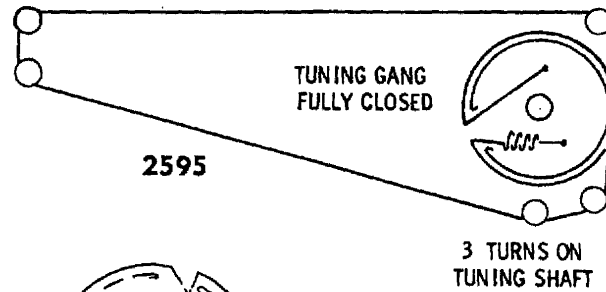
2587



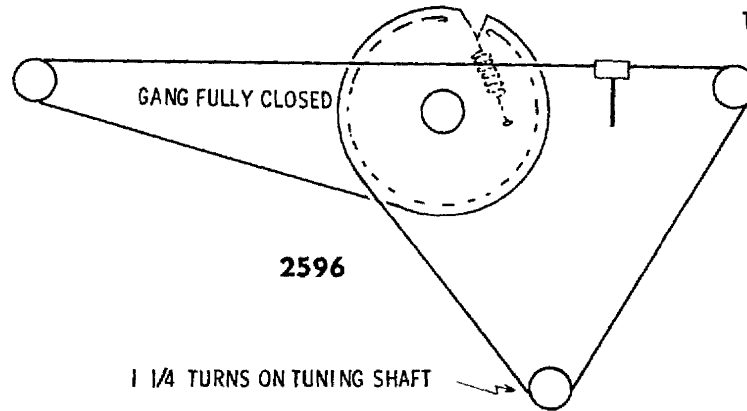
2588



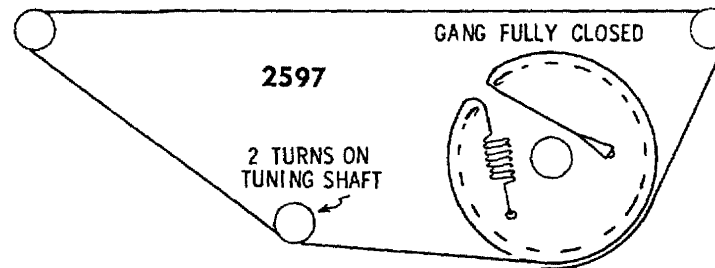




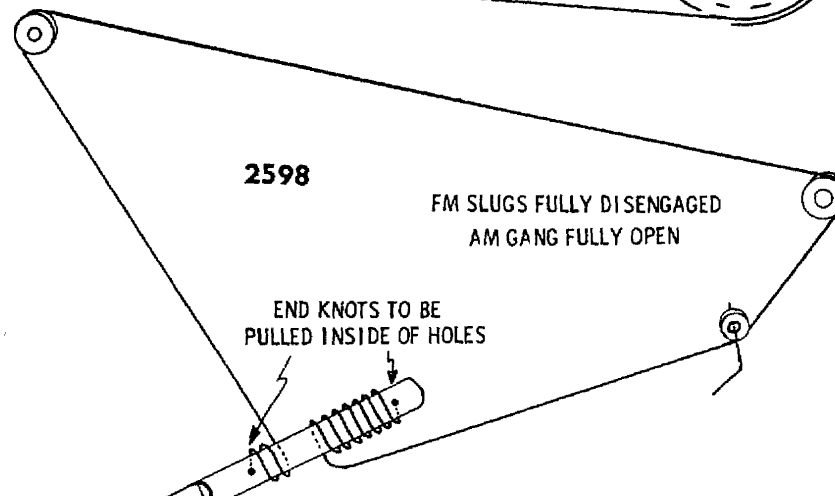
2595

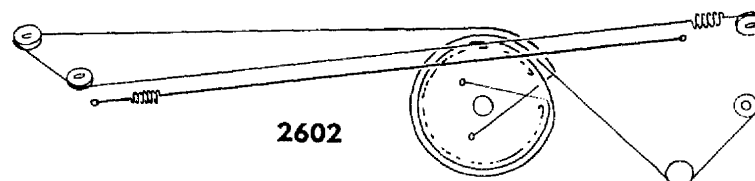
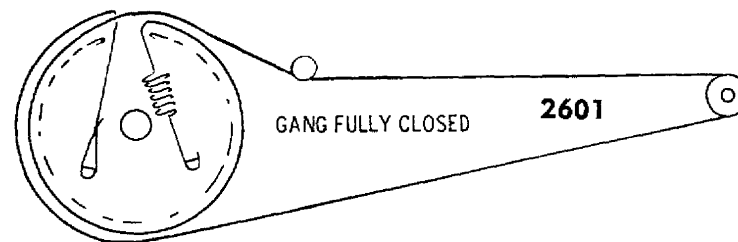
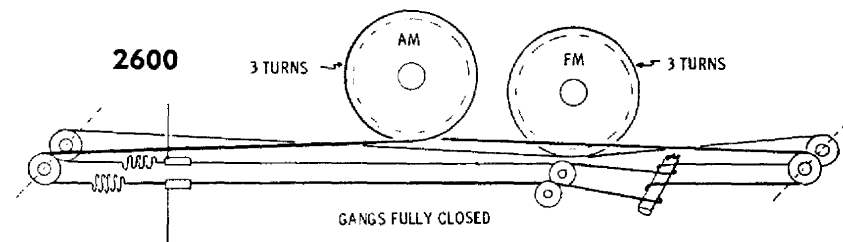
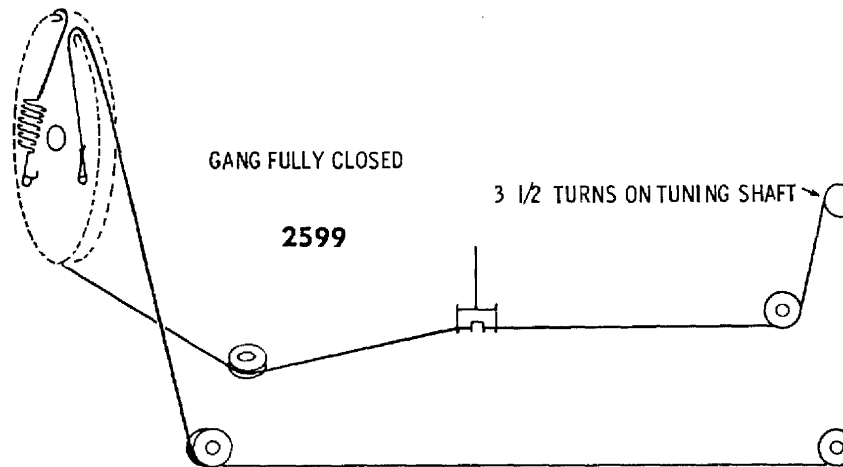


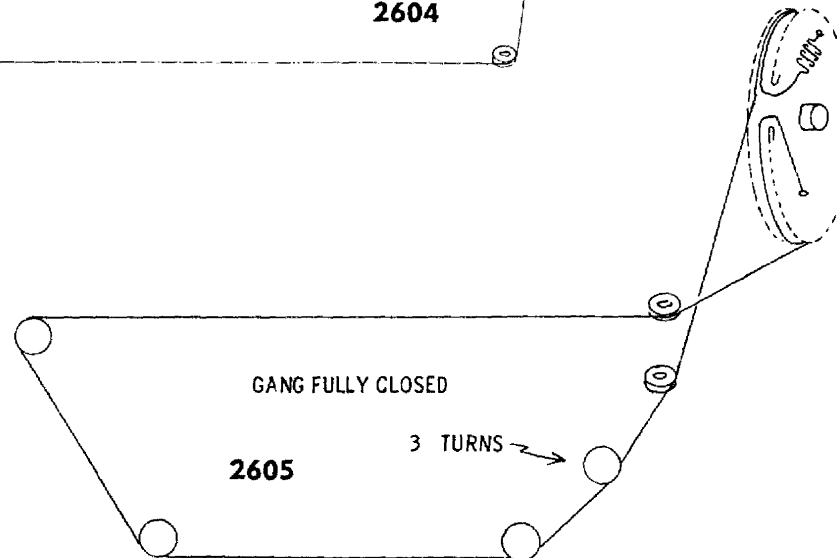
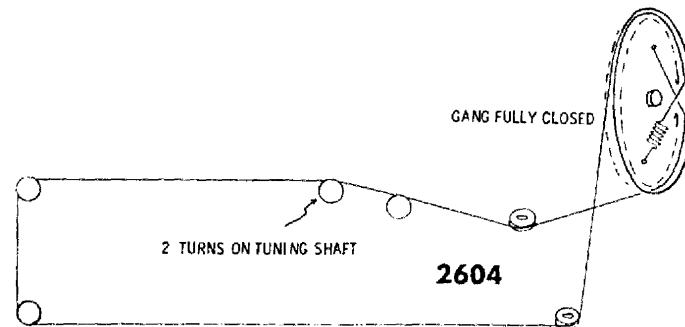
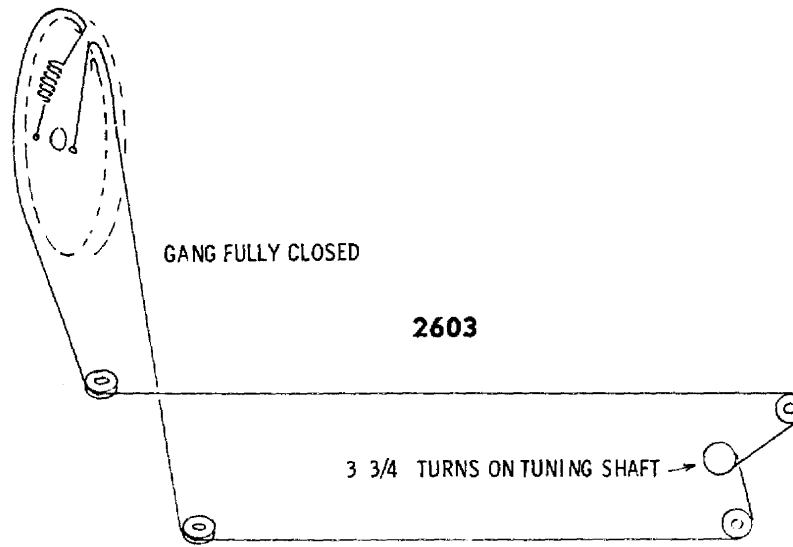
2596

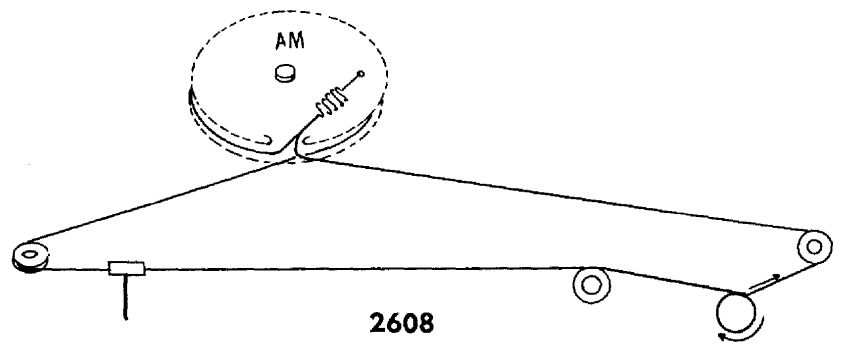
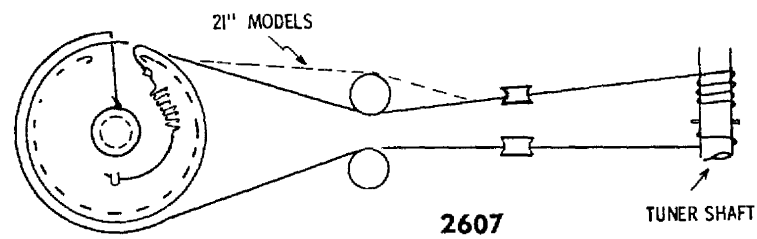
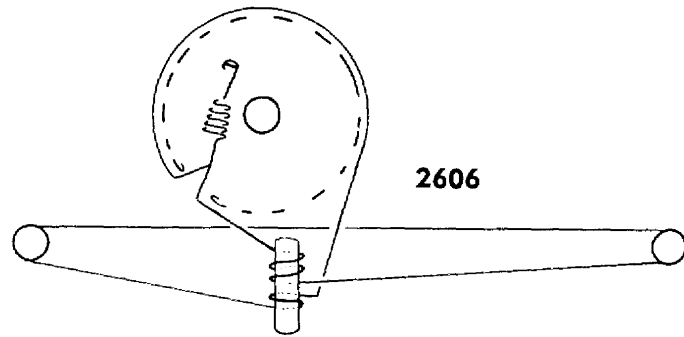


2597

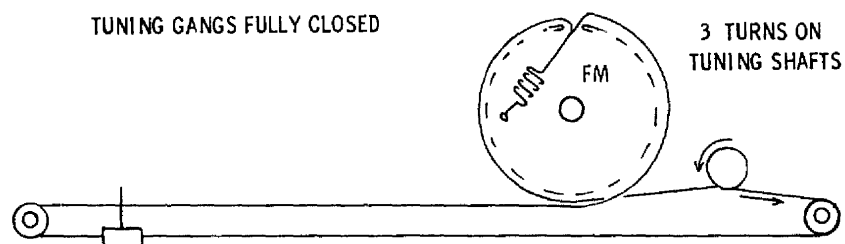


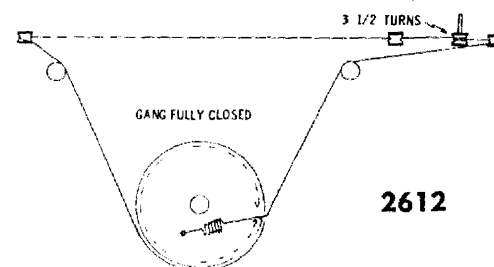
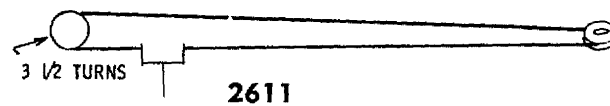
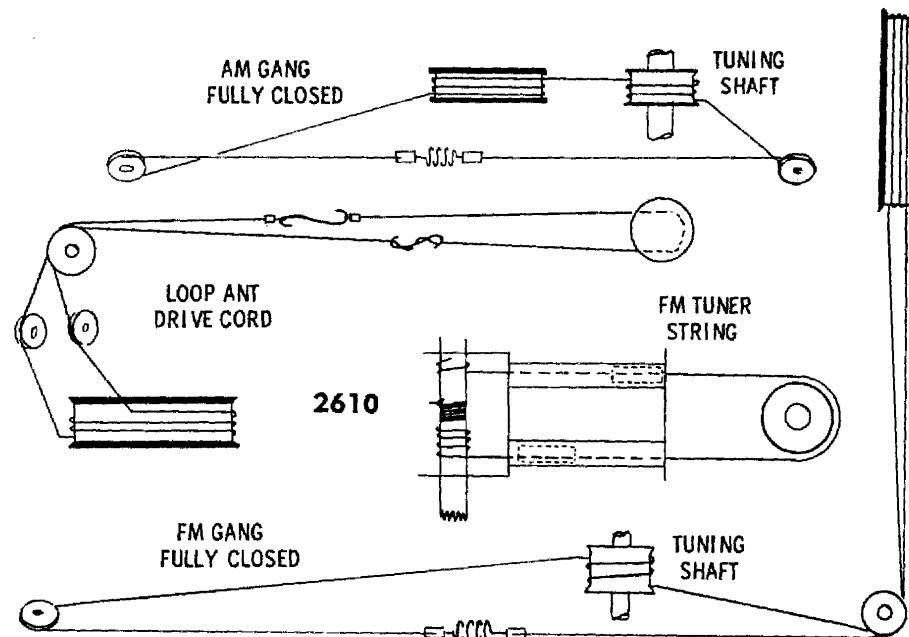
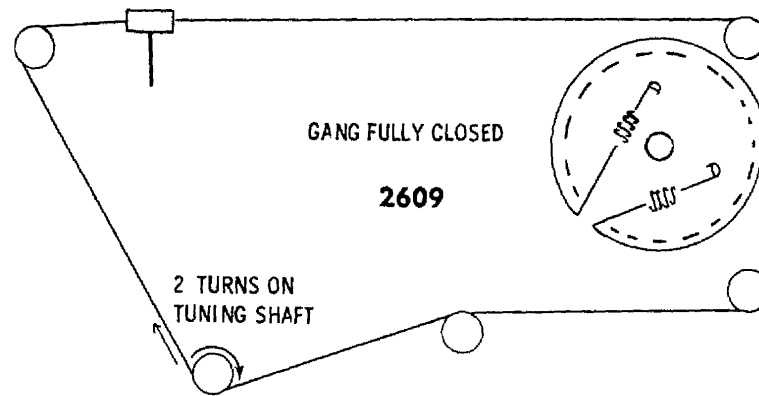


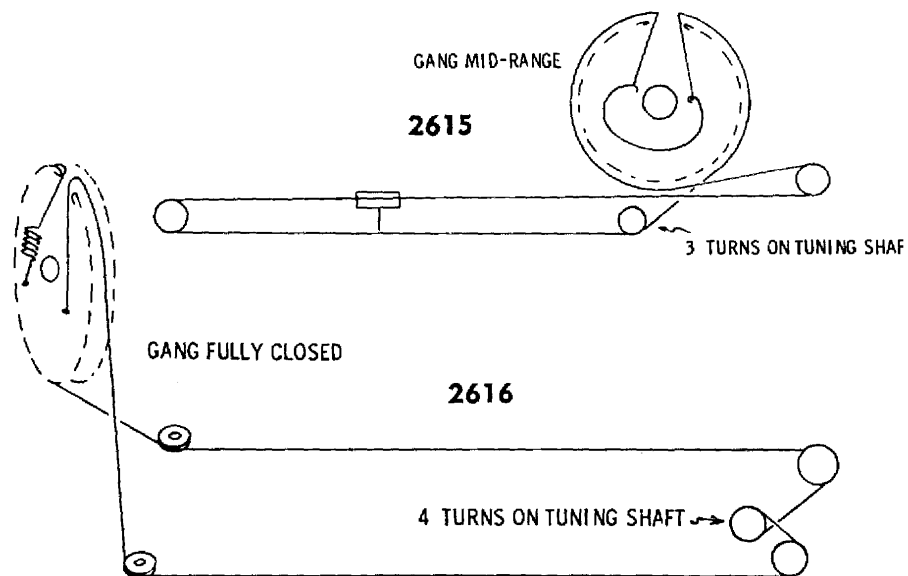
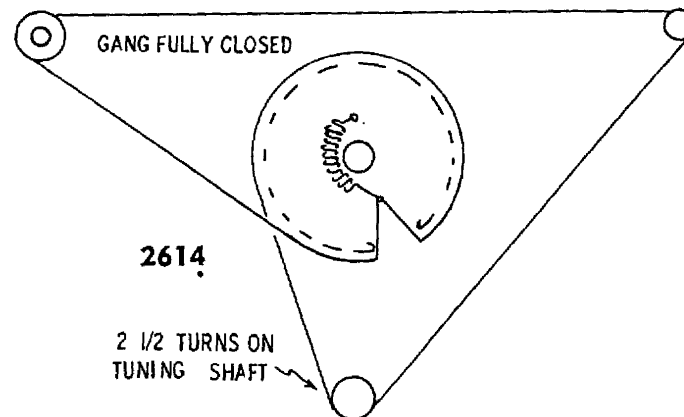
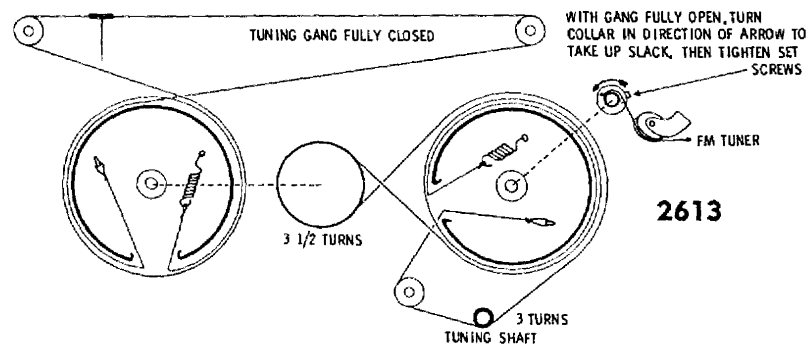


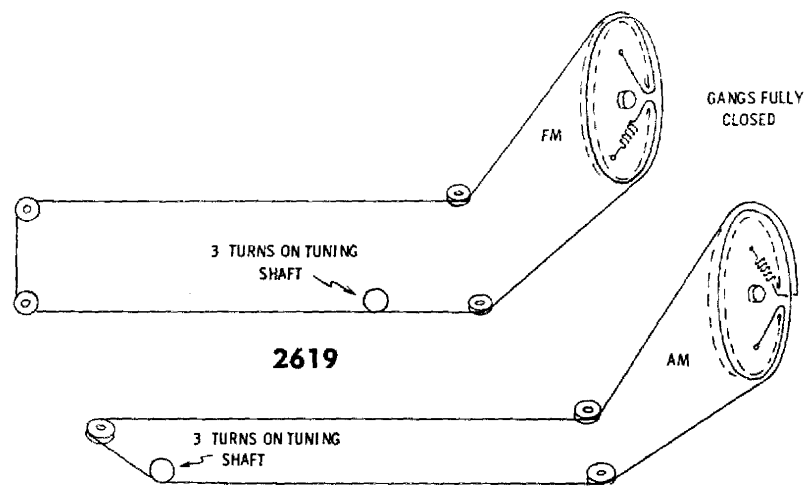
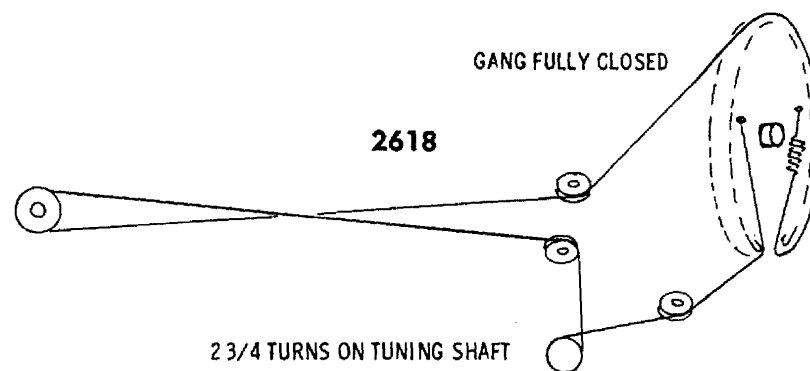
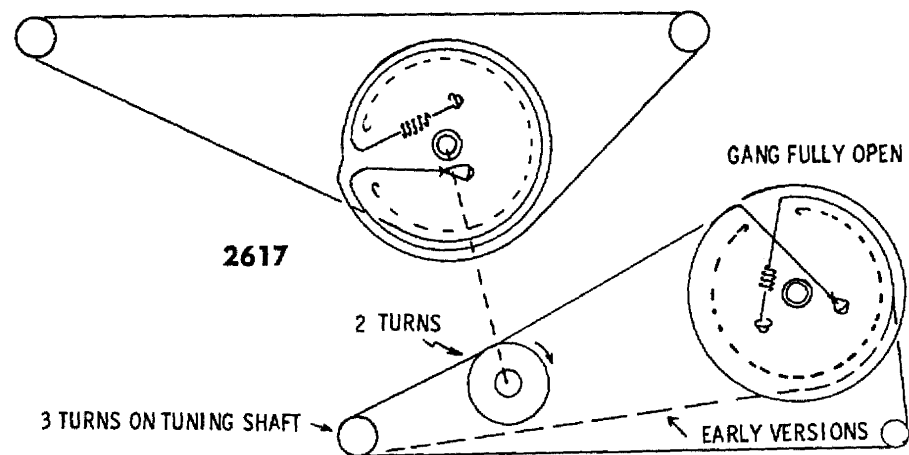


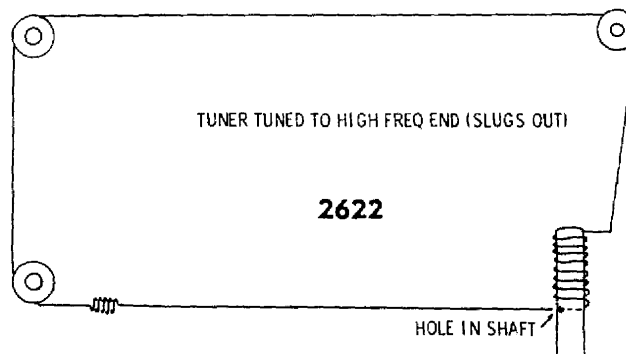
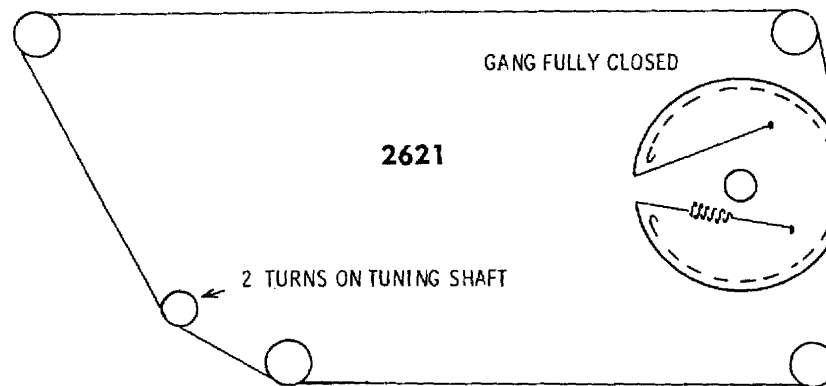
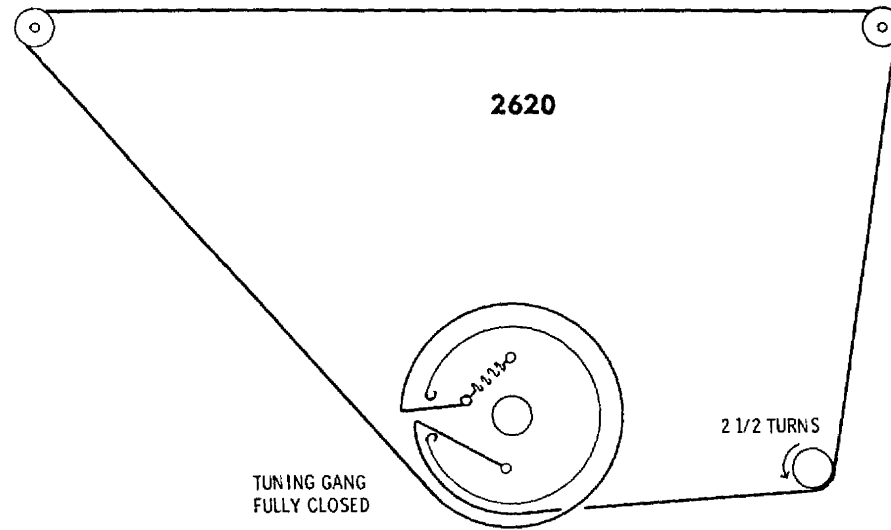
TUNING GANGS FULLY CLOSED

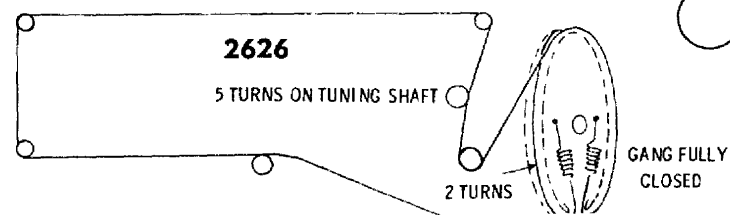
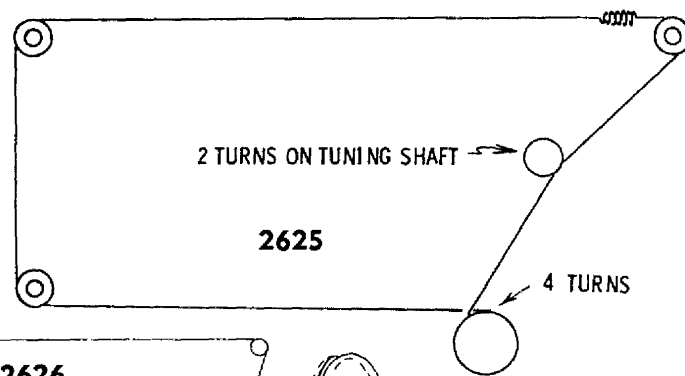
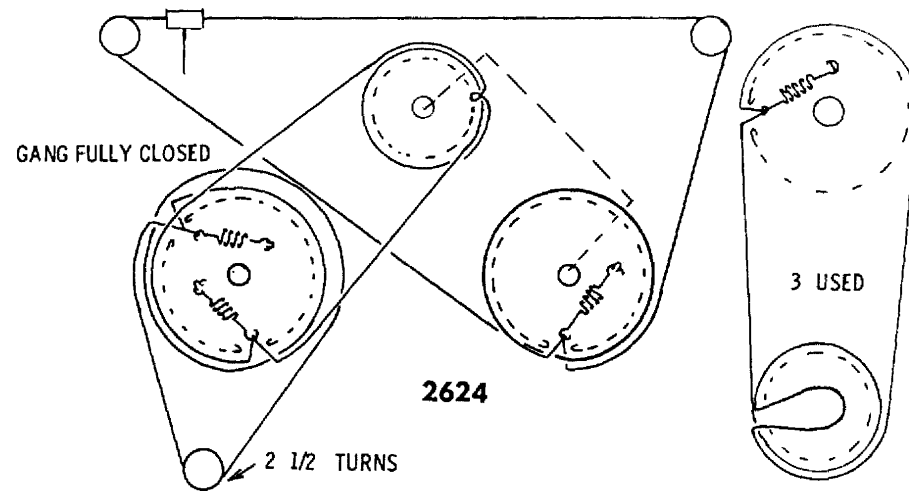
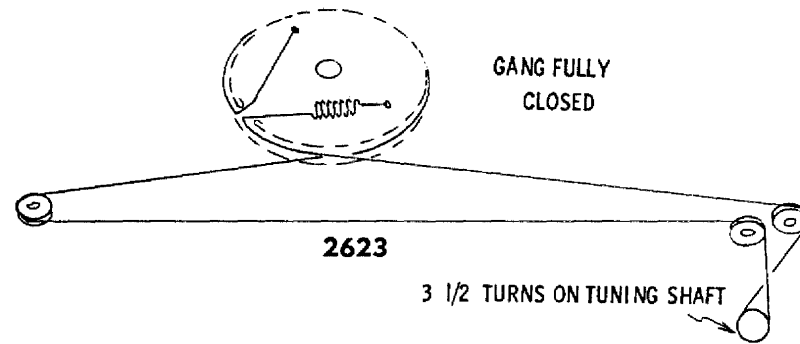


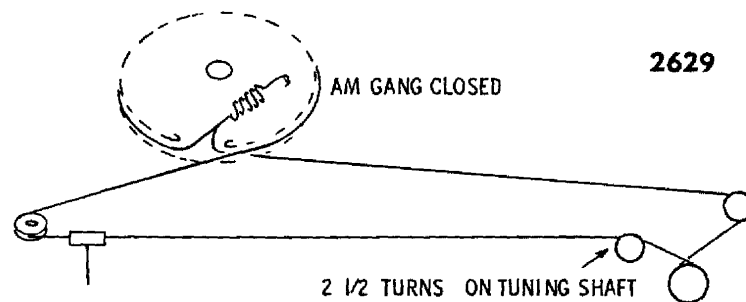
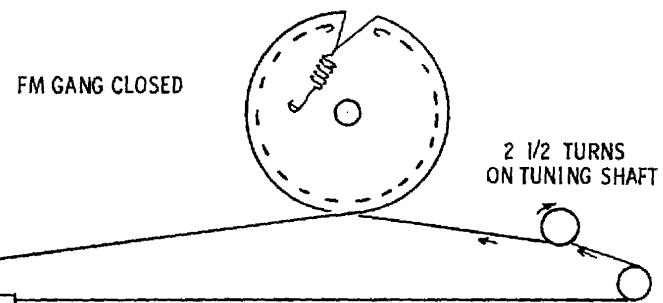
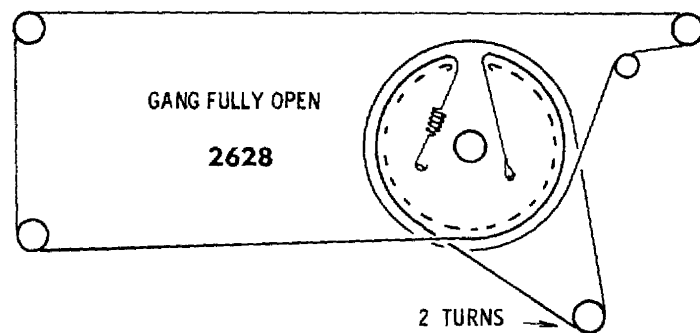
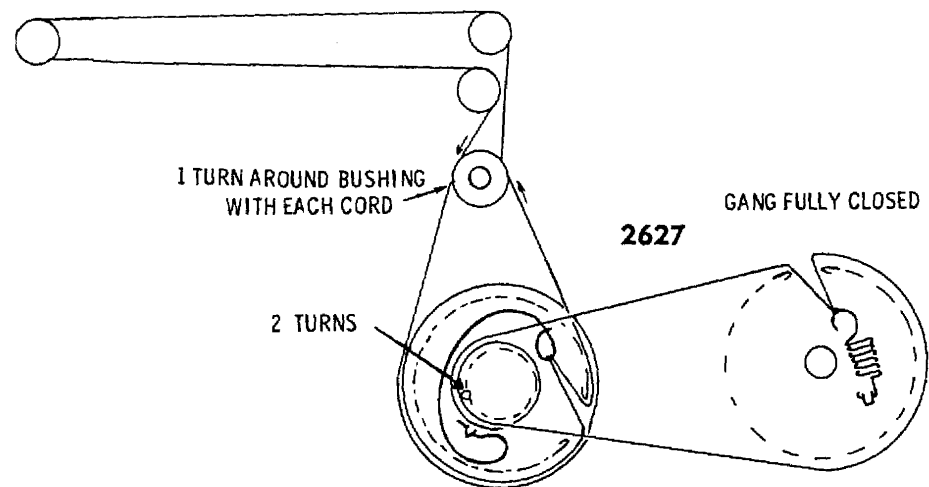


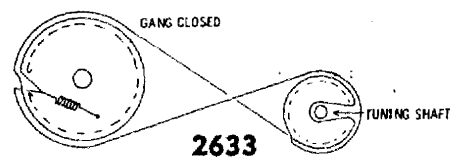
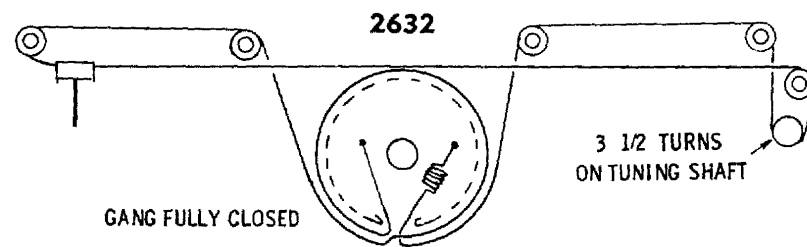
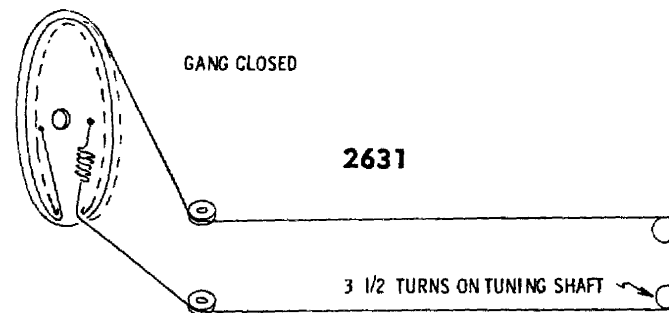
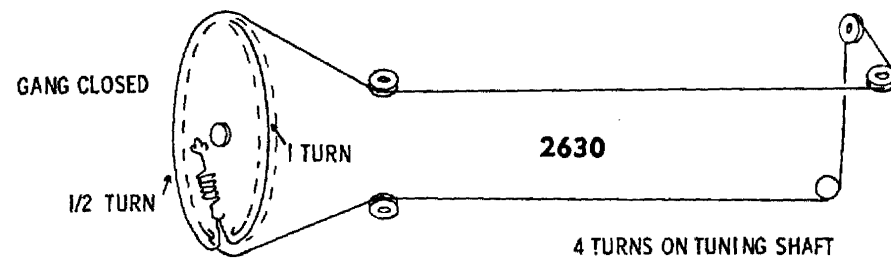


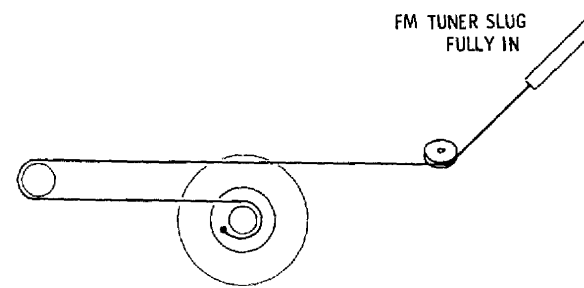




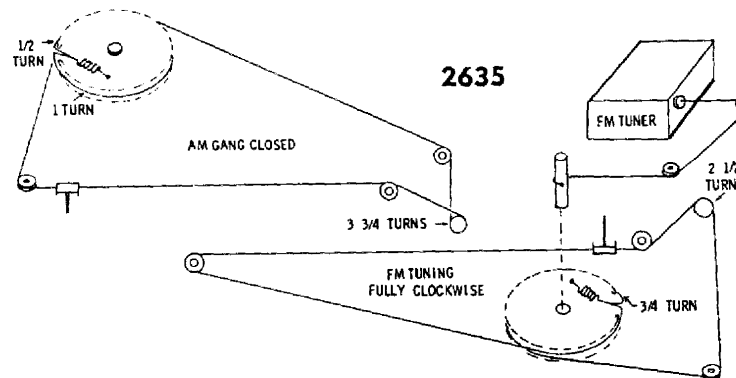
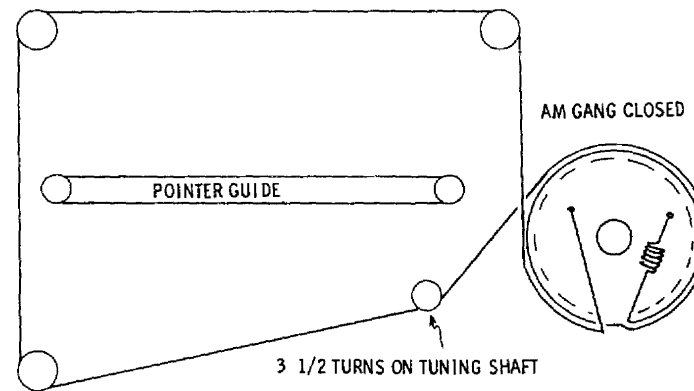






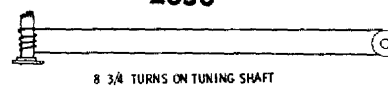


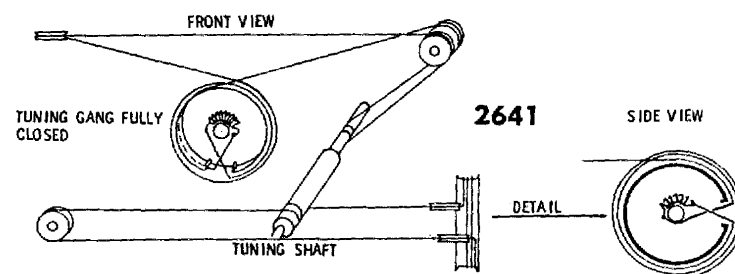
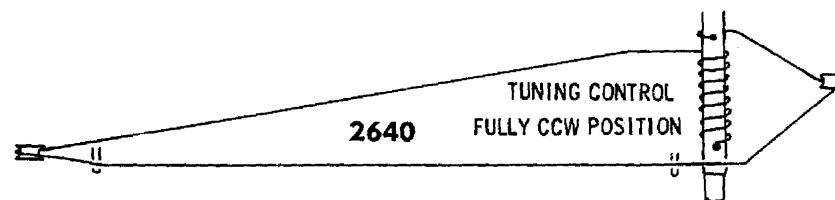
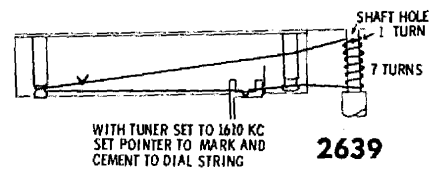
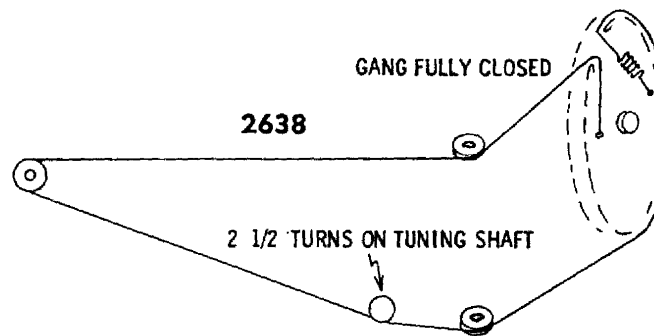
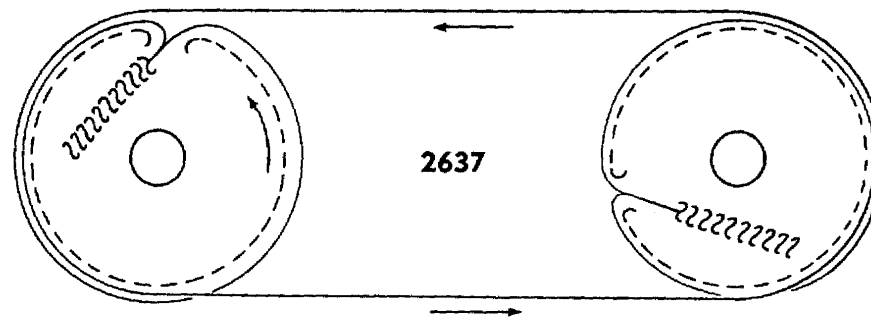
2634

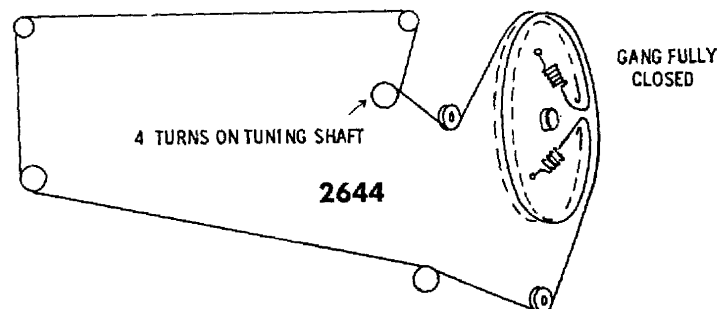
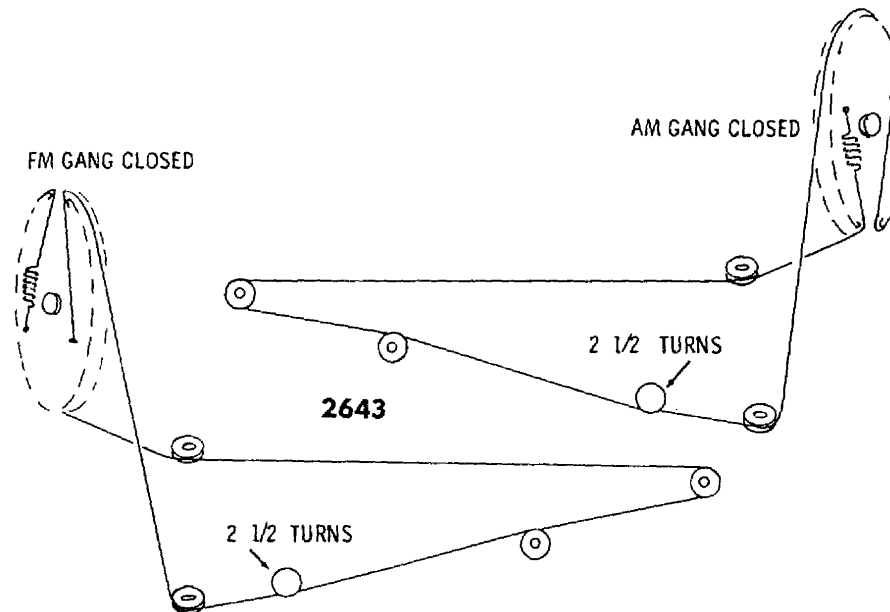
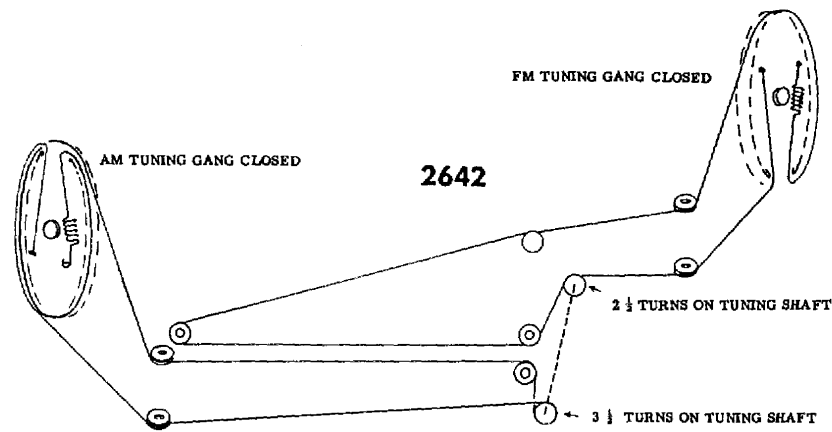


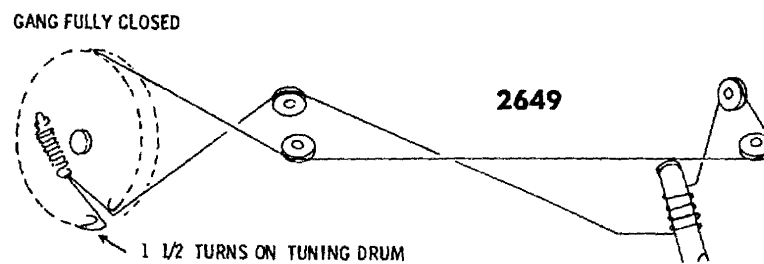
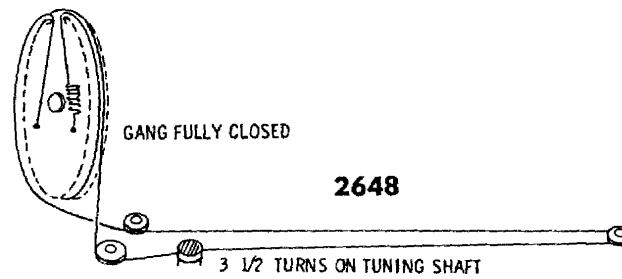
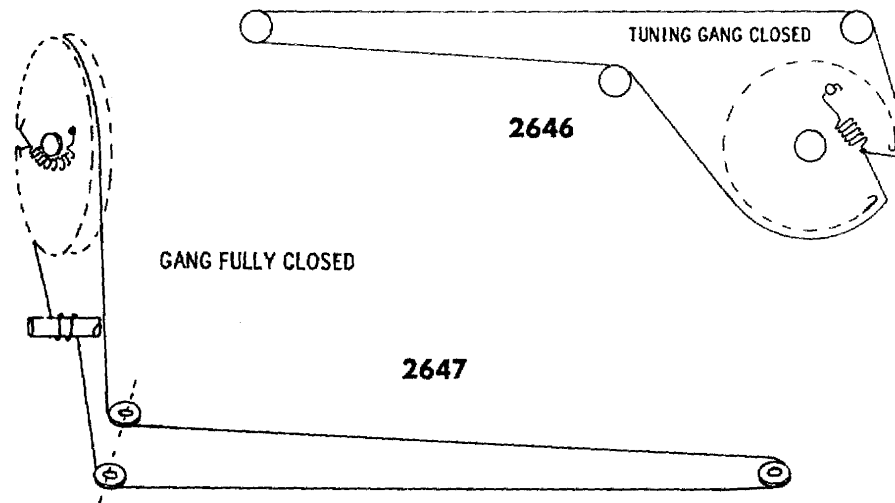
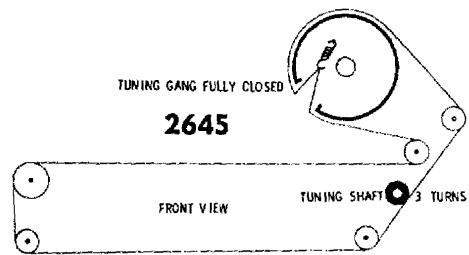
2635

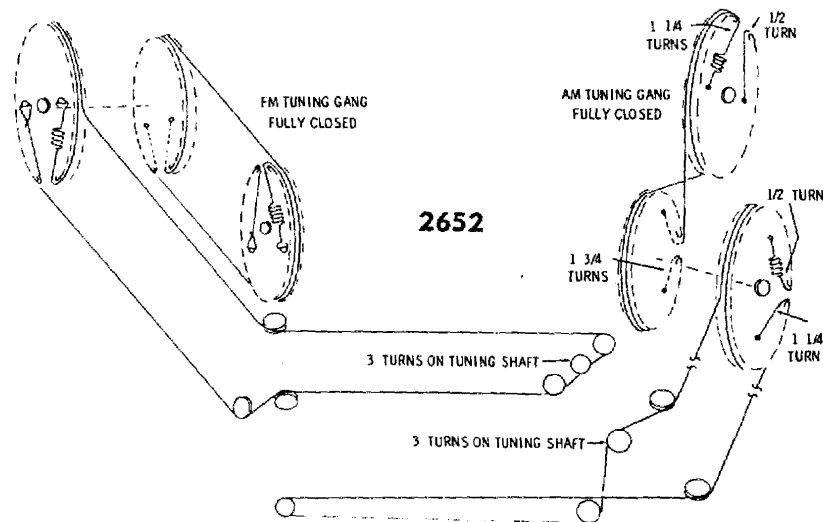
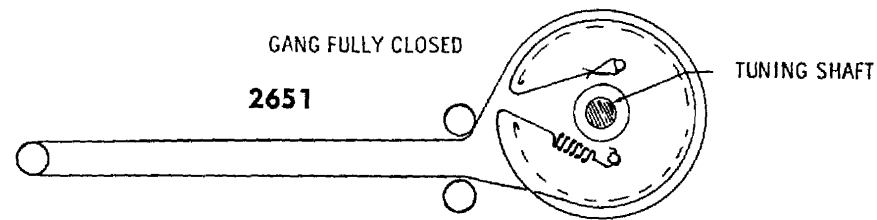
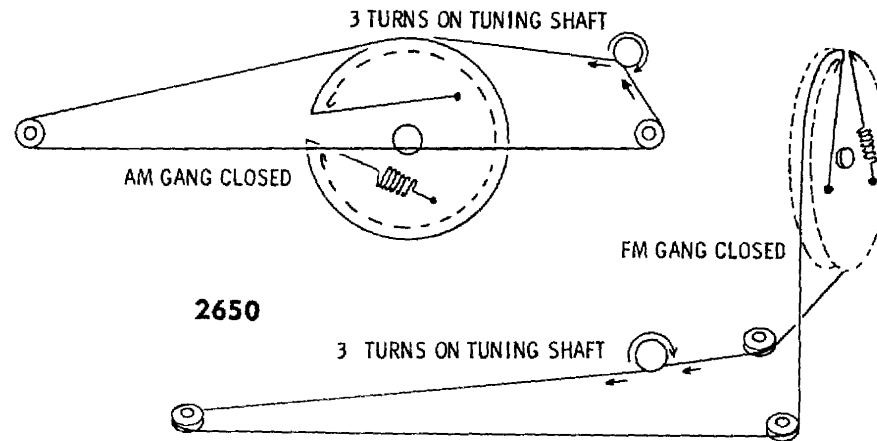
2636

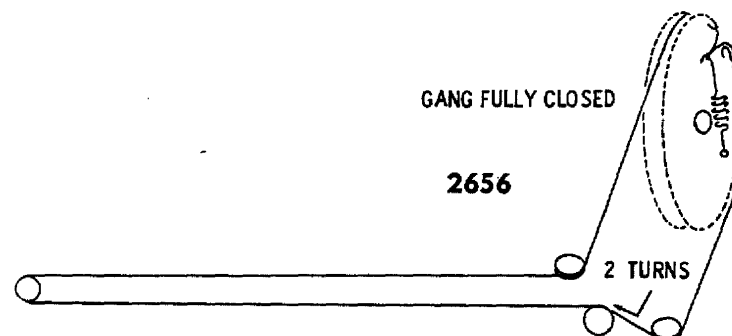
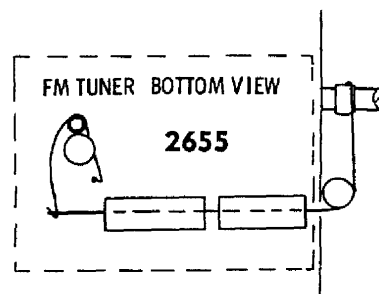
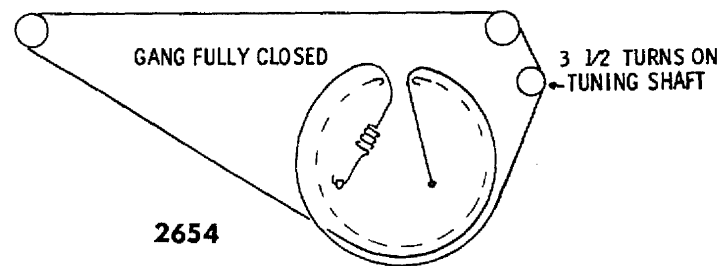
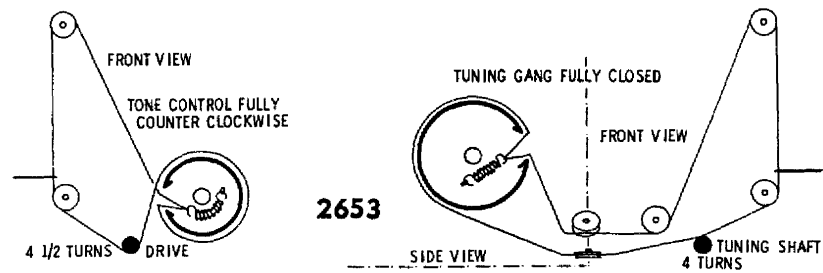


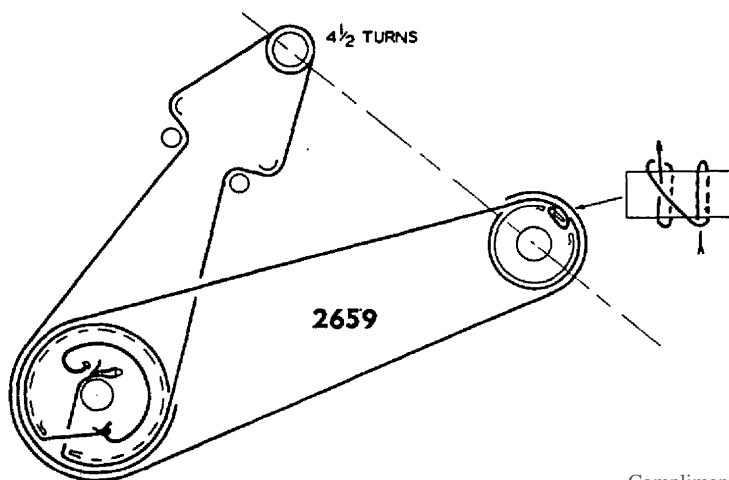
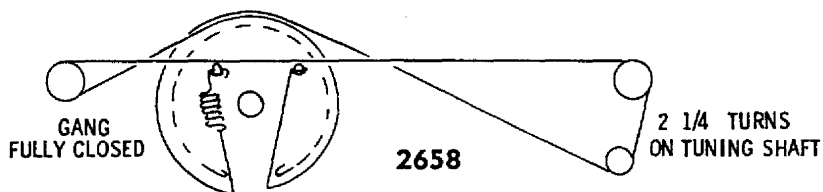
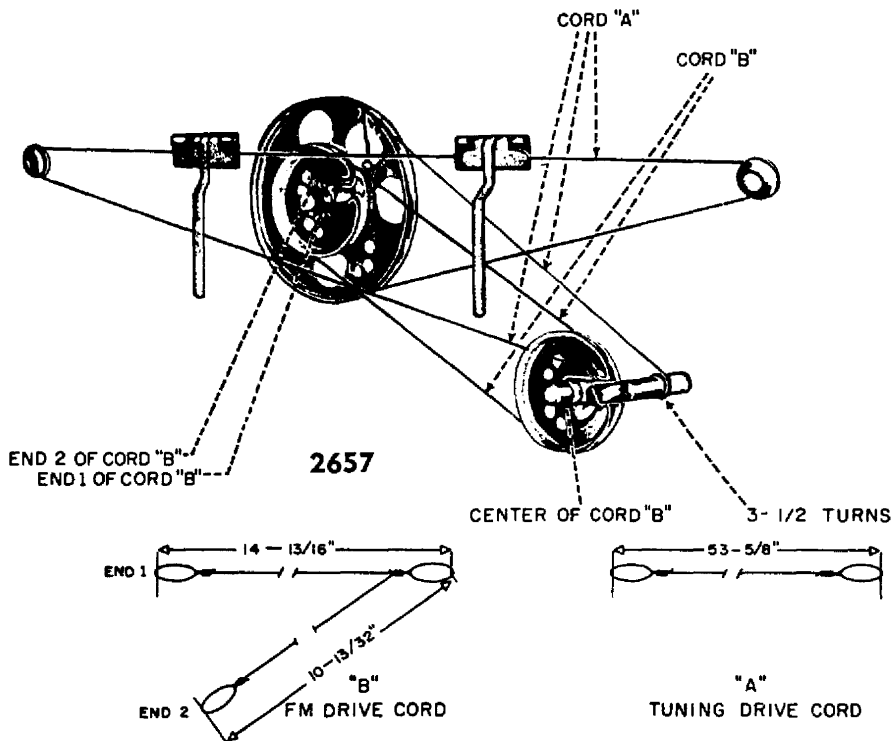


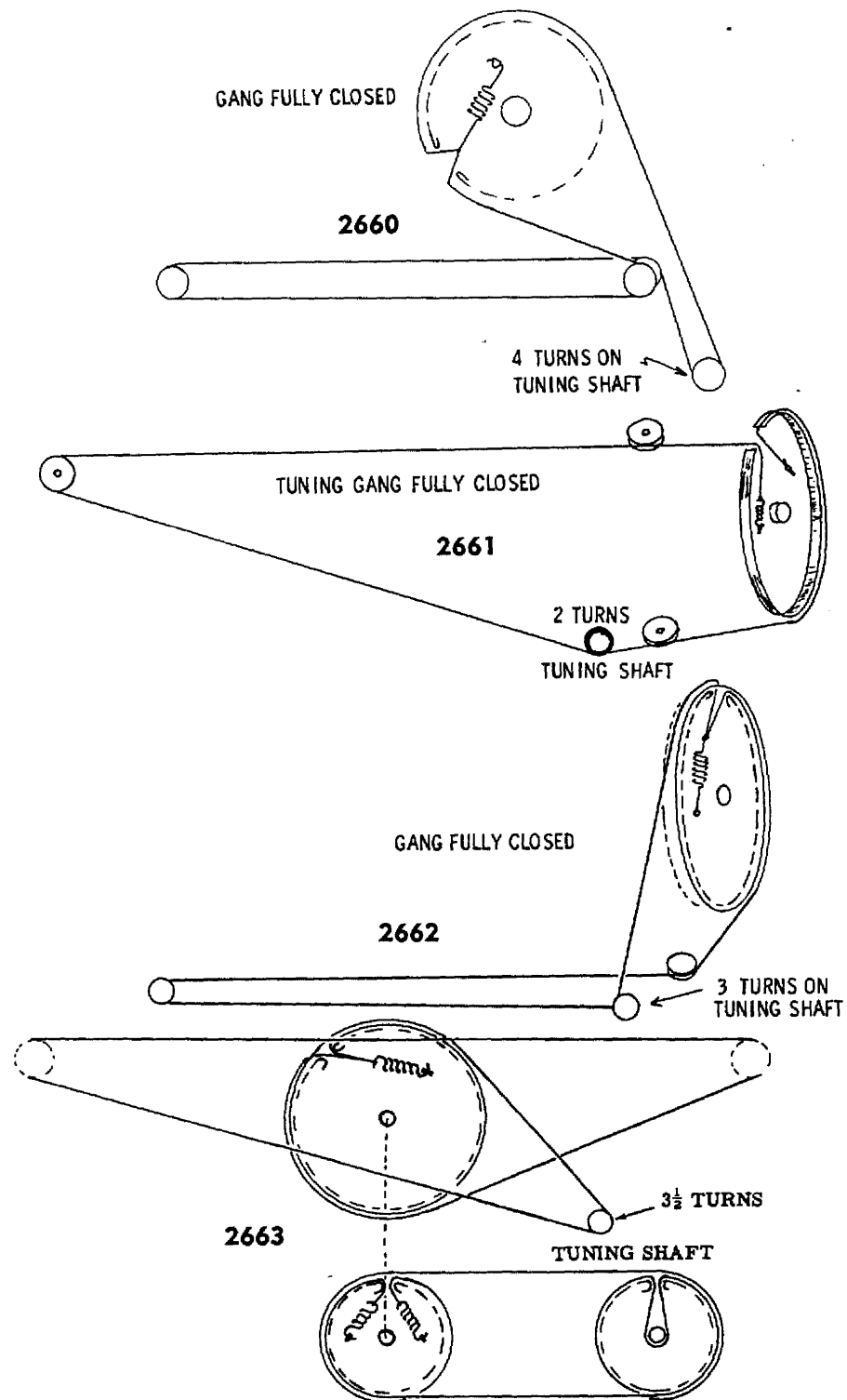


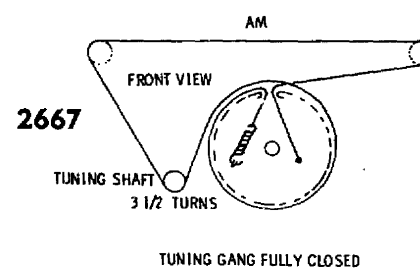
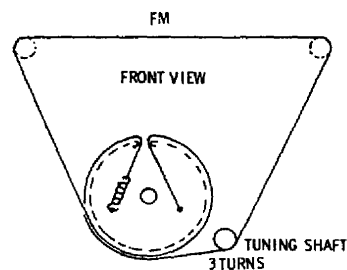
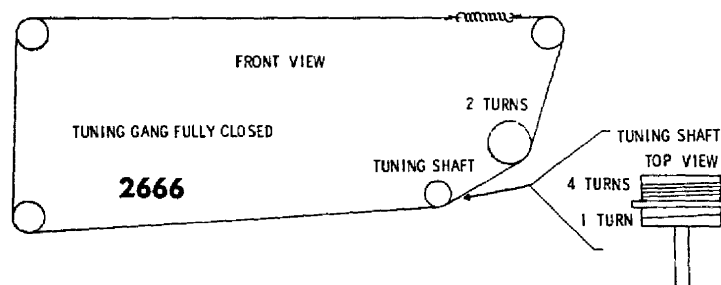
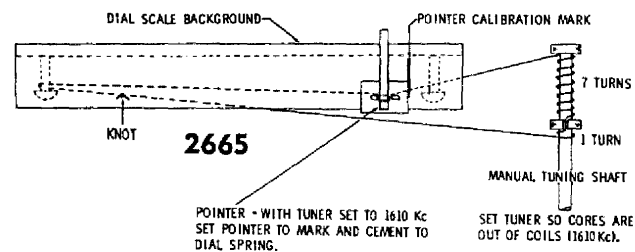
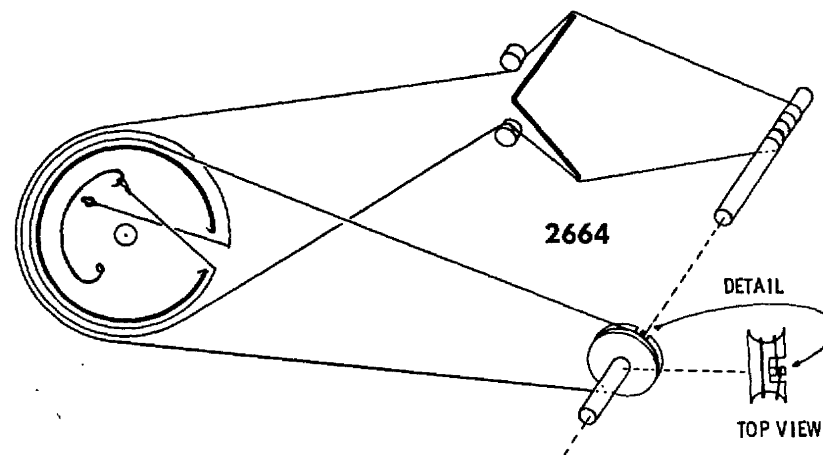


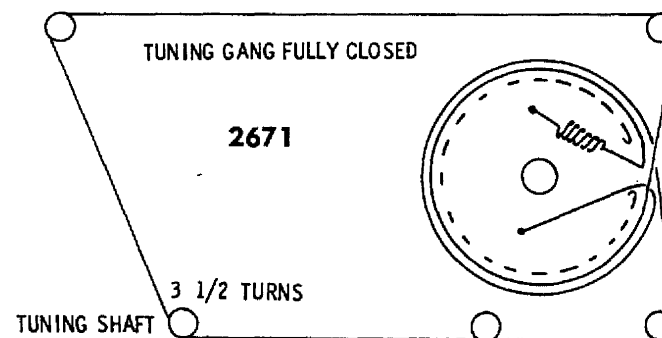
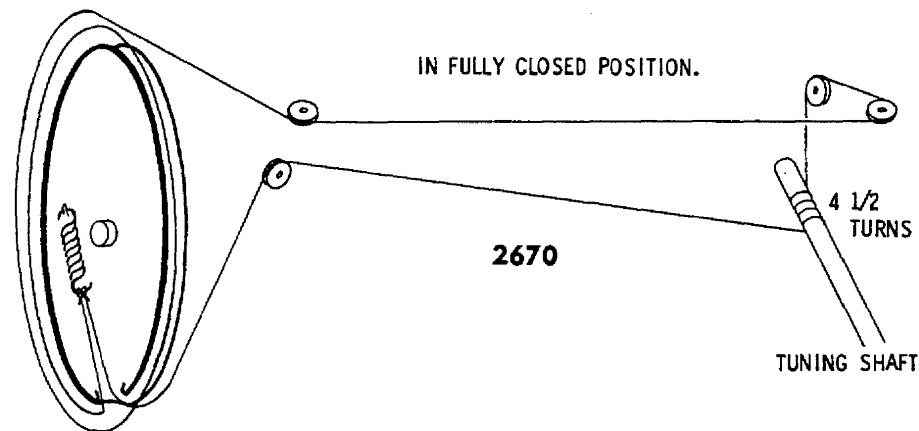
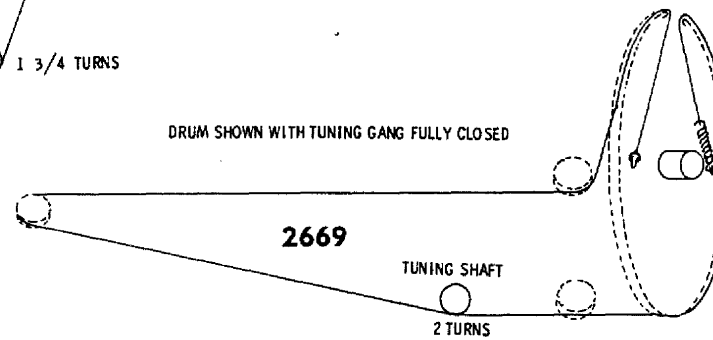
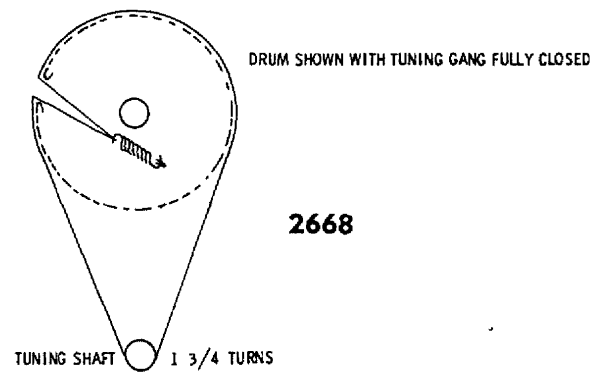






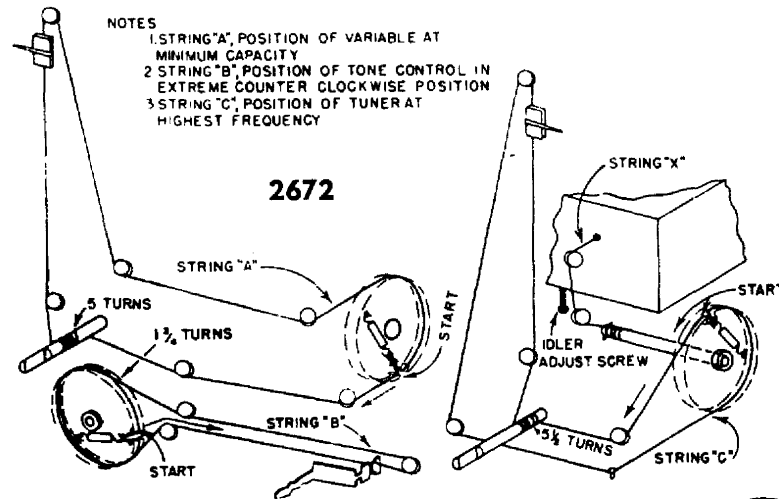




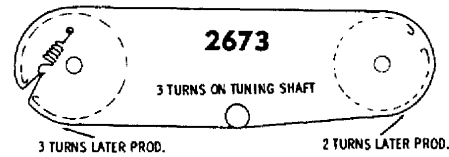


- NOTES
 1. STRING "A", POSITION OF VARIABLE AT MINIMUM CAPACITY
 2. STRING "B", POSITION OF TONE CONTROL IN EXTREME COUNTER CLOCKWISE POSITION
 3. STRING "C", POSITION OF TUNER AT HIGHEST FREQUENCY

2672



2673



TUNING GANG FULLY CLOSED

POINTER

2674

TUNING SHAFT

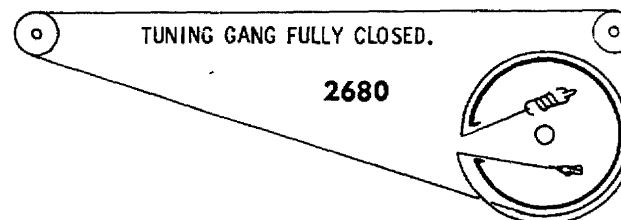
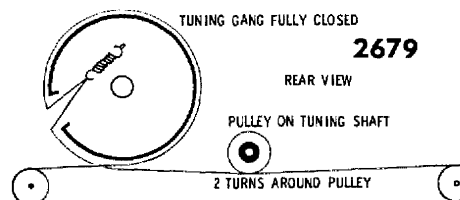
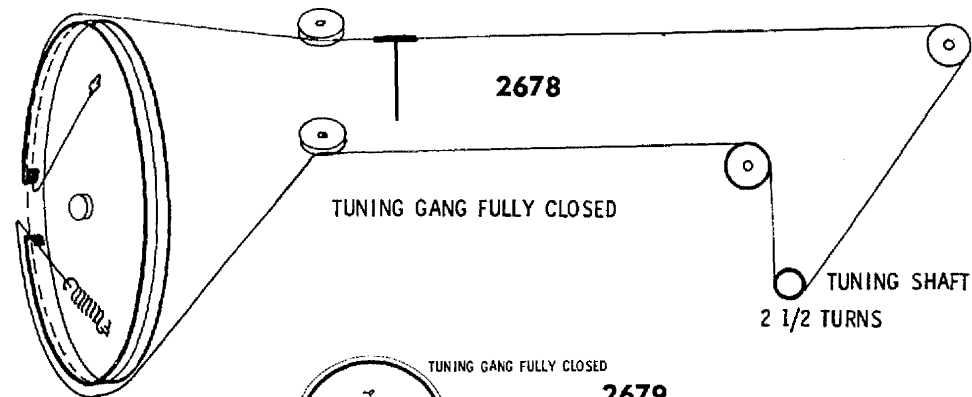
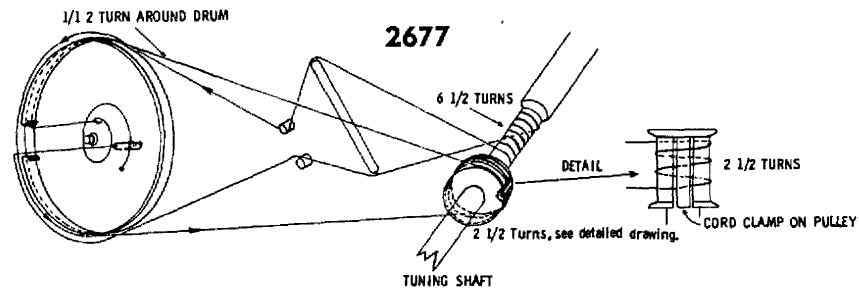
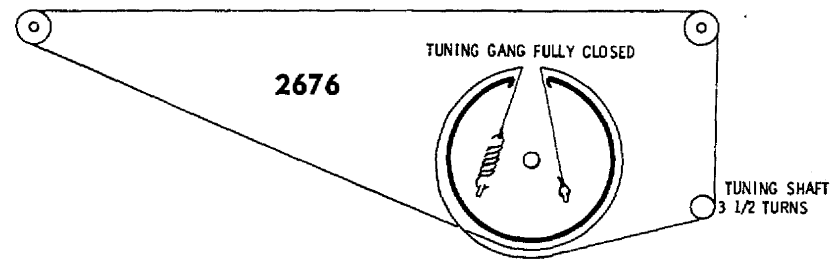
3 TURNS

TUNING GANG FULLY CLOSED

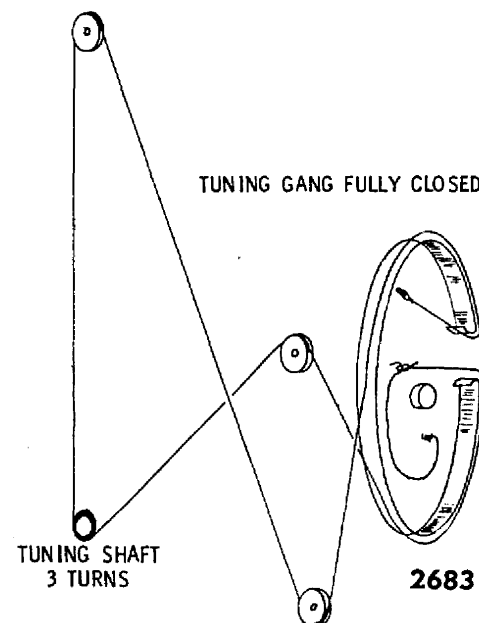
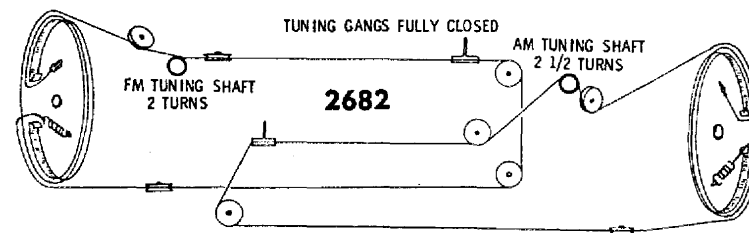
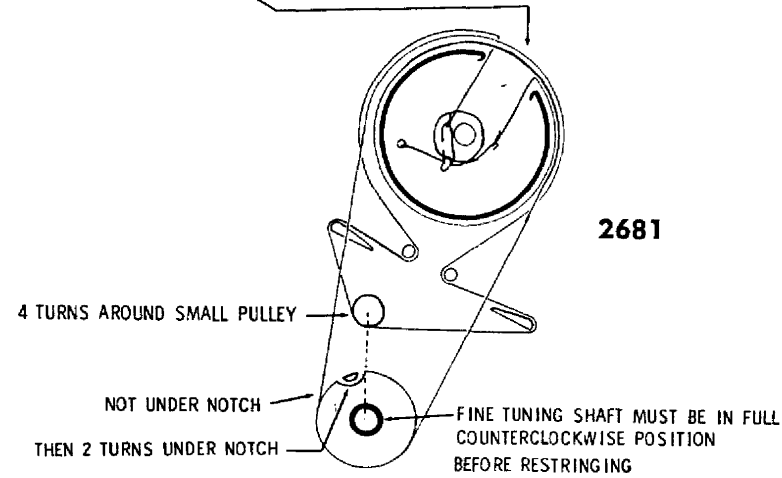
2675

2 1/2 TURNS

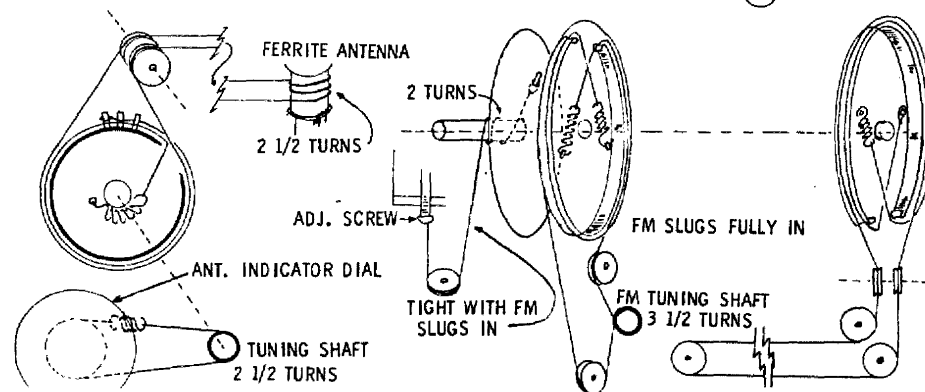
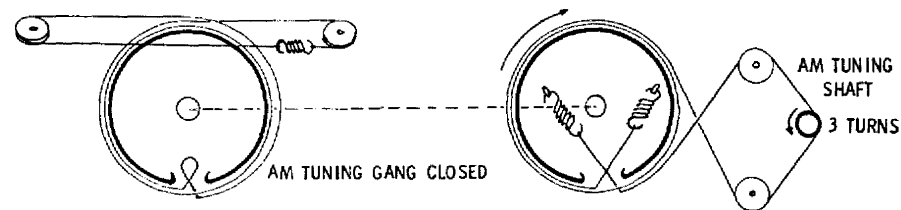
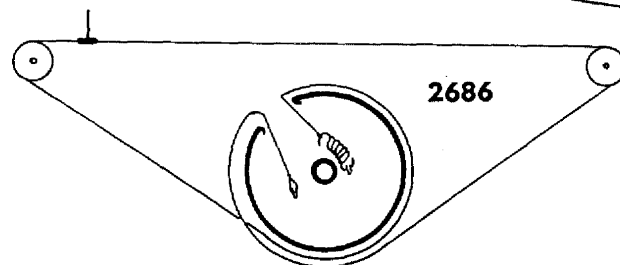
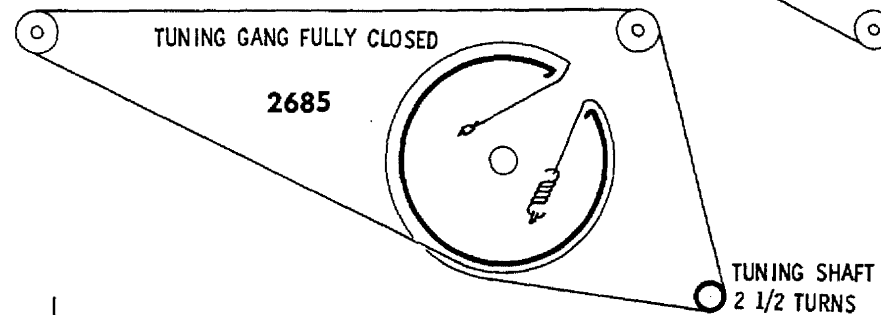
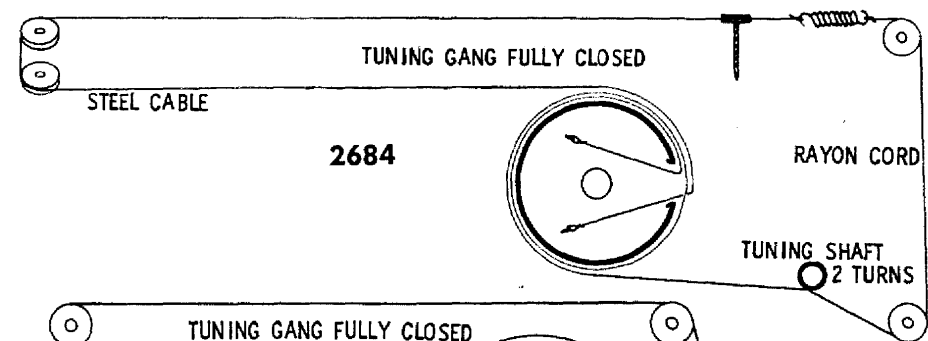
TUNING SHAFT WITH FLYWHEEL

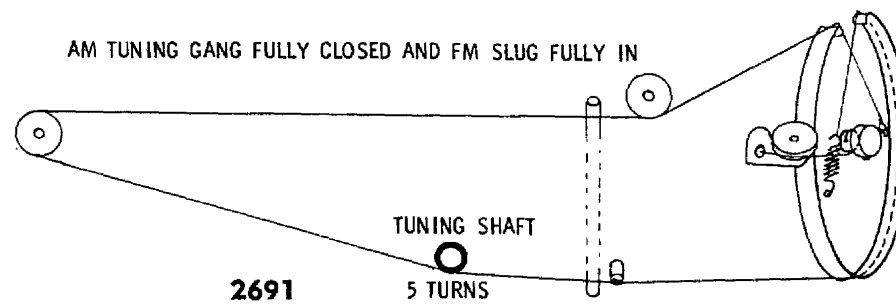
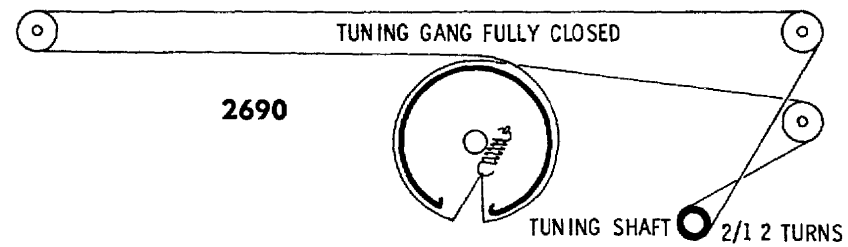
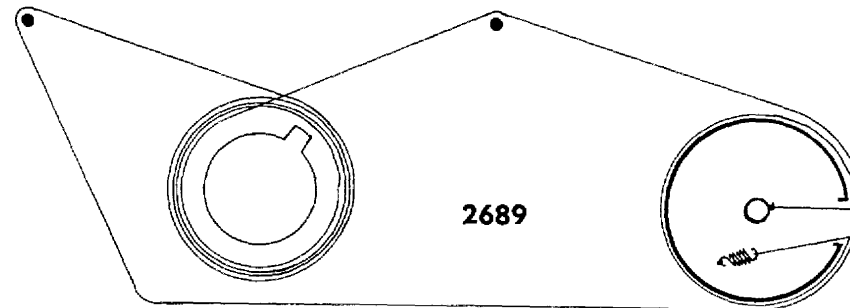
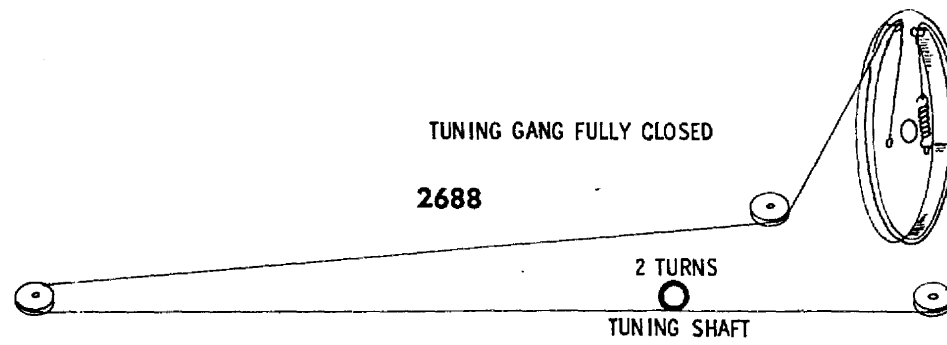


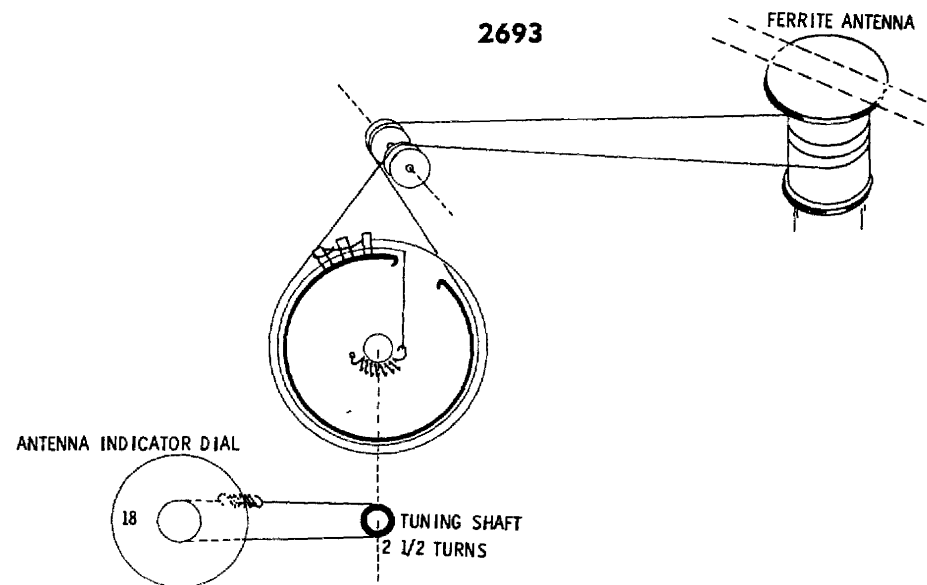
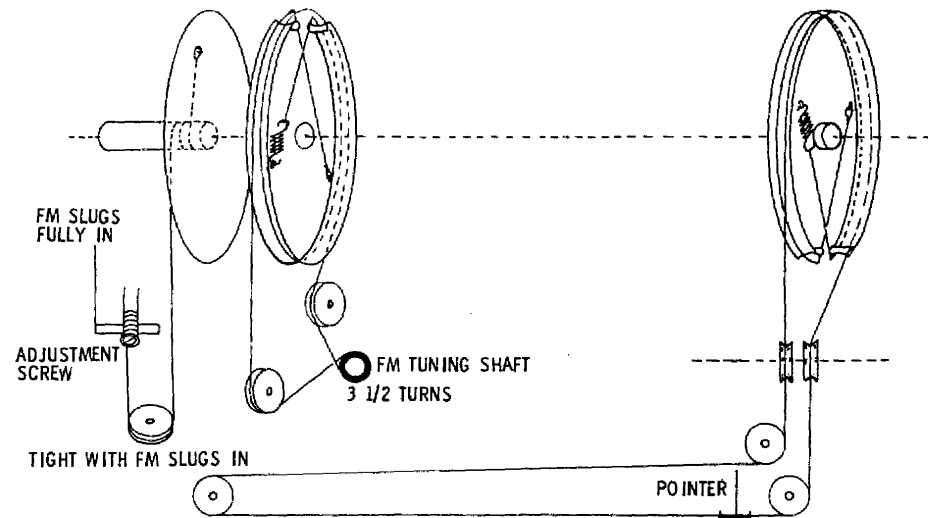
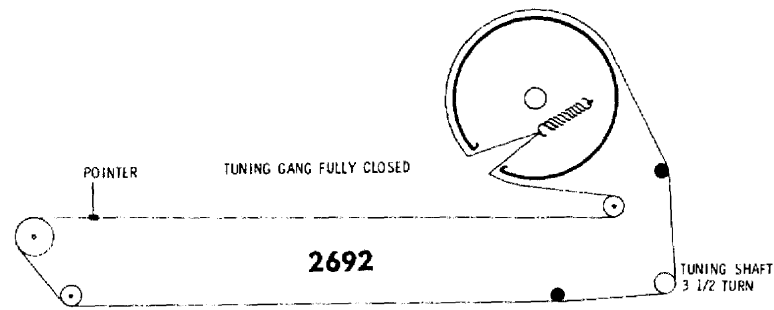
POSITION PULLEY OPENING AT 1:00 O'CLOCK BEFORE RESTRINGING

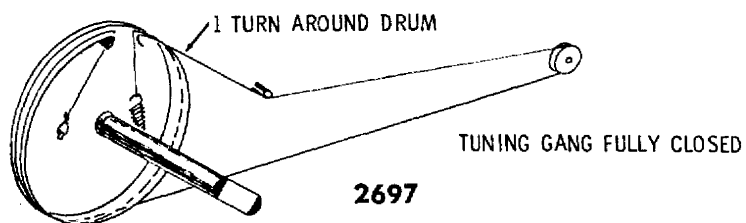
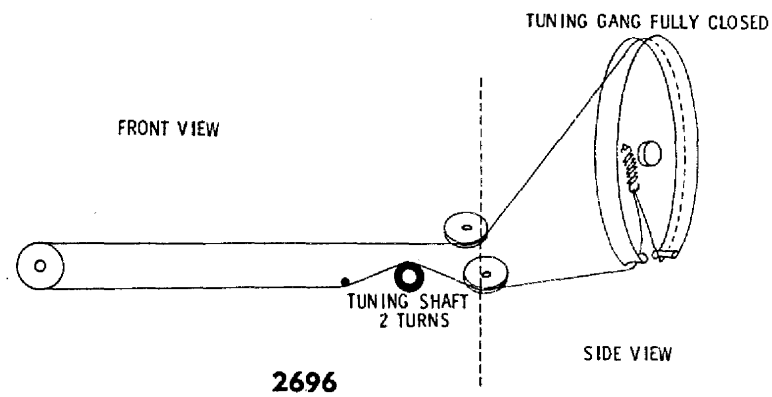
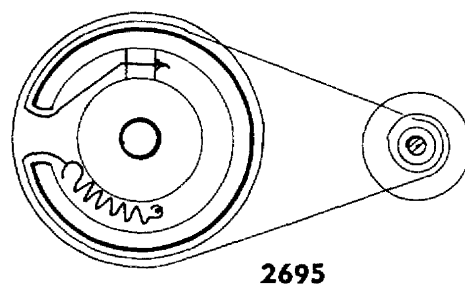
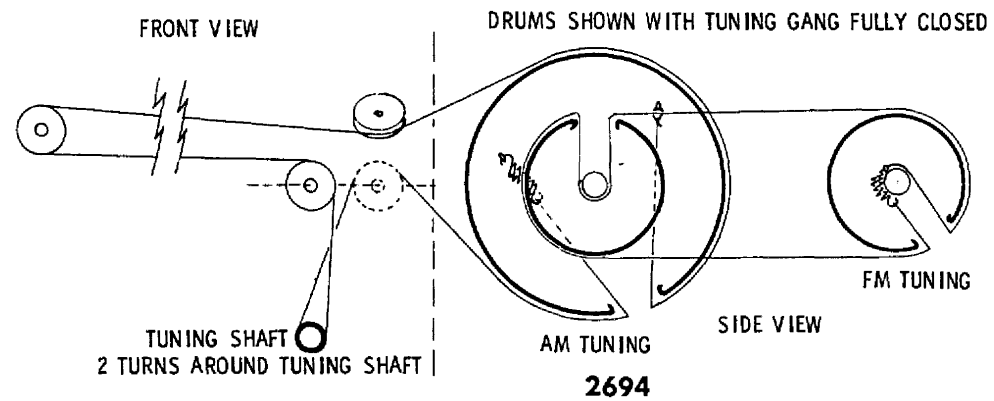


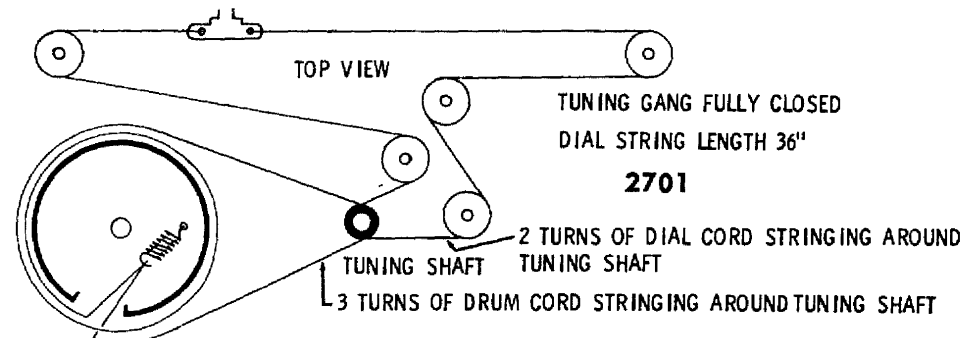
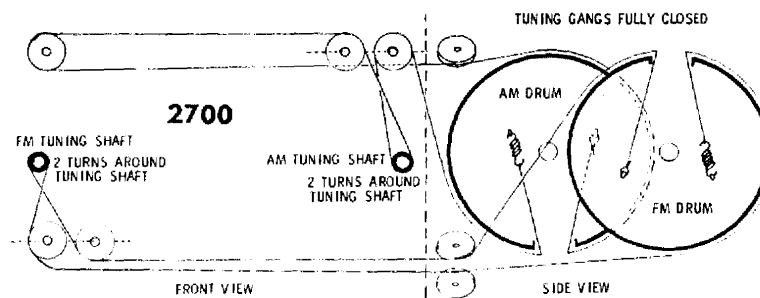
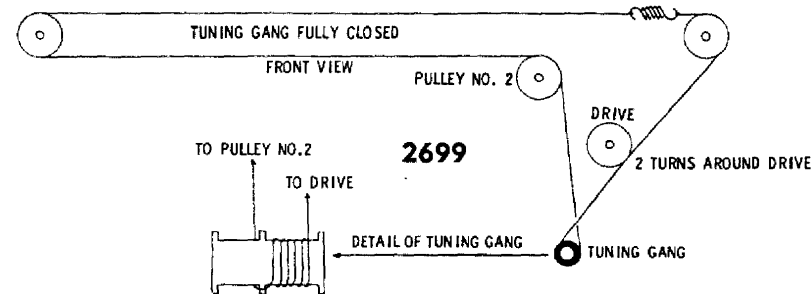
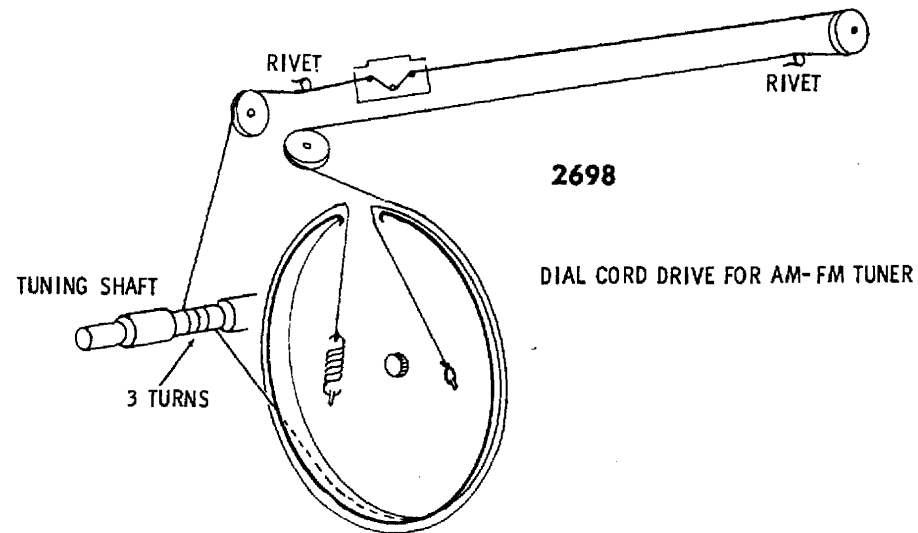
TUNING SHAFT
3 TURNS

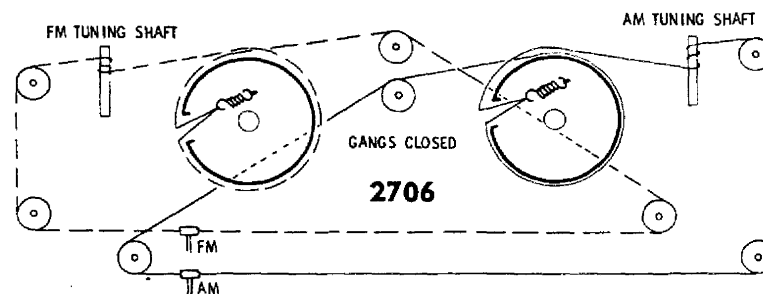
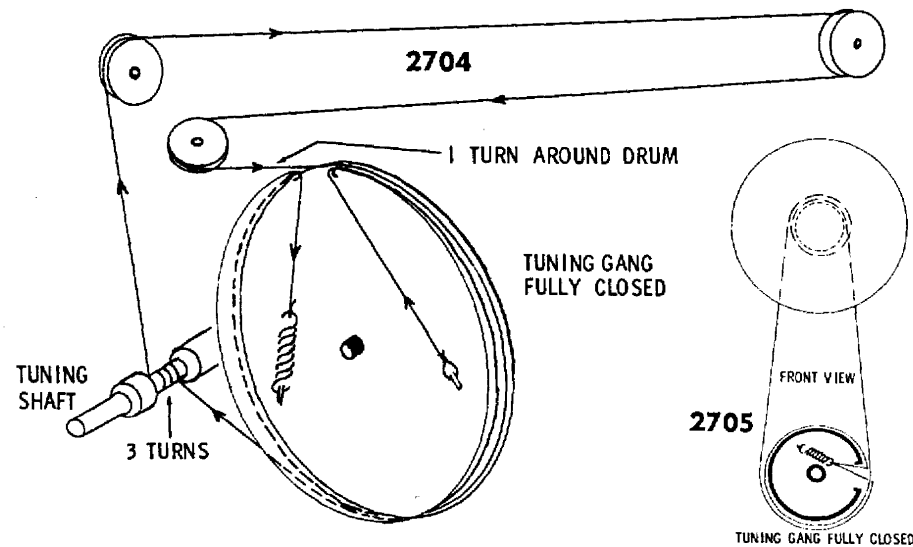
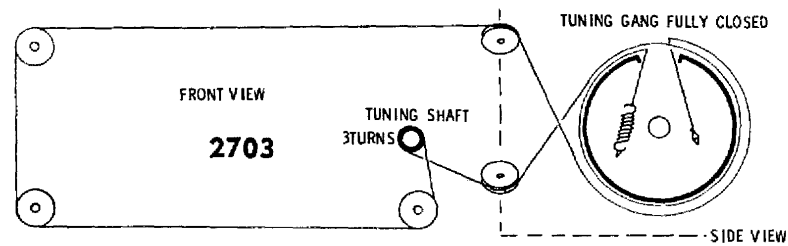
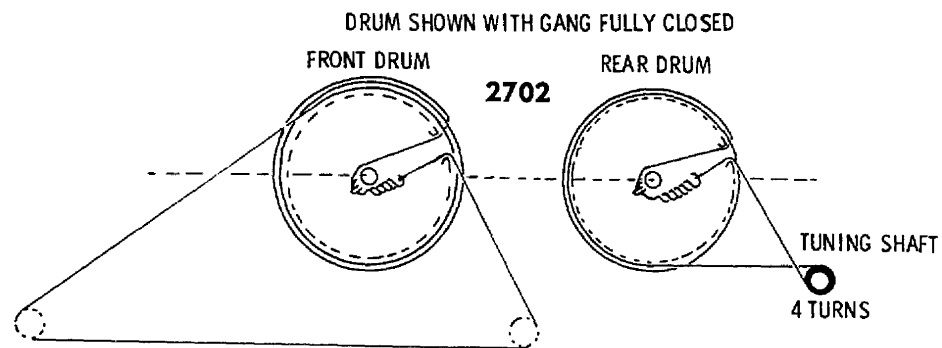


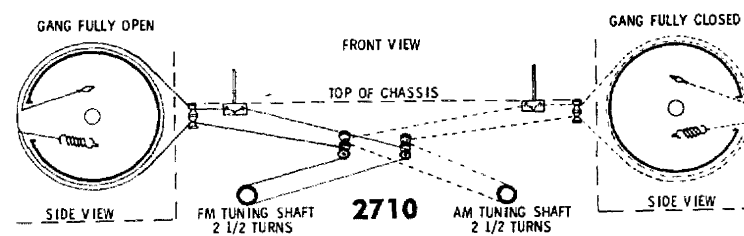
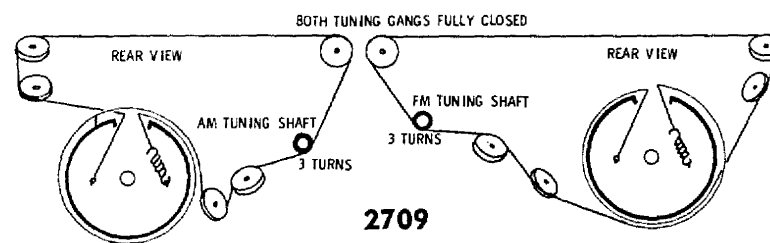
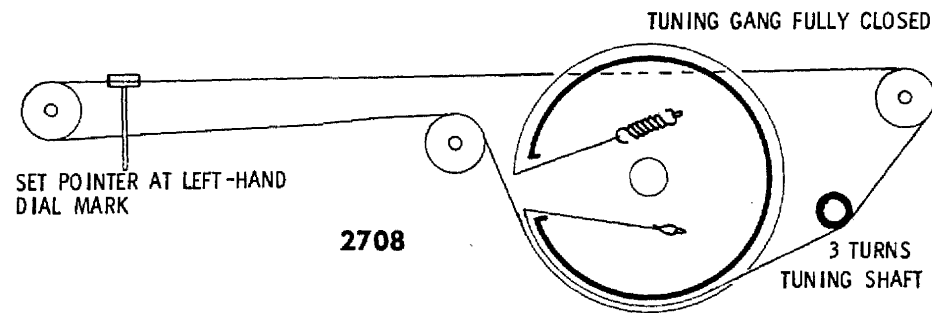
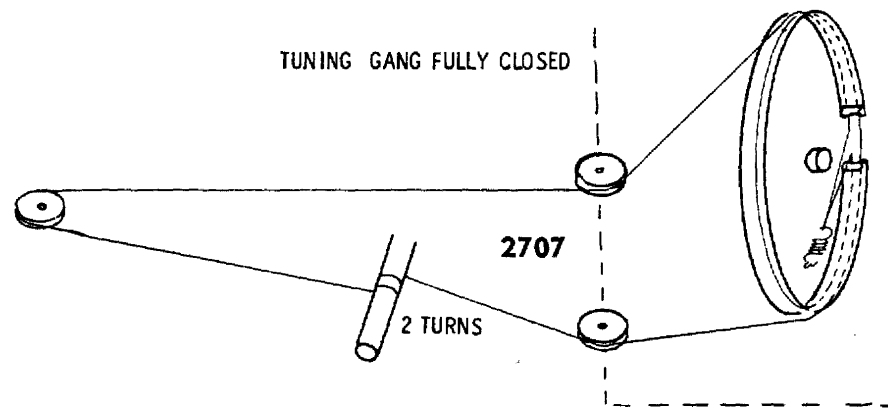


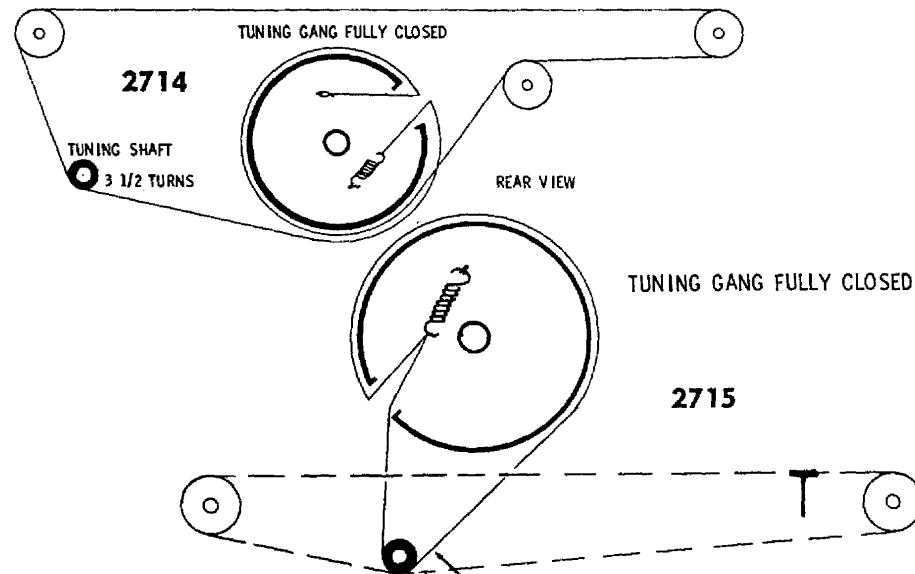
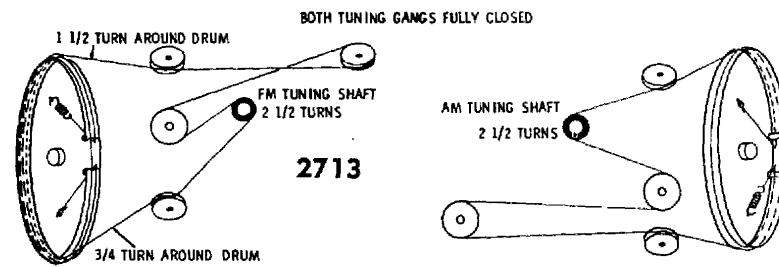
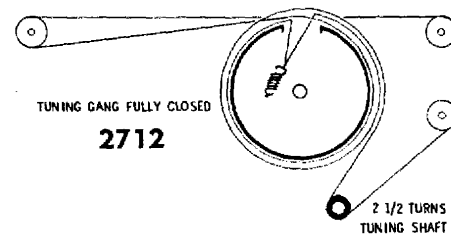
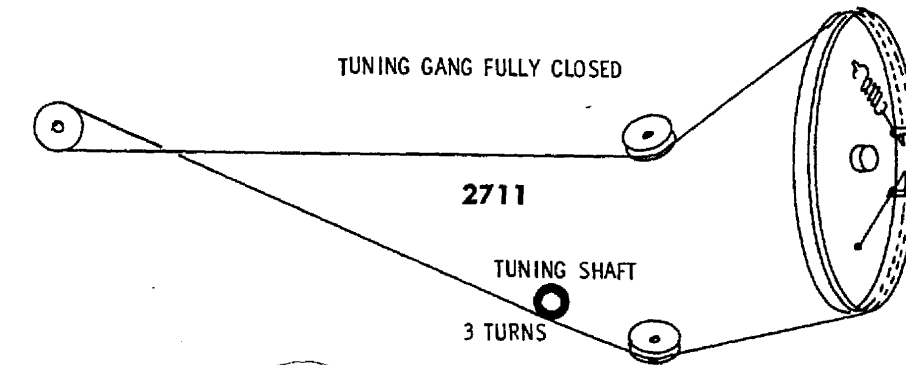


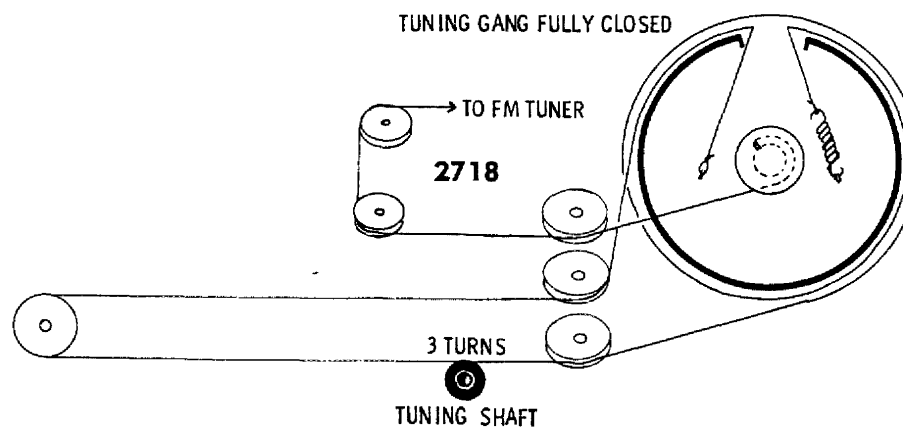
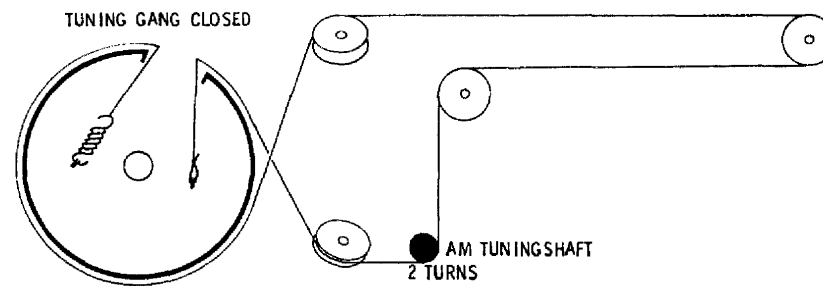
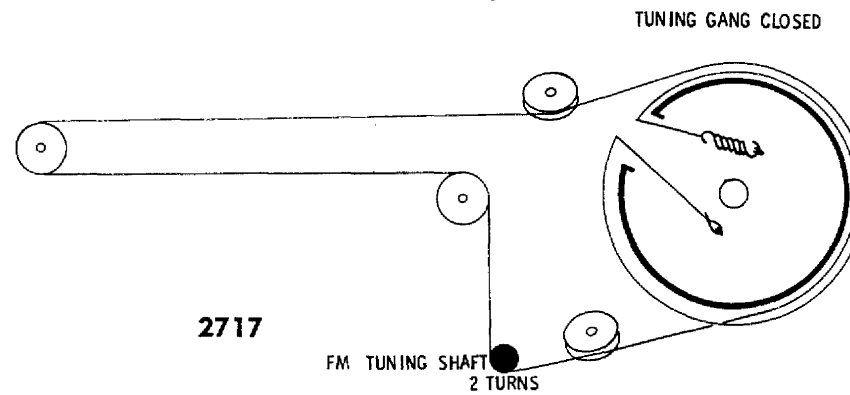
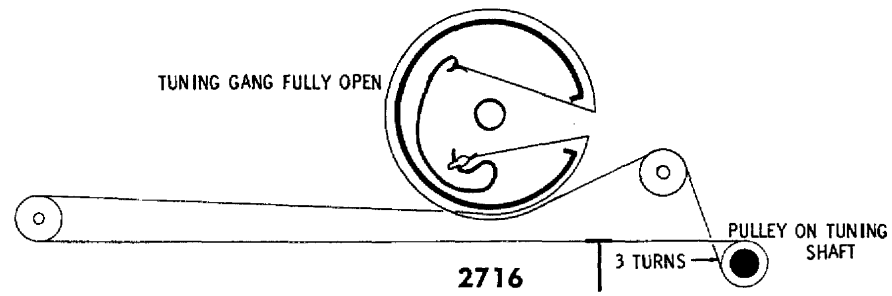


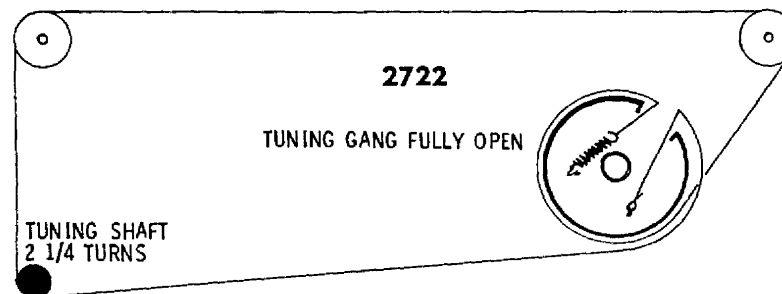
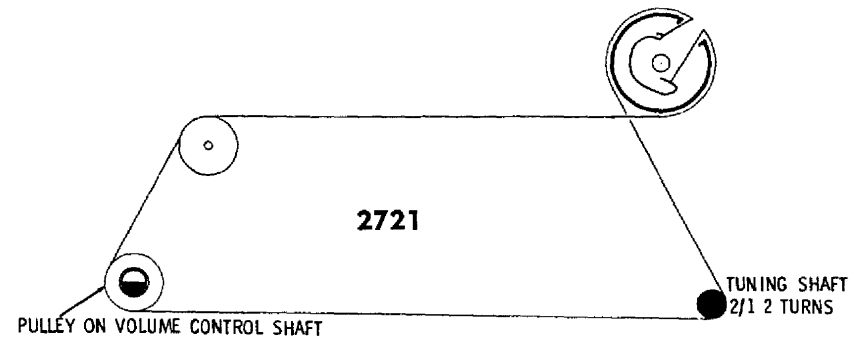
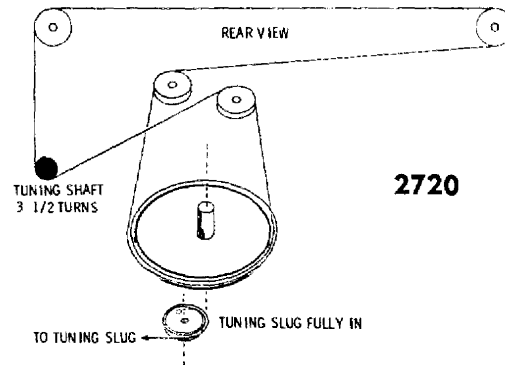
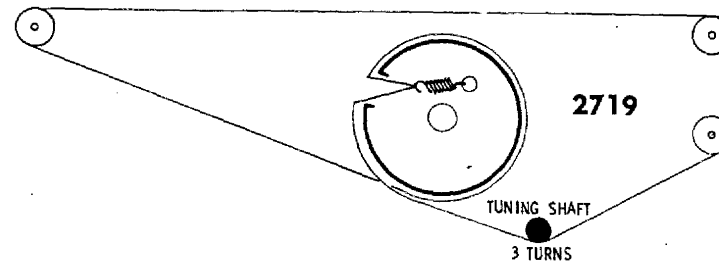


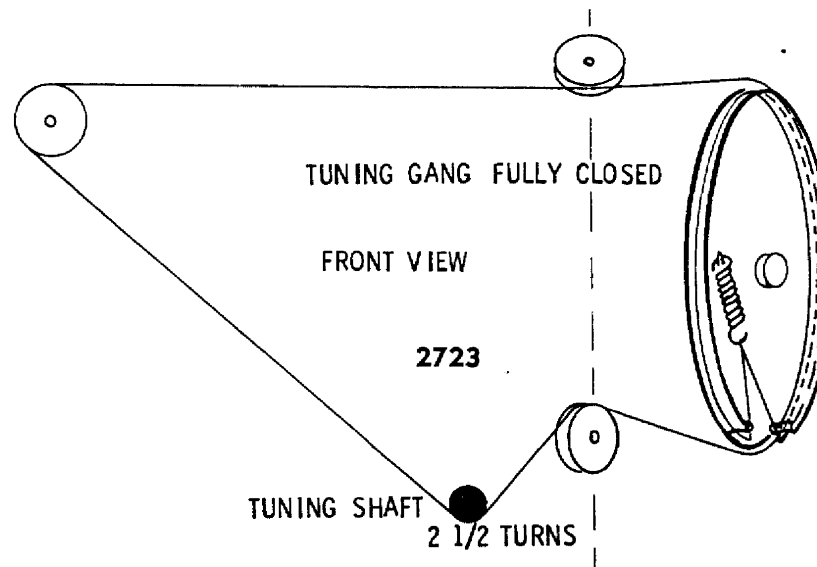




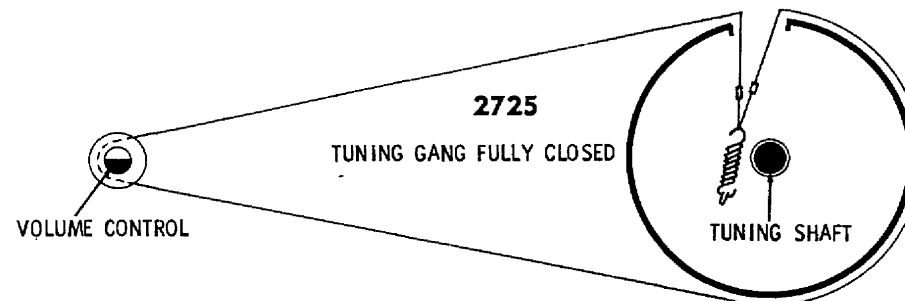
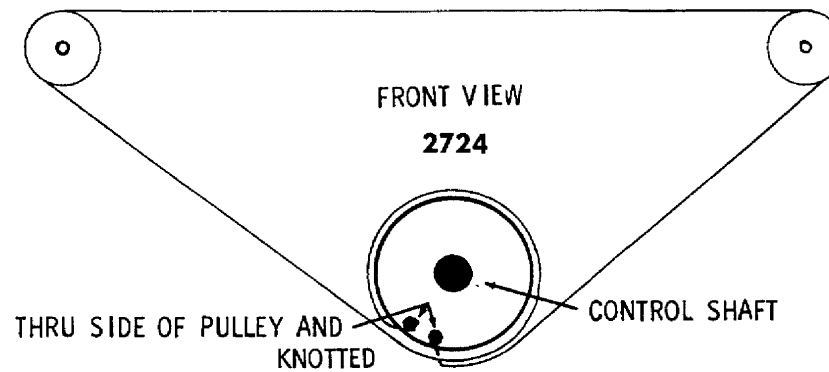


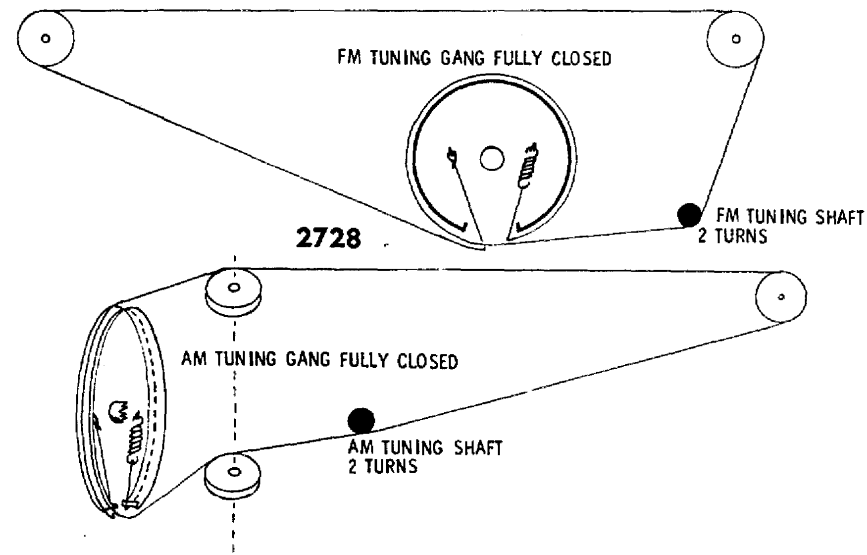
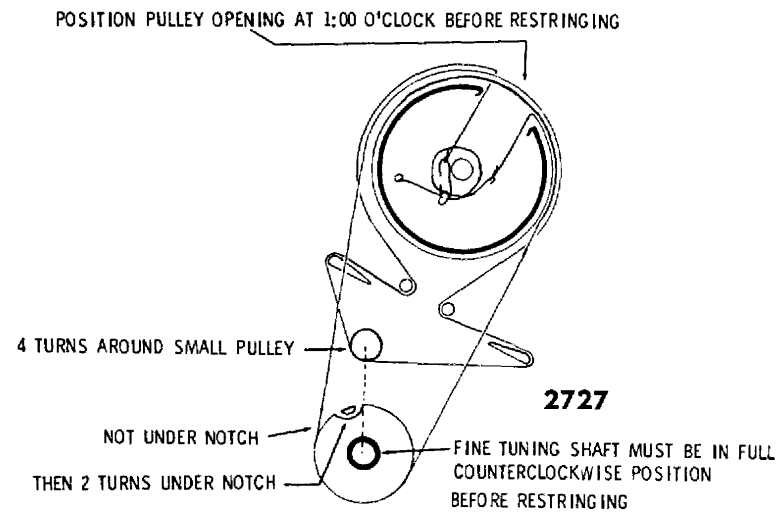
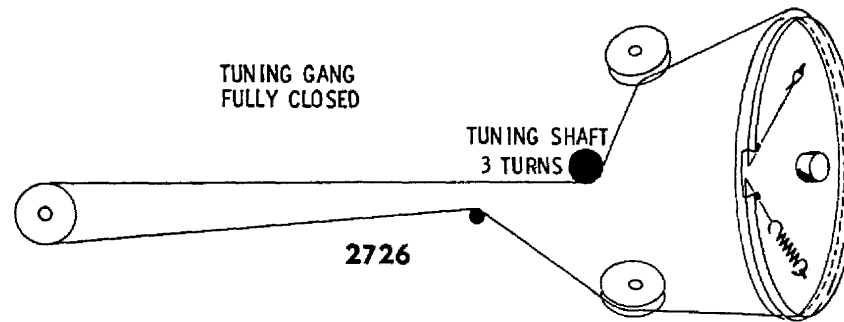


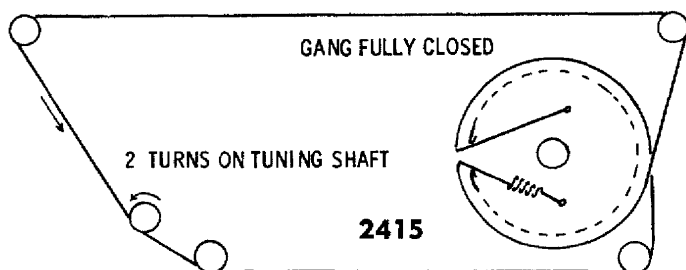
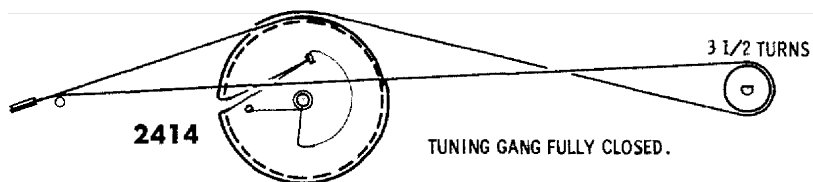
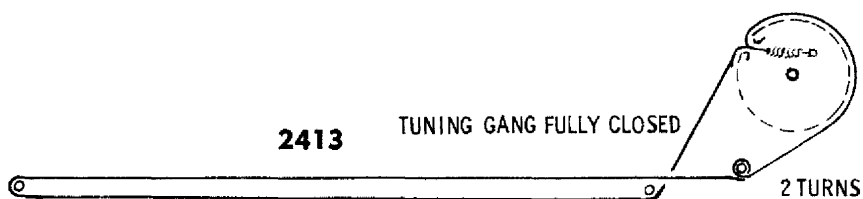
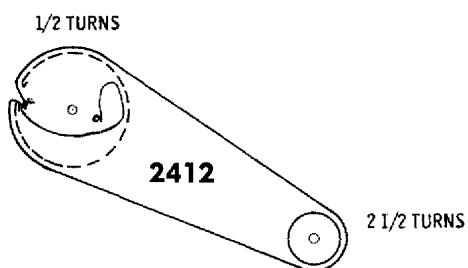
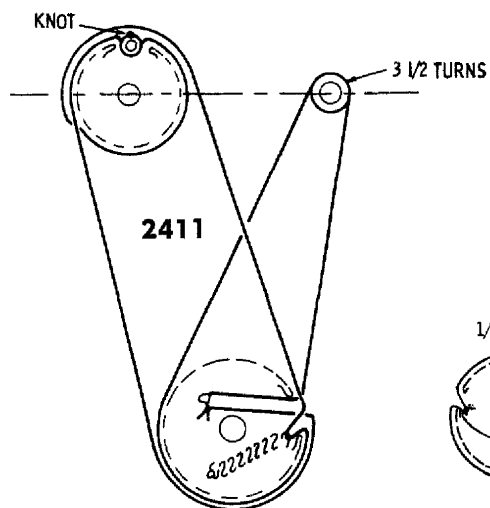


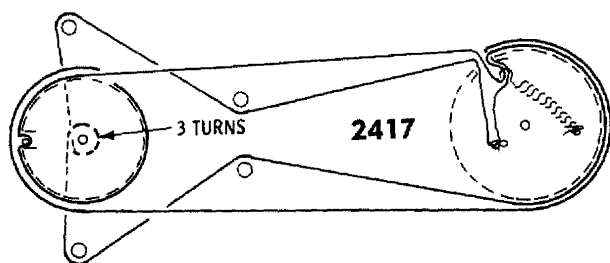
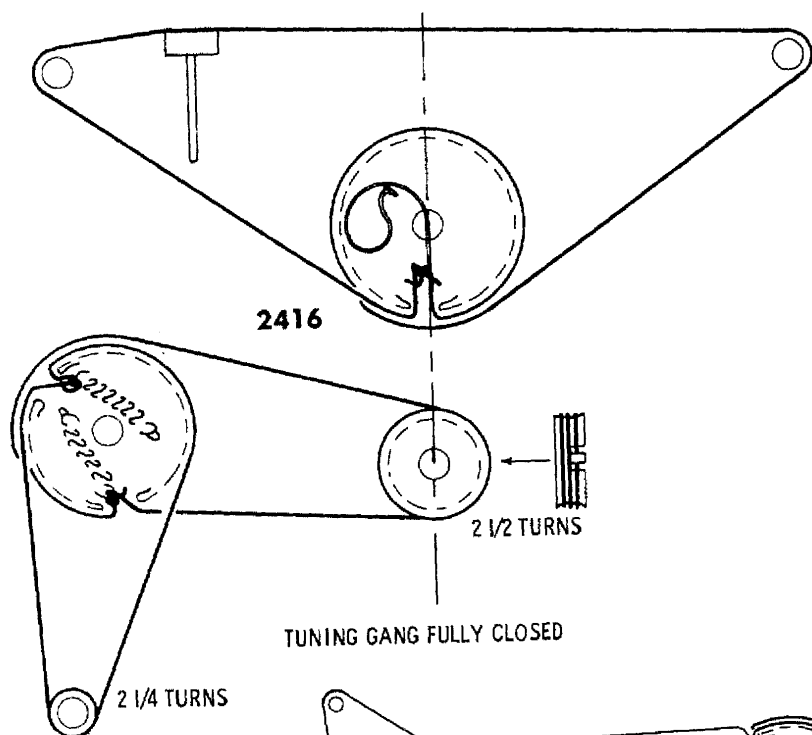


CORD STRINGING FOR BALANCE, BASS, TREBLE, LOUDNESS
AND SELECTOR CONTROLS.
CONTROLS SET AT MINIMUM.

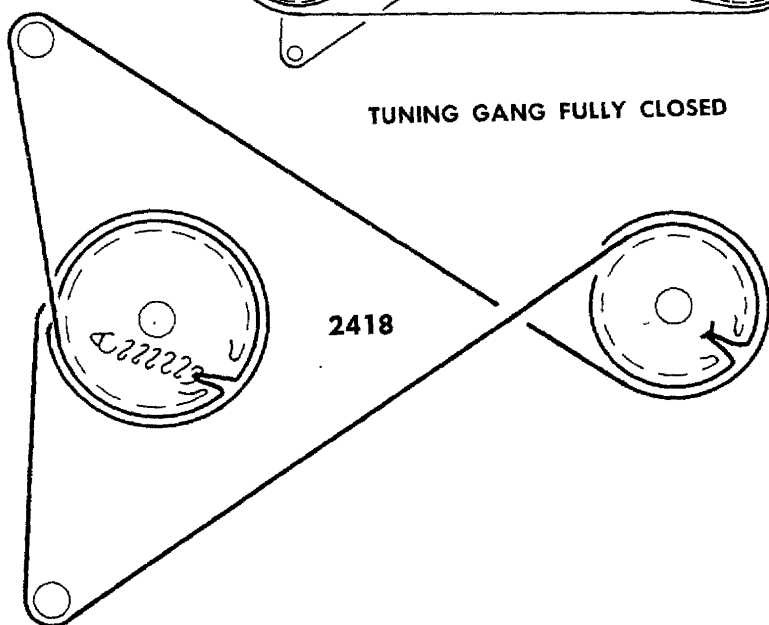


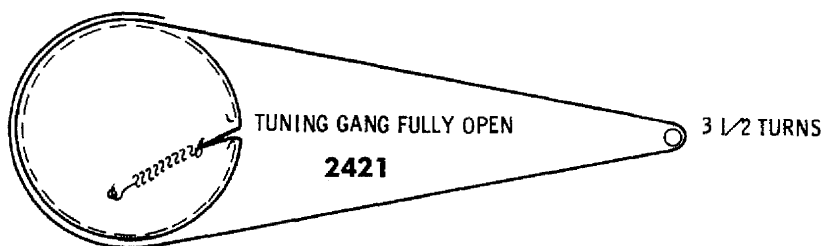
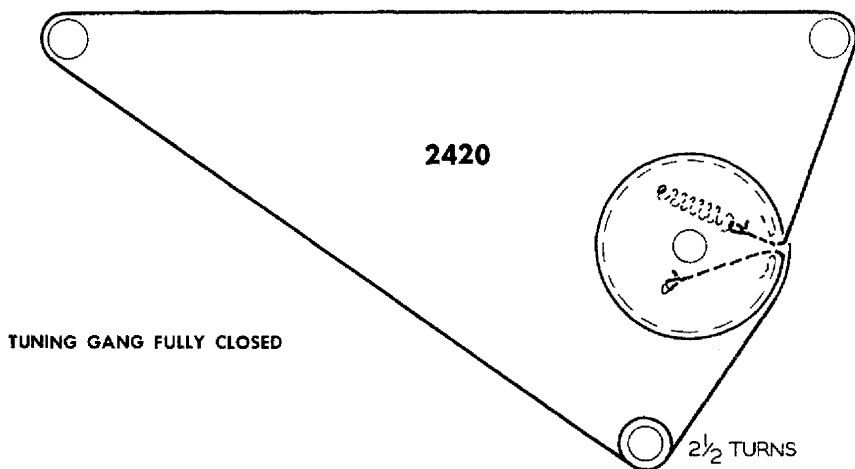
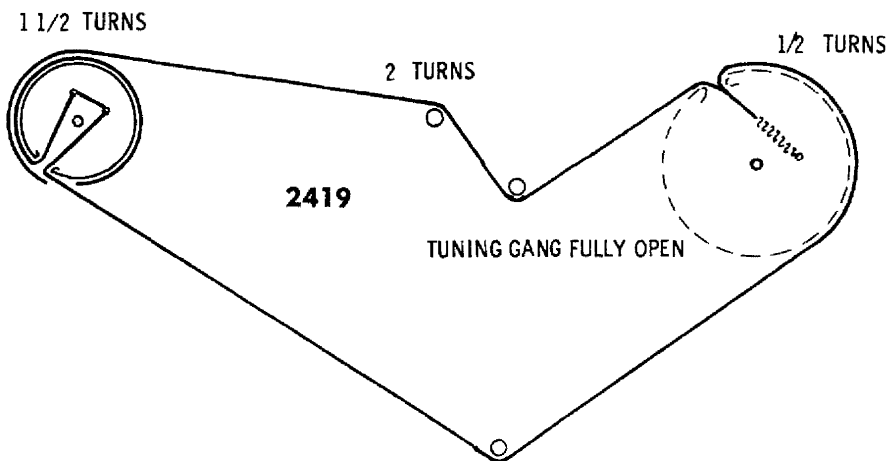


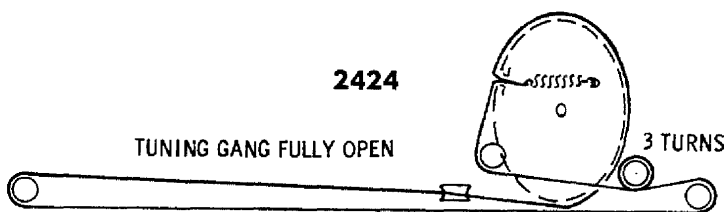
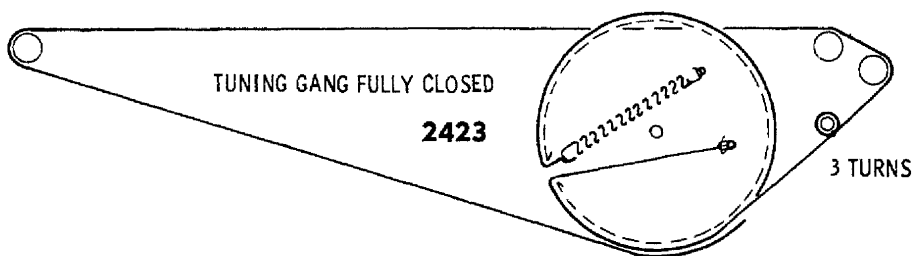
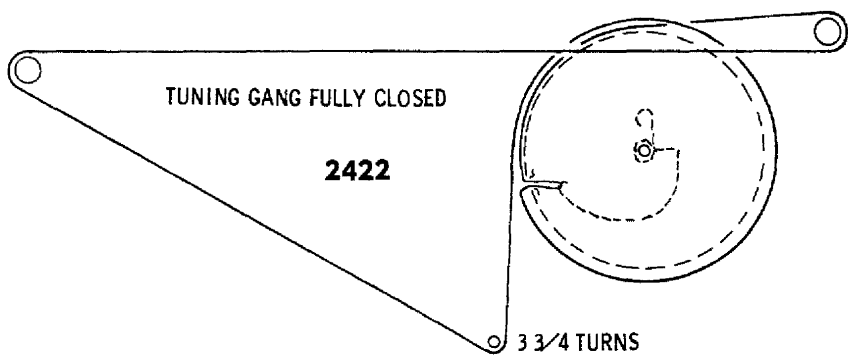


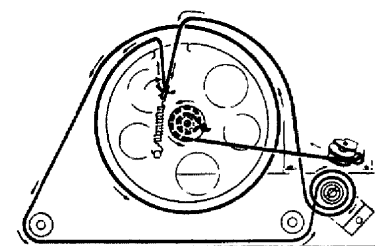
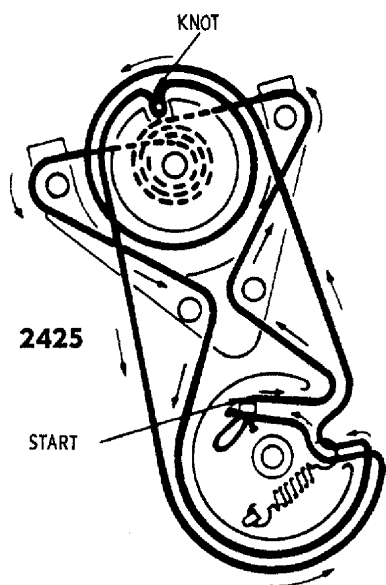


TUNING GANG FULLY CLOSED

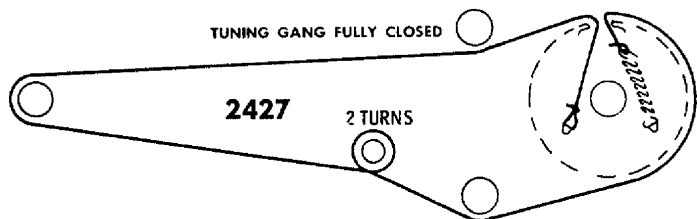
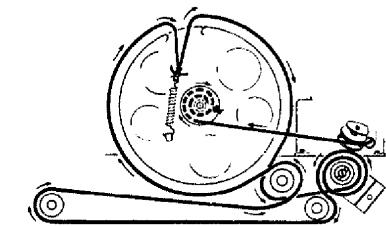




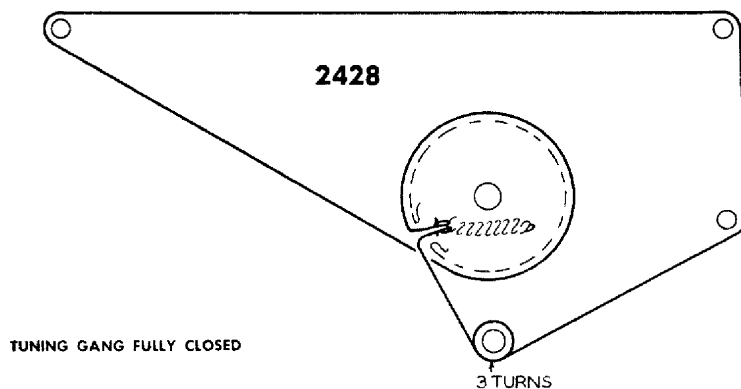


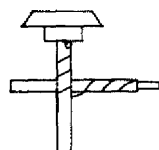


2426

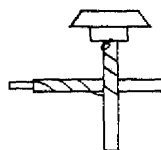


PULLEY
SIDE VIEW

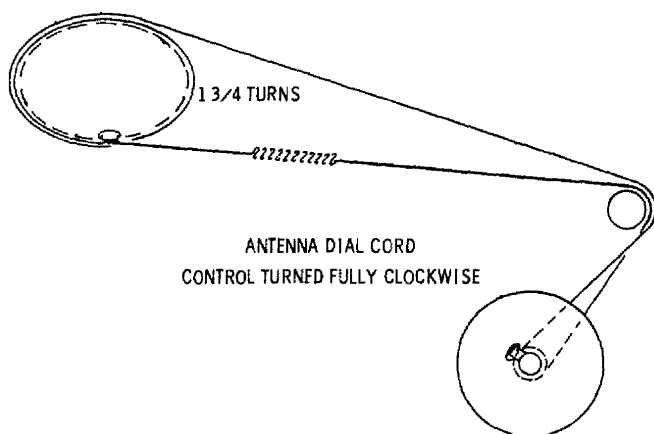




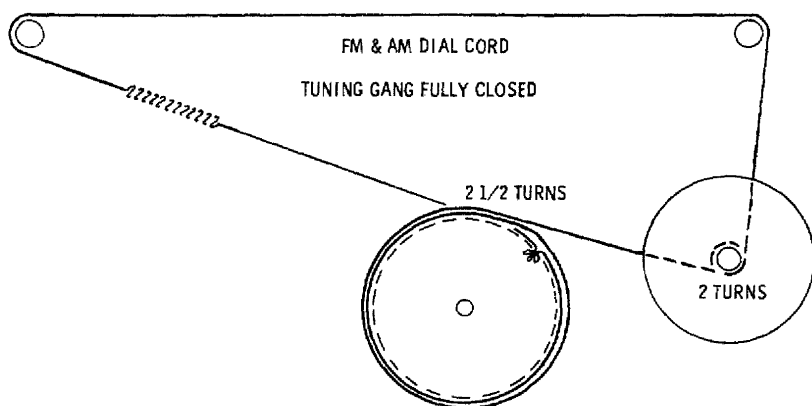
BASS



TREBLE

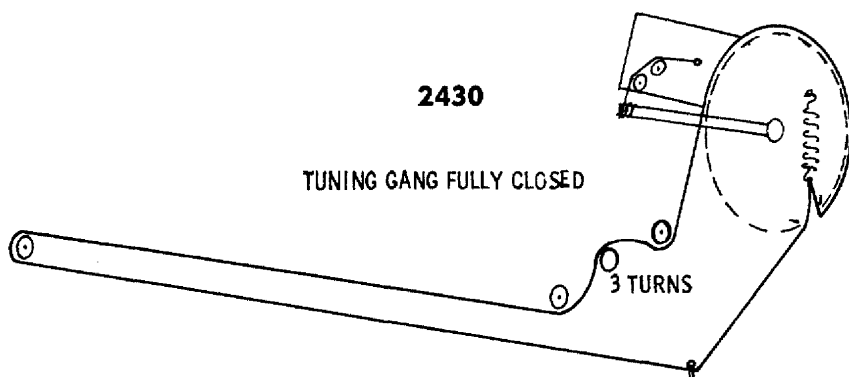


2429



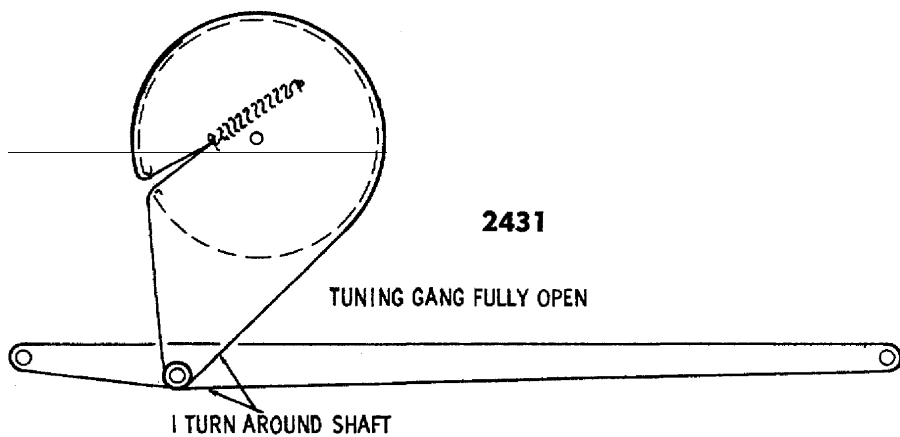
2430

TUNING GANG FULLY CLOSED

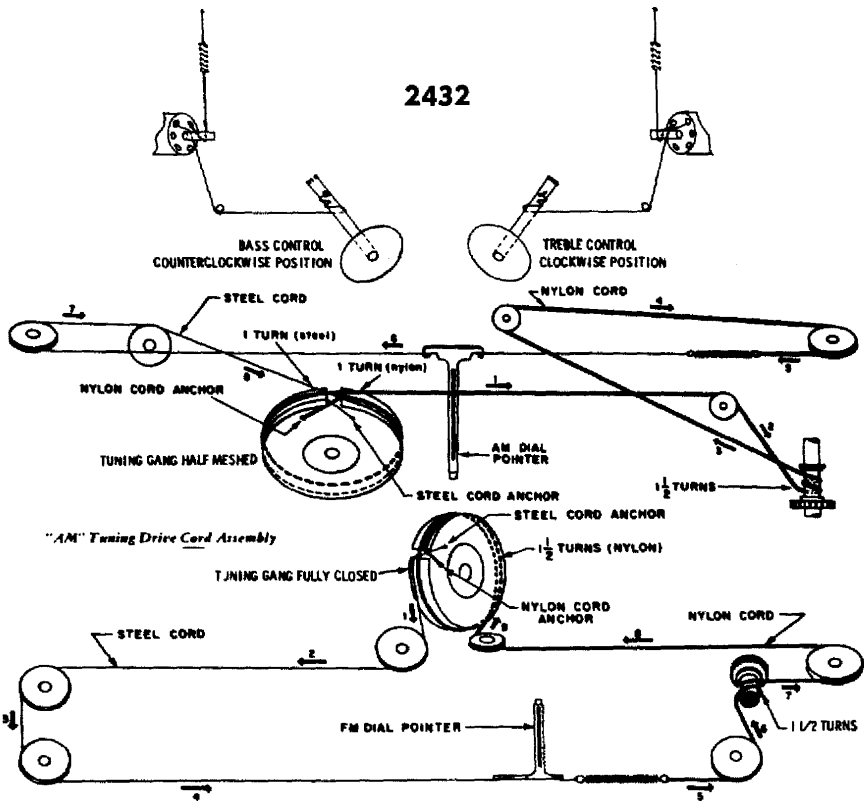


2431

TUNING GANG FULLY OPEN

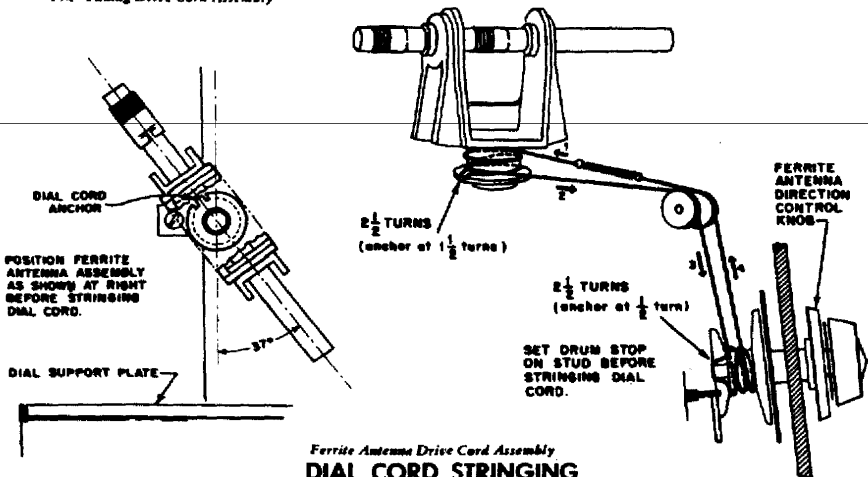


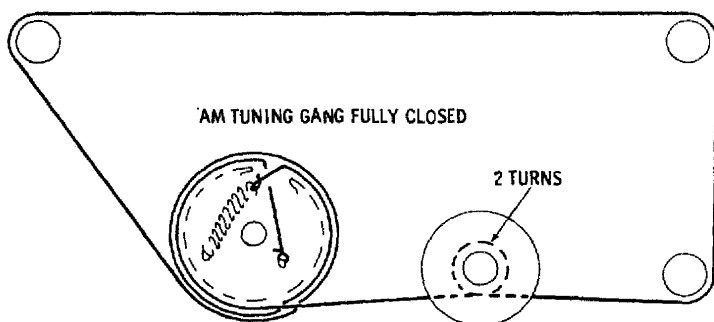
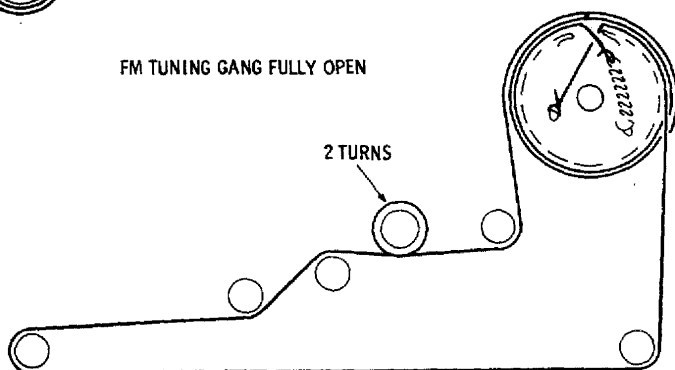
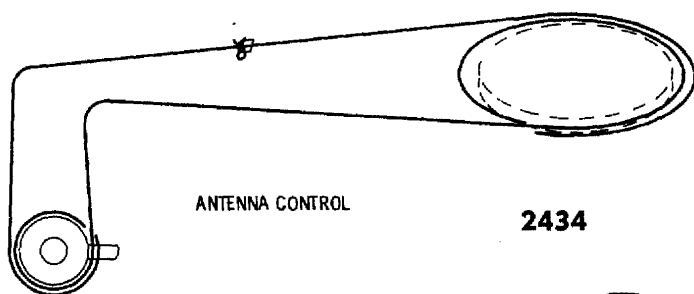
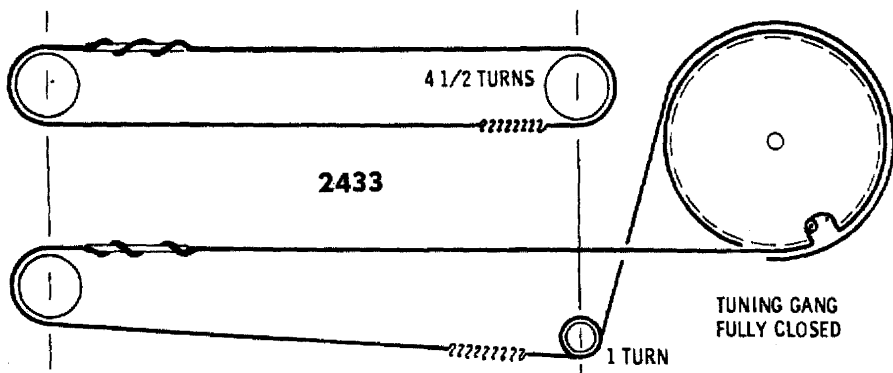
2432

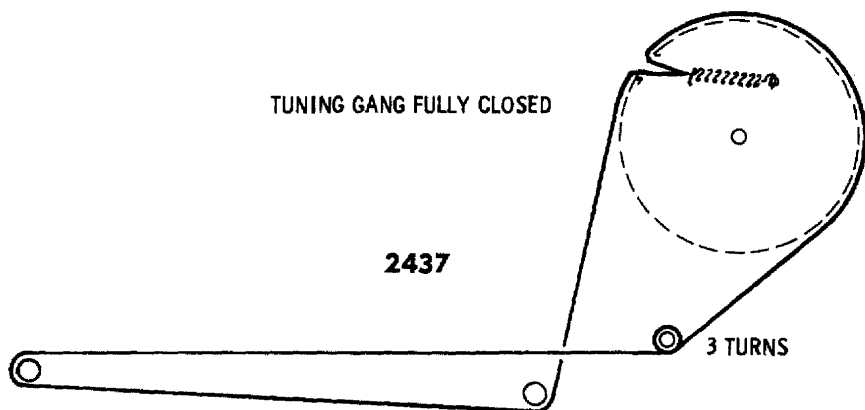
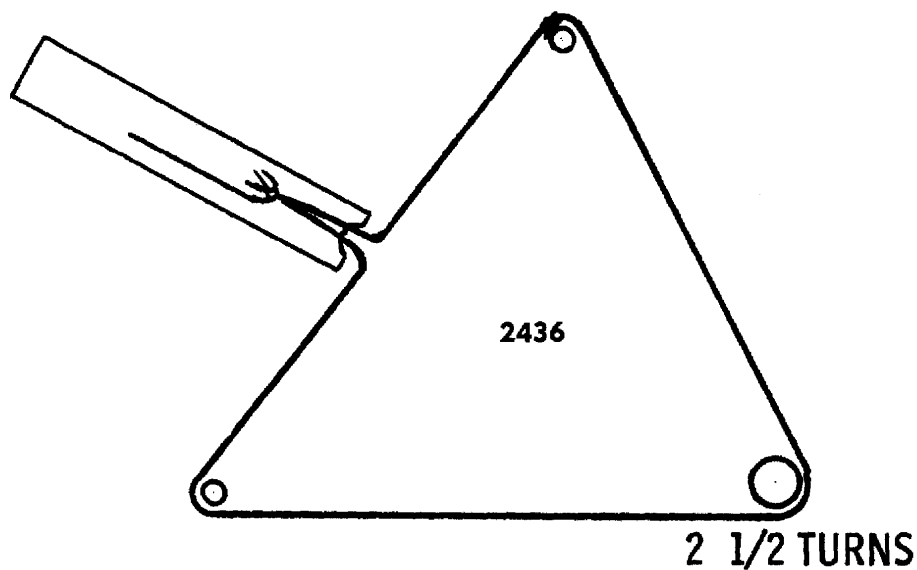
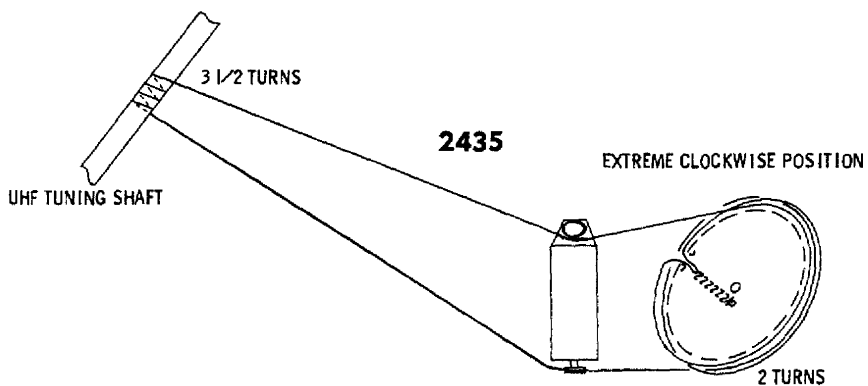


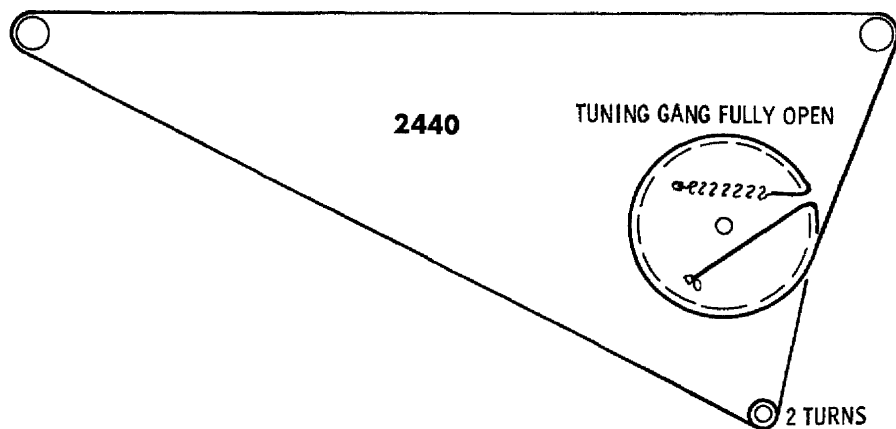
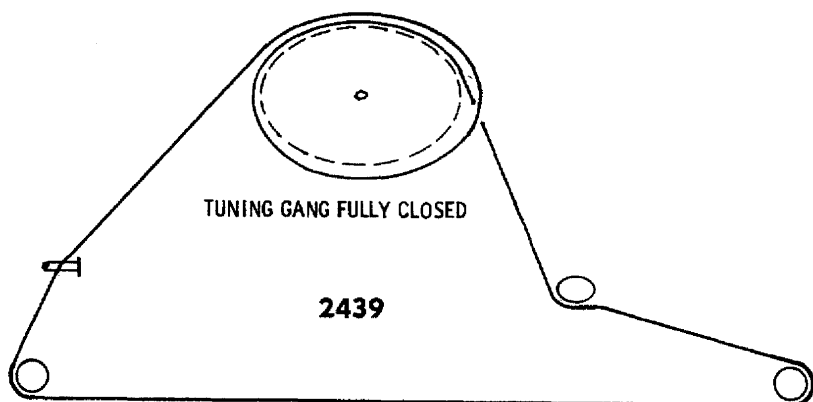
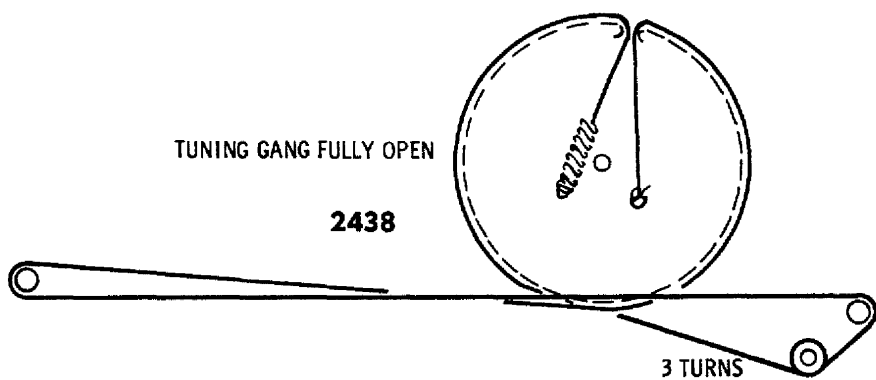
"AM" Tuning Drive Cord Assembly

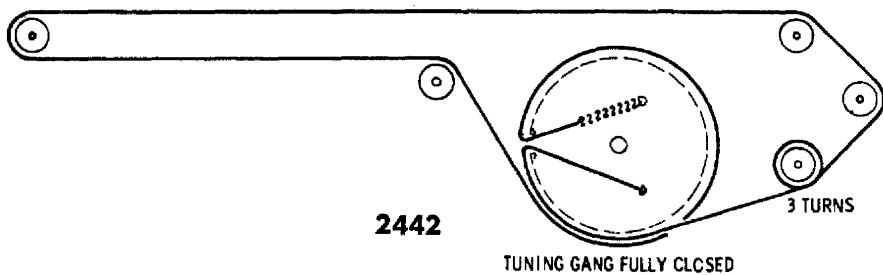
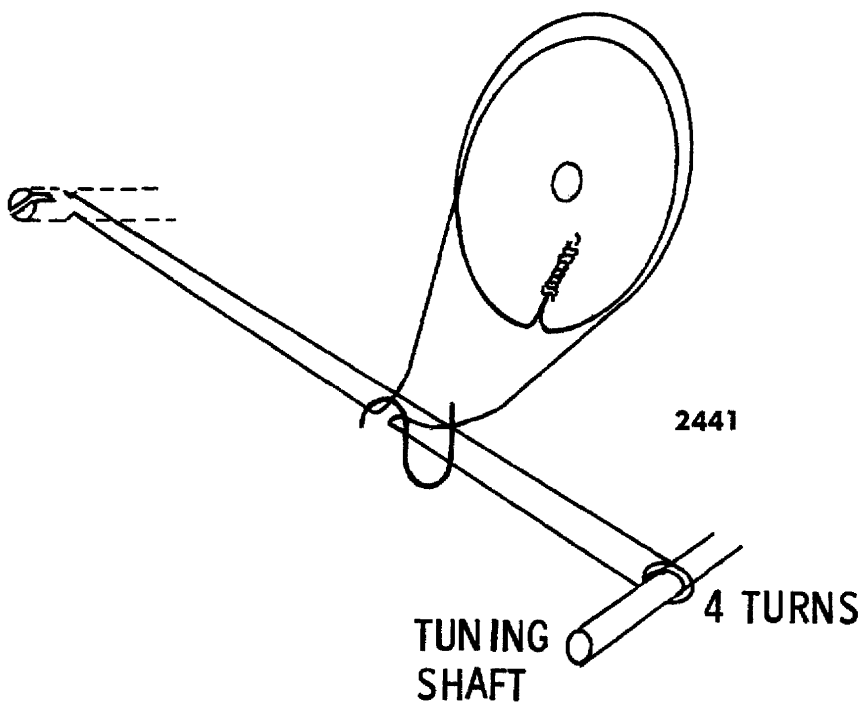
"FM" Tuning Drive Cord Assembly



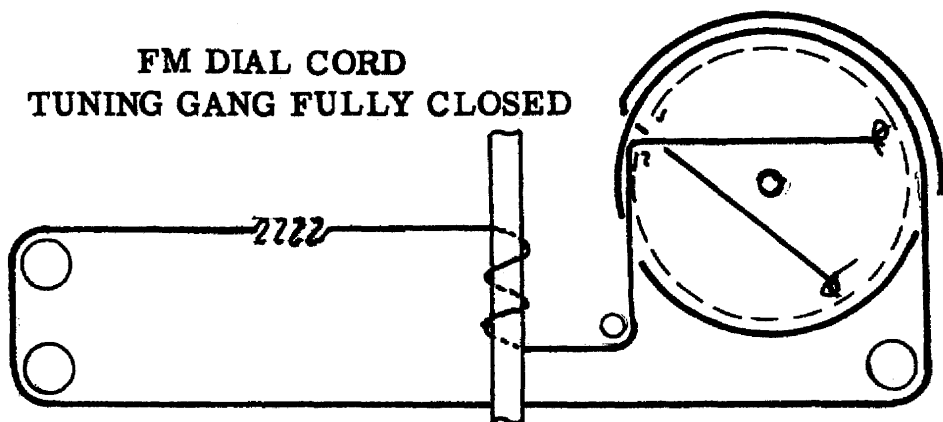




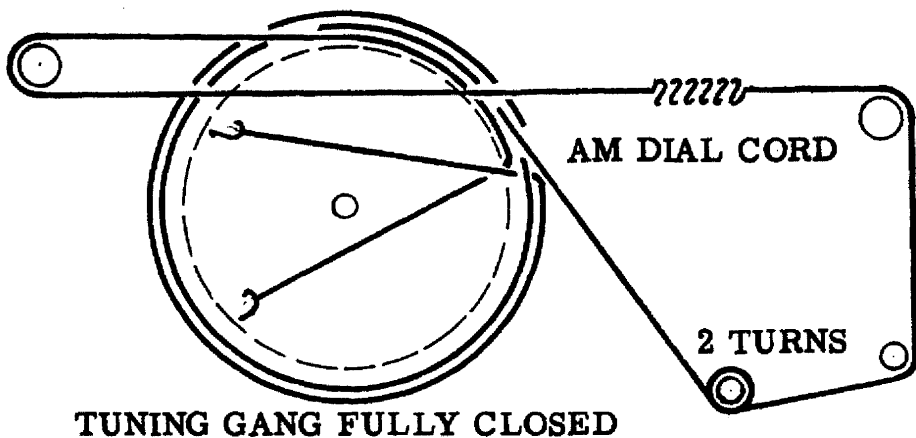




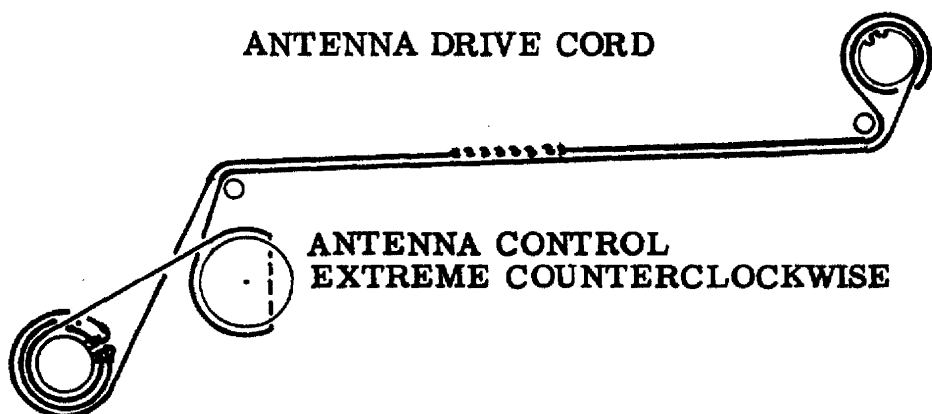
**FM DIAL CORD
TUNING GANG FULLY CLOSED**

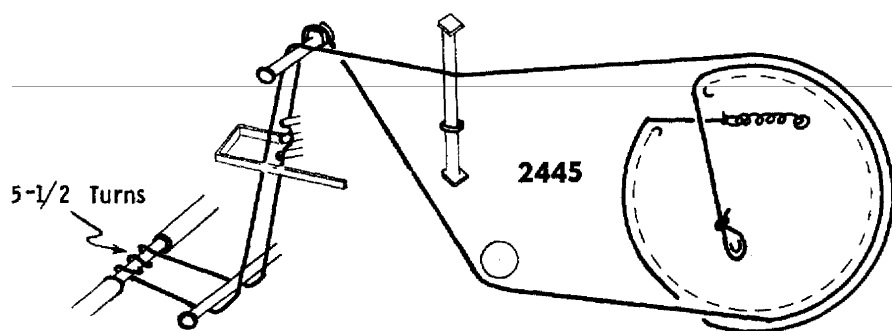
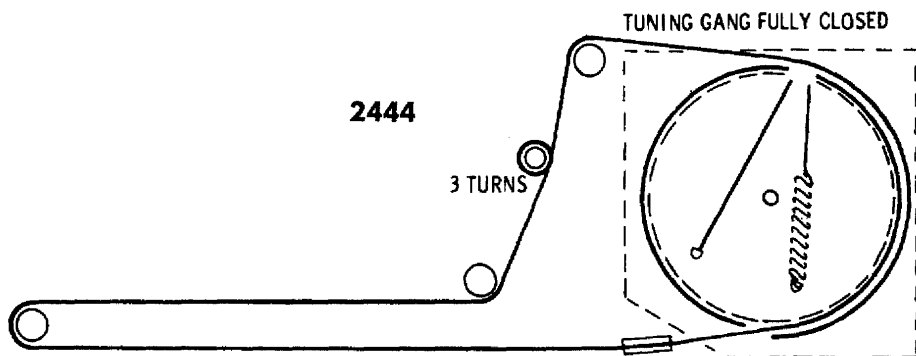


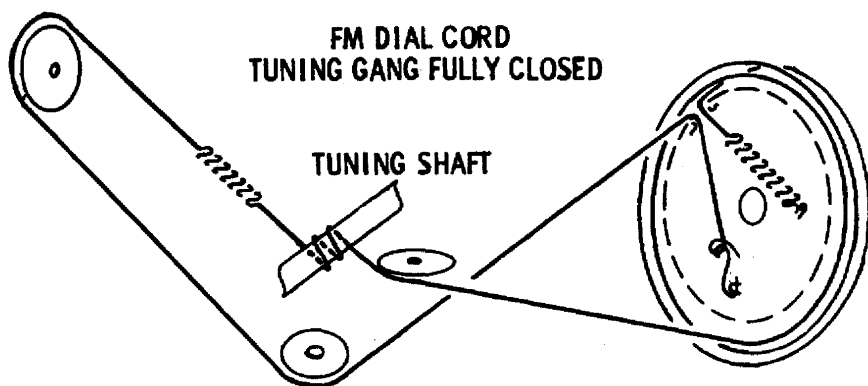
2443



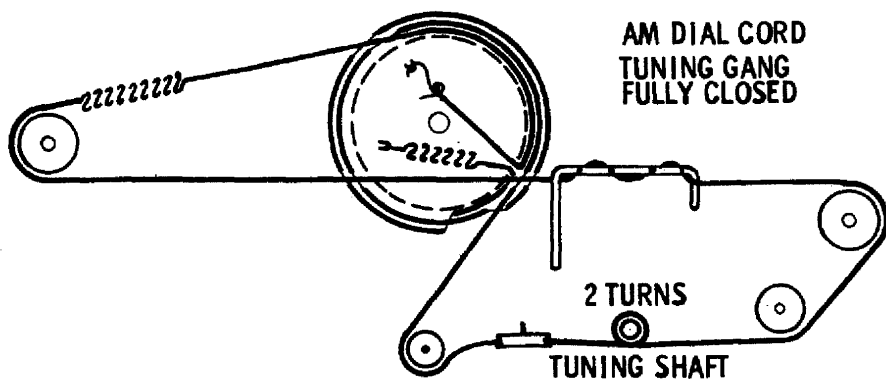
ANTENNA DRIVE CORD



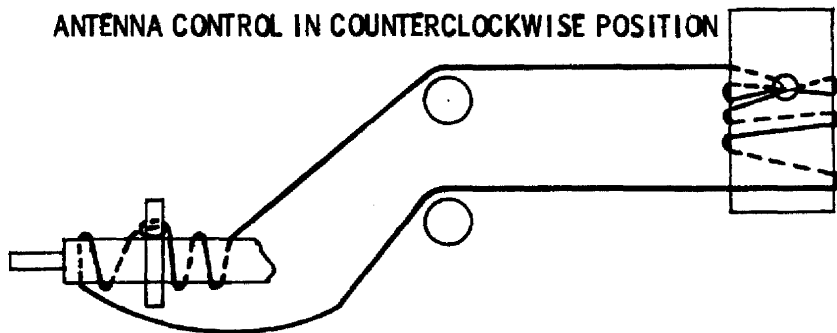


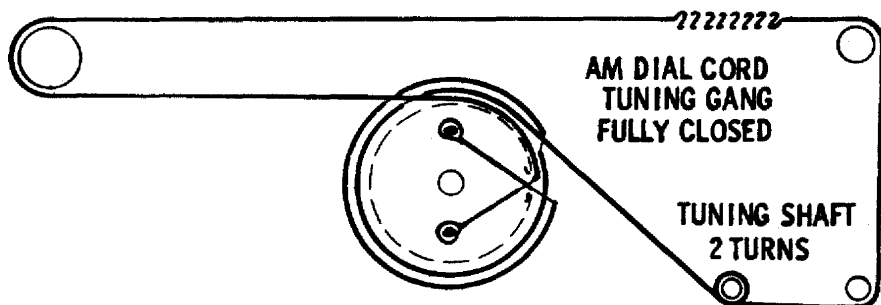
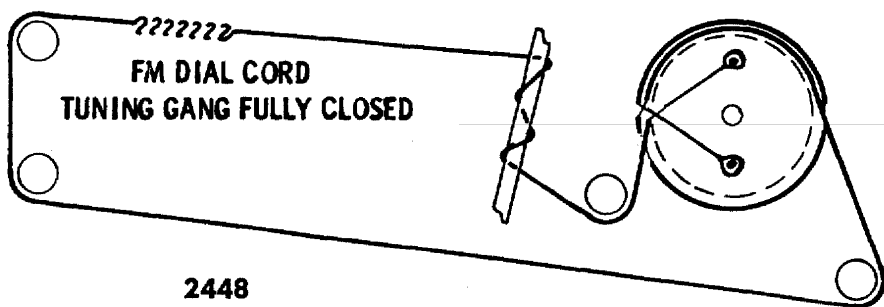
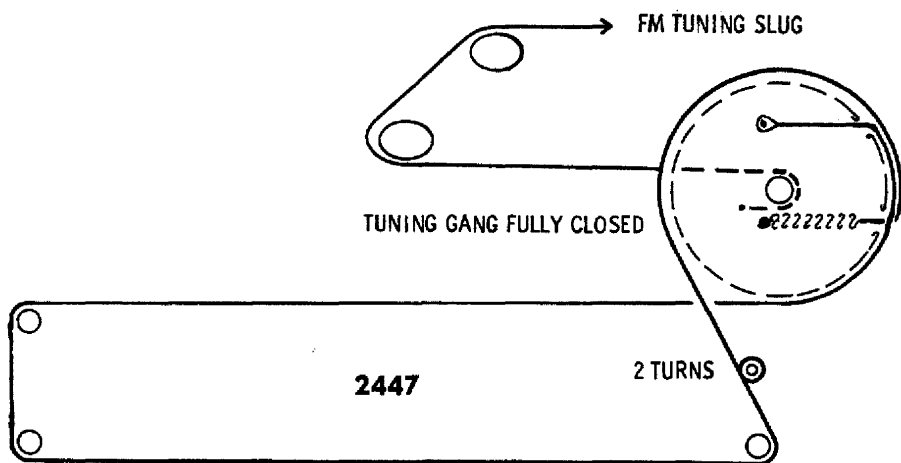


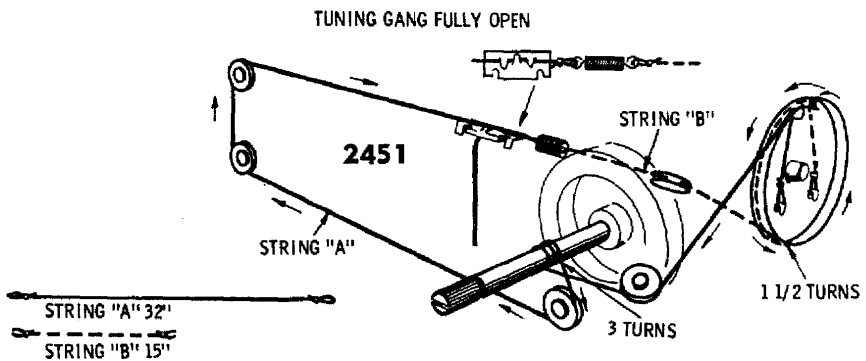
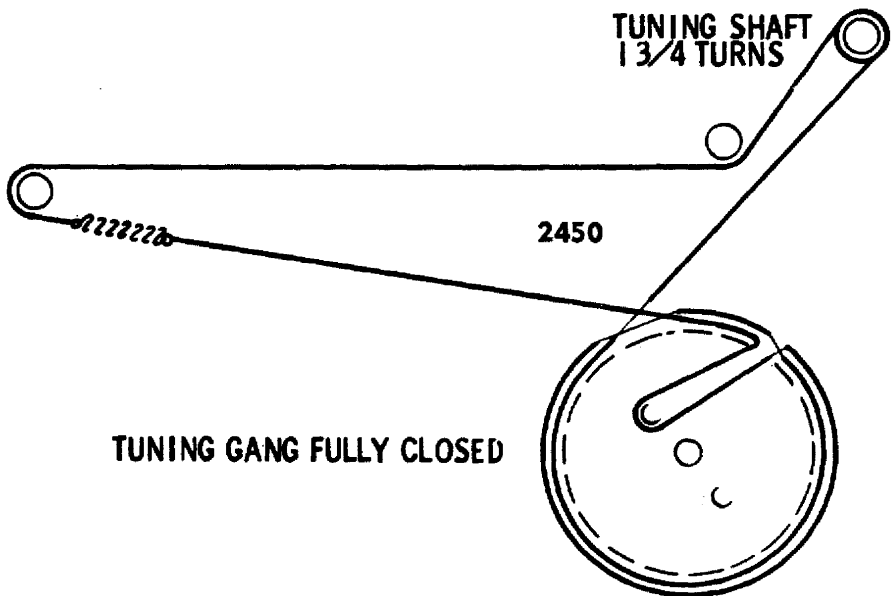
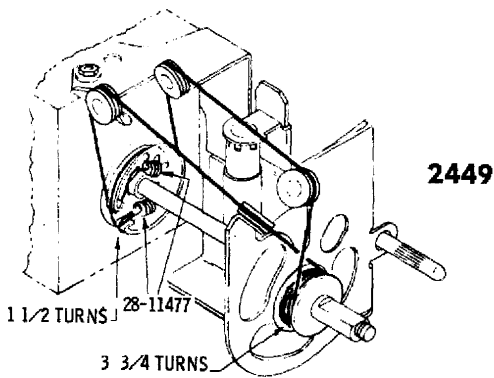
2446



ANTENNA DRIVE CORD
ANTENNA CONTROL IN COUNTERCLOCKWISE POSITION



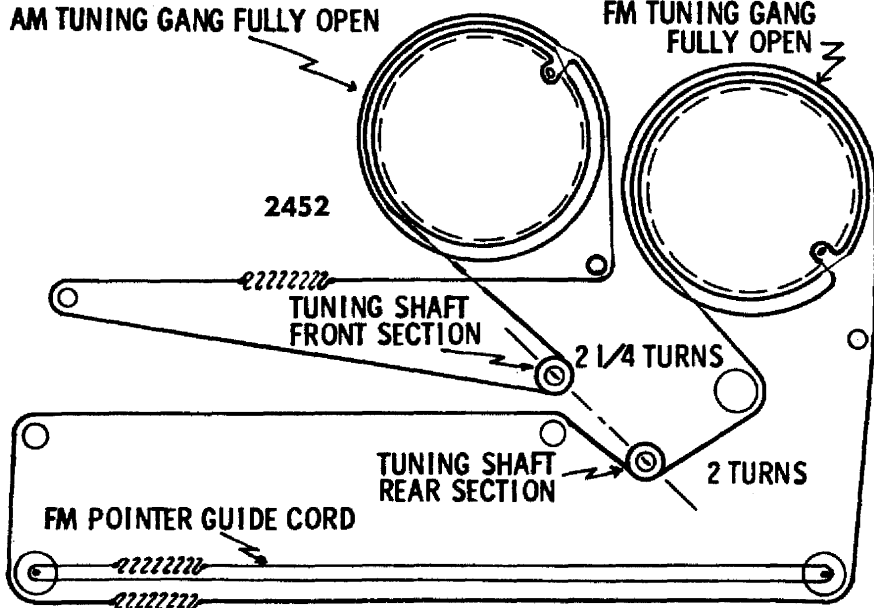




AM TUNING GANG FULLY OPEN

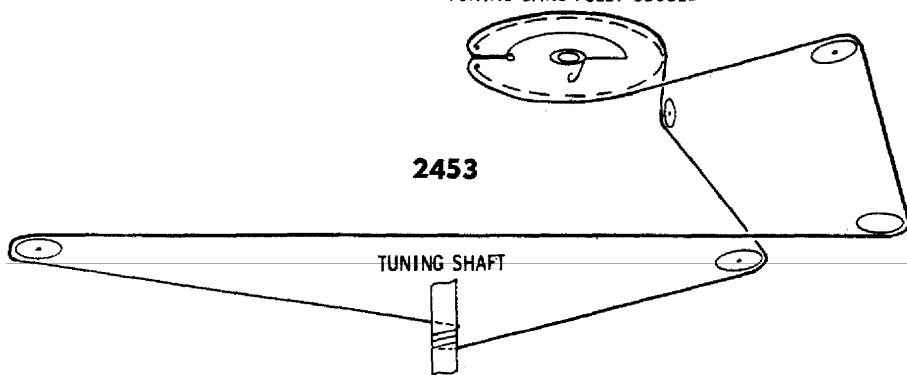
FM TUNING GANG FULLY OPEN

2452



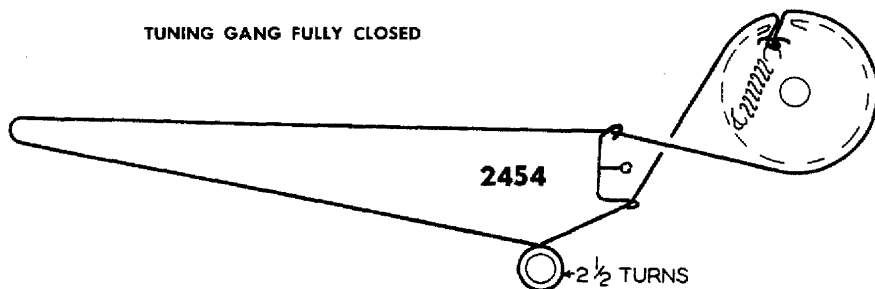
TUNING GANG FULLY CLOSED

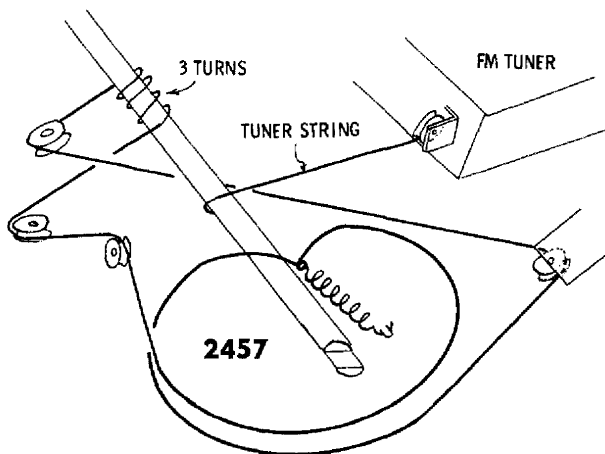
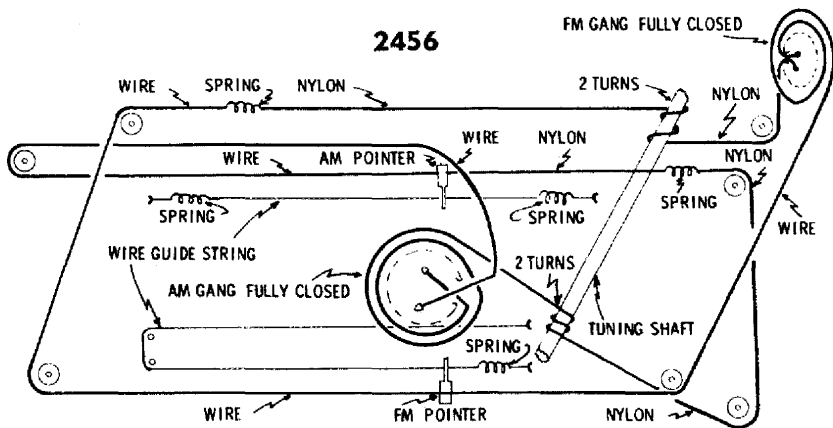
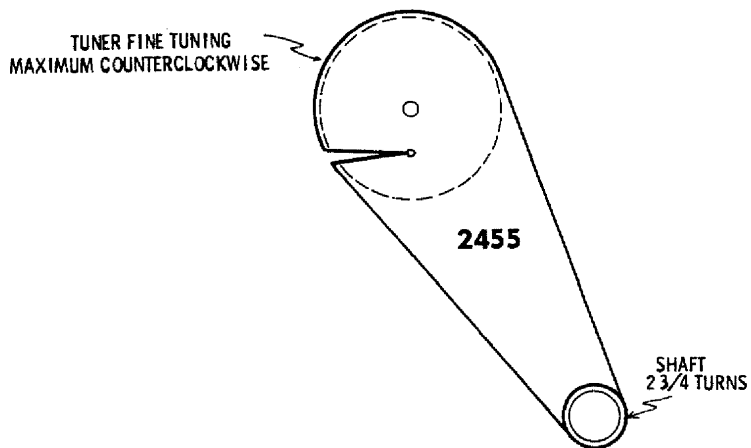
2453

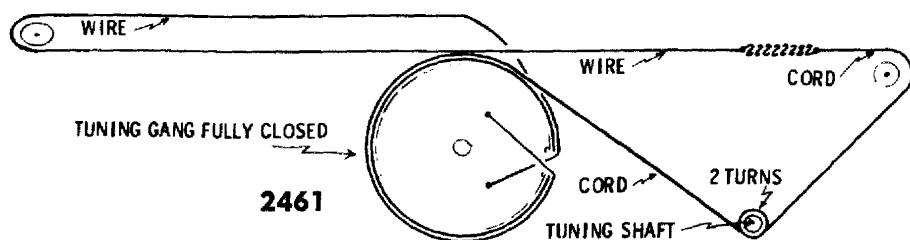
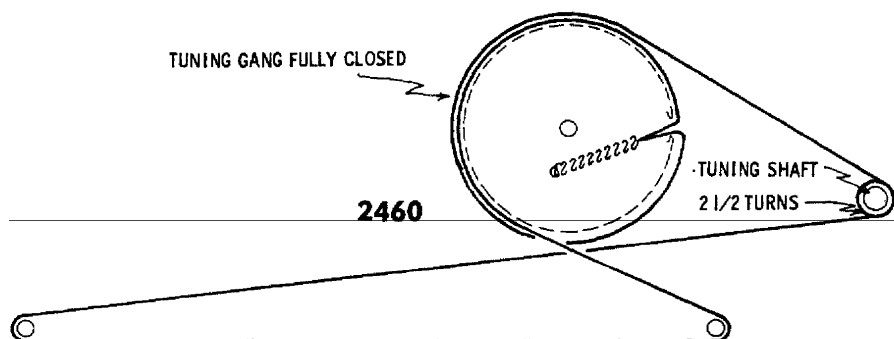
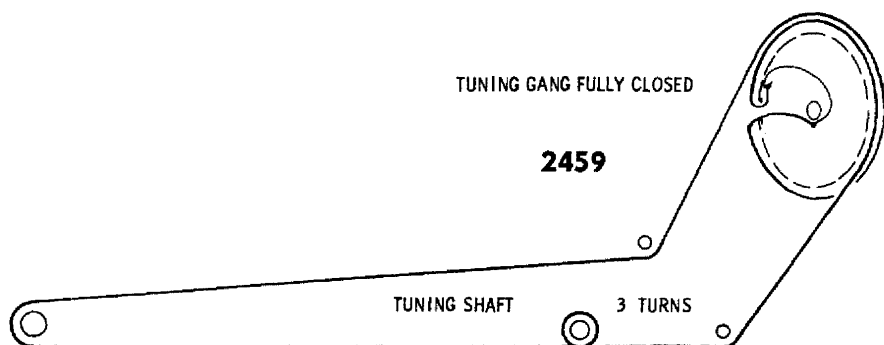
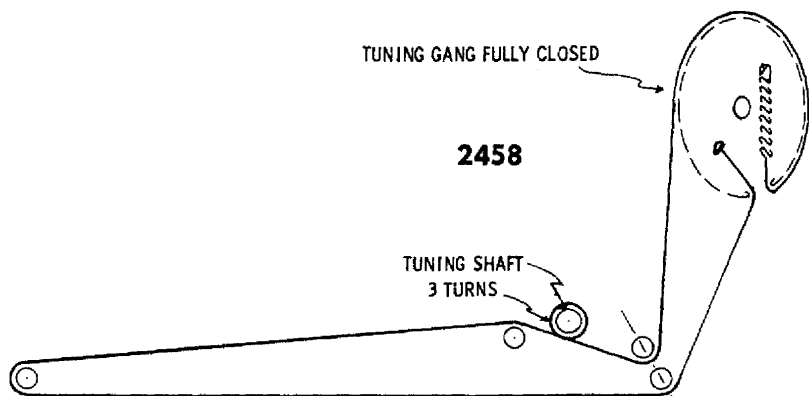


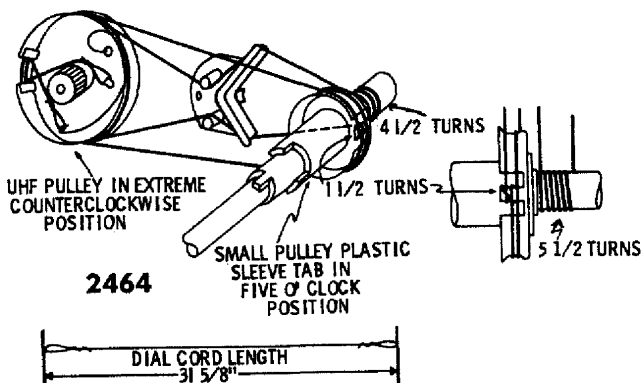
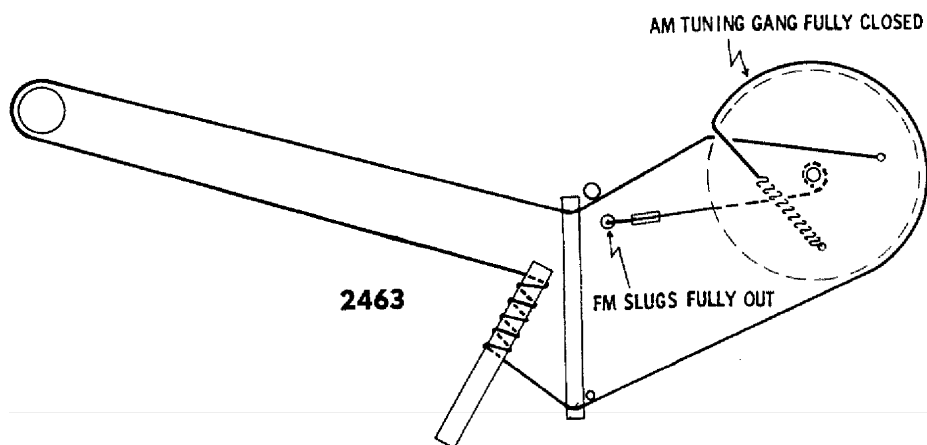
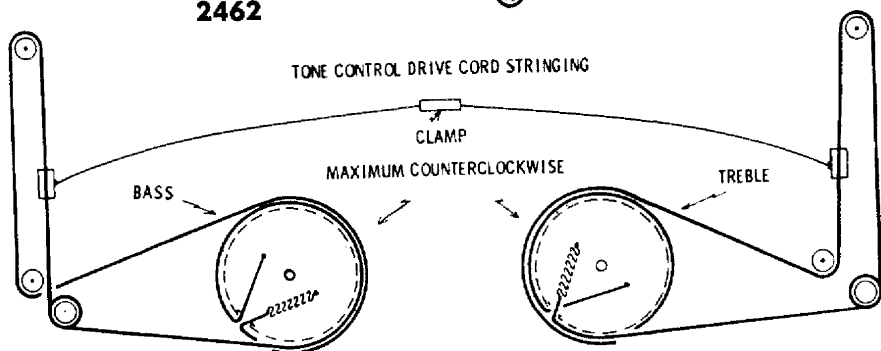
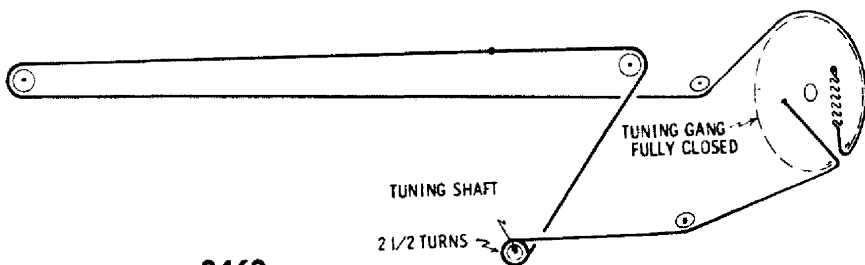
TUNING GANG FULLY CLOSED

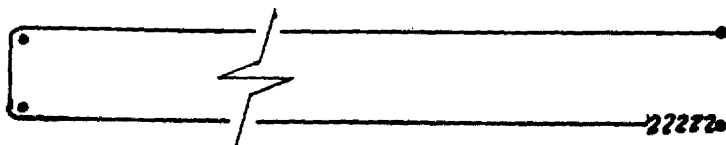
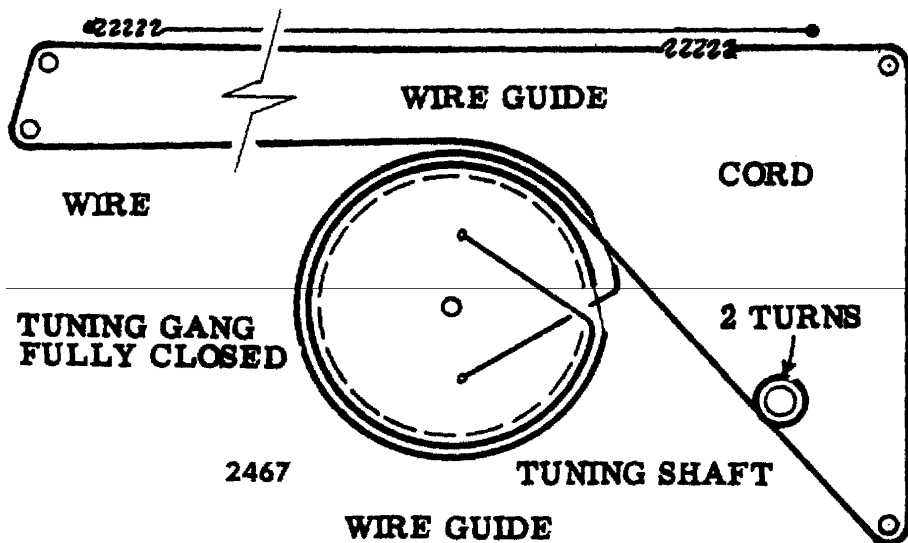
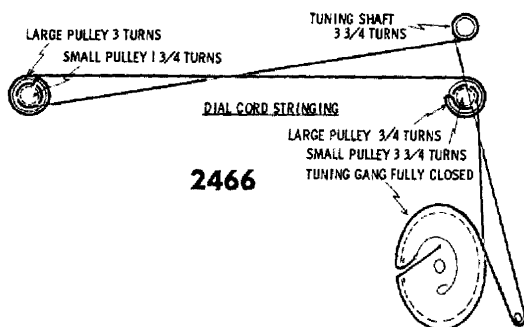
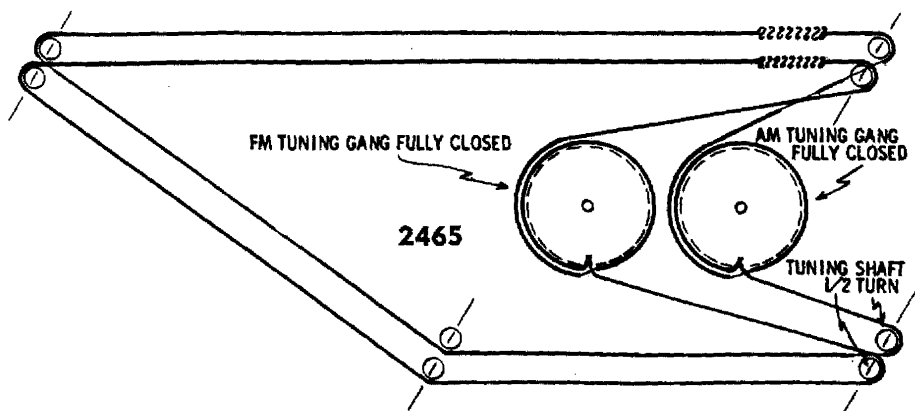
2454

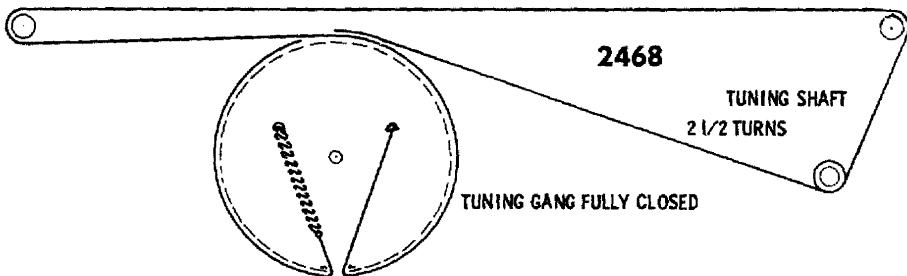




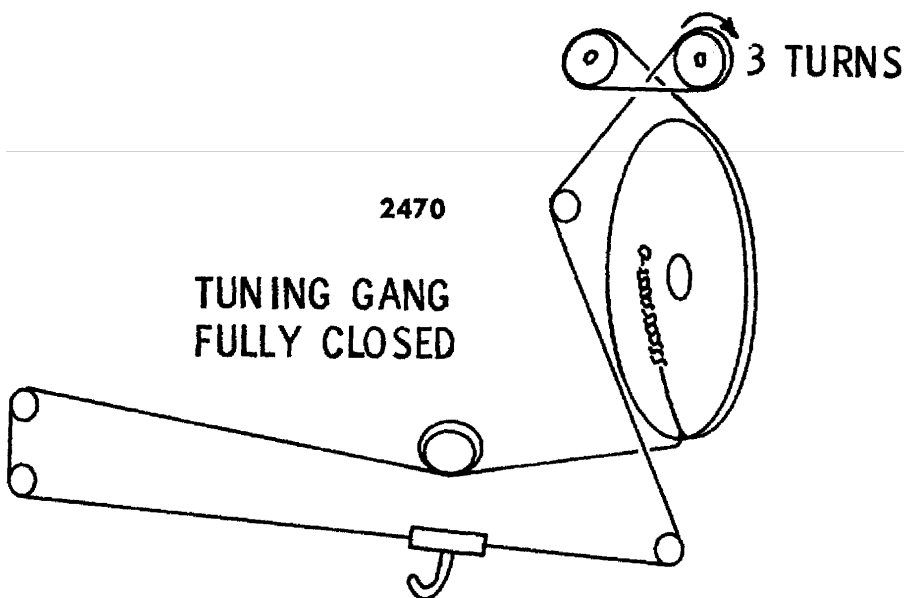
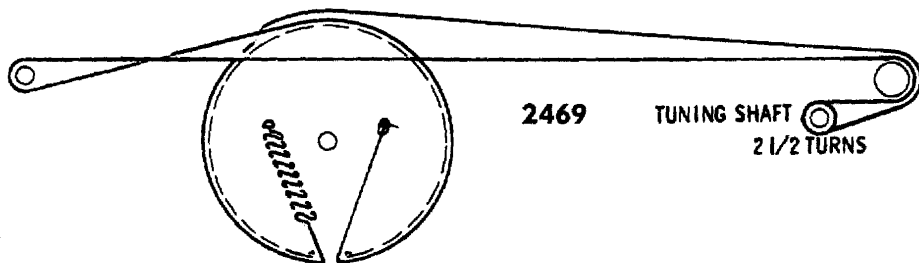


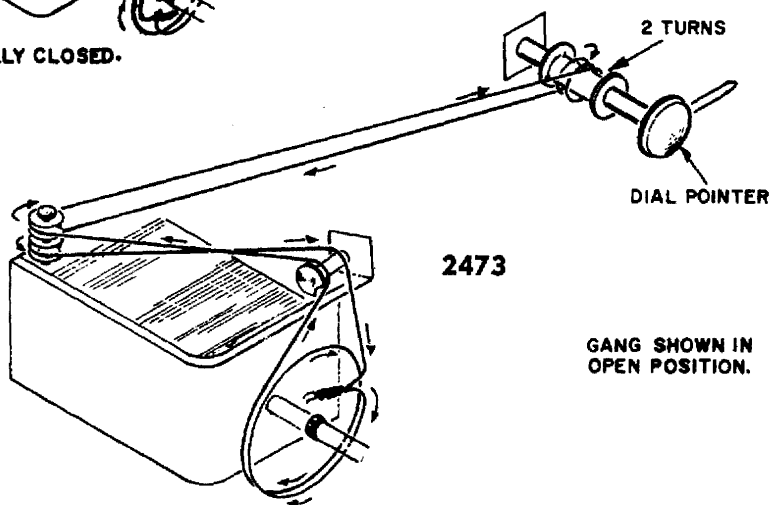
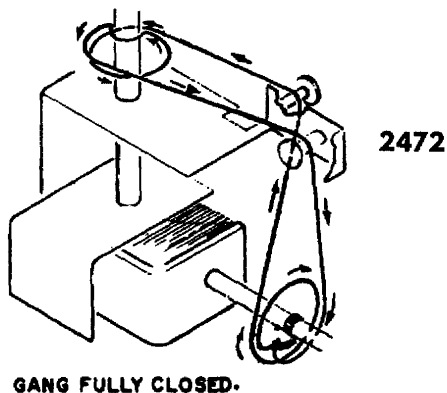
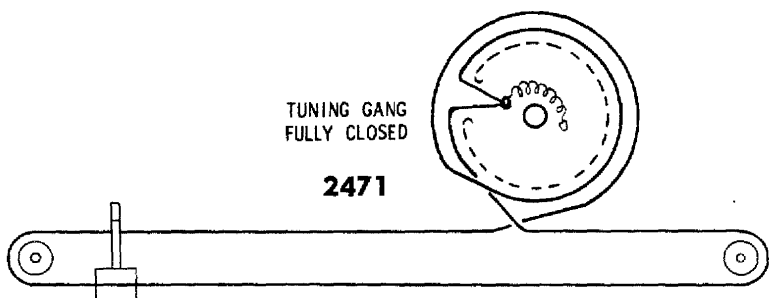




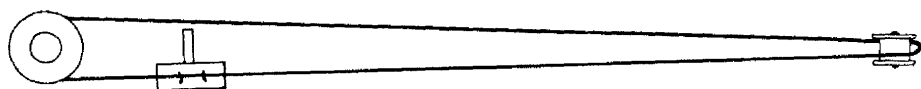


FM AM DIAL CORD
TUNING GANG FULLY CLOSED

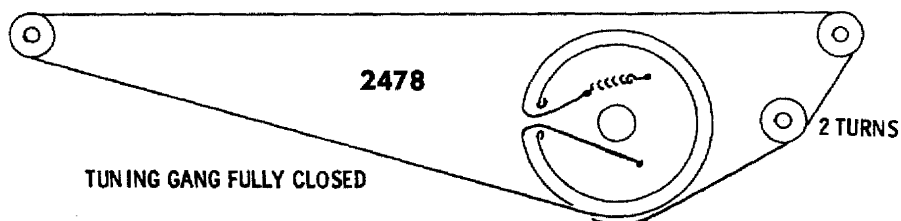
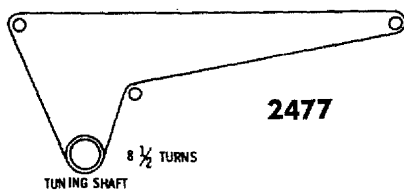
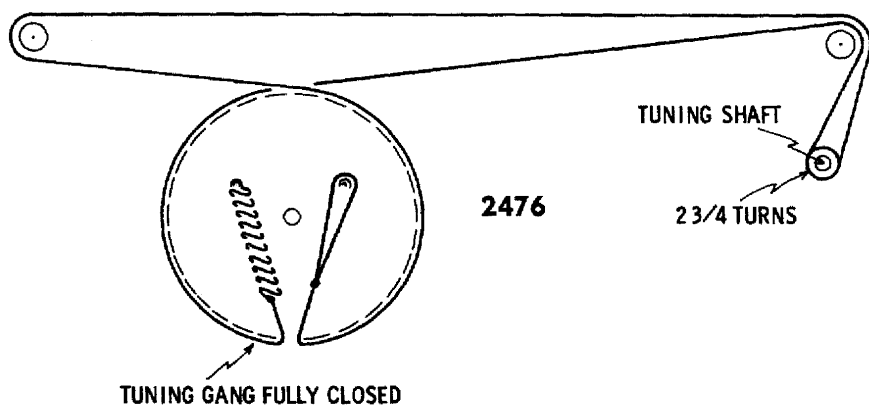
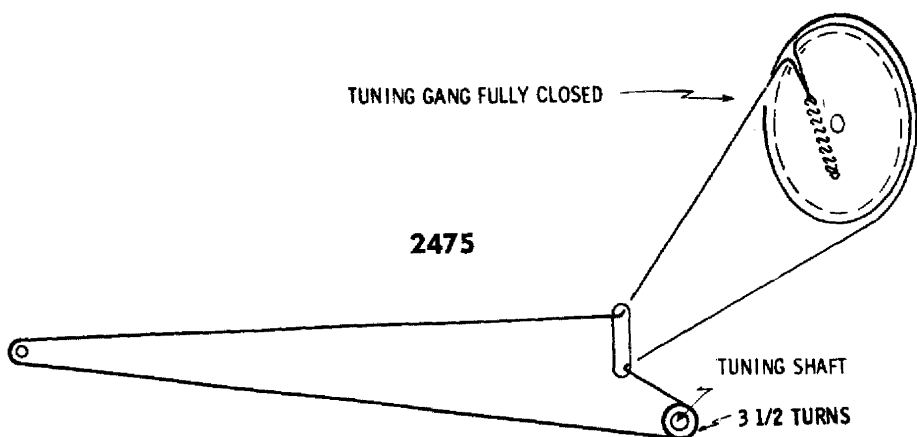


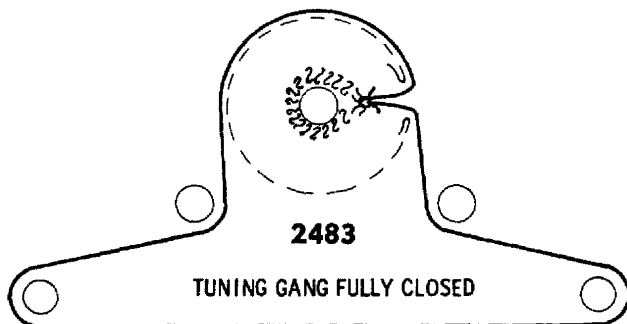
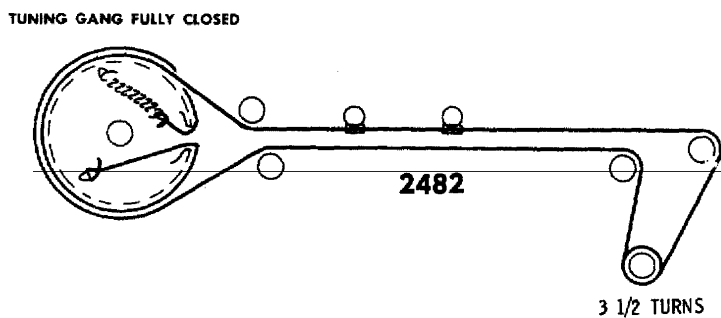
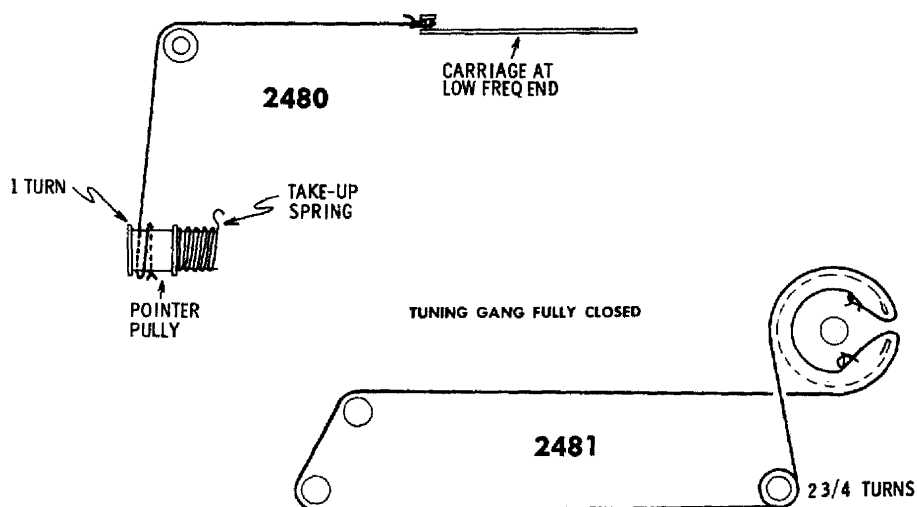
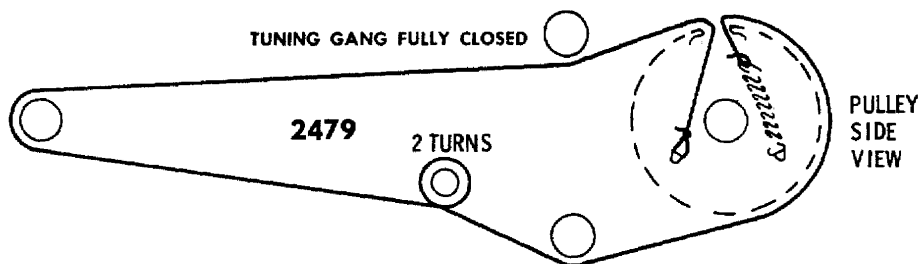


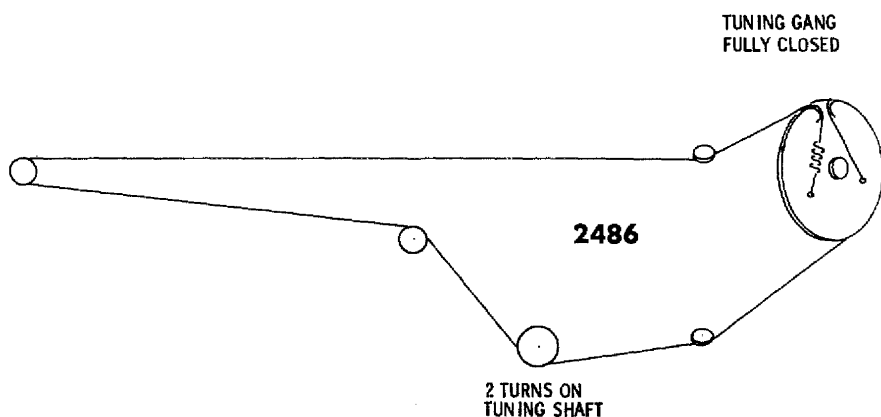
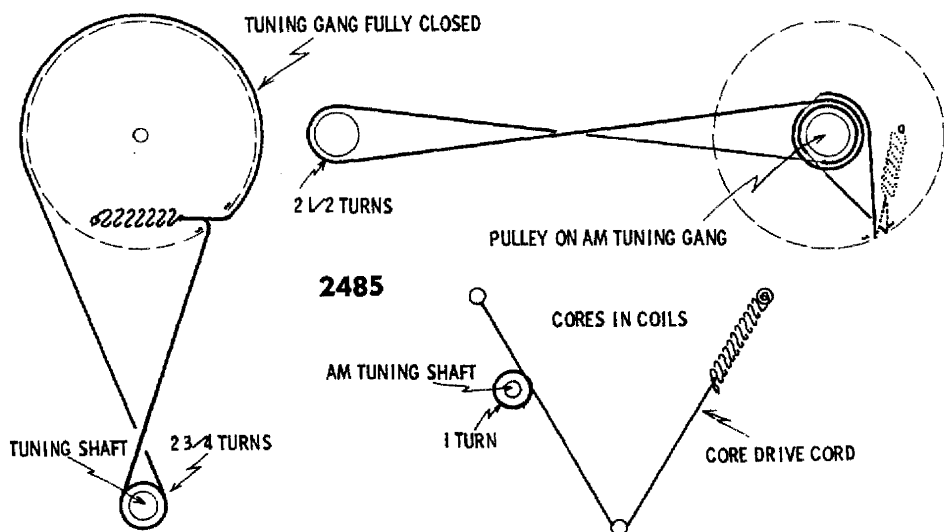
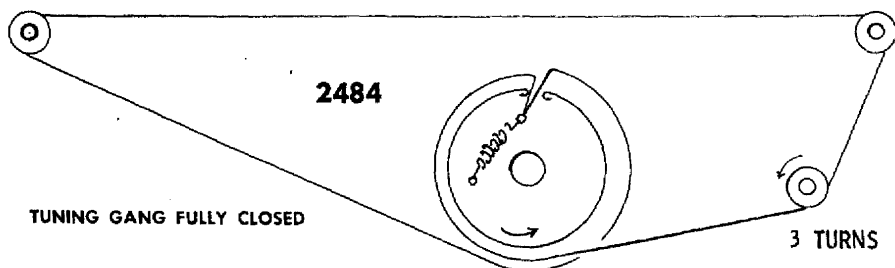
TUNING SHAFT
8 Turns

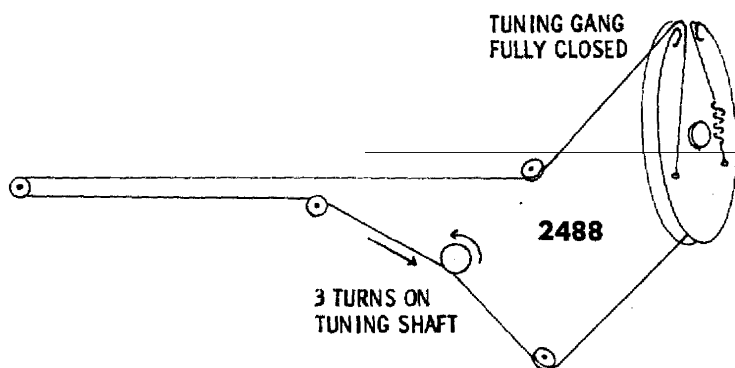
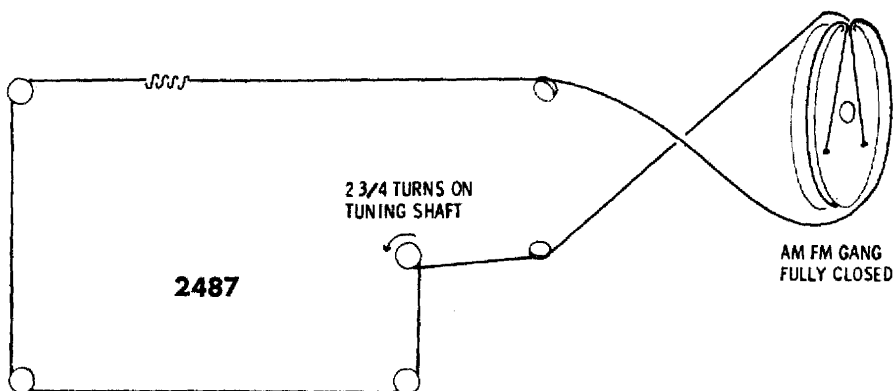


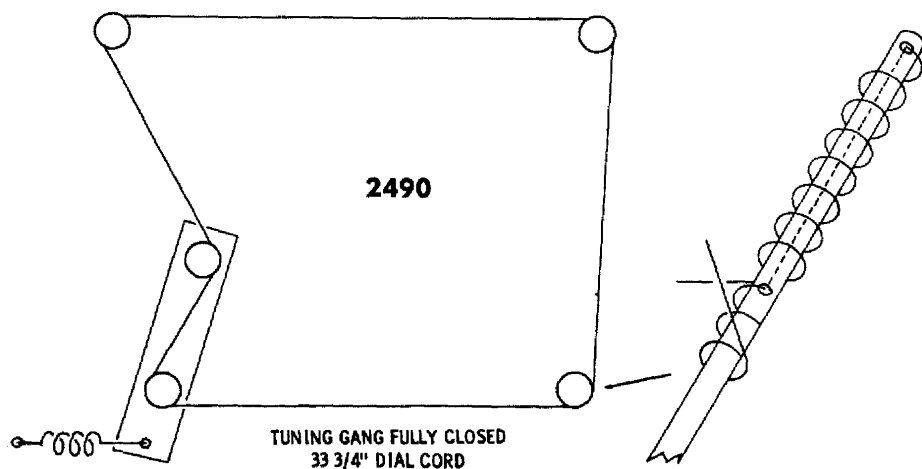
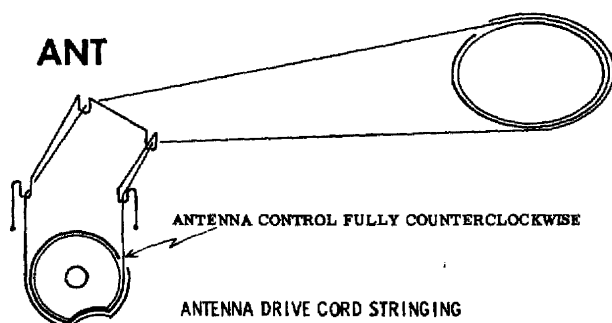
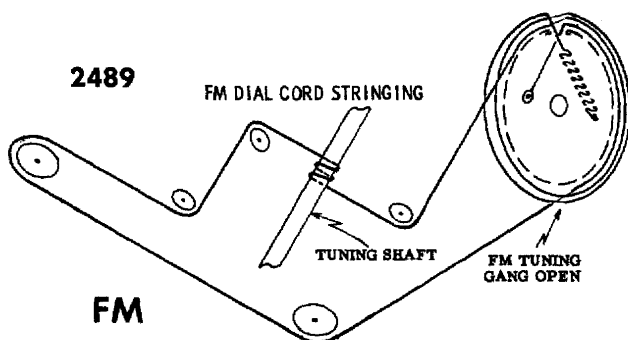
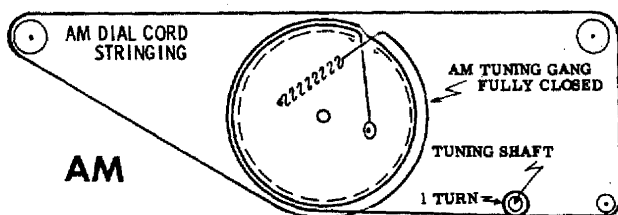
SLUGS ALL WAY OUT
(Low Freq. End of Dial)

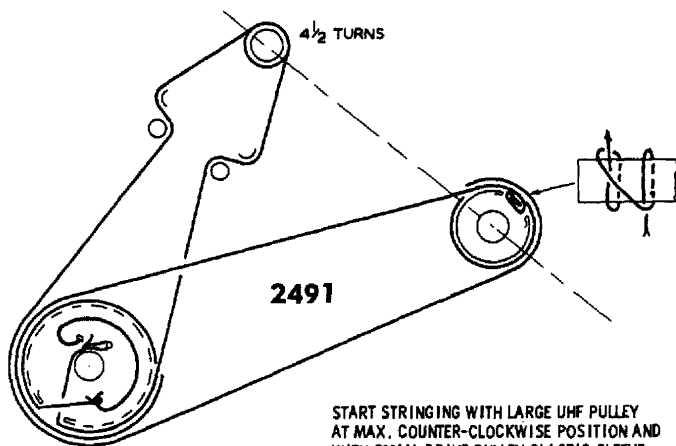




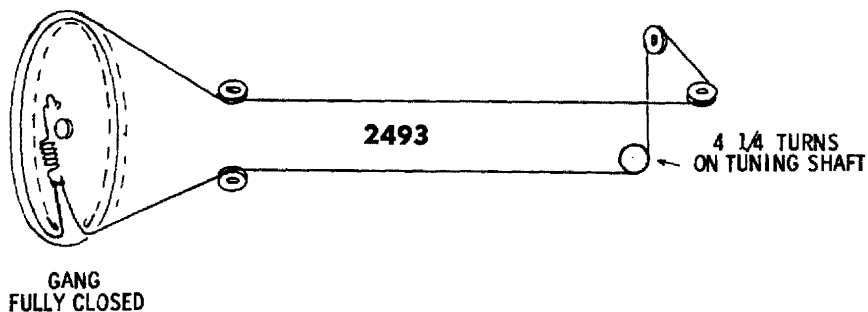
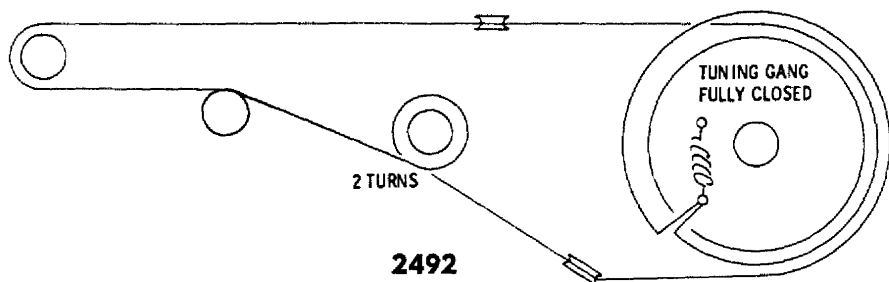


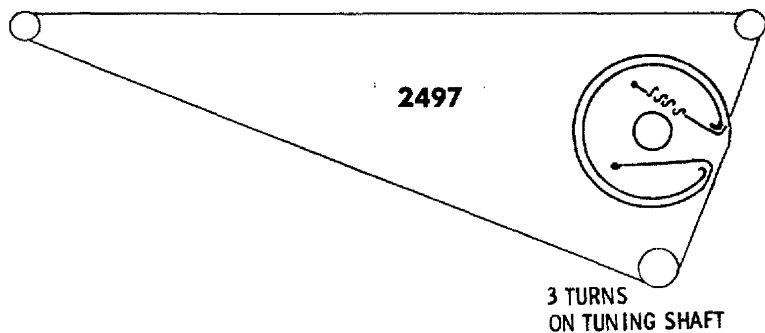
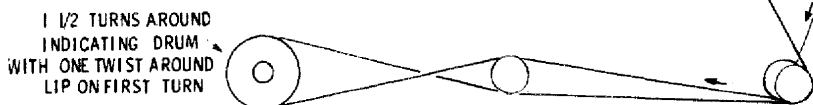
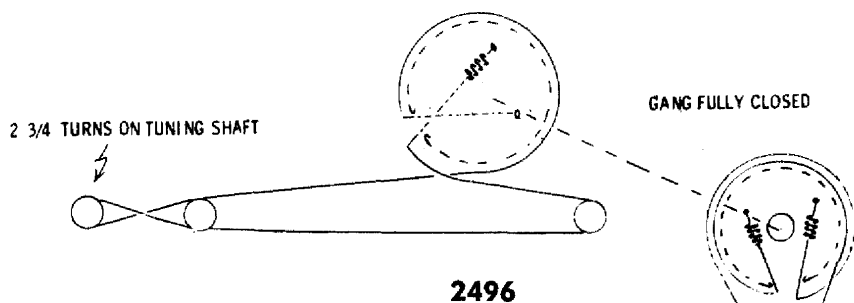
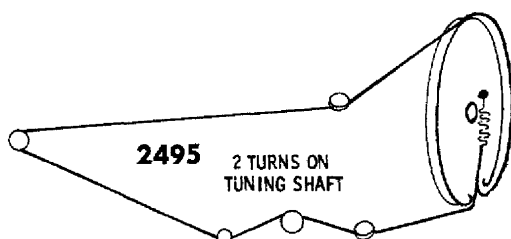
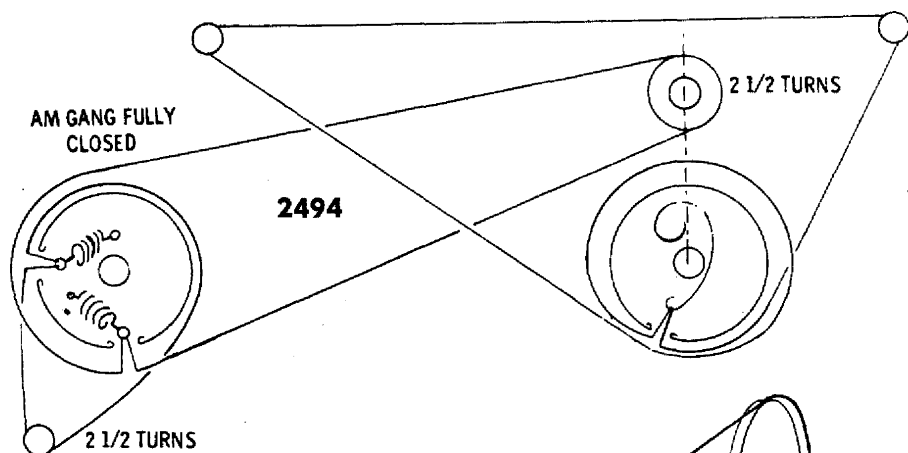




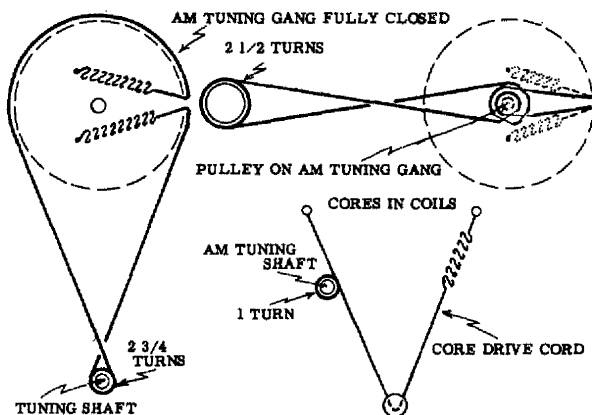


START STRINGING WITH LARGE UHF PULLEY
AT MAX. COUNTER-CLOCKWISE POSITION AND
WITH SMALL DRIVE PULLEY PLASTIC SLEEVE
TAB AT 3 O'CLOCK (VIEWED FROM FRONT OF
TUNER)

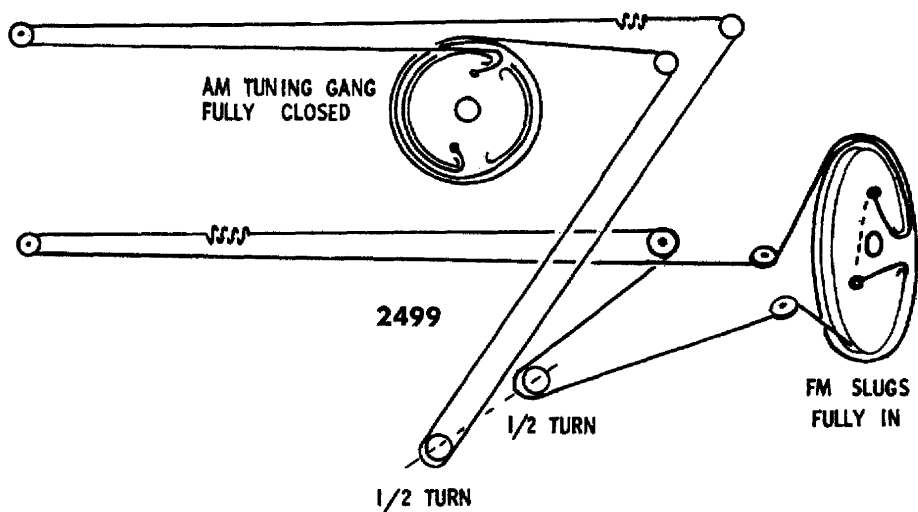




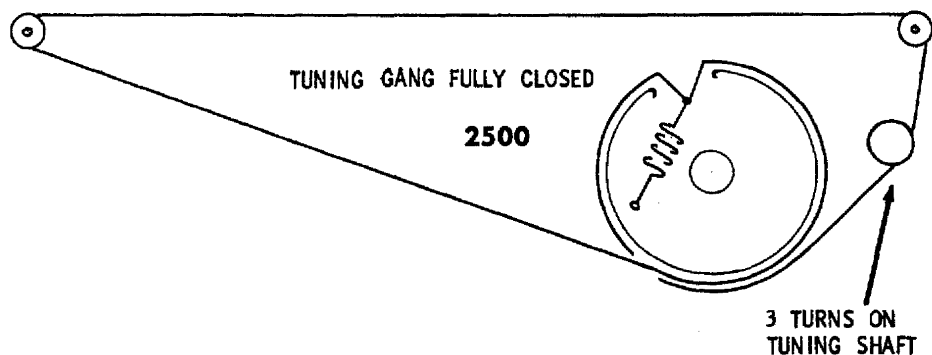
2498

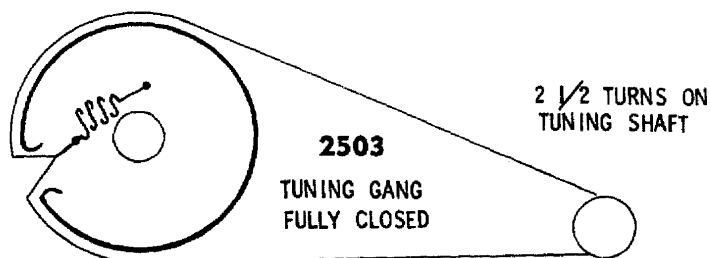
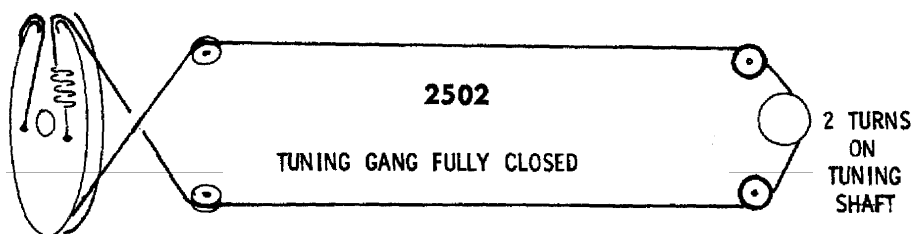
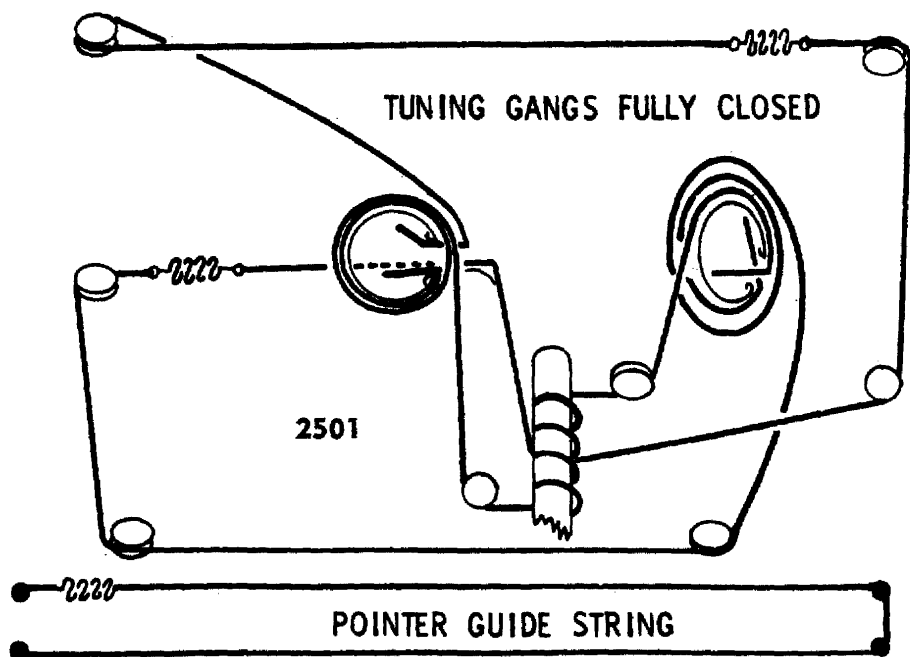


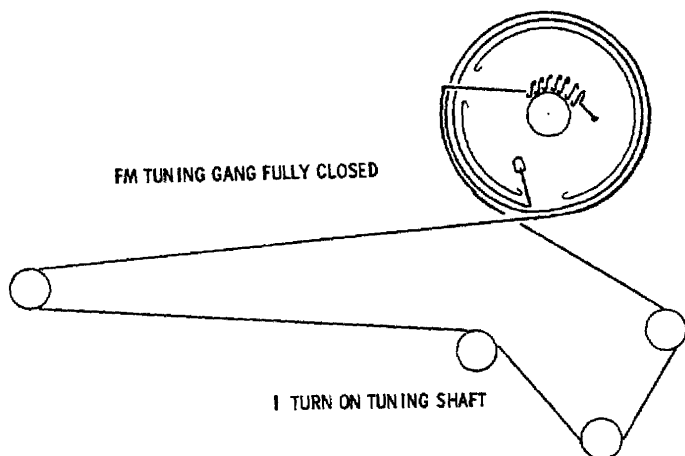
2499



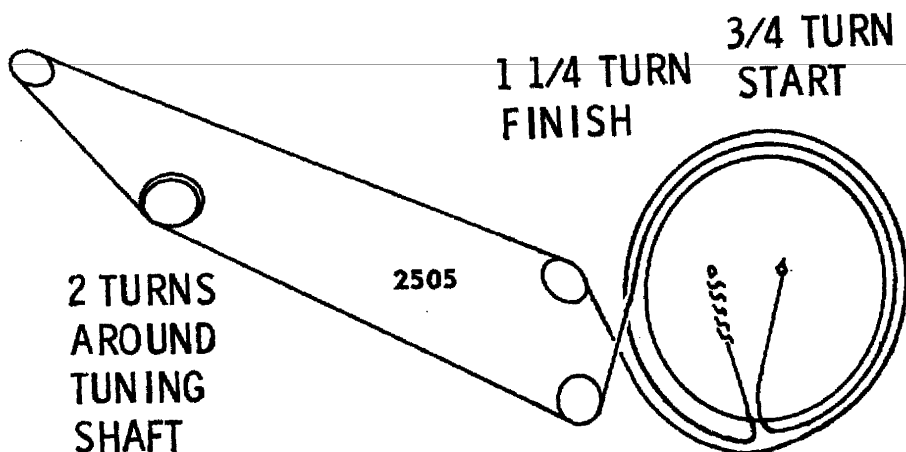
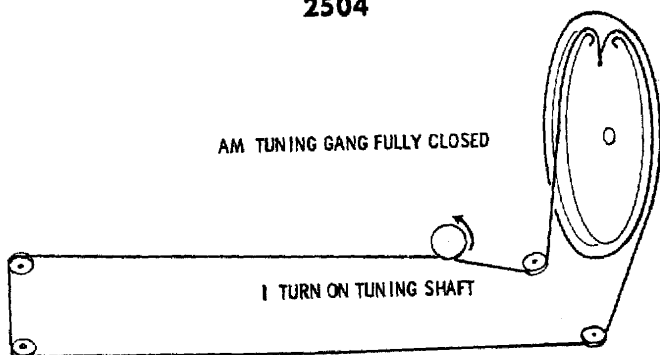
2500

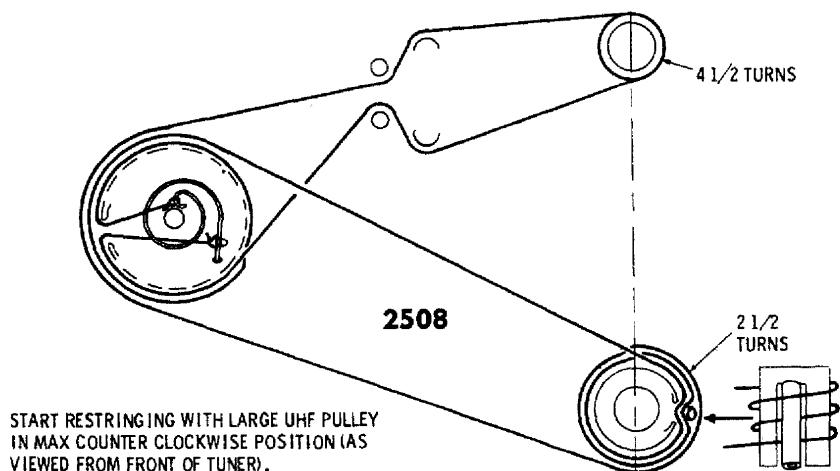
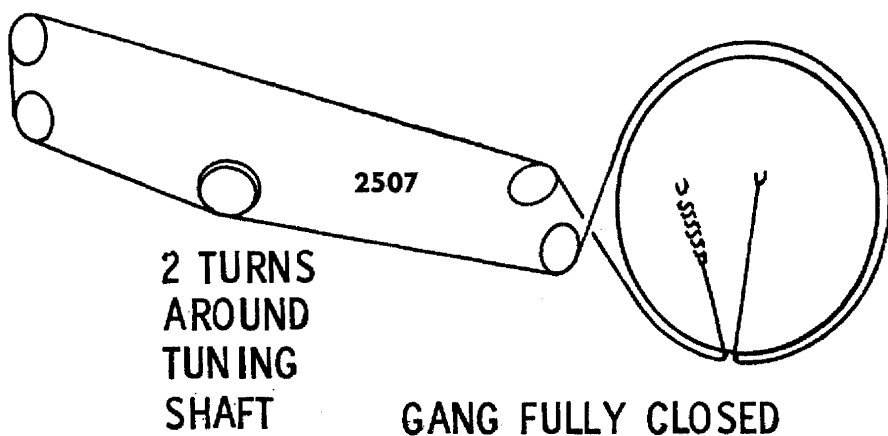
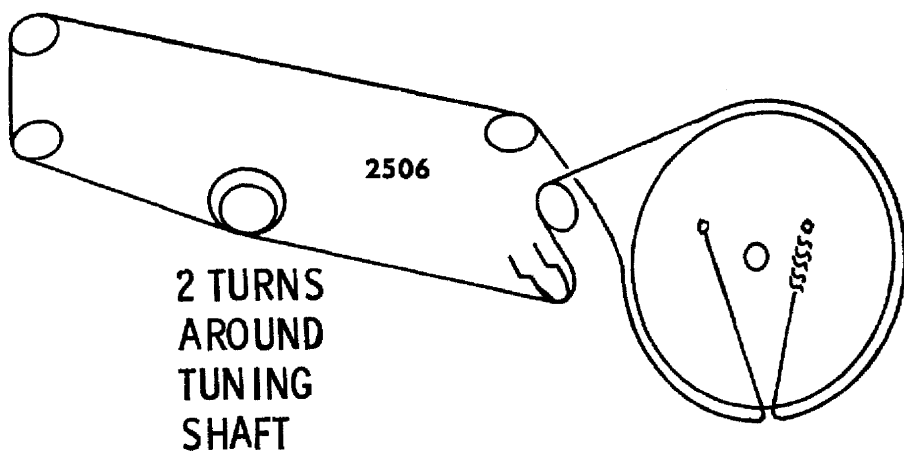


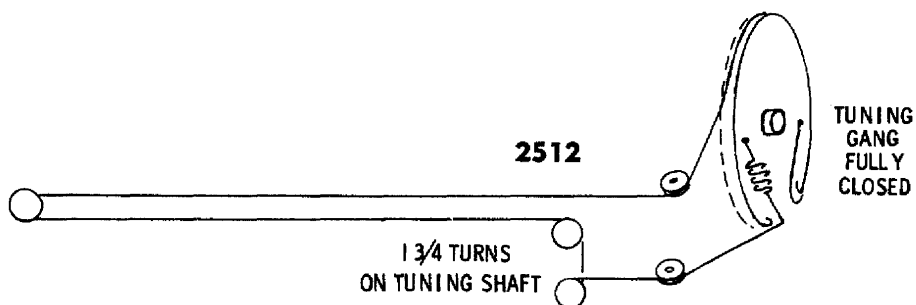
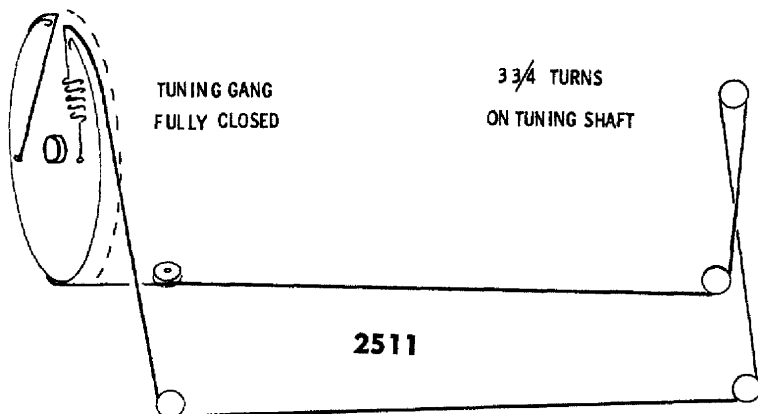
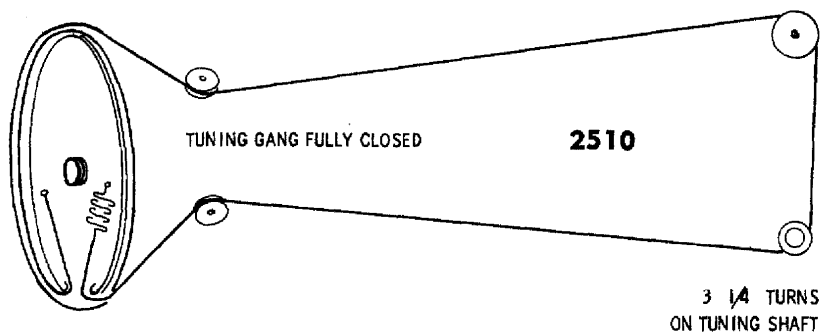
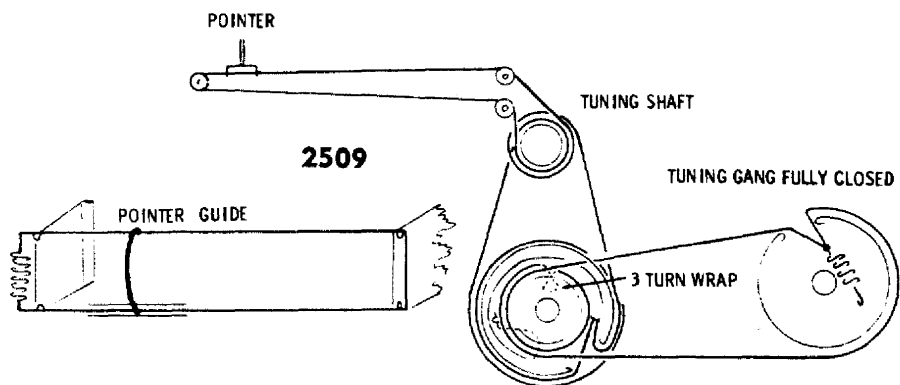


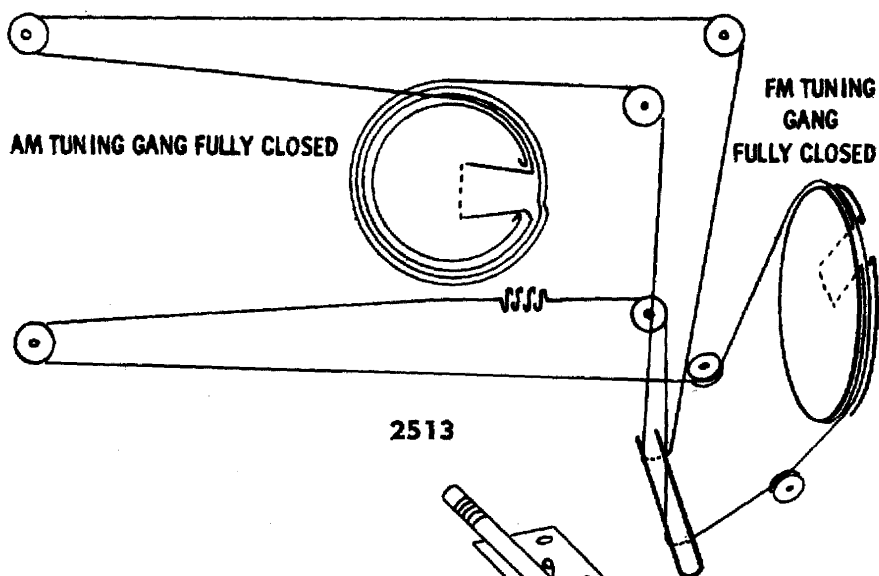


2504

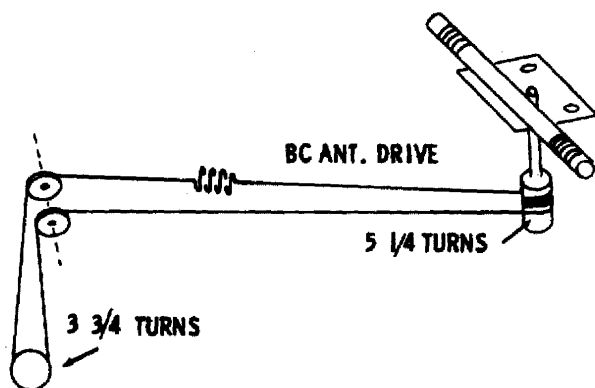




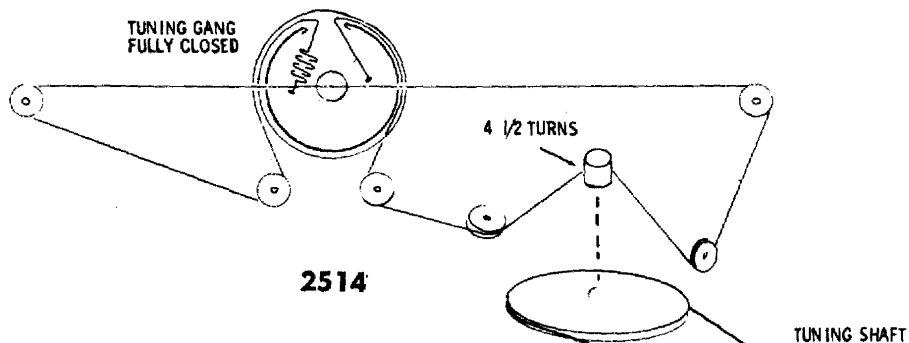


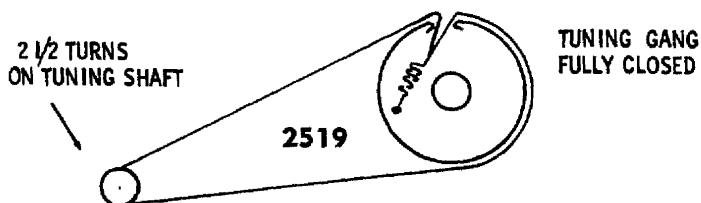
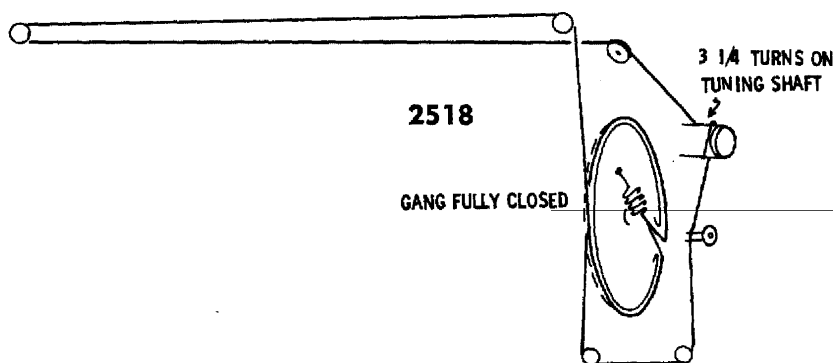
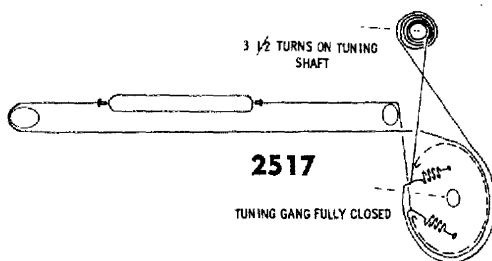
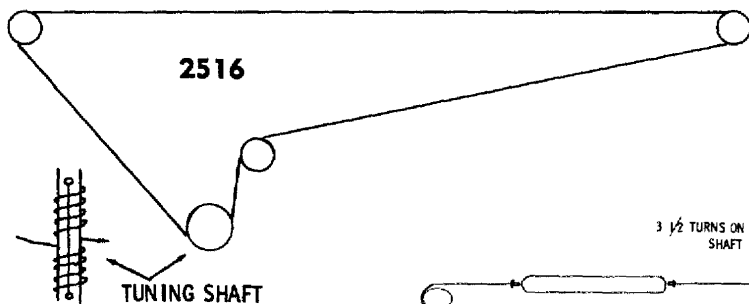
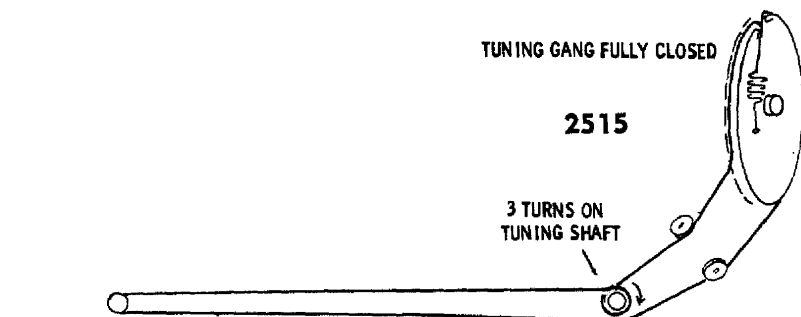


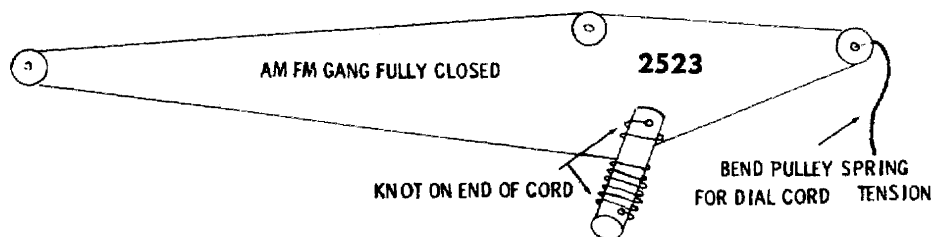
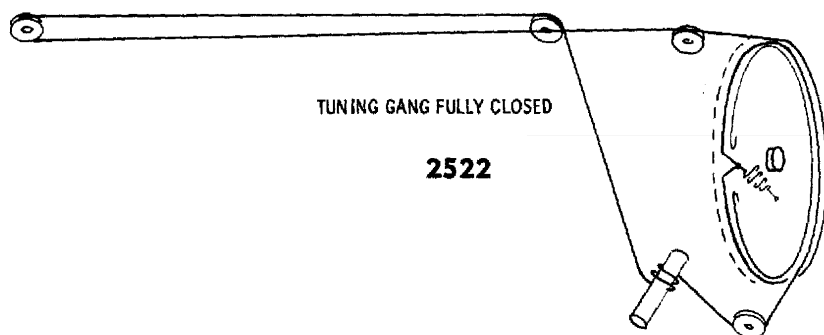
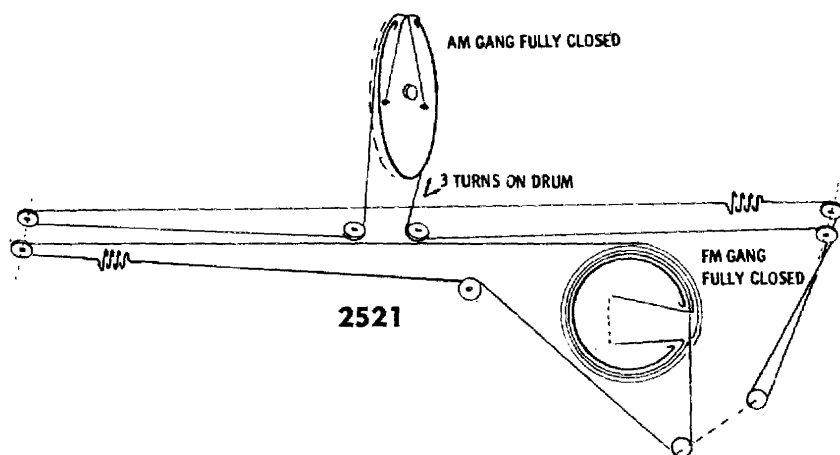
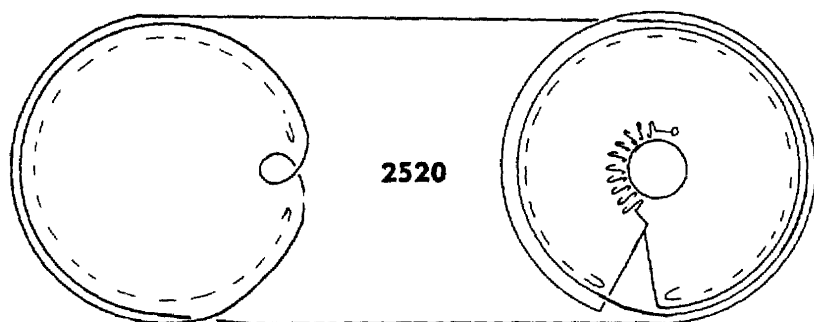
2513

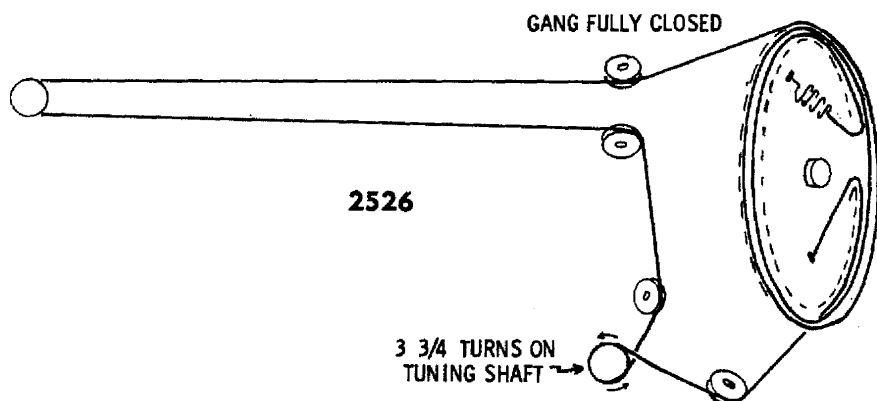
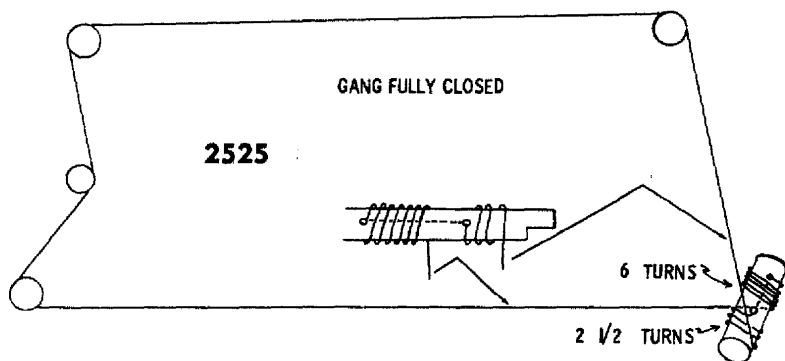
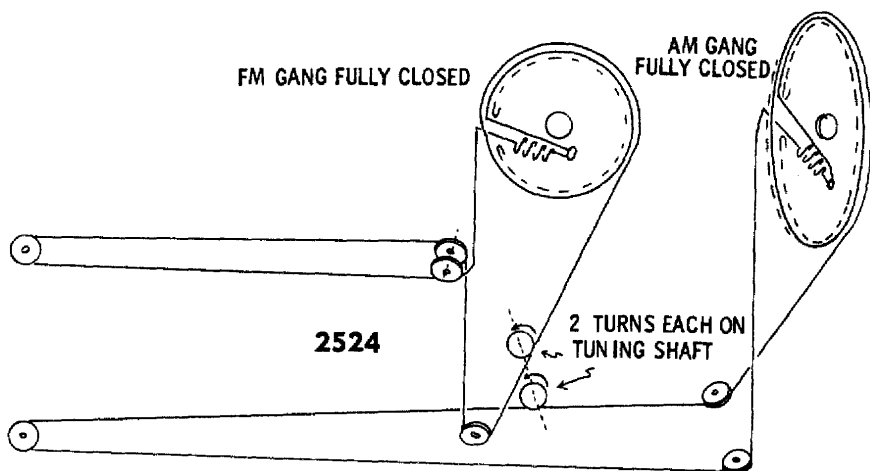


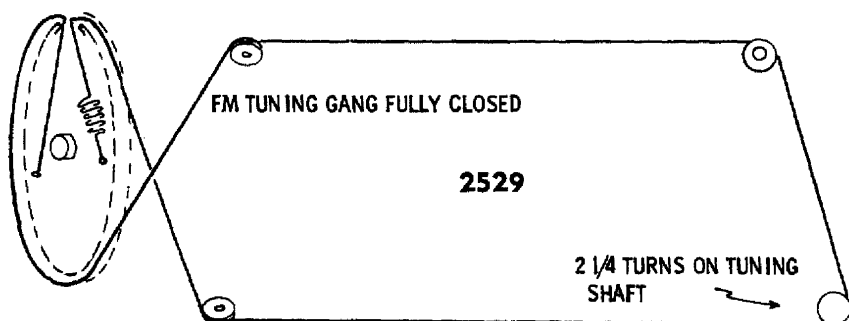
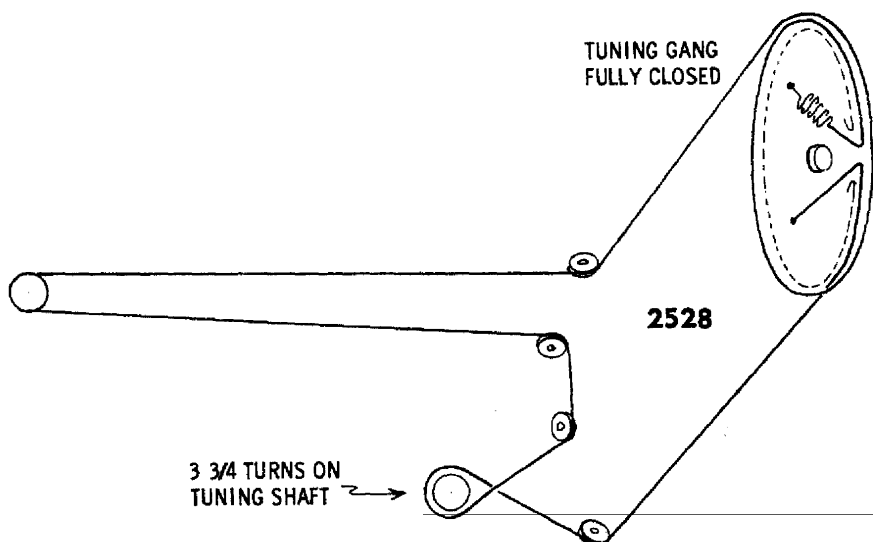
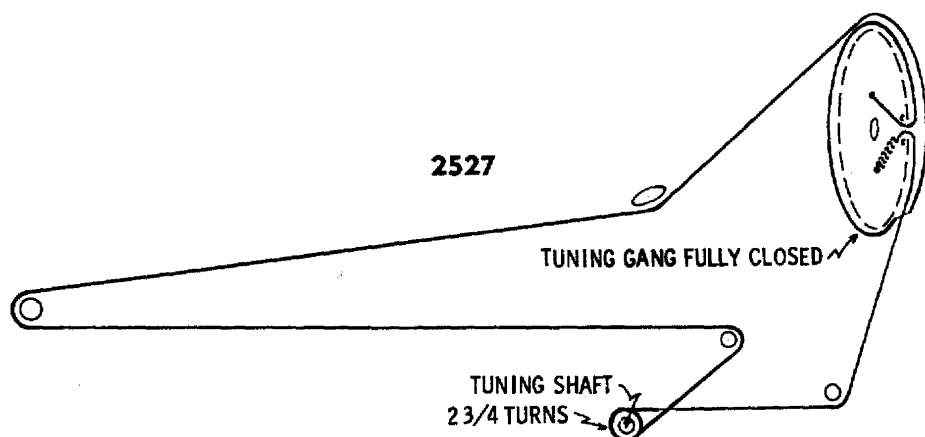
2514

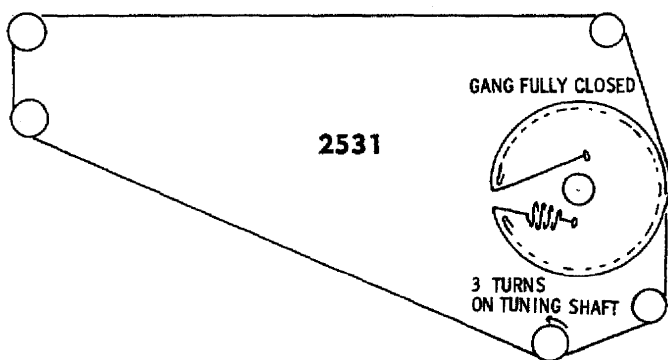
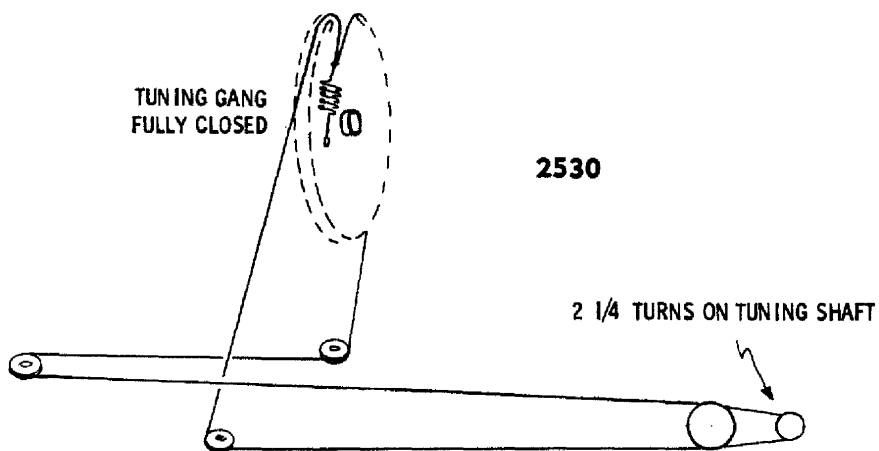


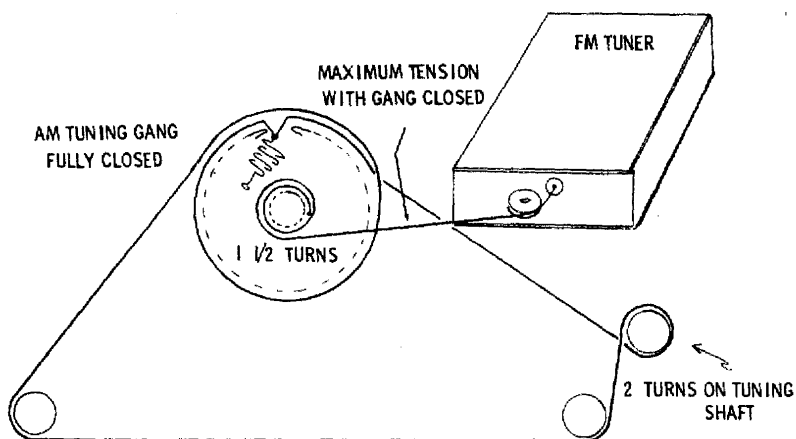






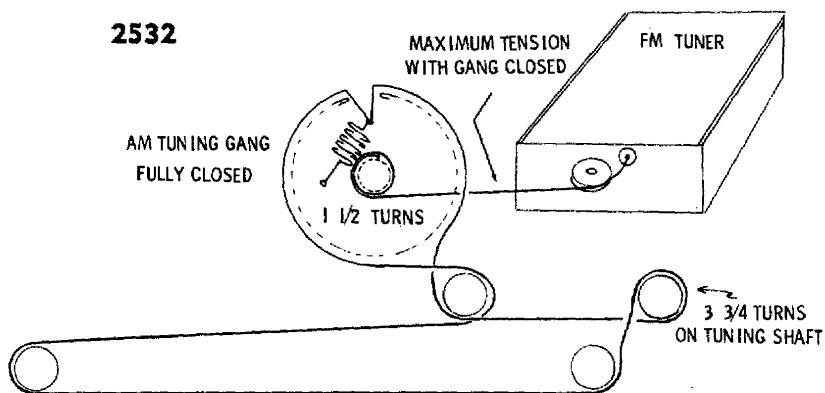






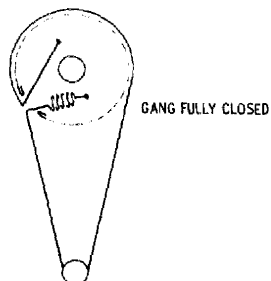
EARLY MODELS

2532



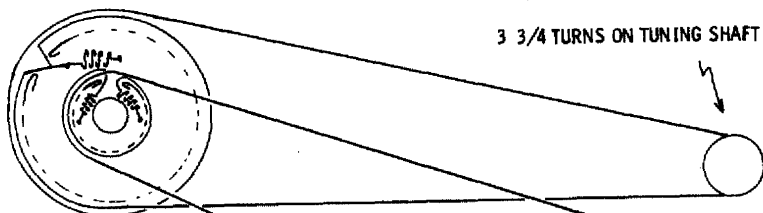
LATE MODELS

2533

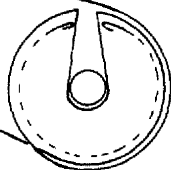


AM GANG
FULLY CLOSED

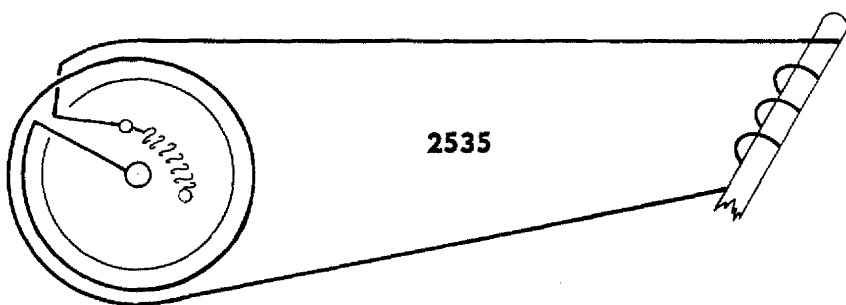
3 3/4 TURNS ON TUNING SHAFT



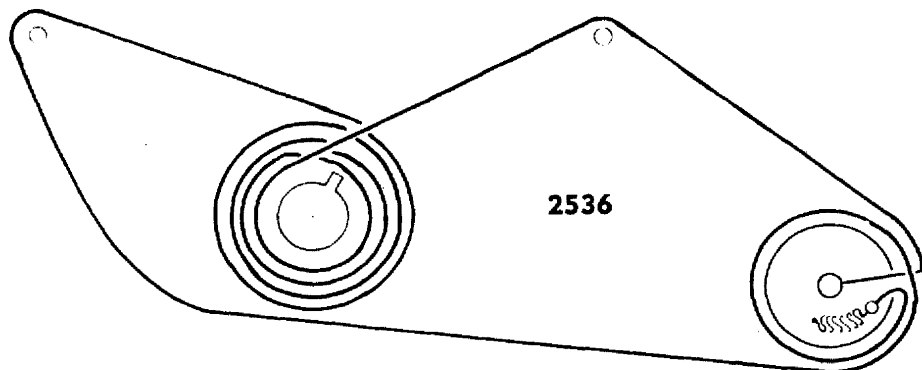
2534



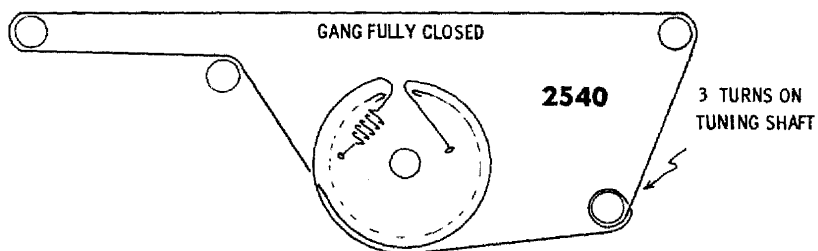
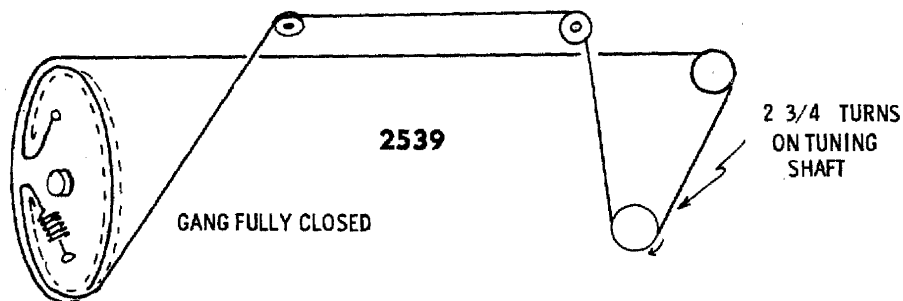
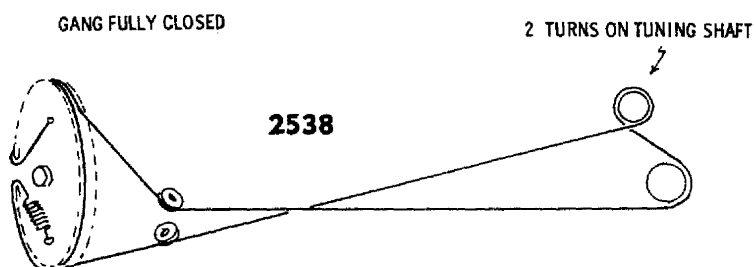
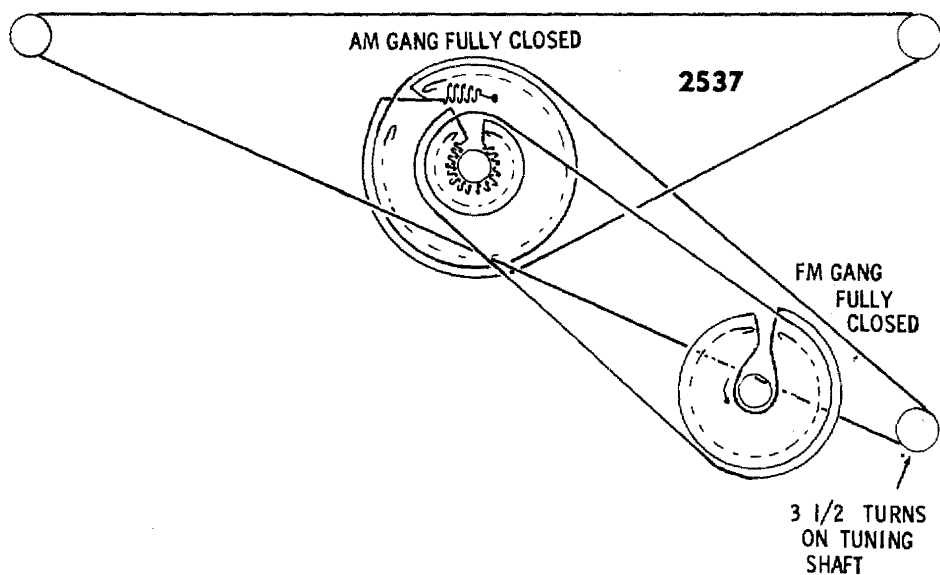
FM GANG
FULLY CLOSED

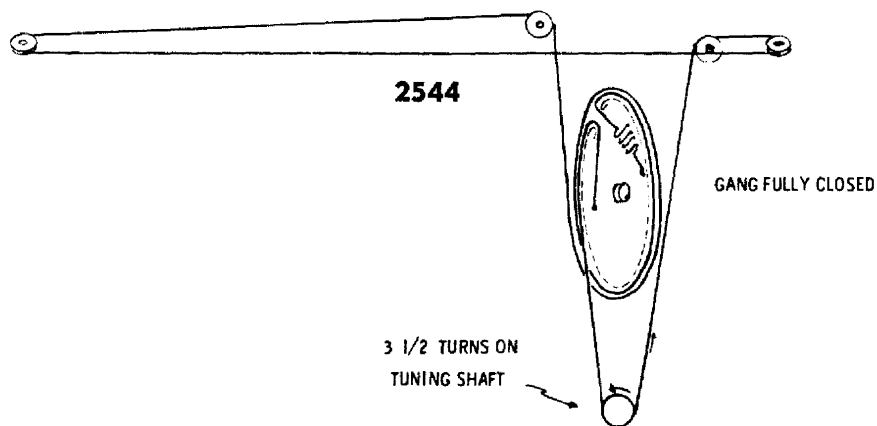
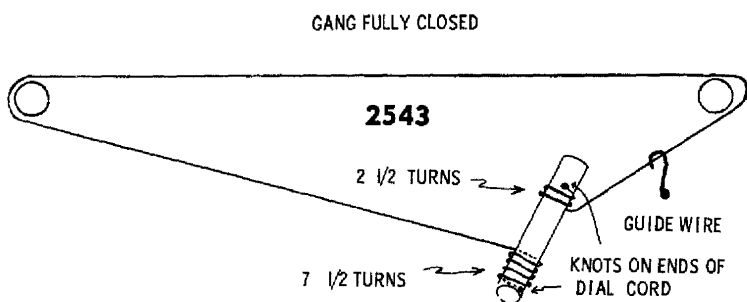
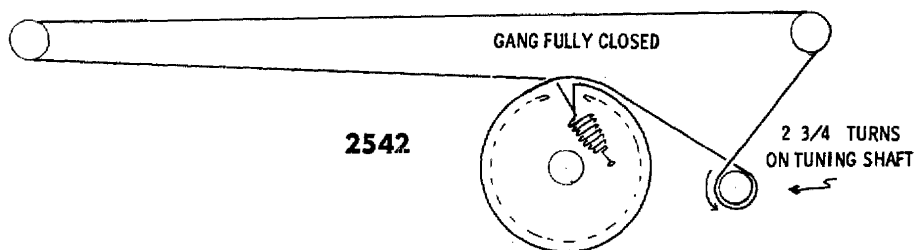
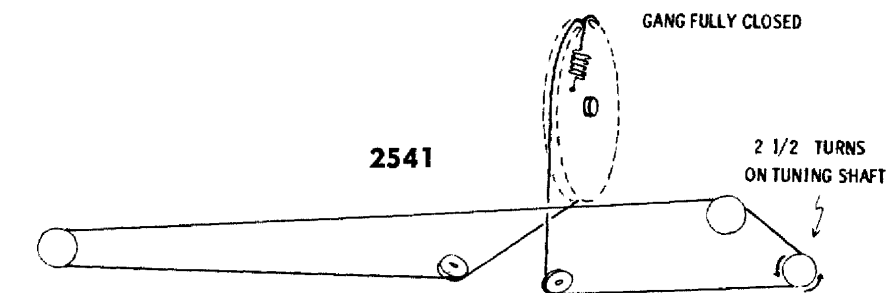


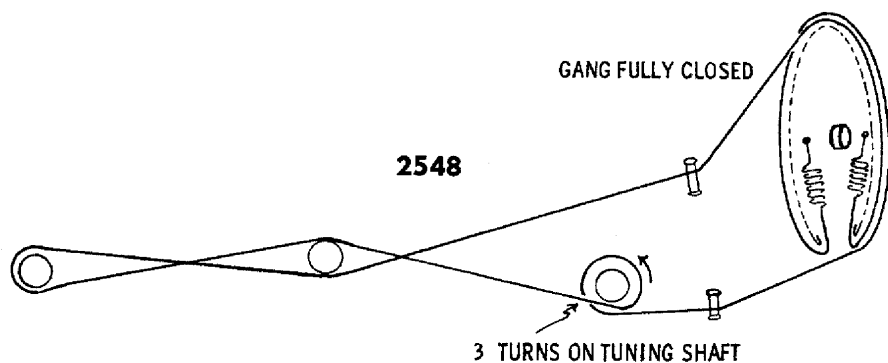
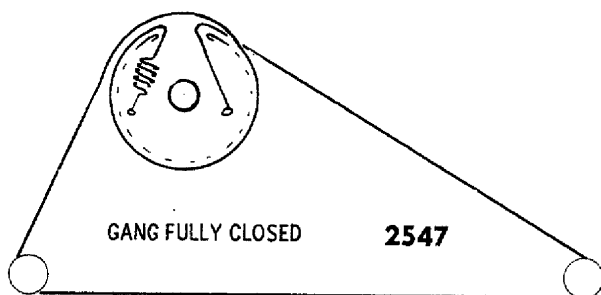
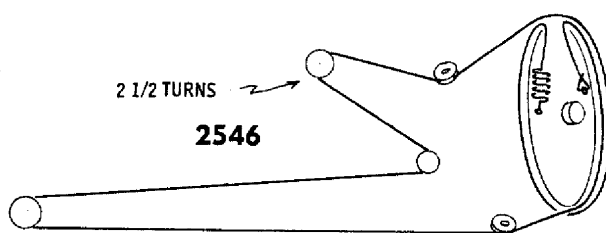
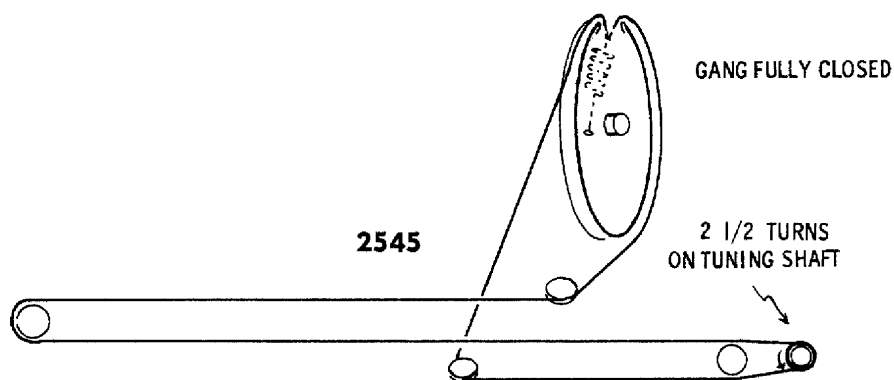
2535

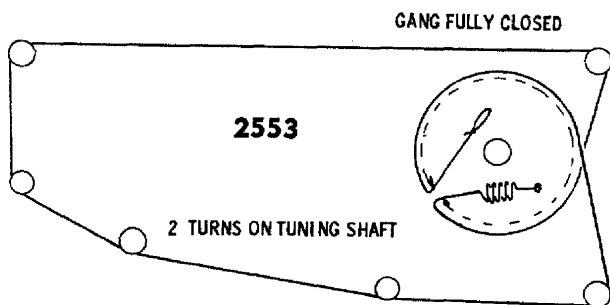
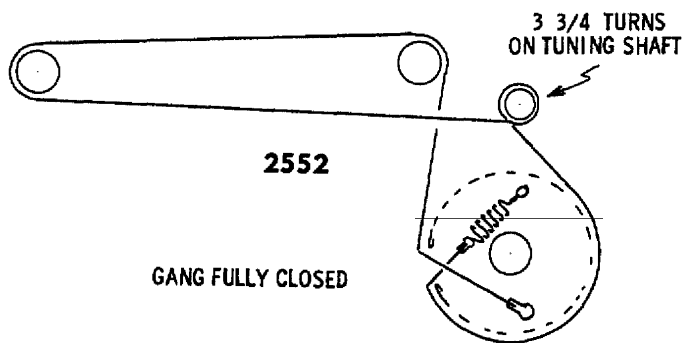
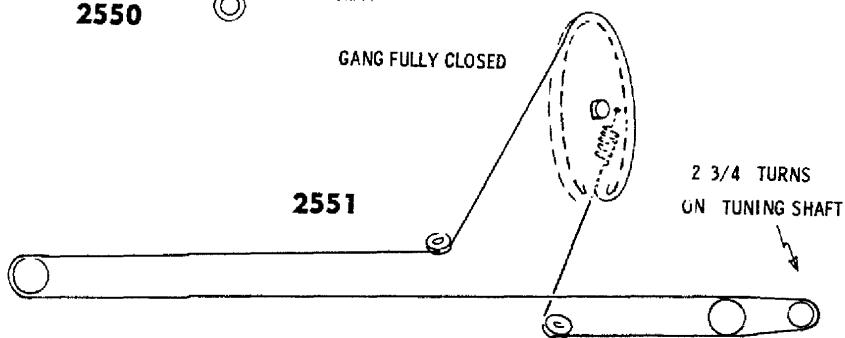
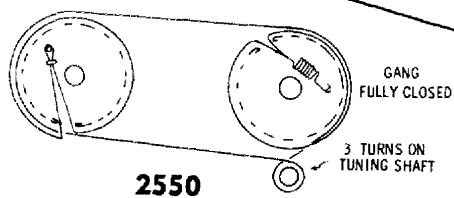
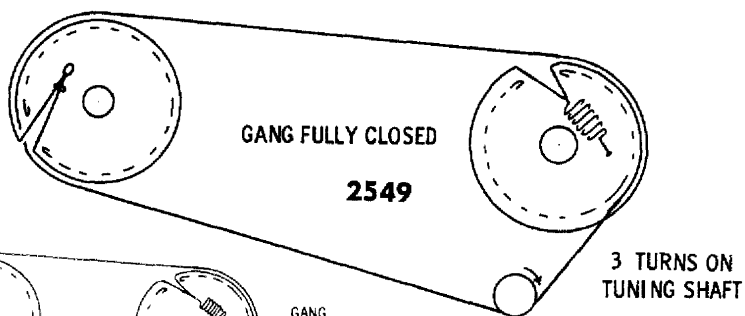


2536

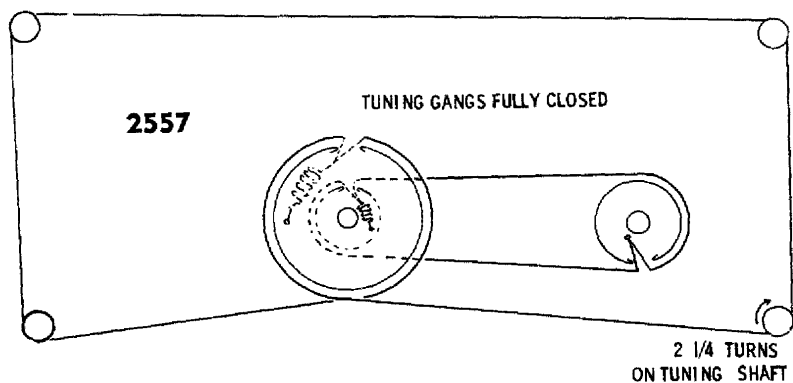
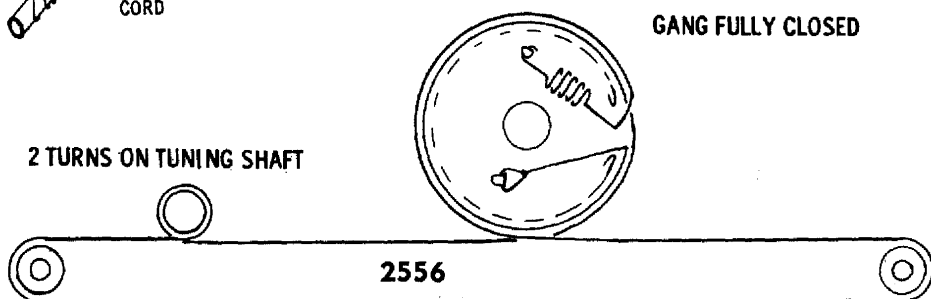
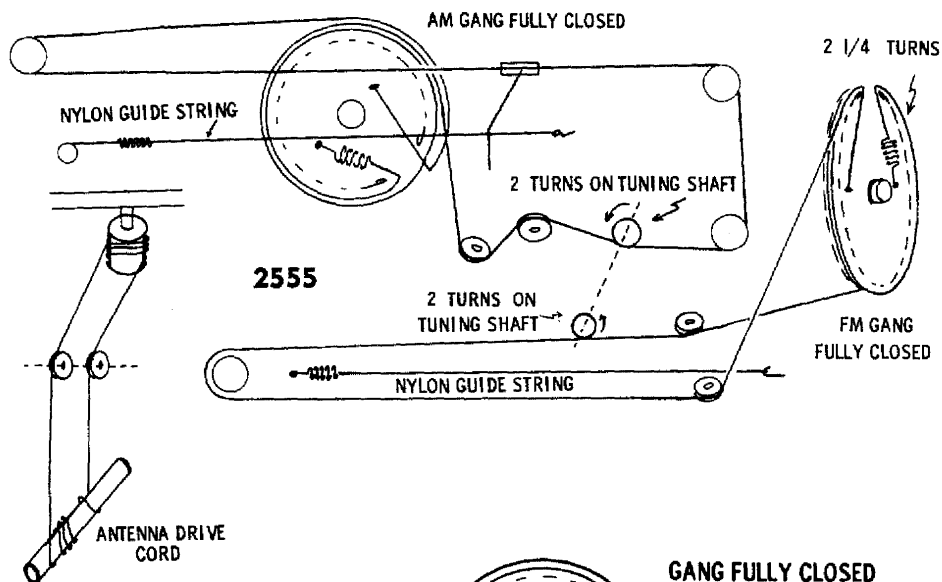
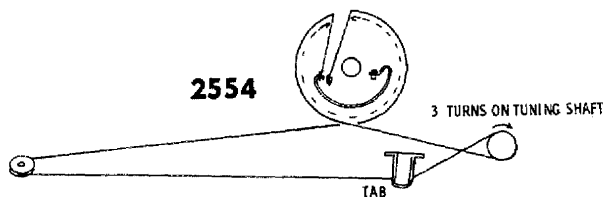


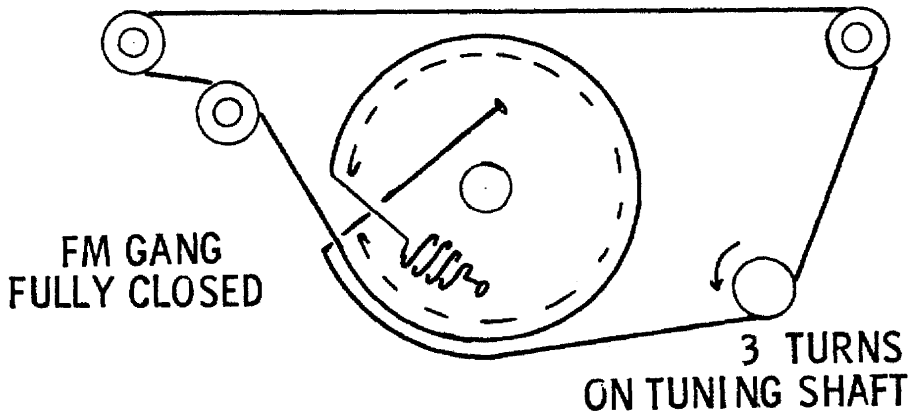
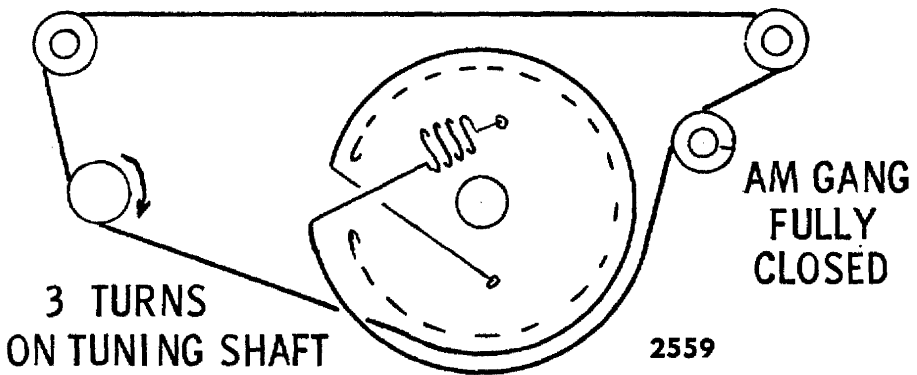
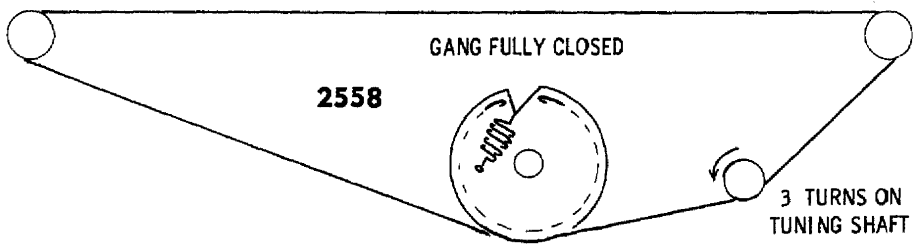




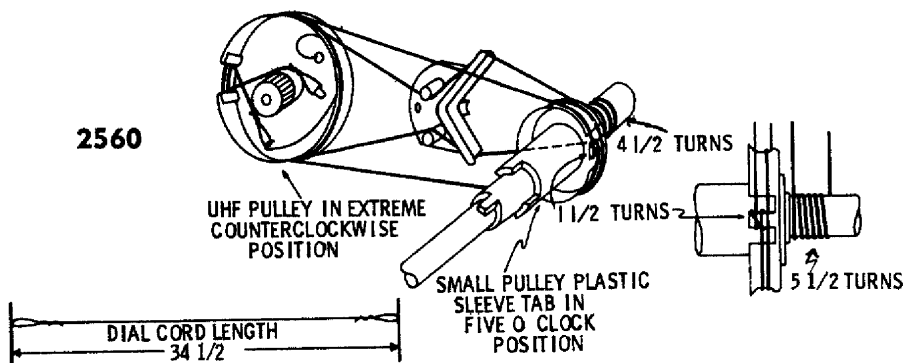


2554

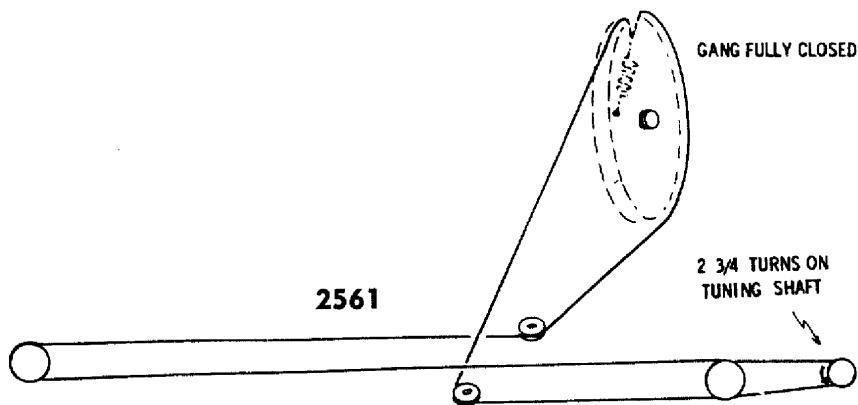




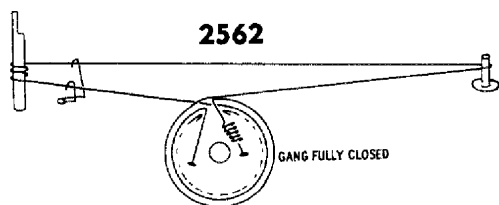
2560



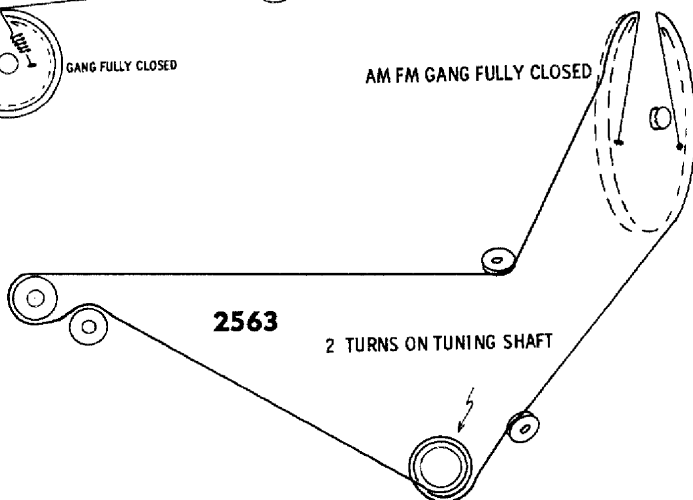
2561

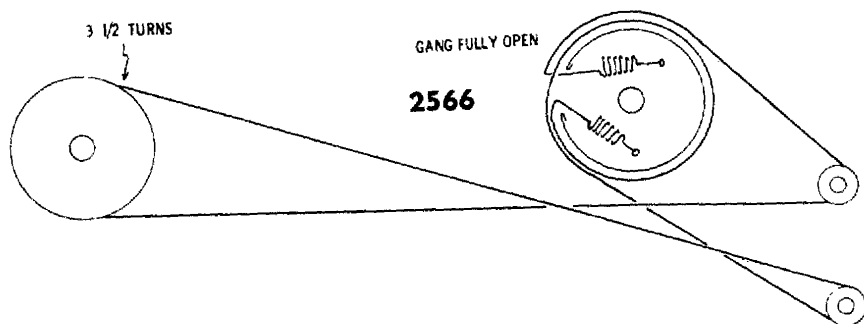
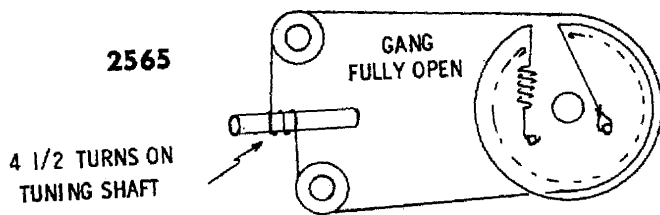
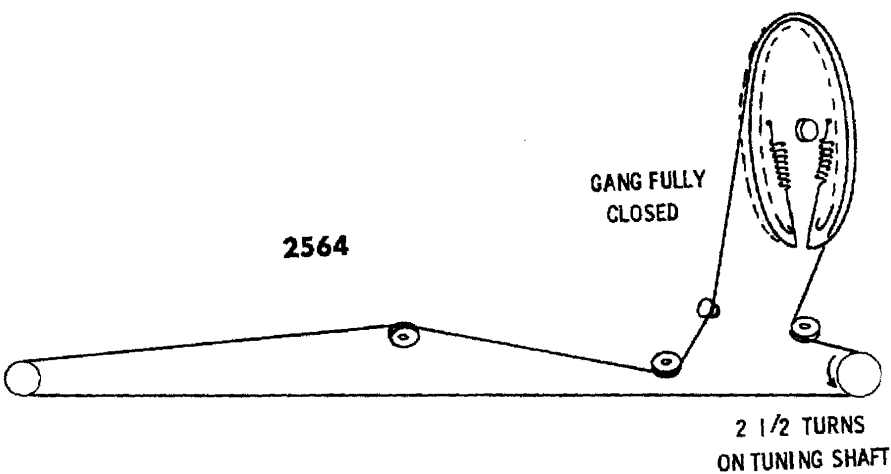


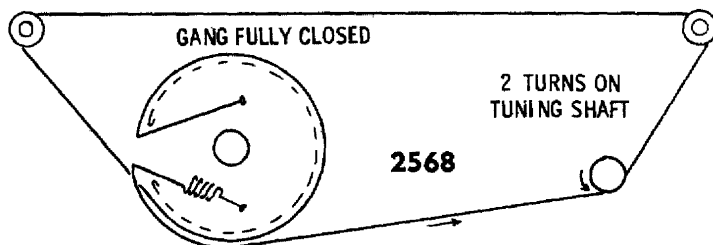
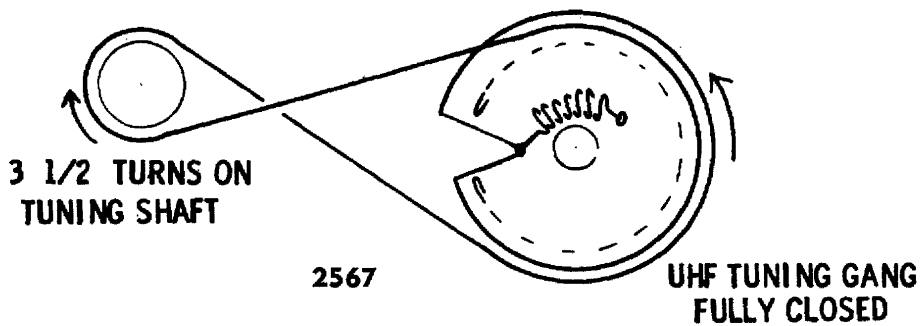
2562



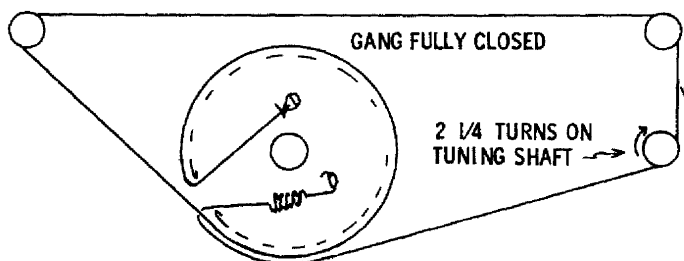
2563

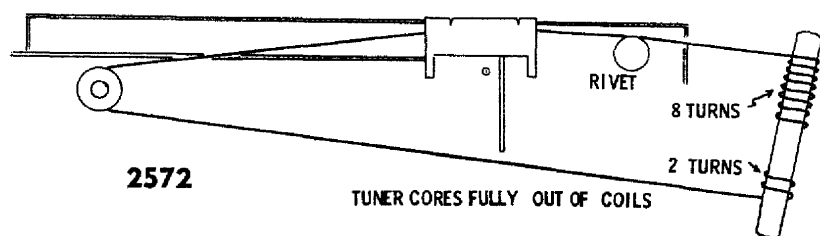
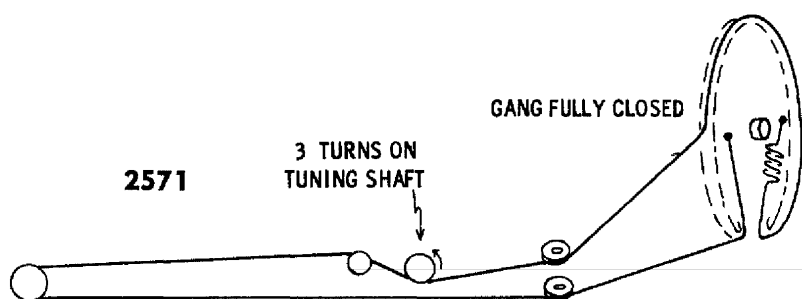
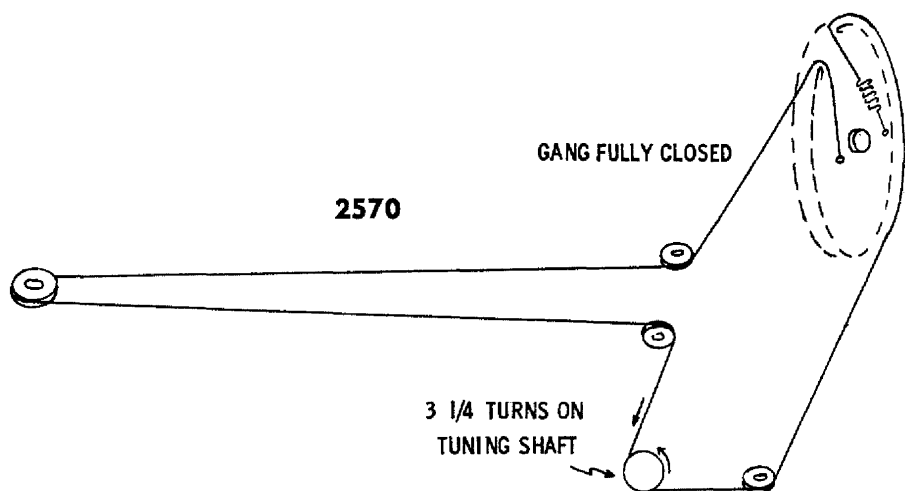


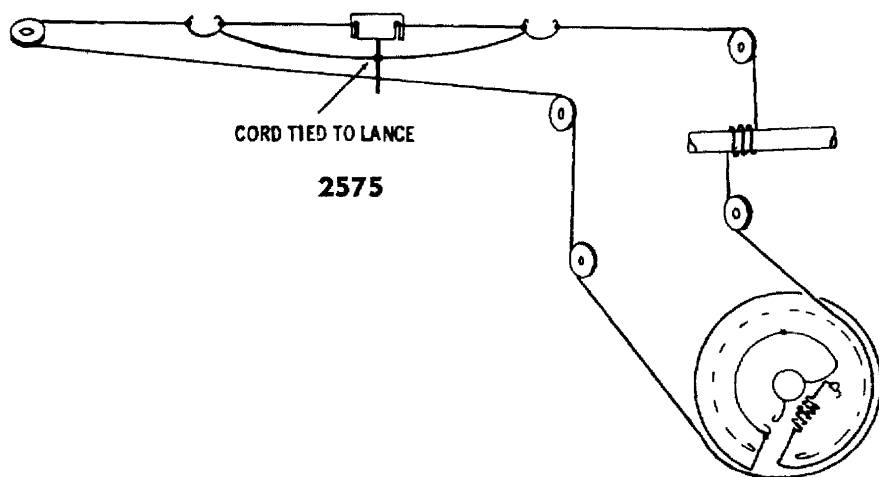
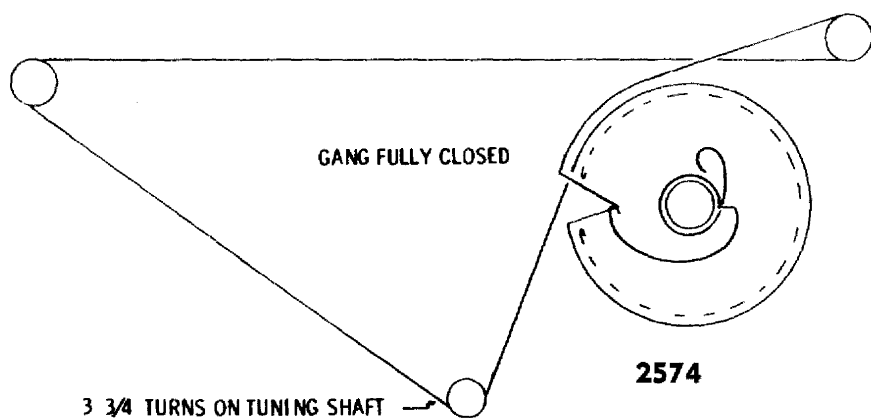
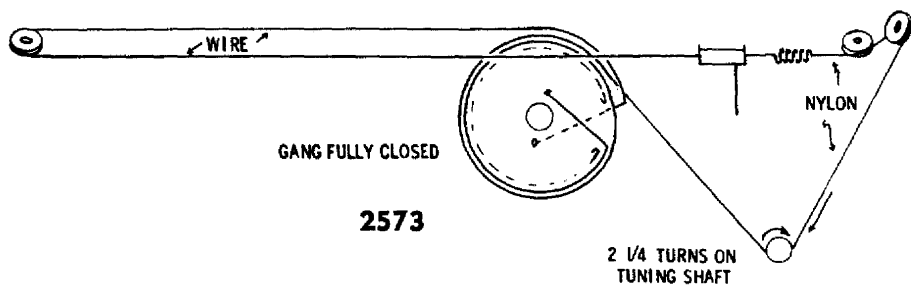


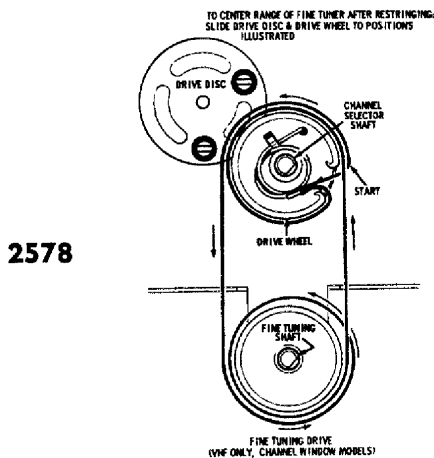
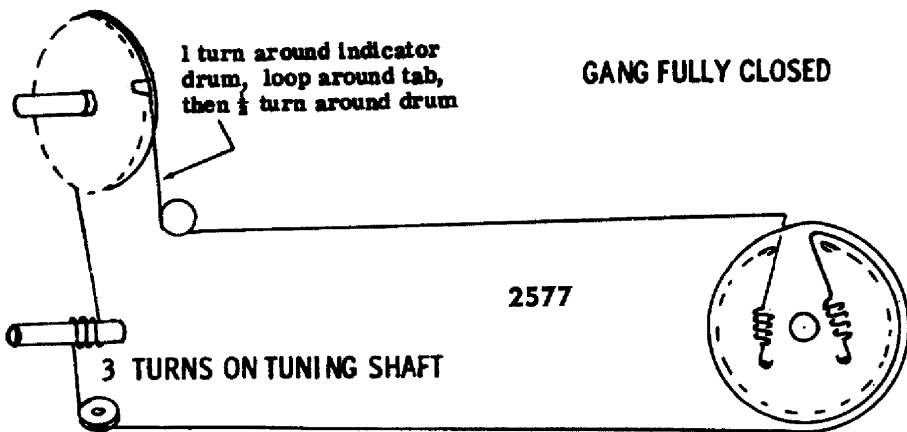
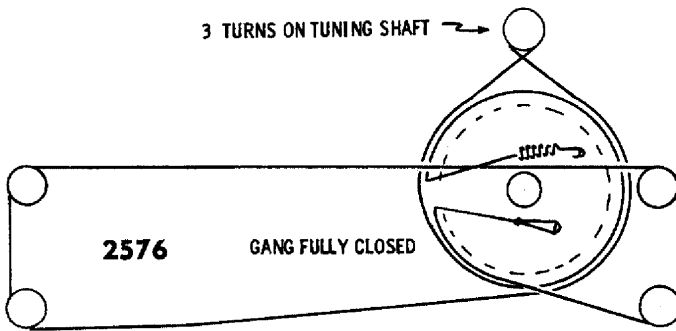


2569

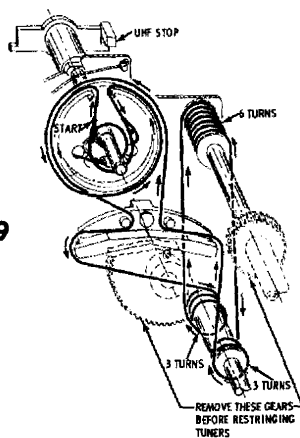




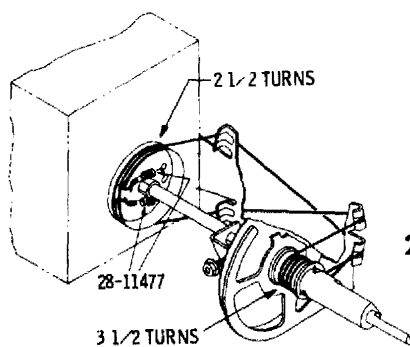




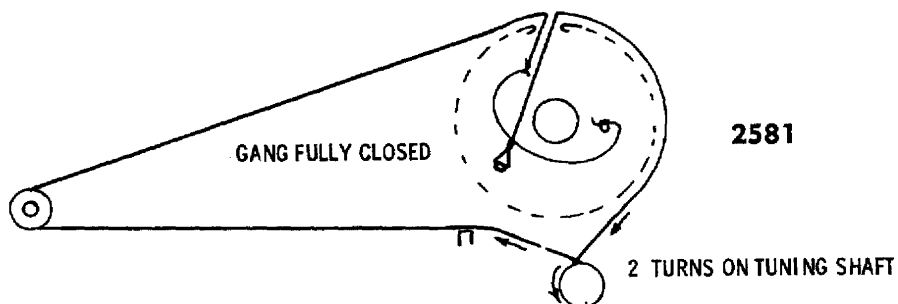
2579

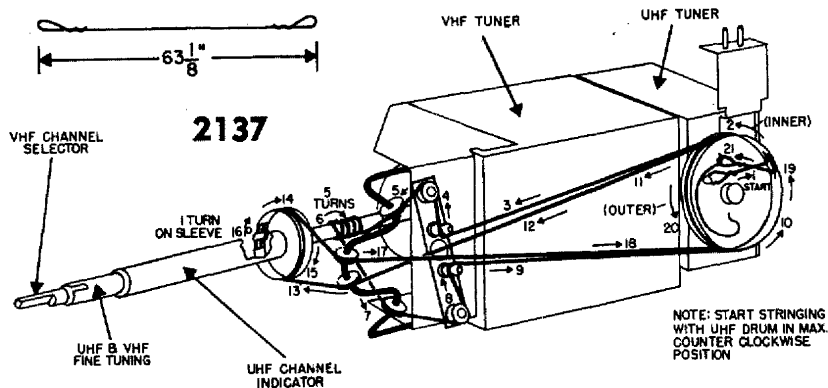
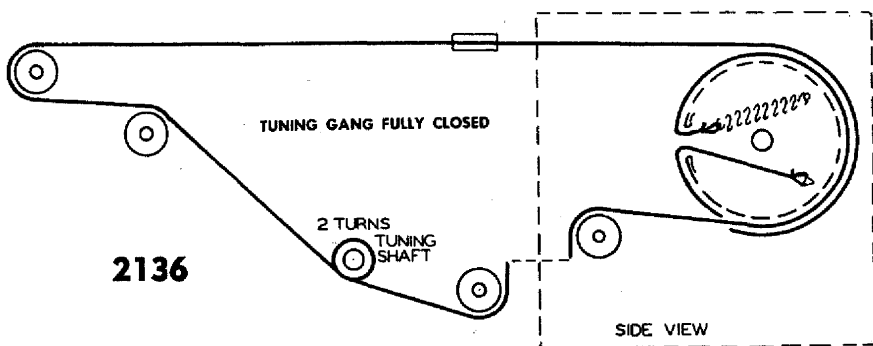


2580



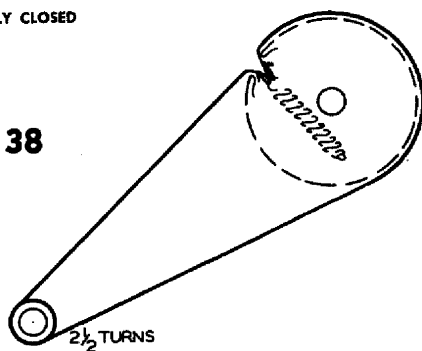
2581

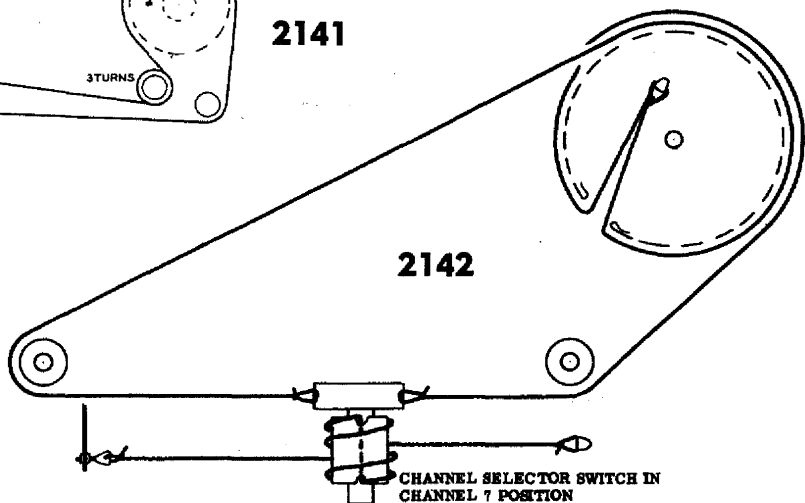
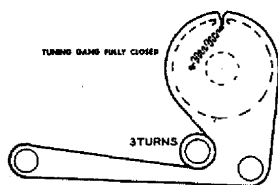
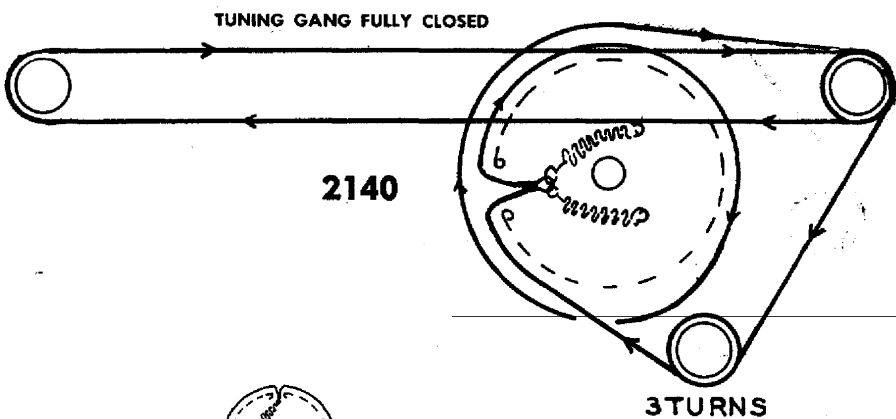
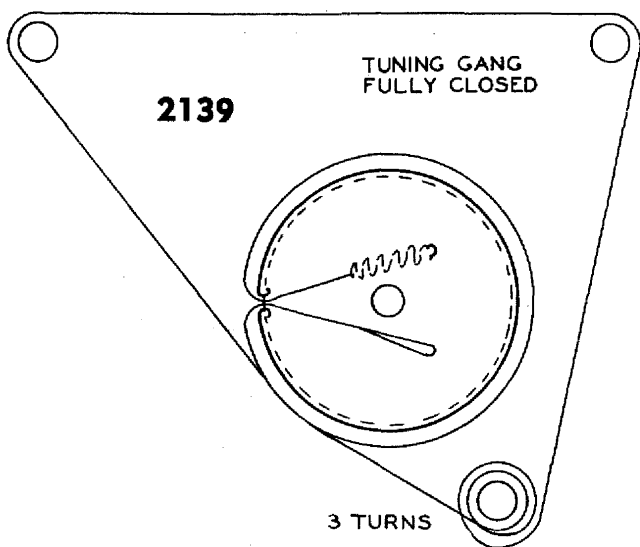


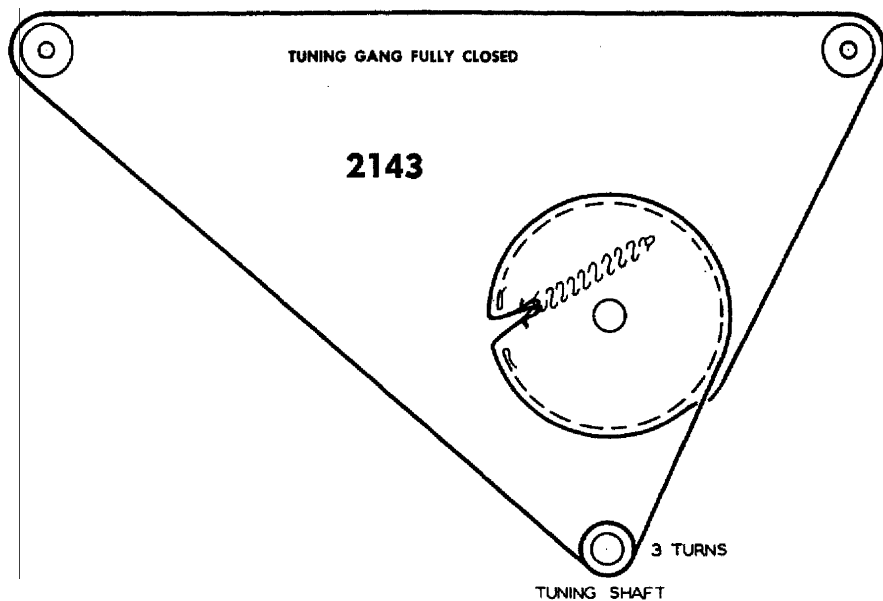


TUNING GANG FULLY CLOSED

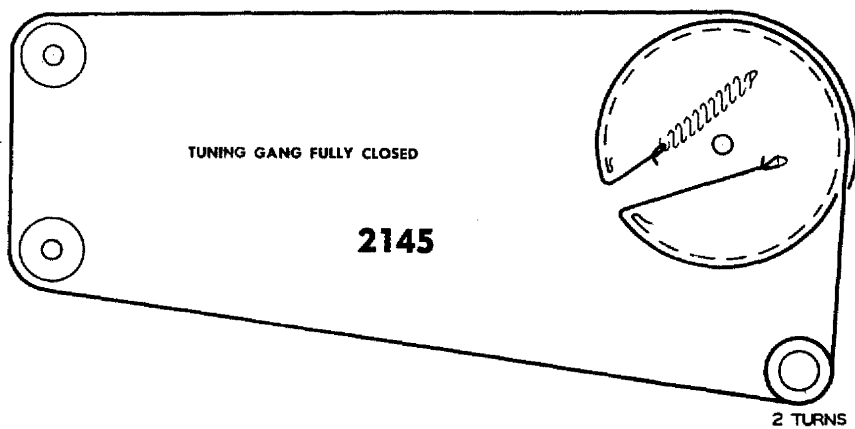
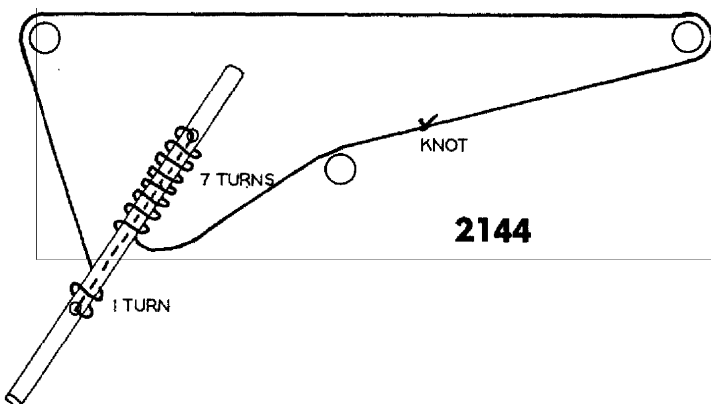
2138

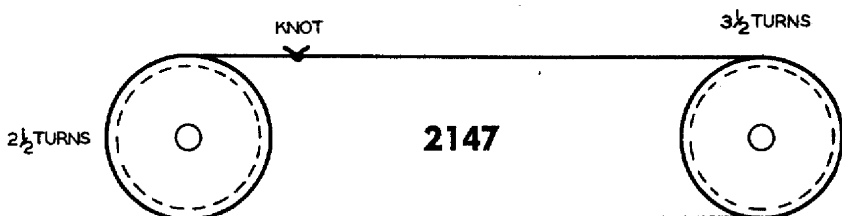
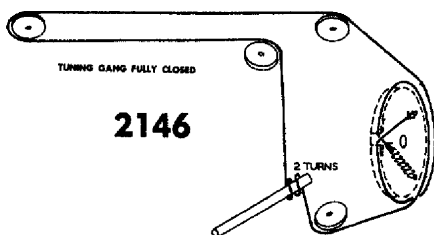




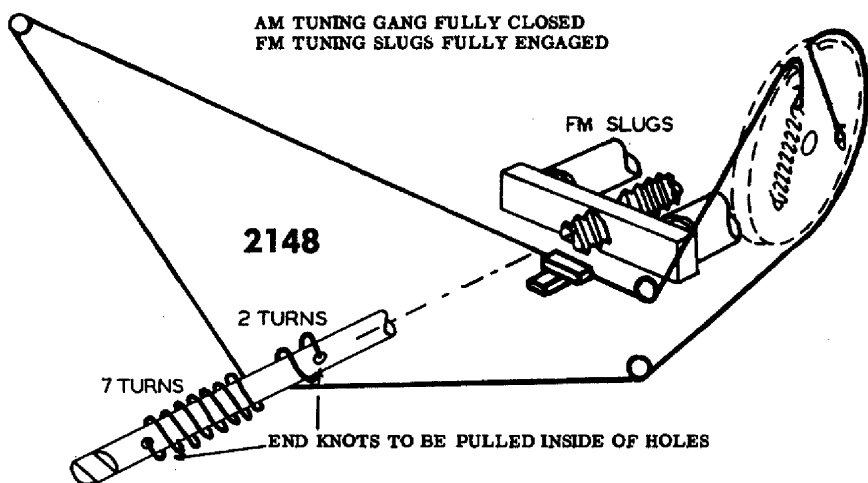


TUNING SLUGS FULLY IN COIL FORMS

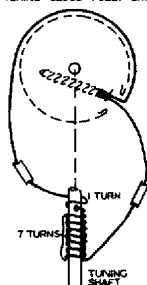




CONTRAST CONTROL DRIVE STRINGING
CONTRAST CONTROL FULLY COUNTER CLOCKWISE POSITION

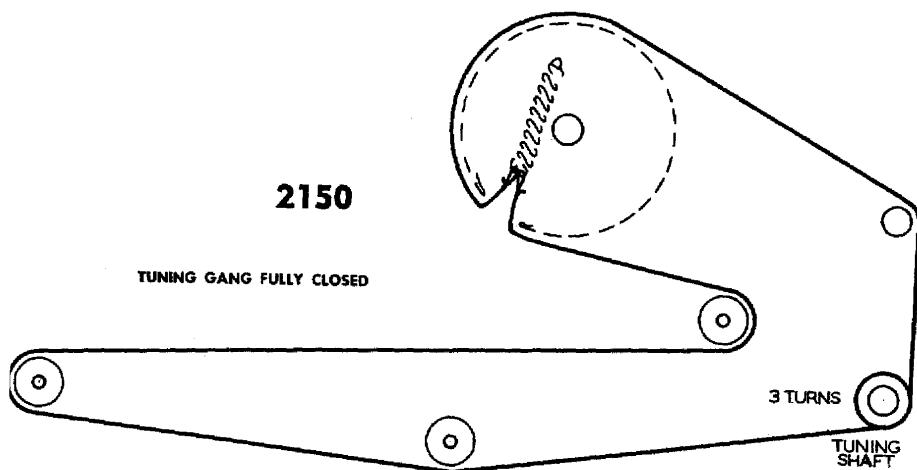


TUNING SLUGS FULLY ENGAGED



2150

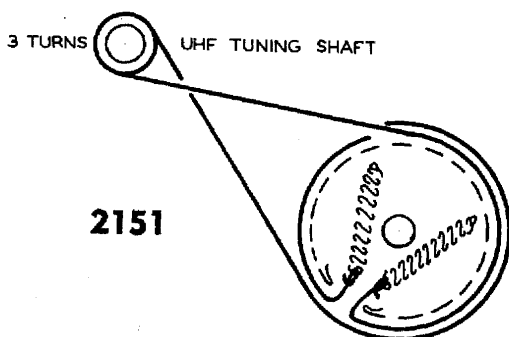
TUNING GANG FULLY CLOSED



2151

3 TURNS UHF TUNING SHAFT

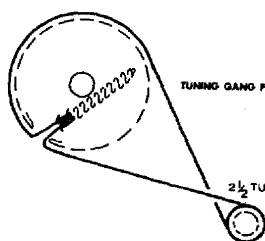
UHF TUNING PULLEY MAX. COUNTER CLOCKWISE



2152

TUNING GANG FULLY CLOSED

2 1/2 TURNS



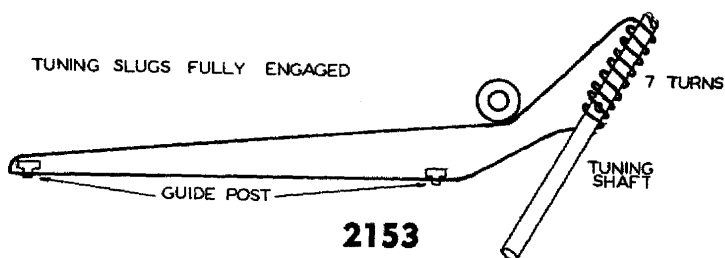
TUNING SLUGS FULLY ENGAGED

7 TURNS

GUIDE POST

TUNING SHAFT

2153



VHF FINE TUNING
DRIVE CORD STRINGING

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

PULLEY IN MAXIMUM
COUNTER CLOCKWISE
POSITION

UHF DRIVE CORD
STRINGING

TUNING
SHAFT

2154

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

TUNING GANG
DRIVE PULLEY

TUNING GANG FULLY CLOSED

2155

DIAL POINTER DRIVE
PULLEY

GUIDE
POST

TUNING SHAFT

SPRING

2156

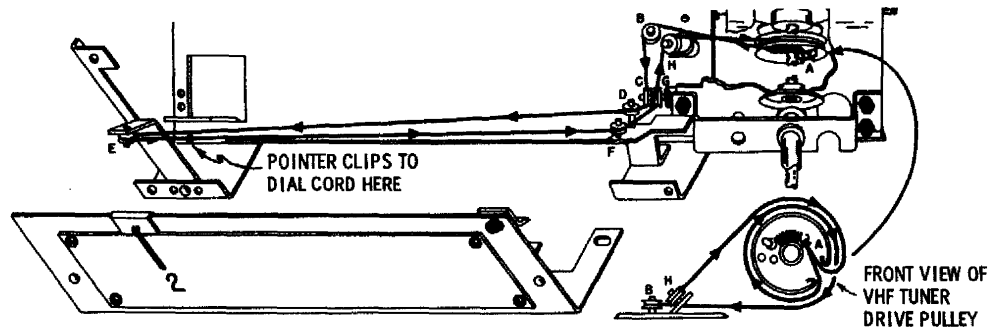
TUNING GANG FULLY CLOSED

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

TUNING SHAFT

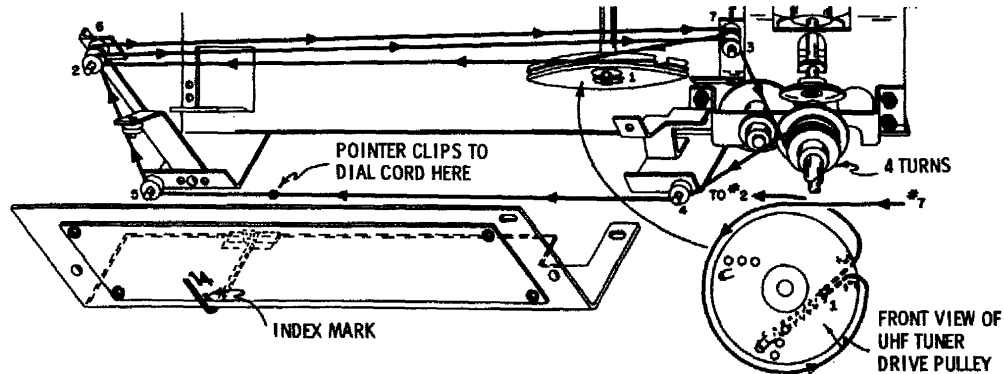
VHF DRIVE CORD STRINGING

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

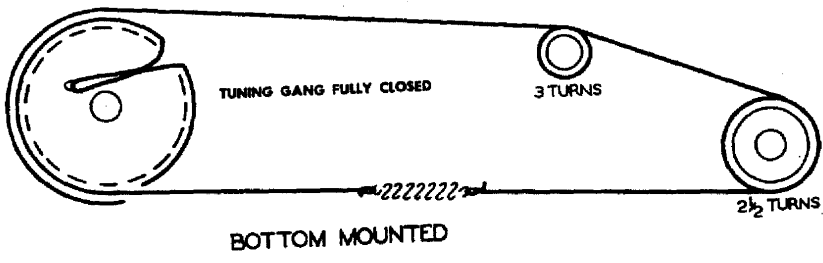
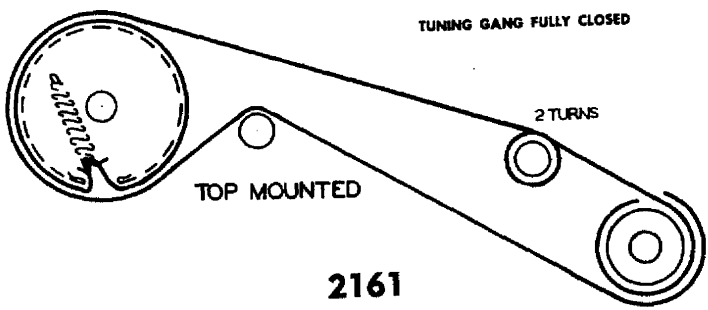
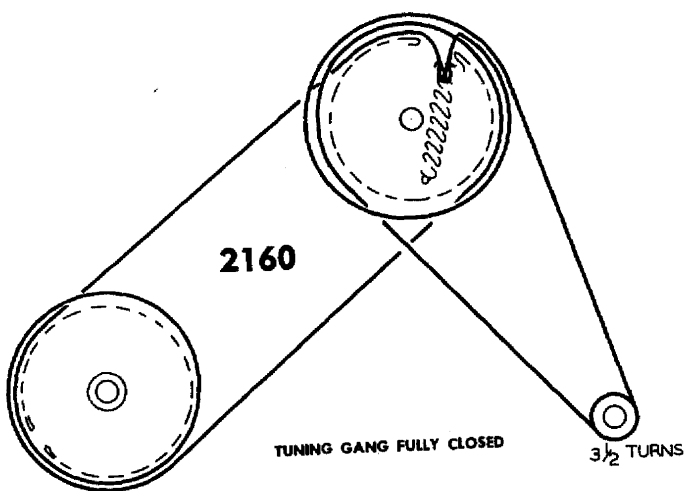
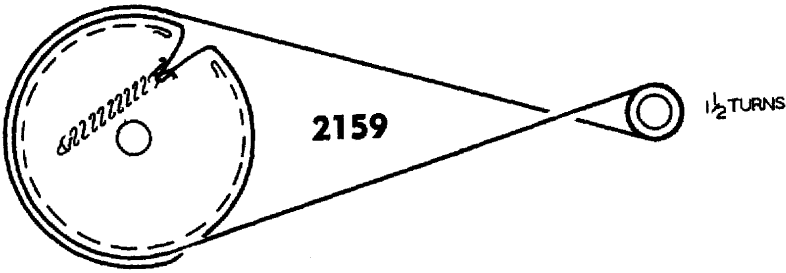


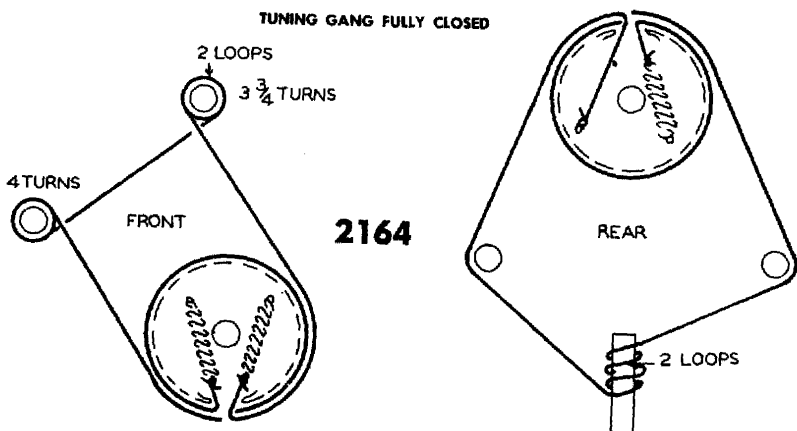
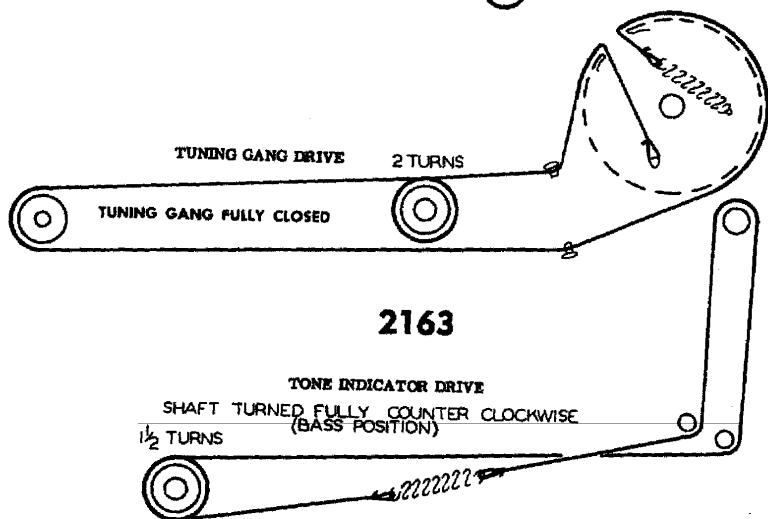
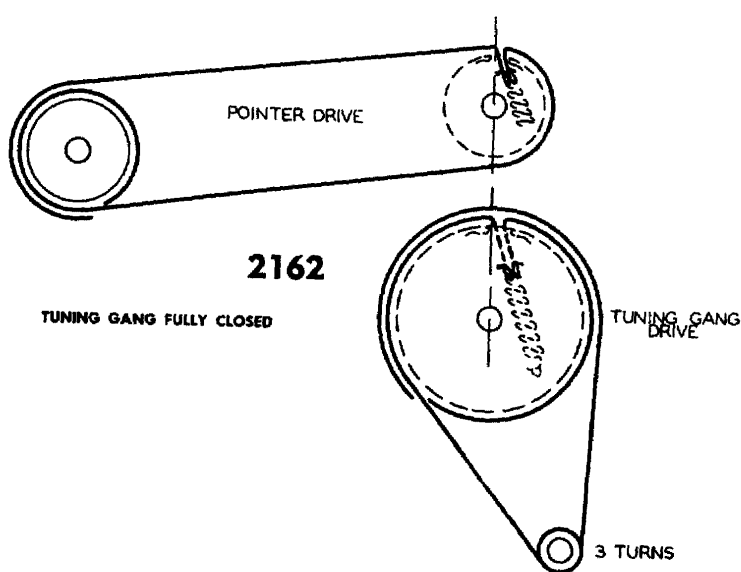
UHF DRIVE CORD STRINGING

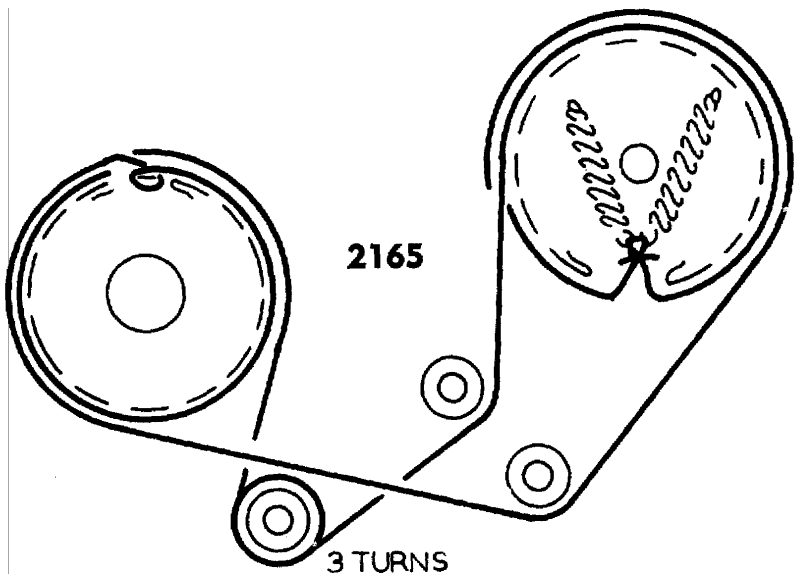
1. Cut an 80" length of dial cord and tie one end to the dial spring.
2. Turn the UHF tuner drive pulley to the full counter clockwise position (Channel 14).
3. Place the free end of the dial cord spring over the hook in the back side of the pulley.
4. Stretch the spring and pass the string out the the 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.
5. Tie the dial cord to the dial spring at 1 and cut off any surplus string. Place a drop of quick drying cement on the knots to prevent them from working loose.
6. Position the UHF pointer over the index mark on the left end of the UHF dial scale and clip the pointer to the dial string. A drop of cement may be used to insure that the pointer will not slip on the string.
7. Check the action of the system to be sure that it operates freely and the pointer indicates the proper UHF channel.



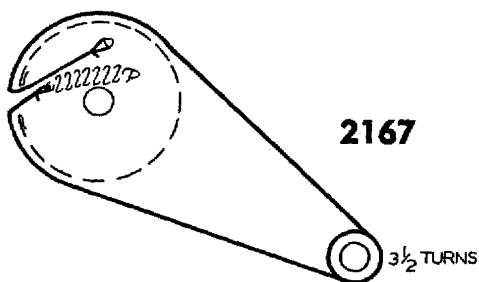
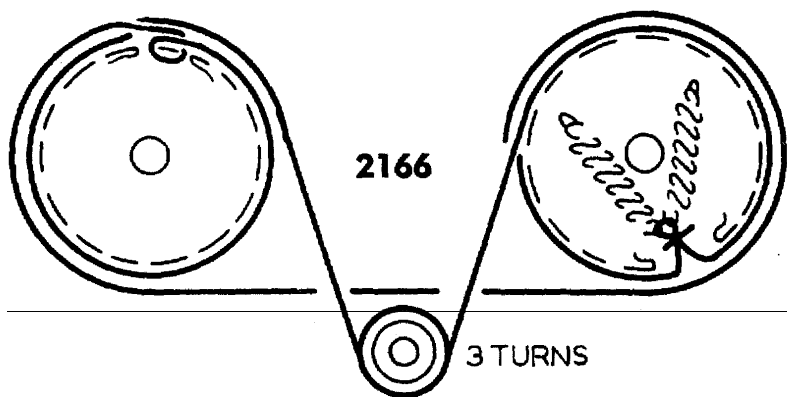
UHF TUNING PULLEY IN MAX. COUNTER CLOCKWISE POSITION.



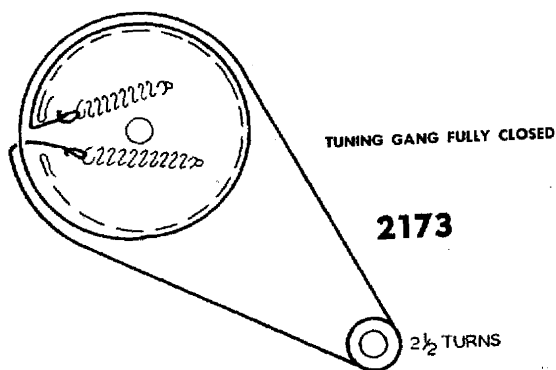
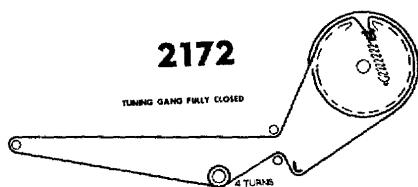
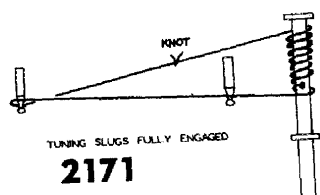
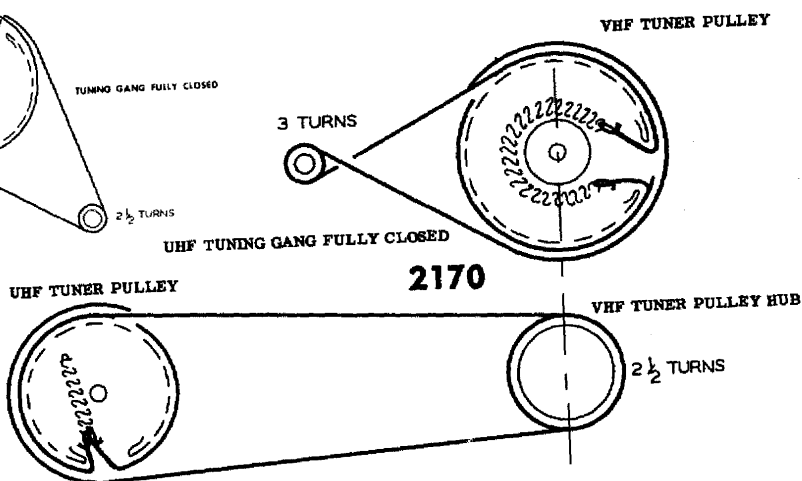
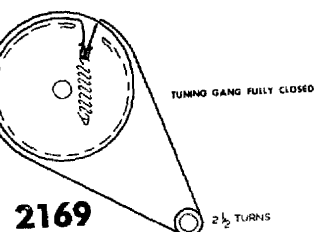
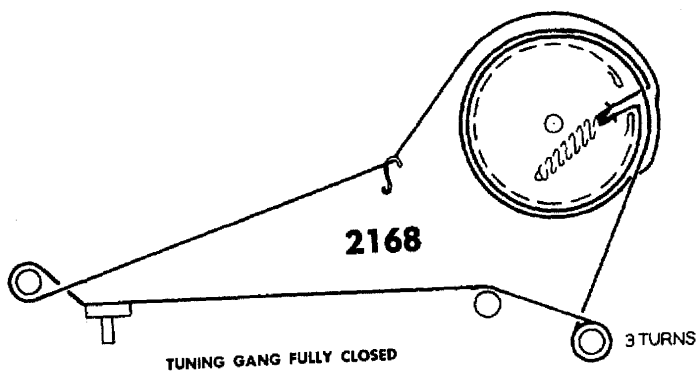


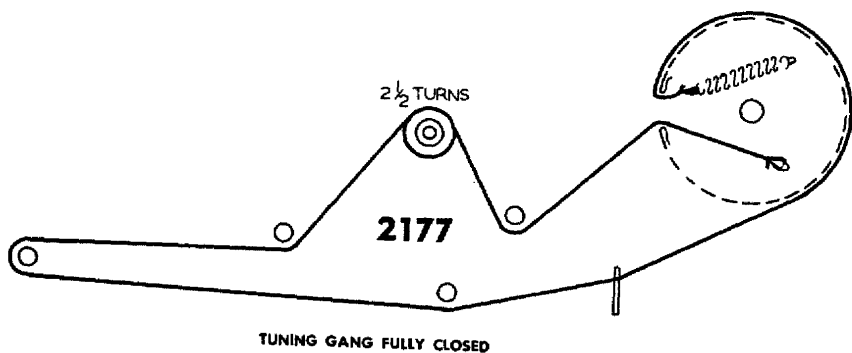
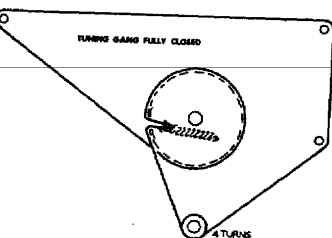
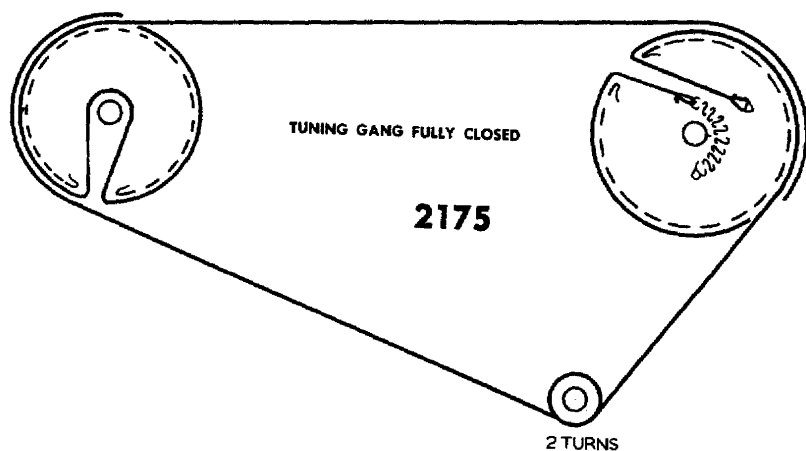
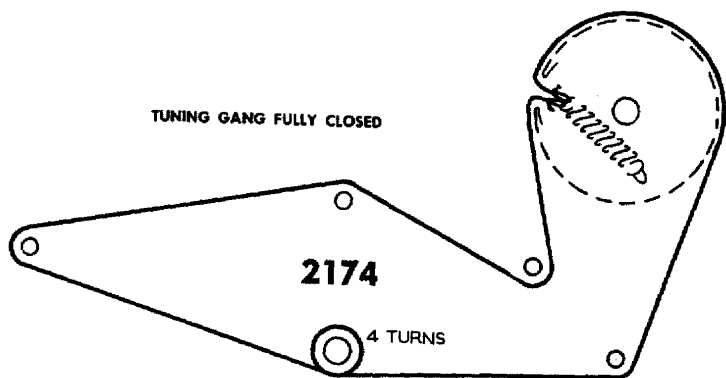


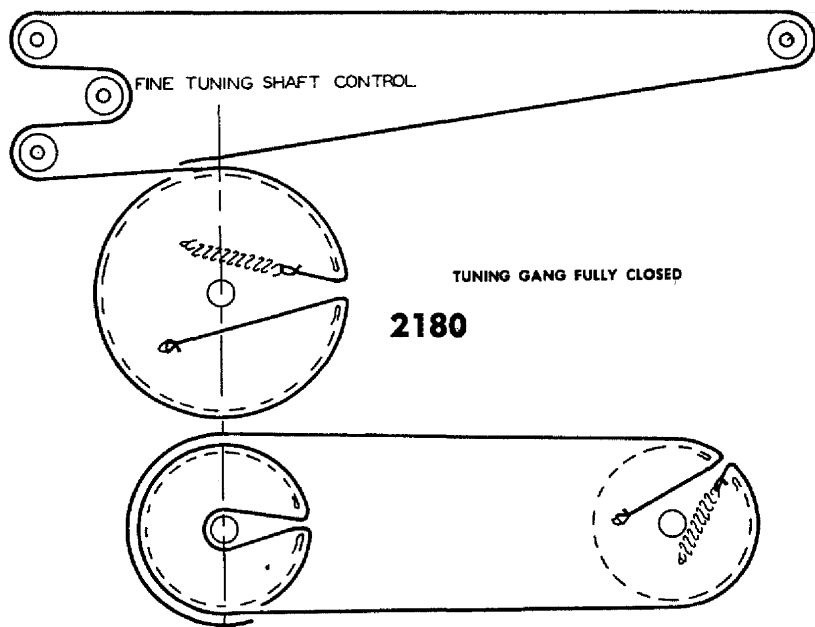
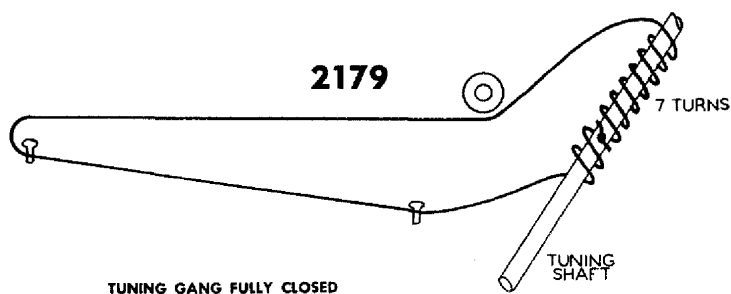
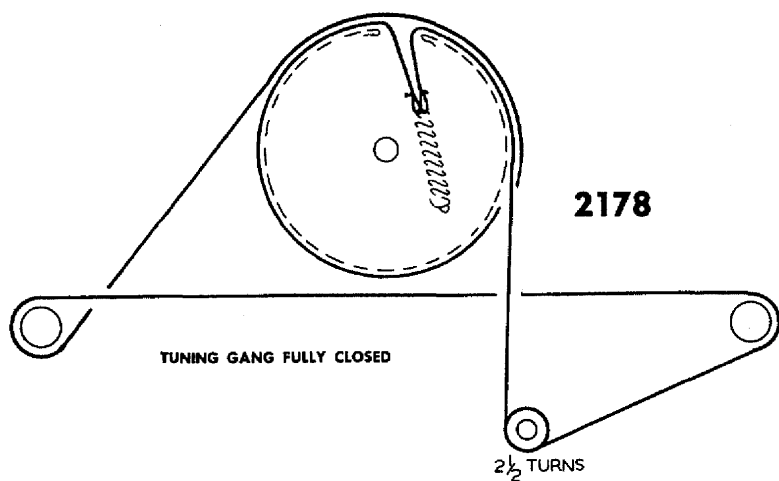
TUNING GANG FULLY COUNTER CLOCKWISE

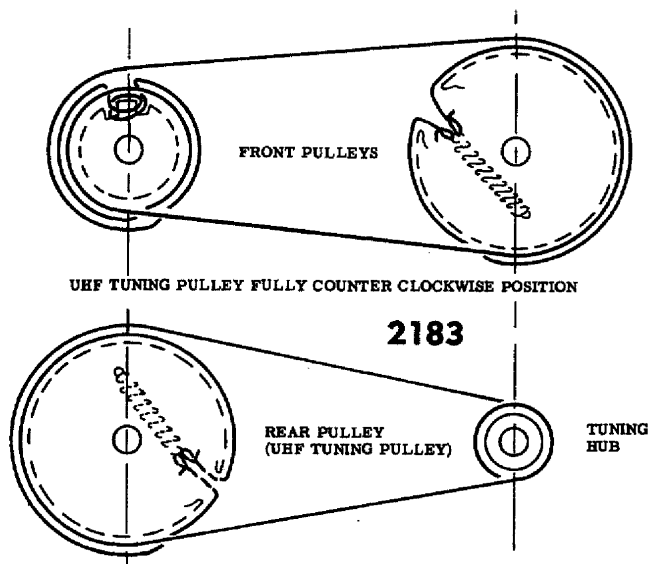
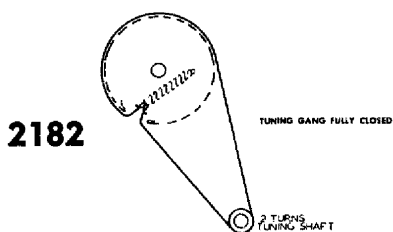
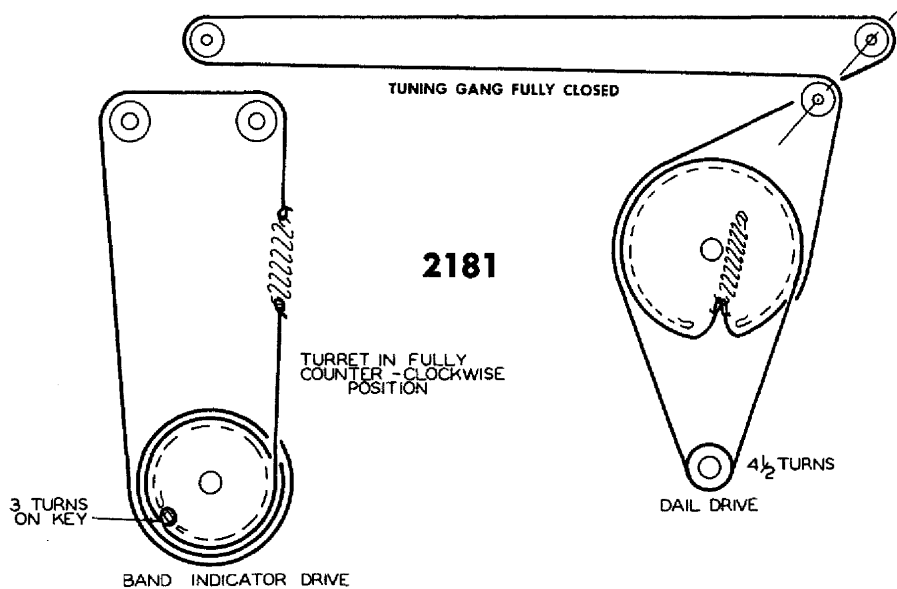


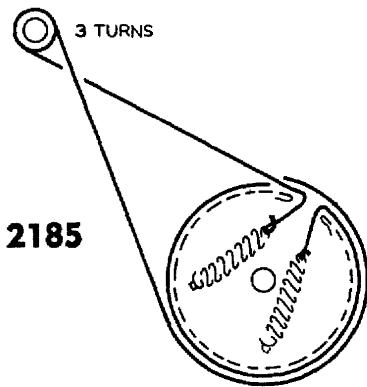
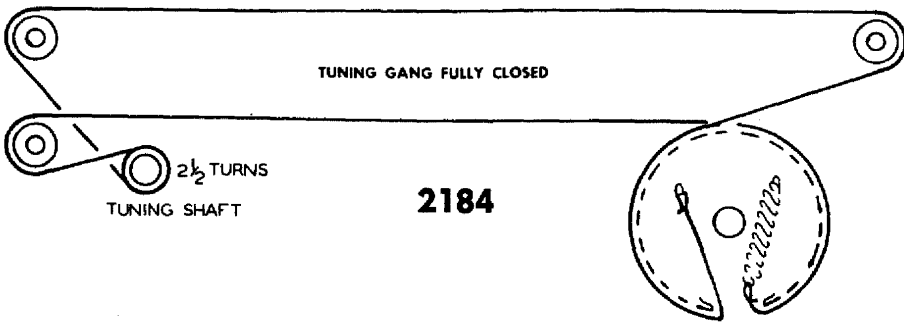
TUNING PULLEY MAX. COUNTER CLOCKWISE POSITION



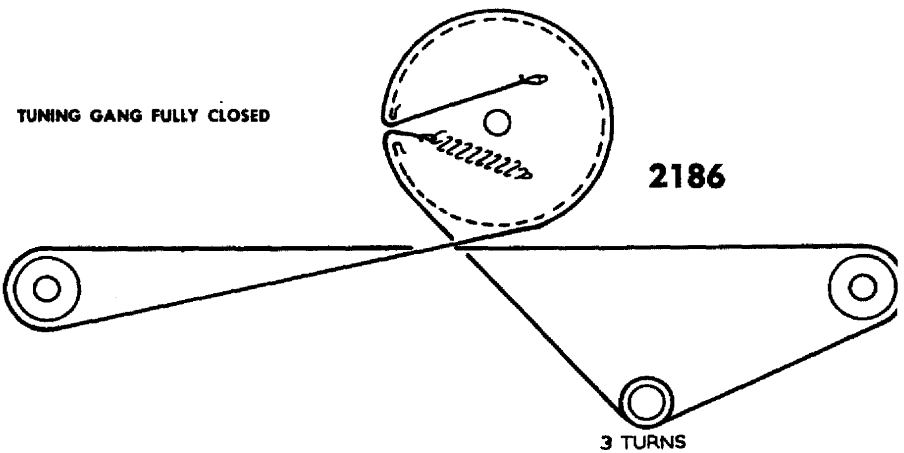


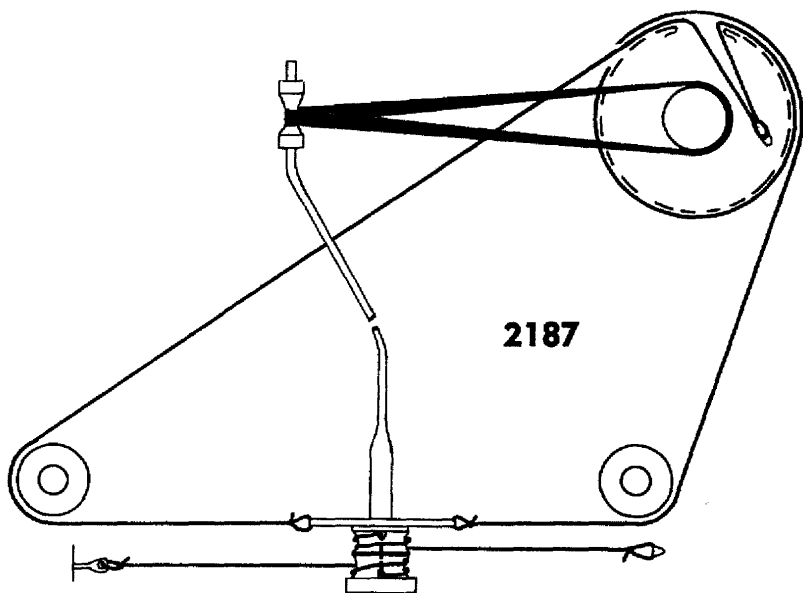




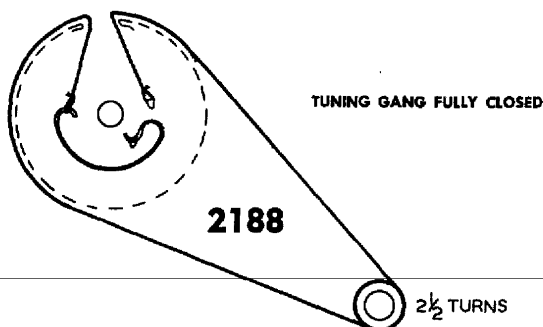


TUNING PULLEY IN MAX COUNTER CLOCKWISE POSITION



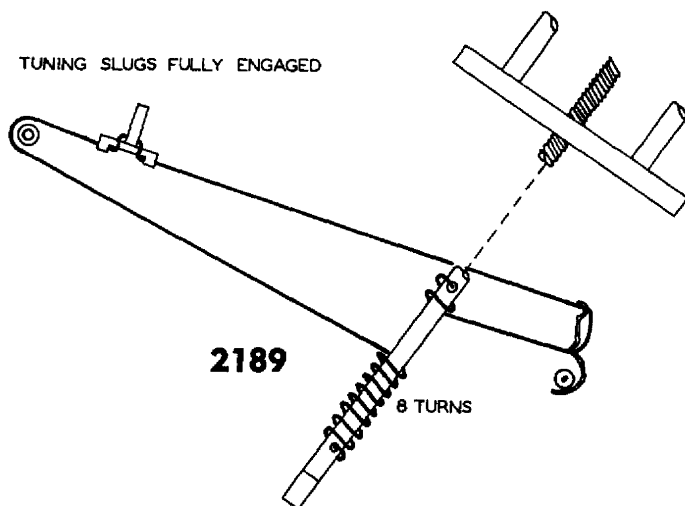


SHOWN IN CHANNEL #7 POSITION

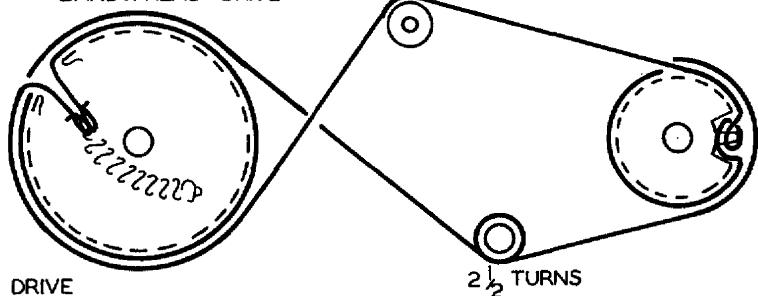


TUNING GANG FULLY CLOSED

TUNING SLUGS FULLY ENGAGED

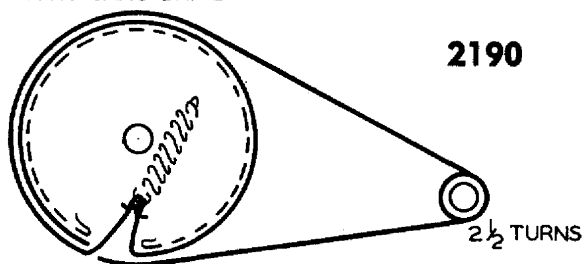


BANDSPREAD DRIVE



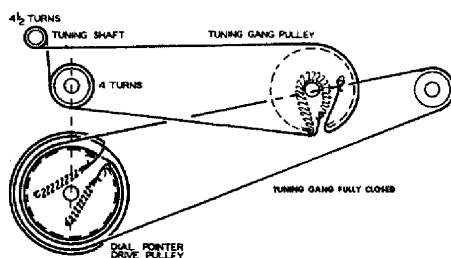
TUNING GANG DRIVE

2190



TUNING GANG & BANDSPREAD GANG FULLY CLOSED

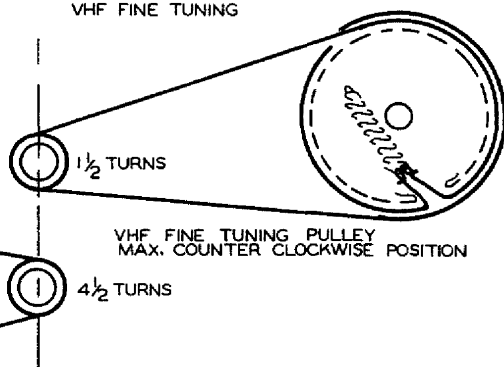
2191



2192

VHF FINE TUNING

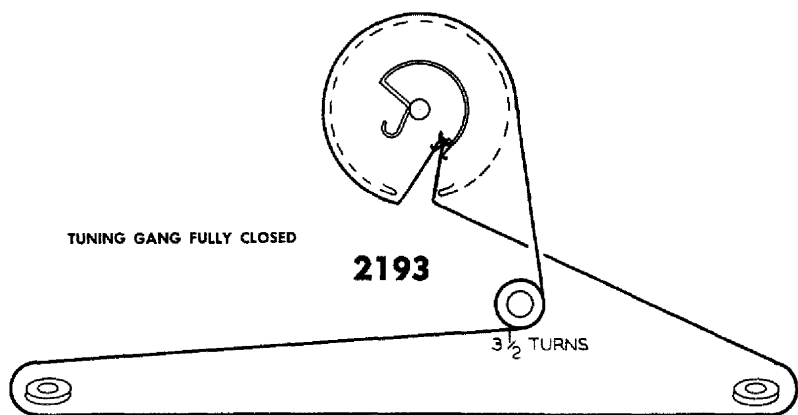
UHF TUNING PULLEY



VHF FINE TUNING PULLEY
MAX. COUNTER CLOCKWISE POSITION

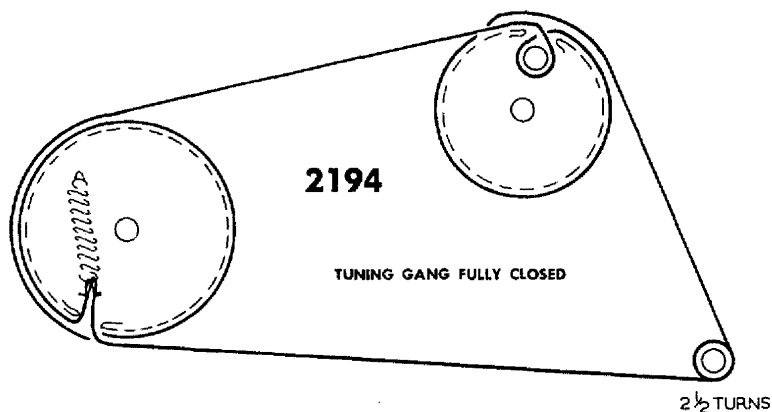
TUNING GANG FULLY CLOSED

2193

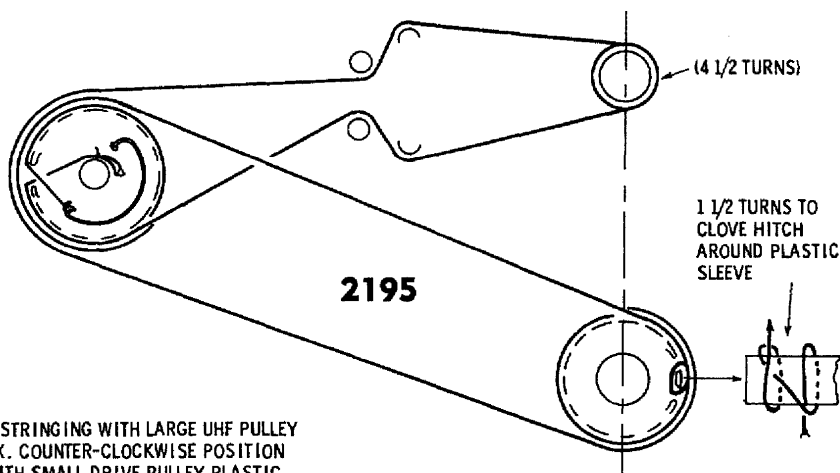


2194

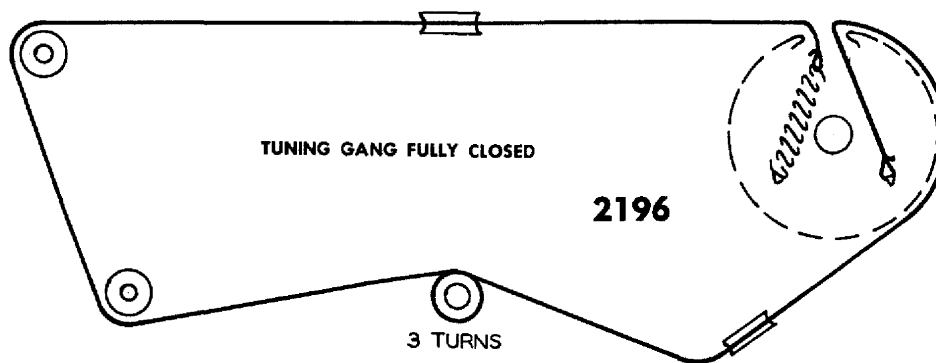
TUNING GANG FULLY CLOSED



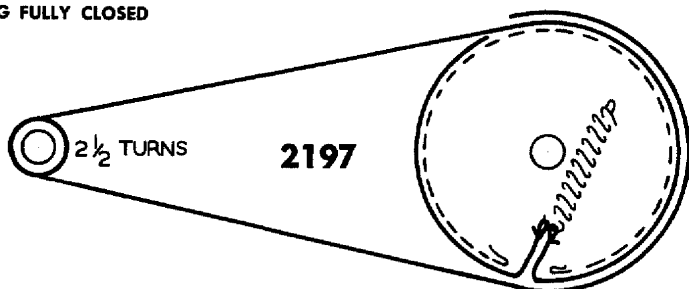
2195



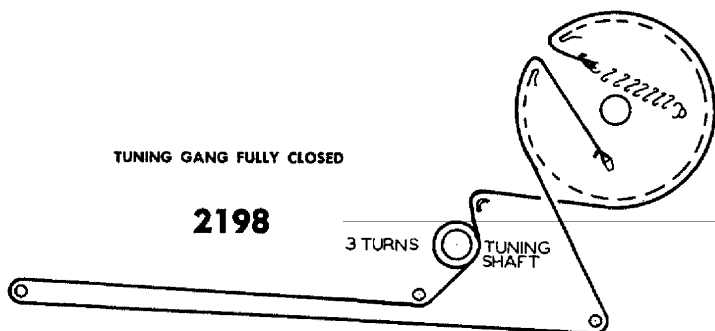
START STRINGING WITH LARGE UHF PULLEY AT MAX. COUNTER-CLOCKWISE POSITION AND WITH SMALL DRIVE PULLEY PLASTIC SLEEVE TAB AT 5 O'CLOCK (VIEWED FROM FRONT OF TUNER)



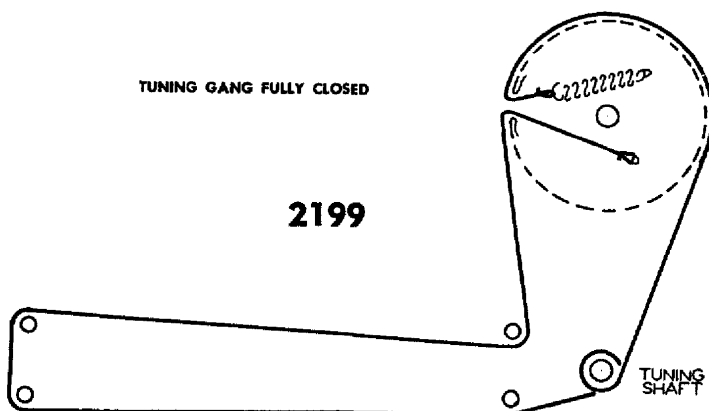
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

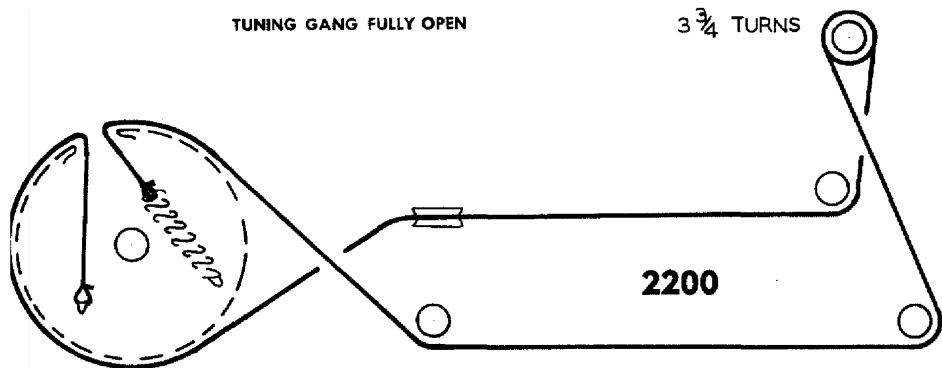


TUNING GANG FULLY CLOSED



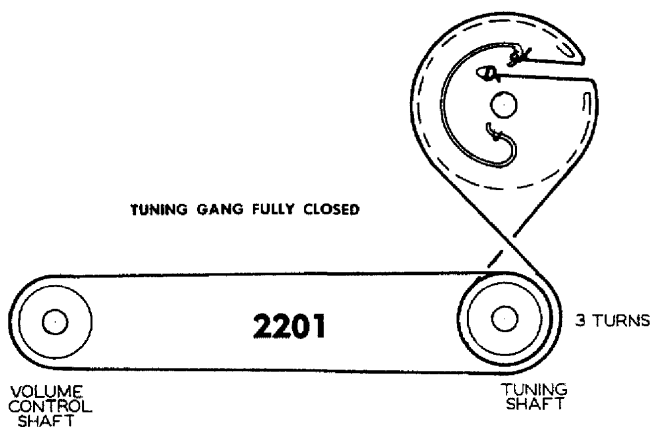
TUNING GANG FULLY OPEN

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

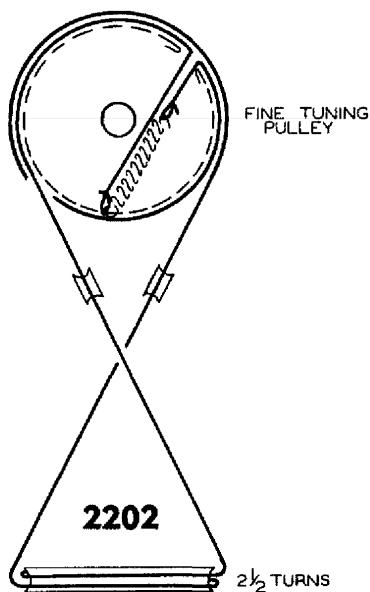


TUNING GANG FULLY CLOSED

3 TURNS



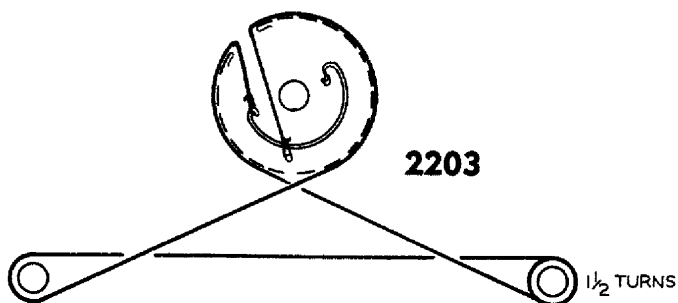
FINE TUNING PULLEY



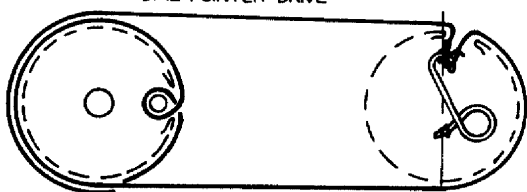
$2\frac{1}{2}$ TURNS

FINE TUNING PULLEY IN MAX. COUNTER CLOCKWISE POSITION

TUNING GANG FULLY CLOSED

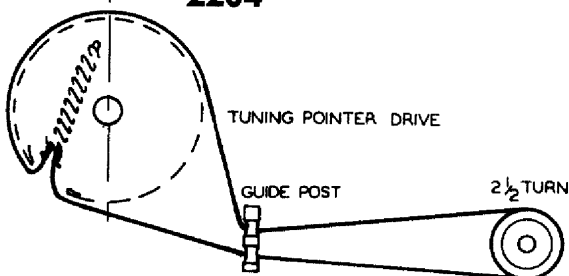


DIAL POINTER DRIVE

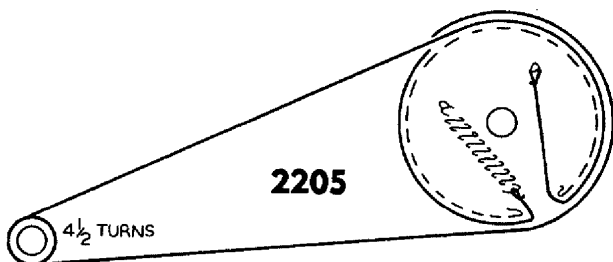


2204

TUNING GANG FULLY CLOSED



2205

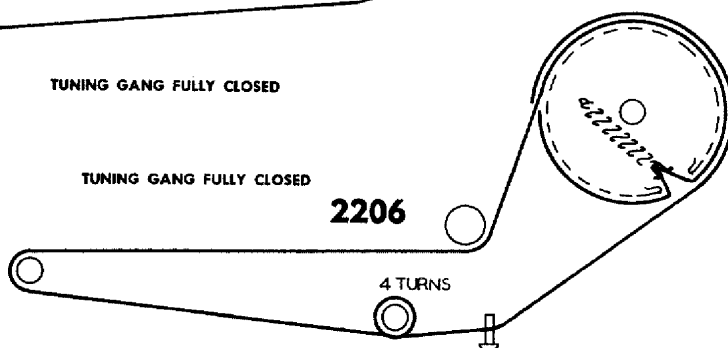


4 1/2 TURNS

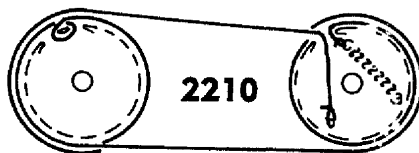
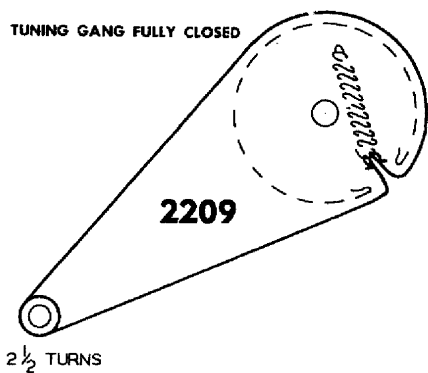
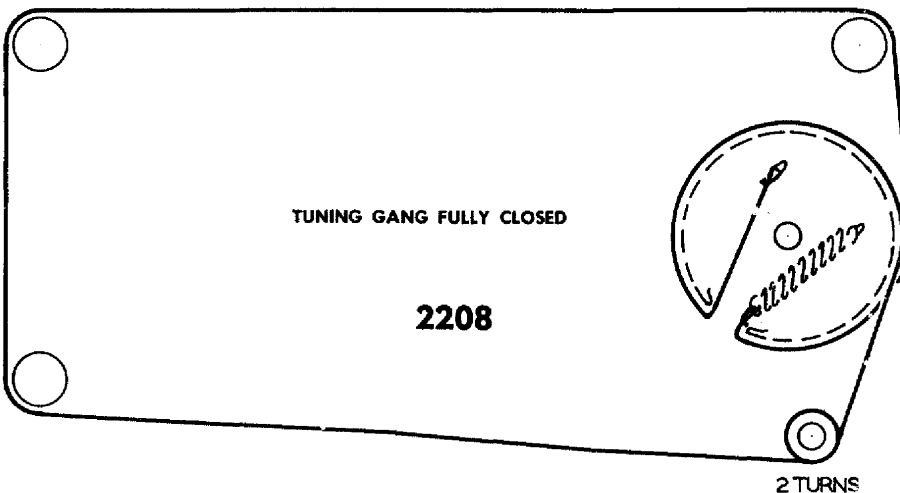
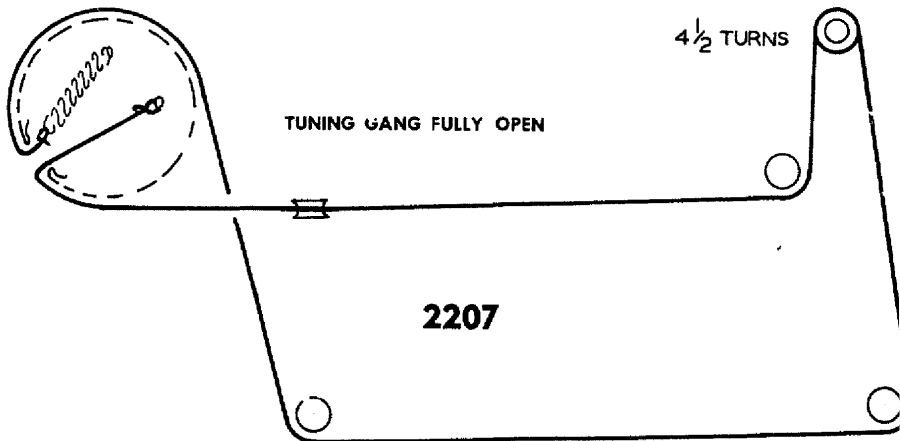
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

2206



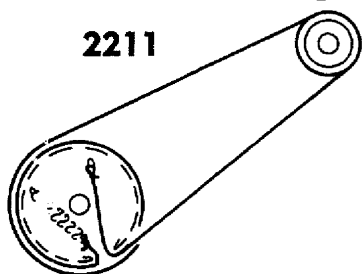
4 TURNS



PULLEYS IN COMPLETE
COUNTER-CLOCKWISE
POSITION AGAINST
STOP.

2211

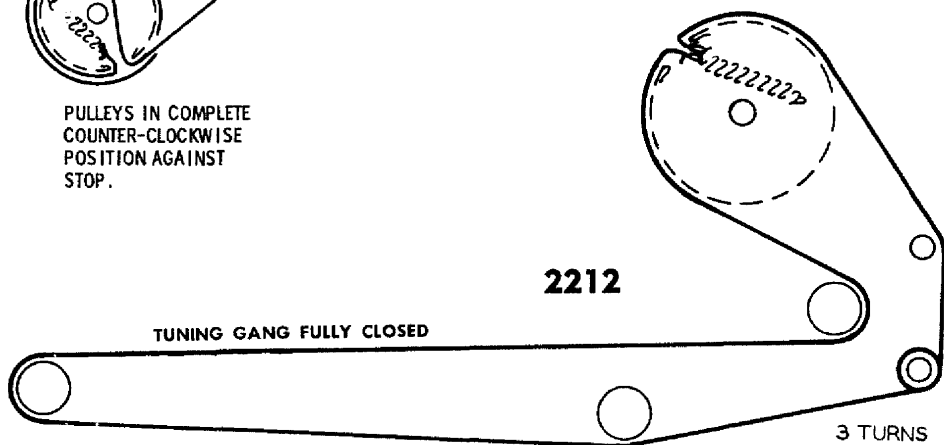
3 1/2 TURNS



PULLEYS IN COMPLETE
COUNTER-CLOCKWISE
POSITION AGAINST
STOP.

2212

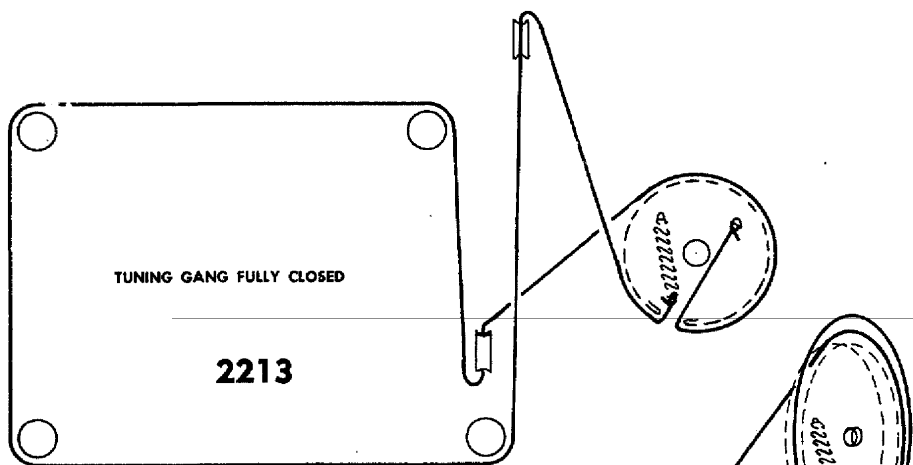
TUNING GANG FULLY CLOSED



3 TURNS

TUNING GANG FULLY CLOSED

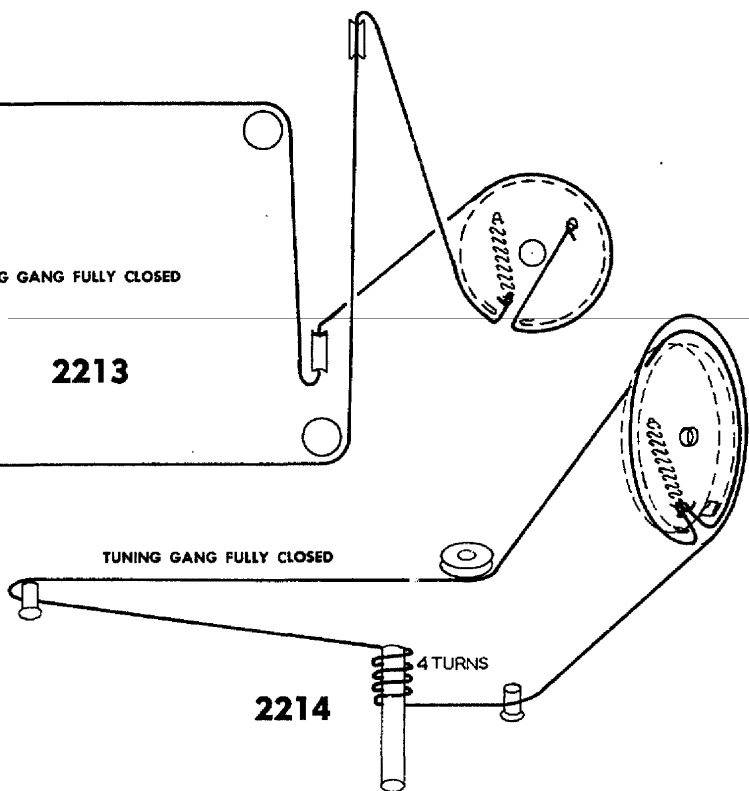
2213



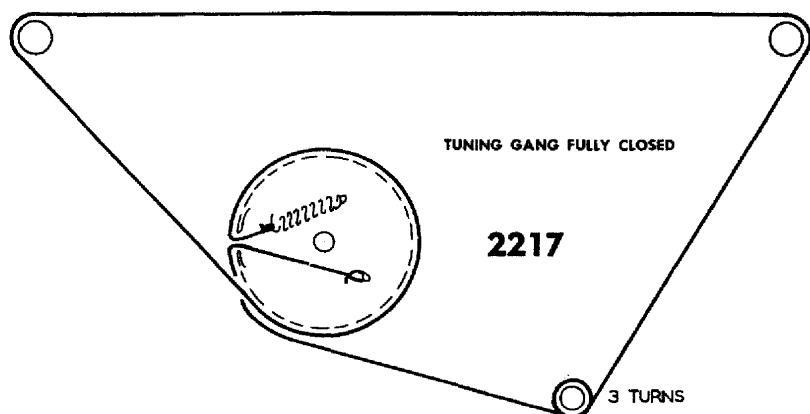
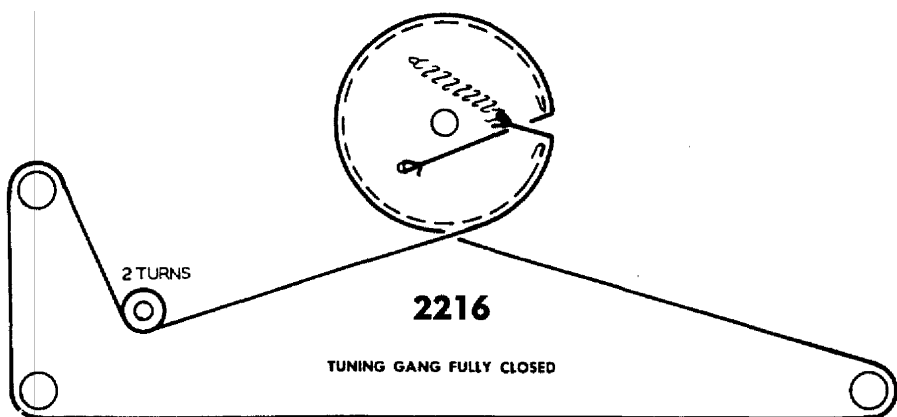
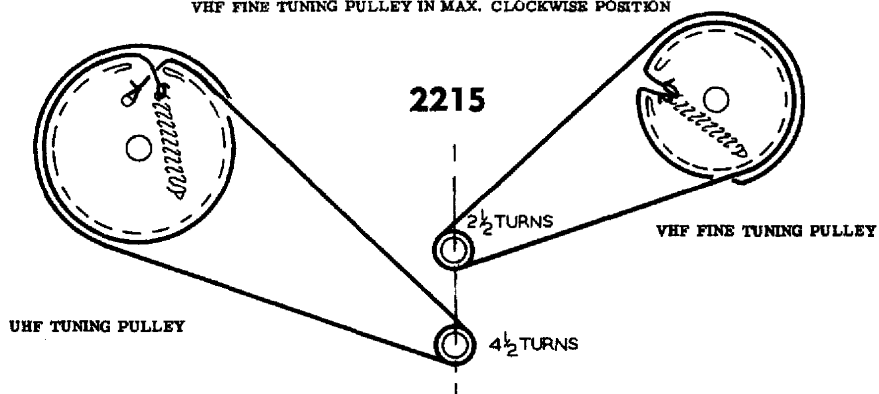
TUNING GANG FULLY CLOSED

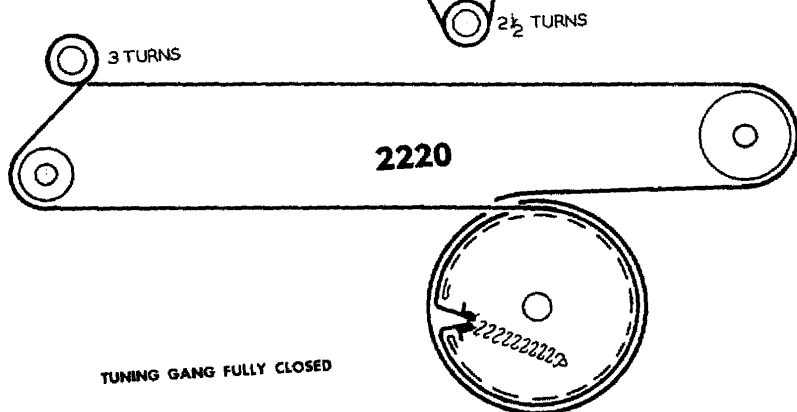
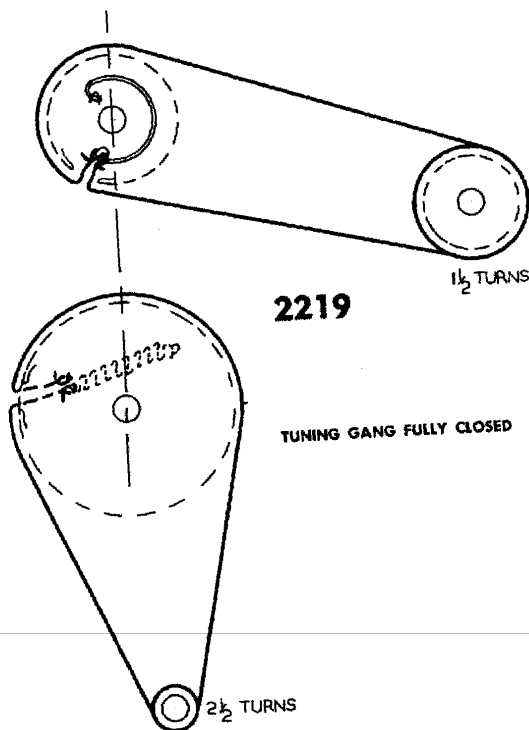
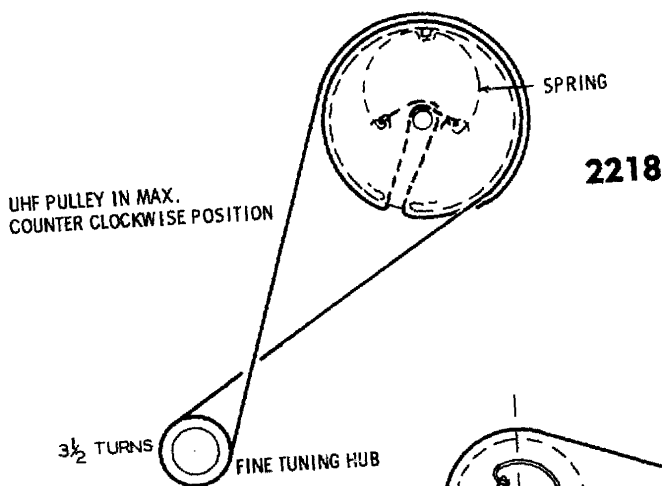
2214

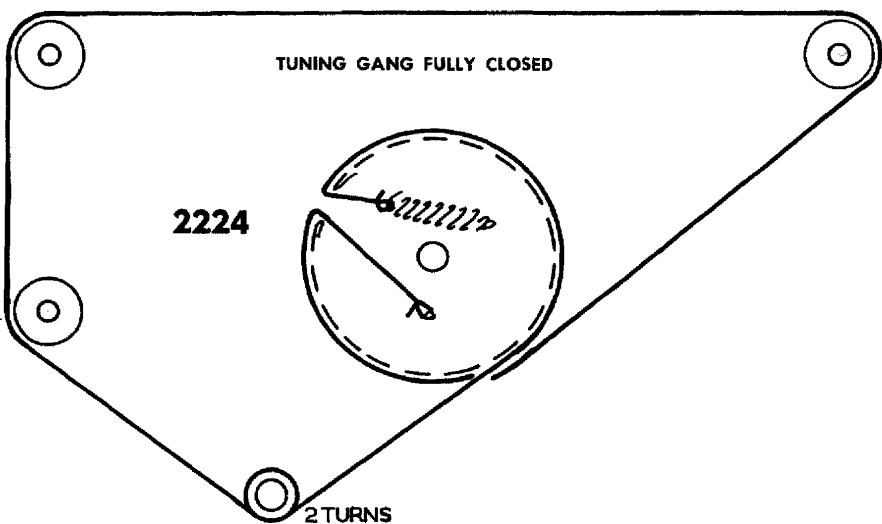
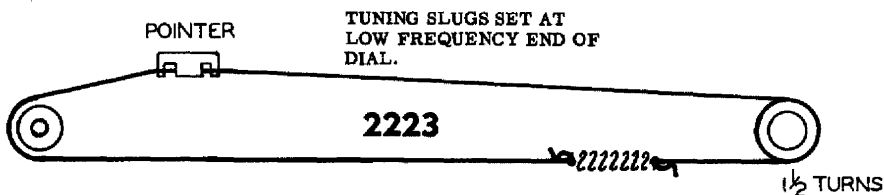
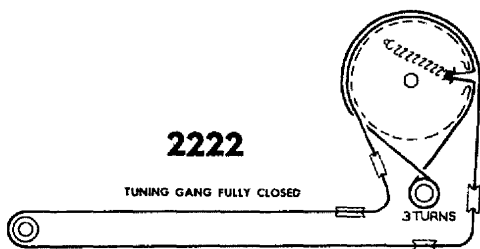
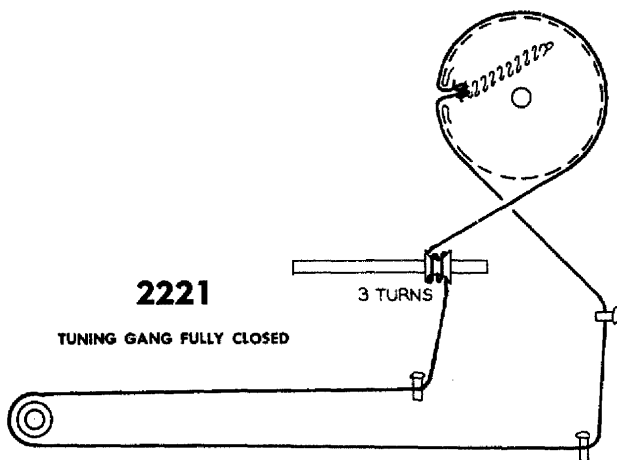
4 TURNS

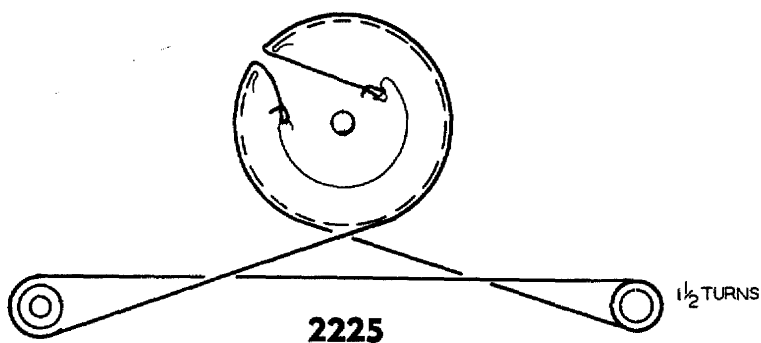


VHF FINE TUNING PULLEY IN MAX. CLOCKWISE POSITION

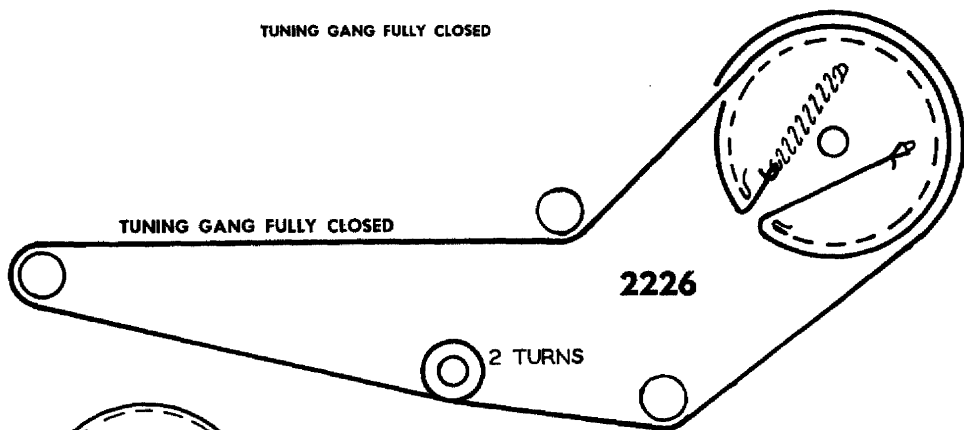




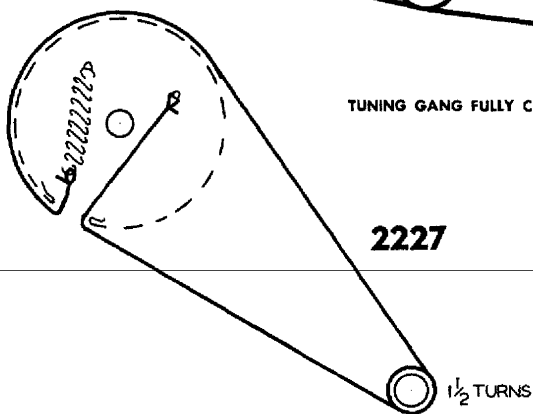




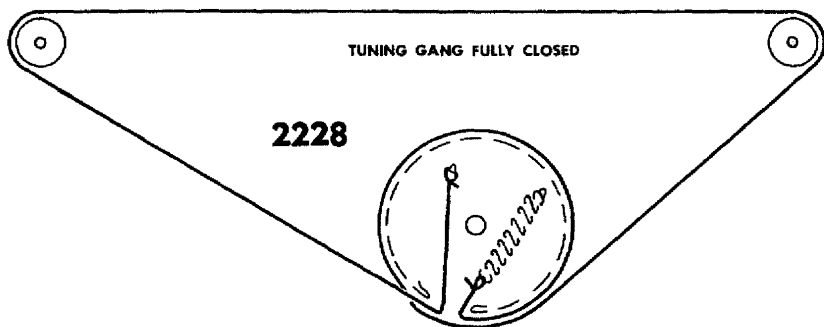
TUNING GANG FULLY CLOSED

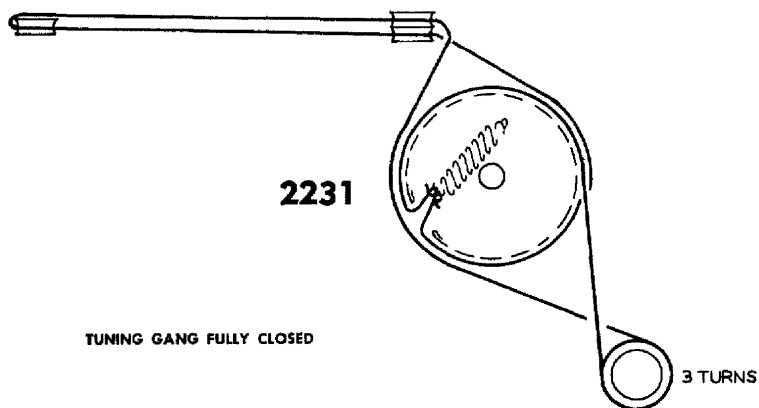
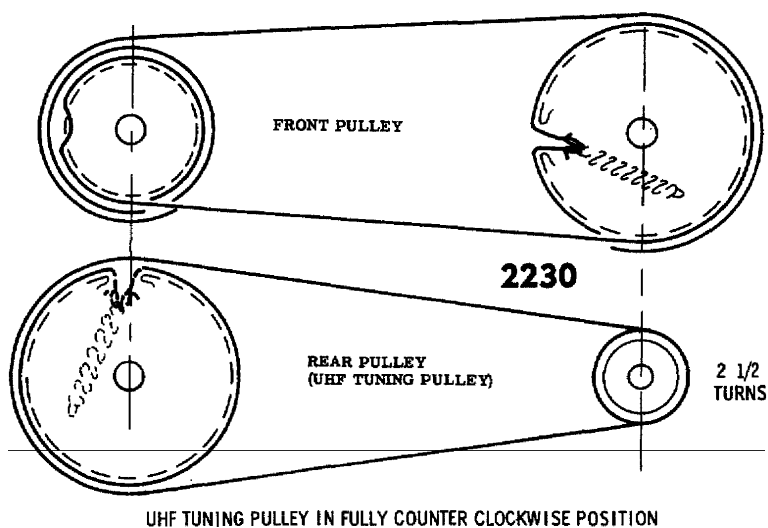
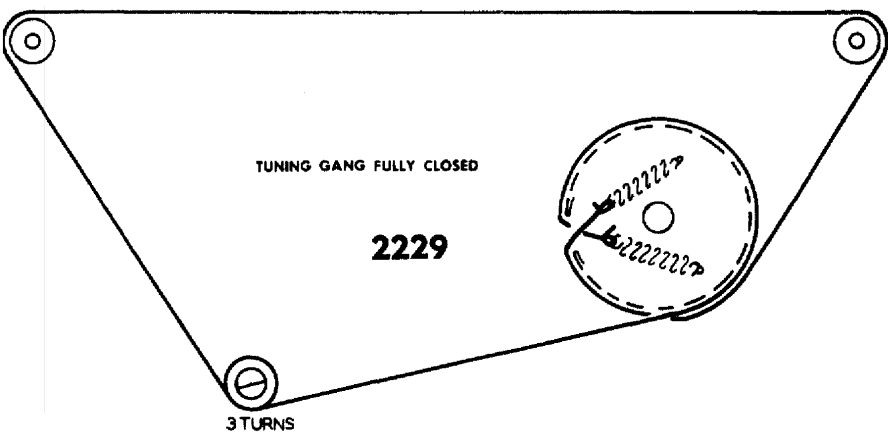


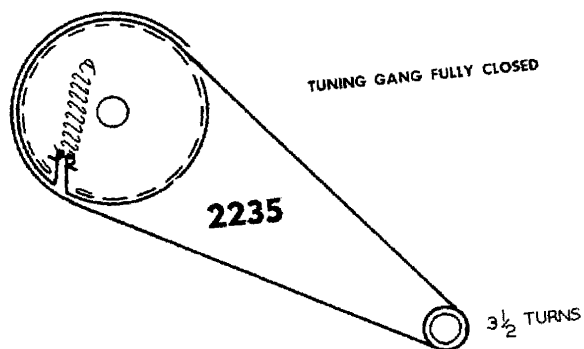
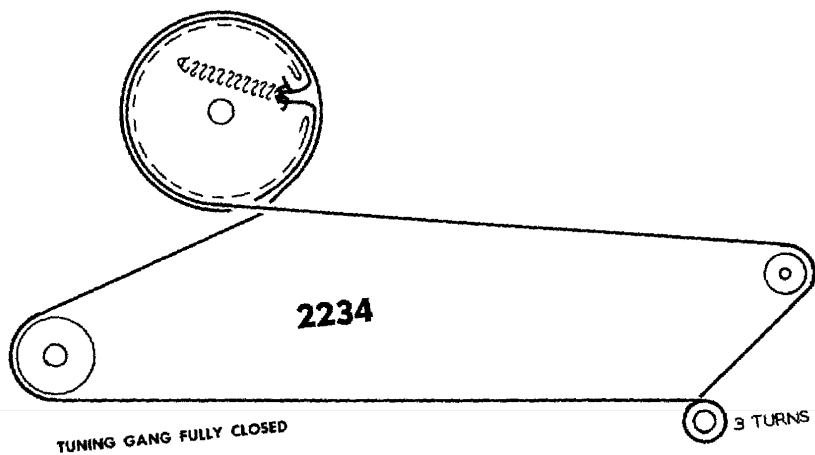
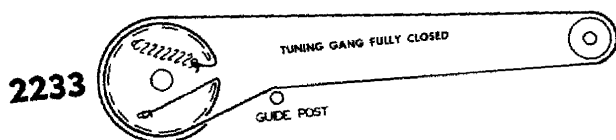
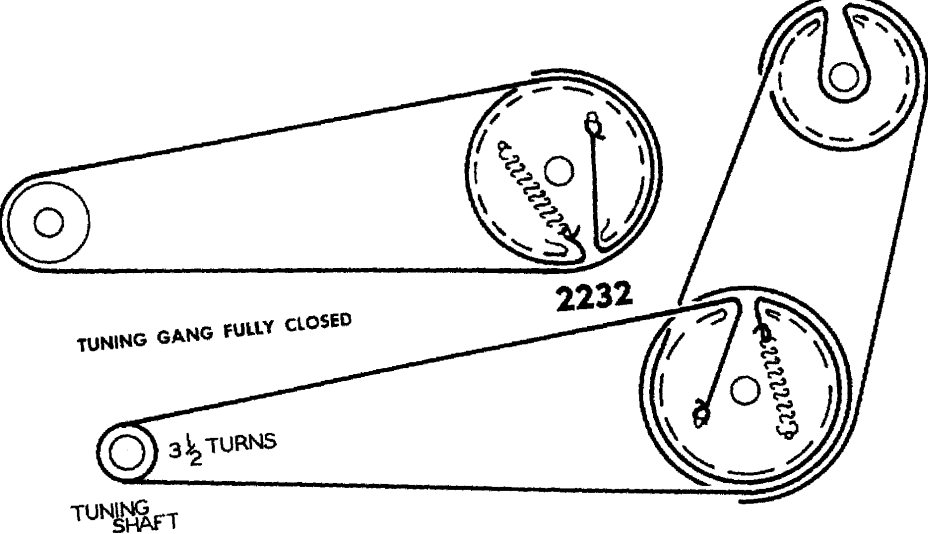
TUNING GANG FULLY CLOSED

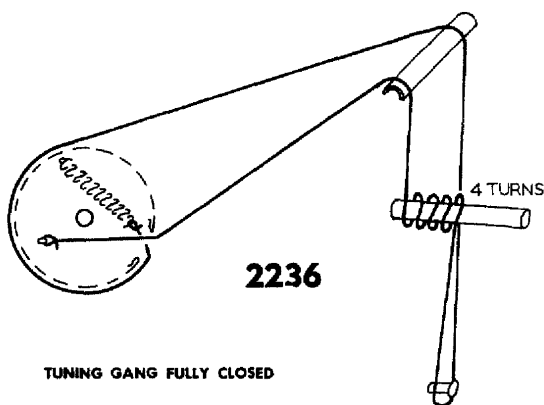


TUNING GANG FULLY CLOSED

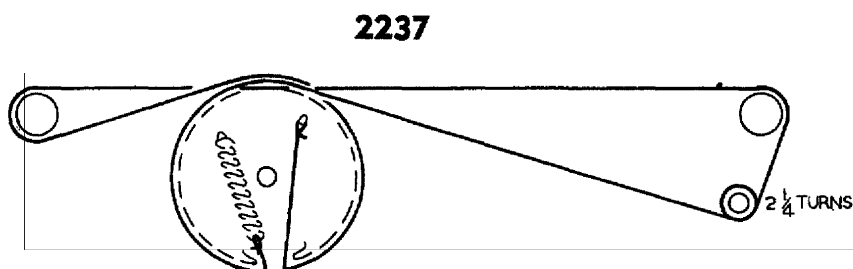




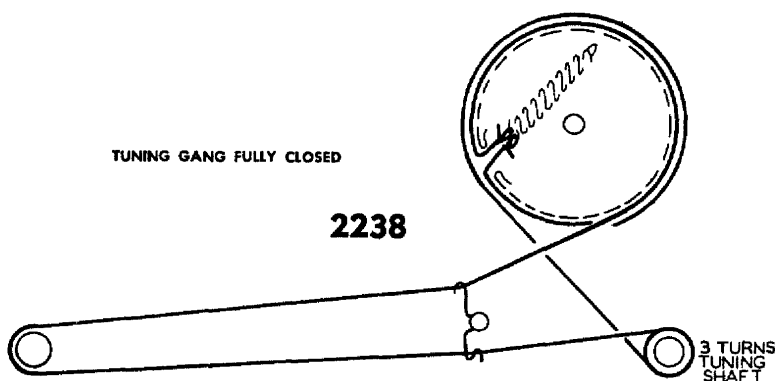


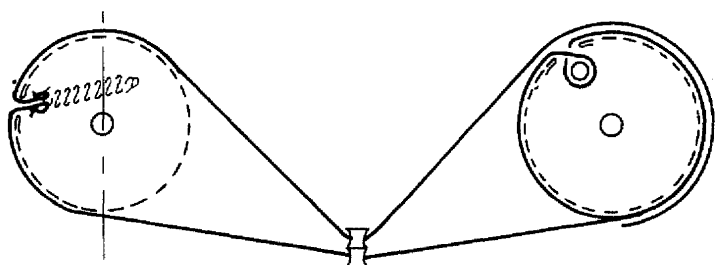


TUNING GANG FULLY CLOSED



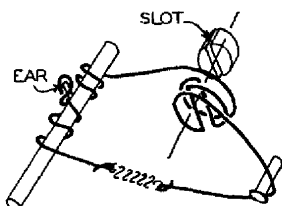
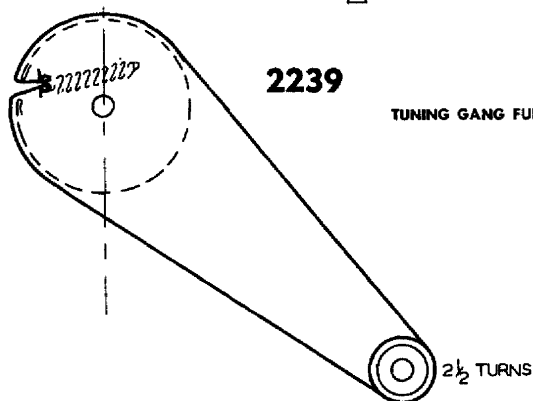
TUNING GANG FULLY CLOSED





2239

TUNING GANG FULLY CLOSED



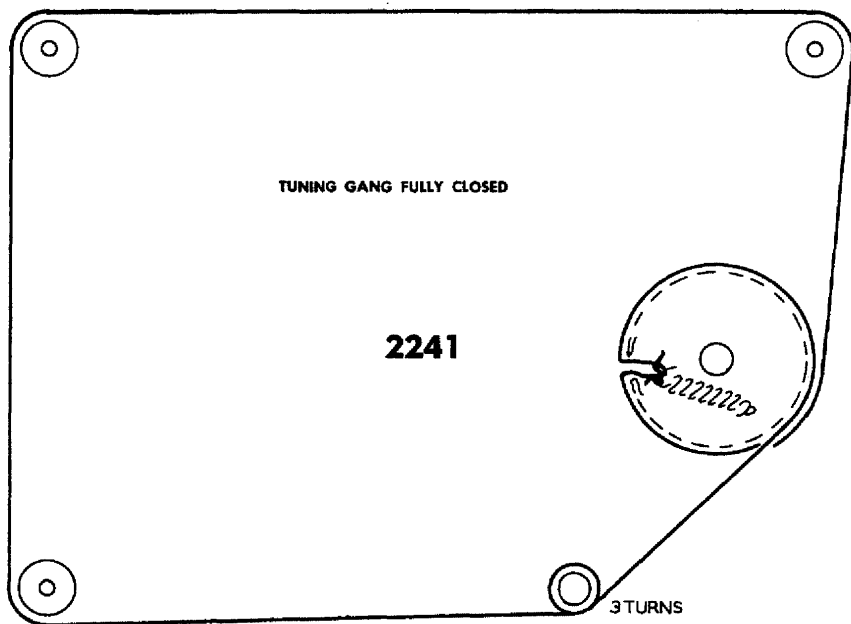
2240

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

TUNING GANG FULLY CLOSED

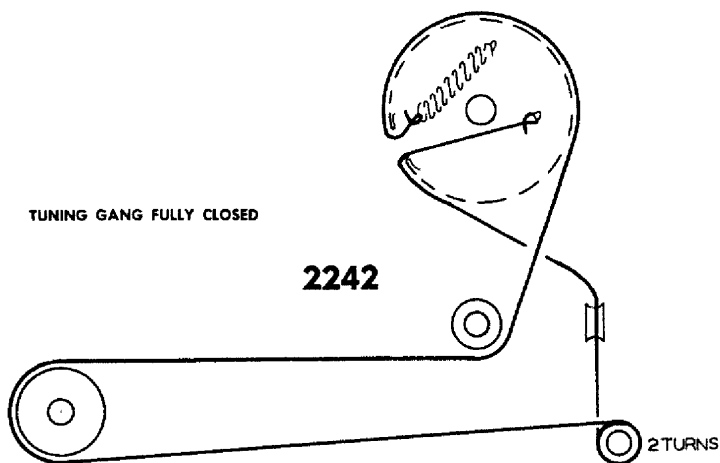
TUNING GANG FULLY CLOSED

2241



TUNING GANG FULLY CLOSED

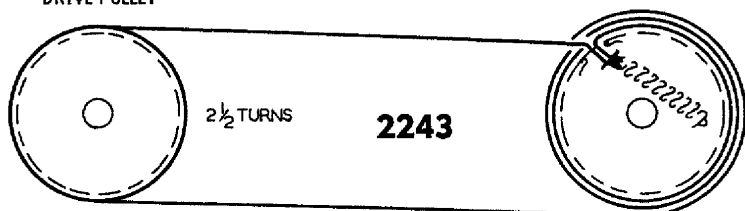
2242



DRIVE PULLEY

CONTRAST CONTROL PULLEY

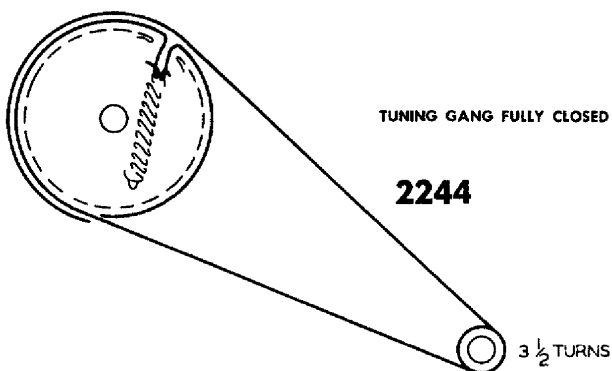
2243



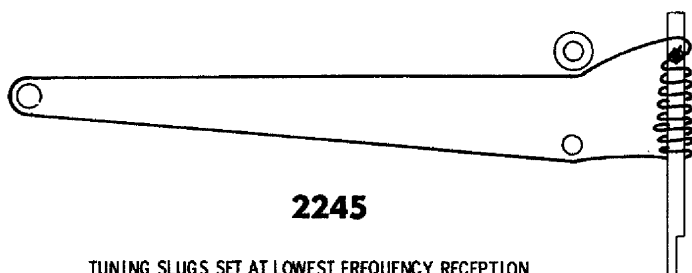
CONTRAST CONTROL PULLEY IN MAX. COUNTER CLOCKWISE POSITION.

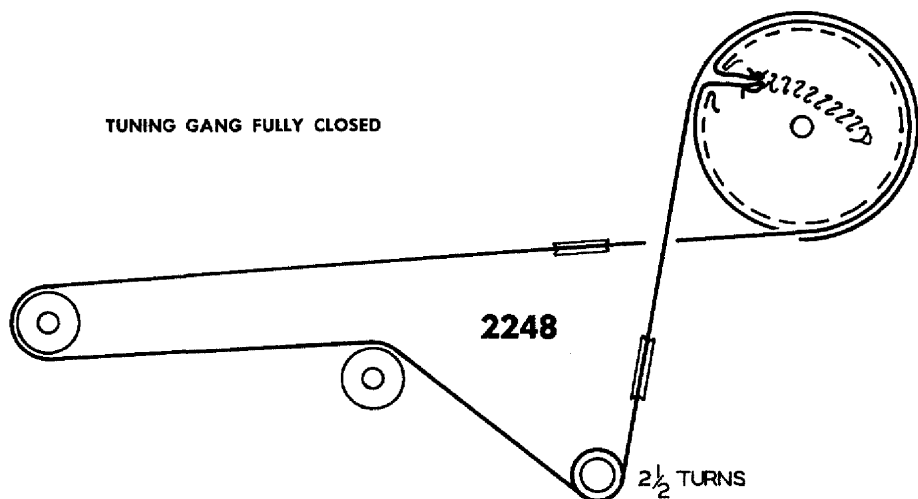
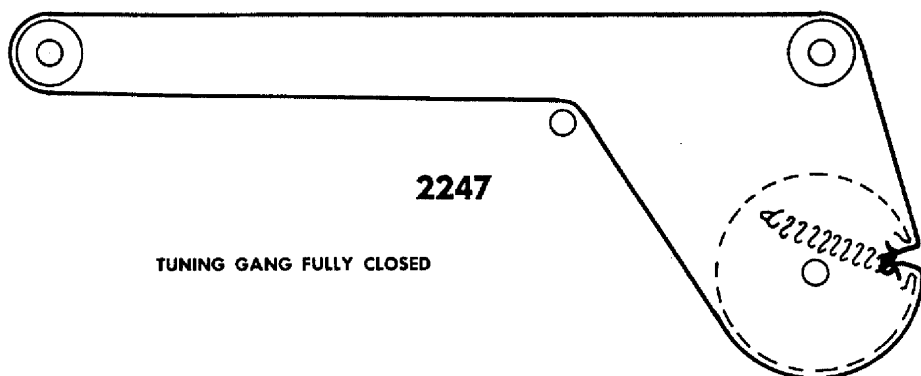
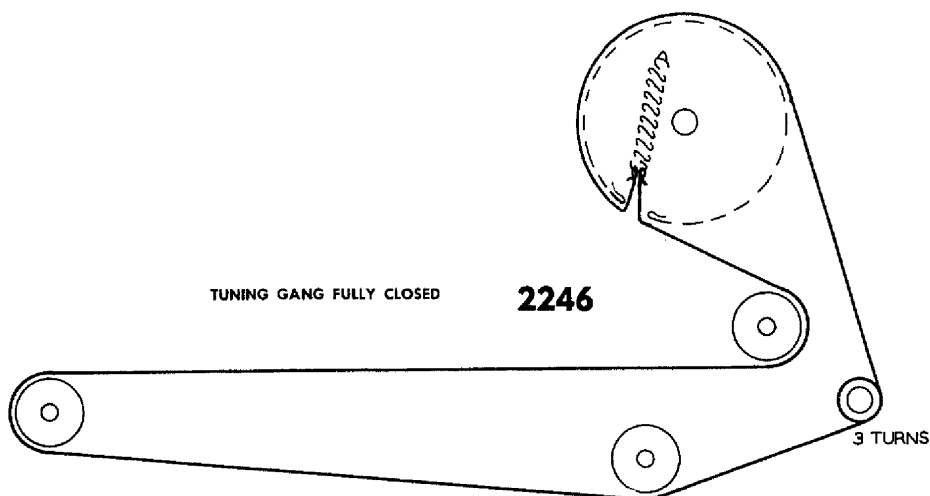
TUNING GANG FULLY CLOSED

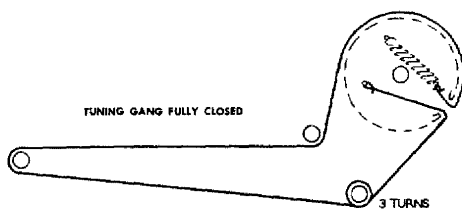
2244



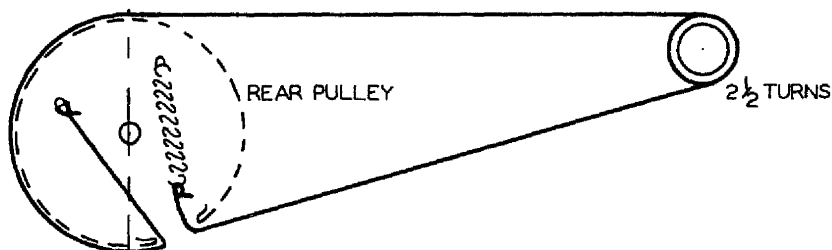
2245



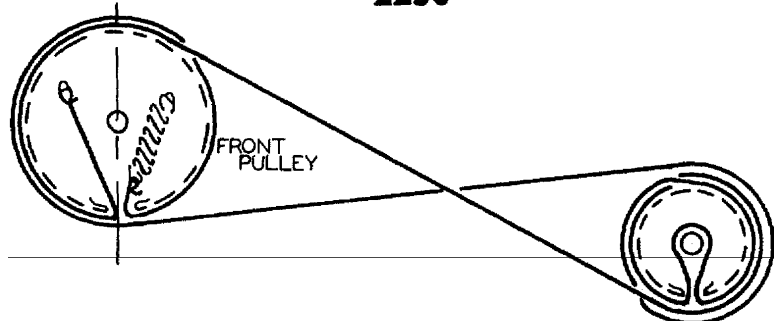




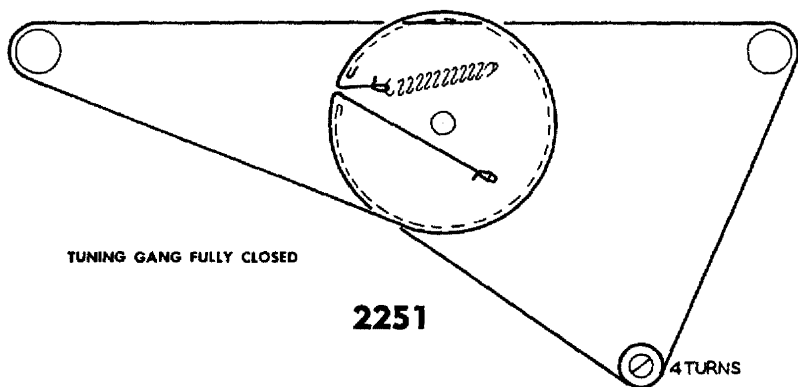
2249

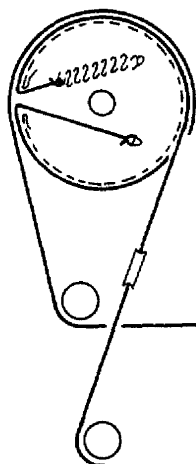


2250



2251

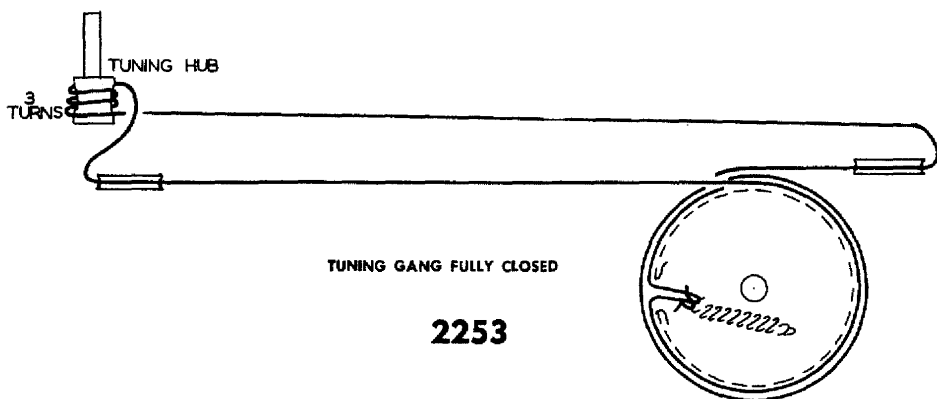




TUNING GANG FULLY CLOSED

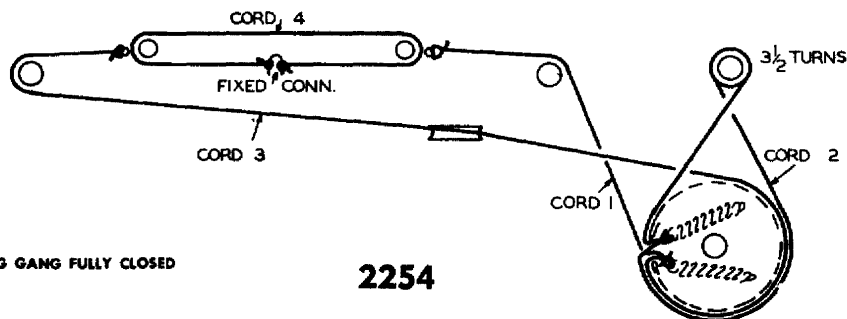
2252

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



TUNING GANG FULLY CLOSED

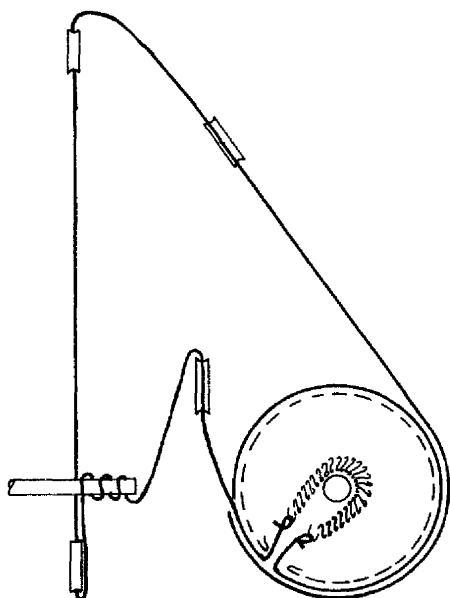
2253



TUNING GANG FULLY CLOSED

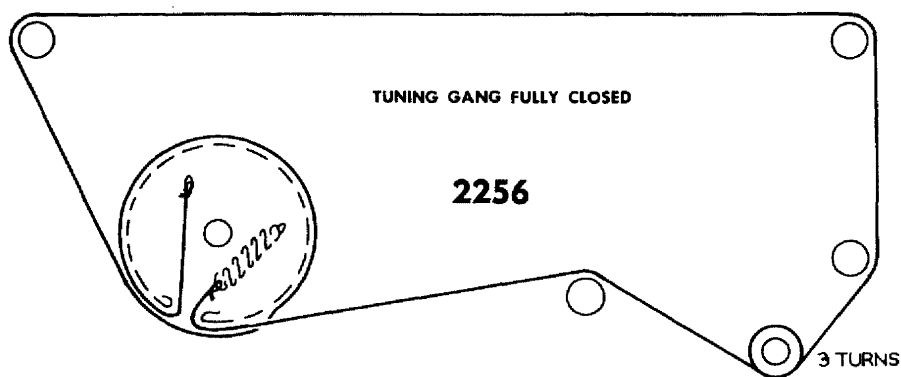
2254

$3\frac{1}{2}$ TURNS



2255

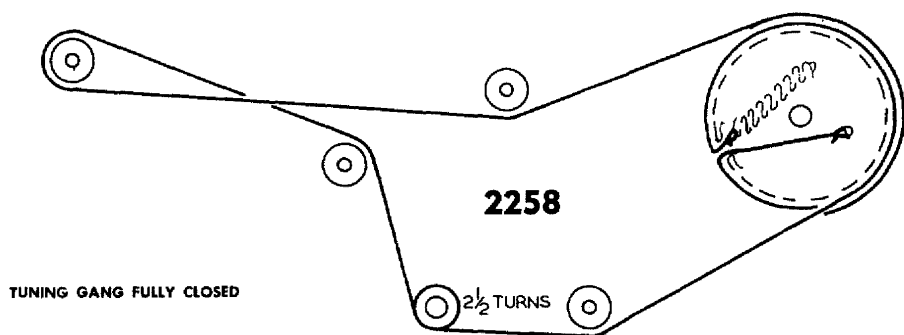
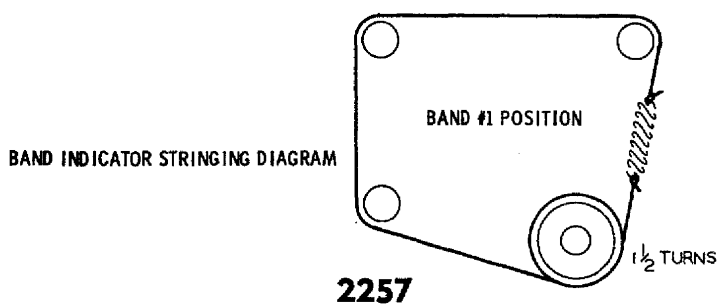
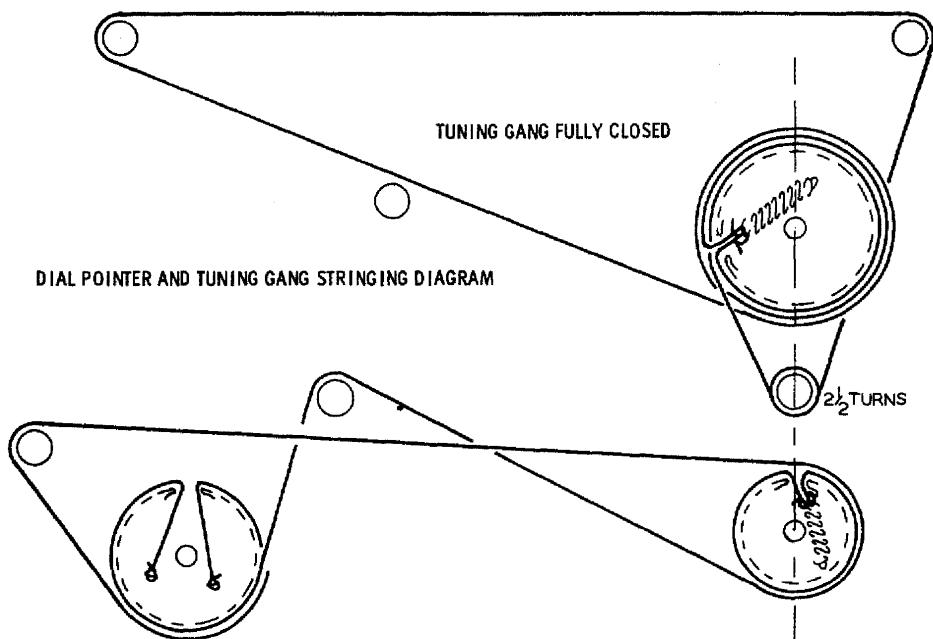
TUNING GANG FULLY CLOSED



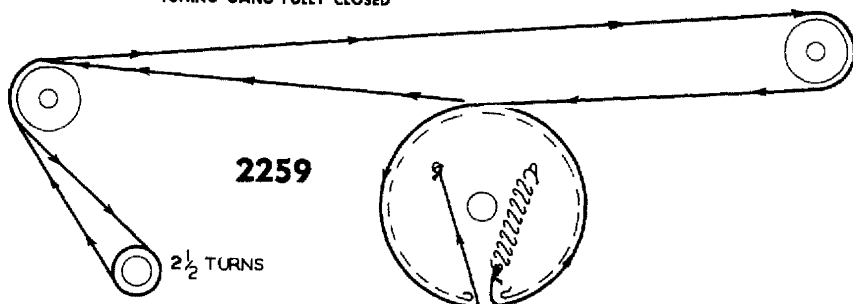
TUNING GANG FULLY CLOSED

2256

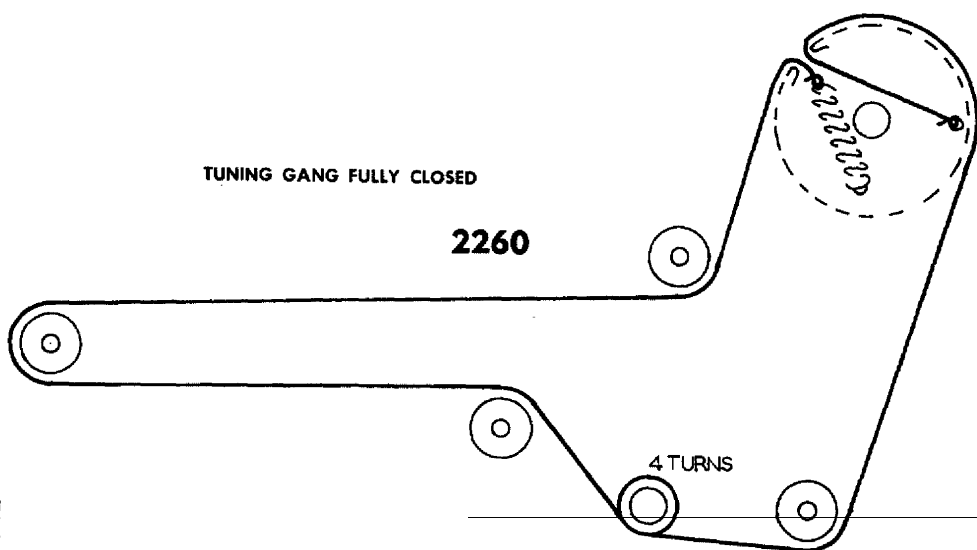
3 TURNS



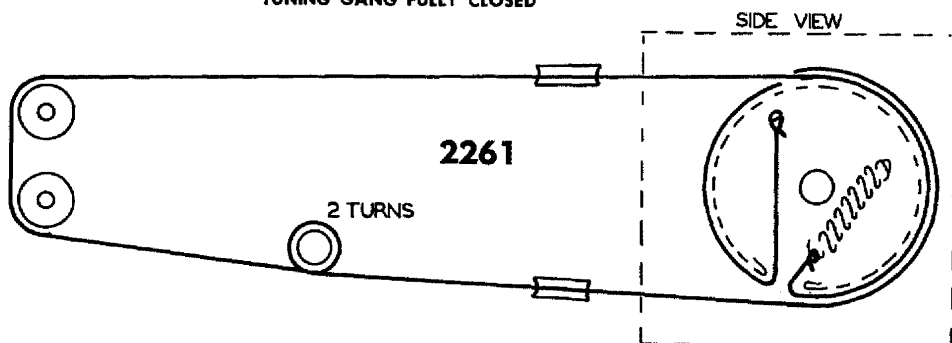
TUNING GANG FULLY CLOSED

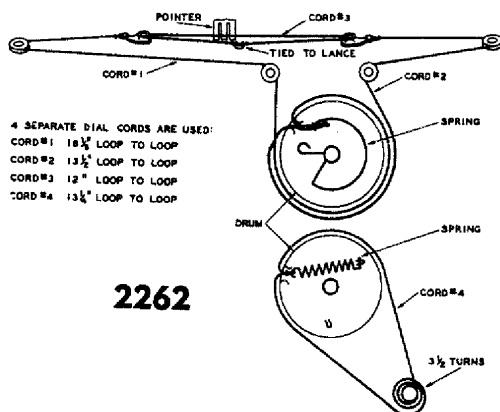


TUNING GANG FULLY CLOSED

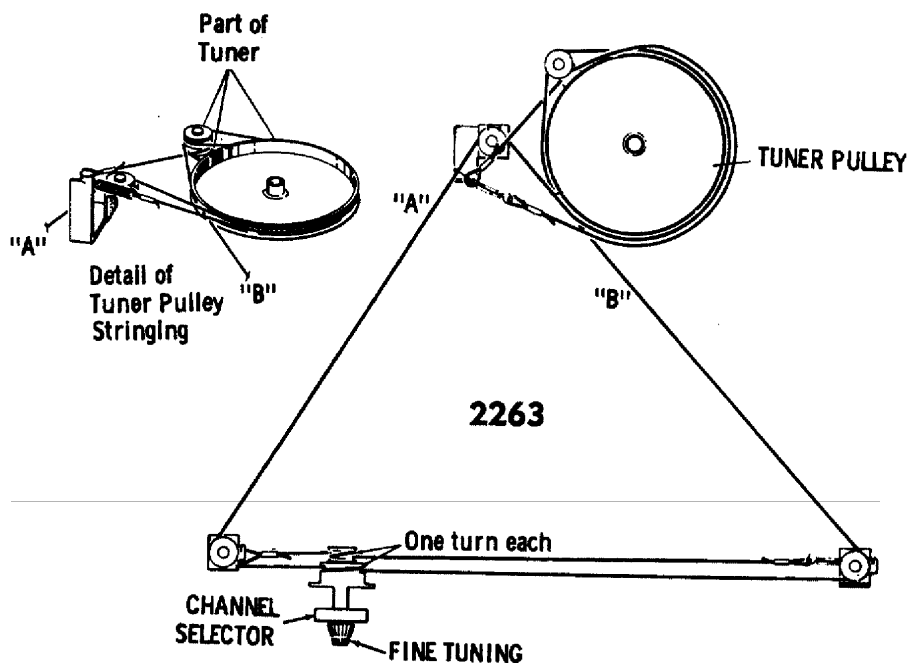


TUNING GANG FULLY CLOSED

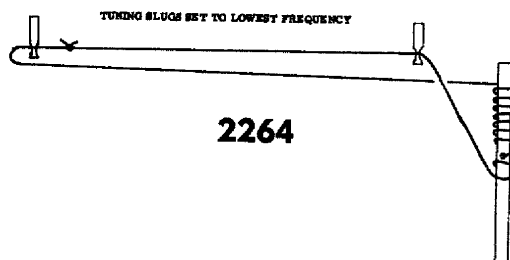




2262




2263



2264

3 1/2 TURNS



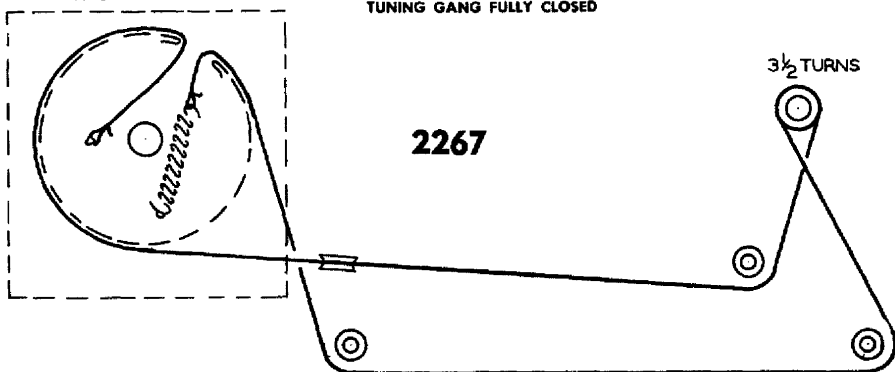
A diagram showing a horizontal rectangular frame with two circular end caps. The left end cap contains a complex stringing pattern with multiple loops and a central vertical line. The right end cap is a simple circle with a central dot. The text "DIAL POINTER DRIVE STRINGING" is centered between the two end caps.

TUNING GANG DRIVE STRINGING

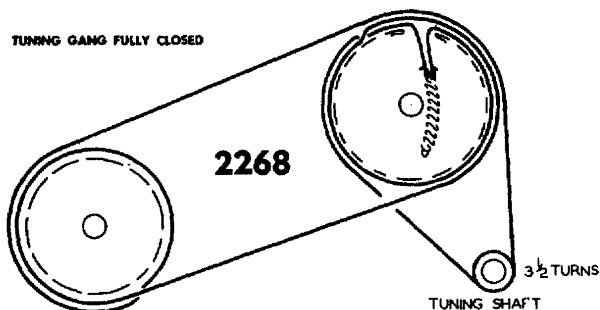
2 1/2 TURNS

SIDE VIEW

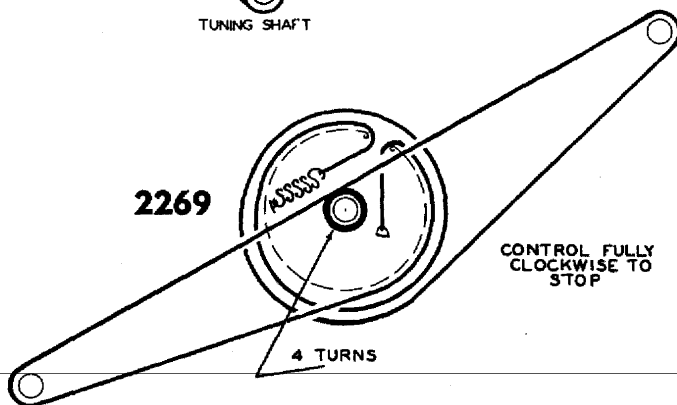
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

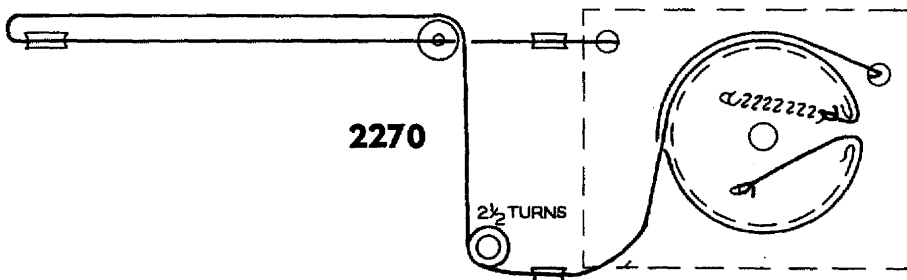


2269

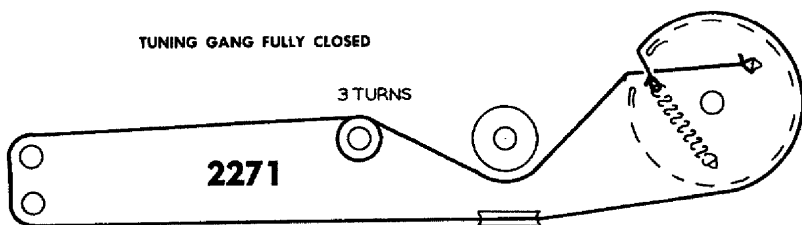


TUNING GANG FULLY CLOSED

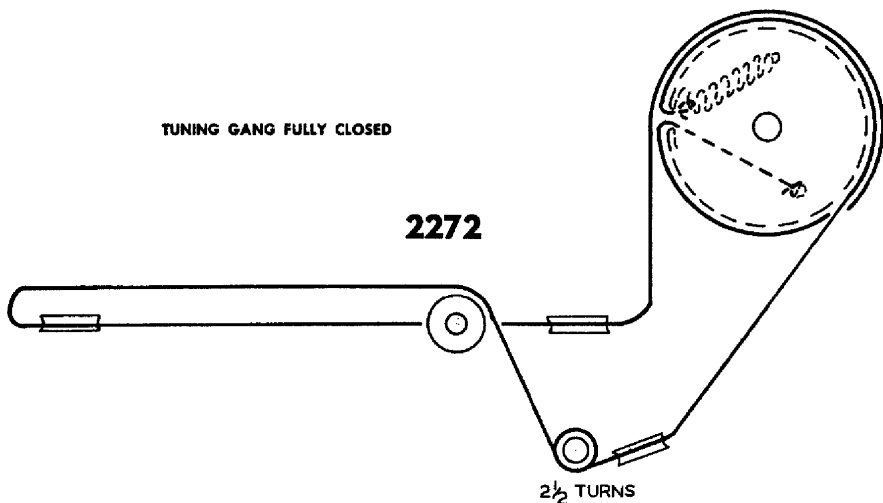
SIDE VIEW



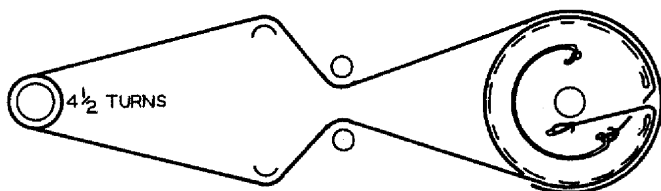
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

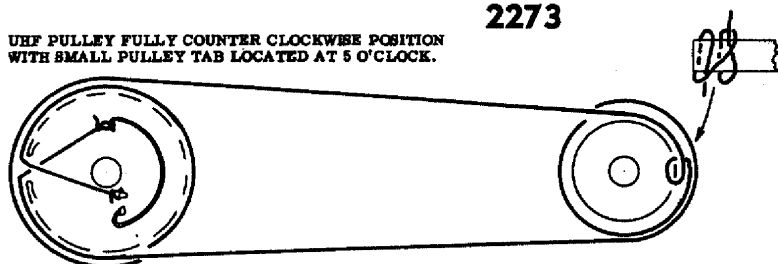


UHF PULLEY MAX. CLOCKWISE

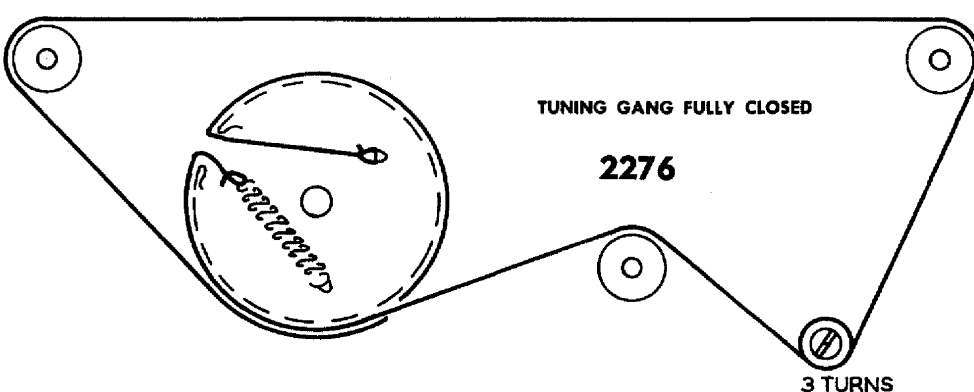
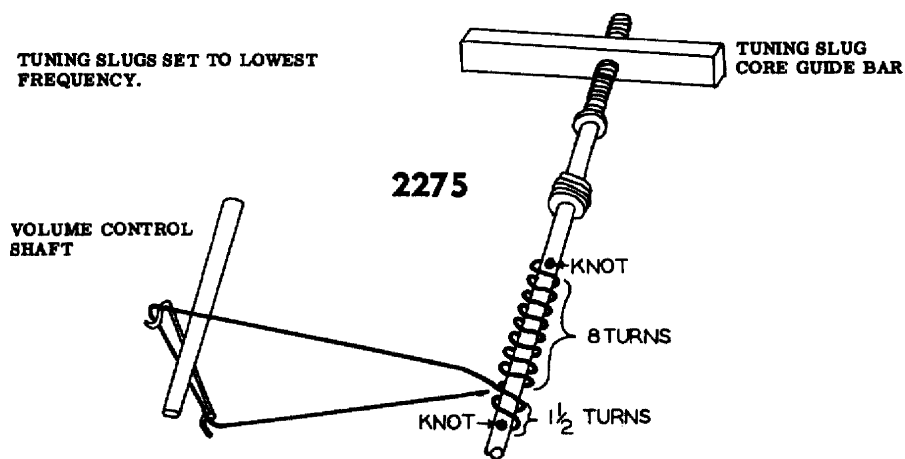
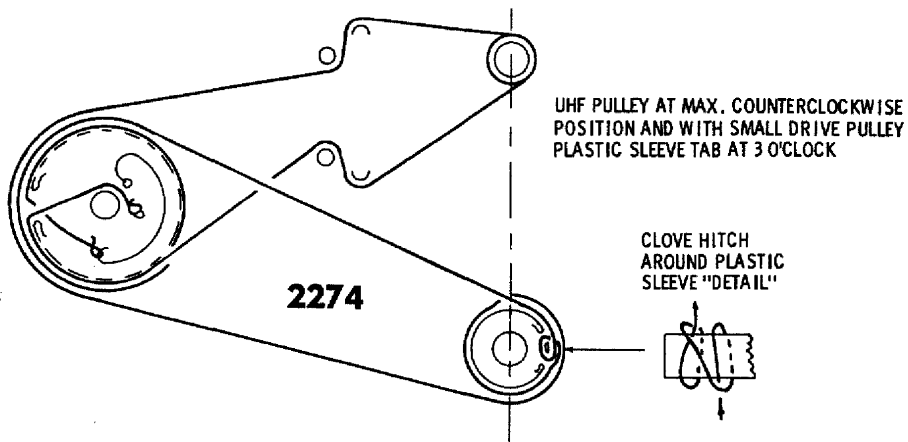


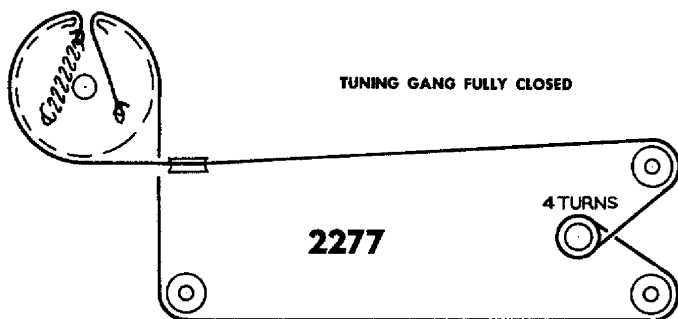
"REAR" UHF DIAL STRINGING (USED WITH VHF TUNER RJX-083)

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



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

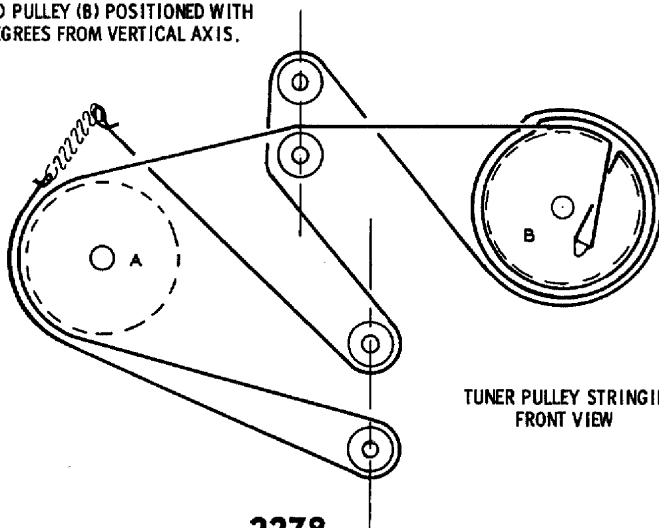




TUNING GANG FULLY CLOSED

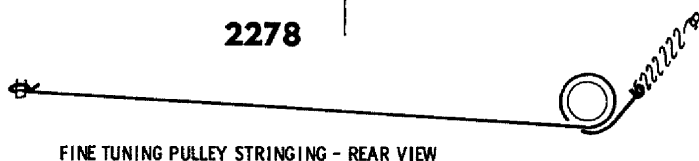
2277

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

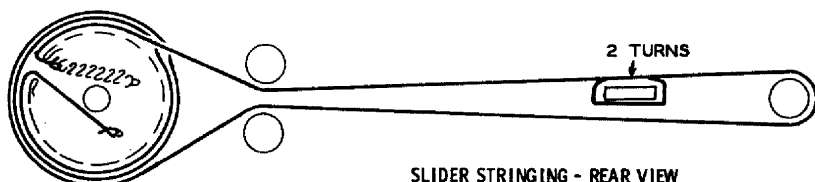


TUNER PULLEY STRINGING - FRONT VIEW

2278

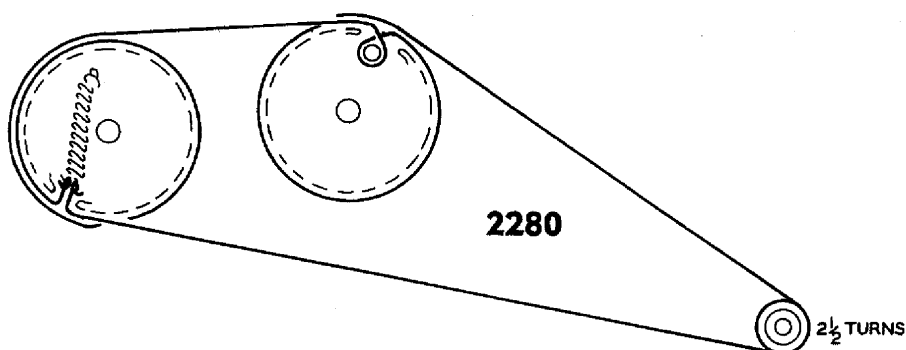
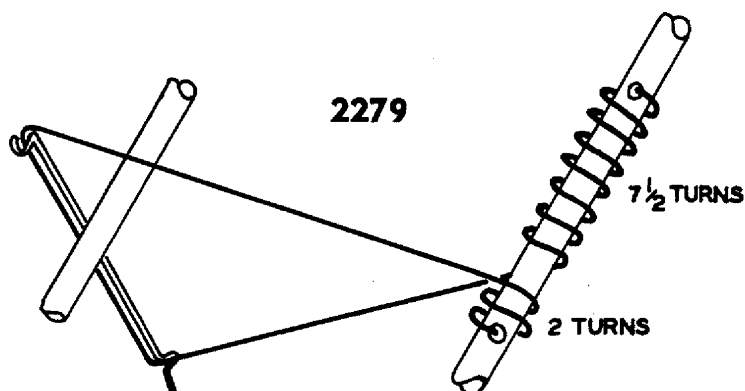


FINE TUNING PULLEY STRINGING - REAR VIEW



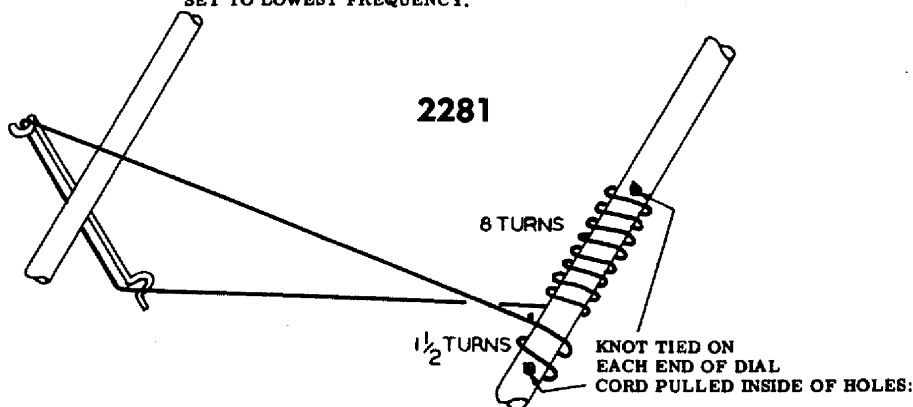
SLIDER STRINGING - REAR VIEW

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

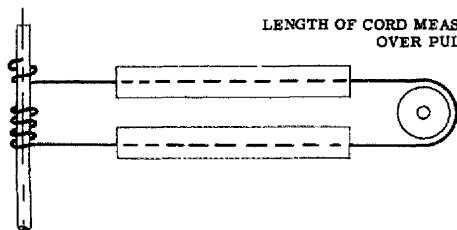


TUNING GANG FULLY CLOSED

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



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

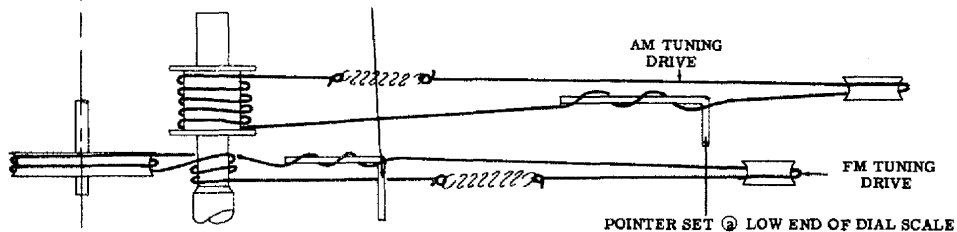


TUNING CORES SET TO
HIGHEST FREQ. SETTING

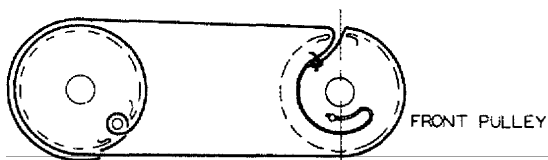
TUNING GANG FULLY CLOSED

2282

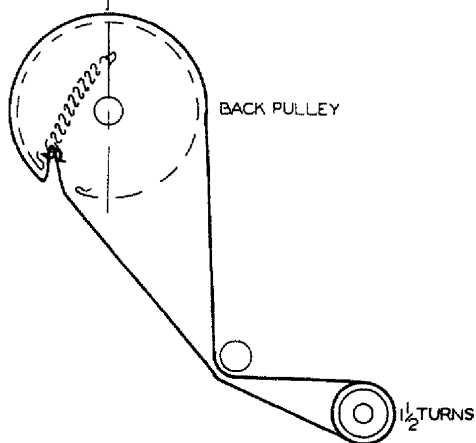
POINTER SET @ HIGH END OF DIAL SCALE



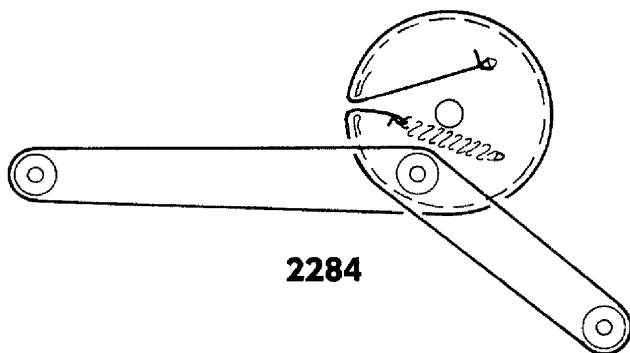
POINTER SET @ LOW END OF DIAL SCALE



2283

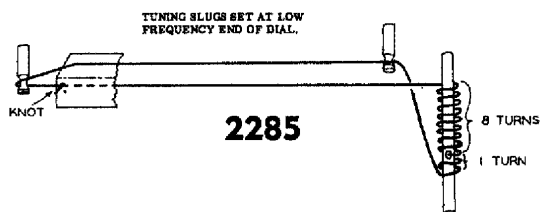


TUNING GANG FULLY CLOSED

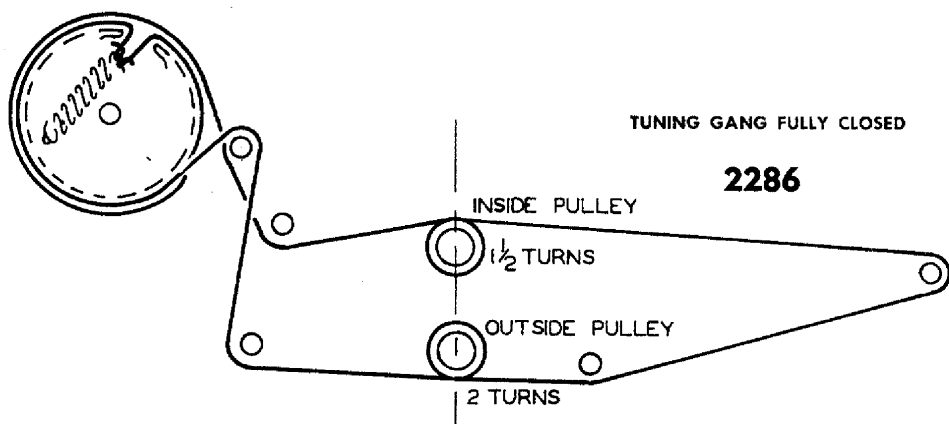


2284

TUNING GANG FULLY CLOSED

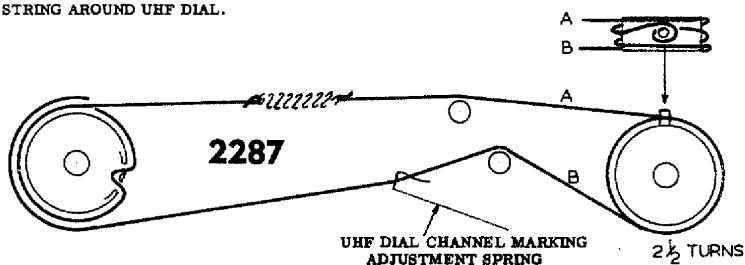


2285

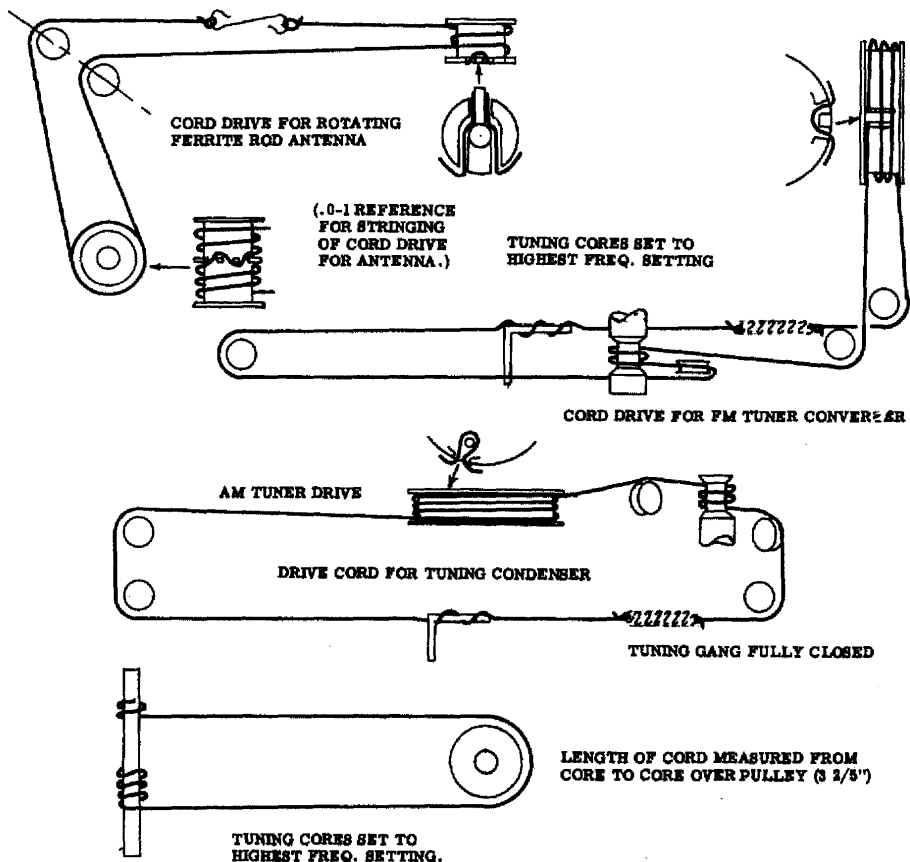


2286

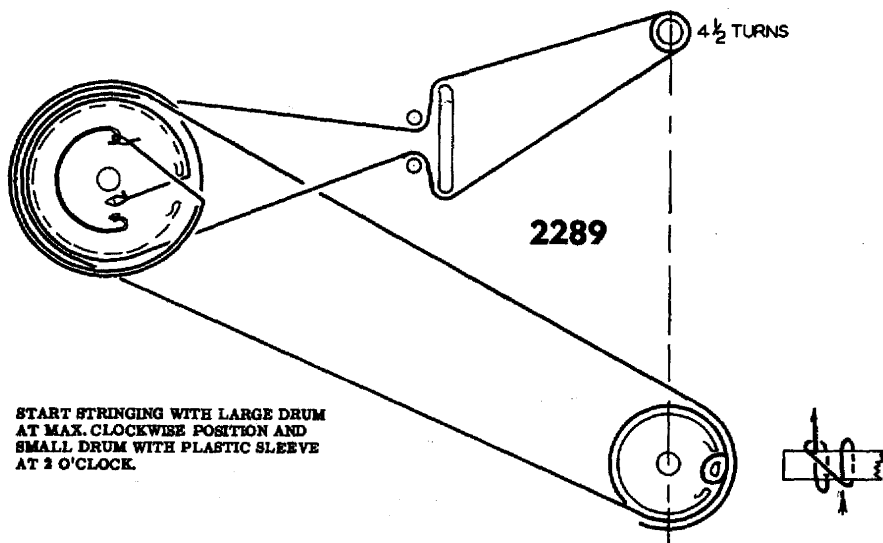
POSITION UHF DIAL WITH CHANNEL 46 MARKING CENTERED IN DIAL WINDOW BEFORE PLACING STRING AROUND UHF DIAL.



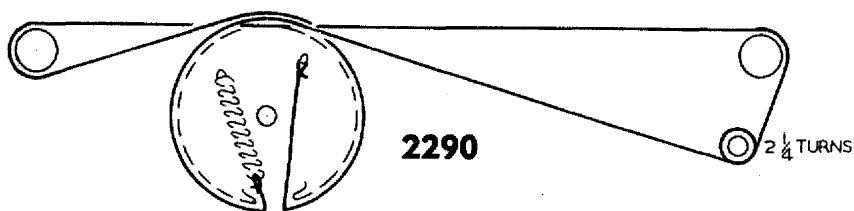
2287



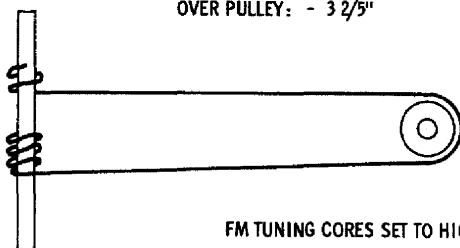
2288



TUNING GANG FULLY CLOSED



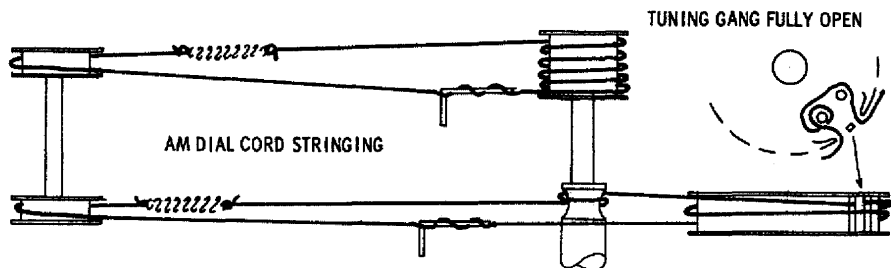
LENGTH OF CORD MEASURED FROM CORE TO CORE
OVER PULLEY: - 3 2/5"



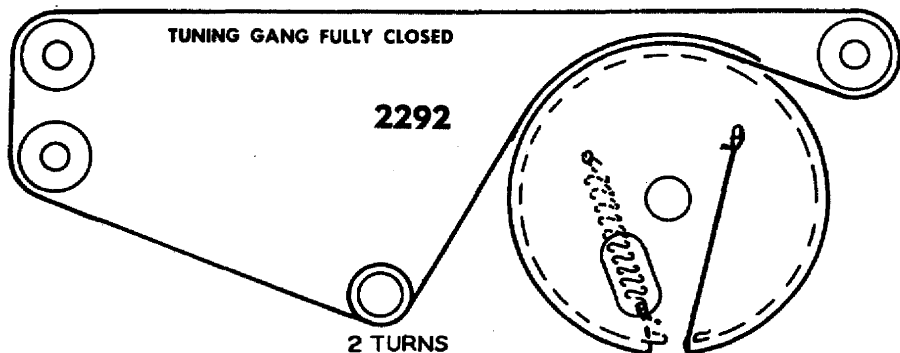
FM TUNING CORES SET TO HIGHEST FREQUENCY SETTING.

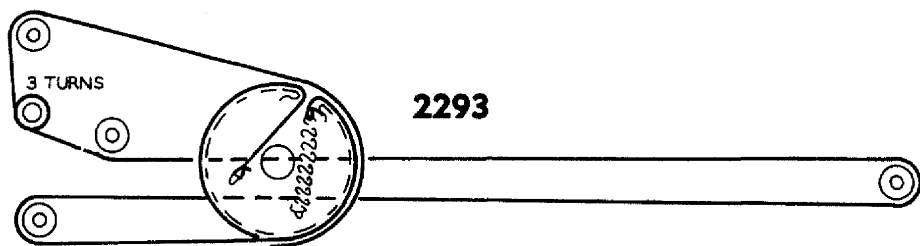
DRIVE-CORD WITH CORE IN THE F.M. - R.F. AND MIXER-STAGE

2291



TUNING GANG FULLY CLOSED

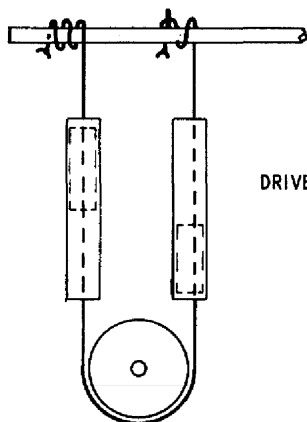




2293

TUNING GANG FULLY CLOSED

TUNING CORES SET TO LOWEST FREQUENCY SETTING.

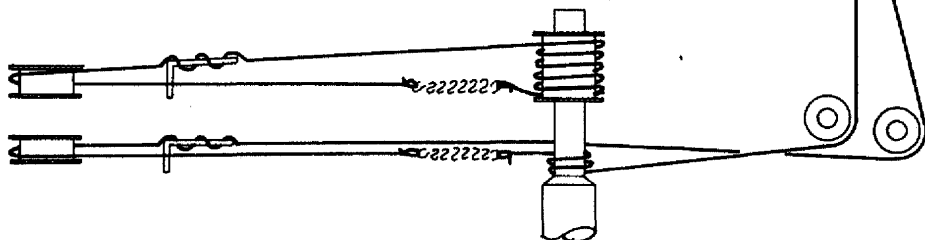
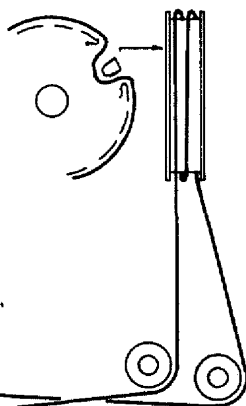


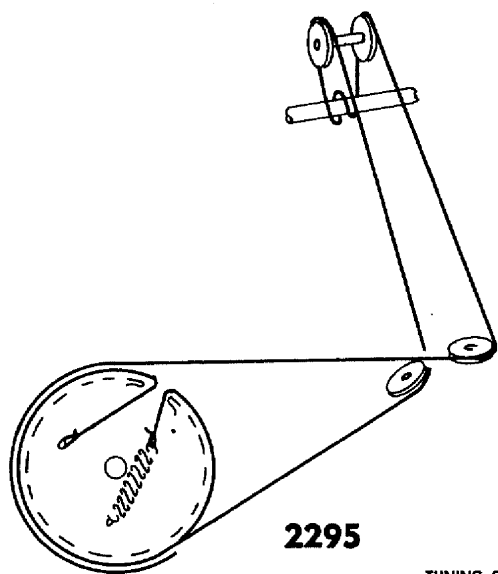
DRIVE CORD FOR FM TUNING CORES

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

2294

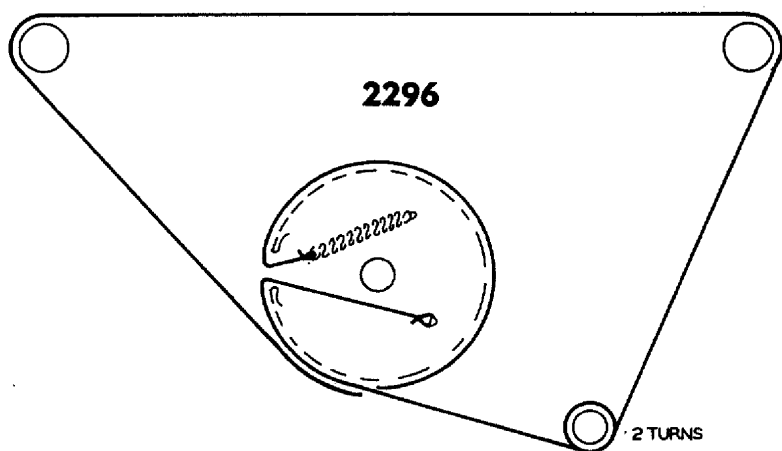
TUNING GANG FULLY CLOSED





2295

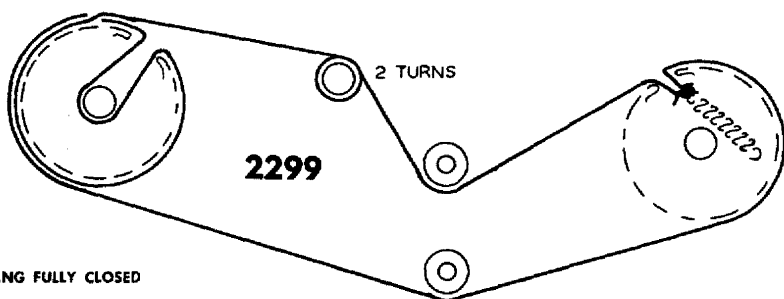
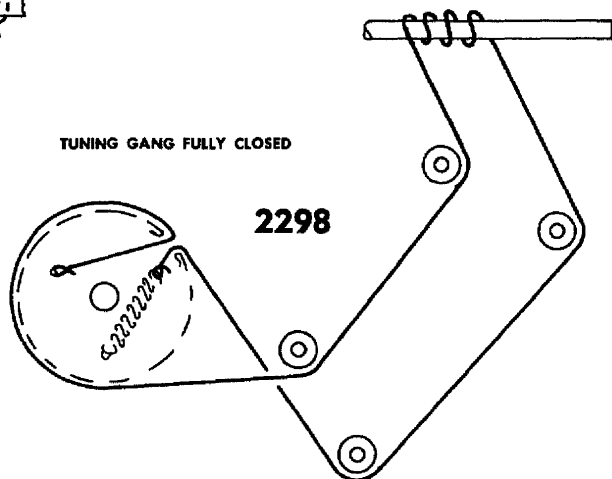
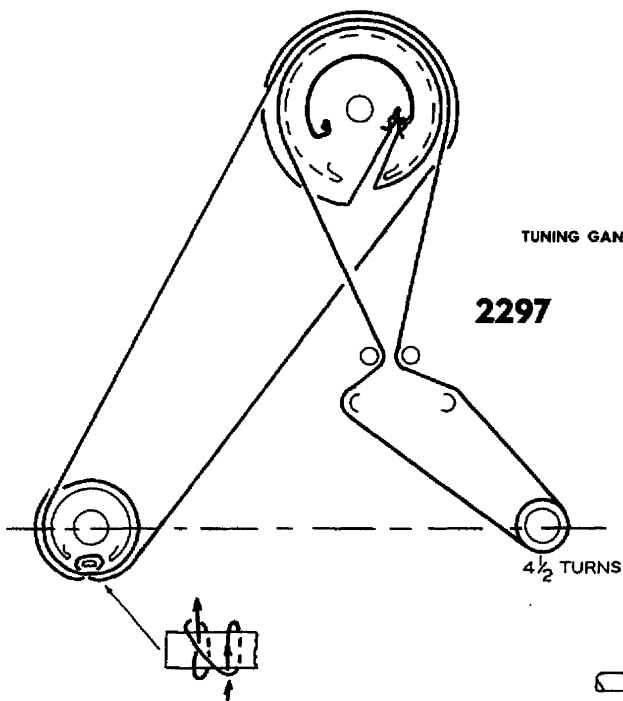
TUNING GANG FULLY CLOSED

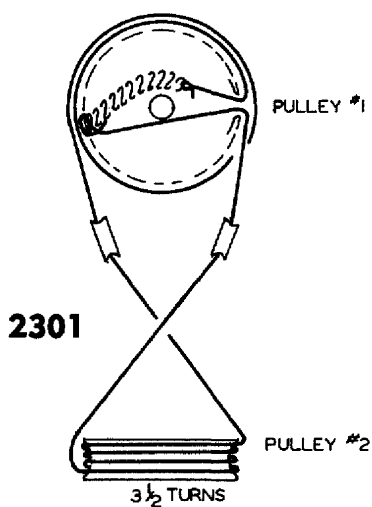
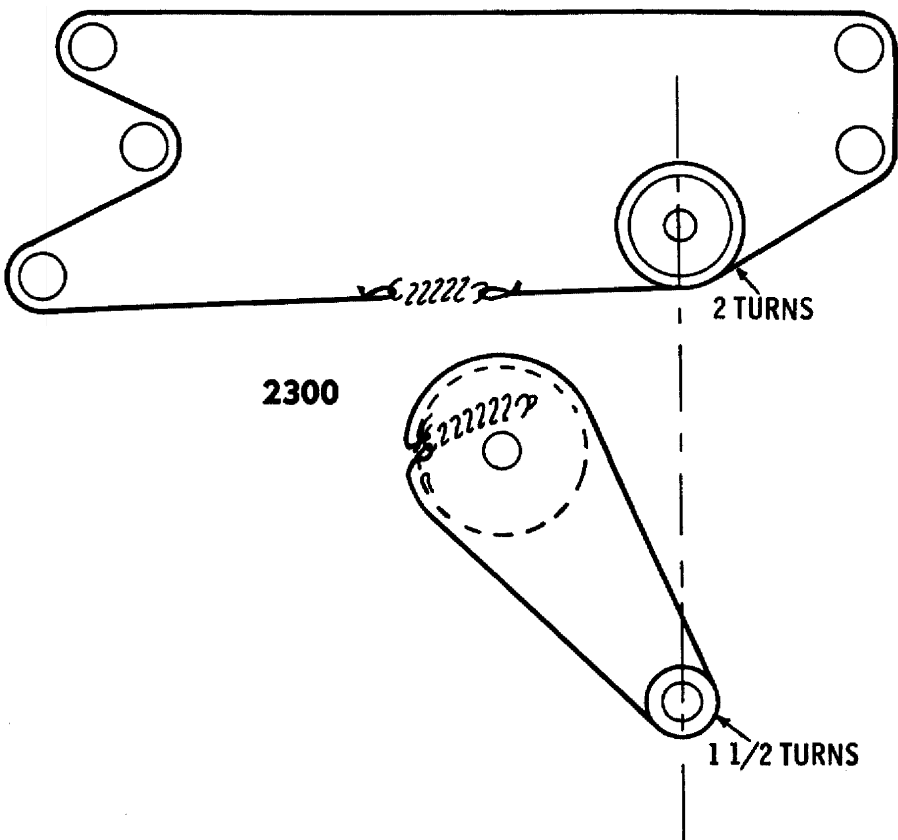


2296

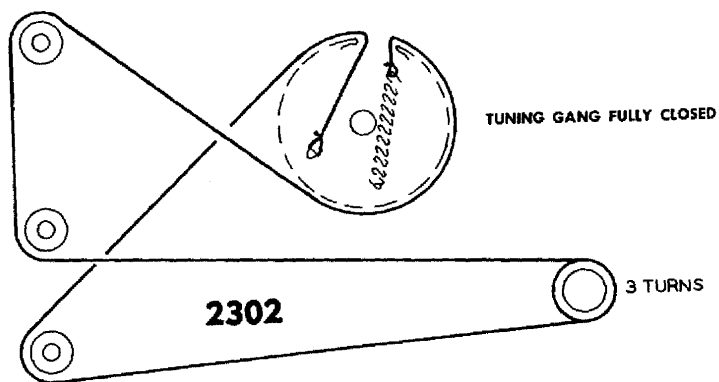
2 TURNS

TUNING GANG FULLY CLOSED

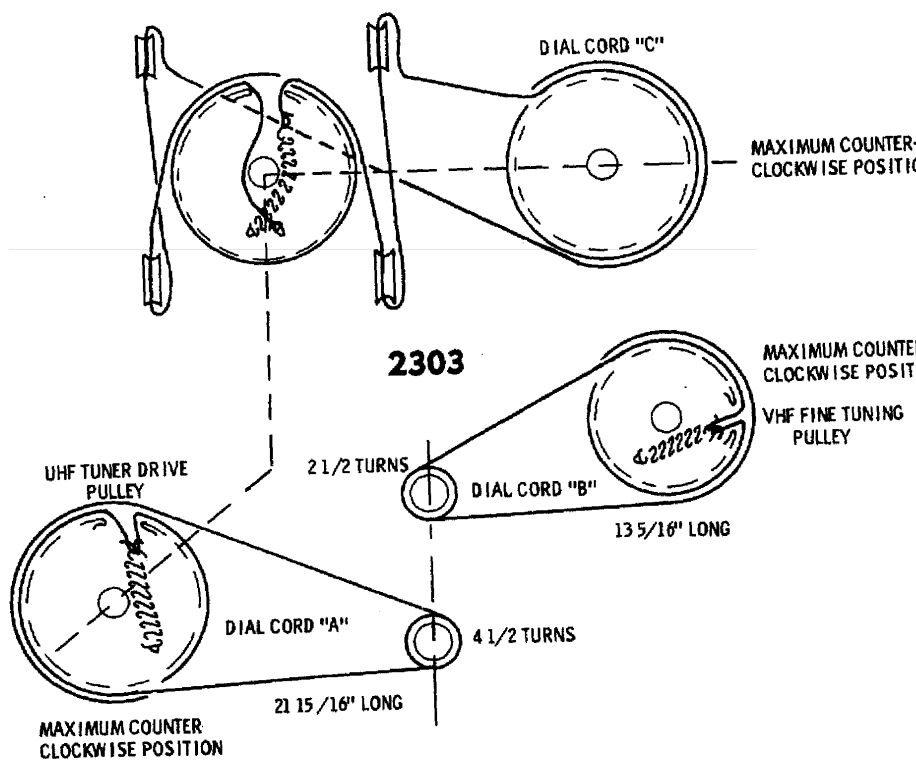




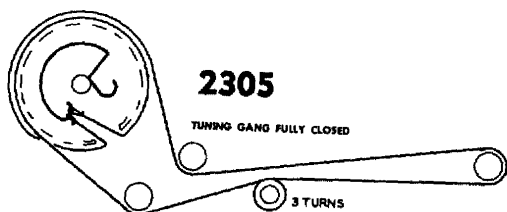
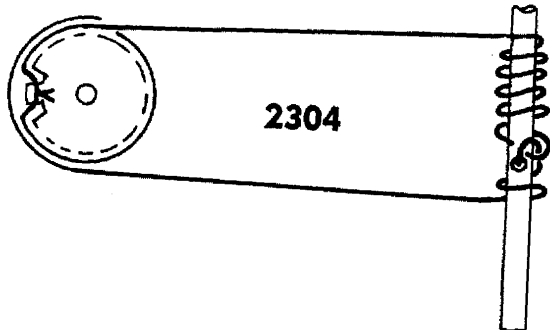
FINE TUNING SHAFT & PULLEY #1 IN MAX. CLOCKWISE POSITION.



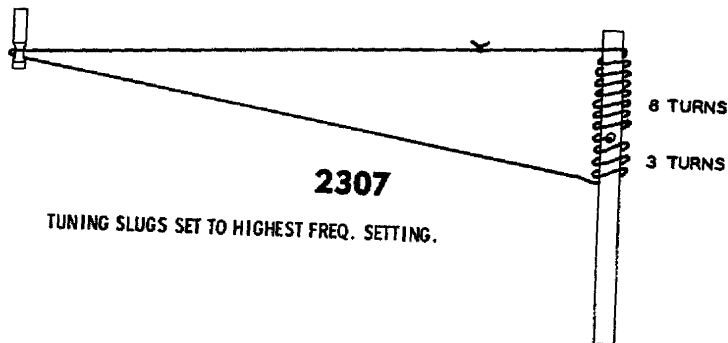
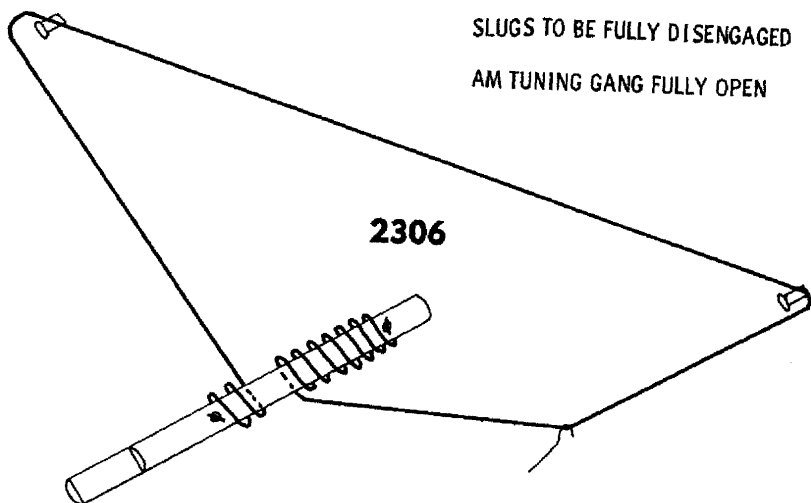
UHF TUNING PULLEYS



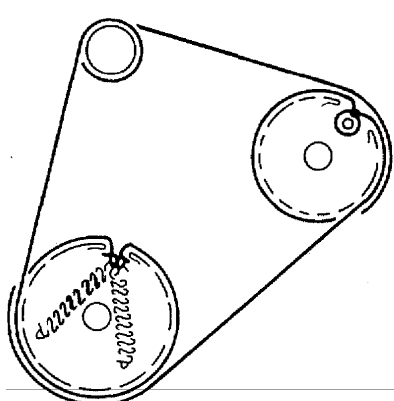
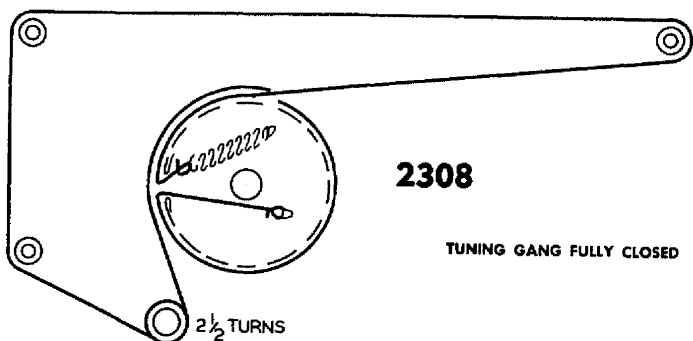
TUNING SLUGS SET AT LOWEST FREQUENCY.



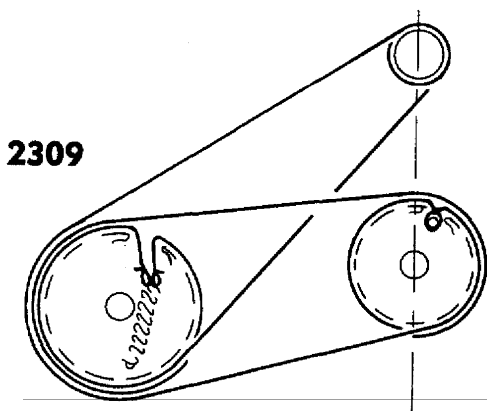
SLUGS TO BE FULLY DISENGAGED
AM TUNING GANG FULLY OPEN



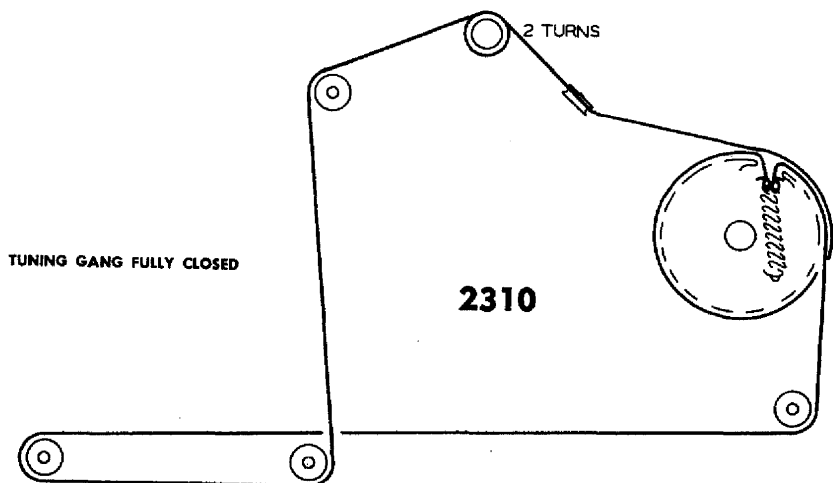
TUNING SLUGS SET TO HIGHEST FREQ. SETTING.

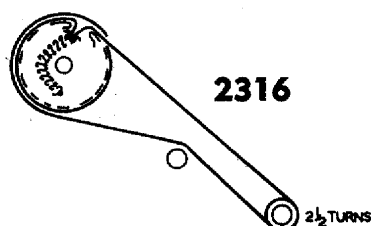
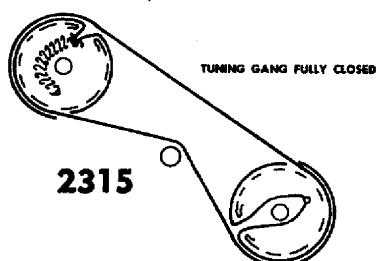
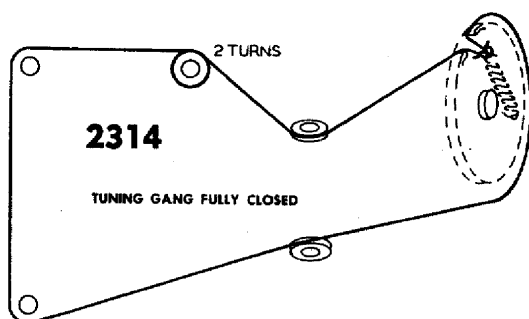
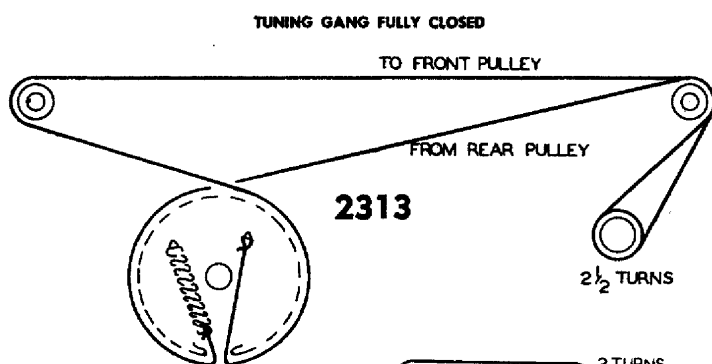
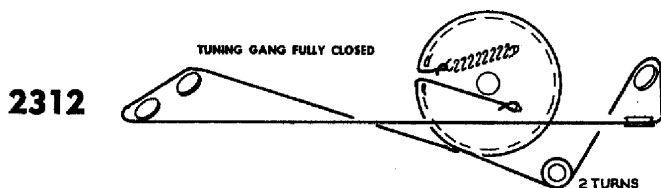
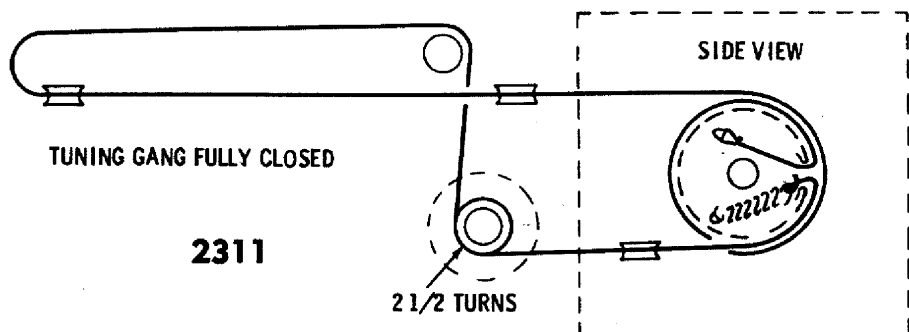


EARLY PRODUCTION VERSIONS

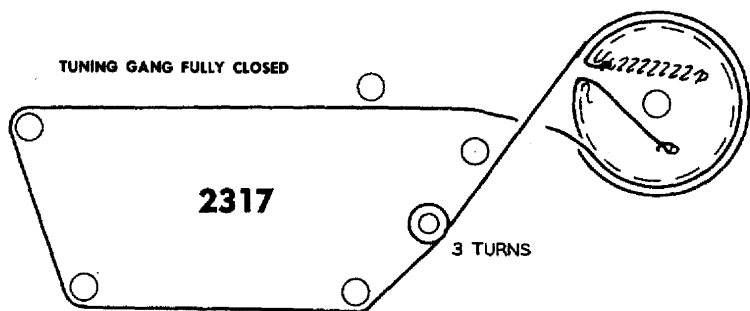


LATER PRODUCTION VERSIONS





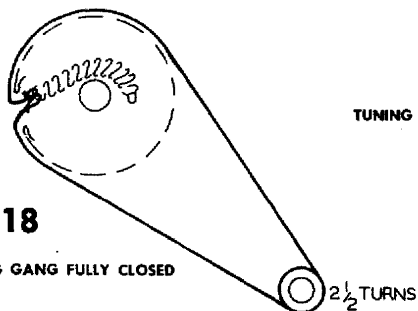
TUNING GANG FULLY CLOSED



3 TURNS

2318

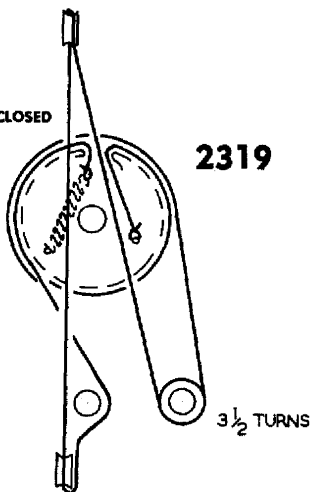
TUNING GANG FULLY CLOSED



2 1/2 TURNS

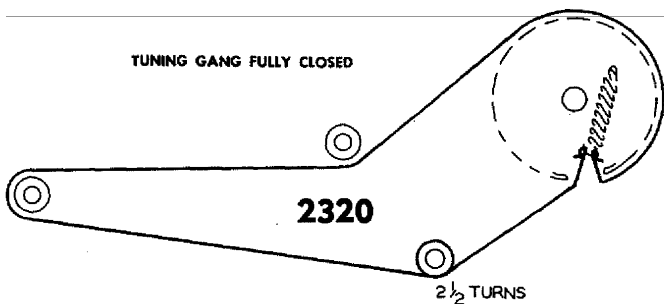
TUNING GANG FULLY CLOSED

2319



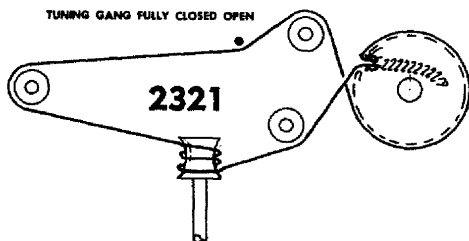
3 1/2 TURNS

TUNING GANG FULLY CLOSED



2 1/2 TURNS

TUNING GANG FULLY CLOSED OPEN

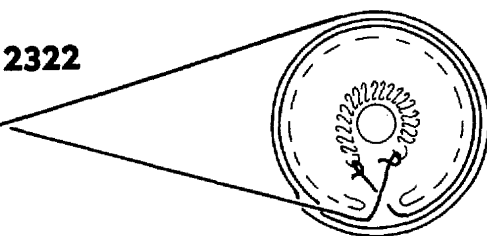
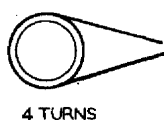


2321

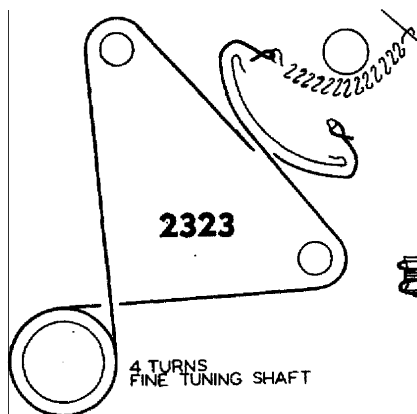
DIAL CORD PULLEY

FINE TUNING SHAFT

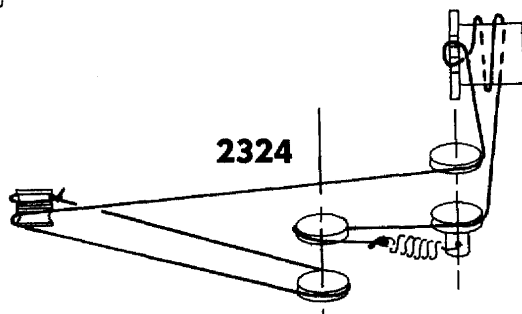
2322



FINE TUNING ROTOR
SET MIDWAY

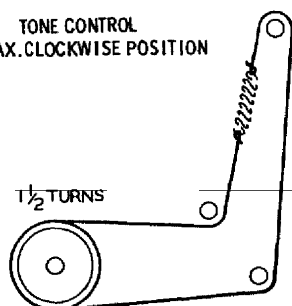


2324



tone control
MAX. CLOCKWISE POSITION

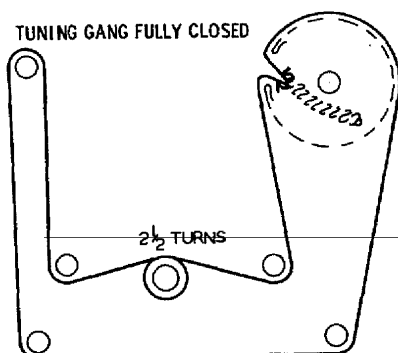
$1\frac{1}{2}$ TURNS



TONE DIAL CORD

TUNING GANG FULLY CLOSED

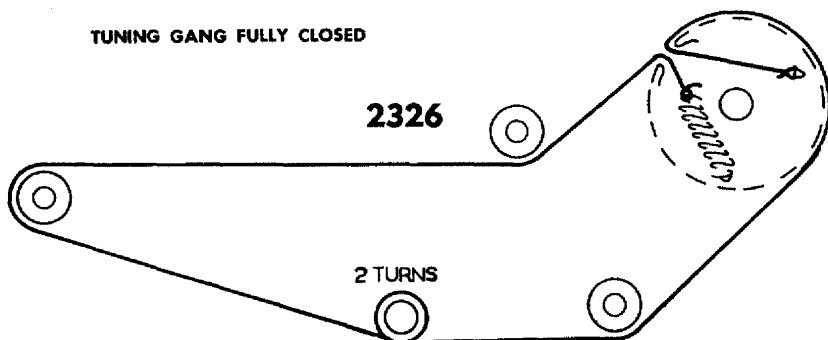
2325



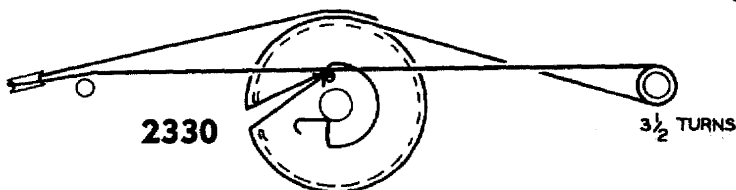
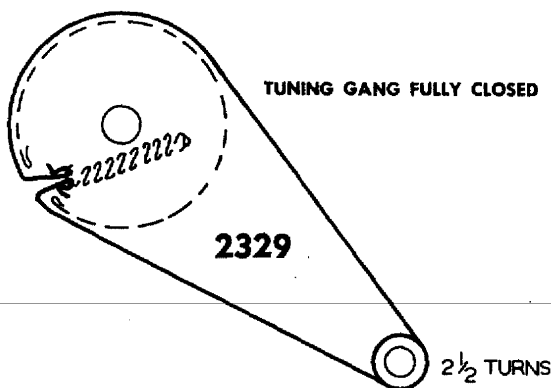
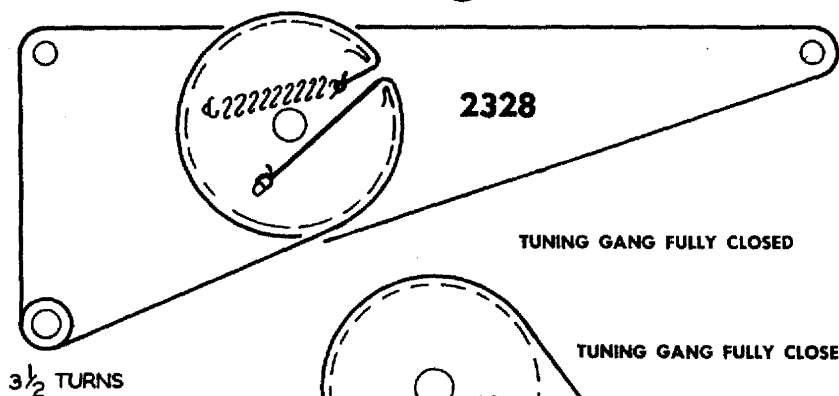
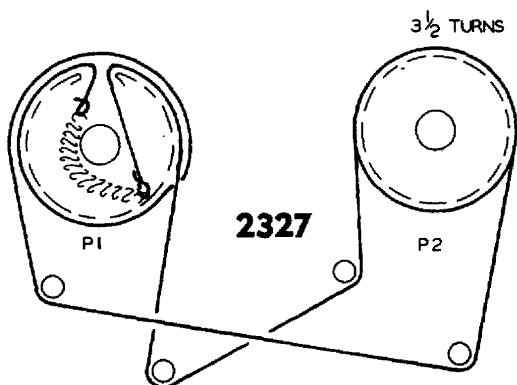
TUNING DIAL CORD

TUNING GANG FULLY CLOSED

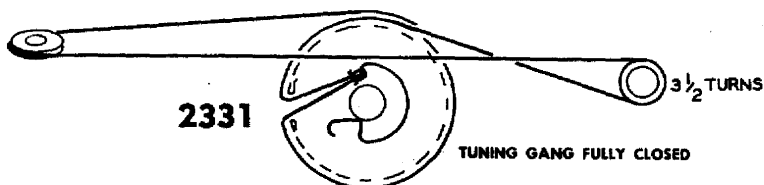
2326



TURN FINE TUNING SHAFT WITH
PULLEY P1 FULLY CLOCKWISE

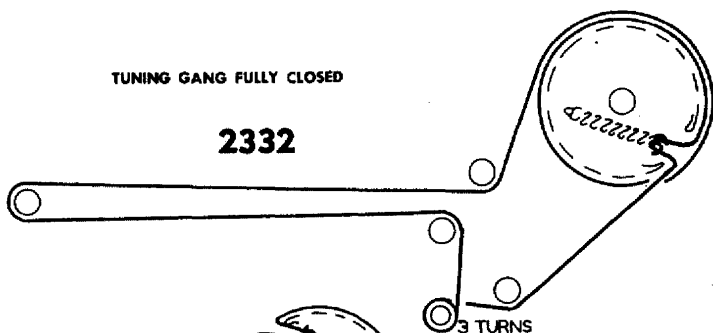


TUNING GANG FULLY CLOSED



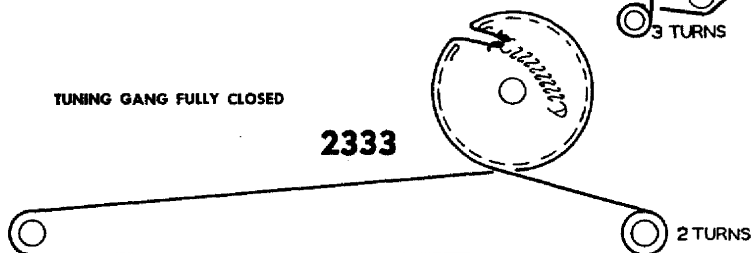
TUNING GANG FULLY CLOSED

2332



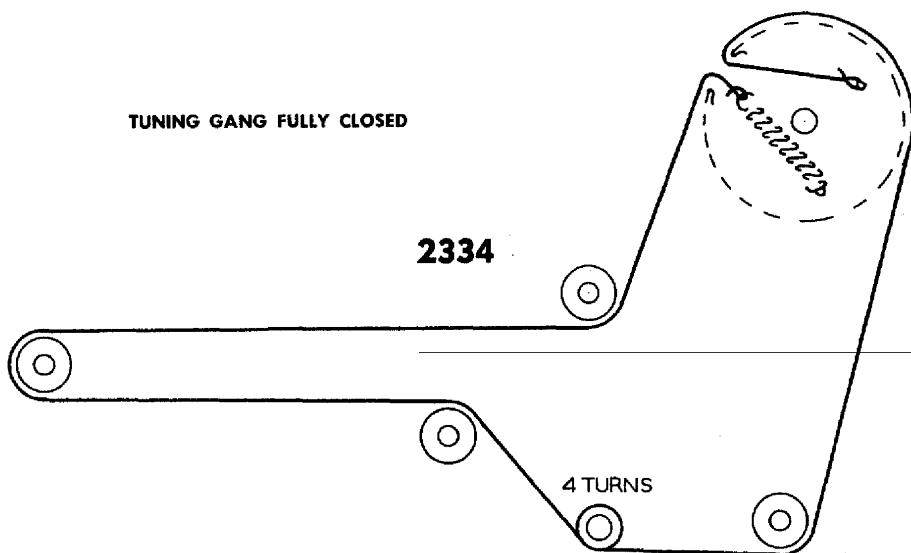
TUNING GANG FULLY CLOSED

2333



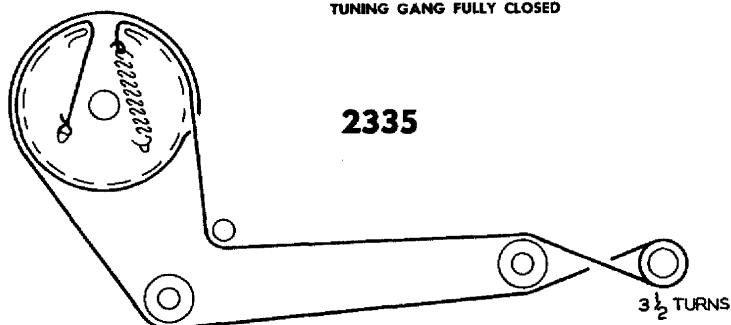
TUNING GANG FULLY CLOSED

2334

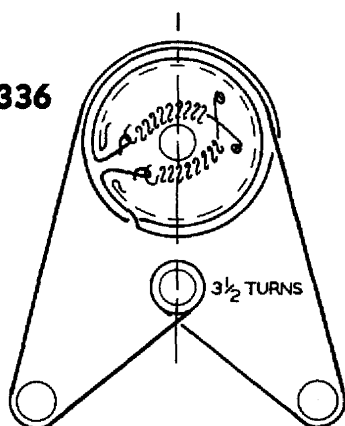


TUNING GANG FULLY CLOSED

2335



2336



TUNING GANG FULLY CLOSED

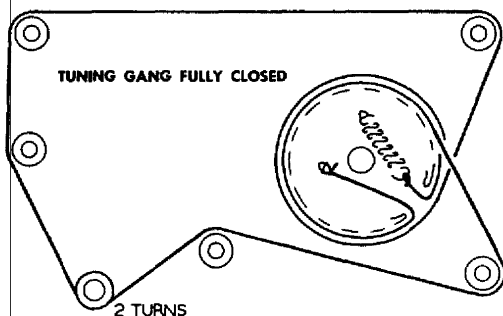


FIG. 1 STRINGING OF TUNING CONTROL

2337

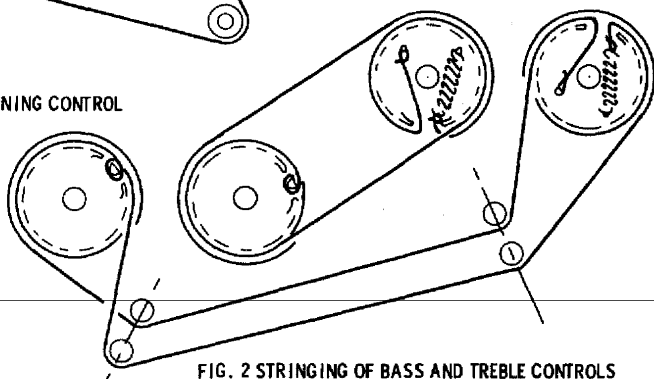


FIG. 2 STRINGING OF BASS AND TREBLE CONTROLS

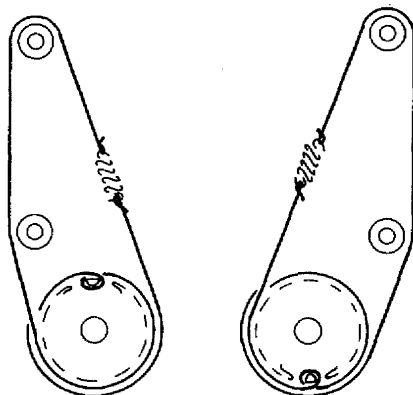
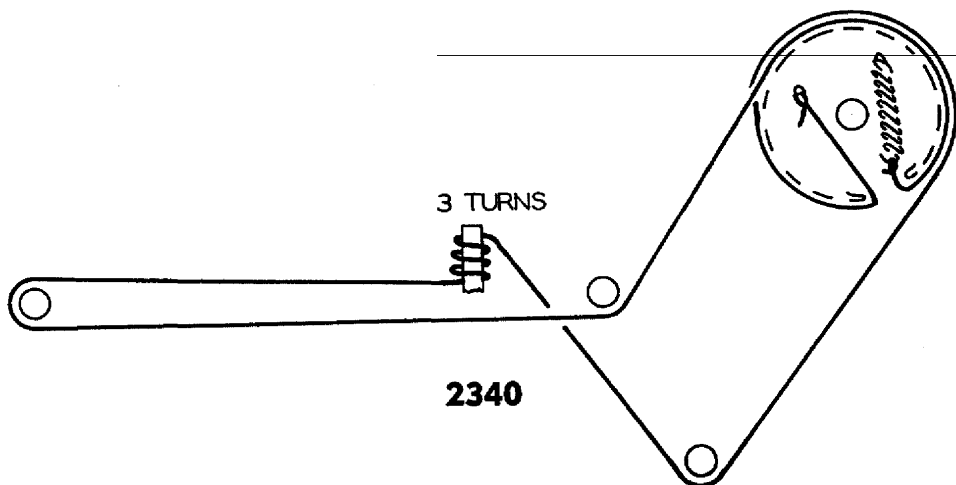
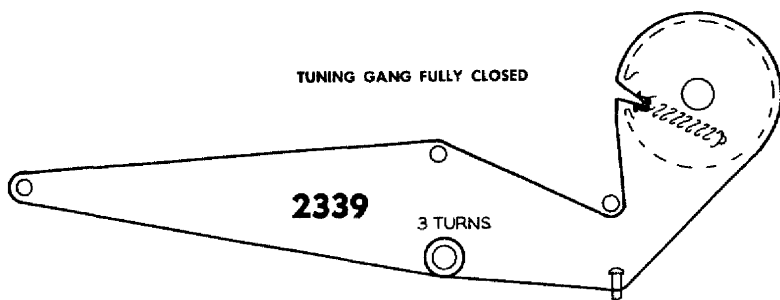
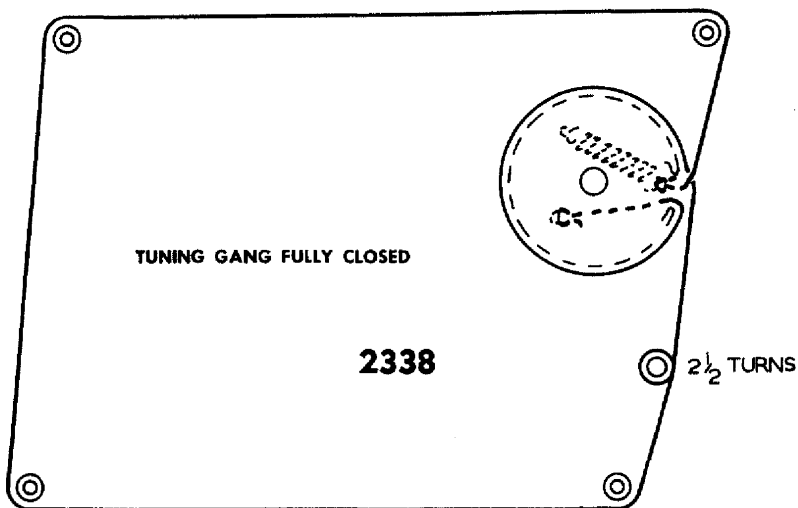
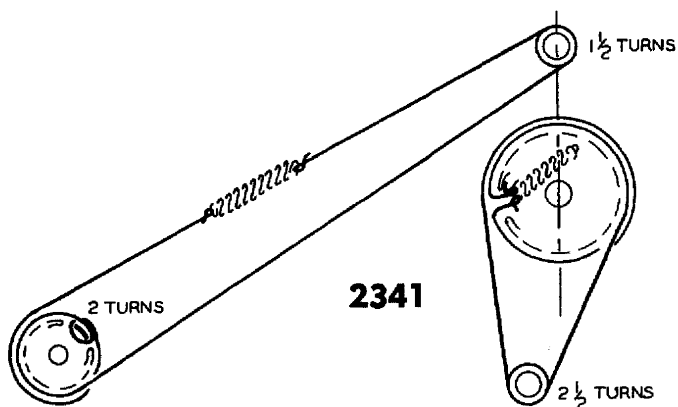
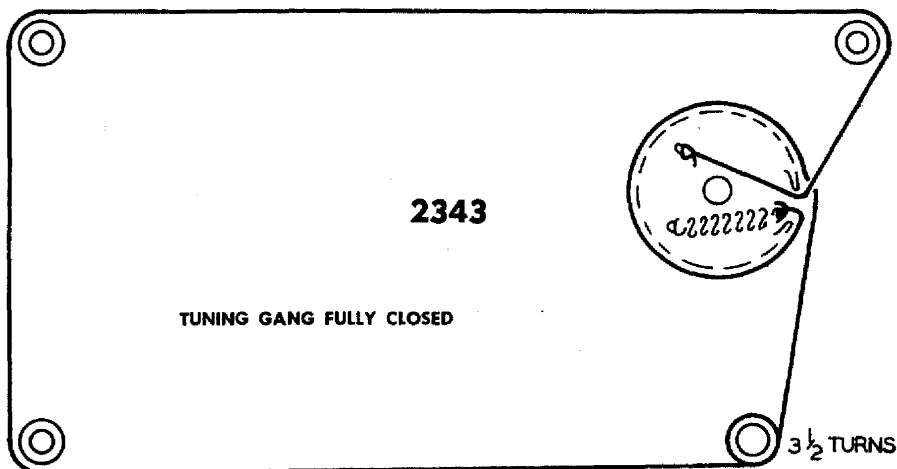
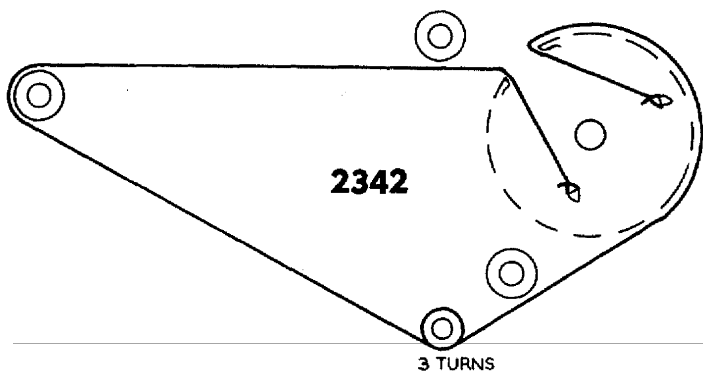


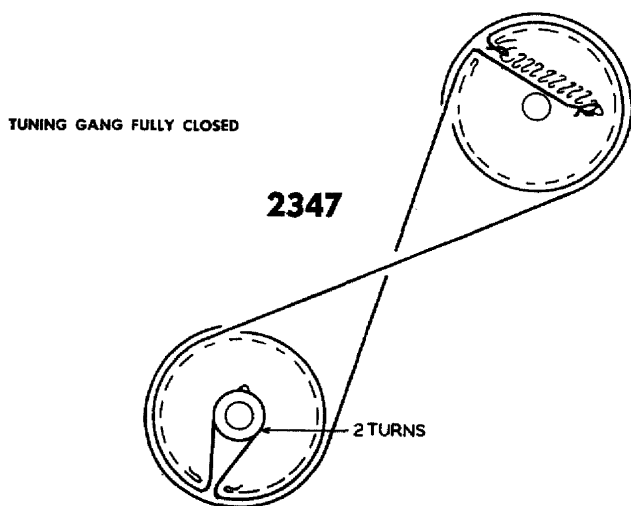
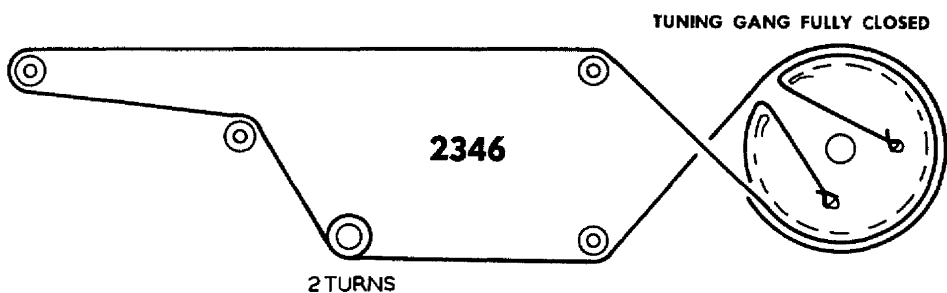
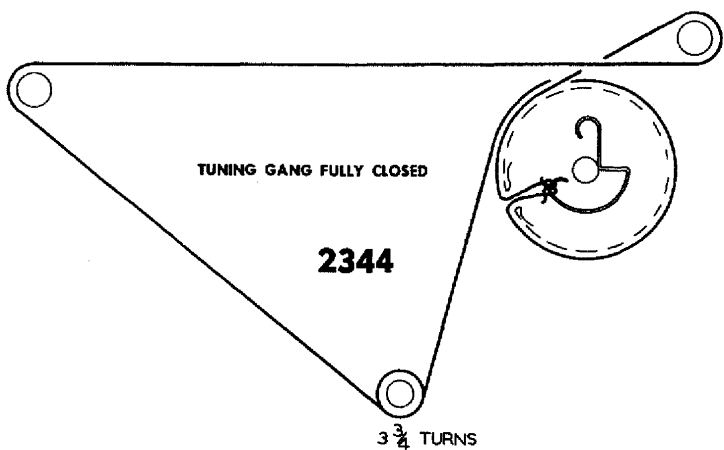
FIG. 3 STRINGING OF BASS & TREBLE POINTERS

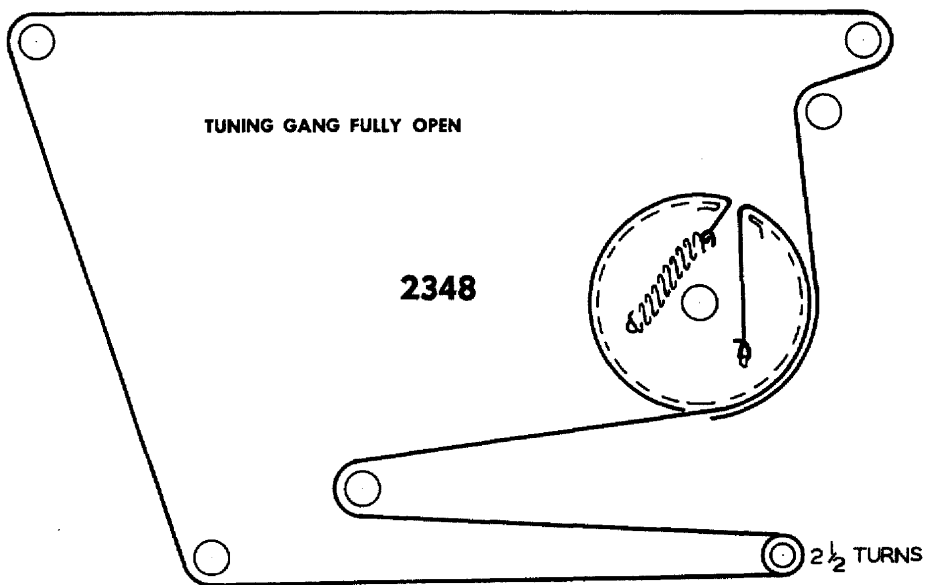




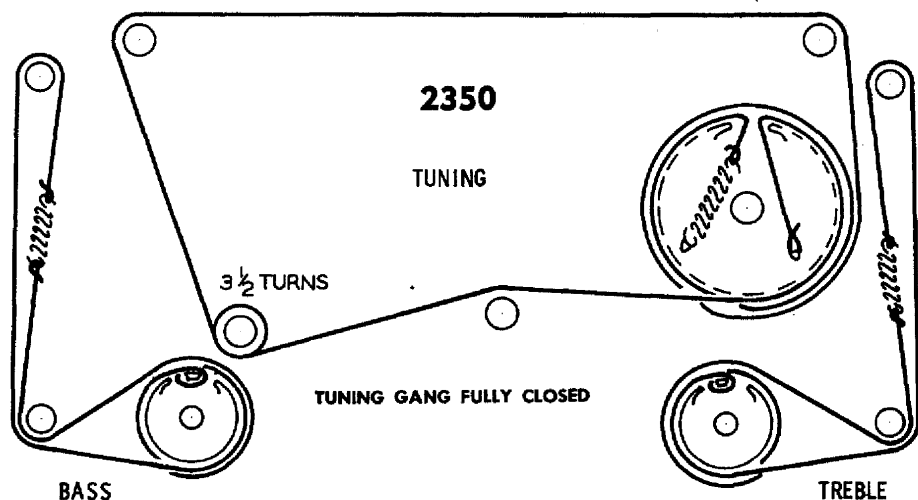
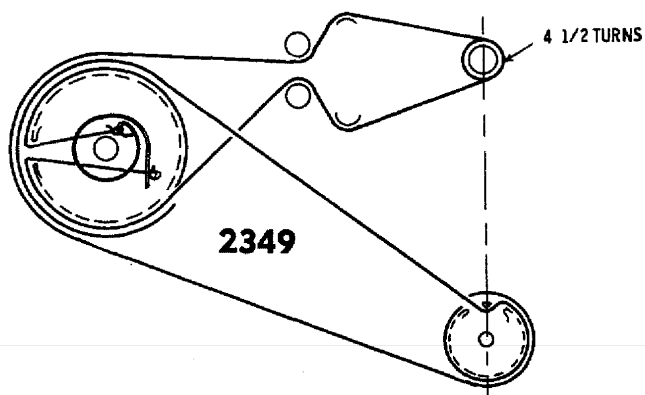
TUNING GANG FULLY CLOSED

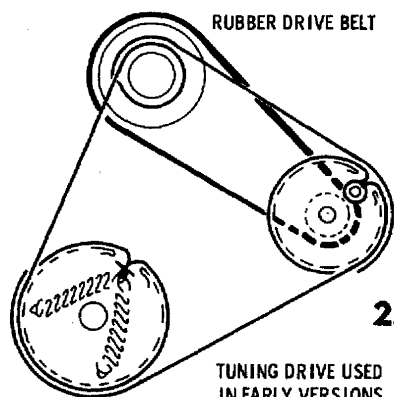




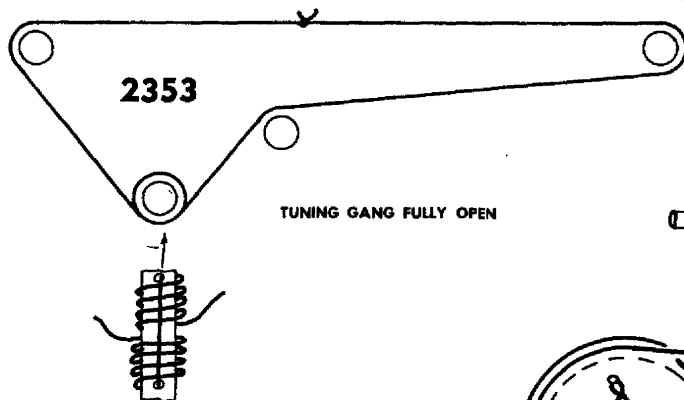
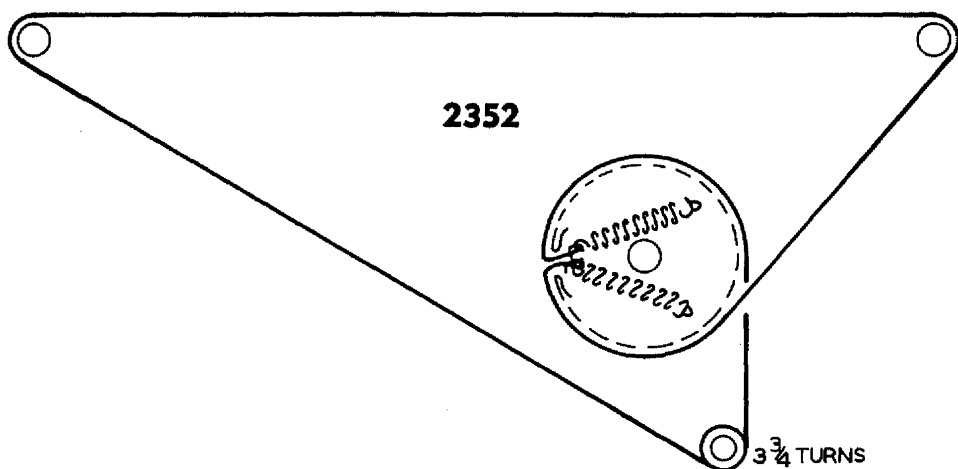
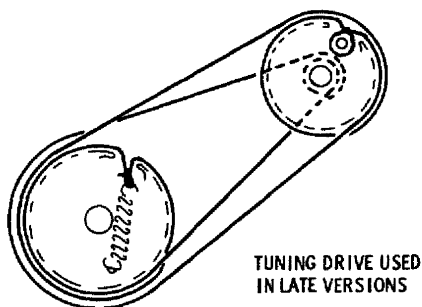


START RE-STRINGING WITH LARGE UHF PULLEY IN MAX. COUNTER-CLOCKWISE POSITION (AS VIEWED FROM FRONT OF TUNER.)

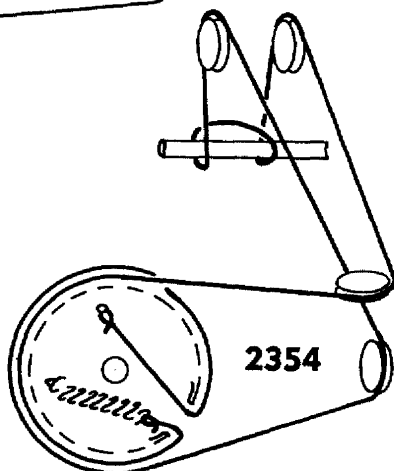




2351



TUNING GANG FULLY CLOSED



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

2355

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

2355

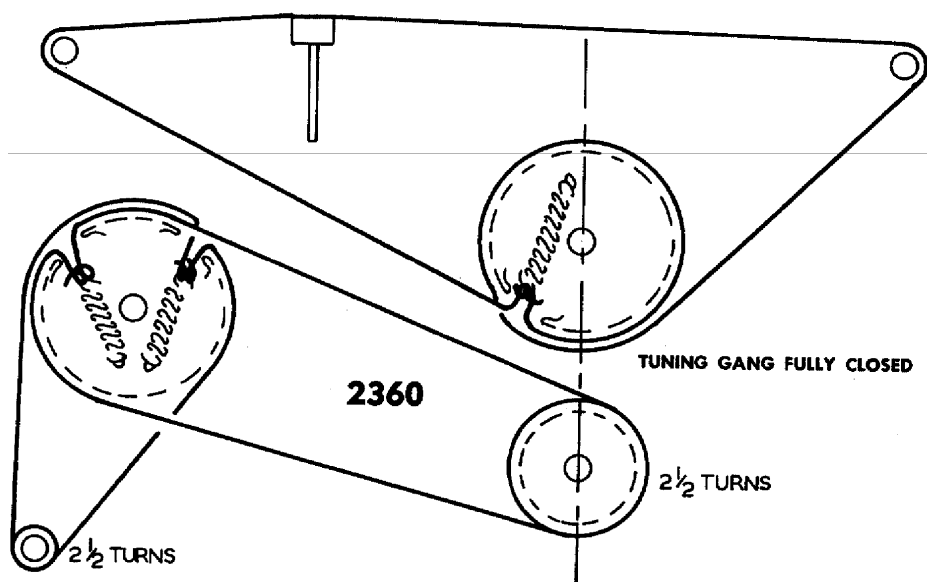
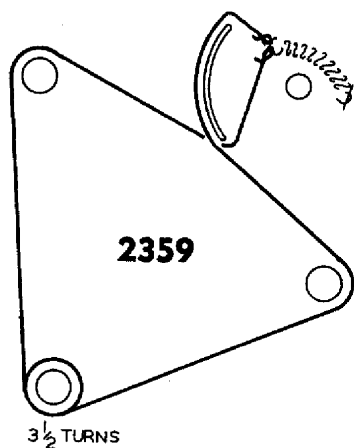
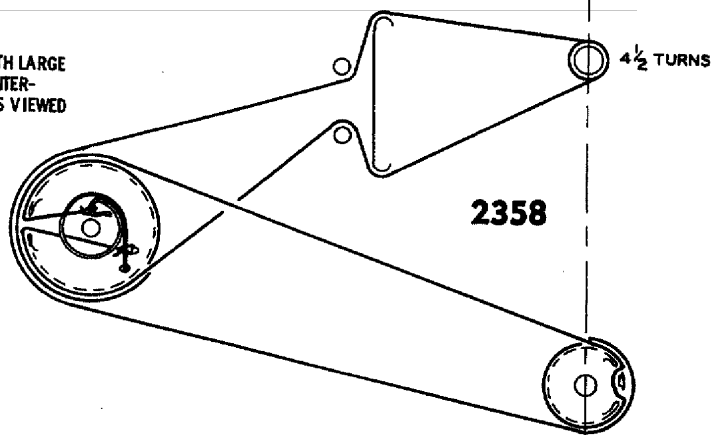


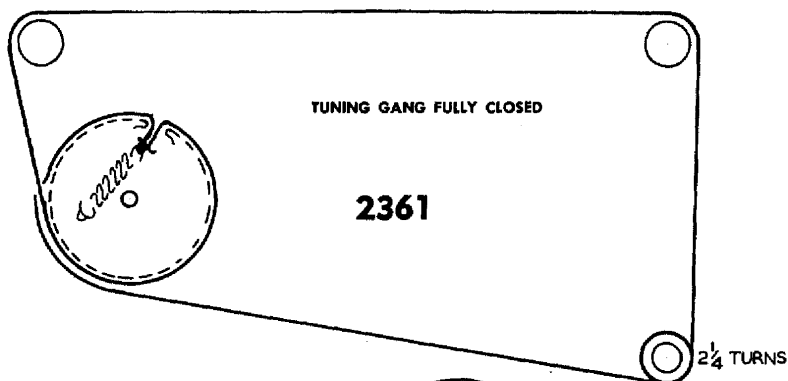
2356

2½ TURNS

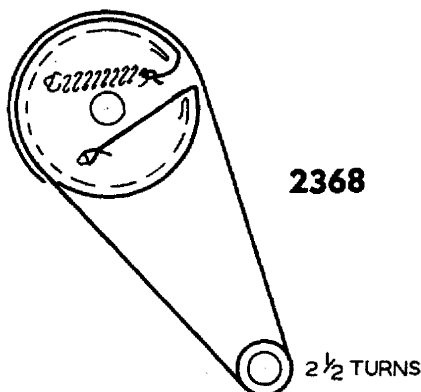
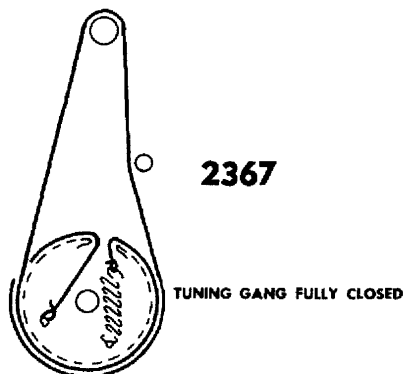
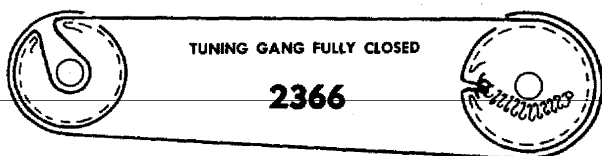
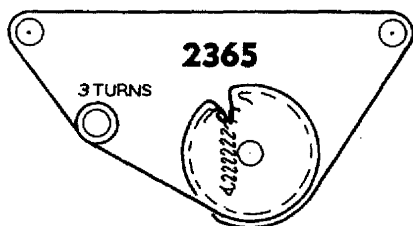
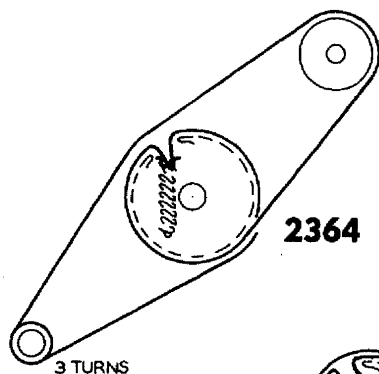
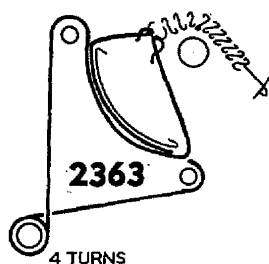
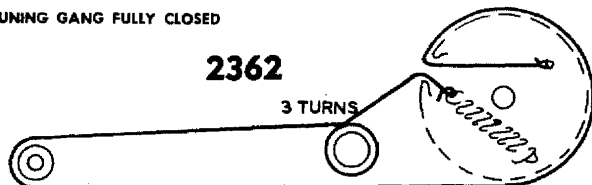


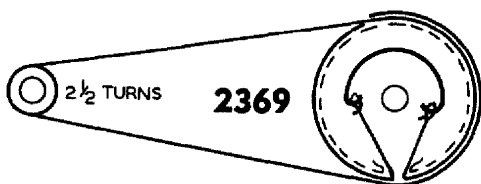
START RE-STRINGING WITH LARGE
UHF PULLEY IN MAX COUNTER-
CLOCKWISE POSITION (AS VIEWED
FROM FRONT OF TUNER).



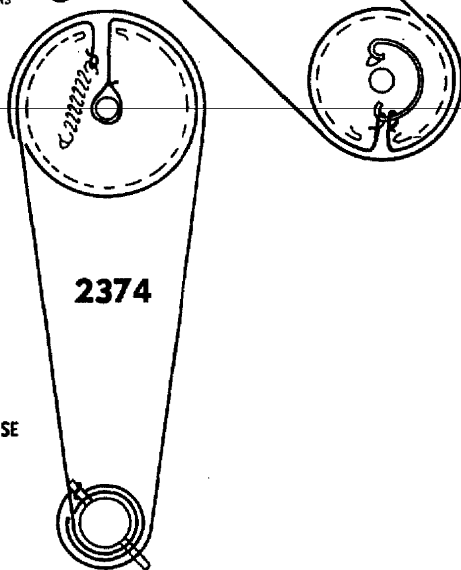
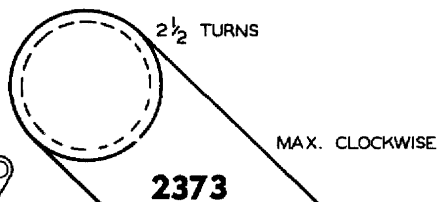
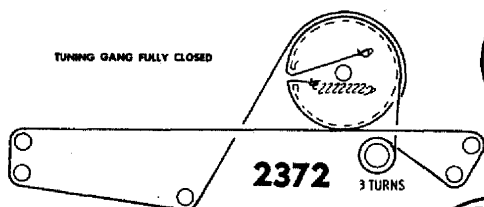
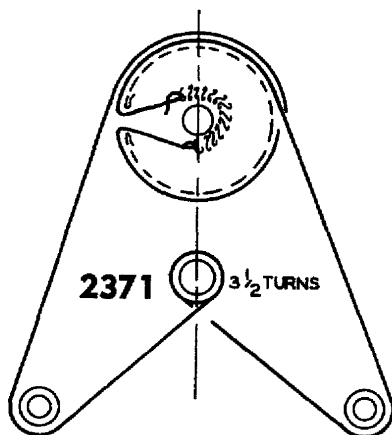
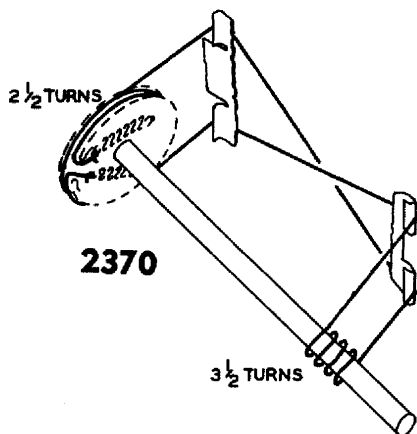


TUNING GANG FULLY CLOSED

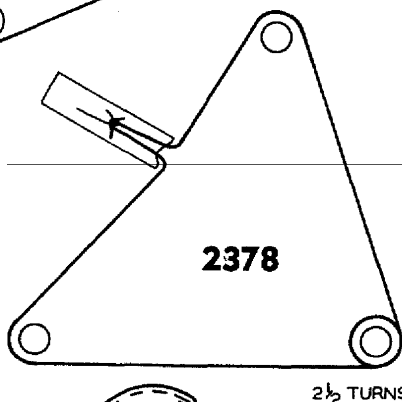
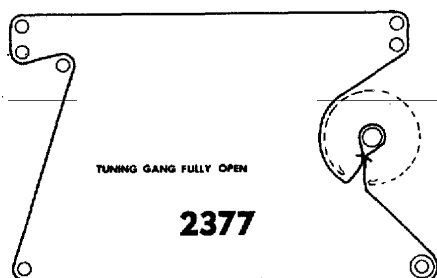
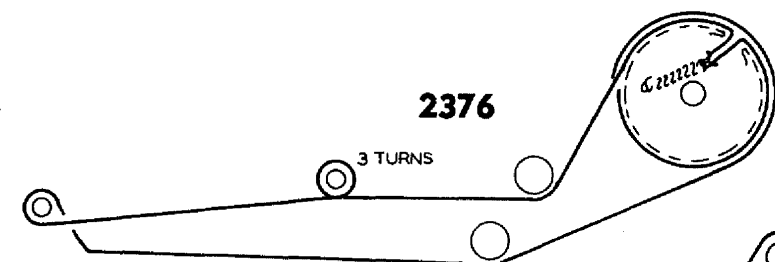
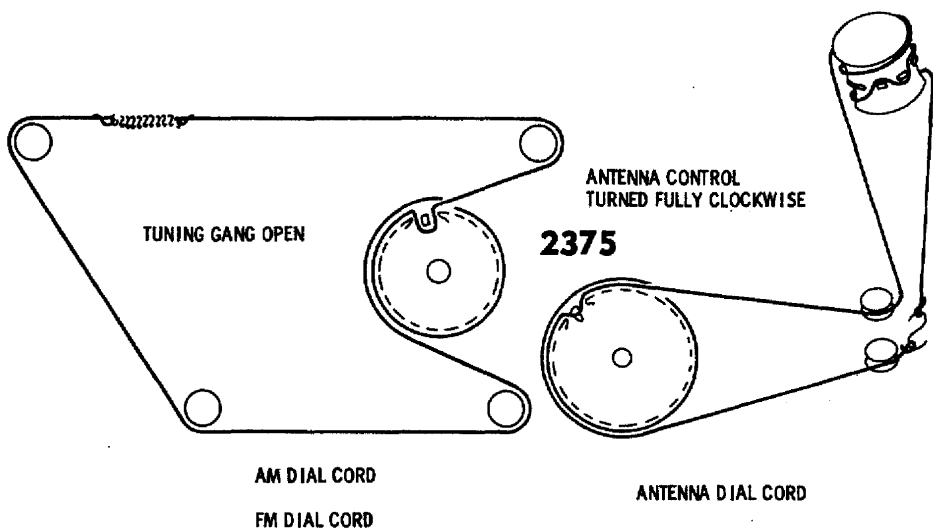




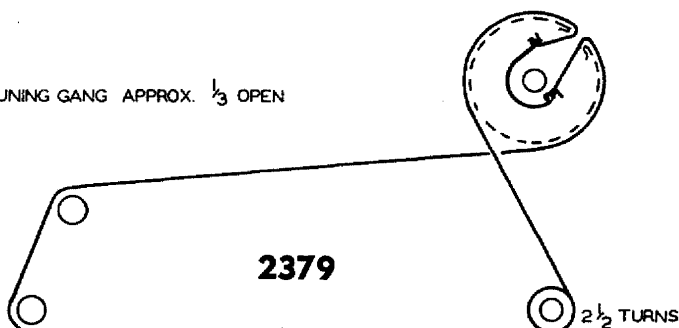
TUNING GANG FULLY CLOSED

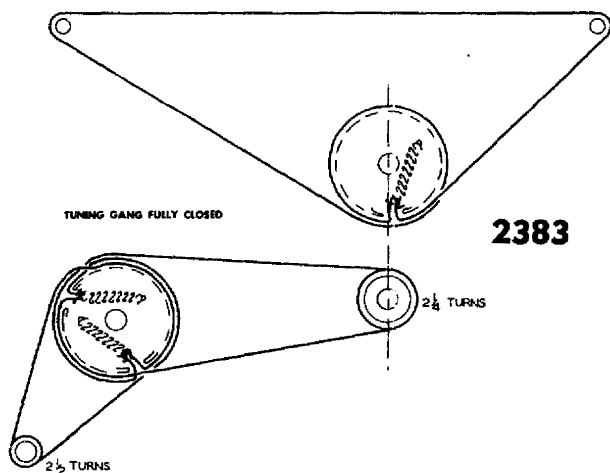
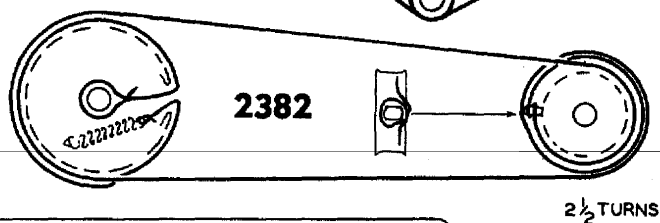
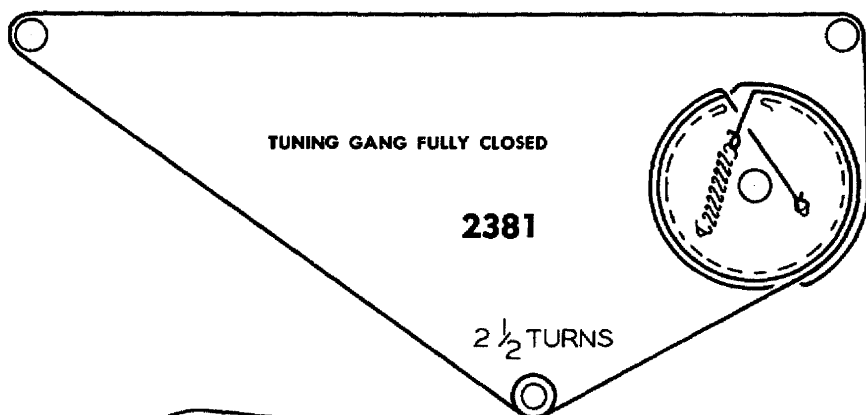
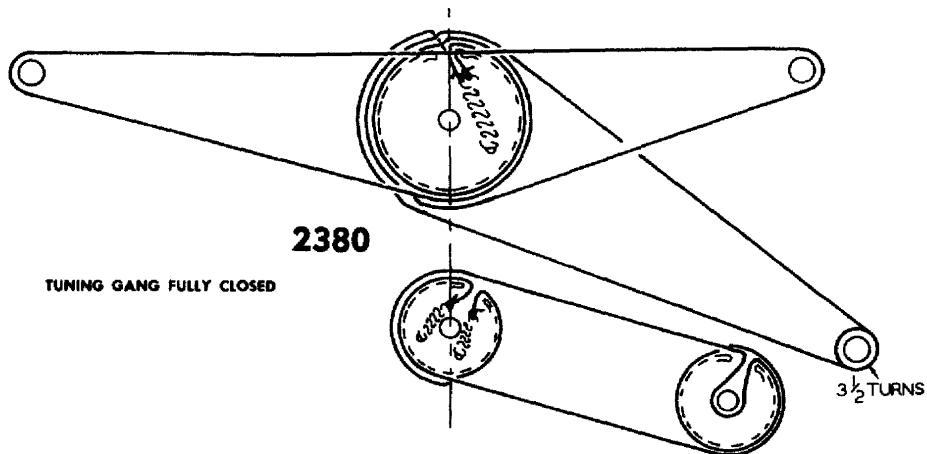


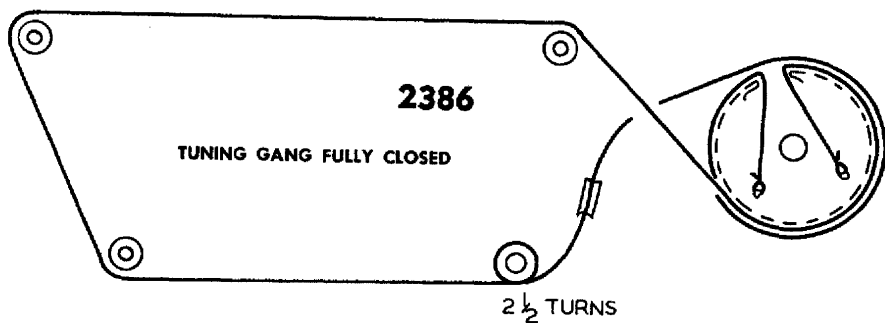
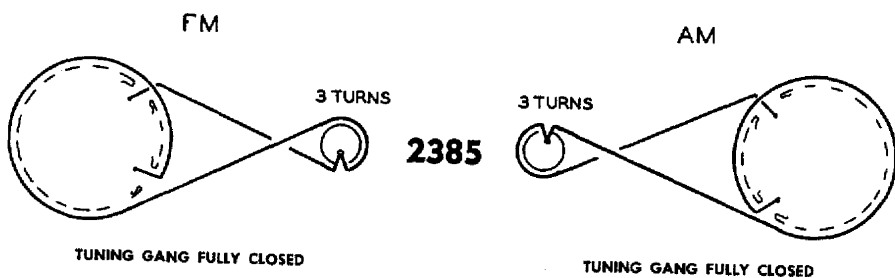
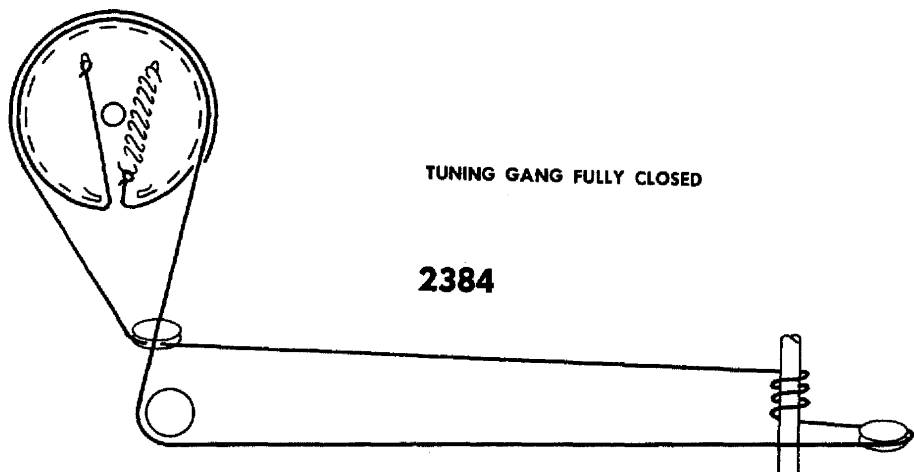
TURN BOTH FINE TUNING CAM
AND UHF PULLEY FULLY COUNTER-CLOCKWISE

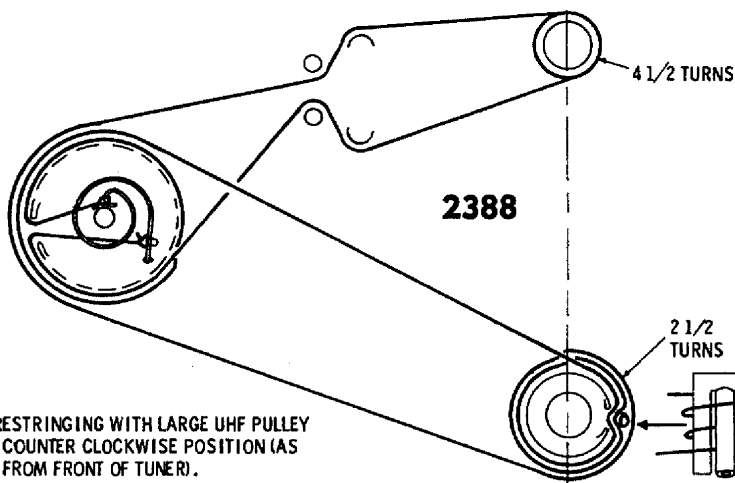
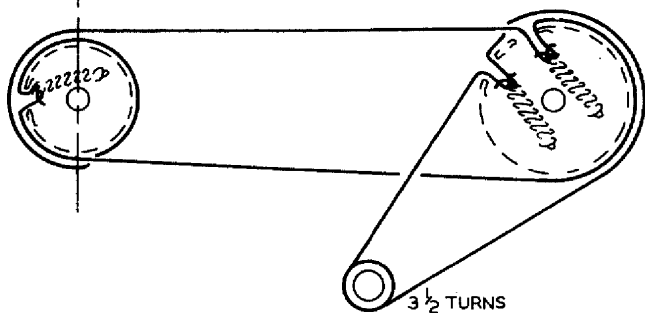
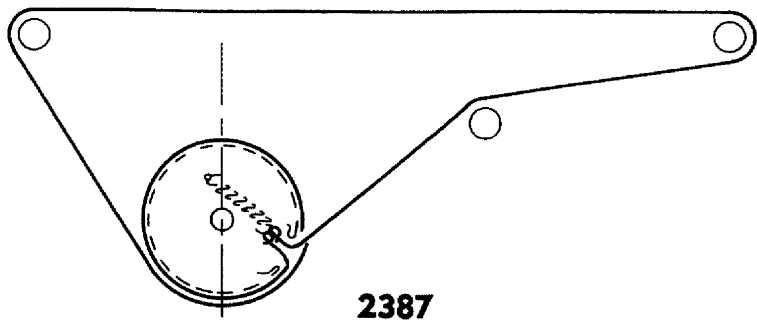


TUNING GANG APPROX. $\frac{1}{3}$ OPEN

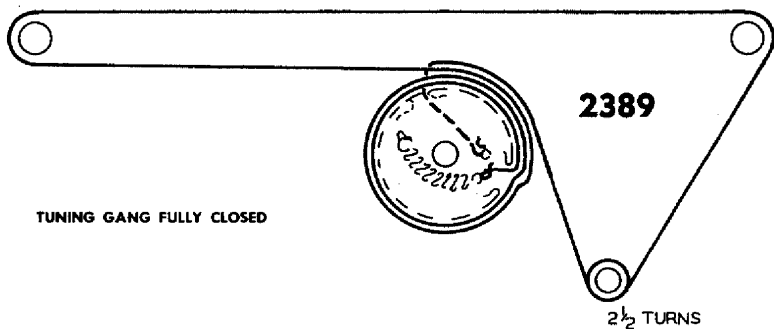




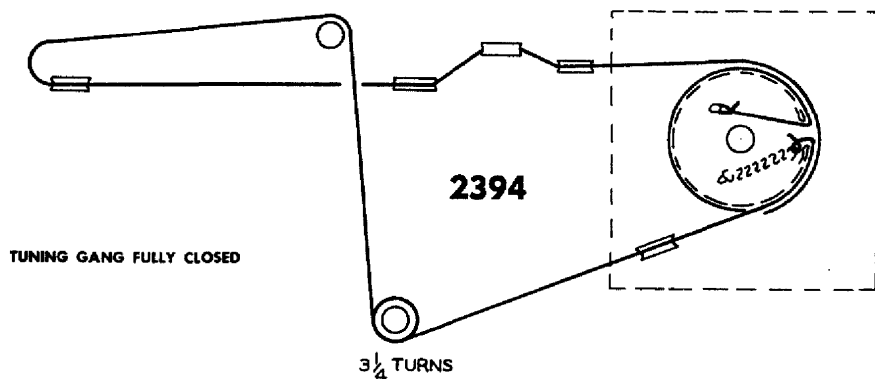
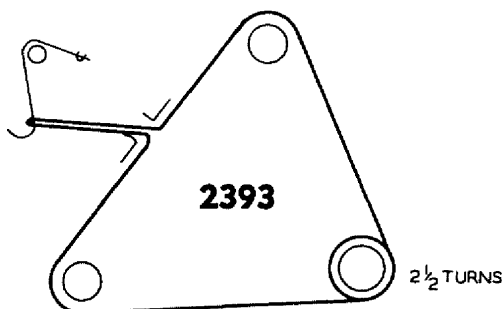
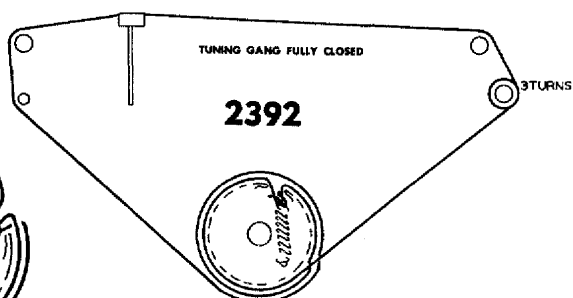
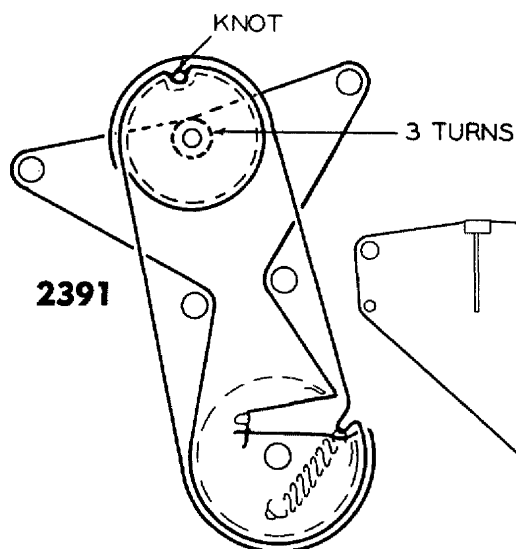
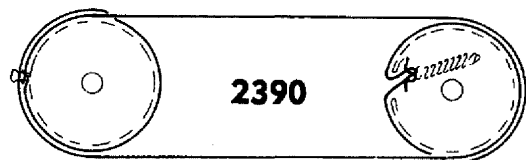




START RESTRINGING WITH LARGE UHF PULLEY
IN MAX COUNTER CLOCKWISE POSITION (AS
VIEWED FROM FRONT OF TUNER).



TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

2395

3 TURNS

TUNING GANG FULLY CLOSED

2396

2 1/2 TURNS

2397

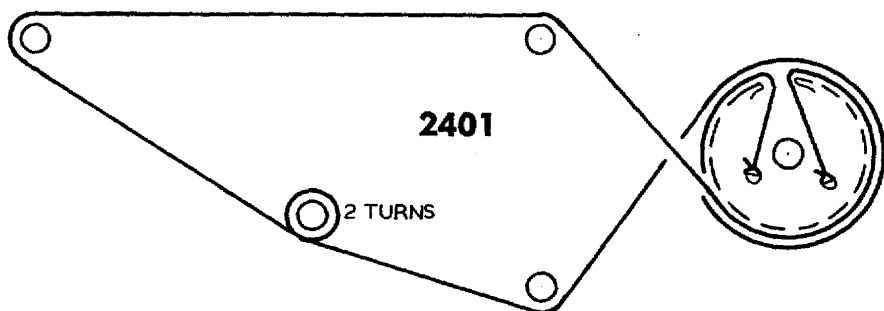
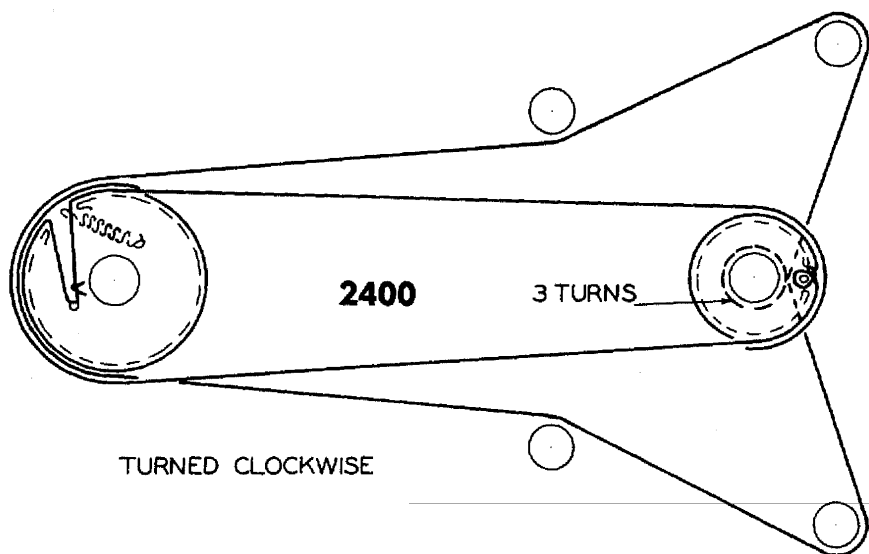
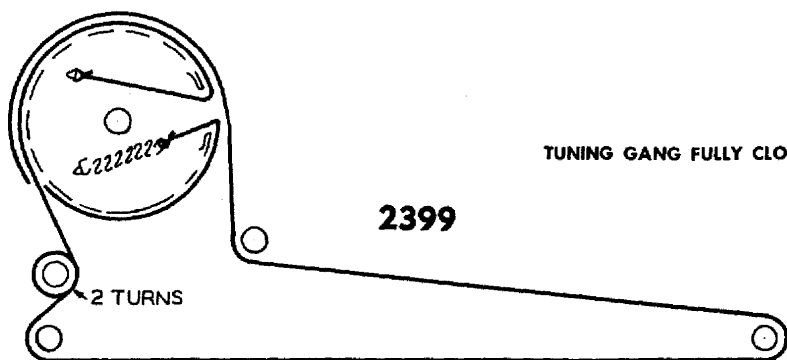
3 1/2 TURNS

2398

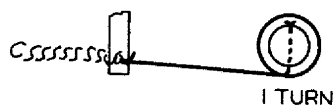
2 1/2 TURNS

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED



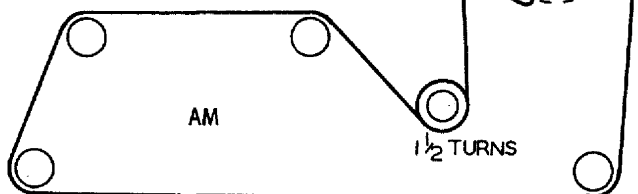
TUNING GANG FULLY CLOSED



BASS CONTROL CLOCKWISE

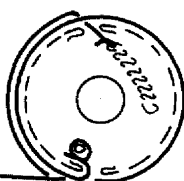
2402

TUNING GANG FULLY CLOSED

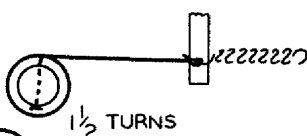


TUNING GANG FULLY CLOSED

FM



TREBLE CONTROL CLOCKWISE



1 1/2 TURNS



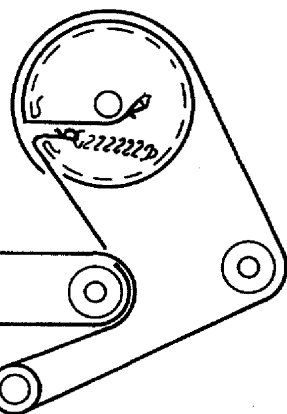
TUNING GANG FULLY CLOSED

2403

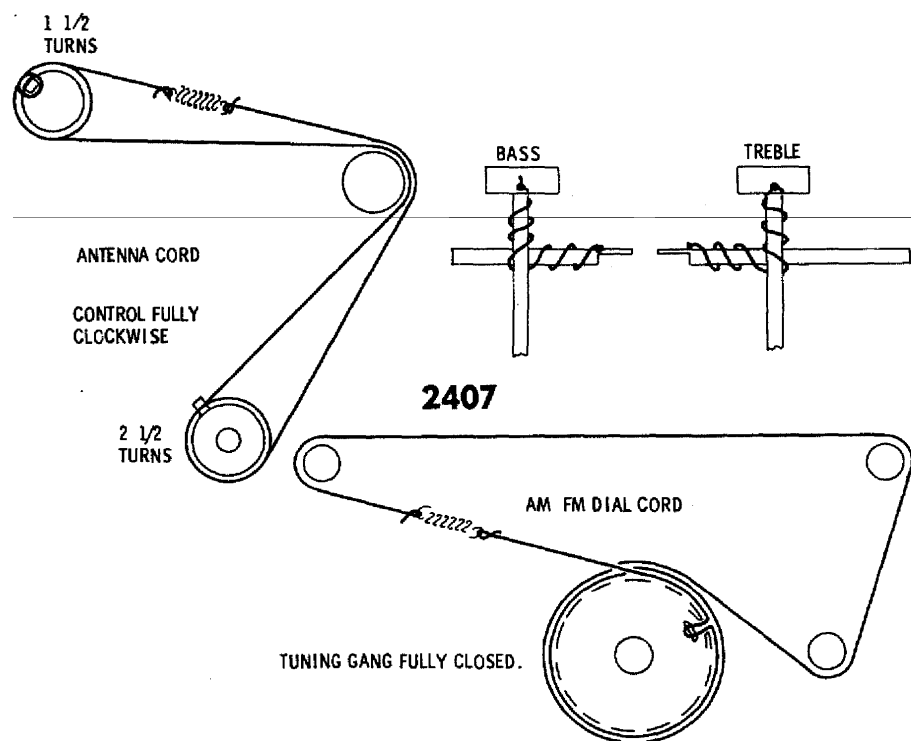
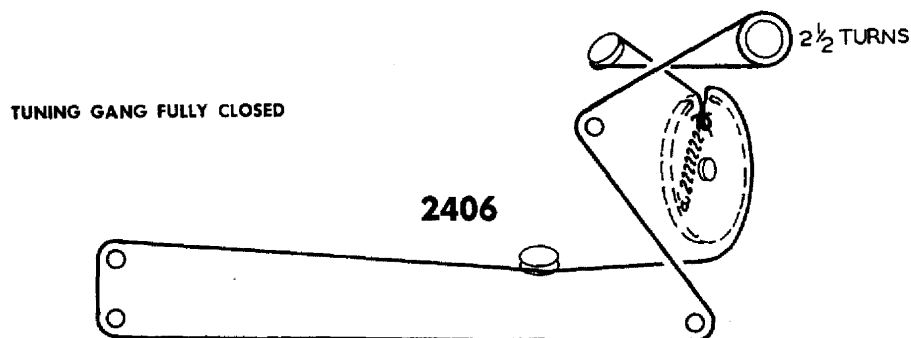
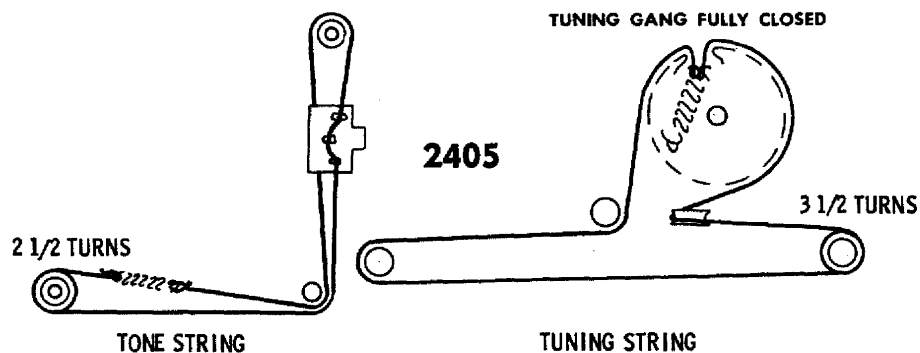
3 TURNS

TUNING GANG FULLY CLOSED

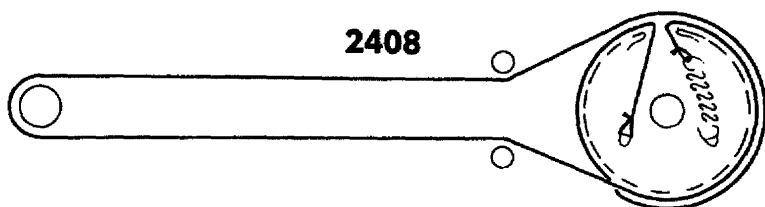
2404



2 1/2 TURNS

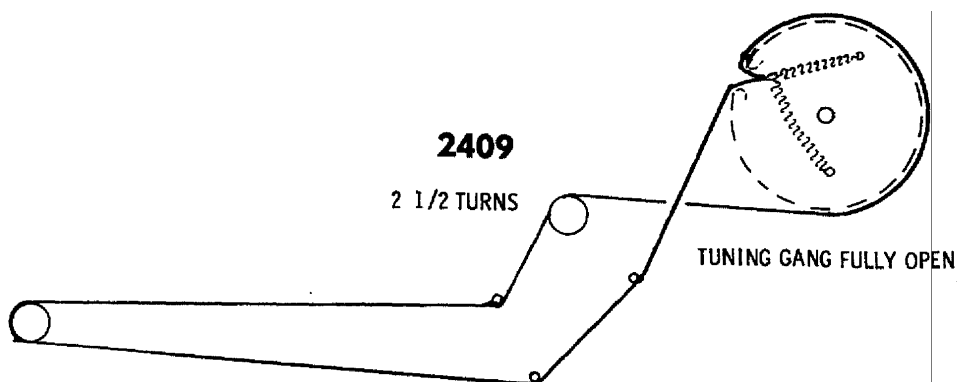


TUNING GANG FULLY CLOSED



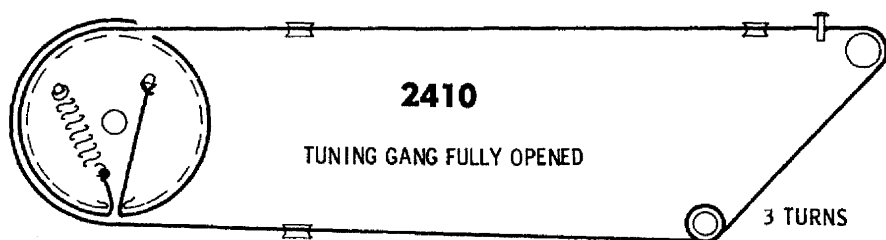
2409

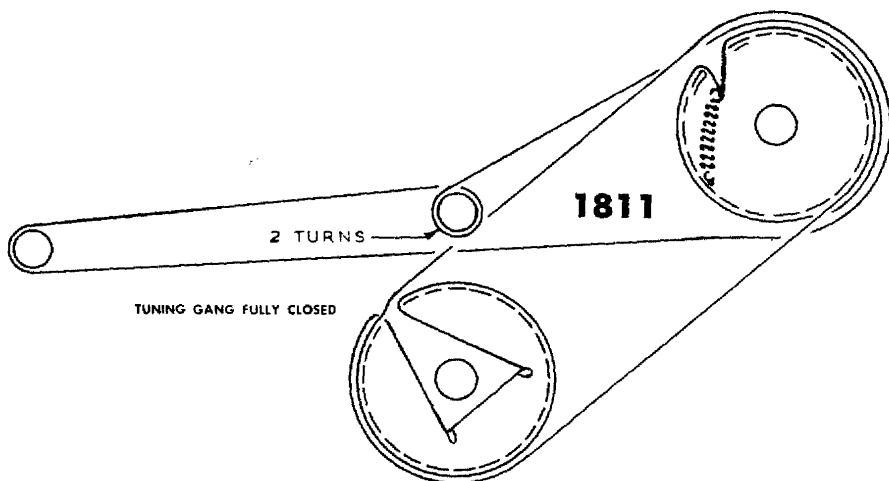
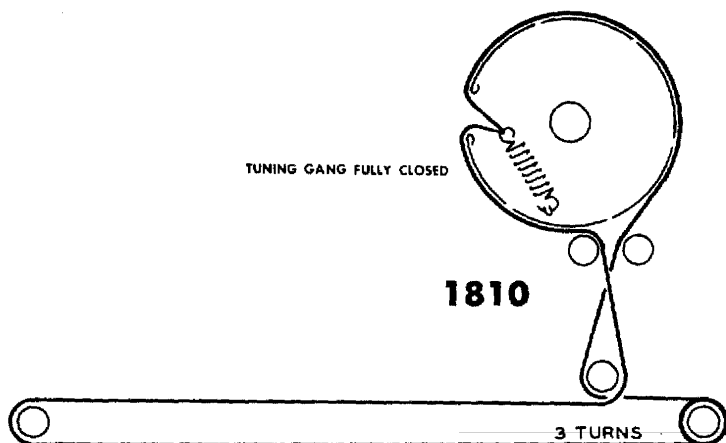
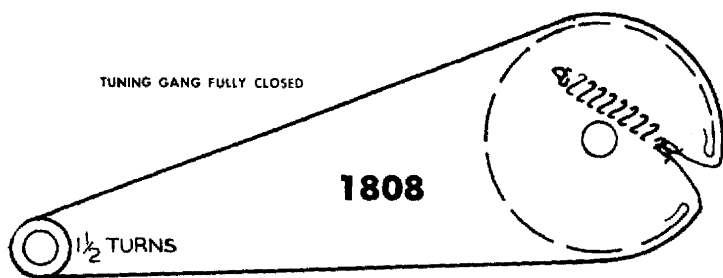
2 1/2 TURNS

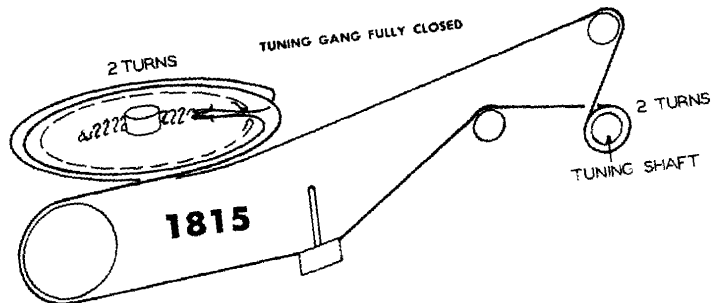
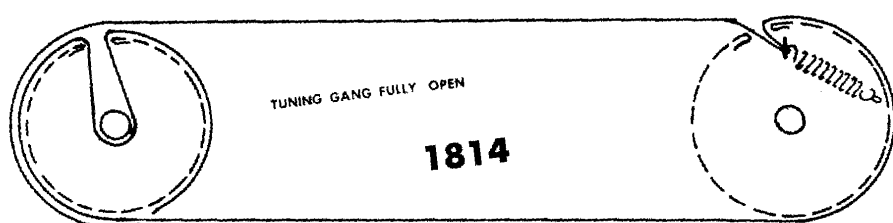
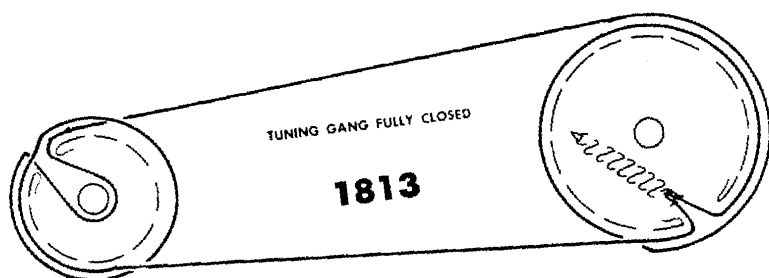
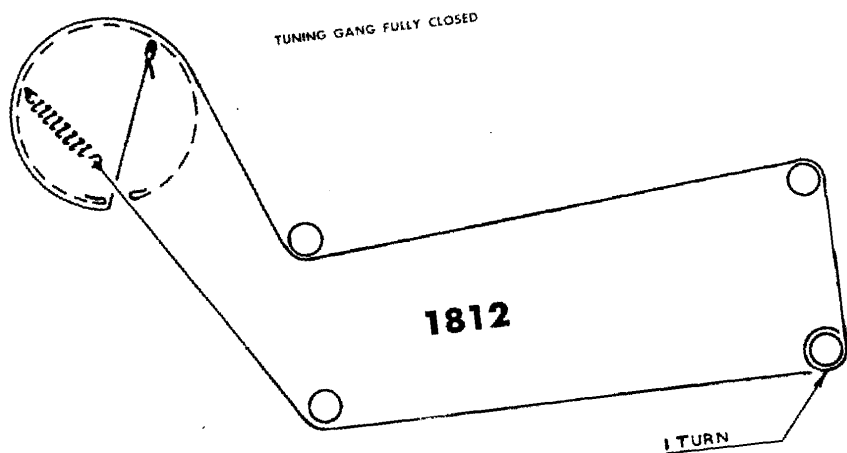


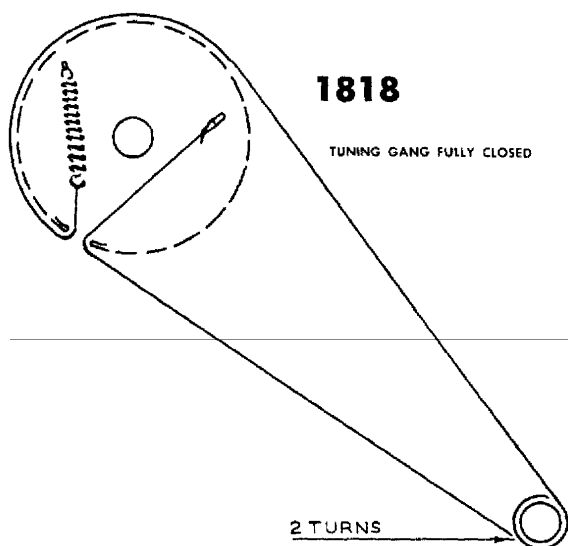
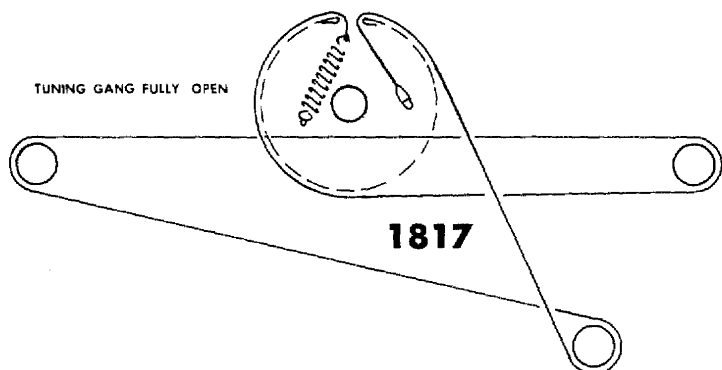
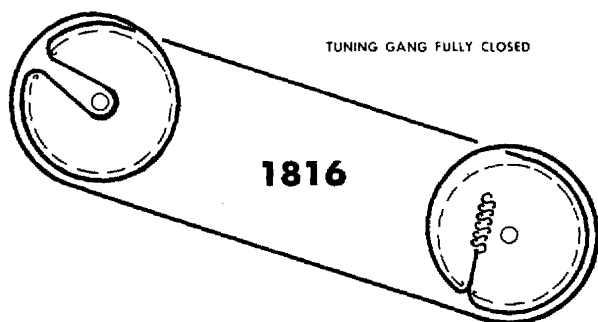
2410

TUNING GANG FULLY OPENED

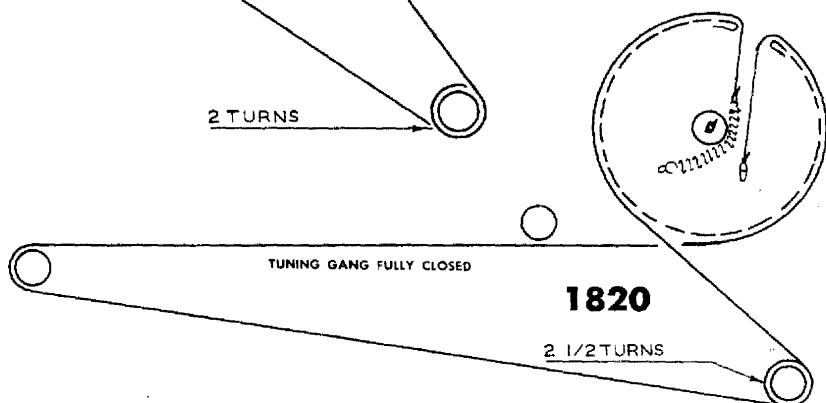
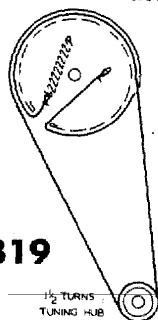


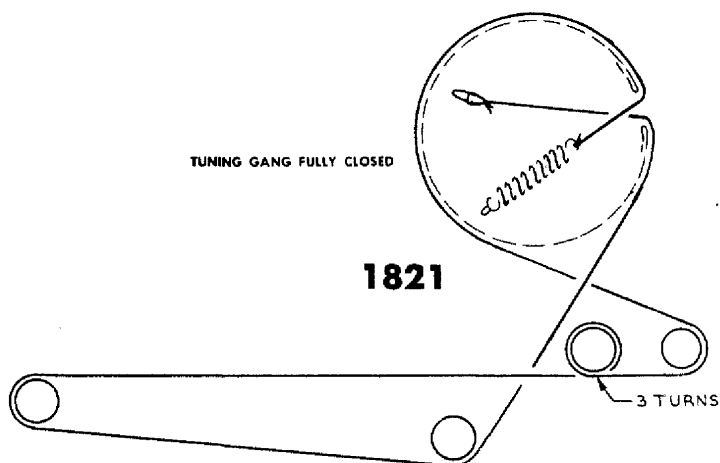




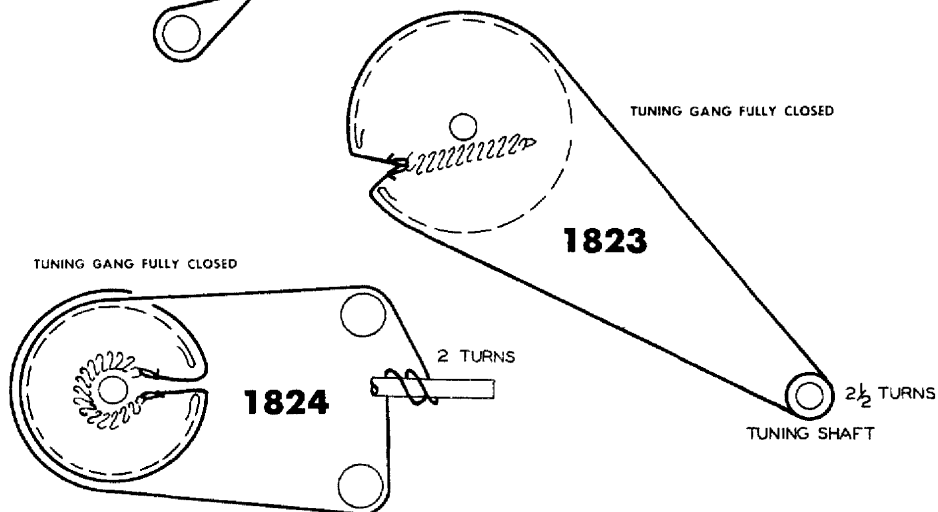
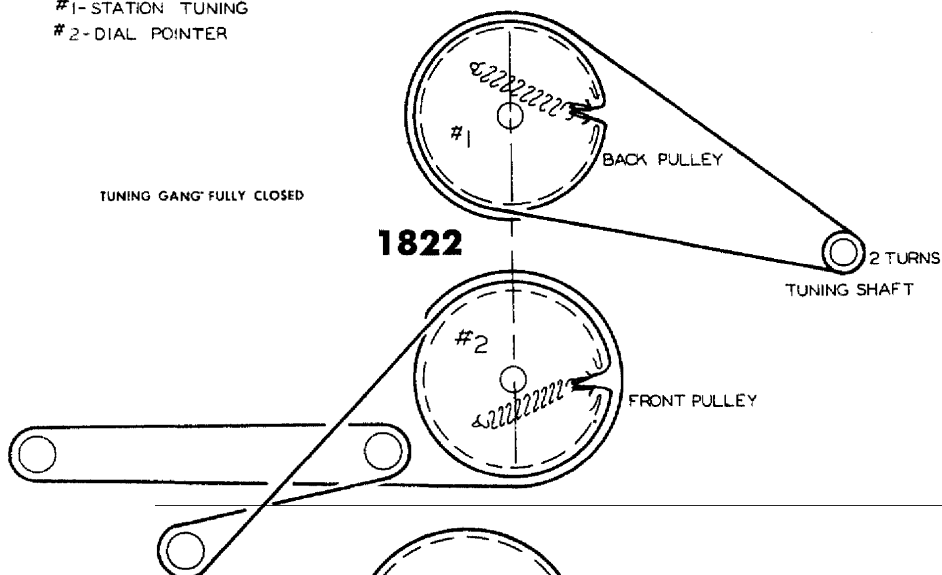


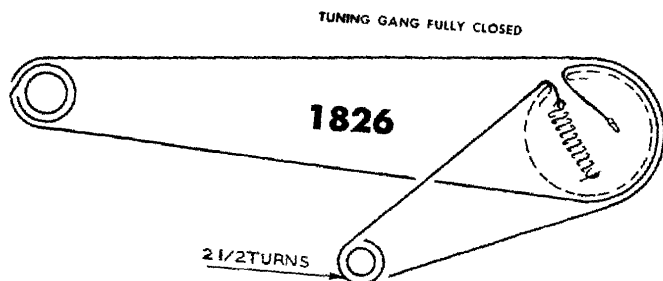
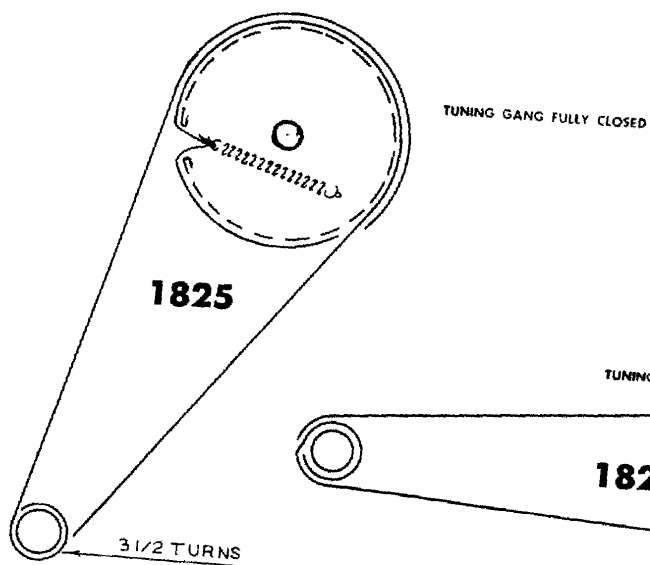
TUNING GANG FULLY CLOSED



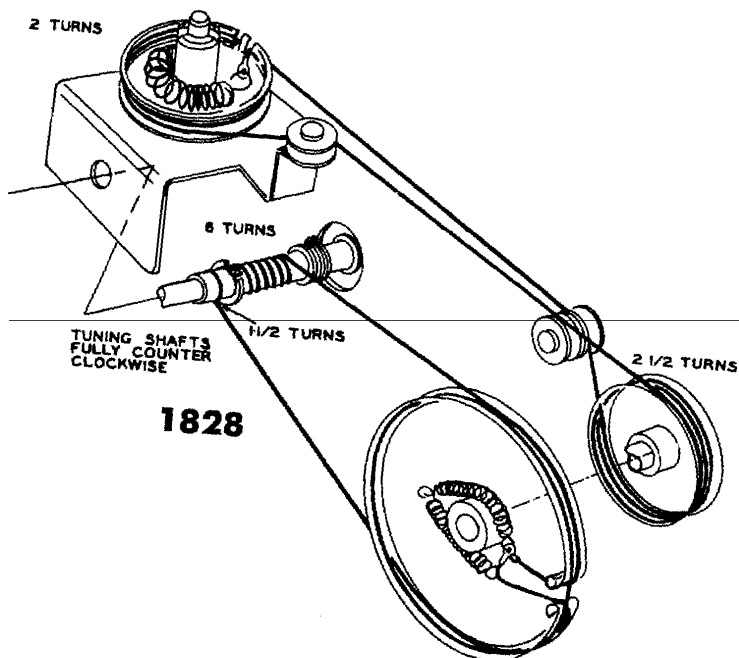
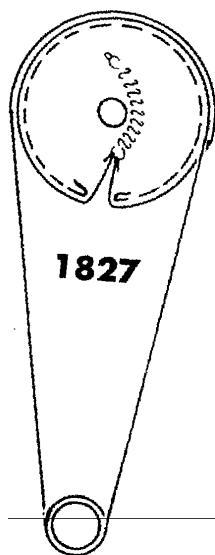


#1-STATION TUNING
#2-DIAL POINTER

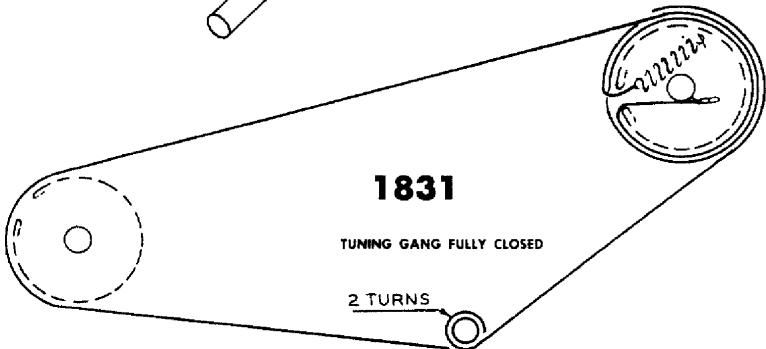
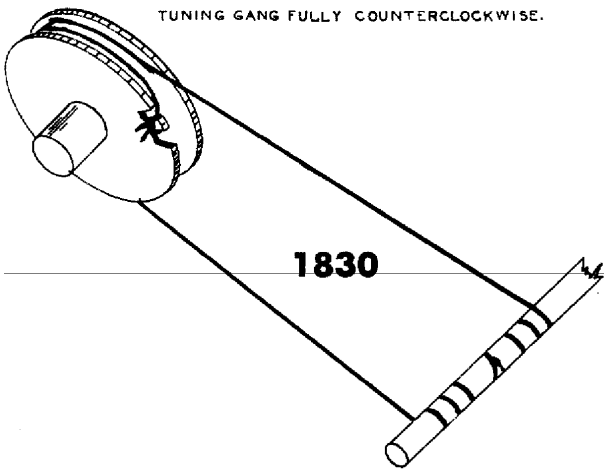
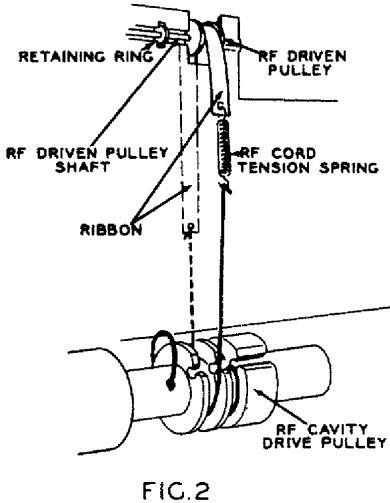
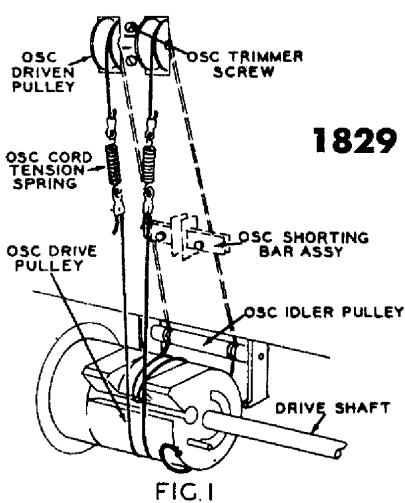




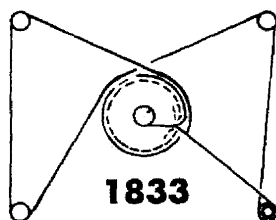
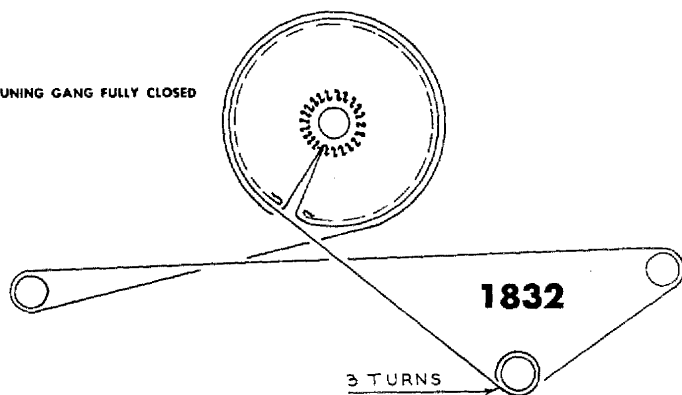
TUNING SHAFT FULLY CLOCKWISE



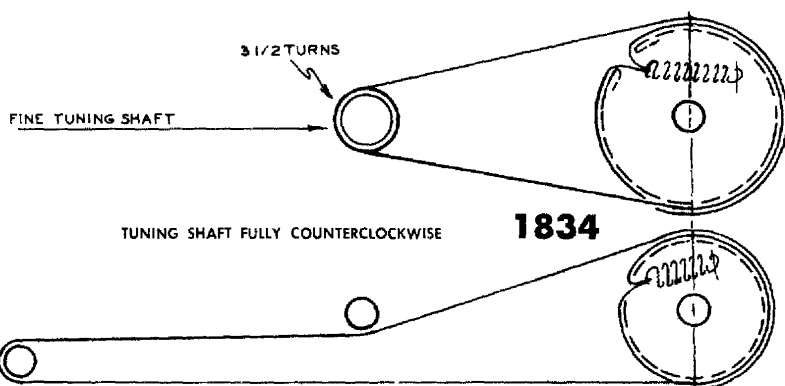
If for any reason the drive cord of either the RF or oscillator cavities need replacement, the exact cord and length are recommended. The cord used is of a special material which is not affected by temperature or moisture. Refer to the parts list for the correct replacement. The oscillator drive assembly 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 tube should be removed along with the cavity cover. Follow the diagram and replace the cord as indicated. After replacement follow the instruction for realignment.



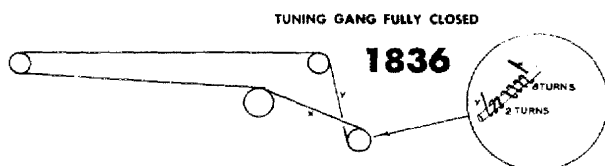
TUNING GANG FULLY CLOSED

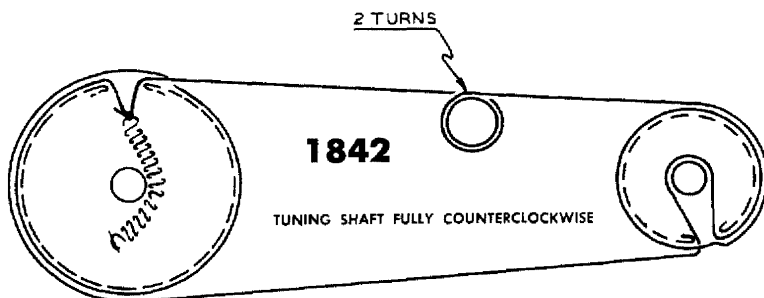
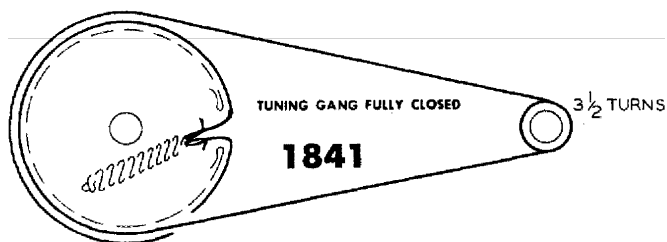
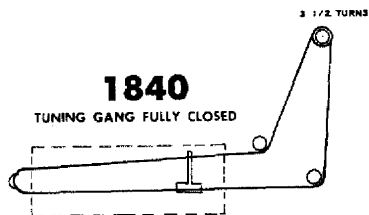
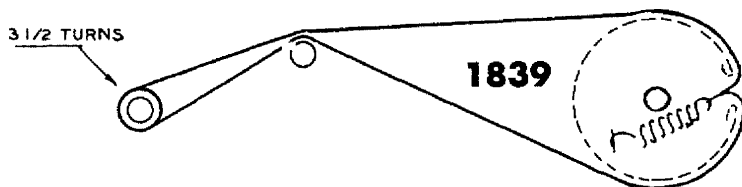
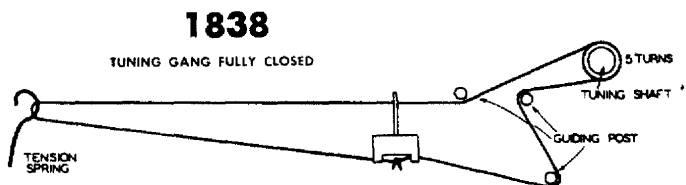
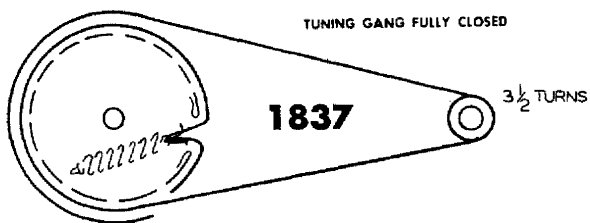


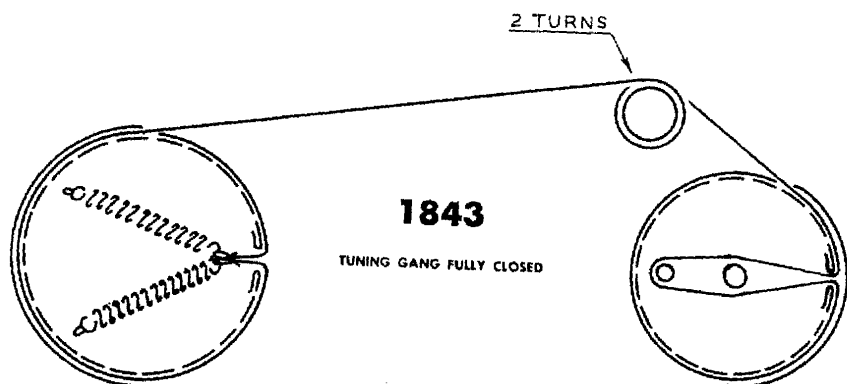
TUNING GANG FULLY CLOSED



TUNING SHAFT FULLY COUNTERCLOCKWISE

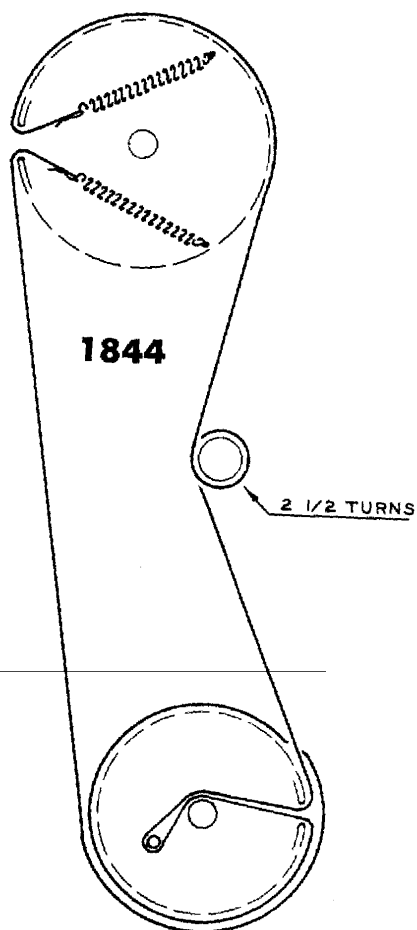




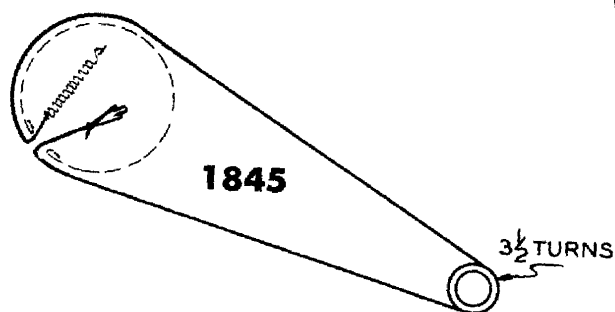


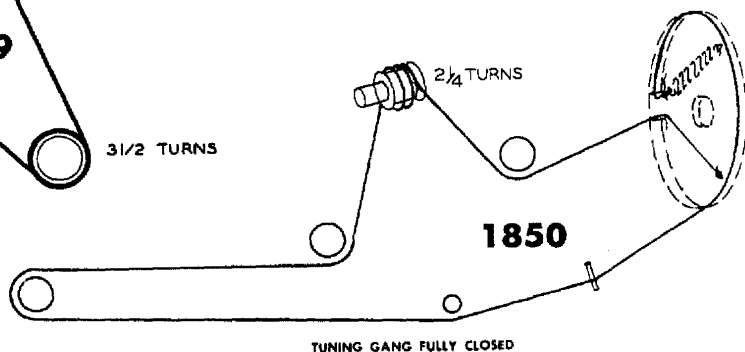
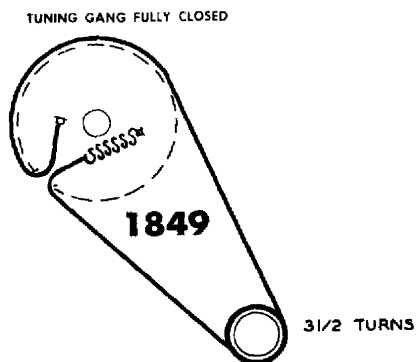
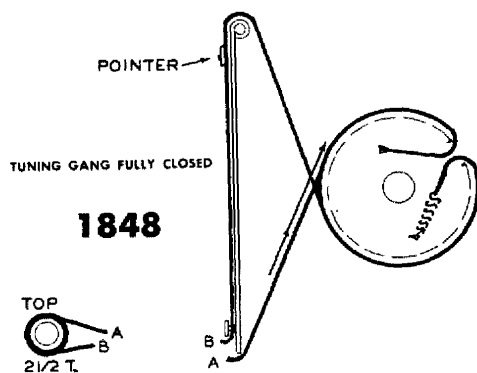
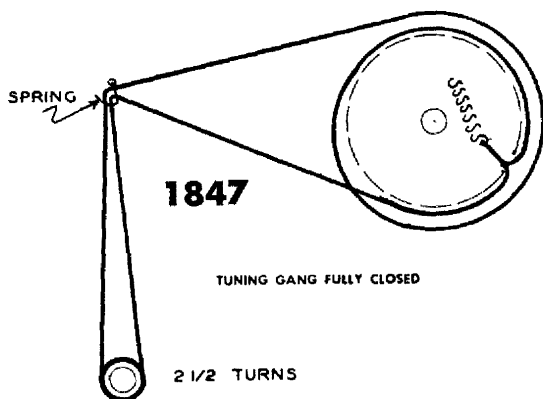
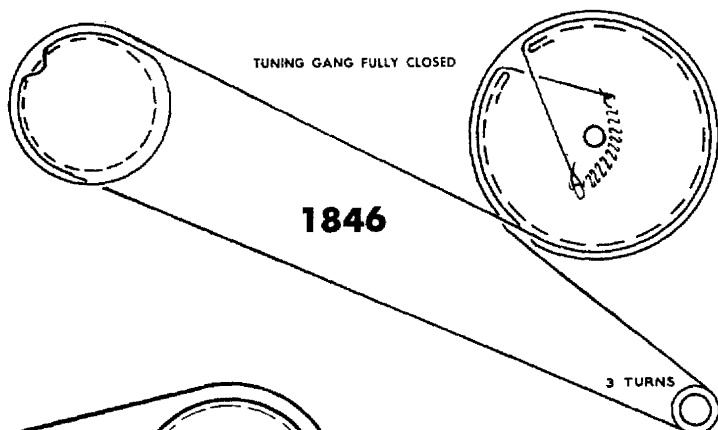
FINE TUNING IN MAX. COUNTER-
CLOCKWISE POSITION.

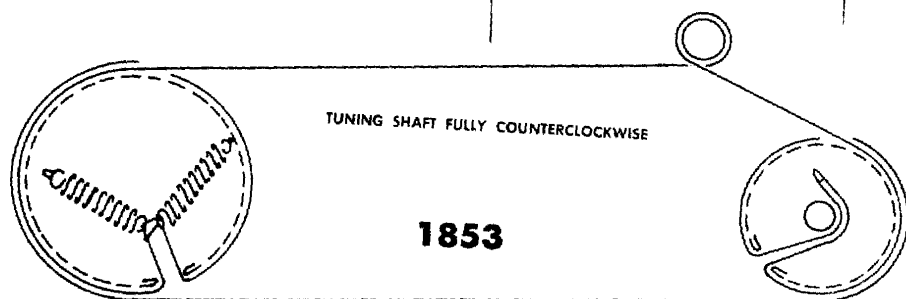
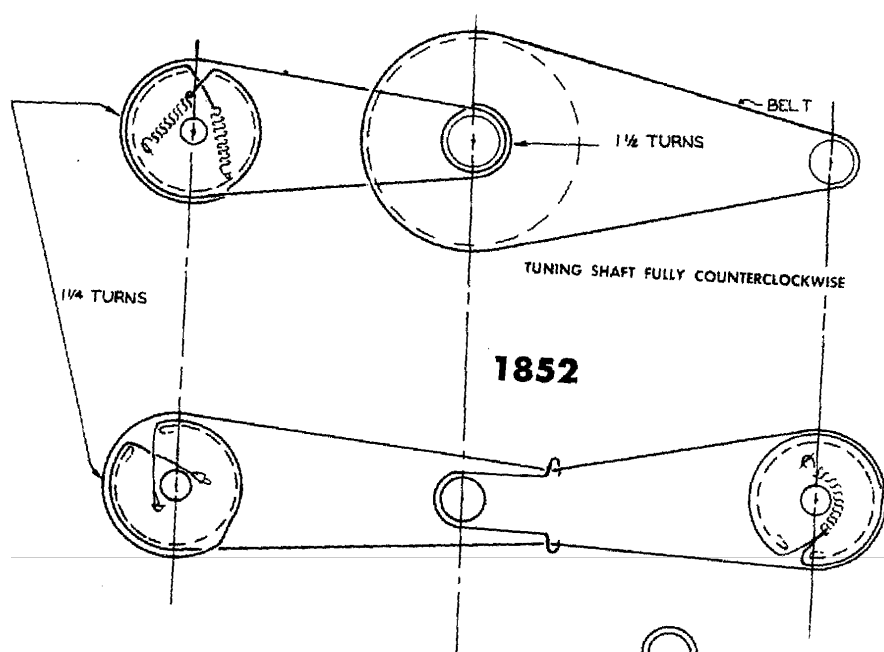
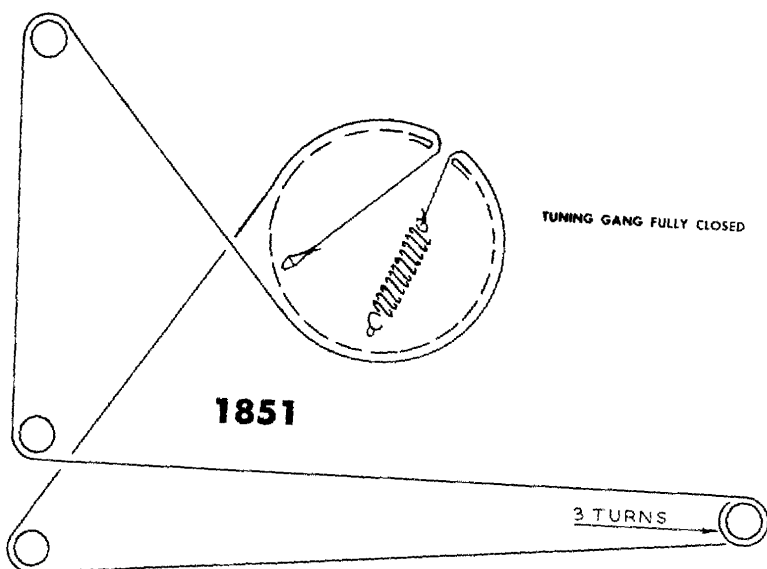
UHF TUNING IN MAX. COUNTER-
CLOCKWISE POSITION.

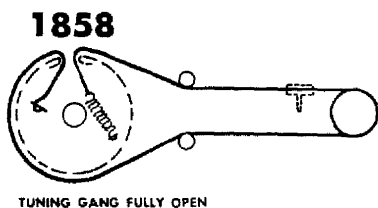
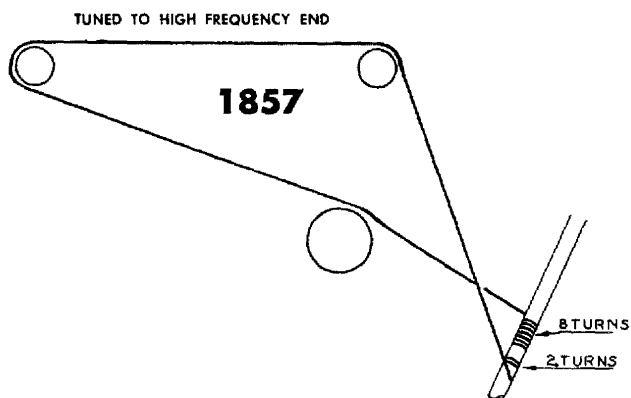
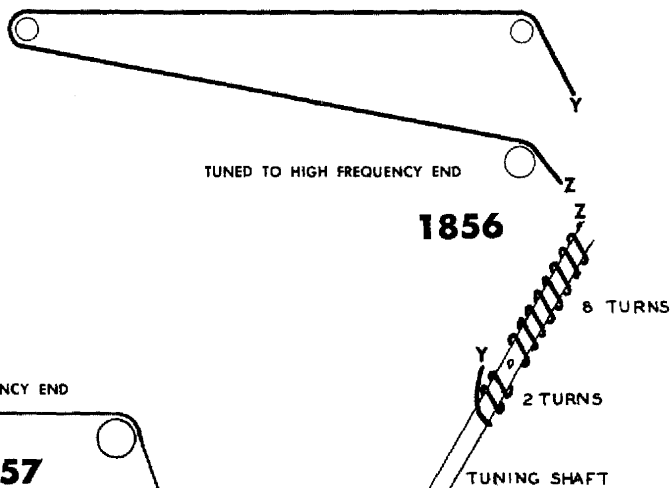


TUNING GANG FULLY CLOSED



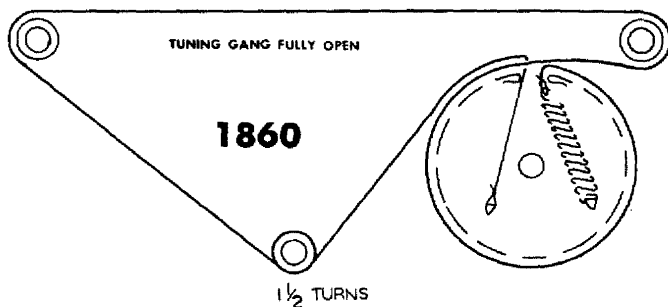
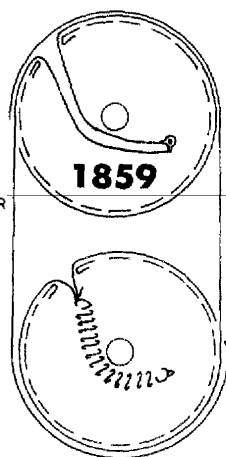


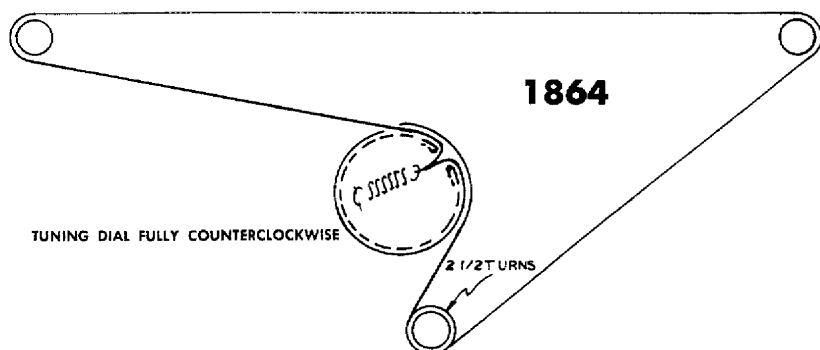
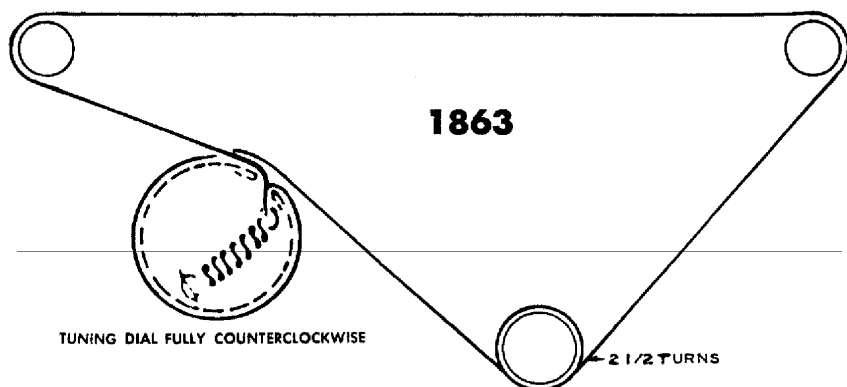
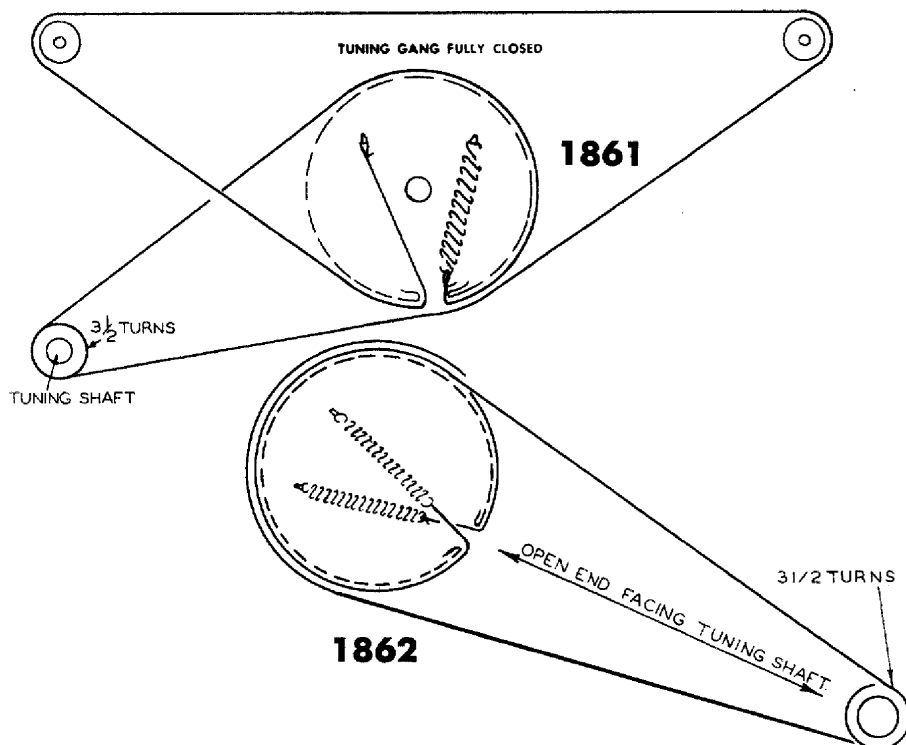


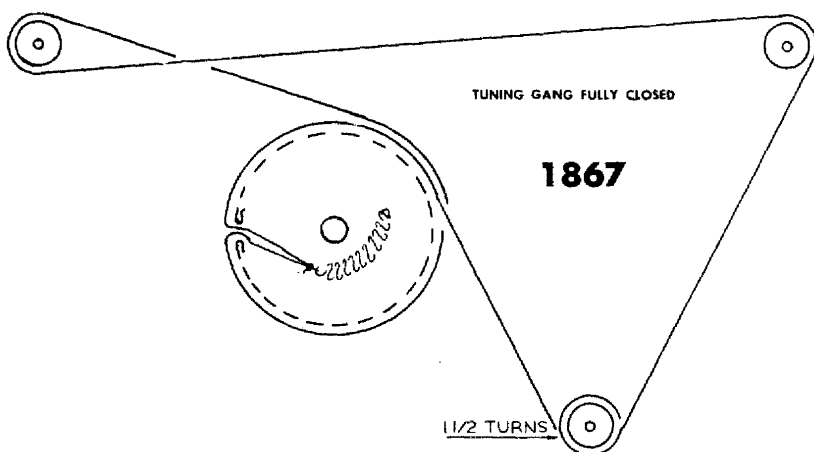
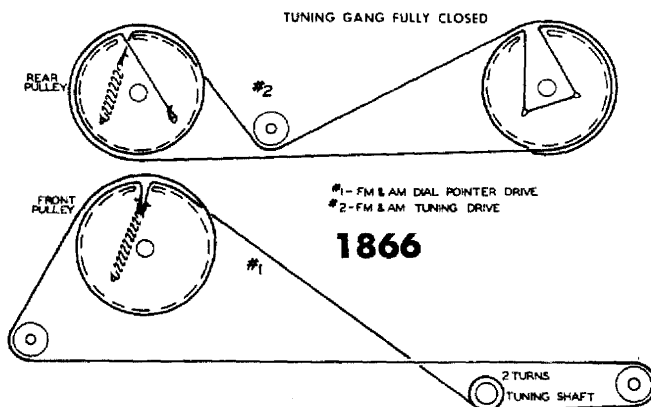
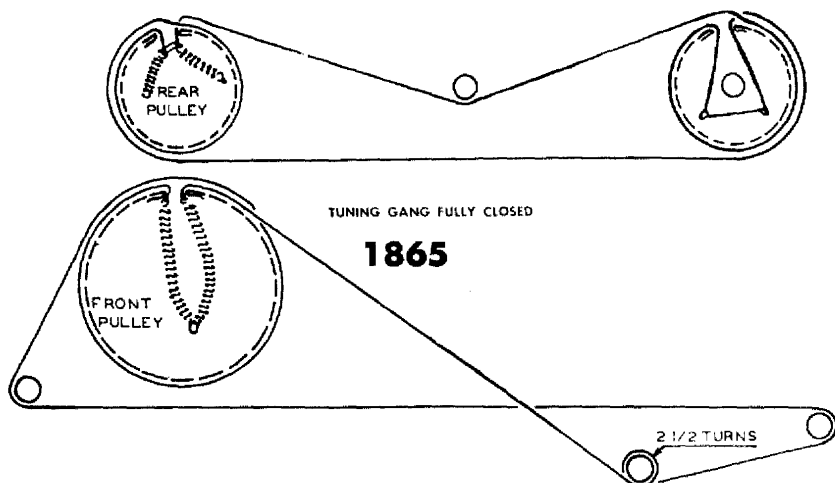


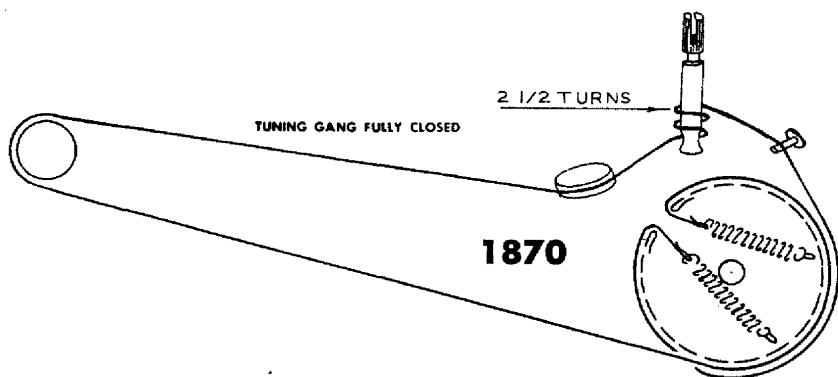
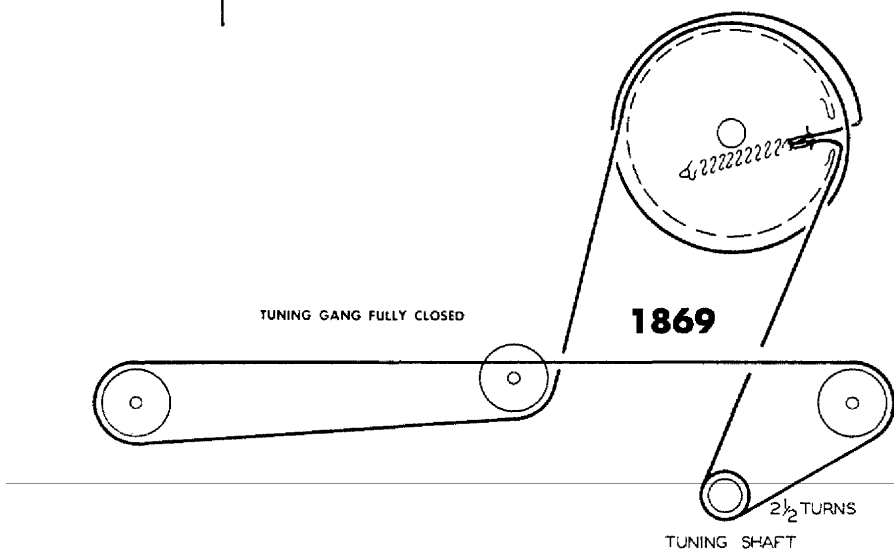
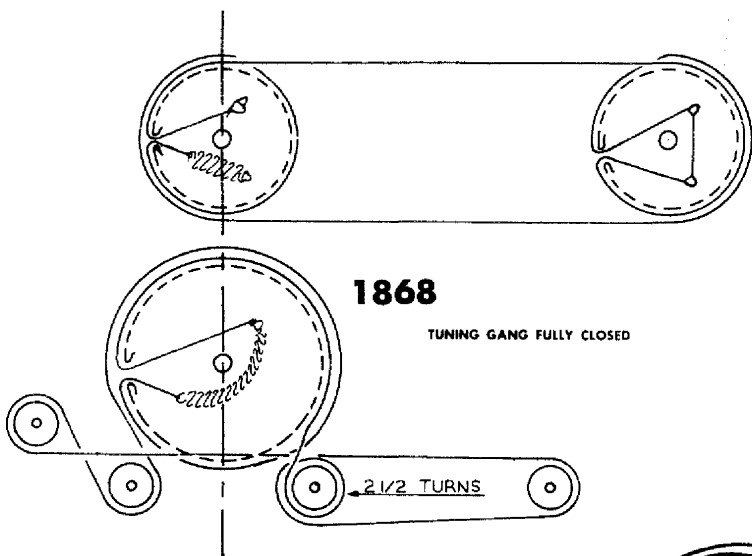
DIAL CORD STRINGING FOR ALL CONTROLS.

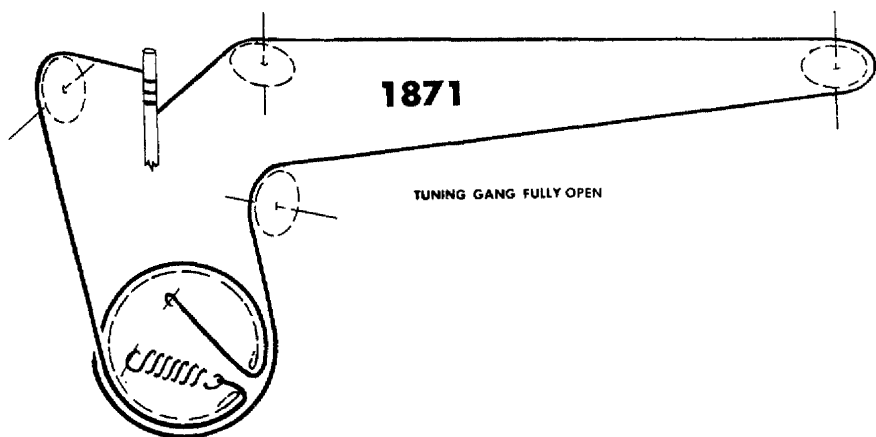
DIALS FULLY CLOCKWISE





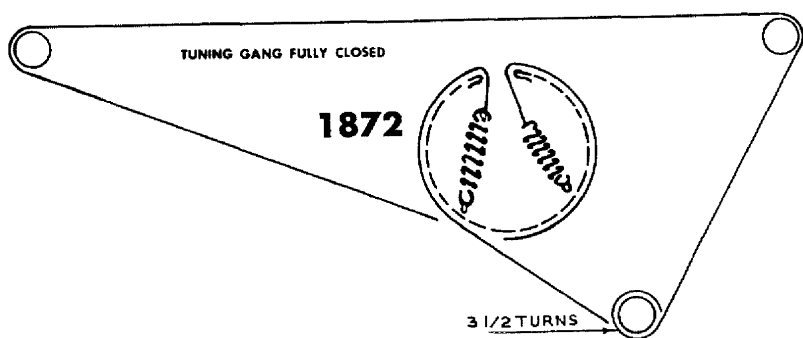






1871

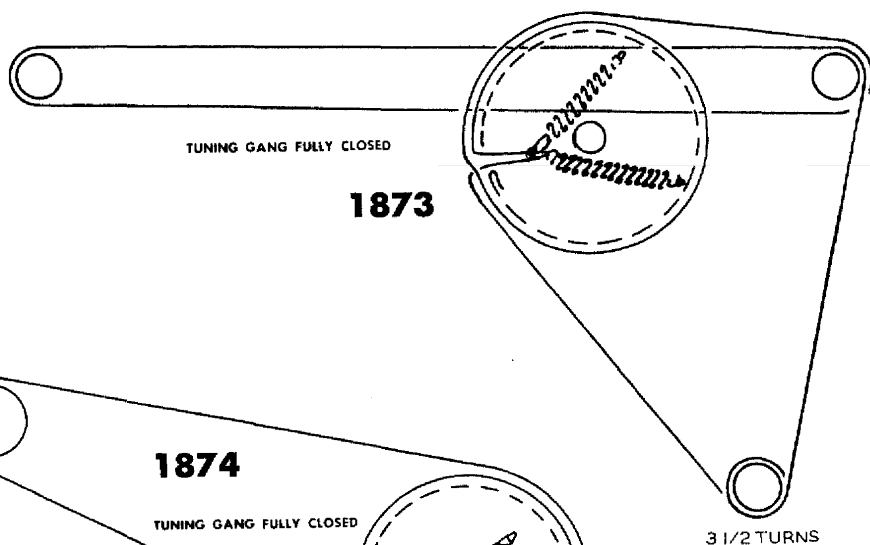
TUNING GANG FULLY OPEN



TUNING GANG FULLY CLOSED

1872

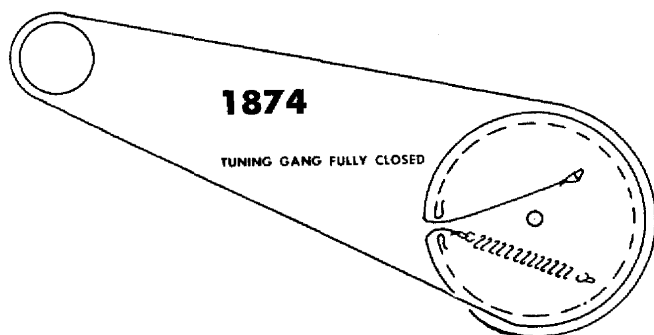
3 1/2 TURNS



TUNING GANG FULLY CLOSED

1873

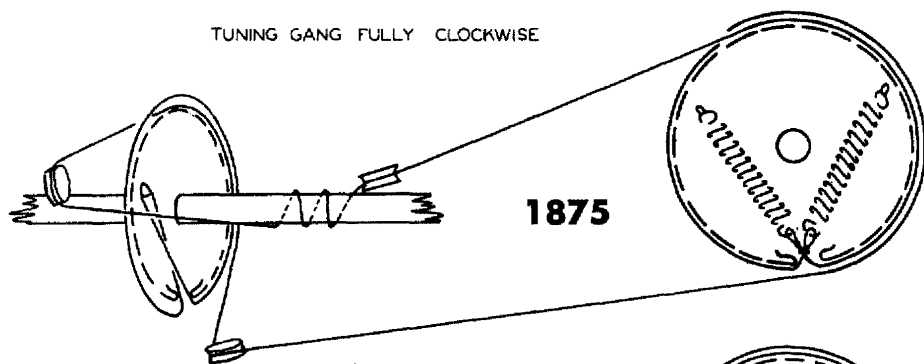
3 1/2 TURNS



1874

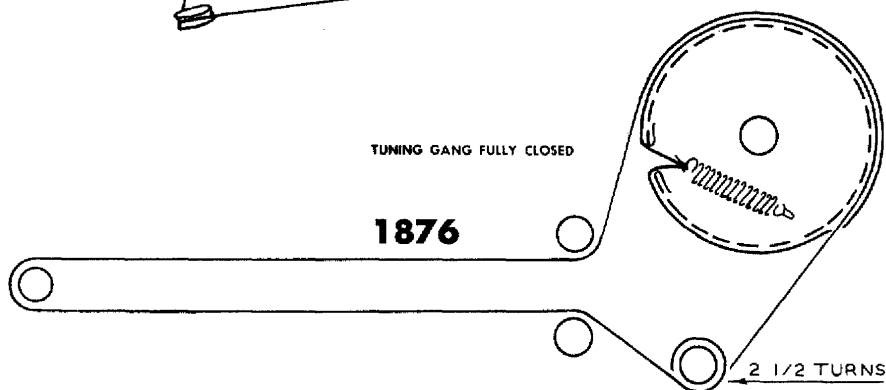
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOCKWISE



1875

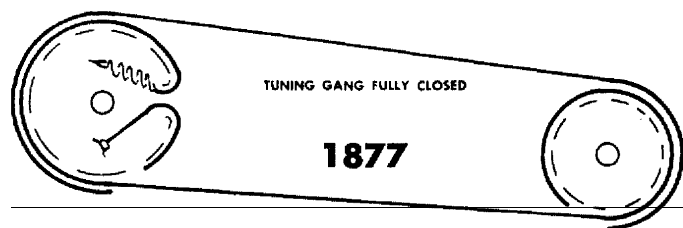
TUNING GANG FULLY CLOSED



1876

2 1/2 TURNS

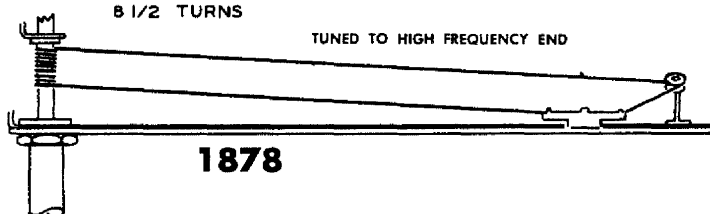
TUNING GANG FULLY CLOSED



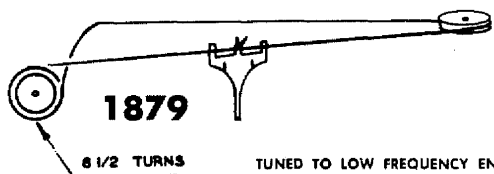
1877

8 1/2 TURNS

TUNED TO HIGH FREQUENCY END



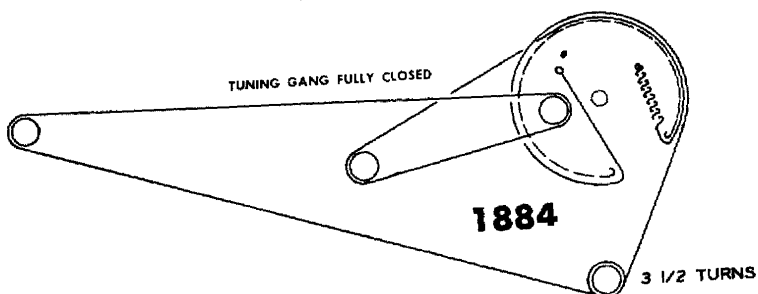
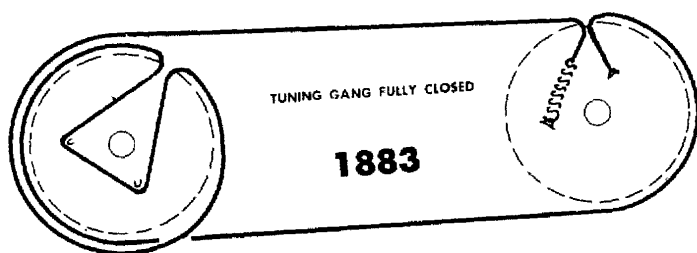
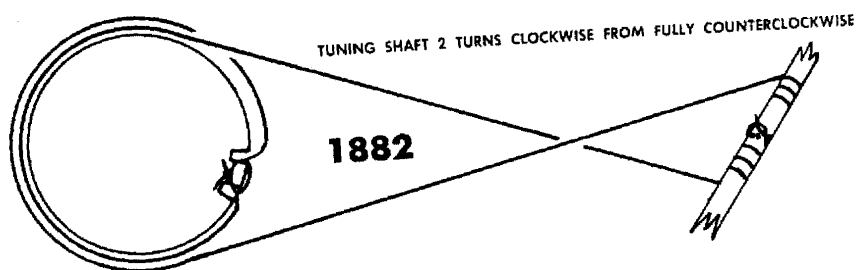
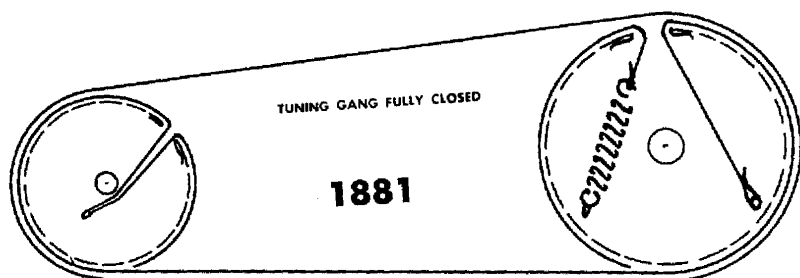
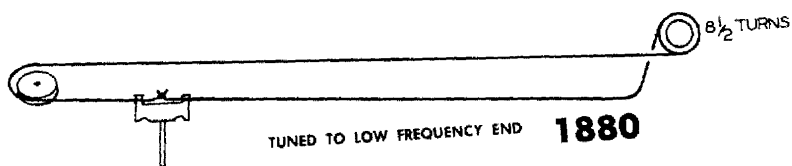
1878



1879

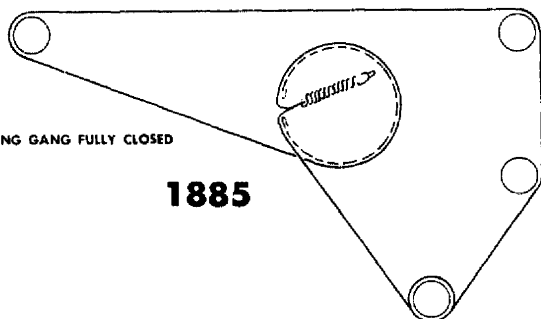
8 1/2 TURNS

TUNED TO LOW FREQUENCY END



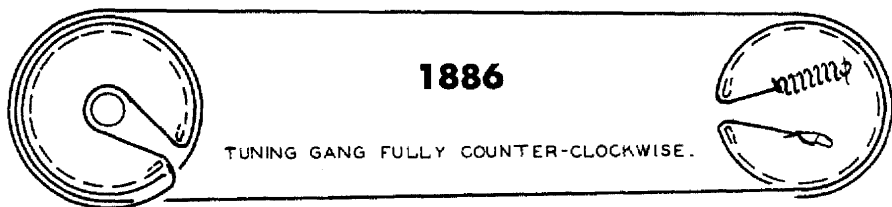
TUNING GANG FULLY CLOSED

1885



1886

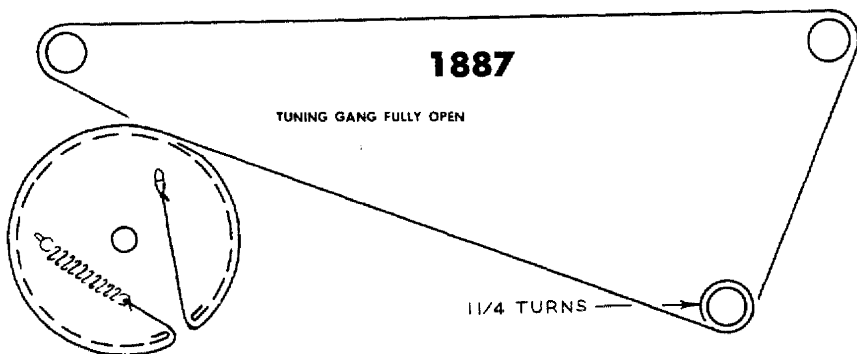
TUNING GANG FULLY COUNTER-CLOCKWISE.



1887

TUNING GANG FULLY OPEN

1 1/4 TURNS

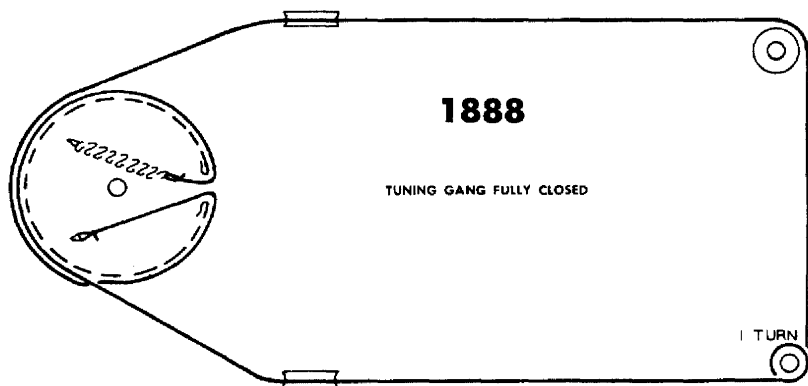


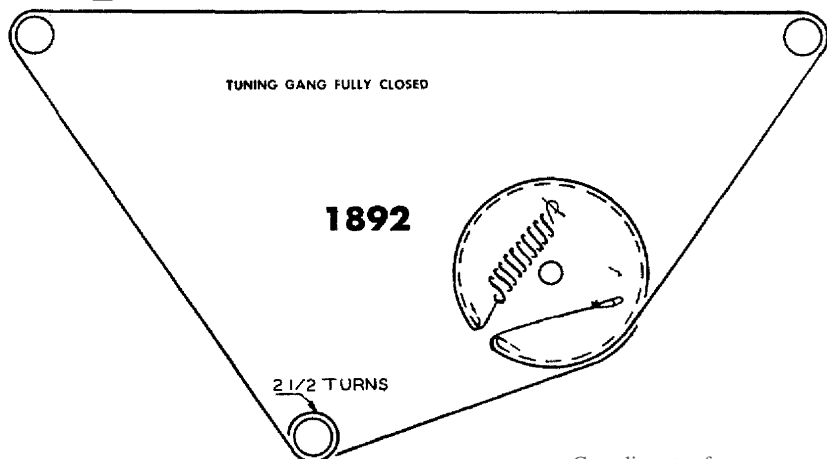
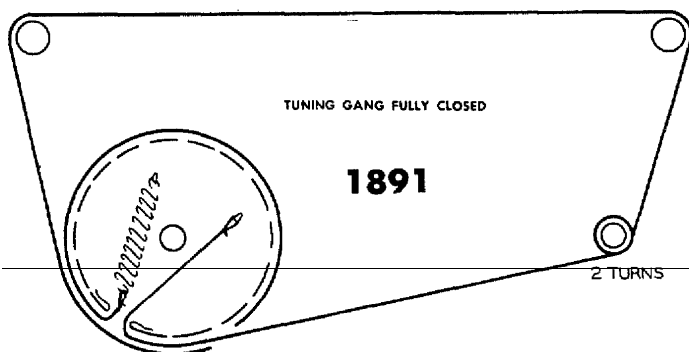
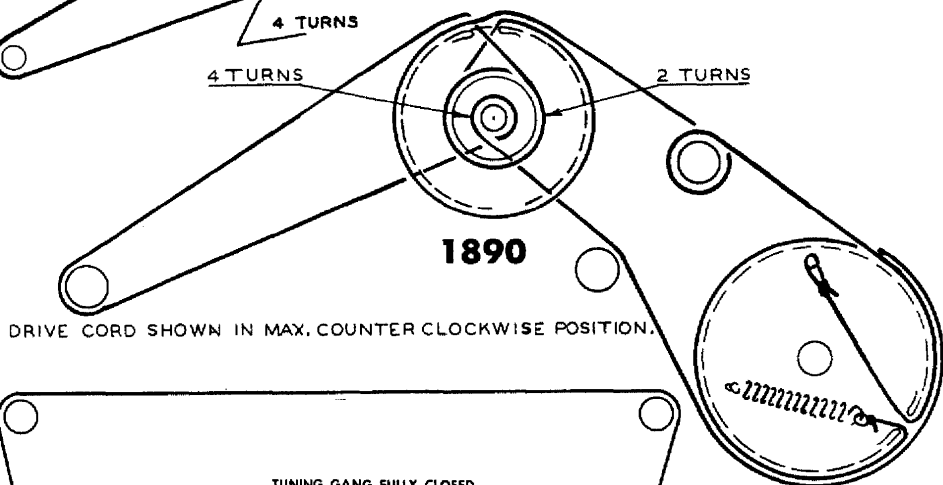
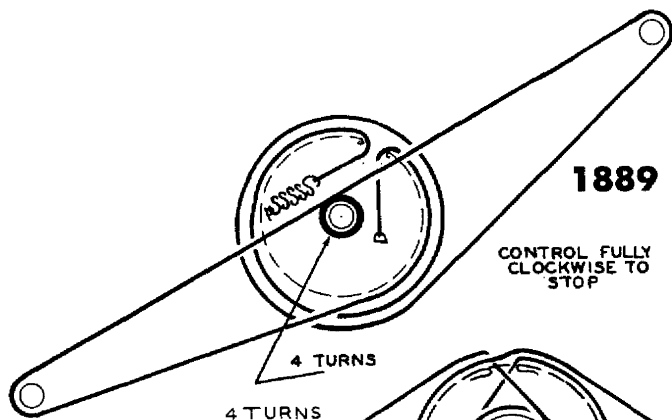
1888

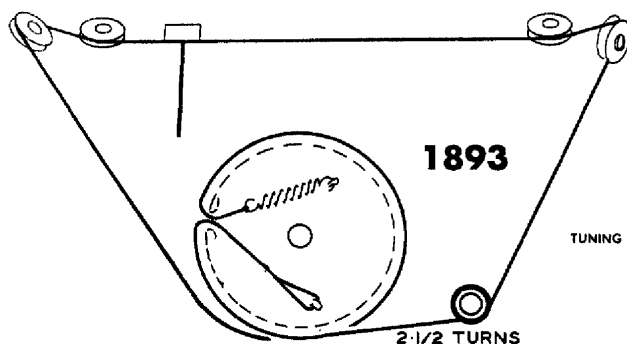
TUNING GANG FULLY CLOSED

1 TURN

TUNING SHAFT



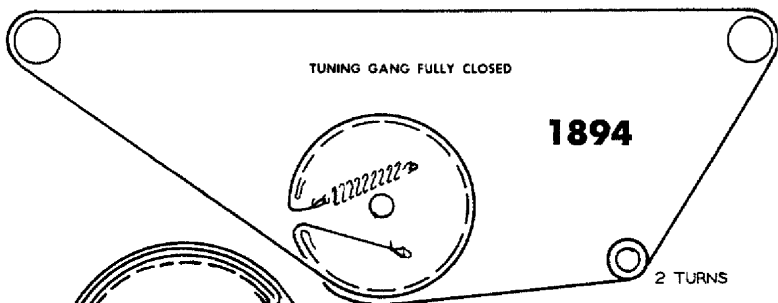




1893

TUNING GANG FULLY CLOSED

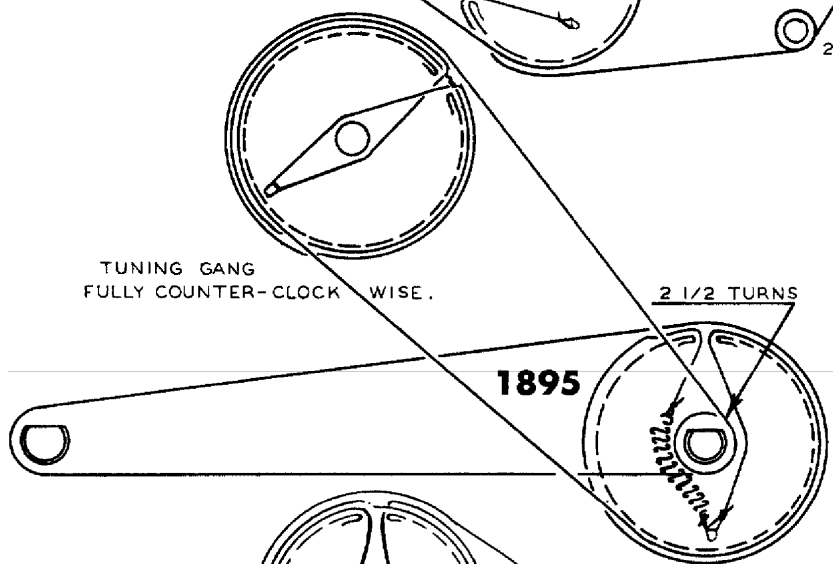
2 1/2 TURNS



TUNING GANG FULLY CLOSED

1894

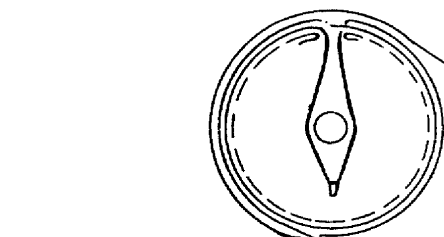
2 TURNS



TUNING GANG
FULLY COUNTER-CLOCK WISE.

1895

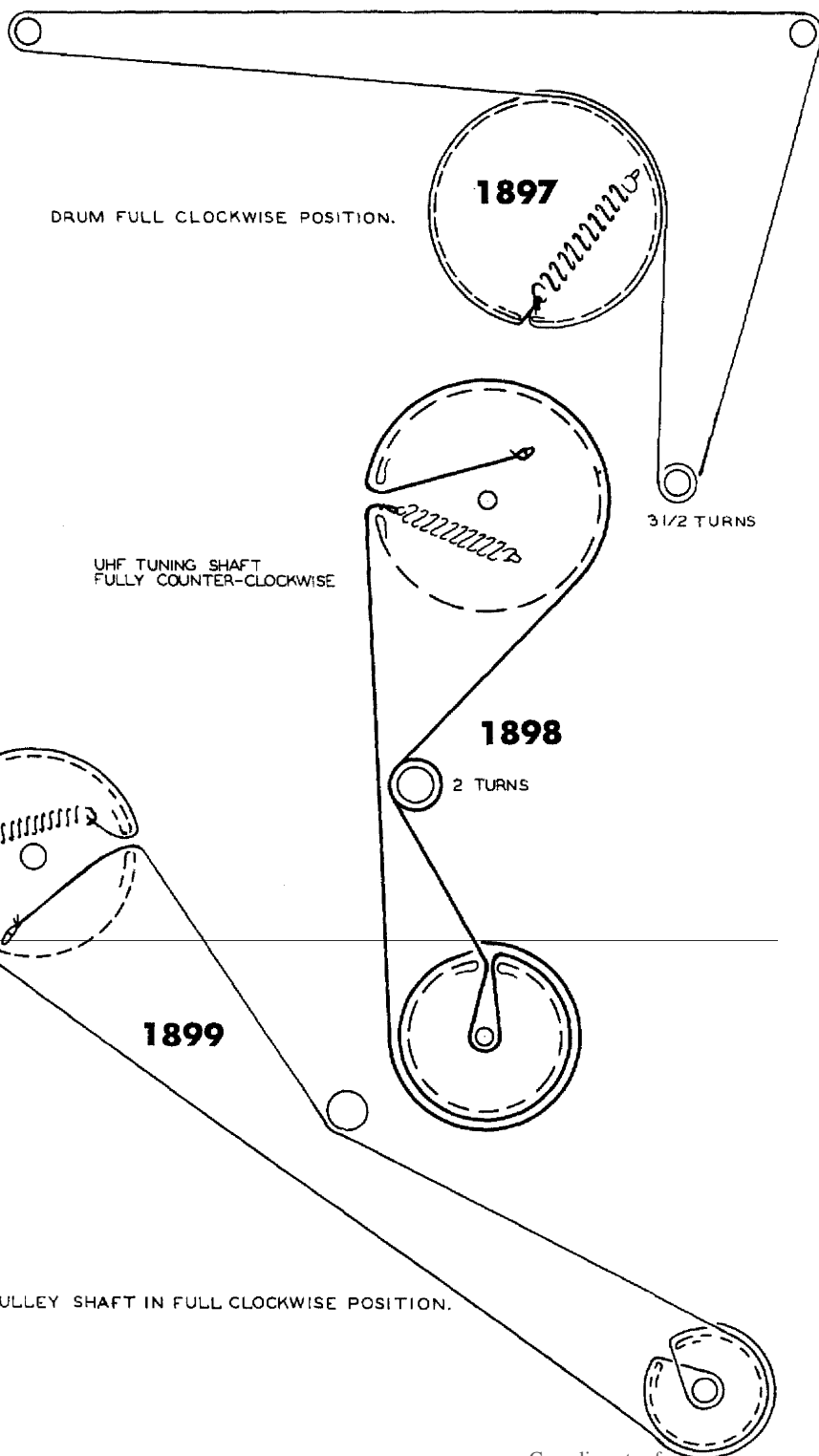
2 1/2 TURNS

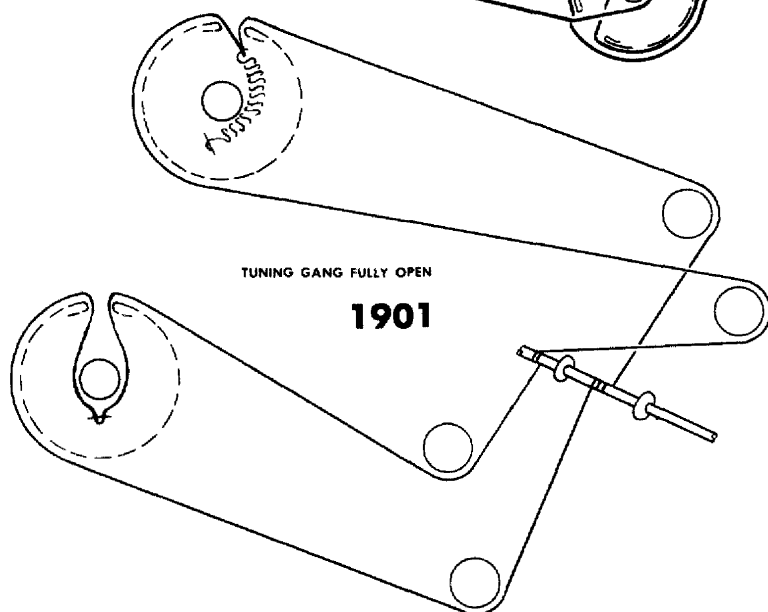
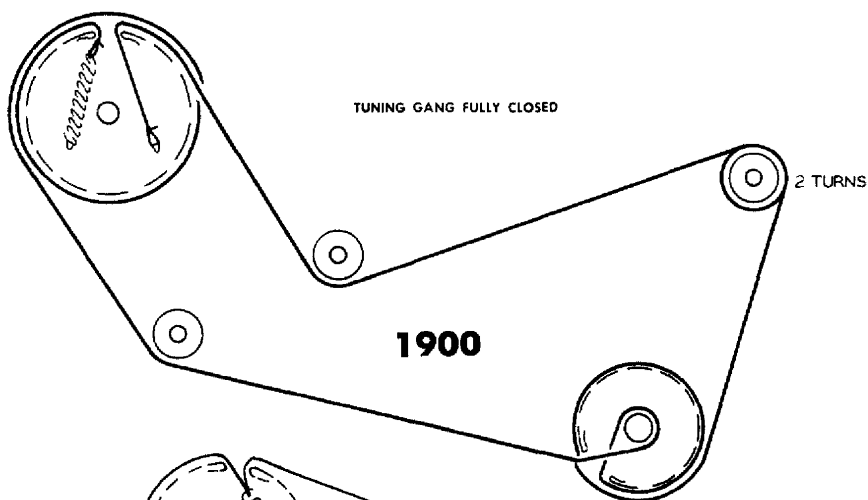


1896

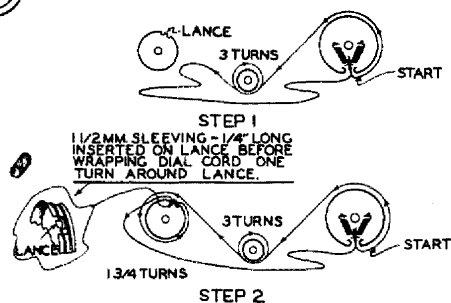
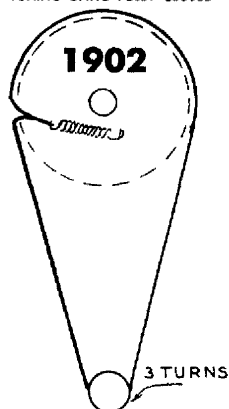
2 1/2 TURNS

TUNING GANG FULLY CLOCKWISE.

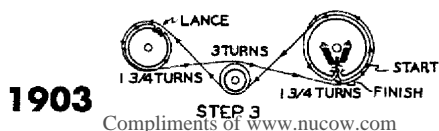




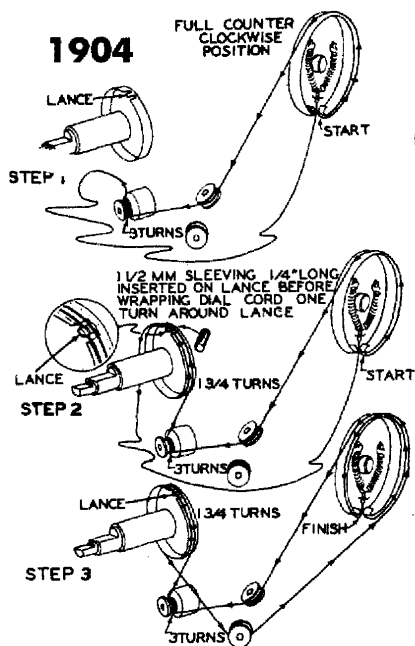
TUNING GANG FULLY CLOSED



TUNING SHAFT FULLY COUNTERCLOCKWISE



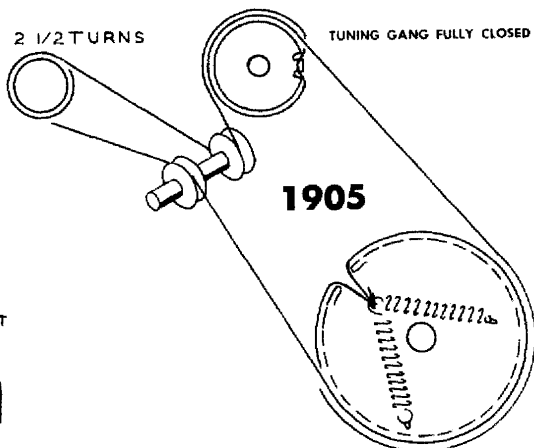
1904



2 1/2 TURNS

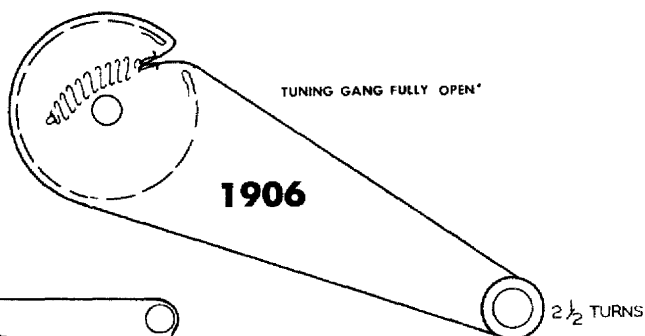
TUNING GANG FULLY CLOSED

1905



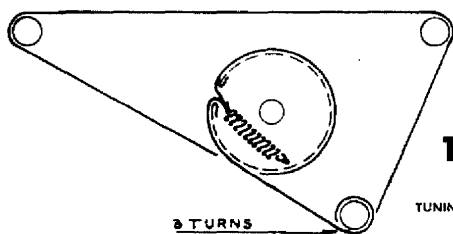
TUNING GANG FULLY OPEN*

1906



1907

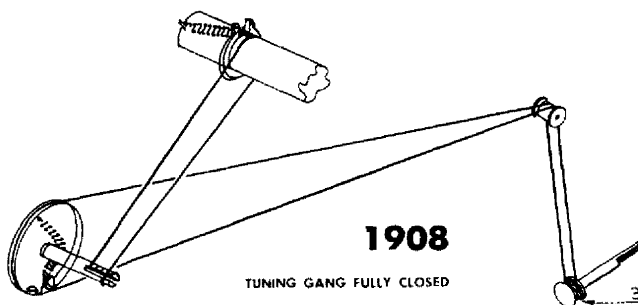
TUNING GANG FULLY CLOSED

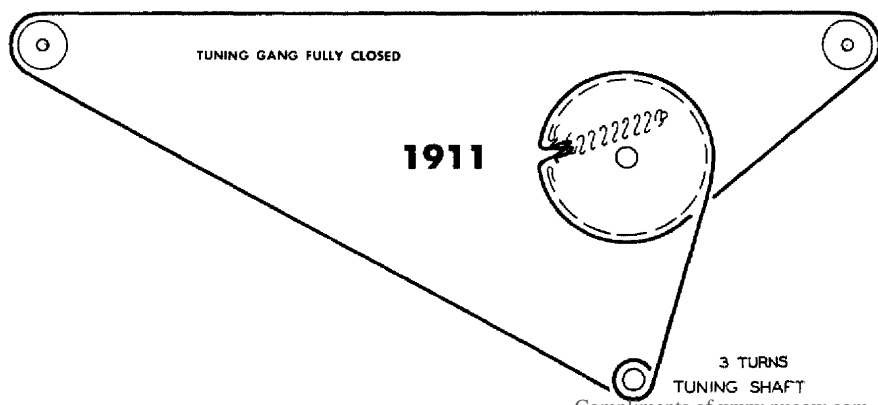
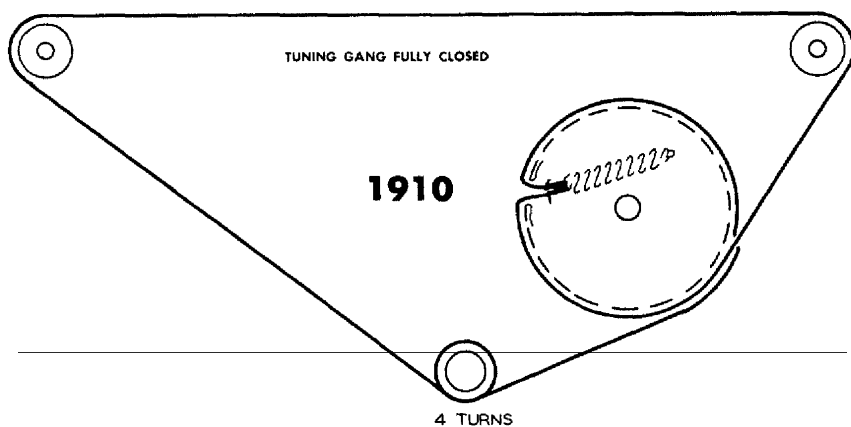
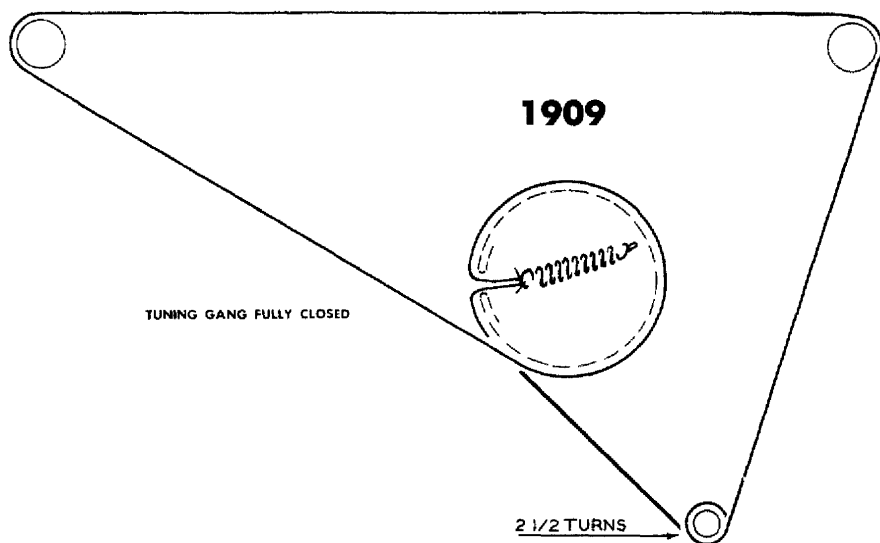


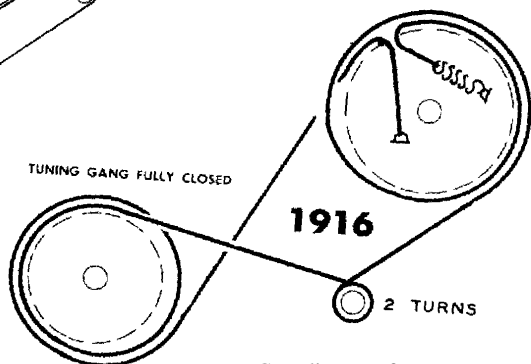
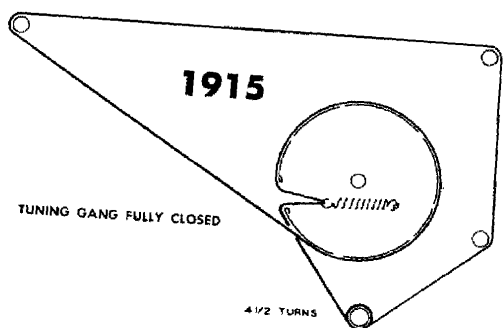
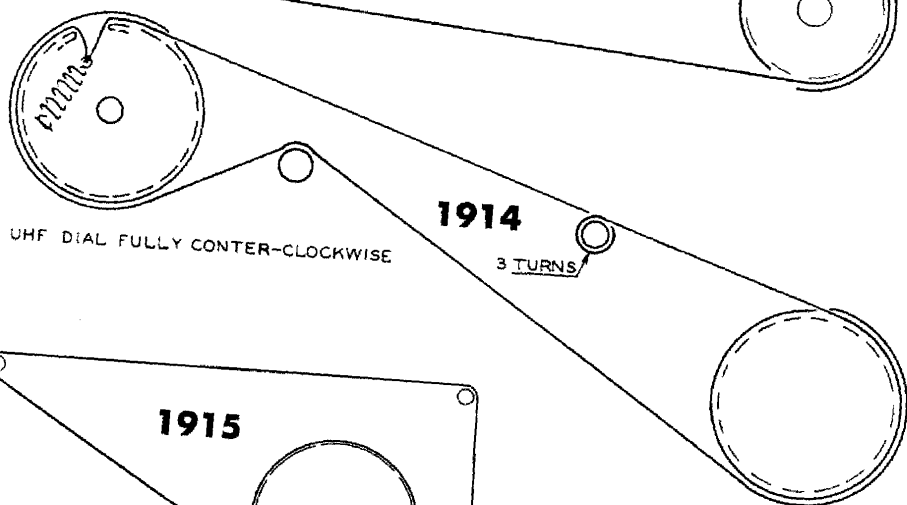
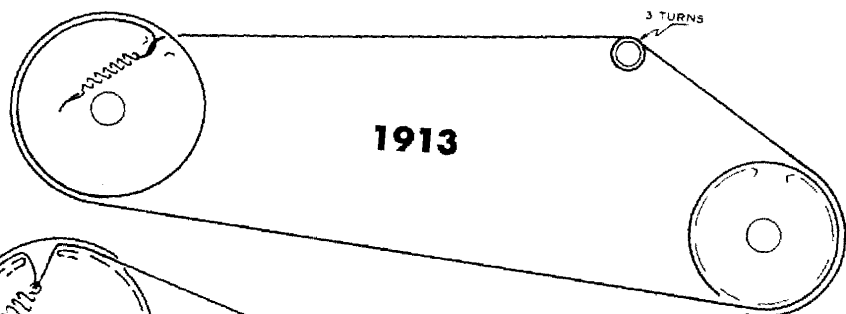
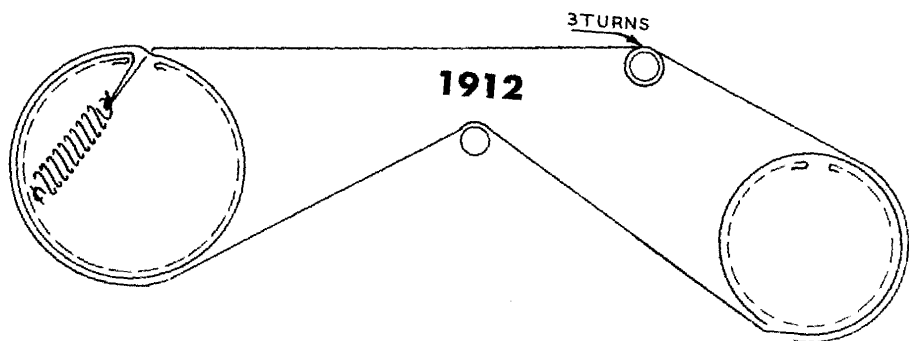
1908

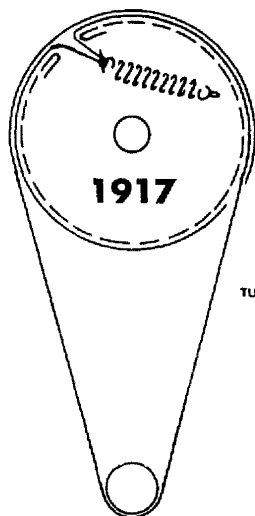
TUNING GANG FULLY CLOSED

3 1/2 TURNS



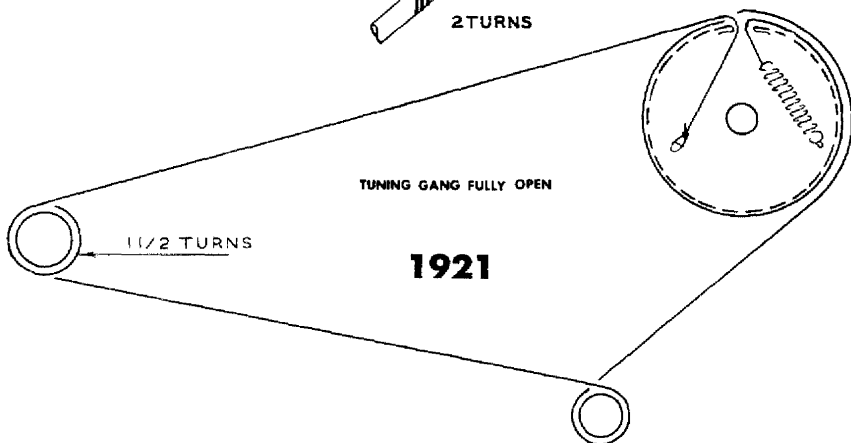
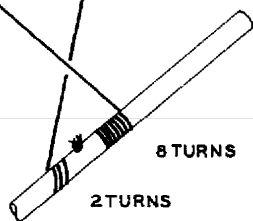
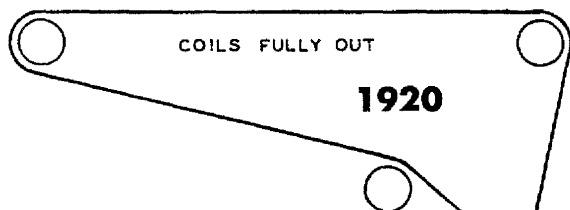
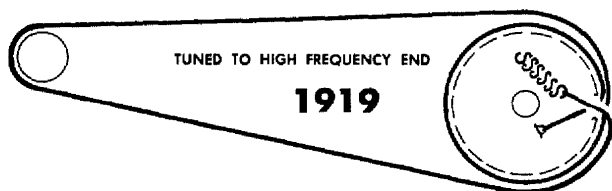
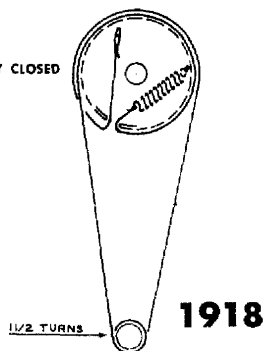


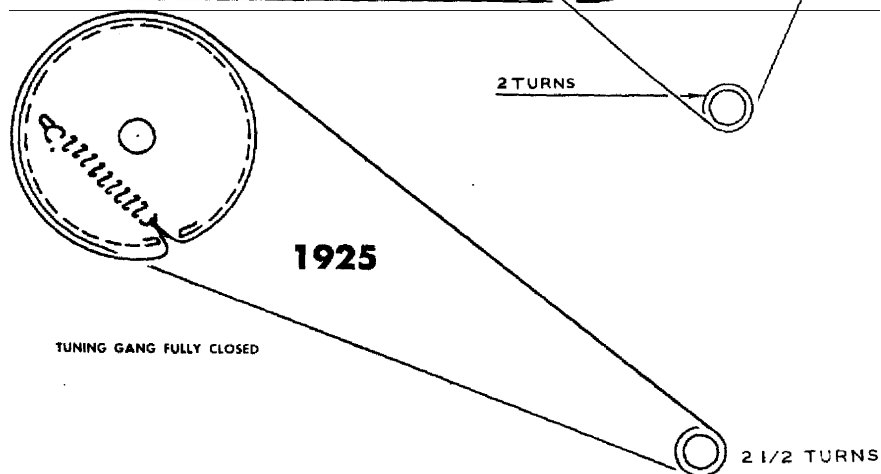
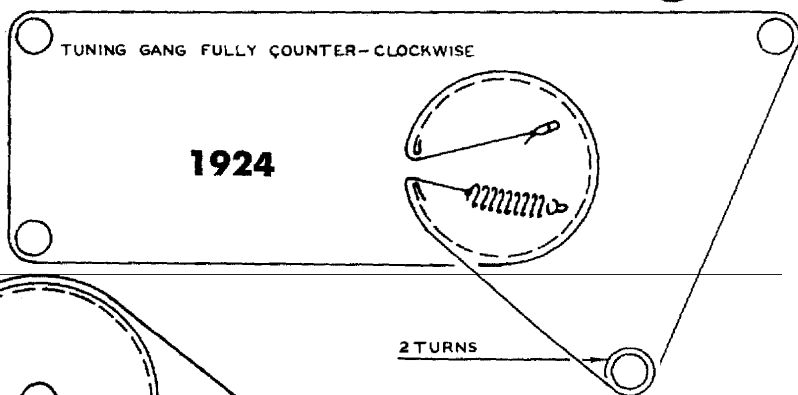
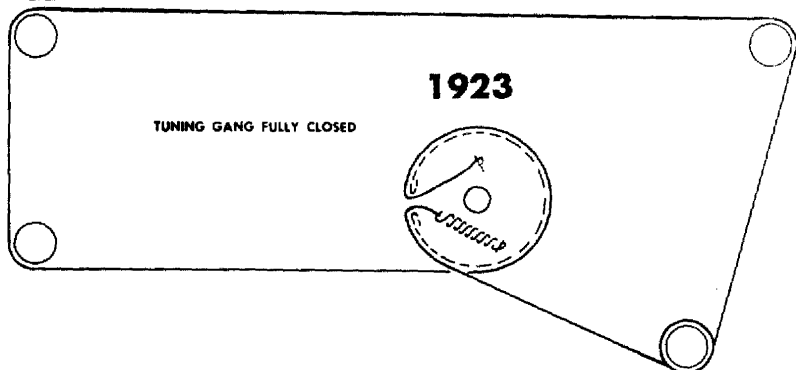
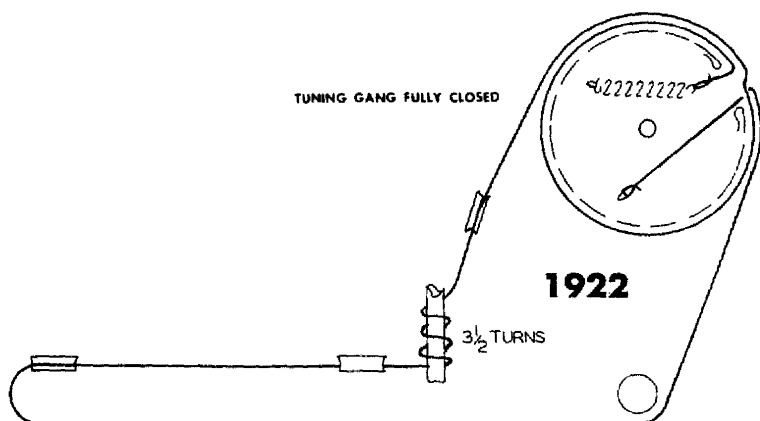


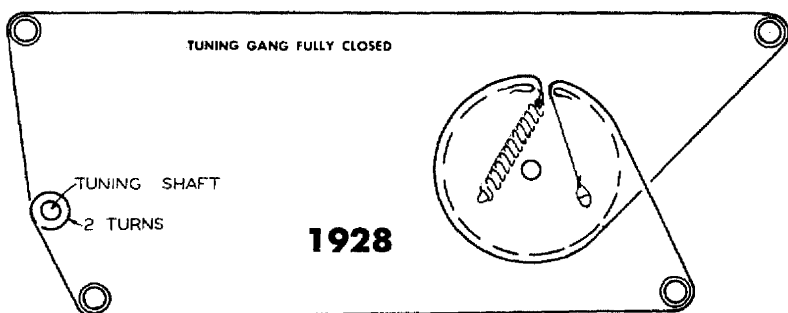
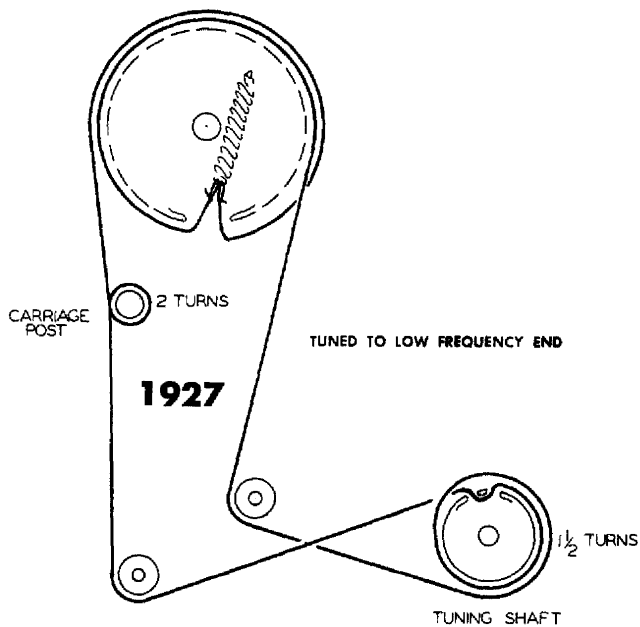
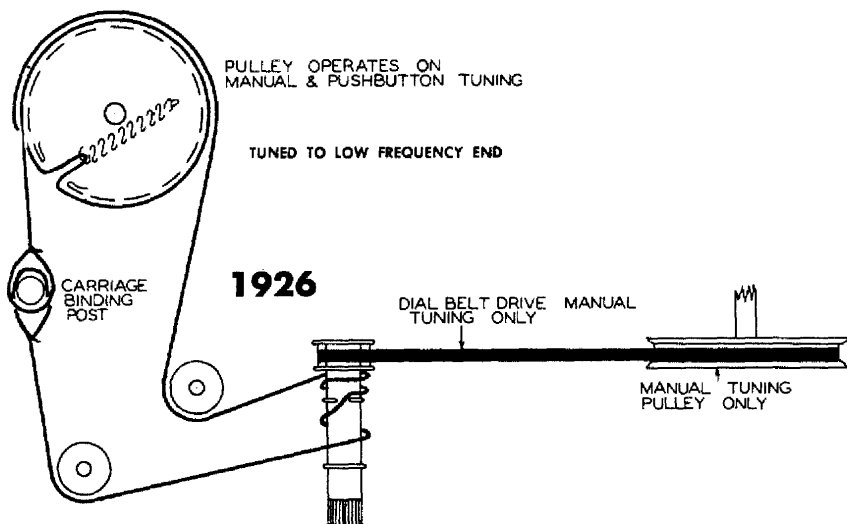


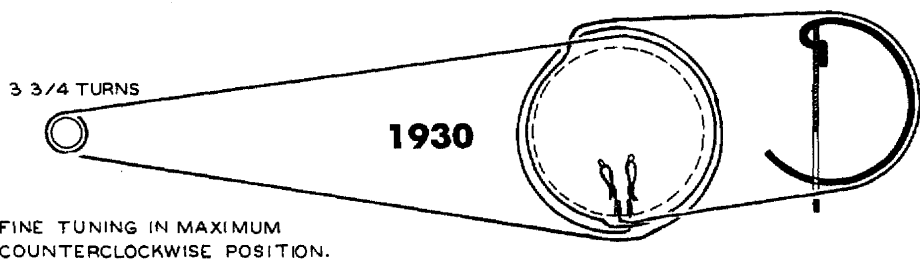
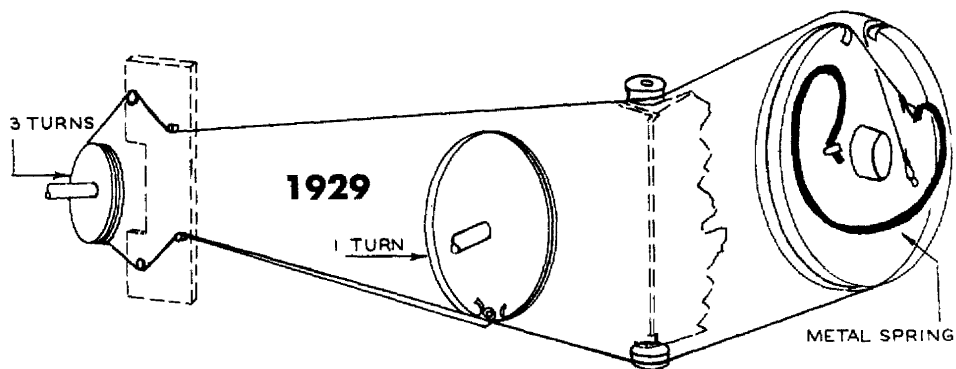
TUNING GANG FULLY, OPEN

TUNING GANG FULLY CLOSED

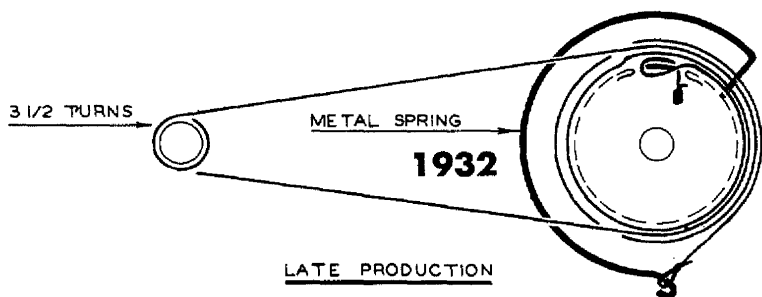
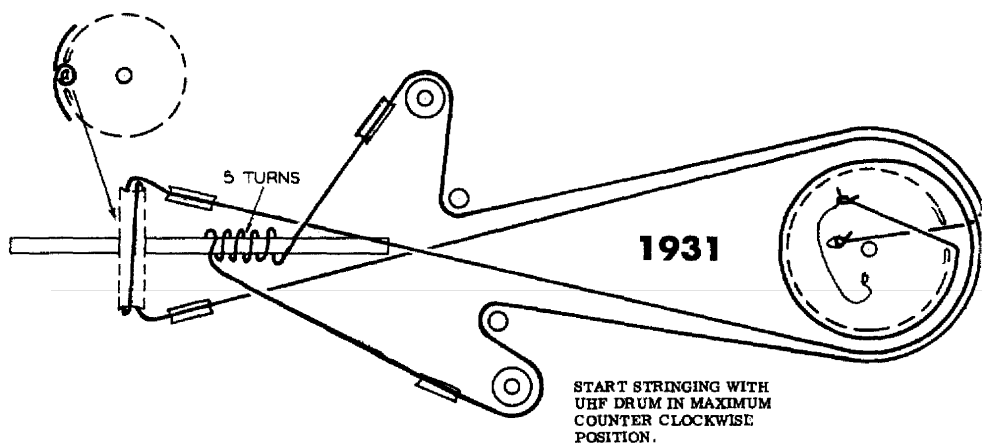


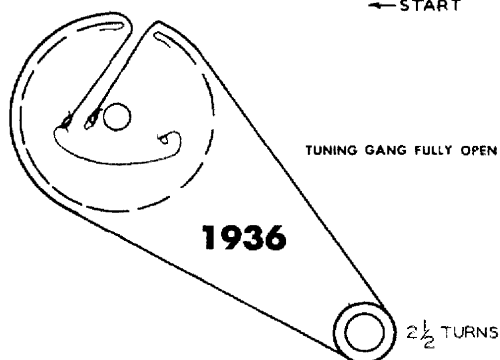
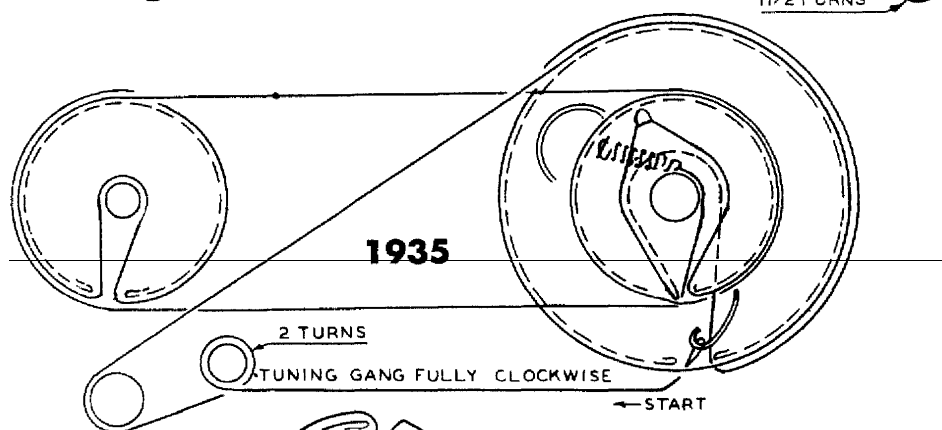
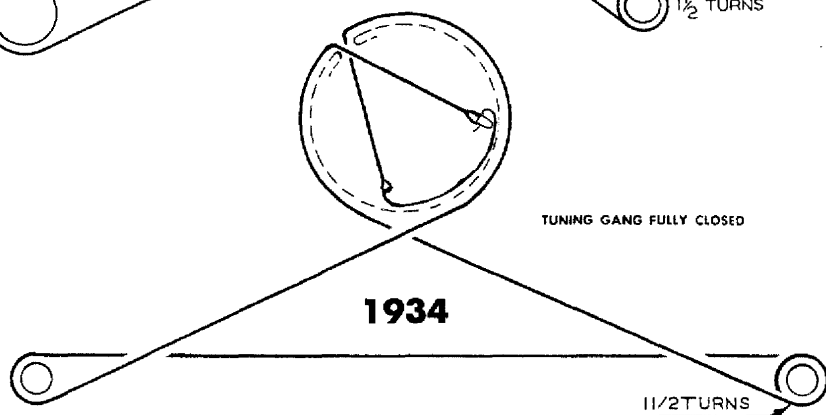
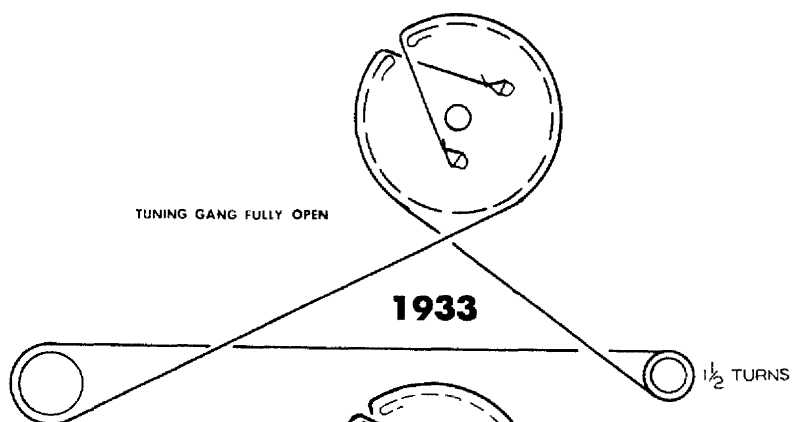


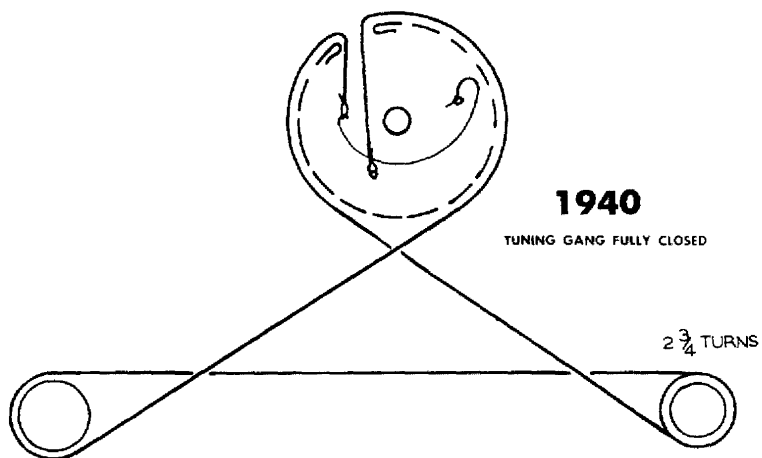
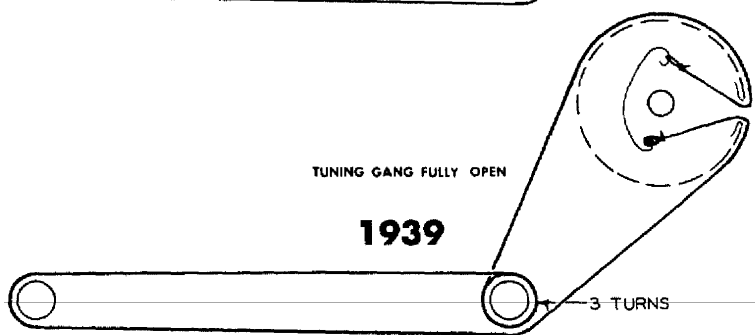
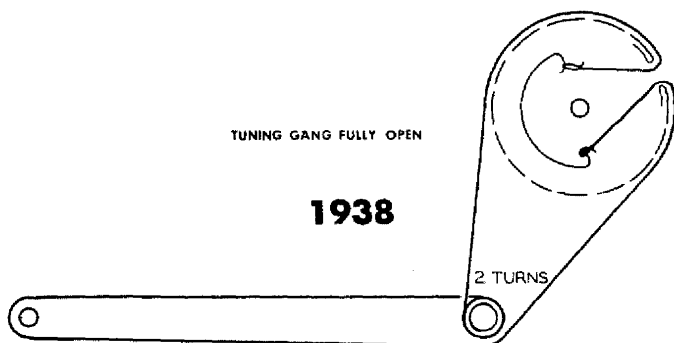
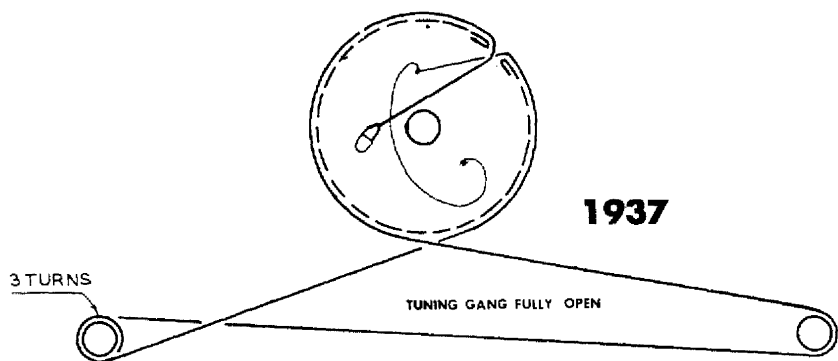


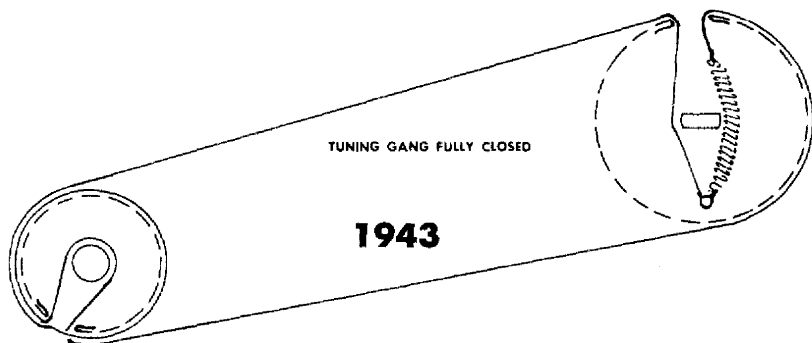
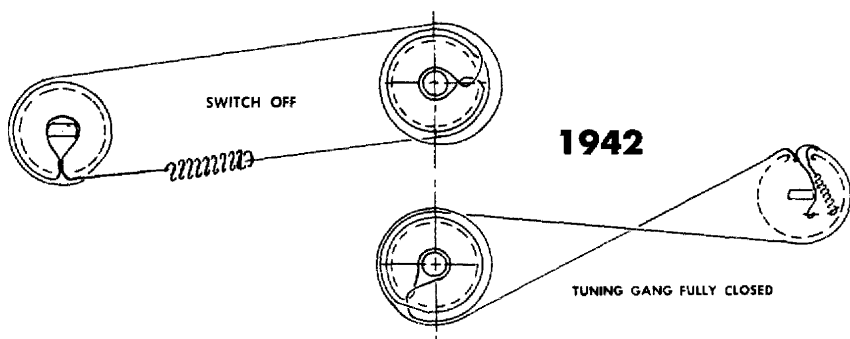
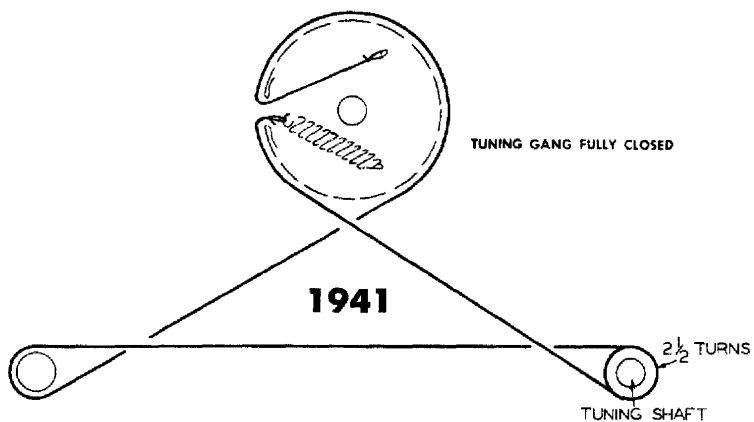


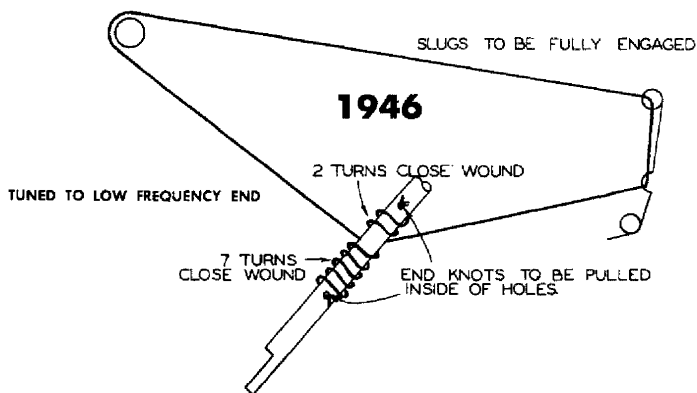
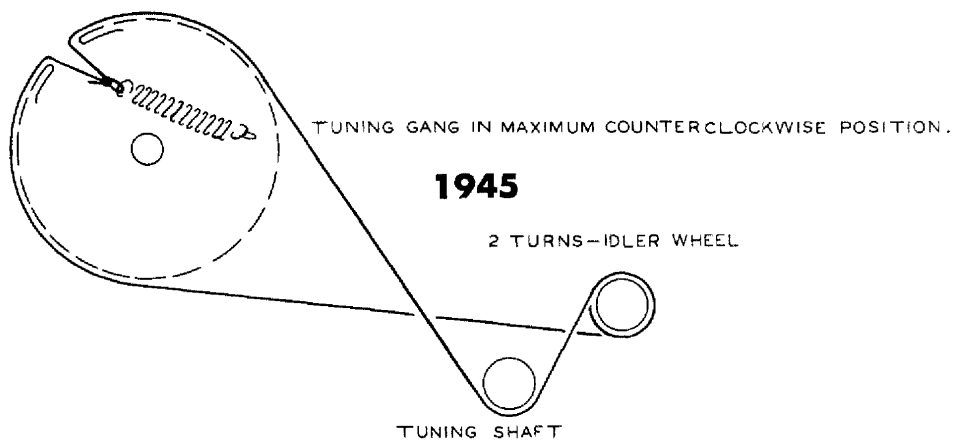
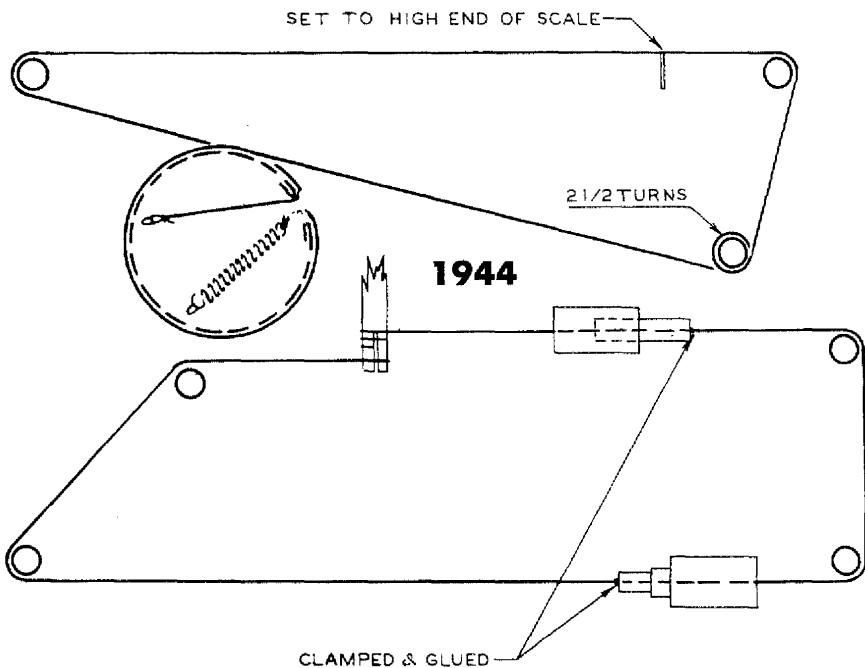
EARLY PRODUCTION

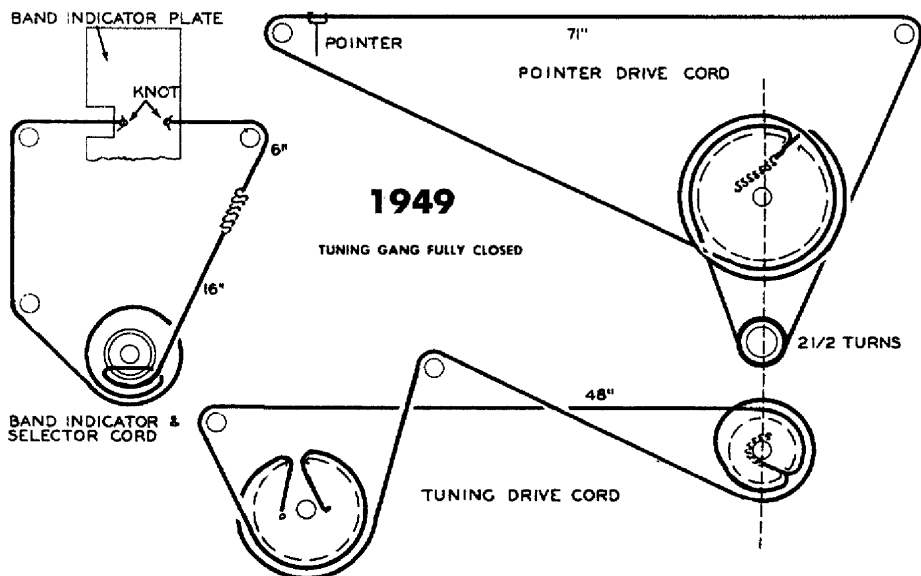
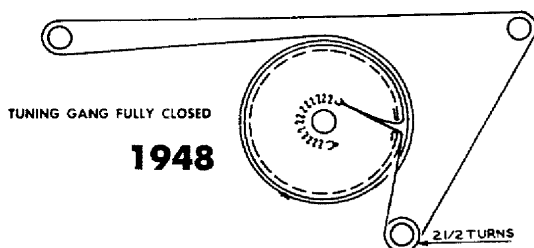
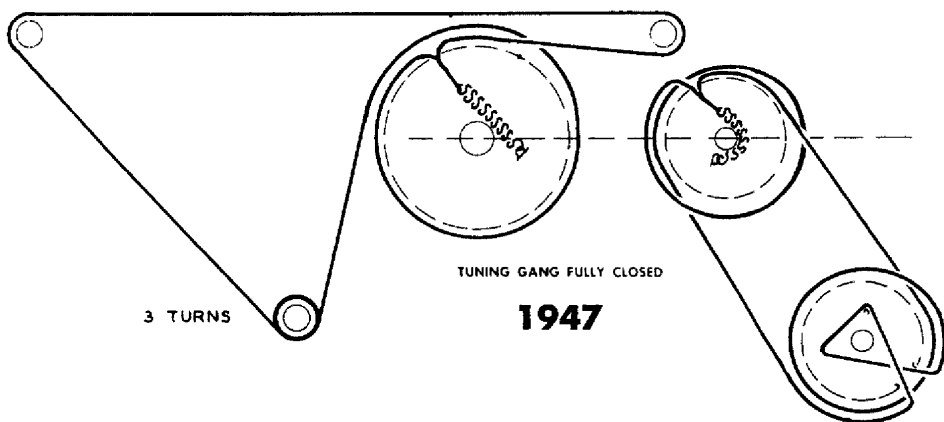


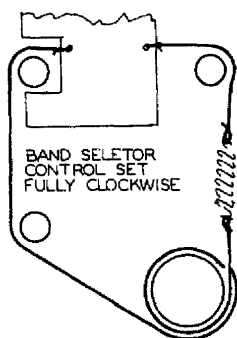




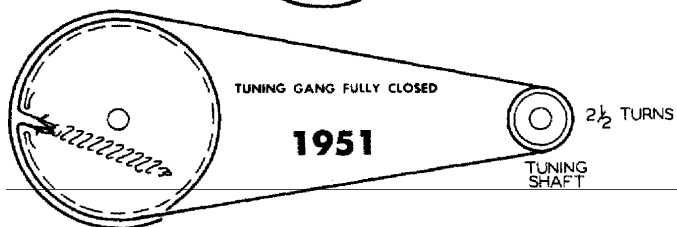
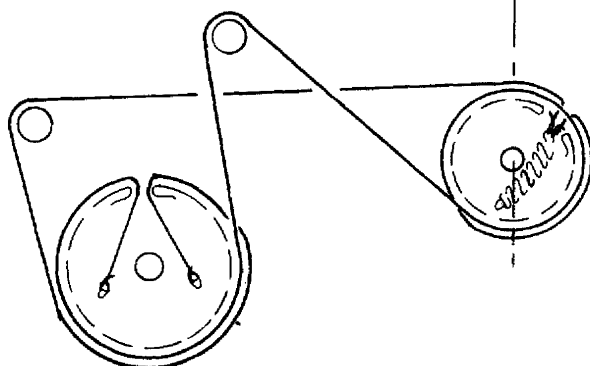
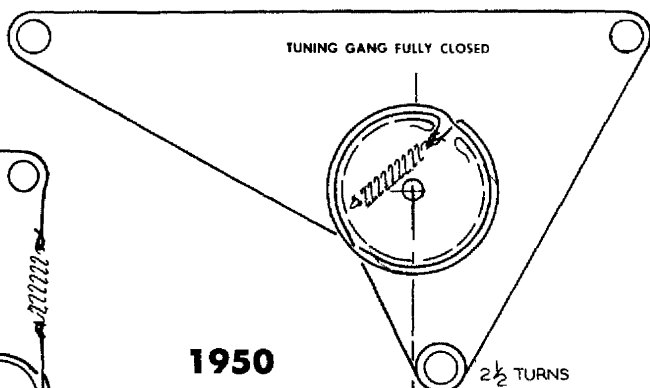






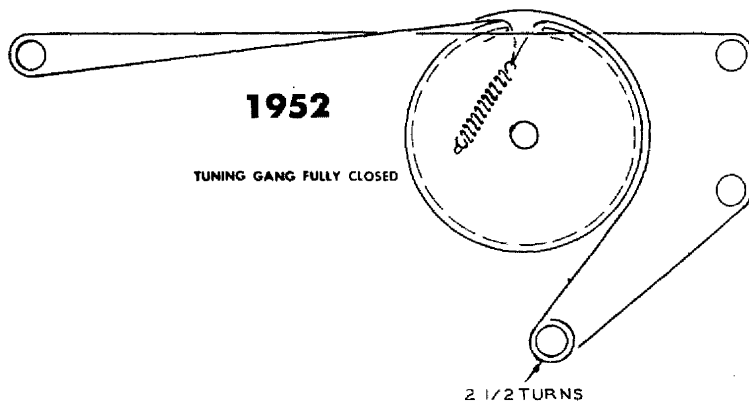


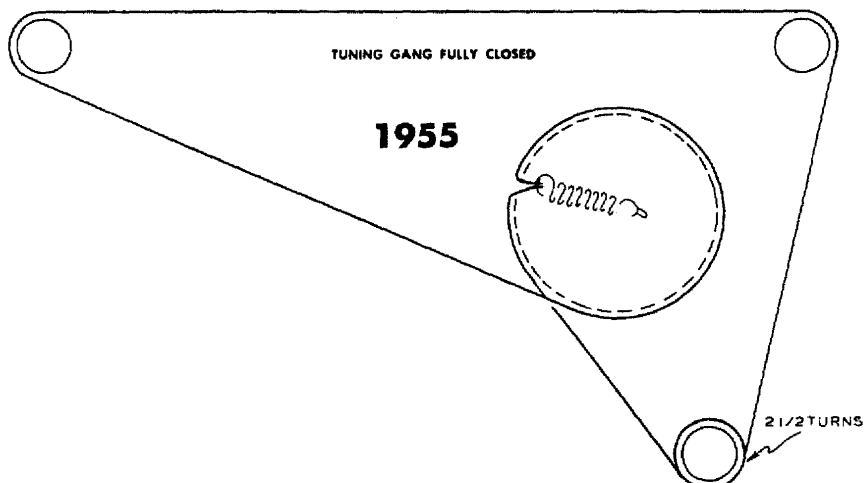
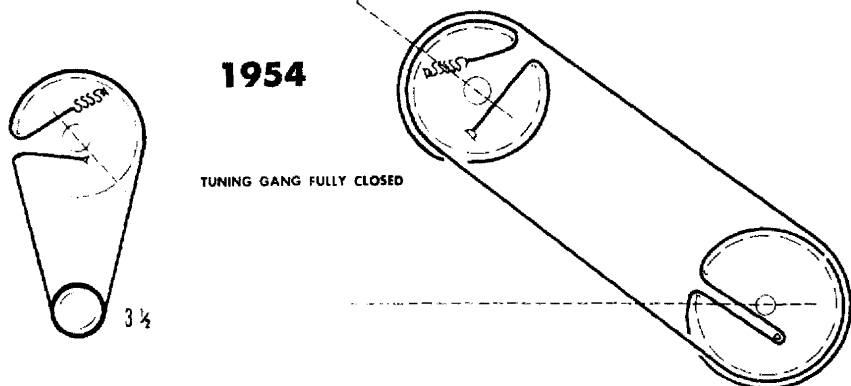
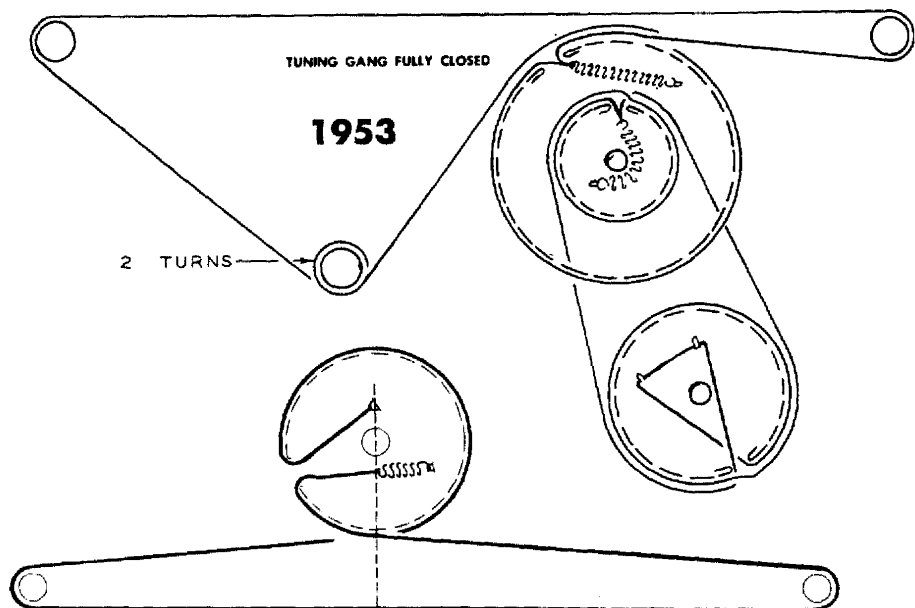
1950

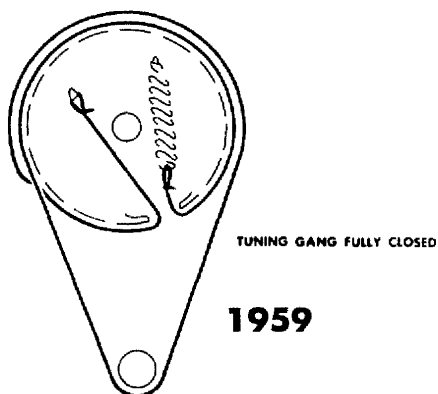
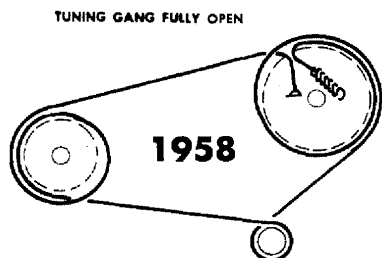
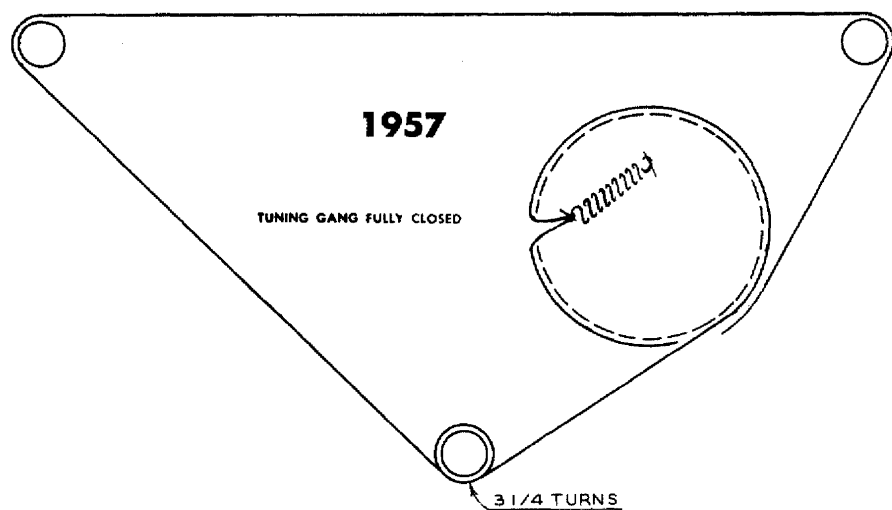
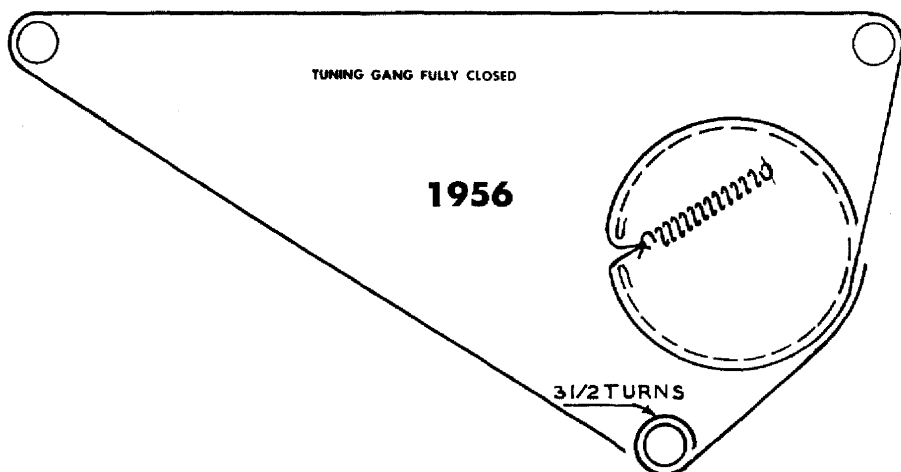


1952

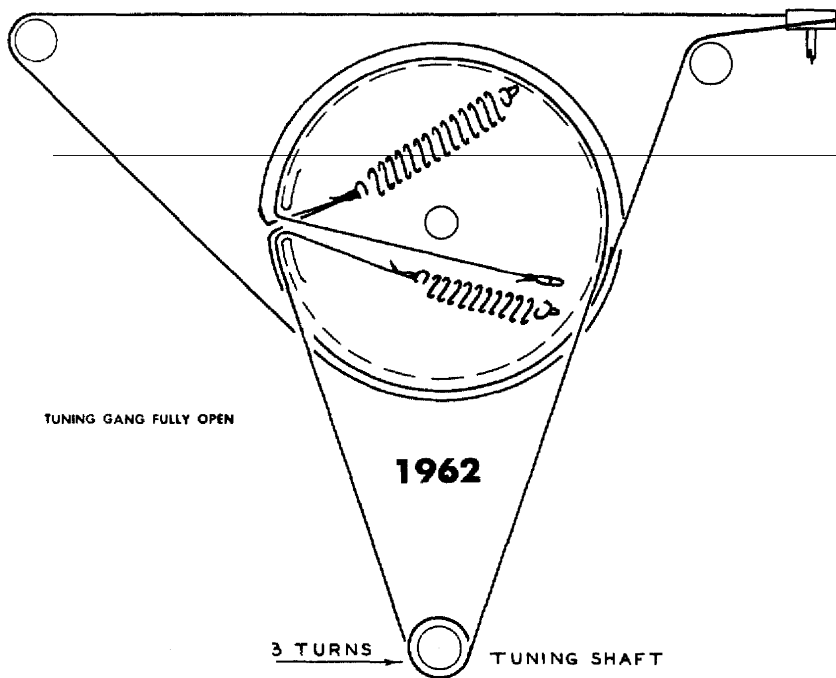
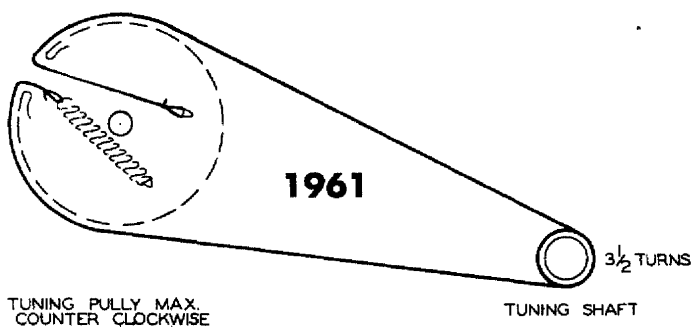
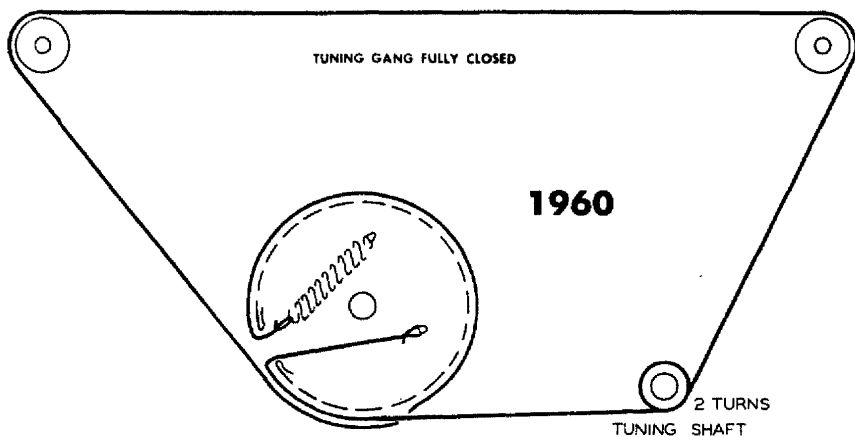
TUNING GANG FULLY CLOSED

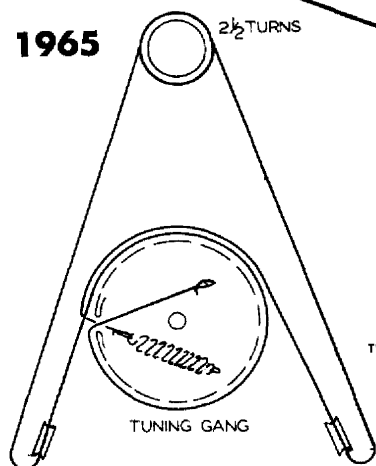
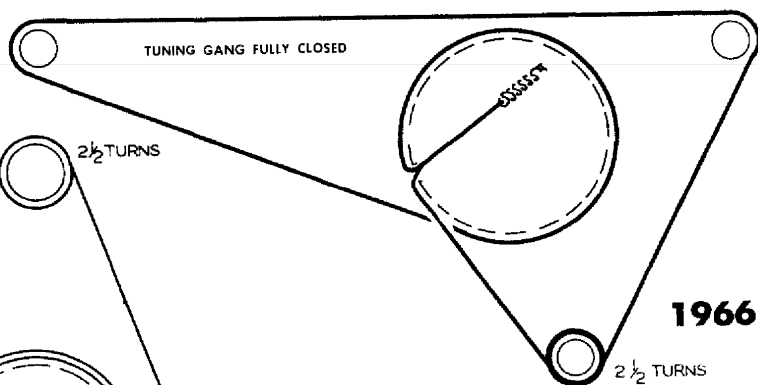
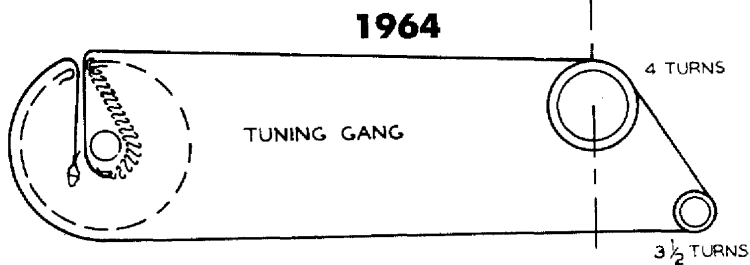
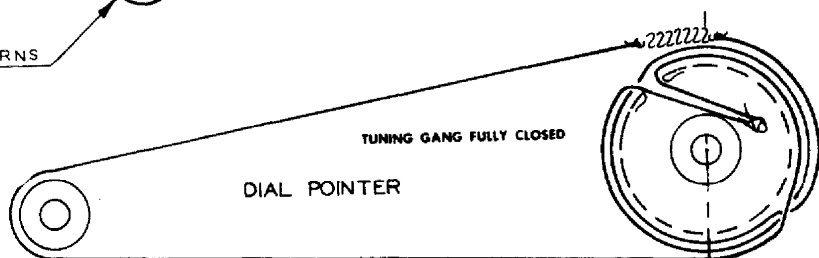
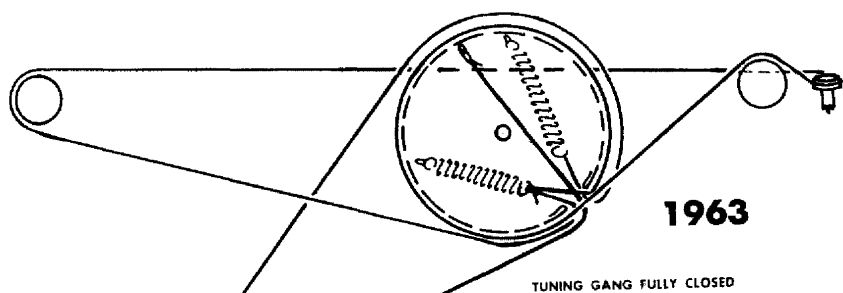




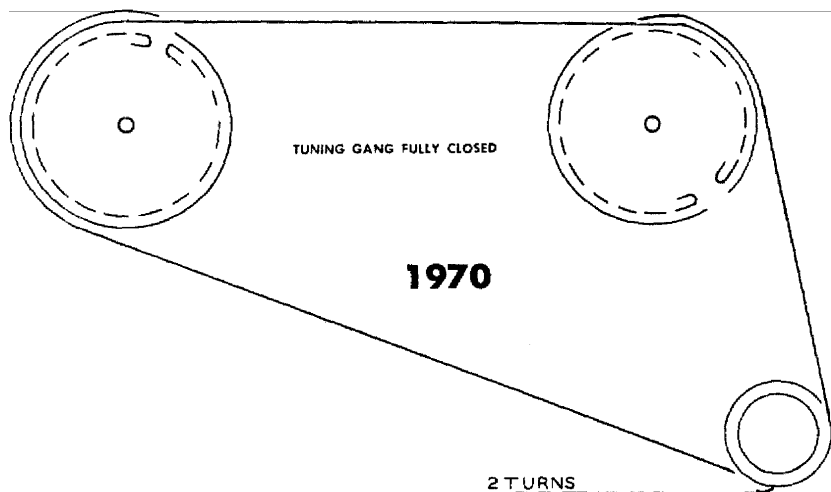
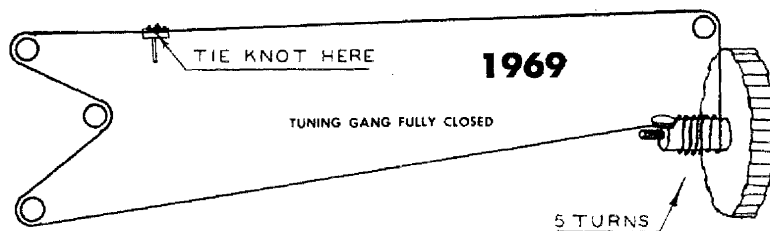
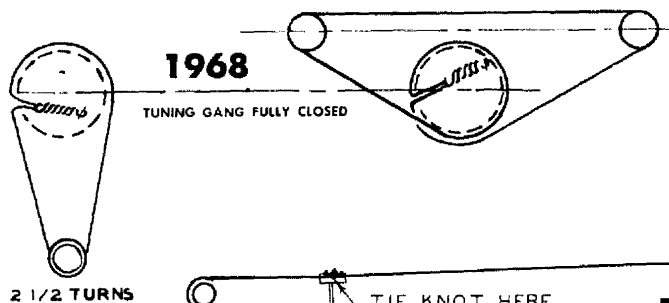
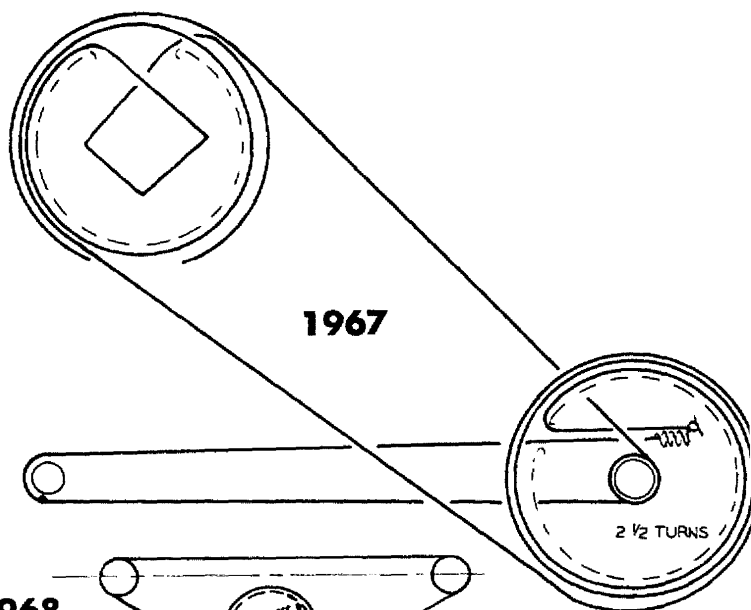


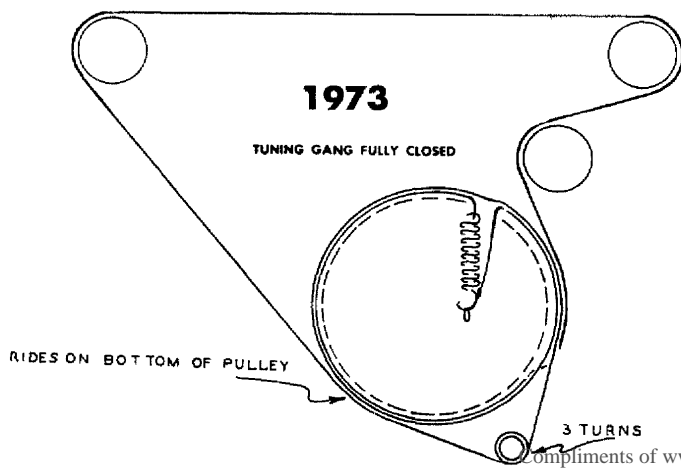
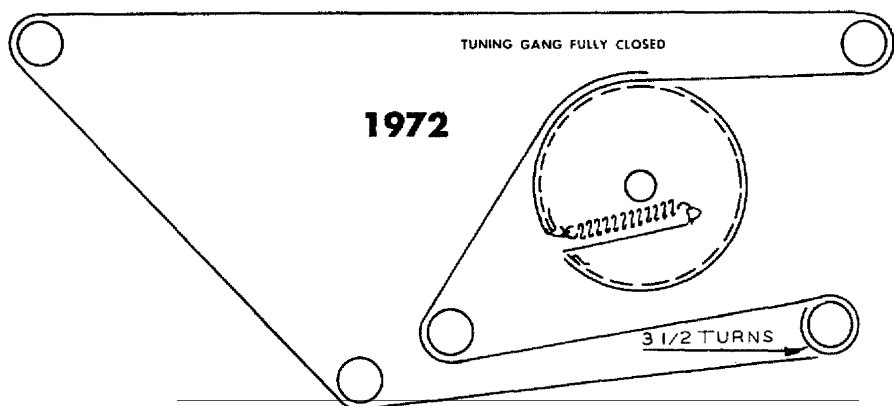
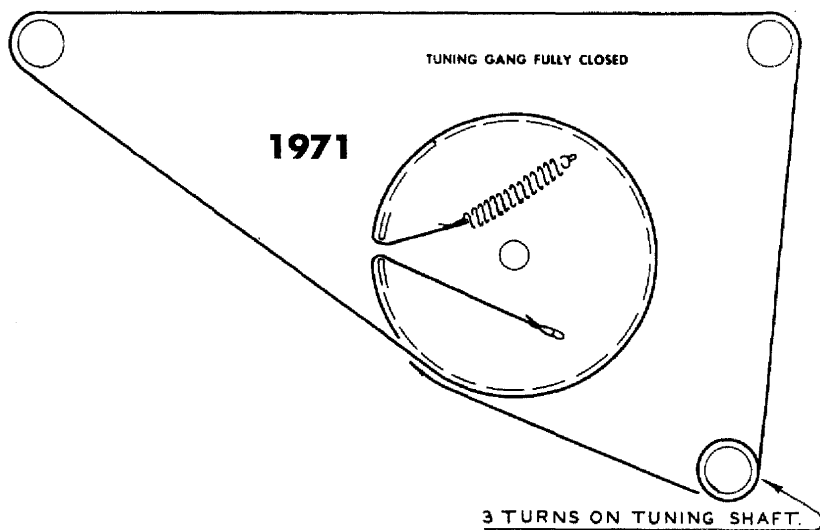
TUNING SHAFT

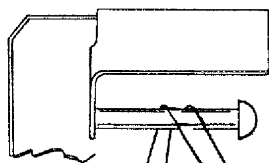




TUNING GANG FULLY CLOSED







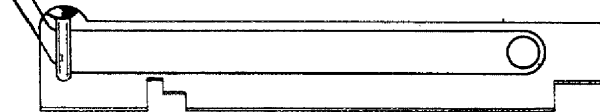
TUNED TO HIGH FREQUENCY END

1974

3 TURNS

7 TURNS

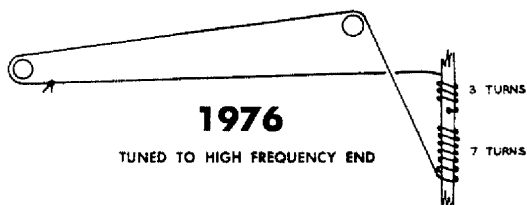
TUNING CONTROL



1975

TUNED TO HIGH FREQUENCY END

7 TURNS

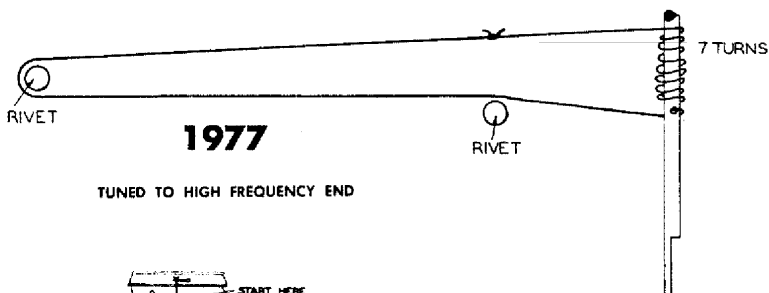


1976

TUNED TO HIGH FREQUENCY END

3 TURNS

7 TURNS



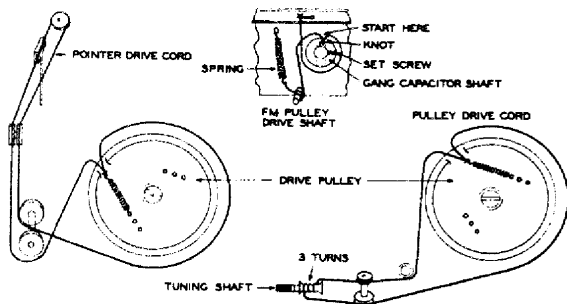
7 TURNS

RIVET

RIVET

1977

TUNED TO HIGH FREQUENCY END



TUNING GANG FULLY CLOSED

1978



START HERE
KNOT
SET SCREW
GANG CAPACITOR SHAFT

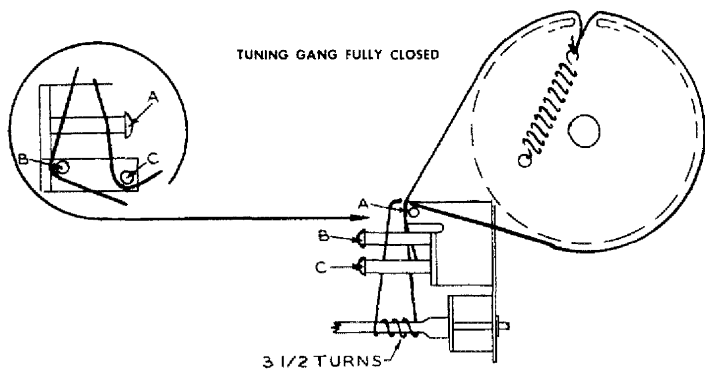
FM PULLEY
DRIVE SHAFT

PULLEY DRIVE CORD

DRIVE PULLEY

3 TURNS

TUNING SHAFT



1979

TUNING GANG FULLY CLOSED

3 TURNS

1980

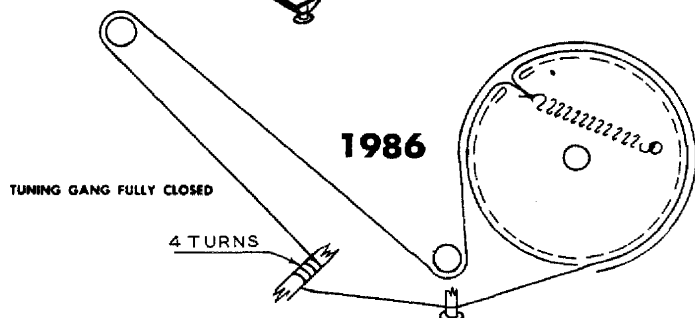
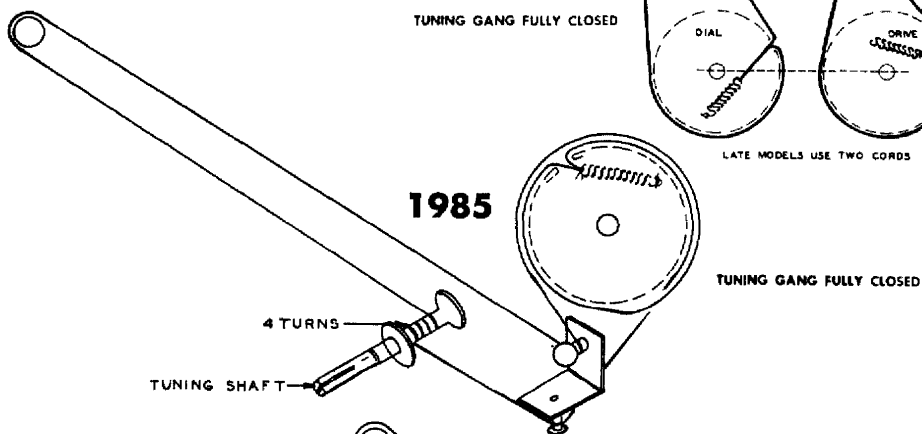
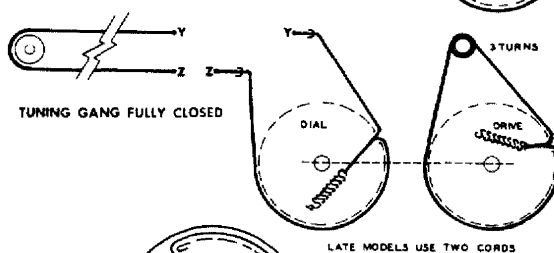
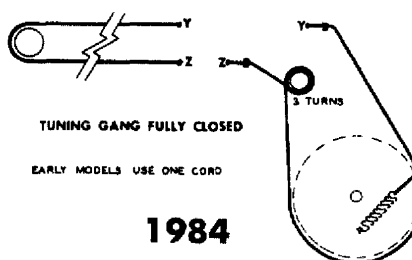
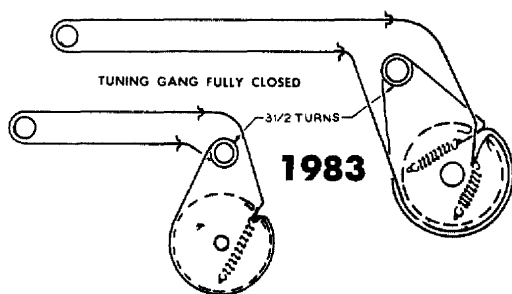
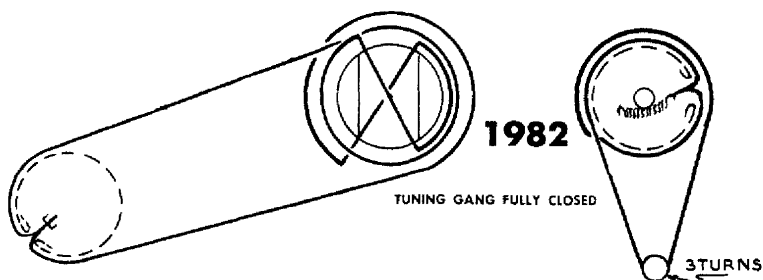
TUNING GANG FULLY CLOSED

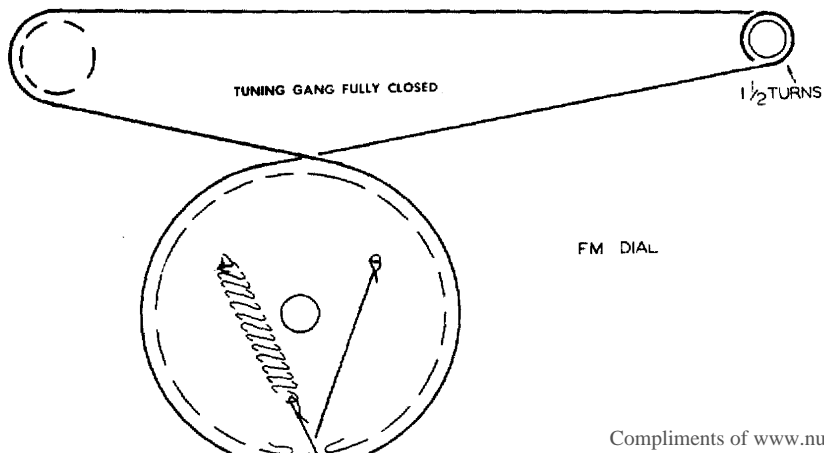
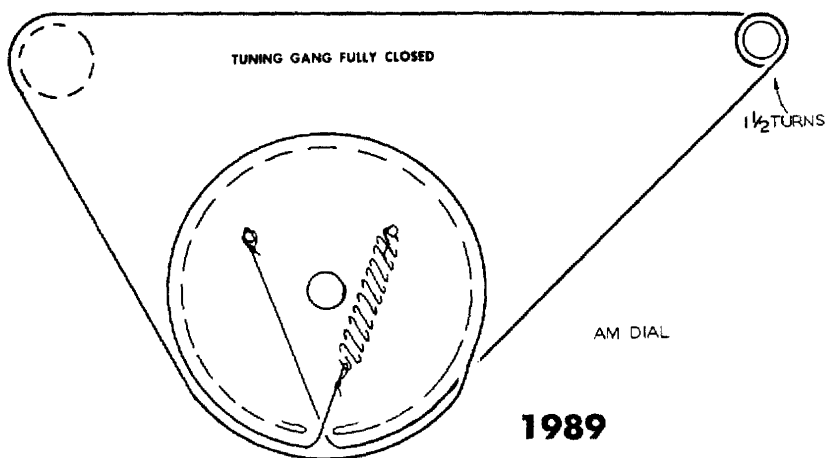
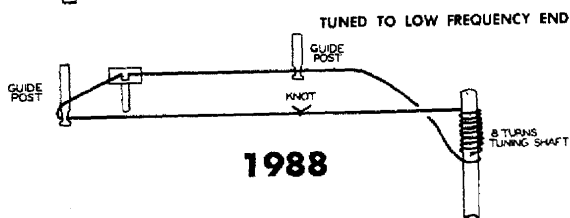
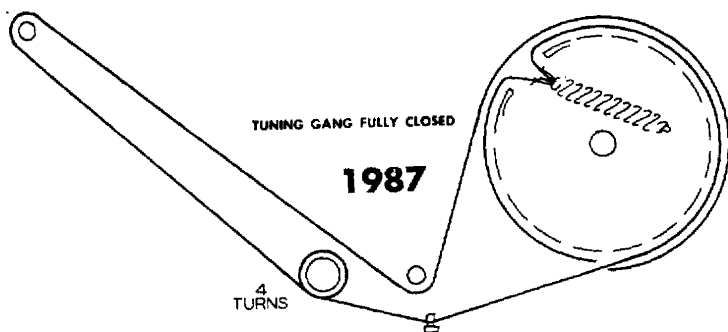
3 TURNS

TUNING GANG FULLY CLOSED

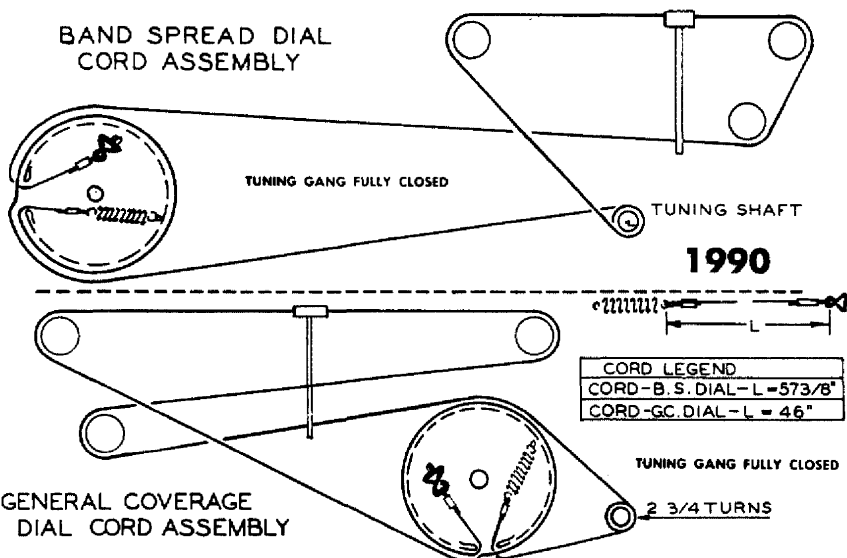
2 1/2 TURNS

1981

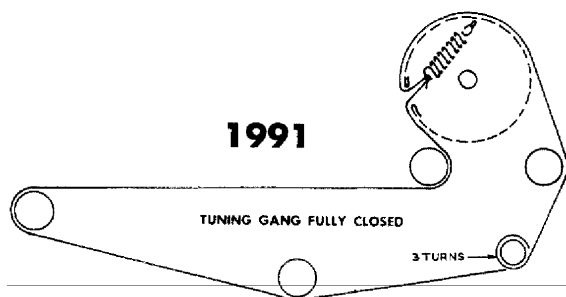




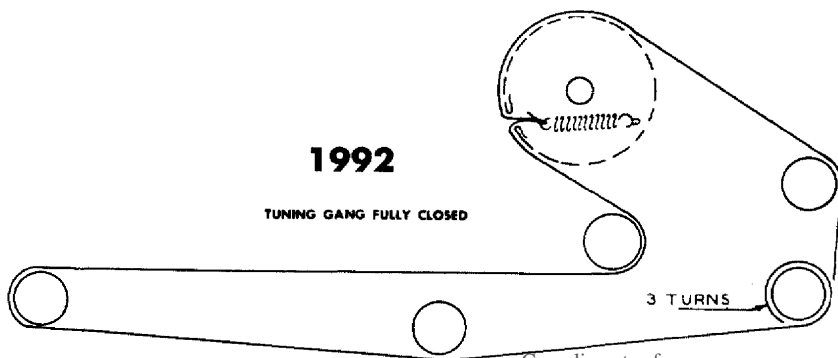
BAND SPREAD DIAL CORD ASSEMBLY



1991

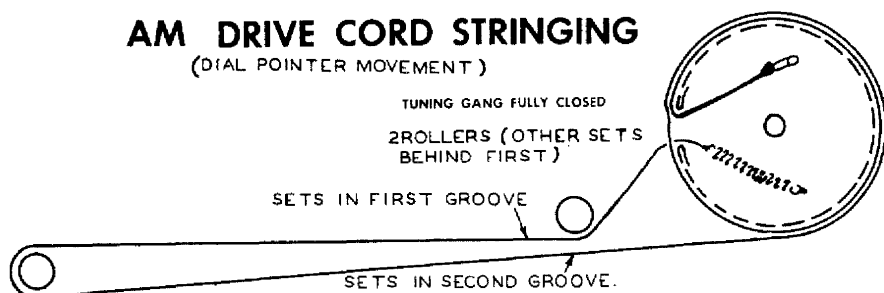


1992

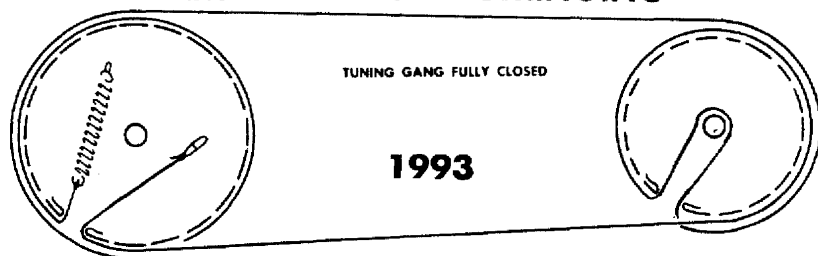


AM DRIVE CORD STRINGING

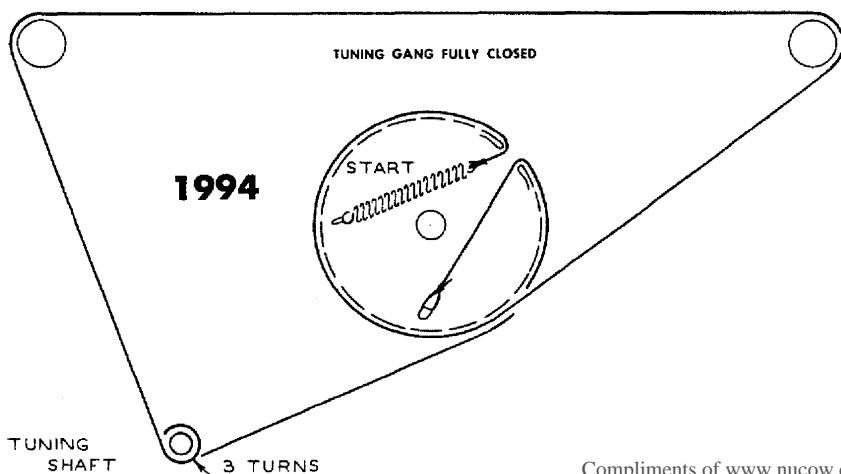
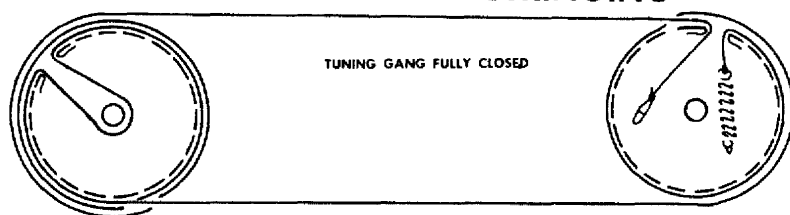
(DIAL POINTER MOVEMENT)

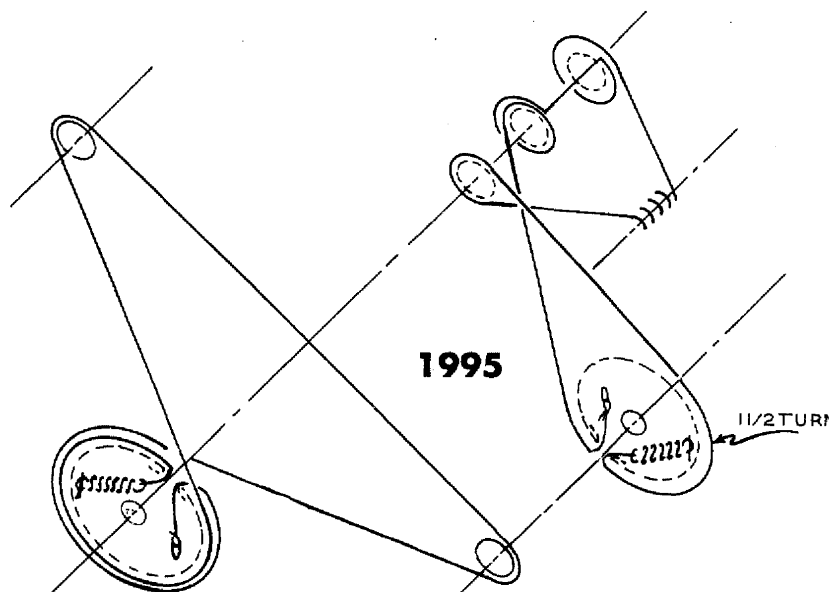


AM DRIVE CORD STRINGING

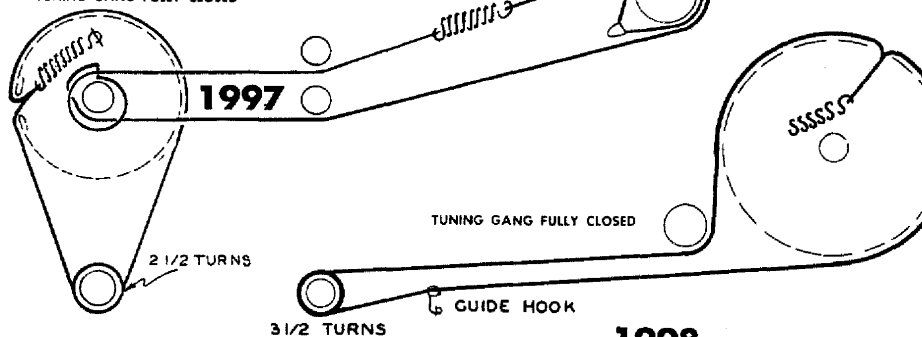


UHF DRIVE CORD STRINGING

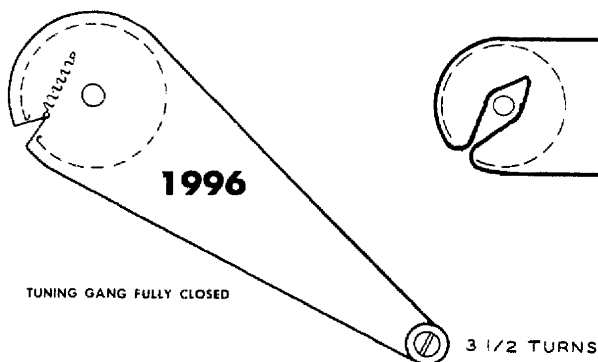




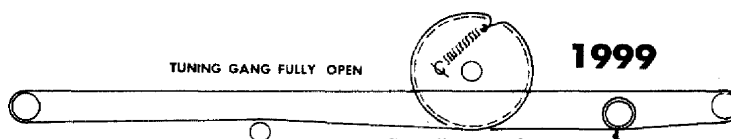
TUNING GANG FULLY CLOSED

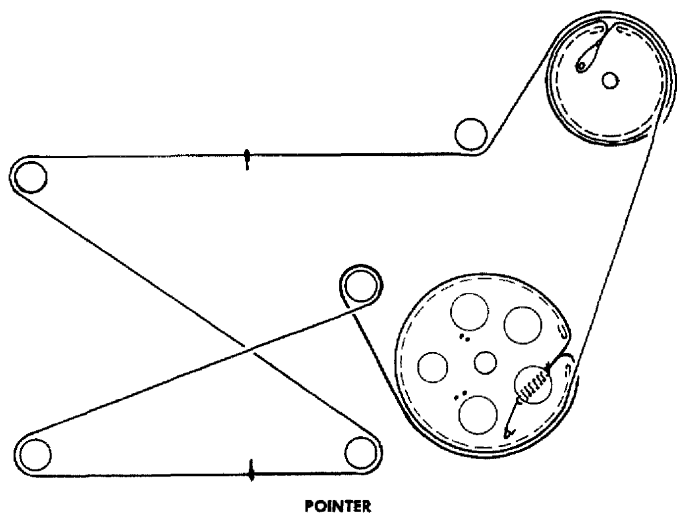


1998



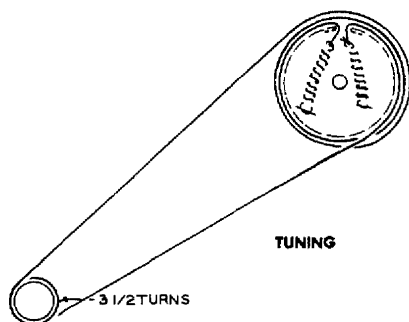
TUNING GANG FULLY OPEN



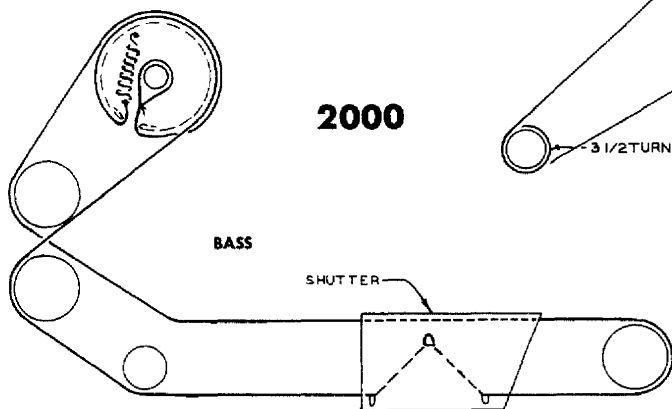


POINTER

2000

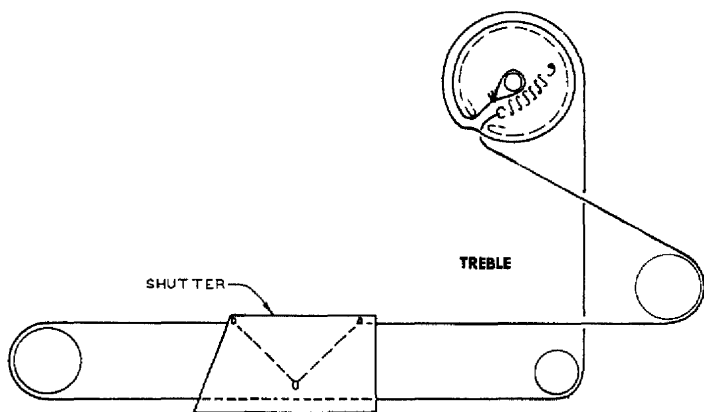


TUNING



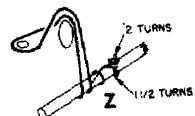
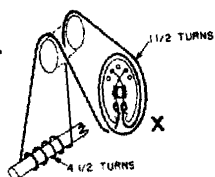
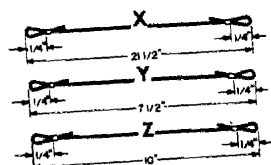
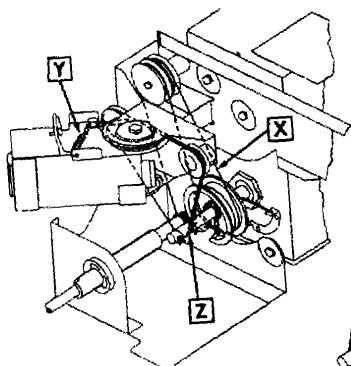
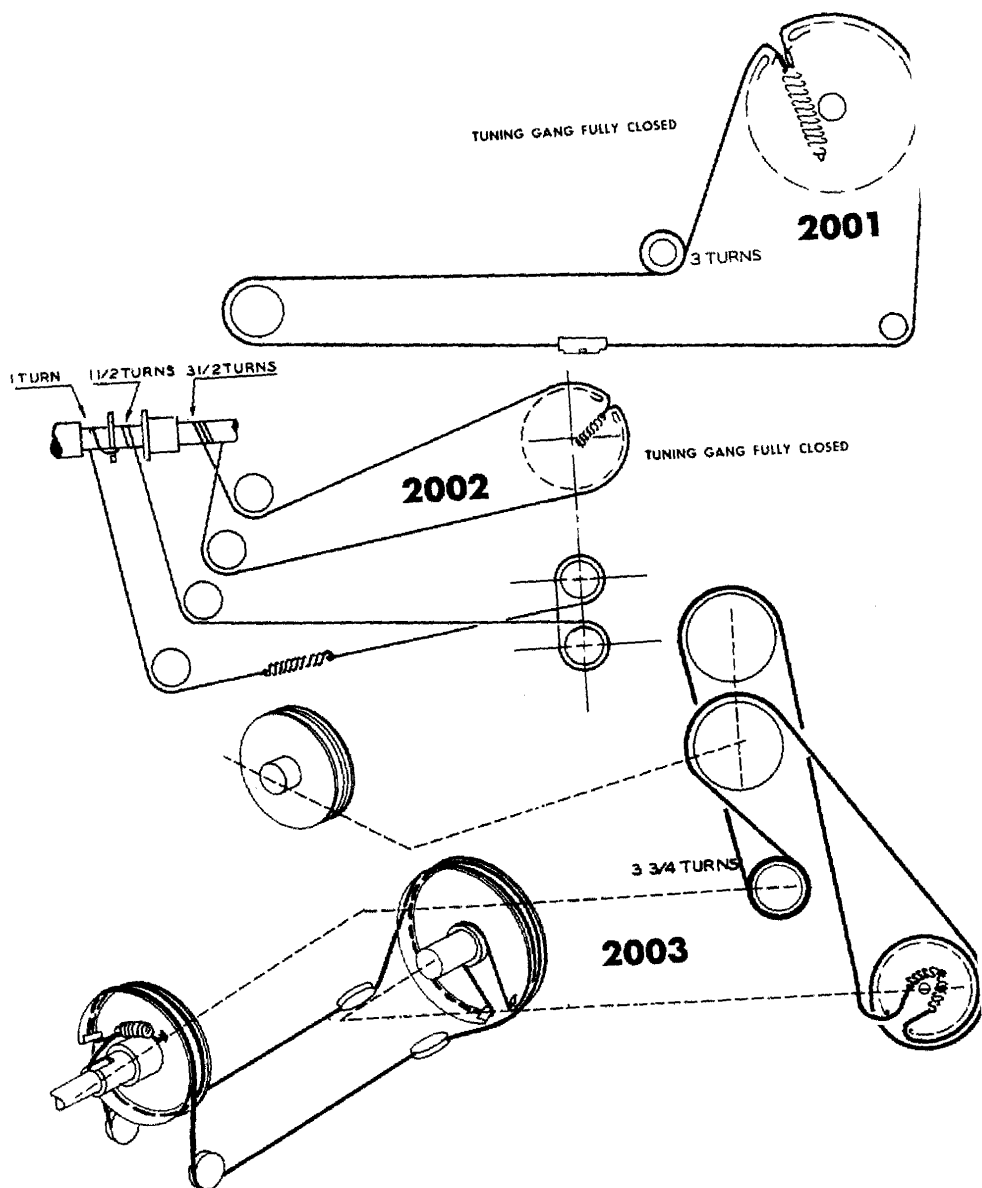
BASS

SHUTTER



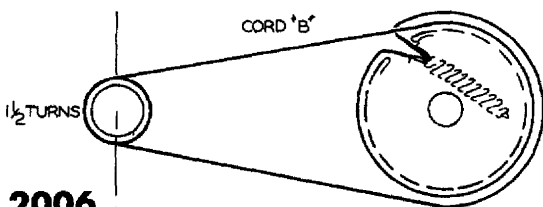
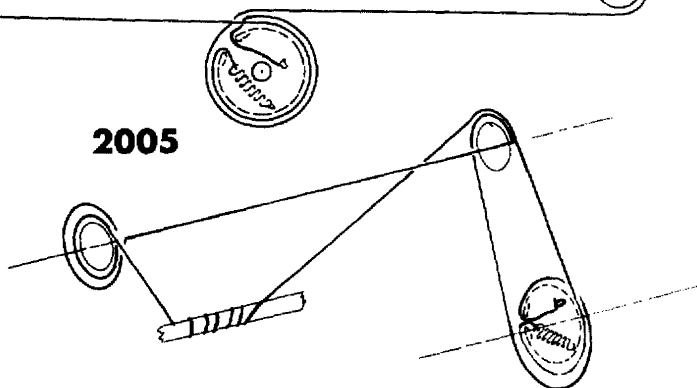
TREBLE

SHUTTER

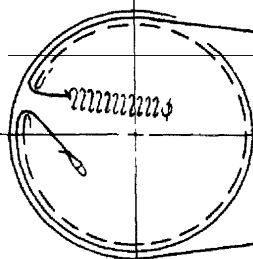
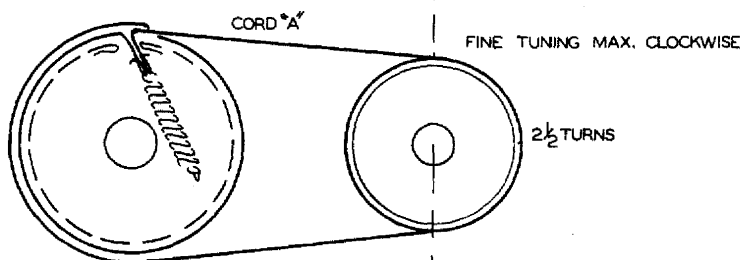




2005



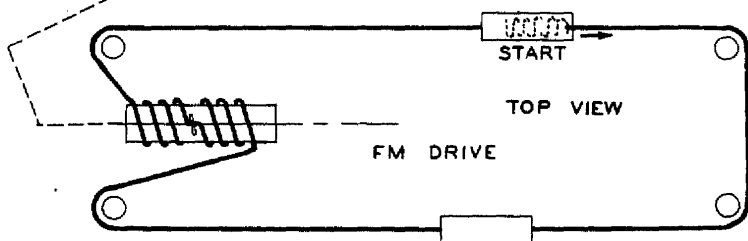
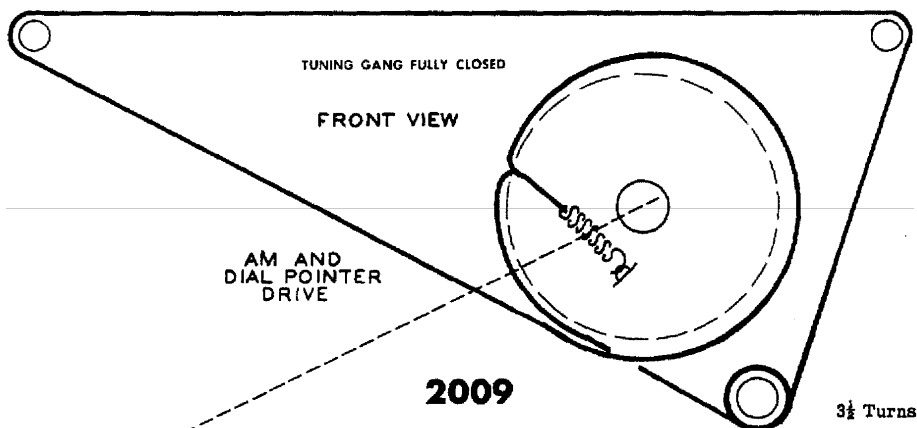
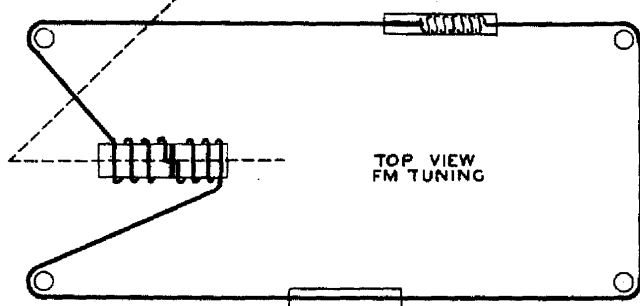
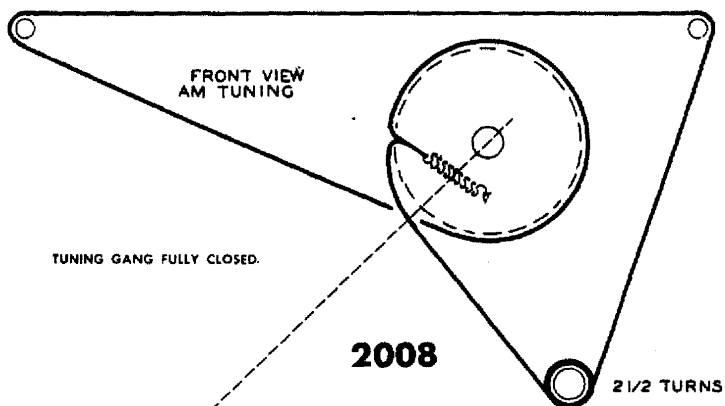
2006

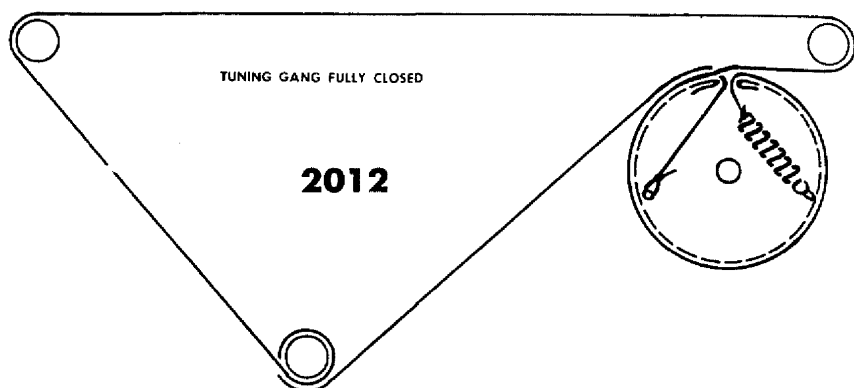
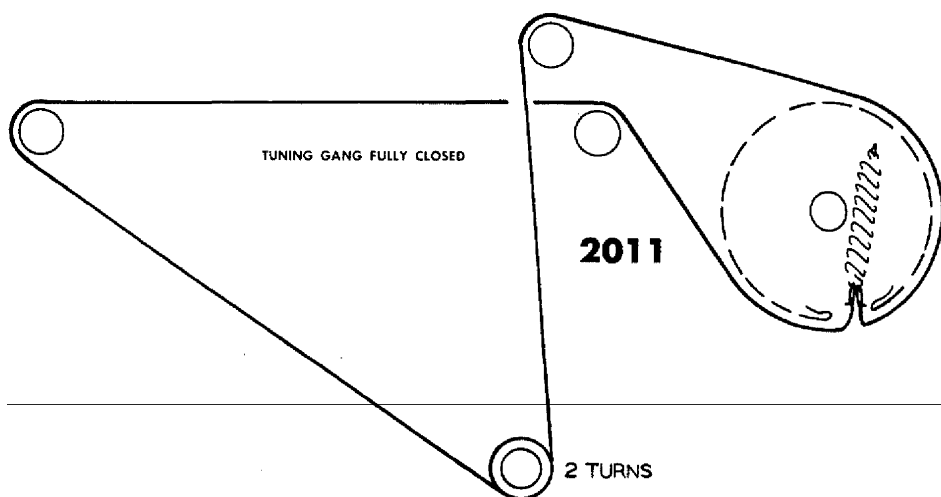
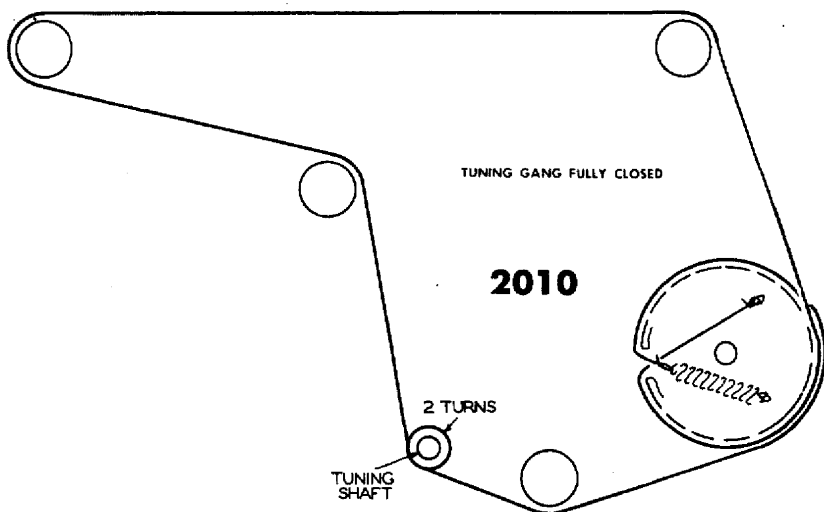


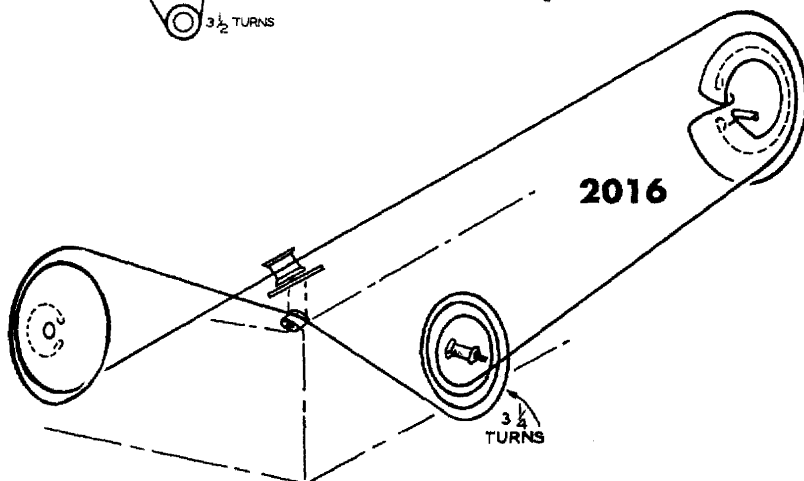
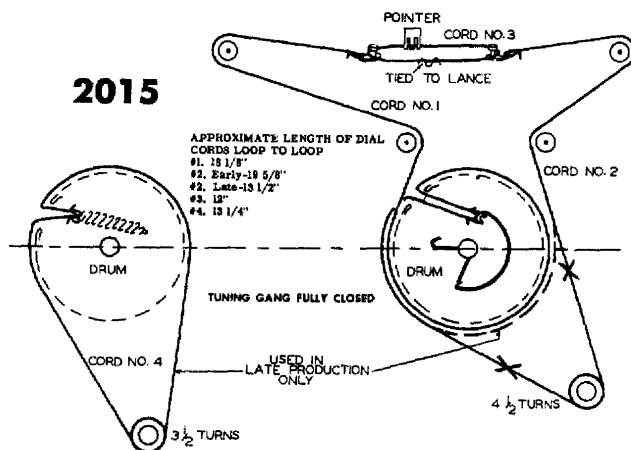
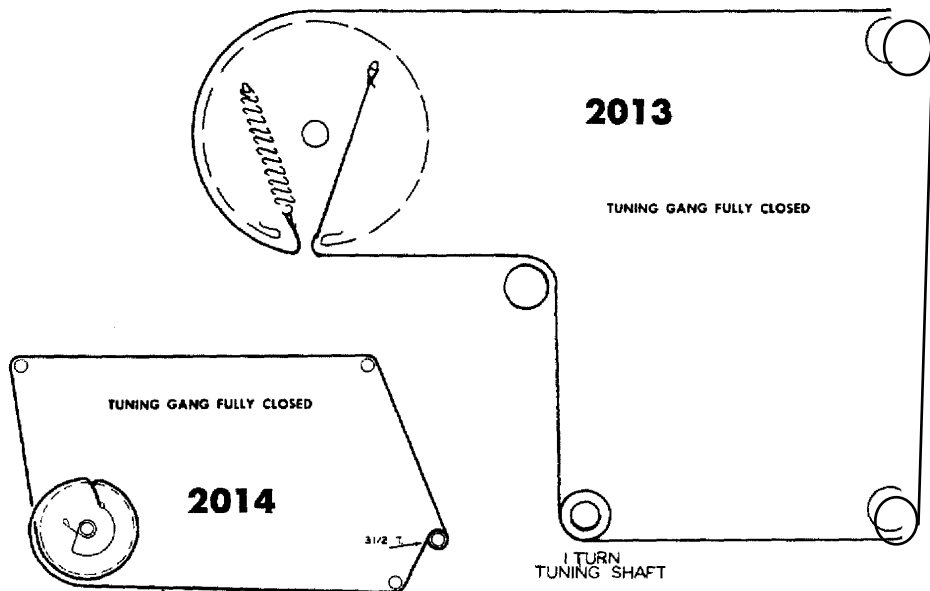
2007



3 1/2 TURNS







TUNING GANG FULLY CLOSED

2017

2½ TURNS

2018

TUNING GANG FULLY CLOSED

3 TURNS

TUNING GANG FULLY CLOSED

2019

3 TURNS

2020

TUNING GANG FULLY CLOSED

2 1/2 TURNS

CORD #1

FIXED POINT

CORD #2

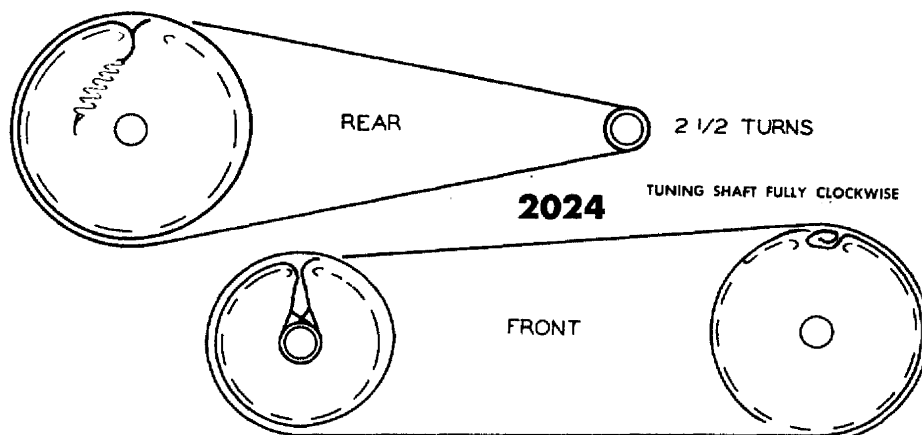
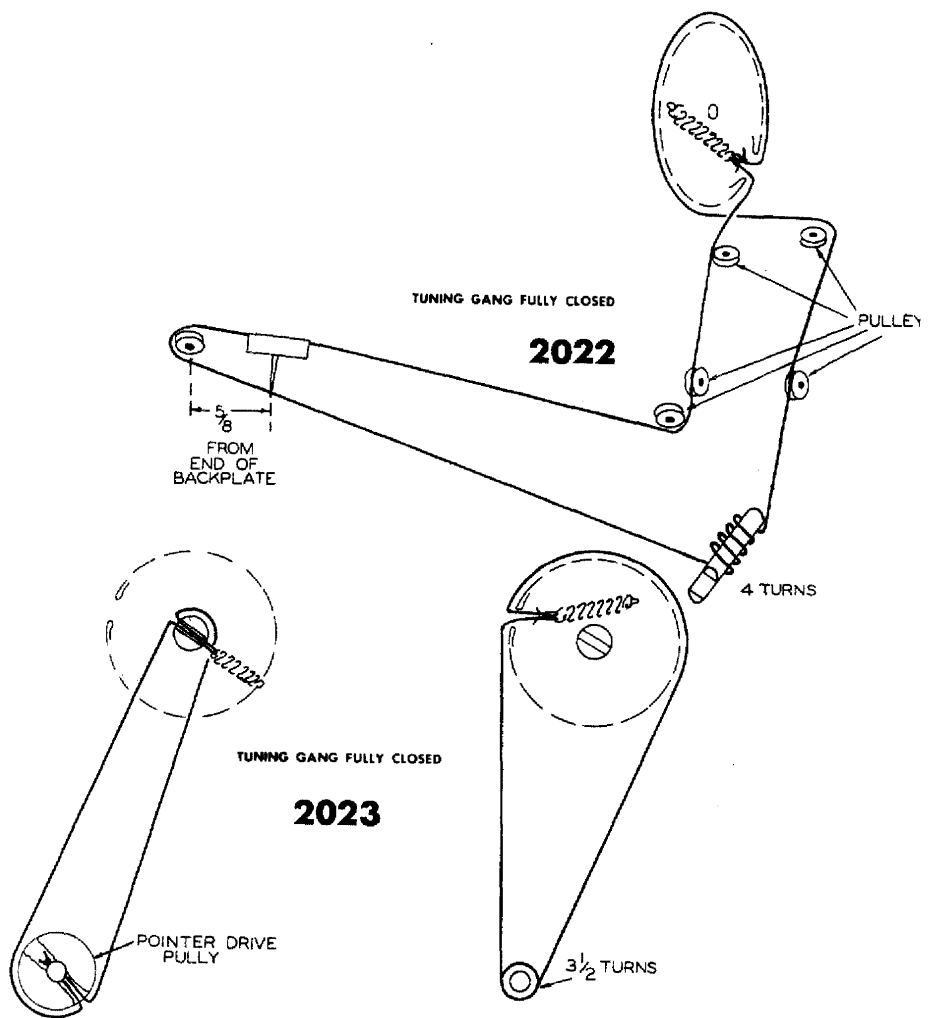
CORD #3

TUNING GANG FULLY CLOSED

2021

3½ TURNS

CORD #4



2025

TUNING GANG FULLY OPEN

3 1/2 TURNS

2 1/2 TURNS

2026

PULLY POSITION WITH STUD AT TOP
WHEN SHAFT "A" IS FULLY COUNTER-
CLOCKWISE

2 1/2 TURNS

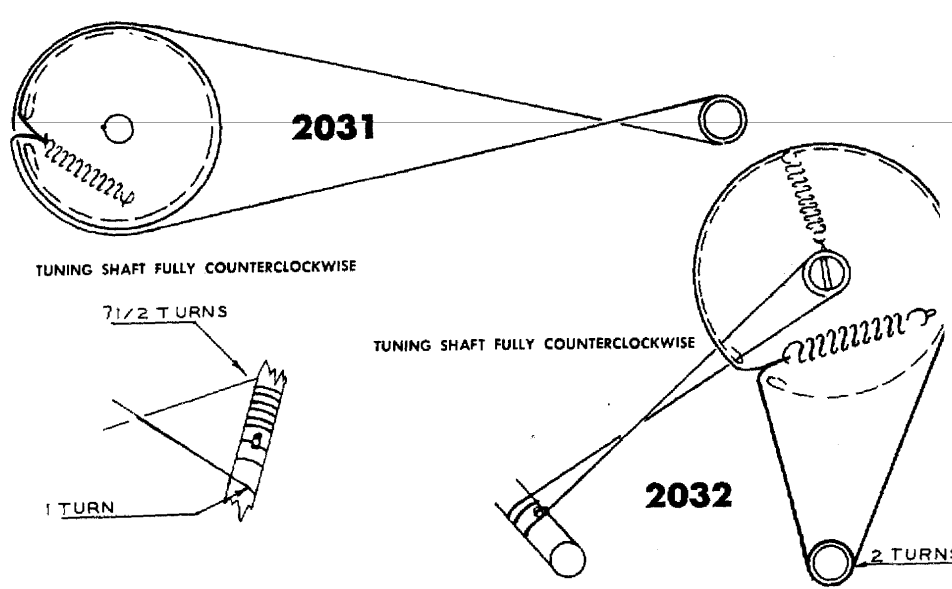
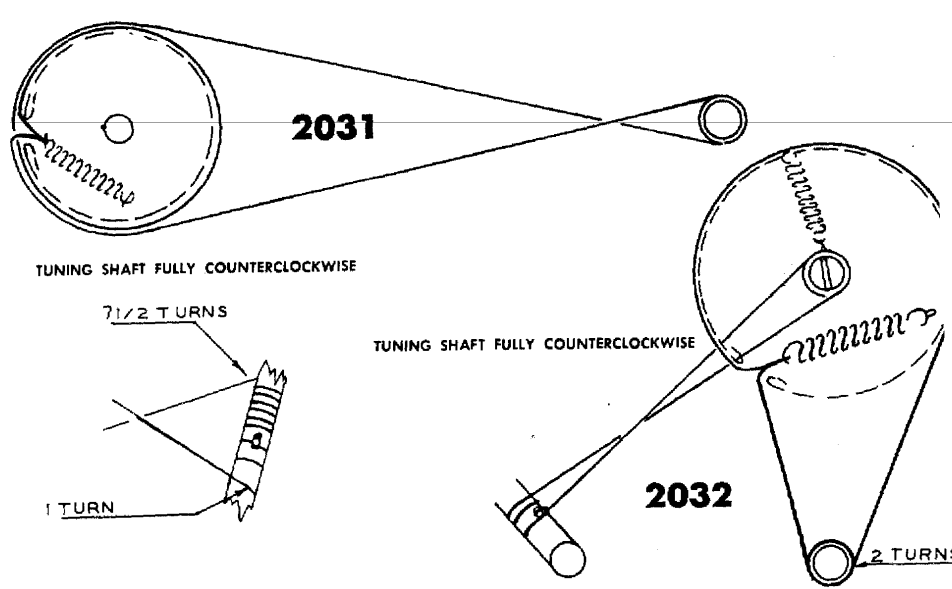
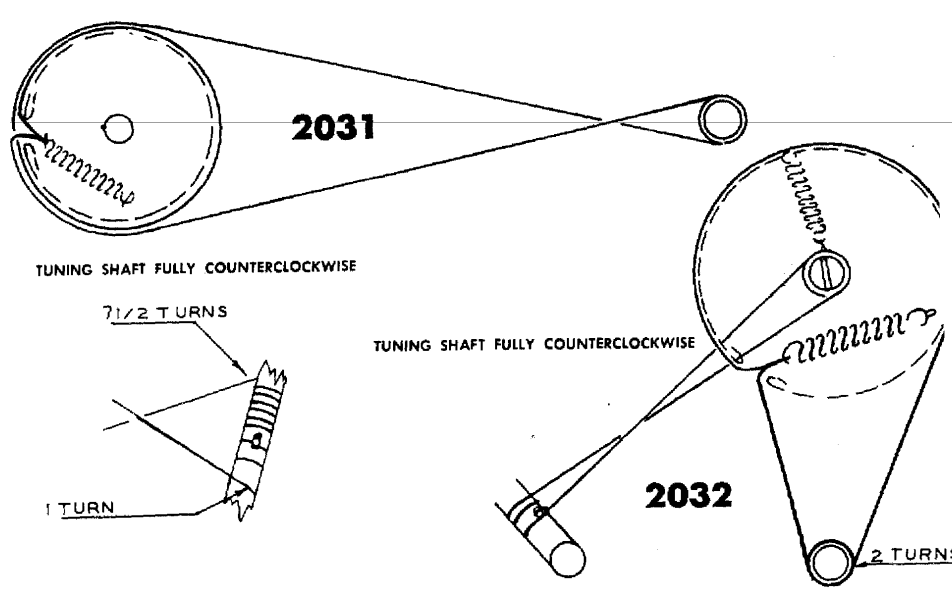
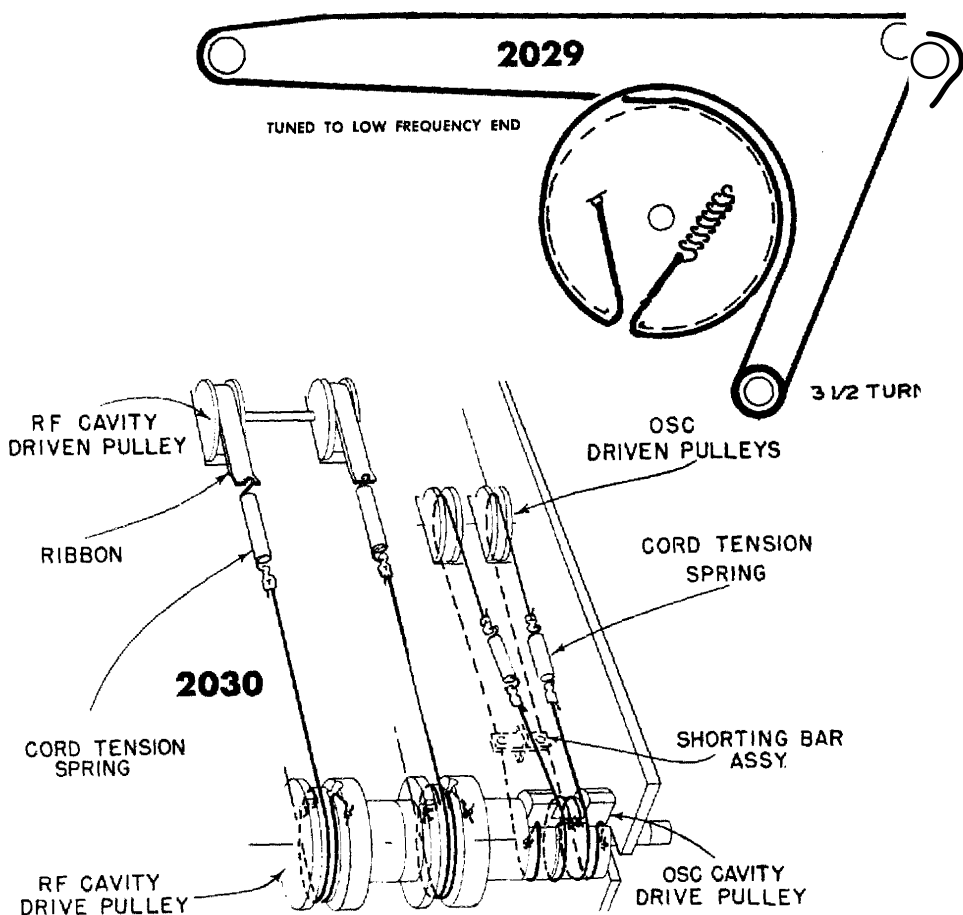
TUNING SHAFT FULLY COUNTERCLOCKWISE

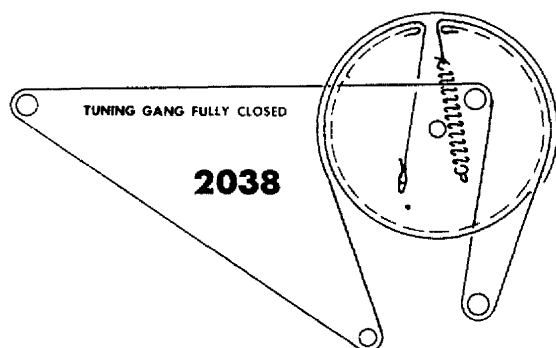
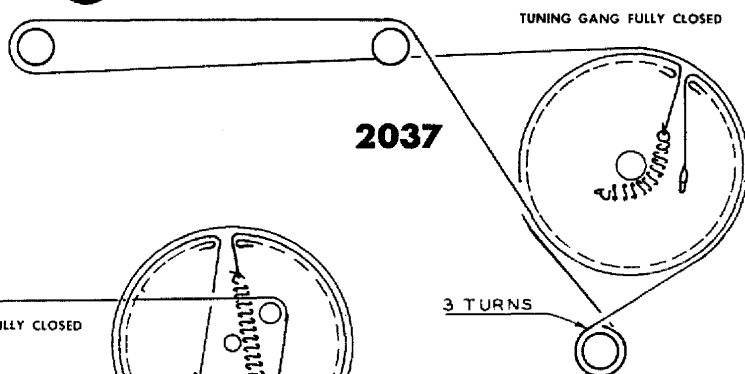
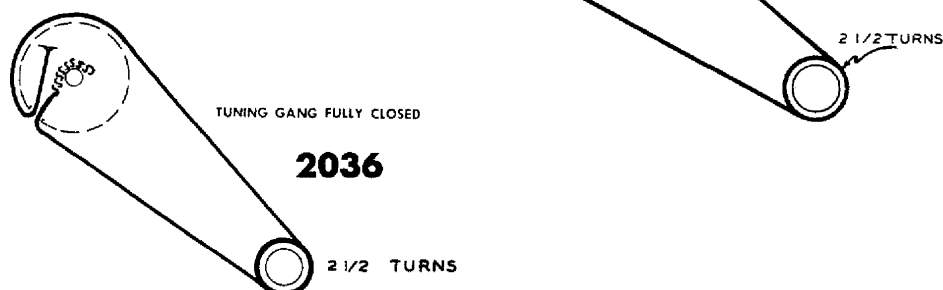
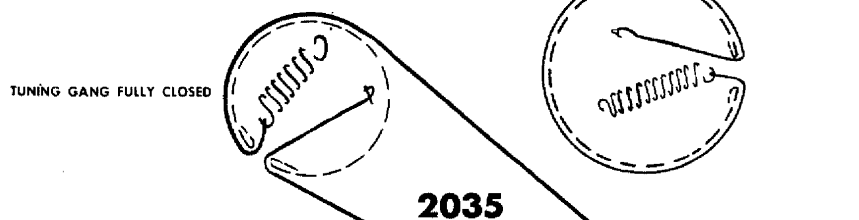
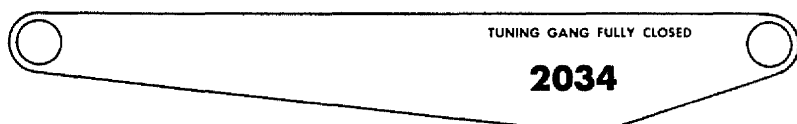
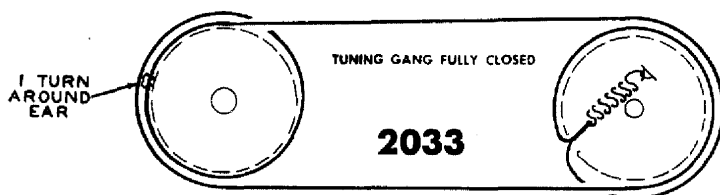
2027

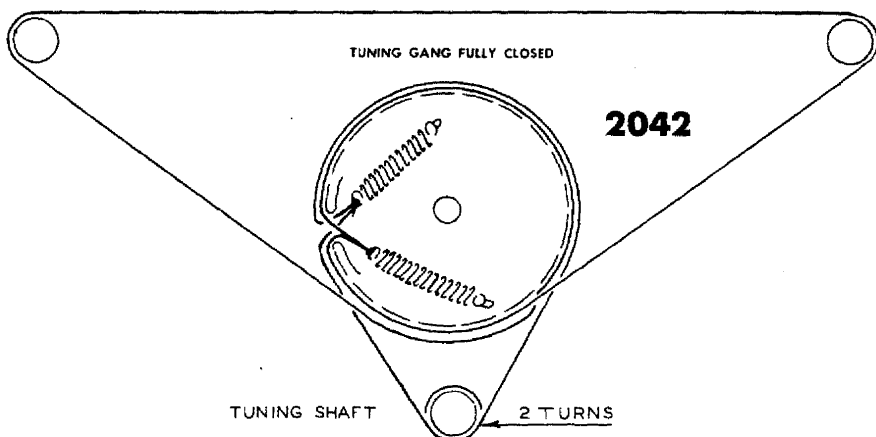
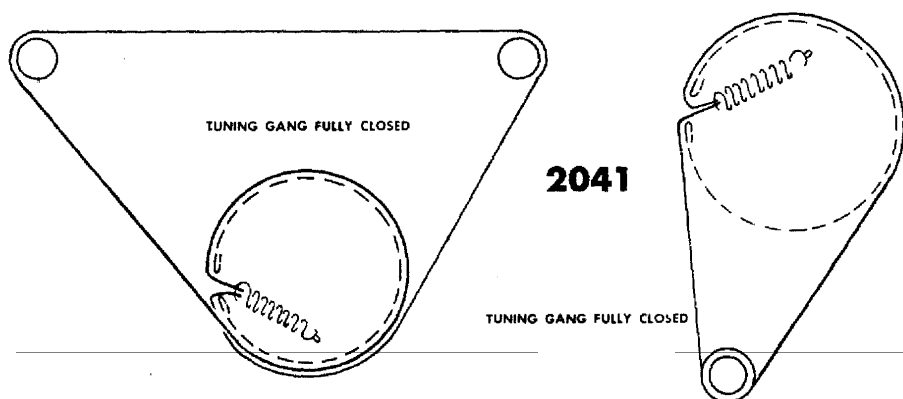
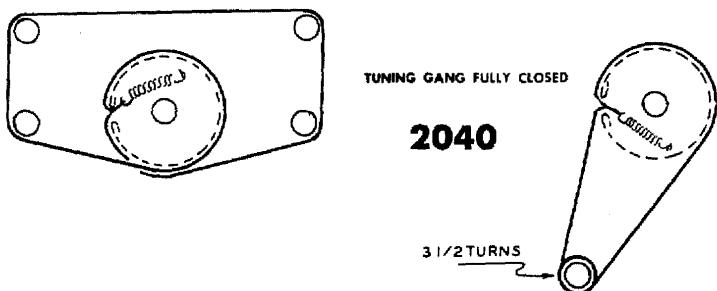
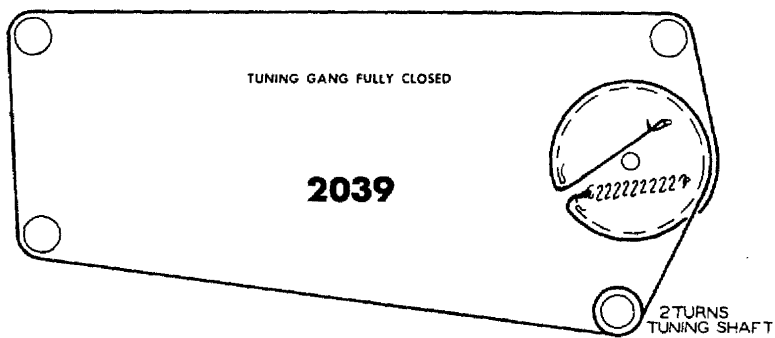
2 1/2 TURNS

2028

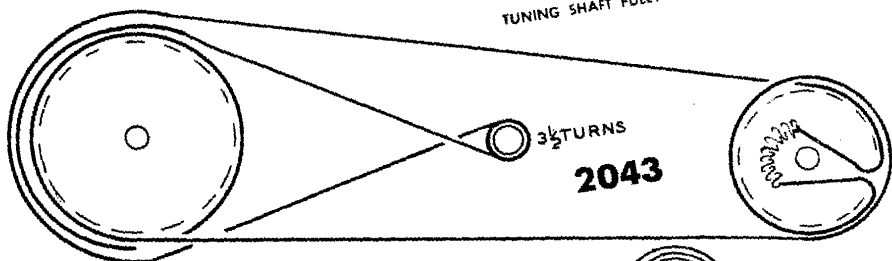
TUNING GANG FULLY CLOSED



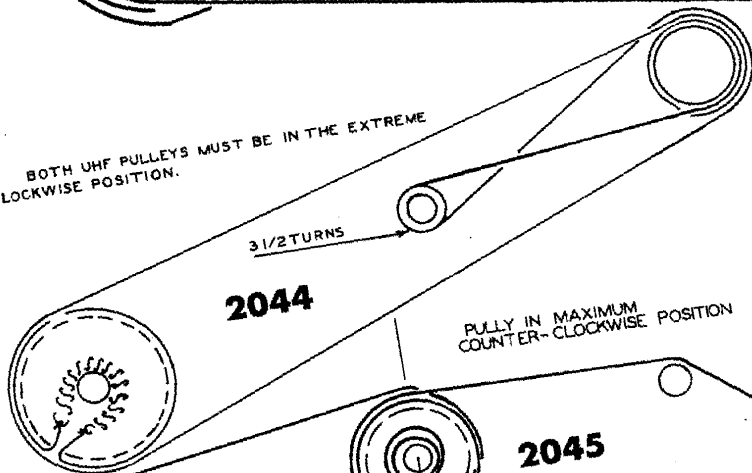




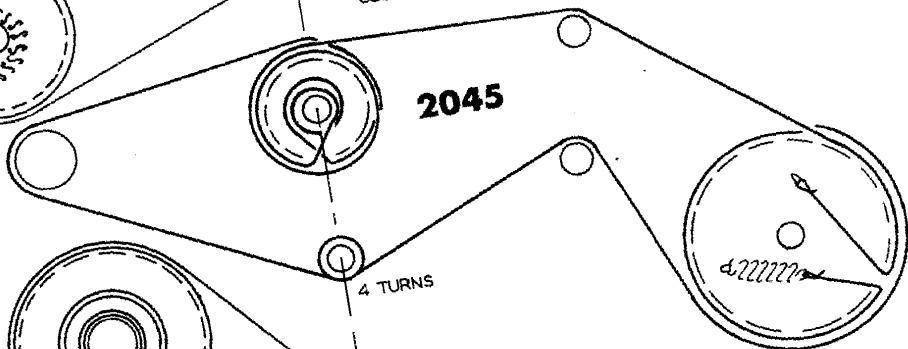
TUNING SHAFT FULLY COUNTERCLOCKWISE



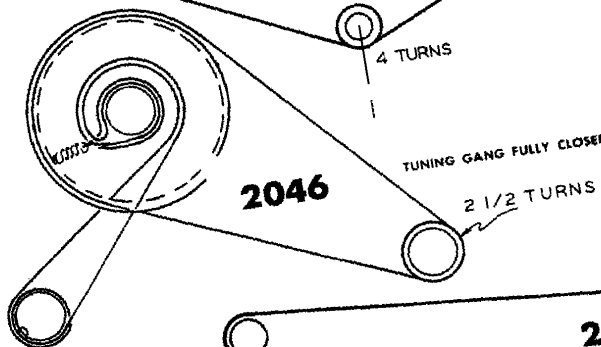
BOTH UHF PULLEYS MUST BE IN THE EXTREME CLOCKWISE POSITION.



PULLEY IN MAXIMUM COUNTER-CLOCKWISE POSITION

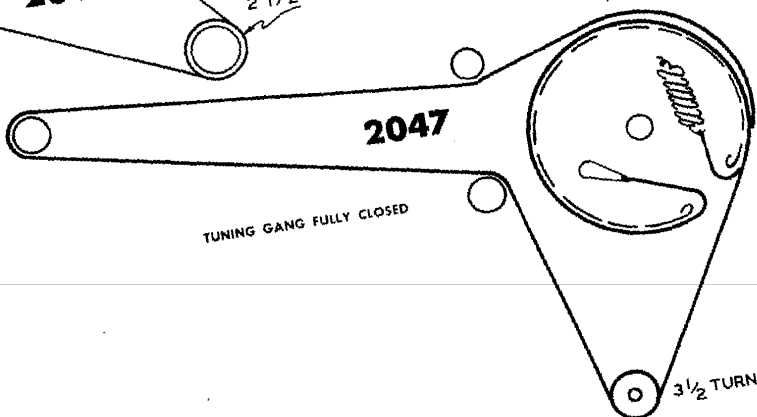


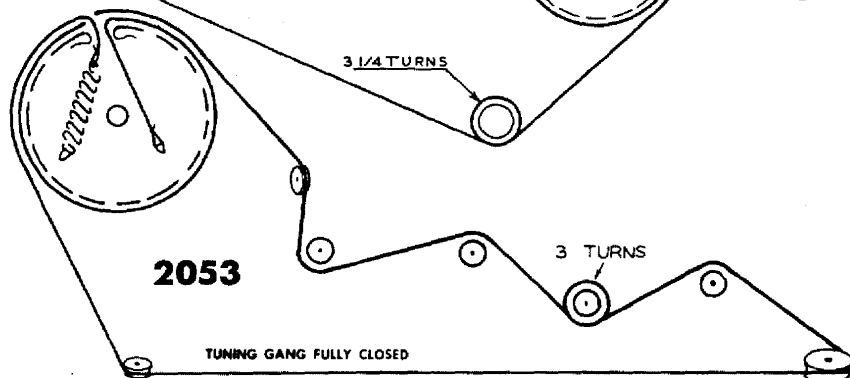
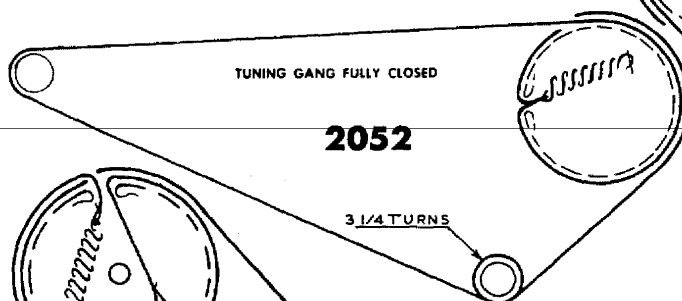
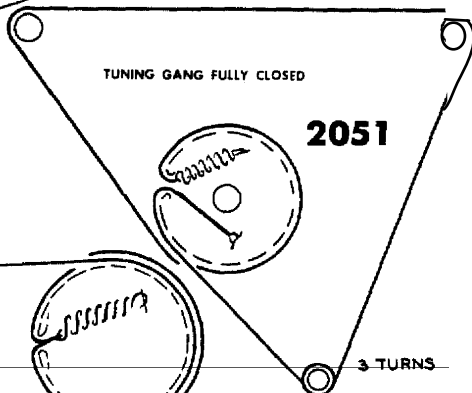
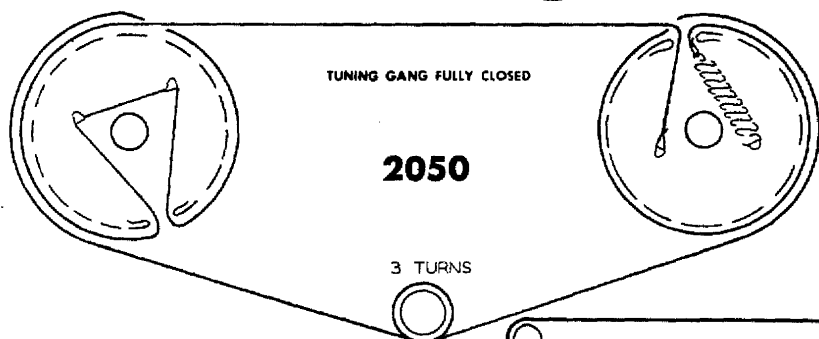
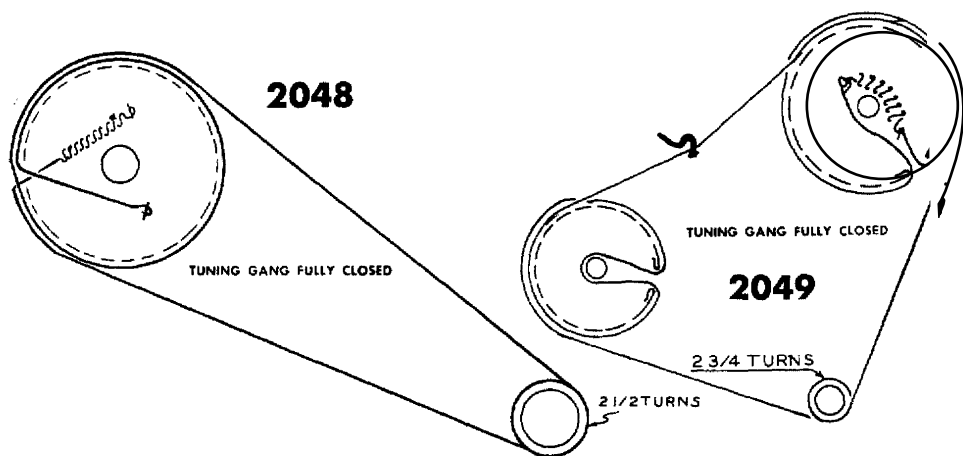
TUNING GANG FULLY CLOSED



2047

TUNING GANG FULLY CLOSED





2 1/2 TURNS
CLOCKWISE

TUNING SHAFT FULLY COUNTERCLOCKWISE

1 1/2 TURNS

COUNTER
CLOCKWISE
2 1/2 TURNS

2054

1 1/2 TURNS

1 TURN

TUNING GANG FULLY CLOSED

2055

3 1/2 TURNS

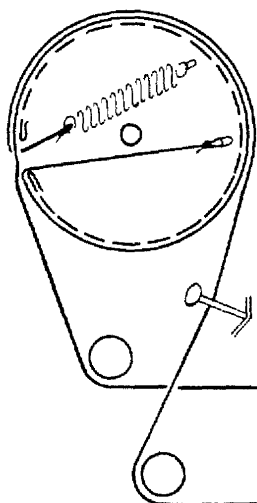
TUNING SHAFT FULLY CLOCKWISE

2056

2057

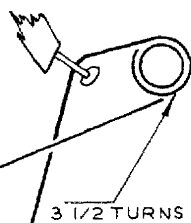
TUNING GANG FULLY CLOSED

3 TURNS



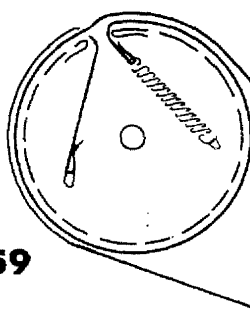
TUNING GANG FULLY CLOSED

2058



3 1/2 TURNS

TUNING GANG FULLY CLOSED



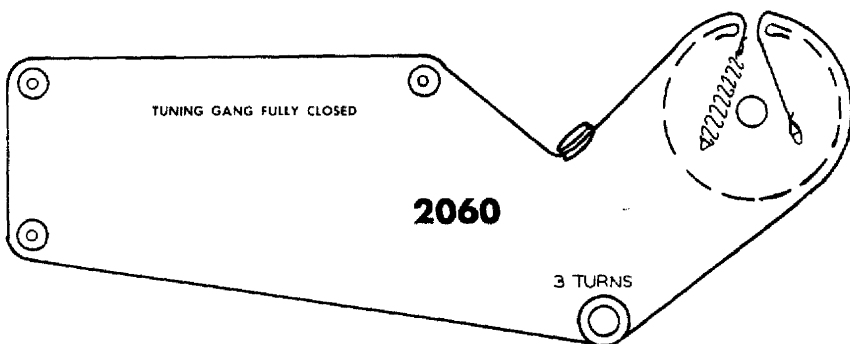
2059

3 1/2 TURNS

TUNING
SHAFT



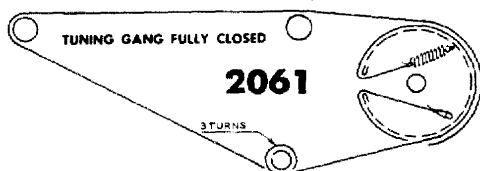
TUNING GANG FULLY CLOSED



2060

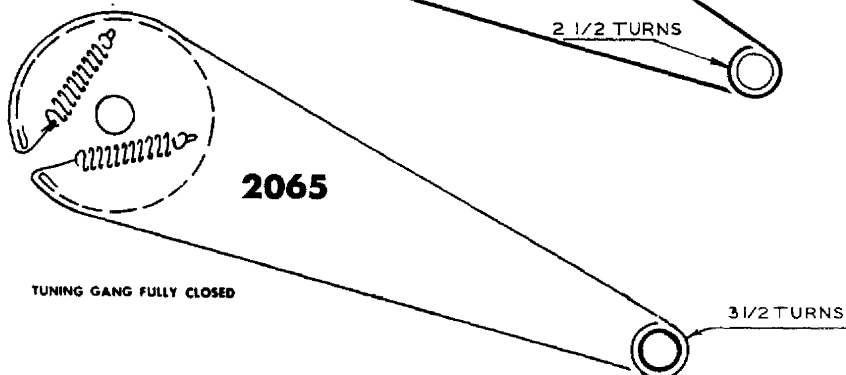
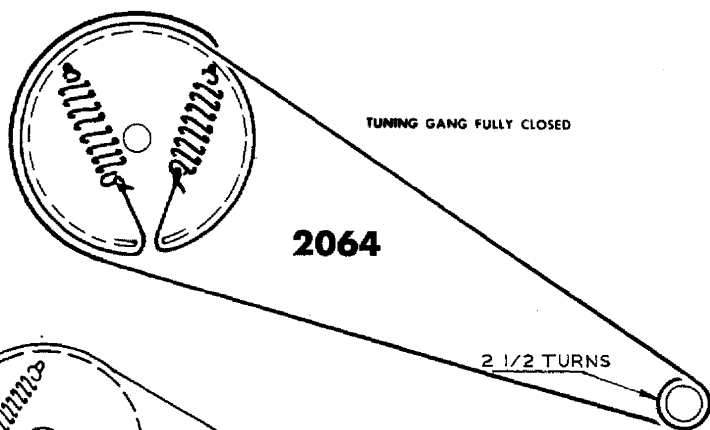
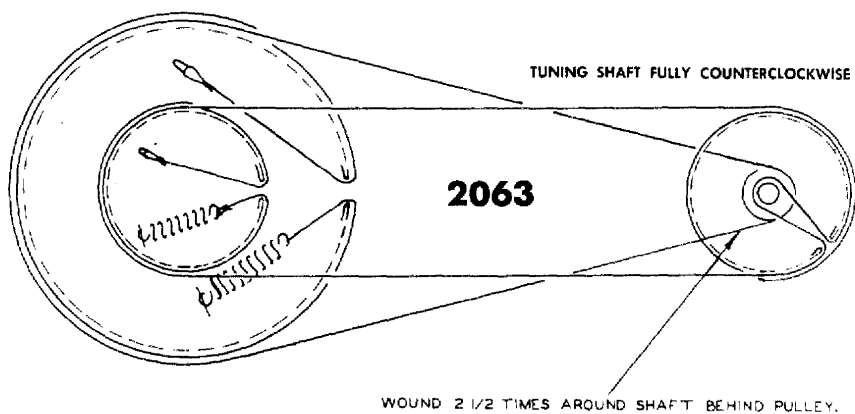
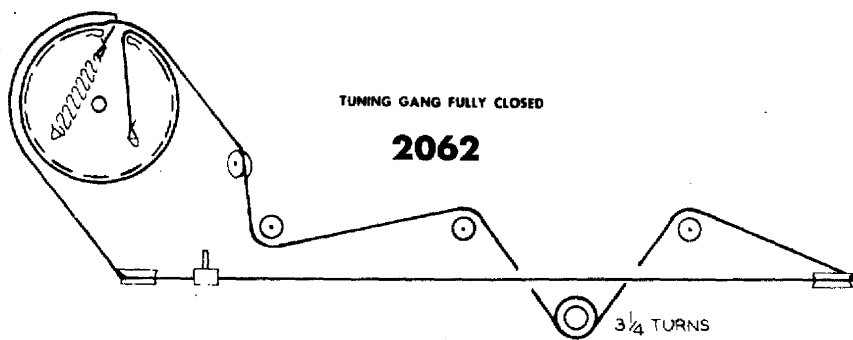
3 TURNS

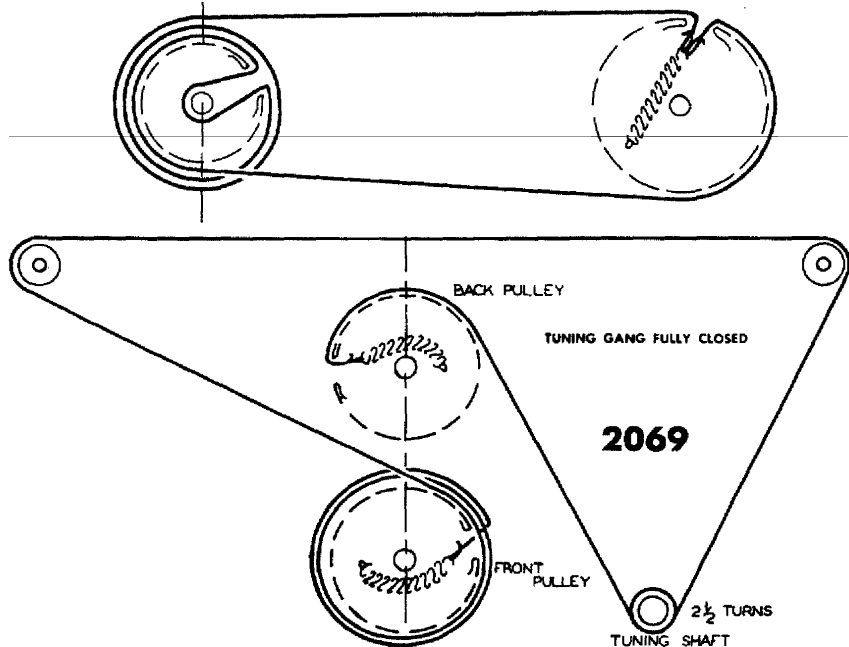
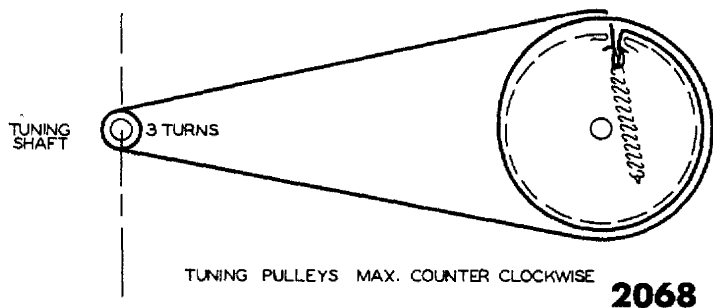
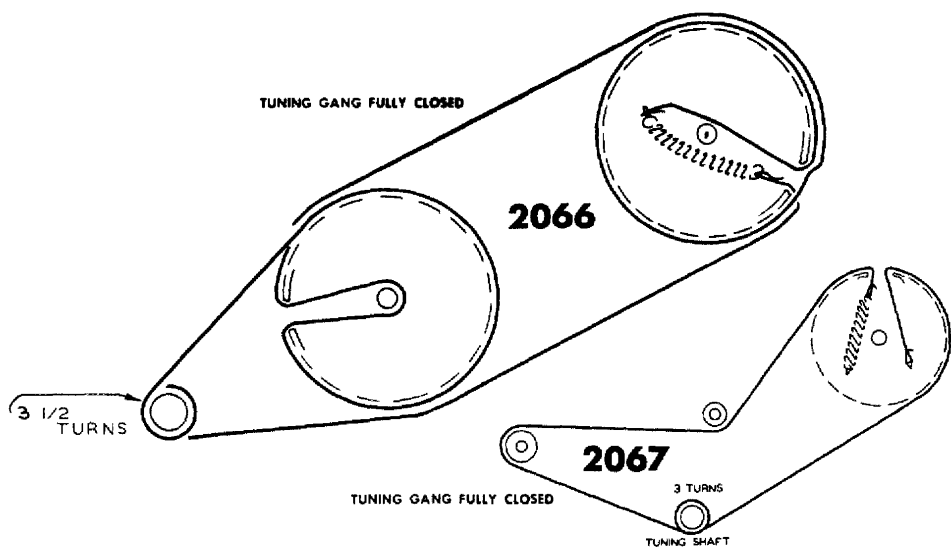
TUNING GANG FULLY CLOSED

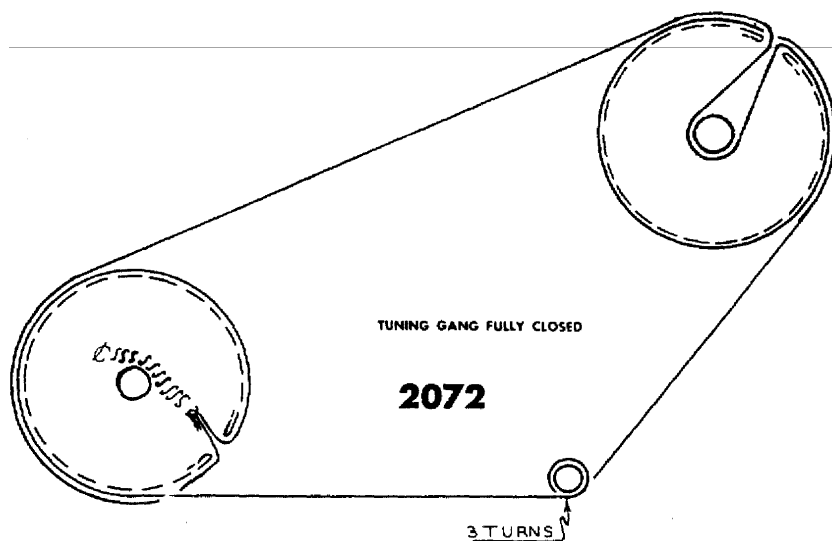
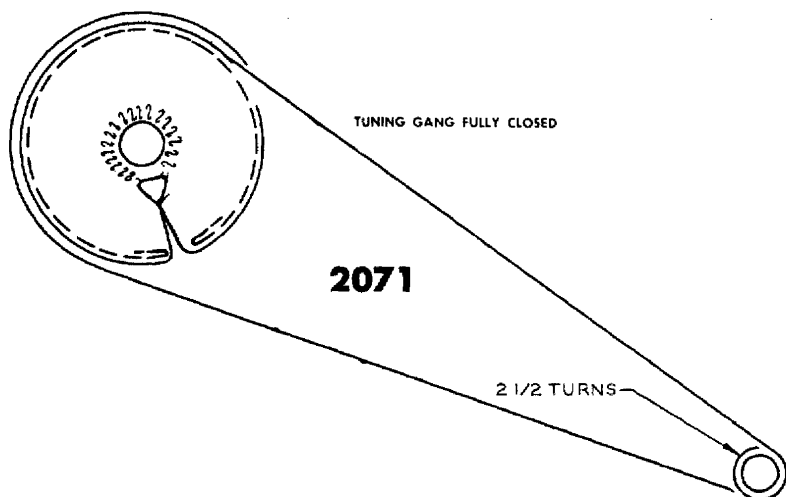
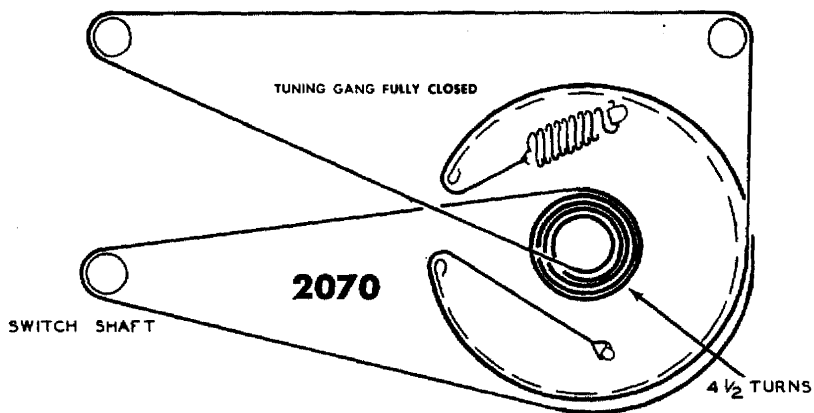


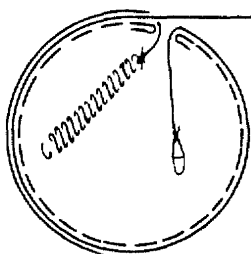
2061

3 TURNS

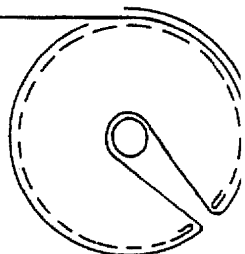




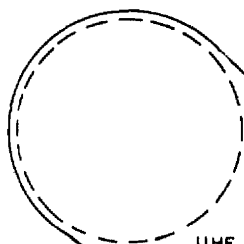




2073

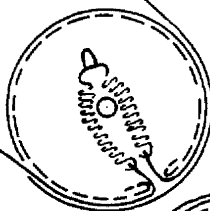


TUNING GANG FULLY CLOSED

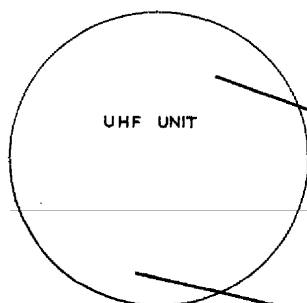


UHF TUNING
(REAR)

2 1/2 TURNS



2074



UHF UNIT



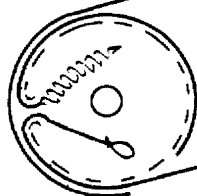
UHF TUNING
(FRONT)

TUNING DIAL FULLY
COUNTERCLOCKWISE



2075

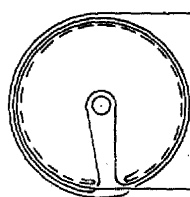
TUNING CONTROL FULLY
COUNTERCLOCKWISE



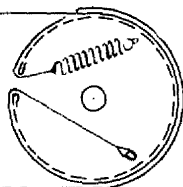
2076



TUNING GANG FULLY CLOSED



2077

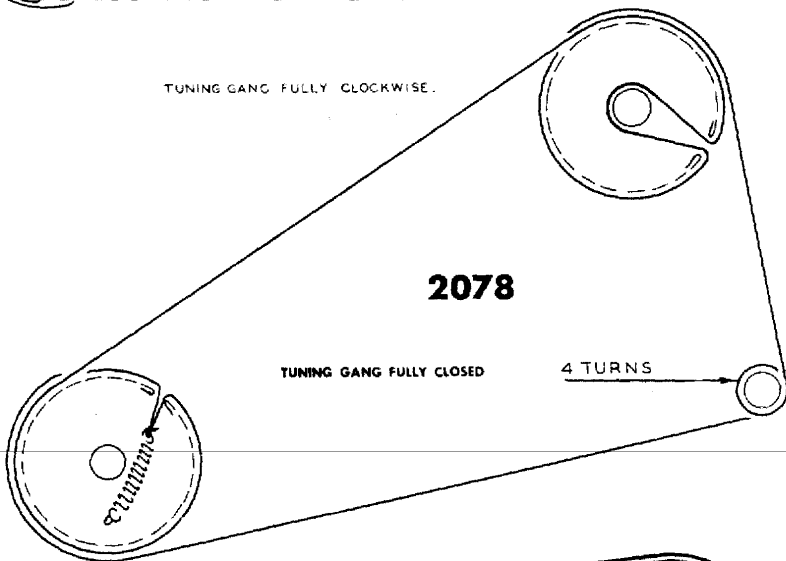


TUNING GANG FULLY CLOCKWISE.

2078

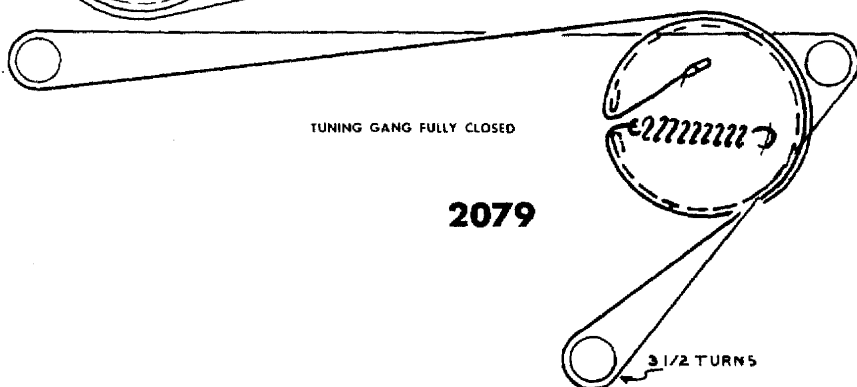
TUNING GANG FULLY CLOSED

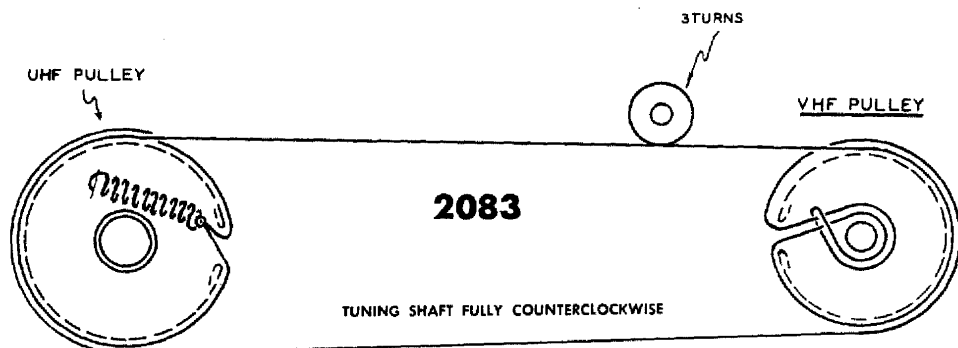
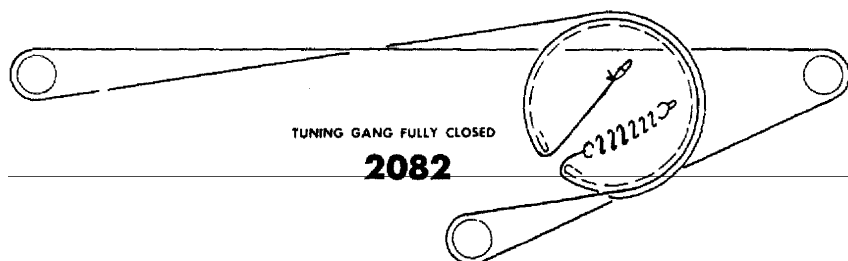
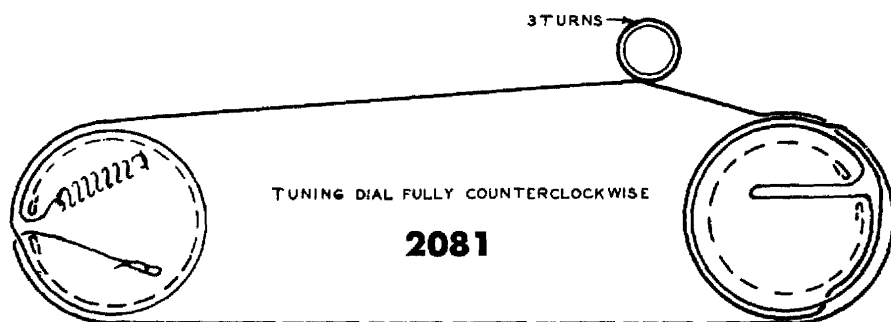
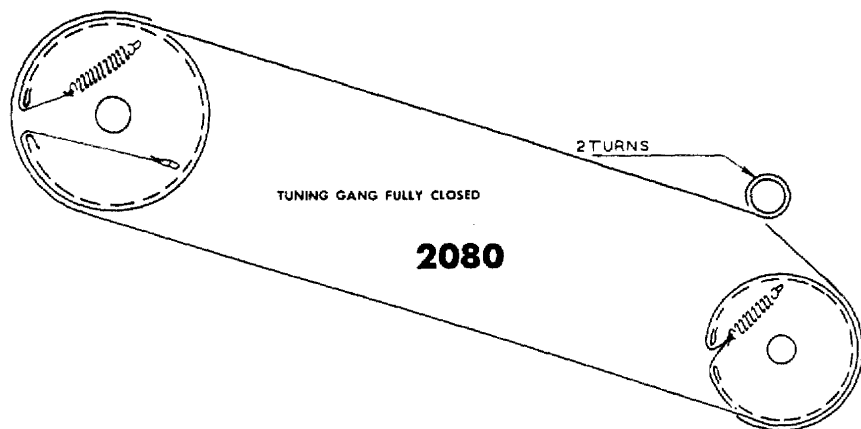
4 TURNS

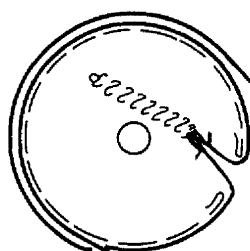
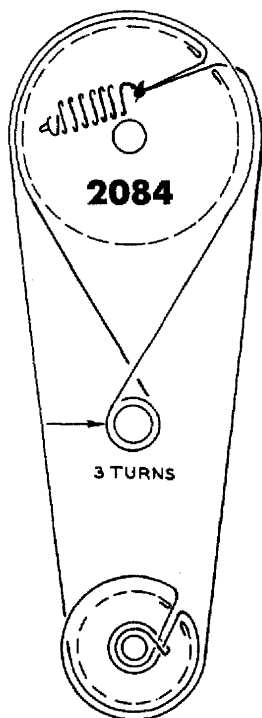


TUNING GANG FULLY CLOSED

2079





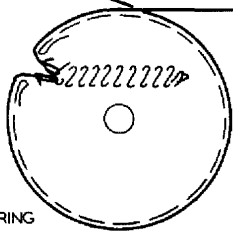
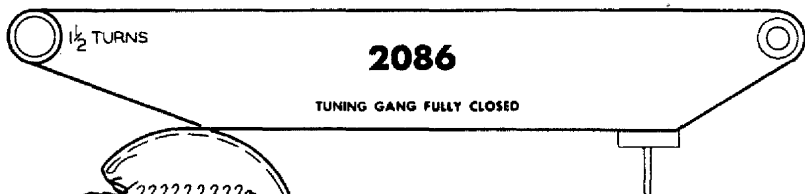


2085

3 1/2 TURNS

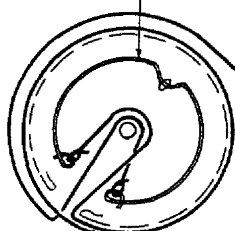
UHF TUNING PULLEY FULLY COUNTER CLOCKWISE POSITION

GEAR & HUB
ASSY.

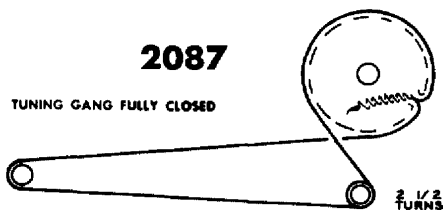


TUNING GANG FULLY CLOSED

METAL TENSION SPRING

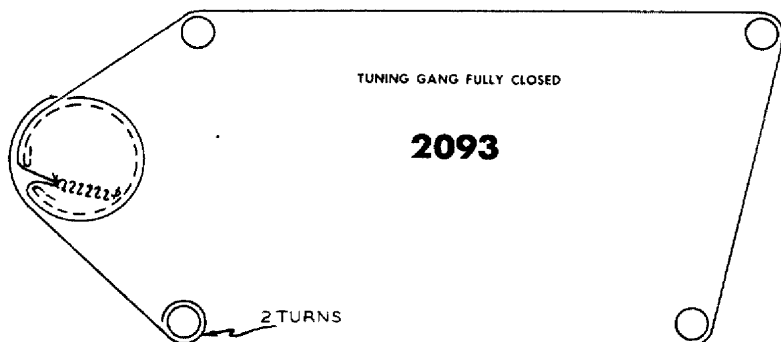
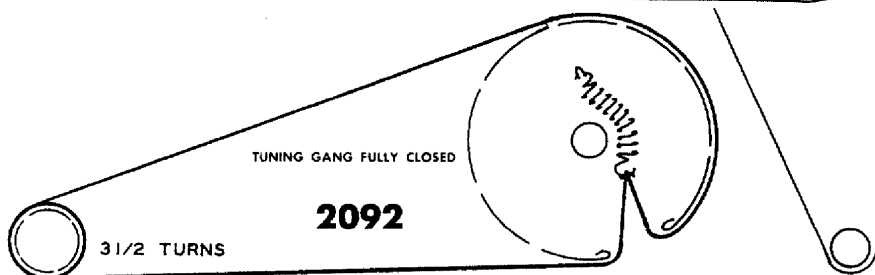
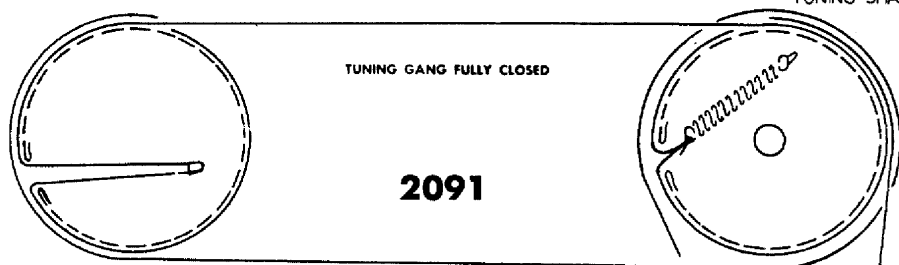
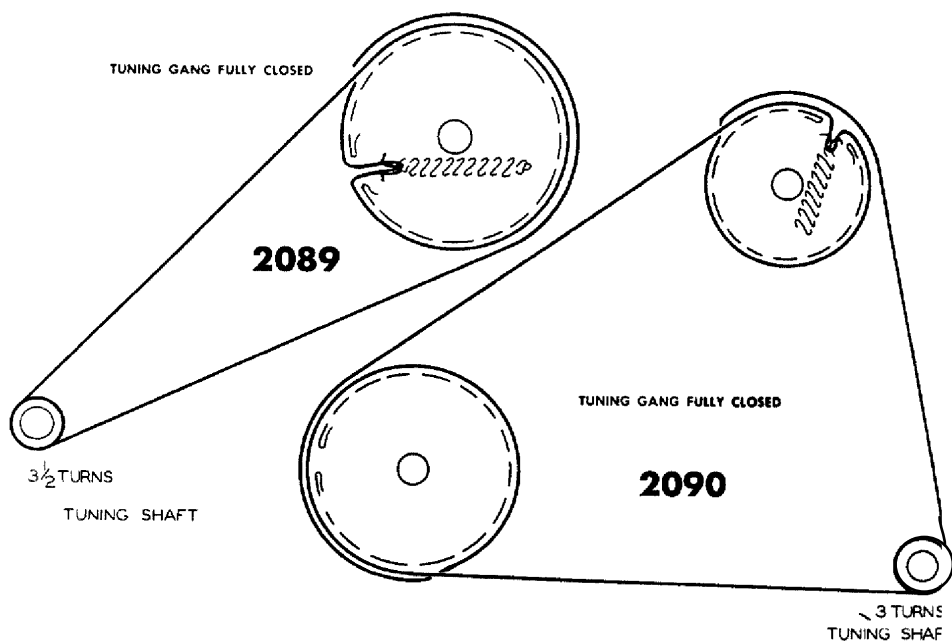


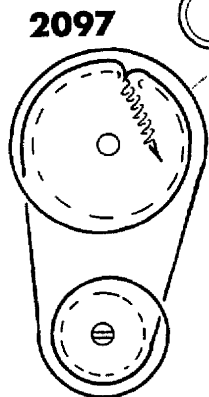
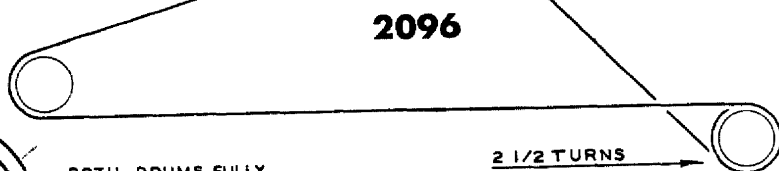
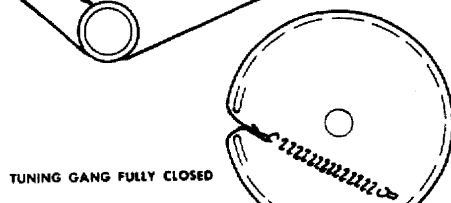
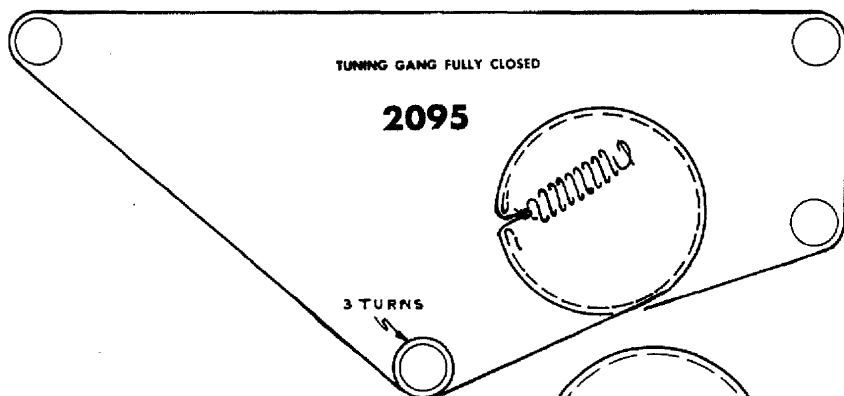
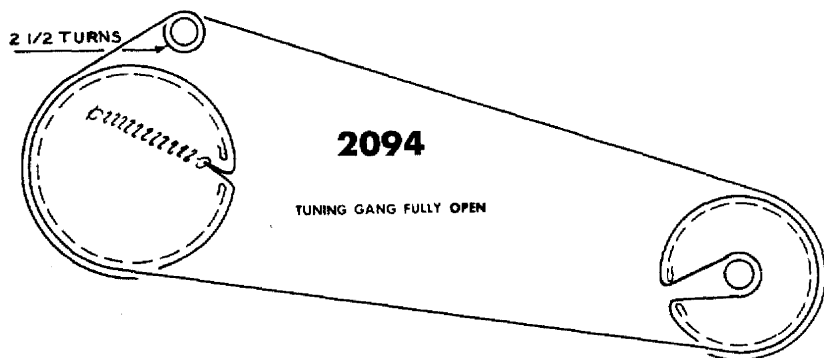
UHF TUNING SHAFT IN MAX.
COUNTER CLOCKWISE POSITION



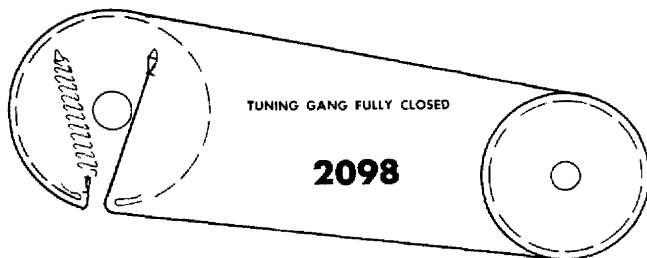
4 TURNS

FINE TUNING HUB





BOTH DRUMS FULLY
COUNTERCLOCKWISE



TURN DRUM COMPLETELY COUNTER-CLOCKWISE

2099

3 TURNS

TUNING GANG FULLY CLOSED

2100

2 1/2 TURNS

TUNING GANG
PULLY

2101

TUNING GANG FULLY CLOSED

4 TURNS

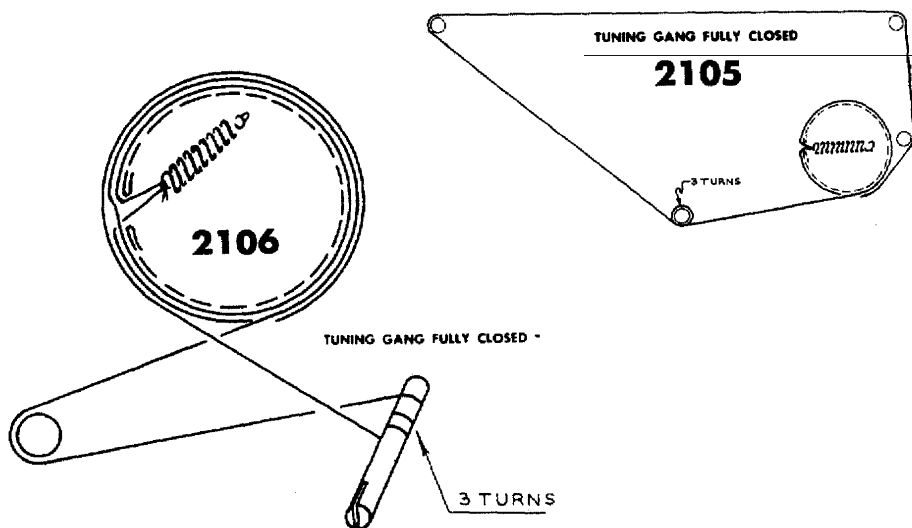
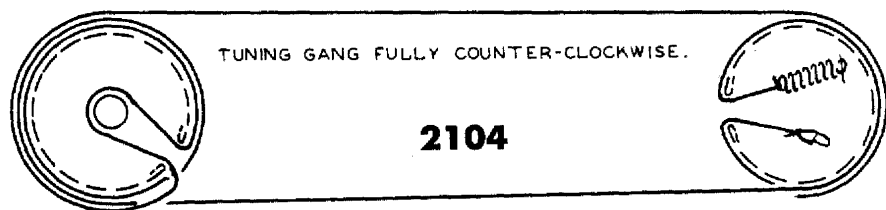
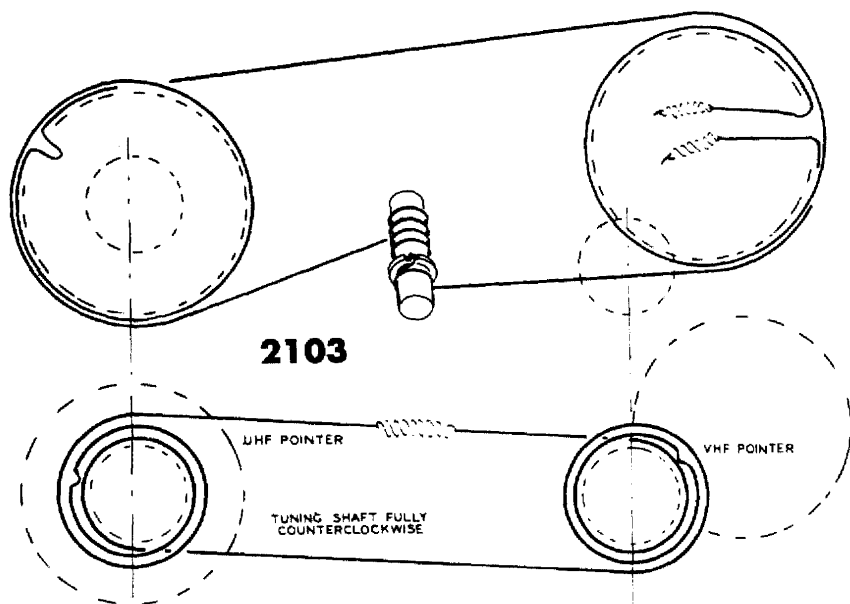
TUNING SHAFT

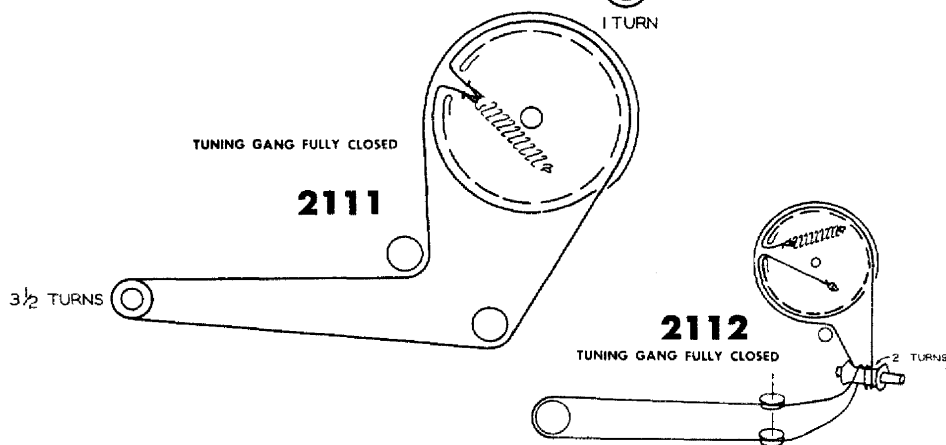
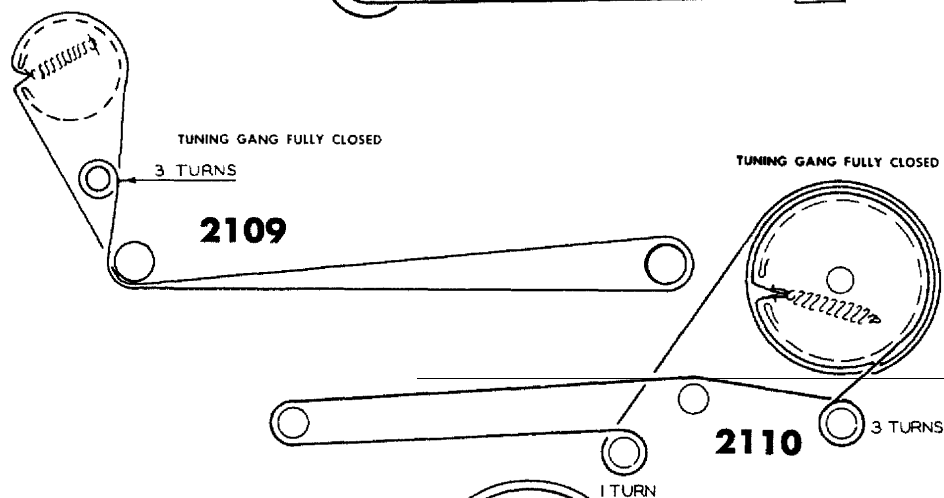
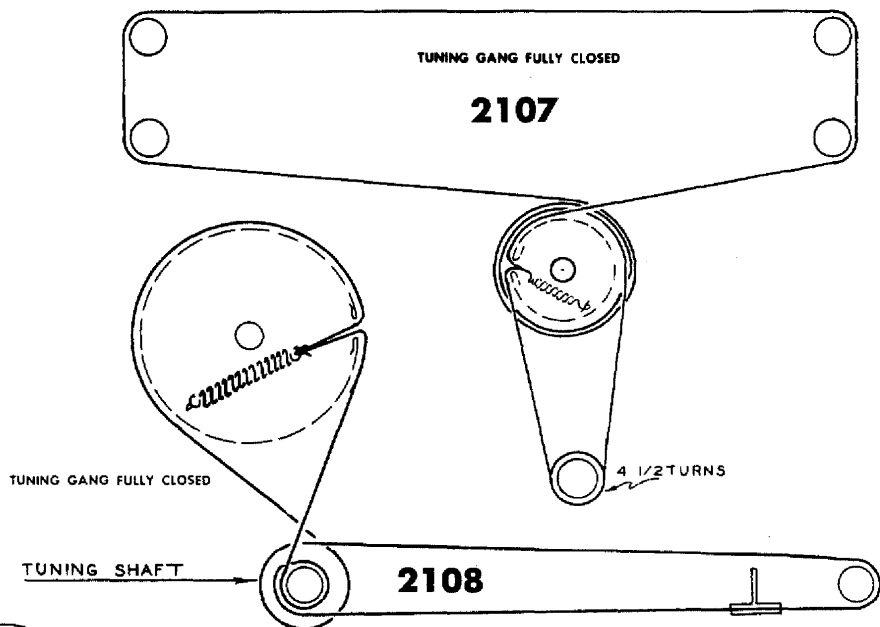
TUNING GANG FULLY CLOSED

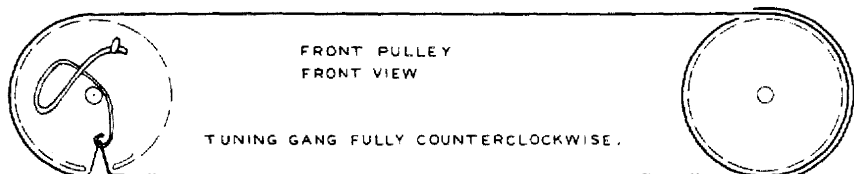
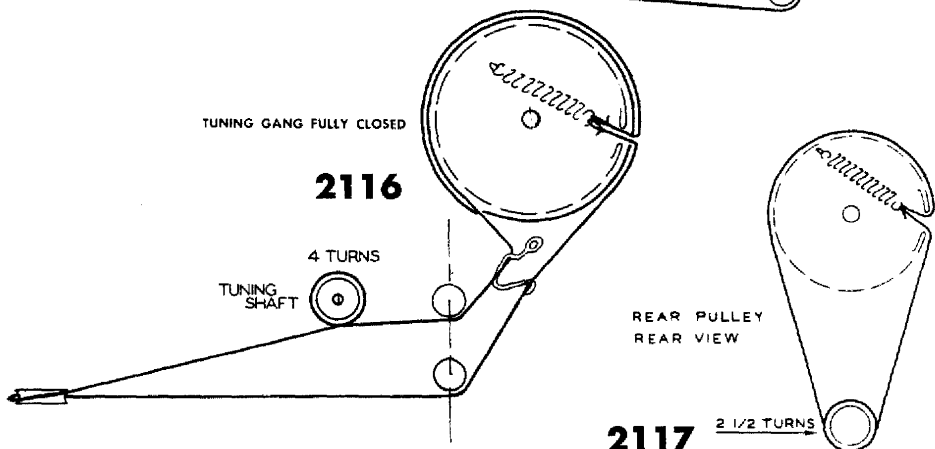
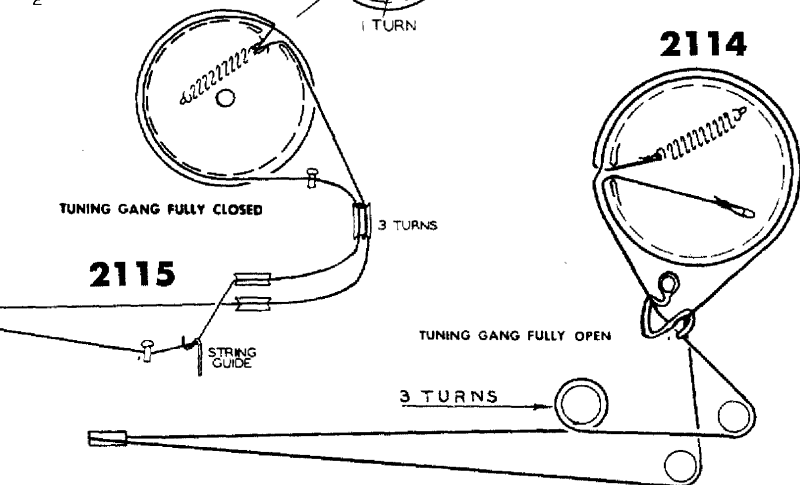
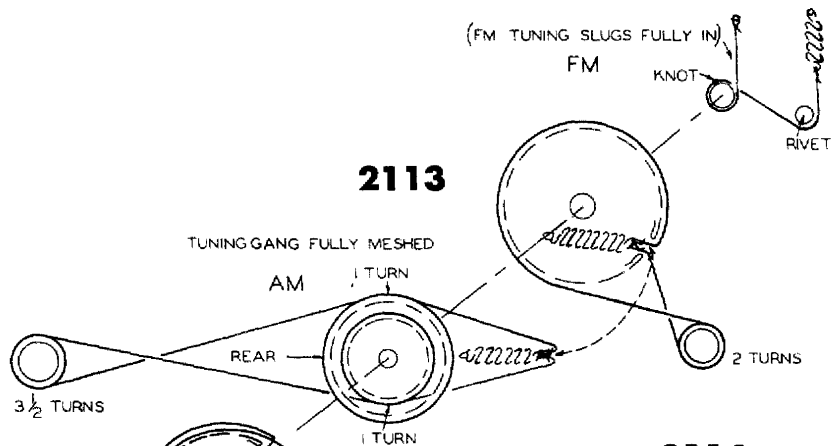
2102

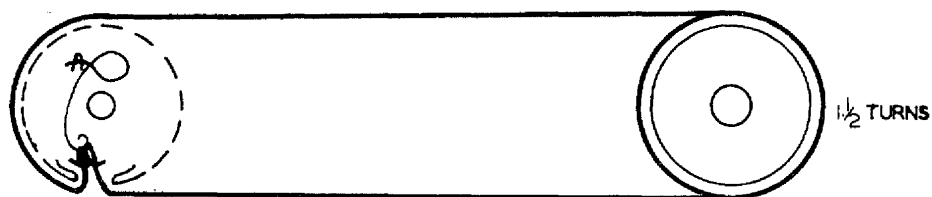
POINTER DRUM

TUNING DRUM



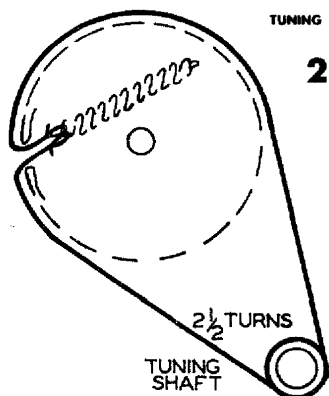




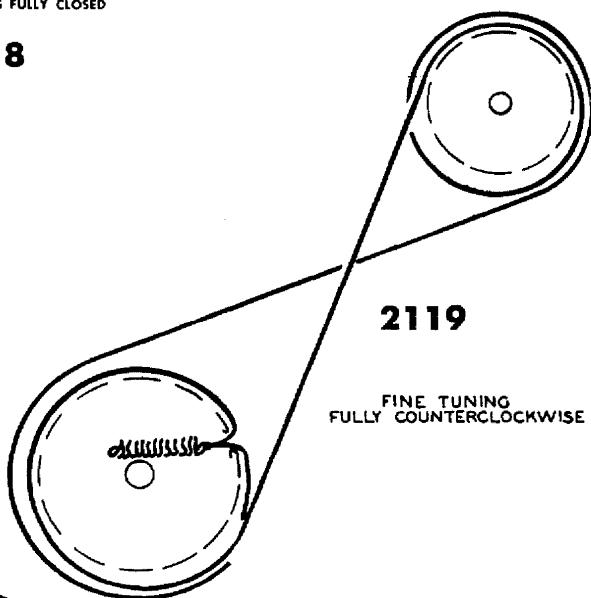


TUNING GANG FULLY CLOSED

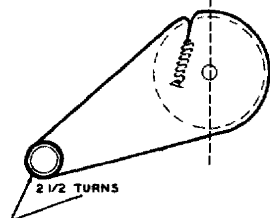
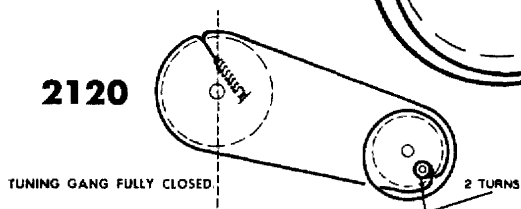
2118



2119

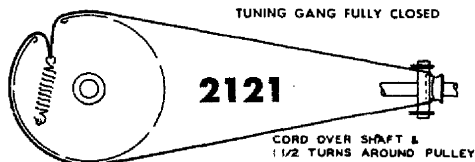


2120

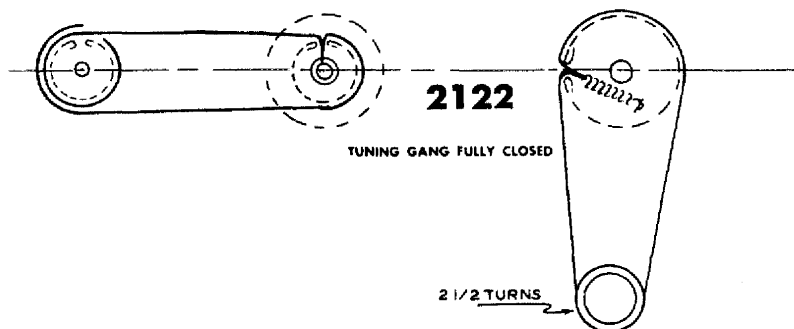


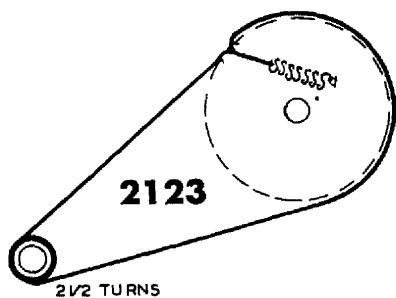
TUNING GANG FULLY CLOSED

2121

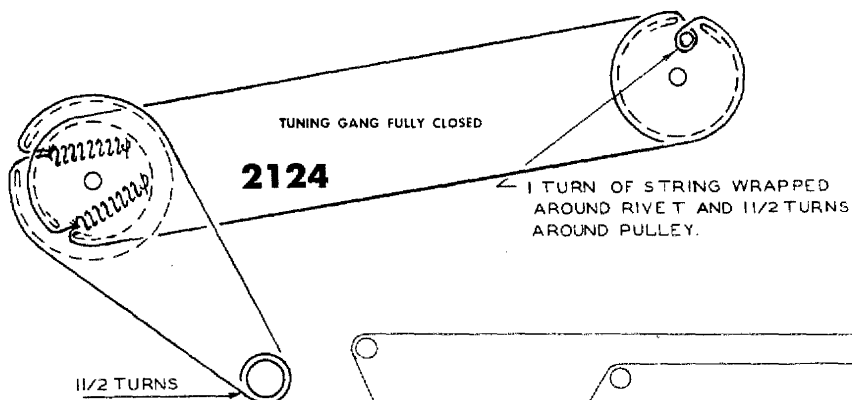


2122





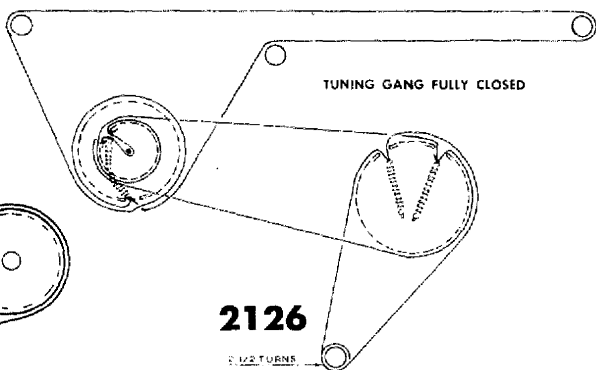
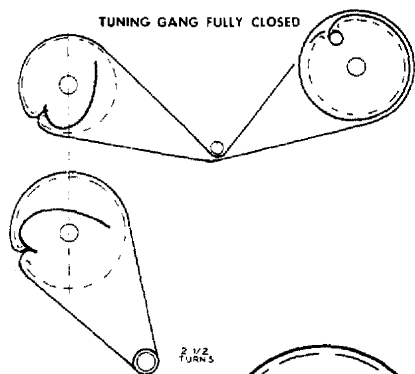
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

2125

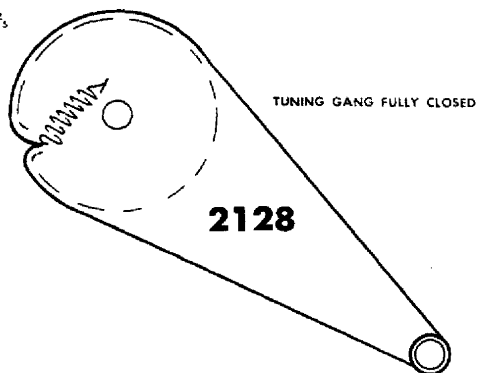
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



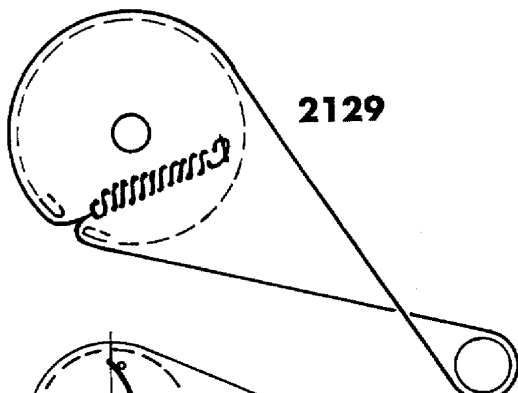
TUNING GANG FULLY CLOSED.



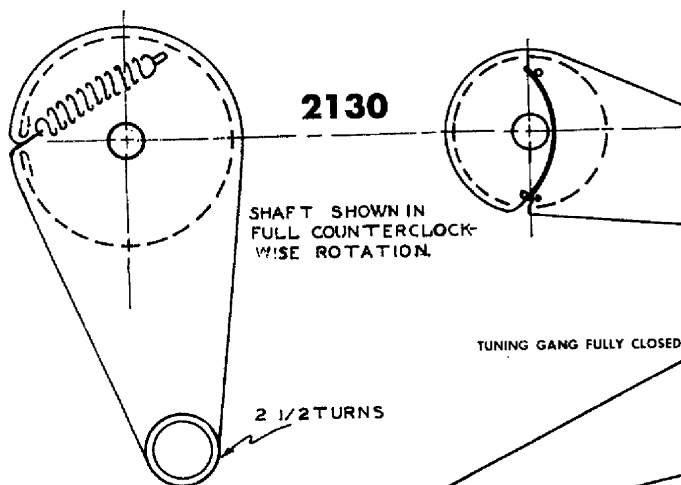
TUNING GANG FULLY CLOSED

TUNING SHAFT FULLY CLOCKWISE

2129



2130



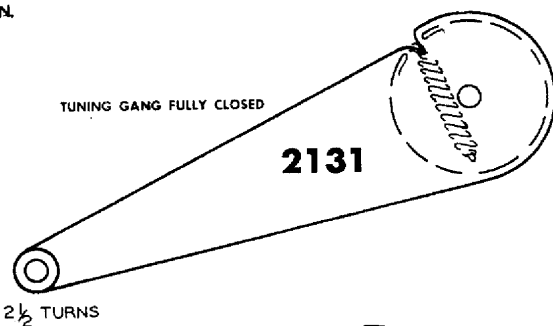
SHAFT SHOWN IN
FULL COUNTERCLOCK-
WISE ROTATION.

1 1/2 TURNS

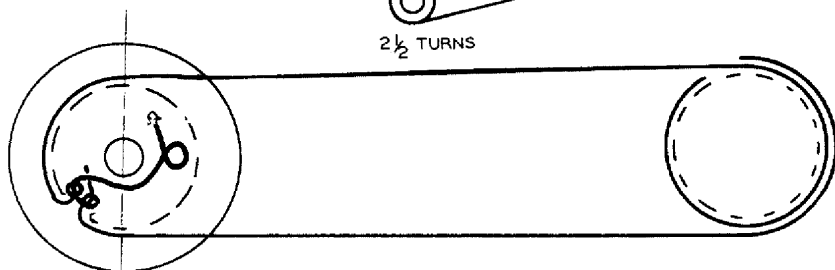
2 1/2 TURNS

TUNING GANG FULLY CLOSED

2131

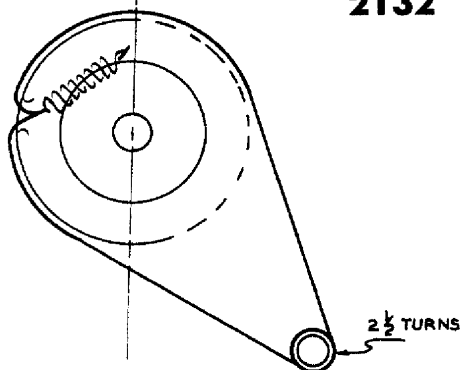


2 1/2 TURNS



TUNING GANG FULLY CLOSED

2132



2 1/2 TURNS

HAFT IN MAXIMUM COUNTER CLOCKWISE POSITION.

2133

FINE TUNING IN MAX COUNTER
CLOCKWISE POSITION .

2134

$1\frac{1}{2}$ TURNS AROUND PULLEY
AND ONE TURN
AROUND RIVET

2135

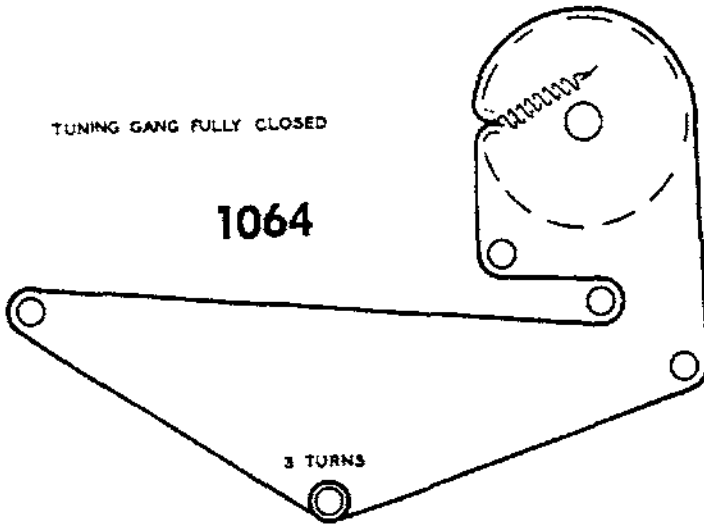
TUNING GANG FULLY CLOSED

$\frac{1}{2}$ TURN
 $\frac{1}{2}$ TURNS ON STUD

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

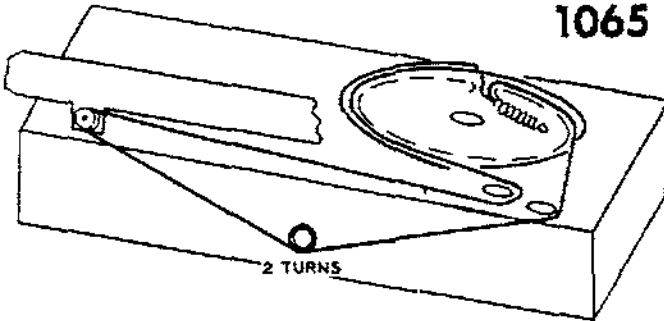
TUNING GANG FULLY CLOSED

1064



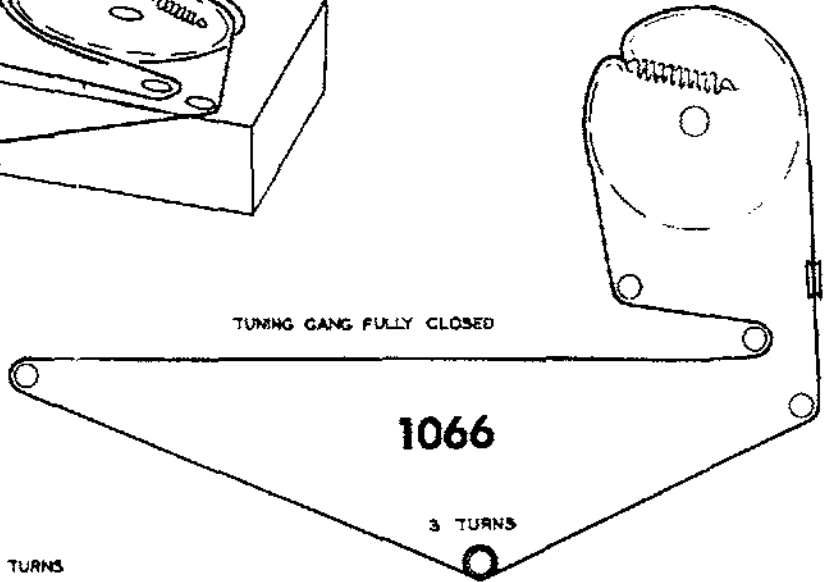
TUNING GANG FULLY CLOSED

1065



TUNING GANG FULLY CLOSED

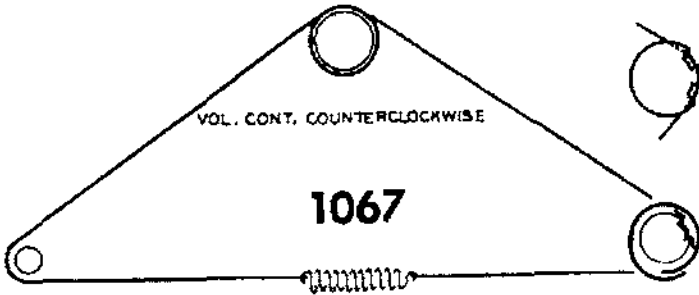
1066



2 TURNS

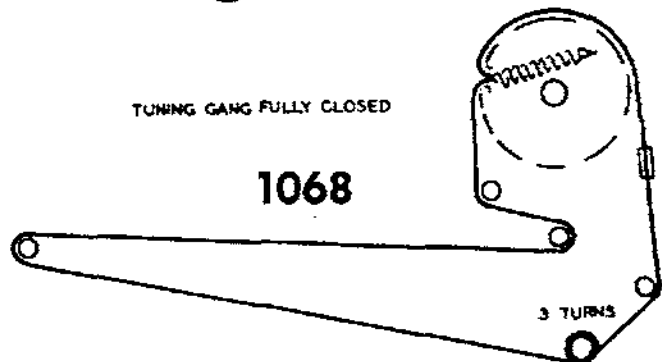
VOL. CONT. COUNTERCLOCKWISE

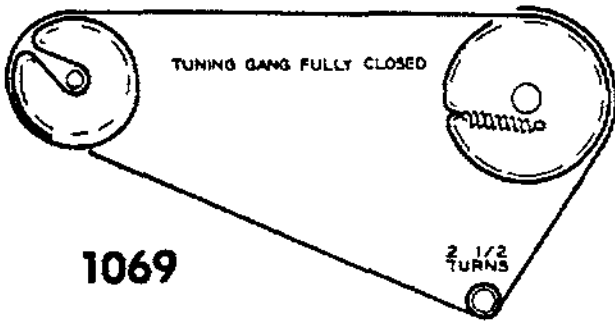
1067



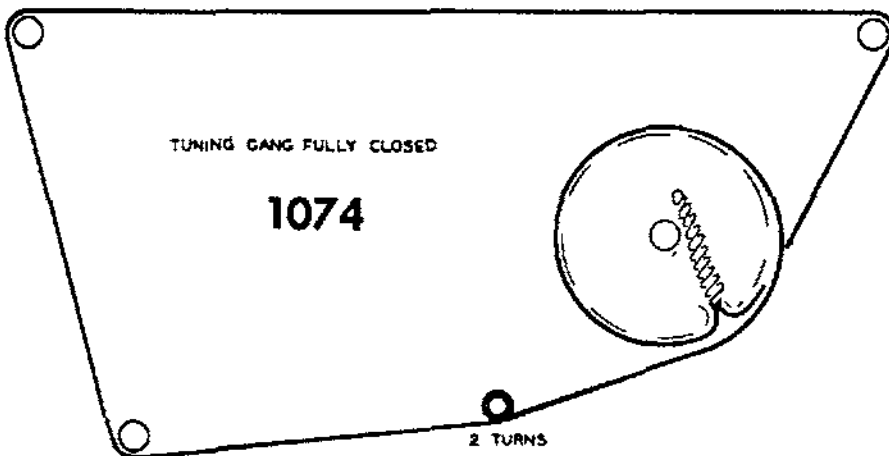
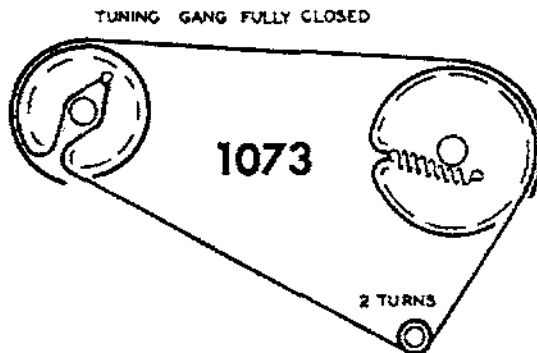
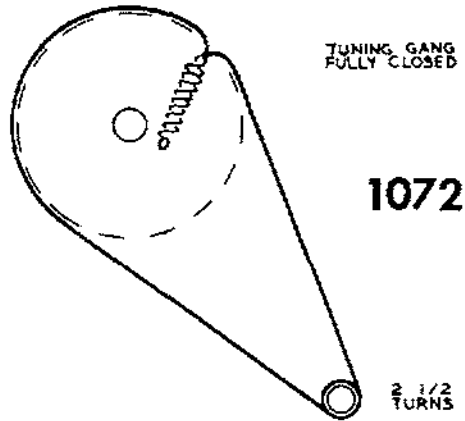
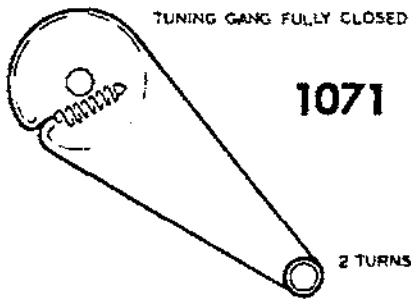
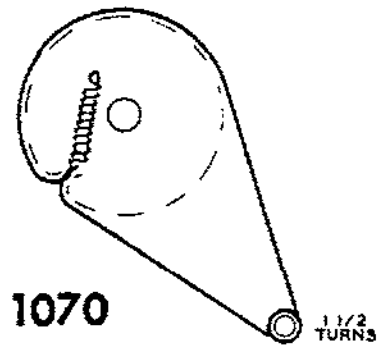
TUNING GANG FULLY CLOSED

1068

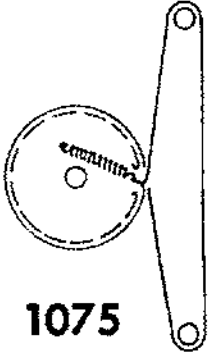




TUNING GANG FULLY CLOSED



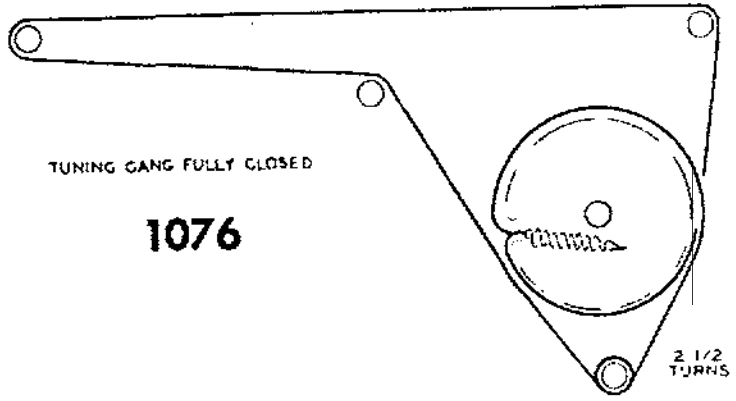
TUNING GANG FULLY CLOSED



1075

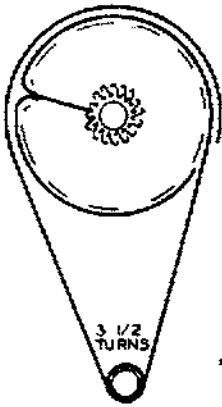
TUNING GANG FULLY CLOSED

1076



2 1/2
TURNS

TUNING GANG FULLY CLOSED

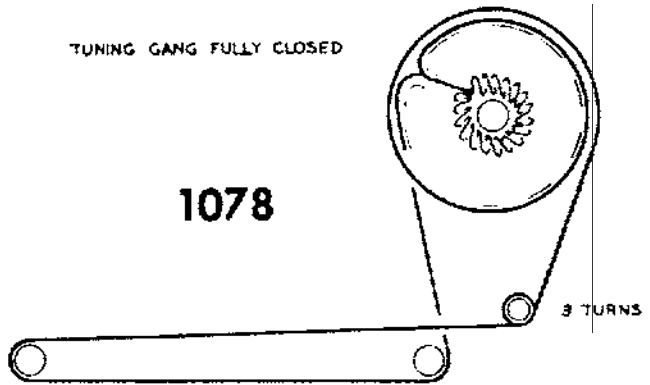


3 1/2
TURNS

1077

TUNING GANG FULLY CLOSED

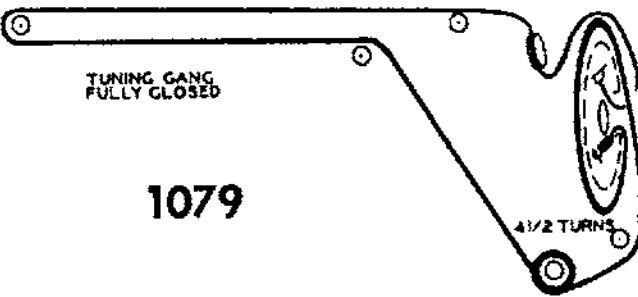
1078



3 TURNS

TUNING GANG
FULLY CLOSED

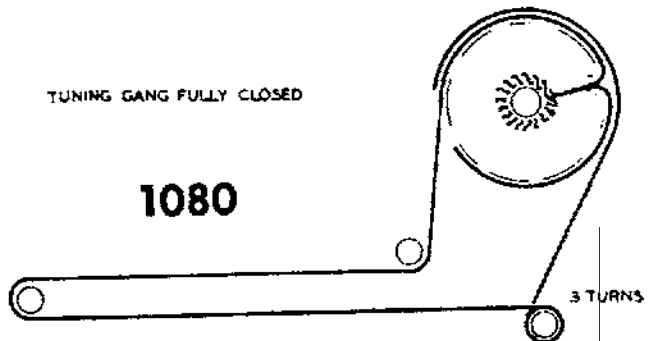
1079



4 1/2 TURNS

TUNING GANG FULLY CLOSED

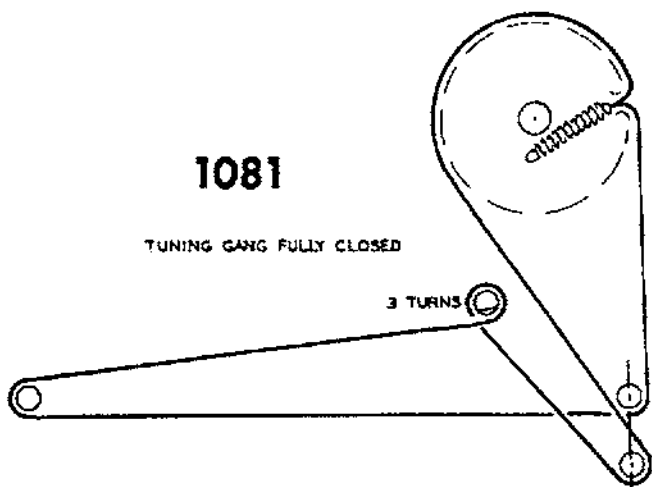
1080



3 TURNS

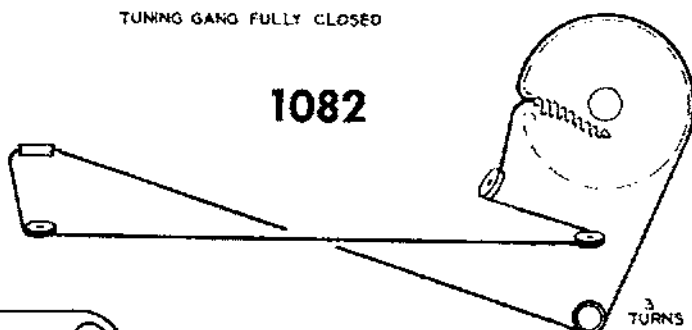
1081

TUNING GANG FULLY CLOSED



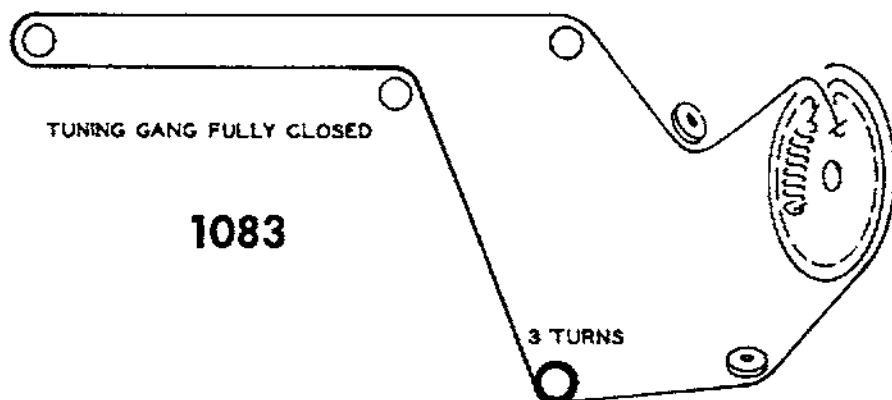
TUNING GANG FULLY CLOSED

1082



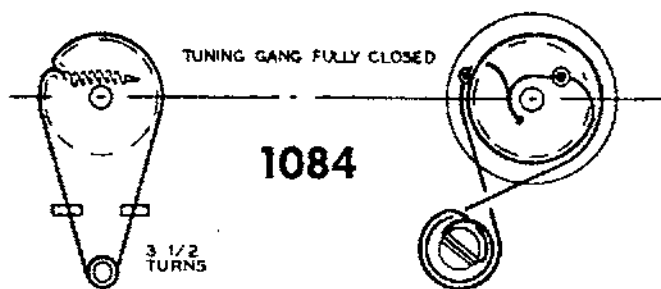
TUNING GANG FULLY CLOSED

1083



TUNING GANG FULLY CLOSED

1084



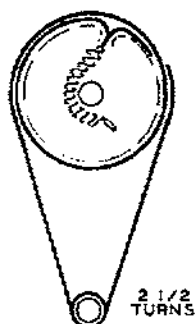
TUNING GANG FULLY CLOSED

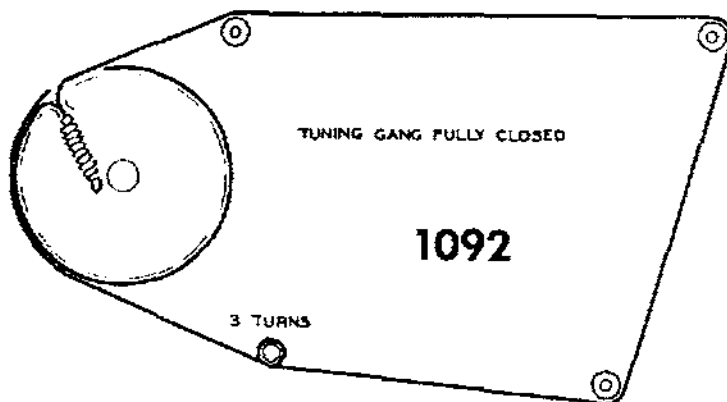
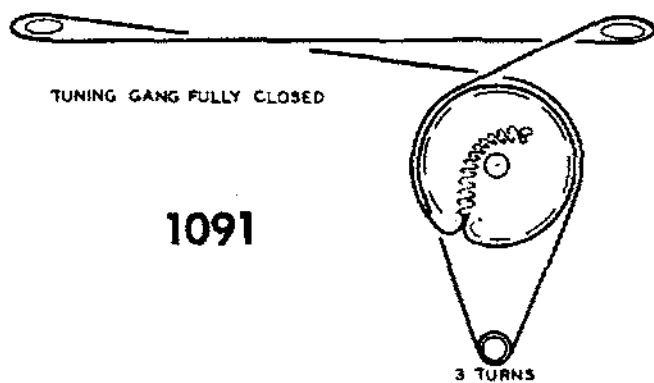
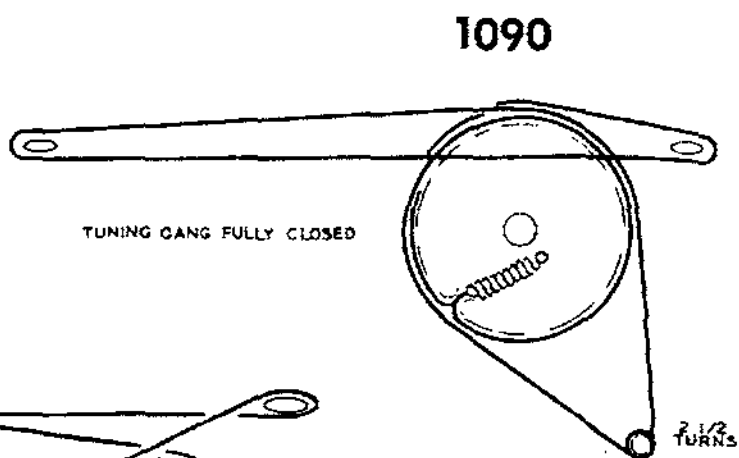
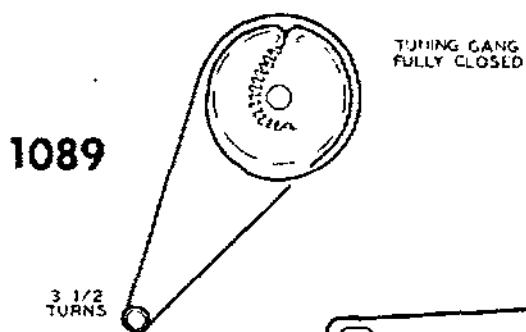
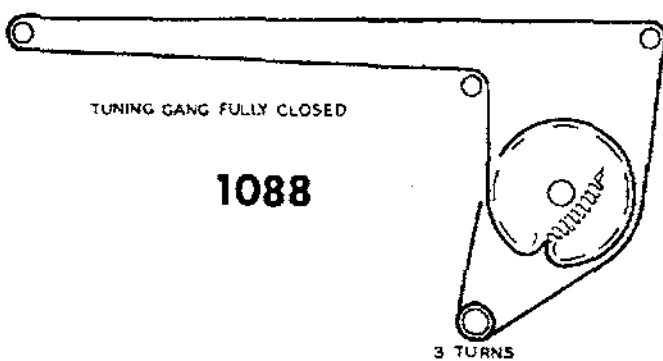
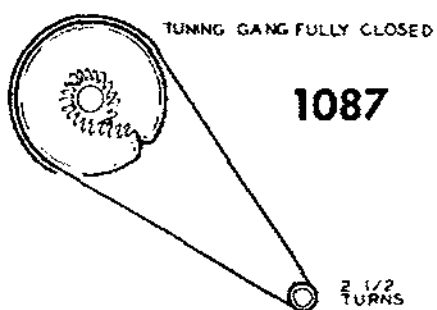
1085

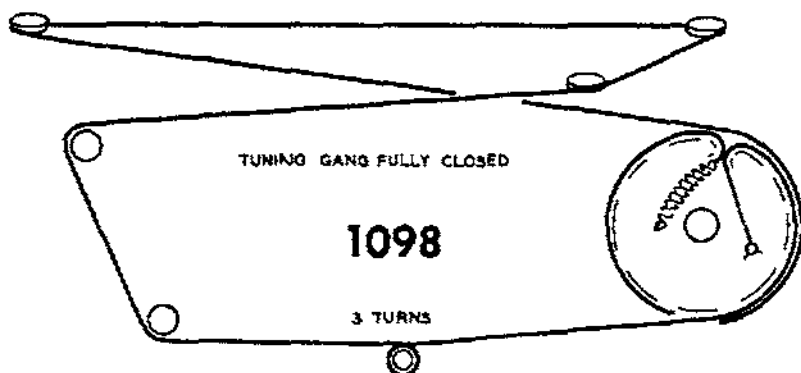
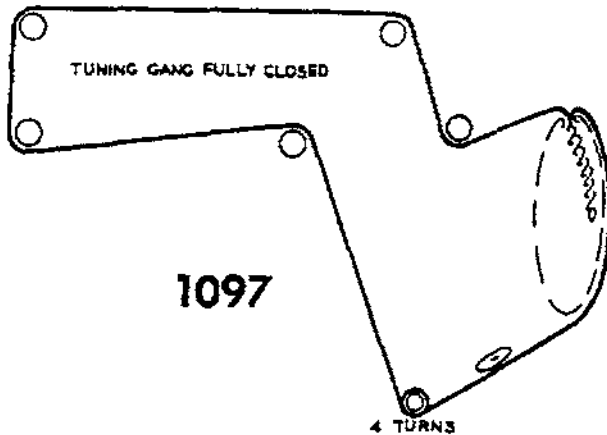
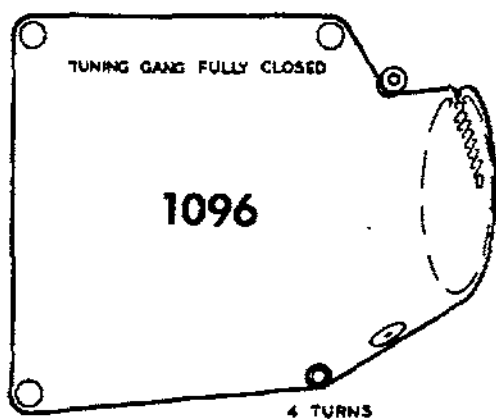
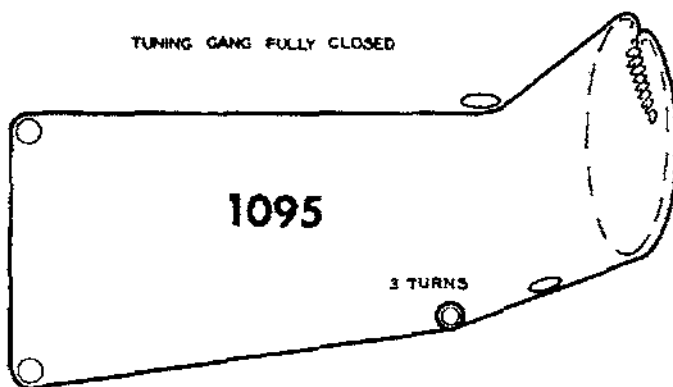
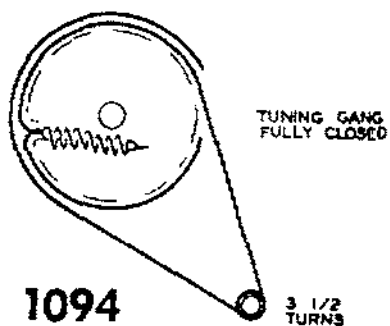
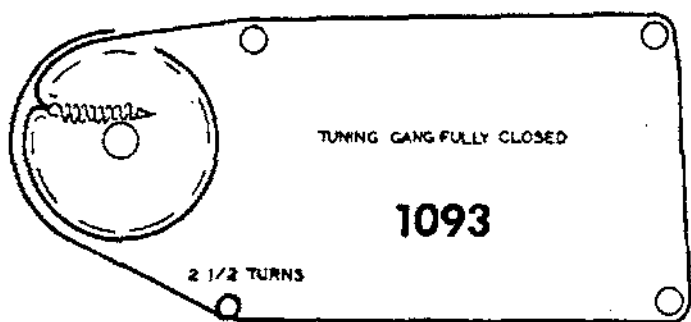


TUNING GANG FULLY CLOSED

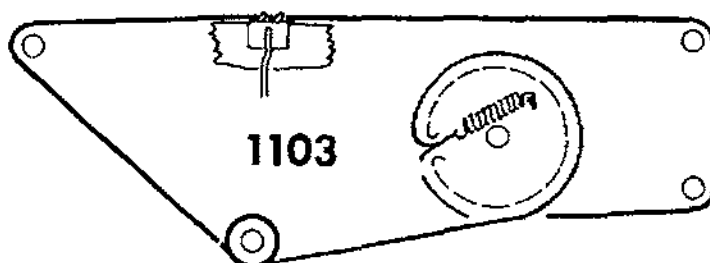
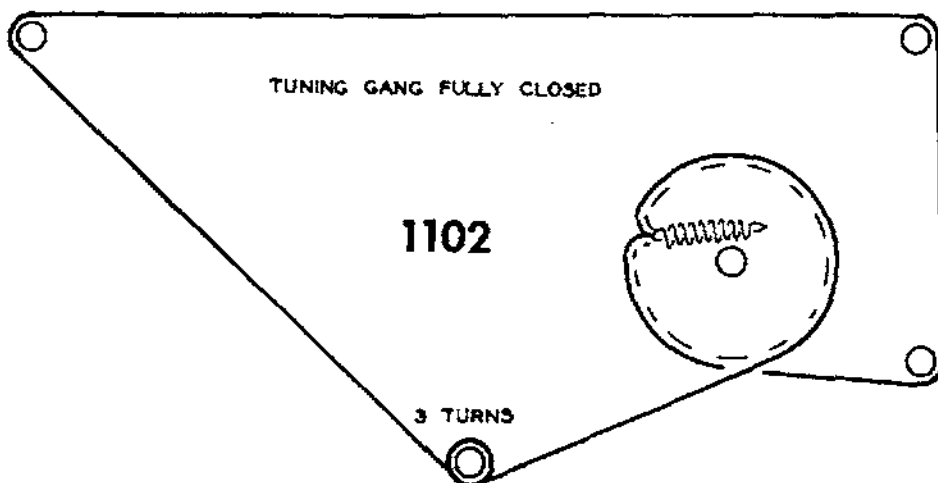
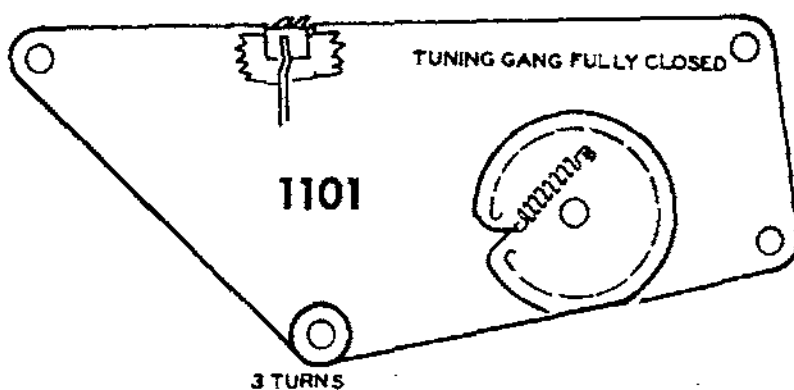
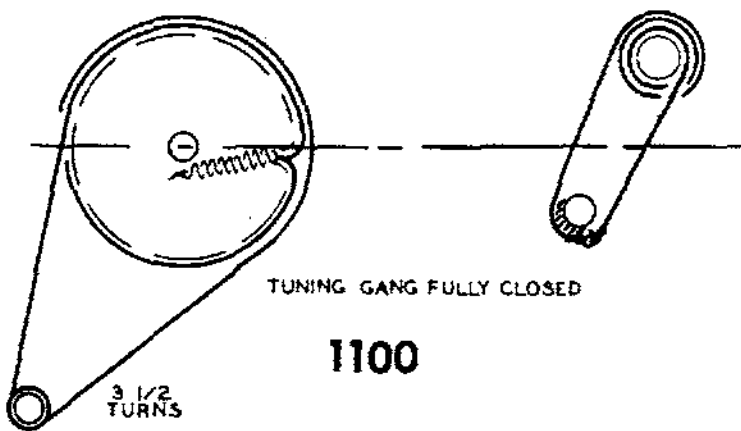
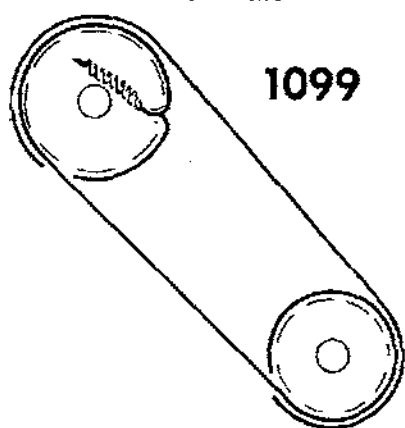
1086

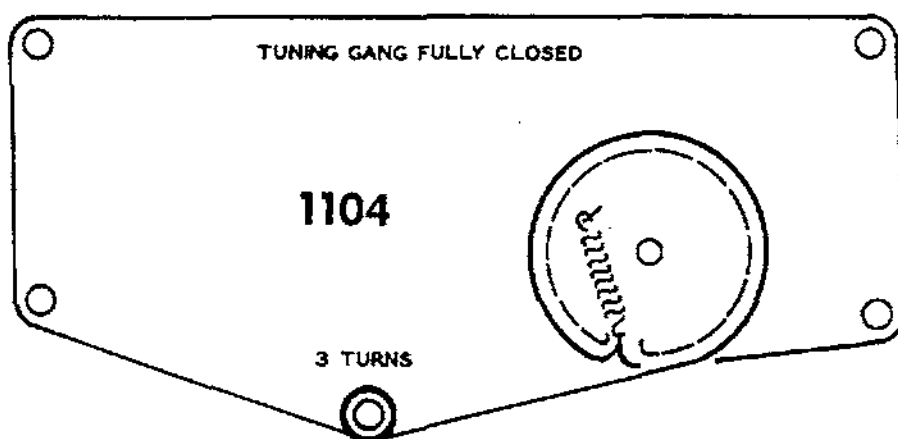




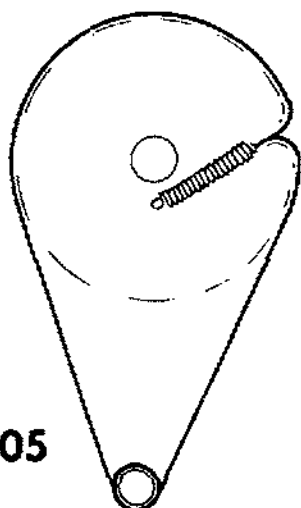


FULLY COUNTERCLOCKWISE

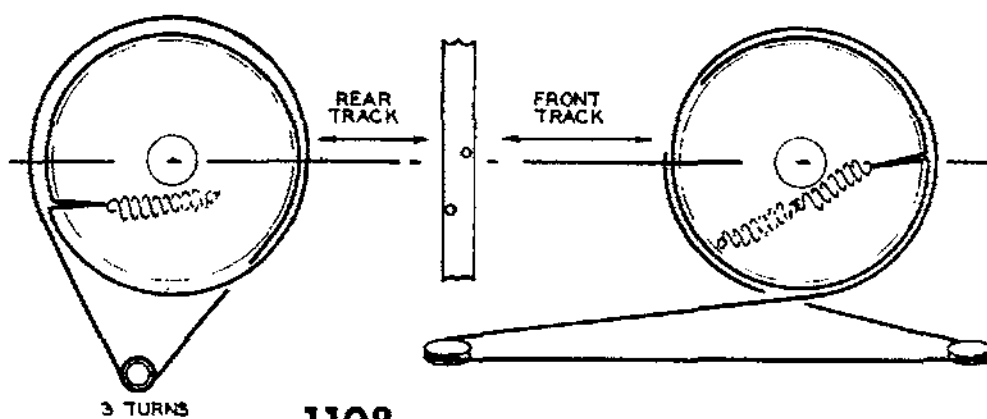
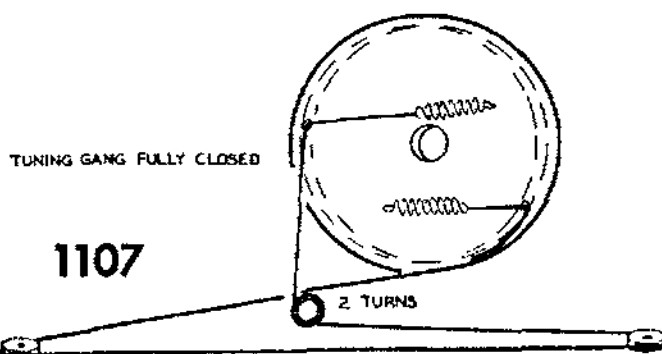
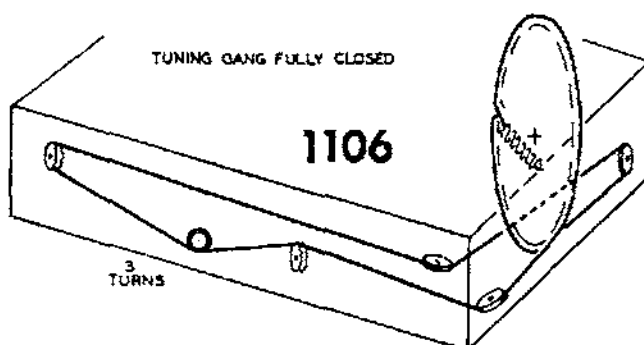




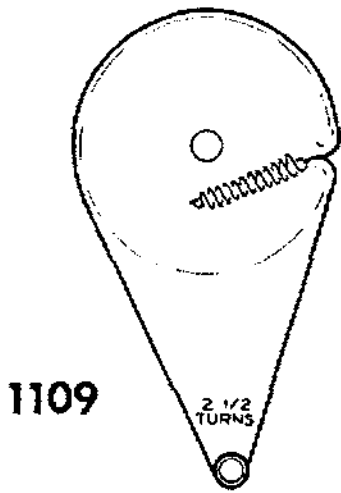
TUNING GANG FULLY CLOSED



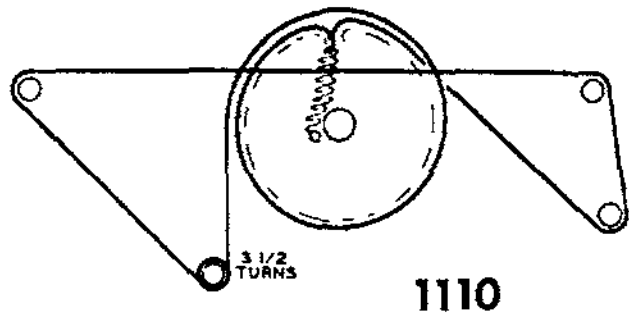
2 1/2 TURNS



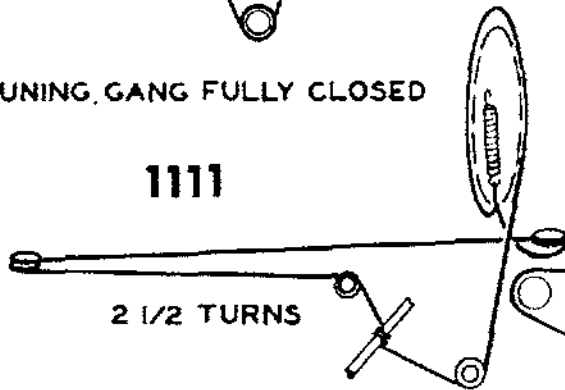
TUNING GANG FULLY CLOSED



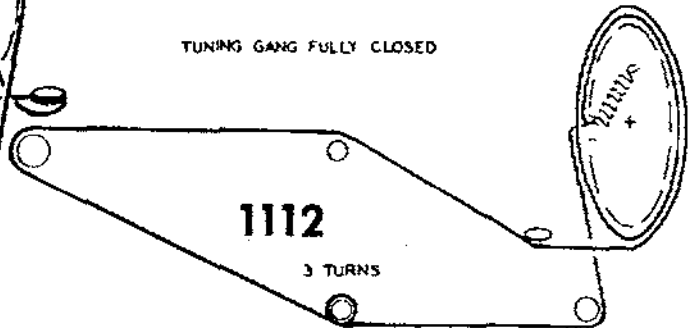
TUNING GANG FULLY CLOSED



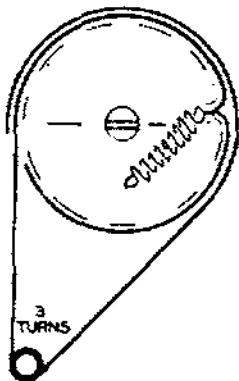
TUNING GANG FULLY CLOSED



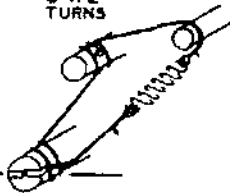
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

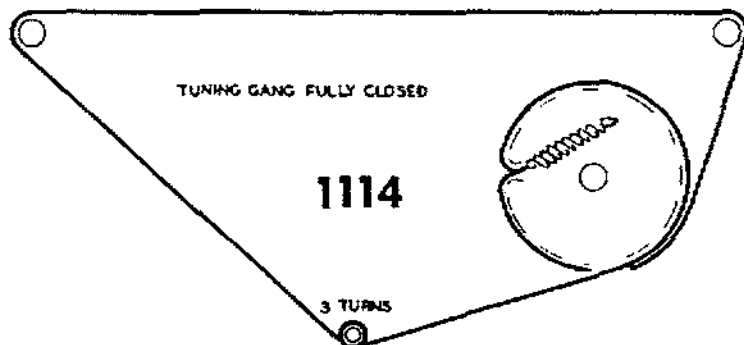


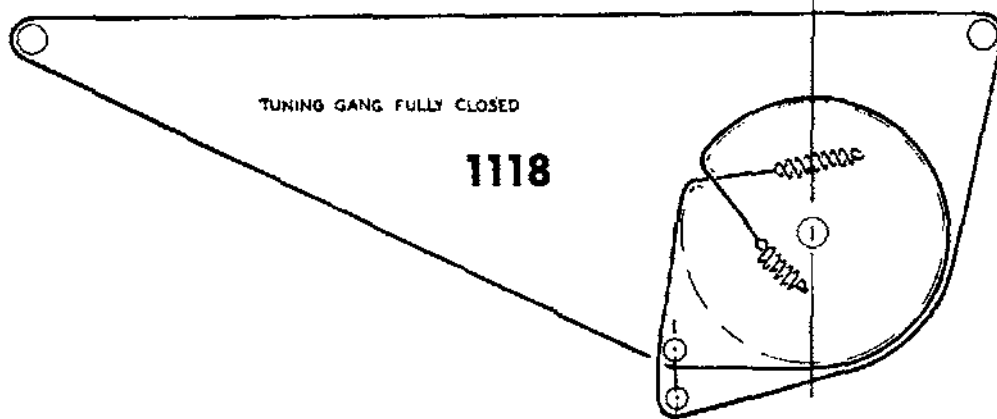
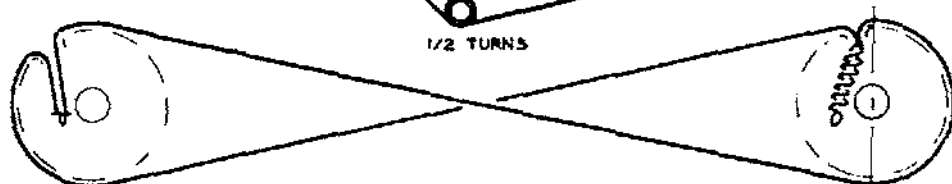
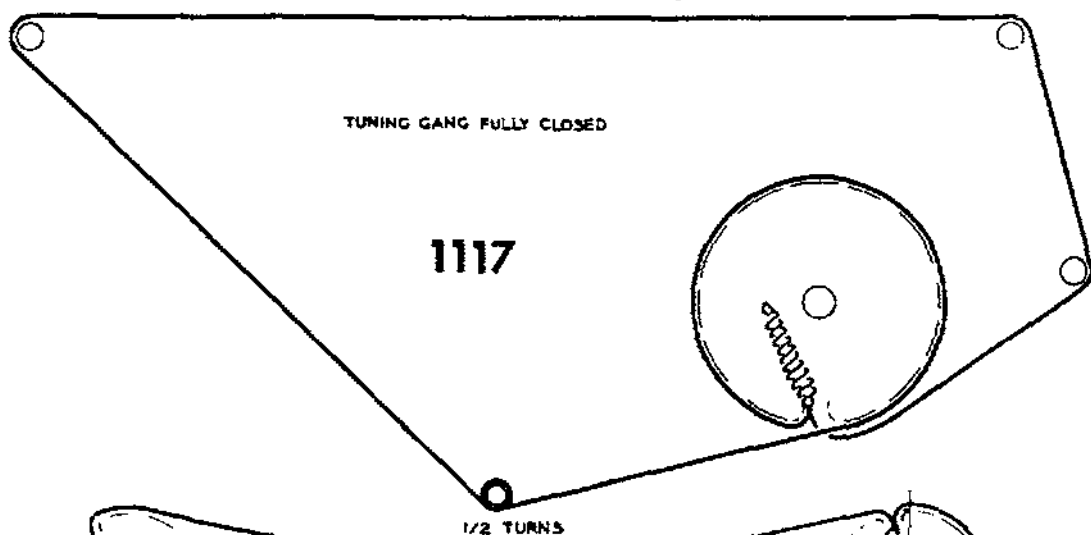
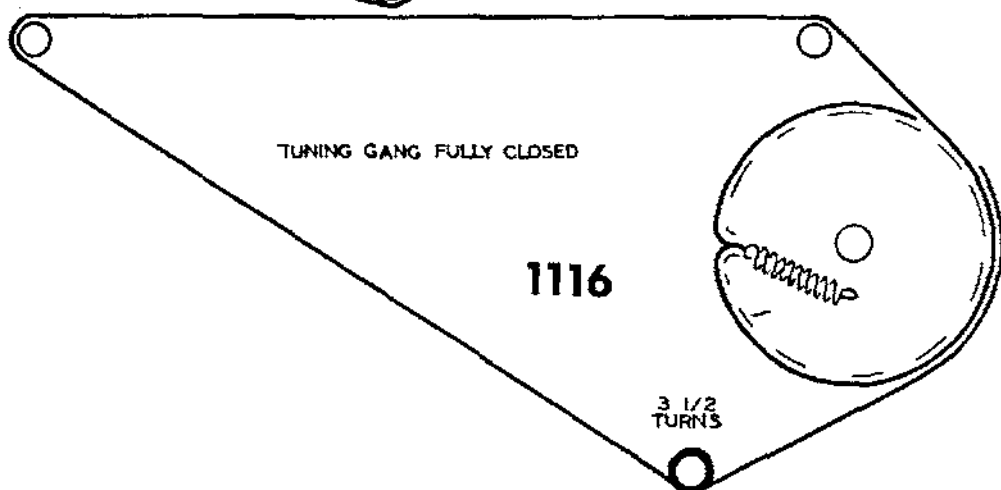
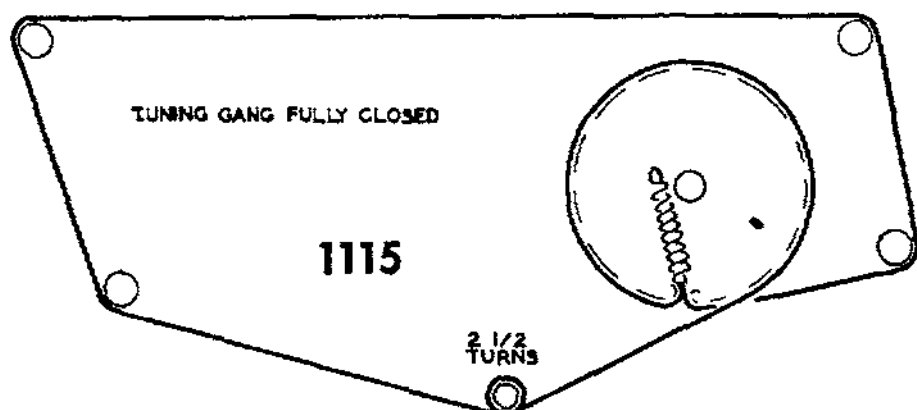
3 1/2 TURNS

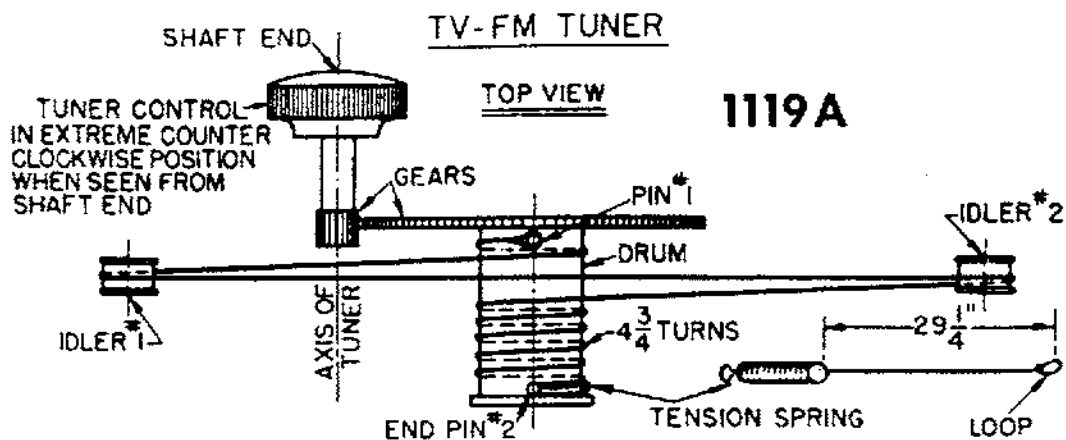


1113

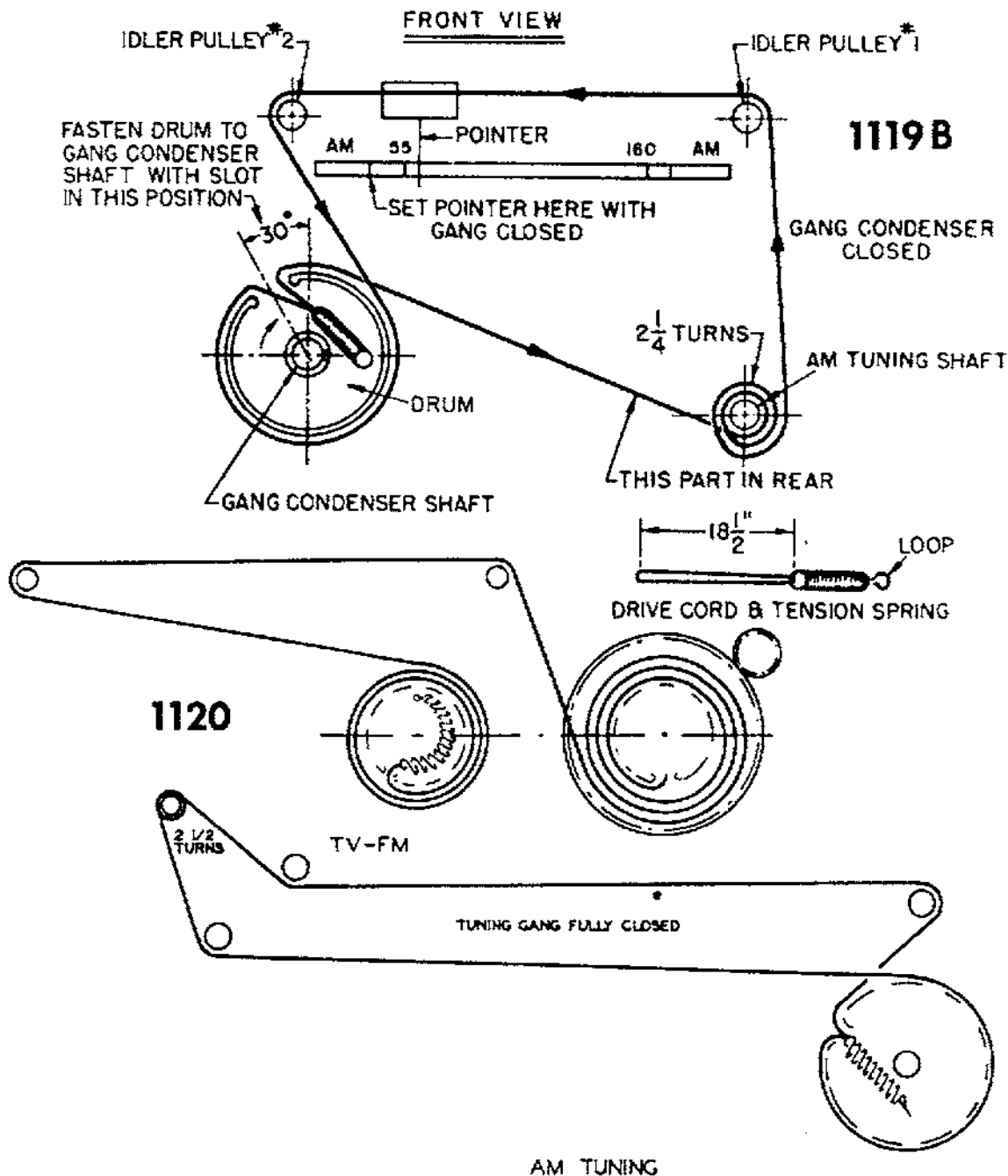
TUNING GANG FULLY CLOSED

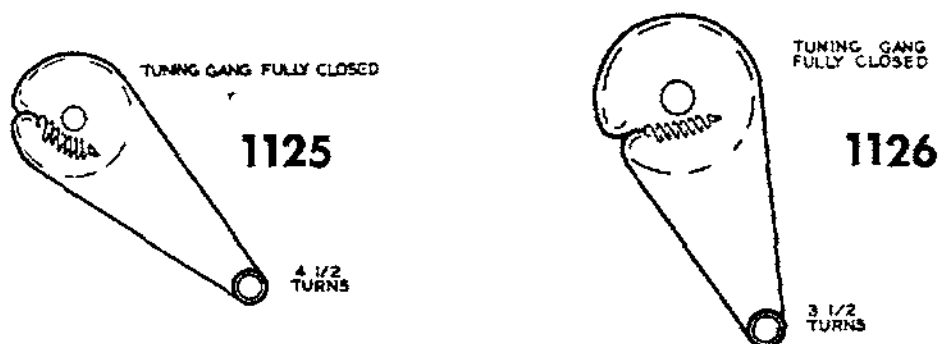
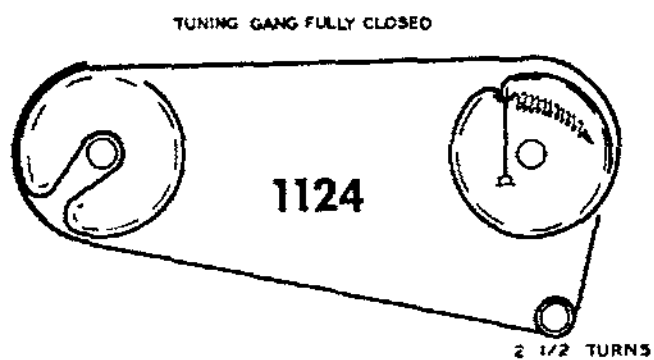
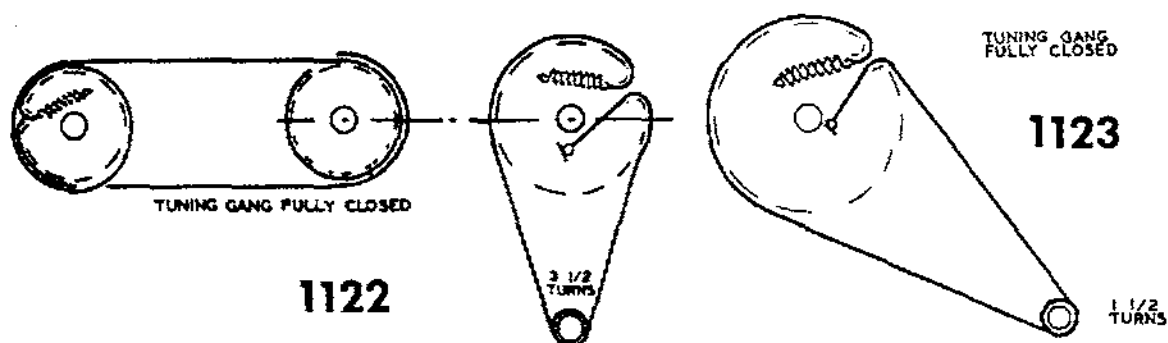
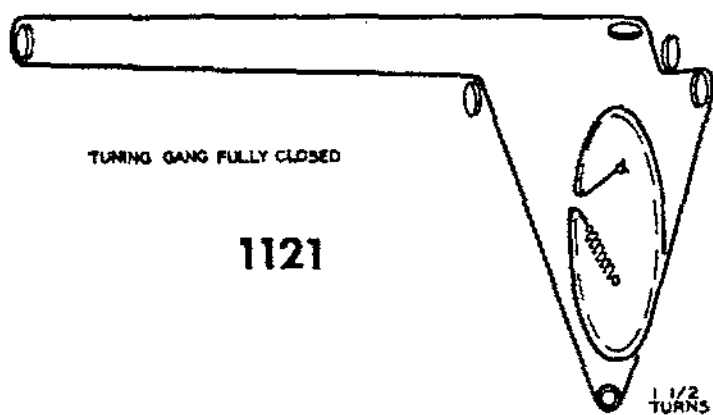




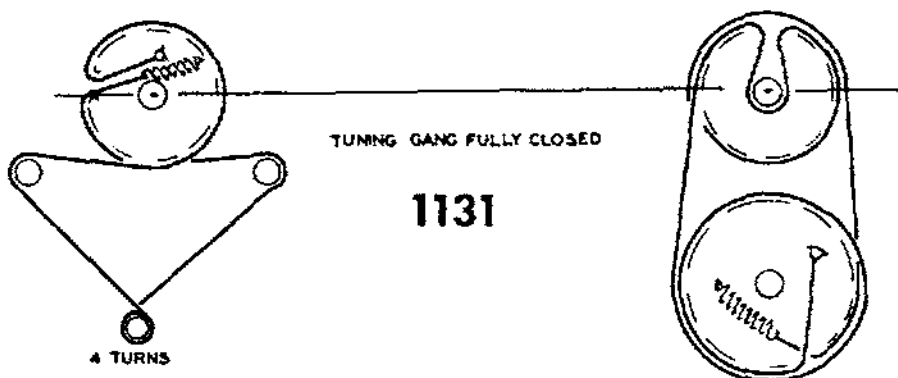
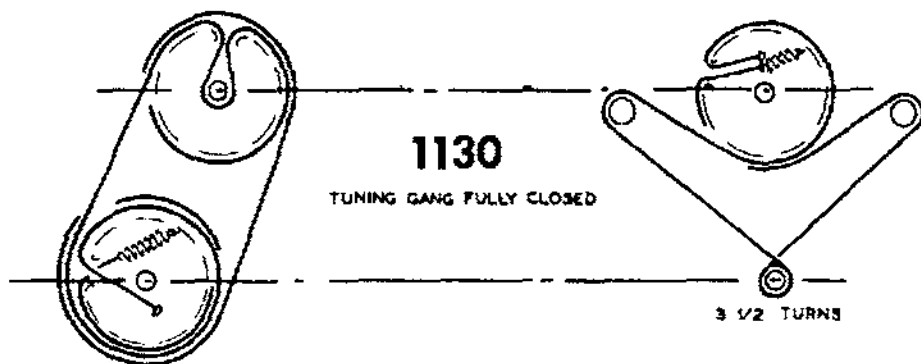
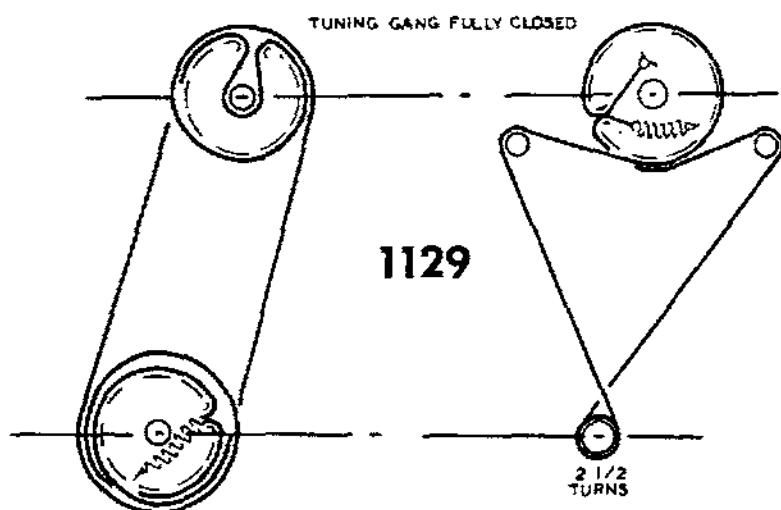
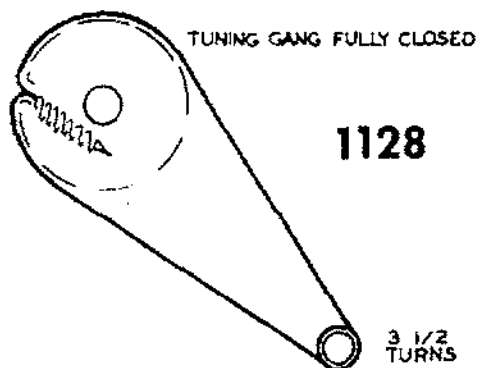
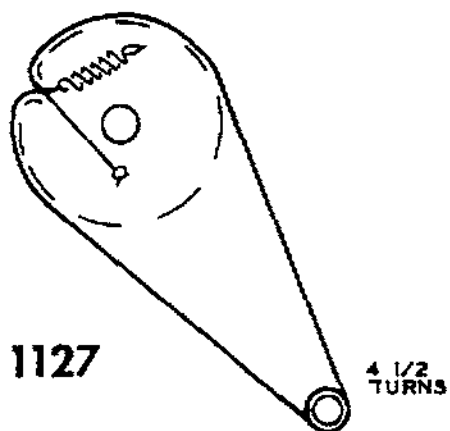


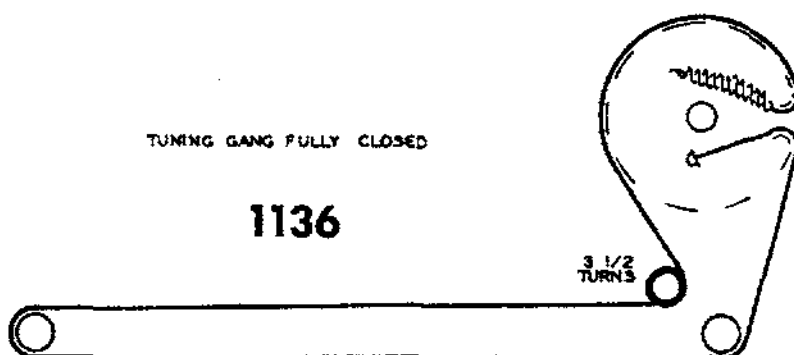
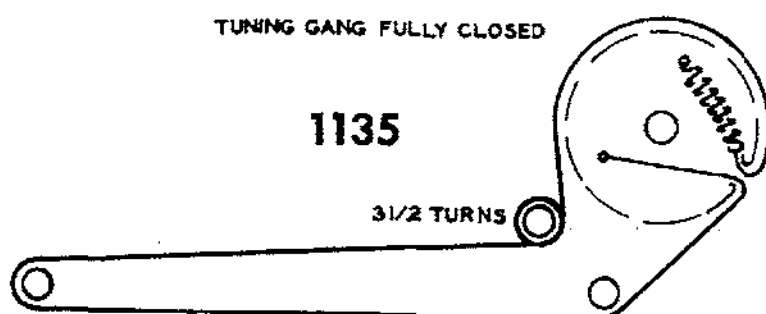
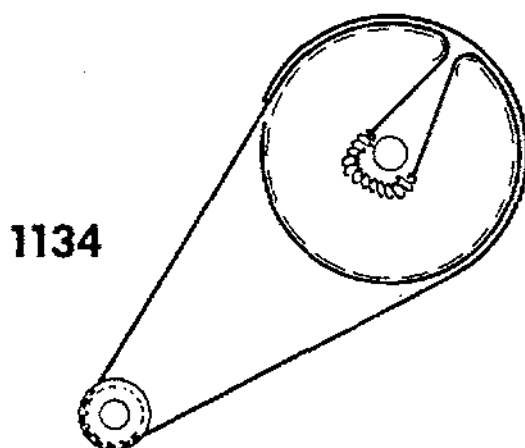
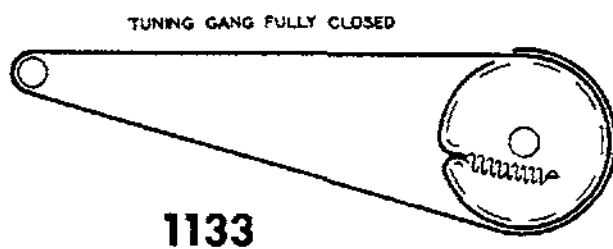
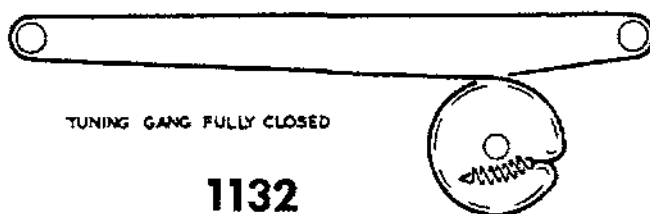
AM TUNER

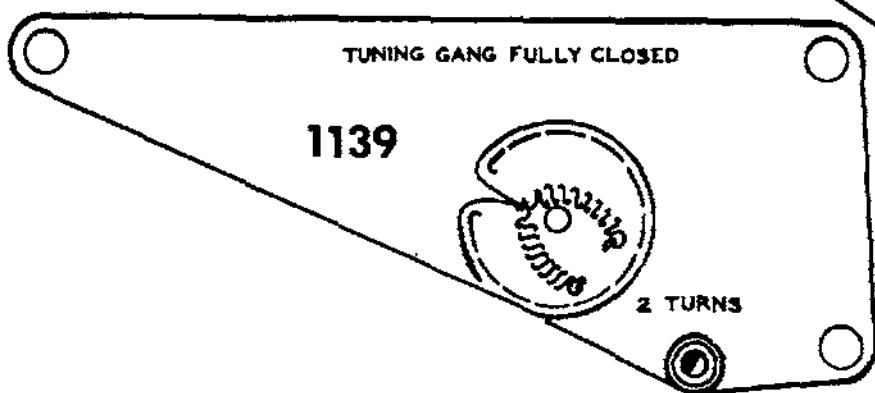
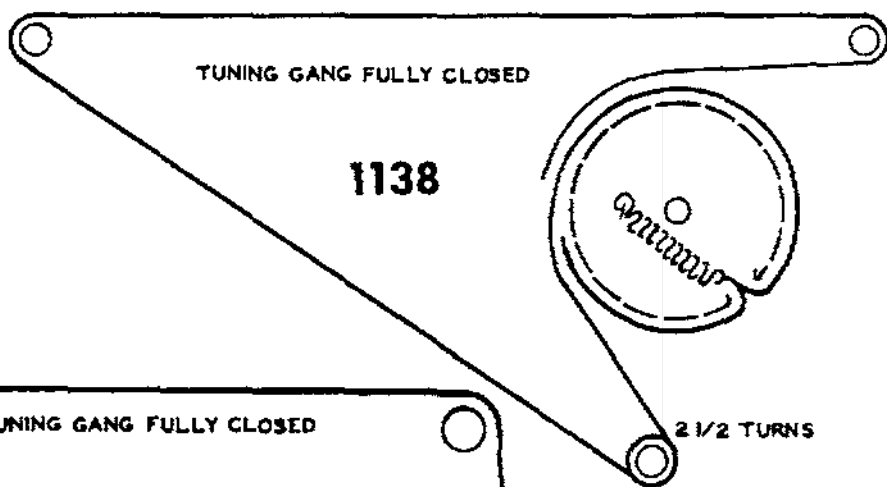
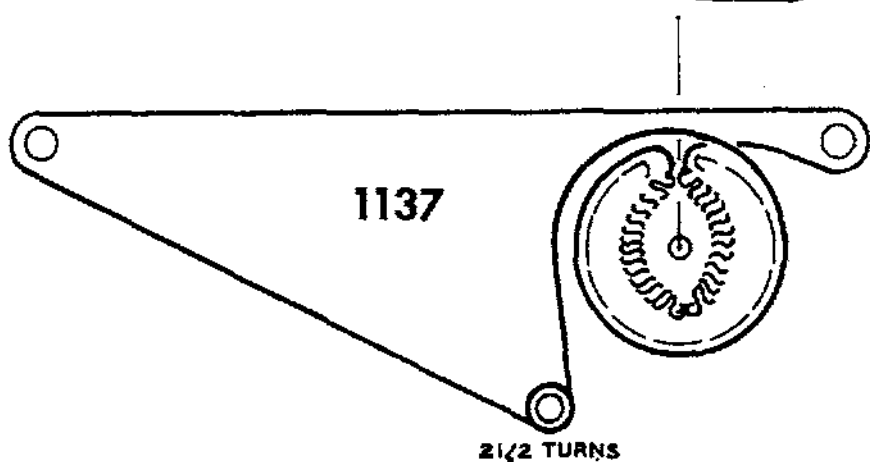
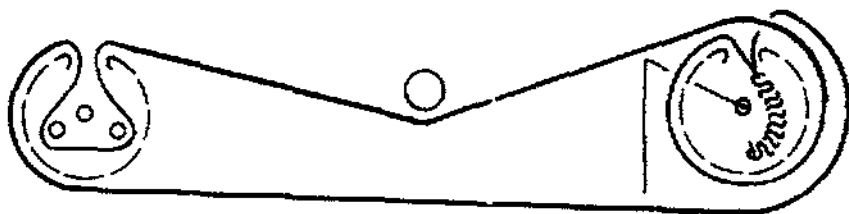




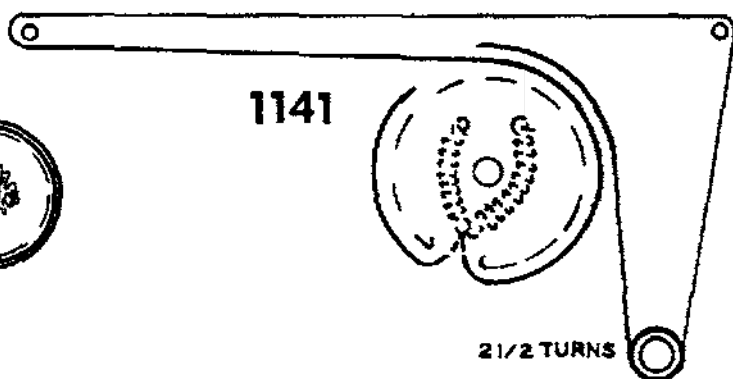
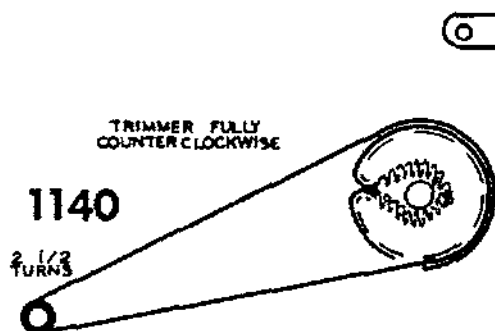
TUNING GANG FULLY CLOSED



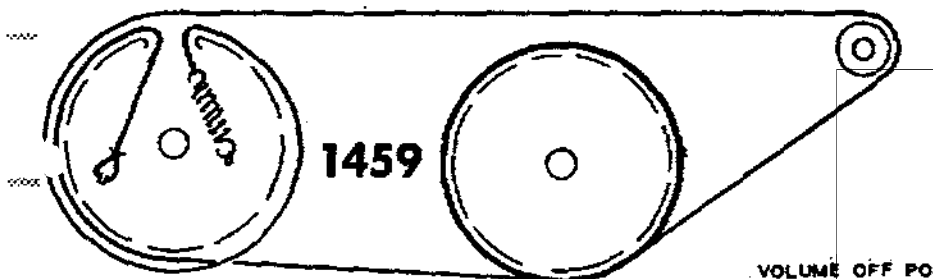




TUNING GANG FULLY CLOSED

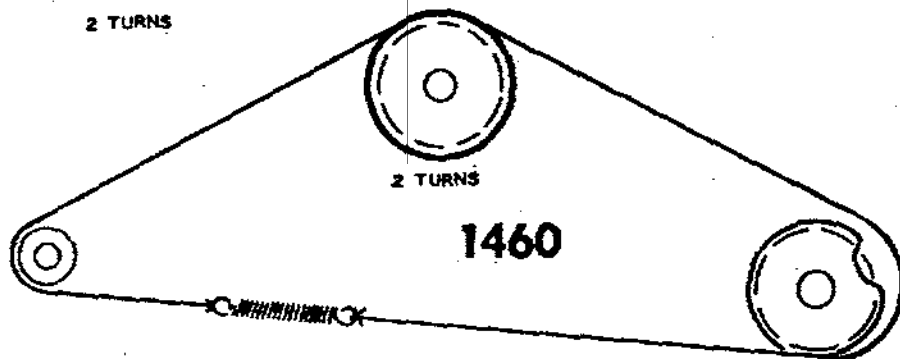


VOLUME OFF POSITION

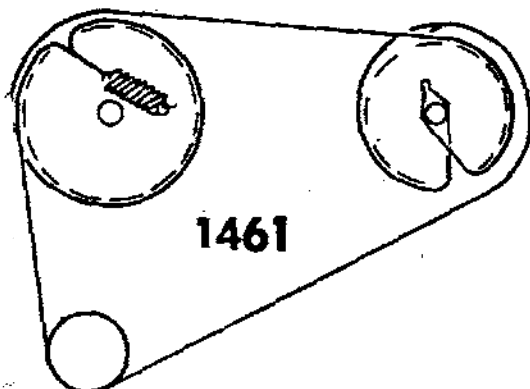


2 TURNS

VOLUME OFF POSITION

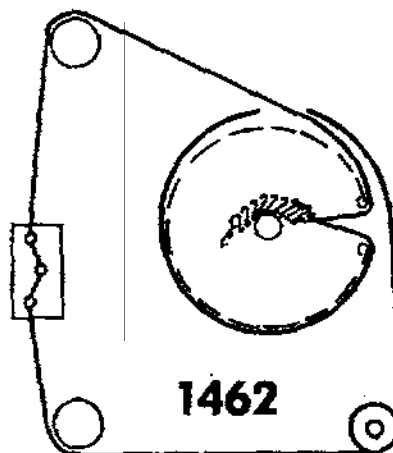


2 TURNS



2 TURNS

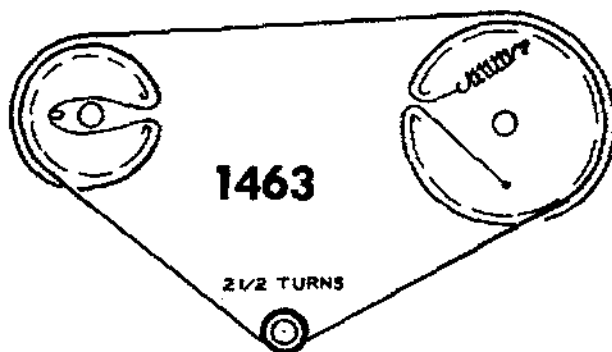
TUNING GANG
FULLY CLOSED



TUNING GANG
FULLY CLOSED

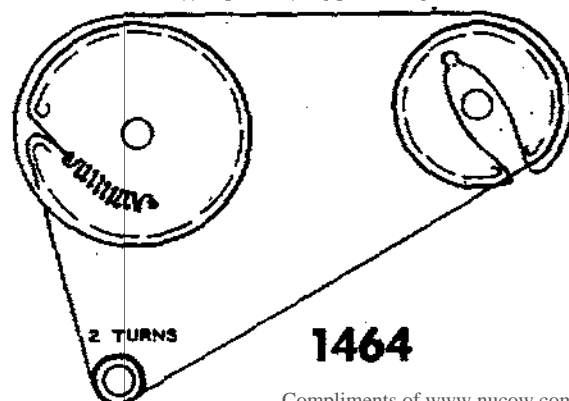
1 TURN

TUNING GANG FULLY CLOSED

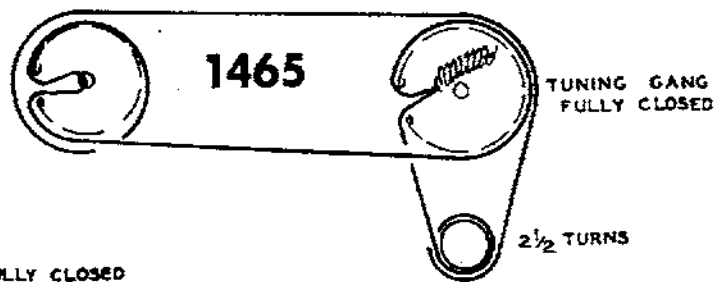


2 1/2 TURNS

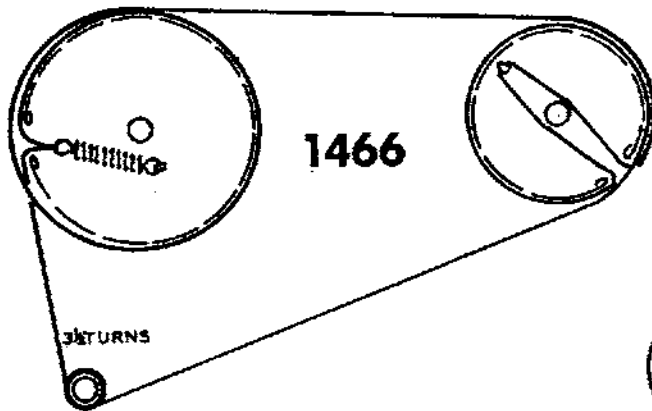
TUNING GANG FULLY CLOSED



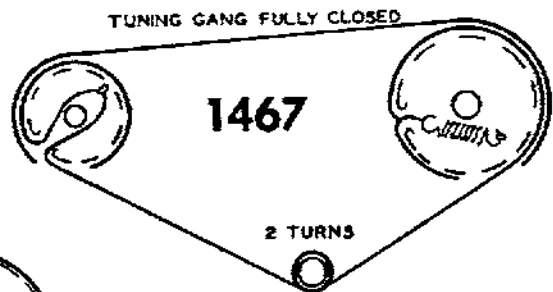
2 TURNS



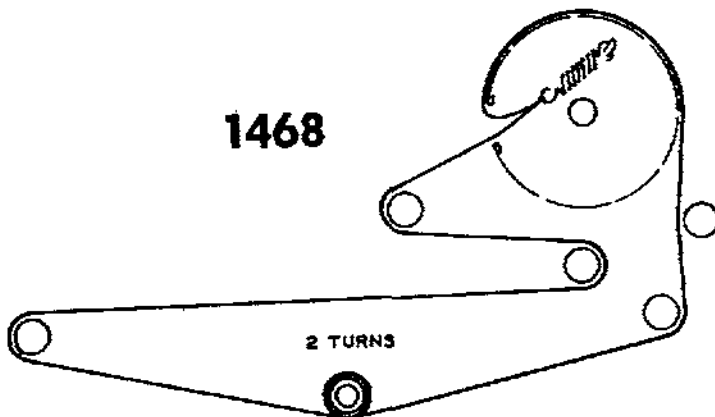
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

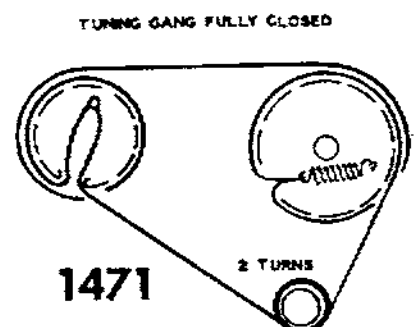
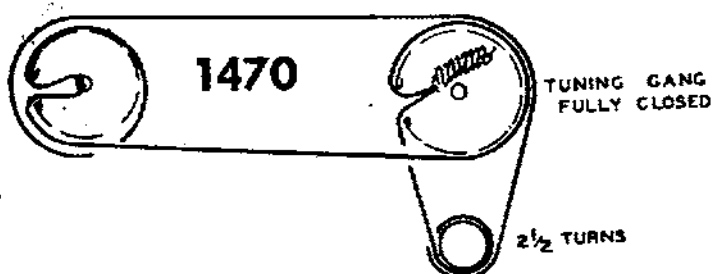
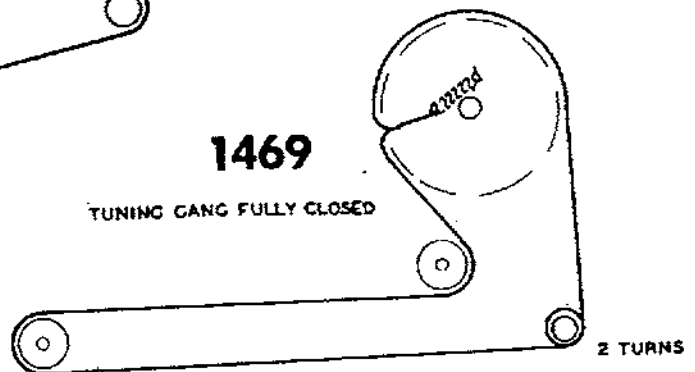


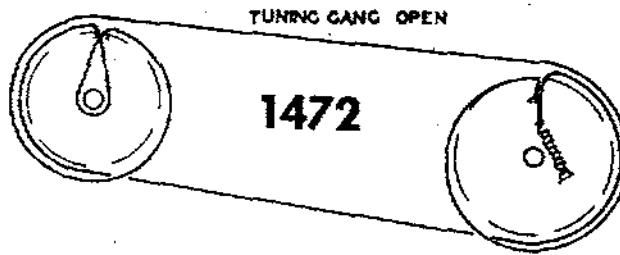
1468



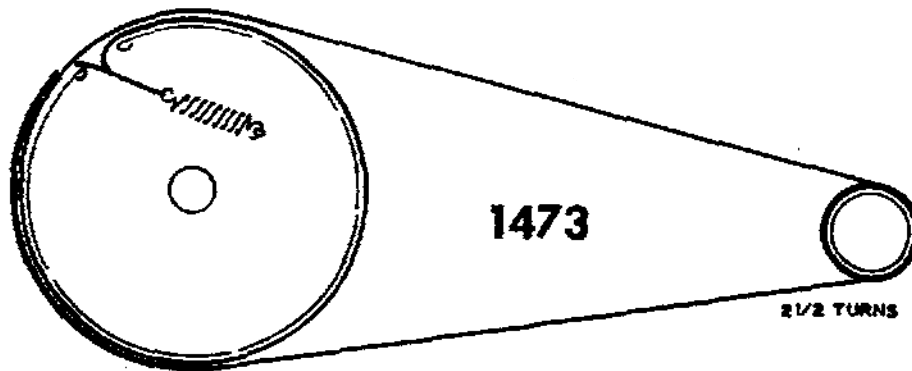
1469

TUNING GANG FULLY CLOSED

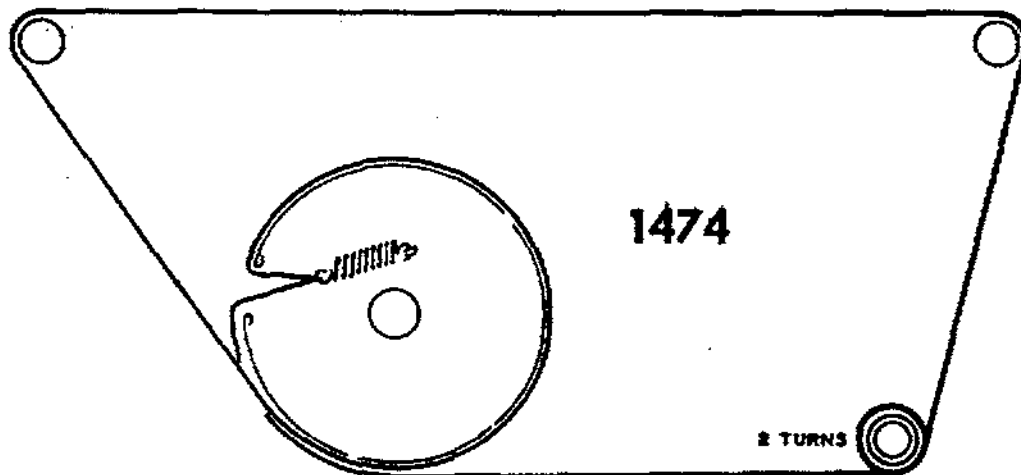




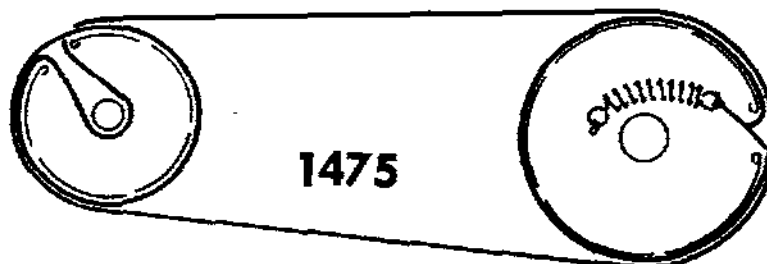
TONE CONTROL FULLY TO THE LEFT

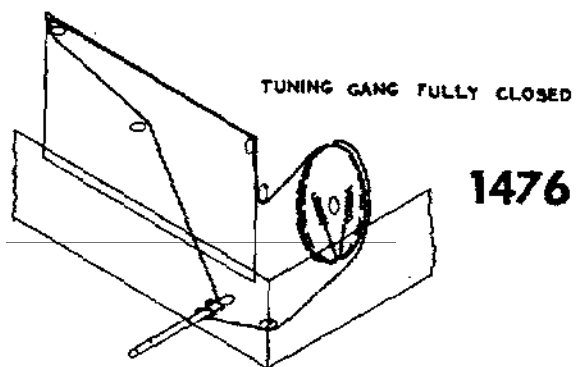


TUNING GANG FULLY CLOSED



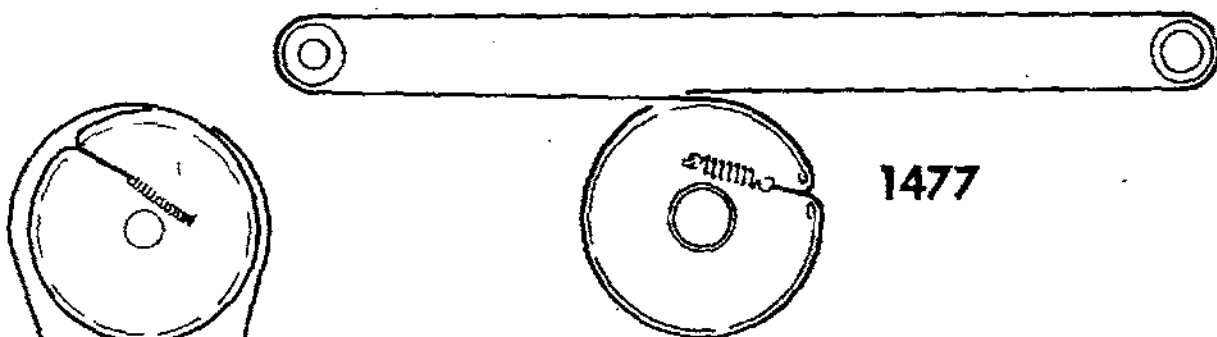
TUNING GANG FULLY CLOSED





1476

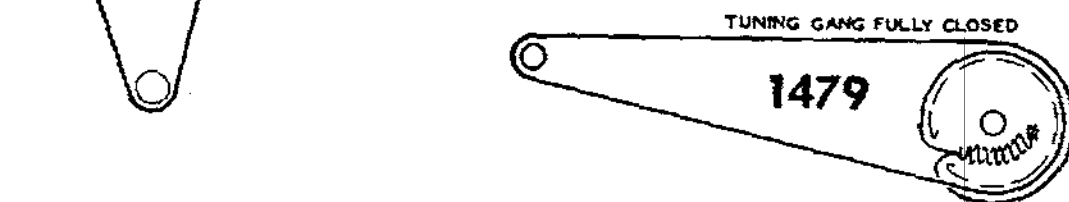
TUNING GANG FULLY CLOSED



1477

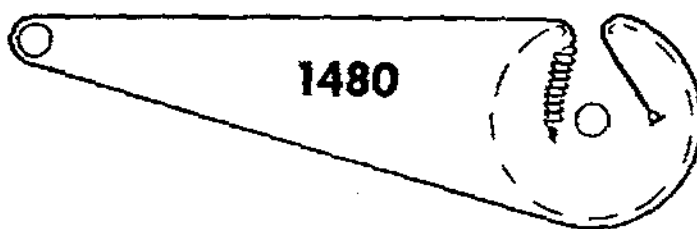
1478

TUNING GANG FULLY OPEN



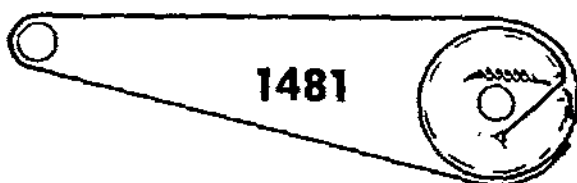
1479

TUNING GANG FULLY CLOSED

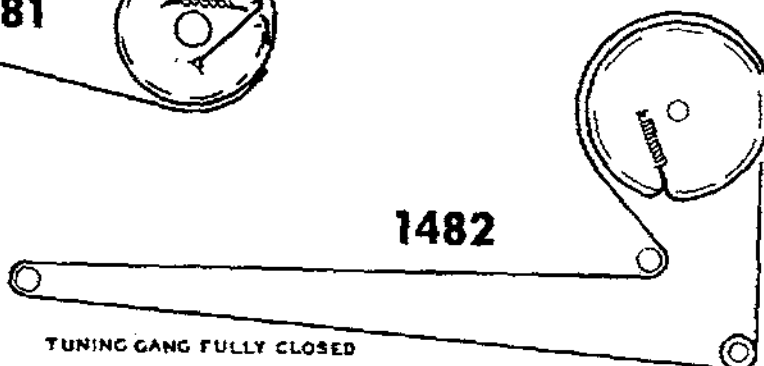


1480

TUNING GANG FULLY CLOSED



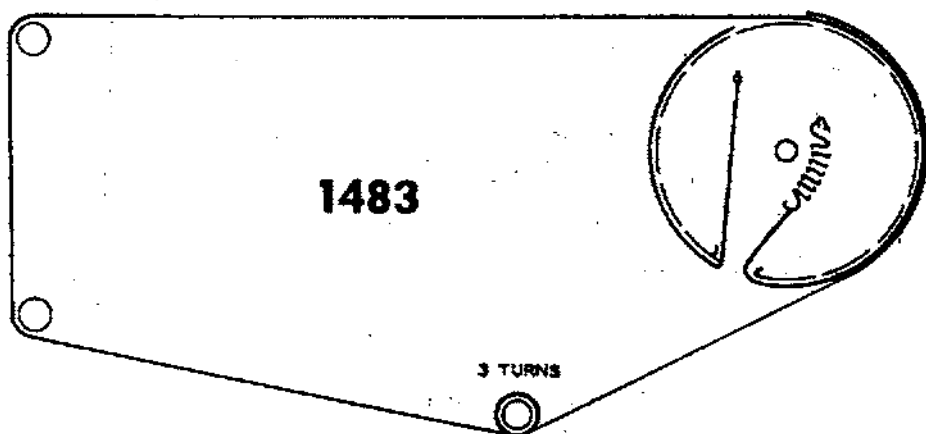
1481



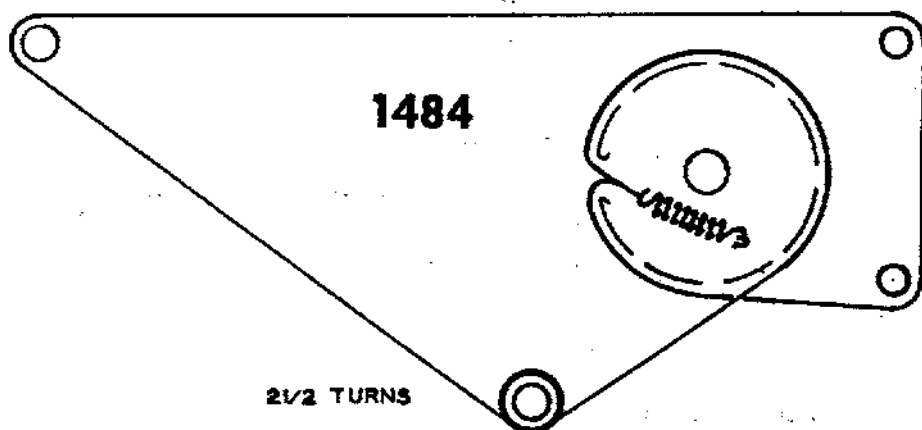
1482

3 1/2 TURNS

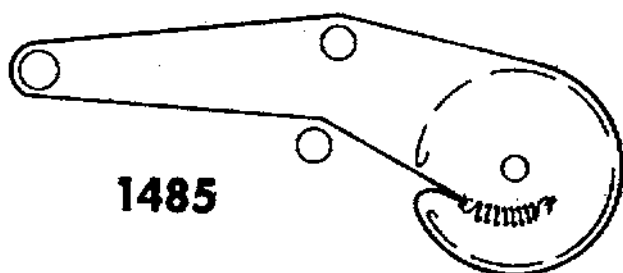
TUNING GANG FULLY CLOSED



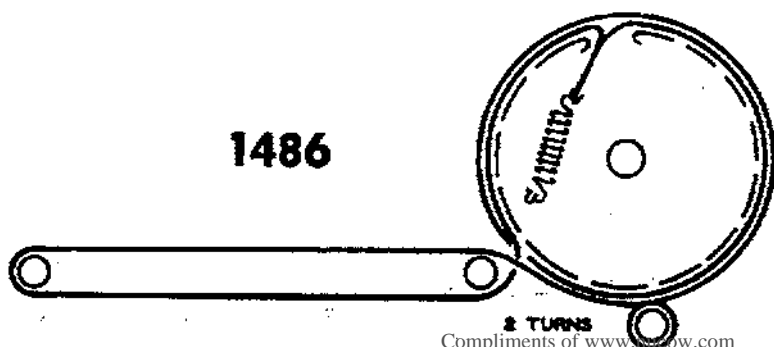
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

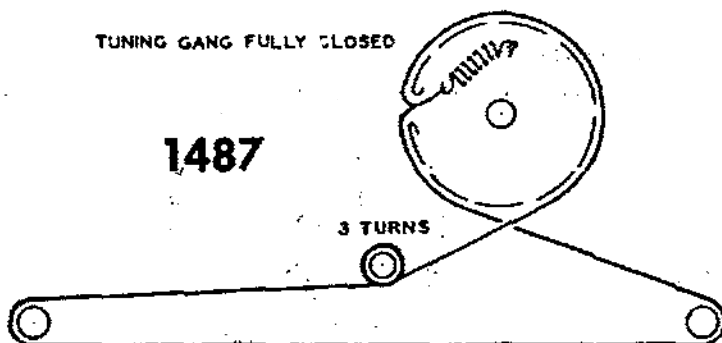


TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

1487



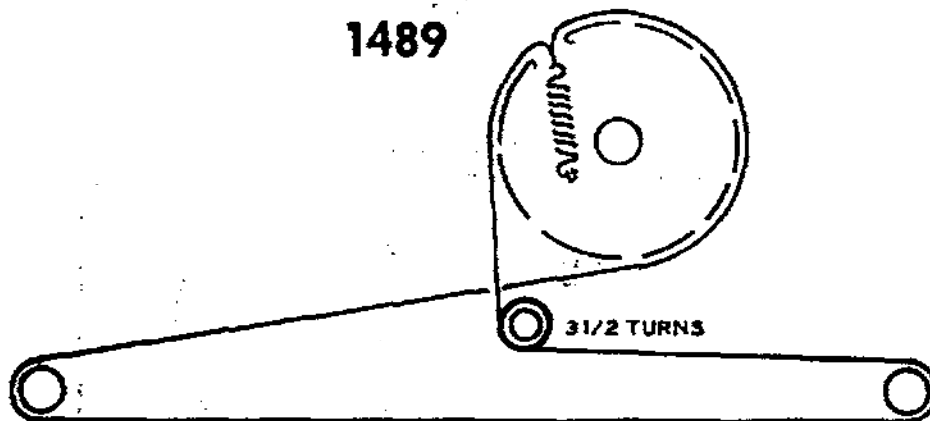
TUNING GANG FULLY CLOSED

1488



TUNING GANG FULLY CLOSED

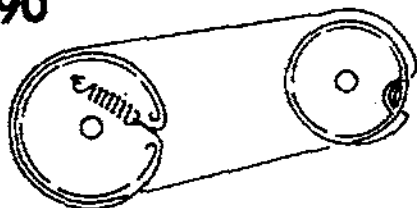
1489



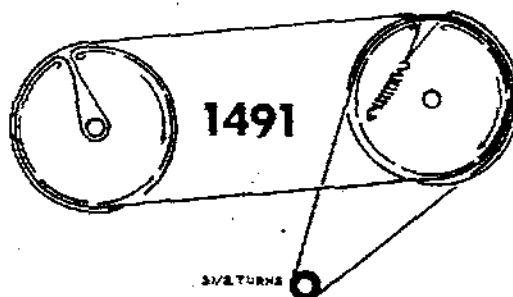
TUNING GANG FULLY CLOSED

1490

TUNING GANG FULLY CLOSED

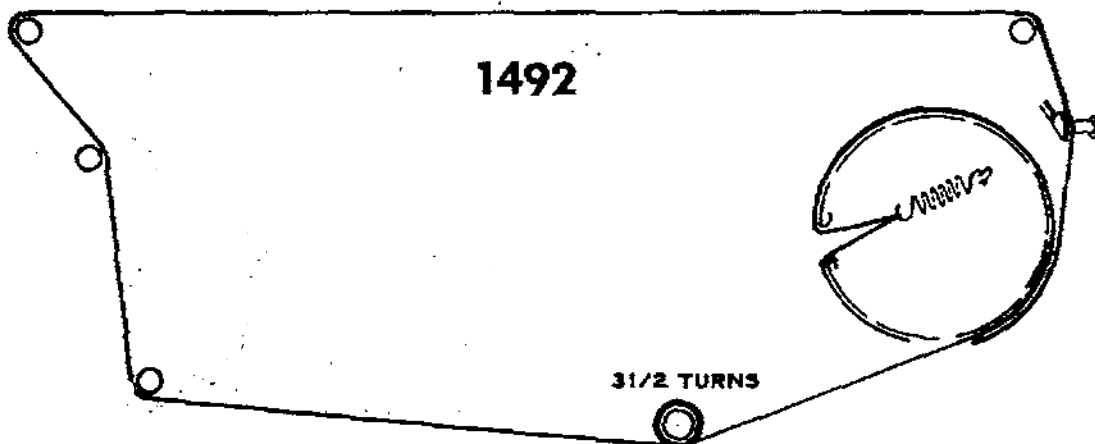


1491



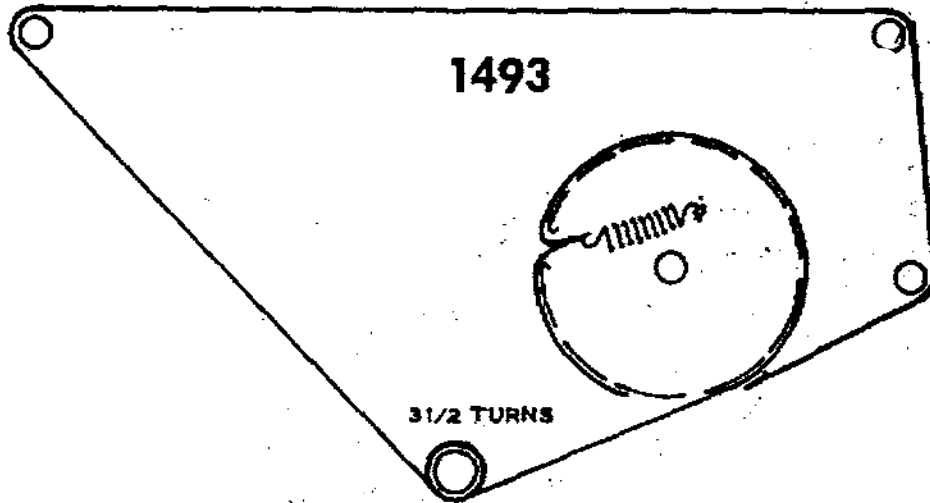
TUNING GANG FULLY CLOSED

1492



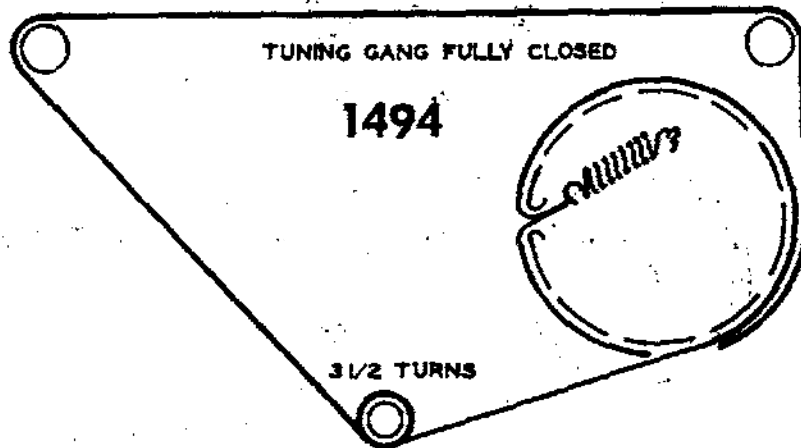
TUNING GANG FULLY CLOSED

1493



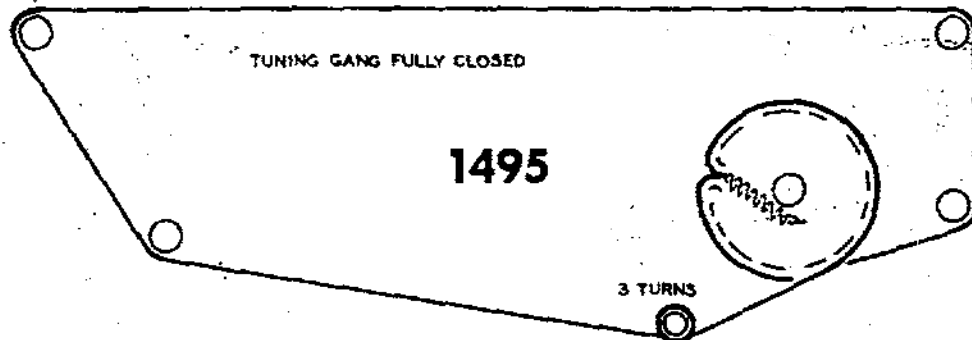
TUNING GANG FULLY CLOSED

1494



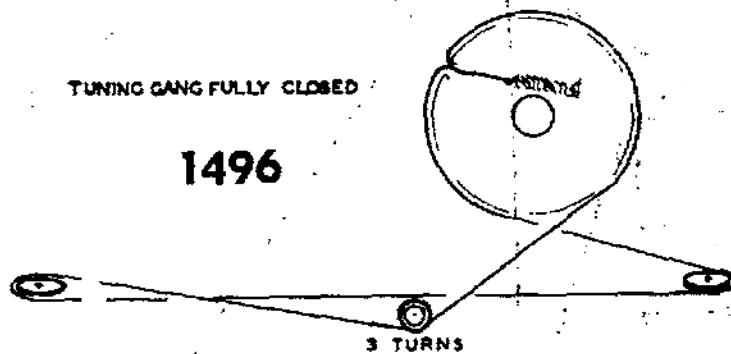
TUNING GANG FULLY CLOSED

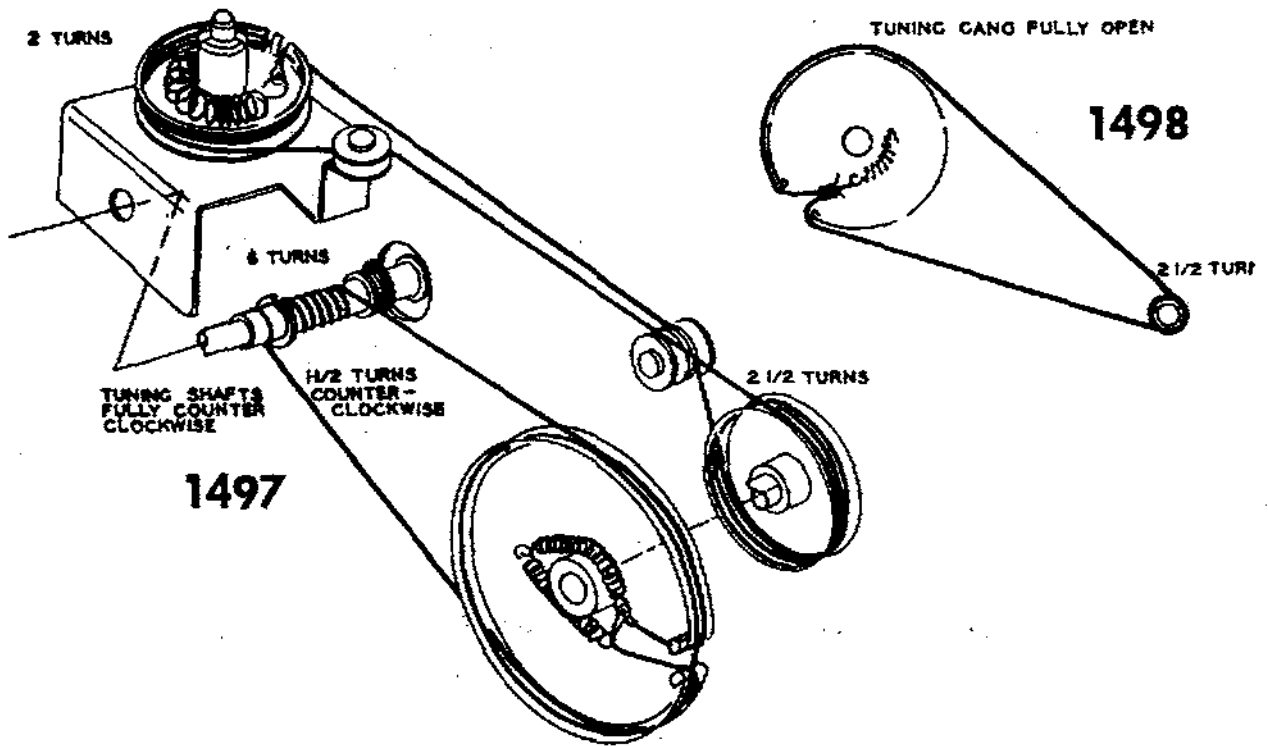
1495



TUNING GANG FULLY CLOSED

1496

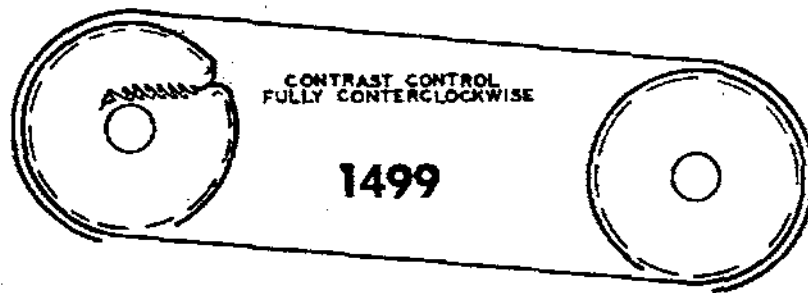




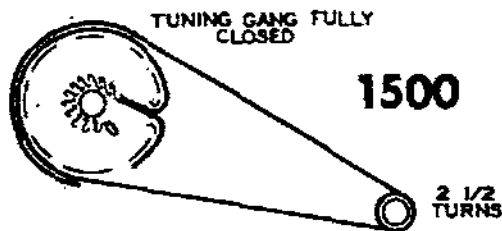
TUNING GANG FULLY OPEN

1498

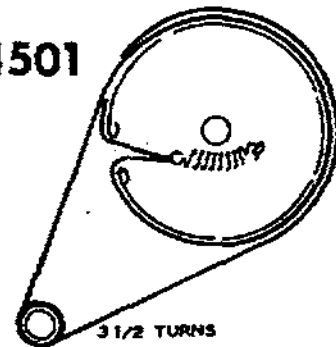
2 1/2 TURNS



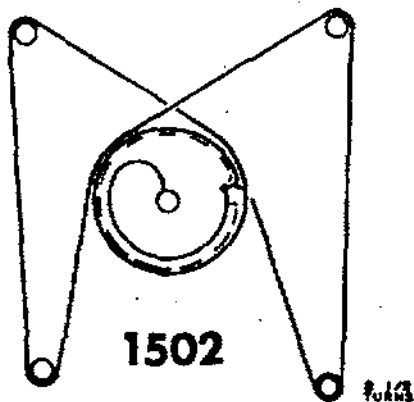
TUNING GANG FULLY CLOSED



1501

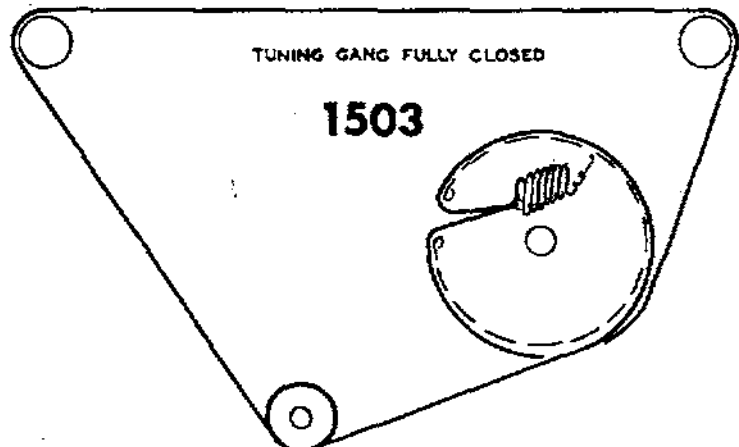


TUNING GANG FULLY CLOSED

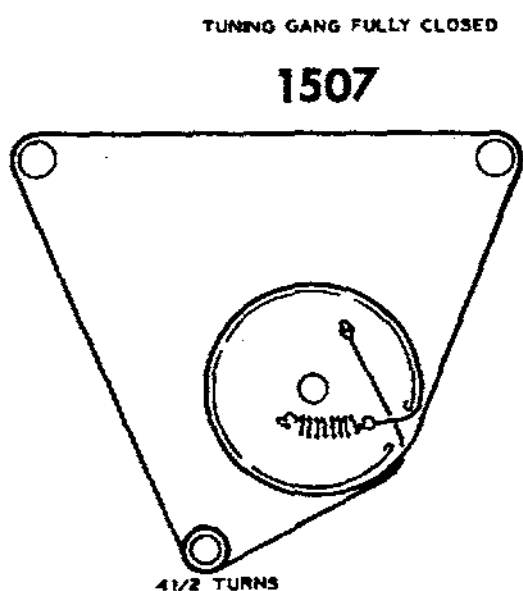
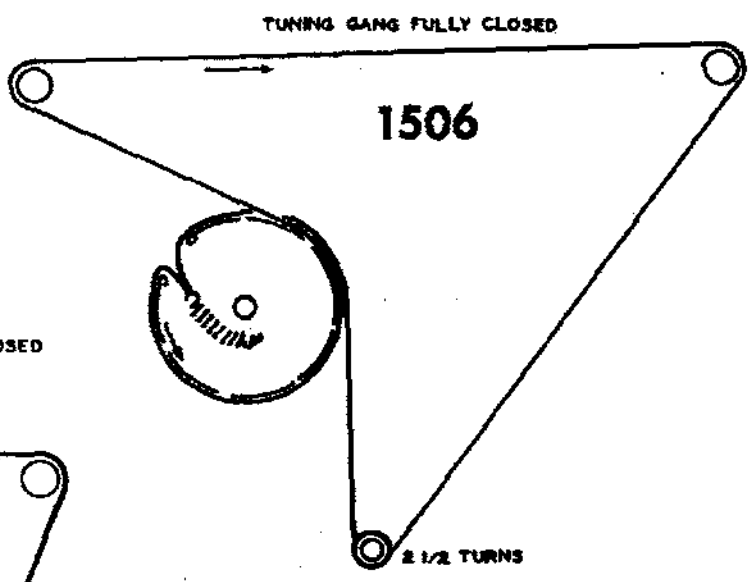
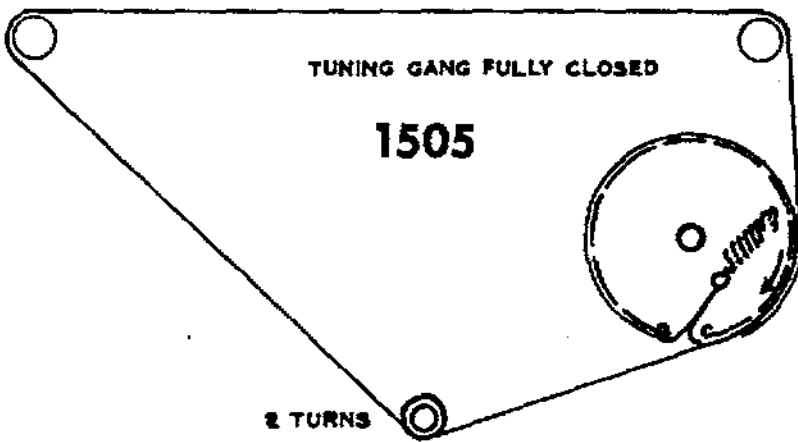
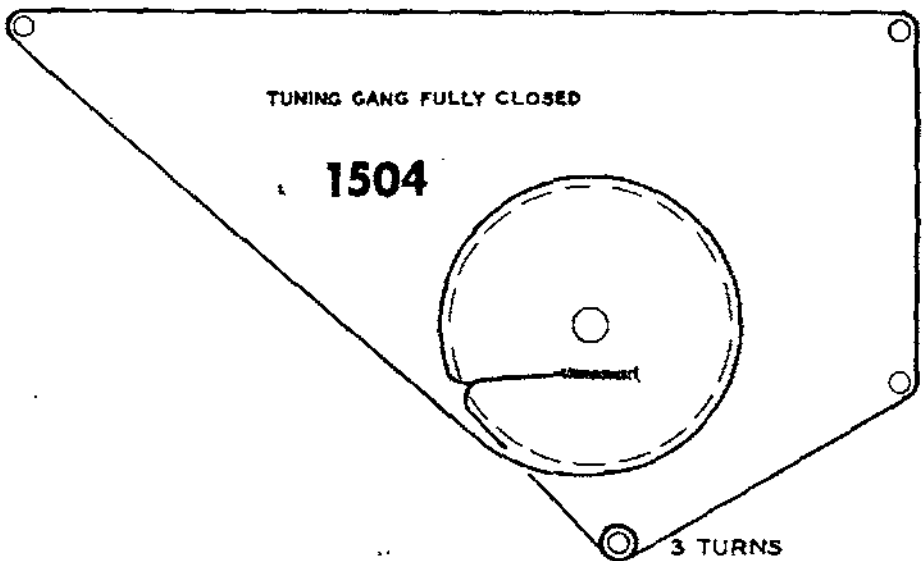


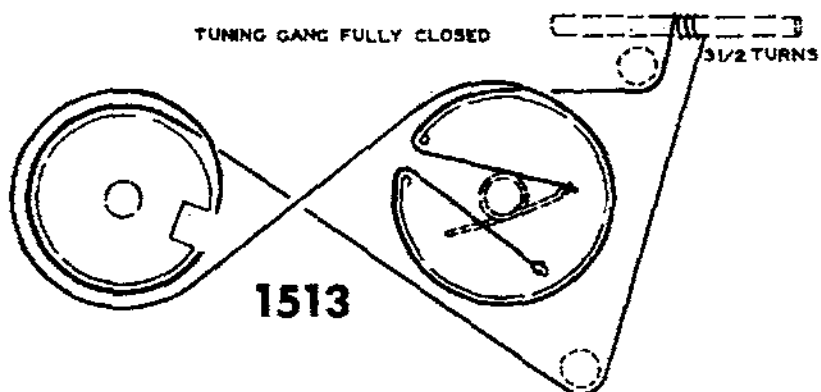
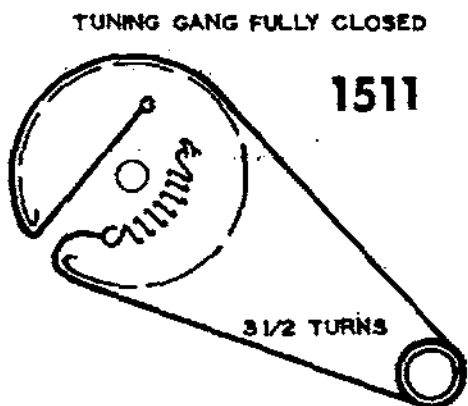
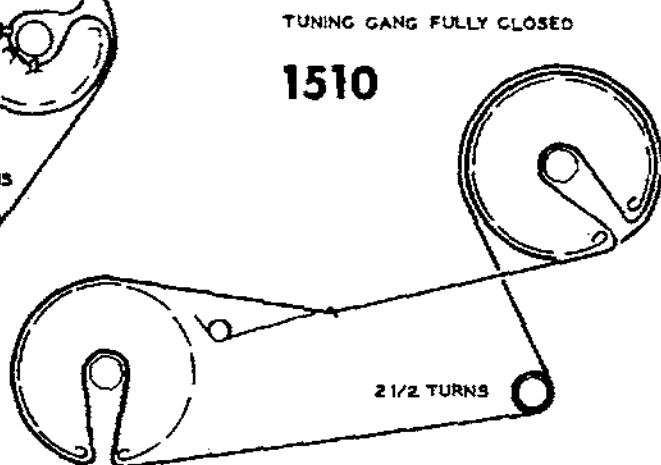
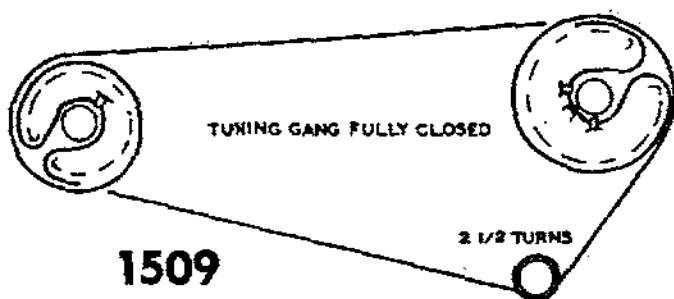
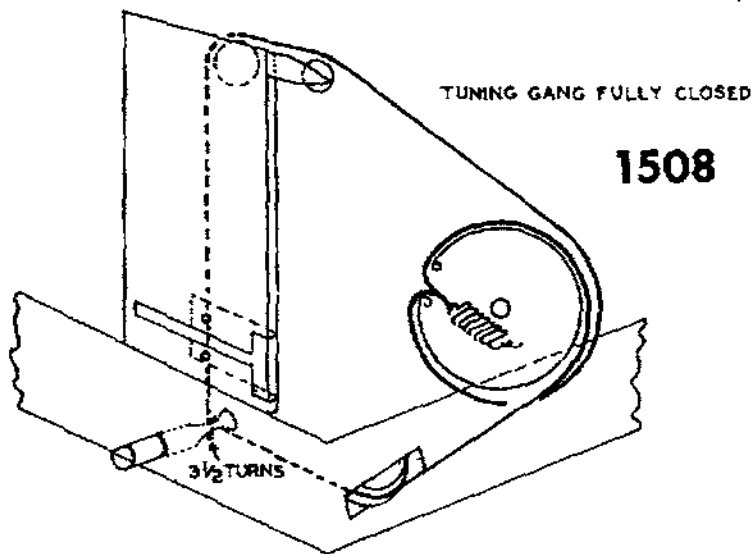
TUNING GANG FULLY CLOSED

1503

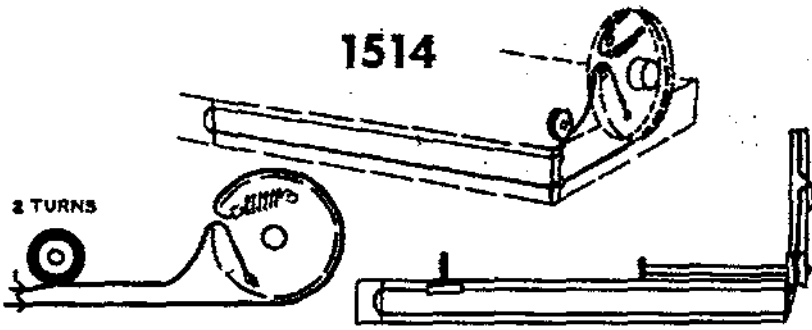


2 1/2 TURNS

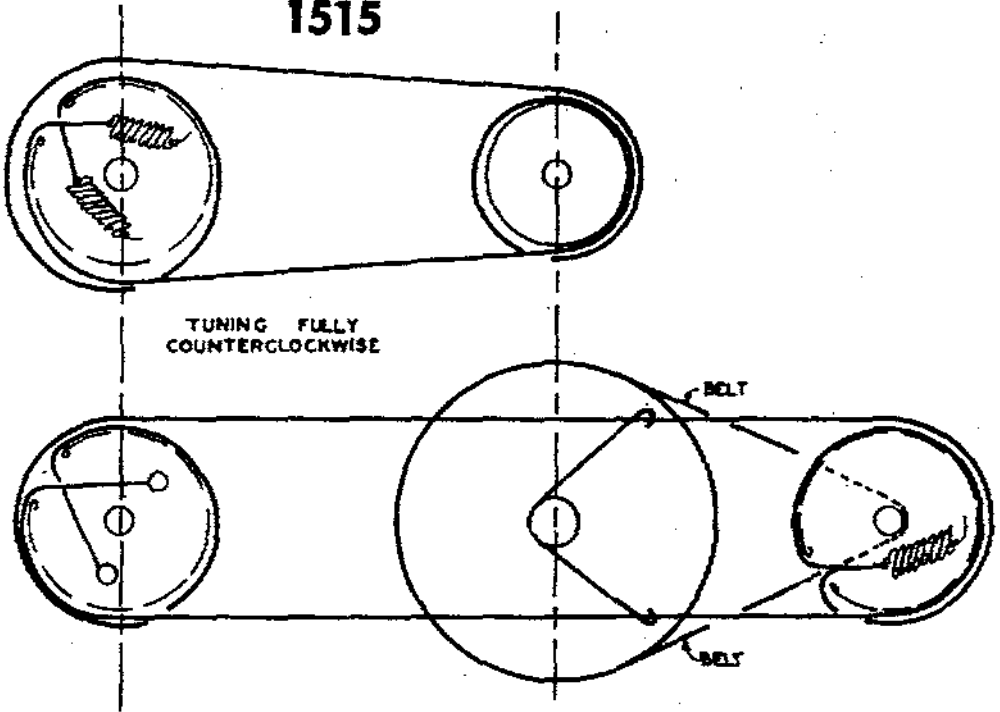




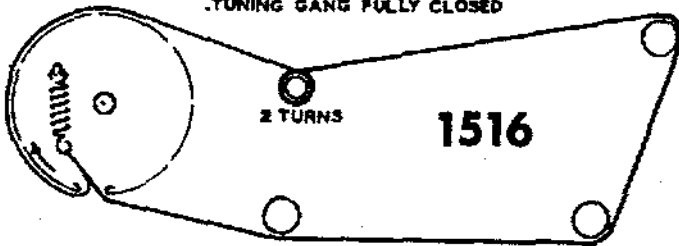
TUNING GANG FULLY CLOSED



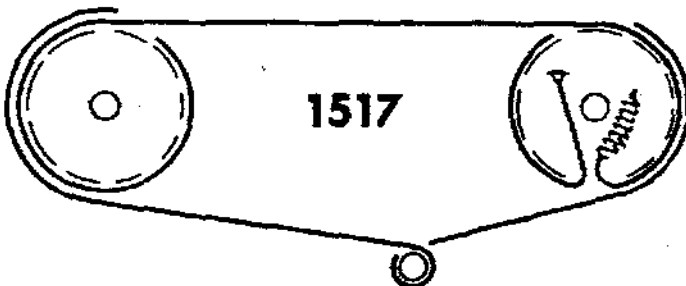
1515



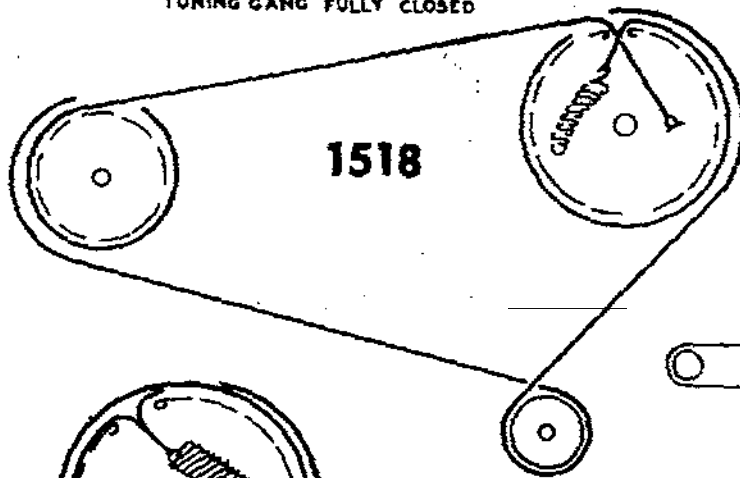
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

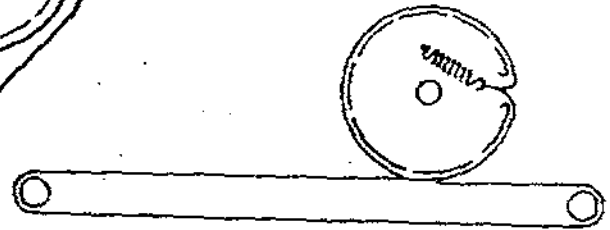


TUNING GANG FULLY CLOSED



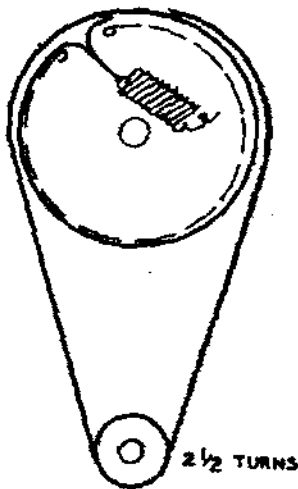
1519

TUNING GANG FULLY CLOSED



TUNING GANG FULLY OPEN

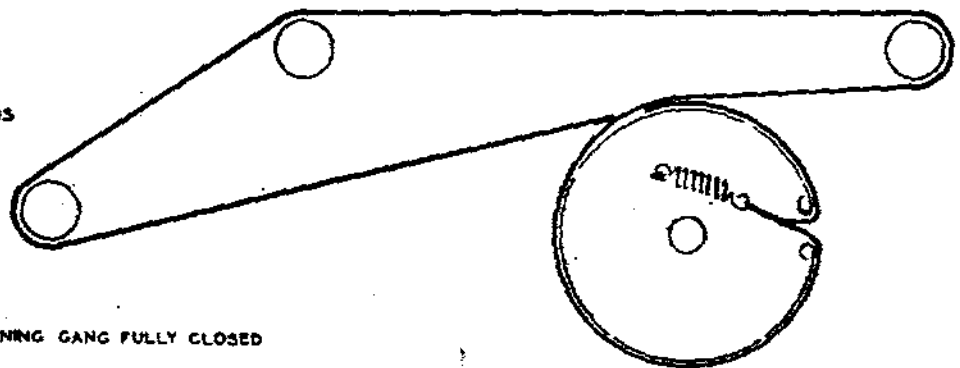
1520



2 1/2 TURNS

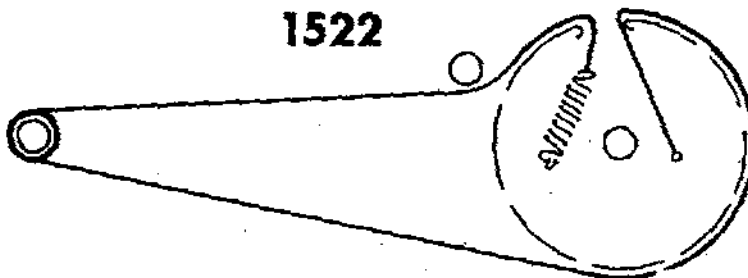
TUNING GANG FULLY CLOSED

1521



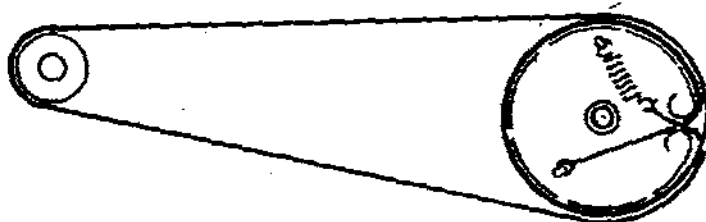
TUNING GANG FULLY CLOSED

1522



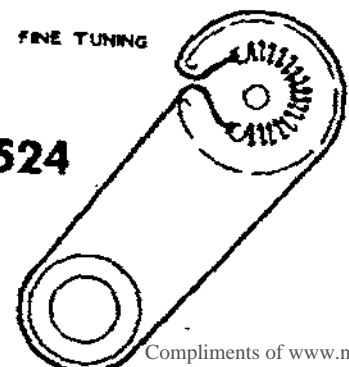
TUNING GANG FULLY OPEN

1523



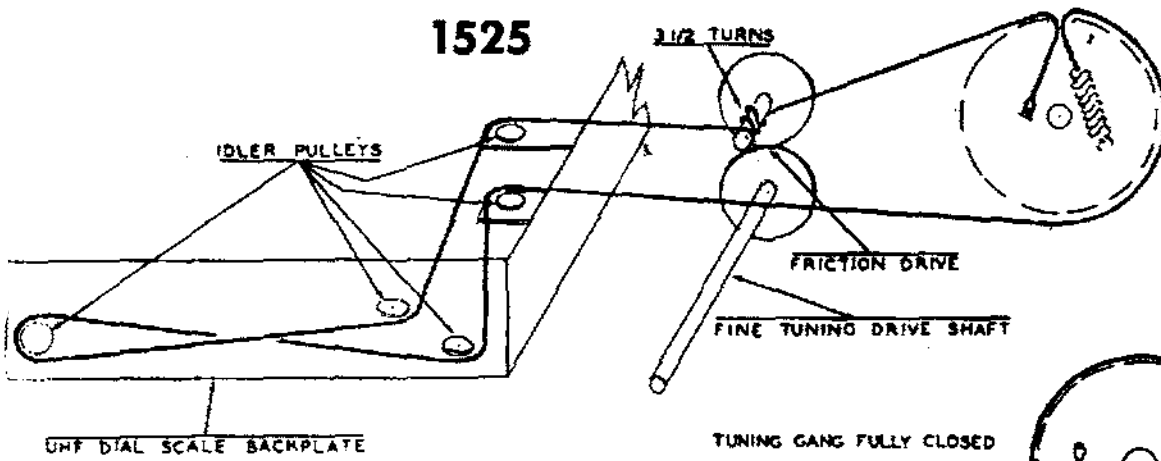
FINE TUNING

1524



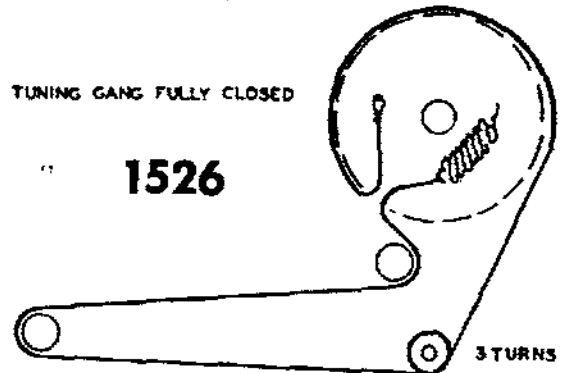
TUNING GANG FULLY CLOSED

1525



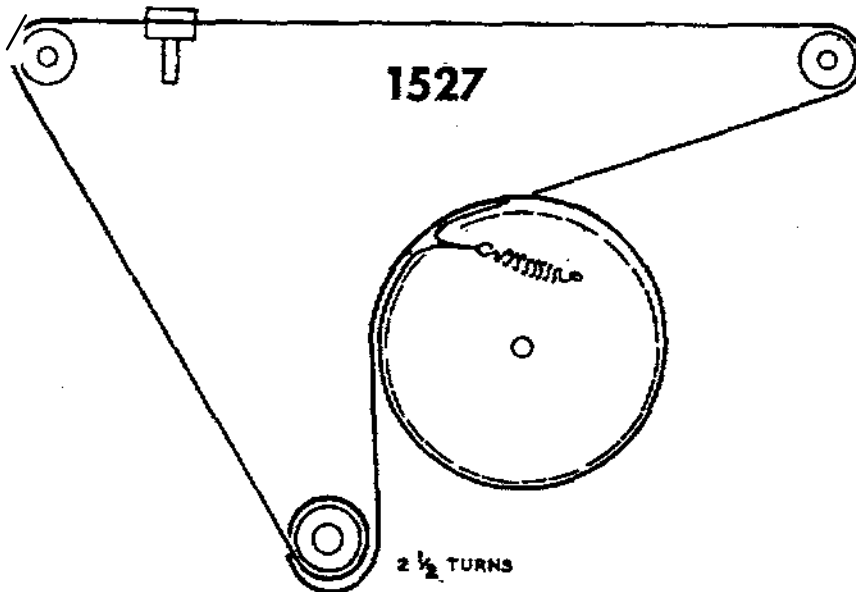
TUNING GANG FULLY CLOSED

1526



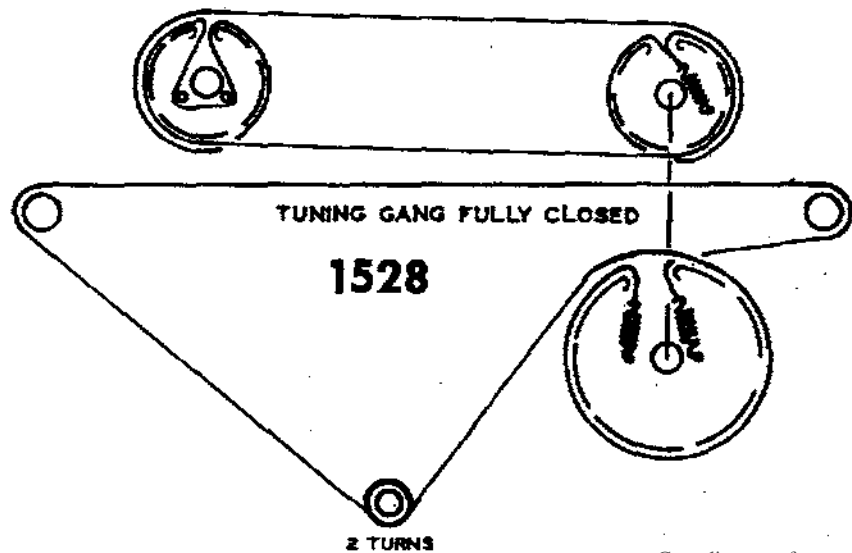
TUNING GANG FULLY CLOSED

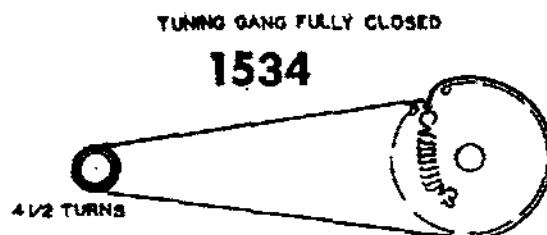
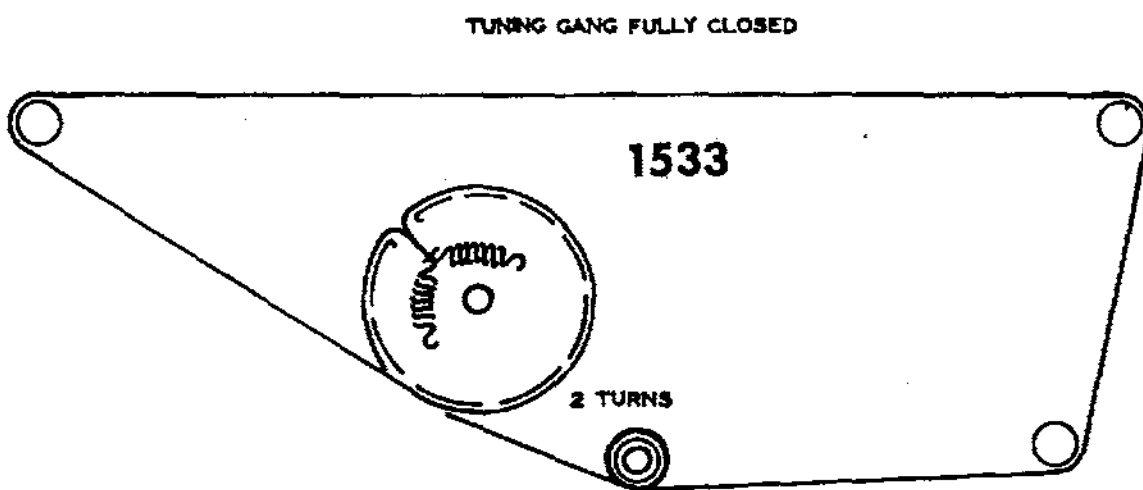
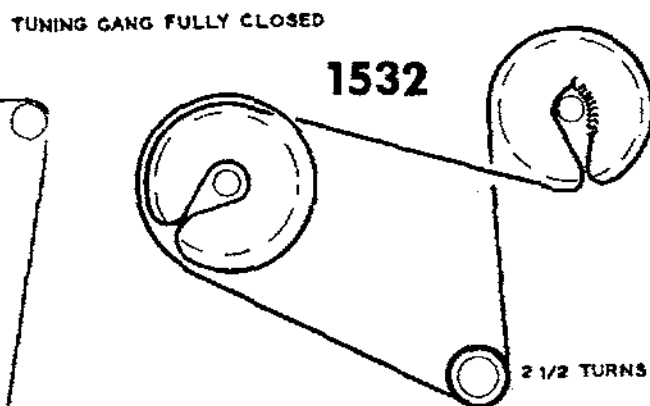
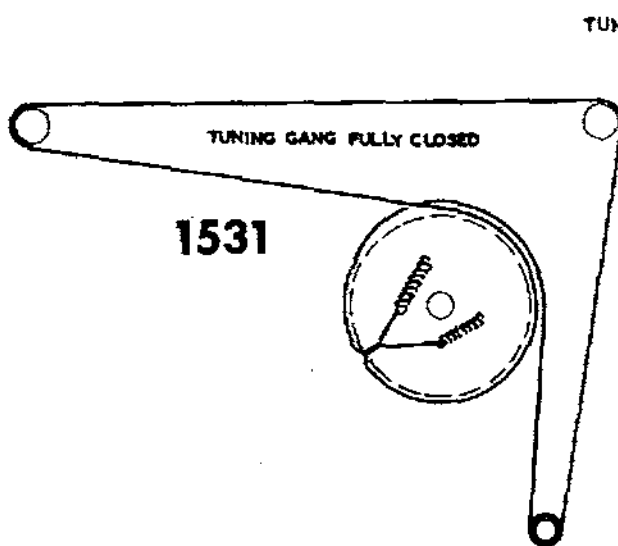
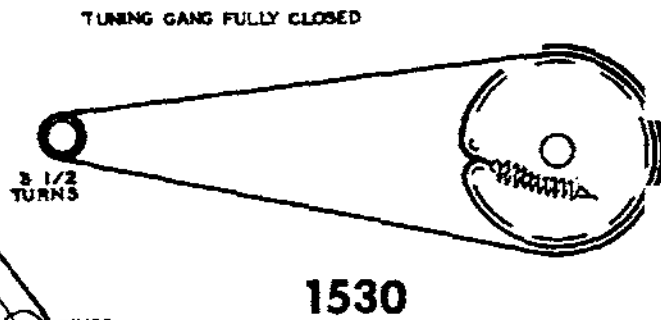
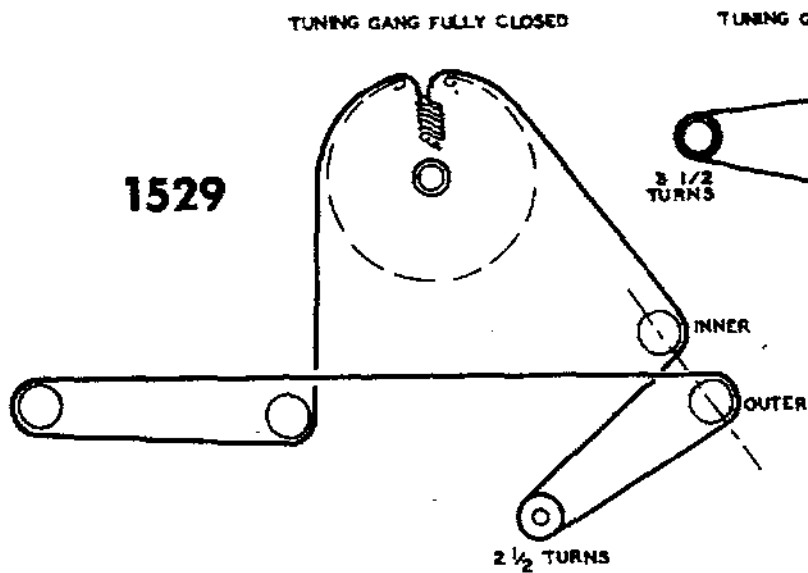
1527

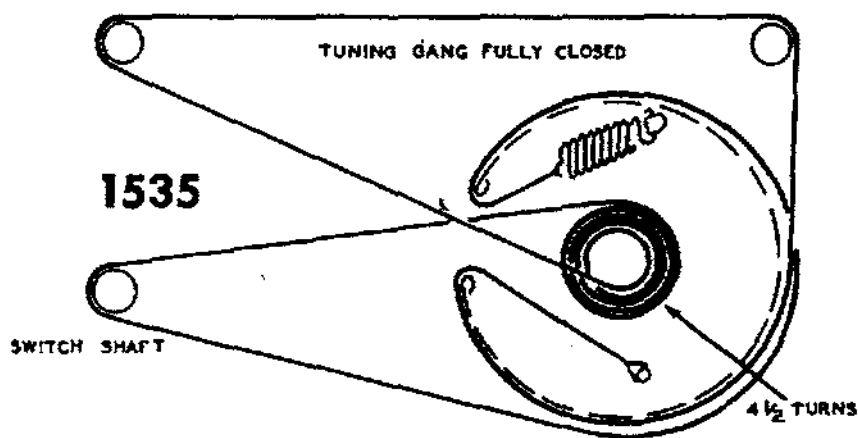


TUNING GANG FULLY CLOSED

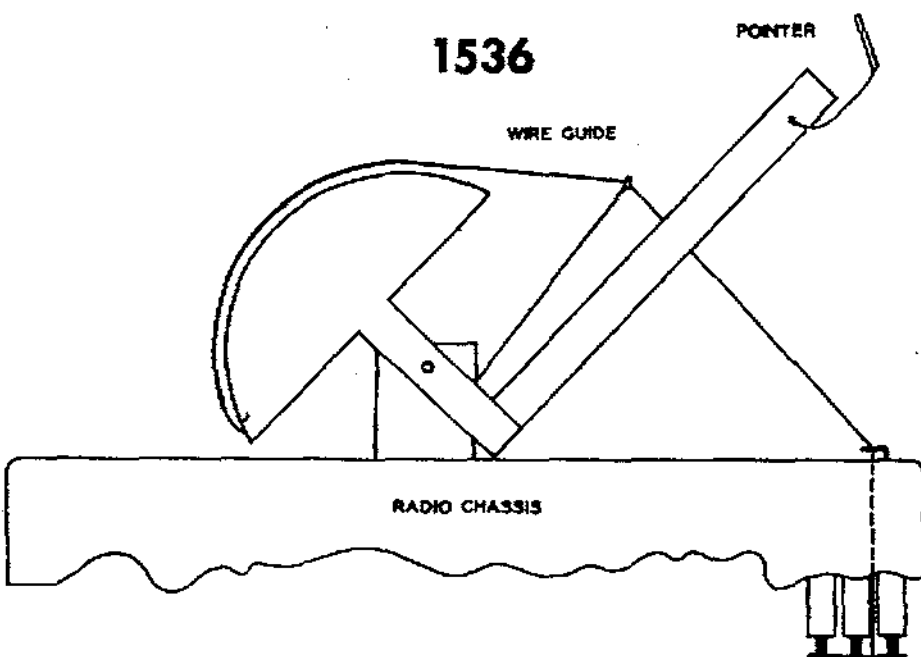
1528



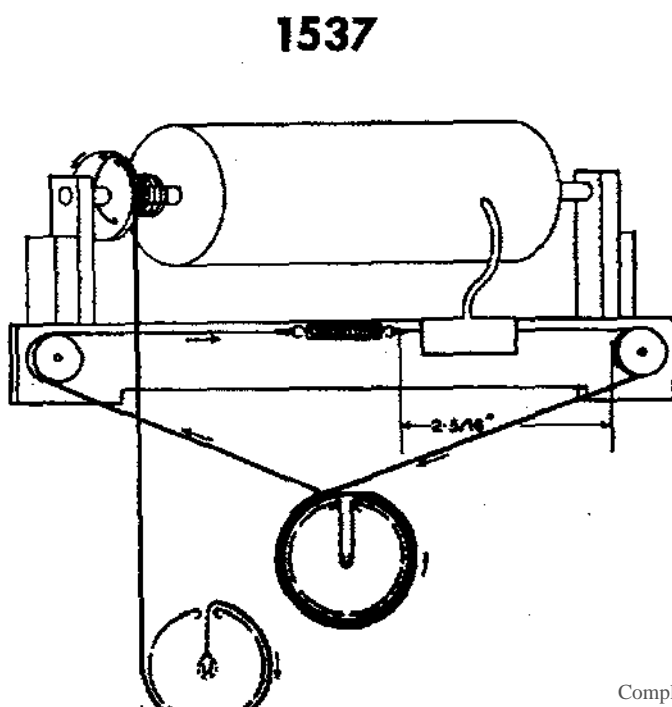


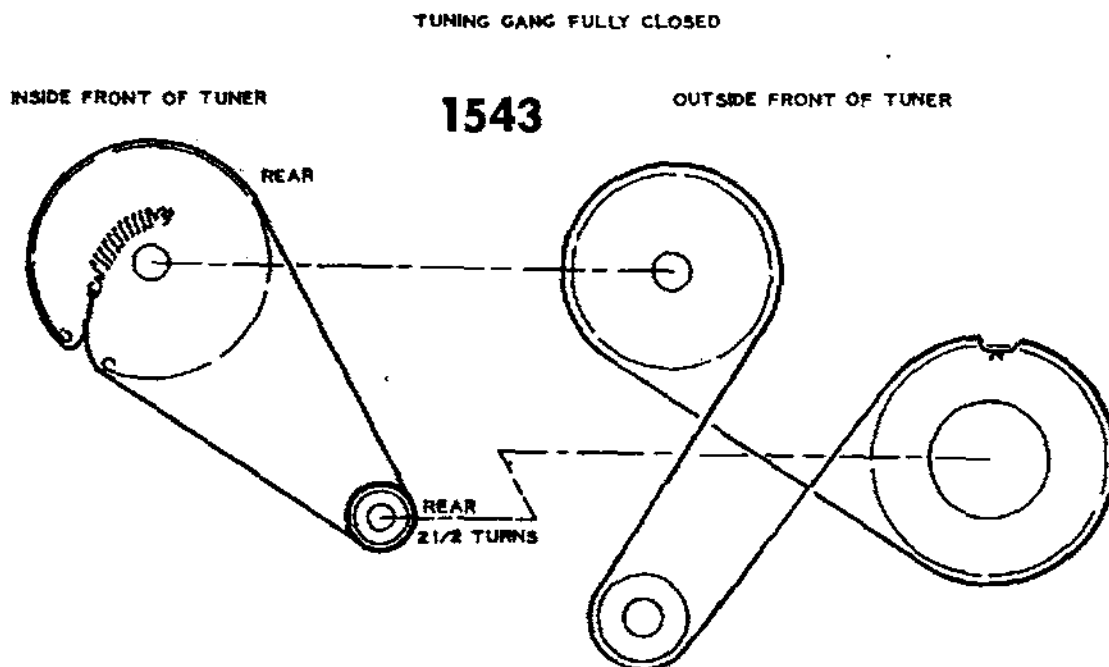
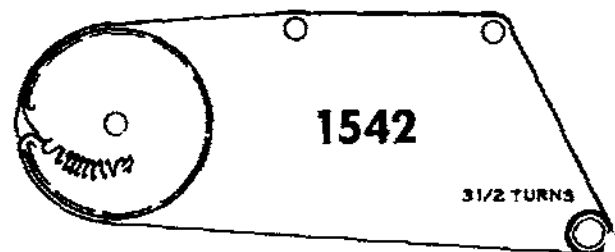
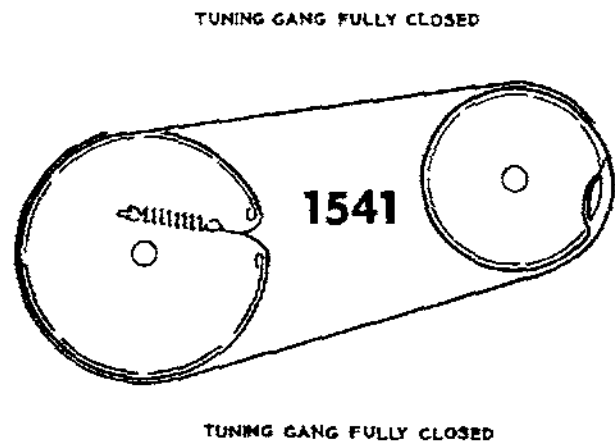
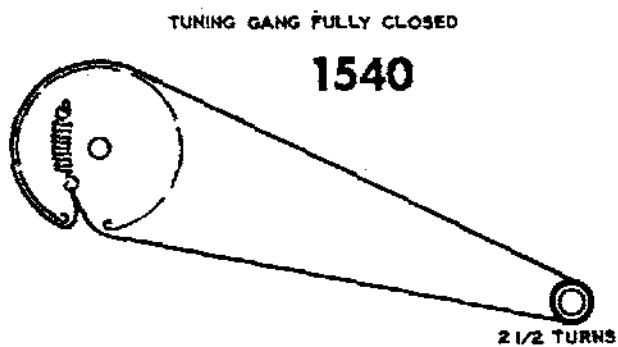
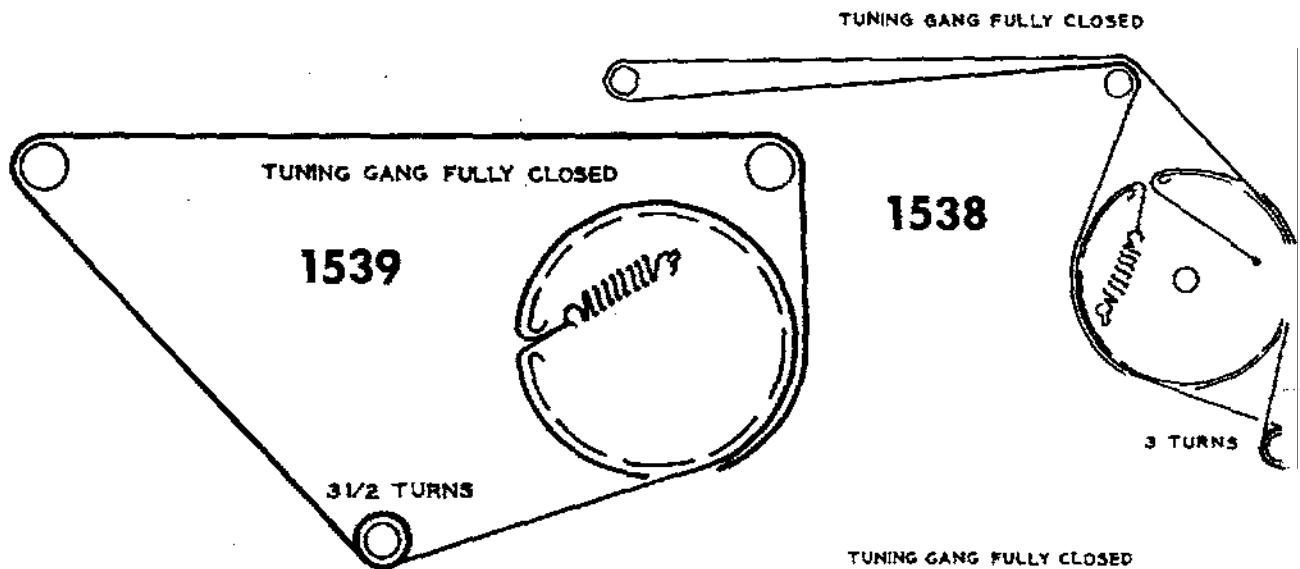


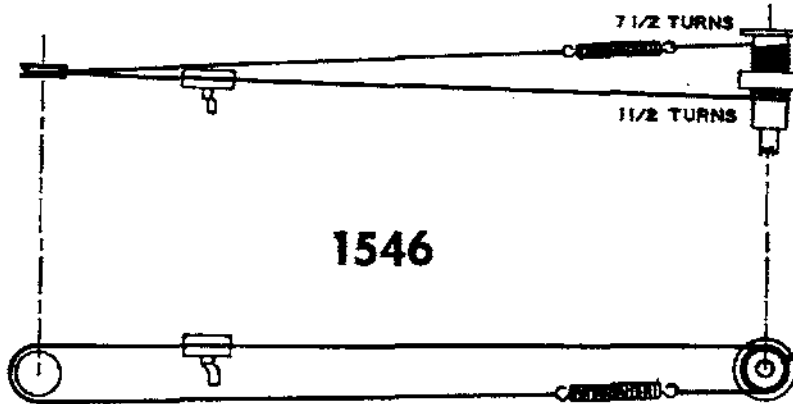
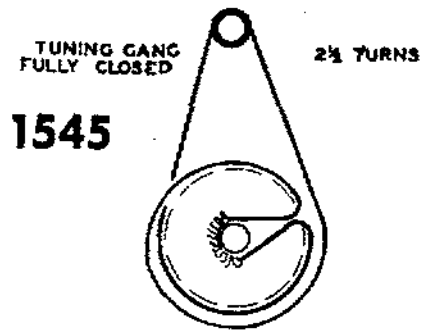
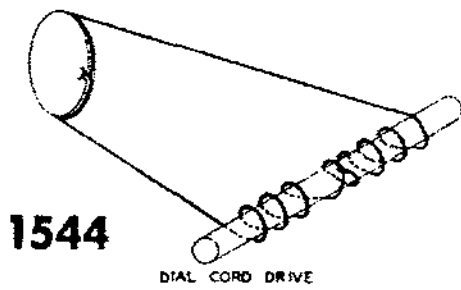
TUNER FULLY CLOSED



TUNING CONTROL FULLY CLOCKWISE



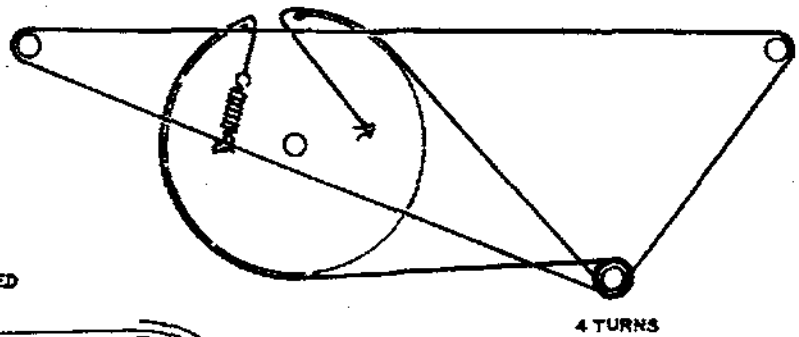




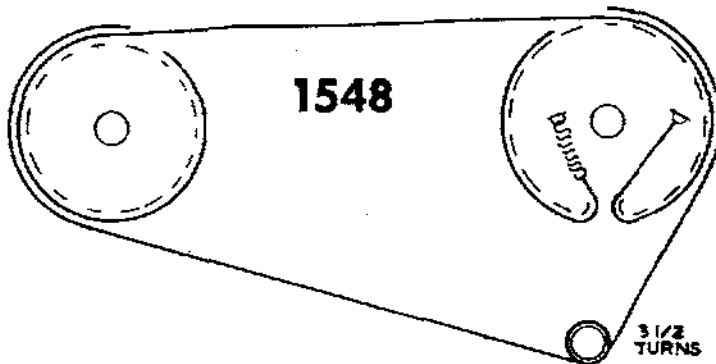
TUNING UNIT IS FULLY COUNTERCLOCKWISE OR CHANNEL #2

TUNING GANG FULLY CLOSED

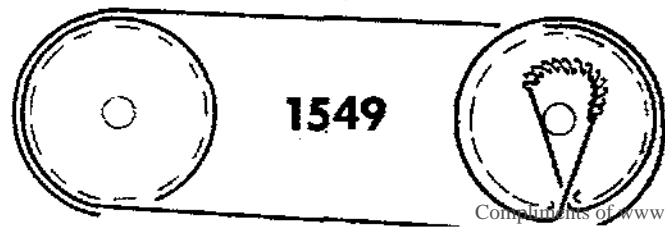
1547

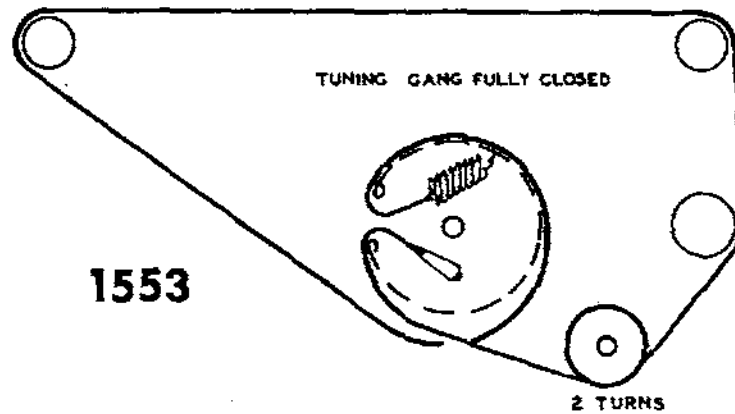
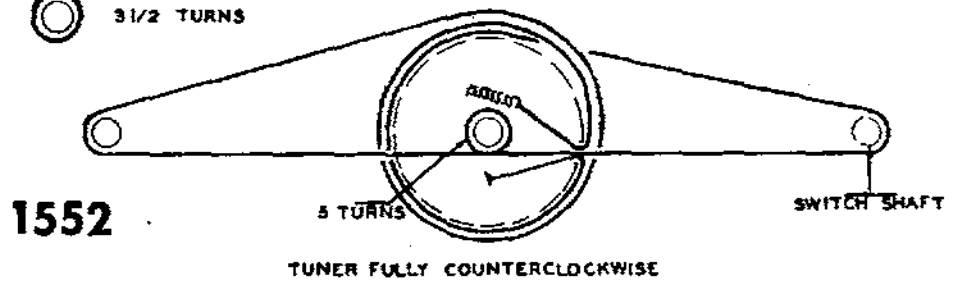
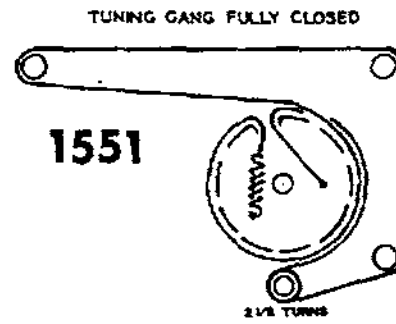
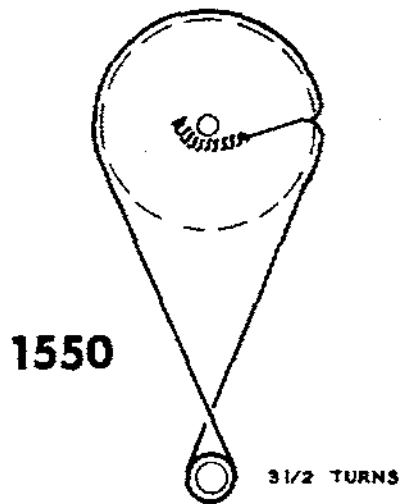


TUNING GANG FULLY CLOSED

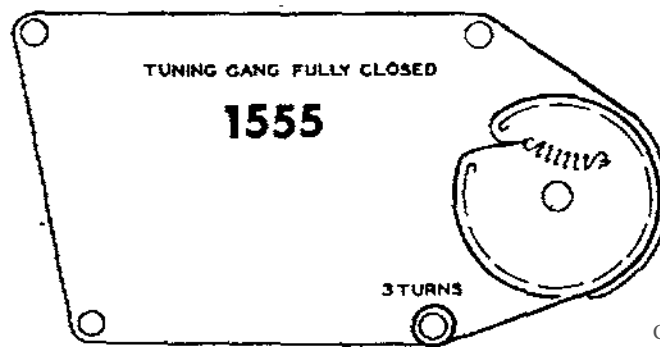
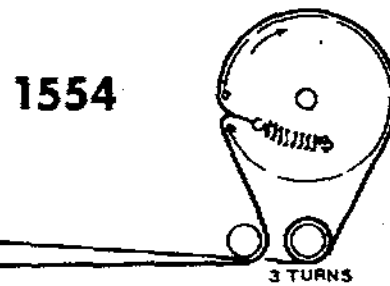


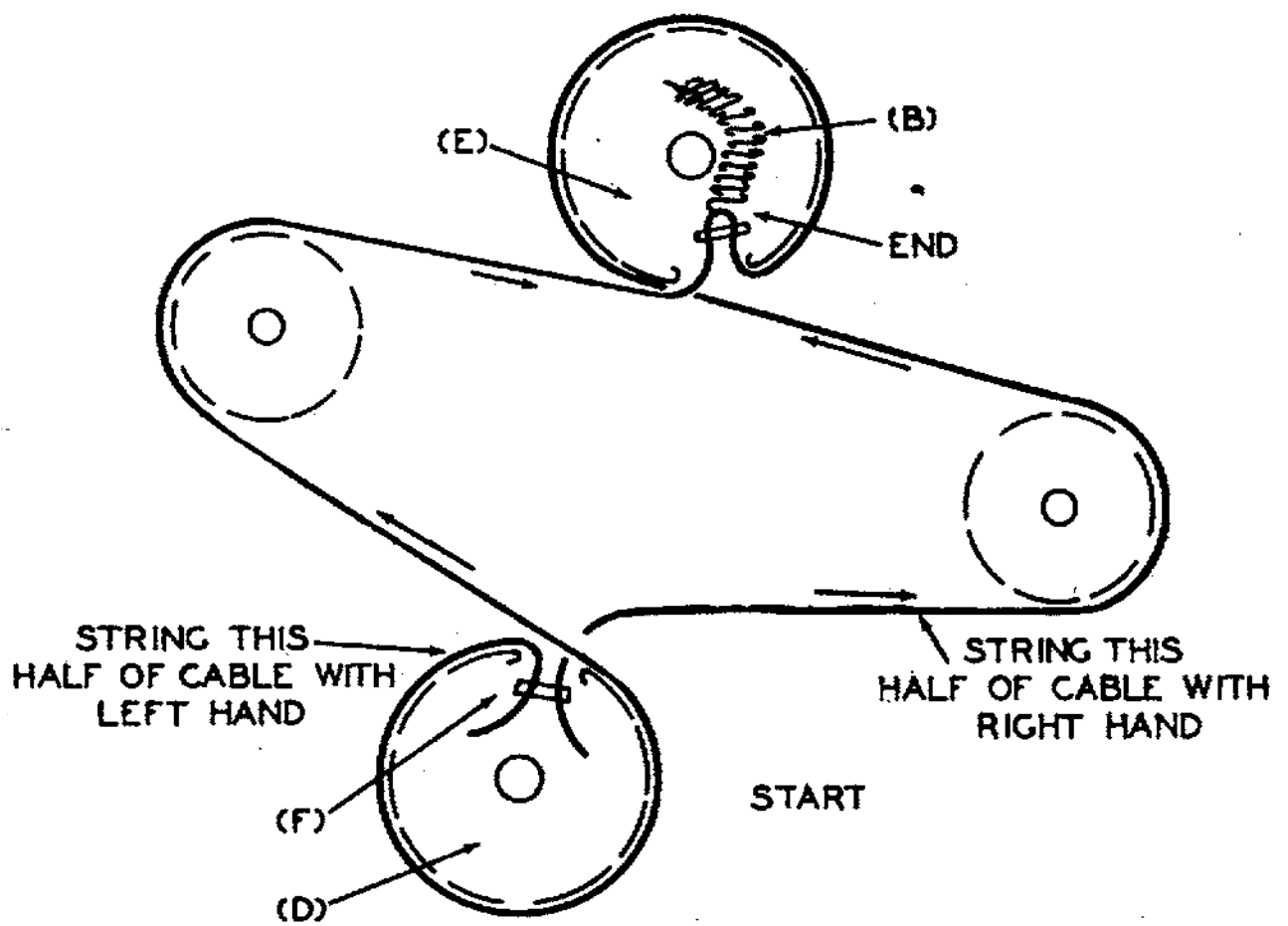
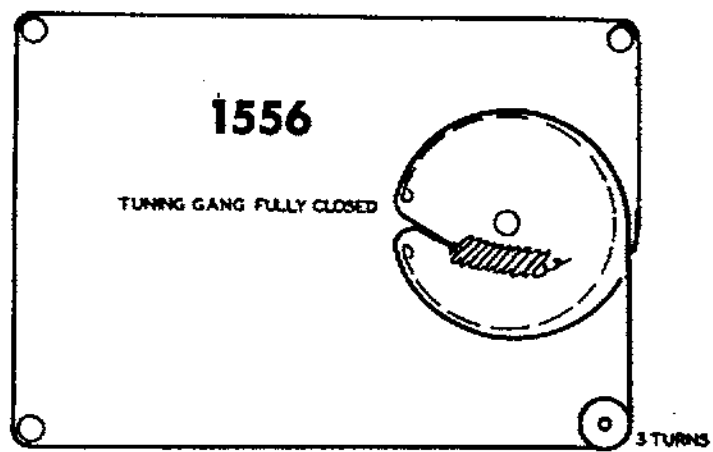
TUNING GANG FULLY CLOSED



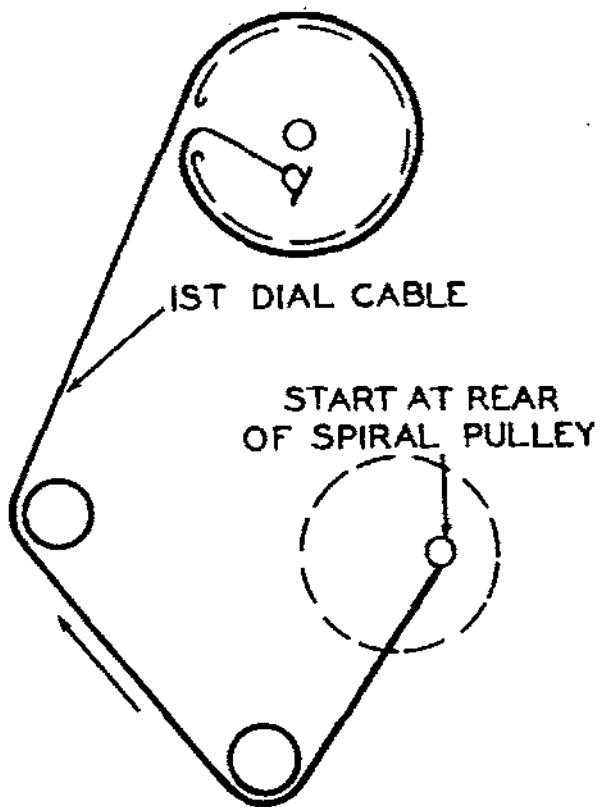


TUNING GANG FULLY CLOSED

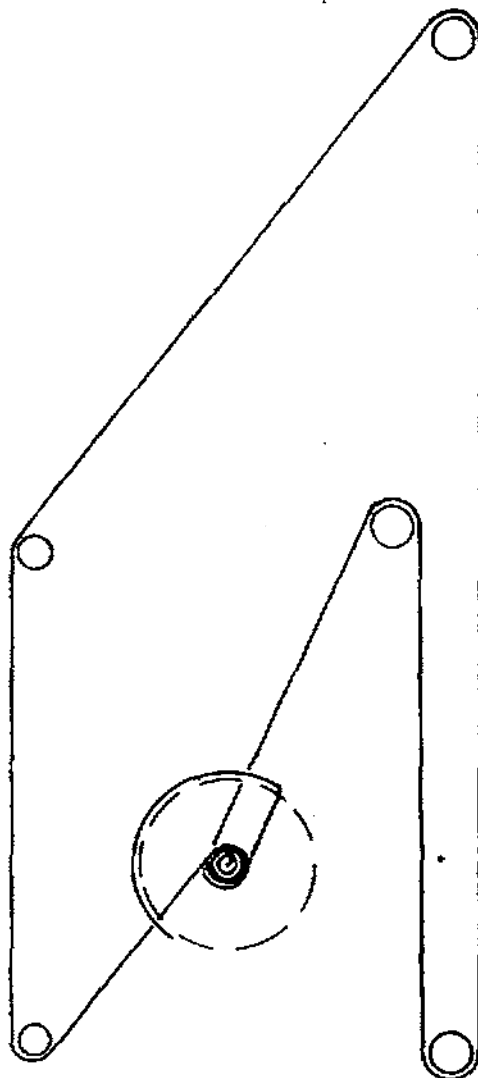
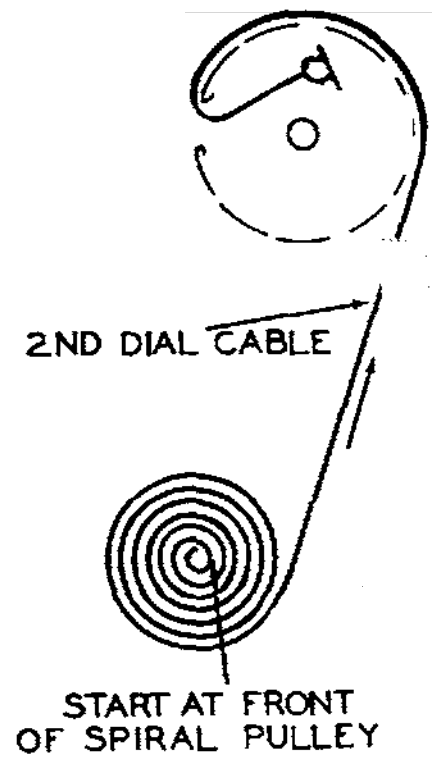




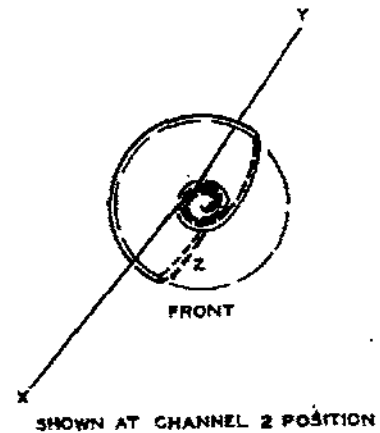
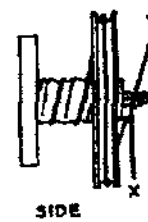
1557

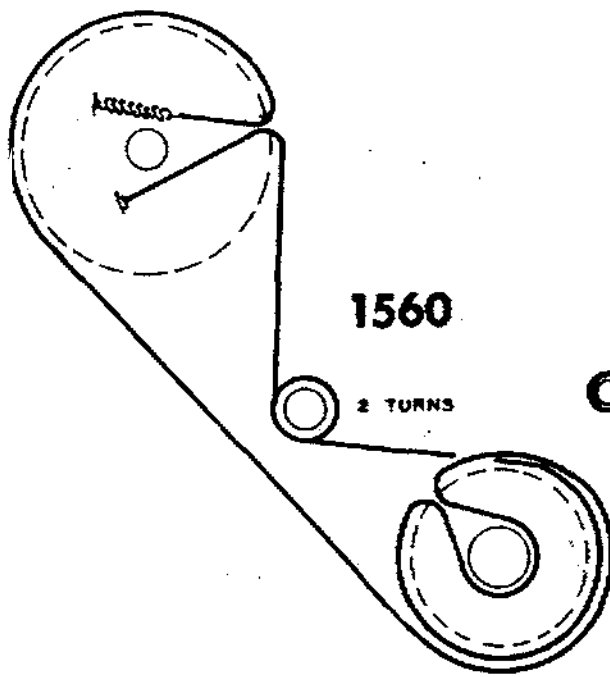


1558



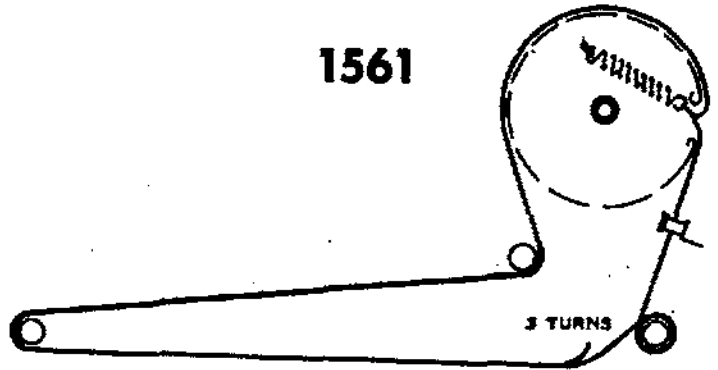
1559



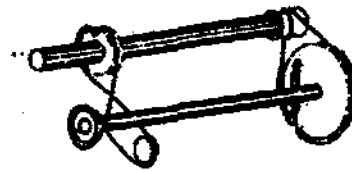


TUNING GANG FULLY CLOSED

1561

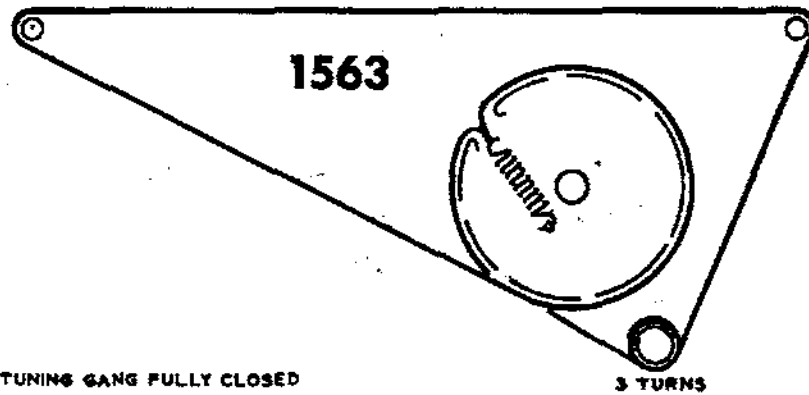


TUNING GANG FULLY CLOSED

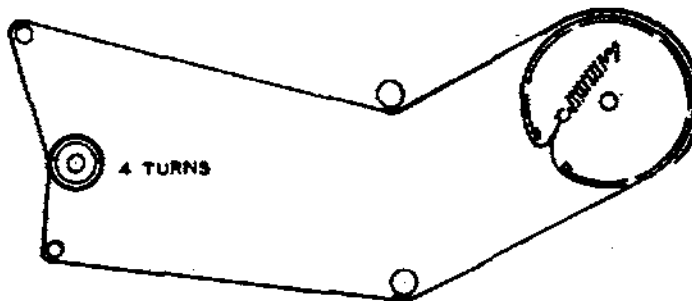


1562

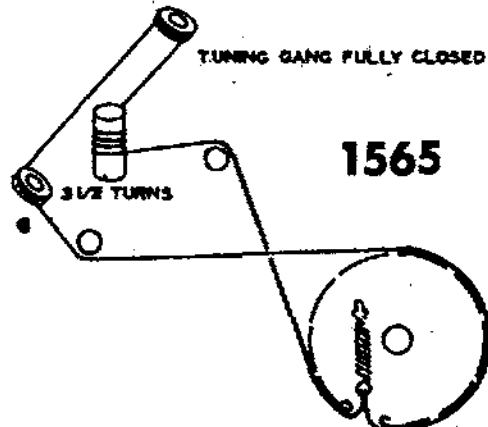
TUNING GANG FULLY CLOSED

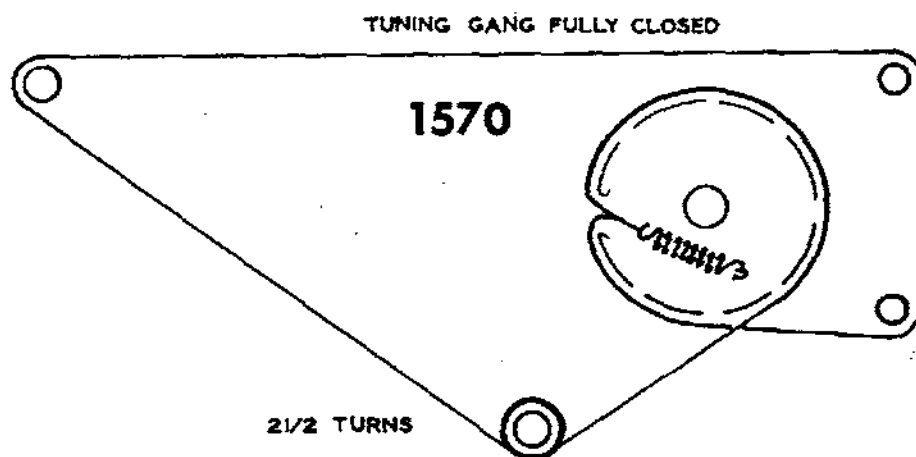
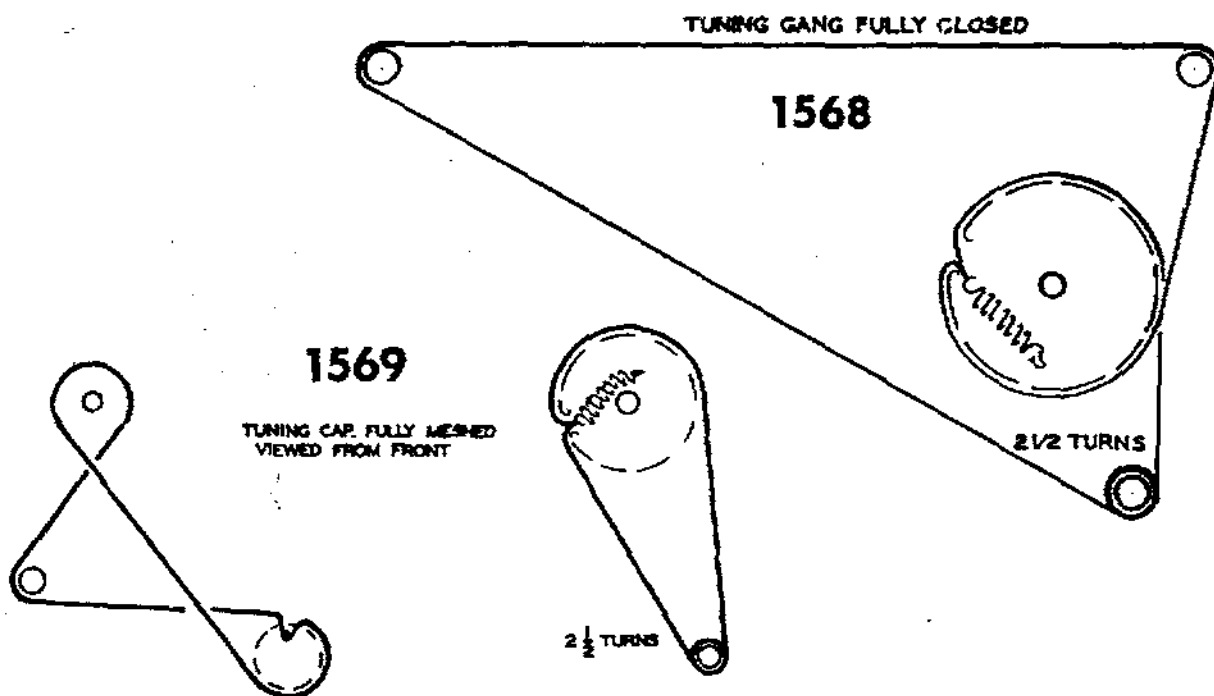
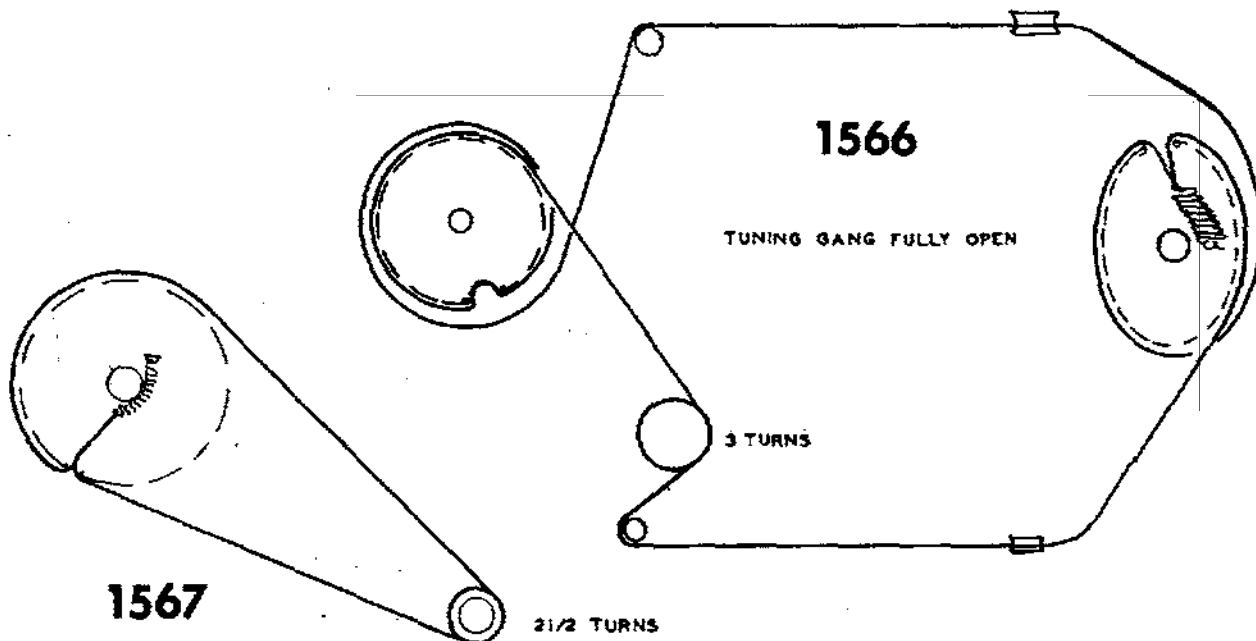


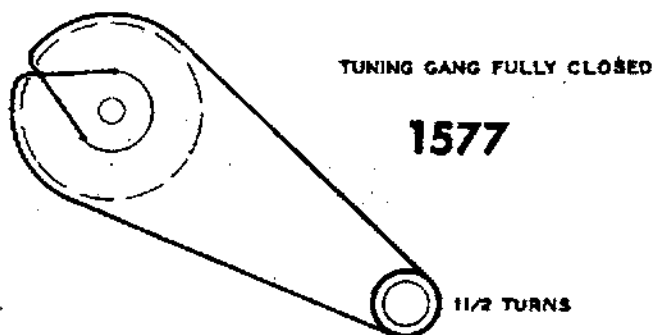
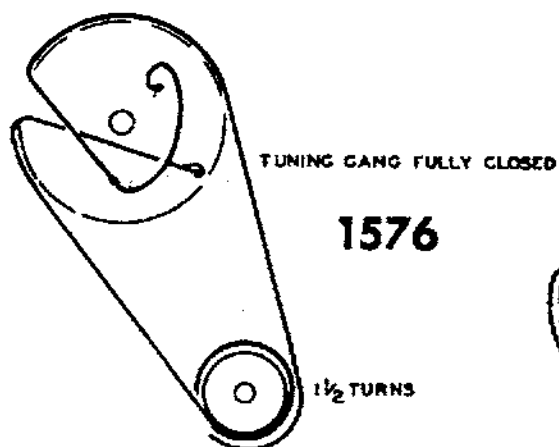
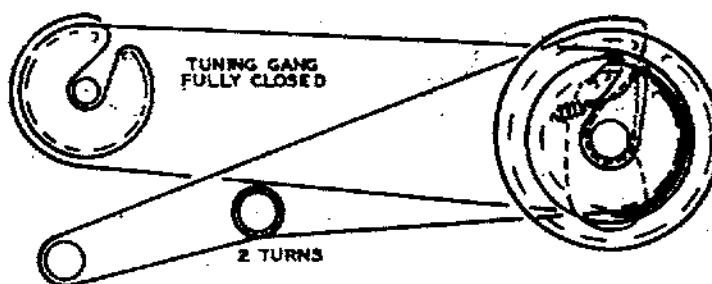
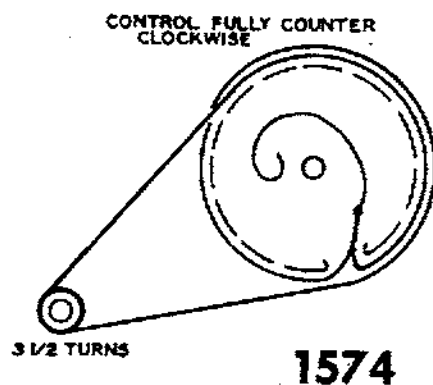
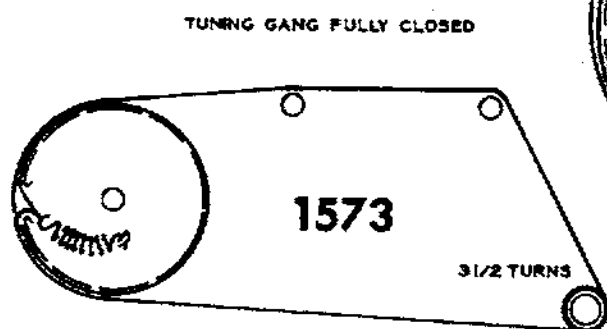
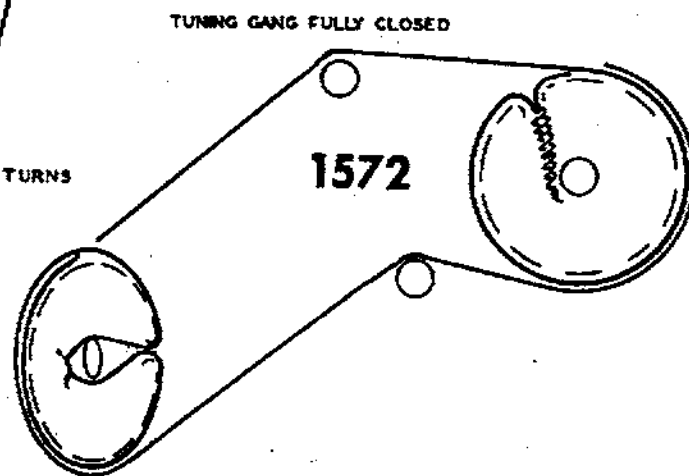
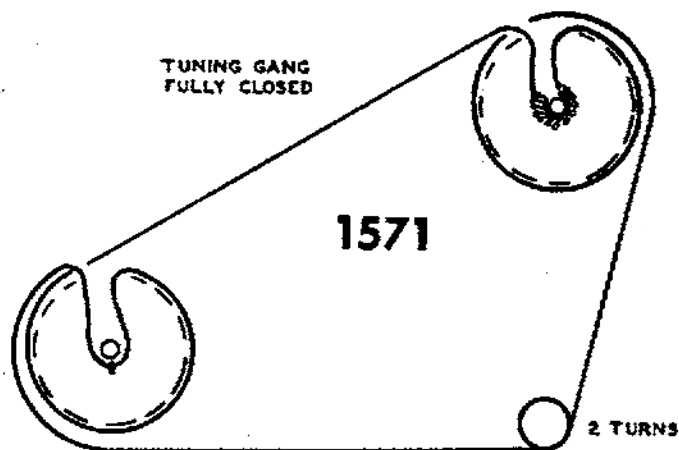
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

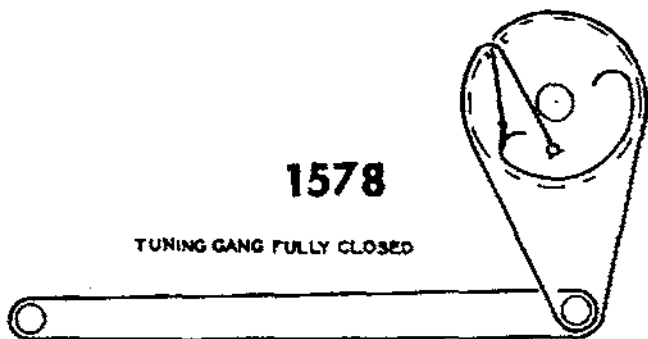




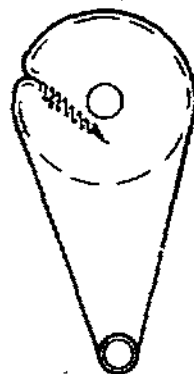


1578

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



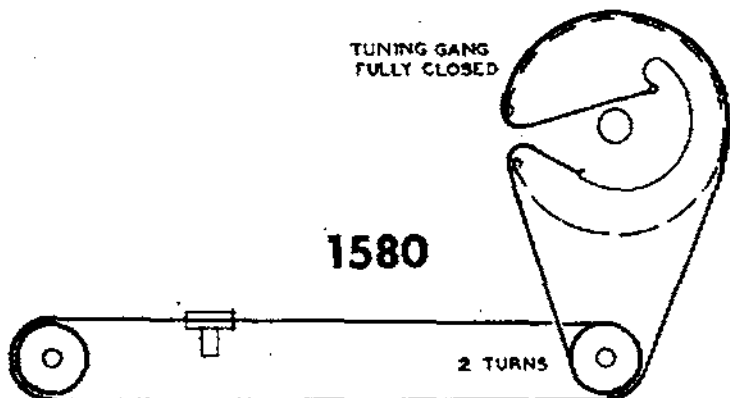
1579

2 1/2 TURNS

TUNING GANG FULLY CLOSED

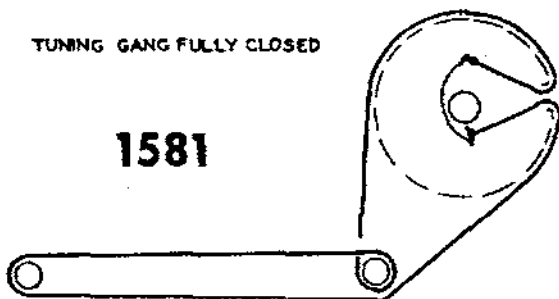
1580

2 TURNS



TUNING GANG FULLY CLOSED

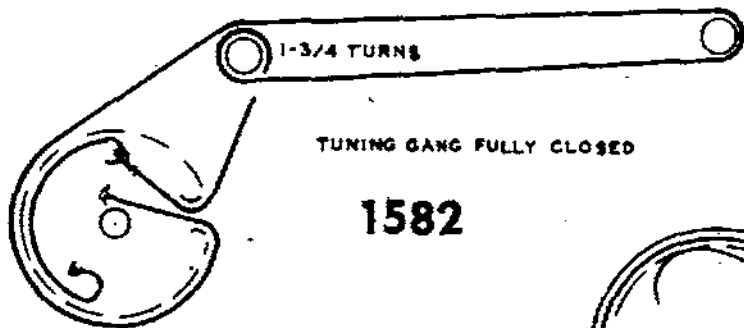
1581



TUNING GANG FULLY CLOSED

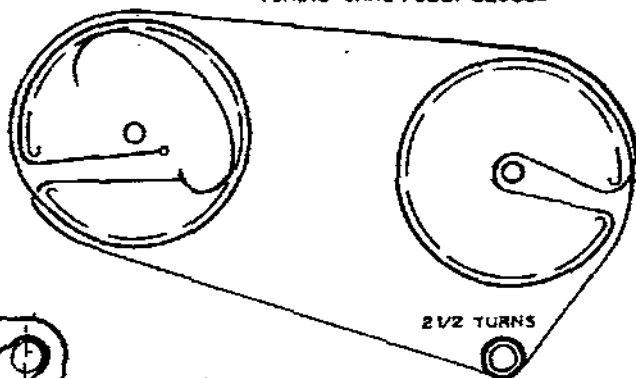
1582

1-3/4 TURNS



1583

TUNING GANG FULLY CLOSED

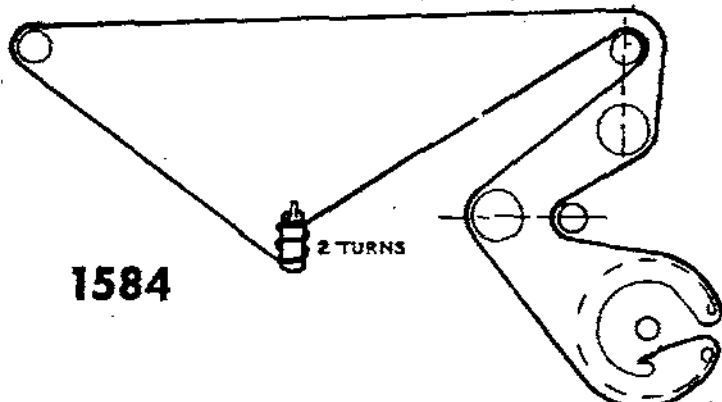


2 1/2 TURNS

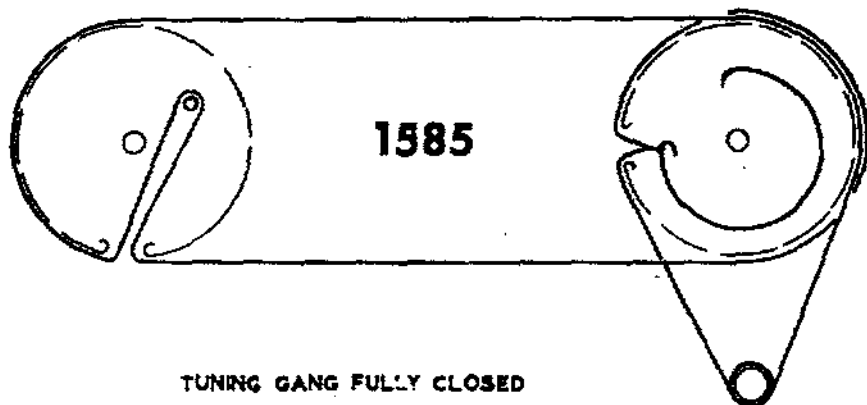
TUNING GANG FULLY CLOSED

1584

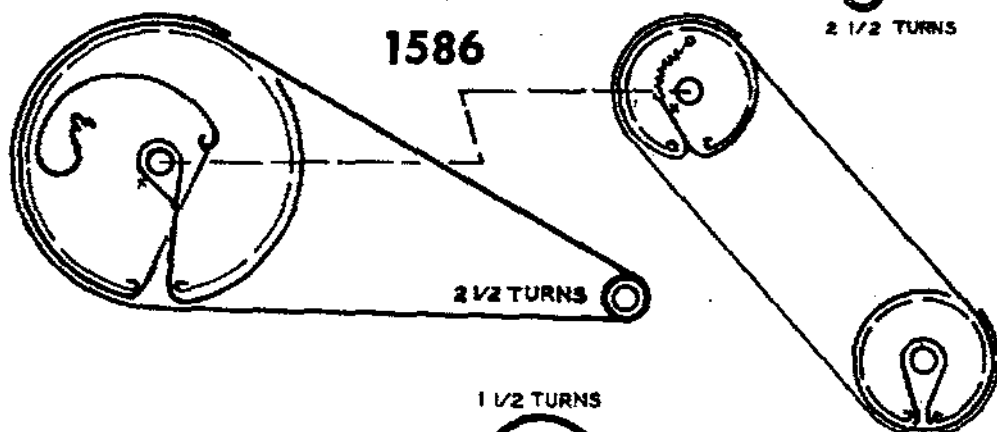
2 TURNS



TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



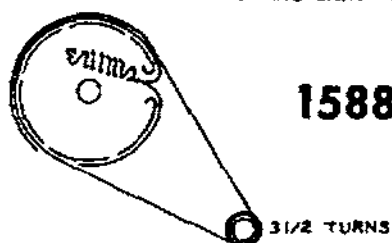
1 1/2 TURNS

LAP SHOULD BE
AT MIDPOINT OF
ROTATION ON
TOP PULLEY

1587

2 1/2 TURNS

TUNING GANG FULLY CLOSED



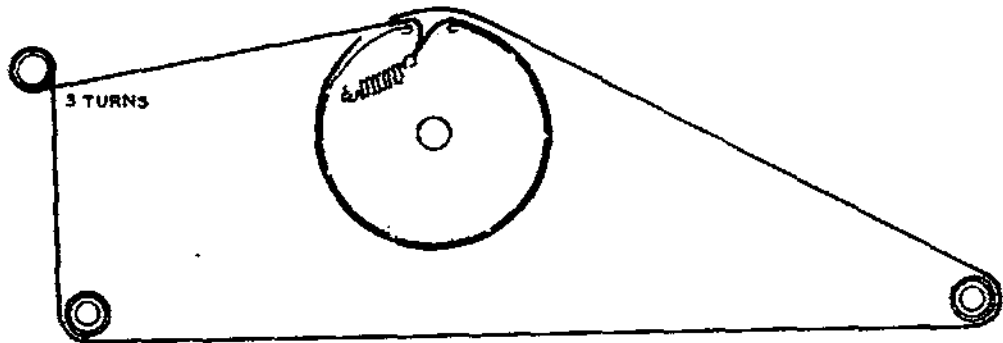
3 1/2 TURNS

TUNING GANG FULLY CLOSED

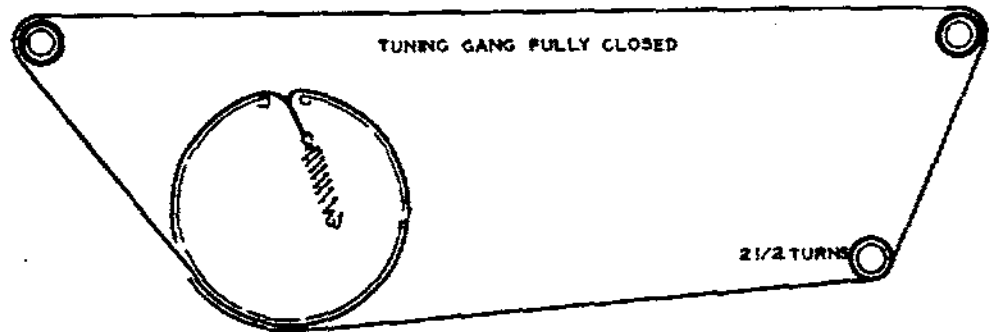


1589

BANDSPREAD GANG FULLY OPEN

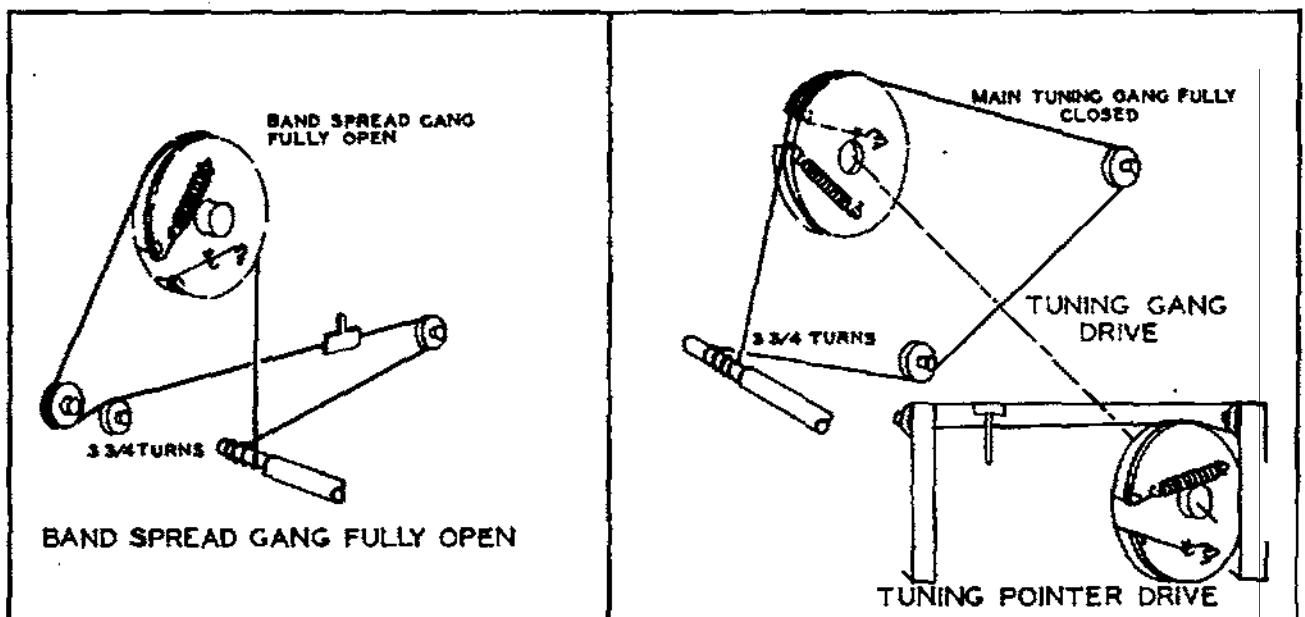


BANDSPREAD GANG CORD STRINGING DIAGRAM



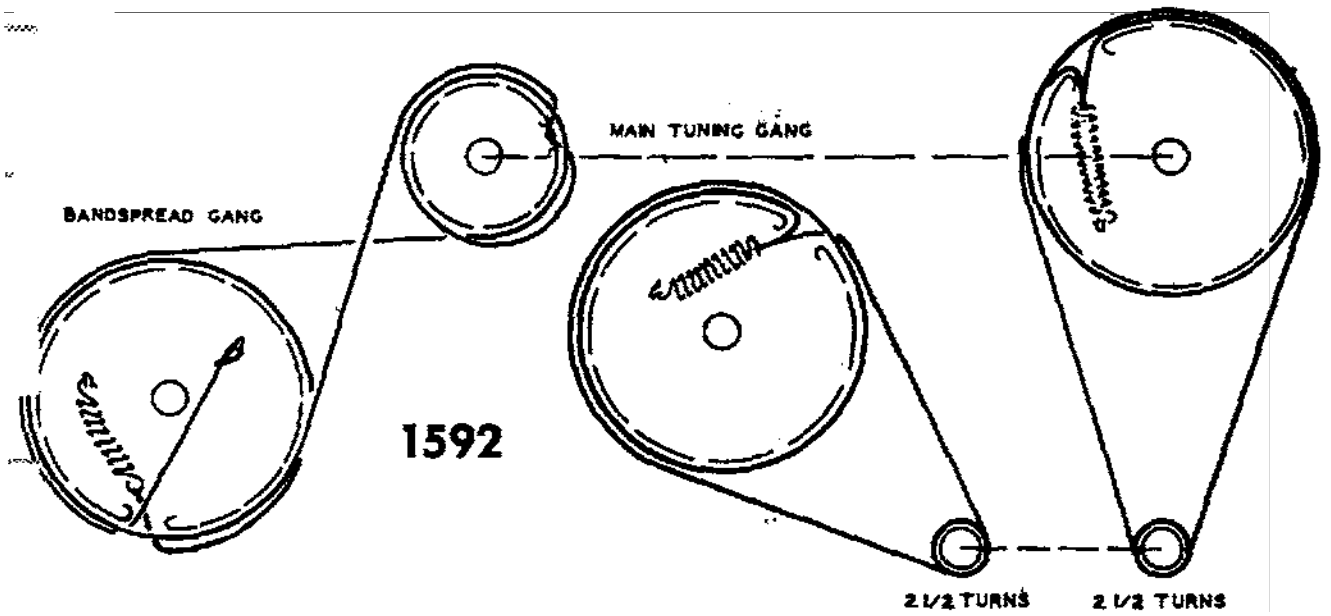
TUNING DIAL CORD STRINGING

1590

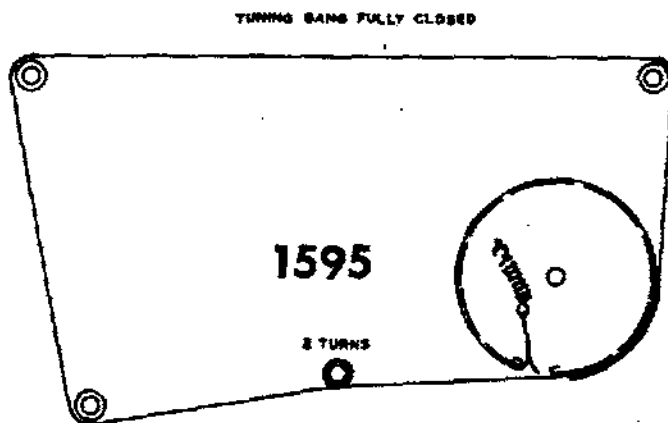
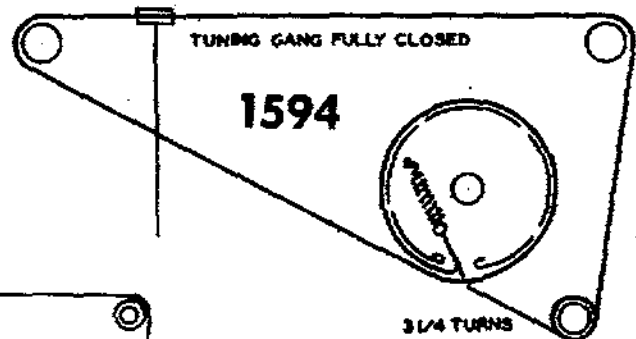
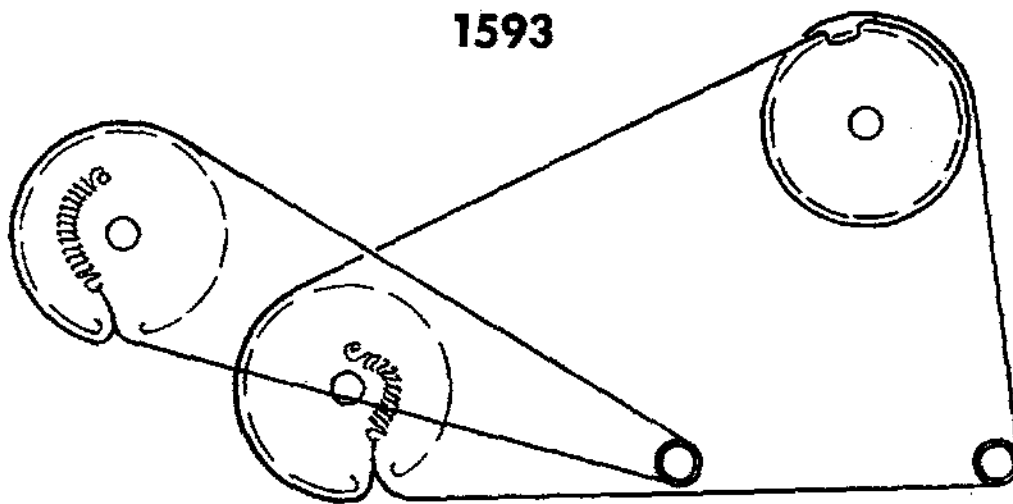


1591

MAIN TUNING & BANDSPREAD GANGS FULLY CLOSED

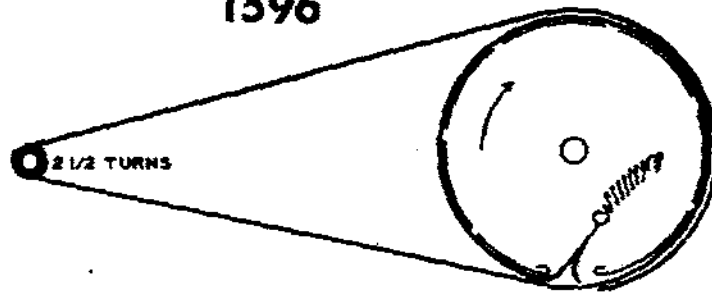


TUNING GANG FULLY CLOSED



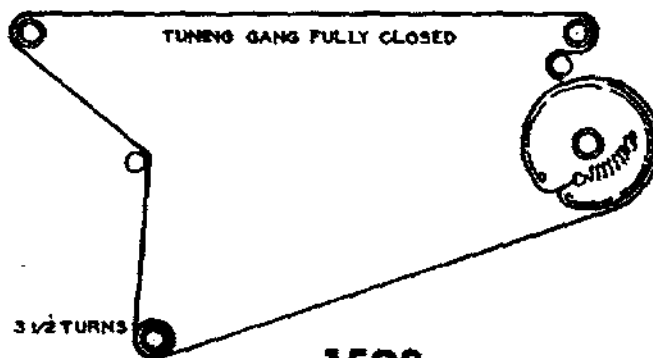
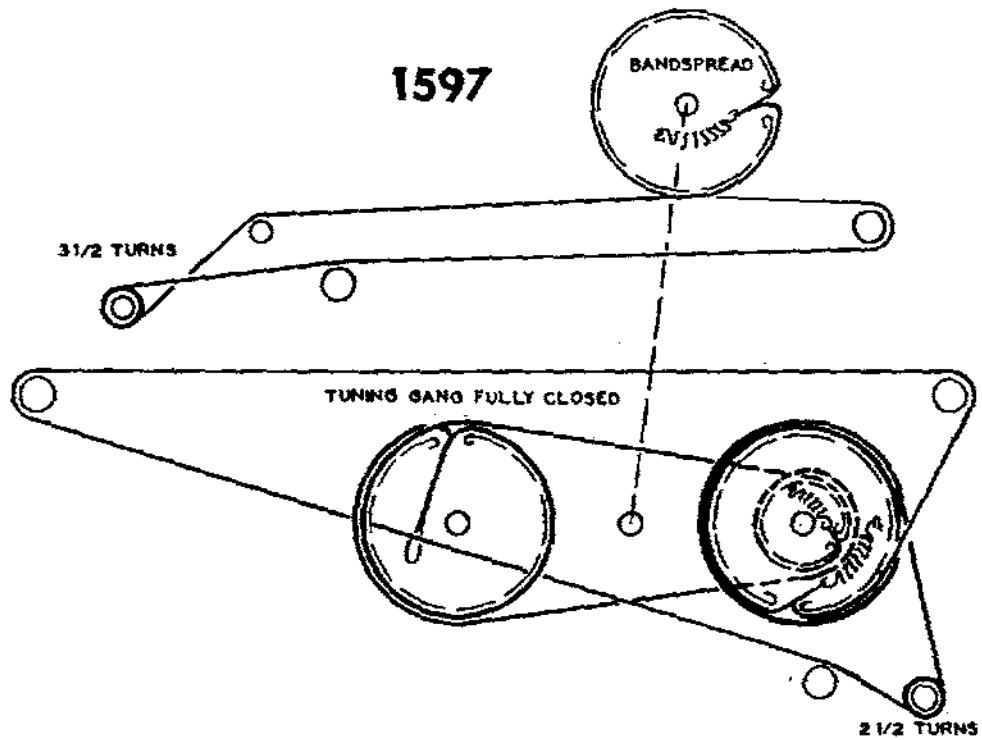
TUNING GANG FULLY CLOSED

1596

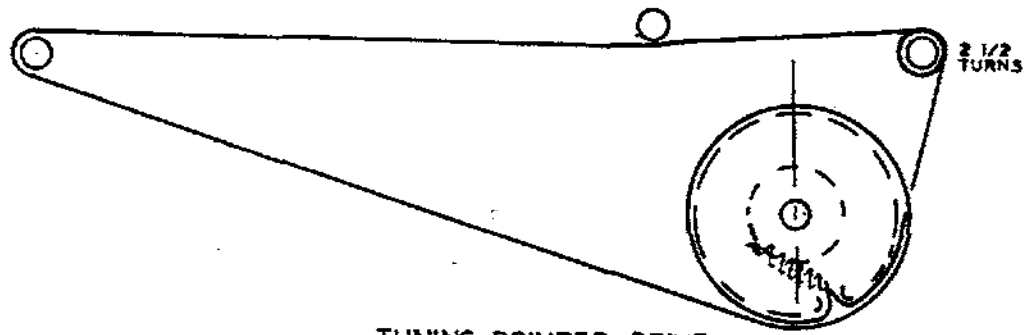


TUNING GANG FULLY CLOSED

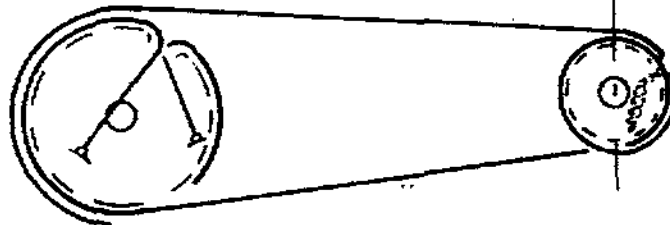
1597



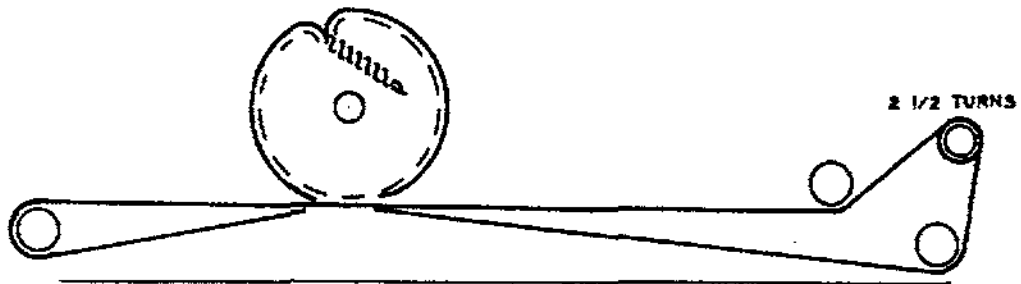
1598



TUNING POINTER DRIVE

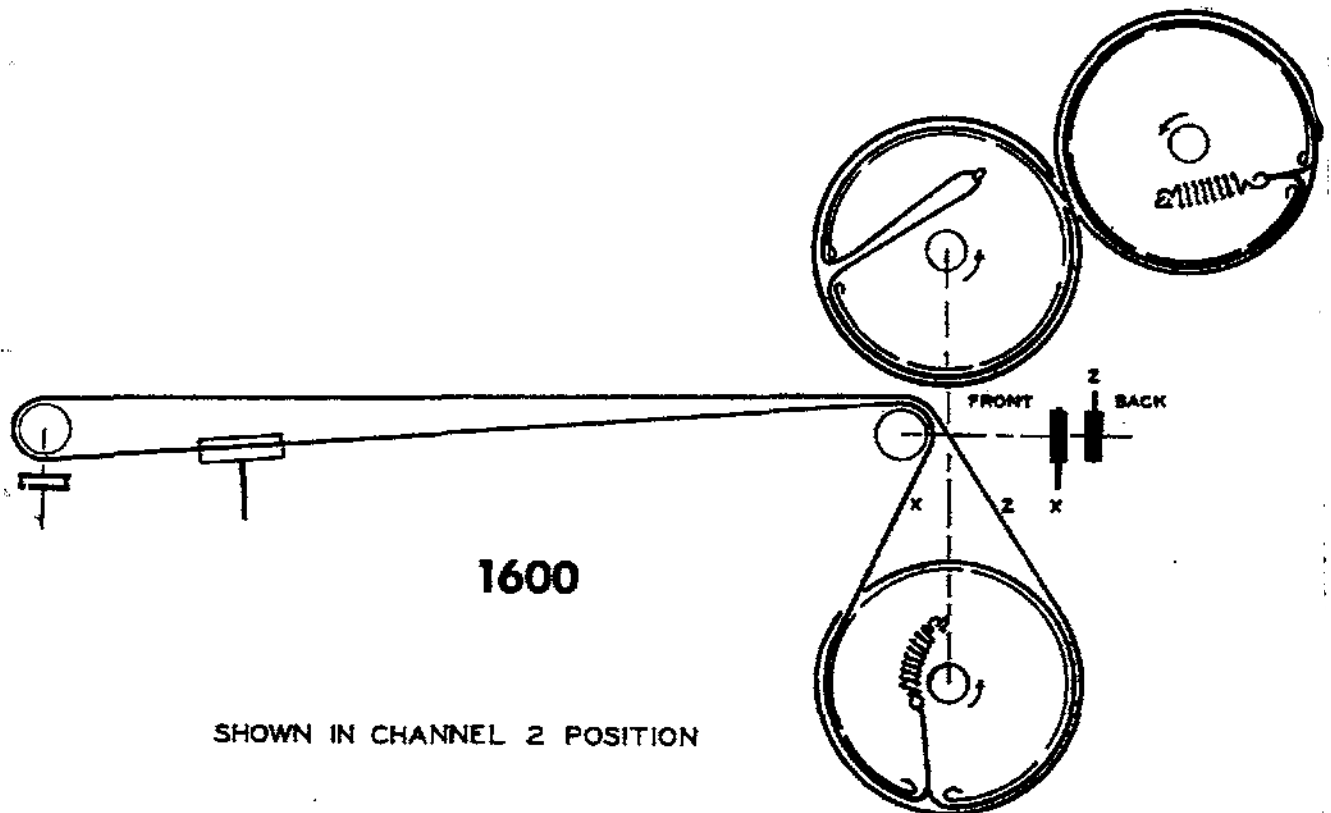


TUNING GANG DRIVE



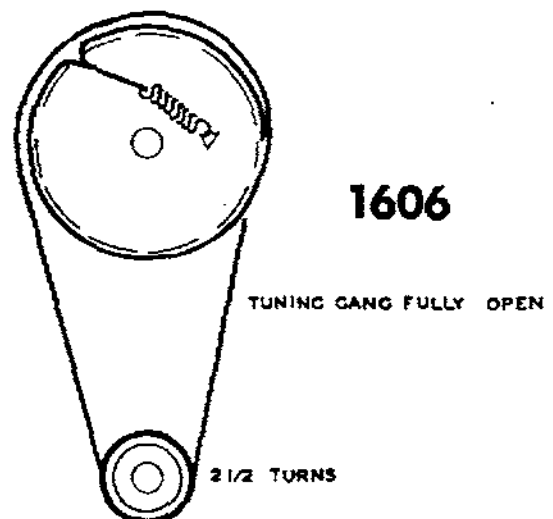
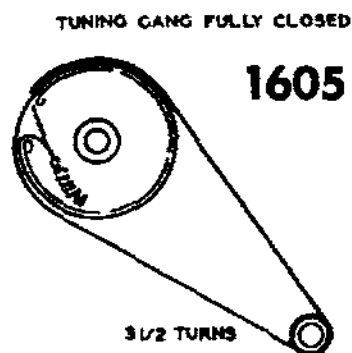
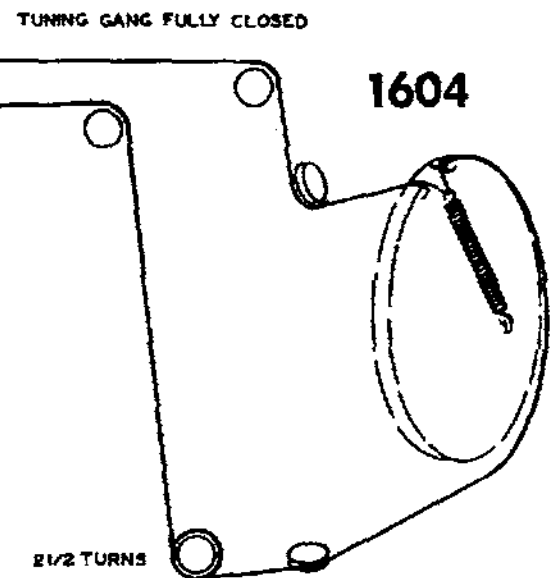
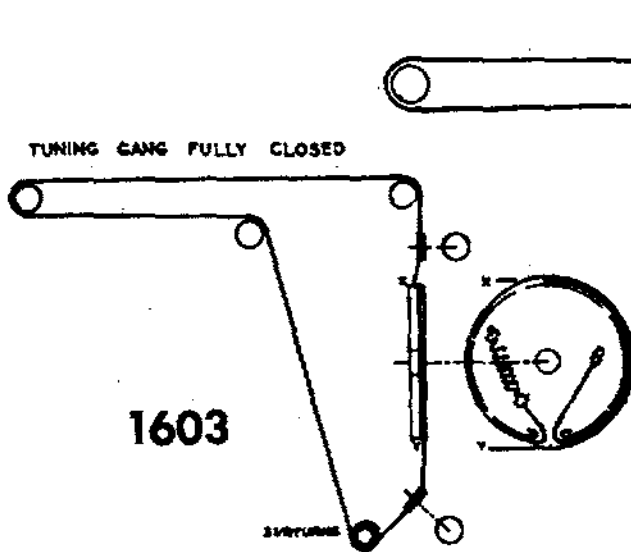
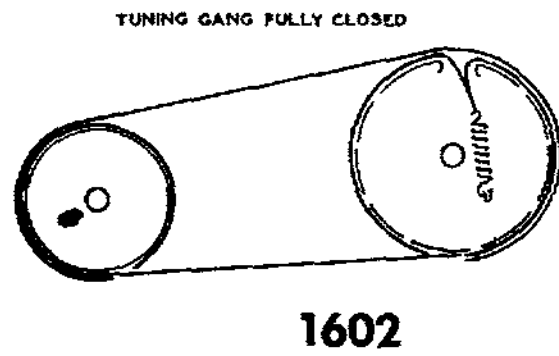
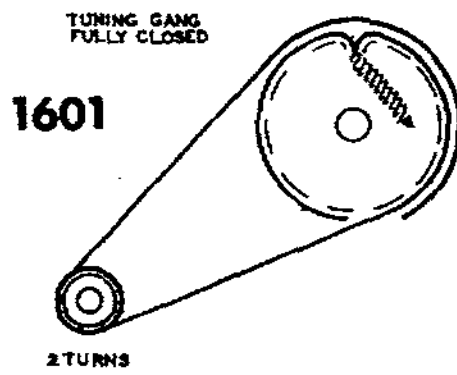
BANDSPREAD GANG & POINTER DRIVE

1599



1600

SHOWN IN CHANNEL 2 POSITION



TUNING GANG FULLY CLOSED

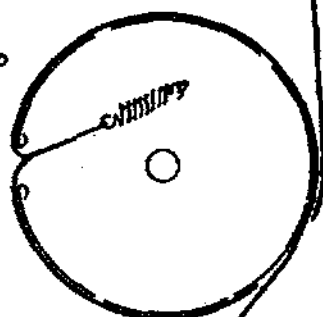


2 1/2 TURNS

1608

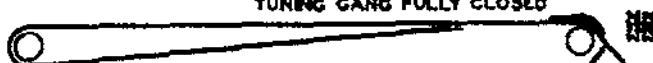
1607

TUNING GANG FULLY CLOSED



3 TURNS

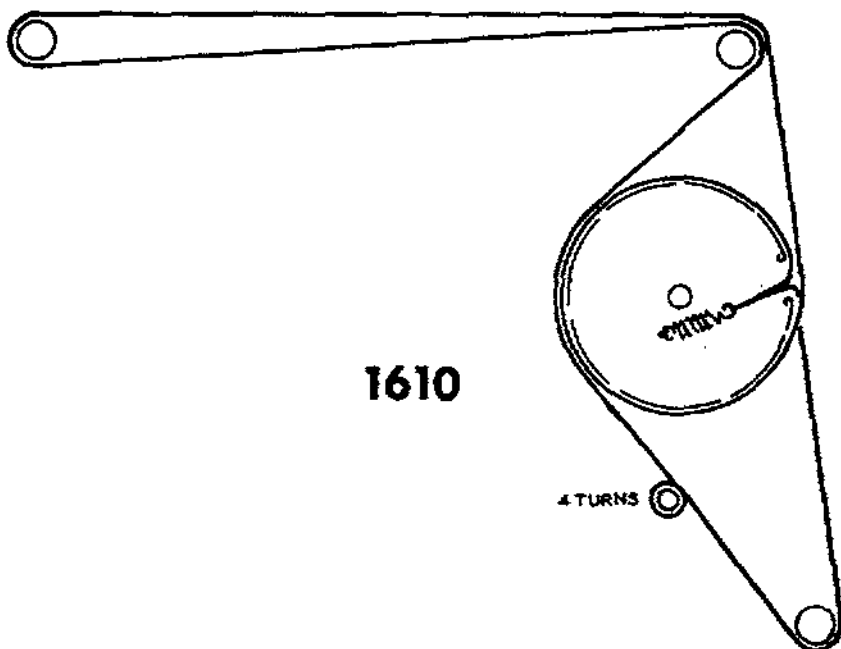
TUNING GANG FULLY CLOSED



1609

2 1/2 TURNS

TUNING GANG FULLY CLOSED



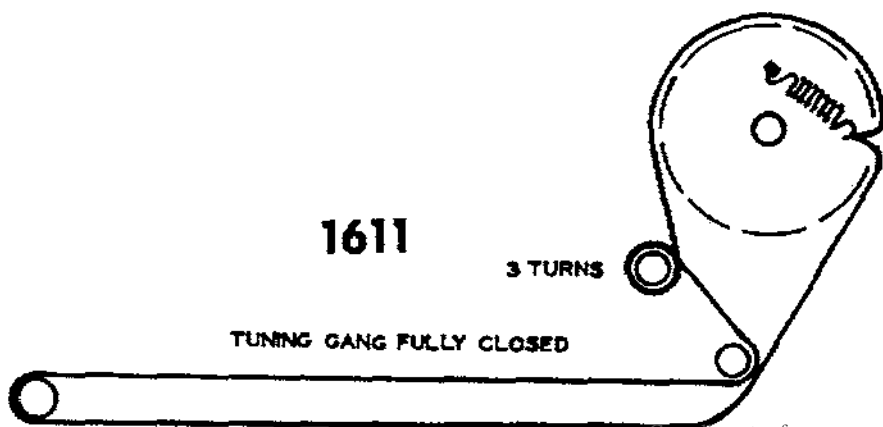
4 TURNS

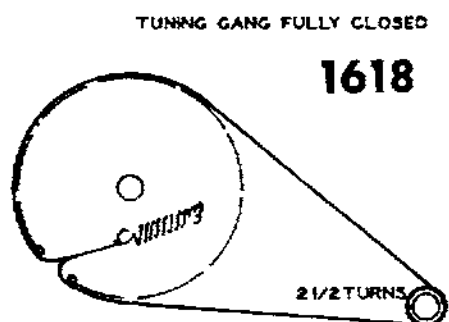
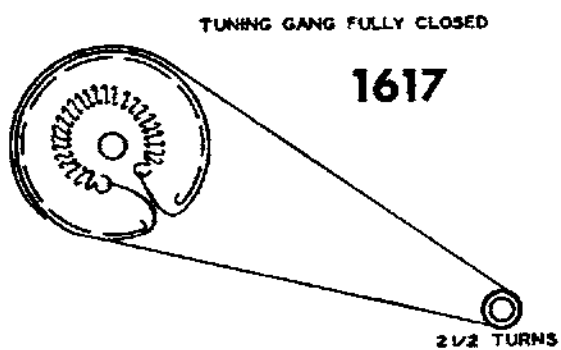
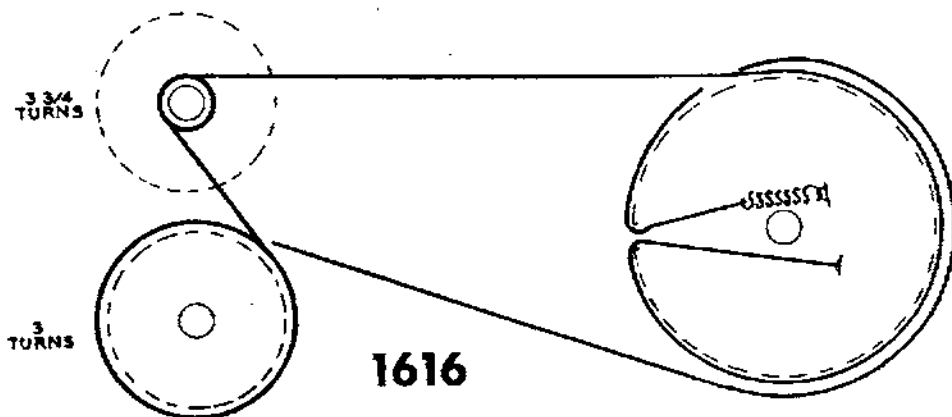
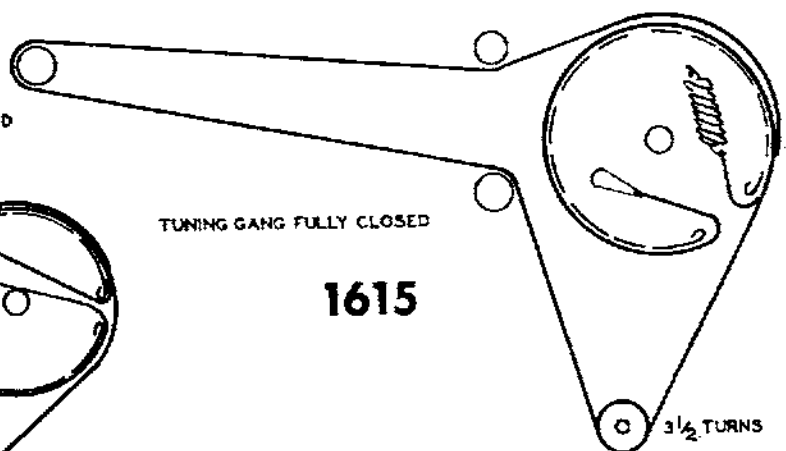
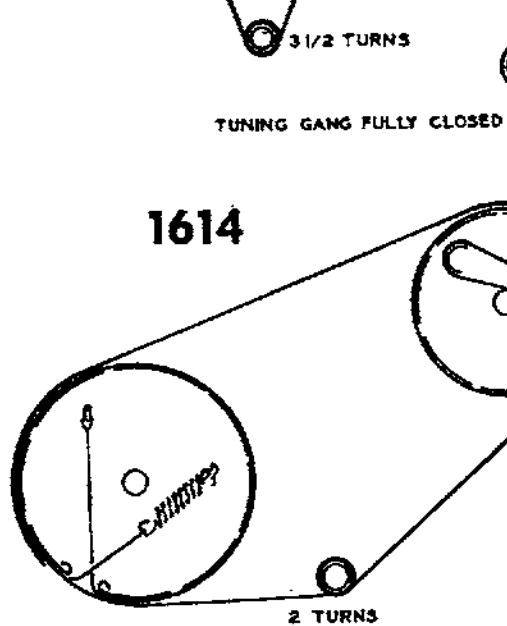
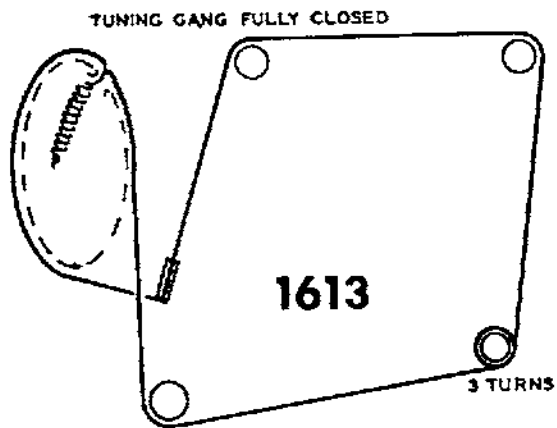
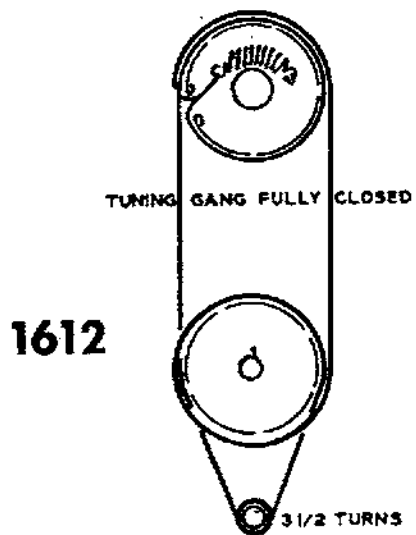
1610

1611

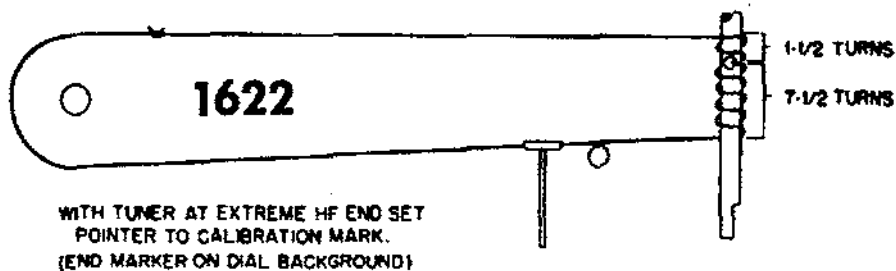
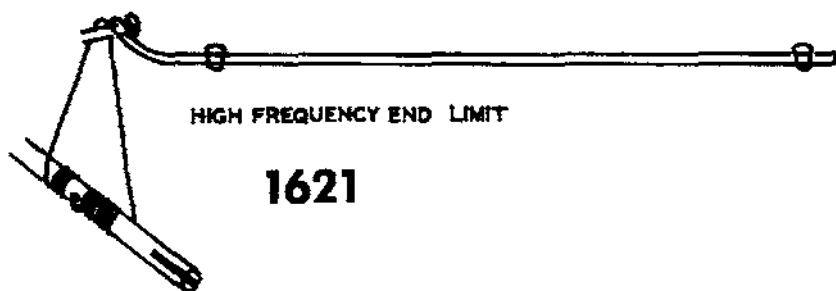
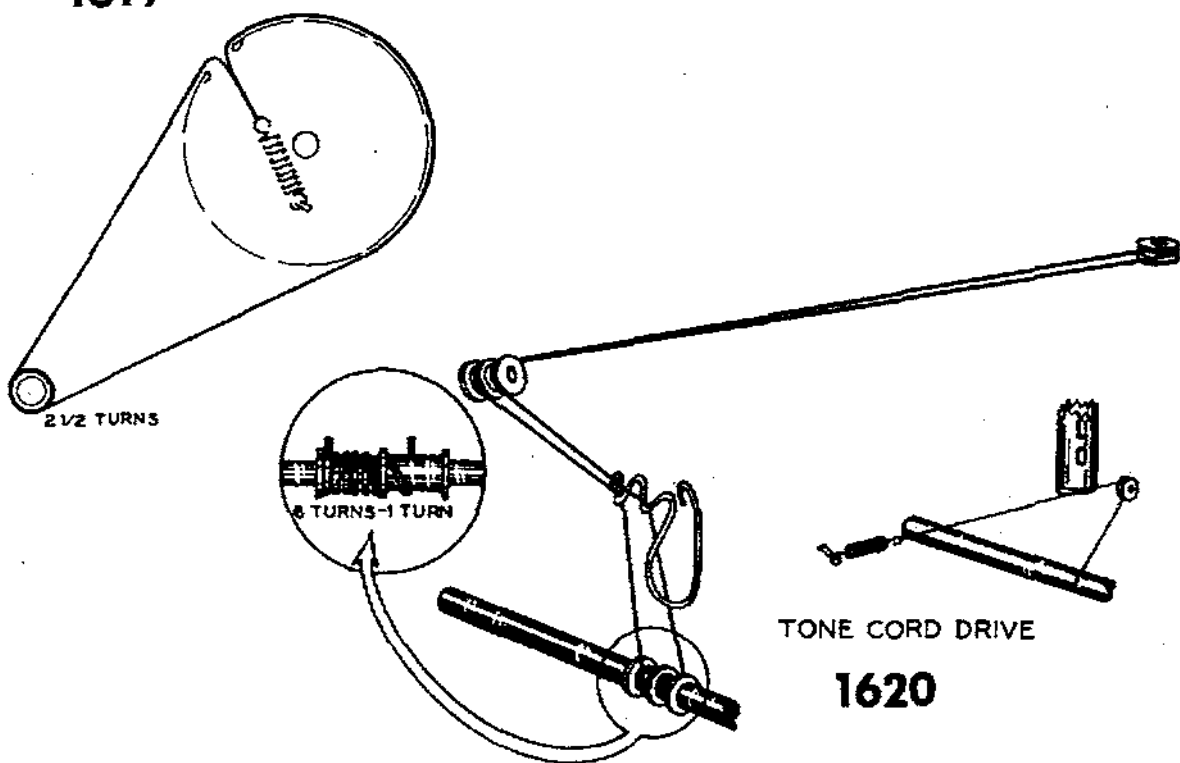
3 TURNS

TUNING GANG FULLY CLOSED

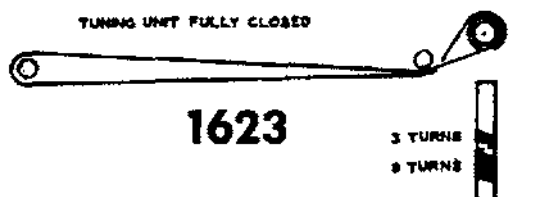




1619

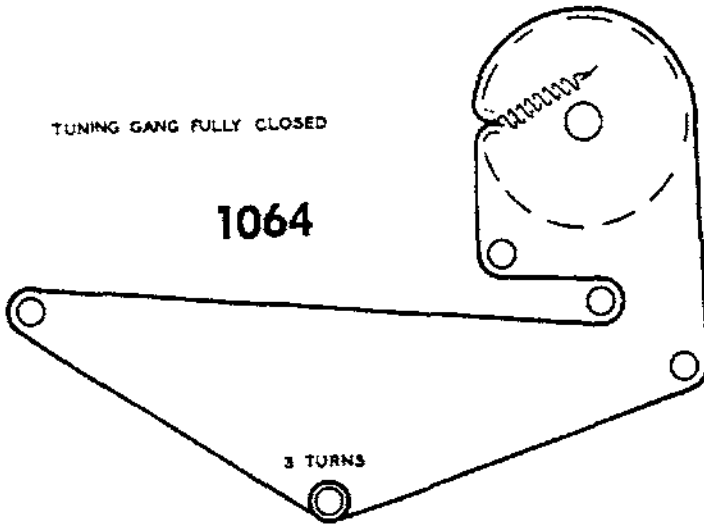


WITH TUNER AT EXTREME HF END SET
POINTER TO CALIBRATION MARK.
(END MARKER ON DIAL BACKGROUND)



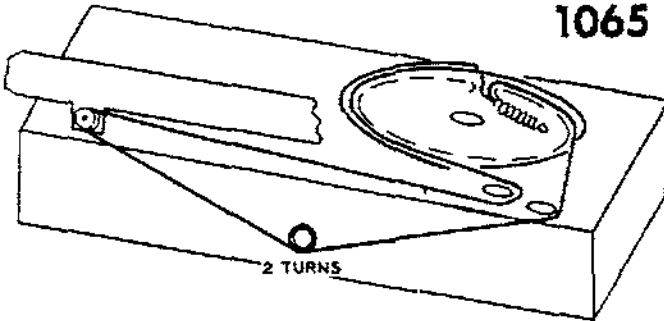
TUNING GANG FULLY CLOSED

1064



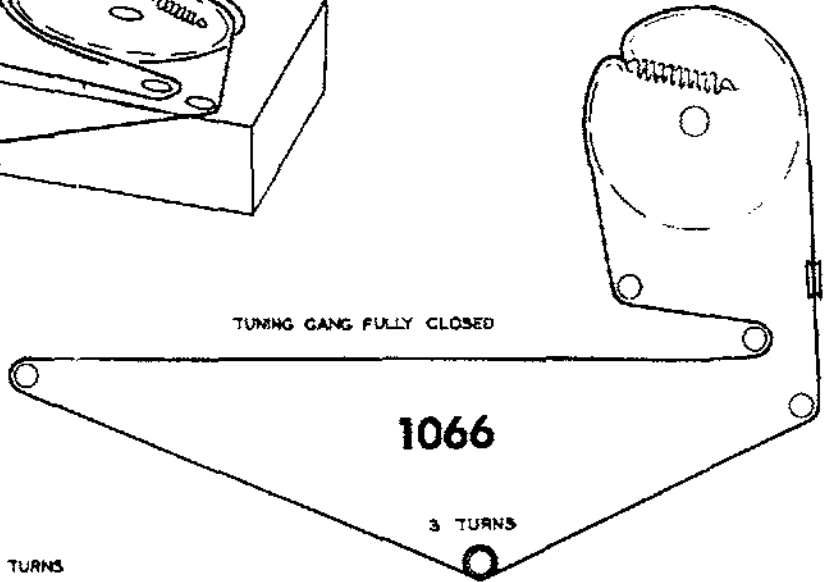
TUNING GANG FULLY CLOSED

1065



TUNING GANG FULLY CLOSED

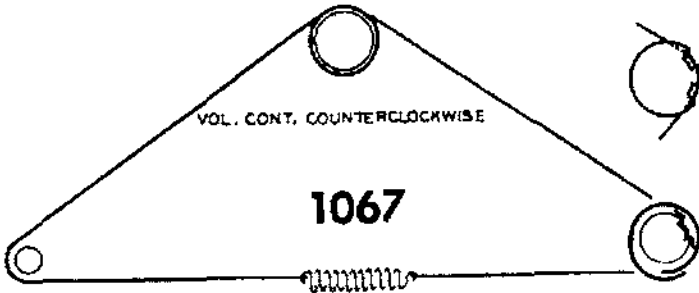
1066



2 TURNS

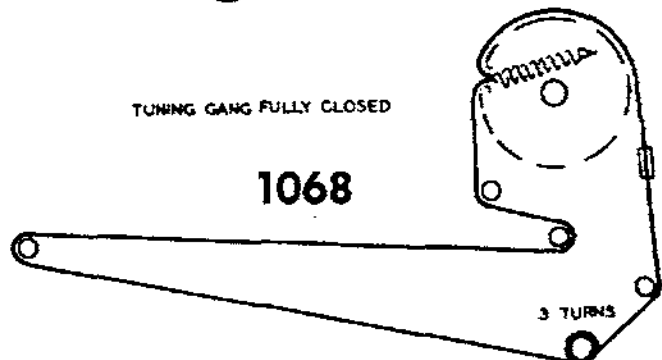
VOL. CONT. COUNTERCLOCKWISE

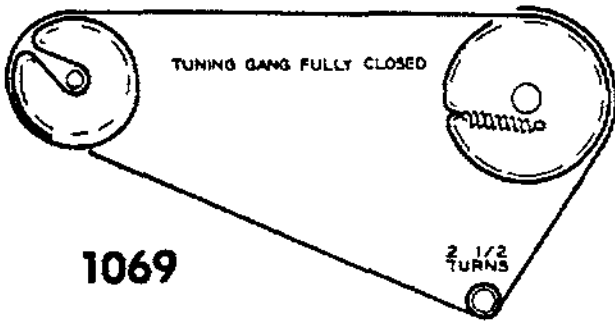
1067



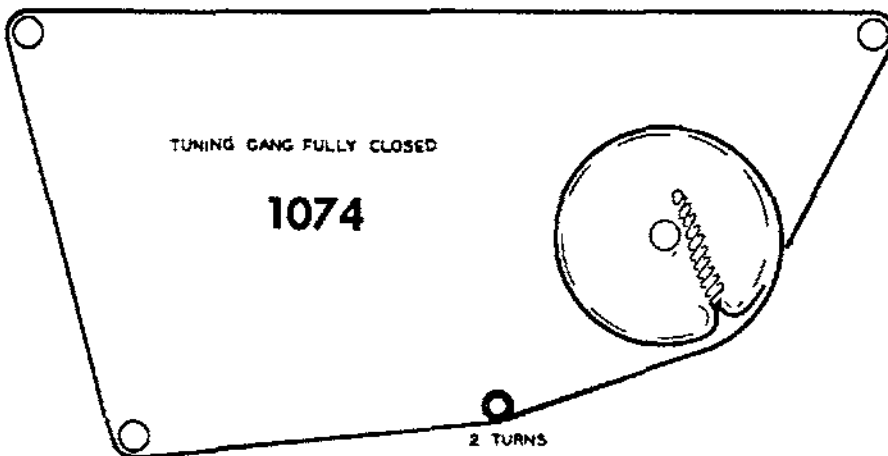
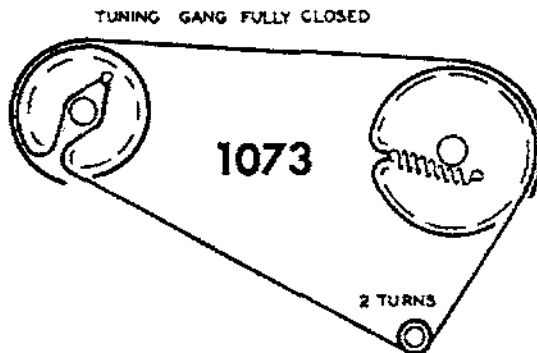
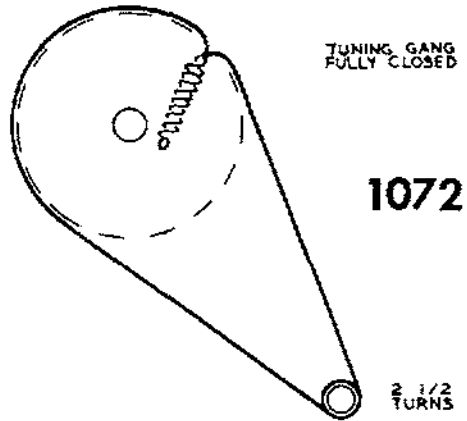
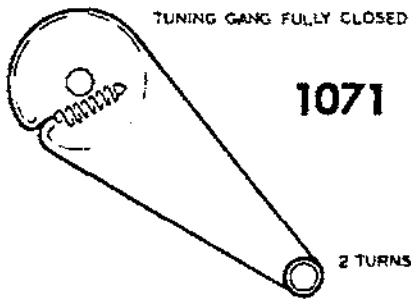
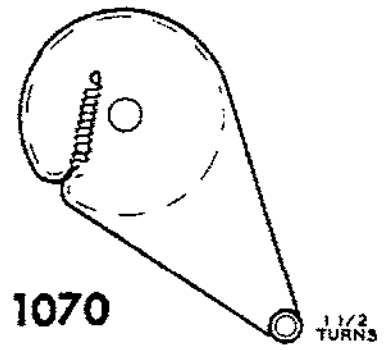
TUNING GANG FULLY CLOSED

1068

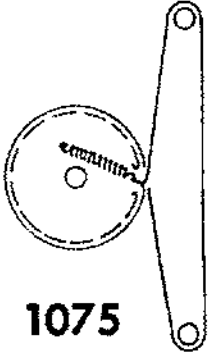




TUNING GANG FULLY CLOSED



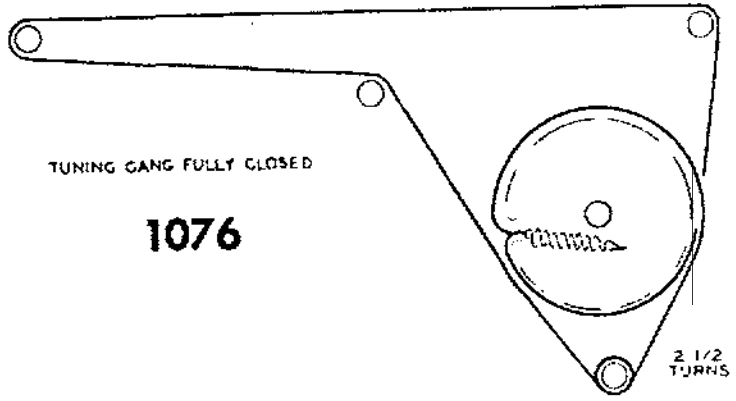
TUNING GANG FULLY CLOSED



1075

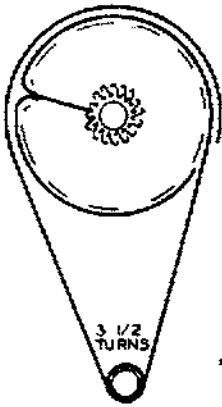
TUNING GANG FULLY CLOSED

1076



2 1/2
TURNS

TUNING GANG FULLY CLOSED

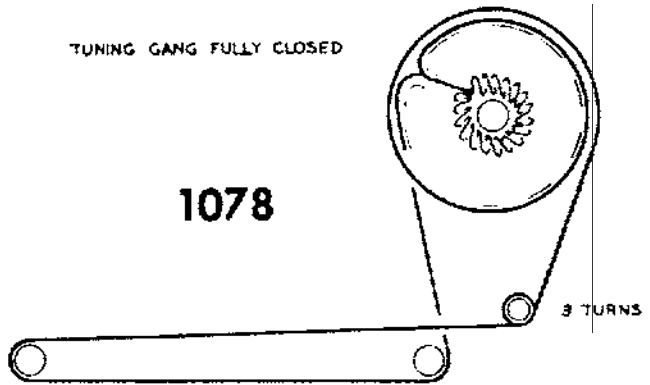


1077

3 1/2
TURNS

TUNING GANG FULLY CLOSED

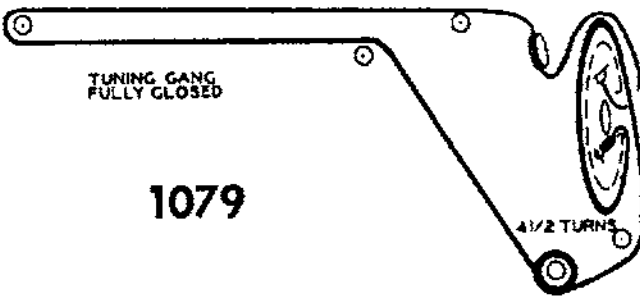
1078



3 TURNS

TUNING GANG
FULLY CLOSED

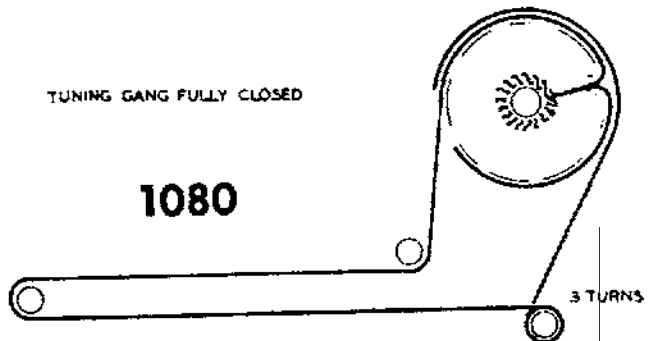
1079



4 1/2 TURNS

TUNING GANG FULLY CLOSED

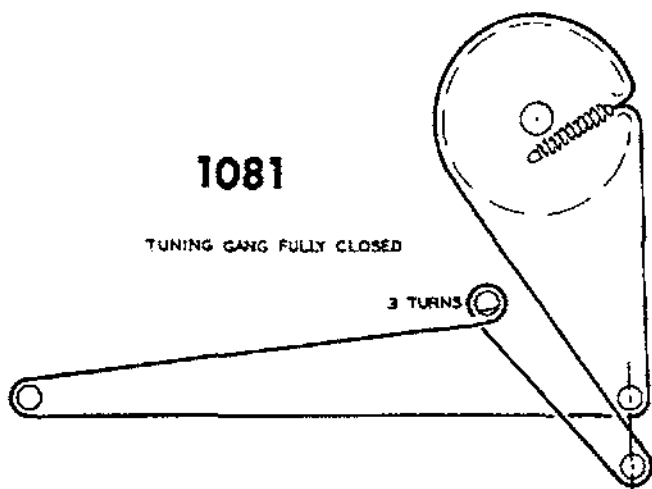
1080



3 TURNS

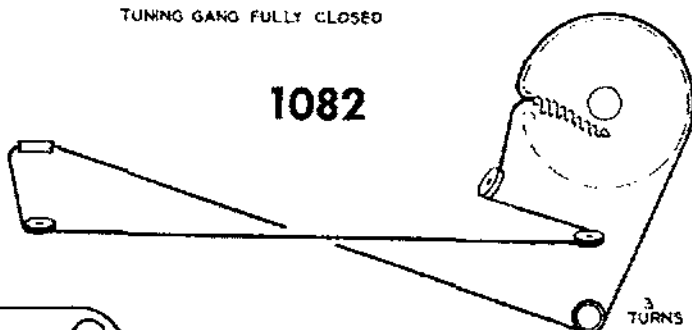
1081

TUNING GANG FULLY CLOSED



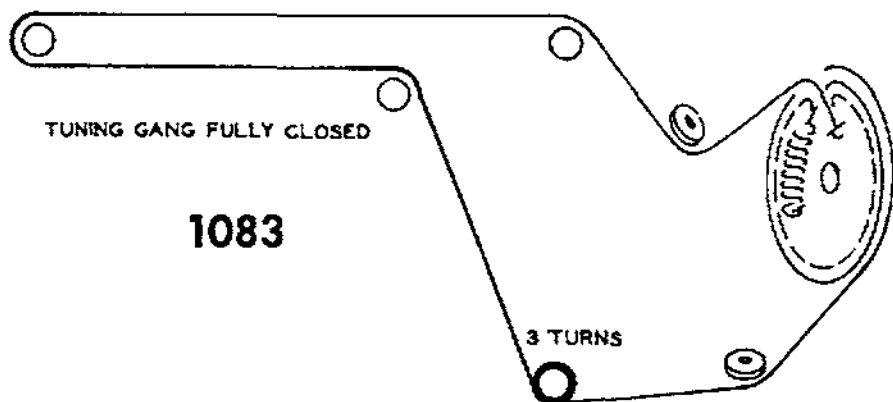
TUNING GANG FULLY CLOSED

1082



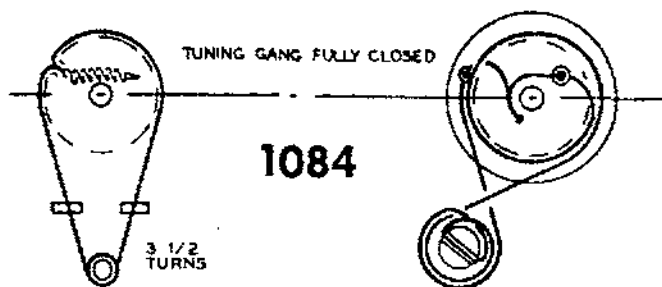
TUNING GANG FULLY CLOSED

1083



TUNING GANG FULLY CLOSED

1084



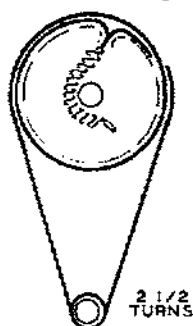
TUNING GANG FULLY CLOSED

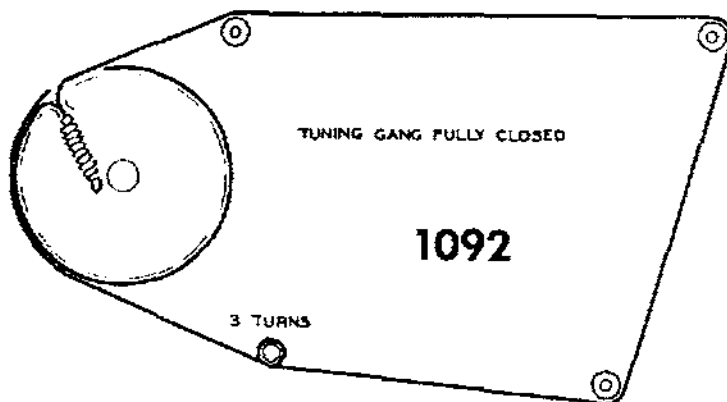
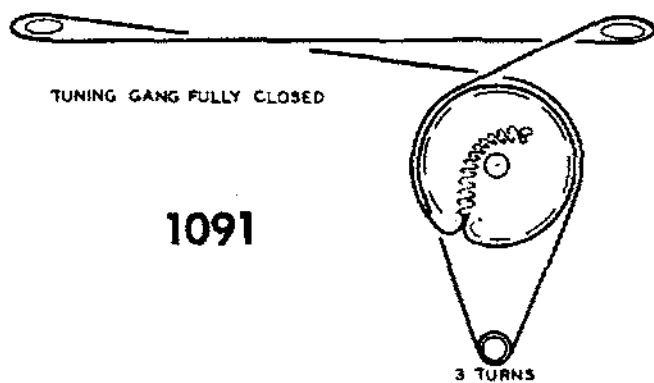
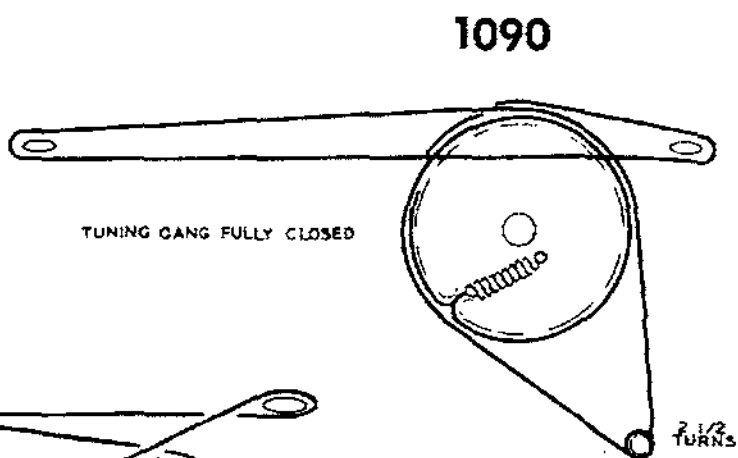
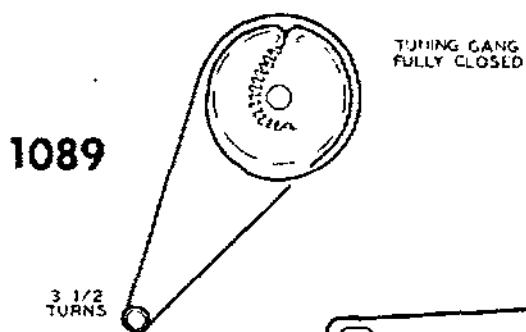
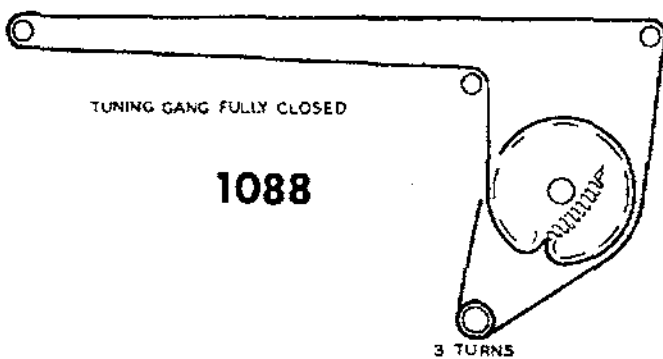
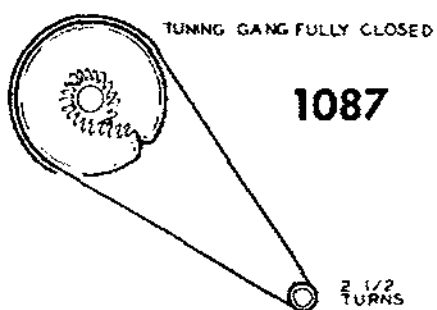
1085

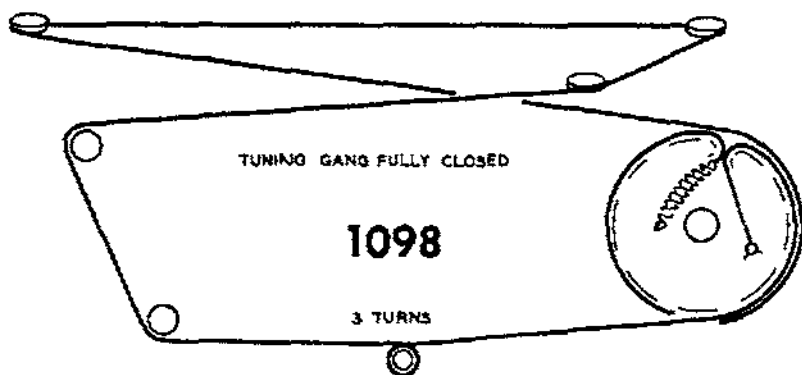
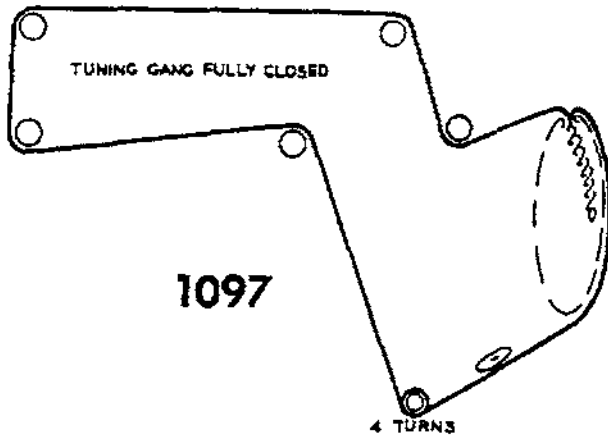
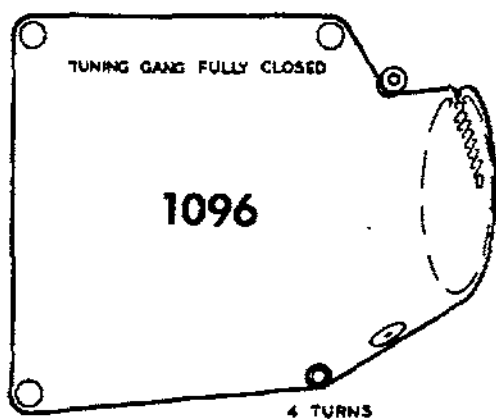
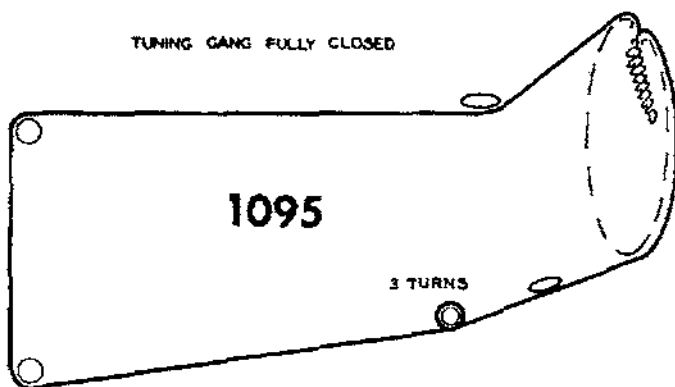
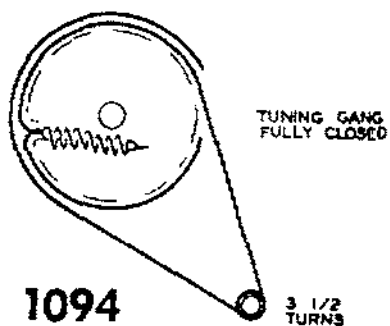
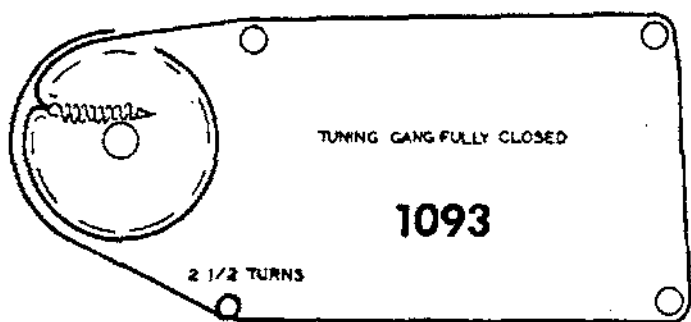


TUNING GANG FULLY CLOSED

1086

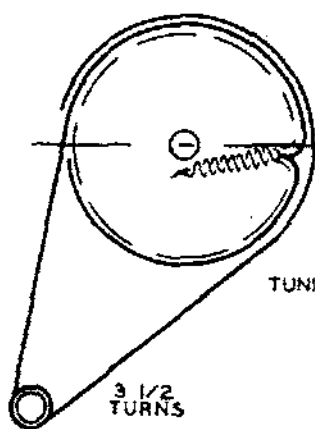
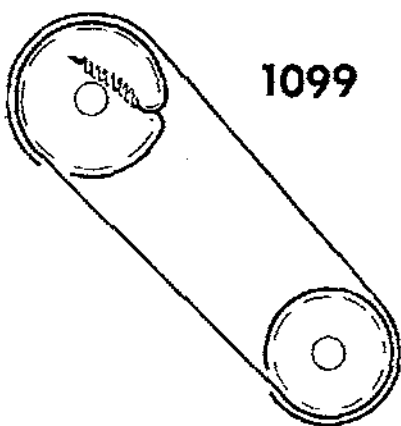






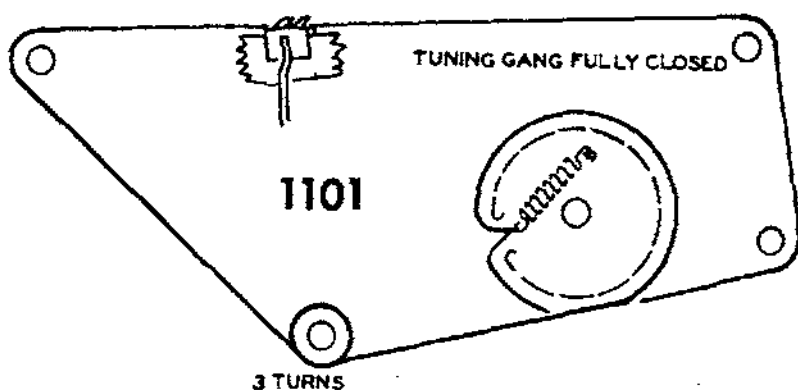
FULLY COUNTERCLOCKWISE

1099

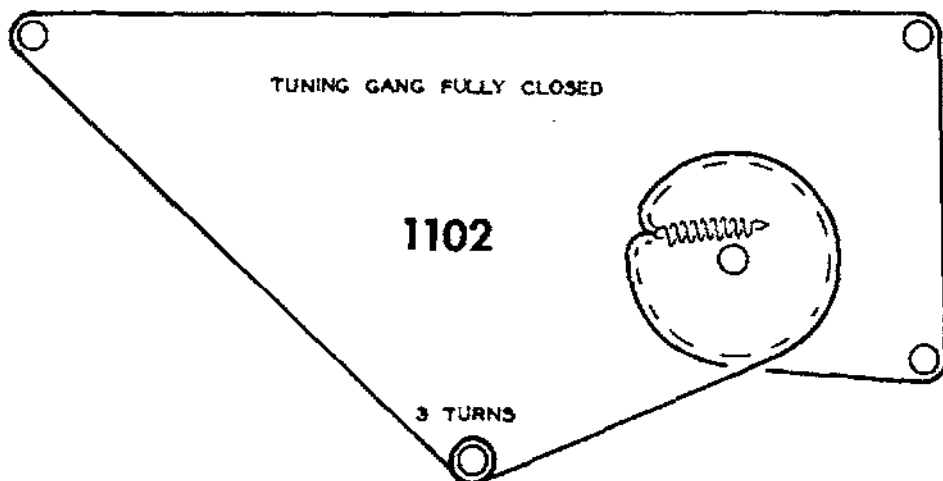


TUNING GANG FULLY CLOSED

1100



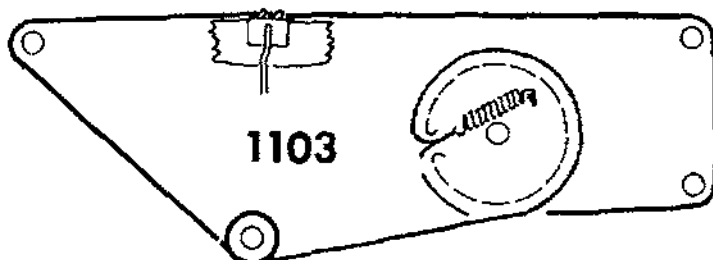
3 TURNS



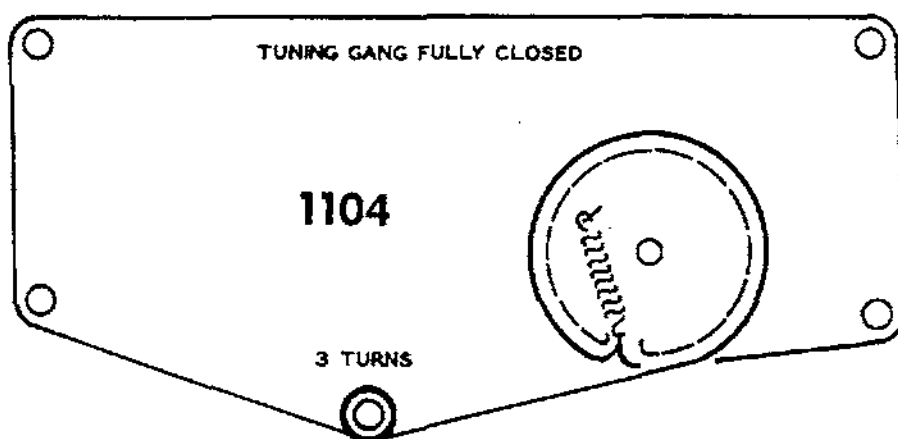
TUNING GANG FULLY CLOSED

1102

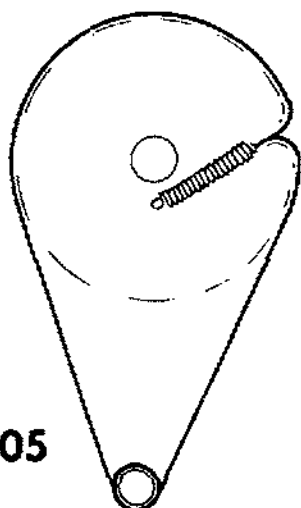
3 TURNS



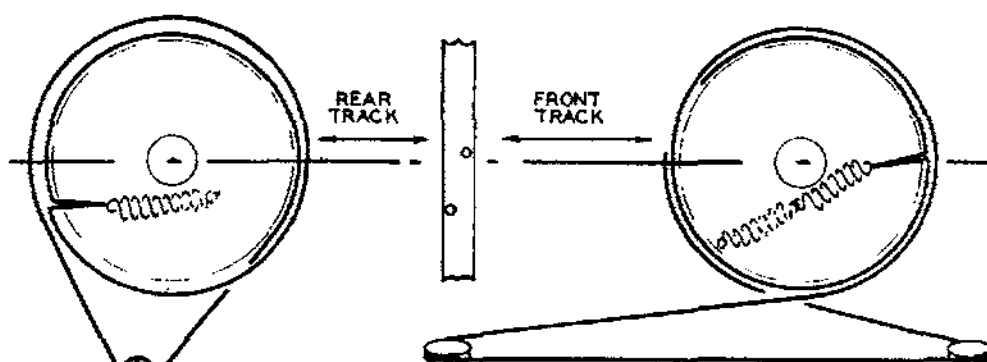
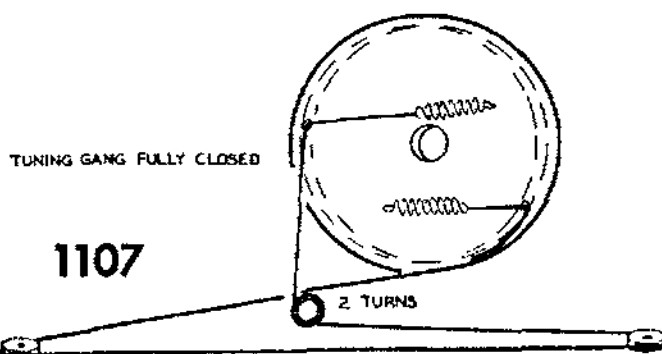
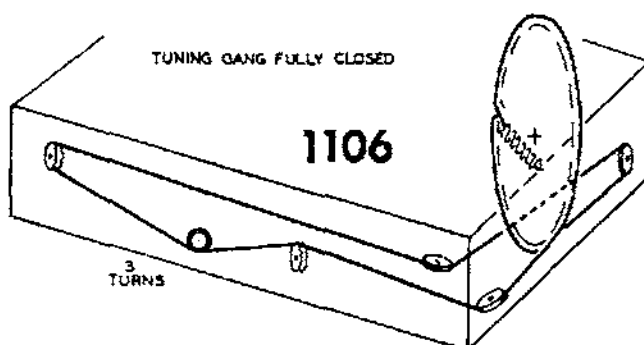
1103



TUNING GANG FULLY CLOSED



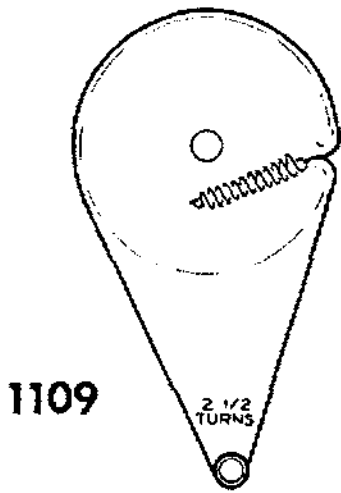
2 1/2 TURNS



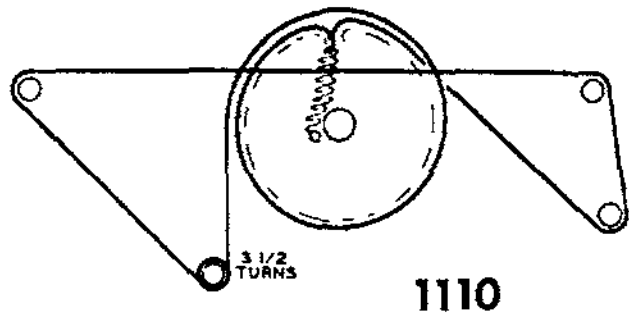
3 TURNS

1108

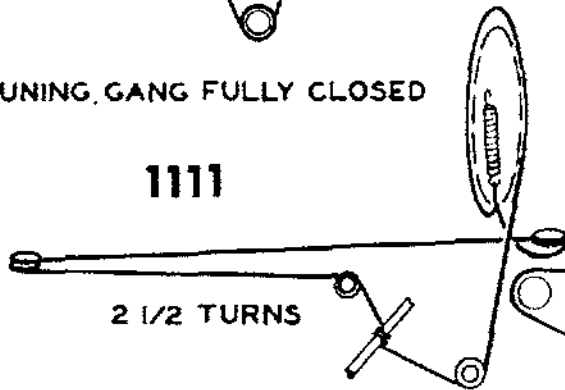
TUNING GANG FULLY CLOSED



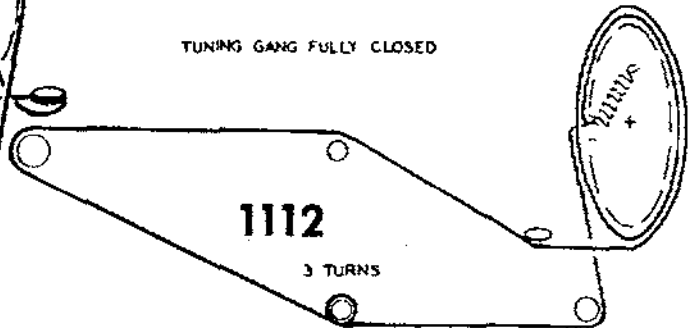
TUNING GANG FULLY CLOSED



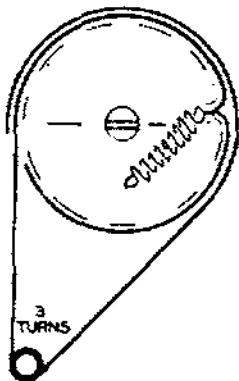
TUNING GANG FULLY CLOSED



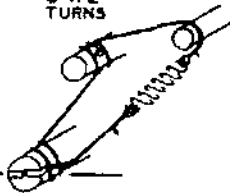
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

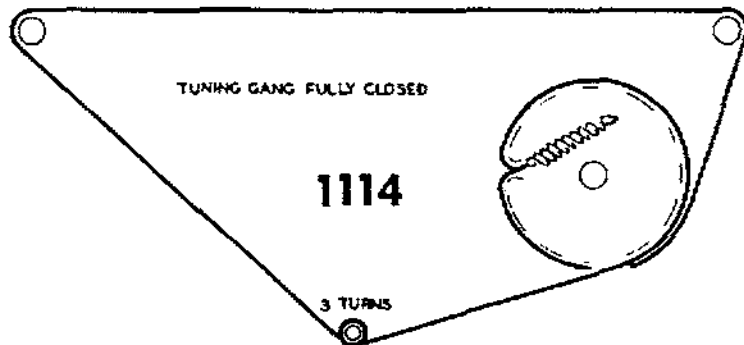


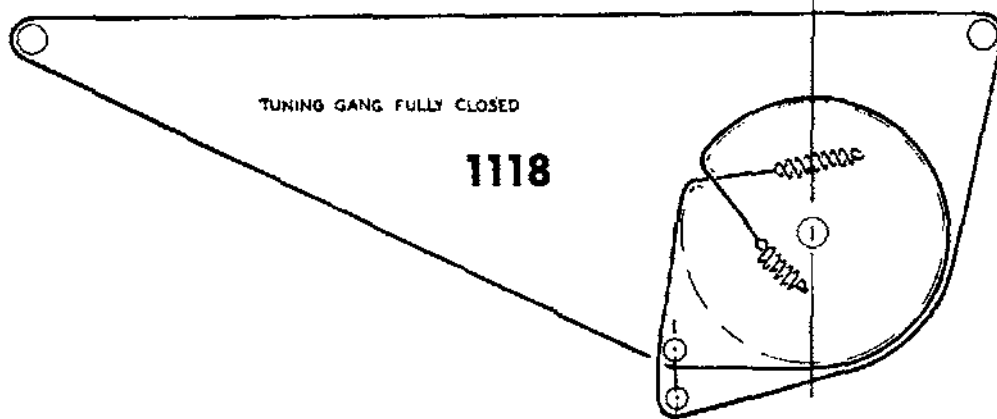
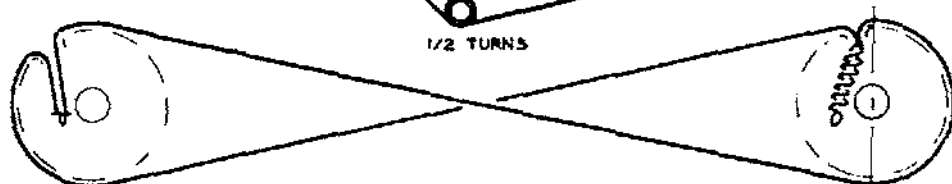
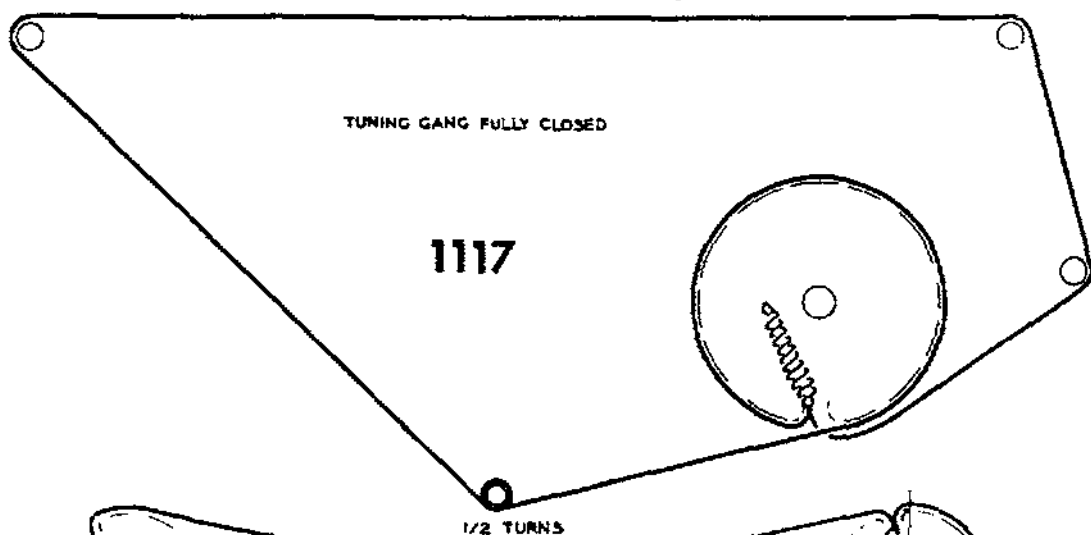
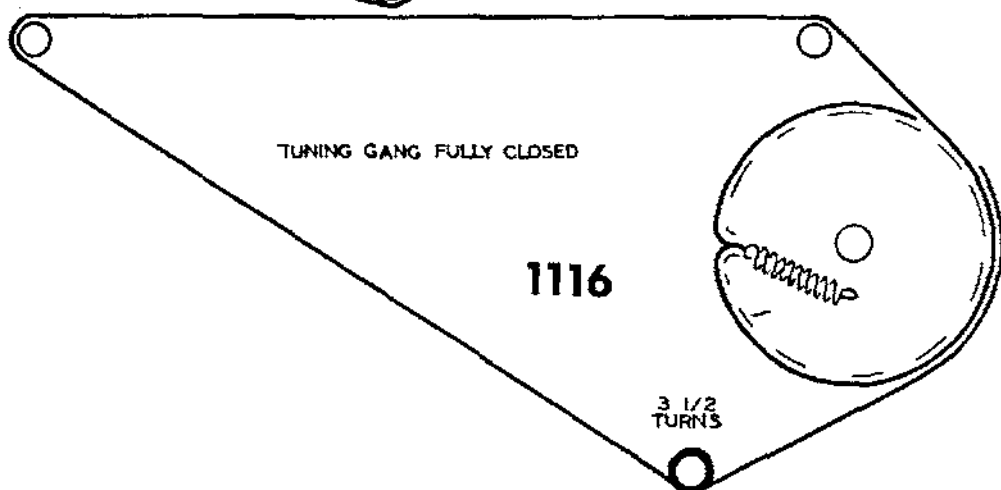
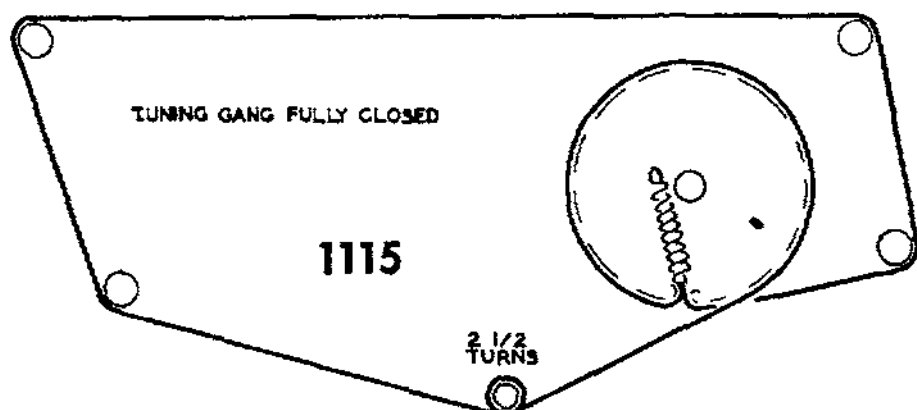
3 1/2 TURNS

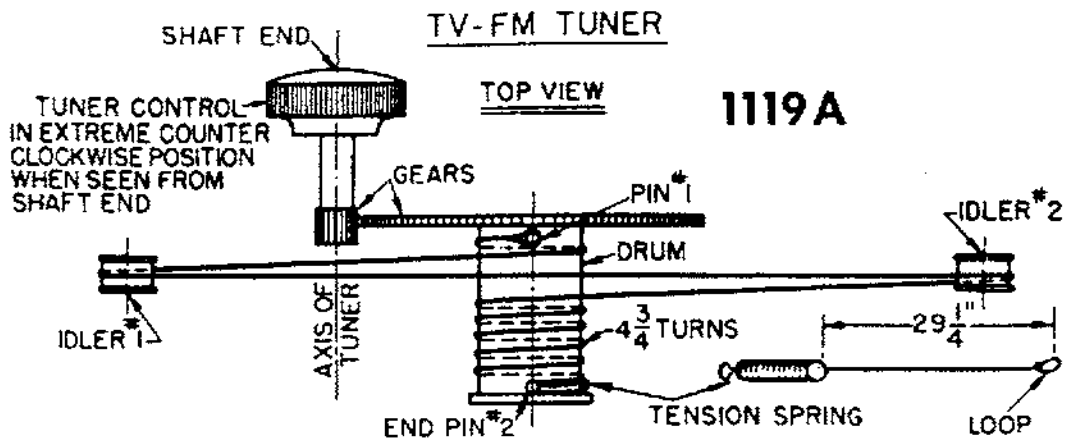


1113

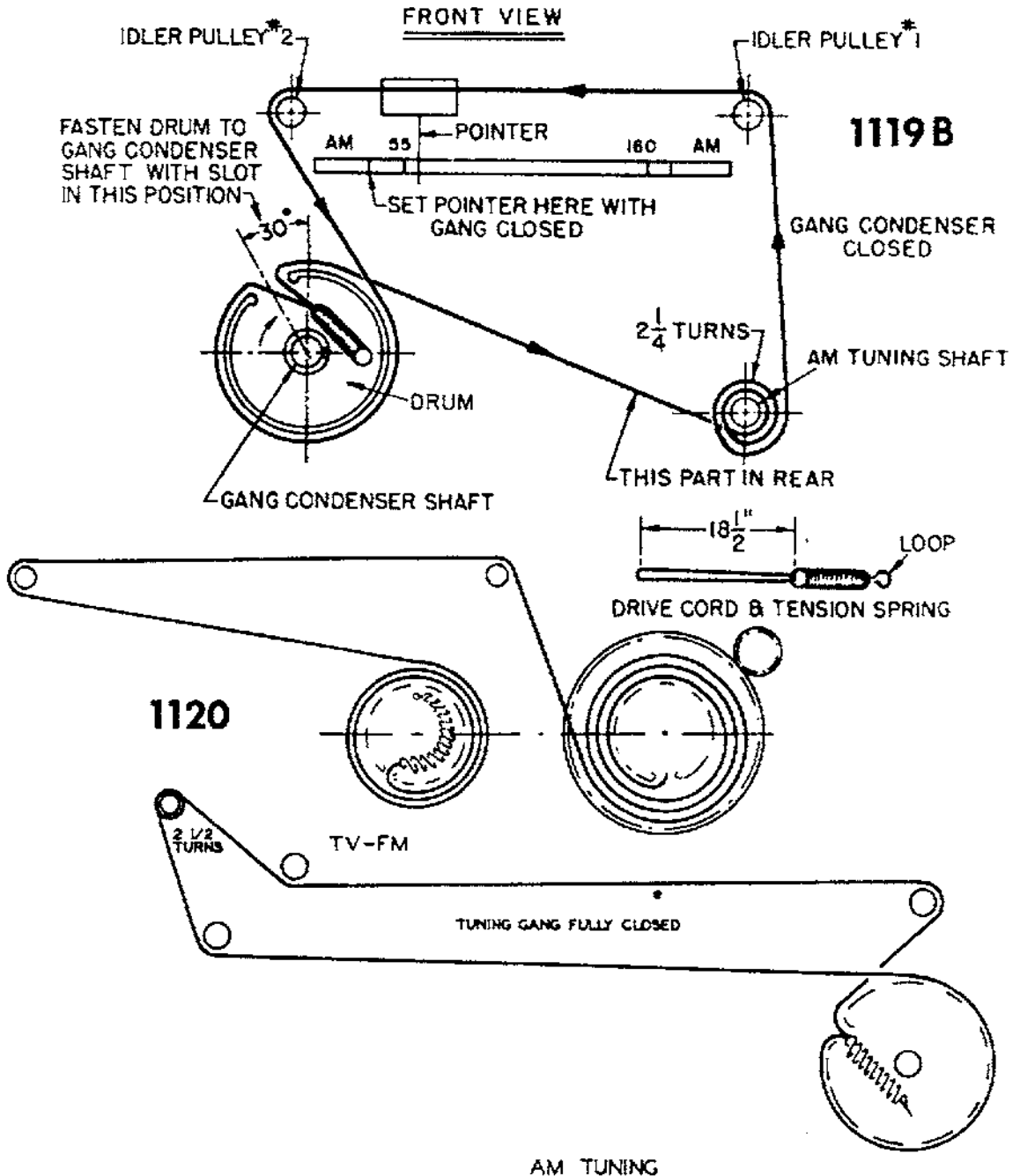
TUNING GANG FULLY CLOSED

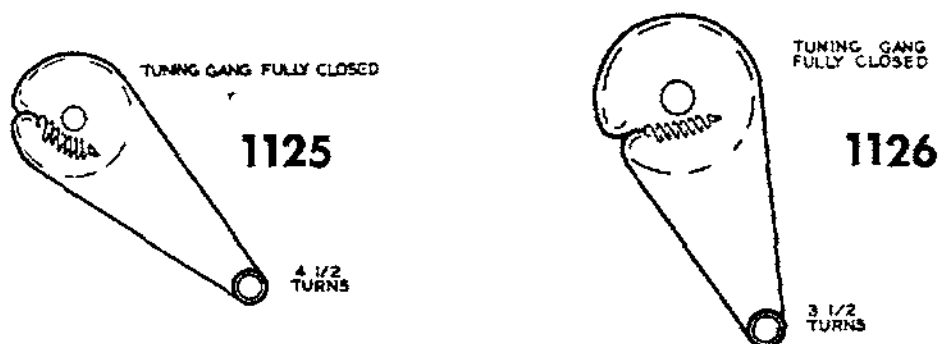
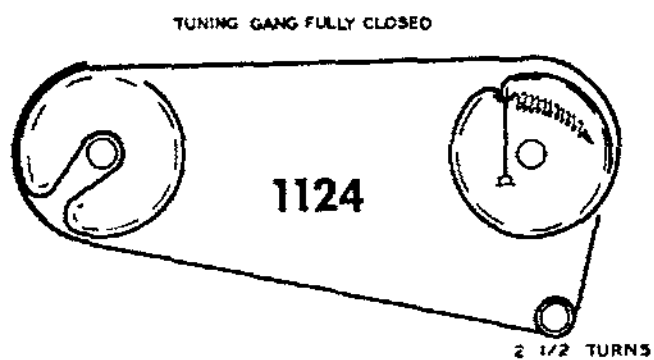
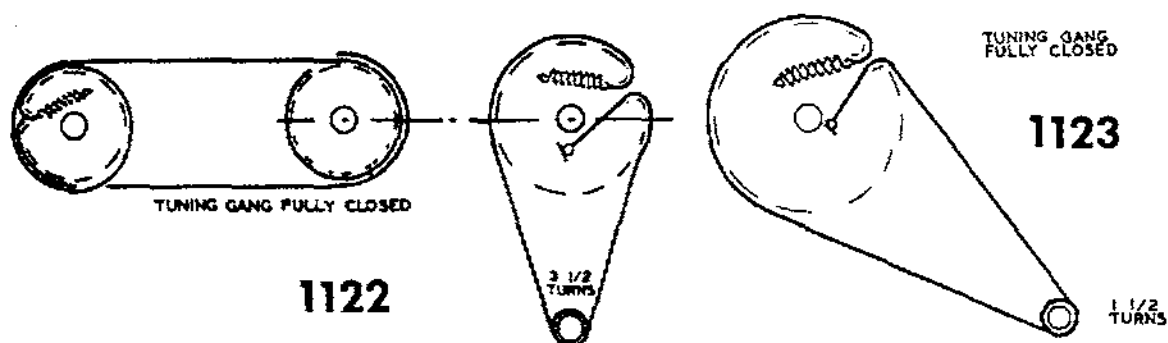
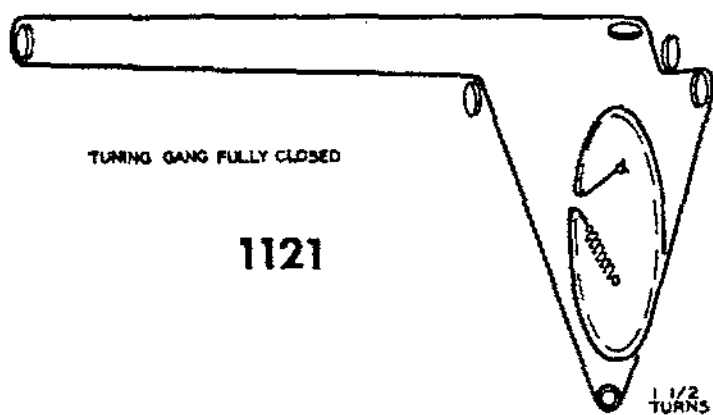




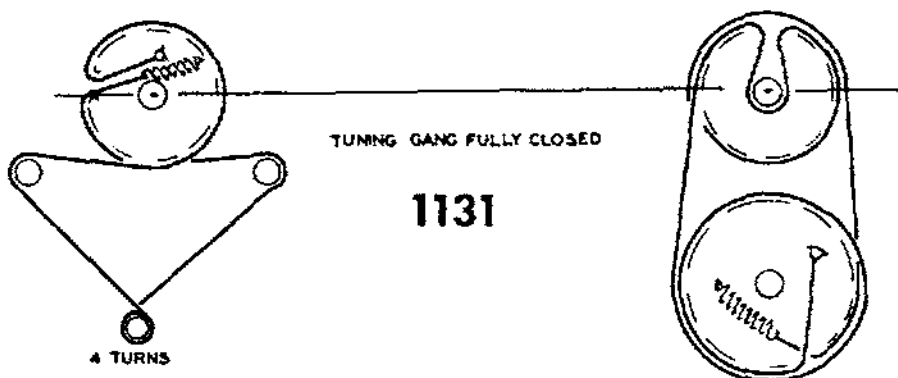
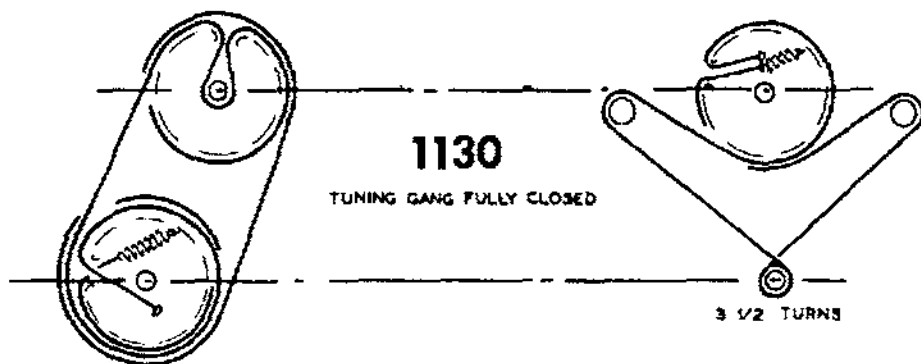
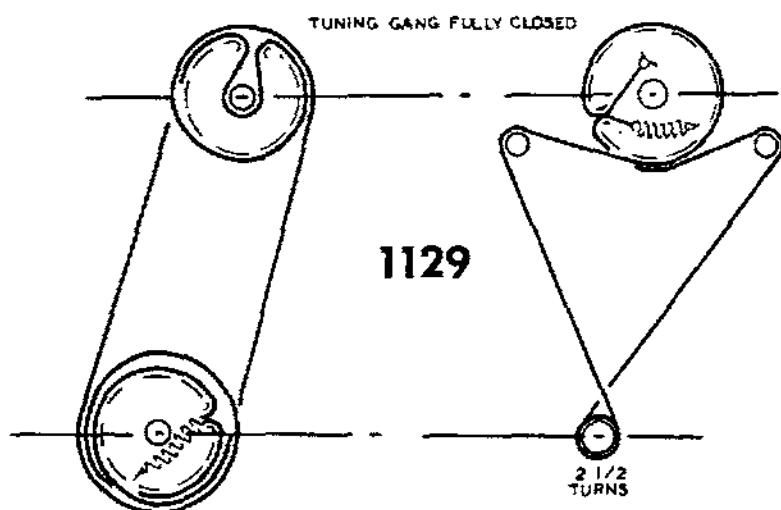
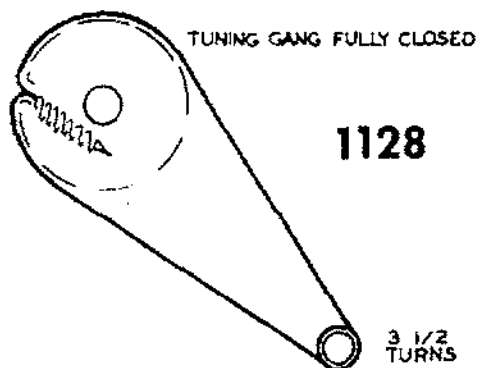
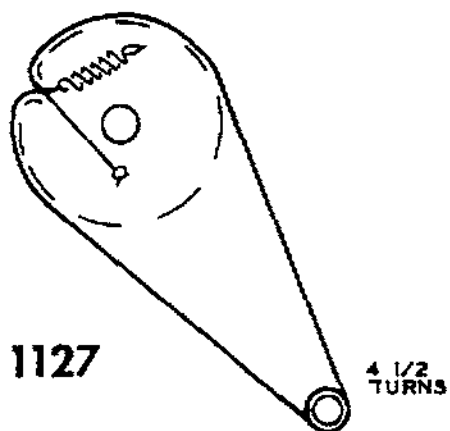


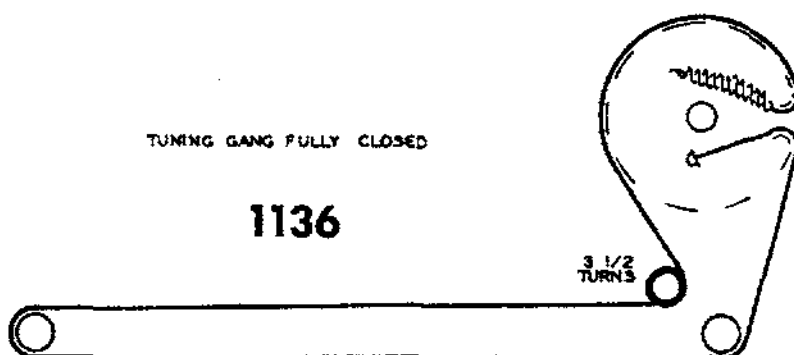
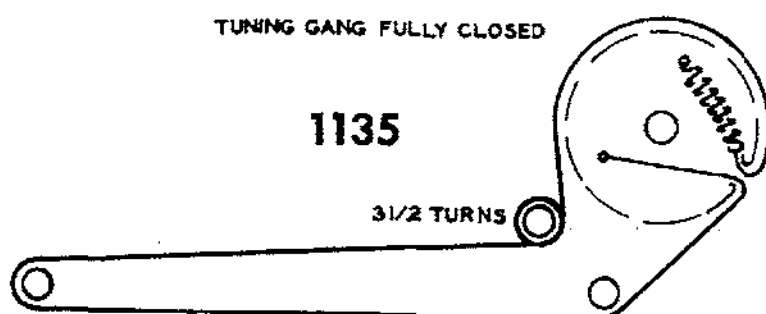
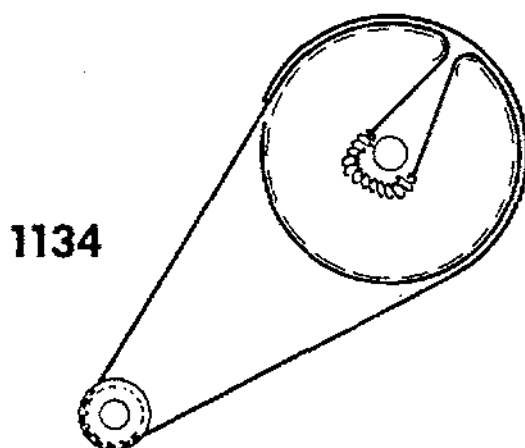
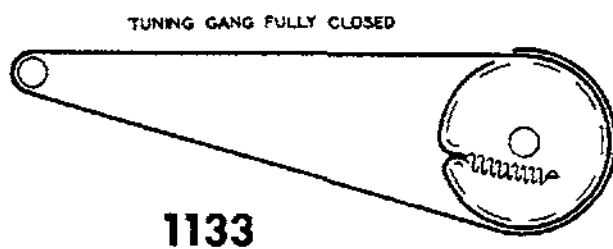
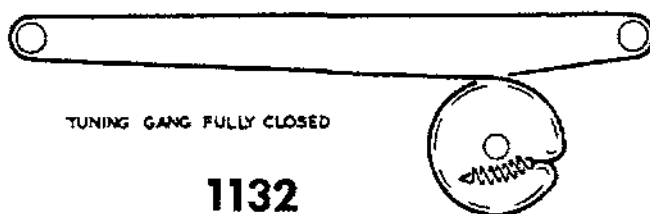
AM TUNER

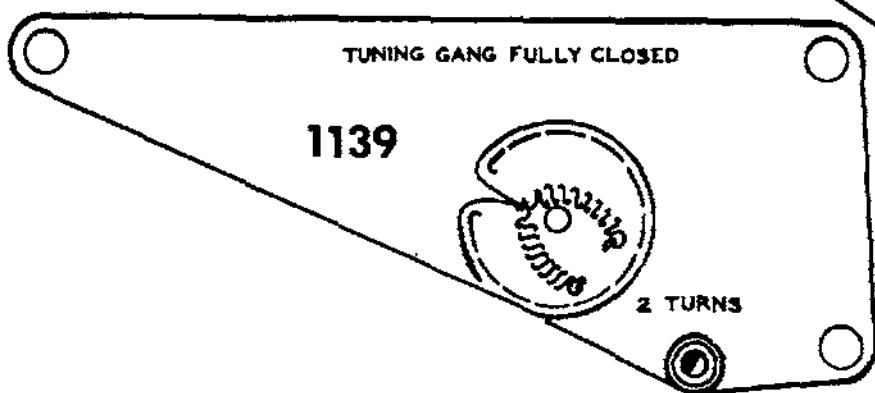
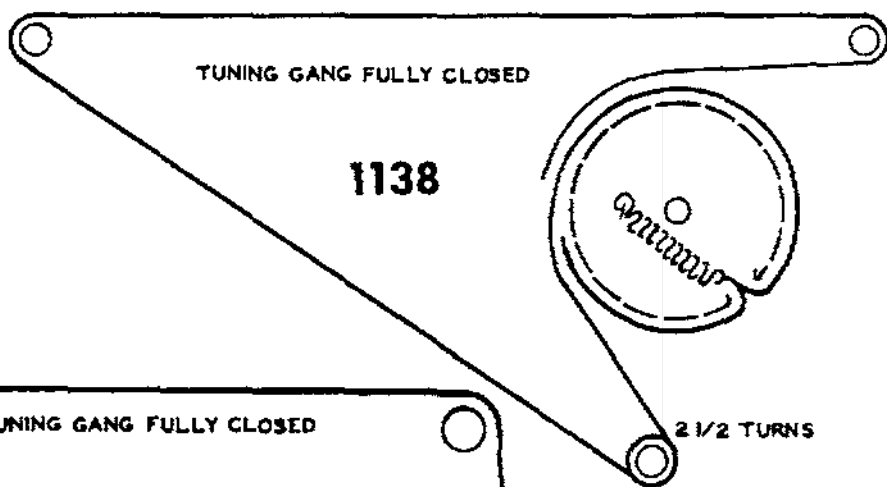
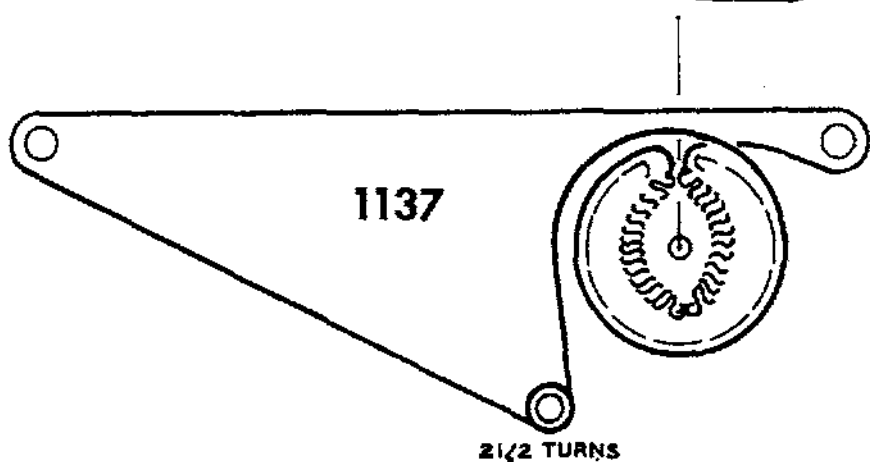
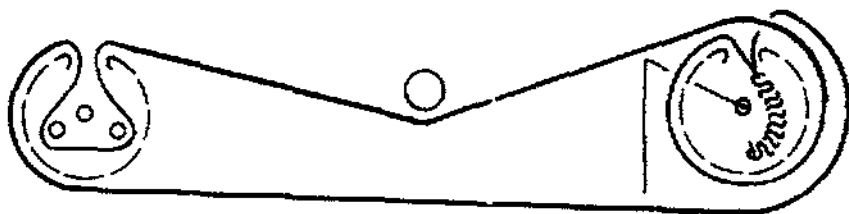




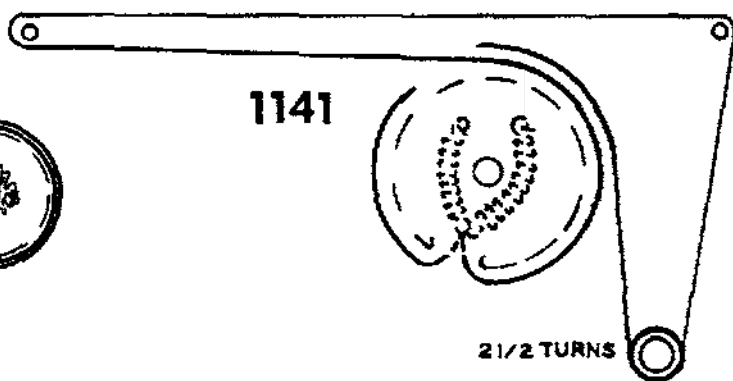
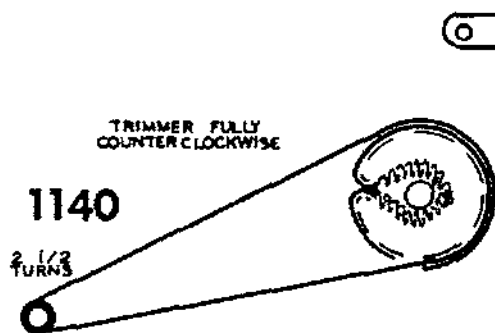
TUNING GANG FULLY CLOSED

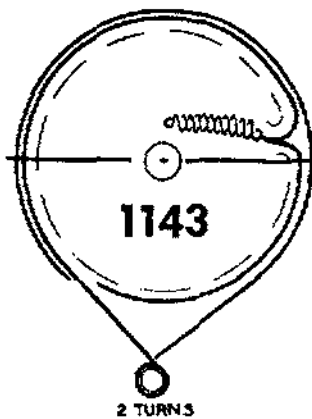
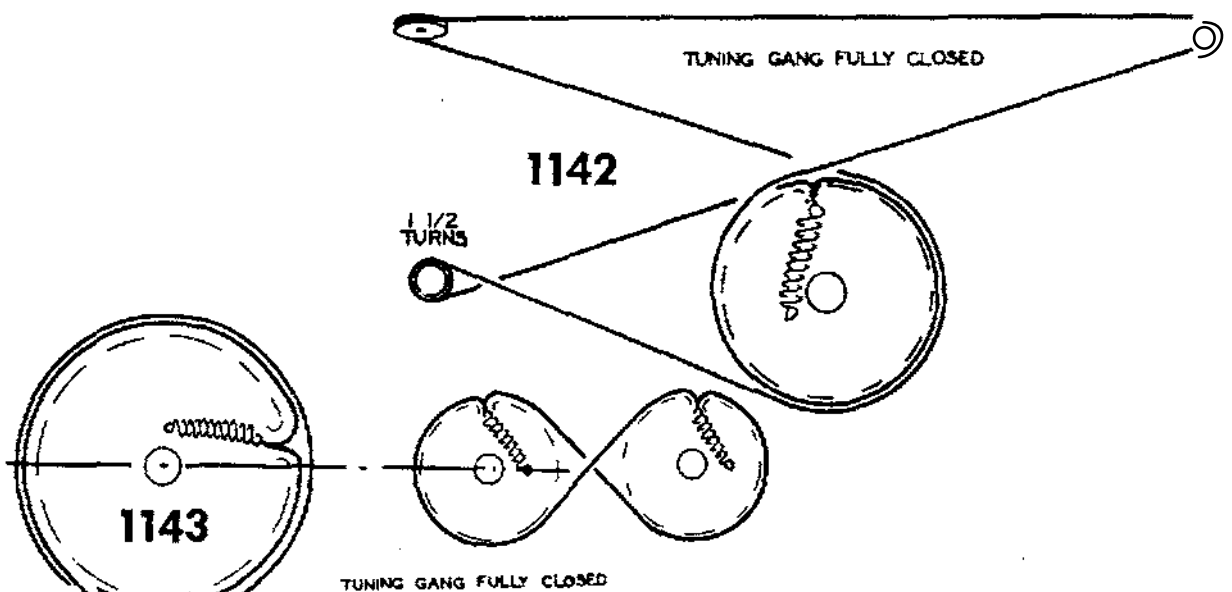




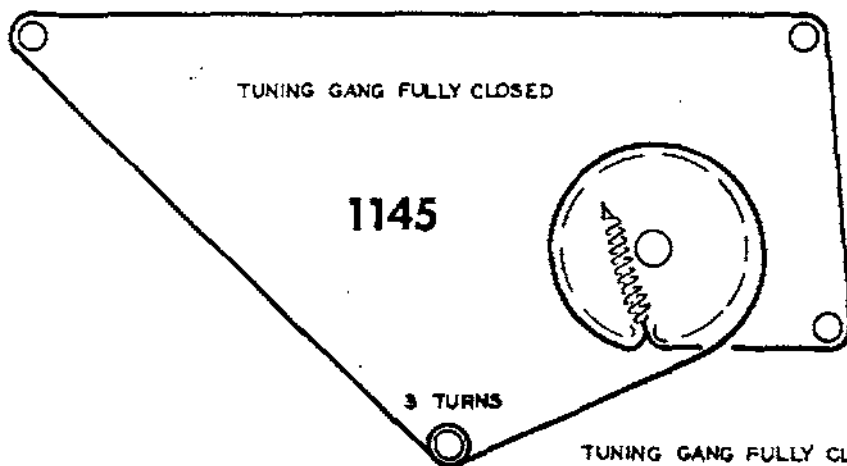
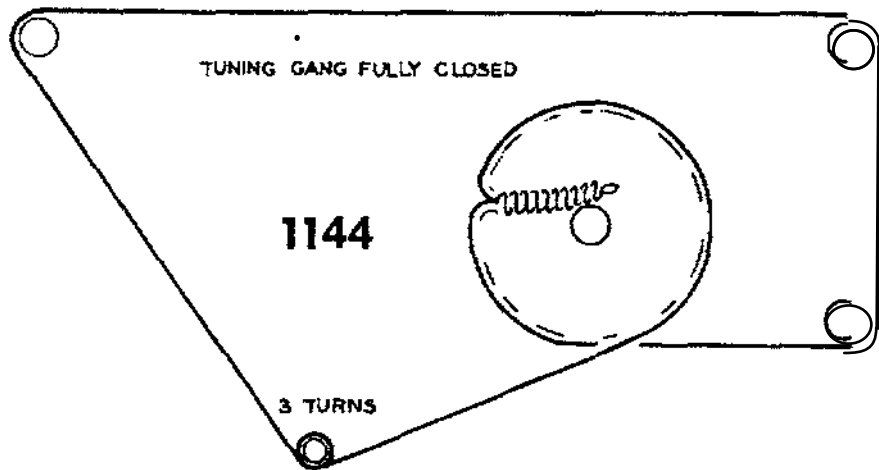


TUNING GANG FULLY CLOSED

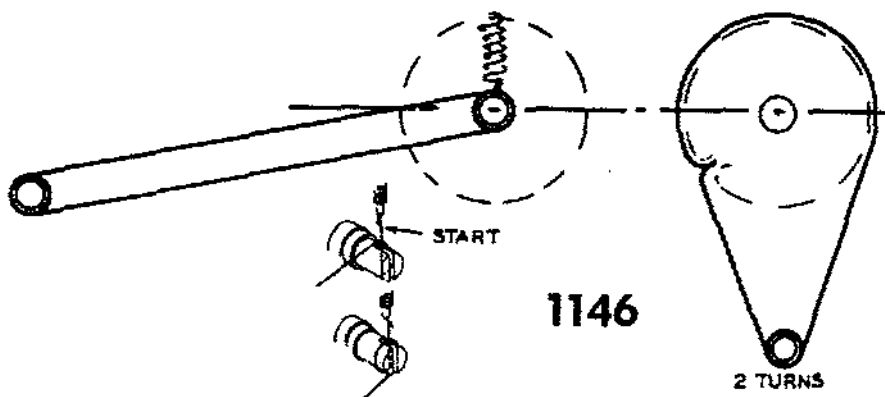




TUNING GANG FULLY CLOSED

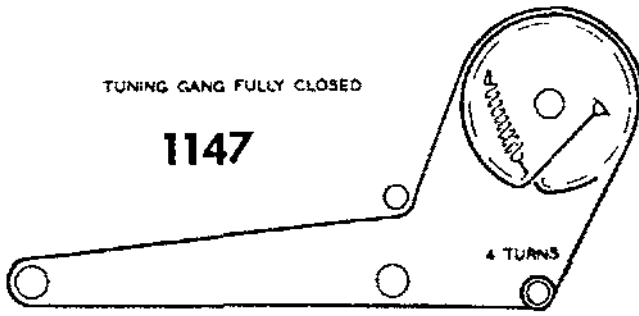


TUNING GANG FULLY CLOSED



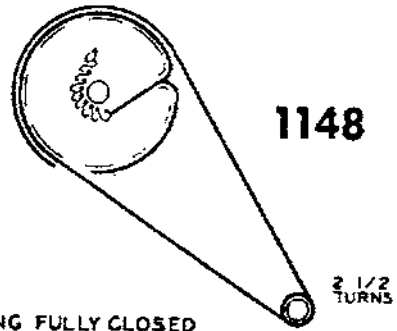
TUNING GANG FULLY CLOSED

1147



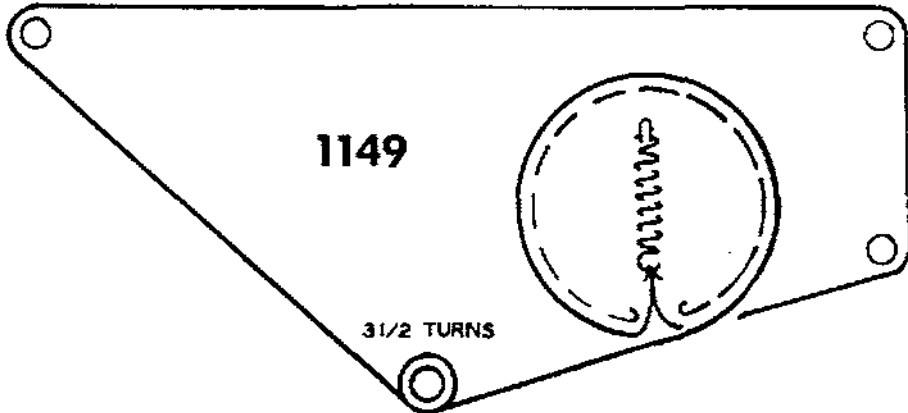
TUNING GANG FULLY CLOSED

1148



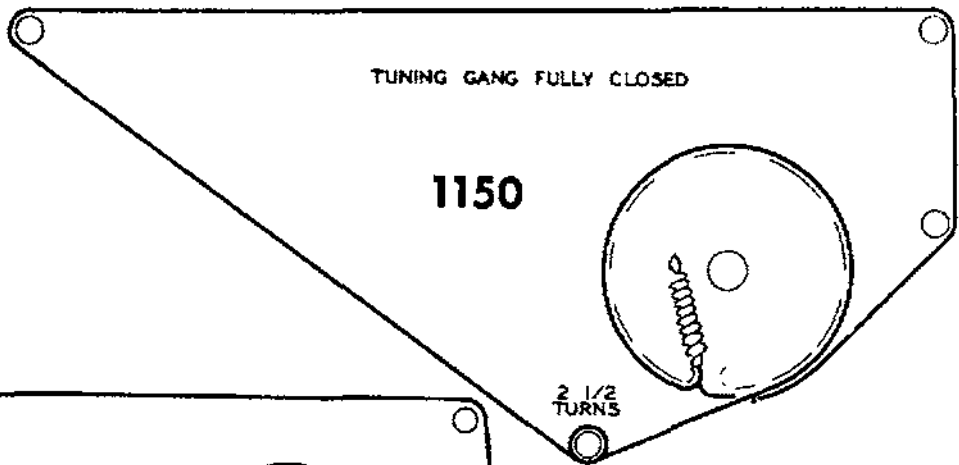
TUNING GANG FULLY CLOSED

1149



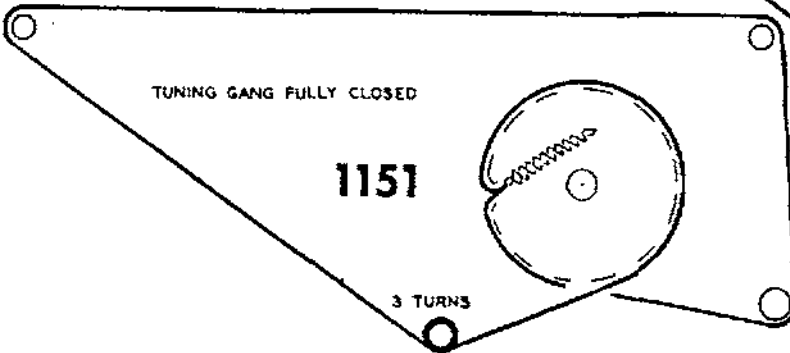
TUNING GANG FULLY CLOSED

1150



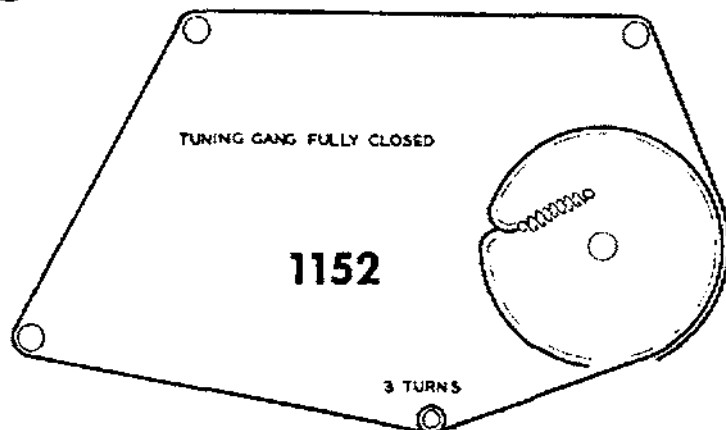
TUNING GANG FULLY CLOSED

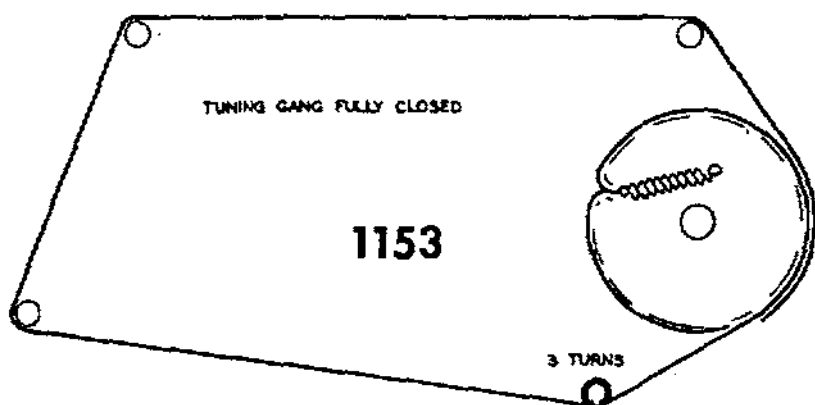
1151



TUNING GANG FULLY CLOSED

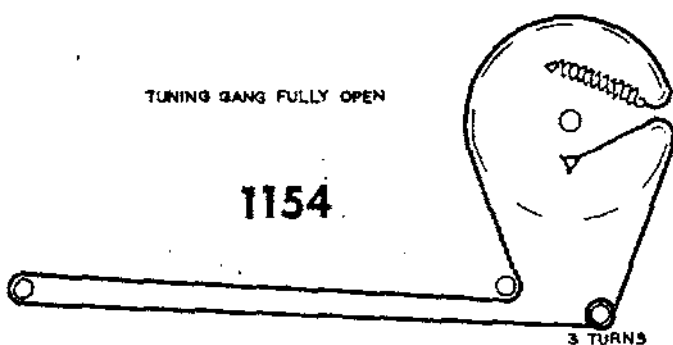
1152





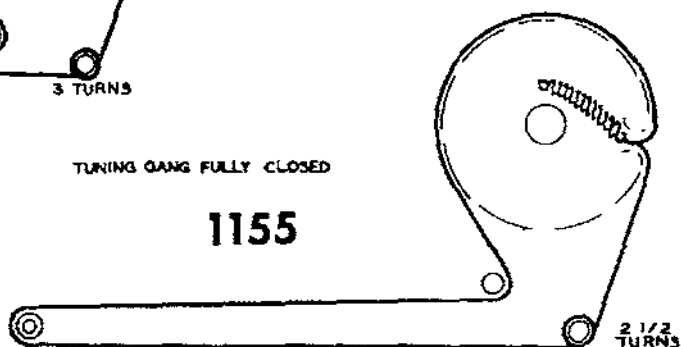
TUNING GANG FULLY OPEN

1154



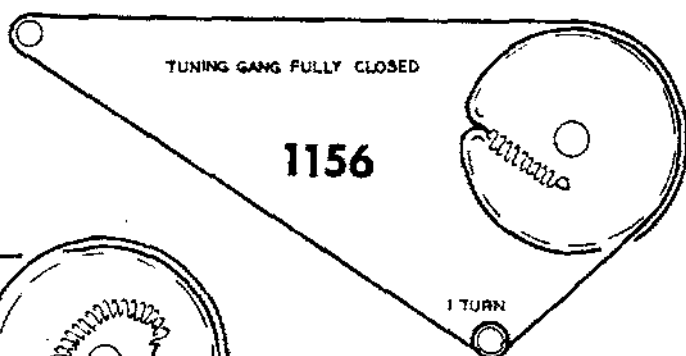
TUNING GANG FULLY CLOSED

1155



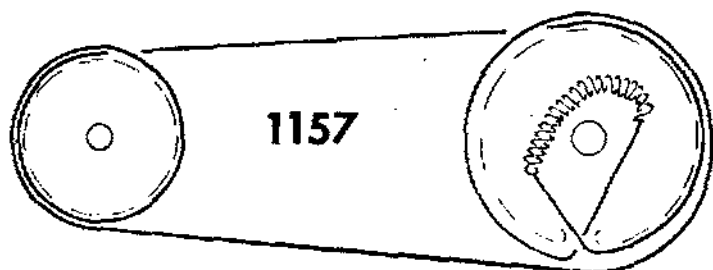
TUNING GANG FULLY CLOSED

1156



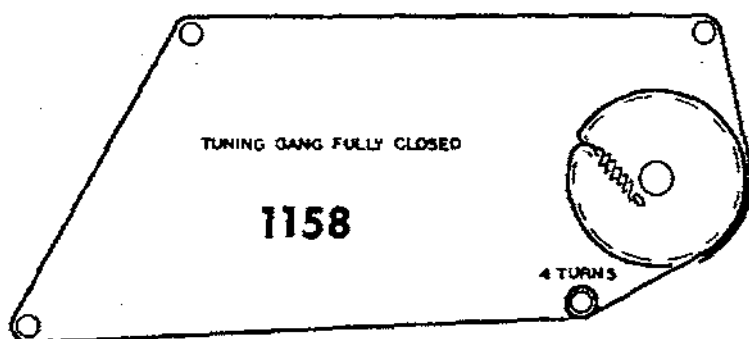
TUNING GANG FULLY CLOSED

1157

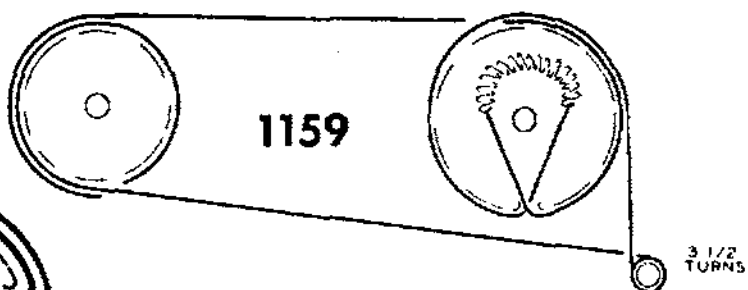


TUNING GANG FULLY CLOSED

1158

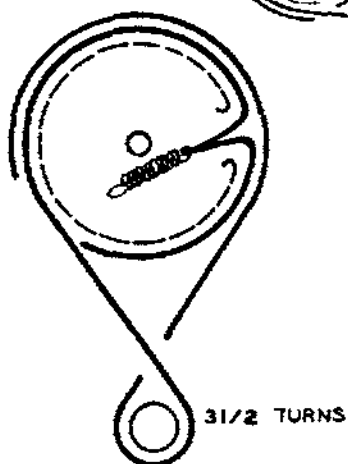


TUNING GANG FULLY CLOSED



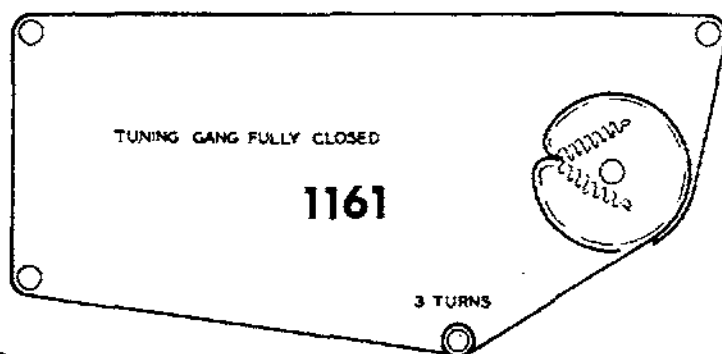
TUNING GANG FULLY CLOSED

1160



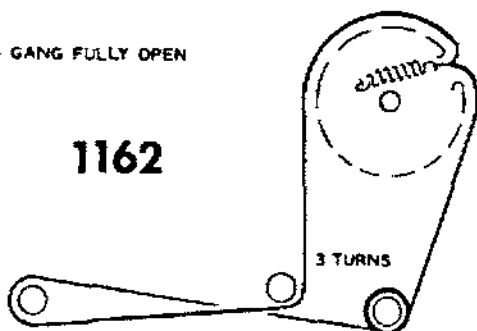
TUNING GANG FULLY CLOSED

1161



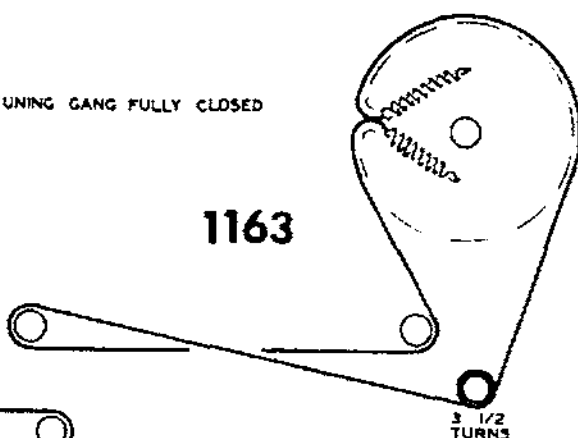
TUNING GANG FULLY OPEN

1162



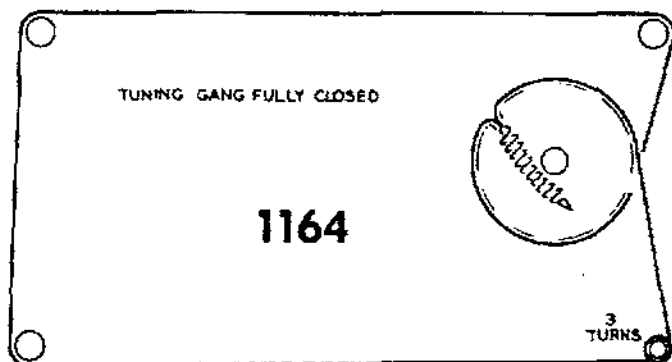
TUNING GANG FULLY CLOSED

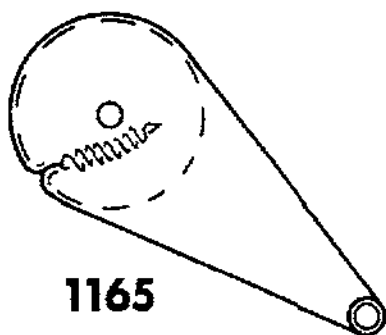
1163



TUNING GANG FULLY CLOSED

1164





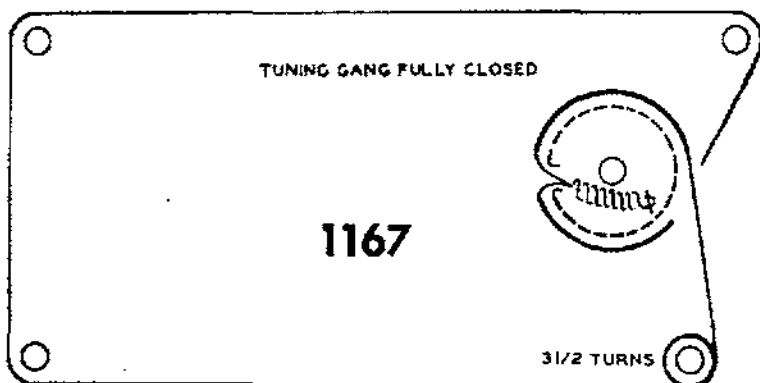
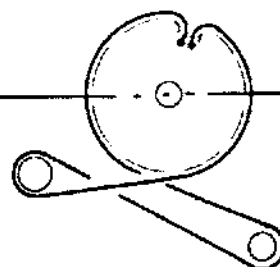
1165



TUNING GANG FULLY CLOSED

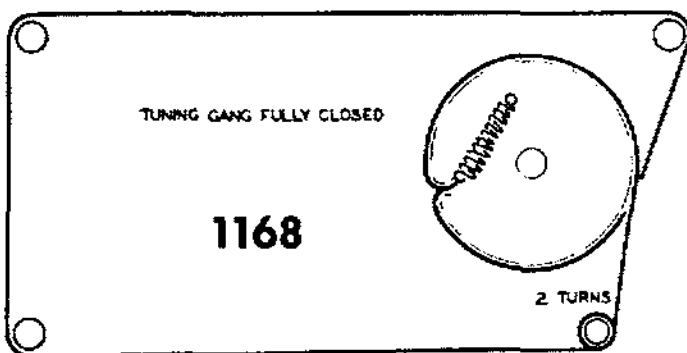
2 1/2
TURNS

1166



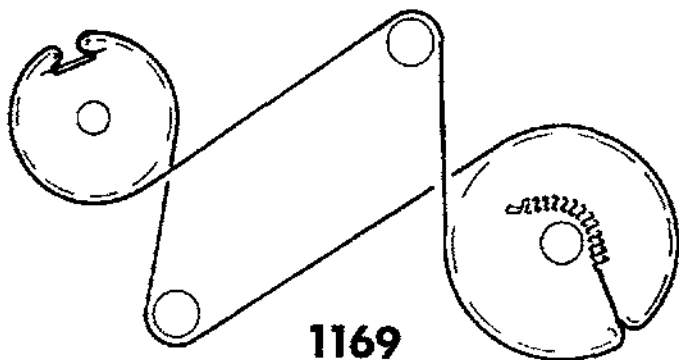
1167

3 1/2 TURNS

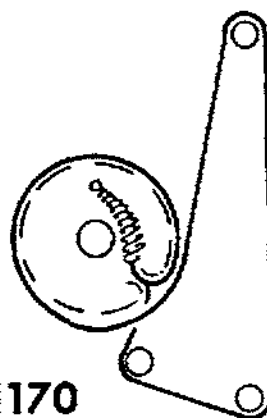


1168

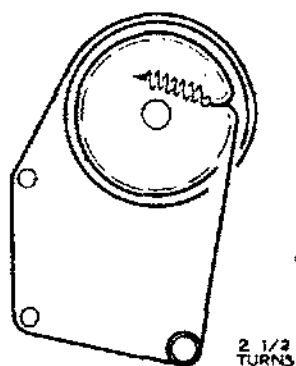
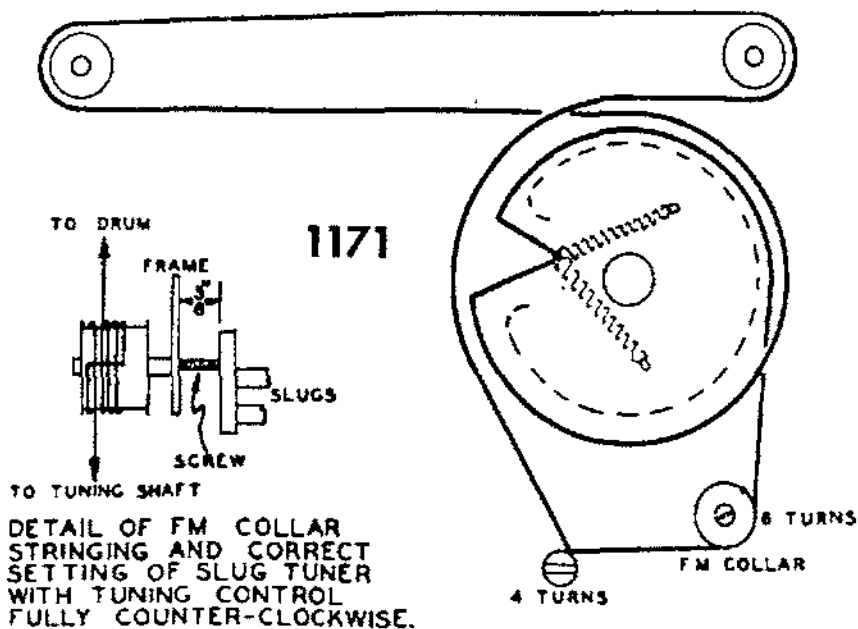
2 TURNS



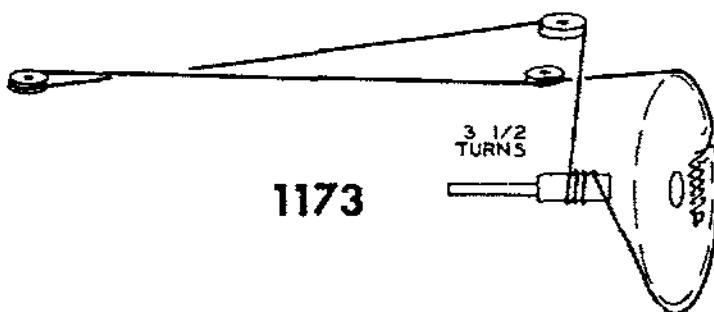
1169



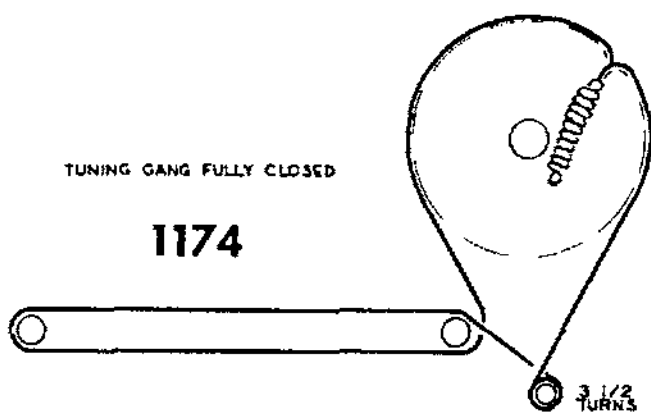
1170



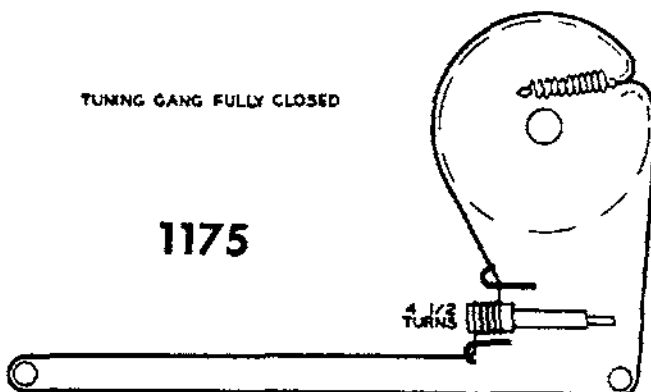
TUNING GANG FULLY CLOSED

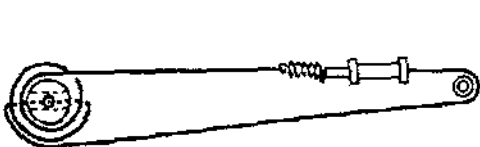


TUNING GANG FULLY CLOSED



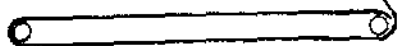
TUNING GANG FULLY CLOSED



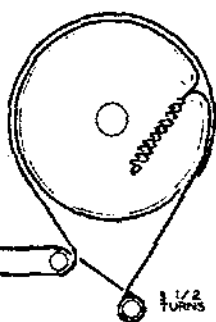


BANDSPREAD CORD

TUNING GANG FULLY CLOSED

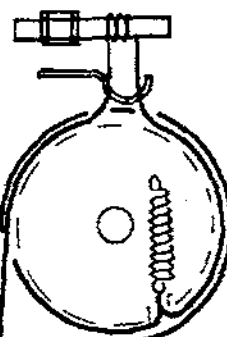


1176

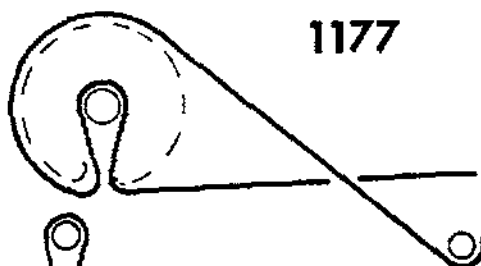


TUNING GANG FULLY CLOSED

2 1/2 TURNS



1177



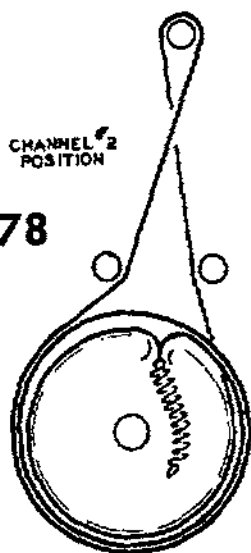
CHANNEL 2 POSITION

1178

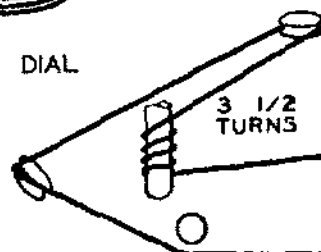
TUNING GANG FULLY CLOSED

2 1/2 TURNS

AM-FM DIAL



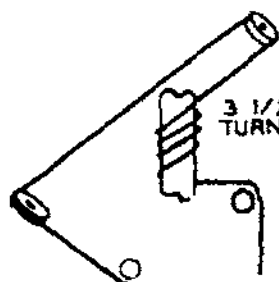
TV DIAL



1179

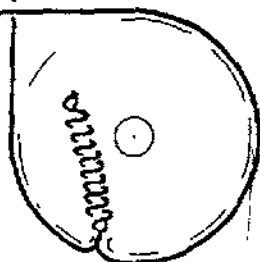
TUNING GANG FULLY CLOSED

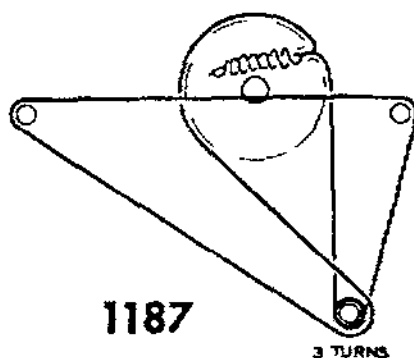
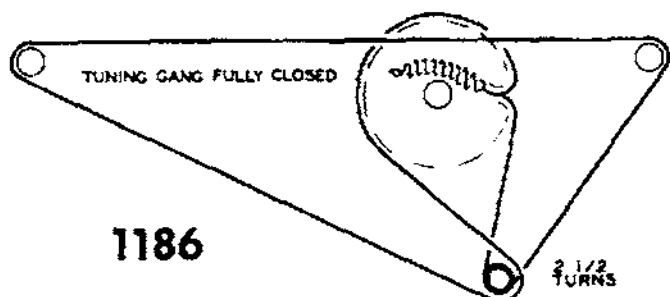
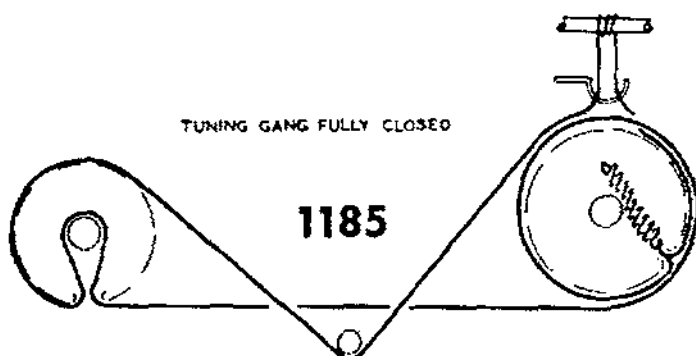
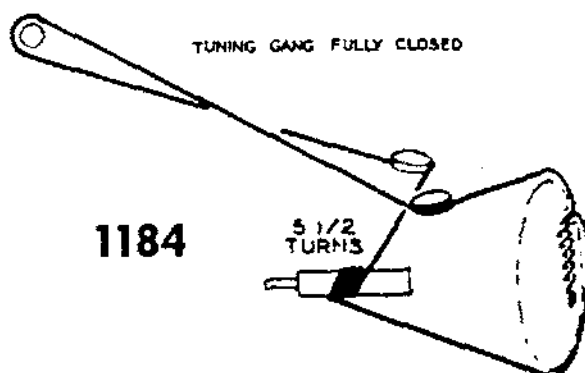
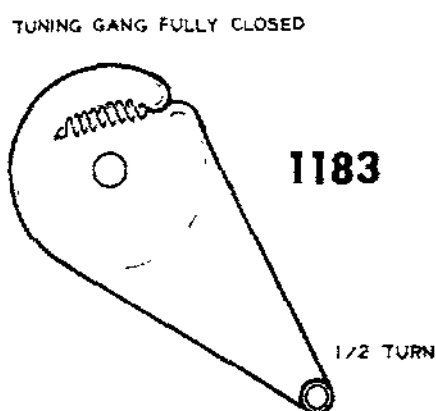
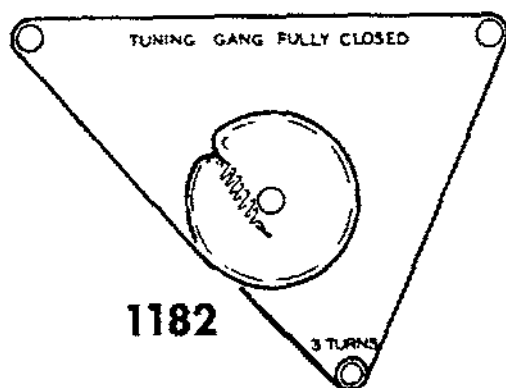
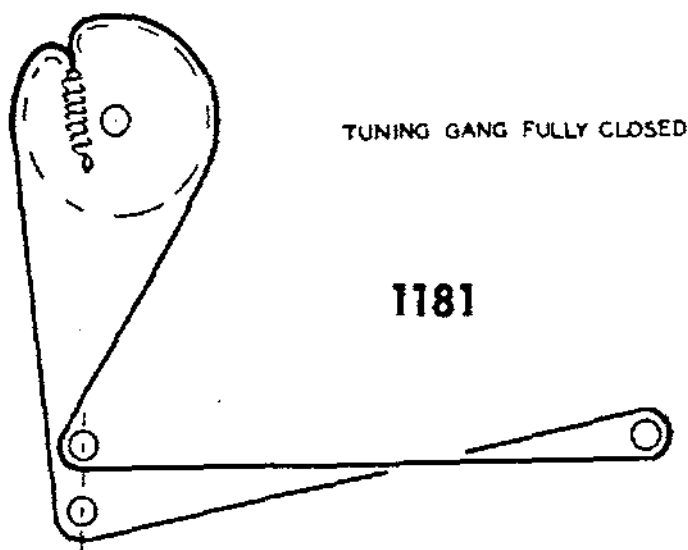
3 1/2 TURNS

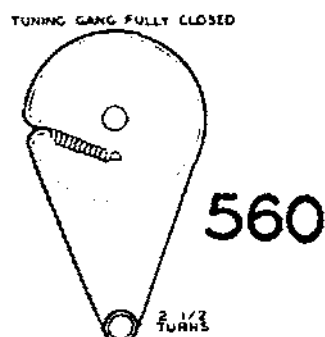
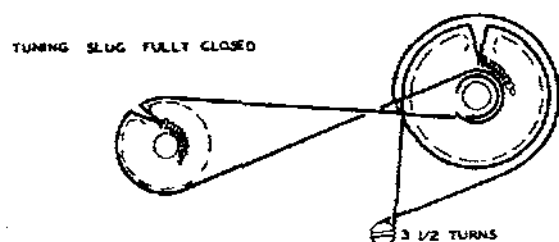
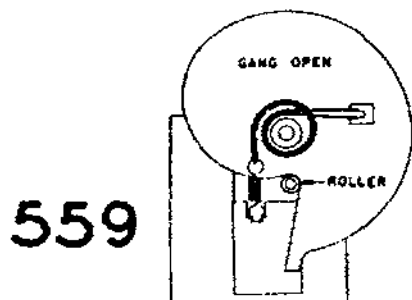
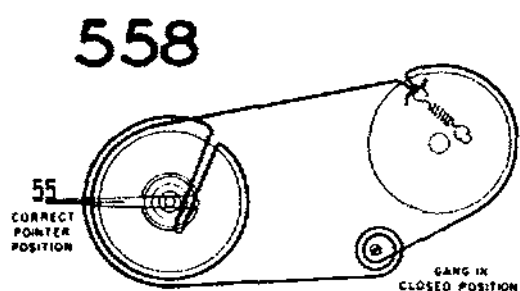
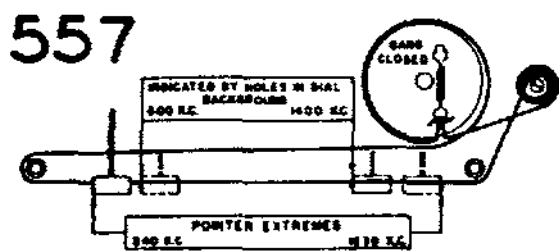
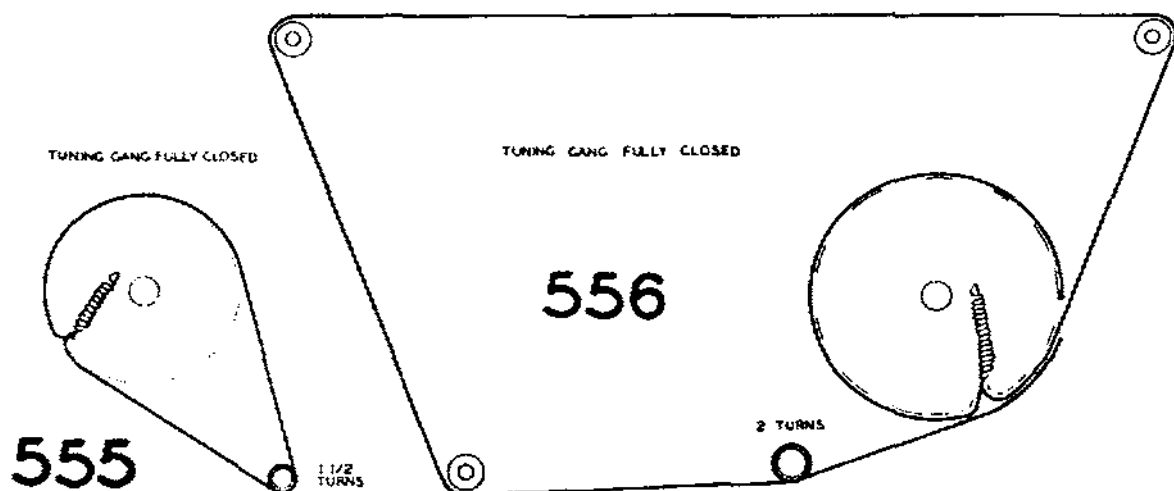
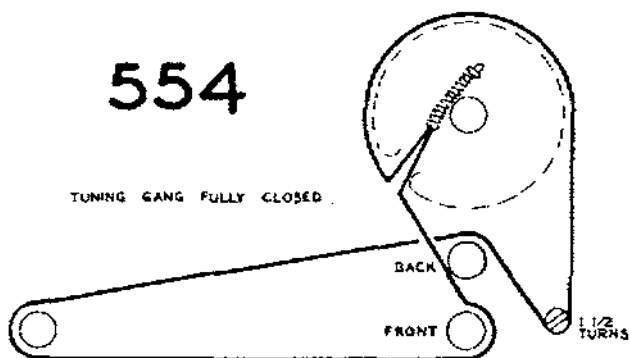
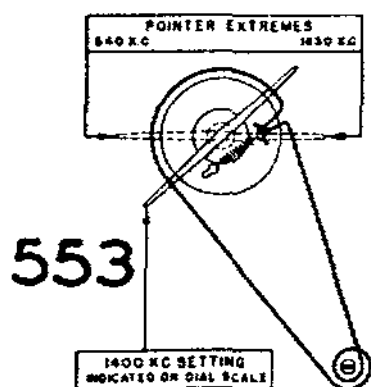


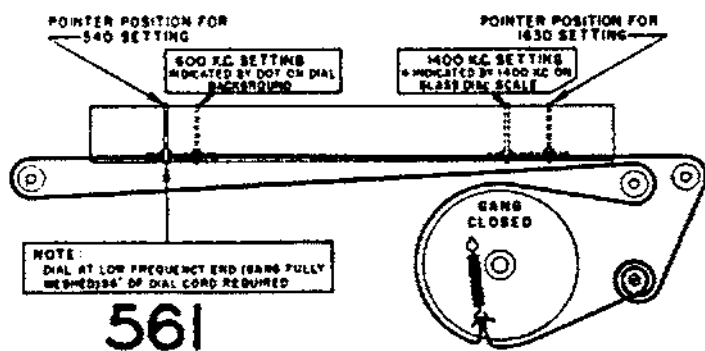
1180

TUNING GANG FULLY CLOSED

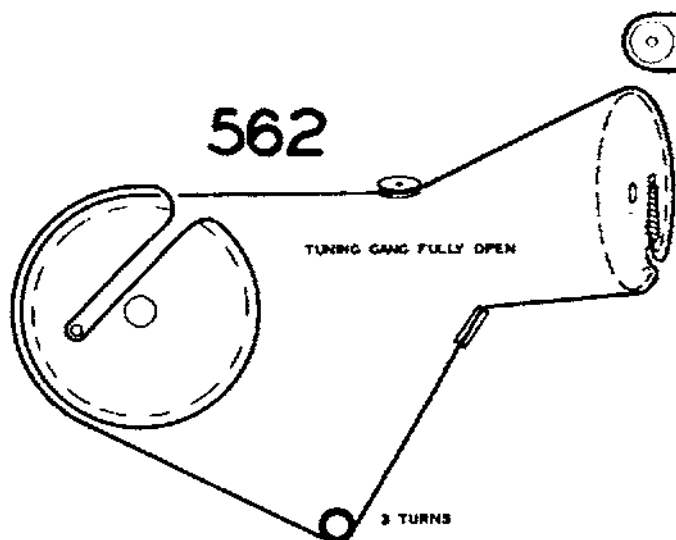




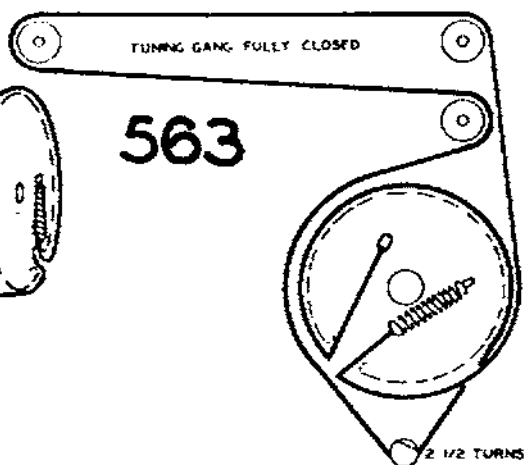




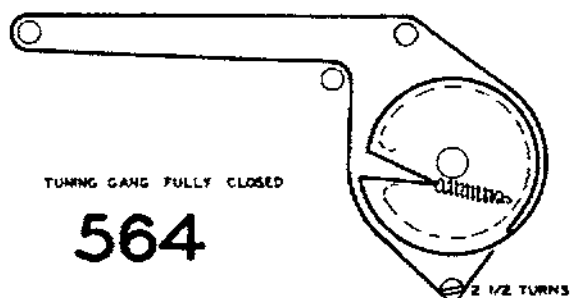
561



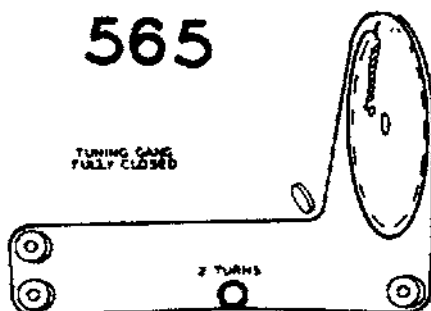
562



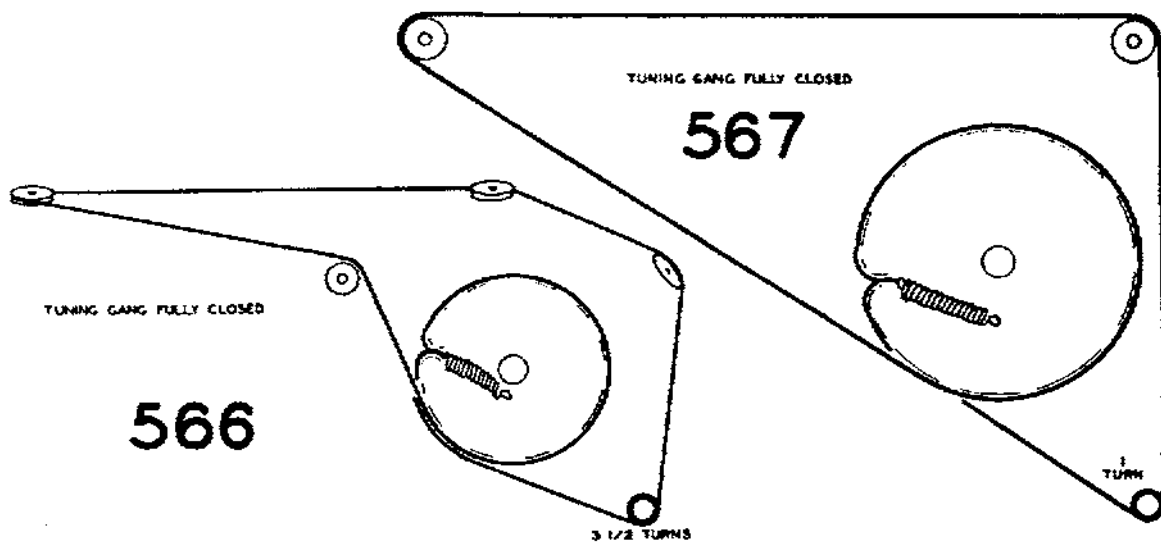
563



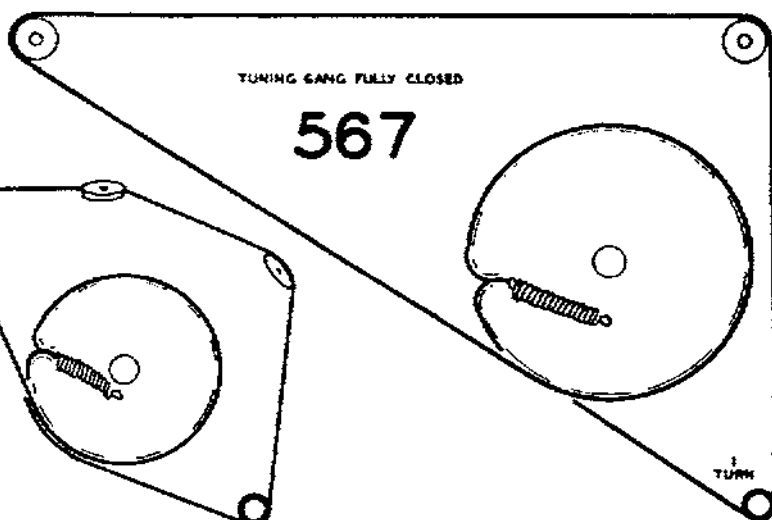
564



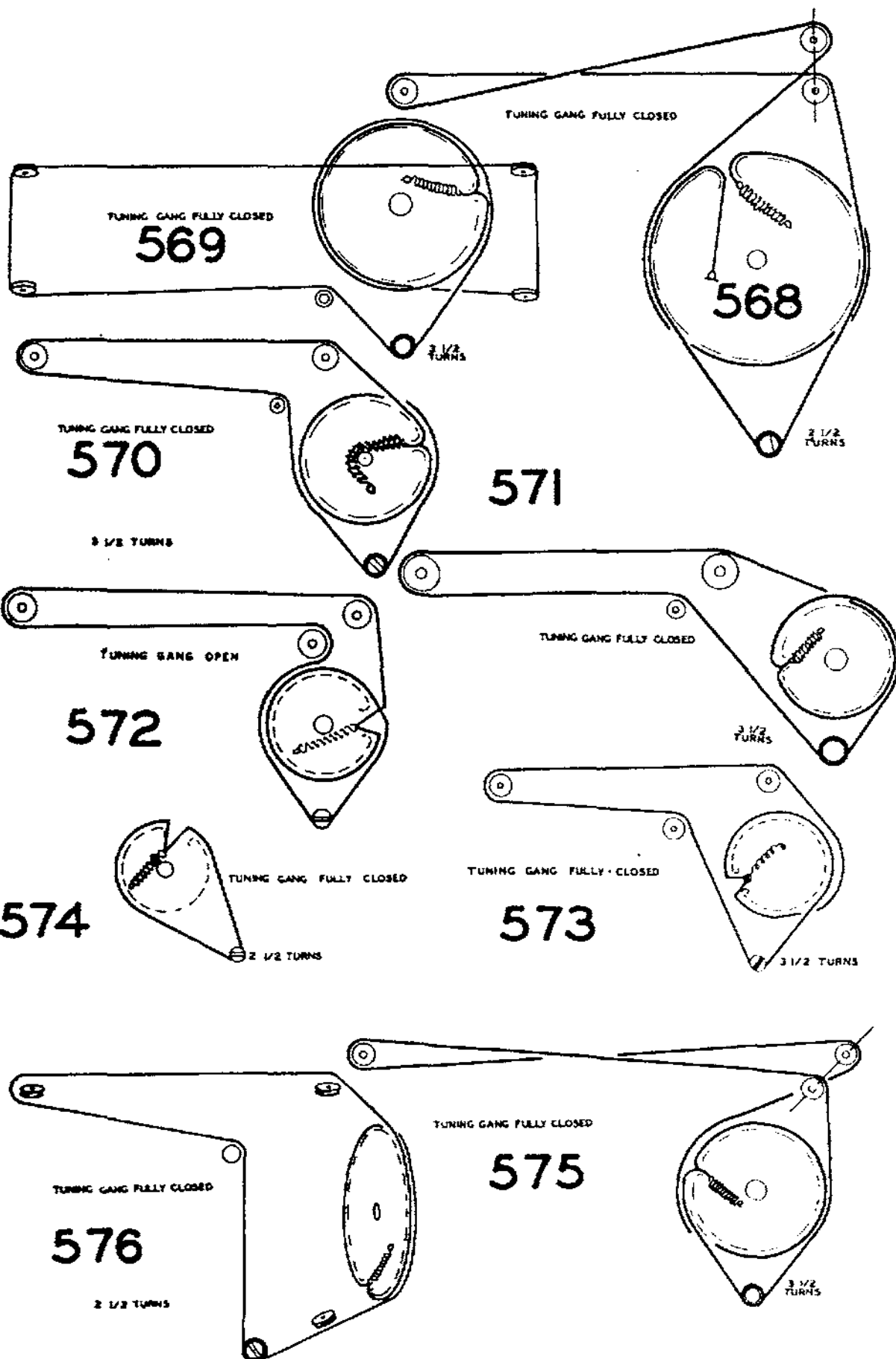
565

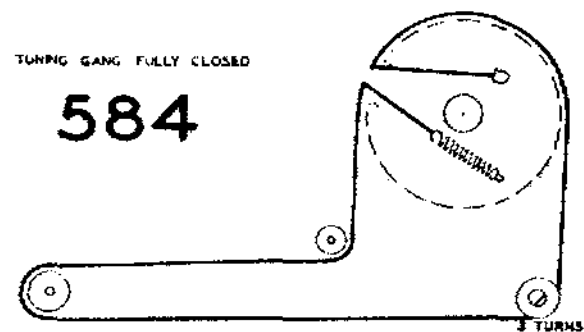
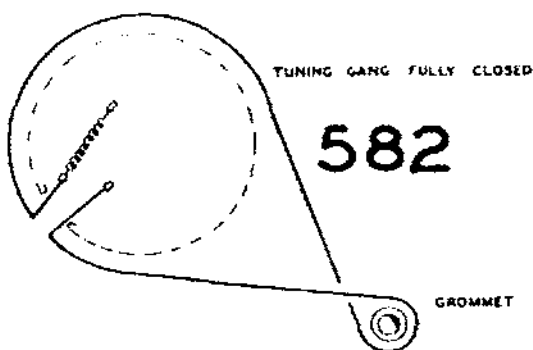
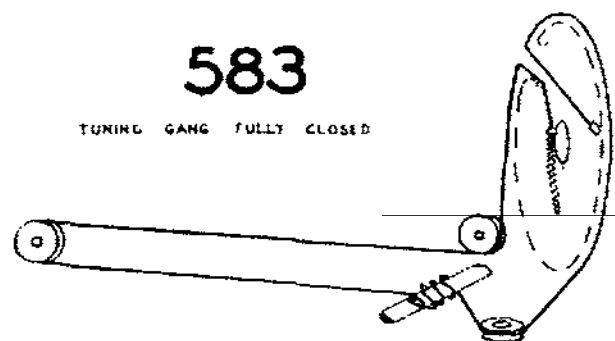
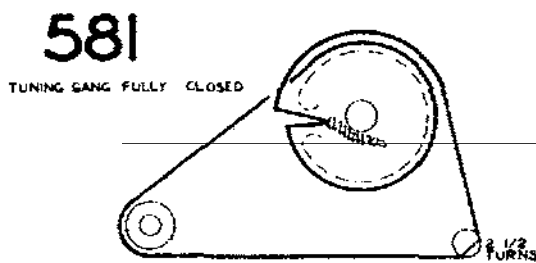
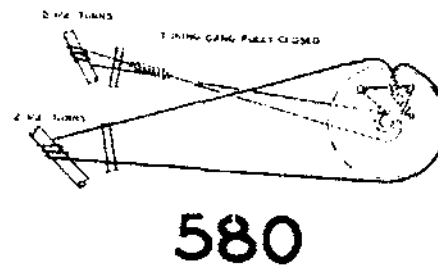
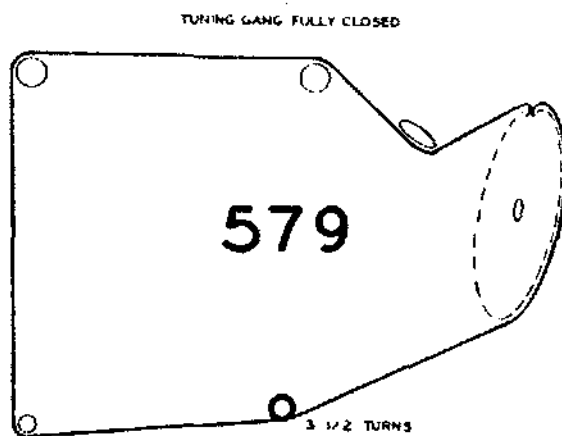
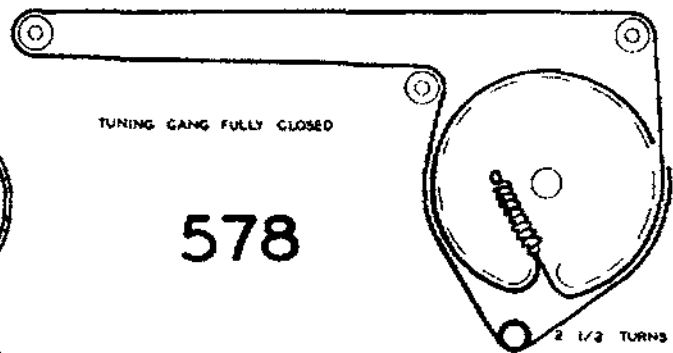
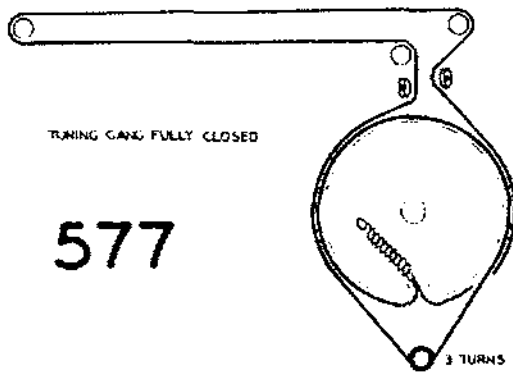


566



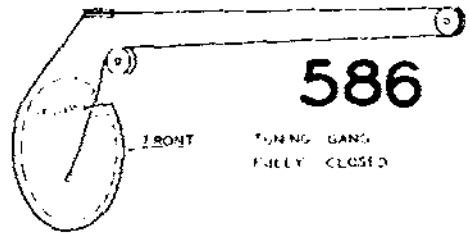
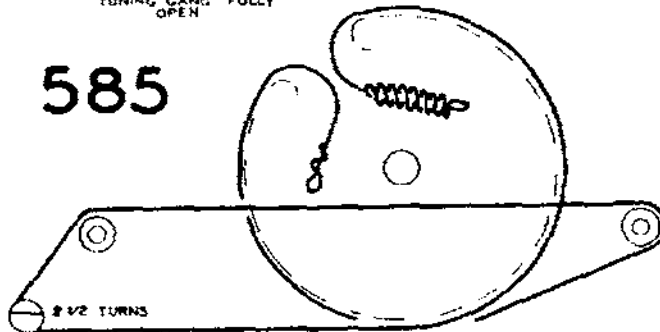
567





TUNING GANG FULLY OPEN

585

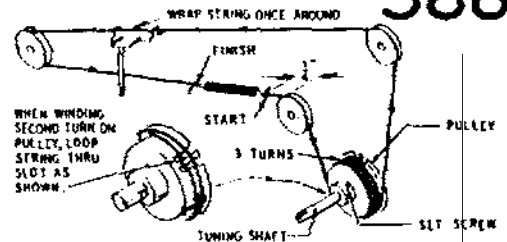
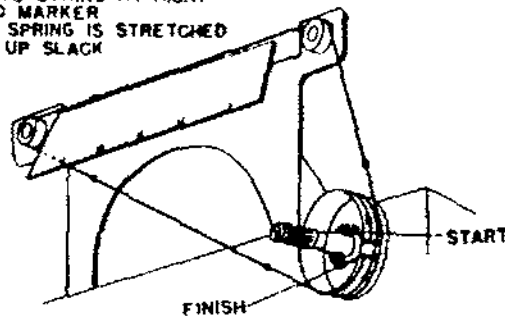


586

TUNING GANG FULLY CLOSED

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

587

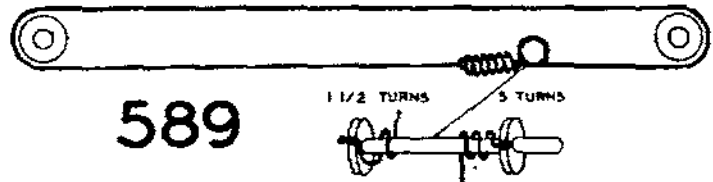


588

Replacing Dial Pointer Drive Cord

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

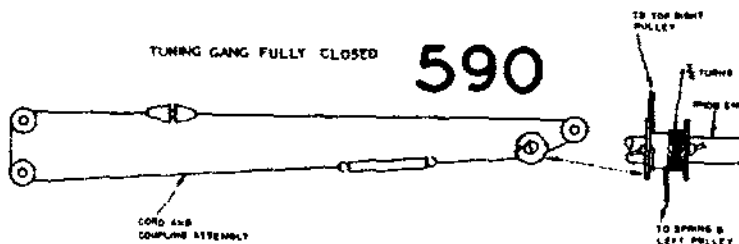
TUNING GANG FULLY CLOSED



589

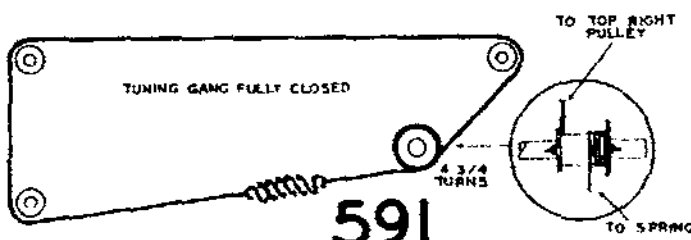
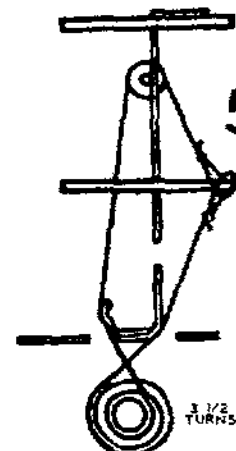
TUNING GANG FULLY CLOSED

590



TUNING GANG FULLY OPEN

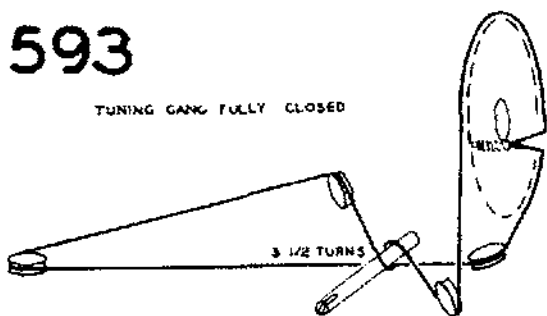
592



591

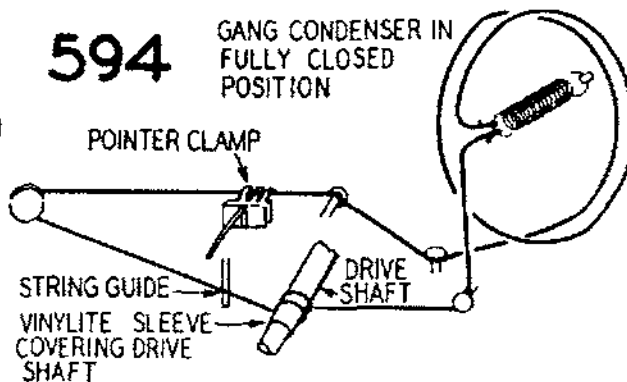
593

TUNING GANG FULLY CLOSED



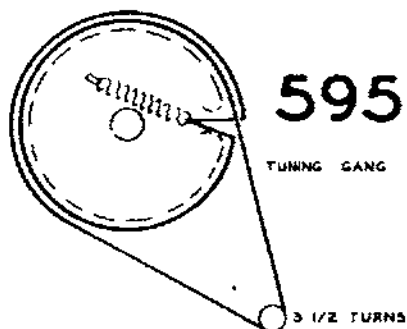
594

GANG CONDENSER IN FULLY CLOSED POSITION



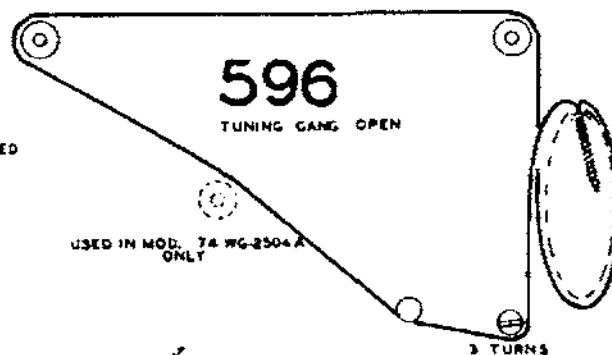
595

TUNING GANG FULLY CLOSED



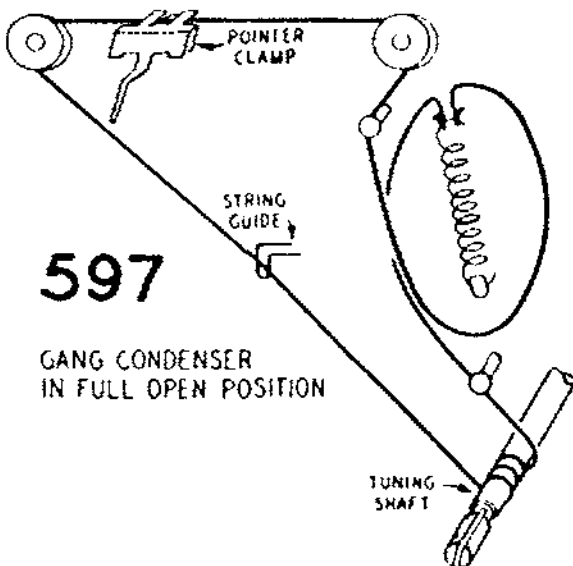
596

TUNING GANG OPEN



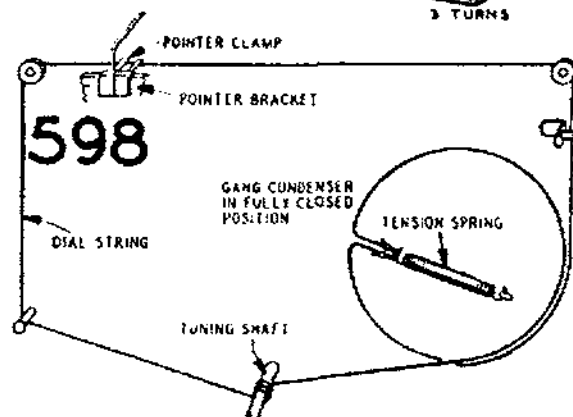
597

GANG CONDENSER IN FULL OPEN POSITION



598

GANG CONDENSER IN FULLY CLOSED POSITION

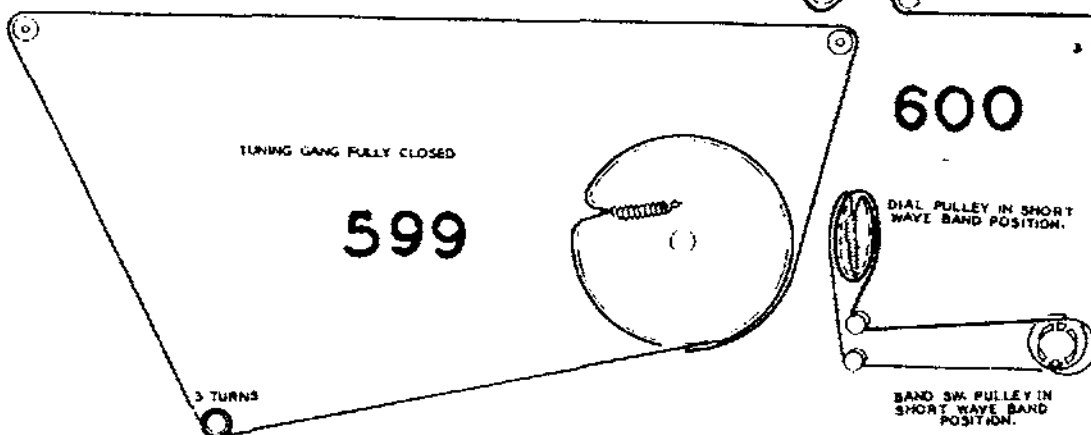


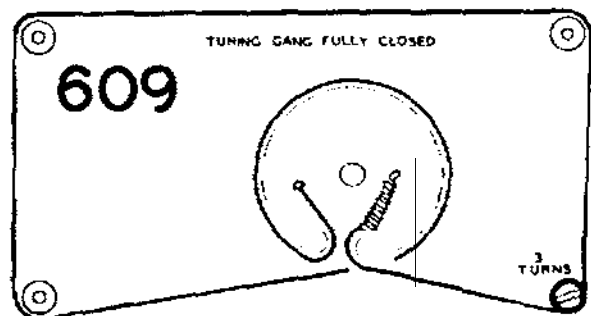
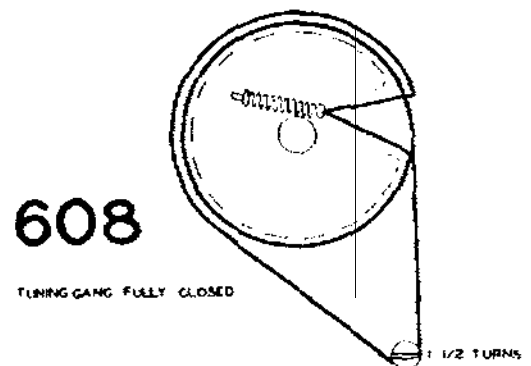
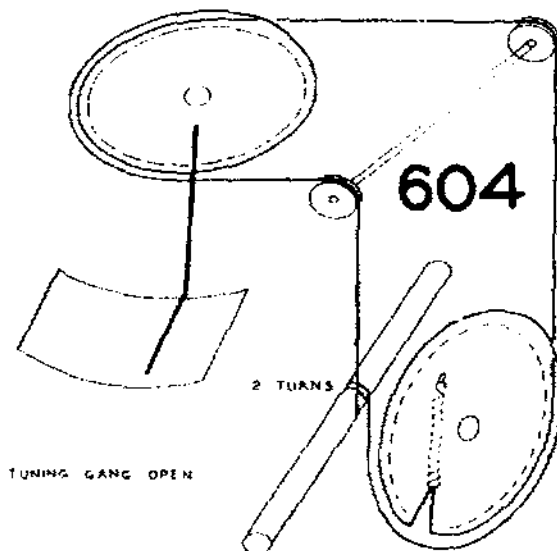
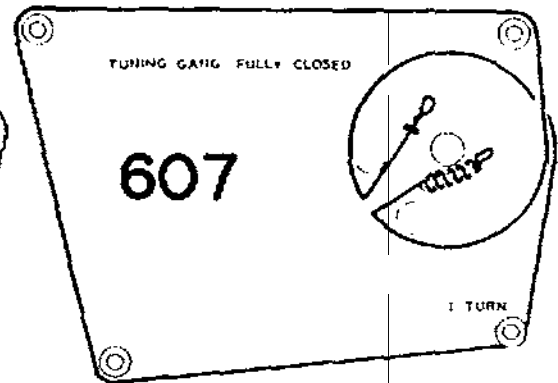
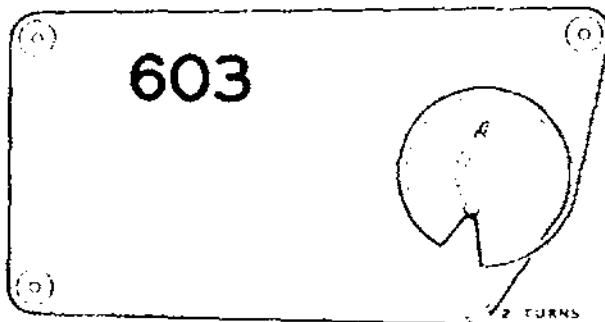
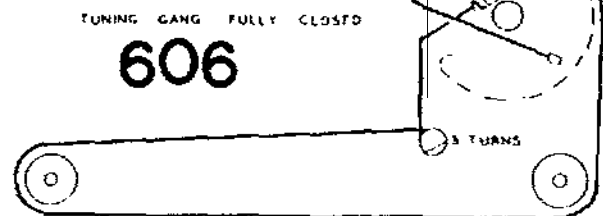
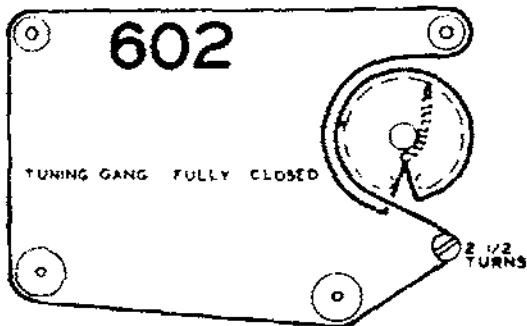
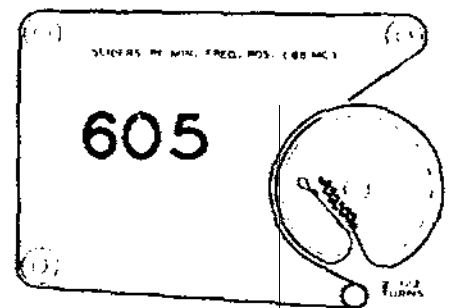
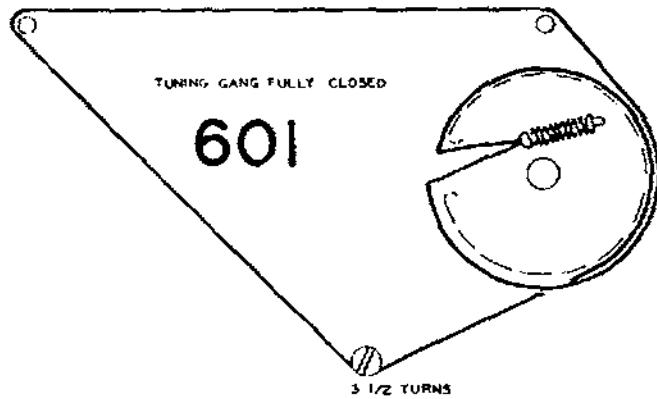
600

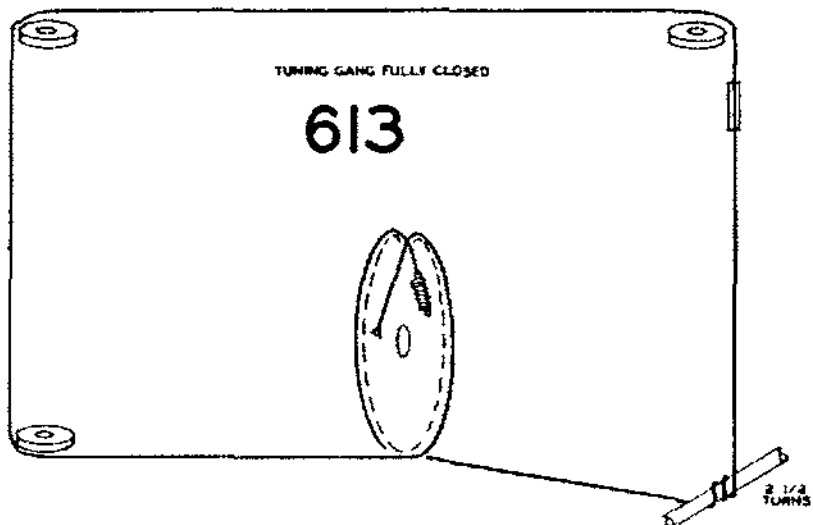
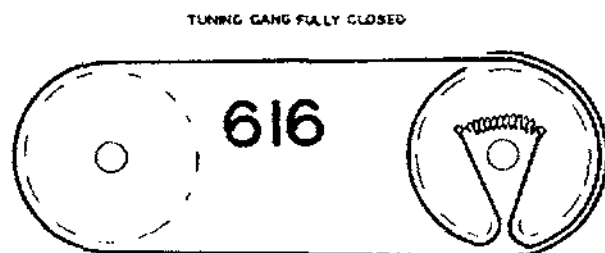
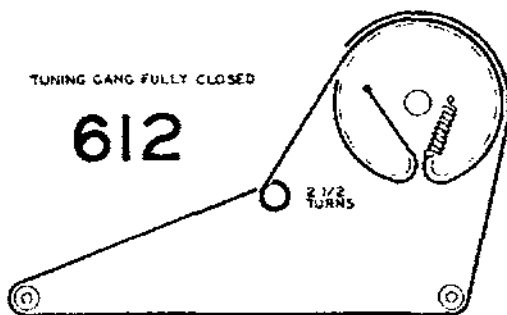
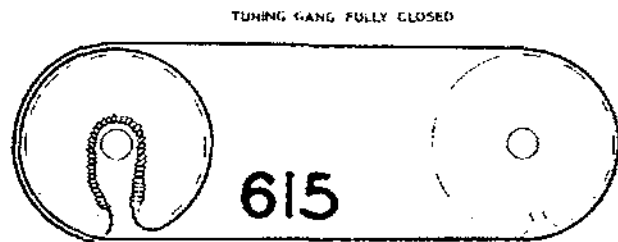
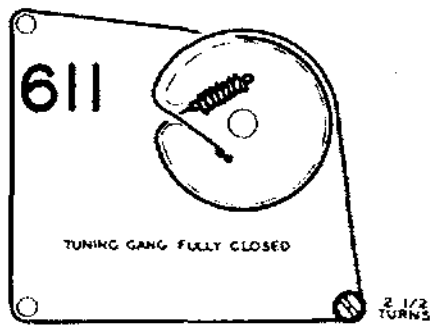
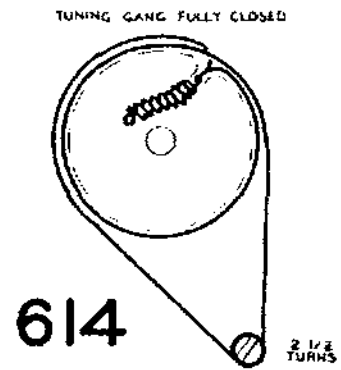
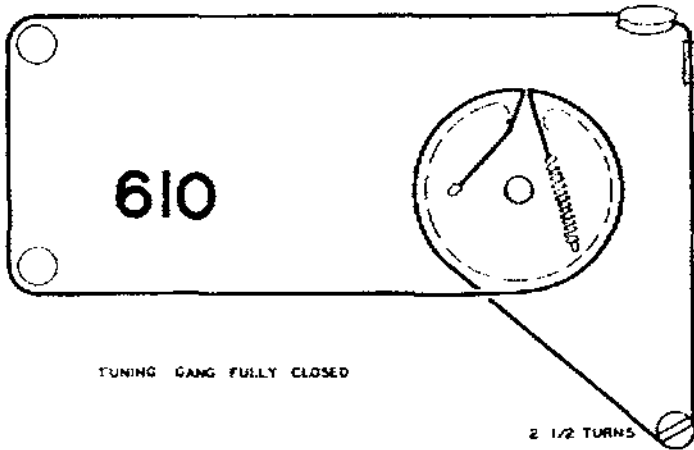
DIAL PULLEY IN SHORT WAVE BAND POSITION.

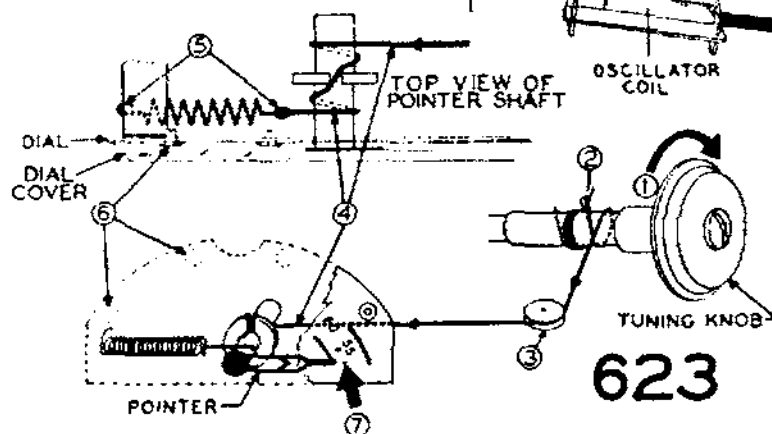
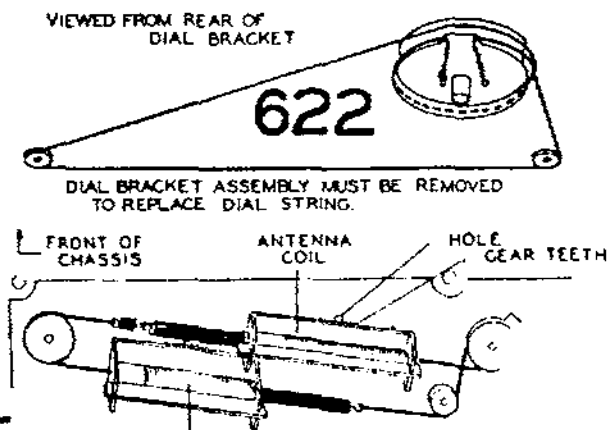
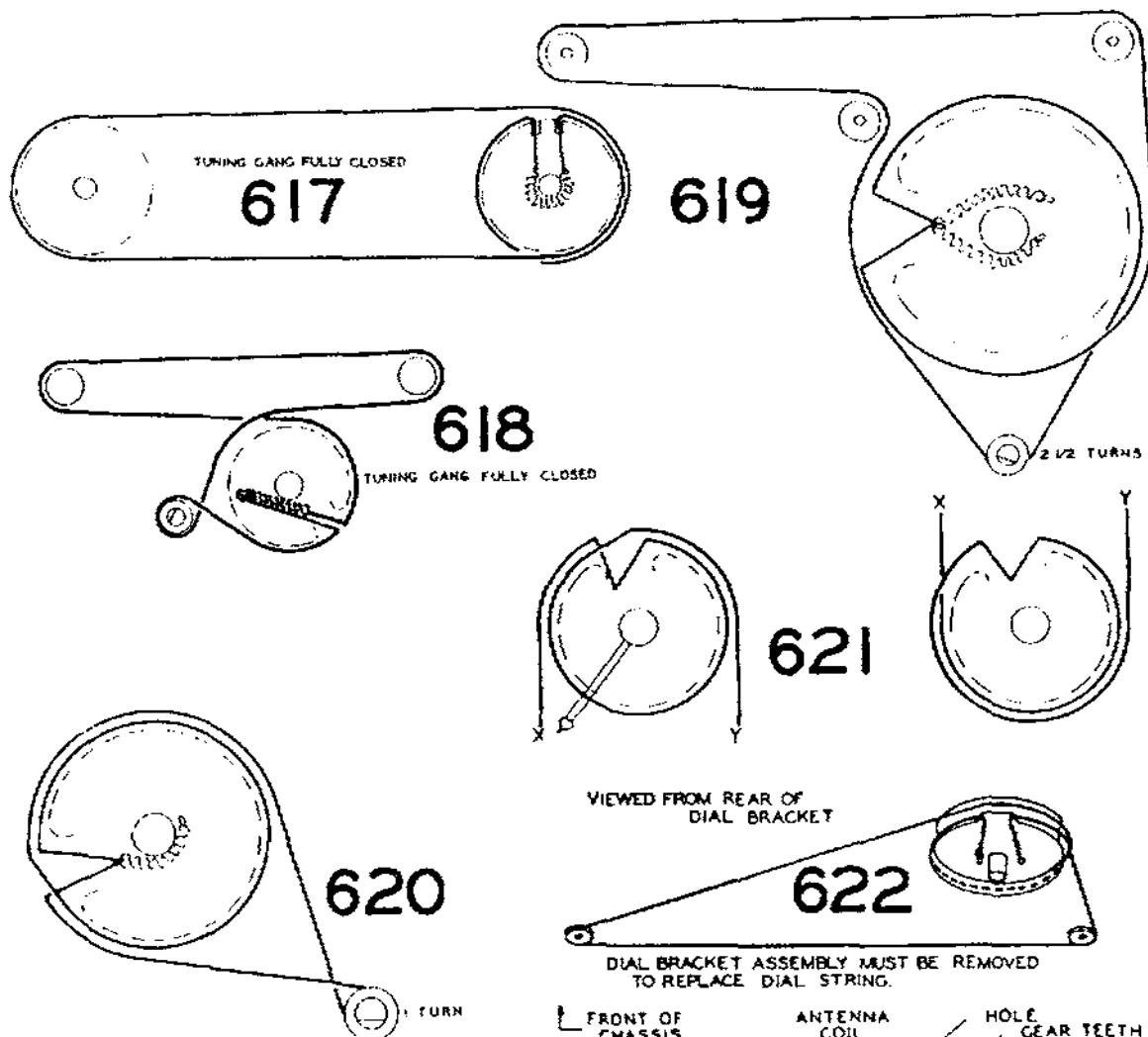
599

TUNING GANG FULLY CLOSED



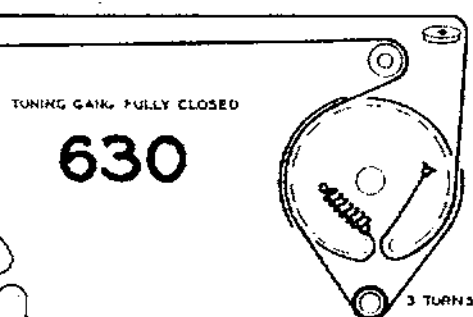
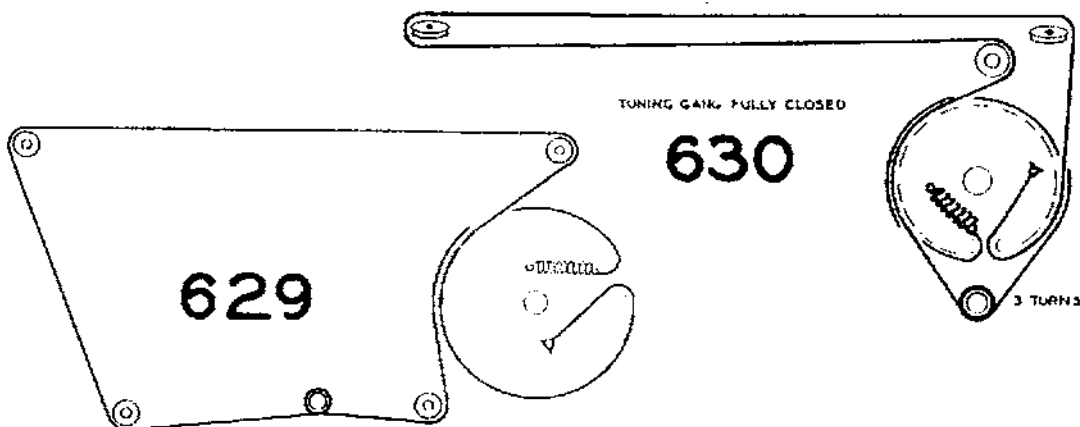
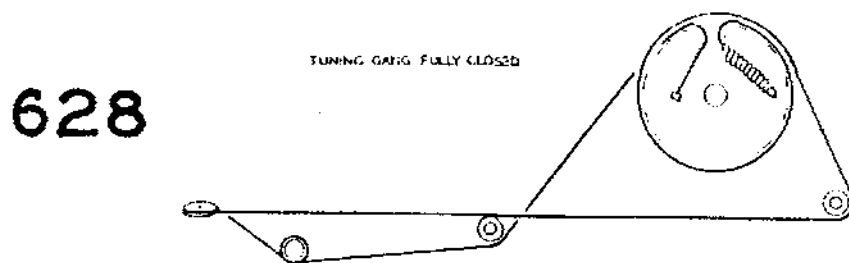
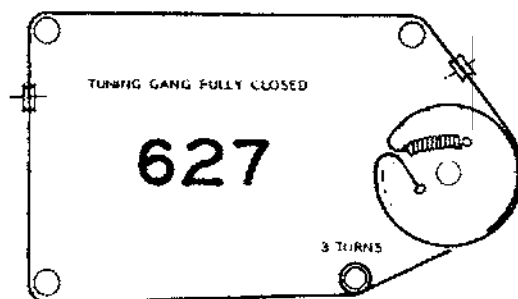
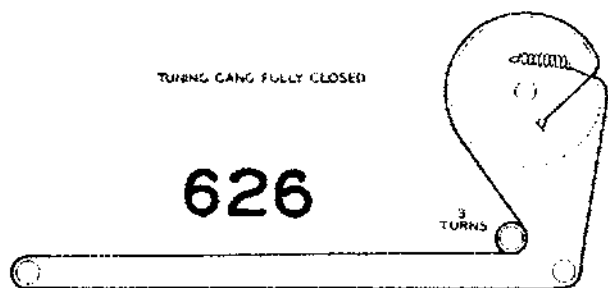
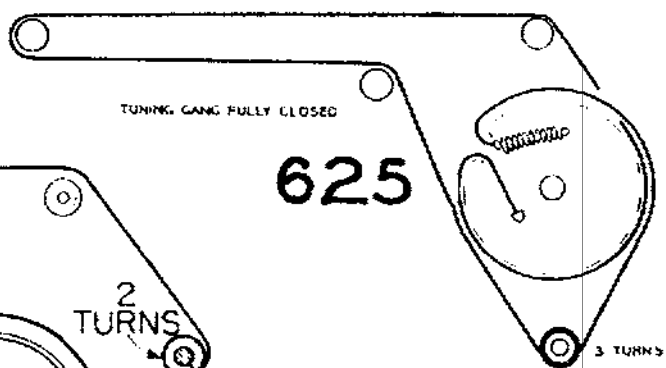
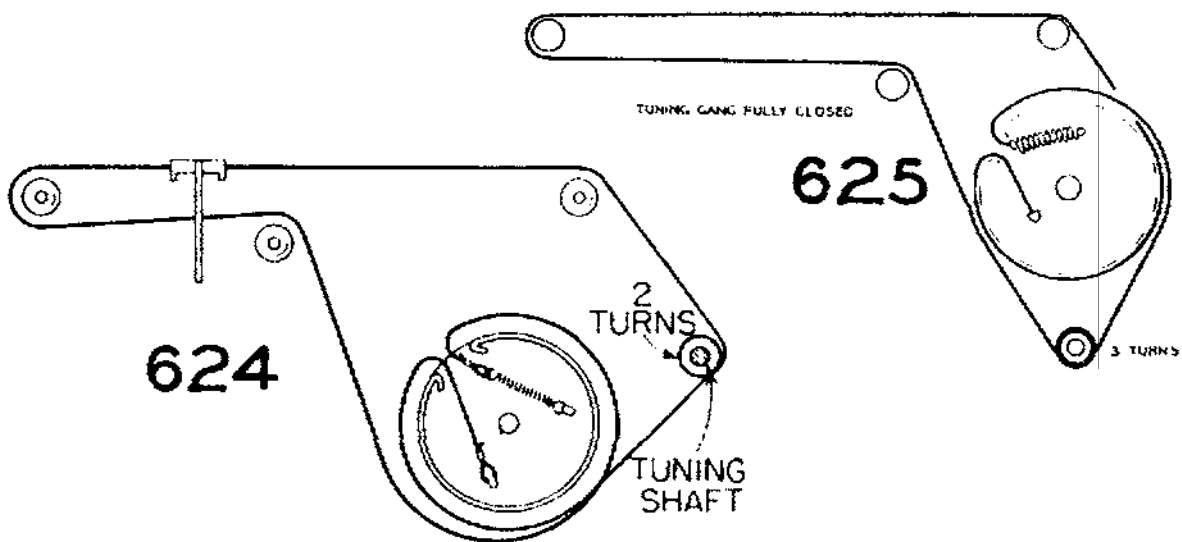


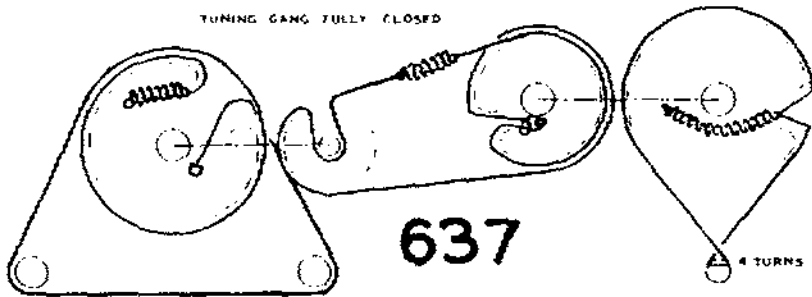
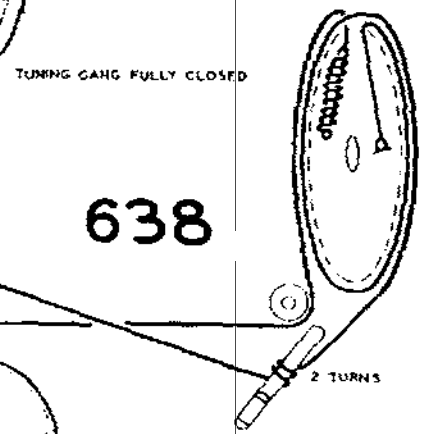
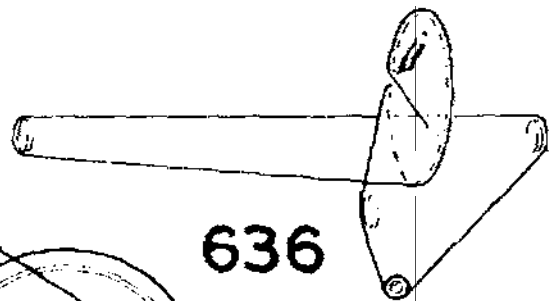
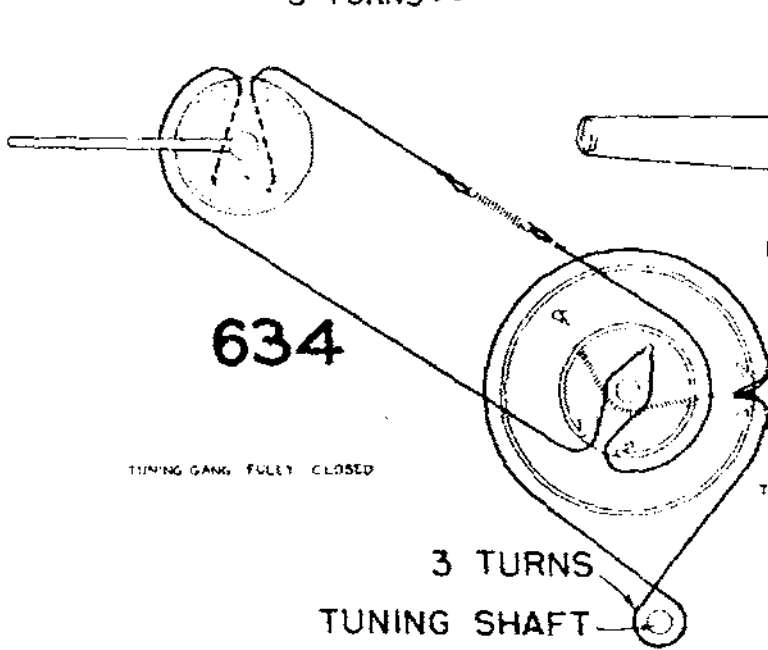
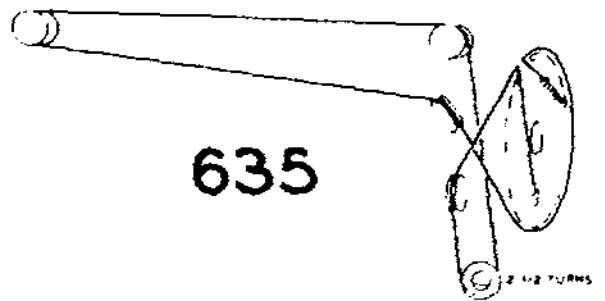
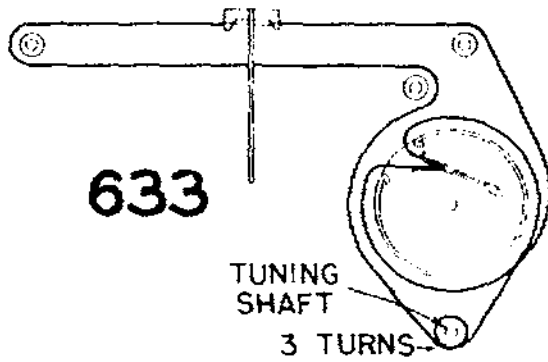
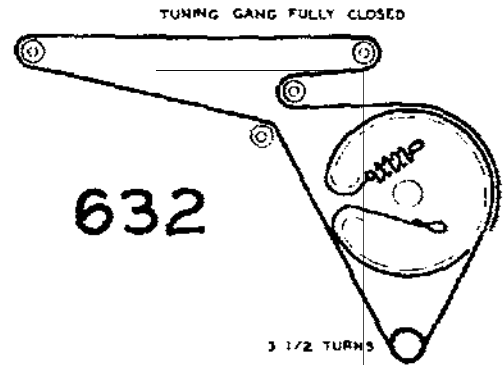
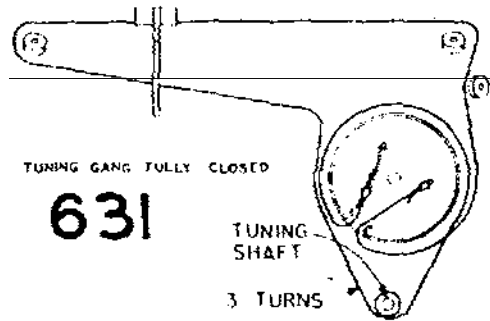


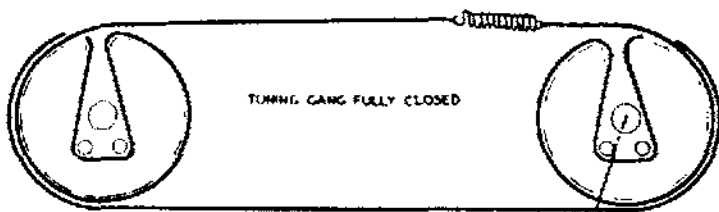


REPLACING DIAL POINTER DRIVE CORD

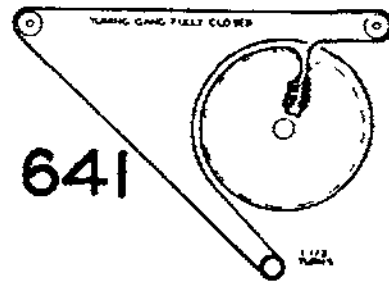
- Six inches of cord are required. Numbers below correspond to circled numbers in diagram.
- 1 - Rotate tuning knob to extreme clockwise position.
 - 2 - Tie cord to loop in spring as shown.
 - 3 - Pass cord over idler pulley.
 - 4 - Pass cord over pointer shaft; wind it one turn around shaft; pass it through key washer, then once more around shaft.
 - 5 - Hook spring over end of dial support. Tie cord to spring. **WARNING:** Pull contraction of spring must rotate pointer shaft at least one half turn.
 - 6 - Remove dial crystal by removing snap-in rivets.
 - 7 - Take one end of cord in extreme clockwise position. Then rotate pointer clockwise, against friction of shaft, until it is in a horizontal position, as shown.



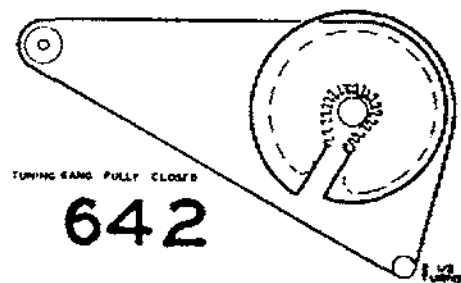
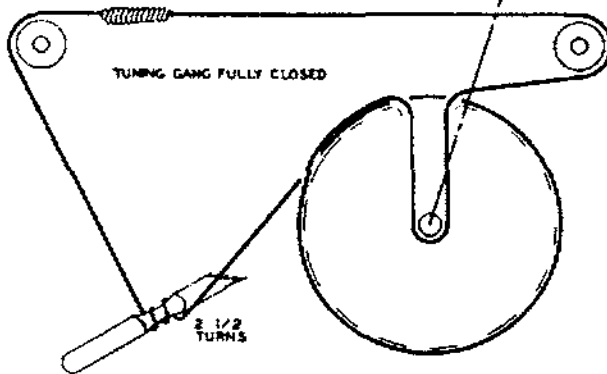




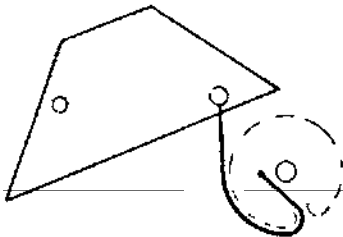
639



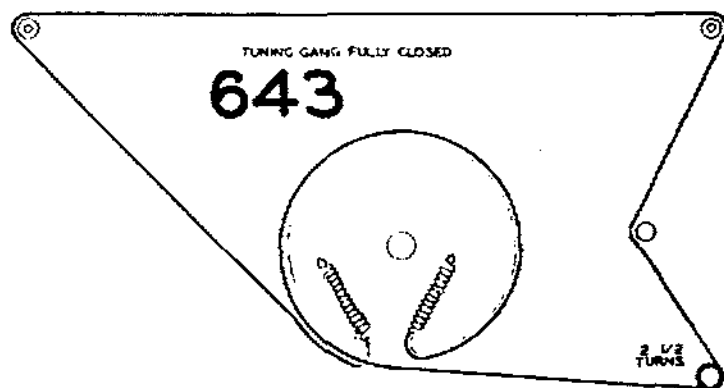
641



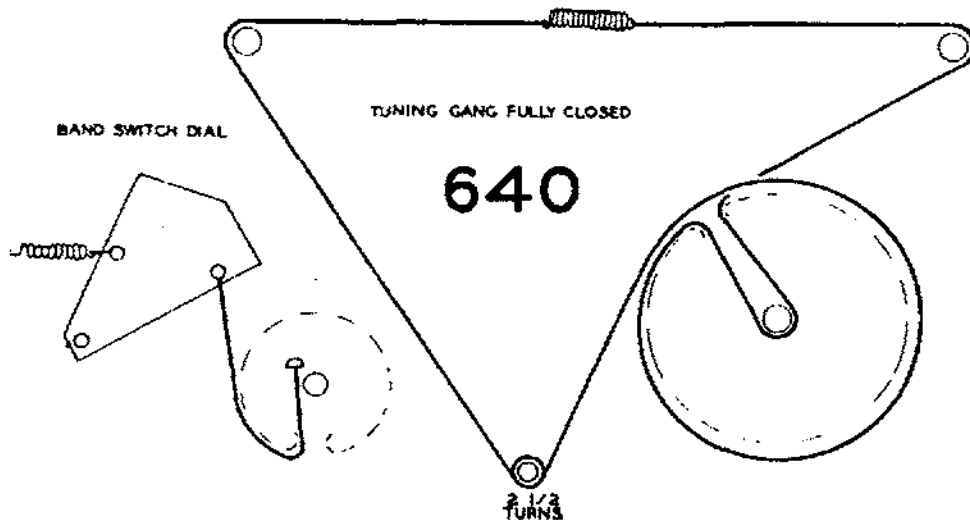
642



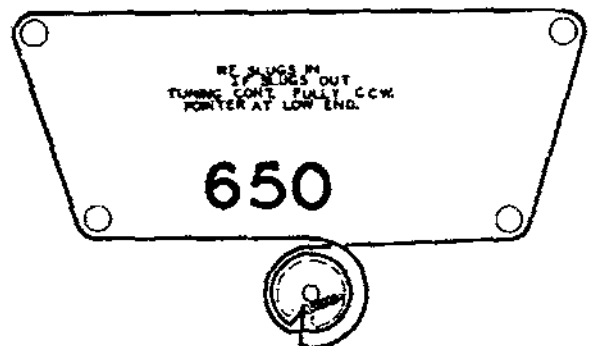
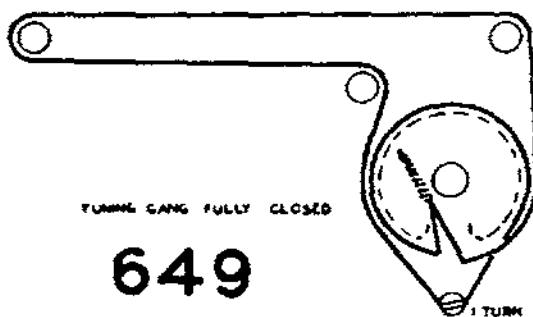
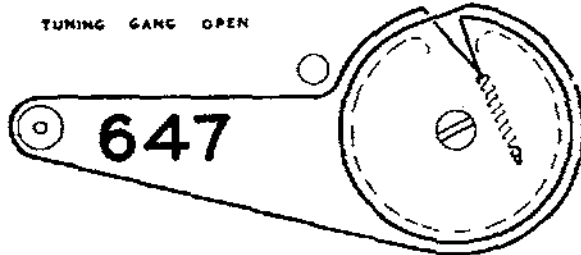
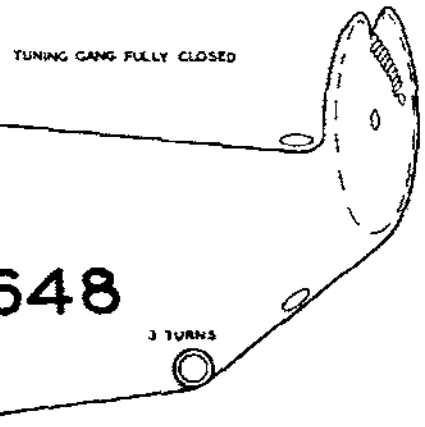
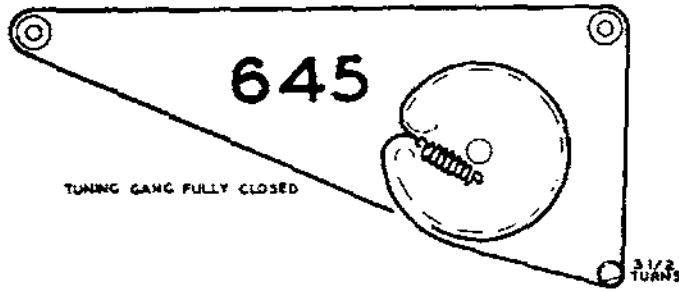
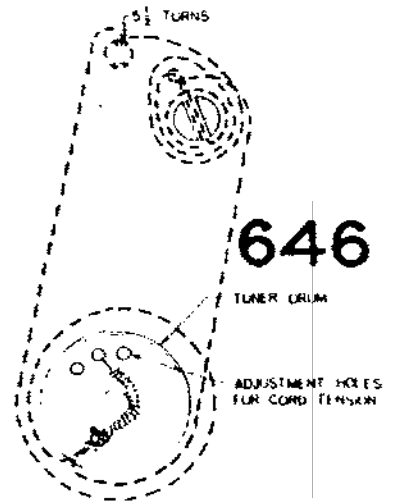
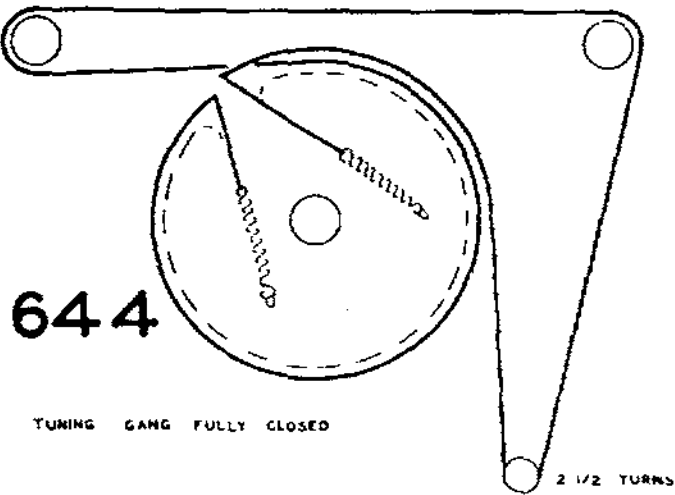
SWITCH SHOWN IN
AM POSITION.

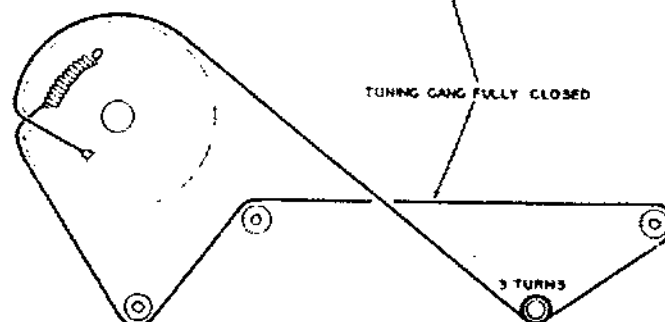
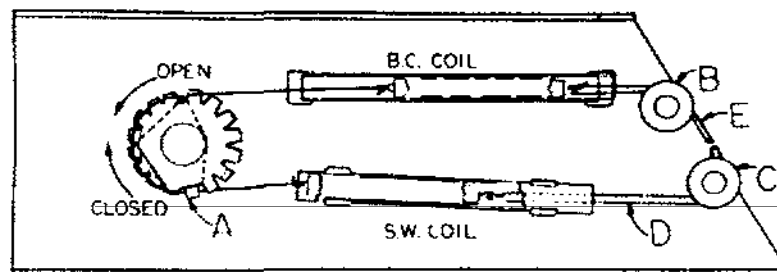
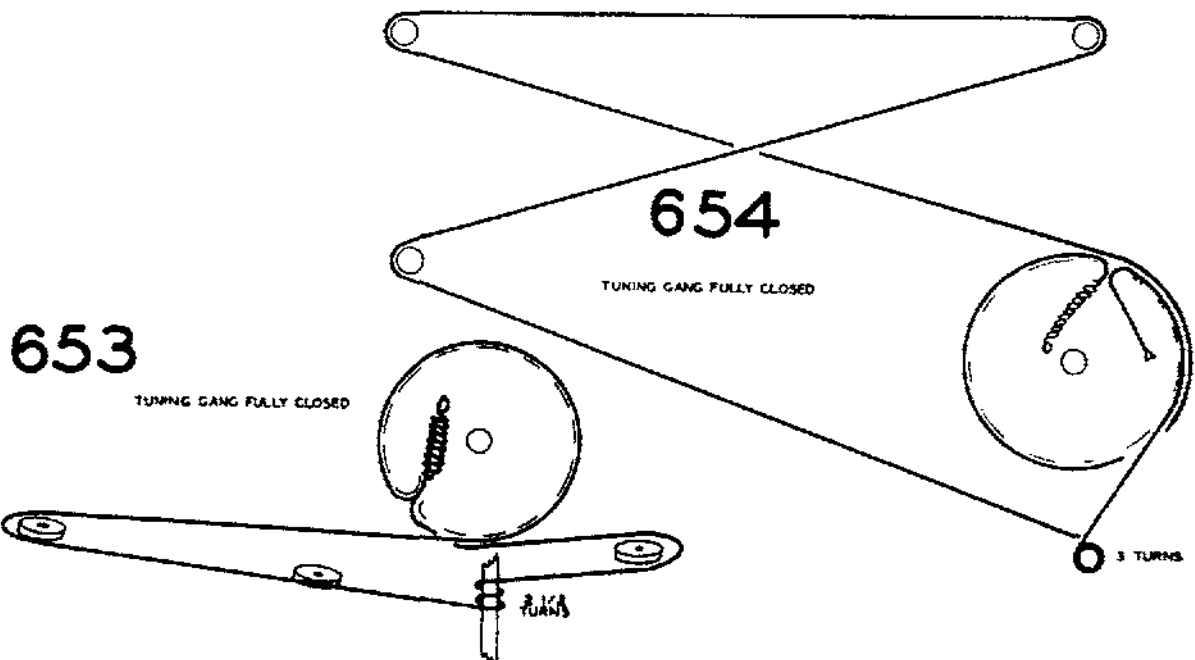
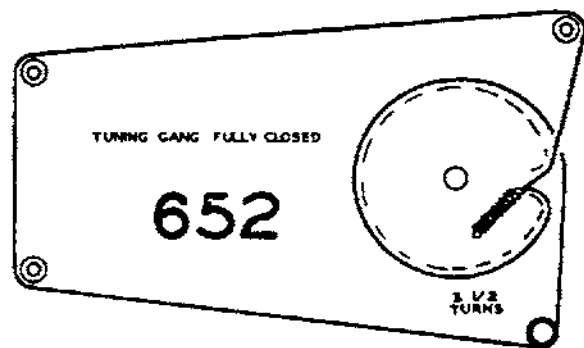
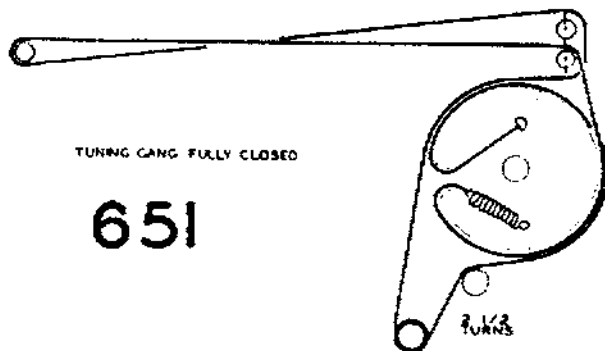


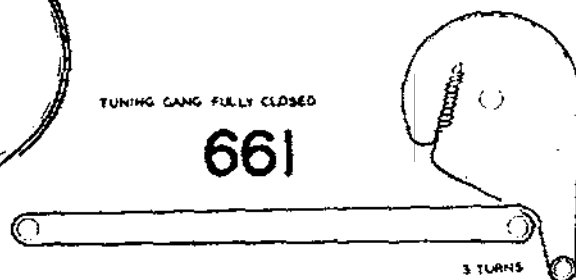
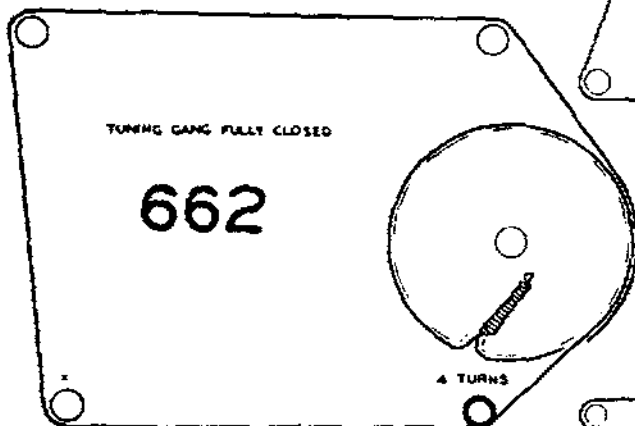
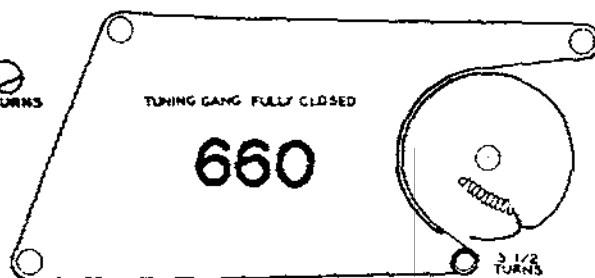
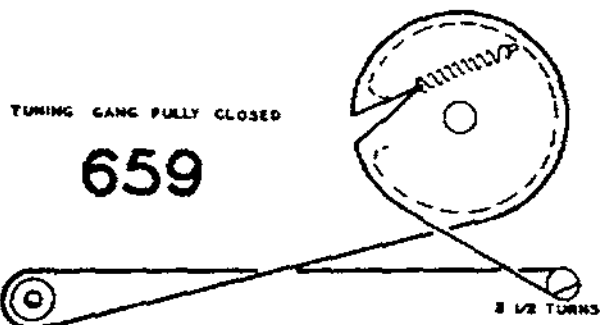
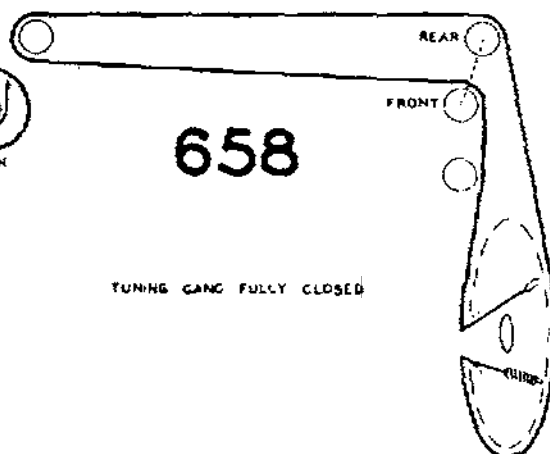
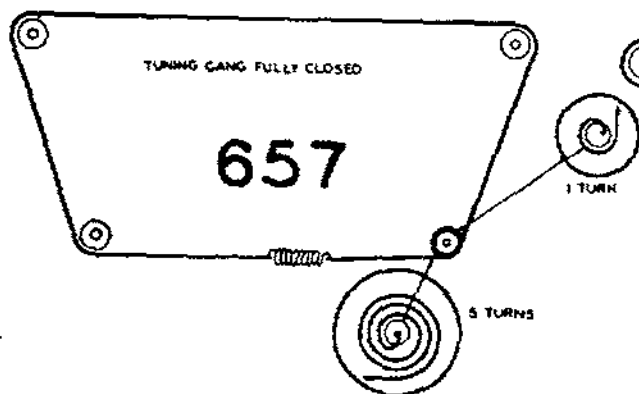
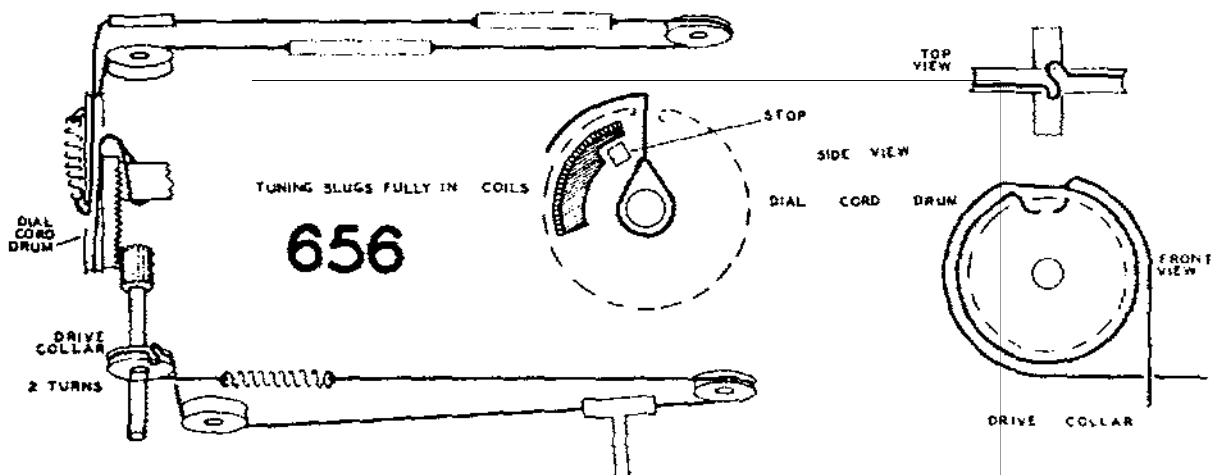
643

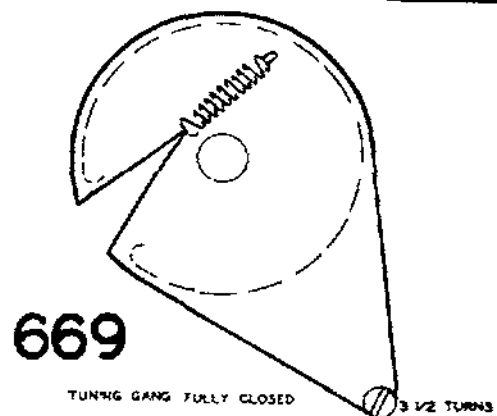
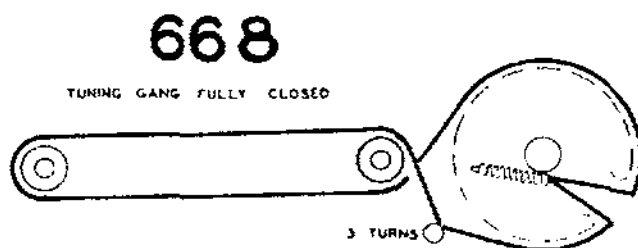
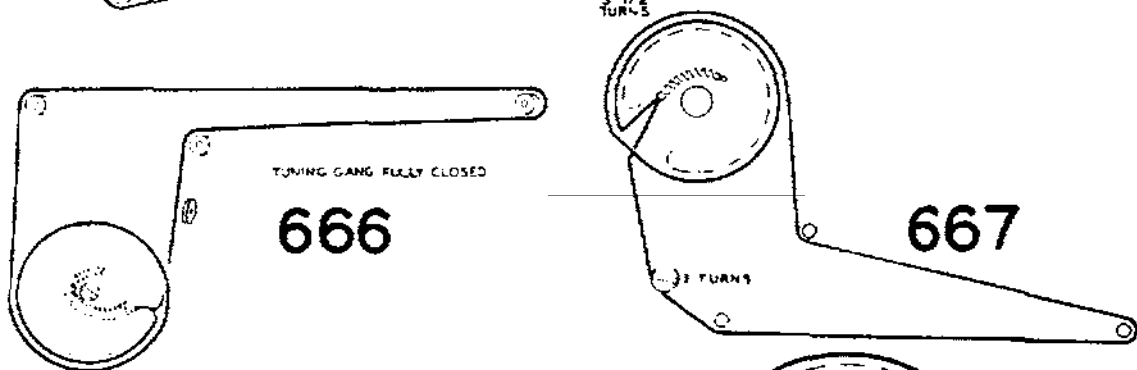
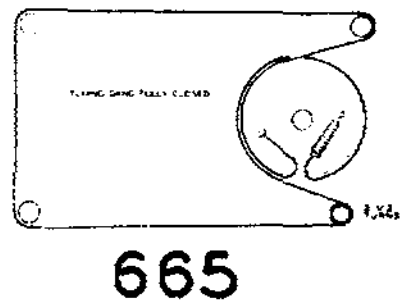
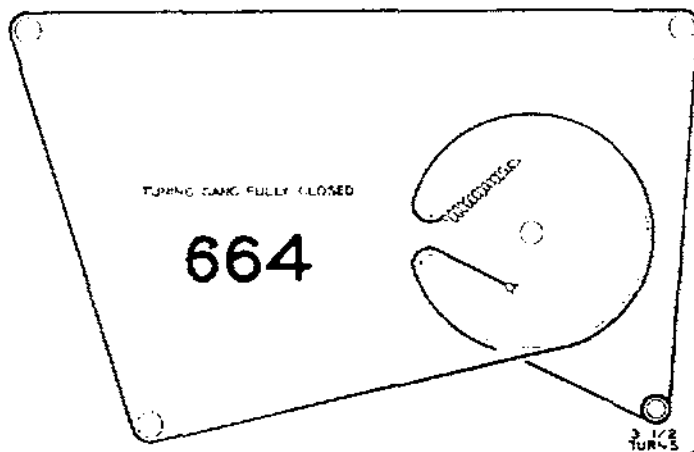
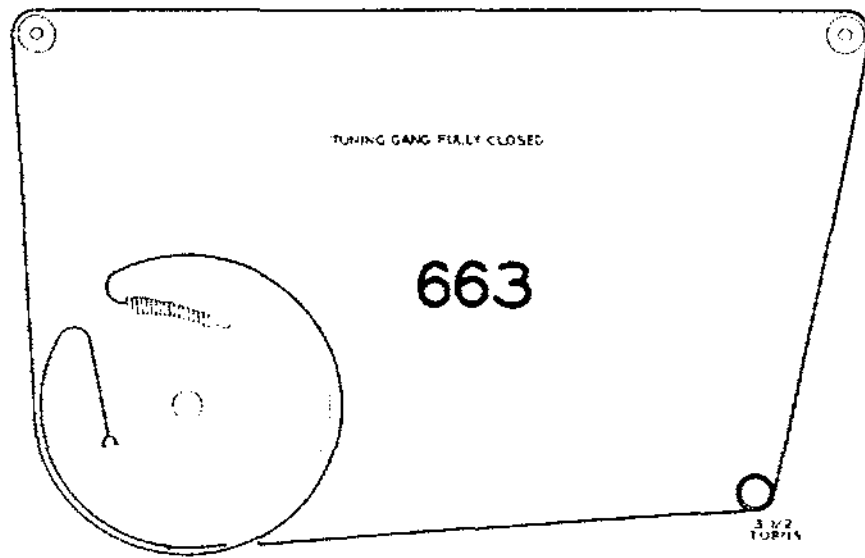


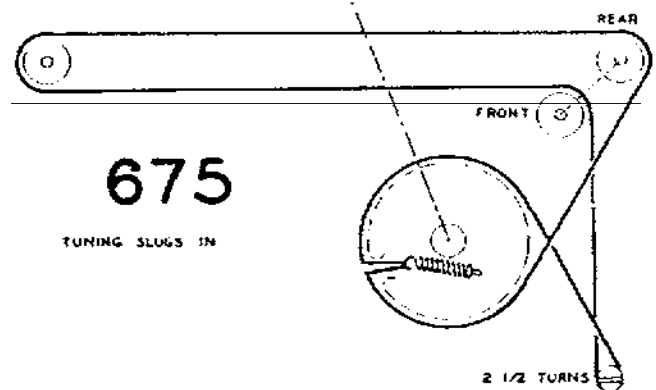
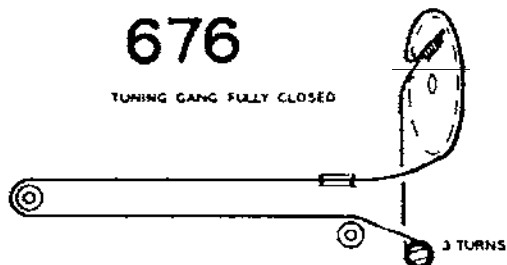
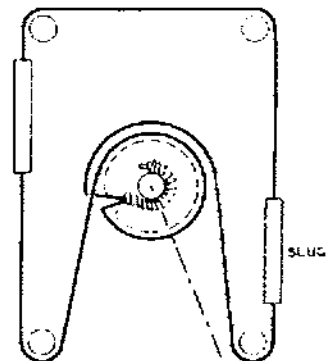
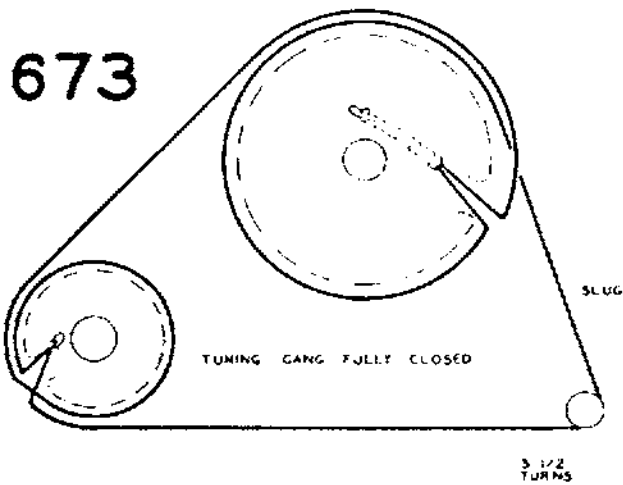
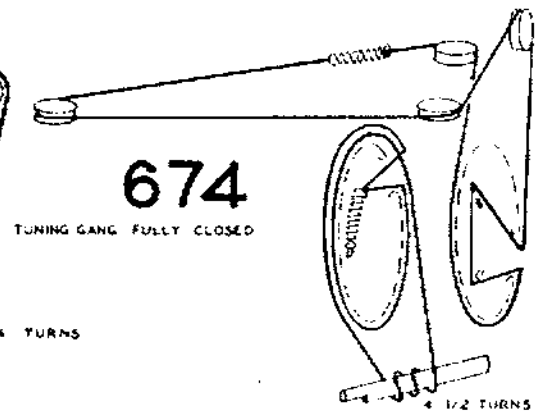
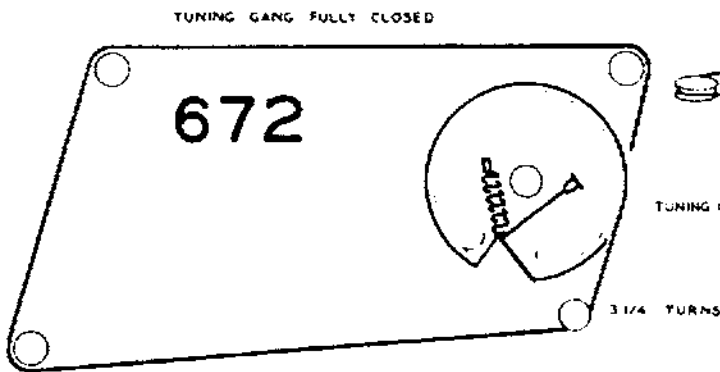
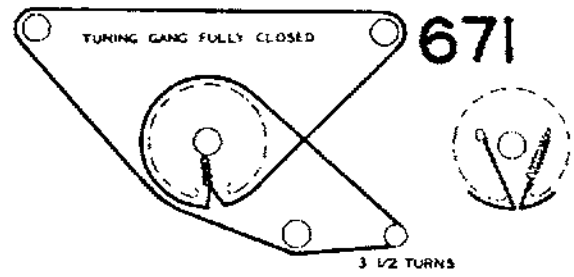
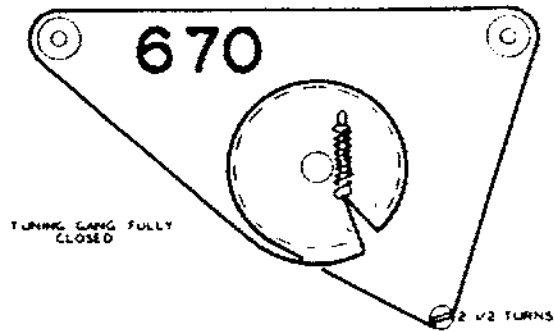
640

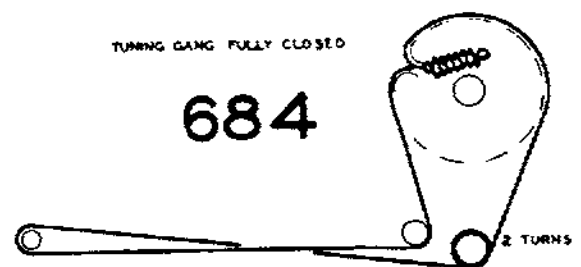
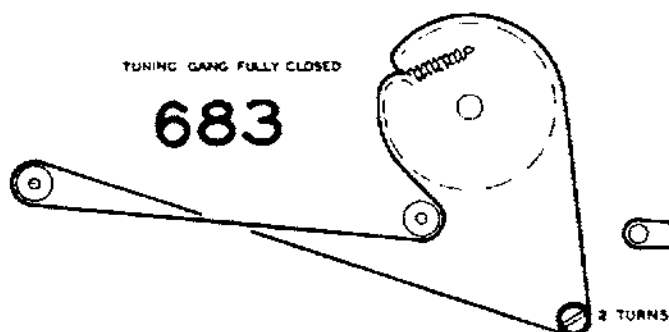
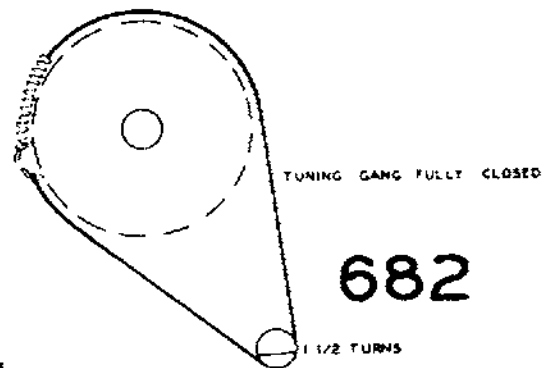
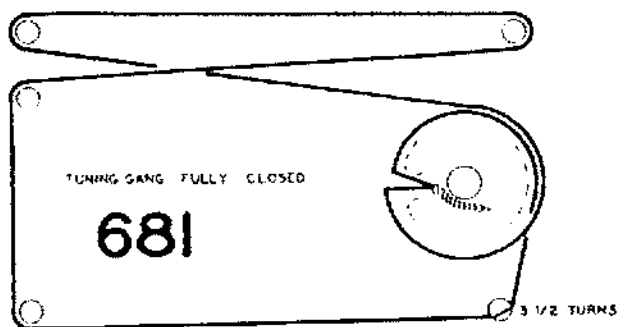
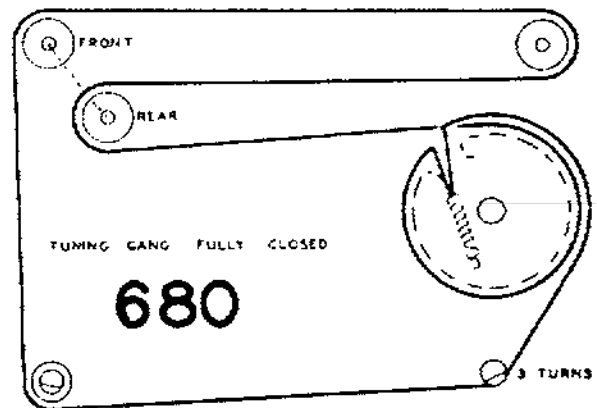
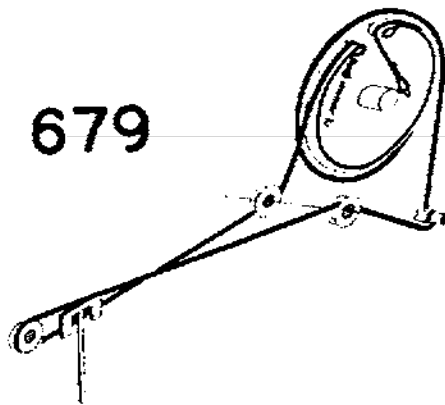
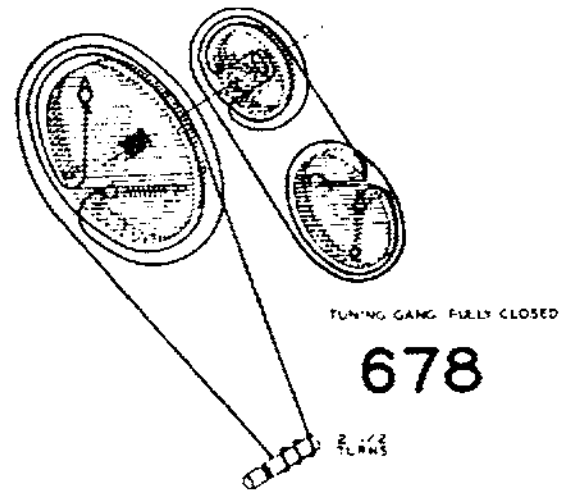
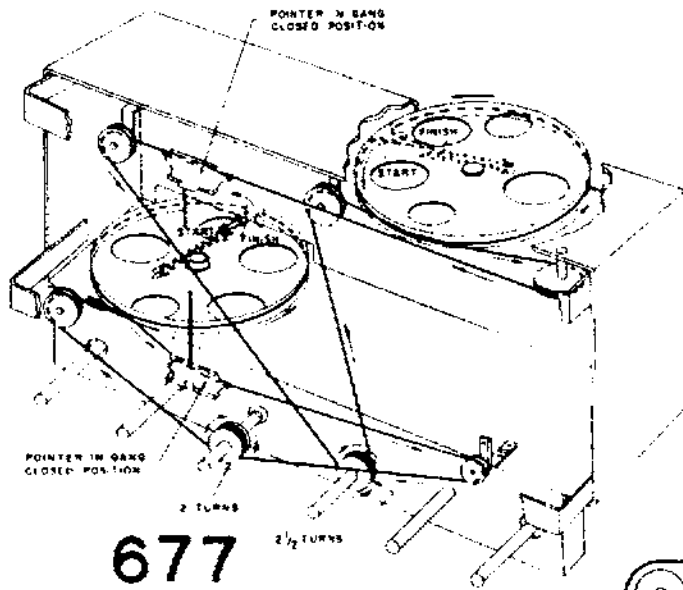






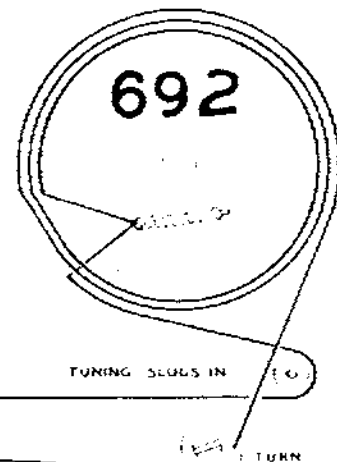
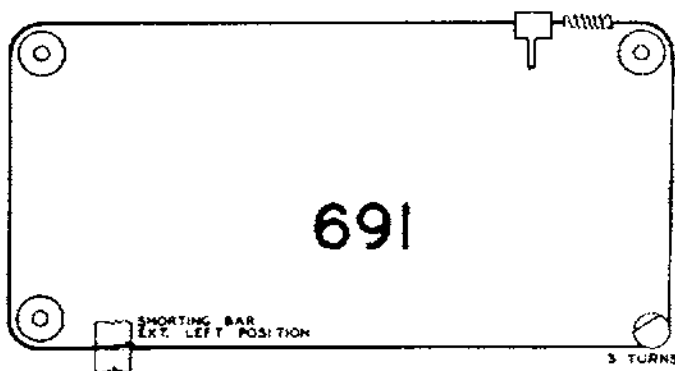
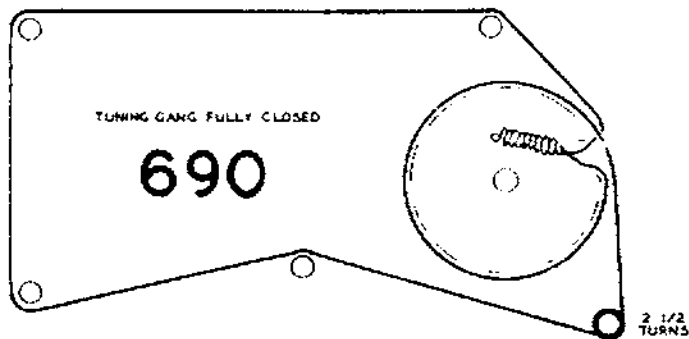
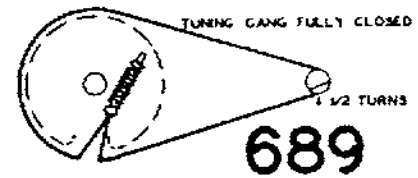
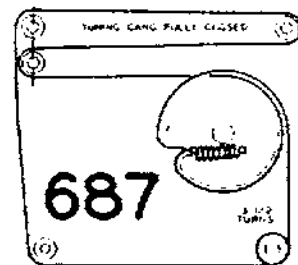
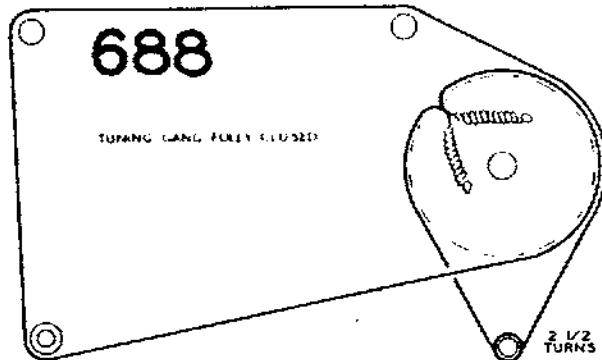
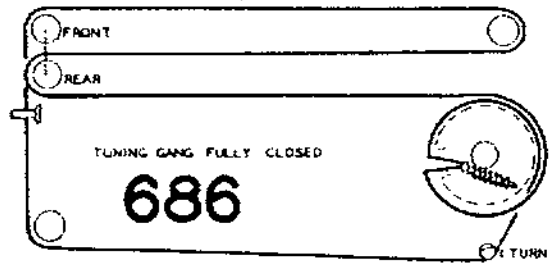
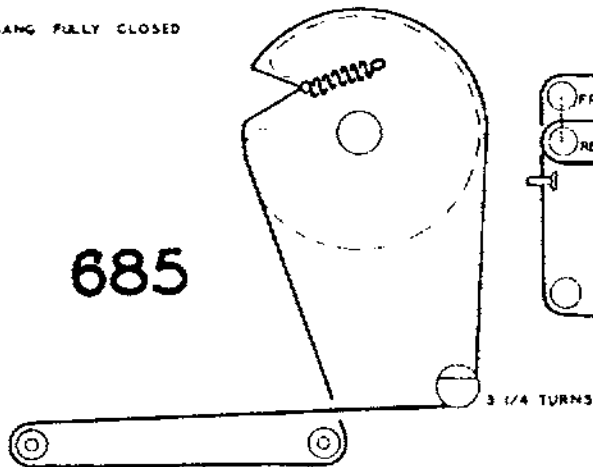


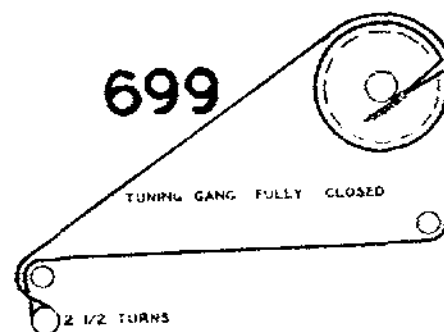
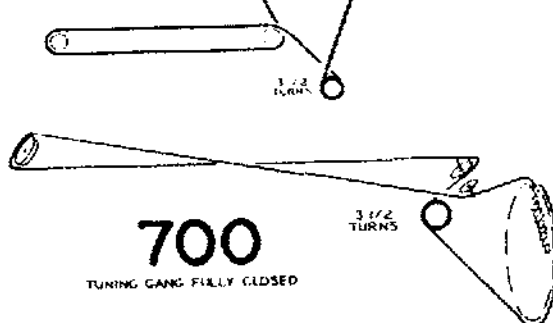
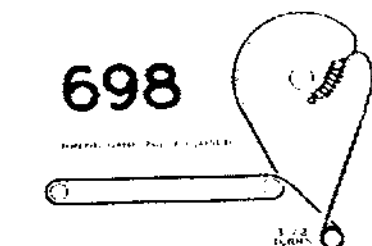
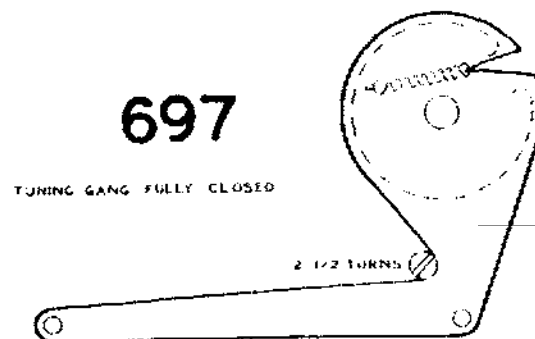
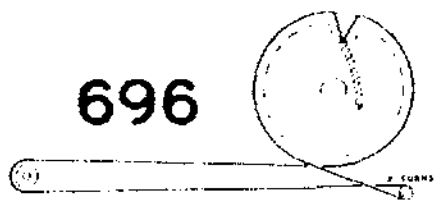
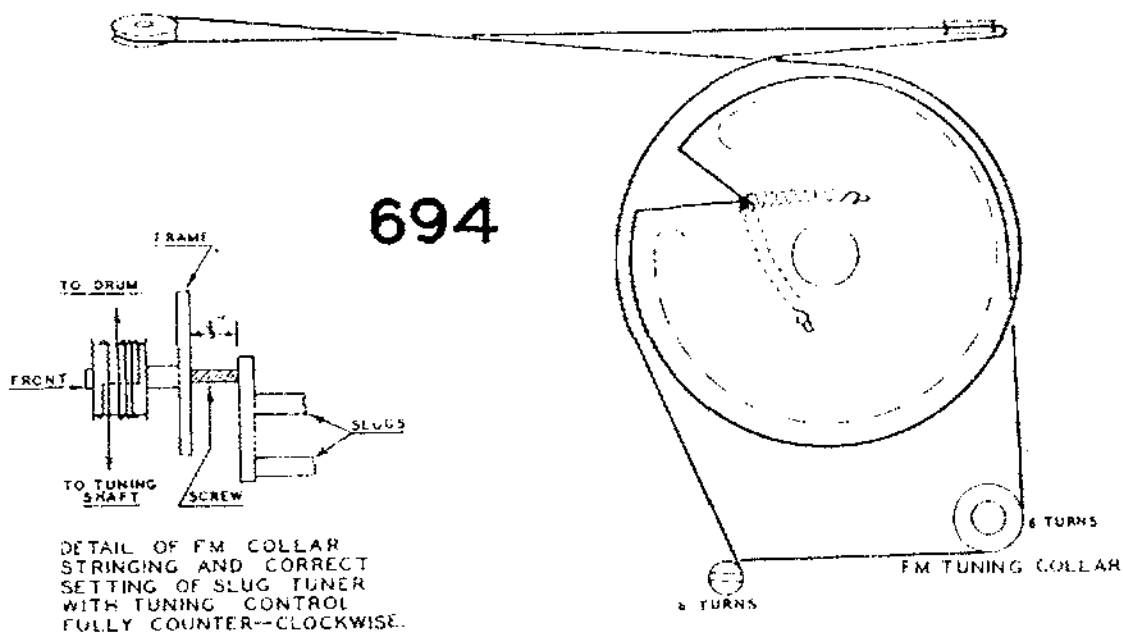
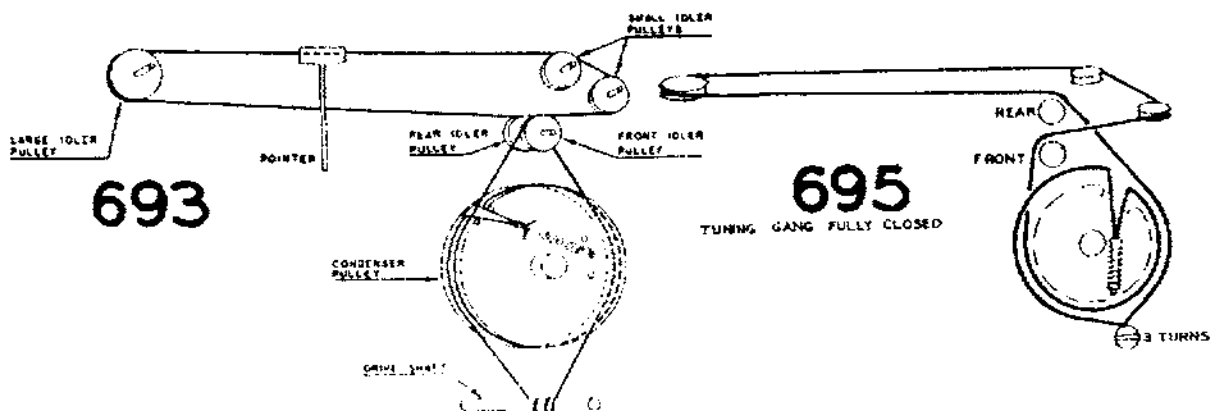


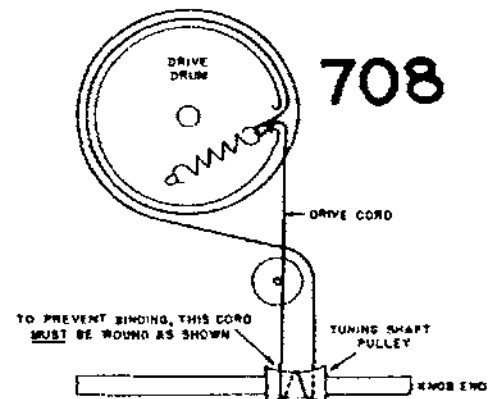
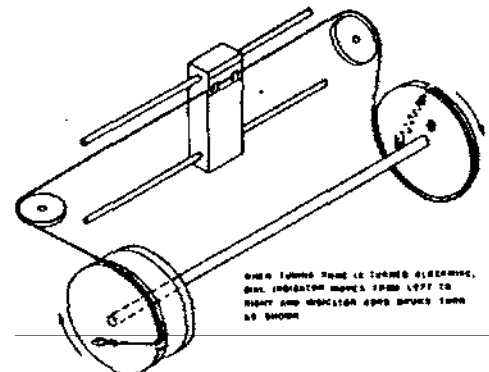
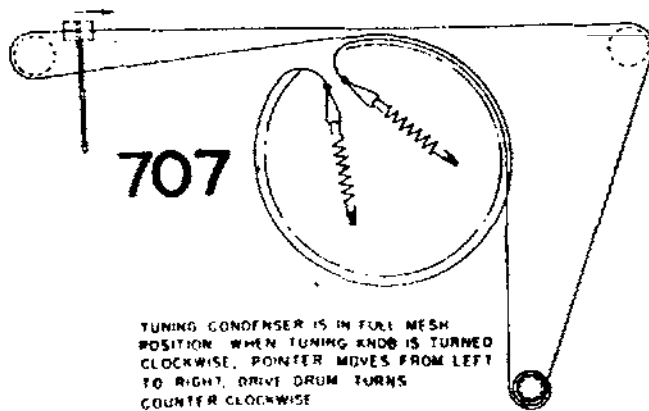
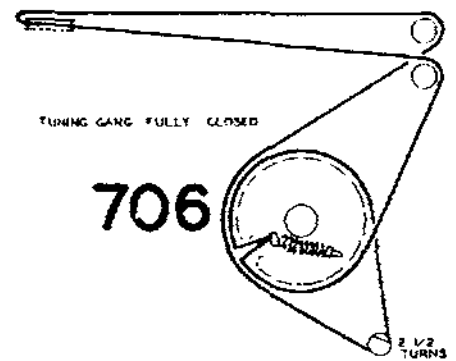
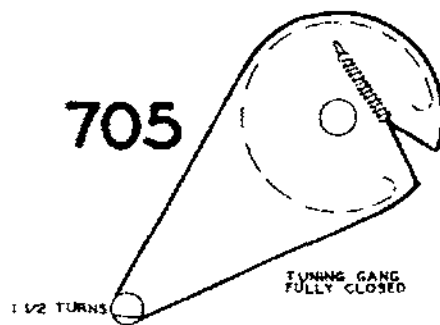
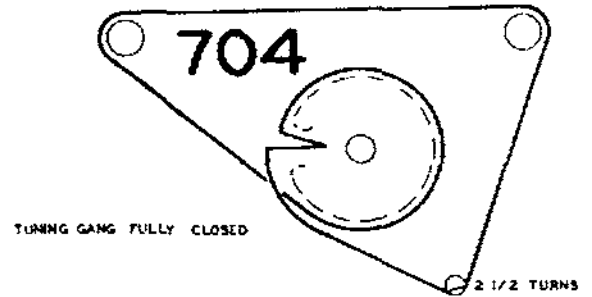
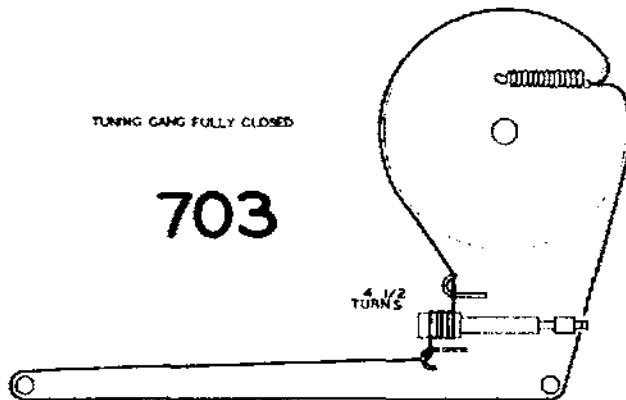
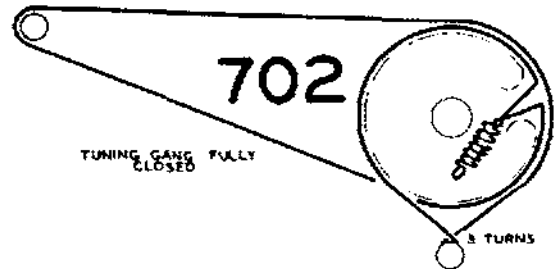
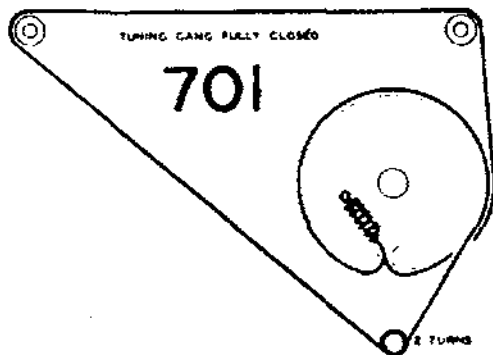


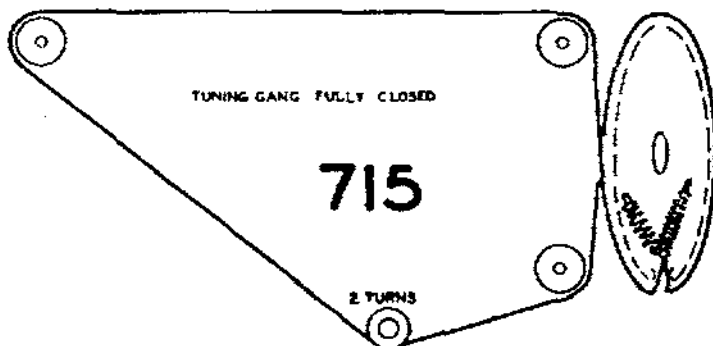
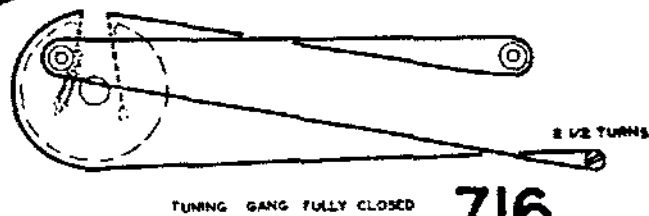
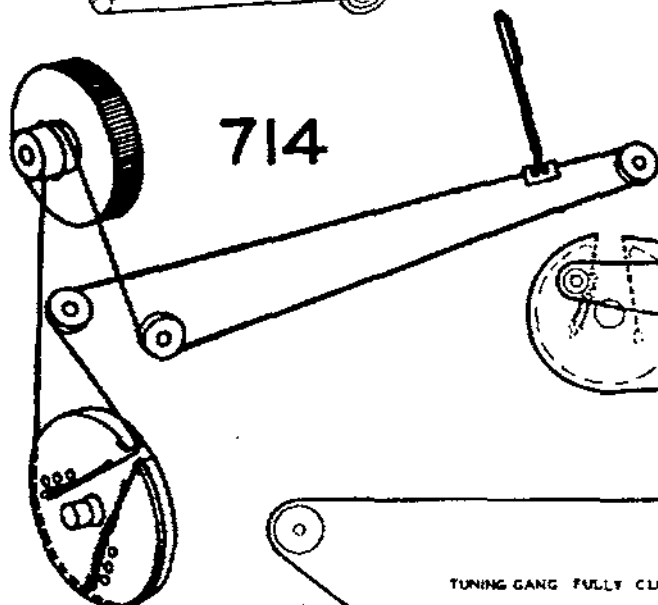
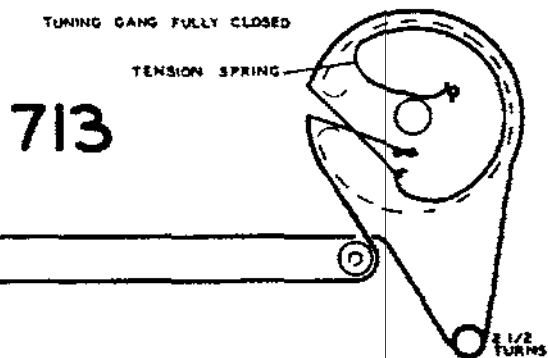
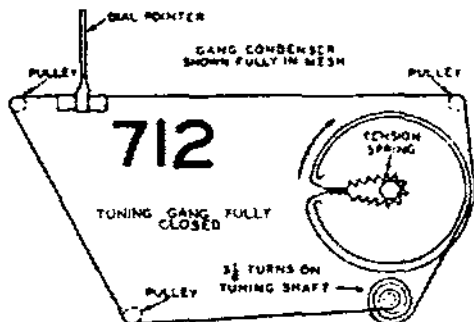
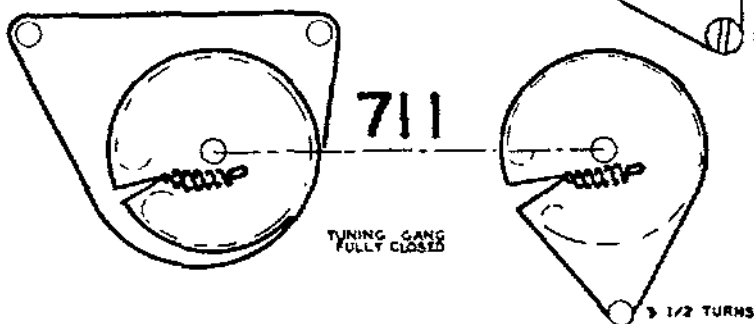
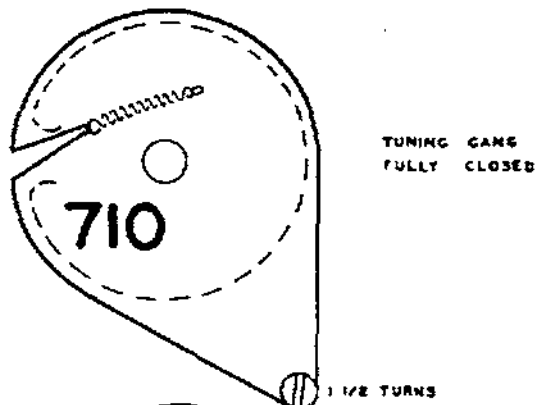
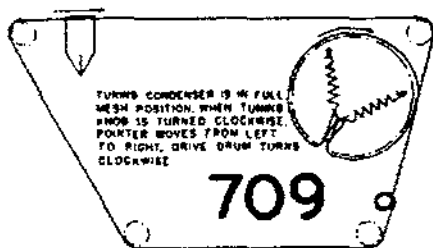
TUNING GANG FULLY CLOSED

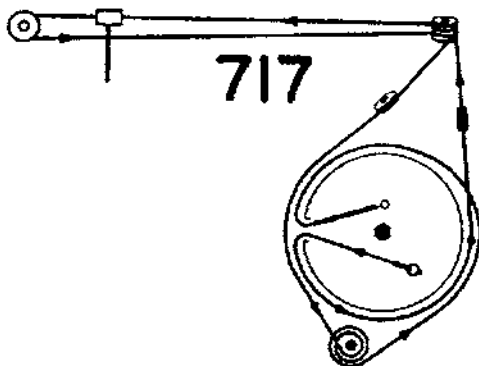
685







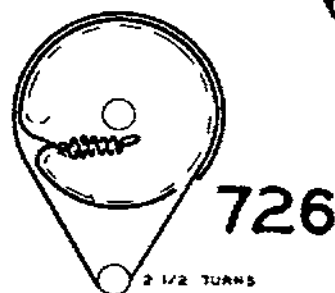
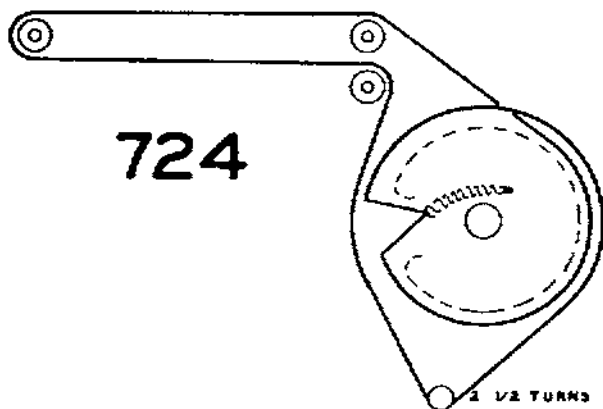
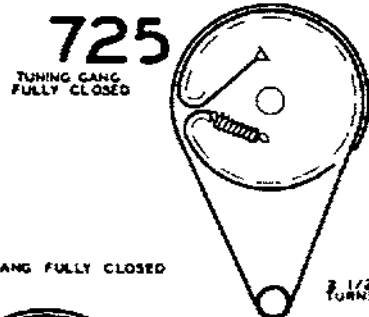
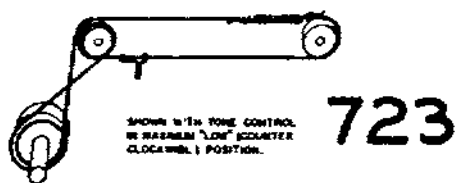
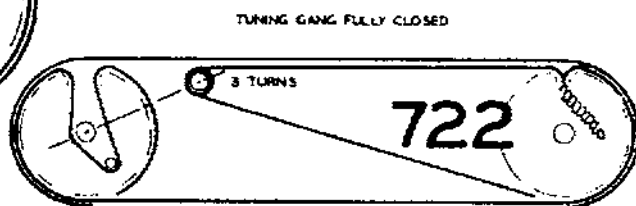
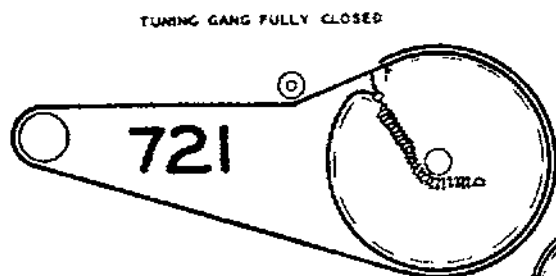
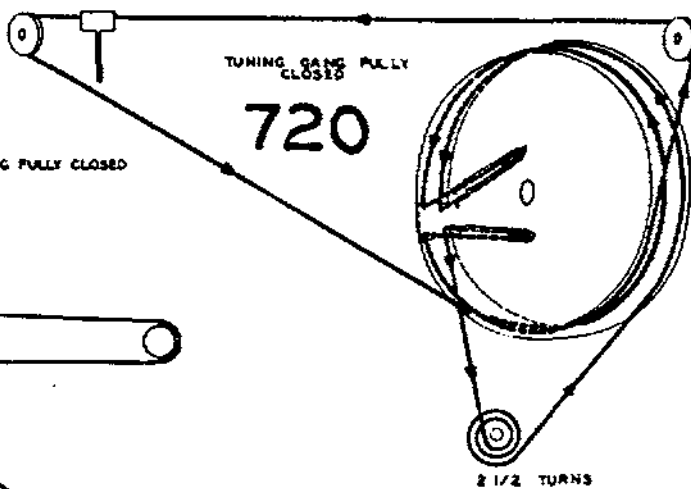
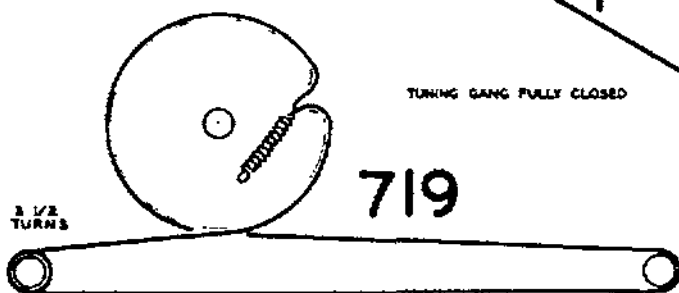
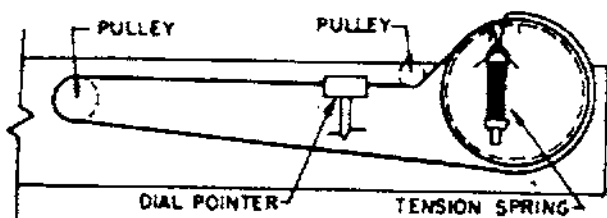


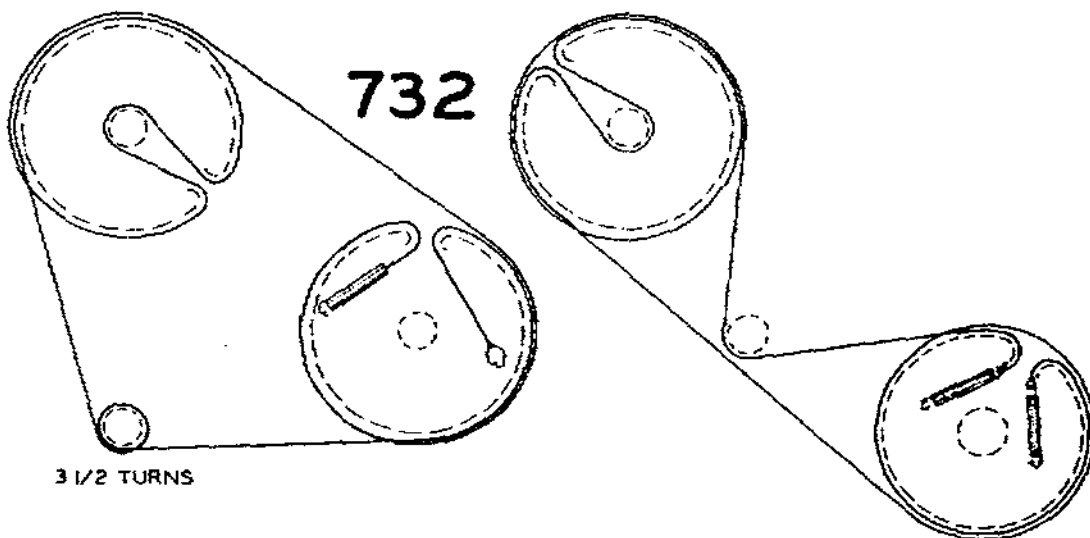
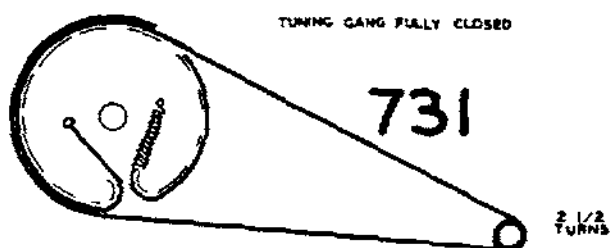
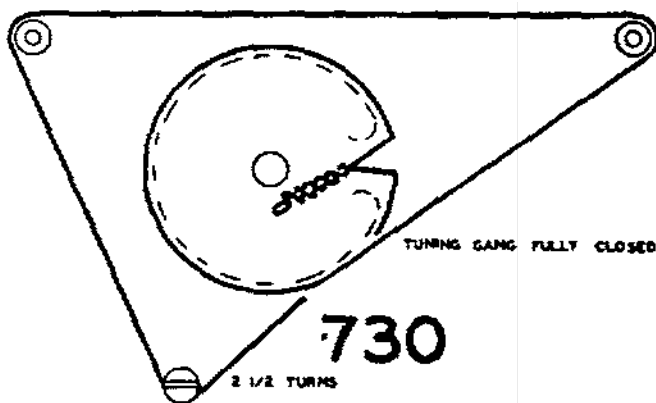
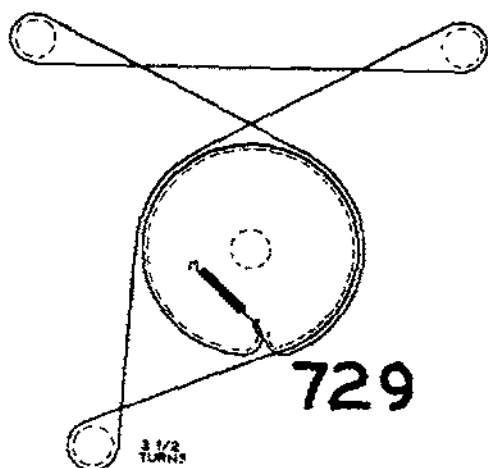
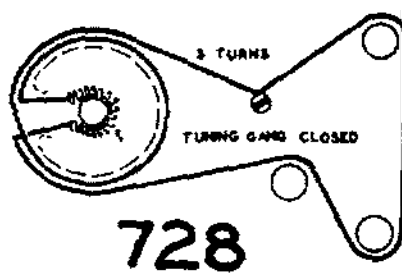
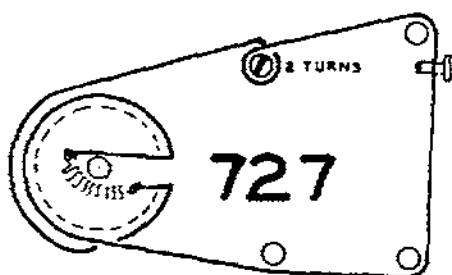


GANG CONDENSER
SHOWN FULLY IN
MESH.

718

ONE COMPLETE TURN
ON DRUM





Dial Stringing

Push the tuning elevator all the way down and string the dial as shown in Figure 1. Notice that the dial cord, in progressive steps 9, 10, 11 and 12 is made to travel behind the start and end of cord stringing. The procedure will be easier if pulley C is bypassed until the rest of the work is finished after which the cord 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, crimp the eyelets on the cord in the proper positions to act as minimum and maximum stops for the tuning mechanism. Insert pins through the cord and glue to prevent eyelets from moving. Clip the pointer on the scale halfway between the eyelets.

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

Concluding Comments

After replacing the dial cord or the elevator cord, it may be found that some correction in relative positioning is needed. This can be done by loosening the set screws in the large drive pulley directly behind the dial scale and repositioning it on the shaft. The object, of course, is to permit the tuning control to drive the elevator through its full tuning range. Slight errors in final setting are not serious since leeway 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 counterclockwise, as in Step 2. Next, thread loop through hole in elevator top plate, fastening it to the hoist cord tension spring, as viewed in Step 3. Steps 4, 5, 6 and 7 show how the free end of cord progresses on the pulley, going clockwise and that each turn is laid progressively one in back of the other and in back of the vertical section, going to the tension spring in tuner plate. In step 6, pass the free end of cord down through the hole in chassis, grasping its end with long-nosed pliers and drawing tension on cord while running elevator completely down to the bottom. Keeping tension on cord and forcing, large dial drive drum 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 holder.



733

REAR VIEWS



2



EARLY PROG.

3

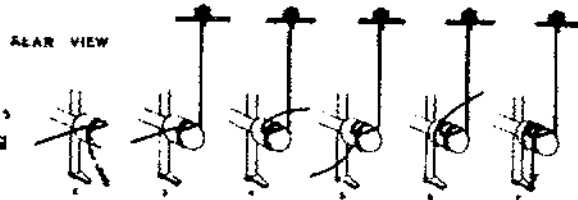


FIGURE 2
Elevator Winding Stringing Procedure

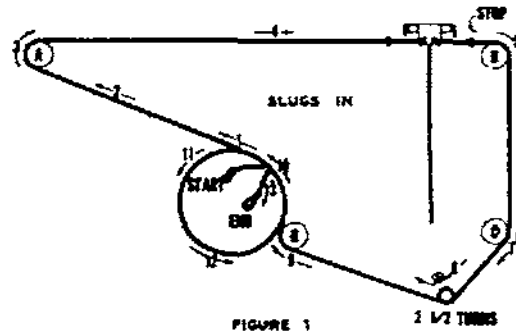


FIGURE 1

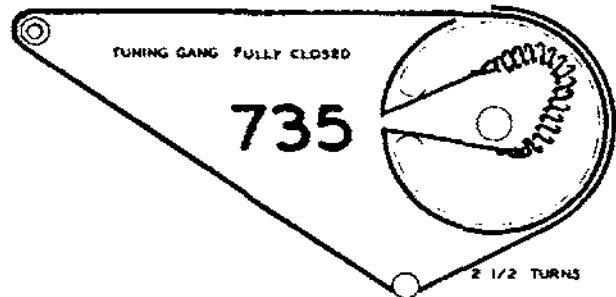
2 1/2 TURNS

TUNING GANG FULLY CLOSED

VOL. CONT. SHAFT

734

2 1/2 TURNS



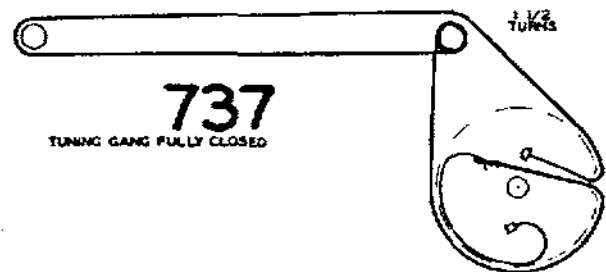
735

2 1/2 TURNS

TUNING GANG FULLY CLOSED

736

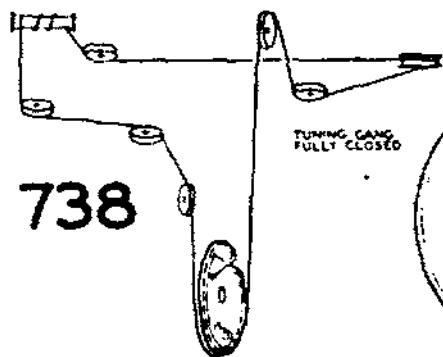
1 1/2 TURNS



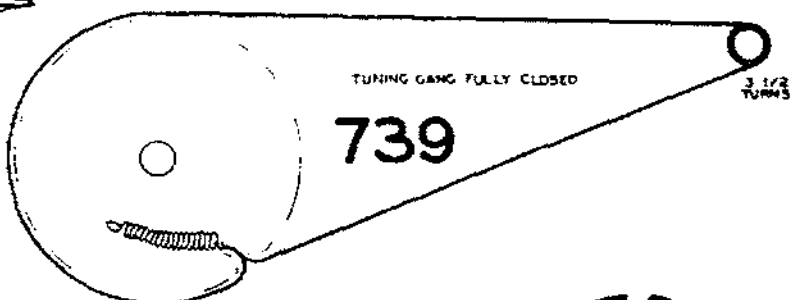
737

TUNING GANG FULLY CLOSED

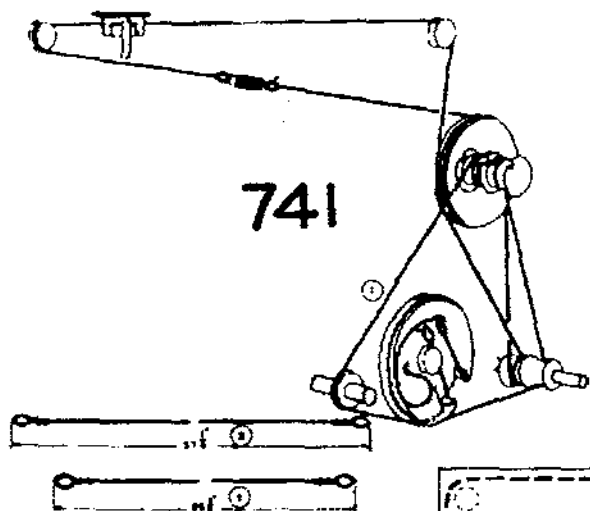
1 1/2 TURNS



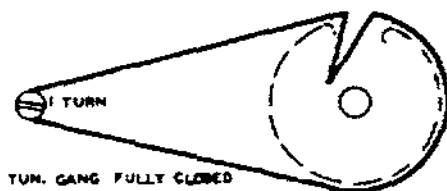
738



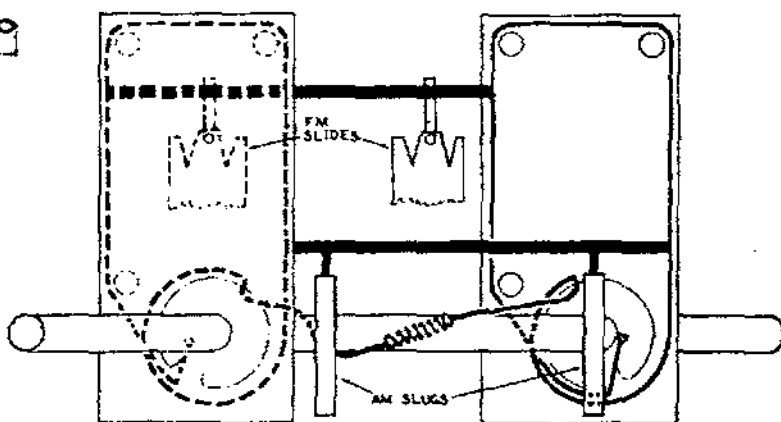
739



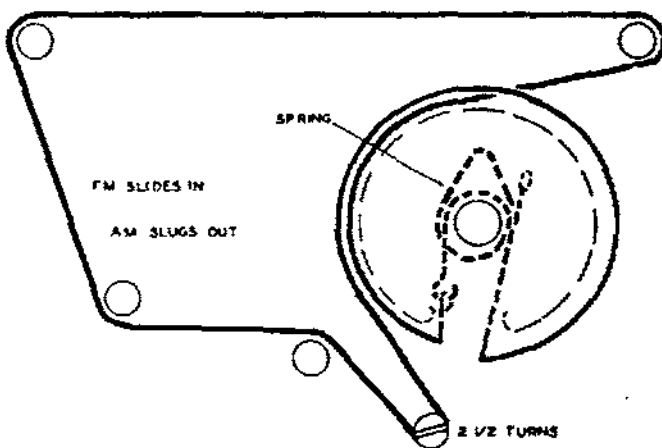
741

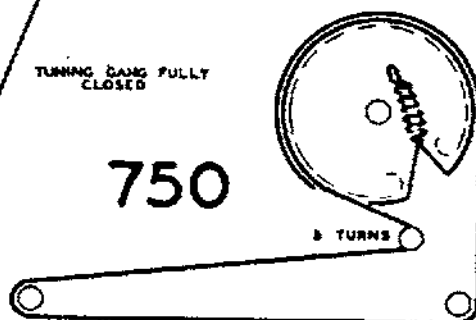
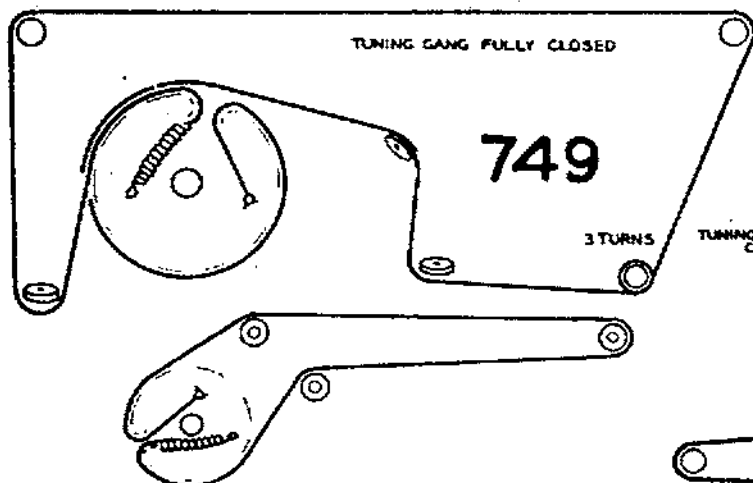
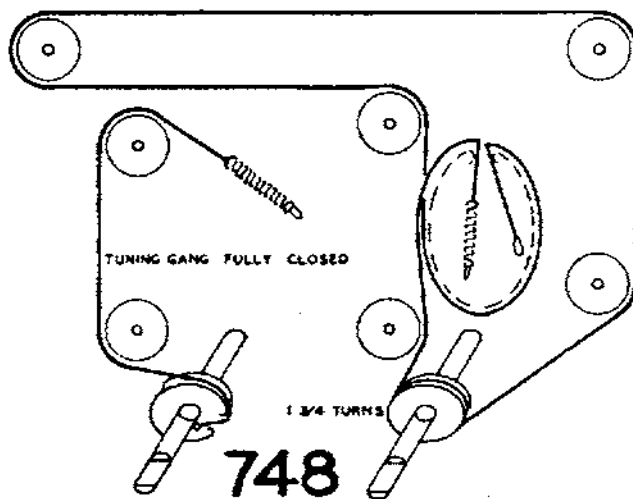
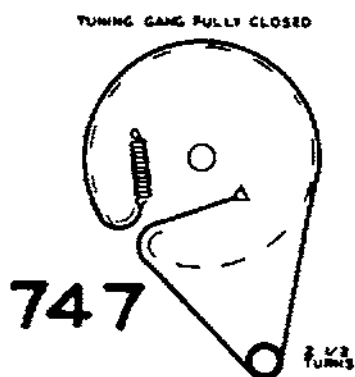
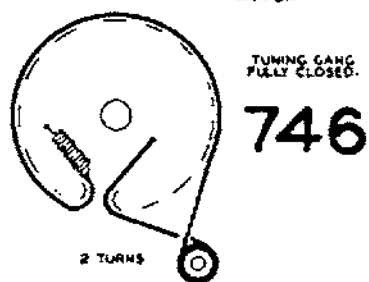
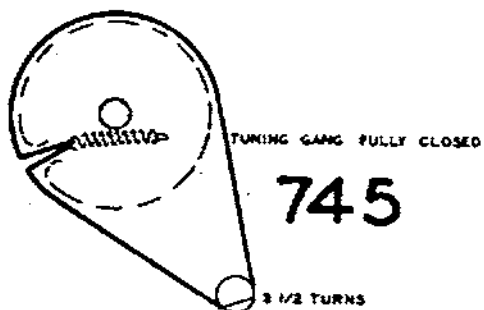
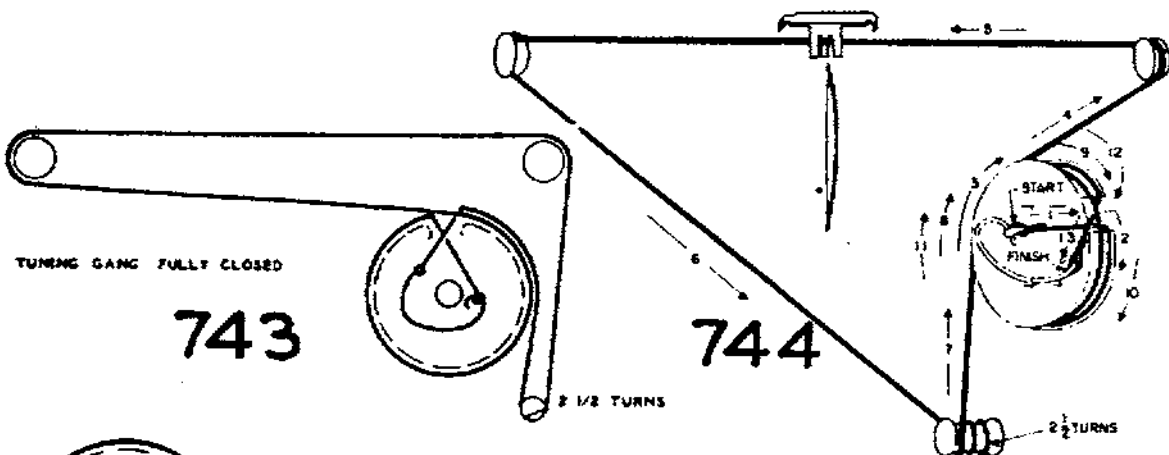


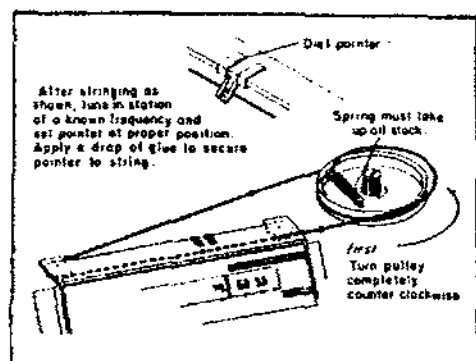
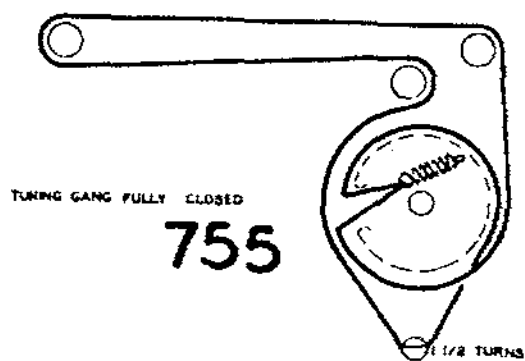
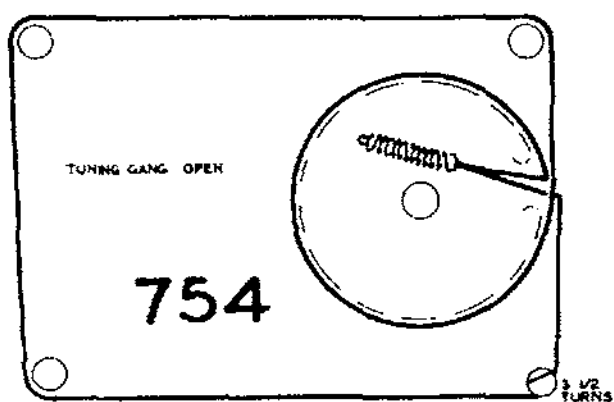
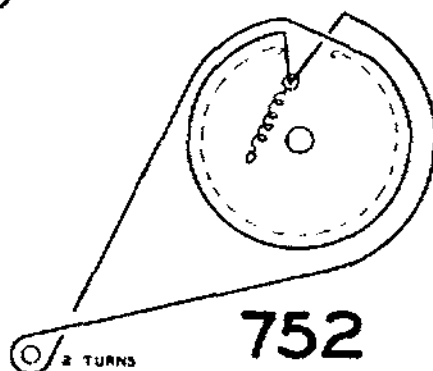
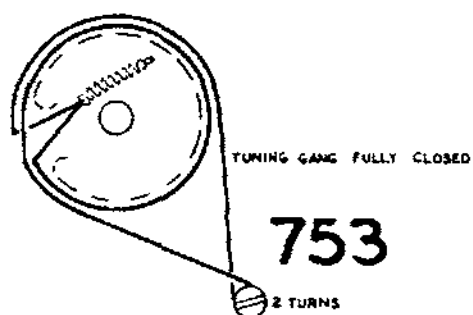
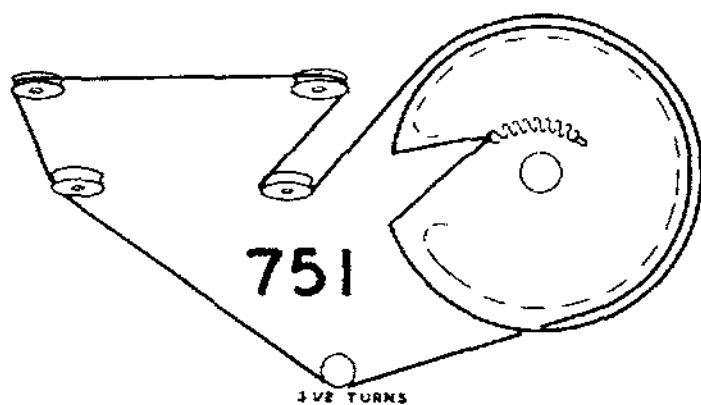
740



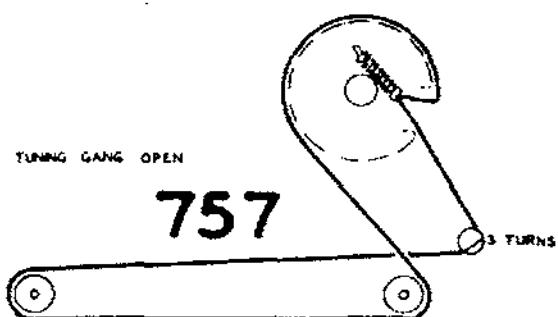
742

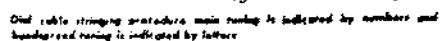




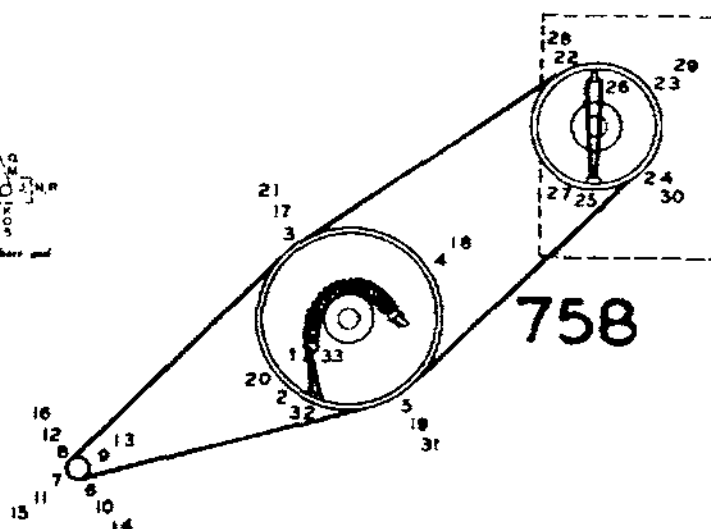


756

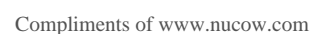


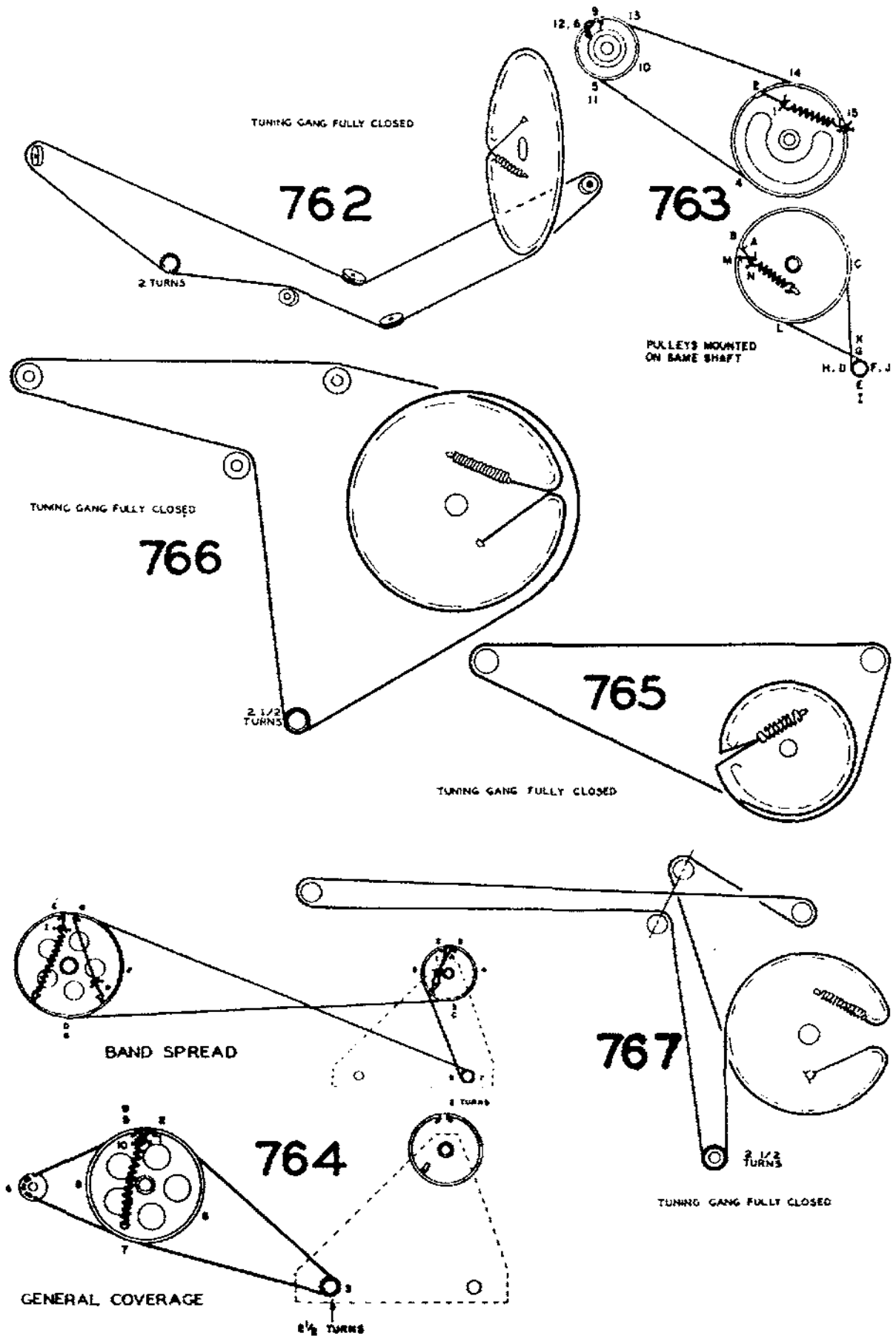


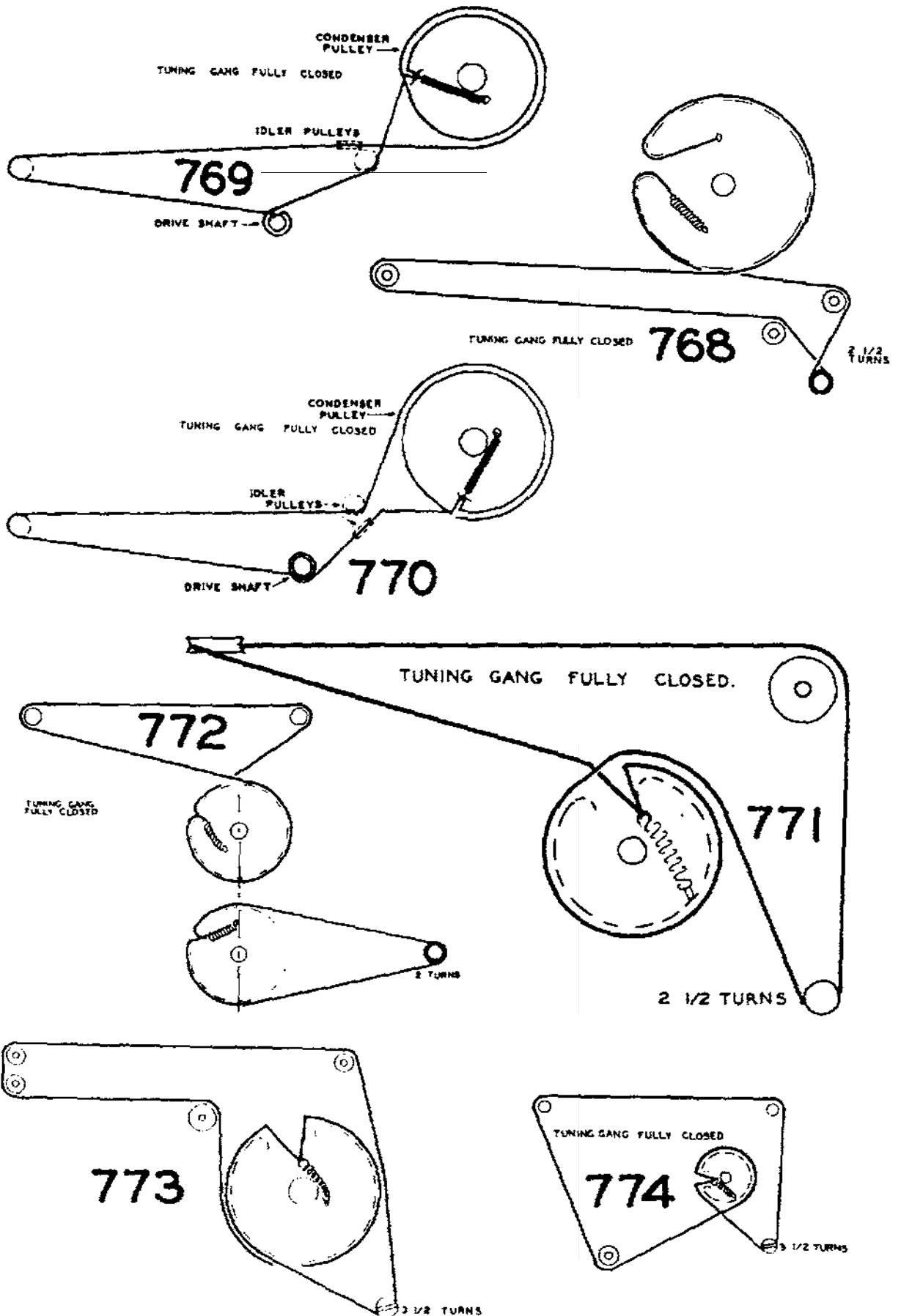
759

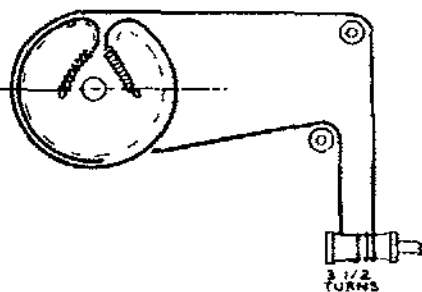
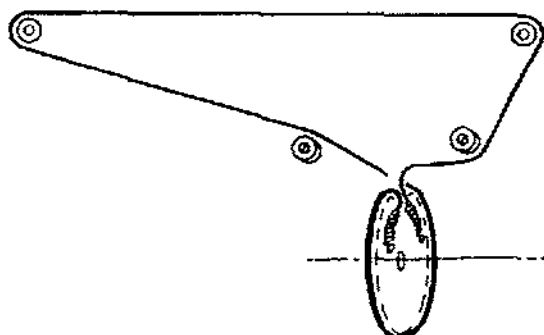
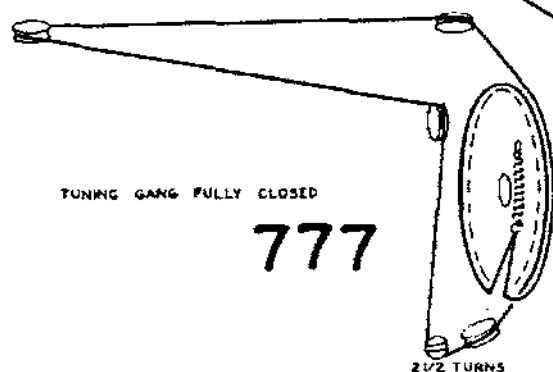
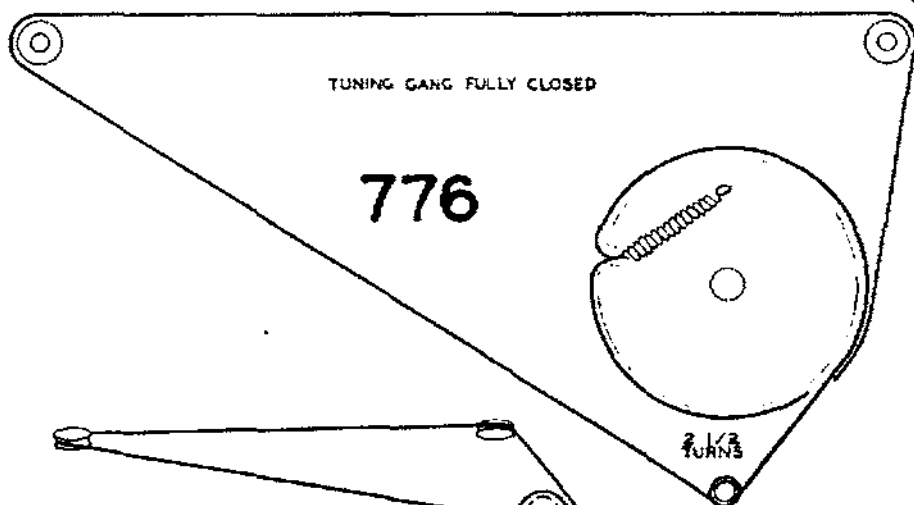
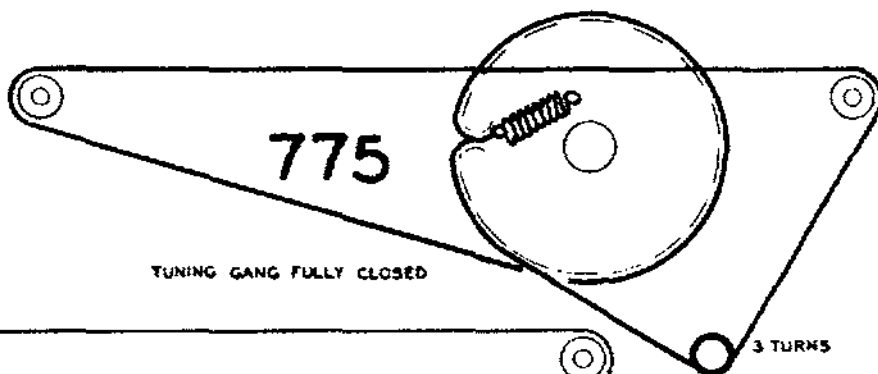


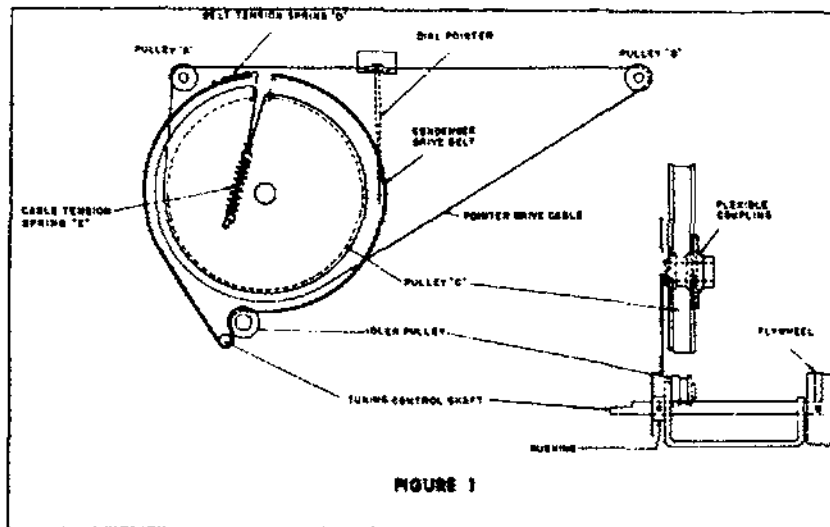
Cut a 30" length of 12 lb. test elastic cord and tie one end of the cord to the pulley mounted on the hub of the backswitch at position "12" on the dialface. Follow the numbers from "1" to "36", stretch the tension spring and tie the cord securely. Cut off excess cord.











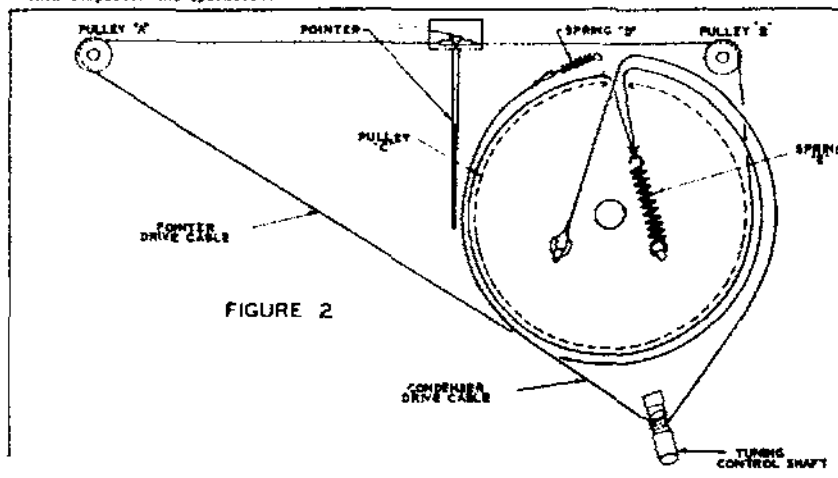
Two types of drive mechanisms are used to transmit the motion from the dial tuning knob to the large pulley that is coupled to the condenser gang. These two arrangements are shown on Figures 1 and 2. The cable used to drive the dial pointer is strung the same on all CR-140A and CR-190B receivers. Separate instructions for installing a replacement belt or string on the CR-140A or CR-190B chassis are given below.

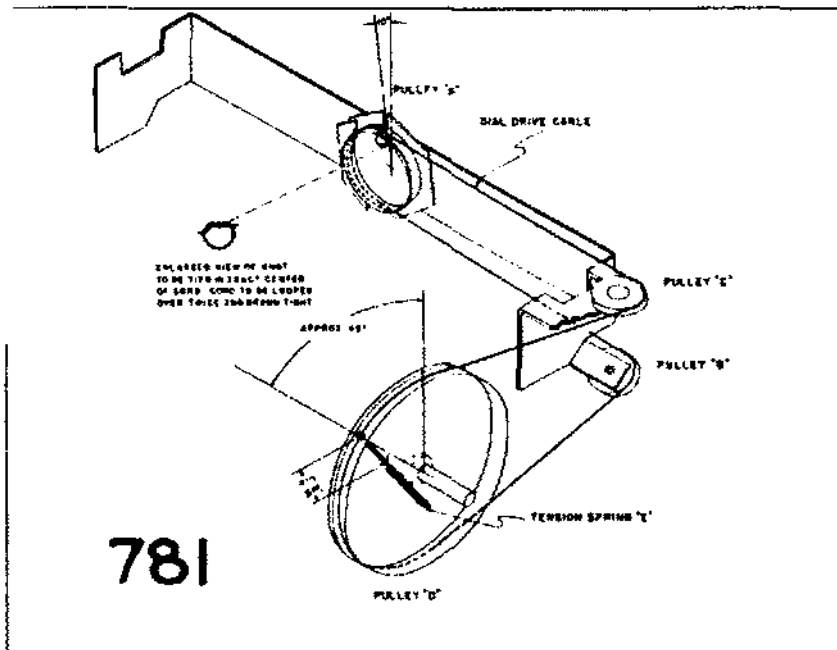
CR-140A Condenser Drive Belt Replacement: Hook one end of the belt on the right hand edge of the slot in pulley "C" so that the smooth side contacts the pulley surface. Keeping the belt near the back of the groove in pulley "C" wrap it in a clockwise direction around that pulley (as indicated by the arrows on Figure 1) over the idler pulley and under the tuning control shaft; then around the opposite side of pulley "C". One end of the belt tension spring is hooked on the free end of the belt and the other end on the left-hand edge of the slot in pulley "C", completing the operation.

CR-190B Condenser Drive Belt Replacement: Slide a short length (approximately 1/2-inch) of sleeving over one end of a 19-inch length of dial cable, form a small loop and tie a knot in the manner shown on Figure 2. Hook this loop over the metal hook in pulley "C" and lace the cable through the pulley slot and around the pulley in a counter-clockwise direction when viewed from the rear of the panel, keeping the cable to the rear of the pulley groove. Lace the cable in the direction indicated by the arrow on Figure 2 wrapping 2 1/2 turns around the smaller diameter portion of the tuning control shaft from front to back; then around the opposite side of pulley "C". Loop one end of tension spring "B" on the right-hand edge of the slot in pulley "C"; thread the free end of the drive cable through the opposite end of spring "B" 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-140A 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 sleeving over the cable. Tie a small loop in one end of the cable and temporarily hook it over the metal hook in pulley "C". Lace the other end through the slot in the pulley groove and in a counter-clockwise direction around the large pulley, then around pulley "B" and straight across the back of the dial frame; over pulley "A" and in a counter-clockwise direction around pulley "C". This last wrap around pulley "C" must be at the front of the pulley groove or nearest the panel. This is important. Lace the free end of the cable through the slot in pulley "C" and remove the other end of the cable from the hook. Fasten one end of tension spring "E" over the pulley hook and lace the two free ends of the drive cable through the other end of the spring. Now pull back on the cable until the tension spring coils are stretched to approximately 1-5/8 inches. Tie a double knot in the cable while maintaining tension on the spring.

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





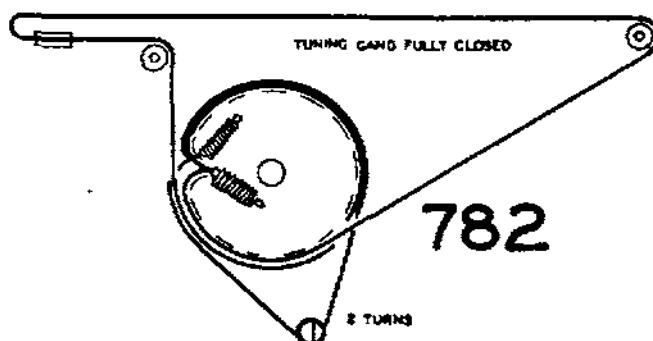
Rotate the brass pulley designated "A" in figure above until the dial pointer strikes the stop at the high frequency end of the dial calibration. In this condition the slot in pulley "A" should be approximately ten degrees to the left of being vertical—see figure above. If the slot in the pulley is in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

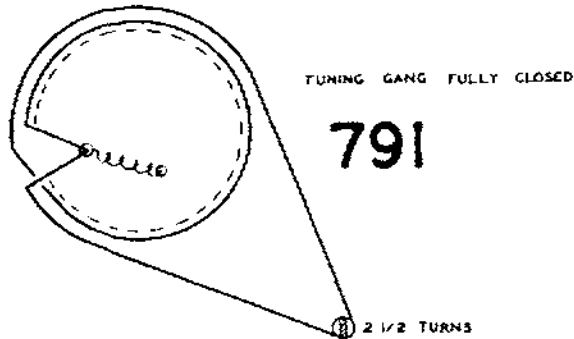
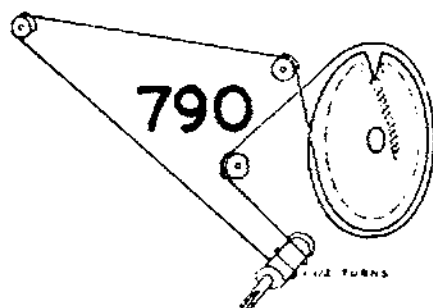
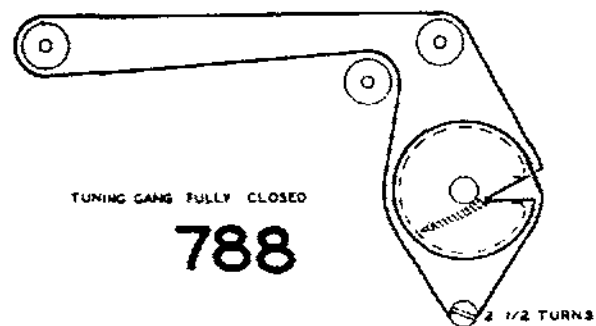
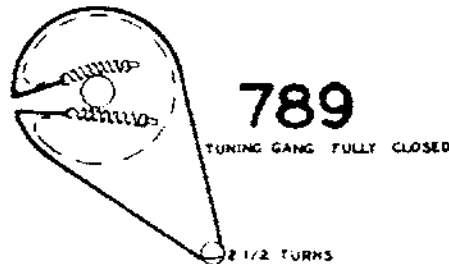
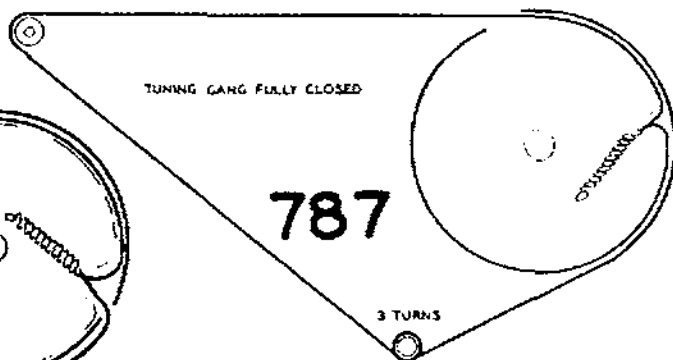
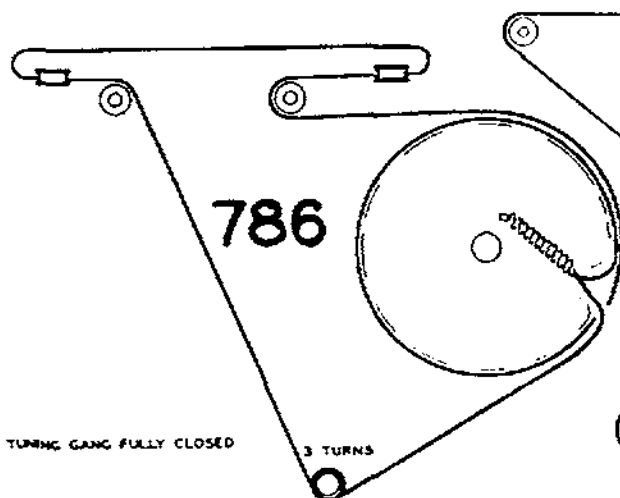
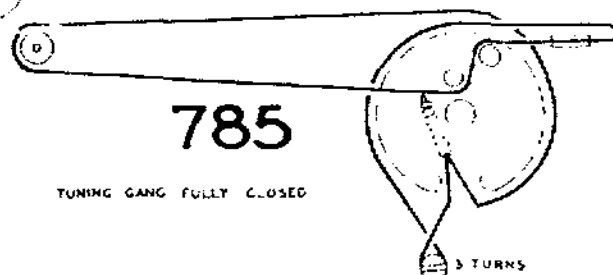
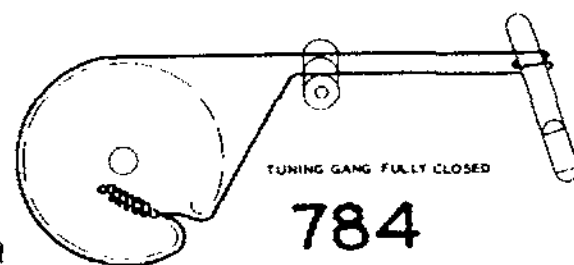
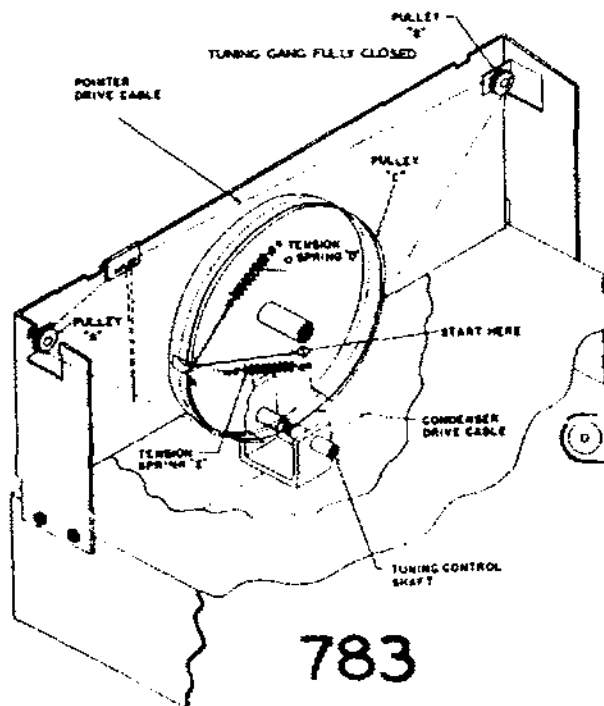
To correct this condition, first remove the glass dial and loosen the pointer screw. Then while holding pulley "A" so that its slot is approximately ten degrees to the left of vertical (when viewed from the rear) adjust the pointer until it is resting against the stop at the high frequency end of its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

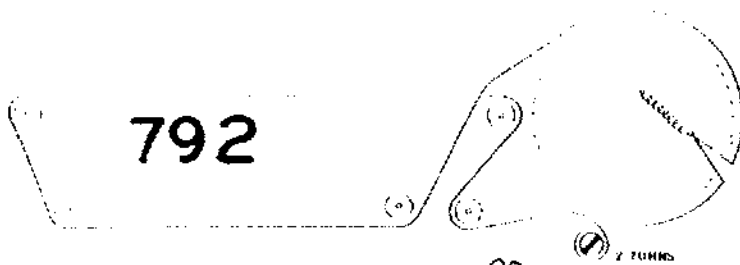
Completely unmesh the condenser gang and check the location of the hole or slot in pulley "D". If this hole is not approximately 45 degrees back from vertical as shown on figure above, loosen the two No. 6 Allen set screws in the hub of pulley "D" and slip the pulley on its shaft (while holding the condenser gang unmeshed) until the specified adjustment is obtained; then tighten one of the set screws securely. It will be shown later that this is a temporary setting. Next, tie a double knot in the exact center of a 25-inch length of dial cable and fold the cable back on itself so that the knot is at one end. The correct method for tying this knot is shown as an inset on figure above. Grasp the cable near the knotted end and slide it into the pulley slot so that the knot is against the inside rim of the pulley as shown in the sketch. The piece of cable nearest the dial frame should be wound in the direction shown for one-half turn then over the lower pulley "B", around the bottom of the large pulley "D" and into the hole. Pull the cable taut and wrap the end around the small hook on pulley "D" (see figure).

The remaining piece of cable should be wound around pulley "A" in the direction shown, for one complete turn, over the upper pulley "C", and over the top of pulley "D". Thread the end through the small hole in pulley "D" and pull both ends of the cable taut. With one end of tension spring "E" fastened to this hook on pulley "D" place the two free ends of the cable through the opposite end of the spring and tie a knot at a point that will allow 1/4" to 5/16" of cable between the spring and the inside rim of pulley "D". Be sure to tie the knot around one coil of the spring, in the manner shown.

Now with the condenser gang completely meshed, check the position of the dial pointer. If it is not in line with the last calibration mark at the low frequency end of the dial, loosen the set screw in pulley "D" and turn it until the pointer is in the specified position. Be sure that the condenser gang does not move during this adjustment. Then tighten the two screws in pulley "D" securely completing the operation.

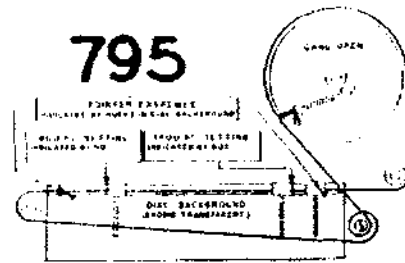






792

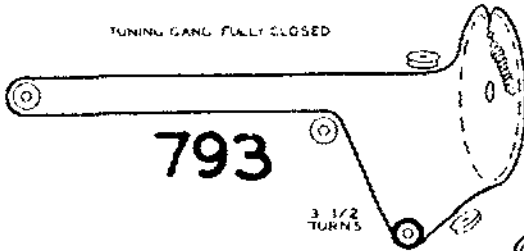
2 TURNS



795

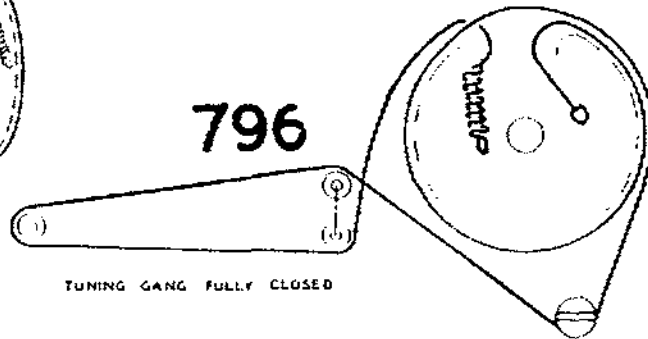
CANG OPEN

TUNING GANG FULLY CLOSED



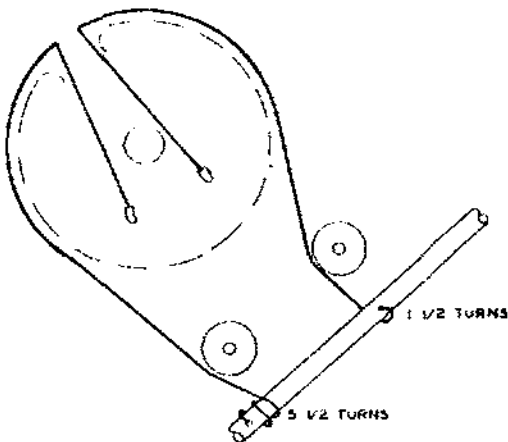
793

3 1/2 TURNS



796

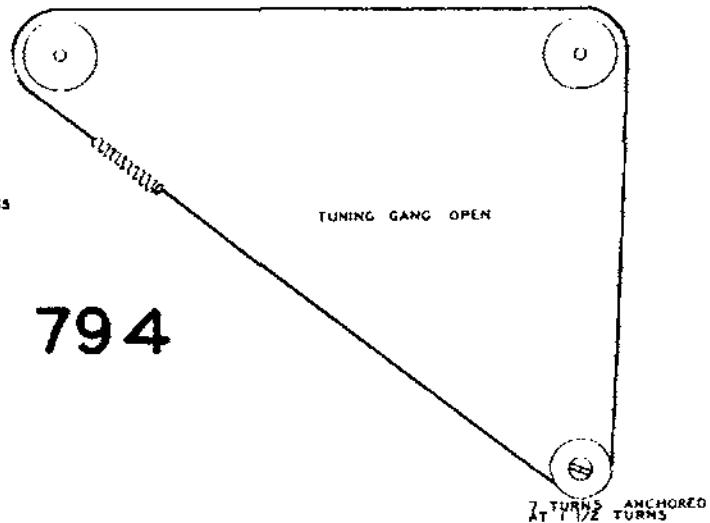
TUNING GANG FULLY CLOSED



794

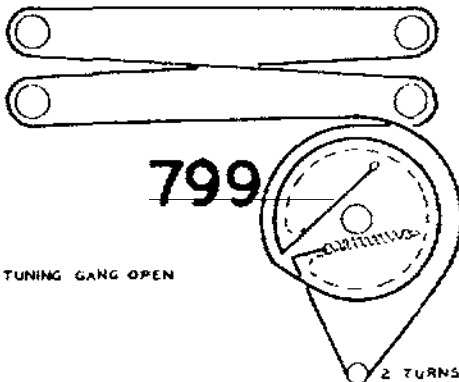
1 1/2 TURNS

5 1/2 TURNS



TUNING GANG OPEN

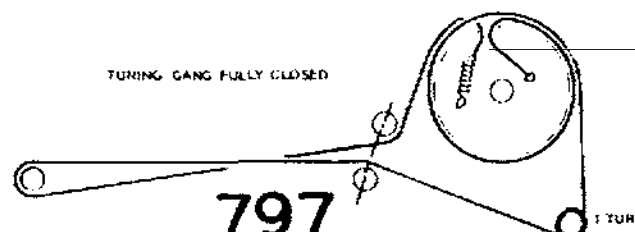
7 TURNS ANCHORED AT 1 1/2 TURNS



799

TUNING GANG OPEN

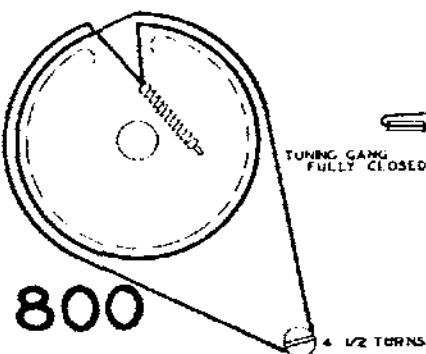
2 TURNS



TUNING GANG FULLY CLOSED

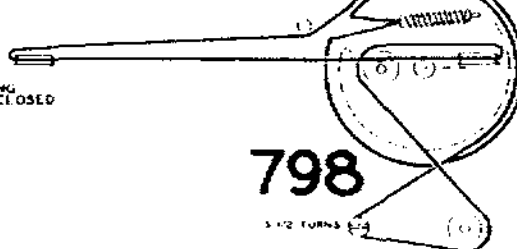
797

1 TURN



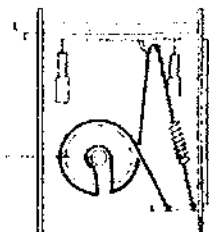
800

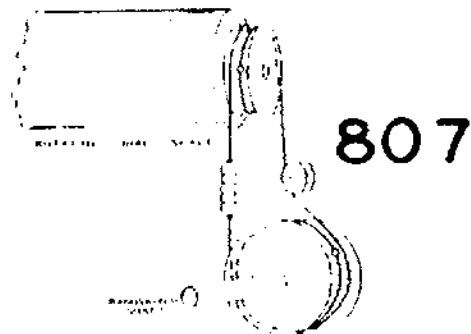
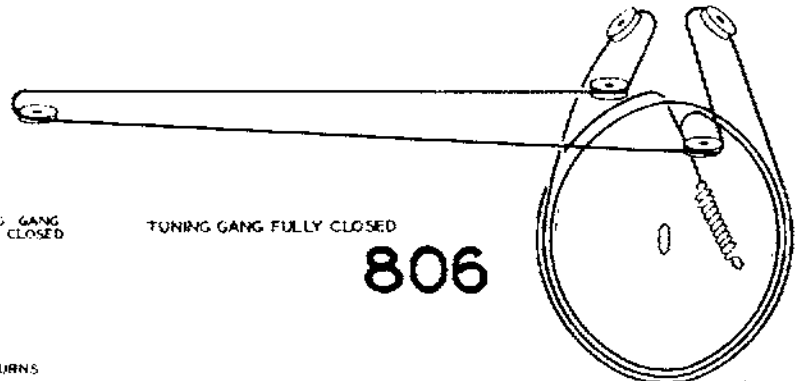
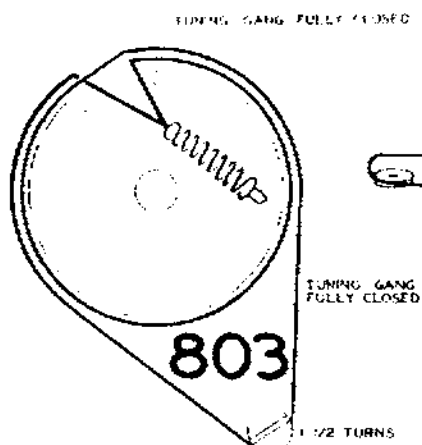
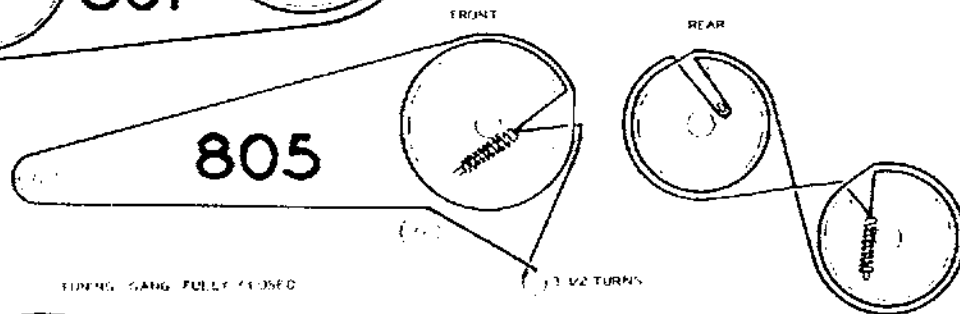
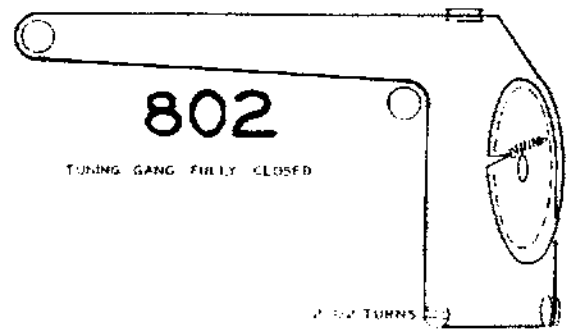
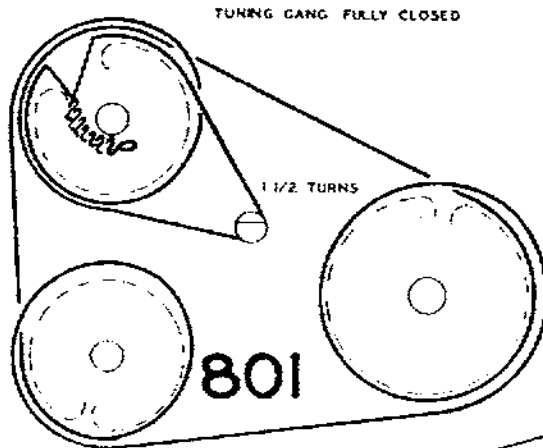
TUNING GANG FULLY CLOSED



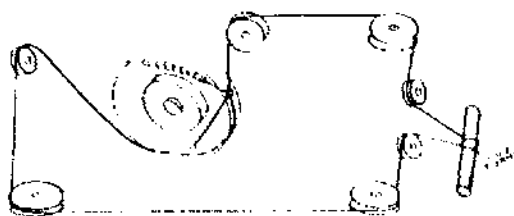
798

5 1/2 TURNS

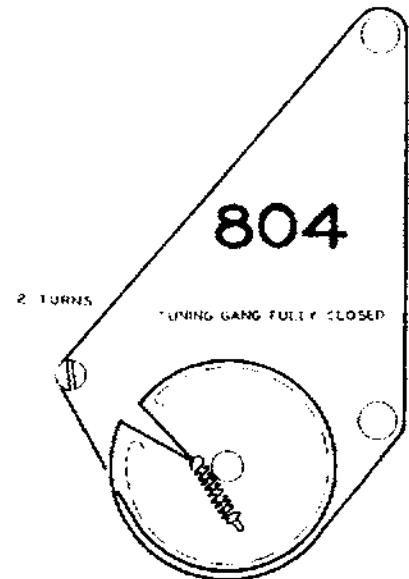
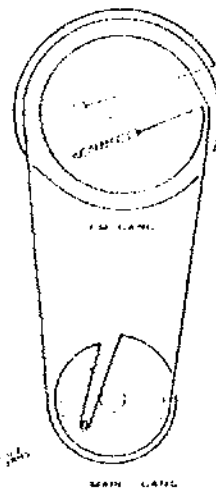




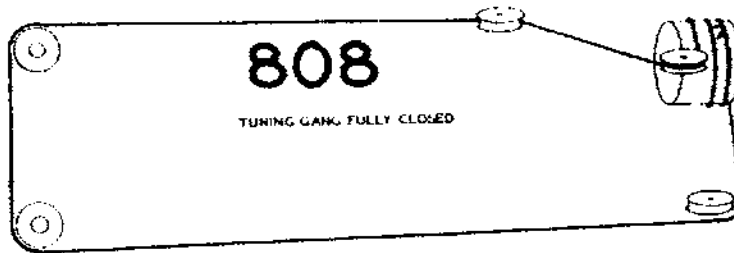
BANDSWITCH AND DIAL SCALE DRIVE



TUNING DIAL DRIVE



THREAD THROUGH
HOLES IN DRUM.

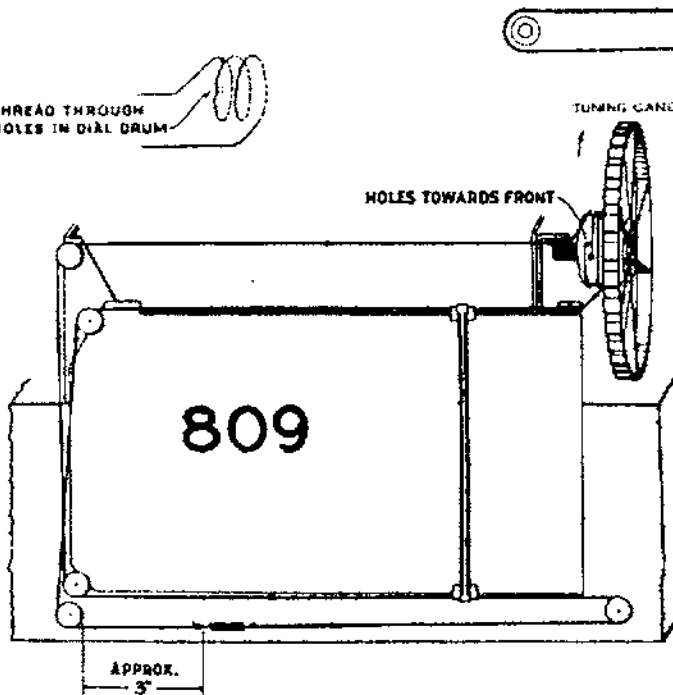


808

TUNING GANG FULLY CLOSED



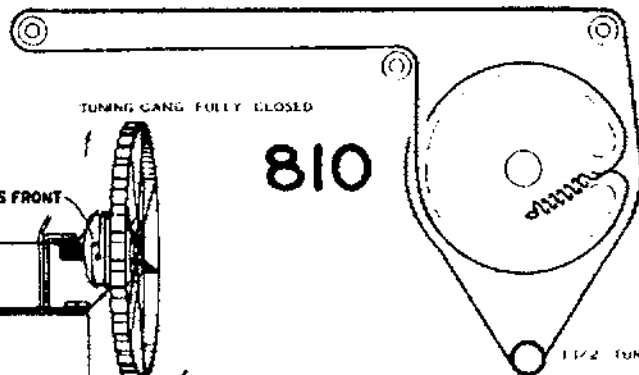
THREAD THROUGH
HOLES IN DIAL DRUM



809

HOLES TOWARDS FRONT

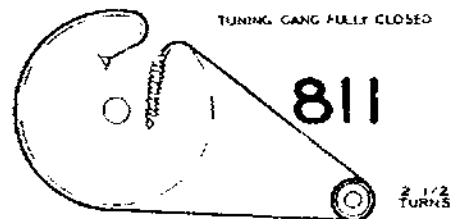
APPROX.
3"



810

TUNING GANG FULLY CLOSED

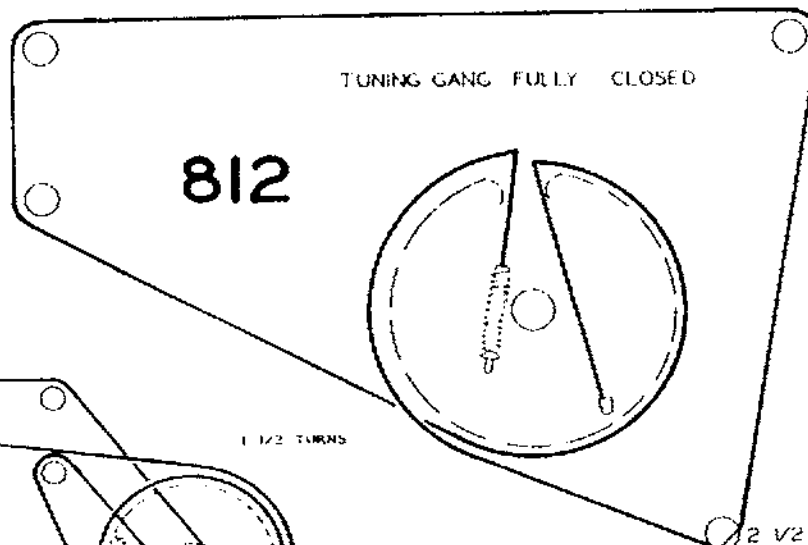
1 1/2 TURNS



811

TUNING GANG FULLY CLOSED

2 1/2 TURNS

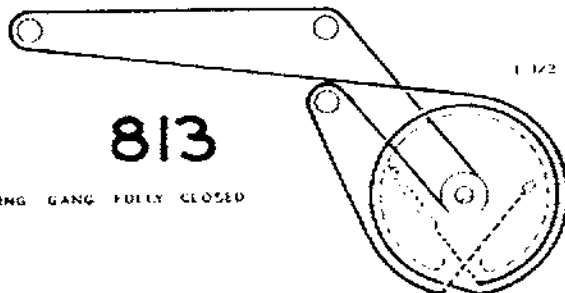


812

TUNING GANG FULLY CLOSED

1 1/2 TURNS

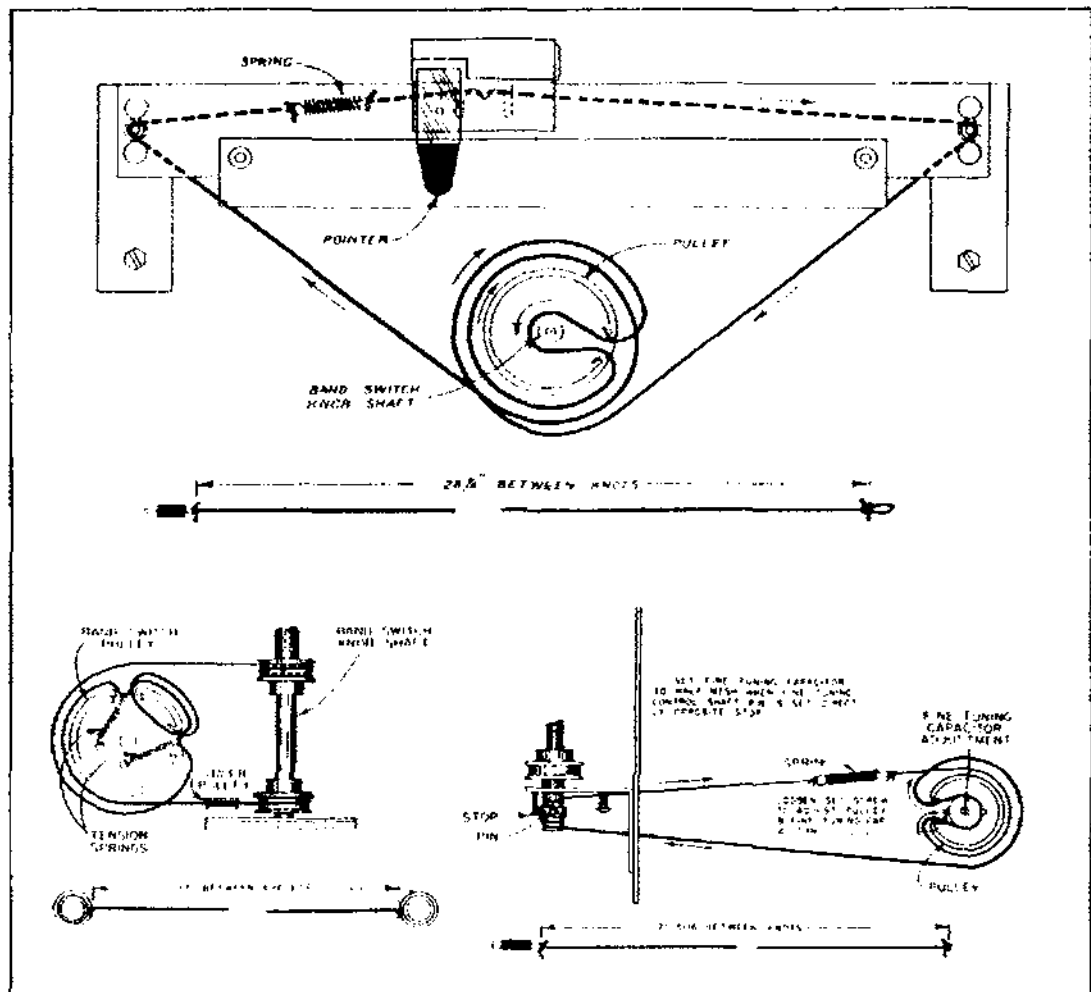
2 1/2 TURNS



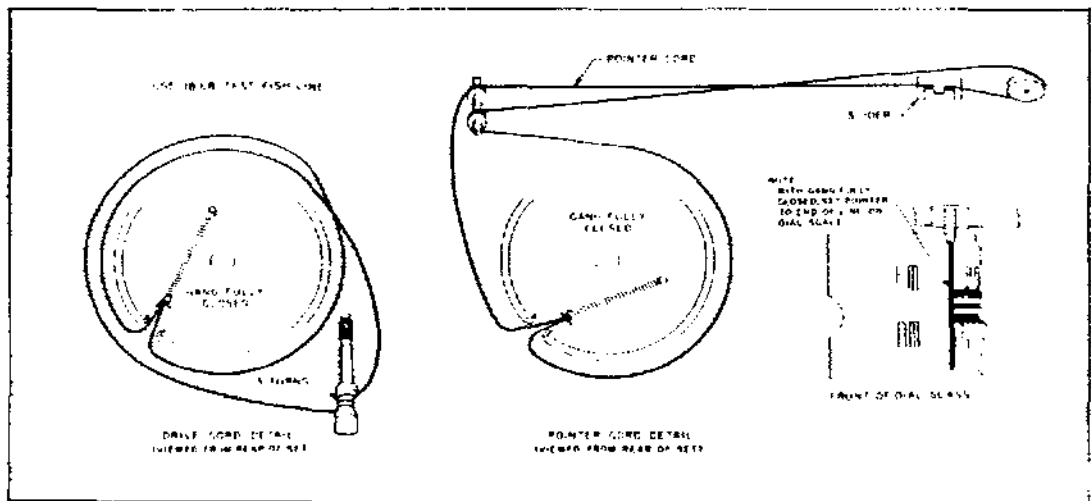
813

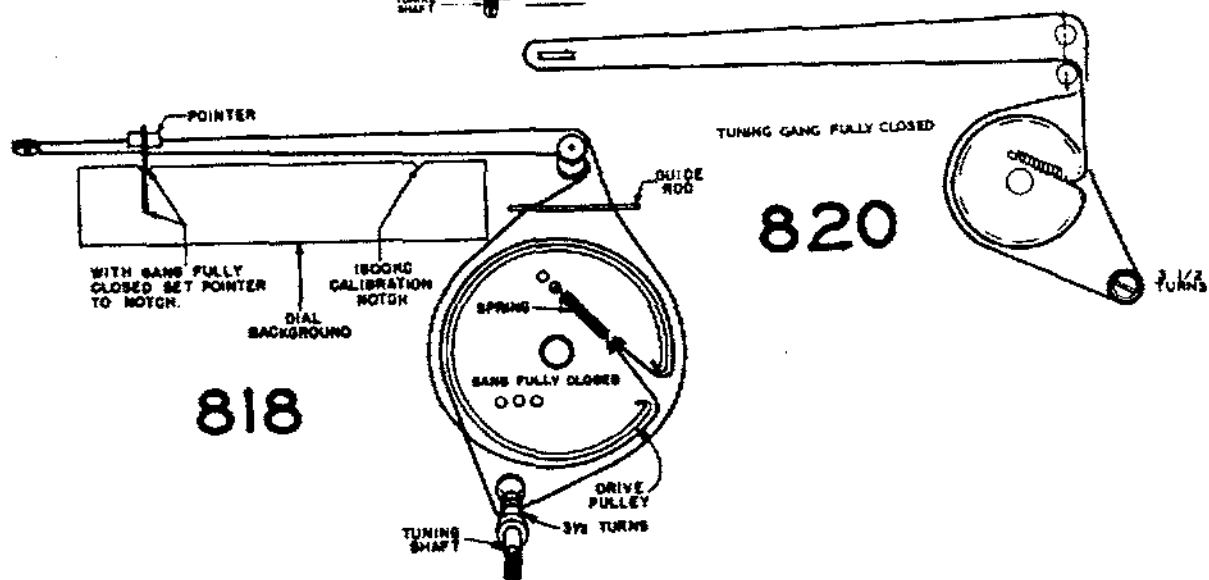
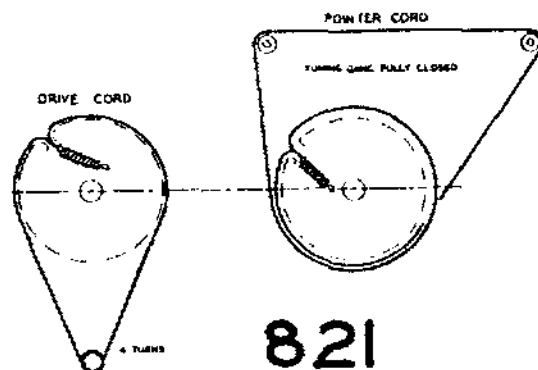
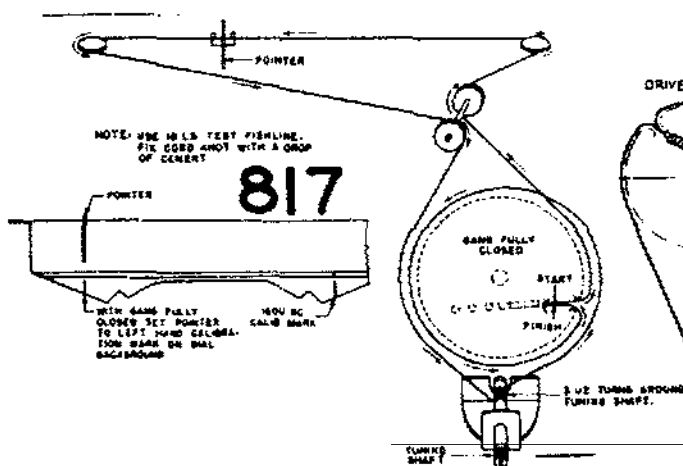
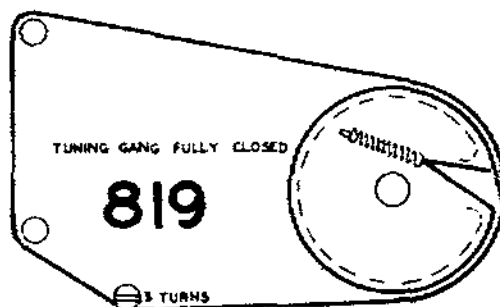
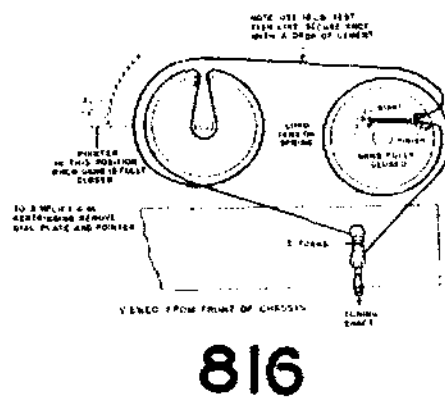
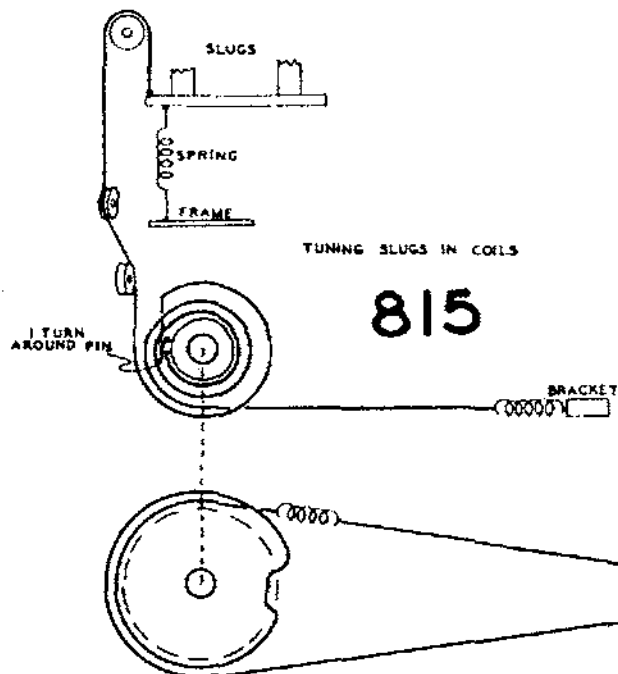
TUNING GANG FULLY CLOSED

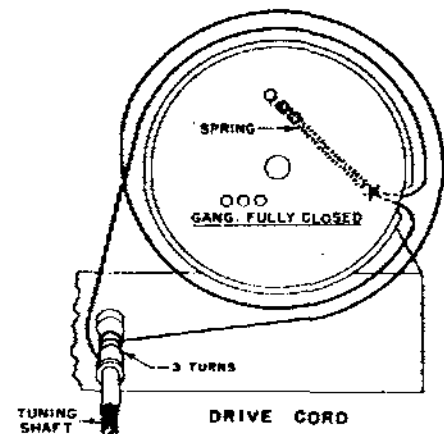
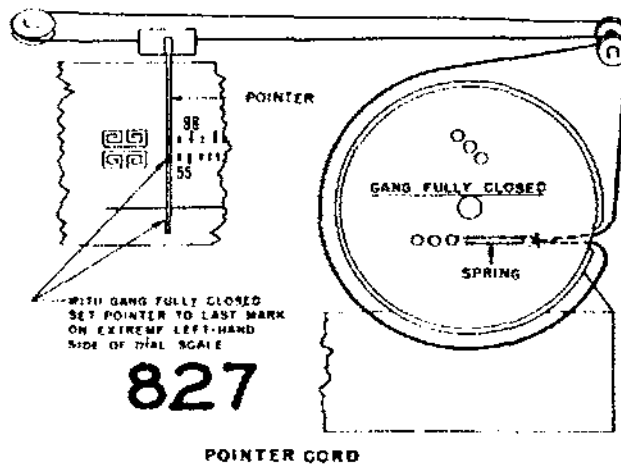
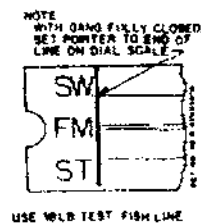
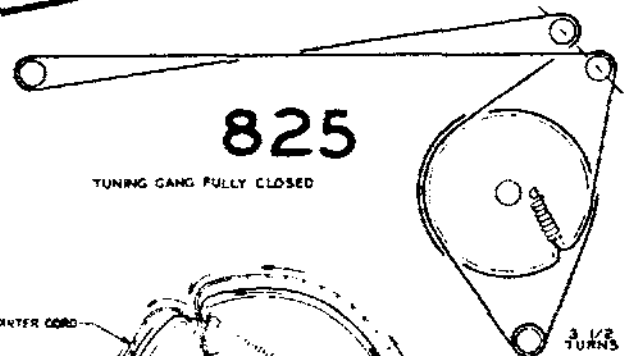
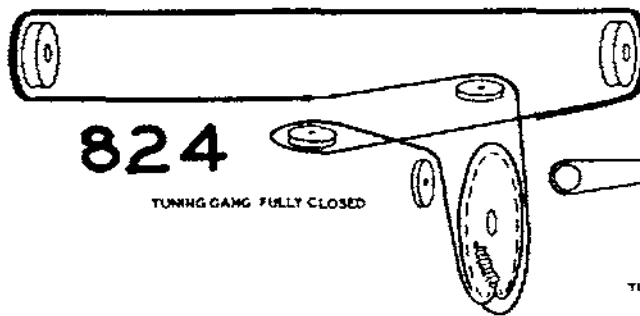
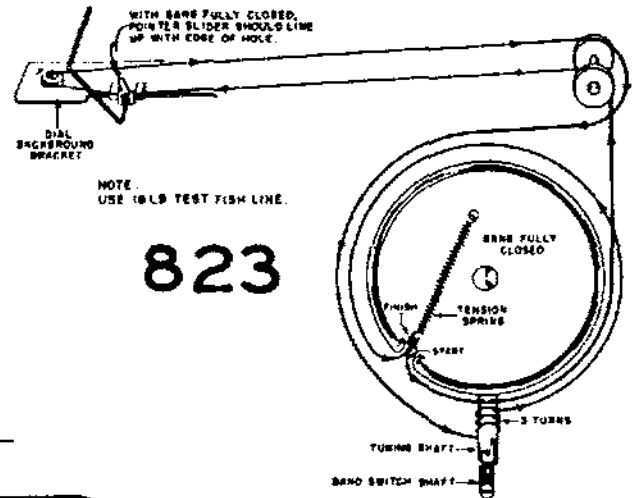
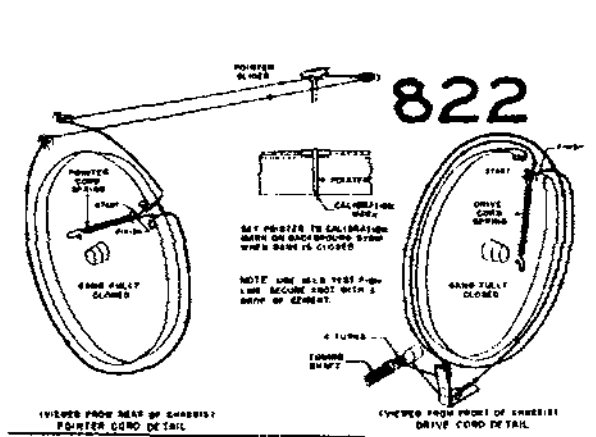
TV CHASSIS

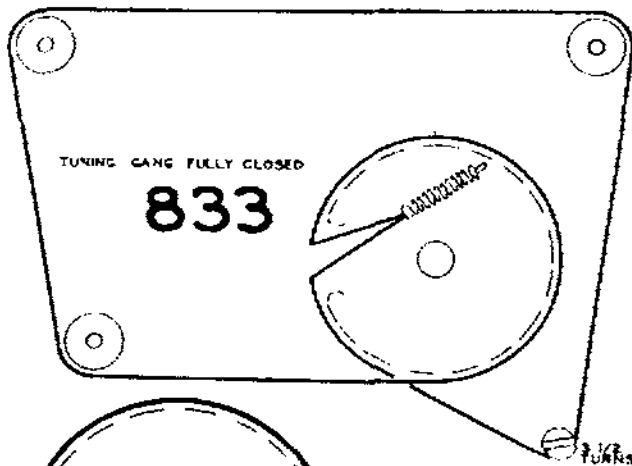


AM FM CHASSIS

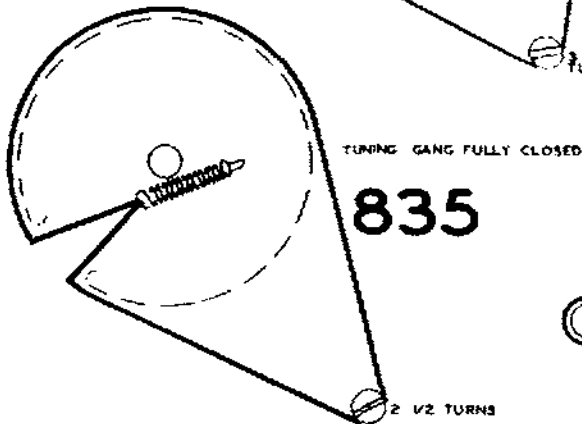
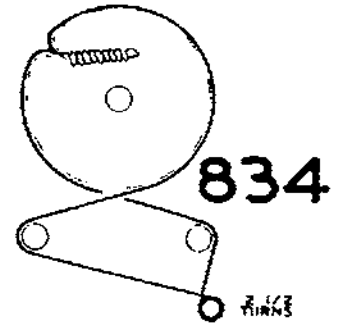




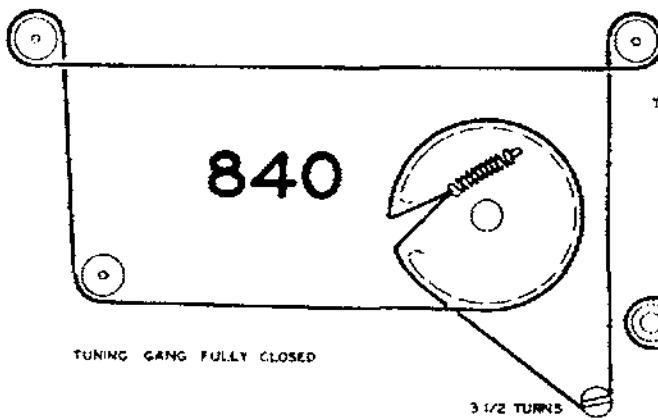
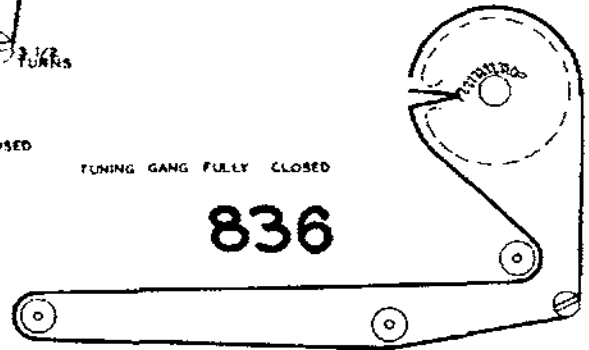




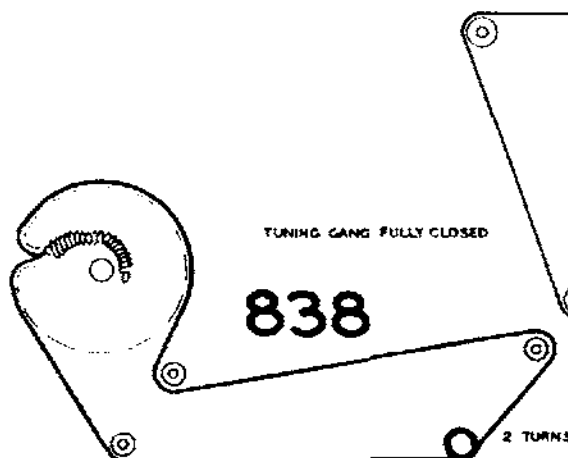
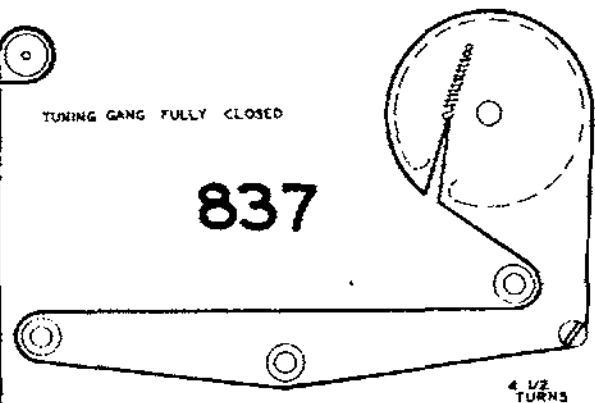
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

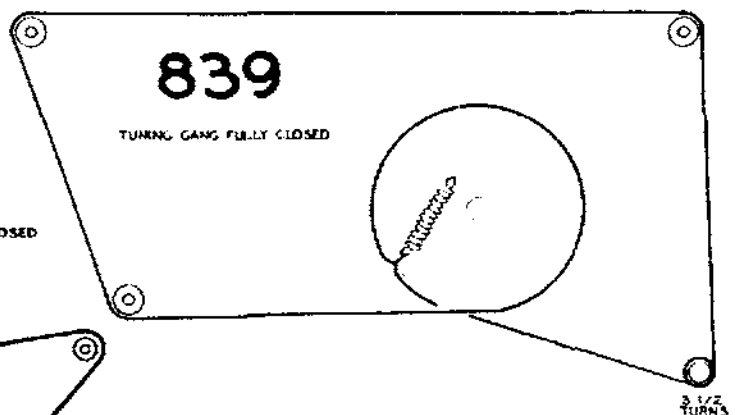


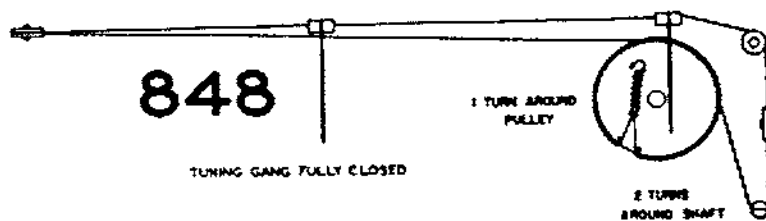
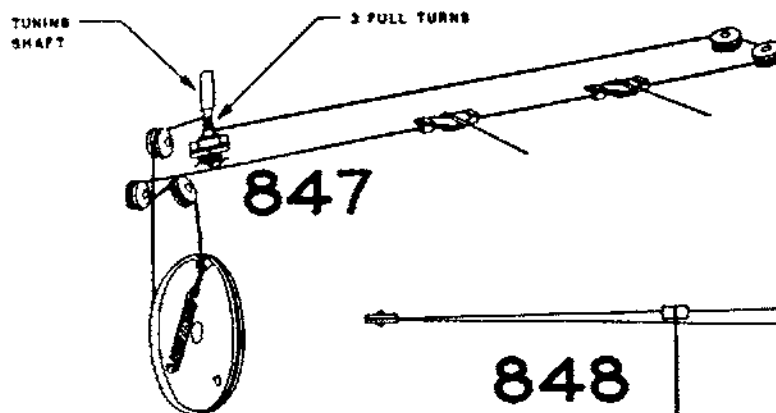
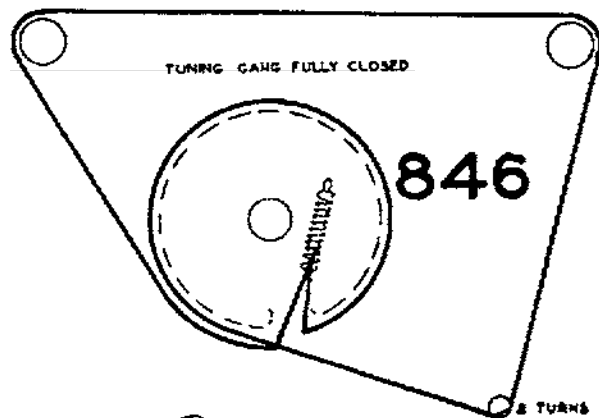
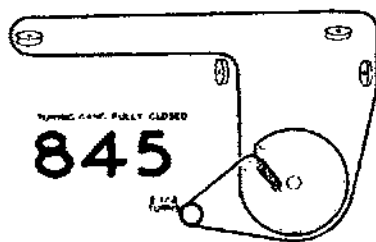
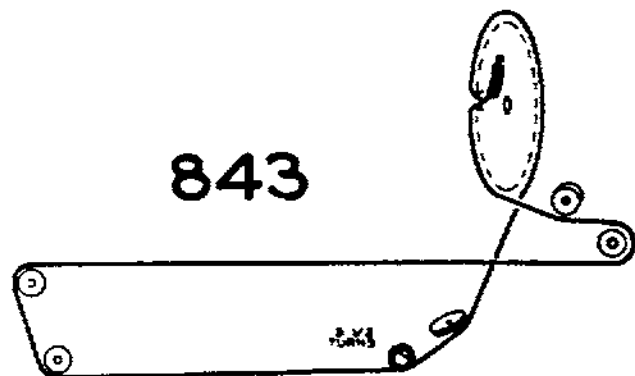
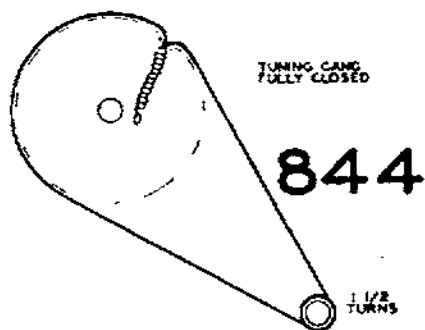
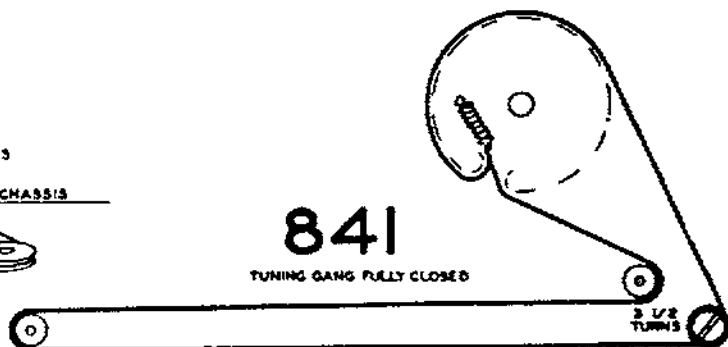
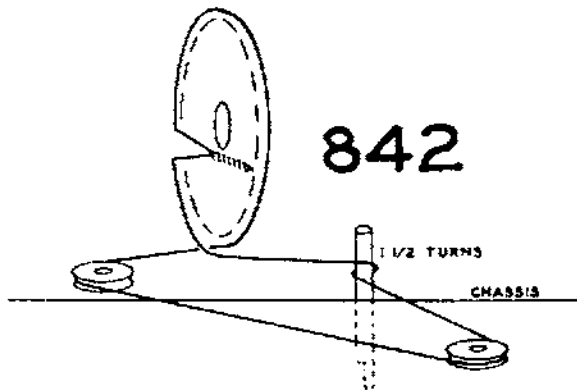
TUNING GANG FULLY CLOSED

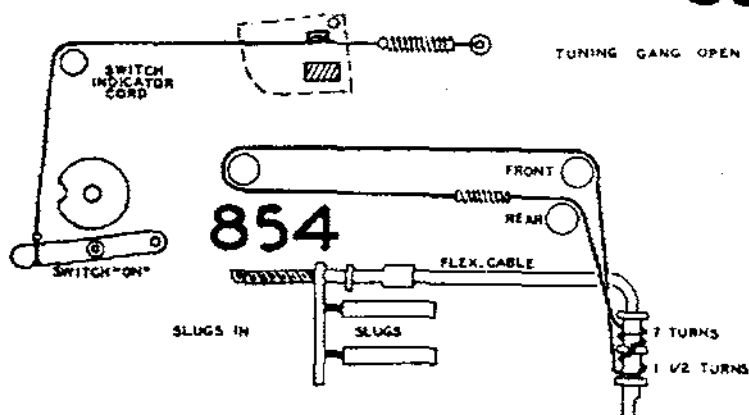
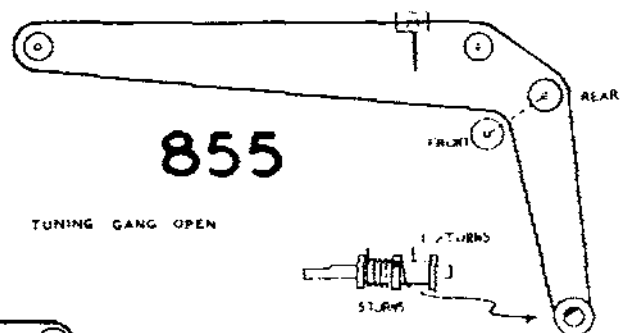
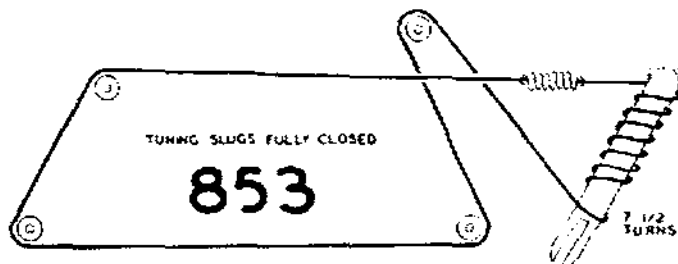
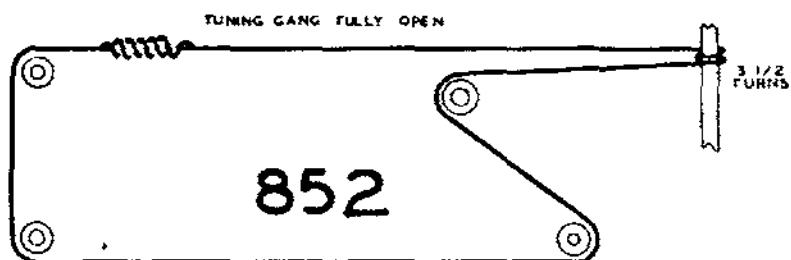
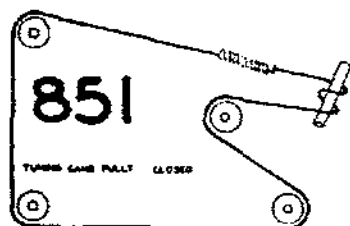
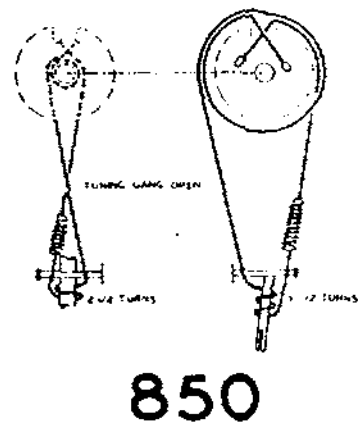
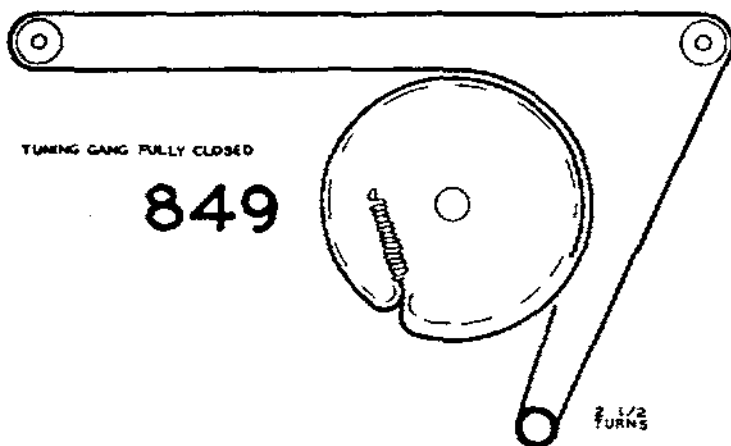


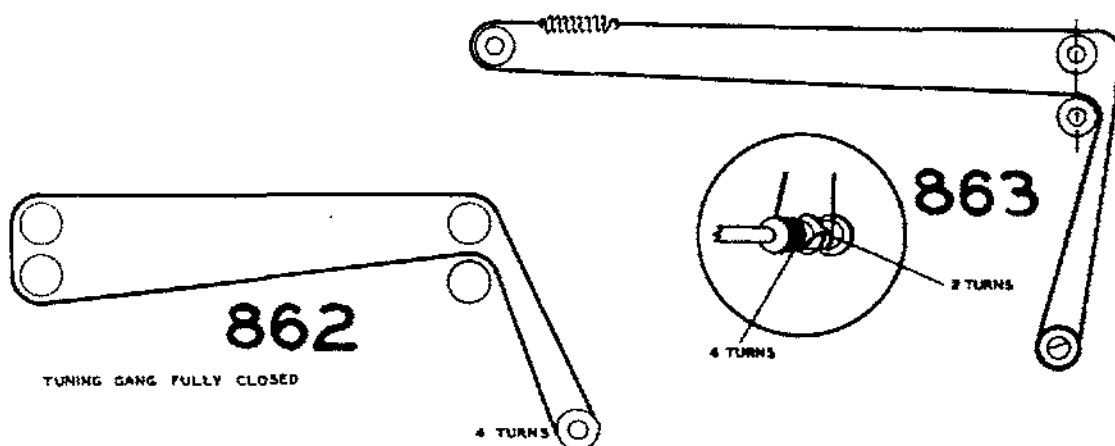
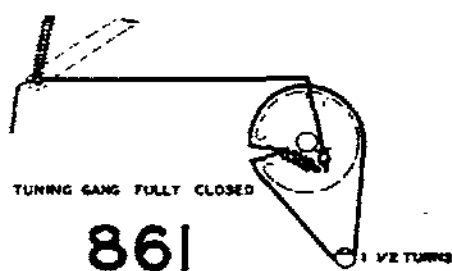
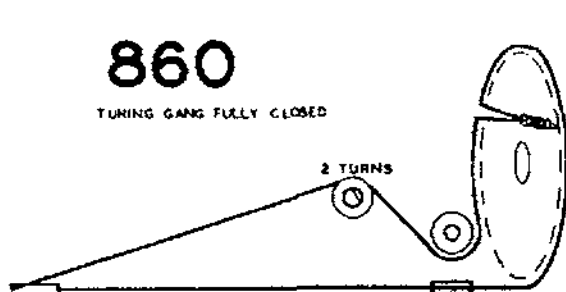
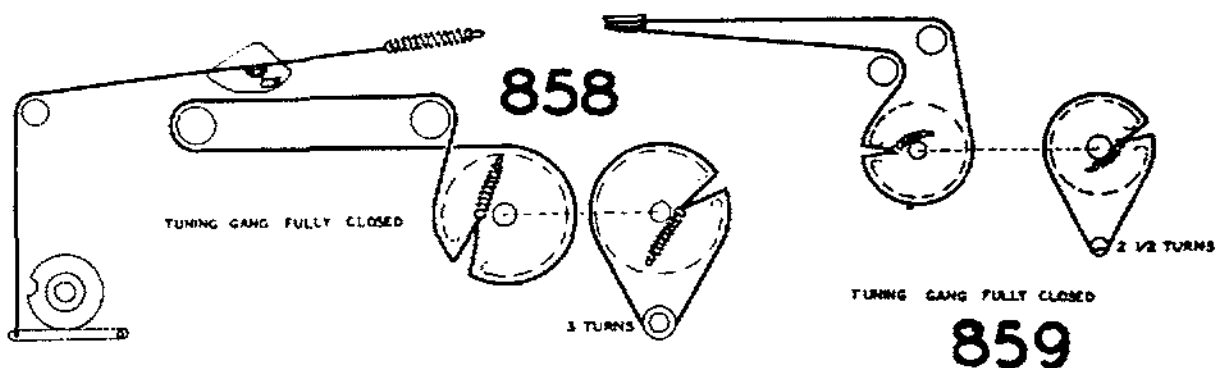
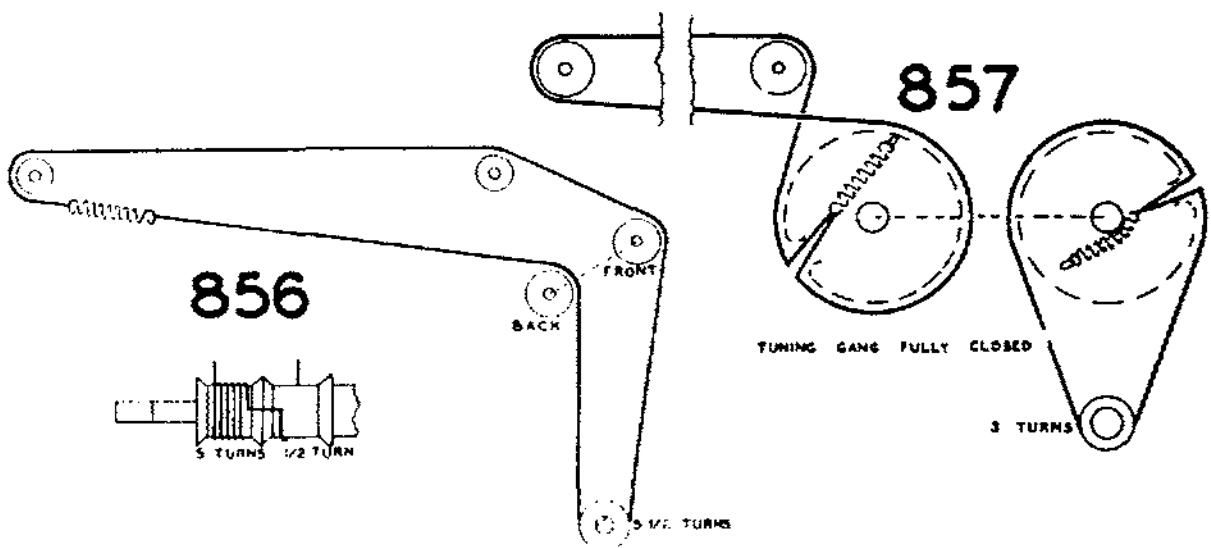
839

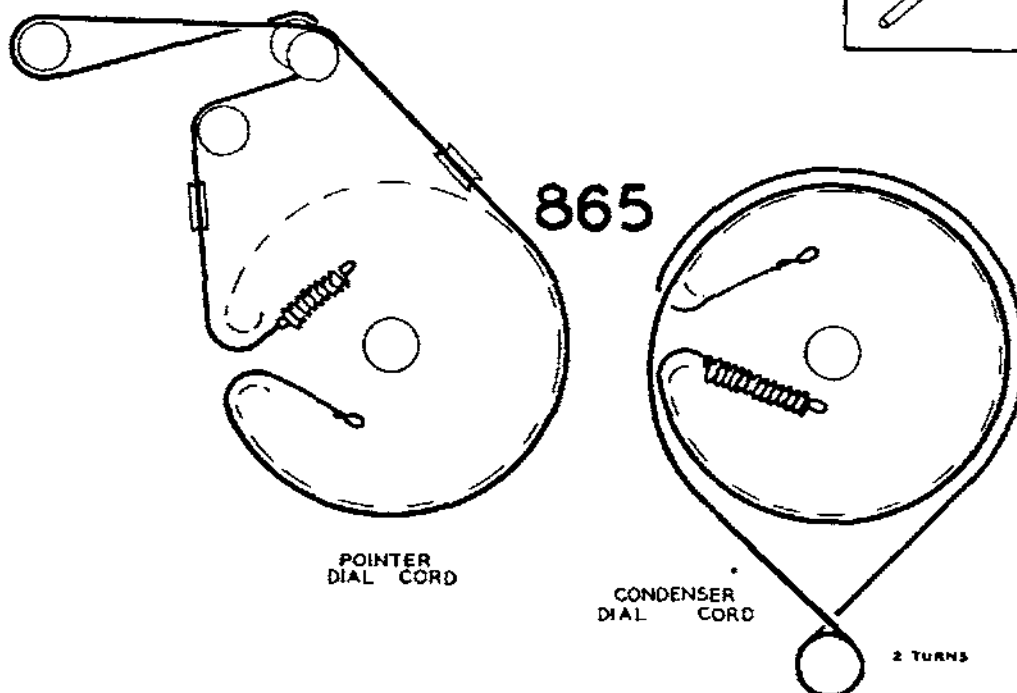
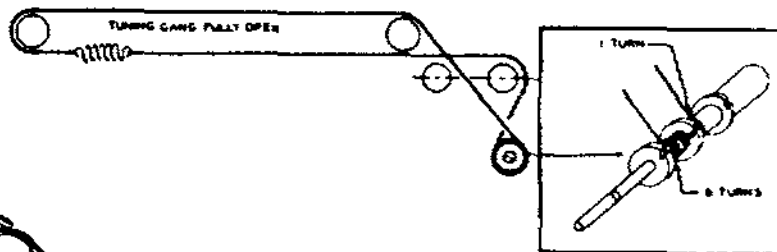
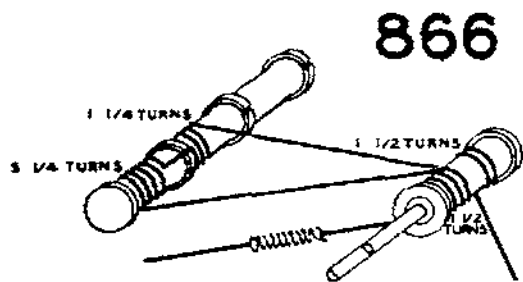
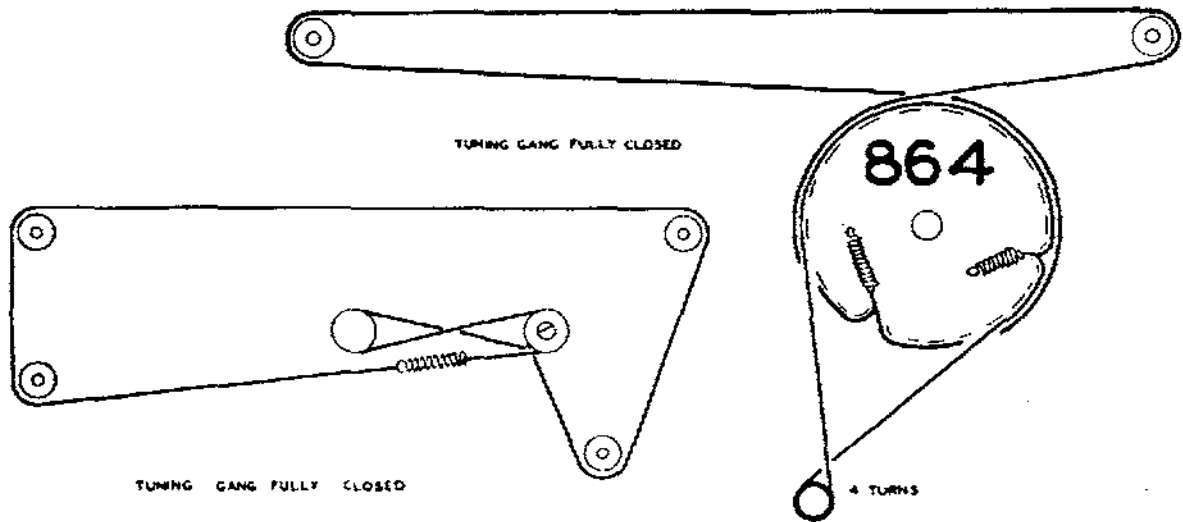
TUNING GANG FULLY CLOSED

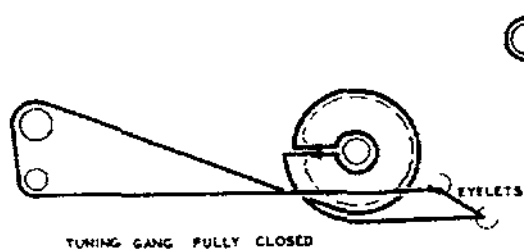




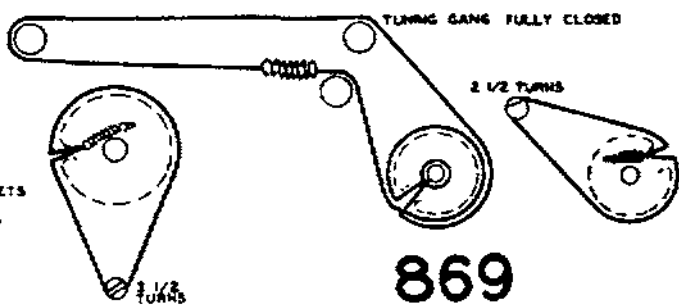




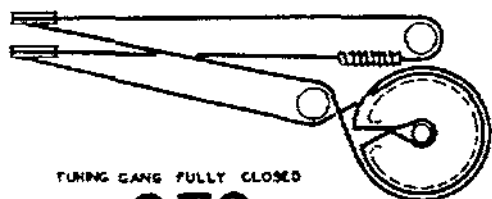




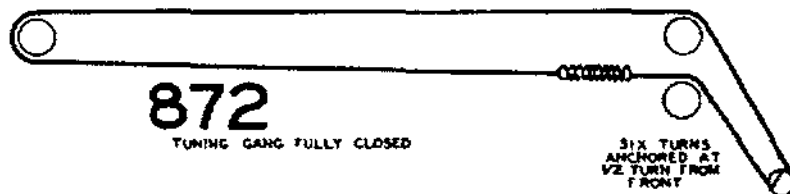
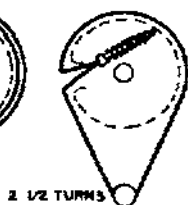
868



869



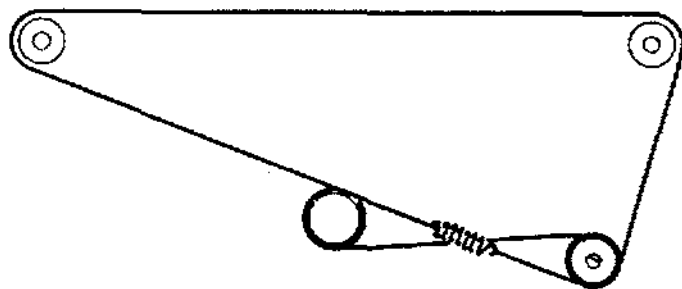
870



872

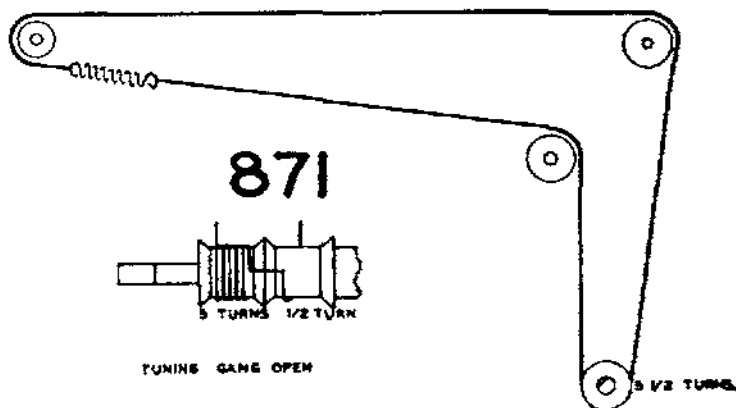
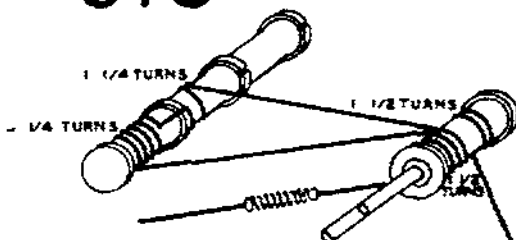
TUNING GANG FULLY CLOSED

SIX TURNS
ANCHORED AT
1/2 TURN FROM
FRONT



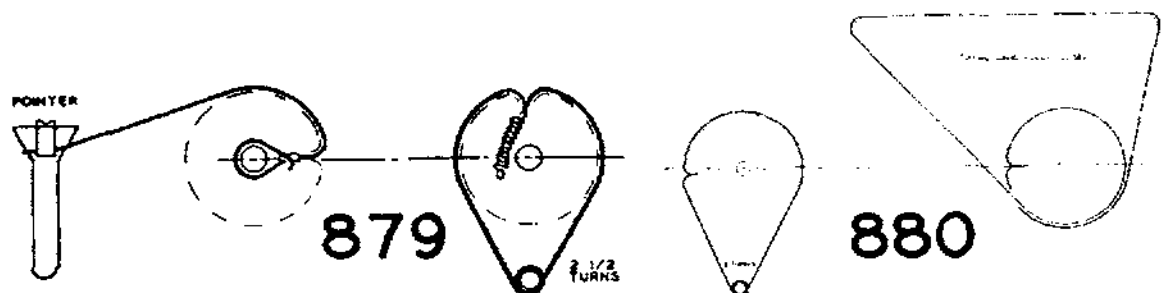
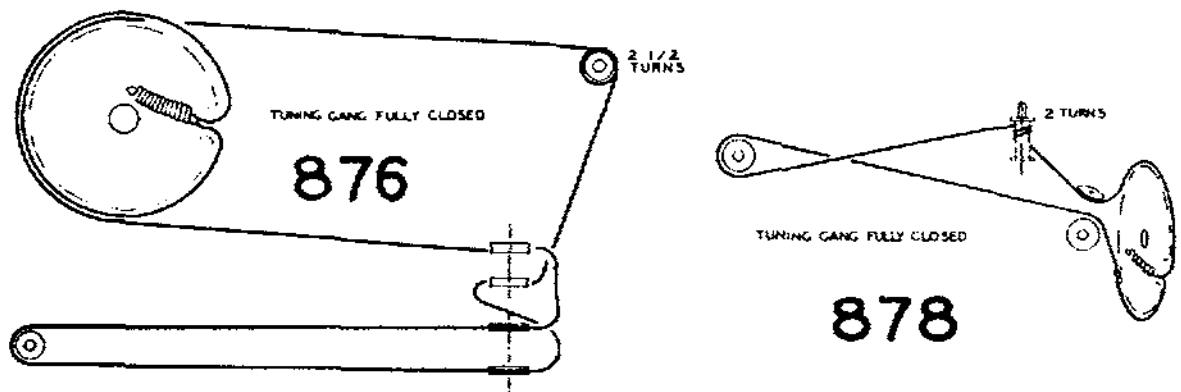
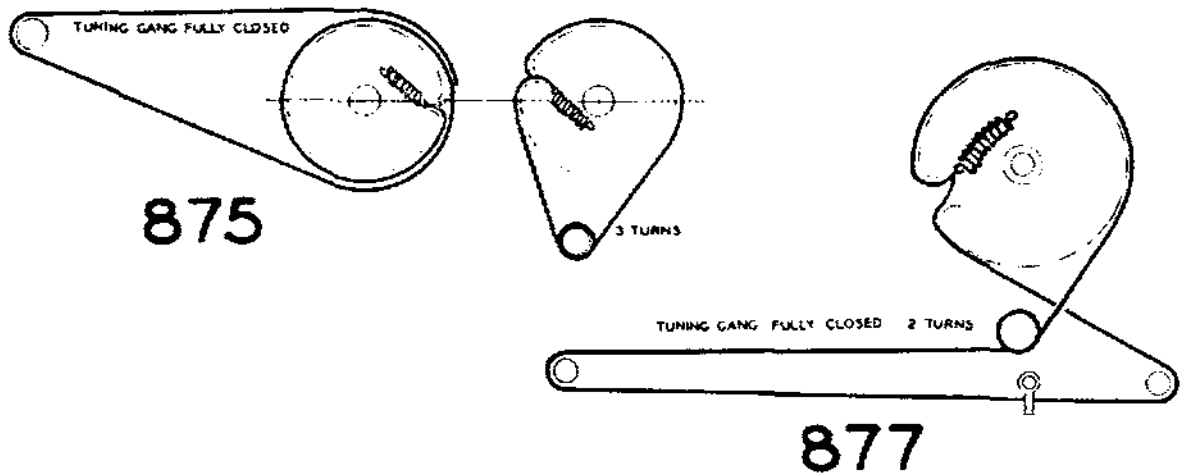
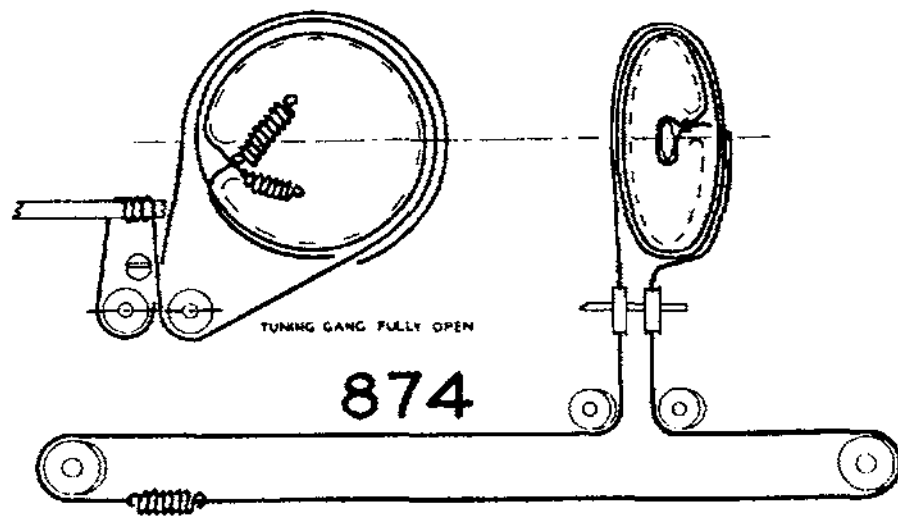
TUNING GANG FULLY CLOSED

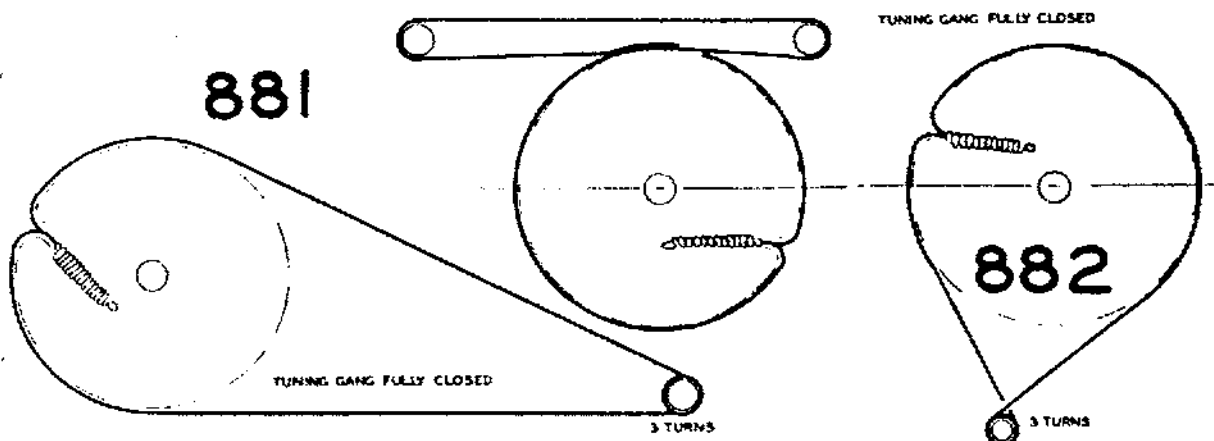
873



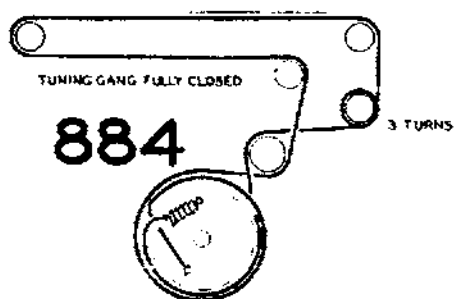
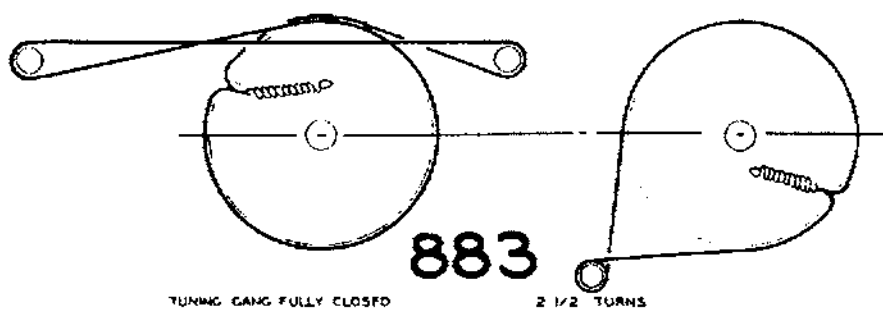
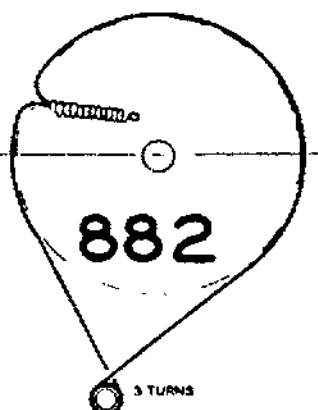
871

TUNING GANG OPEN

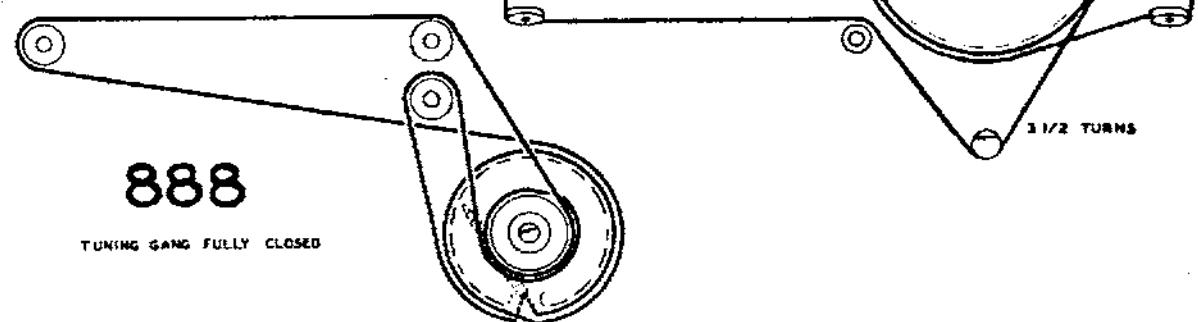
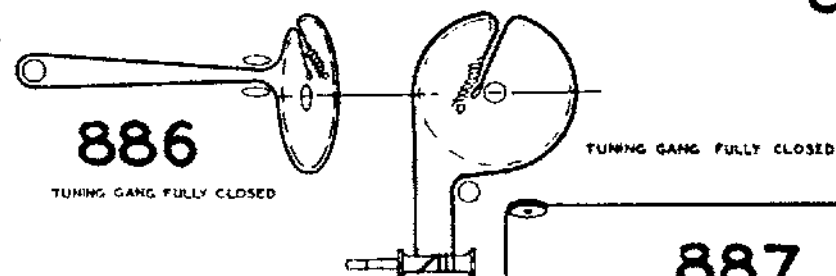
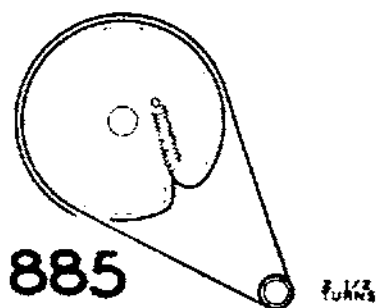




TUNING GANG FULLY CLOSED

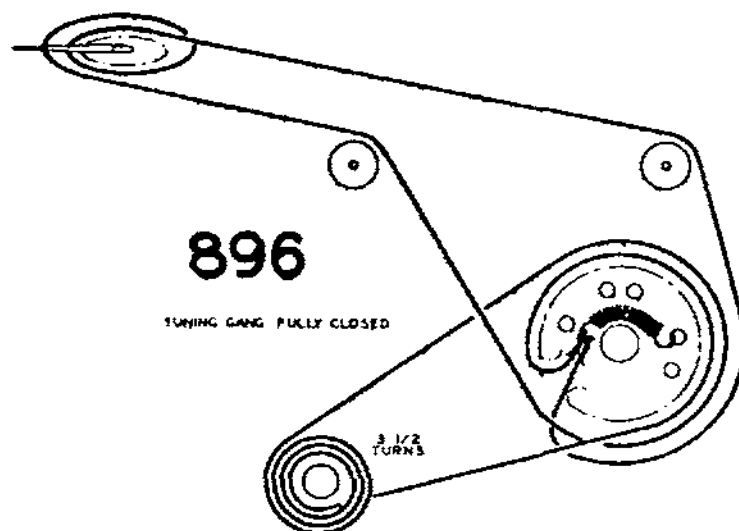
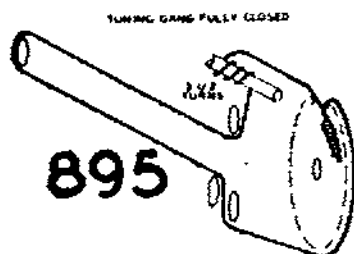
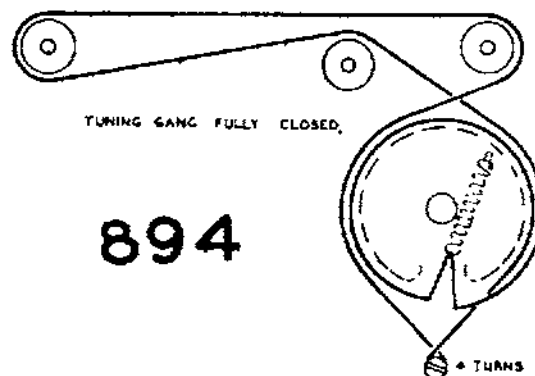
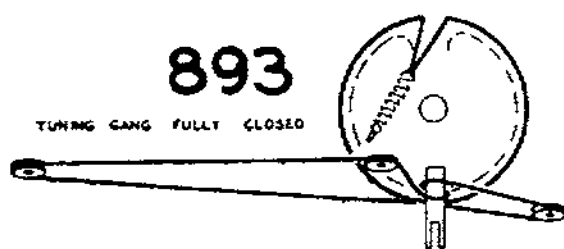
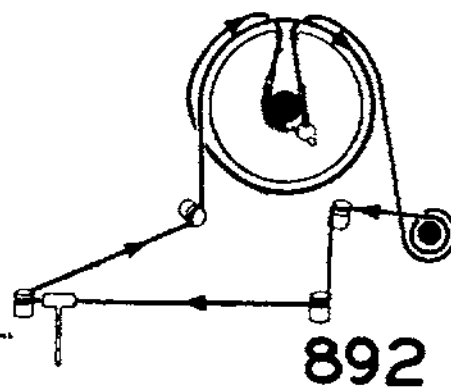
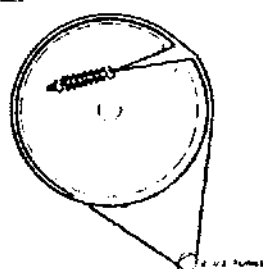
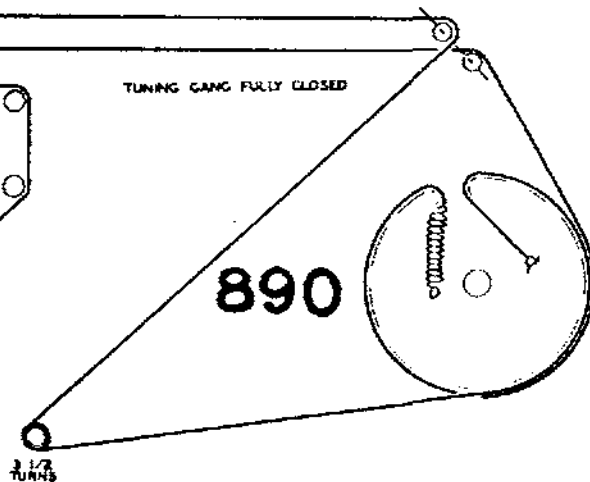
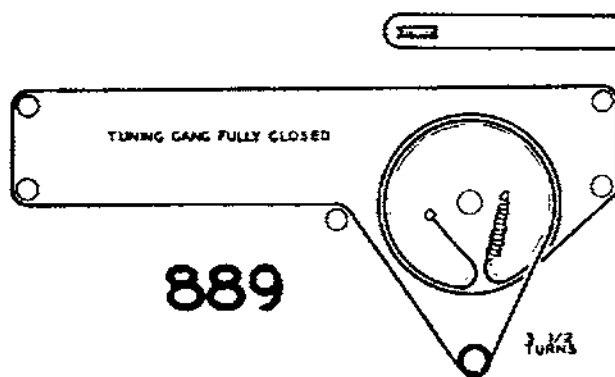


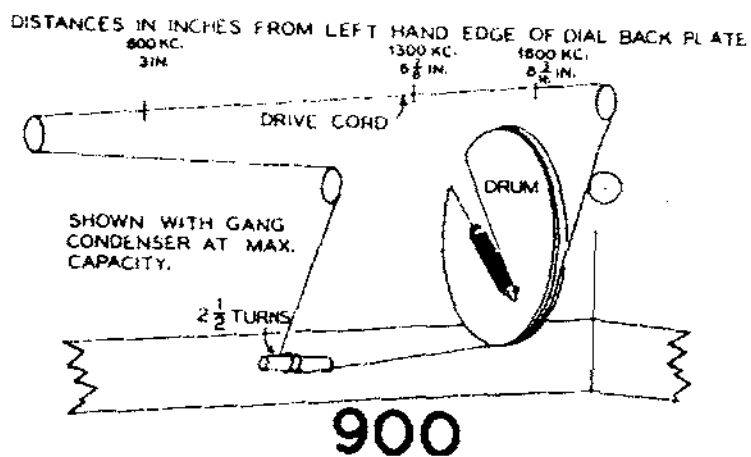
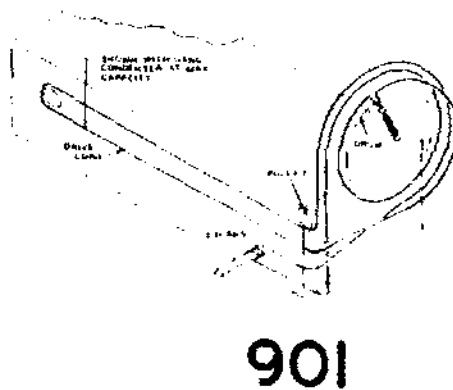
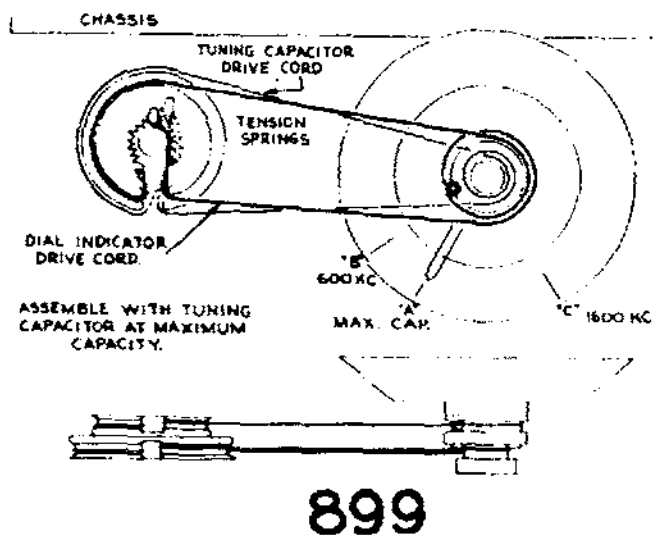
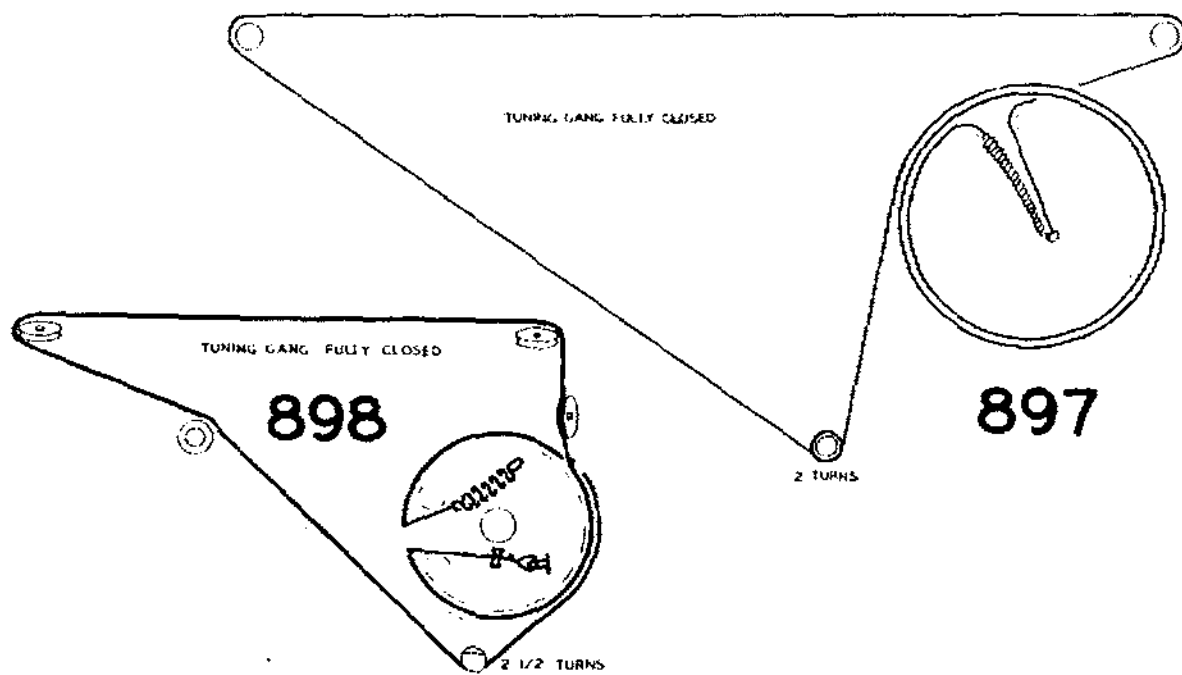
TUNING GANG FULLY CLOSED

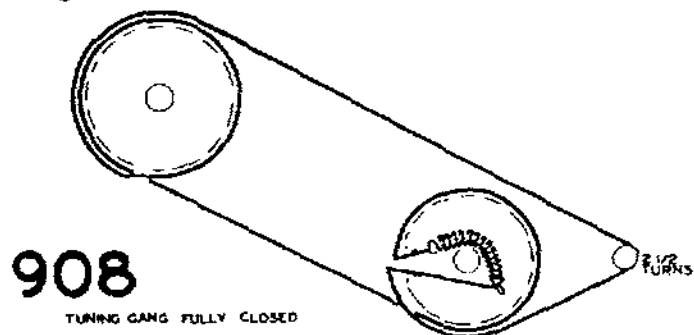
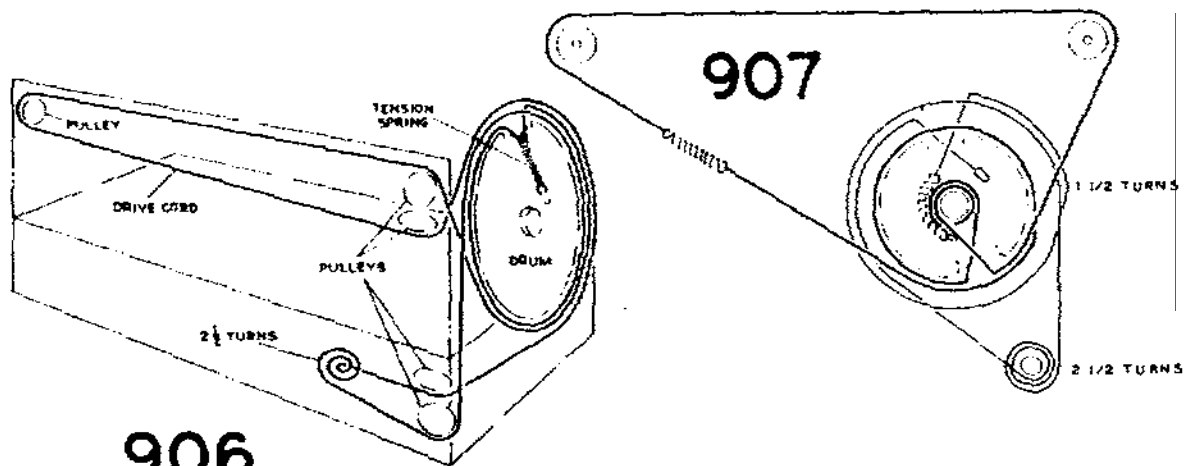
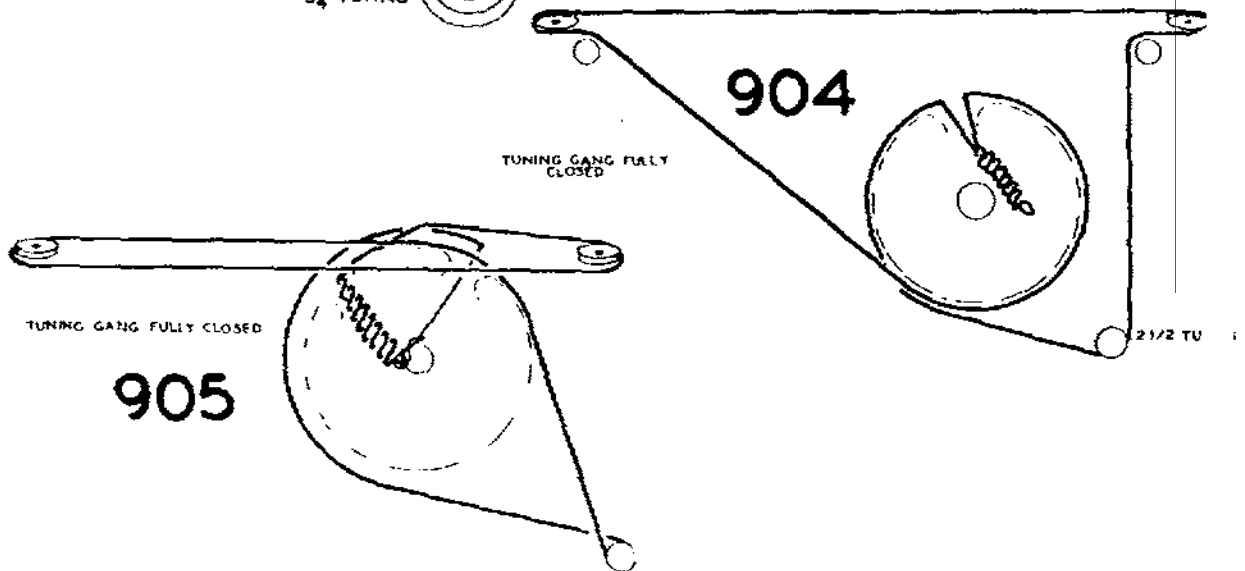
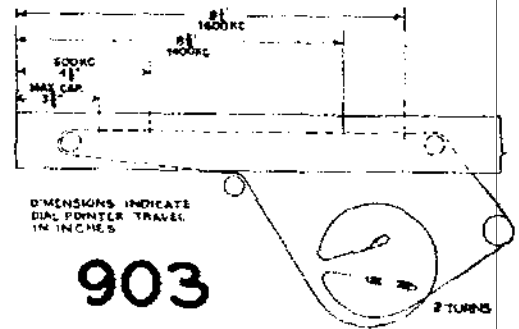
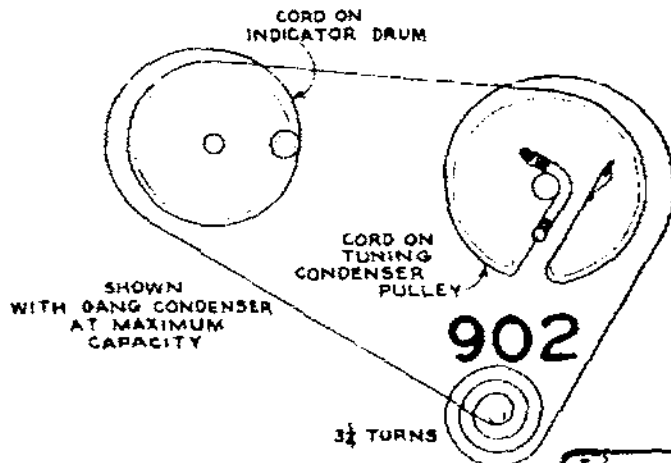


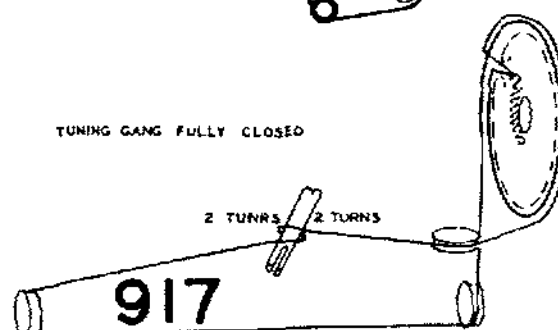
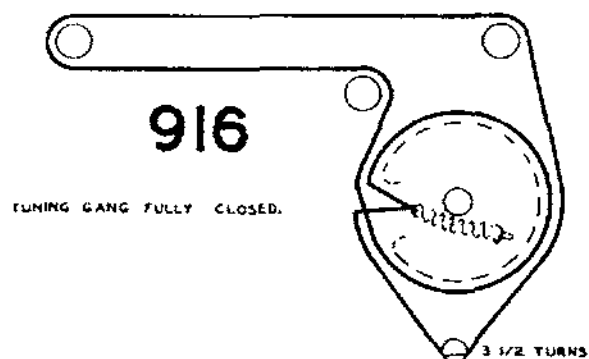
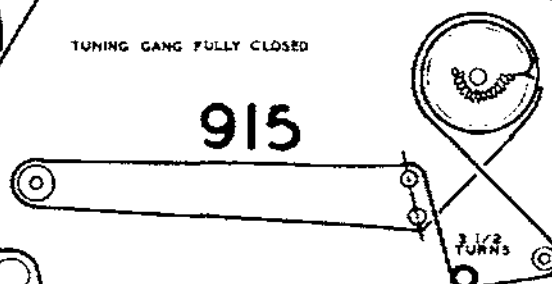
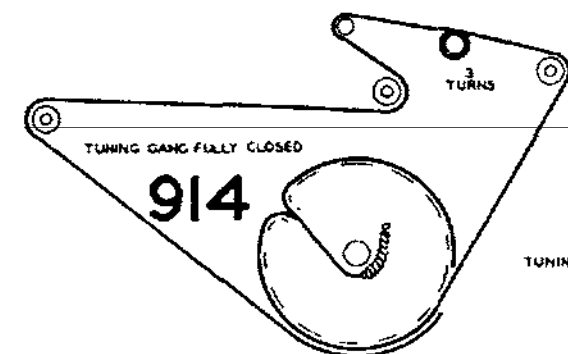
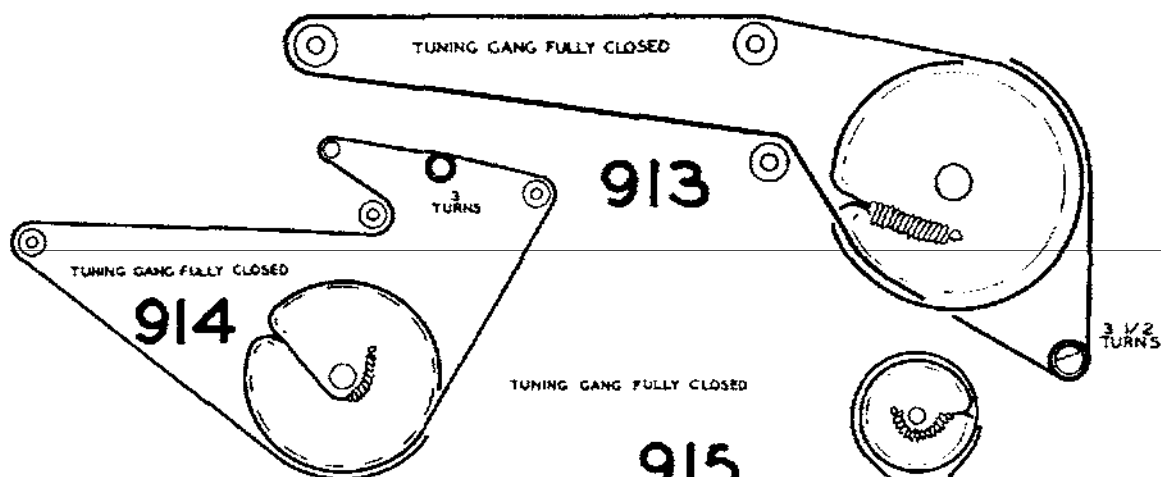
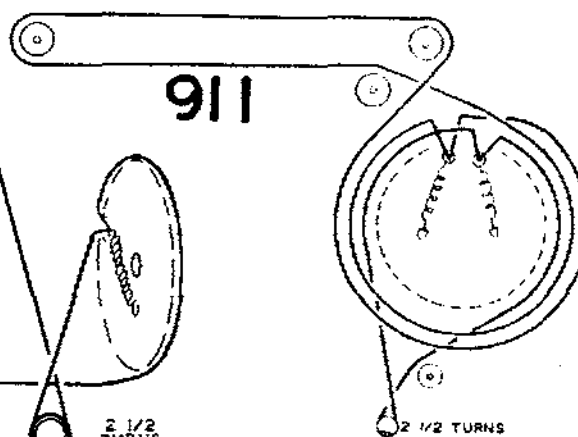
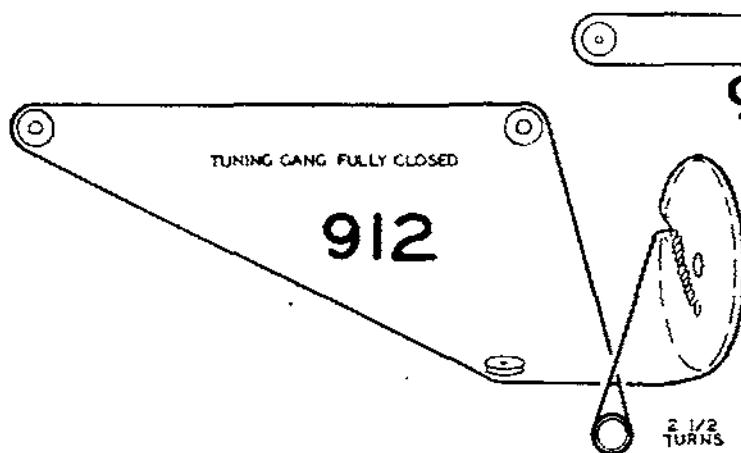
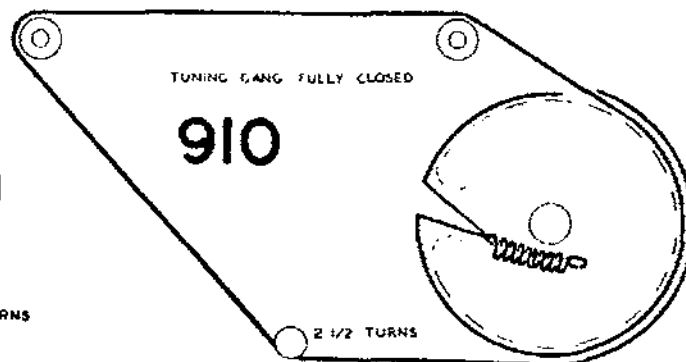
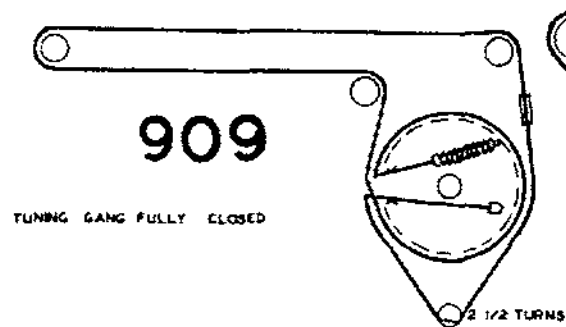
888

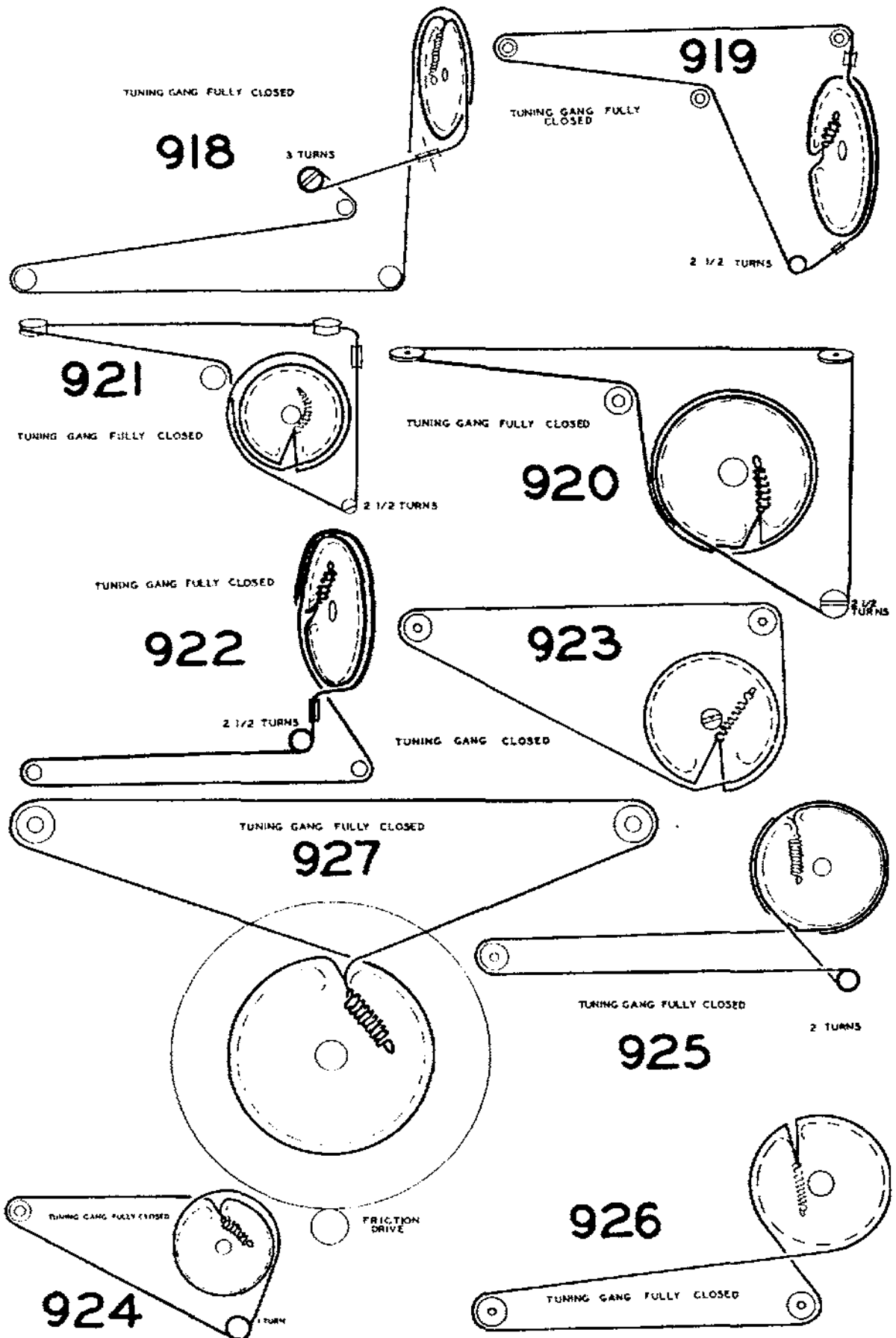
TUNING GANG FULLY CLOSED

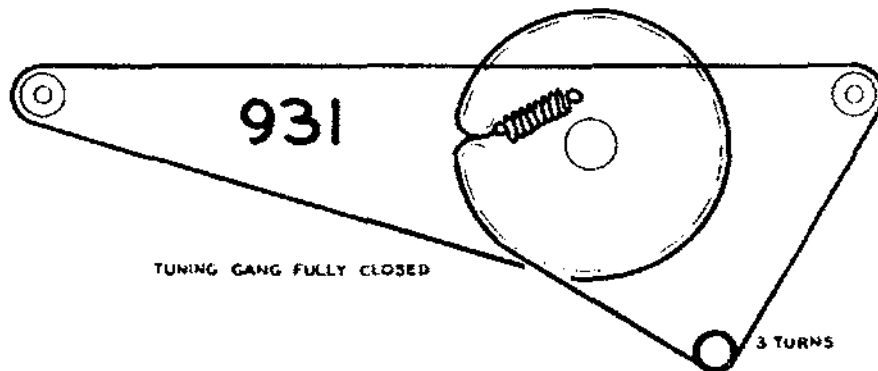
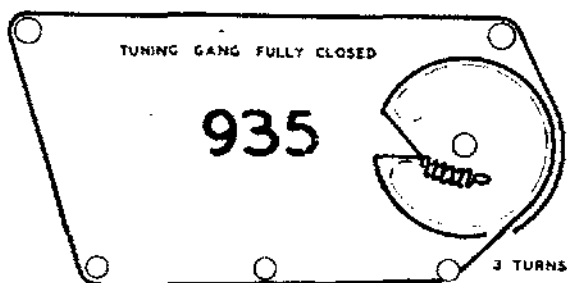
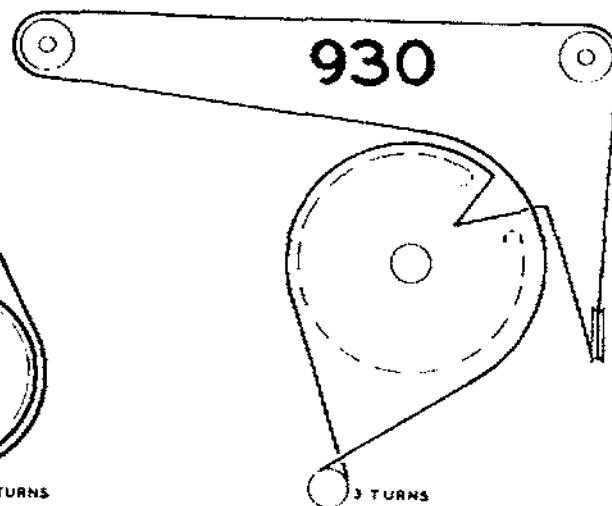
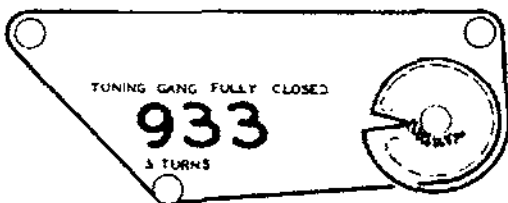
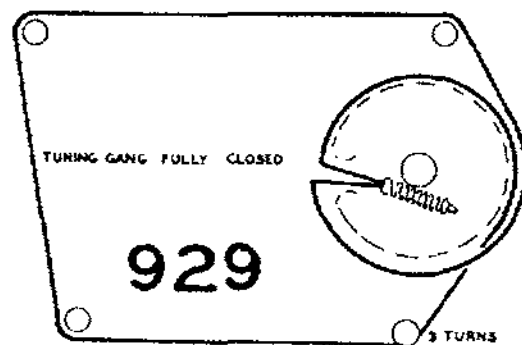
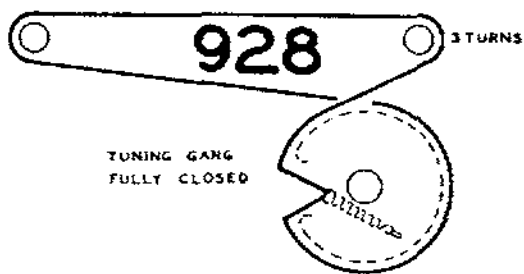






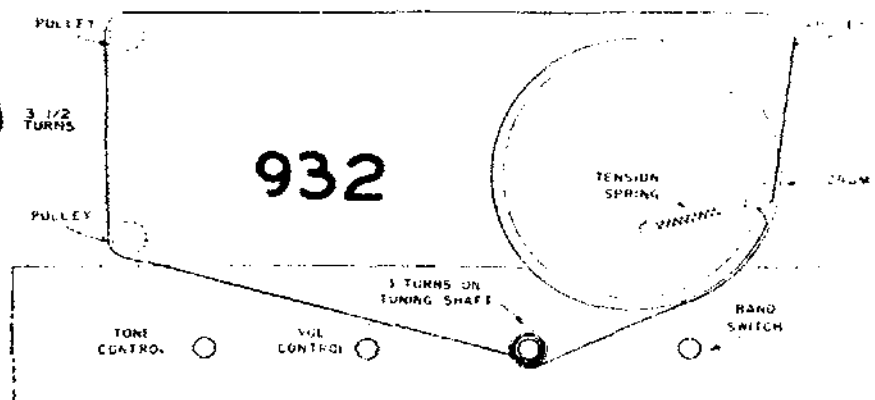
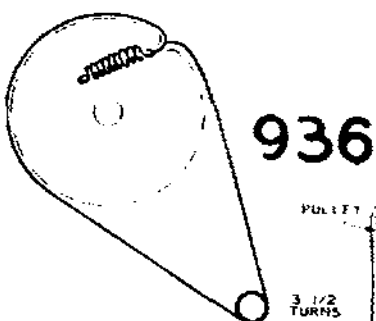


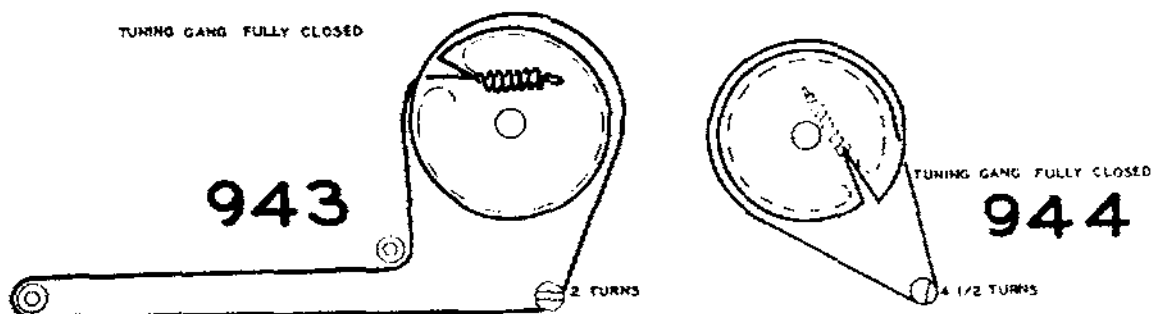
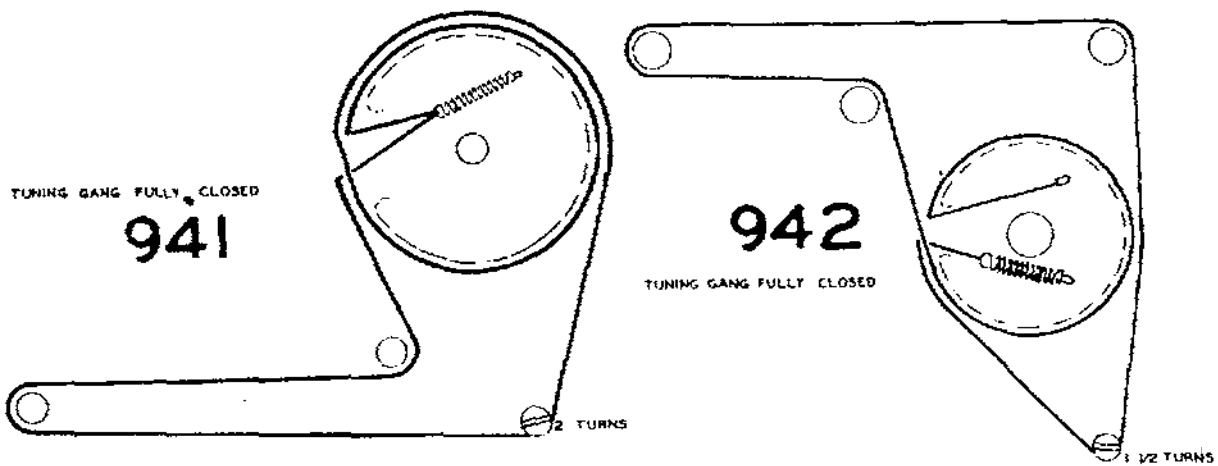
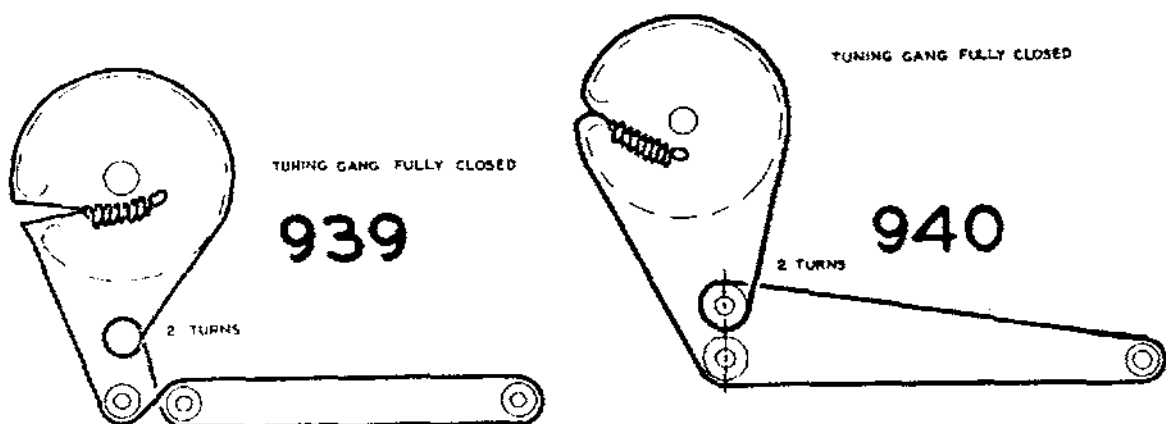
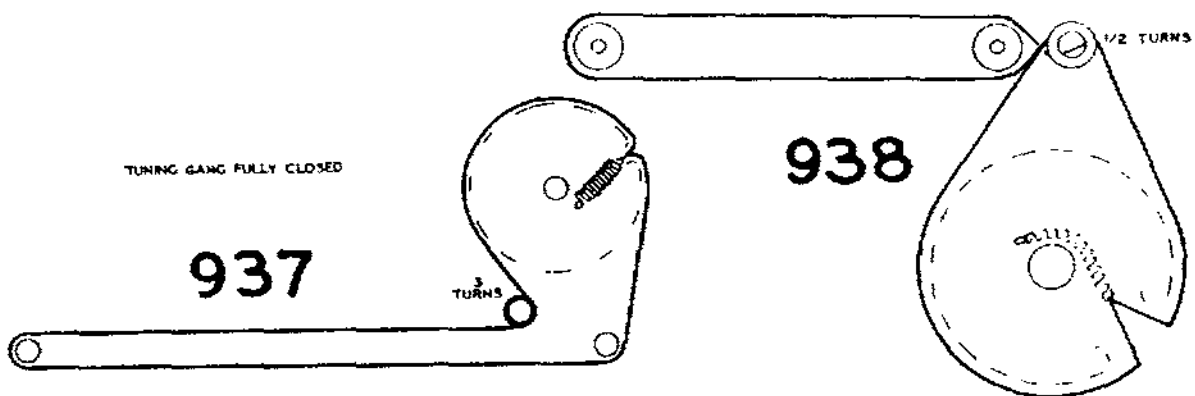


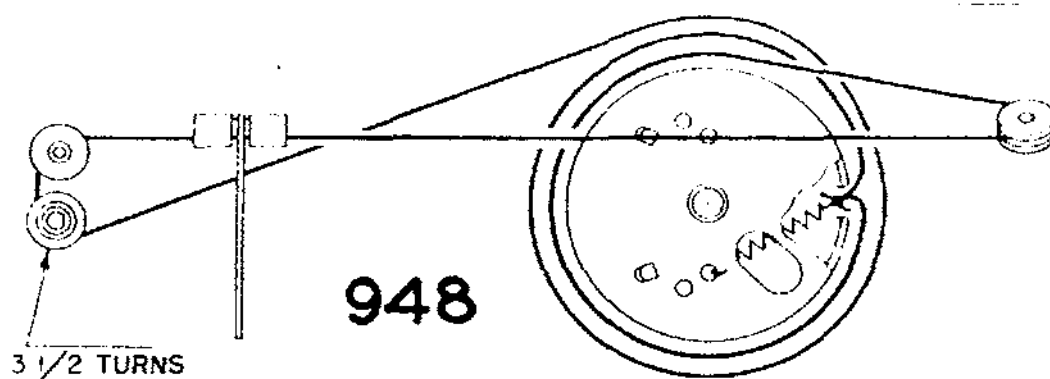
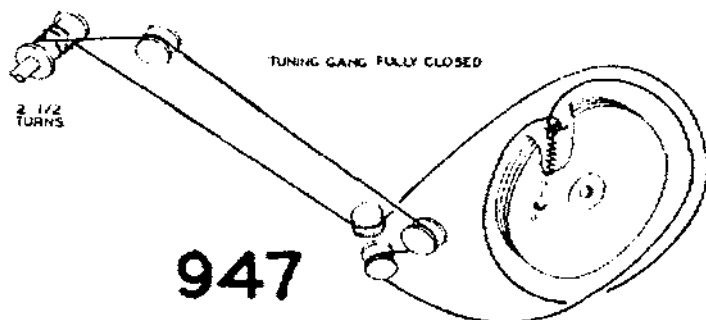
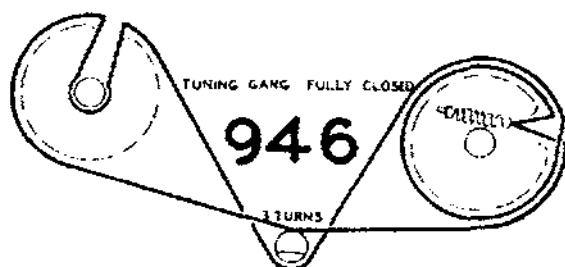
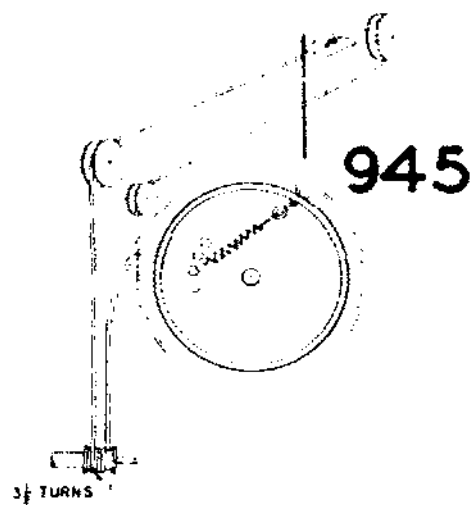


TUNING GANG FULLY CLOSED

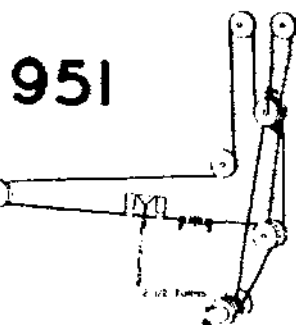
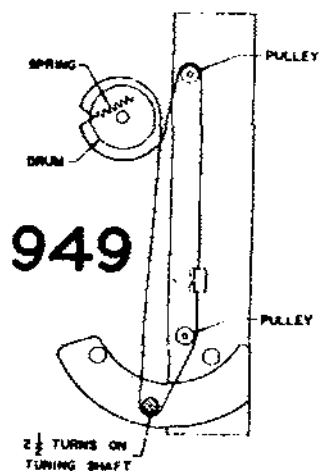
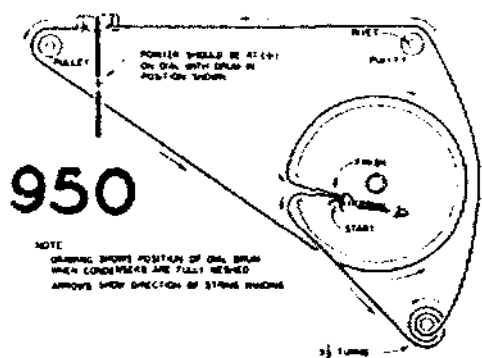
TUNING GANG FULLY CLOSED

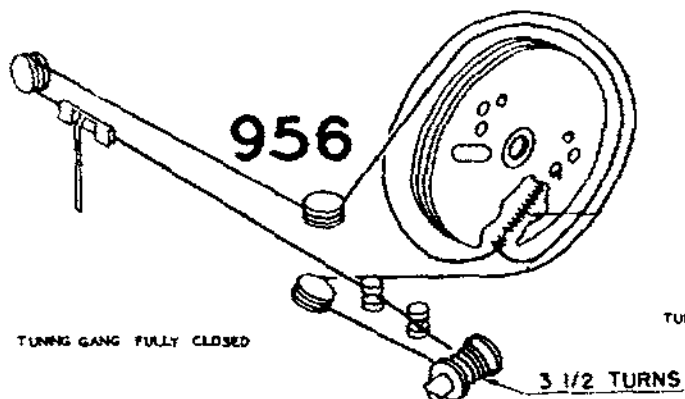
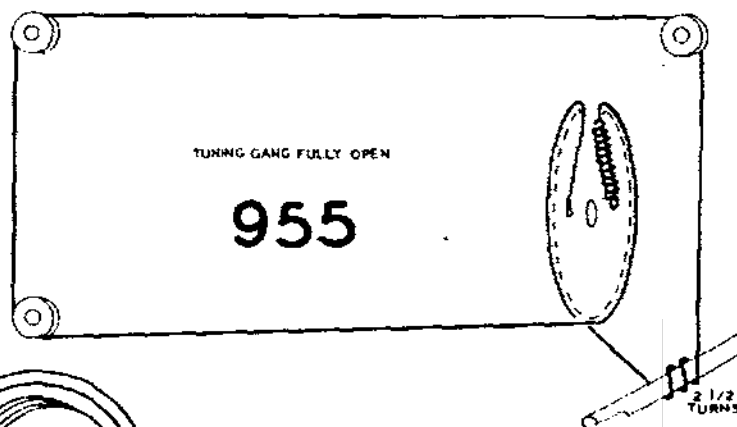
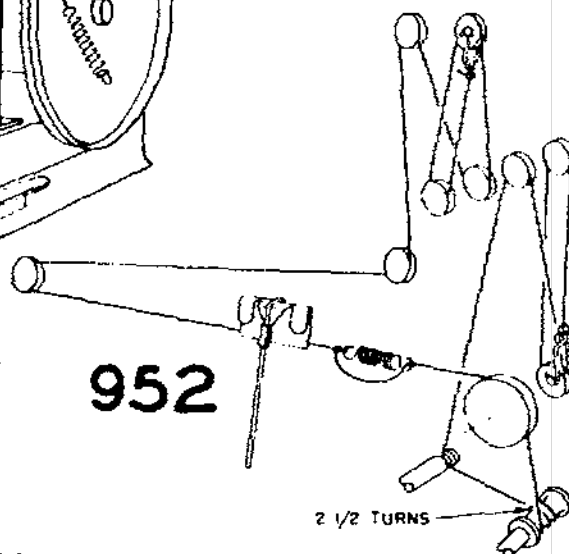
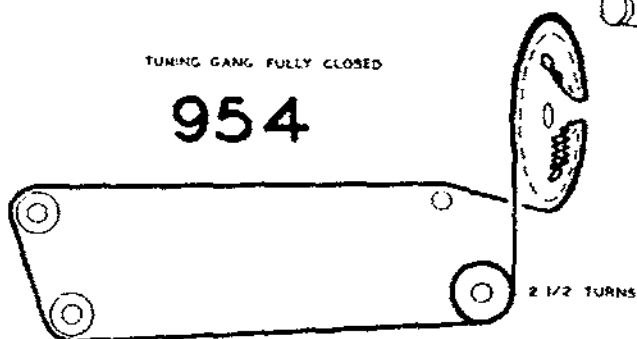
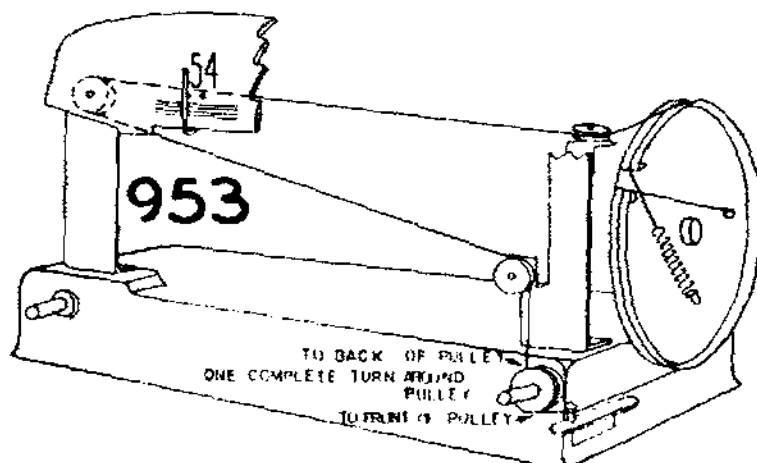




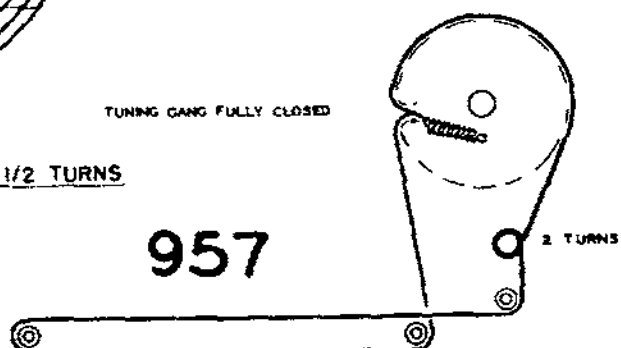


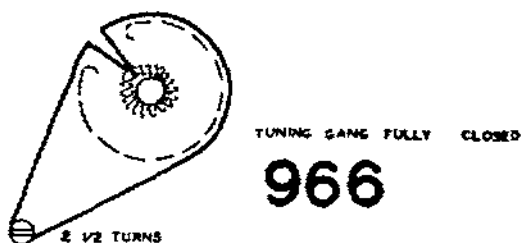
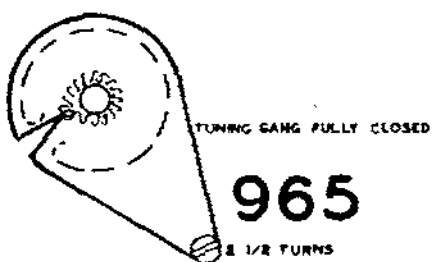
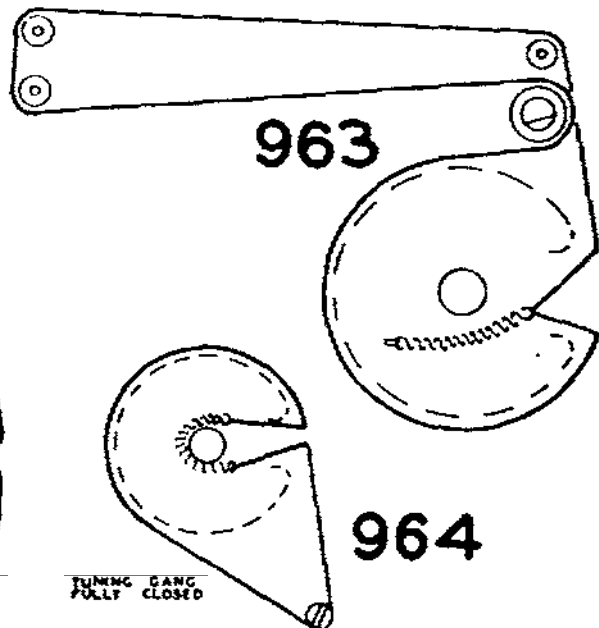
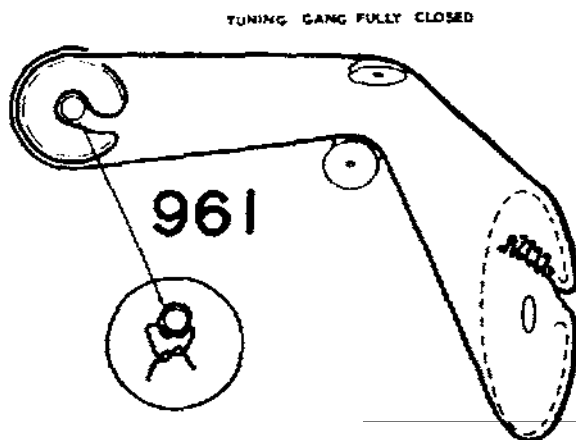
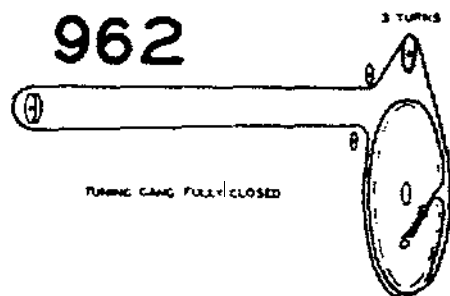
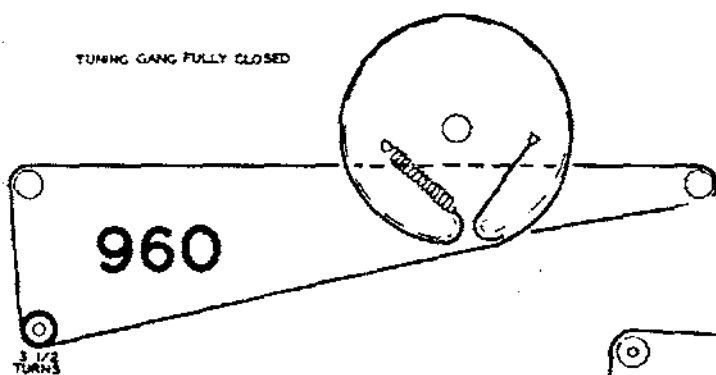
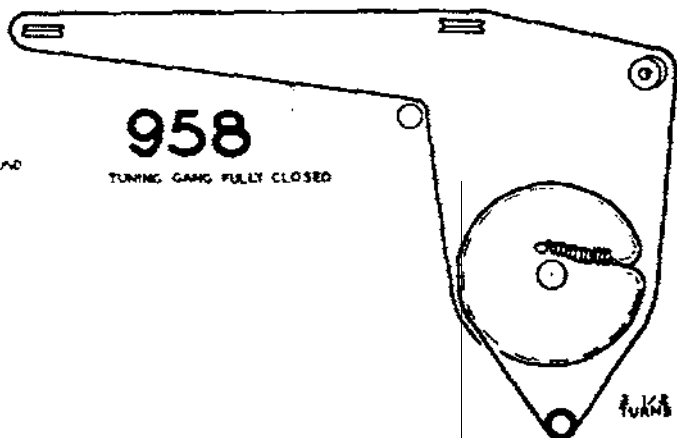
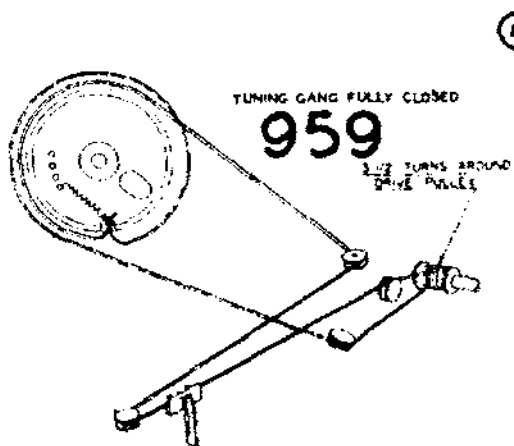
TUNING GANG FULLY CLOSED

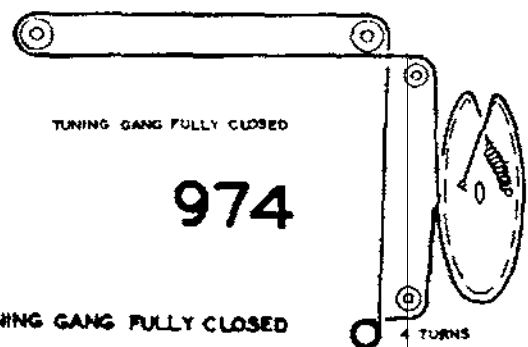
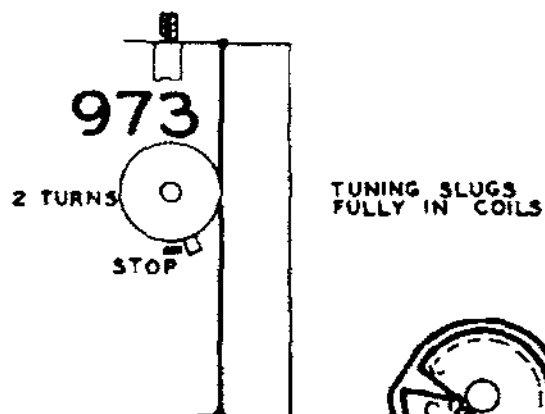
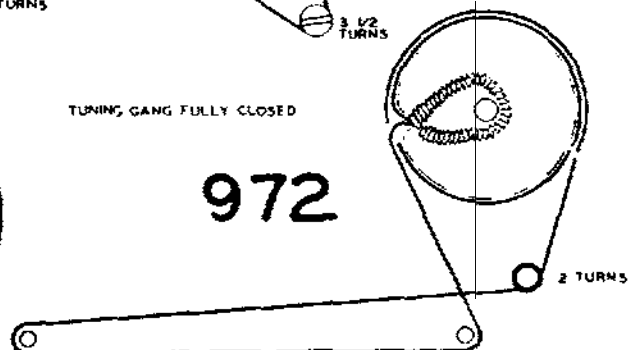
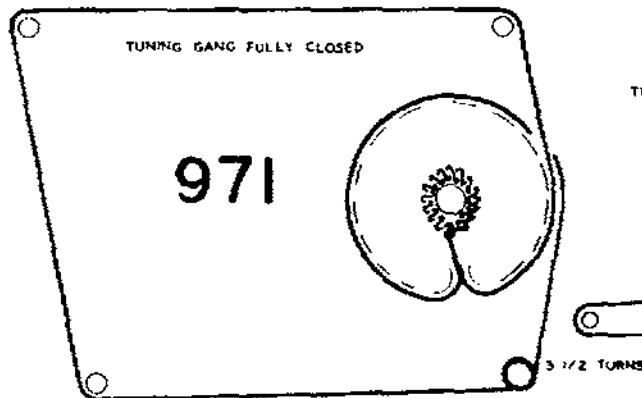
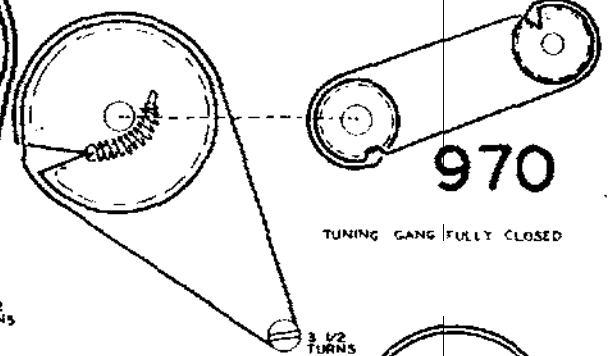
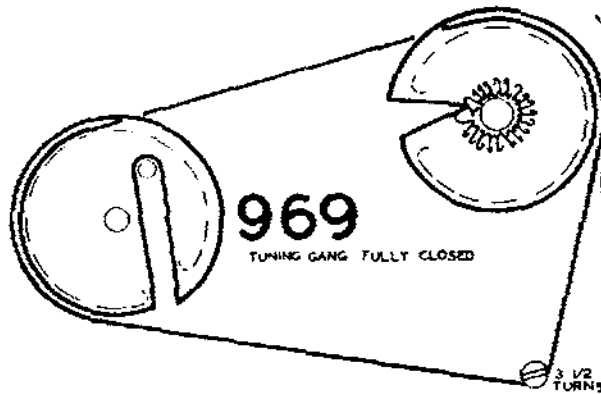
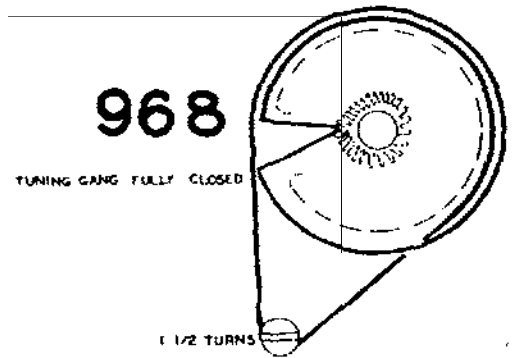
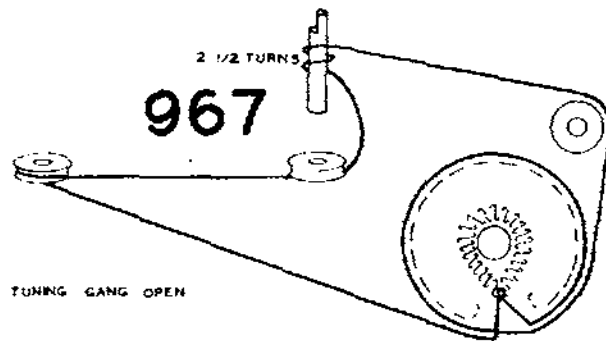




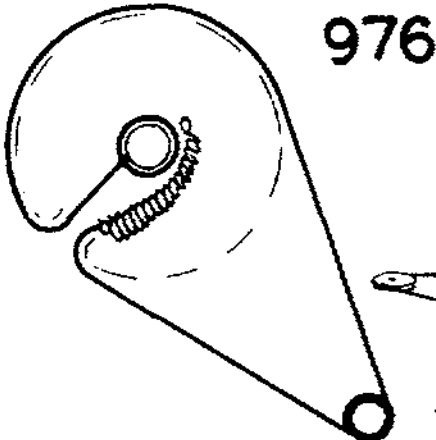
TUNING GANG FULLY CLOSED





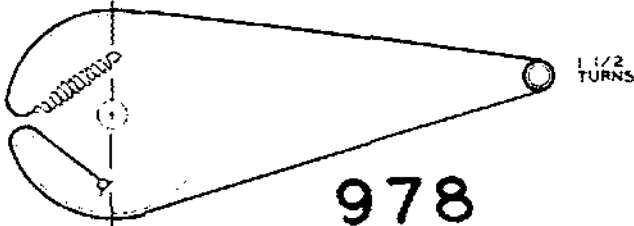
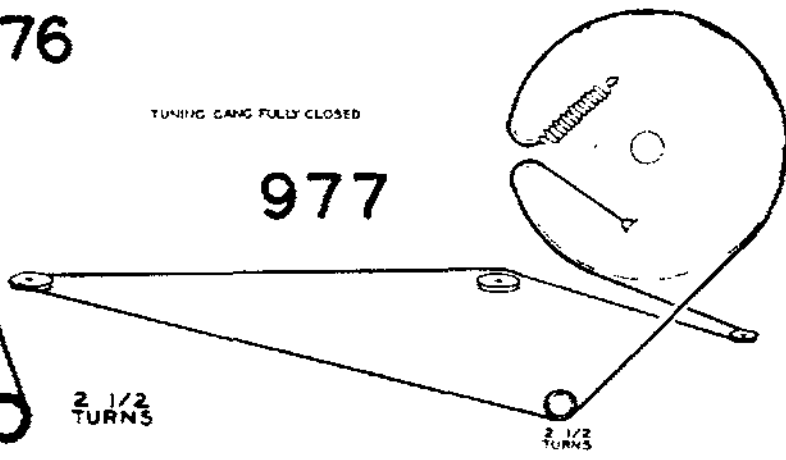


TUNING GANG FULLY CLOSED



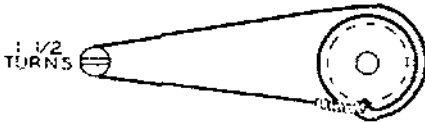
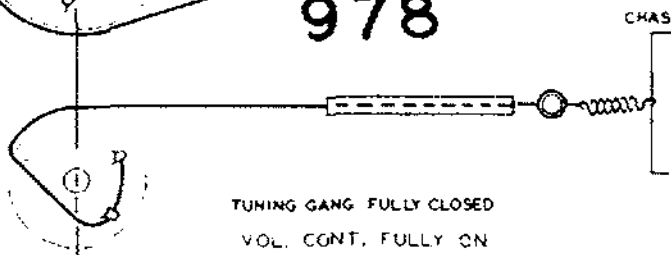
TUNING GANG FULLY CLOSED

977

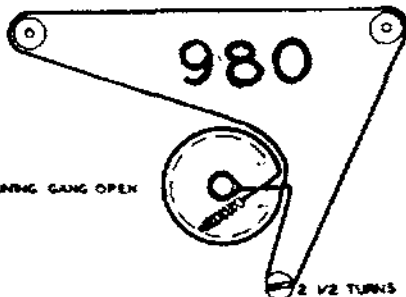
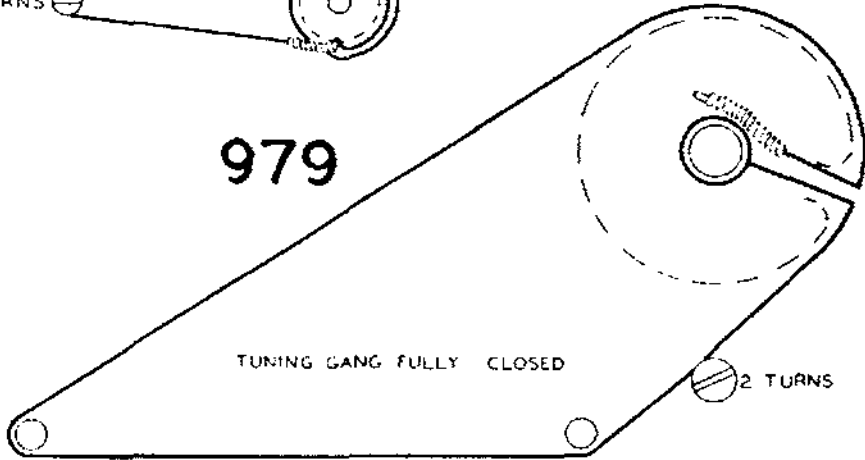


978

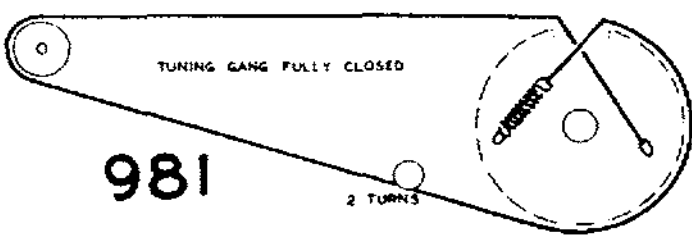
CHASSIS



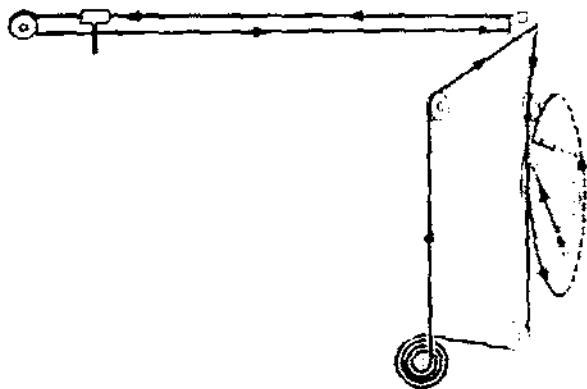
979



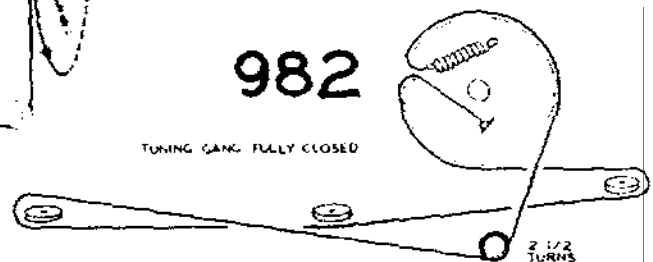
TUNING GANG OPEN



TUNING GANG FULLY CLOSED



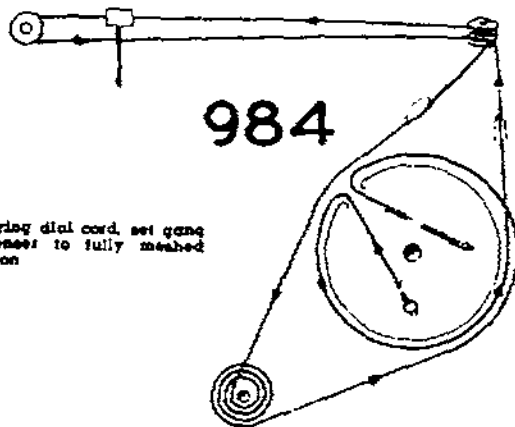
983



982

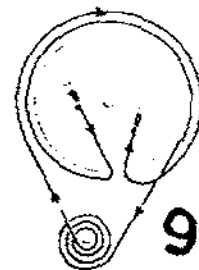
TUNING GANG FULLY CLOSED

2 1/2
TURNS



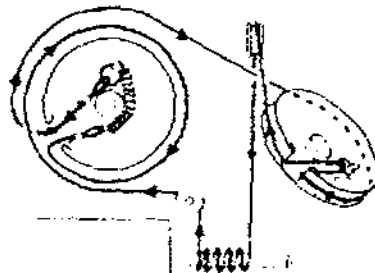
984

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

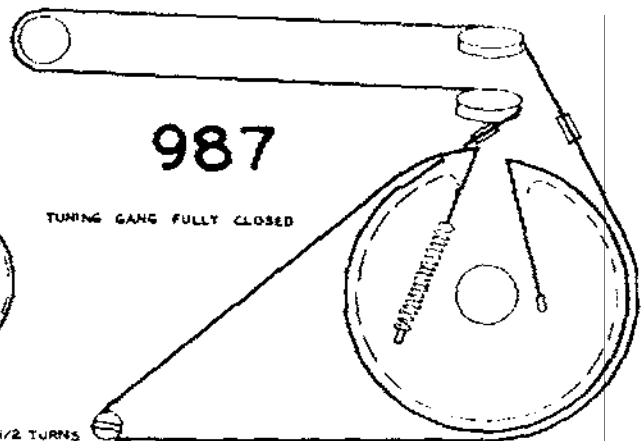


986

To string dial cord first slip pointer
off its shaft. Then remove dial
scale by taking out the six clips
around its edges. Dial plate may
now be taken off by removing the
two screws which are visible and
accessible at front of chassis. Now
set gang condenser to fully open
position



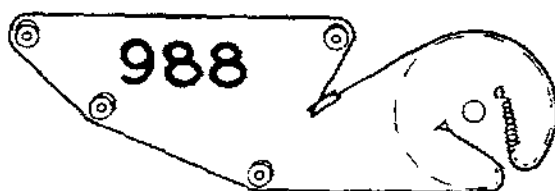
985



987

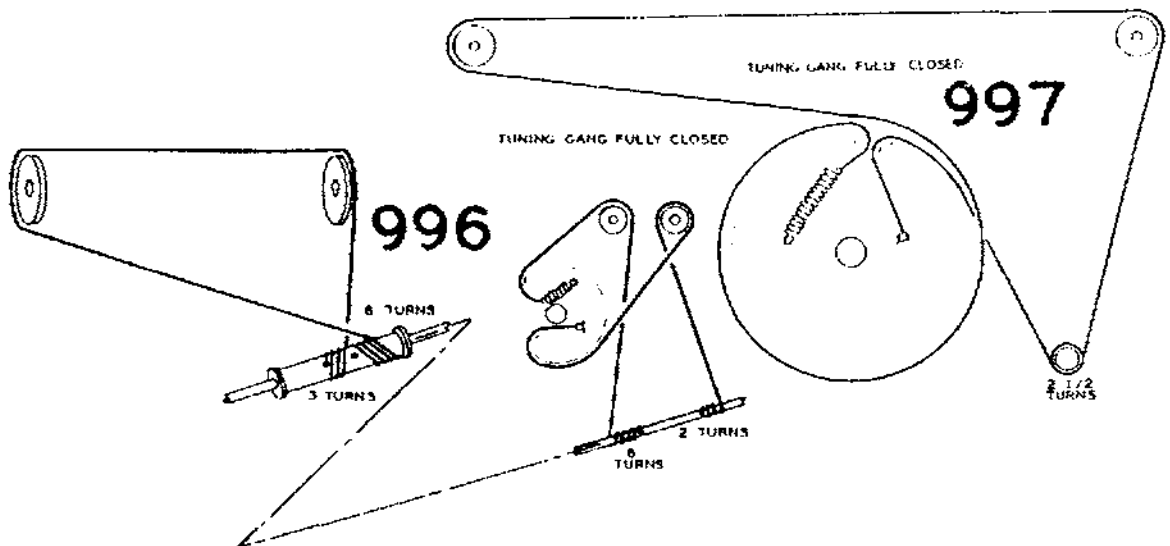
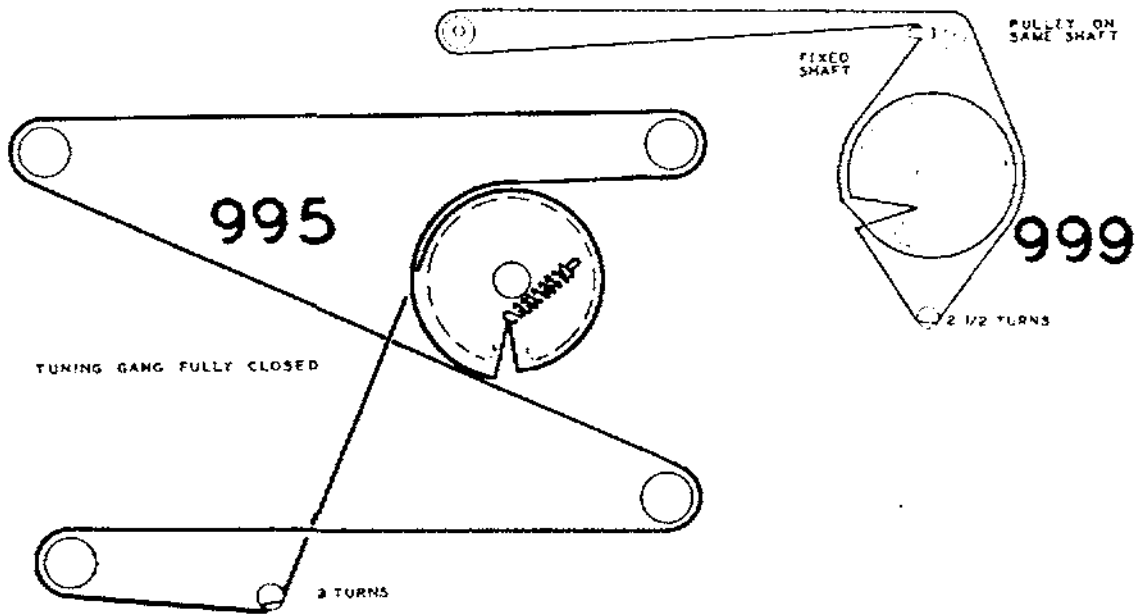
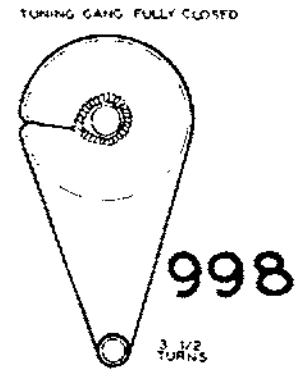
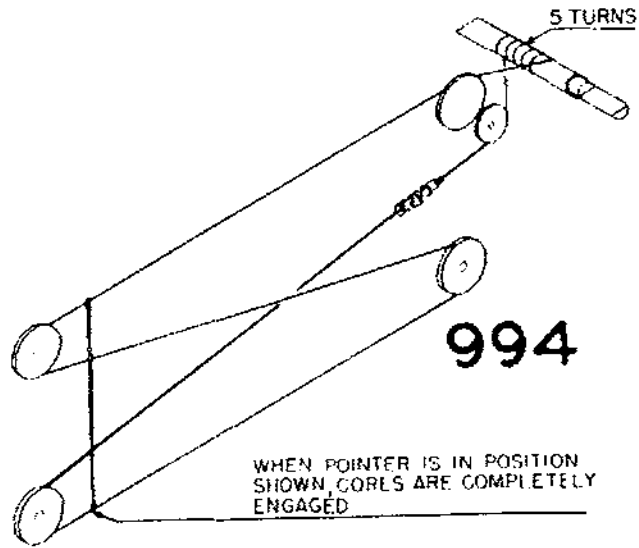
TUNING GANG FULLY CLOSED

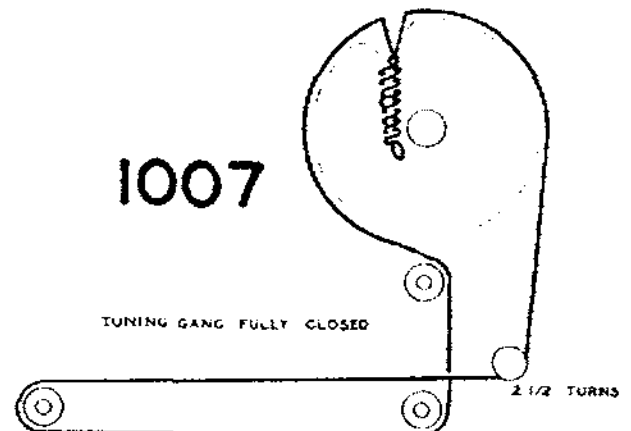
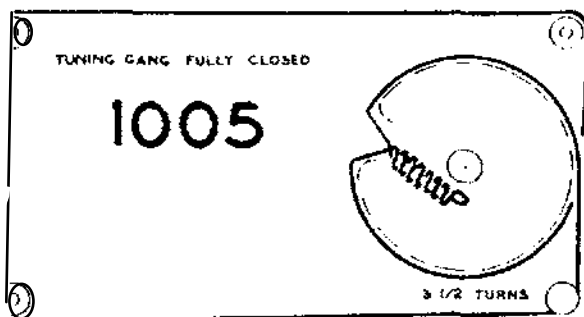
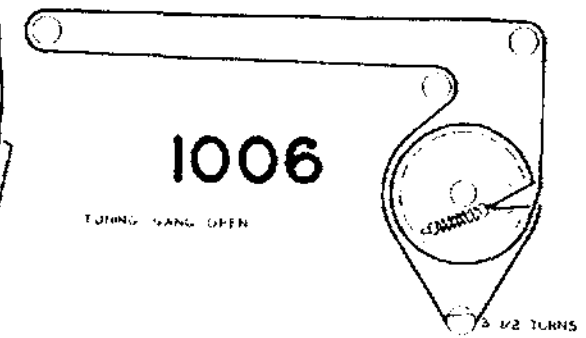
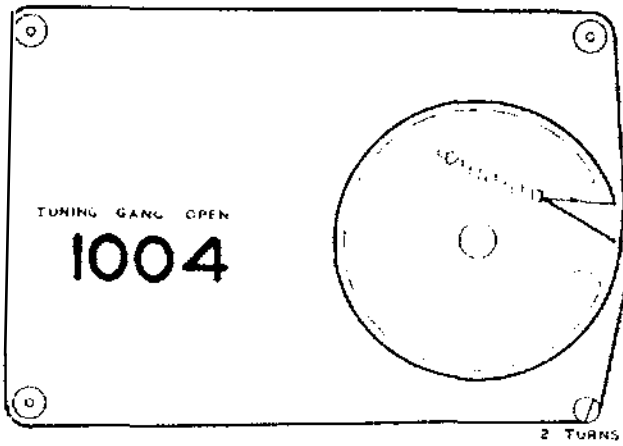
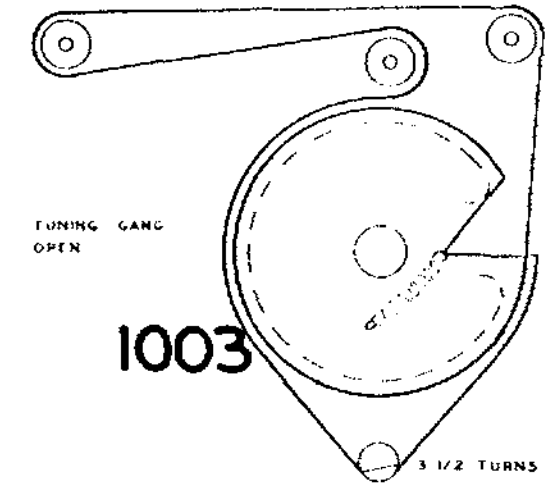
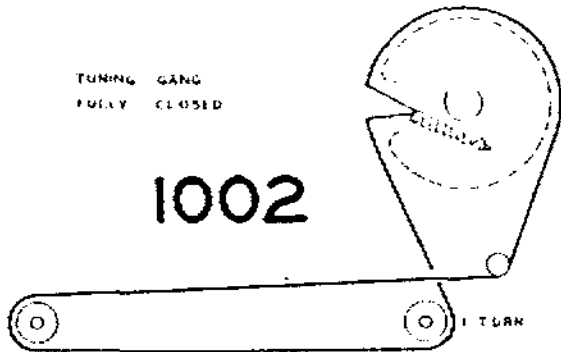
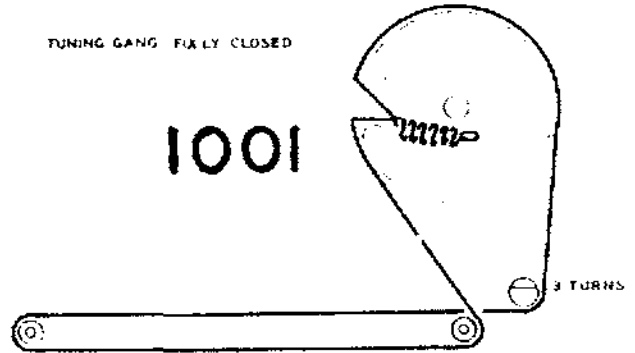
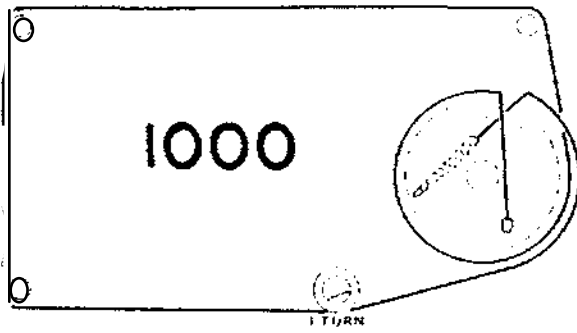
3 1/2 TURNS



988

TUNING GANG FULLY CLOSED





TUNING GANG FULLY CLOSED

1008

2 1/2 TURNS

TUNING GANG OPEN

1009

1 TURN

TUNING GANG FULLY CLOSED

1010

3 TURNS

1011

2 1/2 TURNS

1013

TUNING GANG FULLY CLOSED

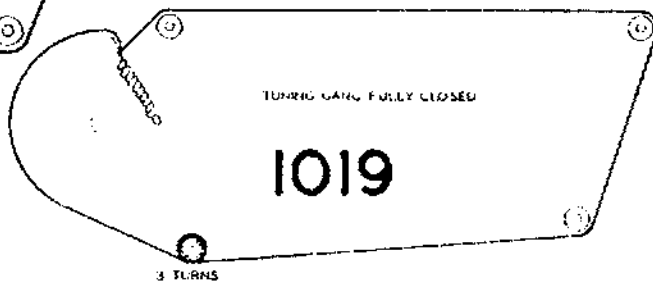
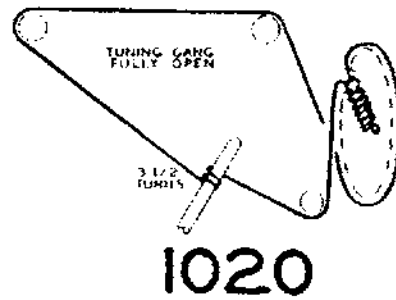
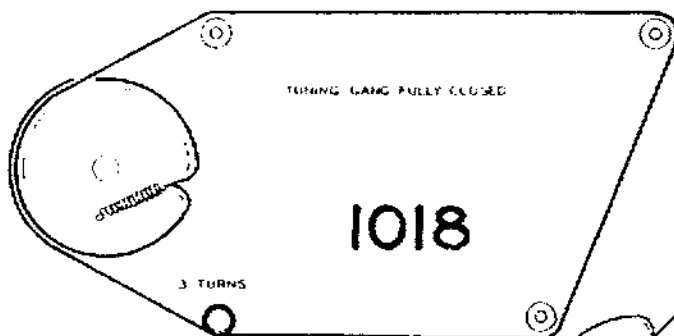
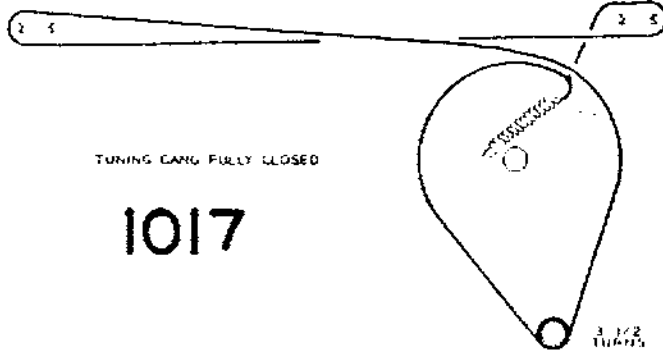
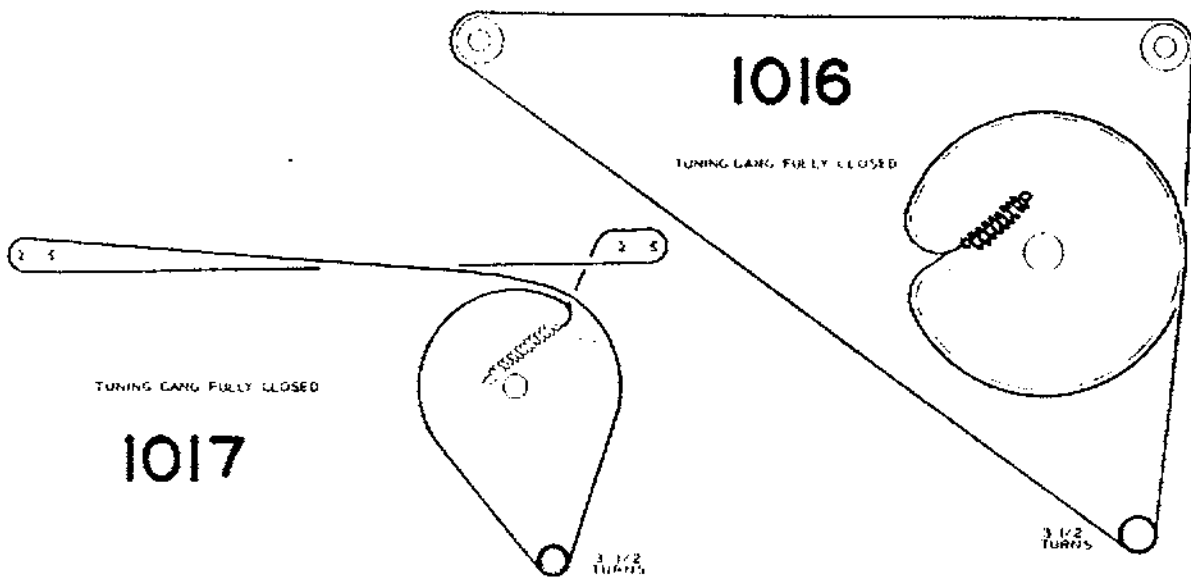
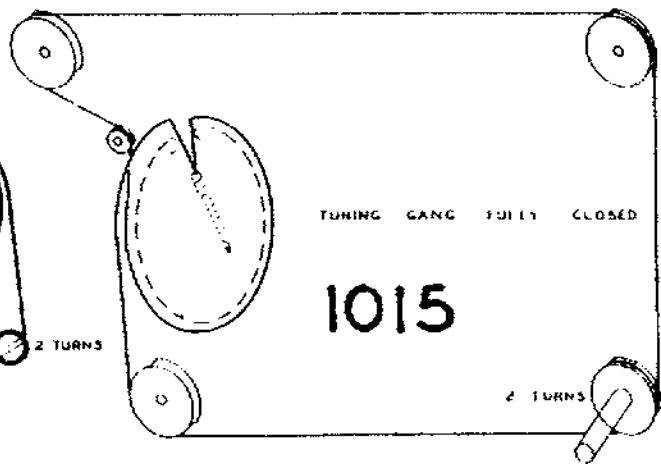
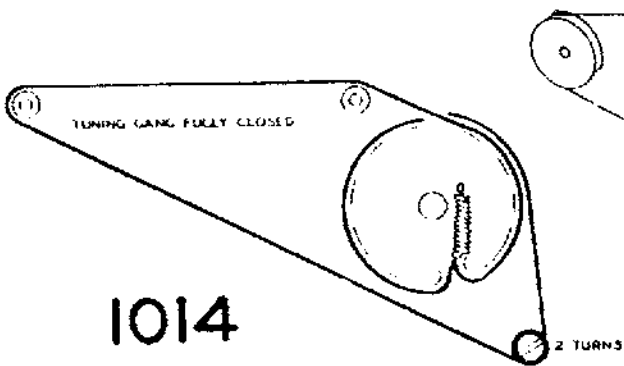
1012

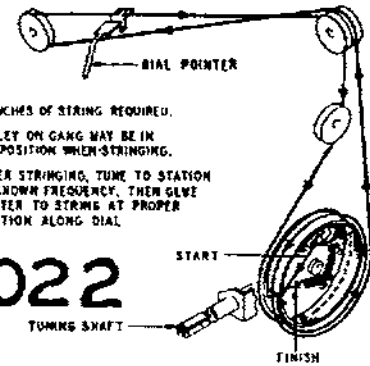
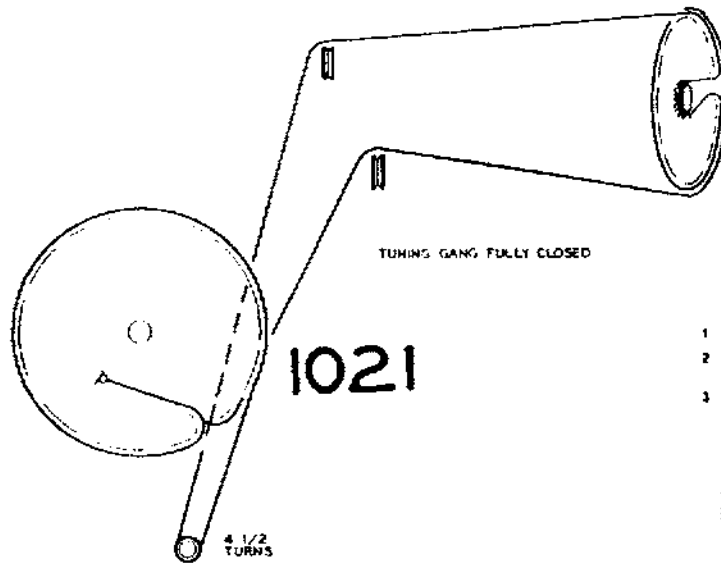
REAR

FRONT

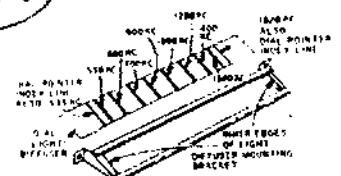
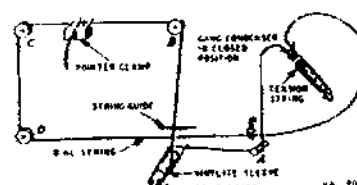
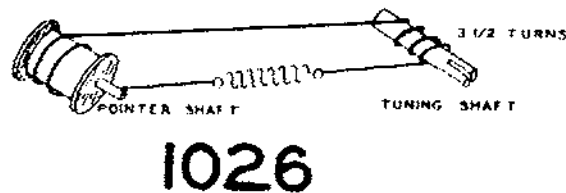
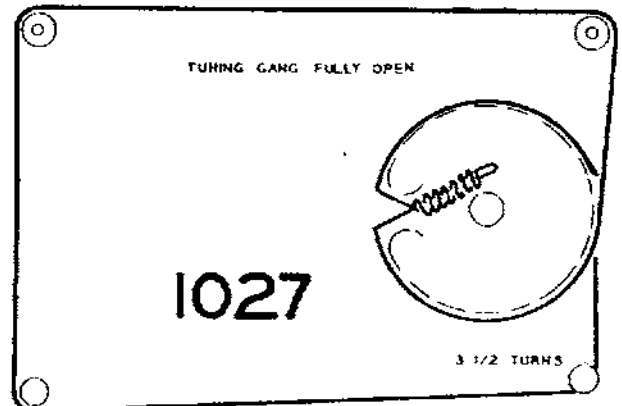
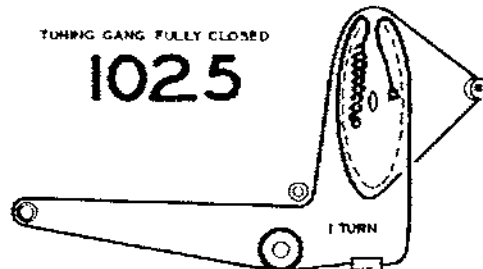
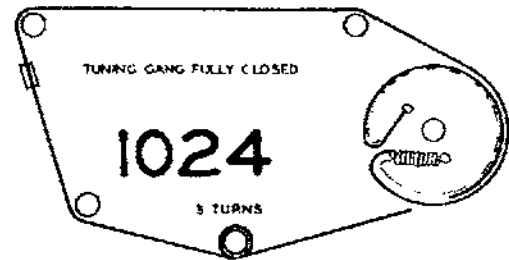
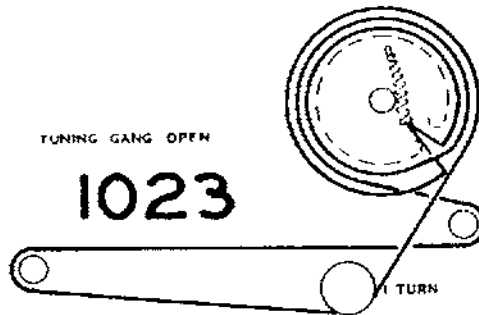
2 1/2 TURNS

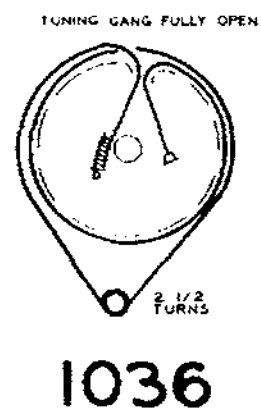
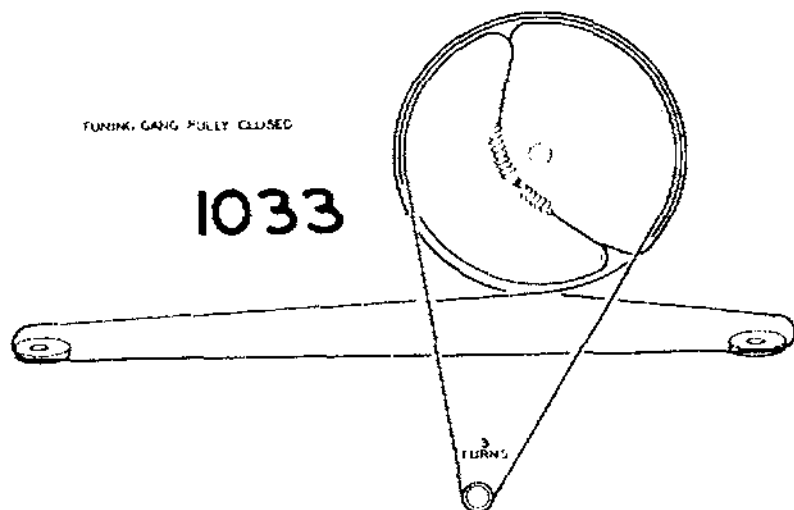
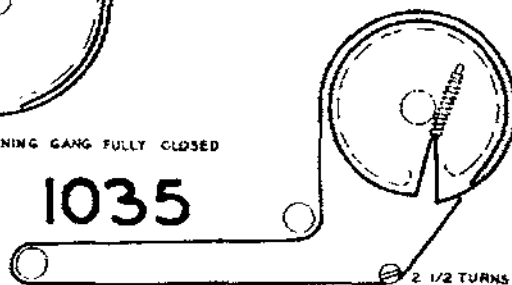
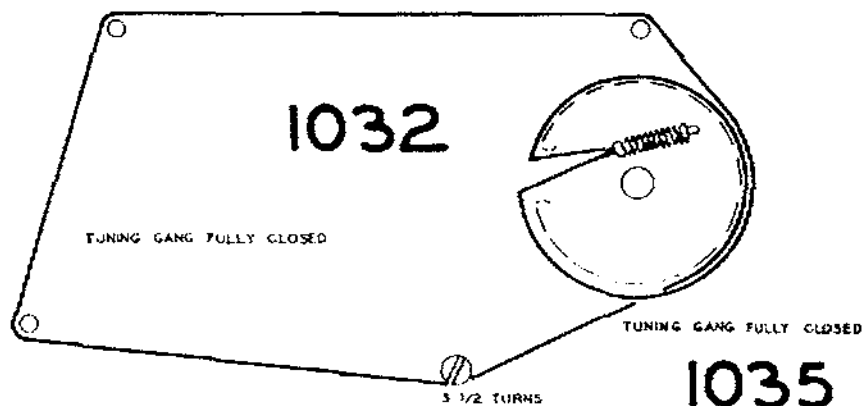
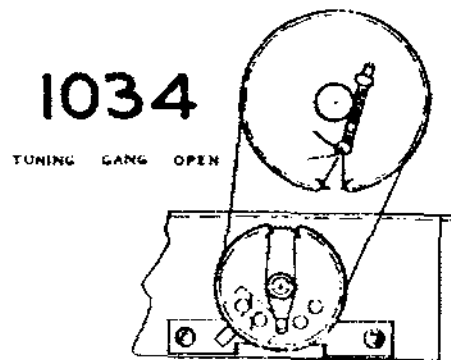
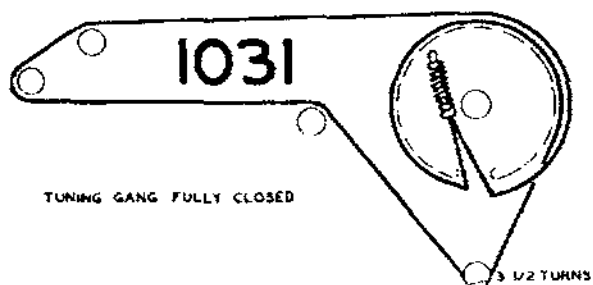
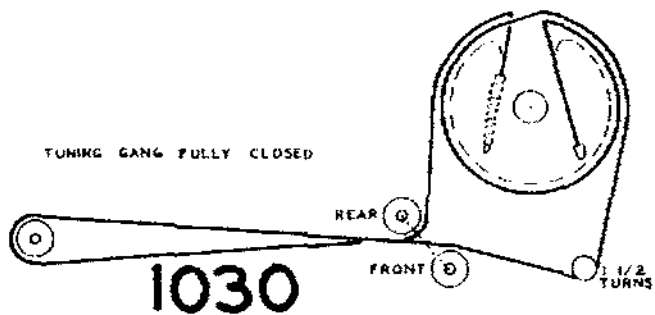
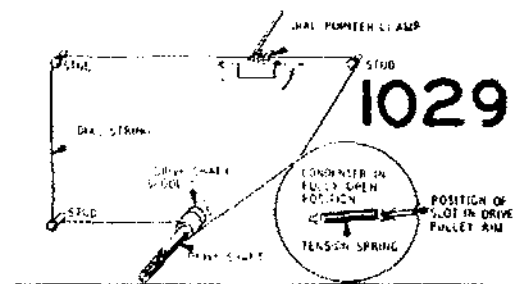
3 1/2 TURNS

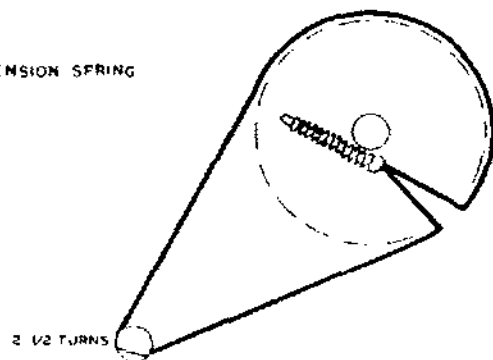
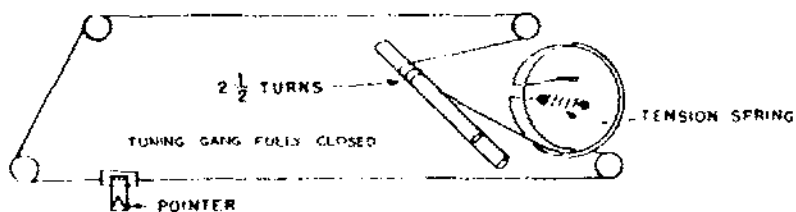
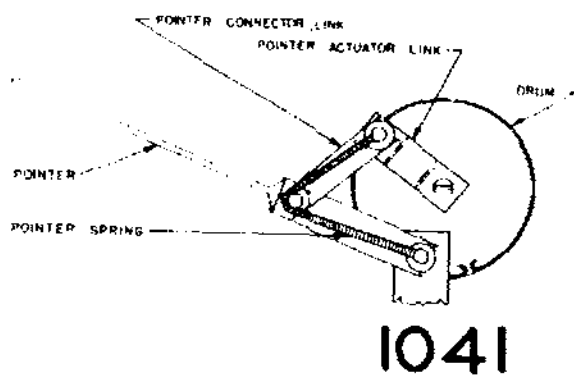
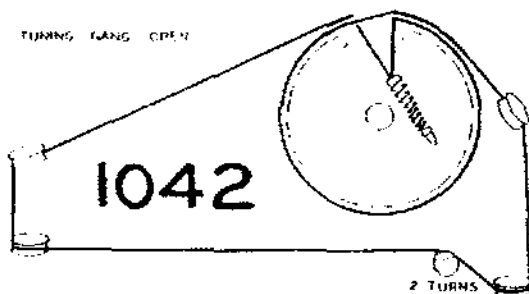
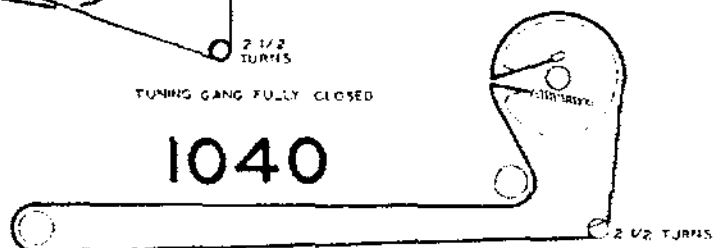
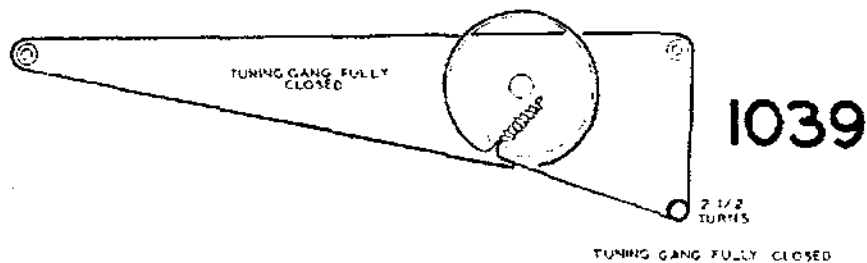
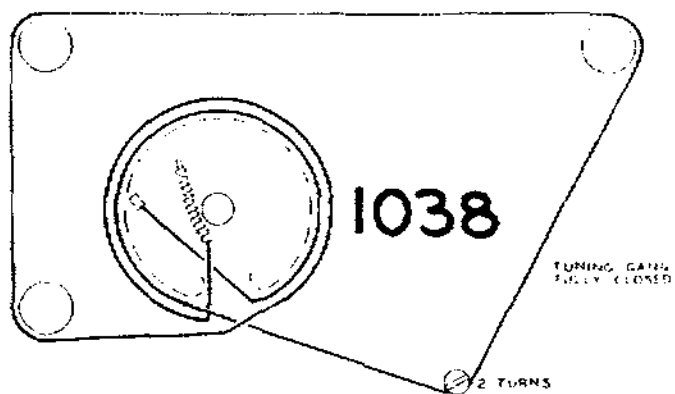
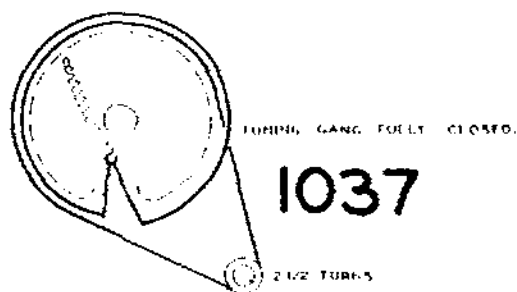




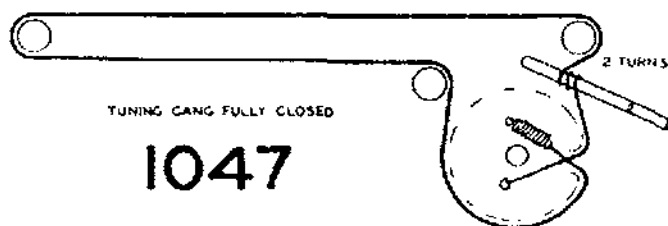
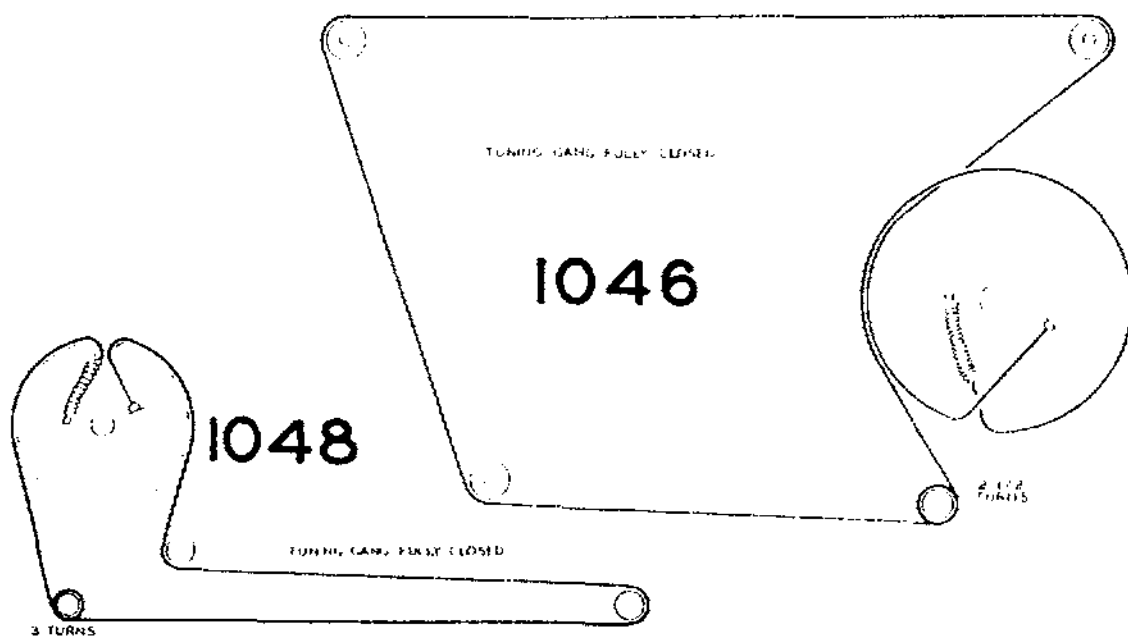
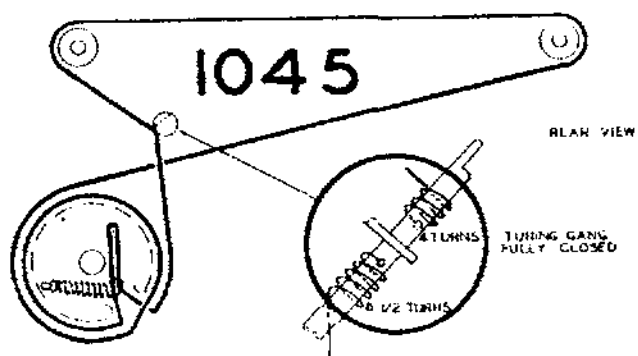
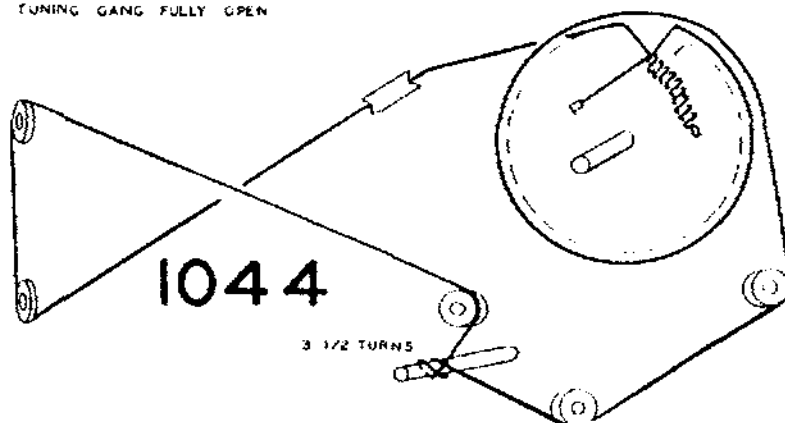
1. 60 INCHES OF STRING REQUIRED.
2. PULLEY ON GANG MAY BE IN ANY POSITION WHEN STRINGING.
3. AFTER STRINGING, TUNE TO STATION OF KNOWN FREQUENCY, THEN GLUE POINTER TO STRING AT PROPER POSITION ALONG DIAL.

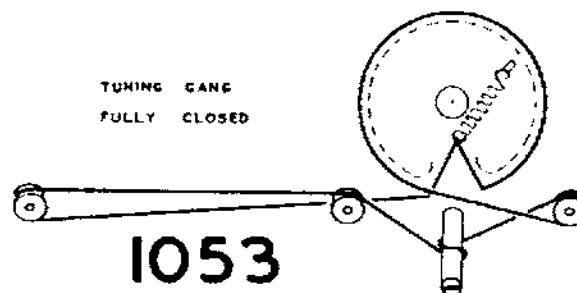
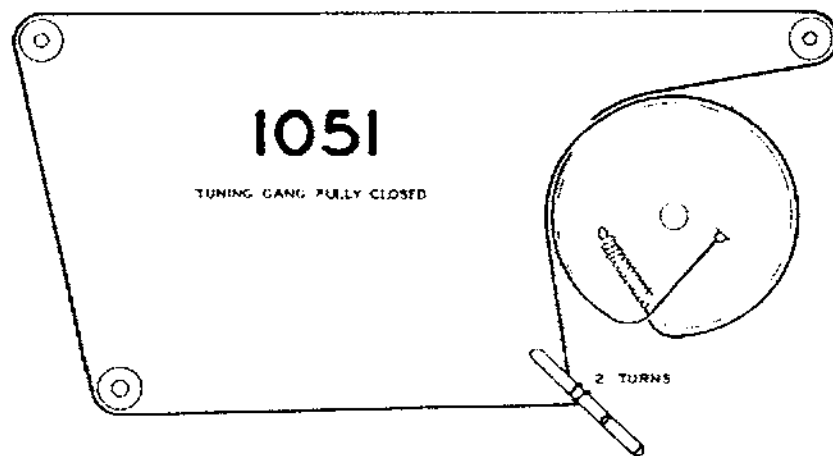
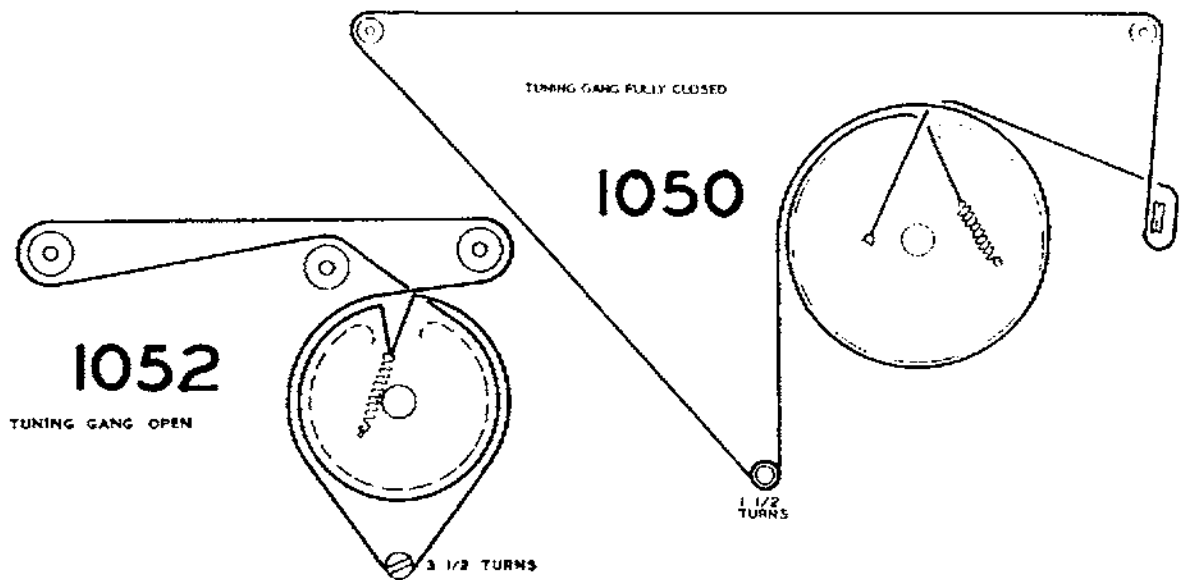
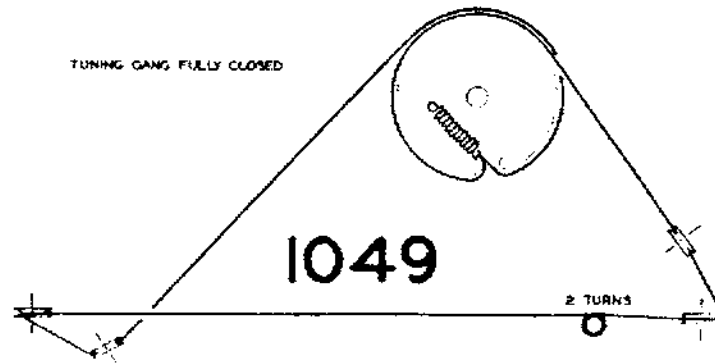


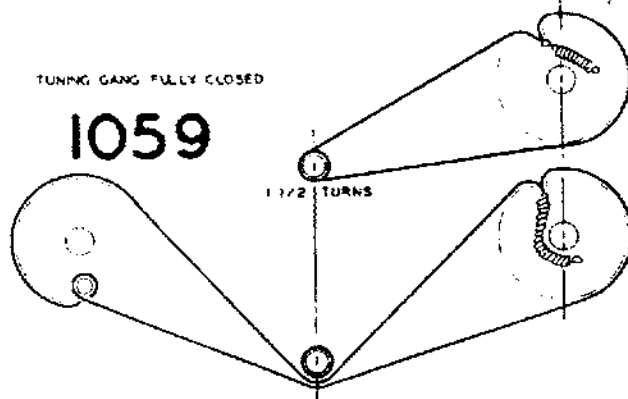
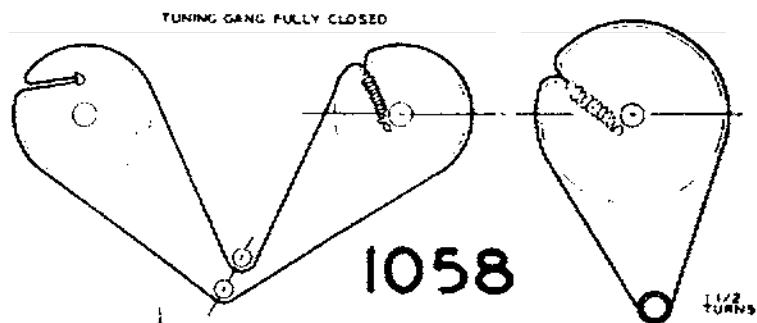
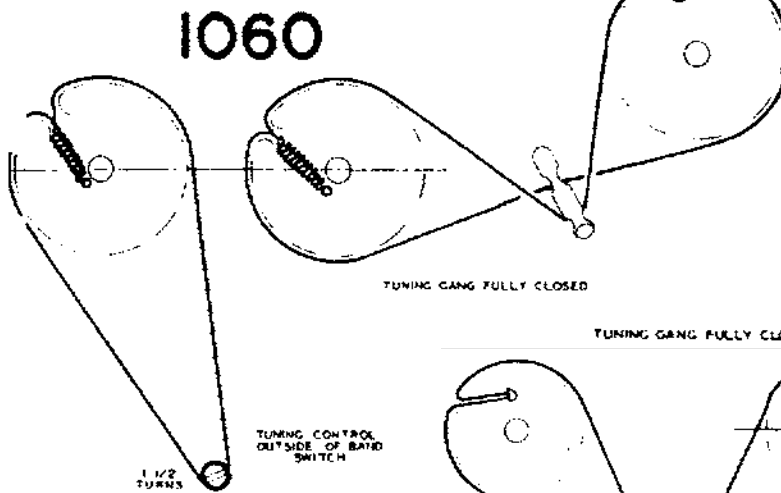
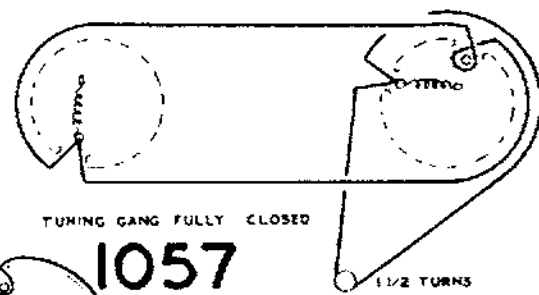
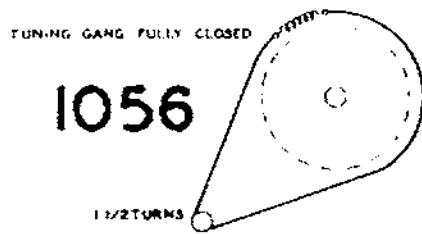
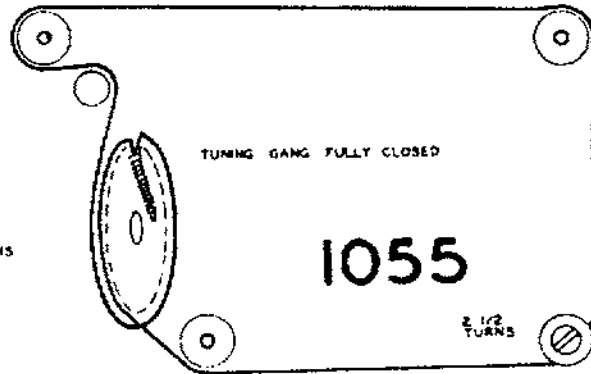
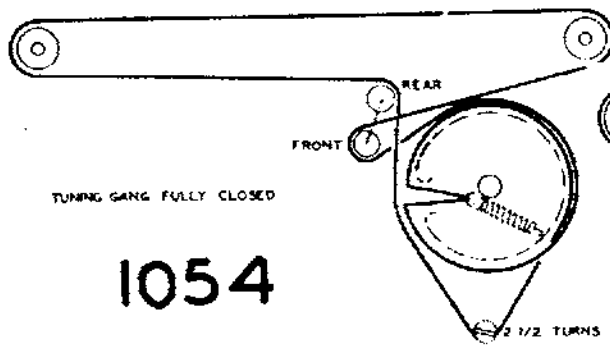


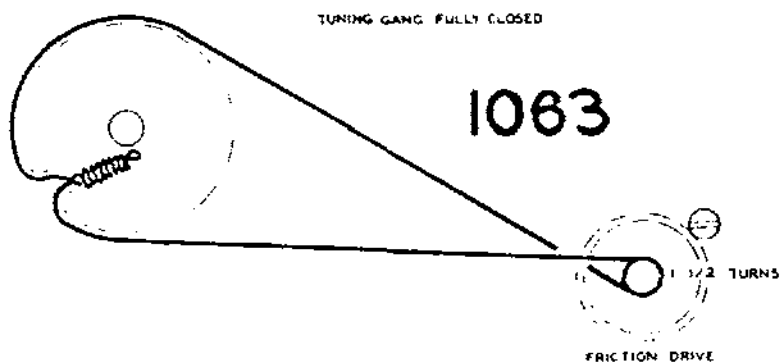
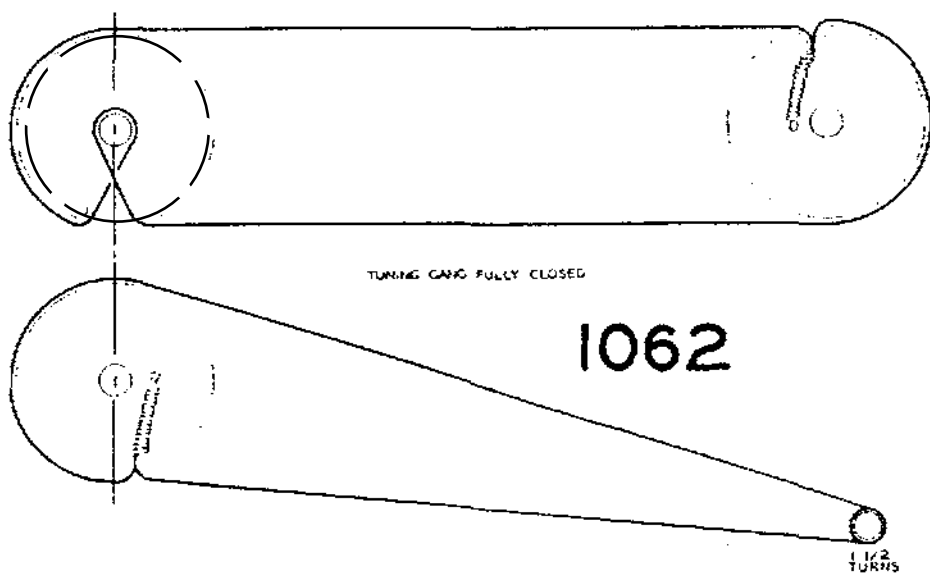
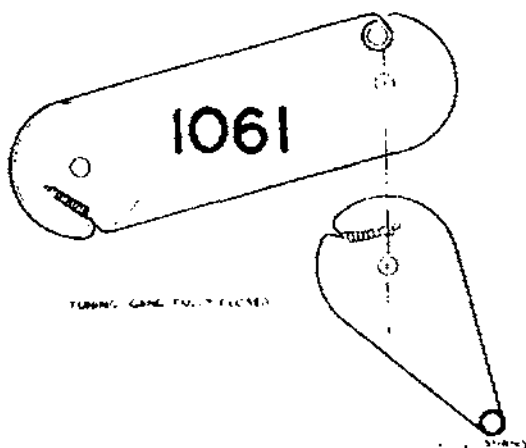


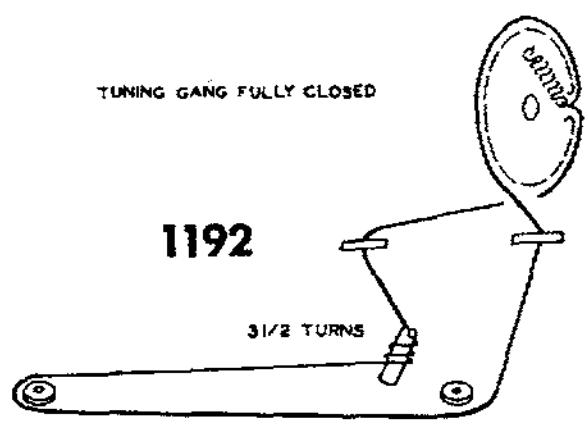
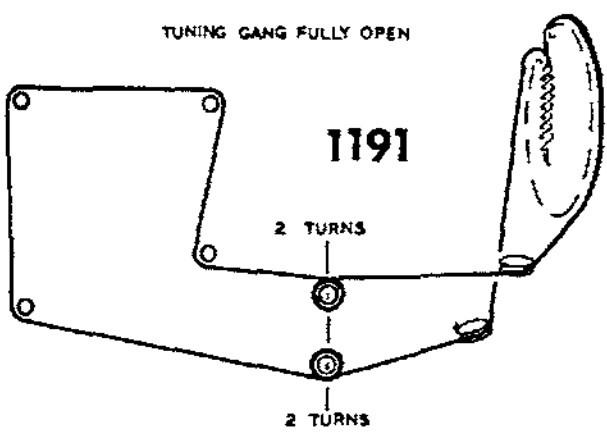
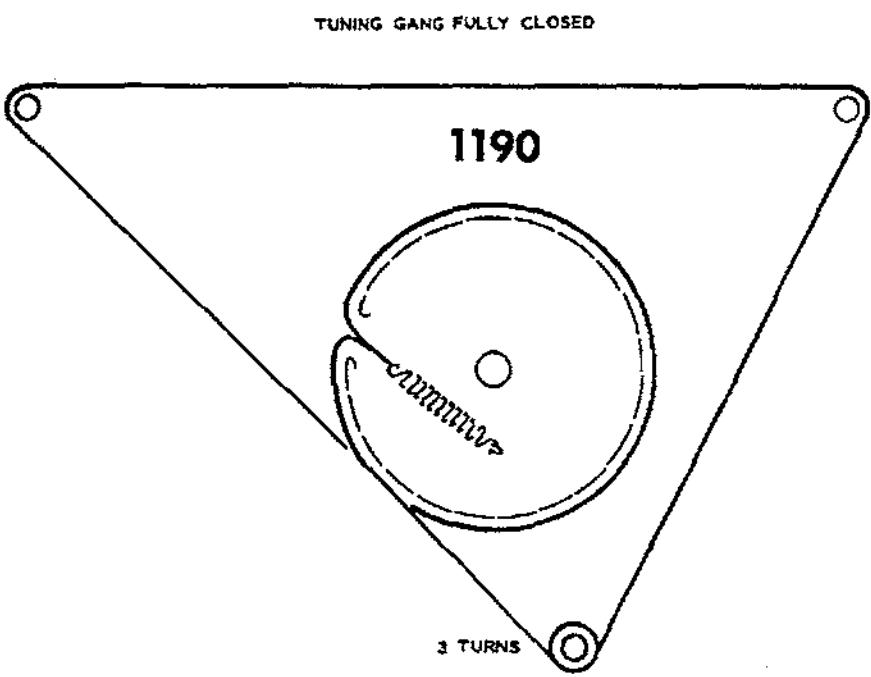
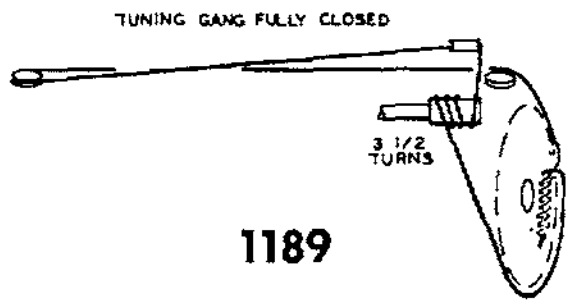
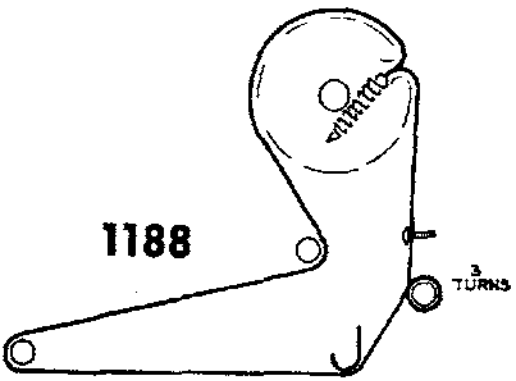
TUNING GANG FULLY OPEN

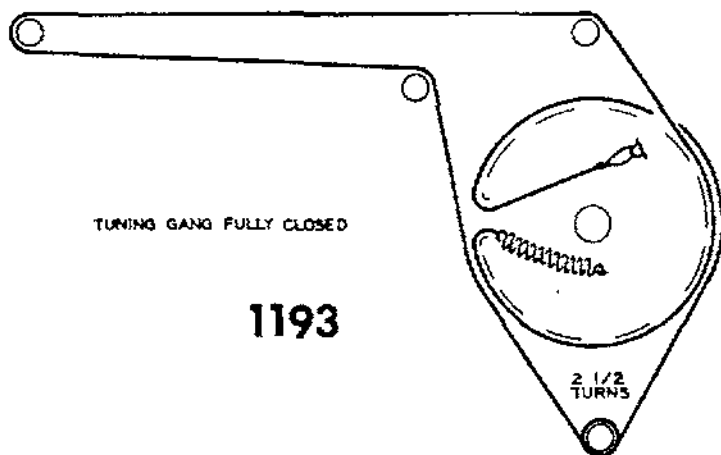




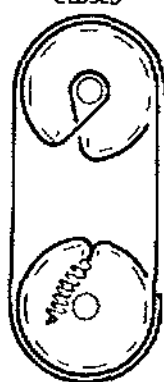




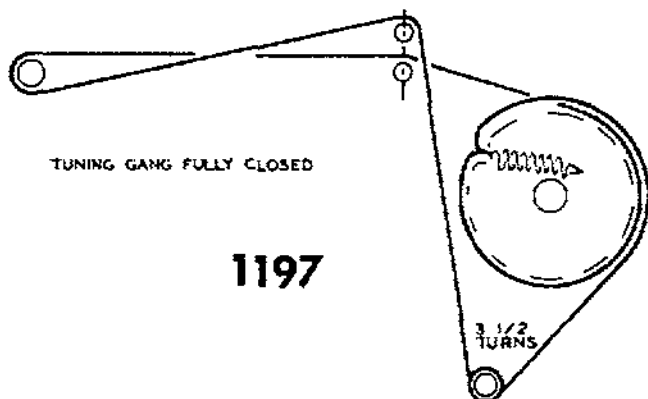
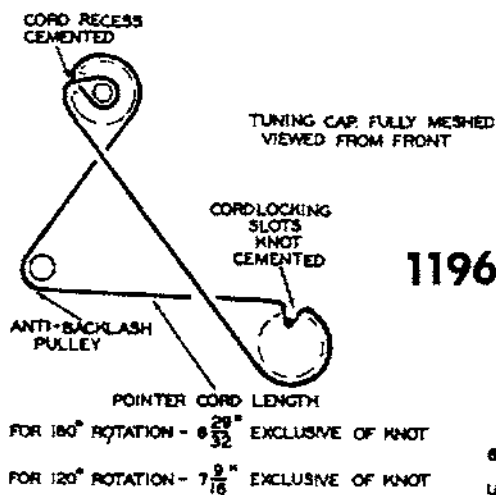
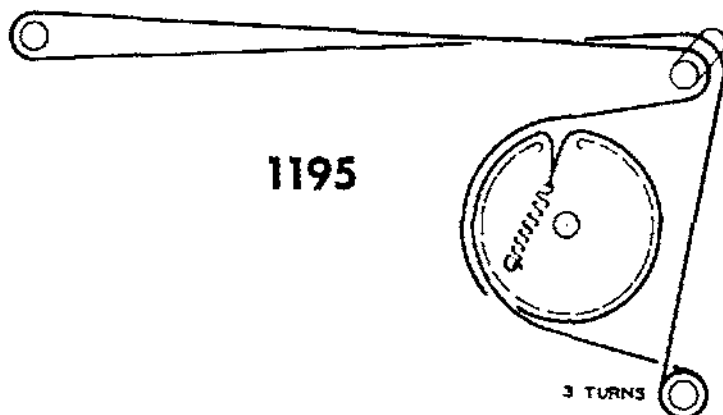


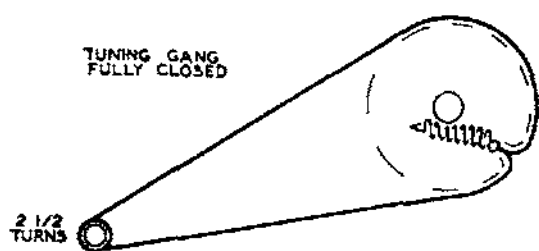


TUNING GANG FULLY CLOSED

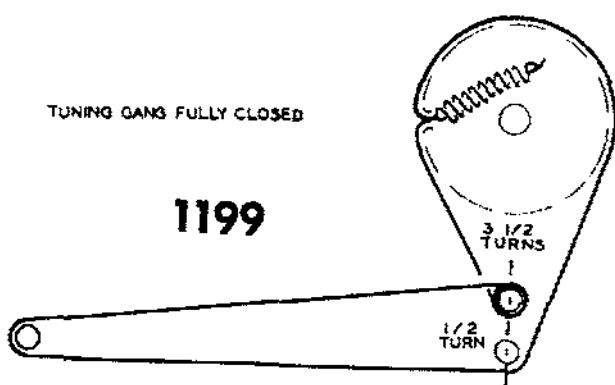


TUNING GANG FULLY CLOSED

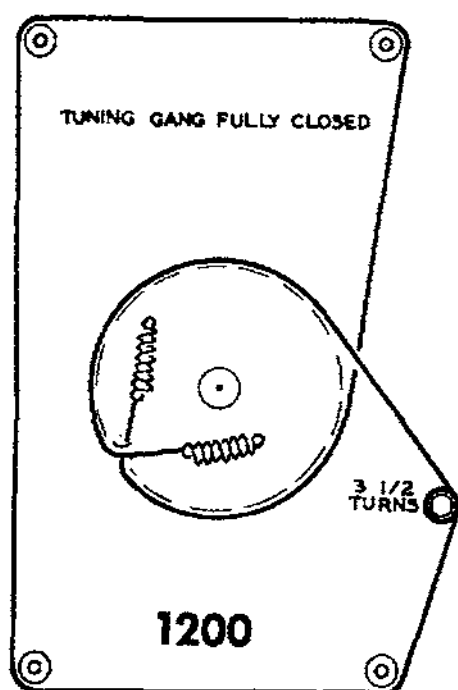




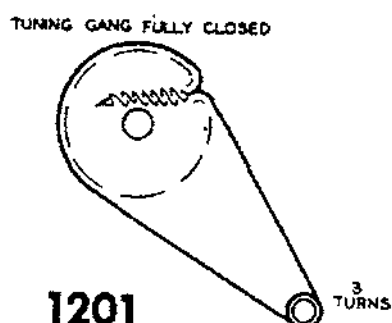
1198



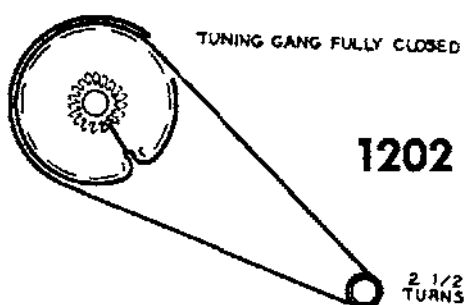
1199



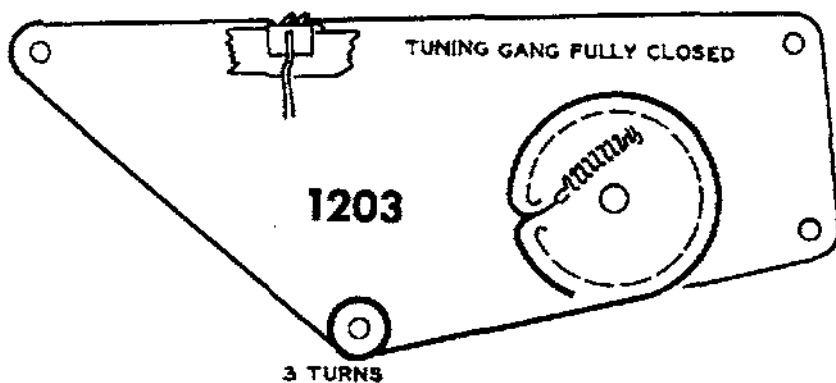
1200



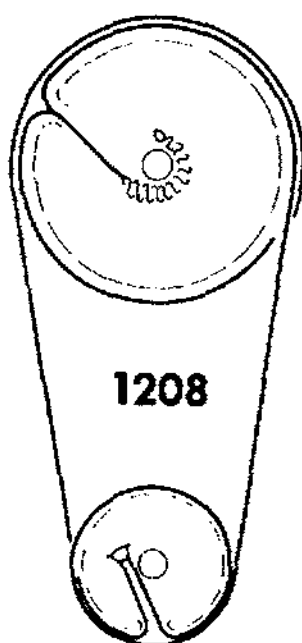
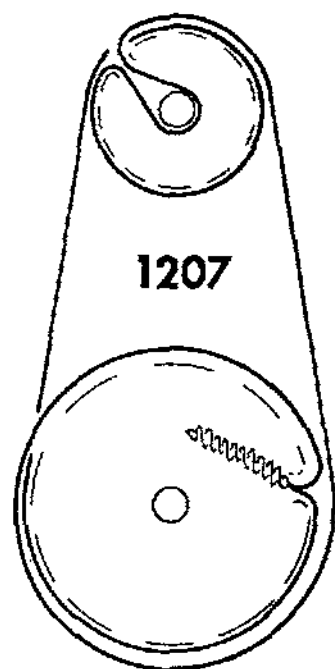
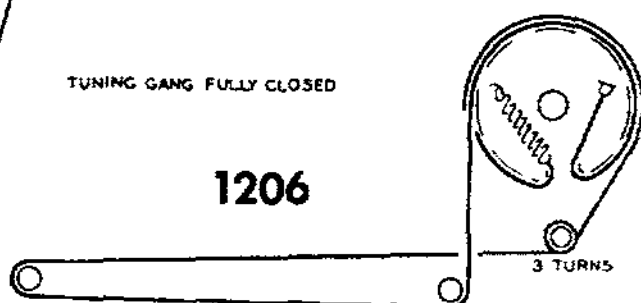
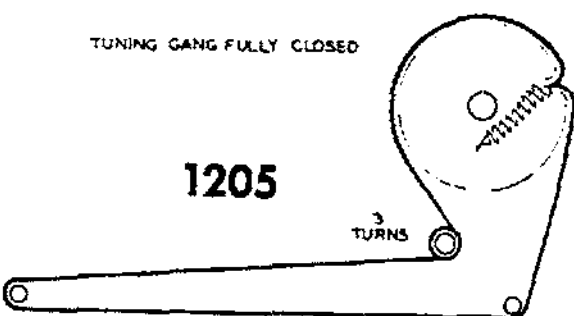
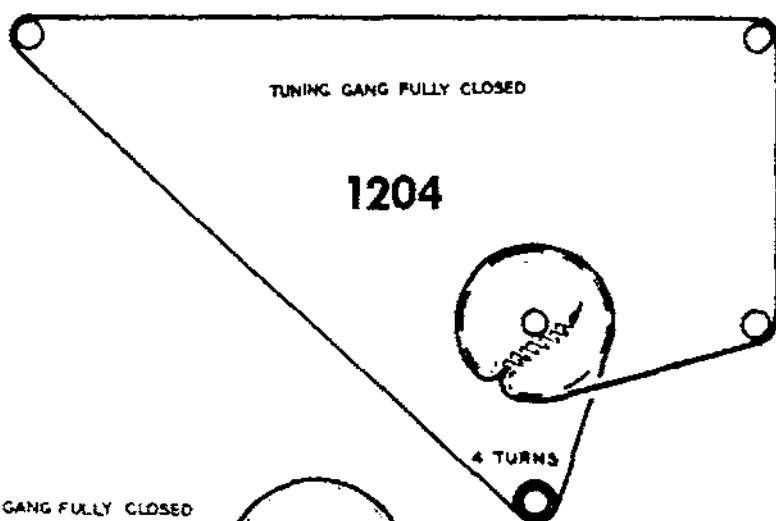
1201



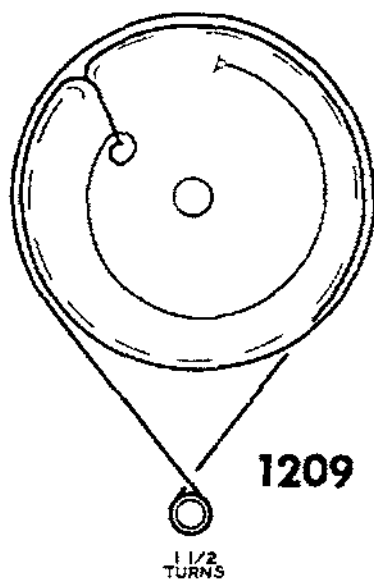
1202

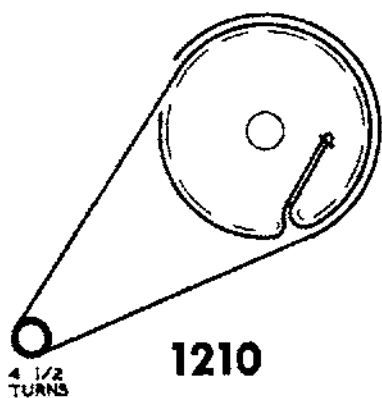


1203



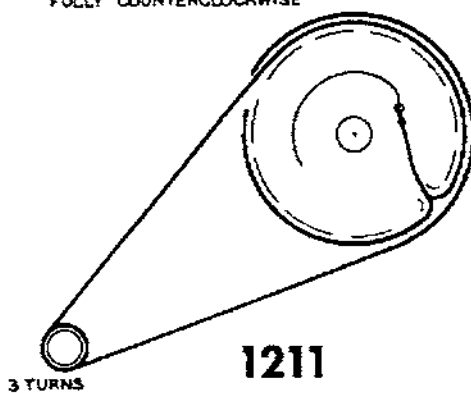
FINE TUNING CONTROL



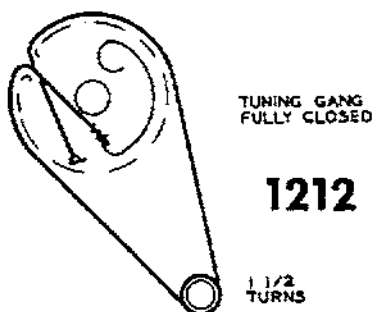


1210

FULLY COUNTERCLOCKWISE

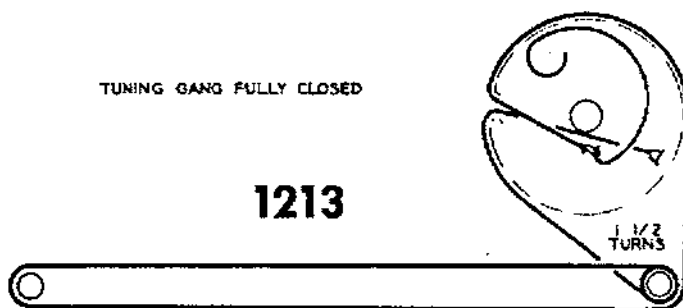


1211



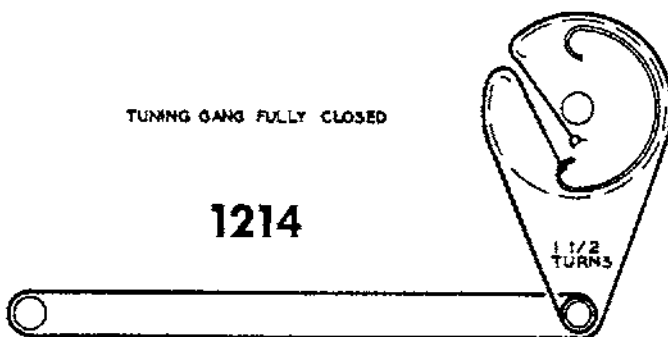
1212

TUNING GANG FULLY CLOSED

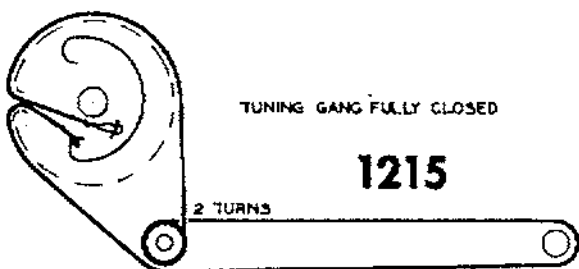


1213

TUNING GANG FULLY CLOSED



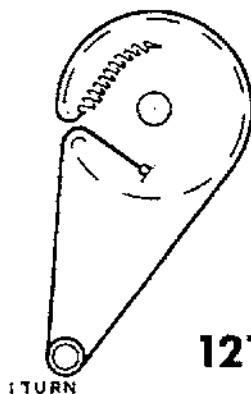
1214



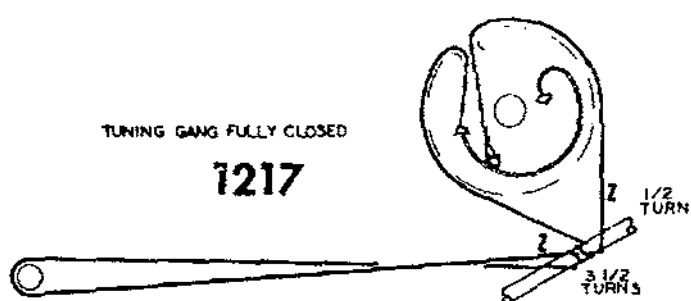
1215

TUNING GANG FULLY CLOSED

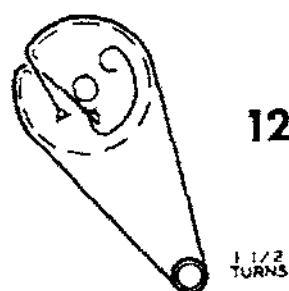
TUNING GANG FULLY CLOSED



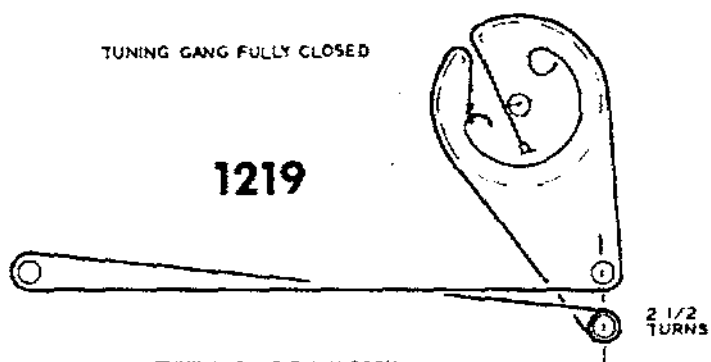
1216



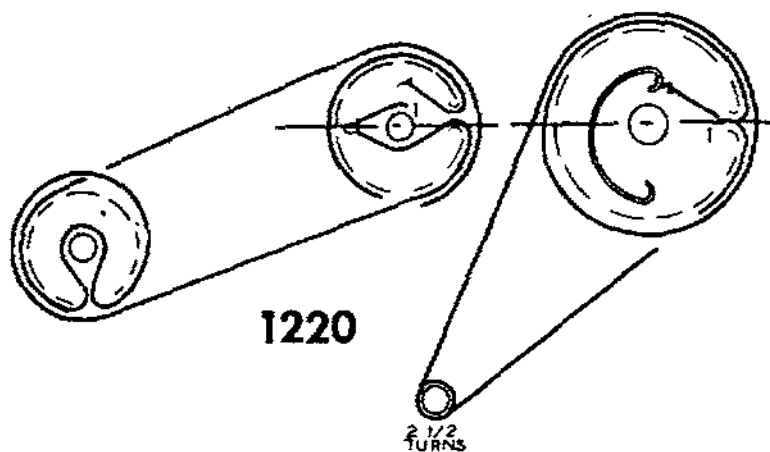
TUNING GANG FULLY CLOSED



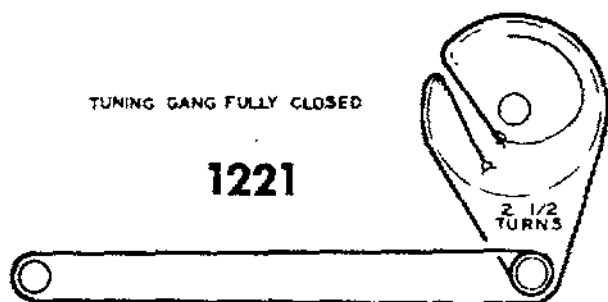
TUNING GANG FULLY CLOSED



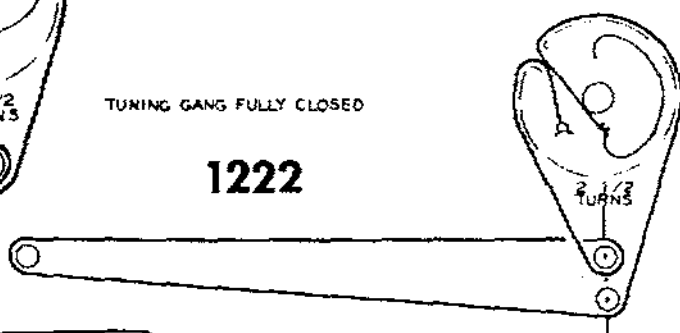
TUNING GANG FULLY OPEN



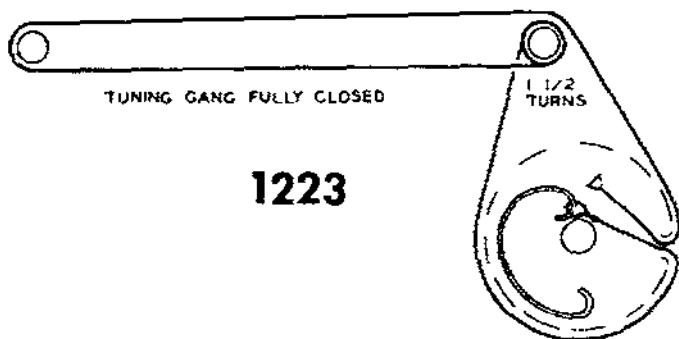
TUNING GANG FULLY CLOSED



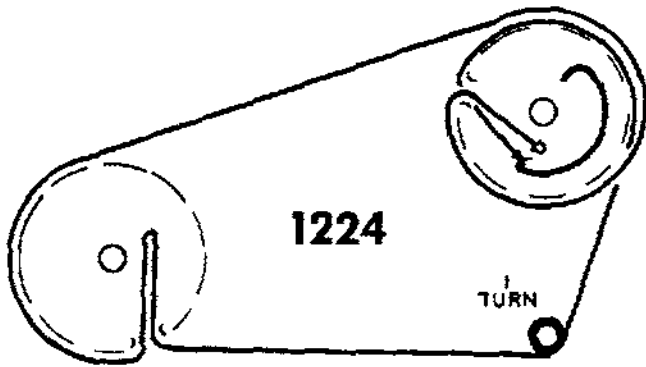
TUNING GANG FULLY CLOSED



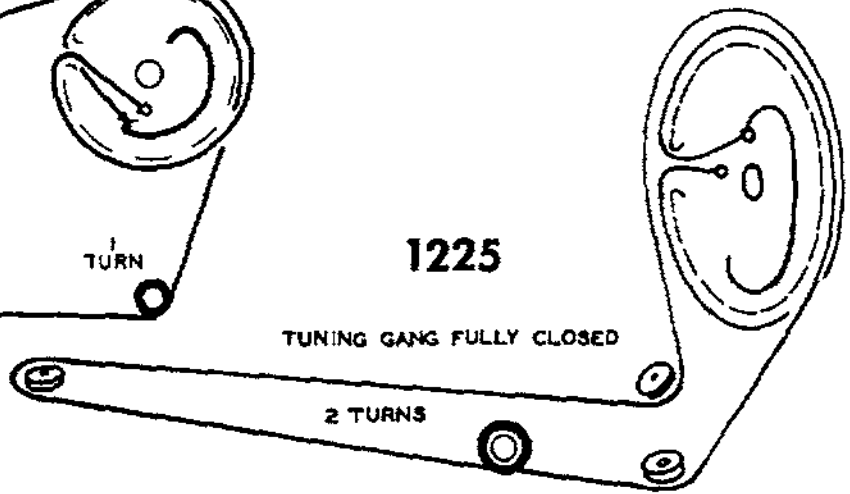
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



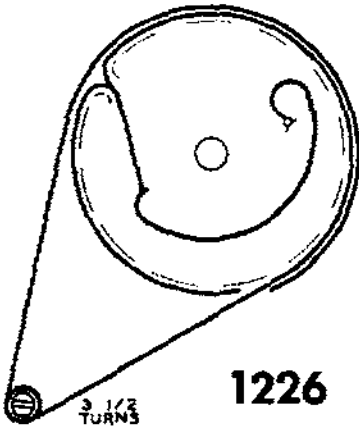
1225



TUNING GANG FULLY CLOSED

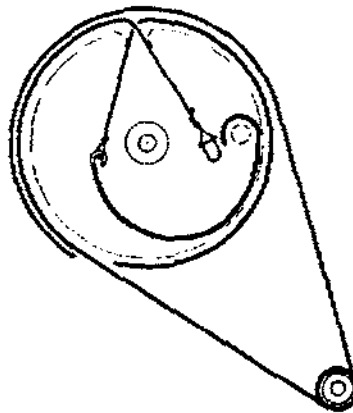
2 TURNS

CONTROL EXTREME
CLOCKWISE



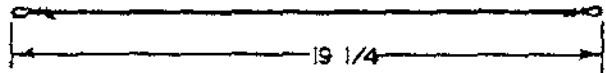
3 1/2
TURNS

1226

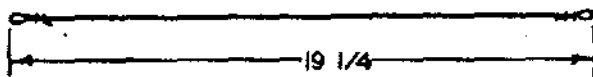


FINE TUNING
CONTROL

1227A



19 1/4



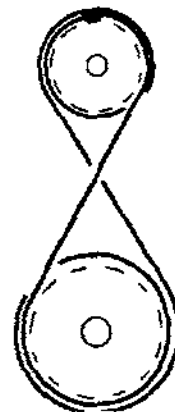
19 1/4

1228



CONTROL EXTREME
COUNTER - CLOCKWISE

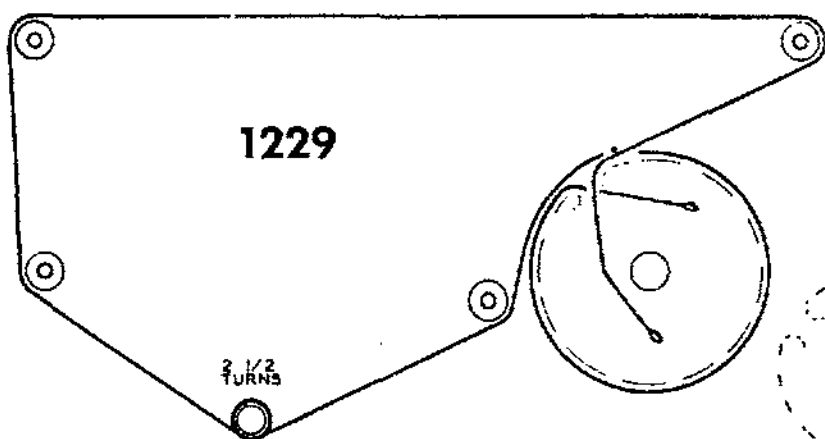
FOCUS
CONTROL



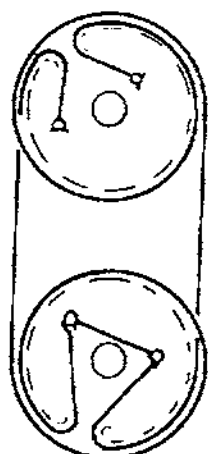
CONTROL EXTREME
COUNTER - CLOCKWISE

1227B

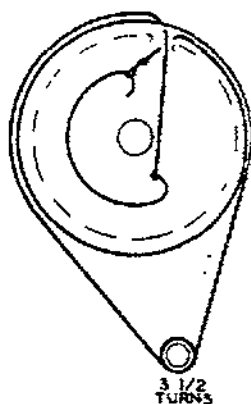
FOCUS
CONTROL



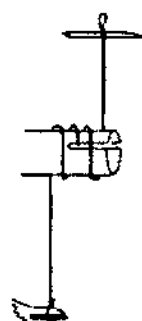
RADIO DIAL CORD STRINGING



FOCUS CORD STRINGING

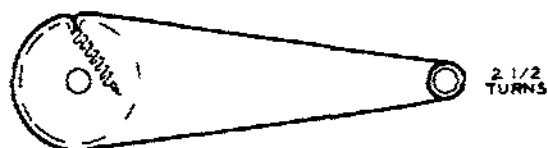
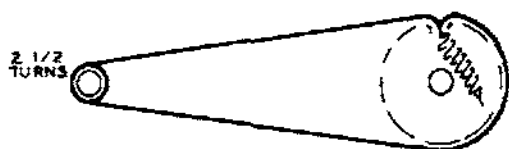


FINE TUNING CORD STRINGING



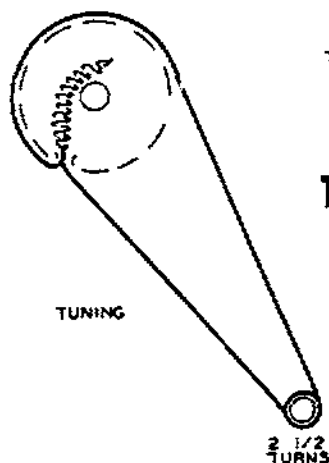
FM TUNER WINDLASS STRINGING

TUNING GANG FULLY CLOSED



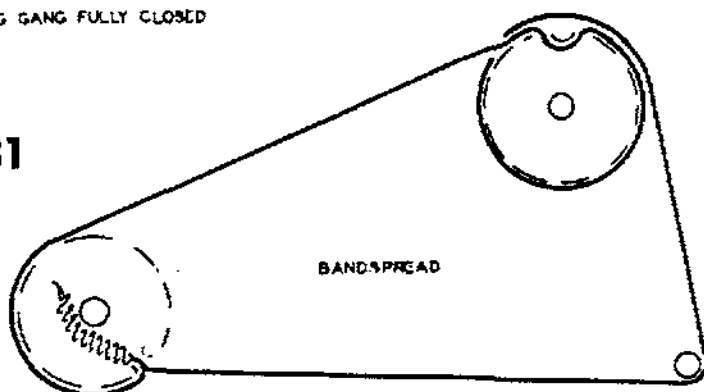
1230

TUNING GANG FULLY CLOSED

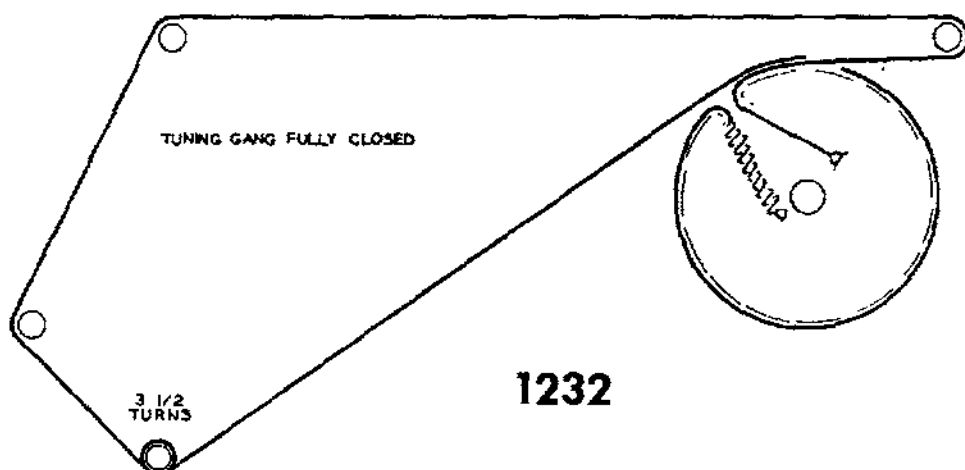


TUNING

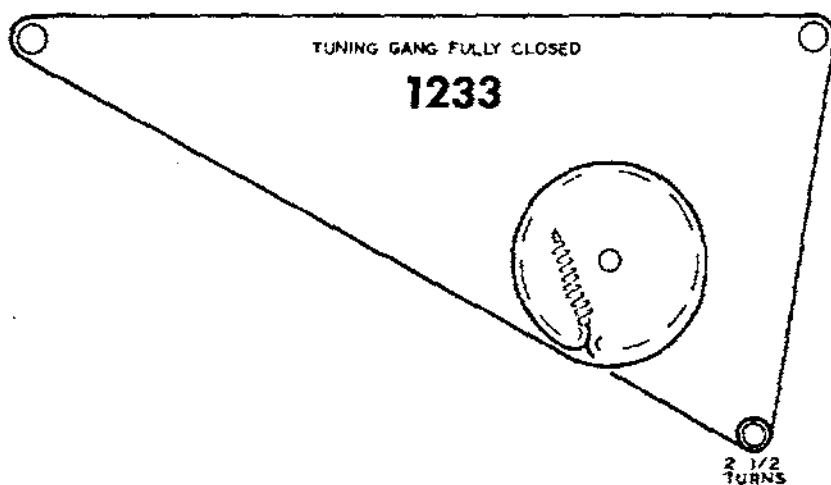
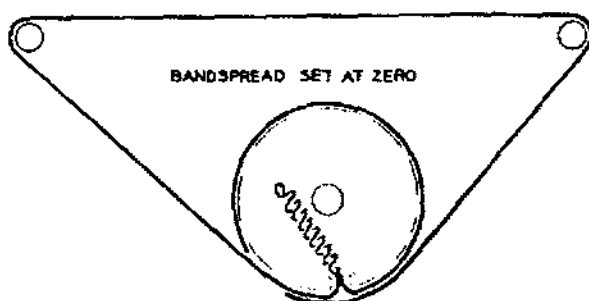
1231



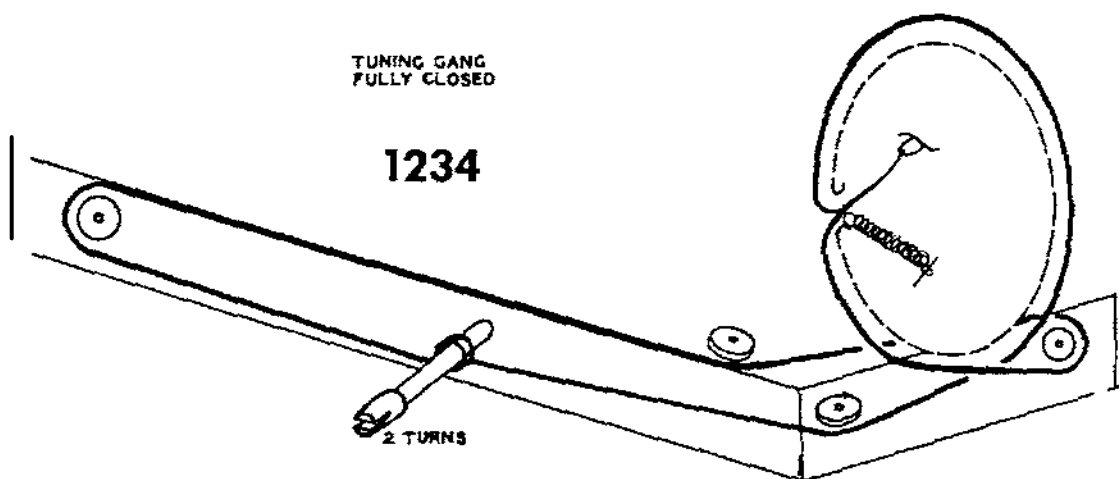
BANDSPREAD



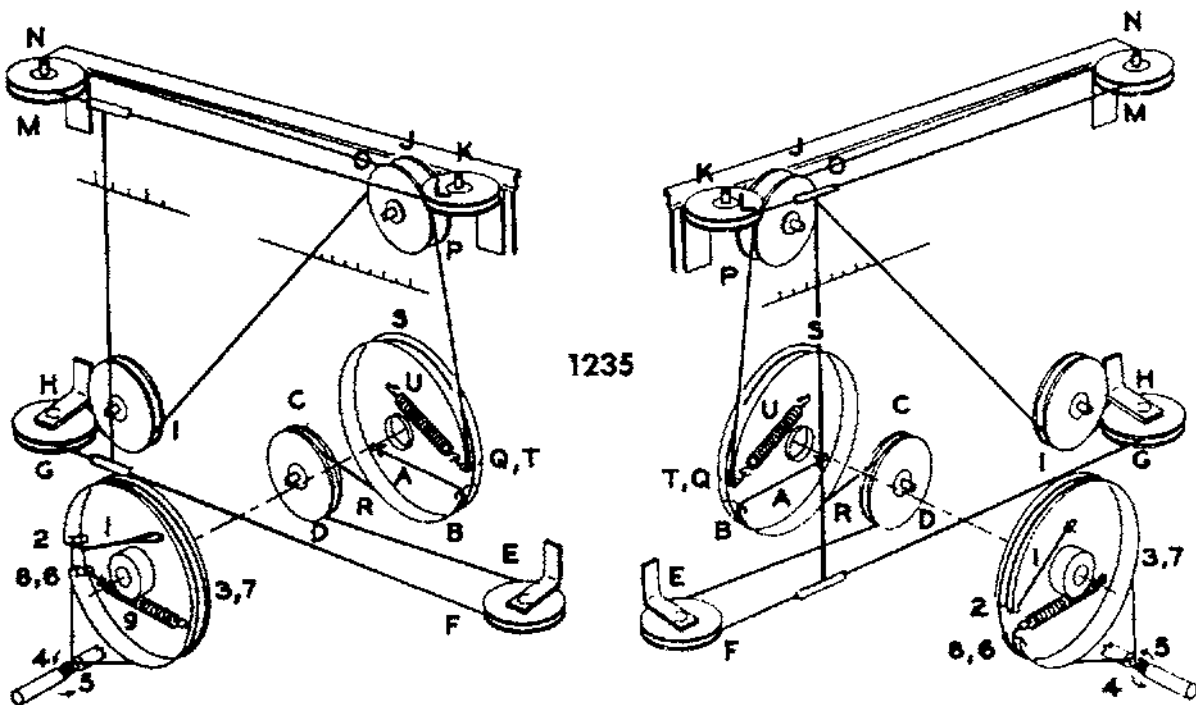
1232



1233



1234



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 PLATES FULLY MESHED



2 1/2 TURNS

BAND SPREAD TUNING

TUNING GANG FULLY CLOSED

1236

TUNING GANG FULLY CLOSED

MAIN TUNING

1 1/2 TURNS

TUNING GANG FULLY CLOSED

1237

1238

1 1/2 TURNS

TUNING GANG FULLY CLOSED

1240

3 TURNS

TUNING GANG FULLY CLOSED

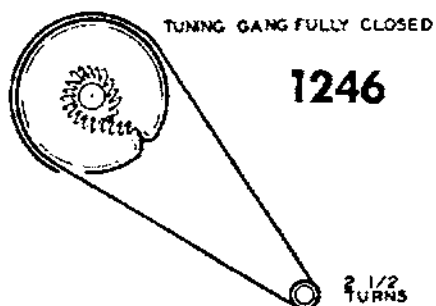
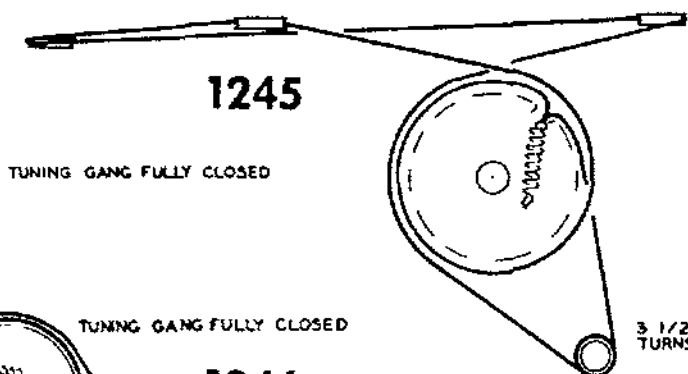
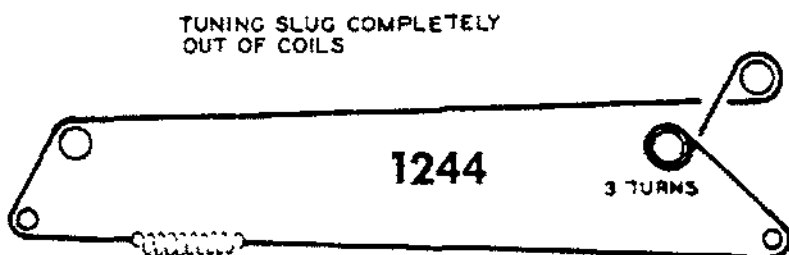
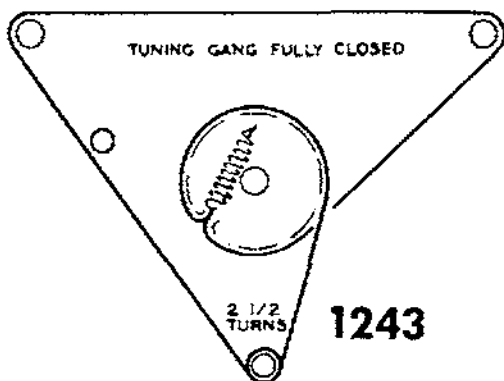
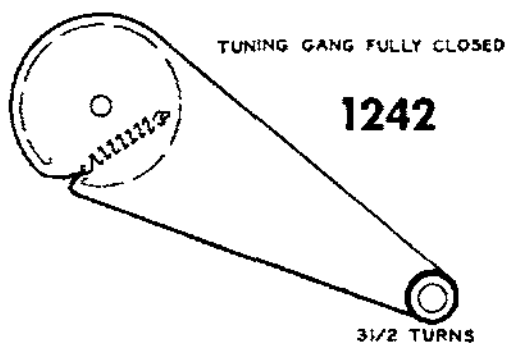
1239

4 1/2 TURNS

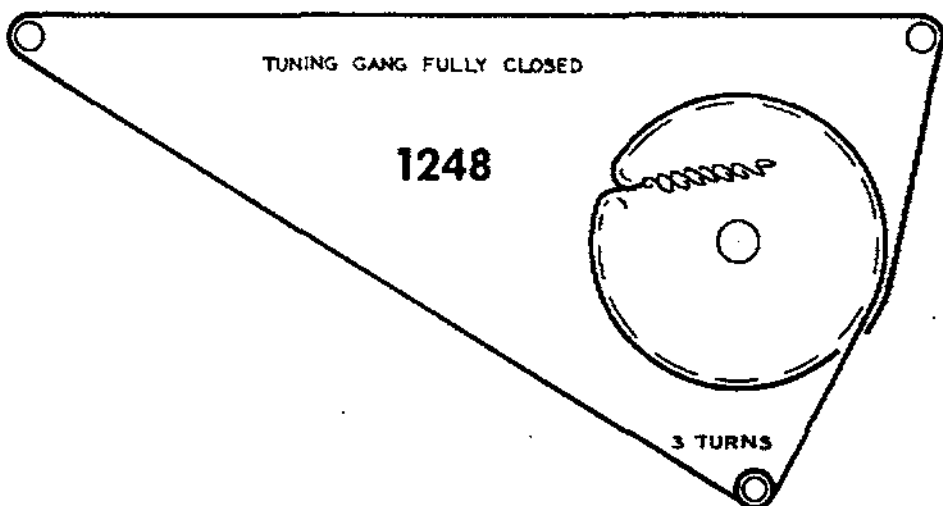
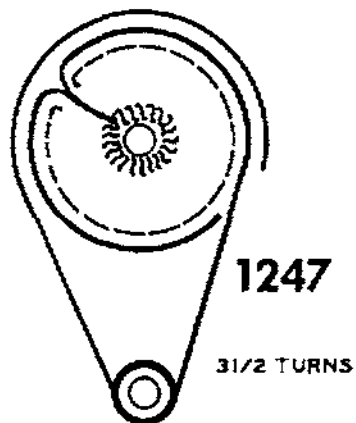
TUNING GANG FULLY CLOSED

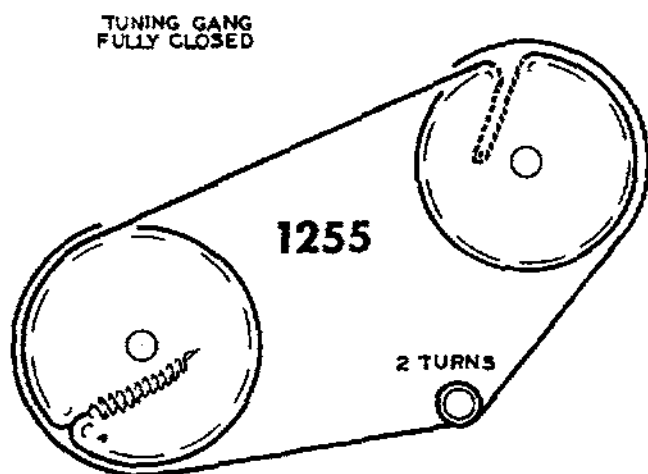
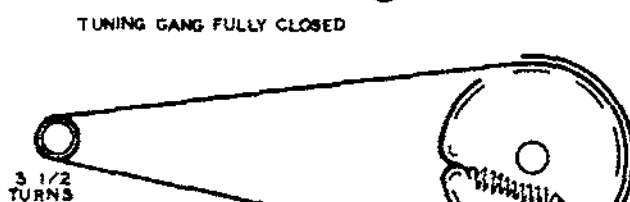
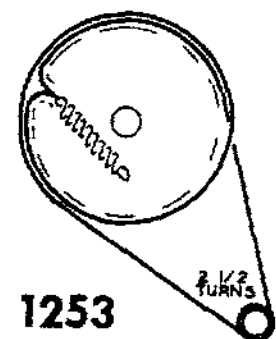
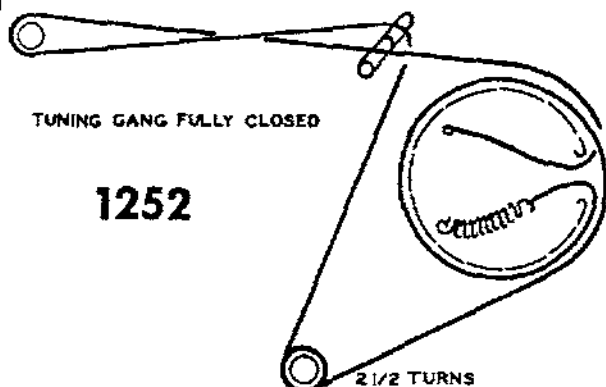
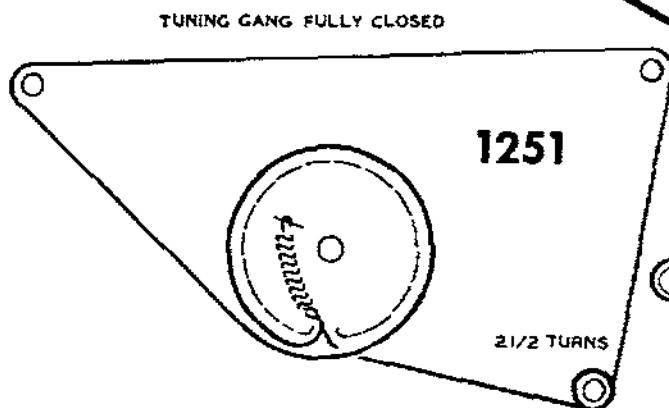
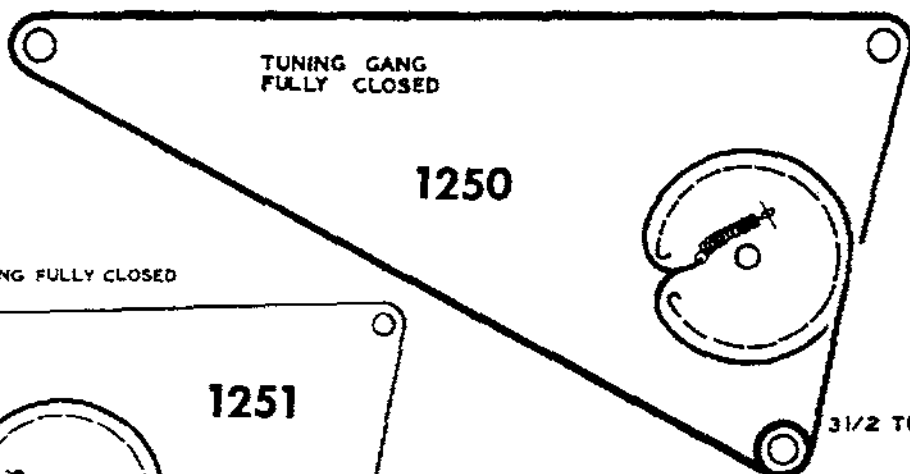
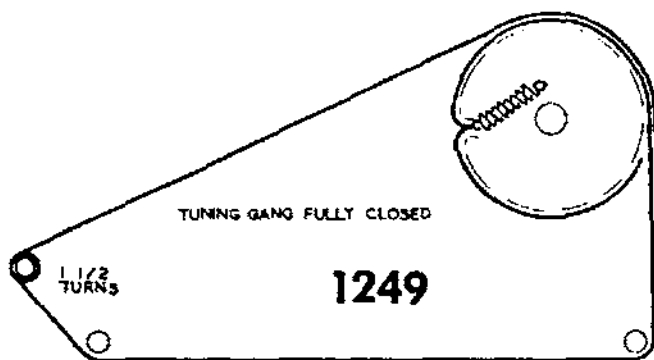
1241

2 1/2 TURNS



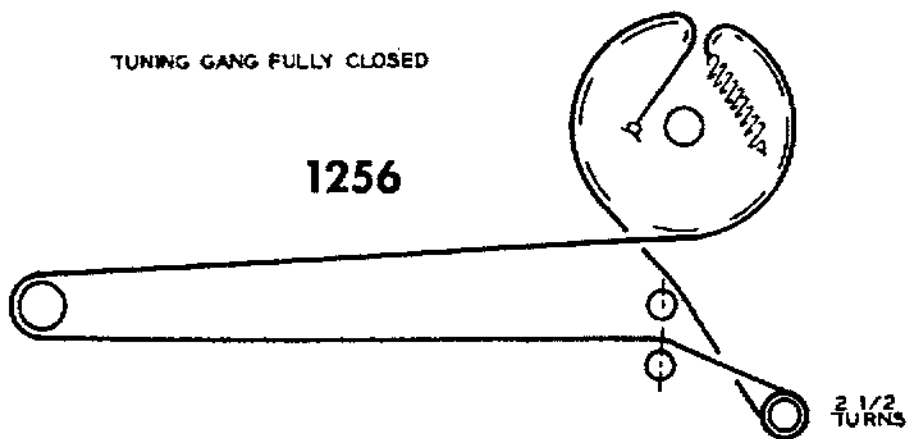
TUNING GANG FULLY CLOSED





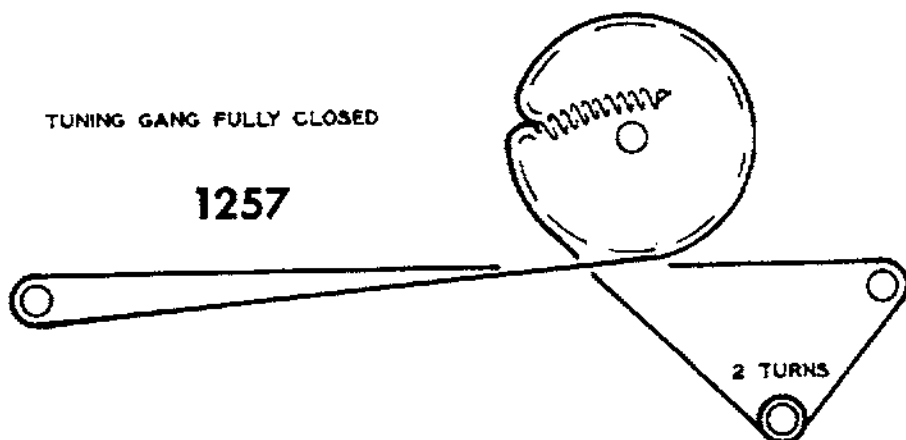
TUNING GANG FULLY CLOSED

1256



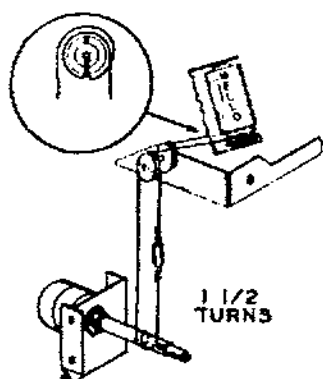
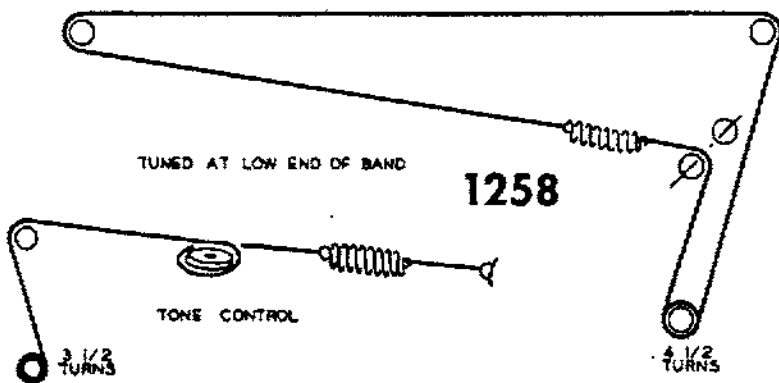
TUNING GANG FULLY CLOSED

1257

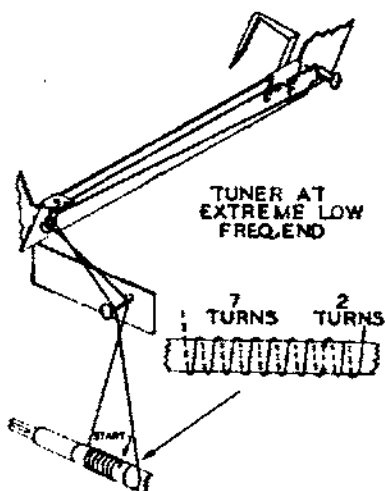


TUNED AT LOW END OF BAND

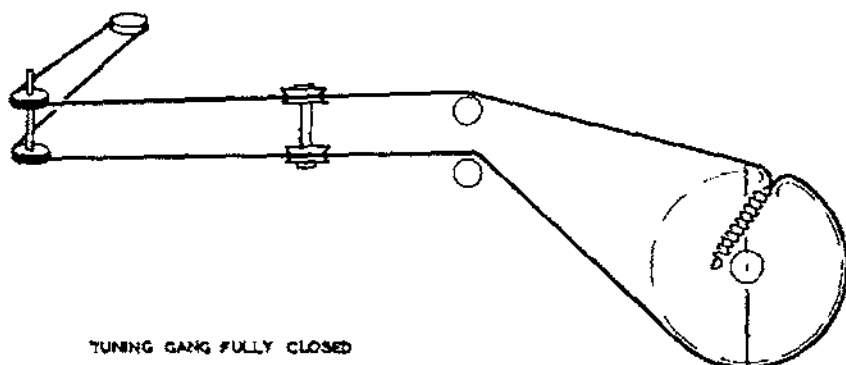
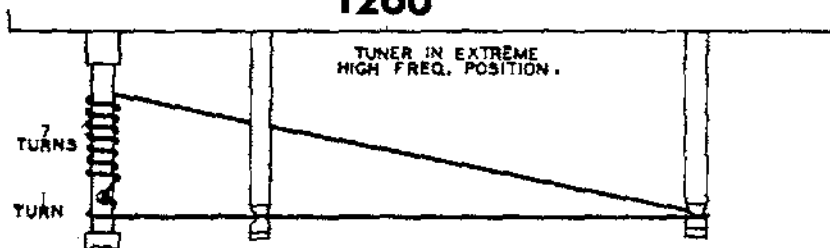
1258



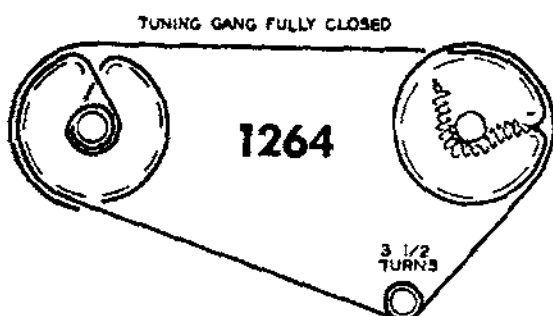
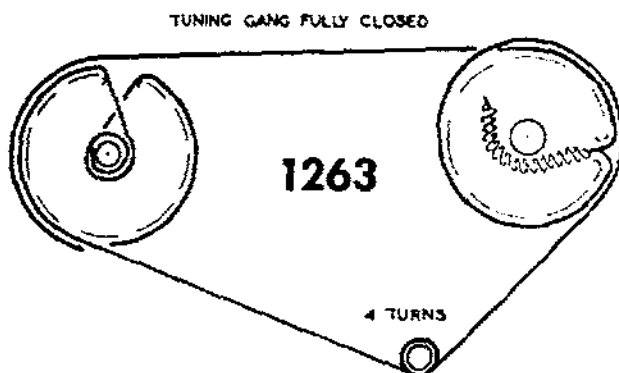
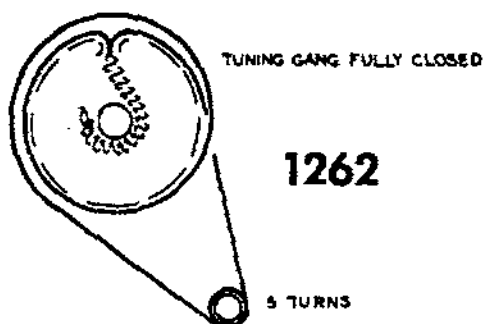
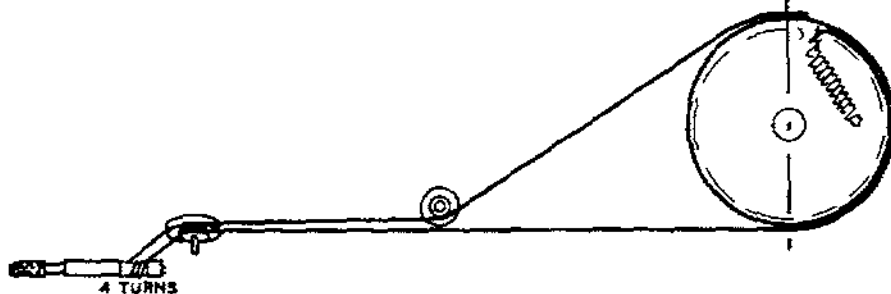
1259

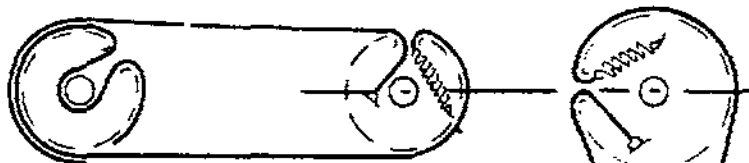


1260



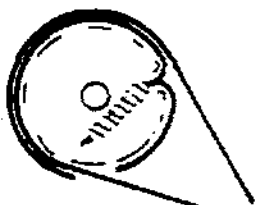
1261





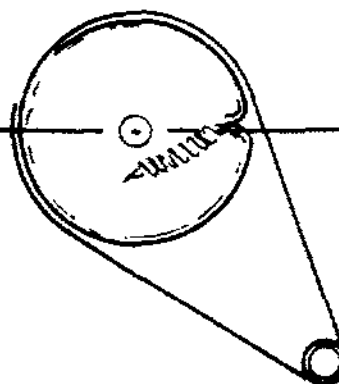
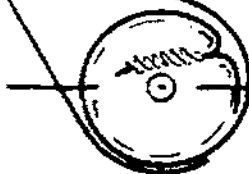
TUNING GANG FULLY CLOSED

1265



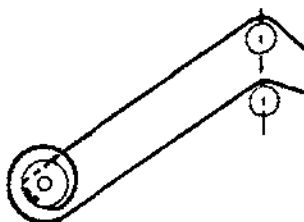
TUNING GANG FULLY CLOSED

1266



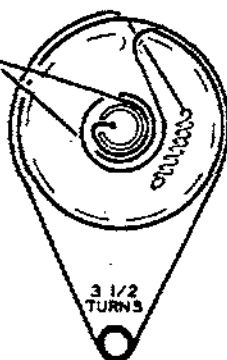
3 TURNS

3 1/2 TURNS



TUNING GANG FULLY OPEN

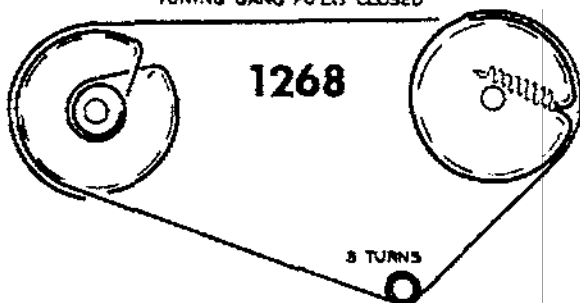
1267



3 1/2 TURNS

TUNING GANG FULLY CLOSED

1268

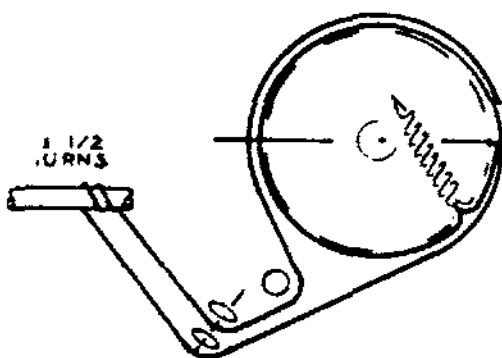


3 TURNS

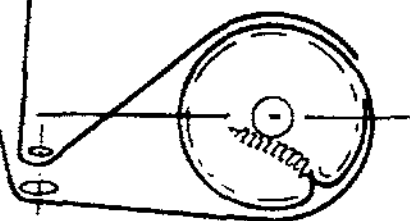


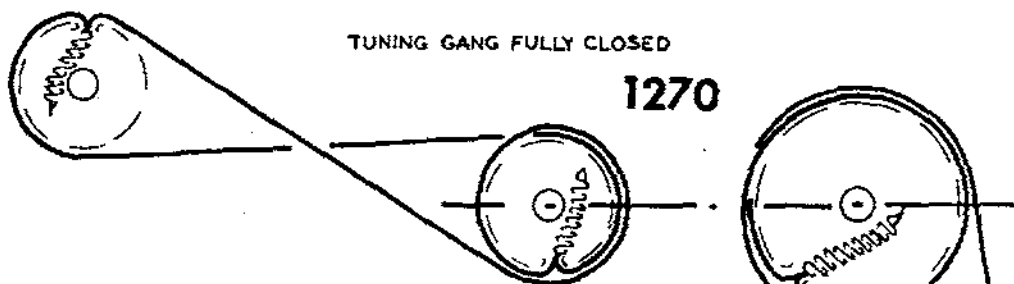
TUNING GANG FULLY CLOSED

1269

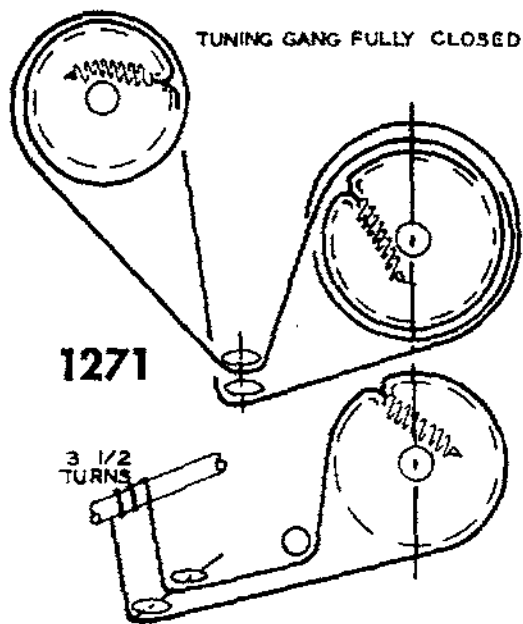


1 1/2 TURNS

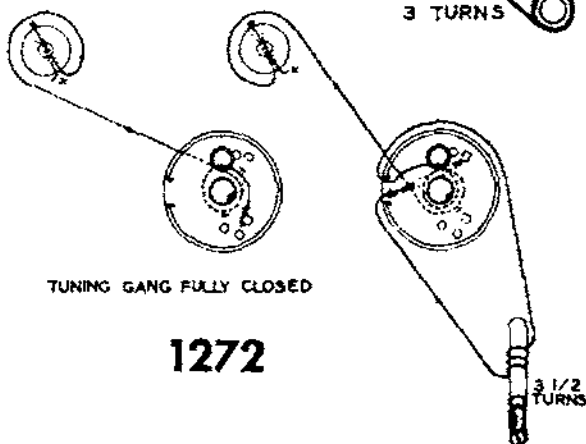




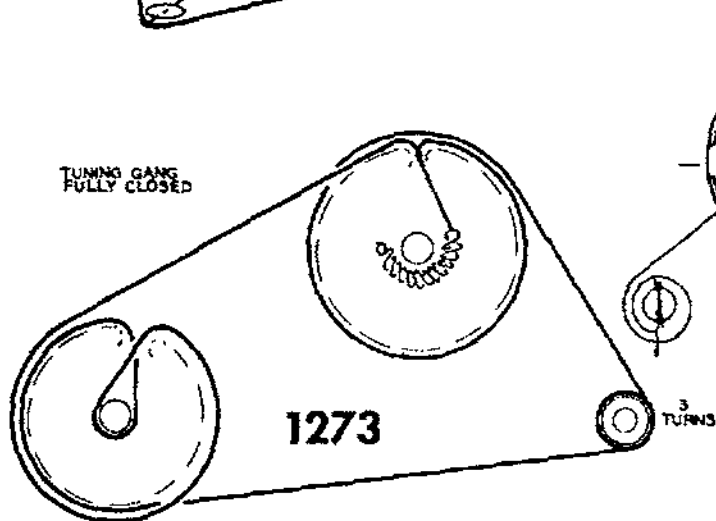
1270



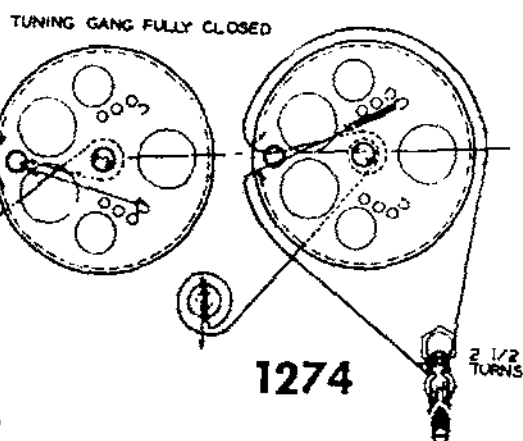
1271



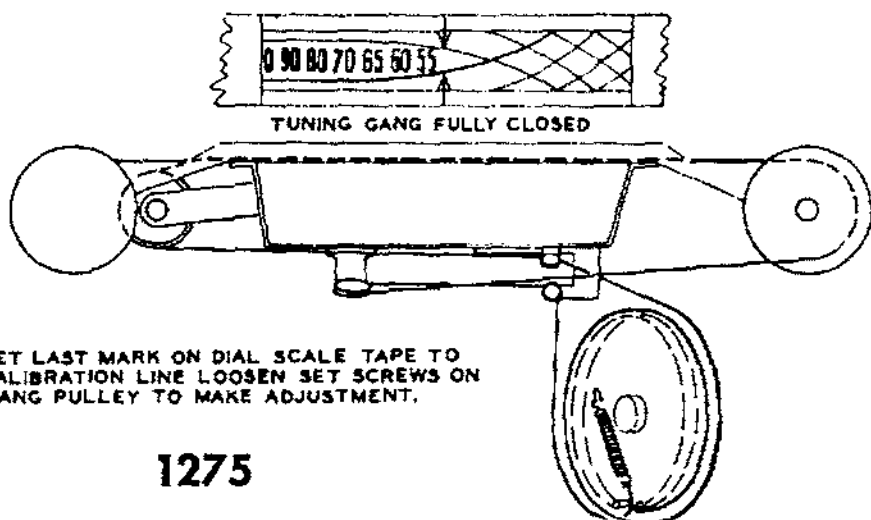
1272



1273

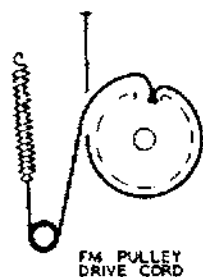
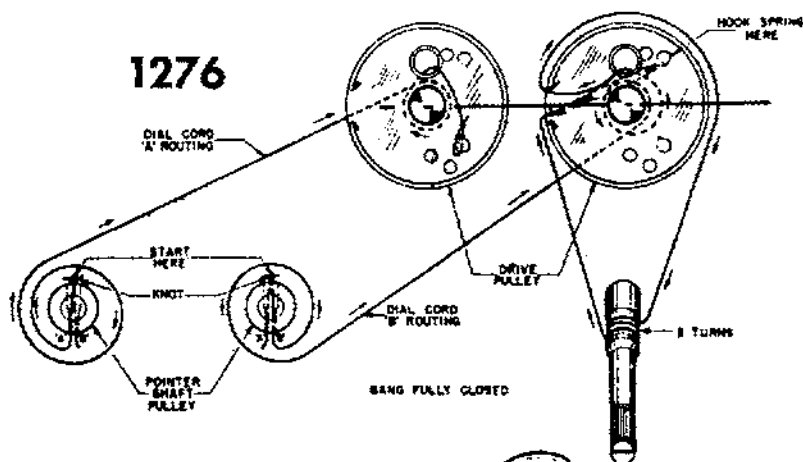


1274



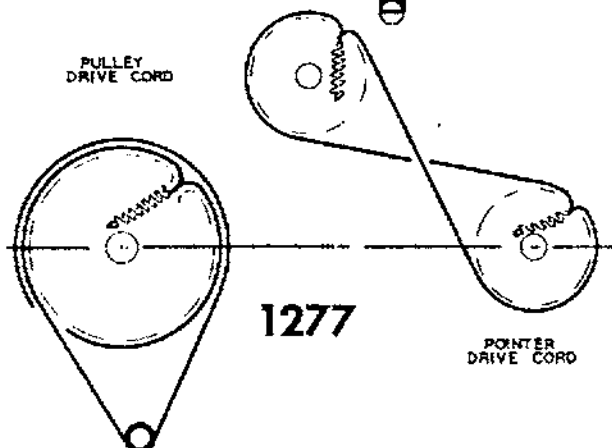
1275

1276

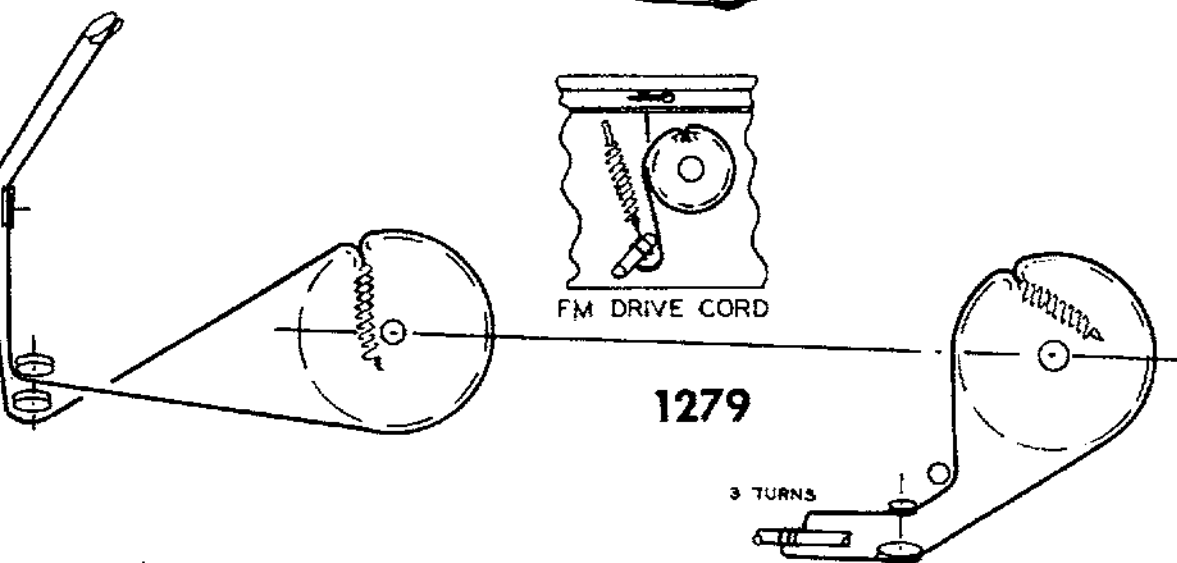
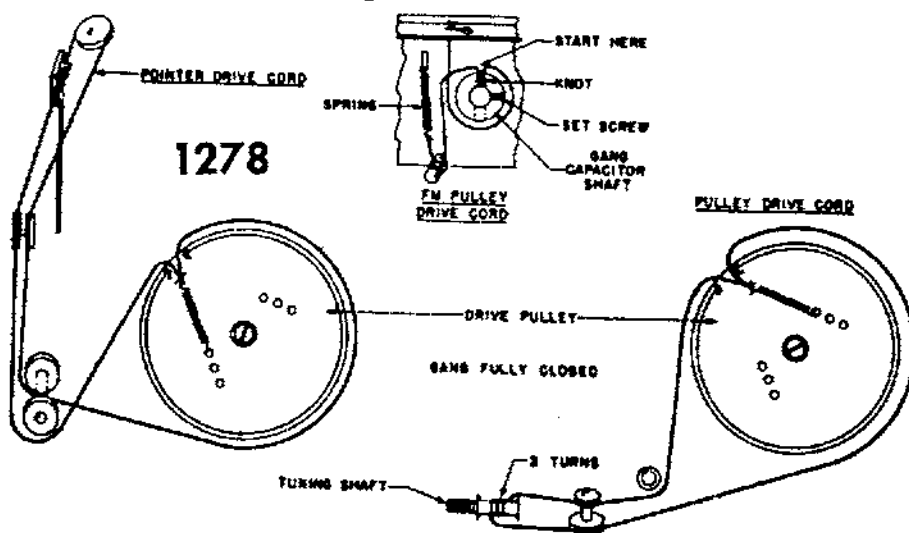


PULLEY DRIVE CORD

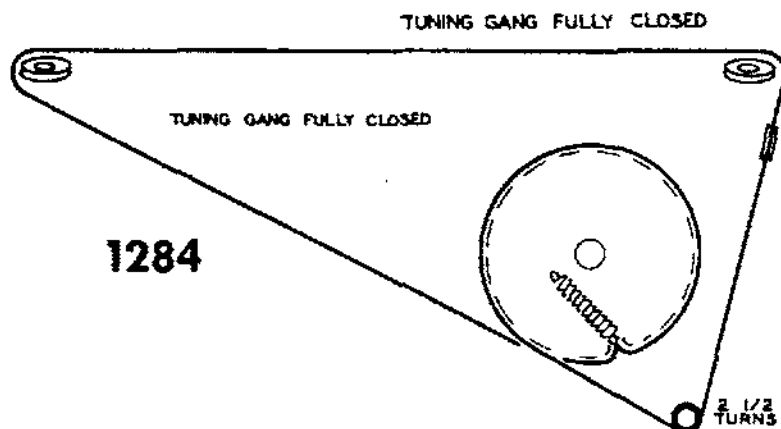
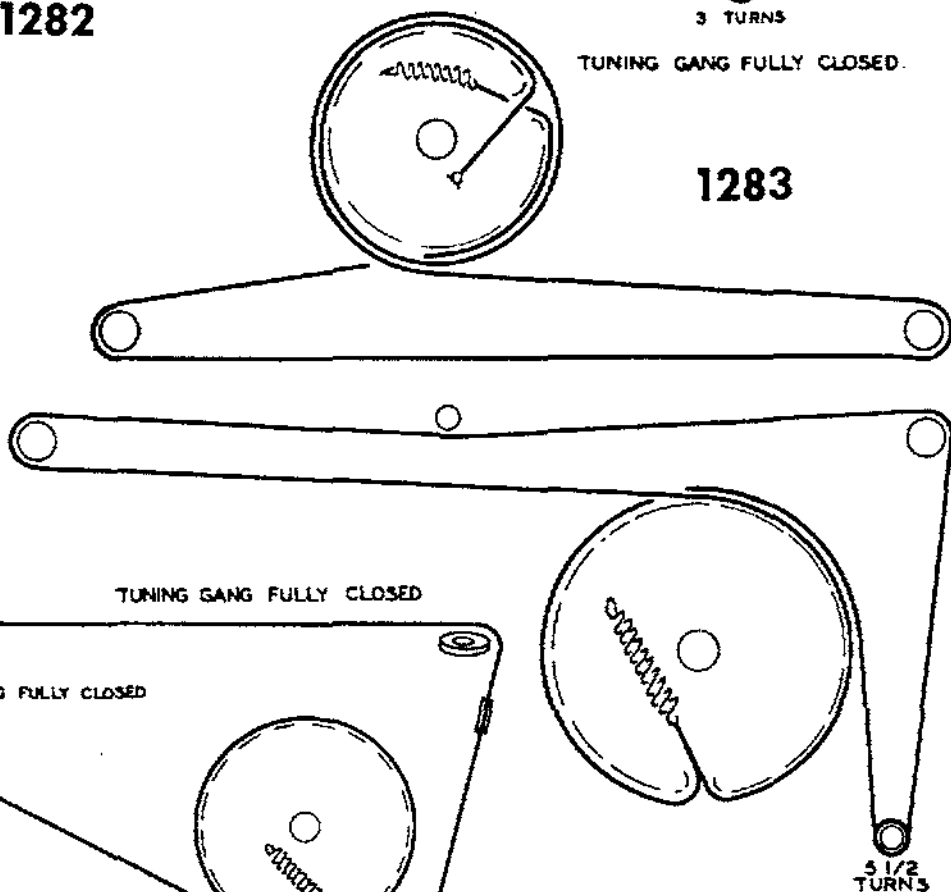
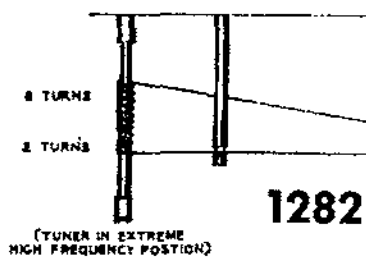
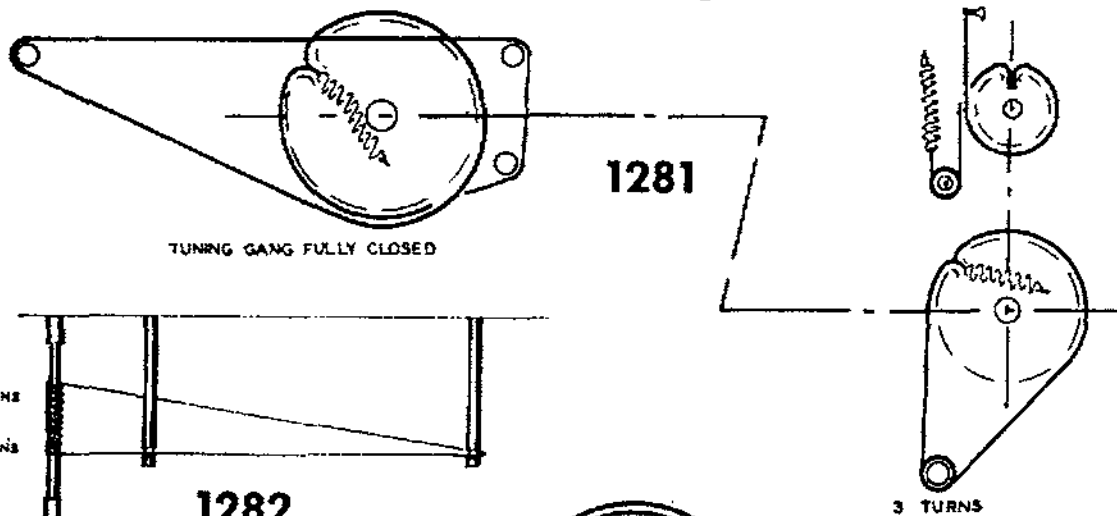
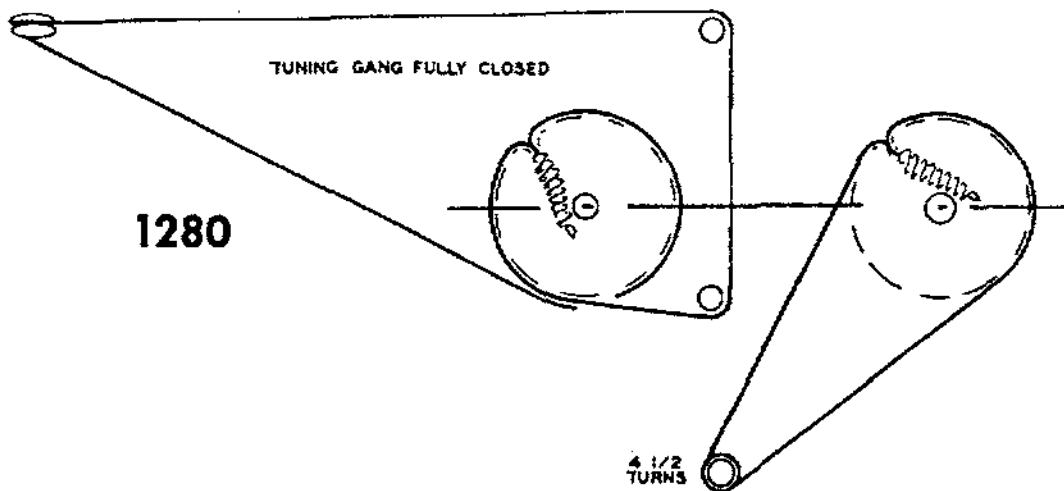
1277



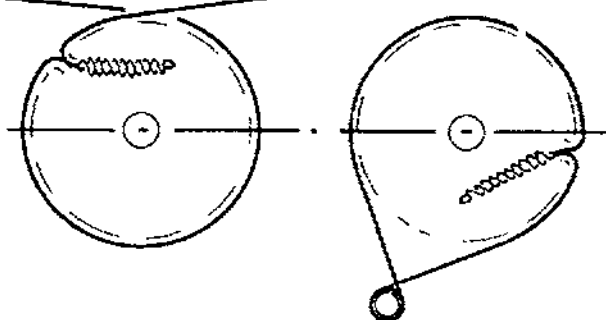
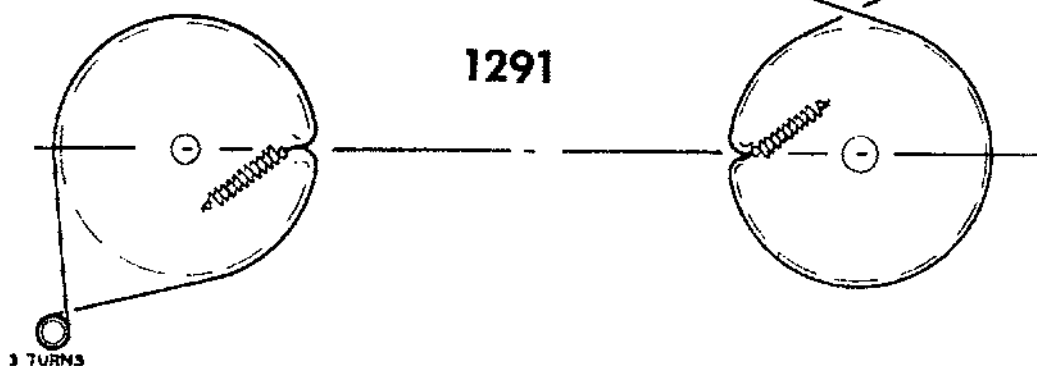
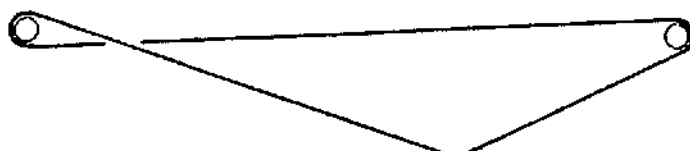
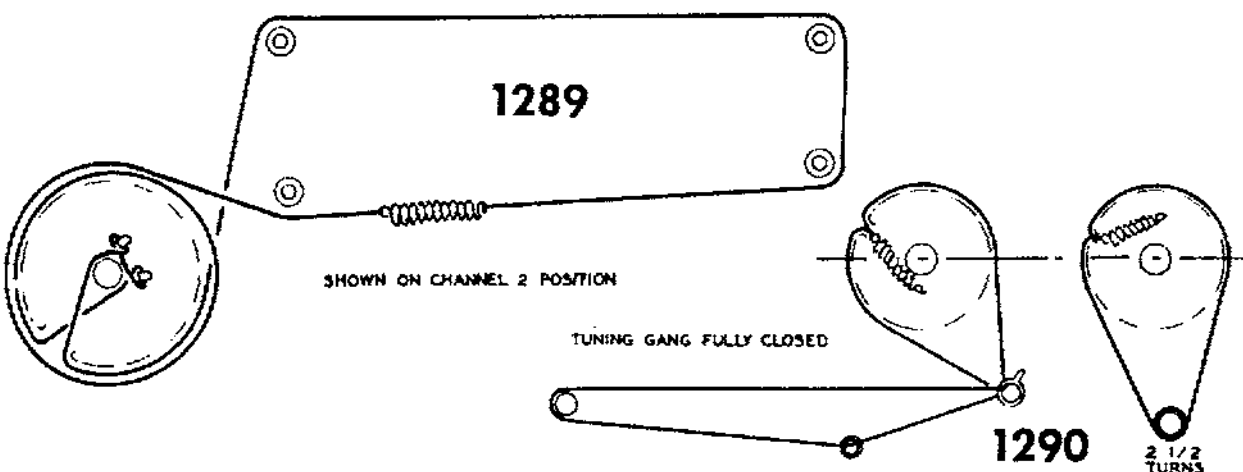
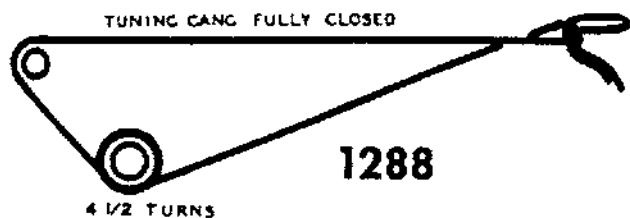
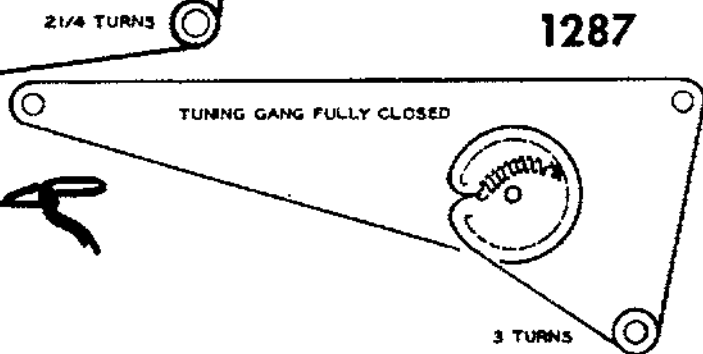
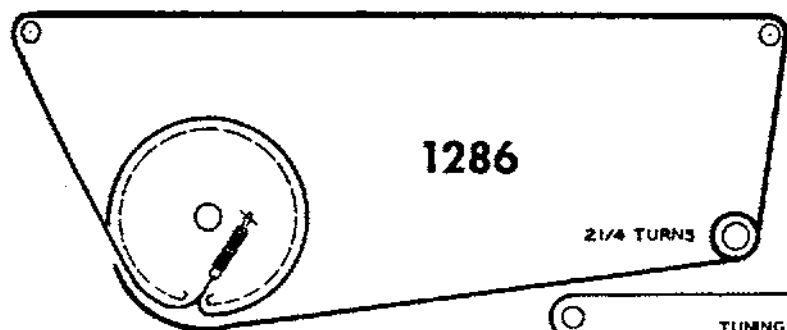
1278

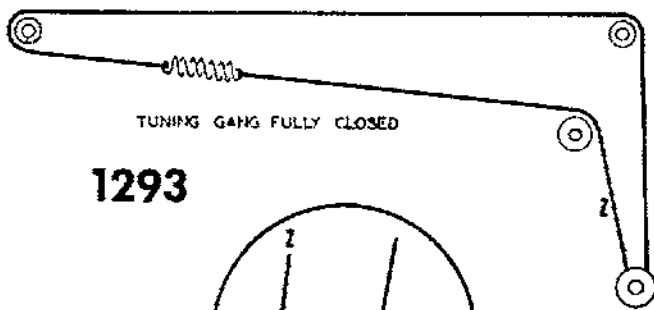


1279

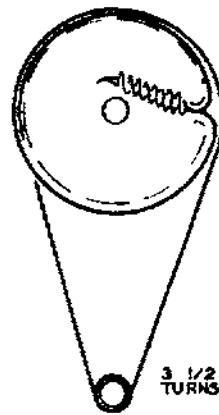
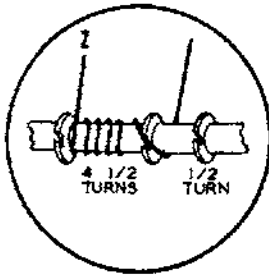


1285





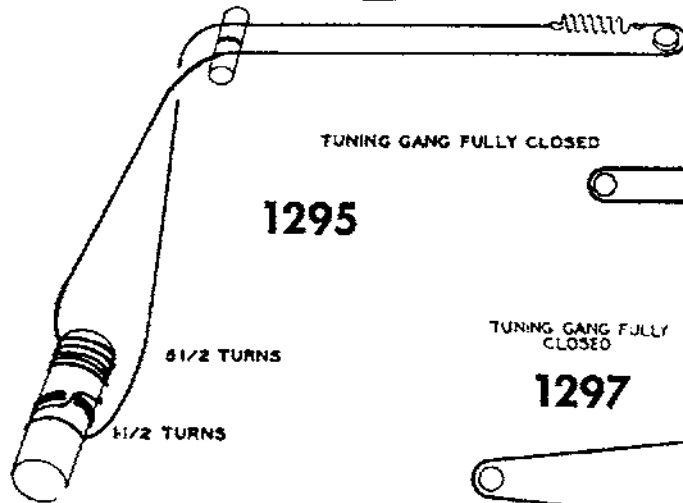
1293



1294

3 1/2 TURNS

TUNING GANG FULLY CLOSED

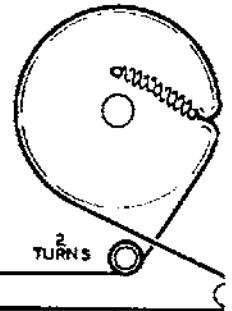


1295

6 1/2 TURNS

1 1/2 TURNS

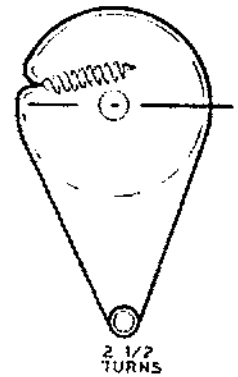
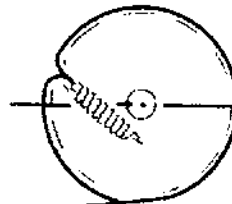
1296



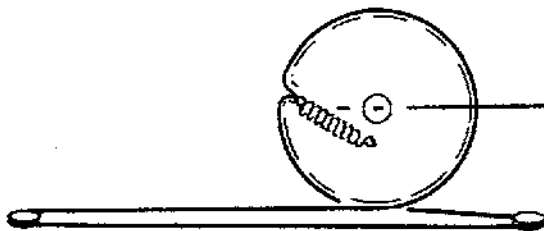
2 TURNS

TUNING GANG FULLY CLOSED

1297

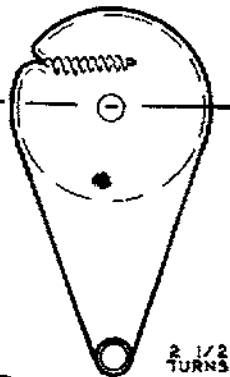


2 1/2 TURNS



TUNING GANG FULLY CLOSED

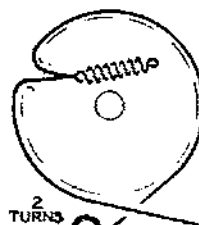
1298



2 1/2 TURNS

TUNING GANG FULLY CLOSED

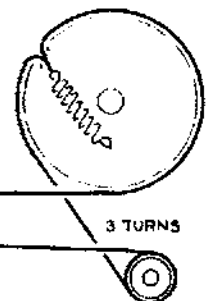
1299



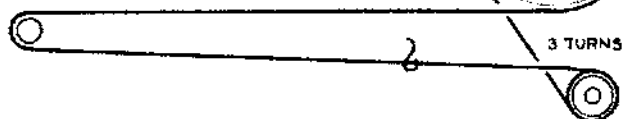
2 TURNS

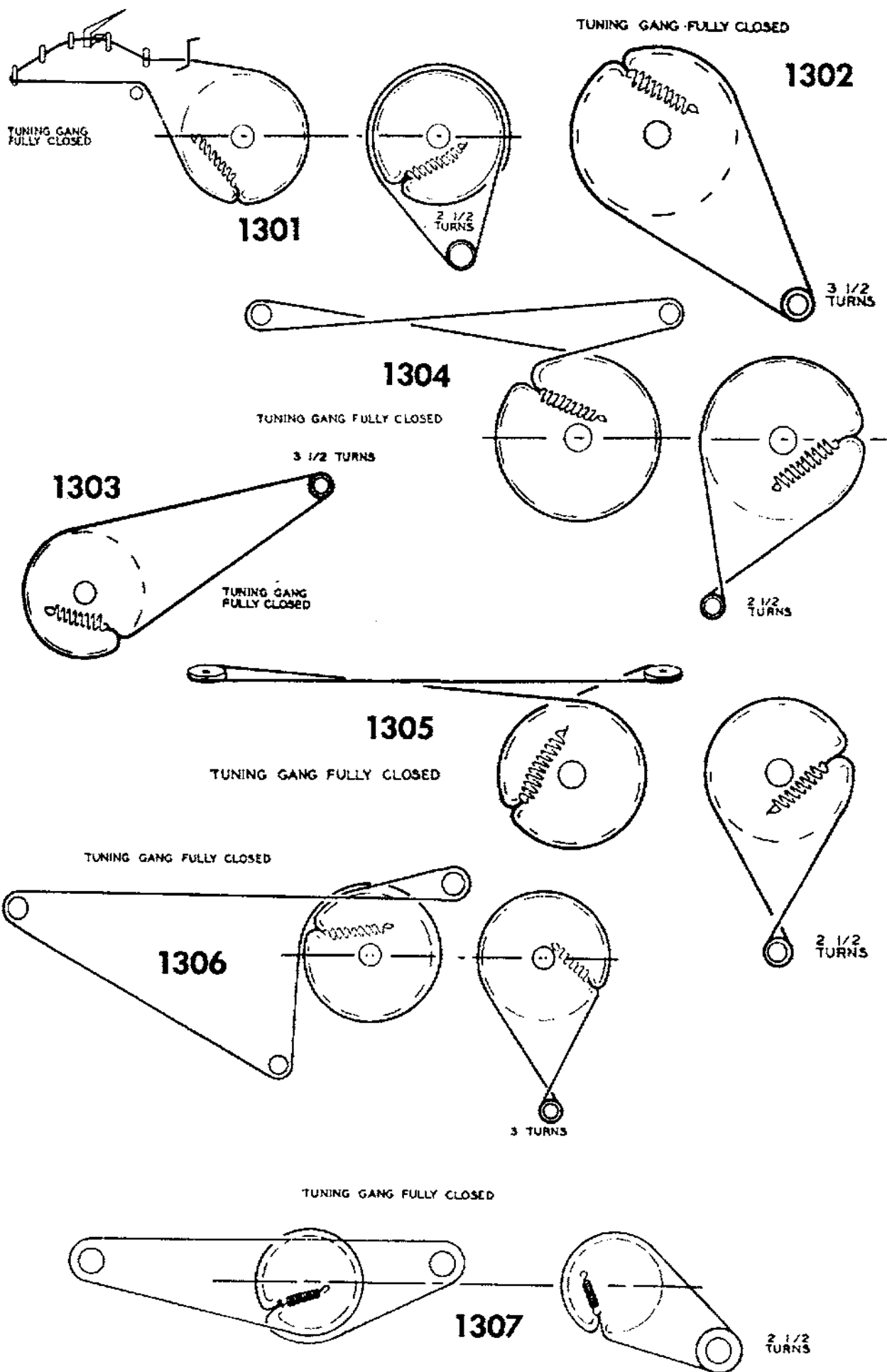
TUNING GANG FULLY CLOSED

1300

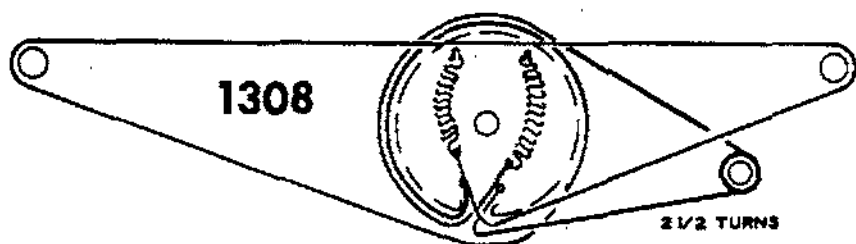


3 TURNS





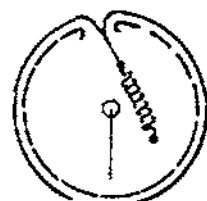
TUNING GANG FULLY CLOSED



REMOTE CONTROL DRIVE CORD
STRINGING

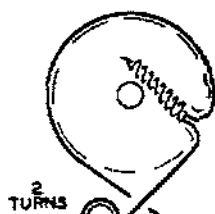
1309

TUNING GANG FULLY CLOSED



TUNING GANG FULLY OPEN

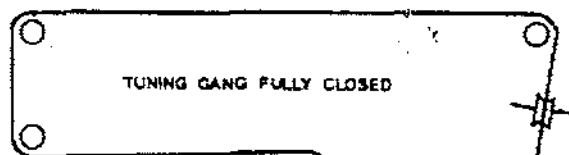
1310



TUNING GANG FULLY CLOSED

3 TURNS

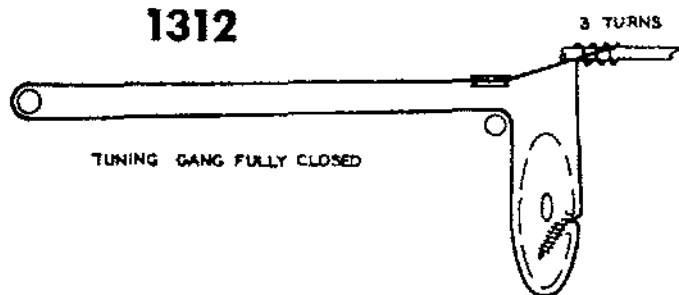
1311



TUNING GANG FULLY CLOSED

1312

TUNING GANG FULLY CLOSED

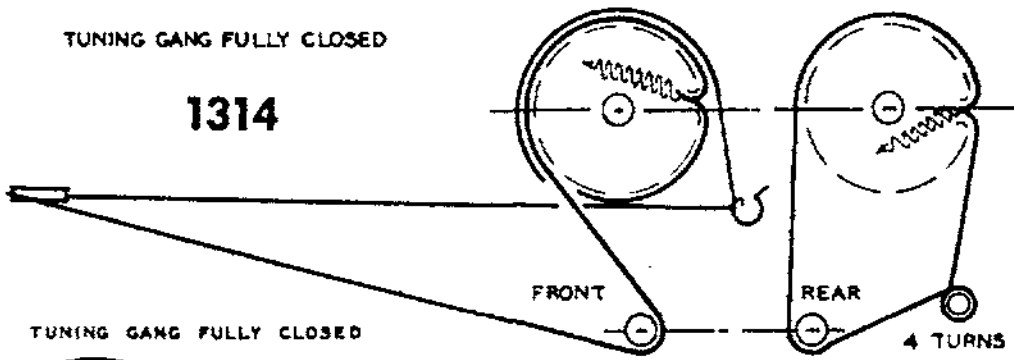


3 1/2
TURNS

1313

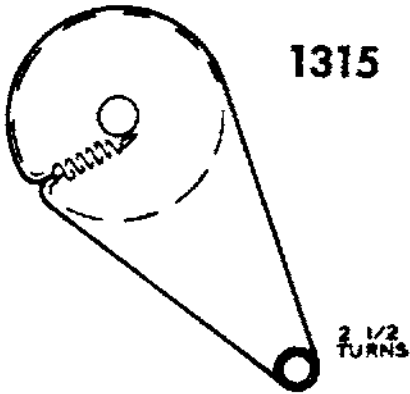
TUNING GANG FULLY CLOSED

1314



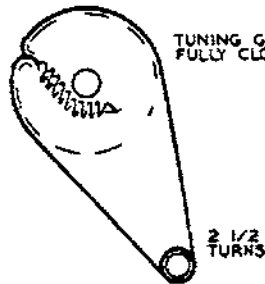
TUNING GANG FULLY CLOSED

1315



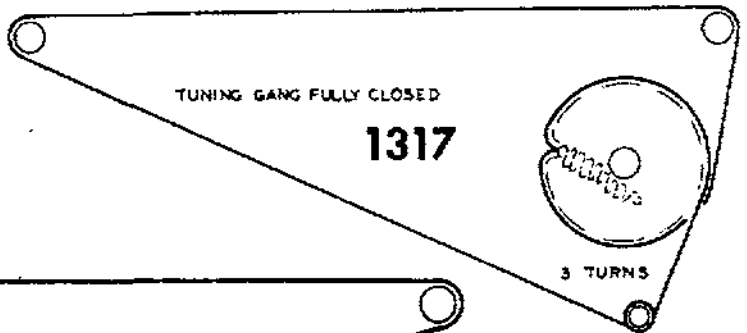
TUNING GANG FULLY CLOSED

1316



TUNING GANG FULLY CLOSED

1317

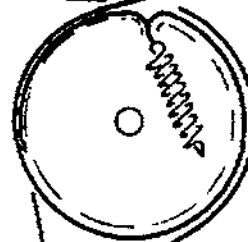


TUNING GANG FULLY CLOSED

1318



VOLUME CONTROL DRIVE

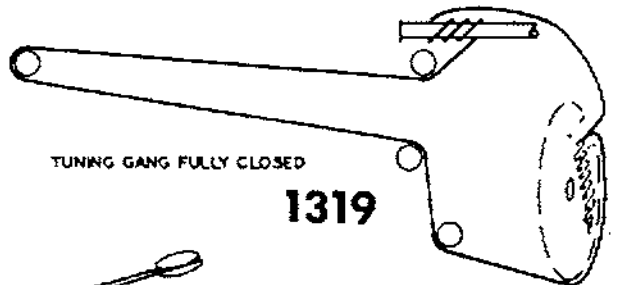


3 1/2 TURNS

3 TURNS

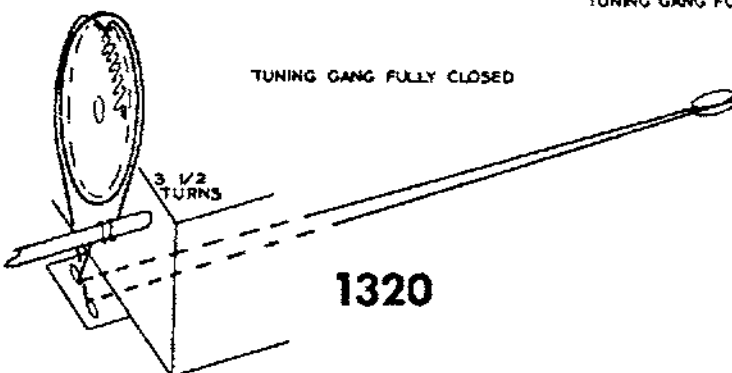
TUNING GANG FULLY CLOSED

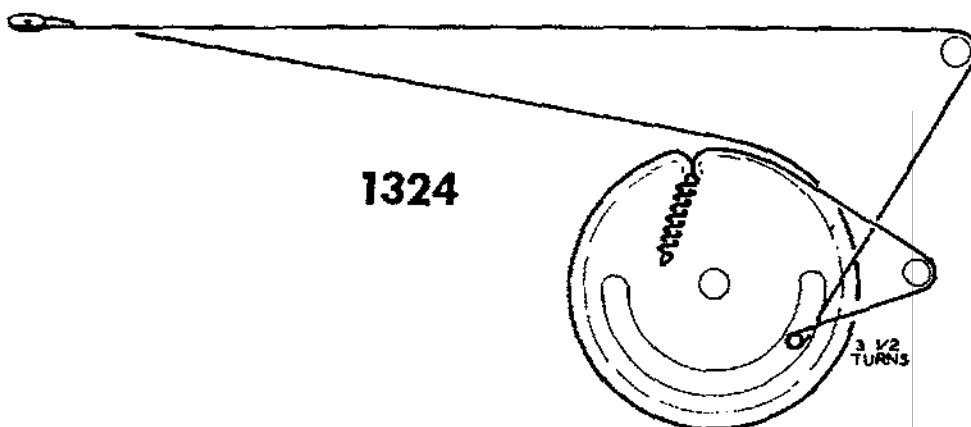
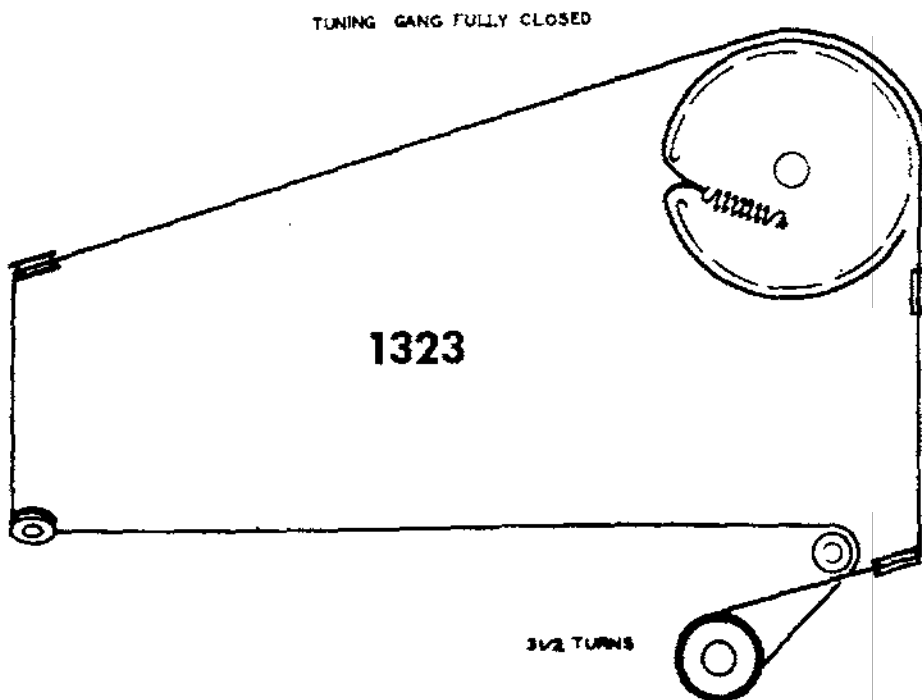
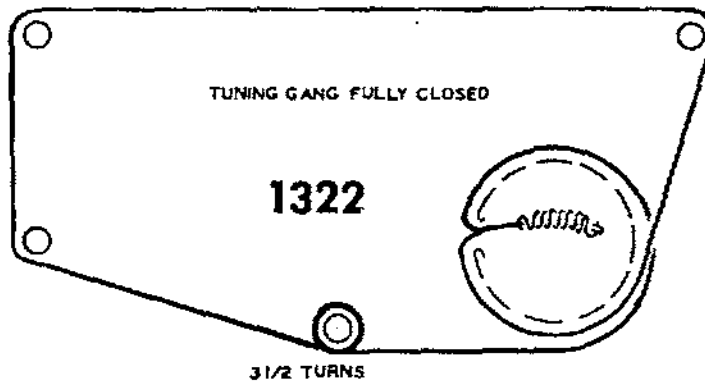
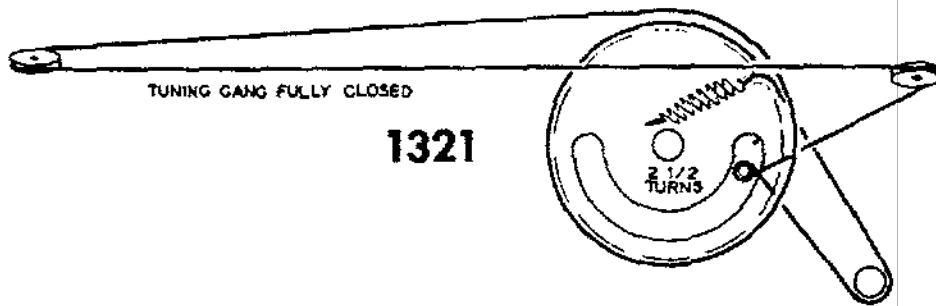
1319

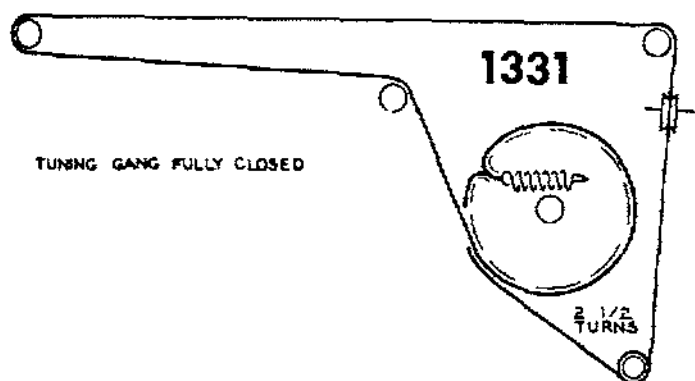
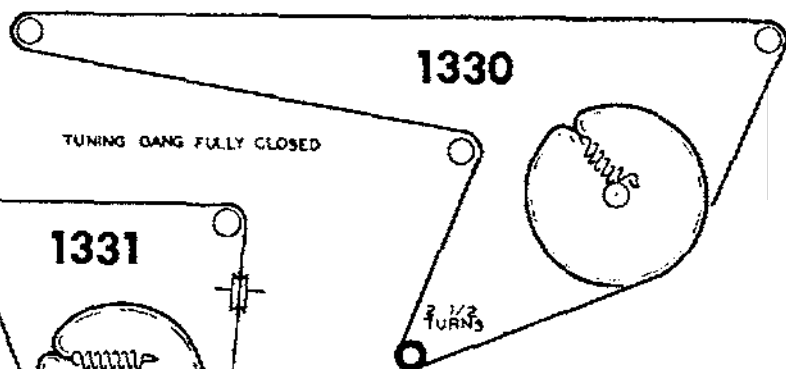
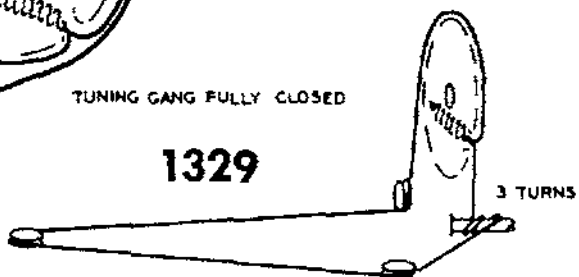
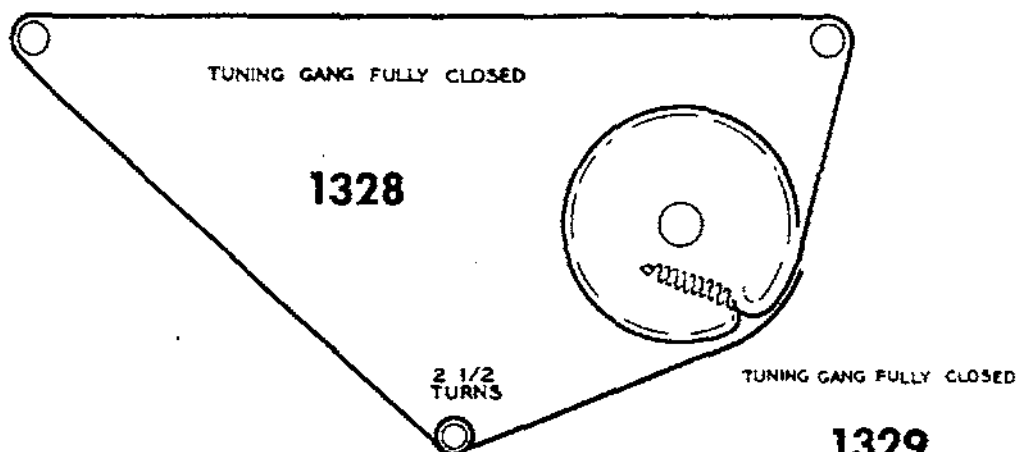
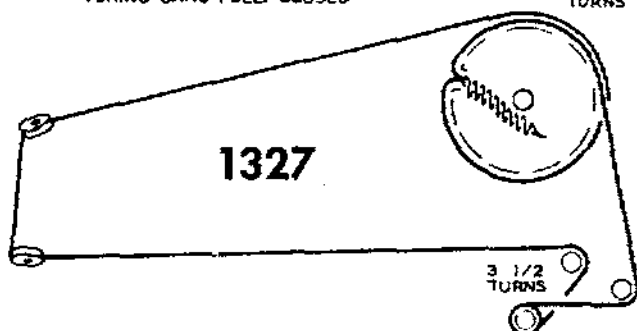
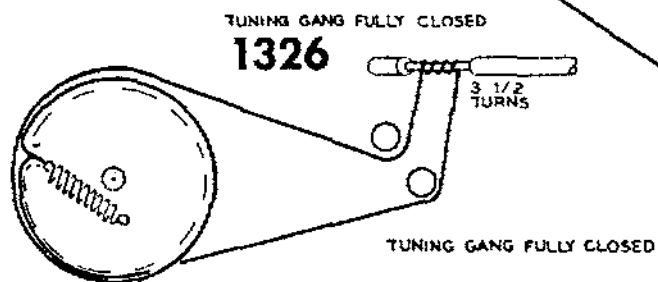
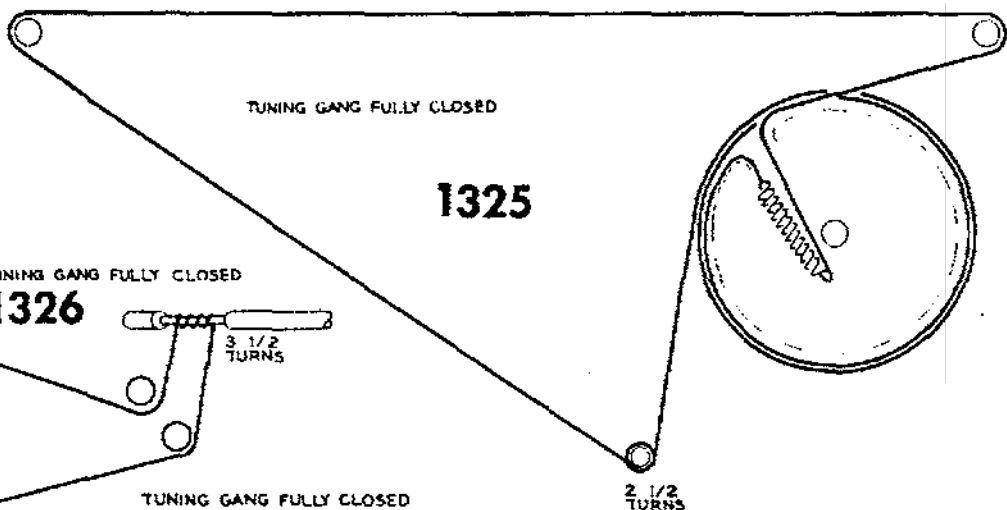


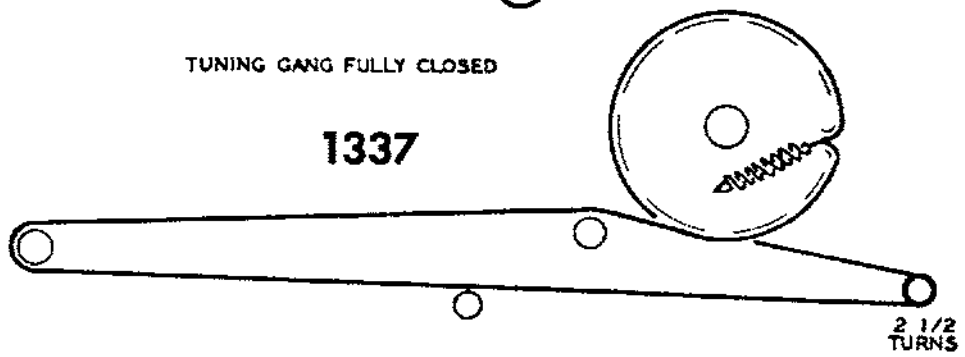
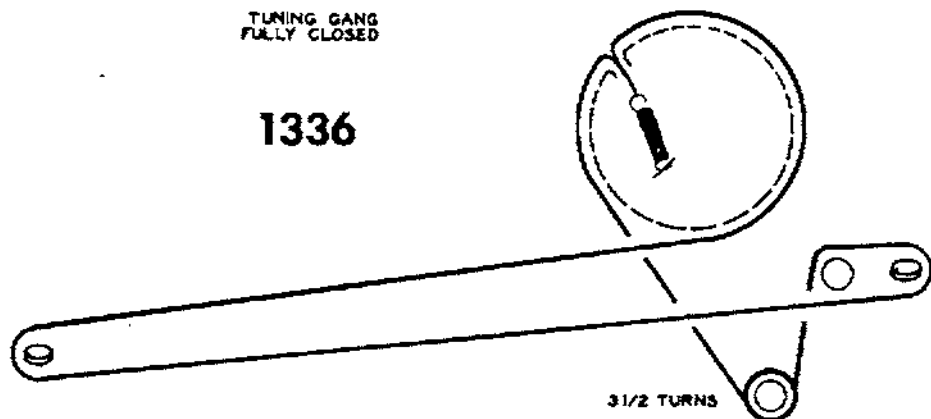
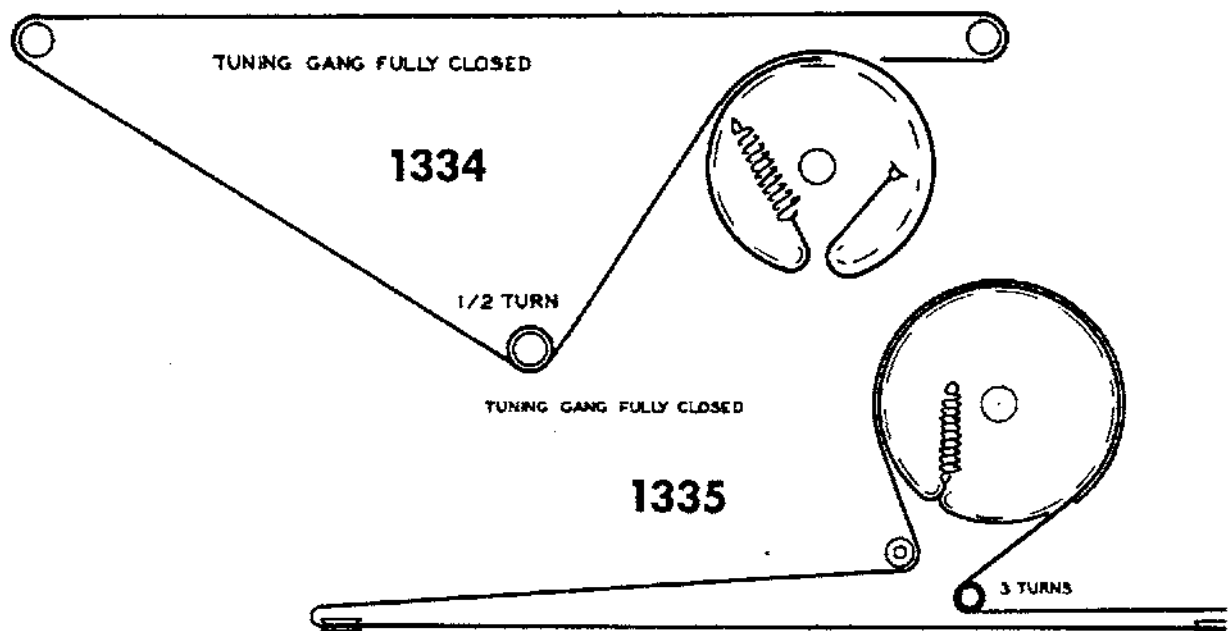
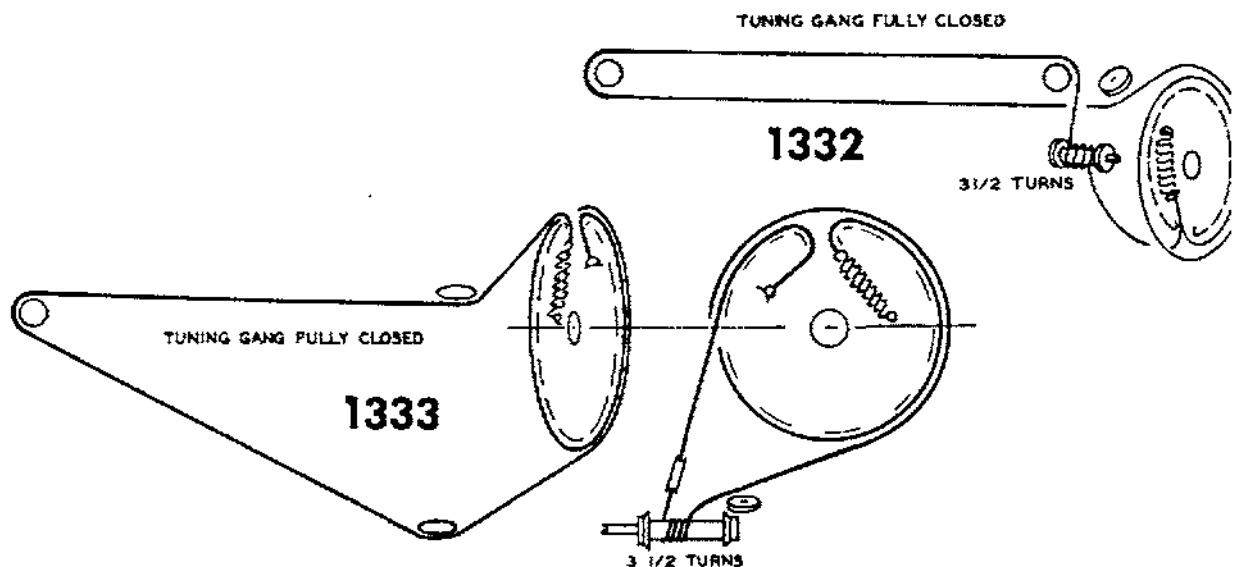
TUNING GANG FULLY CLOSED

1320

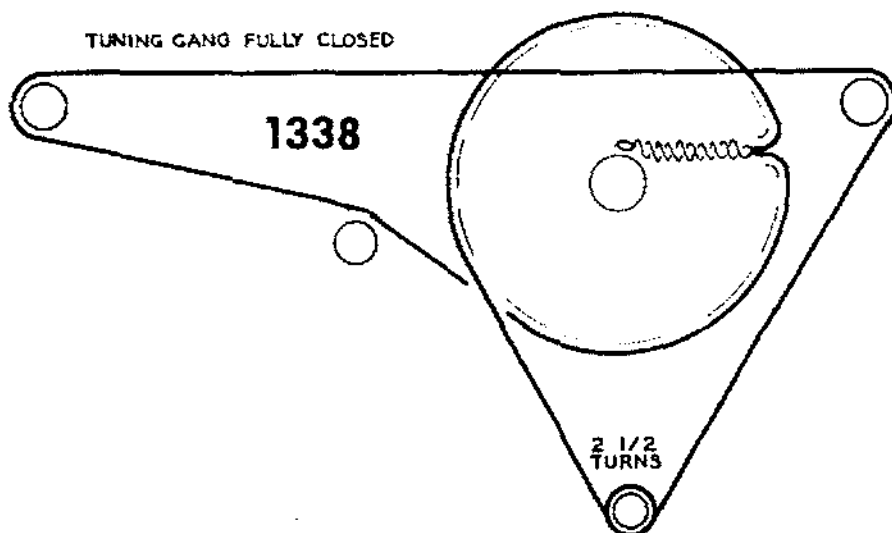






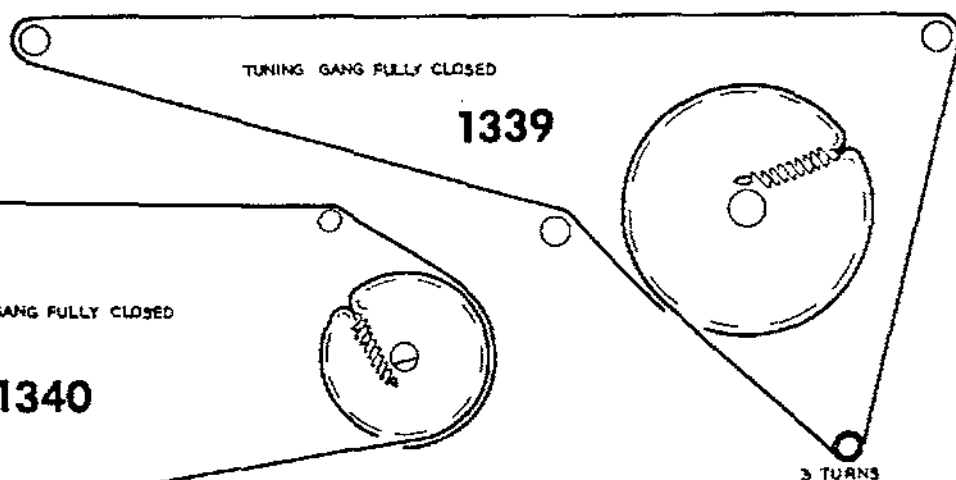


TUNING GANG FULLY CLOSED



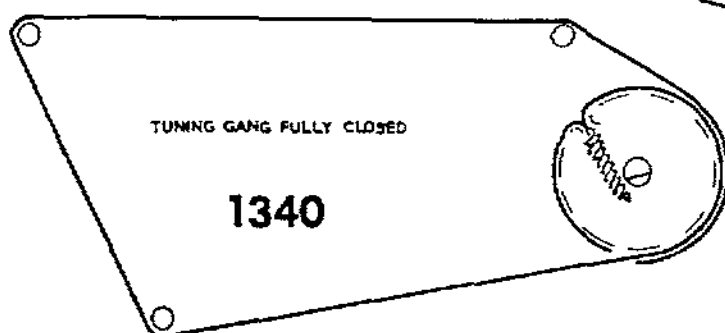
TUNING GANG FULLY CLOSED

1339



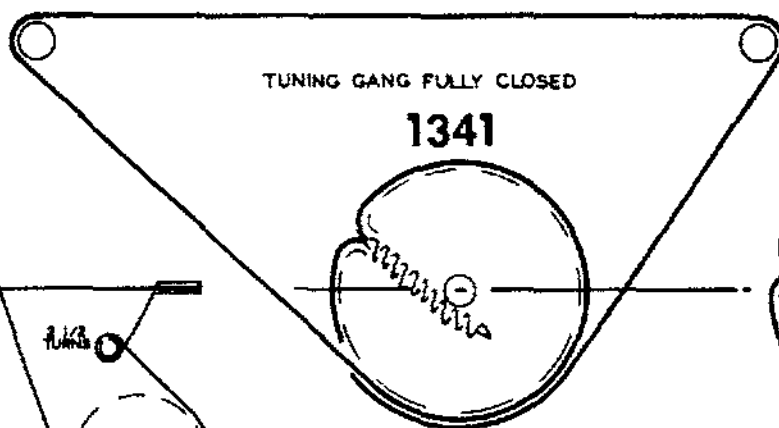
TUNING GANG FULLY CLOSED

1340



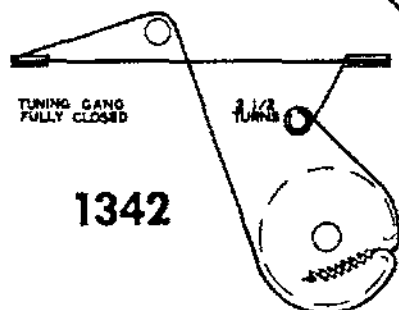
TUNING GANG FULLY CLOSED

1341



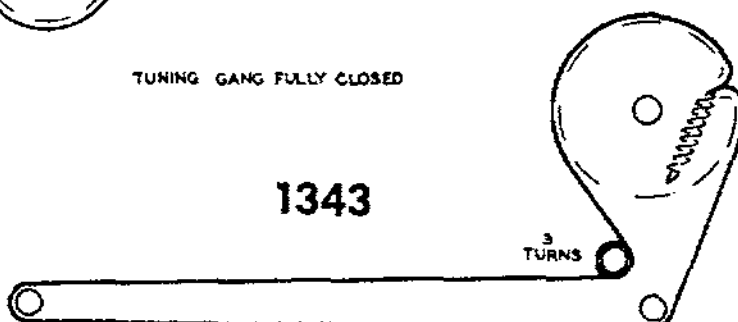
TUNING GANG FULLY CLOSED

1342



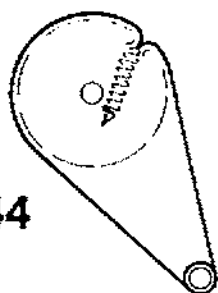
TUNING GANG FULLY CLOSED

1343



TUNING GANG FULLY CLOSED

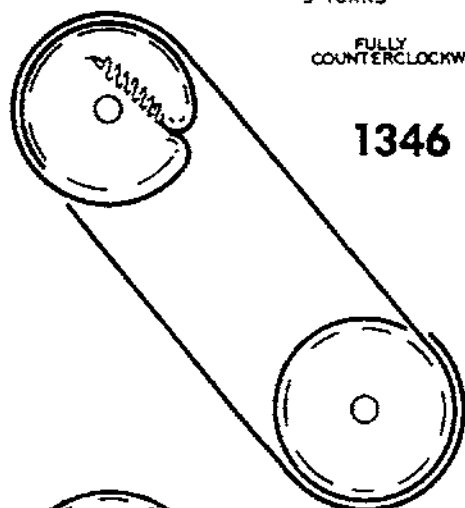
1344



3 TURNS

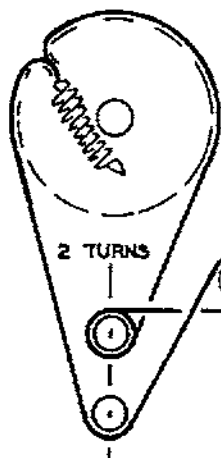
FULLY COUNTERCLOCKWISE

1346



TUNING GANG FULLY CLOSED

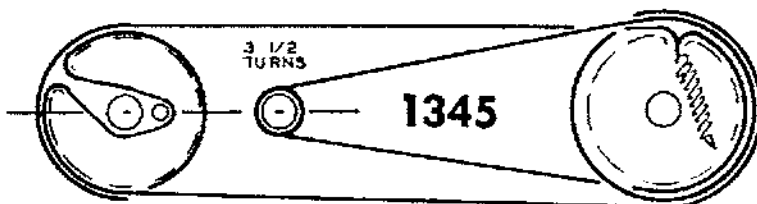
1349



2 TURNS

TUNING GANG FULLY CLOSED

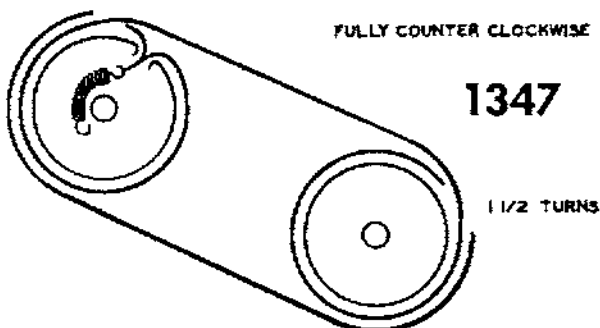
1345



3 1/2 TURNS

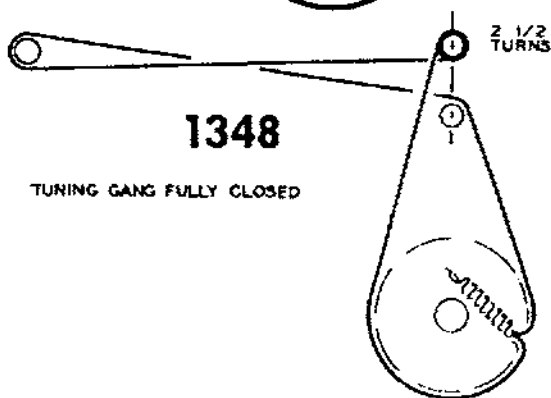
FULLY COUNTER CLOCKWISE

1347



1 1/2 TURNS

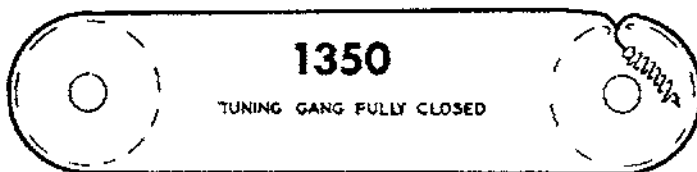
1348



2 1/2 TURNS

TUNING GANG FULLY CLOSED

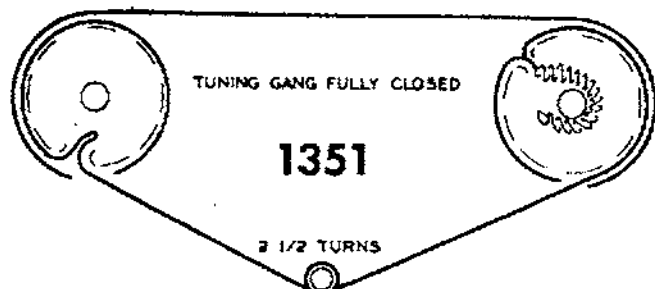
1350



TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

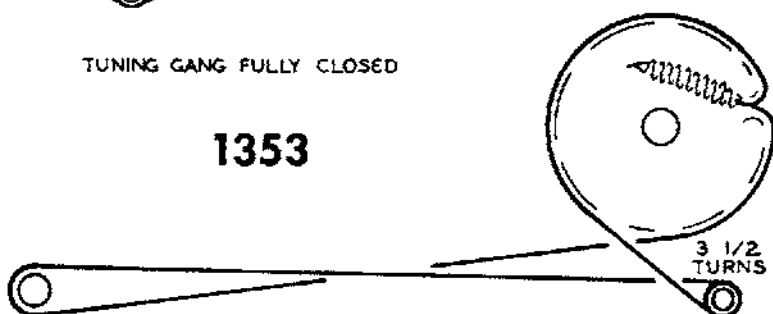
1351



2 1/2 TURNS

TUNING GANG FULLY CLOSED

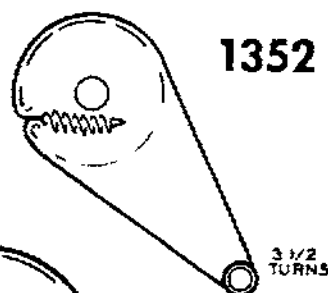
1353



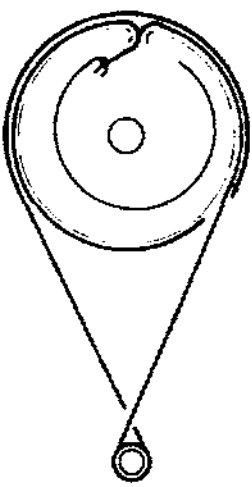
3 1/2 TURNS

TUNING GANG FULLY CLOSED

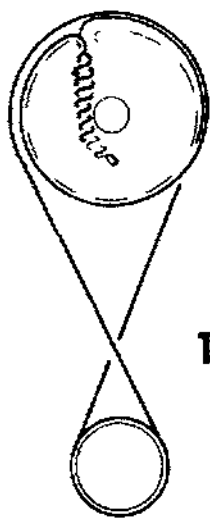
1352



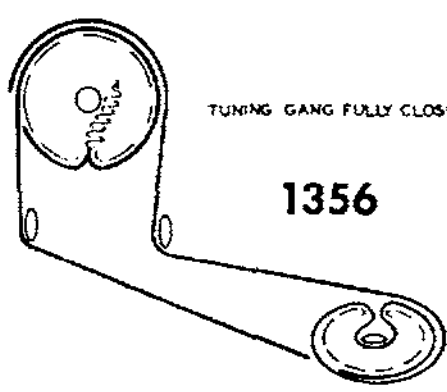
3 1/2 TURNS



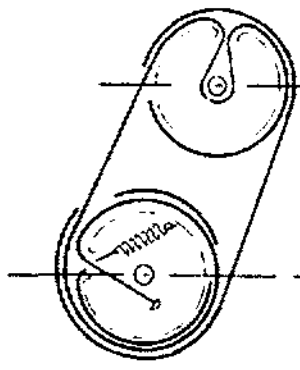
1354



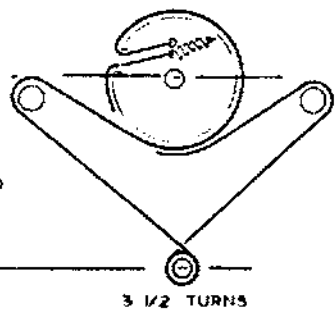
1355



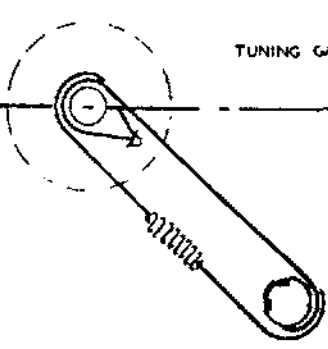
1356



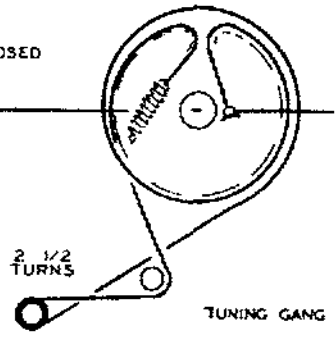
1357



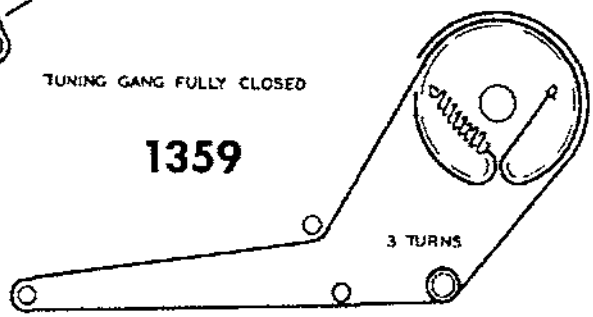
TUNING GANG FULLY CLOSED



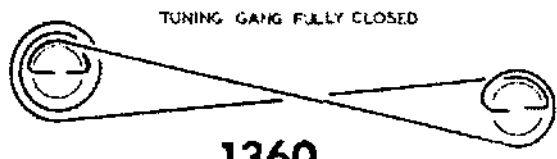
1358



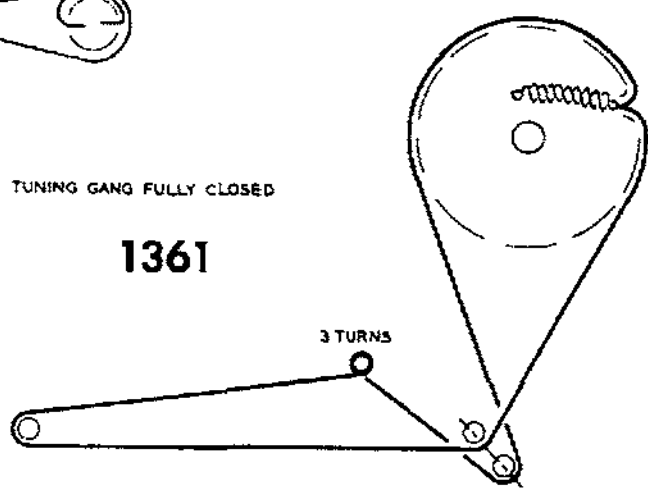
TUNING GANG FULLY CLOSED



1359

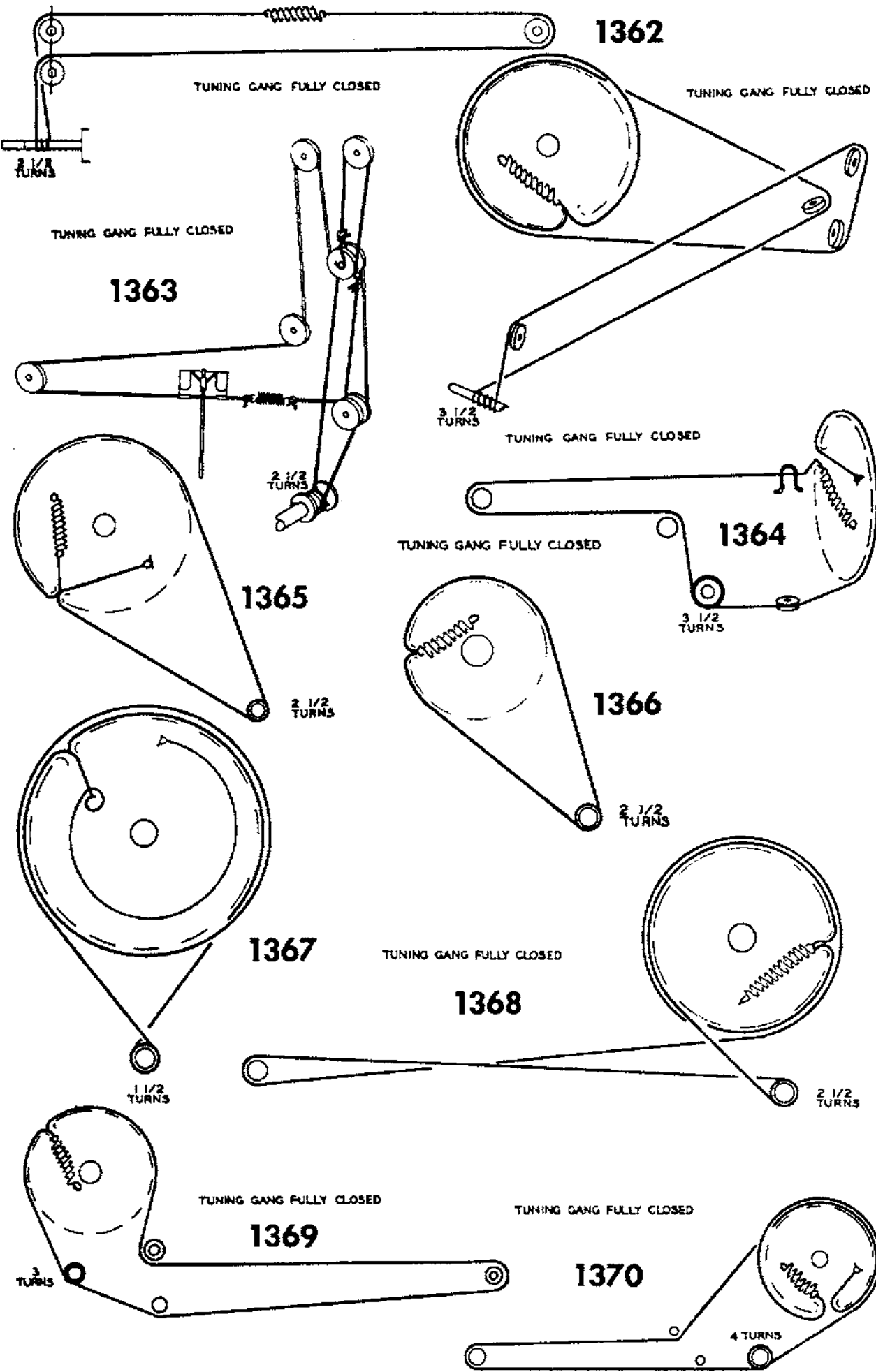


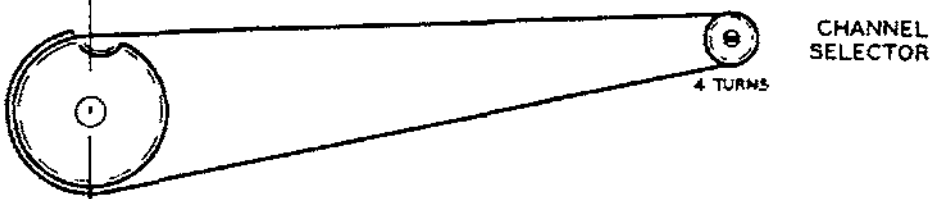
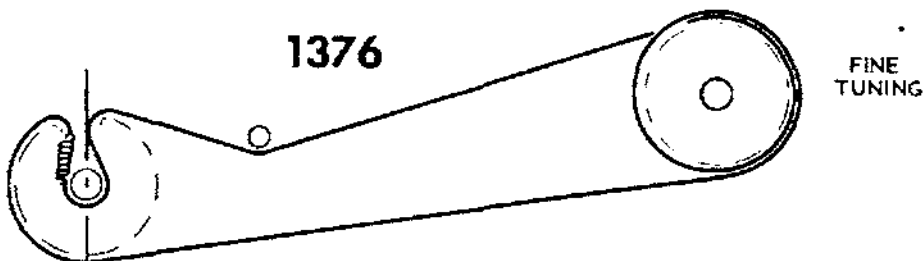
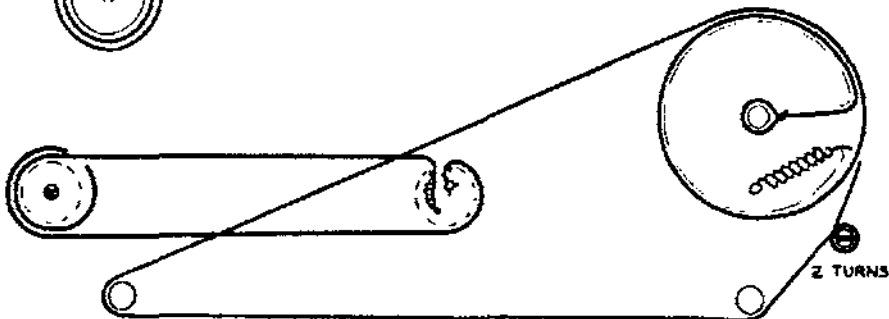
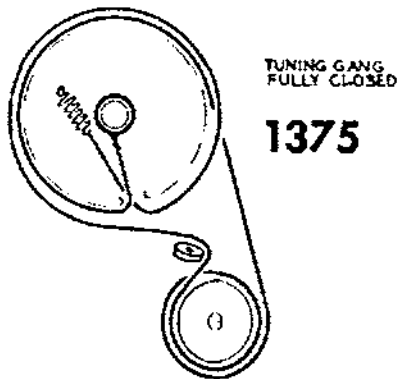
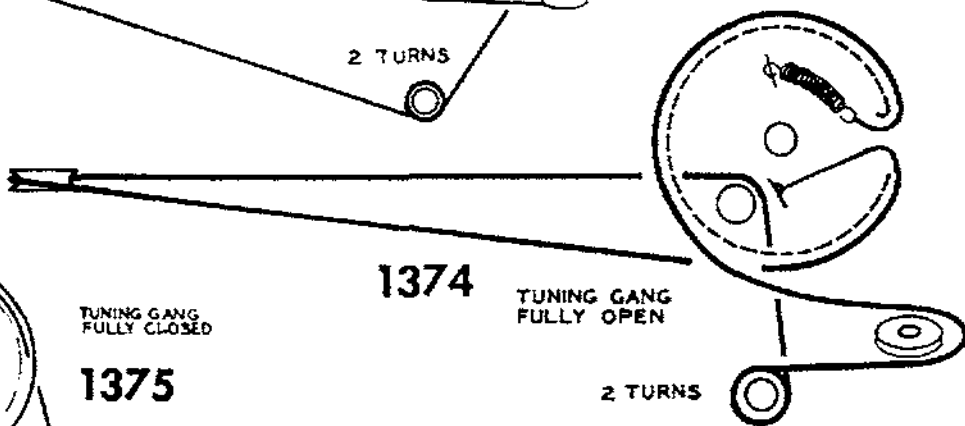
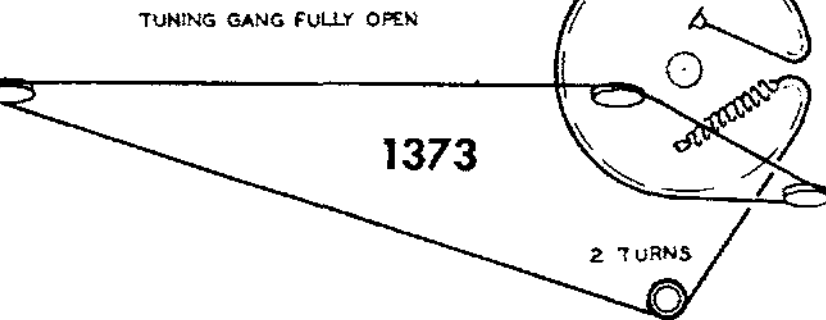
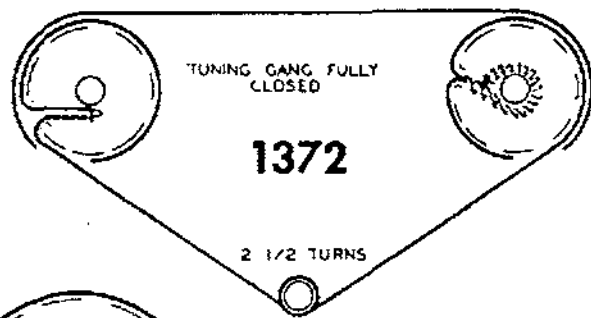
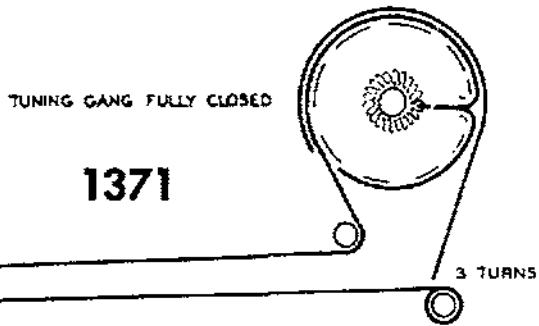
1360

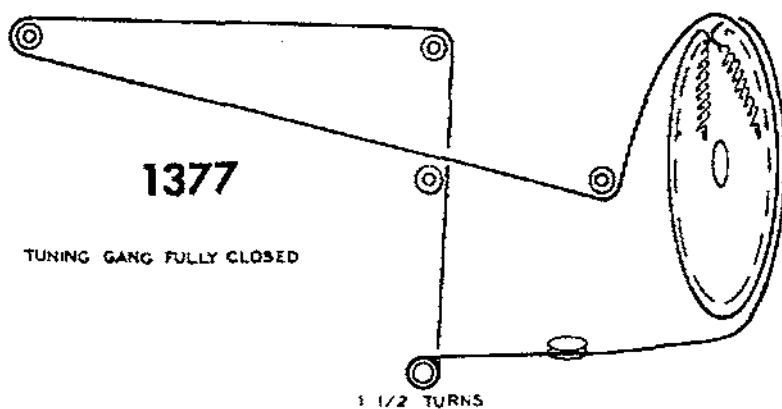


1361

TUNING GANG FULLY CLOSED

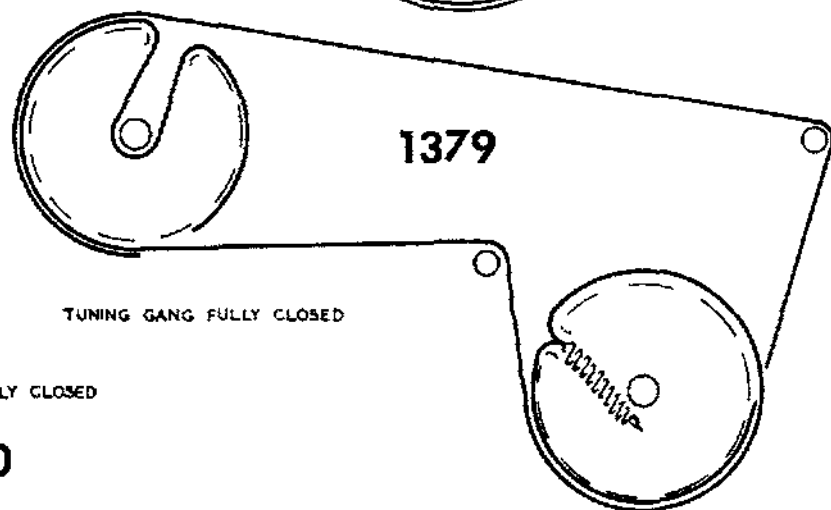
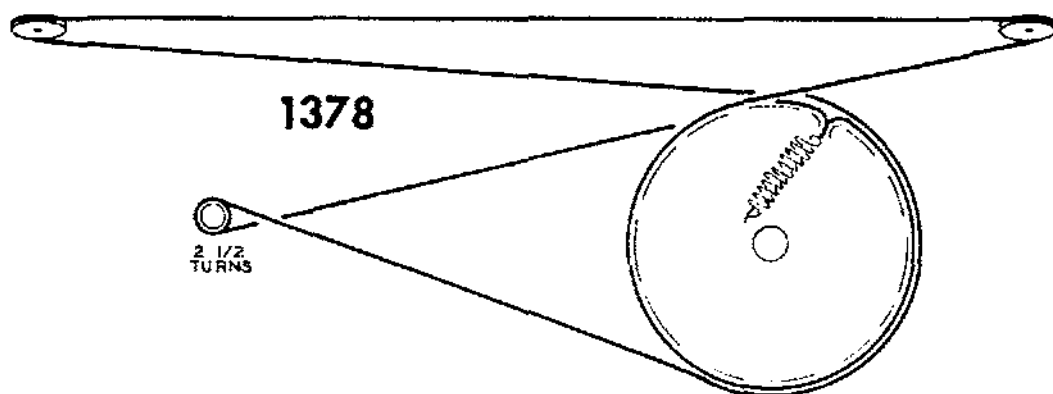




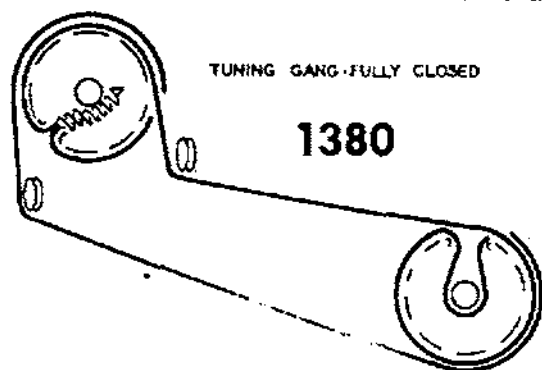


TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

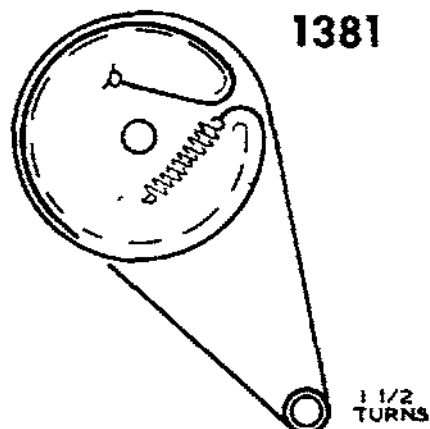


TUNING GANG FULLY CLOSED

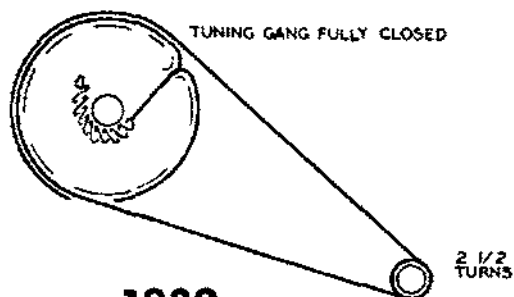


TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

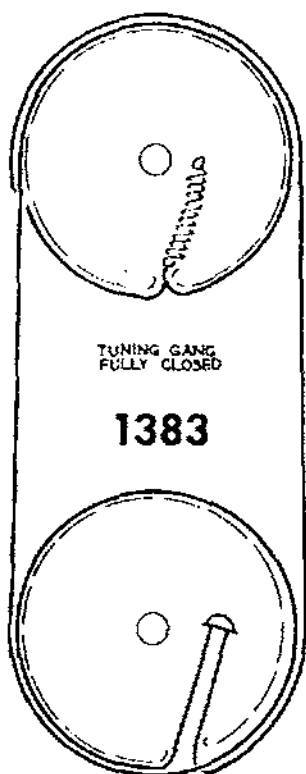


1 1/2 TURNS

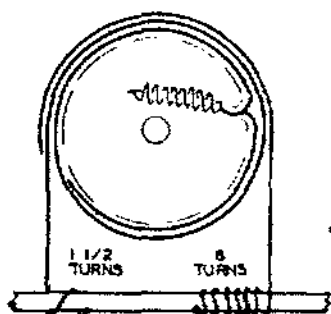


TUNING GANG FULLY CLOSED

1382

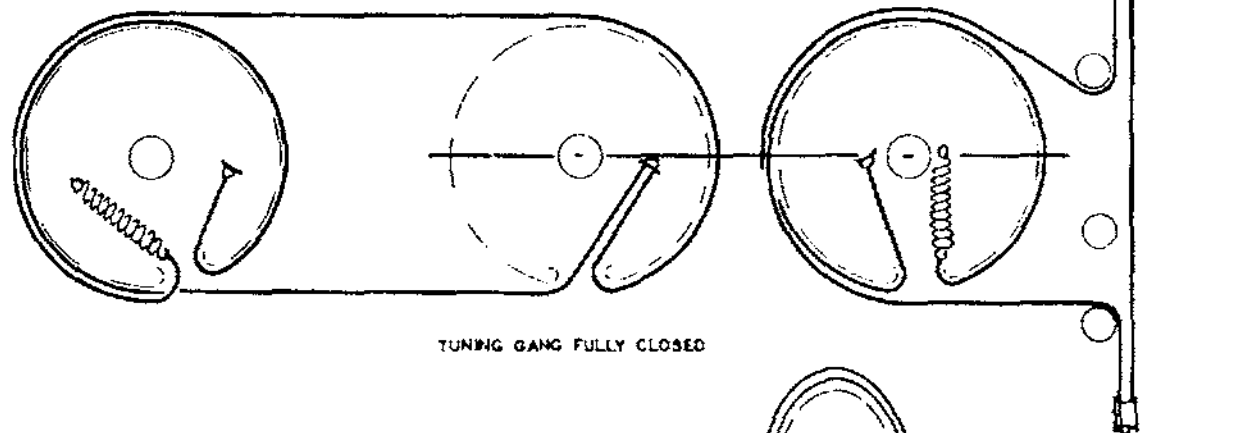


1383

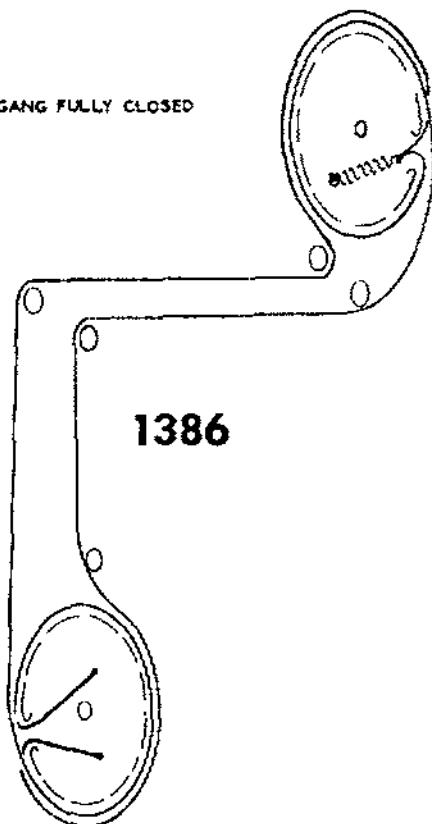


1384

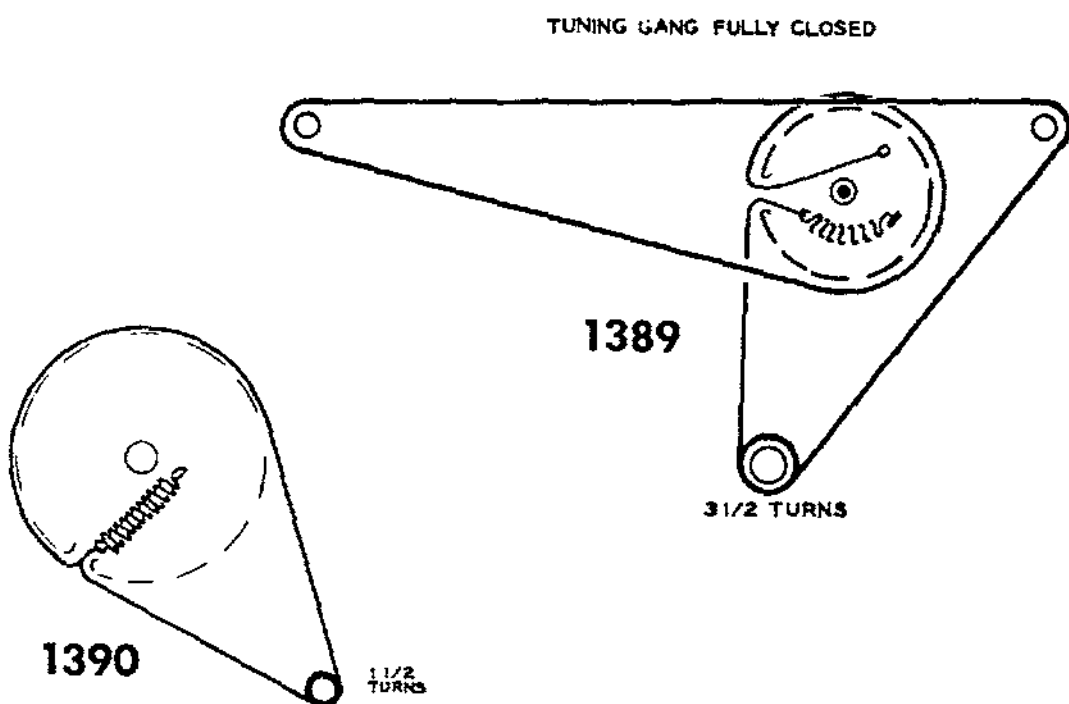
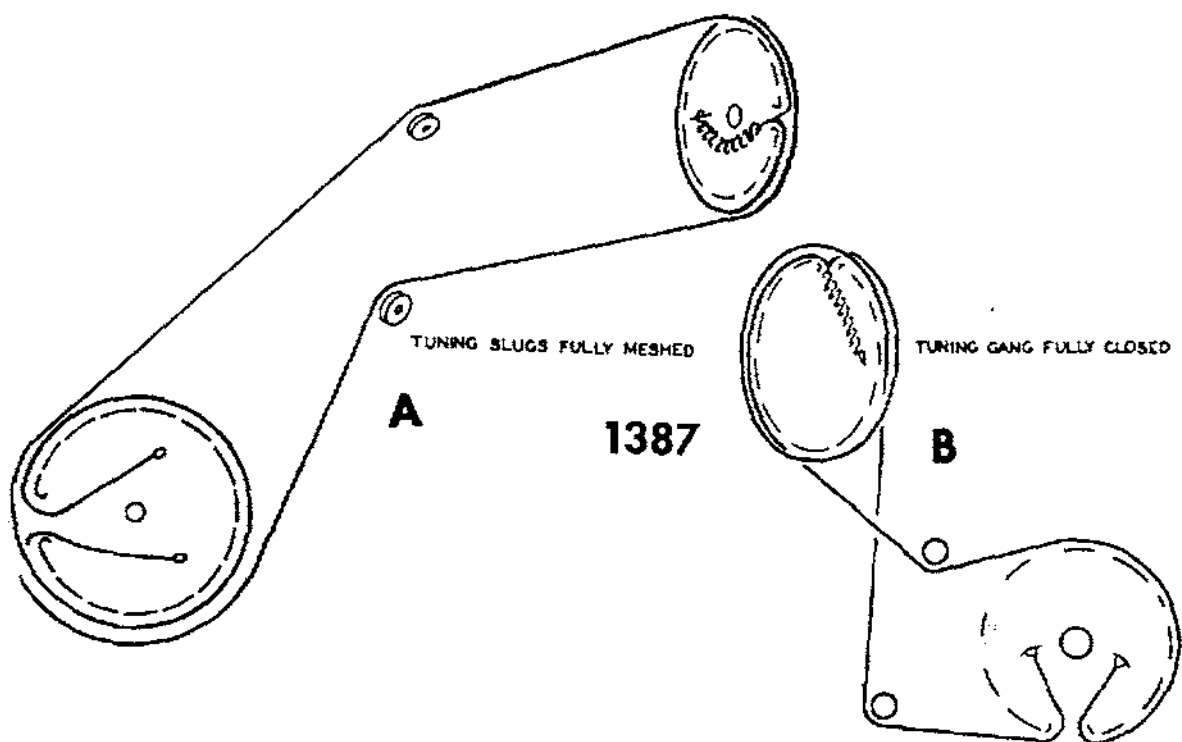
1385

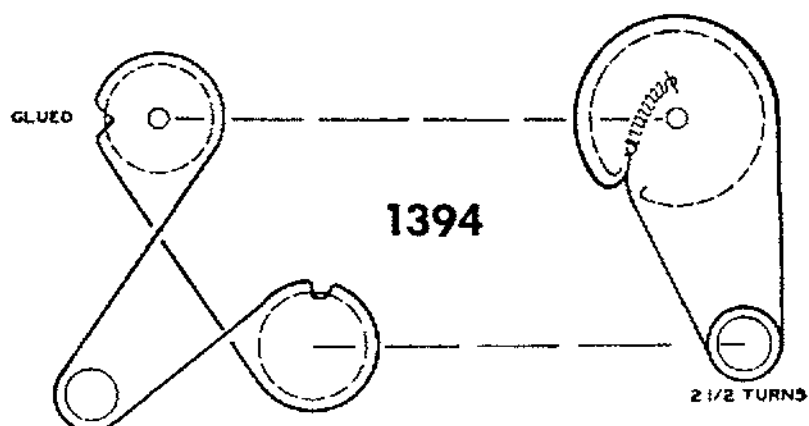
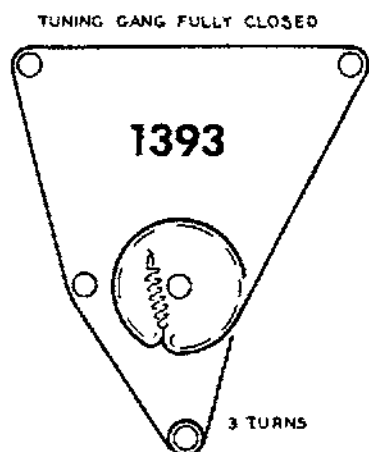
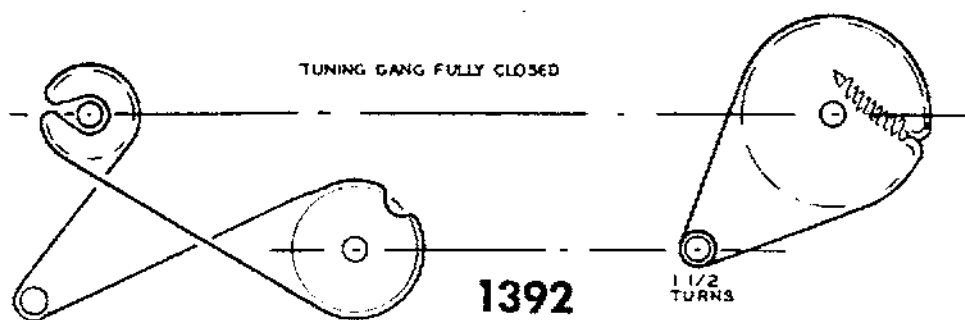
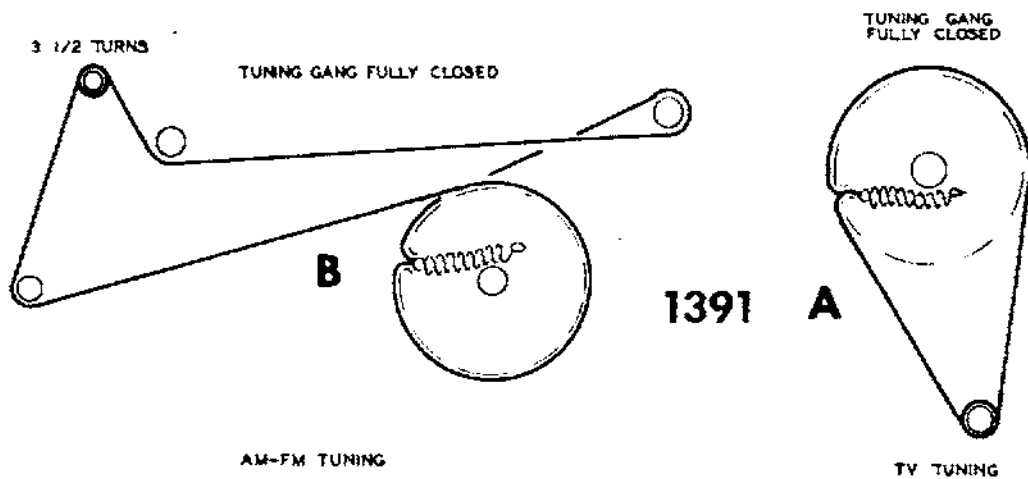


TUNING GANG FULLY CLOSED

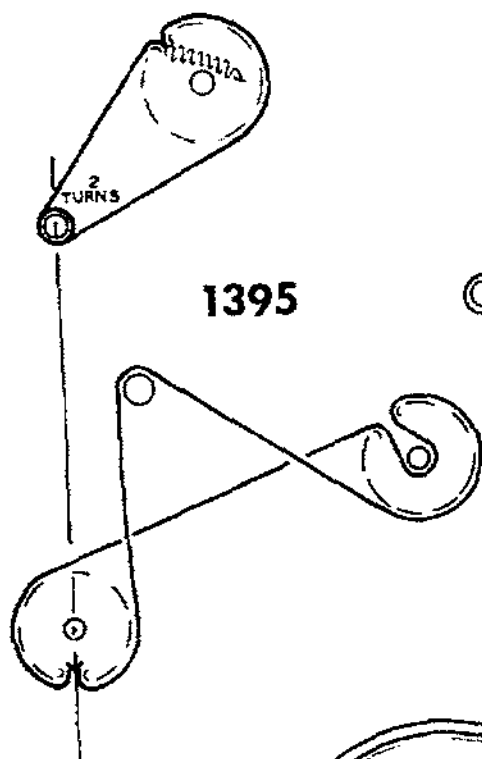


1386

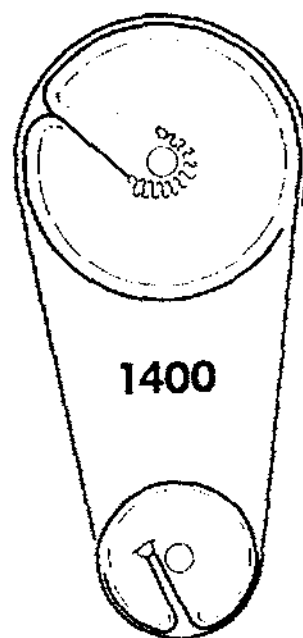
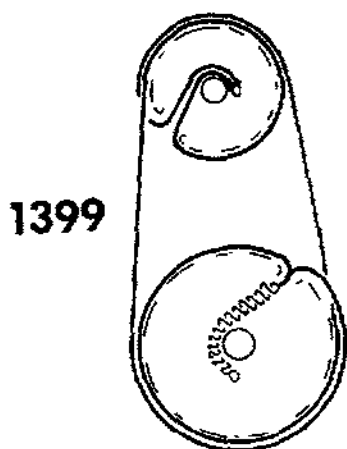
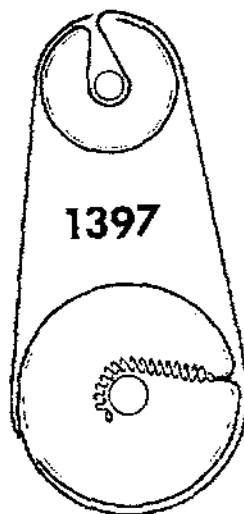
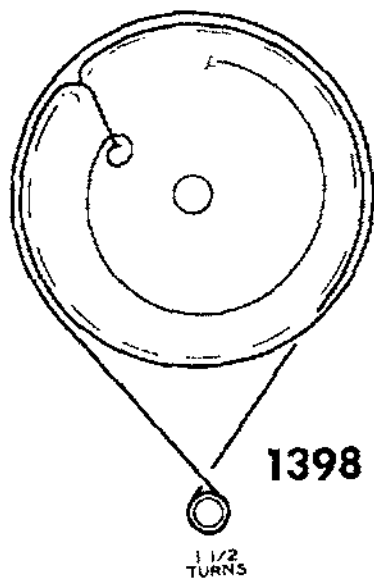
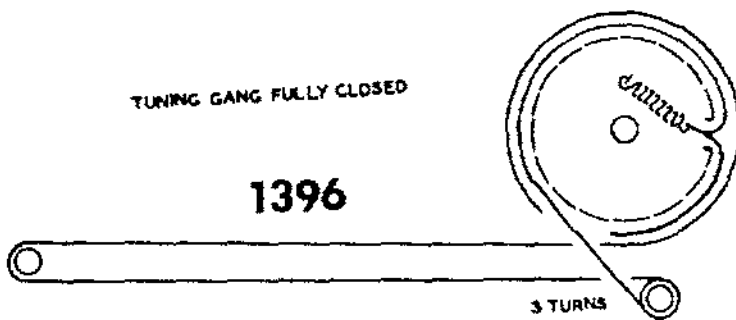




TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

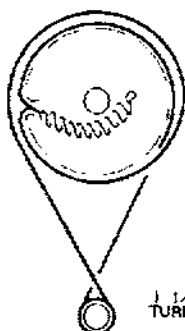


FINE TUNING CONTROL



1401

1 1/2
TURNS



1402

1 1/2
TURNS

FULLY
COUNTERCLOCKWISE

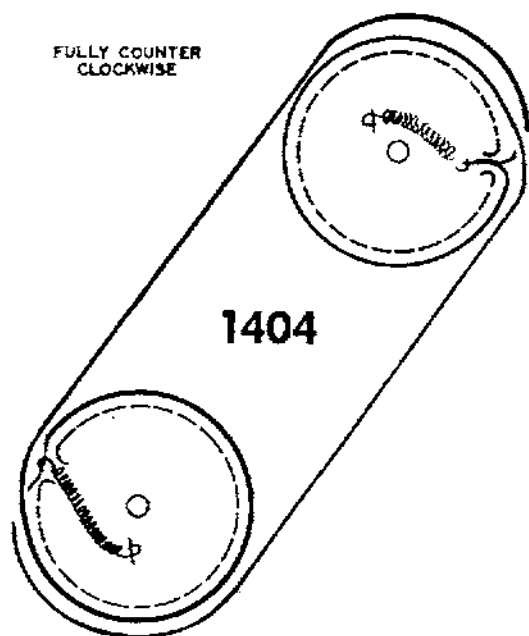
FINE TUNING FULLY
CLOCKWISE



1403

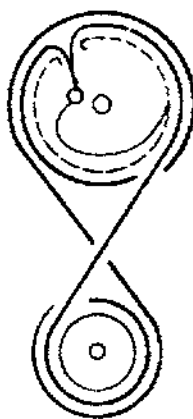
1 1/2 TURNS

TUNING SHAFT FULLY
COUNTERCLOCKWISE



1404

FULLY COUNTER
CLOCKWISE

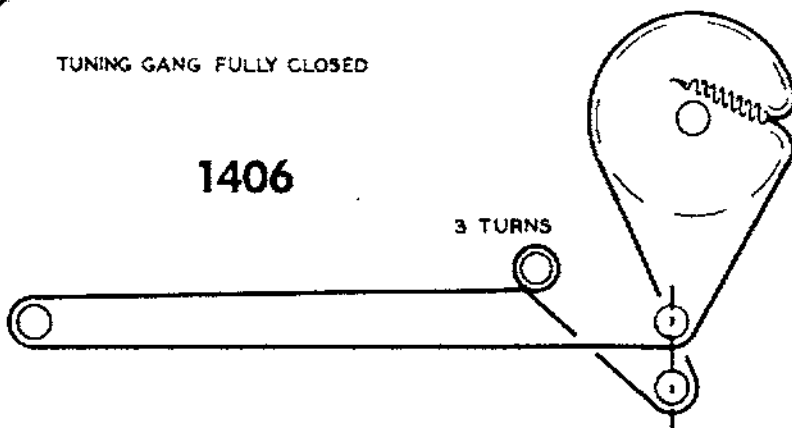


1405

FINE TUNING
FULLY CLOCKWISE

TUNING SHAFT
FULLY COUNTER CLOCKWISE

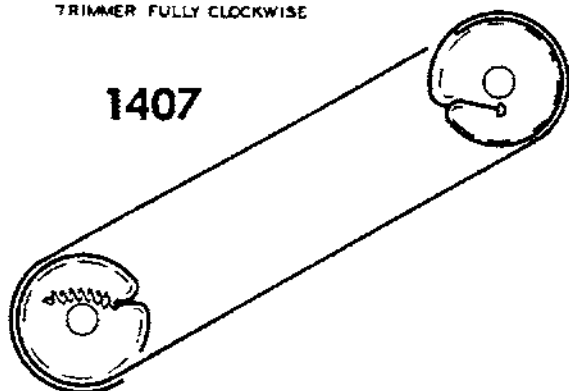
TUNING GANG FULLY CLOSED



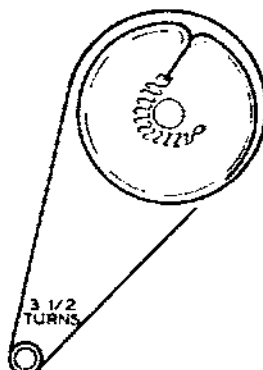
1406

3 TURNS

TRIMMER FULLY CLOCKWISE



1407



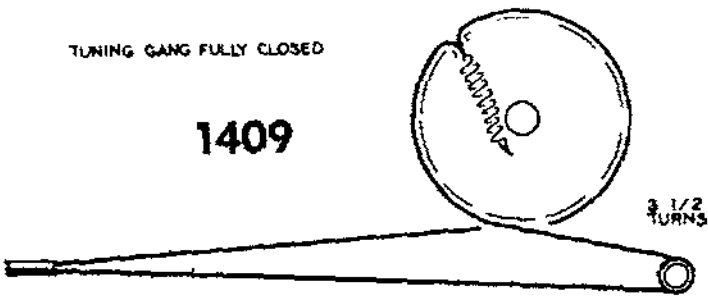
1408

TUNING GANG
FULLY CLOSED

3 1/2
TURNS

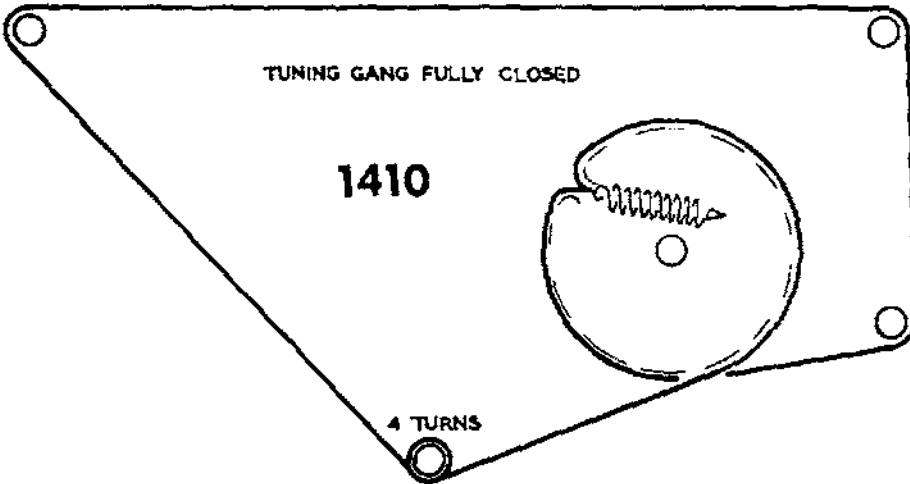
TUNING GANG FULLY CLOSED

1409



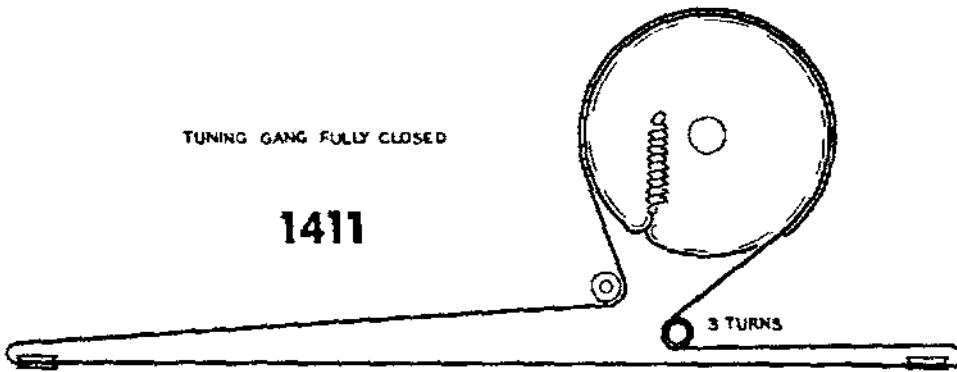
TUNING GANG FULLY CLOSED

1410



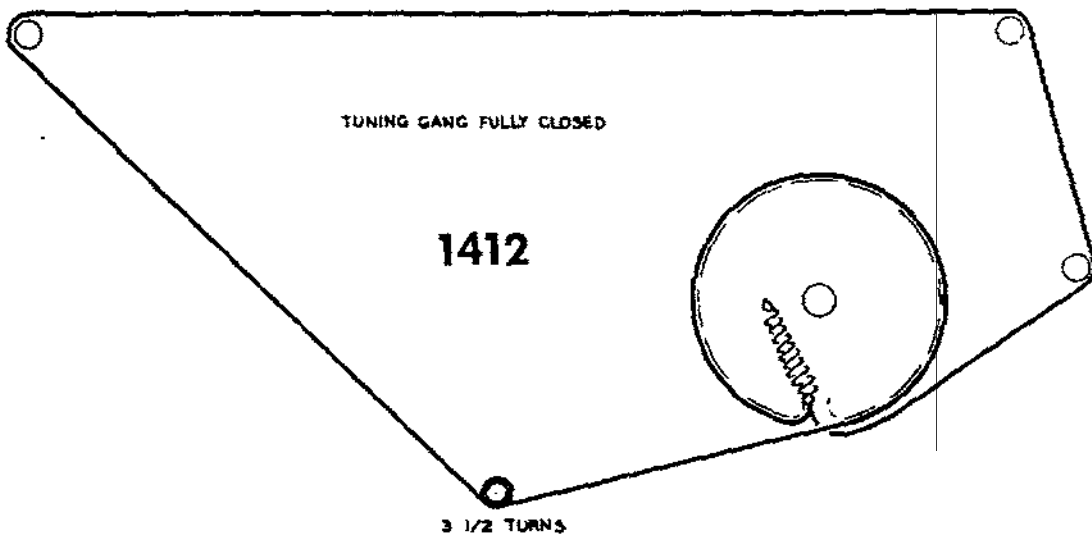
TUNING GANG FULLY CLOSED

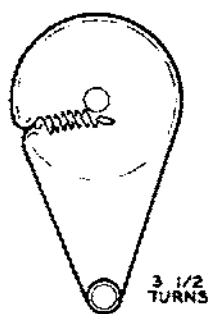
1411



TUNING GANG FULLY CLOSED

1412



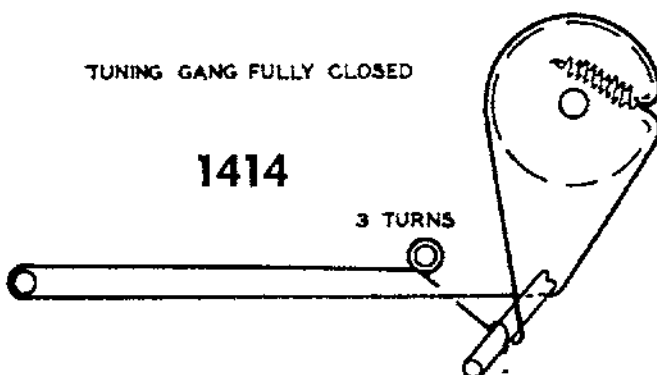


TUNING GANG FULLY CLOSED

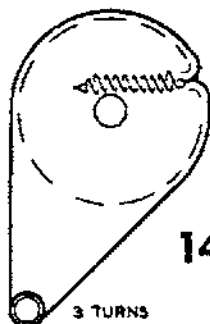
1413

TUNING GANG FULLY CLOSED

1414



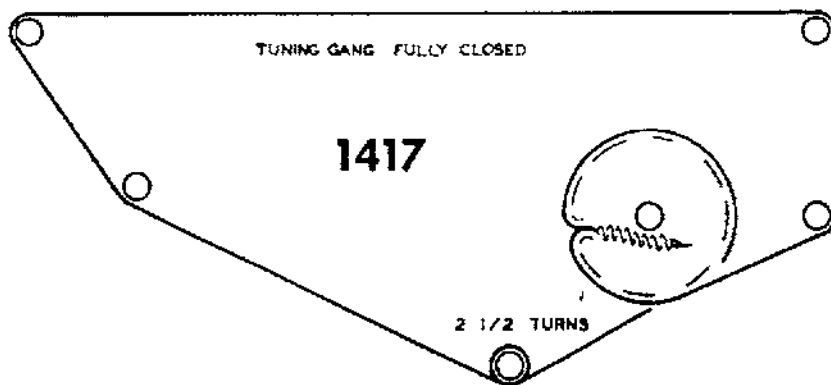
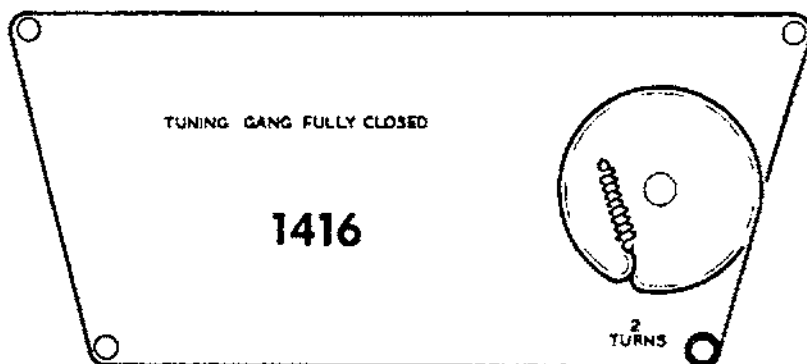
TUNING GANG FULLY CLOSED



1415

TUNING GANG FULLY CLOSED

1416

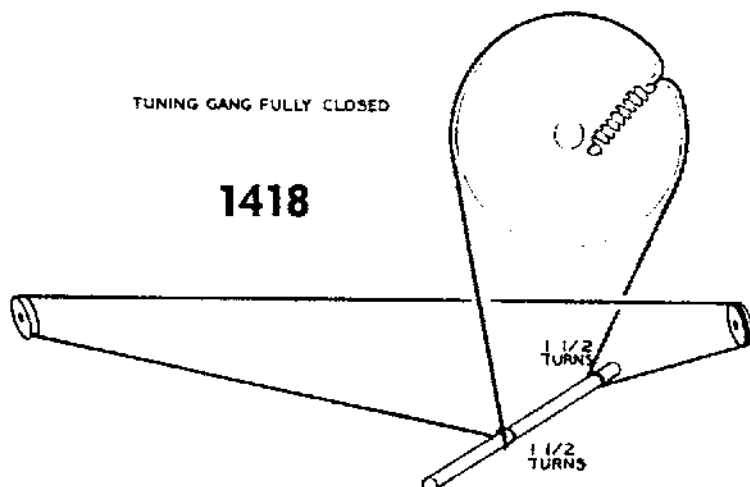


TUNING GANG FULLY CLOSED

1417

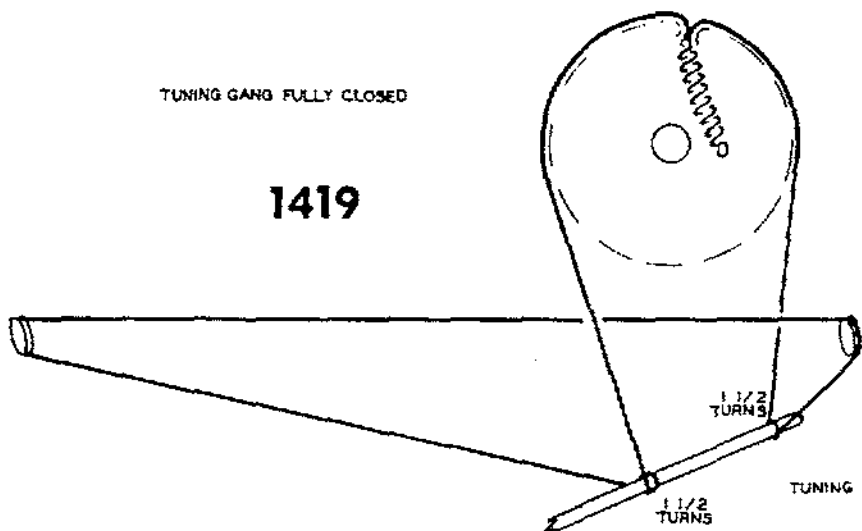
TUNING GANG FULLY CLOSED

1418



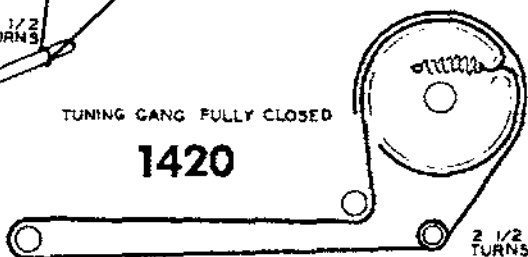
TUNING GANG FULLY CLOSED

1419



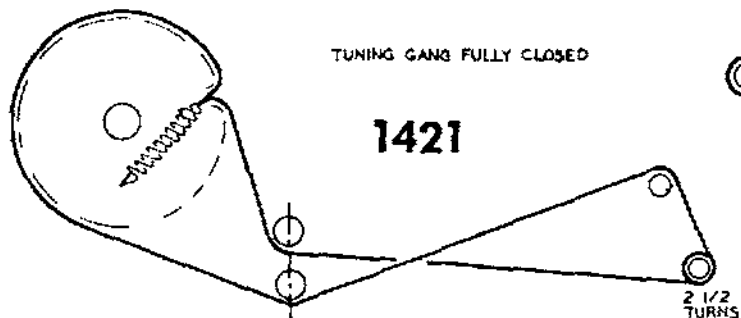
TUNING GANG FULLY CLOSED

1420



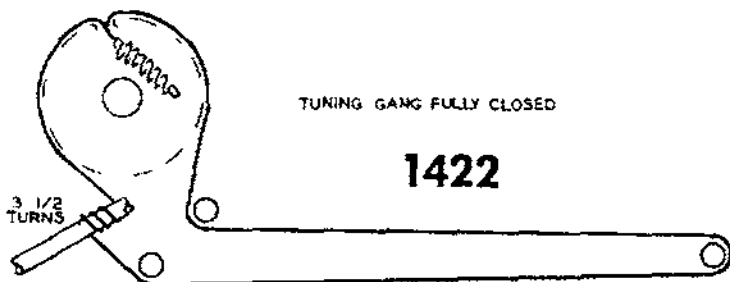
TUNING GANG FULLY CLOSED

1421



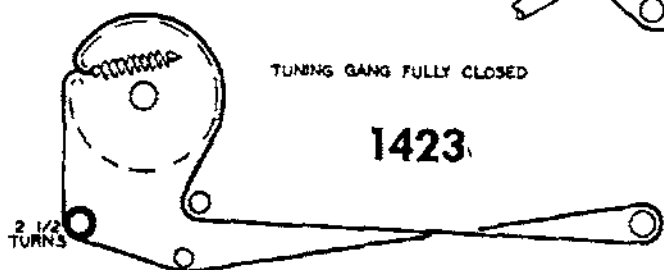
TUNING GANG FULLY CLOSED

1422



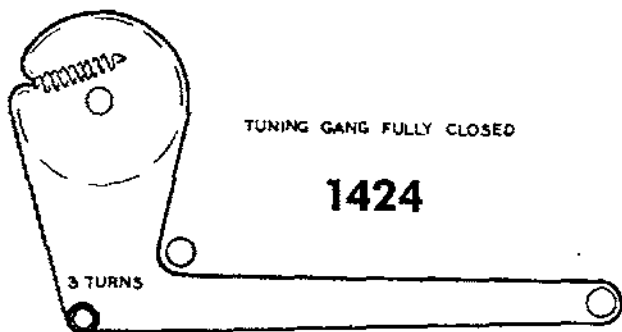
TUNING GANG FULLY CLOSED

1423



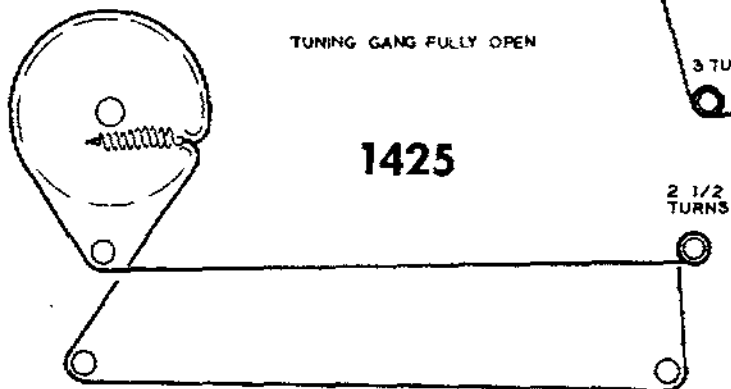
TUNING GANG FULLY CLOSED

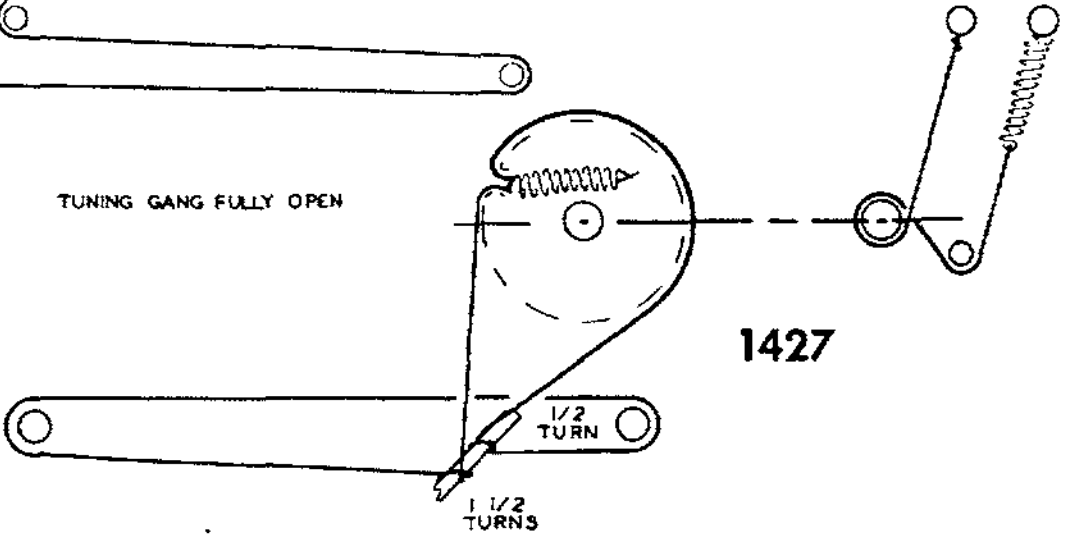
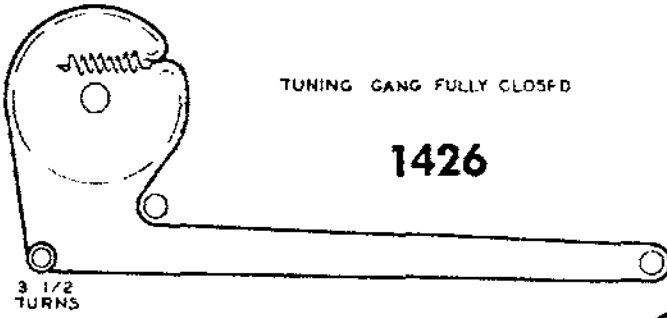
1424



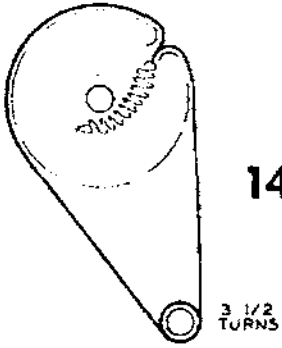
TUNING GANG FULLY OPEN

1425

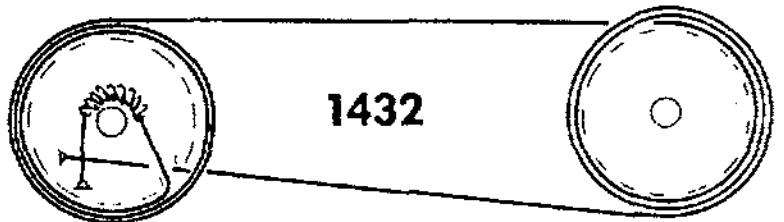
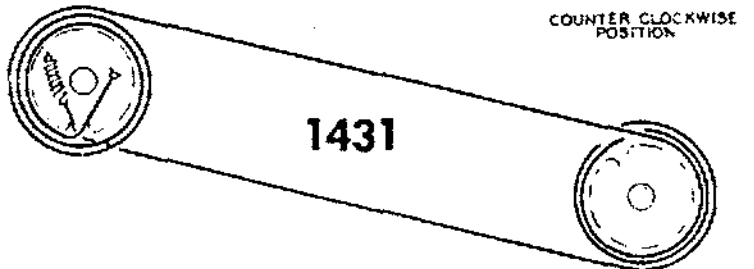
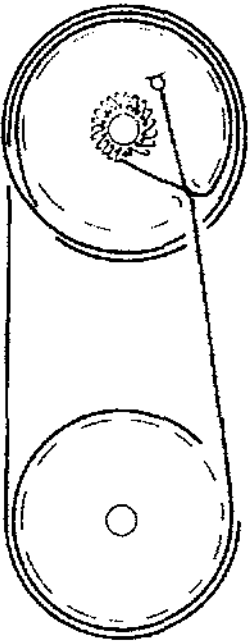
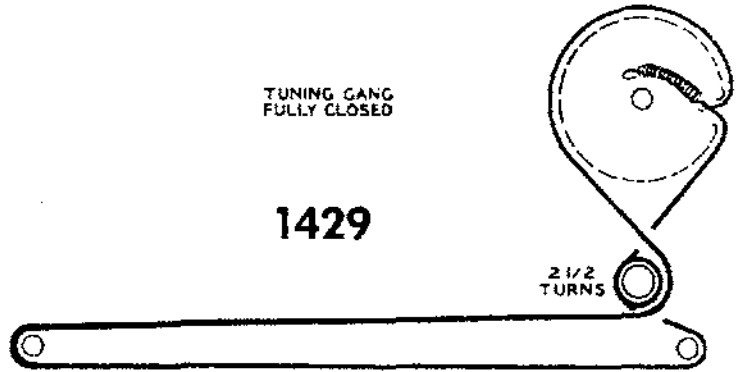


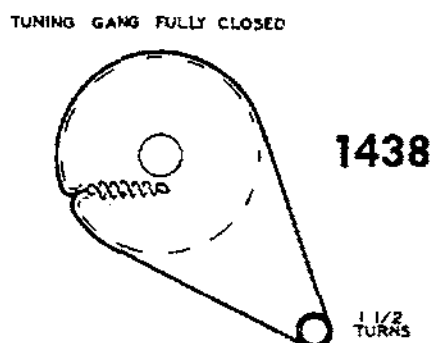
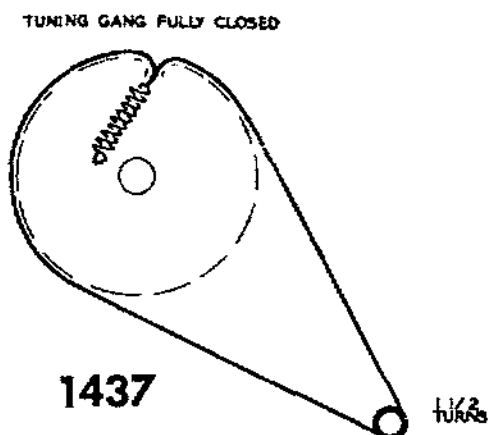
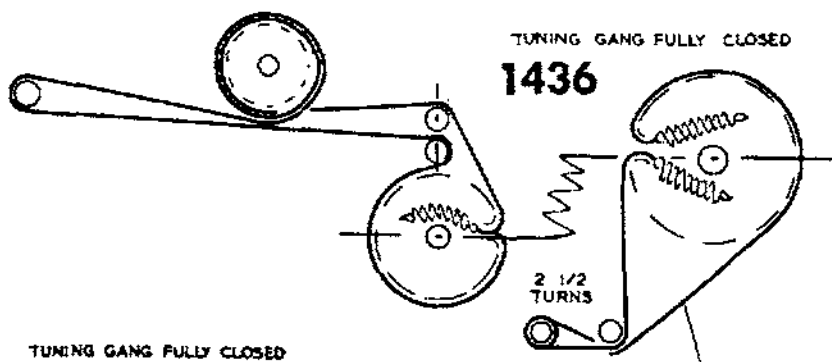
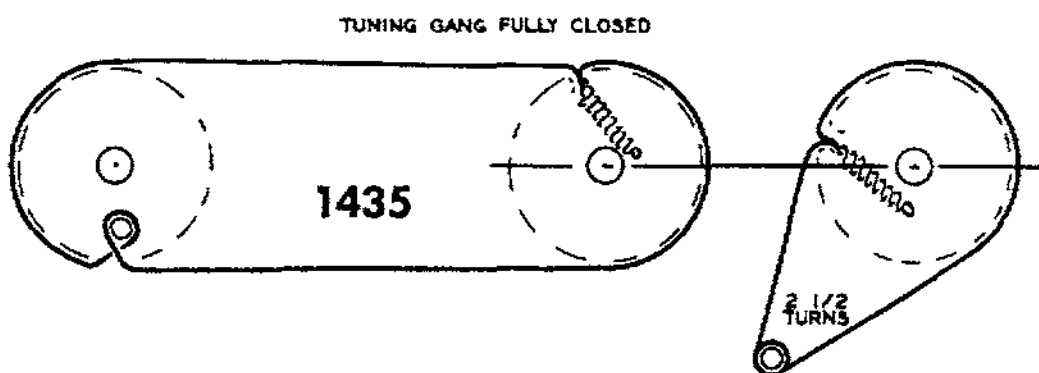
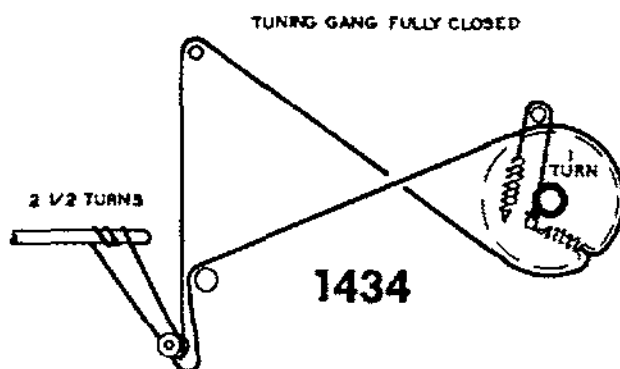
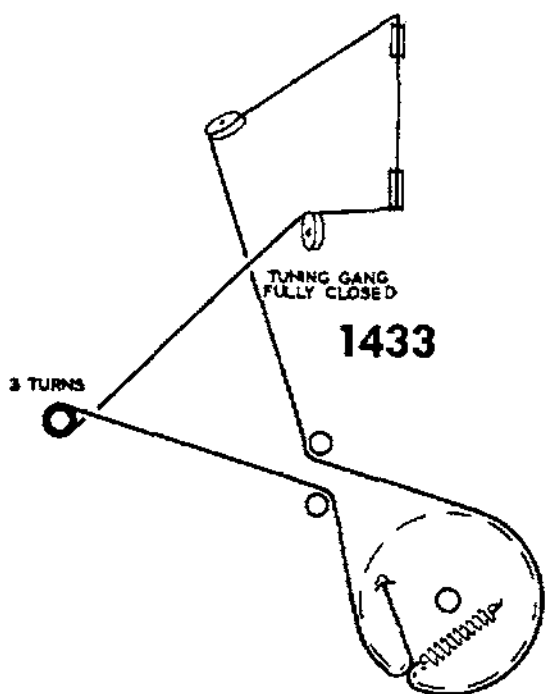


TUNING GANG FULLY CLOSED

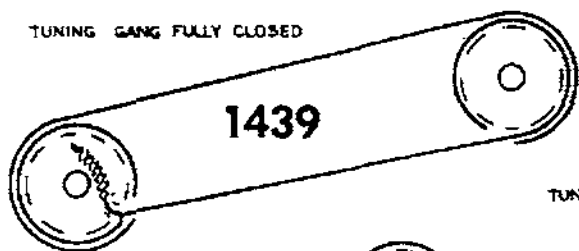


TUNING GANG FULLY CLOSED

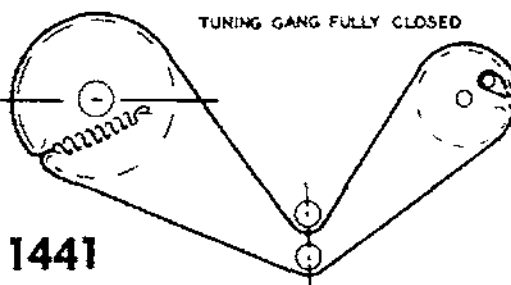
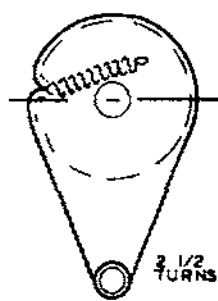
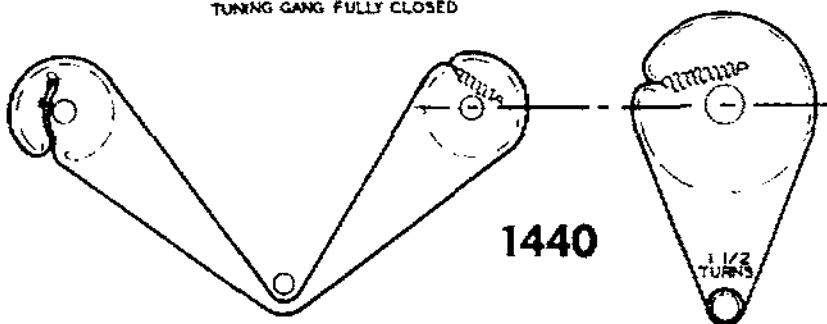




TUNING GANG FULLY CLOSED

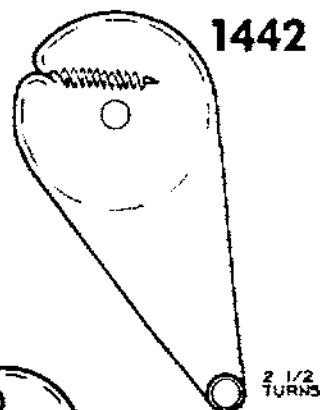


TUNING GANG FULLY CLOSED

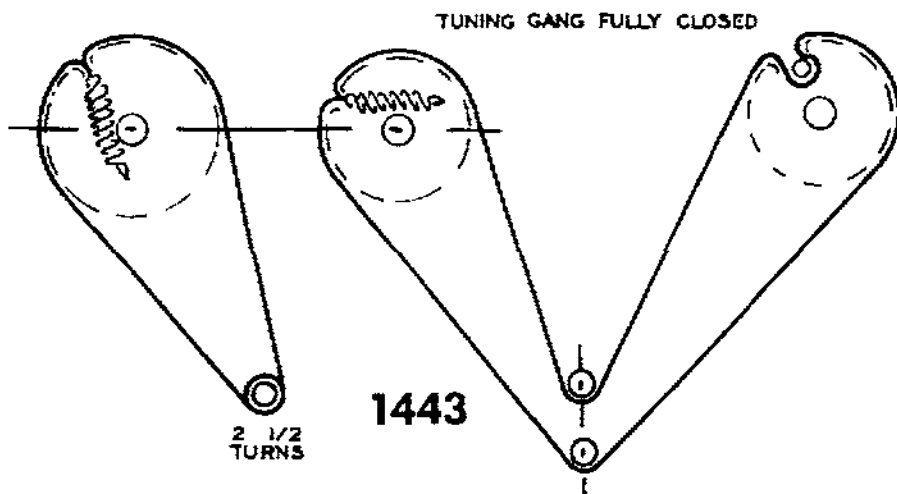


TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

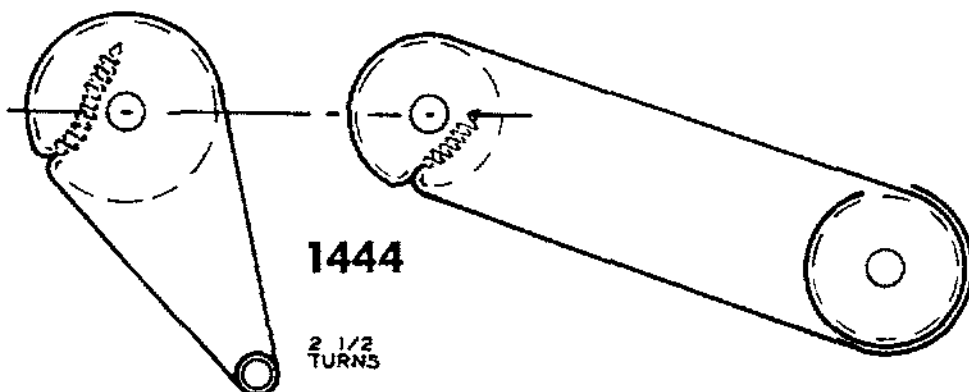


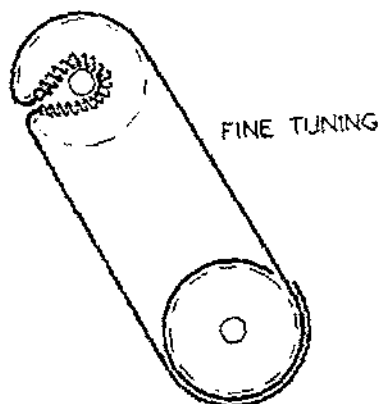
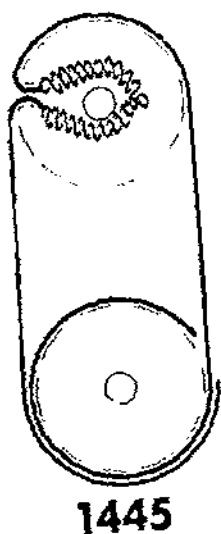
1442



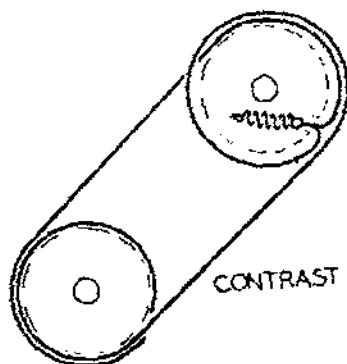
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED



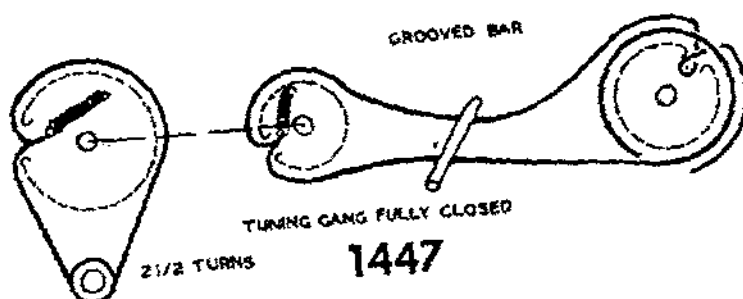


1446

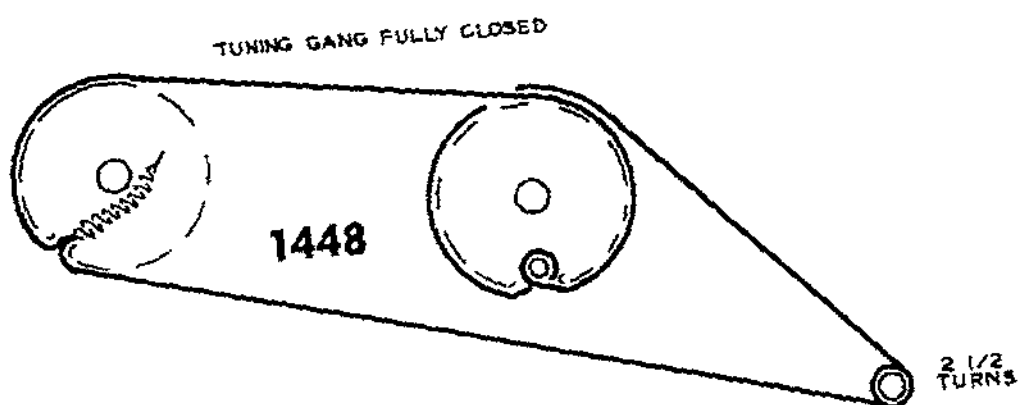


FINE TUNING

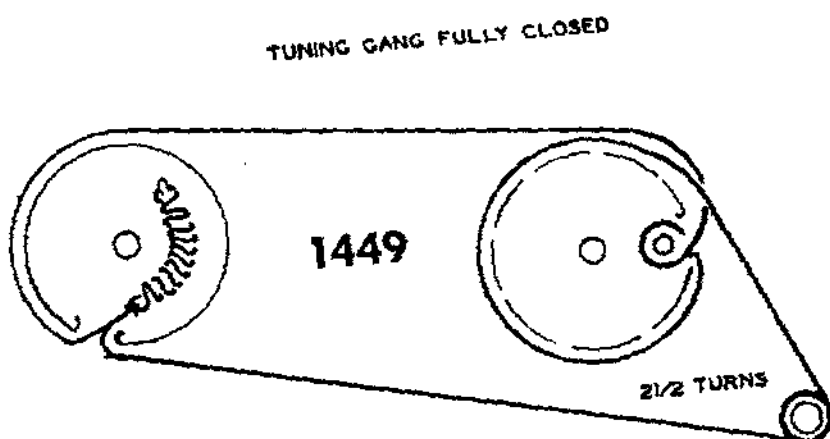
CONTRAST



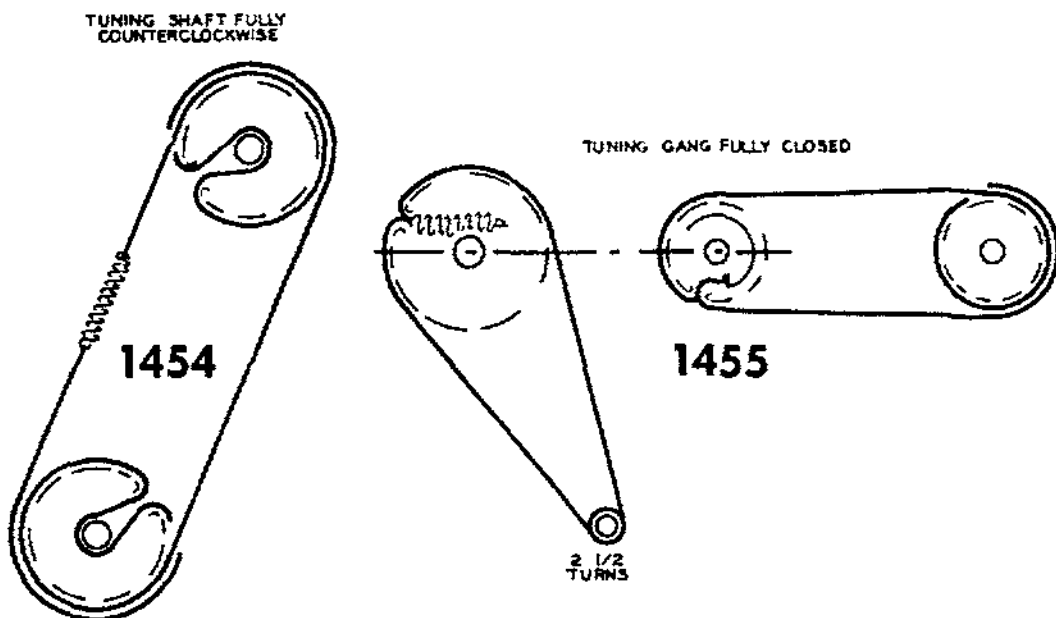
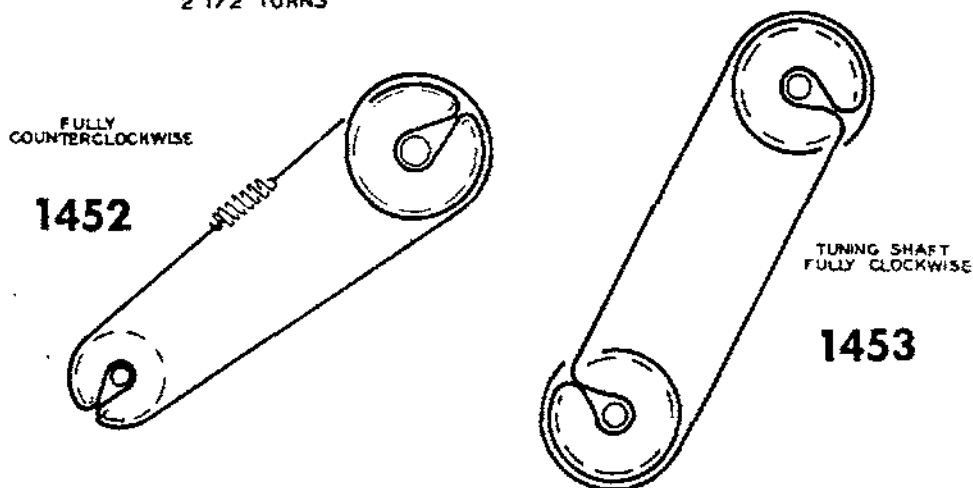
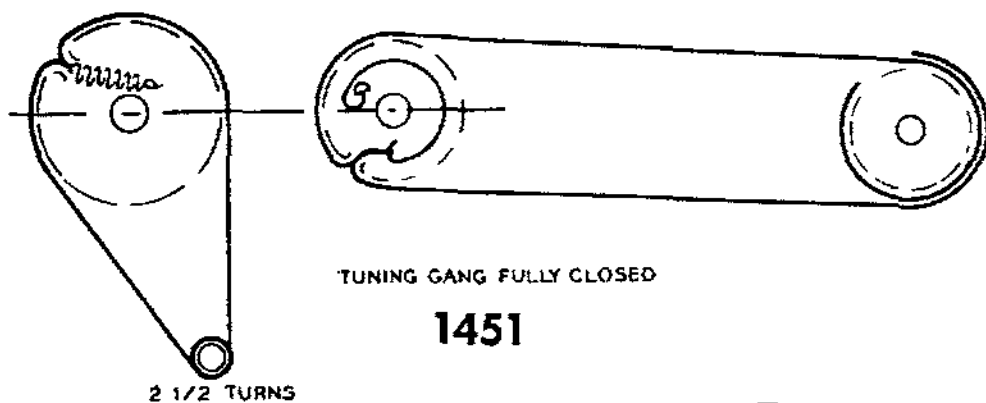
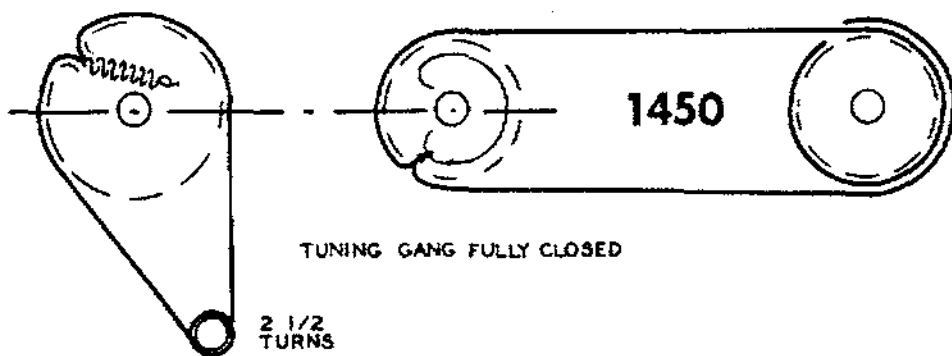
1447

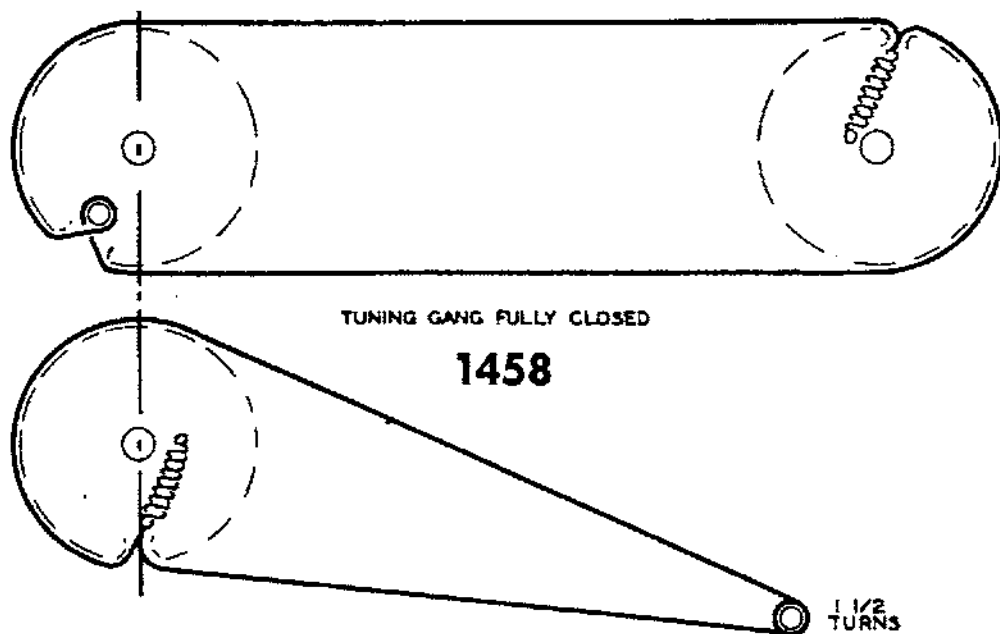
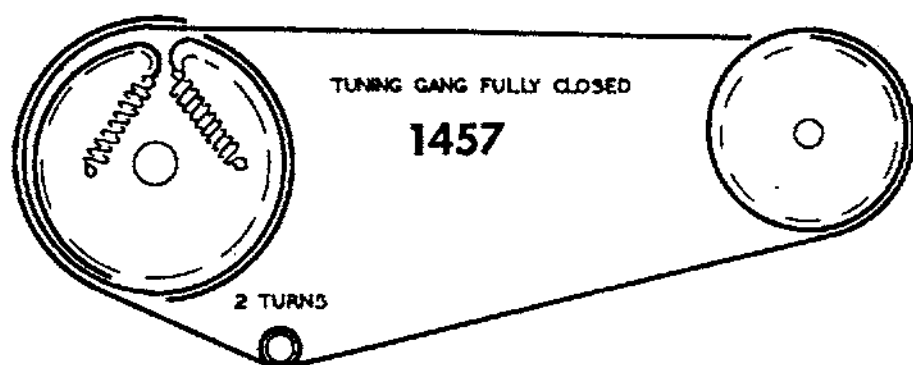
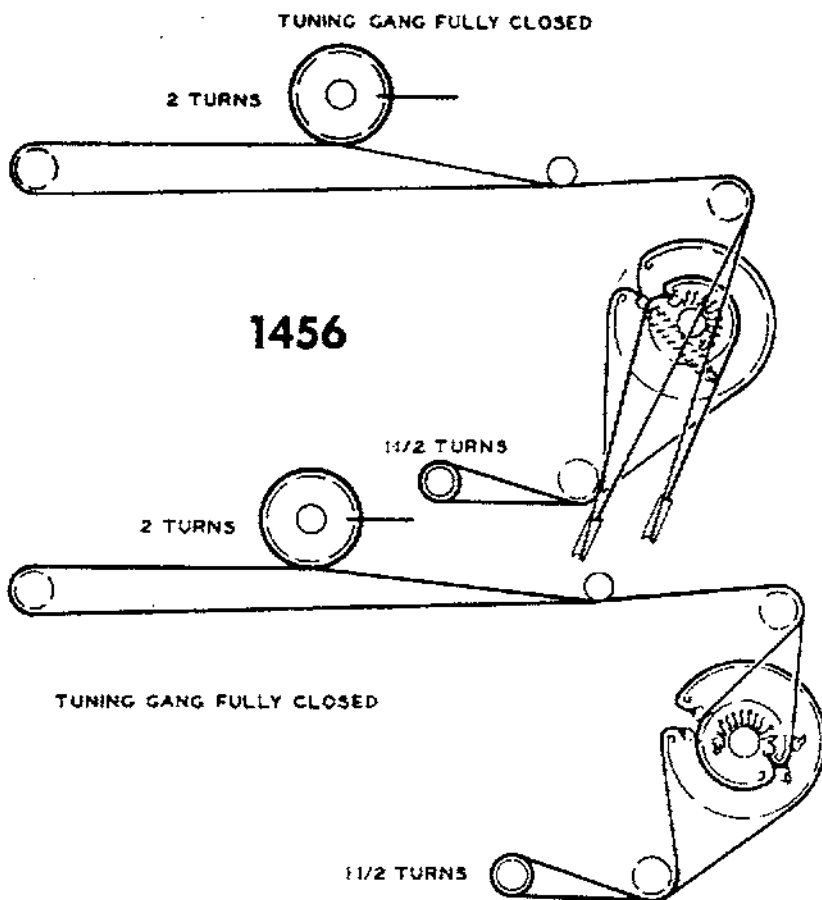


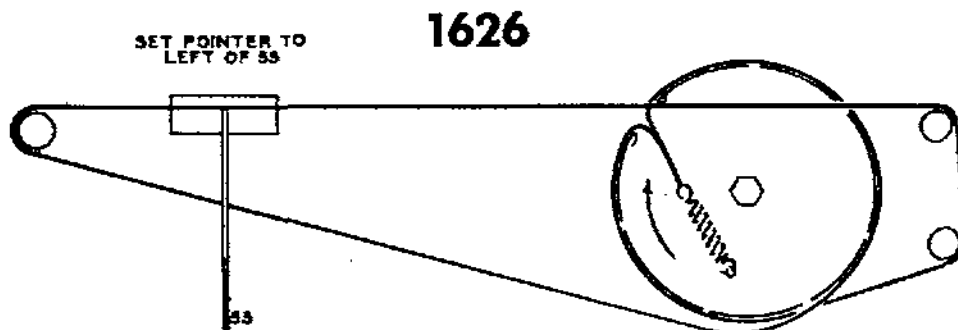
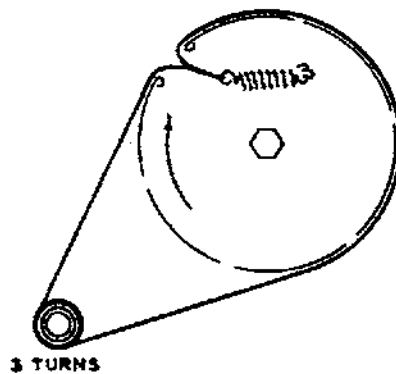
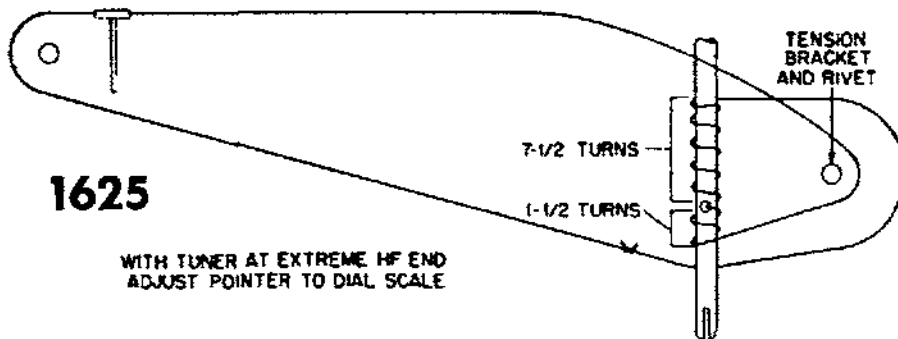
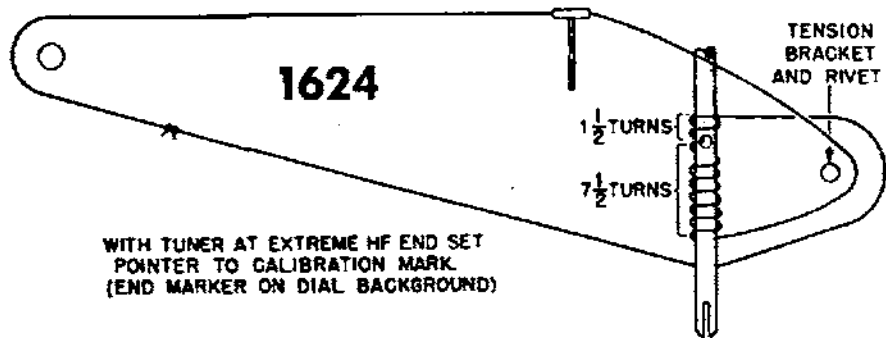
1448

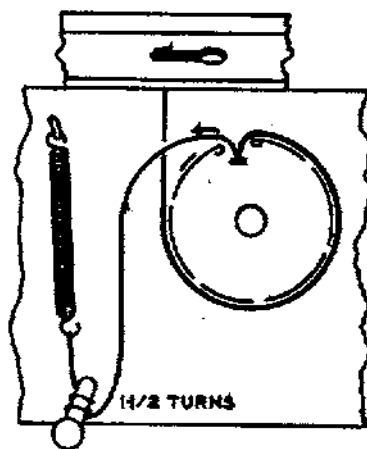


1449







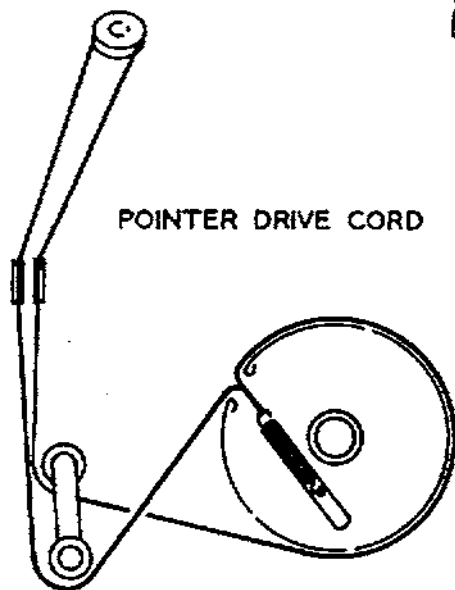


F M PULLEY
DRIVE CORD

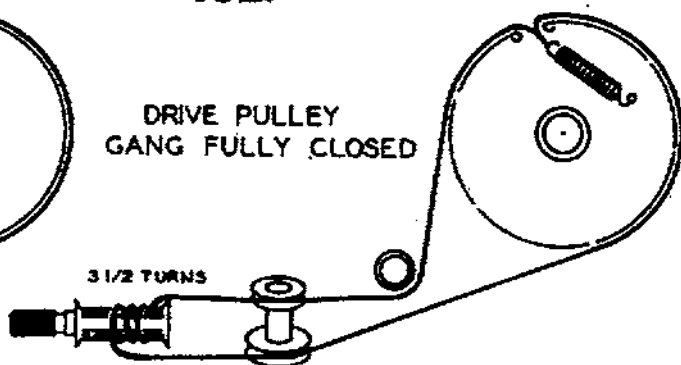
POINTER DRIVE CORD

PULLEY DRIVE CORD

1627

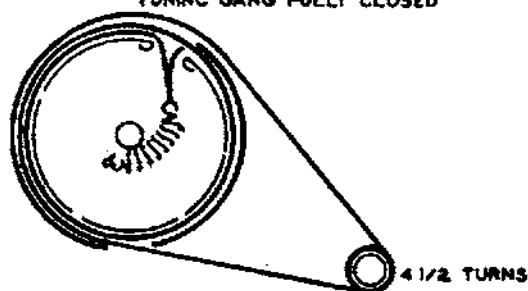


DRIVE PULLEY
GANG FULLY CLOSED



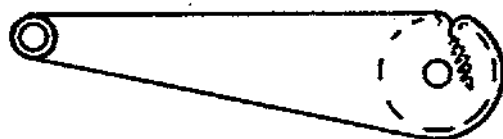
1628

TUNING GANG FULLY CLOSED

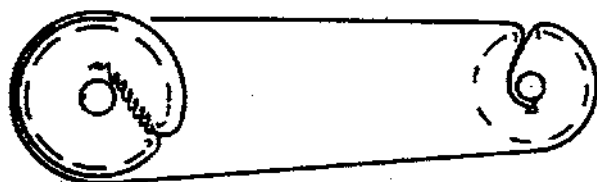


3 TURNS

1629

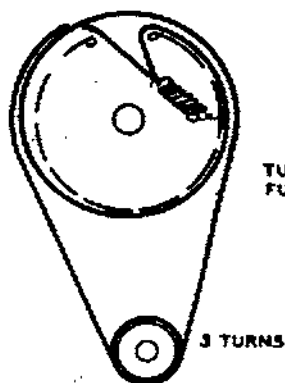
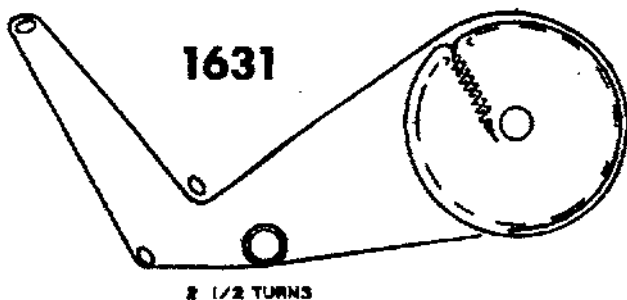


TUNING GANG FULLY CLOSED



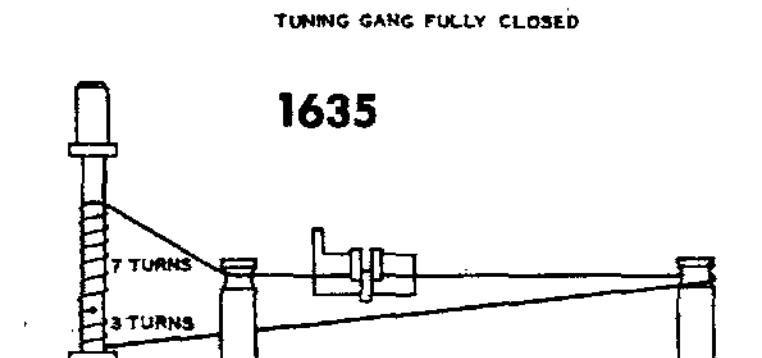
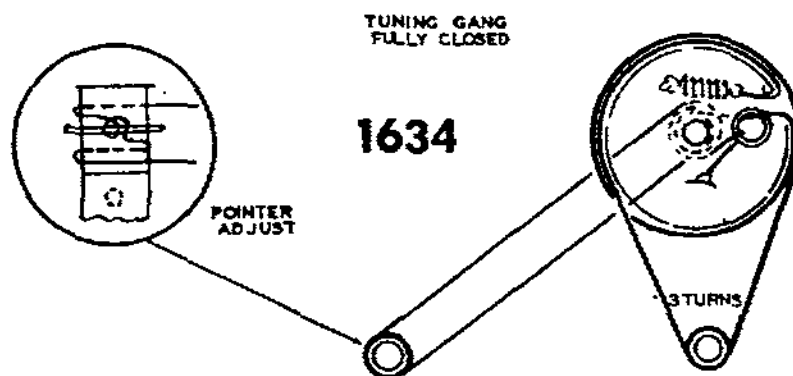
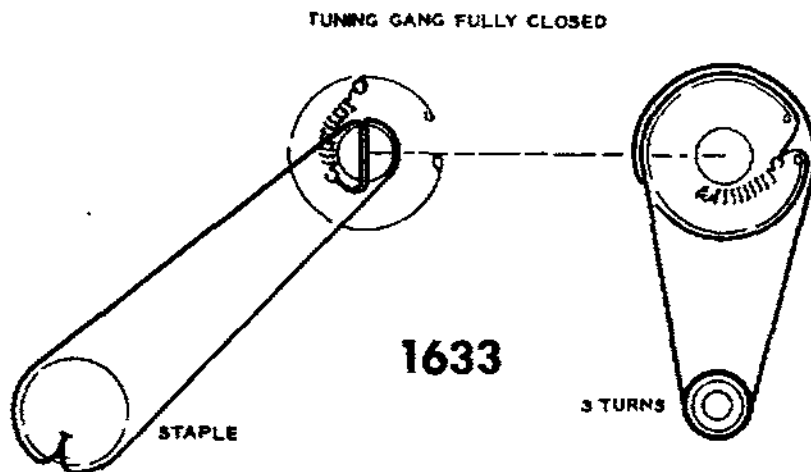
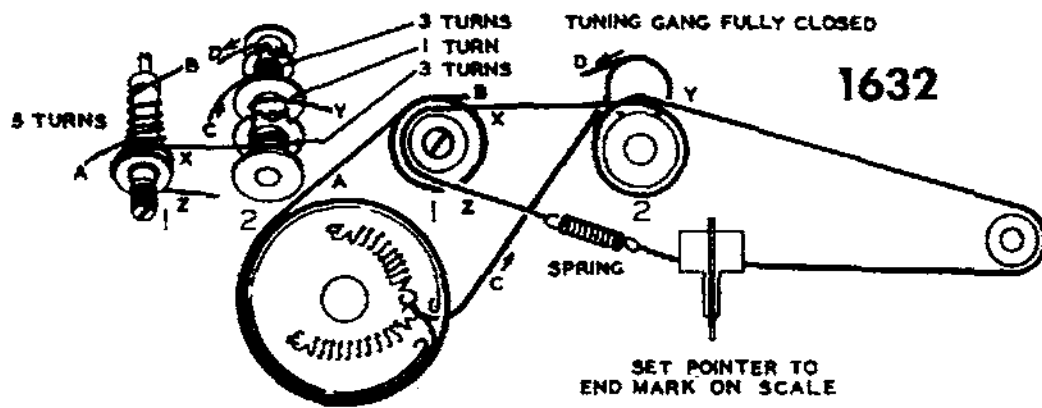
TUNING GANG FULLY CLOSED

1631



TUNING GANG
FULLY CLOSED

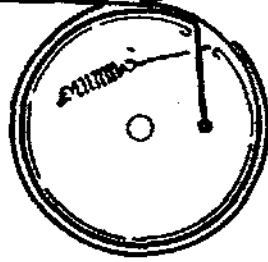
1630



TUNING GANG FULLY CLOSED

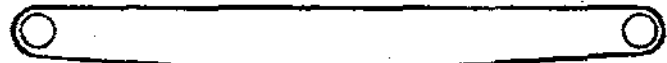


1636

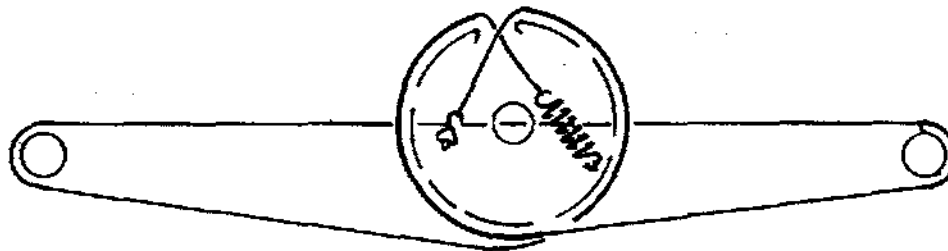


1637

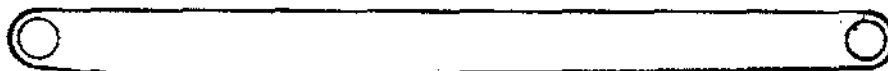
TUNING GANG FULLY CLOSED



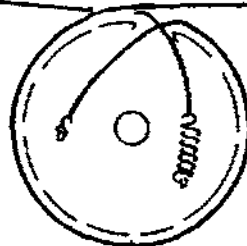
TUNING GANG FULLY CLOSED



MAIN TUNING



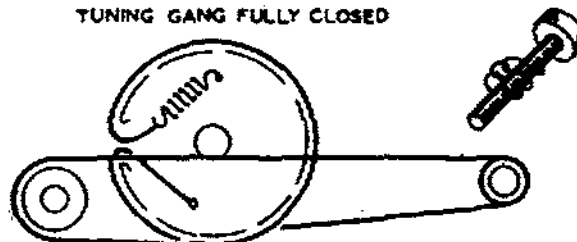
TUNING GANG FULLY CLOSED



1638

BANDSPREAD

TUNING GANG FULLY CLOSED



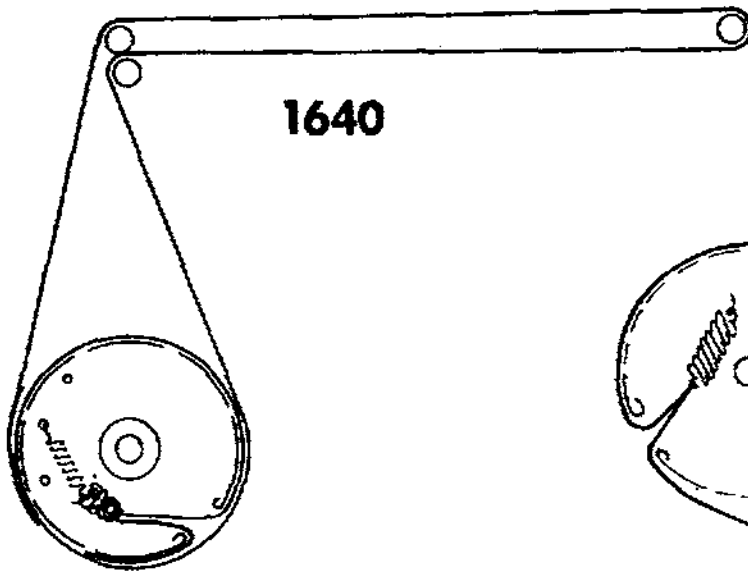
1639

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.

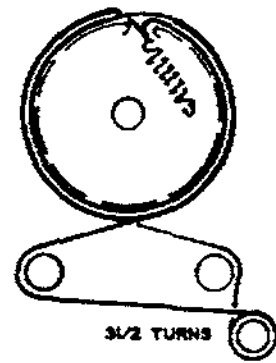
2. Wind clip end of cord 6 1/2 turns around shaft and with tuning capacitor at maximum hook clip to large pulley. Turn capacitor to minimum allowing other end of cord to wind itself around shaft.

3. Pass cord around small pulley. Fasten spring to end of cord and clip to

TUNING GANG FULLY CLOSED

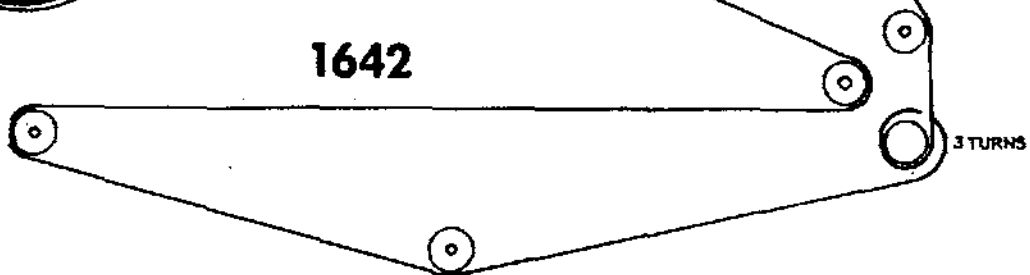


TUNING GANG FULLY CLOSED



3 1/2 TURNS

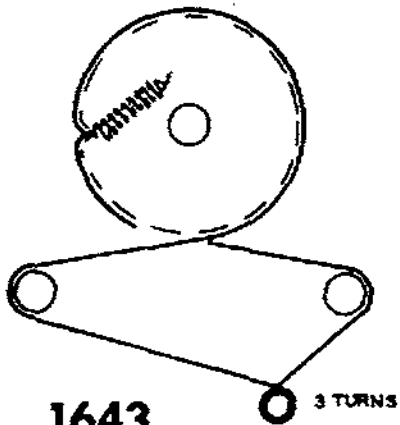
1642



3 TURNS

TUNING GANG FULLY CLOSED

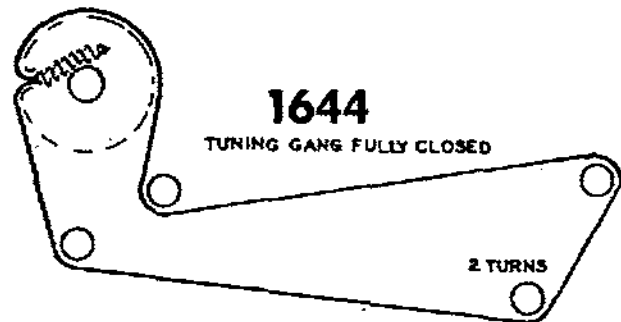
TUNING GANG FULLY CLOSED



3 TURNS

1644

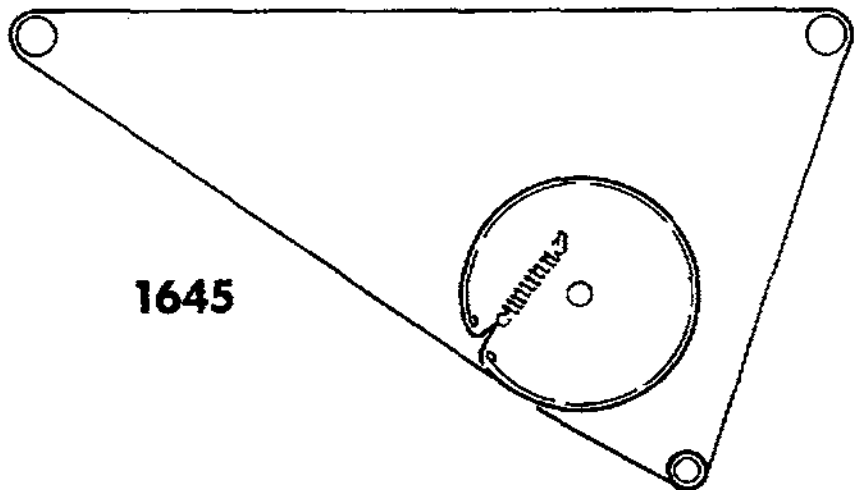
TUNING GANG FULLY CLOSED



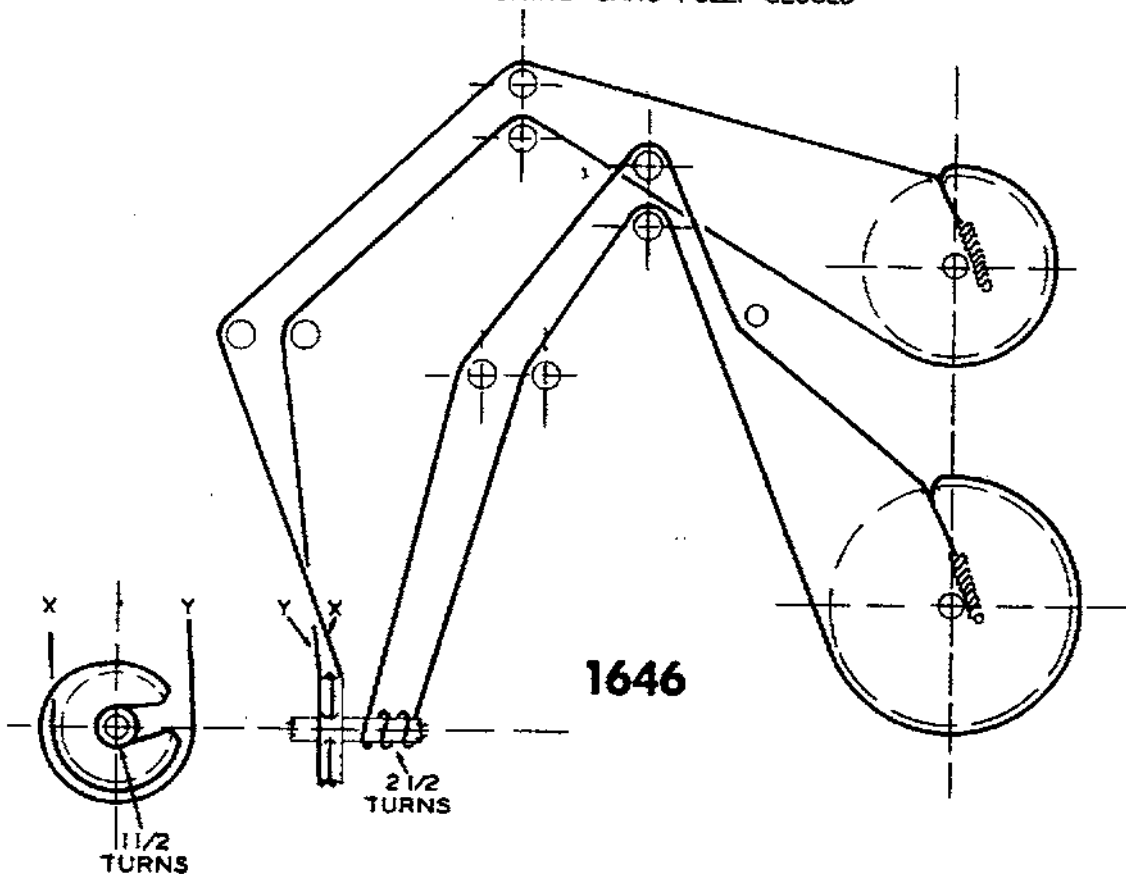
2 TURNS

TUNING GANG FULLY CLOSED

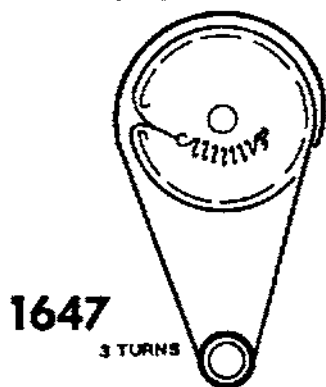
1645



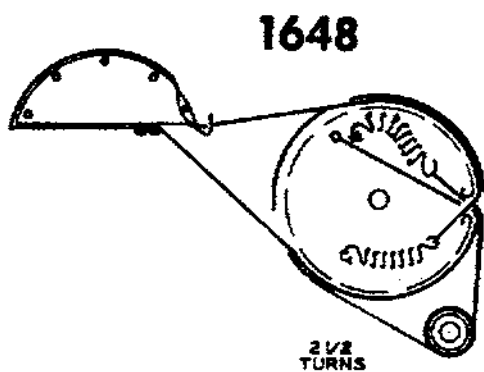
TUNING GANG FULLY CLOSED



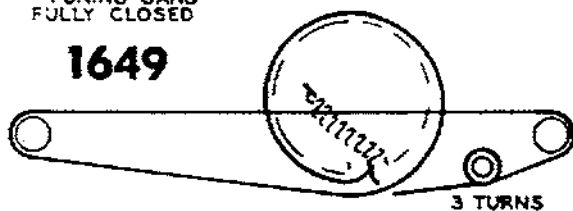
TUNING GANG FULLY CLOSED



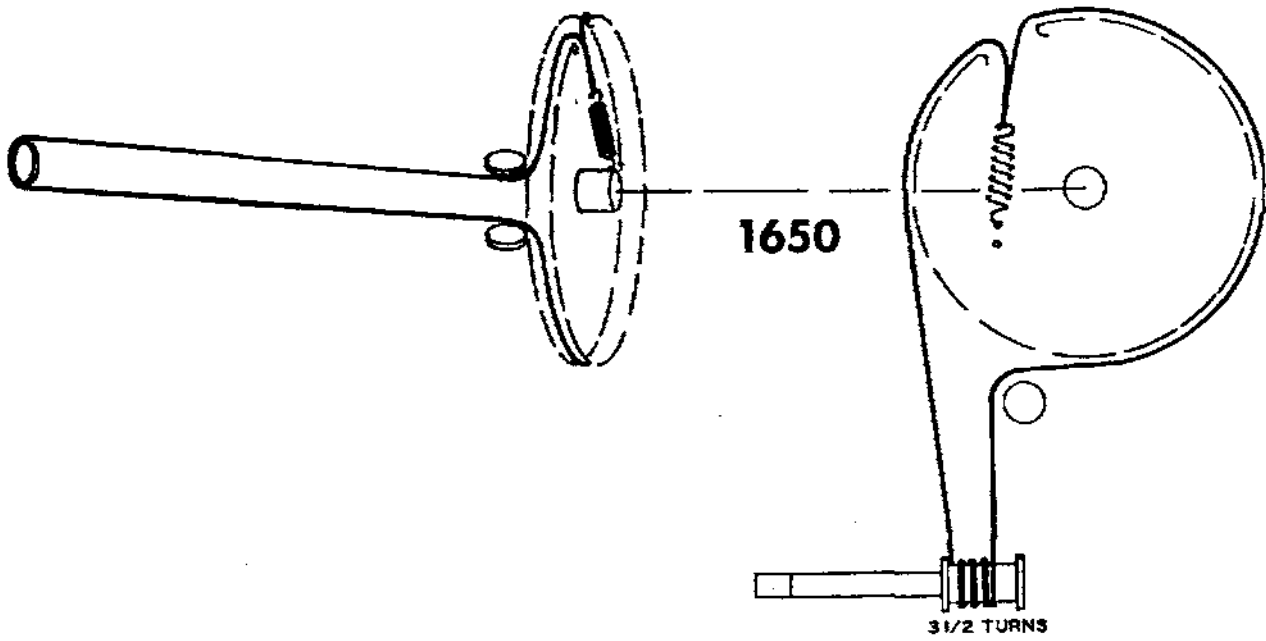
TUNING GANG FULLY CLOSED



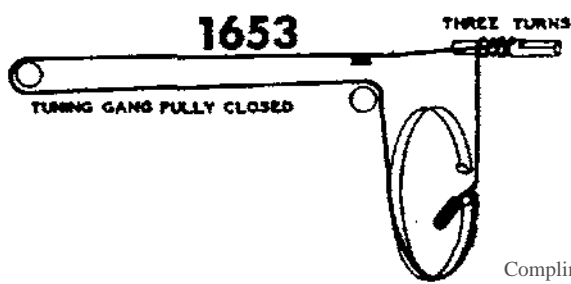
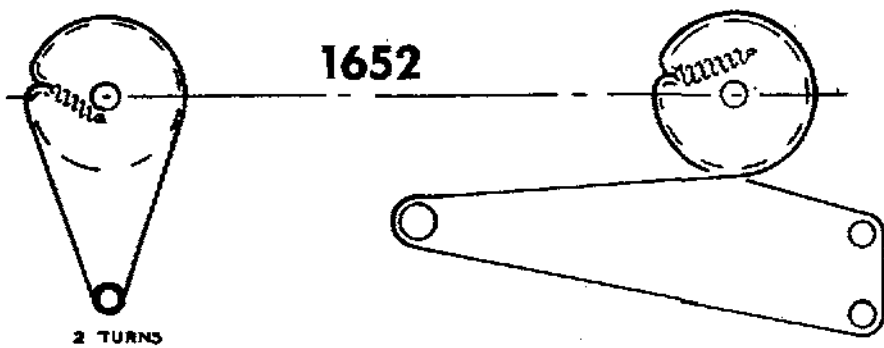
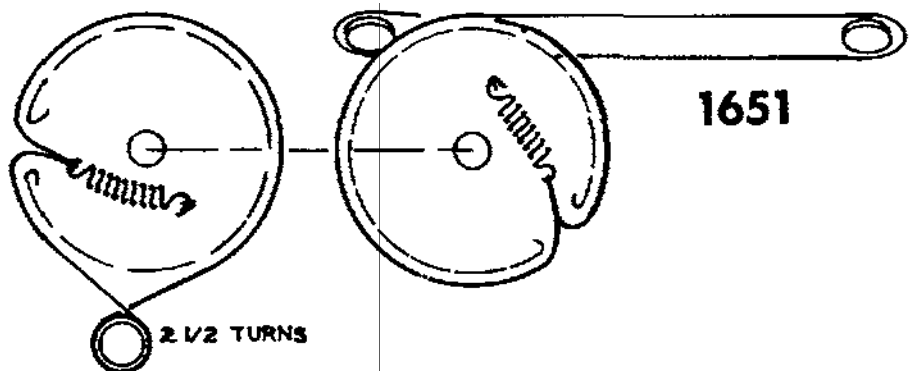
TUNING GANG FULLY CLOSED

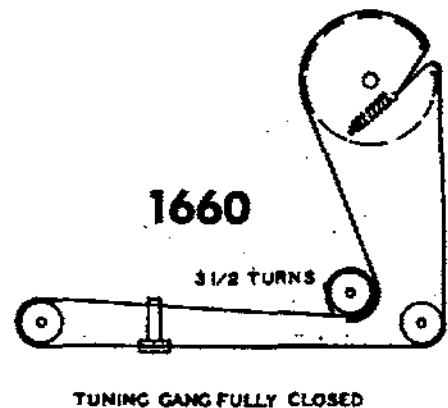
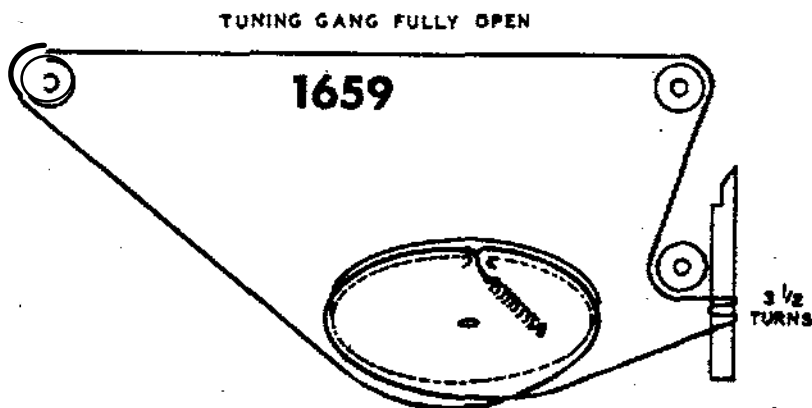
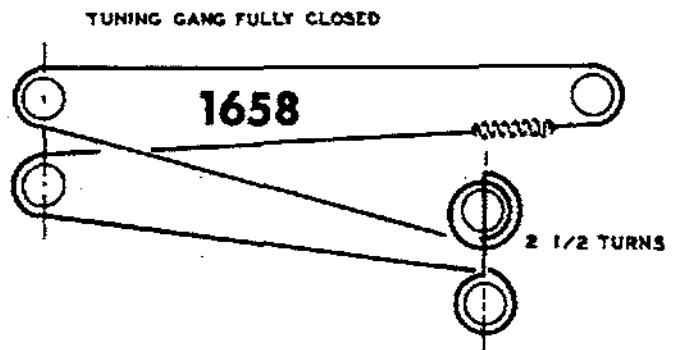
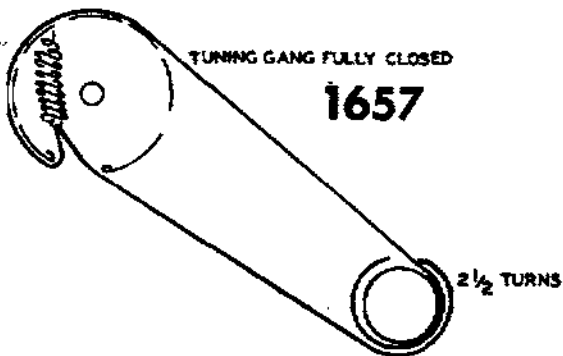
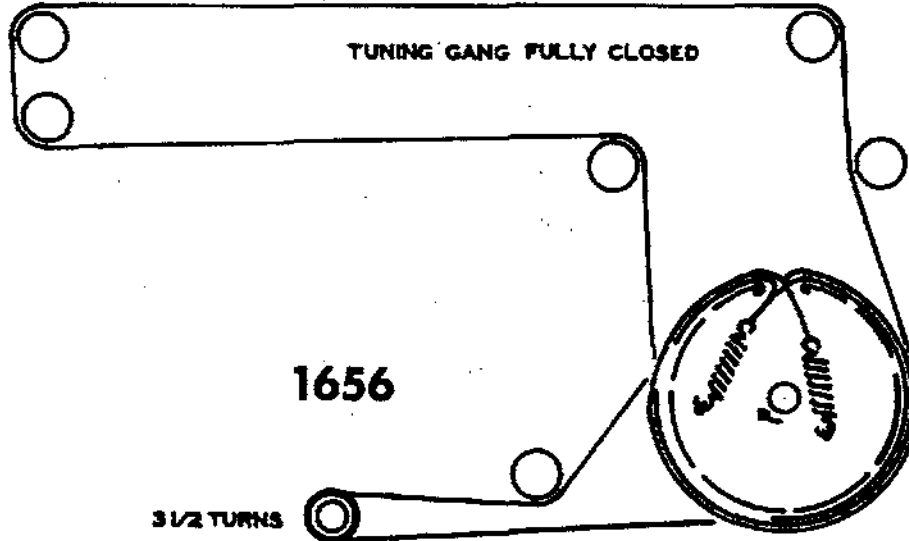
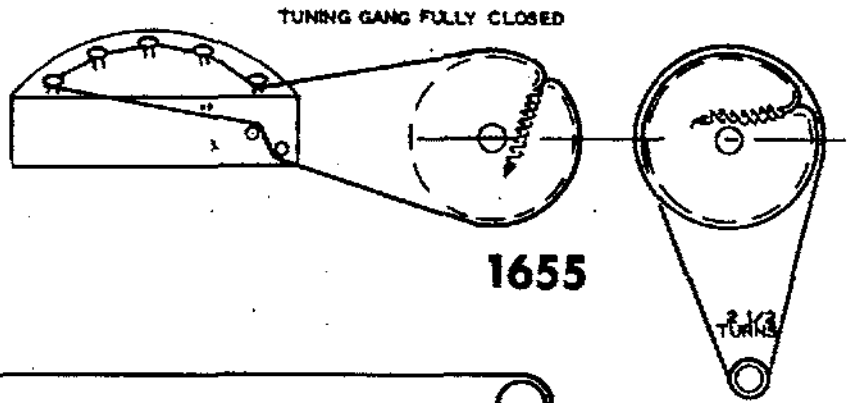
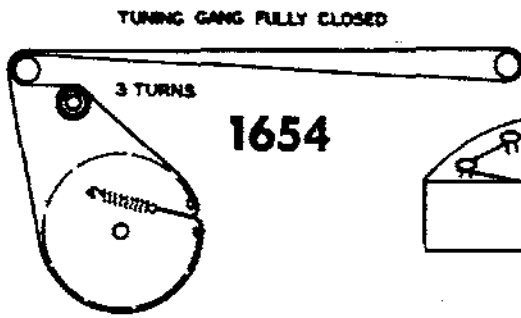


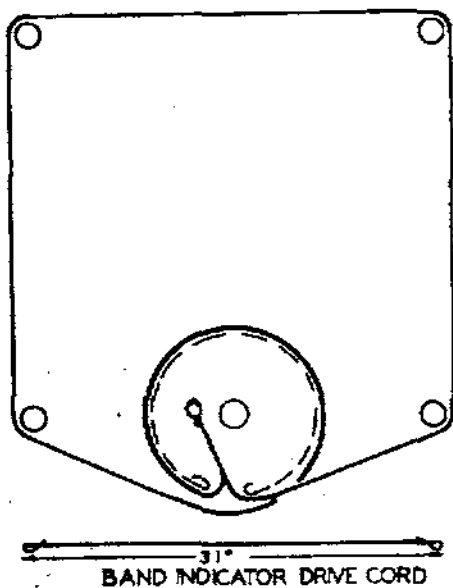
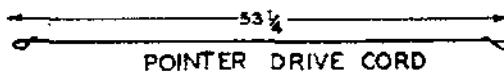
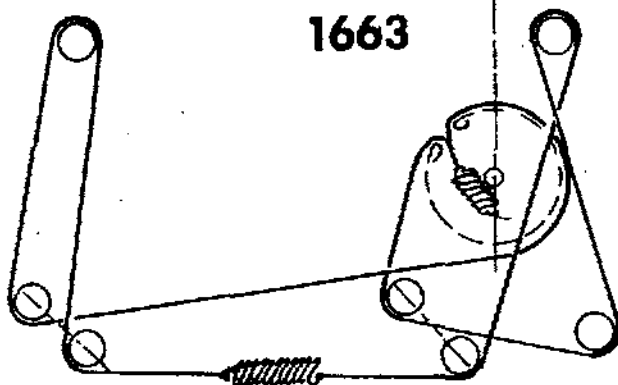
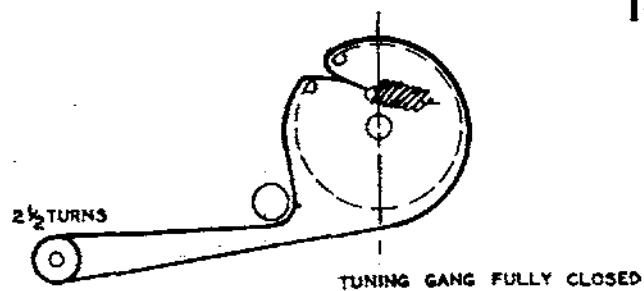
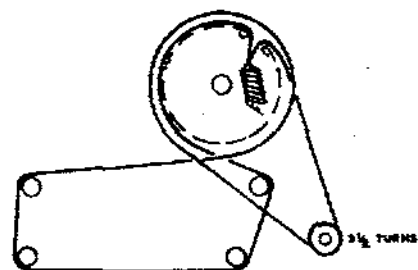
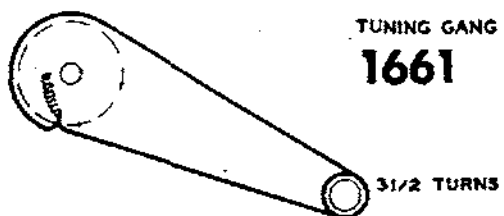
TUNING GANG FULLY CLOSED



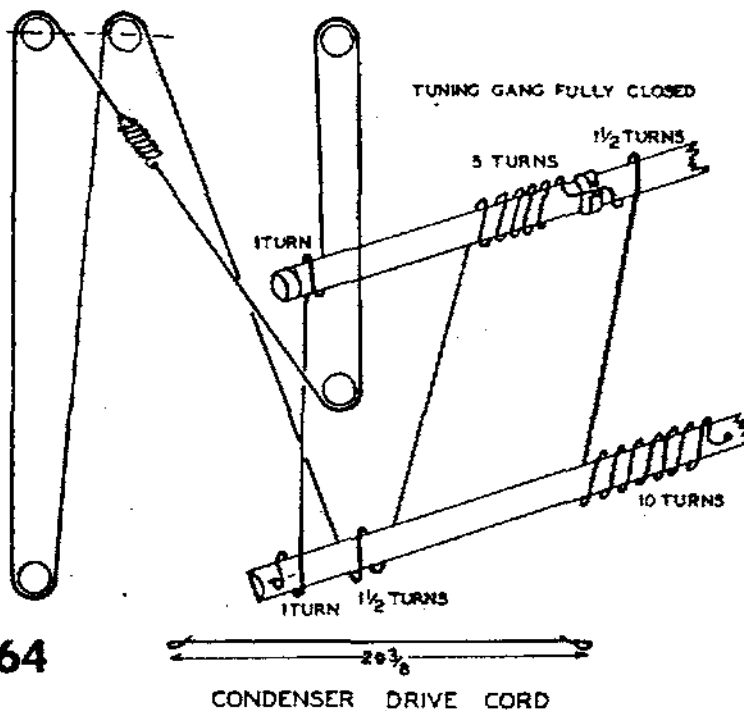
TUNING GANG FULLY CLOSED



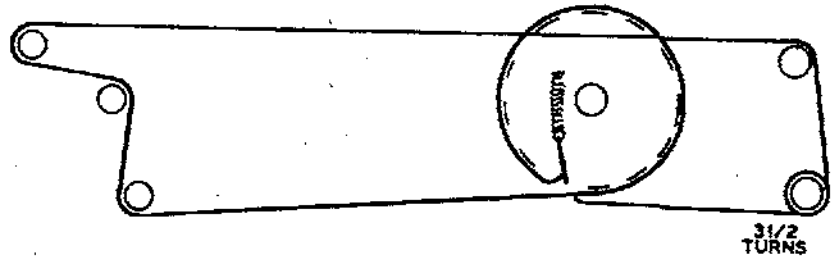




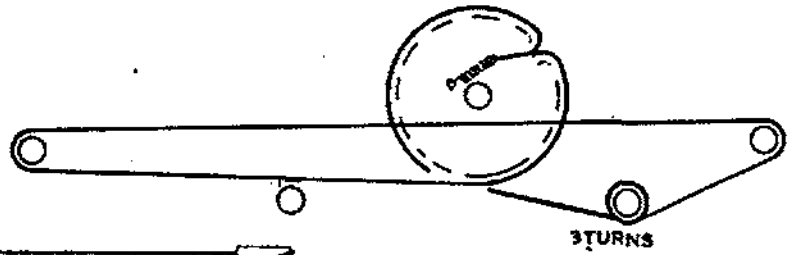
1664



TUNING GANG FULLY CLOSED

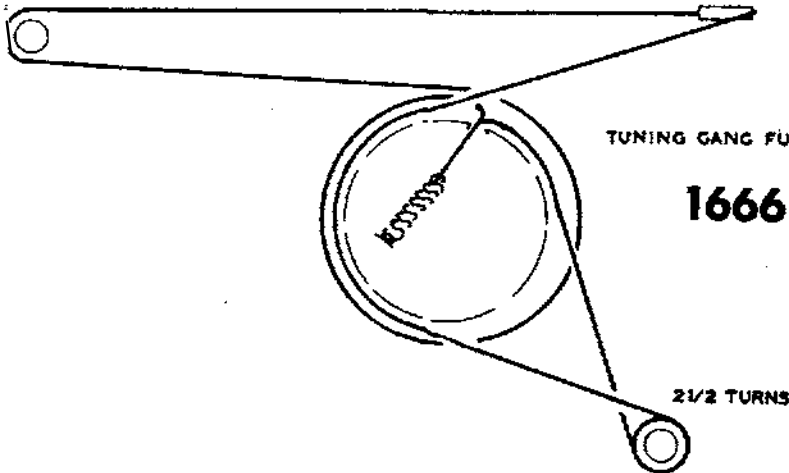


1665



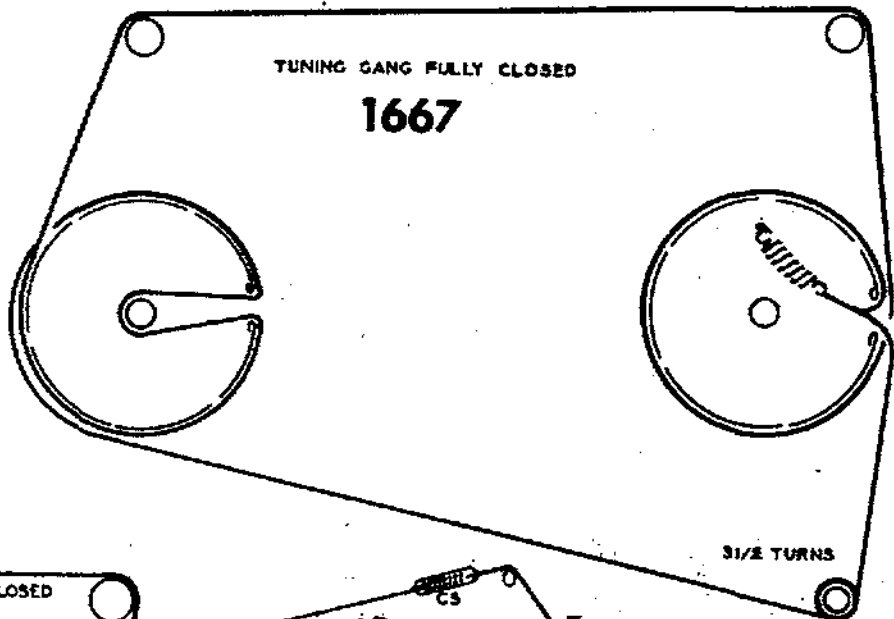
TUNING GANG FULLY CLOSED

1666



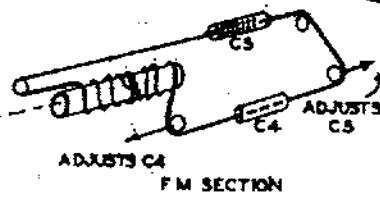
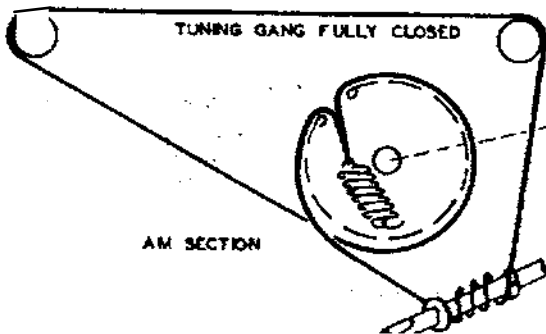
TUNING GANG FULLY CLOSED

1667

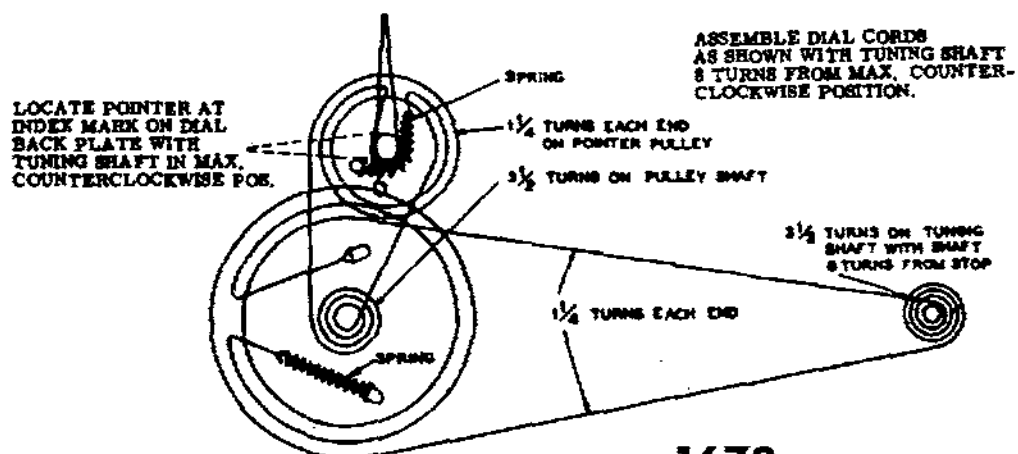
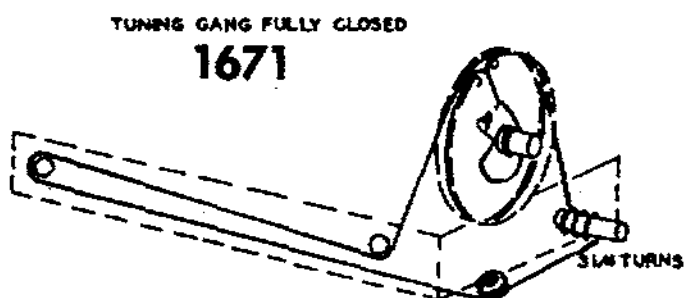
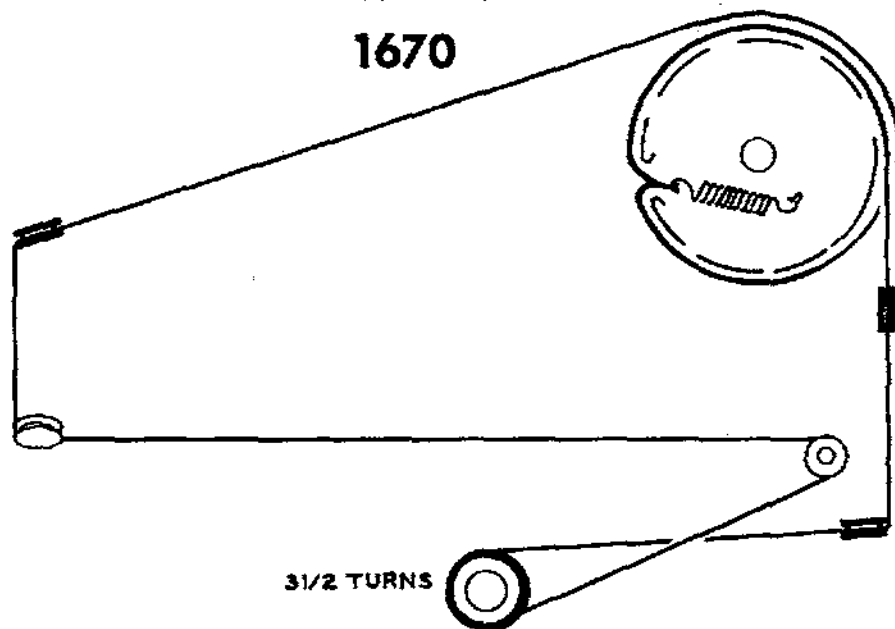
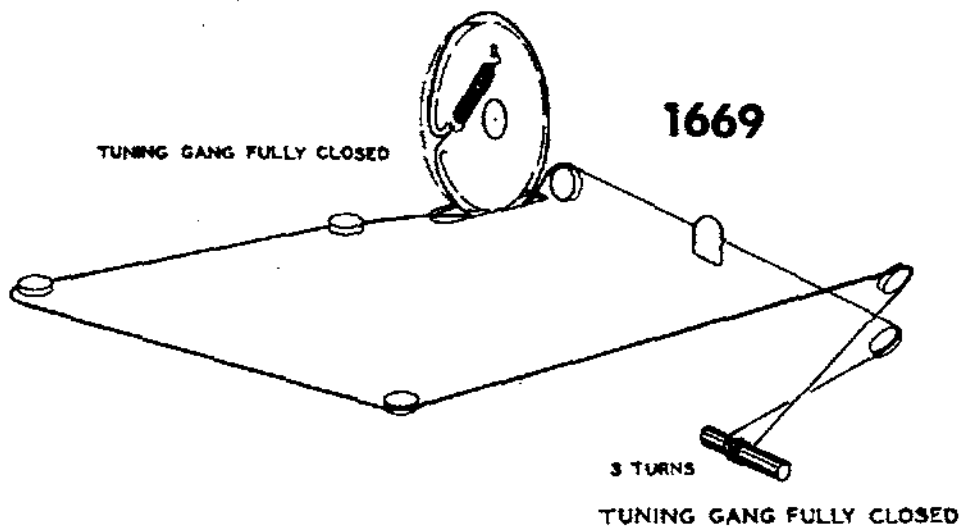


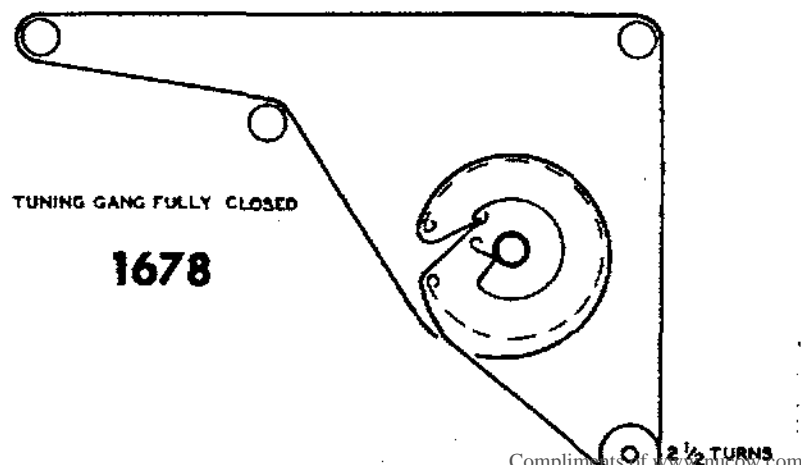
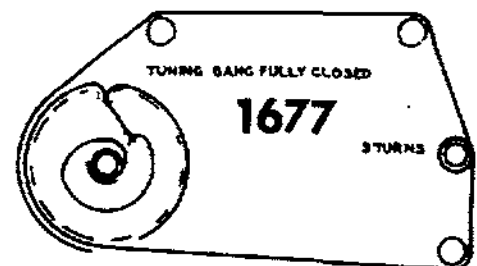
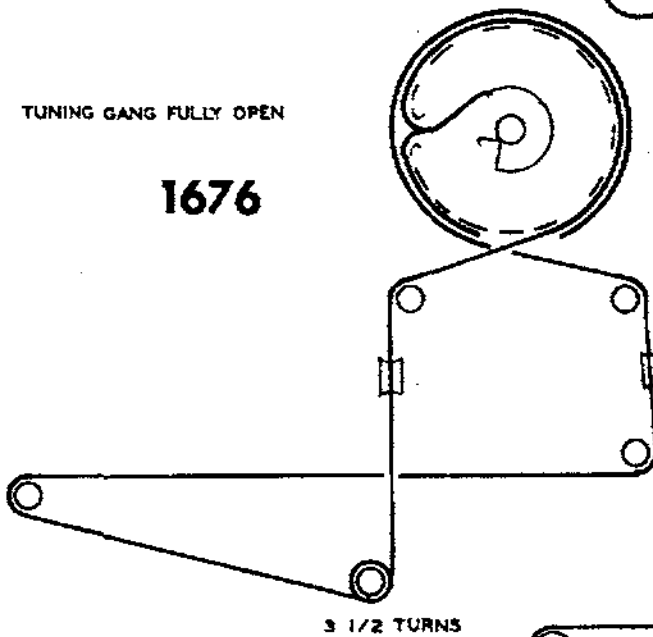
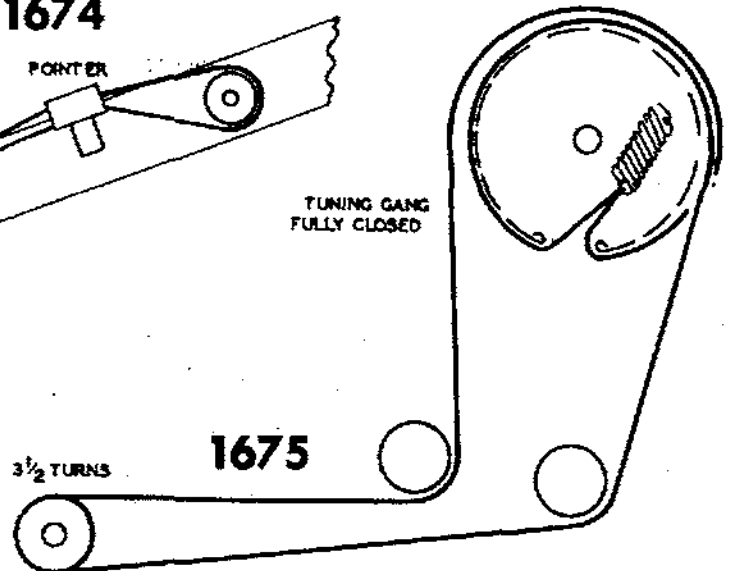
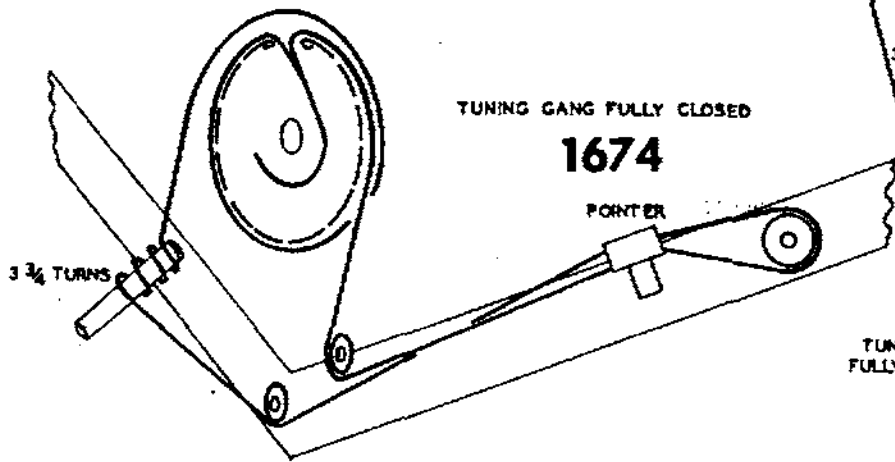
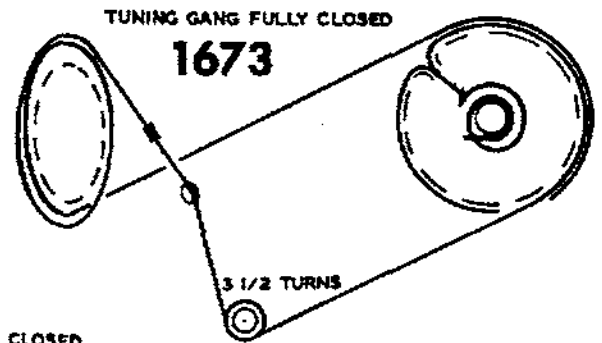
TUNING GANG FULLY CLOSED

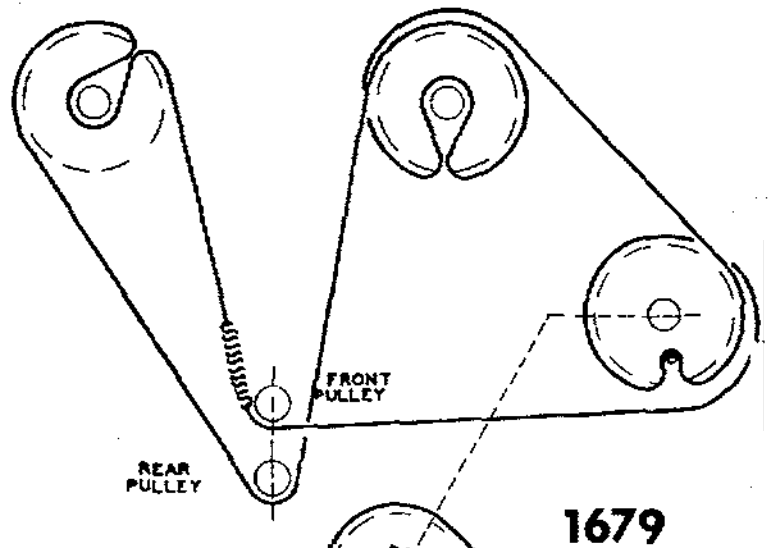
AM SECTION



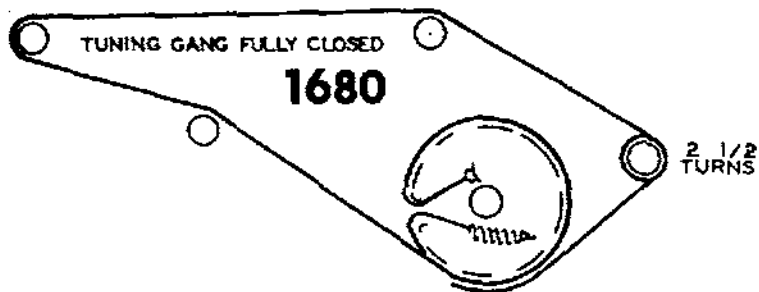
1668



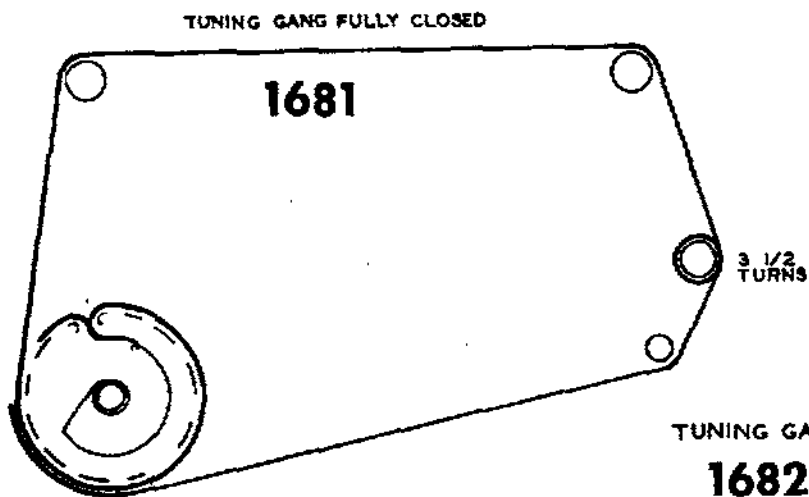




1679

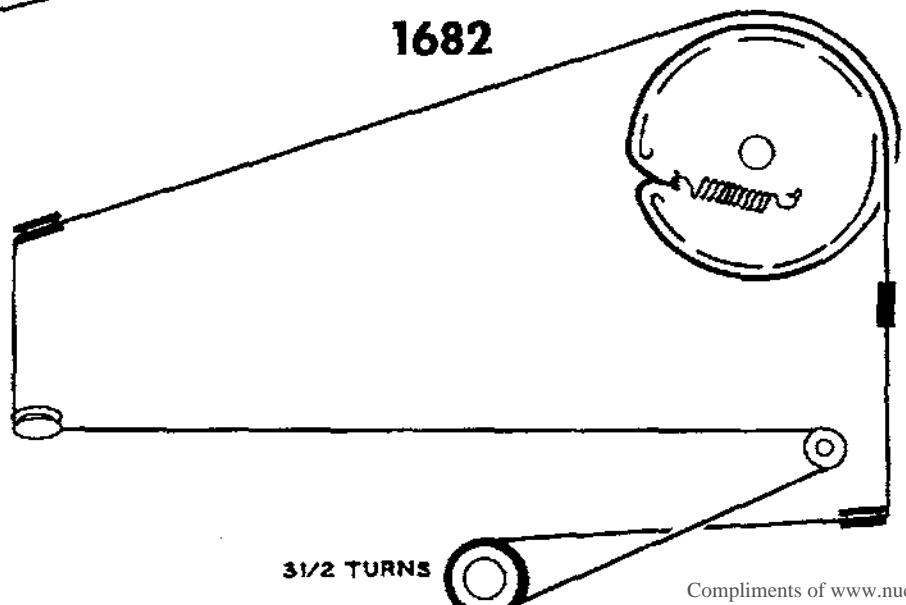


3 TURNS

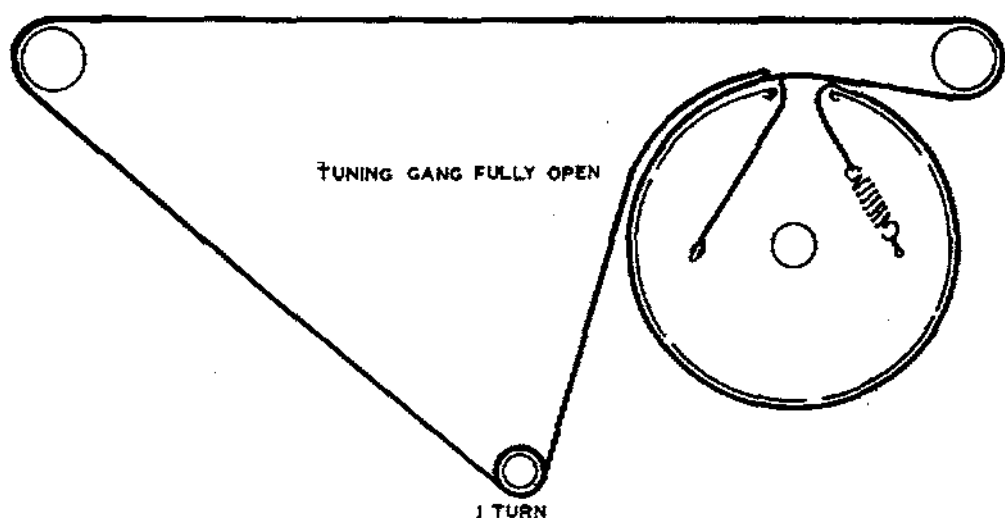


TUNING GANG FULLY CLOSED

1682

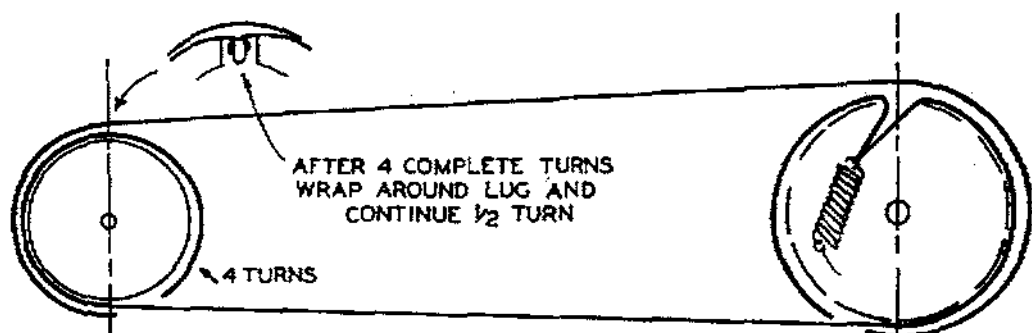
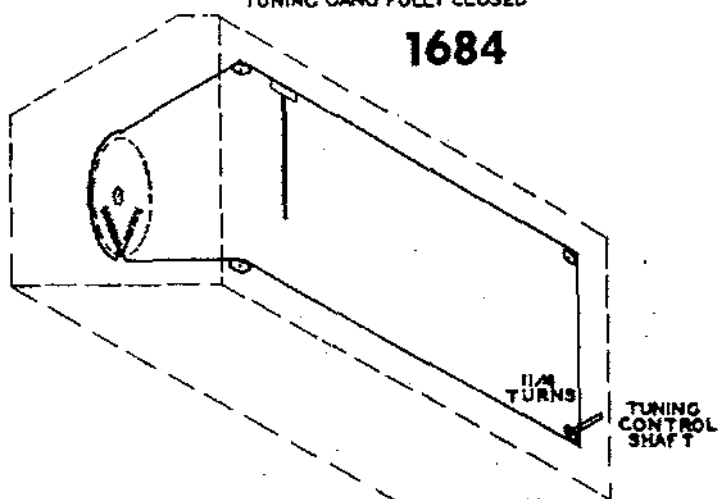


1683



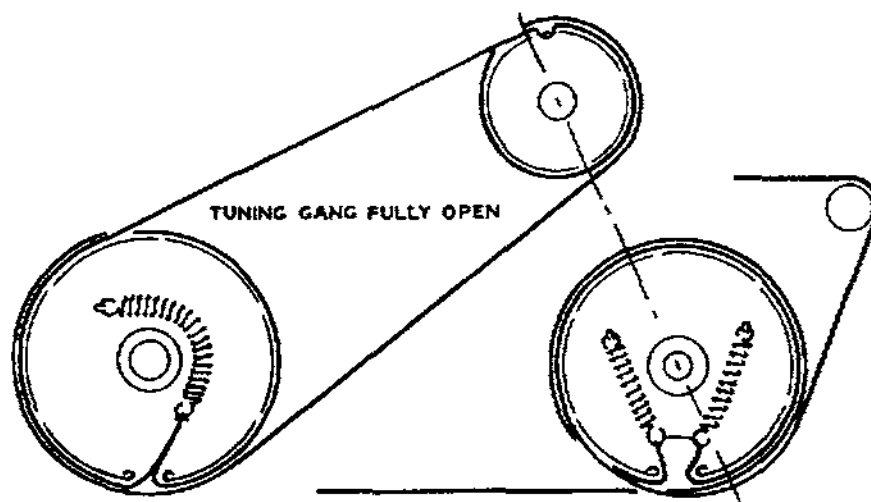
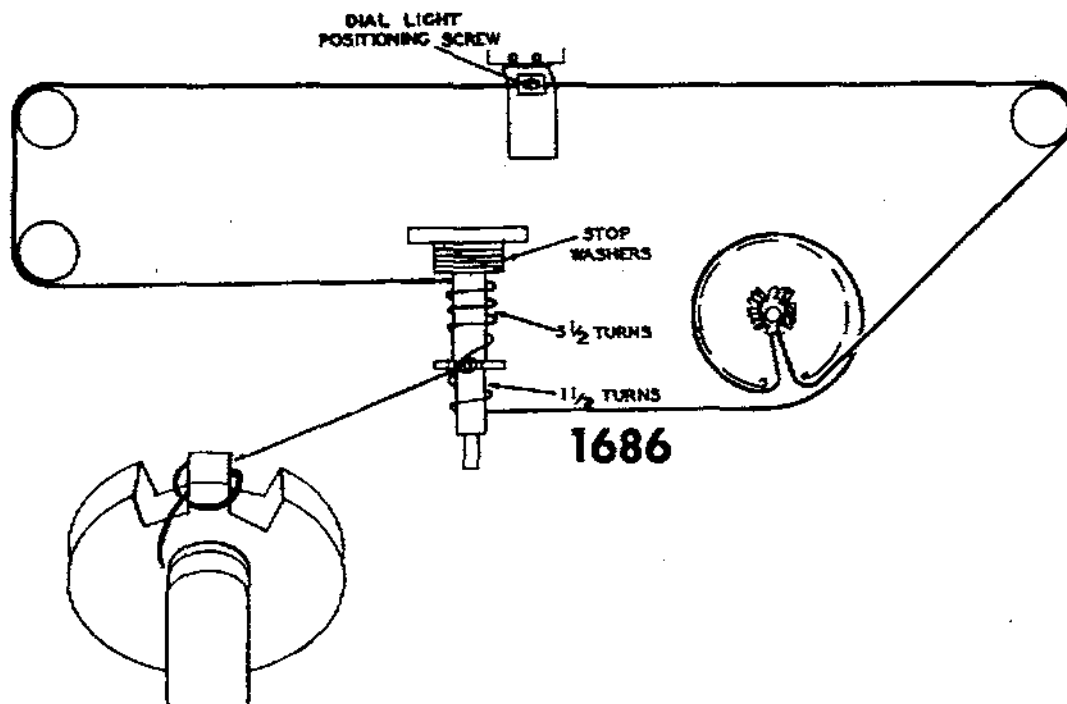
TUNING GANG FULLY CLOSED

1684



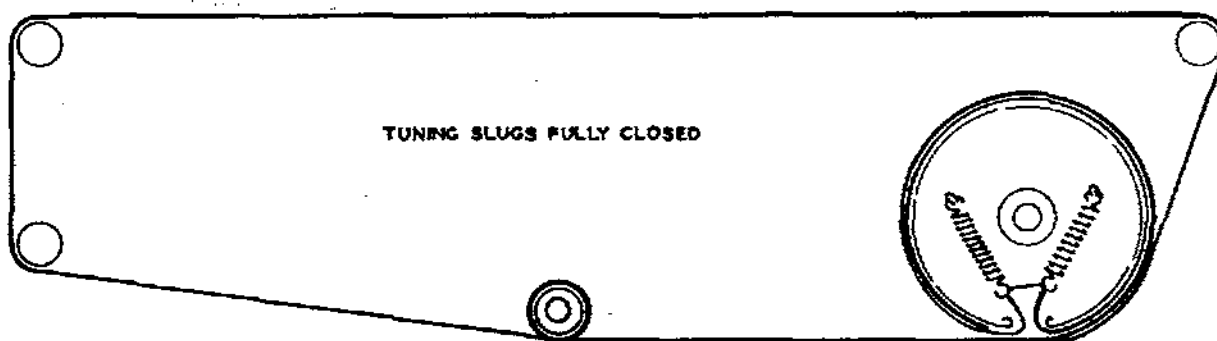
1685





RADIO DRIVE CORD STRINGING AM TUNER CORD DRIVE

1687

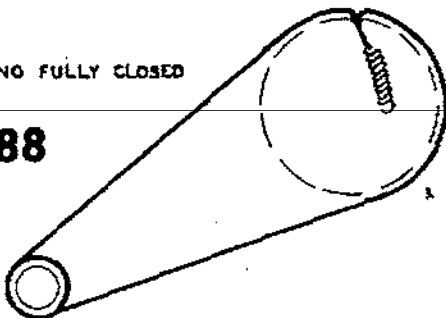


TV TUNING DRIVE CORD STRINGING

TUNING GANG FULLY CLOSED

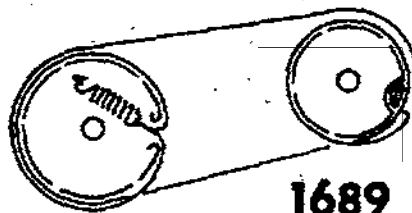
1688

3 TURNS



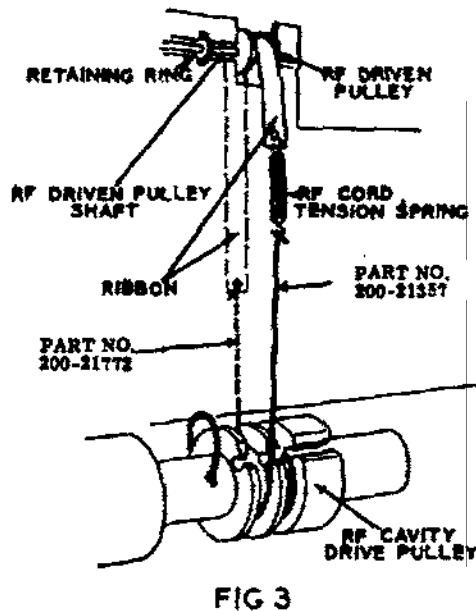
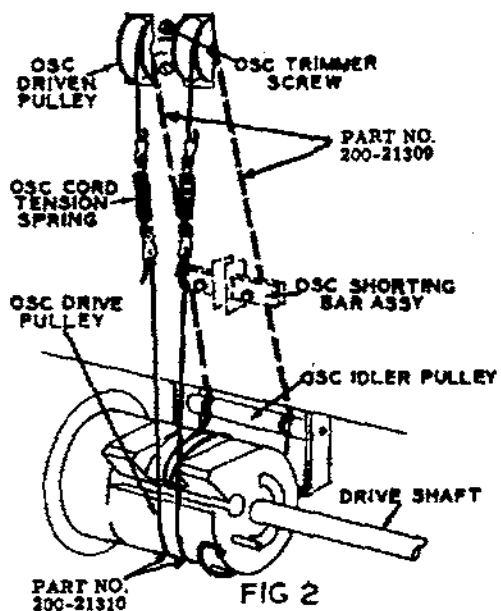
TUNING GANG FULLY CLOSED

1689



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

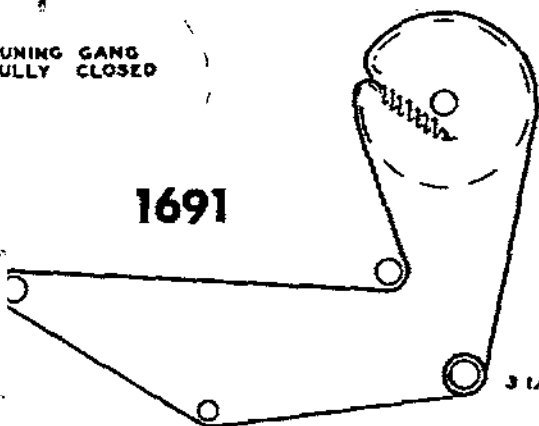
1690



TUNING GANG FULLY CLOSED

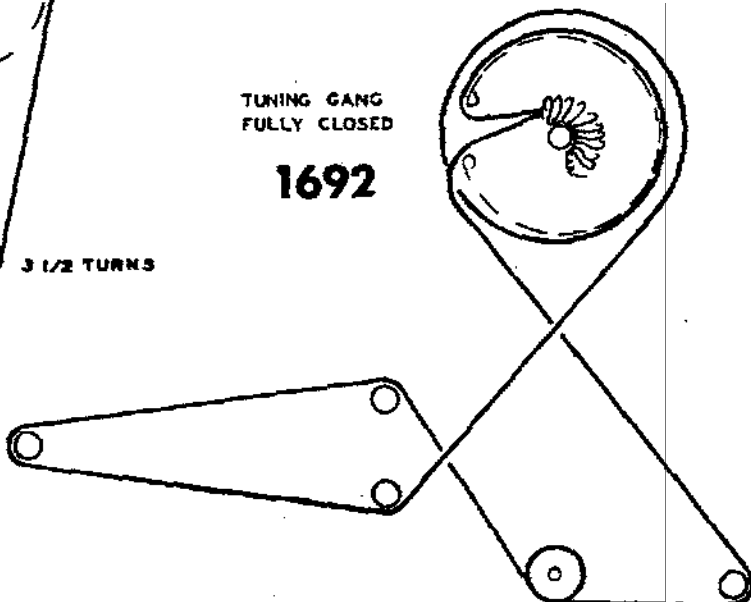
1691

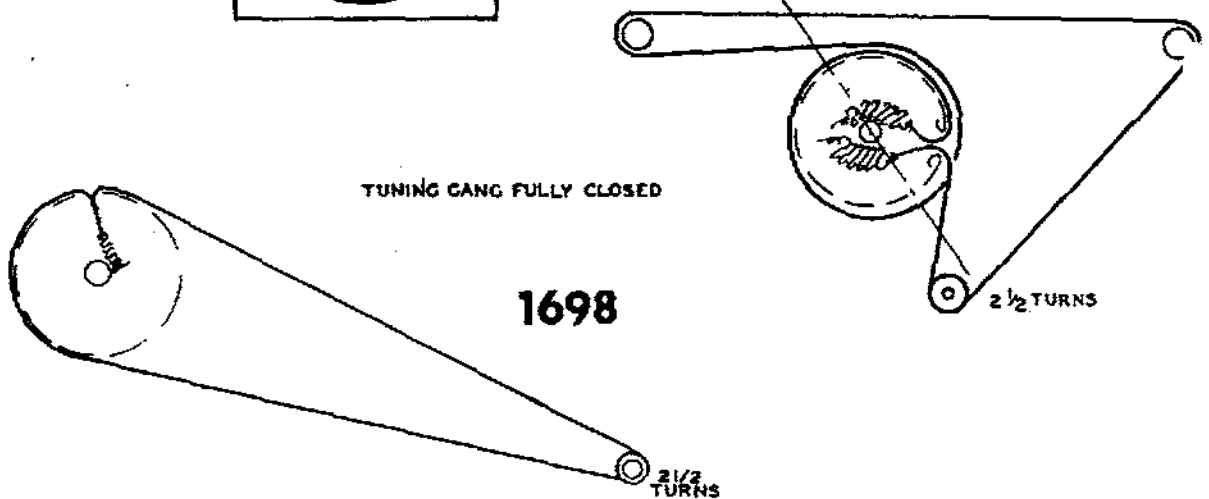
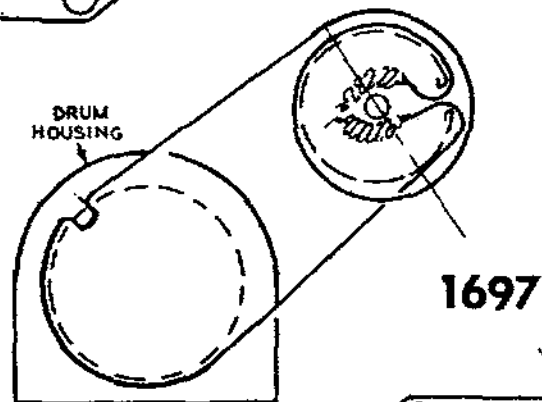
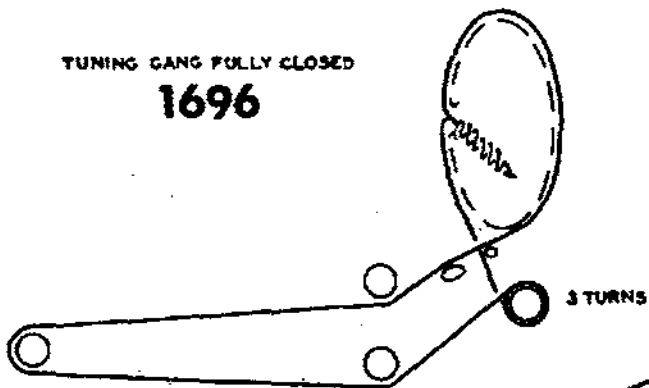
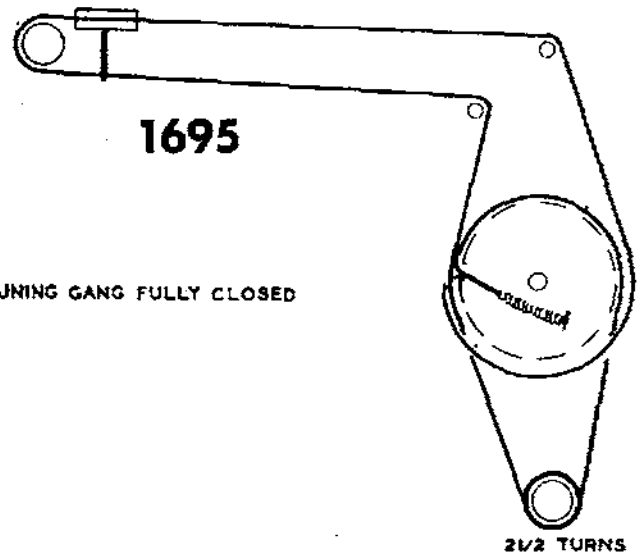
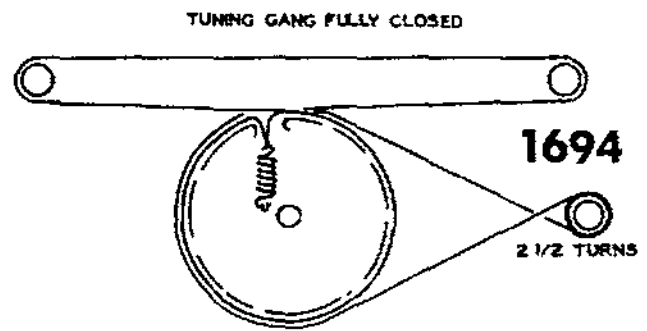
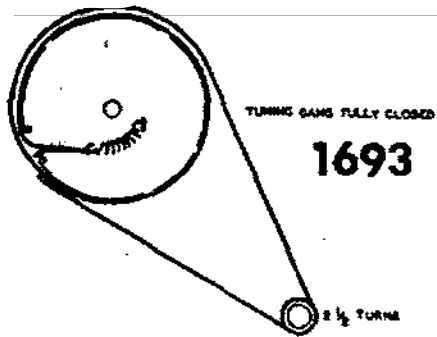
3 1/2 TURNS



TUNING GANG FULLY CLOSED

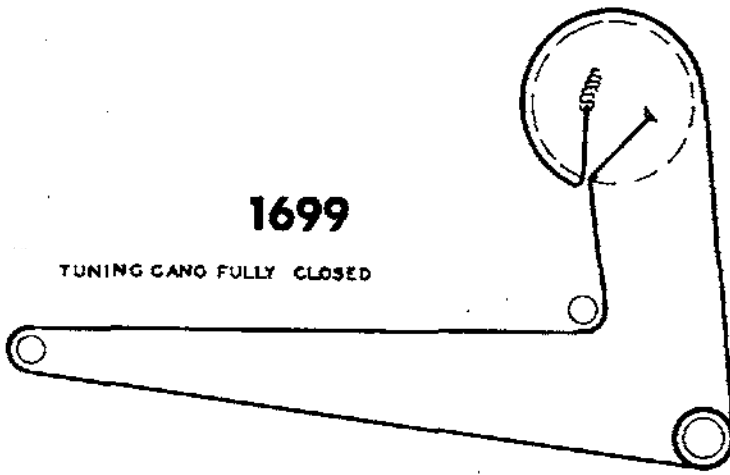
1692





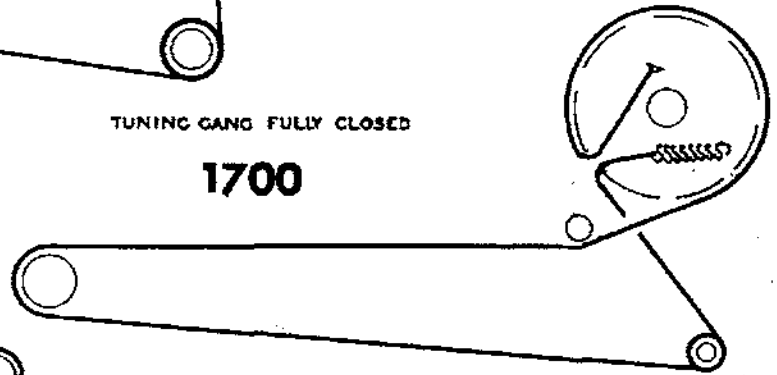
1699

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

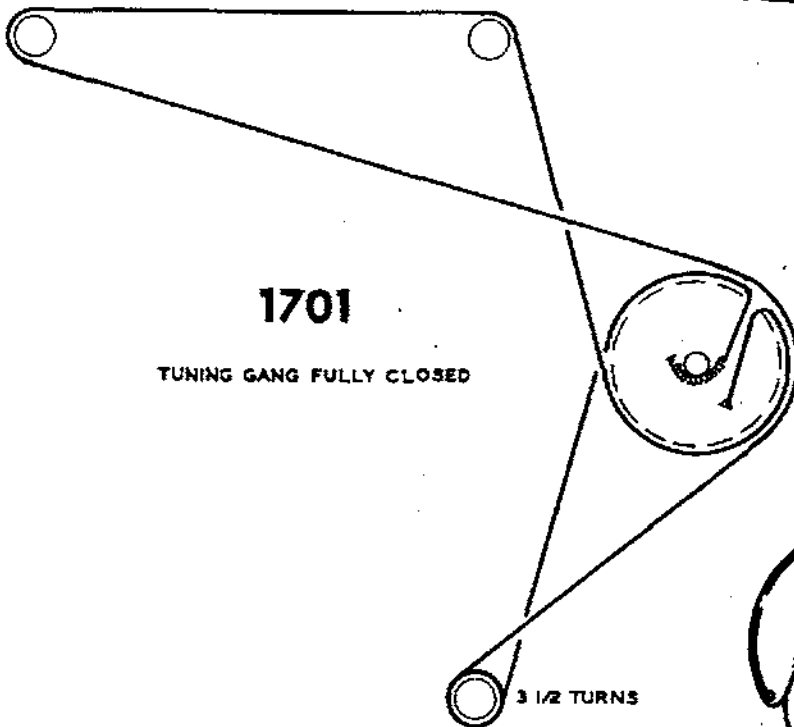
1700



3 1/2 TURNS

1701

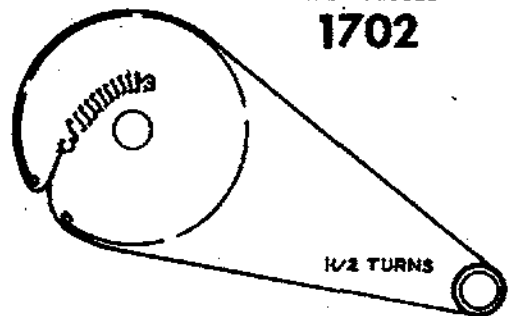
TUNING GANG FULLY CLOSED



3 1/2 TURNS

TUNING GANG FULLY CLOSED

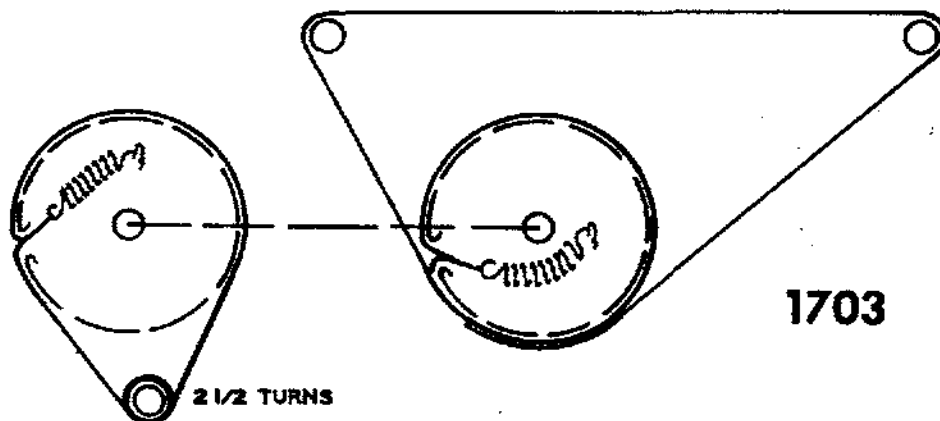
1702



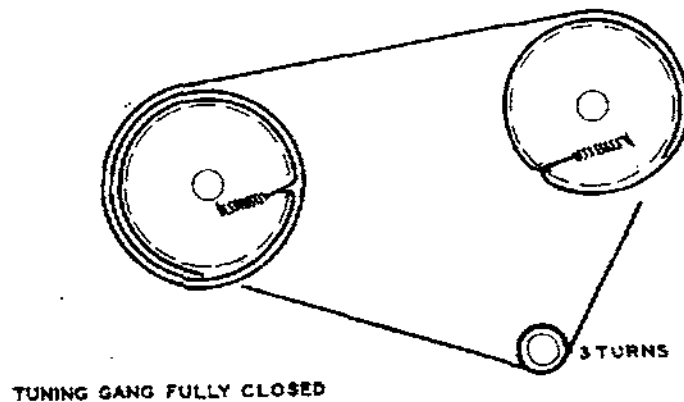
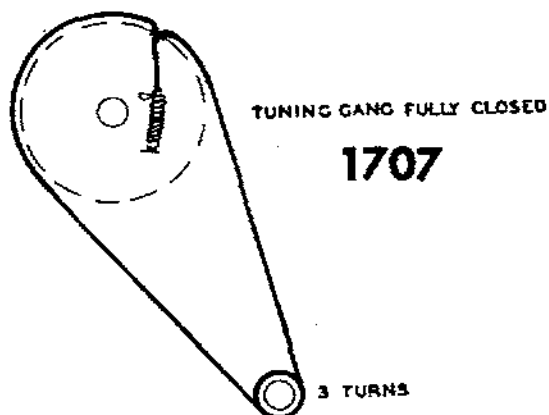
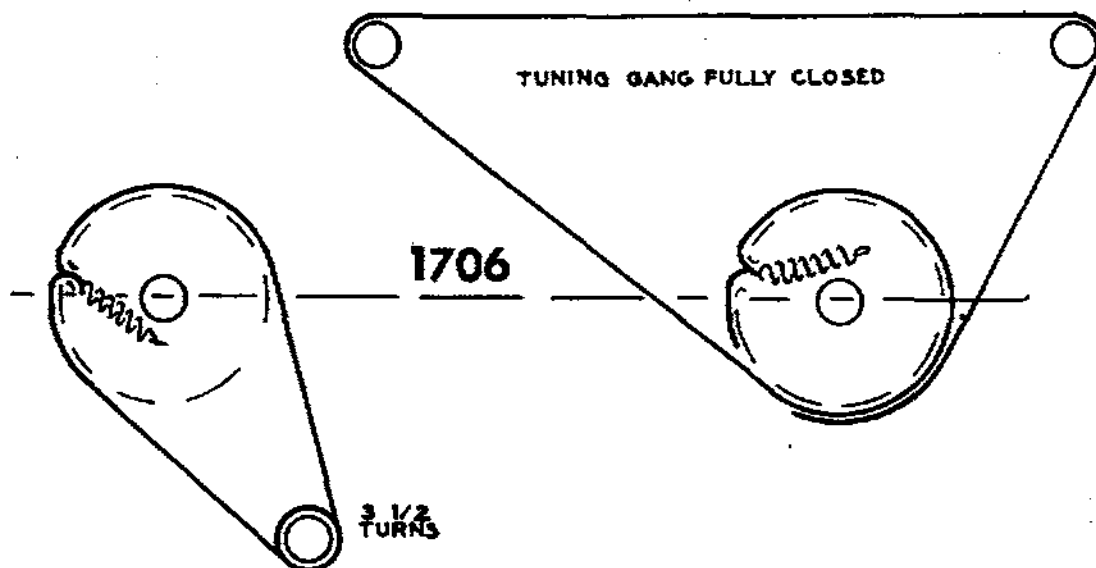
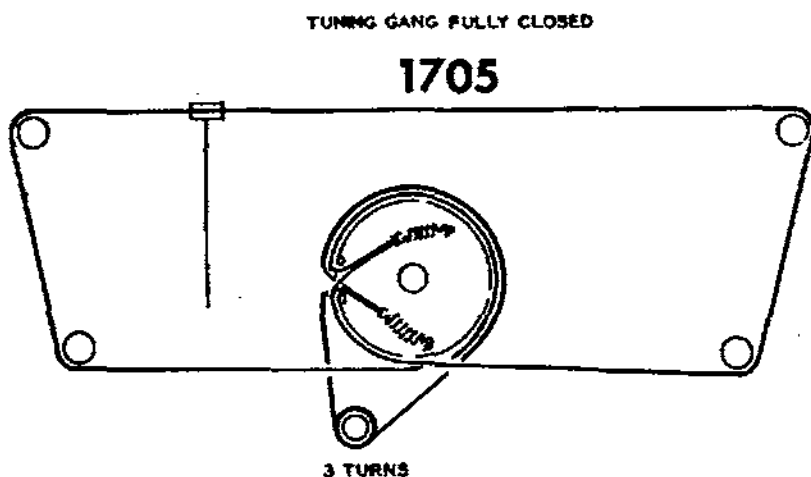
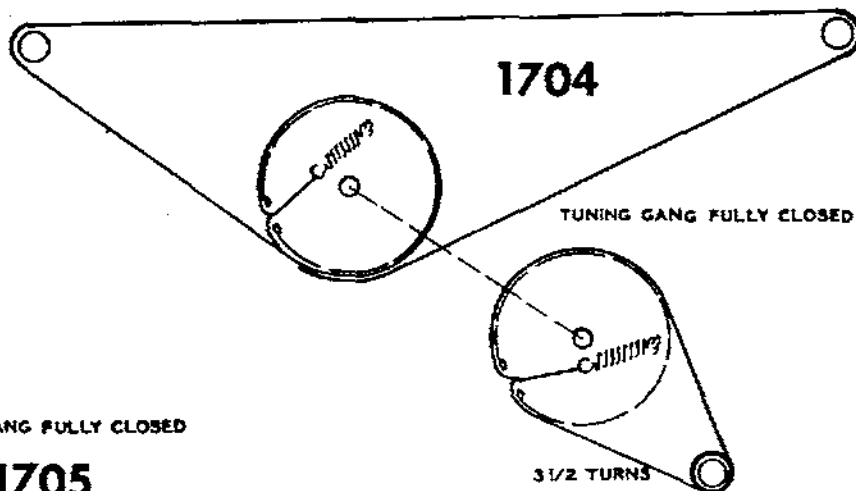
1 1/2 TURNS

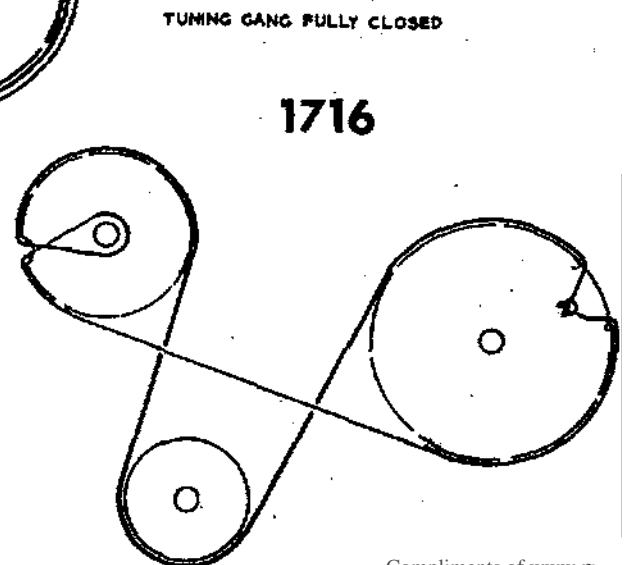
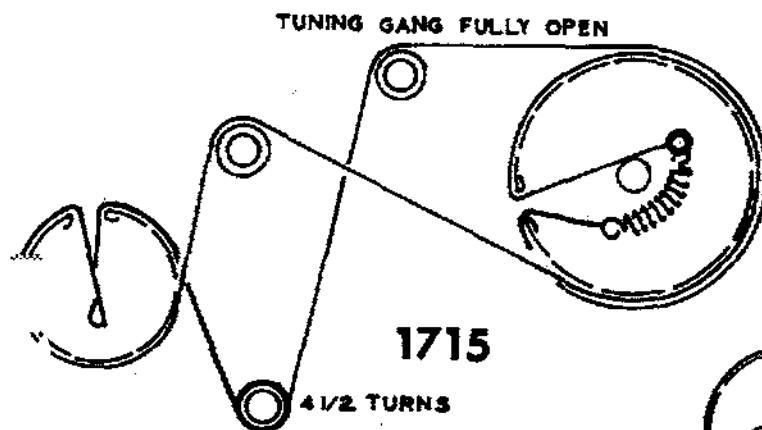
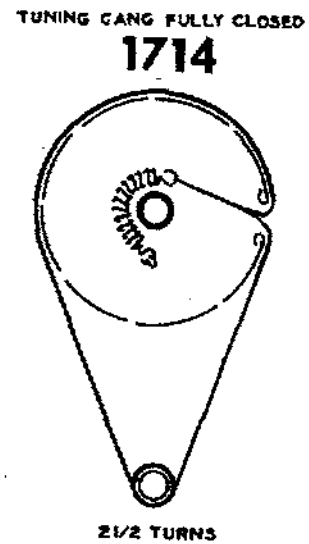
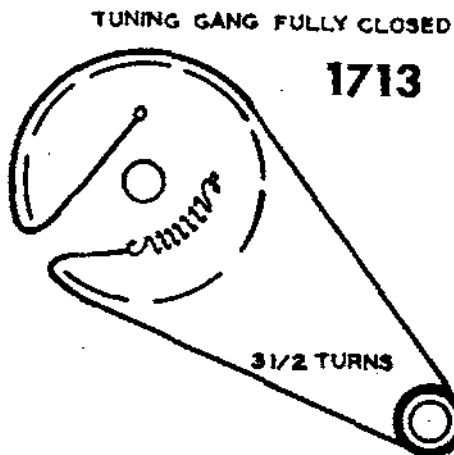
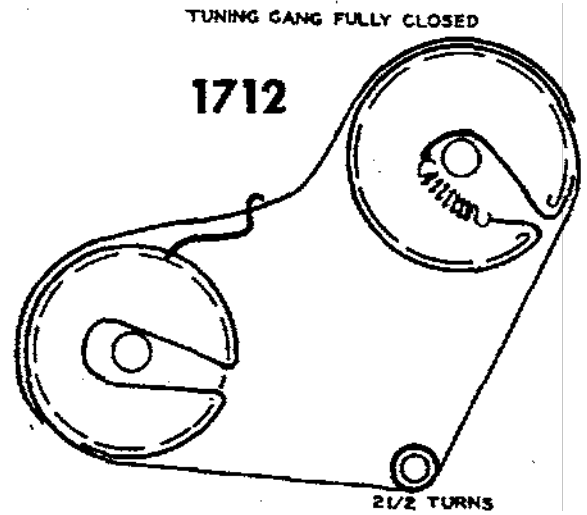
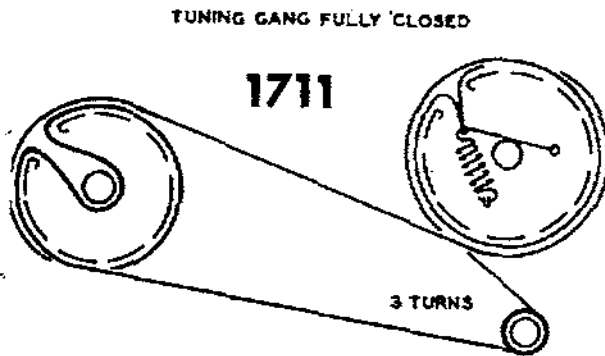
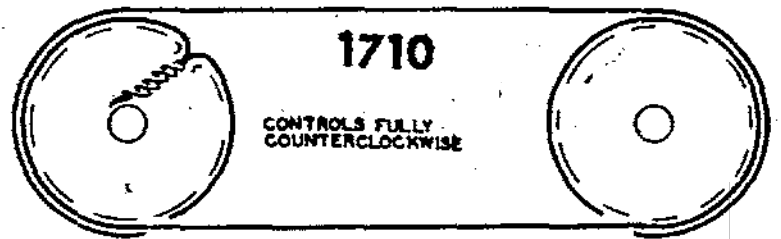
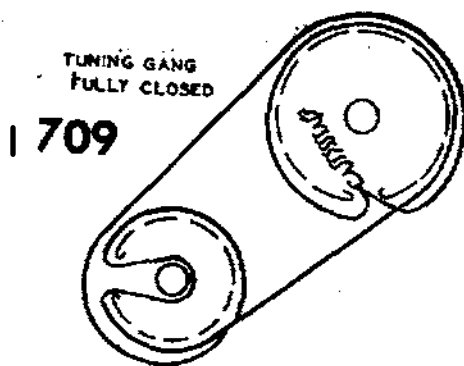
TUNING GANG FULLY CLOSED

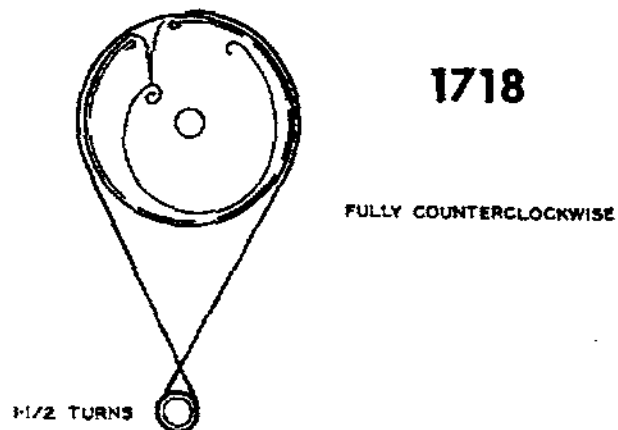
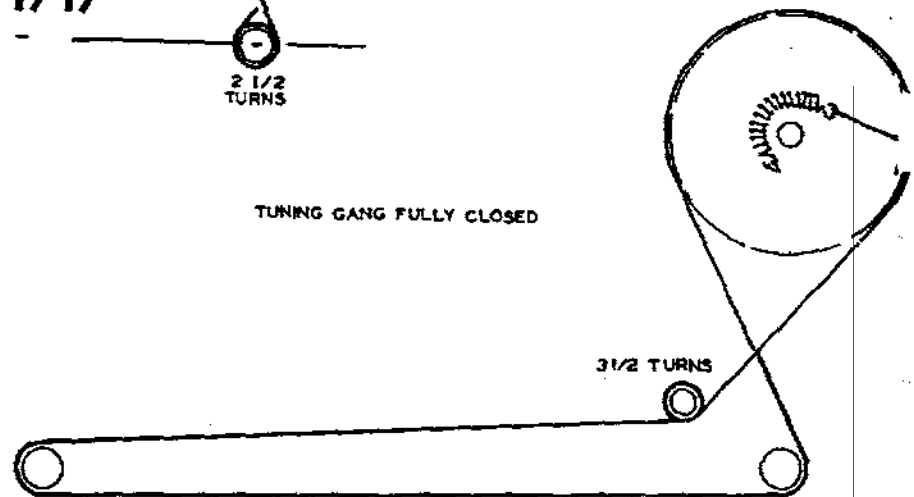
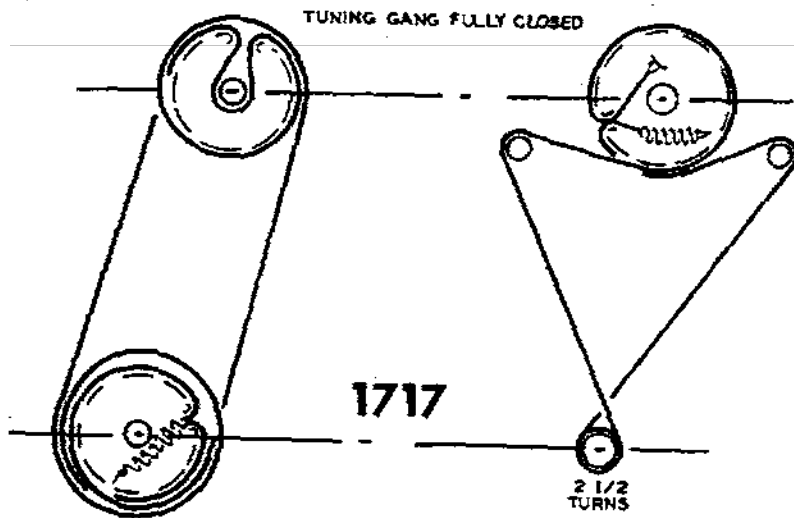
1703



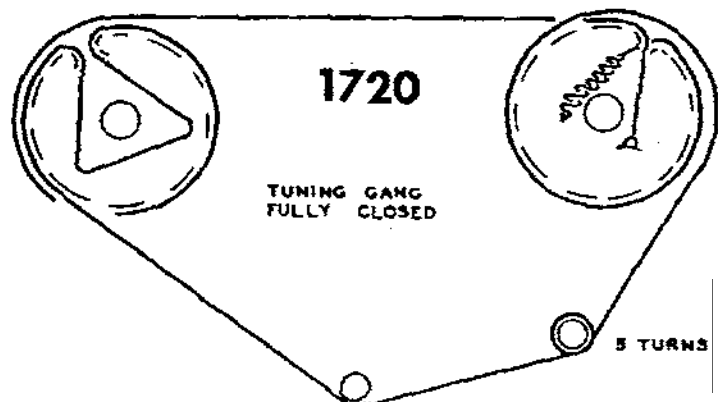
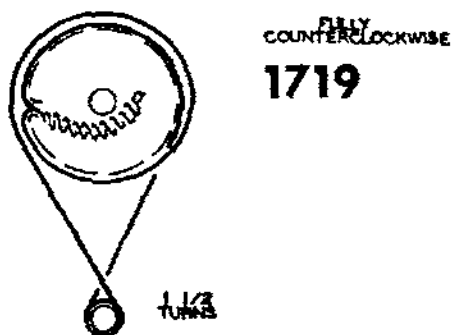
2 1/2 TURNS



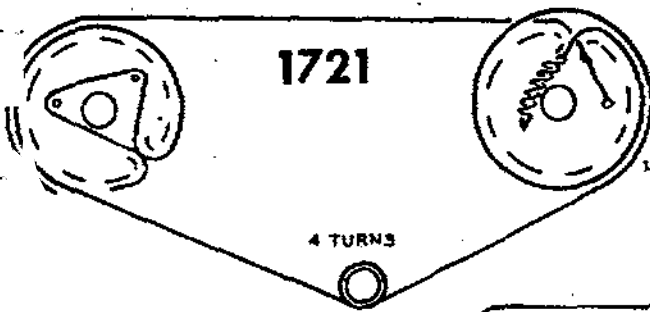




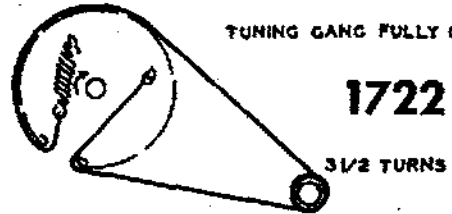
FINE TUNING DRIVE CORD STRINGING



TUNING GANG FULLY CLOSED



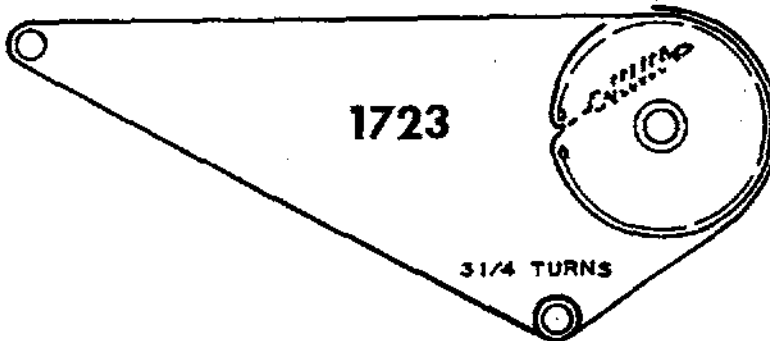
TUNING GANG FULLY CLOSED



1724

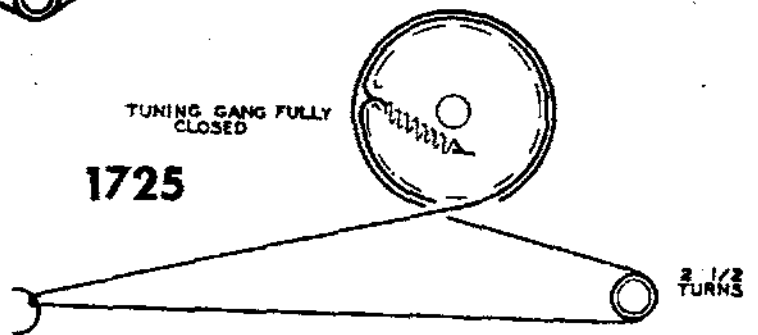
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED



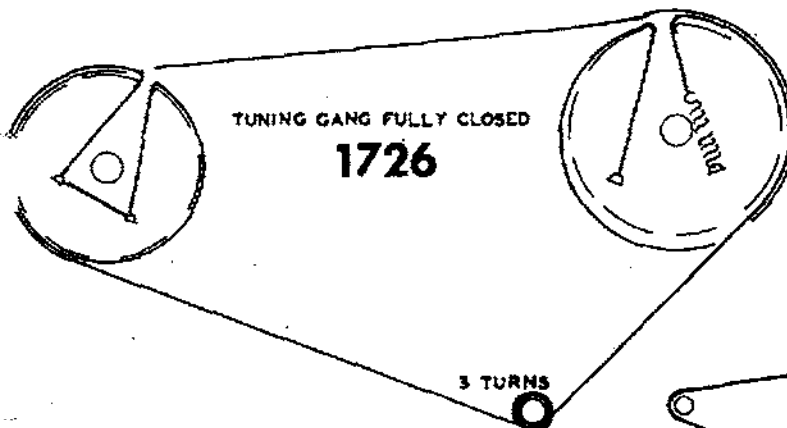
TUNING GANG FULLY CLOSED

1725



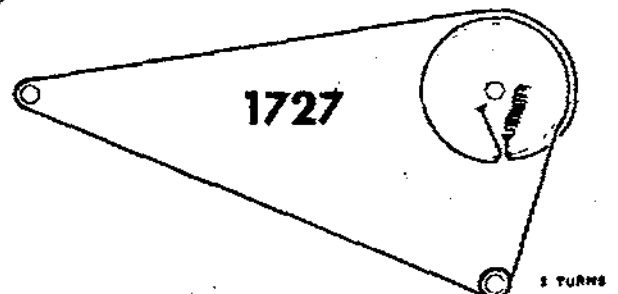
TUNING GANG FULLY CLOSED

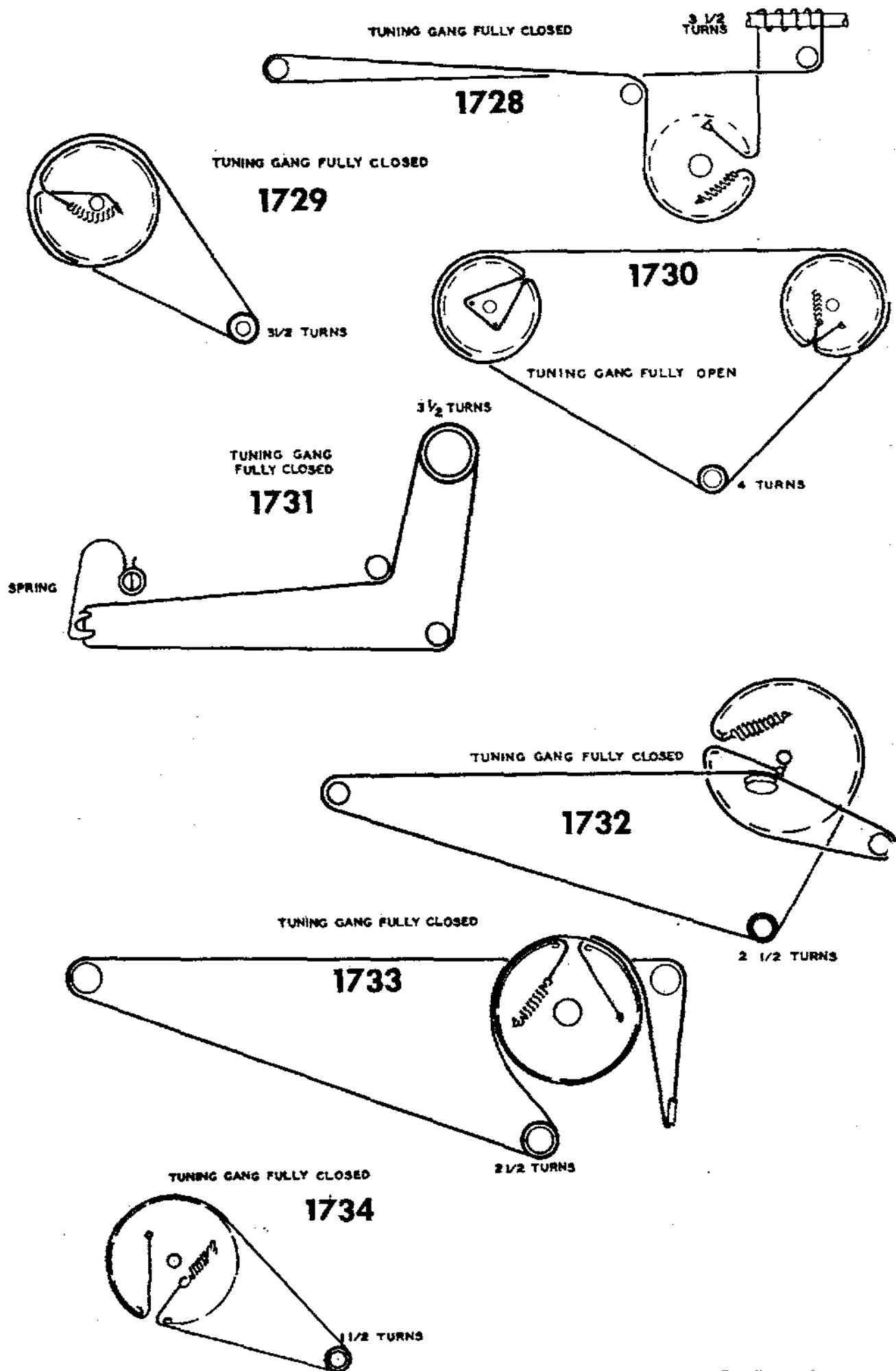
1726



TUNING GANG FULLY CLOSED

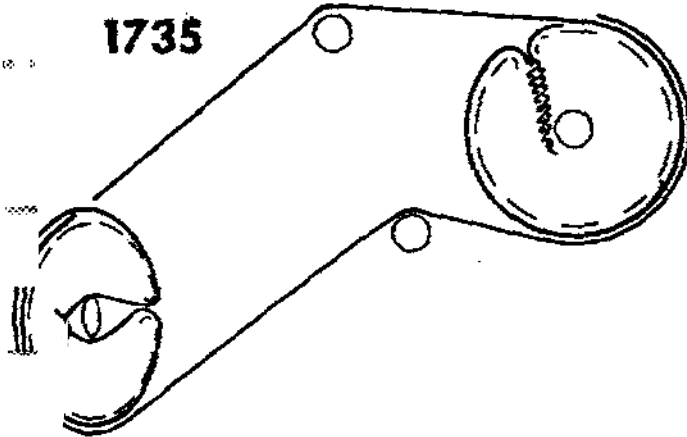
1727





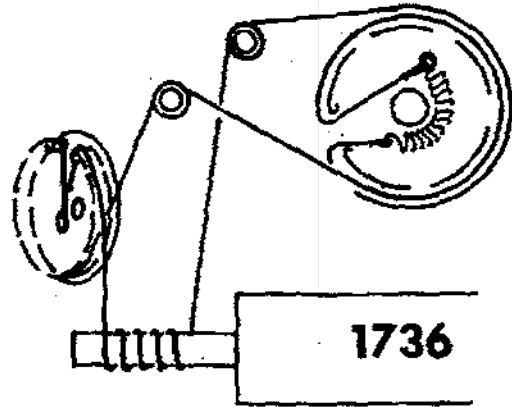
TUNING GANG FULLY CLOSED

1735



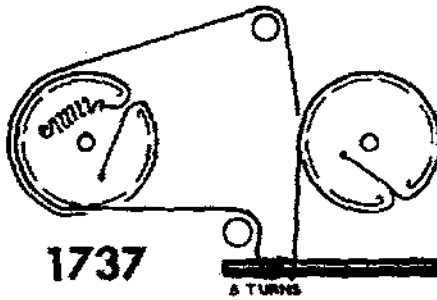
TUNING GANG FULLY OPEN

1736



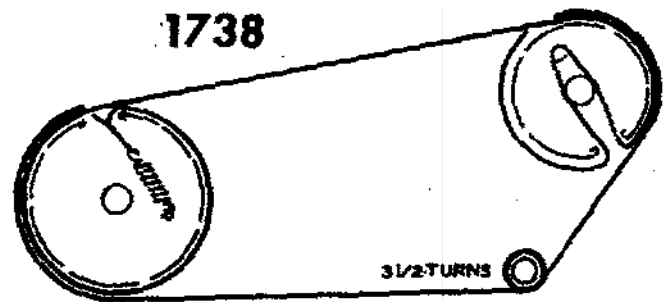
TUNING GANG FULLY CLOSED

1737



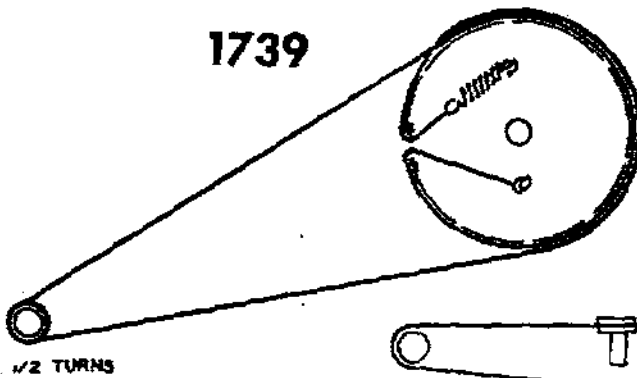
TUNING GANG FULLY CLOSED

1738



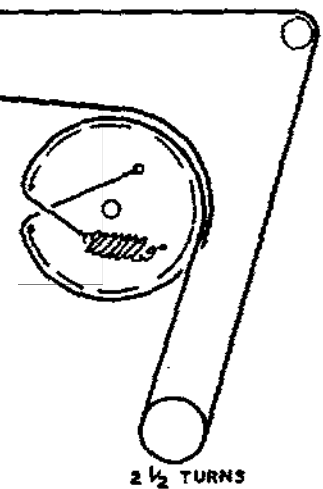
TUNING GANG FULLY CLOSED

1739



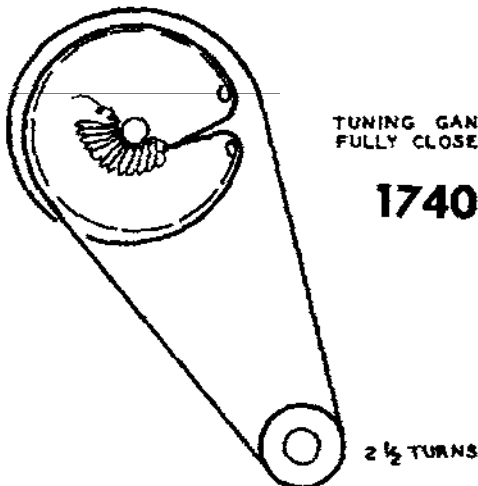
TUNING GANG FULLY CLOSED

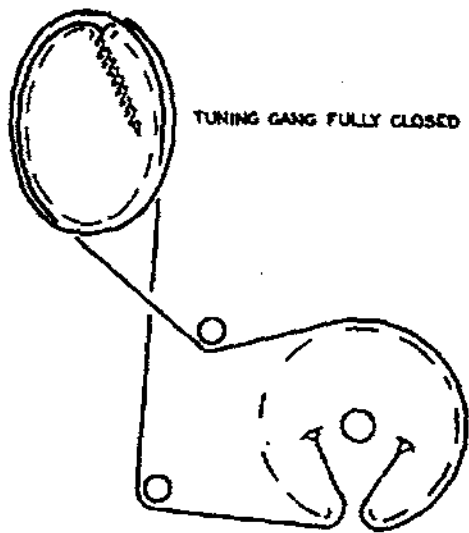
1741



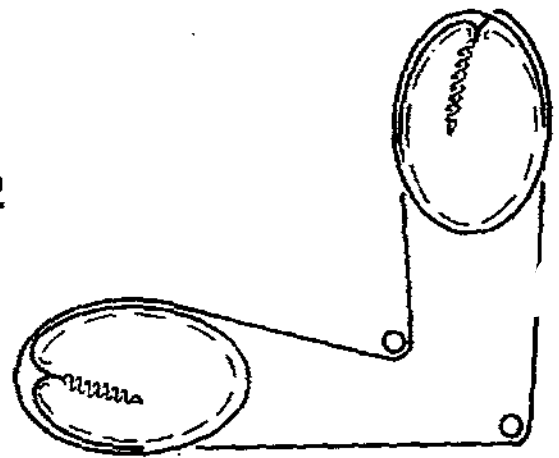
TUNING GANG FULLY CLOSED

1740





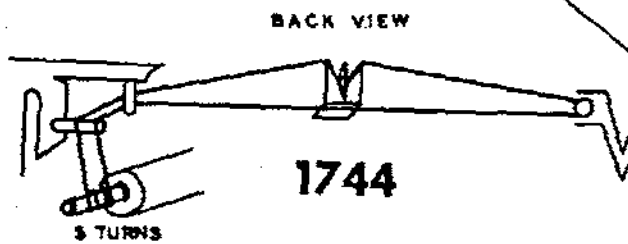
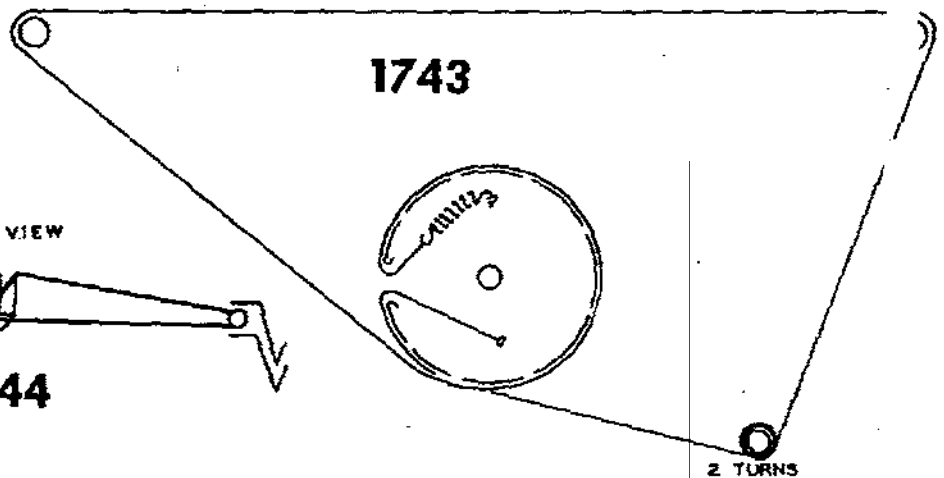
1742



RADIO
DIAL CORD STRINGING

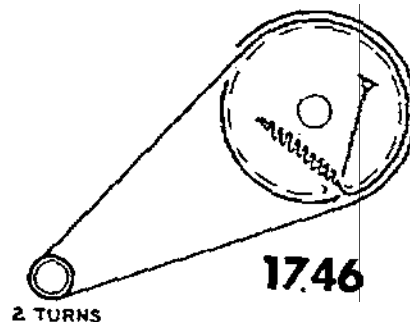
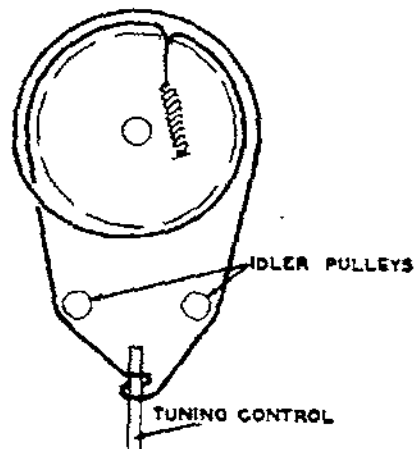
TV DRIVE
CORD STRINGING

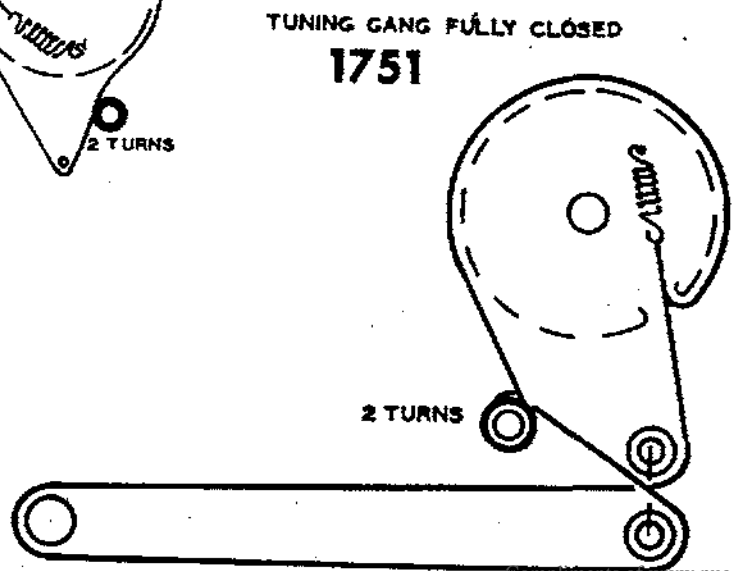
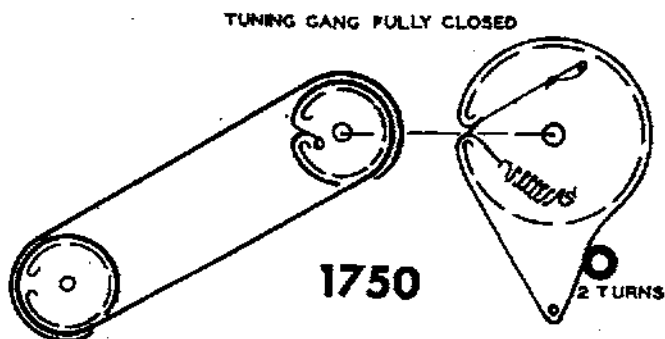
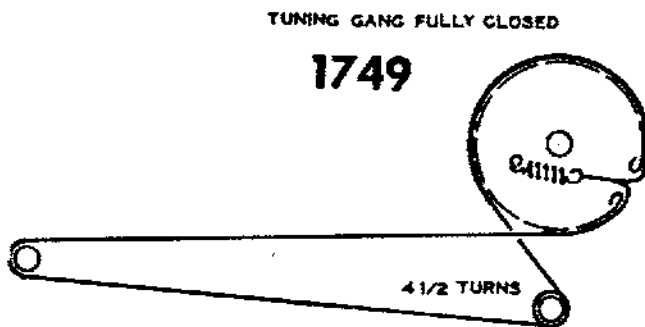
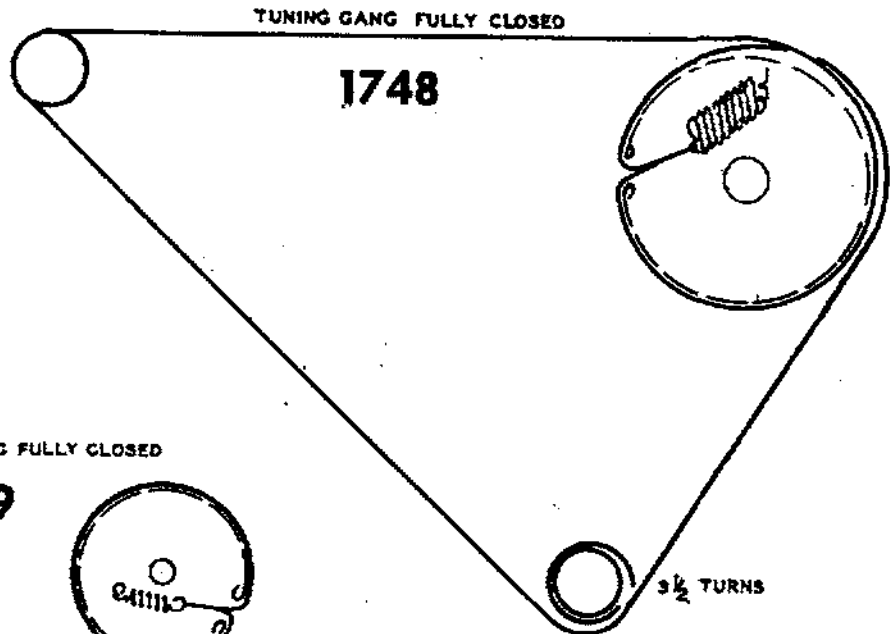
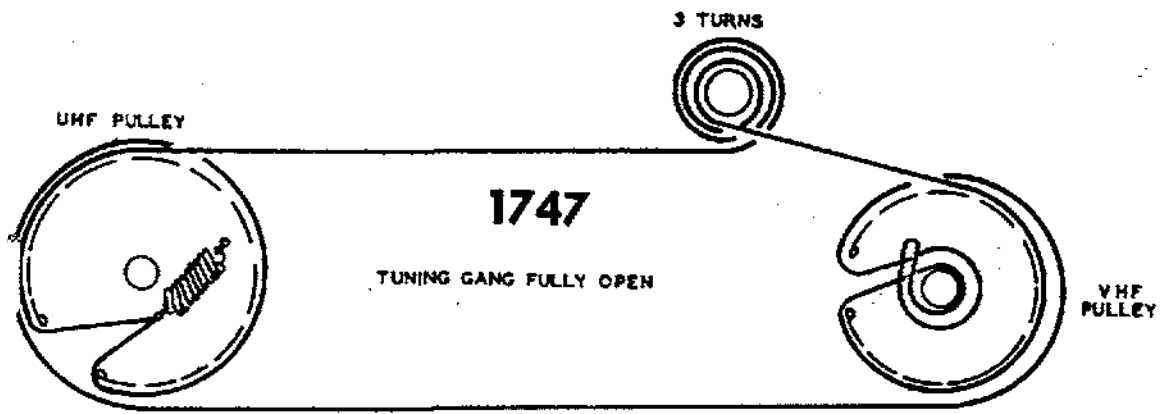
TUNING GANG FULLY CLOSED



TUNING MECHANISM FULLY OPEN

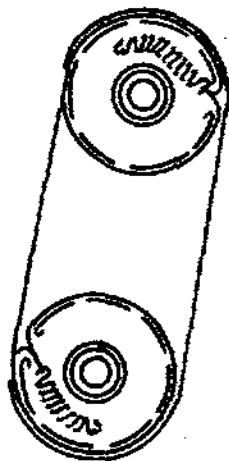
1745





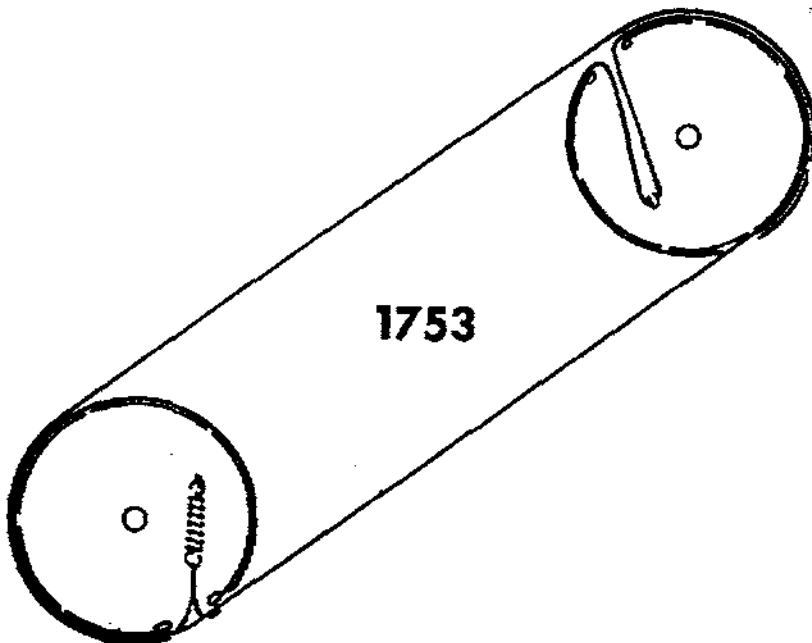
BOTH PULLEYS SHOWN IN MAX. COUNTERCLOCKWISE POSITION.

1752



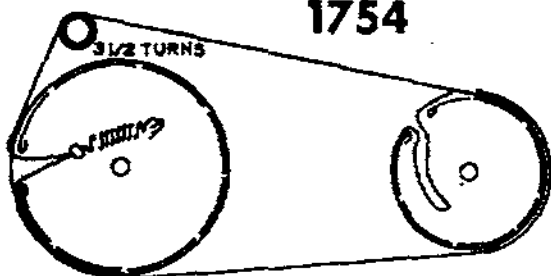
FINE TUNING FULLY COUNTERCLOCKWISE

1753

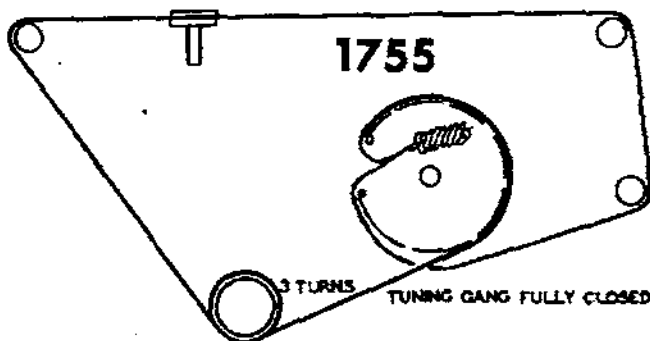


TUNING GANG FULLY CLOSED

1754



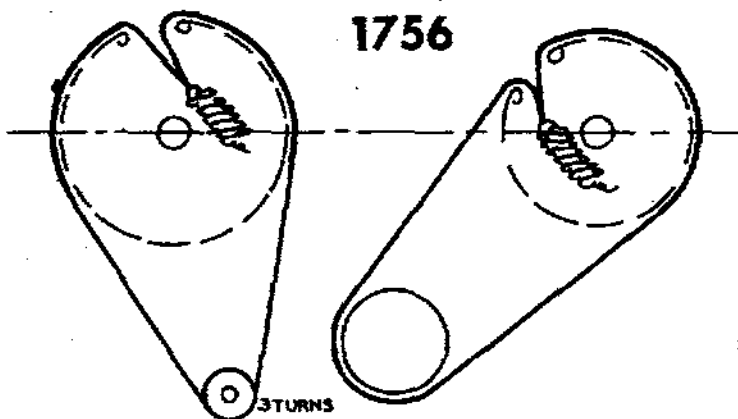
1755



TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

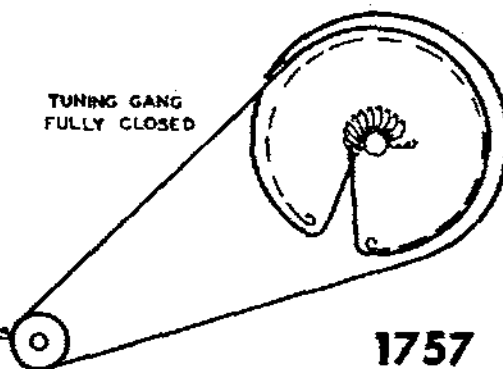
1756



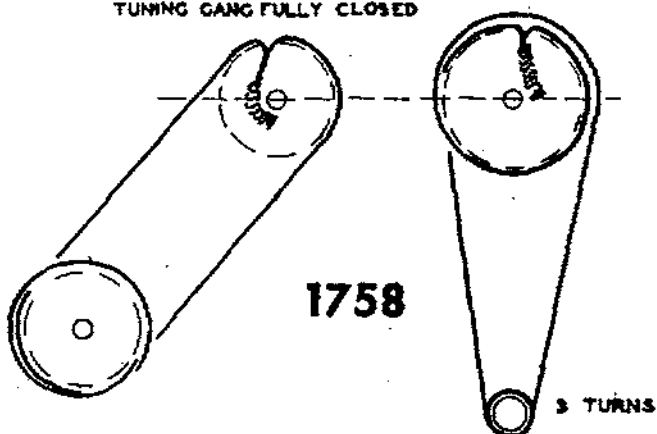
TUNING GANG
FULLY CLOSED

2 1/2 TURNS

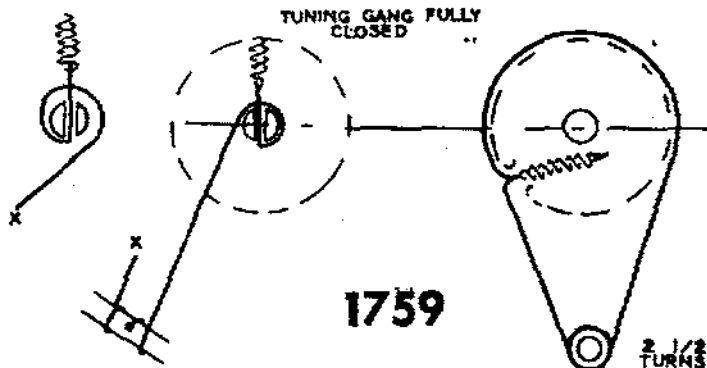
1757



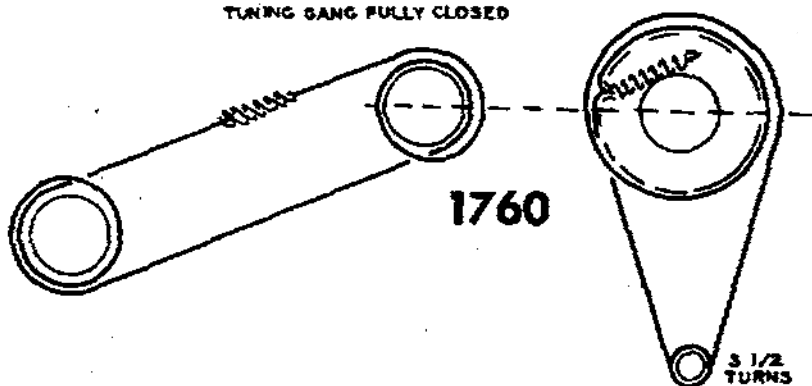
TUNING GANG FULLY CLOSED



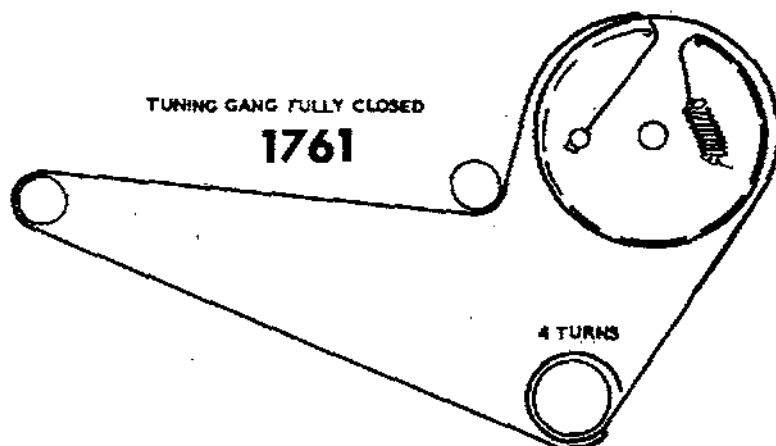
TUNING GANG FULLY
CLOSED

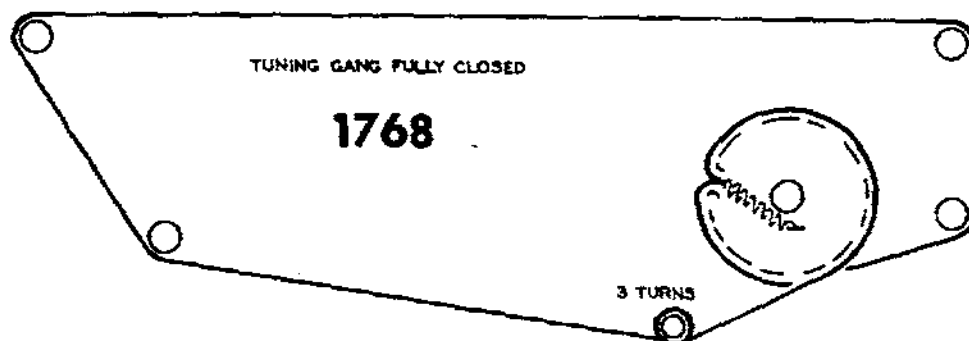
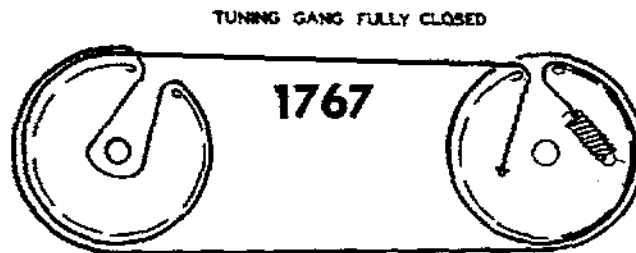
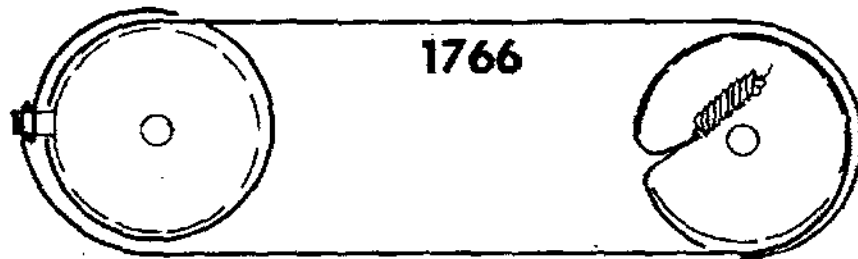
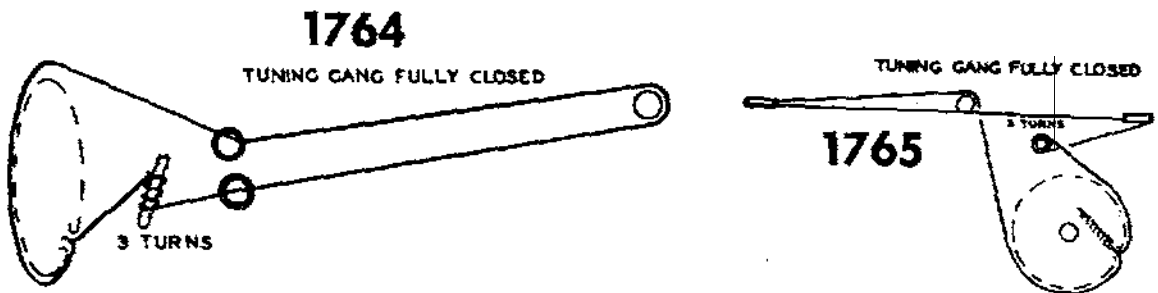
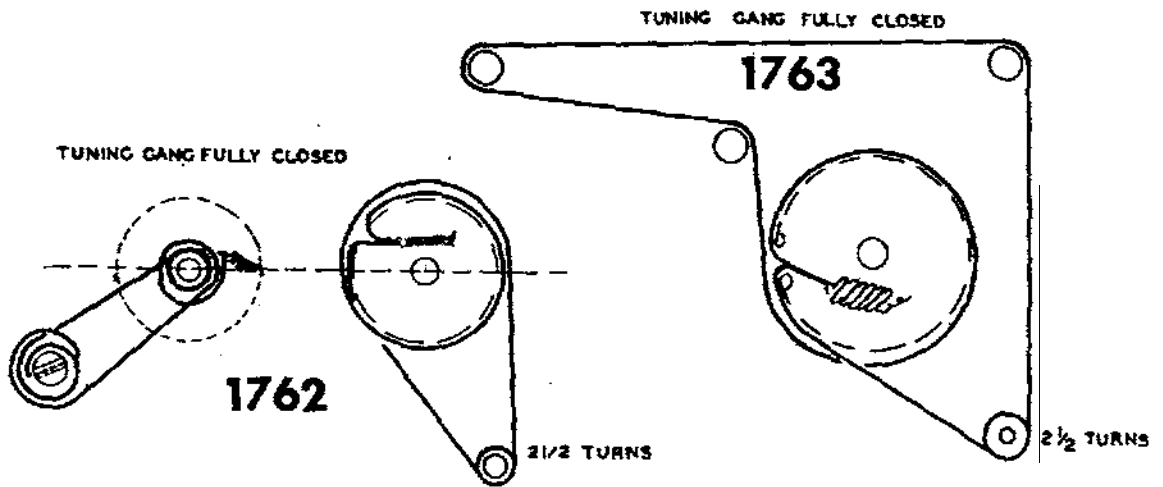


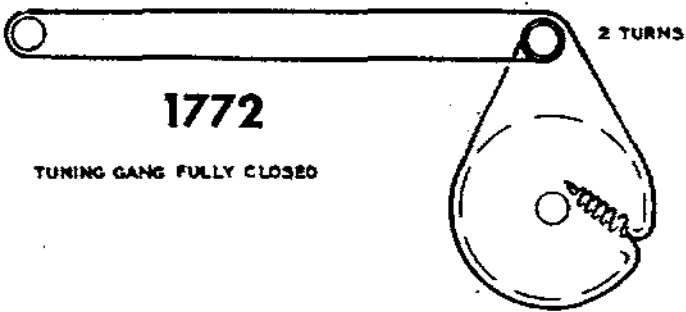
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



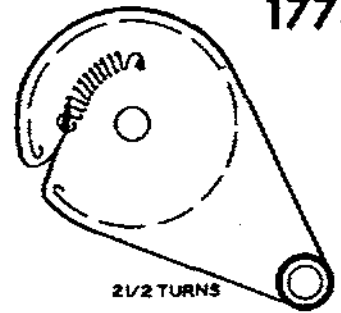




1772

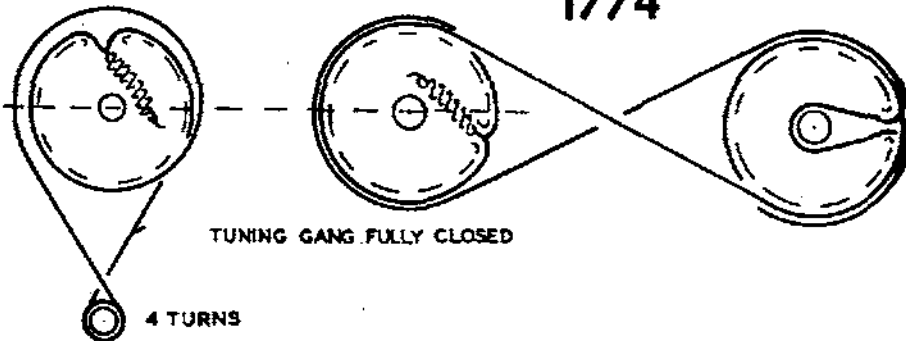
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED



1773

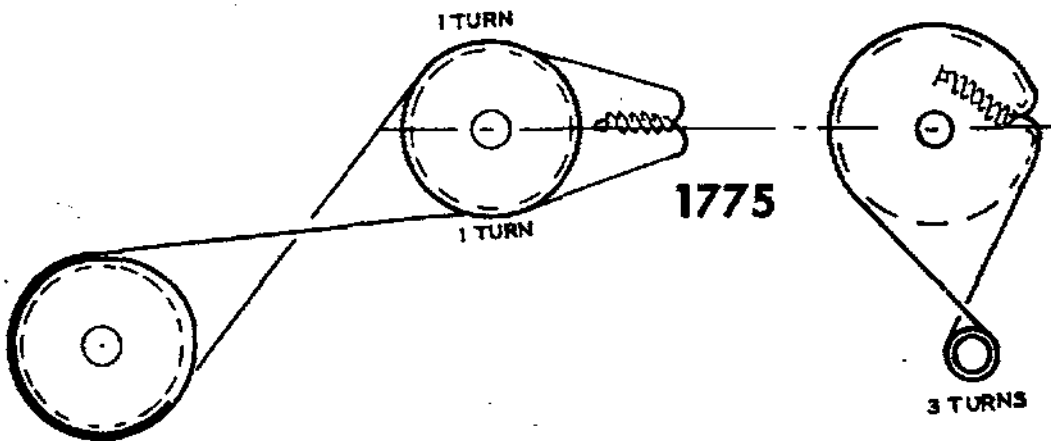
2 1/2 TURNS



1774

TUNING GANG FULLY CLOSED

4 TURNS

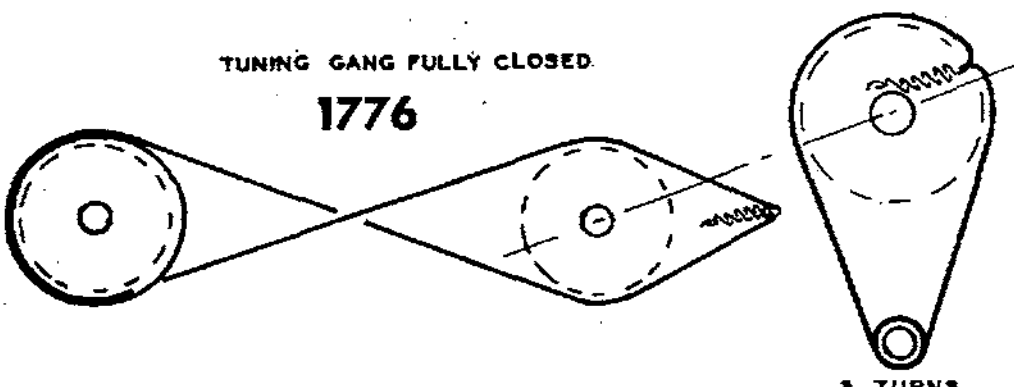


1775

3 TURNS

TUNING GANG FULLY CLOSED

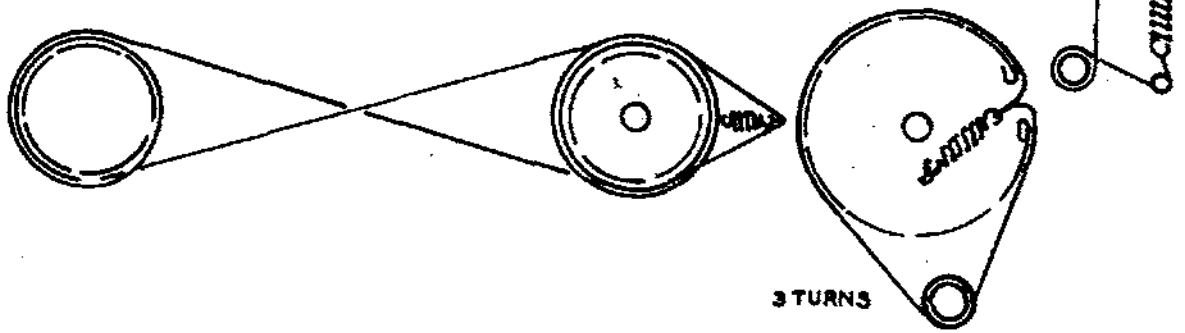
1776



3 TURNS

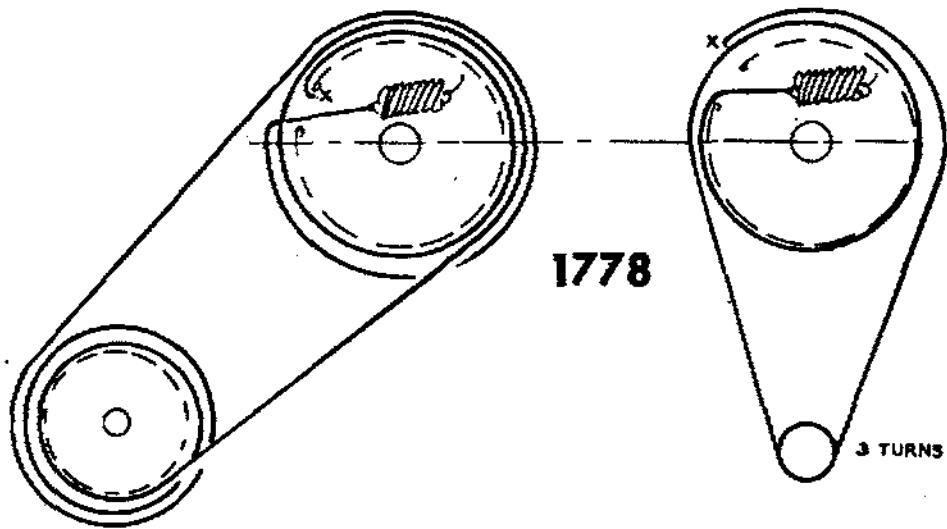
TUNING GANG FULLY CLOSED

1777



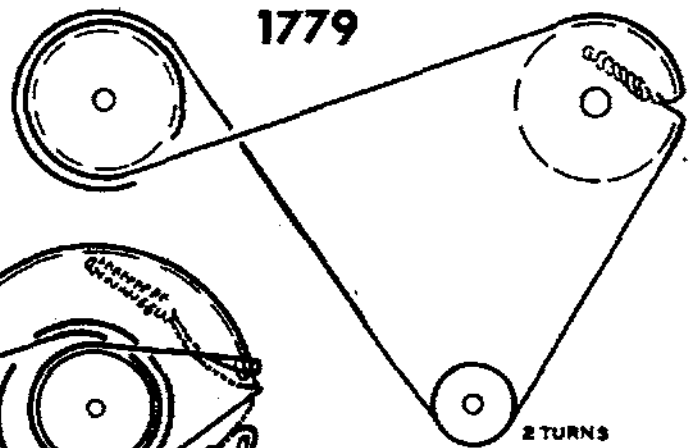
TUNING GANG FULLY CLOSED

1778

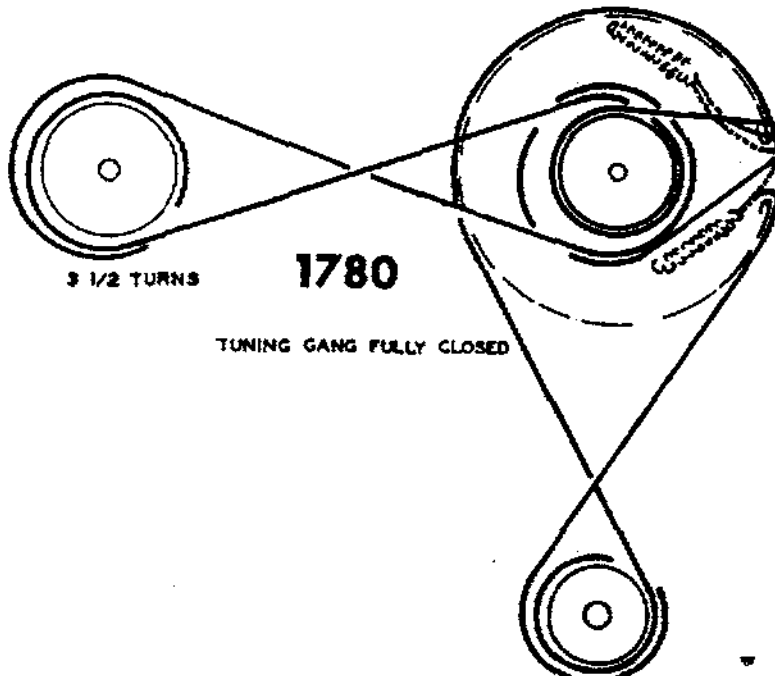


TUNING GANG FULLY CLOSED

1779



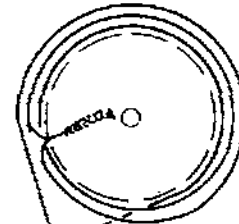
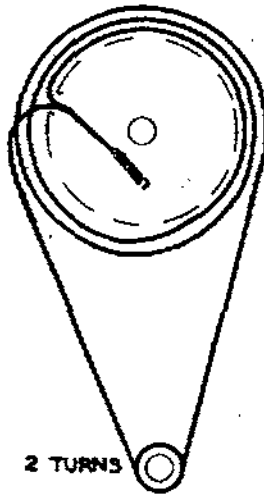
1780



TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

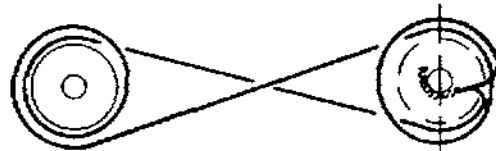
1781



TUNING GANG FULLY CLOSED

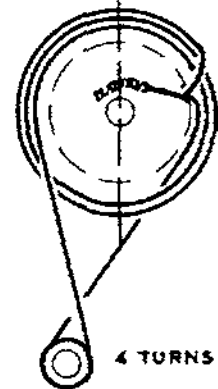
1782

3 TURNS



1783

TUNING GANG FULLY CLOSED



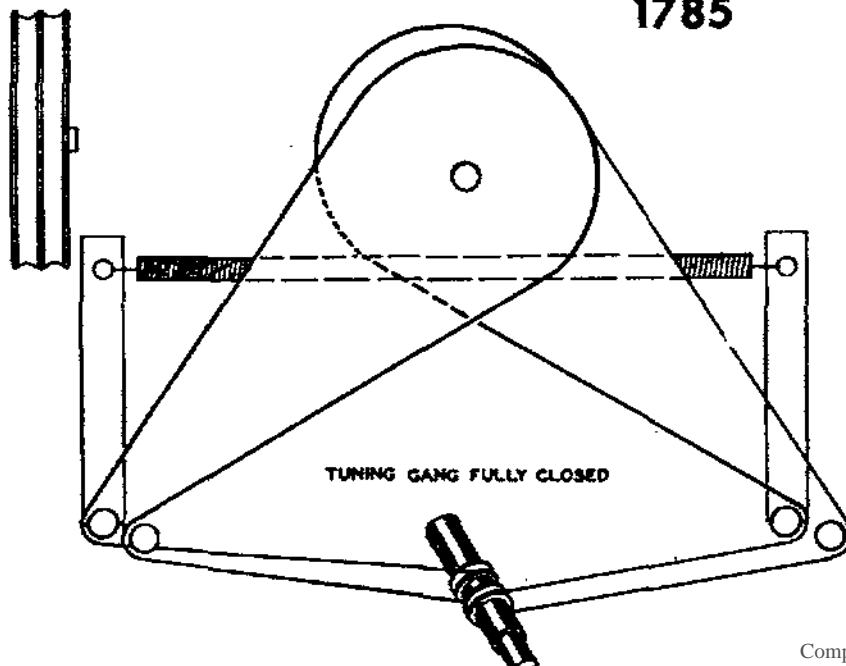
TUNING GANG FULLY OPEN

1784

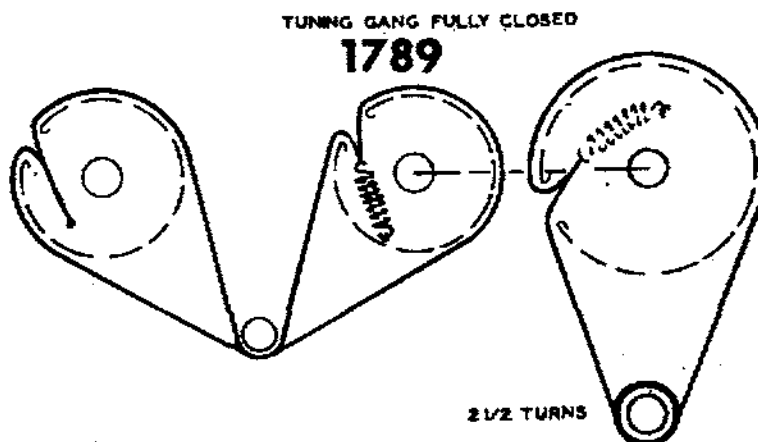
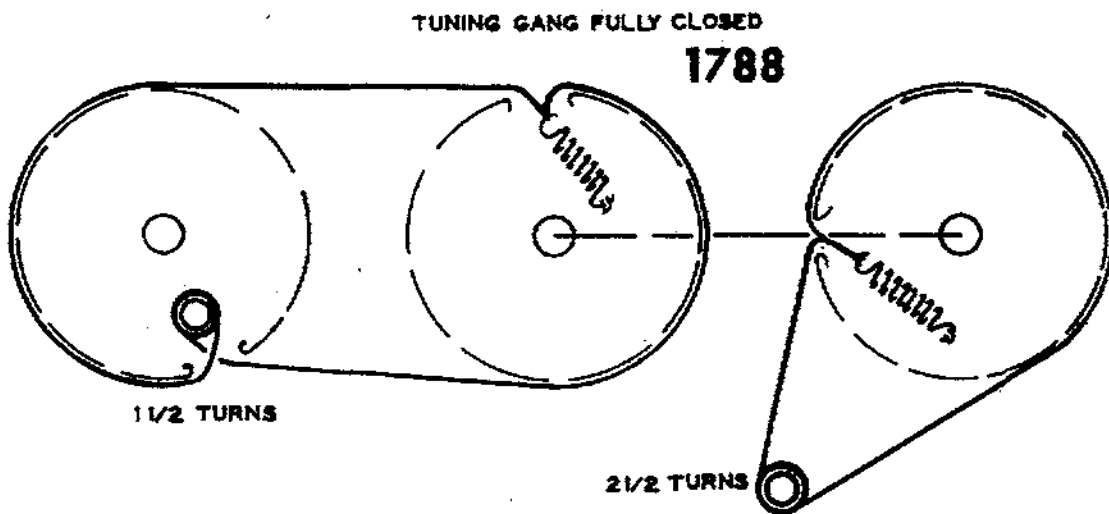
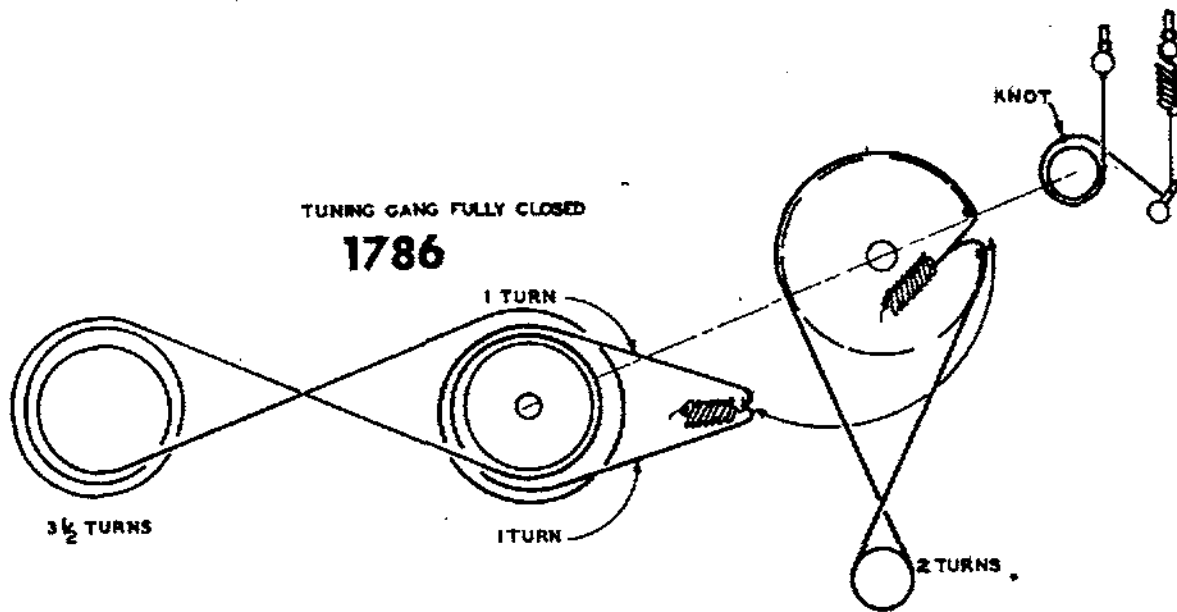


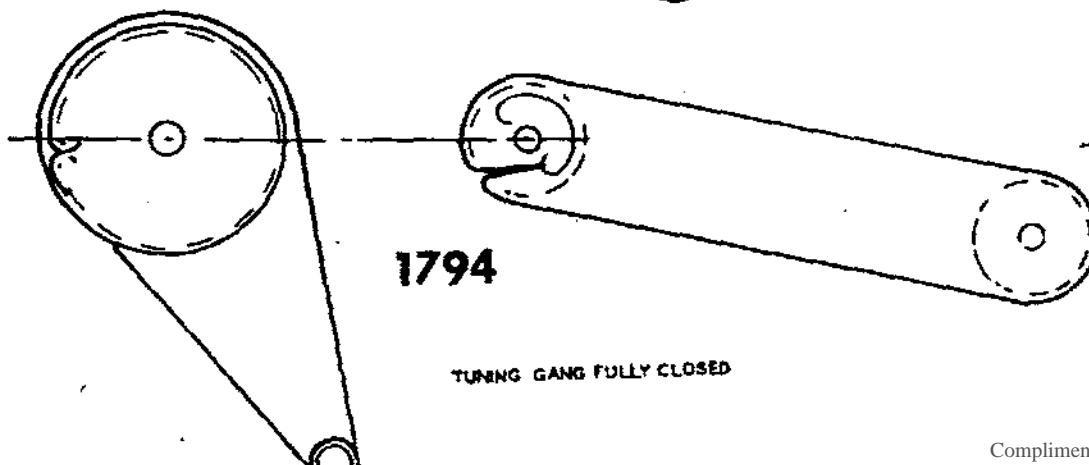
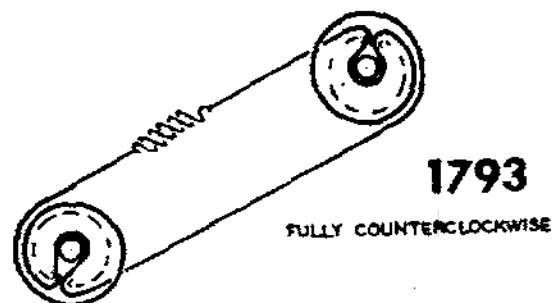
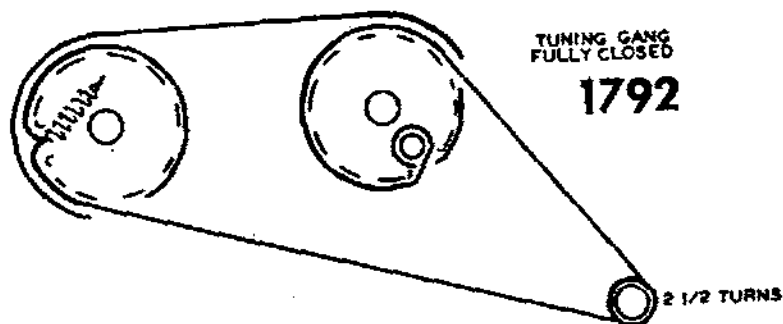
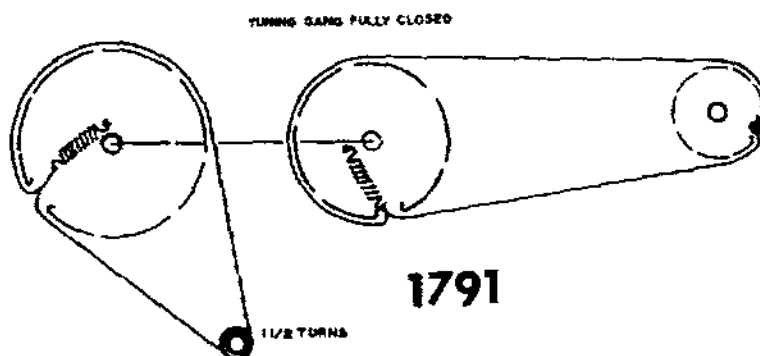
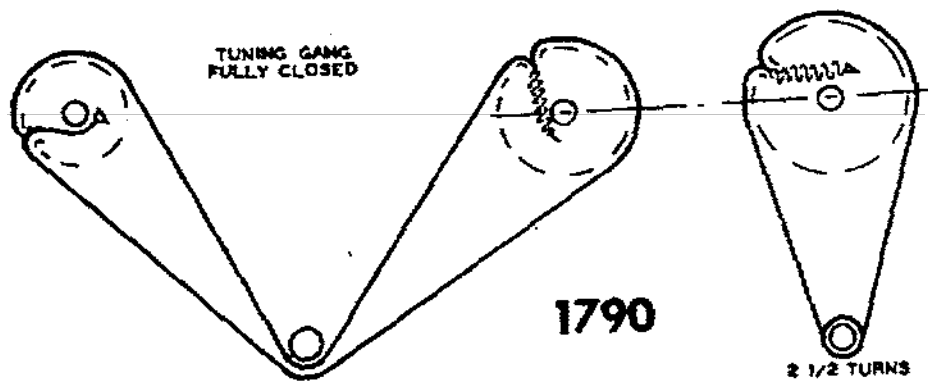
2 1/2 TURNS

1785



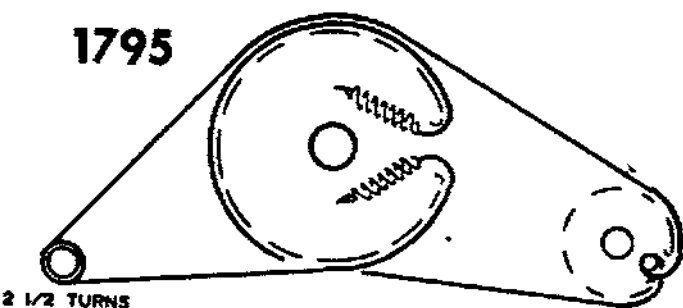
TUNING GANG FULLY CLOSED





TUNING GANG FULLY CLOSED

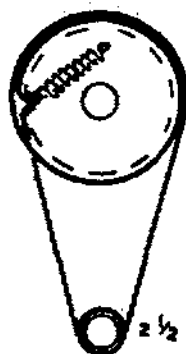
1795



2 1/2 TURNS

TUNING GANG FULLY CLOSED

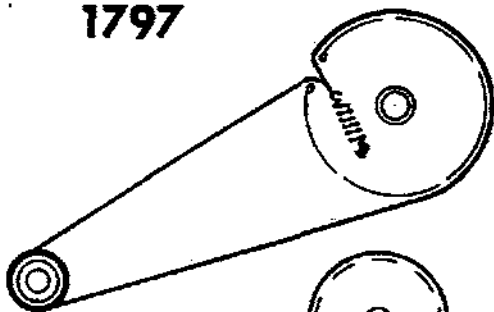
1796



2 1/2 TURNS

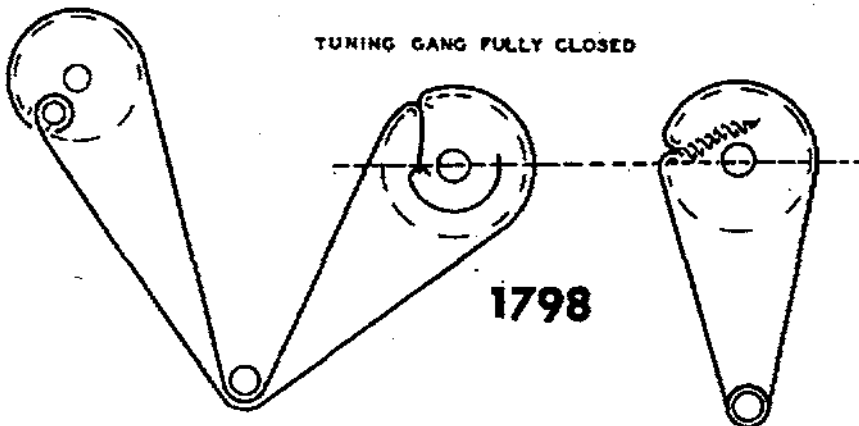
TUNING GANG FULLY CLOSED

1797



2 1/2 TURNS

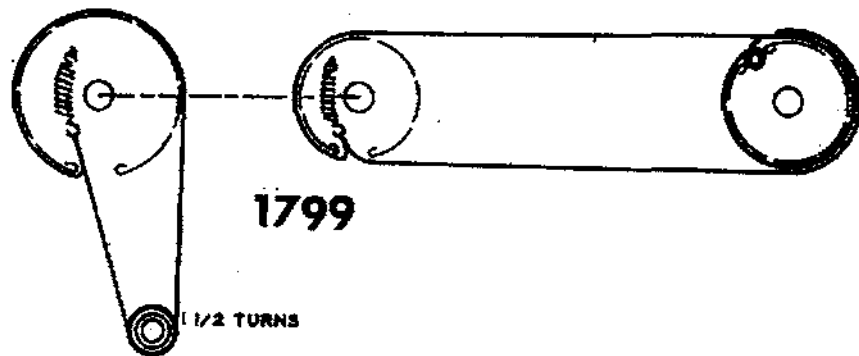
TUNING GANG FULLY CLOSED



1798

2 1/2 TURNS

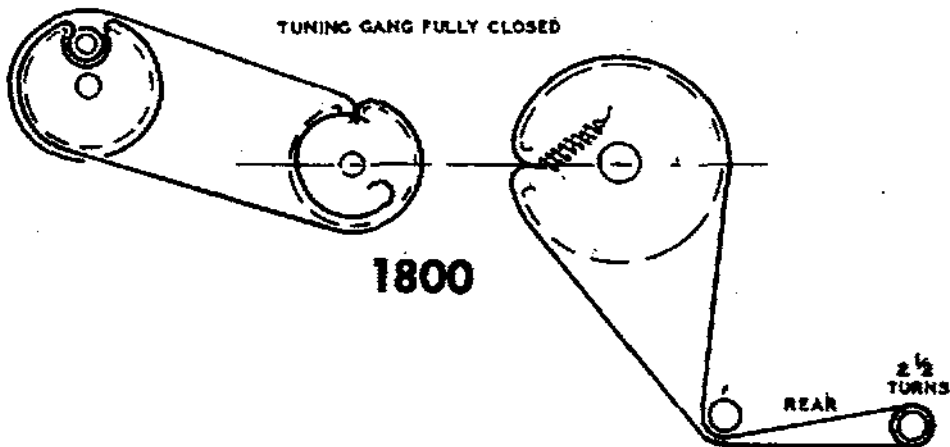
TUNING GANG FULLY CLOSED



1799

1 1/2 TURNS

TUNING GANG FULLY CLOSED



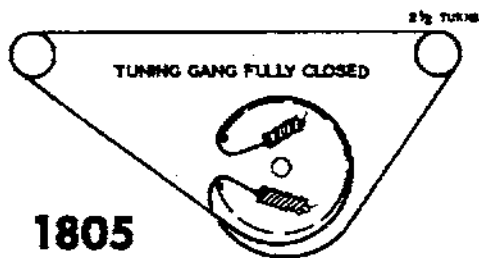
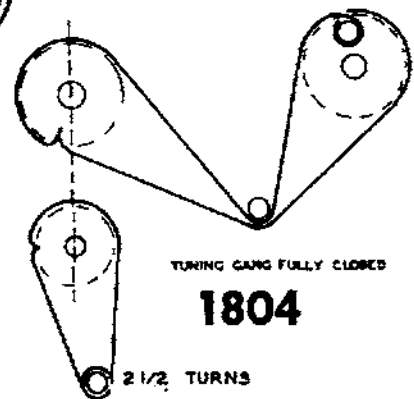
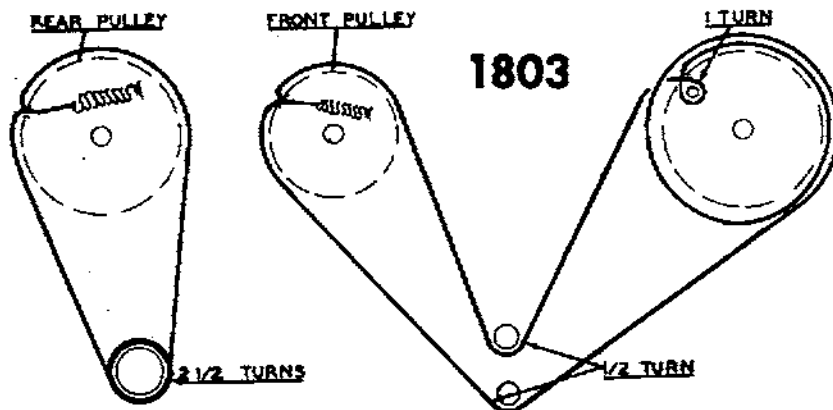
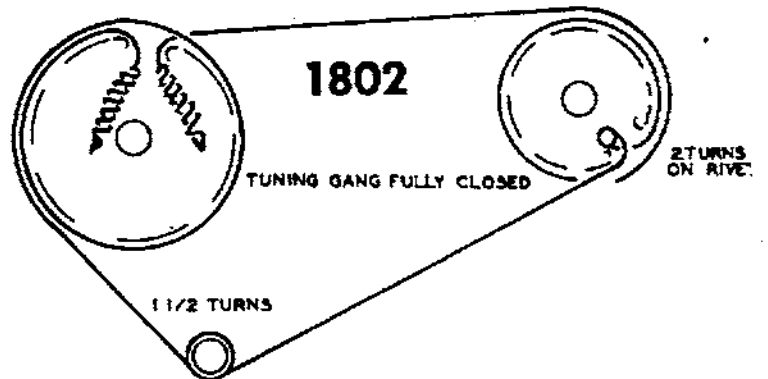
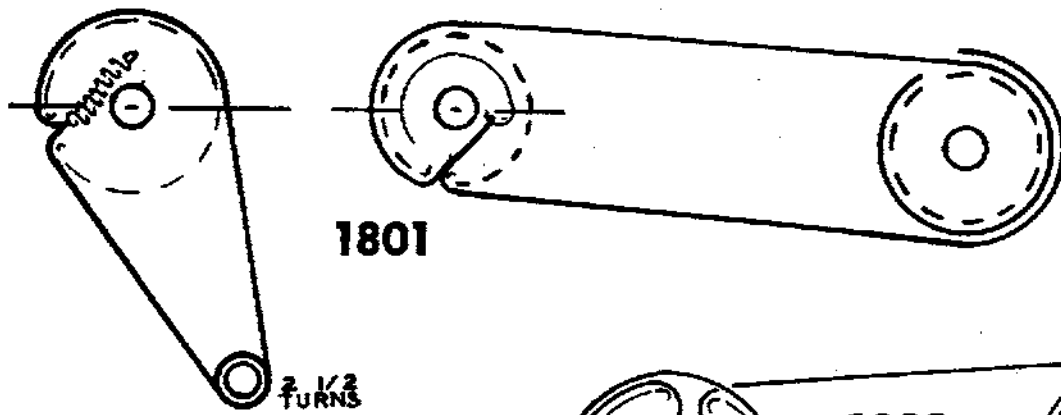
1800

2 1/2 TURNS

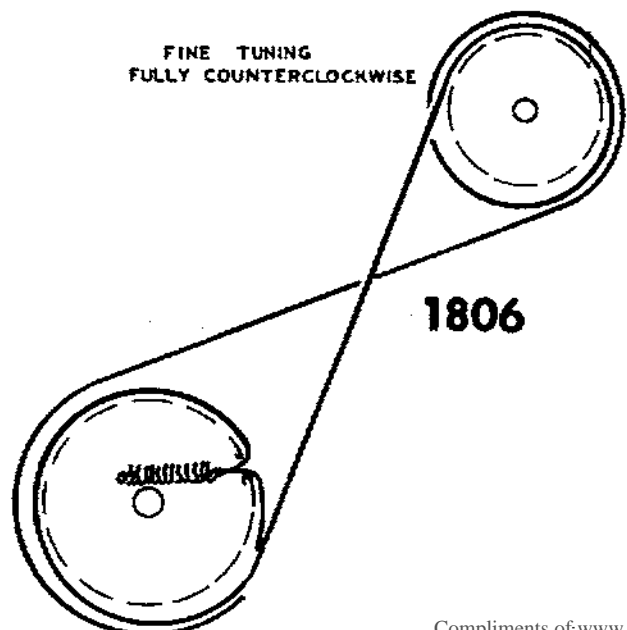
REAR

FRONT

TUNING GANG FULLY CLOSED



FINE TUNING
FULLY COUNTERCLOCKWISE



VOL. CONT. COUNTER-CLOCKWISE



TUNING GANG FULLY CLOSED

1332

3 1/2 TURNS

TUNING GANG FULLY CLOSED

1333

3 1/2 TURNS

TUNING GANG FULLY CLOSED

1334

1/2 TURN

TUNING GANG FULLY CLOSED

1335

3 TURNS

TUNING GANG FULLY CLOSED

1336

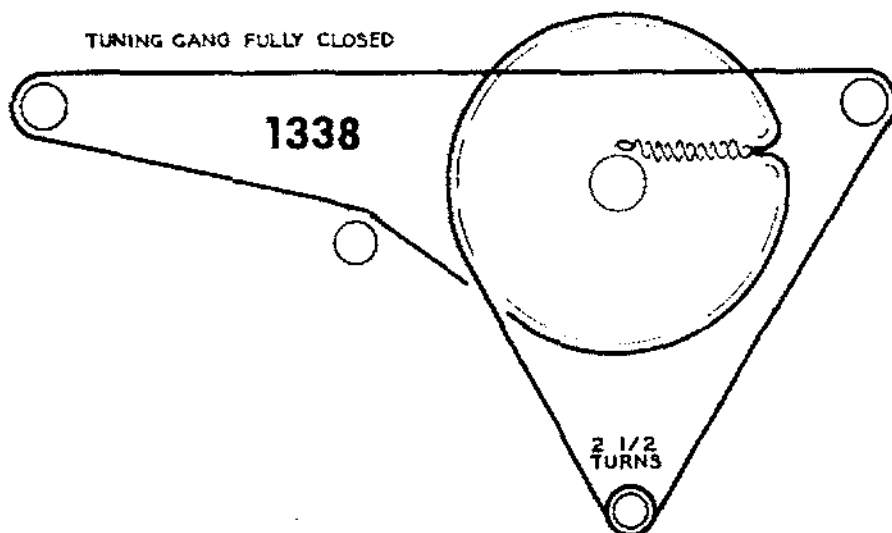
3 1/2 TURNS

TUNING GANG FULLY CLOSED

1337

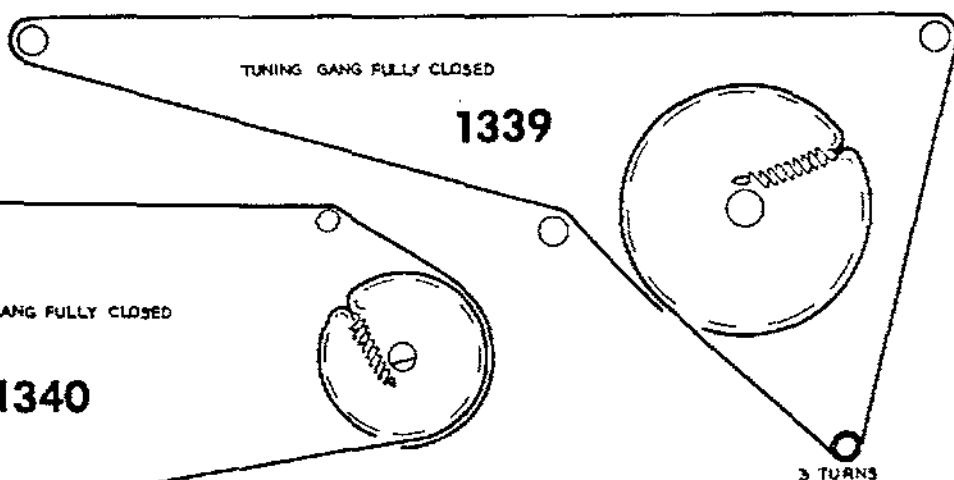
2 1/2 TURNS

TUNING GANG FULLY CLOSED



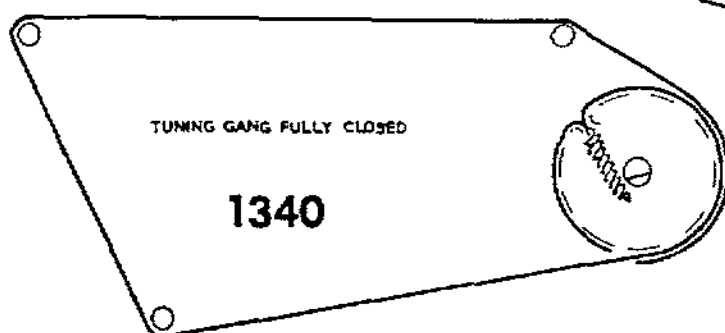
TUNING GANG FULLY CLOSED

1339



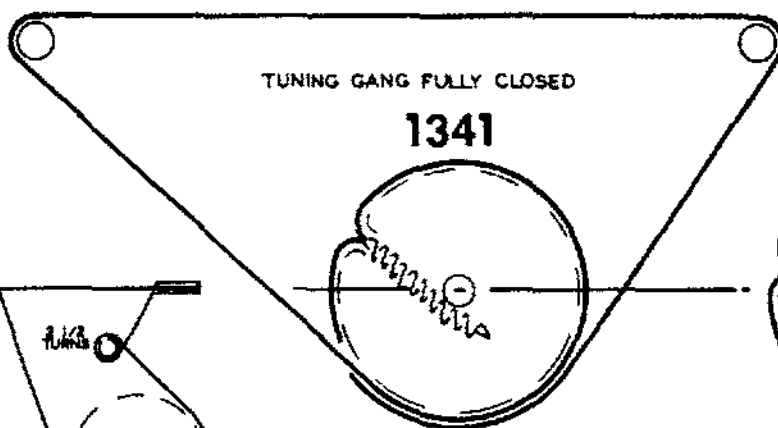
TUNING GANG FULLY CLOSED

1340



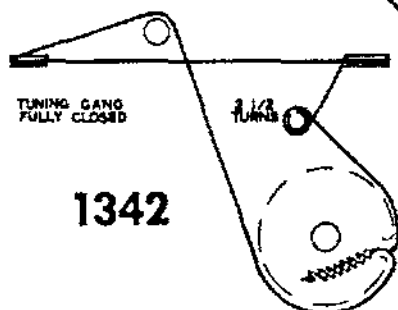
TUNING GANG FULLY CLOSED

1341



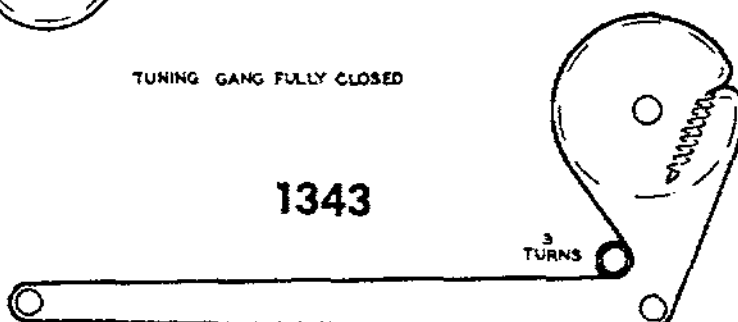
TUNING GANG FULLY CLOSED

1342



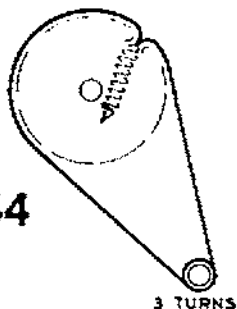
TUNING GANG FULLY CLOSED

1343



TUNING GANG FULLY CLOSED

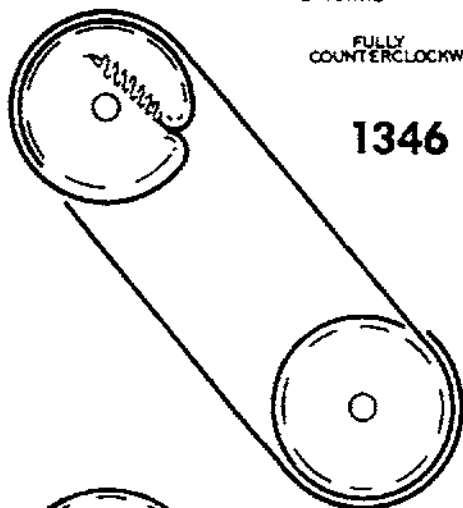
1344



3 TURNS

FULLY COUNTERCLOCKWISE

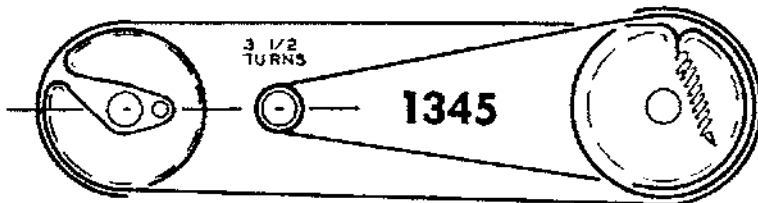
1346



TUNING GANG FULLY CLOSED

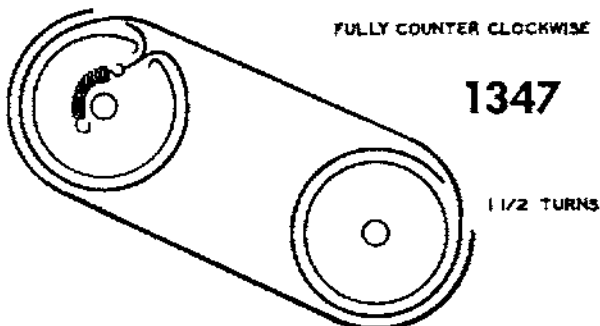
3 1/2 TURNS

1345



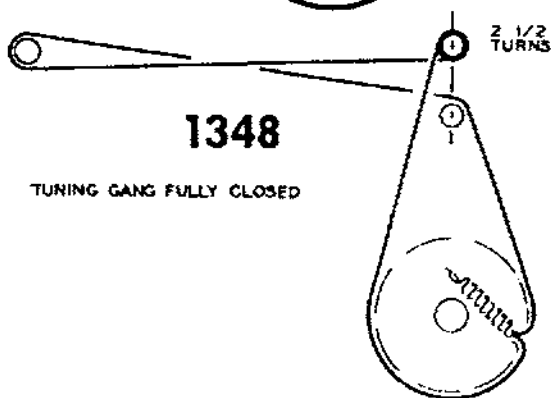
FULLY COUNTER CLOCKWISE

1347



1 1/2 TURNS

1348

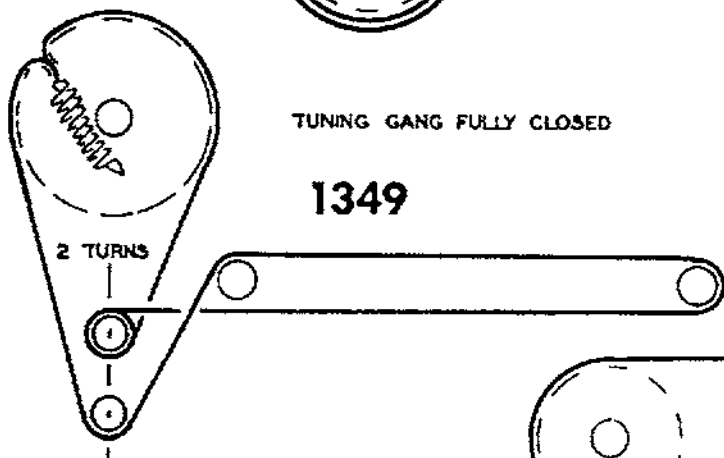


2 1/2 TURNS

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

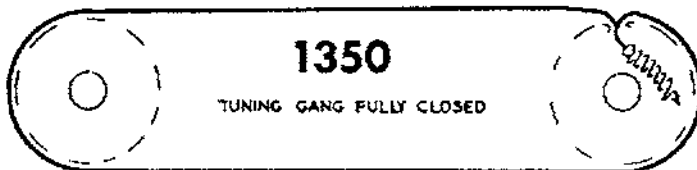
1349



2 TURNS

1350

TUNING GANG FULLY CLOSED

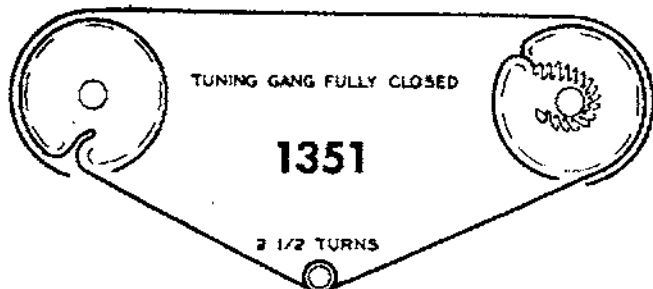


TUNING GANG FULLY CLOSED

1351

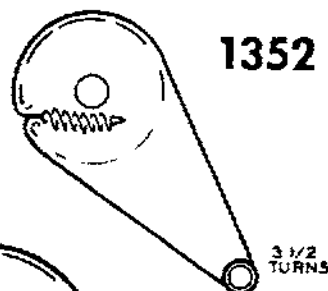
2 1/2 TURNS

TUNING GANG FULLY CLOSED



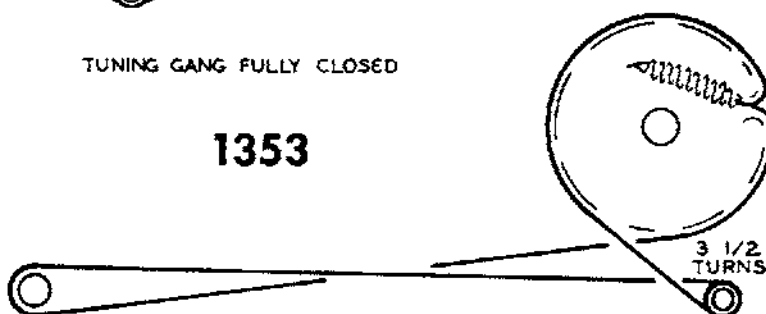
TUNING GANG FULLY CLOSED

1352

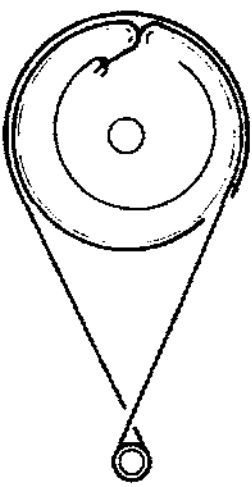


3 1/2 TURNS

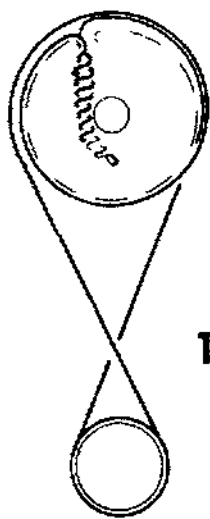
1353



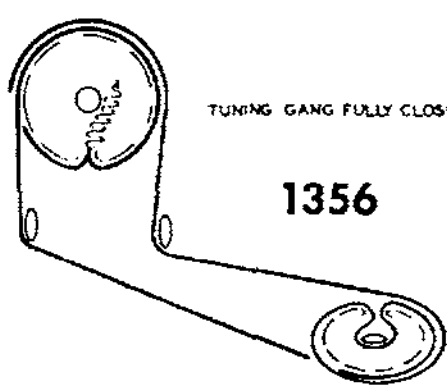
3 1/2 TURNS



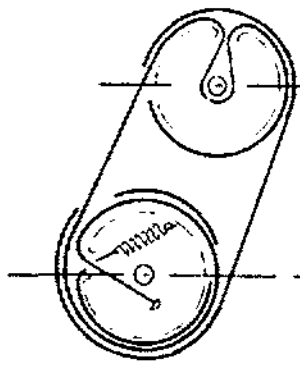
1354



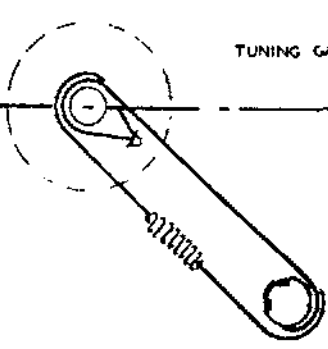
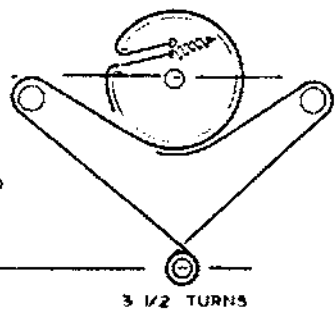
1355



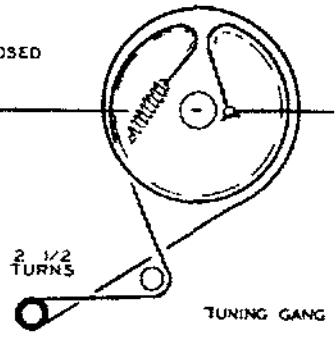
1356



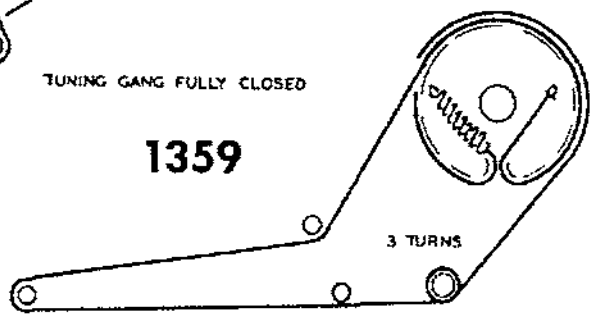
1357



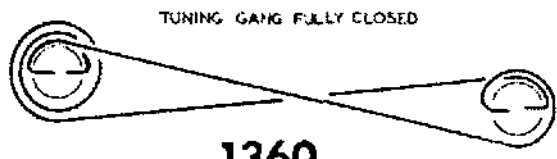
1358



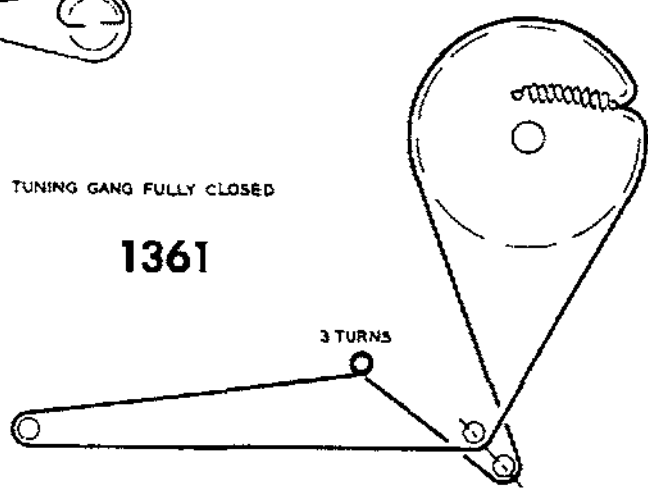
TUNING GANG FULLY CLOSED



1359

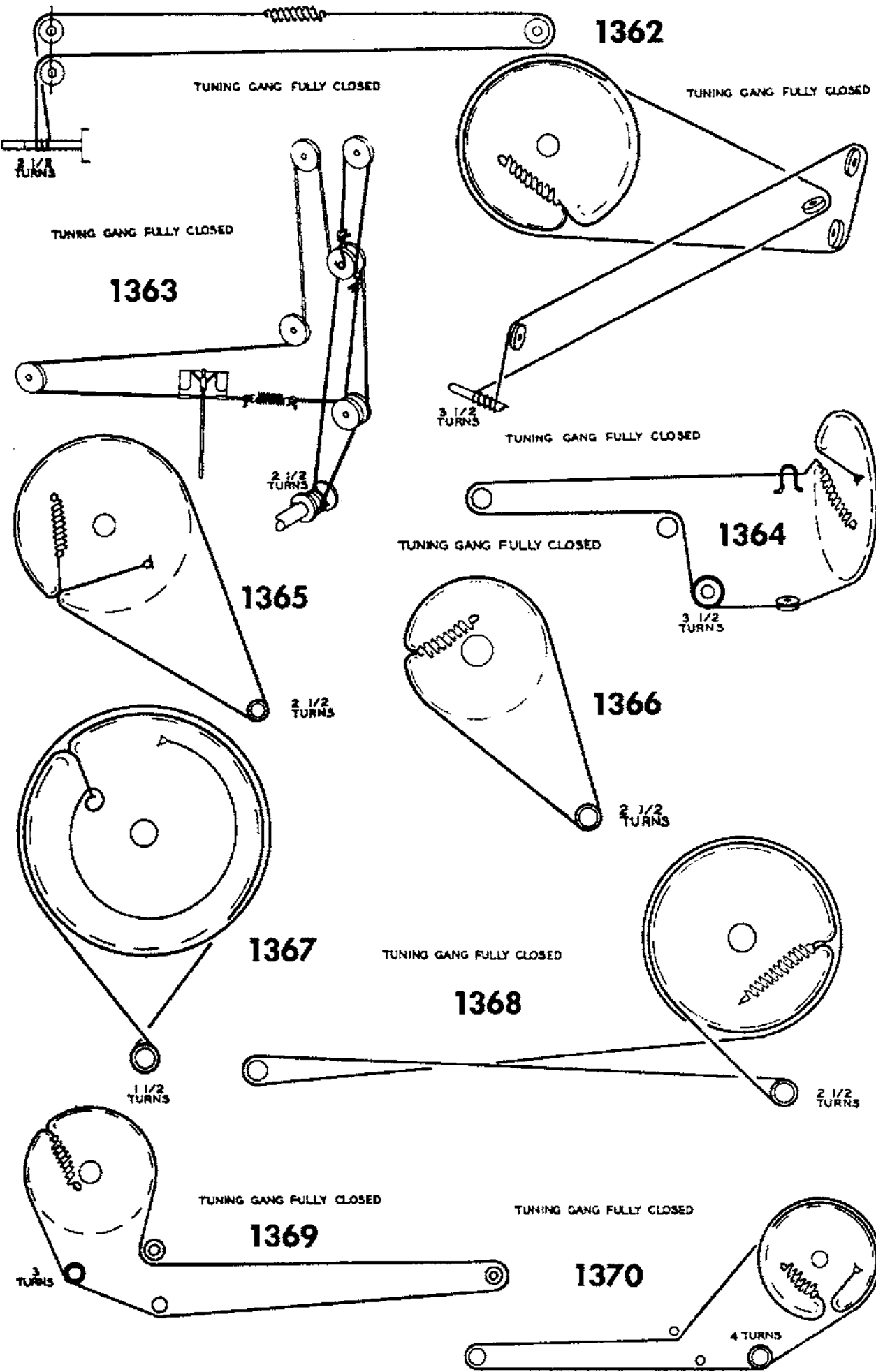


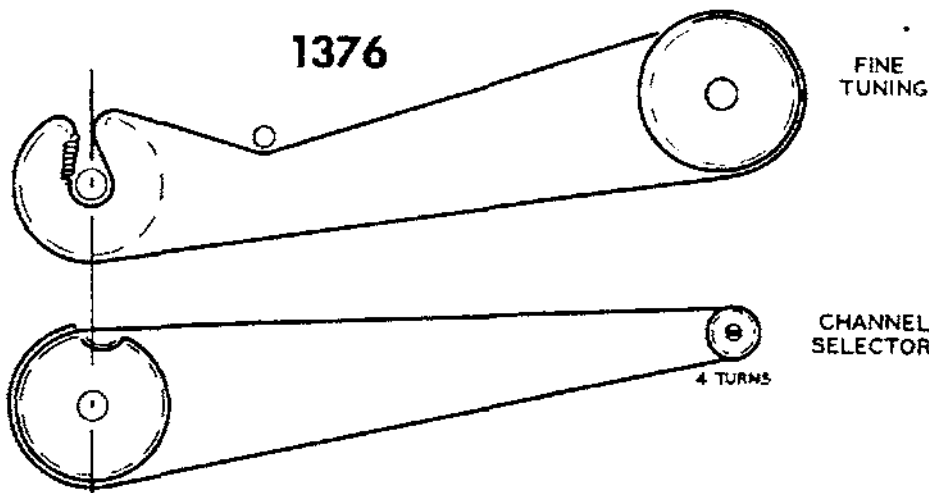
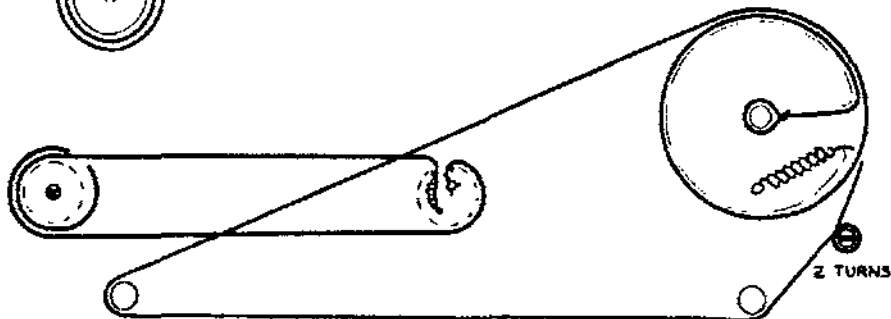
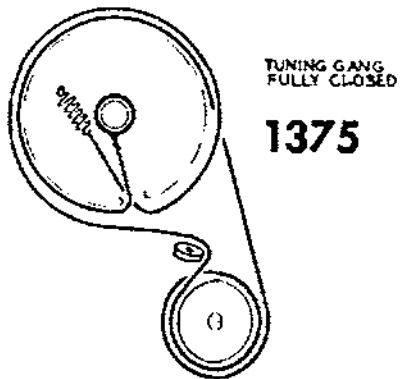
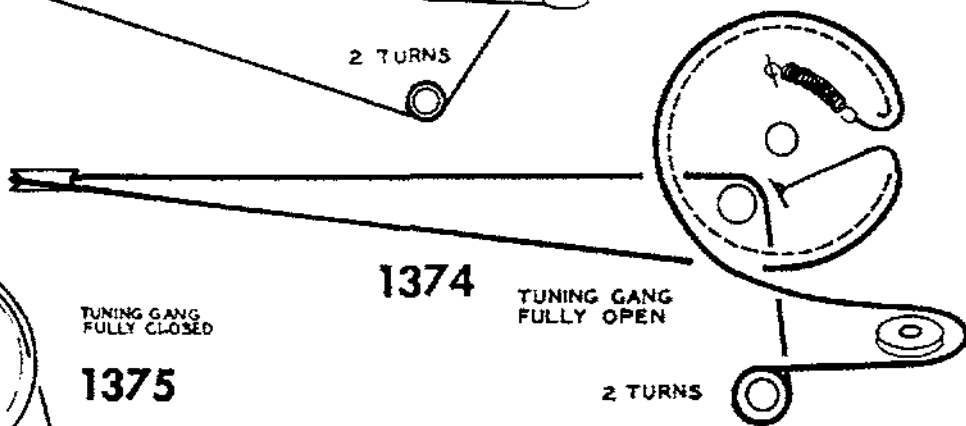
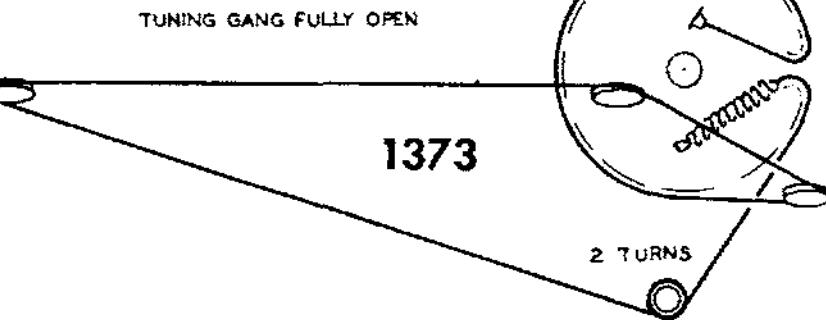
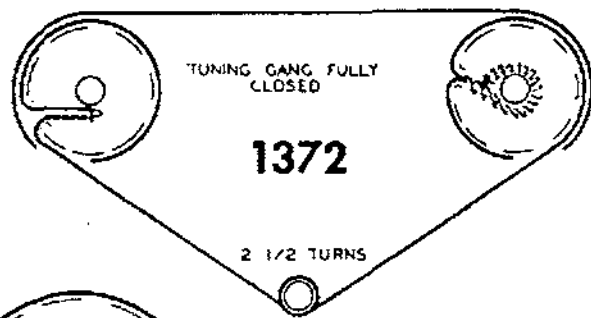
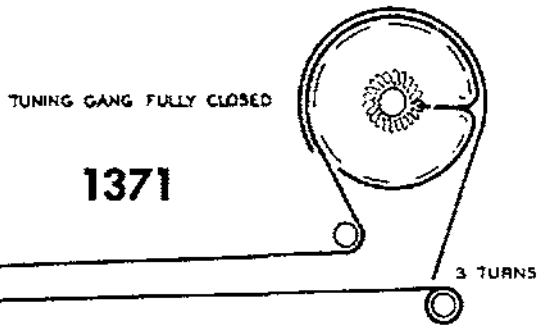
1360

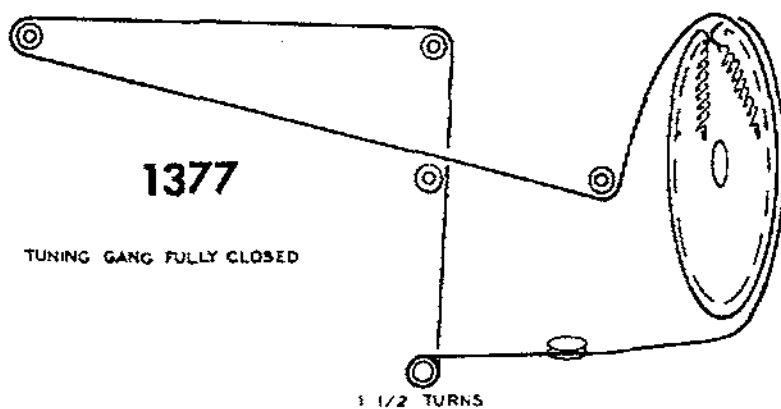


1361

TUNING GANG FULLY CLOSED





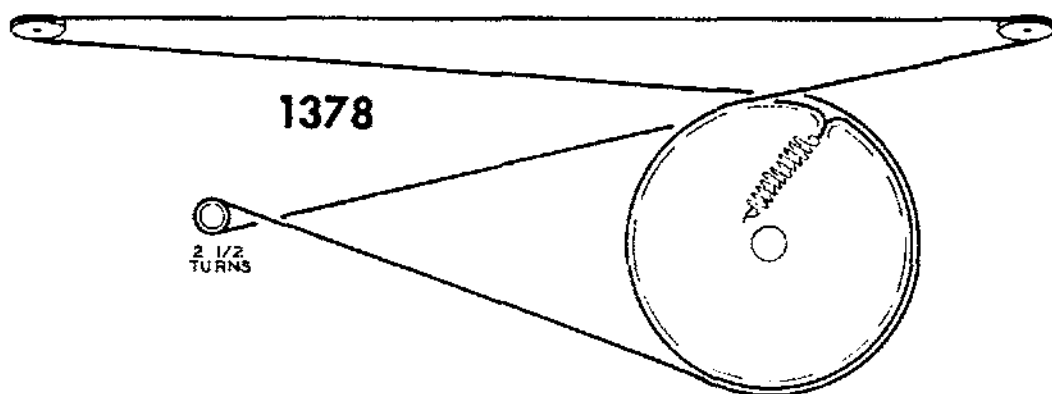


1377

TUNING GANG FULLY CLOSED

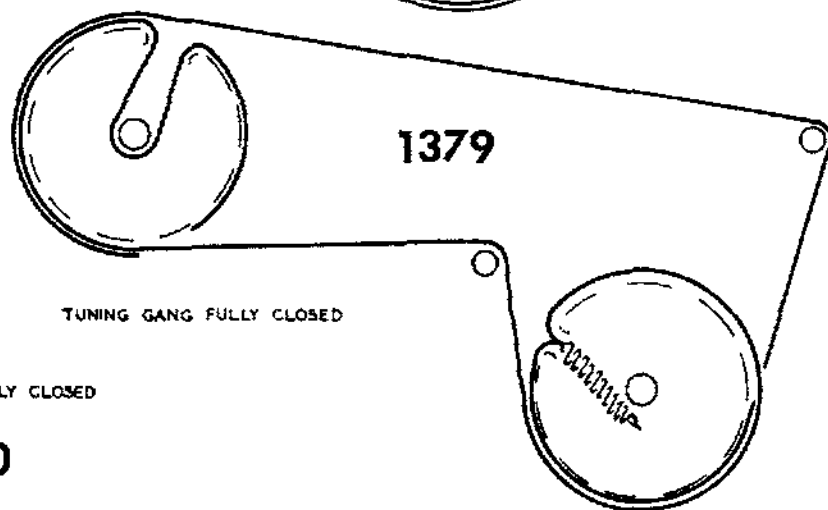
1 1/2 TURNS

TUNING GANG FULLY CLOSED



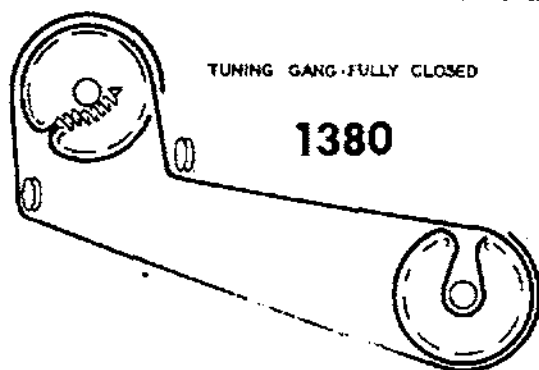
1378

2 1/2 TURNS



1379

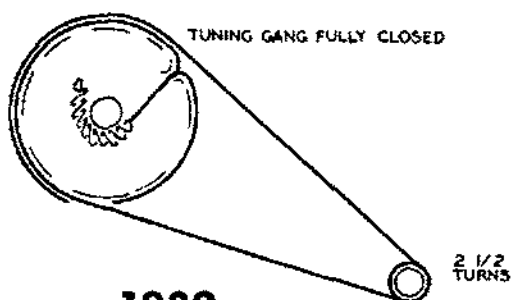
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

1380

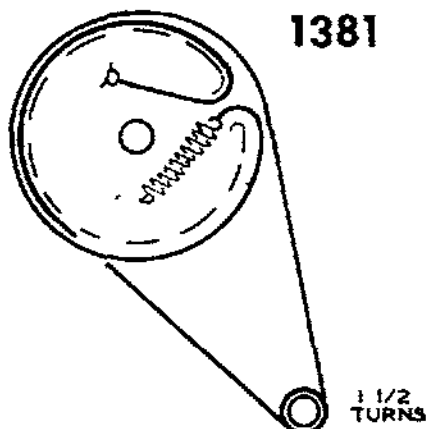
TUNING GANG FULLY CLOSED



1382

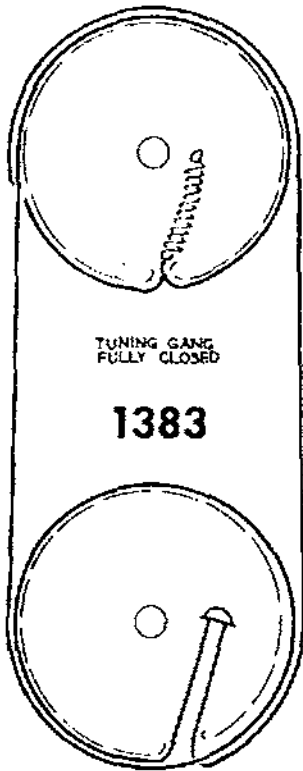
TUNING GANG FULLY CLOSED

2 1/2 TURNS

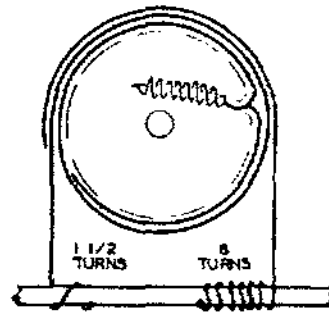


1381

1 1/2 TURNS

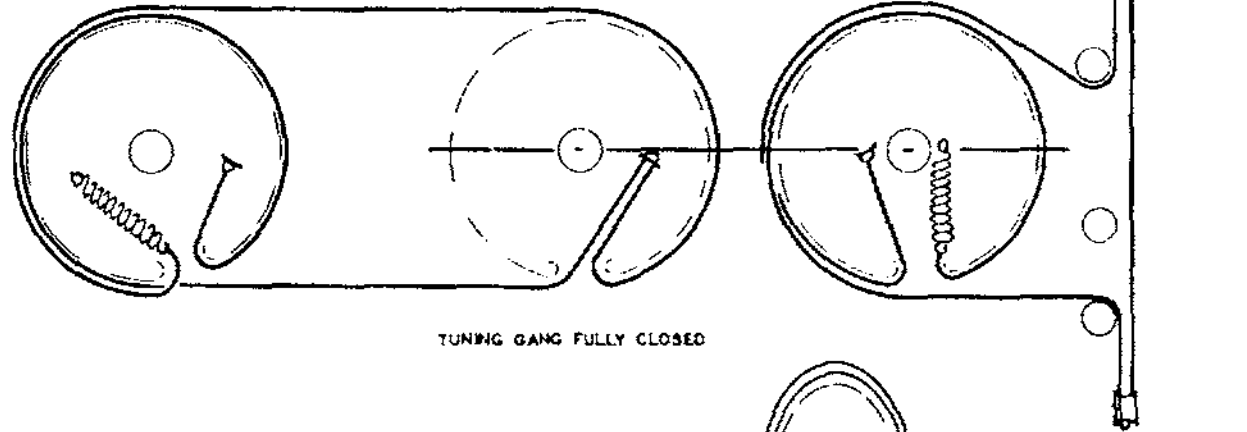


1383

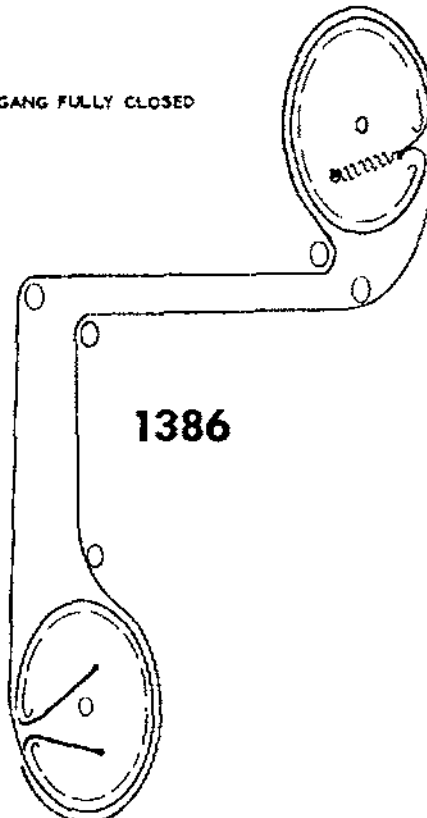


1384

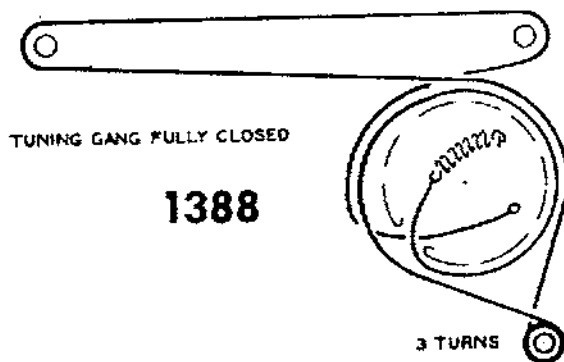
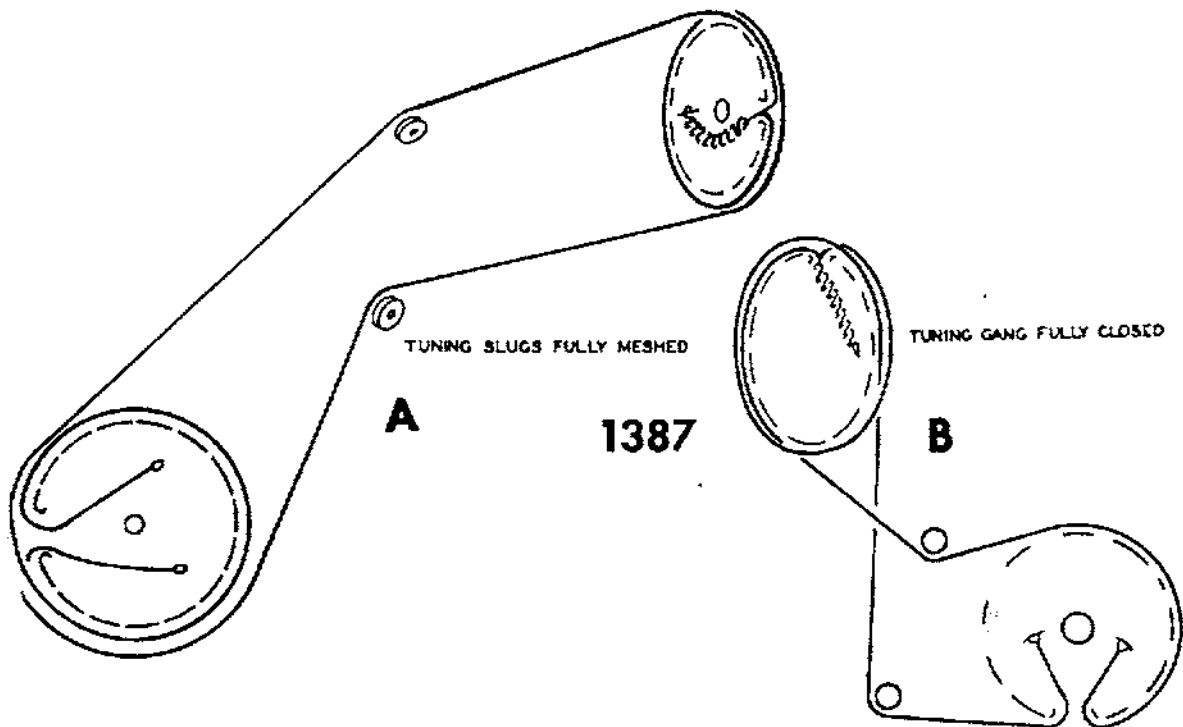
1385



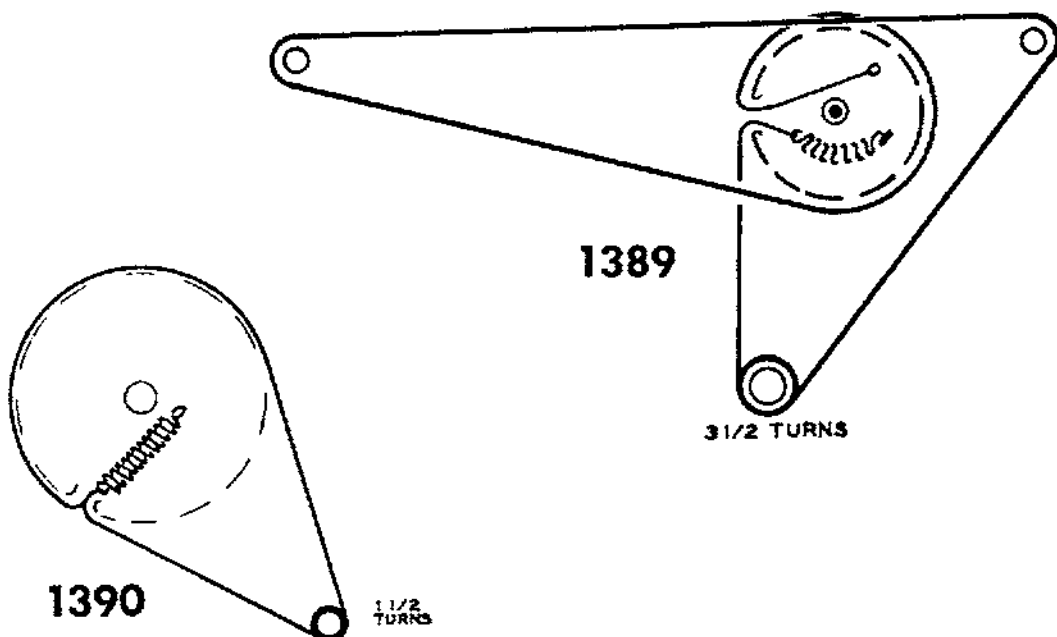
TUNING GANG FULLY CLOSED

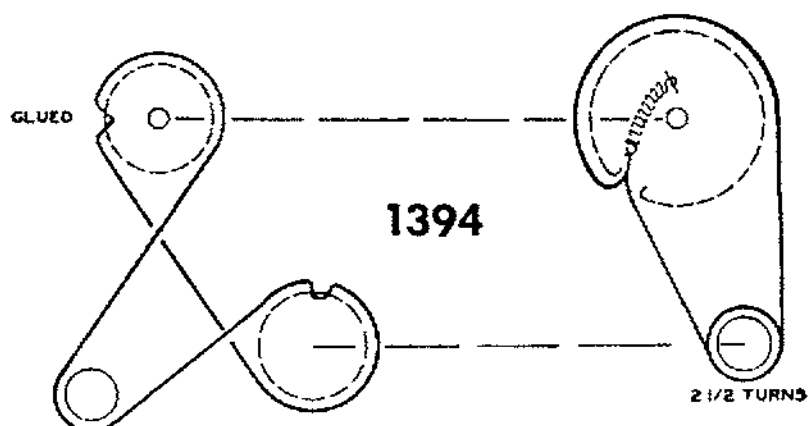
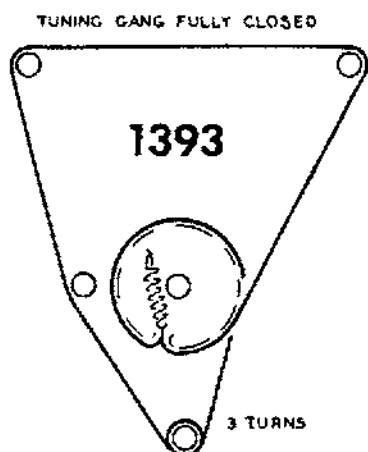
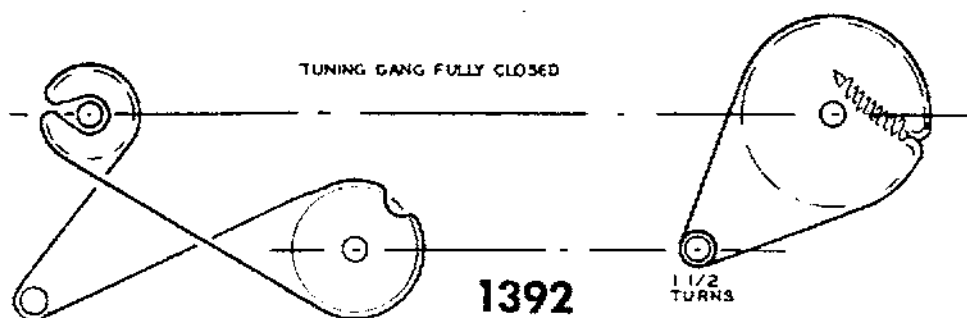
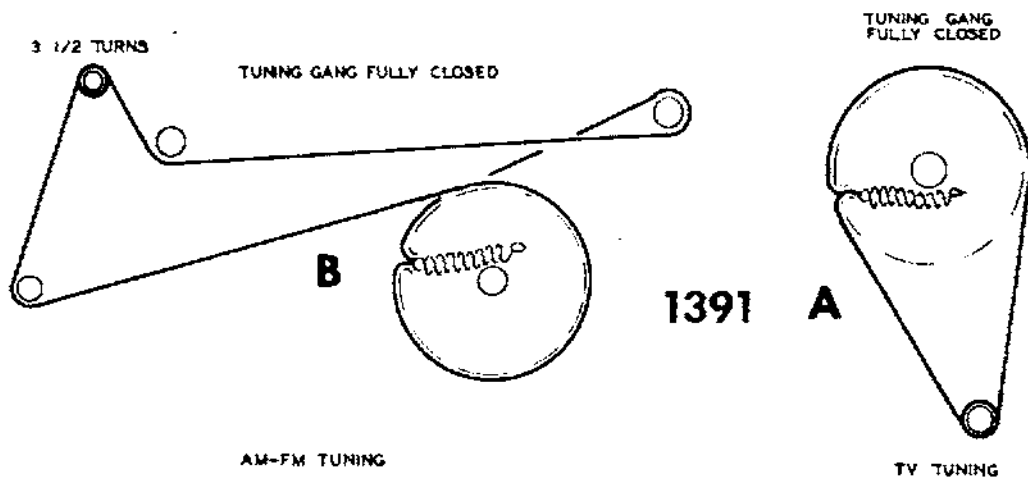


1386

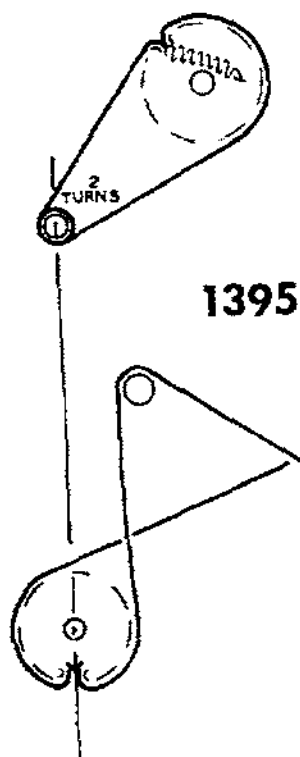


TUNING GANG FULLY CLOSED



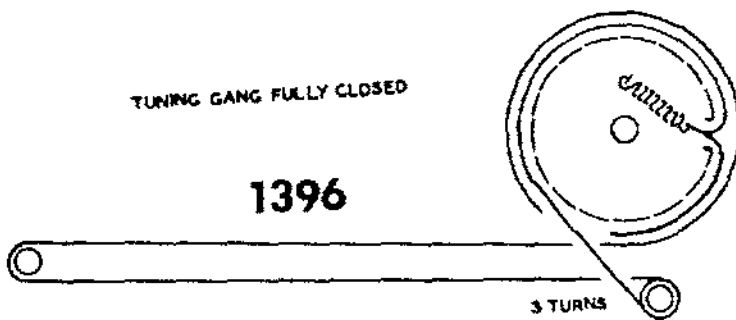


TUNING GANG FULLY CLOSED

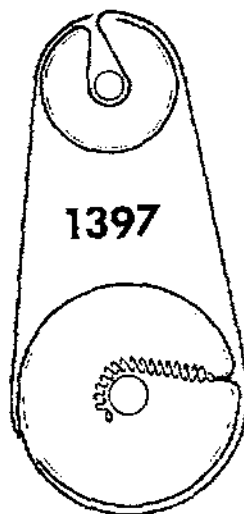


1395

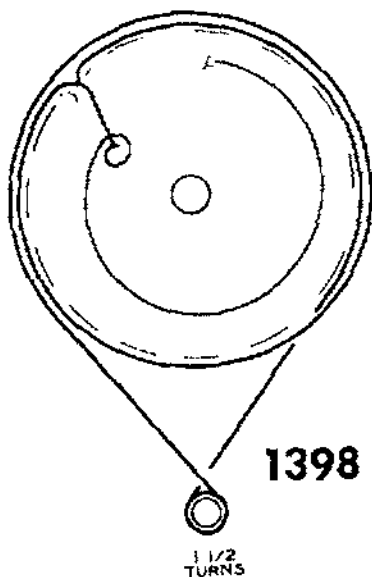
TUNING GANG FULLY CLOSED



1396

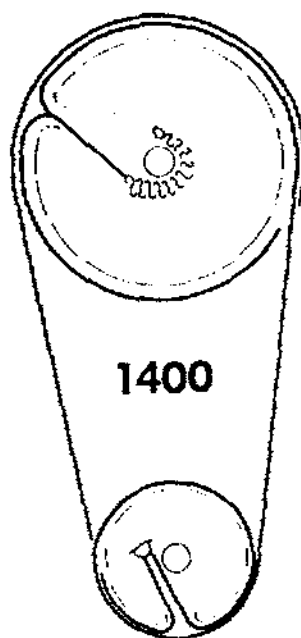
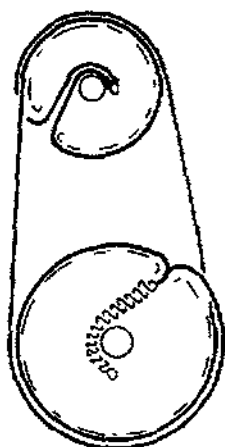


1397



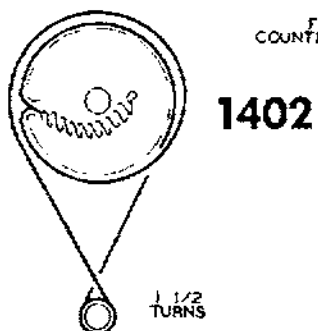
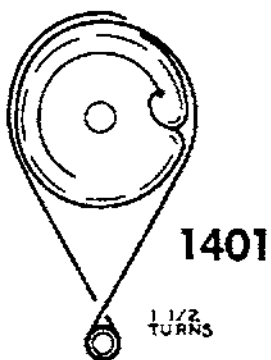
1398

1399

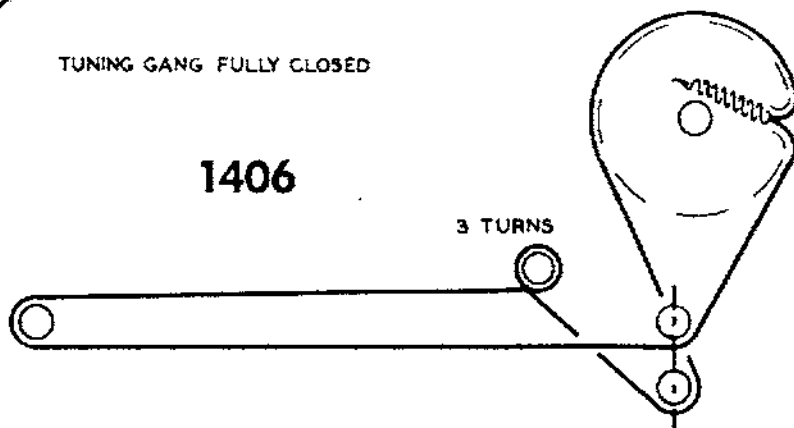
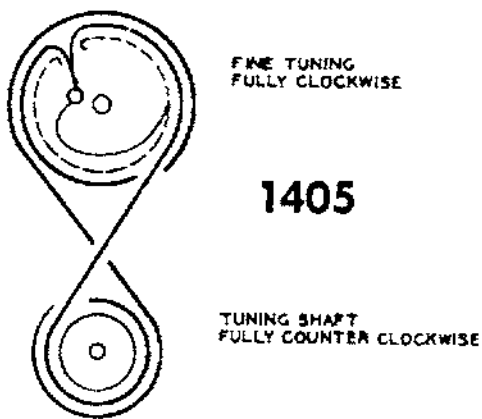
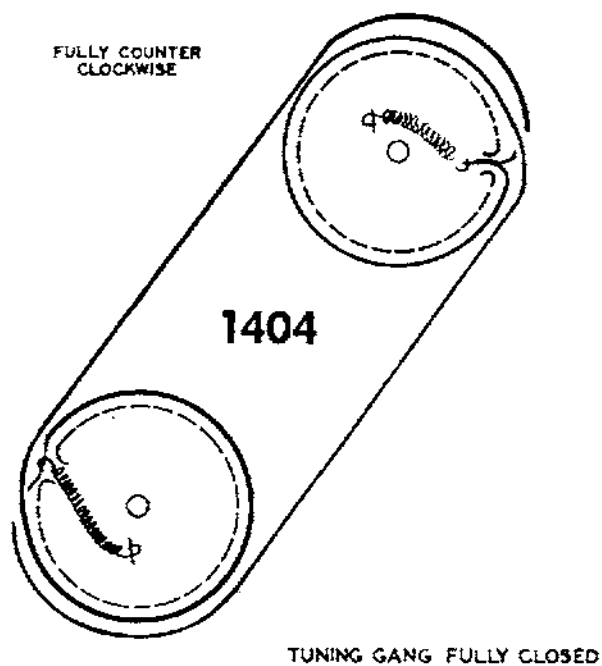
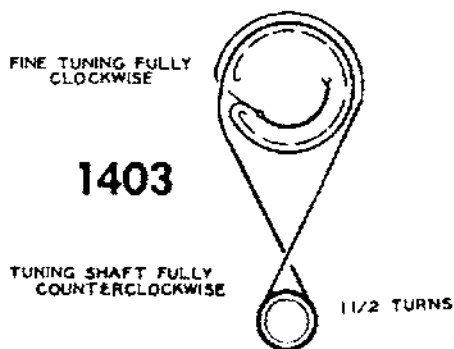


1400

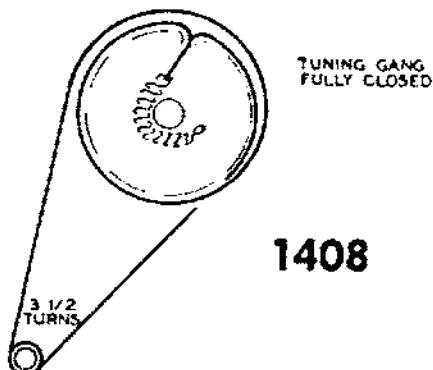
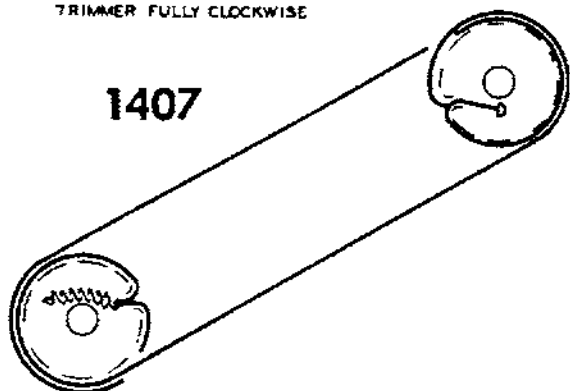
FINE TUNING CONTROL



FULLY COUNTERCLOCKWISE FINE TUNING FULLY CLOCKWISE



TRIMMER FULLY CLOCKWISE



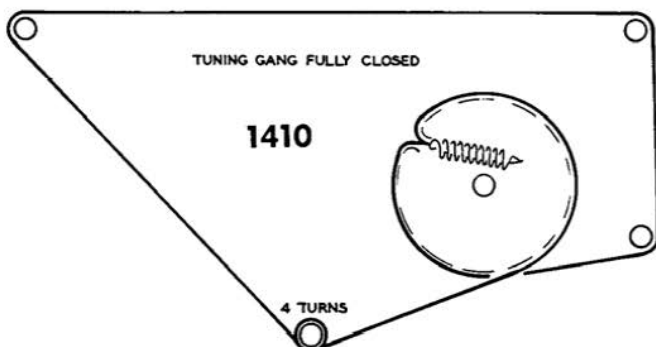
TUNING GANG FULLY CLOSED

1409



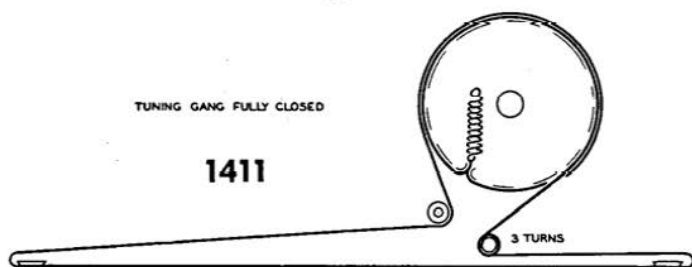
TUNING GANG FULLY CLOSED

1410



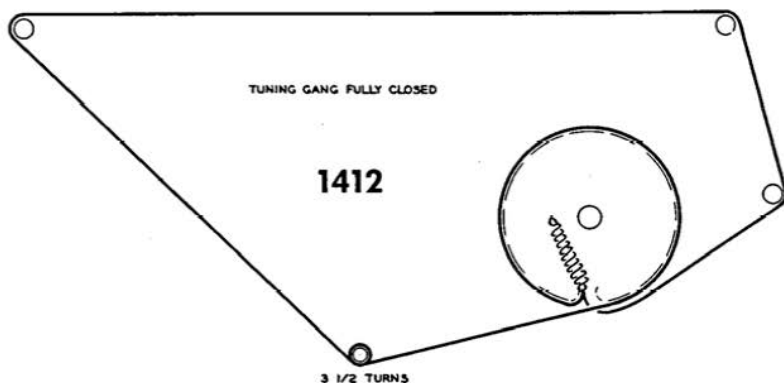
TUNING GANG FULLY CLOSED

1411



TUNING GANG FULLY CLOSED

1412



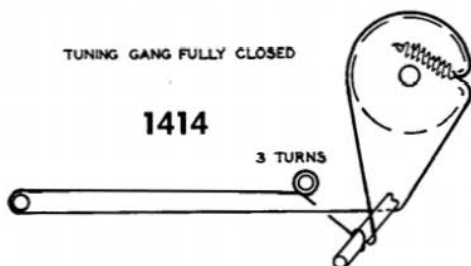


TUNING GANG FULLY CLOSED

1413

TUNING GANG FULLY CLOSED

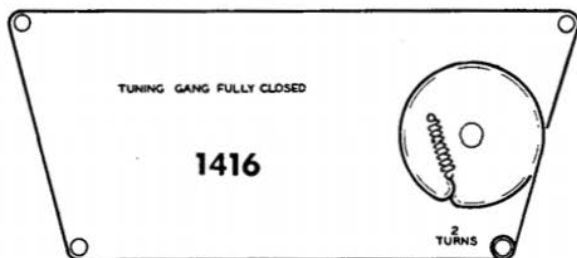
1414



TUNING GANG FULLY CLOSED

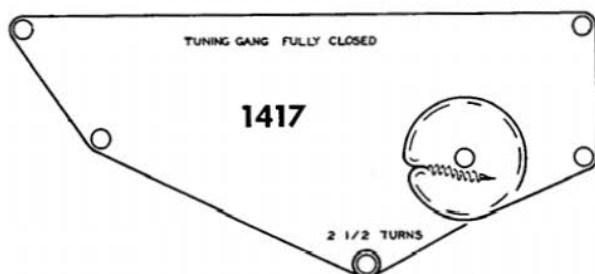


1415



TUNING GANG FULLY CLOSED

1416

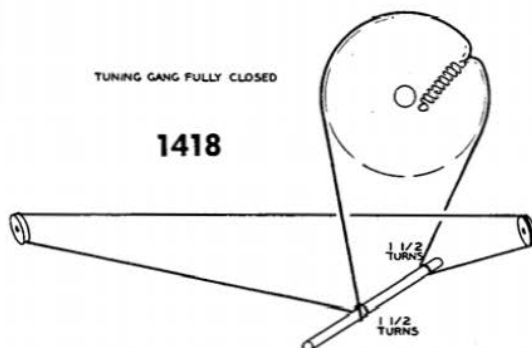


TUNING GANG FULLY CLOSED

1417

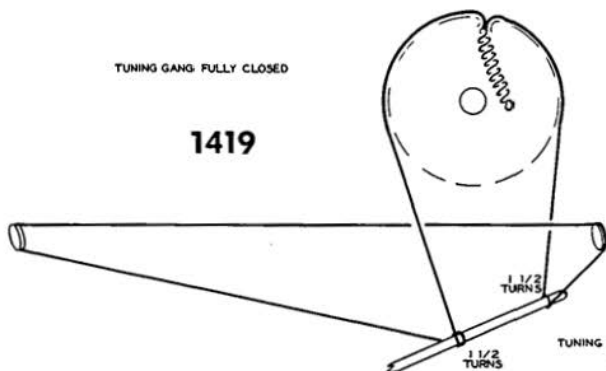
TUNING GANG FULLY CLOSED

1418



TUNING GANG FULLY CLOSED

1419



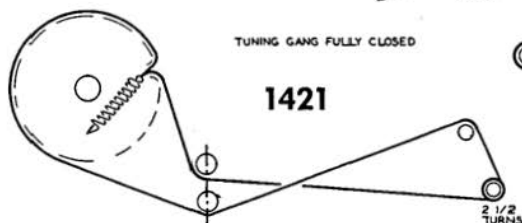
TUNING GANG FULLY CLOSED

1420



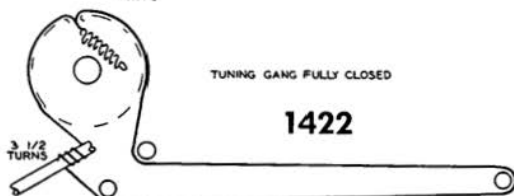
TUNING GANG FULLY CLOSED

1421



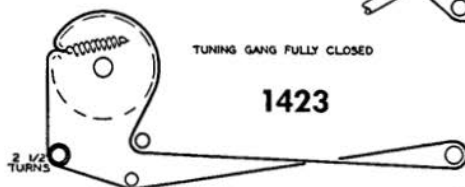
TUNING GANG FULLY CLOSED

1422



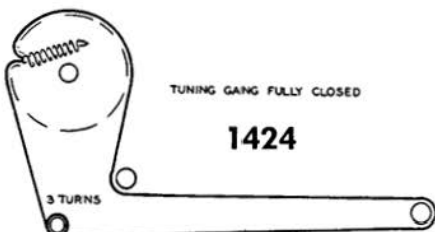
TUNING GANG FULLY CLOSED

1423



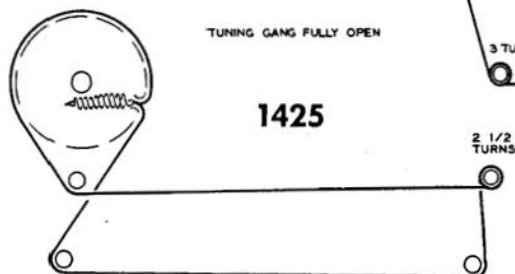
TUNING GANG FULLY CLOSED

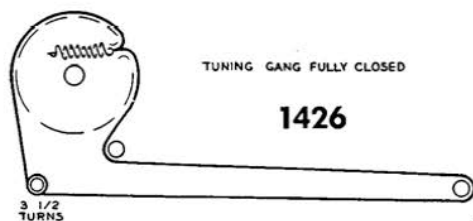
1424



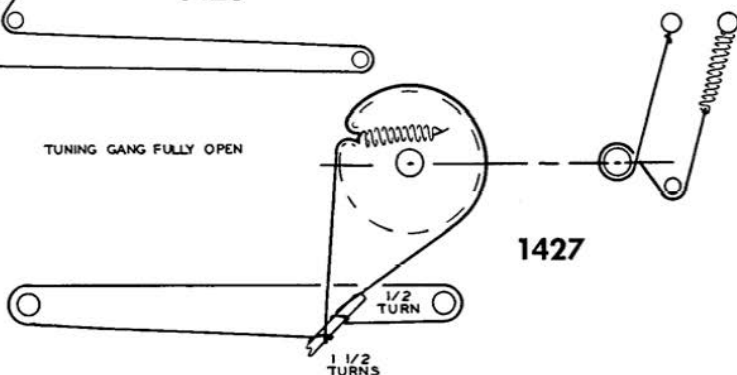
TUNING GANG FULLY OPEN

1425



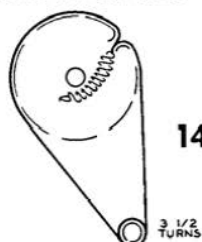


1426



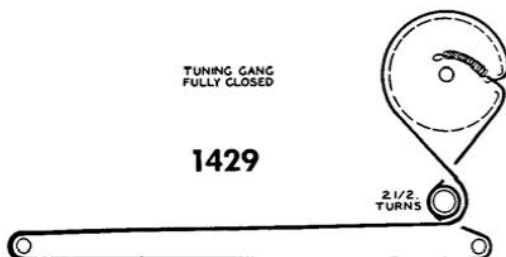
1427

TUNING GANG FULLY CLOSED



1428

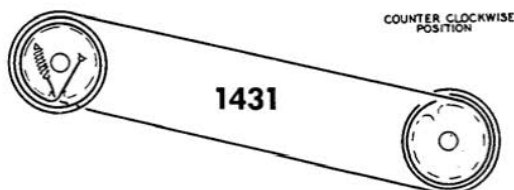
TUNING GANG FULLY CLOSED



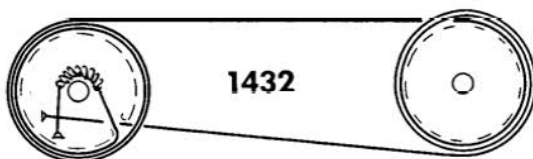
1429



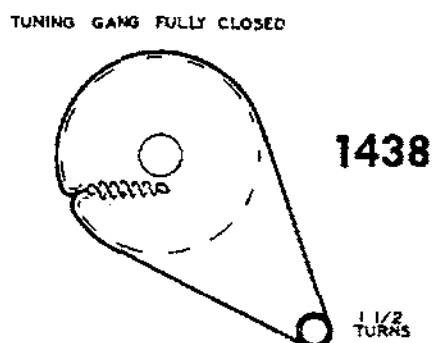
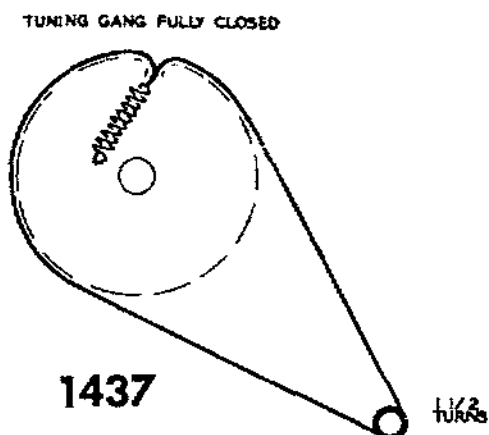
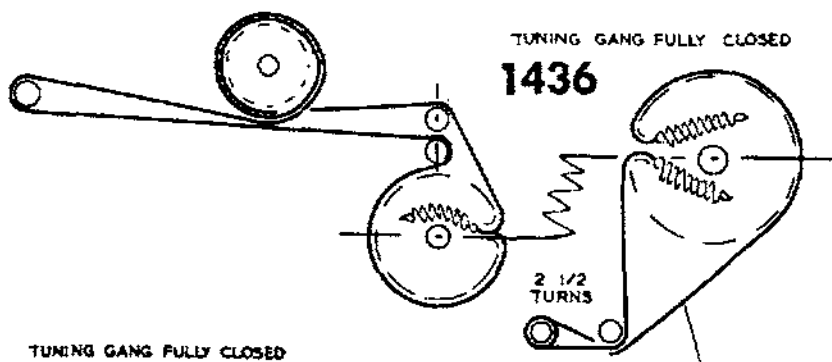
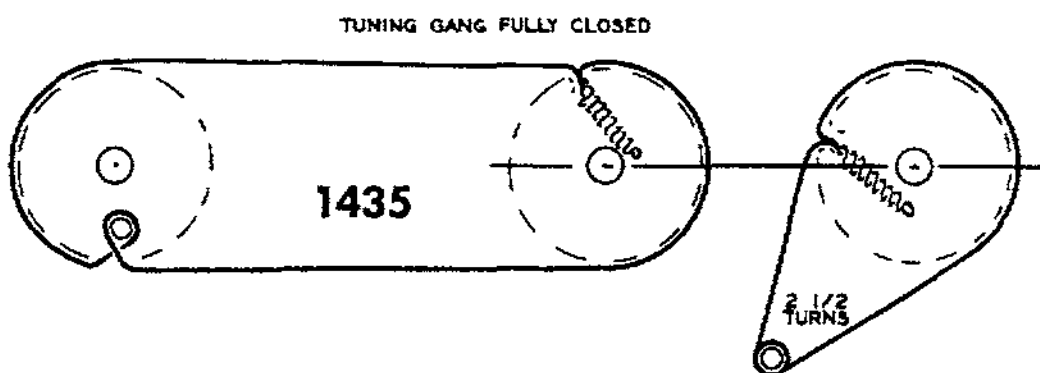
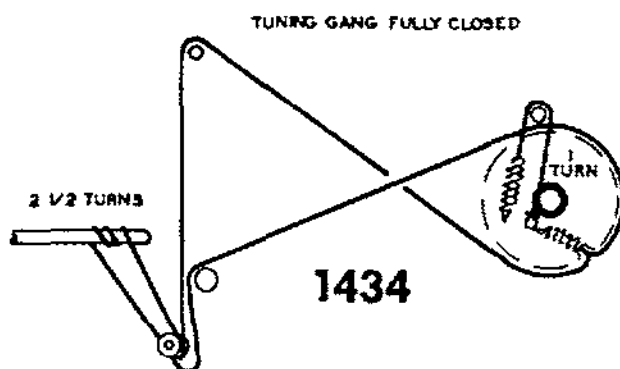
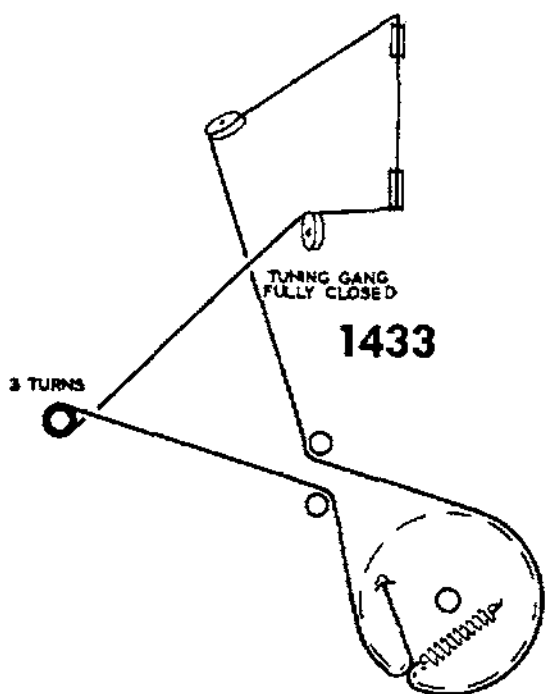
1430



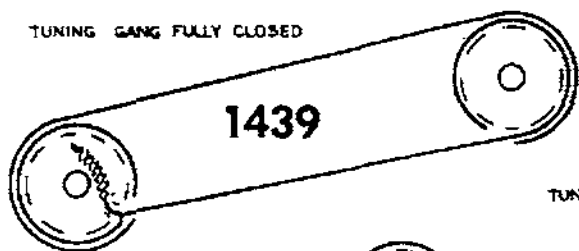
1431



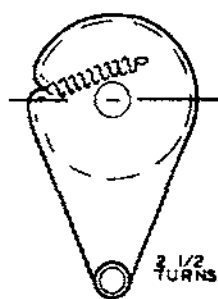
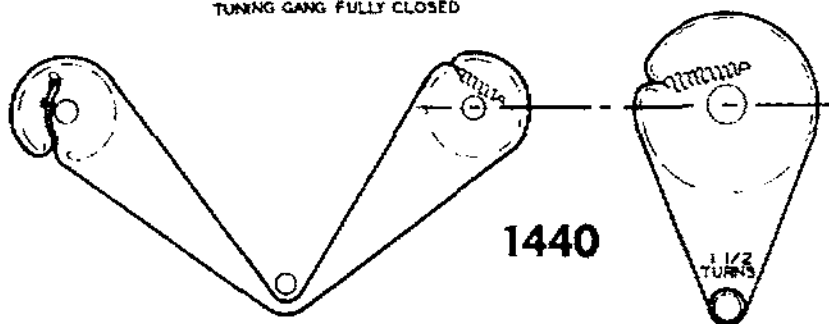
1432



TUNING GANG FULLY CLOSED

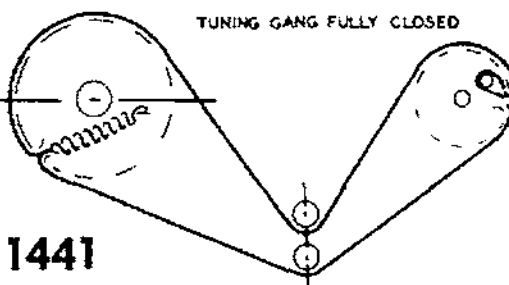


TUNING GANG FULLY CLOSED

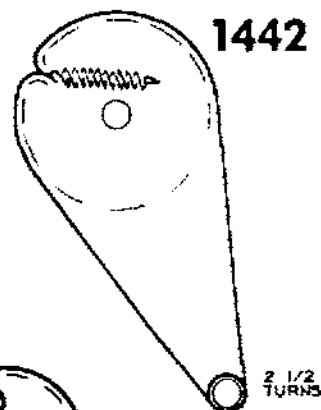


1441

TUNING GANG FULLY CLOSED

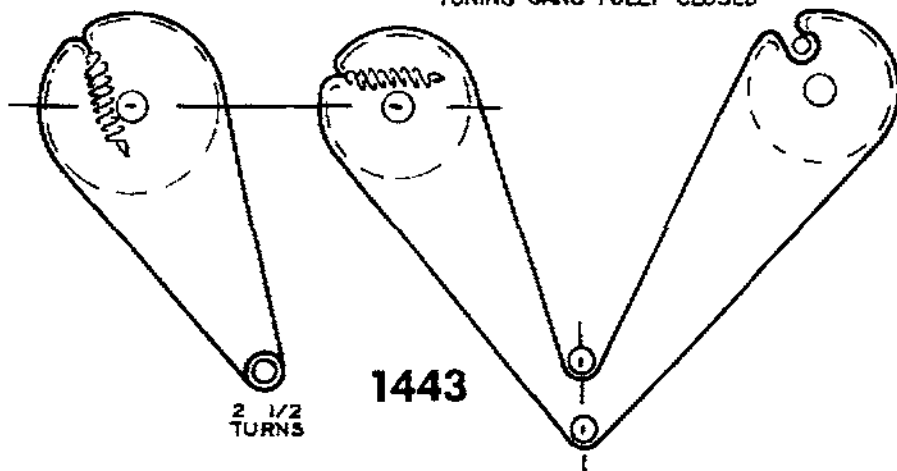


TUNING GANG FULLY CLOSED

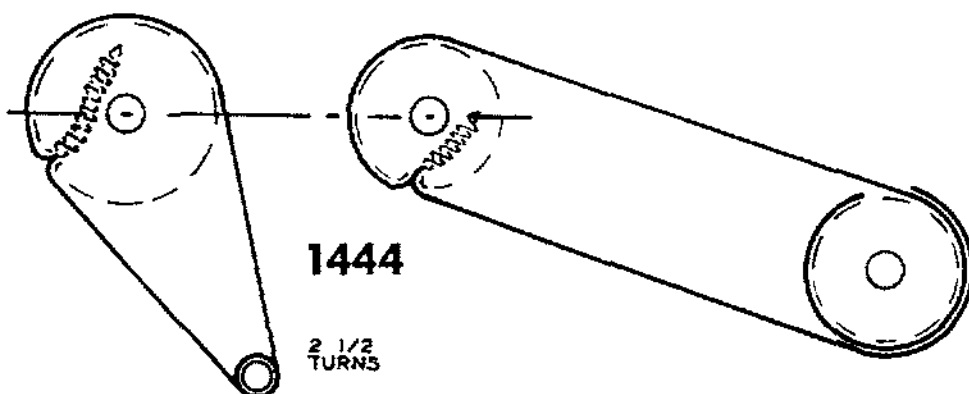


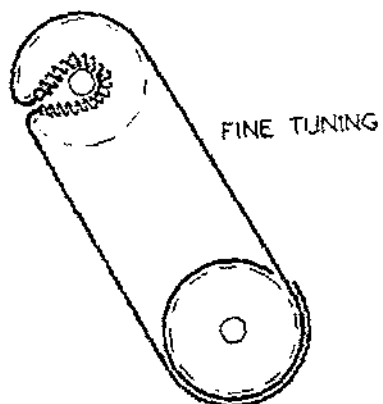
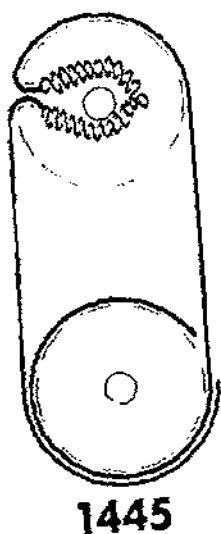
1443

TUNING GANG FULLY CLOSED

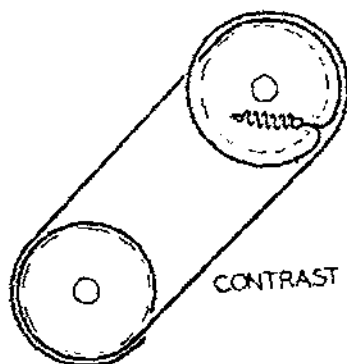


TUNING GANG FULLY CLOSED



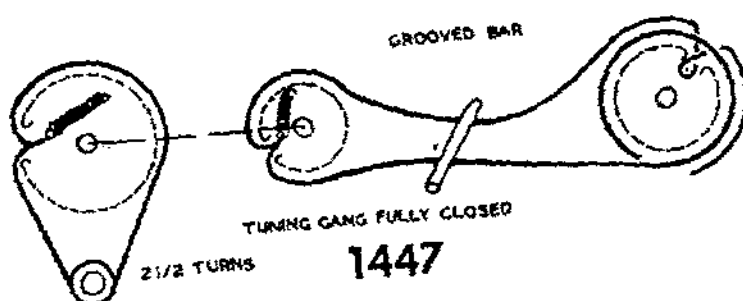


1446

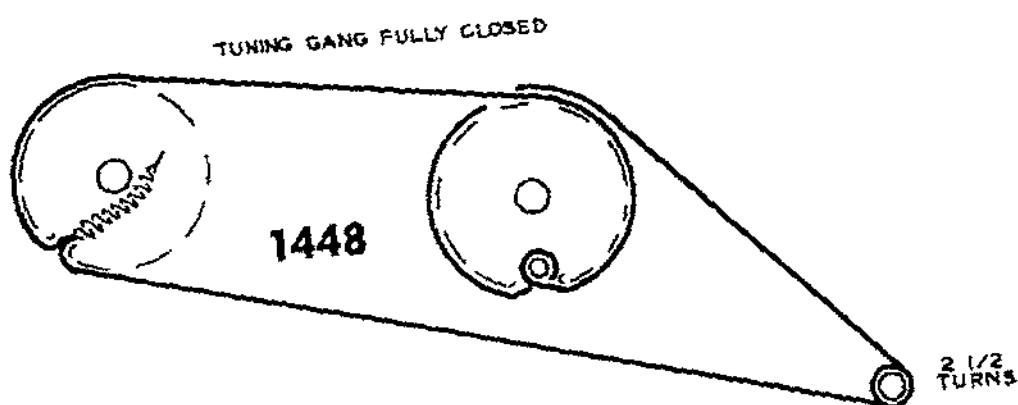


FINE TUNING

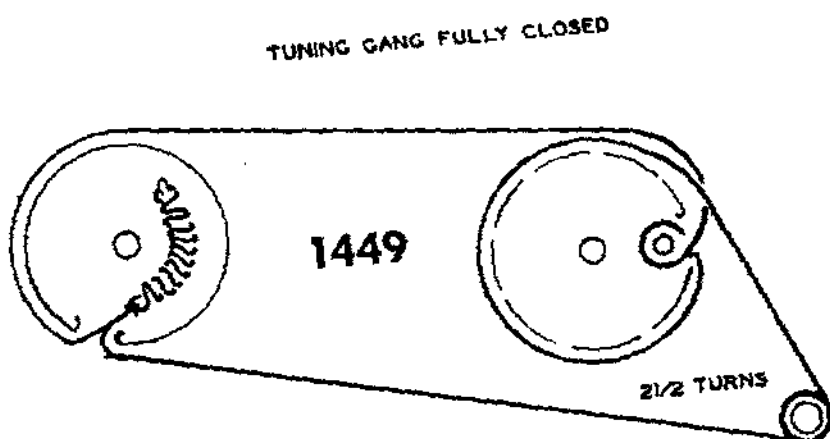
CONTRAST



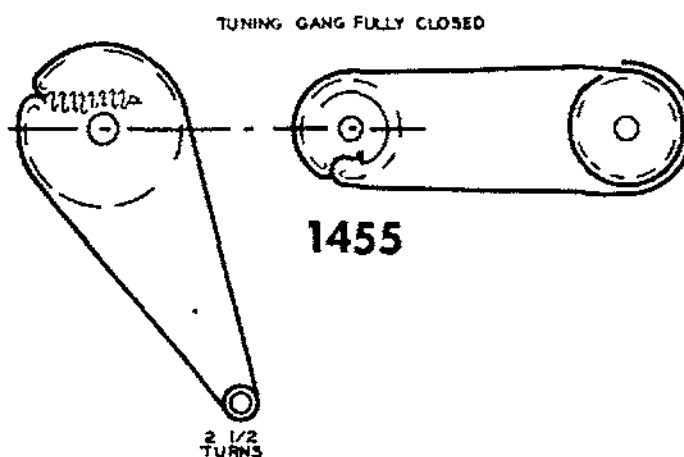
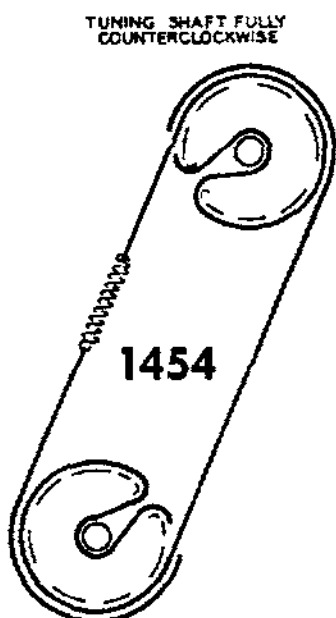
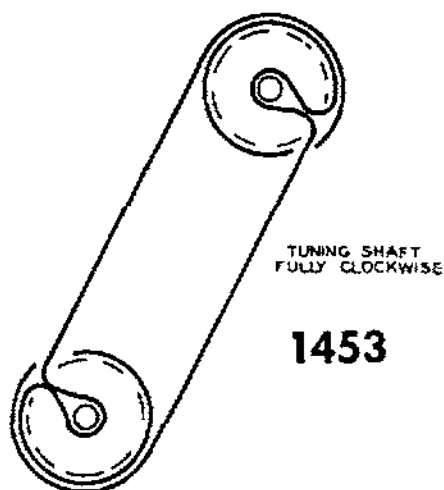
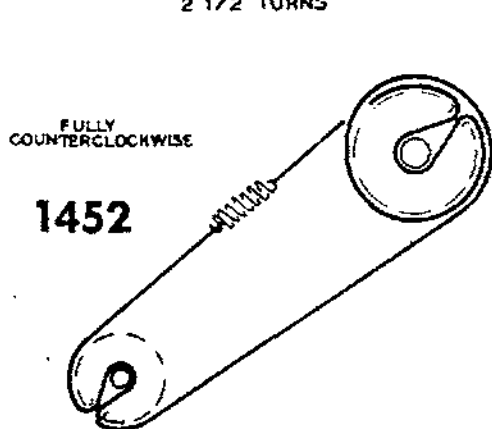
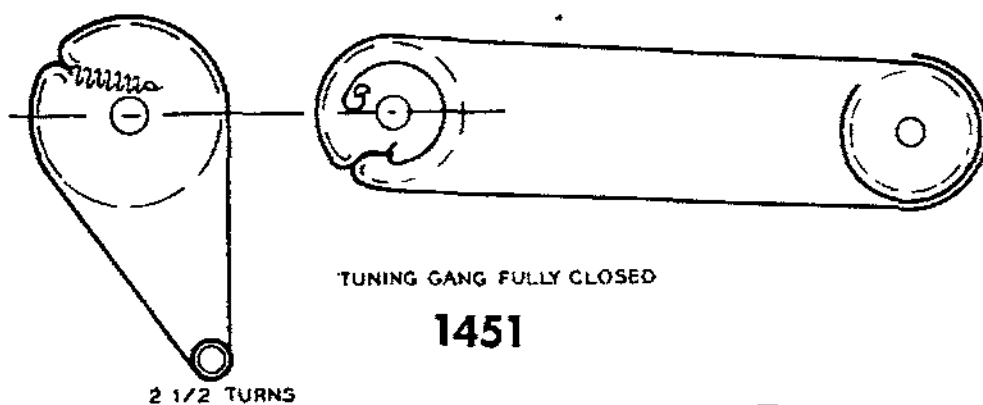
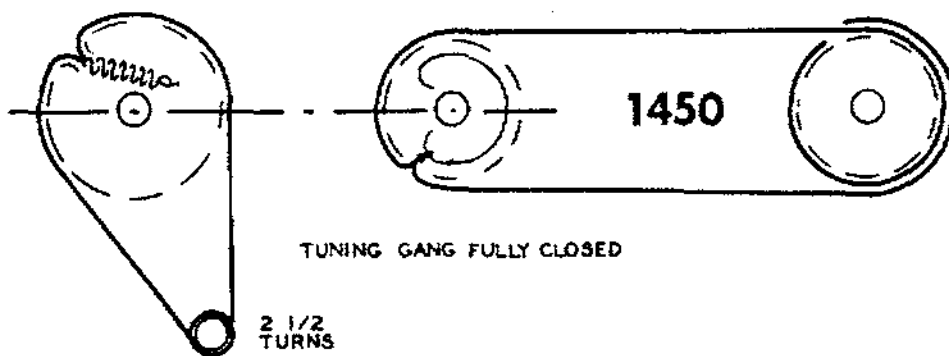
1447

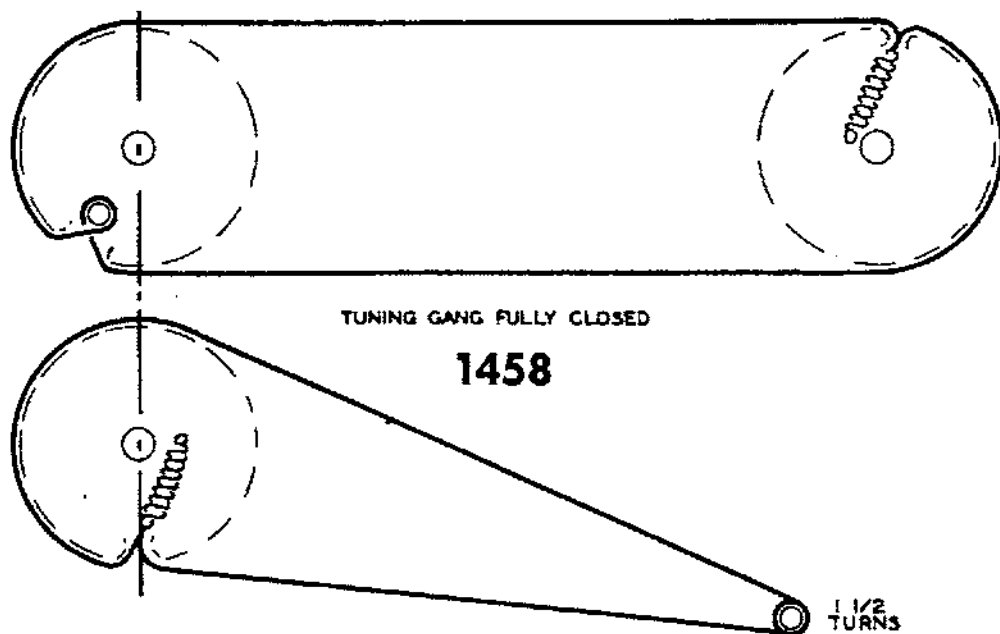
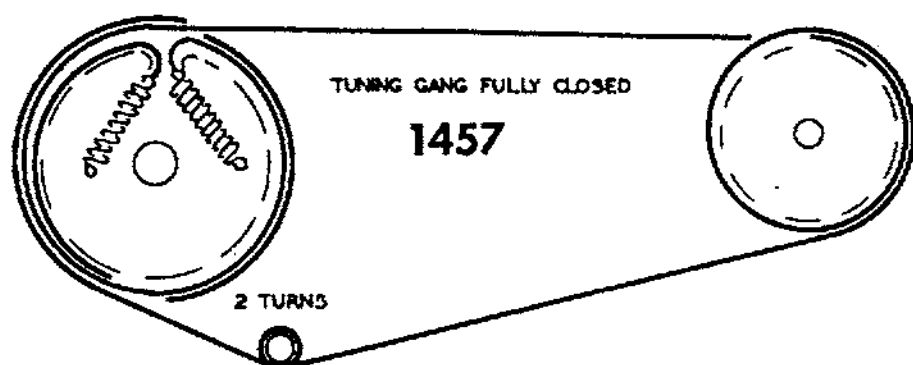
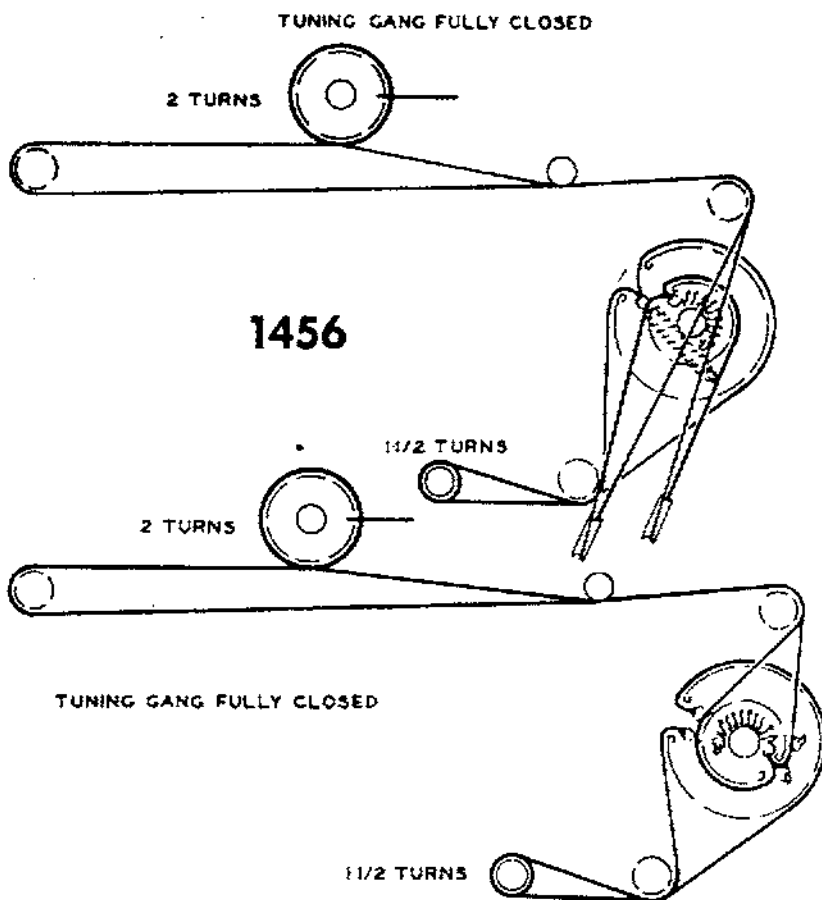


1448



1449





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

DC-6

INDEX

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
ADMIRAL (cont'd)			AIRCASLE (cont'd)			AIRLINE (cont'd)		
520M11, 520M12,			139144	2	580	14WG690	1	50
520M15, 520M16,			149654	3	1086	14WG737	1	52
520M17	4	1473,	150084	3	1097	14WG739	1	47
		1474				14WG740, 14WG741	1	52
521M15A, 521M16A,			AIR CHIEF (See Firestone)			14WG756, 14WG757	1	56
521M17A	4	1473,	AIR KING			14WG808M, MA,		
		1474	A-501, A-502	2	581	14WG808W, WA	1	56
AEROMOTIVE			A-510	2	574	14WG1202B,		
181-AD	1	11	A-511, A-512	2	582	14WG1203B, M, W	1	54
AIRADIO			A-600	2	583	15BR-1536B,		
SU-41D, SU-52, B, C	1	12	A-604	3	1098	15BR-1537B	4	1485
3100	2	563	A-625	2	583	15BR-1543A, B,		
AIRCASLE			A-650	2	584	15BR-1544A, B	4	1486
C-300	3	1075	17K1C	4	1483	15BR-1547A	4	1487
G-516, G-518	2	564	4601	1	30	15BR-1548A,		
G-521	2	565	4603	1	31	15BR-1549A	4	1488
G-724	2	566	4604, D	1	34	15BR-2756B,		
G-725	2	567	4607, 4608	1	32	15BR-2757A	4	1489
REV-248	3	1076	4609, 4610	1	30	15BR-3035A	4	1490
PX	1	13	4700	2	585	15GSE-2764A	4	1491
WEU-262	3	1077	4704	1	37	15WG-1545A, B,		
9	2	568	4705, 4706	1	35	15WG-1546A, B	4	1492
102B	3	1078	4708	1	37	15WG-2745C	3	1104
106B	1	11	AIR KNIGHT			15WG-2749E, F,		
171, 172	3	1080	CA500	1	6	15WG-2752D, E	4	1493
198	3	1081	N5-RD291	1	6	15WG-2758A	4	1494
201	3	1082	AIRLINE			15WG-3050A, B	4	1495
350	3	1083	GSE-1606A,			25BR-1542A	4	1496
472, 254	4	1476	GSE-1607A	5	1823	25BR-3058A, B,		
568	1	14	GSE-1625A,			25BR-3061A,		
572	2	569	GSE-1628A	6	2235*	25BR-3067A,		
602-182144	3	1084	GSL-1079A	6	2139*	25BR-3068A,		
602-PR-8.1	3	1085	GSL-1581A,			25BR-3069A	4	1497
606-400WB	3	1086	GSL-1592A	5	1824	25GHM-1073A	5	1826
607-314, -315	3	1087	GTM-1653A,			25GSE-1555A, B,		
610.C351	4	1477	GTM-1654A	6	2376*	25GSE-1556B,		
610.C152B, M	4	1478	WG-1572C	6	1825	25GSE-1557B	4	1498
610.F100	4	1479	WG-1635A	5	1825	25GSE-3065A	4	1499
610.F151	4	1480	WG-1636A	6	2174*	25GSL-1814A	4	1500
610.H400	4	1481	WG-1637A	6	2339*	25WG-1570A, B, C,		
610.P-651.1	4	1481	WG-2602A, B,			25WG-1571A, B,		
610.S500	4	1480	WG-2603A, B	6	2176*	25WG-1572A, B	4	1501
610.W-100	5	1817	WG-2618A, B,			25WG-1573A	4	1502
651	1	15	WG-2619A, B	6	2176*	25WG-2758B	4	1494
652.5T5E, V	5	1818	WG-2638A,			25WG-2758C, D	4	1503
652.5X5	5	1819	WG-2639A	6	2176*	25WG-2765D, E	4	1494
652.6T1E, V	4	1482	04BR511A, 04BR512A	1	40	25WG-2768A, B	4	1503
652.8T7F1	5	1820	04BR515A, B	1	43	25WG-3060A	4	1504
738.5400, UL	5	1821	04WG468	1	38	25WG-3070A	4	1504
782.FM-99-AC	5	1822	04WG568, 04WG569, B	1	39	35BR-1557A,		
5000, 5001	1	11	04WG619, 04WG621,			35BR-1558A,		
5002	1	16	04WG621N1	1	41	35BR-1559A	5	1827
5003, 5004,			04WG672	1	42	35BR-3158A,		
5005, 5006	1	17	04WG673, 04WG674	1	44	35BR-3167A,		
5008, 5009	2	570	04WG695	1	45	35BR-3168A,		
5010, 5011, 5012	1	18	04WG727, 04WG728,			35BR-3169A	5	1828,
5015.1	3	1088	04WG732	1	45			1829
5020	1	16	04WG803	1	44	35BR-6796A	5	1830
5022	3	1089	04WG804	1	45	35GHM-1073B, C	5	1826
5024	2	571	04WG1108A	1	46	35GHM-1074A	5	1831
5025	2	572	05GSE-3030A, B, C	3	1099	35GSE-1555C,		
5027	2	572	05GSE-3037A, -3042A	3	1099	35GSE-1556C	4	1498
5028, 5029	2	574	05WG-1813A	3	1100	35GSL-2770A	5	1832
5036	3	1090	05WG-2748F,			35WG-1573B	5	1833
5044	3	1091	05WG-2749D	3	1101	35WG-2787A	5	2105
5050	3	1092	05WG-2752	3	1102	35WG-3171A, B	5	1834
5053	3	1093	05WG-3038A, -3045A	3	1103	35WG-3173A, A, B	5	1834
6514, 6541, 6544	1	15	14BR474	1	48	35WG-3175A	5	1834
6547	1	15	14BR521A, 14BR522A	1	40	35WG-3177A	5	1834
6611, 6612, 6613,			14BR523A	1	48	35WG-3179A	5	1834
6630, 6631, 6632,			14BR613A	1	48	45BR-3186A	5	2031
6634, 6635	1	19	14BR624A	1	48	54BR1501A,		
7553	2	575	14BR1474	1	48	54BR1502A	1	40
90091	3	1094	14WG469	1	47	54BR1503A, B, C	1	58
10002	2	576	14WG518, 14WG519	1	6	54BR1504A, B, C	1	55
10003-1	2	560	14WG610B,			54BR1505A, B	1	55
108014, 108504	2	577	14WG611B	1	49	54BR1506A, B	1	55
121104	3	1095	14WG624A, 14WG625A,			54KP1209A, B	1	53
127084	2	578	14WG628A	1	11	54WG1801A, B	1	6
131504	2	579	14WG680	1	42	54WG2007A, B	1	6
138104	2	578	14WG683A	1	51	54WG2500A,		
						54WG2700A	1	57
						61-6787	5	1835
						61-6792	5	1836
						61-6793	5	1919
						61-6794	5	1856
						61-6795	5	1857

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
AIRLINE (cont'd)			AIRLINE (cont'd)			ANDREA (cont'd)		
61-12601	5	1858	84WG2506	2	601	CO-UI5	2	602
62-123	1	11	84WG2506B	2	599	CO-VK15, CO-VK16	3	1120
62-131, -133	1	11	84WG2712A, B	2	600	CO-VK125	3	1119
62-142	1	11	84WG2714A, F, G, H, J	2	601	CO-VL19	4	1506
62-144	1	11	84WG2718A, B	2	600	CO-VP21	6	2241*
62-152	1	11	84WG2720A	2	600	CRP-24W	6	2352*
62-158	1	11	84WG2721A, B	2	601	C-VK126	3	1119
62-237	1	11	84WG2724A	2	600	T-16	2	603
62-239	1	11	84WG2728A	2	600	T-U15	2	602
62-270	1	59	84WG2732A, B	2	600	T-U16	2	603
62-292	1	11	84WG2734A	2	600	T-VK12	3	1119
62-294	1	11	93WG510	1	72	T-VN21	5	1842
62-303	1	59	93WG754, 93WG755	1	74	T-VK127B, M	3	1119
62-309	1	59	93WG800	1	74	W69P	6	2361*
62-321	1	59	93WG1102	1	80	2C-VN21	5	1842
62-347	1	59	93WG1103, 93WG1104	1	46	101X	6	2352*
62-373, -374	1	11	93WG1110	1	80			
62-417	1	59	94BR-1533A	3	1107	ANSLEY		
62-443	1	59	94BR-2740A, -2741A, B	3	1108	53	2	604
62-447	1	59	94GAA3654A	3	1109			
62-449	1	59	94GSE-2735A, -2736A	3	1110	APEX		
62-451	1	59	94WG-1509A	3	1111	4B5	2	574
62-471, -472	1	61	94WG-1804D	3	1112			
62-704, -705, -706, -707, -708, -709, -710, -711, -712	1	60	94WG-1811A	3	1113	APPROVED ELECTRONIC INSTRUMENT CORP.		
62-752, -753	1	64	94WG-2742A, C, D	3	1114	FM Tuner	2	605
62-901	1	64	94WG-2745A	3	1115	A-710	4	1507
62-910	1	60	94WG-2746A, B, -2747A	3	1114			
64BR1051A, B	1	62	94WG-2748A, C			ARCADIA		
64BR1205A	1	65	94WG-2749A	3	1116	37D14-600	1	78
64BR1206A	1	63	94WG-3008A	3	1117			
64BR1208A	1	63	94WG-3016A, B, C	3	1117	ARIA		
64BR1503, B	1	58	94WG-3028A	3	1117	554-I-61A	1	79
64BR1504, B	1	58						
64BR1513A, B	2	586	ALGENE			ARTHUR ANSLEY		
64BR1514A, B	2	586	AR5U	2	555	R-1	4	1508
64BR1808A	1	66	AR6U	2	555			
64BR2200A	1	63				ARTONE		
64BR2701A	1	66	ALLIED RADIO (See Knight)			524	3	1121
64WG1052A	1	67	ALLSTATE					
64WG1207B	1	69	6240	5	1837	ARVIN		
64WG1511A, B	1	68	6264, 6266	5	1838	15-550KB-UHF	5	1842
64WG1512A, B	1	68	6284	5	1839	21-550KBU, KMU	5	1844
64WG1801C	1	71	6284	5	1839	21-551TBU, TMU	5	1844
64WG1804A, B, C	1	71	6286-4, 6287-4	5	1840	21-552KBU, KMU	5	1844
64WG1807A, B	1	71	6330	5	1841	21-553TBU, TMU	5	1844
64WG1809A, B	1	68				140P	2	606
64WG2007A, B	1	6	Chassis			150TC, 151TC	2	607
64WG2009A, B	1	68	528.6264, 528.6266	5	1838	152T, 153T	2	608
64WG2010B	1	68	528.6284	5	1839	160T, 161T	2	609
64WG2500A	1	57	528.6286-4			182TFM	2	610
64WG2700A, B	1	57	528.6287-4	5	1840	240P, 241P, 244P	2	611
74BR1513B	2	586	528.62400	5	1837	250P	2	612
74BR1514B	2	586	528.63300	5	1841	280TFM, 281TFM	2	614
74BR2001A, B	2	587				350-PB, -PL,		
74BR2701A	2	588	ALTEC LANSING			351-PB, -PL,		
74KR1210A	2	589	ALC-101	3	1118	352-PL, 353-PL	3	1122
74KR2706B	2	590	303A	4	1505	355T, 356T, 357T	3	1123
74KR2713A	2	591	304A	6	2216*	358T	2	608
74WG1052B	1	67				450T, 451T	3	1124
74WG1056A	2	593	AMC			460T, 461T	3	1125
74WG1207B	1	69	20CD2B, 20C2B,			462-CB, 472-CM	3	1126
74WG1509A			20T2B, 21CD2A,	5	2007	480TFM, 481TFM	3	1127
74WG1510A	2	594	21C2A	1	82	482CFB, 482CFM	3	1128
74WG1511B	1	68	125P	1	82	547, A	2	614
74WG1802A	2	595	126	1	76	551T	4	1590
74WG1803A	1	71				552AN, N	1	77
74WG1804C	1	71	AMERICAN COMMUNICATIONS			553	4	1510
74WG1807A, B	1	71	(See Liberty)			554CCB, 554CCM	4	1509
74WG2002A	2	594	AMERICAN MOTORS			555, A	1	77
74WG2004A	2	595	8990377 (6MR)	6	2240*	558	1	81
74WG2007B, C	1	6	8990455 (7MR)	6	2240*	580TFM	4	1511
74WG2009B						581TFM	5	1845
74WG2010B	1	68	A. M. I. (Automatic Musical Instruments)			582CFB, 582CFM	4	1512
74WG2500A	1	57	PBA (Mark I)	6	2334*	650-P	4	1513
74WG2504A, B, C	2	596				651T	5	1846
74WG2505A	1	70	ANDREA			652-P, 654-P	4	1513
74WG2700A, B	1	57	BT-VK12	3	1119	655SWT	4	1511
74WG2704A, B, C	2	596	C-VN21	5	1842			
74WG2709A	2	597						
84GAA3967A	3	1105						
84HA1529A								
84HA1530A	3	1106						
84KR1520A	2	592						
84WG2015A	2	598						

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
ARVIN (cont'd)			ARVIN (cont'd)			AUTOMATIC (cont'd)		
657-T	4	1514	RE-308	4	1510	720	2	620
664, A	1	6	RE-310	4	1512	AVIOLA		
665	1	83	RE-313	4	1511	509	1	88
7537	5	1847	RE-323	5	1846	601	1	89
7587	5	1848	RE-327	4	1511	608	1	91
7607	5	1849	RE-333	5	1845	612	1	89
7807FM	5	1845	RE-342	5	1849	618	1	91
8577	5	1850	RE-348	5	1847	BELL SOUND		
8587, 8597	5	1851	RE-350	5	1848	PA-3715-B,		
9557, 9567	6	2163*	RE-374	5	1851	PA-3725-B,		
9567I	6	2405*	RE-378	5	1850	PA-3750-B,	5	1859
9577	6	2221*	RE-392	6	2163*	2210	5	1860
9587	6	2177*	RE-393	6	2221*	2255	5	1861
2120CM, 2121TM	3	1129	RE-397	6	2177*	3715	2	621
2123TM, 2124CCM,			TE-282	3	1131	3715-B	5	1859
2126CM	3	1129	TE-289-2,-3	3	1129	3725	2	621
2160, 2161,			TE-290	3	1130	3725-B	5	1859
2162, 2164	3	1130	TE-330, TE-332	4	1515	3725-B	2	621
2410P	2	611	TE-340,-1,-2	4	1515	3725-B	5	1859
2563, 2564	6	2314*	TE-341,-2	4	1515	3728	2	621
3561	6	2325*	TE-395,-1	5	1852	3750	2	621
4080T, 4081T	3	1131	TE-382	5	1853	3750-B	5	1859
5561	6	2310*	TE-363,-1,-2,-3	5	1852	BELMONT		
5578	6	2409*	TE-373	5	1853	A6D110	1	94
6173TM-UHF	4	1515	TE-379	5	1844	4B17	1	93
6213TB-UHF,			1.40300	6	2314*	4B112, 4B113	1	65
6213TM-UHF	4	1516	1.40400	6	2314*	4BA1, 4BA2	1	48
6215CB-UHF,			1.40600	6	2325*	5D16	1	48
6215CM-UHF	4	1515	1.40800	6	2310*	5D110	2	622
6640	1	6	1.41700	6	2377*	5D128	1	96
7210CB-UHF,			1.42400	6	2405*	5DA1	1	48
7210CM-UHF	4	1515	1.43500	6	2409*	5P19	1	95
7212CFP-UHF,			ASTATIC			6D111 (Series A & B)	1	92
7212MEA-UHF	4	1515	CB-1	5	1854	6D120	2	623
7214CM-UHF,			UHF	5	1855	8A59	1	66
7216CB-UHF,	4	1515	ATLAS			533 (Series B & C)	1	43
7218CB-UHF,			AB-45	1	73	716	1	48
7218CM-UHF	4	1515	AUDAR			BENDIX		
7219CM-UHF	4	1515	AV-7T	4	1516	FB21CU	4	1525
7276CB-UHF,			PR-6	1	84	FM21C, FM21CU	4	1525
7279CM-UHF	5	1852	PR-6A	1	85	FM27C	4	1525
9210CB-UHF,			AUTOMATIC			HB21C, HB21CU	4	1525
9210CM-UHF	5	1852	Tom Boy	2	555	HB27C	4	1525
9211TB-UHF	5	1853	Tom Thumb Buddy	2	615	HM21C, HM21CU	4	1525
9212CFP-UHF,			Camera-Radio	2	616	KM21CU	4	1525
9212MEA-UHF	5	1852	Tom Thumb Jr	2	555	PAR-80	2	624
9213TM-UHF,			B-44	2	616	TB21CU, TB24DS	4	1525
9215CM-UHF	5	1853	C51	4	1517	TM17C, TM21CU,		
9216CB-UHF	5	1852	C54	4	1518	TM24DS, DU	4	1525
9218CB-UHF,			C-60	1	86	0526, 0526A, B, C, D, E, F	1	97
9218CM-UHF	5	1852	C-60X	2	555	0626A	1	97
9219CM-UHF	5	1852	C-300	3	1075	55L2, 55L3	2	625
9240CB-UHF,			C-351	4	1519	55P2, 55P3	2	625
9240CM-UHF	5	1852	CL-152B, M	4	1520	55X4	2	626
9245CM-UHF	5	1853	CM-333	5	1919	65P4	2	627
9577	6	2377*	D-200	3	1132	75B5, 75M5, 75M8,		
Chassis			D-251	4	1521	75P6	2	629
RE-202	1	77	DM-132	5	1836	75W5	2	628
RE-204	1	81	F-100	3	1133	95B3, 95M3, 95M9	2	628
RE-206,-1,-2	1	6	F-151	4	1522	110, 110W, 111,		
RE-209	2	606	F-152	6	2233*	111W, 112	2	625
RE-213	3	1123	F-241	6	2245*	114, 115	2	625
RE-228,-1	2	607	M-88	2	618	300, 300W, 301, 302	2	627
RE-229	1	83	P-651	4	1523	416A	2	630
RE-231	1	77	PM-236	5	1856	526MA, MB, MC	2	631
RE-232	2	609	MM-430	5	1857	613	2	632
RE-233	2	608	S-551	4	1522	626A	1	97
RE-237	2	610	TP-12	5	1858	636A, B, C	1	98
RE-242	2	614	TV P490	3	1134	646A	1	99
RE-243, RE-244	2	611	TV-1649, TV-1650,			656A	1	100
RE-248	2	612	TV-1651	4	1524	676B, C, D	1	101
RE-253	2	613	601, 602 (Series A)	1	73	697A	2	633
RE-254,-255,-256,			601, 602 (Series B)	1	73	736B	1	100
-259	2	611	614X, 616X	1	86	753F, M, W	4	1526
RE-267,-1,-2	3	1122	612X, 613X	1	87	847B, S	2	634
RE-273	3	1123	620	1	87	951, 951W	3	1135
RE-277, RE-277-1	3	1127	620 (Series B)	1	73	1217, B	2	635
RE-277-2	3	1122	660, 662, 666	2	619			
RE-281	3	1124	* Signifies Coverage in this Volume					
RE-284	3	1125						
RE-287-1	3	1126						
RE-288-1	3	1128						
RE-292	4	1513						
RE-297	4	1509						
RE-306	4	1509						
RE-307	4	1514						

Name & Model or Chassis No.	Vol. No.	Diag. No.
BENDIX (cont'd)		
1217D	2	636
1518, 1519	2	637
1521	2	637
1524, 1525	2	637
1531	2	638
1533	2	638
6100	3	1136

Chassis		
C-19	4	1526
T14-3, T14-10, -11	4	1525

BLONDER TONGUE		
BTU-2	5	1862

BRAUM		
HM2, HM3	6	2375*
MM3	6	2375*
MS3	6	2375*
Super 99	6	2375*
TS2	6	2375*

BREWSTER		
9-1084, 9-1085, 9-1086	1	103

BROOKS LABORATORIES, INC.		
ST10	4	1527
ST-10A	5	1863
ST-14A	4	1527
ST-15A	5	1864

BROWNING		
L-300	6	2178*
L-500	6	2186*
PF-12	2	639
RJ-12	2	639
RJ-12A	2	640
RJ-12B	4	1528
RJ-14A	2	640
RJ-20A	3	1137
RJ-42	5	1865
RJ-43	5	1866
RJ-48	5	1867
RJ-49 (AM)	5	1867
RJ-49 (FM)	5	1868
RV-10	2	641
RV-10A	3	1138
RV-11	2	641
RV-31	4	1529
RV-32	5	1869

BRUNSWICK		
A1020	1	102
A2020	1	102
A2600	1	107
A2700	1	102
A3720	1	102
DJ683	2	642
C-3300	2	642
D-1000, D-1100	2	643
D-6876	2	644
T-4000, T-4000 1/2	2	644
T-6000, S, SS, SX, T-6000 1/2	2	644
T-9000	2	643
512, 513, 812, 816	4	1530
1680	1	107
1700	1	102
2600	1	107
2689	1	107
5000	2	645
5125, 6165, 8125, 8165	4	1530

BUICK		
980690, 980733	1	104
980744, 980745	1	104

BULOVA		
100, 110	6	2362*

BULOVA (cont'd)		
300 Series	6	2357*

BUTLER BROS.
(See Air Knight or Sky Rover)

CAPEHART		
C-14	5	1870
P-213	5	1871
RP-152	4	1531
RP-153	5	1872
RP-154B, M	5	1873
RP-254	5	1872
T-54	5	1874
T-522	4	1532
1T174B-1, BS-1, M-1, MS-1, S-1	5	1875
1T174-1	5	1875
2T214B-1, BS-1, D-1, MD-1, MS-1, M-1, S-1	5	1875
2T214-1	5	1875
4C174M-1, MS-1	5	1875
5C214B-1, D-1, MD-1, M-1	5	1875
5C214-1	5	1875
7H214B-1, D-1, M-1	5	1875
7H214-1	5	1875
9F214BD-1, MD-1	5	1875
9F214-1	5	1875
11F244B-1, M-1	5	1875
11F244-1	5	1875
11RP-125 F	5	1873
12F274M-1	5	1875
14W214-1	5	1875
15W214BD-1, MD-1	5	1875
15W214-1	5	1875
16T244BS-1, ES-1, M-1, MS-1, S-1	5	1875
16T244-1	5	1875
17RPQ155 F	6	2140*
18W214FD-1	5	1875
19C214M-1, MD-1	5	1875
19K75	6	2229*
21T214ES-1	5	1875
22K75	6	2229*
23C214B-1, M-1	5	1875
35P7	3	1139
68P66BNL	6	2257*
325 F, M, 326 M, 332 B, M, 334 M	3	1140
1005 B, M, W	3	1141
1006 B, M, W	3	1141
1007 A, M	4	1533
3011 B, M, 3012 B, M	3	1140

Chassis		
C-318	4	1533
CR-85	5	1871
CR-129	5	1873
CR-147	5	1872
CR-200	6	2140*
CR-204	6	2229*
CT-27, CT-38, CT-45	4	1534
CT-108, CT-110	5	1875
CT-112, CT-116	5	1875
CT-123, CT-124	5	1875
CT-127, CT-129	5	1875
CT-131, CT-134	5	1875
CT-144, CT-146	5	1875
CX-37-1 Series	5	1875

CAVALIER		
6A2	5	1876

CBS COLUMBIA		
C220	6	2271*
C230, C231, C232	6	2271*
C240	6	2271*
U3C627, U3C628	6	2263*
U3C631, U3C632, U3C633	6	2263*
U3C634, U3C635, U3C636	6	2263*
U3T602	6	2263*
U3T615, U3T616	6	2263*

CBS COLUMBIA (cont'd)		
U3T621, U3T622, U3T623, U3T624	6	2263*
U22C05	6	2164*
U22C07, B	6	2164*
U22T09, B, EB	6	2164*
U22T19, B	6	2164*
U22TK301	6	2187*
U22TK321	6	2187*
U23C49, U23C59	6	2164*
U23CS013, U23CS014	6	2187*
U23T15, U23T19 (Ch. 922-7)	6	2164*
U23TK001, U23TK002, U23TK003, U23TK004	6	2187*
U23TS005, U23TS006, U23TS007, U23TS008	6	2187*
6K321U, 6K322U	6	2263*
6K327U, 6K328U	6	2263
6T301U	6	2263*
6T303U, 6T304U	6	2263*
7K325U, 7K326U	6	2278*
7K329U, 7K330U	6	2278*
7K332U, 7K333U, 7K334U	6	2278*
7T307U	6	2278*
7T309U, 7T310U	6	2278*
22CK009, 22CK010	6	2187*
22CX1, 22CX2, 22CX3, 22CX4	6	2142*
22K38	5	1877
22TK301	6	2187*
22TK321	6	2187*
22TX1, 22TX2	6	2142*
23CK011, 23CK012	6	2187*
23CS013, 23CS014	6	2187*
23TK001, 23TK002, 23TK003, 23TK004	6	2187*
23TS005, 23TS006, 23TS007, 23TS008	6	2187*
2001 (UHF Conv.)	4	1535

Chassis		
616	6	2271*
636	6	2271*
656	6	2271*
921-11, -13, -21	6	2164*
922-7	6	2164*
1601, 1602	6	2142*
1603, 1604, 1605	6	2187*
1606, 1607, 1608	6	2187*
2002	6	2263*
3002	6	2278*
3012	6	2278*

CENTURY (20th)		
100X, 101, 104	1	73

CHANCELLOR		
35P	2	574

CHEVROLET		
985538	1	105
985696	1	108
985697	1	106
985792	1	109
985793	1	110
985794	1	106
986146	2	646
986516	4	1536
986669	5	1878
986771	5	1879
987068	5	1880
987573	6	2345*

CHRYSLER (See Mopar)		
CISCO		
1A5	2	574
9A5	1	73

CLARION		
C100, C101	1	11

* Signifies Coverage in this Volume

Name & Model
or Chassis No. Vol.
No. Diag.
No.

CLARION (cont'd)

C102	1	113
C103, C104, C105	1	116
C105A	1	90
C108	1	13
11011	1	115
11305	1	90
11801, 11802V-M	2	647
12110M	2	648
12310W	2	649
12708	2	619
13101	2	579
14601	2	574

CLEARSONIC

5C56	1	11
------	---	----

COLLINS AUDIO PRODUCTS

FMA-6	3	1142
45-D	3	1143

COLLINS RADIO

75A-1	2	650
75A-2	4	1537

COLONIAL

629	1	112
671A	1	112

COLUMBIA RECORDS

340	6	2145*
530	6	2326*

CONCORD

CD61P	1	79
6C51B,W	1	6
6D51B	1	117
6D51I	1	117
6D51W	1	117
6D61B	1	120
6D61P	1	79
6D61X	1	120
6D62W	1	114
6E51B	1	18
6F26W	1	119
6T61W	2	555
7G26C	1	38
1-402, 1-403	2	614
1-411	2	574
1-501	1	18
1-504	2	651
1-509, 1-510	1	6
1-516, 1-517	2	652
1-601, 1-602, 1-603	1	38
1-606	2	568
1-608	1	119
1-609	2	555
1-611	2	653
1-1201	2	654

CONTINENTAL

A-11, A-11PH	1	118
B6	1	122
B11	1	118
L5	1	122
XB6	1	122
XL5	1	122

CO-OP

6AWC2, 6AWC3	2	655
6A47WCR, 6A47WT,		
6A47WTR	2	655

CORONADO

RA1-9243A,B,		
RA1-9244A,B,		
RA1-9245A,B,		
RA1-9246A,B	6	2176*

Name & Model
or Chassis No. Vol.
No. Diag.
No.

CORONADO (cont'd)

RA33-9856D	5	1881
RA44-8340A,		
RA44-8341A	6	2175*
RA48-8342A	6	2318*
RA48-8352A	6	2320*
05RA1-43-7755A,		
05RA1-43-7755B	3	1144
05RA1-43-9901A	3	1145
05RA2-43-8230A	4	1538
05RA2-43-8515A	3	1146
05RA4-43-9876A	3	1147
05RA37-43-8360A	3	1148
15RA1-43-7654A	4	1539
15RA1-43-7902A	3	1149
15RA33-43-8365	4	1540
15RA37-43-9230A	4	1540
15TV1-43-8958A,B	4	1541
15TV1-43-9020A,B,		
15TV1-43-9021A,B	4	1541
15TV2-43-9101A,		
15TV2-43-9102A,		
(Radio Ch.)	4	1542
15TV4-43-8948A,		
15TV4-43-8949A	4	1543
35RA2-43-5101A	4	1544
35RA4-43-8856A	5	1883
35RA37-43-8355	5	1884
35TV2-43-9023A	5	1885
35TV2-43-9050A	5	1885
35TV2-43-9061A	5	1885
43-5005	2	656
43-621	1	13
43-6451	1	124
43-6485	2	657
43-7601, 43-7601B	1	38
43-7602	1	38
43-7651, 43-7652	1	66
43-7851	2	599
43-8160	1	121
43-8180	1	11
43-8213	1	124
43-8240, 43-8241	1	127
43-8305	1	71
43-8312A	1	68
43-8330	1	123
43-8351, 43-8352	1	126
43-8353, 43-8354	2	658
43-8420	2	659
43-8470	1	71
43-8471	1	68
43-8576	1	71
43-8685	1	125
43-9198	1	128
43-9201	2	622
45RA1-43-7666A	5	1885
45TV2-43-9023B	5	1834
45TV2-43-9061B	5	1834
45TV2-43-9064A	5	1834
45TV13-43-9038A	5	1886
45TV13-43-9081A	5	1886
94RA1-43-7656A,		
94RA1-43-7657A	3	1150
94RA1-43-7751A	3	1151
94RA1-43-8510A,		
94RA1-43-8511A	3	1152
94RA1-43-8510B,		
94RA1-43-8511B	3	1153
94RA31-43-9841A	3	1154
94RA33-43-8130C,		
94RA33-43-8131C	3	1155
7656A, 7657A	3	1150
7751	3	1151
7755A,B	3	1144
7901A	3	1145
7902A	3	1149
8130C, 8131C	3	1155
8360A	3	1148
8510A, 8511A	3	1152
8510B, 8511B	3	1153
8515	3	1146
9841A	3	1154
9876A	3	1147

CORONET

C-2	1	130
-----	---	-----

Name & Model
or Chassis No. Vol.
No. Diag.
No.

CRAFTSMEN (Also See Radio Craftmen)

C900	5	1887
C1000	5	1888
CP-14, CP-18, CP-19	6	2354*
CT-2	6	2292*
CT-3	6	2295*
CT-4	6	2354*
CTA-5	6	2354*

CROMWELL

1020	3	1156
------	---	------

CROSLEY

BC-13B,M,BC-15M	6	2323*
BT-15M	6	2323*
D-25BE,CE,GN,MN,		
TN, WE	4	1545
DC-11B,M,DC-13M	6	2347*
DC-15M,DC-17B	6	2347*
DC-19N	6	2347*
DT-13B,M	6	2347*
DU-17CDB,CDM,		
CHB,CHM,CHN,		
(Ch. 356-1,-2)	4	1546
DU-17CDB,CDM		
(Ch. 356-3,-4)	4	1546
DU-17CHN1	4	1546
DU-17COB,COM		
(Ch. 356-1,-2)	4	1546
DU-17COL,COM		
(Ch. 356-3,-4)	4	1546
DU-17PDB,PDM,		
PHB,PHM,PHN,		
PHN1	4	1547
DU-17TOB,TOL,TOL1,		
TOM	4	1546
DU-20CDM,CHB,		
COB,COM	4	1546
DU-21CDM1,CDN,		
CHM,COB,COL,		
COLB,COM	4	1546
E10BE,CT,RD,WE	4	1548
E15BE,CE,SL,TN,WE	4	1549
E30BE,GN,MN,TN	4	1550
EU-17COLBU,COLU	5	1889
EU-17COM	4	1546
EU-17TOB	4	1546
EU-17TOLBU,TOLU	5	1889
EU-17TOM	4	1546
EU-21CDB	4	1546
EU-21CDBU,CDBU	5	1889
EU-21CDM,CDN	4	1546
EU-21COB	4	1546
EU-21COLBU,COLU	5	1889
EU-21COMA	4	1546
EU-21COSBU,COSU	5	1889
EU-21TOLBU,TOLU	5	1889
F-17TOLBU,-1,TOLU,		
-1, TOSBU,TOSU	5	1889
F-21CDBU,-1,CDBU,		
-1,COLBU,-1,COLU	5	1889
F-21TOLBU,-1,TOLU,		
-1	5	1889
F-21TOSBU,TOSU	5	1889
F-24CDBU,CDMU	5	1889
F-24COLU	5	1889
F-24PDBU,PDMU		
(TV Ch.)	5	1889
F-27COBU,COMU	5	1889
G-17TOBU,TOMU,		
TOWU	5	1890
G-21TOBU,TOMU	5	1890
GF-21CDBU,CDMU,		
COBU	5	1889
H-17TOBU,TOMU,		
TOWU	5	2269
H-21COBU,COMU,		
COSBU,COWU	5	1890
H-21HCBU,HCBWU	5	1890
H-21TCBU,TOMU,		
TOMUF,TOWU,		
TOWUF	5	1890
J-21CABU,J-21CAMU	6	2289*
J-21CKBF	6	2210*
J-21CKBU	6	2211*
J-21CKGF	6	2210*

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.
CROSLLEY (cont'd)		
J-21CKGU	6	2211*
J-21CKHF	6	2210*
J-21CKHU	6	2211*
J-21CKMF	6	2210*
J-21CKMU	6	2211*
J-21CSKMF	6	2210*
J-21CTKMF	6	2210*
J-21CTKMU	6	2211*
J-21LKBF	6	2210*
J-21LKBU	6	2211*
J-21LPKBF	6	2210*
J-21LPKBU	6	2211*
J-21LPKMF	6	2210*
J-21LPKMU	6	2211*
J-21RABU, RAMU	6	2269*
J-21TABU, TAMU,	6	2269*
TAWU	6	2269*
J-21TJBU, TJMU	5	1890
J-21TKBF	6	2210*
J-21TKBU	6	2211*
J-21TKDBF	6	2210*
J-21TKDBU	6	2211*
J-21TKDMF	6	2210*
J-21TKDMU	6	2211*
J-21TKLBF	6	2210*
J-21TKLBU	6	2211*
J-21TKLMF	6	2210*
J-21TKLMU	6	2211*
J-21TKMF	6	2210*
J-21TKMU	6	2211*
J-21TOWU	5	1890
JC-8BK, BN, TN, WE	6	2284*
9-101, 9-102	2	660
9-103, 9-104W	2	661
9-113, 9-114W	2	661
9-117	2	660
9-118W	2	660
9-119, 9-120W	2	660
9-121, 9-122W	2	662
9-201, 9-202M, 9-203B	2	663
9-207M	2	664
9-209	2	665
9-212M, 9-213B	2	665
9-302	2	666
10-135, 10-136E,		
10-137, 10-138,		
10-139, 10-140	3	1157
10-307M, 10-308,		
10-309	3	1158
11-100U, 11-101U,		
11-102U, 11-103U,		
11-104U, 11-105U	3	1159
11-106U, 11-107U,		
11-108U, 11-109U	4	1549
11-126U, 11-127U,		
11-128U, 11-129U	3	1160
11-207MU, 11-208BU	4	1551
11-550MU, 11-560BU	4	1549
46FA, 46FB	1	6
56FA, 56FB, 56FC	2	595
56PA, 56PB	1	11
56TA, 56TA-L,		
56TC, 56TC-L	1	73
56TD	2	667
56TG	1	131
56TJ	1	129
56TL-L, 56TN,		
56TN-L, 56TP	1	73
56TQ	2	668
56TR, 56TS	1	133
56TU	1	131
67TW	1	73
68CP, 68CR	2	670
68TA, 68TW	2	660
68CR, 68CS	1	132
67CO	2	671
68CR	2	671
68TA, 68TC	2	672
108CS	1	66
146CS, 146CP,		
146CQ	2	673
154927 (UHF Conv.)	4	1552
Chassis		
R-104	6	2284*
10E, 10E-1	4	1548
15-20E	4	1549
30E, 30E-1	4	1550

Name & Model or Chassis No.	Vol. No.	Diag. No.
CROSLLEY (cont'd)		
285	3	1157
301	3	1159
302	4	1549
311	4	1545
312	3	1160
356-1, -2, -3, -4	4	1546
357, -1	4	1546
359, 360, 361	4	1546
380, 381, 383, 384	4	1546
393, 394, 396	5	1889
402-1, 403-1, 404-1	5	1889
411-1, 412-1	5	1889
416-1	5	1889
426	5	1890
431, -2	5	1890
432	6	2269*
472	6	2210*
473	6	2211*
476	6	2210*
477	6	2211*
484	6	2269*
490	6	2323*
494	6	2347*
DALBAR		
100	1	134
400	1	11
1000	1	134
Barcombe Jr.	1	134
Barcombe Sr.	1	134
DAVID BOGEN		
AM901	4	1553
FM950	6	2272*
FM400A	5	1891
FM901	4	1553
R300	5	1892
R501	2	567
R604	4	1553
R620	6	2384*
R660	6	2270*
R701	5	1893
R710	6	2270*
R755	5	1894
R765	6	2136*
R775	6	2394*
RR29, W	6	2224*
RR500	5	1892
RR501	6	2270*
RR550	6	2258*
UCT	5	1895
UCT-1	5	1896
DEARBORN		
100	2	614
DELCO		
R1175	1	135
R1176, R1177	1	136
R1178, R1179	1	136
R1181	1	136
R1206, R1207, R1208,		
R1209	1	138
R1212	1	137
R1214	1	140
R1216, R1217	1	141
R1220	1	142
R1227, R1228, R1229	1	143
R1230A, R1231A,		
R1232A	1	73
R1233	2	574
R1234, R1235	1	143
R1236, R1237	2	674
R1238	2	574
R1242	2	669
R1243	2	675
R1244, R1245, R1246	2	676
R1251, R1252, R1253,		
R1254, R1255	2	677
R1408	1	73
DETROLA		
554	1	79

Name & Model or Chassis No.	Vol. No.	Diag. No.
DETROLA (cont'd)		
558, 558-1-49A	1	145
568, 568-13-221D	1	14
571, 571A, 571AL,		
571AX, 571B, 571BL,		
571BX, 571L, 571X	1	117
572	1	144
572-220-226A	1	114
576, 576-1-6A	1	144
579	1	120
582	1	14
610A, 611A	2	678
7156	2	679
7270	1	146
DEWALD		
A500, A5001, A500W	1	148
A501, A502, A503	1	148
A504, A505	1	149
A507	2	680
A509	2	681
A514	2	682
A802, A805, A808	1	150
B-400	2	682
B-402	2	683
B-403	2	627
B-504	2	684
B-506	2	685
B-510, B-512	2	686
B-612	2	687
B-614	2	688
D-E517A	4	1554
D-508	3	1161
D-517	3	1162
D-518	3	1163
D-519	2	685
D-616	3	1164
DT-120, DT-122	3	1165
DT-161	3	1165
DT-162R, DT-163A	3	1166
DT-190D	3	1166
DT-1020, DT-1020A	3	1165
DT-1030, DT-1030A	3	1165
DT-X-160	3	1165
E-520	3	1167
E-522	4	1555
E-170	3	1166
ET-140R, ET-141R	3	1166
ET-171, ET-172	3	1166
ET-190D	3	1166
F-405	4	1556
F-523	4	1555
H-300	5	1897
511	3	1168
DUMONT		
RA-103D, RA-104A	3	1169
RA-109-A3	3	1170
RA-109-A7	3	1170
RA-110A	3	1169
RA-112-A1, -A2,		
-A3, -A4, -A5, -A6		
(Below Serial No.		
126293)	4	1557
RA-112-A1, -A2, -A3,		
-A4, -A5, -A6 (Above		
Serial No. 126293)	4	1558
RA-113-B1, -B2, -B3,		
-B4, -B5, -B6, -B7,		
-B8 (Below Serial		
No. 135323)	4	1557
RA-113-B1, -B2, -B3,		
-B4, -B5, -B6, -B7,		
-B8 (Above Serial		
No. 135323)	4	1558
RA-118A	4	1559
RA-166, RA-167,		
RA-168, RA-169,		
RA-170, RA-171	4	1580
RA-302	5	1898
RA-307	5	1899
RA-322	5	1900
RA-378, RA-379	6	2366*
DYNAYOX		
3-P-801	2	689

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
ECA			EMERSON (cont'd)			EMERSON (cont'd)		
101,102	1	19	528	2	694	809A	5	1907
104	1	18	530	2	695	810B	5	1908
105	1	151	531,532,533	1	162	844	6	2315*
106	1	18	534	2	693	847	6	2316*
108	1	154	535	1	159	851B,852B,853B	6	2366*
131	1	19	536,536A	2	696	1001G,1002,1003	1	169
132	2	690	537	2	694	1003G	5	1903
201	1	152	539	1	159	1013C	5	1904
204	2	574	540A	1	165	1041F,1045F,1047F	6	2166*
ECHOPHONE			541	1	73	1051D,1055F	6	2166*
EC112	1	153	543,544	1	159	1075H	6	2166*
EC113	1	153	546	2	695	1075H	6	2166*
EC306	1	157	547A	2	697	1085F	6	2165*
EC403,EC404	2	677	550 (Ch. 120056)	2	693	1144D,1145D	5	1907
EC600	1	147	551A	2	696	1213	6	2393*
EX306	1	157	552	1	159	1229	6	2393*
EDWARDS			553A	2	696	1239	6	2393*
Fidelotuner	2	691	557B	2	698	1245,1247	6	2393*
ELCAR			558	2	699	1273,1275	6	2393*
602	1	155	559A,560	2	697	1281	6	2393*
ELECTRO			563	3	1171	2057,2059	6	2393*
B20	1	163	567 (Ch. 120042)	1	165	2061,2063	6	2393*
ELECTROMATIC			568A	2	700	Chassis		
606A,607A	1	156	570	3	1172	120000	1	11
ELECTRONIC LABS.			573B	2	701	120002	1	158
76E,76K	1	167	574	3	1172	120003	1	160
76RU	1	161	575	3	1173	120006	1	162
76W	1	167	576A	2	702	120007	2	693
710B,710M	1	167	577B	2	702	120012-B	2	701
710PB,710PC	2	692	578	2	697	120016	2	697
710T,710W	1	167	583	2	701	120025-B	3	1174
710T,710W	1	167	584	2	699	120029	1	11
ELECTRO-TONE			585,586	3	1174	120030	2	555
505	1	18	587	3	1175	120036	2	696
712	1	18	588	2	697	120038	2	694
ELECTRO-VOICE			597	3	1176	120039-B	2	701
3303,3304	6	2385*	602	2	703	120041	1	158
EMERSON			604A	2	702	120042	1	165
DS365,DS372	1	164	613A	3	1177	120043	2	694
EQ368,EQ410	1	166	621 (Ch. 120088-B)	3	1178	120046	1	159
ER369,ER370	1	166	622 (Ch. 120098-P)	3	1178	120048-B	2	696
EV384	1	166	626	3	1178	120049	2	695
FR413	1	162	630	3	1178	120050	2	697
FR440	1	162	634B	3	1179	120056	2	693
FR412	1	160	635	3	1180	120058	2	699
FR423	1	160	636A	3	1175	120059	2	697
GB439,GB441	1	162	640	3	1181	120069-A	2	702
GH437,GH447,			641B	3	1182	120072-A	2	703
GH2-447	1	160	642 (Ch. 120117-A)	3	1183	120082-A	2	703
501,502,503,504	1	11	643A	3	1184	120088-B	3	1174
505 (Ch. 120002			645	3	1185	120090-B,-D	3	1174
& 120041)	1	158	646A,646B	3	1186	120098-B	3	1178
506	1	160	652 (Ch. 120032-B)	3	1187	120098-P	3	1178
507,509,510,510A,511	1	158	653 (Ch. 120080-B)	3	1188	120099-B	3	1178
511 (Ch. 120010)	1	73	653B	4	1561	120130-B	4	1563
512 (Ch. 120006)	1	162	656,657B	3	1189	120132-B	3	1187
512 (Ch. 120056)	2	693	661B	4	1562	120134B,-G,-H	4	1562
514	2	693	665B (Radio Ch.)	4	1563	120136-B	4	1561
515 (Ch. 120056)	2	693	666B (Ch. 120132-B)	3	1190	120150-B	4	1566
515	1	162	667B,668B	4	1562	120151-B	4	1567
516 (Ch. 120056)	2	693	671B	3	1191	120174-B	5	1903
516	1	162	672B	3	1192	120175-B	5	1901
518	1	158	674B	4	1562	120176-B	5	1902
519	2	555	677B,678B	4	1562	120177-B	5	1902
520	1	11	679B	4	1563	120180-D	5	1904
522,523	1	158	684B,685B	4	1562	120189-B	5	1906
524	1	170	691B	4	1561	120193-B,-F	5	1903
525	1	159	695B	4	1564	120195-D	5	1904
			700B (Ch. 120097-B)	4	1565	120197-B,-D	5	1903
			718B	4	1566	120198-D	5	1904
			724B	4	1567	120199-B	5	1905
			744B	5	1901	120209-D,-F	5	1903
			762B,740B	5	1902	120211-D,-F	5	1904
			752A,B	5	1903	120221-A	5	1907
			755A,B	5	1903	120222-B	5	1908
			759C,761C	5	1904	120238-F	6	2166*
			768A,C	5	1903	120238-H	6	2165*
			770C,772A	5	1903	120249-D	6	2166*
			774A	5	1903	120279-B	5	1907
			776A (TV Ch.)	5	1903	120309	6	2315*
			784B	5	1905	120327-B	6	2366*
			784A	5	1903	120328	6	2316*
			784E,G,K	5	1903	120334-B	6	2366*
			785C,E,K	5	1904	120335-B	6	2366*
			793E,794A	5	1903	120344-G	6	2393*
			799E	5	1903	120352-G	6	2393*
			808B	5	1906			

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
EMERSON (cont'd)			FARNSWORTH (cont'd)			FIRESTONE (cont'd)		
120354-G	6	2393*	BT20	1	73	4-A-85	3	1202
120361-G	6	2393*	BT22	1	176	4-A-86	3	1203
EMPRESS			BT52,BT53,BT54	1	73	4-A-86 (Late)	4	1570
55, 56	1	174	BT55,BT56,BT61,BT63	1	176	4-A-87	3	1204
ESPEY			BT600,BT600X	1	186	4-A-108	4	1571
RR13, RR13L	1	168	CC70	1	187	4-A-110	4	1520
7B	2	567	CK58,CK66	1	179	4-A-113,4-A-114	5	1915
7C	4	1568	CK73,CK74,CK75	1	187	4-A-115	5	1916
18B	3	1193	CK111	1	177	4-A-127,4-A-128	5	1917
31	3	1194	CT50,CT51,CT52,			4-A-133	5	1918
100, 101	5	1909	CT53,CT54	1	179	4-A-143	6	2163*
201	5	1910	CT61,CT62,CT63,			4-A-147,4-A-148	6	2208*
300, 301	5	1911	CT64	1	179	4-A-153	6	2325*
400	5	1957	DK73,DK75	1	187	4-A-154	6	2302*
401	6	2143*	EC260	1	28	4-A-159	6	2314*
500	5	1957	EK-081,EK-082,			4-A-162	6	2177*
511C, 512B	4	1568	EK-083	2	707	4-B-1,4-B-2	1	29
524	3	1193	EK-262,EK-263,BL,	1	28	4-B-56	3	1133
581	1	73	WL	1	28	4-B-57	3	1075
651,652,653	1	15	EK-264,BL,WL,			4-B-58	3	1132
700	5	1909	EK-265	1	28	4-B-60	4	1522
710	5	1911	EK-681	2	707	4-B-61	4	1519
751	3	1193	ET-060,ET-061,			4-B-62,4-B-67	4	1522
6511,-2,-S, 6514,			ET-062,ET-063,			4-B-69	5	1858
6516, 6517, 6520,			ET-064,ET-065,			4-B-71	5	1856
6546, 6547, 6560	1	15	ET-066	1	180	4-B-72	5	1919
6611, 6612, 6613,			GK-100,GK-102,			4-B-74	5	1920
6614, 6615	1	172	GK-103,GK-104	2	707	4-B-77	6	2153*
6630, 6631, 6632,			GK-111,GK-112,			4-B-78	6	2179*
6634, 6635	1	172	GK-114,GK-115	2	707	4-C-3,4-C-6	1	36
7541	1	15	GK-140,GK-141,			4-C-16,4-C-17	3	1205
FADA			GK-142,GK-143,			4-C-18	3	1206
H-2747, H-278T	5	1912	GK-144	2	708	4-C-21	4	1517
H-442C, H-542C	5	1912	GT-060,GT-061,			4-C-24	5	1921
P100	2	704	GT-064,GT-065	2	709	4-C-30	6	2296*
P130	3	1195	Chassis			4-C-34	6	2331*
S4C20, S4C40,			150	1	180	13-G-3	3	1207
S4T15, S4T30	4	1569	152,153	1	28	13-G-4	3	1206
S6C55, S6C70, S6T65	3	1196	156,157	2	707	13-G-33	3	1209
S7C20, S7C30,			158,159	1	180	13-G-48	4	1572
S7C70, S7T65	3	1196	162	1	28	13-G-57	4	1573
S9C10	3	1196	170	2	707	13-G-120,13-G-129		
S20T20	3	1196	189,194	2	707	13-G-130,13-G-132	5	1834
S1060, S1065	3	1196	201	2	707	13-G-145,13-G-146	5	1834
UDL2100T	5	1913	216	2	707	S7400-4,-5,-7	1	33
UH17KD	6	2161*	FEDERAL			FISHER		
UH17LO	6	2161*	1030T	1	138	FM-40	6	2393*
UH17L1, UH17L2, EB	6	2161*	1040T,1040TB	2	710	FM-80	5	1922
UH21KA	6	2161*	1540T	1	138	50R,50RT	5	1923
UH21K1, UH21K1LO	6	2161*	FERRAR			70RT	5	1924
UH21L1, UH21L2,			C81-B	1	184	FLUSH WALL		
EB, LO	6	2161*	T81-B	2	711	5P (Early)	2	614
UH21T	5	1913	FIRESTONE			5P (Late)	5	1925
U1700CD, U1770CD	5	1914	4-A-2	1	21	FORD		
U2100C, U2150C	5	1913	4-A-3	2	560	7070 (51A-18805-B2)	2	723
602	1	178	4-A-10	2	712	5BF (FDH-18805-B1)	5	1926
605,608	1	185	4-A-11	2	713	5MF (FDH-18805-B2)	5	1927
609,610	1	73	4-A-12	2	714	5MF8 (FDH-18805-A2)	5	1928
637	1	175	4-A-15	2	715	6MF080	1	181
652	1	171	4-A-17	2	716	FREED EISEMANN		
700	2	705	4-A-20	1	20	46	1	193
711	2	574	4-A-21	1	22	717,750	5	1928
740	2	574	4-A-21X	1	24	GAMBLE SKOGMO		
795	2	706	4-A-22	1	22	(Also See Coronado)		
830	3	1197	4-A-22X	1	24	C4B15,C4B16	1	48
845	3	1198	4-A-23	1	25	C5D14	1	40
855	3	1199	4-A-24	1	23	C5D16	1	48
1000 Series	1	173	4-A-25	1	26	15C6A	1	191
1001	1	175	4-A-26	2	717	15C6B	1	190
FARNSWORTH			4-A-27	2	718	864	1	80
BC66	1	176	4-A-28	1	26	3128 (Late)	1	182
CB103, BC105	1	177	4-A-29	2	719	4132	1	182
BC601, BC601X	1	186	4-A-30	2	644	4184	1	183
BK106, BK107, BK108	1	177	4-A-31	2	720	4956	1	45
BK110, BK111, BK112	1	188	4-A-37	1	27	GAROD		
BK602	1	186	4-A-41	2	719	5A-1	2	724
BK6025, BK6025X	1	186	4-A-42	2	644			
			4-A-60	2	720			
			4-A-61	2	721			
			4-A-66	3	1200			
			4-A-71	2	722			
			4-A-78,4-A-79	3	1201			

* Signifies Coverage in this Volume

Name & Model
or Chassis No.

Vol.
No.

Diag.
No.

GAARD (cont'd)

5A-2	1.	192
5A-3	2.	725
5A-4	2.	726
5API-Y	1.	189
5D,5D-2	1.	194
5D-3,5D-3A	2.	727
5D-4,5D-5	2.	728
5RC-1	2.	726
5A-2	2.	724
5AU-1	1.	82
5BU-1A	1.	195
6DPS,6DPS-A	1.	196
10T2,10T21,10T22, 10T23,10T24,10T25	2.	729
11FMP	2.	730
12T2,12T7,12T22, 12T23,12T24,12T25, 12T26A,12T27A	2.	729
15T2,15T26,15T27	2.	729
62B	2.	661
306	2.	731
900TV,910TV, 1000TV,1001TV	2.	732
1100TVP,1110TVP, 1200TVP,1210TVP	2.	732

GENERAL ELECTRIC

G61	1.	197
G64,G65	1.	200
G66,G68,G69	1.	197
G75	1.	200
G78	1.	197
G85	1.	198
G86	1.	197
G95	1.	202
G99	1.	198
GE-73	1.	204
GE-52	1.	206
GE-73,GE-78	1.	204
GE-93,GE-96	1.	205
H73,H77,H78, H79,H87	1.	203
H116,H118	1.	203
H600,H600U,H601	1.	207
H610,H610U,H611	1.	207
H620,H620U,H621,H622, H623,H625	1.	208
H630,H630U,H631, H632,H632U,H633	1.	208
H634	1.	203
H638,H640	1.	203
H708	1.	209
H736	1.	209
HE74,HE74L	1.	204
HE100,HE100H, HE100L,HE100LH	1.	199
HE105,HE105L	1.	199
HE740,HE740L	1.	204
HJ119	1.	203
HJ737	1.	209
HJ905,HJ908,HJ908B	1.	203
HJ1005	1.	203
HJ1205	1.	203
J62,J63	1.	210
J64	1.	211
J71	1.	211
J105	1.	211
J602,J603	1.	212
J614	1.	212
J620	1.	210
J664	1.	212
J709	1.	209
J718,J728	1.	211
J805,J808,J809, J818,J828	1.	211
J1106,J1108	1.	211
JE81	1.	213
JE101,JE107	1.	215
JE810	1.	213
L600,L601,L610,L611	1.	212
L631,L642,L643	1.	212
L650,L651,L652	1.	214
L653	1.	212
L680	1.	214
L683,L673,L674	1.	212

GENERAL ELECTRIC (cont'd)

LF115,LF116	1.	216
LF1118,LF1128, LFC1228	1.	216
UHF-17C127	6.	2250*
UHF-17T15	6.	2250*
UHF-17T17	6.	2250*
UHF-21C114	6.	2250*
UHF-21C115	6.	2250*
UHF-21C116	6.	2250*
UHF-21C117	6.	2250*
UHF-21C119	6.	2250*
UHF-21C120	6.	2250*
UHF-21C121	6.	2250*
UHF-21C225	6.	2250*
UHF-21C226	6.	2250*
UHF-21C227	6.	2250*
UHF-21C228	6.	2250*
UHF-21C229	6.	2250*
UHF-21C230	6.	2250*
UHF-21C231	6.	2250*
UHF-21C232	6.	2250*
UHF-21C233	6.	2250*
UHF-21T10	6.	2250*
UHF-21T11	6.	2250*
UHF-21T12	6.	2250*
UHF-21T15	6.	2250*
UHF-21T19	6.	2250*
UHF-21T20	6.	2250*
UHF-21T21	6.	2250*
X115,X125,X145	1.	220
X225A,X225V	1.	212
10C101,10C102,10T1, 10T4,10T5,10T6	3.	1210
12C101,12C102,12C108	3.	1210
12C109,12C109B, 12C109,12C109B	3.	1211
12T1	3.	1210
12T3,12T3B,12T4, 12T4B	3.	1211
14C102,14C103	3.	1211
14P1210-UHF, 14P1211-UHF	6.	2195*
14P1212-UHF	6.	2195*
14T2,14T3	3.	1211
14T007-UHF, 14T008-UHF	6.	2195*
14T009-UHF, 14T010-UHF	6.	2195*
14T011-UHF, 14T012-UHF	6.	2195*
14T014-UHF	6.	2195*
16C103	3.	1211
16C110,16C111	3.	1211
16C113	3.	1211
16C115,16C116,16C117	3.	1211
16T1,16T2,16T3	3.	1211
16T4,16T5	3.	1211
17C101,17C102	3.	1211
17C103,17C104	3.	1211
17C105,17C107	3.	1211
17C108,17C109	3.	1211
17C112,17C114	4.	1574
17P1328-UHF, 17P1329-UHF	6.	2195*
17P1330-UHF, 17P1331-UHF	6.	2195*
17T1,17T2,17T3,17T4, 17T5,17T6,17T7	4.	1574
17T14-UHF	6.	2137*
17T16-UHF	6.	2137*
17T20-UHF	5.	1929, 1930
17T21,17T22	6.	2147*
17T21-UHF, 17T22-UHF	6.	2147*, 2274*
17T025-UHF, 17T026-UHF	6.	2289*
17T027-UHF	6.	2289*
20	1.	210
21C40-UHF	5.	1931
21C102-UHF	6.	2137
21C103-UHF	5.	1929, 1930
21C104-UHF	5.	1929, 1930

GENERAL ELECTRIC (cont'd)

21C106,21C107, 21C108,21C109	6.	2147
21C106-UHF,21C107- UHF,21C108-UHF, 21C109-UHF	6.	2147, 2274
21C110,21C111,21C112, 21C113	6.	2147*
21C123,21C124	6.	2147*
21C123-UHF,21C124- UHF	6.	2147*, 2274*
21C125,21C126,21C127	6.	2147*
21C125-UHF, 21C126-UHF, 21C127-UHF	6.	2147*, 2274*
21C130-UHF, 21C131-UHF	5.	1931
21C133-UHF, 21C134-UHF	6.	2273*
21C135-UHF, 21C136-UHF	6.	2273*
21C137-UHF, 21C138-UHF	6.	2297*
21C141-UHF, 21C142-UHF	6.	2274*
21C143-UHF, 21C144-UHF	6.	2297*
21C151-UHF, 21C152-UHF	5.	1931
21C156-UHF, 21C157-UHF	6.	2297*
21C158-UHF, 21C159-UHF	6.	2297*
21C160-UHF, 21C161-UHF	6.	2297*
21C162-UHF	6.	2297*
21C172-UHF	6.	2297*
21C238-UHF	6.	2137*
21C240-UHF, 21C241-UHF (Early)	5.	1929, 1930
21C240-UHF, 21C241-UHF (Late)	5.	1929, 1932
21C347-UHF, 21C348-UHF	5.	1930
21C349-UHF	5.	1930
21C350-UHF, 21C351-UHF	5.	1930
21C1449-UHF, 21C1450-UHF	6.	2195*
21C1545-UHF	6.	2274*
21C1547-UHF, 21C1548-UHF	6.	2274*
21C1549-UHF	6.	2274*
21C1550-UHF, 21C1551-UHF	6.	2274*
21C1552-UHF, 21C1553-UHF	6.	2274*
21C1554-UHF, 21C1555-UHF	6.	2274*
21C1556-UHF	6.	2274*
21C1560-UHF, 21C1562-UHF	6.	2274*
21C1564-UHF	6.	2274*
21T17-UHF,21T18-UHF	6.	2137*
21T22-UHF,21T23-UHF	5.	1929, 1930
21T24-UHF,21T25-UHF	5.	1929, 1930
21T26-UHF, 21T27-UHF (Early)	5.	1929, 1930
21T26-UHF, 21T27-UHF (Late)	5.	1929, 1932
21T28-UHF	6.	2137*
21T30-UHF,21T31-UHF	5.	1930
21T32,21T33	6.	2147*
21T32-UHF,21T33-UHF	6.	2147*, 2274*
21T35,21T36,21T37	6.	2147*

* Signifies Coverage in this Volume

Name & Model
or Chassis No. Vol. No. Diag. No.

GENERAL ELECTRIC (cont'd)

21T35-UHF,		
21T36-UHF,		
21T37-UHF	6	2147*
21T038, 21T039	6	2147*
21T041, 21T042, 21T043	6	2147*
21T045-UHF,		
21T048-UHF	6	2274*
21T050-UHF	6	2297*
21T054-UHF,		
21T055-UHF	6	2297*
21T056-UHF		
21T057-UHF	6	2297*
21T060-UHF		
21T061-UHF	6	2297*
21T1439-UHF	6	2195*
21T1539-UHF,		
21T1540-UHF	6	2274*
21T1541-UHF,		
21T1542-UHF	6	2274*
21T1543-UHF,		
21T1544-UHF	6	2274*
24C180, 24C181	6	2147*
24C182-UHF,		
24C183-UHF	6	2297*
24C1860-UHF,		
24C1861-UHF	6	2274*
24C1870-UHF,		
24C1871-UHF	6	2274*
24T070, 24T071	6	2147*
35	1	215
40	1	216
41, 42, 43, 44, 45	2	793
50	1	218
100, 101	1	217
102, 102W	2	794
103, 105	1	217
106	1	221
107, 107W	2	794
114, 114W, 115, 115W	2	794
118	2	795
119M, 119W	2	795
123, 124	3	1212
131	2	795
135, 136	3	1213
143	3	1214
145	2	796
150	2	797
160	2	798
165	3	1215
180	1	219
200, 201, 203, 205,		
205M	1	222
210, 211, 212	2	799
218, 218 "H"	3	1216
219, 220, 221	1	227
226	3	1217
250	1	225
254	2	740
260	1	225
280	2	678
303	1	223
304	2	741
321	1	226
326, 327	1	226
354, 355	2	742
356, 357, 358	2	743
376, 377, 378	2	744
400, 401	3	1218
404, 405	3	1219
408	3	1220
409	4	1575
410	3	1219
411	3	1218
412	4	1576
412F	4	1577
414	4	1578
414F	4	1577
415	4	1578
415F	4	1577
416	4	1577
416F	4	1577
417	1	230
422, 423	4	1578
427, 428, 429	5	1933
430	4	1576
431, 432	5	1934

Name & Model
or Chassis No. Vol. No. Diag. No.

GENERAL ELECTRIC (cont'd)

440	5	1935
442, 443, 444	5	1933
446, 447, 448	5	1936
465, 466, 467	6	2225*
475, 476, 477	6	2188*
480	6	2156*
502	2	733
535	4	1579
546, 547, 548, 549	4	1580
551, 552	4	1581
564, 565, 566	5	1937
572, 573, 574, 575	5	1938
577, 578	5	1939
580, 581, 582	5	1940
590	5	1941
600	3	1221
601, 603, 604	3	1222
605, 606, 607, 608	4	1582
610, 611	4	1583
612, 613	5	1942
614	4	1584
630, 631, 632	5	1943
650	3	1223
741	4	1585
752, 753	3	1224
754	4	1586
755	3	1225
757	3	1225
800A, B, C, D	3	1226
805, 806, 807, 809	3	1226
810	4	1587
811	3	1227
A&B		
814 (Fine Tuning)	3	1227A
814 (Focus Control)	3	1228
817	3	1226
821	3	1226
830, 835, 840	3	1229
860, 861, 862	6	2369*
911, H, 912, 913	6	2201*
911D, 912D, 913D	6	2379*
914D	6	2379*
920, 921	6	2205*

GENERAL IMPLEMENT

9A5	2	574
-----	---	-----

GENERAL TELEVISION

1A5, 2A5, 3A5, 5A5	1	73
9A5	2	574
14A4F	1	6
15A5, 17A5, 19A5,		
21A4, 22A5C, 23A6	1	73
4B5	2	574
5B5G, 5B5Y	2	745
9B6P	2	574
24B6, 25B5	2	574
GILFILLAN		
56A, 56B, 56BC-1,		
56BCR, 56C, 56D, 56E	1	73
58M, 58W	2	555
66A, 66AM	1	229
66B	1	73
66D, 66DM	1	229
66P, 66PM	1	231
68BD	2	746
68F	2	747
68C, 68P, 68U	2	748
108-48	2	749

GLOBE

5BP1	1	233
6AP1	1	228
6D1	1	232
6P1	1	228
6U1	1	232
7CP1	2	614
62C	1	237
456	2	750
457	2	560
500	2	751
517	2	752

Name & Model
or Chassis No. Vol. No. Diag. No.

GLOBE (cont'd)

551	1	11
552	2	753
553	2	614

GON-SET

10-11 (Meter Converter)	2	689
-------------------------	---	-----

GOODRICH (Also See Mantola)

92-523, 92-524,		
92-525, 92-526,		
92-527, 92-528	4	1588

GRANCO

LCU	5	1944
MTU	5	1945
T160	6	2195*
T270	6	2306*
610	6	1946
620V	6	2275*
720	6	2148*
730P, 740P	6	2279*
750	6	2281*
760, 770, 780	6	2306*

GRANTLINE

500, 501	1	234
501-7	2	754
508-7	2	755
510-A	2	756
605, 606 (Series A)	1	92
651	1	15
5610	2	757
6547	1	15

GROMMES

GRT-1	6	2196*
-------	---	-------

GUILD

484	6	2199*
556	6	2205*
665	6	2205*

HALLICRAFTERS

CA-2, CA-2A, CA-4	2	758
S-38	1	235
S-38B	3	1230
S-38C (Run 2)	4	1589
S-40	1	236
S-40A	2	759
S-40B	3	1231
S-41B, S-41G, S-41W	1	242
S-47	2	677
S-51	2	555
S-52	2	759
S-53	2	760
S-53A, AU	4	1590
S-55, S-56	2	761
S-56, S-59	2	762
S-72	3	1232
S-72L	4	1591
S-76, S-76U	4	1592
S-77	4	1593
S-78	3	1233
S-78A	4	1594
S-80	4	1595
S-81, S-82	4	1596
S-94	6	2197*
S-95 (Run 1)	6	2197*
ST-74	3	1234
ST-83	5	1947
SX-42	2	763
SX-43	2	764
SX-71	3	1235
SX-99, SX-99U (Mark I)	6	2190*
TW-500, TW-600	5	1948
TW-1000	5	1949
TW-2000	5	1950
5R10	3	1236
5R10A	4	1597

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
HALLICRAFTERS (cont'd)			HARVEY-WELLS			HOFFMAN (cont'd)		
5R30, A, 5R31A, 5R32, A, 5R33, A, 5R34, A	4.	1598	ATR-3-6	2.	765	W1201U	6.	2378*
5R40, 5R41, 5R42	6.	2169*	ATR-3-12	2.	765	W1251U	6.	2378*
5R50, 5R51, 5R52	4.	1598	HOFFMAN			W3201U	6.	2359*
5R60, 5R61	5.	1951	A-200	1.	239	W3214U	6.	2359*
8R40, 8R40C	4.	1599	A-202	1.	240	W3251U	6.	2378*
17K111B, M	6.	2170*	A-300	1.	82	W3311U, W3321U	6.	2378*
17T101B, M	6.	2170*	A-309	1.	240	21B907, 21M906, 21P908	5.	1954
17T171B, M	6.	2170*	A-401	1.	82	Chassis		
21K141B, M	6.	2170*	A-501	1.	241	102	1.	82
21K151M	6.	2170*	A-700	1.	238	103	1.	239
21K200B	6.	2157*	B-400	1.	244	108ST	1.	241
21K201B	6.	2157*	B-1000	1.	18	1108	1.	238
		2158*	B1161U	6.	2359*	114	1.	18
21K210M	6.	2157*	B1191U	6.	2378*	119	1.	240
21K221M	6.	2157*	B1201U, B1211U	6.	2378*	123	2.	767
		2158*	B1231U, B1241U	6.	2378*	323U, 324U	6.	2359*
21K220B	6.	2157*	B1251U	6.	2378*	326U	6.	2369*
21K221B	6.	2157*	B301U	6.	2359*	329U	6.	2378*
21K230M	6.	2157*	B3151U	6.	2359*	331U, 332U	6.	2378*
21K231M	6.	2157*	B3191U	6.	2359*	420U	6.	2359*
		2158*	B3201U	6.	2359*	421U	6.	2378*
21T121B, M	6.	2170*	B3234U	6.	2378*	706U	6.	2359*
21T161B, M	6.	2170*	B3241U, B3251U	6.	2378*	HOTPOINT		
24K240B, M	6.	2157*	B3261U, B3271U	6.	2378*	14S201-UHF, 14S202-UHF, 14S203-UHF, 14S204-UHF	6.	2274*
24K241B, M	6.	2157*	B3291U	6.	2378*	14S206-UHF, 14S207-UHF	6.	2195*
		2158*	B3304U	6.	2378*	17S301-UHF, 17S302-UHF	6.	2289*
24K250B, M	6.	2157*	B3311U, B3321U	6.	2378*	17S305-UHF, 17S306-UHF	6.	2195*
27K251B, M	6.	2157*	B3364U	6.	2378*	21S400-UHF	6.	2195*
		2158*	B4041U, B4061U	6.	2359*	21S401-UHF, 21S402-UHF, 21S403-UHF	6.	2297*
400, 406, 409, 410, 411, 412	2.	677	BG1151U	6.	2359*	21S405-UHF	6.	2195*
611, 612	5.	1952	BT1144U	6.	2363*	21S406-UHF	6.	2274*
621, 622	5.	1952	BW1144U	6.	2363*	21S451-UHF, 21S452-UHF	6.	2297*
680, 681	3.	1237	C-501	2.	766	21S456-UHF	6.	2274*
690	3.	1237	C-502	2.	767	21S501-UHF, 21S502-UHF	6.	2297*
715, A, 716	3.	1237	C-503	2.	766	21S505-UHF, 21S506-UHF	6.	2195*
730, 731	3.	1237	C-504	2.	767	21S507-UHF, 21S508-UHF	6.	2274*
740, 741	3.	1237	C-506, C-507	2.	768	21S551-UHF, 21S552-UHF	6.	2297*
810A, 811, 815, 818, 820, 822	3.	1238	C-511	2.	766	21S553-UHF, 21S554-UHF	6.	2274*
860, 861	3.	1238	C-512	2.	767	21S555-UHF, 21S556-UHF	6.	2274*
870, 871	3.	1238	C-513	2.	767	21S605-UHF, 21S606-UHF	6.	2274*
880	3.	1238	C-514	2.	766	24S801-UHF, 24S802-UHF	6.	2297*
1005, 1006, 1015, 1016, 1017, 1018, 1019	4.	1600	C1006, C1007	2.	767	HOWARD		
1025	4.	1601	GT1144U	6.	2363*	4BT	1.	171
1621, 1622	5.	1953	K1151U	6.	2359*	220, 221	1.	171
17811-H, 17816, 17817, 17824-A, 17906, 17930, 17931, 17932, 17933, 17934	4.	1602	K1191U	6.	2378*	270, 271	1.	171
20823C	4.	1602	K1211U	6.	2378*	300 Series	1.	243
20990, 20990S, 20994	4.	1601	K1231U, K1241U	6.	2378*	307-4, 207TP-2	1.	243
21923, 21928, 21940, 21980	4.	1602	M1161U	6.	2359*	430 (Series 2)	1.	246
Chassis			M1191U	6.	2378*	438	1.	246
A1100D	4.	1600	M1201U, M1211U	6.	2378*	460	1.	250
A1400D	6.	2157*	M1231U, M1241U	6.	2378*	472AC, 472AF, 472C	2.	769
		2158*	M1251U	6.	2378*	472F	2.	770
B1300D	6.	2170*	M2021U	6.	2359*	474	2.	555
B1400D	6.	2157*	M3151U	6.	2359*	482, 482A	2.	761
C1400D	6.	2157*	M3181U	6.	2359*	500 Series	1.	245
		2158*	M3201U	6.	2359*	718FM	1.	249
D1300D	6.	2170*	M3214U	6.	2359*	765, 766, 780	1.	248
D1400D	6.	2170*	M3234U	6.	2359*	806, 808	1.	247
FI300D	6.	2170*	M3241U, M3251U	6.	2378*	808 (Series X)	1.	259
HI300D	6.	2170*	M3261U, M3271U	6.	2378*	815	1.	247
Z1000D	4.	1600	M3304U	6.	2378*	865, 868	1.	255
			M3311U, M3321U	6.	2378*	901A-E, H, I, L, M, P, -W	1.	73
HARMON KARDON			M3364U	6.	2378*	906, 906C	1.	253
A-200	6.	2251*	M4041U, M4061U	6.	2359*	909M	2.	771
A-310	6.	2260*	MG1151U	6.	2359*			
A-400	6.	2278*	P1151U	6.	2359*			
D-200	6.	2278*	P1201U, P1211U	6.	2378*			
D-1100	6.	2256*	P1231U, P1251U	6.	2378*			
FM-100	6.	2317*	P3214U	6.	2359*			
T-100	6.	2342*	P3234U	6.	2378*			
T-120	6.	2317*	P3241U, P3251U	6.	2378*			
T-1040	6.	2401*	P3261U, P3271U	6.	2378*			
TA-10	6.	2342*	P3281U	6.	2378*			
TA-120	6.	2346*	P3304U	6.	2378*			
TA-1040	6.	2386*	P3311U, P3321U	6.	2378*			
			P3364U	6.	2378*			
			PT1144U	6.	2363*			
			SG1144U	6.	2363*			
			SP1161U	6.	2359*			
			SP2021U	6.	2359*			
			SP3151U, SP3161U	6.	2359*			
			SP3181U	6.	2359*			
			SP3201U	6.	2359*			
			SP4041U, SP4061U	6.	2359*			
			W1161U	6.	2359*			

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
HOWARD (cont'd)			KNIGHT (cont'd)			MAGNAVOX (cont'd)		
920	1	73	94SX703	6	2290*	CR-189A, CR-189B	1	267
HUDSON			94SX711	6	2313*	CR-190	1	271
DB39	1	256	94SX728	5	1960	CR-190A, CR-190B	2	780
DB40	1	252	94SX730	6	2311*	CR-192A, CR-192B	1	267
SA39	1	256	97-870	3	1248	CR-193	1	263
SA40	1	252	200	5	1957	CR-197C	2	781
JACKSON			449	3	1249	CR-198A, CR-198B	1	263
150, 153	3	1239	511B	3	1250	CR-198C	1	782
254	4	1603	722	5	1909	CR-200A, B, C, D, E, F	2	782
255	4	1604	LAFAYETTE			CR-207A, B, C, D	2	781
350	3	1240	B33	1	6	CR-208A, B	5	783
JEFFERSON TRAVIS			B112	1	41	CR-330AA-1	5	1962
MR-2B, MR-3	1	251	B195	1	183	CR-700	5	1963
JEWEL			BB9 (A)	1	191	CR-702A, B	5	1964
500A, B, C, 501A, B, C,	1	18	BB9 (B)	1	190	CR-703, A, B, BB	6	2191*
502A, B, C, 503A, B, C,	1	18	FA15W, FA15Y	1	257	CR-712AA	6	2207*
504A, B, C, 505A, B, C	1	18	J62, J62C	1	237	CR-714AA	6	2200*
960, 960U, 961	3	1241	MC10B, MC10Y	1	11	CR-715AA, AB, BB	6	2207*
5020, 5020U	3	1242	MC11, MC12	2	777	CR-716AA	6	2191*
505TU	3	1243	MC13	1	11	CR-717	6	2287*
KAPPLER			LEARADIO			CR-718, CR-721	6	2298*
102T	2	772	R971	2	778	CR-722	6	2297*
KARADIO			RM402C	2	779	CR-723	6	2277*
M80B	5	1955	561, 562, 563	1	260	CR-724	6	2207*
1276	3	1244	565, 565BL, 566, 567, 568	1	260	CR-726	6	2277*
KNIGHT			661	1	270	CR-730	6	2277*
D-182	1	249	1281PC	2	761	CR-741	6	2207*
D-187	1	249	6610PC, 6611PC,	1	270	MAGUIRE		
SX8L727	5	1909	661PC	1	270	500B1, 500BW, 500DI,	1	269
SX11L719	5	1911	6617PC, 6619	1	260	500DW	1	269
SX14L721	5	1956	LEWYT			561B1, 561BW, 561DI,	1	269
SX19L720	5	1957	615A	1	265	561DW	1	269
4D-450	2	633	711	2	560	571	2	784
4G-420	3	1245	LEXINGTON			661, 661A	1	269
5A-150, 5A-152,	1	15	6845	1	15	700A, 700E	1	268
5A-190	1	11	LIBERTY			MAJESTIC		
5B-160	1	18	A6K, A6P	1	264	4P1	5	1965
5B-175, 5B-176	1	16	6K	1	264	5A410, 5A430	1	272
5B-185	2	773	507A	1	264	5A445, 5A445R	2	614
5C-290	2	573	LINCOLN			5AK711, 5AK731,	2	785
5D-250, 5D-251	2	570	S13L-N	1	185	5AK780	2	785
5D-455	2	572	LINCOLN (Allied Radio Corp.)			5C-2, 5C-3	4	1609
5F-565	2	574	5A-110	1	26	5LA5, 5LA6	3	1251
5J705	1	1805	LYRIC			5LA7, 5LA8	3	1252
5K715	1	1806	546T, 546TY, 546TW	1	73	6FM714	2	786
6A-122	1	254	MADISON-FIELDING			6FM773	2	787
6A-127	1	261	FM-15	6	2410*	7C432, 7C447	1	274
6A-195	1	16	MAGIC TONE			7FM877, 7FM888	2	787
6B-122	1	254	500, 501	1	19	7JL777R	2	788
6B-127	1	261	MAGNAVOX			7JL860	2	789
6C-225	2	578	Chassis	5	1961	7P420	2	789
6D-225, 6D-226	2	578	CMUA-422AA	5	1961	7S433, 7S450, 7S470	2	790
6D-235	2	745	CMUA-435AA	5	1961	7YR752	2	791
6D-360	2	649	CMUA-436AA	5	1961	7YR753, 7YR772	2	789
6G-400	3	1249	CMUA-440AA	5	1961	8FM744, 8FM775,	2	792
6H-580	3	1246	CMUA-441AA,	6	2167*	8FM776, 8FM889	2	792
6K718	5	1958	CMUA-442AA	5	1961	8JL885	2	793
7B-220	2	754	CMUA-445AA	5	1961	8S452, 8S473	1	273
7D-405	2	774	CMUA-455AA	5	1961	12FM475, 12FM778,	2	794
8B-210	1	258	CMUA-456AA	5	1961	12FM779, 12FM895	2	794
8D-340	2	645	CMUD-477AA	8	2230*	20FP68, 20PP68,	4	1610
8G-200, 8G-201	3	1247	CR-101, CR-101M	1	262	(Radio Ch.)	4	1610
10C-249	2	775	CR-108M	1	266	21P62, 21P63,	5	1966
11C-300	2	645	CR-122	1	266	(Series 110, 111)	5	1966
11D-302	2	567	CR-187, CR-188	1	263	80FMP2	4	1610
12H610	4	1607	MAGUIRE			Chassis		
19F-492, 19F-497,	2	776	5B01A, 5B05A	2	785	6B02D	2	786
19F-498	2	776	6B02D	2	786	6B11D	2	787
20H611	4	1607	6B11D	2	787	7B04A	2	791
93-328	4	1608	7B04A	2	791	7B09A, 7B09A1	2	789
94S445	5	1559	7C11D	2	787	7C11D	2	787
94SX702	6	2313*	7C25A	2	788	8B06D, 8B07D, 8B08D,	2	792
* Signifies Coverage in this Volume			8C07D	2	794	12B36E, 12C22E	1	272
			4501, 4504	1	272	4508	2	614
			4702, 4703	2	790	4705	2	789
			4705	2	789	4706, 4707	1	274
			4706, 4707	1	274	4708R	2	788
			4708R	2	788			

Name & Model or Chassis No.	Vol. No.	Diag. No.
MAJESTIC (cont'd)		
4810	1	273
4810B	2	793
41201	2	794
MALLORY		
TV-101	4	1535
MANTOLA		
R459	1	118
R543	1	4
R552,R652N	1	6
R554-PM, -PV	1	275
R655W	1	275
R662,R662N	1	6
R664EM,PV,W	2	795
R7543	1	73
R75143	2	574
R75152	2	796
R75343	2	574
R76143	2	574
R76162	2	796
R76262	2	797
R78162	2	798
24B6	2	574
92-529	4	1611
MASCO		
AFR	6	2388*
AMF,AMP	6	2231*
RK-58LR	4	1612
MASON		
45-1A,45-1B,45-1P	1	73
45-3,45-4,45-5	1	73
MATTISON		
630DXM,630MDXL	5	1967
MAYFAIR		
510,510W	2	799
520,520W	2	799
530,530W	2	799
550,550W	2	799
MECK		
CD-500,CE-500	2	800
CR-500	2	801
EF-730,EG-731	3	1253
MM510T,MM512T	3	1254
MM516C,MM516T	3	1254
PM-5C5-DW10	1	6
PM-5C5-PW10	1	6
RC-5C5-P	1	6
RC-6A7-P6	2	802
XOB,XQA,XQR,XRA, XRPT,XSA,XSPT,XTA, XTR,XX900	3	1254
4C7	2	803
6A6-W4	1	187
9030	5	1968
MEDCO (See Telesonic)		
MEISSNER		
4E	4	1613
8BT	4	1614
8C	2	804
9AJ	3	1255
9-1065	1	6
9-1091A,9-1091B	2	805
9-1091C	2	1256
9-1093	2	806
16A	3	1257
2961 Series	2	807
MERCURY (Pacific Mercury)		
2081,2161 (Radio Ch.)	4	1615
2217,2218,S,2224, 2284	4	1616

Name & Model or Chassis No.	Vol. No.	Diag. No.
MERCURY (cont'd)		
2701	5	1993
Chassis		
155	4	1615
200-11	4	1616
MIDLAND		
M6B	1	278
MIDWEST		
KD-16	5	1969
P6,PB6	1	276
R12,RG12,RT12	2	808
R16,RG16	2	808
RN-16	5	1969
RT-16	2	808
S8,ST8	1	282
S12,SG12,ST12	2	809
S16,SG16,ST16	2	809
TM8	1	282
MINERYA		
L-702	1	171
L-728	1	19
W-117	1	6
W-117-3	1	11
W-702-B	1	171
W710,W710A	1	281
W-728	1	19
410,411	2	810
702H,702H-1	2	810
729	2	704
MITCHELL		
1254	4	1617
1278	5	1970
1287	5	1971
MONITOR		
M510	2	811
M3070	2	812
RA50	2	813
TA56M,TW56M	1	129
MONITORADIO		
AR-1,AR-3	4	1618
AR-4	6	2182*
DR-200	5	1972
M-51A	4	1619
M-101	4	1619
MR-10	6	2348*
MR-32	5	1973
MR-33	6	2348*
MONTGOMERY WARD (See Airline)		
MOPAR		
600,801,802	1	112
820,821	6	2307*
802	1	111
802 Revised	1	111
805	3	1258
808,809	3	1259
812	4	1620
814	4	1621
819	4	1620
829	5	1974
830	5	1975
MOTOROLA		
BK2M	4	1622
BK-6	1	279
CR-6	1	280
CR-76	2	815
CTM3	5	1976
CT1M	4	1623
CT2M	4	1622
CT-6	1	279
CT52M6	5	1977

Name & Model or Chassis No.	Vol. No.	Diag. No.
MOTOROLA (cont'd)		
CTM4,A	6	2171*
CTM6	6	2285*
FD-6,FD-7	1	279
GMT2M,HJ2M,HN2M	4	1624
HN4M6	5	1977
HN53M6	5	1977
KR2M	4	1624
NH6	1	279
OE2M	4	1624
OE8	1	279
PC2M	4	1624
PC8	1	279
PD2M	4	1624
SR0B	3	1260
SR1B	3	1262
SR2M (Early)	4	1625
SR2M (Late)	4	1624
SR52M6	5	1977
VF102,VF102A, VF102C	2	814
VF103,VF103M	3	1261
VK101,VK101M	2	814
VT101	2	814
Y14P3-1,-2,Y14P4-1	6	2349*
Y14P5-1,-2,-3,Y14P6-1	6	2349*
Y14P7-1,-2,Y14P8-1,-2	6	2349*
Y14P10-1,-1A,-2,-2A, Y14P11-1,-1A,-2,-2A	6	2345*
Y17P1-1A,-2A	6	2388*
Y17P2-1A	6	2388*
Y17T27CH,Y17T28-1, -2,-3	6	2355*
Y17T30CHA, Y17T31GPA	6	2388*
Y21CTBG,MG	6	2324*
Y21CT2B,M	6	2355*
Y21F5,B (Radio Ch.)	5	1937
Y21F8B,BA,W,WA	6	2386*
Y21K45B,BA,M,MA	6	2324*
Y21K53B,BA,M,MA	6	2324*
Y21K54B,M	6	2324*
Y21K56B,M	6	2324*
Y21K57B,M,MCH	6	2324*
Y21K58B,M	6	2324*
Y21K59M,MCH	6	2324*
Y21K67B,M	6	2324*
Y21K70B,M	6	2388*
Y21K73B,BA,M,MA	6	2388*
Y21K75B,BA,CW,CWA, M,MA	6	2388*
Y21K76B,BA,CW,CWA, M,MA	6	2388*
Y21K77B,M	6	2388*
Y21K80CW,CWA	6	2388*
Y21K81B,M	6	2388*
Y21T32B,BA,CH,CHA	6	2324*
MGA	6	2324*
Y21T33B,BG,CH,MG	6	2324*
Y21T34B,BA,M,MA	6	2324*
Y21T35B,M	6	2324*
Y21T36B,M	6	2387*
Y21T37B,M	6	2387*
Y21T40BG,BGA, MC,MCA	6	2388*
Y21T42B,BA,M,MA	6	2388*
Y21V1W,WA	6	2388*
Y24K13B,M	6	2324*
Y24K14B,M	6	2324*
Y24T5BG,MG	6	2324*
Y24T6B,M	6	2324*
YA21C5B,MC	6	2324*
YA21F6W,Y	6	2324*
YA21K54B,M	6	2324*
YA21K56B,M	6	2324*
YA21K57B,M,MCH	6	2324*
YA21K58B,M	6	2324*
YA21K59M,MCH	6	2324*
YA21K60B,M	6	2324*
YA21K61MCH,W	6	2324*
YA21K62M,CW	6	2324*
YA21K63CW	6	2324*
YA21K67B,M,Y	6	2324*
YA21T33BG,CH,MG	6	2324*
YA21T35B,M	6	2324*
YA21T36B,M	6	2324*
YA24K14B,M	6	2324*
YA24K15M,MCH	6	2324*

* Signifies Coverage in this Volume

Name & Model
or Chassis No.

Vol.
No.

Diag.
No.

Name & Model
or Chassis No.

Vol.
No.

Diag.
No.

Name & Model
or Chassis No.

Vol.
No.

Diag.
No.

MOTOROLA (cont'd)

YA24T6B,M	6	2324*
5C1,5C2,5C3,5C4,		
5C5,5C6	3	1262
5H11U,5H12U,5H13U	3	1263
5M,5M-12	6	2144*
5X11U,5X12U,5X13U	3	1264
5X21U,5X22U,5X23U	3	1265
6F11,6F11B	3	1266
6L1,6L2	3	1267
6TAS8	6	2144*
6X11U,6X12U	3	1268
7F11,B	3	1269
7MX	6	2353*
8FM21,8FM21B	3	1270
9FM21,9FM21B	3	1271
9-24,9-24A	1	285
9-44	1	288
16-C	1	284
16F1,BH,H	3	1280
17-D	1	287
17F1,A,B,BA,		
17F2W,WA	3	1281
17F3B,BA,17F4, A,		
17F5,A,B,BA	3	1281
17F11(Radio Ch.)	4	1626
17F12,A,B,BA	4	1626
17F13,B,17F13BC,		
17F13C	4	1626
18-O,19-B	1	289
21F1,B	4	1627
21F5,B(Radio Ch.)	5	1978
25-F	1	290
26-C,26-C7	1	291
27-D,27-D6	1	293
28-O,29-B,29-B6	1	291
30-P	1	291
35-F	1	294
35-N	1	292
36-C1,36-C2	1	295
37-D1,37-D2	1	296
38-O	1	291
39-B1,39-B2	1	291
40-P	1	286
43-H	1	297
44-K	1	298
45-B12	1	158
45-W	1	299
47B11	2	816
51-A,51-C	1	73
51F11	1	300
51F12	1	301
51R11	1	300
52-C	1	73
52C1,52C1A,52C6	4	1628
52H11U,52H12U,		
52H13U,52H14U	4	1629
53-A,-C	1	73
53H1,53H2,53H3,53H4	5	1978
53LC1,53LC2,53LC3	5	1980
53X1,53X2,53X3,53X4	5	1981
54-A,-C	1	73
55F11	1	303
55X11	1	302
55X11A	1	304
55X12	1	302
55X12A	1	304
55X13	1	302
55X13A	1	304
56W1,B	6	2206*
56X1,56X2,56X3	6	2214*
56X11	2	669
57W1,B,MC	6	2206*
57X1,57X2	6	2206*
57X11,57X12	2	817
58A11,58A12	2	869
58X11,58X12	2	818
59H11U,59H12U	3	1272
59X11,59X121	3	1273
59X21U,59X221U	3	1274
60-XW	1	301
61-A,61-B	1	305
61-C,61-D	1	306
61-E	1	305
61-F	1	307
61T21	1	308
61T23	1	314
61X11,61X12,61X13	1	301
62-A,62-B	1	305

MOTOROLA (cont'd)

62C1,62C1A,62C2,62C2A,		
62C3,62C3A	4	1630
62CW1	4	1631
62-E	1	305
62-F1	1	312
62L1U,62L2U,62L3U	4	1632
62X11U,62X12U,		
62X13U	4	1633
62X21	5	1982
63-A,63-E	1	305
63LS8	5	1983
63L1,63L2,63L3	5	1984
63X1,A,63X2,63X3	5	1985
63X21	5	1986
64X1,64X2	5	1987
65F11,65F12	1	303
65F21	1	309
65L1,65L2	6	2172*
65T21,65T21B	1	310
65X11,65X11A,65X12,		
65X13A,65X13,		
65X14A,65X14,		
65X14A,65X14B	1	19
66C1,66C2	6	2236*
66X1,66X2	6	2214*
67C1,67C2	6	2236*
67F11,67F12,67F12B	2	819
67F14	2	820
67F16BN	2	821
67L11	2	822
67X1,67X2	6	2206*
67X11,67X12,67X13	2	820
67X2M21	2	823
68F11,68F12,68F14,		
68F14B,68F14M	2	819
68T11,68X11,68X11A,		
68X12,68X12A	2	825
69L11	3	1275
69X11,69X121	3	1276
71-A	1	313
72-C	1	311
72X2M21,72X2M22	4	1634
75F21	1	315
75F31,75F31A,		
75F31B	2	826
76F31	2	826
77FM21,77FM22,		
77FM22M,77FM22WM,		
77FM23	2	823
77X2M21,77X2M22,		
77X2M22B	2	823
78F11,78F11M,78F12M,		
78F21,78F21M,78F21M,		
78F22M	2	827
79X2M21,79X2M22	3	1277
81-C	1	306
81F21,81F22	1	308
81K31	1	316
82-A	1	317
83F1	1	312
83K1	1	321
85F21,85K21	1	309
86FM21	2	827
93F1	1	312
93F11,95F31B,95F33	1	320
98FM21R	3	1278
101F21,101R21	1	319
103CK2	1	318
103F2,103F2	1	312
103K1	1	322
107F31,107F31B	2	828
250,251	1	325
395,395-12	5	1988
396,396-12	6	2284*
401A,412	4	1635
506,506-12	6	2286*

* Signifies Coverage in this Volume

MOTOROLA (cont'd)

HS-58	2	820
HS-59	2	822
HS-60	2	817
HS-63	2	819
HS-64	2	823
HS-69	2	821
HS-72	2	816
HS-87	2	828
HS-89	2	823
HS-91	1	315
HS-94	2	669
HS-97	2	823
HS-98	2	826
HS-102	2	823
HS-108	2	814
HS-119	2	824
HS-122	2	820
HS-124	2	819
HS-125	2	818
HS-127,HS-127A	2	825
HS-128,HS-132,HS-133	2	827
HS-137	2	814
HS-144	2	825
HS-150,HS-155	2	827
HS-158	3	669
HS-168	3	1277
HS-170	3	1268
HS-175	3	1275
HS-180	3	1273
HS-181	3	1276
HS-192	3	1274
HS-210	3	1272
HS-226	3	1267
HS-228	3	1262
HS-230	3	1279
HS-234	3	1280
HS-243	3	1264
HS-244	3	1263
HS-245	3	1268
HS-246	3	1271
HS-247	3	1270
HS-253	3	1281
HS-258	3	1262
HS-259	3	1265
HS-261	3	1281
HS-262	3	1262
HS-264	3	1266
HS-265	3	1269
HS-270,HS-271,HS-272	3	1262
HS-299	4	1630
HS-302	4	1626
HS-303	4	1634
HS-308	4	1632
HS-309,HS-310	4	1628
HS-313	4	1629
HS-314	4	1633
HS-316	4	1627
HS-319	4	1626
HS-324	4	1631
HS-326	5	1982
HS-335	5	1985
HS-336	5	1981
HS-337	5	1979
HS-347	5	1980
HS-361	5	1984
HS-385	5	1986
HS-415	5	1983
HS-440	5	1987
HS-455	6	2172*
HS-456	6	2206*
HS-458	6	2236*
HS-477	6	2214*
HS-478	6	2214*
HS-525,HS-526	6	2206*
HS-529	6	2236*
OB	3	1260
QTS-502,Y	5	1978
R16M6	5	1977
TS-3,TS-5,TS-7	2	814
TS-8	3	1261
TS-422Y	6	2355*
TS-423Y	6	2349*
TS-425Y	6	2358*
TS-426Y	6	2386*
TS-428Y	6	2386*
TS-537Y,TS-538Y	6	2384*
TS-539Y	6	2384*
TS-542Y	6	2386*

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
MOTOROLA (cont'd)			OLYMPIC (cont'd)			PHILCO (cont'd)		
TS-544Y	6	2388*	8-451	2	838	CR-8	2	852
TS-905Y	6	2355*	8-533V, 8-533W	2	839	CR-9	2	853
TTS-423Y	6	2349*	8-618	2	840	CR-12	2	852
TTS-537Y, TTS-539Y			8-925, 8-934, 8-936	2	841	CR-501, CR-503,		
TS-539Y	6	2324*	9-435V, W	4	1641	CR-505	3	1288
VTS-538Y, VTS-539Y	6	2324*	17K41, 17K42,			E-748	6	2392*
WTS-423Y, WTS-425Y	6	2349*	17K50(Radio Ch.)	4	1642	E-818	6	2392*
WTS-537Y, WTS-538Y	6	2324*	20K43, 20K51, 21K61,	4	1642	E-976	6	2380*
WTS-539Y	6	2324*	21K62, 21K63B	4	1642	E4208S	6	2370*
WTS-544Y	6	2388*	21K223, 21K225	6	2150*	E4605, C, T	6	2370*
1B	3	1282	21K239	6	2150*	E4607, L, T	6	2370*
MURPHY			51-421W	4	1643	E6606	6	2370*
113, 122	1	258	110	6	2246*	E6608TN	6	2370*
NATIONAL			489	4	1644	E6610L, M	6	2370*
Criterion	5	1989	505, B	5	1992	RT-14	5	2002
HRO-50	3	1283	572B, M	5	1992	UE4202, UE4203	6	2336*
HRO-50R1	4	1636	574	6	2150*	UE4204, L, UE4205L, M	6	2336*
HRO-60	4	1637	575	6	2212*	UE4206S, SD, SL, STM	6	2336*
NC-33	2	829	576, 577	6	2150*	UE4207SC	6	2336*
NC-46	1	326	PACKARD-BELL			UE4208S	6	2370*
NC-57	2	830	5DA	1	73	UE4600, UE4601SL, SM	6	2336*
NC-98	5	1990	5FP	2	574	UE4602, L, TL, TM	6	2336*
NC-108R, NC-108T	2	831	5RC1	1	73	UE4603L, M, UE4604,		
NC-125	4	1638	5HC3, 5RC4	6	2367*	HM	6	2336*
NC-2-40DR,			10RP1, 10RP2	6	2247*	UE4605, C, T	6	2370*
NC-2-40DT	2	832	11RP2	6	2247*	UE4606L, M, T, TL	6	2336*
SW-54	4	1639	100	2	574	UE4607, L, T	6	2370*
NATIONAL UNION			551, 551-D	1	333	UE4608	6	2336*
571, 571A, 571B	1	117	558	1	333	UE4610N	6	2336*
G-613	1	324	561, 563	1	330	UE4612G	6	2336*
G-619	1	189	568	1	333	UE4614S, SL	6	2336*
NEWCOMB			568	1	73	UE4700N	6	2336*
CO-100	6	2261*	571, 572	2	842	UE4800, UE4802M, L	6	2336*
CO-200	6	2261*	651	1	333	UE4804L	6	2336*
CO-712	6	2340*	661	1	331	UE6200	6	2336*
NORDIC			662	1	332	UE6404M, L	6	2336*
501F55	6	2149*	673A, 673B	2	843	UE6602L, M, T, TL	6	2336*
OLDSMOBILE			682	2	844	UE6604L, M, T	6	2336*
982160	1	323	771	2	845	UE6606	6	2370*
982282	1	327	851	1	332			2371*
982375	1	323	870, 880A	2	846	UE6608TN	6	2370*
982543, 982579	4	1640	881A, 881B	2	847			2371*
OLYMPIC			884, 892	3	1284	UE6610L, M	6	2370*
"Cremora" 5804T/W	6	2402*	1052	1	334			2371*
"Cremora" 5805T/W	6	2402*	1054B	1	337	UN6-100	1	336
"Kolbold" 5720W	6	2404*	1063	1	272	UN6-450, UN6-500	1	335
"Magnet" 5735W	6	2402*	1181, 1181A	3	1285	UT-21A	5	2003
"Meteor" 5781W	6	2407*	1273	2	848	UT-21B	5	2004
"Moderna" 5783W	6	2407*	1472	2	849	18BU3000, 18BU3001	5	1995
C21BG15, C21BG16	6	2246*	2301-TV(Radio Ch.)	3	1286	18BU3002	5	2005
C24BH22, C24BH24	6	2246*	2303(Radio Ch.)	3	1288	18BU3100, L, HM	5	1995
HF500	5	1991	2311, 2811A(Radio Ch.)	4	1645	18BU3102, L	5	2005
K21BG12, K21BG13,			2801-TV,			18BU3104	5	1995
K21BG14	6	2241*	2801A-TV(Radio Ch.)	3	1286	18D3020UC, UG, UM	6	2192*
K24BH31, K24BH32,			2803TV	3	1287	18D3122U	6	2192*
K24BH33	6	2246*	PEDERSON			22BU4000	5	1995
T21BG10	6	2246*	AFM-2A	6	2248*	22BU4002, 22BU4004	5	2005
6-501, 6-501VU,			PENTRON			22BU4008, 22BU4009	5	1995
6-501WU	1	328	AFM	5	1994	22BU4100, L		
6-502, 6-502P, 6-502U	1	328	PHILCO			22BU4101	5	1995
6-503	1	328	A-T2294	4	1646	22BU4102, L		
6-504, 6-504L	1	6	A-UT2272	5	1995	22BU4106	5	2005
6-601V, 6-601W, 6-602	1	329	B570, B574	5	1996	22BU4108	5	1995
6-604 Series	2	833	B652	5	1997	22BU4109HM	5	2005
6-606, 6-606A, 6-606U	1	272	B714, X	5	1996	22BU4110, L	5	1995
6-617, 6-617U	1	329	B956	5	1998	22BU4302	5	2005
7-421V, 7-421W, 7-421X	2	834	B1349, B1352	5	1999	22BU4303	5	1995
7-435V, 7-435W	2	834	B1752, B1753	5	1999	22BU4304, 22BU4306,		
7-526	2	704	B1756	5	2000	22BU4307HM	5	2005
7-532V, 7-532W	2	803	C-666 (Codes 121 & 123)	6	2141*	22BU4308	5	1995
7-537	2	835	C1346	5	2001	22C4016, 22C4020	5	2006
7-537	2	835	C4808	1	199	22C4119, 22C4120, L	5	2006
7-722, 7-728	2	836	C-4608 Revised	1	111	22C4123, 22C4124, L	5	2006
7-924, 7-928	2	837	CR-2	2	850	22C4126, L, 22C4128M,		
7-925, 7-934, 7-936	2	837	CR-4, CR-6	2	851	22C4129	5	2006
						22C4132L	5	2006
						22C4013L, 22C4012, L	5	2006
						22D4039G, L, 22D4030E,		
						L, UE, UL	6	2192*
						22D4034, L	6	2192*
						22D4033G, L	6	2215*
						22D4034, L	6	2215*
						22D4041, L	6	2215*
						22D4131, L	6	2192*
						22D4134, L	6	2215*

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
PHILCO (cont'd)			PHILCO (cont'd)			PHILCO (cont'd)		
22D4135	6	2192*	42-400	1	338	49-1405	2	885
22D4136,L,U,UL,XL	6	2192*	42-706	1	343	49-1475,49-1480		
XW	6	2192*	42-724	1	360	(Codes 121A or B, 123A or B, 123TA		
22D4137,L	6	2192*	42-730	1	366	or B)	3	1292
22D4138,L,U,UL	6	2192*	42-760,42-761,42-762	1	359	49-1600,49-1601,		
22D4139,L,UX,UXL	6	2192*	42-788	1	356	49-1602,49-1603,		
22D4140,L	6	2215*	42-1002	1	362	49-1604,49-1605	2	886
22D4144,L	6	2215*	42-1003,42-1005	1	367	49-1606,49-1607	2	883
22D4150,L,U,UL	6	2192*	42-1008,42-1009M,			49-1613	3	1293
22D4151,L,22D4152,			42-1009W	1	365	50-T701,50-T702	4	164
HM,M	6	2215*	42-1012,42-1013M,			50-T1104,50-T1105,		
22D4153,L,X,XL			42-1013W	1	368	50-T1106	3	1294
22D4154,U	6	2192*	42-1015,42-1016	1	358	50-T1400,50-T1401,		
22D4155,L	6	2192*	46-131	1	370	50-T1402	3	1294
22D4156,L,22D4157	6	2215*	46-131 Revised	2	854	50-T1403,50-T1404,		
22D4158,U	6	2192*	46-132	1	371	50-T1406 (Codes 123, 124, 125)	3	1294
22D4159,22D4160,L,			46-142	2	854	50-T1405 (Codes		
X,XL	6	2215*	46-200,46-200-I,			121 & 122)	3	1294
22D4161,L,22D4165	6	2215*	46-201,46-202,			50-T1430	3	1294
22D4170,L,22D4171,L,			46-203	1	173	50-T1432 (Code 122)	3	1294
22D4172,L	6	2192*	46-250,46-250-I,			50-T1432 (Code 124)	3	1294
22D43201,M,T,W	6	2192*	46-251	1	372	50-T1476,50-T1477,		
22D43211,M,T,W	6	2192*	46-350	1	373	50-T1478,50-T1482	3	1295
22D4324HM,M	6	2215*	46-420,46-420-I	1	377	50-T1481,50-T1482,		
22D4326	6	2215*	46-421,46-421-I	1	374	50-T1484	3	1295
22D4420,L,22D4422	6	2215*	46-427	1	375	50-520,50-520-I,	3	1296
22D5100,22D5102,L,M	6	2203*	46-480	1	376	50-522,50-522-I,		
24BU8106,L	5	2005	46-1201	1	379	50-524	3	1297
24B6300	5	2005	46-1203	1	378	50-526	3	1298
24C6005	6	2192*	46-1209	1	380	50-620	3	1299
24C6010,24C6012	6	2154*	46-1213	1	382	50-621	3	1300
24C6105M,24C6108	6	2192*	46-1226	1	380	50-920,50-921,50-922	3	1301
24C6109,L,24C6110,L	6	2154*	47-204,47-205	2	745	50-925,50-926	3	1302
24C6112	6	2154*	47-1227	2	855	50-1420,50-1421,		
24C6310	6	2154*	47-1230	2	856	50-1422,50-1423	3	1303
24D6018	6	2215*	48-141,48-145	2	857	50-1720	3	1304
24D6120L,M,			48-150	2	858	50-1721,50-1723,		
24D6122L,M	6	2215*	48-200,48-200-I,			50-1724	3	1305
39-40,39-45	1	339	48-206,48-214,			50-1727	3	1306
39-55	1	342	48-225,48-230	2	560	51-T1443PL,PM,		
39-116	1	342	48-250,48-250-I	2	859	PW (Radio Ch.)	3	1307
39-770	1	338	48-300,48-360	2	860	51-T1872,51-T1874,L,		
40-110	1	341	48-460,48-460-I	2	861	51-T1875,51-T1876	3	1308
40-130,40-135,			48-461	2	859	51-T2175,51-T2176	3	1309
40-140,40-145	1	340	48-464	2	862	51-530	3	1310
40-150,40-155	1	344	48-472-I	2	863	51-631	3	1312
40-158	1	348	48-472 Revised	2	864	51-632	3	1311
40-160,40-165	1	345	48-475	2	865	51-930, 931, 932	4	931
40-170CS	1	340	48-482	2	866	51-934	3	1313
40-180,40-185,40-190	1	344	48-485	2	867	51-1330	4	1649
40-195,40-200,40-201	1	338	48-1201	2	868	51-1730, (L)	4	1650
40-205,40-215			48-1253	2	869	51-1731, 51-1732	3	1314
40-216,40-217	1	342	48-1256	2	870	51-1733, (L),		
40-503,40-506,40-507	1	340	48-1260	2	868	51-1734	4	1651
40-516	1	342	48-1262	2	867	52-540,-I,52-541,-I,		
40-525,40-526,40-527	1	340	48-1263	2	871	52-542-I	4	1652
40-710,40-715	1	351	48-1264	2	872	52-640,-641	4	1653
40-725,40-748,40-755,			48-1266	2	856	52-643	4	1654
40-756,40-780	1	349	48-1270	2	873	52-940,-941,-942	4	1655
40-2710	1	351	48-1274,48-1276	2	874	52-944	4	1656
40-2725,40-2780	1	349	48-1282	2	867	52-1340	4	1649
41-230,41-235	1	350	48-1284	2	875	53-T2295, T2286,		
41-250,41-255	1	353	48-1286	2	867	T2287	4	1646
41-260,41-265	1	352	48-1290	2	873	53-561,-562	4	1657
41-280,41-285,			48-2500,48-2500-5	3	1289	53-563	4	1658
41-287,41-290	1	353	49-101	3	1290	53-566	4	1659
41-295	1	338	49-500,49-500-I	2	745	53-651	4	1653
41-296	1	353	49-503	2	560	53-652	5	1997
41-300,41-315X	1	338	49-504,49-504-I	2	859	53-656,-658	4	1660
41-316	1	342	49-505	2	876	53-702,-706,-707	4	1657
41-606,41-609	1	355	49-506	2	745	53-800,-804	4	1661
41-610,41-611	1	353	49-801,49-802	2	877	53-950,-952,-954	4	1662
41-616	1	342	49-805,49-807	2	878	53-956	5	1998
41-629	1	353	49-900E,49-900-I	2	879	53-958	4	1663
41-712,41-713	1	354	49-902	2	745	53-960	4	1664
41-714	1	346	49-904	2	880	53-1350,-1750	4	1666
41-722,41-745,			49-905	2	881	53-1754	4	1666
41-758,41-759	1	347	49-906	2	882			
41-768	1	356	49-907	2	883	Chassis		
42PT-2,42PT-4,			49-1076,49-1077			R-181U,D-181	5	1995
42PT-7	1	343	(Radio Ch.)	3	1291	R-191U,D-191	5	2005
42-121	1	363	49-1100	2	867	R-201,D-201	5	1995
42-122	1	358	49-1101	2	883	R-207,D-208	5	2005
42-123	1	361	49-1175 (Code 122 & Code 124),			TV-123U	6	2303*
42-124,42-125,42-126	1	364	49-1278 (Code 123),			TV-300U,TV301U	6	2303*
43-35	1	357	49-1279,49-1280	3	1291			
42-380	1	363	49-1401	2	884			
42-395	1	363						

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
PHILCO (cont'd)			PURITAN			RCA VICTOR (cont'd)		
TV-304U	6	2192*	501	1	385	U-217E	1	443
TV-330U, TV-332U	6	2192*	501X	1	124	U-128, U-129	1	414
TV-350U	5	2006	502	1	385	U-130	1	390
TV-354U	6	2154*	502X	1	124	U-131, U-134	1	401
TV-380U, TV-392U	6	2215*	503, 503W	1	388	V-101	1	440
TV-394U, TV-396U	6	2215*	504, 504W	1	20	V-102	1	413
TV-400U	5	2006	506, 506X, 507, 507W	1	20	V-140	1	446
7L40AU, U, 7L41AU, U	6	2338*	508	1	25	V-170, V-175	1	413
7L45AU, U	6	2338*	509	2	893	V-200	1	447
7L70	6	2370*	515	2	894	V-201	1	139
7L70U	6	2370*, 2371*				V-205	1	447
7L71	6	2370*	RCA VICTOR			V-209, V-210	1	142
7L71U	6	2370*, 2371*	A55	3	1317	V-215, V-219	1	142
TP50AU, U, TP51AU, U	6	2338*	A-82	4	1669	V-221, V-225	1	142
PHILHARMONIC			A-106	3	1318	V-300, V-301, V-302	1	447
100C	2	887	A-108	4	1670	V-405	1	447
100T	2	888	BK-42, BT-42	1	427	VHR-202, VHR-207	1	447
149C, 249C	2	889	BX6	3	1319	VHR-212	1	142
349C	2	890	BX55, BX57	3	1320	VHR-307, VHR-407	1	447
920, 924	5	2007	B-52	1	419	X-55, X-60	1	107
5000, 5200, 5201, 5250	4	1530	E-80	1	43	X711	3	1322
5400, 5401, 5450	4	1530	HF-2, HF-4	1	390	1R81	4	1873
5600, 5601, 5650	4	1530	HF-6, HF-8	1	401	1X591, 1X592	4	1871
5700, 5700RT, 5701,			K-50	1	107	2BX63	4	1874
5750, 5750RT	4	1530	K-60	1	434	2C521, 2C522	4	1876
5800	4	1530	K-61	1	107	2C527	4	1876
6810	1	196	K-62, K-81, K-82	1	434	2S7	5	2014
8701, 8702, 8703	1	196	K-105	1	434	2S10	4	1876
8710, 8711, 8712	1	196	M-70	1	409	2U87	4	1877
9120, 9121, 9820, 9821	5	2007	M-50, M-60	1	439	2X61, 2X62, 2X621	4	1878
PHILLIPS PETROLEUM CO.			MF-12107	5	2012	2X F91, 2X F931		
(See Woolarc)			PX600	4	1871	2X F932, 2X F933		
PILOT			Q-14, Q-14E	1	397	2X F934	4	1879
AF-605	4	1667	Q-15, Q-15E	1	412	3BX671	6	2262*
AF-723, U	5	2008	Q-16, Q-16E, Q-17	1	418	3R F91	5	2016
AF-724	6	2226*	Q-18	1	398	4C871, 4C872	5	2017
AF-821A, U	4	1668	Q-22, Q-22A	1	391	4T141	3	1323
AF-824	5	2009	Q-23	1	416	4X641	5	2018
AF-825	6	2146*	Q-24	1	391	4X661	5	2019
AF-850	6	2146*	Q-25	1	420	4X511	5	2020
AF-860	5	2010	Q-26	1	396	5BX41	5	2021
FM-607	5	2011	Q-27	1	420	5C581	5	2022
HF-56	6	2146*	Q-30, Q-31	1	423	5C591, 5C592	5	2022
T-411-U	1	381	Q-33	1	399	5Q65, 5Q66, 5Q68	1	398
T-500	1	73	Q-44	1	426	5Q12, 5Q12A	1	400
T-510, T-511	1	381	QB-1, QB-2	1	391	5Q65, 5Q66, 5Q68	1	398
T-521	1	383	QB-3	1	399	5X560, 5X562, 5X563	5	2023
T-530	1	392	QB-5	1	397	6BY4A, B	6	2222*
T-601	2	614	QB-6, QB-9	1	391	6HF1, 6HF2	6	2265*
T-741	2	691	QH-51C	1	428	6HF3	6	2265*
POLICALARM			QK-23	1	392	6QU	1	400
PR-8	3	1315	QU-2C, QU-2M	1	392	6Q1, 6Q4, 6Q4X	1	402
PR-9	6	2329*	QU-3C, QU-3M	1	396	6Q7, 6Q8, 6QK8	1	400
PR-31	3	1316	QU-5	1	407	6T84	3	1323
PONTIAC			QU-7, QU-8	1	407	6XD5	6	2193*
983667	1	384	QU-51M	1	428	7BT10K	6	2254*
983679	1	386	QU-52C, QU-52M	1	392	7BX8J, 7BX8L	6	2305*
983680	1	394	QU-56C, QU-56M	1	430	7BX9H	6	2305*
983775	1	386	QU-56C, QU-56M	1	432	7HFR-1	6	2344*
983910	1	108	ST-1	5	2012	7QB, 7QBK	1	403
983911	1	386	SVT-1	5	2013	7Q4, 7Q4X, 7QK4	1	405
984170	1	108	T-55, T-56, T-60	1	107	7T143 (Radio Ch.)	3	1327
984171	1	386	T-62, T-63	1	107	8BT10K	6	2254*
PORTO BARDIO			T-64, T-65, T-80	1	433	8BX8, 8BX05	2	895
PA510, PB520	2	892	TA-128, TA-129	1	433	8C7EE, FE, LE	6	2330*
PREMIER			TA-169	3	1321	8C8DE, JJ, ME	6	2330*
15LW	1	127	TRK-5	1	395	8QB, 8QBK	1	403
PURE OIL (See Puritan)			TRK-9, TRK-12	1	410	8Q1	1	406
			TRK-90, TRK-120	1	410	8Q2	1	404
			TT-5	1	395	8Q4	1	406
			U-10, U-12, U-20	1	107	8QU5C, 8QU5M	1	404
			U-25, U-26	1	395	8R71, 8R72, 8R74		
			U-30	1	414	8R75, 8R76	2	896
			U-40, U-42, U-43	1	107	8RF13	6	2344*
			U-44, U-45	1	425	8TK29 (Radio Ch.)	3	1324
			U-50	1	400	8TK320	3	1324
			U-70	4	1672	8TR29	3	1324
			U-115	1	443	8TV321, B, 8TV323, B	3	1325
			U-119	1	443	8V80, 8V91	2	897
			U-121	1	395	8V111, 8V112	2	897
			U-122E	1	395	8XBD, J, L, N	6	2331*
			U-123 (1 band)	1	443	8X53	3	898
			U-123 (2 band)	1	441	9BX56	3	1326
			U-124, U-125	1	395	9M1, 9M2	1	409
			U-126	1	414	9QK, 9Q1	1	408
						9Q4	1	405
						9T89	3	1327

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
RCA VICTOR (cont'd)			RCA VICTOR (cont'd)			RCA VICTOR (cont'd)		
9T147	3.	1327	21S510NU, 21S511NU	5.	2026	65AU	1.	429
9TW333	3.	1325	21S516NU, 21S517U,			65BR9	2.	899
9W101, 9W102,			21S518U, 21S519NU, U.	5.	2026	65U	1.	429
9W103, 9W105	3.	1328	21S521NU, U.			65X1, 65X2	1.	138
9X561, 9X562	3.	1329	21S522NU, U.			66BX	1.	435
9X571, 9X572	3.	1329	21S523NU, U.	5.	2026	66X1, 66X2, 66X3, 66X4,		
9X641, 9X642	3.	1330	21S525U, 21S526NU, U.	5.	2026	66X9	1.	436
9X651, 9X652	3.	1331	21S537NU, U.	5.	2026	66X11, 66X12, 66X13,		
9Y7	4.	1680	21S548, N, NU, U.			66X14, 66X15	2.	900
9Y51	3.	1332	(Radio Ch.)	5.	2028	67AV1, 67V1	1.	437
9Y510, 9Y511	3.	1332	21S548NU, U.			68R1, 68R2, 68R3, 68R4	2.	900
10Q1	1.	406	(TV Ch.)	5.	2026	75X11, 75X12	2.	902
10X	1.	411	21S5022U, 21S5251U,			77U	2.	903
11QX, 11QU, 11Q4	1.	414	21S5252U	5.	2024	77V1	2.	904
11X1	1.	411	21S529DE, 21T242	4.	1676	77V2	2.	905
12AX, 12AX2	1.	411	21T247	6.	2301*	94BK2, 94BT2	1.	443
12QK, 12QU, 12Q4	1.	414	21T385, U, 21T386, U	6.	2301*	95T5, 95T5LW	1.	443
12X, 12X2	1.	411	21T387, U, 21T388, U	6.	2301*	96BK6, 96BT6	1.	442
14AX, 14AX2, 14X, 14X2	1.	411	21T635, U.	6.	2202*	96E	1.	443
15X	1.	397	21T608U, 21T6083U	6.	2183*	96E2	1.	395
16K6, 16T2, 16T3, 16T4	1.	413	21T6087U	6.	2183*	96K, 96K2, 96K5, 96K3	1.	395
16X4	1.	415	21T614U, 21T615U	6.	2183*	96T, 96T1	1.	443
16X11, 16X13, 16X14	1.	397	21T612U, U.	6.	2183*	96T2, 96T3	1.	395
17K	1.	139	21T615, U, 21T6127, U.	6.	2202*	96T4, 96T5, 96T6	1.	441
17S349U, 17S350U,			21T6225U, 21T6227U	6.	2183*	96T7	1.	395
17S351U	5.	2024	21T6255U, 21T6256U,			96X1, 96X2, 96X3, 96X4	1.	444
17S360U	5.	2024	21T6257U	6.	2183*	96X11, 96X12,		
17S7090U, 17S7092U,			21T7112, U, 21T7113, U.	6.	2301*	96X13, 96X14	1.	444
17S7093U	6.	2374*	21T7117, U.	6.	2301*	97E, 97K, 97KG, 97K2	1.	395
17S7099U	6.	2374*	21T7152, U, 21T7153, U.	6.	2301*	97T, 97T2	1.	395
17T352U, 17T361U	5.	2024	21T7157, U.	6.	2301*	97X	1.	443
18T	1.	139	21T7352, U, 21T7355, U.	6.	2301*	97Y	1.	398
19K	1.	417	21T7357, U.	6.	2301*	98EY	1.	395
21CD7895, U.			21T7375S, G, GU, U.	6.		98K	1.	414
21CD7897, U.	6.	2301*	21T7377, G, GU, U.	6.	2301*	98K2, 98T, 98T2	1.	395
21CD7915, U.			21T7385, U, 21T7386, U.	6.	2301*	98X, 98YC	1.	395
21CD7916, U.			21T7387, U, 21T7388, U.	6.	2301*	99K, 99T	1.	414
21CD7917, U.	6.	2301*	21T7415, U, 21T7416, U.			110K, 110K2, 111K	1.	445
21CD7935, U.			21T7417, U.	6.	2301*	211K	1.	141
21CD7936, U.	6.	2327*	21T7427, U.	6.	2301*	515	1.	397
21CD7956, U.			21T8221, U, 21T8222, U.	6.	2397*	516, 517, 522, 526, 527	1.	411
21CD7958, U.	6.	2327*	21T8225, U, 21T8226,			610V1, 610V2	2.	906
21CD7975, U.	6.	2327*	21T8227, U.	6.	2397*	612V1, 612V2, 612V3	1.	448
21CD7986, U.			21T8245, U, 21T8246, U.			648PTK, 648PV		
21CD7989, U.	6.	2327*	21T8247, U.	6.	2397*	(Radio Ch.)	3.	1333
21CD7915, U.			21T847, U, 21T8477, U.	6.	2397*	710V2	2.	906
21CD7916, U.	6.	2301*	21T8478, U.	6.	2397*	711V1, 711V2, 711V3	2.	907
21CD7917, U.			21T8479, U.			730TV1, 730TV2		
21CD7935, U.			21T8480, U.	5.	2026	(Radio Ch.)	2.	906
21CD7936, U.	6.	2327*	21T8481, U.	6.	2202*	910KG, 911K	1.	414
21CD7956, U.	6.	2327*	21T8482, U.	6.	2202*			
21CD7958, U.	6.	2327*	21T8483, U.	6.	2202*			
21CD7975, U.	6.	2327*	21T8484, U.	6.	2202*			
21CD7986, U.	6.	2327*	21T8485, U.	6.	2202*			
21CD7989, U.	6.	2327*	21T8486, U.	6.	2202*			
21CD7990, U.	6.	2327*	21T8487, U.	6.	2202*			
21CD7991, U.	6.	2327*	21T8488, U.	6.	2202*			
21CD7992, U.	6.	2327*	21T8489, U.	6.	2202*			
21CD7993, U.	6.	2327*	21T8490, U.	6.	2202*			
21CD7994, U.	6.	2327*	21T8491, U.	6.	2202*			
21CD7995, U.	6.	2327*	21T8492, U.	6.	2202*			
21CD7996, U.	6.	2327*	21T8493, U.	6.	2202*			
21CD7997, U.	6.	2327*	21T8494, U.	6.	2202*			
21CD7998, U.	6.	2327*	21T8495, U.	6.	2202*			
21CD7999, U.	6.	2327*	21T8496, U.	6.	2202*			
21CD8000, U.	6.	2327*	21T8497, U.	6.	2202*			
21CD8001, U.	6.	2327*	21T8498, U.	6.	2202*			
21CD8002, U.	6.	2327*	21T8499, U.	6.	2202*			
21CD8003, U.	6.	2327*	21T8500, U.	6.	2202*			
21CD8004, U.	6.	2327*	21T8501, U.	6.	2202*			
21CD8005, U.	6.	2327*	21T8502, U.	6.	2202*			
21CD8006, U.	6.	2327*	21T8503, U.	6.	2202*			
21CD8007, U.	6.	2327*	21T8504, U.	6.	2202*			
21CD8008, U.	6.	2327*	21T8505, U.	6.	2202*			
21CD8009, U.	6.	2327*	21T8506, U.	6.	2202*			
21CD8010, U.	6.	2327*	21T8507, U.	6.	2202*			
21CD8011, U.	6.	2327*	21T8508, U.	6.	2202*			
21CD8012, U.	6.	2327*	21T8509, U.	6.	2202*			
21CD8013, U.	6.	2327*	21T8510, U.	6.	2202*			
21CD8014, U.	6.	2327*	21T8511, U.	6.	2202*			
21CD8015, U.	6.	2327*	21T8512, U.	6.	2202*			
21CD8016, U.	6.	2327*	21T8513, U.	6.	2202*			
21CD8017, U.	6.	2327*	21T8514, U.	6.	2202*			
21CD8018, U.	6.	2327*	21T8515, U.	6.	2202*			
21CD8019, U.	6.	2327*	21T8516, U.	6.	2202*			
21CD8020, U.	6.	2327*	21T8517, U.	6.	2202*			
21CD8021, U.	6.	2327*	21T8518, U.	6.	2202*			
21CD8022, U.	6.	2327*	21T8519, U.	6.	2202*			
21CD8023, U.	6.	2327*	21T8520, U.	6.	2202*			
21CD8024, U.	6.	2327*	21T8521, U.	6.	2202*			
21CD8025, U.	6.	2327*	21T8522, U.	6.	2202*			
21CD8026, U.	6.	2327*	21T8523, U.	6.	2202*			
21CD8027, U.	6.	2327*	21T8524, U.	6.	2202*			
21CD8028, U.	6.	2327*	21T8525, U.	6.	2202*			
21CD8029, U.	6.	2327*	21T8526, U.	6.	2202*			
21CD8030, U.	6.	2327*	21T8527, U.	6.	2202*			
21CD8031, U.	6.	2327*	21T8528, U.	6.	2202*			
21CD8032, U.	6.	2327*	21T8529, U.	6.	2202*			
21CD8033, U.	6.	2327*	21T8530, U.	6.	2202*			
21CD8034, U.	6.	2327*	21T8531, U.	6.	2202*			
21CD8035, U.	6.	2327*	21T8532, U.	6.	2202*			
21CD8036, U.	6.	2327*	21T8533, U.	6.	2202*			
21CD8037, U.	6.	2327*	21T8534, U.	6.	2202*			
21CD8038, U.	6.	2327*	21T8535, U.	6.	2202*			
21CD8039, U.	6.	2327*	21T8536, U.	6.	2202*			
21CD8040, U.	6.	2327*	21T8537, U.	6.	2202*			
21CD8041, U.	6.	2327*	21T8538, U.	6.	2202*			
21CD8042, U.	6.	2327*	21T8539, U.	6.	2202*			
21CD8043, U.	6.	2327*	21T8540, U.	6.	2202*			
21CD8044, U.	6.	2327*	21T8541, U.	6.	2202*			
21CD8045, U.	6.	2327*	21T8542, U.	6.	2202*			
21CD8046, U.	6.	2327*	21T8543, U.	6.	2202*			
21CD8047, U.	6.	2327*	21T8544, U.	6.	2202*			
21CD8048, U.	6.	2327*	21T8545, U.	6.	2202*			
21CD8049, U.	6.	2327*	21T8546, U.	6.	2202*			
21CD8050, U.	6.	2327*	21T8547, U.	6.	2202*			
21CD8051, U.	6.	2327*	21T8548, U.	6.	2202*			
21CD8052, U.	6.	2327*	21T8549, U.	6.	2202*			
21CD8053, U.	6.	2327*	21T8550, U.	6.	2202*			
21CD8054, U.	6.	2327*	21T8551, U.	6.	2202*			
21CD8055, U.	6.	2327*	21T8552, U.	6.	2202*			
21CD8056, U.	6.	2327*	21T8553, U.	6.	2202*			
21CD8057, U.	6.	2327*	21T8554, U.	6.	2202*			
21CD8058, U.	6.	2327*	21T8555, U.	6.	2202*			
21CD8059, U.	6.	2327*	21T8556, U.	6.	2202*			
21CD8060, U.	6.	2327*	21T8557, U.	6.	2202*			
21CD8061, U.	6.	2327*	21T8558, U.	6.	2202*			
21CD8062, U.	6.	2327*	21T8559, U.	6.	2202*			
21CD8063, U.	6.	2327*	21T8560, U.	6.	2202*			
21CD8064, U.	6.	2327*	21T8561, U.	6.	2202*			
21CD8065, U.	6.	2327*	21T8562, U.	6.	2202*			
21CD8066, U.	6.	2327*	21T8563, U.	6.	2202*			
21CD8067, U.	6.	2327*	21T8564, U.	6.	2202*			
21CD8068, U.	6.	2327*	21T8565, U.	6.	2202*			
21CD8069, U.	6.	2327*	21T8566, U.	6.	2202*			
21CD8070, U.	6.	2327*	21T8567, U.	6.	2202*			
21CD8071, U.	6.	2327*	21T8568, U.	6.	2202*			
21CD8072, U.	6.	2327*	21T8569, U.	6.	2202*			
21CD8073, U.	6.	2327*	21T8570, U.	6.	2202*			
21CD8074, U.	6.	2327*	21T8571, U.	6.	2202*			
21CD8075, U.	6.	2327*	21T8572, U.	6.	2202*			
21CD8076, U.	6.	2327*	21T8573, U.	6.	2202*			
21CD8077, U.	6.	2327*	21T8574, U.	6.	2202*			
21CD8078, U.	6.	2327*	21T8575, U.	6.	2202*			
21CD8079, U.	6.	2327*	21T8576, U.	6.	2202*			
21CD8080, U.	6.	2327*	21T8577, U.	6.	2202*			
21CD8081, U.	6.	2327*	21T8578, U.	6.	2202*			
21CD8082, U.	6.	2327*	21T8579, U.	6.	2202*			
21CD8083, U.	6.	2327*	21T8580, U.	6.	2202*			
21CD8084, U.	6.	2327*	21T8581, U.	6.	2202*			
21CD8085, U.	6.	2327*	21T8582, U.	6.	2202*			
21CD8086, U.	6.	2327*	21T8583, U.	6.	2202*			
21CD8087, U.	6.	2327*	21T8584, U.	6.	2202*			
21CD8088, U.	6.	2327*	21					

Name & Model or Chassis No.	Vol. No.	Diag. No.
RCA VICTOR (cont'd)		
RC-616H	2	897
RC-616J,K	3	1325
RC-616N	3	1325
RC-618, RC-618A (Model 8V90)	2	897
RC-618, RC-618B, RC-618C (Model 9W101)	3	1328
RC-622	3	1318
RC-1004E	1	419
RC-1011	1	431
RC-1017, RC-1017A	1	429
RC-1023B	1	397
RC-1034	1	138
RC-1037, RC-1037A	1	138
RC-1038, RC-1038A	1	436
RC-1040, RC-1040A	1	435
RC-1040C	2	895
RC-1045	2	899
RC-1046	2	900
RC-1050, RC-1050B	2	900
RC-1057A	2	903
RC-1057B	4	1680
RC-1060, RC-1060A	2	896
RC-1064 (Model 8X53)	2	898
RC-1064 (Model 65X1)	1	138
RC-1068	3	1326
RC-1070A	3	1322
RC-1077, A,B	3	1332
RC-1079, A,B,C	3	1329
RC-1079K,L	4	1671
RC-1082	3	1319
RC-1085, A	3	1331
RC-1085B	4	1678
RC-1087	3	1317
RC-1088, A	3	1320
RC-1090	3	1323
RC-1092	3	1327
RC-1094	4	1669
RC-1096	4	1670
RC-1096A	4	1682
RC-1102	4	1673
RC-1110	4	1671
RC-1111, A	4	1676
RC-1115	4	1674
RC-1117A	4	1677
RC-1117B	4	1676
RC-1117C	4	1677
RC-1117D	5	2014
RC-1120, A	4	1675
RC-1121, A	4	1679
RC-1125	6	2262*
RC-1129	5	2016
RC-1134	5	2020
RC-1140	5	2018
RC-1141	5	2019
RC-1142	5	2017
RC-1146A	6	2193*
RC-1148A	5	2022
RC-1150	5	2023
RC-1153, A	6	2232*
RC-1154, A	6	2265*
RC-1155	6	2232*
RC-1156, A	6	2254*
RC-1162, RC-1163	6	2305*
RC-1166	6	2330*
RC-1167, A	6	2331*
RC-1168, A	6	2344*
RK-121	1	448
RK-121A	3	1233
RK-135, RK-135A, RK-135A-1	3	1324
RK-135D	3	1321
RK-191	5	2028
RS-1147	5	2021
5378	6	2374*
RADIOLA		
61-1, 61-2, 61-3, 61-5	1	397
61-8, 61-9	2	898
61-10	1	399
75ZU	2	908
76ZX11, 76ZX12	2	909
RADIO CRAFTSMEN (Also See Craftsmen)		
RC-1 (Tuner)	2	910

Name & Model or Chassis No.	Vol. No.	Diag. No.
RADIO CRAFTSMEN (cont'd)		
RC-10	3	1334
10	4	1683
800	4	1684
RADIONIC		
6W	1	167
YF2N, Y728	2	911
RADIO RECEPTOR		
C-1709-P	5	2029
HF155	6	2184*
HF255	6	2237*
HF355	6	2259*
RAY ENERGY		
AD	1	449
AD4	1	453
SRB-1X	1	450
RAYTHEON		
C-1735A, C-1736A	4	1685
C-2108A, C-2110A, C-2111A	4	1686
C-2112A, C-2113A, C-2114A, C-2115A, C-2116A, C-2118A	4	1687
C-2137A, C-2138A	5	2030, 2031
C-2401A, C-2402A CR-41, A, CR-42, A, CR-43, A	5	2031
FR81A, FR82A	4	1688
M-2131A	5	2032
PR-51, A	5	2030, 2031
RC-1618A, B, RC-1619A, B	5	2033
RC-1718A, B, RC-1719A, B	3	1336
RC-1720A	4	1689
UC-2139A, UC-2141A, UC-2142A	5	2030
UC-2144A, UC-2145A	5	2030
UC-2167, UC-2168	6	2151*
UC-2403A, UC-2404A, UC-2405A, UC-2406A	5	2030
UHF-100	4	1690
UM-2133A, UM-2134A, UM-2135A, UM-2136A, UM-2182C, G, UM-2183A, C, G, K	5	2030
5R-10B, 5R-11W, 5R-12R	6	2162*
10AXF43	3	1335
Chassis		
4F12, A	5	2033
5D166	6	2162*
9AF25A	6	2032*
21T8	6	2030*
21T11	6	2030*, 2031*
21T26AGH	6	2151*
21T193AGH	6	2151*
21T274AGH	6	2151*
24T2	5	2030
24T3	5	2031
RECORDIO		
6B10, 6B20, 6B30, 6B32	1	451
7D42, 7D44	2	912
7E40, 7E44	2	913
9G10	3	1337
9G40M, 9G42	3	1338
9H40B	3	1339
Chassis		
7D1	2	912
REGAL		
BP48	2	914
C-527	4	1691

Name & Model or Chassis No.	Vol. No.	Diag. No.
REGAL (cont'd)		
CR-751	2	915
CR-762	4	1692
L76	1	171
P-175	4	1693
W700, W800, W801	1	171
W900, W901	1	454
17HD36, 19C36, 19D36, 20C36, 20D36, 20HD36 (Radio Ch.)	4	1694
205	2	916
271	4	1693
575	4	1695
747	2	917
777	2	918
1049	1	452
1107	2	919
1500	2	920
1749	2	921
1877	4	1696
7251	2	922
REGENCY		
RC-600	4	1697
REMLER		
MP-5-5-3	1	173
5300B, 5300B1, 53001	2	923
5310	2	924
5400, 5410	2	925
5500, 5505, 5510, 5515, 5520, 5530	2	926
6000	3	1340
ROLAND		
5P4	5	2034
5T2M	4	1698
5T5	5	2035
5T6	6	2227*
5T7, 5T9	6	2213*
5X1, 5X2, 5X3, 5X4	5	2036
5X6U	6	2228*
6P2	5	2034
6T1M	4	1699
6T6	6	2242*
8FT1M	4	1700
8XFM	4	1701
8XF3-M, 8XF4-M	5	2037
10TF1	5	2038
10XFI	5	2039
10XF2	6	2208*
ROYAL		
AN150	4	1702
SCOTT (E. H.)		
16A	2	927
310	4	1703
510	3	1341
515	4	1704
800-B	1	456
1000	4	1705
1510	4	1706
2000	5	2040
2510	5	2041
9052	5	2042
SCOTT (H. H.)		
310-A	6	2180*
SENTINEL		
L-2841, L-284NA, L-284NI, L-284NR, L-284W	2	928
1U-284CA	2	928
1U-2841, 1U-284NA, 1U-284NI, 1U-284W	1	26
1U-285, 1U-285P	1	261
1U-2931	1	459
1U-293CT	2	929
1U-293T, 1U-293W	1	459

Name & Model
or Chassis No.

Vol.
No.

Diag.
No.

SENTINEL (cont'd)

1U-2941,1U-294N,		
1U-294T,1U-294W	1.	459
1U-312PG,1U-312PW	3.	1342
1U-3131,1U-313W	2.	935
1U-314E,1U-314I,		
1U-314W	2.	928
1U-316PM,1U-316PT	2.	937
1U-335PG,PI,PM,PW	3.	1343
1U-338-I,1U-338-R,		
1U-338-W	3.	1345
1U-339-K	3.	1345
1U-340-C	3.	1345
1U-343	4.	1707
1U-344	4.	1708
1U-345P	4.	1709
1U-416	3.	1346
1U-419,1U-420	3.	1346
1U-420B	3.	1347
1U-423,1U-423B,		
1U-423-17	3.	1347
1U-424,1U-424-17	3.	1347
1U-425	3.	1347
1U-428,1U-429,1U-430,		
1U-431,1U-432,		
1U-435	3.	1347
1U-438,1U-439,1U-440,		
1U-441,1U-443,		
1U-444,1U-446,		
1U-447,-A,1U-448,		
-A,1U-449,-A,1U-450,		
-A,1U-451,-A	4.	1710
1U-520,1U-521,		
1U-522,1U-523,		
1U-525	5.	2043
1U-542	5.	2043
1U-562,1U-564	5.	2043
1U-581,1U-582		
1U-584,1U-585	5.	2044
1U-921,1U-924,		
1U-991	5.	2045
1U-1202C,1U-1205C,		
1U-1208C	6.	2243*
1U-1212,1U-1215,		
1U-1218	6.	2243*
263,264,273	1.	459
284GA	2.	928
284N,284NA,		
284NI,284W	1.	26
285P	1.	261
289T	1.	23
292K	1.	454
293 Series	1.	459
293CT	1.	459
293I	2.	929
293T,293W	1.	459
294I,294N,294T	1.	459
295T	2.	930
296B,296M	2.	775
302-T,302-T,302-W	2.	932
305-I,305-I-3,305-W,		
305-W3	2.	933
309-I,309-N,		
309-R,309-W	2.	934
313-I,313-W	2.	935
314-E,314-I,314-W	2.	928
315-I,315-W	2.	929
316PM,316PT	2.	937
332	2.	935
333	2.	929
335PG,PI,PM,PW	3.	1343
338-I,338-R,338-W	3.	1344
339-K	3.	1345
340-C	3.	1345
343	4.	1707
344	4.	1708
345P	4.	1709
416,419,420	3.	1346
420B	3.	1347
423,423B,423-17	3.	1347
424,424-17	3.	1347
425,428,429,430,431,		
432,435	3.	1347
438,439,440,441,443,		
444,446,452,453	4.	1710

Chassis

CR-739	6.	2207*
--------	----	-------

Name & Model
or Chassis No.

Vol.
No.

Diag.
No.

SETCHELL CARLSON

416	1.	192
427	2.	938
437	2.	939
447	2.	940
458-RD	3.	1348
469	3.	1349
570	3.	1350
SIGNAL		
AF252	2.	942
241	2.	941
341-A,341-T	2.	943
SILVERLINE		
63A,64	5.	2046
SILVERTONE		
R-381	1.	460
R-1161	1.	458
5,6	4.	1711
10,11	4.	1712
15,16,18	4.	1713
25,27	4.	1714
41,41A	3.	1351
51,53	3.	1352
54,56	3.	1352
64,65,67	3.	1353
69	4.	1715
102A	4.	1716
106,107(Ch. 132.889-2)	4.	1717
112	3.	1354
120	3.	1354
125	3.	1355
141(Ch. 132.889-2)	4.	1717
143,143A	3.	1356
144(Radio Ch.)	4.	1718
150-14,163-16	4.	1719
179-16,180-16,194-16,		
195-16	3.	1357
220,222,223,224	3.	1358
225	3.	1359
771	1.	458
1017,1018	4.	1720
1040,A,1045,A	4.	1721
1052,A,1053,A,1054,A,		
1055,A	4.	1722
1058,1059		
1062,1063	4.	1723
1771	1.	458
1781,1781A	1.	462
2003,2004,2005,2006	4.	1724
2009,2010,2011,2012,		
2013	4.	1725
2011	1.	73
2014,2015,2016,		
(Ch. 132.021)	4.	1722
2014,2015,2016		
(Ch. 132.40500)	6.	2244*
2022	4.	1722
2023,2024,2025,		
2026,2027	4.	1712
2028	4.	1728
2051	1.	73
2056,2060,2061	4.	1727
2063,2064	4.	1723
2200,2202,2203	4.	1728
2225	4.	1729
2276,2277	5.	2047
2411	1.	73
2461	1.	458
2511	1.	73
2761	1.	458
3004	5.	2048
3025,2026,3027	5.	2049
3040	4.	1730
3040A	5.	2050
3045,3046	4.	1730
3052,3053,3054,3055	5.	2051
3058,3059,3063,		
3064,3067	5.	2052
3068	5.	2053
3106	4.	1515
3109,3110B,3112B	5.	2054
3136	5.	2077

* Signifies Coverage in this Volume

Name & Model
or Chassis No.

Vol.
No.

Diag.
No.

SILVERTONE (cont'd)

3150L,3151B,C	5.	2054
3170D	5.	2054
3175	4.	1515
3181,3185	5.	2077
3200,3202,3203	5.	2055
3276,3277	5.	2047
3376,3377	5.	2056
4016,4017	5.	2057
4025,4026	5.	2058
4041,B	5.	2059
4045A,B,C		
4046A,B,C	5.	2060
4056,4057	5.	2061
4068A	5.	2062
4111	5.	2054
4112B	5.	1844
4113,4114,4115,4116,		
4117,4118,4119	5.	2054
4126,4127	5.	2054
4127A	5.	2063
4128,4129	5.	2054
4131,4139	5.	2054
4140D,4143D,		
4145D,4149	5.	2054
4150D,4153D,4155D	5.	2054
4200	5.	2064
4204,4206	5.	2065
4225	5.	2066
4608,4609	1.	461
4628,4629	1.	461
4636,4639	1.	461
4646,4649	1.	461
4666	1.	465
4667	1.	463
4686	1.	465
4728,4748	1.	461
4766	1.	465
4767,4777	1.	463
4781,4792	1.	465
4798	1.	463
5016,5017	6.	2173*
5045,5046	5.	2067
5101,A	5.	2068
5106,5107,A,5112A,C	5.	2068
5113B	5.	1844
5115,A,B,C,D,		
5117,A,C,D	5.	2068
5125,5127,A,B,C,		
5129,A,B,C,D	5.	2068
5131,A,B,C,D	5.	2069
5227	1.	466
5502	1.	460
5511,5511-A	1.	460
5571,5571-A	1.	460
5581	1.	458
5601-A	1.	458
5621	1.	458
6008,6009	1.	464
6011,6012	1.	467
6014,6015	6.	2244*
6016	1.	464
6016(Ch.132.820)	2.	944
6016(Ch.132.40500)	6.	2244*
6017,6018,6019	1.	464
6020,6021	6.	2198*
6022	1.	464
6025,6026	6.	2252*
6036,6038	1.	470
6045	6.	2249*
6046	1.	464
6046(Ch.528.34900)	6.	2249*
6047,6048,6049	1.	464
6050	1.	6
6051,6052	1.	468
6062,6063,6064	6.	2381*
6068A	6.	2398
6067	6.	2381*
6068	1.	464
6068(Ch.528.39800)	6.	2398*
6068A	6.	2398*
6069	1.	464
6069(Ch.528.39800)	6.	2398*
6069A	6.	2398*
6071	1.	6
6072	1.	469
6074,6079	1.	470
6092,6093	1.	466

Name & Model
or Chassis No.

Vol.
No.

Diag.
No.

SILVERTONE (cont'd)

6100	1.	73
6104,6105	1.	466
6106A,6111A	2.	945
6111	1.	466
6122,6132	1.	460
6136,6138	1.	470
6146,6148	1.	464
6157	1.	463
6158	1.	464
6190	1.	474
6200-A	1.	475
6220,6220-A	1.	475
6230,6230-A	1.	477
6285-A	1.	478
6286,6287	4.	1731
6293	3.	1360
6301	1.	474
6303	1.	476
6320	1.	480
6321,6322,6323,6324	1.	471
6325,6335,6336,6337	1.	472
6346,6346A	1.	472
6359,6360,6361,6362, 6363,6364	1.	472
6368,6379,6380, 6381,6382	1.	472
6407,6408,6409	1.	472
6421,6424	1.	471
6425,6435,6436,6437, 6438,6438-A,6438-B, 6439,6439-A,6440, 6441	1.	471
6446	1.	472
6447	1.	471
6449	1.	460
6490,6490-A	1.	472
6495,6497	1.	472
6551,6551	1.	482
6621,6661	1.	482
6721,6751,6751-A	1.	482
6761,6761-A	1.	482
6921	1.	482
6950	5.	2070
7006,7007	6.	2299*
7010(Ch.132,40000)	6.	2314*
7011,7012	6.	2314*
7020	6.	2335*
7021	1.	481
7021,7022 (Ch. 528.46600)	6.	2335*
7025 (Ch.132.807-2)	2.	946
7025,7025,7027, (Ch. 528.46700)	6.	2319*
7034	1.	479
7035	6.	2350*
7037	1.	483
7038	1.	484
7045,7046	6.	2312*
7048	1.	483
7049	1.	466
7053-A,AB,B	6.	2372*
7054(Ch.101.808)	1.	489
7054-A,AB,B (Ch. 528.47300)	6.	2372*
7057,7058	6.	2356*
7061-A,7062-A,7063	6.	2350*
7065	1.	73
7065(Ch.528.47800)	6.	2337*
7066	1.	73
7066(Ch.528.47800)	6.	2337*
7067	1.	466
7067(Ch.528.46220)	6.	2350*
7068	1.	466
7068(Ch.528.46220)	6.	2350*
7069,7070	1.	483
7071	1.	487
7080(Ch.101.809)	1.	486
7080(Ch.101.809-2)	2.	947
7080-A	2.	947
7085	2.	948
7086	2.	949
7090	1.	488
7100	1.	485
7102	2.	948
7103	2.	949
7104,7106	1.	491
7111	2.	950

Name & Model
or Chassis No.

Vol.
No.

Diag.
No.

SILVERTONE (cont'd)

7112	1.	491
7115,7116,7117	1.	490
7167,7168	1.	466
7200,7200	6.	2300*
7210	2.	951
7220	1.	475
7222	6.	2306*
7224	6.	2389*
7226(Ch.101.819A)	2.	952
7226(Ch.528.45800)	6.	2396*
7228	1.	410
7228(Ch.528.48700)	6.	2399*
7230	1.	395
7245	1.	492
7905	1.	396
7915	1.	408
8005	2.	953
8009	6.	2406*
8010(Ch.132.840)	2.	954
8010(Ch.528.50144)	6.	2406*
8011,8012	6.	2406*
8020	2.	955
8021,8022,8023	6.	2408*
8024	3.	1361
8025(Ch.478.206-1)	3.	1361
8025,8026,8027 (Ch. 528.53090)	6.	2403*
8050	2.	956
8051	2.	957
8065,8066	6.	2337*
8080	2.	958
8083,8083-A, 8084,8084-A	2.	947
8090	2.	959
8100,8101,8101-A, 8101-B,8101-C	2.	947
8103	2.	960
8105,8105A	2.	947
8124,8125,8126, 8127, A, B, C, 8128, A, B, C	2.	961
8132,8133	3.	1362
8200,8201	1.	475
8210	3.	1363
8220,8221,8222	1.	475
8224	6.	2389*
8226	6.	2396*
8230,8231	2.	952
9005,9006	3.	1364
9022	3.	1365
9101,9102	2.	947
9105	3.	1366
9115,9116	3.	1367
9122	3.	1362
9133,9134	3.	1368
9270	3.	1379
9280	3.	1370
41122,41292,41312,A	5.	2068

Chassis

100.111	3.	1356
100.174	5.	2053
100.176	5.	2062
100.201	4.	1715
100.425-2,4,-6	5.	2077
101.660-1A	1.	73
101.662-2B	1.	73
101.662-2D	1.	466
101.662-3C	1.	466
101.662-4E	1.	466
101.662-5F	2.	945
101.666-1B	1.	478
101.672-1A	1.	466
101.672-1B	1.	466
101.773	2.	961
101.800-1	1.	475
101.800-1A	1.	475
101.801-1A	1.	475
101.802,101.802-1	1.	477
101.807,101.807A	1.	481
101.808	1.	489
101.809	1.	486
101.809-1A	1.	486
101.809-1B	2.	947
101.809-2	2.	947
101.809-3C	2.	947

Name & Model
or Chassis No.

Vol.
No.

Diag.
No.

SILVERTONE (cont'd)

101.810	1.	488
101.811	1.	485
101.813	2.	956
101.814,101.814-1A	2.	948
101.817	1.	483
101.819A	2.	952
101.820	2.	951
101.821	2.	959
101.822,101.822A	2.	962
101.825,101.825-1A, 101.825-1B	1.	490
101.829	2.	947
101.829-1	3.	1362
101.831,101.831A, 101.831-1	2.	961
101.833	2.	947
101.835	2.	952
101.839	2.	957
101.846	3.	1362
101.852	2.	958
101.859	3.	1368
101.859-1,101.859-2	3.	1353
101.860	4.	1723
101.860-3	5.	2052
101.861,-1	4.	1727
101.864,101.866	3.	1362
110.451,110.452	1.	468
110.454	1.	469
110.466,110.466-1	2.	949
110.473	2.	960
132.011,-1, 132.012-1,132.021	4.	1722
132.022	4.	1725
132.024,-1,-2	4.	1724
132.026-3	4.	1727
132.028-6	5.	2061
132.027	4.	1722
132.045,-1	4.	1515
132.053,132.056	5.	2051
132.066	5.	2049
132.067	5.	2065
132.807-2	2.	946
132.816,132.816A	1.	467
132.820	1.	464
132.825-4	1.	6
132.826-1	1.	6
132.839	2.	953
132.840	2.	954
132.841	2.	955
132.858	3.	1364
132.871	3.	1365
132.875	3.	1366
132.877	4.	1713
132.881	4.	1711
132.884,-1,-2	4.	1713
132.887	3.	1352
132.888	3.	1352
132.889,-2	4.	1717
132.890	3.	1357
132.896,-1	4.	1712
132.08500	5.	1644
132.09000,132.09001	6.	2268*
132.39900	6.	2269*
132.40000	6.	2314*
132.40200	6.	2300*
132.40500	6.	2244*
132.42800	6.	2406*
135.245	3.	1351
434.140	2.	950
456.150-14,-18,-61	5.	2047
456.200-111,-112,-113, -114,-115,-121,-122, -123,-124,-125	5.	2056
478.206-1	3.	1361
478.222,478.224	3.	1367
478.240	4.	1718
478.257	3.	1355
478.289	3.	1354
478.311	3.	1354
478.319,478.338	4.	1719
528.168	3.	1370
528.171-1	3.	1359
528.173	3.	1358
528.194	4.	1721
528.210,-1	4.	1720
528.229	4.	1728
528.230	4.	1728

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
SILVERTONE (cont'd)			SONORA (cont'd)			SPARTAN (cont'd)		
528.233	4	1729	306	3	1372	8W10	3	1374
528.253, 528.254	4	1730	314, 315, 379	5	2071	8-46	1	499
528.259	5	2055	389, 390	5	2072	8-57	2	979
528.261, 528.263, -1, -2,			401	2	969	9L8A	3	1376
528.264, -1, -2,			441, 442	5	2071	10-77PA	1	504
528.266, -1	5	2054	458, 459	5	2073	12L7	2	978
528.268	5	2063	477, 478	5	2071	29U213	5	2074
528.270, 528.286	5	2054	502	6	2296*	29U273	5	2075
528.304, -1	5	2059	568	6	2332*	417, 417A	2	974
528.306	5	2058	585	6	2332*	686A	2	976
528.307	5	2066	604	6	2296*			
528.311	5	2050	606	6	2323*			
528.312, -1	5	2060	615	6	2323*			
528.6286, -1, -3,						STARRETT		
528.6287, -1, -3	4	1731				Gotham	3	1377
528.6293-2	3	1360	SOUND, INC.			John Hancock	3	1378
528.31500, 528.31600,			5R2	2	973			
528.31700	5	2068				STEELMAN		
528.33200	5	2069	SPARTAN			AF1100	4	1733
528.33800, 528.33900	5	2068	Chassis			3A18U	6	2228*
528.34200	5	2068	CR-712	6	2207*	3AR5	5	2076
528.34600, 528.34601,			CR-741AA	6	2207*	3AR6-1, 3AR6U-1	6	2228*
528.34602, 528.34603	5	2068				3AR6UA-6	6	2228*
528.34900	5	2067	SPARTAN			6000	4	1734
528.34900	6	2249*	4AW17, 4AW17A	2	974			
528.34900	6	2398*	5AM26PS	1	500	STEWART WARNER		
528.39900	6	2381*	5A116	2	974	A51T1, A51T2,		
528.40400	6	2252*	5AW06	1	503	A51T3, A51T4	1	515
528.40700	6	2398*	5AW16	2	974	A61CR1, A61CR2,		
528.45800	6	2396*	6AM06	2	975	A61CR3, A61CR4	2	985
528.46000, 528.46001	6	2356*	6AW26PA	1	502	A61P1, A61P2, A61P3	2	986
528.46200, 528.46220	6	2350*	6-6A	2	976	A72T1, A72T2,		
528.46400	6	2389*	7AM46, 8AM46	1	499	A72T3, A72T4	2	987
528.46800	6	2335*	10AB76-PA,			A92CR3, A92CR5,		
528.46700, 528.46701	6	2319*	10AB76-PA,			A92CR6, A92CR8,	2	720
528.47200	6	2312*	10BM76-PA,			B51T1, B51T2, B51T3	2	988
528.47300	6	2372*	10BW76-PA	1	504	B61T1, B61T2	2	717
528.47800	6	2337*	100, 101	2	974	B72CR1	2	990
528.48000	6	2308*	121	2	977	C51T1, C51T2	2	989
528.48700, 528.48701	6	2369*	141	2	977	R3581, R3589	1	513
528.53040	6	2406*	141A	3	1373	R3861, R3869	1	513
528.53090	6	2303*	141XX	3	1374	01-5H	1	509
547.245	4	1716	150, 151, 152, 155	3	1375	01-6A, 01-6B, 01-6C	1	509
549.100-3	5	2070	1000, 1001, 1003	2	978	01-6D, 01-6DX	1	507
725.101-1	4	1734	1005, 1006, 1007, 1008	2	979	01-6F, 01-6FX	1	509
757.110	5	2048	1010	2	980	01-6G, 01-6GX	1	507
757.130	5	2064	1015	1	504	01-6CT, 01-6CT-Z,		
757.140	5	2057	1020, 1021, 1023	2	978	01-9A, 01-9A-Z	1	506
757.150	6	2173	1030, 1030A,			010-6AX, 010-6BX,		
			1031, 1031A	2	981	010-6CX	1	509
SIMPSON			1051, 1052	2	982	11-6U, 11-6U-Z	1	505
CA-5	2	963	1058, 1059, 1060,			11-7A1, 11-7A9	1	508
VWV2	1	494	1061, 1064, 1072	2	977	11-8D, 11-8F, 11-8R	1	510
			1080	3	1376	11-8R8, 11-8R9	1	508
SKY KNIGHT			1080A	3	1373	11-9B, 11-9B-Z	1	506
			1081	3	1376	11-10A	1	510
CB-500-P	1	6	1081A	3	1373	21C-9325F, G	5	2077
			1210, 1211	3	1374	21C-9340E, K, KB, L,		
SKY ROVER			4900TV (Radio Ch.)	3	1376	LB, M, MB, P	5	2077
			4916, 4917, 4918			21T-9340A, B, D, R, RB,		
N5-RD-250,			(Radio Ch.)	4	1732	S, T	5	2077
N5-RD-251	1	20	5082, 5083 (Radio Ch.)	3	1374	51T46, 51T56	2	983
			5088, 5089, 5090			51T126, 51T136,		
SONORA			(Radio Ch.)	3	1374	51T146, 51T176	1	20
RD-207, RBU-176	1	451	5182, 5183, 5188, 5189	3	1374	61T16, 61T26	1	20
RCU-306	1	495	(Radio Ch.)	3	1374	61TR36, 61TR46	1	511
RDU-309	1	189	23312, 23318,			62T16	1	512
RET-210	2	964	23322, 23323	5	2074	62T36	1	20
RGMF-212, ROMF-230,	2	965	24542, 25544	5	2075	62TC16, 62TC26,		
RKRU-215	1	498				62TC36	1	512
RMR-219, RMR-220	1	496	Chassis			72CR16, 72CR26	1	510
RMR-245	1	496	PC-5-6-26	1	502	205GA, 205GZ	1	513
RQU-222	1	501	4E10	3	1375	9000-B, 9001-C,		
RX-223	1	497	5A7	2	974	9001-D, 9001-E,		
WBRU-239	2	966	5-06	1	503	9001-F, 9002	1	20
WDU-233, WDU-249	2	967	5-16	2	974	9002A, 9002B,		
WEU-262	2	968	5-26PS	1	500	9002P, 9002R	2	984
WKRU-254A	2	969	6B9	2	982	9003	1	514
WLRU-219A,			6L8	2	981	9004	1	510
WLRU-220A	2	970	6S10	4	1732	9005-A, 9005-B	1	14
WLRU-254A	2	970	6-06	2	975	9007-A, 9007-F,		
100	2	971	7L7	2	980	9007-G	1	516
101, 102	2	972	7-46	1	499	9014-E	1	20
171, 172	3	1371	8L9	2	977	9017	1	20
			8L10	3	1373	9104-A, -B, -C	3	1379
						9108A, B, 9113A	3	1380

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
STEWART WARNER			STUDEBAKER			SYLVANIA (cont'd)		
9121-A,-B,9122-A	4	1735	AC-2113	4	1744	24T101 Series	6	2287*
9150-B,-D,-DZ	4	1738*	AC-2301	4	1745	24T201 Series	6	2287*
9151-A	3	1381	SUPREME			24T301 Series	6	2218*
9152-A,-B,-C	3	1382	(Ch. 1-533-2)			24T301 Series	6	2287*
9154-C,-CZ	4	1737	(Ch. 1-533-8)			105BU,105MU	4	1747
9161-A,-B,-C	4	1738	750			105-14"U" Series	5	2083
9182A,B,9164-A,-B	4	1739	UTCO			120BU,120MU	4	1747
9165-A,-B	4	1740	21-A (UHF Conv.)			120-14"U" Series	5	2083
9182-C,-H,-J	5	2078	SWANK			126BU,126LU,126MU	4	1747
9203-A (Radio Ch.)	4	1735	DUI01			172KU,172MU,175BU,	4	1747
STRATOVOX			175LU,175MU			175-18"U" Series	5	2083
579-1-58A	1	120	SYLVANIA			176BU,176MU,177BU,	4	1747
STROMBERG-CARLSON			177MU			178B,178BU,178M,	4	1747
AWP-8	6	2181*	178MU			300"U" Series, 301"U"	5	2083
HFRP	6	2217*	C32M			Series	5	2083
K-22CB,CM,HB,HCB,	6	2185*	1-075			306"U" Series	5	2083
HCM,HCV,HM,HW,			1-076			325"U" Series,	5	2083
TB,TM,TQ			1-090			326"U" Series	5	2083
KH-22CB,CM,HB,HCB,	6	2185*	1-113,1-114			331"U" Series,	5	2084
HCM,HCV,HM,HW,			1-124,1-125			336"U" Series	5	2084
TB,TM,TQ			1-125-1			372"U" Series,	5	2083
SR-401	4	1741	1-128			373"U" Series	5	2083
SR-405 (Series 103)	6	2079	1-177			375"U" Series,	5	2083
SR-406	6	2343*	1-197			376"U" Series,	5	2083
SR-407	6	2338*	1-197-1			377"U" Series	5	2083
TC-10	3	1383	1-210			386BU,MU	5	2084
TC-19	3	1384	1-245,1-246			410"U" Series	5	2083
TS-15,TS-16,TS-125	3	1385	1-245-1,1-246-1			511"U" Series	5	2085
16CM,16TM	3	1386	1-247			514"U" Series	5	2085
16RP (TV Ch.)	3	1386	17P101, J Series			518"U" Series	5	2086
16RP (Radio Ch.)	2	997	17P102 Series,			529"U" Series	5	2083
17CM,17TM	3	1386	17P103 Series			540B,BA,540H,HA,	3	1393
17RP (TV Ch.)	3	1386	17P201 Series			540M,MA	4	1749
17RP (Radio Ch.)	2	997	21C401 Series			RE,YE	5	2087
21TM,TQ,22TM,TQ	5	2080	21C402 Series			543	5	2087
24 Series	4	1742	21C404 Series,			548	5	2086
116CM,116TM	3	1386	21C405 Series			593	5	2087
116RP (TV Ch.)	3	1386	21C407 Series,			596BU,596MU	5	2088
116RP (Radio Ch.)	2	997	21C408 Series,			598	5	2088
117 Series	3	1387A	21C409 Series			612"U" Series	6	2159*
119CDM,CM,119M5A,	3	1387A	21C501 Series,			614"U" Series	6	2159*
D,G,I,M,R,119RPM2			21C502 Series			622"U" Series	6	2159*
(TV Chassis)			(Ch. 1-533-2)			1110X	3	1394
119M5A,D,G,I,M,R,	3	1387B	21C501 Series,			1202DG,PI,TU	6	2284*
119RPM2 (Radio Ch.)			21C502 Series,			1210X	3	1394
621A Series,622Series			(Ch. 1-533-4)			2301DG,H	6	2365*
624 Series	5	2080	21C508 Series,			2302DG,H,PI	6	2333*
625 Series (TV Ch.)	5	2080	21C509 Series,			5130B,M,W	3	1395
625 Series (Radio Ch.)	5	2082	21C510 Series			5140B,M	3	1396
1100-H,1100-HI	1	517	21C511 Series			5150M	5	2086
1101-HB,1101-HI	1	454	21C601 Series			5848	3	1396
1101-HM			21C605 Series,			7110XFA,7120MFA,	3	1396
1101-HPW			21C607 Series			7130MFA	3	1396
1101-HW,1101-HY	1	519	21D802 Series			7140MA,7140WA	3	1396
1110PTW (Series 10-11)	1	519	21P101 Series,			7150M	3	1396
1121 (Series 10-11-12)	1	520	21T101 Series,			7160B	3	1396
1121-HW,1121-LW,	1	520	21T102 Series			Chassis		
1121MI-0,1121-M2-W,			21T103 Series			1-108	3	1391
1121-M2-Y			21T104 Series,			A&B	3	1390
1121-PFM,1121-PFW,	1	520	21T105 Series,			1-168	3	1391A
1121-PGM,1121-PGW,			21T106 Series			1-186	3	1392
1121-PLM,1121-PLW,			21T107 Series			1-274	3	1396
1121-PSM	1	520	21T108 Series			1-290	3	1395
1135-PFM,1135-PLM,			21T110 Series			1-357	3	1396
1135-PLW			21T113 Series,			1-381	3	1394
1200	2	992	21T114 Series,			1-437	3	1396
1200	2	991	21T115 Series			1-442	3	1396
1202	2	993	21T201 Series			1-504-1,-2,-4	4	1747
1204	2	994	(Ch. 1-533-2)			1-508-1,-2,-3	4	1747
1210M2-M,	2	995	21T201 Series			1-510-1,-2,-4	4	1747
1210M2-W,			(Ch. 1-533-4)			1-512-2,1-513-2,-4	5	2084
1210M2-Y			21T206 Series			1-514-4,-6,1-518-2,-6	5	2083
1210-PGW	2	995	21T207 Series,			1-522-2	5	2088
1220 Series			21T208 Series			1-526-2,-4,-6	6	2159*
1235 Series			21T211 Series			1-527-2	5	2085
1400	2	991	21T213 Series			1-530-2,-4,-6	5	2083
1407-PFM,	2	997	21T301 Series			1-532-4,-6	6	2287*
1407-PLM			21T303 Series			1-533-2	6	2218*
1500	3	1388	21C402 Series			* Signifies Coverage in this Volume		
1507	3	1389	24C601 Series					
1608	4	1743	24C603 Series					

Name & Model
or Chassis No.

Vol.
No.

Diag.
No.

SYLVANIA (cont'd)

1-533-4	6	2287*
1-537-4	6	2382*
1-539-2	6	2382*
1-540-2,-4	6	2382*
1-601-1	4	1749
1-602,-2,-3	5	2087
1-602-4,-5,-6,-7	5	2086
1-602-9	6	2333*
1-603-1	4	1746
1-615-1	6	2364*
1-615-2	6	2365*

TELEFUNKEN

"Elite"	6	2294*
"Jubilee"	6	2282*
"Operetta"	6	2291*
"Opus No. 6"(Ch.A,B)	6	2288*
"Opus No. 7"	6	2288*

TELESONIC

1835	1	6
1836	2	999
1842	1	167
1843	2	1000

TELEPHONE

TV-208	3	1397
TV-208TR	3	1398
TV-220	3	1398
TV-250	3	1399
TV-254,TV-255		
TV-256	3	1399
TV-282	3	1400
TV-283	3	1399
TV-284	3	1398
TV-285	3	1399
TV-300,TV-301(Ch.TW)	3	1401
TV-304,TV-305		
(Ch. TX)	3	1401
TV-306,TV-307		
TV-308	3	1398
TV-314	3	1402
TV-416	3	1403
TV-318,TV-322		
TV-323	3	1404
TV-324,TV-325		
TV-326	3	1405
TV-328,TV-329	3	1405
TV-330,TV-331		
TV-332,TV-333	3	1398
TV-335,TV-336	3	1405
TV-340,TV-345,TV-346		
TV-348,TV-352	3	1405
TV-358,TV-359	3	1405
100,100A,101	2	1001
109	1	258
111,113	2	1001
117-A	1	258
122,123,125,127		
130,131	2	1001
133,134	1	258
135	1	260
138	2	1002
142,143,144,145	2	1003
148	2	1004
150	2	1005
156	2	1006
157	2	1005
158	2	1006
159	2	1007
160	2	1009
161,162	2	1005
166,167,168	2	1005
171	2	1005
172	2	1006
174	2	1005
176	2	1006
185	2	1010
196	2	1008
206	3	1406
228	4	1750
235	4	1751

Chassis

Series A	2	1001
----------	---	------

Name & Model
or Chassis No.

Vol.
No.

Diag.
No.

TELEPHONE (cont'd)

Series AA	2	1007
Series AE	2	1005
Series AH	2	1010
Series AT	2	1008
Series BL	4	1750
Series BQ	4	1751
Series C,C,A,D	1	258
Series H	1	260
Series J	1	258
Series N	2	1002
Series R	2	1003
Series S	2	1004
Series T	2	1005
TAC	3	1398
TAH	3	1403
TAJ	3	1402
TAM	3	1404
TAO	3	1398
TAP,TAP-1,TAP-2	3	1405
TS	3	1399
TW,TX	3	1401
TY,TZ	3	1398
Series U	2	1006
Series Y	2	1009

TELEVOX

RP	2	1011
----	---	------

TEMPLE

E510	1	189
E511	1	11
E519	1	189
F611	1	324
F616	1	523
F617	1	524
G410	2	893
G513	2	1012
G515,G516	1	189
G518	2	564
G521	2	565
G522	2	564
G619	2	1013
G622	2	1014
G721,G722,G723	2	1015
G724	2	566
G725	2	567
G1430	2	1016
H822	2	1014

TEMPOTONE

500E Series	1	269
-------------	---	-----

TRAY-LER

12L50,12L50A	3	1407
14B50,A,14C50,A	3	1407
16G50A,16R50A		
16T50A	3	1407
20A50	4	1752
55-37,55-38	5	2089
62R50,63R50	4	1752
64R50,-1,-2		
65G50,-1,-2		
75A50,-1,-2	4	1752
219-8A,-8B	4	1753
521-R90,521-R91	6	2160*
621-R40	6	2160*
5000,5000-1	1	11
5002	1	73
5007,5008,5009,5010		
5011,5012	1	18
5015,5019	2	572
5020	1	73
5021	2	936
5022	3	1408
5027	2	571
5028,5029	2	574
5030,5031	2	572
5036	2	1017
5051	2	936
5060,5061	3	1409
5066	2	1005
5091	5	2091
5170	4	1754
5301	6	2092*

* Signifies Coverage in this Volume

Name & Model
or Chassis No.

Vol.
No.

Diag.
No.

TRAY-LER (cont'd)

5310	6	2093*
5372	6	2094*
5510	6	2180*
6040	2	1018
6050	2	1019

Chassis

11A2	4	1753
32A1	4	1752
104,105	1	18
109	1	73
800	2	936

TRUESTONE

D705	1	80
D634	1	466
D1015,D1016	1	40
D1034A,B,C	3	1410
D1042	1	45
D1046A,B,C,D	3	1410
D1070	1	43
D1117	1	525
D1118	1	182
D1124	1	48
D1145	1	41
D1172,D1176	1	41
D1202	1	182
D1215	1	40
D1224	1	48
D1234A,B,D1240A	4	1755
D1435A,D1436A	5	2095
D1644	3	591
D1645	1	38
D1645	1	39
D1747,D1748	2	568
D1752	2	798
D1835	2	1020
D1836,A	2	599
D1840	2	670
D1845	2	596
D1846A,B,C	2	599
D1949,D1950	2	1021
D1962(Radio Ch.)	3	1411
D1994(Radio Ch.)	3	1412
D2017,D2018	3	1413
D2020	3	1414
D2025A	3	1413
D2027A	3	1415
D2102A,B,D2103A,B	4	1756
D2127	1	181
D2133	1	526
D2145	1	1757
D2149	1	41
D2210,D2211	1	40
D2214A	4	1758
D2224	1	182
D2226	4	1759
D2237A	4	1760
D2261	1	48
D2263	4	1761
D2325-A	4	1762
D2383	4	1763
D2385	5	2096
D2410A,D2411A		
D2412A,D2413A	5	2097
D2410B,D2411B		
D2412B,D2413B	5	2098
D2418A,D2419A		
D2420A	5	2099
D2463	5	2100
D2553A	5	2101
D2560A	5	2102
D2610,D2611	1	527
D2612,D2613	1	20
D2615	1	529
D2616	1	528
D2616B	2	1022
D2619	2	1023
D2620	2	531
D2621	1	530
D2622	1	275
D2623	1	18
D2624	1	78
D2626	2	1024
D2630	1	78
D2634	1	125
D2640	2	1025

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
TRUETONE (cont'd)			VOGUE			WESTINGHOUSE (cont'd)		
D2642	1	275	553R,554R	1	11	H-186M,H-187	2	1049
D2644	1	13				H-188	2	1037
D2645	1	68	WALGREEN			H-190,H-191,A	2	1050
D2661	1	527				H-195	2	1048
D2663	1	4	568	1	14	H-198	3	1419
D2665	2	1026	571	1	117	H-202	2	1051
D2692	2	1027				H-203	3	1418
D2710	2	1028	WATTERSON			H-204	2	1051
D2718	2	1029				H-207AM	3	1418
D2745	1	38	4581,RC4581	1	73	H-207A(DX),H-207B(DX)		
D2748	2	1030	4582	1	11	(Radio Ch.)	3	1419
D2801A,D2802,A	6	2395*	ARC-4591A	1	73	H-212	3	1418
D2810	2	1031	4782	1	555	H-214,A	3	1420
D2815	2	1032	4790	1	132	H-217,A,B(Radio Ch.)	3	1419
D2819	2	1032	4800	2	1039	H-220	2	1050
D2919	2	1033				H-251	3	1432
D2963	3	1416	WECOR			H-300T5,H-301T5	3	1421
D3120A	4	1764	1691	6	2255*	H-302P5	3	1422
D3130A,B	4	1765				H-303P4,H-304P4	3	1423
D3210A	4	1766	WELLS-GARDNER			H-307T7,H308T7	3	1419
D3265A	4	1767				H-309P5,H-309T5	3	1424
D3619	1	95	A10 Series	1	61	H-310T5,H-310T5U		
D3630,N	1	73	A20 Series	1	64	H-311T5,H-311T5U	3	1425
D3720	2	1034	A22 Series,			H-312P4,H-312P4U		
D3721	2	1035	A23 Series,			H-313P4,H-313P4U		
D3722	2	811	A24 Series	1	60	H-314P4,H-314P4U		
D3789A	6	2390*	S2	1	64	H-315P4,H-315P4U	3	1426
D3806,D3810	2	633	T3 Series	1	64	H-316C7,H-317C7	3	1427
D3840	2	1036	WG-30A8-A-496	5	2105	H-318T5,U,H-320T5,U		
D4320,B,D4321,A	5	1881	1A17	1	46	H-321T5,U,H-322T5,U		
D4425B,D4426A	5	1881	1A29	1	45	H-323T5,U	3	1428
D4620	2	656	1A62 Series,1A62-A	1	183	H-324T7,H-325T7,U		
D4623A,D4624A,			1A63 Series,1A63-3,			H-326C7	3	1427
D4625A,D4626A	6	2304*	1A63-4	1	183	H-327T6U	3	1429
D4818	2	580	5A25S	1	72	H-328C7,U	4	1771
D5606A,D5609A	6	2268*	6A43,6A44	1	41	H-331P4,U,H-332P4	4	1772
2D1093A	3	1417	6A65 Series	1	47	H-334T7U,UR		
2D1094A	3	1410	6B10,6B16,6B18	1	532	H-335T7U	4	1771
2D1194A(Radio Ch.)	4	1768	7A40,7A41	1	45	H-336T5U,H-337T5U	3	1428
2D1315A	4	1769	7A65	1	526	H-338T5U,H-341T5U	4	1773
2D1316A	5	1829,	7D11 Series	1	182	H-342P5U	4	1774
		2103	8A50,8A51	1	45	H-345T5,H-346T5	4	1773
2D1325A	4	1769	8A51 Series	1	41	H-348P5,H-349P5	4	1774
2D1326A	5	1829,	37A10-551-S	6	2176*	H-350T7,H-351T7	4	1775
		2103	37A10-562	6	2176*	H-354C7	4	1776
2D1331A,B,2D1336A	5	1834	237A10-553-S	6	2176*	H-357C10	4	1777
2D1344A,B	4	1770	237A10-564	6	2176*	H-359T5,H-360T5	4	1778
2D1353A	5	2104	321MS39-322,-372-2,			H-361T5	4	1779
2D1356A	5	2077	-376-2	5	1834	H-368P5,H-369P5	4	1780
2D1415A,2D1416A,			2321MS39-324,-370,			H-370T7,H-371T7	4	1781
2D1426A	5	1829	-396-1	5	1834	H-382T5,H-383T5		
2D2312A	4	1769	WESTINGHOUSE			H-385T5,H-386T5		
2D2313A	5	1829,	H-17TU15A,B,C,E			H-387T5,H-388T5	4	1782
		2103	H-17TU17A,B,C,E	6	2322*	H-391T5,H-392T5	5	2106
2D2313C	5	1829	H-17TU177A,B,C,E	6	2322*	H-393T6	4	1783
2D2314A	4	1769	H-17TU207A,H-17TU238,	6	2322*	H-397T6,H-398T5	5	2107
2D2315A	5	1829,	H-104,A,H-105,A,			H-400P4,H-401P4		
		2103	H-107,A,H-108,A,			H-402P4,H-403P4	4	1784
2D2321A	4	1769	H-110,H-111	1	533	H-405P5,H-406P5	5	2108
2D2334A	5	1834	H-113,H-114,H-116,			H-420T5,H-421T5	5	2106
2D2414A,2D2415A,			H-117,H-119	1	535	H-422P4,H-423P4		
2D2422A,B	5	1839	H-122	1	534	H-424P4,H-425P4	5	2109
3D6000	5	1829	H-125,H-126	1	536	H-434T5,H-435T5		
			H-130	1	534	H-436T5,H-437T5		
ULTRADYNE			H-133	1	539	H-438T5	5	2110
L-46	1	35	H-137,H-138	1	533	H-443T5,H-444T5,A		
			H-147	2	936	H-445T5,A		
UNITONE			H-148,A	1	538	H-446T5,A	5	2111
			H-153,A	1	534	H-457T6,H-458T6		
			H-154	1	533	H-459T6,H-460T6	5	2112
			H-155,H-156	1	534	H-466R6,H-467R6		
5-16 Series,			H-157	2	1040	H-468R6	5	2112
5-46 Series	1	174	H-161	2	1041	H-469R12,H-470R12	5	2113
5A66,5B66,5C66,			H-164	2	1042	H-475T5,H-476T5		
5D66MPA	2	1037	H-165	2	1043	H-477T5,H-478T5	5	2114
8-16M	2	1038	H-166,H-167	2	1042	H-480C12	5	2113
			H-168,A,B	2	1041	H-482PR5	5	2115
VAN-CAMP			H-169	2	1044	H-486T5,H-487T5		
			H-171,A,C	1	534	H-488T5,H-489T5	5	2116
576-1-6A	1	144	H-178	2	1045	H-536T6	6	2168*
			H-182	2	1046	H-547T5,H-548T5		
VIEWTONE			H-183,A	2	1047	H-549T5,H-550T5	6	2238*
			H-185	2	1048	H-602K12	3	1430
RC-201A,RR-201	1	173				H-603C12	3	1431
						H-604T10,A	3	1432
						H-608C12	3	1431

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.
WESTINGHOUSE (cont'd)		
H-6097T10	3	1432
H-611C12, H-615C12	3	1433
H-633C17, H-634C17	3	1434
H-660C17, H-661C17 (Radio Ch.)	4	1777
H-667T17, H-668T17, (Ch. V-2217-2)	4	1785
H-673K21, H-676T21, (Ch. V-2217-2)	4	1785
H-678K17, H-679K17, (Ch. V-2217-2)	4	1785
H-681T17, (Ch. V-2217-2)	4	1785
H-688K24, H-689T16, H-690K21, (Ch. V-2117-2)	4	1785
H-692T21, H-695K21, H-696K17, (Ch. V-2217-2)	4	1785
H-700T17, H-701T17, H-701K21	4	1785
H-703K17, H-703K17, H-704T17, H-705K17	4	1785
H-710T21, H-711T21, (Ch. V-2217-2)	4	1785
H-713K21, H-714K21, (Ch. V-2217-2)	4	1785
H-715K21 (Ch. V-2217-2)	4	1785
H-720K21, H-721K21, (Ch. V-2217-2)	4	1785
H-722K21 (Ch. V-2217-2)	4	1785
H-730C21, H-732C21, H-733C21	4	1786
H-1251	1	536
WR-12X7	1	537
WR-12X8	1	411
WR-12X9, WR-12X12	1	397
WR-12X14	1	415
WR-12X15	1	137
WR-12X16	1	140
WR-13X8	1	411
WR-42X3	1	413
WR-42X4, -42X5	1	437
WR-42X7	1	413
WR-42X14, -42X15	1	437
WR-42X42	1	446
WR-158	1	443
WR-168, A	1	540
WR-170, -172, -175, -176	1	107
WR-186	1	537
WR-258	1	443
WR-260	1	541
WR-264	1	395
WR-270, WR-272	1	107
WR-274	1	102
WR-290	1	417
WR-366, -368, -370	1	420
WR-372, -373	1	107
WR-374	1	102
WR-398	1	417
WR-473, -474	1	107
WR-476	1	102
WR-480, -482, -484	1	537
Chassis		
V-2102, -1	1	533
V-2103	1	534
V-2103-3	3	1420
V-2107	1	539
V-2118	2	1041
V-2119-1	2	1042
V-2120	2	1043
V-2122	2	1040
V-2123	2	1045
V-2124-1	2	1044
V-2127	2	1047
V-2128, -1	2	1046
V-2128-2	2	1051
V-2130-21DX, 22DX	3	1419
V-2131, -1	2	1048
V-2132	2	1049
V-2133	2	1037
V-2134	2	1050
V-2136	3	1419
V-2136-1, -2	3	1427
V-2136-4, -5R	4	1771

Name & Model or Chassis No.	Vol. No.	Diag. No.
WESTINGHOUSE (cont'd)		
V2137	3	1418
V-2137-2	3	1419
V-2137-5U	4	1771
V-2148	3	1421
V-2150-41	3	1430
V-2150-61, A, B	3	1430
V-2150-81, -82, -84	3	1432
V-2150-91A, -94, -94C	3	1432
V-2151-1	3	1422
V-2152-01	3	1431
V-2152-18	3	1433
V-2153	3	1423
V-2153-1	3	1426
V-2156	3	1424
V-2156-1U	4	1774
V-2156-2, -1U	5	2108
V-2157, U, -1, -1U	3	1428
V-2157-2, -2U	3	1428
V-2157-3U	3	1428
V-2157-4U	4	1773
V-2157-6	4	1778
V-2157-10	4	1781
V-2157-11, -12	4	1782
V-2157-13, -14	5	2106
V-2161, U	3	1425
V-2164-2	4	1784
V-2173	3	1434
V-2180-1	4	1775
V-2180-2	4	1776
V-2180-3, -5	4	1777
V-2180-8	4	1780
V-2180-9, -10	4	1786
V-2180-13	5	2113
V-2181-1	4	1779
V-2182-2	4	1783
V-2184-2	5	2107
V-2188-1	5	2109
V-2189-2	5	2110
V-2189-4	5	2111
V-2189-7	6	2168*
V-2214-1, V-2215-1	4	1785
V-2216-1, -2, -3, -4, -5	4	1785
V-2217-1, -2, -3, -4, -5	4	1785
V-2218-1, -2, -11	4	1786
V-2219-1	4	1785
V-2229-1, -2, -3	5	2112
V-2229-5	5	2115
V-2236-1	5	2114
V-2336-2	5	2116
V-2261-1	6	2238*
V-2380-201	6	2322*
WOOLAROC		
3-1A, 3-2A	1	20
3-3A	1	25
3-4A	1	516
3-5A	2	574
3-6A, 5	2	1052
3-9A, 3-10A	1	385
3-11A	1	387
3-12A/3	2	1053
3-13A, 3-18A	2	1054
3-20A	1	364
3-29A	3	388
3-70A	2	1055
3-71A	2	761
3-81A	2	1016
ZENITH		
A600, L	6	2387*
G500	3	1435
G503	3	1436
G510, G510Y	3	1437
G511, G511W, G511Y	3	1438
G516	3	1439
G615, G615W, G615Y	3	1440
G680, G663, G665	3	1441
G723, G724	3	1442
G725	3	1443
G881, G882, G883, G884, G885	3	1444
G2322, G2340, R, G2346R, G2352E (Fine Tuning)	3	1445
G2322, G2340, R, G2346R, G2353E (Vol. Cont)	4	1807
G2402E, -EOX, -R, -ROX	3	1445

Name & Model or Chassis No.	Vol. No.	Diag. No.
ZENITH (cont'd)		
G2441, R, G2442E, R, G2448R (Fine Tuning)	3	1445
G2441, R, G2442E, R, G2448R (Vol. Cont)	4	1807
G2454R, -ROX	3	1445
G2951, R, OX, ROX, G2952, R, OX, ROX	3	1446
G2957, R, G2958R (Fine Tuning)	3	1445
G2957, R, G2958R, (Vol. Cont)	4	1807
G2957, R, G2958R (Radio Ch.)	3	1451
G3059, R, G3062 (Fine Tuning)	3	1445
G3059, R, G3062 (Vol. Cont)	4	1807
G3059R, G3062 (Radio Ch.)	3	1451
H-401, G	4	1787
H-500	4	1788
H-503, Y	4	1787
H511, H511W, H511Y	3	1442
H-615	4	1789
H-615Z1	4	1790
H661E, H661R, H665, R, RZ, Z	3	1447
H-664	4	1791
H723	3	1448
H723Z	3	1449
H-723Z2	4	1792
H724	3	1448
H-724Z, H-724Z1	4	1792
H725	3	1443
H880, H880R	3	1450
H880RZ	3	1451
H2029R, H2030E, H2030R, H2041R, H2052R, H2053E	4	1793
H2226R, R, H2227E, R	3	1452
H2250R, H2255E	3	1452
H2326E, E, Z, R, RZ, H2329R, RZ, H2330E, R	3	1453
H2341R	3	1453
H2352R, RZ, H2353E, E, Z	3	1453
H2437E, R	3	1454
H2438R, H2439R	3	1454
H2443E, H2445R, H2447R, H2449E (TV Ch.)	3	1454
H3074	4	1794
H3267, R (TV Ch.)	3	1454
H3267R (Radio Ch.)	3	1451
H3273E, H3274R, H3284R	4	1794
H3467R (TV Ch.)	3	1454
H3467R (Radio Ch.)	3	1455
H3469E (TV Ch.)	3	1454
H3469E (Radio Ch.)	3	1455
H3475R (TV Ch.)	3	1454
H3475R (Radio Ch.)	3	1455
H3477R (TV Ch.)	3	1454
H3477R (Radio Ch.)	3	1454
H3478E (TV Ch.)	3	1454
H3478E (Radio Ch.)	3	1455
H3490EQ	4	1794
HF772E, H, R	6	2383*
HF1180R	6	2360*
HF1182E	6	2360*
HF1284, E, G, L, Y	6	2360*
HFM1184E	5	2117
HFM1190R	5	2117
HFR845R	6	2152*
HFR1283E, HFR1286R	5	2118
HFR1290R	5	2118
HFX1283E	6	2219*
HFX1284E	6	2268*
HFX1286R	6	2219*
HFX1290R	6	2268*
J402	4	1795
J420T	4	1796
J514	4	1797
J615, F, G, W, Y	4	1796
J616	4	1797
J644, J656E, R	4	1799
J733, G, R, Y	4	1800
J880, J880R	4	1801

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.
ZENITH (cont'd)		
J1083E, EZ, J1086R, RZ,		
J1087, Z	4	1794
J2026R, J2027E, R,		
J2029E, R	4	1793
J3030E, R, J2031R,		
J2032R	4	1793
J2040E, J2042R,		
J2045R, J2044E, R	4	1793
J2049R	4	1793
J2050R, J2051E,		
J2053R, J2054R	4	1793
J2055R		
J2126R, J2127E, R,		
J2129E, R, J2130E, R,	4	1793
J2140E, J2142R,		
J2143R, J2144E, R,	4	1793
J2151E, J2153R, J2154R,		
J2155R	4	1793
J2888R, J2968R	4	1793,
	1801	
J3069E, J3169E	4	1793,
	1794	
K510, W, Y	4	1802
K515, K518	4	1797
K526, W, Y	4	1803
K822, F, G, W	4	1797
K666R	4	1804
K725, F, G	4	1804
K777E, R	4	1805
K1812E, -3,		
K1812R, -3	4	1806
K1815E, R	4	1806
K1820E, R	4	1806
K1846E, R	4	1806
K1850E, R	4	1806
K1880R	4	1806
K2229E, -3, R, R-3	4	1806
K2230E, R, K2235E, R	4	1806
K2240E, R	4	1806
K2258E, R	4	1806
K2260R-3	5	2119
K2262R, K2263E	4	1806
K2263E-3	5	2119
K2266R	4	1806
K2266R-3	5	2119
K2267E	4	1806
K2267E-3	5	2119
K2268R	4	1806
K2270R, R, K2271H	4	1806
K2271H-3	5	2119
K2286R	4	1806
K2286R-3 (TV Ch.)	5	2119
K2287R	4	1806
K2287R-3 (TV Ch.)	5	2119
K2287R-3 (Radio Ch.)	4	1801
K2288E	4	1801
K2290R, K2291E	4	1806,
	1794	
K2291E-3 (TV Ch.)	5	2119
K2291E-3 (Radio Ch.)	4	1794
K2872R, K2873E	4	1806
L406R	5	2120
L505F, R, Y	5	2121
L507	5	2122
L515, L518, F, G, W, Y	5	2123
L520	5	2123
L565E, R	5	2124
L566	5	2125
L600	5	2126
L622, F, G, W	5	2123
L677E, R	5	2127
L721	5	2128
L2845R, L2846E, H	5	2129
L800	5	2130
L1063E, L1068R	5	2131
L1812E, R	5	2119
L1820E, R	5	2119
L1846E, EU, R, RU	5	2119
L2229E, R	5	2119
L2235E, R, L2236E,		
EU, R, RU	5	2119
L2258E, EU, R, RU,		
L2259E, EU, R, RU	5	2119
L2260R, RU, L2261E, EU,		
H, HP, L2262C, CU, R,	5	2119
RU		

Name & Model or Chassis No.	Vol. No.	Diag. No.
ZENITH (cont'd)		
L2266R, RU, L2267E, EU,		
H, HU	5	2119
L2270, U	5	2119
L2281, E, EU, R, RU, U	5	2119,
	2117	
L2285R, RU (TV Ch.)	5	2119,
	2130	
L2287R, RU, L2291E, EU	5	2119,
	2132	
L2571R, RU, L2572R, RU,		
L2573E, EU, L2574R, RU,		
L2575E, EU	5	2119
L2592R, RU, L2593H, HU	5	2119,
	2132	
L2876E, EU, R, RU,		
L2878R, U, L2879E, EU	5	2119
L2894H, HU	5	2119,
	2132	
M1800E, EU, EZ, R, RU,		
RZ	5	2133
M2228R, RU, RZ,		
M2229E, EU, EZ, R,		
RU, RZ	5	2133
M2230E, EU, EZ, R, RU,		
RZ, RZ	5	2133
M2237EU, EZ, R,		
RU, RZ	5	2119
M2249E, EU, EZ, R, RU,		
RZ	5	2133
M2350E, EU, EZ, R, RU,		
RU, RZ, M2252E, EU,		
EZ, R, RU, RZ	5	2133
M2260R, RU, RU, RZ,		
M2261E, EU, EZ	5	2119
M2267YU, YZ	5	2119
M2570R, RU, RU, RZ	5	2119
R519R, W	6	2138*
R521F, G, R, W, Y	6	2138*
R623F, G, R, W, Y	5	2131
R1800E, EU, R, RU	5	2134
R1800EZ, EU, RZ, RZ	5	2133
R1812E, EU, R, RU	5	2134
R1812EZ, EU, RZ, RZ	5	2133
R2229E, EU, R, RU	5	2134
R2229EZ, EU, RZ, RZ	5	2133
R2230E, EU, R, RU	5	2134
R2230EZ, EU, RZ, RZ	5	2133
R2249E, EU, R, RU	5	2134
R2249EZ, EU, RZ, RZ	5	2133
R2250E, EU, R, RU	5	2134
R2250EZ, EU, RZ, RZ	5	2133
R2253M, EU, RZ257E,		
EU, R, RU	5	2134
R2257EU, EZ, RU, RZ	5	2133
R2258E, EU, R, RU	5	2134
R2258EZ, EU, RZ, RZ	5	2133
T521F, G, R, V, W	6	2138*
T524R, V, W	6	2138*
T545	6	2155*
T723, T724	6	2184*
T825F, G, R	6	2135*
X519F, G, R, W	6	2209*
X733G, R, Y	6	2204*
Y723G, R, W		
Y724G, R, W	6	2280*
Y733G, R, Y	6	2283*
Y832E, R	6	2239*
Z515, W, Y	6	2138*
Z519P, R, V, W, Y	6	2209*
Z615F, G, R, W	6	2341*
Z2223C, CZU, EZ, EZU,		
EZ, RU, YZ, YZU	6	2373*
Z2249E, EU, RZ, RZU	6	2373*
Z2244E, EU, RZ, RZU	6	2373*
Z2249E, EU, RZ, RZU	6	2373*
Z2251E, EU, RZ, RZU	6	2373*
Z2281E, EU, RZ, RZU	6	2373*
Z3000E, EU, RZ, RZU	6	2373*
Z3001E, EU, RZ, RZU	6	2373*
Z3004E, EU, RZ, RZU	6	2373*
Z3008E, EU, RZ, RZU	6	2373*
4G903, 4G903Y	3	1456
4K016, 4K035	1	542
5D011, 5D027	1	544
5D810	2	555
5G003	1	544
5G003Z, ZZ	2	1056

Name & Model or Chassis No.	Vol. No.	Diag. No.
ZENITH (cont'd)		
5G036	2	1057
5R080, 5R086	1	544
6D014, W	1	542
6D015, Y	1	544
6D029, G	1	542
6D030	1	544
6D815, W, Y	2	1058
6G001, Y	1	544
6G004Y	1	543
6G038	2	555
6G801	2	1059
6MF590, 6MF591	1	548
6MF593	1	545
6MN495, 6MN496	1	547
6MN595	1	546
6R084	1	549
6R087	1	542
6R886	2	1058
7H820, W	2	1060
7H822, WZ, Z	2	555
7H918	3	1457
7H920, W	3	1443
7H921, 7H922	3	1442
7ML592	1	550
7MN596	1	546
7R887	2	1061
8C005Y	1	542
8C005Y (Z1), (Z2)	2	1057
8H023	1	551
8H032, 8H033	1	552
8H034	1	551
8H050, 8H051, 8H052,		
8H061	1	552
8H832, 8H861	2	1062
9H079, E, R, 9H082R,		
9H085R, 9H088R	1	542
9H881, 9H882R, 9H885,		
9H888R	2	1062
9H995	3	1458
12H090, 12H091,		
12H092, 12H093,		
12H094	1	35
14H789	2	1063
28T964R (Radio Ch.)	3	1437
37T996R (Radio Ch.)	3	1458
37T996R (Radio Ch.)	3	1458
42T996R (Radio Ch.)	3	1437
Chassis		
4C524, 4C53	1	542
4F40	3	1458
4H40	4	1787
4J40	4	1795
4J60T	4	1796
4L03	5	2130
4L42	5	2120
5C01, Z, 5C02, Z,		
5C04, 5C40	1	544
5C40Z, ZZ	2	1056
5C51	2	1057
5E02	2	555
5G01	3	1438
5G02	3	1437
5G03	3	1439
5G40	3	1435
5G41	3	1436
5H01	3	1442
5H40	4	1789
5H41	4	1787
5J03	4	1797
5K02	4	1802
5K03	4	1797
5K04	4	1803
5L03, 5L06, 5L07	6	2123
5L08	5	2125
5L09	5	2124
5L41	5	2121
5L42	5	2122
5R03	6	2138*
5R07	6	2138*
5T04	6	2155*
5X06, 5X07	5	2209*
5Z06	6	2138*
5Z07	6	2209*
6A40, 6A41	8	2387
6C01	1	542
6C05, Z	1	544

* Signifies Coverage in this Volume

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
ZENITH (cont'd)			ZENITH (cont'd)			ZENITH (cont'd)		
8C21	1	549	7H04	3	1448	12X20	6	2219*
8C22	1	542	7H04Z	3	1449	12Z20	6	2360*
8C40	1	544	7H04Z2	4	1792	13D22	2	1063
8C41	1	543	7J03	4	1800	17Z31, U, 17Z32, Q, Q, U, U	6	2373*
8C50	2	555	7K01	4	1803	17Z34Q, Q, U	6	2373*
8E02, 8E05	2	1058	7K20	4	1805	19K20, 19K22, -3,		
8E40	2	1059	7L05	5	2128	19K23, 19K24-3	4	1806
8G01	3	1441	7T02, 7T04	6	2194*	19L25, 19L26,		
8G05	3	1440	7X03	6	2204*	19L27, 19L28	5	2119
8G05Z1	4	1790	7Y02	6	2280*	19M20, U, Z, 19M21, U,		
8G20	3	1451	7Y03	6	2283*	U, Z	5	2133
8H01	3	1447	7Y04	6	2280*	19R20, U, 19R21, U,		
8H02	4	1791	7Z20	6	2283*	19R22, U	5	1934
8J02	4	1799	8C01	1	551	20H20, 20J21, 20J22	4	1793
8J03	4	1797	8C30	1	552	20M20, U, Z, 20M21, U,		
8J05	4	1798	8C31	1	542	U, Z	5	2119
8K02	4	1804	8C40	1	542	21J20, 21J21	4	1793
8K03	4	1797	8C40T(Z1), (Z2)	2	1057	21K20	4	1806
8L03	5	2123	8E20	2	1062	21K20-3	5	2119
8L20	5	2127	8G20	3	1444	21L21	5	2119
8L40	5	2126	8H20	3	1451	22H20	3	1452
8R03	5	2131	8H20 Revised	3	1450	22L20	5	2119
8Z05	6	2341*	8H20Z	4	1801	23G22, 23G23		
7E01	2	1060	8L20	5	2130	(Fine Tuning)	3	1445
7E02, Z	2	555	8L21	5	2129	23G22, 23G23 (Vol. Cont.)	4	1807
7E22	2	1061	8T01	5	2135	23H22, Z	3	1453
7F01	3	1443	8Y02	6	2239*	24G20, -OX	3	1445
7F02	3	1442	9E21	2	1062	24G21, -OX	3	1445
7F03	3	1457	9E21Z	3	1458	24G22, 24G23, 24G24,		
7F04	3	1442	10H20Z	4	1794	24G25 (Fine Tuning)	3	1445
7G01, Z	3	1443	10L20	5	2130	24G22, 24G23, 24G24,		
7G02	3	1442	11C21	1	35	24G25 (Vol. Cont.)	4	1807
7G04	3	1442	11M20	5	2117	24H20	3	1454
7H02	3	1448	11Z20	6	2360*	28K20	4	1806
7H02Z, 7H02Z1	4	1792	12R20, 12R21	5	2118	29G20	5	1446

* Signifies Coverage in this Volume

Name	Model or Chassis No.	Vol. No.	Diag No.
------	----------------------	----------	----------

AIRLINE

WG-5063A	7	2520
WG-5073A	7	2520
WG-5163A	7	2520
WG-5173A	7	2520

ALLIED (See Knight)

ALLSTATE

5098, 5099	7	2572
6225	8	2651
6256	8	2651

Chassis

528,55040, 528,55041	8	2651*
----------------------	---	-------

ALTEC LANSING

305A	7	2568
306A	7	2556
307A	8	2822*

AMPEX

502	8	2642*
-----	---	-------

ANDREA

Chassis

CRP-24WA	7	2492
C2CR-P12WB	7	2492
RQ12T-1,2	7	2492

ARVIN

2585	7	2364
3582	8	2612
3586	8	2635
3588	7	2564
9598	8	2754*

Name	Model or Chassis No.	Vol. No.	Diag No.
------	----------------------	----------	----------

ARVIN (Continued)

Chassis

1.44700	8	2612*
1.44800	8	2635*
1.45000	7	2564
1.45200	7	2564
1.47700	8	2754*

ATR

TR1279-6V,-12V	8	2746*
1279-6V,-12V	8	2746*

AUTOMATIC

C-12	8	2735*
CL-75	8	2790*
CL-100	7	2533
CU-39	8	2747*
N-638, 1-639	8	2792*
NA-749	8	2792*
R-54,B	8	2735*
RT-7B	8	2735*
UN-40	8	2747*

BELL SOUND

2520	7	2510
2521	8	2631*
3070	8	2709*

BLAUPUNKT

Americano	7	2513
Arizona	7	2521
Arizona 57	7	2499
Arkansas	7	2513
Barcelona	7	2513
Elvira	7	2513

Name	Model or Chassis No.	Vol. No.	Diag No.
BLAUPUNKT (Continued)			
	Gina	7	2513
	Granada 2330	7	2499
	Hawaiian	7	2513
	Jewel	7	2513
	Kongo	7	2513
	Monaco	7	2400
	Rio	7	2521
	Romeo	7	2513
	Sultan 2320	7	2521
BLONDER-TOUNGE			
	R-98	8	2640*
	T-88	8	2640*
BOGEN			
	AM91	8	2678*
	FM51	8	2675*
	RB115	7	2539
	ST-662	8	2710*
	T661	8	2588*
BRAUN			
	MM4D	7	2465
	MM4LA	7	2465
	MM4W	7	2465
Chassis			
	RC-62	7	2465
CAPITOL			
	954,954C	8	2772*
CHALLENGER			
	RC412	8	2739*
	TC-100	7	2538
	TC200A	8	2682*

Name	Model or Chassis No.	Vol. No.	Diag No.
CHALLENGER (Continued)			
	TC-322	8	2728*
CHANNEL MASTER			
	65,126,514	8	2755*
CHAPMAN			
	CT-100	7	2557
CHEVROLET			
	987888	8	2636*
COLUMBIA RECORDS			
	515-S-1	7	2522
	517-S-1	7	2522
	535	7	2479
	583	7	2479
	645	7	2493
	650	7	2493
	683	8	2638*
	710	7	2479
	844	7	2522
	850	7	2522
	866	7	2522
	872	7	2522
	944	7	2522
CONTINENTAL			
	SW-7	8	2748*
	TR-215	8	2690*
	TR-300	8	2686*
CORONADO			
	RA-9262A, RA1-9263A, RA1-9264A	8	2785
	RA48-8158A	7	2413
	RA48-8159A	7	2437

Name	Model or Chassis No.	Vol. No.	Diag No.
CURTIS MATHES			
	MD712	8	2749*
	MD912, MD1012	8	2749*
	MD1412, MD1512	8	2749*
	MD1612, MD1712	8	2749*
	315MS	8	2763*
Chassis			
	12B	8	2749*
DELMONICO			
	7XF3	8	2660*
DEWALD			
	L-803A	7	2500
	M-804	7	2500
	M-1000	8	2629*
DUMONT			
	RA-400, RA-401	7	2451
	RA-503	8	2607*
DYNAMIC			
	AF250PA	8	2654*
	A45-25R	8	2773*
	CT36-R	8	2773*
	CT44-25R	8	2773*
	SH48-25R	8	2773*
	T-2000	7	2558
EICO HFT-90			
		8	2720*
EMERSON			
	876B (Ch.120398B)	7	2473
	876B (Ch.120479B)	8	2795*
	881B, 883B	8	2794*
	882B	7	2472

Name	Model or Chassis No.	Vol. No.	Diag No.
EMERSON (Continued)			
	883B	7	2472
	884B	7	2472
	886D	7	2484
	895B	7	2525
	915B	8	2795*
	916B, 917B, 918B	8	2794*
	924B	8	2795*
	1405	7	2435
	1419	7	2435
	1421	7	2435
	1425	7	2435
	1438, 1439, 1440, 1441	7	2490
Chassis			
	120370G	7	2435
	120371B	7	2484
	120372B	7	2472
	120397B	7	2490
	120398B	7	2473
	120401U	7	2435
	120404U	7	2435
	120419B	7	2490
	120431B	7	2525
	120474B, 120475B	8	2794*
	120479B	8	2795*
	120484B	8	2794*
	120487B	8	2795*
EMUD			
	T-7	8	2641*
	186, 196	8	2756*
	703, 703ST	8	2641*
	713, 713ST	8	2641*
	723, 723ST	8	2641*

Name	Model or Chassis No.	Vol. No.	Diag No.
ERIE			
	EM-088-ER	8	2736*
FIRESTONE			
	4-A-166	7	2458
	4-A-168	7	2458
	4-A-3 (Code 334-8-OA16A/5P10A)	8	2630*
FISHER			
	FM-90X	7	2527
	FM-100	8	2711*
	TA-600	8	2713*
	80-R	7	2444
	80-T	7	2444
	90-R	7	2528
	90-T	7	2525
	101-R	8	2619*
	500	7	2438
FONOVOK			
	7060	7	2446
	9070	7	2556
FORD			
	74BT(FEM-18805-A)	7	2480
	84BT(FEM-18805-B)	7	
GELOSO			
	G-307	8	2614*
	G-533	8	2596*
GENERAL ELECTRIC			
	C415, A, B, C	7	2481

Name	Model or Chassis No.	Vol. No.	Diag No.
GENERAL ELECTRIC (Continued)			
	C416, A, B, C	7	2481
	C417, A, C	7	2481
	C420A	7	2459
	C421A,B,C	7	2459
	C422B, C	7	2459
	C430A, C431A	8	2721*
	C440A, C441A	8	2615*
	C450A,B,C451A,B,C	8	2716*
	452A,B	8	2716*
	FA-10,FA-11,FA-12	8	2649*
	P780A,B	8	2757*
	P785A,P786A,P787A	8	2680*
	RP1160A	8	2683*
	T-115A, T-116	7	2466
	T-120A	7	2581
	T-120B	7	2581
	T-130A,B	7	2554
	T-1310A,B	7	2554
	T-132A,B	7	2554
	T-140A, T-141A	8	2716*
	T-155A, T-156A	8	2740*
	14P1208-UHF	7	2464
	14P1215-UHF	7	2464
	14P1216-UHF	7	2464
	17T2405-UHF	7	2491
	17T2410-UHF	7	2491
	17T2411-UHF	7	2491
	17T2412-UHF	7	2491
	17T3304-UHF, 17T3305-UHF, 17T3306-UHF	8	2664*
	17T3310-UHF, 17T3311-UHF	8	2664*
	17T3315-UHF, 17T3316-UHF	8	2664*
	17T3317-UHF, 17T3318-UHF	8	2664*
	17T3320-UHF, 17T3321-UHF	8	2664*

Name Model or Chassis No.	Vol. No.	Diag No.
GENERAL ELECTRIC (Continued)		
17T3331-UHF	8	2664*
21C2440-UHF	7	2491
21C2441-UHF	7	2491
21C2445-UHF	7	2491
21C2446-UHF	7	2491
21C2535-UHF	7	2560
21C2536-UHF	7	2560
21C2550-UHF	7	2560
21C2551-UHF	7	2560
21C2560-UHF	7	2560
21C2561-UHF	7	2560
21C2574-UHF	7	2560
21C2575-UHF	7	2560
21C2576-UHF	7	2560
21C2577-UHF	7	2560
21C2578-UHF	7	2560
21C2439-UHF, 21C3440-UHF	8	2664*
21C2541-UHF, 21C3442-UHF, 21C3443-UHF	8	2664*
21C25445-UHF, 21C3446-UHF	8	2664*
21C25450-UHF, 21C3451-UHF	8	2664*
21C25458-UHF, 21C3459-UHF	8	2664*
21C25460-UHF, 21C3461-UHF	8	2664*
21C25478-UHF, 21C3479-UHF	8	2664*
21C25482-UHF, 21C3483-UHF	8	2684*
21L2555-UHF	7	2560
21L2556-UHF	7	2560
21L2557-UHF	7	2560
21L3455-UHF, 21L3456-UHF	8	2664*
21T2419-UHF	7	2491
21T2420-UHF	7	2491
21T2421-UHF	7	2491
21T2425-UHF	7	2491

Name Model or Chassis No.	Vol. No.	Diag No.
GENERAL ELECTRIC (Continued)		
21T2426-UHF	7	2491
21T2580-UHF	7	2560
21T2581-UHF	7	2560
21T3417-UHF, 21T3418-UHF, 21T3419-UHF	8	2664*
21T3420-UHF, 21T3421-UHF	8	2664*
21T3425-UHF, 21T3429-UHF	8	2664*
21T3430-UHF, 21T3431-UHF, 21T3432-UHF	8	2664*
21T3435-UHF, 21T3436-UHF	8	2664*
GENERAL MOTORS		
2233398	7	2474
GONSET		
3155, 3156	8	2597*
3157, 3158	8	2597*
3223	8	2597*
3239	8	2584*
GRANCO		
AT-130	8	2598*
HF-1200	7	2523
RP-1210	7	2523
RP-1220	7	2523
RP-1230	7	2523
RP-1720	7	2523
RP-1730	7	2523
T-161	7	2543
611	8	2589*
GROMMES		
GRT-3	7	2488
GRT-100	7	2540

Name	Model or Chassis No.	Vol. No.	Diag No.
GROMMES (Continued)			
	102GT	8	2714*
GRUNDIC MAJESTIC			
	Concert Boy 57	7	2450
	K2	7	2573
	K1 2ST/US	8	2684*
	97	7	2452
	1070	7	2461
	1088	7	2461
	3028	7	2456
	7000	7	2467
	7018	8	2602*
	7028	7	2501
	7068	7	2448
	9078	7	2443
	GUILD 785	7	2565
HARMAN-KARDON			
	F-10	7	2529
	F-250	8	2661*
	FA-10	7	2502
	MA-250	8	2661*
	ST-350, ST-360	8	2729*
	T-12	7	2427
	T-224	8	2593*
	T-250	8	2661*
	TA-12	7	2486
	TA-230	8	2717*
	TP-200	8	2643*
	TX-20	8	2661*
HITACHI			
	TH-862R	8	2764*
	WH-922,M	8	2758*

Name	Model or Chassis No.	Vol. No.	Diag No.
HOFFMAN			
	B1261U	7	2436
	B331U	7	2436
	B3341U	7	2436
	B3374U	7	2436
	B8001	8	2618*
	B8002	7	2462
	B8005	8	2618*
	B8006	8	2741*
	B8007	8	2750*
	K3341U	7	2436
	M1261U	7	2436
	M3331U	7	2436
	M3341U	7	2436
	M3374U	7	2436
	M8001	8	2618*
	M8002	7	2462
	M8005	8	2618*
	M8006	8	2741*
	M8007	8	2750*
	P1261U	7	2436
	P3374U	7	2436
	SP3331U	7	2436
	SP3341U	7	2436
	SP8001	8	2618*
	SP8002	7	2462
	SP8005	8	2618*
	SP8006	8	2741
	SP8007	8	2750*
	W8001	8	2618*
	W8002	7	2462
	W8005	8	2618*
	W8006	8	2741*
	W8007	8	2750*
	X3341U	7	2436

Name	Model or Chassis No.	Vol. No.	Diag No.
------	----------------------	----------	----------

HOFFMAN - Chassis (Continued)

334U	7	2436
1116	7	2462
1119	8	2618*
1120	8	2741*
1126	8	2618*
1130	8	2750*

HOTPOINT

14S208-UHF	7	2464
14S209-UHF	7	2464
17S320-UHF	7	2491
17S321-UHF	7	2491
17S322-UHF	7	2491
21S412-UHF	7	2491
21S415-UHF	7	2560
21S416-UHF	7	2560
21S420-UHF	7	2491
21S421-UHF	7	2491
21S530-UHF	7	2491
21S531-UHF	7	2491
21S532-UHF	7	2491
21S533-UHF	7	2491
21S560-UHF	7	2560
21S561-UHF	7	2560
21S630-UHF	7	2491
21S631-UHF	7	2491

KNIGHT

KN-100	7	2468
KN-110	7	2469
KN-120	8	2652*
KN-130	8	2560*
KN-140	8	2623*
92SU421	8	2650*
92SU423	8	2652*

Name	Model or Chassis No.	Vol. No.	Diag No.
------	----------------------	----------	----------

KNIGHT (Continued)

92SX401	7	2468
92SX403	7	2469
92SX405	7	2476
92SX410	7	2482

LA FAYETTE

LT-25	8	2585*
LT-40	8	2590*
LT-70, LT-75	8	2585*
LT-99	8	2608*

MADISON-FIELDING

330	7	2559
-----	---	------

MAGNAVOX

CR-745AA,BB,CR-746AA	8	2603*
R-50-01AA	7	2514
51-01, 51-02	8	2599*
51-03AA, BA	7	2511
51-04	8	2599*
51-05AA	7	2511
51-07	8	2599*
51-08AA	7	2511
51-11	8	2599*
54-03-00,54-03-10,54-03-21	8	2616*
54-04-00,54-01-10,5404-21	8	2616*
57-01-00,57-01-10,57-01-11	8	2616*
57-02-00,57-02-11	8	2616*
58-01-00	8	2655*
59-00-00,59-01-00, 59-02-00,59-03-00	8	2634*

McINTOSH

MR-55	8	2632*
-------	---	-------

Name	Model or Chassis No.	Vol. No.	Diag No.
MILLER			
	560	7	2569
MONITORADIO			
	M-40	8	2722*
	M-160	8	2722*
MOPAR			
	701	9	2665*
MONTGOMERY WARD (See Airline)			
MOTOROLA			
	A21K106B,M	7	2578
	A21T60BG,CH.MG	7	2578
	CTM8X	8	2581*
	CTM9X	8	2639*
	CTM57X	8	2582*
	HK-18B,C,M,W	7	2463
	HK-19	7	2463
	HK-27	7	2463
	HK-42, HK-43	8	2742*
	PCA9X	8	2639*
	SK16W, SK17W, SK18M	8	2613*
	SK25B, M, MCH	8	2619*
	SK32W, SK33W	8	2780*
	SK35W	8	2780*
	X11B,E,G,R (early versions)	8	2695*
	Y17P5-1A, -2	7	2508
	Y17P5-1A, -2, -3	8	2771*
	Y17T32BZ	7	2508
	Y21C9BM	7	2508
	Y21C10CW	8	2727*
	Y21K97B, M	7	2508
	Y21K99B, M	7	2508

Name	Model or Chassis No.	Vol. No.	Diag No.
MOTOROLA (Continued)			
	Y21K104B, M, W	7	2579
	Y21K107B, M	7	2579
	Y21K123B, M	8	2659*
	Y21K124B, M, W	8	2677*
	Y21K125B,M,Y21K126B,M, W,Y21K127CW	8	2727*
	Y21K129B,M,MC, Y21K130CW	8	2727*
	Y21K131CW,Y21K132W	8	2681*
	Y21K134CW,Y21K135W, Y21K136W	8	2681*
	Y21P1B,BR,GY	7	2508
	Y21T57BG, CH, MG	7	2508
	Y21T64B, M,W	8	2659*
	Y21T66BZ, CH	8	2677*
	Y21T67BG,MG, Y21T68B, M,W	8	2727*
	Y21T71BR	8	2659*
	5T24GW-1	7	2460
	5T24WN-1	7	2460
	8M	7	2477
	8MX	7	2516
	9AX	8	2639*
	10KT12B,M,W	8	2513*
	10MX	8	2791*
	10T28B,M,MC	7	2445
	13KT15B,CW,M	8	2613*
	21K104B, M,W	7	2578
	21K105B, MC,W	7	2578
	21K108W	7	2578
	21K109M	7	2578
	21K110W	7	2578
	HS-589	7	2445
	HS-590	8	2691*
	HS-628	7	2460
	HS-674A,B,C	8	2613*
	HS-677	8	2613*
	HS-695	7	2463

Name	Model or Chassis No.	Vol. No.	Diag No.
------	----------------------	----------	----------

MOTOROLA (Continued)

HS-710	8	2613*
HS-759	8	2695*
HS-776	8	2780*
HS-783 A,B	8	2742*
HS-786 A,B	8	2742*
PTX-546Y	7	2508
TS-425Y	8	2358
TS-433Y	8	2771*
TS-551Y	7	2508
TS-552	7	2578
TS-552Y	7	2579
TS-553Y	7	2579
TS-556Y	8	2659*
TS-558Y	8	2681*
TS-561Y	8	2577*
TS-564Y	8	2727*
VTS-556Y	8	2659*
WTS-551Y	7	2508
WTS-553	7	2578

MUNTZ

21CP-3B.M	8	2779*
804	7	2512
806S	7	2570

MURASONDE

XT8200,ST8400	8	2591*
---------------	---	-------

NUTONE

2015, 2016	7	2552
------------	---	------

OLDMOBILE

989131	7	2439
--------	---	------

Name	Model or Chassis No.	Vol. No.	Diag No.
------	----------------------	----------	----------

OLYMPIC

A590	8	2583*
GB374	8	2625*
GB375	8	2699*
GB376	8	2666*
KB216BG,MG,WG	8	2744*
KB218BG,MG,WG	8	2744*
KB219BG,CG,MG,WG	8	2744*
KD222PG	8	2744*
KD223B,MG,WG	8	2744*
KH434BG,MG	8	2744*
KH437BG,MG	8	2744*
412	7	2550
441	7	2549
552	8	2712*
555	8	2662*
589	8	2583*
592,593,594	8	2583*
682,683	8	2583*
688	8	2633*
689M	8	2583*
694	8	2645*
695,696,697,700	8	2692*
730	8	2645*
5711W	7	2524
5806T/W	7	2429
5920	8	2600*
52804, 52805	7	2504

PACEMAKER

2216	8	2676*
2222	8	2667*

Name Model or Chassis No.	Vol. No.	Diag No.
---------------------------	----------	----------

PACKARD-BELL

PR-2	8	2724*
PT-1	8	2724*
RPC-1	8	2646*
		2723*
RPC-2, RPC-3	8	2724*
RPT-1	8	2724*
5R6	8	2696
5RC7	8	2696*
6R1,6RC1	7	2495
7R2,7R3	8	2656*
11RP6S,11RP7S,77RP6S,1		
1RP9S	8	2646*
21K2	8	2734*

Chassis

7R2	8	2656*
7TU-3	8	2734-
		2723*
8TU-1, 9TU-1	8	2724*
11HF1S	8	2646*

PHILCO

F-963	7	2421
F-964	7	2534
F-1802	7	2537
F-1803	7	2537
F-1808	7	2537
F4216, L	7	2580
F4623	7	2580
F4626,L,M	7	2580
F4627L	7	2580
F6624T, TL	7	2449
G-963	7	2421
G-1707,S	8	2757*
G-1807S,G-1809S,G-1811S,G-1813S	8	2663*
G-1907S	8	2663*

Name Model or Chassis No.	Vol. No.	Diag No.
---------------------------	----------	----------

PHILCO (Continued)

H-973	8	2765*
HFT-1	7	2537
RT-150	8	2757*
RT-202,-1,-2,-3,-4	8	2663*
T-9 (Codes R4 & R6)	7	2544
UF4216, L	7	2580
UF4623	7	2580
UF4627,L	7	2580
UF6624T,TL	7	2449
UG3050B,G,GL	7	2566
UG3052BL,L,WL	7	2566
UH3046AQ,GL,GT	8	2745*
UH3047GT,TC,WC	8	2745*
UH3052BL,L,WL	8	2745*
RT-200,RT-201	7	2537
8L71,U	7	2580
8L72,U	7	2449
8L73,U	7	2580
9H25U	7	2566
10H25U	8	2745*

PILOT

C-1075, C-1076	7	2561
FA-540	7	2561
FA-550	7	2530
FA-670	8	2707*
FA-680	8	2706*
FA-690	8	2706*
FM-530	7	2551
FM-660	8	2707*
HF-30	7	2545
HF-42	7	2545

Name	Model or Chassis No.	Vol. No.	Diag No.
PILOT (Continued)			
	PT-1031	7	2541
	PT-1036	7	2545
	580	8	2774*
	590	8	2774*
PONTIAC			
	988837	7	2439
PRECISE			
	TUMK, TUMW	8	2685*
RCA VICTOR			
	C-4E,C-4EM,C-4FE	8	2725*
	SHC2,SHC3,SHC4,SHC6	7	2574
	SHC-7, SHC-8, SHC-8A	8	2594*
	SHF1,SHF2	7	2453
	SHF3,D	7	2422
	TPM11, TPM12	8	2786*
	X-4EF,X-4HE,X-4JE	8	2725*
	XF2	8	2718*
	XF3EH,SF3EM,XF3J	8	2718*
	XF4	8	2718*
	1BT58	7	2517
	1MBT6	7	2575
	9C7EE,FE,LE	7	2414
	9C8FE,J,ME	7	2414
	9INT1,9INT2	7	2432
	9T2	8	2594*
	9X10FE,JE,ME	7	2414
	240-KV-77SU, 240-KV-776SU	8	2778*
	RC-1156B	7	2517
	RC-1166A,B	7	2414
	RC-1168,A	7	2422

Name	Model or Chassis No.	Vol. No.	Diag No.
RCA VICTOR (Continued)			
	RC-1168CD	7	2474
	RC-1172	7	2432
	RC-1180,A	7	2453
	RC-1184	7	2575
	RC-1190,A,B	8	2718*
	RC-1191,A	8	2725*
	RC-1192B	8	2786*
	RC-1192B	8	2778*
RAULAND			
	HF-255A	8	2658*
REALTONE			
	TR-801 (Electra)	8	2766*
REVERE			
	TR-800D	7	2418
ROLAND			
	71-384 (W100)	8	2586*
	71-485 (7TL)	7	2562
	71-486 (7TW)	7	2562
SABA			
	Sabine-M	8	2737*
	200-9C,200-9T	8	2693*
	200-90C,200-90T	8	2693*
	300-9C,300-9T	8	2687*
	300,300A	8	2604*
SCOTT (E.H)			
	320	8	2730*

Name	Model or Chassis No.	Vol. No.	Diag No.
------	----------------------	----------	----------

SHERWOOD

S-2000	7	2423
S-3000	7	2442
S-3000 II	8	2708*

SILVERTONE

7,8,9,10	8	2793*
11,12,13	8	2653*
19,20,21,22	8	2793*
25,26	8	2751*
28	8	2767*
39,40,41,42,43,44,45	8	2697*
52	8	2775*
54	8	2775*
55,56	8	2688*
55A, 56A	8	2781*
58,59	8	2694*
63,64	8	2688*
63A, 64A	8	2781*
65,66,67	8	2759*
69,70,71	8	2700*
69A,70A,71A	8	2762*
73,74,75	8	2731*
222	8	2760*
800,580,068,007	7	2419
801,380,148,015	7	2424
8041	7	2505
8044,A,8045,A,8046A	8	2620*
8050	7	2506
8052,8053,8054	8	2620*
8055,A,8056,A	7	2531
8055B,8056B	8	2609*
80,578,058	8	2620*
8059,A	7	2415
8060,A,8061,A	7	2415

Name	Model or Chassis No.	Vol. No.	Diag No.
------	----------------------	----------	----------

SILVERTONE (Continued)

8069	7	2415
8200	7	2430
8202	7	2430
8228,8229	7	2470
9007,9008,9009,9010	8	2626*
9011,9012,9013	8	2653*
9014,9015,9016	8	2644*
9021,9022,9023	7	2546
9024,9025	7	2576
9027,9028,9029 (Ch.528.53410,411)	8	2601*
9027,9028,9029 (Ch.528.53730)	8	2697*
9032,9033,9034	7	2507
9035,9036	8	2668*
9037,9038	8	2668*
9041,9042,9043	7	2507
9045,9046	7	2577
9049,9051	8	2671*
9053,9054	8	2620*
9055,9056	7	2415
9057,A,9058,A, 9059,A,9060,A	7	2553
9061,9062	7	2496
9200,9201	8	2672*
9226	8	2702*

Chassis

132.42700	7	2419
132.42900	7	2424
132.43100	7	2470
132.43200	7	2430
132.43201	7	2430
132.43202	7	2430
132.43203	7	2430
132.44500,132.44501	8	2653*
132.44900	8	2672*
132.45600	8	2626*

Name	Model or Chassis No.	Vol. No.	Diag No.
------	----------------------	----------	----------

SILVERTONE - Chassis (Continued)

132.45601,132.45602	8	2793*
132.45700	8	2644*
132.45701	8	2793*
132.48400	8	2751*
132.48500	8	2775*
132.48900	8	2767*
528.53010	7	2531
528.53080	7	2506
528.53120	7	2505
528.53150	7	2415
528.53160	8	2697*
528.53300	7	2546
528.53320	7	2553
528.53321	7	2553
528.53322	7	2553
528.53323,528.53324	7	2553
528.53330	7	2415
528.53360	7	2507
528.53370	7	2577
528.53380	7	2496
528.53410,528.53411	8	2601*
528.53420	7	2576
528.53430,528.53431	8	2702*
528.53450	8	2609*
528.53490,528.53491	8	2671*
528.53510,528.53520	8	2688*
528.53550	8	2759*
528.53560	8	2700*
528.53570	8	2731*
528.53640	8	2694*
528.53680	8	2760*
528.53700,528.53730	8	2697*
528.53810,528.53820	8	2781*
528.53830	8	2782*

Name	Model or Chassis No.	Vol. No.	Diag No.
------	----------------------	----------	----------

SONIC

19C	8	2768*
1020, 1021	8	2768*
2011, 2020, 2021	8	2768*

Chassis

19	8	2768*
----	---	-------

SONY TFM

8	2743*
---	-------

STEEMAN

2-6511	8	2726*
2-6531	8	2726*
4AR8	7	2563
4AR10,-1	7	2547
4AR11	7	2563
4AR12	7	2571

STROMBERG-CARLSON

ASR-433,ASR-444	8	2769*
FR-711C,K,M	7	2497
SR-882,SF-692	8	2769*
SFR-684,SFR-694	8	2769*
SR-402	7	2420
SR-403B	7	2440
SR-440	8	2769*

STUDEBAKER

AC-2905	7	2474
---------	---	------

SYLVANIA

17PL110QU,SU	7	2567
17P112,17P113,17P114	7	2567
17P206U Series	7	2567
21C414 Series	7	2535

Name	Model or Chassis No.	Vol. No.	Diag No.
SYLVANIA (Continued)			
	21C519 Series	7	2535
	21C524 Series	7	2535
	21C529 Series	7	2536
	21C534 Series	7	2536
	21C616 Series	7	2535
	21C621 Series	7	2535
	21C626 Series	7	2536
	21T121U Series	7	2567
	21T218 Series	7	2535
	21T305 Series	7	2535
	23S23,23S24M	8	2689*
	1303RE,TU,YE	8	2673*
	1304RE,TU,YE	8	2701*
	2305RE,TU,YE	8	2701*
	4501	7	2478
	4701	8	2595*
	4703 Series	8	2752*
	4705 Series	8	2719*
	4801	8	2621*
Chassis			
	1-537-5	7	2567
	1-539-3	7	2567
	1-541-3,-4,-5,-6	7	2536
	1-541-7,-8,-9,-0	8	2689*
	1-542-1,-2,-3,-4,-5,-6	7	2535
	1-624-1	7	2478
	1-626-1	8	2621*
	1-631-1	8	2673*
	1-632-1,-2	8	2701*
	1-635-1	8	2752*
	1-636-1	8	2719*

Name	Model or Chassis No.	Vol. No.	Diag No.
TELEFUNKEN			
	"Aida"	8	2610*
	"Gavotte 7"	7	2433
	"Verdi"	8	2610*
	W706	7	2447
	W2006M	7	2489
	2086M	7	2489
	7046M	7	2434
TOSHIBA			
	6TP-304	8	2787*
	6TP-314	8	2783*
	6TR-92	8	2637*
	8TM-294	8	2776*
	8TM-300S	8	2761*
TRAV-LER			
	T210,T211,T212,T213	7	2518
	56C220,56C221	7	2515
	56C231,56C232,56C233	7	2515
	56C240	7	2515
	90-100	7	2542
	90-105	7	2542
	6520,6521	8	2587*
	6524,6525,6526	8	2587*
	6528	8	2587*
TRUE TONE			
	D2836A	7	2457
	D5842A	7	2428
	D5844A	7	2428
	DC3050	8	2647*
	DC5940A,B,DC-5942A,B,DC5944A,B	8	2630*
	2DC1940A, 2DC1941A, 2DC1942A, 2DC1943A, 2DC1944A, 2DC1945A	7	2520

Name	Model or Chassis No.	Vol. No.	Diag No.
TRUETONE (Continued)			
	2DC2940A, 2DC2941A, 2DC2942A, 2DC2943A	7	2520
	4DC5936A, 4DC5937A, 4DC5938A	8	2770*
V-M	557	7	2487
	560	7	2487
	566	7	2487
	568	7	2487
	570,571	8	2605*
	801,802	8	2703*
	901,902	8	2703*
	12,811,280	8	2592*
	1296	8	2592*
	1405	8	2703*
VAUXHALL			
	986946	8	2611*
WATTERSON			
	601	7	2503
WEBCOR			
	BC-1893-1, BC-1895-1	8	2698*
	BC-1992-1, BC-1997-1, BC- 1998-1	8	2704*
	CC-1893-1, CC-1895-1	8	2698*
	CP-1990-1, CP-1991-1	8	2679*
	EC-1996-1, EC-1998-1	8	2704*
	EP-1990-1, EP-1991-1	8	2679*
	MC-1893-1, MC-1895-1	8	2698*
	MC-1996-1, MC-1998-1, MC- 1998-1	8	2704*
	PC-1997-1, PC-1999-1	8	2704*
	WC-1992-1, WC-1997- 1, WC-1998-1	8	2704*
	1891	7	2483

Name	Model or Chassis No.	Vol. No.	Diag No.
WEBCOR (Continued)			
Chassis			
	73X013-1	8	2698*
	73X014-1,-2	8	2679*
	73X015-1, 73X16-1	8	2704*
WESTINGHOUSE			
	H-P3200U	8	2753*
	H-P3300U, H-P3301U	8	2753*
	H-R102BN, H-R103BN	7	2485
	H-R107DP, H-R108DP, H- R109DP	7	2498
	H-R120DP, H-R121DP, H- R122DP	7	2498
	H-R1100, H-R1101, H- R1102, H-R1103	8	2777*
	H-R1200, H-R1201, H- R1202, H-R1203	8	2777*
	H-435T5A	7	2454
	H-437T5	7	2454
	H-438T5A	7	2454
	H-636T6A, H-637T6A	7	2441
	H-644T6, H-645T6	7	2441
	H-649T7, H-645T6	7	2548
	H-708T5, H-709T5, H- 710T5, H-711T5	8	2705*
	H-715T5, H-716T5	8	2784*
	H-718T5, H-719T5, H-720T5	8	2788*
	V-2390-3	7	2454
	V-2391-1, -2, -6	7	2441
	V-2392	7	2548
	V-2400-1	8	2784*
	V-2401-1	8	2788*
	V-2502-1	7	2485
	V-2502-2, -3	7	2498
	V-2509-1, -2	8	2777*

Name	Model or Chassis No.	Vol. No.	Diag No.
------	----------------------	----------	----------

WILLYS

815395	7	2474
--------	---	------

ZENITH

A516G,L,W	7	2519
A519F,V,Y	7	2519
A624G,Y,W	7	2519
A723F.R.W	7	2431
A724G,L,Y	7	2431
A730E.ER	7	2341
A2329J,JU	7	2412
A2329R,RU	7	2455
A2330E,EU,H,HU,R,RU	7	2412
A2358E,EU,R,RU	7	2412
A2359E,EU,H,HU,R,RU	7	2412
A2360M,MU,R,RU	7	2455
A3010E,H,R (Ch,19A20,Q,U)	7	2412
A3010E,H,R (Ch,19A30,Q,U)	7	2455
A3011E,Y(Ch,19A20,Q,U)	7	2412
A3011E,Y(Ch,19A30,Q,U)	7	2455
A3012H,R(Ch,19A20,Q,U)	7	2412
A3012H,R(Ch,19A30,Q,U)	7	2455
A3013H(Ch,19A20,Q,U)	7	2412
A3013H(Ch,19A30,Q,U)	7	2455
A3014H,R(Ch,19A20,Q,U)	7	2412
A3014H,R(Ch,19A30,Q,U)	7	2455
A4007H,R(Ch,19A30,Q,U)	7	2412
A4007E,R(Ch,19A30,Q,U)	7	2455
A4012H,R(Ch,19A20,Q,U)	7	2412
A4012H,R(Ch,19A30,Q,U)	7	2455
B728C,F,W	8	2606*
B2329R,RU	7	2455
B2330E,EU,EUD,R,RU,RU D	7	2455

Name	Model or Chassis No.	Vol. No.	Diag No.
------	----------------------	----------	----------

ZENITH (Continued)

B2335EU,EUD,RU,RUD,U, UD	7	2455
B2358EU,EUD,RU,RUD	7	2455
B2359EU,EUD,U,UD	7	2455
B2360M,MU,MUD,R,RU,RU D	7	2455
B3010E,H,R	7	2455
B3011,E,Y	7	2455
B3012H,R	7	2455
B3013H	7	2455
B3014H,R	7	2455
B4007E,R	7	2455
B4012H,R	7	2455
C624C,V,W	8	2732*
C724G,L,P	8	2715*
C725C,F,L	8	2715*
C730E,R	8	2715*
C835E,H,R,W	8	2762*
C845L,M,W,Y	8	2762*
C3014H,R	7	2412
C4007E,R	7	2412
C2330E,EU,P,RU	7	2412
C2358E,EU,R,RU,W,WU	7	2412
C2359E,EU,W,WU	7	2412
C2360M,MU,R,RU	7	2412
C3010E,H,R	7	2412
C3011E,W,Y	7	2412
C3012H,R	7	2412
C3013H	7	2412
C4012H,R	7	2412
E2458EU,RU,WU,E2460M U,RU	8	2789*
E3012HU,RU,E3013HU	8	2789*
E3014WU,RU,E3015HU	8	2789*
HR1178RD	7	2494

Name	Model or Chassis No.	Vol. No.	Diag No.
------	----------------------	----------	----------

ZENITH (Continued)

HF-1185MD,RD	7	2494
HF1284D,ED,LD,RD,YD	7	2494
HF1290H,R	7	2416
HF1292,E	7	2416
Royal 1000	7	2509
Royal 1000D	8	2627*
SF174R	8	2624*
SF183H,R,SF185M,R	8	2624*
SF188,E,R	8	2624*
SF2530,E,R,W	8	2738*
SF2560,E,R	8	2624*
SF2565,M	8	2426*
SF2570,Y	8	2624*
SF257RR	8	2624*
SF2580H	8	2624*

Chassis

3B30,3B31	8	2624*
4B22,Z,4B23	8	2624*
5A07	7	2519
5A09	7	2519
6A03	7	2519
6C03	8	2732*
7A02	7	2431
7A03	8	2606*
7A04	7	2431
7A05	7	2431
7B31	8	2624*
7C02	8	2715*
7C05, 7C06	8	2715*
8B24	8	2624*
8C01,8C02	8	2762*
9B22,9B23	8	2624*
9B25	8	2426*
9B26	8	2738*

Name	Model or Chassis No.	Vol. No.	Diag No.
------	----------------------	----------	----------

ZENITH - Chassis (Continued)

11A20,11A21	7	2494
12Z21	7	2416
16E27U	8	2789*
18C20,Q,QU	7	2412
18C24Q	7	2412
19A20,Q,U	7	2412
19A30,Q,U	7	2455
19B20,Q,U,UD	7	2455