

*Lawson W. Davis*  
**DIAL CORD**  
*Stringing* **GUIDE**  
DC 1 tru DC 8



KE3GKs-Manual-Depot

*Lawson W. Davis* **PHOTOFACT PUBLICATION**

## PREFACE

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

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

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

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

A handwritten signature in dark ink, appearing to read "Howard W. Sams". The signature is fluid and cursive, with the first name "Howard" and last name "Sams" being more distinct than the middle initial "W".

## PROPERTIES OF DIAL DRIVE CORD

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

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

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

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

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

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

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

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

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

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

#### GENERAL NOTES ON RE-STRINGING DIAL DRIVE SYSTEMS

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

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

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



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

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

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

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

Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols Vol. Diag. No. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols Vol. Diag. No. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols Vol. Diag. No. No.
ADMIRAL			ADMIRAL (Continued)			ADMIRAL (Continued)		
Chassis								
ULSK1.....	2.....	553	5A32/12, 5A32/15			121M10, 121M11A,		
UL7C1.....	1.....	9	5A32/16, 5A33/12,			121M12A.....	1473,	
3C1.....	3.....	1064	5A33/15, 5A33/16...	1461			1474	
4A1.....	1.....	4	5E21, 5E22, 5E23...	1463		221K45A,		
4B1.....	1.....	10	5G21, 5G21/15,			221K46A,		
4H1, 4J1, 4K1.....	3.....	1065	5G22, 5G22/15,			221K47A.....	1473,	
4L1.....	3.....	1066	5G23, 5G23/15....	1464			1474	
4R1.....	3.....	1067	5J21, 5J22, 5J23...	1465		222DX15S,		
4S1.....	3.....	1068	5K11, 5K12,			222DX16,		
4T1.....	1459		5K13, 5K14.....	2.....	553	222DX17,		
4W1.....	1460		5L21, 5L22,			222DX26,		
5A3.....	1461		5L23.....	1466		222DX27,		
5B1.....	1.....	5	5M21, 5M22.....	1467		222DX48,		
5B1A.....	1.....	5	5R10, 5R11, 5R12,			222DX49.....	1475	
5B2.....	3.....	1066	5R13, 5R14.....	2.....	555	321DX15, A,		
5C3.....	1462		5S21AN, 5S22AN,			321DX16, A,		
5D2.....	3.....	1068	5S23AN.....	1462		321DX17, A.....	1472	
5E2.....	1463		5W11, 5W12.....	3.....	1069	321DX15L,		
5G2.....	1464		5X11, 5X12, 5X13,			321DX16L,		
5H1.....	1.....	8	5X14.....	3.....	1070	321DX17L.....	1472	
5J2.....	1465		5X21, 5X22, 5X23...	1469		321DX25B,		
5K1.....	2.....	553	5Y22.....	1470		321DX26, B,		
5L2.....	1466		6A21, 6A22, 6A23...	3.....	1071	321DX27B.....	1472	
5M2.....	1467		6C71.....	1.....	3	321F15, 321F16,		
5N1.....	2.....	554	6J21, 6J22.....	1471		321F18.....	3.....	1068
5R1.....	2.....	555	6N25, 6N26, 6N27...	1469		321F27, 321F35,		
5R2.....	1468		6P32.....	1.....	6	321F36, 321F46,		
5W1.....	3.....	1069	6Q11, 6Q12,			321F47, 321F49...	3.....	1069
5X1.....	3.....	1070	6Q13, 6Q14.....	3.....	1072	321F65, 321F66,		
5X2.....	1469		6R11.....	2.....	556	321F67.....	1473,	
5Y2.....	1470		6RT41, A, 6RT42,				1474	
6A1.....	1.....	1	A, 6RT43, A.....	1.....	5	321K15, 321K16,		
6A2.....	3.....	1071	6RT44.....	1.....	2	321K18.....	3.....	1064
6E1, 6E1N.....	1.....	6	6S11, 6S12.....	3.....	1073	321K27, 321K35,		
6J2.....	1471		6T01.....	1.....	1	321K36, 321K46,		
6L1.....	2.....	561	6T02, 6T04.....	1.....	5	321K47, 321K49,		
6M1.....	1.....	7	6T05.....	1.....	1	321K65, 321K66,		
6M2.....	1471		6T06, 6T07.....	1.....	4	321K67.....	3.....	1064
6Q1.....	3.....	1072	6T11.....	1.....	5	321M25A,		
6R1.....	2.....	556	6T12.....	1.....	4	321M26A,		
6S1.....	3.....	1073	6T44A.....	1.....	2	321M27A.....	1473,	
6W1.....	3.....	1074	6W11, 6W12.....	3.....	1074		1474	
7B1.....	1.....	2	7C61, 7C62, A,			322DX16.....	1475	
7C1.....	1.....	9	7C62UL.....	1.....	7	421M15A,		
7E1.....	2.....	558	7C63, A, 7C63UL...	1.....	9	421M16A,		
7G1.....	2.....	560	7C65B, 7C65M,			421M35, 421M36,		
9A1.....	2.....	559	7C65W.....	2.....	556	421M37.....	1473,	
9B1.....	2.....	562	7C73.....	2.....	559		1474	
10A1.....	1.....	3	7G11, 7G12, 7G14,			520M11, 520M12,		
19E1, 19G1,			7G15, 7G16.....	2.....	560	520M15, 520M16,		
19N1 (Radio Ch.)...	1472		7P32, 7P33,			520M17.....	1473,	
21W1 (TV Ch.)....	1473		7P34, 7P35.....	1.....	8		1474	
21W1 (Radio Ch.) ..	1474		7RT41, 7RT42,			521M15A,		
22A2, 22A2A			7RT43.....	2.....	561	521M16A,		
(TV Ch.).....	1473		7T01, 7T01M-UL,			521M17A.....	1473,	
22A2, 22A2A			7T04, -UL.....	2.....	554		1474	
(Radio Ch.).....	1474		7T06.....	1.....	10	AEROMOTIVE		
22C2, 22E2.....	1475		7T10.....	2.....	553	181-AD.....	1.....	11
22M1 (TV Ch.)....	1473		7T12.....	1.....	10	AIRADIO		
22M1 (Radio Ch.) ..	1474		7T14, 7T15.....	2.....	553	SU-41D, SU-52A,		
22Y1 (TV Ch.)....	1473		9B14, 9B15,			B, C.....	1.....	12
22Y1 (Radio Ch.) ..	1474		9B16.....	2.....	562	3100.....	2.....	563
Model			24X15, S, 24X16,			AIRCRAFTLE		
4H15, A, B, C,			S, 24X17S.....	3.....	1066	C-300.....	3.....	1075
CN, S, SN, 4H16,			30F15, A, 30F16,			G-516, G-518.....	2.....	564
A, B, C, CN, S,			A, 30F17, A.....	3.....	1066	G-521.....	2.....	565
SN, 4H17, A, B,			32X15, 32X16,			G-724.....	2.....	566
C, CN, S, SN,			32X26, 32X27,			G-735.....	2.....	567
4H18, C, CN, S,			32X35, 32X36.....	3.....	1066	REV-248.....	3.....	1076
SN, 4H19, C, CN,			34R15, A, 34R16, A	3.....	1064	PX.....	1.....	13
S, SN.....	3.....	1065	36R37, 36R45,			WEU-262.....	3.....	1077
4H115, 4H116,			36R46.....	3.....	1068	9.....	2.....	568
4H117 (S or SN)...	3.....	1065	36X35, A, 36X36,			102B.....	3.....	1078
4H126A, B, C,			A, 36X37, A.....	3.....	1066	106B.....	1.....	11
CN, S, SN.....	3.....	1065	37F15, A, B, 37F16,			171, 172.....	3.....	1080
4H137A, B, C,			A, B, 37F27, A, B,			198.....	3.....	1081
CN, S, SN.....	3.....	1065	37F28, A, B, 37F35,			201.....	3.....	1082
4H145A, B, C,			A, B, 37F55, 37F56,			350.....	3.....	1083
CN, S, SN.....	3.....	1065	37F57.....	3.....	1068	472, 254.....	1476	
4H146A, B, C,			37K15, A, B, 37K16,			568.....	1.....	14
CN, S, SN.....	3.....	1065	A, B, 37K27, A, B,			572.....	2.....	569
4H147A, B, C,			37K28, A, B, 37K35,			602-182144.....	3.....	1084
CN, S, SN.....	3.....	1065	A, B, 37K36, A, B,			603-PR-8, 1.....	3.....	1085
4H155A, B, C,			37K55, 37K56,			606-400WB.....	3.....	1086
CN, S, SN, 4H156A,			37K57, 37M15,			607-314, 315.....	3.....	1087
B, C, CN, S, SN,			37M16.....	3.....	1064	610, C951.....	1477	
4H157A, B, C,			39X16, A, B,			610, CL152B, M...	1478	
CN, S, SN.....	3.....	1065	39X17, A, B.....	3.....	1066			
4H166A, B, C,			39X35, 39X36,					
CN, S, SN, 4H167A,			39X37.....	3.....	1064			
B, C, CN, S, SN.....	3.....	1065	47M15, A, 47M16,					
4R11, 4R12.....	3.....	1067	47M17.....	1473,				
				1474				

Name & Model or Chassis No.	Vol. 4		Previous Vols.		Name & Model or Chassis No.	Vol. 4		Previous Vols.		Name & Model or Chassis No.	Vol. 4		Previous Vols.	
	Diag. No.		Vol. No.	Diag. No.		Diag. No.		Vol. No.	Diag. No.		Diag. No.		Vol. No.	Diag. No.
AIRCRAFT (Continued)					AIRLINE (Continued)					AIRLINE (Continued)				
610, H400.....	1481				14BR474.....	1.....	48	62-443.....	1.....	59				
610, P-651.1.....	1481				14BR521A.....			62-447.....	1.....	59				
610, 8500.....	1480				14BR522A.....	1.....	40	62-449.....	1.....	59				
651.....		1.....	15		14BR523A.....	1.....	48	62-451.....	1.....	59				
652, 6T1E, V.....	1482				14BR613A.....	1.....	48	62-471, -472.....	1.....	61				
5000, 5001.....		1.....	11		14BR624A.....	1.....	48	62-704, -705.....						
5002.....		1.....	16		14BR1474.....	1.....	48	-706, -707, -708.....						
5003, 5004, 5005.....					14WG469.....	1.....	47	-709, -710, -711.....						
5006.....		1.....	17		14WG518, 14WG519.....	1.....	6	-712.....	1.....	60				
5008, 5009.....		2.....	570		14WG610B.....			62-752, -753.....	1.....	64				
5010, 5011, 5012.....		1.....	18		14WG611B.....	1.....	49	62-901.....	1.....	64				
5015.1.....		3.....	1088		14WG624A.....			62-910.....	1.....	60				
5020.....		1.....	16		14WG625A.....			64BR1051A, B.....	1.....	62				
5022.....		3.....	1089		14WG628A.....	1.....	11	64BR1205A.....						
5024.....		2.....	571		14WG680.....	1.....	42	64BR1206A.....	1.....	65				
5025.....		2.....	572		14WG683A.....	1.....	51	64BR1208A.....	1.....	63				
5027.....		2.....	573		14WG690.....	1.....	50	64BR1503, B.....	1.....	58				
5028, 5029.....		2.....	574		14WG737.....	1.....	52	64BR1504, B.....	1.....	58				
5036.....		3.....	1090		14WG739.....	1.....	47	64BR1513A, B.....	2.....	586				
5044.....		3.....	1091		14WG740, 14WG741.....	1.....	52	64BR1514A, B.....	2.....	586				
6050.....		3.....	1092		14WG756, 14WG757.....	1.....	56	64BR1808A.....	1.....	66				
6053.....		3.....	1093		14WG807.....			64BR2200A.....	1.....	63				
6514, 6541, 6544.....		1.....	15		14WG808M, MA.....			64BR2701A.....	1.....	66				
6547.....		1.....	15		14WG808W, WA.....	1.....	56	64WG1052A.....	1.....	67				
6611, 6612, 6613.....					14WG1202B.....			64WG1207B.....	1.....	69				
6630, 6631, 6632.....					14WG1203B, M, W.....	1.....	54	64WG1511A, B.....	1.....	68				
6634, 6635.....		1.....	19		15BR-1536B.....			64WG1512A, B.....	1.....	68				
7553.....		2.....	575		15BR-1537B.....	1485		64WG1801C.....	1.....	6				
90091.....		3.....	1094		15BR-1543A, B.....			64WG1804A, B, C.....	1.....	71				
10002.....		2.....	576		15BR-1544A, B.....	1486		64WG1807A, B.....	1.....	71				
10003-1.....		2.....	560		15BR-1547A.....	1487		64WG1809A, B.....	1.....	68				
108014, 108504.....		2.....	577		15BR-1548A.....			64WG2007A, B.....	1.....	6				
121104.....		3.....	1095		15BR-1549A.....	1488		64WG2009A, B.....	1.....	68				
127084.....		2.....	578		15BR-2756B.....			64WG2010B.....	1.....	68				
131504.....		2.....	579		15BR-2757A.....	1489		64WG2500A.....	1.....	57				
138104.....		2.....	578		15BR-3035A.....	1490		64WG2700A, B.....	1.....	57				
139144.....		2.....	580		15GSE-2764A.....	1491		74BR1513B.....	2.....	586				
149654.....		3.....	1096		15WG-1545A.....			74BR1514B.....	2.....	586				
150084.....		3.....	1097		B, 15WG-1546A, B.....	1492		74BR2001A, B.....	2.....	587				
AIR CHIEF (See Firestone)					15WG-2745C.....		3..... 1104	74BR2701A.....	2.....	588				
AIR KING					15WG-2749E, F.....			74KR1210A.....	2.....	589				
A-501, A-502.....		2.....	581		15WG-2752D, E.....	1493		74KR2706B.....	2.....	590				
A-510.....		2.....	574		15WG-2758A.....	1494		74KR2713A.....	2.....	591				
A-511, A-512.....		2.....	582		15WG-3050A, B.....	1495		74WG1052B.....	1.....	67				
A-600.....		2.....	583		25BR-1542A.....	1496		74WG1056A.....	2.....	593				
A-604.....		3.....	1098		25BR-3058A, B.....			74WG1207B.....	1.....	69				
A-625.....		2.....	583		25BR-3061A.....			74WG1509A.....						
A-650.....		2.....	584		25BR-3067A.....			74WG1510A.....	2.....	594				
17K1C.....	1483				25BR-3068A.....			74WG1511B.....						
4601.....		1.....	30		25BR-3069A.....	1497		74WG1512B.....	1.....	68				
4603.....		1.....	31		25GSE-1555A.....			74WG1802A.....						
4604, D.....		1.....	34		B, 25GSE-1556B.....			74WG1803A.....	2.....	595				
4607, 4608.....		1.....	32		25GSE-1557B.....	1498		74WG1804C.....	1.....	71				
4609, 4610.....		1.....	30		25GSE-3065A.....	1499		74WG1807A, B.....	1.....	71				
4700.....		2.....	585		25GSL-1814A.....	1500		74WG2002A.....	2.....	594				
4704.....		1.....	37		25WG-1570A, B.....			74WG2004A.....	2.....	595				
4705, 4706.....		1.....	35		C, 25WG-1571A, B.....			74WG2007B, C.....	1.....	6				
4708.....		1.....	37		25WG-1572A, B.....	1501		74WG2009B.....						
AIR KNIGHT					25WG-1573A.....	1502		74WG2010B.....	1.....	68				
CA500.....		1.....	6		25WG-2758B.....	1494		74WG2500A.....	1.....	57				
N5-RD291.....		1.....	6		25WG-2758C, D.....	1503		74WG2504A, B, C.....	2.....	596				
AIRLINE					25WG-2763D, E.....	1494		74WG2505A.....	1.....	70				
04BR511A.....					25WG-2766A, B.....	1503		74WG2700A, B.....	1.....	57				
04BR512A.....		1.....	40		25WG-3060A.....	1504		74WG2704A, B, C.....	2.....	596				
04BR515A, B.....		1.....	43		25WG-3070A.....	1504		74WG2709A.....	2.....	597				
04WG468.....		1.....	38		35GSE-1555C.....			84GAA3967A.....	3.....	1105				
04WG568.....					35GSE-1556C.....	1498		84HA1529A.....						
04WG569, B.....		1.....	39		54BR1501A.....			84HA1530A.....	3.....	1106				
04WG619, 04WG621.....					54BR1502A.....		1..... 40	84KR1520A.....	2.....	592				
04WG621N1.....		1.....	41		54BR1503A, B, C.....		1..... 58	84WG2015A.....	2.....	598				
04WG672.....		1.....	42		54BR1504A, B, C.....		1..... 58	84WG2506.....	2.....	601				
04WG673, 04WG674.....		1.....	44		54BR1505A, B.....		1..... 55	84WG2506B.....	2.....	599				
04WG695.....		1.....	45		54BR1506A, B.....		1..... 55	84WG2712A, B.....	2.....	600				
04WG727, 04WG728.....					84KP1209A, B.....		1..... 53	84WG2714A, F.....						
04WG732.....		1.....	45		54WG1801A, B.....		1..... 6	G, H, J.....	2.....	601				
04WG803.....		1.....	44		54WG2007A, B.....		1..... 6	84WG2718A, B.....	2.....	600				
04WG804.....		1.....	45		54WG2500A.....		1..... 57	84WG2720A.....	2.....	600				
04WG1108A.....		1.....	46		54WG2700A.....		1..... 11	84WG2721A, B.....	2.....	601				
05GSE-3030A, B, C.....		3.....	1099		62-123.....		1..... 11	84WG2724A.....	2.....	600				
05GSE-3037A.....					62-131, -133.....		1..... 11	84WG2728A.....	2.....	600				
-3042A.....		3.....	1099		62-142.....		1..... 11	84WG2732A, B.....	2.....	600				
05WG-1813A.....		3.....	1100		62-144.....		1..... 11	84WG2734A.....	2.....	600				
05WG-2748F.....					62-152.....		1..... 11	93WG510.....	1.....	72				
05WG-2749D.....		3.....	1101		62-158.....		1..... 11	93WG754, 93WG755.....	1.....	74				
05WG-2752.....		3.....	1102		62-237.....		1..... 11	93WG800.....	1.....	74				
05WG-2752.....					62-239.....		1..... 11	93WG1102.....	1.....	80				
05WG-2752.....					62-270.....		1..... 59	93WG1103.....						
05WG-2752.....					62-292.....		1..... 11	93WG1104.....	1.....	46				
05WG-2752.....					62-294.....		1..... 11	93WG1110.....	1.....	80				
05WG-2752.....					62-303.....		1..... 59	94BR-1533A.....	3.....	1107				
05WG-2752.....					62-309.....		1..... 59	94BR-2740A.....						
05WG-2752.....					62-321.....		1..... 59	-2741A, B.....						
05WG-2752.....					62-347.....		1..... 59	94GAA3654A.....	3.....	1108				
05WG-2752.....					62-372, -374.....		1..... 11	94GSE-2735A.....						

Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.	Diag. No.
AIRLINE (Continued)				ARVIN (Continued)				AUTOMATIC (Continued)			
94WG-1509A .....	3.....	1111		462-CB, 472-CM .....	3.....	1126		Tom Thumb			
94WG-1804D .....	3.....	1112		480TFM, 481TFM .....	3.....	1127		Camera-Radio .....	2.....	616	
94WG-1811A .....	3.....	1113		482CFB, 482CFM .....	3.....	1128		Tom Thumb Jr. ....	2.....	555	
94WG-2742A, C, D .....	3.....	1114		547, A .....	2.....	614		B-44 .....	2.....	616	
94WG-2745A .....	3.....	1115		551T .....	1509			CS1 .....	1517		
94WG-2746A, B, .....				552AN, N .....	1.....	77		CS4 .....	1518		
-2747A .....	3.....	1114		553 .....	1510			C-60 .....	1.....	86	
94WG-2748A, C, .....				554CCB, 554CCM, .....	1509			C-60X .....	2.....	555	
94WG-2749A .....	3.....	1116		555, A .....	1.....	77		C-300 .....	3.....	1075	
94WG-3008A .....	3.....	1117		558 .....	1.....	81		C-351 .....	1519		
94WG-3016A, B, C .....	3.....	1117		580TFM .....	1511			CL-152B, M, .....	1520		
94WG-3028A .....	3.....	1117		582CFB, 582CFM, .....	1512			D-200 .....	3.....	1132	
ALLIED RADIO (See Knight)				650-P, 652-P, .....				D-251 .....	1521		
ALGENE				654-P .....	1513			F-100 .....	3.....	1133	
AR5U .....	2.....	555		655SWT. ....	1511			F-151 .....	1522		
AR6U .....	2.....	555		657-T .....	1514			M-86 .....	2.....	618	
ALTEC LANSING				664, A .....	1.....	6		P-651 .....	1523		
ALC-101 .....	3.....	1118		665 .....	1.....	83		S-551 .....	1522		
303A .....	1505			2120CM, 2121TM, .....				TV-490 .....	3.....	1134	
AMC				2123TM, 2124CCM, .....				TV-1649, TV-1650, .....	1524		
125P .....	1.....	82		2126CM .....	3.....	1129		TV-1651 .....	1524		
126 .....	1.....	76		2160, 2161, 2162, .....				601, 602 (Series A) .....	1.....	73	
AMERICAN COMMUNICATIONS (See Liberty)				2164 .....	3.....	1130		601, 602 (Series B) .....	2.....	555	
ANDREA				2410P .....	2.....	611		612X, 613X .....	1.....	73	
BT-VK12 .....	3.....	1119		4080T, 4081T .....	3.....	1131		614X, 616X .....	1.....	86	
CO-U15 .....	2.....	602		6173TM-UHF, .....				620 .....	1.....	87	
CO-VK15, COVK16 .....	3.....	1120		6213TB-UHF, .....				640 (Series B) .....	1.....	73	
COVK-125 .....	3.....	1119		6213TM-UHF, .....				660, 662, 666 .....	2.....	619	
CO-VL19 .....	1506			6215CB-UHF, .....				720 .....	2.....	620	
CVK-126 .....	3.....	1119		6215CM-UHF, ....	1515			AVIOLA			
T-16 .....	2.....	603		6640 .....	1.....	6		509 .....	1.....	88	
T-U15 .....	2.....	602		7210CB-UHF, .....				601 .....	1.....	89	
T-U16 .....	2.....	603		7210CM-UHF, .....				608 .....	1.....	91	
T-VK12 .....	3.....	1119		7212CBF-UHF, .....				612 .....	1.....	89	
TVK-127B, M, .....	3.....	1119		7212MEA-UHF, .....				618 .....	1.....	91	
ANSLEY				7214CM-UHF, .....				BELL SOUND			
Model 53 .....	2.....	604		7216CB-UHF, .....				3715 .....	2.....	621	
APEX				7218CB-UHF, .....				3725 .....	2.....	621	
4B3 .....	2.....	574		7218CM-UHF, ....	1515			3728 .....	2.....	621	
APPROVED ELECTRONIC INSTRUMENT CORP.				7219CM-UHF, ....	1515			3750 .....	2.....	621	
FM Tuner .....	2.....	605		Chassis				BELLTONE			
A-710 .....	1507			RE-202 .....	1.....	77		500 .....	1.....	90	
ARCADIA				RE-204 .....	1.....	81		BELMONT			
37D14-600 .....	1.....	78		RE-206, -1, -2 .....	1.....	6		A6D110 .....	1.....	94	
ARIA				RE-209 .....	2.....	606		4B17 .....	1.....	93	
554-1-61A .....	1.....	79		RE-213 .....	3.....	1123		4B112, 4B113 .....	1.....	65	
ARTHUR ANSLEY				RE-228, -1 .....	2.....	607		4BA1, 4BA2 .....	1.....	48	
R-1 .....	1508			RE-229 .....	1.....	83		5D16 .....	1.....	48	
ARTONE				RE-231 .....	1.....	77		5D110 .....	2.....	622	
524 .....	3.....	1121		RE-232 .....	2.....	609		5D128 .....	1.....	96	
ARVIN				RE-233 .....	2.....	608		5DA1 .....	1.....	48	
Model .....				RE-237 .....	2.....	610		5P19 .....	1.....	95	
140P .....	2.....	606		RE-242 .....	2.....	614		6D111 (Series A & B) .....	1.....	92	
150TC, 151TC .....	2.....	607		RE-243, RE-244 .....	2.....	611		6D120 .....	2.....	623	
152T, 153T .....	2.....	608		RE-248 .....	2.....	612		8A59 .....	1.....	66	
160T, 161T .....	2.....	609		RE-253 .....	2.....	613		833 (Series B & C) .....	1.....	43	
182TFM .....	2.....	610		RE-254, -255, .....				716 .....	1.....	48	
240P, 241P, 244P .....	2.....	611		-256, -259 .....	2.....	611		BENDIX			
250P .....	2.....	612		RE-267-1, -2 .....	3.....	1122		FB21CU .....	1525		
280TFM, 281TFM .....	2.....	614		RE-273 .....	3.....	1123		FM21C, FM21CU, .....	1526		
350-PB, -PL .....				RE-277, RE-277-1 .....	3.....	1127		FM27C .....	1525		
351-PB, -PL .....				RE-277-2 .....	3.....	1122		HB21C, HB21CU .....	1525		
352-PL, 353-PL .....	3.....	1122		RE-281 .....	3.....	1124		HB27C, HM21C, .....			
355T, 356T, 357T .....	3.....	1123		RE-284 .....	3.....	1125		HM21CU .....	1525		
358T .....	2.....	608		RE-287-1 .....	3.....	1126		KM21CU .....	1525		
450T, 451T .....	3.....	1124		RE-288-1 .....	3.....	1128		PAR-80 .....	2.....	624	
				RE-292 .....	1513			TB21CU, TB24DS, .....	1525		
				RE-297 .....	1509			TM17C, TM21CU, .....	1525		
				RE-306 .....	1509			TM24DS, DU, .....	1525		
				RE-307 .....	1514			0526, 0526A, B, .....			
				RE-308 .....	1510			C, D, E, F .....	1.....	97	
				RE-310 .....	1512			0626A .....	1.....	97	
				RE-313 .....	1511			55L2, 55L3 .....	2.....	625	
				RE-327 .....	1511			55P2, 55P3 .....	2.....	625	
				TE292 .....	3.....	1131		55X4 .....	2.....	626	
				TE289-2, -3 .....	3.....	1129		65P4 .....	2.....	627	
				TE-290 .....	3.....	1130		75B5, 75M5, 75M8 .....	2.....	628	
				TE-330, TE-332 .....	1515			75P6 .....	2.....	629	
				TE-341, -2 .....	1515			75W5 .....	2.....	628	
				ATLAS				95B3, 95M3, 95M9 .....	2.....	628	
				AB-45 .....	1.....	73		110, 110W, 111, .....	2.....	625	
				AUDAR				114, 115 .....	2.....	625	
				AV-7T .....	1516			300, 300W, 301 .....			
				PR-6 .....	1.....	84					
				PR-6A .....	1.....	85					
				AUTOMATIC							
				Tom Boy .....	2.....	555					



Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.	Diag. No.
<b>BENDIX (Continued)</b>				<b>CBS COLUMBIA</b>				<b>CONTINENTAL (Continued)</b>			
416A.....	2.....	630		2001 (UHF Conv.).....	1535			B11.....	1.....	118	
526MA, MB, MC.....	2.....	631		<b>CENTURY (20th)</b>				L5.....	1.....	122	
613.....	2.....	632		100X, 101, 104.....	1.....	73		XB6.....	1.....	122	
626A.....	1.....	97		<b>CHANCELLOR</b>				XL5.....	1.....	122	
636A, B, C.....	1.....	98		35P.....	2.....	574		<b>CO-OP</b>			
646A.....	1.....	99		<b>CHEVROLET</b>				6AWC2, 6AWC3.....	2.....	655	
656A.....	1.....	100		985538.....	1.....	105		6A47WCR, 6A47WT,	2.....	655	
676B, C, D.....	1.....	101		985696.....	1.....	108		6A47WTR.....	2.....	655	
697A.....	2.....	633		985697.....	1.....	108		<b>CORONADO</b>			
736B.....	1.....	100		985792.....	1.....	109		05RA1-43-7755A.....			
753F, M, W.....	1526			985793.....	1.....	110		05RA1-43-7755B.....	3.....	1144	
847B, 8.....	2.....	634		985794.....	1.....	108		05RA1-43-7901A.....	3.....	1145	
951, 951W.....	3.....	1135		986146.....	2.....	646		05RA2-43-8230A.....	1538		
1217, B.....	2.....	635		986516.....	1536			05RA2-43-8515A.....	3.....	1146	
1217D.....	2.....	636		<b>CHRYSLER (See Mopar)</b>				05RA4-43-9876A.....	3.....	1147	
1518, 1519.....	2.....	637		<b>CISCO</b>				05RA37-43-8360A.....	3.....	1148	
1521.....	2.....	637		1A5.....	2.....	574		15RA1-43-7654A.....	1539		
1524, 1525.....	2.....	637		9A5.....	1.....	73		15RA1-43-7902A.....	3.....	1149	
1531.....	2.....	638		<b>CLARION</b>				15RA33-43-8365.....	1540		
1533.....	2.....	638		C100, C101.....	1.....	11		15RA37-43-8230A.....	1540		
6100.....	3.....	1136		C102.....	1.....	113		15TV1-43-8958A,			
<b>Chassis</b>				C103, C104, C105.....	1.....	118		B, 15TV1-43-			
C-19.....	1526			C105A.....	1.....	90		9020A, B, 15TV1-			
714-3, T14-10,				C108.....	1.....	13		43-9021A, B.....	1541		
-11.....	1525			11011.....	1.....	115		15TV2-43-9101A,			
<b>BREWSTER</b>				11305.....	1.....	90		15TV2-43-9102A,			
9-1084, 9-1085,				11801, 11802V-M.....	2.....	647		(Radio Ch.).....	1542		
9-1086.....	1.....	103		12110M.....	2.....	648		15TV4-43-8948A,			
<b>BROOKS LABS.</b>				12310W.....	2.....	649		15TV4-43-8949A.....	1543		
ST-10, ST-14A.....	1527			12708.....	2.....	619		35RA2-43-5101A.....	1544		
<b>BROWNING</b>				13101.....	2.....	579		43-5005.....	2.....	656	
PF-12.....	2.....	639		14601.....	2.....	574		43-6301.....	1.....	13	
RJ-12.....	2.....	639		<b>CLEARSONIC</b>				43-6451.....	1.....	124	
RJ-12B.....	1528			5C66.....	1.....	11		43-6485.....	2.....	657	
RJ-12A.....	2.....	640		<b>COLLINS AUDIO PRODUCTS</b>				43-7601, 43-7601B	1.....	38	
RJ-14A.....	2.....	640		FMA-6.....	3.....	1142		43-7602.....	1.....	38	
RJ-20A.....	3.....	1137		45-D.....	3.....	1143		43-7651, 43-7652	1.....	66	
RV-10.....	2.....	641		<b>COLLINS RADIO</b>				43-7851.....	2.....	599	
RV-10A.....	3.....	1138		75A-1.....	2.....	650		43-8160.....	1.....	121	
RV-11.....	2.....	641		75A-2.....	1537			43-8180.....	1.....	11	
RV-31.....	1529			<b>COLONIAL</b>				43-8213.....	1.....	124	
<b>BRUNSWICK</b>				629.....	1.....	112		43-8240, 43-8241	1.....	127	
A1020.....	1.....	102		671, A.....	1.....	112		43-8305.....	1.....	71	
A2020.....	1.....	102		<b>CONCORD</b>				43-8312A.....	1.....	68	
A2600.....	1.....	107		CD61P.....	1.....	79		43-8330.....	1.....	123	
A2700.....	1.....	102		6C51B, W.....	1.....	6		43-8351, 43-8352	1.....	126	
A3780.....	1.....	102		6DS1B.....	1.....	117		43-8353, 43-8354	2.....	658	
BJ683.....	2.....	642		6DS11.....	1.....	117		43-8420.....	2.....	659	
C-3500.....	2.....	642		6DS1W.....	1.....	117		43-8470.....	1.....	71	
D-1000, D-1100.....	2.....	643		6D61B.....	1.....	120		43-8471.....	1.....	68	
D-6876.....	2.....	644		6D61P.....	1.....	79		43-8576.....	1.....	71	
T-4000, T-4000 1/2.....	2.....	644		6D61X.....	1.....	120		43-8685.....	1.....	125	
T-6000, 8, 8S,				6D62W.....	1.....	114		43-9196.....	1.....	128	
EX, T-6000 1/2.....	2.....	644		6E51B.....	1.....	18		43-9201.....	2.....	622	
T-9000.....	2.....	643		6F26W.....	1.....	119		94RA1-43-7656A,			
512, 513, 812, 816.....	1530			6T81W.....	2.....	555		94RA1-43-7657A.....	3.....	1150	
1680.....	1.....	107		7G26C.....	1.....	38		94RA1-43-7751A.....	3.....	1151	
1700.....	1.....	102		1-402, 1-403.....	2.....	614		94RA1-43-8510A,			
2600.....	1.....	107		1-411.....	2.....	574		94RA1-43-8511A.....	3.....	1152	
2689.....	1.....	107		1-501.....	1.....	18		94RA1-43-8511B.....	3.....	1153	
5000.....	2.....	645		1-504.....	2.....	651		94RA31-43-9841A.....	3.....	1154	
5125, 6165.....				1-509, 1-510.....	1.....	6		94RA33-43-8130C,			
8125, 8165.....	1530			1-516, 1-517.....	2.....	652		94RA33-43-8131C.....	3.....	1155	
<b>BUICK</b>				1-601, 1-602,				7751.....	3.....	1151	
980690, 980733.....	1.....	104		1-603.....	1.....	38		7755A, B.....	3.....	1144	
980744, 980745.....	1.....	104		1-606.....	2.....	568		7901A.....	3.....	1145	
<b>BUTLER BROS. (See Air Knight or Sky Rover)</b>				1-608.....	1.....	119		7902A.....	3.....	1149	
<b>CAPEHART</b>				1-609.....	2.....	555		8130C, 8131C.....	3.....	1156	
RP-152.....	1531			1-611.....	2.....	653		8360A.....	3.....	1148	
T-522.....	1532			1-1201.....	2.....	654		8510A, 8511A.....	3.....	1152	
35P7.....	3.....	1139		<b>CONTINENTAL</b>				8510B, 8511B.....	3.....	1153	
323M, 324M,				A-11, A-11PH.....	1.....	118		8515.....	3.....	1146	
325F, M, 326M,				B6.....	1.....	122		9841A.....	3.....	1154	
332-B, -M, 334-M.....	3.....	1140		<b>CORONET</b>				9876A.....	3.....	1147	
1005B, M, W.....	3.....	1141		C-2.....	1.....	130		<b>CROMWELL</b>			
1006B, M, W.....	3.....	1141		<b>CROWELL</b>				1020.....	3.....	1156	
1007AM.....	1533			<b>CROSLEY</b>				<b>D-25BE, CE, GN,</b>			
3011B, M, 3012B, M.....	3.....	1140		<b>D-25BE, CE, GN,</b>				<b>MN, TN, WE.....</b>			
<b>Chassis</b>				<b>D-25BE, CE, GN,</b>				<b>DU-17CDB, CDM,</b>			
C-318.....	1533			<b>D-25BE, CE, GN,</b>				<b>CHB, CHM, CHN,</b>			
CT-27, CT-38,				<b>D-25BE, CE, GN,</b>				<b>(Ch. 356-1, -2).....</b>			
CT-45.....	1534			<b>D-25BE, CE, GN,</b>				<b>3545</b>			

Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. No.	Diag. No.
CROSLEY (Continued)				DALBAR				DEWALD (Continued)			
DU-17CDB, CDM, (Ch. 1-356-3, -4).....	1546			100.....	1.....	134		E-170.....	3.....	1168	
DU-17CHNI.....	1546			400.....	1.....	11		ET-140R, ET-141R.....	3.....	1168	
DU-17COB, COM, (Ch. 356-1, -2).....	1546			1000.....	1.....	134		ET-171, ET-172.....	3.....	1168	
DU-17COL, COM, (Ch. 356-3, -4).....	1546			Barcombo Jr.....	1.....	134		ET-190D.....	3.....	1168	
DU-17PDB, PDM, PHB, PHM, PHN, PHN1.....	1547			Barcombo Sr.....	1.....	134		F-405.....	1556		
DU-17TOB, TOL, TOL1, TOM.....	1546			DAVID BOGEN				F-523.....	1555		
DU-20CDM, CHB, COB, COM.....	1546			AM901, FM801.....	1553			511.....	3.....	1168	
DU-21CDM1, CDN, CHM, COB, COL, COLB, COM.....	1546			R501.....	2.....	567		DUMONT			
E10BE, CT, RD				R-604.....	1553			RA-103D, RA-104A.....	3.....	1169	
WE.....	1548			DEARBORN				RA-109-A3.....	3.....	1170	
E15BE, CE, SL, TN, WE.....	1549			100.....	2.....	614		RA-109-A7.....	3.....	1170	
E30BE, GN, MN, TN.....	1550			DELCO				RA-110A.....	3.....	1169	
EU-17COM, TOB, TOM.....	1546			R1175.....	1.....	135		RA-112-A1, -A2, -A3, -A4, -A5, -A6, (below serial No. 126293).....	1557		
EU-21CDB, CDM, CDN, COB <sub>a</sub> , COM <sub>a</sub> .....	1546			R1176, R1177.....	1.....	138		RA-112A1, -A2, -A3, -A4, -A5, -A6 (Above serial No. 126293).....	1558		
9-101, 9-102.....	2.....	660		R1178, R1179.....	1.....	139		RA-113-B1, -B2, -B3, -B4, -B5, -B6, -B7, -B8, (below serial No. 135323).....	1557		
9-103, 9-104W.....	2.....	661		R1181.....	1.....	139		RA-113-B1, -B2, -B3, -B4, -B5, -B6, -B7, -B8 (above serial No. 135323).....	1558		
9-113, 9-114W.....	2.....	661		R1206, R1207, R1208, R1209.....	1.....	138		RA-119A.....	1559		
9-117.....	2.....	595		R1212.....	1.....	137		RA-166, RA-167, RA-168, RA-169, RA-170, RA-171.....	1560		
9-118W.....	2.....	660		R1214.....	1.....	140		Sherbrooke (RA-109-A3, A7).....	3.....	1170	
9-119, 9-120W.....	2.....	560		R1216, R1217.....	1.....	141		Sherbrooke (RA-109A-FAS).....	3.....	1170	
9-121, 9-122W.....	2.....	662		R1220.....	1.....	142		Sherbrooke (RA-130A).....	3.....	1170	
9-201, 9-202M, 9-203B.....	2.....	663		R1227, R1228, R1229.....	1.....	143		DYNAVOX			
9-207M.....	2.....	664		R1232A, R1231A, R1233.....	1.....	73		3-P-801.....	2.....	689	
9-209.....	2.....	665		R1234, R1235.....	1.....	143		ECA			
9-212M, 9-213B.....	2.....	665		R1236, R1237.....	2.....	674		101, 102.....	1.....	19	
9-302.....	2.....	666		R1238.....	2.....	574		104.....	1.....	18	
10-135, 10-136E, 10-137, 10-138, 10-139, 10-140.....	3.....	1157		R1242.....	2.....	669		105.....	1.....	161	
10-307M, 10-308, 10-309.....	3.....	1158		R1243.....	2.....	675		106.....	1.....	18	
11-100U, 11-101U, 11-102U, 11-103U, 11-104U, 11-105U.....	3.....	1159		R1244, R1245, R1246.....	2.....	676		108.....	1.....	154	
11-106U, 11-107U, 11-108U, 11-109U.....	1549			R1251, R1252, R1253, R1254, R1255.....	2.....	677		131.....	1.....	19	
11-126U, 11-127U, 11-128U, 11-129U.....	3.....	1160		R1408.....	1.....	73		132.....	2.....	690	
11-207MU, 11-208BU.....	1551			DETROLA				201.....	1.....	152	
11-350MU, 11-560BU.....	1549			554.....	1.....	79		204.....	2.....	574	
46FA, 46FB.....	1.....	6		558, 558-1-49A.....	1.....	145		ECHOPHONE			
56FA, 56FB, 56FC.....	2.....	595		568, 568-13-231D.....	1.....	14		EC112.....	1.....	153	
56PA, 56PB.....	1.....	11		571, 571A, 571AL, 571AX, 571B, 571BL, 571BX, 571L, 571X.....	1.....	117		EC113.....	1.....	153	
56TA, 56TA-L, 56TC, 56TC-L.....	1.....	73		572.....	1.....	144		EC306.....	1.....	157	
56TD.....	2.....	667		572-220-226A.....	1.....	114		EC403, EC404.....	2.....	677	
56TG.....	1.....	131		576, 576-1-6A.....	1.....	144		EC600.....	1.....	147	
56TJ.....	1.....	129		579.....	1.....	120		EX306.....	1.....	157	
56TL-L, 56TN, 56TN-L, 56TP.....	1.....	73		582.....	1.....	14		EDWARDS			
56TQ.....	2.....	668		610A, 611A.....	2.....	678		Fidelotuner.....	2.....	661	
56TR, 56TS.....	1.....	133		7166.....	2.....	679		ELCAR.....			
56TU.....	1.....	131		7270.....	1.....	146		602.....	1.....	155	
61TW.....	1.....	73		DEWALD				ELECTRO			
68CP, 68CR.....	2.....	670		A500, A500I, A500W.....	1.....	148		B20.....	1.....	163	
68TA, 68TW.....	2.....	660		A501, A502, A503.....	1.....	148		ELECTROMATIC			
68CR, 68CS.....	1.....	132		A504, A505.....	1.....	149		606A, 607A.....	1.....	156	
87CQ.....	2.....	671		A507.....	2.....	680		ELECTRONIC LABS			
88CR.....	2.....	671		A509.....	2.....	681		76E, 76K.....	1.....	167	
88TA, 88TC.....	2.....	672		A514.....	2.....	682		76RU.....	1.....	161	
106CS.....	1.....	66		A602, A605, A608.....	1.....	150		76W.....	1.....	167	
146CS, 148CP, 148CQ.....	2.....	673		B-400.....	2.....	682		710B, 710M.....	1.....	167	
154927 (UHF Conv).....	1552			B-402.....	2.....	683		710PB, 710PC.....	2.....	692	
Chassis				B-403.....	2.....	627		710T, 710W.....	1.....	167	
10E, 10E-1.....	1548			B-504.....	2.....	684		2701.....	1.....	167	
15-20E.....	1549			B-506.....	2.....	685					
30E, 30E-1.....	1550			B-510, B-512.....	2.....	686					
285.....	3.....	1157		B-612.....	2.....	687					
301.....	3.....	1159		B-614.....	2.....	688					
302.....	1549			D-E517A.....	1554						
311.....	1545			D-508.....	3.....	1161					
312.....	3.....	1160		D-517.....	3.....	1162					
356-1, -2, -3, -4.....	1546			D-518.....	3.....	1163					
357, -1.....	1546			D-519.....	2.....	685					
359, 360, 361.....	1546			D-616.....	3.....	1164					
380, 381, 383, 384.....	1546			DT-120, DT-122.....	3.....	1165					
				DT-181.....	3.....	1165					
				DT-182R, 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.....	1555						

Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Voia Vol. Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Voia Vol. Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Voia Vol. Diag. No.
ELECTRO-TONE			EMERSON (Continued)			FADA (Continued)		
555.....	1.....	18	703B (Ch.			820T20.....	3.....	1196
706.....	1.....	18	120097-B).....	1565		81060, 81065.....	3.....	1196
712.....	1.....	18	718B.....	1566		602.....	1.....	178
			724B.....	1567		605, 606.....	1.....	185
EMERSON			1002, 1003.....		1.....	609, 610.....	1.....	73
501, 502, 503, 504.....	1.....	11	DS365, DS372.....		1.....	637.....	1.....	175
508 (Ch. 120002 & 120041).....	1.....	158	EQ368, EQ410.....		1.....	652.....	1.....	171
506.....	1.....	160	ER369, ER370.....		1.....	700.....	2.....	705
507, 509, 510.....			EV384.....		1.....	711.....	2.....	574
510A, 511.....	1.....	158	FH413.....		1.....	740.....	2.....	574
511 (Ch. 120010).....	1.....	73	FH440.....		1.....	795.....	2.....	706
512 (Ch. 120006).....	1.....	162	FJ412.....		1.....	830.....	3.....	1197
512 (Ch. 120056).....	2.....	693	FW423.....		1.....	845.....	3.....	1198
514.....	2.....	693	GB439, GB441.....		1.....	855.....	3.....	1199
515 (Ch. 120056).....	2.....	693	GH437, GH447, GH2-447.....		1.....	1000 series.....	1.....	173
515.....	1.....	162				1001.....	1.....	175
516 (Ch. 120056).....	2.....	693	Chassis			FARNSWORTH		
516.....	1.....	162	120000.....	1.....	11	BC66.....	1.....	176
518.....	1.....	158	120002.....	1.....	158	BC103, BC105.....	1.....	177
519.....	2.....	555	120003.....	1.....	160	BC601, BC601X.....	1.....	186
520.....	1.....	11	120006.....	1.....	162	BK106, BK107, BK108.....	1.....	177
522, 523.....	1.....	158	120007.....	2.....	693	BK110, BK111, BK112.....	1.....	186
524.....	1.....	170	120012B.....	2.....	701	BK602, BK6025X.....	1.....	186
525.....	1.....	159	120016.....	2.....	697	BT20.....	1.....	73
528.....	2.....	694	120025B.....	3.....	1174	BT22.....	1.....	176
530.....	2.....	695	120029.....	1.....	11	BT52, BT53, BT54.....	1.....	73
531, 532, 533.....	1.....	162	120030.....	2.....	555	BT55, BT56, BT61, BT63.....	1.....	176
534.....	2.....	693	120036.....	2.....	696	BT600, BT600X.....	1.....	186
535.....	1.....	159	120038.....	2.....	694	CC70.....	1.....	187
536, 536A.....	2.....	696	120039B.....	2.....	701	CK58, CK66.....	1.....	179
537.....	2.....	694	120041.....	1.....	158	CK73, CK74, CK75.....	1.....	187
539.....	1.....	159	120042.....	1.....	165	CK111.....	1.....	177
540A.....	1.....	165	120043.....	2.....	694	CT50, CT51, CT52, CT53, CT54.....	1.....	179
541.....	1.....	73	120046.....	1.....	159	CT61, CT62, CT63, CT64.....	1.....	179
543, 544.....	1.....	159	120048B.....	2.....	698	DK73, DK75.....	1.....	187
546.....	2.....	695	120049.....	2.....	695	EC260.....	1.....	28
547A.....	2.....	697	120050.....	2.....	697	EK-081, EK-082, EK-083.....	2.....	707
550 (Ch. 120056).....	2.....	693	120056.....	2.....	693	EK-262, EK-263, EK-263BL, EK-263WL, EK-264, EK-264BL, EK-264WL, EK-265.....	1.....	28
551A.....	2.....	696	120058.....	2.....	697	EK-681.....	2.....	707
552.....	1.....	159	120069A.....	2.....	702	ET-060, ET-061, ET-062, ET-063, ET-064, ET-065.....	1.....	180
553A.....	2.....	696	120072A.....	2.....	703	ET-066.....	1.....	180
557B.....	2.....	698	120082A.....	2.....	703	GK-100, GK-102, GK-103, GK-104.....	2.....	707
558.....	2.....	699	120088B.....	3.....	1174	GK-111, GK-112, GK-114, GK-115.....	2.....	707
559A, 560.....	2.....	697	120090B, D.....	3.....	1174	GK-140, GK-141, GK-142, GK-143, GK-144.....	2.....	708
563.....	3.....	1171	120098B.....	3.....	1178	GT-060, GT-061, GT-064, GT-065.....	2.....	709
567 (Ch. 120042).....	1.....	165	120098P.....	3.....	1178	Chassis		
568A.....	2.....	700	120099B.....	3.....	1178	150.....	1.....	180
570.....	3.....	1172	120130B.....	1563		152, 153.....	1.....	28
573B.....	2.....	701	120132B.....			156, 157.....	2.....	707
574.....	3.....	1172	120134B, G, H.....	1562		158, 159.....	1.....	180
575.....	3.....	1173	120136B.....	1561		162.....	1.....	28
576A.....	2.....	702	120150B.....	1566		170.....	2.....	707
577B.....	2.....	702	120151B.....	1567		193, 194.....	2.....	707
578.....	2.....	697	EMPRESS			201.....	2.....	707
583.....	2.....	701	55, 56.....	1.....	174	216.....	2.....	707
584.....	2.....	699	ESPEY			FEDERAL		
585, 586.....	3.....	1174	RR13, RR13L.....	1.....	168	1030T.....	1.....	138
587.....	3.....	1175	7B.....	2.....	567	1040T, 1040TB.....	2.....	710
588.....	2.....	697	7C.....	1568		1540T.....	1.....	138
597.....	3.....	1176	18B.....	3.....	1193	FERRAR		
602.....	2.....	703	31.....	3.....	1194	C81-B.....	1.....	184
604A.....	2.....	702	511C, 512B.....	1568		T61-B.....	2.....	711
613A.....	3.....	1177	524.....	3.....	1193	FIRESTONE		
621 (Ch. 120098B).....	3.....	1178	581.....	1.....	73	4-A-2.....	1.....	21
622 (Ch. 120098P).....	3.....	1178	631, 632, 633.....	1.....	15	4-A-3.....	2.....	560
628.....	3.....	1178	751.....	3.....	1193	4-A-10.....	2.....	712
630.....	3.....	1178	6511, -2, -3, 6514, 6516, 6517, 6520, -7, 6521, 6535.....	1.....	15	4-A-11.....	2.....	713
634B.....	3.....	1179	6540, 6541, 6542, 6545, 6546, 6547, 6560.....	1.....	15	4-A-12.....	2.....	714
635.....	3.....	1180	6611, 6612, 6613, 6614, 6615.....	1.....	172			
636A.....	3.....	1175	6630, 6631, 6632, 6634, 6635.....	1.....	172			
640.....	3.....	1181	7541.....	1.....	15			
641B.....	3.....	1182	FADA					
642 (Ch. 120117A).....	3.....	1183	P100.....	2.....	704			
643A.....	3.....	1184	P130.....	3.....	1195			
645.....	3.....	1185	84C70, 84C40, 84T15, 84T30.....	1569				
646A, 646B.....	3.....	1186	86C55, 86C70, 86T65.....	3.....	1196			
652 (Ch. 120032B).....	3.....	1187	87C20, 87C30, 87C70, 87T65.....	3.....	1196			
653 (Ch. 120080B).....	3.....	1188	89C10.....	3.....	1196			
653B.....	3.....	1189						
656B, 657B.....	3.....	1189						
661B.....	3.....	1562						
665B (Radio Ch.).....	3.....	1563						
666B (Ch. 120132B).....	3.....	1190						
667B, 668B.....	3.....	1192						
671B.....	3.....	1191						
672B.....	3.....	1192						
674B.....	3.....	1562						
677B, 678B.....	3.....	1562						
679B.....	3.....	1563						
684B, 685B.....	3.....	1562						
691B.....	3.....	1561						
695B.....	3.....	1564						

Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. 4 Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. 4 Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. 4 Diag. No.
FIRESTONE (Continued)			GAROD (Continued)			GENERAL ELECTRIC (Continued)		
4-A-15	2	715	62B		2	17C103, 17C104,		
4-A-17	2	716	306		2	17C105, 17C107,		
4-A-20	1	20	900TV, 910TV,			17C108, 17C109,		
4-A-21	1	22	1000TV, 1001TV		2	17C112, 17C114...	1574	
4-A-21X	1	24	1100TVP, 1110TVP,			17T1, 17T2, 17T3,		
4-A-22	1	22	1200TVP, 1210TVP		2	17T4, 17T5, 17T6,		
4-A-22X	1	24				17T7	1574	
4-A-23	1	25	GENERAL ELECTRIC			20		1
4-A-24	1	23	G61		1	35		1
4-A-25	1	26	G64, G65		1	40		1
4-A-26	2	717	G66, G68, G69		1	41, 42, 43, 44, 45		2
4-A-27	2	718	G75		1	50		1
4-A-31	1	28	G78		1	100, 101		1
4-A-37	1	37	G85		1	102, 102W		2
4-A-41	2	719	G86		1	103, 105		1
4-A-42	2	644	G95		1	106		1
4-A-60	2	720	G99		1	107, 107W		2
4-A-61	2	721	GDE-73		1	114, 114W, 115,		
4-A-66	3	1200	GE-52		1	115W		2
4-A-71	2	722	GE-73, GE-78		1	118		2
4-A-78, 4-A-79	3	1201	GE-93, GE-96		1	119M, 119W		2
4-A-85	3	1202	H73, H77, H78,		1	123, 124		3
4-A-86	3	1203	H79, H87		1	131		2
4-A-86 (late)	3	1204	H116, H118		1	135, 136		3
4-A-87	3	1204	H600, H600U, H601		1	143		3
4-A-108		1571	H610, H610U, H611		1	145		2
4-A-110		1520	H620, H620U, H621		1	150		2
4-B-1, 4-B-2	1	29	H622, H623, H625		1	160		2
4-B-56	3	1133	H630, H630U, H631		1	165		3
4-B-57	3	1075	H632, H632U, H633		1	180		1
4-B-58	3	1132	H634		1	200, 201, 203,		
4-B-60		1522	H638, H640		1	205, 205M		1
4-B-61		1519	H708		1	210, 211, 212		2
4-B-62, 4-B-67		1522	H736		1	218, 218"H"		3
4-C-3, 4-C-6	1	36	HE74, HE74L		1	219, 220, 221		1
4-C-16, 4-C-17	5	1205	HE100, HE100H		1	226		3
4-C-18	3	1206	HE100L, HE100LH		1	250		1
4-C-21		7617	HE105, HE105L		1	254		2
13-G-3	3	1207	HE740, HE740L		1	260		1
13-G-4	3	1208	HJ119		1	280		2
13-G-33	3	1209	HJ737		1	303		1
13-G-48		1572	HJ905, HJ908		1	304		2
13-G-57		1573	HJ908B		1	321		1
87400-4, -5, -7	1	33	HJ1005		1	328, 327		1
FLUSHWALL			HJ1205		1	354, 355		2
5P	2	614	J62, J63		1	356, 357, 358		2
FORD			J64		1	376, 377, 378		2
7070 (51A-18805-B2)	2	723	J71		1	400, 401		3
6MF080	1	181	J105		1	404, 405		3
FREED EISEMAN			J602, J603		1	408		3
46	1	193	J614		1	409	1575	
GAMBLE SKOGMO (Also See Coronado)			J620		1	410		3
C4B15, C4B16	1	48	J664		1	411		3
C5D14	1	40	J709		1	412	1576	
C5D16	1	48	J718, J728		1	412F	1577	
15C6A	1	191	J805, J808, J809		1	414	1576	
15C6B	1	190	J818, J828		1	414F	1577	
864	1	80	J1106, J1108		1	415	1576	
3128 (late)	1	182	JEB1		1	415F	1577	
4132	1	182	JE101, JE107		1	416	1576	
4164	1	183	JE810		1	416F	1577	
4956	1	45	L600, L601, L610,		1	417		1
GAROD			L611		1	422, 423	1578	
5A-1	2	724	L631, L642, L643		1	430	1576	
5A-2	1	192	L650, L651, L652		1	502		2
5A-3	2	725	L653		1	535	1579	
5A-4	2	726	L660		1	546, 547, 548, 549	1580	
5API-Y	1	199	L663, L673, L674		1	551, 552	1581	
5D, 5D-2	1	194	LF115, LF116		1	600		3
5D-3, 5D-3A	2	727	LFC1118, LFC1128,		1	601, 603, 604		3
5D-4, 5D-5	2	728	LFC1228		1	605, 606, 607, 608	1582	
5RC-1	2	726	X115, X125, X145		1	610, 611	1583	
6A-2	2	724	X225A, X225V		1	614	1584	
6AU-1	1	82	10C101, 10C102,		1	650		3
6BU-1A	1	195	10T1, 10T4, 10T5,		3	741	1585	
6DPS, 6DPS-A	1	196	10T6		3	752, 753		3
10T2, 10T21,			12C101, 12C102,		3	754	1586	
10T22, 10T23,			12C105		3	755		3
10T24, 10T25	2	729	12C107, 12C107B,		3	757		3
11FMP	2	730	12C108, 12C108B,		3	800A, B, C, D		3
12T2, 12T21,			12C109, 12C109B		3	805, 806, 807, 809		3
12T22, 12T23,			12T1		3	810	1587	
12T24, 12T25,			12T3, 12T3B, 12T4,		3	811		3
12T26A, 12T27A	2	729	12T4B		3	814 (Fine Tuning)		3
15T2, 15T26, 15T27	2	729	14C102, 14C103		3	814 (Focus Control)		3
			14T2, 14T3		3	817		3
			16C103		3	821		3
			16C110, 16C111		3	830, 835, 840		3
			16C113		3			3
			16C115, 16C116,					
			16C117		3			3
			16T1, 16T2, 16T3,					
			16T4, 16T5		3			3
			17C101, 17C102		3			3

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.
<b>GENERAL TELEVISION</b>			<b>HALLICRAFTERS (Continued)</b>			<b>HOWARD (Continued)</b>		
1A5, 2A5, 3A5,			5R10.....	3.....	1236	810.....	1.....	247
5A5.....	1.....	73	5R10A.....		1597	865, 868.....	1.....	256
9A5.....	2.....	574	5R30, A, 5R31, A,			901A-E, -H, -I,		
14A4F.....	1.....	6	5R32, A, 5R33, A,			-M, -P, -W.....	1.....	73
15A5, 17A5, 19A5,			5R34, A.....		1598	906, 906C.....	1.....	253
21A4, 22A5C,			5R50, 5R51, 5R52.....		1598	909M.....	2.....	771
23A6.....	1.....	73	8R40, 8R40C.....		1599	920.....	1.....	73
4B5.....	2.....	574	400, 406, 408, 410,					
5B5G, 5B5Y.....	2.....	745	411, 412.....	2.....	677	<b>HUDSON</b>		
QB6P.....	2.....	574	680, 681.....	3.....	1237	DB39.....	1.....	256
24B6, 25B5.....	2.....	574	690.....	3.....	1237	DB40.....	1.....	252
			715, A, 716.....	3.....	1237	SA39.....	1.....	256
<b>GILFILLAN</b>			730, 731.....	3.....	1237	SA40.....	1.....	252
56A, 56B, 56BC-1,			740, 741.....	3.....	1237			
56BCR, 56C, 56D,			810A, 811, 815,			<b>JACKSON</b>		
56E.....	1.....	73	816, 820, 822.....	3.....	1238			
58M, 58W.....	2.....	555	860, 861.....	3.....	1238	150, 153.....	3.....	1239
66A, 66AM.....	1.....	229	870, 871.....	3.....	1238	254.....		1603
66B.....	1.....	73	980.....	3.....	1238	255.....		1604
66D, 66DM.....	1.....	229	1005, 1006, 1015,			350.....	3.....	1240
66P, 66PM.....	1.....	231	1016, 1017, 1018,					
68BD.....	2.....	746	1019.....		1600	<b>JEFFERSON TRAVIS</b>		
68F.....	2.....	747	1025.....		1601	MR-2B, MR-3.....	1.....	251
66C, 66P, 66U.....	2.....	748	17811-H, 17816,			<b>JEWEL</b>		
108-48.....	2.....	749	17817, 17824-A,			500A, B, C, 501A,		
			17906, 17930,			B, C, 502A, B, C,		
<b>GLOBE</b>			17931, 17932,			503A, B, C, 504A,		
5BP1.....	1.....	233	17933, 17934.....		1602	B, C, 505A, B, C.....	1.....	18
6AP1.....	1.....	228	20823C.....		1602	960, 960U, 961.....	3.....	1241
6D1.....	1.....	232	20990, 20990S,			5020, 5020U.....	3.....	1242
6P1.....	1.....	228	20994.....		1601	5057U.....	3.....	1243
6U1.....	1.....	232	21923, 21928,			<b>KAPPLER</b>		
7CP1.....	2.....	614	21940, 21980.....		1602	102T.....	2.....	772
62C.....	1.....	237				<b>KARADIO</b>		
456.....	2.....	750	Chassis			1276.....	3.....	1244
457.....	2.....	560	A1100D.....		1600	<b>KNIGHT</b>		
500.....	2.....	751	Z1000D.....		1600	4D-450.....	2.....	633
517.....	2.....	752	<b>HARVEY-WELLS</b>			4G-420.....	3.....	1245
551.....	1.....	11	ATR-3-6.....	2.....	765	5A-150, 5A-152,		
552.....	2.....	753	ATR-3-12.....	2.....	765	5A-154.....	1.....	15
553.....	2.....	614	<b>HOFFMAN</b>			5A-190.....	1.....	11
<b>GON-SET</b>			A-200.....	1.....	239	5B-160.....	1.....	18
10-11(Meter Con-			A-202.....	1.....	240	5B-175, 5B-176.....	1.....	16
verter).....	2.....	689	A-300.....	1.....	82	5B-185.....	2.....	773
<b>GOODRICH (See Mantola)</b>			A-309.....	1.....	240	5C-290.....	2.....	573
92-523, 92-524,			A-401.....	1.....	82	5D-250, 5D-251.....	2.....	570
92-525, 92-526,			A-501.....	1.....	241	5D-455.....	2.....	572
92-527, 92-528....	1568		A-700.....	1.....	238	5F-555.....	2.....	574</



Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. No.
<b>LAFAYETTE (Continued)</b>			<b>MAJESTIC (Continued)</b>			<b>MECK (Continued)</b>		
BB9 (A).....	1.....	191	6FM714.....	2.....	786	XOB, XQA, XQR,		
BB9 (B).....	1.....	190	6FM773.....	2.....	787	XRA, XRPT, XSA,		
FA15W, FA15Y.....	1.....	257	7C432, 7C447.....	1.....	274	XSPT, XTA, XTR,		
J62, J62C.....	1.....	237	7FM877, 7FM888.....	2.....	787	XX900.....	3.....	1254
MC10B, MC10Y.....	1.....	11	7JK777R.....	2.....	788	4C7.....	2.....	803
MC11, MC12.....	2.....	777	7JL886.....	2.....	788	6A6-W4.....	1.....	187
MC13.....	1.....	11	7P420.....	2.....	789			
<b>LEARADIO</b>						<b>MEDCO (See Telesonic)</b>		
R971.....	2.....	778	7S470.....	2.....	790	<b>MEISSNER</b>		
RM402C.....	2.....	779	7YR752.....	2.....	791	4E.....	1613	
561, 562, 583.....	1.....	260	7YR753, 7YR772.....	2.....	789	8BT.....	1614	
565, 565BL, 566,			8FM744, 8FM775,			8C.....		2..... 804
567, 568.....	1.....	260	8FM776, 8FM889.....	2.....	792	9AJ.....		3..... 1255
661.....	1.....	270	8JL885.....	2.....	793	9-1065.....		1..... 6
1281PC.....	2.....	761	8S452, 8S473.....	1.....	273	9-1091A, 9-1091B.....		2..... 805
6610PC, 6611PC,			12FM475, 12FM778,			9-1091C.....		3..... 1256
6612PC.....	1.....	270	12FM779, 12FM895.....	2.....	794	9-1093.....		3..... 806
6614, 6615, 6616,			20PP88, 20PP89			16A.....		3..... 1257
6617PC, 6619.....	1.....	260	(Radio Ch.).....		1610	2961 series.....	2.....	807
			80FMP2.....		1610			
<b>LEWYT</b>			<b>Chassis</b>			<b>MERCURY (Pacific-Mercury)</b>		
615A.....	1.....	265	5B01A, 5B05A.....	2.....	785	2081, 2181		
711.....	2.....	560	6B02D.....	2.....	786	(Radio Ch.).....	1615	
<b>LEXINGTON</b>						2217, 2218, X,		
6545.....	1.....	15	6B11D.....	2.....	787	2224, 2284.....	1616	
<b>LIBERTY</b>						<b>Chassis</b>		
A6K, A6P.....	1.....	264	7B04A.....	2.....	791	155.....	1615	
6K.....	1.....	264	7B09A, 7B09A1.....	2.....	789	200-11.....	1616	
507A.....	1.....	264	7C11D.....	2.....	787	<b>MIDLAND</b>		
<b>LINCOLN</b>						M6B.....		
S13L-N.....	1.....	185	7C25A.....	2.....	788	1..... 278		
<b>LINCOLN (Allied Radio Corp.)</b>						<b>MIDWEST</b>		
5A-110.....	1.....	26	8B06D, 8B07D,			P6, PB6.....		1..... 276
<b>LYRIC</b>						R12, RG12, RT12.....		
546T, 546TY,			8B08D, 8C07D.....	2.....	792	R16, RG16, RT16.....		2..... 808
546TW.....	1.....	73	12B26E, 12C22E.....	2.....	794	S8, S78.....		1..... 282
<b>MAGIC TONE</b>						S12, SG12, ST12.....		
500, 501.....	1.....	19	4501, 4504.....	1.....	272	S16, SG16, ST16.....		2..... 809
<b>MAGNAVOX</b>						TM8.....		
<b>Chassis</b>						1..... 282		
CR-101, CR-101M.....	1.....	262	4508.....	2.....	614	<b>MINERVA</b>		
CR-108M.....	1.....	266	4702, 4703.....	2.....	790	L-702.....		1..... 171
CR-122.....	1.....	266	4705.....	2.....	789	L-728.....		1..... 19
CR-187, CR-188.....	1.....	263	4706, 4707.....	1.....	274	W-117.....		1..... 6
CR-189A, CR-189B.....	1.....	267	4708R.....	2.....	788	W-117-3.....		1..... 11
CR-190.....	1.....	271	4810.....	1.....	273	W-702-B.....		1..... 171

Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vola Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vola Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vola Vol. No.	Diag. No.
MOTOROLA (Continued)				MOTOROLA (Continued)				MOTOROLA (Continued)			
CR-6.....	1.....	280		61-C, 61-D.....	1.....	306		HS-60.....	2.....	817	
CR-76.....	2.....	815		61-E.....	1.....	305		HS-63.....	2.....	819	
CT1M.....	1623			61-F.....	1.....	307		HS-64.....	2.....	823	
CT2M.....	1622			61T21.....	1.....	308		HS-69.....	2.....	821	
CT-6.....	1.....	279		61T23.....	1.....	314		HS-72.....	2.....	816	
FD-6, FD-7.....	1.....	279		61X11, 61X12.....				HS-87.....	2.....	828	
GMT2M, HJ2M, HN2M, KR2M.....	1624			61X13.....	1.....	301		HS-89.....	2.....	823	
NH6.....	1.....	279		62-A, 62-B.....	1.....	305		HS-91.....	1.....	315	
OE2M.....	1624			62C1, 62C1A, 62C2, 62C2A, 62C3, 62C3A.....	1630			HS-94.....	2.....	869	
OE6.....	1.....	279		62CW1.....	1631			HS-97.....	2.....	823	
PC2M.....	1624			62-E.....	1.....	305		HS-98.....	2.....	826	
PC6.....	1.....	279		62-F1.....	1.....	312		HS-102.....	2.....	823	
PD2M.....	1624			62L1U, 62L2U, 62L3U.....	1632			HS-108.....	2.....	814	
SROB.....	3.....	1260		62X11U, 62X12U, 62X13U.....	1633			HS-119.....	2.....	824	
SR1B.....	3.....	1282		63-A, 63-B.....	1.....	305		HS-122.....	2.....	820	
SR2M (Early).....	1625			65F11, 65F12.....	1.....	303		HS-124.....	2.....	819	
SR2M (Late).....	1624			65F21.....	1.....	309		HS-125.....	2.....	818	
VF102, VF102A, VF102C.....	2.....	814		65T21, 65T21B.....	1.....	310		HS-127, HS-127A, HS-128, HS-132,	2.....	825	
VF103, VF103M.....	3.....	1261		65X11, 65X11A, 65X12, 65X12A, 65X13, 65X13A, 65X14, 65X14A, 65X14B.....				HS-133.....	2.....	827	
VK101, VK101M.....	2.....	814		67F11, 67F12, 67F14.....	2.....	819		HS-137.....	2.....	814	
VT101.....	2.....	814		67F16BN.....	2.....	821		HS-137.....	2.....	825	
5C1, 5C2, 5C3, 5C4, 5C5, 5C6.....	3.....	1262		67L11.....	2.....	822		HS-140, HS-155.....	2.....	827	
5H11U, 5H12U, 5H13U.....	3.....	1263		67X11, 67X12, 67X13.....	2.....	820		HS-158.....	2.....	869	
5X11U, 5X12U, 5X13U.....	3.....	1264		67XM21.....	2.....	823		HS-168.....	3.....	1277	
5X21U, 5X22U, 5X23U.....	3.....	1266		68F11, 68F12, 68F14, 68F14B, 68F14M.....	2.....	819		HS-170.....	3.....	1278	
6F11, 6F11B.....	3.....	1266		68L11.....	2.....	824		HS-175.....	3.....	1275	
6L1, 6L2.....	3.....	1267		68T11, 68X11, 68X11A, 68X12, 68X12A.....	2.....	825		HS-180.....	3.....	1273	
6X11U, 6X12U.....	3.....	1268		69L11.....	3.....	1276		HS-181.....	3.....	1276	
7F11, 7F11B.....	3.....	1269		69X11, 69X12.....	3.....	1276		HS-192.....	3.....	1274	
8FM21, 8FM21B.....	3.....	1270		71-A.....	1.....	313		HS-210.....	3.....	1272	
9FM21, 9FM21B.....	3.....	1271		72-C.....	1.....	311		HS-226.....	3.....	1267	
9-24, 9-24A.....	1.....	285		72XM21, 72XM22.....	1634			HS-228.....	3.....	1262	
9-44.....	1.....	288		75F21.....	1.....	315		HS-230.....	3.....	1279	
16-C.....	1.....	284		75F31, 75F31A, 75F31B.....	2.....	826		HS-234.....	3.....	1280	
16F1, BH, H.....	3.....	1280		76F31.....	2.....	826		HS-243.....	3.....	1264	
17-D.....	1.....	287		77FM21, 77FM22, 77FM22M, .....				HS-244.....	3.....	1263	
17F1, A, B, BA, 17F2W, WA, 17F3B, BA, 17F4, A, 17F5, A, B, BA.....	3.....	1281		77FM22WM, 77FM23.....	2.....	823		HS-245.....	3.....	1268	
17F11 (Radio Ch.).....	1626			77XM21, 77XM22, 77XM22B.....	2.....	823		HS-246.....	3.....	1271	
17F12, A, B, BA.....	1626			78F11, 78F11M, 78FM12M, 78FM21, 78FM21M, 78FM22M.....	2.....	827		HS-247.....	3.....	1270	
17F13, B, 17F13BC, 17F13C.....	1626			79XM21, 79XM22.....	3.....	1277		HS-253.....	3.....	1281	
18-O, 19-B.....	1.....	289		81-C.....	1.....	306		HS-258.....	3.....	1262	
21F1, B.....	1627			81F21, 81F22.....	1.....	308		HS-259.....	3.....	1265	
25-F.....	1.....	290		81K31.....	1.....	316		HS-261.....	3.....	1281	
26-C, 26-C7.....	1.....	291		82-A.....	1.....	317		HS-262.....	3.....	1262	
27-D, 27-D6.....	1.....	293		83F1.....	1.....	312		HS-264.....	3.....	1266	
28-O, 28-B, 29-B6.....	1.....	291		83K1.....	1.....	321		HS-265.....	3.....	1269	
30-P.....	1.....	291		85F21, 85K21.....	1.....	309		HS-270, HS-271, HS-272.....	3.....	1262	
35-F.....	1.....	294		86FM21.....	2.....	827		HS-299.....	1630		
35-N.....	1.....	292		93F1.....	1.....	312		HS-302.....	1626		
36-C1, 36-C2.....	1.....	295		95F31, 95F31B, 95F33.....	1.....	320		HS-303.....	1634		
37-D1, 37-D2.....	1.....	296		101F21, 101R21.....	1.....	319		HS-308.....	1632		
38-O.....	1.....	291		103CK2.....	1.....	318		HS-309, HS-310.....	1628		
39-B1, 39-B2.....	1.....	291		103F1, 103F2.....	1.....	312		HS-313.....	1629		
40-P.....	1.....	286		103K1.....	1.....	322		HS-314.....	1633		
43-H.....	1.....	297		107F31, 107F31B.....	2.....	828		HS-316.....	1627		
44-K.....	1.....	298		250, 251.....	1.....	325		HS-319.....	1626		
45-B12.....	1.....	158		401A, 412.....	1635			HS-324.....	1631		
45-N.....	1.....	299		Chassis				OB.....	3.....	1260	
47B11.....	2.....	816		AS-22.....	1.....	279		TS-3, TS-5, TS-7.....	2.....	814	
51-A, 51-C.....	1.....	73		HS-2.....	1.....	19		TS-8.....	3.....	1261	
51F11.....	1.....	300		HS-8.....	1.....	158		1B.....	3.....	1262	
51F12.....	1.....	301		HS-22, HS-26.....	1.....	309		MURPHY			
51R11.....	1.....	300		HS-30, HS-31.....	1.....	303		113, 122.....	1.....	258	
52-C.....	1.....	73		HS-32.....	1.....	310		NATIONAL			
52C1, 52C1A, 52C6.....	1628			HS-36, HS-36A.....	2.....	826		HRO-50.....	3.....	1283	
52H11U, 52H12U, 52H13U, 52H14U.....	1629			HS-38, HS-39.....	1.....	320		HRO-50RI.....	1636		
53-A, -C, 54-A, -C.....	1.....	73		HS-50.....	1.....	304		HRO-60.....	1637		
55F11.....	1.....	303		HS-52.....	1.....	309		NC-33.....	2.....	829	
55X11.....	1.....	302		HS-58.....	2.....	820		NC-46.....	1.....	326	
55X11A.....	1.....	304		HS-59.....	2.....	822		NC-57.....	2.....	830	
55X12.....	1.....	302						NC-108R, NC-108T.....	2.....	831	
55X12A.....	1.....	304						NC-125.....	1638		
55X13.....	1.....	302						NC-2-40DR, NC-2-40DT.....	2.....	832	
55X13A.....	1.....	304						SW-54.....	1639		
56X11.....	2.....	869						NATIONAL UNION			
57X11, 57X12.....	2.....	817						571, 571A, 571B.....	1.....	117	
58A11, 58A12.....	2.....	869						G-613.....	1.....	324	
58X11, 58X12.....	2.....	818						G-619.....	1.....	189	
59H11U, 59H12U.....	3.....	1272						OLDSMOBILE			
59X11, 59X12.....	3.....	1273						982160.....	1.....	323	
59X21U, 59X22U.....	3.....	1274						982282.....	1.....	327	
60-XW.....	1.....	301						982375.....	1.....	323	
61-A, 61-B.....	1.....	305						982543, 982579.....	1640		

Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.	Diag. No.
OLYMPIC				PHILCO (Continued)				PHILCO (Continued)			
6-501, 6-501VU, 6-501WU.....		1.....	328	40-130, 40-135, 40-140, 40-145.....		1.....	340	48-300, 48-360.....		2.....	860
6-502, 6-502P, 6-502U.....		1.....	328	40-150, 40-155.....		1.....	344	48-460, 48-460-I.....		2.....	861
6-503.....		1.....	328	40-158.....		1.....	348	48-461.....		2.....	869
6-504, 6-504L.....		1.....	6	40-160, 40-165.....		1.....	345	48-464.....		2.....	862
6-601V, 6-601W, 6-602.....		1.....	329	40-170CS.....		1.....	340	48-472-I.....		2.....	863
6-604 Series.....		2.....	833	40-180, 40-185, 40-190.....		1.....	344	48-472 Revised.....		2.....	864
6-606, 6-606A, 6-606U.....		1.....	272	40-195, 40-200, 40-201.....		1.....	338	48-475.....		2.....	865
6-617, 6-617U.....		1.....	329	40-205, 40-215, 40-216, 40-217.....		1.....	342	48-482.....		2.....	866
7-421V, 7-421W, 7-421X.....		2.....	834	40-503, 40-506, 40-507.....		1.....	340	48-485.....		2.....	867
7-435V, 7-435W.....		2.....	834	40-516.....		1.....	342	48-1201.....		2.....	868
7-526.....		2.....	704	40-525, 40-526, 40-527.....		1.....	340	48-1253.....		2.....	869
7-532V, 7-532W.....		2.....	833	40-710, 40-715.....		1.....	351	48-1256.....		2.....	870
7-537.....		2.....	835	40-725, 40-748, 40-755, 40-756, 40-780.....		1.....	349	48-1260.....		2.....	868
7-622, 7-638.....		2.....	774	40-2710.....		1.....	351	48-1262.....		2.....	867
7-724, 7-728.....		2.....	836	40-2725, 40-2780.....		1.....	349	48-1263.....		2.....	871
7-925, 7-934, 7-936.....		2.....	837	41-230, 41-235.....		1.....	350	48-1264.....		2.....	872
8-451.....		2.....	838	41-250, 41-255.....		1.....	353	48-1266.....		2.....	856
8-533V, 8-533W.....		2.....	839	41-260, 41-265.....		1.....	352	48-1270.....		2.....	873
8-618.....		2.....	840	41-280, 41-285, 41-287, 41-290.....		1.....	353	48-1274, 48-1276.....		2.....	874
8-925, 8-934, 8-936.....		2.....	841	41-295.....		1.....	338	48-1282.....		2.....	867
9-435V, W.....			1641	41-296.....		1.....	353	48-1284.....		2.....	875
17K41, 17K42, 17K50(Radio Ch.).....			1642	41-300, 41-315X.....		1.....	338	48-1286.....		2.....	867
20K43, 20K51, 21K61, 21K62, 21K63B.....			1642	41-316.....		1.....	342	48-1290.....		2.....	873
51-421W.....			1643	41-608, 41-609.....		1.....	355	48-2500, 48-2500-S.....		3.....	1289
489.....			1644	41-610, 41-611.....		1.....	353	49-101.....		3.....	1290
PACKARD-BELL				41-616.....		1.....	342	49-500, 49-500-I.....		2.....	745
5DA.....		1.....	73	41-629.....		1.....	353	49-503.....		2.....	560
5DB.....		1.....	574	41-712, 41-713.....		1.....	354	49-504, 49-504-I.....		2.....	859
5FP.....		1.....	73	41-714.....		1.....	346	49-505.....		2.....	876
100.....		1.....	574	41-722, 41-745, 41-758, 41-759.....		1.....	347	49-506.....		2.....	745
551, 551-D.....		1.....	333	41-788.....		1.....	356	49-601, 49-602.....		2.....	877
558.....		1.....	333	42PT-2, 42PT-4, 42PT-7.....		1.....	343	49-605, 49-607.....		2.....	878
561, 563.....		1.....	330	46-421.....		1.....	363	49-900E, 49-900-I.....		2.....	879
566.....		1.....	333	42-122.....		1.....	358	49-902.....		2.....	745
568.....		1.....	73	42-123.....		1.....	361	49-904.....		2.....	880
571, 572.....		2.....	842	42-124, 42-125, 42-126.....		1.....	364	49-905.....		2.....	881
581.....		1.....	333	42-35.....		1.....	357	49-906.....		2.....	882
661.....		1.....	331	42-380.....		1.....	363	49-909.....		2.....	883
662.....		1.....	332	42-395.....		1.....	363	49-1076, 49-1077 (Radio Ch.).....		3.....	1291
673A, 673B.....		2.....	843	42-400.....		1.....	338	49-1100.....		2.....	867
682.....		2.....	844	42-706.....		1.....	343	49-1101.....		2.....	883
771.....		2.....	845	42-724.....		1.....	360	49-1175(Code 122 & Code 124), 49-1278 (Code 123), 49-1279, 49-1280.....		3.....	1291
861.....		1.....	332	42-730.....		1.....	366	49-1401.....		2.....	884
872.....		2.....	846	42-760, 42-761, 42-762.....		1.....	359	49-1405.....		2.....	885
880, 880A.....		2.....	843	42-788.....		1.....	356	49-1475, 49-1480 (Codes 121A or B, 123A or B, 123TA or B).....		3.....	1292
881A, 881B.....		2.....	847	42-1002.....		1.....	362	49-1600, 49-1601, 49-1602, 49-1603, 49-1604, 49-1605.....		2.....	886
884, 892.....		3.....	1284	42-1003, 42-1005.....		1.....	367	49-1606, 49-1607.....		2.....	883
1052.....		1.....	334	42-1008, 42-1009M, 42-1009W.....		1.....	365	49-1613.....		3.....	1293
1054B.....		1.....	337	42-1012, 42-1013M, 42-1013W.....		1.....	368	50-T701, 50-T702, 1647, 50-T1104, 50-T1105, 50-T1106.....		3.....	1294
1063.....		1.....	272	42-1015, 42-1016.....		1.....	338	50-T1400, 50-T1401, 50-T1402.....		3.....	1294
1181, 1181A.....		3.....	1285	46-131.....		1.....	370	50-T1403, 50-T1404, 50-T1406(Codes 123, 124, 125), 50-T1406(Codes 121 & 122).....		3.....	1294
1273.....		2.....	848	46-131 Revised.....		2.....	854	50-T1430.....		3.....	1294
1472.....		2.....	849	46-132.....		1.....	371	50-T1432(Code 122), 50-T1432(Code 124), 50-T1476, 50-T1477, 50-T1478, 50-T1479.....		3.....	1295
2301-TV (Radio Ch.).....		3.....	1286	46-142.....		2.....	854	50-T1481, 50-T1482, 50-T1484.....		3.....	1295
2302 (Radio Ch.).....		3.....	1286	46-200, 46-200-1, 46-201, 46-202, 46-203.....		1.....	173	50-520, 50-520-I.....		3.....	1296
2311, 2311A (Radio Ch.).....			1645	46-250, 46-250-1, 46-251.....		1.....	372	50-522, 50-522-I, 50-524.....		3.....	1297
2801-TV.....		3.....	1286	46-350.....		1.....	373	50-526.....		3.....	1298
2801A-TV (Radio Ch.).....		3.....	1286	46-420, 46-420-I.....		1.....	377	50-620.....		3.....	1299
2803TV.....		3.....	1287	46-421, 46-421-I.....		1.....	374	50-621.....		3.....	1300
PHILCO				46-427.....		1.....	375	50-920, 50-921, 50-922.....		3.....	1301
A-T2294.....			1646	46-480.....		1.....	376	50-925, 50-926.....		3.....	1302
C-4608.....		1.....	111	46-1201.....		1.....	379	50-1420, 50-1421, 50-1422, 50-1423.....		3.....	1303
C-4608 Revised.....		1.....	111	46-1203.....		1.....	378	50-1720.....		3.....	1304
CR-2.....		2.....	850	46-1209.....		1.....	380	50-1721, 50-1723, 50-1724.....		3.....	1305
CR-4, CR-8.....		2.....	851	46-1213.....		1.....	382				
CR-8.....		2.....	852	46-1226.....		1.....	380				
CR-9.....		2.....	853	47-204, 47-205.....		2.....	745				
CR-12.....		2.....	852	47-1227.....		2.....	855				
CR-501, CR-503, CR-505.....		3.....	1288	47-1230.....		2.....	856				
UN6-100.....		1.....	336	48-141, 48-145.....		2.....	857				
UN6-450, UN6-500.....		1.....	335	48-150.....		2.....	858				
39-40, 39-45.....		1.....	339	48-200, 48-200-I, 48-206, 48-214, 48-225, 48-230.....		2.....	860				
39-55.....		1.....	342	48-250, 48-250-I.....		2.....	859				
39-116.....		1.....	342								
39-770.....		1.....	338								
40-110.....		1.....	341								

Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. No.	Diag. No.
<b>PHILCO (Continued)</b>				<b>PONTIAC (Continued)</b>				<b>RCA VICTOR (Continued)</b>			
50-1727.....	3.....	1306		984171.....	1.....	386		U-121.....	1.....	443	
51-T1443PL, PM, PW (Radio Ch.).....	3.....	1307		PORTO BARADIO				U-122E.....	1.....	395	
51-T1872.....				PA510, PB520.....	2.....	892		U-123 (1 band).....	1.....	443	
51-T1874, L.....				PREMIER				U-123 (2 band).....	1.....	441	
51-T1875.....	3.....	1308		15LW.....	1.....	127		U-124, U-125.....	1.....	395	
51-T1876.....	3.....	1309		PURE OIL (See Puritan)				U-126.....	1.....	414	
51-T2175.....	3.....	1310		PURITAN				U-127E.....	1.....	443	
51-T2176.....	3.....	1311		501.....	1.....	385		U-128, U-129.....	1.....	414	
51-530, 51-532.....	3.....	1312		501X.....	1.....	124		U-130.....	1.....	390	
51-534.....	3.....	1311		502.....	1.....	385		U-132, U-134.....	1.....	401	
51-629.....	3.....	1311		502X.....	1.....	124		V-101.....	1.....	440	
51-631.....	3.....	1312		503, 503W.....	1.....	388		V-102.....	1.....	413	
51-632.....	3.....	1311		504, 504W.....	1.....	387		V-140.....	1.....	446	
51-930, -931, -932, 1648				506, 506X, 507, 507W.....	1.....	20		V-170, V-175.....	1.....	413	
51-934.....	3.....	1313		508.....	1.....	25		V-200.....	1.....	447	
51-1330.....		1649		509.....	2.....	893		V-201.....	1.....	139	
51-1730, (L).....		1650		515.....	2.....	894		V-205.....	1.....	447	
51-1731, 51-1732.....	3.....	1314		RCA VICTOR				V-209, V-210.....	1.....	142	
51-1733, (L).....				A55.....	3.....	1317		V-215, V-219.....	1.....	142	
51-1734.....		1651		A-82.....				V-221, V-225.....	1.....	142	
52-540, -i.....				A-106.....	3.....	1318		V-300, V-301, V-302.....	1.....	447	
52-541, -i.....				A-108.....				V-405.....	1.....	447	
52-542-1.....		1652		BK-42, BT-42.....	1.....	427		VHR-202, VHR-207.....	1.....	447	
52-640, -641.....		1653		BX6.....	3.....	1319		VHR-212.....	1.....	142	
52-643.....		1654		BX55, BX57.....	3.....	1320		VHR-307, VHR-407.....	1.....	447	
52-940, -941.....				B-52.....	1.....	419		X-55, X-60.....	1.....	107	
-942.....		1655		E-80.....	1.....	43		X711.....	3.....	1322	
52-944.....		1656		HF-2, HF-4.....	1.....	390		1R81.....		1673	
52-1340.....		1649		HF-6, HF-8.....	1.....	401		1X591, 1X592.....		1671	
53-T2285.....				K-50.....	1.....	107		2BX83.....		1674	
-T2286, -T2287.....		1646		K-60.....	1.....	434		2C521, 2C522, 2C527.....		1675	
53-561, -562.....		1657		K-61.....	1.....	107		2S10.....		1676	
53-563.....		1658		K-62, K-81, K-82.....	1.....	434		2U87.....		1677	
53-566.....		1659		K-105.....	1.....	434		2X61, 2X62, 2X621.....		1678	
53-651.....		1653		M-50, M-60.....	1.....	409		2XF91, 2XF931, 2XF932, 2XF933, 2XF934.....		1679	
53-656, -658.....		1660		M-70.....	1.....	439		4T141, 6T84.....	3.....	1323	
53-702, -706, -707.....		1657		PX600.....		1671		5Q5, 5Q8, 5Q8.....	1.....	398	
53-800, -804.....		1661		Q-11, Q-12.....	1.....	397		5Q12, 5Q12A.....	1.....	400	
53-950, -952, -954.....		1662		Q-14, Q-14E, Q-15, Q-15E.....	1.....	412		5Q55, 5Q56, 5Q66.....	1.....	398	
53-958.....		1663		Q-16, Q-16E, Q-17.....	1.....	416		6QU.....	1.....	400	
53-960.....		1664		Q-18.....	1.....	398		6C1, 6C4, 6Q4X.....	1.....	402	
53-1350, -1750.....		1665		Q-22, Q-22A.....	1.....	391		6Q7, 6Q8, 6QK8.....	1.....	400	
53-1754.....		1666		Q-23.....	1.....	416		7QB, 7QBK.....	1.....	403	
PHILHARMONIC				Q-24.....	1.....	391		7Q4, 7Q4X, 7QK4.....	1.....	405	
100C.....	2.....	887		Q-25.....	1.....	420		7T143 (Radio Ch.).....	3.....	1327	
100T.....	2.....	888		Q-26.....	1.....	396		8BX5, 8BX65.....	2.....	895	
149C, 249C.....	2.....	889		Q-27.....	1.....	420		8QB, 8QBK.....	1.....	403	
349C.....	2.....	890		Q-30, Q-31.....	1.....	423		8Q1.....	1.....	406	
5000, 5200, 5201, 5250, 5400, 5401, 5450, 5600, 5601, 5650, 5700, 5700RT, 5701, 5750, 5750RT, 5800.....		1530		Q-33.....	1.....	399		8Q2.....	1.....	404	
6810.....	1.....	196		Q-44.....	1.....	426		8Q4.....	1.....	406	
8701, 8702, 8703.....	1.....	196		QB-1, QB-2.....	1.....	391		8QU5C, 8QU5M.....	1.....	404	
8710, 8711, 8712.....	1.....	196		QB-3.....	1.....	399		8RT1, 8RT2, 8RT4, 8RT5, 8RT6.....	2.....	896	
PHILLIPS PETROLEUM CO. (See Woolaroc)				QB-5.....	1.....	397		8TK29 (Radio Ch.).....	3.....	1324	
PILOT				QB-6, QB-9.....	1.....	391		8TK320.....	3.....	1324	
AF-605.....		1667		QB-51C.....	1.....	428		8TH29.....	3.....	1324	
AF-821A, U.....		1668		QK-23.....	1.....	392		8TV321, B, 8TV323, B.....	3.....	1325	
T-411-U.....	1.....	381		QU-2C, QU-2M.....	1.....	392		8V90, 8V91.....	2.....	897	
T-500.....	1.....	73		QU-3C, QU-3M.....	1.....	396		8V111, 8V112.....	2.....	897	
T-510, T-511.....	1.....	381		QU-5.....	1.....	392		8X53.....	2.....	898	
T-521.....	1.....	383		QU-7, QU-8.....	1.....	407		9BX58.....	3.....	1326	
T-530.....	1.....	393		QU-51M.....	1.....	428		9M1, 9M2.....	1.....	409	
T-601.....	2.....	614		QU-52C, QU-52M.....	1.....	392		9QK, 9Q1.....	1.....	408	
T-741.....	2.....	891		QU-55.....	1.....	430		9Q4.....	1.....	406	
POLICE ALARM				QU-56C, QU-56M.....	1.....	432		9T89.....	3.....	1327	
PR-8.....	3.....	1315		T-55, T-56, T-60, T-62, T-63.....	1.....	107		9T147.....	3.....	1327	
PR-31.....	3.....	1316		T-64, T-65, T-80, TA-128, TA-129, TA-169.....	3.....	1321		9TW333.....	3.....	1325	
PONTIAC				TRK-5.....	1.....	395		9W101, 9W102, 9W103, 9W105.....	3.....	1328	
983667.....	1.....	384		TRK-9, TRK-12.....	1.....	410		9X561, 9X562.....	3.....	1329	
983679.....	1.....	386		TRK-90, TRK-120.....	1.....	410		9X571, 9X572.....	3.....	1329	
983680.....	1.....	394		TT-5.....	1.....	395		9X641, 9X642.....	3.....	1330	
983775.....	1.....	386		U-10, U-12, U-20.....	1.....	107		9X651, 9X652.....	3.....	1331	
983910.....	1.....	108		U-25, U-26.....	1.....	395		9Y7.....		1680	
983911.....	1.....	386		U-30.....	1.....	414		9Y51.....	3.....	1332	
984170.....	1.....	108		U-40, U-42, U-43.....	1.....	107		9Y510, 9Y511.....	3.....	1332	
				U-44, U-45.....	1.....	425		10Q1.....	1.....	406	
				U-50.....	1.....	400		10X.....	1.....	411	
				U-70.....		1672		11QK, 11QU, 11Q4.....	1.....	414	
				U-115.....	1.....	443		11X-1.....	1.....	411	
				U-119.....	1.....	395		12AX, 12AX2.....	1.....	411	
								12QK, 12QU, 12Q4.....	1.....	414	
								12X, 12X2.....	1.....	411	
								14AX, 14AX2, 14X, 14X2.....	1.....	411	
								15X.....	1.....	397	
								16K, 16T2, 16T3, 16T4.....	1.....	413	

Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.	Diag. No.
RCA VICTOR (Continued)				RCA VICTOR (Continued)				RAY ENERGY (Continued)			
16X4		1	415	RC-604, RC-605	1	142		SRB-1X	1	450	
16X11, 16X13,				RC-606	1	437		RAYTHEON			
16X14	1	397		RC-606C	2	905		C-1735A,			
17K	1	139		RC-608	2	901		C-1736A	1685		
18T	1	139		RC-610, RC-610A,				C-2105A,			
19K	1	417		RC-610B	2	906		C-2110A,			
21T197DE,				RC-613A	2	906		C-2111A	1686		
21T242	1676			RC-615	2	904		C-2112A,			
21T244	1681			RC-616, RC-616A	2	897		C-2113A,			
25BK	1	418		RC-616B, C	3	1325		C-2114A,			
25BT2	1	419		RC-616H	2	897		C-2115A,			
25BT3	1	418		RC-616J, K	3	1325		C-2116A,			
26BP	1	421		RC-616N	3	1325		C-2118A	1687		
26X1, 26X3, 26X4	1	397		RC-618, RC-618A				CR-41, A, CR-42,			
27K	1	422		(Model 8V90)	2	897		A, CR-43, A	1688		
28T	1	139		RC-618, RC-618B,				RC-1618A, B,			
28X, 28X5	1	140		RC-618C (Model				RC-1619A, B	3	1336	
29K, 29K2	1	141		9W101)	3	1328		RC-1718A, B			
34X, 35X	1	411		RC-622	3	1318		RC-1719A, B	3	1336	
36X	1	397		RC-1004E	1	419		RC-1720A	1689		
45-W-10	1682			RC-1011	1	431		UHF-100	1690		
45X18	1	424		RC-1017, RC-1017A	1	420		10AXF43	3	1335	
55AU	1	429		RC-1023B	1	397		RECORDIO			
55F, 55FA	1	419		RC-1034	1	138		6B10, 6B20, 6B30,			
55U	1	429		RC-1037, RC-1037A	1	138		6B32			
56X, 56X2, 56X3	1	431		RC-1038, RC-1038A	1	435		7D42, 7D44	2	912	
56X5, 56X10,				RC-1040, RC-1040A	1	435		7E40, 7E44	2	913	
56X11	1	397		RC-1040C	2	895		9G10	3	1337	
58AV, 58V, 59AV,				RC-1045	2	899		9G40M, 9G42	3	1338	
59V1	1	142		RC-1046	2	900		9H40B	3	1339	
64F1, 64F2, 64F3	1	138		RC-1050, RC-1050B	2	900		Chassis			
65AU	1	429		RC-1057A	2	903		7D1	2	912	
65BR9	2	899		RC-1057B				REGAL			
65U	1	429		RC-1060, RC-1060A	2	896		BP48	2	914	
65X1, 65X2	1	138		RC-1064 (Model				C-527			
66BX	1	435		8X53)	2	898		CR761	2	915	
66X1, 66X2, 66X3,				RC-1064 (Model				CR-762	1692		
66X4, 66X8	1	436		65X1)	1	138		L76	1	171	
66X11, 66X12,				RC-1068	3	1326		P-175			
66X13, 66X14,				RC-1070A	3	1322		W700, W800, W801	1	171	
66X15	2	900		RC-1077, A, B	3	1332		W900, W901	1	454	
67AV1, 67V1	1	437		RC-1079, A, B, C	3	1329		17HD36, 19C36,			
68R1, 68R2, 68R3,				RC-1079K, L	1671			19D36, 2036,			
68R4	2	901		RC-1082	3	1319		20D36, 20HD36			
75X11, 75X12	2	902		RC-1085, A	3	1331		(Radio Ch.)	1694		
77U	2	903		RC-1085B				205	2	916	
77V1	2	904		RC-1087	3	1317		271			
77V2	2	905		RC-1088, A	3	1320		575			
84BK2, 84BT2	1	442		RC-1090	3	1323		747	2	917	
95T5, 95T5LW	1	443		RC-1092	3	1327		777	2	918	
96BK6, 96BT6	1	442		RC-1094				1049	1	452	
96E	1	443		RC-1096				1107	2	919	
96E2	1	395		RC-1096A				1500	2	920	
96K, 96K2, 96K5,				RC-1102				1749	2	921	
96K6	1	395		RC-1110				1877			
96T, 96T1	1	443		RC-1111, A				7251	2	922	
96T2, 96T3	1	395		RC-1115				REGENCY			
96T4, 96T5, 96T6	1	441		RC-1117A				RC-600	1697		
96T7	1	395		RC-1117B				REMLER			
96X1, 96X2, 96X3,				RC-1117C				MP-5-5-3	1	173	
96X4	1	444		RC-1120, A				5300B, 5300B1,			
96X11, 96X12,				RC-1121, A				53001	2	923	
96X13, 96X14	1	444		RK-121	1	448		5310	2	924	
97E, 97K, 97K3,				RK121A	3	1233		5400, 5410	2	925	
97K2	1	395		RK-135, RK-135A,				5500, 5505, 5510,			
97T, 97T2	1	395		RK-135A-1	3	1324		5515, 5520, 5530	2	926	
97X	1	443		RK-135D	3	1321		6000	3	1340	
97Y	1	398		RAY ENERGY				ROLAND			
98EY	1	395		RADIOLA				5T2M	1698		
98K	1	414		61-1, 61-2, 61-3,				6T1M	1699		
98K2, 98T, 98T2	1	395		61-5	1	397		8T1M	1700		
98K, 98YG	1	395		61-8, 61-9	2	898		8XFM	1701		
99K, 99T	1	414		61-10	1	397		ROYAL			
110K, 110K2, 111K	1	445		75ZU	2	908		AN150	1702		
211K	1	141		76ZX11, 76ZX12	2	909					
515	1	397		RADIO CRAFTSMEN							
516, 517, 522,				RC-1 (Tuner)	2	910					
526, 527	1	411		RC-10	3	1334					
610V1, 610V2	2	908		10							
612V1, 612V2,				800							
612V3	1	448		RADIOLIC							
648PTE, 648PV				6W	1	167					
(Radio Ch.)	3	1333		Y62N, Y728	2	911					
710V2	2	908		RAY ENERGY							
711V1, 711V2,				AD	1	449					
711V3	2	907		AD4	1	453					
730TV1, 730TV2											
(Radio Ch.)	2	906									
910KG, 911K	1	414									
Chassis											
KCS70	1672										



Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vola Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vola Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vola Vol. No.	Diag. No.
SCOTT (E. H.)				SENTINEL (Continued)				SILVERTONE (Continued)			
16A .....	2.....	927		423, 423B, 423-17.....	3.....	1347		4791, 4792.....	1.....	465	
310..... 1703				424, 424-17.....	3.....	1347		4798.....	1.....	463	
510..... 1704	3.....	1341		425, 425, 429,				5502.....	1.....	466	
515..... 1705				430, 431, 432,				5511, 5511-A.....	1.....	460	
800-B..... 1705	1.....	456		435.....	3.....	1347		5571, 5571-A.....	1.....	460	
1000..... 1705				438, 439, 440,				5581.....	1.....	458	
1510..... 1708				441, 443, 444,				5601-A.....	1.....	460	
				446, 452, 453.....	1710			5621.....	1.....	458	
SENTINEL				SETCHELL CARLSON				6008, 6009.....	1.....	464	
1U-284GA.....	2.....	928		416.....	1.....	192		6011, 6012.....	1.....	467	
1U-284I, 1U-284NA,				427.....	2.....	938		6016.....	1.....	464	
1U-284NI, 1U-284W,	1.....	26		437.....	2.....	939		6018 (Ch. 132, 820).....	2.....	944	
1U-285, 1U-285P.....	1.....	361		447.....	2.....	940		6017, 6018, 6019,	1.....	464	
1U-293I.....	1.....	459		458-RD.....	3.....	1348		6022.....	1.....	470	
1U-293CT.....	2.....	929		459.....	3.....	1349		6036, 6038.....	1.....	466	
1U-293T, 1U-293W.....	1.....	459		570.....	3.....	1350		6046, 6047, 6048,	1.....	464	
1U-294I, 1U-294N,				SIGNAL				6049.....	1.....	464	
1U-294T, 1U-294W.....	1.....	459		AF252.....	2.....	942		6050.....	1.....	6	
1U-312PG.....				241.....	2.....	941		6051, 6052.....	1.....	468	
1U-312PW.....	3.....	1342		341-A, 341-T.....	2.....	943		6068, 6069.....	1.....	464	
1U-313I, 1U-313W.....	2.....	935		SILVERTONE				6071.....	1.....	6	
1U-314E, 1U-314I,				R-381.....	1.....	460		6072.....	1.....	469	
1U-314W.....	2.....	928		R-1161.....	1.....	459		6074, 6079.....	1.....	470	
1U-316PM.....				5, 6.....	1711			6092, 6093.....	1.....	466	
1U-316PT.....	2.....	937		10, 11.....	1712			6100.....	1.....	73	
1U-335PG, PI,				15, 16, 18.....	1713			6104, 6105.....	1.....	466	
PM, PW.....	3.....	1343		25, 27.....	1714			6108A, 6111A.....	2.....	945	
1U-338-I, 1U-338-R,				41, 41A.....	3.....	1351		6111.....	1.....	466	
1U-338-W.....	3.....	1345		51, 53.....	3.....	1352		6122, 6132.....	1.....	464	
1U-339-K.....	3.....	1345		54, 56.....	3.....	1352		6136, 6138.....	1.....	470	
1U-340-C.....	3.....	1345		64, 65, 67.....	3.....	1353		6146, 6148.....	1.....	464	
1U-343..... 1707				69.....	1715			6157.....	1.....	473	
1U-344..... 1708				102A.....	1716			6168.....	1.....	464	
1U-345P..... 1709				106, 107 (Ch.				6190.....	1.....	474	
1U-416.....	3.....	1346		132, 889-2).....	1717			6200-A.....	1.....	475	
1U-419, 1U-420.....	3.....	1346		112.....	3.....	1354		6220, 6220-A.....	1.....	475	
1U-420B.....	3.....	1347		120.....	3.....	1354		6230, 6230-A.....	1.....	477	
1U-423, 1U-423B,				125.....	3.....	1355		6285-A.....	1.....	478	
1U-423-17.....	3.....	1347		141 (Ch.				6286, 6287..... 1731			
1U-424, 1U-424-17.....	3.....	1347		132, 889-2).....	1717			6293.....	3.....	1360	
1U-425.....	3.....	1347		143, 143A.....	3.....	1356		6301.....	1.....	474	
1U-428, 1U-429,				144 (Radio Ch.).....	1718			6303.....	1.....	476	
1U-430, 1U-431,				150-14, 163-16.....	1719			6320.....	1.....	480	
1U-432, 1U-435.....	3.....	1347		179-16, 180-16,				6321, 6322, 6323,	1.....	471	
1U-438, 1U-439,				194-16, 195-16.....	3.....	1357		6324.....	1.....	471	
1U-440, 1U-441,				220, 222, 223, 224.....	3.....	1358		6325, 6335, 6336,	1.....	472	
1U-443, 1U-444,				225.....	3.....	1359		6337.....	1.....	472	
1U-446, 1U-447,				771.....	1.....	458		6346, 6346A.....	1.....	472	
-A, 1U-448, -A,				1017, 1018.....	1720			6359, 6360, 6361,	1.....	472	
1U-449, -A, 1U-450,				1040, A, 1045, A.....	1721			6362, 6363, 6364,	1.....	472	
-A, 1U-451, -A..... 1710				1052, A, 1053, A.....	1722			6368, 6379, 6380,	1.....	472	
L-284I, L-284NA,				1054, A, 1055, A.....	1722			6381, 6382.....	1.....	472	
L-284NI.....				1058, 1059,	1723			6407, 6408, 6409.....	1.....	472	
L-284NR, L-284W.....	2.....	928		1062, 1063.....	1723			6421, 6424.....	1.....	471	
263, 264, 273.....	1.....	459		1771.....	1.....	458		6425, 6435, 6436,	1.....	471	
284GA.....	2.....	928		1781, 1781A.....	1.....	462		6437, 6438, 6438-A,	1.....	471	
284I, 284NA,				2003, 2004, 2005,	1724			6438-B, 6439,	1.....	471	
284NI, 284W.....	1.....	26		2006.....	1724			6439-A, 6440,	1.....	471	
285P.....	1.....	261		2009, 2010, 2011,	1725			6441.....	1.....	471	
289T.....	1.....	23		2012, 2013.....	1725			6446.....	1.....	472	
292K.....	1.....	454		2011.....	1.....	73		6447.....	1.....	471	
293 Series.....	1.....	459		2014, 2015, 2016,	1722			6449.....	1.....	460	
293CT.....	1.....	459		2022.....	1722			6490, 6490-A.....	1.....	472	
293I.....	2.....	929		2023, 2024, 2025,	1712			6495, 6497.....	1.....	472	
293T, 293W.....	1.....	459		2026, 2027.....	1712			6551, 6581.....	1.....	482	
294I, 294N, 294T.....	1.....	459		2028.....	1726			6621, 6661.....	1.....	482	
296T.....	2.....	930		2051.....	1.....	73		6721, 6751, 6751-A.....	1.....	482	
296B, 296M.....	2.....	775		2058, 2060, 2061.....	1727			6761, 6761-A.....	1.....	482	
302-I, 302-T.....				2063, 2064.....	1723			6921.....	1.....	482	
302-W.....	2.....	932		2200, 2202, 2203.....	1728			7010.....	1.....	479	
305-I, 305-I-3,				2225.....	1729			7021.....	1.....	481	
305-W, 305-W3.....	2.....	933		2411.....	1.....	73		7025.....	2.....	946	
309-I, 309-N.....				2461.....	1.....	458		7034.....	1.....	479	
309-R, 309-W.....	2.....	934		2511.....	1.....	73		7037.....	1.....	483	
313-I, 313-W.....	2.....	935		2761.....	1.....	458		7038.....	1.....	484	
314-E, 314-I.....				3040, 3045, 3046.....	1730			7048.....	1.....	483	
314-W.....	2.....	925		3106, 3175.....	1515			7049.....	1.....	466	
315-I, 315-W.....	2.....	929		4608, 4609.....	1.....	461		7054.....	1.....	489	
316PM, 316PT.....	2.....	937		4628, 4629.....	1.....	461		7065, 7066.....	1.....	73	
332.....	2.....	935		4638, 4639.....	1.....	461		7067, 7068.....	1.....	466	
333.....	2.....	929		4648, 4649.....	1.....	461		7069, 7070.....	1.....	483	
335PG, PI, PM,				4666.....	1.....	465		7071.....	1.....	487	
PW.....	3.....	1343		4667.....	1.....	463		7080 (Ch. 101, 809).....	1.....	486	
338-I, 338-R.....				4686.....	1.....	465		7080 (Ch. 101, 809-2).....	2.....	947	
338-W.....	3.....	1344		4728, 4748.....	1.....	461		7085.....	2.....	948	
339-K.....	3.....	1345		4766.....	1.....	465		7089.....	2.....	949	
340-C.....	3.....	1346		4787, 4777.....	1.....	463		7090.....	1.....	488	
343..... 1707								7100.....	1.....	485	
344..... 1708								7102.....	2.....	948	
345P..... 1709								7103.....	2.....	949	
416, 419, 420.....	3.....	1346						7104, 7106.....	1.....	491	
420B.....	3.....	1347						7111.....	2.....	950	

Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vol. Vol. No.
SILVERTONE (Continued)			SILVERTONE (Continued)			SONORA (Continued)		
7112.....	1.....	491	101.839.....	2.....	957	RX-223.....	1.....	497
7115, 7116, 7117.....	1.....	490	101.846.....	3.....	1362	WBHU-239.....	2.....	966
7167, 7168.....	1.....	466	101.852.....	2.....	958	WDU-233.....	2.....	967
7210.....	2.....	951	101.859.....	3.....	1368	WDU-249.....	2.....	967
7220.....	1.....	475	101.859-1.....	3.....	1353	WEU-262.....	2.....	968
7226.....	2.....	952	101.859-2.....	3.....	1353	WKRU-254A.....	2.....	969
7228.....	1.....	410	101.860.....	1723		WLRU-219A.....	2.....	970
7230.....	1.....	395	101.861, -1.....	1727		WLRU-220A.....	2.....	970
7245.....	1.....	492	101.864, 101.866.....	3.....	1362	WLRU-254A.....	2.....	971
7905.....	1.....	396	110.451, 110.452.....	1.....	468	100.....	2.....	971
7915.....	1.....	408	110.454.....	1.....	469	101, 102.....	2.....	972
8005.....	2.....	953	110.466.....	2.....	949	171, 172.....	3.....	1371
8010.....	2.....	954	110.466-1.....	2.....	960	308.....	3.....	1372
8020.....	2.....	955	110.473.....	2.....	960	401.....	2.....	969
8024, 8025.....	3.....	1361	132.011, -1.....					
8050.....	2.....	956	132.012-1.....					
8051.....	2.....	957	132.021.....	1722		SOUND		
8080.....	2.....	958	132.022.....	1725		SR2.....	2.....	973
8083, 8083-A.....			132.024, -1, -2.....	1724				
8084, 8084-A.....	2.....	947	132.026-3.....	1727				
8090.....	2.....	959	132.027.....	1722				
8100, 8101.....			132.045, -1.....	1515		SPARTON		
8101-A, 8101-B.....			132.807-2.....		946	4AW17, 4AW17A.....	2.....	974
8101-C.....	2.....	947	132.816.....	2.....	946	5AM26PS.....	1.....	500
8103.....	2.....	960	132.816A.....	1.....	467	5A116.....	2.....	974
8105, 8105A.....	2.....	947	132.820.....	1.....	464	5AW08.....	1.....	503
8124, 8125, 8126.....			132.825-4.....	1.....	6	5AW16.....	2.....	974
8127, A, B, C.....			132.826-1.....	1.....	6	6AM06.....	2.....	975
8128, A, B, C.....	2.....	961	132.839.....	2.....	953	6AW26PA.....	1.....	502
8132, 8133.....	3.....	1362	132.840.....	2.....	954	6-66A.....	2.....	976
8200, 8201.....	1.....	475	132.841.....	2.....	955	7AM46, 8AM46.....	1.....	499
8210.....	3.....	1363	132.858.....	3.....	1364	10AB76-PA.....		
8220, 8221, 8222.....	1.....	475	132.871.....	3.....	1365	10AM76-PA.....		
8230, 8231.....	2.....	952	132.875.....	3.....	1366	10BM76-PA.....		
9005, 9006.....	3.....	1364	132.877.....	1713		10BW76-PA.....	1.....	504
9022.....	3.....	1365	132.881.....	1711		100, 101.....	2.....	974
9101, 9102.....	2.....	947	132.884, -1, -2.....	1713		121.....	2.....	977
9105.....	3.....	1366	132.887.....	3.....	1352	141.....	2.....	977
9115, 9116.....	3.....	1367	132.889.....	3.....	1352	141A.....	3.....	1373
9122.....	3.....	1362	132.889, -2.....	1717		141XX.....	3.....	1374
9133, 9134.....	3.....	1368	132.890.....	3.....	1357	150, 151, 152, 155.....	3.....	1375
9270.....	3.....	1379	132.896, -1.....	1712		1000, 1001, 1003.....	2.....	978
9280.....	3.....	1370	135.245.....	3.....	1351	1005, 1006, 1007.....		
Chassis			434.140.....	2.....	950	1008.....	2.....	979
100.111.....	3.....	1356	478.206-1.....	3.....	1361	1010.....	2.....	980
100.201.....	1715		478.222, 478.224.....	3.....	1367	1015.....	1.....	504
101.660-1A.....	1.....	73	478.240.....	1718		1020, 1021, 1023.....	2.....	978
101.662-2B.....			478.257.....	3.....	1355	1030, 1030A.....		
101.662-2D.....			478.289.....	3.....	1354	1031, 1031A.....	2.....	981
101.662-3C.....	1.....	466	478.311.....	3.....	1354	1051, 1052.....	3.....	982
101.662-4E.....			478.319, 478.338.....	1719		1058, 1059, 1060.....		
101.662-6F.....	2.....	945	528.168.....	3.....	1370	1061, 1064, 1072.....	2.....	977
101.666-1B.....	1.....	478	528.171-1.....	3.....	1359	1080.....	3.....	1376
101.672-1A.....			528.173.....	3.....	1358	1080A.....	3.....	1373
101.672-1B.....	1.....	466	528.194.....	1721		1091.....	3.....	1376
101.773.....	2.....	961	528.210, -1.....	1720		1081A.....	3.....	1373
101.800-1.....			528.229.....	1728		1210, 1211.....	3.....	1374
101.800-1A.....	1.....	475	528.230.....	1726		4900TV (Radio Ch.).....	3.....	1376
101.800-3.....	1.....	475	528.233.....	1729		4916, 4917, 4918.....		
101.801-1A.....	1.....	475	528.253, 528.254.....	1730		(Radio Ch.).....	1732	
101.802.....			528.6286, -1, -3.....	1731		5082, 5083.....		
101.802-1.....	1.....	477	528.6287, -1, -3.....	1731		(Radio Ch.).....	3.....	1374
101.807.....			528.6293-2.....	3.....	1360	5088, 5089, 5090.....		
101.807A.....	1.....	481	547.245.....	3.....	1369	(Radio Ch.).....	3.....	1374
101.808.....	1.....	489	549.100-3.....	1716		5182, 5183, 5188.....		
101.809.....	1.....	486	757.110.....	1724		5189 (Radio Ch.).....	3.....	1374
101.809-1A.....			SIMPLON			Chassis		
101.809-1B.....	2.....	947	CA-5.....	2.....	963	PC-5-6-26.....	1.....	502
101.809-2.....			WVW2.....	1.....	494	4E10.....	3.....	1375
101.809-3C.....	2.....	947	SKY KNIGHT			5A7.....	2.....	974
101.810.....	1.....	488	CB-500-P.....	1.....	6	5-08.....	1.....	503
101.811.....	1.....	485	SKYROVER			5-16.....	2.....	974
101.813.....	2.....	956	N5-RD-250.....			5-26PS.....	1.....	500
101.814.....			N5-RD-251.....	1.....	20	6B9.....	2.....	982
101.814-1A.....	2.....	948	SONORA			6L8.....	2.....	961
101.817.....	1.....	483	RB-207, RBU-176.....	1.....	461	6S10.....	2.....	976
101.819A.....	2.....	952	RCU-208.....	1.....	495	6-06.....	2.....	976
101.820.....	2.....	951	RDU-209.....	1.....	189	7L7.....	2.....	980
101.821.....	2.....	959	RET-210.....	2.....	964	7-46.....	1.....	499
101.822.....			RCMF-212.....			8L9.....	2.....	977
101.822A.....	2.....	962	RCMF-230.....	2.....	965	8L10.....	3.....	1373
101.825.....			RKRU-215.....	1.....	498	8W10.....	3.....	1374
101.825-1A.....	1.....	490	RMR-219, RMR-220.....	1.....	496	8-46.....	1.....	499
101.825-1B.....	1.....	947	RMR-245.....	1.....	496	8-57.....	2.....	979
101.829.....	2.....	947	RQU-222.....	1.....	501	9L8A.....	3.....	1376
101.829-1.....	3.....	1362				10-77PA.....	1.....	504
101.831.....						12L7.....	2.....	978
101.831A.....	2.....	961				417, 417A.....	2.....	976
101.832.....	2.....	947				666A.....	2.....	974
101.835.....	2.....	952						

Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. No. Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. No. Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. No. Diag. No.
<b>STARRETT</b>			<b>STROMBERG CARLSON (Continued)</b>			<b>SYLVANIA (Continued)</b>		
Gotham.....	3.....	1377	16CM, 16TM,			1-177.....	3.....	1390
John Hancock.....	3.....	1378	17CM, 17TM,			1-197.....	3.....	1390
<b>STEELMAN</b>			116CM, 116TM.....	3.....	1386	1-197-1.....	3.....	1392
AF1100.....	1733		16RP, 17RP,			1-210.....	3.....	1390
6000.....	1734		116RP (TV Ch.).....	3.....	1386	1-245, 1-246.....	3.....	1390
<b>STEWART-WARNER</b>			16RP, 17RP,			1-245-1, 1-246-1.....	3.....	1392
A51T1, A51T2,			116RP (Radio Ch.).....	2.....	997	1-247.....	3.....	1391
A51T3, A51T4.....	1.....	515	24 Series.....	1742				A
A61CR1, A61CR2,			117 Series.....	3.....	1387	105, B, BU, 105M,		
A61CR3, A61CR4.....	2.....	985			A	MU, 120B, BU,		
A61P1, A61P2,			119CDM, CM,			120M, MU, 126B,		
A61P3.....	2.....	986	119M5A, D, G,			BU, 126L, LU,		
A72T1, A72T2,			I, M, R, 119RPM2	3.....	1387	126M, MU.....	1747	
A72T3, A72T4.....	2.....	987	(TV Chassis).....		A	172K, 172KU, 172M,		
A92CR3, A92CR3S,						172MU, 175B,		
A92CR5, A92CR6S.....	2.....	720	119M5A, D, G,			175BU, 175L, M,		
B51T1, B51T2,			I, M, R, 119RPM2	3.....	1387	175MU, 176B,		
B51T3.....	2.....	988	(Radio Chassis).....		B	176BU, 176L, M,		
B61T1, B61T2.....	2.....	717				176MU, 177B,		
B72CR1.....	2.....	990	1100-H, 1100-H1.....	1.....	517	177BU, 177M,		
C51T1, C51T2.....	2.....	989	1101-HB,			177MU.....	1747	
R3581, R3589.....	1.....	513	1101-HI,			178B, 178BU,		
R3861, R3869.....	1.....	513	1101-HM.....	1.....	454	178M, 178MU.....	1747,	
01-5H.....	1.....	509	1101-HPW.....	2.....	885		1748	
01-6A, 01-6B,			1101-HW,			540B, BA, 540H,		
01-6C.....	1.....	509	1101-HY.....	1.....	454	HA, 540M, MA.....	3.....	1393
01-6D, 01-6DX.....	1.....	507	1108 (Series 10-11).....	1.....	519	541B, H, M,		
01-6F, 01-6F9.....	1.....	509	1110PTW (Series 10)	1.....	519	542BR, CH, GR,		
01-6G, 01-6GZ.....	1.....	507	1121 (Series			RE, YE.....	1749	
01-8C7, 01-8C7-Z,			10-11-12).....	1.....	520	1110X, 1210X.....	3.....	1394
01-9A, 01-9A-Z.....	1.....	506	1121-HW, 1121-LW,			5130B, M, W,		
010-8AX,			1121-M1-0,			5140B, M.....	3.....	1395
010-8BX.....	1.....	509	1121-M2-W,			5150M.....	3.....	1396
010-8CX.....	1.....	509	1121-M2-Y.....	1.....	520	7110XFA,		
11-4U, 11-6U-Z.....	1.....	505	1121-PFM,			7120MFA,		
11-7A1, 11-7A8.....	1.....	508	1121-PFW,			7130MFA.....	3.....	1396
11-8D, 11-8F,			1121-PGM,			7140MA,		
11-8R.....	1.....	510	1121-PGW,			7140WA.....	3.....	1396
11-8R2, 11-8R9.....	1.....	508	1121-PLM,			7150M.....	3.....	1396
11-9B, 11-9B-Z.....	1.....	508	1121-PLW,			7160B.....	3.....	1396
11-10A.....	1.....	510	1121-PSM.....	1.....	520			
51T46, 51T56.....	2.....	983	1135-PFM,			Chassis		
51T126, 51T136,			1135-PLM.....	2.....	992	1-108.....	3.....	1391
51T146, 51T176.....	1.....	20	1135-PLW.....	2.....	991	1-139.....	3.....	1390
51T16, 51T26.....	1.....	20	1200.....	2.....	993	1-168.....	3.....	1391
51TR36, 51TR46.....	1.....	511	1202.....	2.....	994			A
62T16.....	1.....	612	1204.....			1-186.....	3.....	1392
62T36.....	1.....	20	1210M2-M,			1-274.....	3.....	1396
62TC16, 62TC26,			1210M2-W,			1-290.....	3.....	1395
62TC36.....	1.....	512	1210M2-Y.....	2.....	995	1-357.....	3.....	1396
72CR16, 72CR26.....	1.....	510	1210-PGM,			1-381.....	3.....	1394
205GA, 205GZ.....	1.....	513	1210-PLM,			1-437.....	3.....	1396
9000-B, 9001-C,			1210-PGW.....	2.....	995	1-442.....	3.....	1396
9001-D, 9001-E,			1220 Series.....	2.....	996	1-504-1, -2, -4.....	1747	
9001-F, 9002.....	1.....	20	1235 Series.....	2.....	992	1-508-1, -2, -3.....	1747	
9002A, 9002B,			1400.....	2.....	991	1-510-1, -2, -4.....	1747	
9002P, 9002R.....	2.....	984	1407-PFM,			1-601-1.....	1749	
9003.....	1.....	514	1407-PLM.....	2.....	997	1-603-1.....	1748	
9004.....	1.....	510	1500.....	3.....	1388			
9005-A, 9005-B.....	1.....	14	1507.....	3.....	1389			
9007-A, 9007-F,			1608.....	1743				
9007-G.....	1.....	516						
9014-E.....	1.....	20	<b>STUDEBAKER</b>			<b>TELESONIC</b>		
9017.....	1.....	20	AC-2113.....	1744		1635.....	1.....	6
9104-A, -B, -C.....	3.....	1379	AC-2301.....	1745		1636.....	2.....	999
9108A, B, 9113A.....	3.....	1380				1642.....	1.....	167
9121-A, -B,			<b>SUPREME</b>			1643.....	2.....	1000
9122-A.....	1735		750.....	2.....	998			
9150-B, -D, -DZ.....	1736					<b>TELEPHONE</b>		
9151-A.....	3.....	1381	<b>SUTCO</b>			TV-208.....	3.....	1397
9152-A, -B, -C.....	3.....	1382	21-A (UHF			TV-208TR.....	3.....	1398
9154-C, -CZ.....	1737		Conv.).....	1746		TV-220.....	3.....	1398
9161-A, -B, -C.....	1738					TV-250.....	3.....	1399
9182A, B,			<b>SWANK</b>			TV-254, TV-255,		
9184-A, -B.....	1739		DU101.....	1.....	521	TV-256.....	3.....	1399
9185-A, -B.....	1740					TV-282.....	3.....	1400
9203-A (Radio			<b>SYLVANIA</b>			TV-283.....	3.....	1399
Ch.).....	1735		C32M.....	1535		TV-284.....	3.....	1398
<b>STRATOVOX</b>			1-075.....	3.....	1390	TV-285.....	3.....	1399
579-1-58A.....	1.....	120	1-076.....	3.....	1391	TV-300, TV-301		
					A&B	(Ch. TW).....	3.....	1401
<b>STROMBERG-CARLSON</b>			1-090.....	3.....	1391	TV-304, TV-305		
ER-401.....	1741				A	(Ch. TX).....	3.....	1401
TC-10.....	3.....	1383	1-113, 1-114.....	3.....	1390	TV-306, TV-307,		
TC-19.....	3.....	1384	1-124, 1-125.....	3.....	1390	TV-308.....	3.....	1398
TS-13, TS-16, TS-125.....	3.....	1385	1-125-1.....	3.....	1392	TV-314.....	3.....	1402
			1-126.....	3.....	1391	TV-316.....	3.....	1403
					A&B	TV-318, TV-322,		
						TV-323.....	3.....	1404
						TV-324, TV-325,		
						TV-326.....	3.....	1405
						TV-328, TV-329.....	3.....	1405

Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. Diag. No. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. Diag. No. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. Diag. No. No.
TELEPHONE (Continued)			TRAV-LER			TRUETONE (Continued)		
TV-330, TV-331,			12L50, 12L50A.....	3.....	1407	D2619.....	2.....	1023
TV-332, TV-333.....	3.....	1398	14B50, A, 14C50, A.....	3.....	1407	D2620.....	1.....	531
TV-335, TV-336.....	3.....	1405	16G50A, 16R50A,.....			D2621.....	1.....	530
TV-340, TV-345,			16T50A.....	3.....	1407	D2622.....	1.....	275
TV-348, TV-349,			20A50.....		1752	D2623.....	1.....	18
TV-352.....	3.....	1405	62R50, 63R50.....		1753	D2624.....	1.....	78
TV-358, TV-359.....	3.....	1405	64R50, -1, -2,			D2626.....	2.....	1024
100, 100A, 101.....	3.....	1001	65G50, -1, -2,			D2630.....	1.....	78
109.....	1.....	258	75A50, -1, -2.....		1752	D2634.....	1.....	125
111, 113.....	2.....	1001	219-8A, -8B.....		1753	D2640.....	2.....	1025
117-A.....	1.....	258	5000, 5000-1.....	1.....	11	D2642.....	1.....	275
122, 123, 125, 127,			5002.....	1.....	73	D2644.....	1.....	13
130, 131.....	2.....	1001	5007, 5008, 5009,			D2645.....	1.....	68
133, 134.....	1.....	258	5010, 5011, 5012.....	1.....	18	D2661.....	1.....	537
135.....	1.....	280	5015, 5019.....	2.....	572	D2663.....	1.....	4
138.....	2.....	1002	5020.....	1.....	73	D2665.....	2.....	1026
142, 143, 144, 145.....	2.....	1003	5021.....	2.....	936	D2692.....	2.....	1027
148.....	2.....	1004	5022.....	3.....	1408	D2710.....	2.....	1028
150.....	2.....	1005	5027.....	2.....	571	D2718.....	2.....	1029
156.....	2.....	1006	5028, 5029.....	2.....	574	D2745.....	1.....	36
157.....	2.....	1005	5030, 5031.....	2.....	572	D2748.....	2.....	1030
158.....	2.....	1008	5036.....	2.....	1017	D2810.....	2.....	1031
159.....	2.....	1007	5051.....	2.....	936	D2815.....	2.....	1032
160.....	2.....	1009	5060, 5061.....	3.....	1409	D2819.....	2.....	1032
161, 162.....	2.....	1005	5066.....	2.....	1005	D2910.....	2.....	1033
165, 167, 168.....	2.....	1005	5170.....		1754	D2963.....	3.....	1416
171.....	2.....	1005	6040.....	2.....	1018	D-3120A.....		1764
172.....	2.....	1006	6050.....	2.....	1019	D-3130A, B.....		1765
174.....	2.....	1005	Chassis			D3210A.....		1766
176.....	2.....	1006	11A2.....		1753	D3265A.....		1767
185.....	2.....	1010	32A1.....		1752	D3619.....	1.....	95
198.....	2.....	1008	104, 105.....	1.....	18	D3630, N.....	1.....	73
206.....	3.....	1406	109.....	1.....	73	D3720.....	2.....	1034
228.....		1750	800.....	2.....	936	D3721.....	2.....	1035
235.....		1751				D3722.....	2.....	811
Chassis			TRUESTONE			D3809, D3810.....	2.....	633
Series A.....	2.....	1001	D705.....	1.....	80	D3840.....	2.....	1036
Series AA.....	2.....	1007	D934.....	1.....	466	D4820.....	2.....	656
Series AE.....	2.....	1005	D1015, D1016.....	1.....	40	D4818.....	2.....	680
Series AH.....	2.....	1010	D1034A, B, C.....	3.....	1410	2D1093A.....	3.....	1417
Series AT.....	2.....	1006	D1042.....	1.....	45	2D1094A.....	3.....	1410
Series BL.....		1750	D1046A, B, C, D.....	3.....	1410	2D1194A.....		
Series BQ.....		1751	D1070.....	1.....	43	(Radio Ch.).....		1768
Series C, CA, D.....	1.....	258	D1117.....	1.....	525	2D1315A.....		1769
Series H.....	1.....	260	D1118.....	1.....	182	2D1325A.....		1770
Series J.....	2.....	1002	D1124.....	1.....	48	2D1344A, B.....		1770
Series N.....	2.....	1003	D1145.....	1.....	41	2D2312A.....		
Series R.....	2.....	1004	D1172, D1176.....	1.....	41	2D2314A.....		1769
Series S.....	2.....	1005	D1202.....	1.....	182	2D2321A.....		
Series T.....	3.....	1398	D1215.....	1.....	40	ULTRADYNE		
TAC.....	3.....	1403	D1224.....	1.....	48	L-46.....	1.....	35
TAH.....	3.....	1403	D1234A, B.....			UNITONE		
TAJ.....	3.....	1403	D1240A.....		1755	68.....	1.....	171
TAM.....	3.....	1404	D1612.....	2.....	591	U.S. TELEVISION (Clearsonic)		
TAO.....	3.....	1398	D1644.....	1.....	189	5-16 Series.....		
TAP, TAP-1.....			D1645.....	1.....	38	5-46 Series.....	1.....	174
TAP-2.....	3.....	1405	D1747, D1748.....	2.....	588	5A66, 5B66, 5C66,		
TS.....	3.....	1399	D1752.....	2.....	798	5D66MPA.....	2.....	1037
TW, TX.....	3.....	1401	D1835.....	2.....	1020	8-16M.....	2.....	1038
TY, TZ.....	3.....	1398	D1836, A.....	2.....	599	VAN CAMP		
Series U.....	2.....	1006	D1840.....	2.....	810	575-1-6A.....	1.....	144
Series Y.....	2.....	1009	D1845.....	2.....	596	VIEWTONE		
TELEVOX			D1846A, B, C.....	2.....	599	RC-201A.....		
RP.....	2.....	1011	D1949, D1950.....	2.....	1021	RRC-201.....	1.....	173
TEMPLE			D1992 (Radio Ch.).....	3.....	1411	VOGUE		
E510.....	1.....	189	D1994 (Radio Ch.).....	3.....	1412	553R, 554R.....	1.....	11
E511.....	1.....	11	D2017, D2018.....	3.....	1413	WALGREEN		
E510.....	1.....	189	D2020.....	3.....	1414	568.....	1.....	14
F611.....	1.....	324	D2025A.....	3.....	1413	571.....	1.....	117
F618.....	1.....	523	D2027A.....	3.....	1415	WATTERSON		
F617.....	1.....	524	D-2102A, B.....			4581, RC4591.....	1.....	73
G410.....	2.....	893	D-2103A, B.....		1756	4582.....	1.....	11
G513.....	2.....	1012	D2127.....	1.....	182	ARC-4591A.....	1.....	73
G515, G516.....	1.....	189	D2133.....	1.....	526	4782.....	1.....	555
G518.....	2.....	564	D2145.....		1757	4790.....	1.....	132
G521.....	2.....	565	D2149.....	1.....	41	4800.....	2.....	1039
G522.....	2.....	564	D2210, D2211.....	1.....	40			
G619.....	2.....	1013	D2214A.....		1758			
G622.....	2.....	1014	D2224.....	1.....	182			
G721, G722, G723.....	2.....	1015	D2226.....		1759			
G724.....	2.....	566	D2237A.....		1760			
G725.....	2.....	567	D2261.....	1.....	48			
G1430.....	2.....	1016	D2263.....		1761			
H622.....	2.....	1014	D2325-A.....		1762			
TEMPOTONE			D2383.....		1763			
500E Series.....	1.....	269	D2610, D2611.....	1.....	527			
			D2612, D2613.....	1.....	20			
			D2615.....	1.....	529			
			D2616.....	1.....	528			
			D2618.....	2.....	1022			

Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. Diag. No. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. Diag. No. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. Diag. No. No.
<b>WELLS-GARDNER</b>			<b>WESTINGHOUSE (Continued)</b>			<b>WESTINGHOUSE (Continued)</b>		
A10 Series.....	1.....	61	H-331P4, U,			WR-12X16 .....	1.....	140
A20 Series.....	1.....	64	H-332P4.....	1772		WR-13X8 .....	1.....	411
A22 Series,			H-334T7U, UR,			WR-42X3 .....	1.....	413
A23 Series,			H-335T7U.....	1771		WR-42X4, -42X5.....	1.....	437
A24 Series.....	1.....	60	H-336T5U,			WR-42X7 .....	1.....	413
S2.....	1.....	64	H-337T5U.....	3.....	1428	WR-42X14,		
T3 Series.....	1.....	64	H-338T5U,			-42X15 .....	1.....	437
1A17 .....	1.....	46	H-341T5U.....	1773		WR-42X42 .....	1.....	446
1A29 .....	1.....	45	H-342P5U.....	1774		WR-158 .....	1.....	443
1A62 Series,			H-345T5,			WR-168, A .....	1.....	540
1A62-4 .....	1.....	183	H-346T5 .....	1773		WR-170, -172,		
1A63 Series,			H-348P5,			-175, -176.....	1.....	107
1A63-3, 1A63-4.....	1.....	183	H-349P5.....	1774		WR-186 .....	1.....	537
5A255 .....	1.....	72	H-350T7,			WR-258.....	1.....	443
6A43, 6A44 .....	1.....	41	H-351T7.....	1775		WR-260.....	1.....	541
6A68 Series.....	1.....	47	H-354C7 .....	1776		WR-264.....	1.....	395
6B10, 6B16, 6B18 .....	1.....	532	H-357C10.....	1777		WR-270, WR-272.....	1.....	107
7A40, 7A41 .....	1.....	45	H-359T5,			WR-274 .....	1.....	102
7A66 .....	1.....	526	H-360T5 .....	1778		WR-290 .....	1.....	417
7D11 Series.....	1.....	182	H-361T6 .....	1779		WR-366, -368,		
8A30, 8A31 .....	1.....	45	H-368P5,			-370.....	1.....	420
8A51 Series.....	1.....	41	H-369P5.....	1774		WR-372, -373 .....	1.....	107
			H-370T7,			WR-374 .....	1.....	102
<b>WESTINGHOUSE</b>			H-371T7 .....	1780		WR-388 .....	1.....	417
H-104, A, H-105,			H-382T5,			WR-473, -474 .....	1.....	107
A, H-107, A, H-108,			H-383T5 .....	1781		WR-476 .....	1.....	102
A, H-110, H-111.....	1.....	533	H-385T5,			WR-480, -482, -484.....	1.....	537
H-113, H-114,			H-386T5,					
H-116, H-117,			H-387T5,			<b>Chassis</b>		
H-119 .....	1.....	535	H-388T5 .....	1782		V-2102, -1 .....	1.....	533
H-122 .....	1.....	534	H-393T6 .....	1783		V-2103 .....	1.....	534
H-125, H-126 .....	1.....	536	H-400P4,			V-2103-3 .....	3.....	1420
H-130 .....	1.....	534	H-401P4,			V-2107 .....	1.....	539
H-133 .....	1.....	539	H-402P4,			V-2118 .....	2.....	1041
H-137, H-138 .....	1.....	532	H-403P4 .....	1784		V-2119-1 .....	2.....	1042
H-147 .....	2.....	936	H-600T16,			V-2120 .....	2.....	1043
H-148, A .....	1.....	538	H-601K12,			V-2122 .....	2.....	1040
H-153, A .....	1.....	534	H-602K12 .....	3.....	1430	V-2123 .....	2.....	1045
H-154 .....	1.....	533	H-603C12 .....	3.....	1431	V-2124-1 .....	2.....	1044
H-155, H-156 .....	1.....	534	H-604T10, A .....	3.....	1432	V-2127 .....	2.....	1047
H-157 .....	2.....	1040	H-608C12 .....	3.....	1431	V-2128, -1 .....	2.....	1046
H-161 .....	2.....	1041	H-609T10 .....	3.....	1432	V-2128-2 .....	2.....	1051
H-164 .....	2.....	1042	H-611C12 .....	3.....	1433	V-2130-21DX,		
H-165 .....	2.....	1043	H-615C12 .....	3.....	1433	22DX .....	3.....	1419
H-166, H-167 .....	2.....	1042	H-633C17,			V-2131, -1 .....	2.....	1048
H-168, A, B .....	2.....	1041	H-634C17 .....	3.....	1434	V-2132 .....	2.....	1049
H-169 .....	2.....	1044	H-660C17,			V-2133 .....	2.....	1037
H-171, A, C .....	1.....	534	H-661C17 .....			V-2134 .....	2.....	1050
H-178 .....	2.....	1045	(Radio Ch.) .....	1777		V-2136 .....	3.....	1419
H-182 .....	2.....	1046	H-667T17,			V-2136-1, -2 .....	3.....	1427
H-183, A .....	2.....	1047	H-668T17,			V-2136-4, -5R.....	1771	
H-185 .....	2.....	1048	H-673K21,			V-2137 .....	3.....	1418
H-186M, H-187 .....	2.....	1049	H-676T21,			V-2137-2 .....	3.....	1419
H-188 .....	2.....	1037	H-678K17,			V-2137-5U.....	1771	
H-190, H-191, A .....	2.....	1050	H-679K17,			V-2148 .....	2.....	1421
H-195 .....	2.....	1048	H-681T17,			V-2150-41 .....	3.....	1430
H-198 .....	3.....	1419	H-688K24,			V-2150-61, A, B.....	3.....	1430
H-202 .....	2.....	1051	H-689T16,			V-2150-81, -82,		
H-203 .....	3.....	1418	H-690K21,			-84 .....	3.....	1432
H-204 .....	2.....	1051	H-692T21,			V-2150-91A,		
H-207AM .....	3.....	1418	H-695K21,			-94, -94C .....	3.....	1432
H-207A (DX),			H-699K17,			V-2151-1 .....	3.....	1422
H-207B (DX)			H-700T17,			V-2152-01 .....	3.....	1431
(Radio Ch.) .....	3.....	1419	H-701T17,			V-2152-16 .....	3.....	1433
H-212 .....	3.....	1418	H-701K21,			V-2153 .....	3.....	1423
H-214, A .....	3.....	1420	H-702K17,			V-2153-1 .....	3.....	1426
H-217, A, B			H-703K17,			V-2156 .....	3.....	1424
(Radio Ch.) .....	2.....	1419	H-704T17,			V-2156-1U.....	1774	
H-220 .....	2.....	1050	H-705K17,			V-2157, -U, -1,		
H-251 .....	3.....	1432	H-710T21,			-1U .....	3.....	1428
H-300T5, H-301T5 .....	3.....	1421	H-711T21 (Ch.			V-2157-2, -2U .....	3.....	1428
H-302P5 .....	3.....	1422	V-2217-2),			V-2157-3U .....	3.....	1429
H-303P4, H-304P4 .....	3.....	1423	H-713K21,			V-2157-4U.....	1773	
H-307T7, H-308T7 .....	3.....	1419	H-714K21 (Ch.			V-2157-6 .....	1778	
H-309P5, H-309P5U .....	3.....	1424	V-2217-2),			V-2157-10 .....	1781	
H-310T5, H-310T5U .....	3.....	1425	H-715K21 (Ch.			V-2157-11, -12 .....	1782	
H-311T5, H-311T5U .....	3.....	1425	V-2217-2),			V-2161, U .....	3.....	1425
H-312P4, H-312P4U,			H-720K21 (Ch.			V-2164-2 .....	1784	
H-313P4, H-313P4U,			V-2217-2),			V-2173 .....	3.....	1434
H-314P4, H-314P4U,			H-721K21 (Ch.			V-2180-1 .....	1775	
H-315P4, H-315P4U.....	3.....	1426	V-2217-2),			V-2180-2 .....	1776	
H-316C7, H-317C7 .....	3.....	1427	H-722K21 (Ch.			V-2180-3, -5.....	1777	
H-318T5, U,			V-2217-2).....	1785		V-2180-8 .....	1780	
H-320T5, U,			H-730C21,			V-2180-9, -10 .....	1786	
H-321T5, U,			H-732C21,			V-2181-1 .....	1779	
H-322T5, U,			H-733C21 .....	1786		V-2182-2 .....	1783	
H-323T5, U .....	3.....	1428	H-1251 .....	1.....	536	V-2214-1,		
H-324T7,			WR-12X7 .....	1.....	537	V-2215-1,		
H-325T7, U,			WR-12X8 .....	1.....	411	V-2216-1, -2,		
H-326C7 .....	3.....	1427	WR-12X9 .....	1.....	397	-3, -4, -5,		
H-327T6U .....	3.....	1429	WR-12X12 .....	1.....	415	V-2217-1, -2, -3,		
H-328C7, U.....	1771		WR-12X14 .....	1.....	137	-4, -5.....	1785	
			WR-12X15 .....	1.....				



Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. No.	Diag. No.
<b>WESTINGHOUSE (Continued)</b>				<b>ZENITH (Continued)</b>				<b>ZENITH (Continued)</b>			
V-2218-1, -2, -11..... 1786				H2437E, R, H2438R, H2439R, H2443E, H2445R, 1 H2447R, H2449E (TV Ch.)..... 1794				4K016, 4K036..... 1..... 542			
V-2219-1..... 1785				H3074..... 1794				5D011, 5D027..... 1..... 544			
<b>WOOLAROC</b>				H3267R, (Radio Ch.)..... 1794				5D810..... 2..... 555			
3-1A, 3-2A..... 1..... 20				H3273E, H3274R, H3284R..... 1794				5G003..... 1..... 544			
3-3A..... 1..... 25				H3467R (TV Ch.)..... 1794				5G003Z, ZZ..... 2..... 1056			
3-4A..... 1..... 516				H3467R (Radio Ch.)..... 1794				5G036..... 2..... 1057			
3-5A..... 2..... 574				H3475R (Radio Ch.)..... 1794				5R080, 5R086..... 1..... 544			
3-6A/5..... 2..... 1052				H3477R (TV Ch.)..... 1794				6D014, W..... 1..... 542			
3-9A, 3-10A..... 1..... 385				H3477R (Radio Ch.)..... 1794				6D015, Y..... 1..... 544			
3-11A..... 1..... 387				H3477R (Radio Ch.)..... 1794				6D029, G..... 1..... 542			
3-12A/3..... 2..... 1053				H3477R (Radio Ch.)..... 1794				6D030..... 1..... 544			
3-17A, 3-18A..... 2..... 1054				H3477R (Radio Ch.)..... 1794				6D615, W, Y..... 2..... 1058			
3-20A..... 1..... 564				H3477R (Radio Ch.)..... 1794				6G001, Y..... 1..... 544			
3-29A..... 1..... 398				H3477R (Radio Ch.)..... 1794				6G004Y..... 1..... 543			
3-70A..... 2..... 1055				H3477R (Radio Ch.)..... 1794				6G038..... 2..... 555			
3-71A..... 2..... 781				H3477R (Radio Ch.)..... 1794				6G801..... 2..... 1059			
3-81A..... 2..... 1016				H3477R (Radio Ch.)..... 1794				6MF590, 6MF591..... 1..... 548			
<b>ZENITH</b>				H3477R (Radio Ch.)..... 1794				6MF593..... 1..... 545			
G500..... 3..... 1435				H3477R (Radio Ch.)..... 1794				6MN495, 6MN496..... 1..... 547			
G503..... 3..... 1436				H3477R (Radio Ch.)..... 1794				6MN595..... 1..... 546			
G510, G510Y..... 3..... 1437				H3477R (Radio Ch.)..... 1794				6R034..... 1..... 549			
G511, G511W, G511Y..... 3..... 1438				H3477R (Radio Ch.)..... 1794				6R087..... 1..... 542			
G516..... 3..... 1439				H3477R (Radio Ch.)..... 1794				6R886..... 2..... 1058			
G615, G615W, G615Y..... 3..... 1440				H3477R (Radio Ch.)..... 1794				7H820, W..... 2..... 1060			
G680, G683, G685, G723, G724..... 3..... 1441				H3477R (Radio Ch.)..... 1794				7H822, WZ, Z..... 2..... 555			
G725..... 3..... 1443				H3477R (Radio Ch.)..... 1794				7H918..... 3..... 1457			
G881, G882, G883, G884, G885..... 3..... 1444				H3477R (Radio Ch.)..... 1794				7H920, W..... 3..... 1443			
G2322, G2340, R, G2346R, G2353E (Fine Tuning)..... 3..... 1445				H3477R (Radio Ch.)..... 1794				7H921, 7H922..... 3..... 1442			
G2322, G2340, R, G2346R, G2353E (Vol. Cont.)..... 1807				H3477R (Radio Ch.)..... 1794				TML592..... 1..... 550			
G2420E, -EOX, -R, -ROX..... 3..... 1445				H3477R (Radio Ch.)..... 1794				TMN596..... 1..... 546			
G2441, R, G2442E, R, G2448R (Fine Tuning)..... 3..... 1445				H3477R (Radio Ch.)..... 1794				7R887..... 2..... 1061			
G2441, R											

Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. Diag. No. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. Diag. No. No.	Name & Model or Chassis No.	Vol. 4 Diag. No.	Previous Vols. Vol. Diag. No. No.
--------------------------------	------------------------	---	--------------------------------	------------------------	---	--------------------------------	------------------------	---

## ZENITH (Continued)

6G05 .....	3.....	1440
6G05Z1 .....	1790	
6G20 .....	3.....	1451
6H01 .....	3.....	1447
6H02 .....	1791	
6J01 .....	1799	
6J03 .....	1797	
6J05 .....	1798	
6K02 .....	1804	
6K03 .....	1797	
7E01 .....	2.....	1060
7E02, Z .....	2.....	555
7E22 .....	2.....	1061
7F01 .....	3.....	1443
7F02 .....	3.....	1442
7F03 .....	3.....	1457
7F04 .....	3.....	1442
7G01, Z .....	3.....	1443
7G02 .....	3.....	1442
7G04 .....	3.....	1442
7H02 .....	3.....	1448
7H02Z, 7H02Z1 ...	1792	
7H04 .....	3.....	1448

## ZENITH (Continued)

7H04Z .....	3.....	1449
7H04Z2 .....	1792	
7J03 .....	1800	
7K01 .....	1803	
7K20 .....	1805	
8C01 .....	1.....	551
8C20 .....	1.....	552
8C21 .....	1.....	542
8C40 .....	1.....	542
8C40T (Z1), (Z2) .....	2.....	1057
8E20 .....	2.....	1062
8G20 .....	3.....	1444
8H20 .....	3.....	1451
8H20 Revised .....	3.....	1450
8H20Z .....	1801	
9E21 .....	2.....	1062
9E21Z .....	3.....	1458
10H20Z .....	1794	
11C21 .....	1.....	35
13D22 .....	2.....	1063
19K20, 19K22, -3, 19K23, 19K24-3...	1806	

## ZENITH (Continued)

20H20, 20J21, 20J22, 21J20, 21J21 .....	1793	
21K20 .....	1806	
22H20 .....	3.....	1452
23G22, 23G23 (Fine Tuning) .....	3.....	1445
23G22, 23G23 (Vol. Cont) .....	1807	
23H22, Z .....	3.....	1453
24G20, -OX .....	3.....	1445
24G21, -OX .....	3.....	1445
24G22, 24G23, 24G24, 24G25 (Fine Tuning) .....	3.....	1445
24G22, 24G23, 24G24, 24G25 (Vol. Cont) .....	1807	
24H20 .....	3.....	1454
28K20 .....	1806	
29G20 .....	3.....	1446

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.
<b>ADMIRAL</b>			<b>ADMIRAL (cont'd)</b>			<b>ADMIRAL (cont'd)</b>		
<b>Chassis</b>			<b>CHA21E26C</b> . . . . . 7 . . . 2411			<b>THA21E51C</b> . . . . . 7 . . . 2411		
4Z1 . . . . .	5 . . .	1808	CHA21E27C . . . . .	7 . . .	2411	THA21E52C . . . . .	7 . . .	2411
5D3,A . . . . .	5 . . .	1809	CHA21E29C . . . . .	7 . . .	2411	THA21E53C . . . . .	7 . . .	2411
5E3 . . . . .	5 . . .	1810	CHA21F52 . . . . .	7 . . .	2425	TS101,B, TS102,		
5F4 . . . . .	7 . . .	2471	CHA21F53 . . . . .	7 . . .	2425	TS103, TS104 . . . . .	6 . . .	2309
6B3 . . . . .	7 . . .	2532	CHA21F54 . . . . .	7 . . .	2425	TS105AL,		
6C2,A . . . . .	5 . . .	1811	CS322C2, CS322C3 . . . . .	6 . . .	2391	TS106AL,		
8H1,B . . . . .	7 . . .	2426	CS322C16,			TS107AL . . . . .	6 . . .	2309
8W1 . . . . .	8 . . .	2733*	CS322C17 . . . . .	6 . . .	2391	TS140, TS141,		
12B1, 12B1A . . . . .	8 . . .	2617*	CS322C26,			TS142, TS143 . . . . .	6 . . .	2309
14UY3B,C . . . . .	6 . . .	2309	CS322C27 . . . . .	6 . . .	2391	TS144AL,		
14UY3D . . . . .	6 . . .	2351	HF21F32, B . . . . .	7 . . .	2426	TS145AL . . . . .	6 . . .	2309
15HF1 . . . . .	5 . . .	1812	HF21F33, B . . . . .	7 . . .	2426	TS171, TS172AL,		
16AB1 . . . . .	7 . . .	2425	HF21F34, B . . . . .	7 . . .	2426	TS172ALN,		
16AB1C . . . . .	7 . . .	2411	HFA21F22 . . . . .	7 . . .	2425	TS173AL . . . . .	6 . . .	2351
16AD1 . . . . .	7 . . .	2425	HFA21F23 . . . . .	7 . . .	2425	TS1010 . . . . .	6 . . .	2309
16AD1C . . . . .	7 . . .	2411	HFA21F32 . . . . .			TS1011AL,		
16AE1 . . . . .	7 . . .	2425	(TV Ch.) . . . . .	7 . . .	2425	TS1012AL,		
16AE1C . . . . .	7 . . .	2411	HFA21F32 (Radio			TS1013AL . . . . .	6 . . .	2309
16AF1 . . . . .	7 . . .	2417	Ch.) . . . . .	7 . . .	2426	4Z11, 4Z12, 4Z14,		
16AG1 . . . . .	7 . . .	2425	HFA21F33 (TV			4Z18, 4Z19 . . . . .	5 . . .	1808
16AG1C . . . . .	7 . . .	2411	Ch.) . . . . .	7 . . .	2425	5D31,A, 5D32,B,		
16AH1 . . . . .	7 . . .	2417	HFA21F33 (Radio			5D33 . . . . .	5 . . .	1809
16AL1 . . . . .	7 . . .	2425	Ch.) . . . . .	7 . . .	2426	5D38 . . . . .	5 . . .	1809
16AL1C . . . . .	7 . . .	2411	HFA21F34 (TV			5E31, 5E32, 5E33 . . . . .	5 . . .	1810
16AR1C . . . . .	7 . . .	2411	Ch.) . . . . .	7 . . .	2425	5E38, 5E39 . . . . .	5 . . .	1810
16AS1C . . . . .	7 . . .	2411	HFA21F34 (Radio			6C22,A, 6C23,A . . . . .	5 . . .	1811
16AUL, C . . . . .	7 . . .	2411	Ch.) . . . . .	7 . . .	2426	292, 296, 298, 299 . . . . .	7 . . .	2471
16AW1, C . . . . .	7 . . .	2411	HFR21F42 . . . . .	7 . . .	2426	303, 304 . . . . .	7 . . .	2532
17AB1 . . . . .	7 . . .	2425	HFR21F43 . . . . .	7 . . .	2426	322DX16A . . . . .	5 . . .	1816
17AC1 . . . . .	7 . . .	2425	HFR21F44 . . . . .	7 . . .	2426	402, 403, 404 . . . . .	7 . . .	2426
17AF1 . . . . .	6 . . .	2400	HIF16, HIF17,			412,A . . . . .	7 . . .	2426
17AG1 . . . . .	7 . . .	2425	HIF18 . . . . .	5 . . .	1812	413,A . . . . .	7 . . .	2426
17AK1 . . . . .	7 . . .	2425	K23A6, K23A7 . . . . .	6 . . .	2220	414,A . . . . .	7 . . .	2426
17AL1 . . . . .	7 . . .	2425,	K2216, K2217 . . . . .	5 . . .	1813	472, 473, 474 . . . . .	7 . . .	2426
		2426	K2216A, K2217A . . . . .	5 . . .	1814	484, 489, 491 . . . . .	7 . . .	2426
17D1 . . . . .	7 . . .	2426	K2226, K2227 . . . . .	5 . . .	1813	632, 633, 634 . . . . .	8 . . .	2617*
17L1 . . . . .	7 . . .	2426	KU2216, KU2217 . . . . .	5 . . .	1813	642, 643, 644 . . . . .	8 . . .	2617*
17L1B . . . . .	7 . . .	2426	L23B6, L23B7 . . . . .	6 . . .	2253	649 . . . . .	8 . . .	2617*
19D2,A . . . . .	5 . . .	1813	L2326Z, L2327Z . . . . .	5 . . .	1815	654 . . . . .	8 . . .	2617*
19E2,A,19G1,A . . . . .	5 . . .	1813	LA21E22 . . . . .	7 . . .	2425	662, 663, 664 . . . . .	8 . . .	2617*
19P1 . . . . .	5 . . .	1813	LA21E22C . . . . .	7 . . .	2411	671 . . . . .	8 . . .	2617*
20D2 . . . . .	5 . . .	1814	LA21E23 . . . . .	7 . . .	2425			
20Y4H, HF (Radio			LA21E23C . . . . .	7 . . .	2411	<b>AIRCRAFT</b>		
Ch.) . . . . .	6 . . .	2353	LA21E24 . . . . .	7 . . .	2425	610.W - 100 . . . . .	5 . . .	1817
21C3Z . . . . .	5 . . .	1815	LA21E24C . . . . .	7 . . .	2411	652.5T5E, V . . . . .	5 . . .	1818
29AZ1 . . . . .	6 . . .	2391	LCS322C36,			652.5K5 . . . . .	5 . . .	1819
29SZ1,B . . . . .	6 . . .	2391	LCS322C37 . . . . .	6 . . .	2391	652.8TF1 . . . . .	5 . . .	1820
<b>Model</b>			LCS322C39 . . . . .	6 . . .	2391	738.5400, UL . . . . .	5 . . .	1821
CA21E2 . . . . .	7 . . .	2425	LHA21F32 . . . . .	7 . . .	2425	782.FM-99-AC . . . . .	5 . . .	1822
CA21E2C . . . . .	7 . . .	2411	LHA21F33 . . . . .	7 . . .	2425			
CA21E3 . . . . .	7 . . .	2425	LHA21F34 . . . . .	7 . . .	2425	<b>AIRLINE</b>		
CA21E3C . . . . .	7 . . .	2411	LS23B6,N . . . . .	6 . . .	2334	GEN-2645A,B,C,		
CA21E6 . . . . .	7 . . .	2425	PA14D11 . . . . .	7 . . .	2417	GEN-2646A,B,C . . . . .	8 . . .	2628*
CA21E6C . . . . .	7 . . .	2411	PA14D12 . . . . .	7 . . .	2417	GEN-2653A . . . . .	8 . . .	2628*
CA21E7 . . . . .	7 . . .	2425	PA14D13 . . . . .	7 . . .	2417	GSE-1606A,		
CA21E7C . . . . .	7 . . .	2411	PA14D14 . . . . .	7 . . .	2417	GSE-1607A . . . . .	5 . . .	1823
CA21E12 . . . . .	7 . . .	2425	PA17D21 . . . . .	7 . . .	2417	GSE-1625A,		
CA21E12C . . . . .	7 . . .	2411	PA17D22 . . . . .	7 . . .	2417	GSE-1626A . . . . .	6 . . .	2235
CA21E13 . . . . .	7 . . .	2425	PA17D23 . . . . .	7 . . .	2417	GSL-1079A . . . . .	6 . . .	2139
CA21E13C . . . . .	7 . . .	2411	PA17D24 . . . . .	7 . . .	2417	GSL-1581A,		
CA21E14 . . . . .	7 . . .	2425	STR24M81, STR24M82,			GSL-1582A . . . . .	5 . . .	1824
CA21E14C . . . . .	7 . . .	2411	STR24M83 . . . . .	8 . . .	2733*	GTM-1638A,B,C . . . . .	7 . . .	2475
CA21E16 . . . . .	7 . . .	2425	STR24M92, STR24M97 . . . . .	8 . . .	2733*	GTM-1639A,B,C . . . . .	7 . . .	2475
CA21E16C . . . . .	7 . . .	2411	TA18A11,			GTM-1653A,		
CA21E17 . . . . .	7 . . .	2425	TA18A12,			GTM-1654A . . . . .	6 . . .	2376
CA21E17C . . . . .	7 . . .	2411	TA18A13 . . . . .	6 . . .	2400	GTM-1666A . . . . .	8 . . .	2674*
CA21E22 . . . . .	7 . . .	2425	TA21E1 . . . . .	7 . . .	2425	WG-1572C . . . . .	5 . . .	1825
CA21E22C . . . . .	7 . . .	2411	TA21E1C . . . . .	7 . . .	2411	WG-1635A,		
CA21E23 . . . . .	7 . . .	2425	TA21E2 . . . . .	7 . . .	2425	WG-1636A . . . . .	6 . . .	2174
CA21E23C . . . . .	7 . . .	2411	TA21E2C . . . . .	7 . . .	2411	WG-1637A . . . . .	6 . . .	2339
CA21E24 . . . . .	7 . . .	2425	TA21E3 . . . . .	7 . . .	2425	WG-2602A,B,		
CA21E24C . . . . .	7 . . .	2411	TA21E3C . . . . .	7 . . .	2411	WG-2603A,B . . . . .	6 . . .	2176
CA21F42 . . . . .	7 . . .	2425	TA21E21 . . . . .	7 . . .	2425	WG-2618A,B,		
CA21F43 . . . . .	7 . . .	2425	TA21E21C . . . . .	7 . . .	2411	WG-2619A,B . . . . .	6 . . .	2176
CA21F46 . . . . .	7 . . .	2425	TA21E21E . . . . .	7 . . .	2411	WG-2638A,		
CA21F48 . . . . .	7 . . .	2425	TA21E22 . . . . .	7 . . .	2425	WG-2639A . . . . .	6 . . .	2176
CA322C16,			TA21E22C . . . . .	7 . . .	2411	WG-2673A, WG-2674A . . . . .	8 . . .	2630*
CA322C17 . . . . .	6 . . .	2391	TA21E22E . . . . .	7 . . .	2411	WG-2683A, WG-2684A . . . . .	8 . . .	2670*
CA322C26,			TA21E23 . . . . .	7 . . .	2425	WG-3503A,B . . . . .	8 . . .	2630*
CA322C27 . . . . .	6 . . .	2391	TA21E23C . . . . .	7 . . .	2411			
			TA21E23E . . . . .	7 . . .	2411			

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.
<b>AIRLINE (cont'd)</b>			<b>ANDREA (cont'd)</b>			<b>ASTATIC</b>		
WG-5063A	7	2520	CRP-24W	6	2352	CB-1	5	1854
WG-5073A	7	2520	CRP-24WA	7	2492	UHF	5	1855
WG-5163A	7	2520	T-VN21	5	1842	<b>ATR</b>		
WG-5173A	7	2520	W69P	6	2361	TR1279-6V,-12V	8	2746*
25GDM-1073A	5	1826	2C-VN21	5	1842	1279-6V,-12V	8	2746*
35BR-1557A,			2CR-P12WB	7	2492	<b>AUTOMATIC</b>		
35BR-1558A,			101X	6	2352	C-12	8	2735*
35BR-1559A	5	1827	RQ12T-1,-2	7	2492	CL-75	8	2790*
35BR-3158A,			<b>ARVIN</b>			CL-100	7	2533
35BR-3167A,			15-550KB-UHF	5	1842	CM-333	5	1819
35BR-3168A,			21-550KBU,KMU	5	1844	CU-39	8	2747*
35BR-3169A	5	1828,	21-551TBU,TMU	5	1844	DM-132	5	1836
		1829	21-552KBU,KMU	5	1844	F-152	6	2233
35BR-6796A	5	1830	21-553TBU,TMU	5	1844	F-241	6	2245
35GDM-1073,C	5	1826	581TFM	5	1845	PM-236	5	1856
35GDM-1074A	5	1831	651T	5	1846	MM-430	5	1857
35GSL-2770A	5	1832	753T	5	1847	N-638, N-639	8	2792*
35WG-1573B	5	1833	758T	5	1848	NA-749	8	2792*
35WG-2767A	5	2105	760T	5	1849	R-54,B	8	2735*
35WG-3171A,B	5	1834	780TFM	5	1845	RT-7B	8	2735*
35WG-3173A,B	5	1834	857T	5	1850	TR-12	5	1858
35WG-3175A	5	1834	858T,859T	5	1851	UN-40	8	2747*
35WG-3177A	5	1834	955T,956T	6	2163	<b>BELL SOUND</b>		
35WG-3179A	5	1834	958T	6	2221	PA-3715-B,		
45BR-3186A	5	2031	958T	6	2177	PA-3725-B,		
61-6787	5	1835	2563,2564	6	2314	PA-3750-B	5	1859
61-6792	5	1836	2585	7	2564	2210	5	1860
61-6793	5	1919	3561	6	2325	2255	5	1861
61-6794	5	1856	3582	8	2612*	2520	7	2510
61-6795	5	1857	3586	8	2635	2521	8	2631*
61-12601	5	1858	3588	7	2564	3070	8	2709*
<b>ALLIED RADIO (See Knight)</b>			5561	6	2310	3715-B	5	1859
<b>ALLSTATE</b>			5578	6	2409	3725-B	5	1859
5098, 5099	7	2572	7276CB-UHF,			3750-B	5	1859
6225	8	2651*	7279CM-UHF	5	1852	<b>BLAUPUNKT</b>		
6256	8	2651*	9210CB-UHF,			Americano	7	2513
6240	5	1837	9210CM-UHF	5	1852	Arizona	7	2521
6264, 6266	5	1839	9211TB-UHF	5	1853	Arizona 57	7	2499
6284	5	1839	9212CFP-UHF,			Arkansas	7	2513
6286-4, 6287-4	5	1840	9212MEA-UHF	5	1852	Barcelona	7	2513
6330	5	1841	9213TM-UHF,			Elvira	7	2513
<b>Chassis</b>			9215CM-UHF	5	1853	Gina	7	2513
528.6264,			9216CB-UHF	5	1852	Granada 2330	7	2499
528.6266	5	1838	9218CB-UHF,			Hawaiian	7	2513
528.6284	5	1839	9218CM-UHF	5	1852	Jewel	7	2513
528.6286-4,			9219CM-UHF	5	1852	Kongro	7	2513
528.6287-4	5	1840	9240CB-UHF,			Monaco	7	2499
528.55040,			9240CM-UHF	5	1852	Rio	7	2521
528.55041	8	2651*	9245CM-UHF	5	1853	Romeo	7	2513
528.62400	5	1837	9577	6	2377	Sultan 2320	7	2521
528.63300	5	1841	9598	8	2754*	<b>BLONDER-TONGUE</b>		
<b>ALTEC LANSING</b>			<b>Chassis</b>			BTU-2	5	1862
304A	6	2216	RE-323	5	1846	R-98	8	2640*
305A	7	2568	RE-333	5	1845	T-88	8	2640*
306A	7	2558	RE-342	5	1849	<b>BOGEN</b>		
307A	8	2622*	RE-348	5	1847	AM91	8	2678*
<b>AMC</b>			RE-350	5	1848	FM50	6	2272
20CD2B, 20C2B,			RE-374	5	1851	FM51	8	2675*
20T2B, 21CD2A,			RE-378	5	1850	FM400A	5	1891
21C2A	5	2007	RE-392	6	2163	R300	5	1892
<b>AMERICAN MOTORS</b>			RE-393	6	2221	R620	6	2364
8990377 (6MR)	6	2240	RE-397	6	2177	R660	6	2270
8990455 (7MR)	6	2240	TE-340,-1,-2	5	1852	R701	5	1893
<b>A.M.I. (Automatic Musical Instruments)</b>			TE-362	5	1853	R710	6	2270
PBA (Mark I)	6	2334	TE-363,-1,-2,-3	5	1852	R755	5	1894
<b>AMPEX</b>			TE-373	5	1853	R765	6	2136
502	8	2642*	TE-379,-1	5	1844	R775	6	2394
<b>ANDREA</b>			TE-395,-1	5	1852	RB115	7	2539
<b>Chassis</b>			1.40300	6	2314	RR29,W	6	2224
C-VN21	5	1842	1.40400	6	2314	RR500	5	1892
CO-VP21	6	2241	1.40600	6	2325	RR501	6	2270
			1.40800	6	2310	RR550	6	2258
			1.41700	6	2377	ST-662	8	2710*
			1.42400	6	2405	T661	8	2588*
			1.43500	6	2409	UCT	5	1895
			1.44700	8	2612*	UCT-1	5	1896
			1.44800	8	2635*			
			1.45000	7	2564			
			1.45200	7	2564			
			1.47700	8	2754*			

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

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
<b>BRAUN</b>			<b>CAPEHART (cont'd)</b>			<b>CHALLENGER (cont'd)</b>		
HM2, HM3	6	2375	CT-131, CT-134	5	1875	TC-100	7	2538
MM3	6	2375	CT-144, CT-146	5	1875	TC200A	8	2682*
MM4D	7	2465	CX-37-1 Series	5	1875	TC-322	8	2728*
MM4LO	7	2465	<b>CAPITOL</b>			<b>CHANNEL MASTER</b>		
MM4W	7	2465	954, 954C	8	2772*	6512, 6514	8	2755*
MS3	6	2375	<b>CAVALIER</b>			<b>CHAPMAN</b>		
Super 99	6	2375	6A2	5	1876	CT-100	7	2557
TS2	6	2375	<b>CBS-COLUMBIA</b>			<b>CHEVROLET</b>		
<b>Chassis</b>			C220	6	2271	986669	5	1878
RC-62	7	2465	C230, C231, C232	6	2271	986771	5	1879
<b>BROOKS LABORATORIES, INC.</b>			C240	6	2271	987088	5	1880
ST-10A	5	1863	U3C627, U3C628	6	2263	987573	6	2345
ST-15A	5	1864	U3C631, U3C632,	6	2263	987888	8	2636*
<b>BROWNING</b>			U3C633	6	2263	<b>CHRYSLER (See Mopar)</b>		
L-300	6	2178	U3C634, U3C635,	6	2263	<b>COLUMBIA RECORDS</b>		
L-500	6	2186	U3C636	6	2263	340	6	2145
RJ-42	5	1865	U3T602	6	2263	515-S-1	7	2522
RJ-43	5	1866	U3T615, U3T616	6	2263	517-S-1	7	2522
RJ-48	5	1867	U3T621, U3T622,	6	2263	530	6	2326
RJ-49 (AM)	5	1867	U3T623, U3T624	6	2263	535	7	2479
RJ-49 (FM)	5	1868	U22C05	6	2164	583	7	2479
RV-32	5	1869	U22C07, B	6	2164	645	7	2493
<b>BULOVA</b>			U22T09, B, EB	6	2164	650	7	2493
100, 110	6	2362	U22T19, B	6	2164	683	8	2638*
300 Series	6	2357	U22TK301	6	2187	710	7	2479
<b>CAPEHART</b>			U22TK321	6	2187	844	7	2522
C-14	5	1870	U23C49, U23C59	6	2164	850	7	2522
P-213	5	1871	U23CS013,	6	2187	866	7	2522
RP-153	5	1872	U23CS014	6	2187	872	7	2522
RP-154B, M	5	1873	U23T15, U23T19	6	2164	944	7	2522
RP-254	5	1872	(Ch. 922-7)	6	2164	<b>CONTINENTAL</b>		
T-54	5	1874	U23TK001,	6	2187	SW-7	8	2748*
1T174B-1, BS-1,	5	1875	U23TK002,	6	2187	TR-215	8	2690*
M-1, MS-1, S-1	5	1875	U23TK003,	6	2187	TR-300	8	2686*
1T174-1	5	1875	U23TK004	6	2187	<b>CORONADO</b>		
2T214B-1, BS-1,	5	1875	U23TS005,	6	2187	RA1-9243A, B,	6	2176
D-1, MD-1, MS-1,	5	1875	U23TS006,	6	2187	RA1-9244A, B,	8	2785*
M-1, S-1	5	1875	U23TS007,	6	2187	RA1-9245A, B,	5	1881
2T214-1	5	1875	U23TS008	6	2187	RA1-9246A, B	6	2176
4C174M-1, MS-1	5	1875	6K321U, 6K322U	6	2363	RA1-9262A, RA1-9263A,	8	2785*
5C214B-1, D-1,	5	1875	6K327U, 6K328U	6	2263	RA1-9264A	5	1881
MD-1, M-1	5	1875	6T301U	6	2263	RA44-8340A,	6	2175
5C214-1	5	1875	6T303U, 6T304U	6	2263	RA44-8341A	7	2413
7H214B-1, D-1,	5	1875	7K325U, 7K326U	6	2278	RA48-8158A	7	2437
M-1	5	1875	7K329U, 7K330U	6	2278	RA48-8342A	6	2318
7H214-1	5	1875	7K332U, 7K333U,	6	2278	RA48-8352A	6	2320
9F214BD-1, MD-1	5	1875	7K334U	6	2278	35RA4-43-9856A	5	1883
9F214-1	5	1875	7T307U	6	2278	35RA37-43-8355	5	1884
11F244B-1, M-1	5	1875	7T309U, 7T310U	6	2278	35TV2-43-9023A	5	1885
11F244-1	5	1875	22CK009, 22CK010	6	2187	35TV2-43-9050A	5	1835
11RP-125F	5	1873	22CX1, 22CX2,	6	2142	35TV2-43-9061A	5	1835
12F274M-1	5	1875	22CX3, 22CX4	5	1877	45RA1-43-7666A	5	1885
14W214-1	5	1875	22K38	6	2187	45TV2-43-9023B	5	1834
15W214BD-1,	5	1875	22TK301	6	2187	45TV2-43-9061B	5	1834
MD-1	5	1875	22TK321	6	2187	45TV2-43-9064A	5	1834
15W214-1	5	1875	22TX1, 22TX2	6	2142	45TV13-43-9038A	5	1886
16T244BS-1, ES-1,	5	1875	23CK011, 23CK012	6	2187	45TV13-43-9081A	5	1886
M-1, MS-1, S-1	5	1875	23CS013, 23CS014	6	2187	<b>CRAFTSMEN</b>		
16T244-1	5	1875	23TK001, 23TK002,	6	2187	C900	5	1887
17RPQ155F	6	2140	23TK003,	6	2187	C1000	5	1888
18W214FD-1	5	1875	23TK004	6	2187	CP-14, CP-18,	6	2354
19C214M-1, MD-1	5	1875	23TS005, 23TS006,	6	2187	CP-19	6	2292
19K75	6	2229	23TS007,	6	2187	CT-2	6	2295
21T214ES-1	5	1875	23TS008	6	2187	CT-3	6	2354
22K75	6	2229	<b>Chassis</b>			CT-4	6	2354
23C214B-1, M-1	5	1875	616	6	2271	CTA-5	6	2354
88P66BNL	6	2257	636	6	2271	<b>CROSLEY</b>		
<b>Chassis</b>			656	6	2271	BC-13B, M, BC-	5	2323
CR-85	5	1871	921-11, -13, -21	6	2164	15M	5	2323
CR-129	5	1873	922-7	6	2164			
CR-147	5	1872	1601, 1602	6	2142			
CR-200	6	2140	1603, 1604, 1605	6	2187			
CR-204	6	2229	1606, 1607, 1608	6	2187			
CT-108, CT-110	5	1875	2002	6	2263			
CT-112, CT-116	5	1875	3002	6	2278			
CT-123, CT-124	5	1875	3012	6	2278			
CT-127, CT-129	5	1875	<b>CHALLENGER</b>					
			RC412	8	2739*			

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

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
<b>CROSLEY (cont'd)</b>			<b>CROSLEY (cont'd)</b>			<b>EMERSON (cont'd)</b>		
BT-15M	6	2323	393,394,396	5	1889	851B,852B,853B	6	2366
DC-11B,M,DC-13M	6	2347	402-1,-5,403-1,404-1,-5	5	1889	876B (Ch.120398B)	7	2473
DC-15M,DC-17B	6	2347	411-1,412-1	5	1889	876B (Ch.120479B)	8	2795*
DC-19N	6	2347	416-1	5	1889	881B,883B	8	2794*
DT-13B,M	6	2347	426	5	1890	882B	7	2472
EU-17COLBU,			431,-2	5	1890	883B	7	2472
COLU	5	1889	432	6	2269	884B	7	2472
EU-17TOLBU,			472	6	2210	886D	7	2484
TOLU	5	1889	473	6	2211	895B	7	2525
EU-21CDLBU,			476	6	2210	915B	8	2795*
CDLU	5	1889	477	6	2211	916B,917B,918B	8	2794*
EU-21COLBU,			484	6	2269	924B	8	2795*
COLU	5	1889	490	6	2323	1003G	5	1903
EU-21COSBU,			494	6	2347	1013C	5	1904
COSU	5	1889				1041F,1045F,		
EU-21TOLBU,			<b>CURTIS MATHES</b>			1047F	6	2166
TOLU	5	1889	MD712	8	2749*	1051D,1055F	6	2166
F-17TOLBU,-1,			MD912,MD1012	8	2749*	1075F	6	2165
TOLU,-1,			MD1412,MD1512	8	2749*	1075H	6	2166
TOSBU,TOSU	5	1889	MD1612,MD1712	8	2749*	1085F	6	2165
F-21CDLBU,-1,			315MS	8	2763*	1144D,1145D	5	1907
CDLU,-1						1213	6	2393
COLBU,-1,			<b>Chassis</b>			1229	6	2393
COLU,-1	5	1889	12B	8	2749*	1239	6	2393
F-21TOLBU,-1,						1245,1247	6	2393
TOLU,-1	5	1889	<b>DAVID BOGEN (See Bogen)</b>			1273,1275	6	2393
F-21TOSBU,TOSU	5	1889	<b>DELMONICO</b>			1281	6	2393
F-24CDBU,CDMU	5	1889	7XF3	8	2660*	1405	7	2435
F-24COLU	5	1889				1419	7	2435
F-24PDBU,PDMU						1421	7	2435
(TV Ch.)	5	1889	<b>DEWALD</b>			1425	7	2435
F-27COBU,COMU	5	1889	H-300	5	1897	1438,1439,1440,		
G-17TOBU,TOMU,			L-803A	7	2500	1441	7	2490
TOWU	5	1890	M-804	7	2500	2057,2059	6	2393
G-21TOBU,TOMU	5	1890	M-1000	8	2629*	2061,2063	6	2393
GF-21CDLU,						<b>Chassis</b>		
CDMU,COBU	5	1889	<b>DUMONT</b>			120174-B	5	1903
H-17TOBU,TOMU,			RA-302	5	1898	120175-B	5	1901
TOWU	5	2269	RA-307	5	1899	120176-B	5	1902
H-21COBU,COMU,			RA-322	5	1900	120177-B	5	1902
COSBU,COWU	5	1890	RA-378,RA-379	6	2368	120180-D	5	1904
H-21HCBU,HCWU	5	1890	RA-400,RA-401	7	2451	120189-B	5	1906
H-21TCOBU,			RA-503	8	2607*	120193-B,-F	5	1903
TOMU,TOMUF,						120195-D	5	1904
TOWU,TOWUF	5	1890	<b>DYNAMIC</b>			120197-B,-D	5	1903
J-21CABU,			AF250PA	8	2654*	120198-D	5	1904
J-21CAMU	6	2269	A45-25R	8	2773*	120199-B	5	1905
J-21CKBF	6	2210	CT36-R	8	2773*	120209-D,-F	5	1903
J-21CKBU	6	2211	CT44-25R	8	2773*	120211-D,-F	5	1904
J-21CKGF	6	2210	SH48-25R	8	2773*	120221-A	5	1907
J-21CKGU	6	2211	T-2000	7	2558	120222-B	5	1908
J-21CKHF	6	2210				120238-F	6	2166
J-21CKHU	6	2211				120238-H	6	2165
J-21CKMF	6	2210				120249-D	6	2166
J-21CKMU	6	2211				120279-B	5	1907
J-21CSKMF	6	2210				120309	6	2315
J-21CTKMF	6	2210				120327-B	6	2366
J-21CTKMU	6	2211				120328	6	2316
J-21LKBF	6	2210				120334-B	6	2366
J-21LKB	6	2211				120335-B	6	2366
J-21LPKBF	6	2210				120344-G	6	2393
J-21LPKBU	6	2211				120352-G	6	2393
J-21LPKMF	6	2210				120354-G	6	2393
J-21LPKMU	6	2211				120361-G	6	2393
J-21RABU,RAMU	6	2269				120370G	7	2435
J-21TABU,TAMU,						120371B	7	2484
TAWU	6	2269				120372B	7	2472
J-21TJBU,TJMU	5	1890				120397B	7	2490
J-21TKBF	6	2210				120398B	7	2473
J-21TKBU	6	2211				120401U	7	2435
J-21TKDBF	6	2210				120404U	7	2435
J-21TKDBU	6	2211				120419B	7	2480
J-21TKDMF	6	2210				120431B	7	2525
J-21TKDMU	6	2211				120474B,120475B	8	2794*
J-21TKLBF	6	2210				120479B	8	2795*
J-21TKLBU	6	2211				120484B	8	2794*
J-21TKLMF	6	2210				120487B	8	2795*
J-21TKLMU	6	2211						
J-21TKMF	6	2210				<b>EMUD</b>		
J-21TKMU	6	2211				T-7	8	2641*
J-21TOWU	5	1890				186,196	8	2756*
JC-8BK,BN,TN,						703,703ST	8	2641*
WE	6	2284				713,713ST	8	2641*
						723,723ST	8	2641*
<b>Chassis</b>								
R-104	6	2284						

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

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
<b>ERIE</b>			<b>FORD</b>			<b>GENERAL ELECTRIC (cont'd)</b>		
EM-085-ER	8	2736*	5BF (FDH-18805- B1)	5	1926	17T14-UHF	6	2137
<b>ESPEY</b>			5MF (FDH-18805- B2)	5	1927	17T16-UHF	6	2137
100,101	5	1909	5MF8 (FDH-18805- A2)	5	1926	17T20-UHF	5	1929, 1930
201	5	1910	74BT (FEM- 18805-A)	7	2480	17T21,17T22	6	2147
300,301	5	1911	84BT (FEM-18805- B)	7	2480	17T21-UHF		
400	5	1957				17T22-UHF	6	2147, 2274
401	6	2143				17T025-UHF		
500	5	1957				17T026-UHF		
700	5	1909				17T027-UHF	6	2289
710	5	1911				17T2405-UHF	7	2491
<b>FADA</b>			<b>FREED EISEMANN</b>			17T2410-UHF	7	2491
H-274T,H-276T	5	1912	717,750	5	1928	17T2411-UHF	7	2491
H-442C,H-542C	5	1912	<b>GELOSO</b>			17T2412-UHF	7	2491
UDL2100T	5	1913	G-307	8	2614*	17T3304-UHF,17T3305-UHF		
UH17KD	6	2161	G-533	8	2596*	17T3306-UHF	8	2664*
UH17LO	6	2161	<b>GENERAL ELECTRIC</b>			17T3310-UHF		
UH17L1,UH17L2			C415,A,B,C	7	2481	17T3311-UHF	8	2664*
EB	6	2161	C416,A,B,C	7	2481	17T3315-UHF		
UH21KA	6	2161	C417A,C	7	2481	17T3316-UHF	8	2664*
UH21K1			C420A	7	2459	17T3317-UHF		
UH21K1LO	6	2161	C421A,B,C	7	2459	17T3318-UHF	8	2664*
UH21L1,UH21L2			C422B,C	7	2459	17T3320-UHF		
EB,LO	6	2161	C430A,C431A	8	2721*	17T3321-UHF	8	2664*
UH21T	5	1913	C440A,C441A	8	2615*	17T3331-UHF	8	2664*
U1700CD			C450A,B,C451A,B			21C40-UHF	5	1931
U1770CD	5	1914	C452A,B	8	2716*	21C102-UHF	6	2137
U2100C,T,U2150C	5	1913	FA-10,FA-11,FA-12	8	2649*	21C103-UHF		
<b>FIRESTONE</b>			P780A,B	8	2757*	21C104-UHF	5	1929, 1930
4-A-113,4-A-114	5	1915	P785A,P786A,P787A	8	2680*	21C106,21C107		
4-A-115	5	1916	RP1160A	8	2683*	21C108,21C109	6	2147
4-A-127,4-A-128	5	1917	T-115A,T-116	7	2466	21C106-UHF		
4-A-133	5	1918	T-120A	7	2581	21C107-UHF		
4-A-143	6	2163	T-120B	7	2581	21C108-UHF		
4-A-147,4-A-148	6	2208	T-130A,B	7	2554	21C109-UHF	6	2147, 2274
4-A-153	6	2325	T-131A,B	7	2554	21C110,21C111		
4-A-154	6	2302	T-132A,B	7	2554	21C112,21C113	6	2147
4-A-156,4-A-157,4-A-158	8	2648*	T140A,T141A	8	2716*	21C123,21C124	6	2147
4-A-159	6	2314	T155A,T156A	8	2740*	21C123-UHF		
4-A-162	6	2177	UHF-17C127	6	2250	21C124-UHF	6	2147, 2274
4-A-166	7	2458	UHF-17T15			21C125,21C126		
4-A-168	7	2458	UHF-17T17	6	2250	21C127	6	1247
4-B-69	5	1858	UHF-21C114			21C125-UHF		
4-B-71	5	1858	UHF-21C115			21C126-UHF		
4-B-72	5	1919	UHF-21C116			21C127-UHF	6	2147, 2274
4-B-74	5	1920	UHF-21C117	6	2250	21C130-UHF		
4-B-77	6	2153	UHF-21C119			21C131-UHF	5	1931
4-B-78	6	2179	UHF-21C120			21C133-UHF		
4-C-24	5	1921	UHF-21C121	6	2250	21C134-UHF	6	2273
4-C-30	6	2296	UHF-21C225			21C135-UHF		
4-C-34	6	2321	UHF-21C226			21C136-UHF	6	2273
4-H-3 (Code 334-8-OA16A/ 5P10A)	8	2630*	UHF-21C227			21C137-UHF		
13-G-128,13-G			UHF-21C228			21C138-UHF	6	2297
-129,13-G-130			UHF-21C229			21C141-UHF		
13-G-132	5	1834	UHF-21C230			21C142-UHF	6	2274
13-G-145			UHF-21C231			21C143-UHF		
13-G-146	5	1834	UHF-21C232			21C144-UHF	6	2297
<b>FISHER</b>			UHF-21C233	6	2250	21C151-UHF		
FM-40	6	2293	UHF-21T10			21C152-UHF	5	1931
FM-80	5	1922	UHF-21T11			21C156-UHF		
FM-90X	7	2527	UHF-21T12	6	2250	21C157-UHF	6	2297
FM-100	8	2711*	UHF-21T15			21C158-UHF		
TA-800	8	2713*	UHF-21T19	6	2250	21C159-UHF	6	2297
50R,50RT	5	1923	UHF-21T20			21C160-UHF		
70RT	5	1924	UHF-21T21	6	2250	21C161-UHF	6	2297
80-R	7	2444	14P1208-UHF	7	2464	21C162-UHF	6	2297
80-T	7	2444	14P1210-UHF			21C172-UHF	6	2297
90-R	7	2528	14P1211-UHF			21C238-UHF	6	2137
90-T	7	2526	14P1212-UHF	6	2195	21C240-UHF		
101-R	8	2619*	14P1215-UHF	7	2464	21C241-UHF		
500	7	2438	14P1216-UHF	7	2464	(Early)	5	1929, 1930
<b>FLUSH WALL</b>			14T007-UHF			21C240-UHF		
5P (Late)	5	1925	14T008-UHF			21C241-UHF		
<b>FONOVOX</b>			14T009-UHF			(Late)	5	1929, 1932
7060	7	2446	14T010-UHF			21C347-UHF		
9070	7	2555	14T011-UHF			21C348-UHF	5	1930
			14T012-UHF			21C349-UHF	5	1930
			14T014-UHF	6	2195	21C350-UHF		
			17P1328-UHF			21C351-UHF	5	1930
			17P1329-UHF					
			17P1330-UHF					
			17P1331-UHF	6	2195			

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



Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
<b>GENERAL ELECTRIC (cont'd)</b>			<b>GENERAL ELECTRIC (cont'd)</b>			<b>GRANCO (cont'd)</b>		
21C1449-UHF, 21C1450-UHF . . . . .	6 . . . .	2195	21T050-UHF . . . . .	6 . . . .	2297	611 . . . . .	8 . . . .	2589*
21C1545-UHF . . . . .	6 . . . .	2274	21T054-UHF, 21T055-UHF . . . . .	6 . . . .	2297	620V . . . . .	6 . . . .	2275
21C1547-UHF, 21C1548-UHF, 21C1549-UHF . . . . .	6 . . . .	2274	21T056-UHF, 21T057-UHF . . . . .	6 . . . .	2297	720 . . . . .	6 . . . .	2148
21C1550-UHF, 21C1551-UHF . . . . .	6 . . . .	2274	21T060-UHF, 21T061-UHF . . . . .	6 . . . .	2297	730P,740P . . . . .	6 . . . .	2279
21C1552-UHF, 21C1553-UHF . . . . .	6 . . . .	2274	21T1439-UHF . . . . .	6 . . . .	2195	750 . . . . .	6 . . . .	2281
21C1554-UHF, 21C1555-UHF . . . . .	6 . . . .	2274	21T1539-UHF, 21T1540-UHF . . . . .	6 . . . .	2274	760,770,780 . . . . .	6 . . . .	2306
21C1556-UHF . . . . .	6 . . . .	2274	21T1541-UHF, 21T1542-UHF . . . . .	6 . . . .	2274	<b>GROMMES</b>		
21C1560-UHF, 21C1562-UHF . . . . .	6 . . . .	2274	21T1543-UHF, 21T1544-UHF . . . . .	6 . . . .	2274	GRT-1 . . . . .	6 . . . .	2196
21C1564-UHF . . . . .	6 . . . .	2274	21T2419-UHF . . . . .	7 . . . .	2491	GRT-3 . . . . .	7 . . . .	2488
21C2440-UHF . . . . .	7 . . . .	2491	21T2420-UHF . . . . .	7 . . . .	2491	GRT-100 . . . . .	7 . . . .	2540
21C2441-UHF . . . . .	7 . . . .	2491	21T2421-UHF . . . . .	7 . . . .	2491	102GT . . . . .	8 . . . .	2714*
21C2445-UHF . . . . .	7 . . . .	2491	21T2425-UHF . . . . .	7 . . . .	2491	<b>GRUNDIG MAJESTIC</b>		
21C2446-UHF . . . . .	7 . . . .	2491	21T2426-UHF . . . . .	7 . . . .	2491	Concert Boy 57 . . . . .	7 . . . .	2450
21C2535-UHF . . . . .	7 . . . .	2560	21T2580-UHF . . . . .	7 . . . .	2560	K2 . . . . .	7 . . . .	2573
21C2536-UHF . . . . .	7 . . . .	2560	21T2581-UHF . . . . .	7 . . . .	2560	K12SL/US . . . . .	8 . . . .	2684*
21C2550-UHF . . . . .	7 . . . .	2560	21T3417-UHF,21T3418-UHF, 21T3419-UHF . . . . .	8 . . . .	2664*	97 . . . . .	7 . . . .	2452
21C2551-UHF . . . . .	7 . . . .	2560	21T3420-UHF, 21T3421-UHF . . . . .	8 . . . .	2664*	1070 . . . . .	7 . . . .	2461
21C2560-UHF . . . . .	7 . . . .	2560	21T3425-UHF, 21T3429-UHF . . . . .	8 . . . .	2664*	1088 . . . . .	7 . . . .	2461
21C2561-UHF . . . . .	7 . . . .	2560	21T3430-UHF, 21T3431-UHF . . . . .	8 . . . .	2664*	3028 . . . . .	7 . . . .	2456
21C2574-UHF . . . . .	7 . . . .	2560	21T3432-UHF . . . . .	8 . . . .	2664*	7000 . . . . .	7 . . . .	2467
21C2575-UHF . . . . .	7 . . . .	2560	21T3435-UHF, 21T3436-UHF . . . . .	8 . . . .	2664*	7018 . . . . .	8 . . . .	2602*
21C2576-UHF . . . . .	7 . . . .	2560	24C180,24C181 . . . . .	6 . . . .	2147	7028 . . . . .	7 . . . .	2501
21C2577-UHF . . . . .	7 . . . .	2560	24C182-UHF, 24C183-UHF . . . . .	6 . . . .	2297	7068 . . . . .	7 . . . .	2448
21C2578-UHF . . . . .	7 . . . .	2560	24C1660-UHF, 24C1661-UHF . . . . .	6 . . . .	2274	9078 . . . . .	7 . . . .	2443
21C3439-UHF, 21C3440-UHF . . . . .	8 . . . .	2664*	24C1670-UHF, 24C1671-UHF . . . . .	6 . . . .	2274	<b>GUILD</b>		
21C3441-UHF, 21C3442-UHF, 21C3443-UHF . . . . .	8 . . . .	2664*	24T070,24T071 . . . . .	6 . . . .	2147	484 . . . . .	6 . . . .	2199
21C3445-UHF, 21C3446-UHF . . . . .	8 . . . .	2664*	427,428,429 . . . . .	5 . . . .	1933	556 . . . . .	6 . . . .	2205
21C3450-UHF, 21C3451-UHF . . . . .	8 . . . .	2664*	431,A,B,C,432 . . . . .	5 . . . .	1934	665 . . . . .	6 . . . .	2205
21C3458-UHF, 21C3459-UHF . . . . .	8 . . . .	2664*	440 . . . . .	5 . . . .	1935	785 . . . . .	7 . . . .	2565
21C3460-UHF, 21C3461-UHF . . . . .	8 . . . .	2664*	442,443,444 . . . . .	5 . . . .	1933	<b>HALLICRAFTERS</b>		
21C3478-UHF, 21C3479-UHF . . . . .	8 . . . .	2664*	446,447,448 . . . . .	5 . . . .	1936	S-94 . . . . .	6 . . . .	2197
21C3482-UHF, 21C3483-UHF . . . . .	8 . . . .	2664*	465,466,467 . . . . .	6 . . . .	2225	S-95 (Run 1) . . . . .	6 . . . .	2197
21L2555-UHF . . . . .	7 . . . .	2560	475,476,477 . . . . .	6 . . . .	2188	ST-83 . . . . .	5 . . . .	1947
21L2556-UHF . . . . .	7 . . . .	2560	480 . . . . .	6 . . . .	2156	SX-99,SX-99U (Mark I) . . . . .	6 . . . .	2190
21L2557-UHF . . . . .	7 . . . .	2560	564,565,566 . . . . .	5 . . . .	1937	TW-500,TW-600 . . . . .	5 . . . .	1948
21L3455-UHF, 21L3456-UHF . . . . .	8 . . . .	2664*	572,573,574,575 . . . . .	5 . . . .	1938	TW-1000 . . . . .	5 . . . .	1949
21T17-UHF, 21T18-UHF . . . . .	6 . . . .	2137	577,578 . . . . .	5 . . . .	1939	TW-2000 . . . . .	5 . . . .	1950
21T22-UHF, 21T23-UHF . . . . .	5 . . . .	1929, 1930	580,581,582 . . . . .	5 . . . .	1940	5R40,5R41,5R42 . . . . .	6 . . . .	2169
21T24-UHF, 21T25-UHF . . . . .	5 . . . .	1929, 1930	590 . . . . .	5 . . . .	1941	5R80,5R61 . . . . .	5 . . . .	1951
21T26-UHF, 21T27-UHF (Early) . . . . .	5 . . . .	1929, 1930	612,613 . . . . .	5 . . . .	1942	17K111B,M . . . . .	6 . . . .	2170
21T26-UHF, 21T27-UHF (Late) . . . . .	5 . . . .	1929, 1932	630,631,632 . . . . .	5 . . . .	1943	17T101B,M . . . . .	6 . . . .	2170
21T28-UHF . . . . .	6 . . . .	2137	860,861,862 . . . . .	6 . . . .	2369	17T171B,M . . . . .	6 . . . .	2170
21T30-UHF, 21T31-UHF . . . . .	5 . . . .	1930	911,H,912,913 . . . . .	6 . . . .	2201	21K141B,M . . . . .	6 . . . .	2170
21T32,21T33 . . . . .	6 . . . .	2147	911D,912D,913D . . . . .	6 . . . .	2379	21K151M . . . . .	6 . . . .	2170
21T32-UHF, 21T33-UHF . . . . .	6 . . . .	2147, 2274	914D . . . . .	6 . . . .	2379	21K200B . . . . .	6 . . . .	2157
21T35,21T36, 21T37 . . . . .	6 . . . .	2147	920,921 . . . . .	6 . . . .	2205	21K201B . . . . .	6 . . . .	2157, 2158
21T35-UHF, 21T36-UHF, 21T37-UHF . . . . .	6 . . . .	2147, 2274	<b>GENERAL MOTORS CORP. (GMC)</b>			21K210M . . . . .	6 . . . .	2157
21T038,21T039 . . . . .	6 . . . .	2147	2233398 . . . . .	7 . . . .	2474	21K211M . . . . .	6 . . . .	2157, 2158
21T041,21T042, 21T043 . . . . .	6 . . . .	2147	<b>GONSET</b>			21K220B . . . . .	6 . . . .	2157
21T045-UHF, 21T048-UHF . . . . .	6 . . . .	2274	3155,3156 . . . . .	8 . . . .	2597*	21K221B . . . . .	6 . . . .	2157, 2158
			3157,3158 . . . . .	8 . . . .	2597*	21K230M . . . . .	6 . . . .	2157
			3223 . . . . .	8 . . . .	2597*	21K231M . . . . .	6 . . . .	2157, 2158
			3239 . . . . .	8 . . . .	2584*	21T121B,M . . . . .	6 . . . .	2170
			<b>GRANCO</b>			21T161B,M . . . . .	6 . . . .	2170
			AT-130 . . . . .	8 . . . .	2598*	24K240B,M . . . . .	6 . . . .	2157
			HF-1200 . . . . .	7 . . . .	2523	24K241B,M . . . . .	6 . . . .	2157, 2158
			LCU . . . . .	5 . . . .	1944	24K250B,M . . . . .	6 . . . .	2157
			MTU . . . . .	5 . . . .	1945	27K251B,M . . . . .	6 . . . .	2157, 2158
			RP-1210 . . . . .	7 . . . .	2523	611,612 . . . . .	5 . . . .	1952
			RP-1220 . . . . .	7 . . . .	2523	621,622 . . . . .	5 . . . .	1952
			RP-1230 . . . . .	7 . . . .	2523	1621,1622 . . . . .	5 . . . .	1953
			RP-1720 . . . . .	7 . . . .	2523	<b>Chassis</b>		
			RP-1730 . . . . .	7 . . . .	2523	A1400D . . . . .	6 . . . .	2157, 2158
			T160 . . . . .	6 . . . .	2195	B1300D . . . . .	6 . . . .	2170
			T-161 . . . . .	7 . . . .	2543	B1400D . . . . .	6 . . . .	2157
			T270 . . . . .	6 . . . .	2306	C1400D . . . . .	6 . . . .	2157, 2158
			610 . . . . .	5 . . . .	1946	D1300D . . . . .	6 . . . .	2170
						D1400D . . . . .	6 . . . .	2157
						F1300D . . . . .	6 . . . .	2170
						H1300D . . . . .	6 . . . .	2170

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

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
<b>HARMAN-KARDON</b>			<b>HOFFMAN (cont'd)</b>			<b>HOTPOINT (cont'd)</b>		
A-200	6	2251	M4041U, M4061U	6	2359	21S405-UHF	6	2195
A-310	6	2260	M8001	8	2618*	21S406-UHF	6	2274
A-400	6	2276	M8002	7	2462	21S412-UHF	7	2491
D-200	6	2276	M8005	8	2618*	21S415-UHF	7	2560
D-1100	6	2256	M8006	8	2741*	21S416-UHF	7	2560
F-10	7	2529	M8007	8	2750*	21S420-UHF	7	2491
F-250	8	2661*	MG1151U	6	2359	21S421-UHF	7	2491
FA-10	7	2502	P1151U	6	2359	21S451-UHF,		
FM-100	6	2317	P1201U, P1211U	6	2378	21S452-UHF	6	2297
MA-250	8	2661*	P1231U, P1251U	6	2378	21S455-UHF,		
ST-350, ST-360	8	2729*	P1261U	7	2436	21S456-UHF	6	2274
T-12	7	2427	P3214U	6	2359	21S501-UHF,		
T-100	6	2342	P3234U	6	2378	21S502-UHF	6	2297
T-120	6	2317	P3241U, P3251U	6	2378	21S505-UHF,		
T-224	8	2593*	P3261U, P3271U	6	2378	21S506-UHF	6	2195
T-250	8	2661*	P3281U	6	2378	21S507-UHF,		
T-1040	6	2401	P3304U	6	2378	21S508-UHF	6	2274
TA-10	6	2342	P3311U, P3321U	6	2378	21S530-UHF	7	2491
TA-12	7	2480	P3364U	6	2378	21S531-UHF	7	2491
TA-120	6	2346	P3374U	7	2436	21S532-UHF	7	2491
TA-230	8	2717*	PT1144U	6	2363	21S533-UHF	7	2491
TA-1040	6	2386	SG1144U	6	2363	21S551-UHF,		
TP-200	8	2643*	SP1161U	6	2359	21S552-UHF	6	2297
TX-20	8	2661*	SP2021U	6	2359	21S553-UHF,		
<b>HITACHI</b>			SP3151U, SP3161U	6	2359	21S554-UHF	6	2274
TH-862R	8	2764*	SP3181U	6	2359	21S555-UHF,		
WH-822, M	8	2758*	SP3201U	6	2359	21S556-UHF	6	2274
<b>HOFFMAN</b>			SP3331U	7	2436	21S560-UHF	7	2560
B1161U	6	2359	SP3341U	7	2436	21S561-UHF	7	2560
B1191U	6	2378	SP4041U, SP4061U	6	2359	21S605-UHF,		
B1201U, B1211U	6	2378	SP8001	8	2618*	21S606-UHF	6	2274
B1231U, B1241U	6	2378	SP8002	7	2462	21S630-UHF	7	2491
B1251U	6	2378	SP8005	8	2618*	21S631-UHF	7	2491
B1261U	7	2436	SP8006	8	2741*	24S801-UHF,		
B2021U	6	2359	SP8007	8	2750*	24S802-UHF	6	2297
B3151U	6	2359	W1161U	6	2359	<b>KARADIO</b>		
B3191U	6	2359	W1201U	6	2378	M80B	5	1955
B3201U	6	2359	W1251U	6	2378	<b>KNIGHT</b>		
B3234U	6	2378	W3201U	6	2359	KN-100	7	2468
B3241U, B3251U	6	2378	W3214U	6	2359	KN-110	7	2469
B3261U, B3271U	6	2378	W3251U	6	2378	KN-120	8	2652*
B3291U	6	2378	W3311U, W3321U	6	2378	KN-130	8	2650*
B3304U	6	2378	W8001	8	2618*	KN-140	8	2623*
B3311U, B3321U	6	2378	W8002	7	2462	SX8L727	5	1909
B3331U	7	2436	W8005	8	2618*	SX11L719	5	1911
B3341U	7	2436	W8006	8	2741*	SX14L721	5	1958
B3364U	6	2378	W8007	8	2750*	SX19L720	5	1957
B3374U	7	2436	X3341U	7	2436	6K718	5	1958
B4041U, B4061U	6	2359	21B907, 21M906,			92SU421	8	2650*
B8001	8	2618*	21P908	5	1954	92SU423	8	2652*
B8002	7	2462	<b>Chassis</b>			92SX401	7	2468
B8005	8	2618*	323U, 324U	6	2359	92SX403	7	2469
B8006	8	2741*	326U	6	2369	92S2405	7	2476
B8007	8	2750*	329U	6	2378	92S2410	7	2482
BG1151U	6	2359	331U, 332U	6	2378	94S445	5	1559
BT1144U	6	2363	334U	7	2436	94SX702	6	2313
BW1144U	6	2363	420U	6	2359	94SX703	6	2290
GT1144U	6	2363	421U	6	2378	94SX711	6	2313
K1151U	6	2359	706U	6	2359	94SX728	5	1960
K1191U	6	2378	1116	7	2462	94SX730	6	2311
K1211U	6	2378	1119	8	2618*	200	5	1957
K1231U, K1241U	6	2378	1120	8	2741*	722	5	1909
K3341U	7	2436	1126	8	2618*	<b>LAFAYETTE</b>		
M1161U	6	2359	1130	8	2750*	LT-25	8	2585*
M1191U	6	2378	<b>HOTPOINT</b>			LT-40	8	2590*
M1201U, M1211U	6	2378	14S201-UHF,			LT-70, LT-75	8	2585*
M1231U, M1241U	6	2378	14S202-UHF,			LT-99	8	2608*
M1251U	6	2378	14S203-UHF,			<b>MADISON-FIELDING</b>		
M1261U	7	2436	14S204-UHF	6	2274	FM-15	6	2410
M2021U	6	2359	14S206-UHF,			330	7	2559
M3151U	6	2359	14S207-UHF	6	2195	<b>MAGNAVOX</b>		
M3181U	6	2359	14S208-UHF	7	2464	Chassis		
M3201U	6	2359	14S209-UHF	7	2464	CMUA-422AA	5	1961
M3214U	6	2359	17S301-UHF,			CMUA-435AA,		
M3234U	6	2359	17S302-UHF	6	2289	CMUA-436AA	5	1961
M3241U, M3251U	6	2378	17S305-UHF,			CMUA-440AA,		
M3261U, M3271U	6	2378	17S306-UHF	6	2195	CMUA-441AA,		
M3304U	6	2378	17S320-UHF	7	2491	CMUA-442AA	6	2167
M3311U, M3321U	6	2378	17S321-UHF	7	2491	<b>Signifies Coverage in this Volume</b>		
M3331U	7	2436	17S322-UHF	7	2491	<b>Receivers produced prior to 1955</b>		
M3341U	7	2436	21S400-UHF	6	2195			
M3364U	6	2378	21S401-UHF,					
M3374U	7	2436	21S402-UHF,					
			21S403-UHF	6	2297			

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.
<b>MAGNAYOX (cont'd)</b>			<b>MONITORADIO (cont'd)</b>			<b>MOTOROLA (cont'd)</b>		
CMUA-455AA, CMUA-456AA	5	1961	MR-32	5	1973	Y21K131CW, Y21K132W	8	2681*
CMUD-477AA	6	2230	MR-33	6	2348	Y21K134W, Y21K135W, Y21K136W	8	2681*
CR-330AA-1	5	1962	<b>MONTGOMERY WARD (See Airline)</b>			Y21P1B, BR, GY	7	2508
CR-700	5	1963	<b>MOPAR</b>			Y21T32B, BA, CH, CHA, MGA	6	2324
CR-702A, B	5	1964	620, 621	6	2307	Y21T33B, BG, CH, MG	6	2324
CR-703, A, B, BB	6	2181	701	8	2665*	Y21T34B, BA, M, MA	6	2324
CR-712AA	6	2207	829	5	1974	Y21T35B, M, Y21T36B, M	6	2324
CR-714AA	6	2200	830	5	1975	Y21T37B, M	6	2387
CR-715AA, AB, BB	6	2207	<b>MOTOROLA</b>			Y21T40BG, BGA, MG, MGA	6	2388
CR-716AA	6	2191	A21K106B, M	7	2578	Y21T42B, BA, M, MA	6	2388
CR-717	6	2267	A21T60BG, CH, MG	7	2578	Y21T57BG, CH, MG	7	2508
CR-718, CR-721	6	2298	CT52M6	5	1977	Y21T64B, M, W	8	2659*
CR-722	6	2297	CTM3	5	1976	Y21T66BZ, CH	8	2677*
CR-723	6	2277	CTM4, A	6	2171	Y21T68B, M, W	8	2727*
CR-724	6	2207	CTM6	6	2285	Y21T71BR	8	2659*
CR-726	6	2277	CTM8X	8	2582*	Y21V1W, WA	6	2388
CR-730	6	2277	CTM9X	8	2639*	Y24K13B, M	6	2324
CR-741	6	2207	CTM57X	8	2582*	Y24K14B, M	6	2324
CR-745AA, BB, CR-746AA	8	2603*	HK-18B, C, M, W	7	2463	Y24T5BG, MG	6	2324
R-50-01AA	7	2514	HK-19	7	2463	Y24T6B, M	6	2324
51-01, 51-02	8	2599*	HK-27	7	2463	YA21C5B, MC	6	2324
51-03AA, BA	7	2511	HK-42, HK-43	8	2742*	YA21F6W, Y	6	2324
51-04	8	2599*	HN4M6	5	1977	YA21K54B, M	6	2324
51-05AA	7	2511	HN53M6	5	1977	YA21K56B, M	6	2324
51-07	8	2599*	PCA9X	8	2639*	YA21K57B, M, MCH	6	2324
51-08AA	7	2511	SK16W, SK17W, SK18M	8	2613*	YA21K58B, M	6	2324
51-11	8	2599*	SK25B, M, MCH	8	2619*	YA21K59M, MCH	6	2324
54-03-00, 54-03-10, 54-03-21	8	2616*	SK32W, SK33W	8	2780*	YA21K60B, M	6	2324
54-04-00, 54-04-10, 54-04-21	8	2616*	SK35W	8	2780*	YA21K61MCH, W	6	2324
57-01-00, 57-01-10, 57-01-11	8	2616*	SR52M6	5	1977	YA21K62M, CW	6	2324
57-02-00, 57-02-11	8	2616*	X11B, E, G, R	8	2695*	YA21K63CW	6	2324
58-01-00	8	2655*	(Early Versions)	8	2695*	YA21K67B, M, Y	6	2324
59-00-00, 59-01-00, 59-02-00, 59-03-00	8	2634*	Y14P3-1, -2, Y14P4-1	6	2349	YA21T33BG, CH, MB	6	2324
<b>MAJESTIC</b>			Y14P5-1, -2, -3, Y14P6-1	6	2349	YA21T35B, M	6	2324
4P1	5	1956	Y14P7-1, -2, Y14P8-1, -2	6	2349	YA21T36B, M	6	2324
21P62, 21P63 (Series 110, 111)	5	1966	Y14P10-1, -1A, -2, -2A, Y14P11-1, -1A, -2, -2A	6	2345	YA24K14B, M	6	2324
<b>MASCO</b>			Y17P1-1A, -2A	6	2388	YA24K15M, MCH	6	2324
AFR	6	2328	Y17P2-1A	6	2388	YA24T6B, M	6	2324
AMF, AMP	6	2231	Y17P5-1, -2	7	2508	5M, 5M-12	6	2144
<b>MATTISON</b>			Y17P6-1, -2, -3	8	2771*	5T24GW-1	7	2460
630DXM, 630MDXL	5	1967	Y17T27CH, Y17T28-1, -2, -3	6	2355	5T24WN-1	7	2460
<b>McINTOSH</b>			Y17T30CHA, Y17T31GPA	6	2388	6TAS8	6	2144
MR-55	8	2632*	Y17T32BZ	7	2508	7MX	6	2353
<b>MECK</b>			Y21C7BG, MG	6	2324	8M	7	2477
9030	5	1968	Y21C9B, M	7	2508	8MX	7	2516
<b>MERCURY (Pacific Mercury)</b>			Y21C10CW	8	2727*	9AX	8	2639*
2701	5	1993	Y21CT2B, M	6	2355	10KT12B, M, W	8	2613*
<b>MIDWEST</b>			Y21F5, B (Radio Ch.)	5	1937	10MX	8	2791*
KD-16	5	1969	Y21F8B, BA, W, WA	6	2388	10T28B, M, MC	7	2445
RN-16	5	1969	Y21K45B, BA, M, MA	6	2324	13KT15B, CW, M	8	2613*
<b>MILLER</b>			Y21K53B, BA, M, MA	6	2324	21F5, B (Radio Ch.)	5	1978
560	7	2569	Y21K54B, M	6	2324	21K104B, M, W	7	2578
<b>MITCHELL</b>			Y21K56B, M, Y21K57B, M, MCH	6	2324	21K105B, MC, W	7	2578
1278	5	1970	Y21K58B, M, Y21K59M, MCH	6	2324	21K108W	7	2578
1287	5	1971	Y21K57B, M	6	2388	21K109M	7	2578
<b>MONITORADIO</b>			Y21K70B, M	6	2388	21K110W	7	2578
AR-4	6	2182	Y21K73B, BA, M, MA	6	2388	53H1, 53H2, 53H3, 53H4	5	1978
DR-200	5	1972	Y21K75B, BA, CW, CWA, M, MA	6	2388	53LC1, 53LC2, 53LC3	5	1980
M-40	8	2722*	Y21K76B, BA, CW, CWA, M, MA	6	2388	53X1, 53X2, 53X3, 53X4	5	1981
M-160	8	2722*	Y21K77B, M	6	2388	56W1, B	6	2206
MR-10	6	2348	Y21K80CW, CWA, Y21K81B, M	6	2388	56X1, 56X2, 56X3	6	2214
			Y21K97B, M	7	2508	57W1, B, MC	6	2206
			Y21K99B, M	7	2508	57X1, 57X2	6	2206
			Y21K104B, M, W	7	2579	62X21	5	1982
			Y21K107B, M	7	2579	63LSS	5	1983
			Y21K123B, M	8	2659*	63L1, 63L2, 63L3	5	1984
			Y21K124B, M, W	8	2677*	63X1, A, 63X2, 63X3	5	1985
			Y21K125B, M, Y21K126B, M, W, Y21K127CW	8	2727*	63X21	5	1986
			Y21K129B, M, MC, Y21K130CW	8	2727*	64X1, 64X2	5	1987
						65L1, 65L2	6	2172
						66C1, 66C2	6	2236
						66X1, 66X2	6	2214
						67C1, 67C2	6	2236
						67X1, 67X2	6	2206
						395, 395-12	5	1988
						396, 396-12	6	2264
						398X	8	2582*
						506, 506-12	6	2288
						<b>Chassis</b>		
						HS-326	5	1982

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

Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
<b>MOTOROLA (cont'd)</b>			<b>NUTONE</b>			<b>PACKARD-BELL (cont'd)</b>		
HS-335	5	1985	2015,2016	7	2552	7TU-3	8	2734*
HS-336	5	1981	<b>OLDSMOBILE</b>			8TU-1,8TU-1	8	2723,*
HS-337	5	1979	989131	7	2439			2724*
HS-347	5	1980	<b>OLYMPIC</b>			11HFI5	8	2646*
HS-361	5	1984	"Cremona" 5804T/W	6	2402	<b>PEDERSEN</b>		
HS-385	5	1988	"Cremona" 5805T/W	6	2402	AFM-2A	6	2248
HS-415	5	1983	"Kolbold" 5720W	6	2404	<b>PENTRON</b>		
HS-440	5	1987	"Magnet" 5735W	6	2402	AFM	5	1994
HS-455	6	2172	"Meteor" 5781W	6	2407	<b>PHILCO</b>		
HS-458	6	2206	"Moderna" 5783W	6	2407	A-UT2272	5	1995
HS-458	6	2236	A590	8	2583*	B570,B574	5	1996
HS-477	6	2214	C21BG15,C21BG16	6	2246	B652	5	1987
HS-478	6	2214	C24BH22,C24BH24	6	2246	B714,X	5	1996
HS-525,HS-526	6	2206	C24BH30	6	2246	B956	5	1998
HS-529	6	2236	GB374	8	2625*	B1349,B1352	5	1999
HS-589	7	2445	GB375	8	2699*	B1752,B1753	5	1999
HS-590	8	2691*	GB376	8	2686*	B1756	5	2000
HS-628	7	2460	HF500	5	1991	C-666 (Codes 121 & 125)	6	2141
HS-674A,B,C	8	2613*	K21BG12,K21BG13,	6	2241	C667	5	2001
HS-677	8	2613*	K21BG14	6	2246	C1348	5	1999
HS-695	7	2463	K24BH31,K24BH32,	6	2246	E-748	6	2392
HS-710	8	2613*	K24BH33	6	2246	E-818	6	2392
HS-759	8	2695*	KB216BG,MG,WG	8	2744*	E-976	6	2380
HS-776	8	2780*	KD218BG,MG,WG	8	2744*	E4208S	6	2370
HS-783A,B	8	2742*	KD219BG,CG,MG,WG	8	2744*	E4605,C,T	6	2370
HS-786A,B	8	2742*	KD222PG	8	2744*	E4607,L,T	6	2370
PTS-546Y	7	2508	KD223BG,MG,WG	8	2744*	E6606	6	2370
QTS-502,Y	5	1978	KH434BG,MG	8	2744*	E6608TN	6	2370
R16M6	5	1977	KH437BG,MG	8	2744*	E6610L,M	6	2370
TS-422Y	6	2355	T21BG10	6	2246	F-963	7	2421
TS-423Y	6	2349	21KZ23,21KZ25	6	2150	F-974	7	2534
TS-425Y	6	2358	21KZ39	6	2150	F-1802	7	2537
TS-426Y	6	2388	110	6	2246	F-1803	7	2537
TS-428Y	6	2388	412	7	2550	F-1805	7	2537
TS-433Y	8	2771*	441	7	2549	F4216,L	7	2580
TS-537Y,TS-538Y	6	2324	505,B	5	1992	F4623	7	2580
TS-539Y	6	2324	552	8	2712*	F4626,L,M	7	2580
TS-542Y	6	2388	555	8	2662*	F4627L	7	2580
TS-544Y	6	2388	572B,M	5	1992	F6624T,TL	7	2449
TS-551Y	7	2508	574	6	2150	G-963	7	2421
TS-552	7	2578	575	6	2212	G-1707,S	8	2757*
TS-552Y	7	2579	576,577	6	2150	G-1807S,G-1809S,G-1811S,		
TS-553Y	7	2579	589	8	2583*	G-1813S	8	2663*
TS-556Y	8	2659*	592,593,594	8	2583*	G-1907S	8	2653*
TS-558Y	8	2681*	682,683	8	2583*	H-973	8	2765*
TS-561Y	8	2677*	688	8	2633*	HFT-1	7	2537
TS-564Y	8	2727*	689M	8	2583*	RT-14	5	2002
TS-905Y	6	2355	694	8	2645*	RT-150	8	2757*
TTS-423Y	6	2349	695,696,697,700	8	2692*	RT-202,-1,-2,-3,-4	8	2663*
TTS-537Y,TTS-539Y	8	2324	730	8	2645*	T-9 (Codes R4 and R6)	7	2544
VTS-423Y	6	2349	5711W	7	2524	UE4202,UE4203	6	2336
VTS-538Y,VTS-539Y	6	2324	5806T/W	7	2429	UE4204,L,UE4205L,M	6	2336
VTS-556Y	8	2659*	5920	8	2600*	UE4206S,SD,SL,STM	6	2336
WTS-423Y,WTS-425Y	6	2349	52804,52805	7	2504	UE4207SC	6	2336
WTS-537Y,WTS-538Y	6	2324	<b>PACEMAKER</b>			UE4208S	6	2370,
WTS-539Y	6	2324	2216	8	2676*		2371	
WTS-544Y	6	2388	2222	8	2687*	UE4600,UE4601SL,SM	6	2336
WTS-551Y	7	2508	<b>PACKARD-BELL</b>			UE4602,L,TL,TM	6	2336
WTS-553	7	2578	PR-2	8	2724*	UE4603L,M,UE4604,HM	6	2336
<b>MUNTZ</b>			PT-1	8	2724*	UE4605,C,T	6	2370,
21CP-3B,M	8	2779*	RPC-1	8	2646*		2371	
804	7	2512	RPC-2,RPC-3	8	2723,*	UE4606L,M,T,TL	6	2336
806A	7	2570			2724*	UE4607,L,T	6	2370,
<b>MURASONDE</b>			RPT-1	8	2723,*		2371	
ST8200,ST8400	8	2591*			2724*	UE4608	6	2336
<b>NATIONAL</b>			5R0	8	2696*	UE4610N	6	2336
Criterion	5	1989	5RC1	6	2367	UE4612G	6	2336
NC-98	5	1990	5RC3,5RC4	6	2367	UE4614S,SL	6	2336
<b>NEWCOMB</b>			5RC7	8	2696*	UE4700N	6	2336
CO-100	6	2261	6R1,6RC1	7	2495	UE4800,UE4802M,L	6	2336
CO-200	6	2261	7R2,7R3	8	2656*	UE4804L	6	2336
CO-712	6	2340	10RP1,10RP2	6	2247	UE5200	6	2336
<b>NORDIC</b>			11RP2	6	2247	UE5404M,L	6	2336
501F55	6	2149	11RP6S,11RPS,11RP8S,	8	2646*	UE5602L,M,T,TL	6	2336
			11RPS	8	2734*	UE5604L,M,T	6	2336
			Chassis			UE5606	6	2370,
			TR2	8	2656*		2371	
						UE5608TN	6	2370,
							2371	
						UE5610L,M	6	2370,
							2371	

\* Significance Coverage in this Volume  
Receivers produced prior to 1955 are indexed in DC-A

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.
<b>PHILCO (cont'd)</b>			<b>PHILCO (cont'd)</b>			<b>RCA VICTOR (cont'd)</b>		
UF4216,L	7	2580	RT-200,RT-201	7	2537	3BX671,3BX672	6	2262
UF4623	7	2580	TV-123U	6	2303	3RF91	5	2016
UF4627,L	7	2580	TV-300U,TV301U	5	2006	4C671,4C672	5	2017
UF6624T,TL	7	2449	TV-304U	6	2192	4X641	5	2018
UG3050B,C,GI	7	2566	TV-330U,TV-332U	6	2192	4X661	5	2019
UG3052BL,L,WL	7	2566	TV-350U	5	2006	4X511	5	2020
UH3046A,Q,GI,GT	8	2745*	TV-354U	6	2154	5BX41	5	2021
UH3047GT,TC,WC	8	2745*	TV-390U,TV-392U	6	2215	5C581	5	2022
UH3052BL,L,WL	8	2745*	TV-394U,TV-396U	6	2215	5C591,5C592	5	2022
UT-21A	5	2003	TV-400U	5	2006	5X560,5X562,5X563	5	2023
UT-21B	5	2004	7L40AU,U,7L41AU,U	6	2336	6VY4A,B	6	2222
18BU3000,18BU3001	5	1995	7L45AU,U	6	2336	6HF1,6HF2	6	2265
18BU3002	5	2005	7L70	6	2370	6HF3	6	2232
18BU3100,L,HM	5	1995	7L70U	6	2370	6RF9	5	2016
18BU3102,L	5	2005			2371	6XD5	6	2193
18BU3104	5	1995	7L71	6	2370	7BT10K	6	2254
18D3020UC,UG,UL,UM	6	2192	7L71U	6	2370	7BX8J,7BX8L	6	2305
18D3122U	6	2192			2371	7BX9H	6	2305
22BU4000	5	1995	7P50AU,U,7P51AU,U	6	2336	7BX10	6	2262
22BU4002,22BU4004	5	2005	8L71,U	7	2580	7HFR-1	6	2344
22BU4008,22BU4009	5	1995	8L72,U	7	2449	8BT10K	6	2254
22BU4100,L,22BU4101	5	1995	8L73,U	7	2580	8C7EE,FE,LE	6	2330
22BU4102,L,22BU4106	5	2005	9H25U	7	2566	8C8DE,JJ,ME	6	2330
22BU4108	5	1995	10H25U	8	2745*	8RF13	6	2344
22BU4109HM	5	2005				8X8D,J,L,N	6	2331
22BU4110,L	5	1995	<b>PHILHARMONIC</b>			8X9DE	5	2018
22BU4302	5	2005	920,924	5	2007	8X9DJ	5	2018
22BU4303	5	1995	9120,9121,9820,9821	5	2007	9C7EE,FE,LE	7	2414
22BU4304,22BU4306, 22BU4307HM	5	2005				9C8FE,J,ME	7	2414
22BU4308	5	1995	<b>PILOT</b>			9INT1,9INT2	7	2432
22C4016,22C4020	5	2006	AF-723,U	5	2008	9T2	8	2594*
22C4119,22C4120,L	5	2006	AF-724	6	2226	9X10FE,JE,ME	7	2414
22C4123,22C4124,L	5	2006	AF-824	5	2009	17S349U,17S350U,		
22C4126,L,22C4128M, 22C4129	5	2006	AF-825	6	2146	17S351U	5	2024
22C4132L	5	2006	AF-850	6	2146	17S360U	5	2024
22C4310,L,22C4312,L	5	2006	AF-860	5	2010	17S7090U,		
22D4029G,L,22D4030E,L, UE,UL	6	2192	C-1075,C-1076	7	2561	17S7092U,17S7093U	6	2374
22D4033G,L	6	2192	FA-540	7	2561	17S7099U	6	2374
22D4034,L	6	2215	FA-550	7	2530	17T352U,17T351U	5	2024
22D4041,L	6	2215	FA-670	8	2707*	21CD7805,U,21CD7897,U	6	2301
22D4131,L	6	2192	FA-680	8	2706*	21CD7915,U,21CD7916,U, 21CD7917,U	6	2301
22D4134,L	6	2215	FA-690	8	2706*	21CD7935,U,21CD7936,U	6	2327
22D4135	6	2192	FM-530	7	2551	21CD7956,U,21CD7958,U	6	2327
22D4136,L,U,UL,XL,XW	6	2192	FM-607A	5	2011	21CD7975,U	6	2327
22D4137,L,22D4138,L,U, UL	6	2192	FM-660	8	2707*	21CD7996,U,21CD7999,U	6	2327
22D4139,L,US,UXL	6	2192	HF-30	7	2545	21CS7815,U,21CS7817,U	6	2301
22D4140,L	6	2215	HF-42	7	2545	21CT660U,21CT661U, 21CT662U	5	2026
22D4144,L	6	2215	HF-56	6	2146	21CT663U,21CT664U	5	2026
22D4150,L,U,UL	6	2192	PT-1031	7	2541	21CT7835,U,21CT7837,U	6	2301
22D4151,L,22D4152,HM,M	6	2215	PT-1036	7	2545	21CT7855,U,21CT7857,U	6	2301
22D4153,L,X,XL, 22D4154,U	6	2192	580	8	2774*	21CT7865,U,21CT7866,U	6	2301
22D4155,L	6	2192	590	8	2774*	21CT7867,U	6	2301
22D4156,L,22D4157	6	2215	<b>POLICALARM</b>			21CT8785U	6	2301
22D4158,U	6	2102	PR-9	6	2329	21D346U	5	2025
22D4159,22D4160,L,X,XL	6	2215	<b>PONTIAC</b>			21D527U	5	2026
22D4161,L,22D4165	6	2215	988837	7	2439	21D641,U,21D645,U	6	2202
22D4170,L,22D4171,L, 22D4172,L	6	2192	<b>PRECISE</b>			21D647,U,21D648,U	6	2202
22D4320L,M,T,W	6	2192	TUMK,TUMW	8	2685*	21D652,U	6	2202
22D4321L,M,T,W	6	2192	<b>RCA VICTOR</b>			21D657,U	6	2202
22D4324HM,M	6	2215	C-4E,C-4EM,C-4FE	8	2725*	21D670,U	6	2202
22D4326	6	2215	MI-12107	5	2012	21D7174,U,21D7175,U	6	2301
22D4420,L,22D4422	6	2215	SHC2,SHC3,SHC4,SHC6	7	2574	21D7176,U,21D7177,U	6	2301
22D5100,22D5102,L,M	6	2203	SHC-7,SHC-8,SHC-8A	8	2594*	21D7215,U,21D7216,U, 21D7217,U	6	2301
24BU6106,L	5	2005	SHF1,SHF2	7	2453	21D7235,U,21D7237,U	6	2301
24B6300	5	2005	SHF3,D	7	2422	21D7425,U	6	2301
24C8005	6	2192	ST-1	5	2012	21D7445,U,21D7446,U, 21D7447,U	6	2301
24C6010,24C6012	6	2192	SVT-1	5	2013	21D7479,U	6	2301
24C6105M,24C6108	6	2192	TPM11,TPM12	8	2786*	21D7485,U,21D7487,U, 21D7488,U	6	2301
24C6109,L,24C6110,L	6	2154	K-4EF,X-4HE,X-4JE	8	2725*	21D7505,U,21D7506,U, 21D7507,U	6	2301
24C6112	6	2154	K-5EJ	5	2018	21PD8115,U	6	2397
24C6310	6	2154	K-5HE	5	2018	21S348KU	5	2027
24D6018	6	2215	XF2	8	2718*	21S355KU,21S357KU	5	2027
24D6120L,M,24D6122L,M	6	2215	XF3E1,XF3EM,XF3J	8	2718*	21S362KU,21S367KU, 21S369KU	5	2027
53-652	5	1997	XF4	8	2718*	21S501U,21S502U	5	2026
53-956	5	1998	1BT58	7	2517	21S503NU,U,21S504NU,U	5	2026
<b>Chassis</b>			1MBT6	7	2575	21S505U,21S506NU,U, 21S507NU	5	2026
R-181U,D-181	5	1995	2S7	5	2014	21S510NU,21S511NU	5	2026
R-191U,D-191	5	2005						
R-201,D-201	5	1995						
R-207,D-208	5	2005						

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



Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
<b>SILVERTONE (cont'd)</b>			<b>SILVERTONE (cont'd)</b>			<b>SILVERTONE (cont'd)</b>		
3058,3059,3063,3064,3067.	5	2052	8050	7	2506	528.31500, 528.31600,		
3058	5	2053	8052,8053,8054	8	2620*	528.31700	5	2068
3109,3110B,3112B	5	2054	8055,A,8056,A	7	2531	528.33200	5	2069
3136	5	2077	8055B,8056B	8	2609*	528.33800,528.33900	5	2068
3150L,3151B,C	5	2054	8057,8058	8	2620*	528.34200	5	2068
3170D	5	2054	8059,A	7	2415	528.34600,528.34601,		
3181,3185	5	2077	8060,A,8061,A	7	2415	528.34602,528.34603	5	2068
3200,3202,3203	5	2055	8065,8066	6	2337	528.34900	5	2067
3276,3277	5	2047	8069	7	2415	528.34900	6	2249
3376,3377	5	2056	8200	7	2430	528.39800	6	2398
4016,4017	5	2057	8202	7	2430	528.39900	6	2781
4025,4026	5	2058	8224	6	2389	528.40400	6	2252
4041,B	5	2059	8226	6	2396	528.40700	6	2398
4045A,B,C,4046A,B,C	5	2060	8228,8229	7	2470	528.45800	6	2396
4056,4057	5	2061	9007,9008,9009,9010	8	2626*	528.46000,528.46001	6	2358
4068A,B	5	2062	9011,9012,9013	8	2653*	528.46200,528.46220	6	2350
4111	5	2054	9014,9015,9016	8	2644*	528.46400	6	2389
4112B	5	1844	9021,9022,9023	7	2546	528.46600	6	2335
4113,4114,4115,4116,4117,			9024,9025	7	2578	528.46700,528.46701	6	2319
4118,4119	5	2054	9027,9028,9029			528.47200	6	2312
4126,4127	5	2054	(Ch.528.53410,411)	8	2601*	528.47300	6	2372
4127A	5	2063	9027,9028,9029			528.47800	6	2337
4128,4129	5	2054	(Ch.528.53730)	8	2697*	528.48000	6	2308
4131,4139	5	2054	9032,9033,9034	7	2507	528.48700,528.48701	6	2399
4140D,4143D,4145D,4149	5	2054	9035,9036	8	2668*	528.53010	7	2531
4150D,4153D,4155D	5	2054	9037,9038	8	2668*	528.53040	6	2408
4200	5	2064	9041,9042,9043	7	2507	528.53080	7	2506
4204,4206	5	2065	9045,9046	7	2577	528.53090	6	2303
4225	5	2066	9049,9051	8	2671*	528.53120	7	2505
5016,5017	6	2173	9053,9054	8	2620*	528.53150	7	2415
5045,5046	5	2067	9055,9056	7	2415	528.53160	8	2697*
5101,A	5	2068	9057,A,9058,A			528.53300	7	2546
5106,5107,A,5112A,C	5	2068	9059,A,9060,A	7	2553	528.53320	7	2553
5113B	5	1844	9061,9062	7	2496	528.53321	7	2553
5115,A,B,C,D			9200,9201	8	2672*	528.53322	7	2553
5117,A,C,D	5	2068	9226	8	2702*	528.53323,528.53324	7	2553
5125,5127,A,B,C			41122,41292,41312,A	5	2068	528.53330	7	2415
5129,A,B,C,D						528.53360	7	2507
5131,A,B,C,D	5	2068				528.53370	7	2577
5227	5	2069	<b>Chassis</b>			528.53380	7	2496
6014,6015	6	2244	100.174	5	2053	528.53410,528.53411	8	2601*
6016 (Ch.132.40500)	6	2244	100.176	5	2062	528.53420	7	2576
6020,6021	6	2198	100.425-2,-4,-8	5	2077	528.53430,528.53431	8	2702*
6025,6026	6	2252	101.860-3	5	2052	528.53450	8	2609*
6045	6	2249	132.026-6	5	2061	528.53490,528.53491	8	2671*
6046 (Ch.528.34900)	6	2249	132.053,132.056	5	2051	528.53510,528.53520	8	2688*
6062,6063,6064	6	2381	132.066	5	2049	528.53550	8	2759*
6066A	6	2398	132.067	5	2065	528.53560	8	2700*
6067	6	2381	132.08500	5	1844	528.53570	8	2731*
6068 (Ch.528.39800)	6	2398	132.09000,132.09001	6	2198	528.53640	8	2694*
6068A	6	2398	132.39900	6	2299	528.53680	8	2760*
6069 (Ch.528.39800)	6	2398	132.40000	6	2314	528.53700,528.53730	8	2697*
6069A	6	2398	132.40200	6	2300	528.53810,528.53820	8	2781*
6950	5	2070	132.40500	6	2244	528.53830	8	2782*
7006,7007	6	2299	132.42700	7	2419	725.101-1	5	2070
7010 (Ch.132.40000)	6	2314	132.42800	6	2406	757.130	5	2048
7011,7012	6	2314	132.42900	7	2424	757.140	5	2064
7020	6	2335	132.43100	7	2470	757.150	5	2057
7021,7022 (Ch.528.46600)	6	2335	132.43200	7	2430	757.15001	6	2173
7025,7026,7027,			132.43201	7	2430			
(Ch.528.46700)	6	2319	132.43202	7	2430			
7035	6	2350	132.43203	7	2430			
7045,7046	6	2312	132.44500,132.44501	8	2653*			
7053,A,AB,B	6	2372	132.44900	8	2672*	<b>SONIC</b>		
7054,A,AB,B			132.45600	8	2626*	19C	8	2768*
(Ch.528.47300)	6	2372	132.45601,132.45602	8	2793*	1020,1021	8	2768*
7057,7058	6	2356	132.45700	8	2644*	2011,2020,2021	8	2768*
7061,A,7062,A,7063	6	2350	132.45701	8	2793*			
7065 (Ch.528.47800)	6	2337	132.46400	8	2751*	<b>Chassis</b>		
7066 (Ch.528.47800)	6	2337	132.48500	8	2775*	19	8	2768*
7067 (Ch.528.46220)	6	2360	132.48900	8	2767*			
7068 (Ch.528.46220)	6	2350	456.150-14,-18,-61	5	2047	<b>SONORA</b>		
7200,7202	6	2300	456.200-111,-112,			314,315,379	5	2071
7222	6	2308	-113,-114,-115,			389,390	5	2072
7224	6	2389	-121,-122,-123,			441,442	5	2071
7226 (Ch.528.45800)	6	2396	-124,-125	5	2056	458,459	5	2073
7228 (Ch.528.48700)	6	2399	528.259	5	2055	477,478	5	2071
8005,8006,8007	7	2419	528.261,528.263,-1			502	6	2296
8009	6	2406	-2,528.264,-1,			568	6	2332
8010 (Ch.528.50144)	6	2406	-2,528.266,-1	5	2154	585	6	2332
8011,8012	6	2406	528.268	5	2163	604	6	2296
8013,8014,8015	7	2424	528.270,528.286	5	2054	606	6	2323
8021,8022,8023	6	2408	528.304,-1,-2,-3	5	2059	615	6	2323
8025,8026,8027			528.306,-1,-2	5	2058			
(Ch.528.53090)	6	2403	528.307,-1	5	2066	<b>SONY</b>		
8041	7	2505	528.311	5	2050	TFM-151	8	2743*
8044,A,8045,A,8046,A	8	2620*	528.312,-1	5	2060			

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

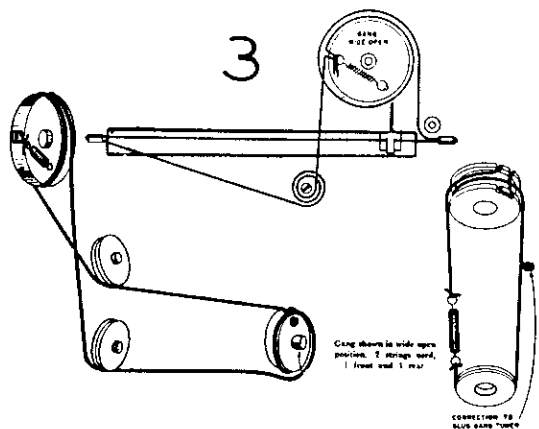
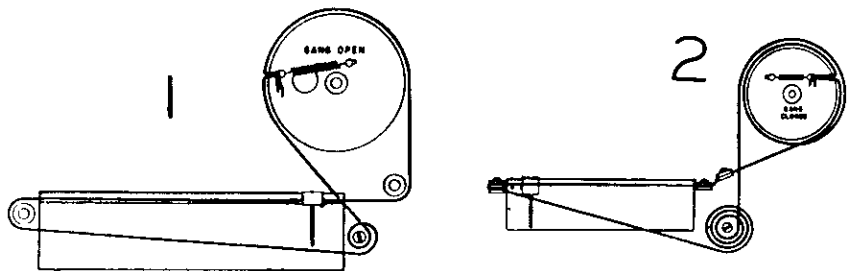
Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
<b>SPARTAN</b>			<b>SYLVANIA (cont'd)</b>			<b>SYLVANIA (cont'd)</b>		
CR-712 .....	6	2207	21C501 Series,			1304RE,TU,YE .....	8	2701*
CR-741AA .....	6	2207	21C502 Series,			2301DG,H .....	6	2365
<b>SPARTON</b>			(Ch. 1-533-4) .....	6	2287	2302DG,H,PI .....	6	2333
22312,22313,			21C508 Series,			2305RE,TU,YE .....	8	2701*
23322,23323 .....	5	2074	21C509 Series,			4501 .....	7	2478
24542,25544 .....	5	2075	21C510 Series .....	6	2287	4701 .....	8	2595*
<b>Chassis</b>			21C512 Series,			4703 Series .....	8	2752*
29U213 .....	5	2074	21C513 Series .....	6	2282	4705 Series .....	8	2719*
29U273 .....	5	2075	21C519 Series .....	7	2535	4801 .....	8	2621*
<b>STEELMAN</b>			21C524 Series .....	7	2535	5848 .....	5	2086
2-6511 .....	8	2726*	21C529 Series .....	7	2536	<b>Chassis</b>		
2-6531 .....	8	2726*	21C534 Series .....	7	2536	1-512-2,1-513-2,-4 .....	5	2084
3A16U .....	6	2228	21C601 Series .....	6	2218	1-514-4,-6,1-518-2,-6 .....	5	2083
3AR3 .....	5	2076	21C605 Series,			1-522-2 .....	5	2088
3AR6-1,3AR6U-1 .....	6	2228	21C607 Series .....	6	2287	1-526-2,-4,-6 .....	6	2159
3AR6UA-8 .....	6	2228	21C616 Series .....	7	2535	1-527-2 .....	5	2085
4AR8 .....	7	2563	21C621 Series .....	7	2535	1-530-2,-4,-6 .....	5	2083
4AR10,-1 .....	7	2547	21C626 Series .....	7	2536	1-532-4,-6 .....	6	2287
4AR11 .....	7	2563	21D802 Series .....	6	2382	1-533-2 .....	6	2218
4AR12 .....	7	2571	21P101 Series .....	6	2382	1-533-4 .....	6	2287
<b>STEWART WARNER</b>			21T101 Series,			1-537-4 .....	6	2382
21C-9325F,G .....	5	2077	21T102 Series .....	6	2287	1-537-5 .....	7	2567
21C-9340E,K,KH,			21T103 Series .....	6	2159	1-539-2 .....	6	2382
L,LB,M,MB,P .....	5	2077	21T104 Series,			1-539-3 .....	7	2567
21T-9340A,B,D,R,RR,S,T .....	5	2077	21T105 Series,			1-540-2,-4 .....	6	2382
9182-C,-H,-J .....	5	2078	21T106 Series .....	6	2287	1-541-3,-4,-5,-6 .....	7	2536
<b>STROMBERG-CARLSON</b>			21T107 Series,			1-541-7,-8,-9,-0 .....	8	2689*
ASR-433,ASR-444 .....	8	2769*	21T108 Series .....	6	2287	1-542-1,-2,-3,-4,-5,-6 .....	7	2535
AWP-8 .....	6	2181	21T110 Series .....	6	2287	1-602,-2,-3 .....	5	2087
FR-711C,K,M .....	7	2497	21T113 Series,			1-602-4,-5,-6,-7 .....	5	2086
HFRP .....	6	2217	21T114 Series,			1-602-9 .....	6	2333
K-22CB,CM,HB,			21T115 Series .....	6	2382	1-615-1 .....	6	2364
HCB,HCM,HCV,			21T121U Series .....	7	2567	1-615-2 .....	6	2365
HM,HV,TB,TM,TQ .....	6	2185	21T201 Series			1-624-1 .....	7	2478
KH-22CB,CM,HB,HCB,			(Ch. 1-533-2) .....	6	2218	1-626-1 .....	8	2621*
HCM,HCV,HM,HV,			21T201 Series			1-631-1 .....	8	2673*
TB,TM,TQ .....	6	2185	(Ch. 1-533-4) .....	6	2287	1-632-1,-2 .....	8	2701*
SF-682,SF-692 .....	8	2769*	21T206 Series .....	6	2287	1-635-1 .....	8	2752*
SFR-684,SFR-694 .....	8	2769*	21T207 Series,			1-636-1 .....	8	2719*
SR-402 .....	7	2420	21T208 Series .....	6	2287	<b>TELEFUNKEN</b>		
SR-403B .....	7	2440	21T211 Series .....	6	2287	"Aida" .....	8	2610*
SR-405 (Series 103) .....	5	2079	21T213 Series .....	6	2382	"Elite" .....	6	2294
SR-406 .....	6	2343	21T218 Series .....	7	2535	"Gavotte 7" .....	7	2433
SR-407 .....	6	2338	21T301 Series .....	6	2287	"Jubilee" .....	6	2282
SR-440 .....	8	2769*	21T303 Series .....	6	2287	"Operetta" .....	6	2291
21TM,TQ,22TM,TQ .....	5	2080	21T305 Series .....	7	2535	"Opus No. 6" (Ch. A,B) .....	6	2288
621A Series, 622 Series .....	5	2081	23S23,23S24M .....	8	2689*	"Opus No. 7" .....	6	2288
624 Series .....	5	2080	24C402 Series .....	6	2287	"Verdi" .....	8	2610*
625 Series (TV Ch.) .....	5	2080	24C601 Series .....	6	2218	W706 .....	7	2447
625 Series (Radio Ch.) .....	5	2082	24C603 Series .....	6	2287	W2006M .....	7	2489
<b>STUDEBAKER</b>			24T101 Series .....	6	2287	2086M .....	7	2489
AC-2905 .....	7	2474	24T201 Series .....	6	2287	7046M .....	7	2434
<b>SYLVANIA</b>			24T301 Series			<b>TOSHIBA</b>		
17P101,J Series .....	6	2382	(Ch. 1-533-2) .....	6	2218	6TP-304 .....	8	2787*
17P102 Series,			24T301 Series			6TP-314 .....	8	2783*
17P103 Series .....	6	2382	(Ch. 1-533-8) .....	6	2287	6TR-92 .....	8	2637*
17P104,17P105 .....	6	2382	105-14"U" Series .....	5	2083	6TM-294 .....	8	2776*
17P110QU,SU .....	7	2567	120-14"U" Series .....	5	2083	6TM-300S .....	8	2761*
17P112,17P113,17P114 .....	7	2567	175-18"U" Series .....	5	2083	<b>TRAY-LER</b>		
17P201 Series .....	6	2382	300"U" Series,			T210,T211,T212,T213 .....	7	2518
17P202 .....	6	2382	301"U" Series .....	5	2083	55-37,55-38 .....	5	2089
17P208U Series .....	7	2567	308"U" Series .....	5	2083	56C220,56C221 .....	7	2515
21C401 Series .....	6	2287	325"U" Series,			56C231,56C232,56C233 .....	7	2515
21C402 Series .....	6	2159	326"U" Series .....	5	2083	56C240 .....	7	2515
21C404 Series,			331"U" Series,			90-100 .....	7	2542
21C405 Series .....	6	2287	336"U" Series .....	5	2084	90-105 .....	7	2542
21C407 Series,			372"U" Series,			521-R90,521-R91 .....	6	2160
21C408 Series,			373"U" Series .....	5	2083	621-R40 .....	6	2160
21C409 Series .....	6	2382	375"U" Series,			5091 .....	5	2091
21C414 Series .....	7	2535	376"U" Series,			5301 .....	6	2092
21C501 Series,			377"U" Series .....	5	2083	5310 .....	6	2093
21C502 Series			386BU,MU .....	5	2084	5372 .....	6	2094
(Ch. 1-533-2) .....	6	2218	410"U" Series .....	5	2083	5510 .....	6	2160
<b>Signifies Coverage in this Volume</b>			511"U" Series .....	5	2085	6520,6521 .....	8	2587*
			514"U" Series .....	5	2085	6524,6525,6526 .....	8	2587*
			518"U" Series .....	5	2086	6528 .....	8	2587*
			529"U" Series .....	5	2083	<b>TRUETONE</b>		
			543 .....	5	2087	D1435A,D1436A .....	5	2095
			548 .....	5	2088			
			593 .....	5	2087			
			596BU,596MU .....	5	2088			
			598 .....	5	2086			
			612"U" Series .....	6	2159			
			614"U" Series .....	6	2159			
			622"U" Series .....	6	2159			
			1202DG,PI,TU .....	6	2264			
			1303RE,TU,YE .....	8	2673*			



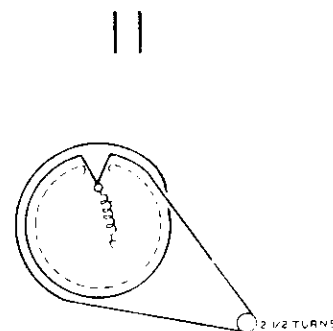
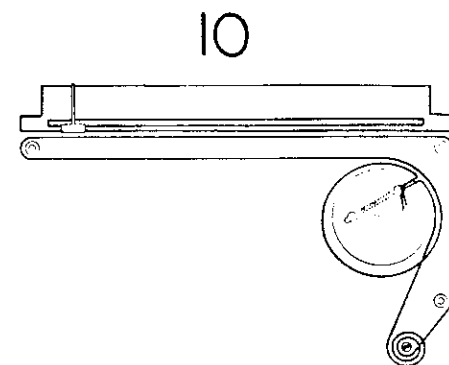
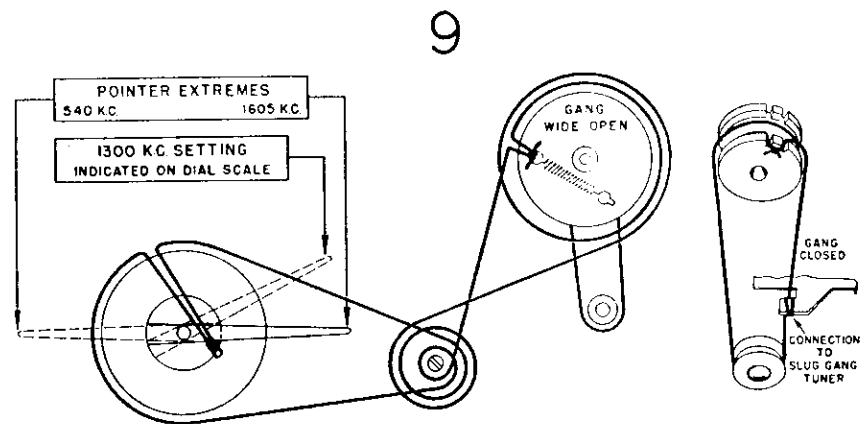
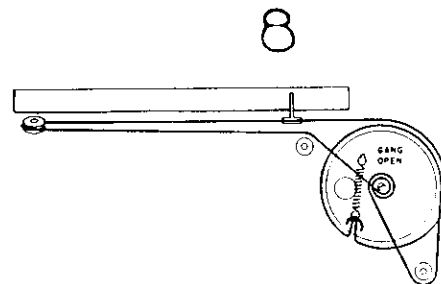
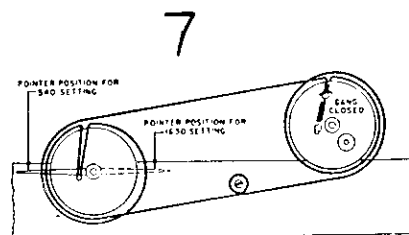
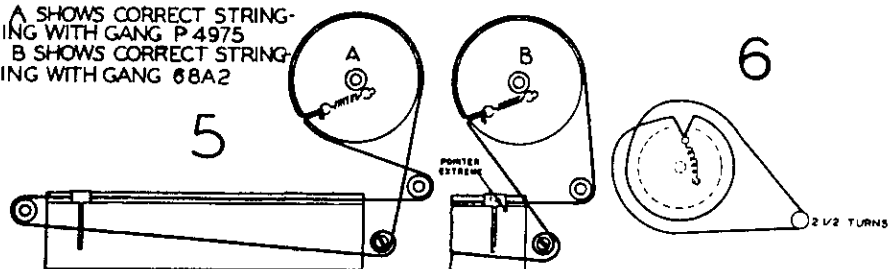
Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
<b>TRUETONE (cont'd)</b>			<b>WEBCOR (cont'd)</b>			<b>WESTINGHOUSE (cont'd)</b>		
D2385 .....	5	2096	1891 .....	7	2483	V-2236-1 .....	5	2114
D2410A,D2411A, D2412A,D2413A .....	5	2097	<b>Chassis</b>			V-2236-2 .....	5	2116
D2410B,D2411B, D2412B,D2413B .....	5	2098	73X013-1 .....	8	2698*	V-2261-1 .....	6	2238
D2418A,D2419A, D2420A .....	5	2099	73X014-1,-2 .....	8	2679*	V-2380-201 .....	6	2322
D2483 .....	5	2100	73X015-1,73X016-1 .....	8	2704*	V-2390-3 .....	7	2454
D2552A .....	5	2010	<b>WELLS-GARDNER</b>			V-2391-1,-2,-6 .....	7	2441
D2553A .....	5	2101	WG-30A8-A-496 .....	5	2105	V-2392 .....	7	2548
D2560A .....	5	2102	37A10-551-S .....	6	2176	V-2400-1 .....	8	2784*
D2801A,D2802,A .....	6	2395	37A10-562 .....	6	2176	V-2401-1 .....	8	2788*
D2836A .....	7	2457	237A10-553-S .....	6	2176	V-2502-1 .....	7	2485
D3789A .....	6	2390	237A10-564 .....	6	2176	V-2502-2,-3 .....	7	2498
D4320,B,D4321,A .....	5	1881	321MS39-322,-372, -2,376-2 .....	5	1834	V-2509-1,-2 .....	8	2777*
D4425B,D4426A .....	5	1881	2321MS39-324,-370, -396-1 .....	5	1834	<b>WILLYS</b>		
D4623A,D4624A, D4625A,D4626A .....	6	2304	<b>WESTINGHOUSE</b>			815395 .....	7	2474
D5606A,D5609A .....	6	2268	H-P3200U .....	8	2753*	<b>ZENITH</b>		
D5842A .....	7	2428	H-P3300U,H-P3301U .....	8	2753*	A516G,L,W .....	7	2519
D5844A .....	7	2428	H-R102BN,H-R103BN .....	7	2485	A519F,V,Y .....	7	2519
DC3050 .....	8	2647*	H-R107DP,H-R108DP, H-R109DP .....	7	2498	A600,L .....	6	2387
DC5940A,B,DC-5942A,B, DC5944A,B .....	8	2630*	H-R120DP,H-R121DP, H-R122DP .....	7	2498	A624G,Y,W .....	7	2519
2D1316A .....	5	1829, 2103	H-R1100,H-R1101, H-R1102,H-R1103 .....	8	2777*	A723F,R,W .....	7	2431
2D1326A .....	5	1829, 2103	H-R1200,H-R1201, H-R1202,H-R1203 .....	8	2777*	A724G,L,Y .....	7	2431
2D1331A,B,2D1336A .....	5	1834	H-17TU15A,B,C, E,H-17TU176,A,B,C,E, H-17TU177,A,B,C,E .....	6	2322	A730E,ER .....	7	2341
2D1353A .....	5	2104	H-17TU237A,H-17TU238, H-17TU239A .....	6	2322	A730E,ER .....	7	2341
2D1359A .....	5	2077	H-391T5,H-392T5 .....	5	2106	A730E,ER .....	7	2341
2D1415A,2D1416A, 2D1426A .....	5	1829	H-397T5,H-398T5 .....	5	2107	A730E,ER .....	7	2341
2D2313A .....	5	1829, 2103	H-405P5,H-406P5 .....	5	2108	A730E,ER .....	7	2341
2D2313C .....	5	1829	H-420T5,H-421T5 .....	5	2106	A730E,ER .....	7	2341
2D2315A .....	5	1834	H-422P4,H-423P4, H-424P4,H-425P4 .....	5	2109	A730E,ER .....	7	2341
2D2334A .....	5	1829	H-434T5,H-435T5 .....	5	2110	A730E,ER .....	7	2341
2D2414A,2D2415A, 2D2422A,B .....	5	1829	H-435T5A .....	7	2454	A730E,ER .....	7	2341
2DC1940A,2DC1941A, 2DC1942A,2DC1943A, 2DC1944A,2DC1945A .....	7	2520	H-436T5,H-437T5 .....	5	2110	A730E,ER .....	7	2341
2DC2940A,2DC2941A, 2DC2942A,2DC2943A .....	7	2520	H-437T5A .....	7	2454	A730E,ER .....	7	2341
3D6000 .....	5	1829	H-438T5 .....	5	2110	A730E,ER .....	7	2341
4DC5936A,4DC5937A, 4DC5938A .....	8	2770*	H-438T5A .....	7	2454	A730E,ER .....	7	2341
<b>V-M</b>			H-443T5,H-444T5,A, H-445T5,A .....	5	2111	A730E,ER .....	7	2341
557 .....	7	2487	H-445T5A .....	5	2111	A730E,ER .....	7	2341
562 .....	7	2487	H-457T5,H-458T6, H-459T6,H-460T6 .....	5	2112	A730E,ER .....	7	2341
566 .....	7	2487	H-465R6 .....	5	2112	A730E,ER .....	7	2341
568 .....	7	2487	H-466R6,H-467R6, H-468R6 .....	5	2112	A730E,ER .....	7	2341
570,571 .....	8	2605*	H-469R12,H-470R12 .....	5	2113	A730E,ER .....	7	2341
801,802 .....	8	2703*	H-475T5,H-476T5 .....	5	2114	A730E,ER .....	7	2341
901,902 .....	8	2703*	H-477T5,H-478T5 .....	5	2114	A730E,ER .....	7	2341
1281,1282 .....	8	2592*	H-480C12 .....	5	2113	A730E,ER .....	7	2341
1296 .....	8	2592*	H-482PK5 .....	5	2115	A730E,ER .....	7	2341
1405 .....	8	2703*	H-486T5,H-487T5, H-488T5,H-489T5 .....	5	2116	A730E,ER .....	7	2341
<b>VAUXHALL</b>			H-536T6 .....	6	2168	A730E,ER .....	7	2341
988946 .....	8	2611*	H-547T5,H-548T5, H-549T5,H-550T5 .....	6	2238	A730E,ER .....	7	2341
<b>WATTERSON</b>			H-636T6A,H-637T6A .....	7	2441	A730E,ER .....	7	2341
601 .....	7	2503	H-644T6,H-645T6 .....	7	2441	A730E,ER .....	7	2341
<b>WEBCOR</b>			H-649T7,H-650T7 .....	7	2548	A730E,ER .....	7	2341
BC-1893-1, BC-1895-1 ..	8	2698*	H-708T5,H-709T5,H-710T5, H-711T5 .....	8	2705*	A730E,ER .....	7	2341
BC-1992-1, BC-1997-1, BC-1998-1 .....	8	2704*	H-715T5,H-716T5 .....	8	2784*	A730E,ER .....	7	2341
CC-1893-1, CC-1895-1 ..	8	2698*	H-718T5,H-719T5, H-720T5 .....	8	2788*	A730E,ER .....	7	2341
CP-1990-1, CP-1991-1 ..	8	2679*	<b>Chassis</b>			A730E,ER .....	7	2341
EC-1996-1, EC-1998-1 ..	8	2704*	V-2156-2 .....	5	2108	A730E,ER .....	7	2341
EP-1990-1, EP-1991-1 ..	8	2679*	V-2157-13,-14 .....	5	2106	A730E,ER .....	7	2341
MC-1893-1, MC-1895-1 ..	8	2698*	V-2180-13 .....	5	2113	A730E,ER .....	7	2341
MC-1996-1, MC-1998-1, MC-1999-1 .....	8	2704*	V-2184-2 .....	5	2107	A730E,ER .....	7	2341
PC-1997-1, PC-1998-1 ..	8	2704*	V-2188-1 .....	5	2109	A730E,ER .....	7	2341
WC-1992-1, WC-1997-1, WC-1998-1 .....	8	2704*	V-2189-2 .....	5	2110	A730E,ER .....	7	2341
1691 .....	6	2255	V-2189-4 .....	5	2111	A730E,ER .....	7	2341
			V-2189-7 .....	6	2168	A730E,ER .....	7	2341
			V-2229-1,-2,-3 .....	5	2112	A730E,ER .....	7	2341
			V-2229-5 .....	5	2115	A730E,ER .....	7	2341

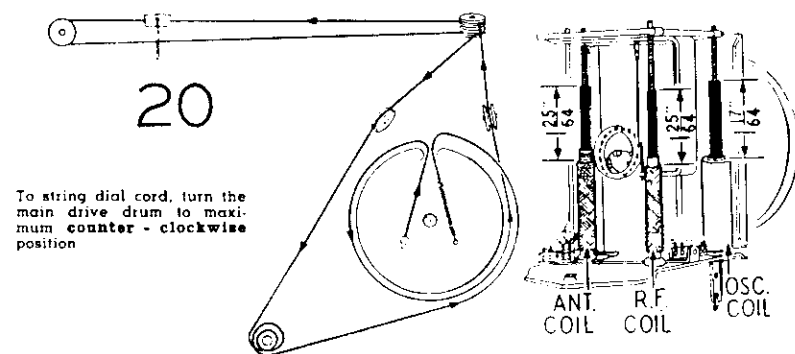
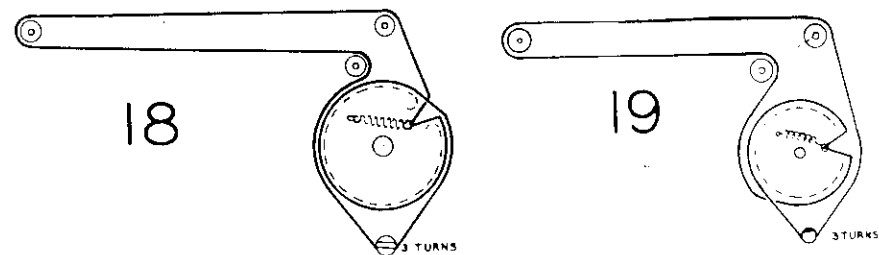
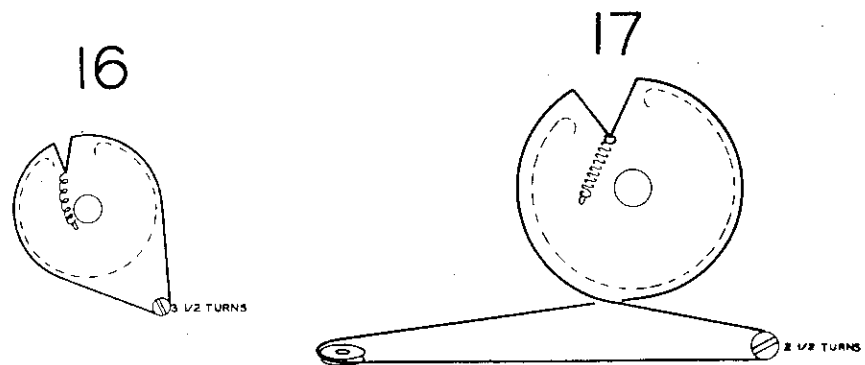
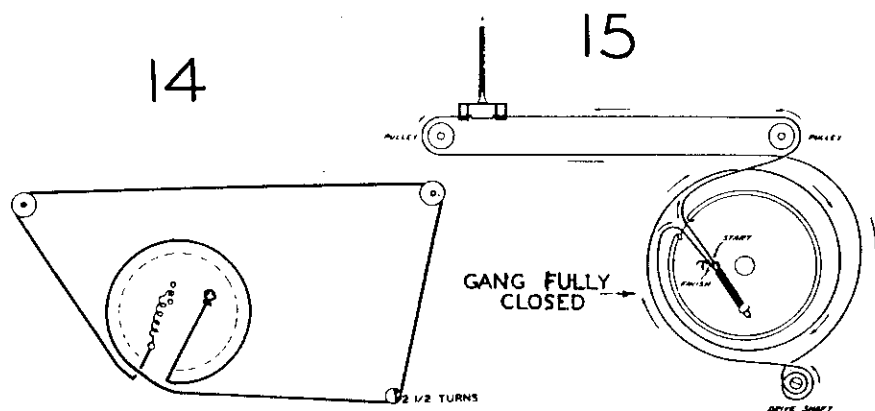
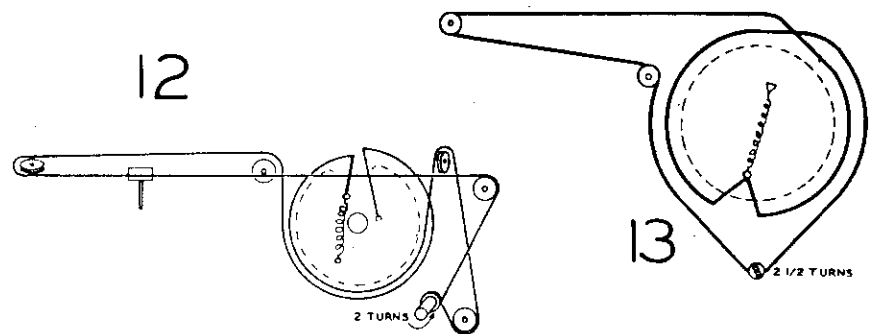
Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
ZENITH (cont'd)			ZENITH (cont'd)			ZENITH (cont'd)		
C2360M, MU, R, RU	7	2412	L2592R, RU, L2593H, HU	5	2119, 2132	Z3008EZ, EZU, RZ, RZU	6	2373
C3010E, H, R	7	2412	L2876E, EU, R, RU,			<b>Chassis</b>		
C3011E, W, Y	7	2412	L2878R, U, L2879E, EU	5	2119	3B30, 3B31	8	2624*
C3012H, R	7	2412	L2894H, HU	5	2119, 2132	4B22, Z, 4B23	8	2624*
C3013H	7	2412				4L03	5	2130
C3014H, R	7	2412				4L42	5	2120
C4007E, R	7	2412	M1800E, EU, EZ, R, RU, RZ	5	2133	5A07	7	2519
C4012H, R	7	2412	M2228R, RU, RZ,			5A09	7	2519
E2458EU, RU, WU,			M2229E, EU, EZ, R, RU, RZ	5	2133	5L03, 5L06, 5L07	5	2123
E2460MU, RU,	8	2789*	M2230E, EU, EZ, R, RU,			5L08	5	2125
E3012HU, RU, E3013HU	8	2789*	RZ, RZ2	5	2133	5L09	5	2124
E3014WU, E3015LU	8	2789*	M2237EU, EZ, R, RU, RZ	5	2119	5L41	5	2121
HF772E, H, R	6	2383	M2249E, EU, EZ, R, RU, RZ	5	2133	5L42	5	2122
HF1178RD	7	2494	M2250E, EU, EZ, R,			5R03	6	2138
HF1180R	6	2360	RU, RUZ, RZ, M2252E, EU			5R07	6	2138
HF1182E	6	2380	EZ, R, RU, RZ	5	2133	5T04	6	2155
HF-1185MD, RD	7	2494	M2260R, RU, RUZ,			5X06, 5X07	6	2209
HF1284, E, G, L, Y	6	2360	RZ, M2261E, EU, EZ	5	2119	5Z06	6	2138
HF1284D, ED, LD, RD, YD	7	2494	M2267YU, YZ	5	2119	5Z07	6	2209
HF1290H, R	7	2416	M2570R, RU, RUZ, RZ	5	2119	6A03	7	2519
HF1292, E	7	2416	Royal 1000	7	2509	6A40, 6A41	6	2387
HFM1184E	5	2117	Royal 1000D	8	2627*	6C03	8	2732*
HFM1190R	5	2117	R519R, W	6	2138	6L03	5	2123
HFR845R	6	2152	R521F, G, R, W, Y	6	2136	6L20	5	2127
HFR846E, H	6	2152	R623F, G, R, W, Y	5	2131	6L40	5	2126
HFR1233E, HFR1286R	5	2118	R1800E, EU, R, RU	5	2134	6R03	5	2131
HFR1290R	5	2118	R1800EUZ, EZ, RUZ, RZ	5	2133	6Z05	6	2341
HFX1283E	6	2219	R1812E, EU, R, RU	5	2134	7A02	7	2431
HFX1284E	6	2266	R1812EUZ, EZ, RUZ, RZ	5	2133	7A03	8	2606*
HFX1286R	6	2219	R2229E, EU, R, RU	5	2134	7A04	7	2431
HFX1290R	6	2266	R2229EUZ, EZ, RUZ, RZ	5	2133	7A05	7	2431
K2260R-3	5	2119	R2230E, EU, R, RU	5	2134	7B31	8	2624*
K2263E-3	5	2119	R2230EUZ, EZ, RUZ, RZ	5	2133	7C02	8	2715*
K2266R-3	5	2119	R2249E, EU, R, RU	5	2134	7C05, 7C06	8	2715*
K2267E-3	5	2119	R2249EUZ, EZ, RUZ, RZ	5	2133	7L05	5	2128
K2271H-3	5	2119	R2250E, EU, R, RU	5	2134	7T02, 7T04	6	2194
K2286R-3 (TV Ch.)	5	2119	R2250EUZ, EZ, RUZ, RZ	5	2133	TX03	6	2204
K2287R-3 (TV Ch.)	5	2119	R2253M, MU, R2257E, EU,			TY02	6	2280
K2291E-3 (TV Ch.)	5	2119	R, RU	5	2134	TY03, Z	6	2283
L406R	5	2120	R2257EUZ, EZ, RUZ, RZ	5	2133	TY04	6	2280
L505F, R, Y	5	2121	R2258E, EU, R, RU	5	2134	7Z20	6	2283
L507	5	2122	R2258EUZ, EZ, RUZ, RZ	5	2133	8B24	8	2624*
L515, L518, F, G, W, Y	5	2123	SF174R	8	2624*	8C01, 8C02	8	2762*
L520	5	2123	SF183H, R, SF185M, R	8	2624*	8L20	5	2130
L565E, R	5	2124	SF188, E, R	8	2624*	8L21	5	2129
L566	5	2125	SF2530E, R, W	8	2738*	8T01	5	2135
L600	5	2126	SF2560, E, R	8	2624*	8Y02	6	2239
L622, F, G, W	5	2123	SF2565M	8	2624*	9B22, 9B23	8	2624*
L677E, R	5	2127	SF2570, Y	8	2624*	9B25	8	2624*
L721	5	2128	SF257RR	8	2624*	9B26	9	2738*
L845R, L846E, H	5	2129	SF2580H	8	2624*	10L20	5	2130
L800	5	2130	T522F, G, R, V, W	6	2138	11A20, 11A21	7	2494
L1083E, L1088R	5	2131	T524R, V, W	6	2138	11M20	5	2117
L1812E, R	5	2119	T545	6	2155	11Z20	6	2360
L1820E, R	5	2119	T723, T724	6	2194	12R20, 12R21	5	2118
L1846E, EU, R, RU	5	2119	T825F, G, R	6	2135	12Z21	7	2416
L2229E, R	5	2119	X519F, G, R, W	6	2209	12X20	6	2219
L2235E, R, L2236E,			X733G, R, Y	6	2204	12Z20	6	2360
EU, R, RU	5	2119	Y723G, R, W,			16E27U	8	2789*
L2258E, EU, R, RU,			Y724G, R, W	6	2280	17Z31, U, 17Z32,		
L2259E, EU, R, RU	5	2119	Y733G, R, Y	6	2283	Q, QU, U	6	2373
L2260R, RU,			Y832E, R	6	2239	17Z34Q, QU	6	2373
L2261E, EU, H, HU,			Z515, W, Y	6	2138	18C20, Q, QU	7	2412
L2262C, CU, R, RU	5	2119	Z519P, R, V, W, Y	6	2209	18C24Q	7	2412
L2266R, RU, L2267E, EU,			Z615F, G, R, W	6	2341	19A20, Q, U	7	2412
H, HU	5	2119	Z733G, Y, R	6	2283	19A30, Q, U	7	2455
L2270, U	5	2119	Z2223CZ, CZU, EZ, EZU,	8	2373	19B20, Q, U, UD	7	2455
L2281, E, EU, R, RU, U	5	2119, 2117	RZ, RZU, YZ, YZU	8	2373	19L25, 19L26, 19L27, 19L28	5	2119
L2285R, RU (TV Ch.)	5	2119, 2130	Z2243EZ, EZU, RZ, RZU	8	2373	19M20, U, Z, 19M21, U, UZ, Z	5	2133
L2287R, RU, L2291E, EU	5	2119, 2132	Z2244EZ, EZU, RZ, RZU	6	2373	19R20, U, 19R21, U,	5	1934
L2571R, RU, L2572R, RU,			Z2249EZ, EZU, RZ, RZU	6	2373	19R22, U		
L2573E, EU, L2574R, RU,			Z2251EZ, EZU, RZ, RZU	6	2373	20M20, U, Z, 20M21,		
L2575E, EU	5	2119	Z2281EZ, EZU, RZ, RZU	6	2373	U, UZ, Z	5	2119
			Z3000EZ, EZU, RZ, RZU	6	2373	21K20-3	5	2119
			Z3001EZ, EZU, RZ, RZU	6	2373	21L21	5	2119
			Z3004EZ, EZU, RZ, RZU	6	2373	22L20	5	2119

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

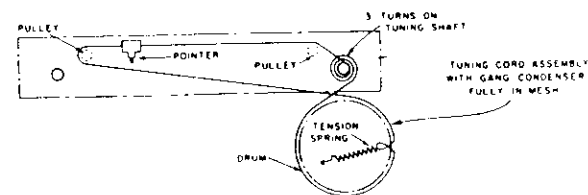
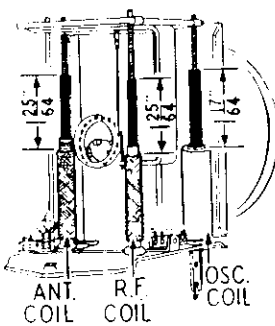
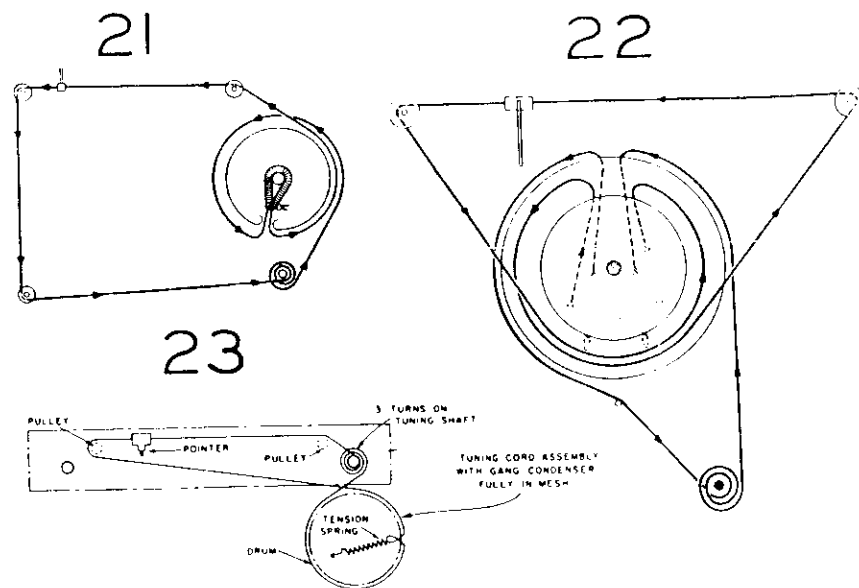


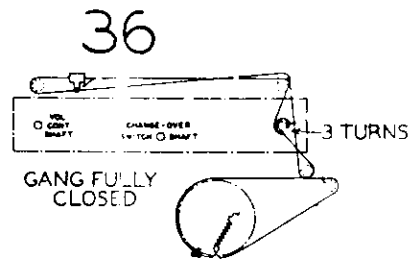
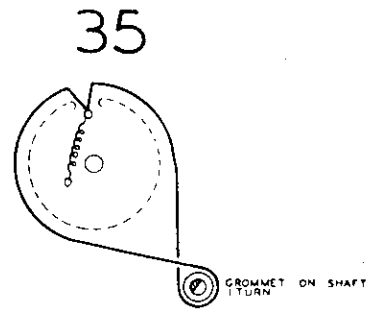
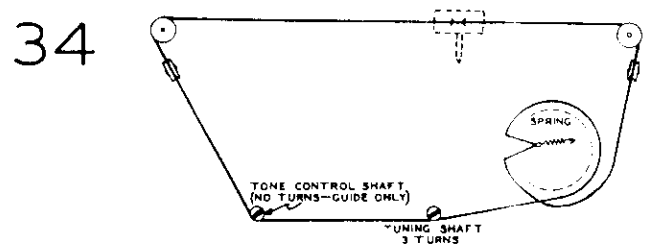
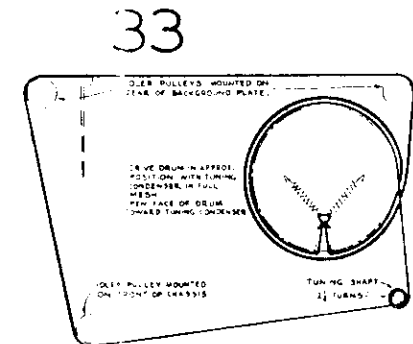
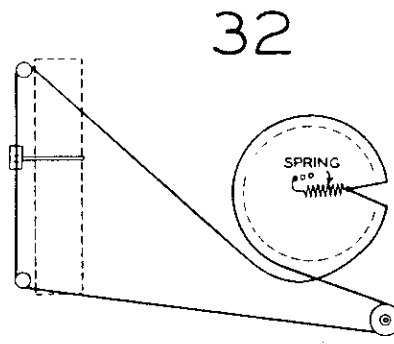
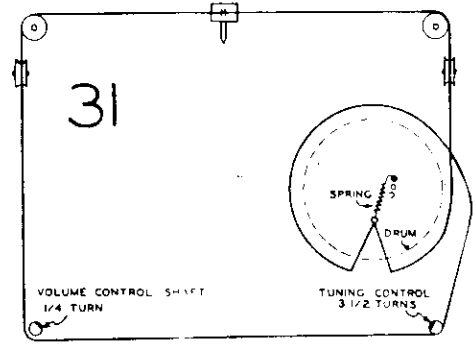
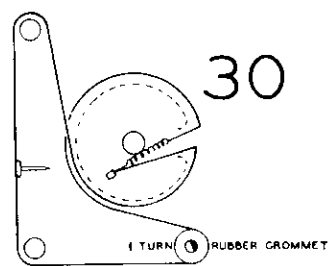
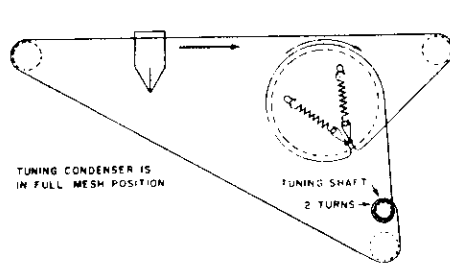
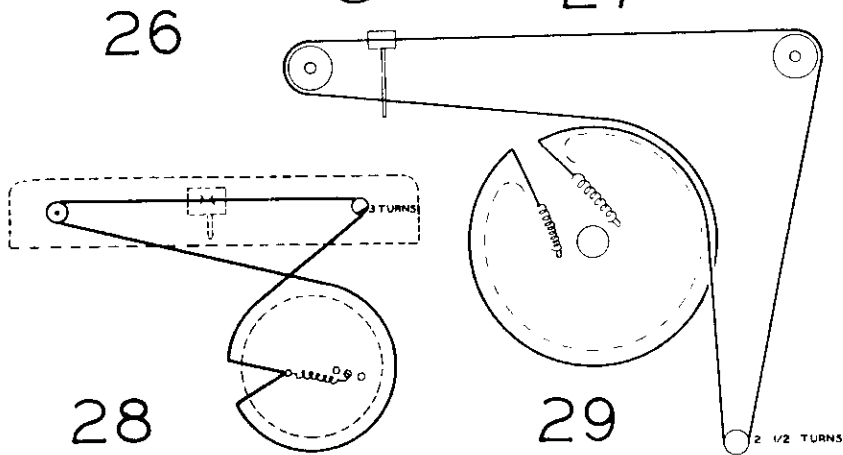
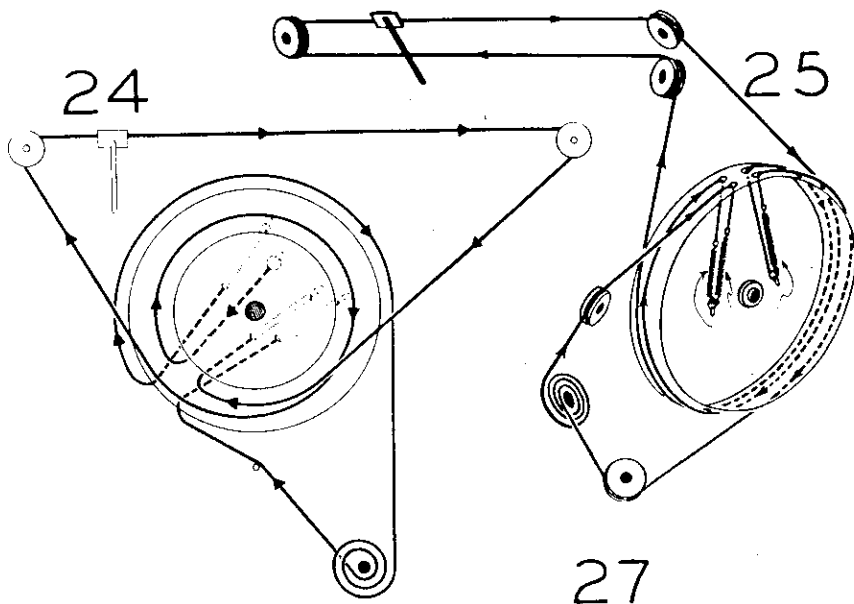
A SHOWS CORRECT STRINGING WITH GANG P 4975  
B SHOWS CORRECT STRINGING WITH GANG 68A2

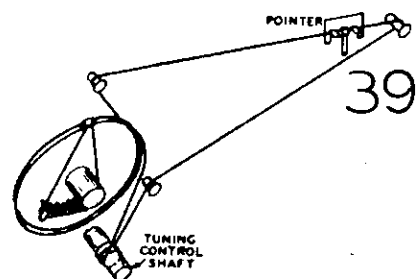
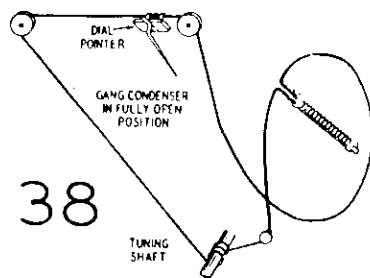
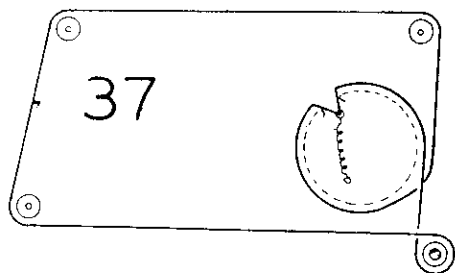




To string dial cord, turn the main drive drum to maximum counter-clockwise position

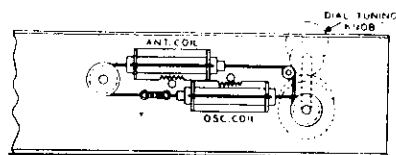
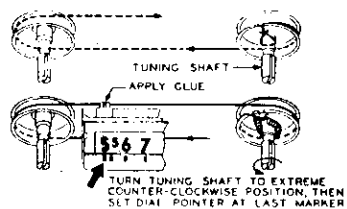






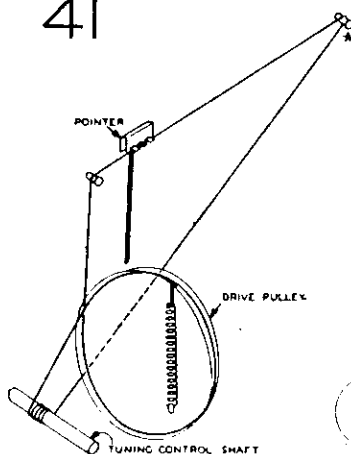
40

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

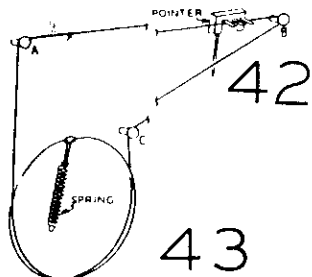


View of Tuning Coil Assembly.

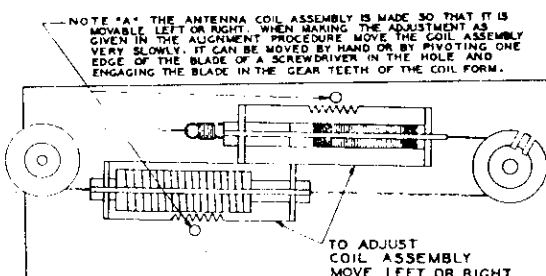
41



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

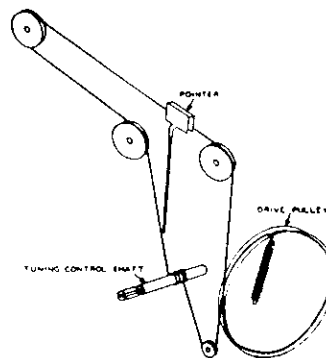


43

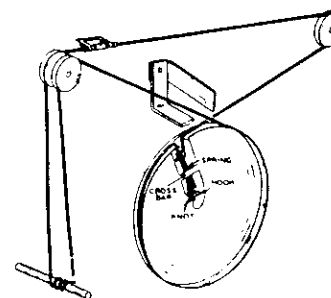


TO ADJUST COIL ASSEMBLY MOVE LEFT OR RIGHT

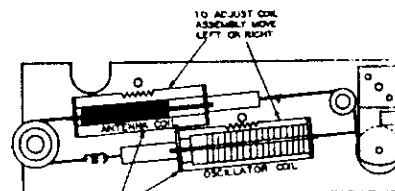
44



46



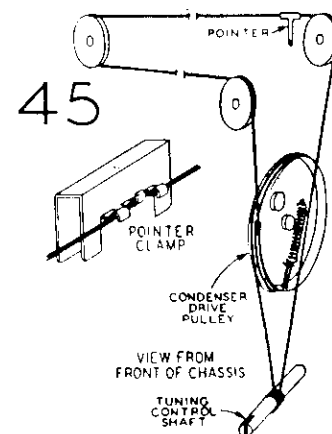
48



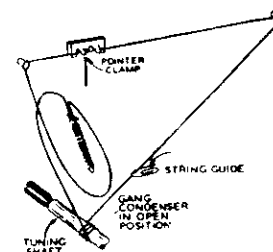
NOTE: THE ANTENNA COIL ASSEMBLY IS MADE SO THAT IT IS MOVABLE LEFT OR RIGHT. WHEN MAKING THE ADJUSTMENT AS GIVEN IN THE ALIGNMENT PROCEDURE MOVE COIL ASSEMBLY VERY SLOWLY.

COIL ASSEMBLY VIEW

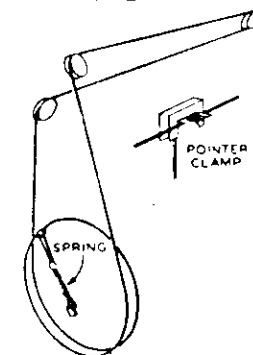
45

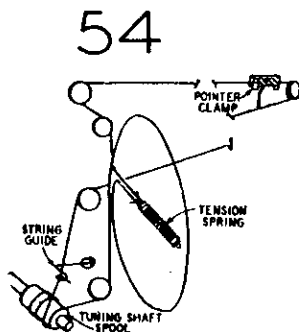
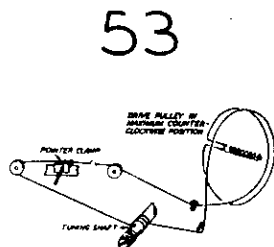
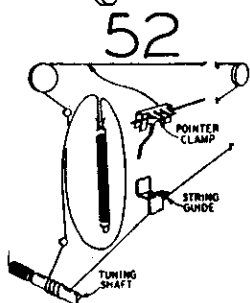
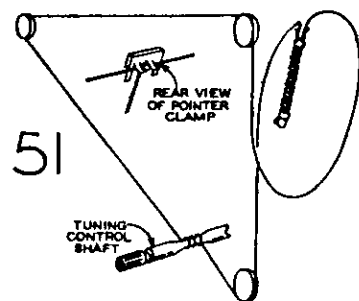
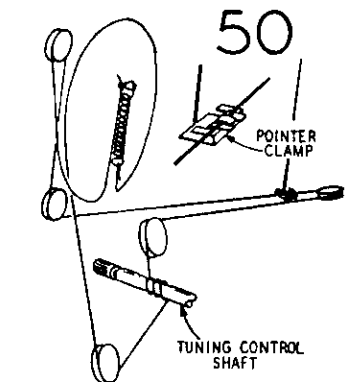


47



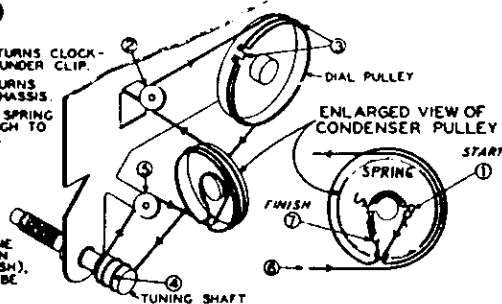
49



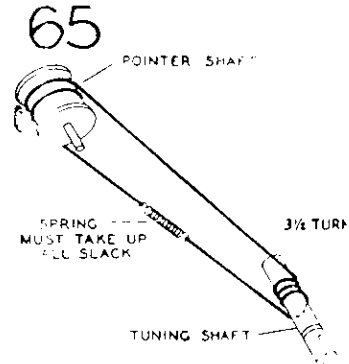
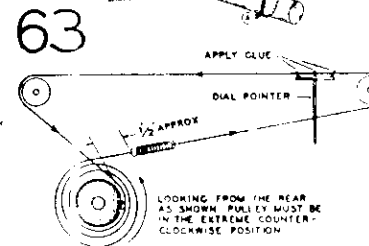
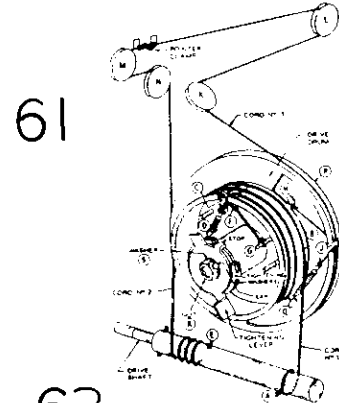
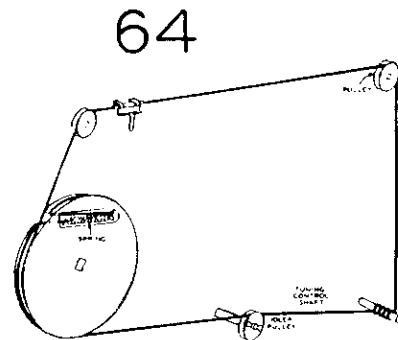
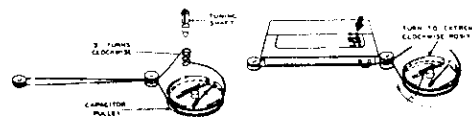
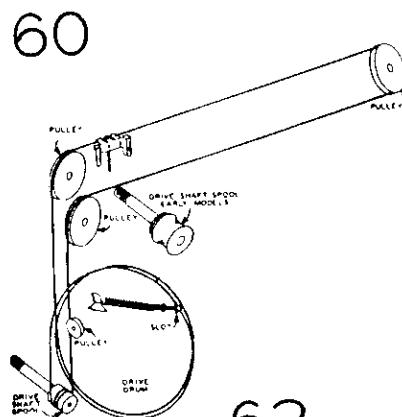
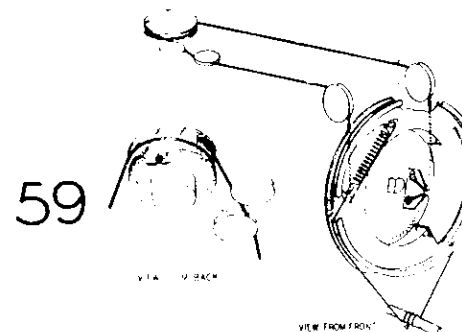
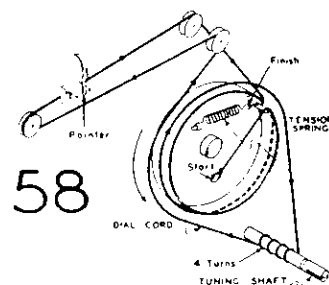
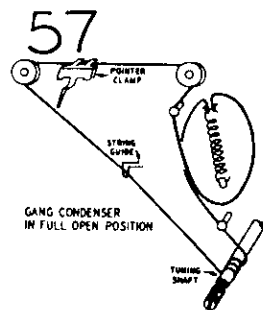
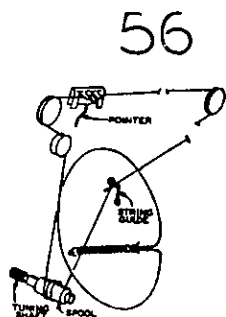


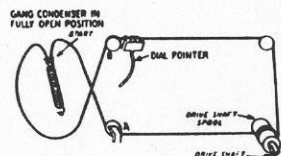
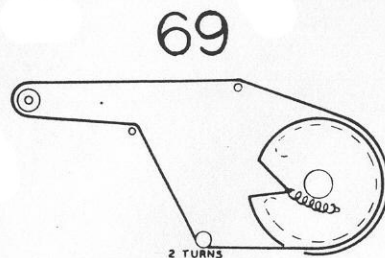
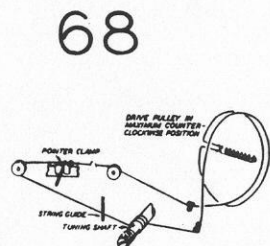
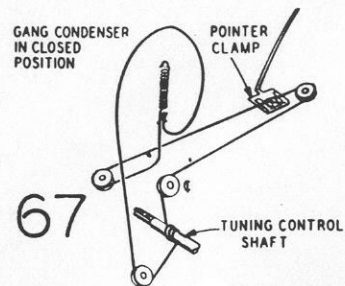
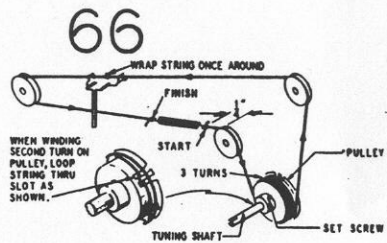
55

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

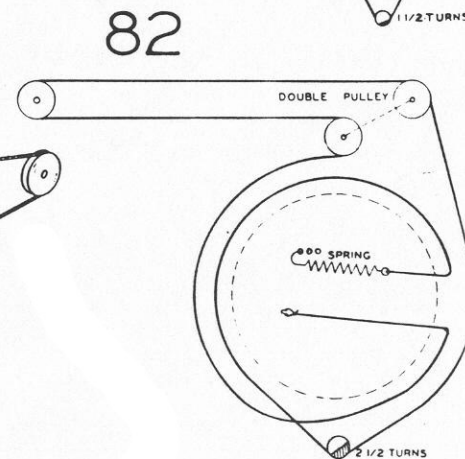
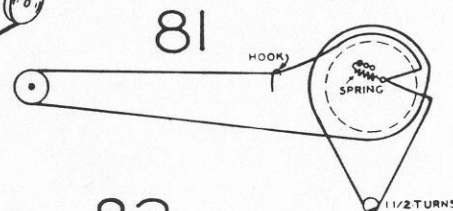
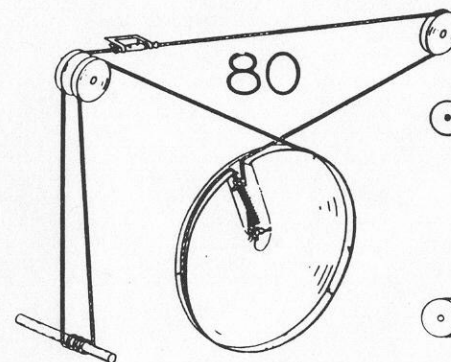
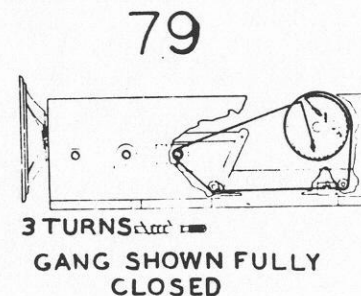
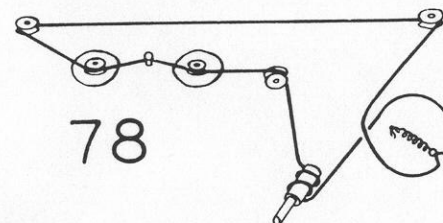
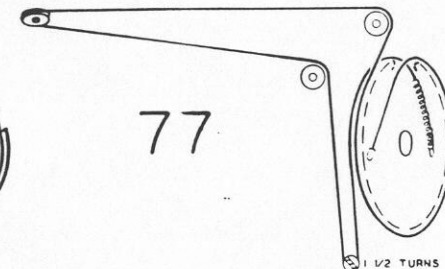
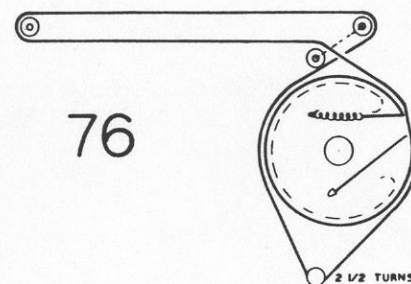
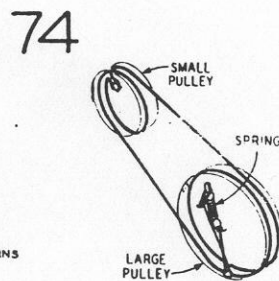
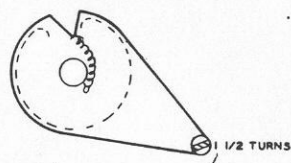
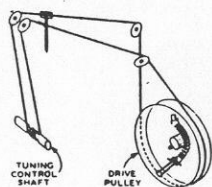
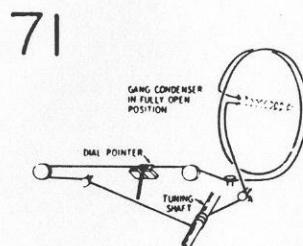
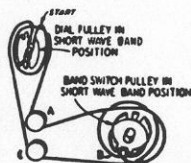


**IMPORTANT!**  
WHEN CONDENSER PULLEY IS IN EXTREME COUNTER-CLOCKWISE POSITION (ROTORS OUT OF MESH), DIAL POINTER MUST BE AT 16 (1600 KC).

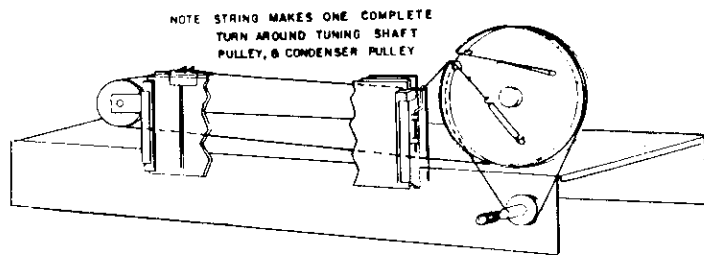




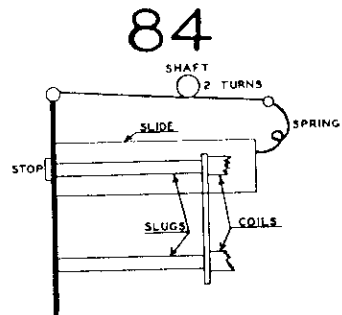
Both the dial pulley and the band switch pulley must be turned to the short wave band positions as shown in the illustration. Install the new cord exactly as shown then change the position of the band switch several times and note the movement of the dial.



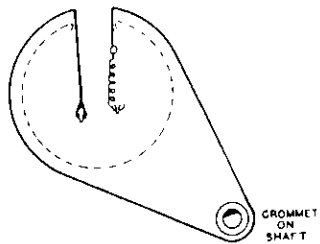




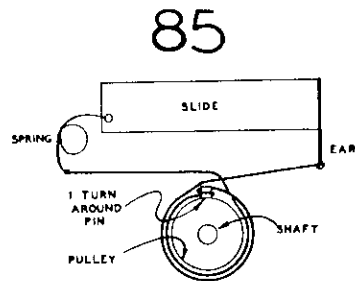
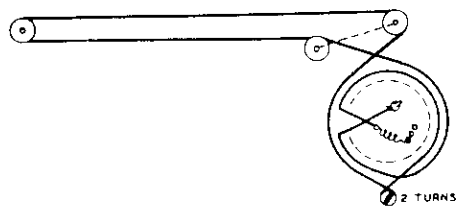
83



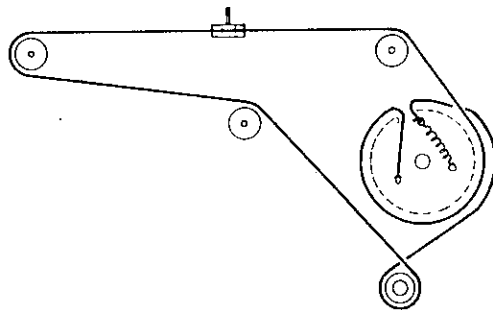
86



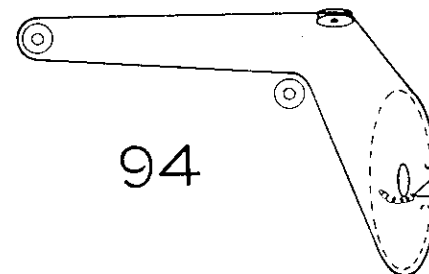
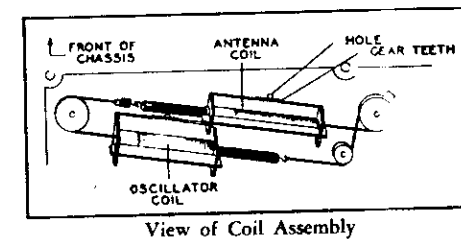
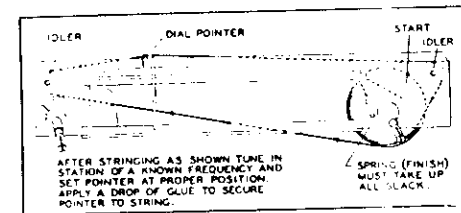
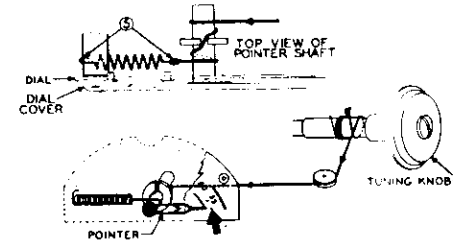
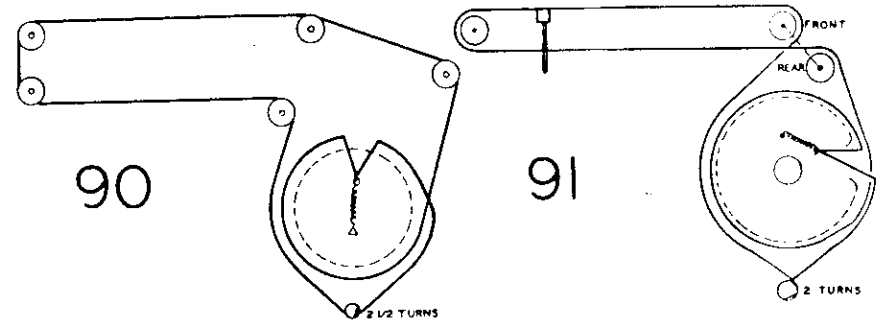
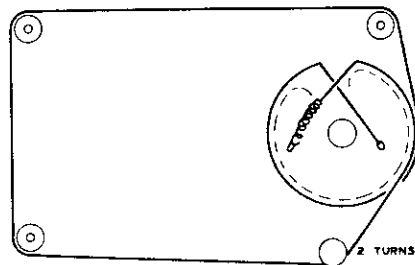
88

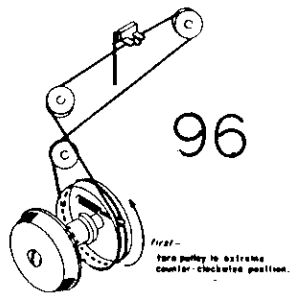


87

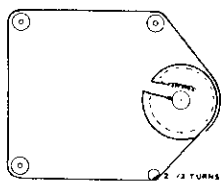


89

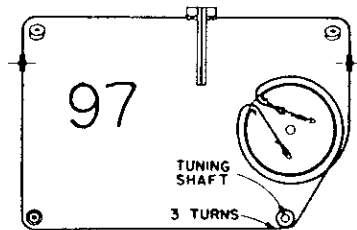
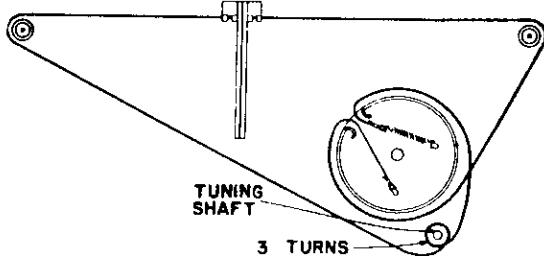




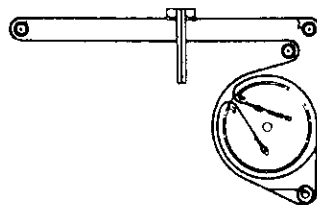
98



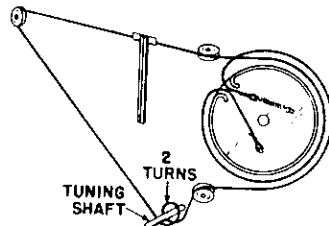
100



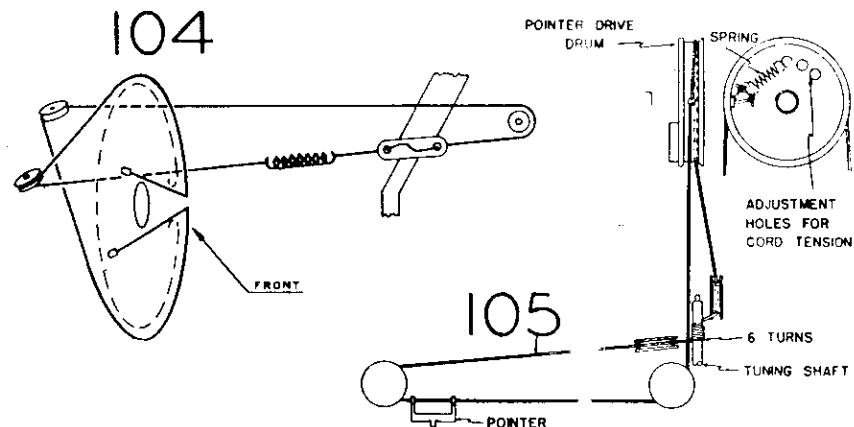
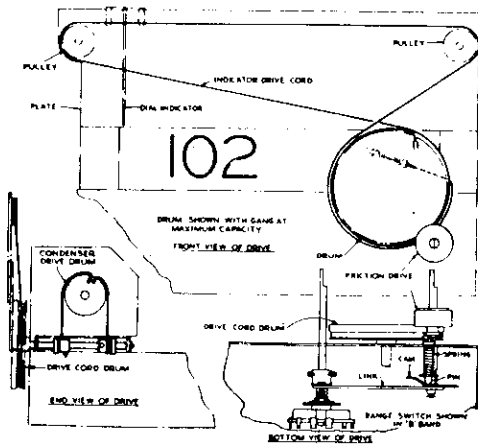
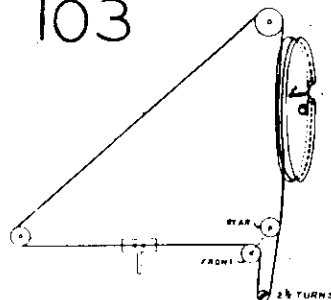
99



101

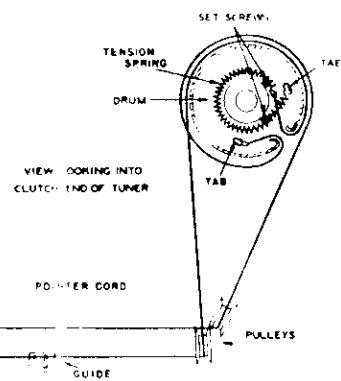
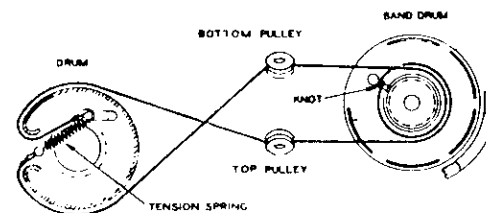


103

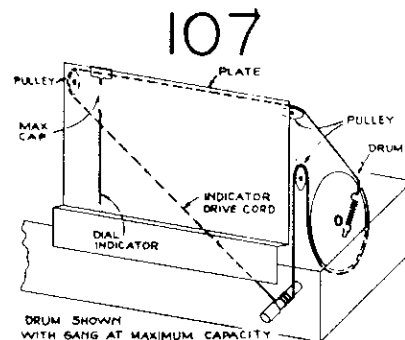


106

CORD DRIVE FOR BAND INDICATOR DRUM

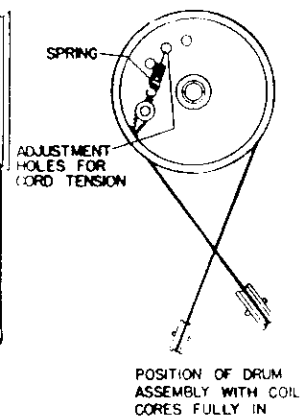
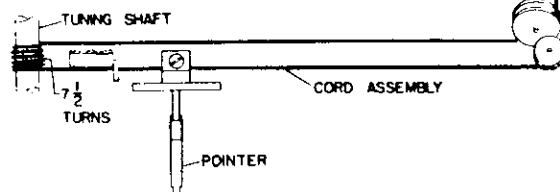


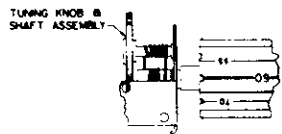
DIAL POINTER CORD DRIVE



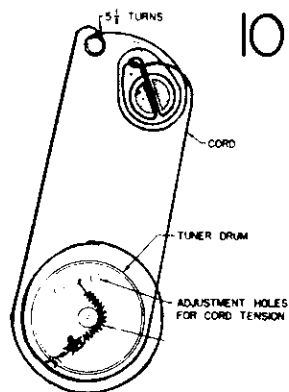
DRUM SHOWN WITH GAGE AT MAXIMUM CAPACITY

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



109

TOE INDICATOR DRUM



110

SPRING

SPRING



4 1/2 TURNS

TUNING SHAFT



4 1/2 TURNS

POINTER DRIVE DRUM

112

ADJUSTMENT HOLES FOR CORD TENSION

SPRING

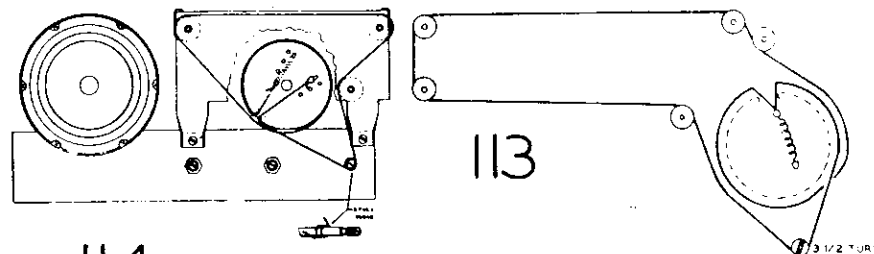
POSITION OF DRUM ASSEMBLY WITH COIL CORES FULLY IN.

5 1/2 TURNS

TUNING SHAFT

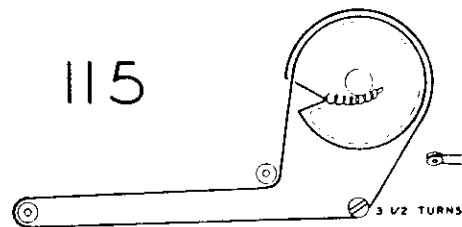
POINTER

CORD



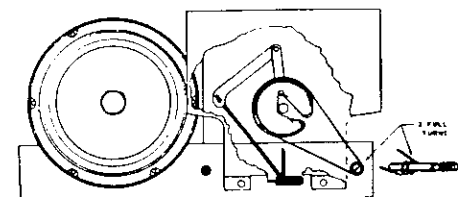
113

114



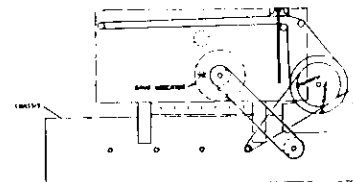
115

116



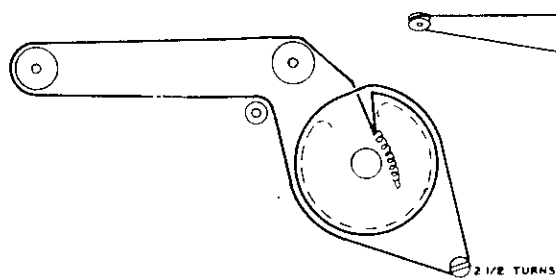
117

118



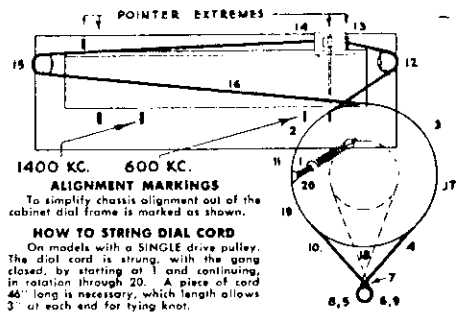
119

120



2 1/2 TURNS

2 1/2 TURNS

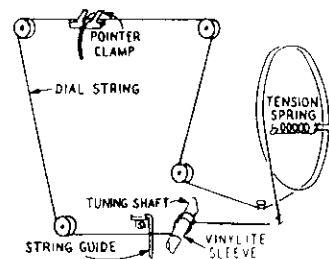


On models with a SINGLE drive pulley. The dial cord is strung with the gang closed, by starting at 1 and continuing in rotation through 20. A piece of cord 46" long is necessary, which length allows 3" at each end for tying knot.

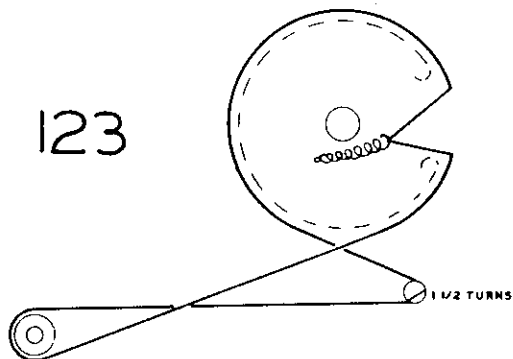
On models with DOUBLE drive pulley the dial cord is in two pieces. The pointer cord is on the large pulley starting at 1 and continuing through 20 BUT in the following special order, 1, 2, 3, 4, 18, 19, 11, 12, 13, 14, 15, 6, 17, 18, 19, 20. The drive cord is on the smaller dotted pulley, in the dotted position.

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

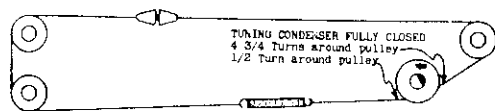
122



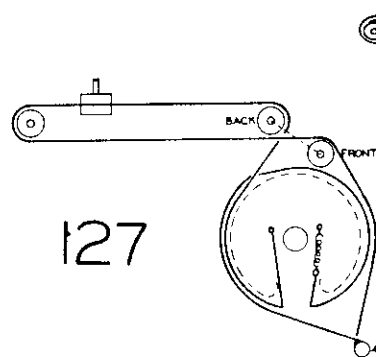
123



124

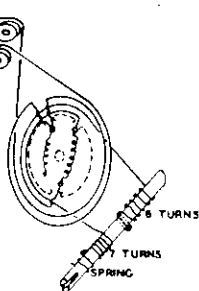


125

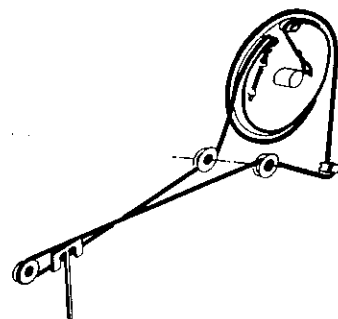


127

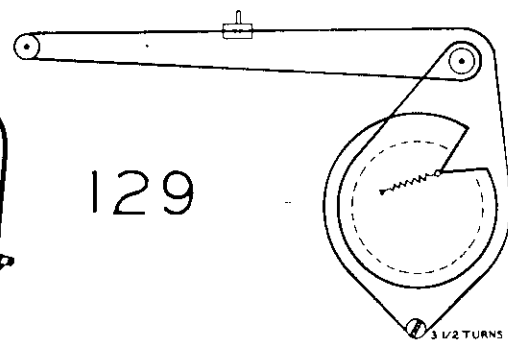
126



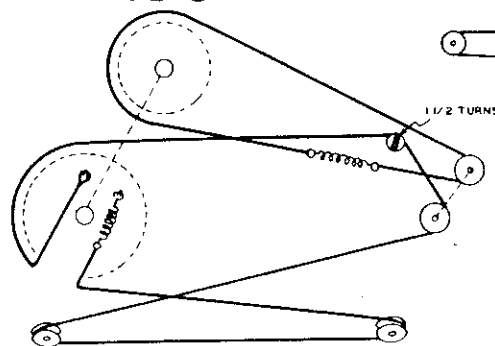
128



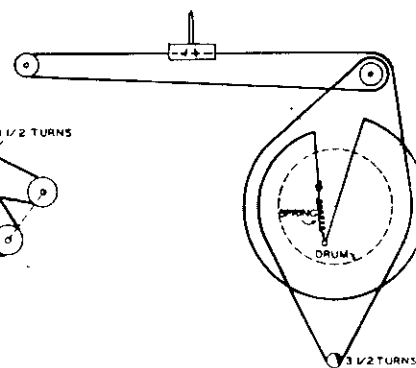
129



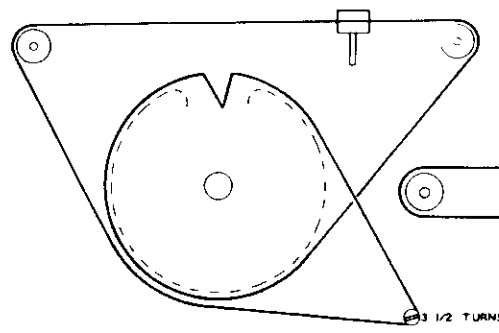
130



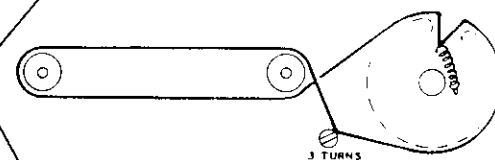
131

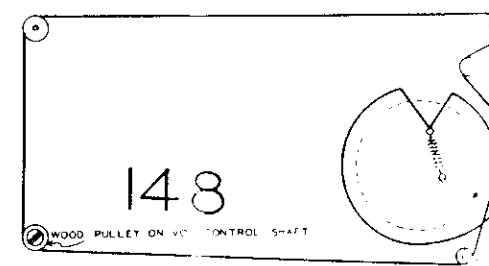
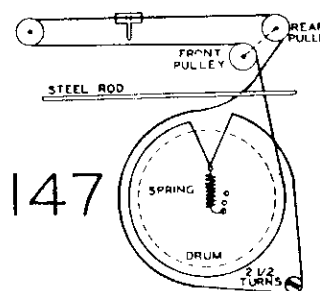
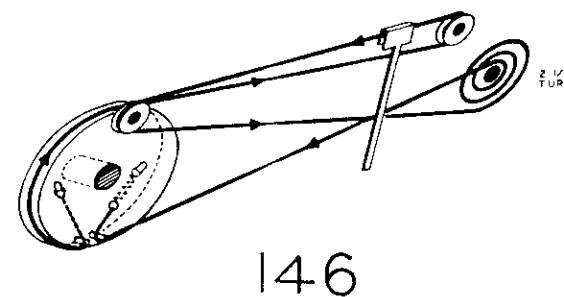
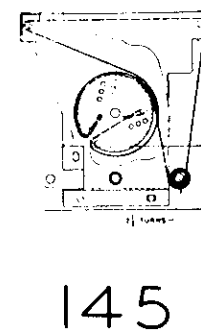
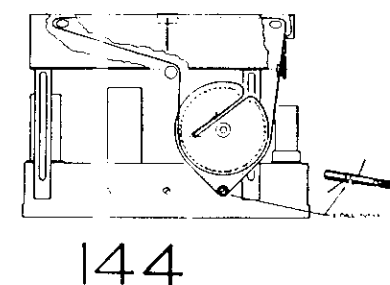
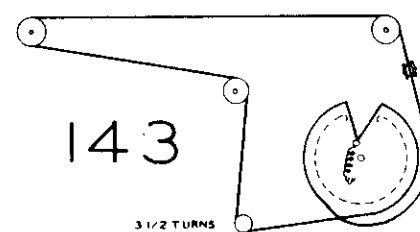
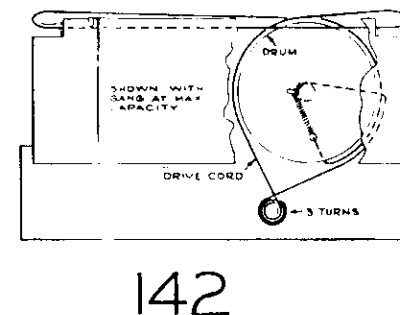
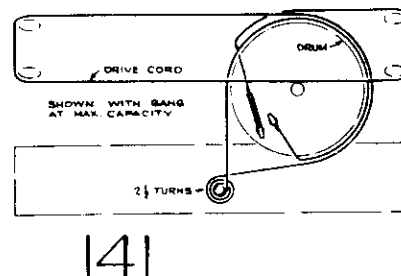
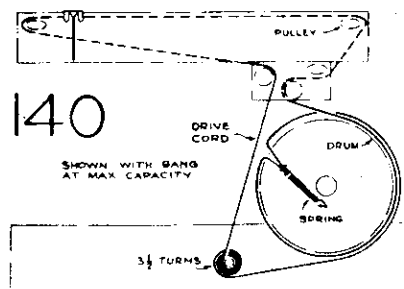
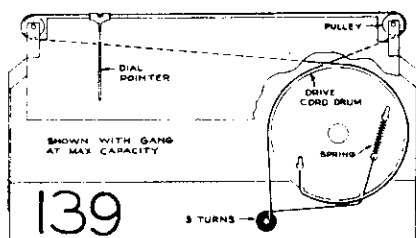
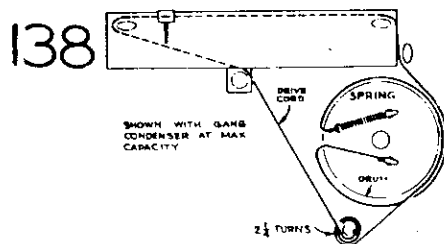
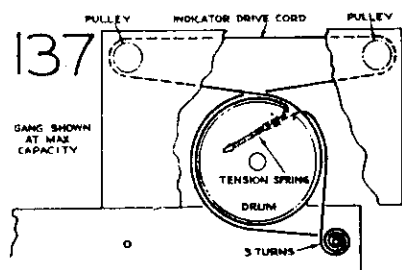
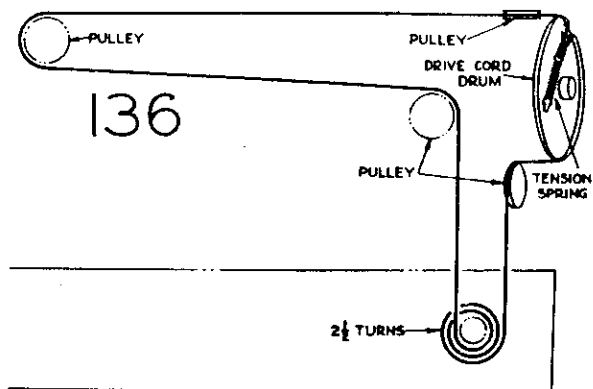
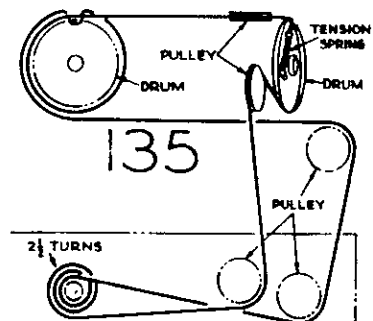
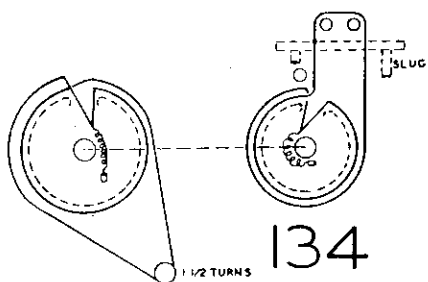


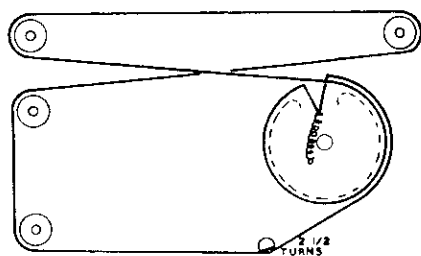
132



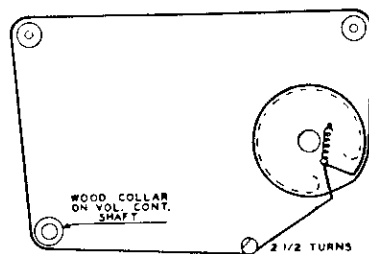
133



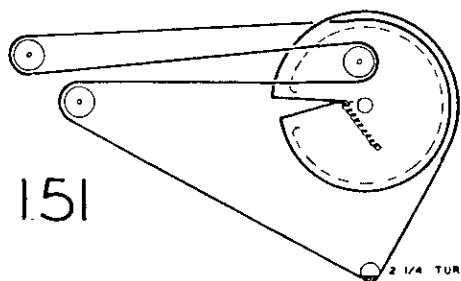




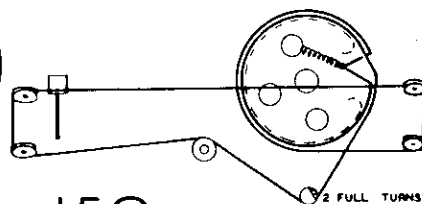
149



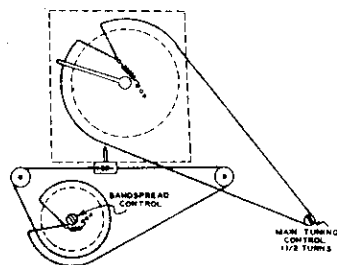
150



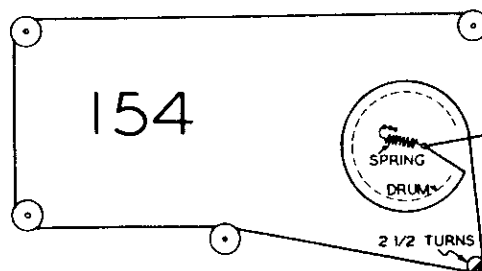
151



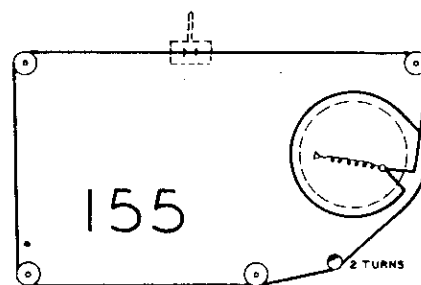
152



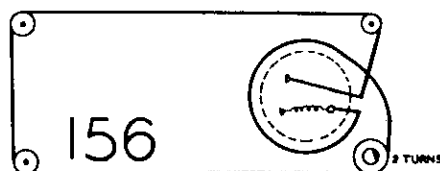
153



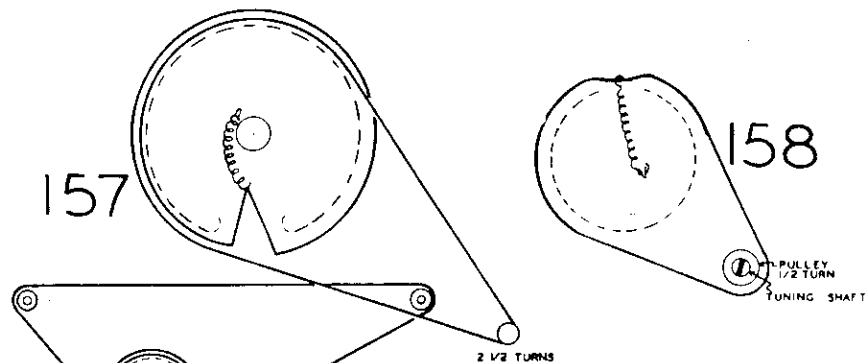
154



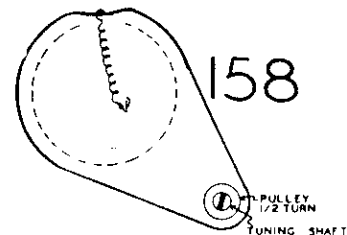
155



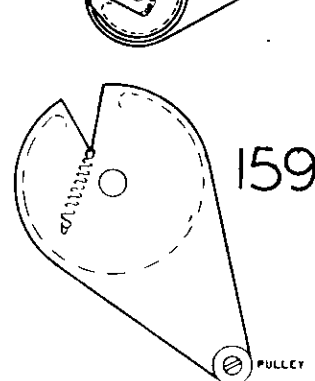
156



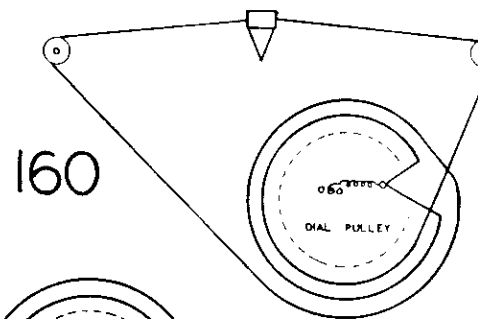
157



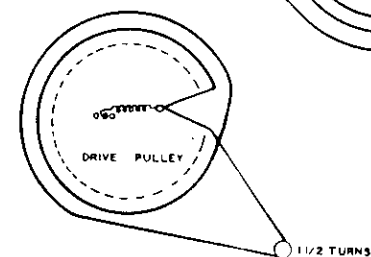
158



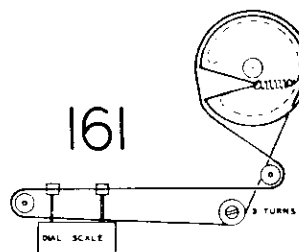
159



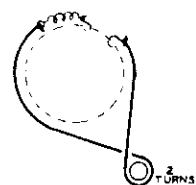
160



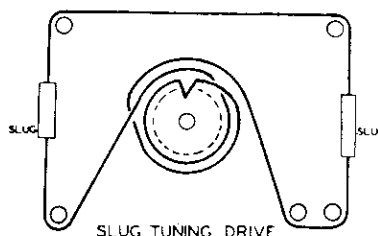
161



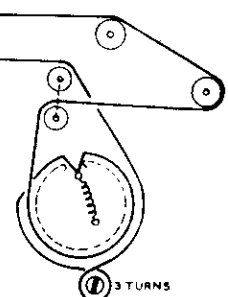
162



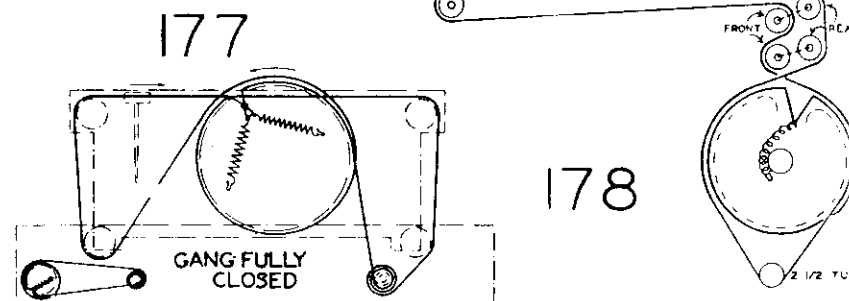
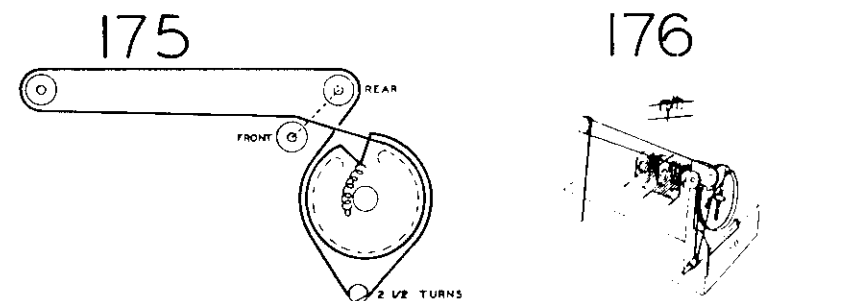
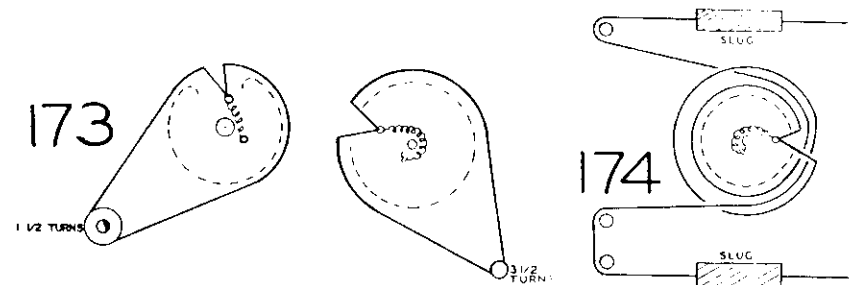
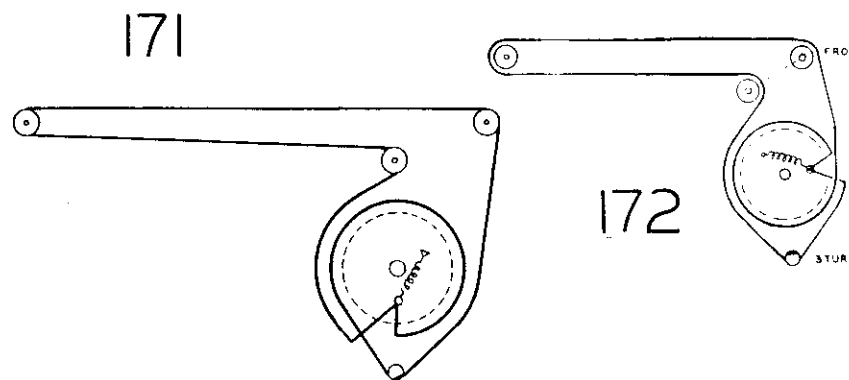
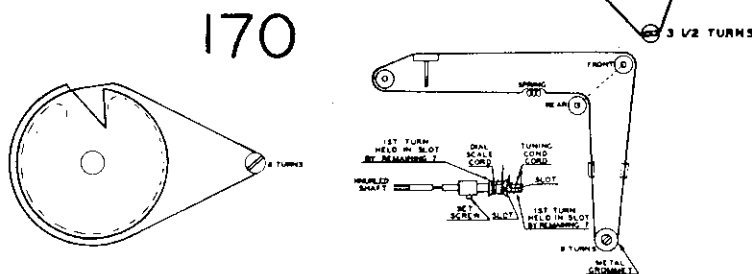
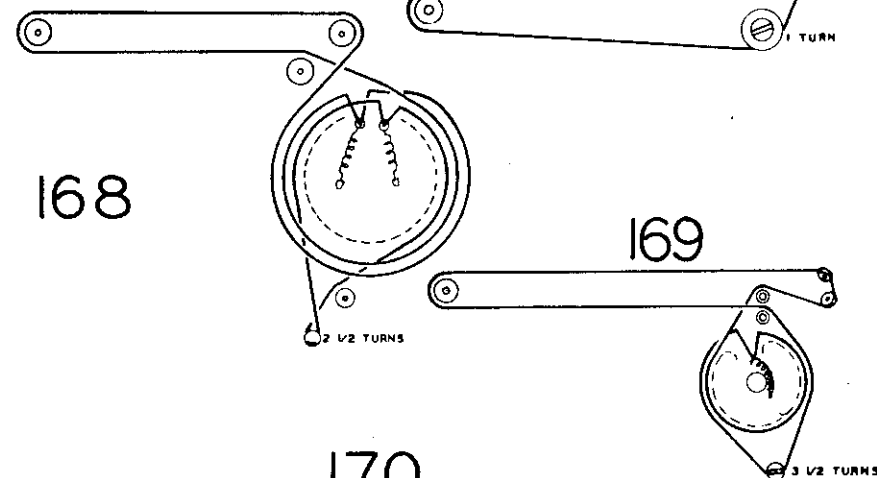
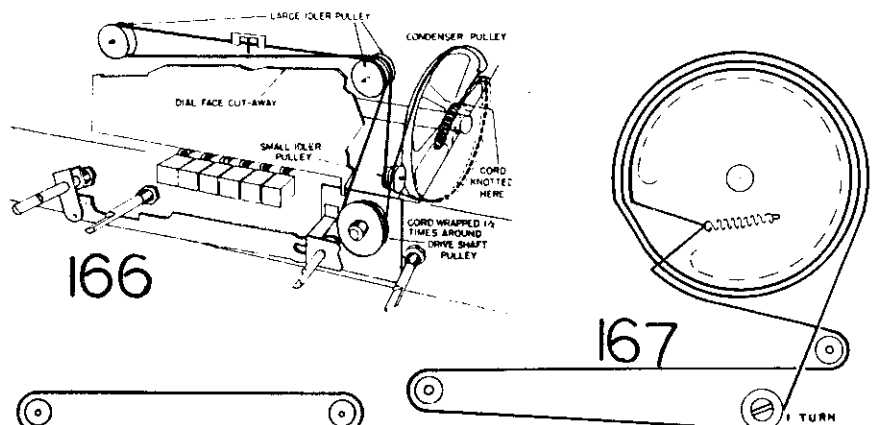
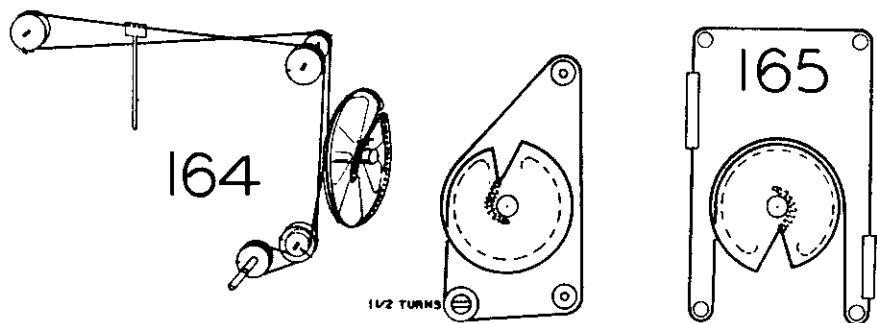
163



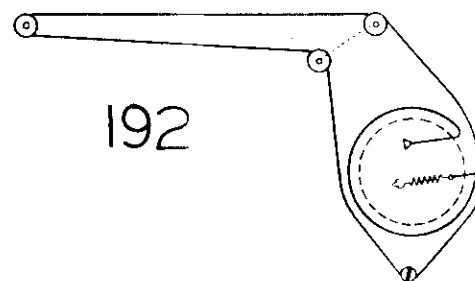
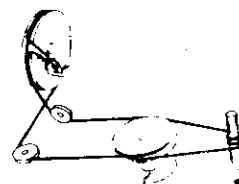
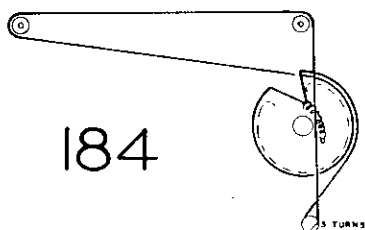
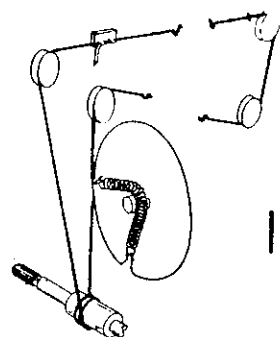
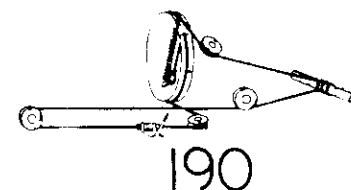
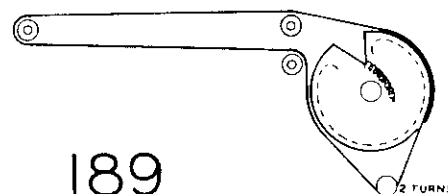
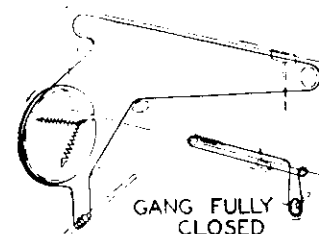
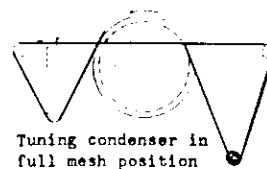
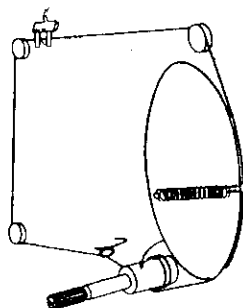
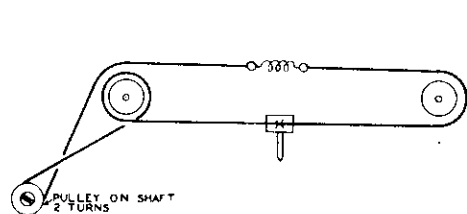
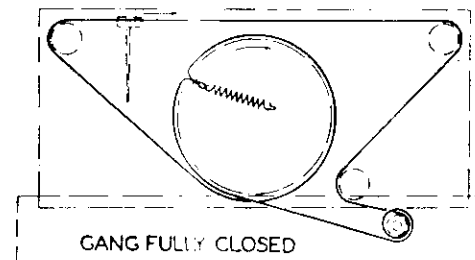
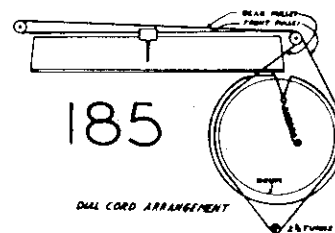
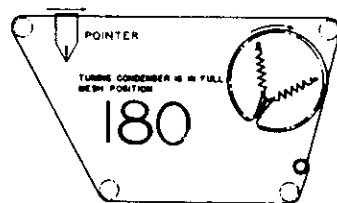
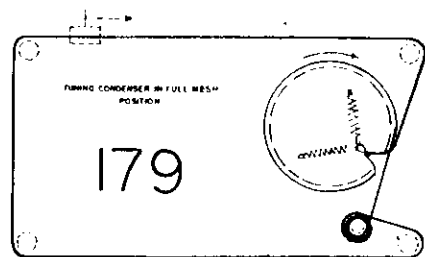
SLUG TUNING DRIVE



3 TURNS



VOLUME CONTROL  
STRINGING  
OFF POSITION





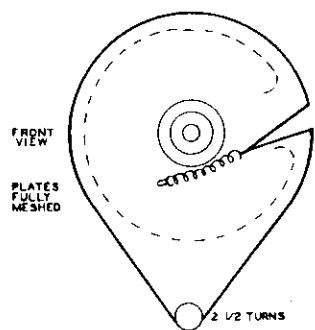


FIG. 1 DIAL DRIVE (A.M.)

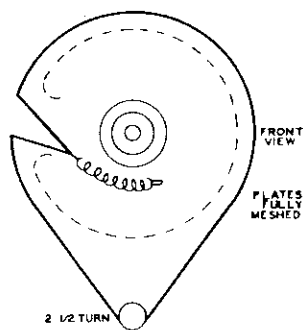


FIG. 2 DIAL DRIVE (F.M.)

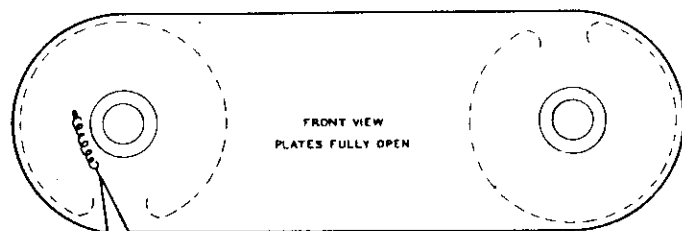


FIG. 3 DIAL DRUMS  
A.M. TUNING

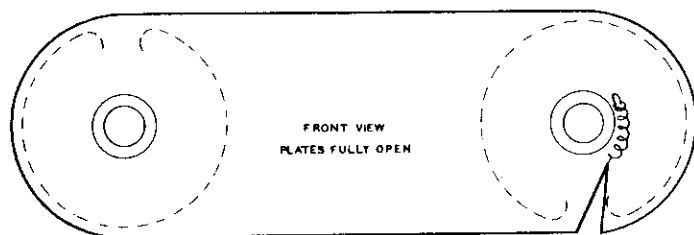
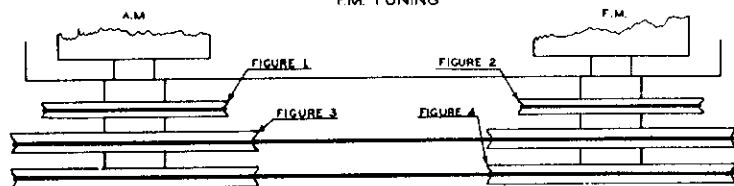
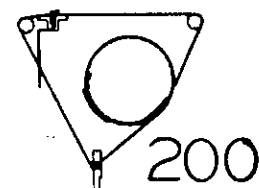
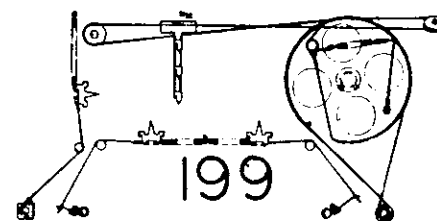
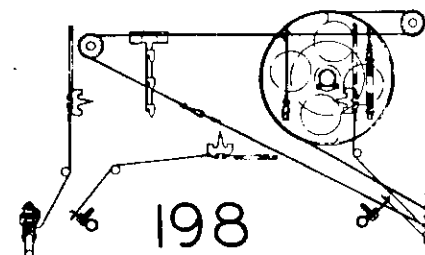
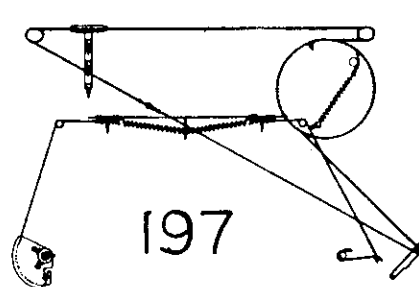
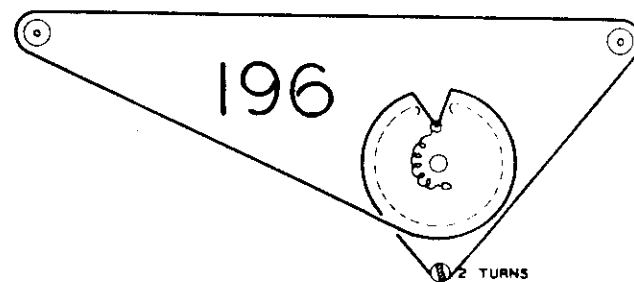
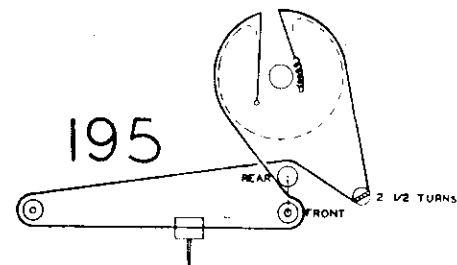
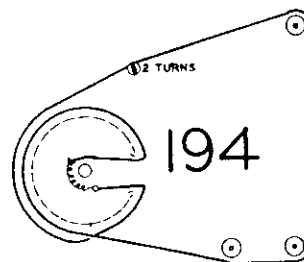
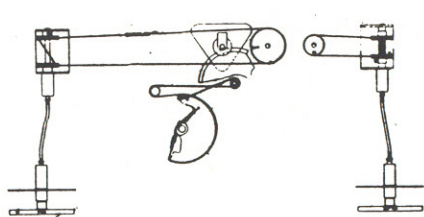


FIG. 4 DIAL DRUMS  
F.M. TUNING

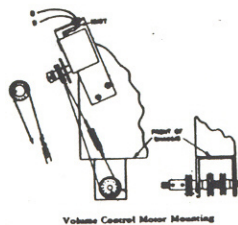


193

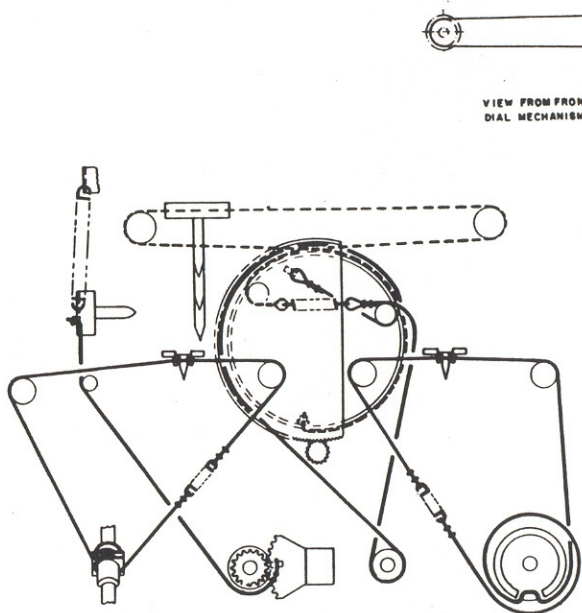




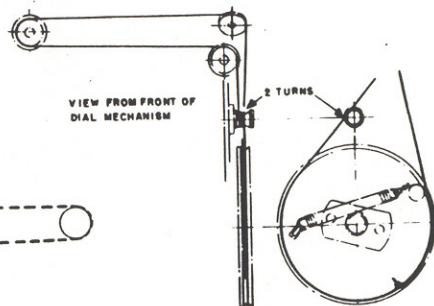
202



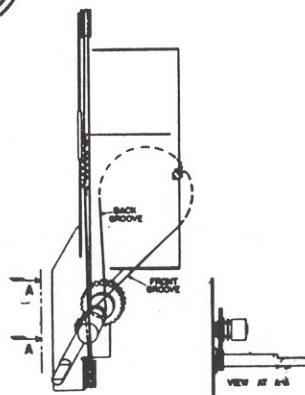
203



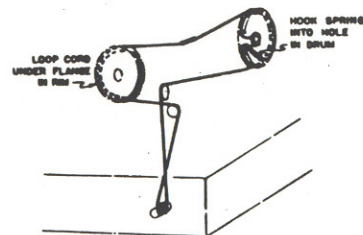
204



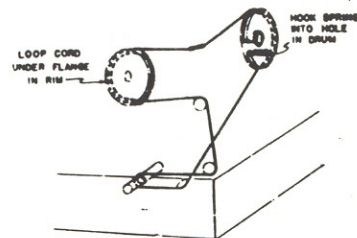
205



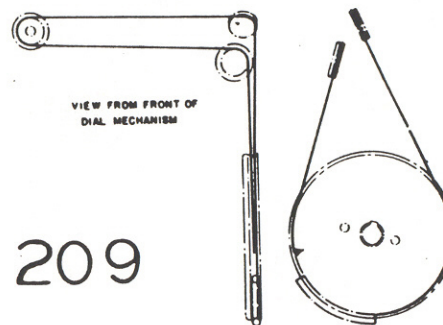
206



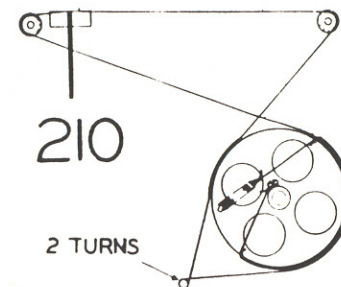
207



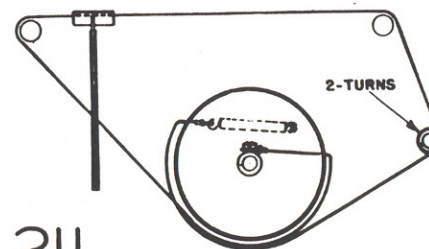
208



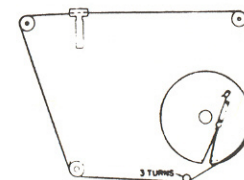
209



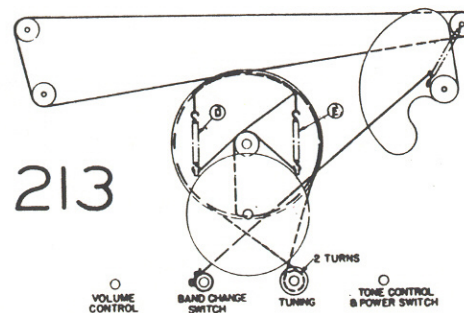
210



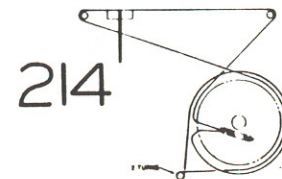
211



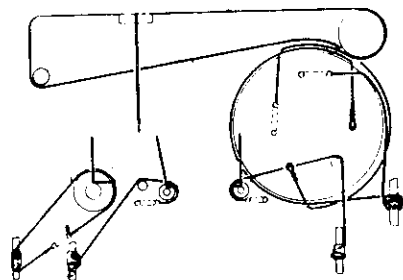
212



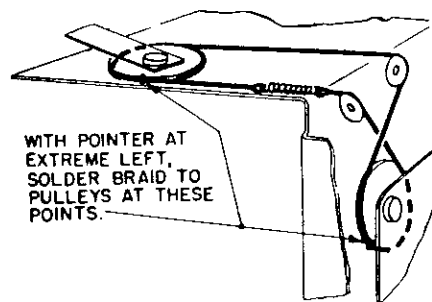
213



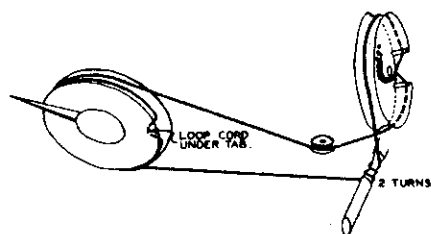
214



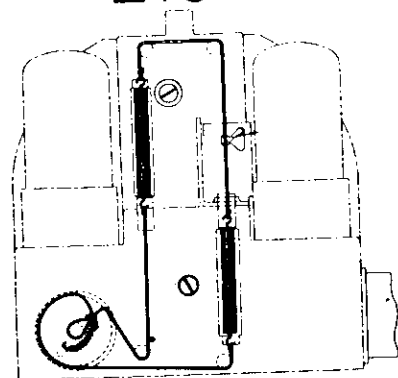
215



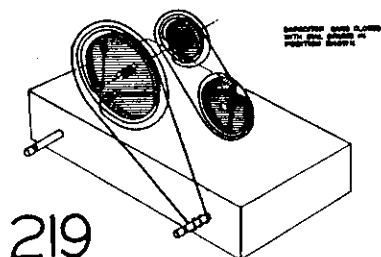
216



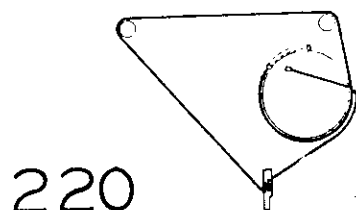
217



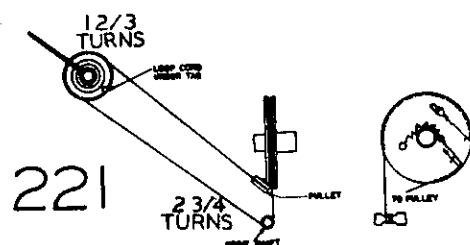
218



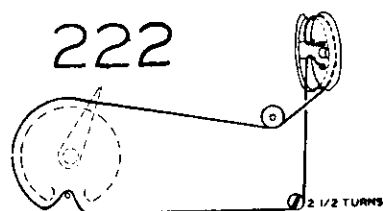
219



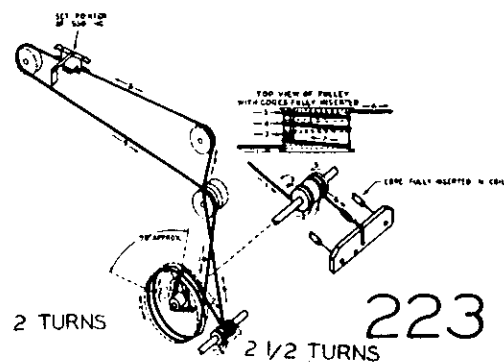
220



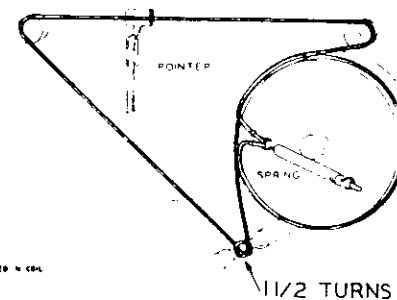
221



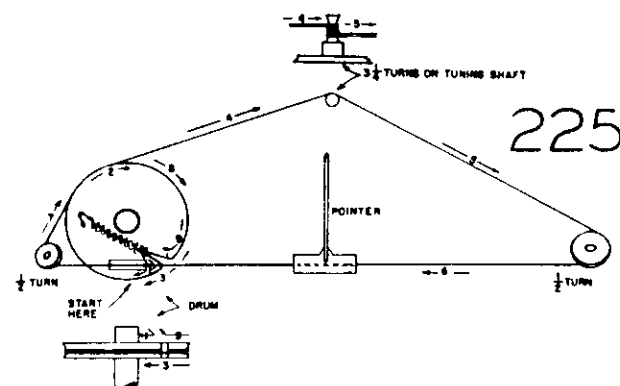
222



223

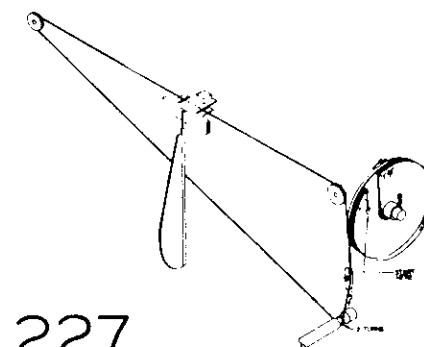
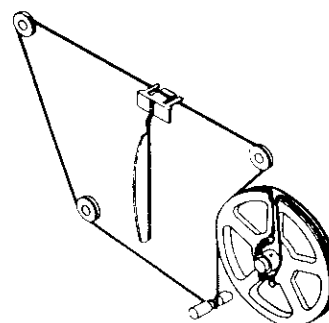


224

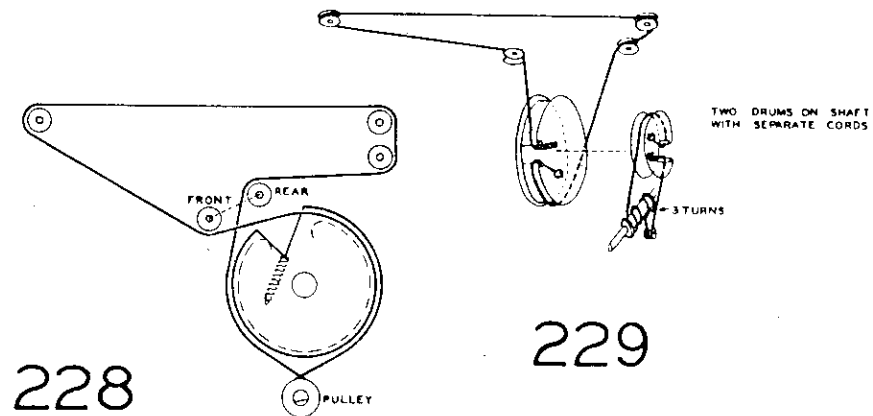


225

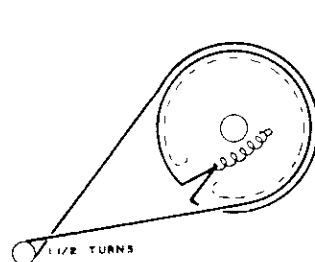
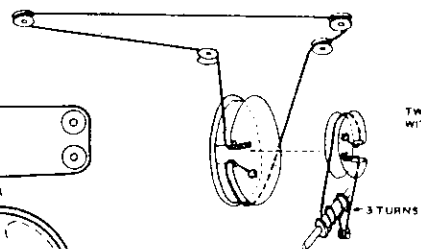
226



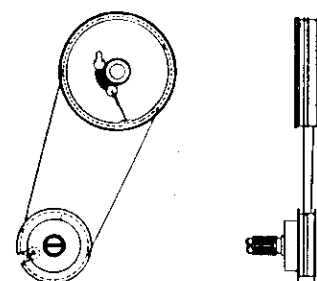
227



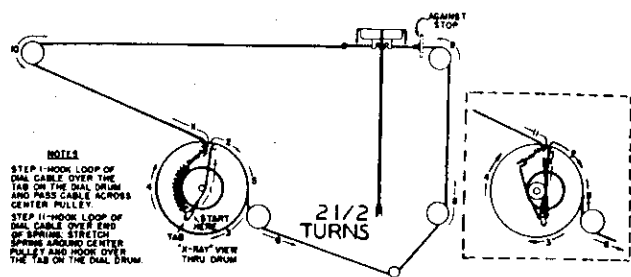
229



233



234

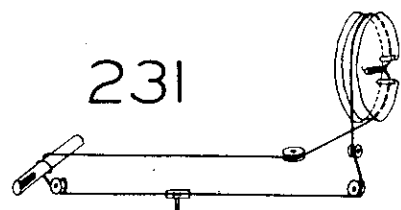


Dial Stringing Diagram Showing Later Production Spring at Right

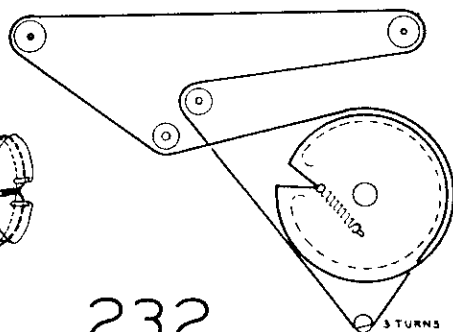


Repeater Windless Stringing Procedure

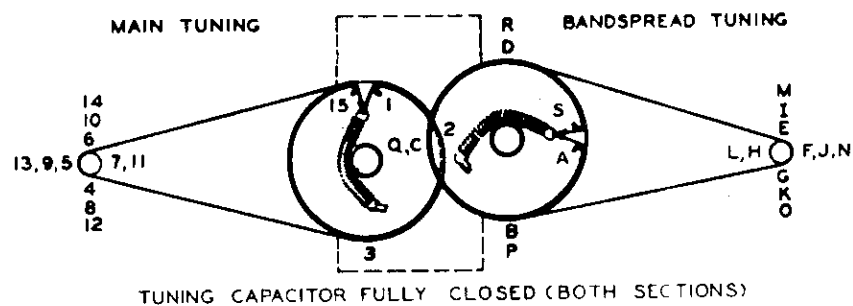
230



231

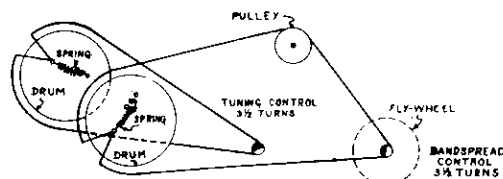


232

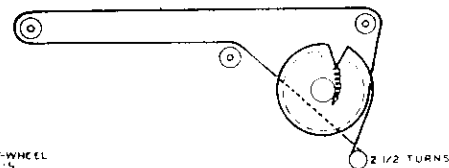


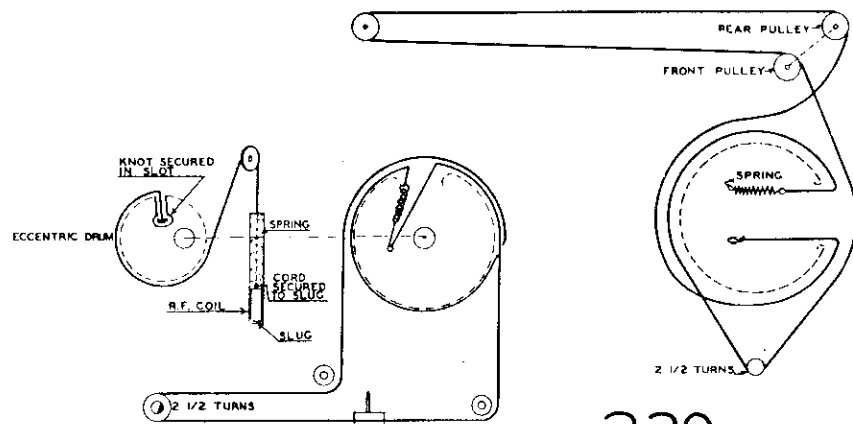
235

236



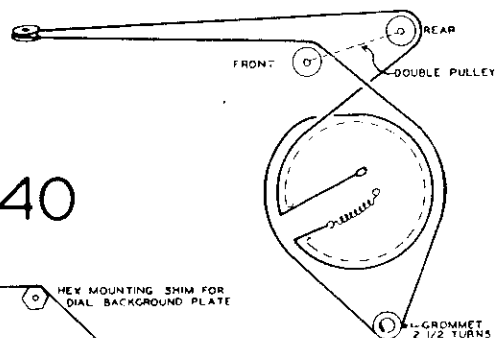
237



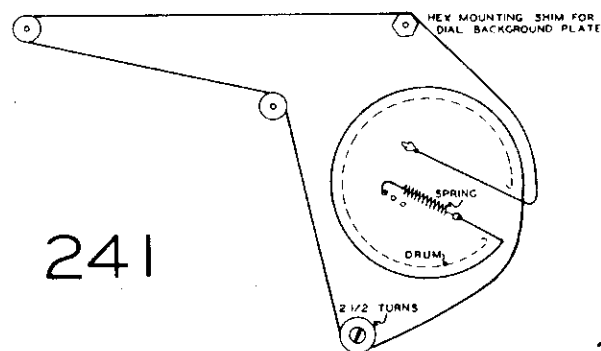


238

239

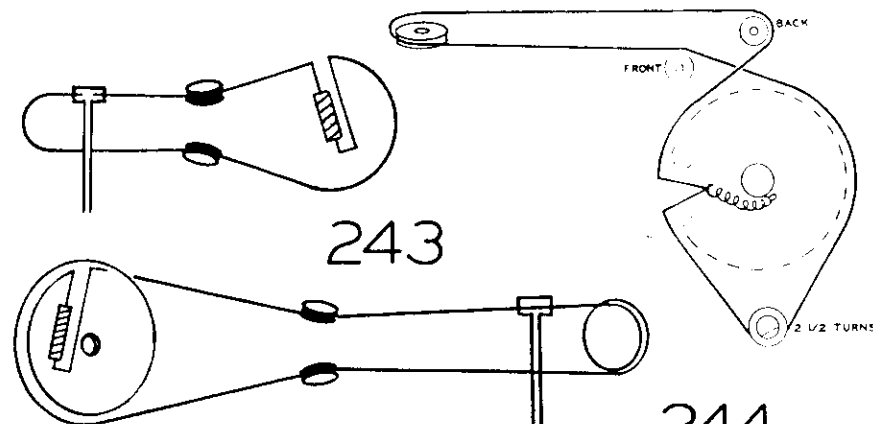
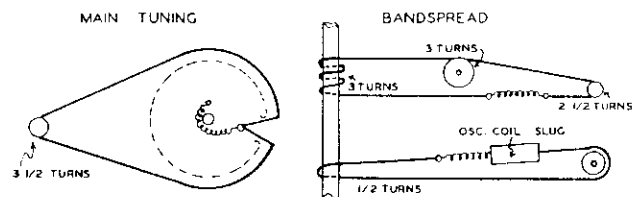


240



241

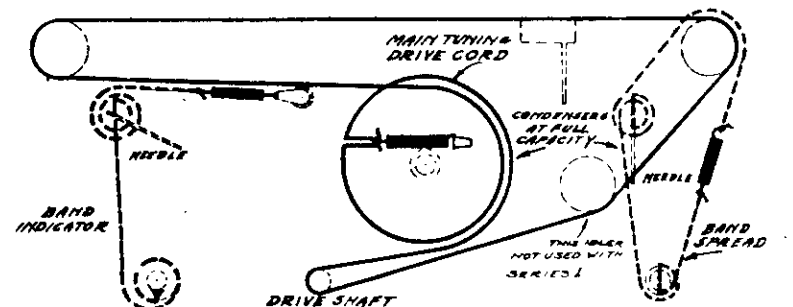
242



243

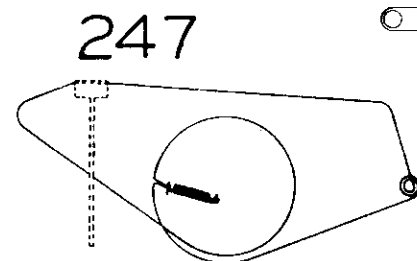
244

245



246

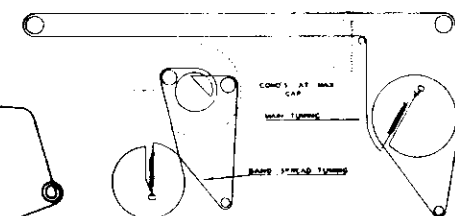
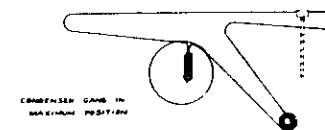
248



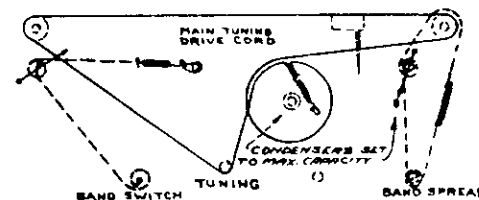
247

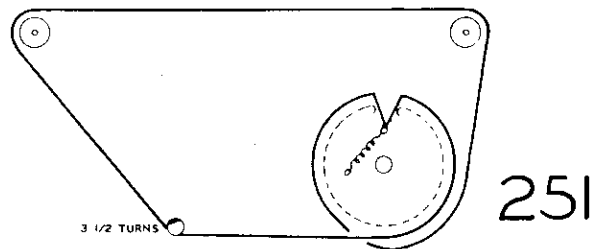
CONDENSER BAND IN MAXIMUM POSITION

249

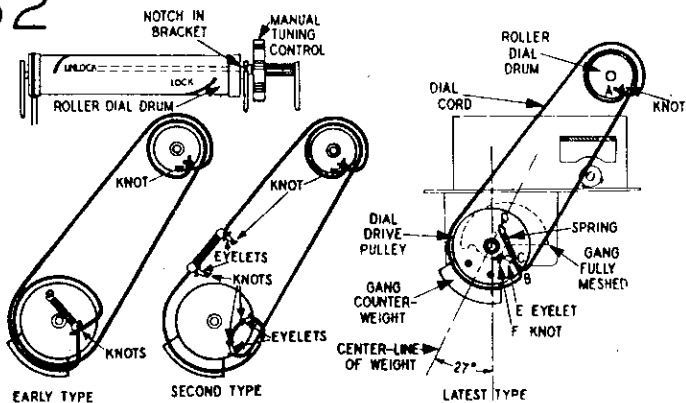


250

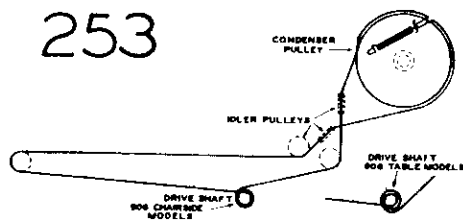




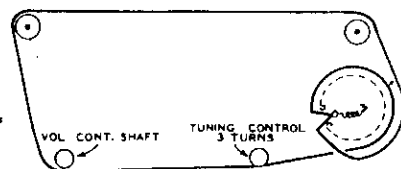
252



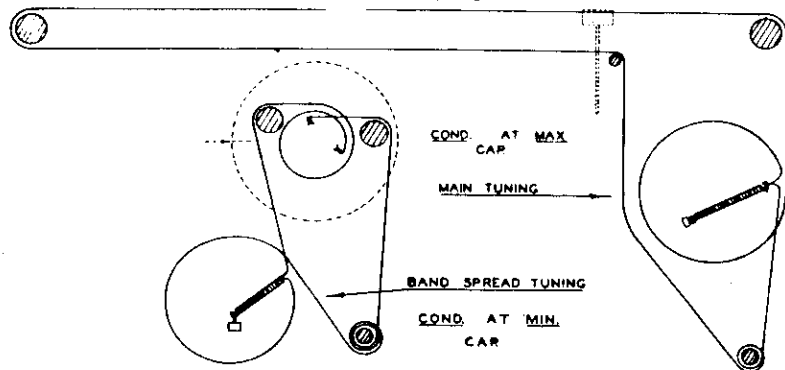
253



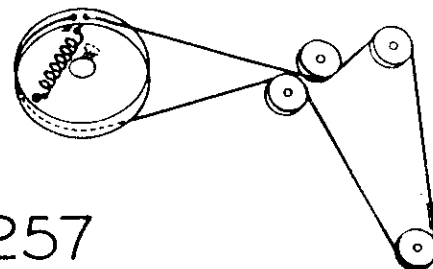
254



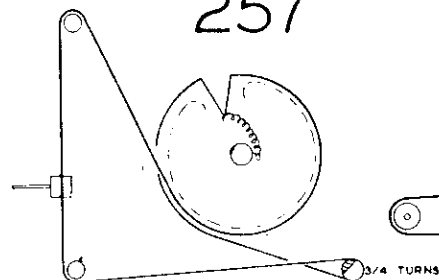
255



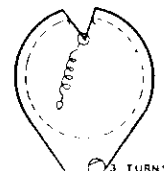
256



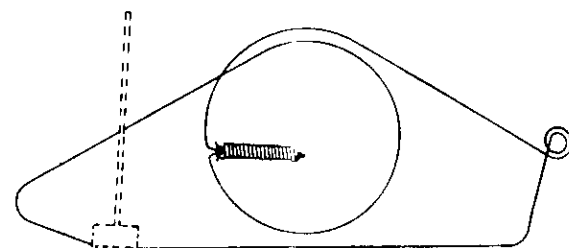
257



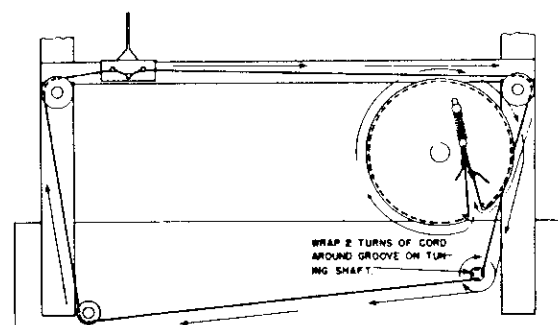
258



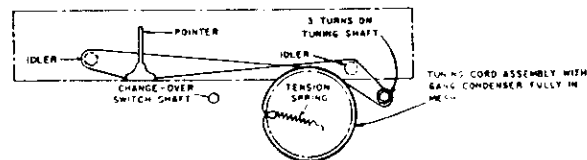
259



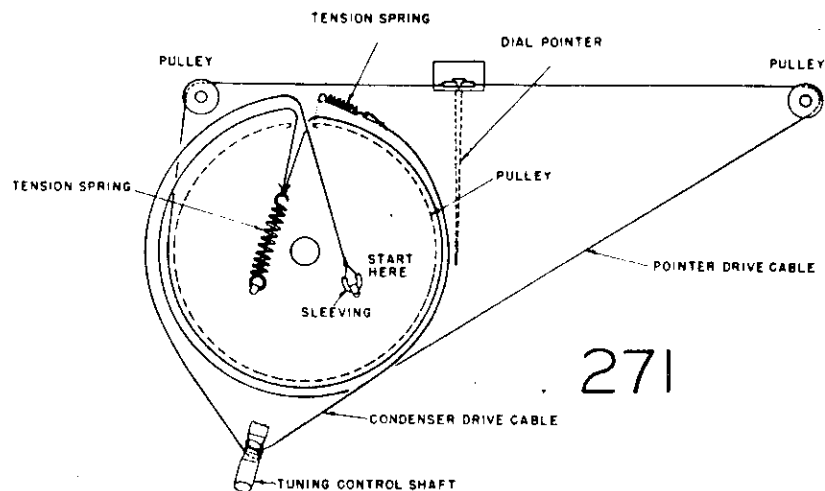
260



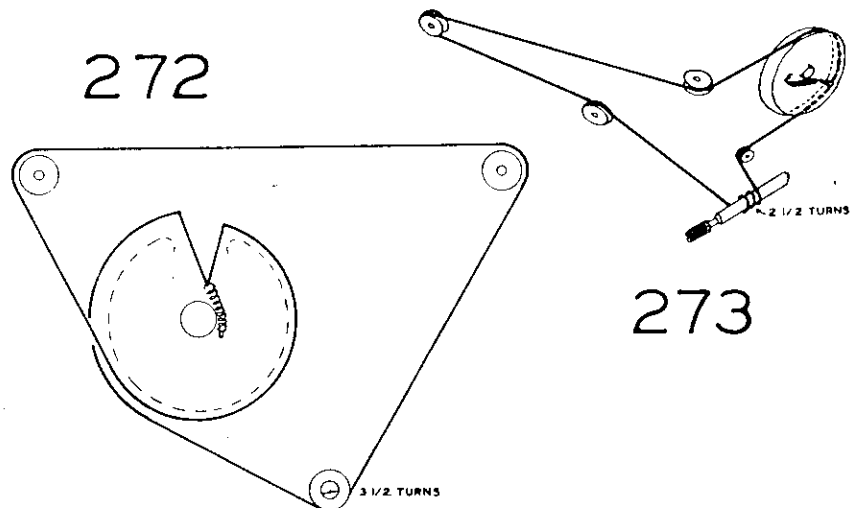
261



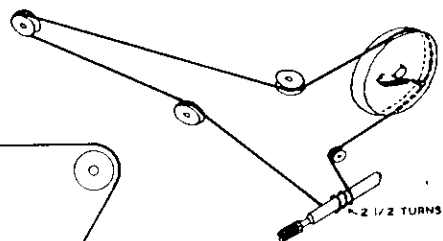




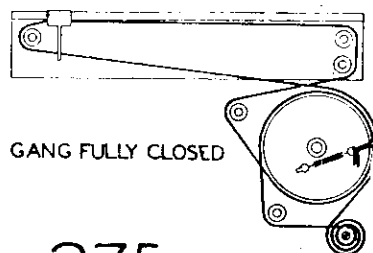
271



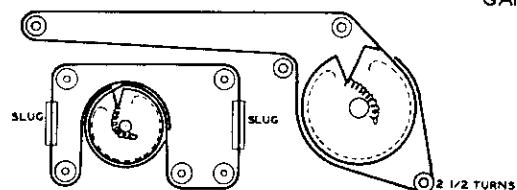
272



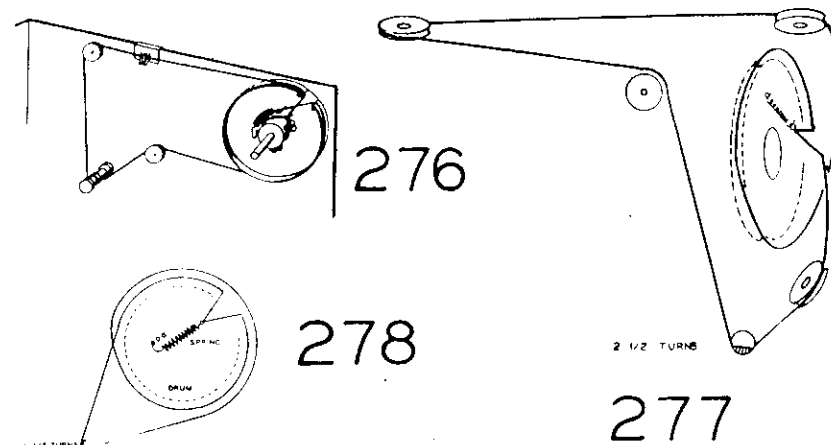
273



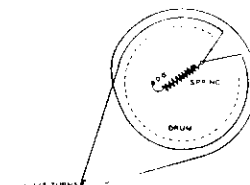
274



275



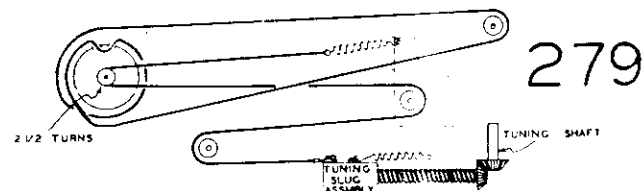
276



278

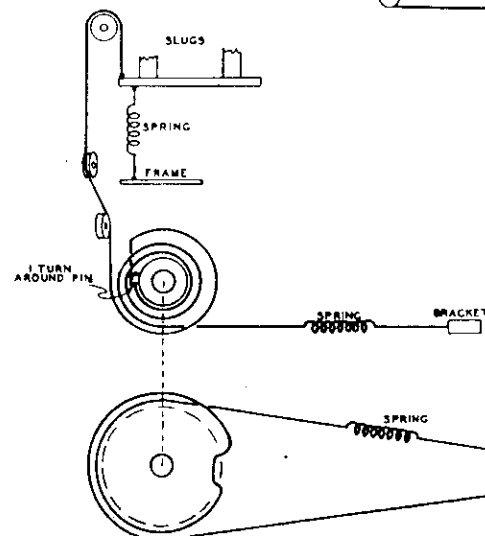
2 1/2 TURNS

277

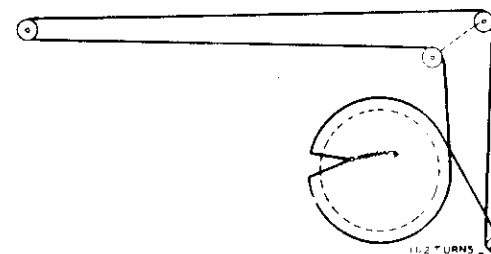


279

280

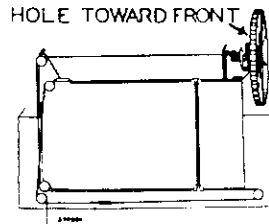


281



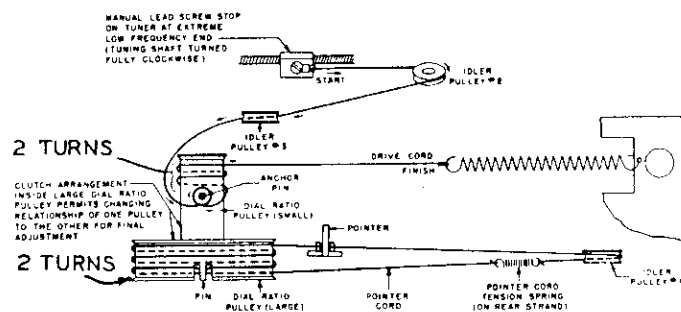
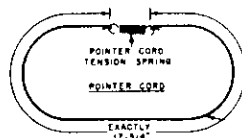
282

HOLE TOWARD FRONT

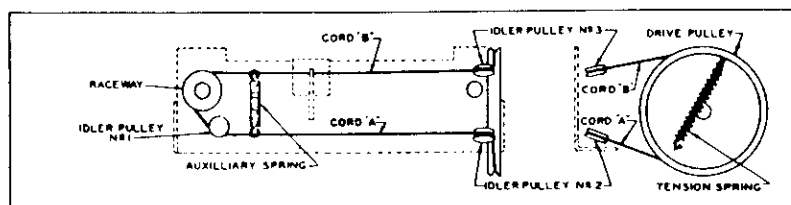
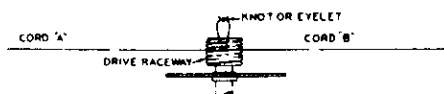




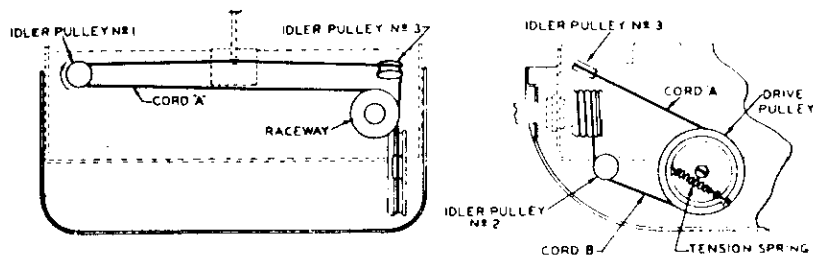
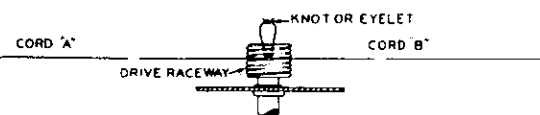
283



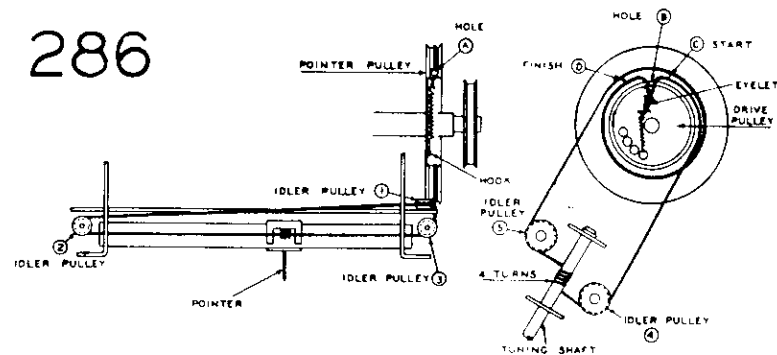
284



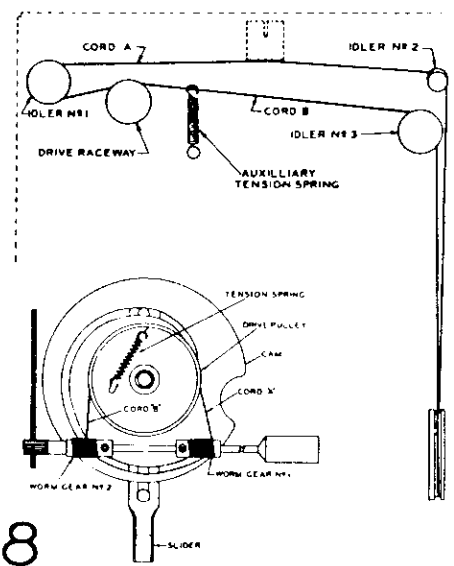
285



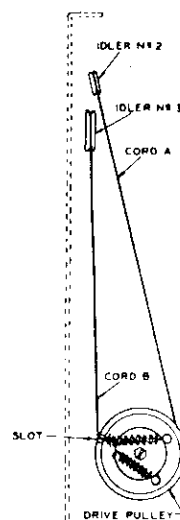
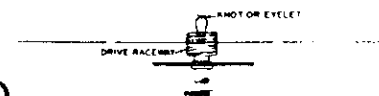
286



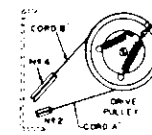
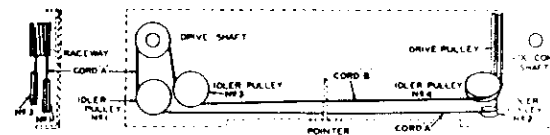
287

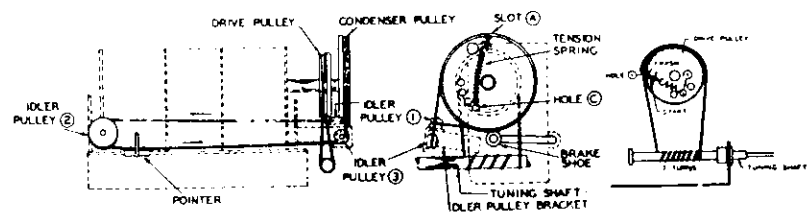


288

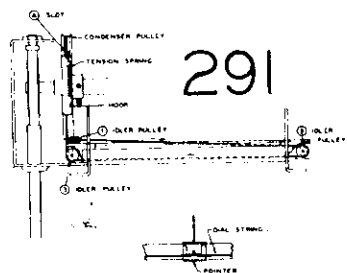


289

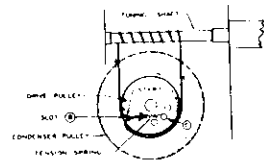




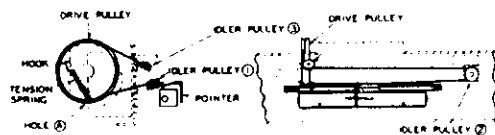
290



291



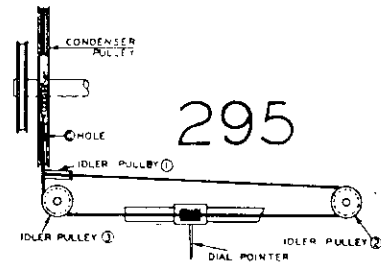
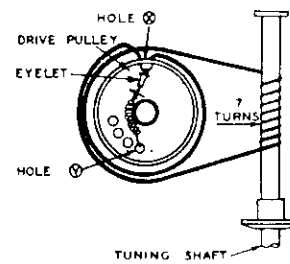
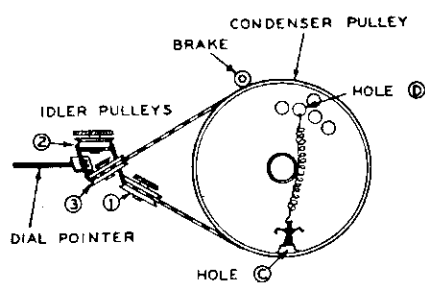
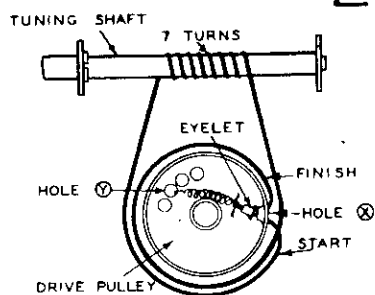
292



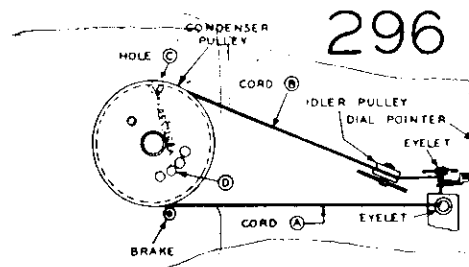
293



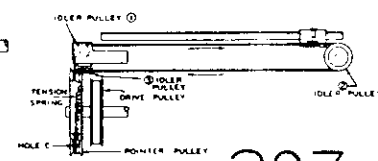
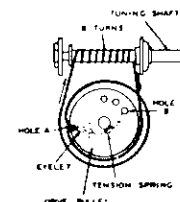
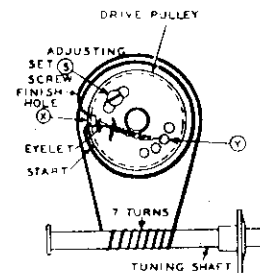
294



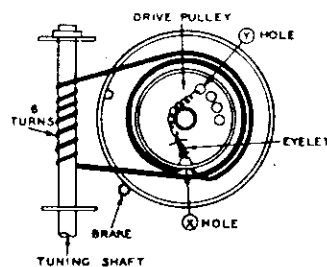
295



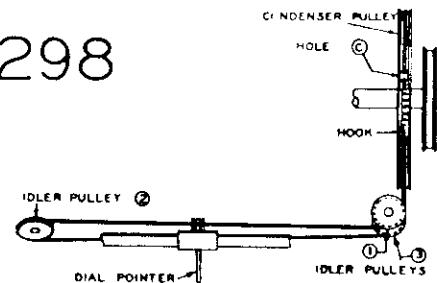
296



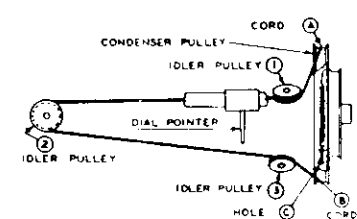
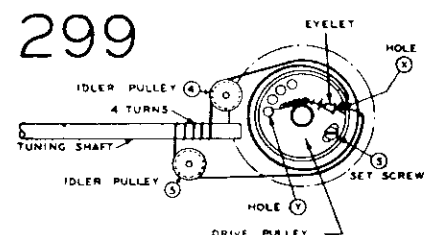
297



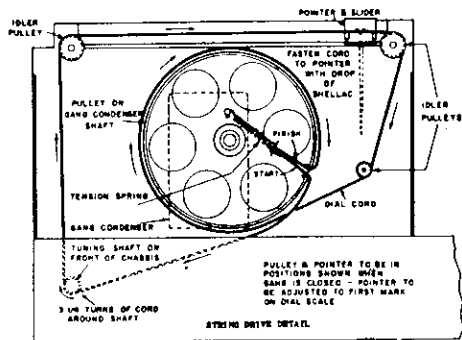
298



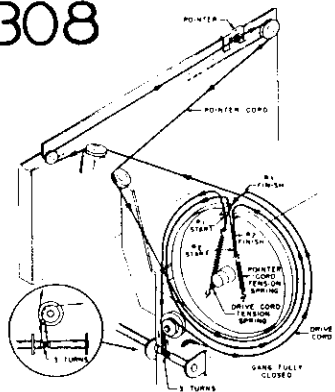
299



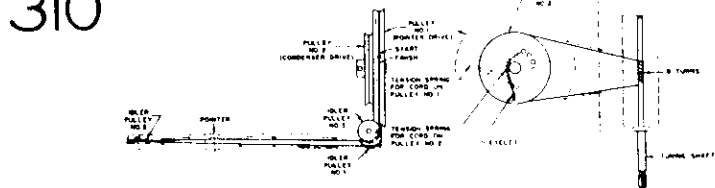




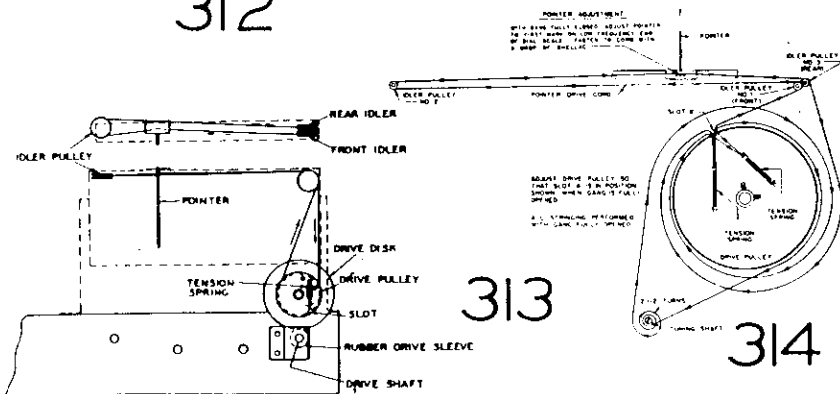
308



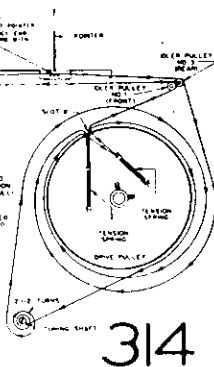
310



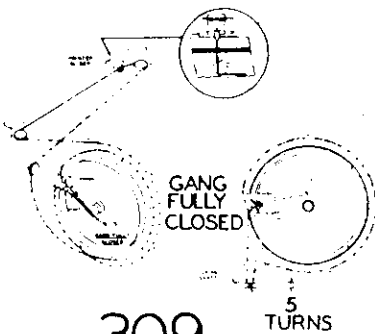
312



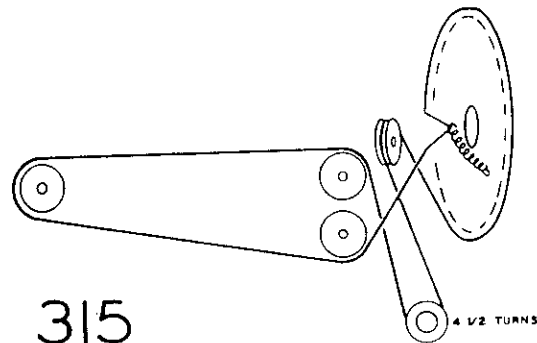
313



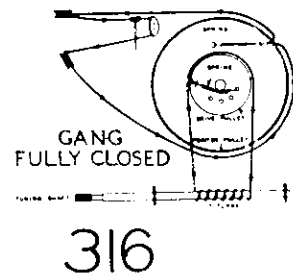
314



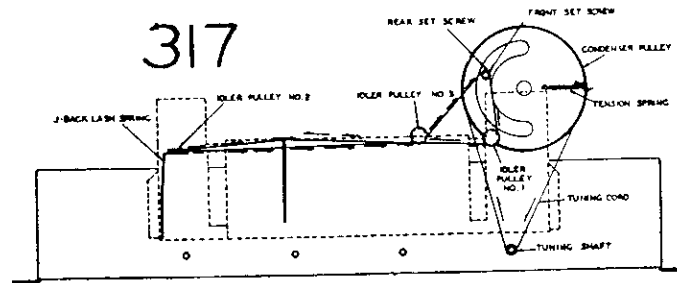
309



315

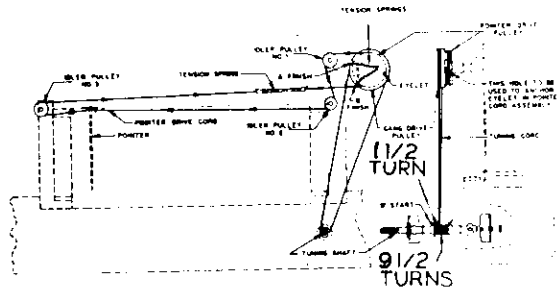


316

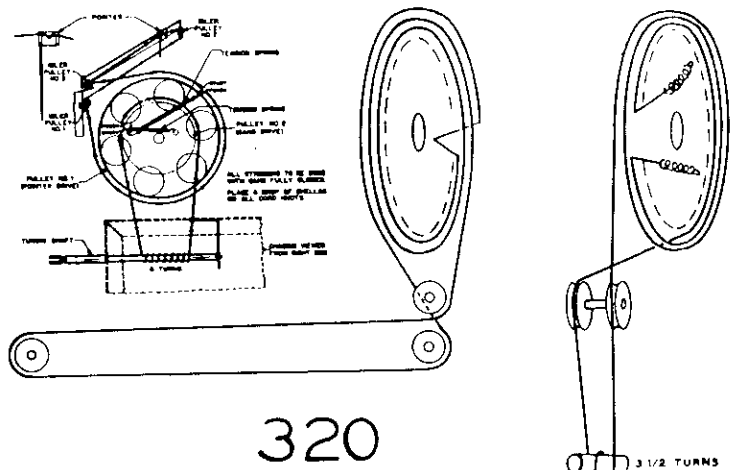


317

318

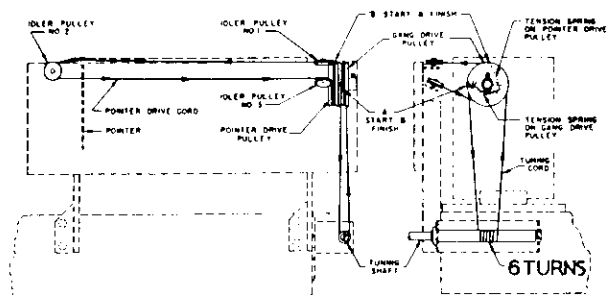


319

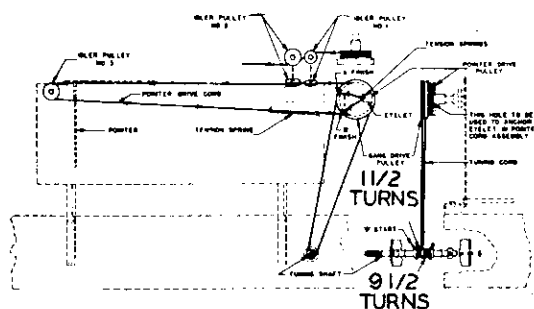


320

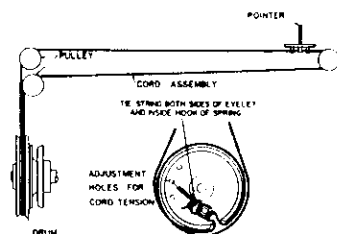
321



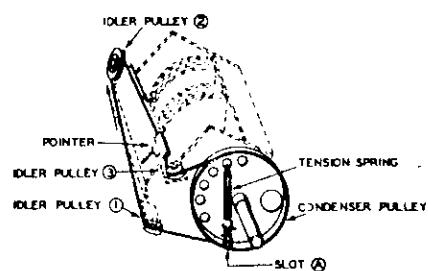
322



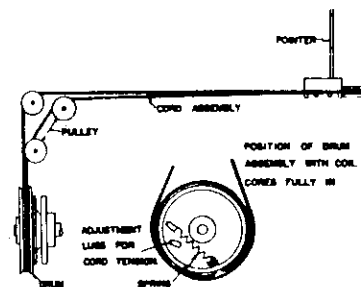
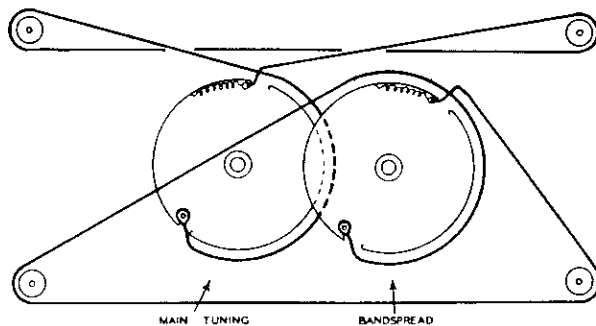
323



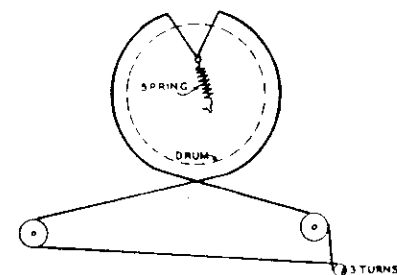
325



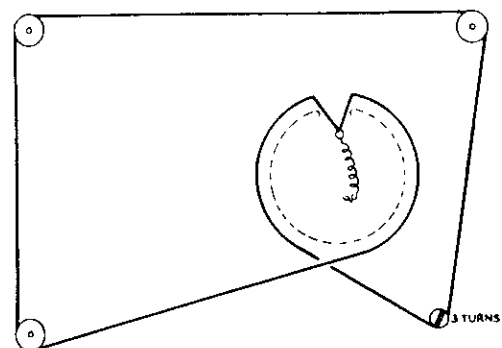
326



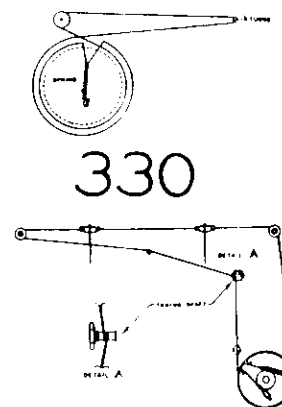
327



328

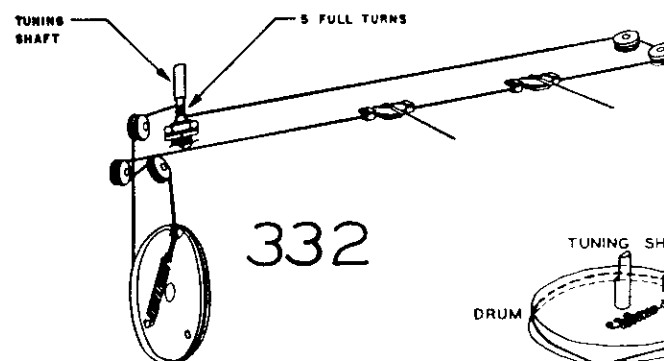


329



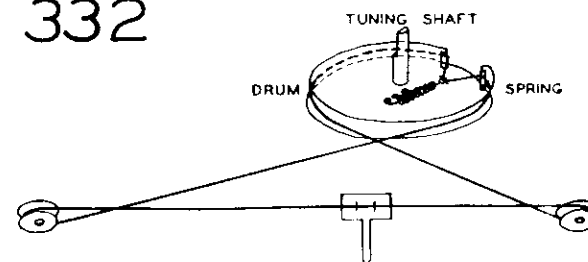
330

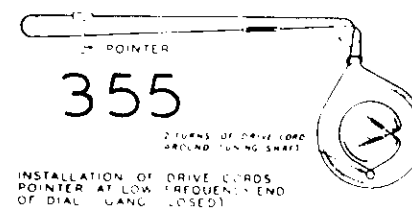
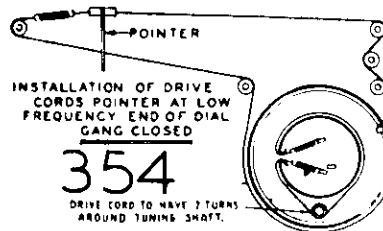
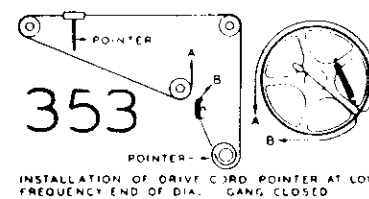
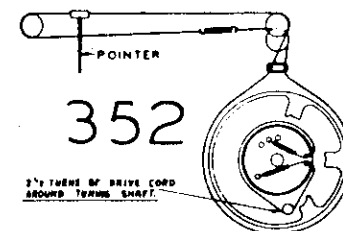
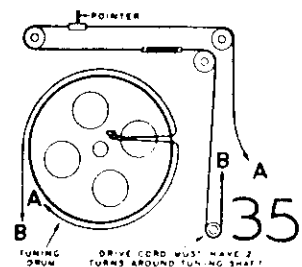
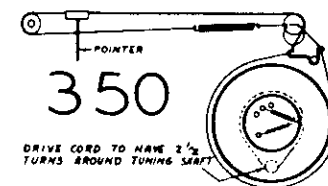
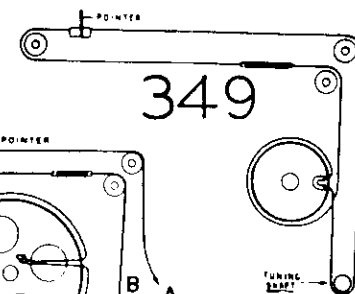
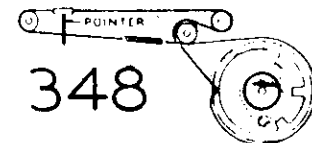
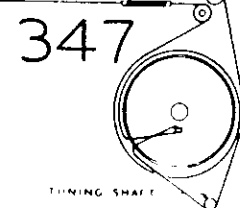
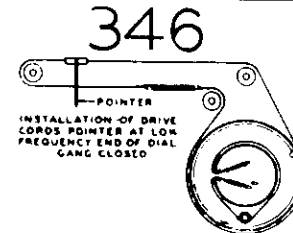
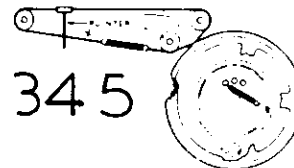
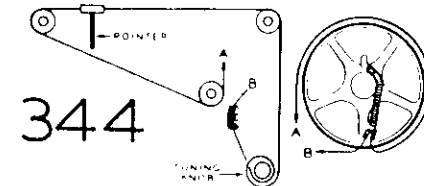
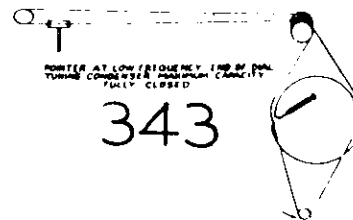
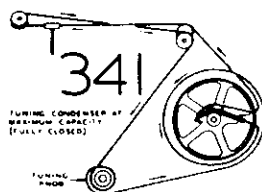
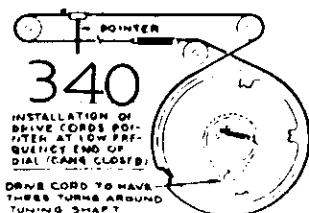
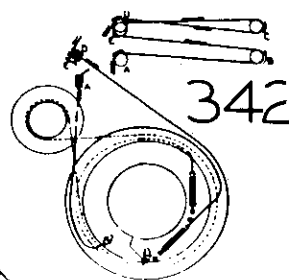
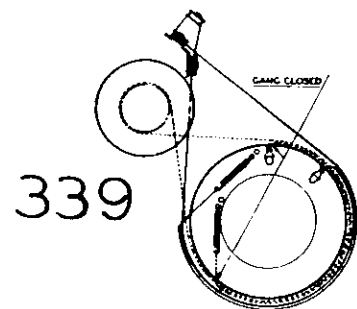
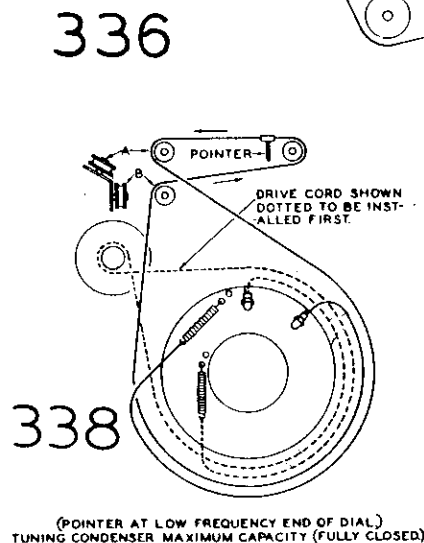
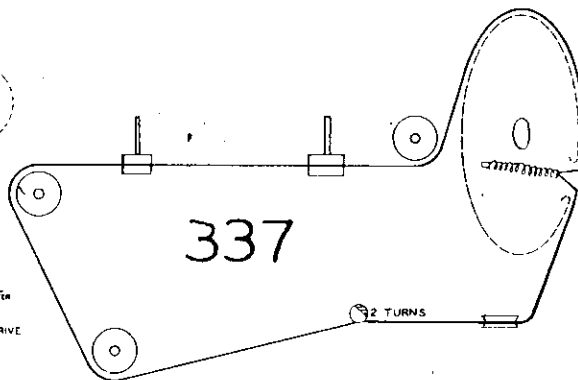
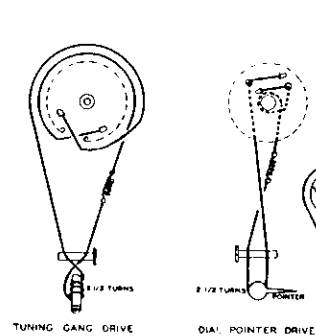
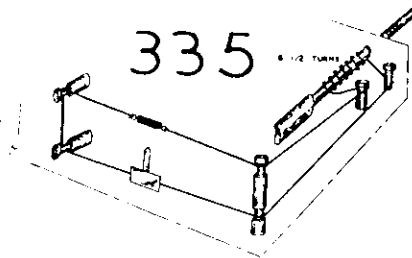
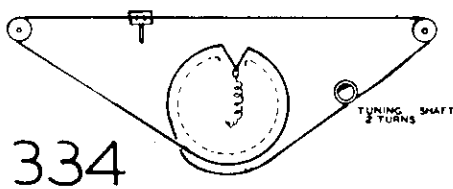
331

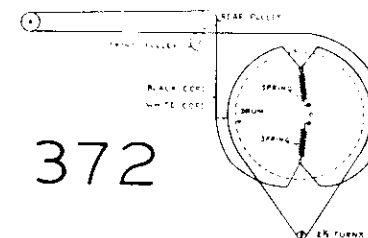
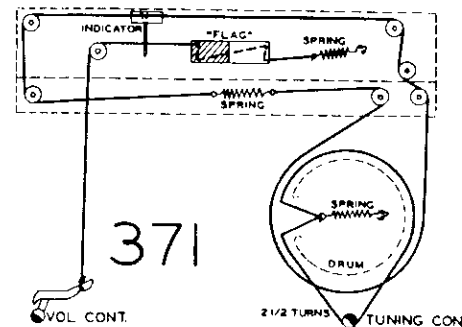
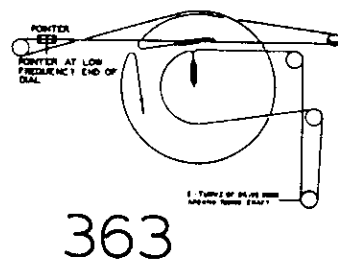
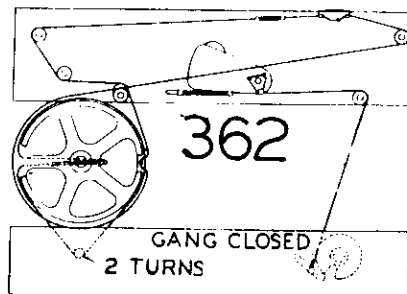
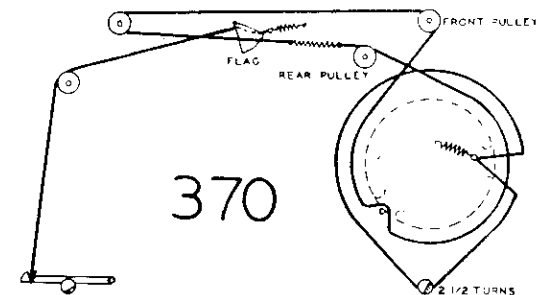
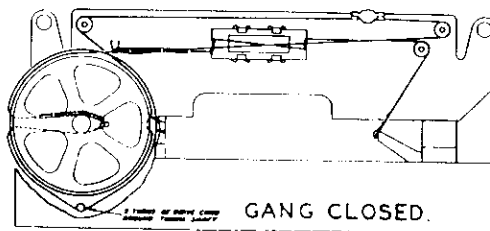
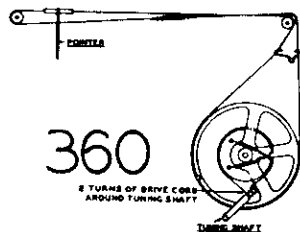
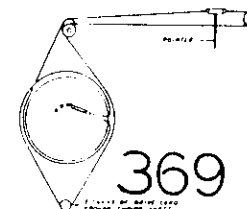
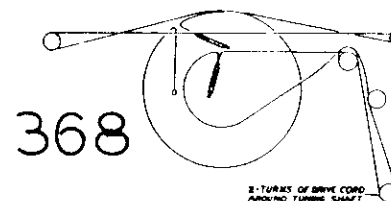
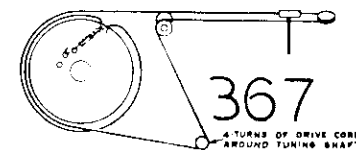
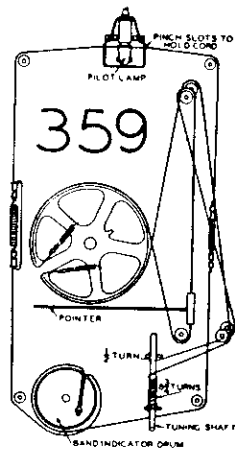
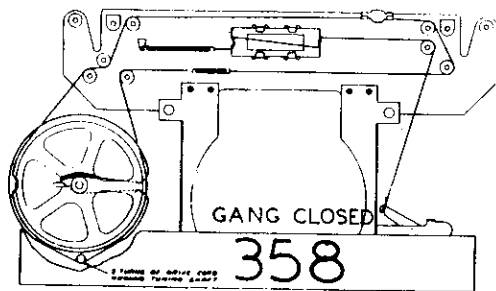
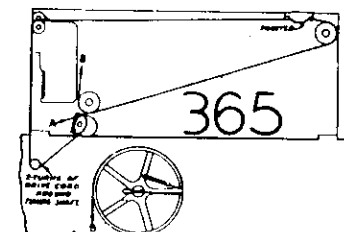
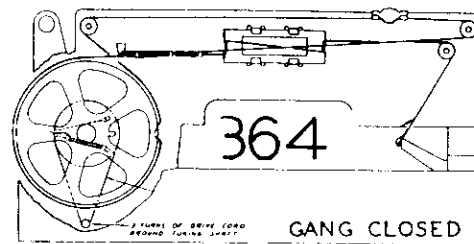
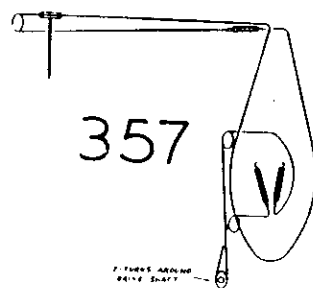
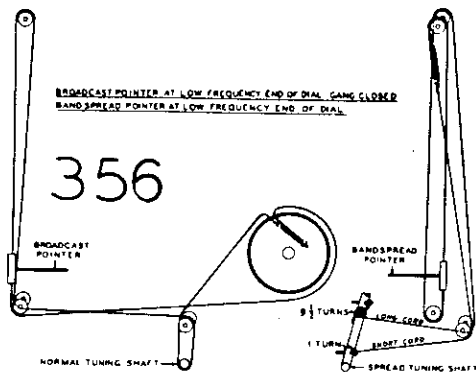


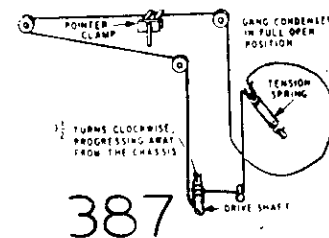
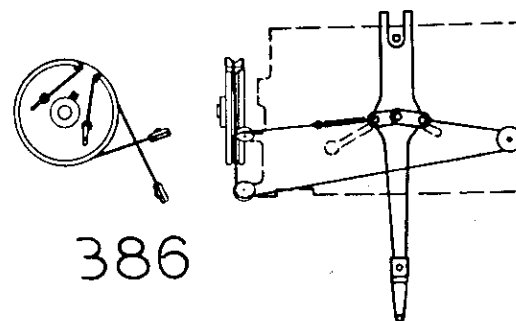
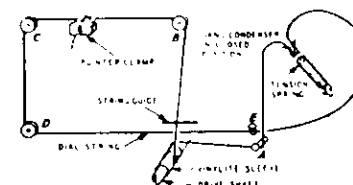
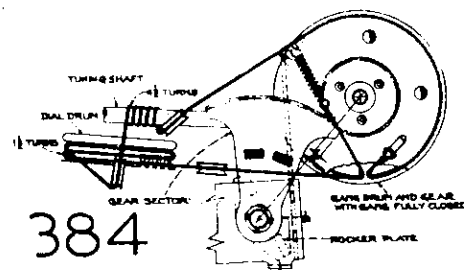
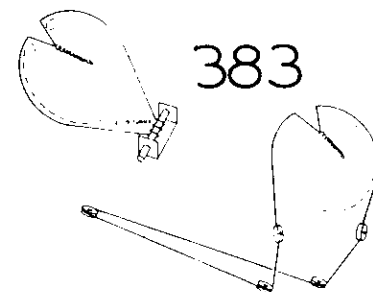
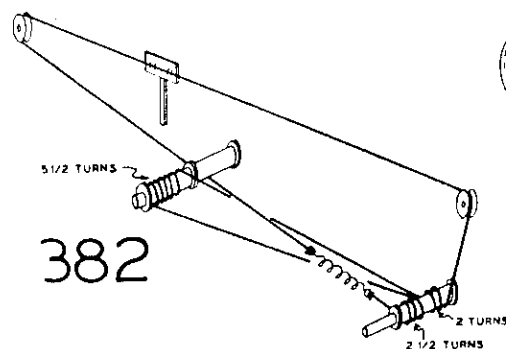
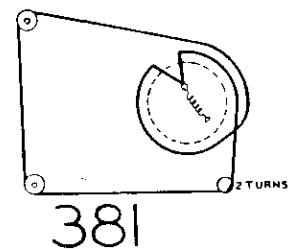
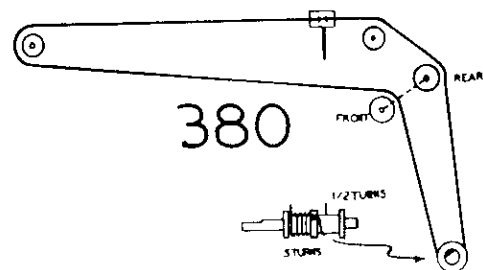
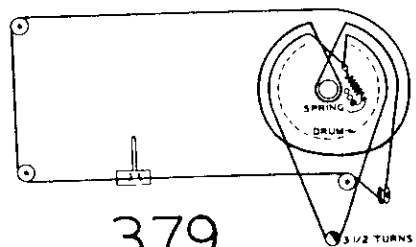
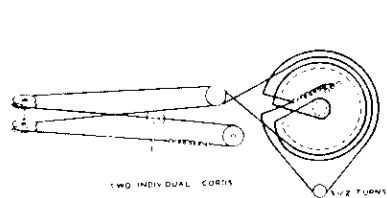
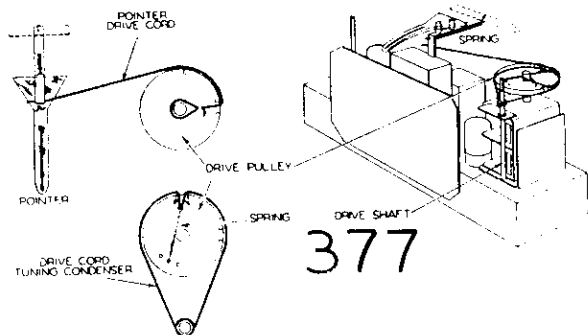
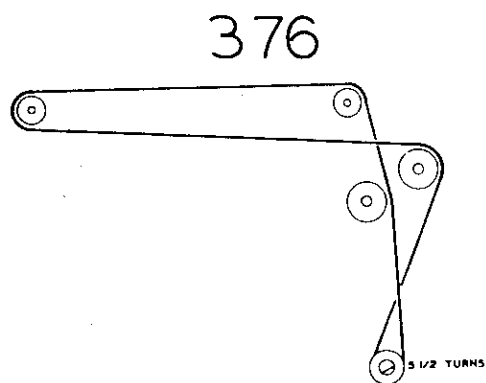
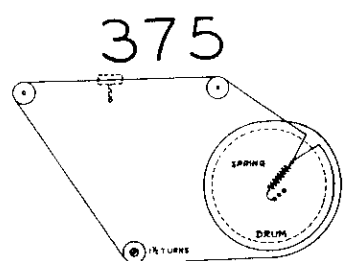
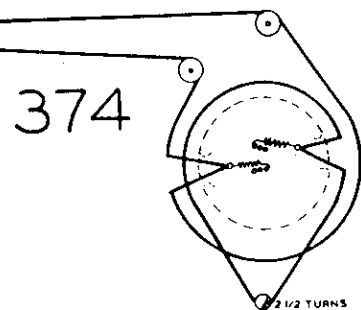
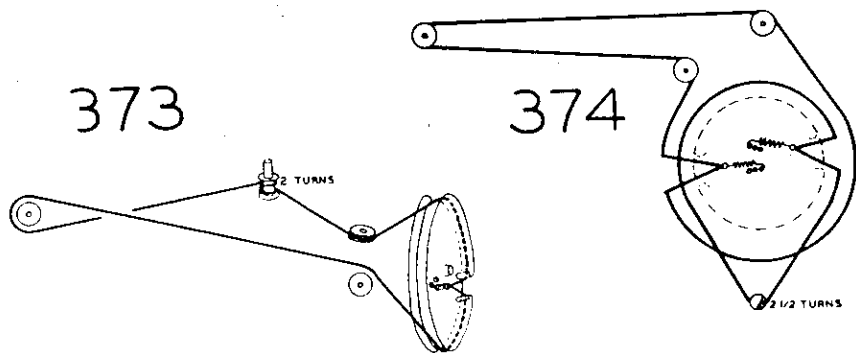
332

333



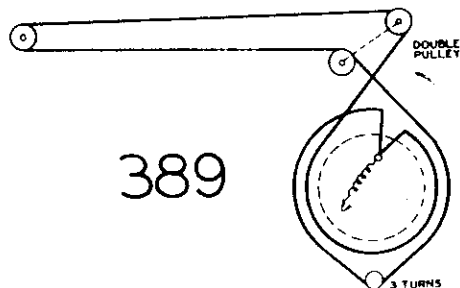
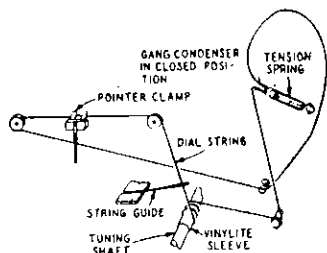




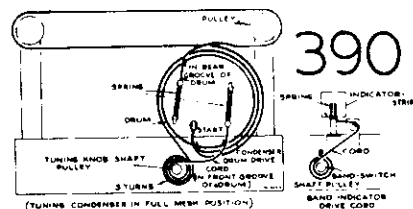




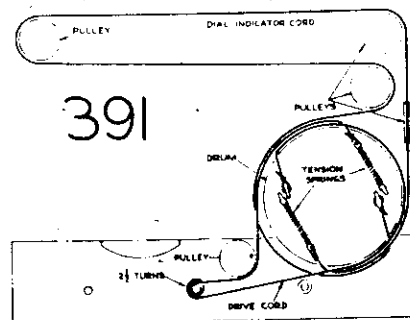
388



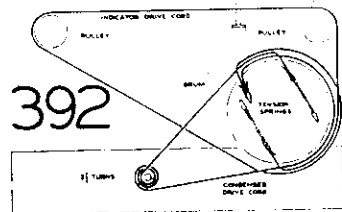
389



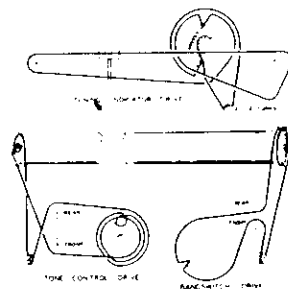
390



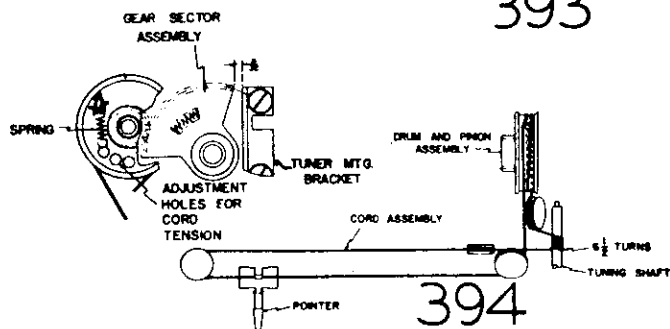
391



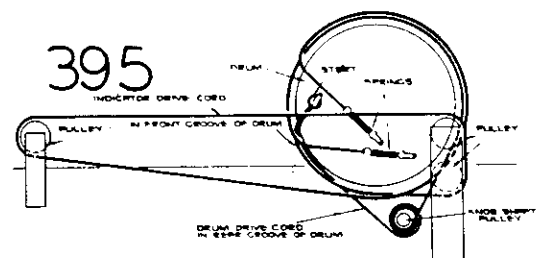
392



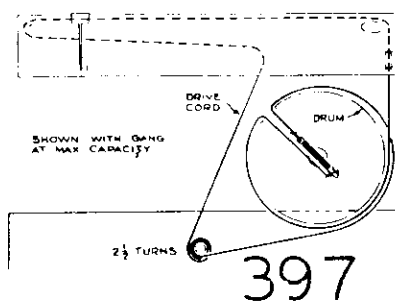
393



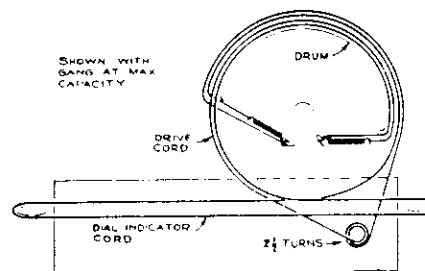
394



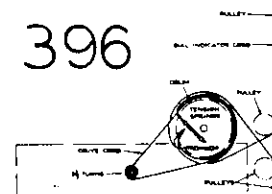
395



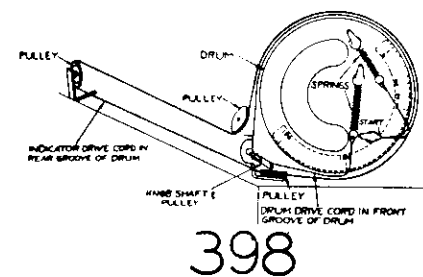
397



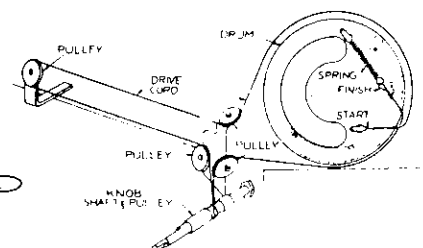
399



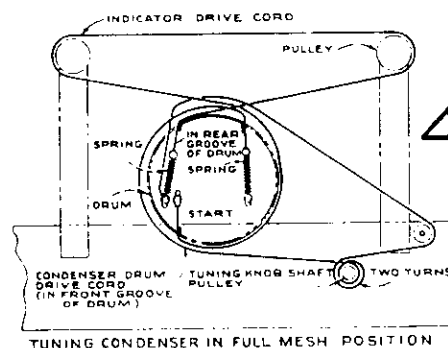
396



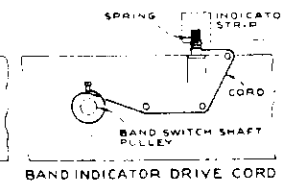
398

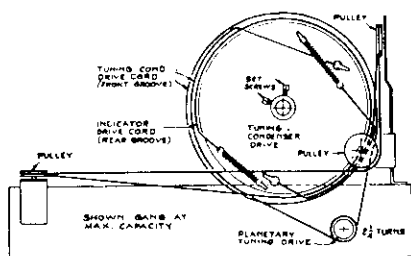


400

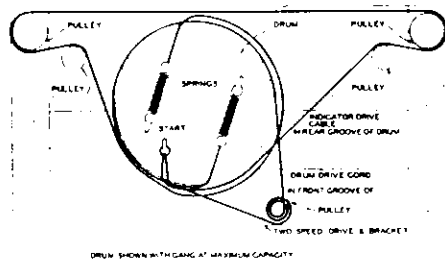


401

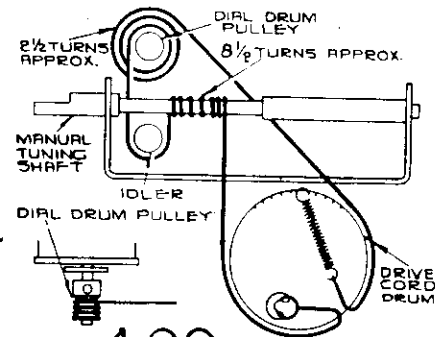
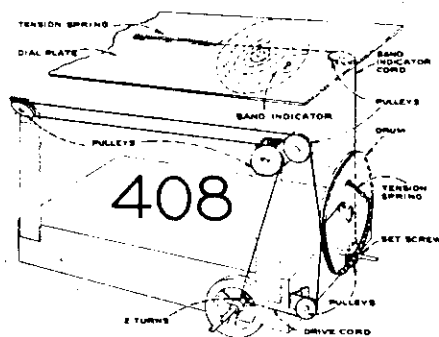




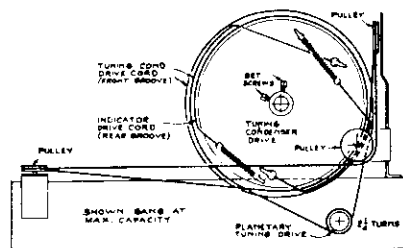
402



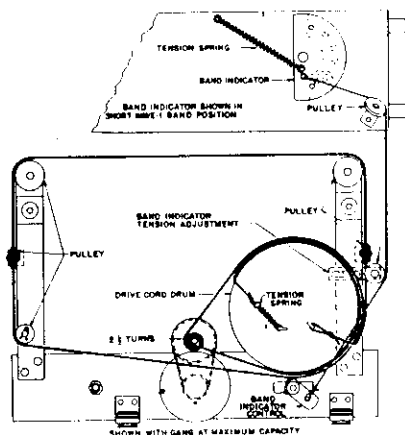
403



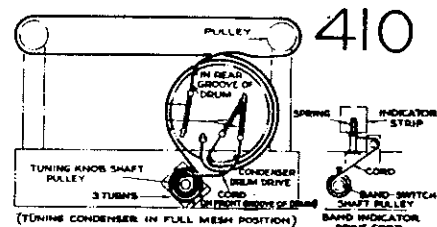
409



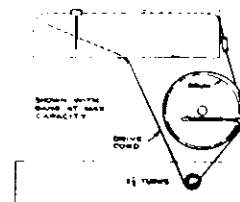
404



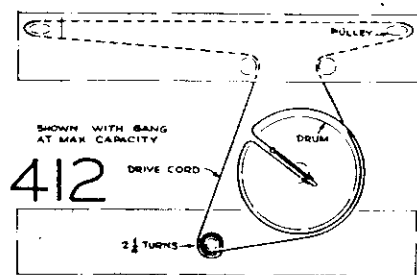
405



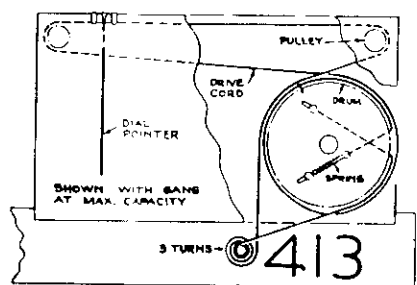
410



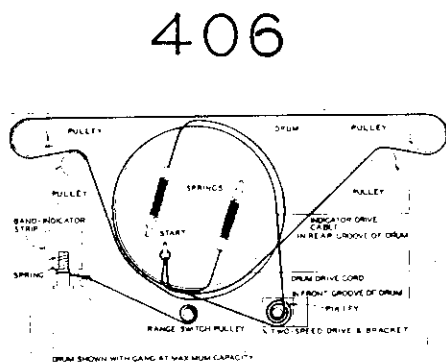
411



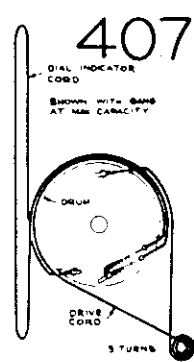
412



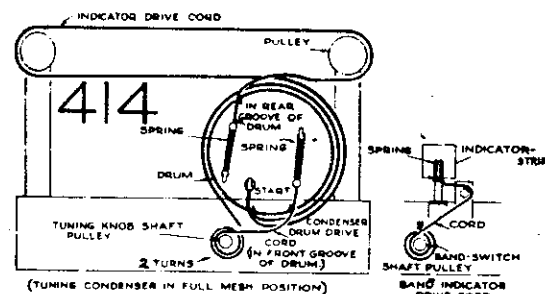
413



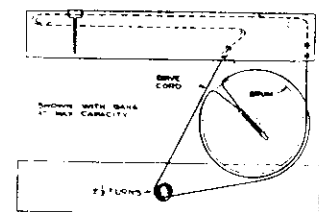
406



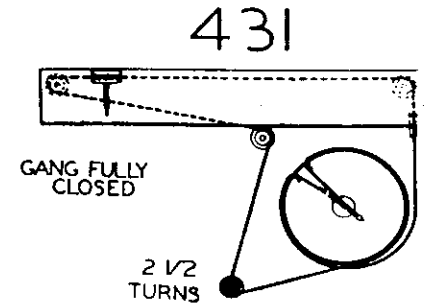
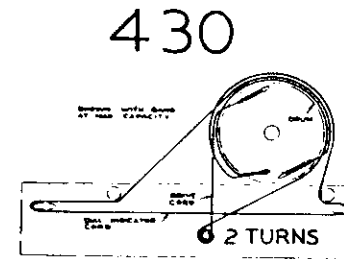
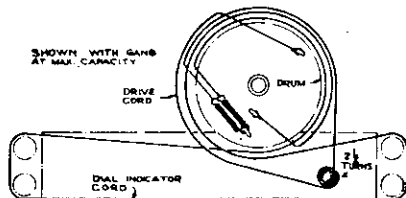
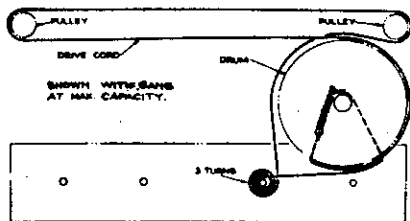
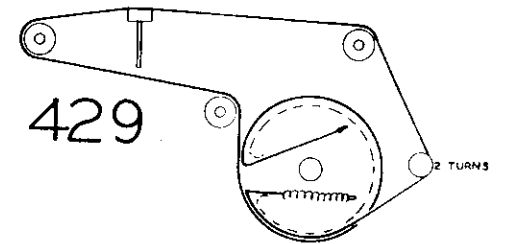
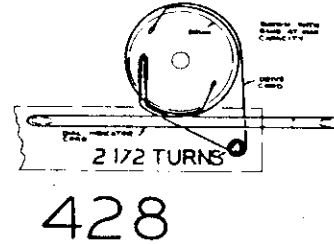
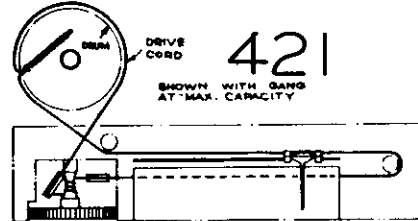
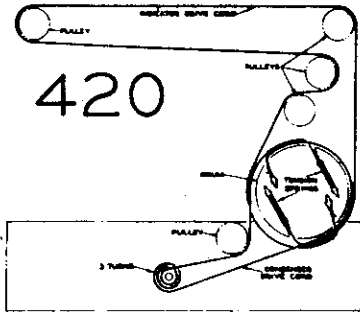
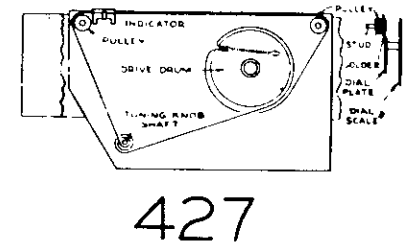
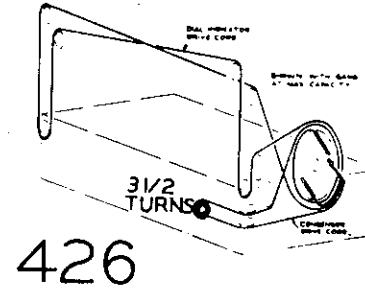
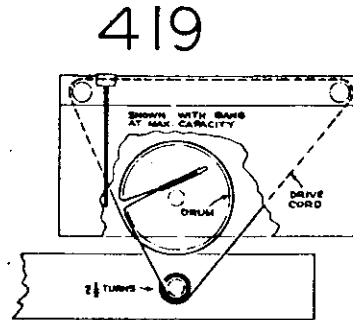
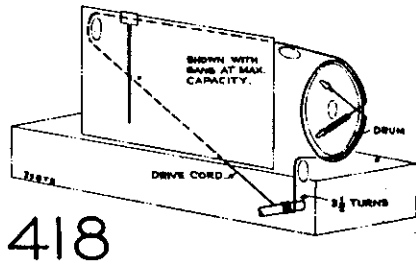
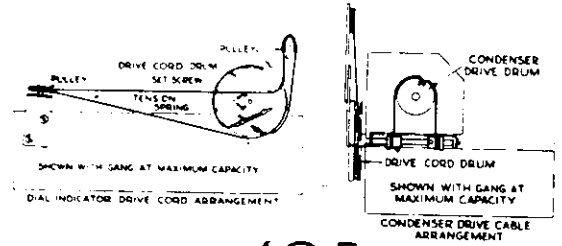
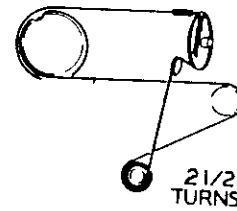
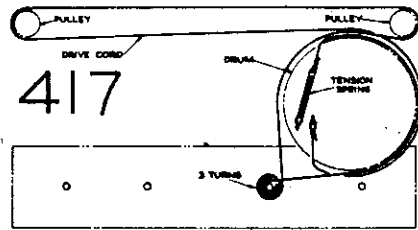
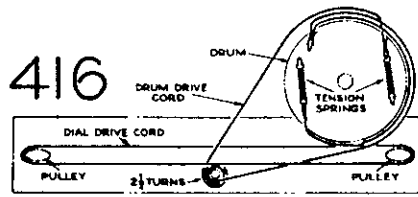
407

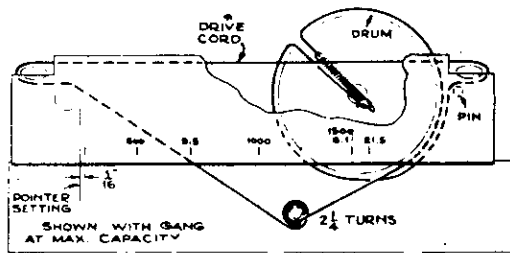


414

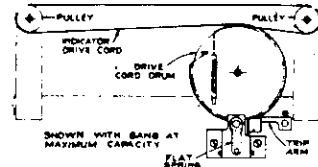
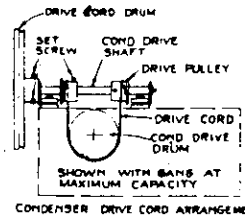


415

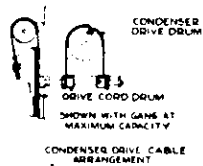




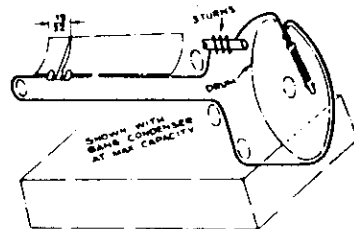
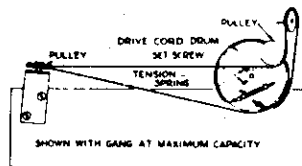
432



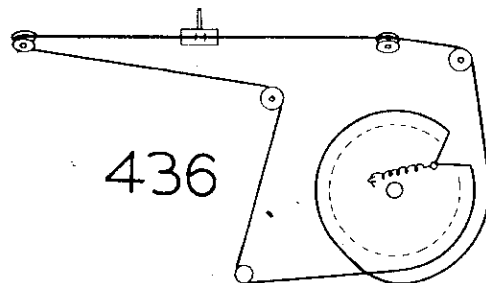
434



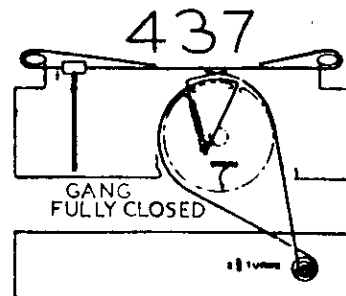
433



435

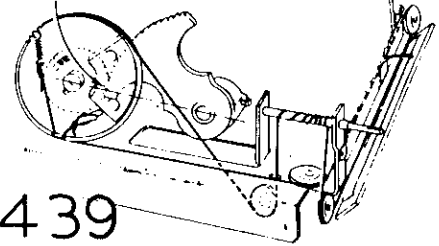


436

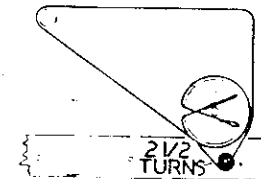


437

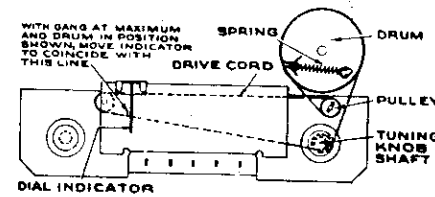
TURN FREE GEAR CLOCKWISE ONE TOOTH TO OBTAIN SCISSOR ACTION BEFORE MESHING GEAR SECTOR



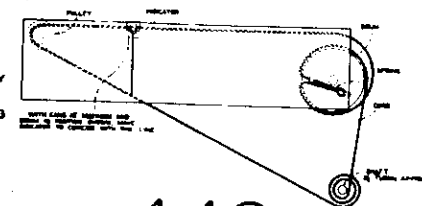
439



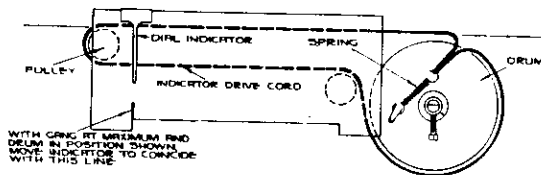
440



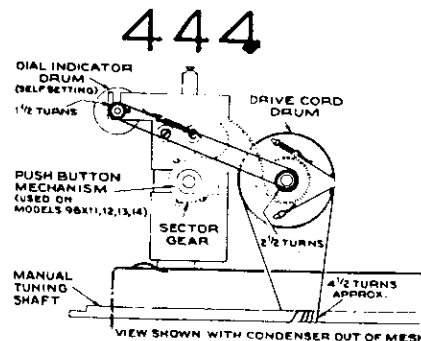
441



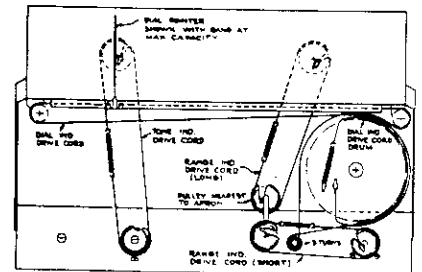
442



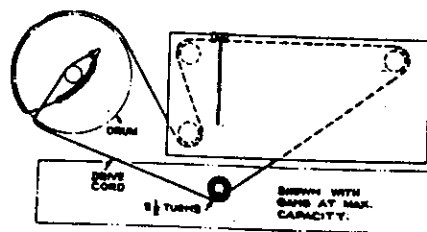
443



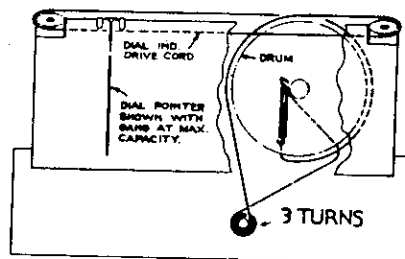
444



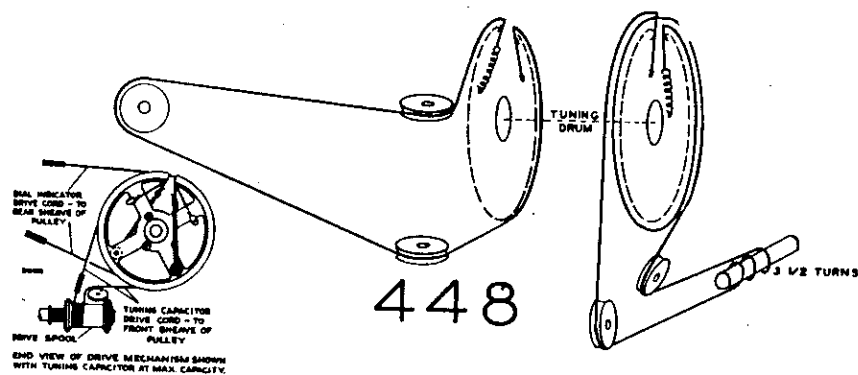
445



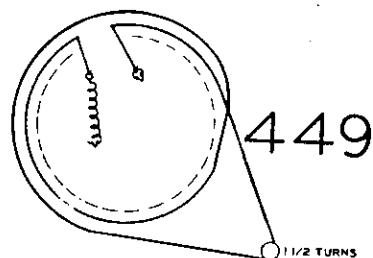
446



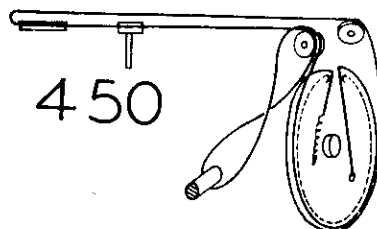
447



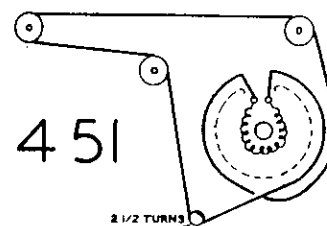
448



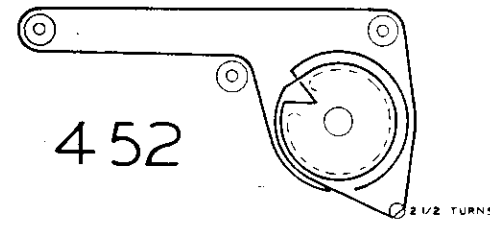
449



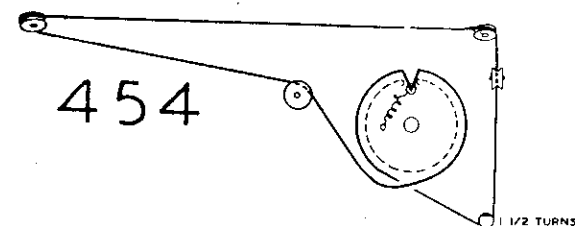
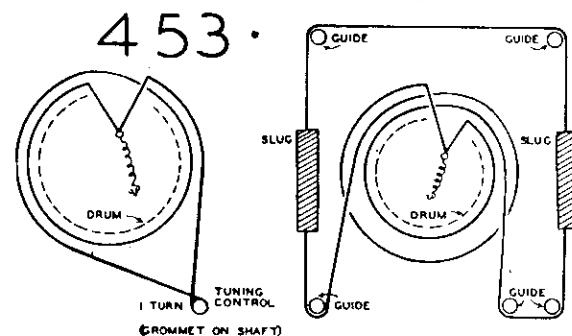
450



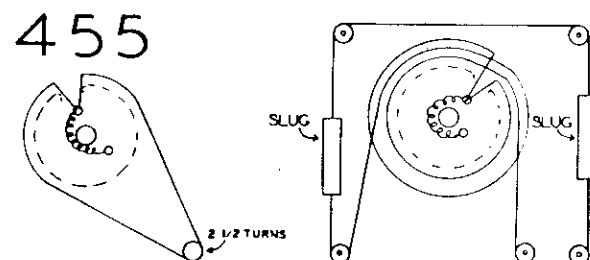
451



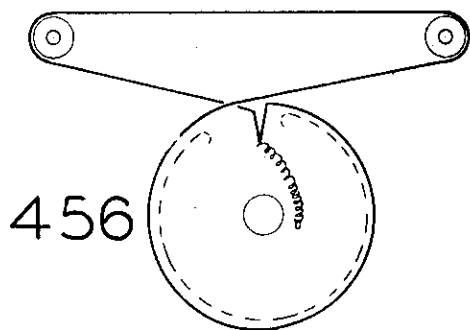
452



454

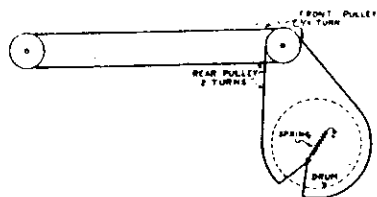


455

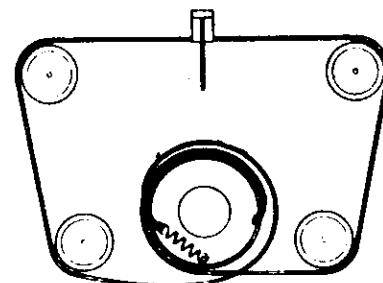


456

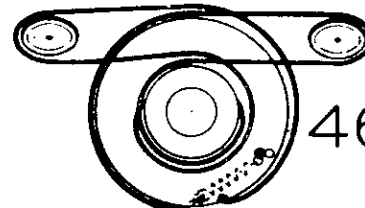
NOTE: Dial cord material is bronze wire - .033 diameter.



457

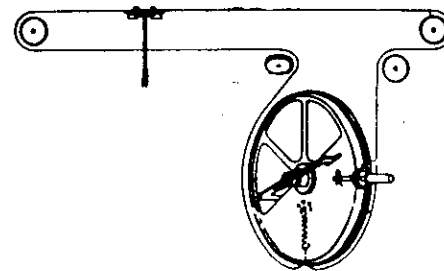


POINTER DRIVE HOOKUP



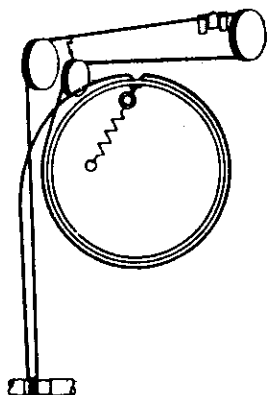
463

CONDENSER DRIVE HOOKUP

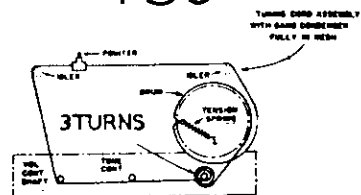


464

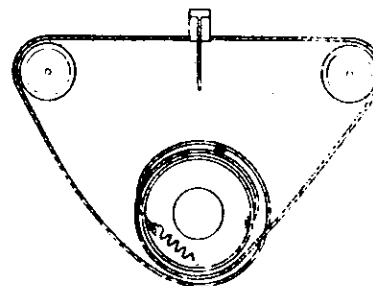
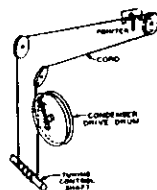
458



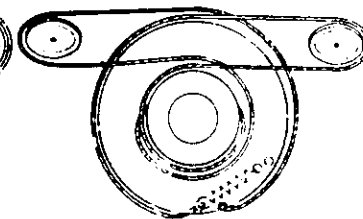
459



460



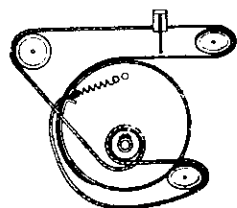
POINTER DRIVE HOOKUP



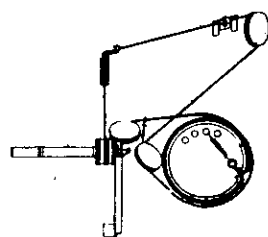
CONDENSER DRIVE HOOKUP

465

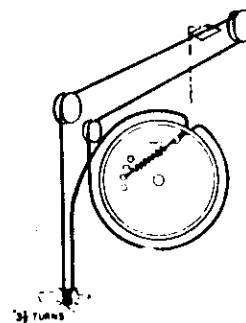
461



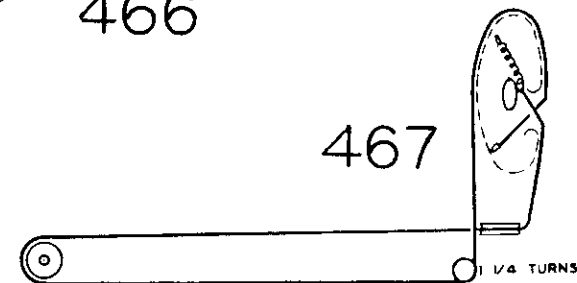
462



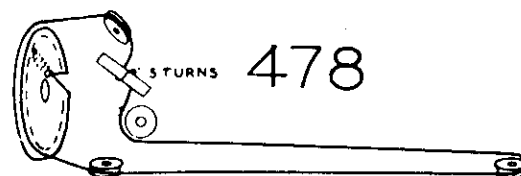
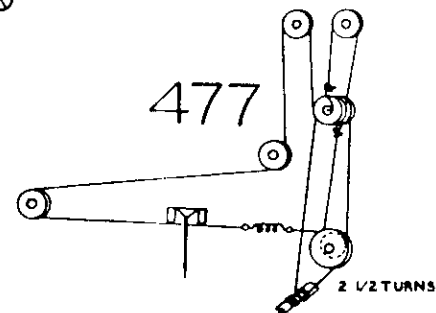
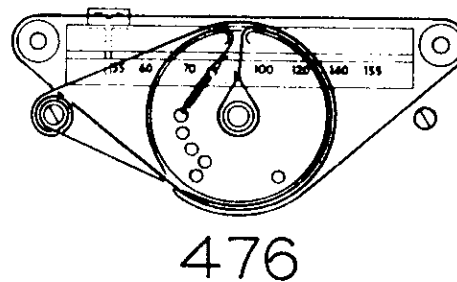
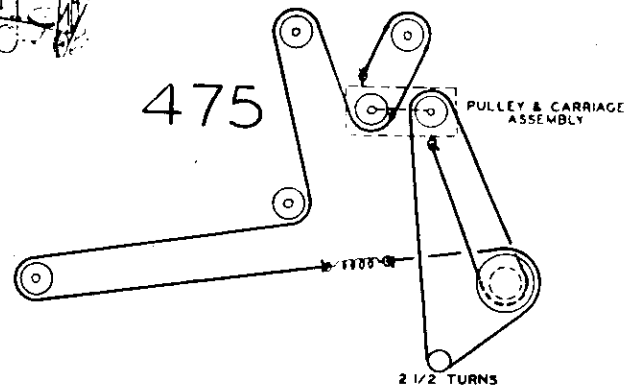
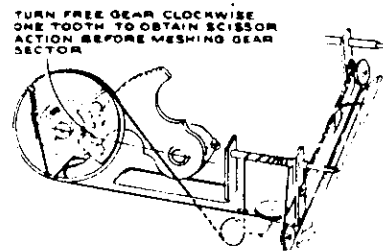
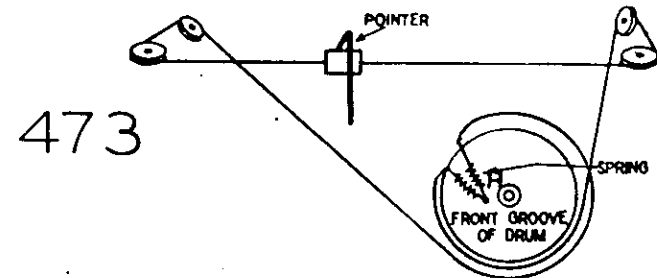
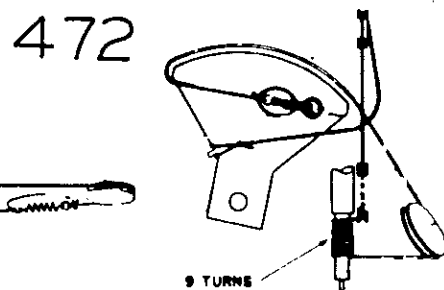
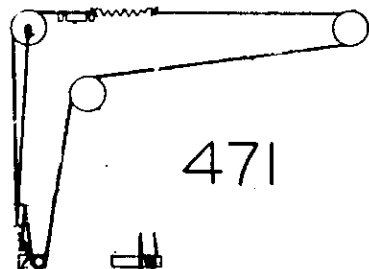
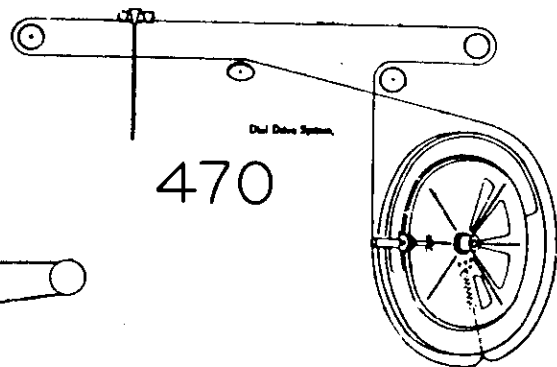
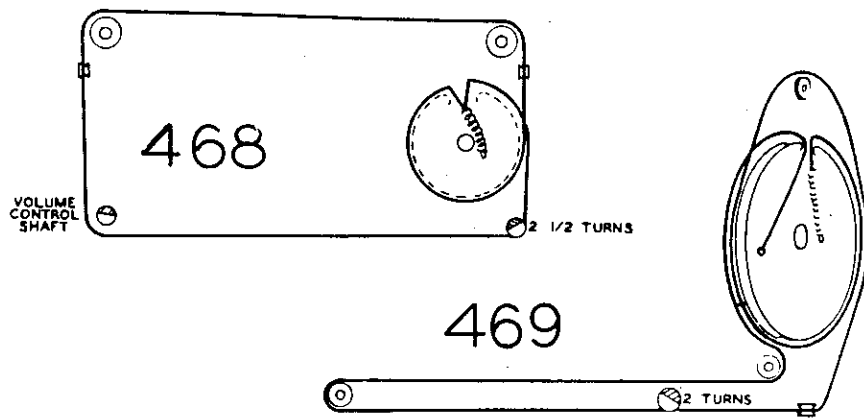
466

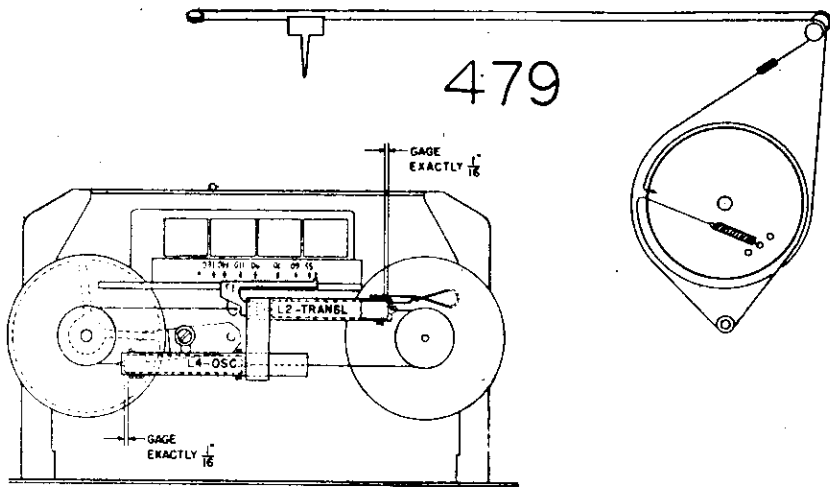


467

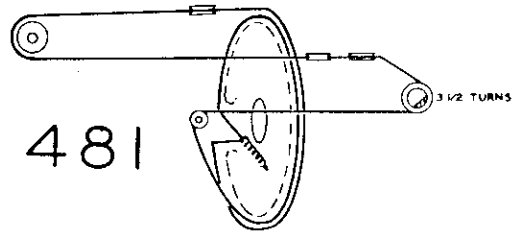


1/4 TURNS

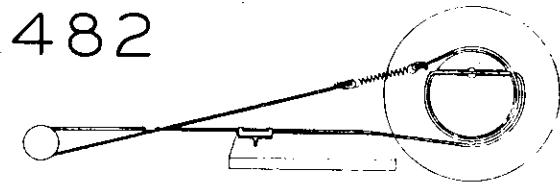




480

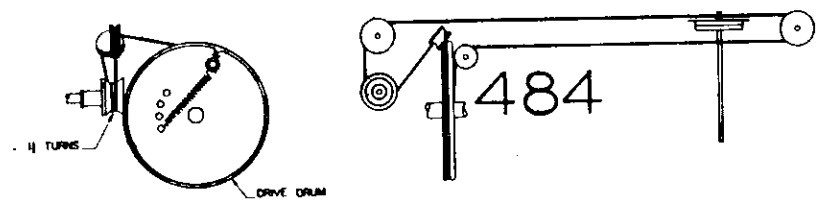
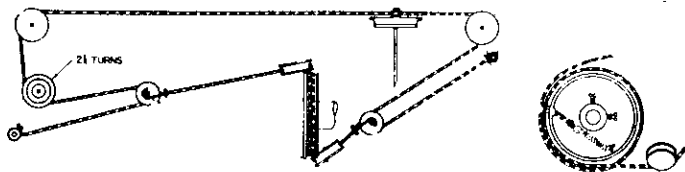


481

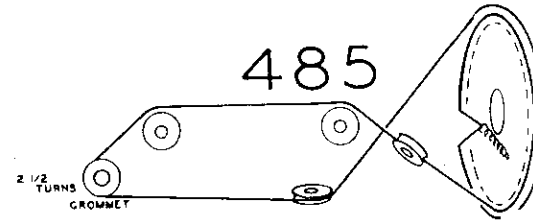


482

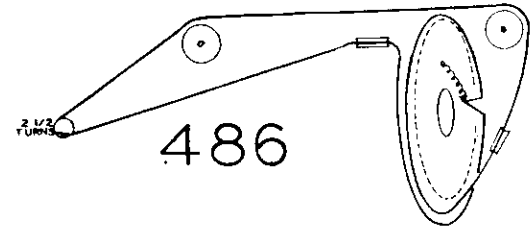
483



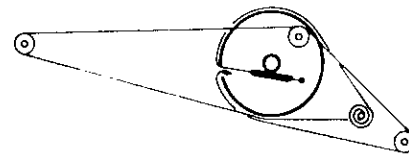
484



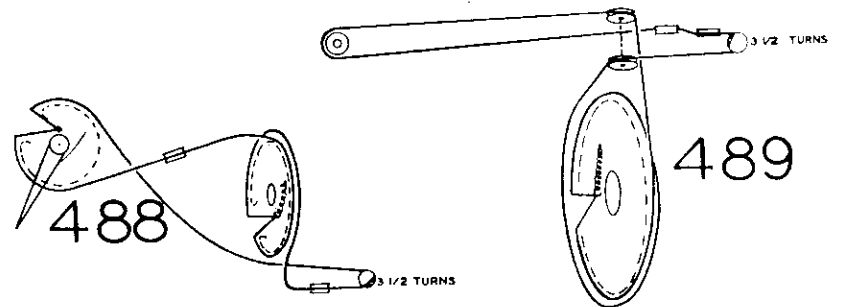
485



486



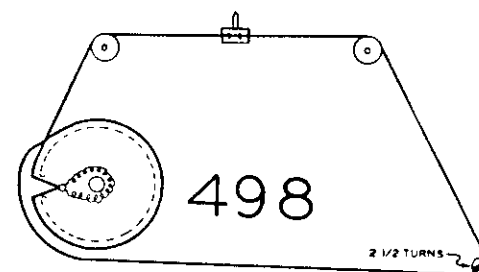
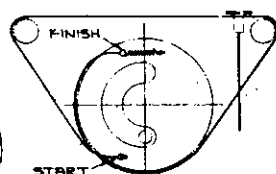
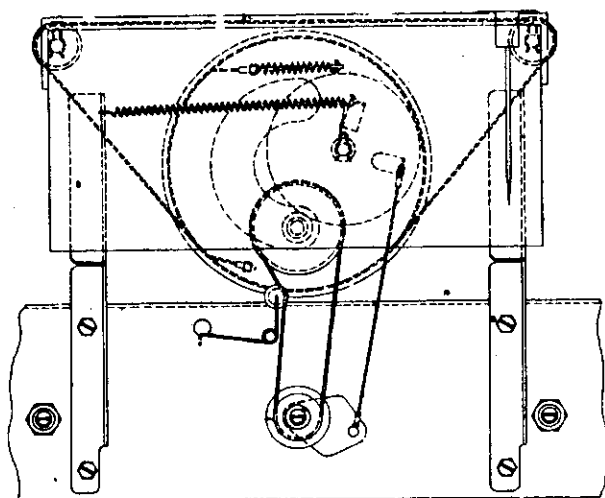
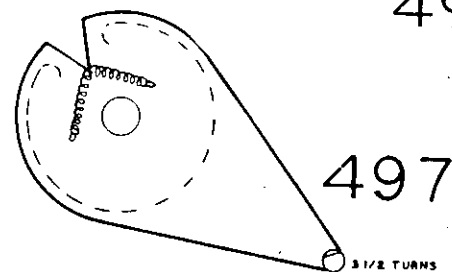
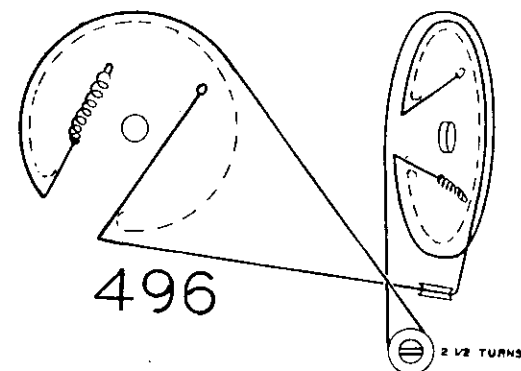
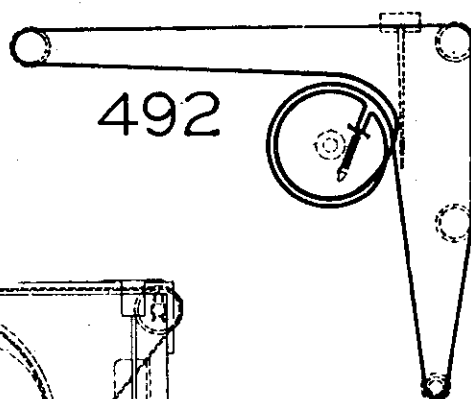
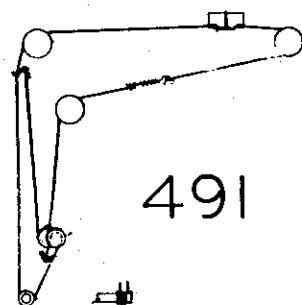
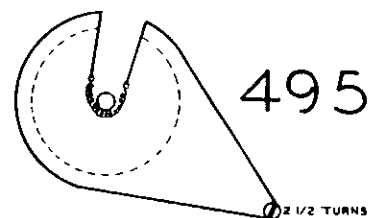
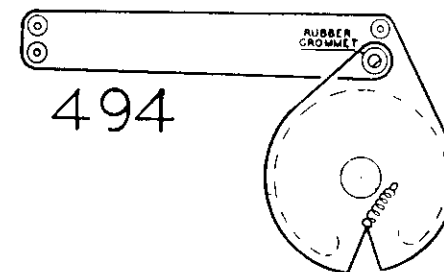
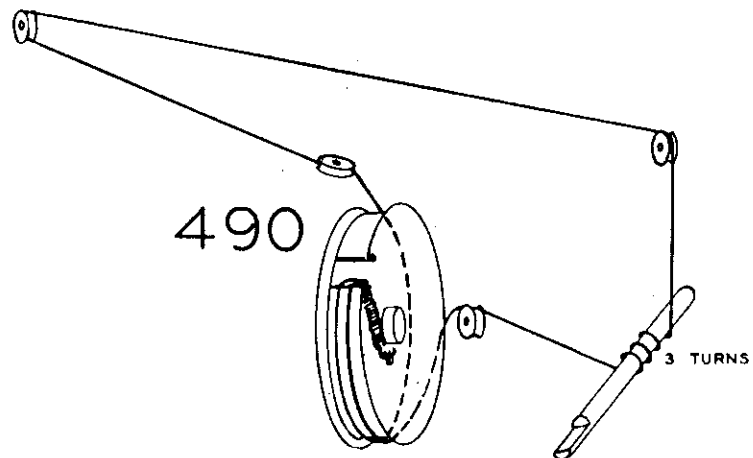
487

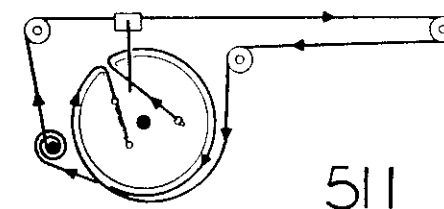
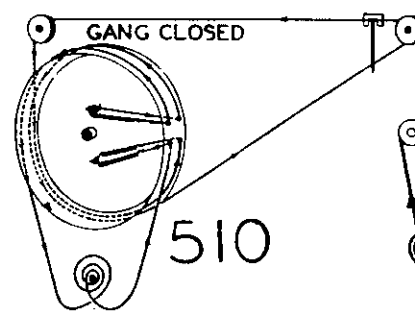
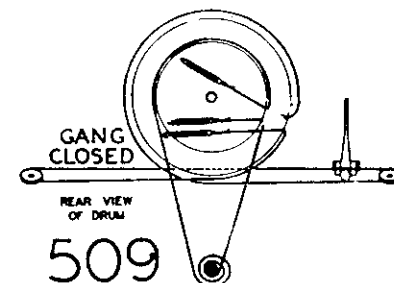
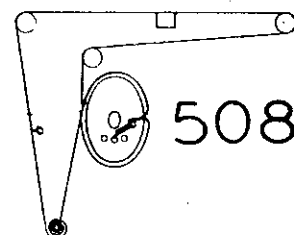
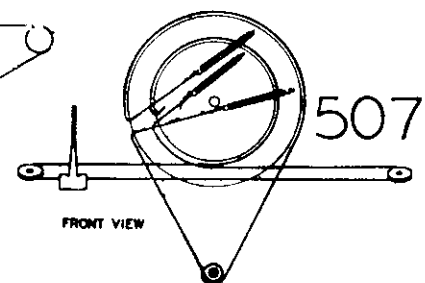
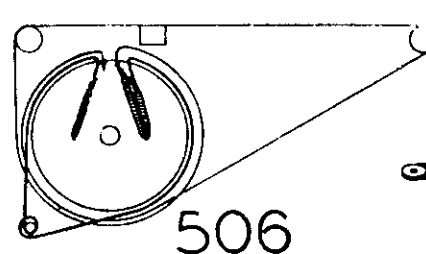
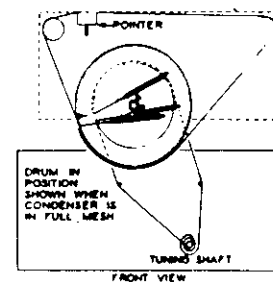
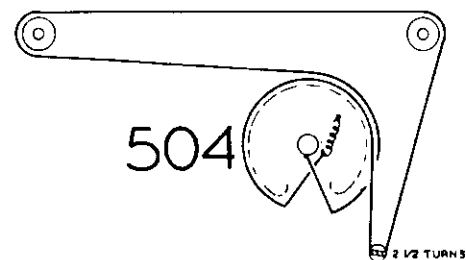
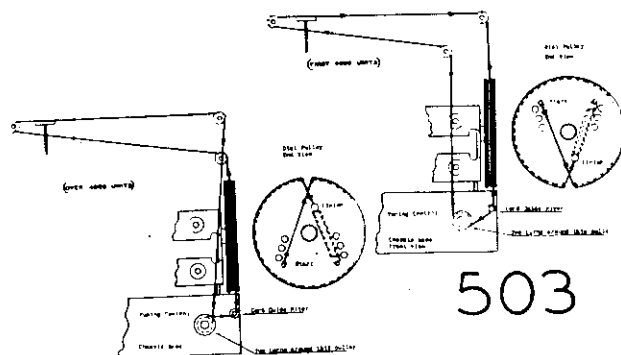
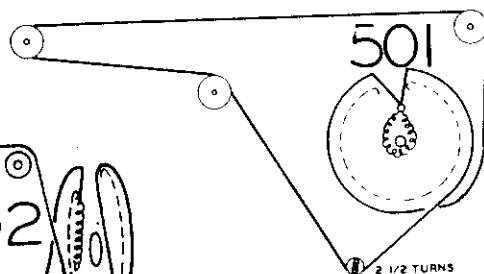
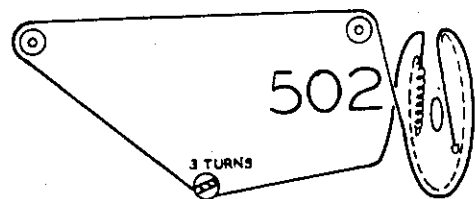
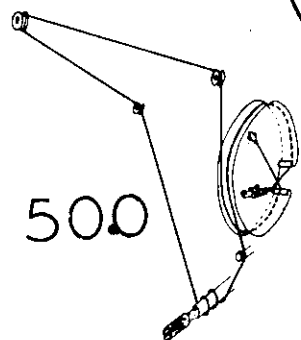
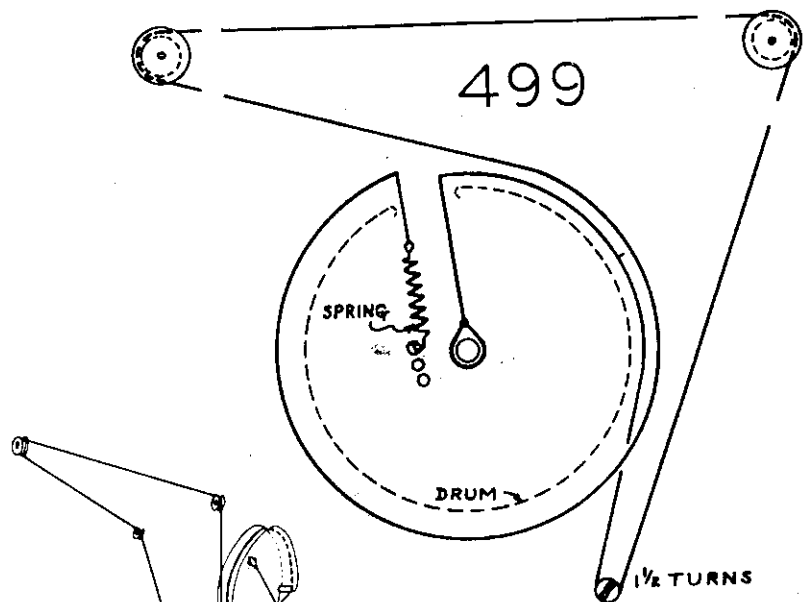


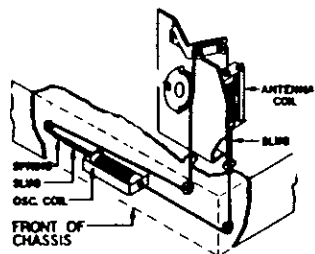
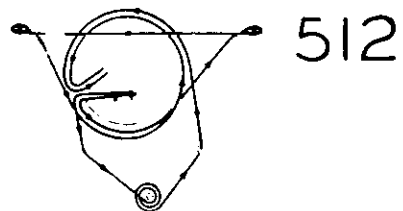
488

489

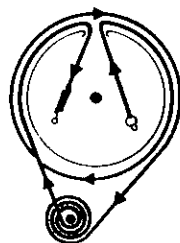
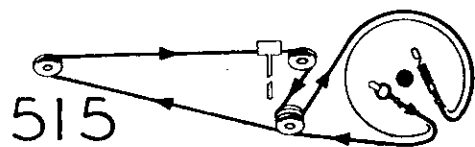
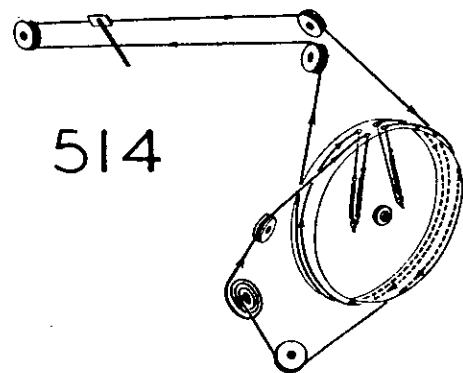
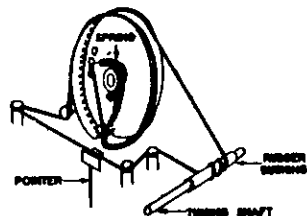




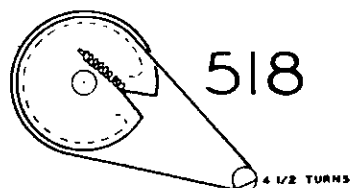




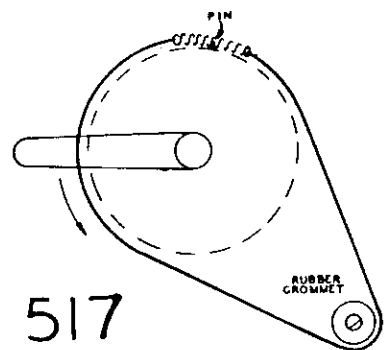
DRUM SHOWN WITH SLUGS IN FULL OUT POSITION



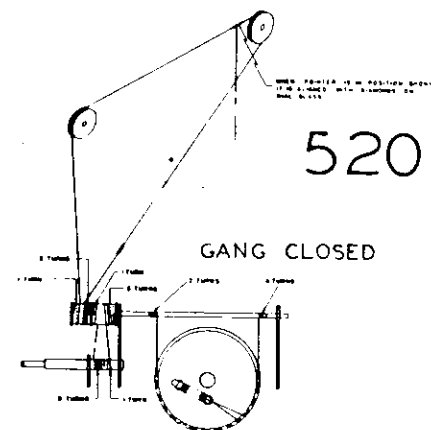
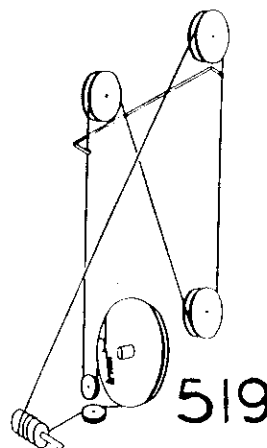
516



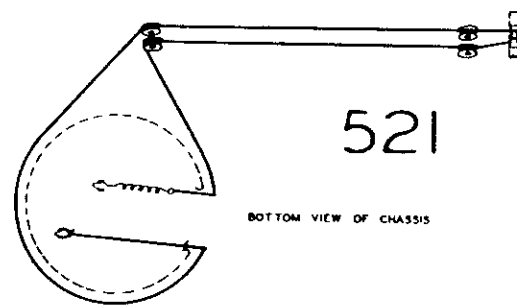
4 1/2 TURNS



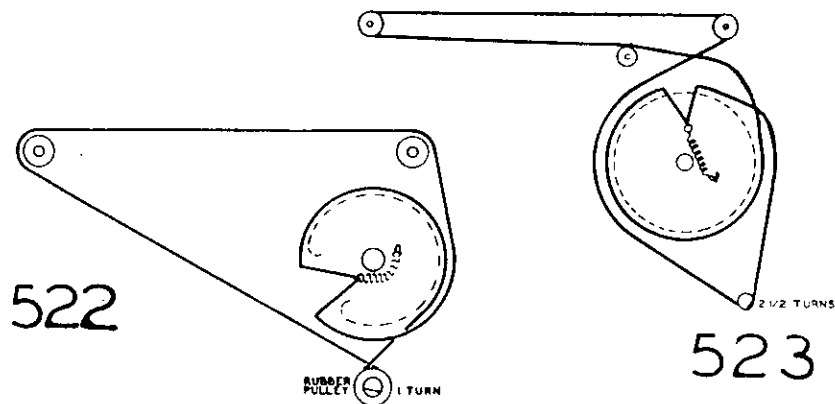
RUBBER CROMMET



GANG CLOSED



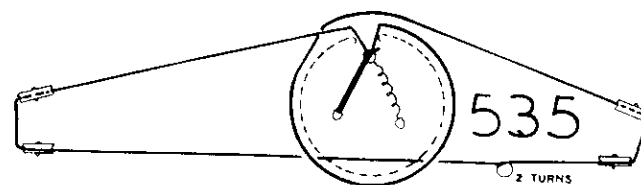
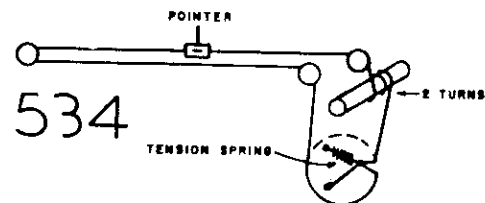
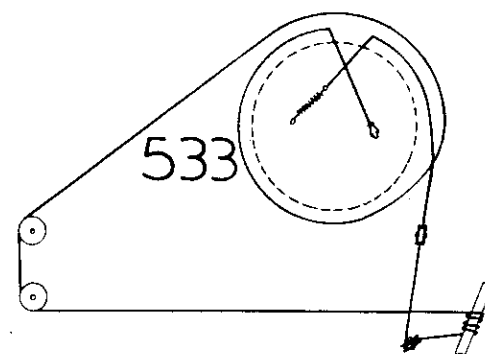
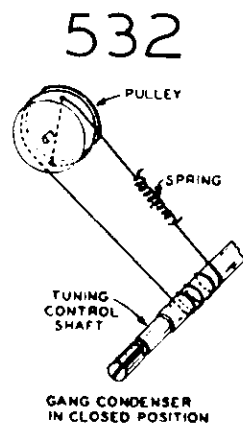
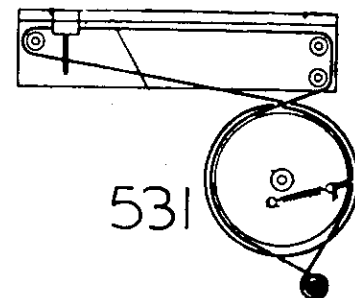
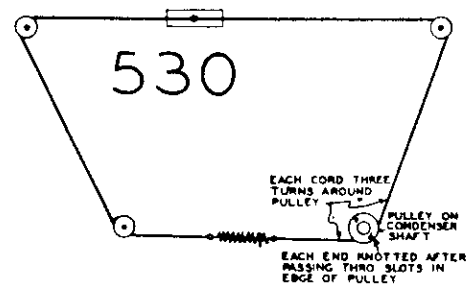
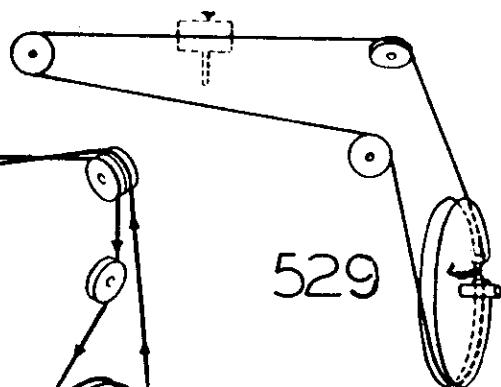
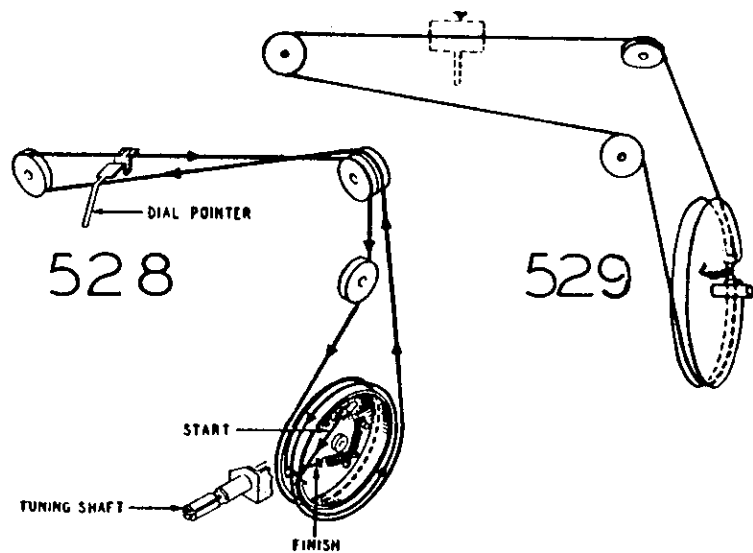
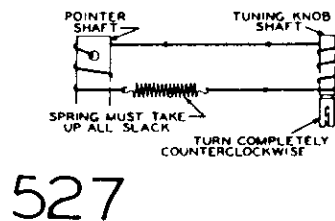
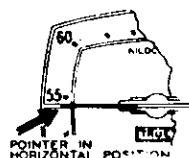
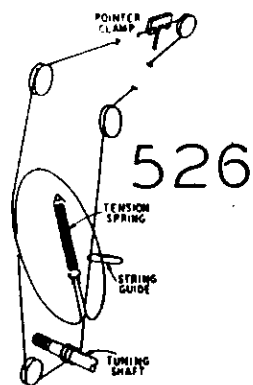
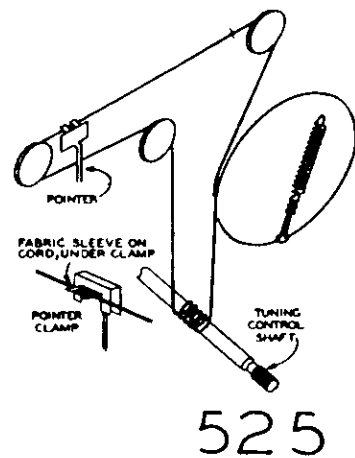
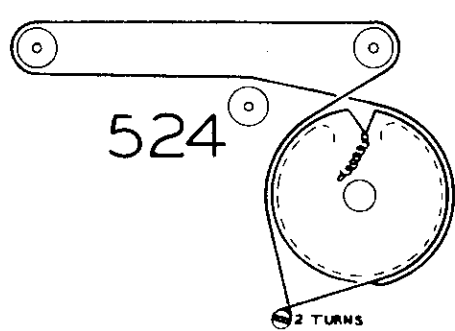
BOTTOM VIEW OF CHASSIS

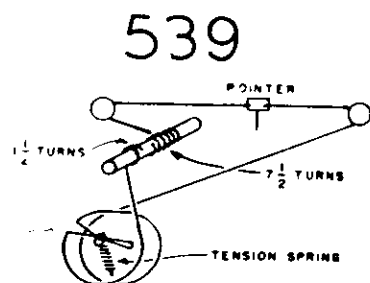
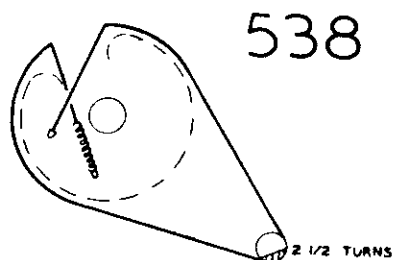
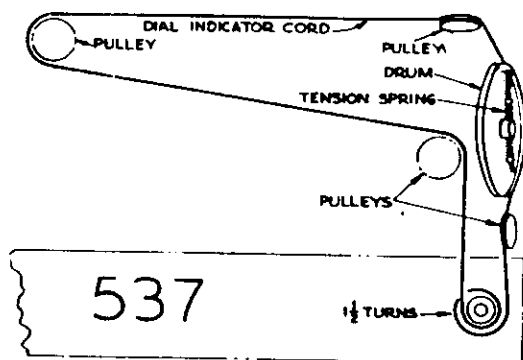
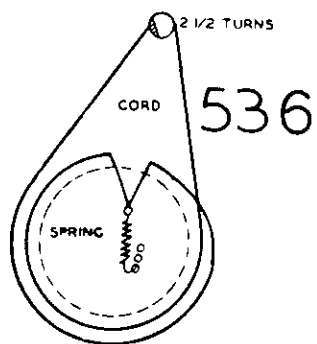


RUBBER PULLEY 1 TURN

523

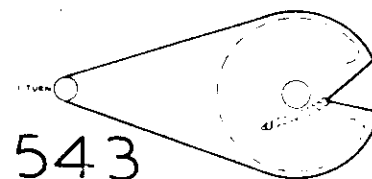
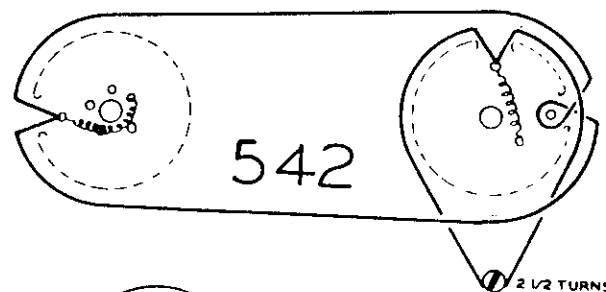
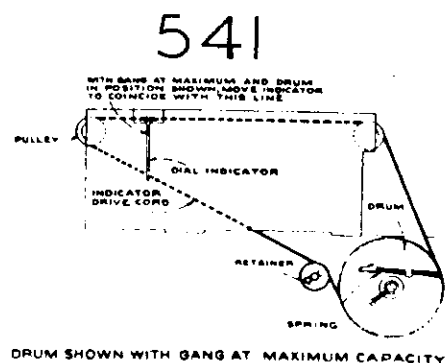
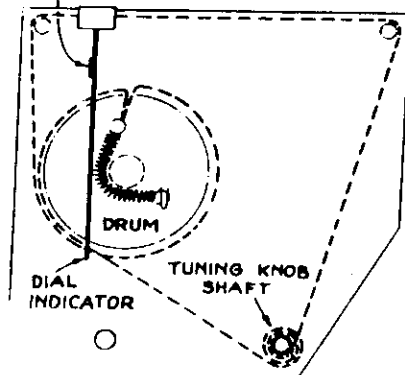
520



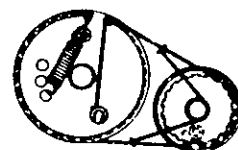


540

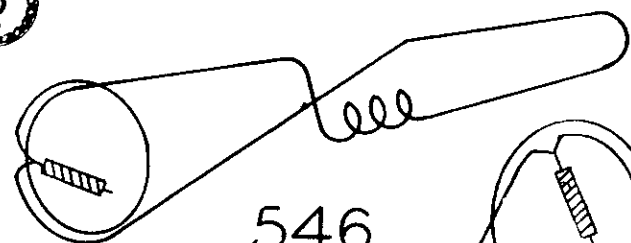
WITH CONDENSERS FULLY MESHED, AND DRUM IN POSITION SHOWN, INDICATOR SHOULD COINCIDE WITH THIS LINE.



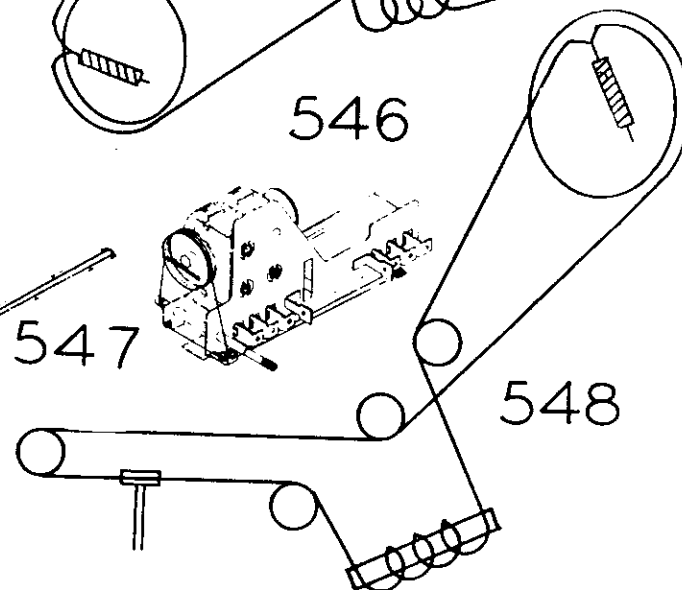
GANG MESHED DIAL AT 540 K.C.

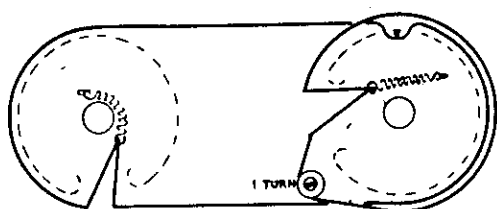


545

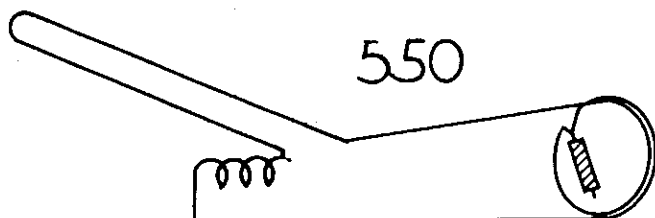


548

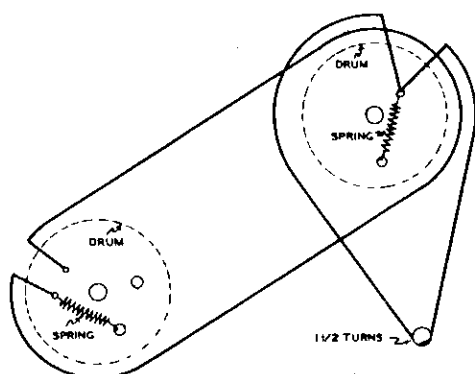




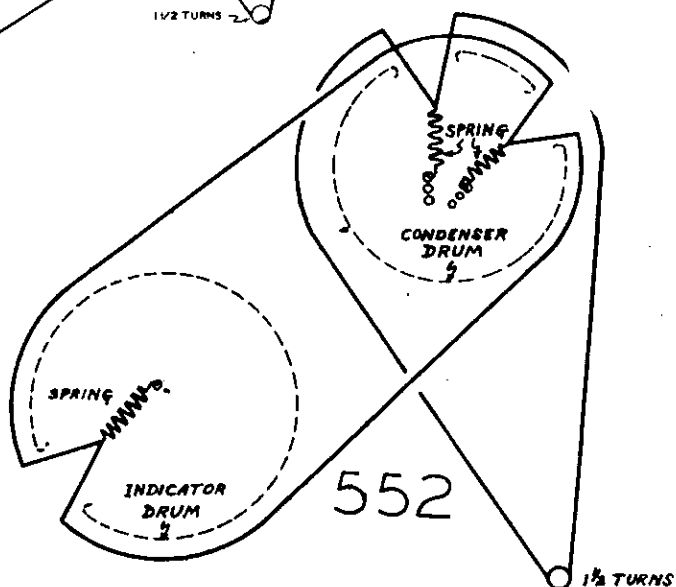
549



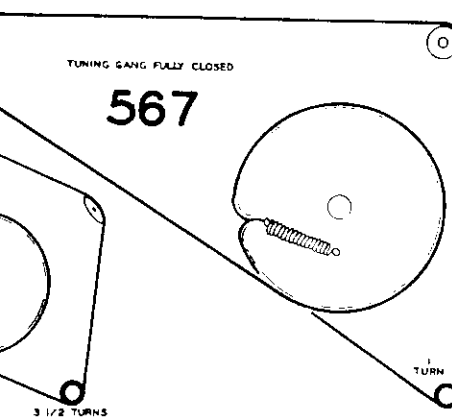
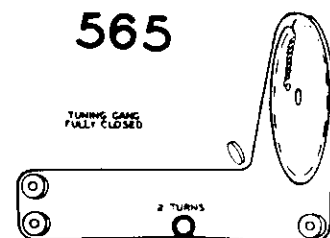
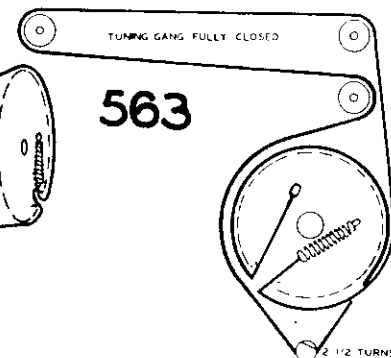
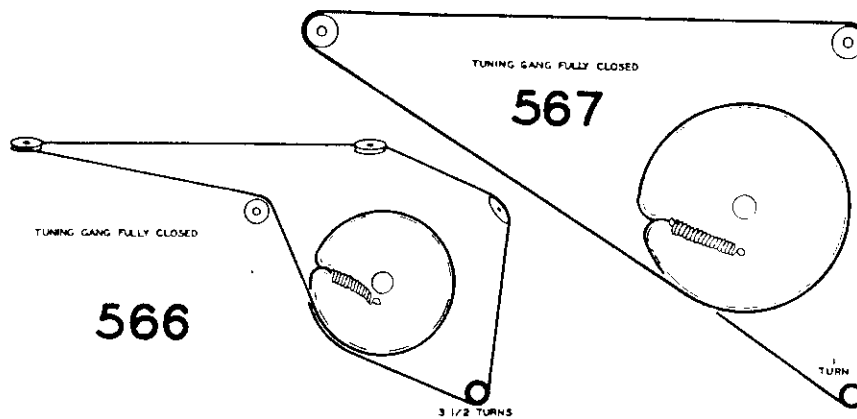
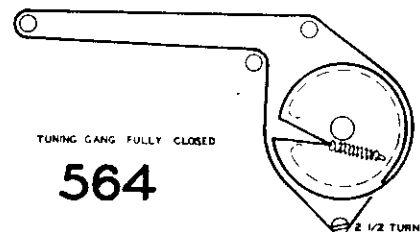
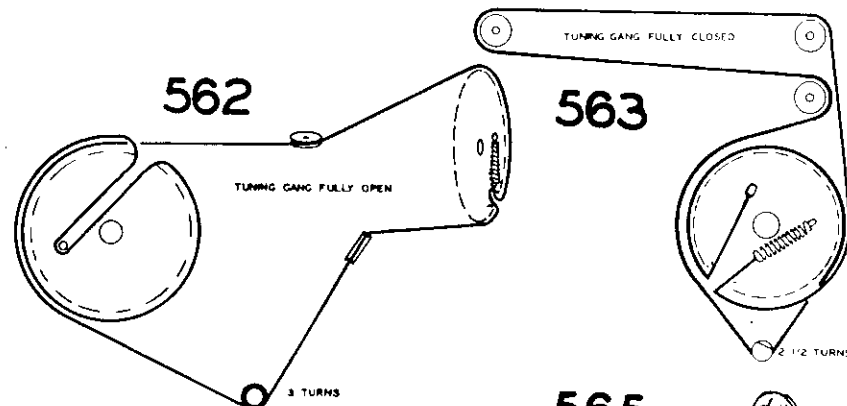
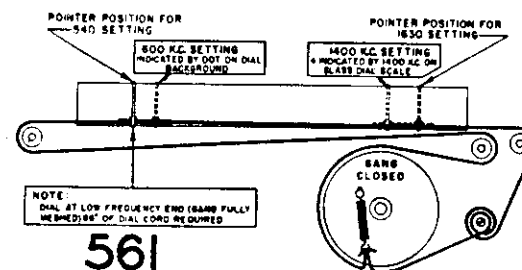
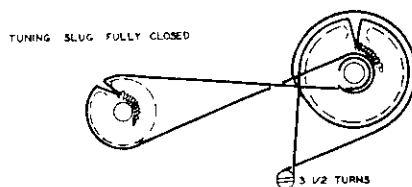
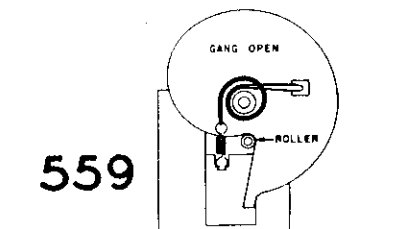
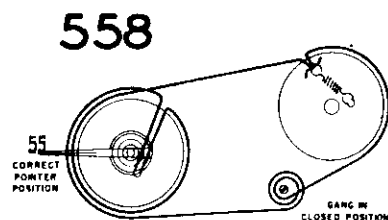
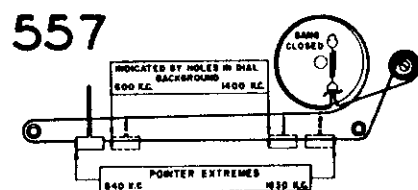
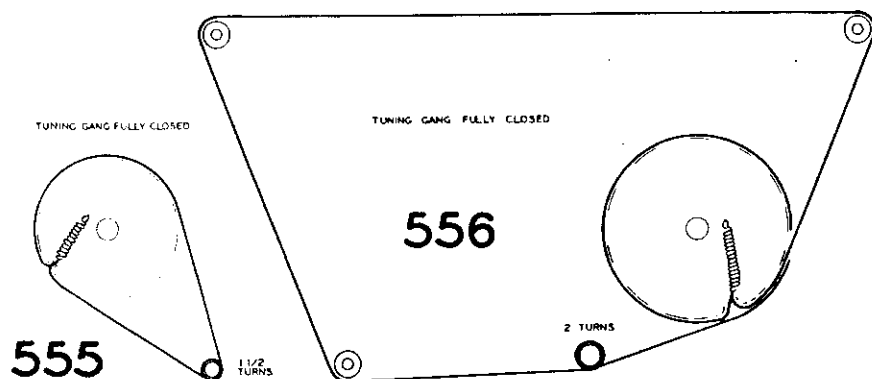
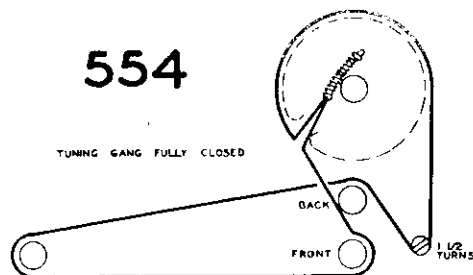
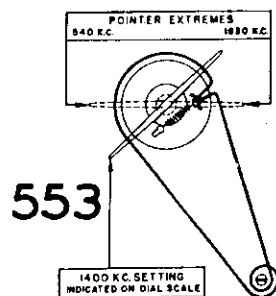
550

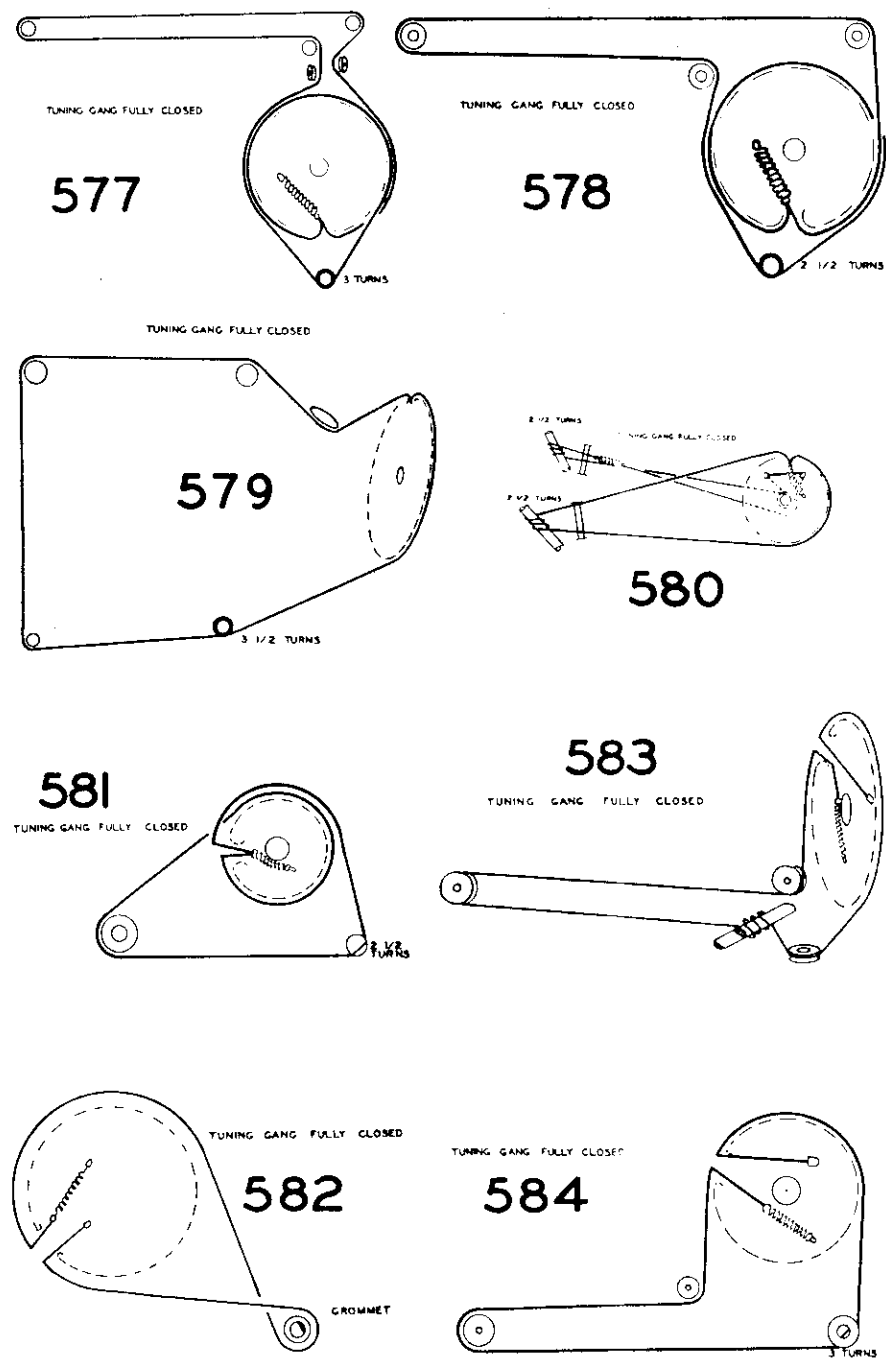
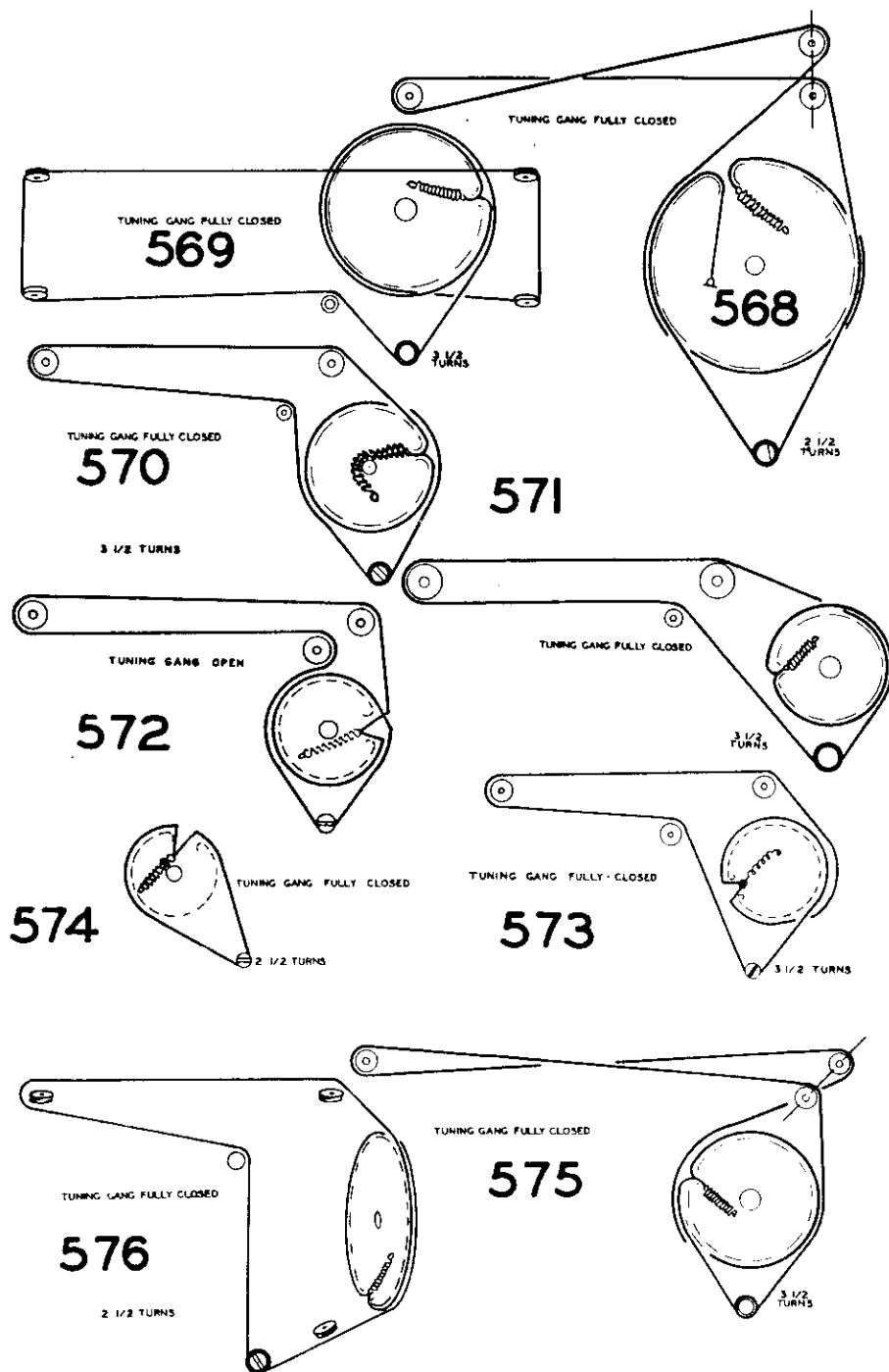


551

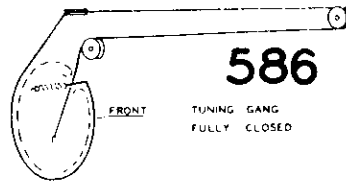
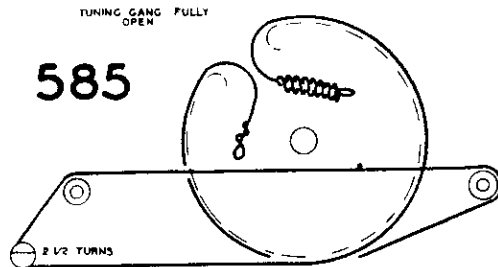


552



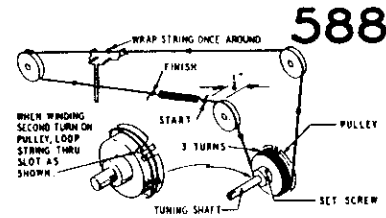
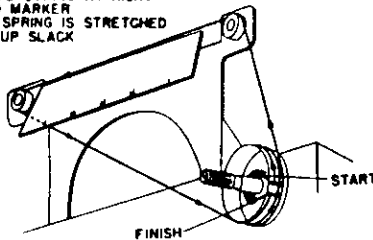






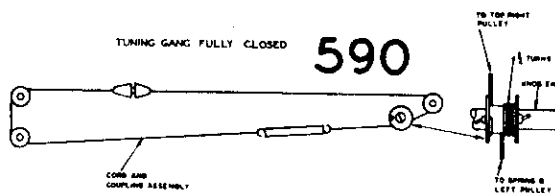
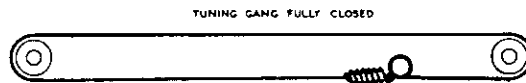
- 1- START AT SPRING
- 2- WRAP 2 TURNS COUNTER CLOCKWISE AROUND DRIVE PULLEY
- 3- GO AROUND IDLER PULLEYS BACK TO DRIVE PULLEY AND FINISH AT SPRING
- 4- TO SET POINTER ROTATE TUNING SHAFT TO EXTREME CLOCKWISE POSITION. FASTEN POINTER TO STRING AT RIGHT HAND END MARKER
- 5- BE SURE SPRING IS STRETCHED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

587

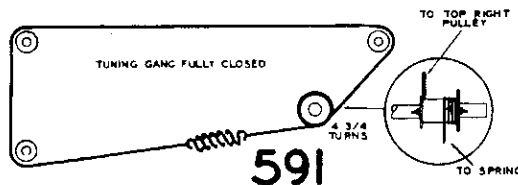
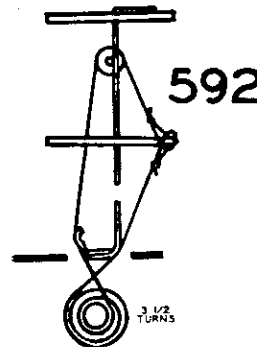


Replacing Dial Pointer Drive Cord

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.

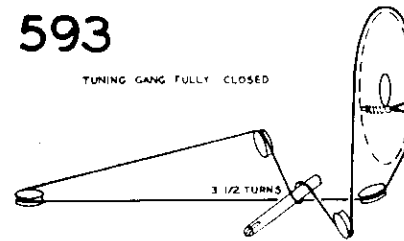


TUNING GANG FULLY OPEN



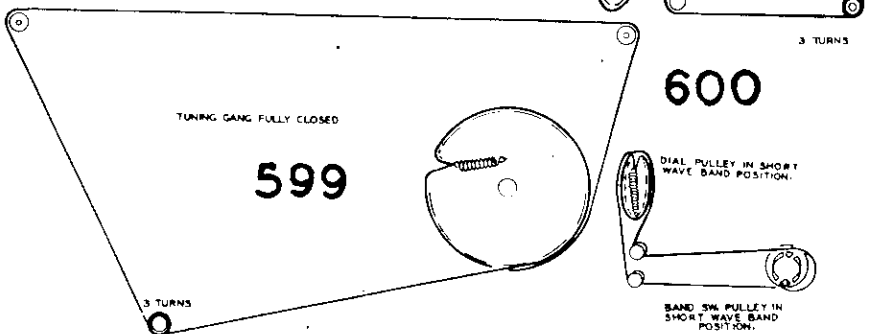
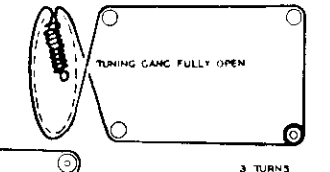
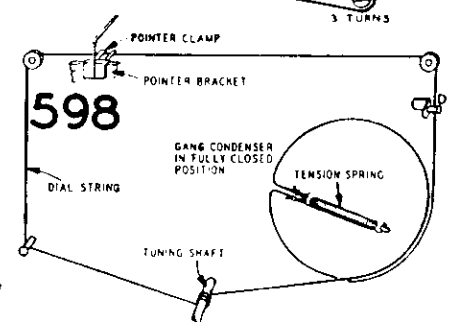
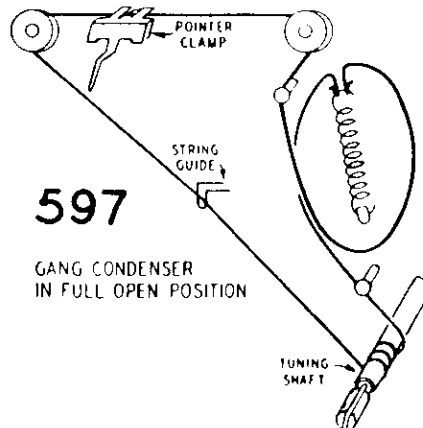
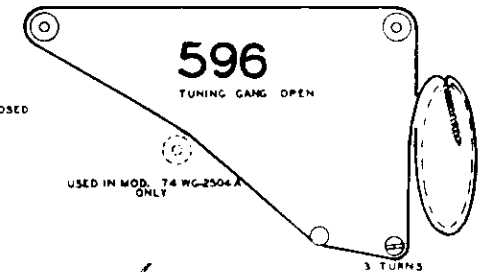
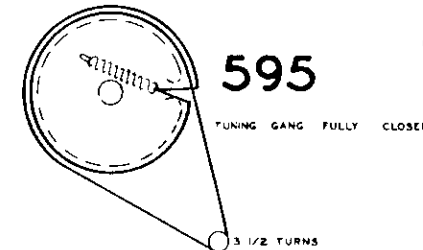
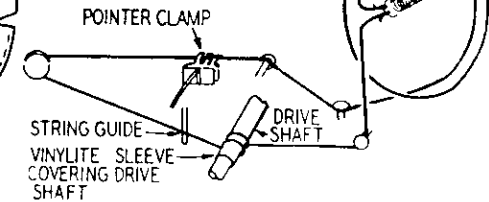
593

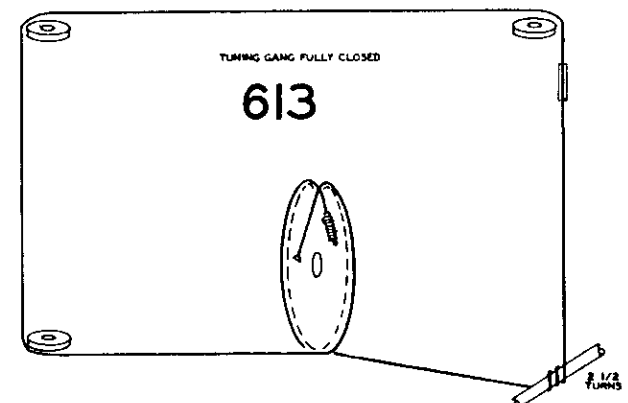
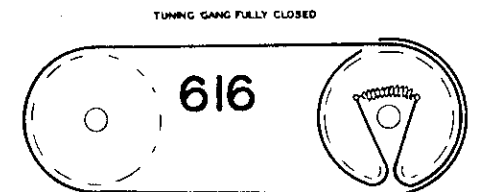
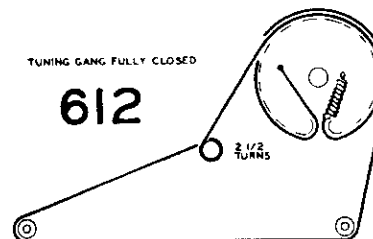
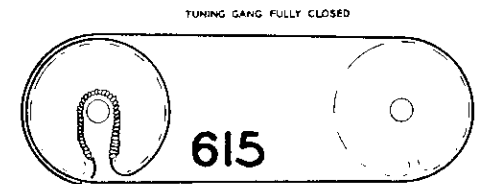
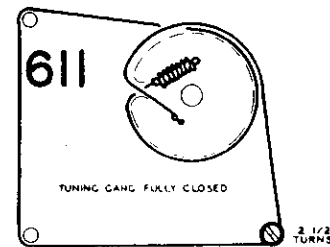
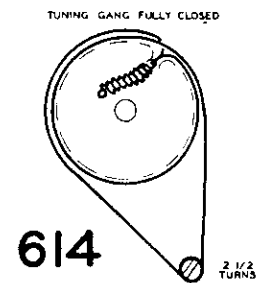
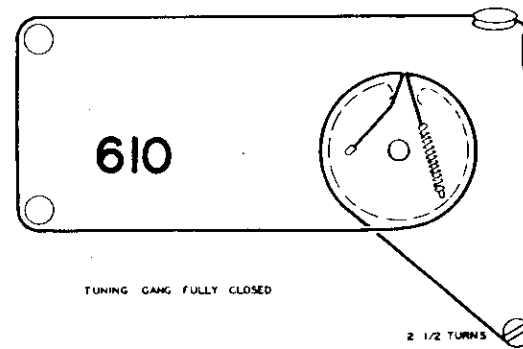
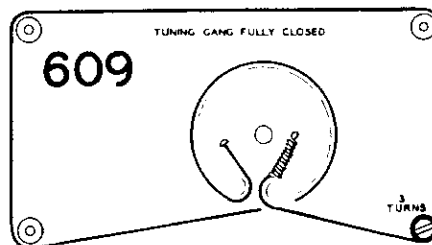
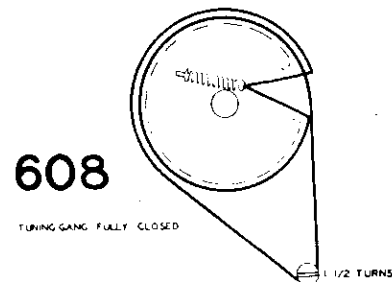
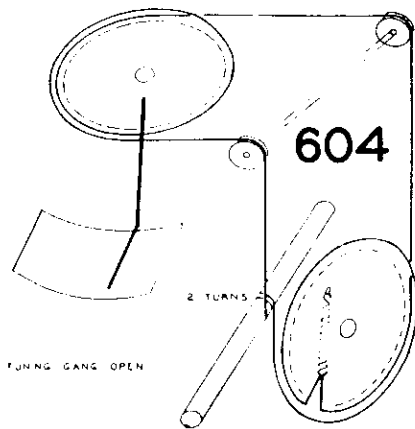
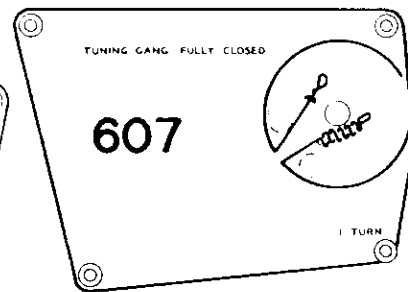
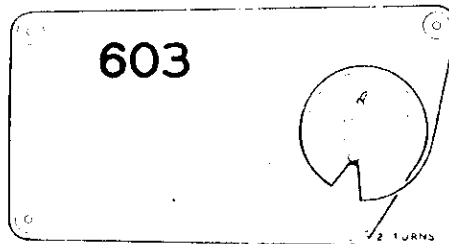
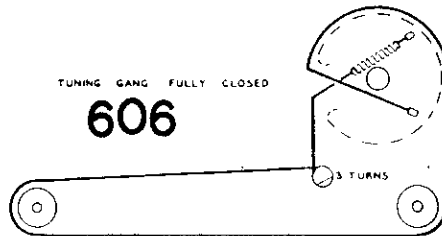
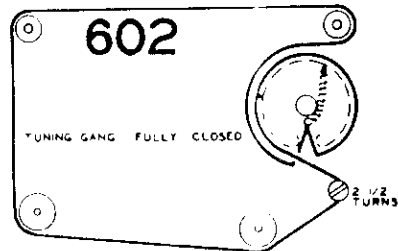
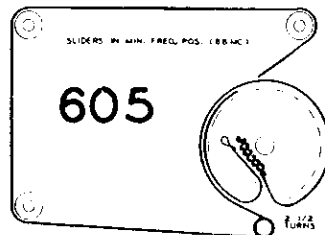
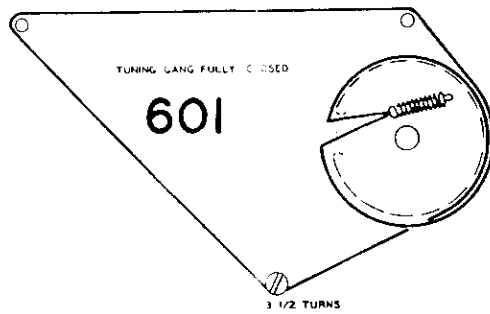
TUNING GANG FULLY CLOSED

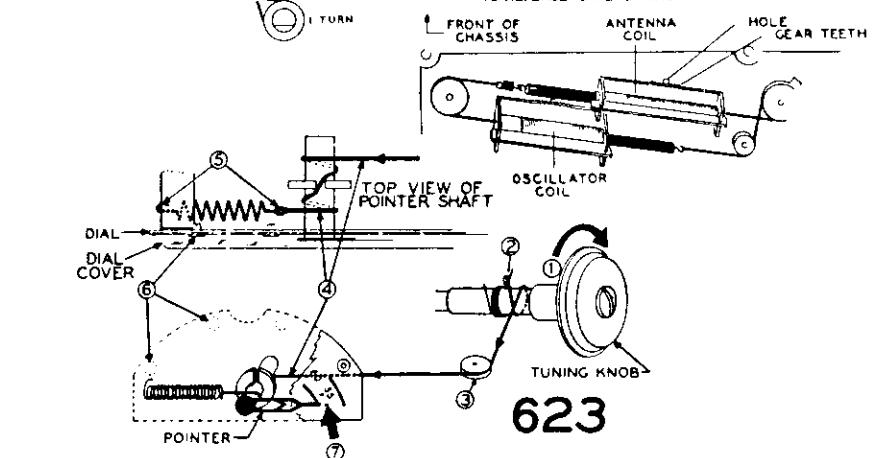
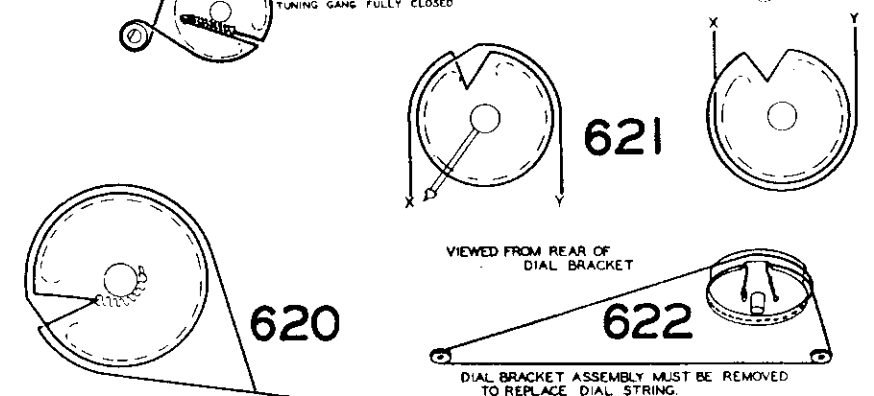
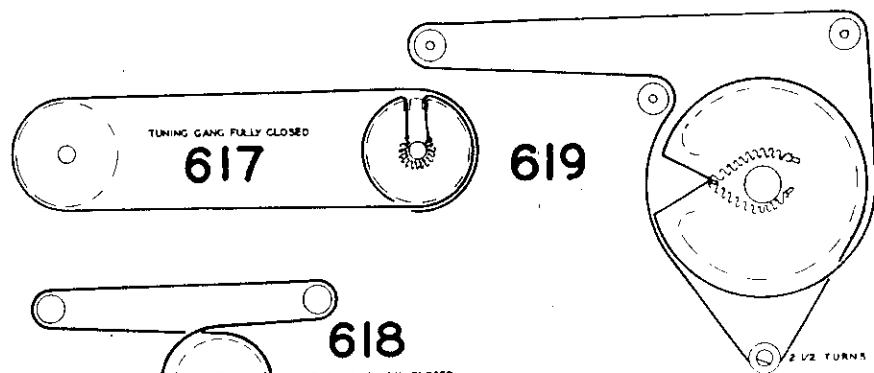


594

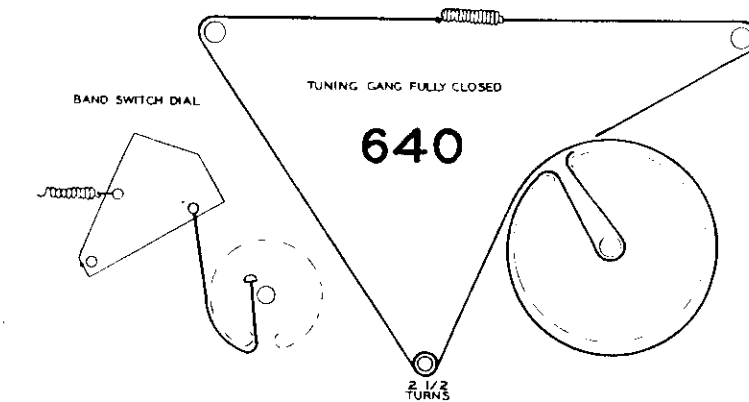
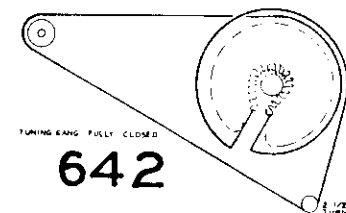
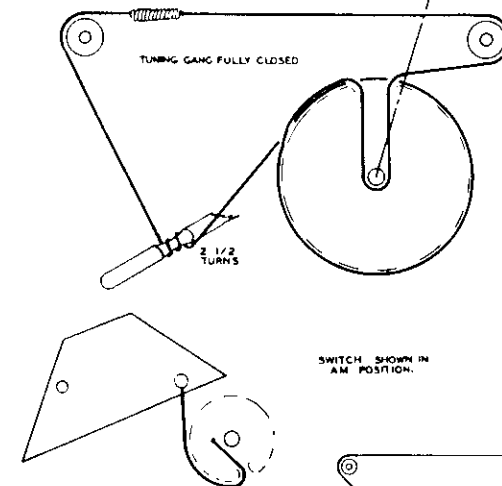
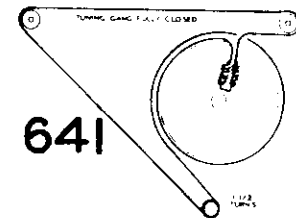
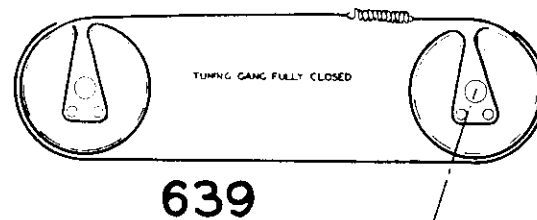
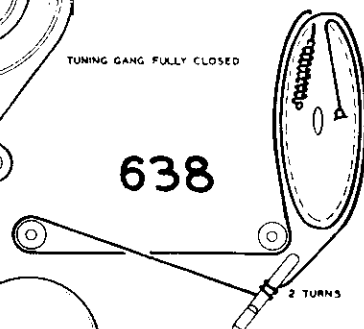
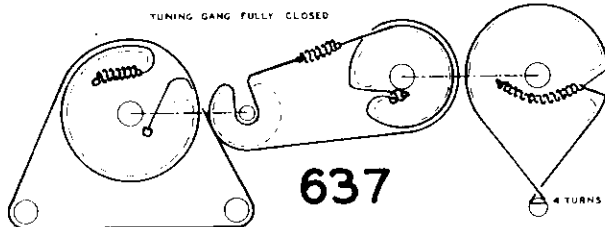
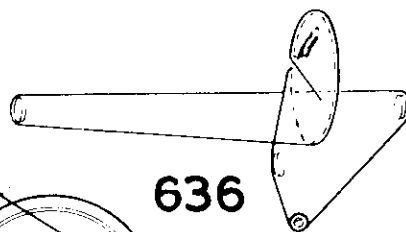
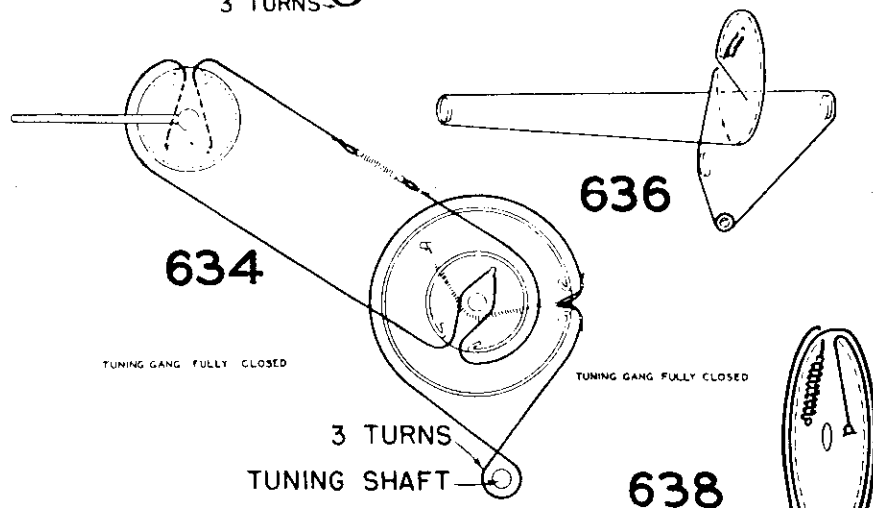
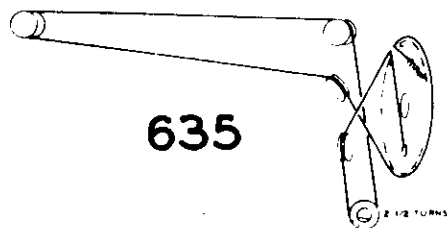
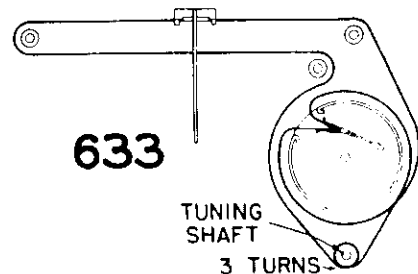
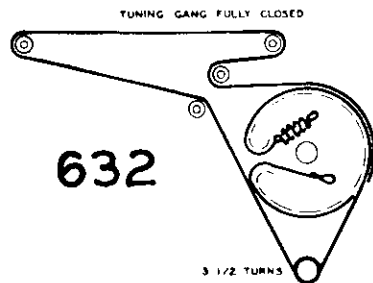
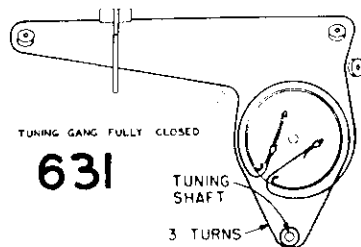
GANG CONDENSER IN FULLY CLOSED POSITION

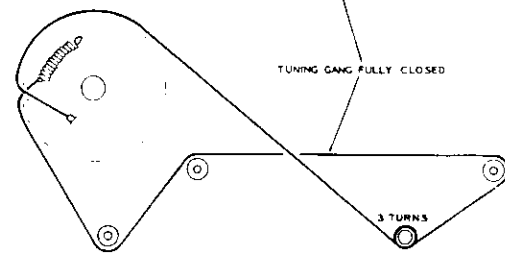
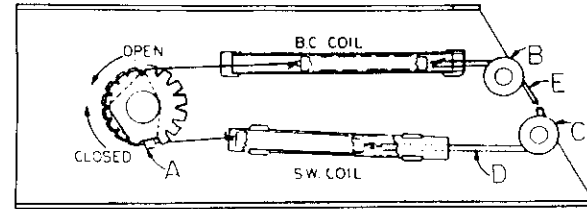
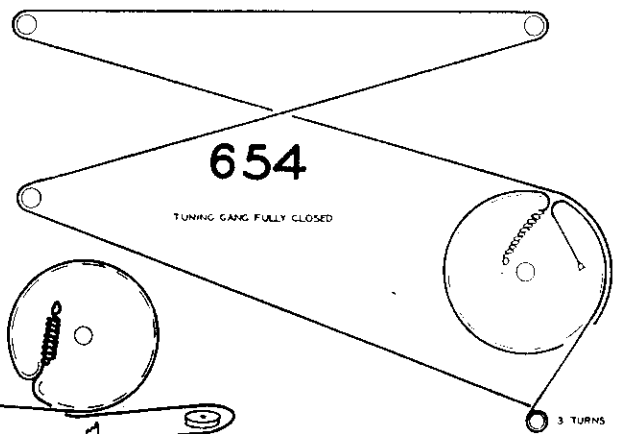
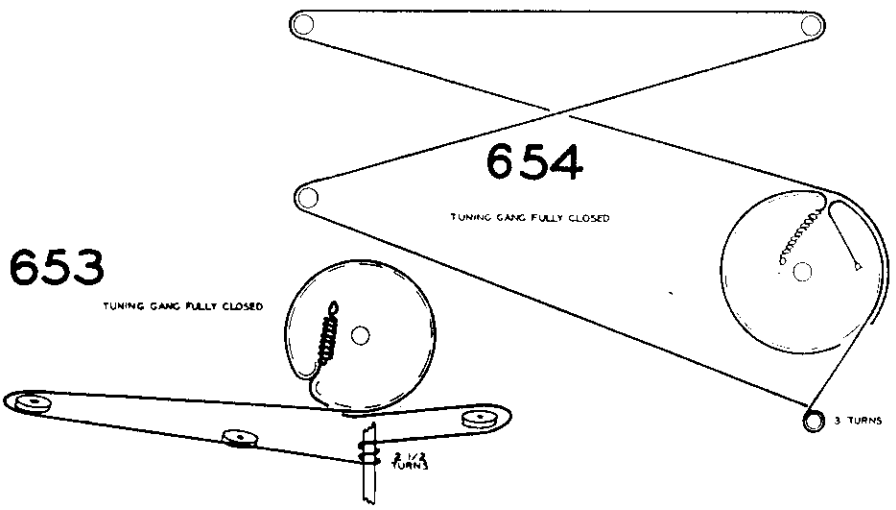
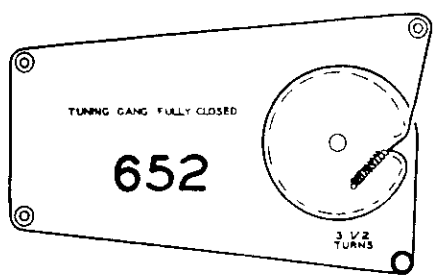
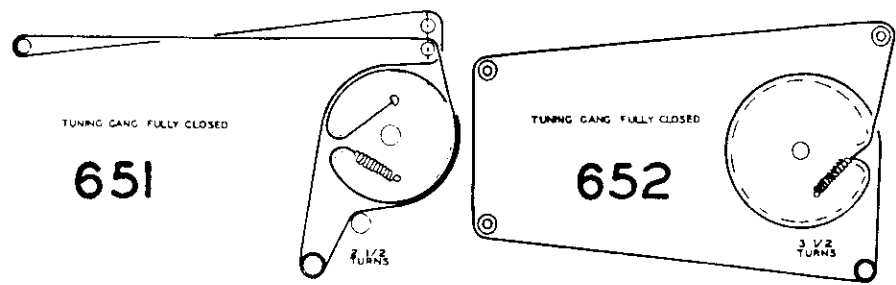
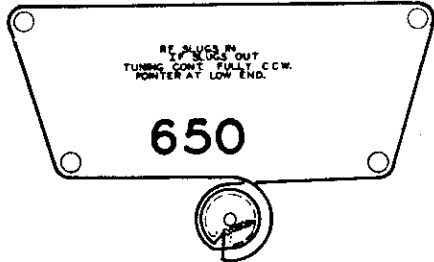
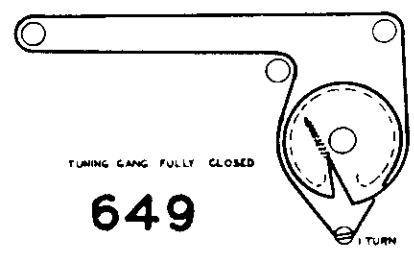
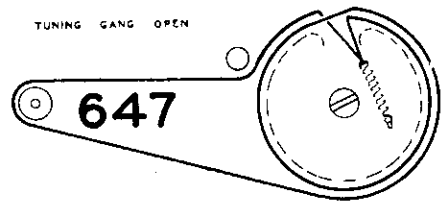
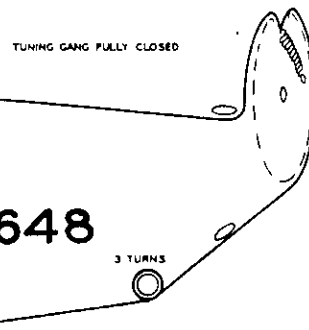
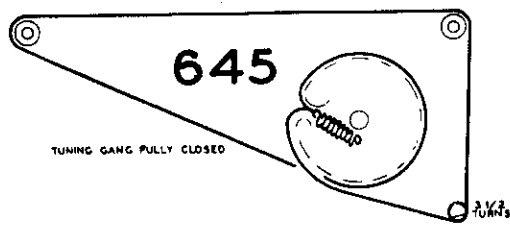
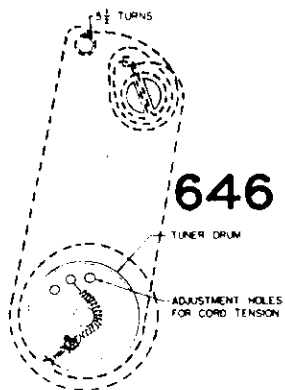
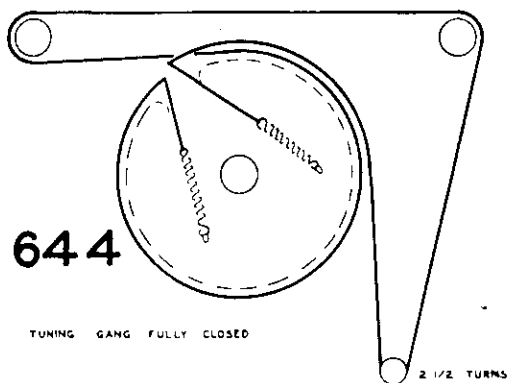


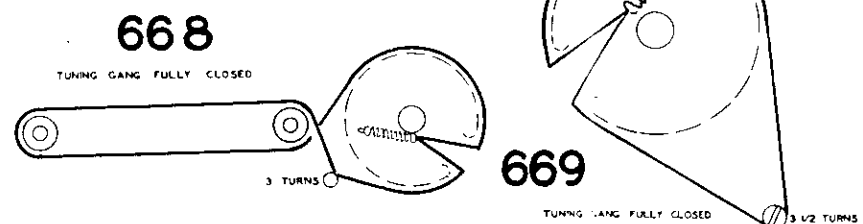
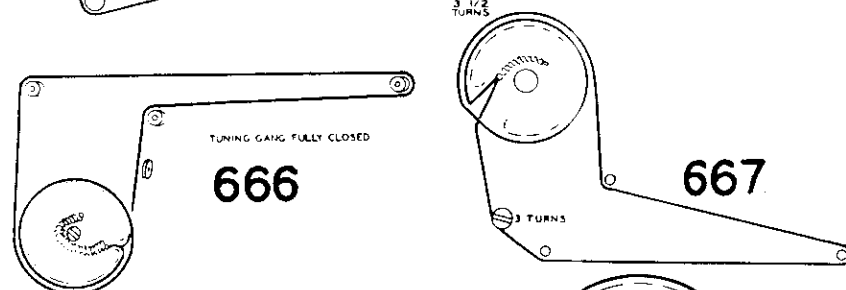
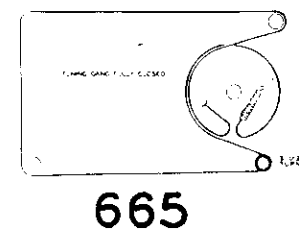
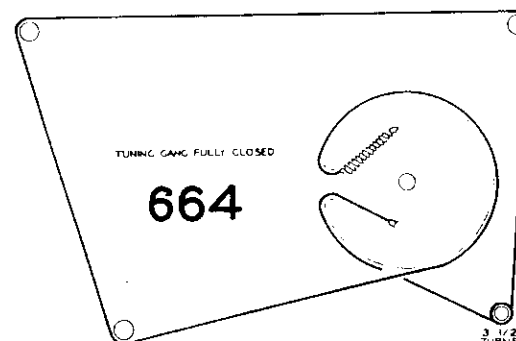
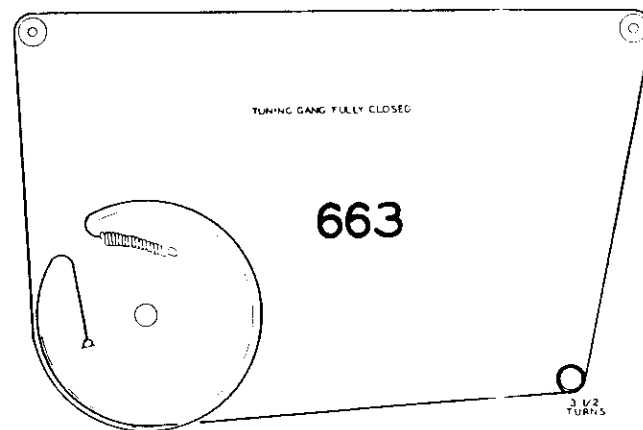
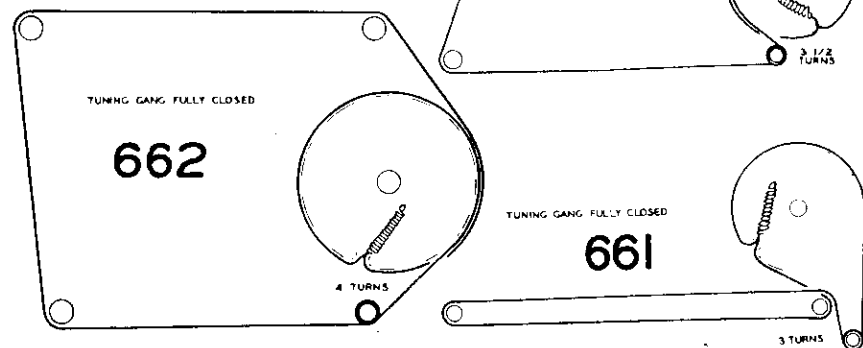
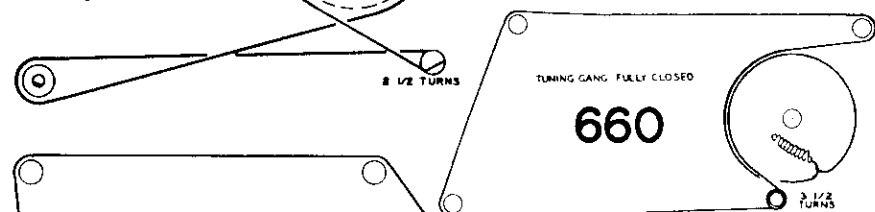
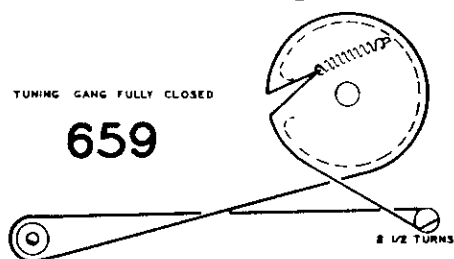
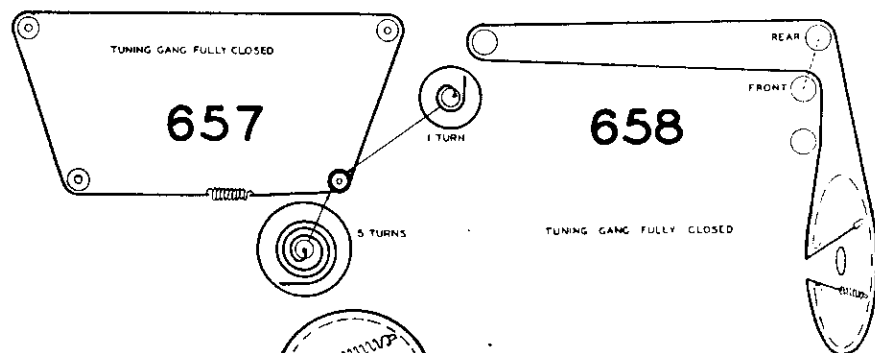
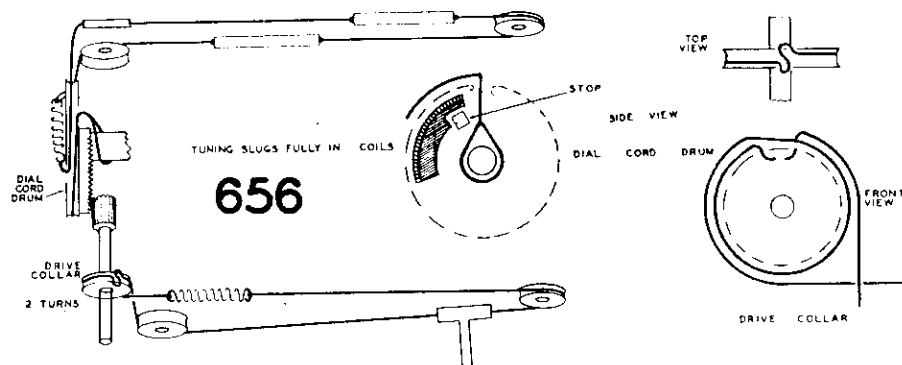


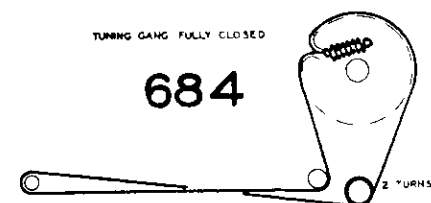
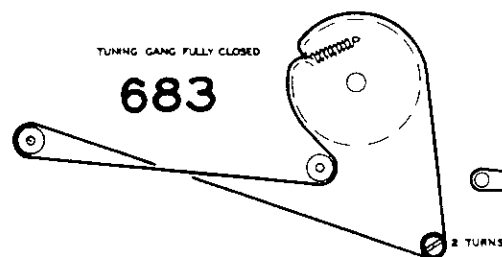
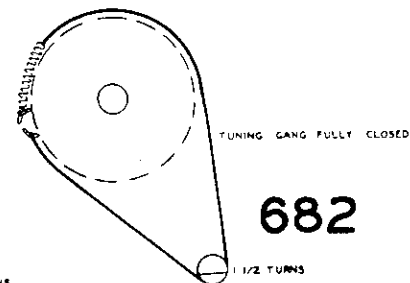
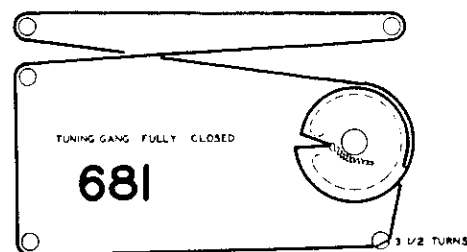
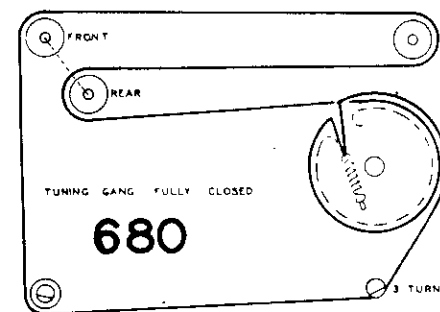
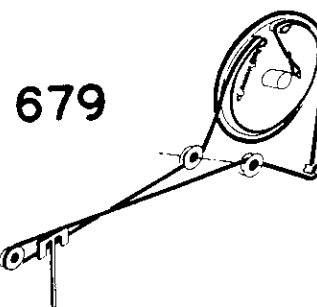
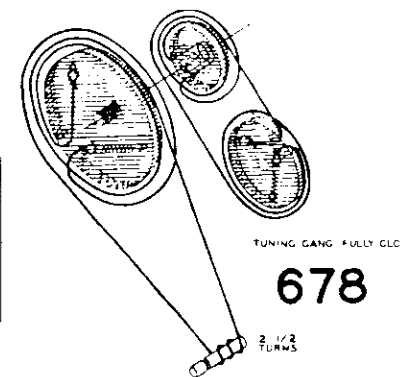
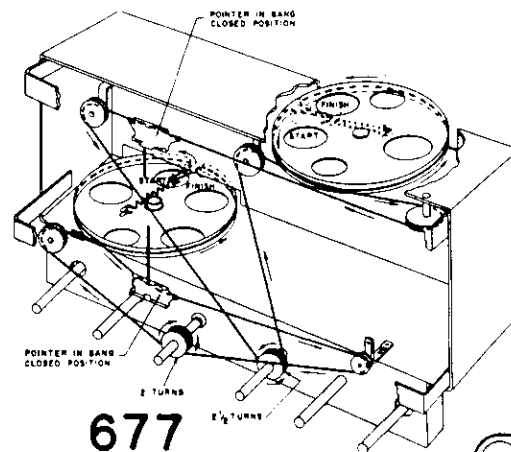
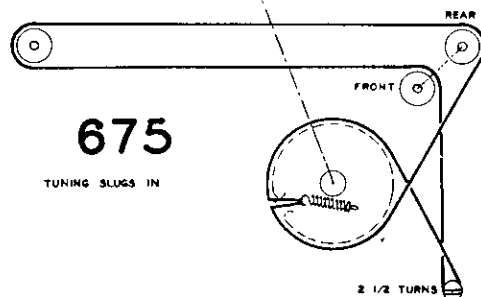
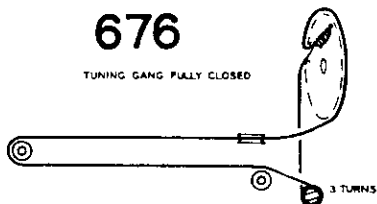
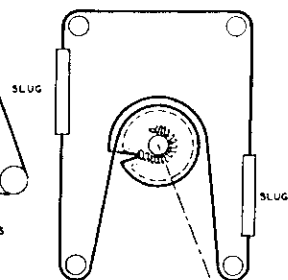
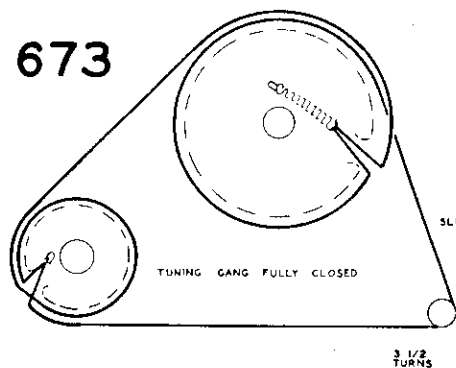
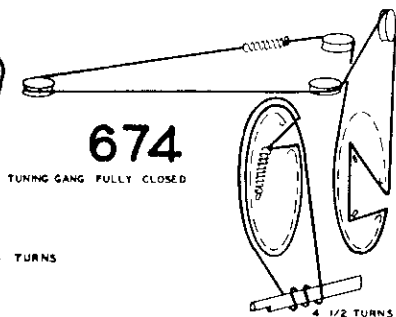
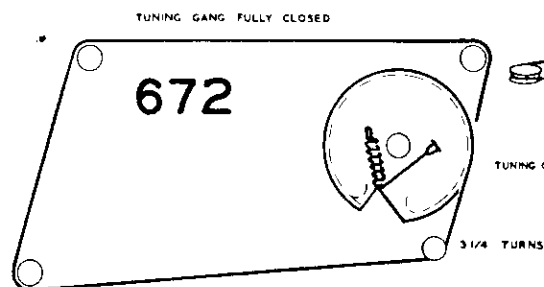
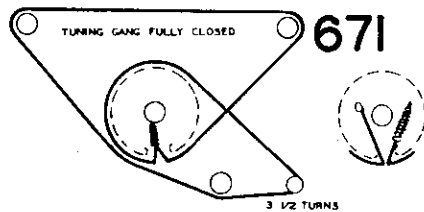
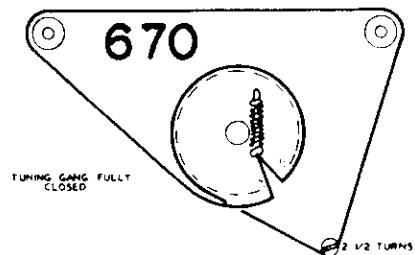


- Six inches of cord are required. Numbers below correspond to circled numbers in diagram.
- 1 - Rotate tuning knob to extreme clockwise position.
  - 2 - Tie cord to loop in spring as shown.
  - 3 - Pass cord over idler pulley.
  - 4 - Pass cord over pointer shaft; wind it one turn around shaft; pass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



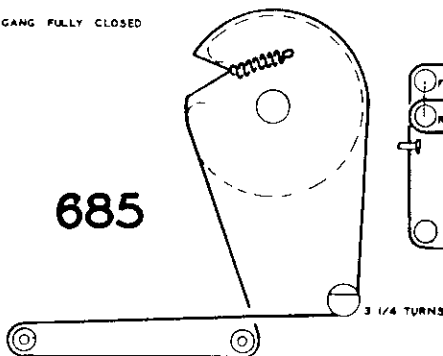




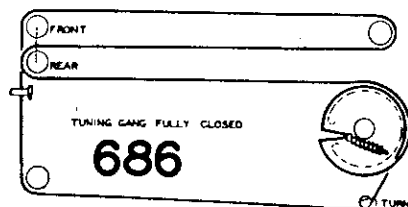


TUNING GANG FULLY CLOSED

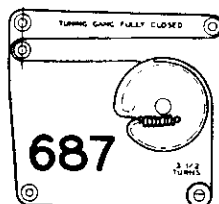
685



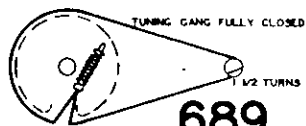
686



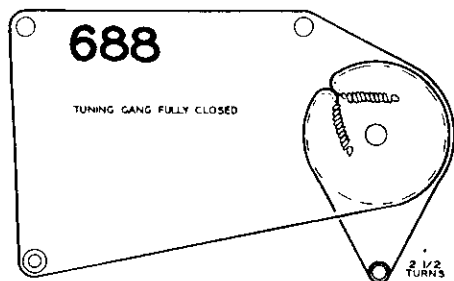
687



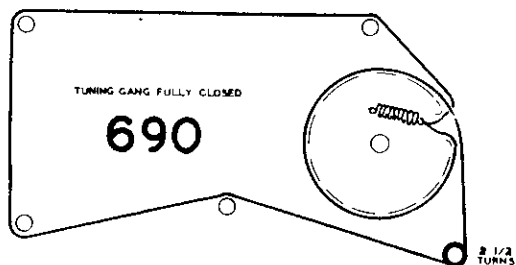
689



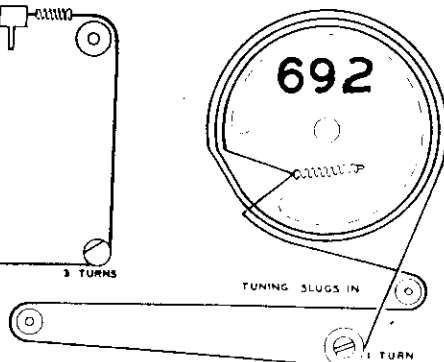
688



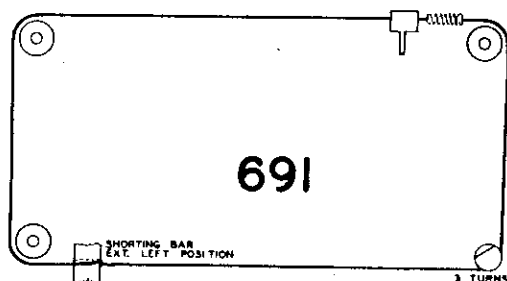
690



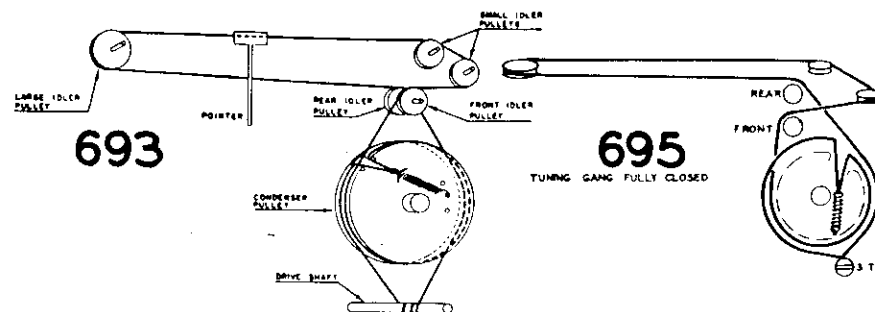
692



691

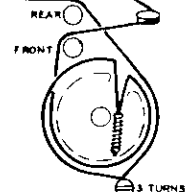


693

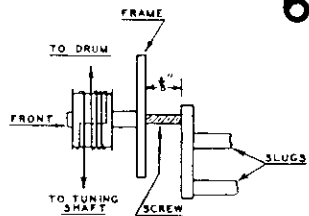


695

TUNING GANG FULLY CLOSED



694

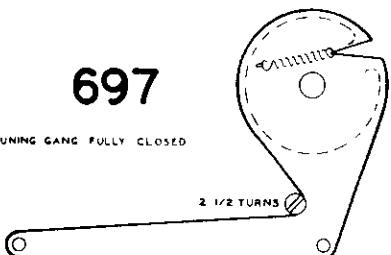


696

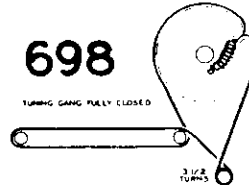


697

TUNING GANG FULLY CLOSED

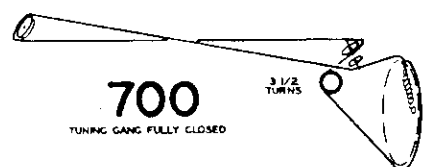


698



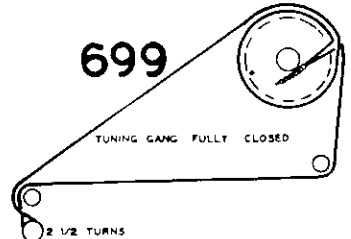
700

TUNING GANG FULLY CLOSED

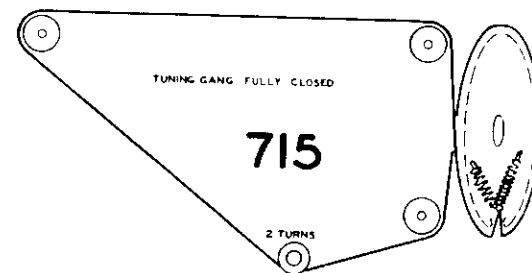
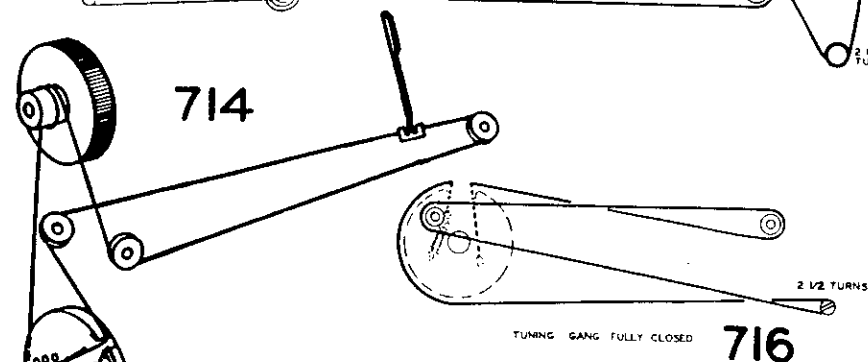
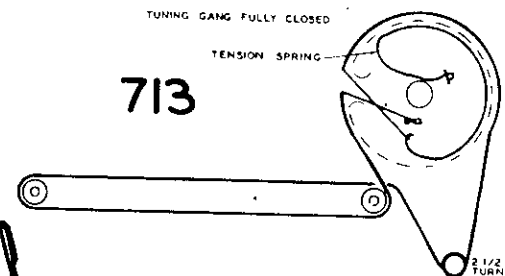
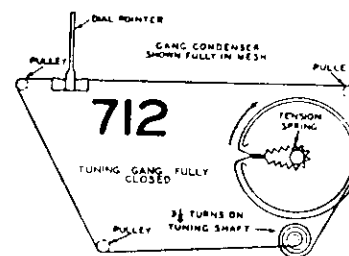
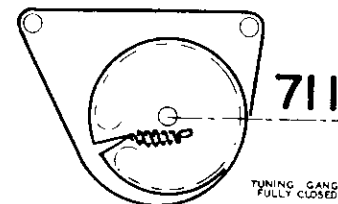
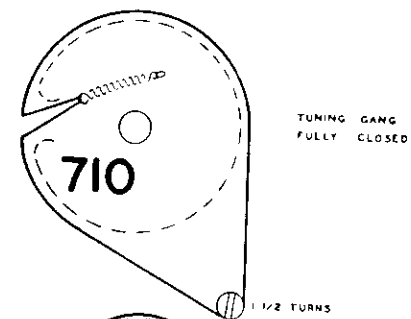
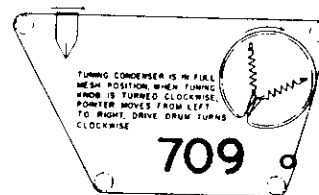
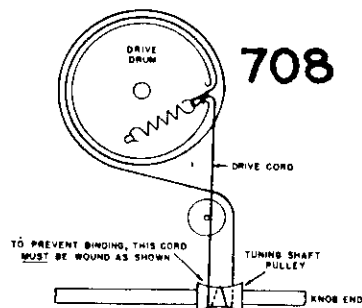
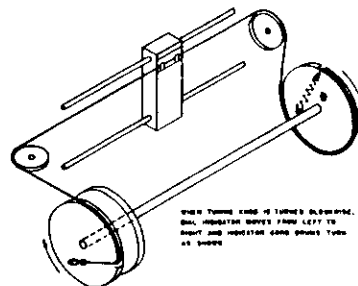
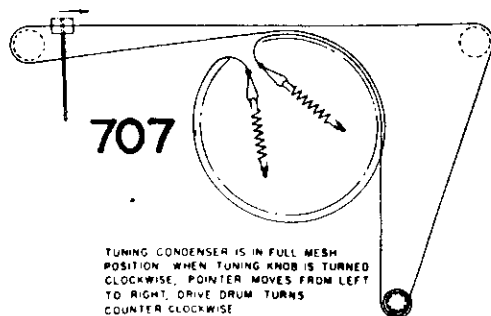
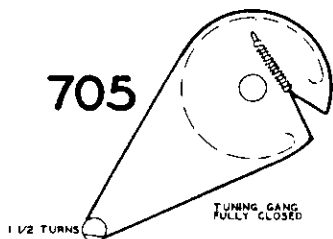
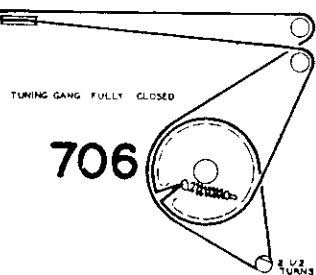
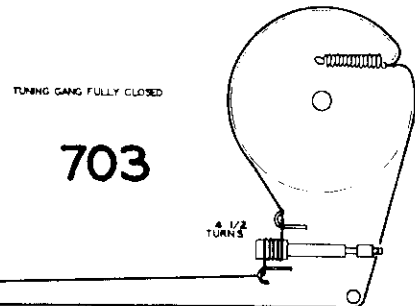
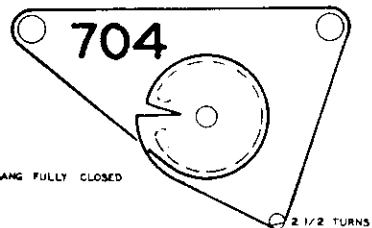
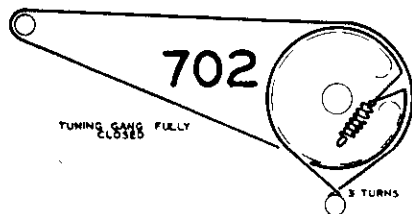
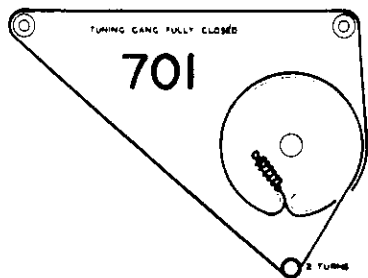


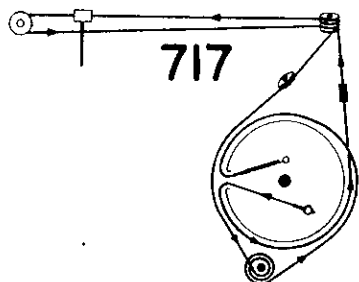
699

TUNING GANG FULLY CLOSED

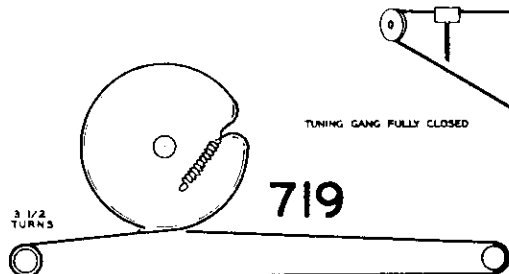
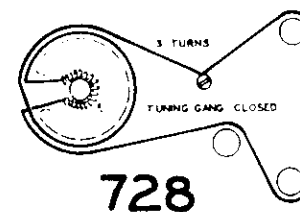
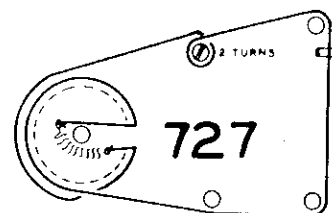
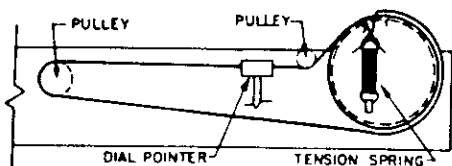






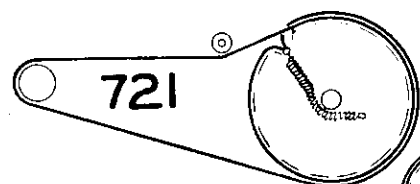
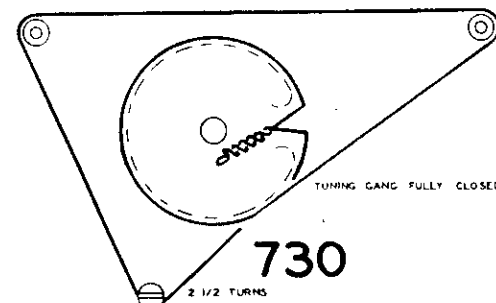
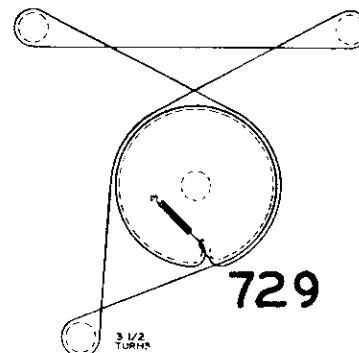
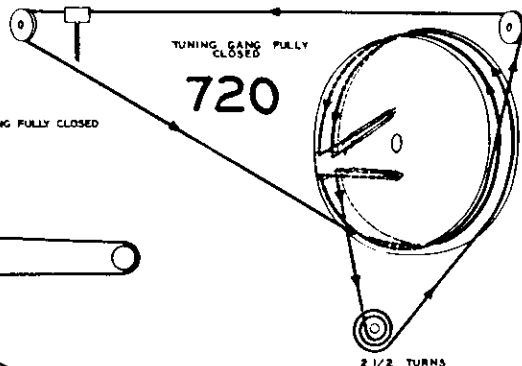


GANG CONDENSER  
SHOWN FULLY IN  
MESH. 718 ONE COMPLETE TURN  
ON DRUM

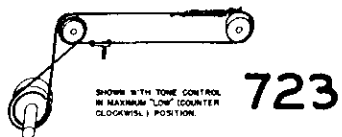
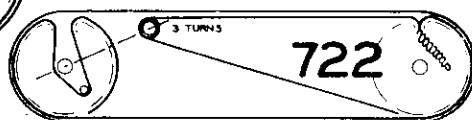


TUNING GANG FULLY CLOSED

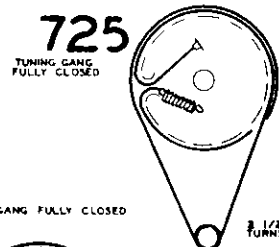
TUNING GANG FULLY CLOSED



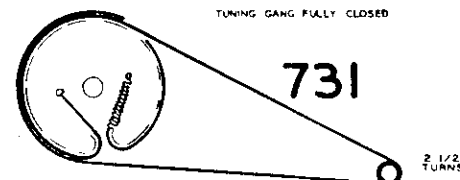
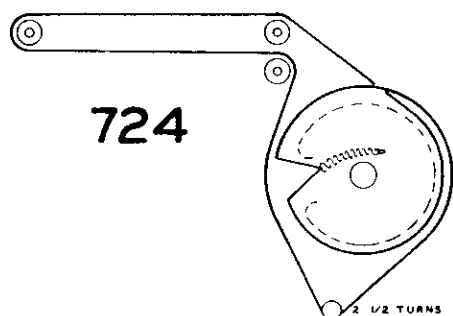
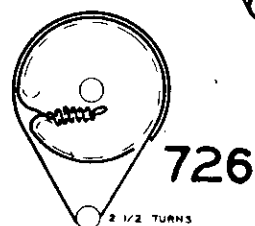
TUNING GANG FULLY CLOSED



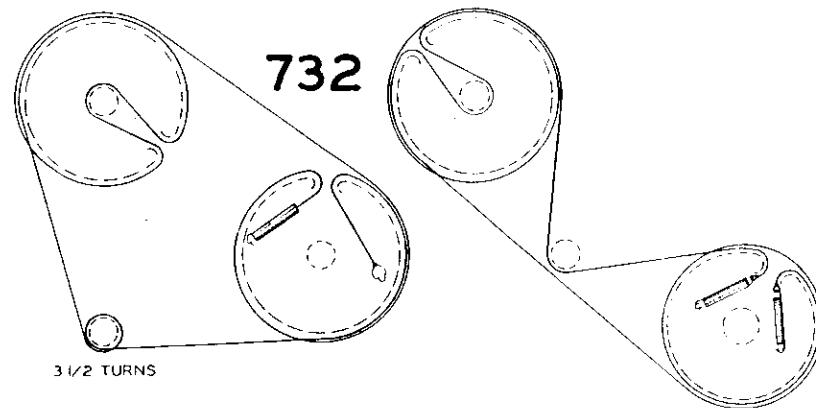
SHOWN WITH TONE CONTROL  
IN MAXIMUM "LOW" (COUNTER  
CLOCKWISE) POSITION.



TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



# 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 1, 10, 11 and 12 is made to travel behind the start and end of cord stringing. The procedure will be easier if pulley C is by-passed until the rest of the work is finished after which the cord can be pulled tight over that pulley. 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 cable halfway between the eyelets.

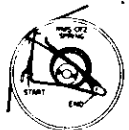
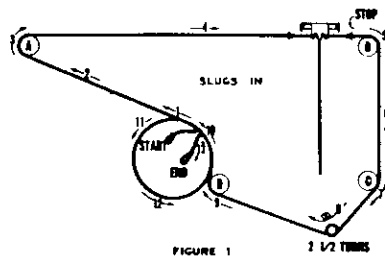
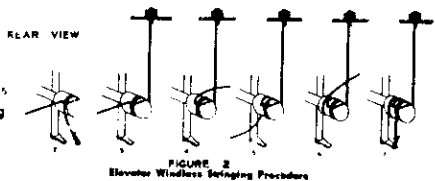
If the cord and spring are to be replaced, the Type 1 spring should be used, it fits the same drum and is an improved type. The Type 2 spring should be used with the later type of drum (with two tabs). When stringing the mechanism with either the Type 1 or Type 2 spring, load the spring by pulling the 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

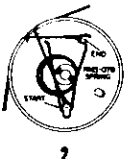
After replacing the dial cord or the elevator cord, it may be found that some correction in relative positioning is needed. This can be done by loosening the setscrews in the large drive pulley directly behind the dial scale and repositioning it on the shaft. The object, of course, is to permit the tuning control to drive the elevator through the 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 8, pass the free end of cord down through the hole in chassis, wrapping 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 solder.



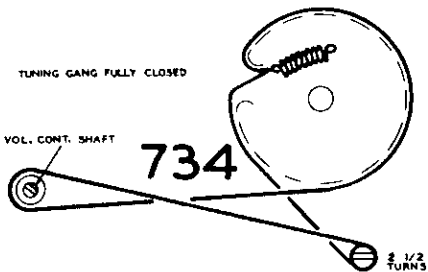
REAR VIEW



EARLY PROD.

TUNING GANG FULLY CLOSED

VOL. CONT. SHAFT



TUNING GANG FULLY CLOSED

736

2 1/2 TURNS

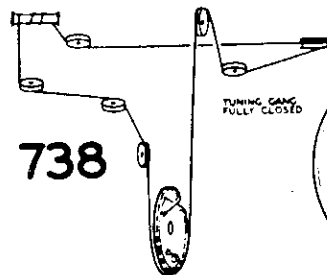
TUNING GANG FULLY CLOSED

737

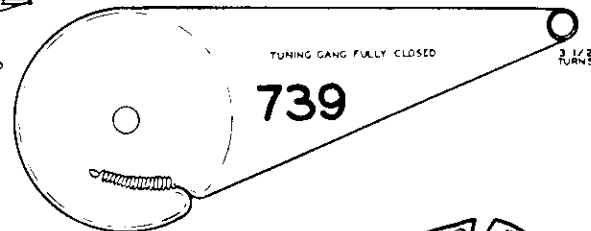
TUNING GANG FULLY CLOSED

738

1 1/2 TURNS

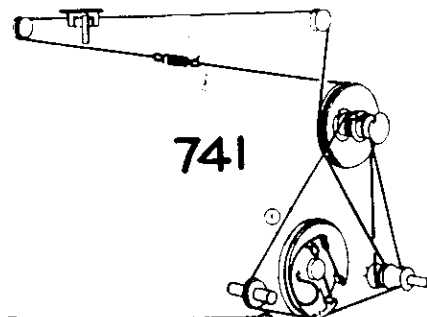


TUNING GANG FULLY CLOSED



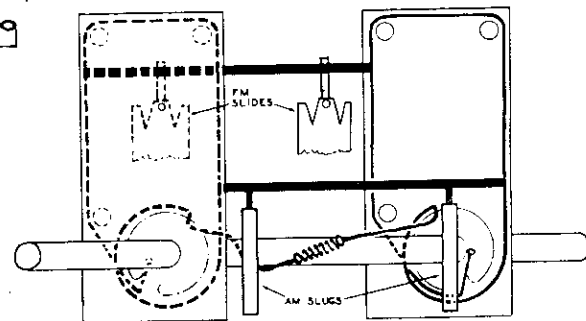
TUNING GANG FULLY CLOSED

2 1/2 TURNS



TUN. GANG FULLY CLOSED

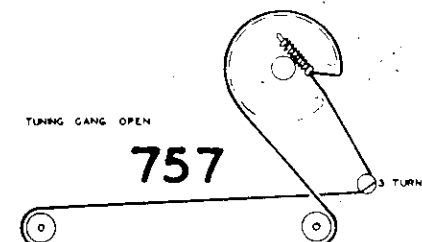
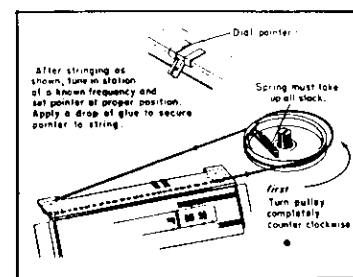
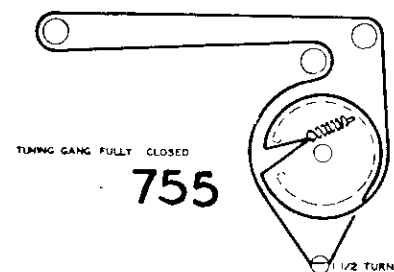
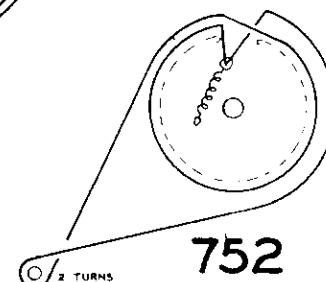
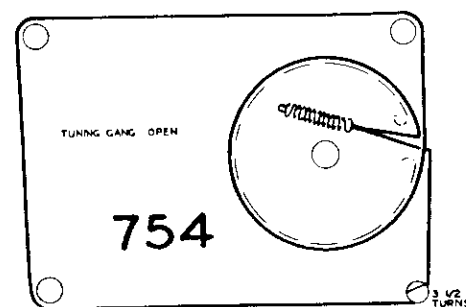
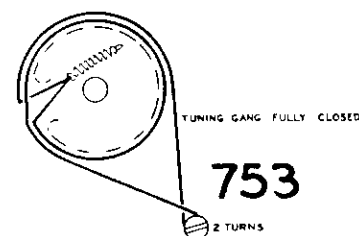
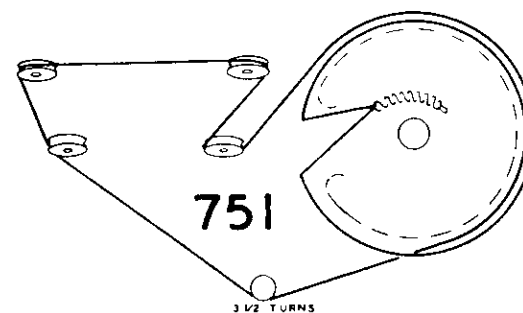
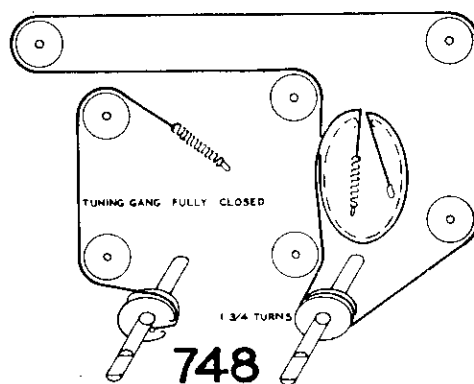
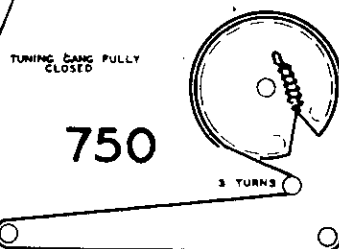
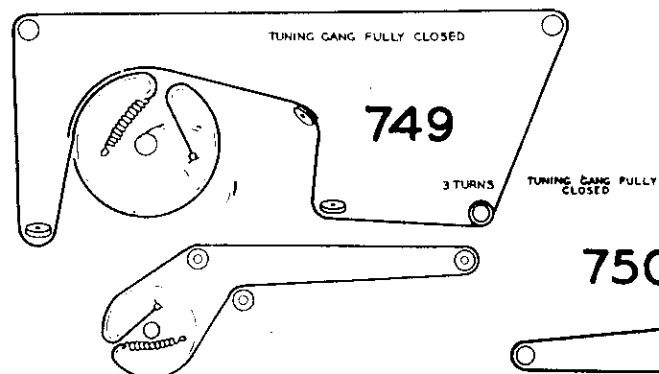
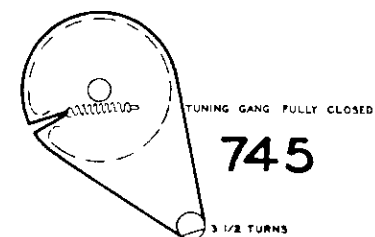
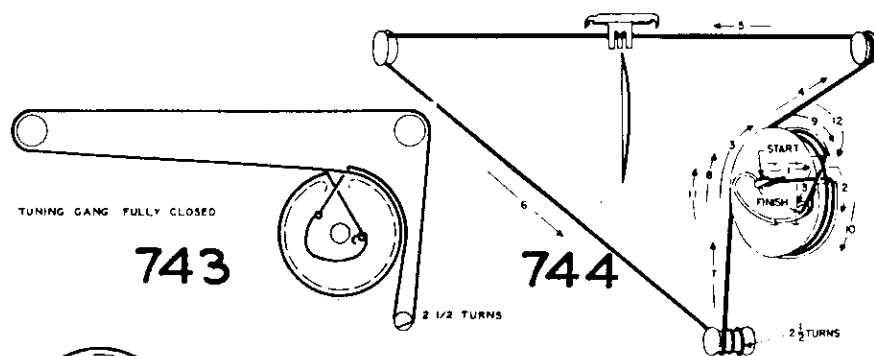
741

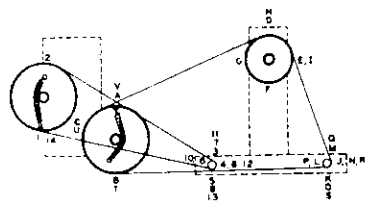


FM SLIDES IN  
AM SLUGS OUT

SPRING

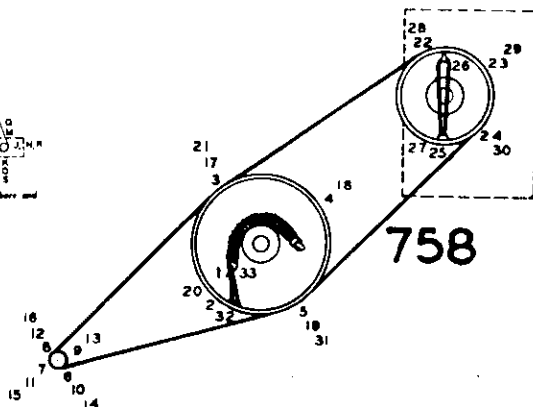
2 1/2 TURNS





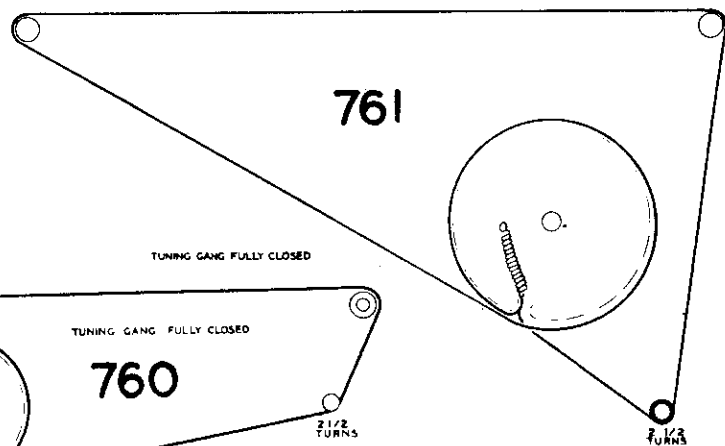
Old cable routing procedure made using is indicated by numbers and  
newer routing is indicated by letters.

759



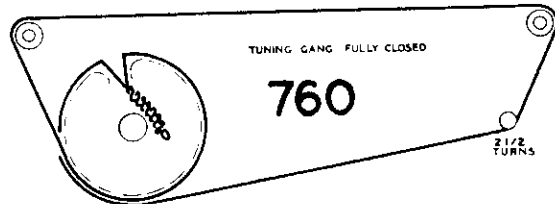
758

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



761

TUNING GANG FULLY CLOSED



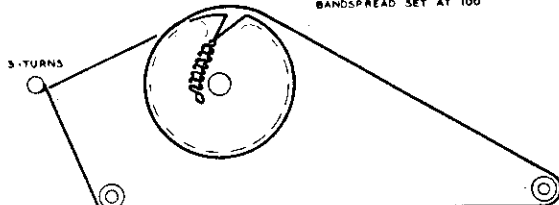
TUNING GANG FULLY CLOSED

760

2 1/2 TURNS

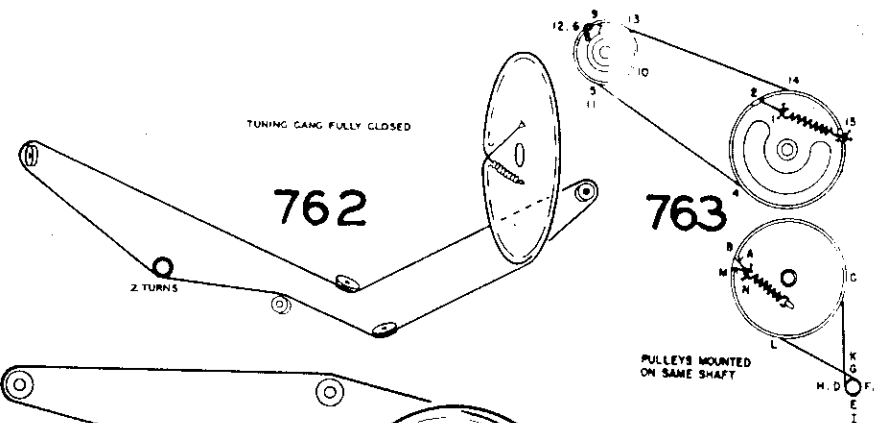
MAIN TUNING

BANDSPREAD SET AT 100



BANDSPREAD

3 TURNS



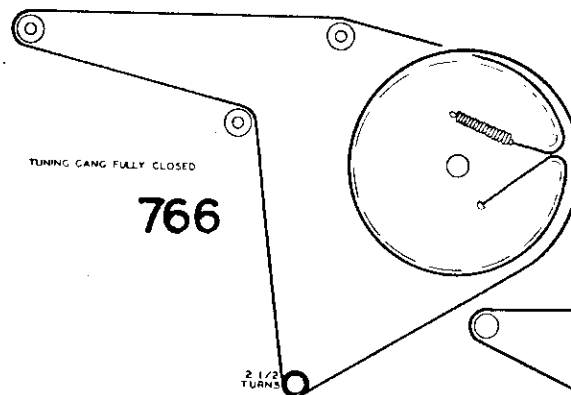
TUNING GANG FULLY CLOSED

762

2 TURNS

763

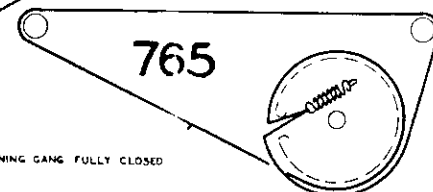
PULLEYS MOUNTED  
ON SAME SHAFT



TUNING GANG FULLY CLOSED

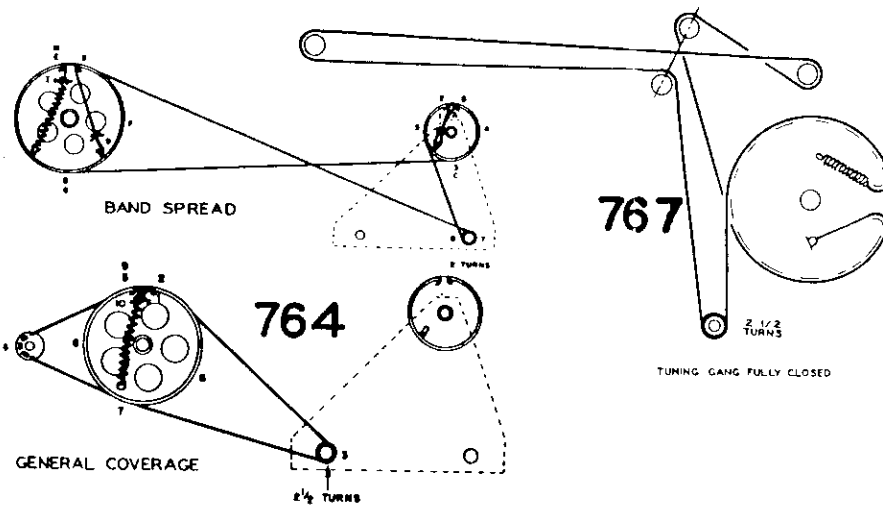
766

2 1/2 TURNS



765

TUNING GANG FULLY CLOSED



BAND SPREAD

764

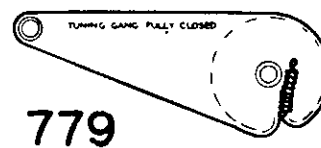
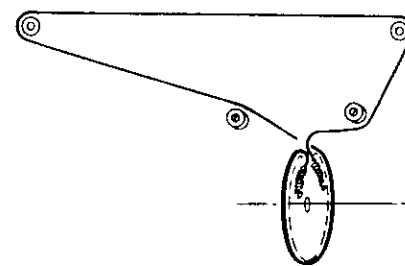
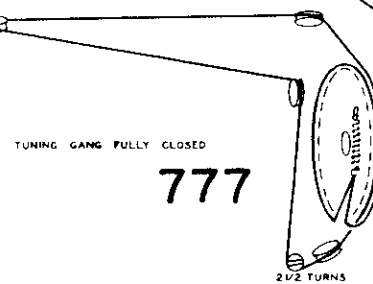
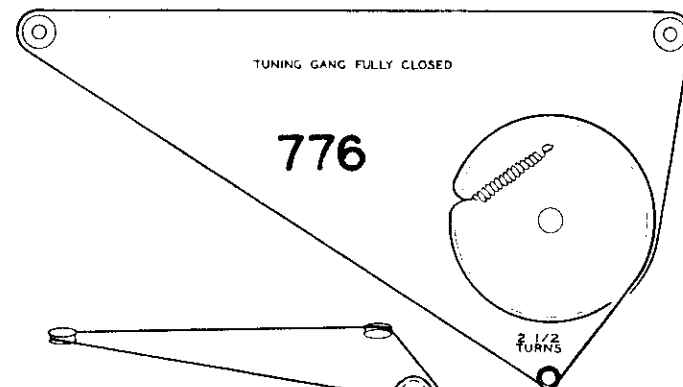
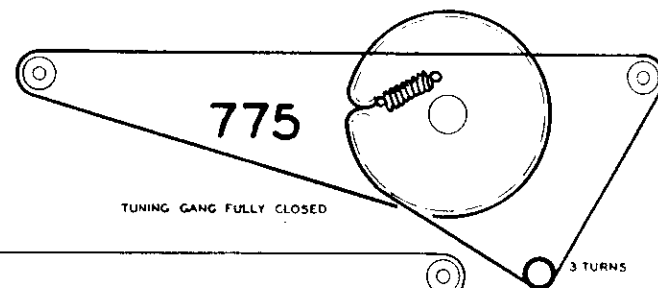
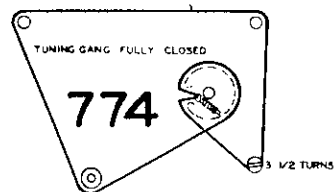
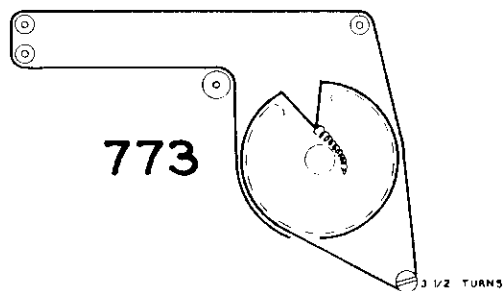
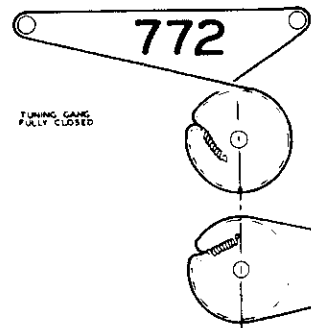
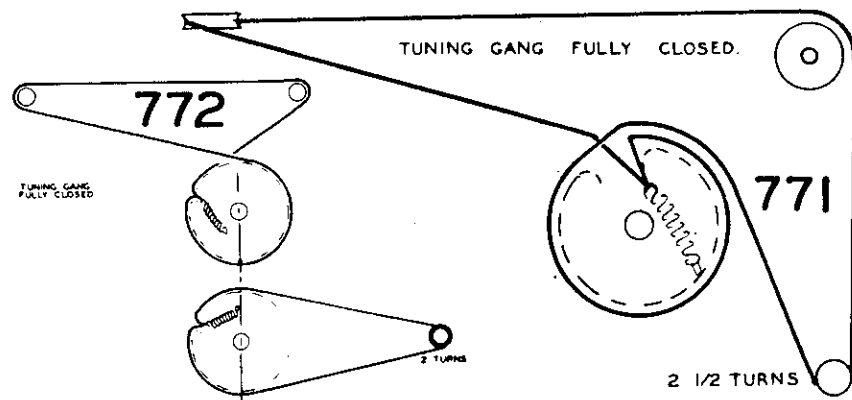
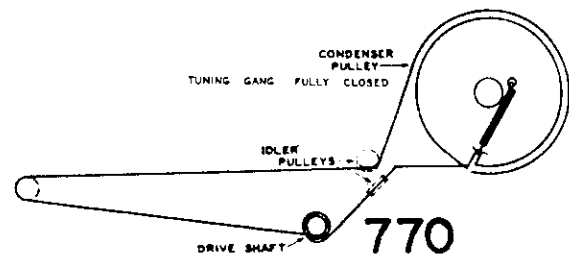
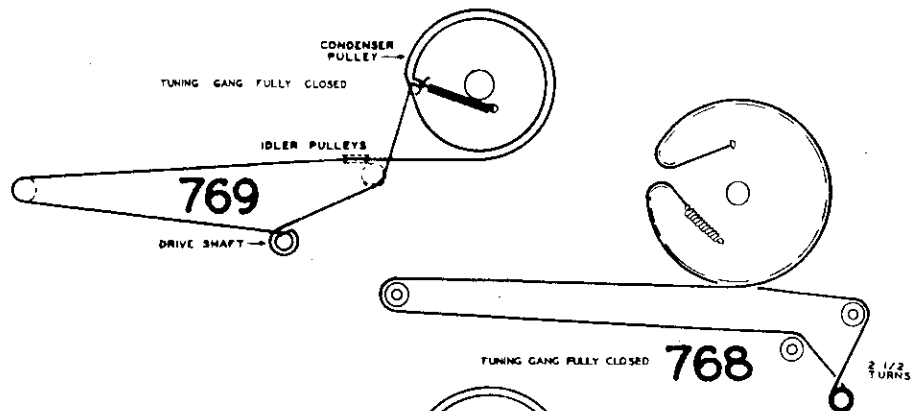
GENERAL COVERAGE

2 1/2 TURNS

767

TUNING GANG FULLY CLOSED

2 1/2 TURNS



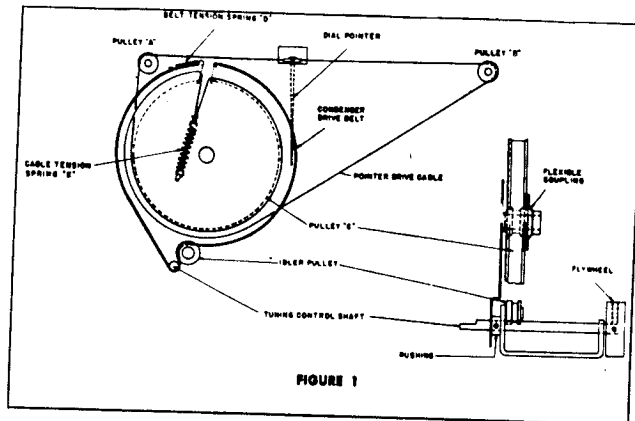


FIGURE 1

Two types of drive mechanisms are used to transmit the motion from the dial tuning knob to the large pulley that is coupled to the condenser gang. These two arrangements are shown on Figures 1 and 2. The cable used to drive the dial pointer is strung the same on all CR-100A and CR-100B receivers. Separate instructions for installing a replacement belt or spring on the CR-100A or CR-100B chassis are given below.

**CR-100A 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 'D', completing the operation.

**CR-100B Condenser Drive Belt Replacement**—Slide a short length (approximately 1/2-inch) of sleeve over one end of a 15-inch length of dial cable, form a small loop and tie a knot in the cable through the pulley slot and around the metal hook in pulley 'C' and lace the cable 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 opposite side of pulley 'C'. Loop one end of tension spring 'D' 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 'D' 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-100A and CR-100B Dial Pointer Drive Cable Replacement**—Rotate the tuning control shaft until the slot in the groove of pulley 'C' is up. Cut a piece of dial cable approximately 40 inches long and slide a short piece of sleeve over 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 of the cable and through the slot in the pulley groove and in a counter-clockwise direction around the pulley 'A' and in a counter-clockwise direction around the back of the dial frame over pulley 'C'. The cable must be at the front of the pulley groove or nearest the panel. This last wrap around 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 'B' over the pulley hook and lace the cable until the tension spring coils are stretched to approximately 1 1/2 inches. Now pull back on the double knot in the cable while maintaining tension on the spring.

Turn the tuning control shaft until the condenser gang is completely meshed. Slide the dial pointer on its track until it is in line with the last calibration mark at the low frequency end of the dial. The short piece of sleeve installed prior to the stringing operation should be slid to the rear of the dial pointer and the crimping lugs on the dial 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 sleeve, to which the dial pointer is fastened. This completes the operation.

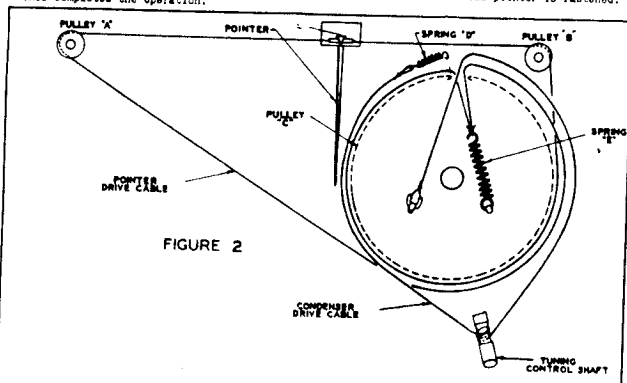
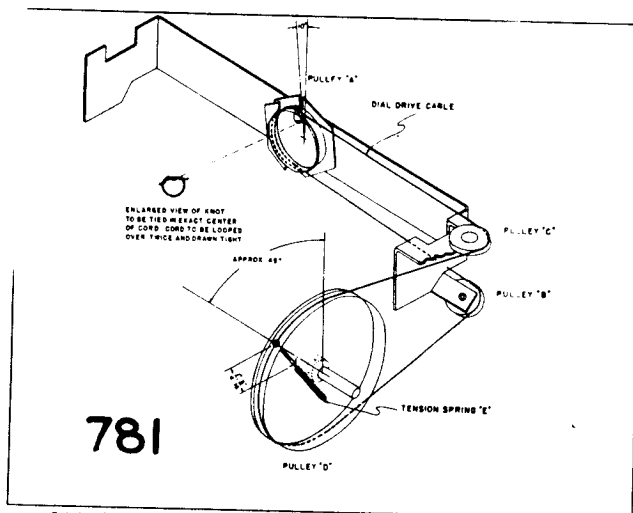


FIGURE 2

780



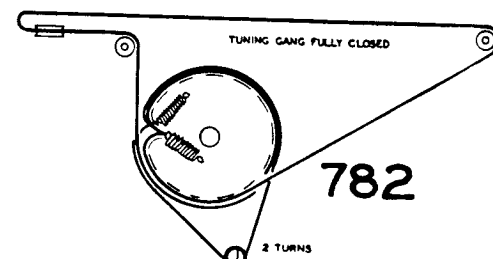
781

Rotate the brass pulley designated 'A' in figure above until the dial pointer strikes the stop at the high frequency end of the dial calibration. In this condition the slot in pulley 'A' should be approximately 45 degrees to the left of being vertical (see figure above). If the slot in the pulley 'A' is in some other position at 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 set screw. Then while holding pulley 'A' so that its slot is approximately tangent to the left of vertical (when viewed from the rear) adjust the pointer until it is pointing against the stop at the high frequency end of its travel. Then tighten the pointer set screw securely and replace the glass dial.

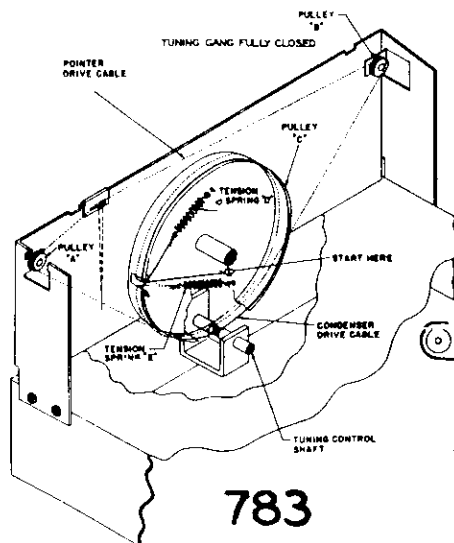
Completely unmesh the condenser gang and check the location of the hole or slot in pulley 'D'. If this hole is not approximately 45 degrees back from vertical as shown on figure above, loosen the two No. 6 Allen set screws in the hub of pulley 'D' and slip the pulley on its shaft (while holding the condenser 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 a first step 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 place then over the lower pulley 'B', around the bottom of the large pulley 'C', and into the hole. Pull the cable taut and wrap the end around the small hook on pulley 'D'.

The remaining piece of cable should be wound around pulley 'A' in the direction shown, for one complete turn, over the upper pulley 'C', and over the top of pulley 'D'. Thread one end of tension spring 'A' fastened to the hook on pulley 'D' lace the cable taut. With 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 'B' and turn it until the pointer is in the specified position. Be sure that the condenser gang does not move during this adjustment. Then tighten the two screws in pulley 'B' securely completing the operation.

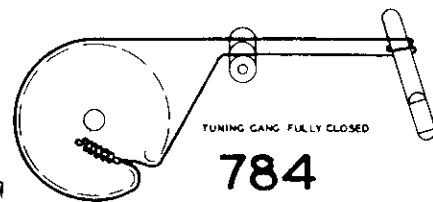


782

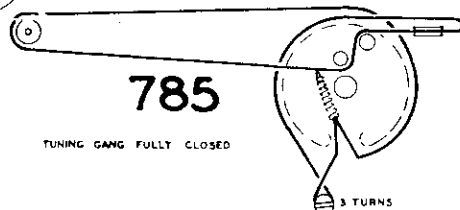
2 TURNS



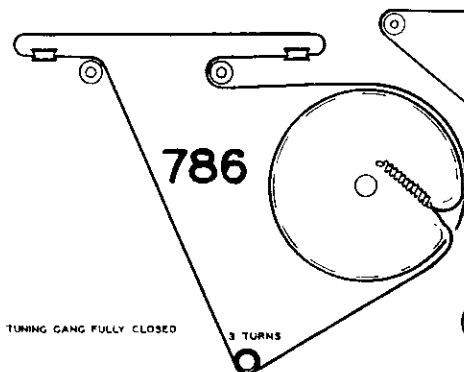
783



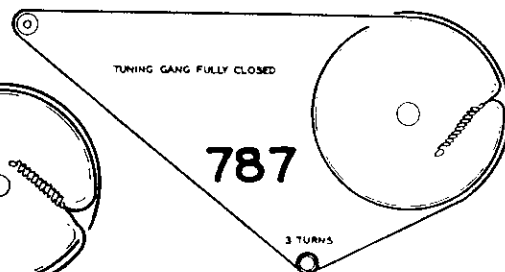
784



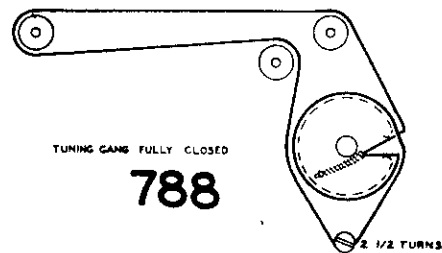
785



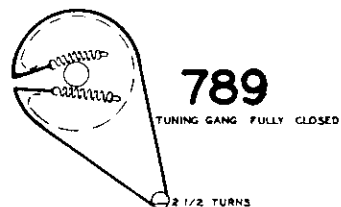
786



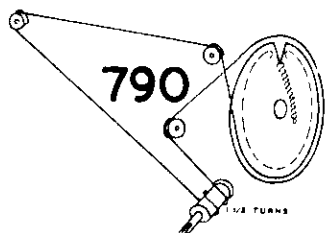
787



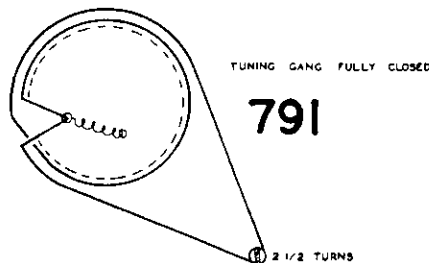
788



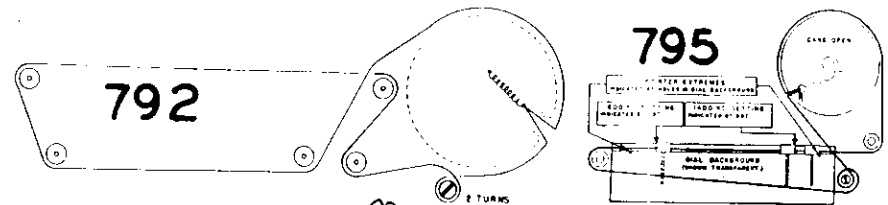
789



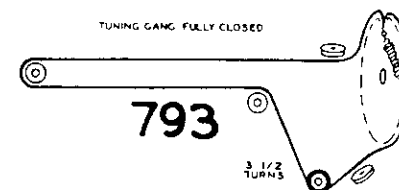
790



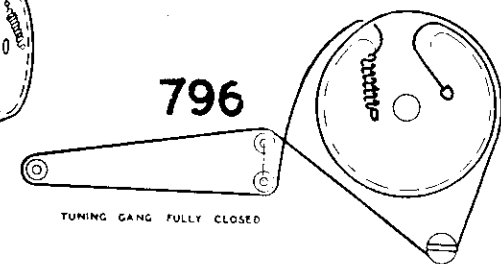
791



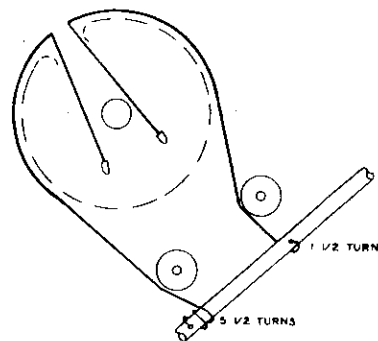
792



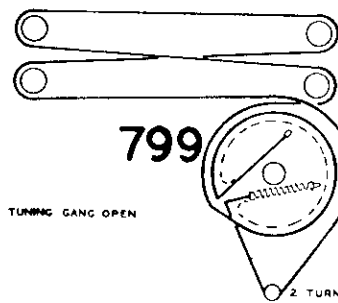
793



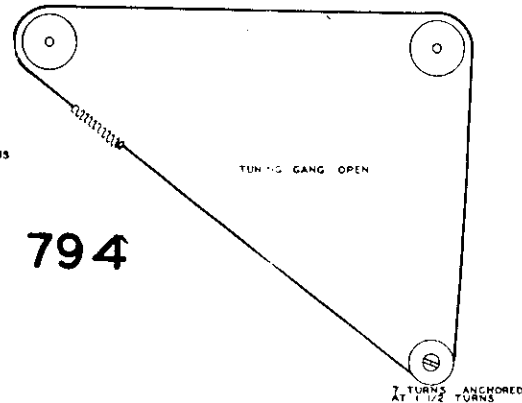
796



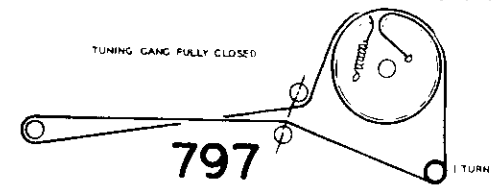
794



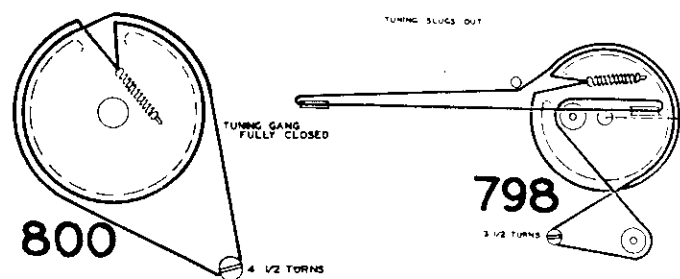
799



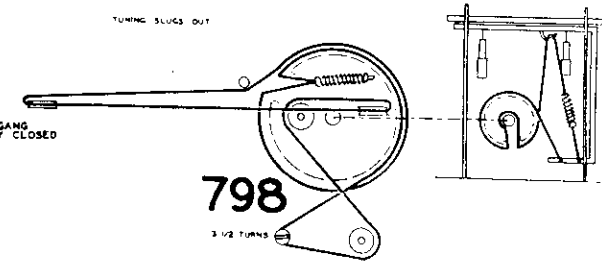
794



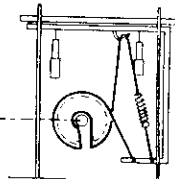
797



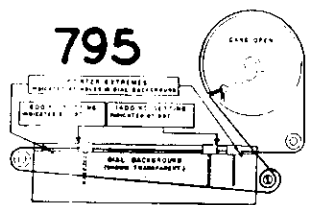
800



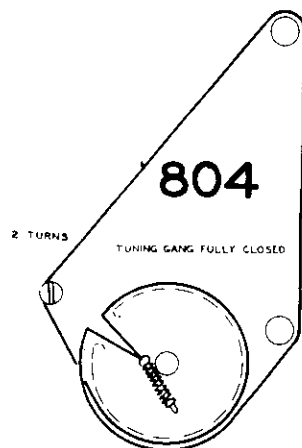
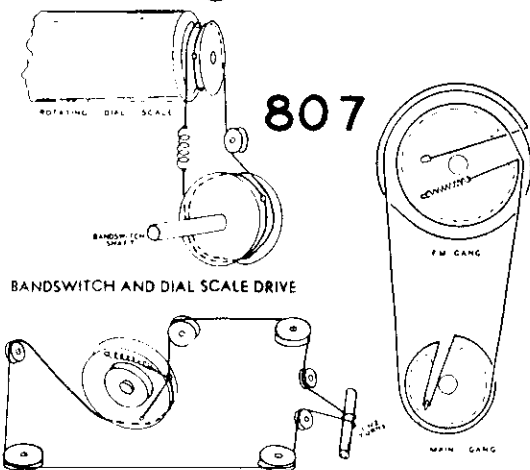
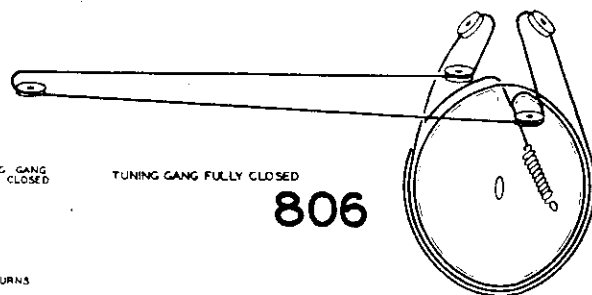
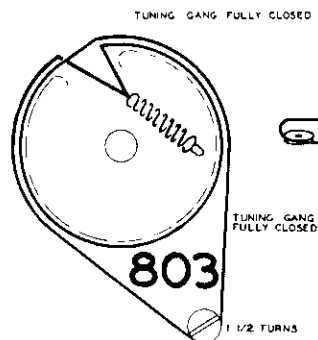
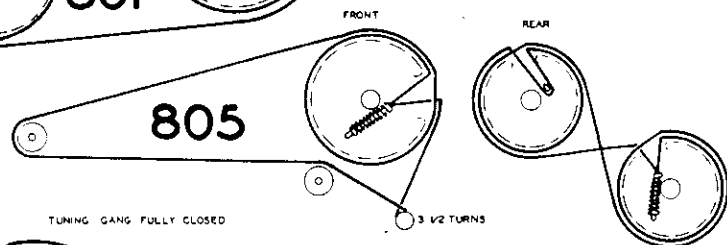
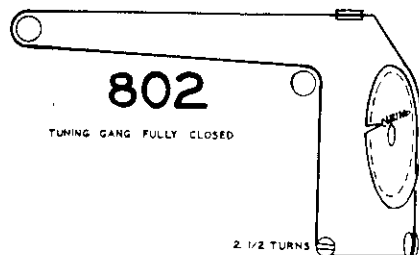
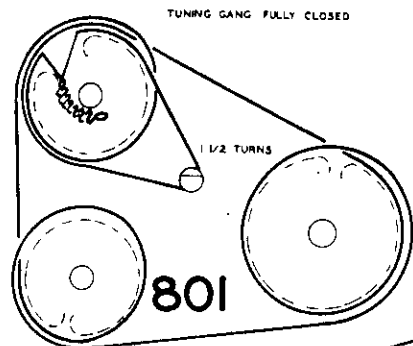
798



795

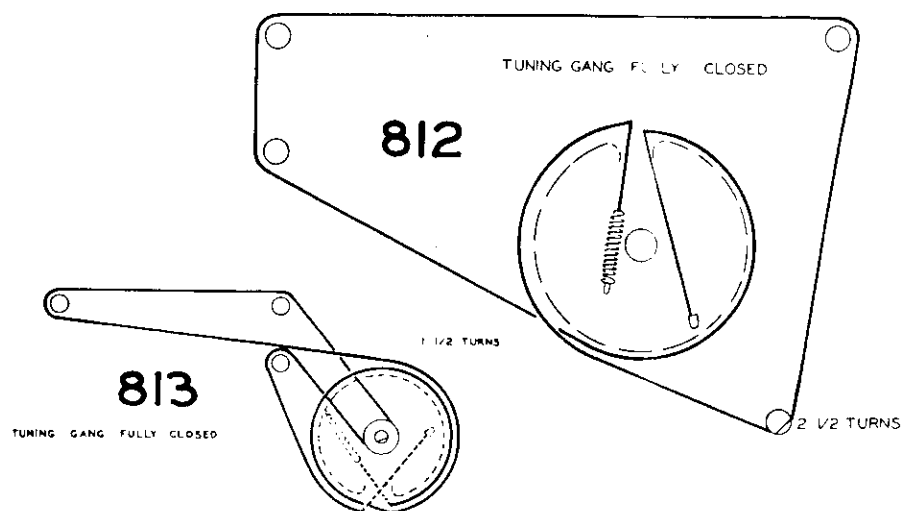
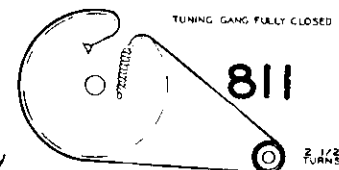
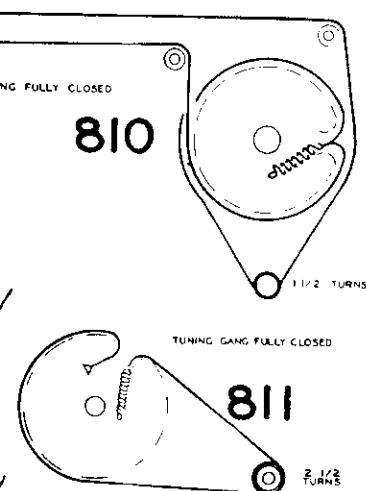
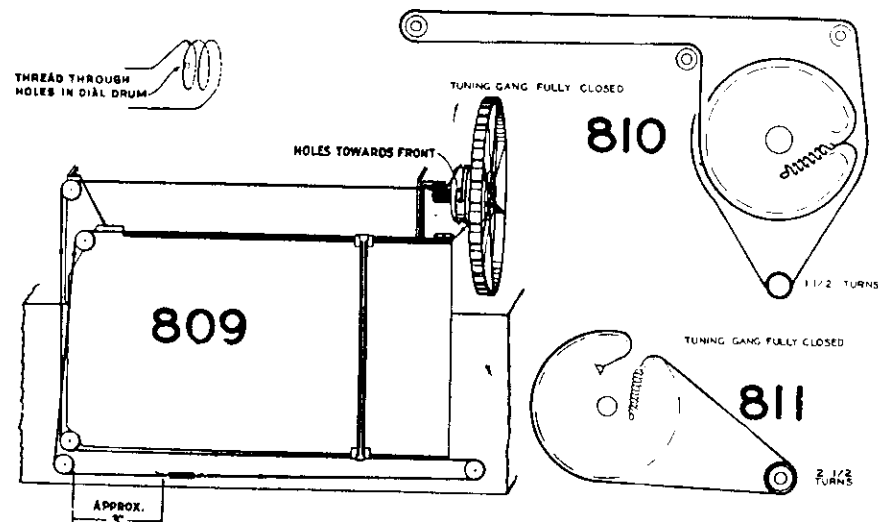
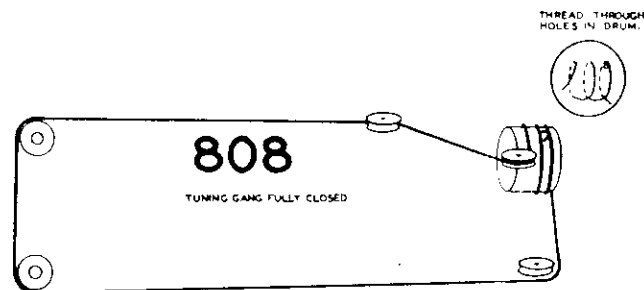






TUNING DIAL DRIVE

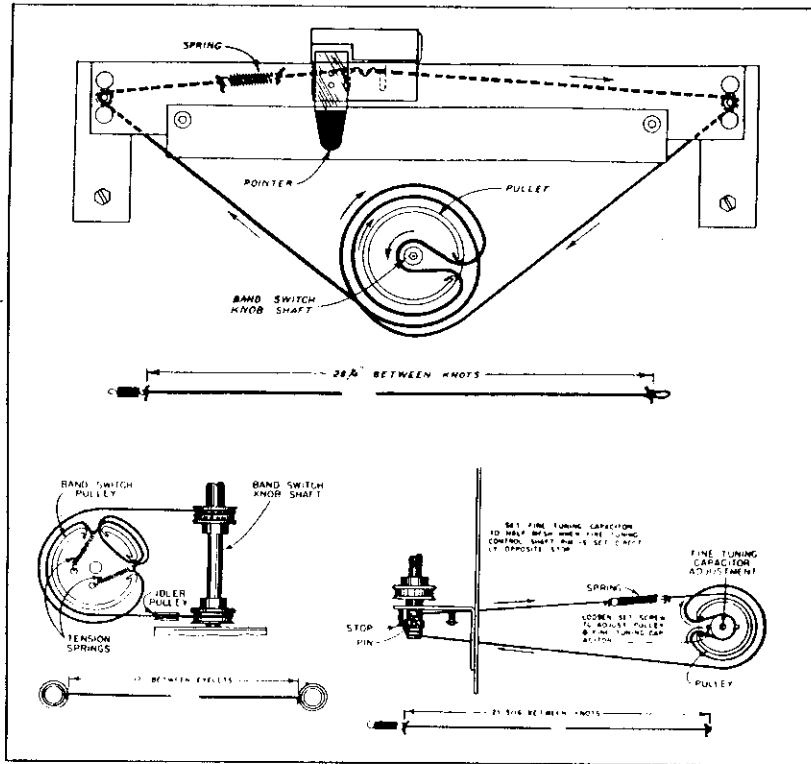
FM TUNER GANG DRIVE



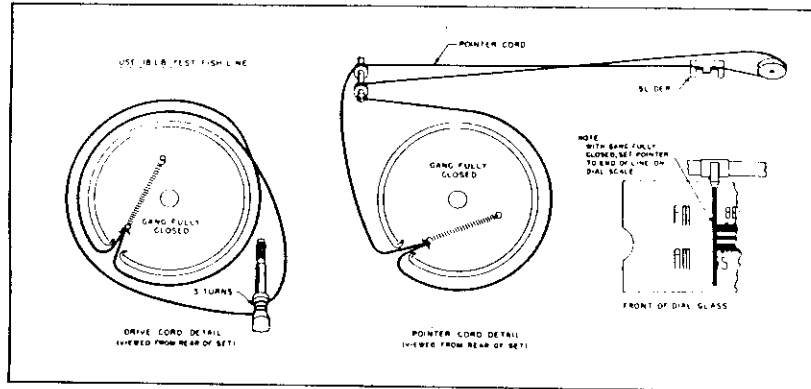
1 1/2 TURNS

2 1/2 TURNS

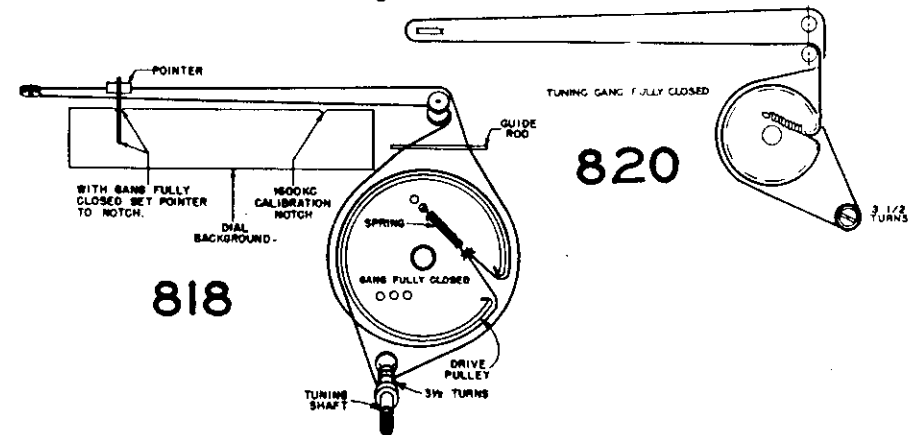
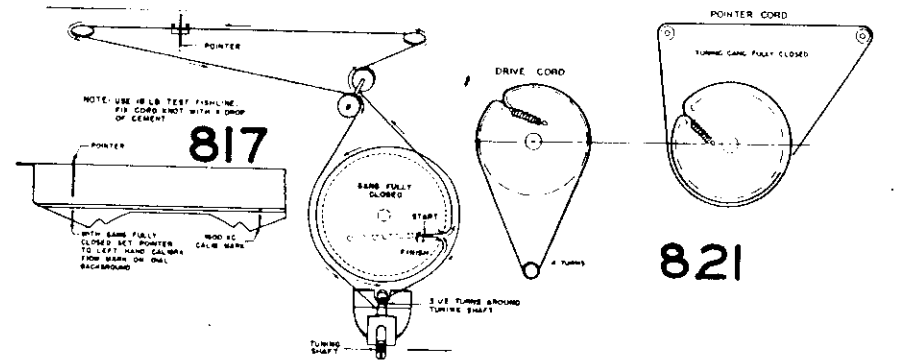
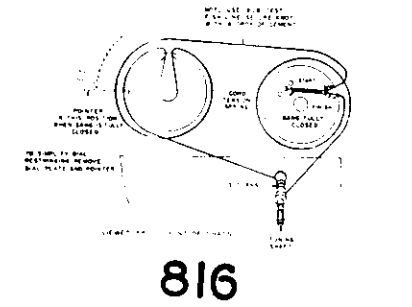
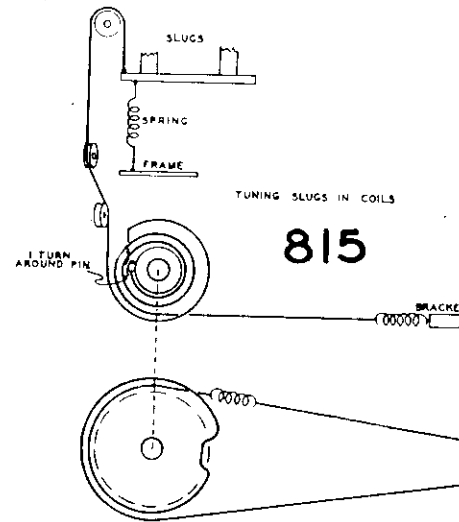
# TV CHASSIS

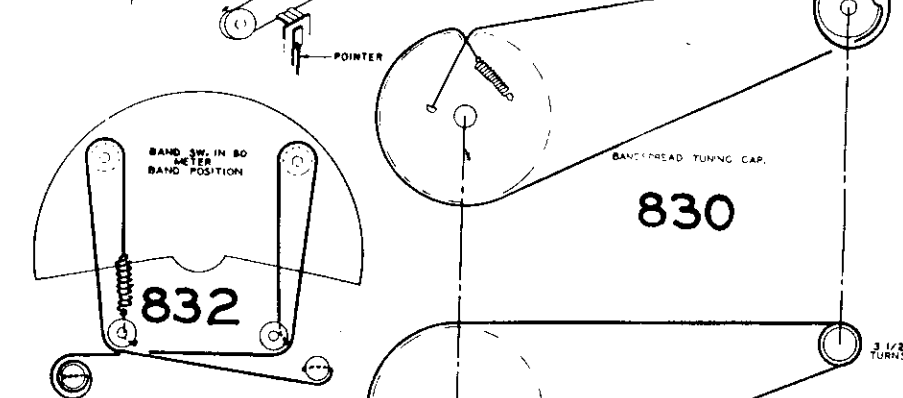
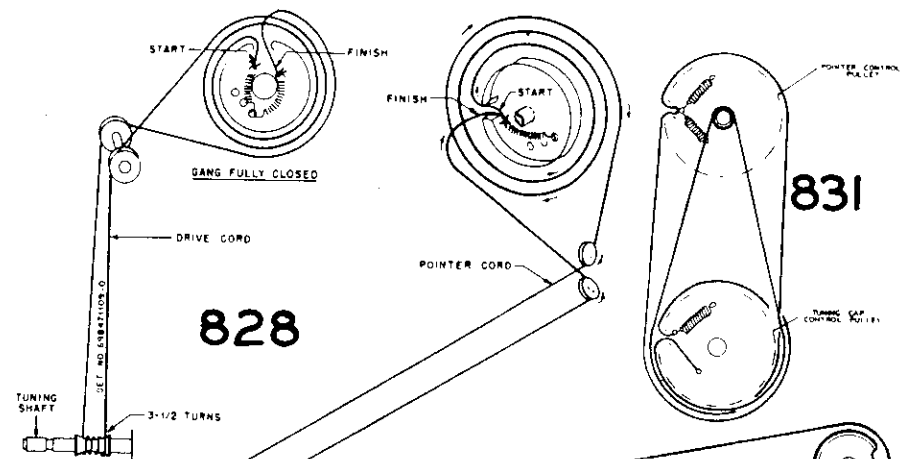
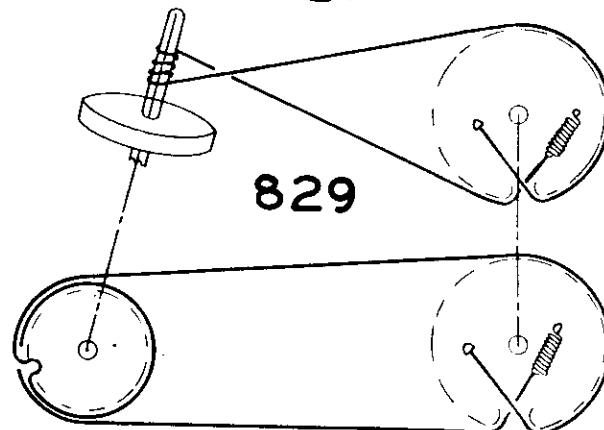
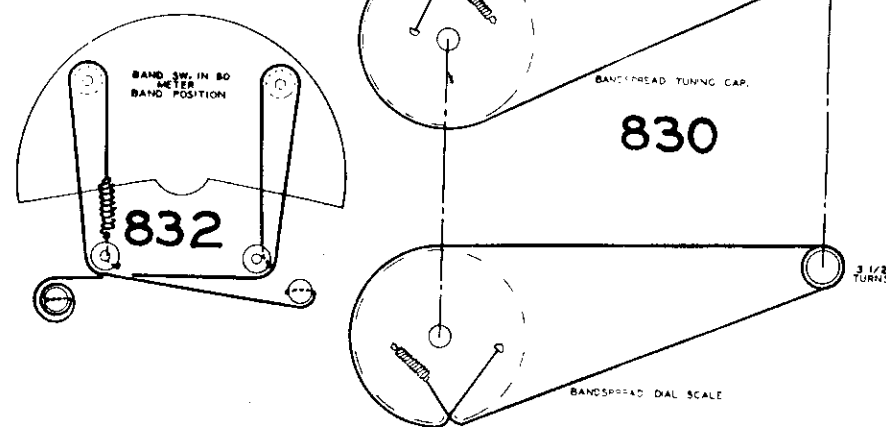
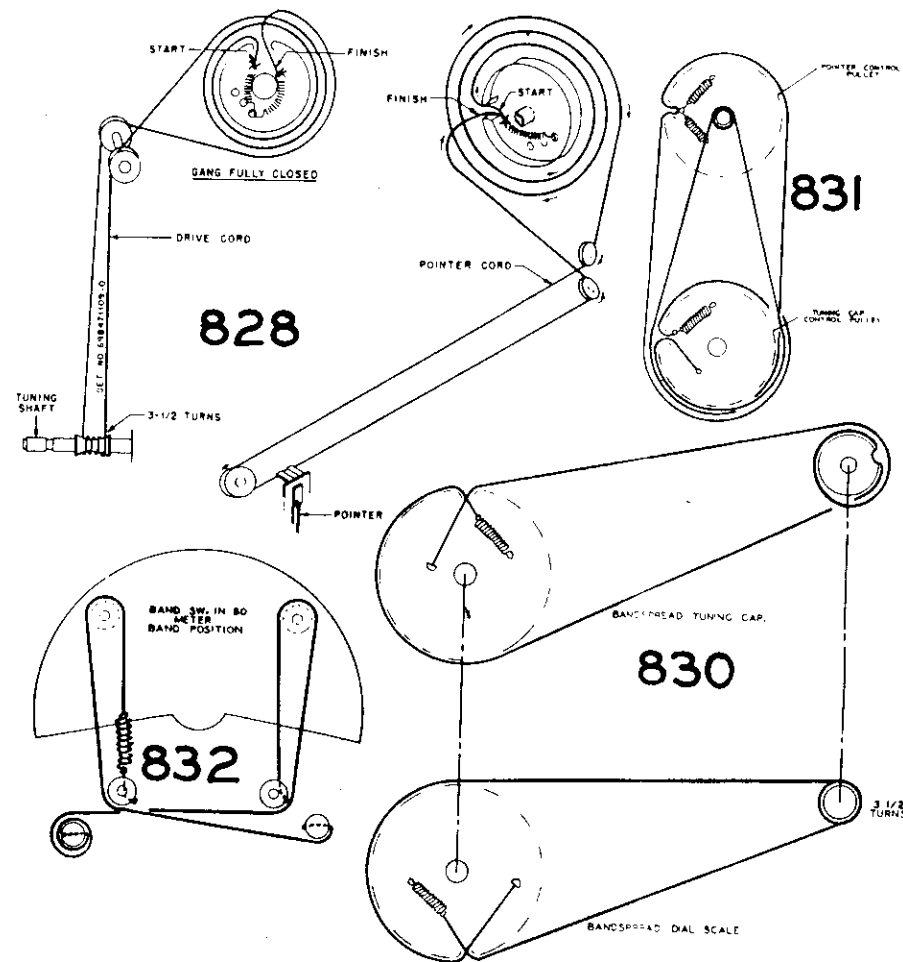
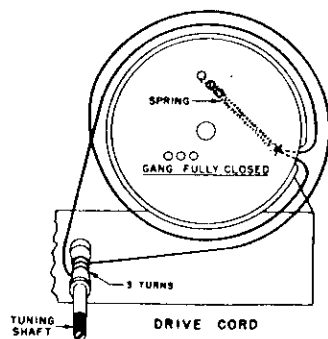
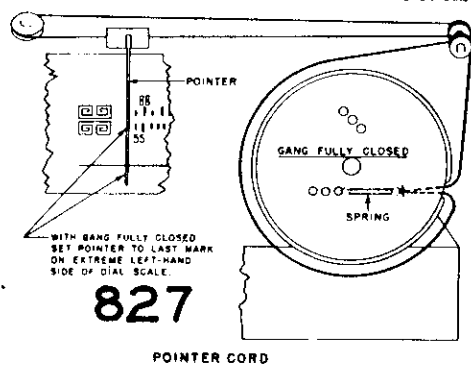
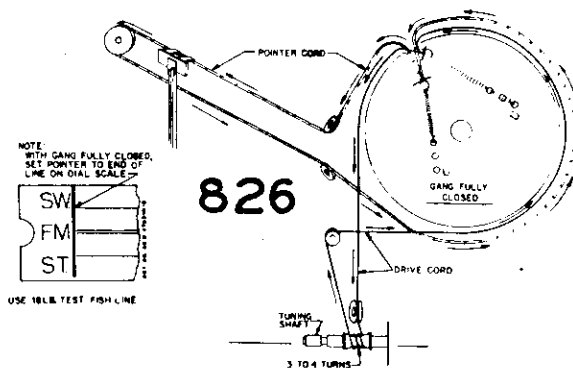
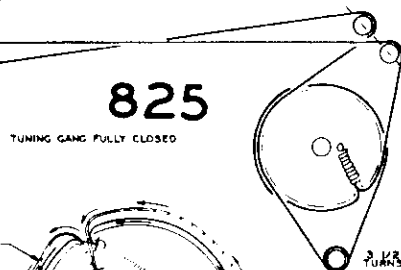
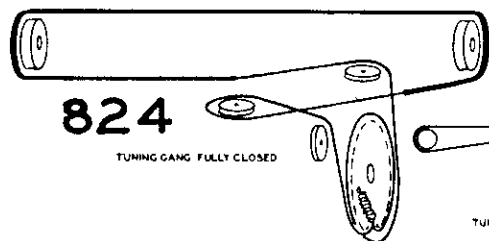
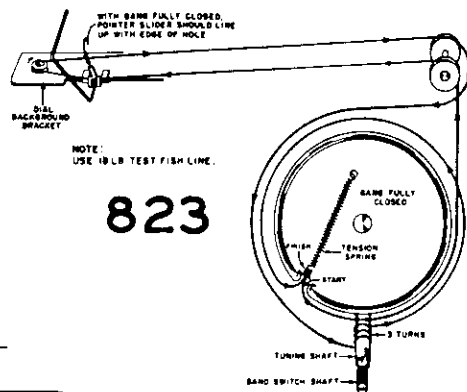
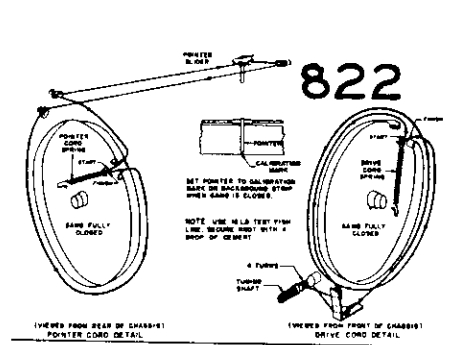


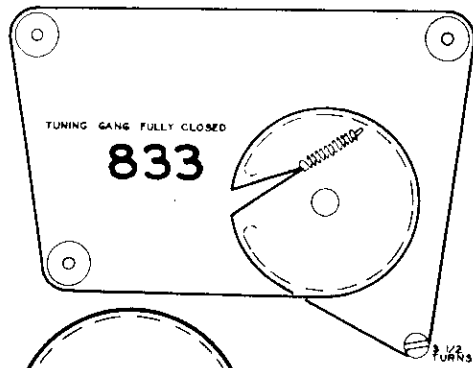
# AM-FM CHASSIS



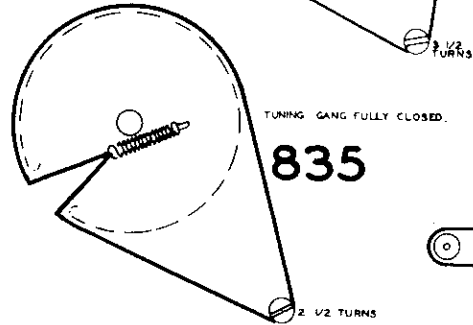
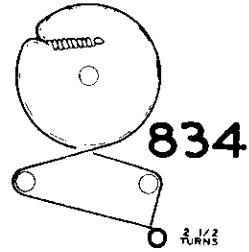
814



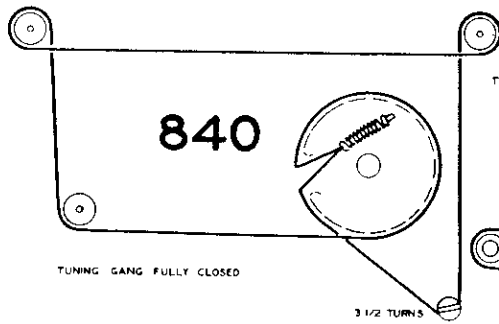
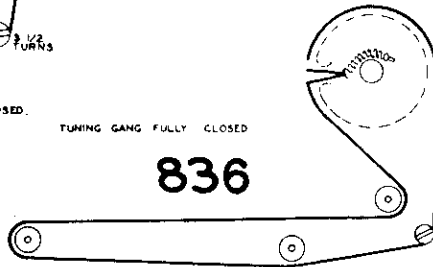




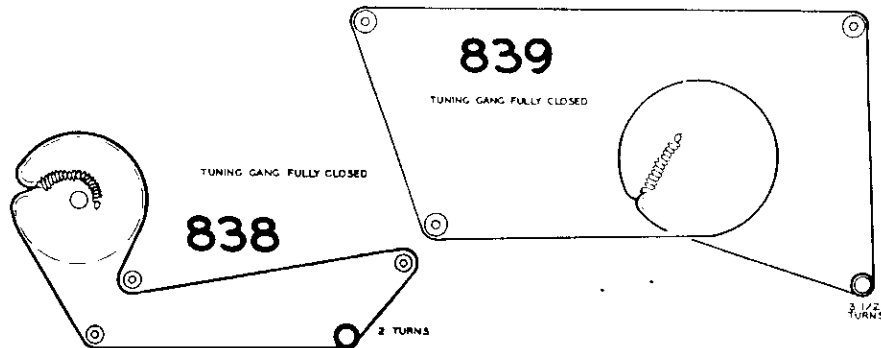
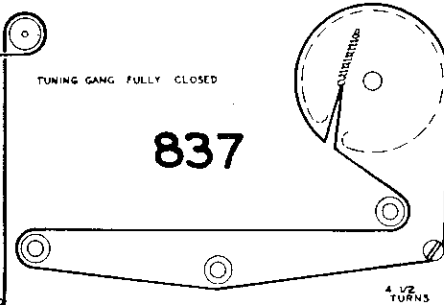
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

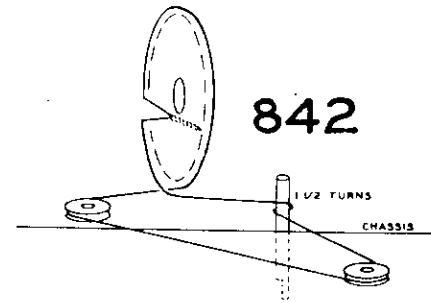
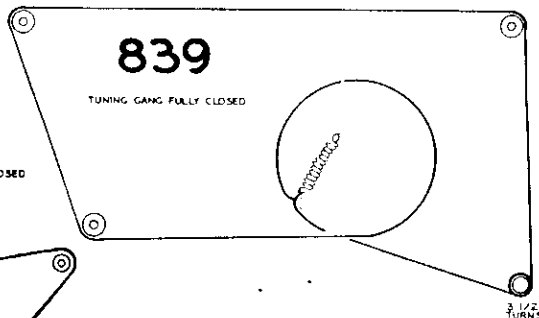


TUNING GANG FULLY CLOSED



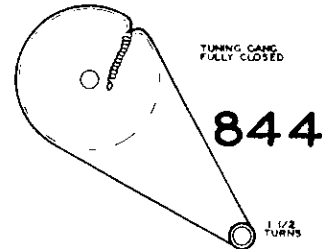
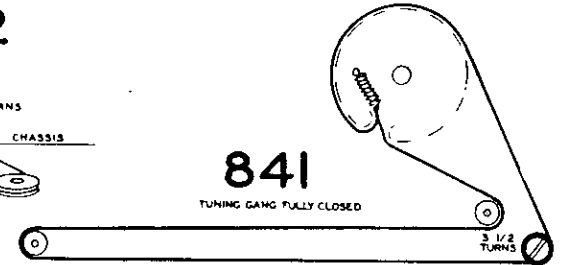
**839**

TUNING GANG FULLY CLOSED

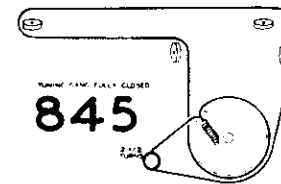
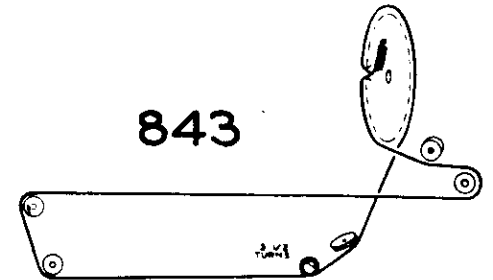


**841**

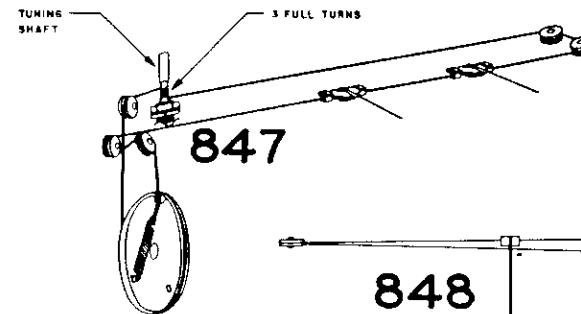
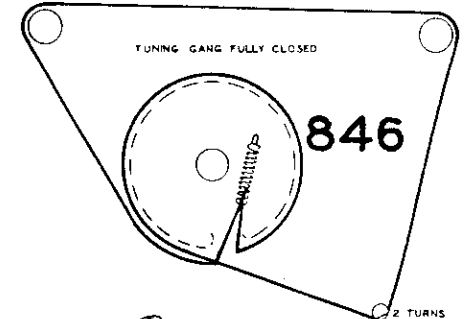
TUNING GANG FULLY CLOSED



**843**

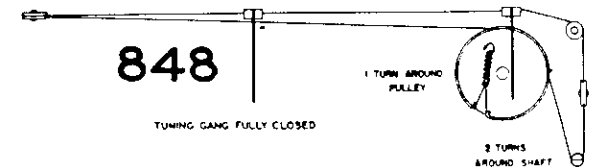


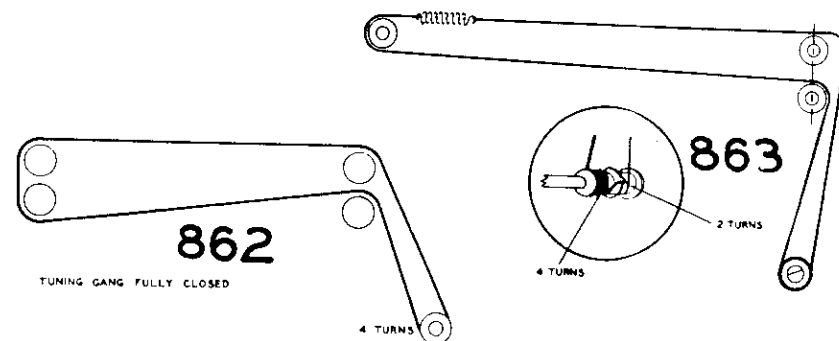
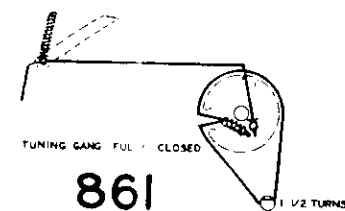
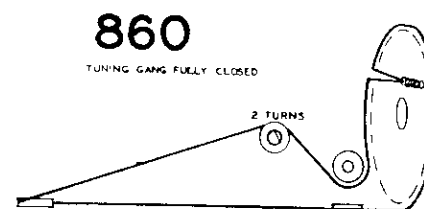
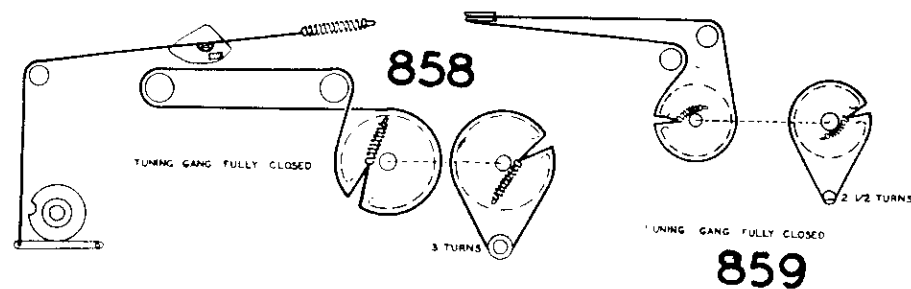
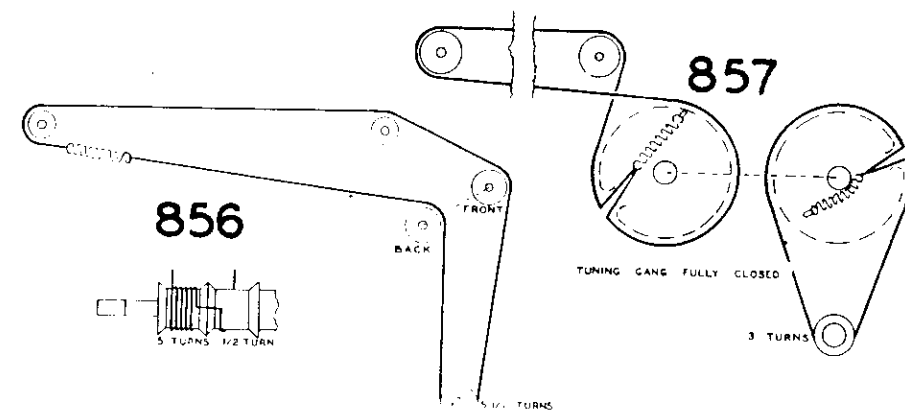
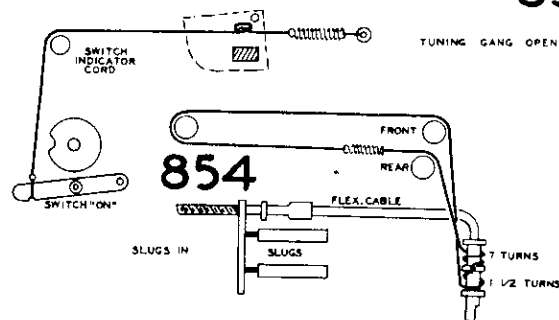
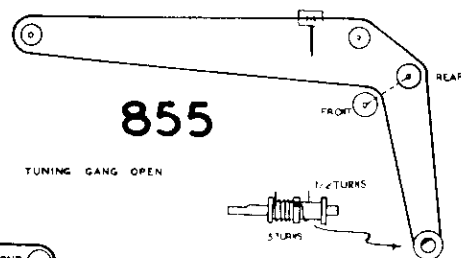
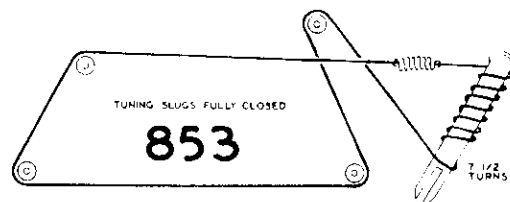
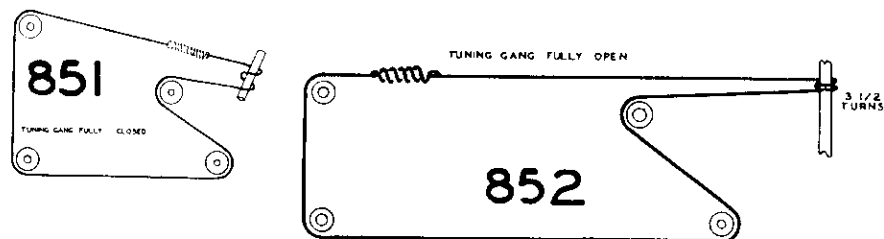
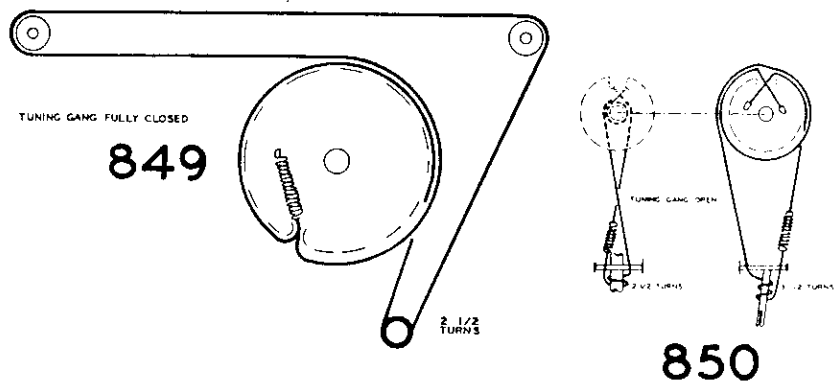
TUNING GANG FULLY CLOSED

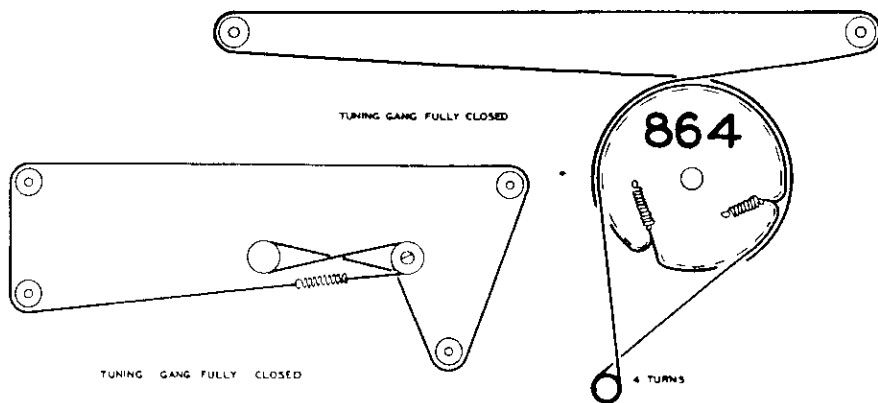


**848**

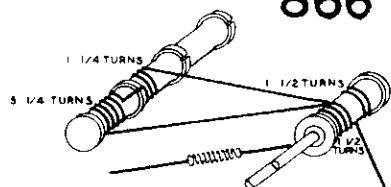
TUNING GANG FULLY CLOSED



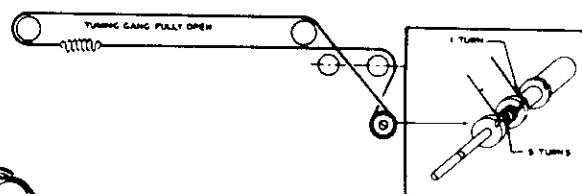




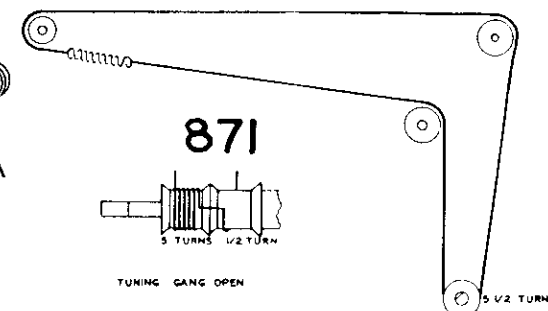
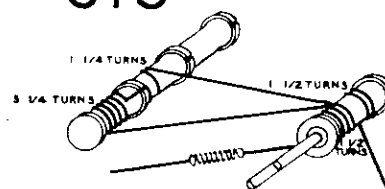
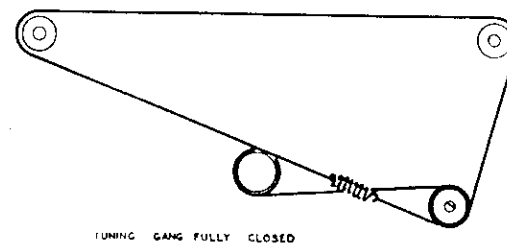
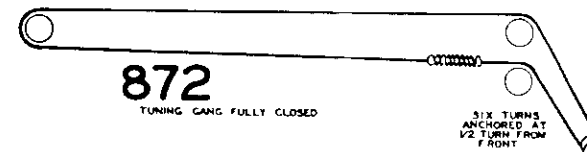
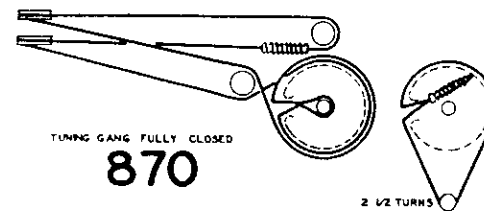
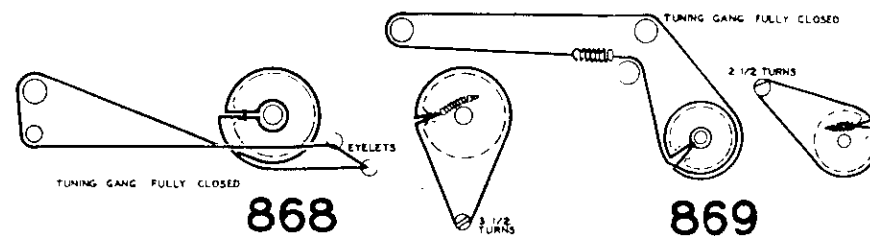
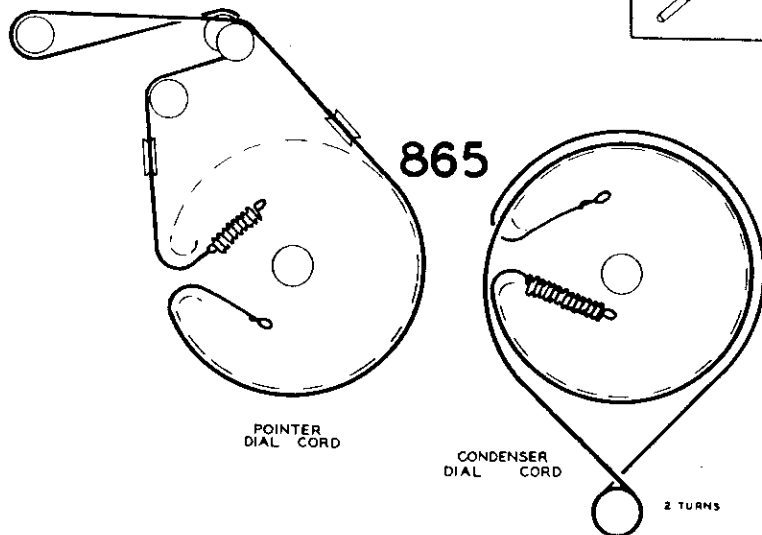
866

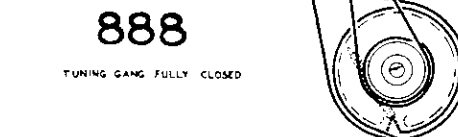
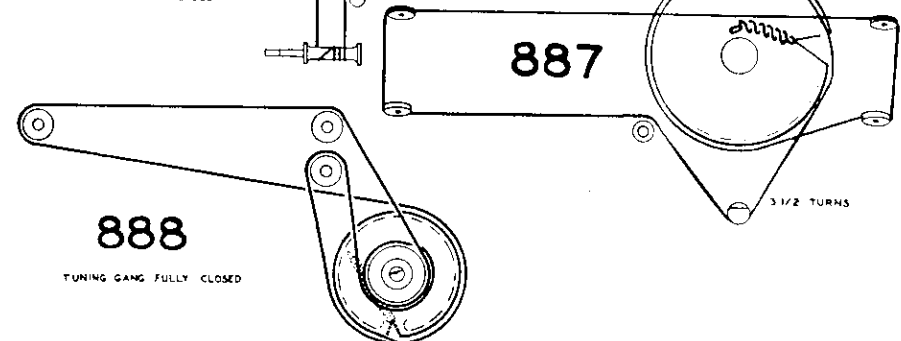
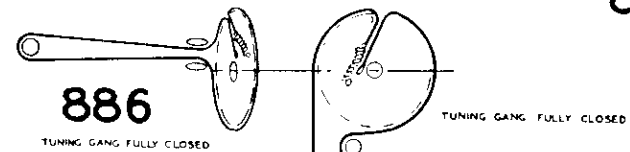
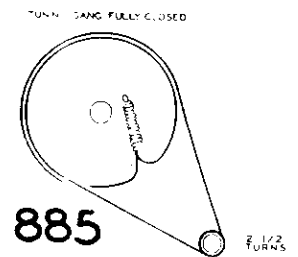
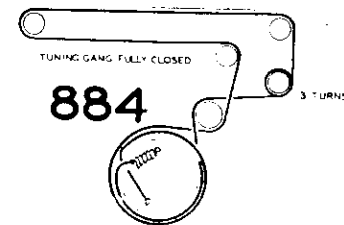
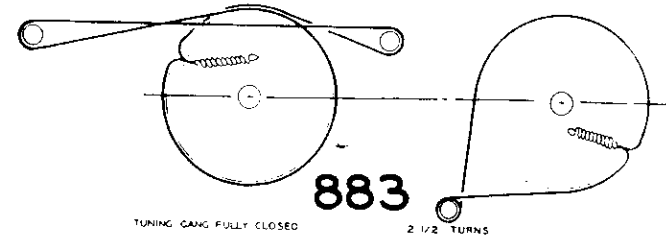
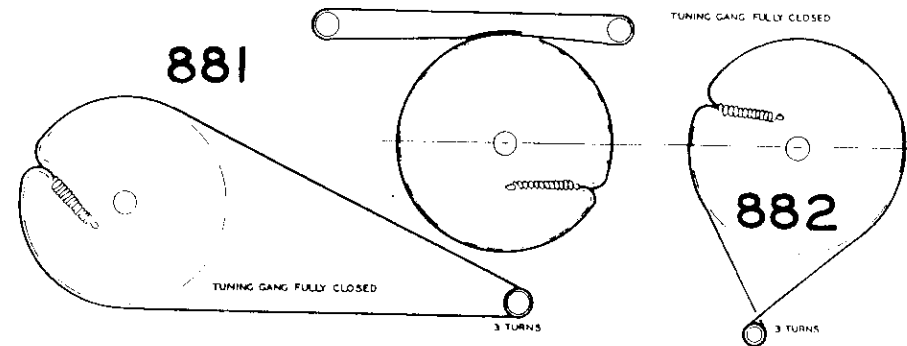
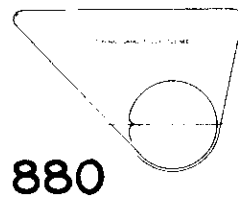
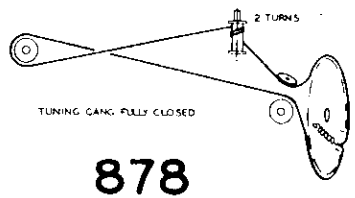
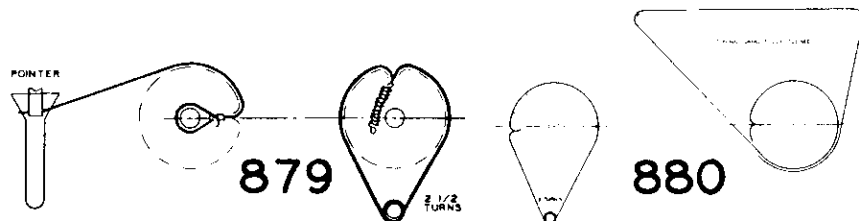
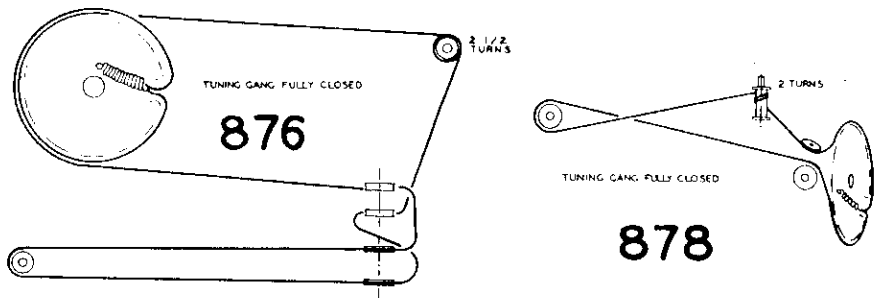
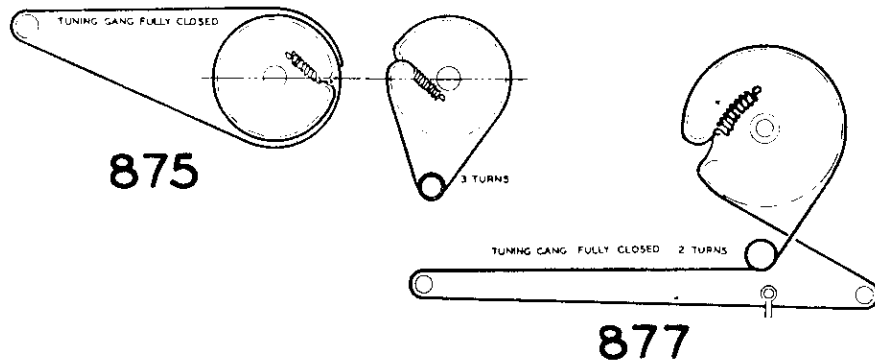
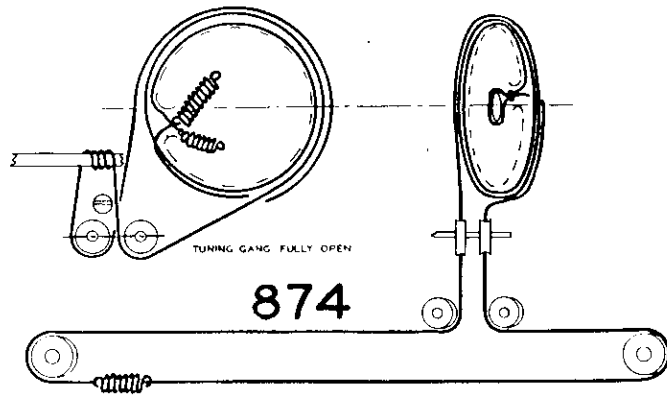


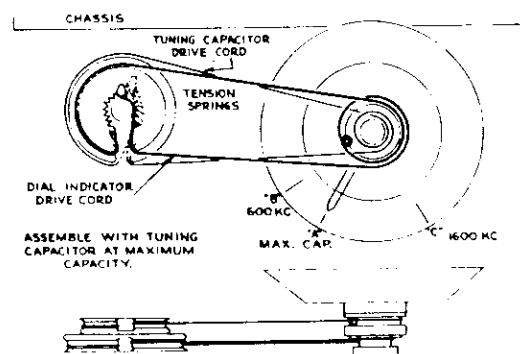
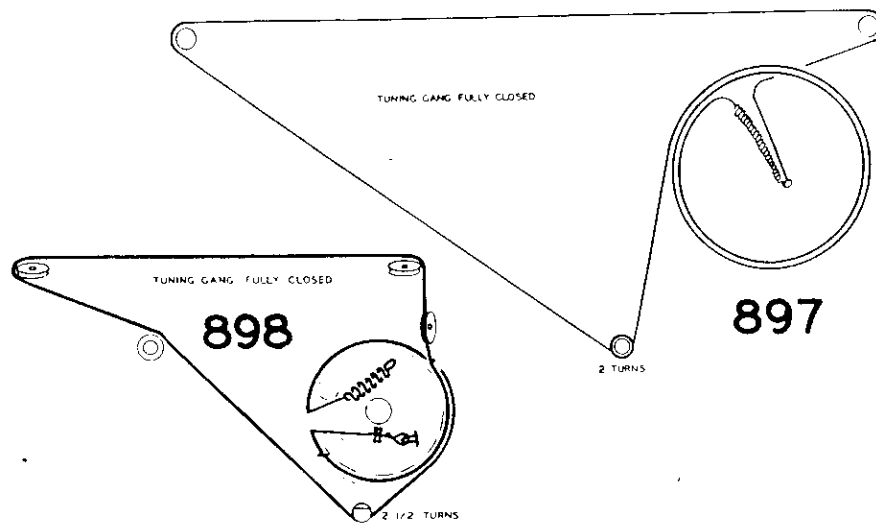
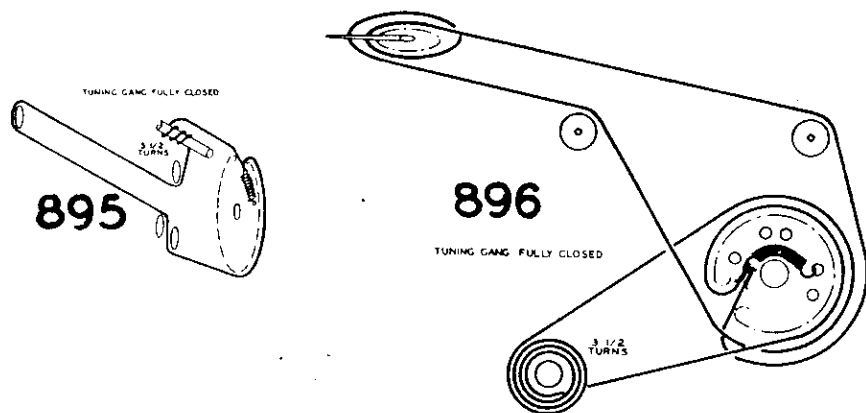
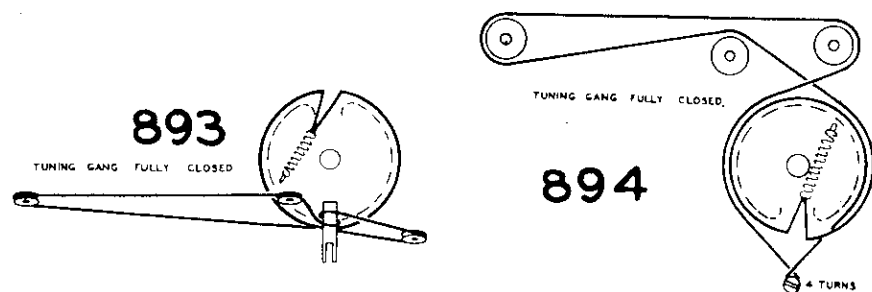
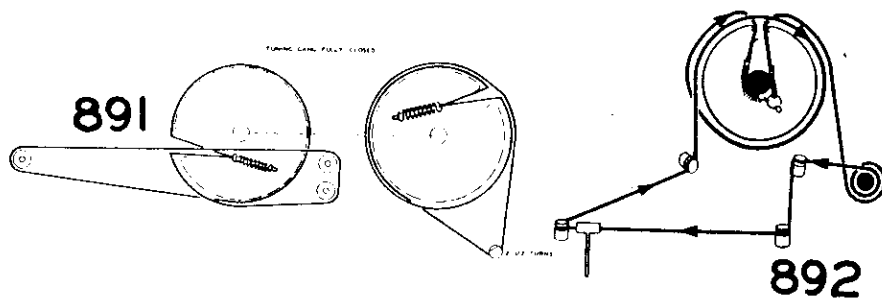
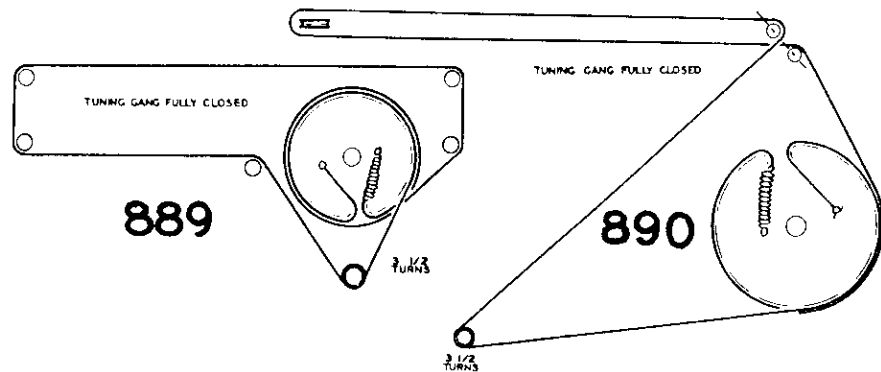
867



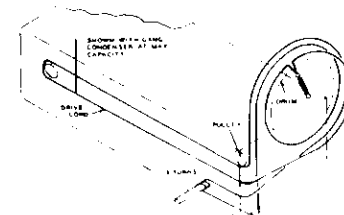
865





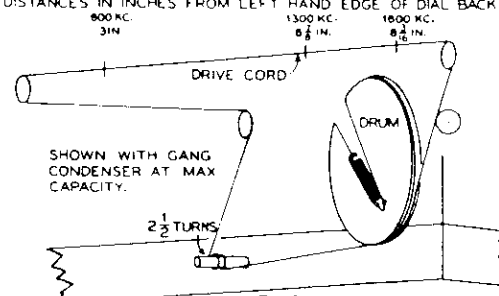


899



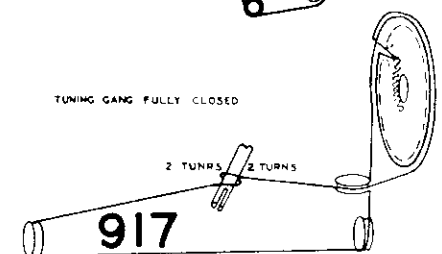
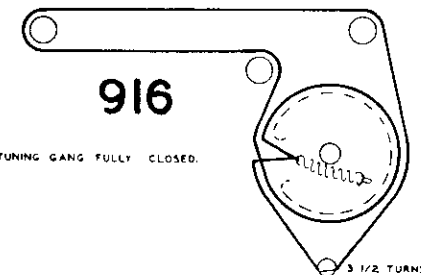
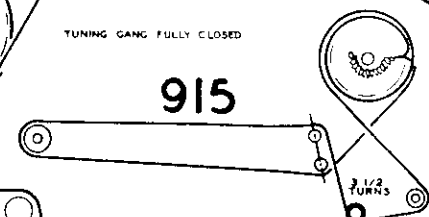
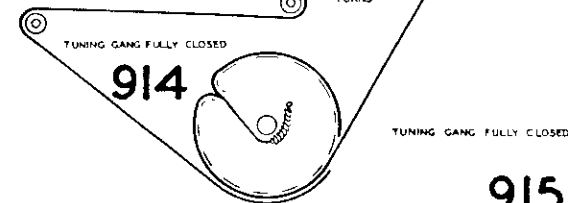
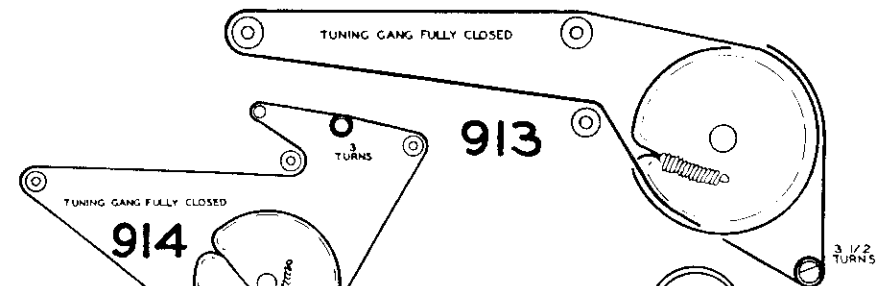
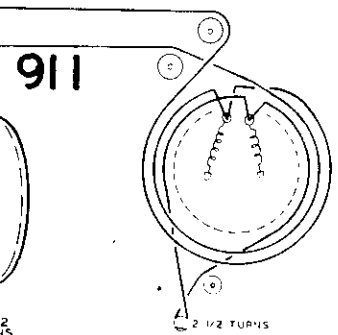
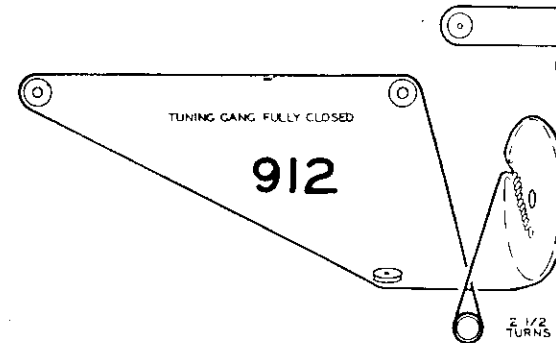
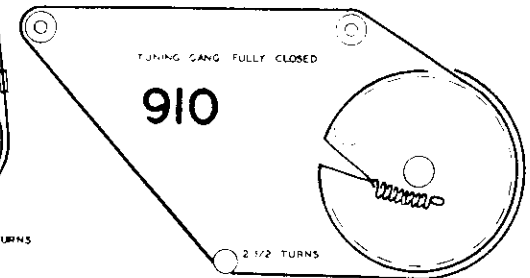
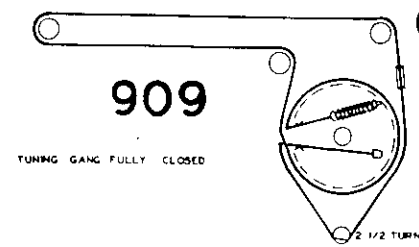
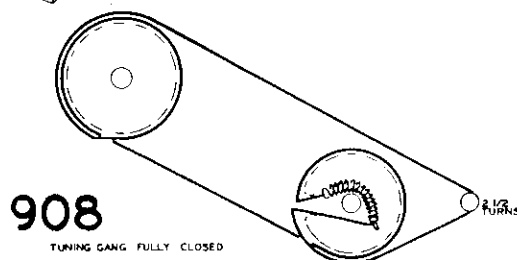
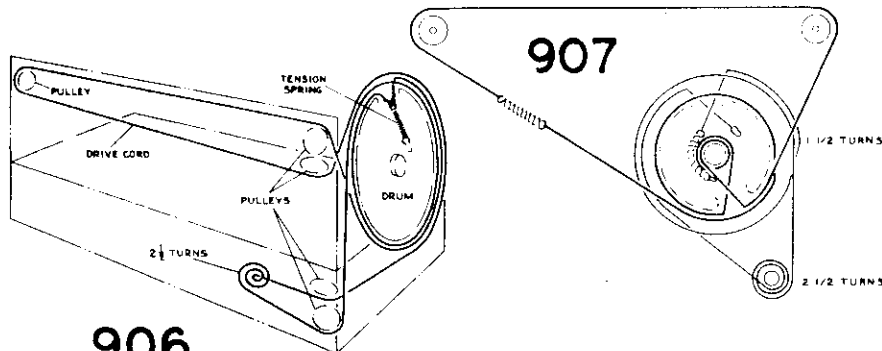
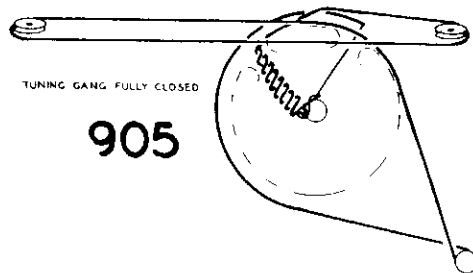
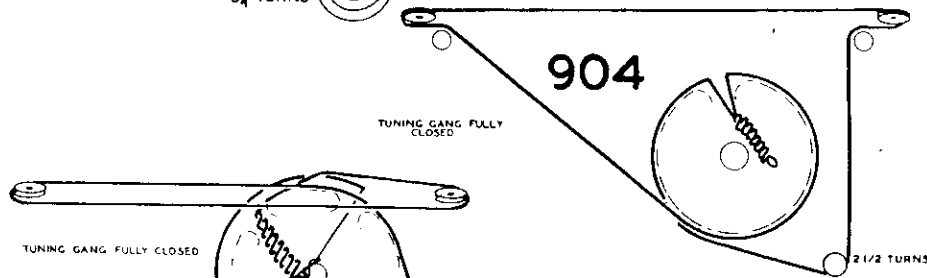
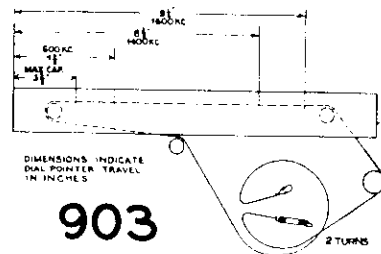
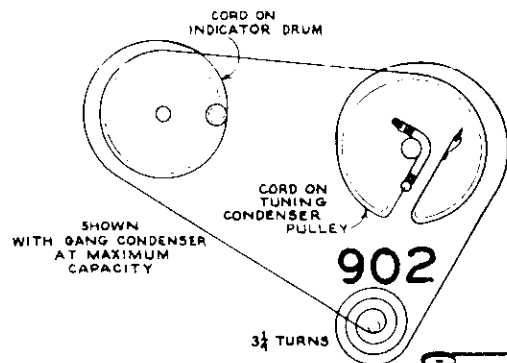
901

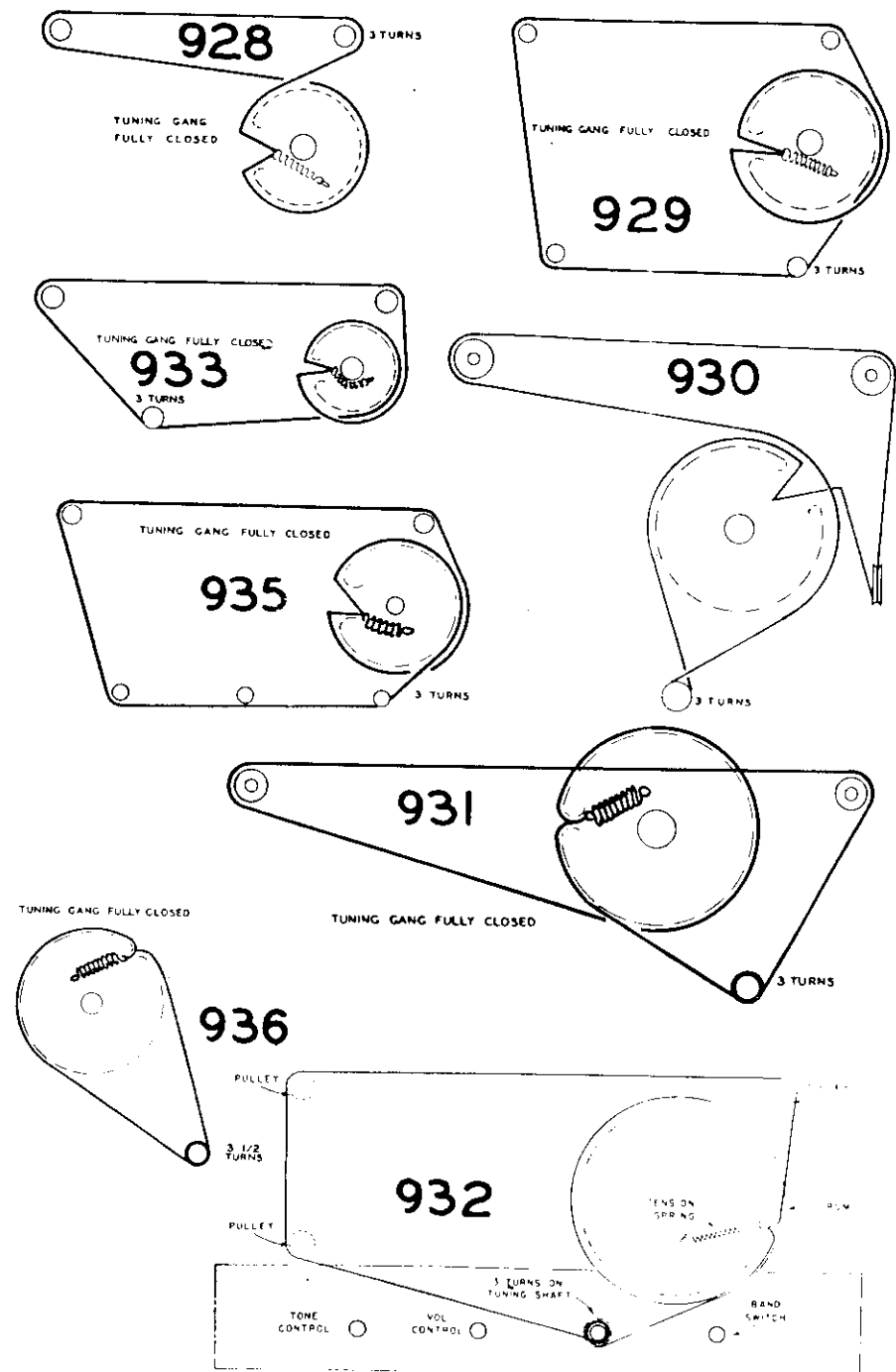
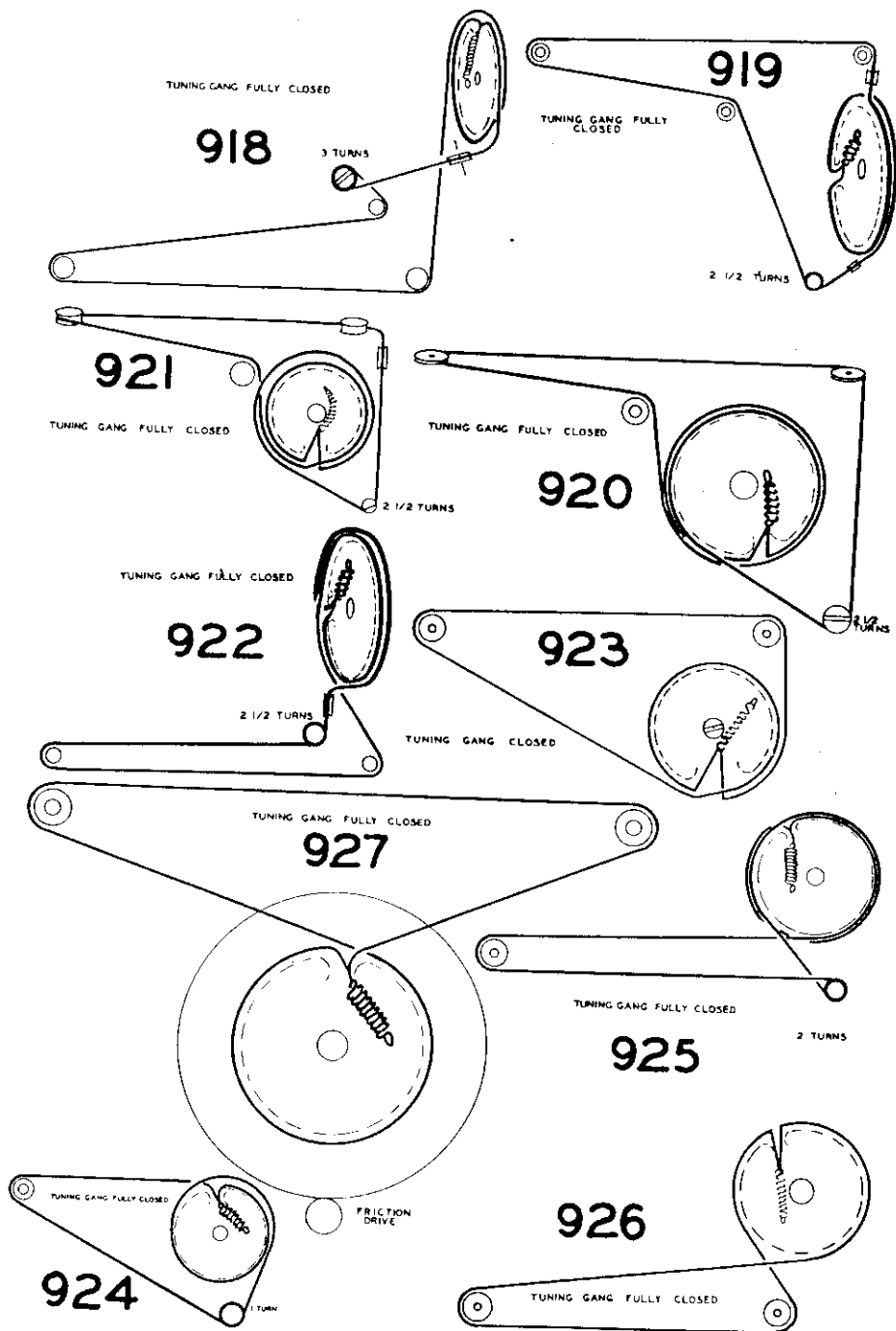
DISTANCES IN INCHES FROM LEFT HAND EDGE OF DIAL BACK PLATE

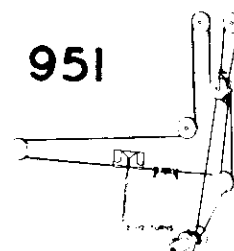
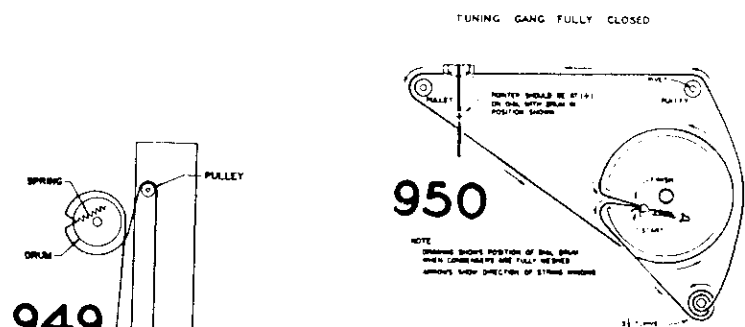
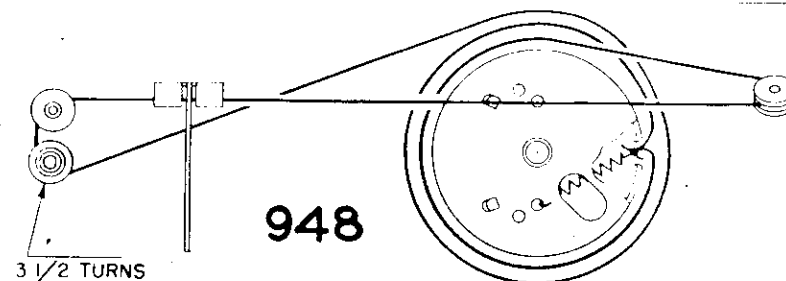
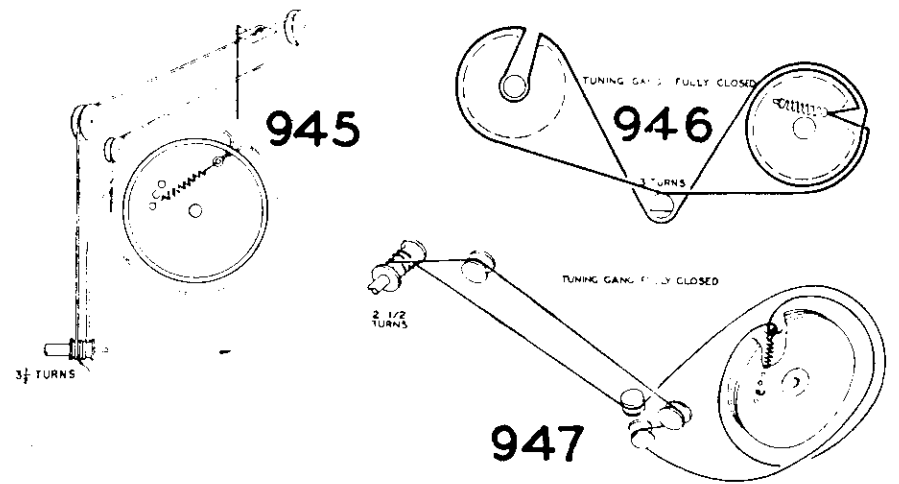
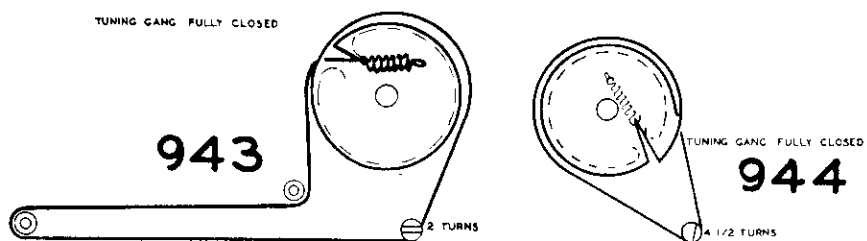
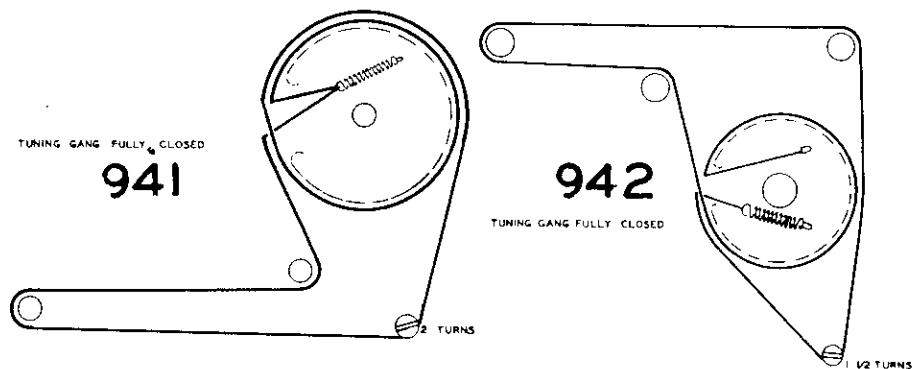
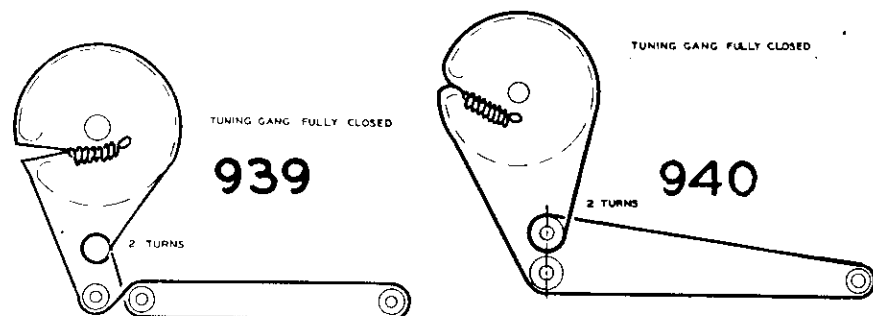
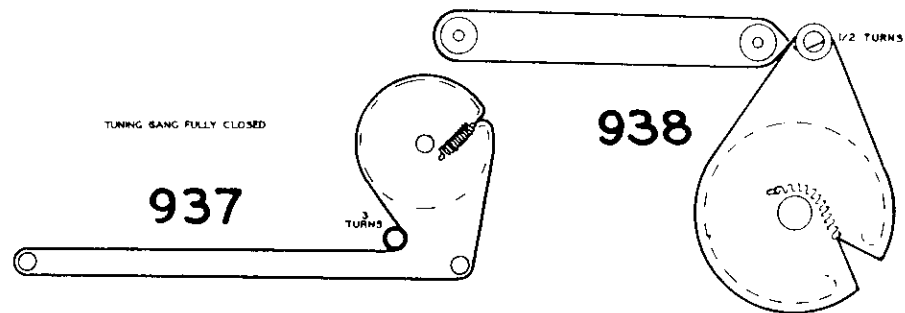


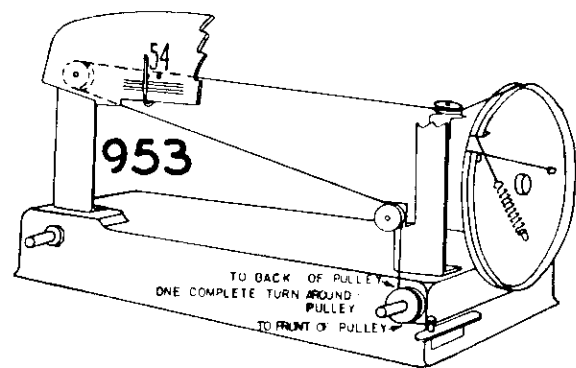
900





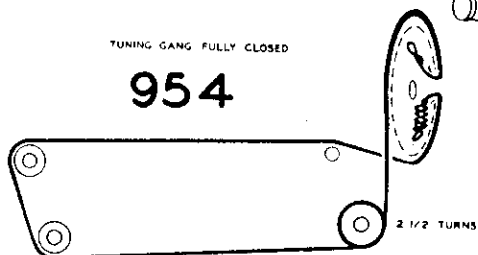






953

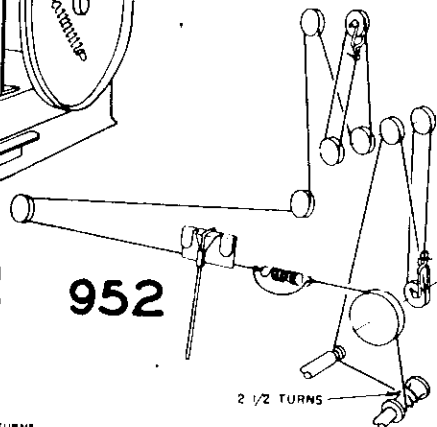
TO BACK OF PULLEY  
ONE COMPLETE TURN AROUND  
PULLEY  
TO FRONT OF PULLEY



TUNING GANG FULLY CLOSED

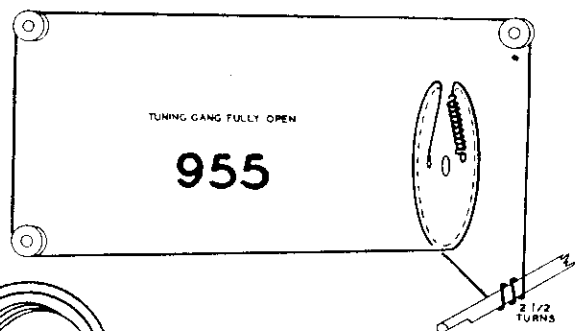
954

2 1/2 TURNS



952

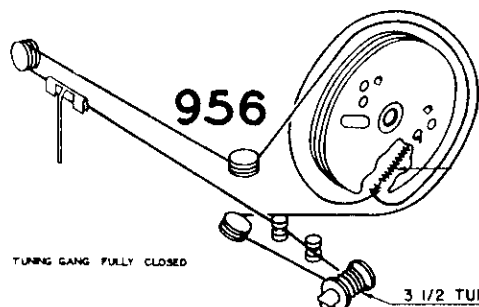
2 1/2 TURNS



TUNING GANG FULLY OPEN

955

2 1/2 TURNS

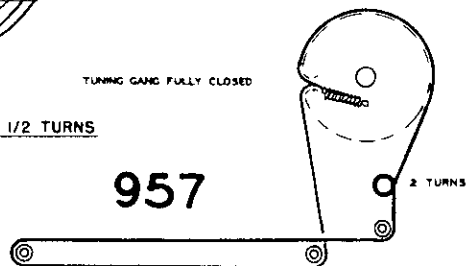


956

TUNING GANG FULLY CLOSED

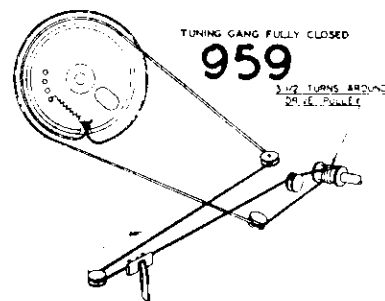
TUNING GANG FULLY CLOSED

3 1/2 TURNS



957

2 TURNS

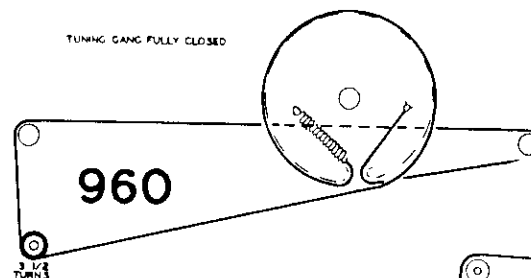


TUNING GANG FULLY CLOSED

959

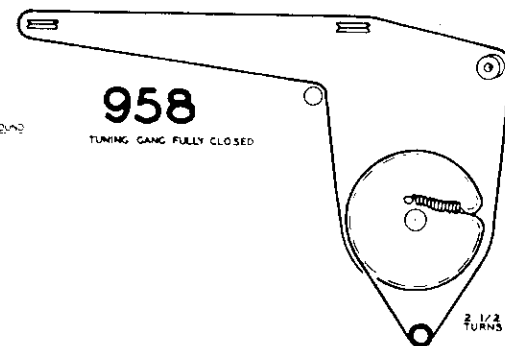
3 1/2 TURNS AROUND  
PULLEY

TUNING GANG FULLY CLOSED



960

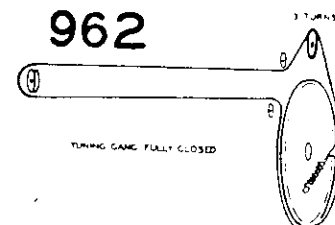
3 1/2 TURNS



958

TUNING GANG FULLY CLOSED

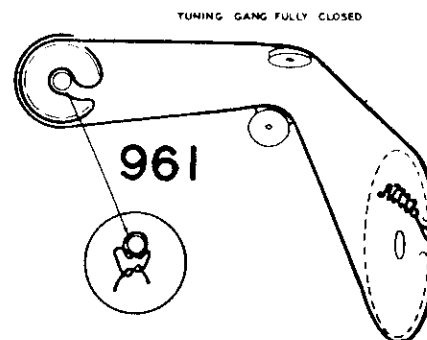
2 1/2 TURNS



962

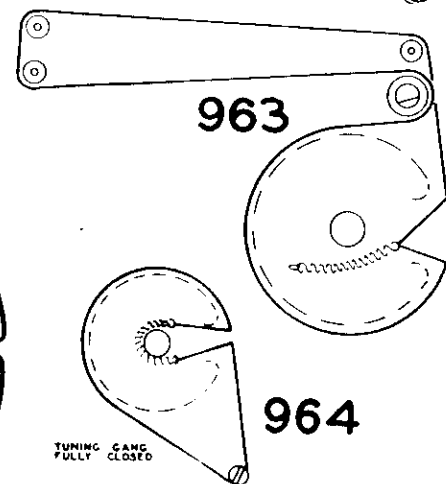
TUNING GANG FULLY CLOSED

3 TURNS



TUNING GANG FULLY CLOSED

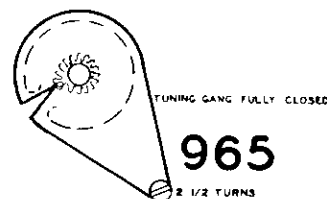
961



963

TUNING GANG FULLY CLOSED

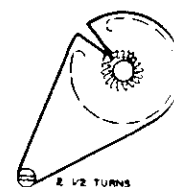
964



TUNING GANG FULLY CLOSED

965

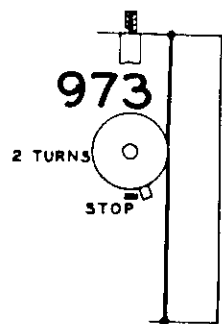
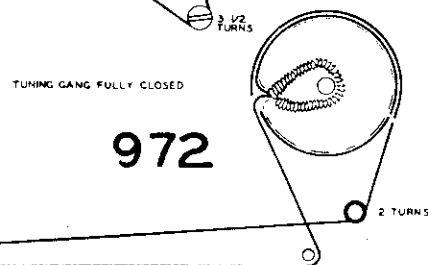
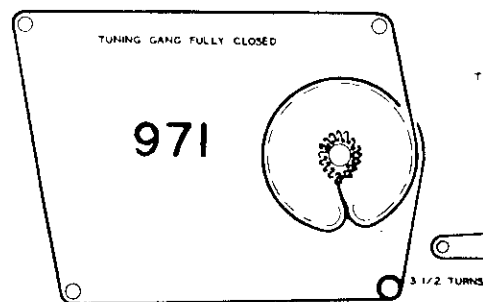
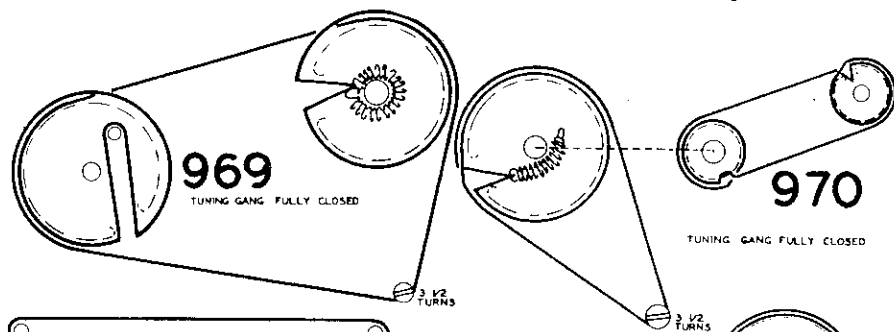
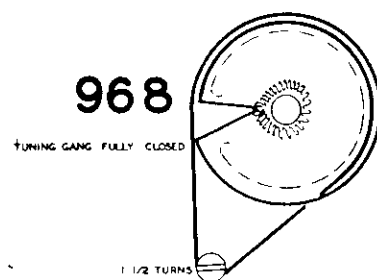
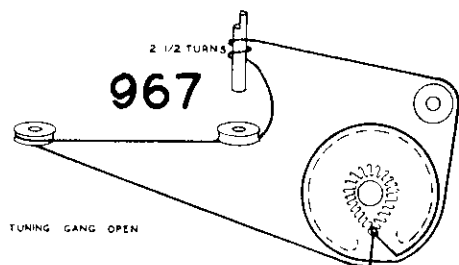
2 1/2 TURNS



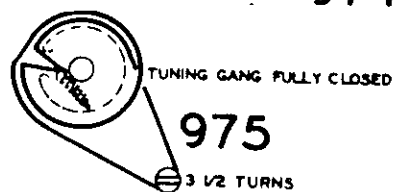
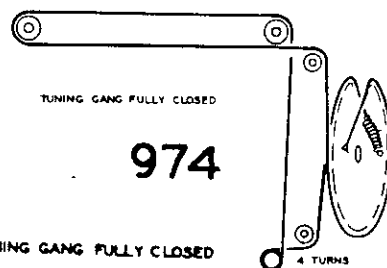
TUNING GANG FULLY CLOSED

966

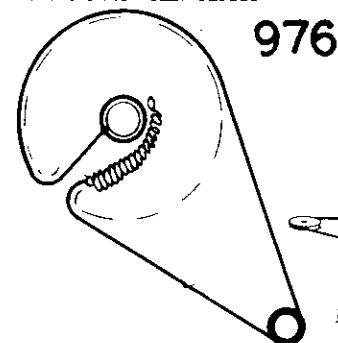
2 1/2 TURNS



TUNING SLUGS  
FULLY IN COILS



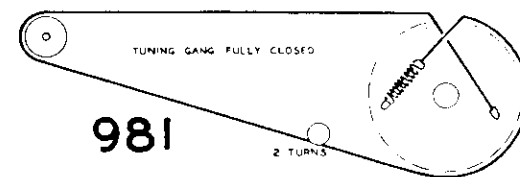
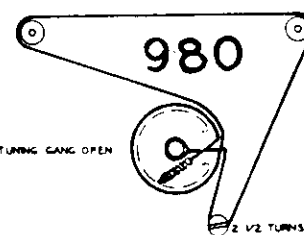
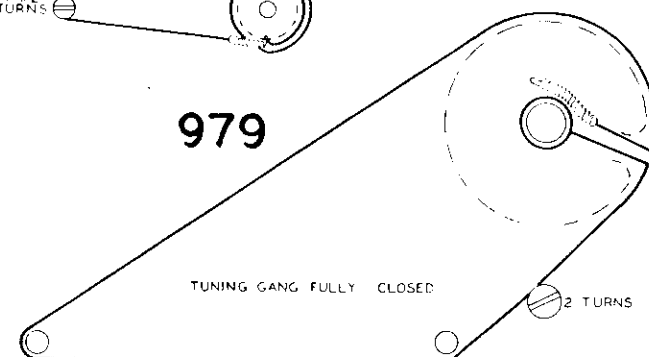
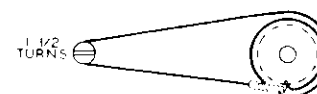
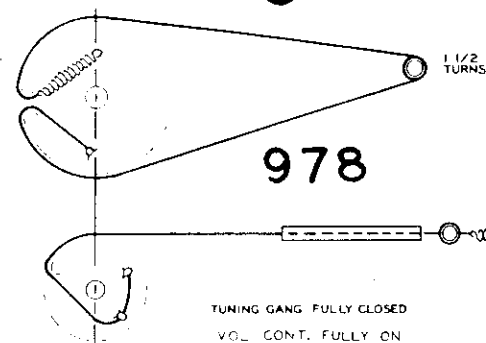
TUNING GANG FULLY CLOSED



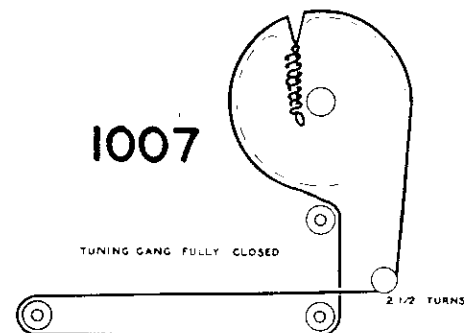
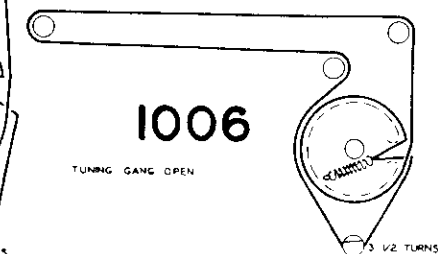
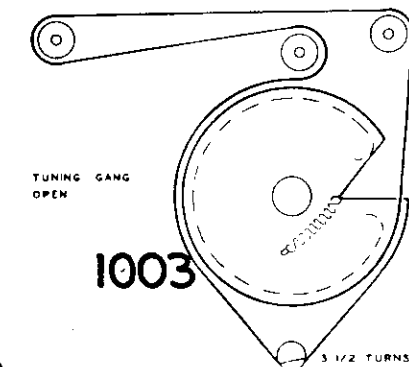
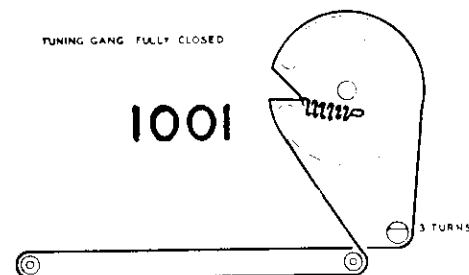
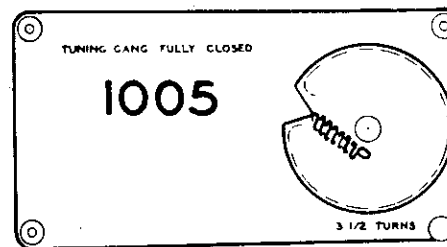
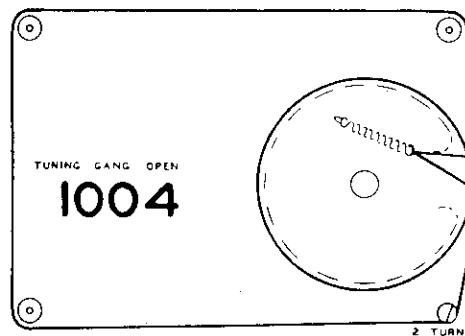
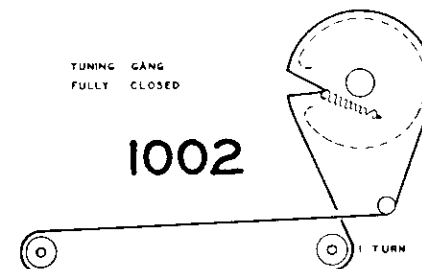
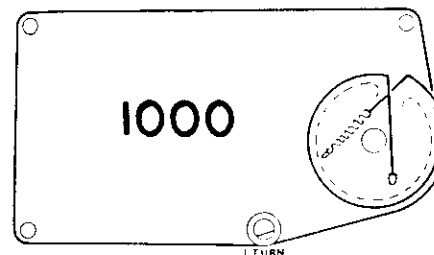
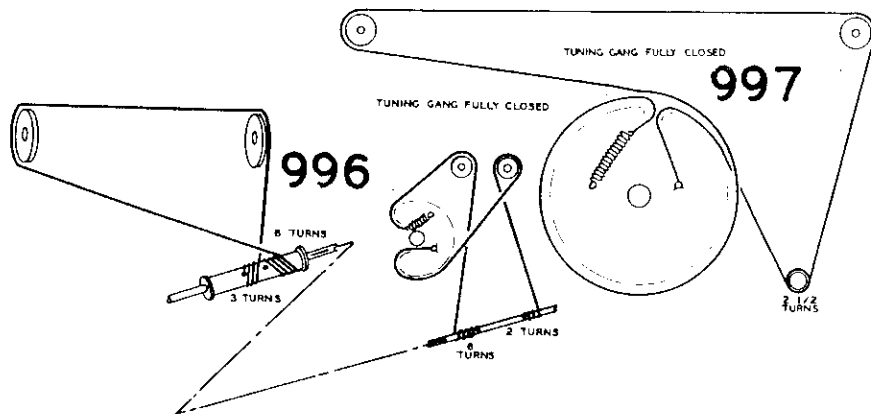
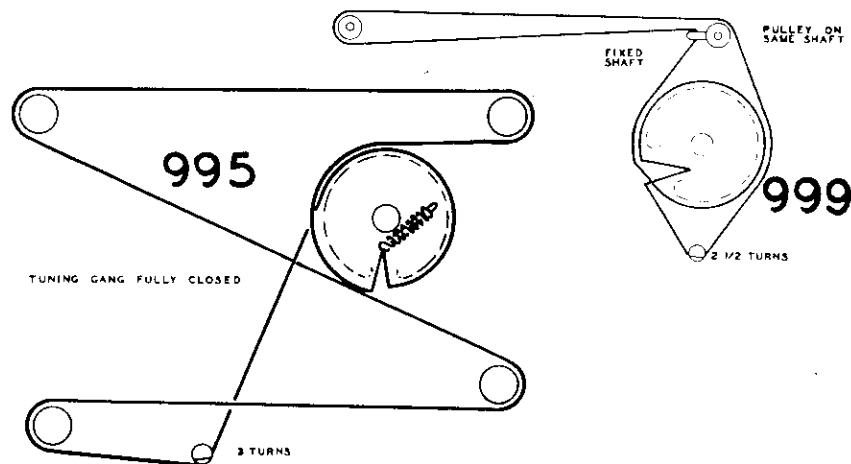
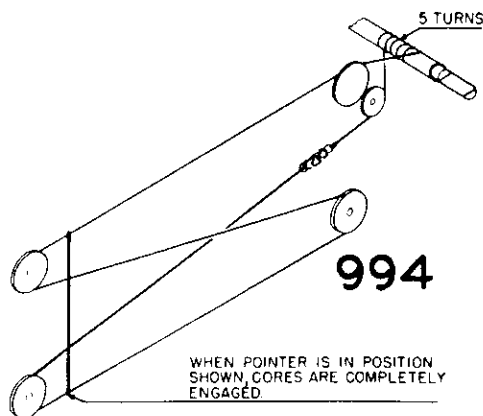
TUNING GANG FULLY CLOSED

**977**

2 1/2 TURNS







TUNING GANG FULLY CLOSED

1008

2 1/2 TURNS

TUNING GANG OPEN

1009

3 TURNS

TUNING GANG FULLY CLOSED

1014

2 TURNS

TUNING GANG FULLY CLOSED

1015

2 TURNS

TUNING GANG FULLY CLOSED

1010

3 TURNS

1011

2 TURNS

1016

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

1017

3 1/2 TURNS

3 1/2 TURNS

1013

3 1/2 TURNS

TUNING GANG FULLY CLOSED

1012

2 1/2 TURNS

TUNING GANG FULLY CLOSED

1018

3 TURNS

TUNING GANG FULLY OPEN

3 1/2 TURNS

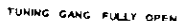
1020

TUNING GANG FULLY CLOSED

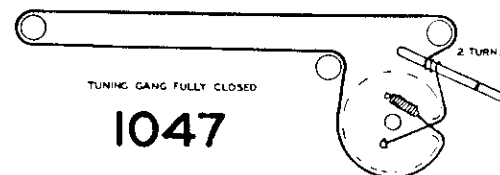
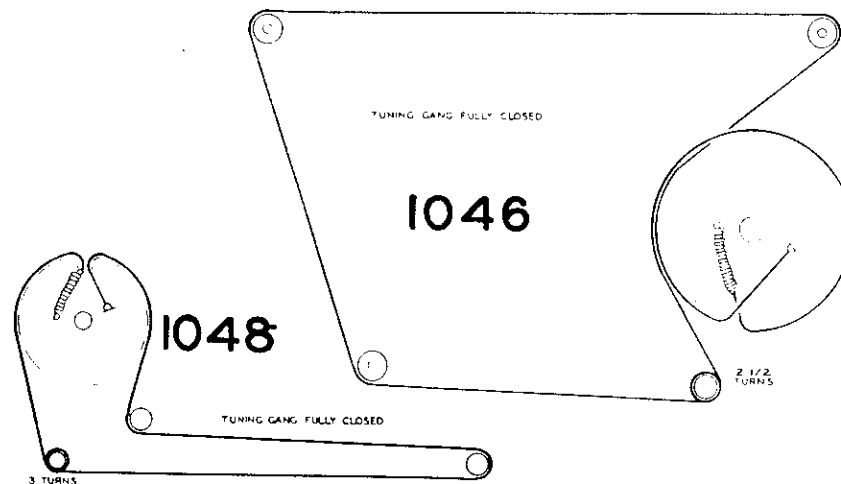
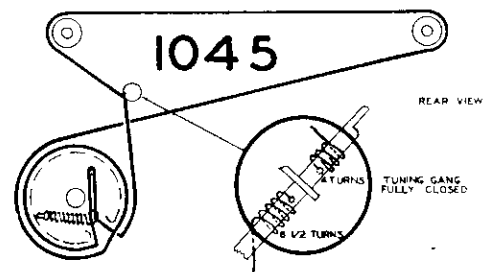
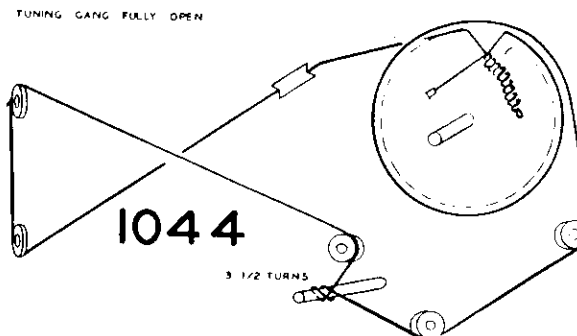
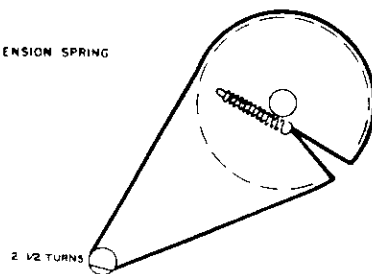
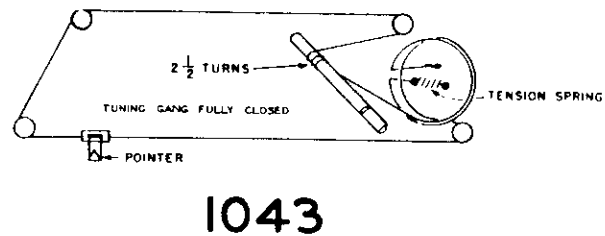
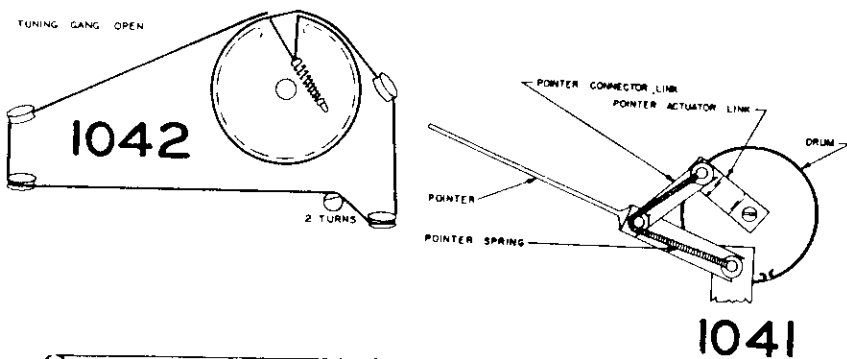
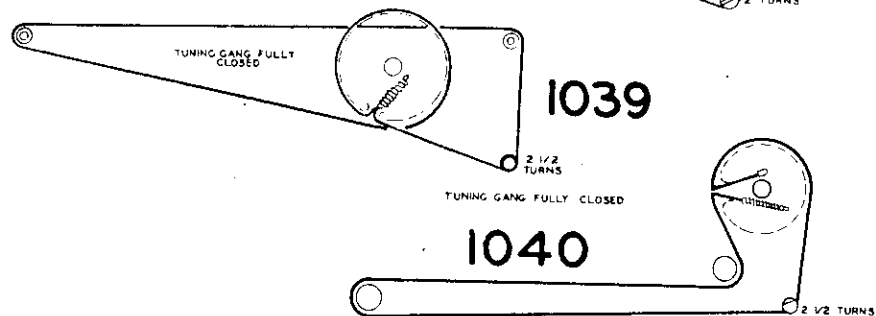
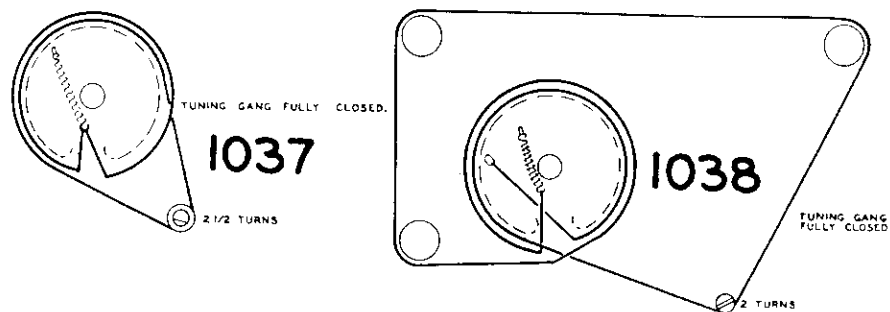
1019

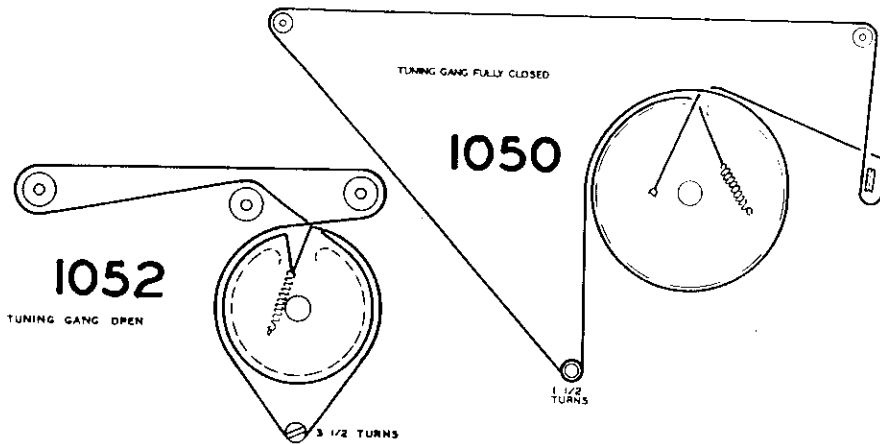
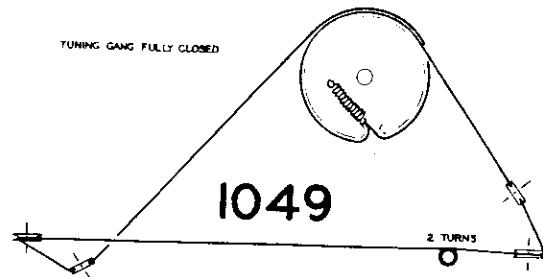
3 TURNS





1036

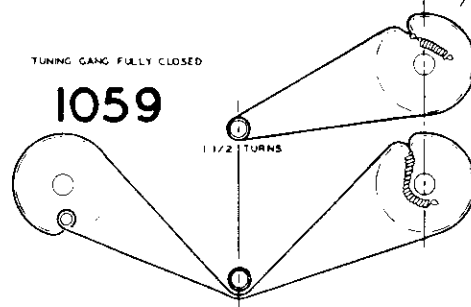
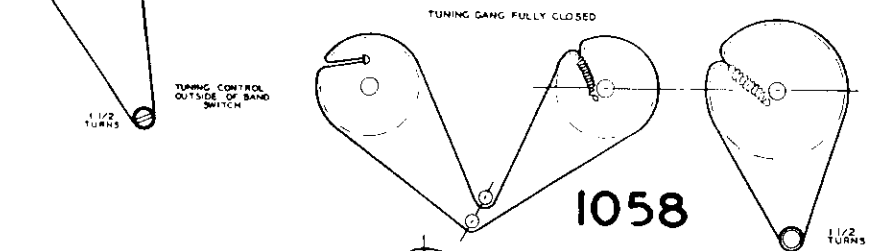
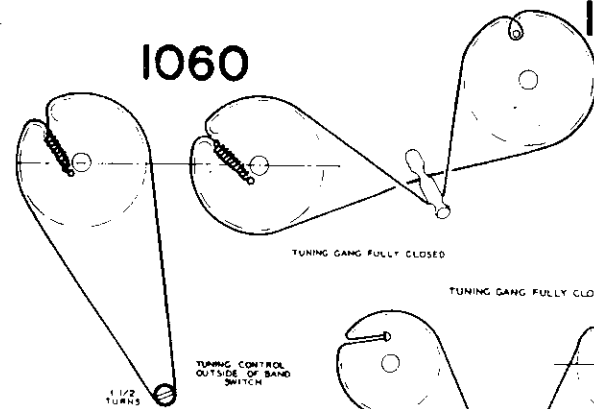
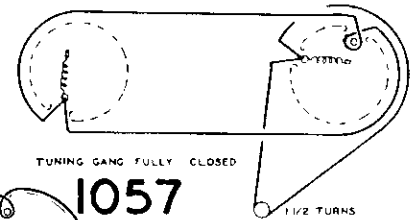
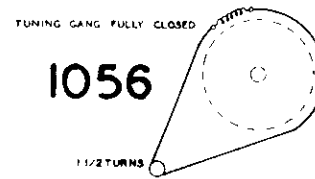
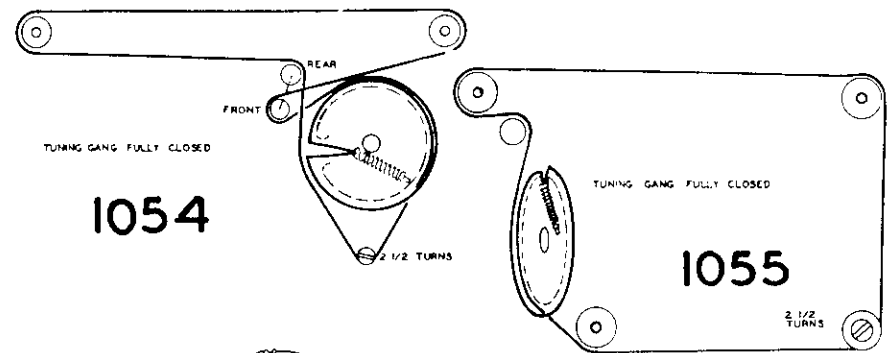
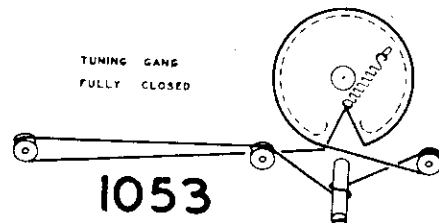
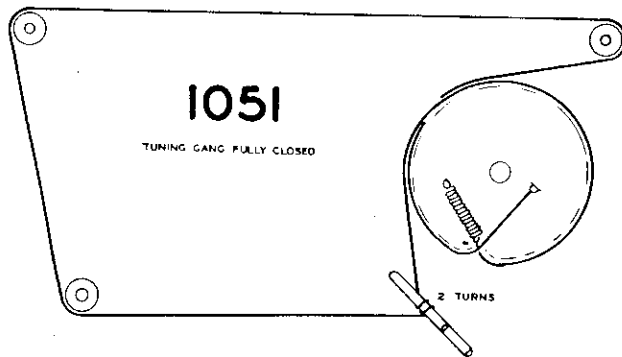


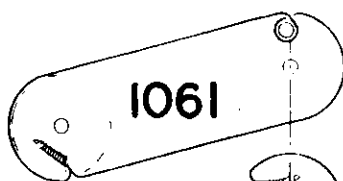


**1052**

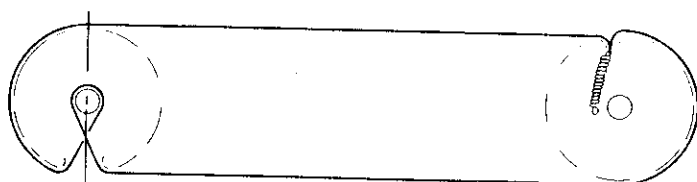
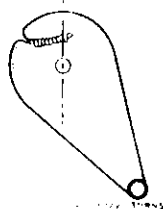
TUNING GANG OPEN

3 1/2 TURNS

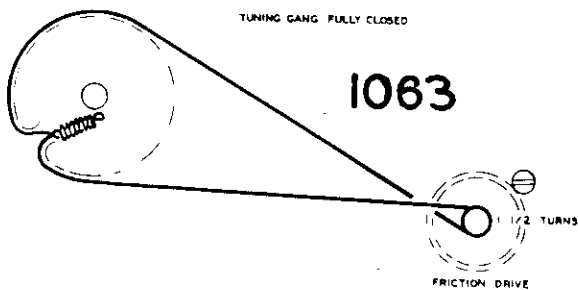
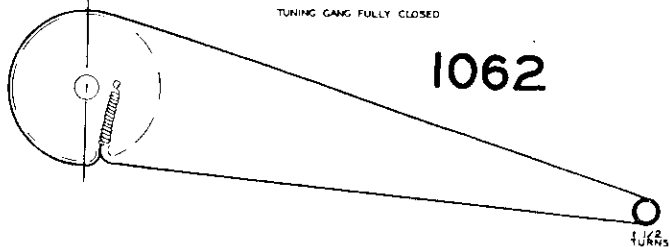




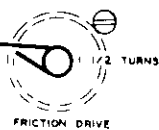
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

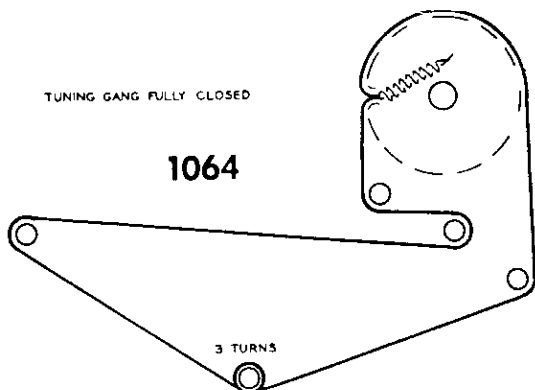


TUNING GANG FULLY CLOSED



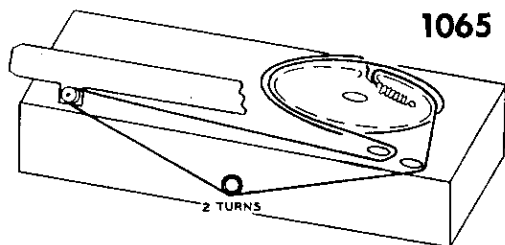
TUNING GANG FULLY CLOSED

1064



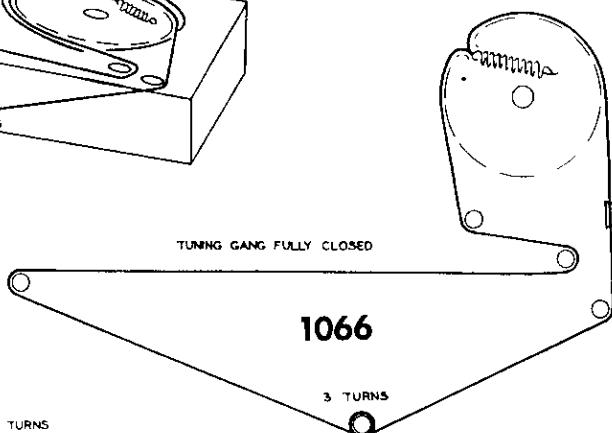
TUNING GANG FULLY CLOSED

1065



TUNING GANG FULLY CLOSED

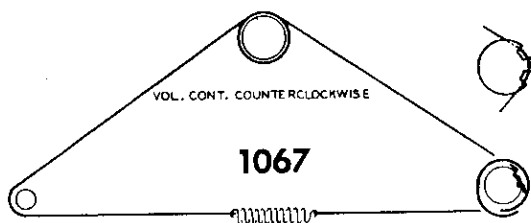
1066



2 TURNS

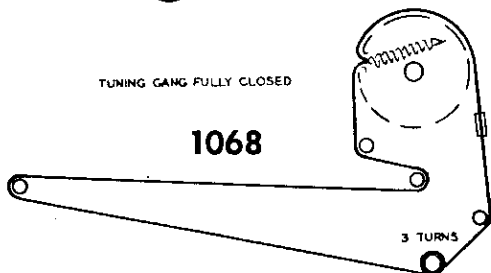
VOL. CONT. COUNTERCLOCKWISE

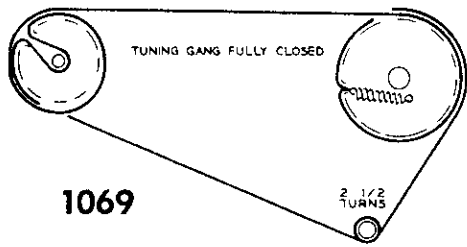
1067



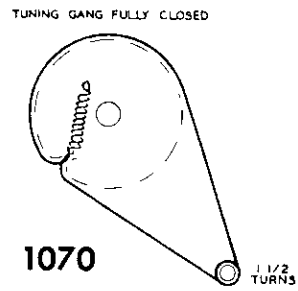
TUNING GANG FULLY CLOSED

1068

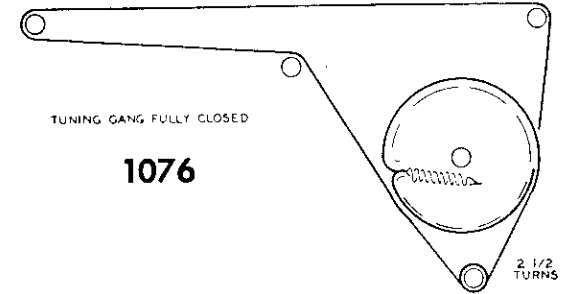
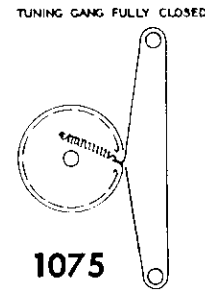




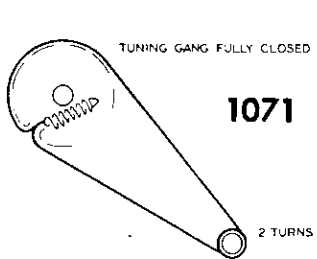
1069



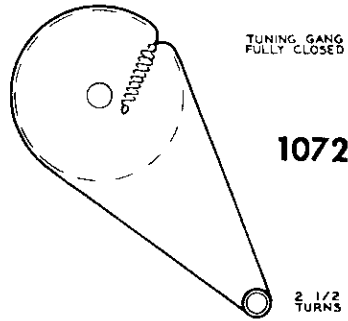
1070



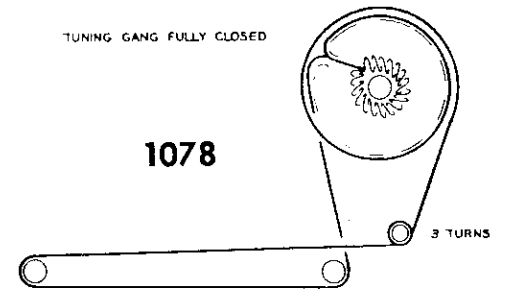
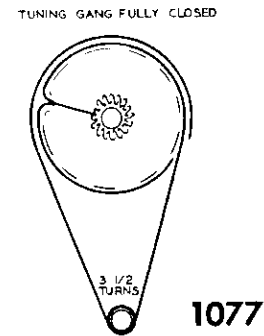
1076



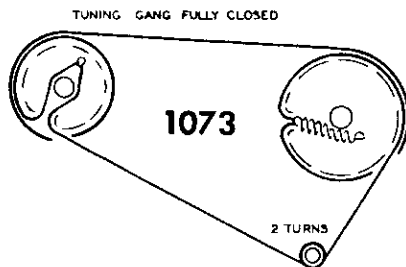
1071



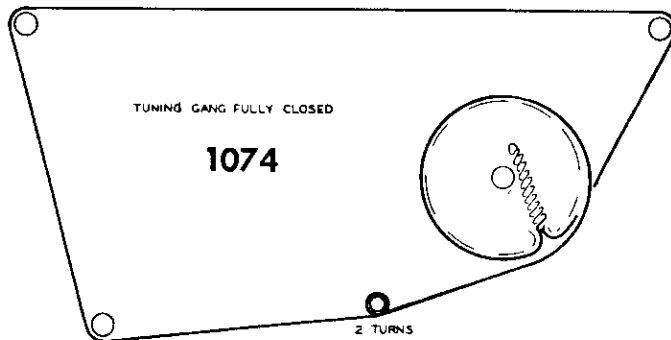
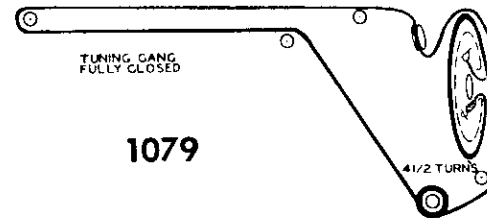
1072



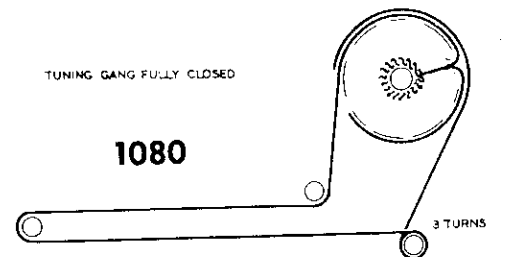
1078



1073



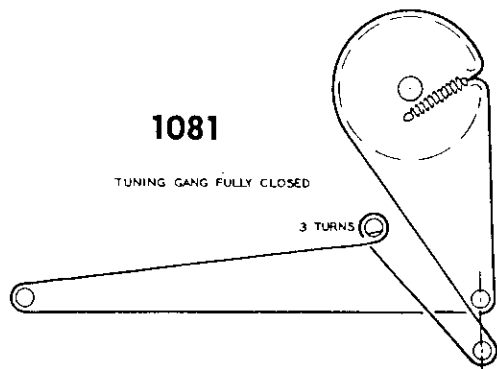
1074



1080

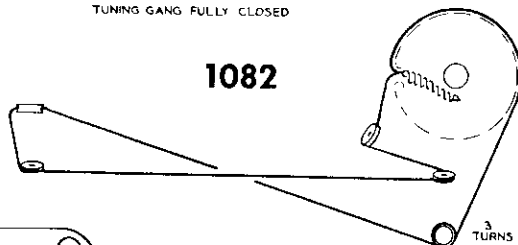
1081

TUNING GANG FULLY CLOSED



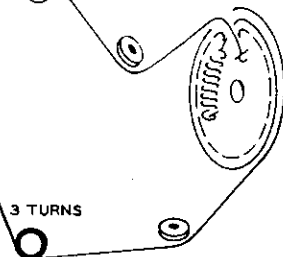
TUNING GANG FULLY CLOSED

1082



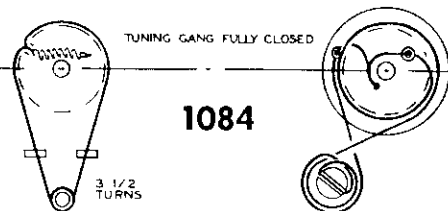
TUNING GANG FULLY CLOSED

1083



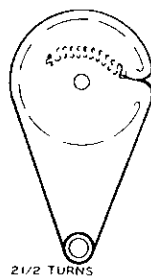
TUNING GANG FULLY CLOSED

1084



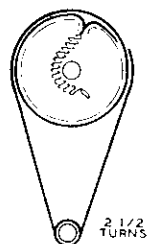
TUNING GANG FULLY CLOSED

1085



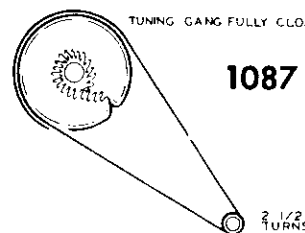
TUNING GANG FULLY CLOSED

1086



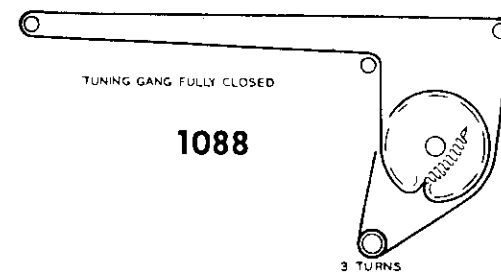
TUNING GANG FULLY CLOSED

1087

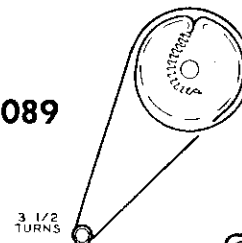


TUNING GANG FULLY CLOSED

1088

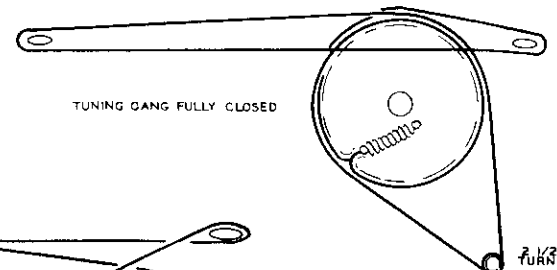


1089



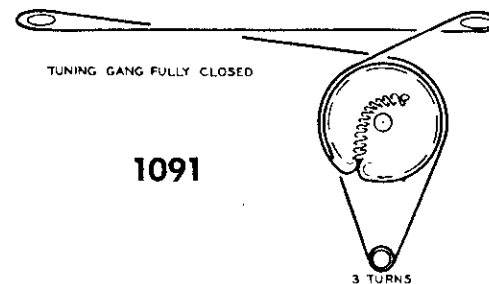
TUNING GANG FULLY CLOSED

1090



TUNING GANG FULLY CLOSED

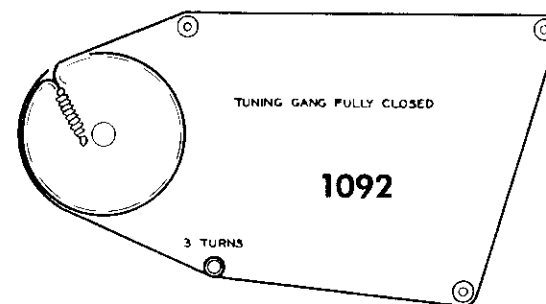
1091

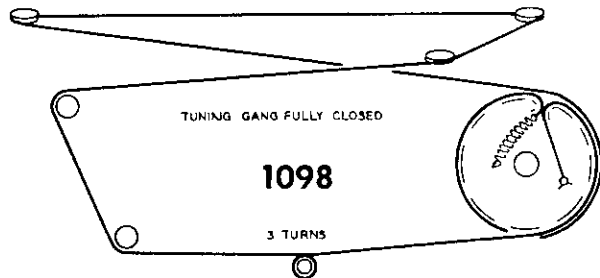
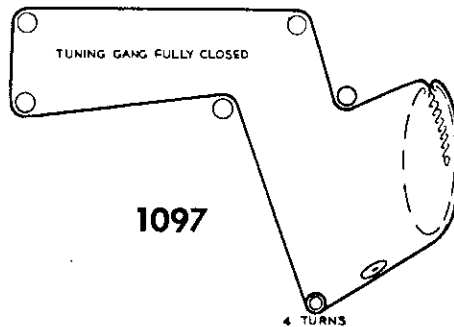
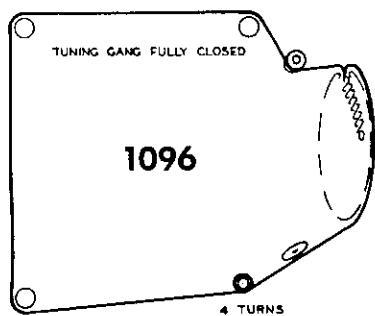
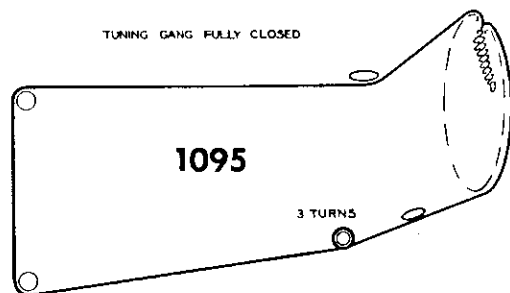
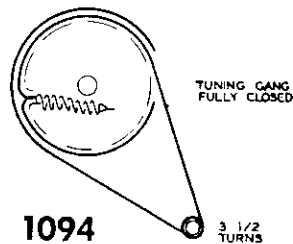
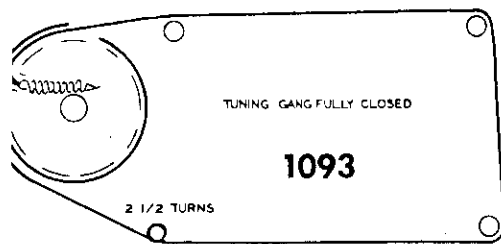


TUNING GANG FULLY CLOSED

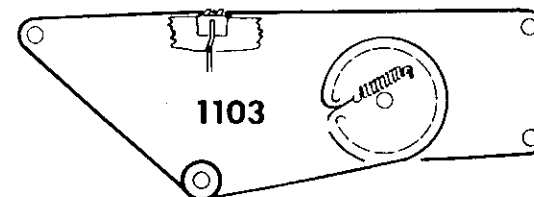
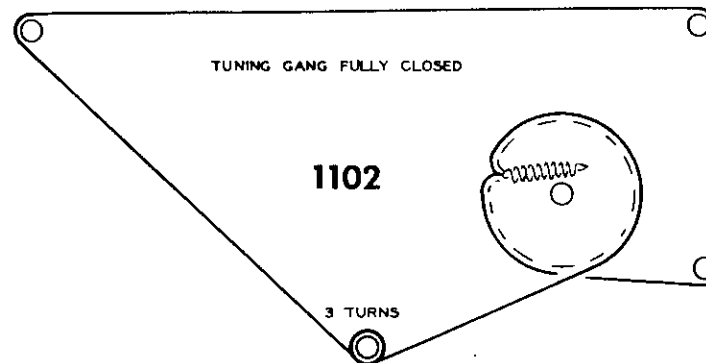
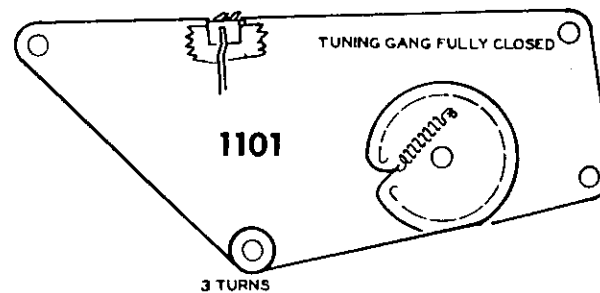
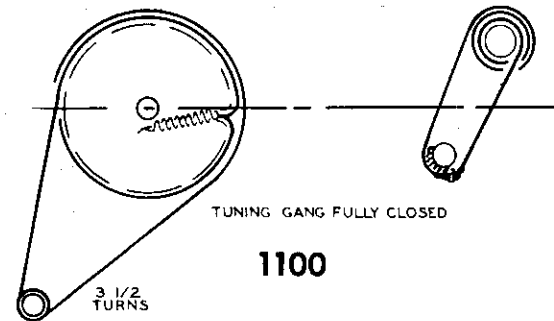
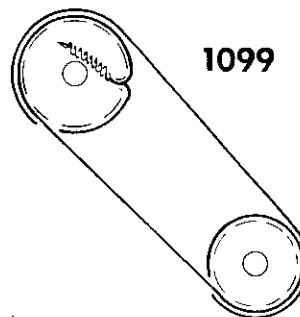
TUNING GANG FULLY CLOSED

1092

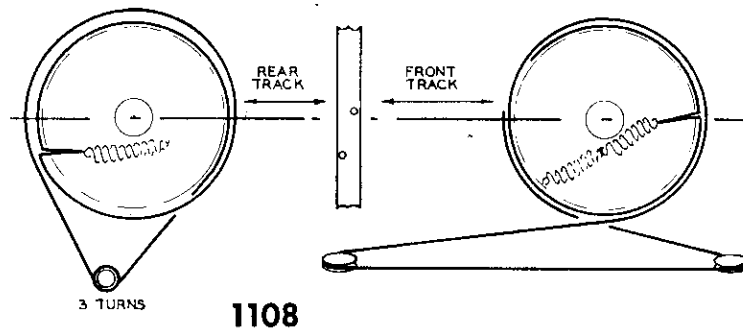
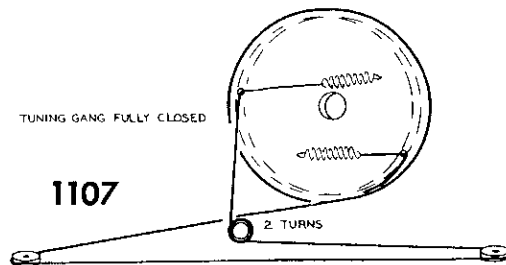
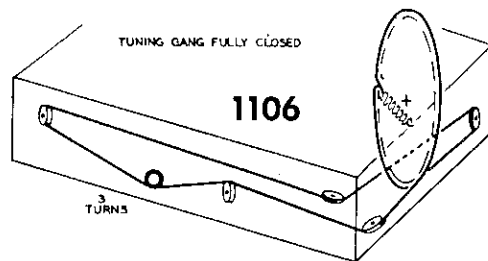
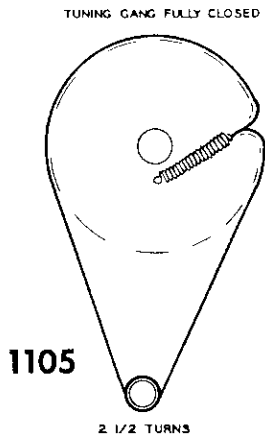
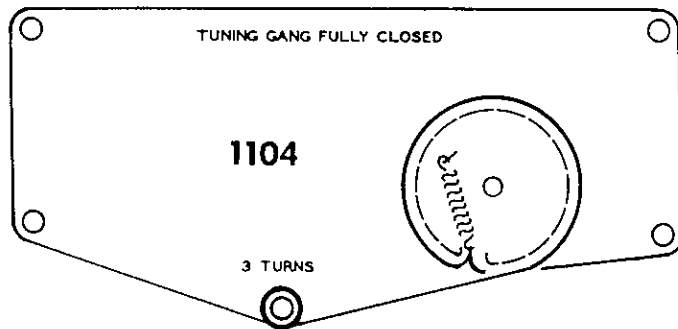




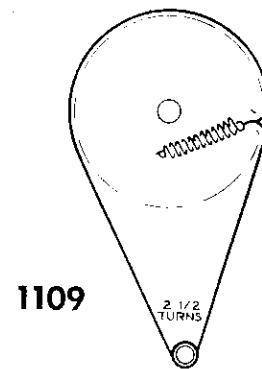
FULLY COUNTERCLOCKWISE



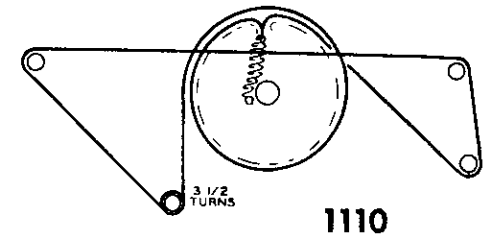




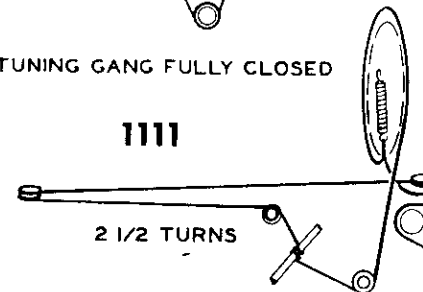
TUNING GANG FULLY CLOSED



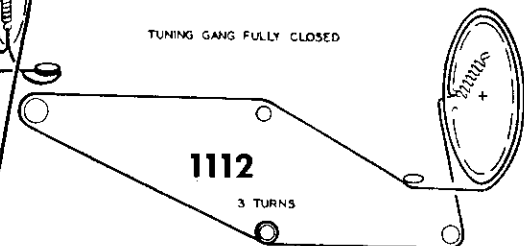
TUNING GANG FULLY CLOSED



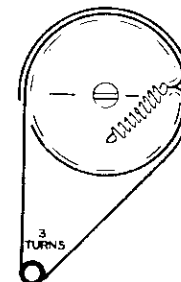
TUNING GANG FULLY CLOSED



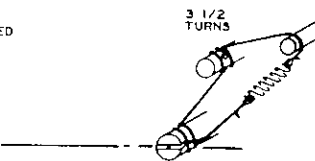
TUNING GANG FULLY CLOSED



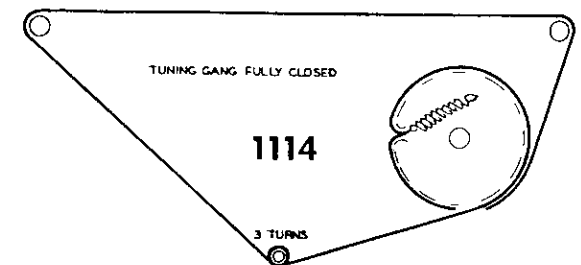
TUNING GANG FULLY CLOSED

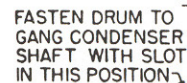
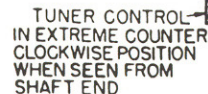


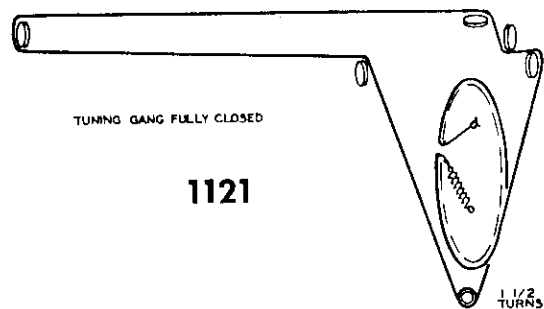
3 1/2 TURNS



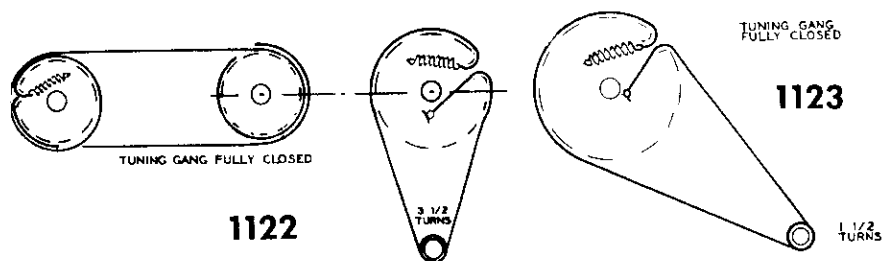
1113



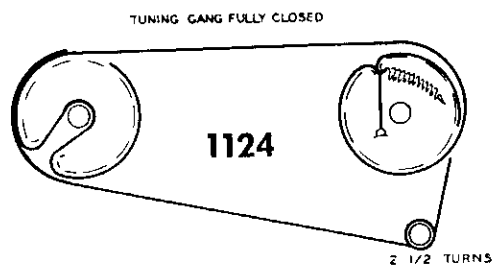




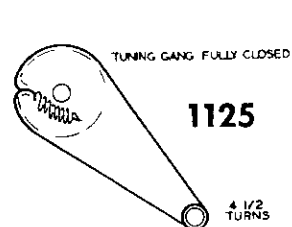
1121



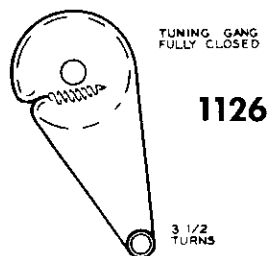
1122



1124

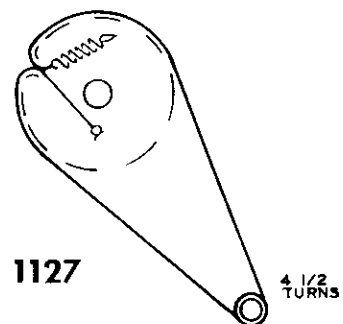


1125

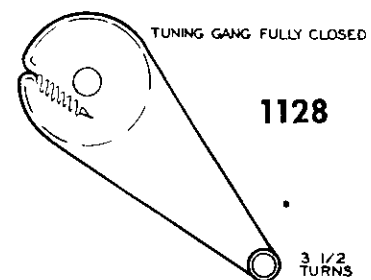


1126

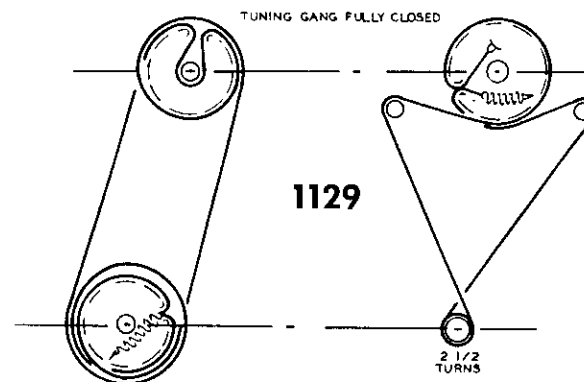
TUNING GANG FULLY CLOSED



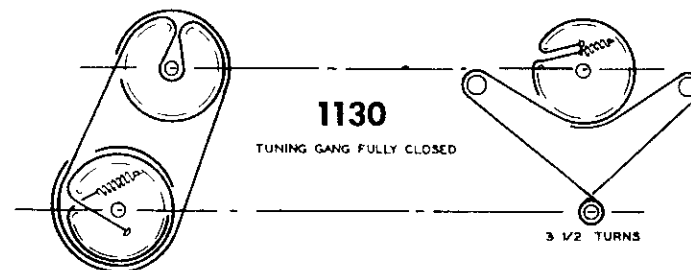
1127



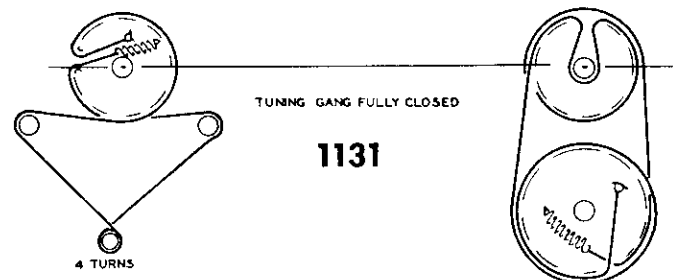
1128



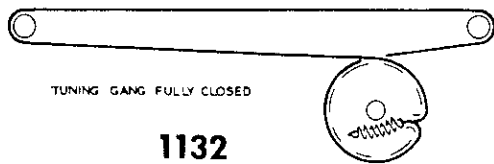
1129



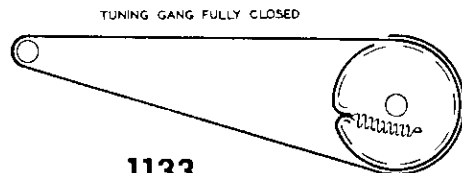
1130



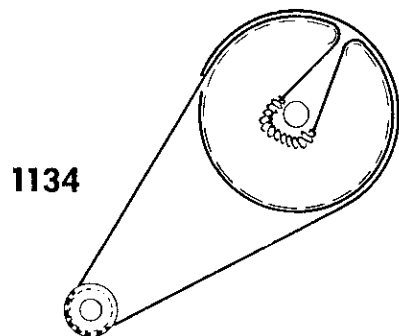
1131



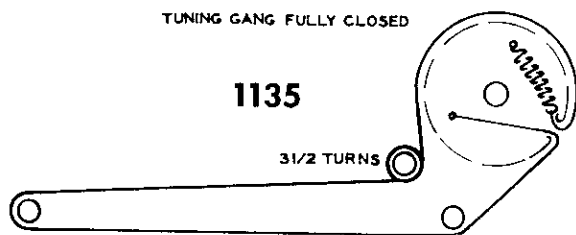
1132



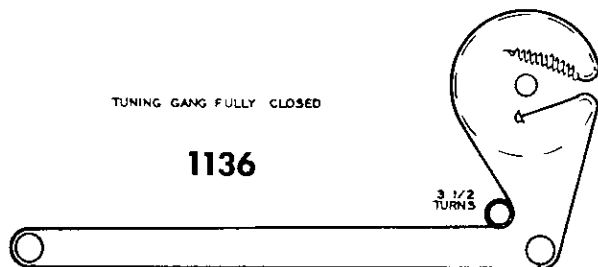
1133



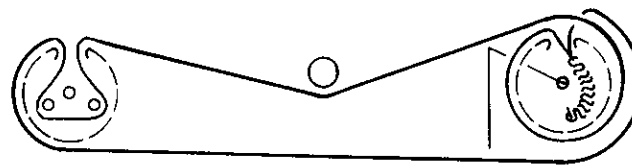
1134



1135

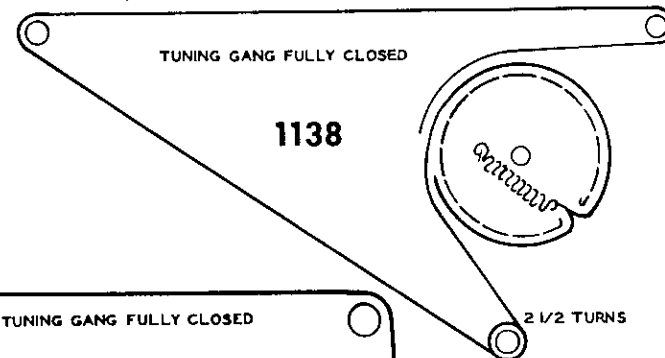


1136



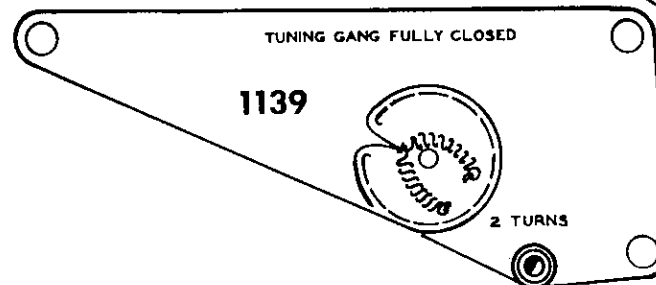
1137

2 1/2 TURNS



1138

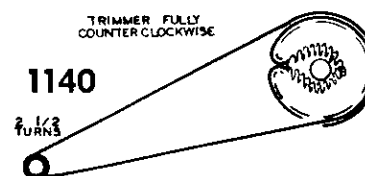
2 1/2 TURNS



1139

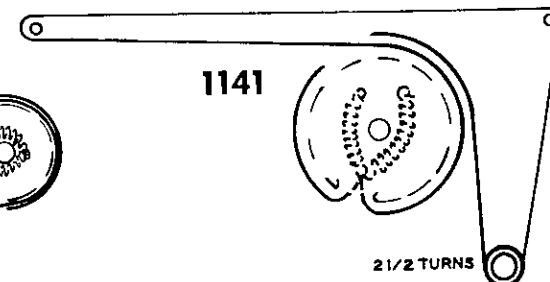
2 TURNS

TUNING GANG FULLY CLOSED



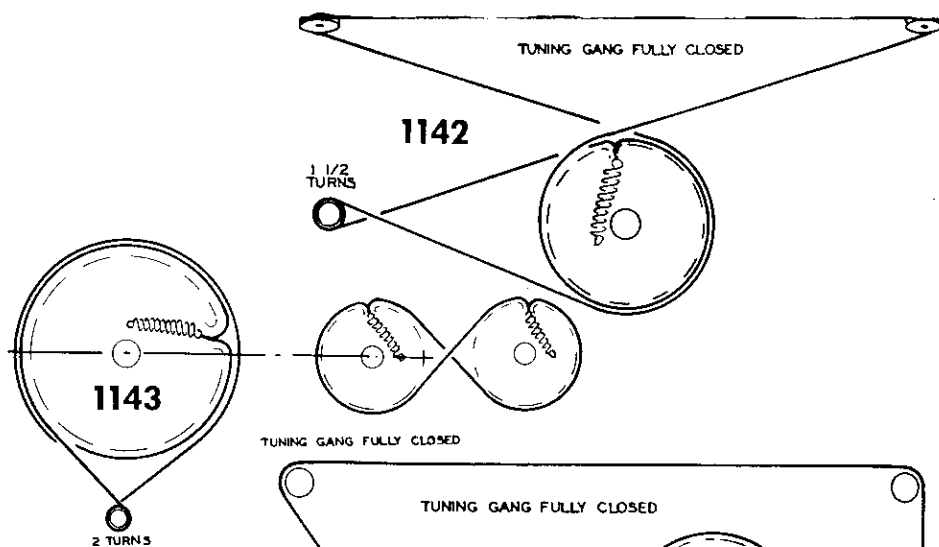
1140

2 1/2 TURNS

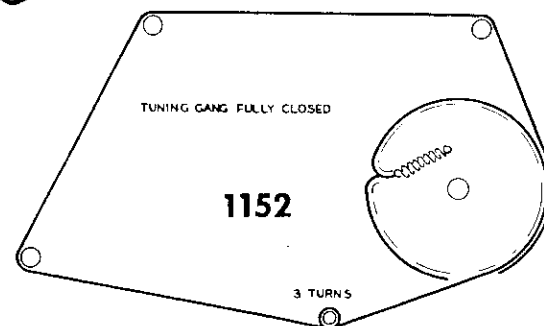
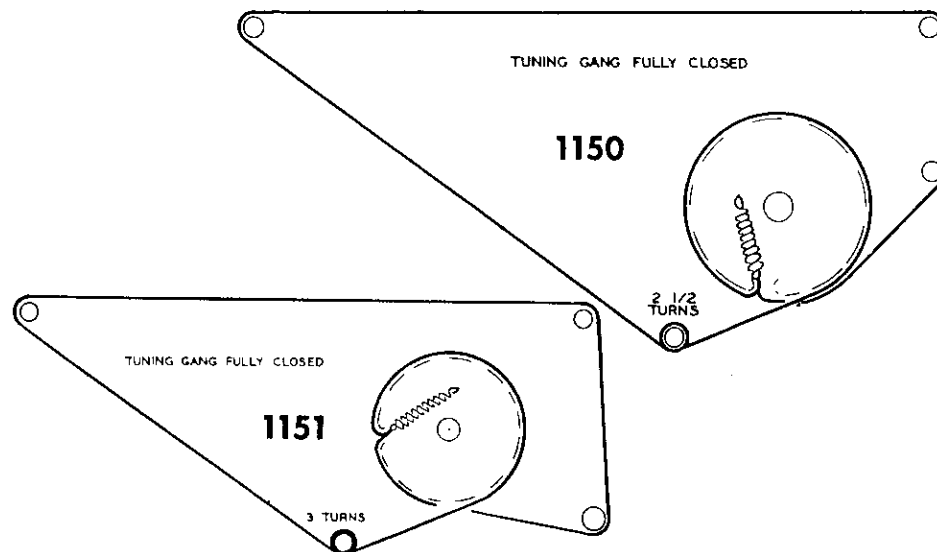
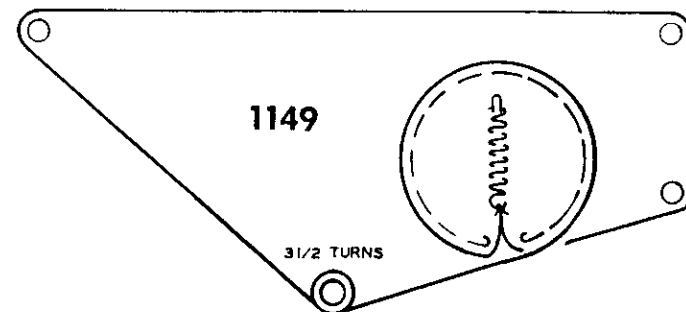
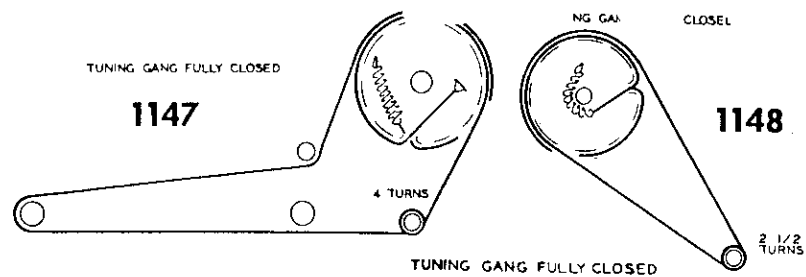
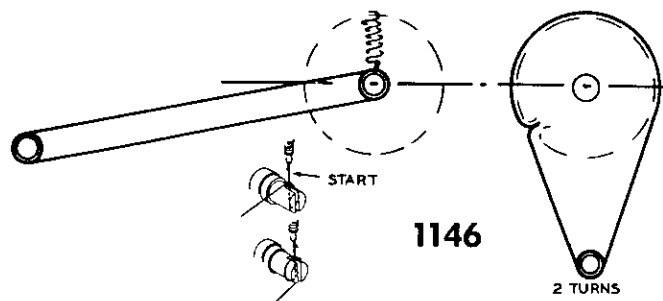
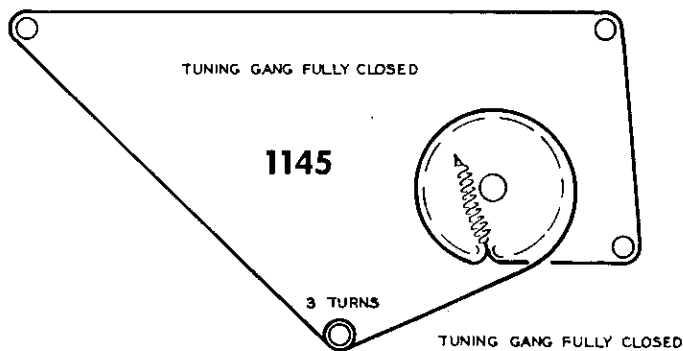
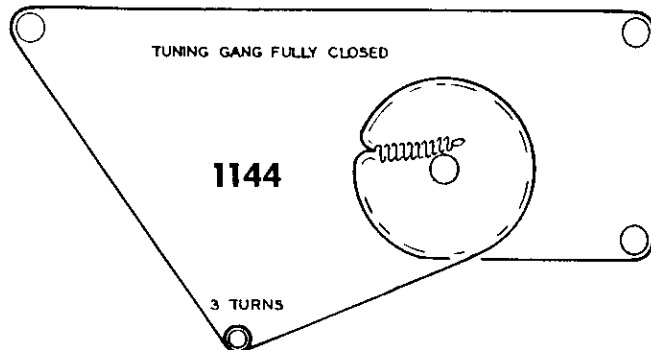


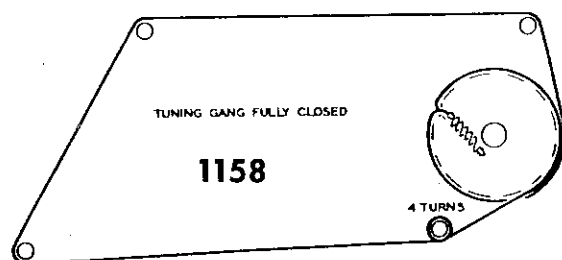
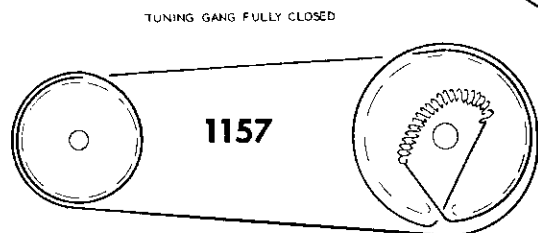
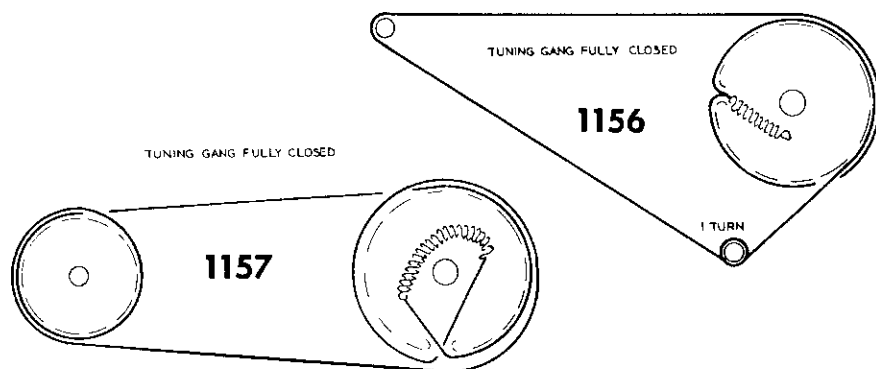
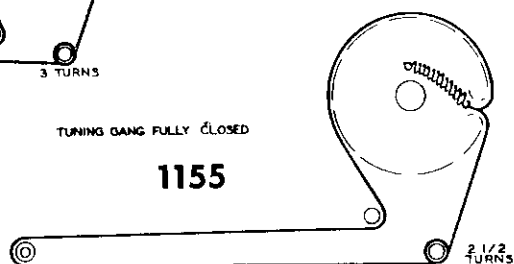
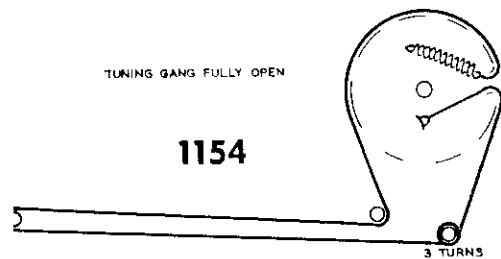
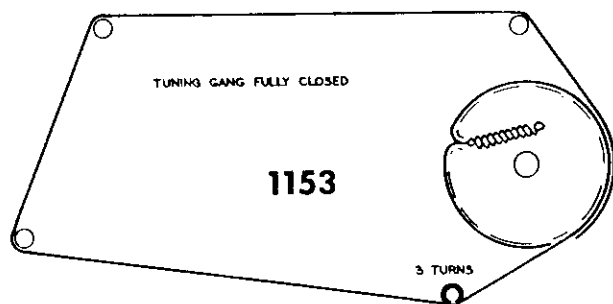
1141

2 1/2 TURNS



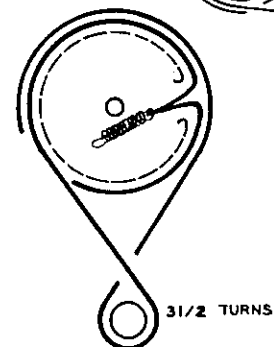
TUNING GANG FULLY CLOSED





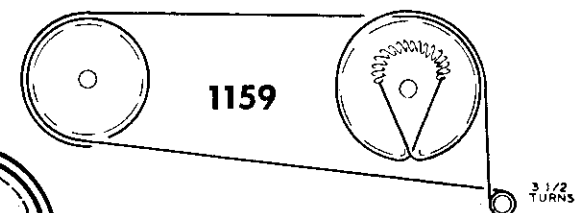
TUNING GANG FULLY CLOSED

**1160**



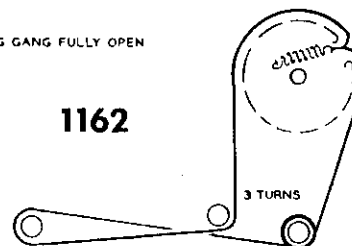
TUNING GANG FULLY CLOSED

**1159**



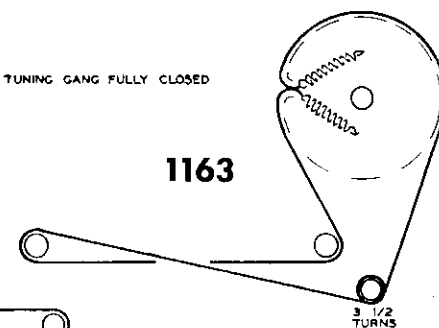
TUNING GANG FULLY OPEN

**1162**



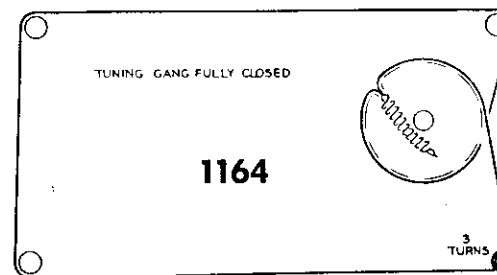
TUNING GANG FULLY CLOSED

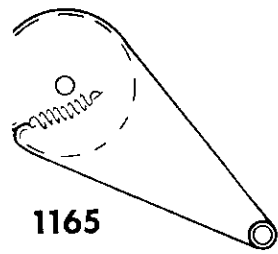
**1163**



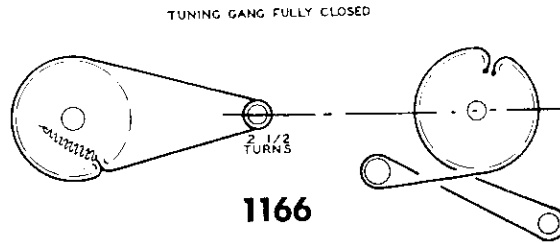
TUNING GANG FULLY CLOSED

**1164**

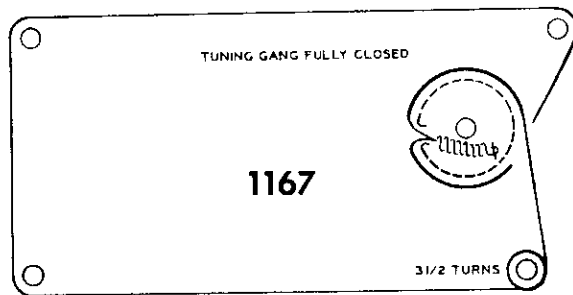




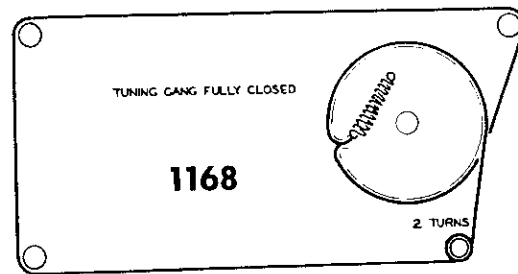
1165



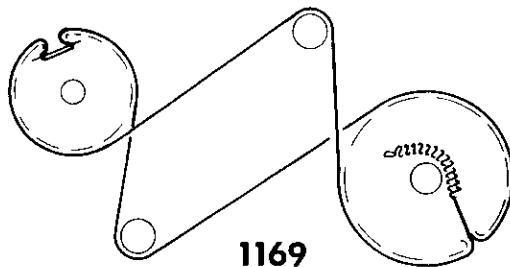
1166



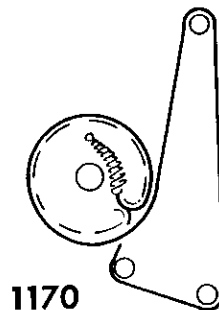
1167



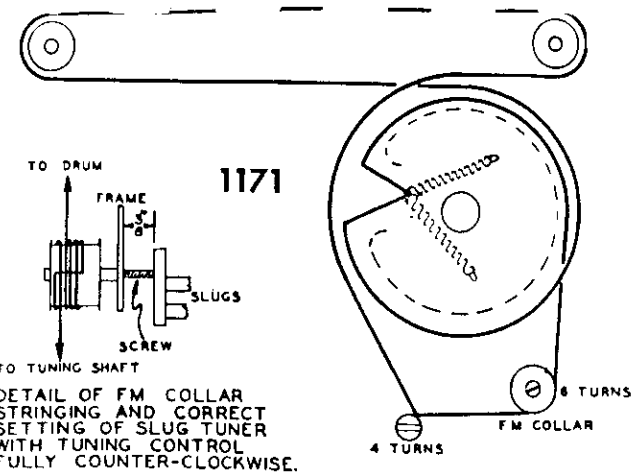
1168



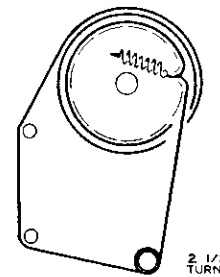
1169



1170

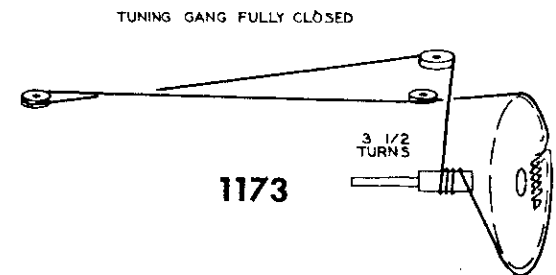


1171

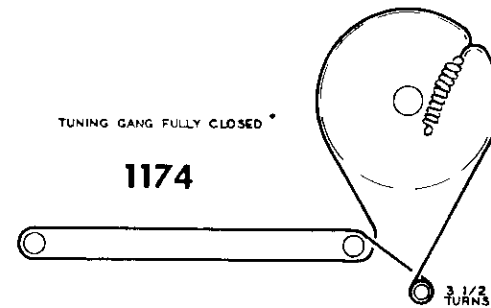


TUNING GANG FULLY CLOSED

1172

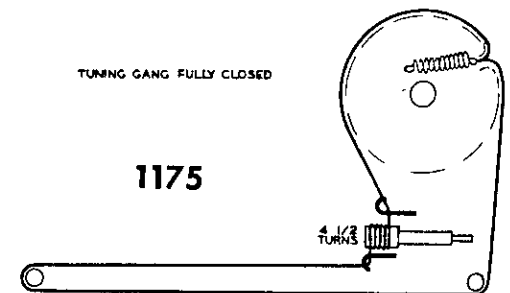


1173



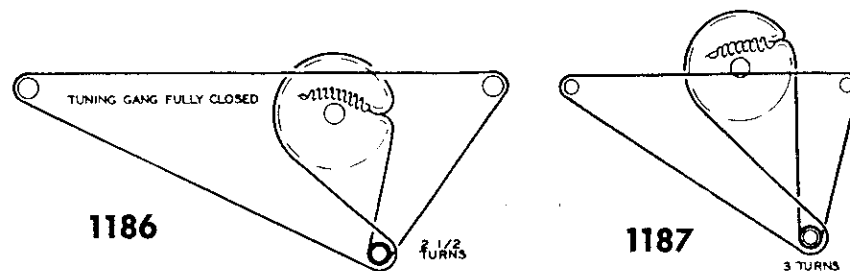
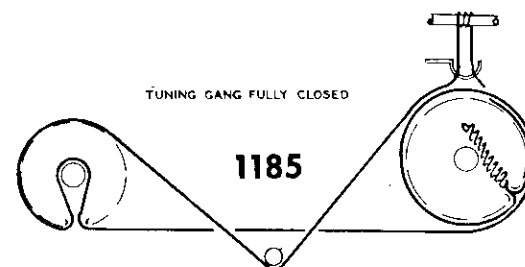
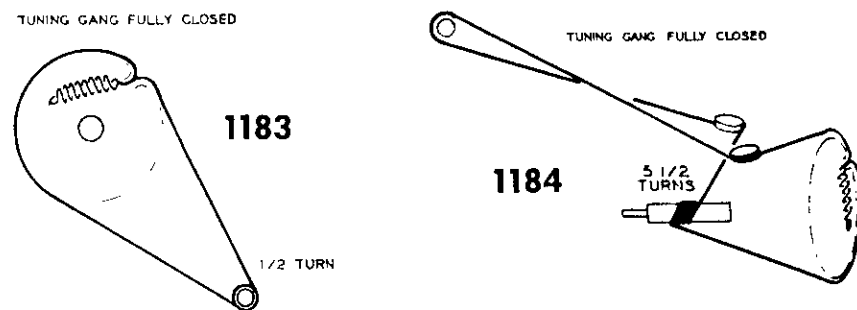
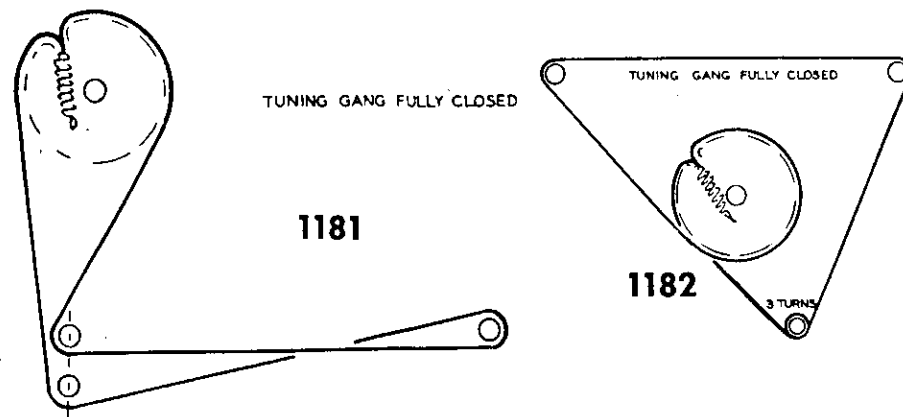
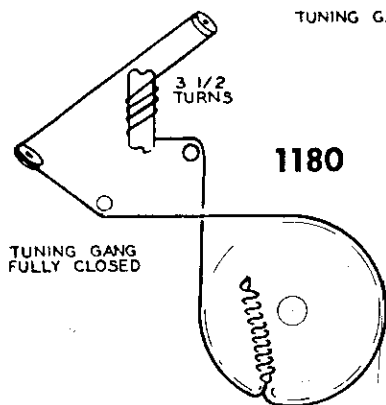
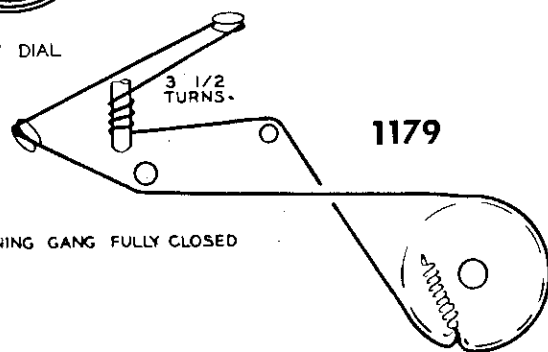
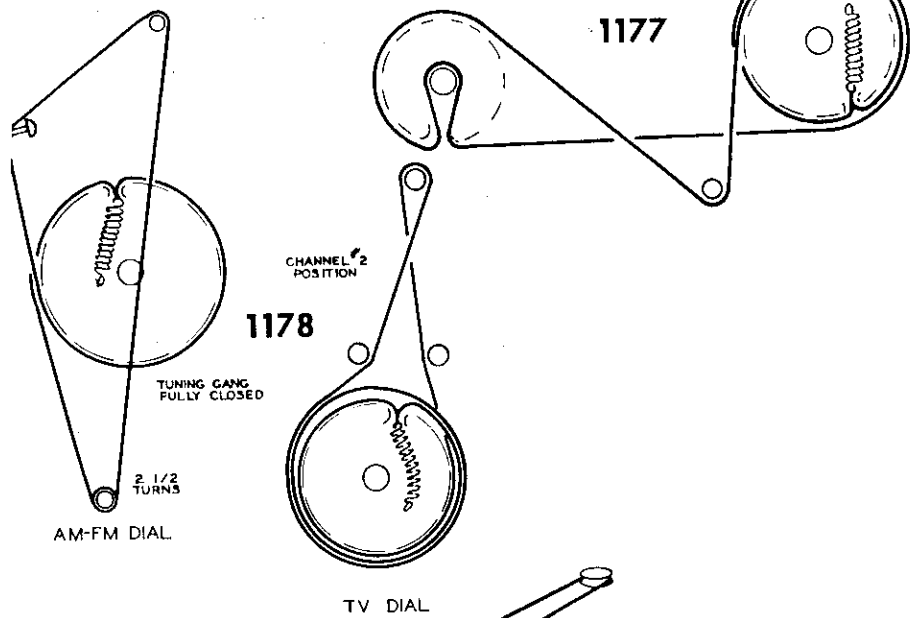
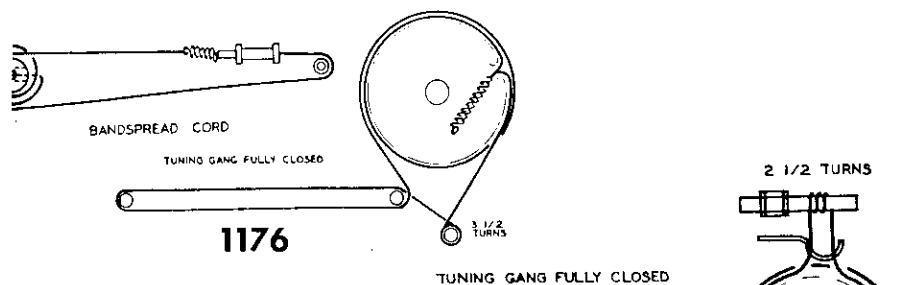
TUNING GANG FULLY CLOSED

1174

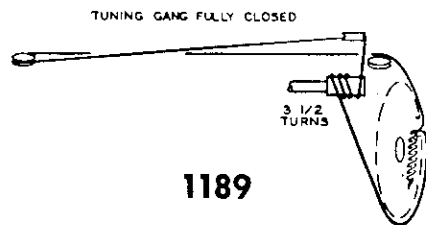
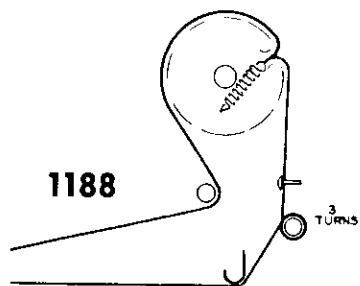


TUNING GANG FULLY CLOSED

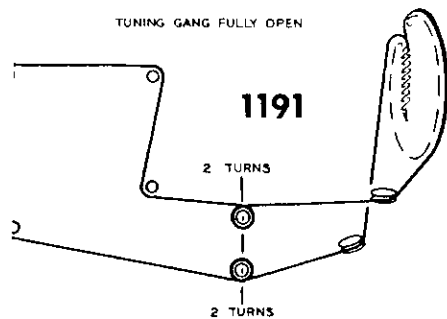
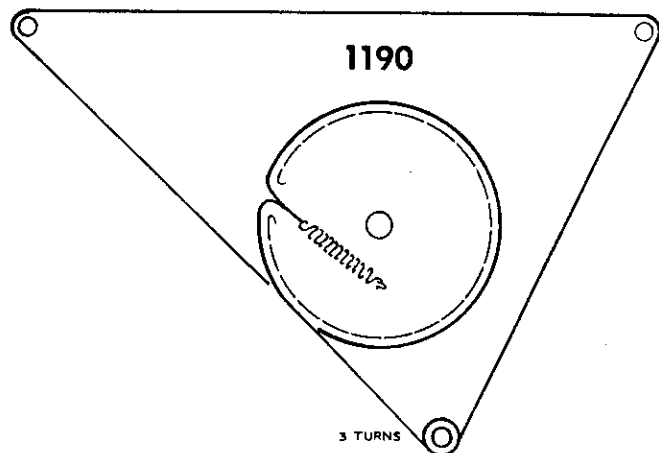
1175



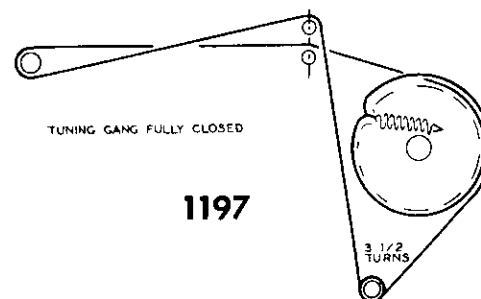
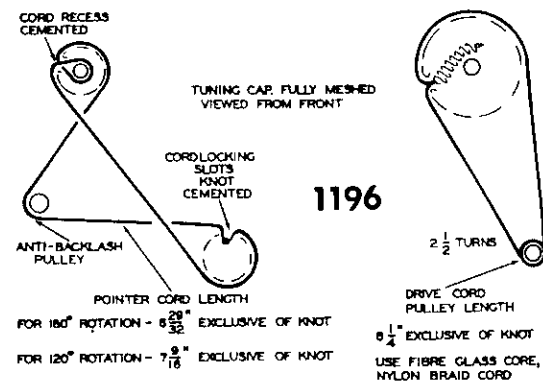
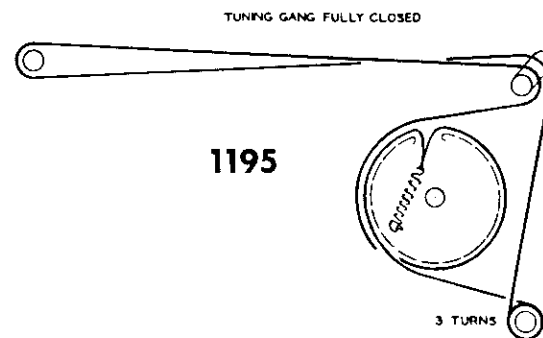
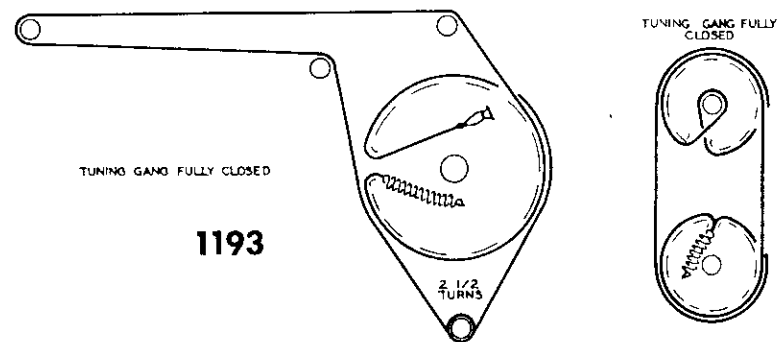
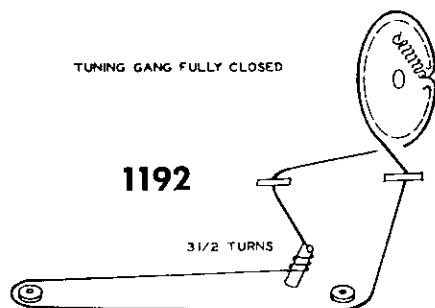


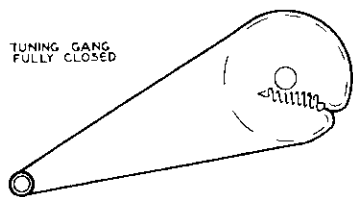


TUNING GANG FULLY CLOSED

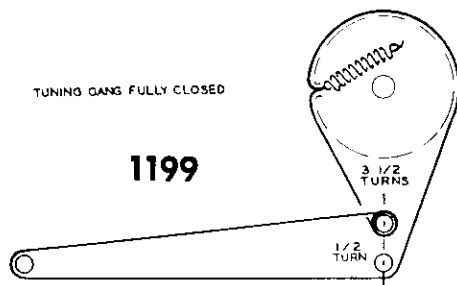


TUNING GANG FULLY CLOSED

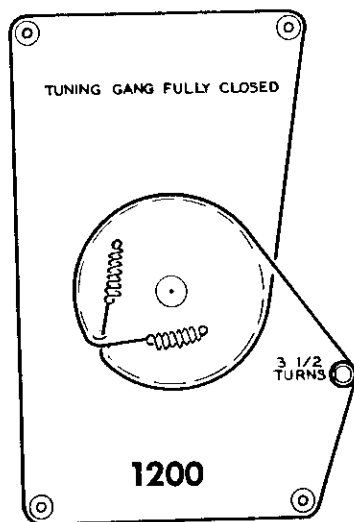




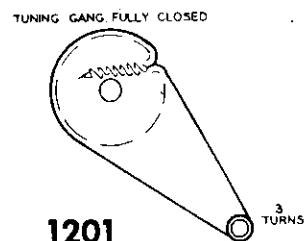
1198



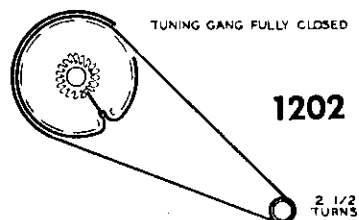
1199



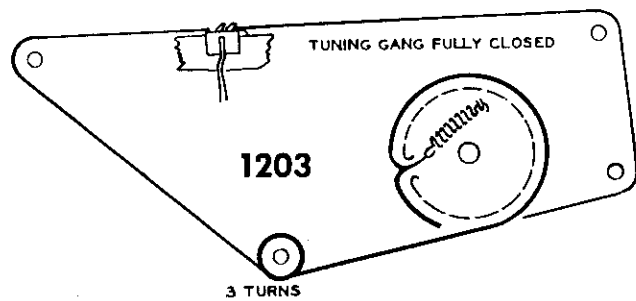
1200



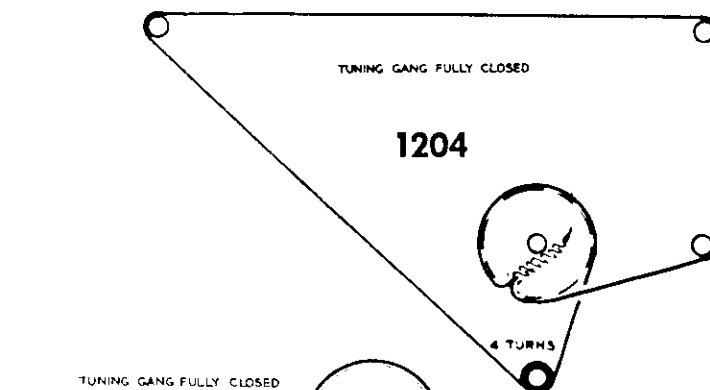
1201



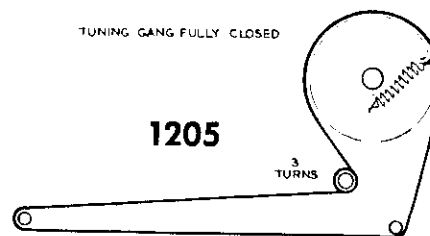
1202



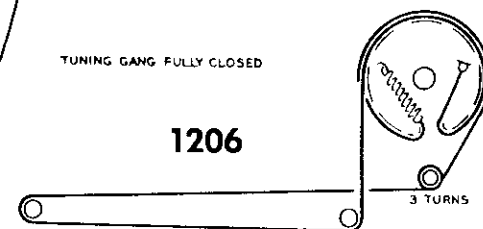
1203



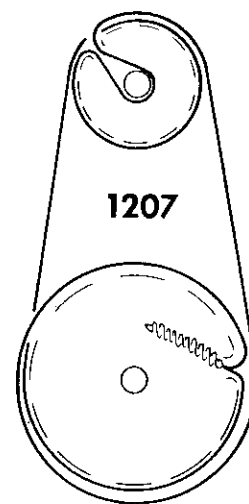
1204



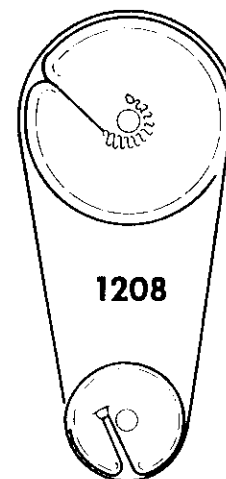
1205



1206

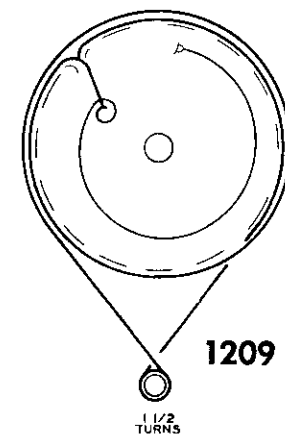


1207

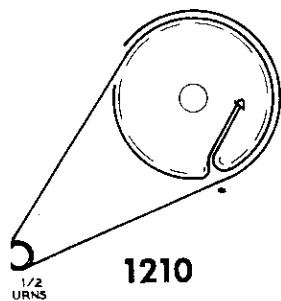


1208

FINE TUNING CONTROL

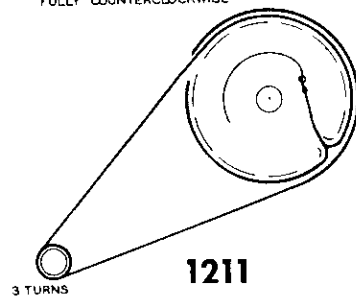


1209

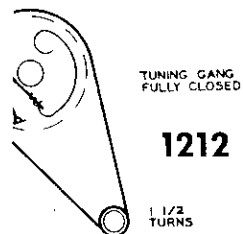


**1210**

FULLY COUNTERCLOCKWISE

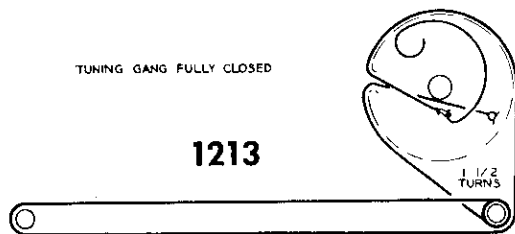


**1211**



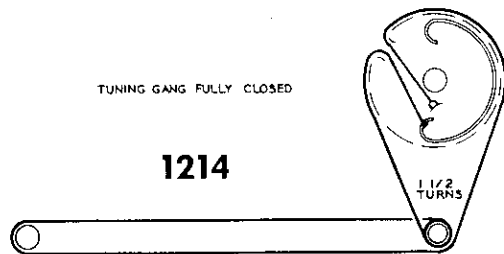
**1212**

TUNING GANG FULLY CLOSED



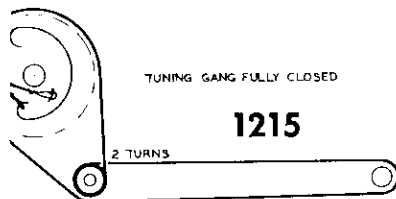
**1213**

TUNING GANG FULLY CLOSED



**1214**

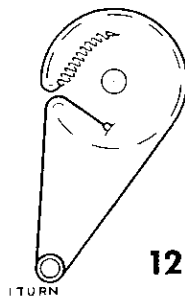
TUNING GANG FULLY CLOSED



**1215**

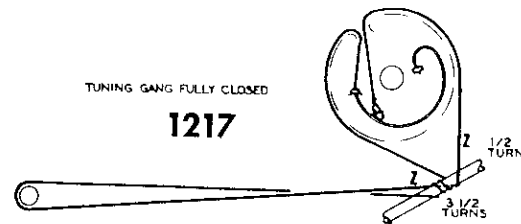
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED



**1216**

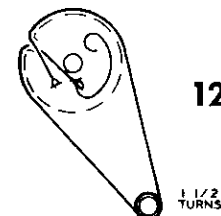
1 TURN



**1217**

TUNING GANG FULLY CLOSED

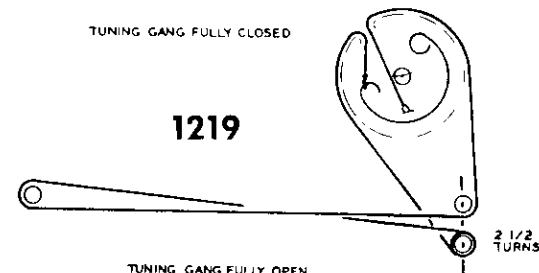
TUNING GANG FULLY CLOSED



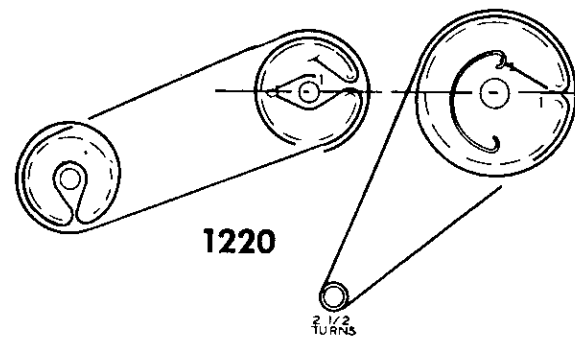
**1218**

TUNING GANG FULLY CLOSED

**1219**



TUNING GANG FULLY OPEN

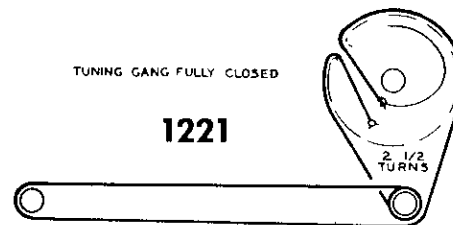


**1220**

2 1/2 TURNS

TUNING GANG FULLY CLOSED

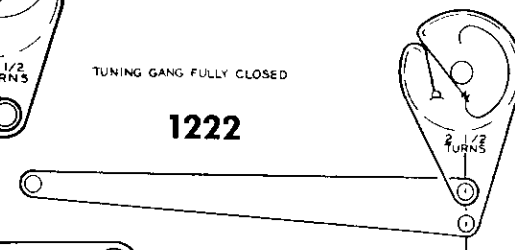
**1221**



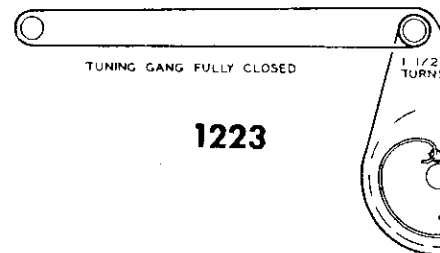
2 1/2 TURNS

TUNING GANG FULLY CLOSED

**1222**



2 TURNS

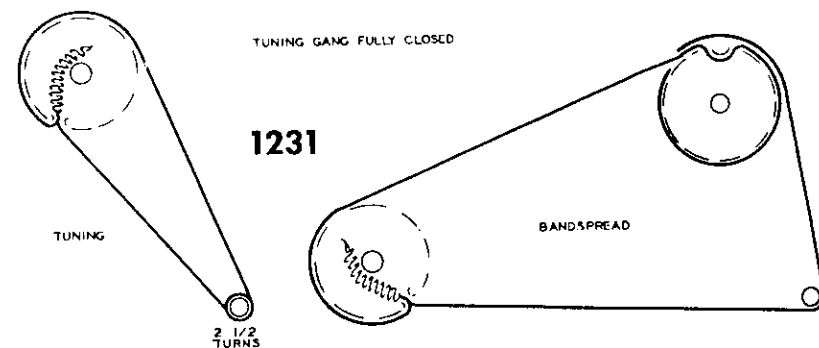
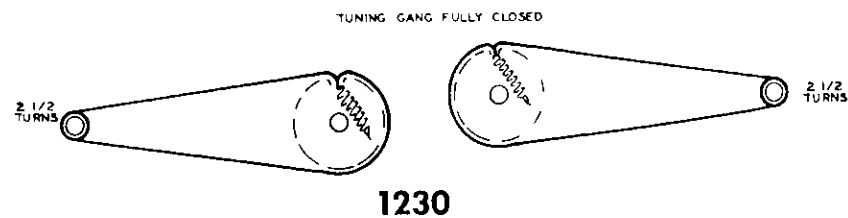
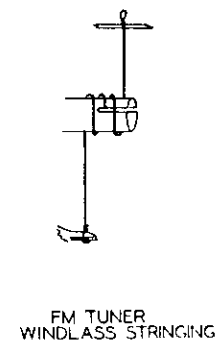
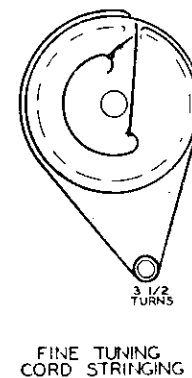
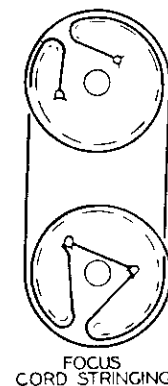
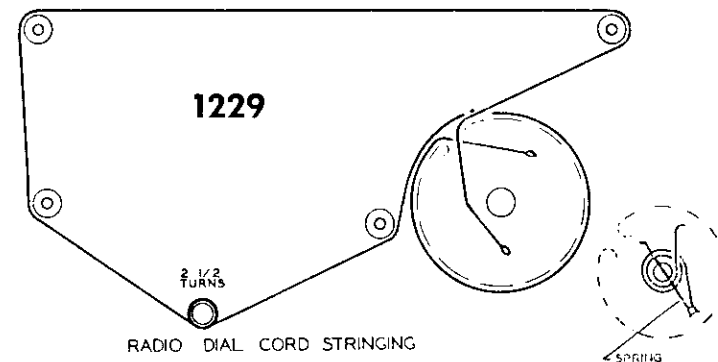
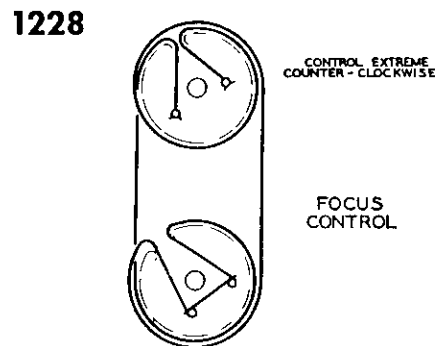
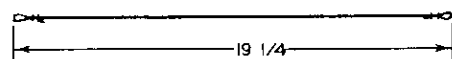
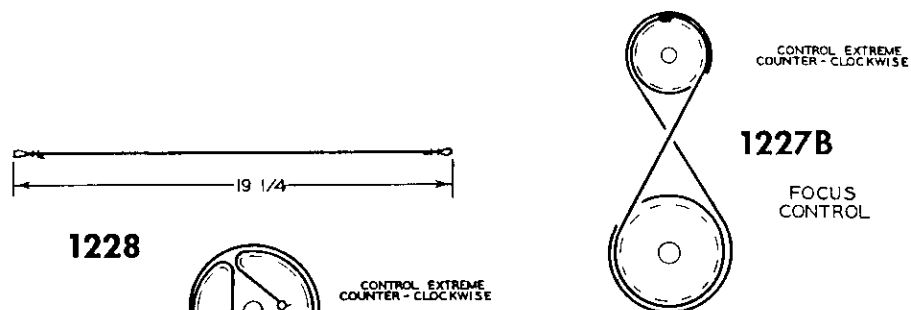
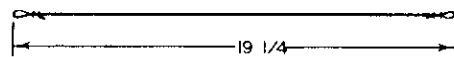
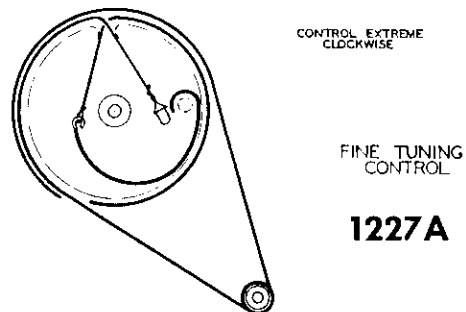
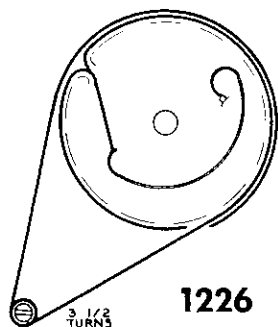
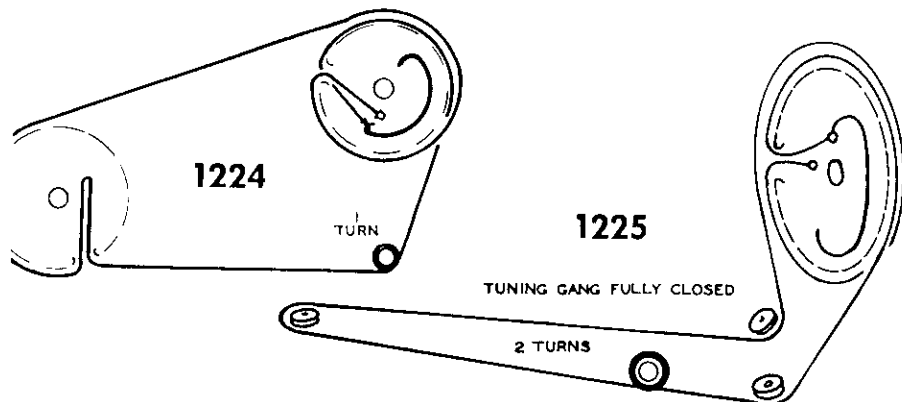


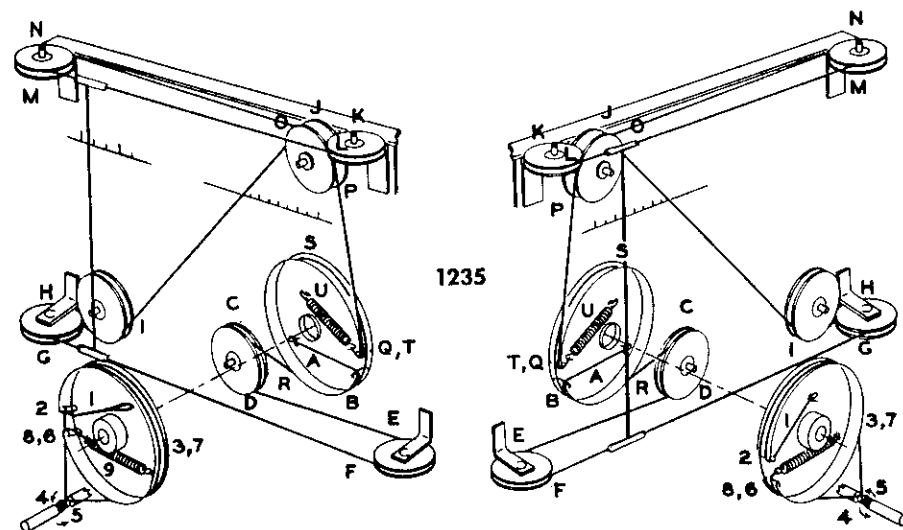
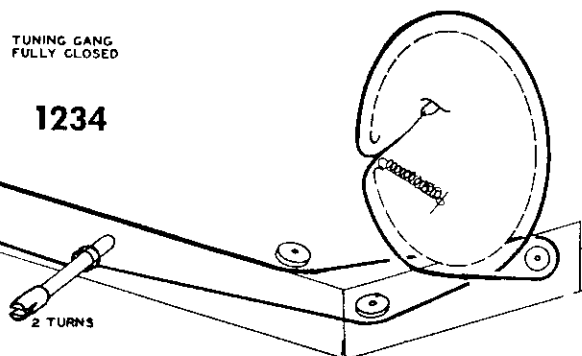
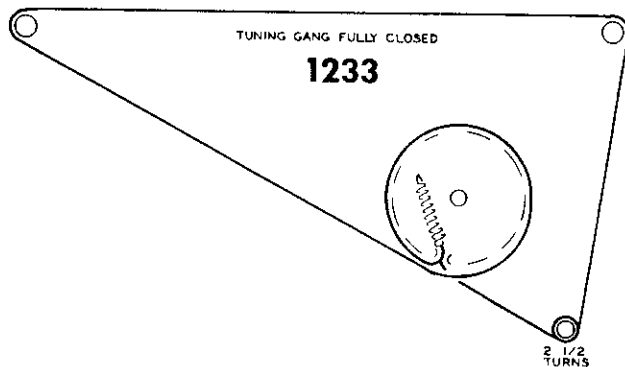
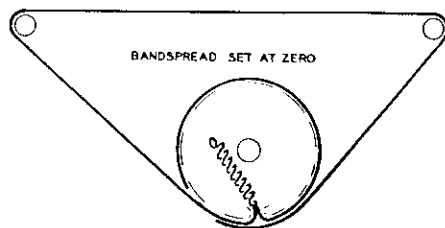
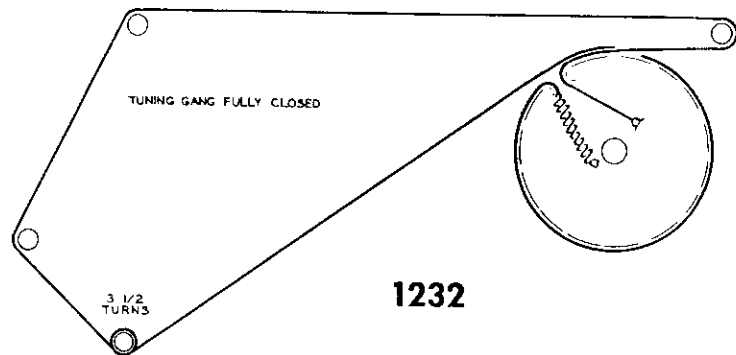
**1223**

TUNING GANG FULLY CLOSED

1 1/2 TURNS

TUNING GANG FULLY CLOSED



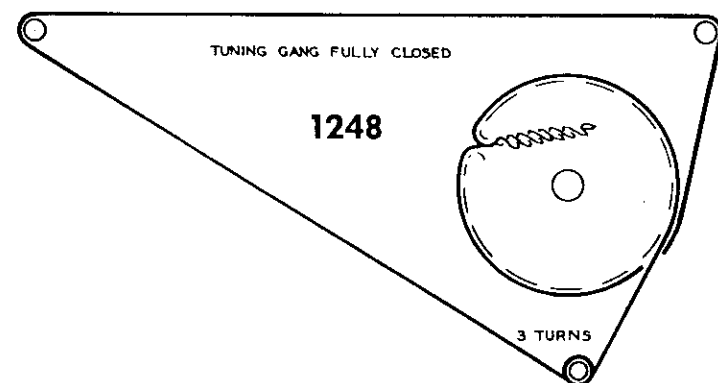
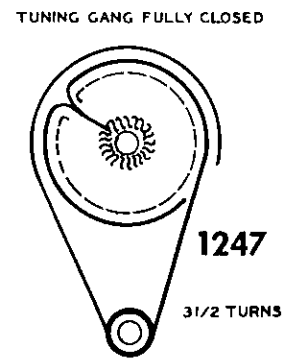
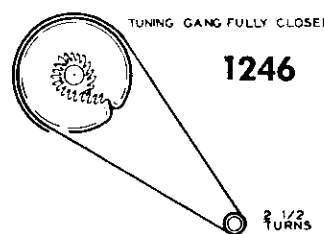
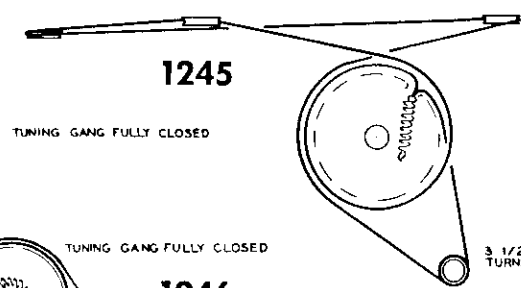
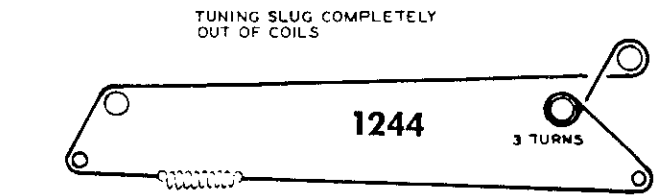
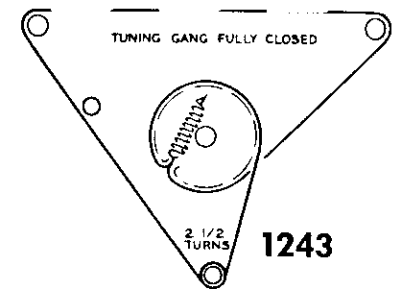
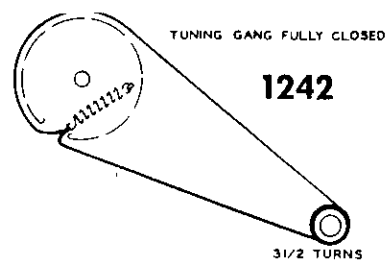
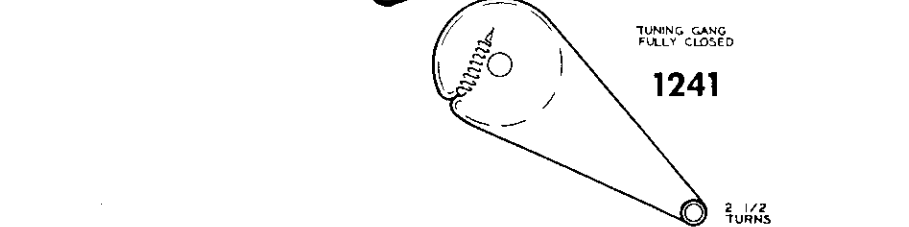
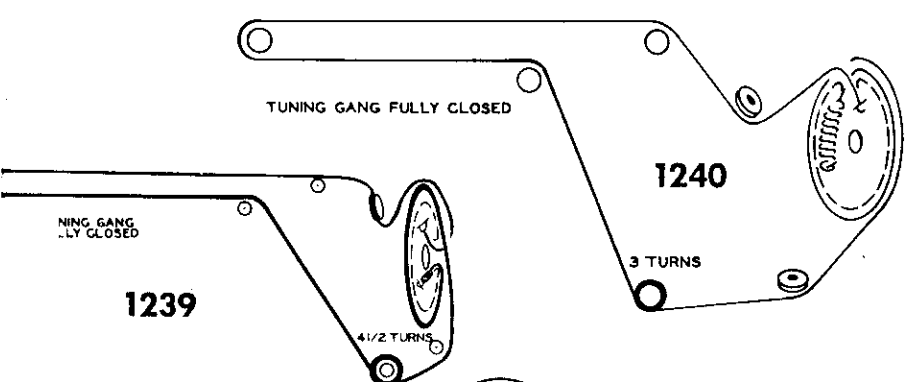
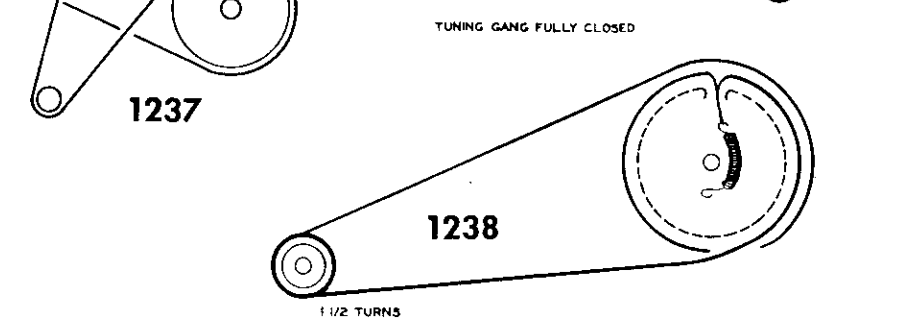
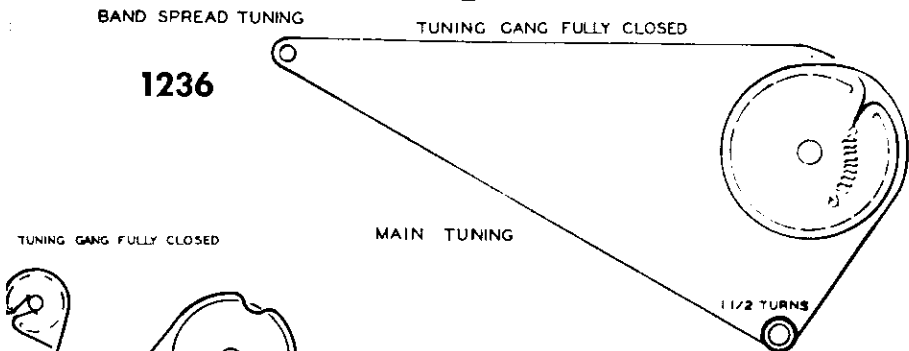
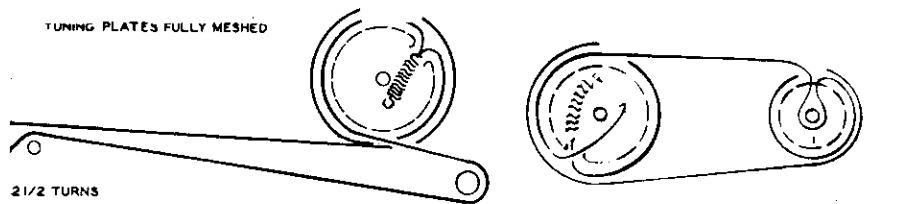


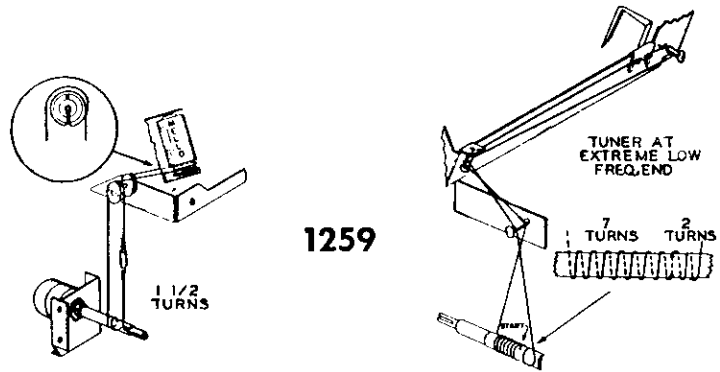
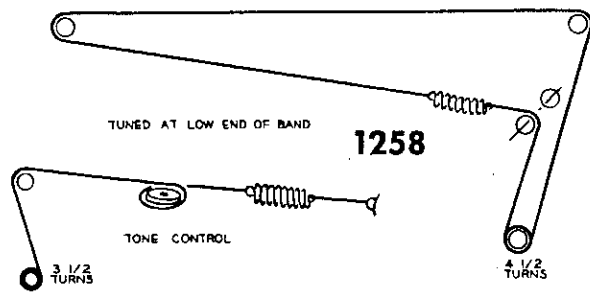
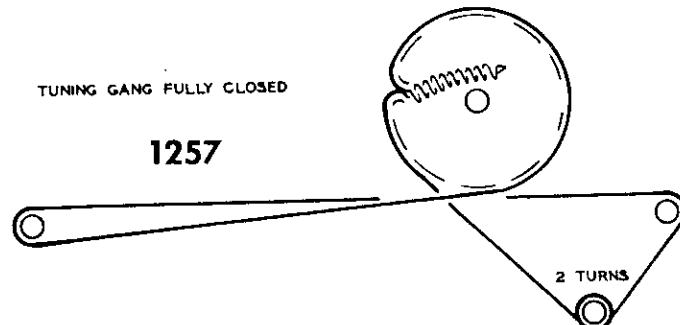
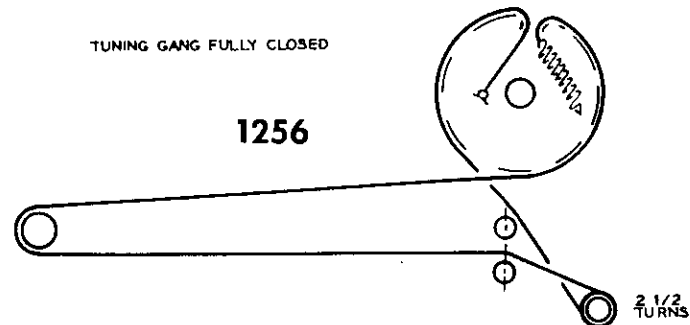
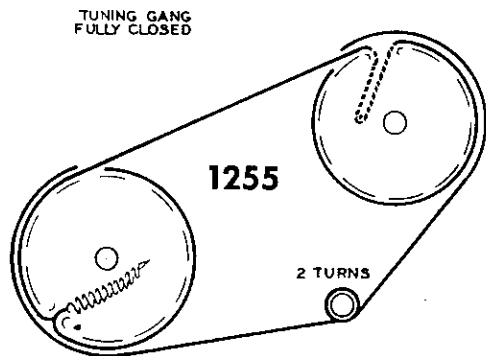
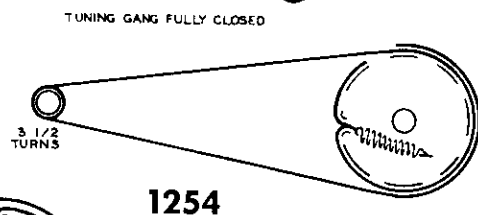
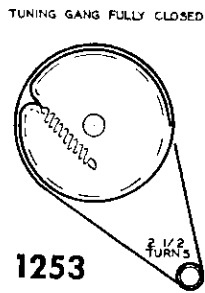
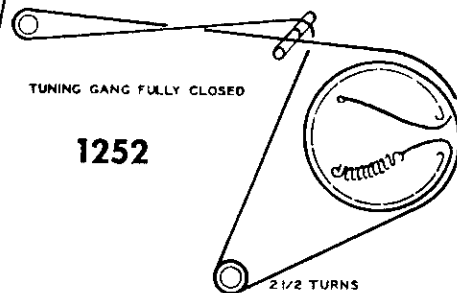
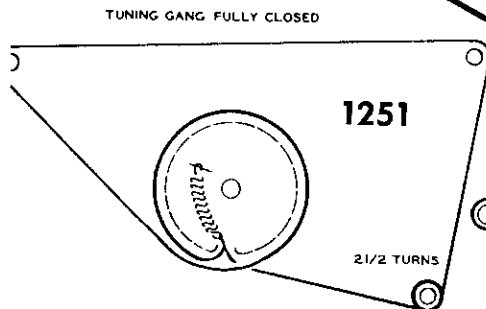
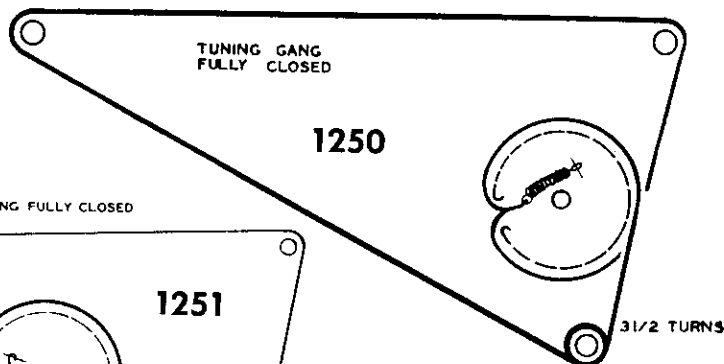
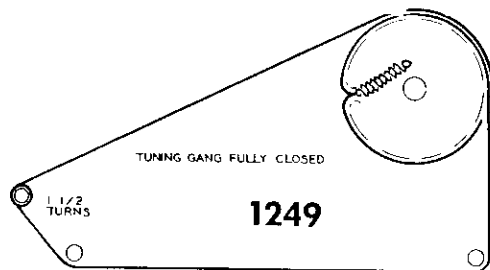
#### RESTRINGING DIAL CORD

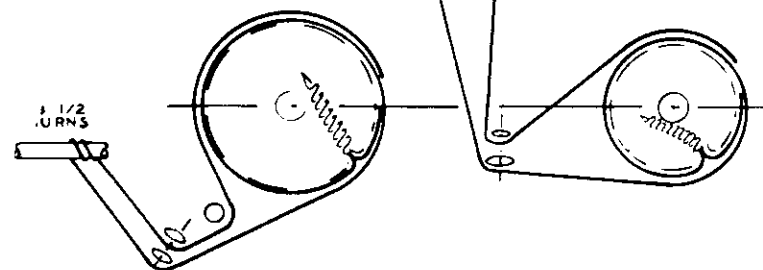
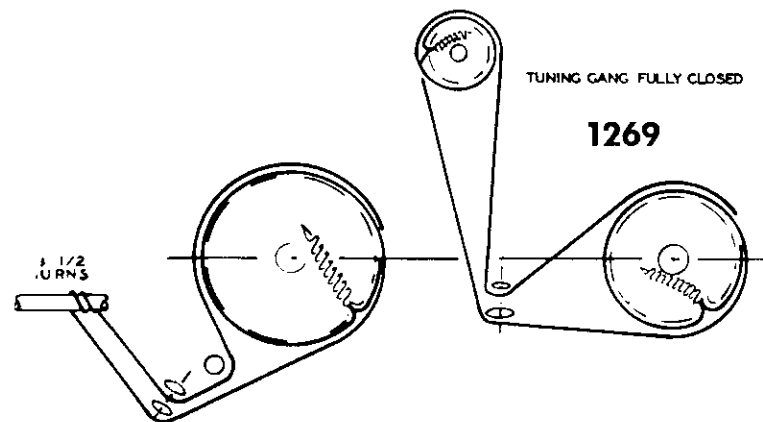
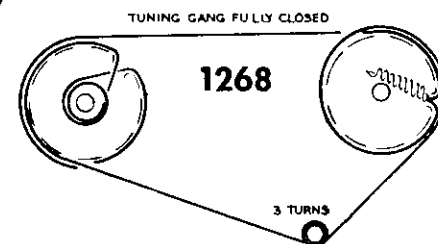
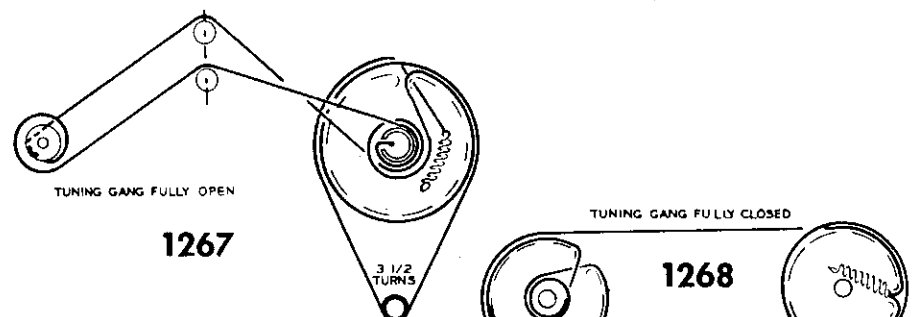
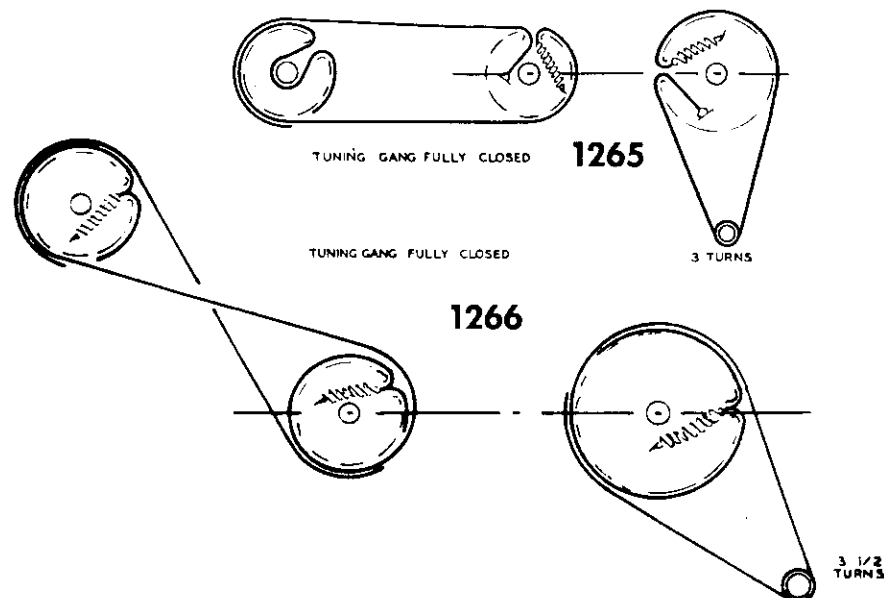
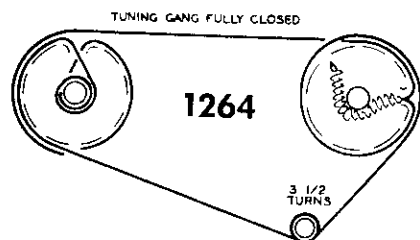
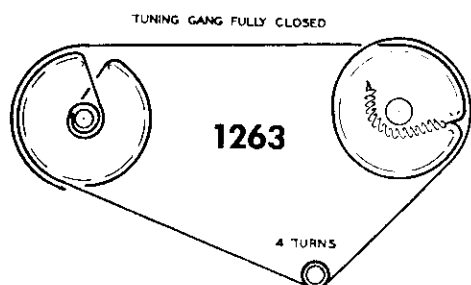
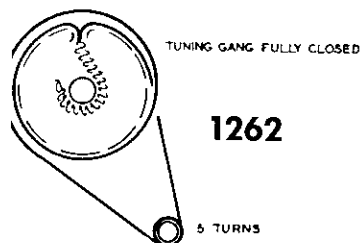
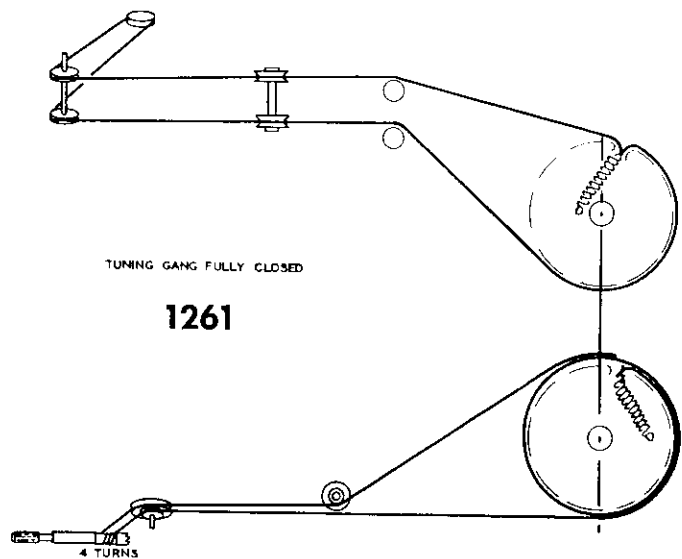
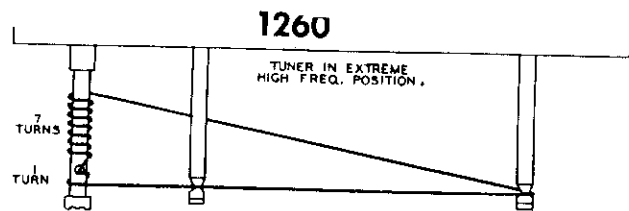
The dial drive system of the SX-71 consists of four separate spring drives. The two drive shaft string systems are identical; the two pointer drive systems are similar but right and left handed.

(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.

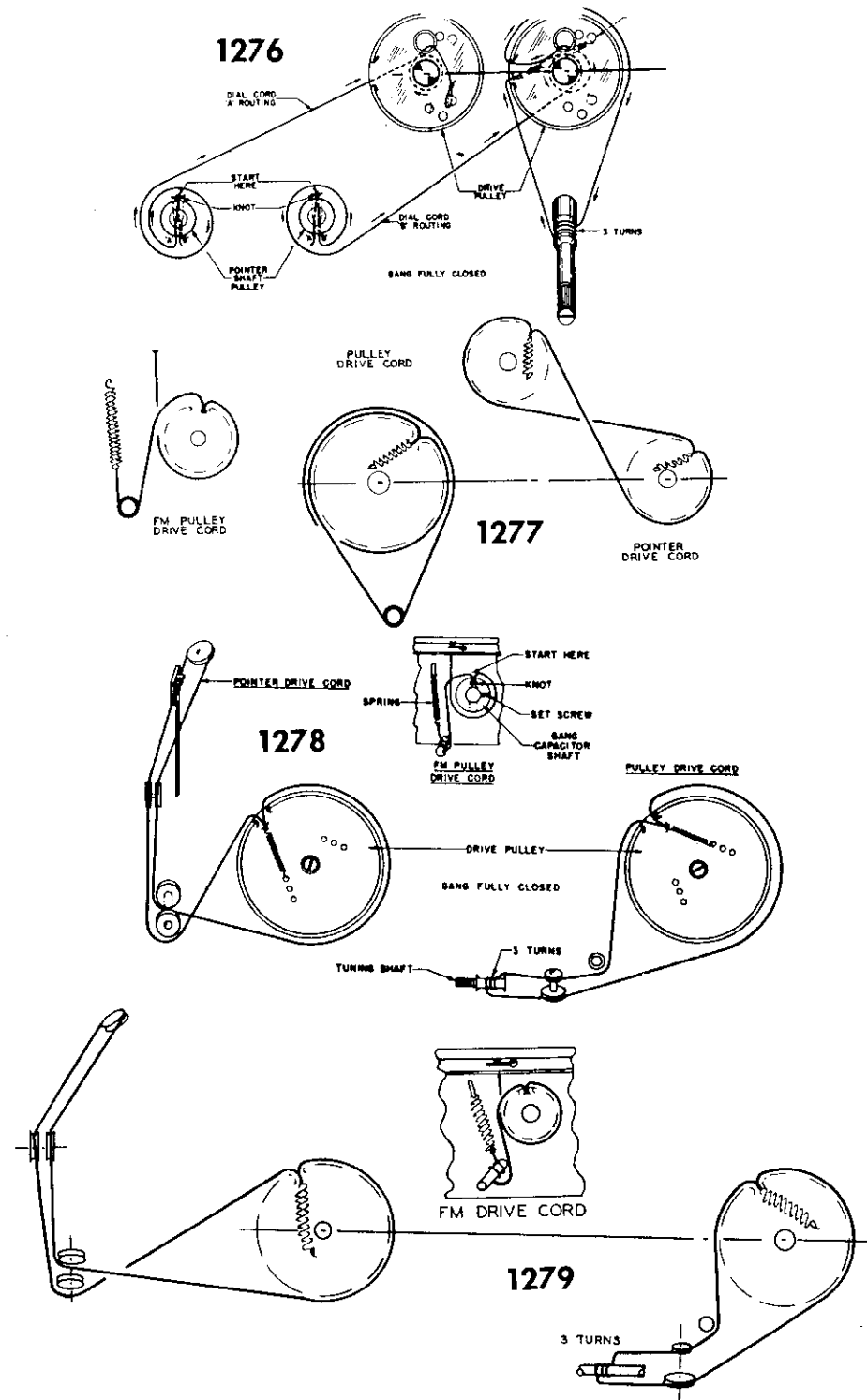
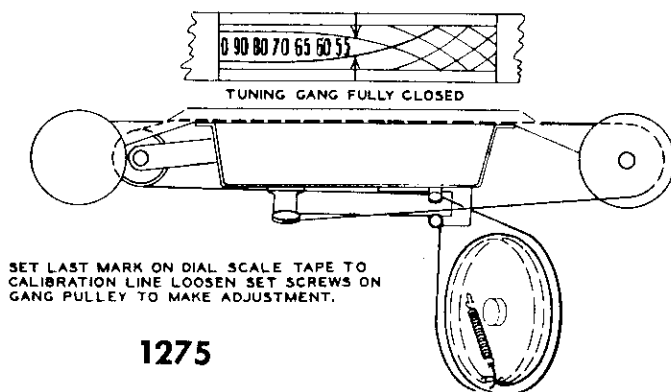
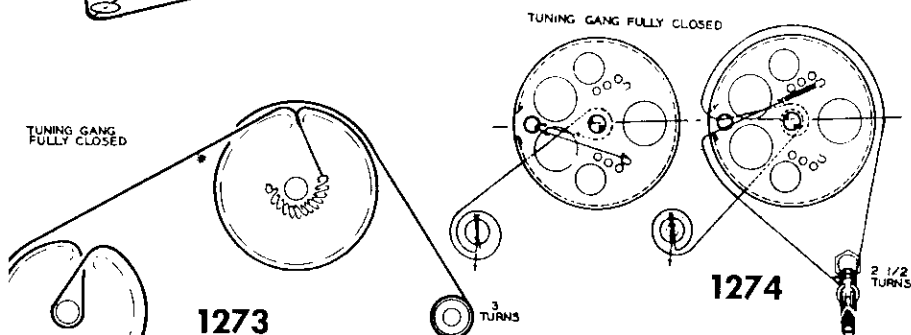
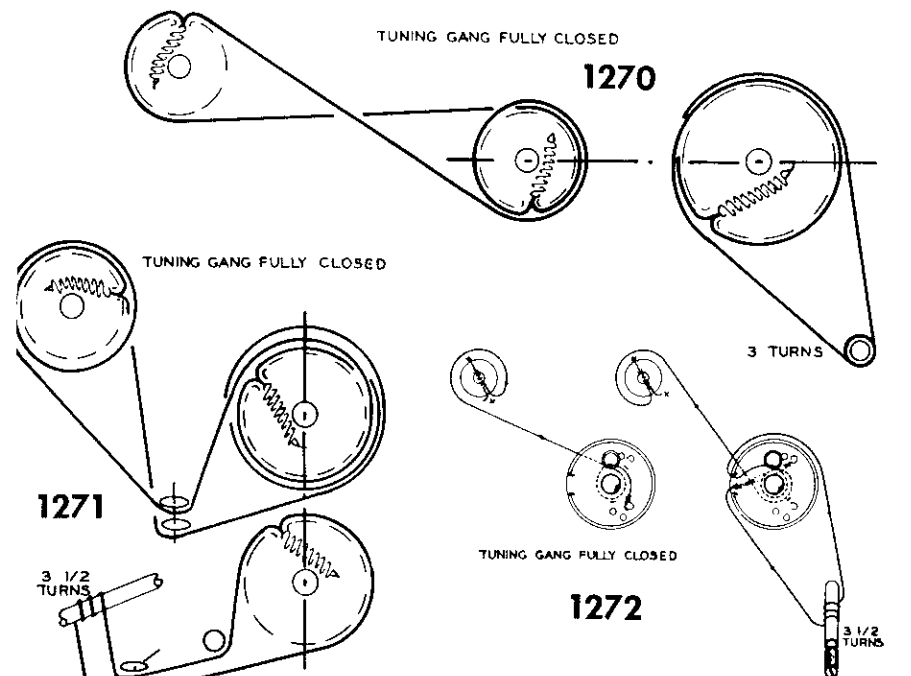
(2) POINTER DRIVE - To restring either one, use a 66 inch length of 30 lb. test dial cord. Tie one end of the dial cord to position "A" and follow the stringing sequence "A" to "U" as shown. At position "U" stretch the tension spring and tie the cord securely to the spring. Two small pieces of spaghetti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





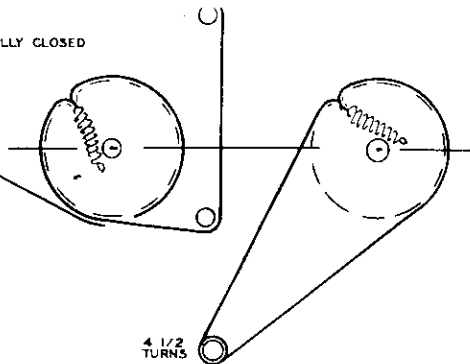






1280

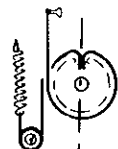
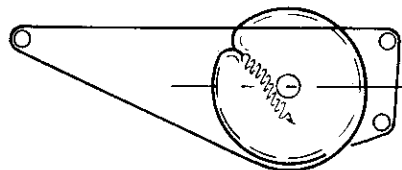
TUNING GANG FULLY CLOSED



4 1/2 TURNS

1281

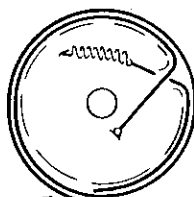
TUNING GANG FULLY CLOSED



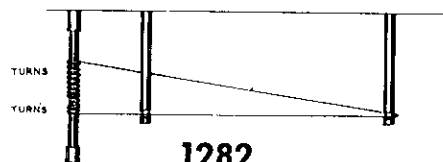
3 TURNS

TUNING GANG FULLY CLOSED

1283



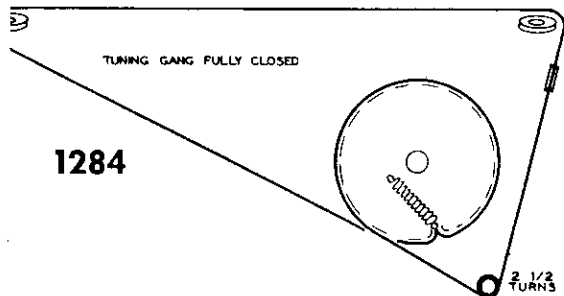
1282



TUNER IN EXTREME  
1 FREQUENCY POSITION

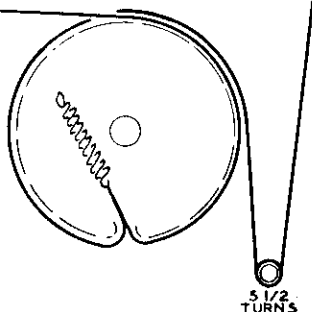
1284

TUNING GANG FULLY CLOSED



2 1/2 TURNS

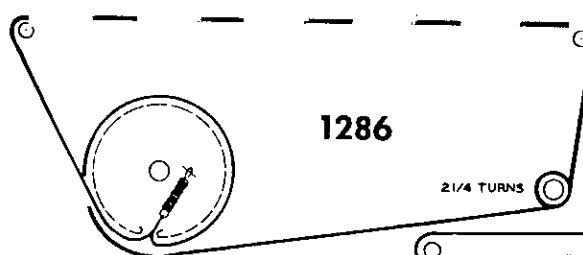
1285



5 1/2 TURNS

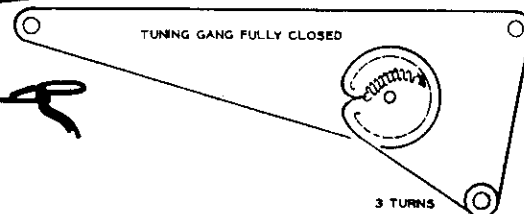
1286

2 1/4 TURNS



1287

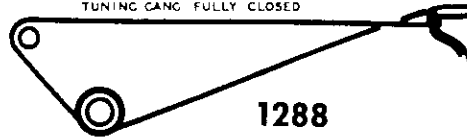
TUNING GANG FULLY CLOSED



3 TURNS

1288

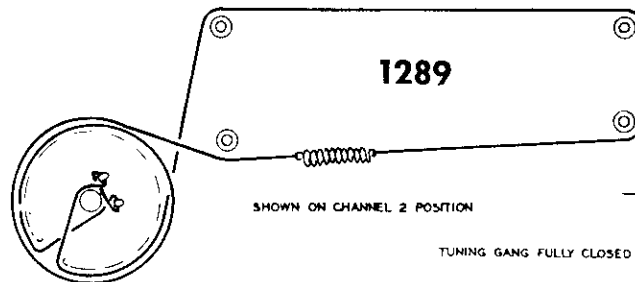
TUNING GANG FULLY CLOSED



4 1/2 TURNS

1289

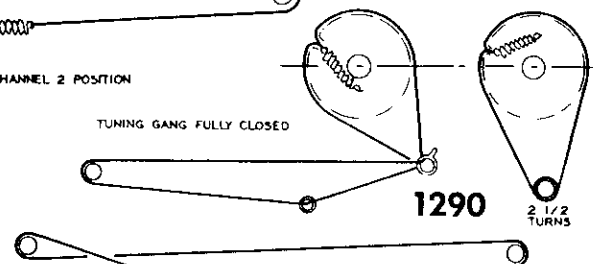
SHOWN ON CHANNEL 2 POSITION



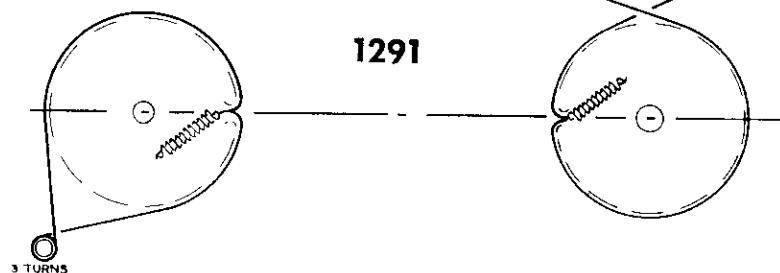
TUNING GANG FULLY CLOSED

1290

2 1/2 TURNS



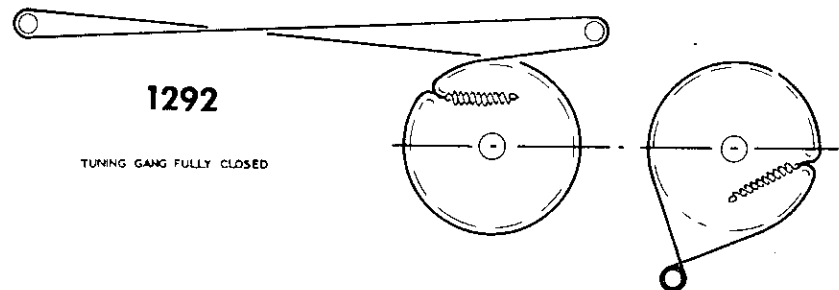
1291

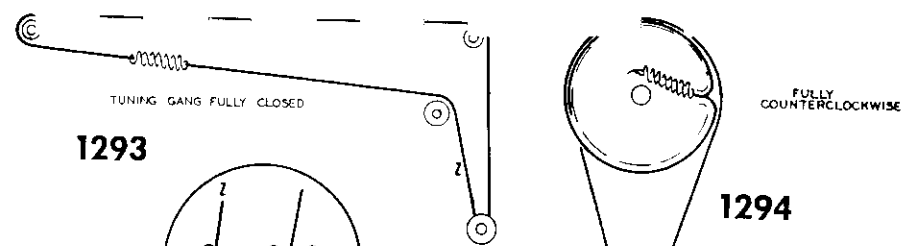


3 TURNS

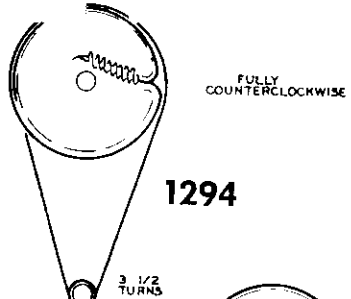
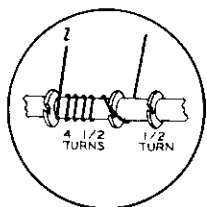
1292

TUNING GANG FULLY CLOSED





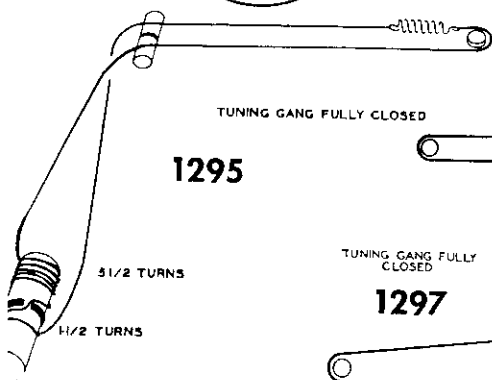
1293



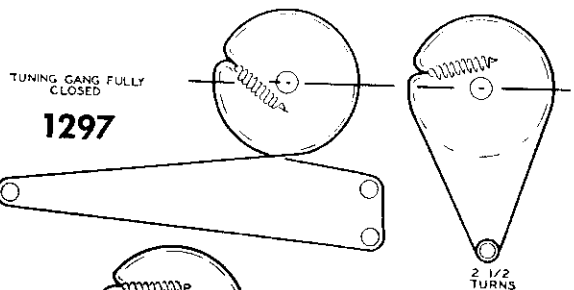
1294

TUNING GANG FULLY CLOSED

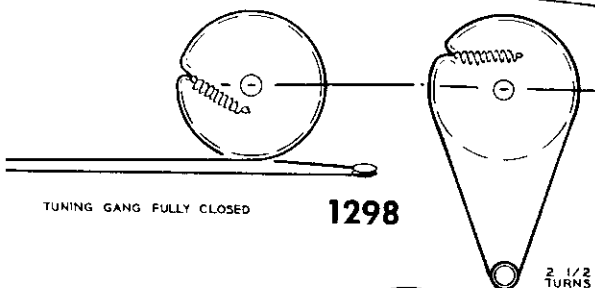
1296



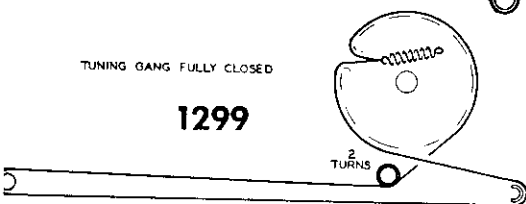
1295



1297



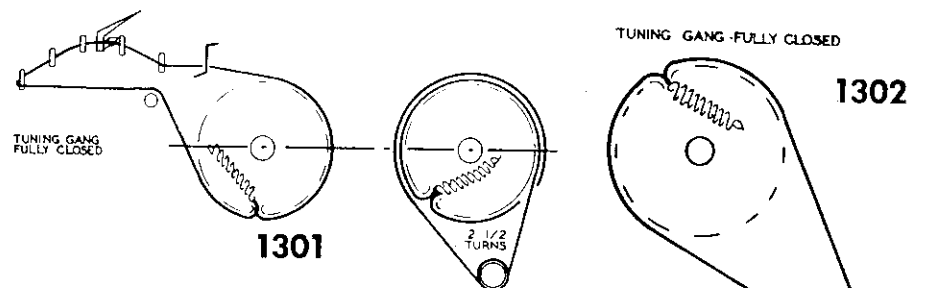
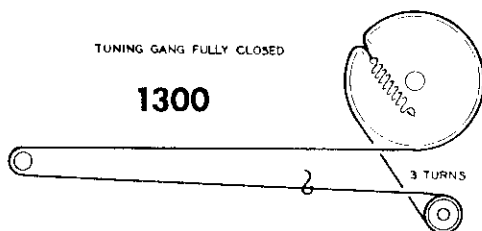
1298



1299

TUNING GANG FULLY CLOSED

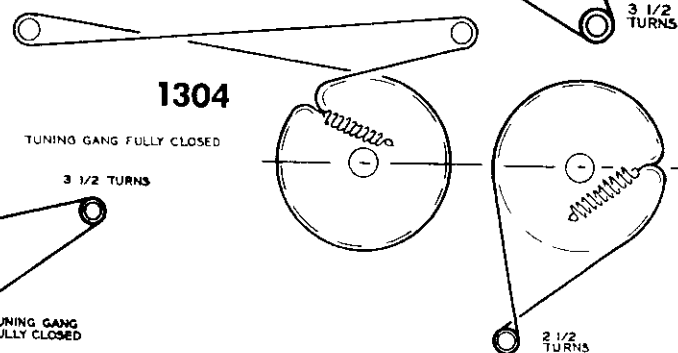
1300



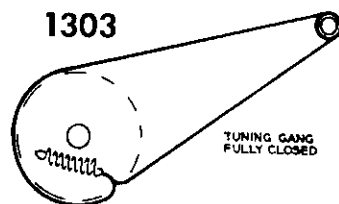
1301

TUNING GANG FULLY CLOSED

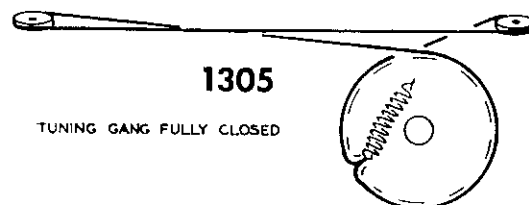
1302



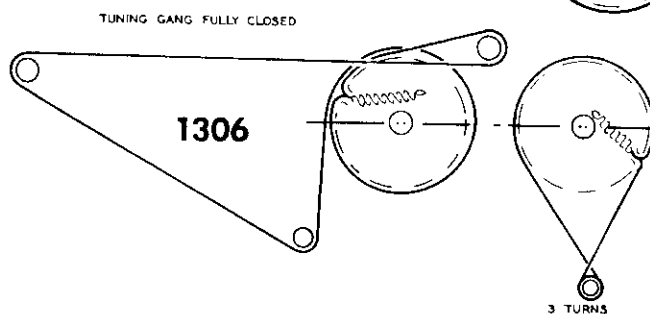
1304



1303



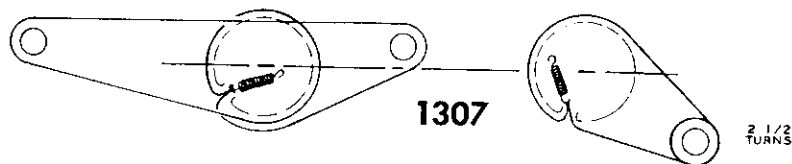
1305



1306

TUNING GANG FULLY CLOSED

1307



TUNING GANG FULLY CLOSED

1308

2 1/2 TURNS

REMOTE CONTROL DRIVE CORD  
STRINGING

1309

TUNING GANG FULLY CLOSED

TUNING GANG FULLY OPEN

1310

2 TURNS

TUNING GANG FULLY CLOSED

3 TURNS

1311

TUNING GANG FULLY CLOSED

1312

3 TURNS

TUNING GANG FULLY CLOSED

3 1/2 TURNS

1313

TUNING GANG FULLY CLOSED

1314

FRONT

REAR

4 TURNS

TUNING GANG FULLY CLOSED

1315

2 1/2 TURNS

TUNING GANG  
FULLY CLOSED

1316

2 1/2 TURNS

TUNING GANG FULLY CLOSED

1317

3 TURNS

TUNING GANG FULLY CLOSED

1318

VOLUME CONTROL DRIVE

3 1/2 TURNS

3 TURNS

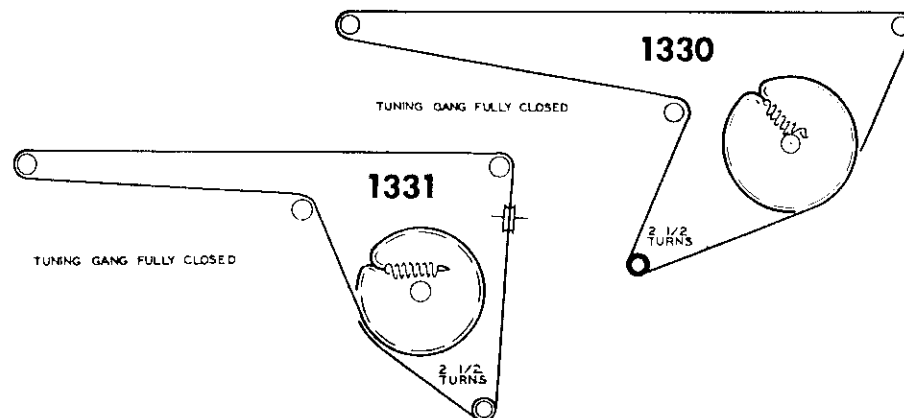
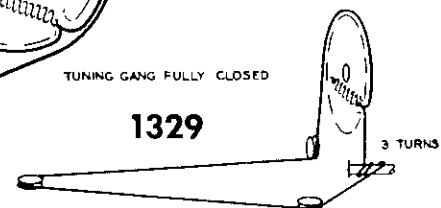
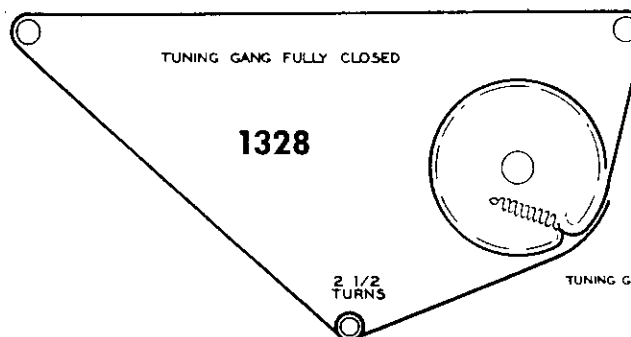
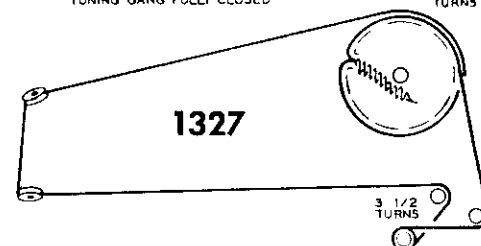
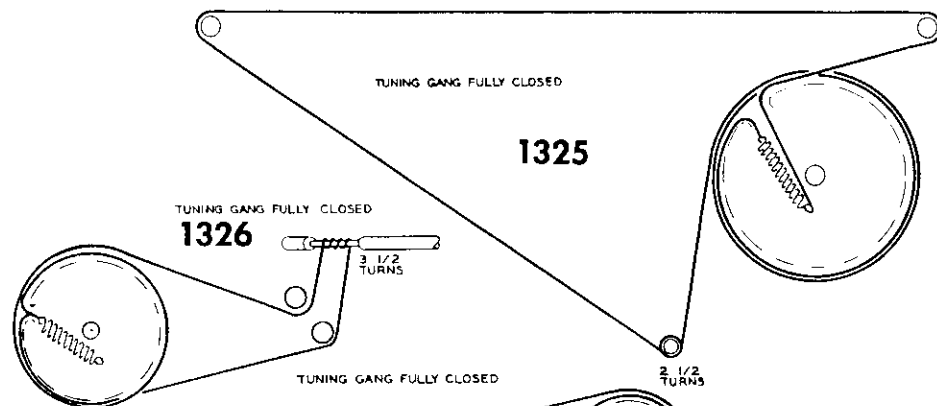
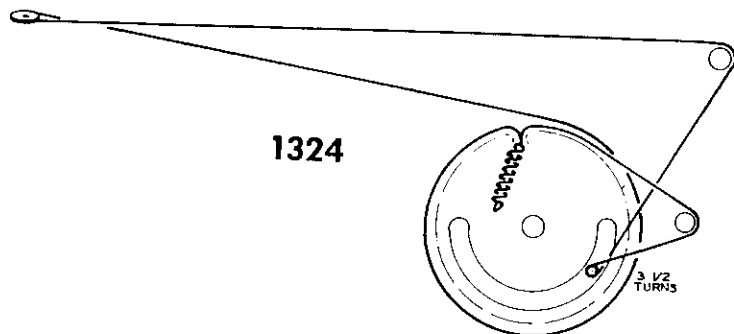
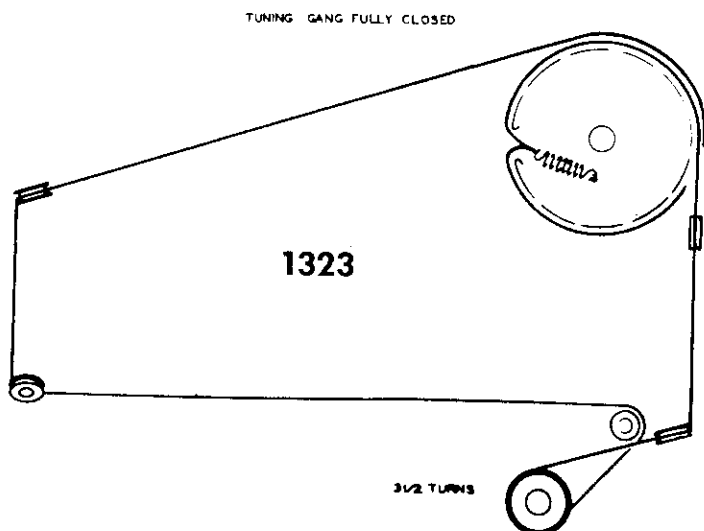
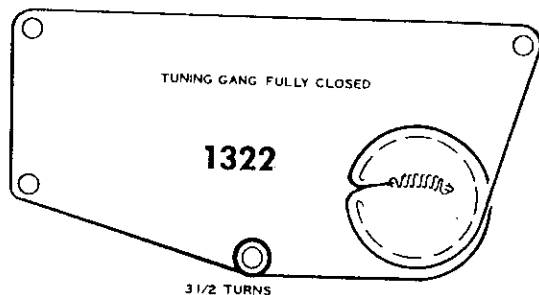
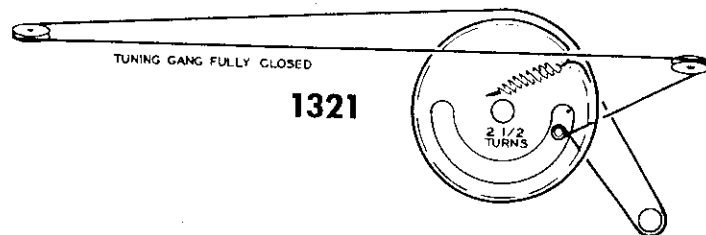
TUNING GANG FULLY CLOSED

1319

TUNING GANG FULLY CLOSED

3 1/2 TURNS

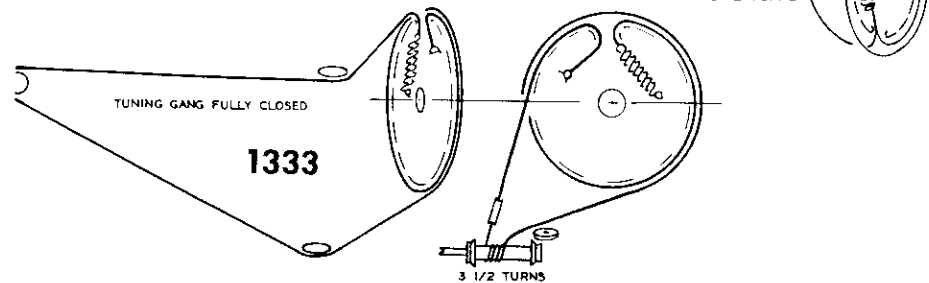
1320



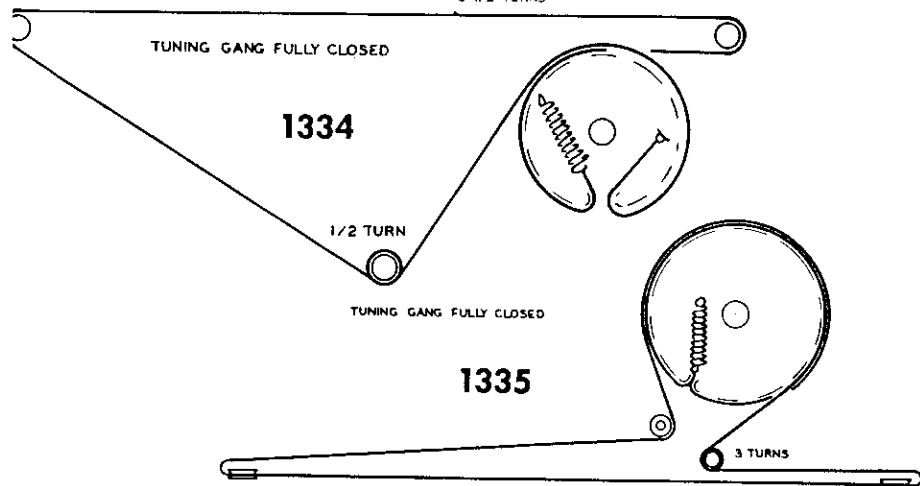
TUNING GANG FULLY CLOSED

1332

3 1/2 TURNS



1333

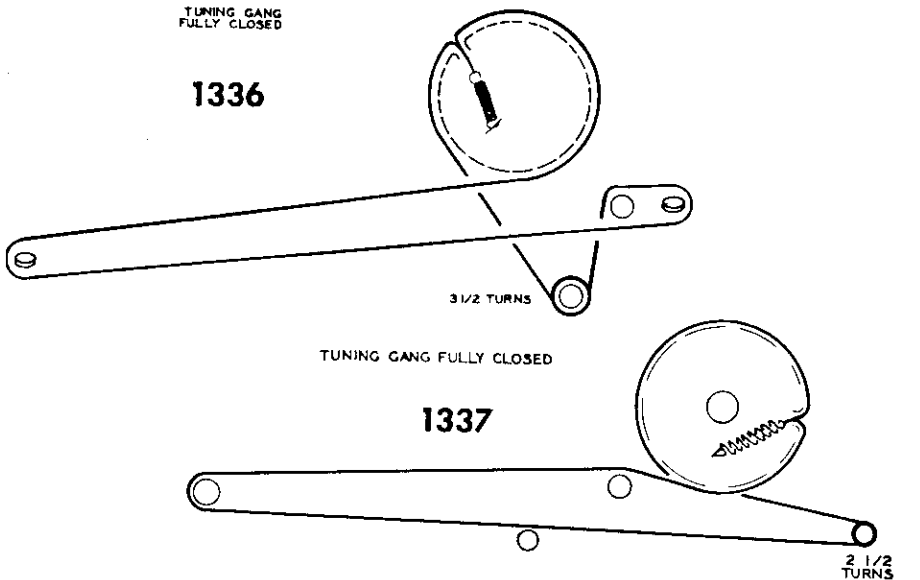


1334

1335

TUNING GANG FULLY CLOSED

1336

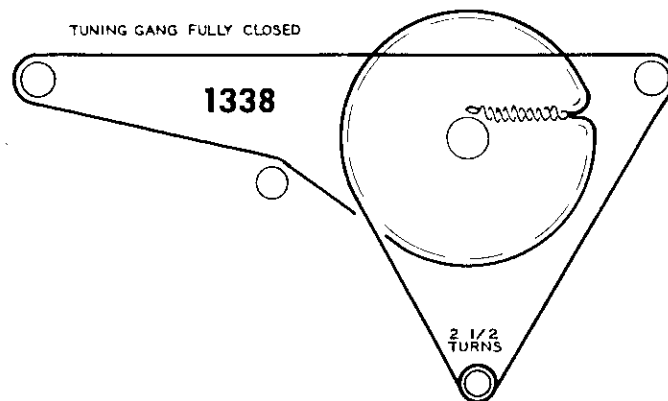


1337

TUNING GANG FULLY CLOSED

1338

2 1/2 TURNS



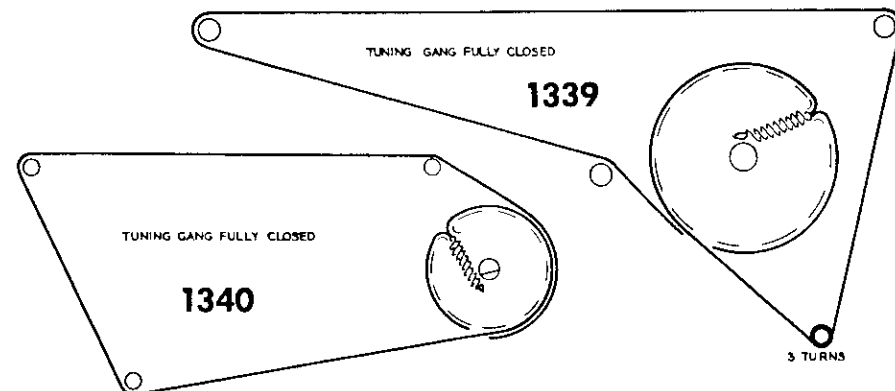
TUNING GANG FULLY CLOSED

1339

TUNING GANG FULLY CLOSED

1340

3 TURNS



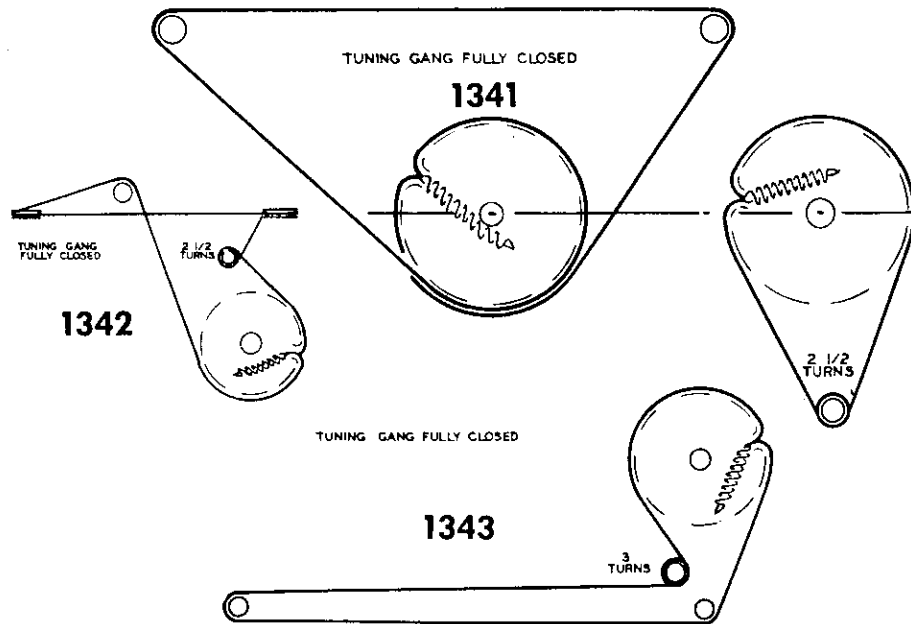
TUNING GANG FULLY CLOSED

1341

TUNING GANG FULLY CLOSED

1342

2 1/2 TURNS



TUNING GANG FULLY CLOSED

1343

TUNING GANG FULLY CLOSED

1344

3 TURNS

FULLY COUNTERCLOCKWISE

1346

TUNING GANG FULLY CLOSED

1349

2 TURNS

1350

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

1351

2 1/2 TURNS

TUNING GANG FULLY CLOSED

1353

TUNING GANG FULLY CLOSED

1352

3 1/2 TURNS

TUNING GANG FULLY CLOSED

3 1/2 TURNS

1345

FULLY COUNTERCLOCKWISE

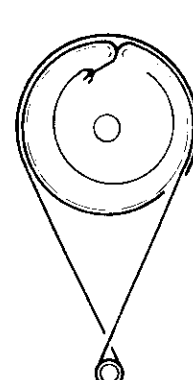
1347

1 1/2 TURNS

1348

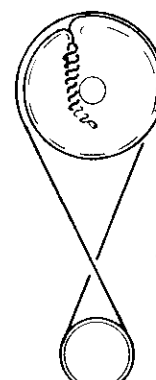
TUNING GANG FULLY CLOSED

2 1/2 TURNS



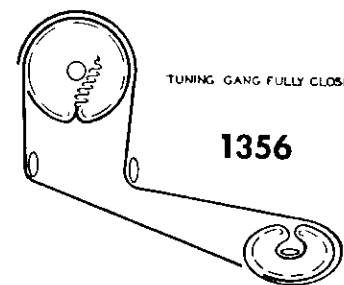
1 1/2 TURNS

1354



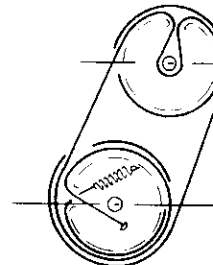
1 1/2 TURNS

1355



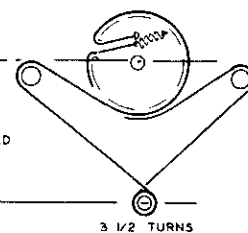
TUNING GANG FULLY CLOSED

1356

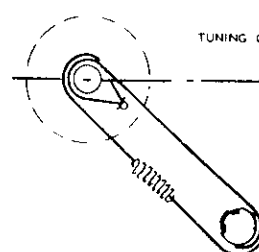


1357

TUNING GANG FULLY CLOSED

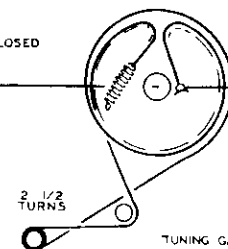


3 1/2 TURNS



TUNING GANG FULLY CLOSED

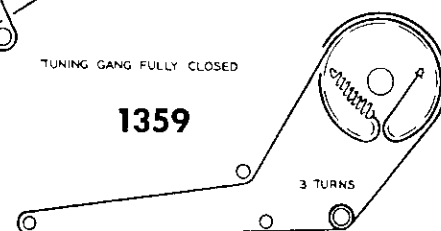
1358



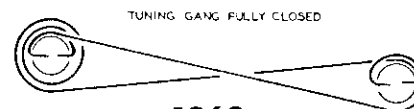
2 1/2 TURNS

TUNING GANG FULLY CLOSED

1359



3 TURNS

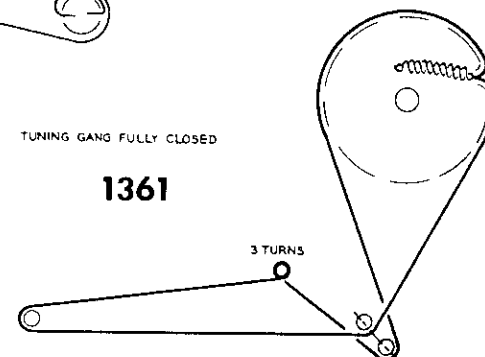


TUNING GANG FULLY CLOSED

1360

TUNING GANG FULLY CLOSED

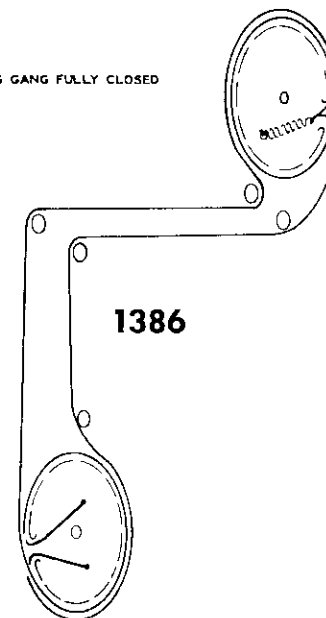
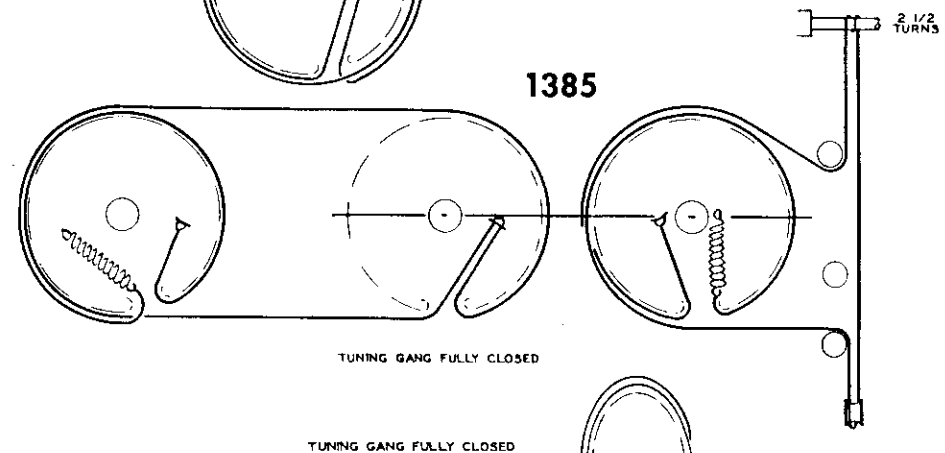
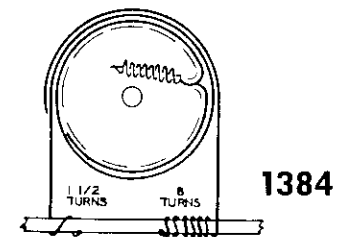
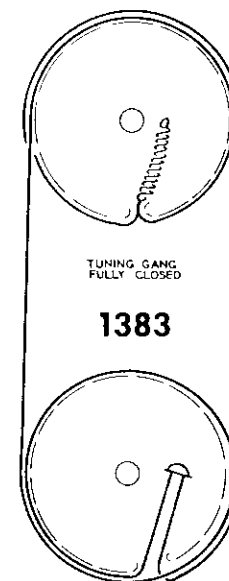
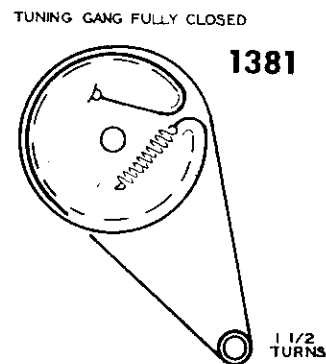
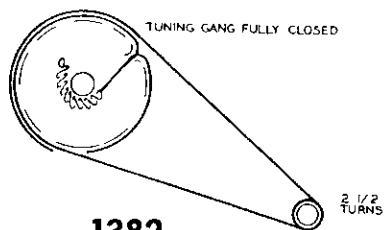
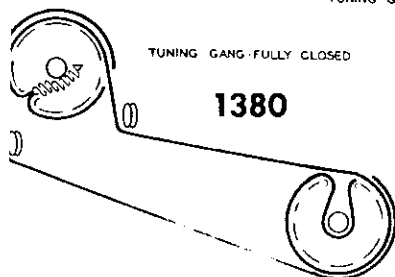
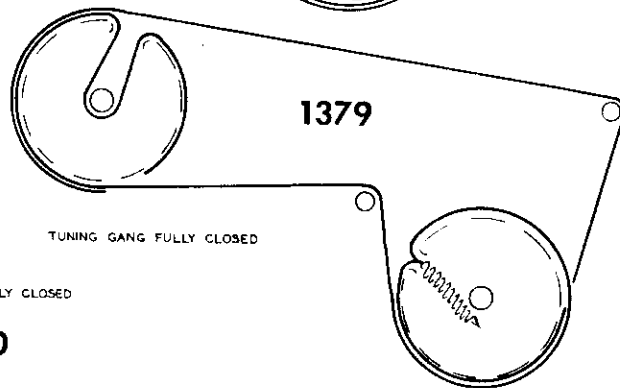
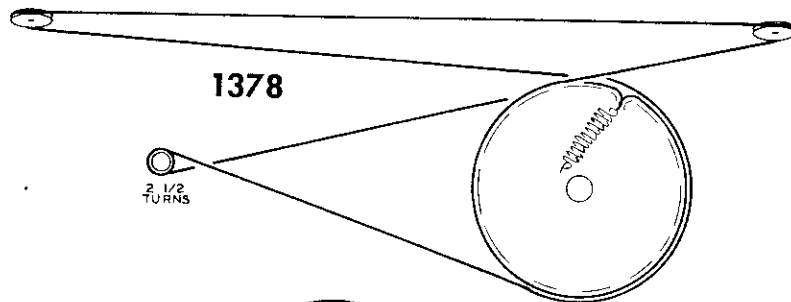
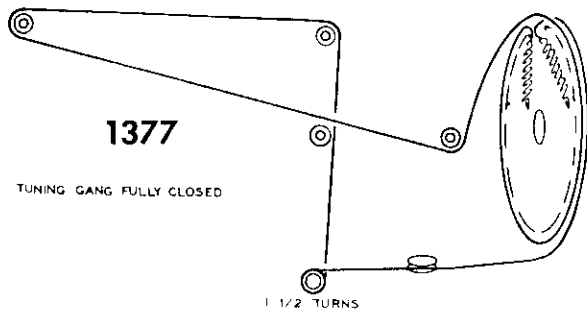
1361

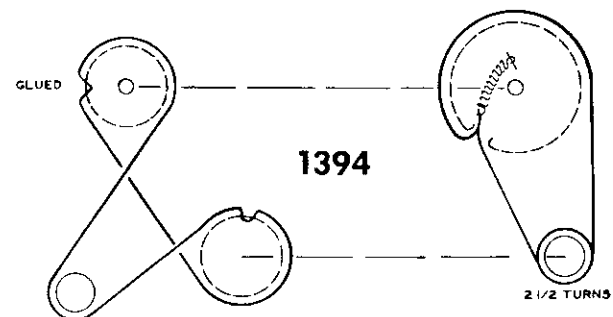
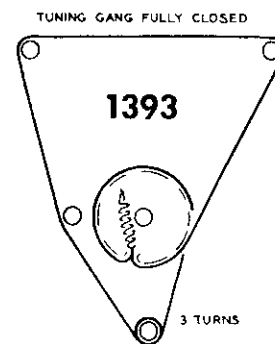
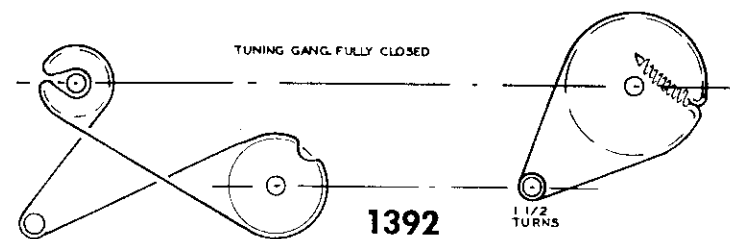
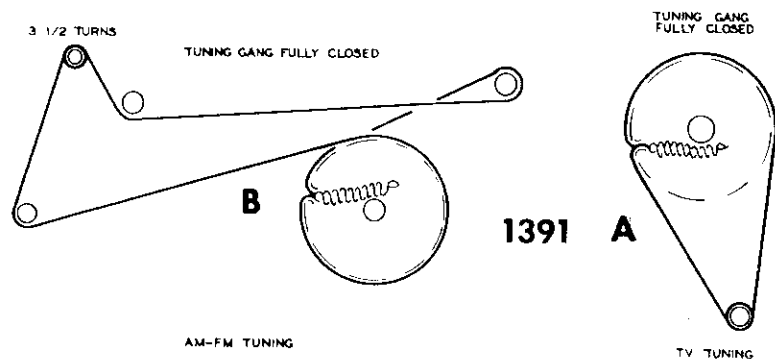
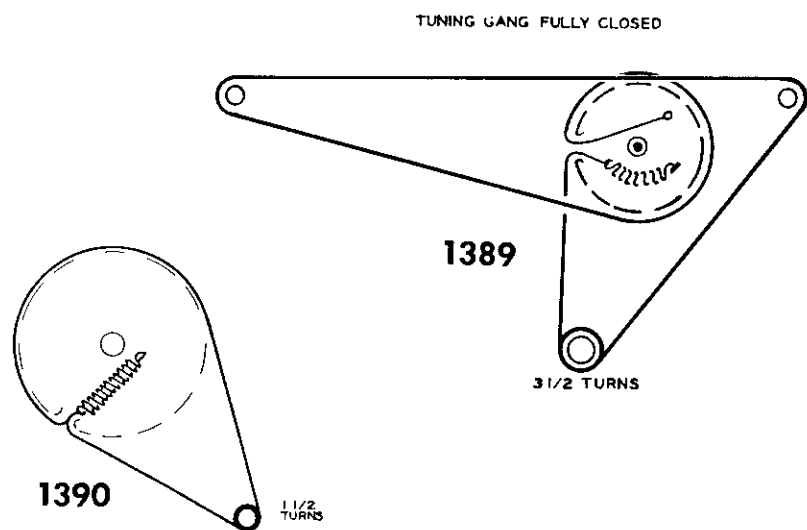
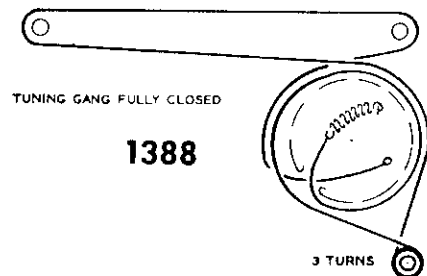
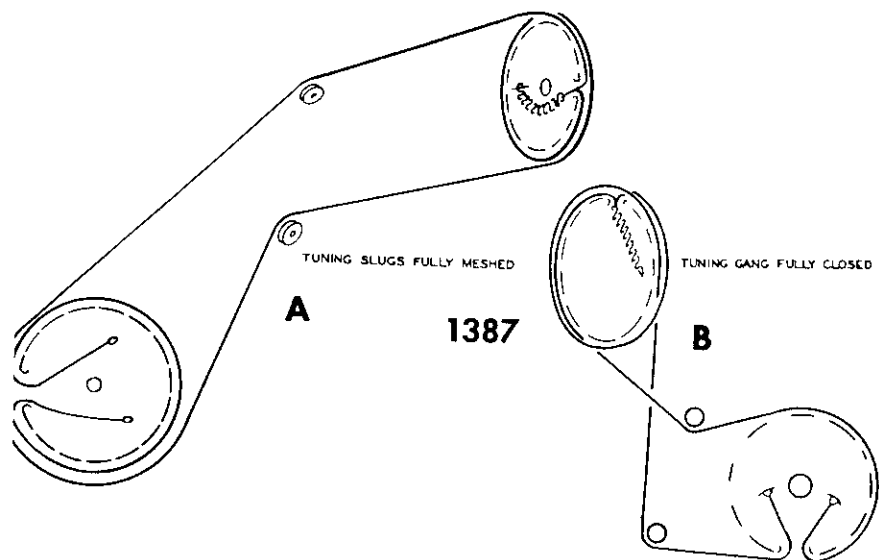


3 TURNS

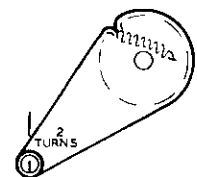




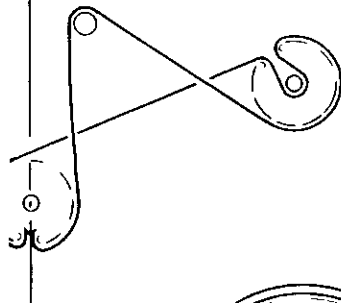




TUNING GANG FULLY CLOSED

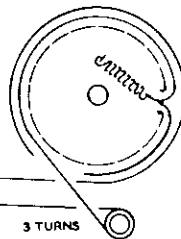


1395

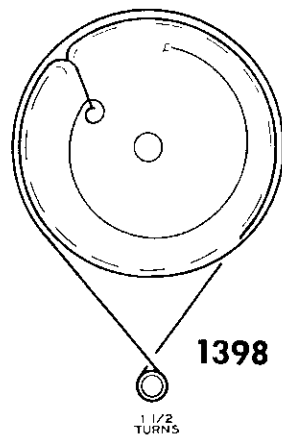


TUNING GANG FULLY CLOSED

1396

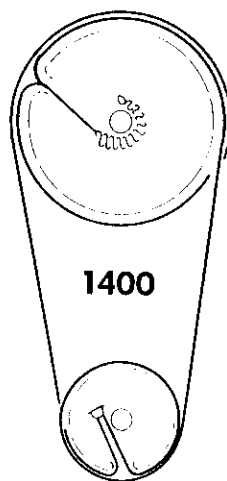
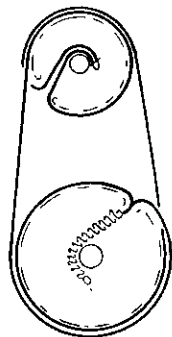


1397



1398

1399

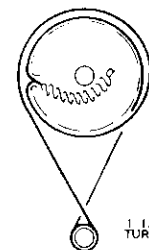


1400

FINE TUNING CONTROL



1401



1402

FULLY COUNTERCLOCKWISE FINE TUNING FULLY CLOCKWISE

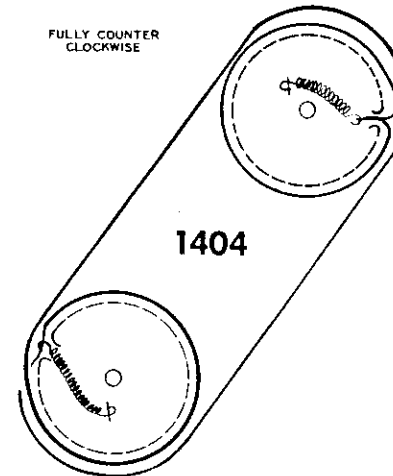
1403

TUNING SHAFT FULLY COUNTERCLOCKWISE



1 1/2 TURNS

FULLY COUNTER CLOCKWISE



1404

TUNING GANG FULLY CLOSED

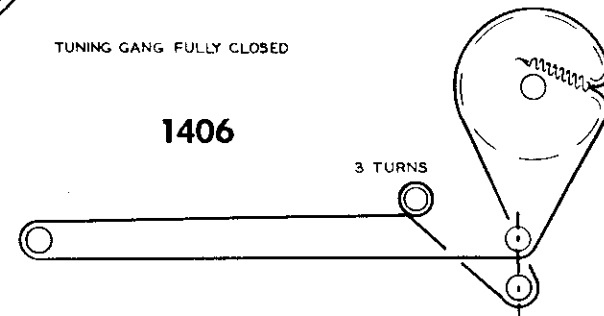


FINE TUNING FULLY CLOCKWISE

1405

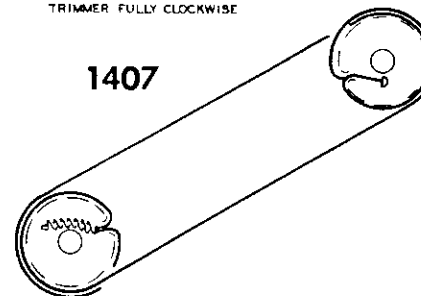
TUNING SHAFT FULLY COUNTER CLOCKWISE

1406



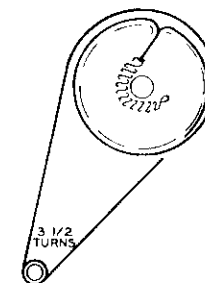
TRIMMER FULLY CLOCKWISE

1407



TUNING GANG FULLY CLOSED

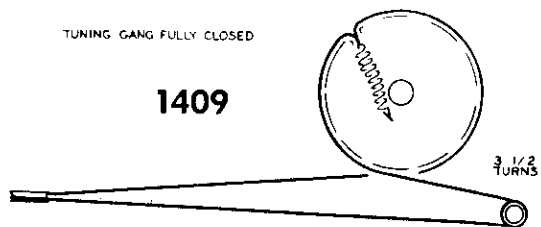
1408



3 1/2 TURNS

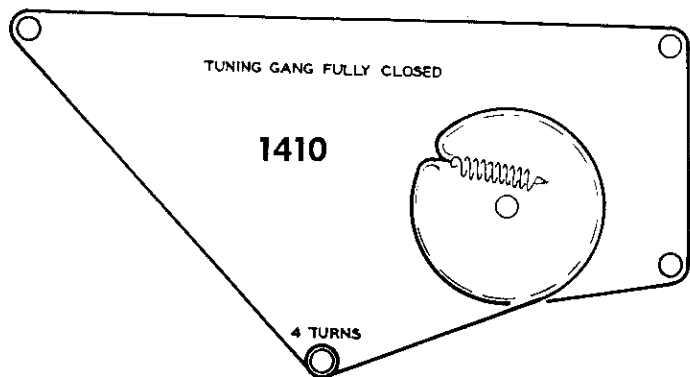
TUNING GANG FULLY CLOSED

1409



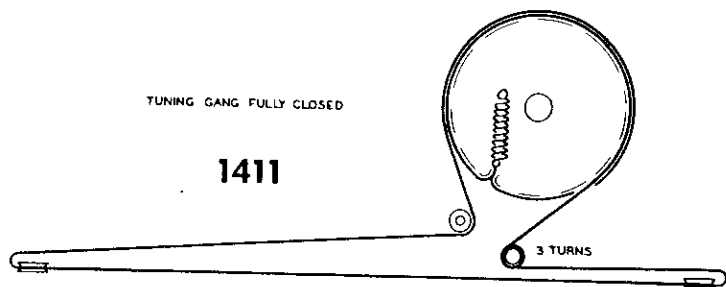
TUNING GANG FULLY CLOSED

1410



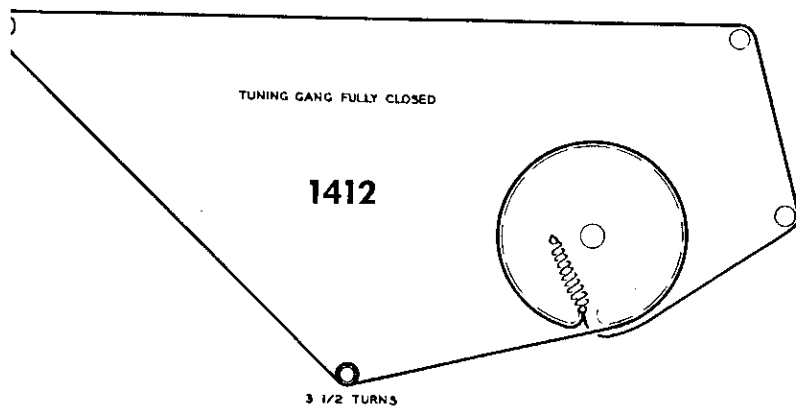
TUNING GANG FULLY CLOSED

1411



TUNING GANG FULLY CLOSED

1412



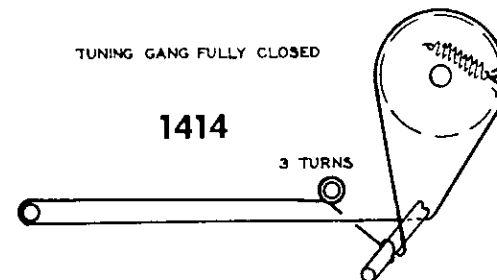
TUNING GANG FULLY CLOSED

1413



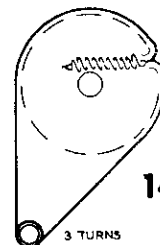
TUNING GANG FULLY CLOSED

1414



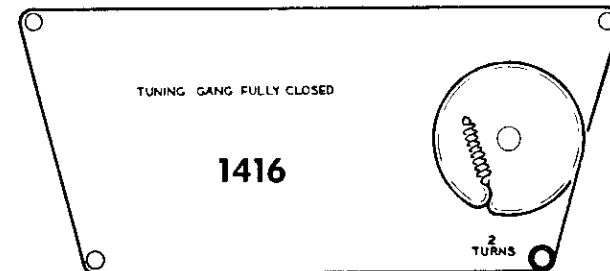
TUNING GANG FULLY CLOSED

1415



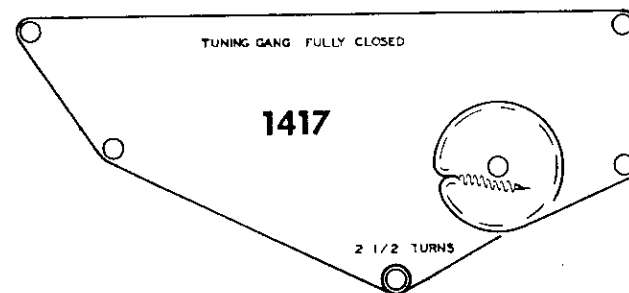
TUNING GANG FULLY CLOSED

1416



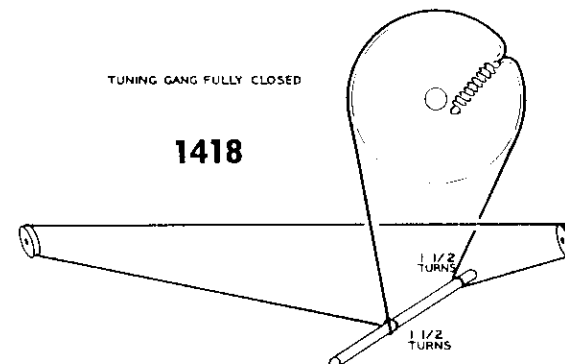
TUNING GANG FULLY CLOSED

1417



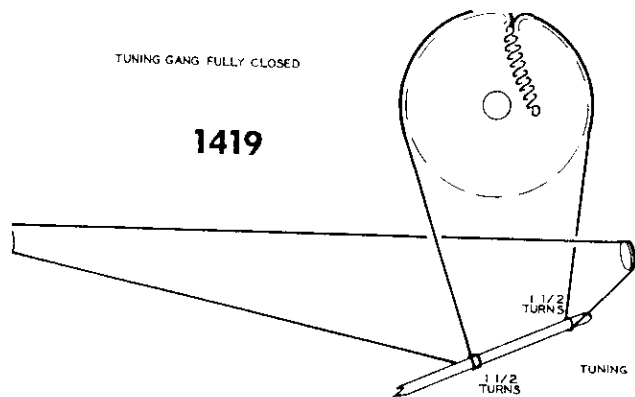
TUNING GANG FULLY CLOSED

1418



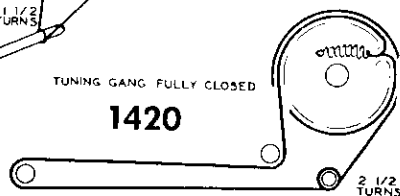
TUNING GANG FULLY CLOSED

1419



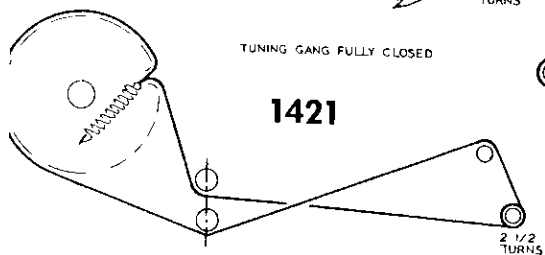
TUNING GANG FULLY CLOSED

1420



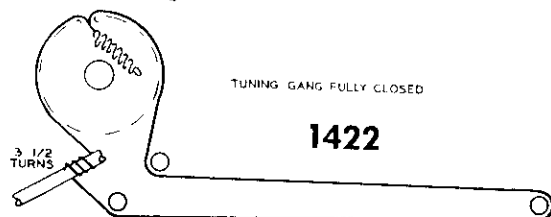
TUNING GANG FULLY CLOSED

1421



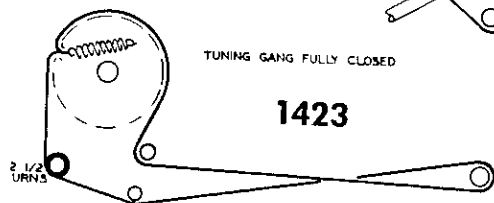
TUNING GANG FULLY CLOSED

1422



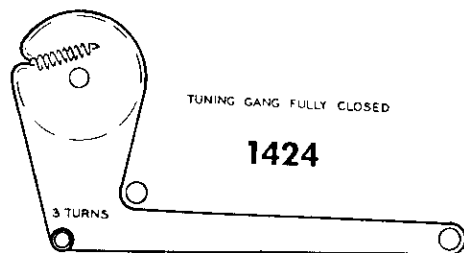
TUNING GANG FULLY CLOSED

1423



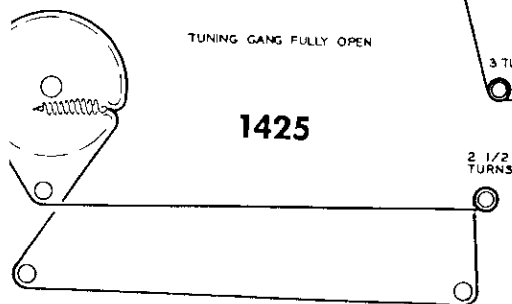
TUNING GANG FULLY CLOSED

1424



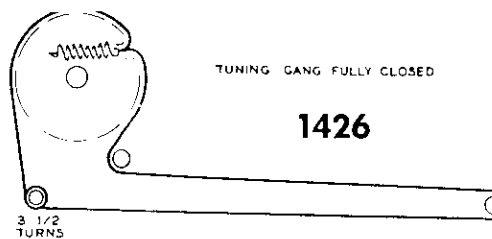
TUNING GANG FULLY OPEN

1425



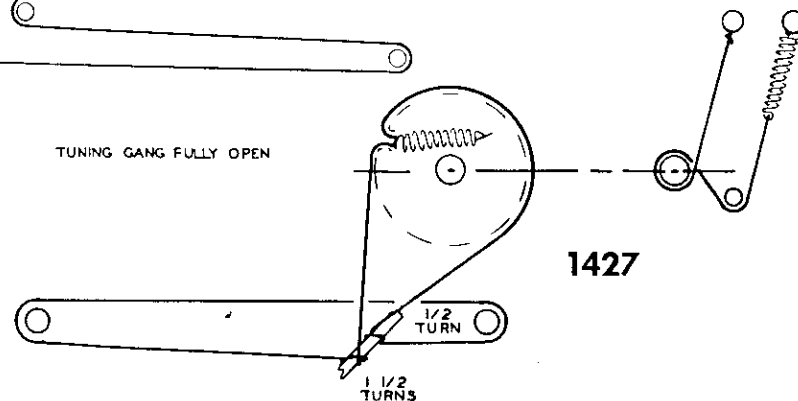
TUNING GANG FULLY CLOSED

1426



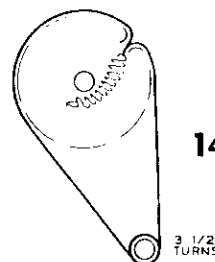
TUNING GANG FULLY OPEN

1427



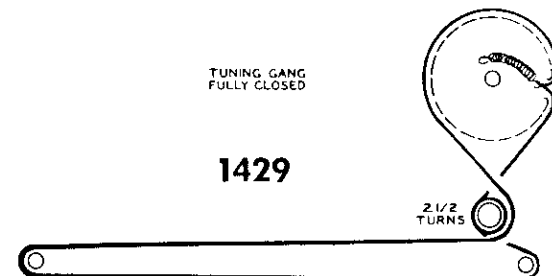
TUNING GANG FULLY CLOSED

1428



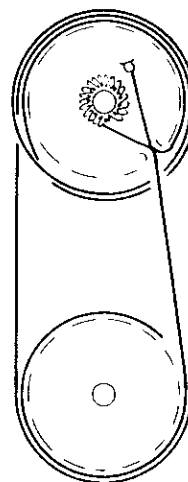
TUNING GANG FULLY CLOSED

1429



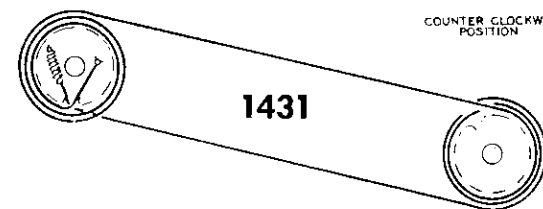
TRIMMER FULLY CLOSED

1430

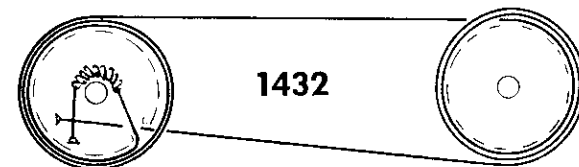


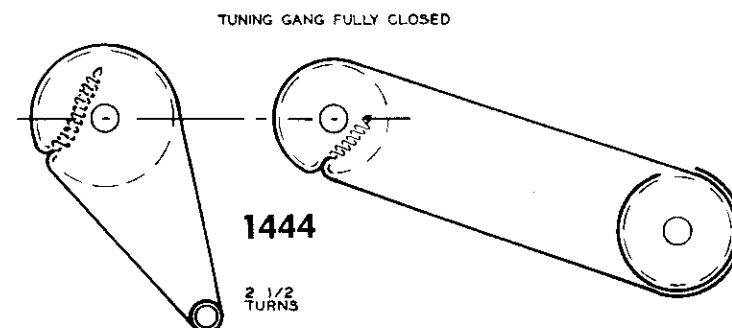
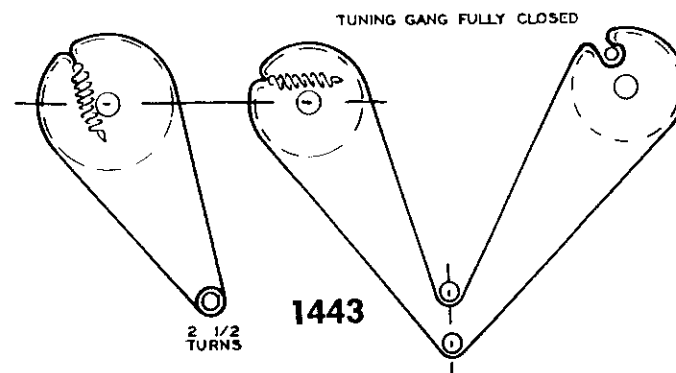
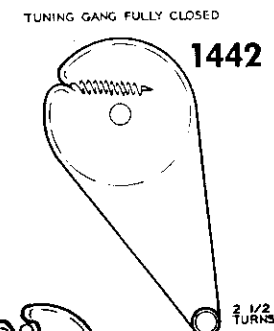
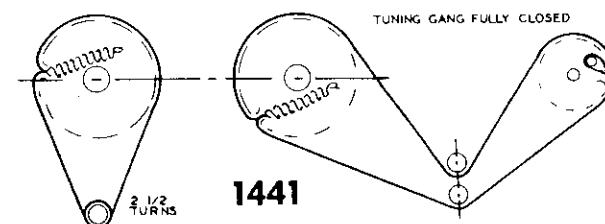
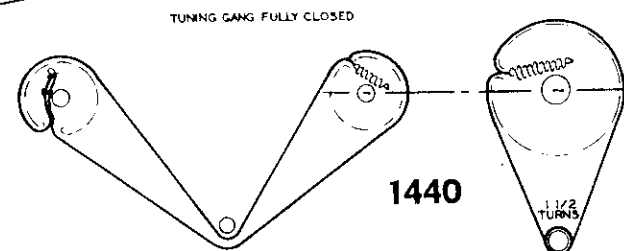
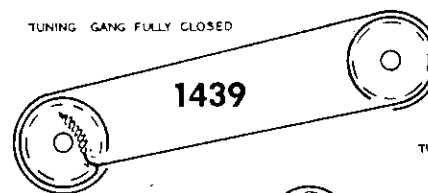
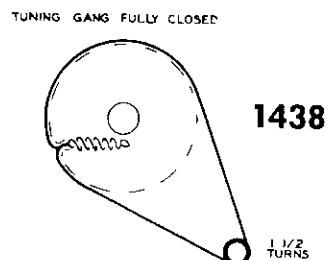
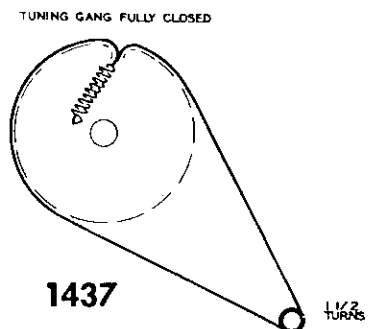
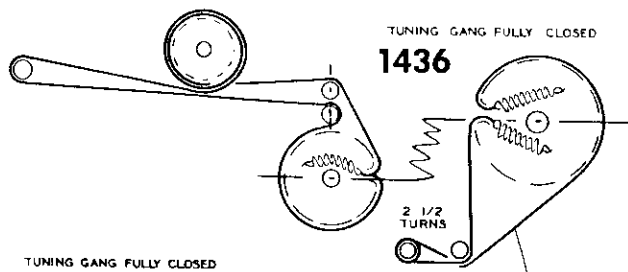
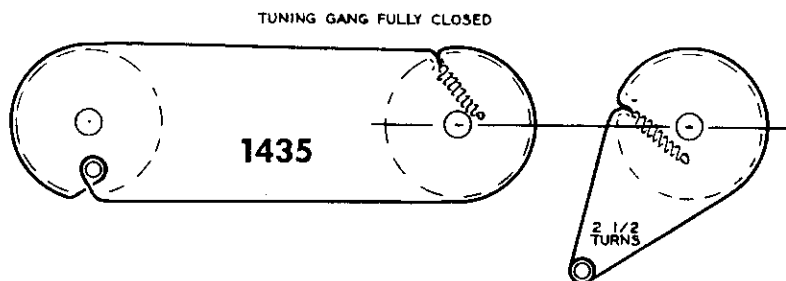
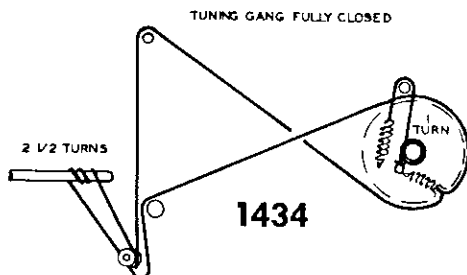
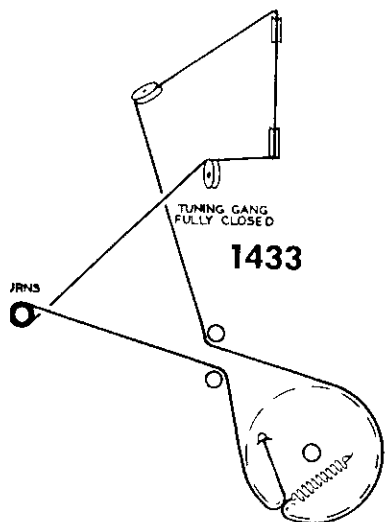
COUNTER CLOCKWISE POSITION

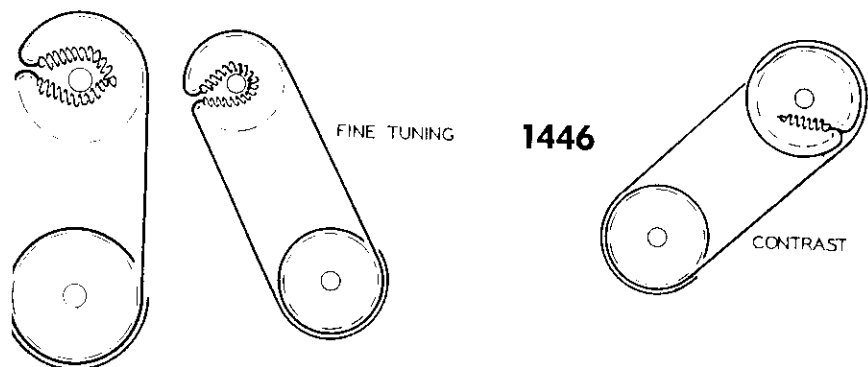
1431



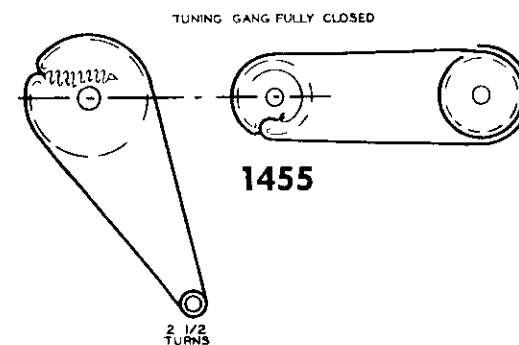
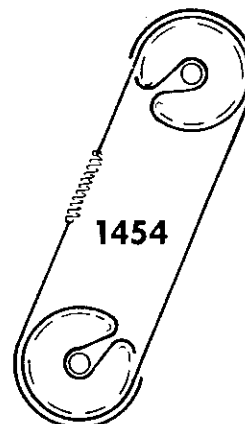
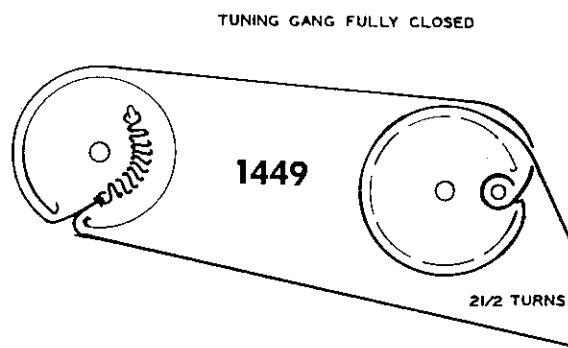
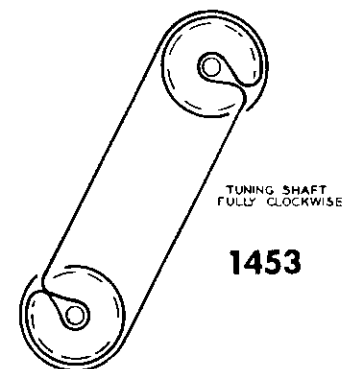
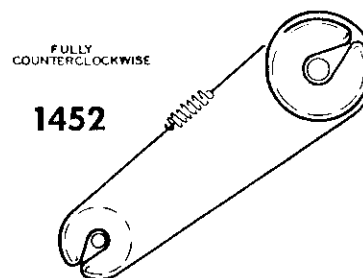
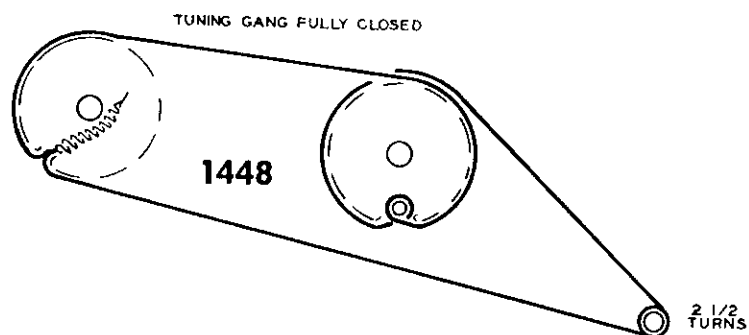
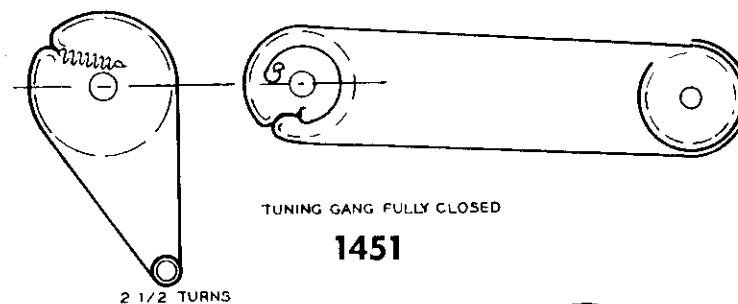
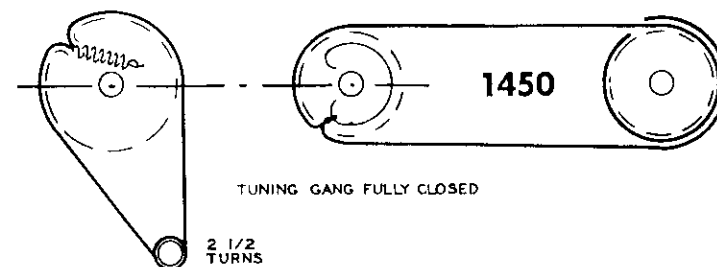
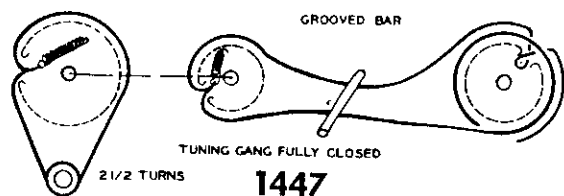
1432

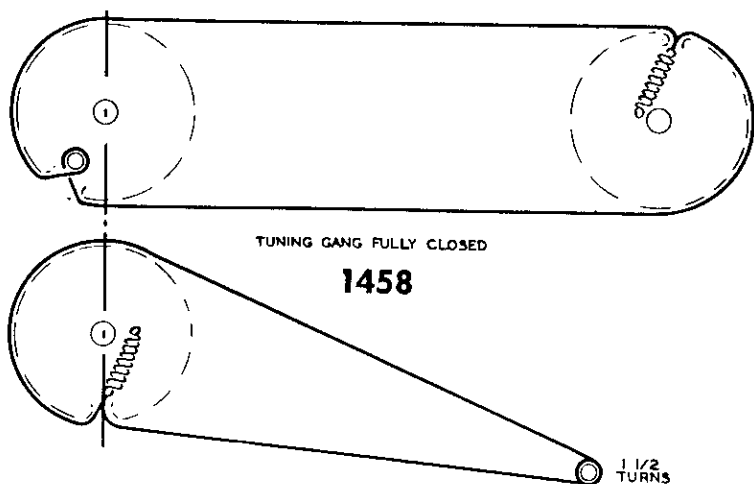
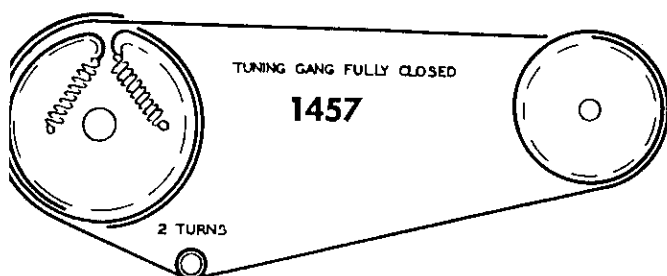
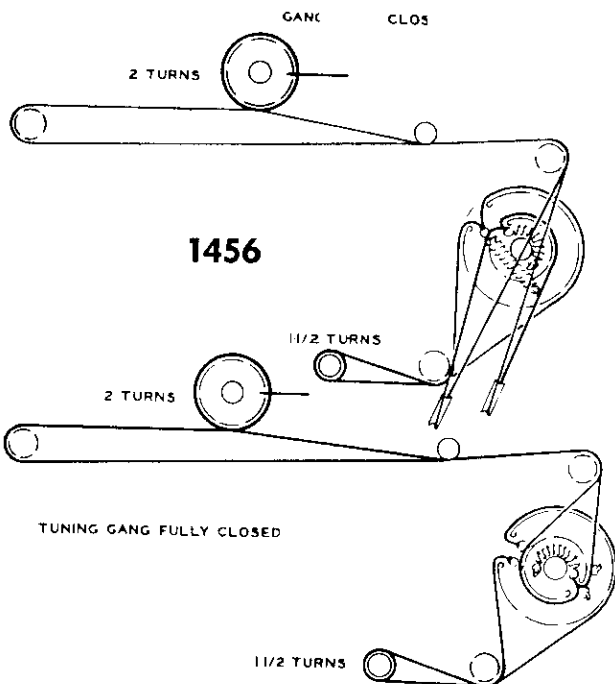






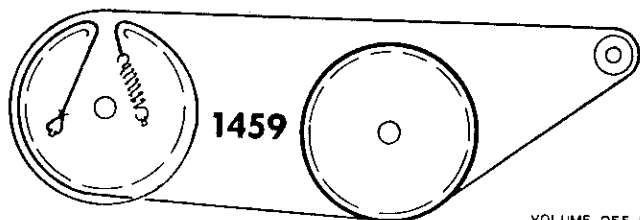
**1445**





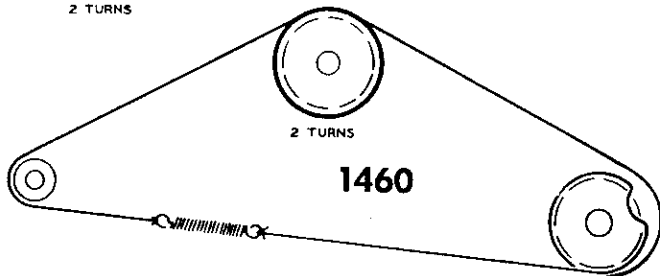


VOLUME OFF POSITION

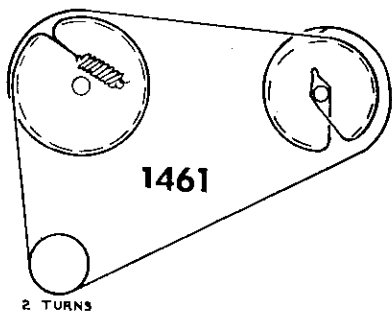


2 TURNS

VOLUME OFF POSITION

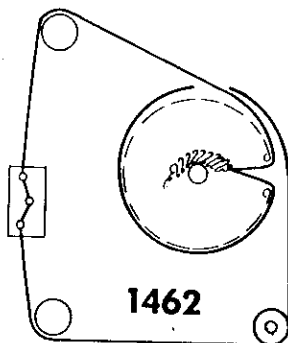


2 TURNS



2 TURNS

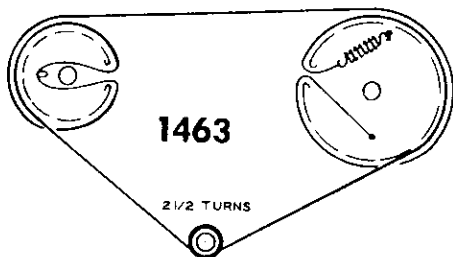
TUNING GANG  
FULLY CLOSED



TUNING GANG  
FULLY CLOSED

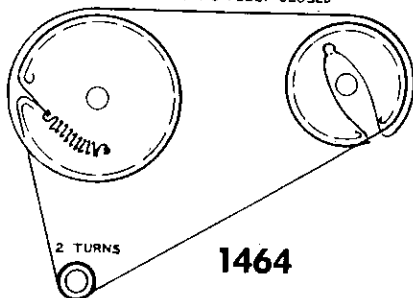
1 TURN

TUNING GANG FULLY CLOSED



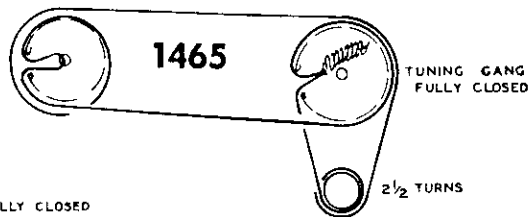
2 1/2 TURNS

TUNING GANG FULLY CLOSED

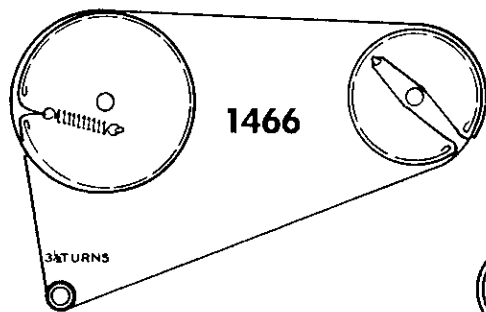


2 TURNS

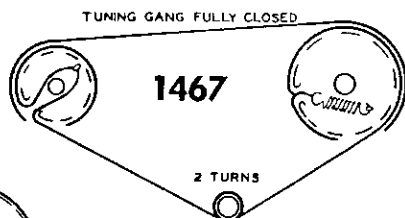
1464



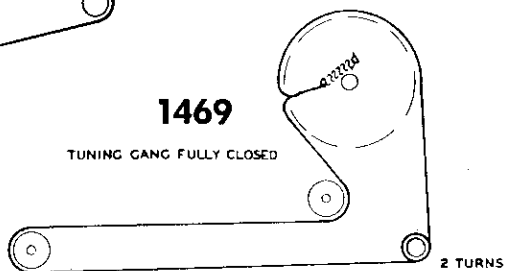
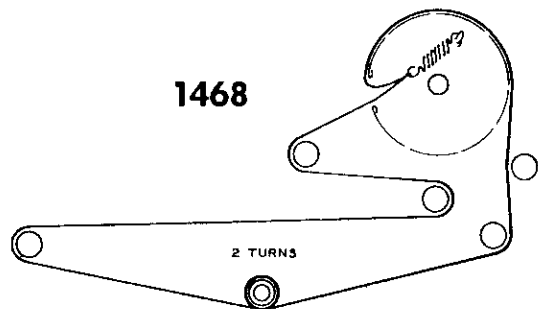
TUNING GANG FULLY CLOSED



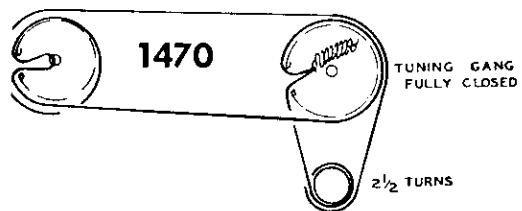
TUNING GANG FULLY CLOSED



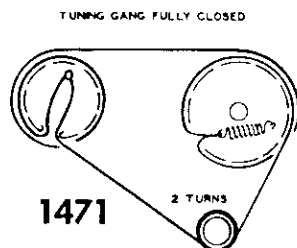
TUNING GANG FULLY CLOSED



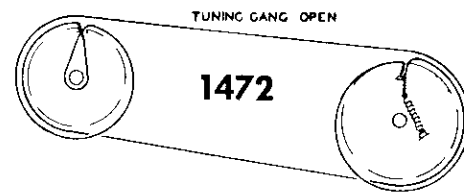
TUNING GANG FULLY CLOSED



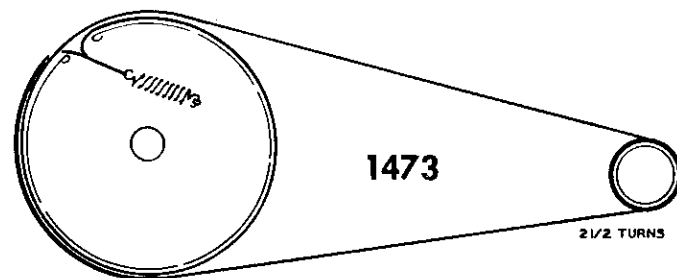
TUNING GANG FULLY CLOSED



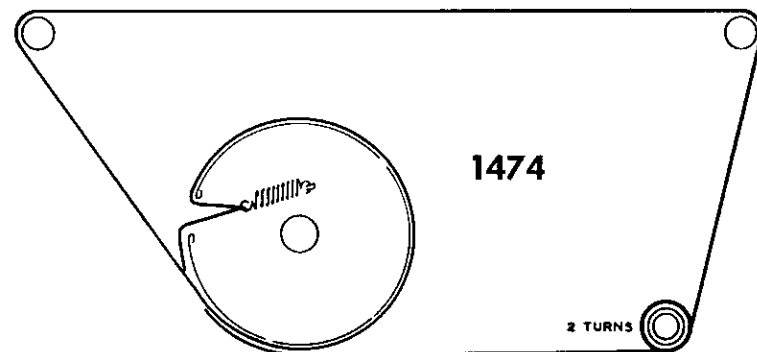
TUNING GANG FULLY CLOSED



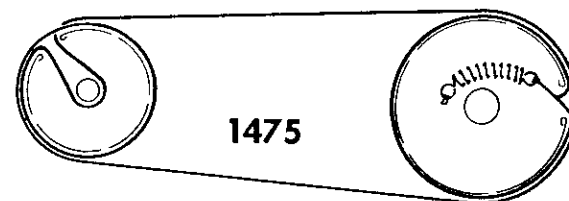
TOE CONTROL FULLY TO THE LEFT

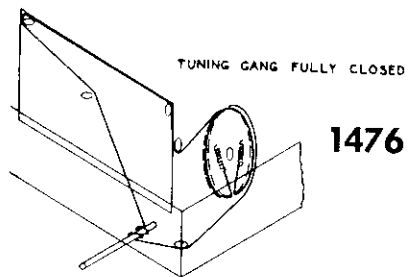


TUNING GANG FULLY CLOSED

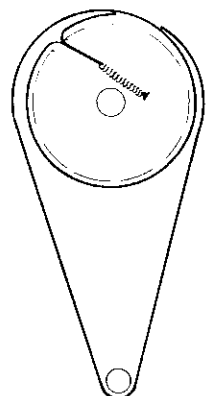
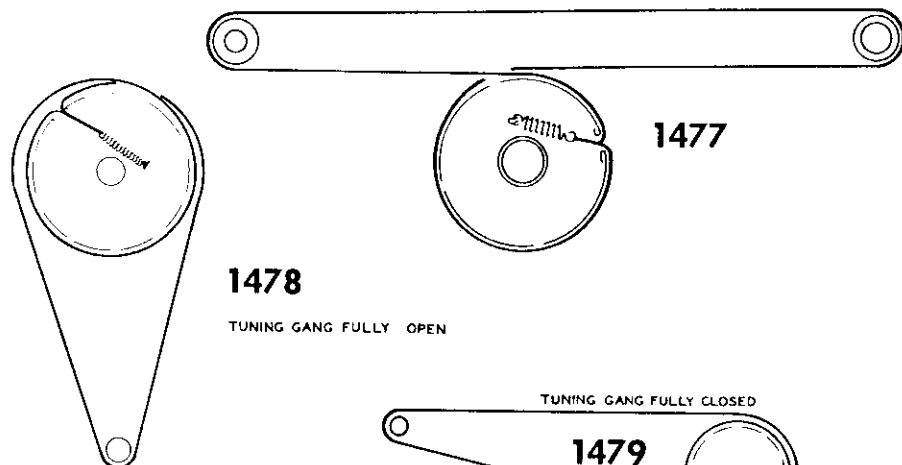


TUNING GANG FULLY CLOSED

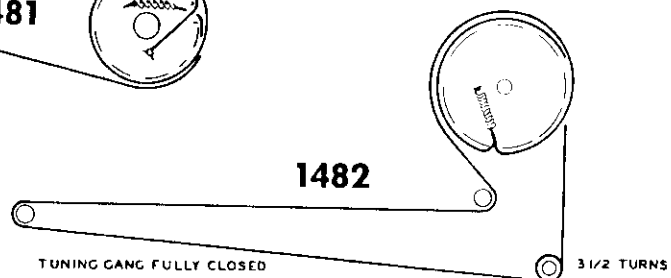
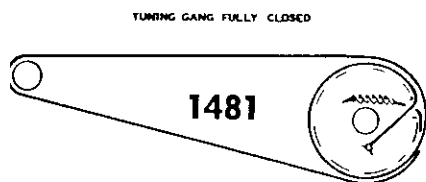
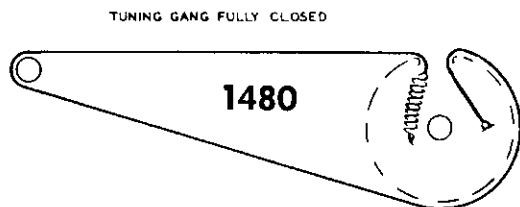
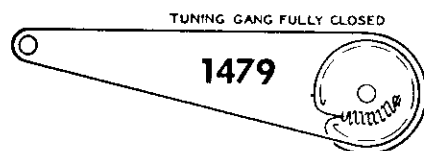




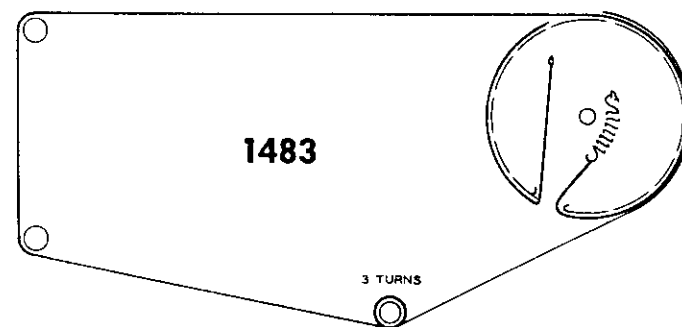
TUNING GANG FULLY CLOSED



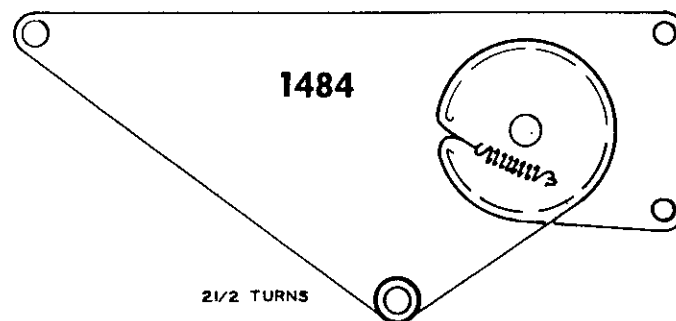
TUNING GANG FULLY OPEN



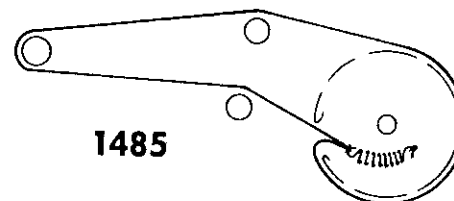
TUNING GANG FULLY CLOSED



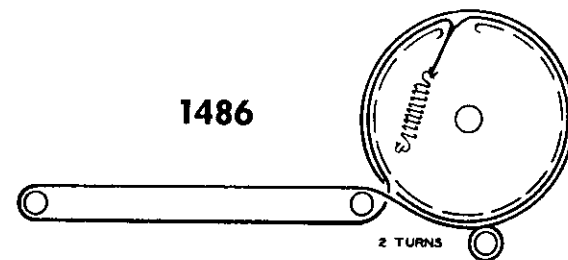
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



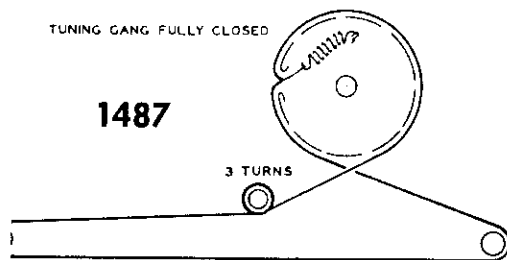
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

1487

3 TURNS



TUNING GANG FULLY CLOSED

1488

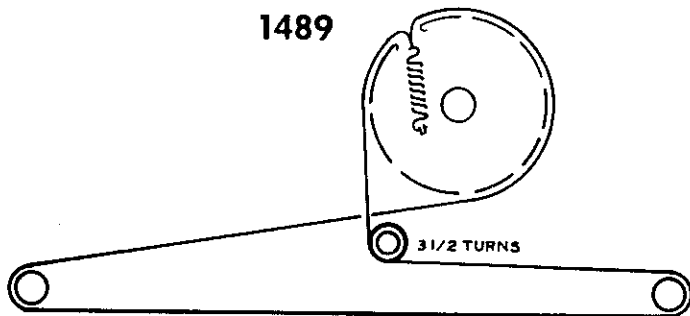
3 TURNS



TUNING GANG FULLY CLOSED

1489

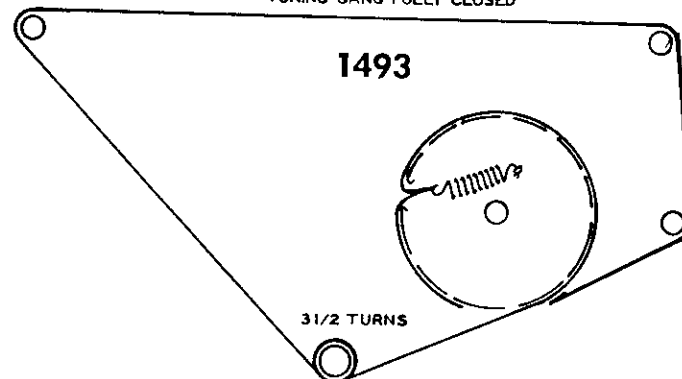
3 1/2 TURNS



TUNING GANG FULLY CLOSED

1493

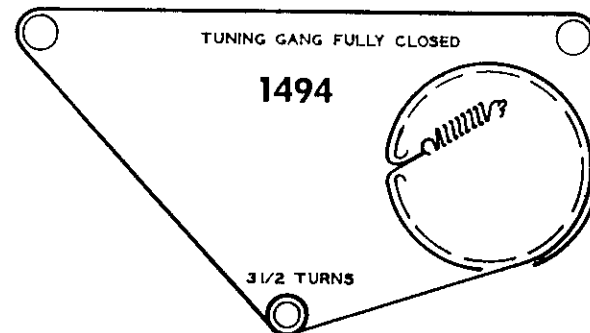
3 1/2 TURNS



TUNING GANG FULLY CLOSED

1494

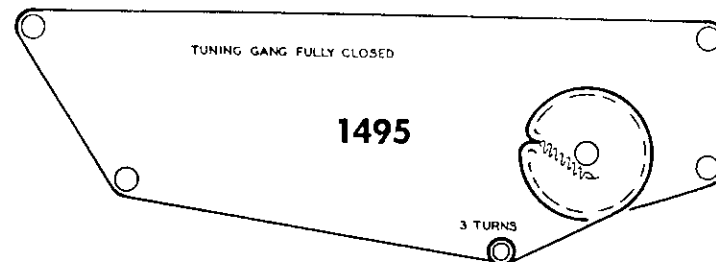
3 1/2 TURNS



TUNING GANG FULLY CLOSED

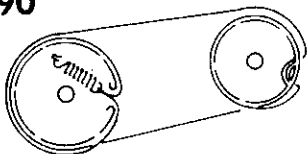
1495

3 TURNS



1490

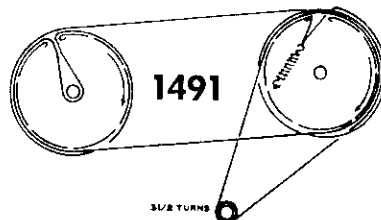
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

1491

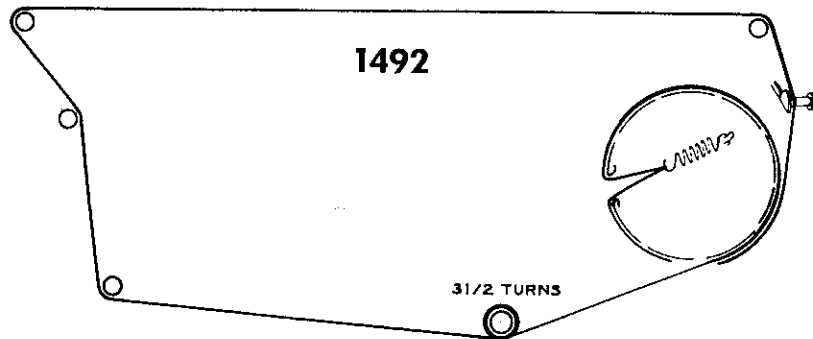
3 1/2 TURNS



TUNING GANG FULLY CLOSED

1492

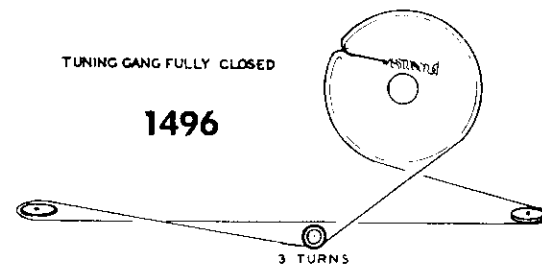
3 1/2 TURNS

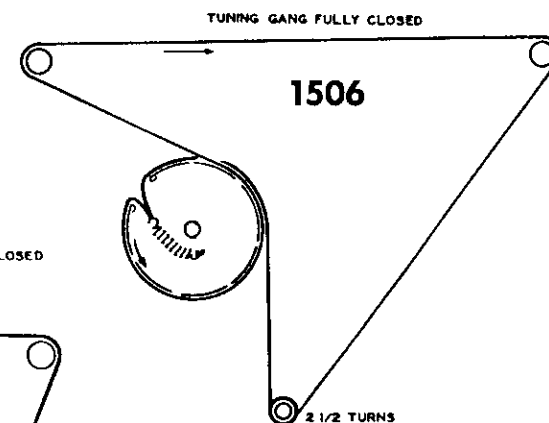
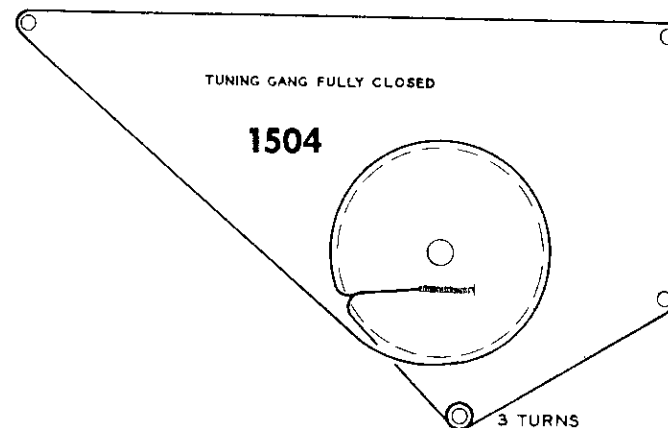
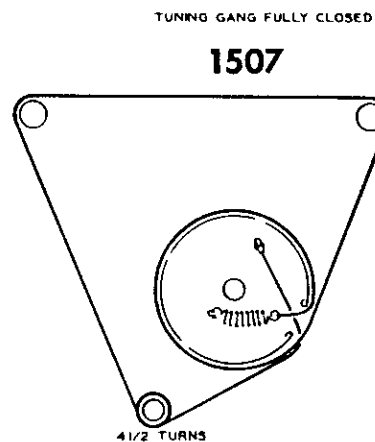
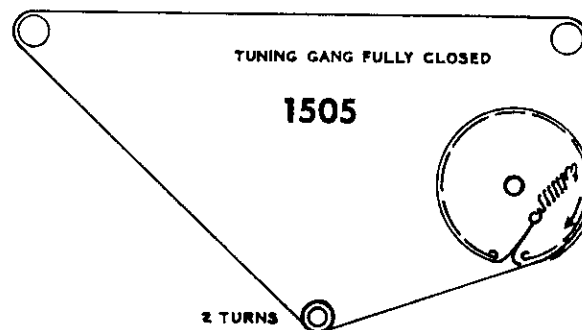
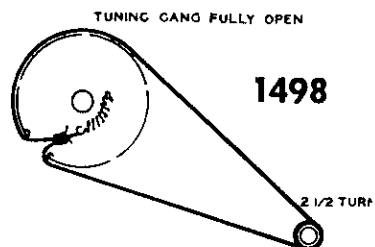
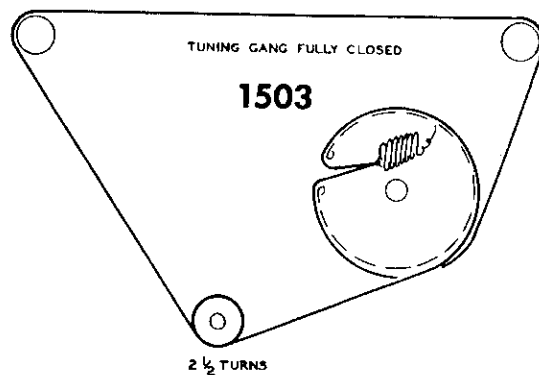
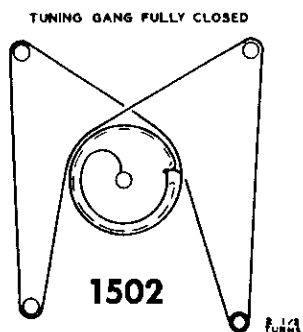
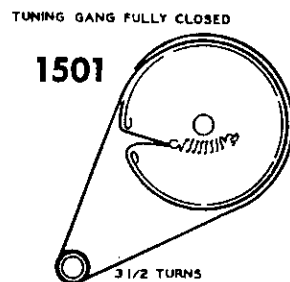
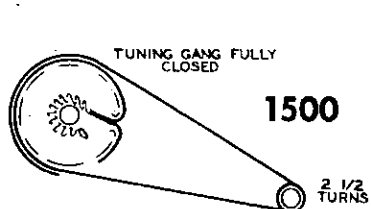
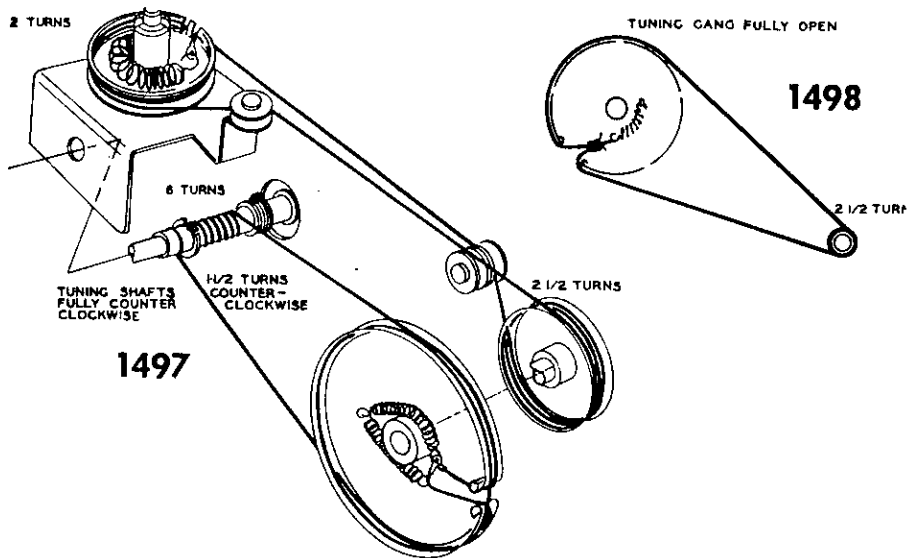


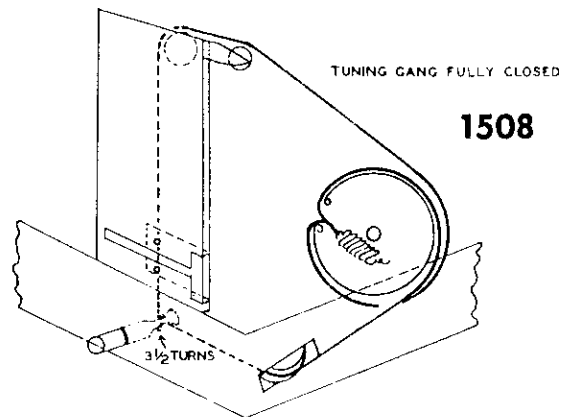
TUNING GANG FULLY CLOSED

1496

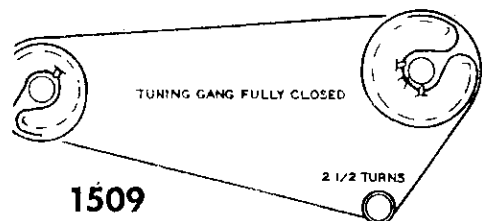
3 TURNS







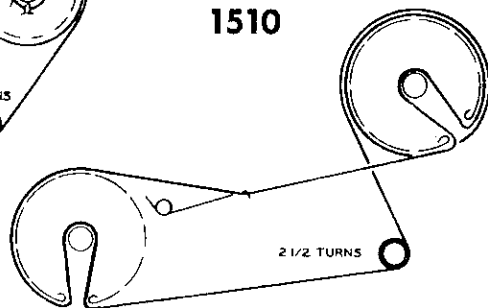
1508



1509

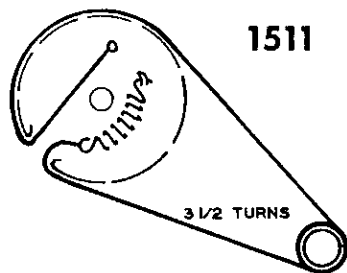
TUNING GANG FULLY CLOSED

1510



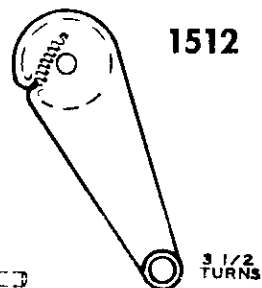
TUNING GANG FULLY CLOSED

1511



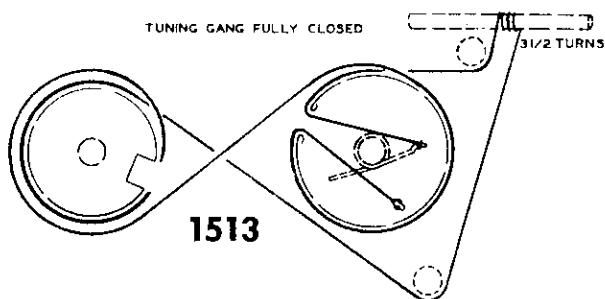
TUNING GANG FULLY CLOSED

1512



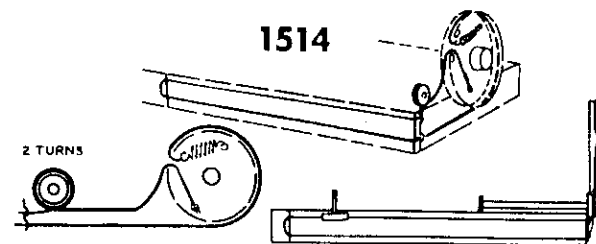
TUNING GANG FULLY CLOSED

1513

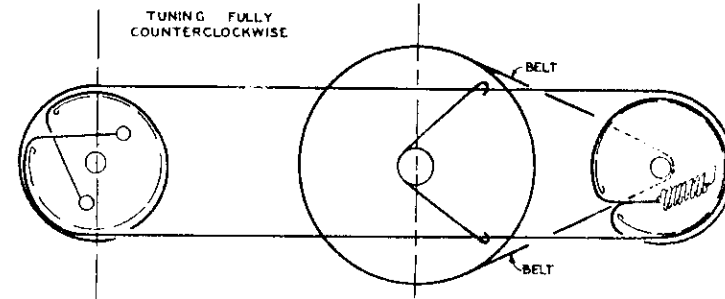
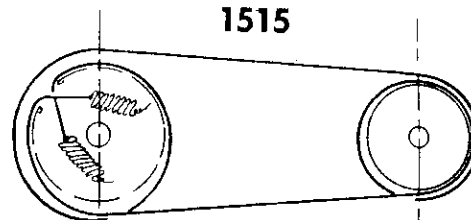


TUNING GANG FULLY CLOSED

1514

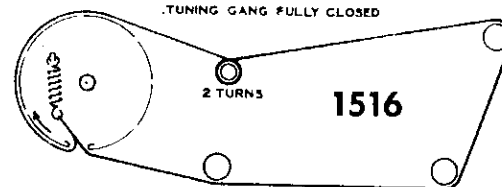


1515



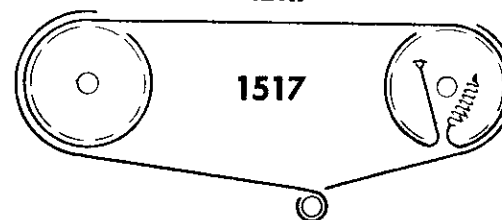
TUNING GANG FULLY CLOSED

1516

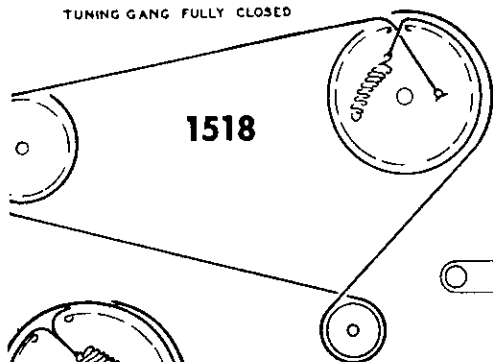


TUNING GANG FULLY CLOSED

1517

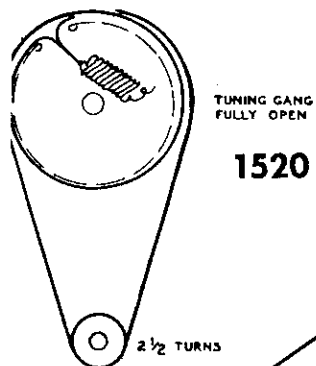
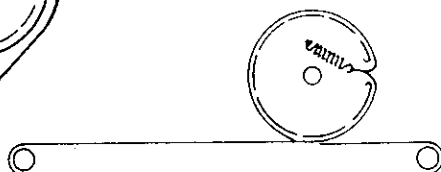


TUNING GANG FULLY CLOSED



1519

TUNING GANG FULLY CLOSED

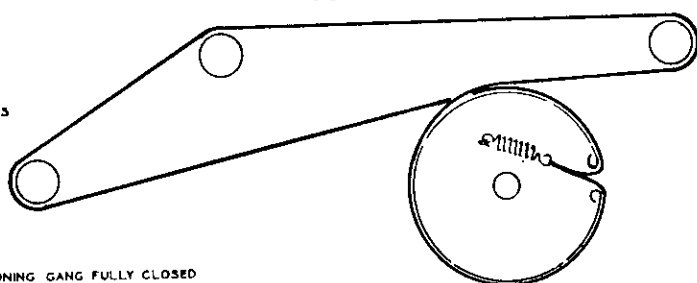


TUNING GANG FULLY OPEN

1520

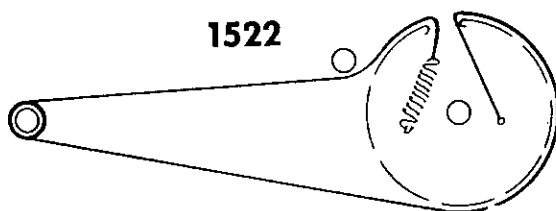
TUNING GANG FULLY CLOSED

1521



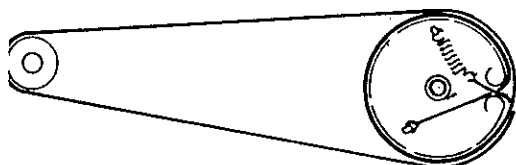
TUNING GANG FULLY CLOSED

1522



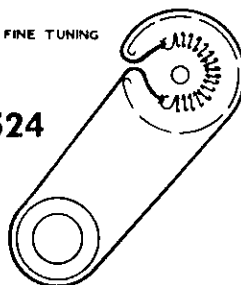
TUNING GANG FULLY OPEN

1523



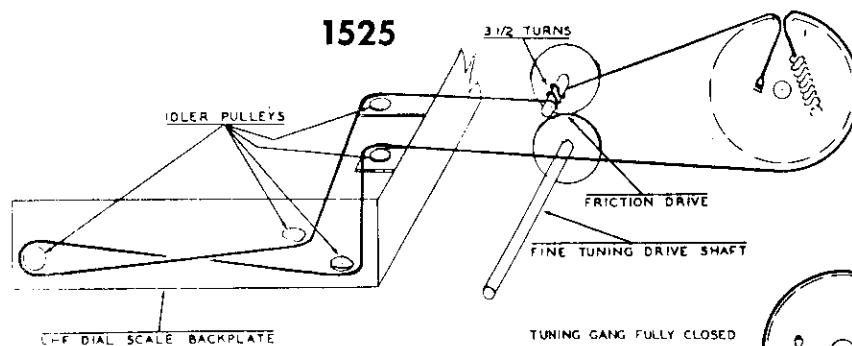
FINE TUNING

1524



TUNING GANG FULLY CLOSED

1525



ISOLER PULLEYS

3 1/2 TURNS

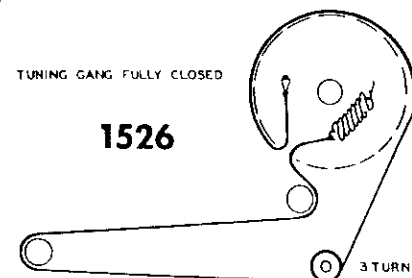
FRICTION DRIVE

FINE TUNING DRIVE SHAFT

OFF DIAL SCALE BACKPLATE

TUNING GANG FULLY CLOSED

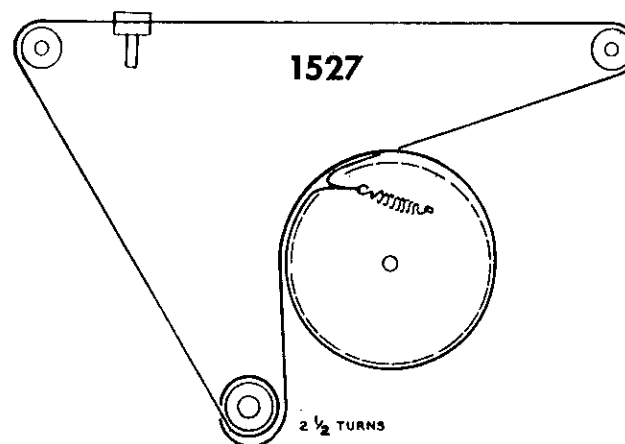
1526



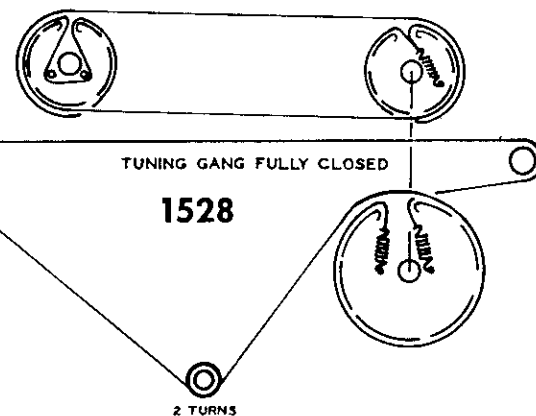
3 TURNS

TUNING GANG FULLY CLOSED

1527



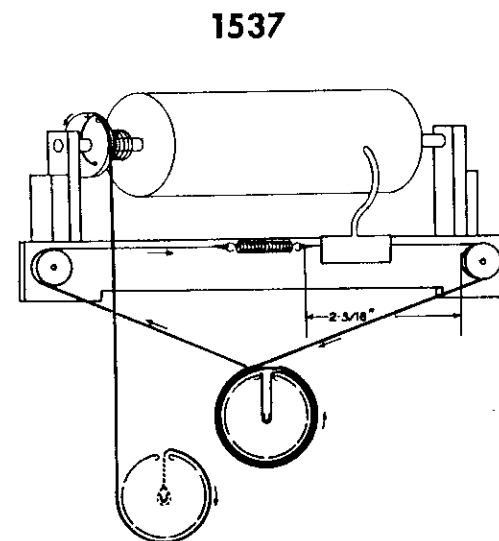
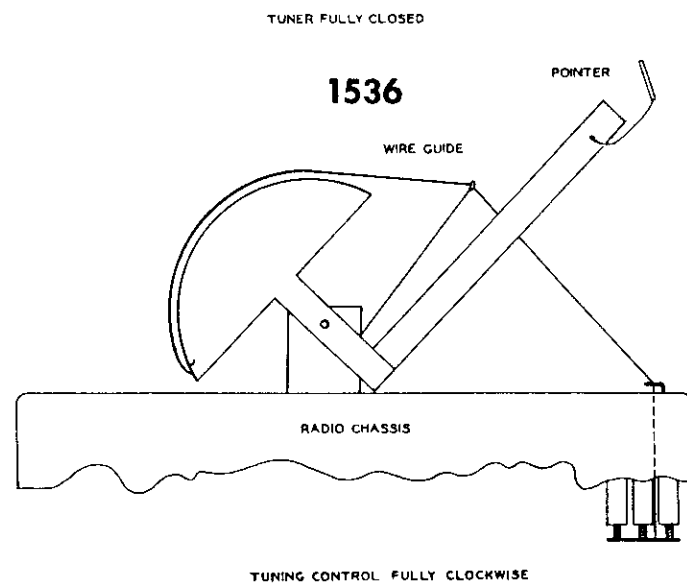
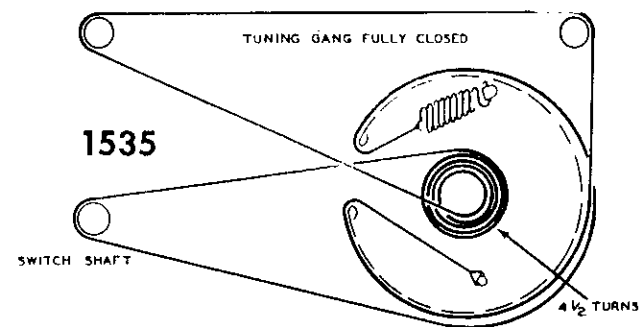
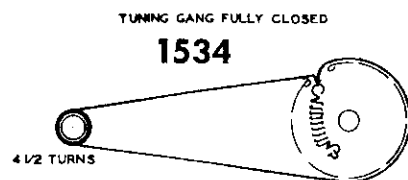
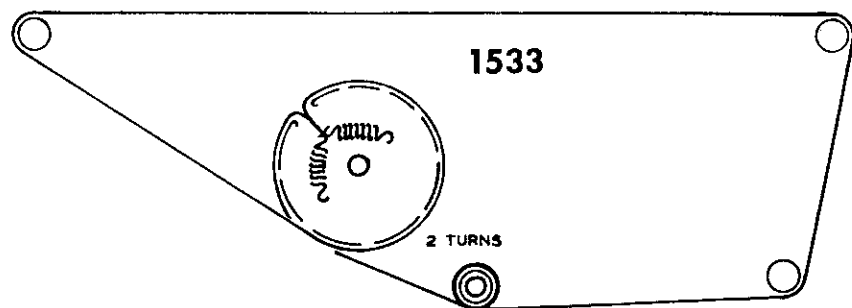
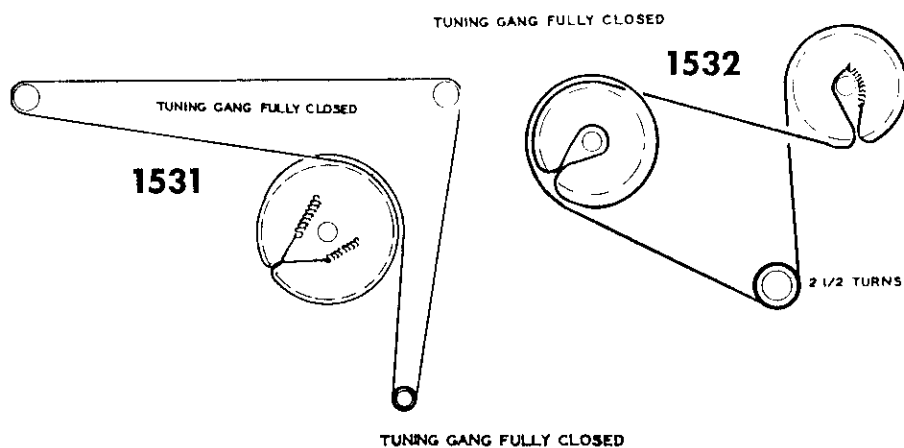
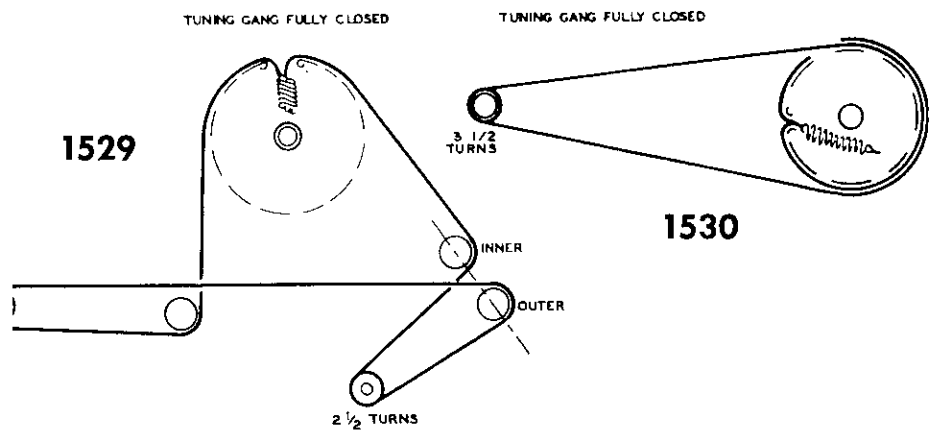
2 1/2 TURNS



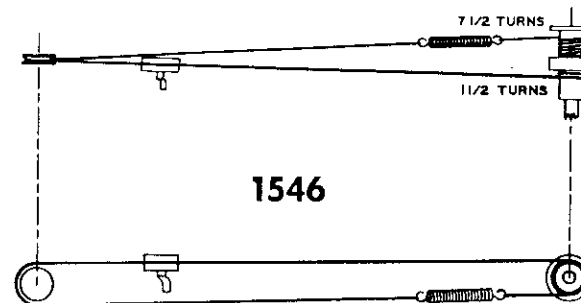
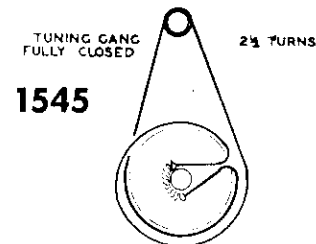
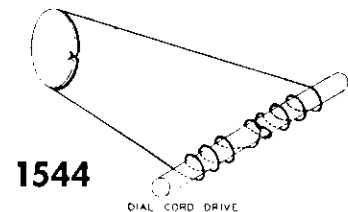
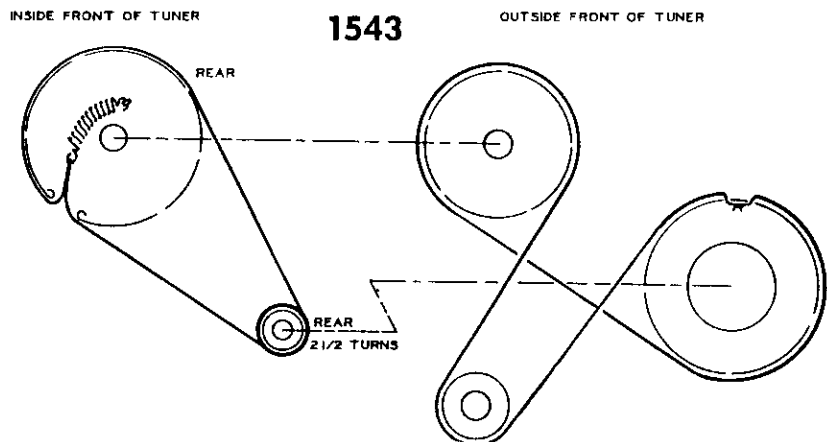
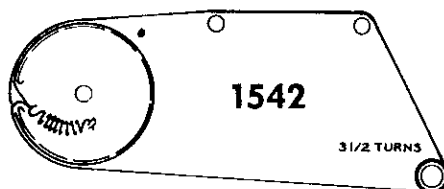
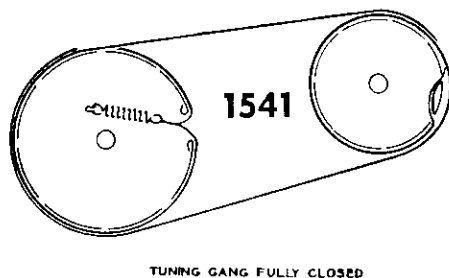
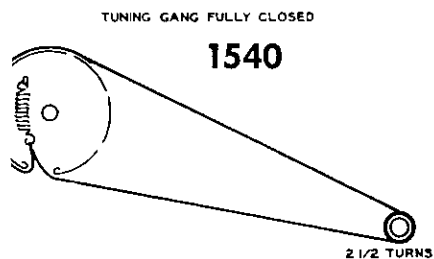
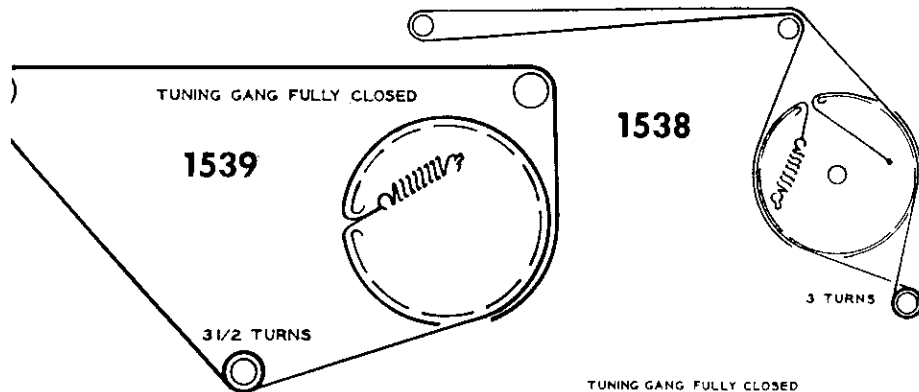
TUNING GANG FULLY CLOSED

1528

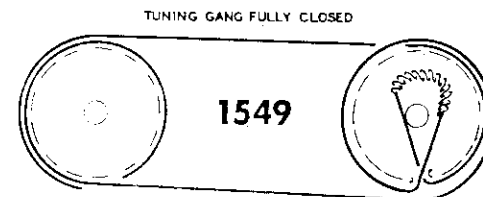
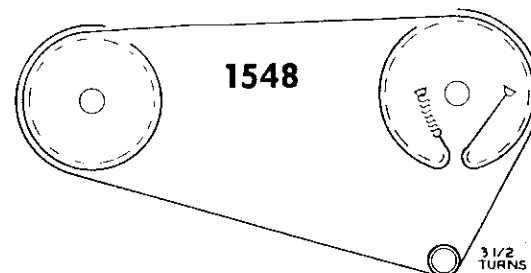
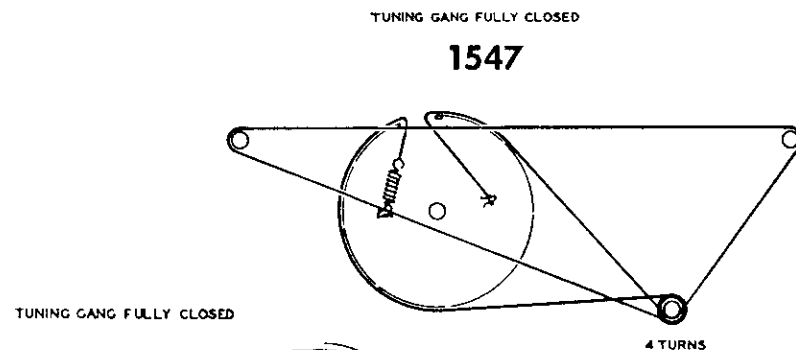
2 TURNS



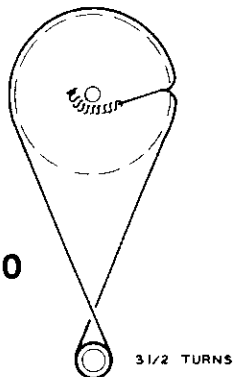




TUNING UNIT IS FULLY COUNTERCLOCKWISE OR CHANNEL #2

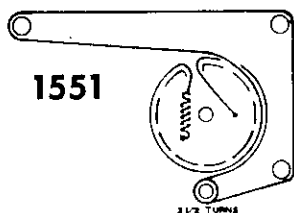


1550

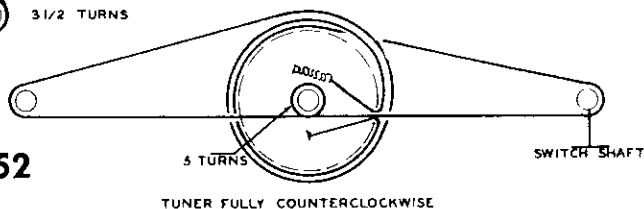


TUNING GANG FULLY CLOSED

1551

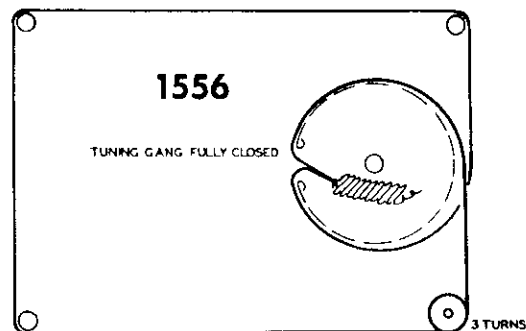


1552

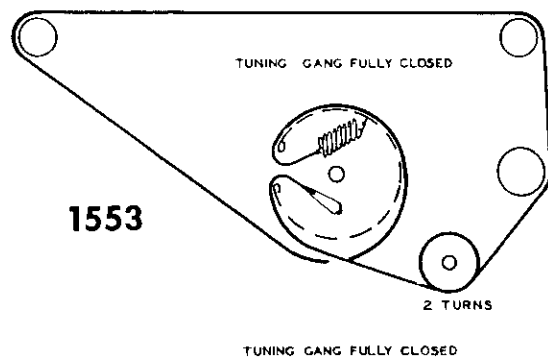


1556

TUNING GANG FULLY CLOSED

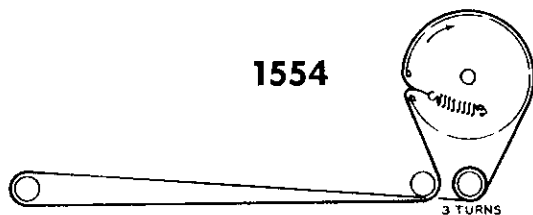


1553



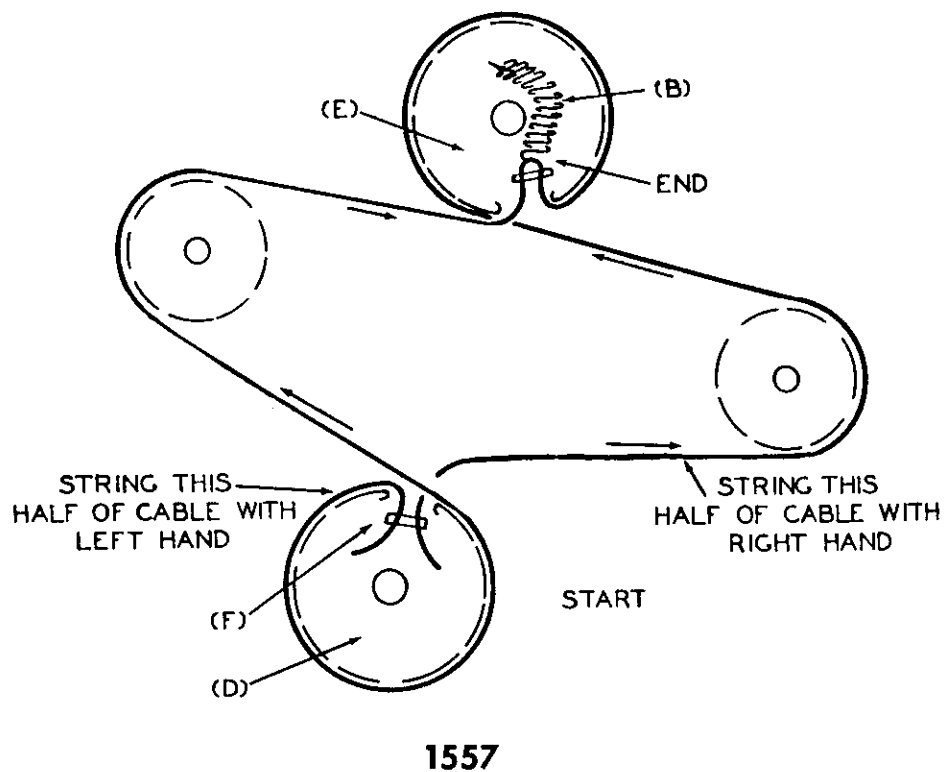
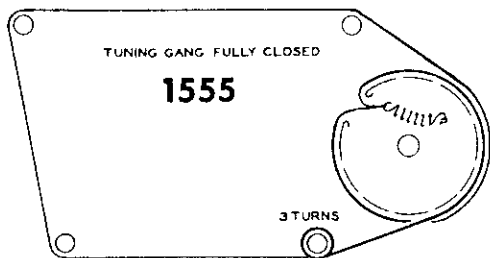
TUNING GANG FULLY CLOSED

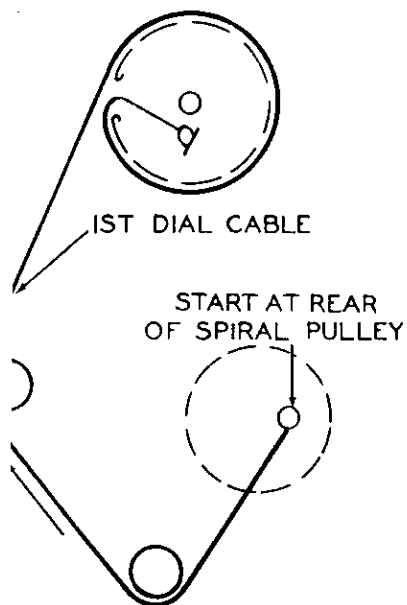
1554



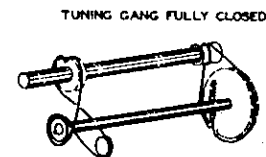
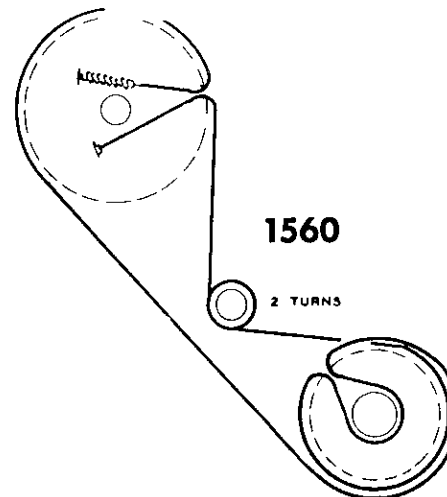
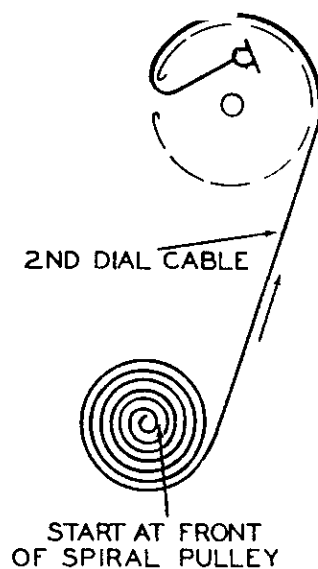
TUNING GANG FULLY CLOSED

1555

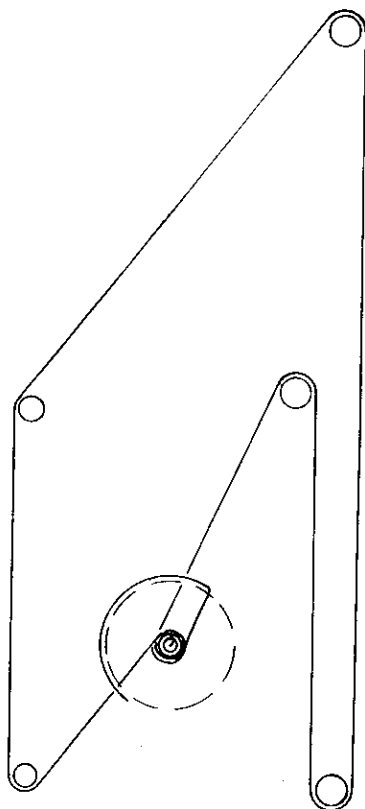




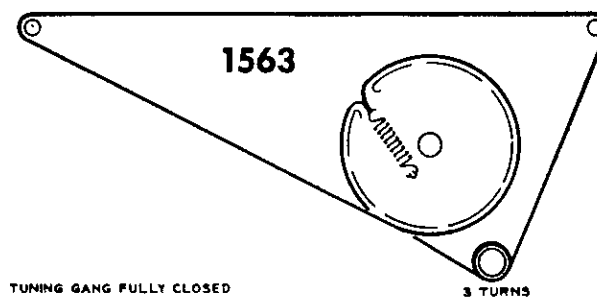
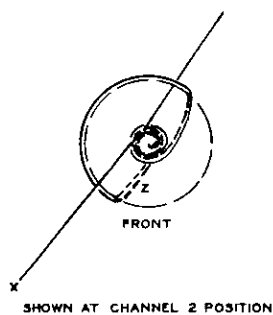
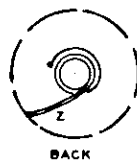
1558



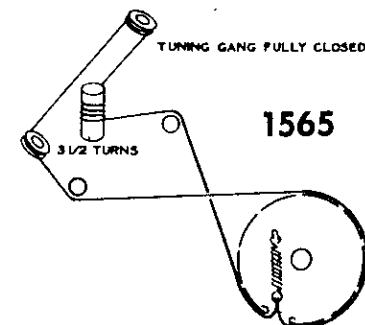
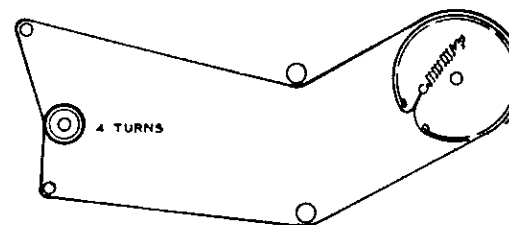
1562



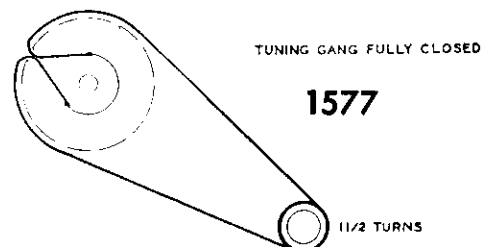
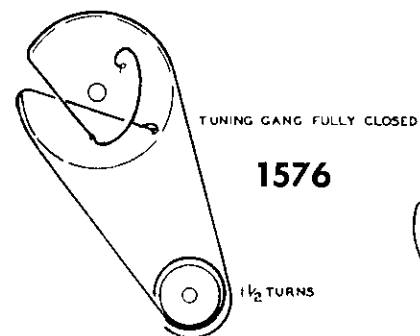
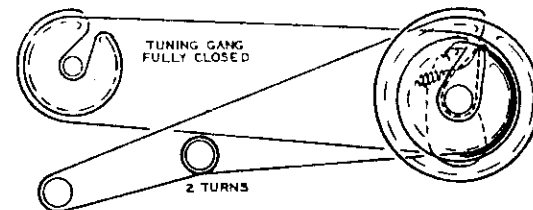
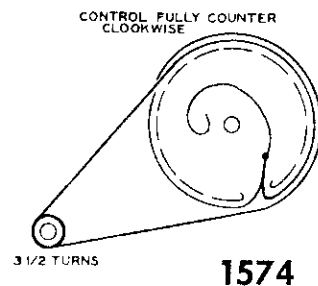
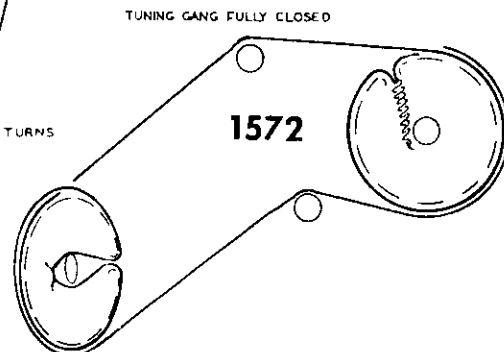
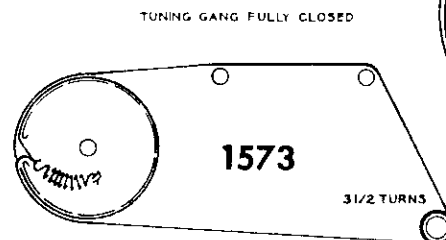
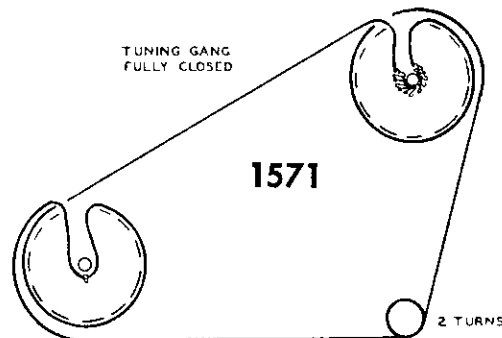
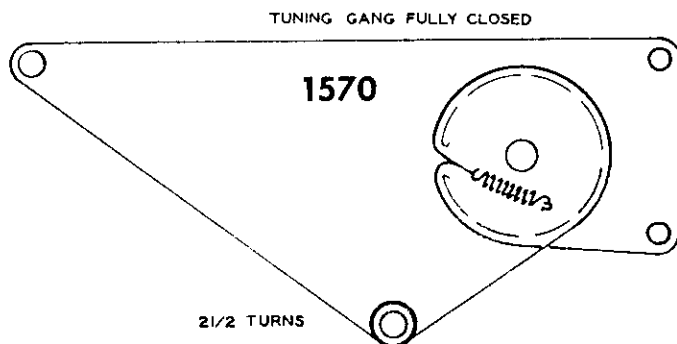
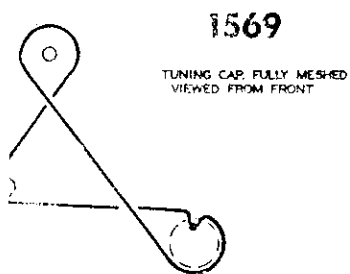
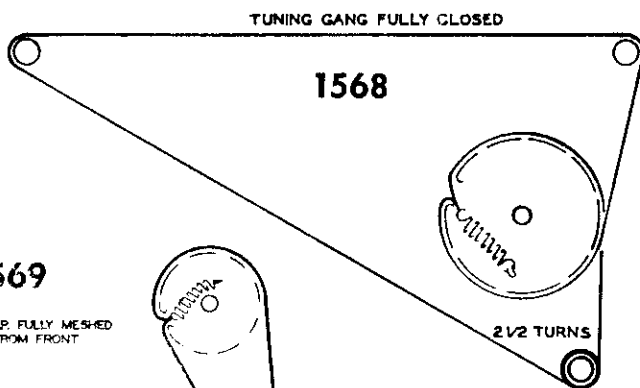
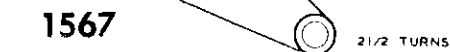
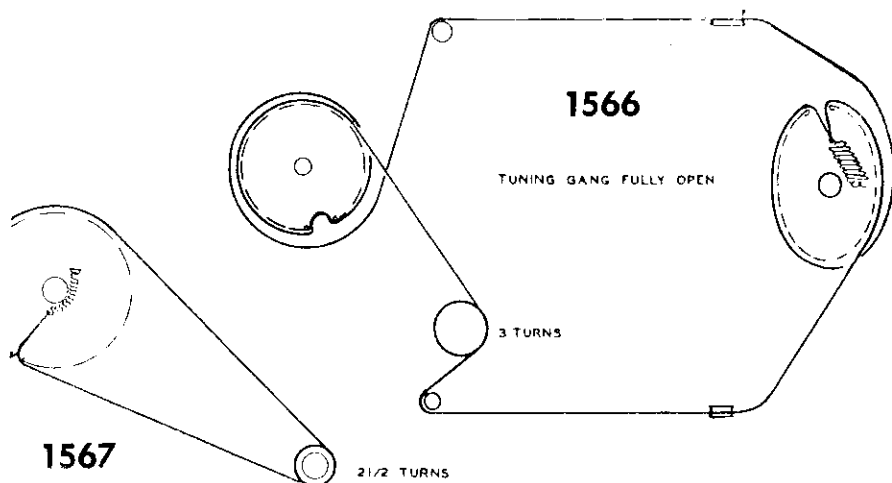
1559



TUNING GANG FULLY CLOSED

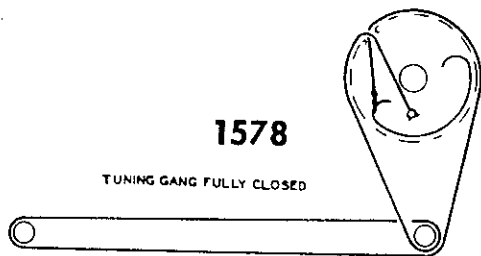


TUNING GANG FULLY CLOSED



1578

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

1579

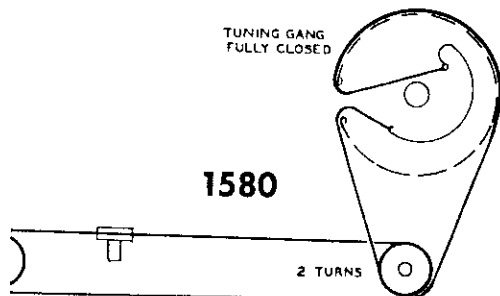
2 1/2 TURNS



TUNING GANG FULLY CLOSED

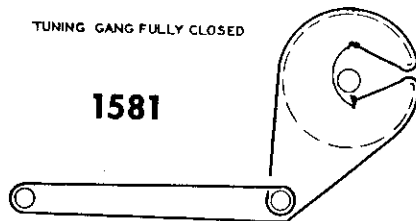
1580

2 TURNS



TUNING GANG FULLY CLOSED

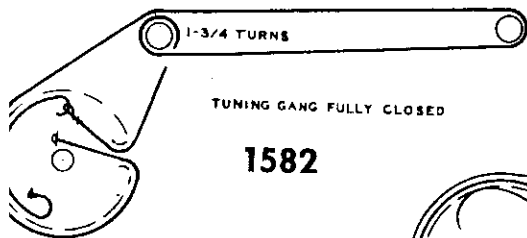
1581



TUNING GANG FULLY CLOSED

1582

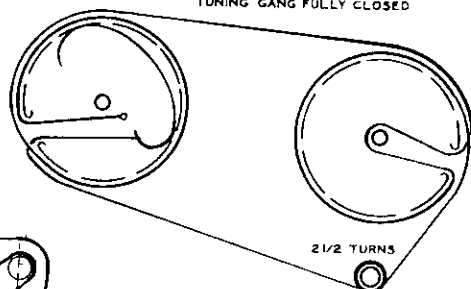
1-3/4 TURNS



1583

TUNING GANG FULLY CLOSED

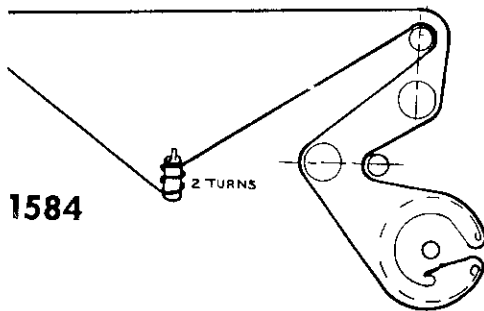
2 1/2 TURNS



TUNING GANG FULLY CLOSED

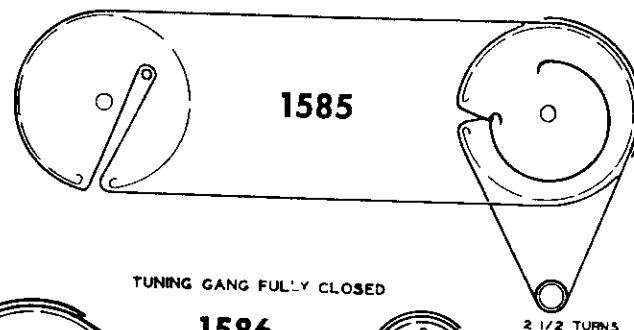
1584

2 TURNS



TUNING GANG FULLY CLOSED

1585

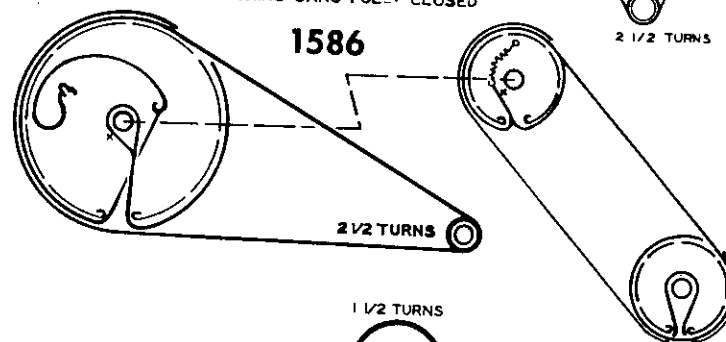


2 1/2 TURNS

TUNING GANG FULLY CLOSED

1586

2 1/2 TURNS

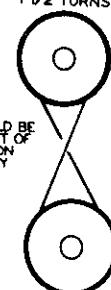


1 1/2 TURNS

LAP SHOULD BE AT MIDPOINT OF ROTATION ON TOP PULLEY

1587

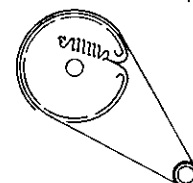
2 1/2 TURNS



TUNING GANG FULLY CLOSED

1588

3 1/2 TURNS



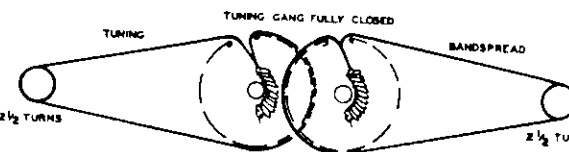
TUNING GANG FULLY CLOSED

TUNING

BANDSPREAD

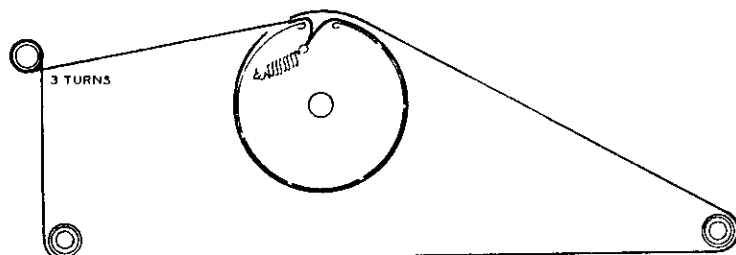
2 1/2 TURNS

2 1/2 TURNS

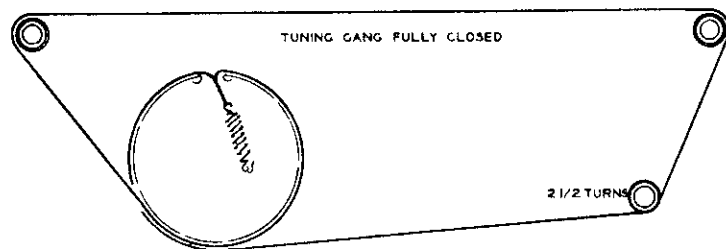


1589

BANDSPREAD GANG FULLY OPEN



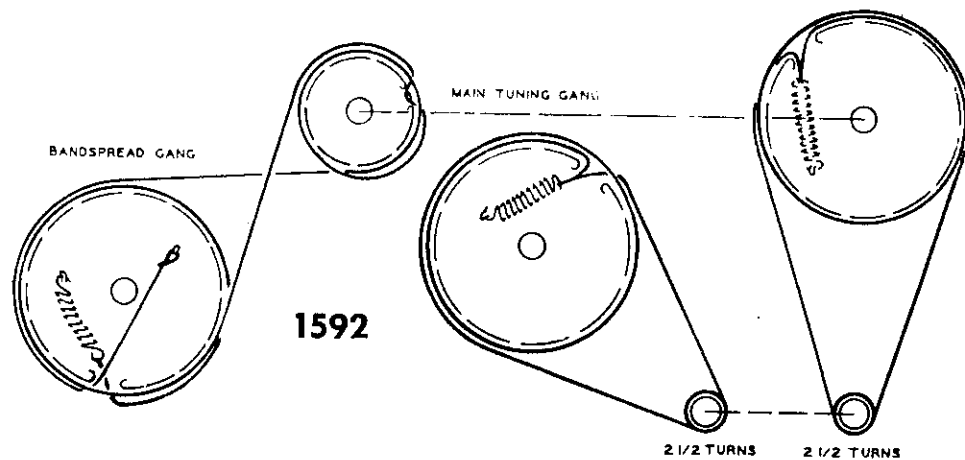
BANDSPREAD GANG CORD STRINGING DIAGRAM



TUNING DIAL CORD STRINGING

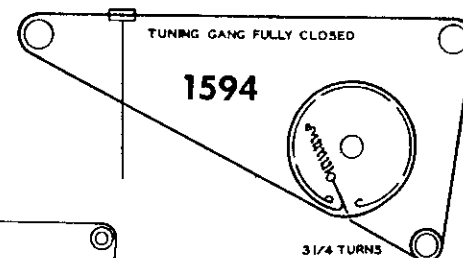
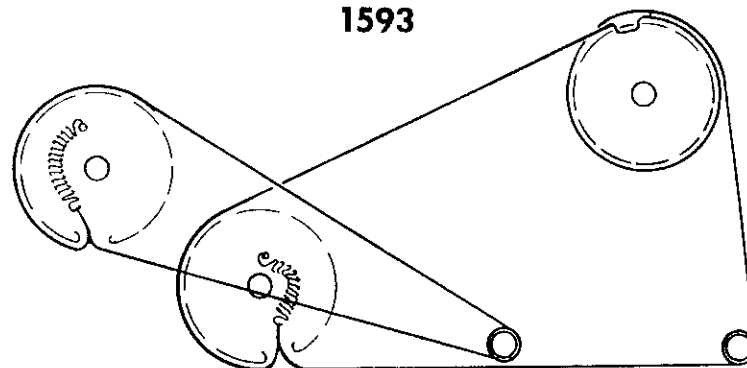
1590

MAIN TUNING & BANDSPREAD GANGS FULLY CLOSED



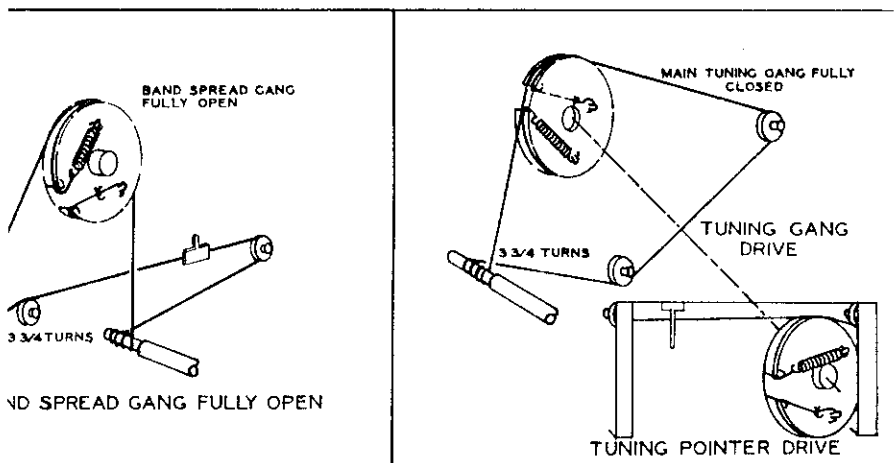
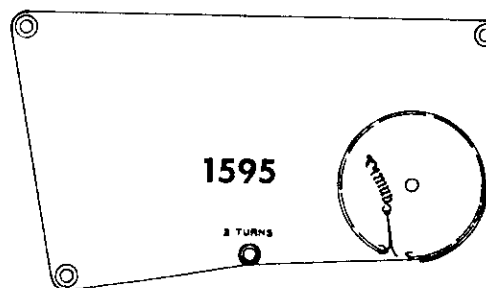
TUNING GANG FULLY CLOSED

1593



TUNING GANG FULLY CLOSED

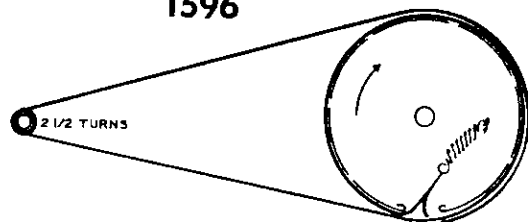
1595



1591

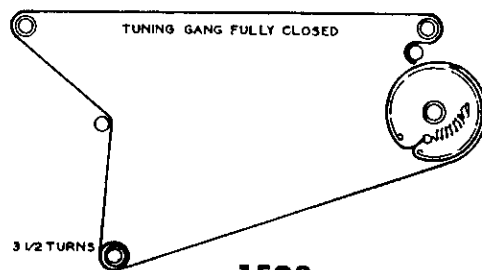
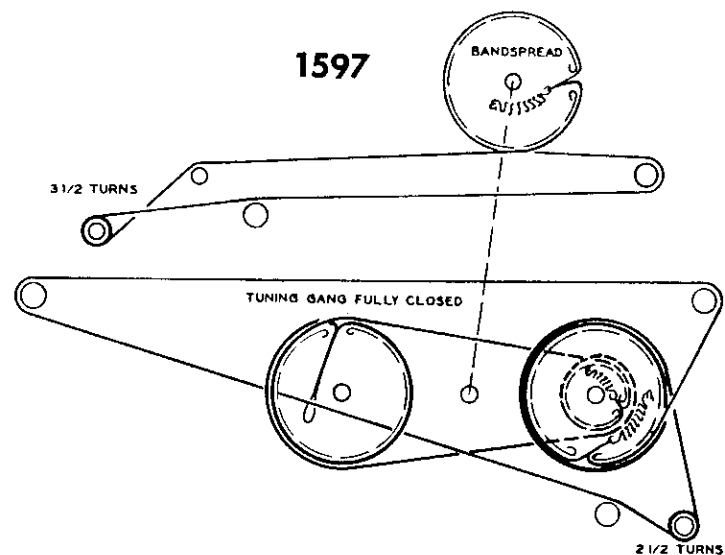
TUNING GANG FULLY CLOSED

1596

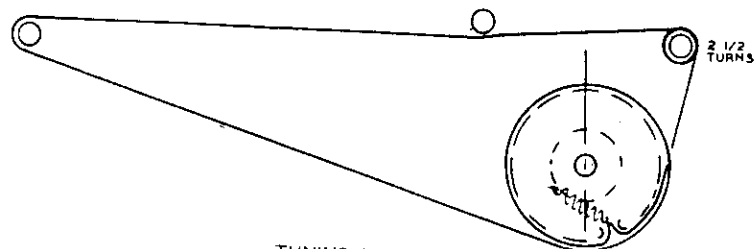


TUNING GANG FULLY CLOSED

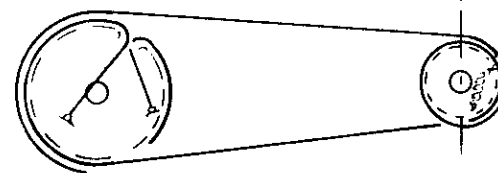
1597



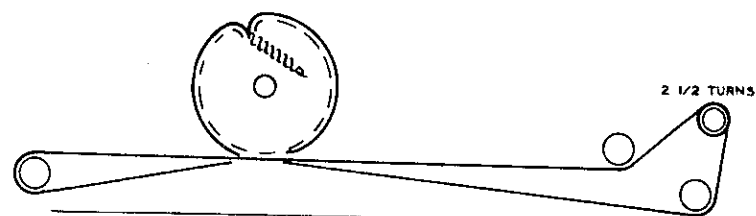
1598



TUNING POINTER DRIVE

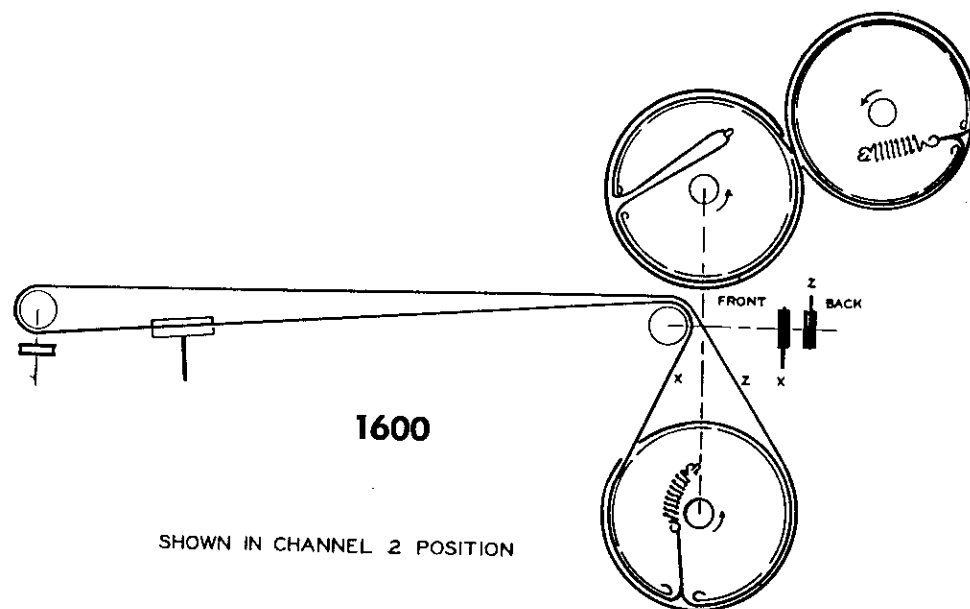


TUNING GANG DRIVE

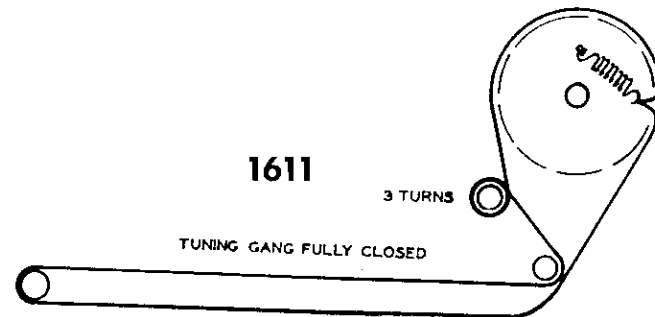
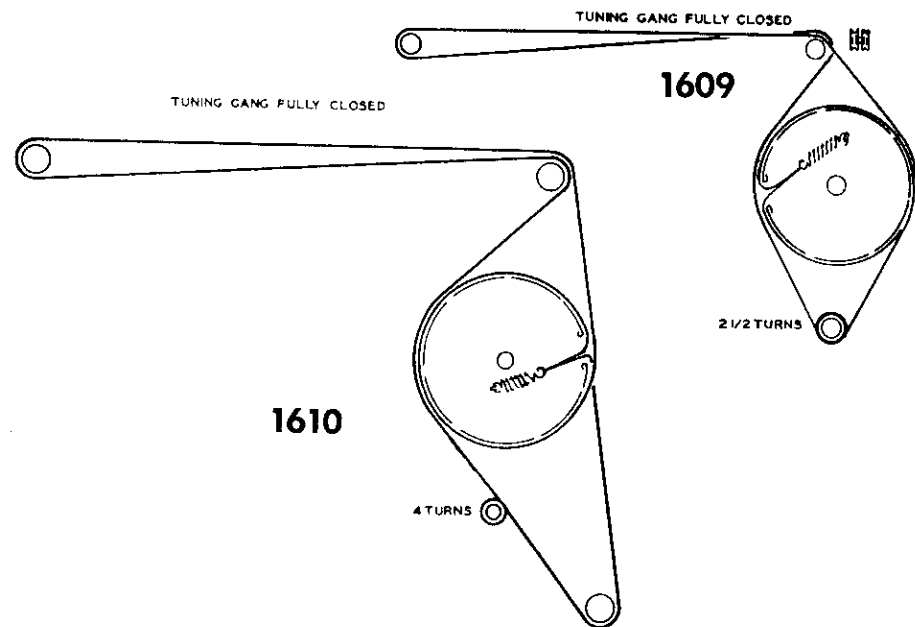
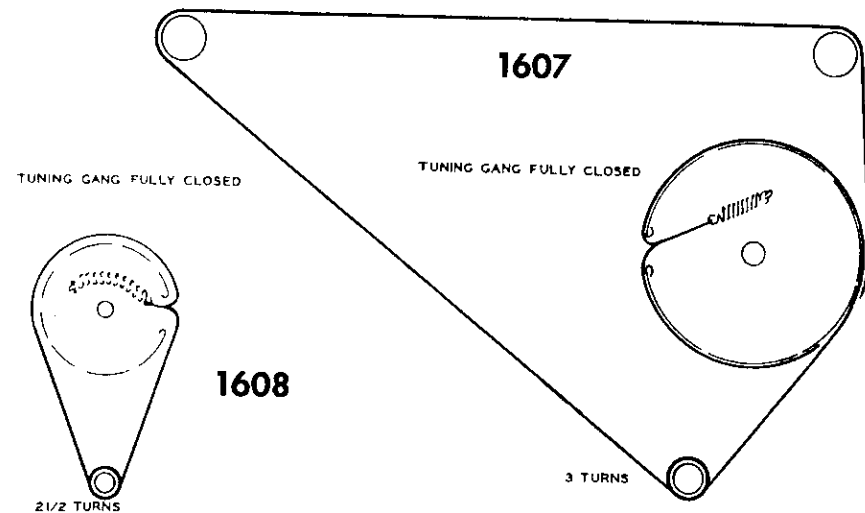
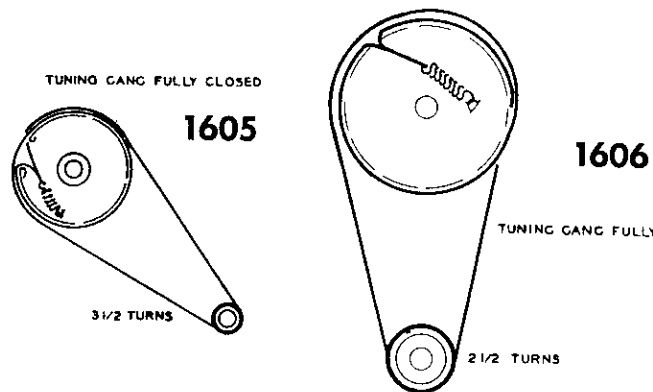
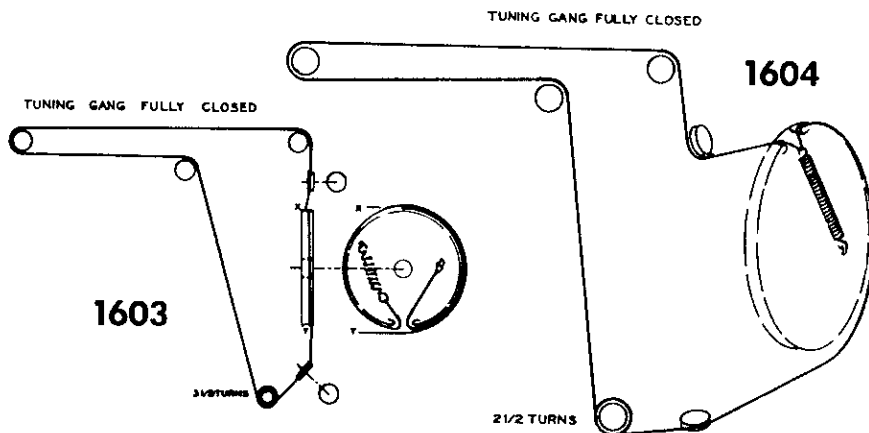
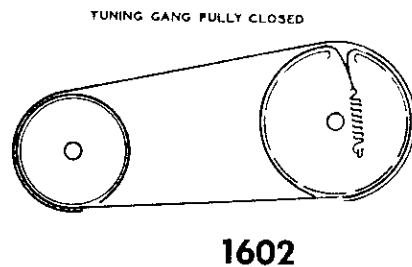
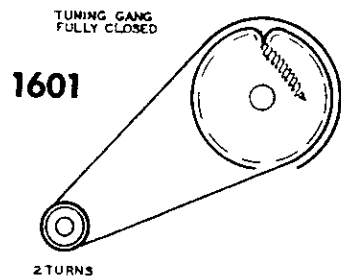


BANDSPREAD GANG & POINTER DRIVE

1599

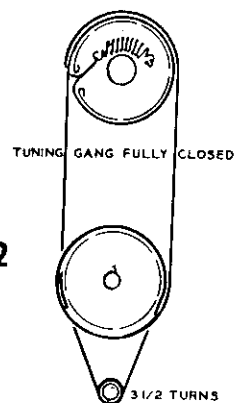


SHOWN IN CHANNEL 2 POSITION

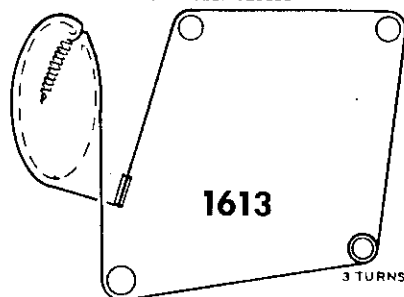




12

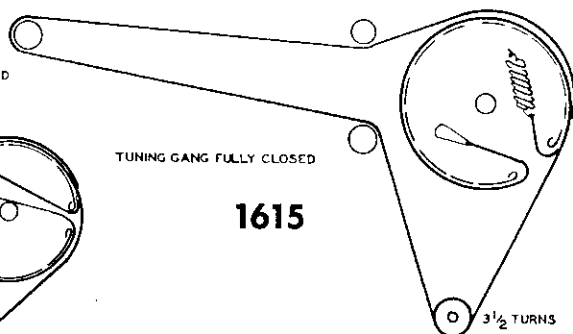


TUNING GANG FULLY CLOSED



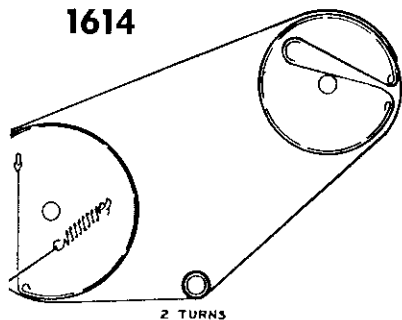
1613

TUNING GANG FULLY CLOSED

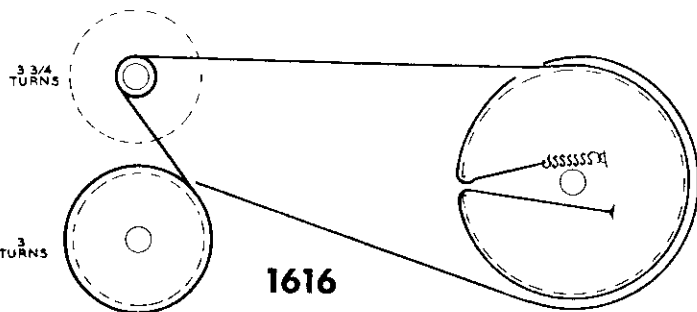


1615

1614

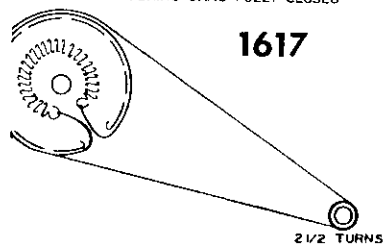


TUNING GANG FULLY CLOSED



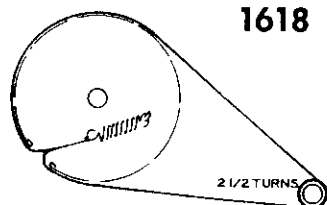
1616

TUNING GANG FULLY CLOSED



1617

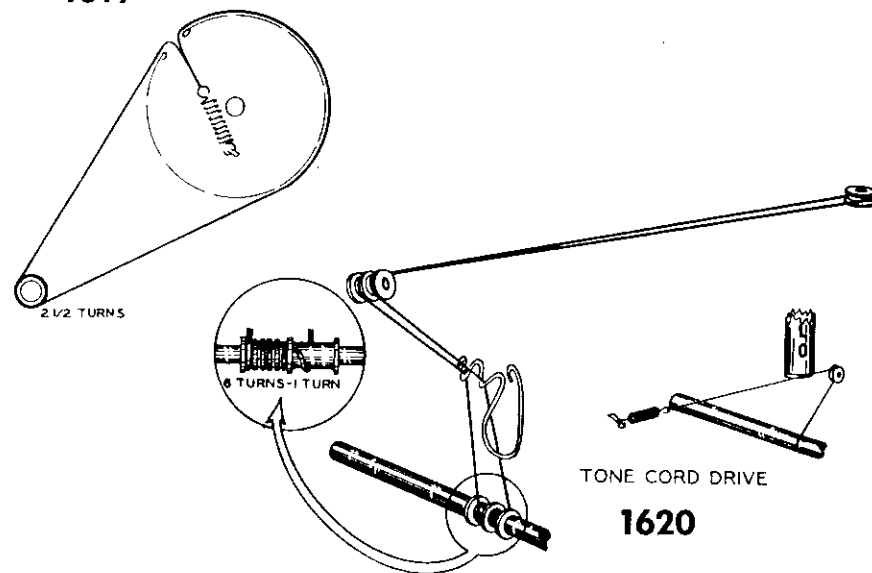
TUNING GANG FULLY CLOSED



1618

TUNING GANG FULLY CLOSED

1619

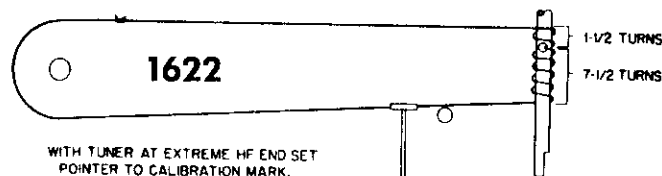


TONE CORD DRIVE

1620

HIGH FREQUENCY END LIMIT

1621

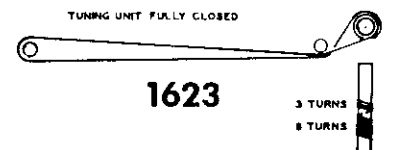


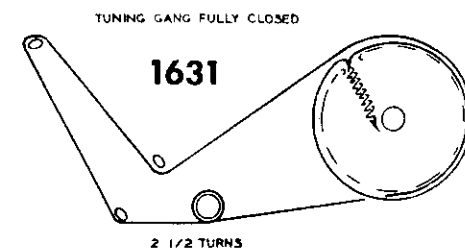
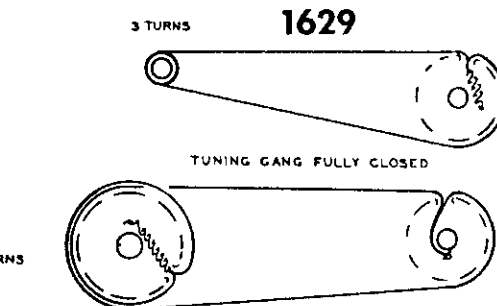
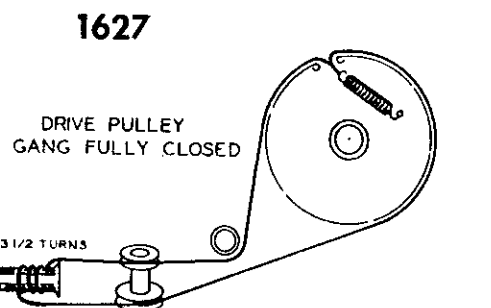
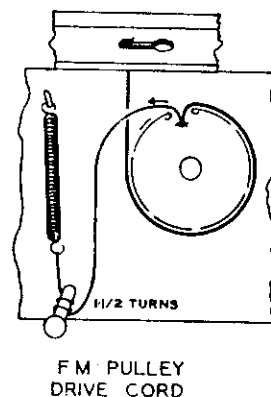
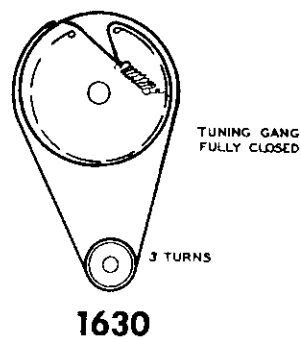
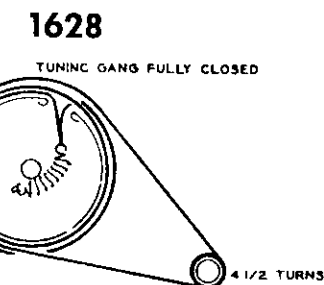
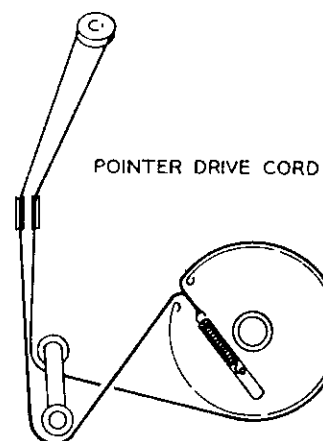
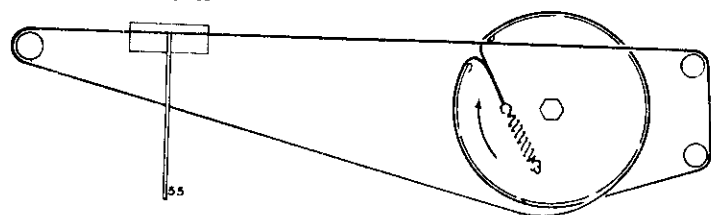
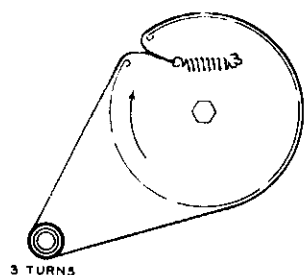
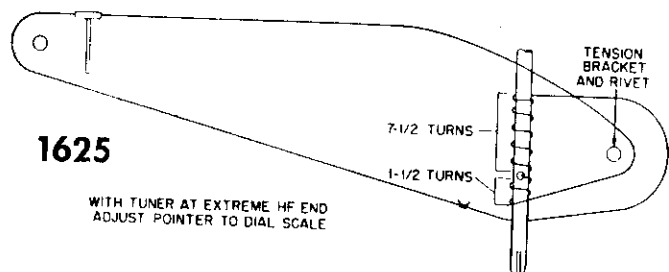
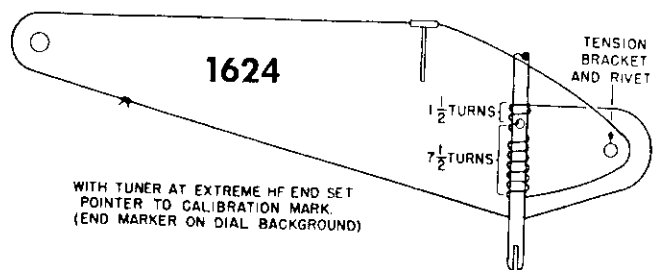
1622

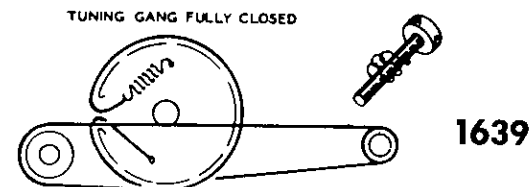
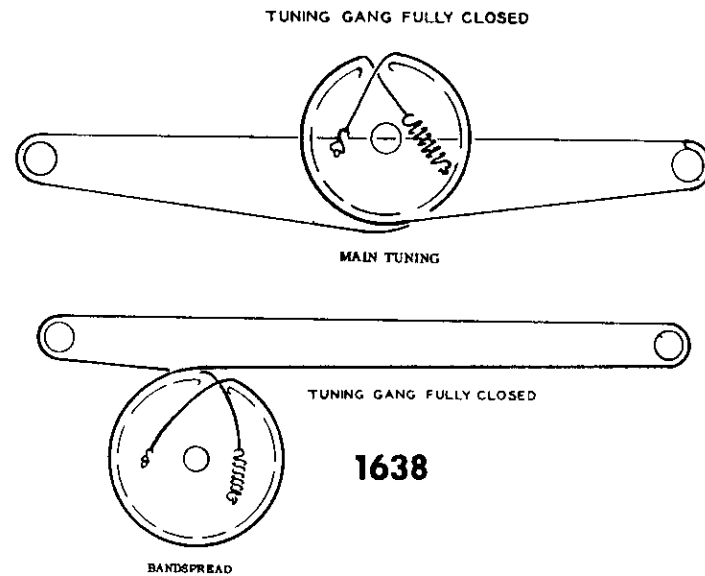
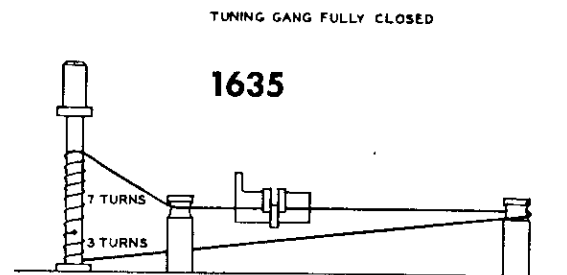
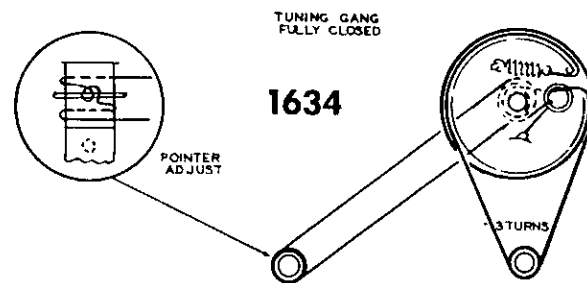
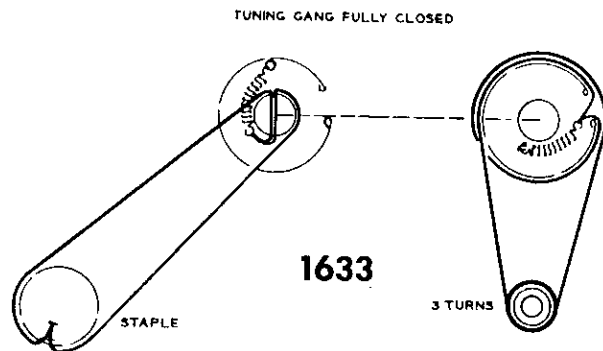
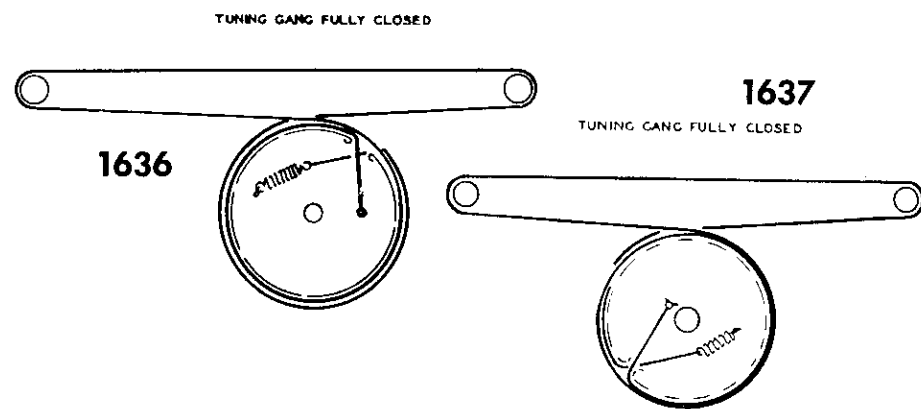
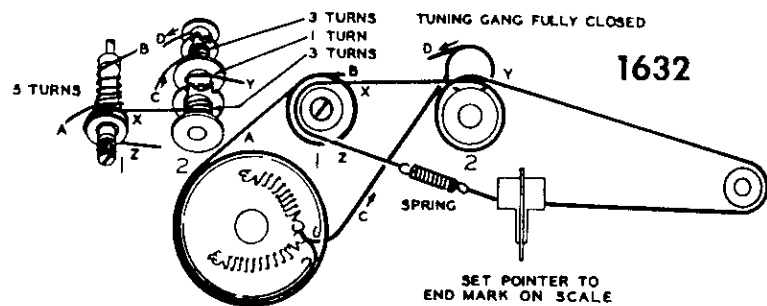
WITH TUNER AT EXTREME HF END SET  
POINTER TO CALIBRATION MARK.  
(END MARKER ON DIAL BACKGROUND)

TUNING UNIT FULLY CLOSED

1623

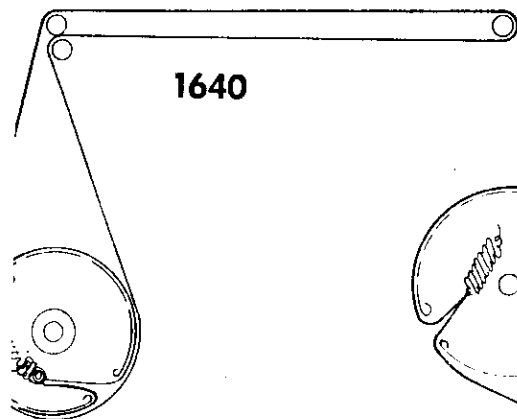






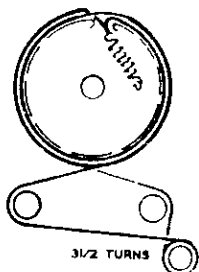
1. Length of cord 38" including clip at one end and loop in other. Measure 16 3/4" from clip end and mark this point. Loop cord at mark and push thru hole in shaft. Bring ends of cord thru loop as shown and pull taut keeping marked point over hole.
2. Wind clip end of cord 6 1/2 turns around shaft and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

TUNING GANG FULLY CLOSED



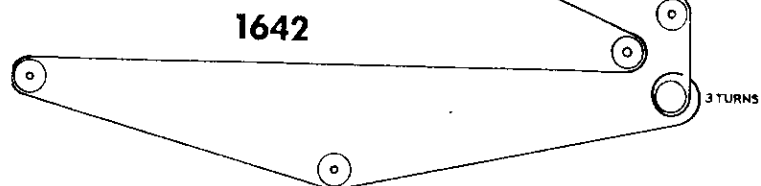
1640

TUNING GANG FULLY CLOSED



3 1/2 TURNS

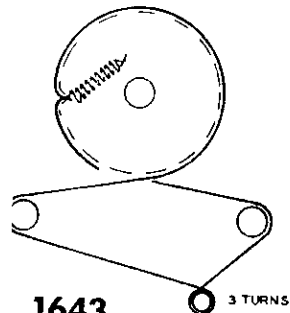
1641



3 TURNS

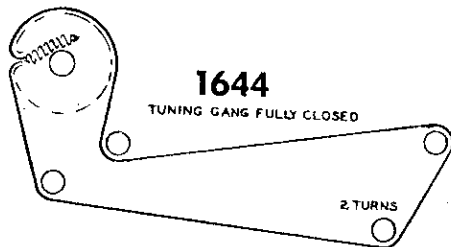
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED



3 TURNS

1643

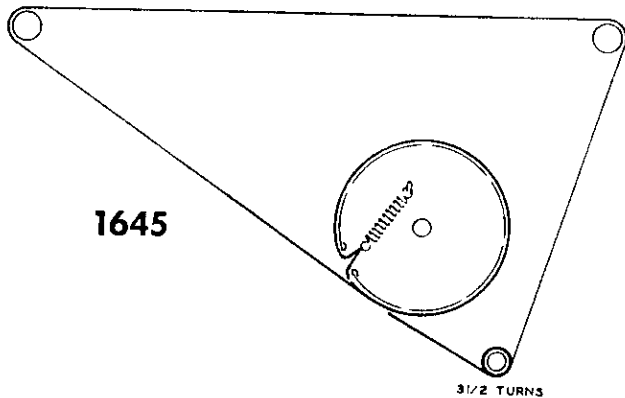


2 TURNS

1644

TUNING GANG FULLY CLOSED

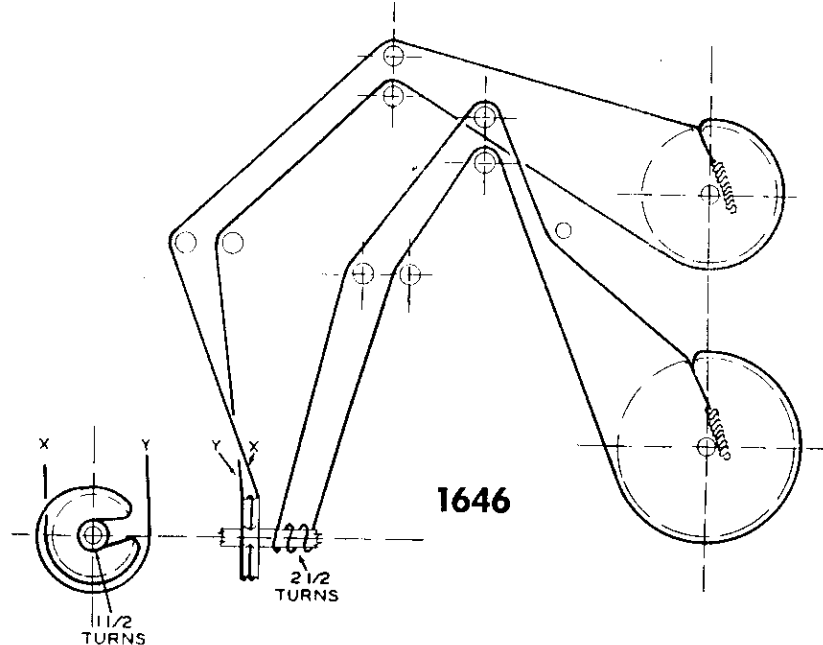
TUNING GANG FULLY CLOSED



3 1/2 TURNS

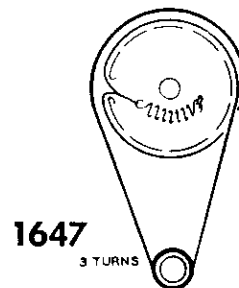
1645

TUNING GANG FULLY CLOSED



1646

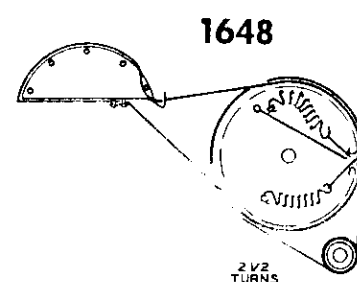
TUNING GANG FULLY CLOSED



3 TURNS

1647

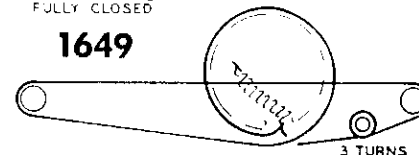
TUNING GANG FULLY CLOSED



2 1/2 TURNS

1648

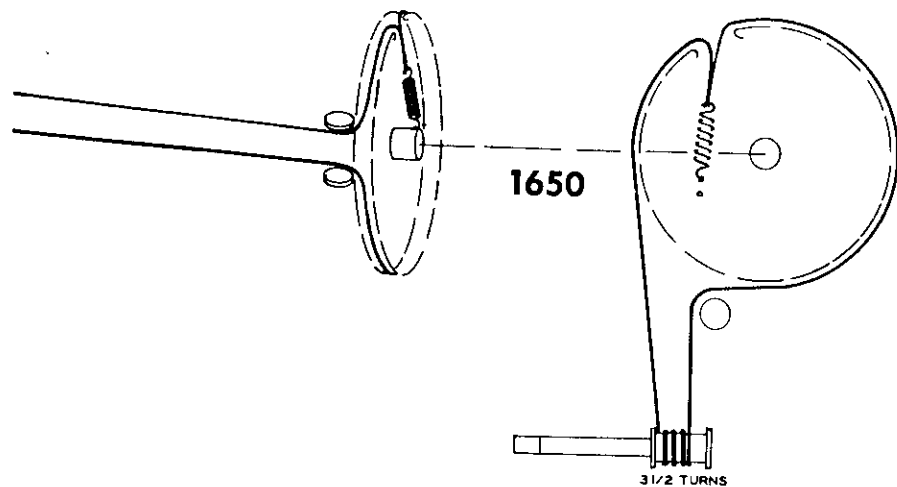
TUNING GANG FULLY CLOSED



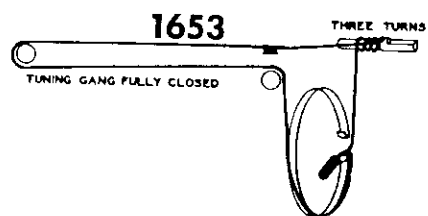
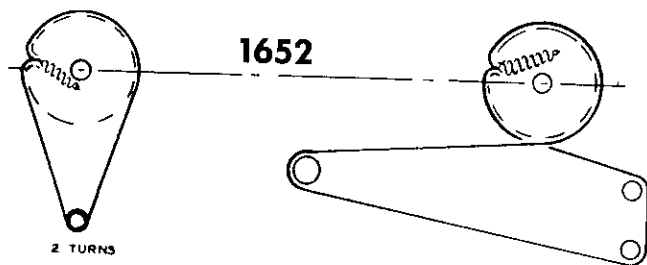
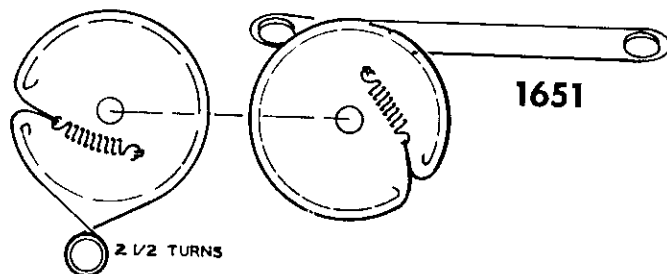
3 TURNS

1649

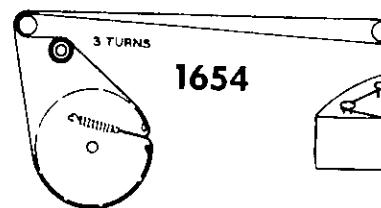
TUNING GANG FULLY CLOSED



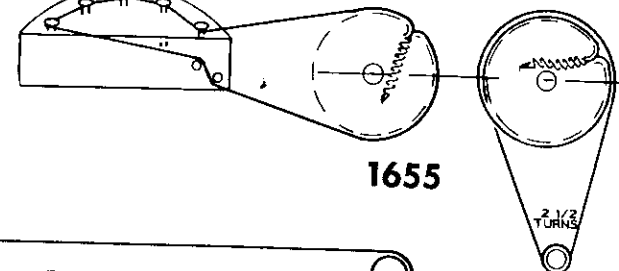
TUNING GANG FULLY CLOSED



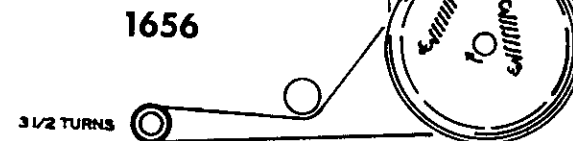
TUNING GANG FULLY CLOSED



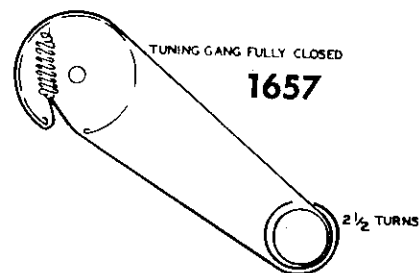
TUNING GANG FULLY CLOSED



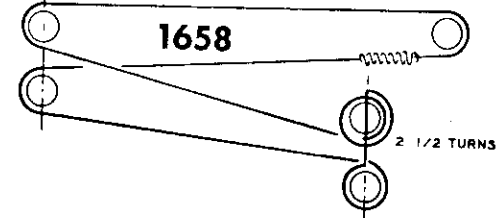
TUNING GANG FULLY CLOSED



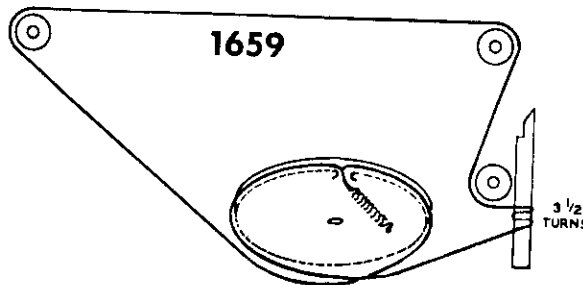
TUNING GANG FULLY CLOSED



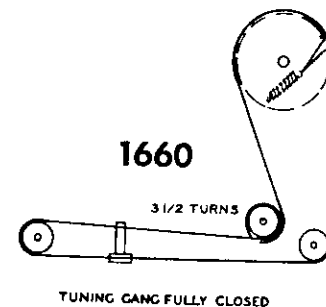
TUNING GANG FULLY CLOSED

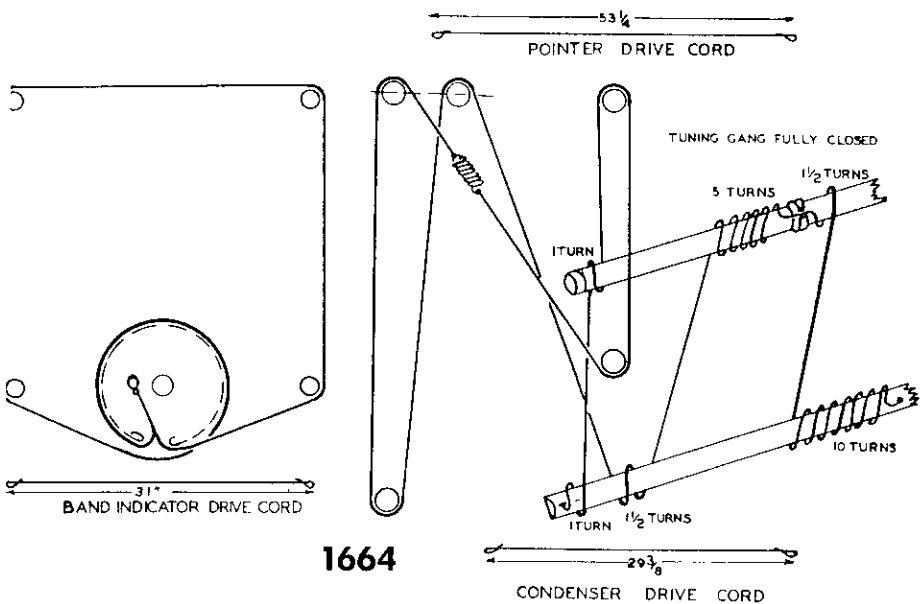
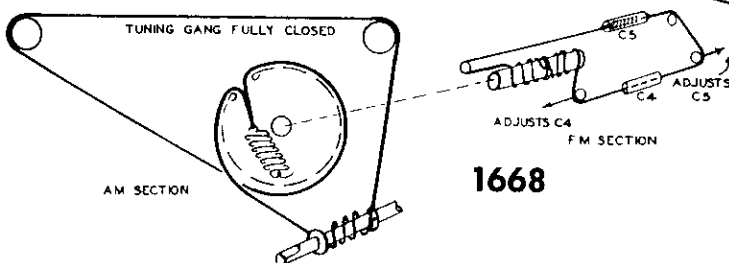
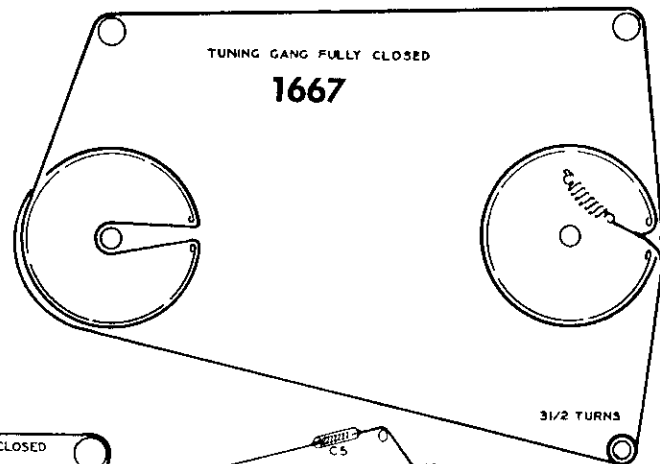
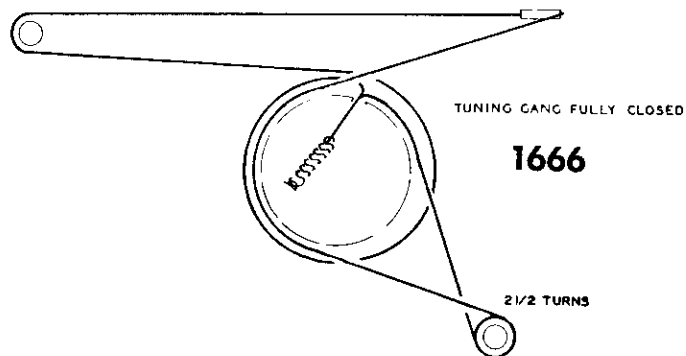
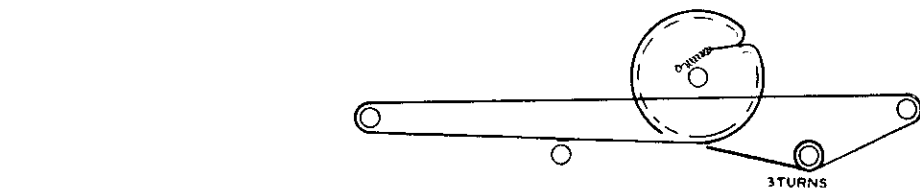
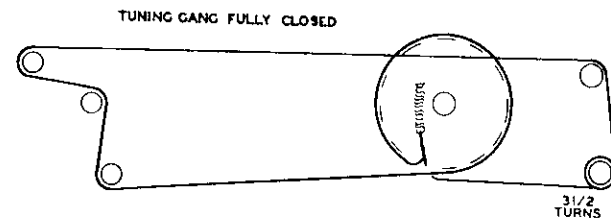
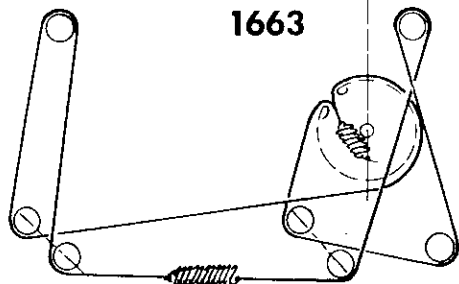
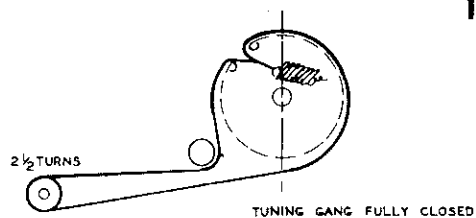
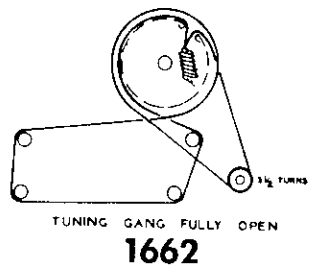
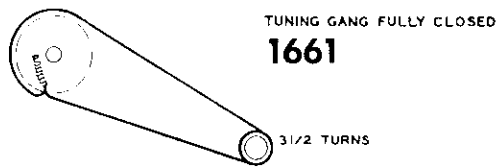


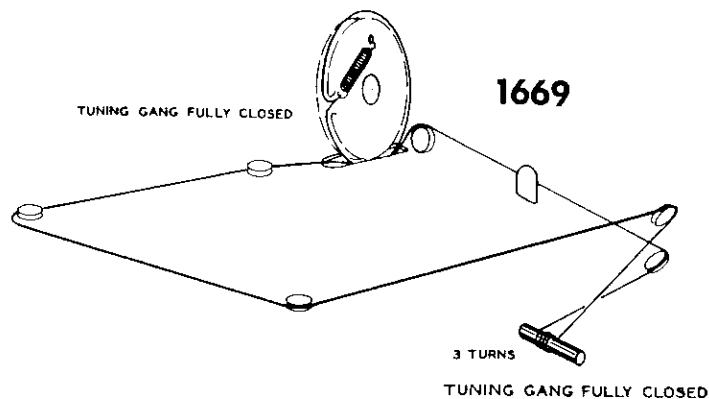
TUNING GANG FULLY OPEN



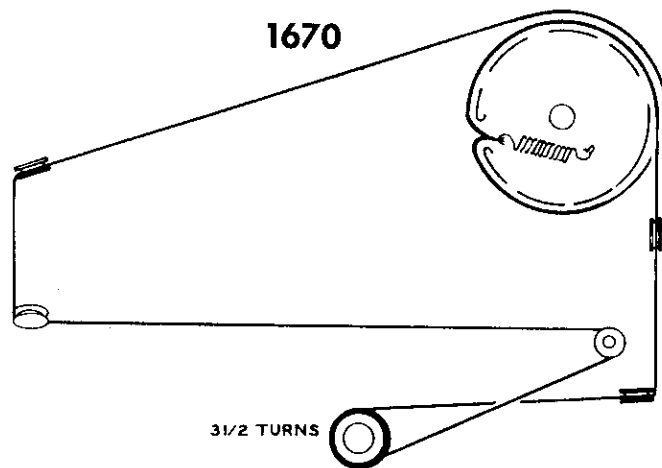
1660



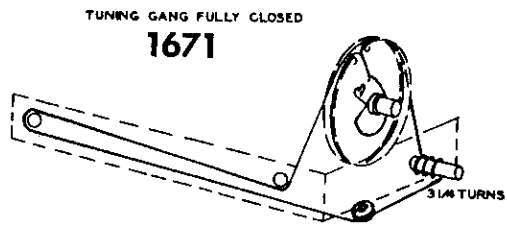




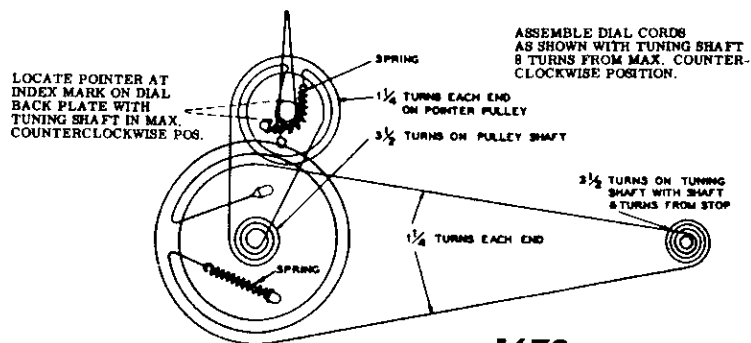
1669



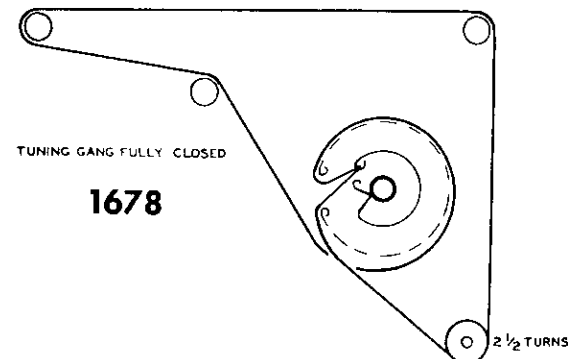
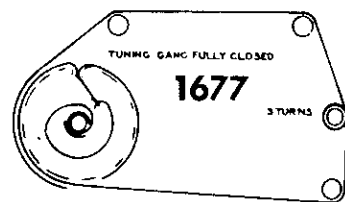
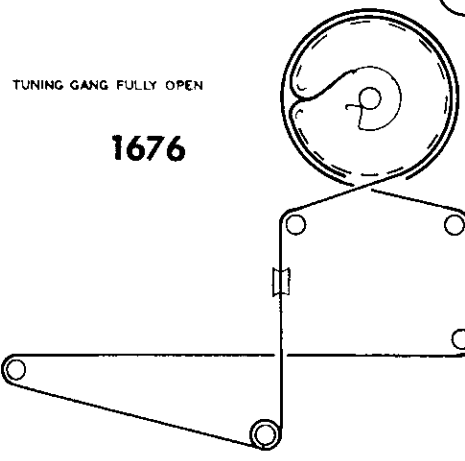
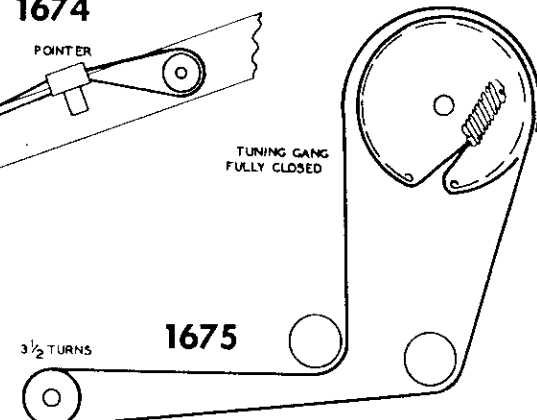
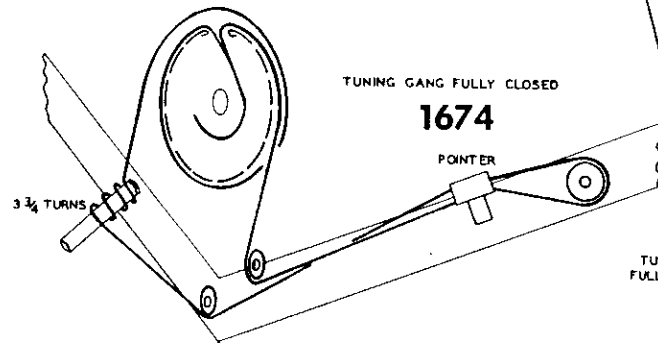
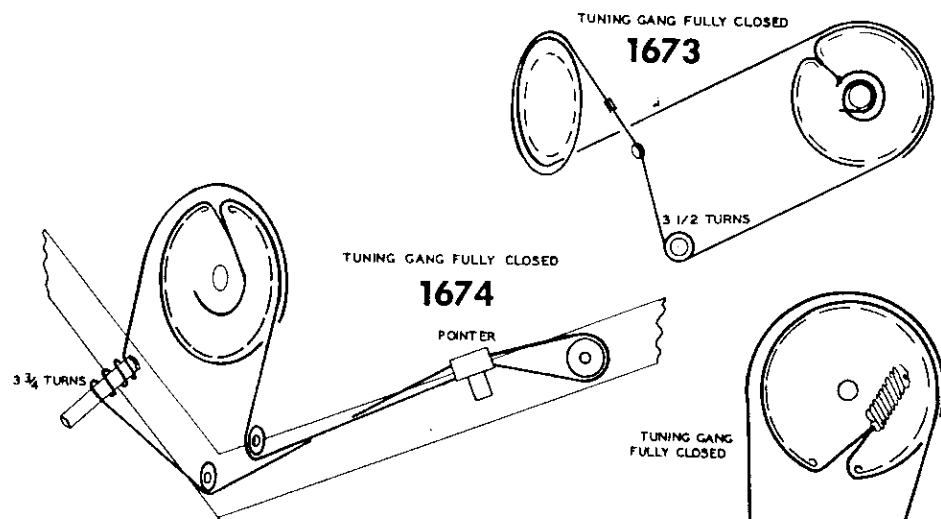
1670

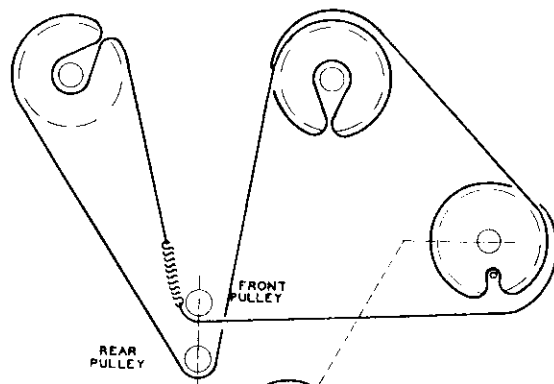


1671

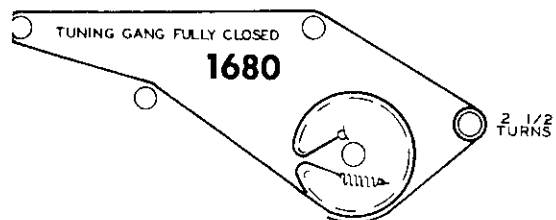


1672



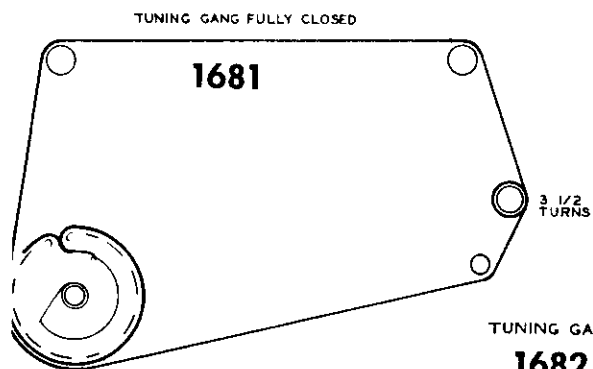


1679



1680

2 1/2 TURNS

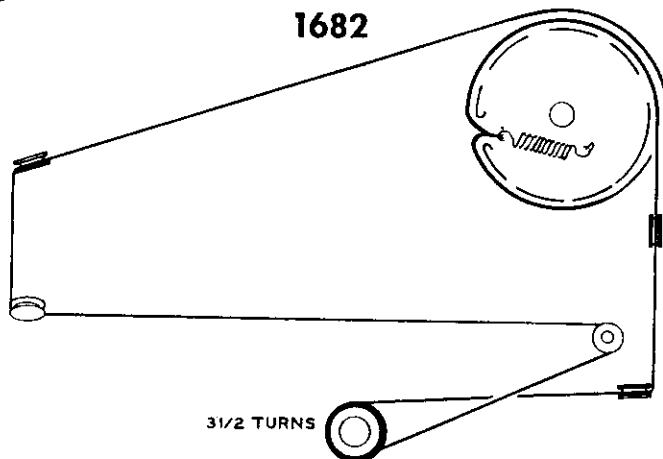


1681

3 1/2 TURNS

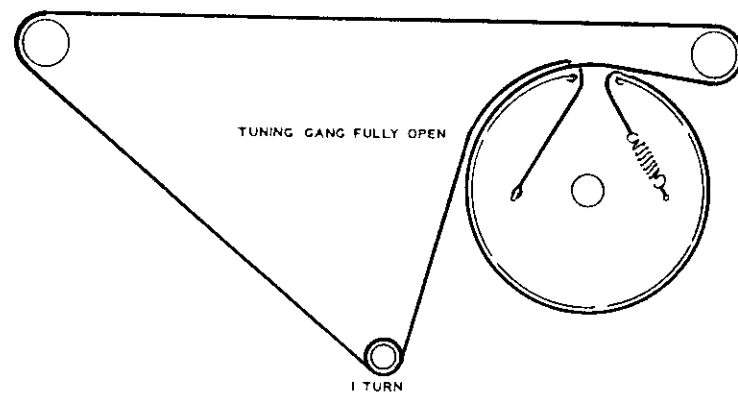
TUNING GANG FULLY CLOSED

1682



3 1/2 TURNS

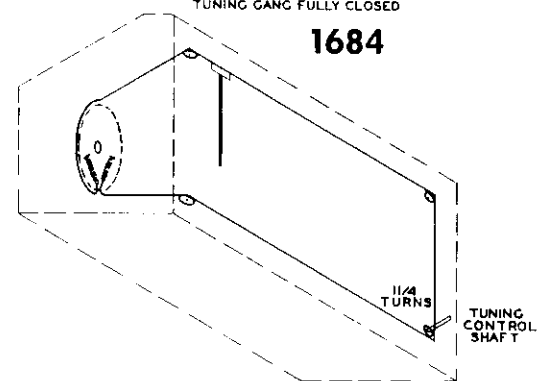
1683



1 TURN

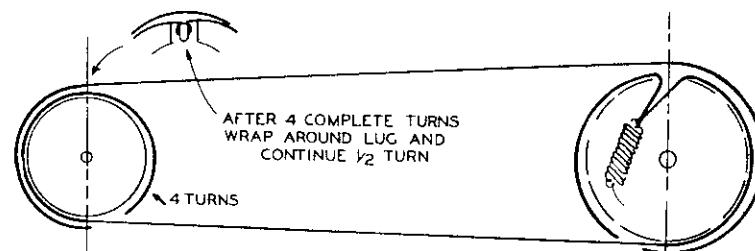
TUNING GANG FULLY CLOSED

1684



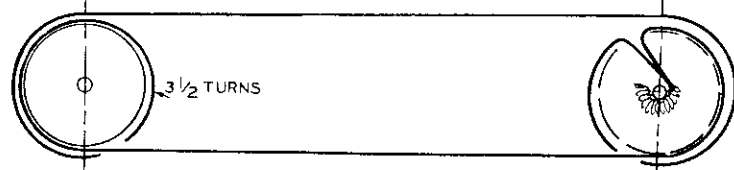
1 1/4 TURNS

TUNING CONTROL SHAFT



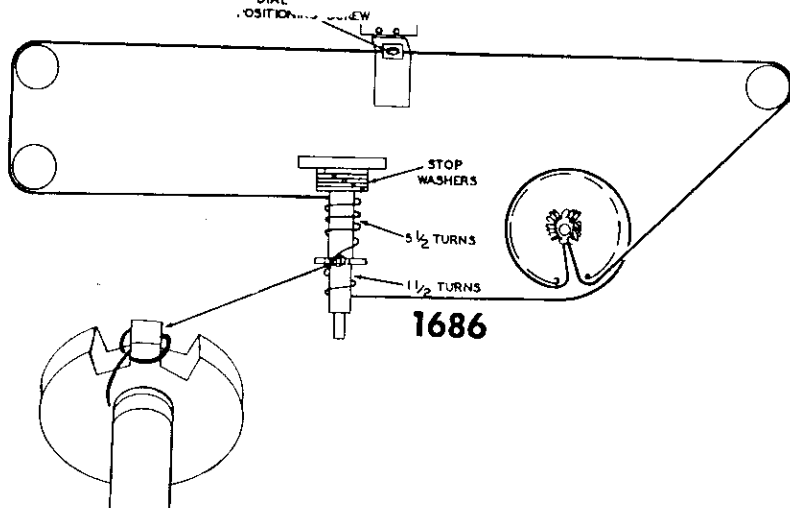
AFTER 4 COMPLETE TURNS  
WRAP AROUND LUG AND  
CONTINUE 1/2 TURN

1685

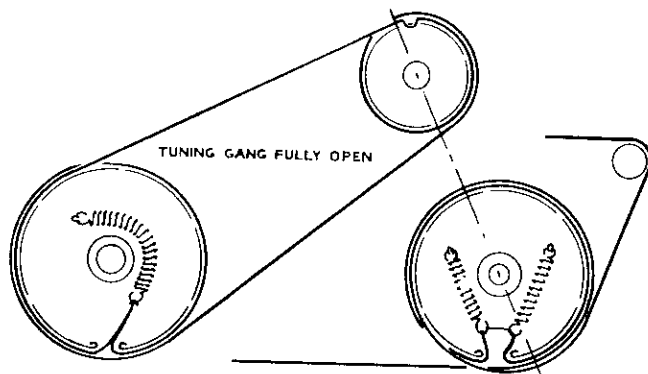


3 1/2 TURNS



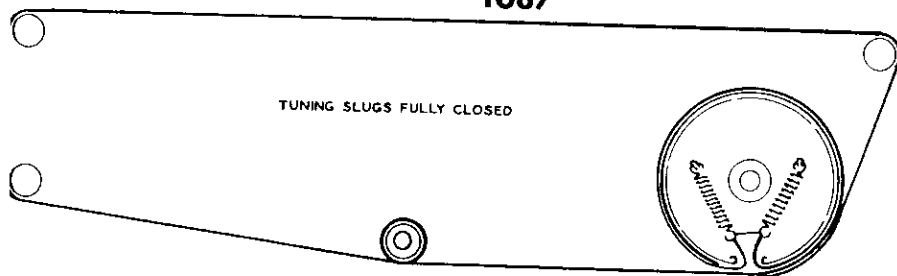


1686



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

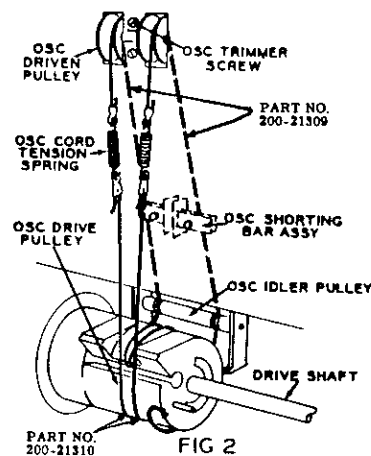


FIG 2

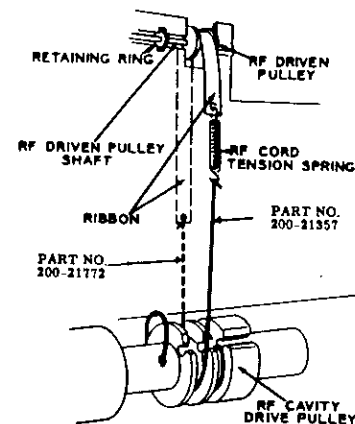
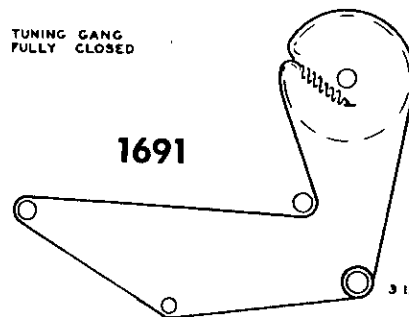


FIG 3

TUNING GANG FULLY CLOSED

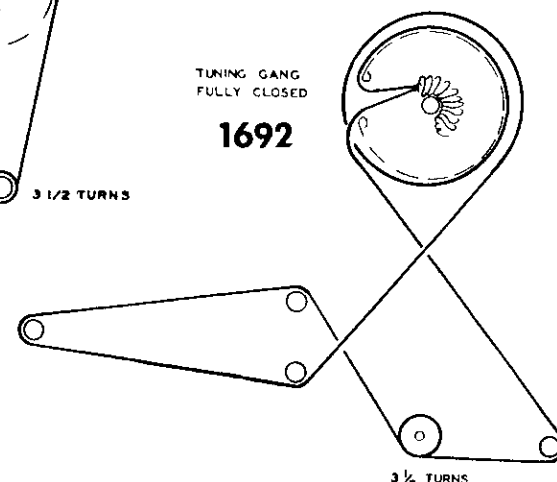
1691



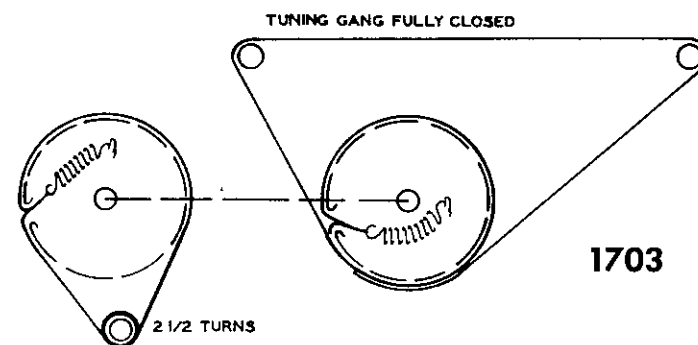
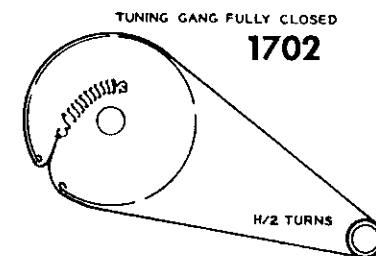
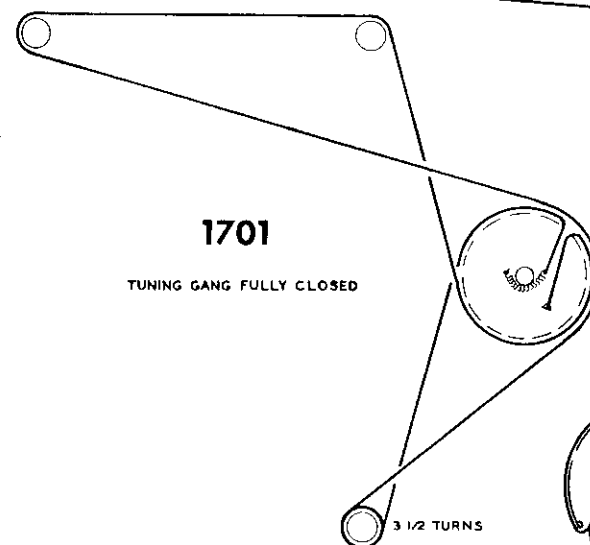
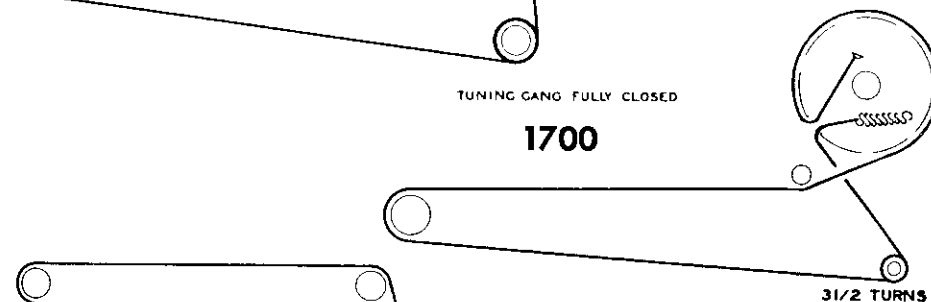
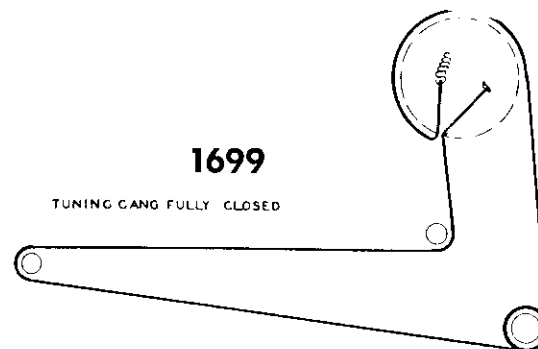
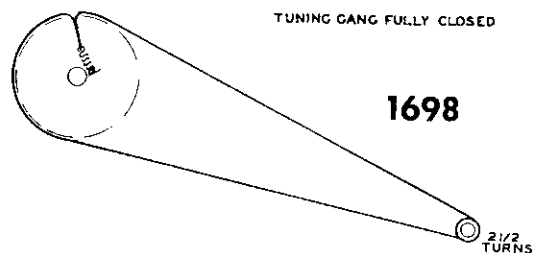
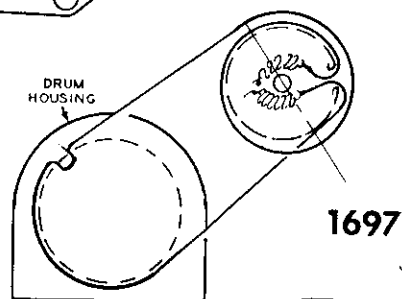
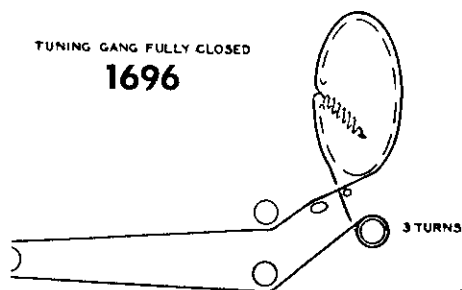
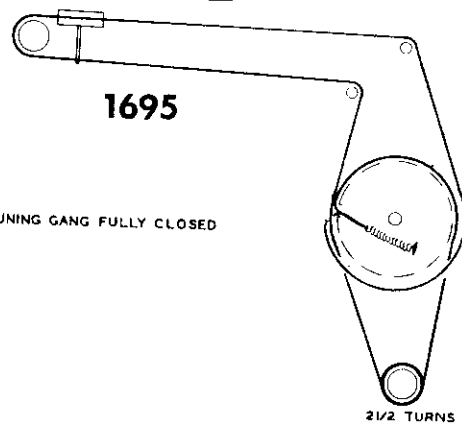
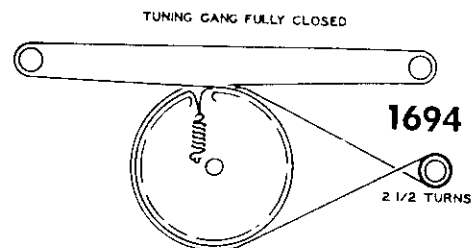
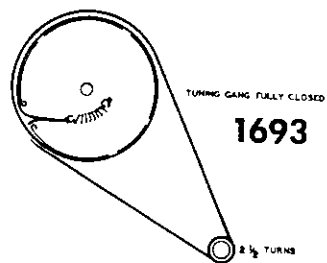
3 1/2 TURNS

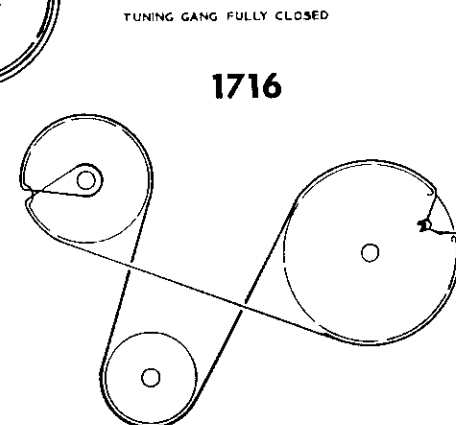
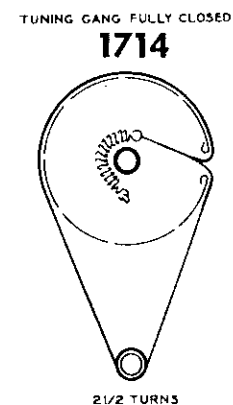
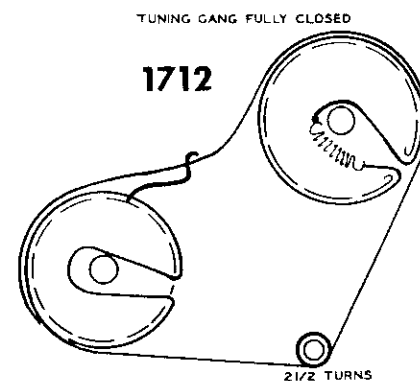
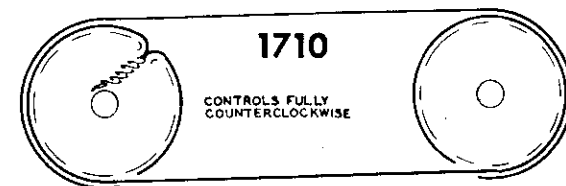
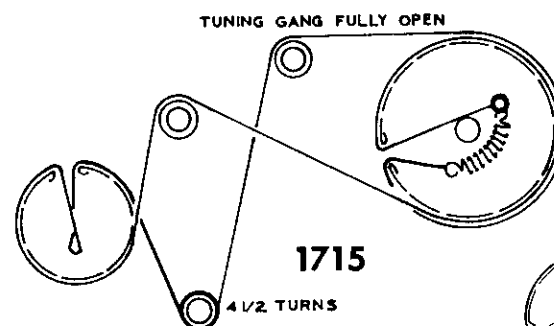
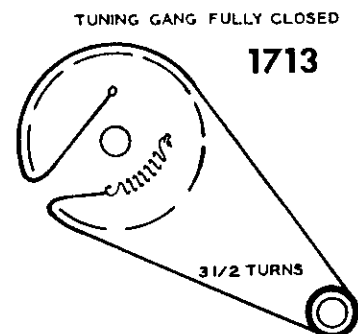
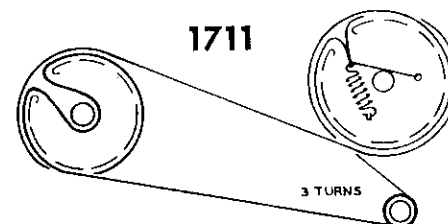
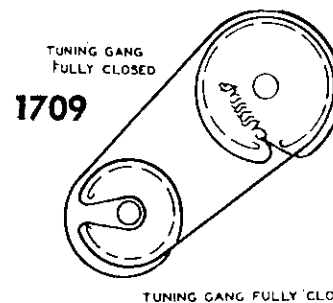
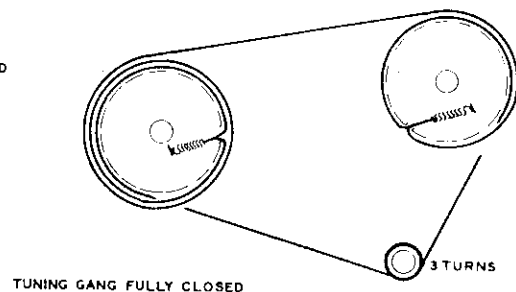
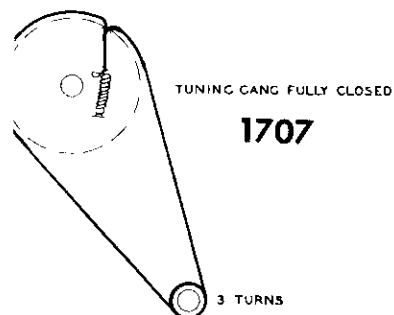
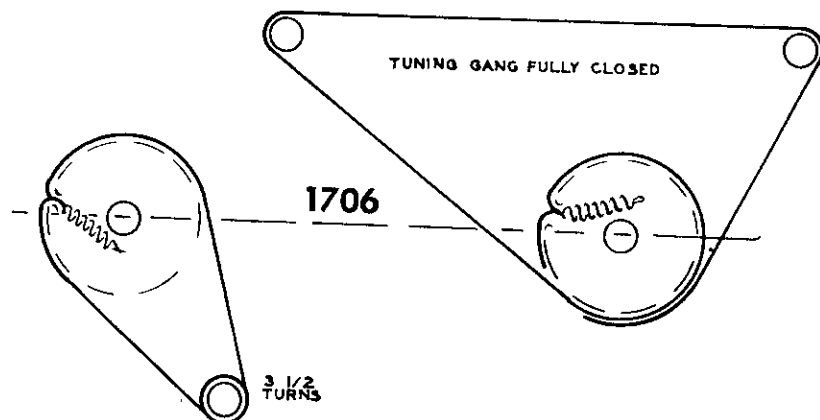
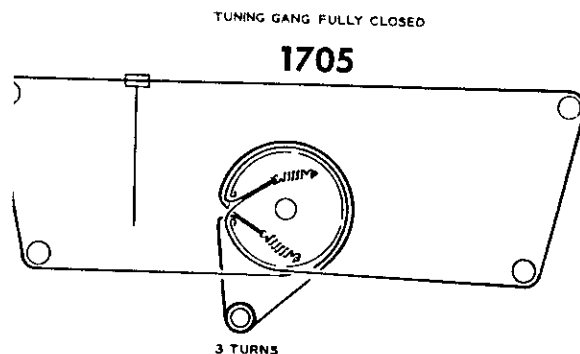
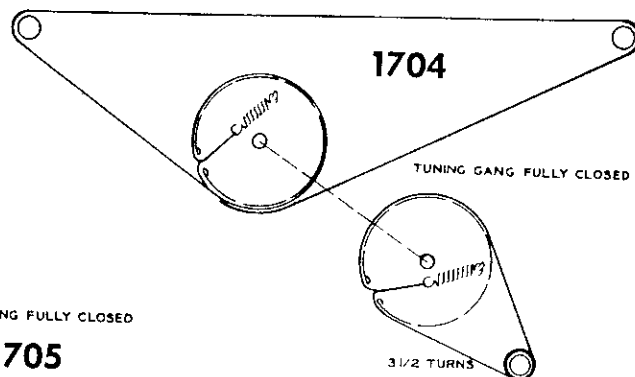
TUNING GANG FULLY CLOSED

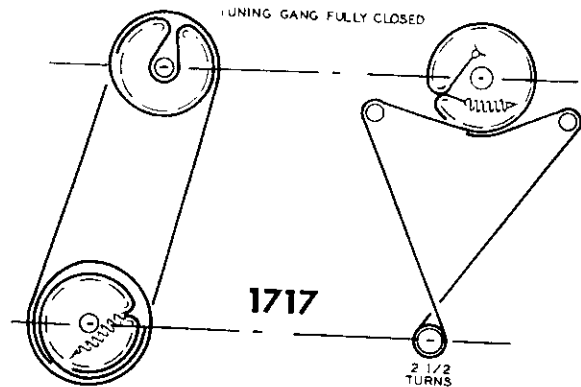
1692



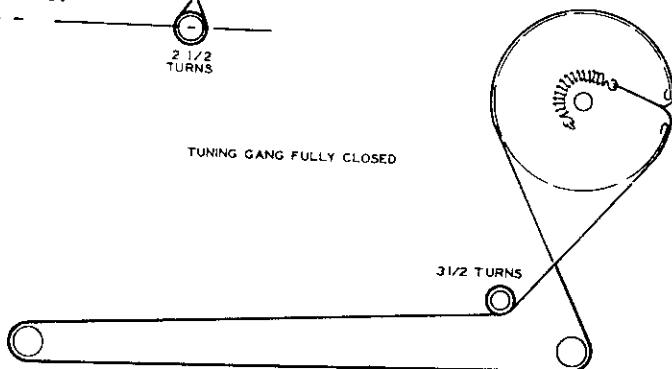
3 1/2 TURNS



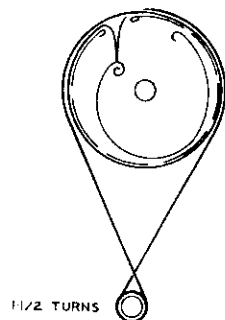




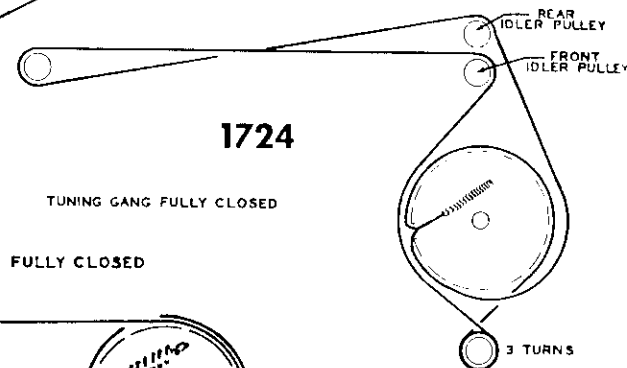
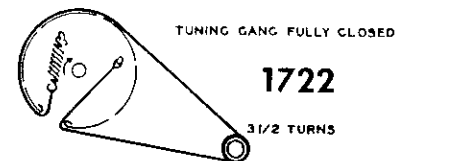
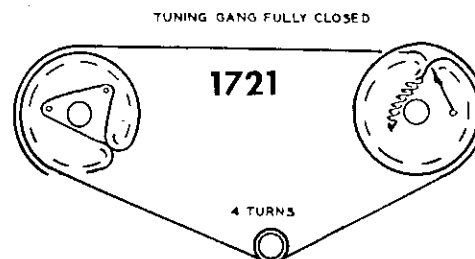
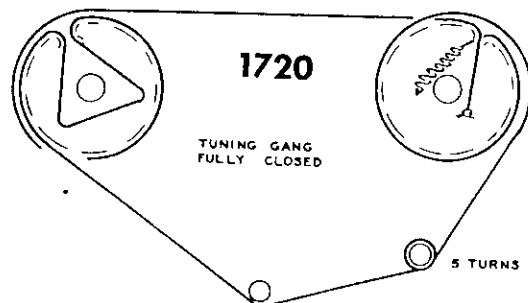
TUNING GANG FULLY CLOSED



FULLY COUNTERCLOCKWISE

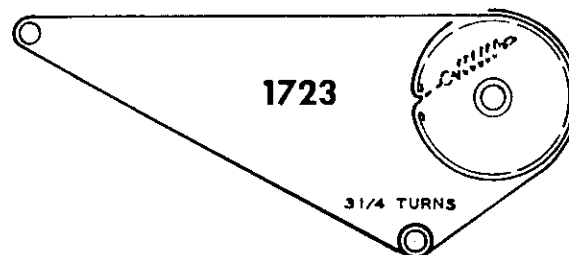


FULLY COUNTERCLOCKWISE



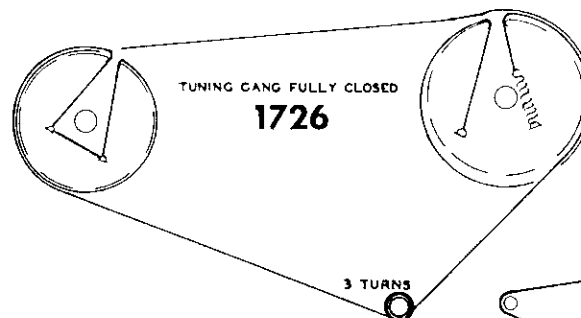
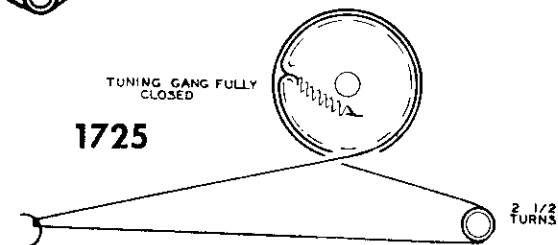
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED



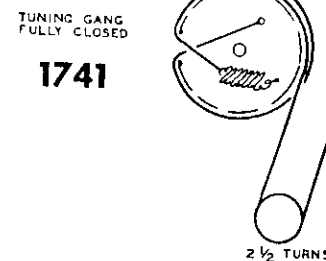
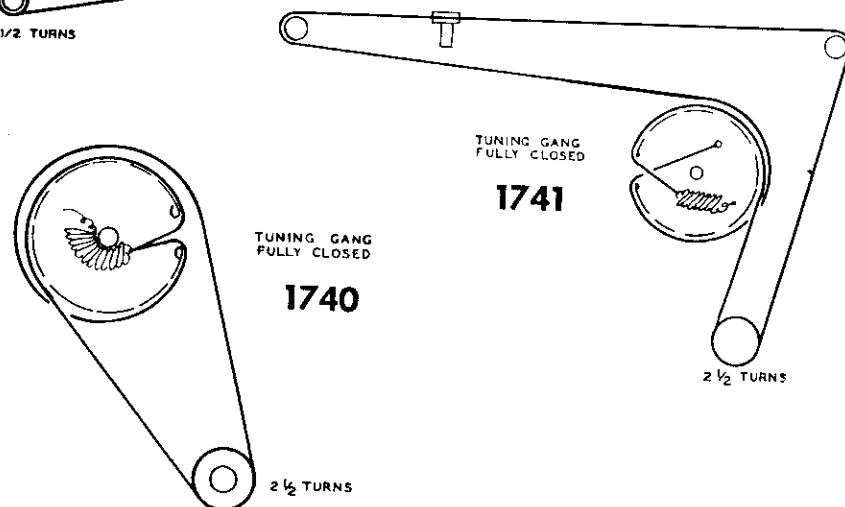
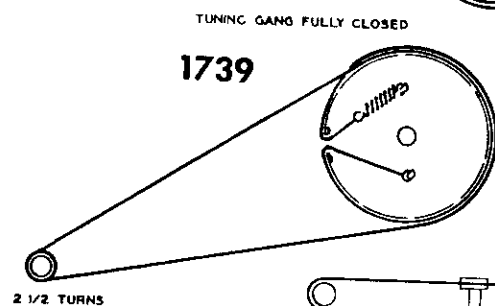
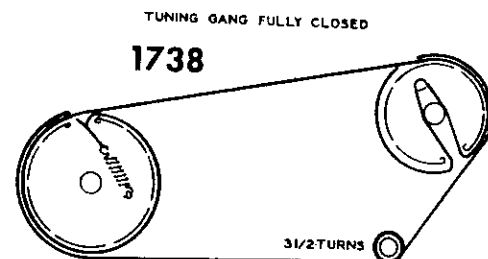
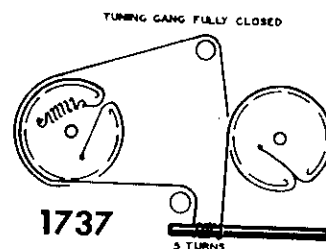
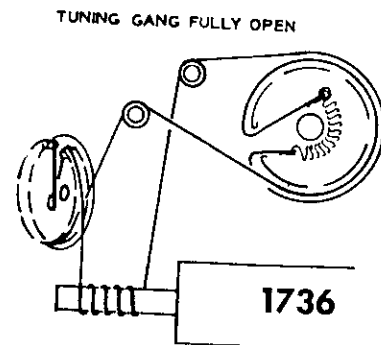
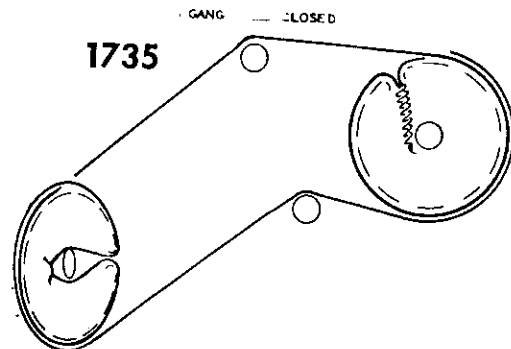
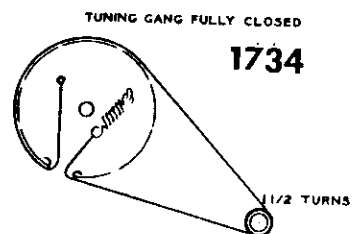
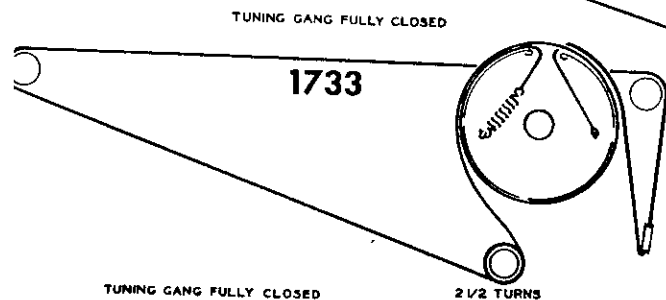
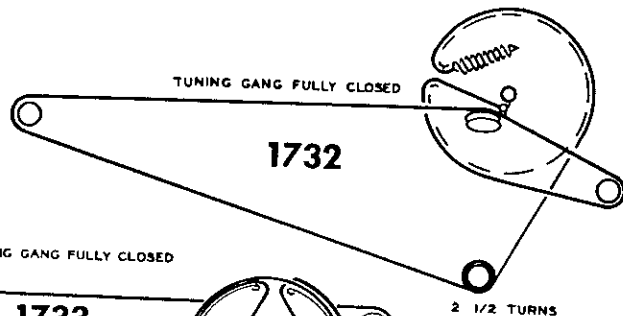
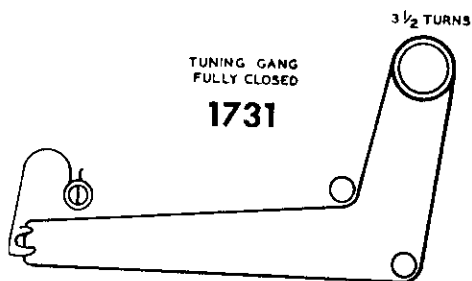
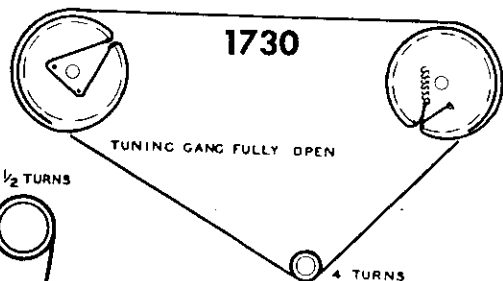
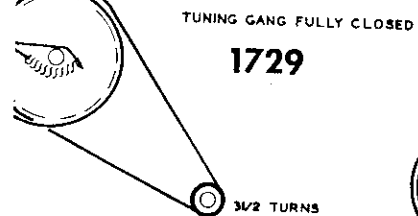
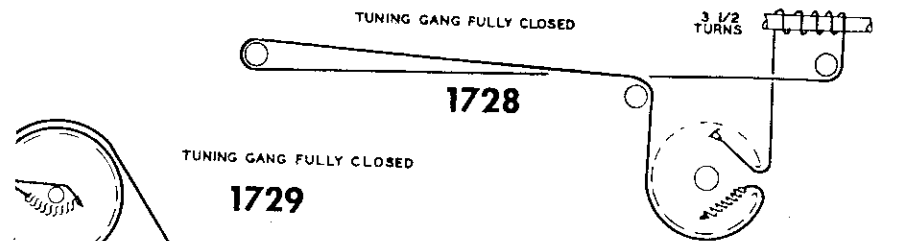
TUNING GANG FULLY CLOSED

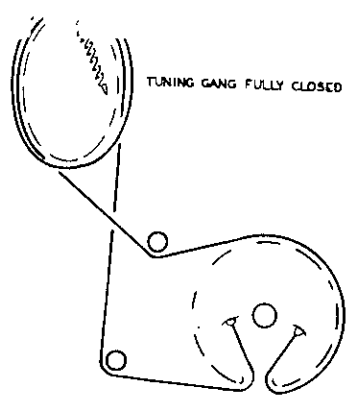
1725



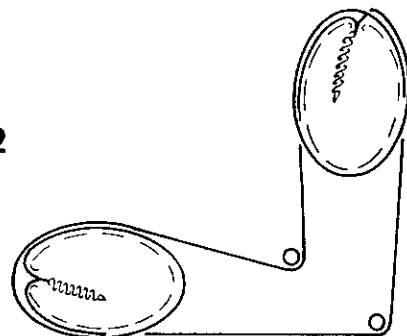
TUNING GANG FULLY CLOSED

## JE TUNING DRIVE CORD STRINGING





1742

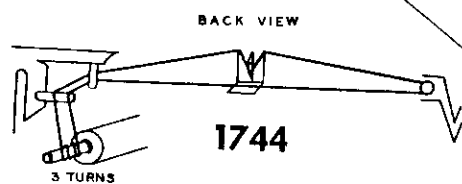


RADIO  
DIAL CORD STRINGING

TV DRIVE  
CORD STRINGING

TUNING GANG FULLY CLOSED

1743

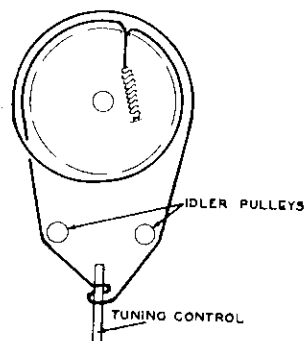


1744

2 TURNS

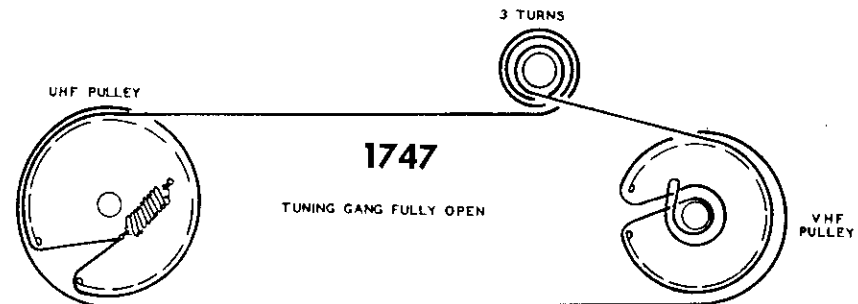
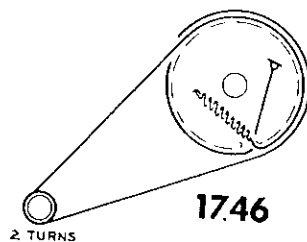
TUNING MECHANISM FULLY OPEN

1745



2 TURNS

1746

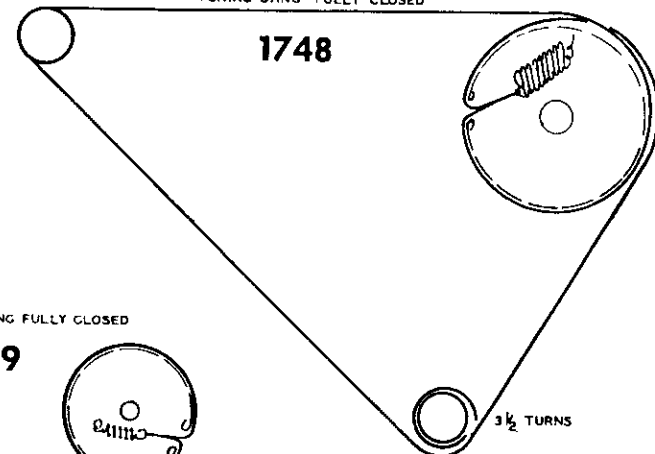


1747

TUNING GANG FULLY OPEN

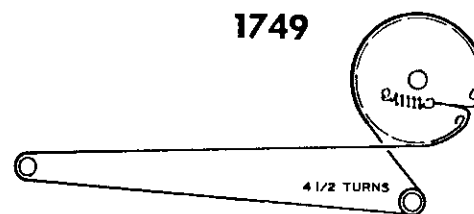
TUNING GANG FULLY CLOSED

1748



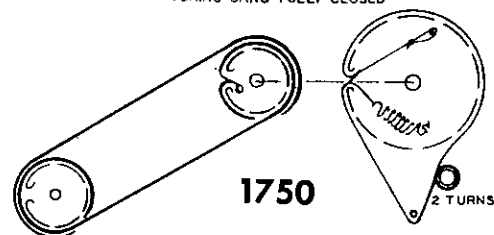
TUNING GANG FULLY CLOSED

1749



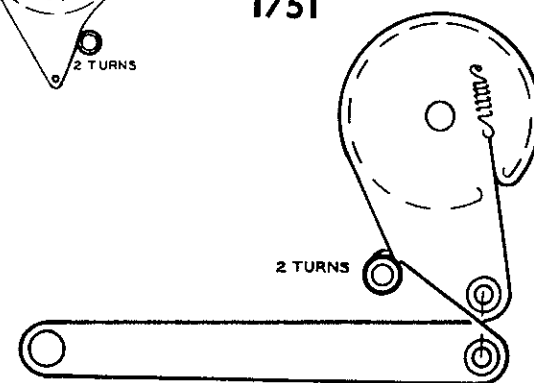
TUNING GANG FULLY CLOSED

1750

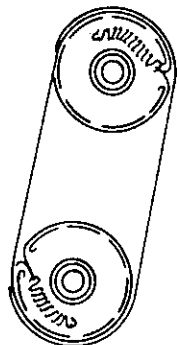


TUNING GANG FULLY CLOSED

1751

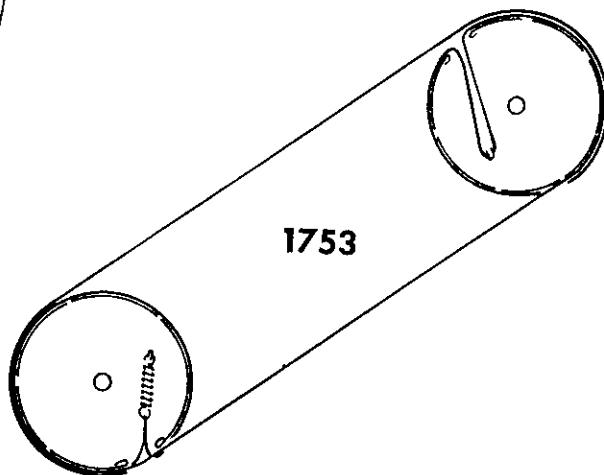


1752



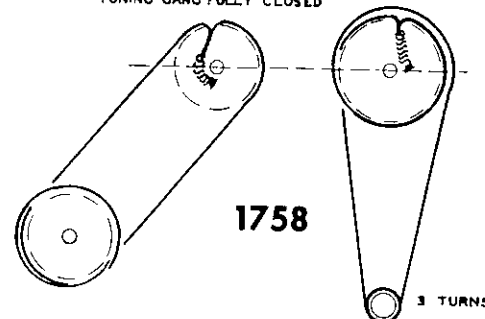
FINE TUNING FULLY COUNTERCLOCKWISE

1753



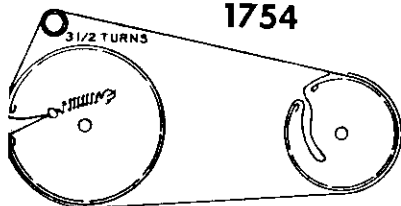
TUNING GANG FULLY CLOSED

1758

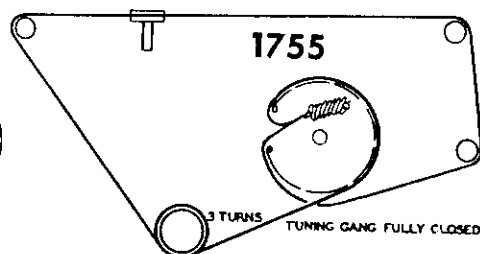


TUNING GANG FULLY CLOSED

1754

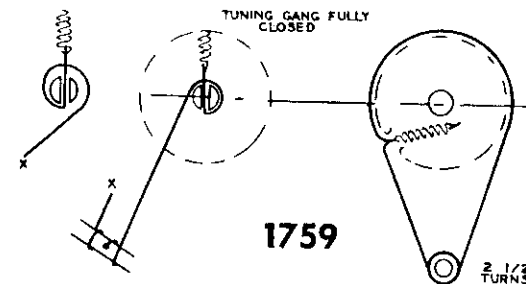


1755



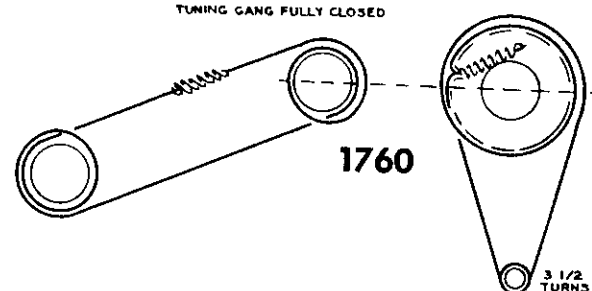
TUNING GANG FULLY CLOSED

1759



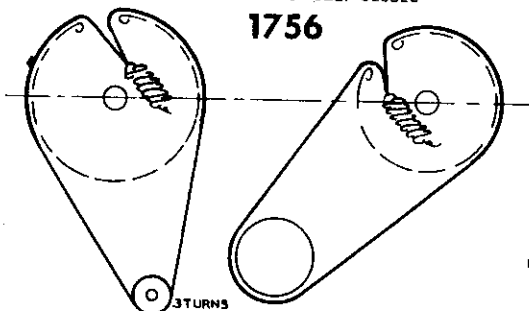
TUNING GANG FULLY CLOSED

1760



TUNING GANG FULLY CLOSED

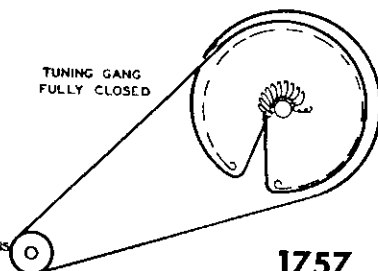
1756



TUNING GANG FULLY CLOSED

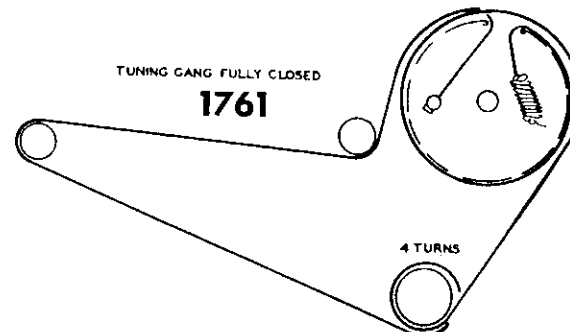
2 1/2 TURNS

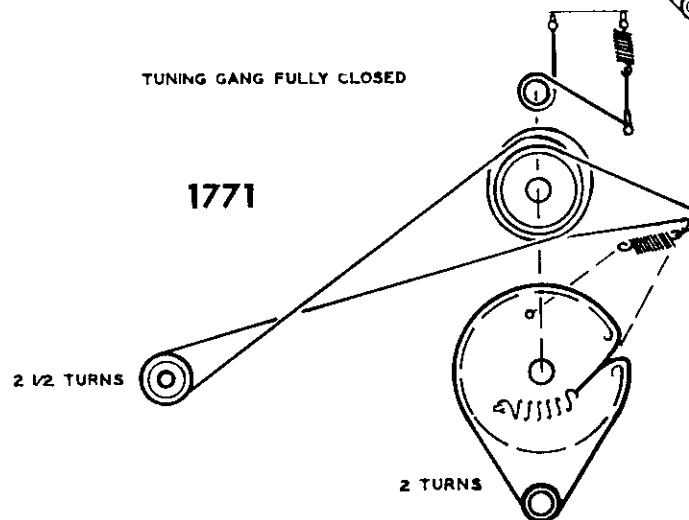
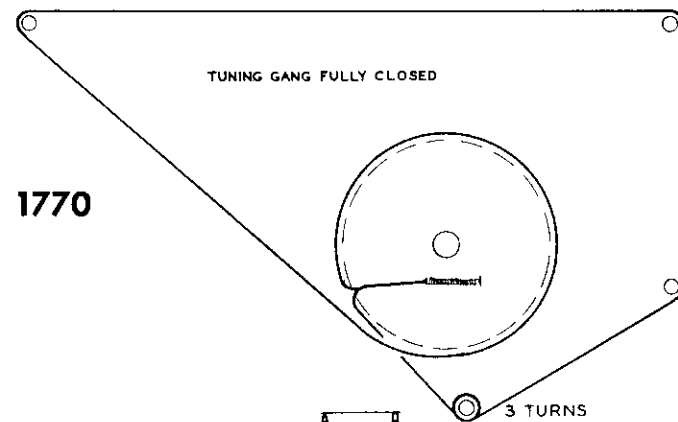
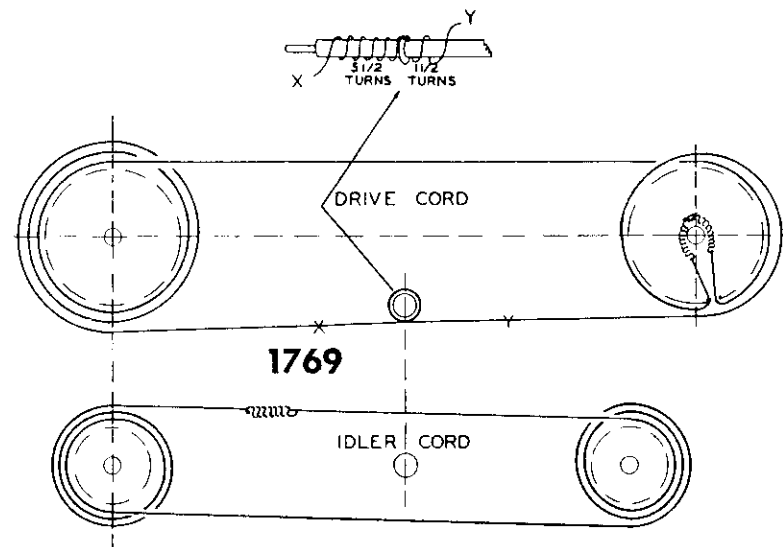
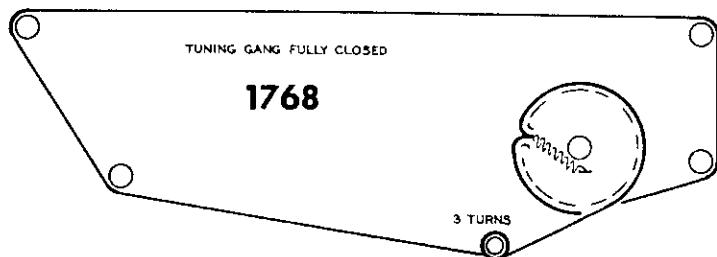
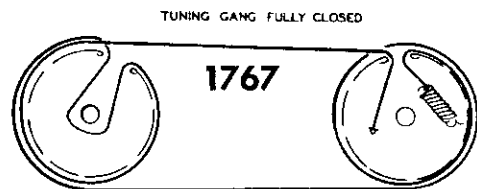
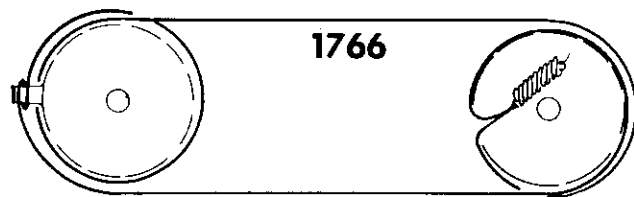
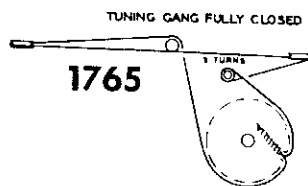
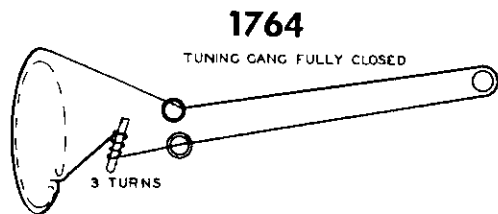
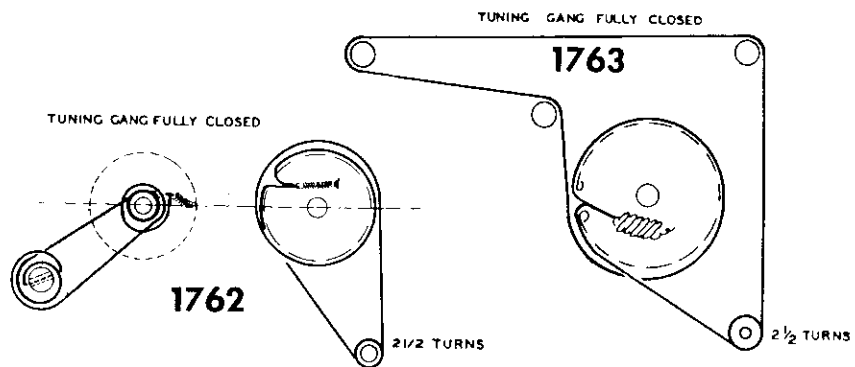
1757



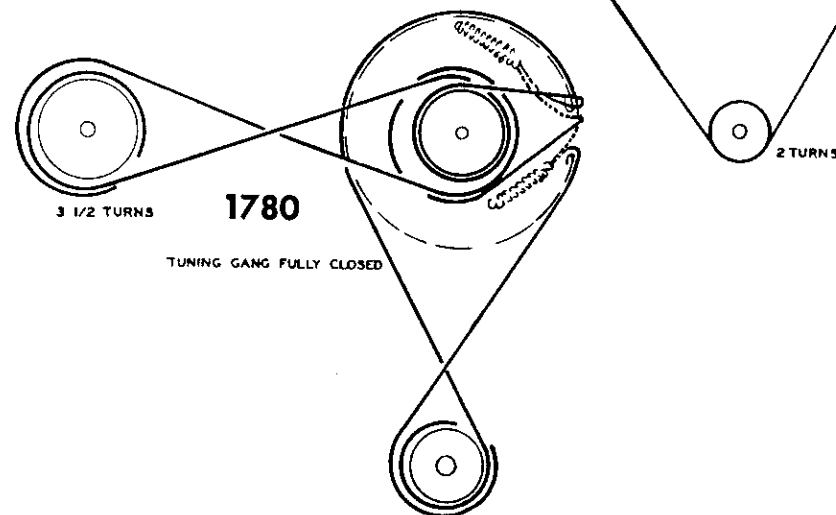
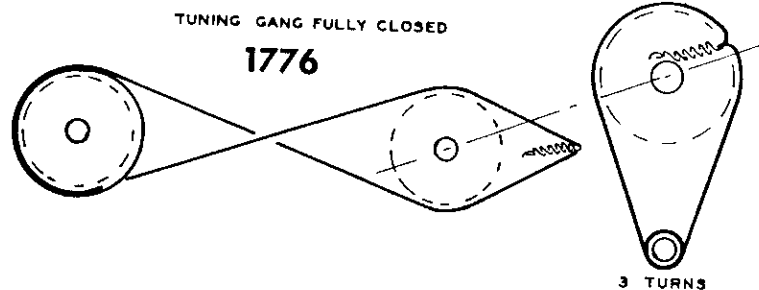
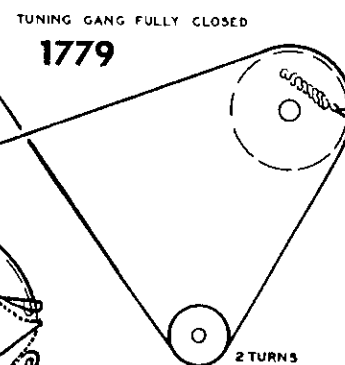
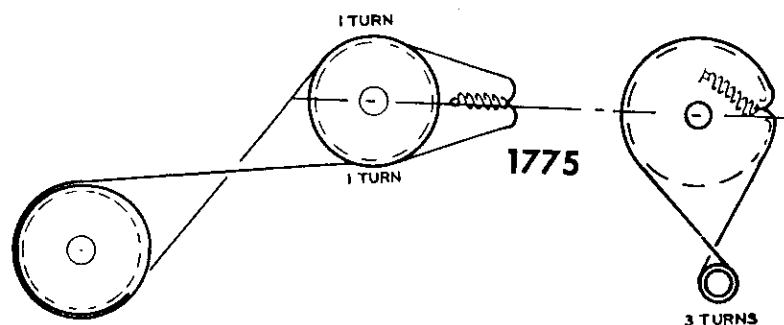
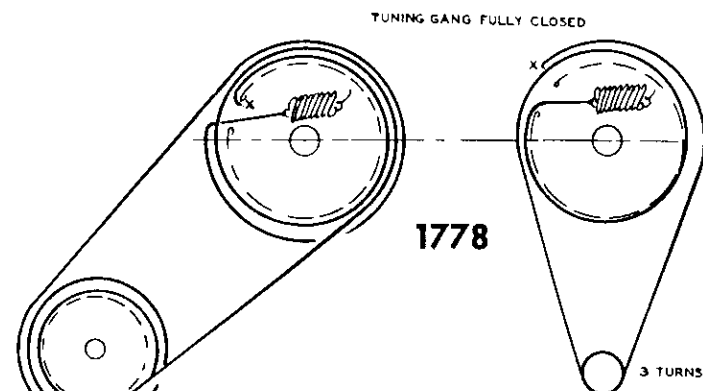
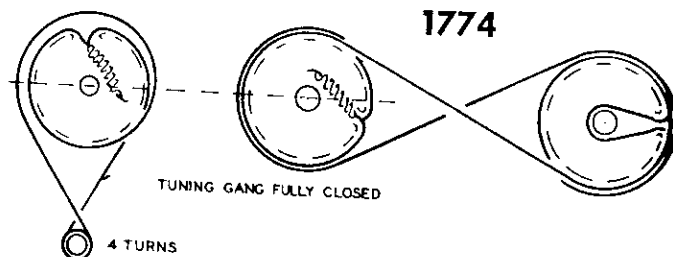
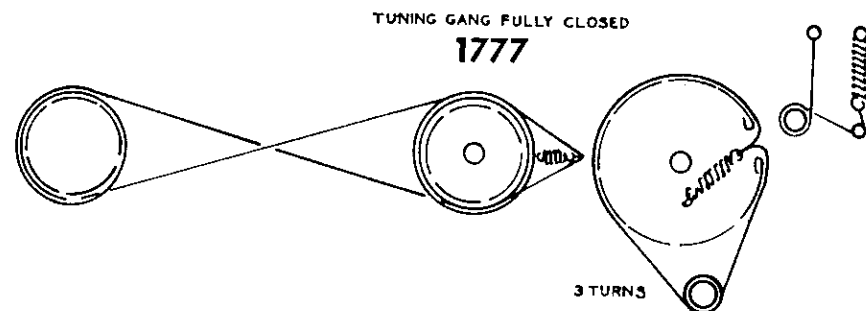
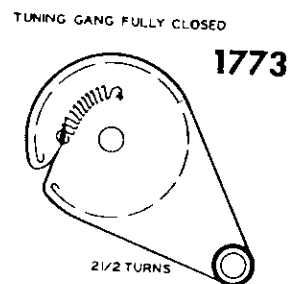
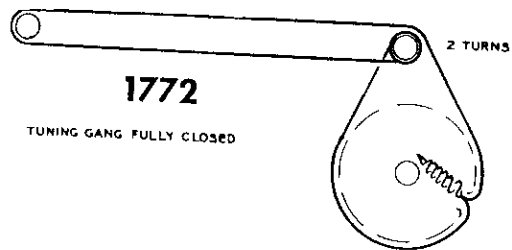
TUNING GANG FULLY CLOSED

1761



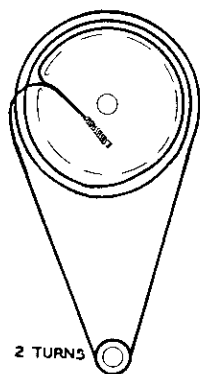




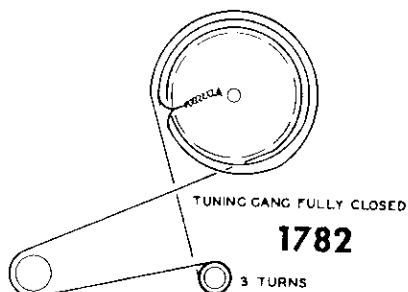


NING GANG FULLY CLOSED

1781



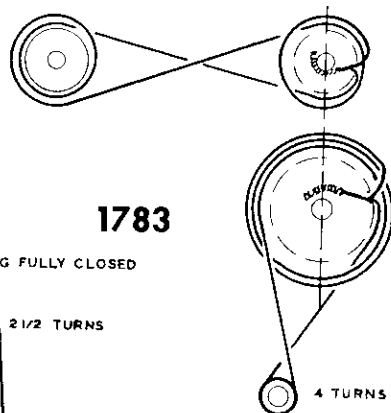
2 TURNS



TUNING GANG FULLY CLOSED

1782

3 TURNS

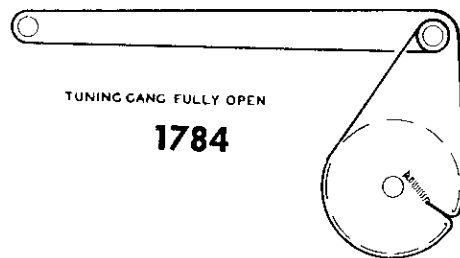


1783

TUNING GANG FULLY CLOSED

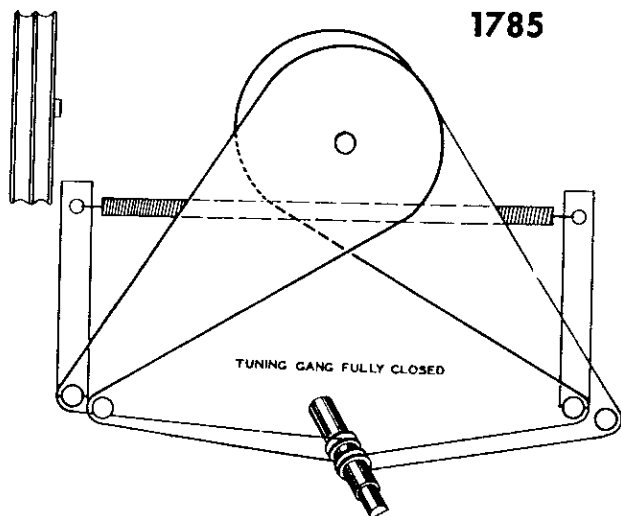
2 1/2 TURNS

4 TURNS



TUNING GANG FULLY OPEN

1784

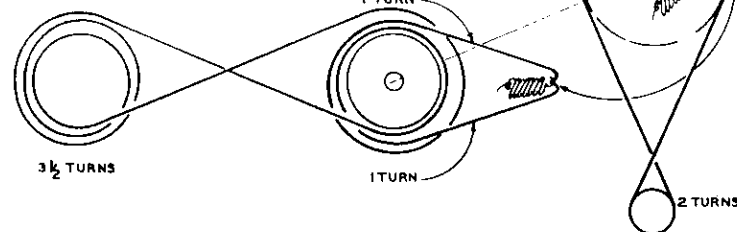


1785

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

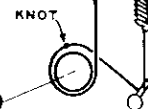
1786



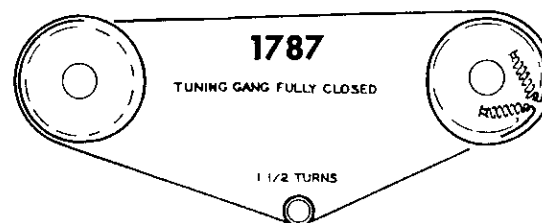
3 1/2 TURNS

1 TURN

2 TURNS



KNOT



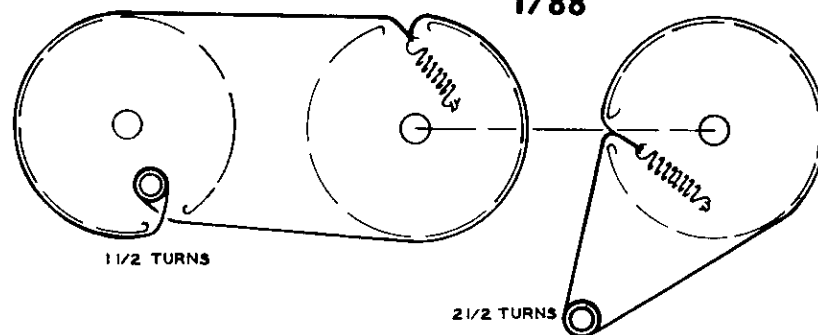
1787

TUNING GANG FULLY CLOSED

1 1/2 TURNS

TUNING GANG FULLY CLOSED

1788

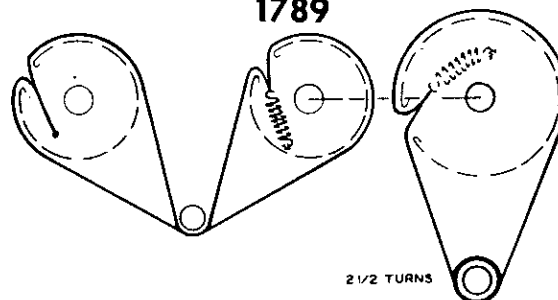


1 1/2 TURNS

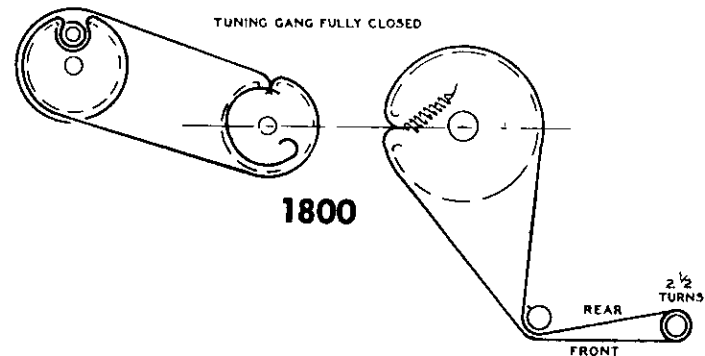
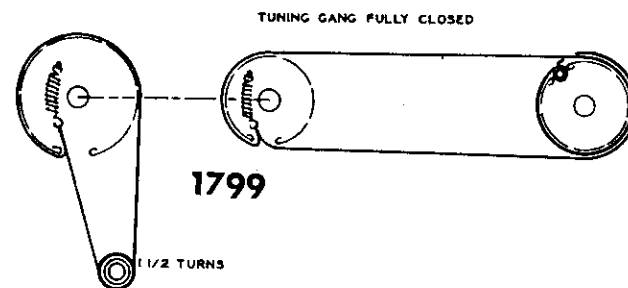
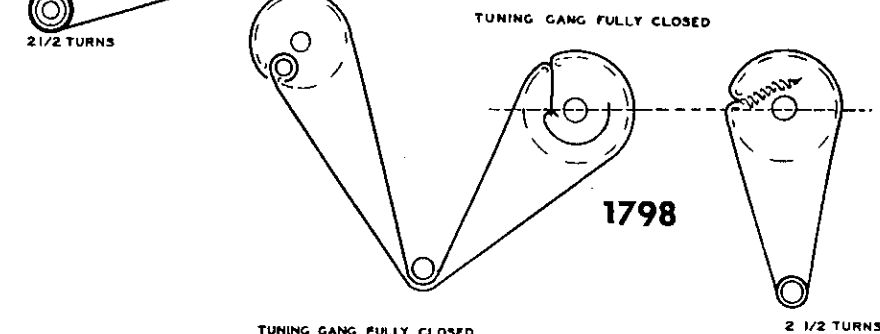
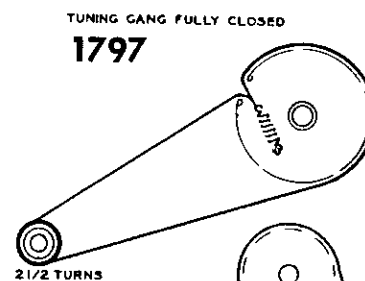
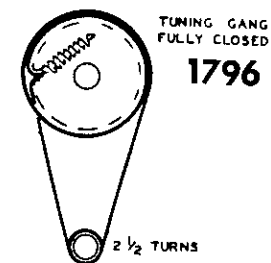
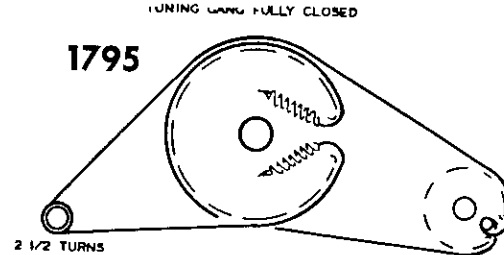
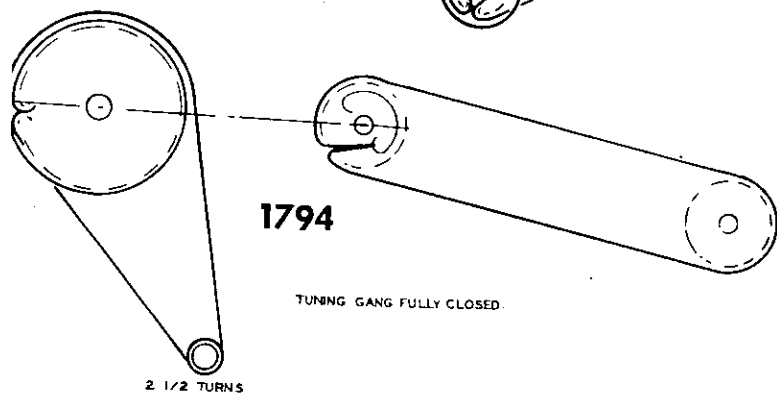
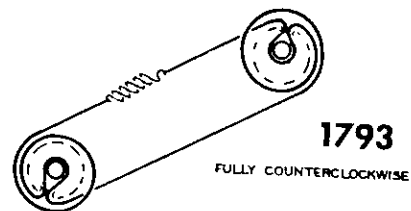
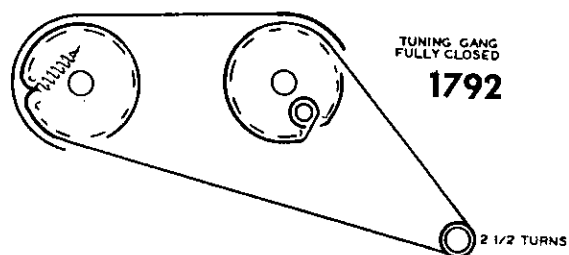
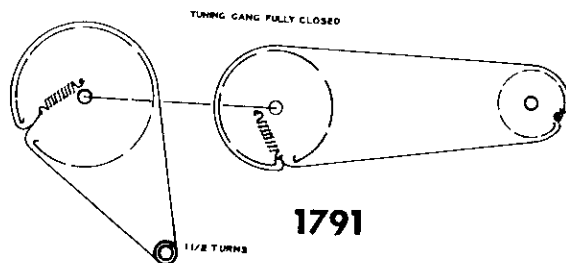
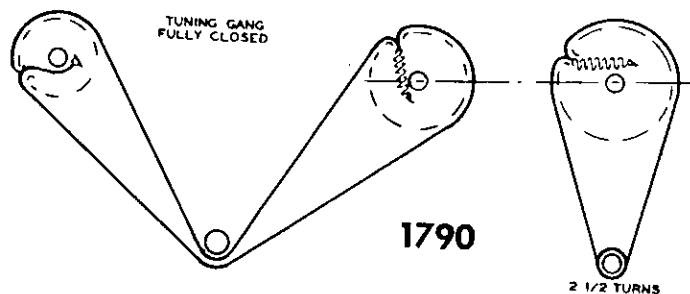
2 1/2 TURNS

TUNING GANG FULLY CLOSED

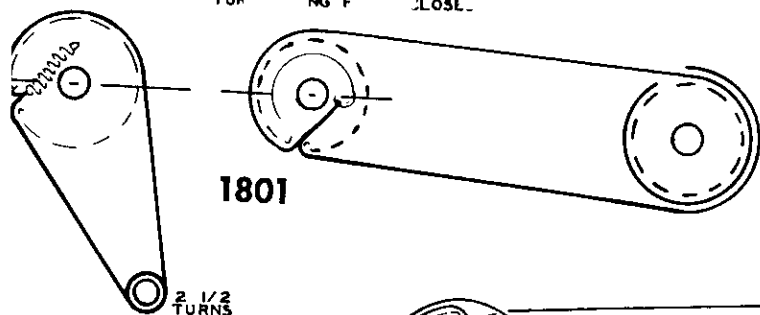
1789



2 1/2 TURNS

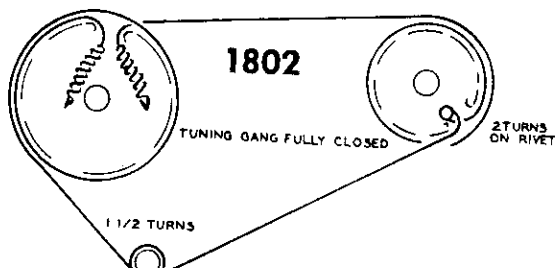


TUN NG F .LOSL



1801

2 1/2 TURNS

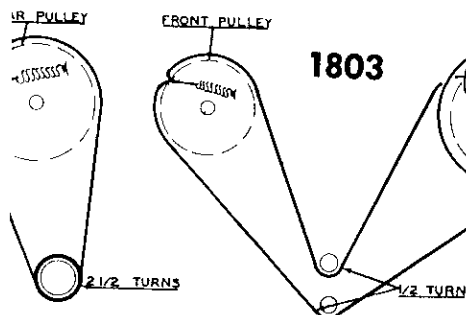


1802

TUNING GANG FULLY CLOSED

2 TURNS ON RIVET

1 1/2 TURNS

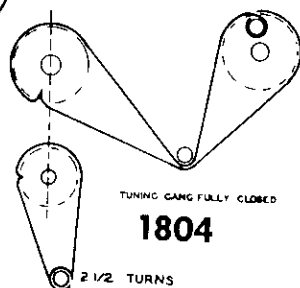


1803

1 TURN

1/2 TURN

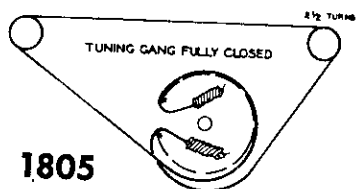
2 1/2 TURNS



TUNING GANG FULLY CLOSED

1804

2 1/2 TURNS

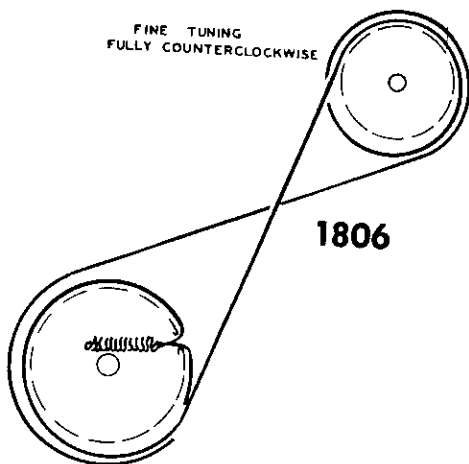


1805

TUNING GANG FULLY CLOSED

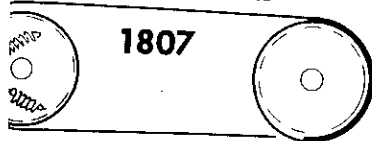
2 1/2 TURNS

FINE TUNING FULLY COUNTERCLOCKWISE



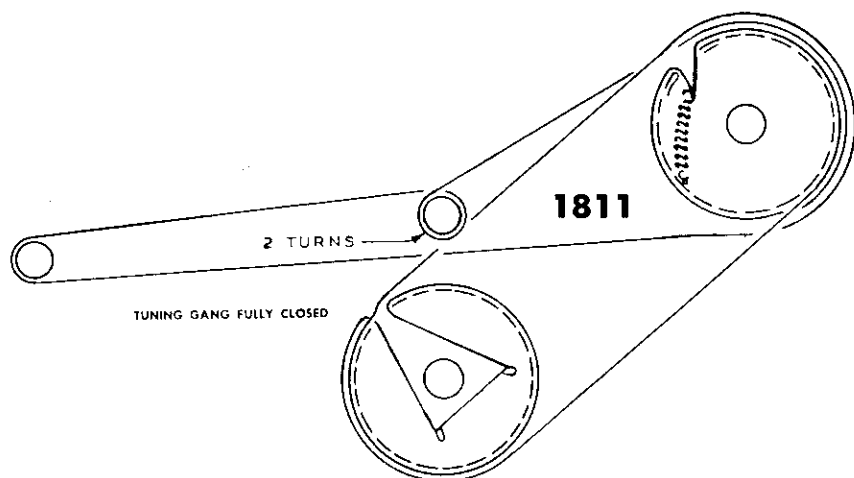
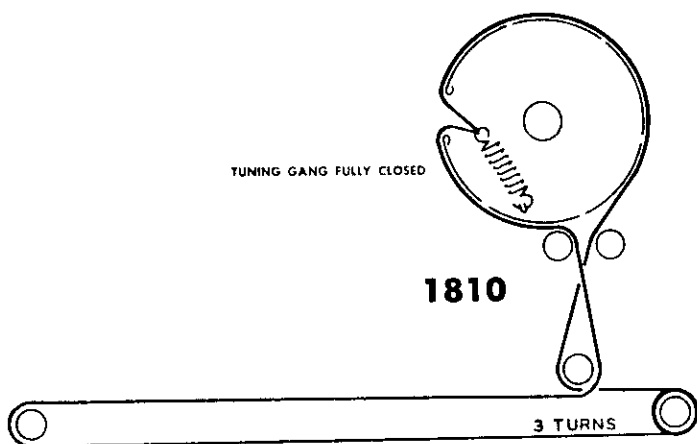
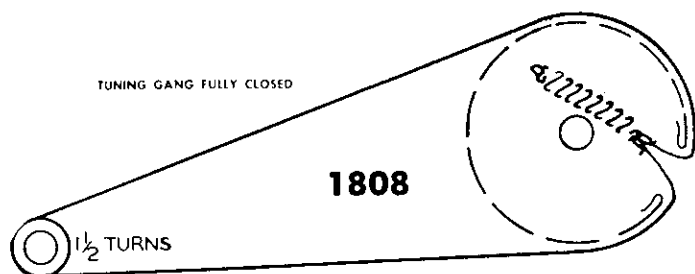
1806

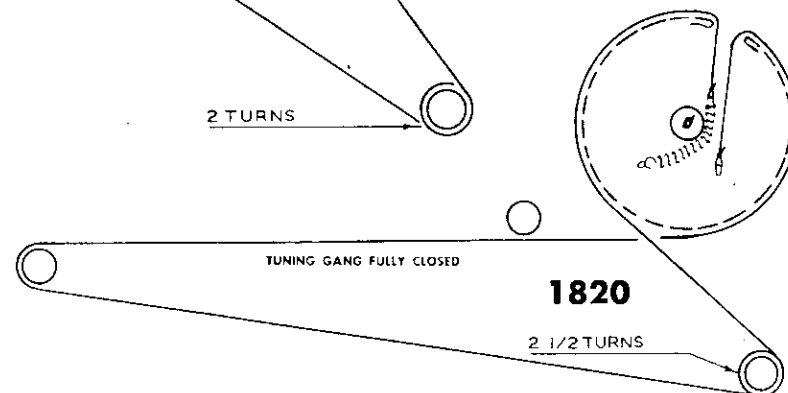
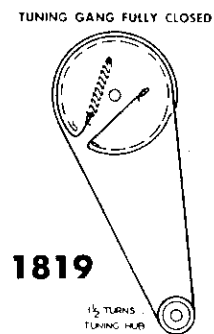
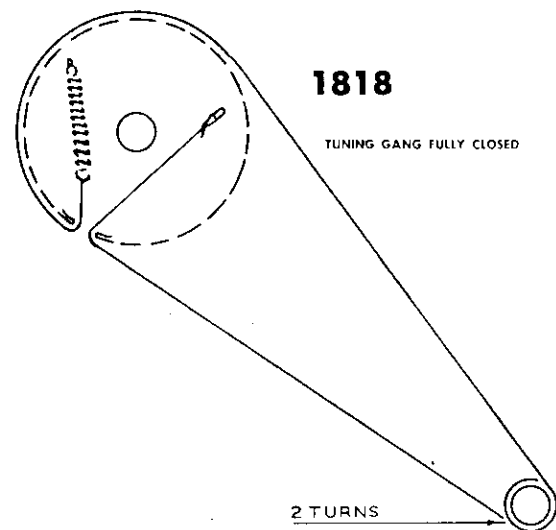
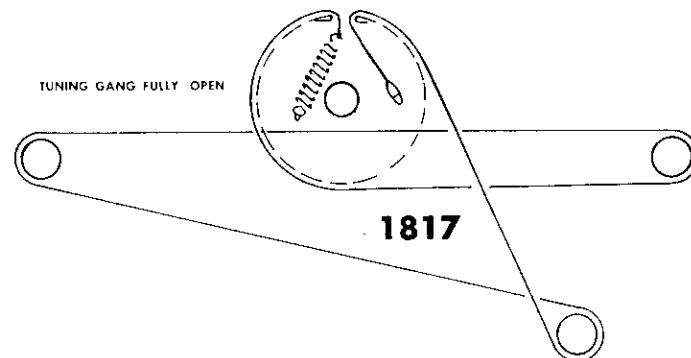
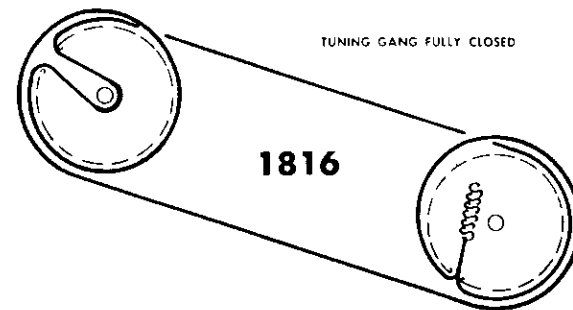
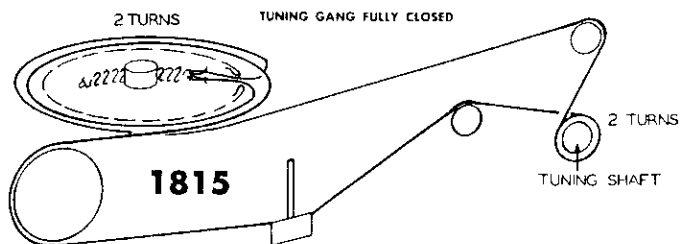
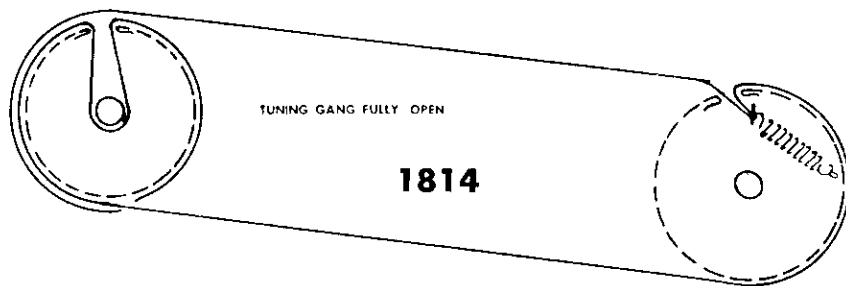
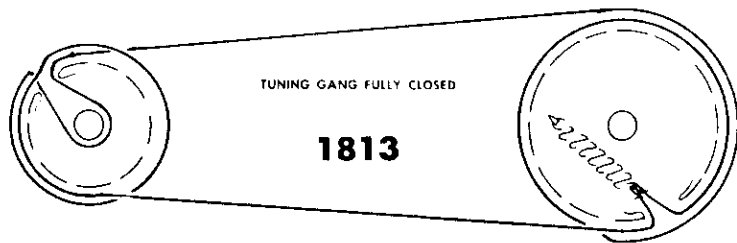
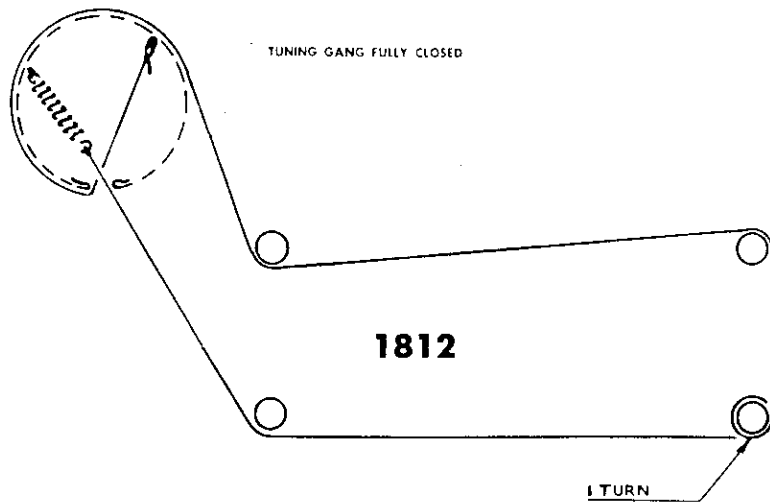
VOL. CONT. COUNTER-CLOCKWISE



1807

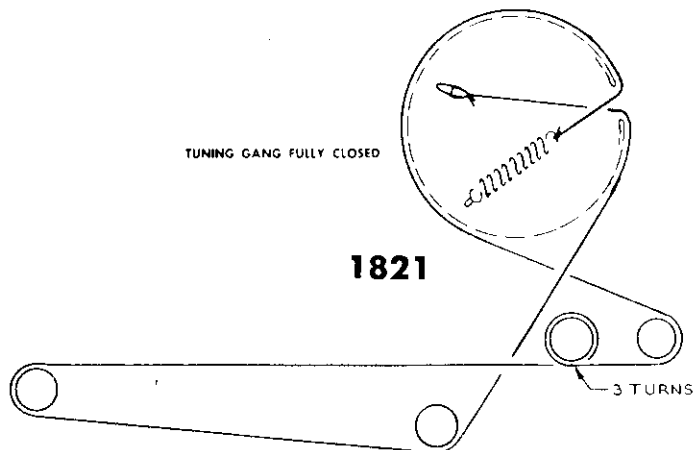
VOLUME CONTROL DRIVE





TUNING GANG FULLY CLOSED

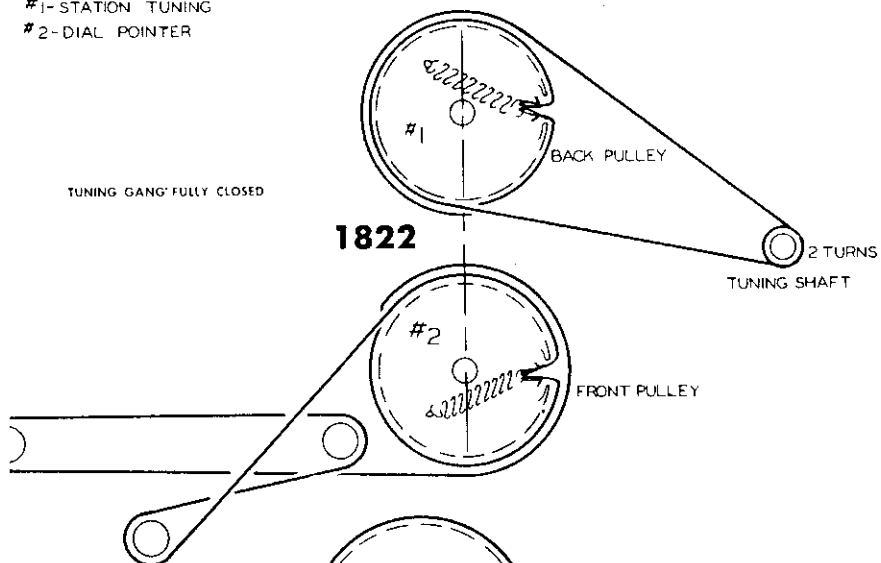
**1821**



#1-STATION TUNING  
#2-DIAL POINTER

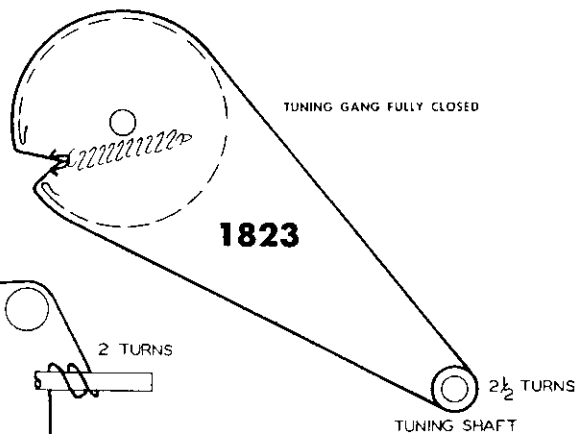
TUNING GANG FULLY CLOSED

**1822**



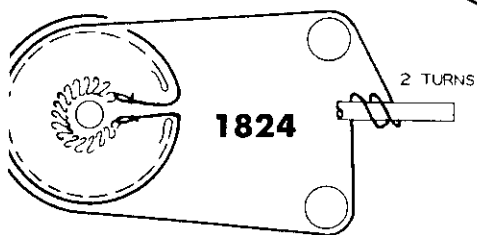
TUNING GANG FULLY CLOSED

**1823**



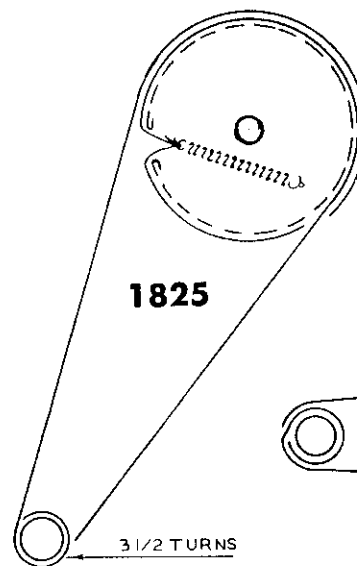
TUNING GANG FULLY CLOSED

**1824**



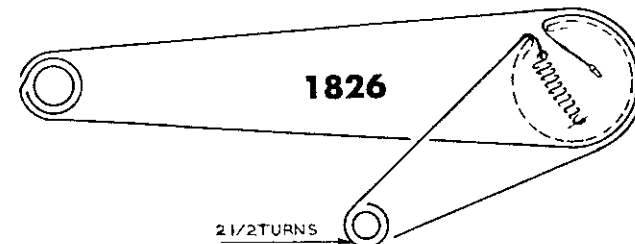
TUNING GANG FULLY CLOSED

**1825**



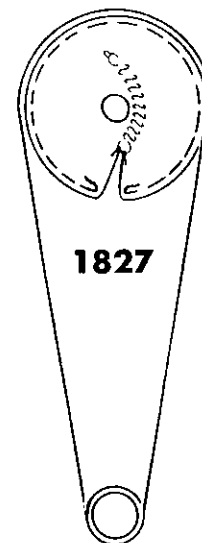
TUNING GANG FULLY CLOSED

**1826**



TUNING SHAFT FULLY CLOCKWISE

**1827**



2 TURNS

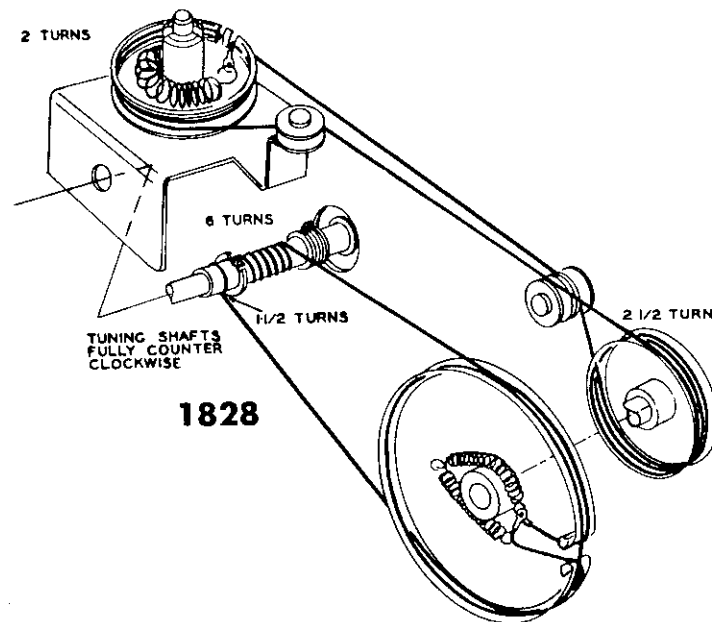
6 TURNS

1/2 TURNS

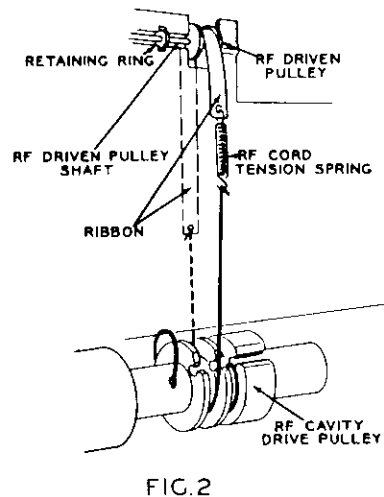
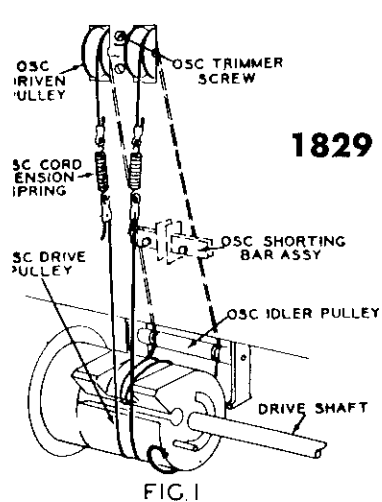
2 1/2 TURNS

TUNING SHAFTS  
FULLY COUNTER  
CLOCKWISE

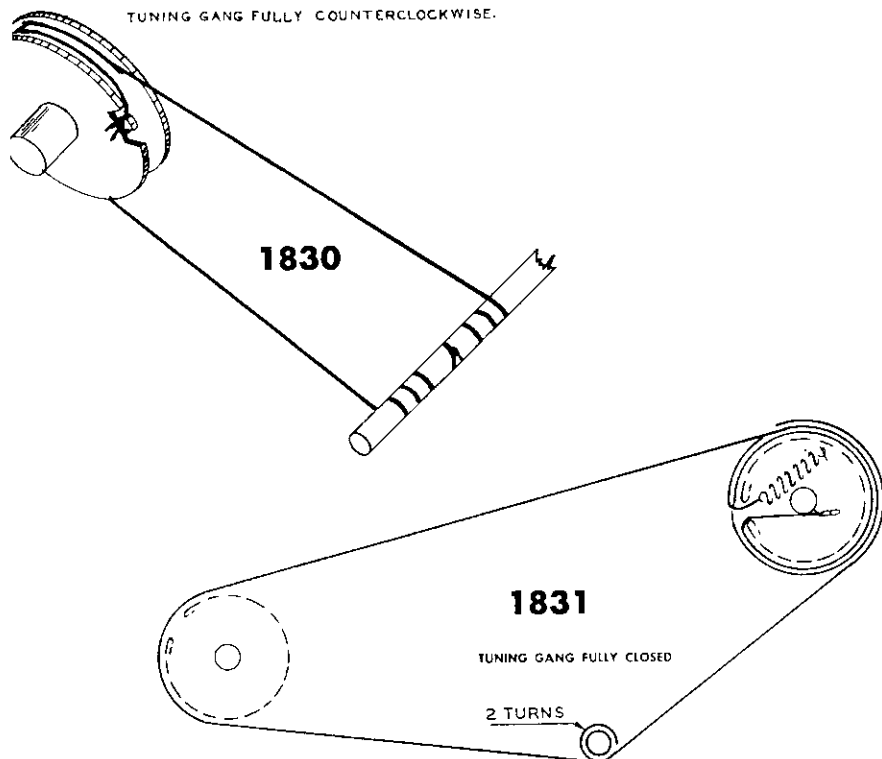
**1828**



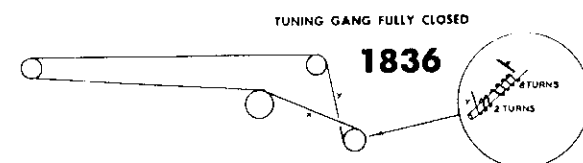
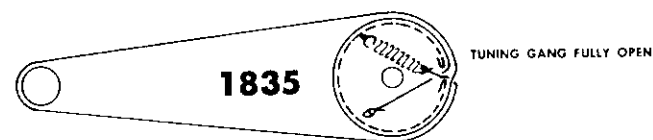
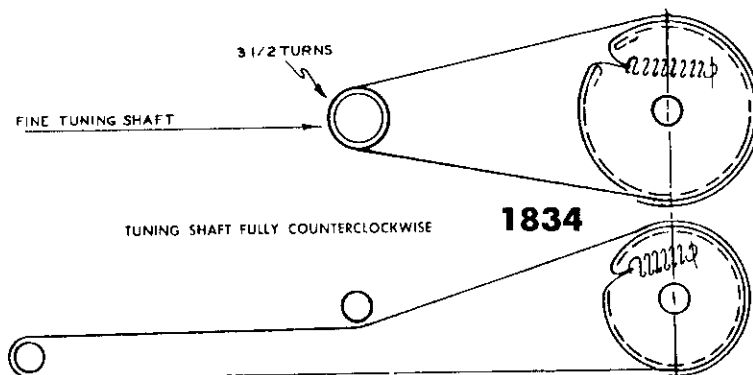
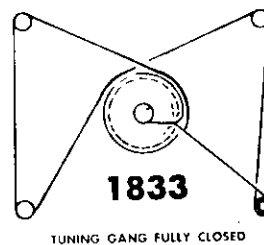
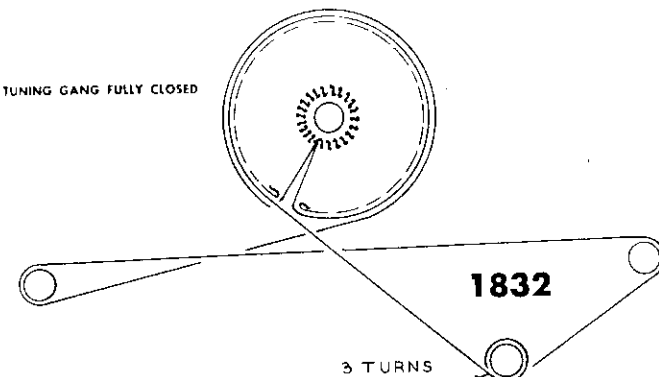
For any reason the drive cord of either the RF or oscillator cavities need replacement, the exact cord and the parts list for the correct replacement. The oscillator drive assembly consists of four (4) separate drive cords each locked to the oscillator drive pulley (Fig. 1). Each RF drive assembly consists of two (2) separate drive cords which are locked to the RF cavity drive pulley (Fig. 2). If the drive cord requires replacement, the picture should be removed along with the cavity cover. Follow the diagram and replace the cord as indicated. After replacement follow the instruction for realignment.



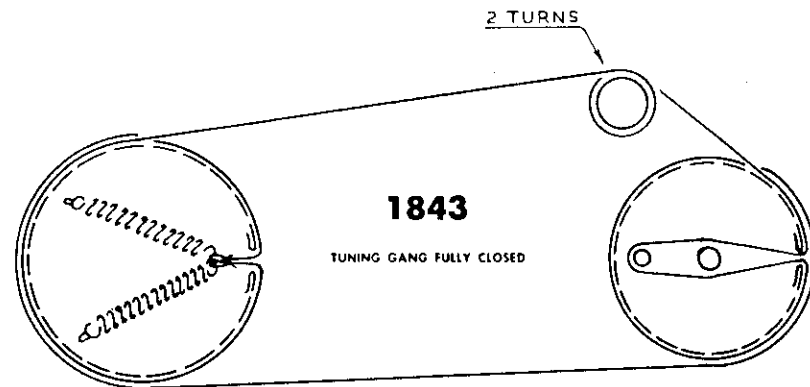
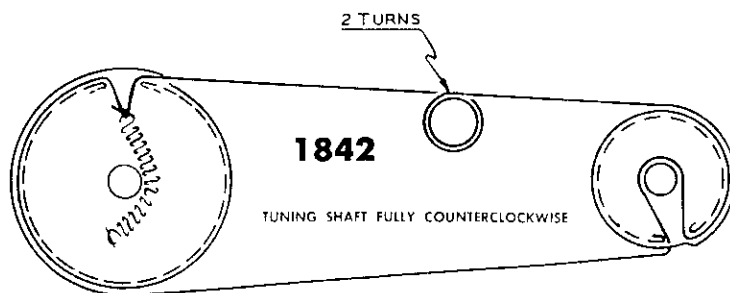
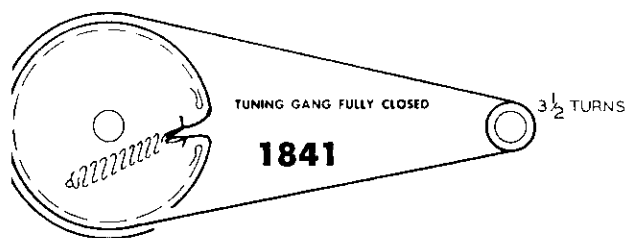
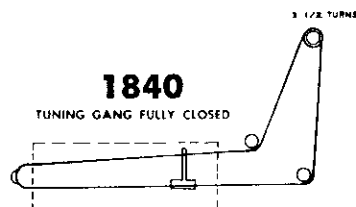
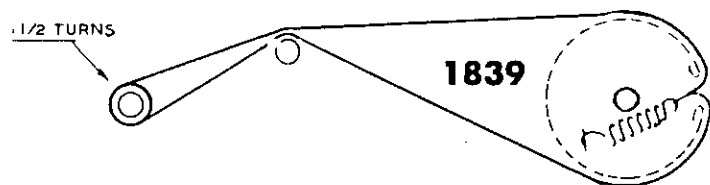
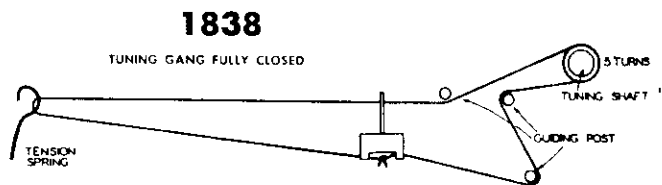
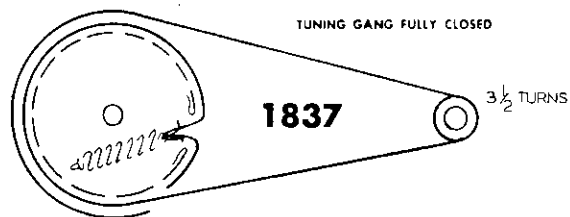
TUNING GANG FULLY COUNTERCLOCKWISE.



TUNING GANG FULLY CLOSED

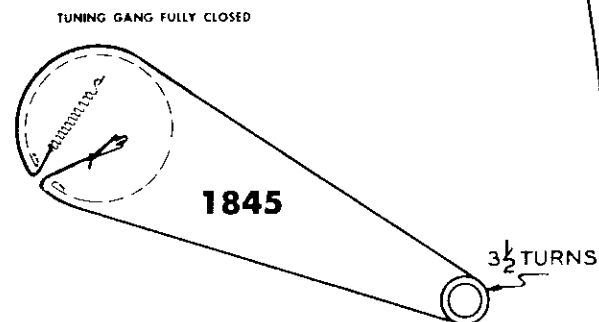
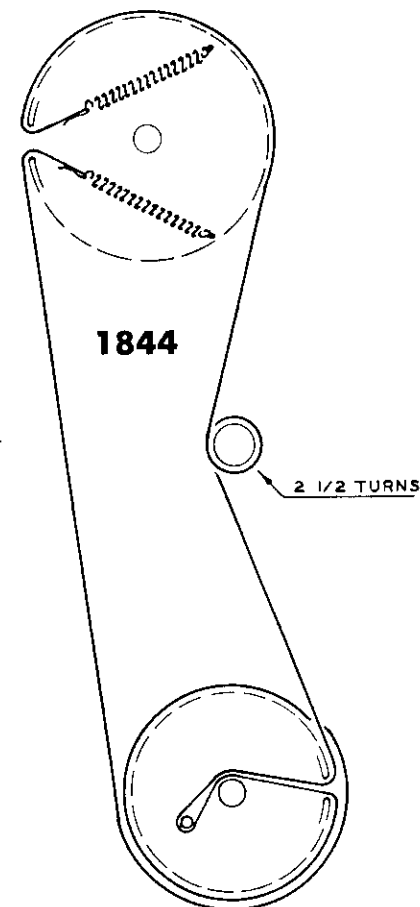


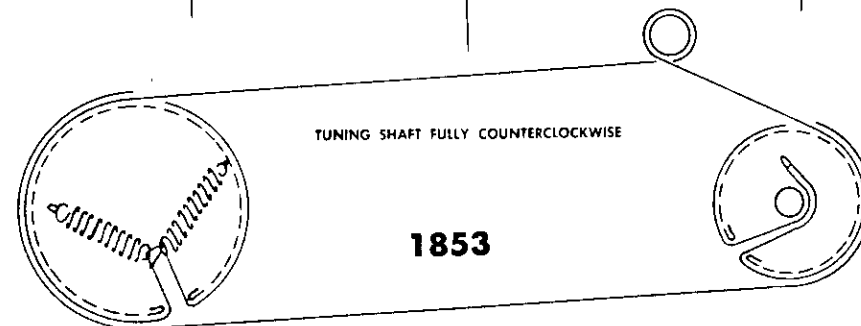
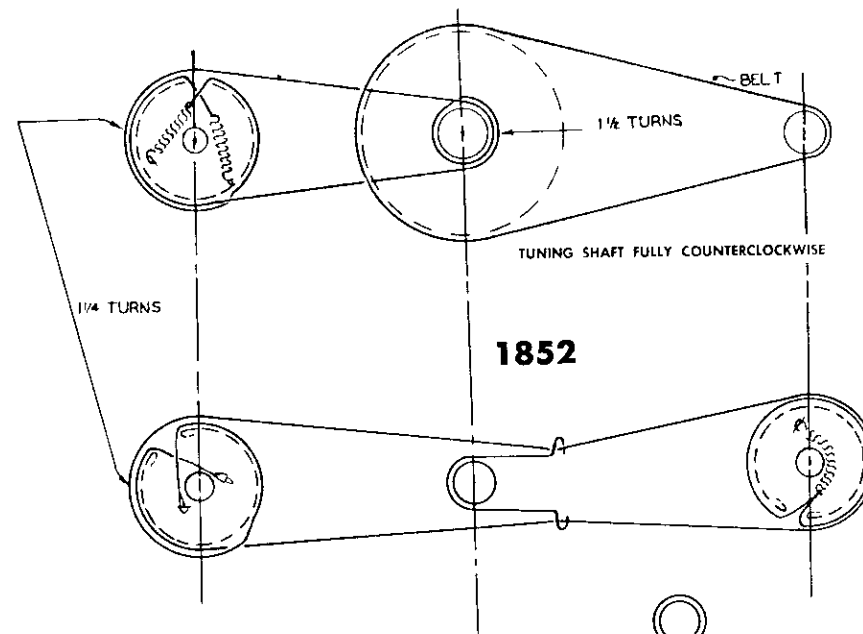
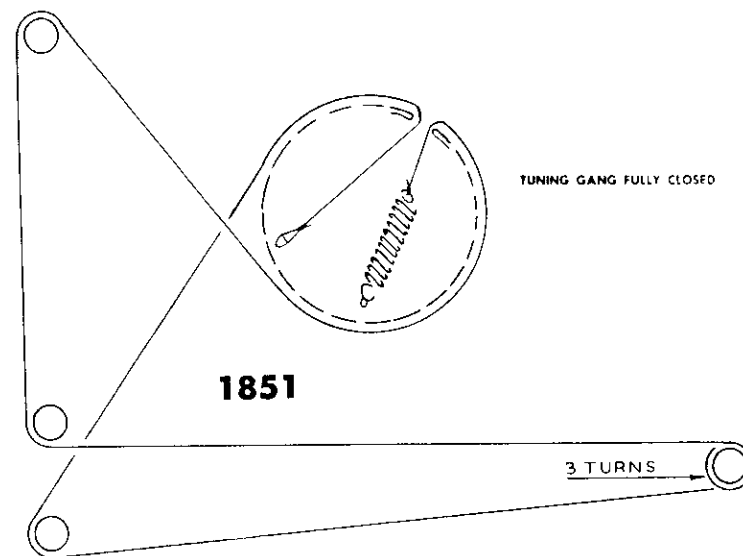
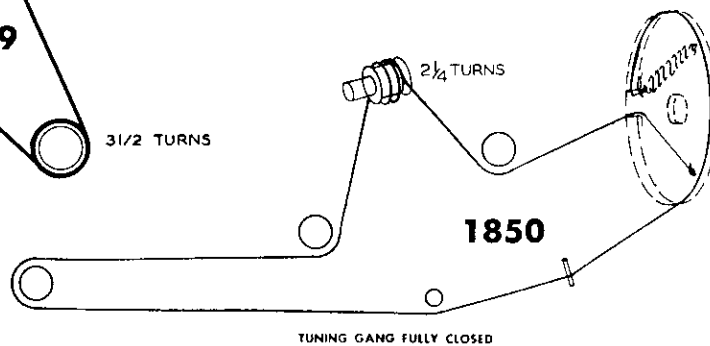
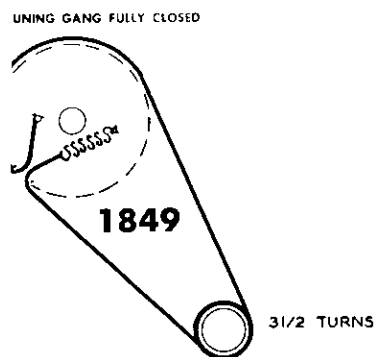
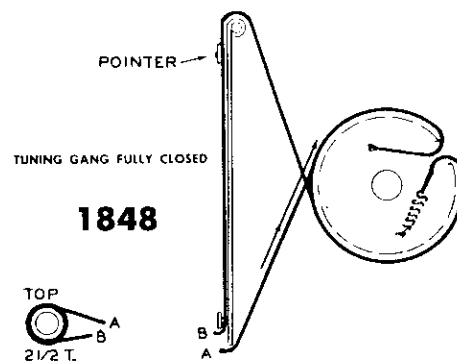
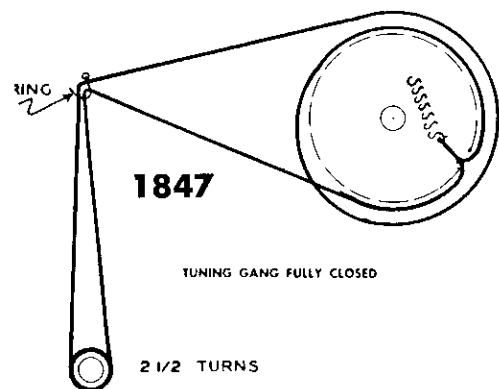
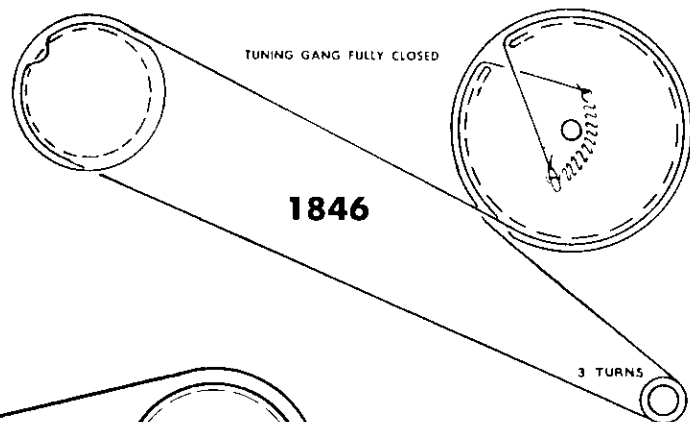


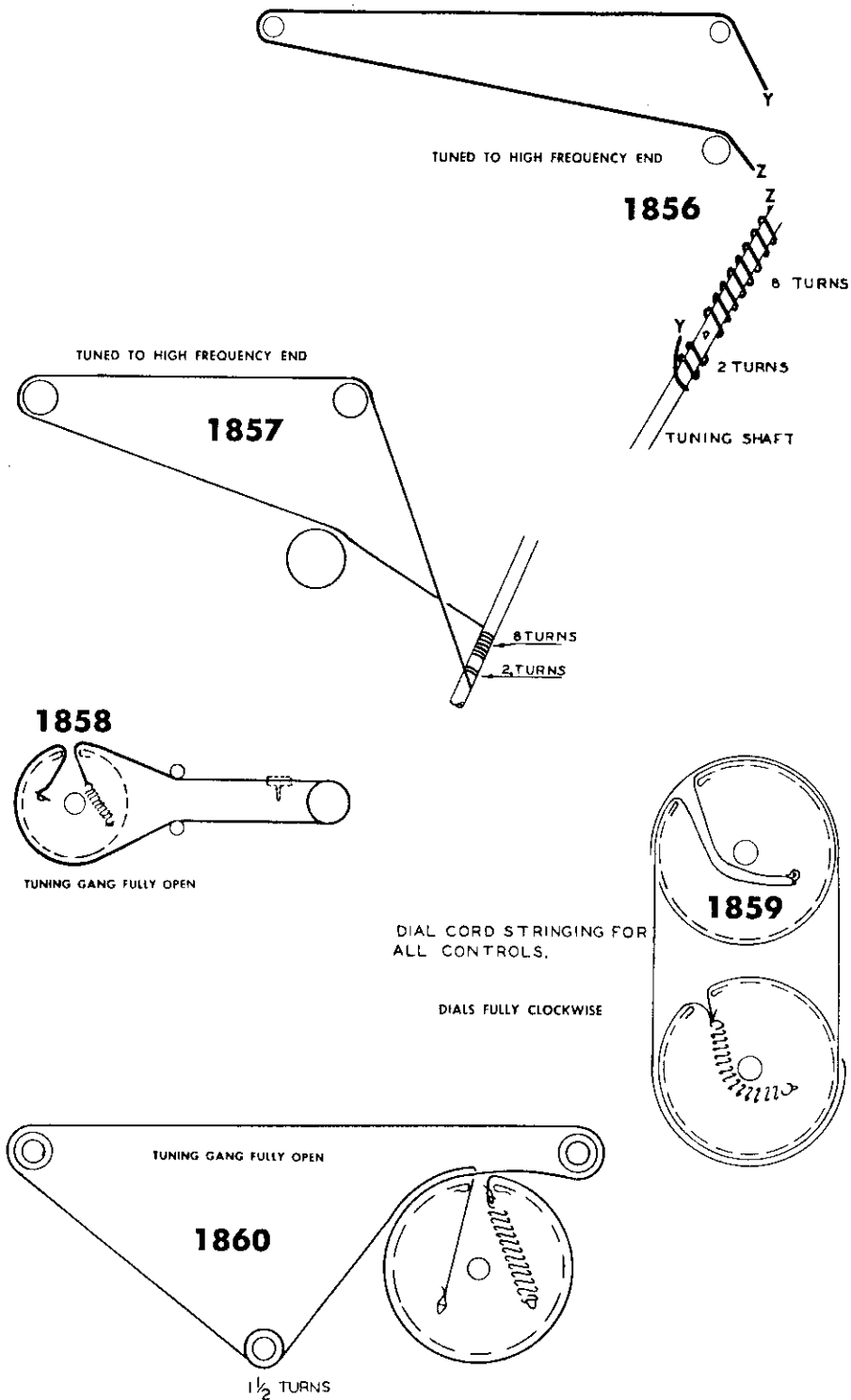
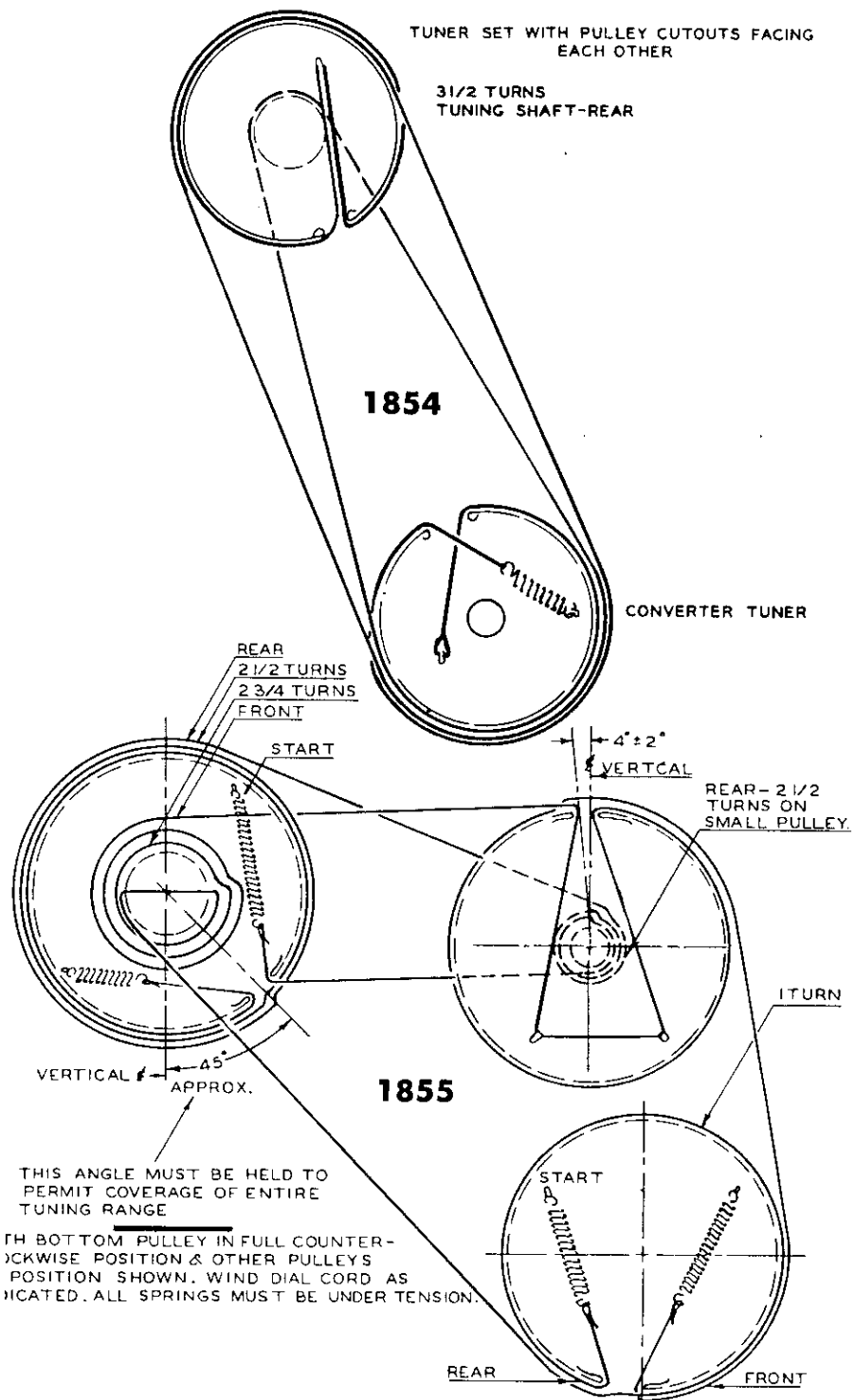


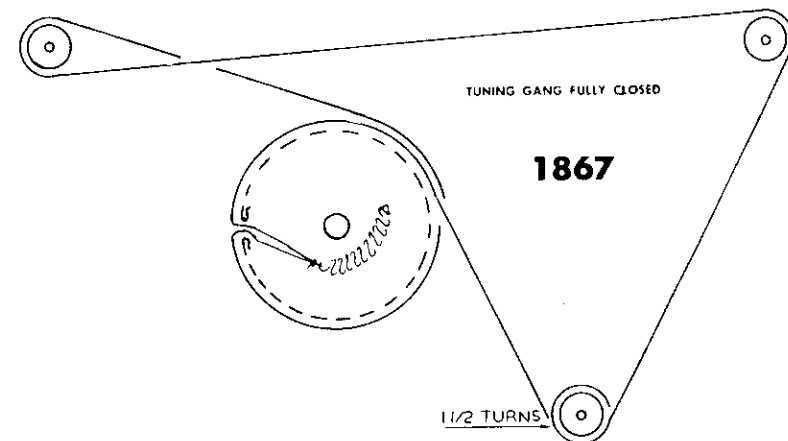
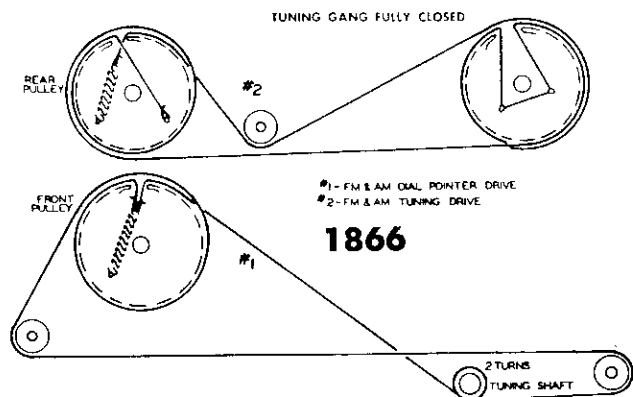
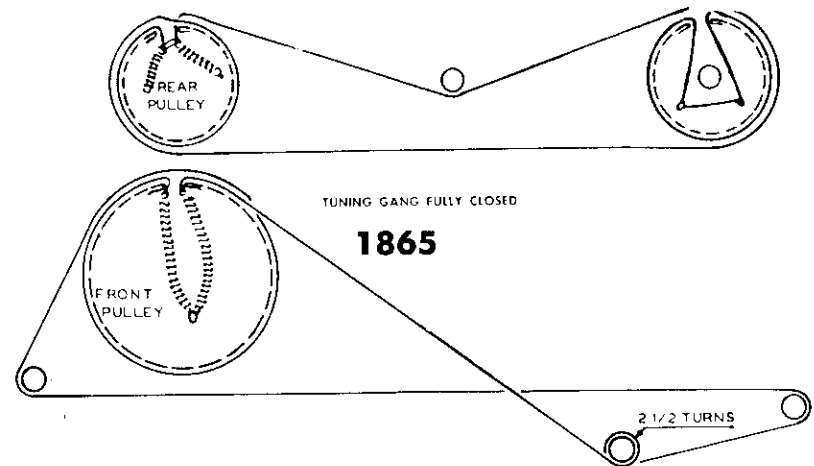
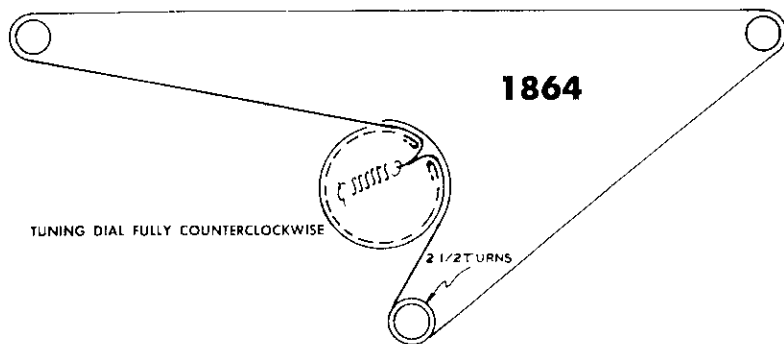
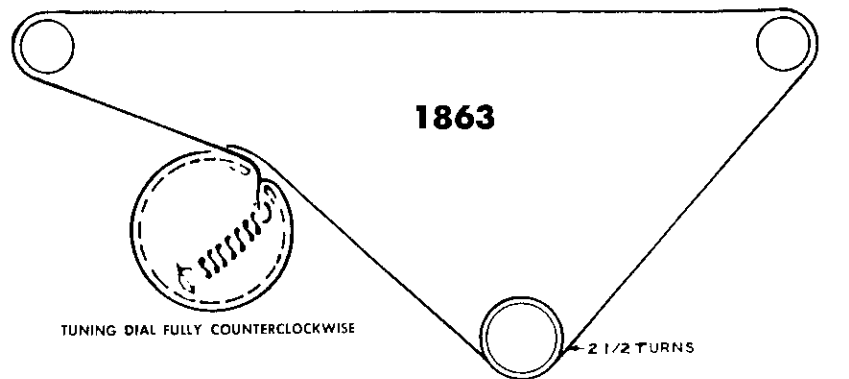
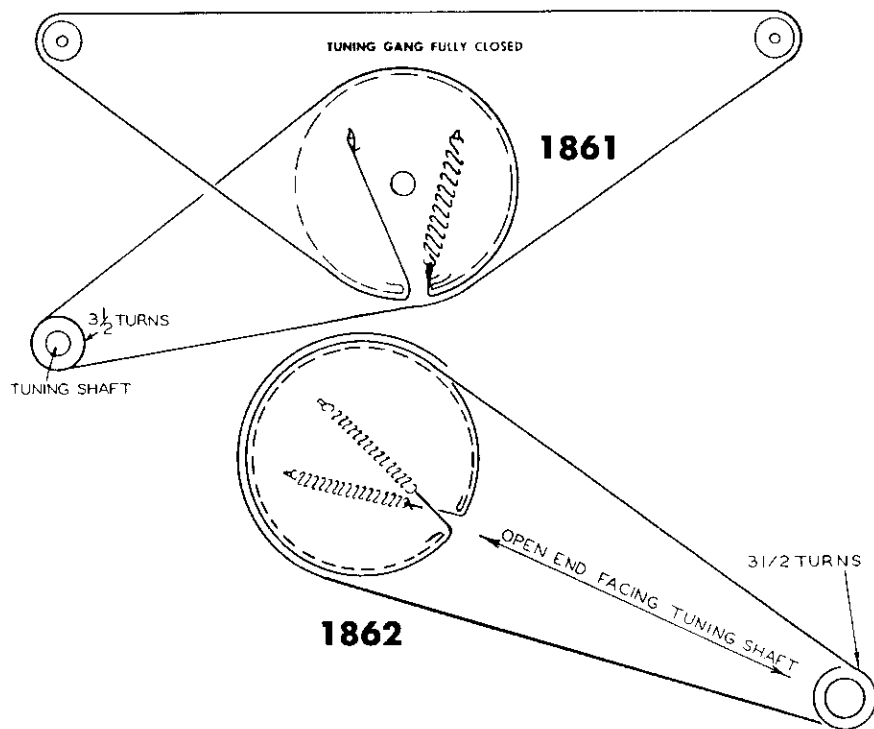
FINE TUNING IN MAX. COUNTER-  
CLOCKWISE POSITION.

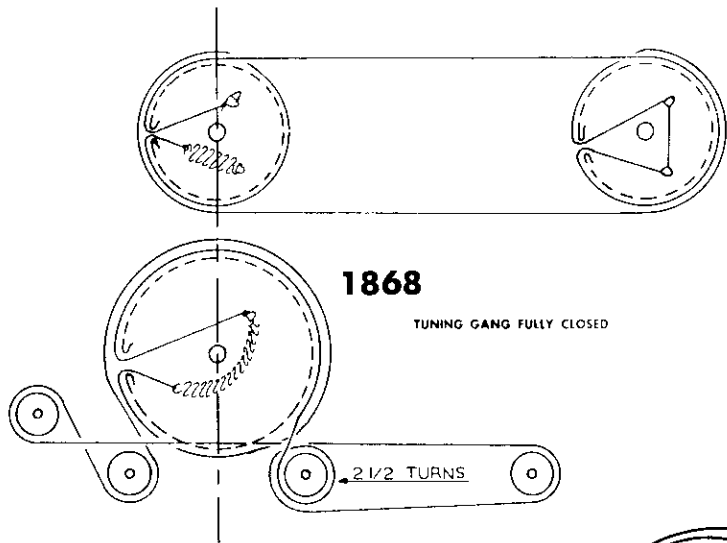
UHF TUNING IN MAX. COUNTER-  
CLOCKWISE POSITION.







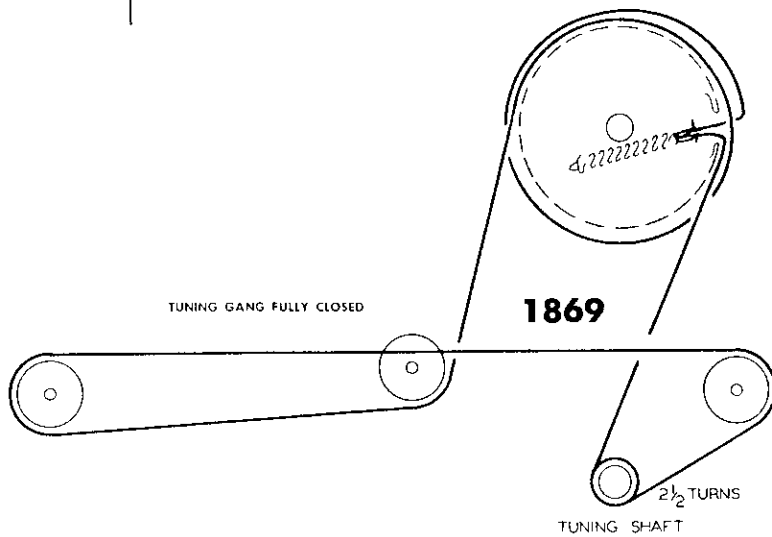




**1868**

TUNING GANG FULLY CLOSED

2 1/2 TURNS

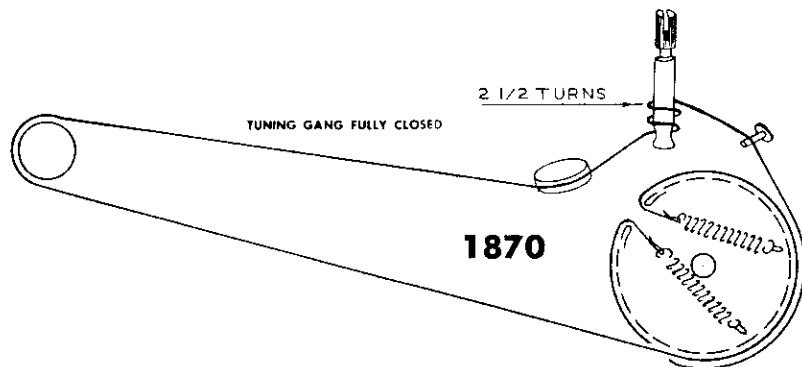


TUNING GANG FULLY CLOSED

**1869**

2 1/2 TURNS

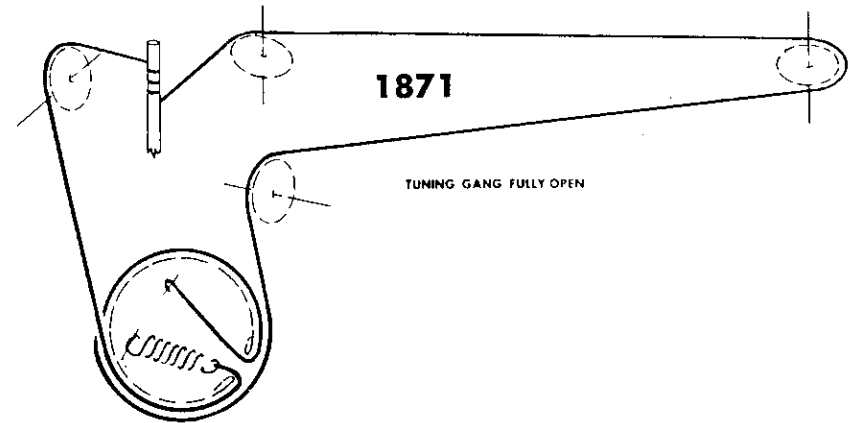
TUNING SHAFT



TUNING GANG FULLY CLOSED

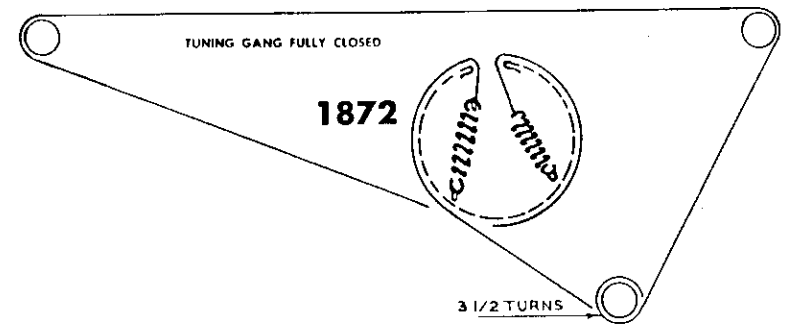
**1870**

2 1/2 TURNS



**1871**

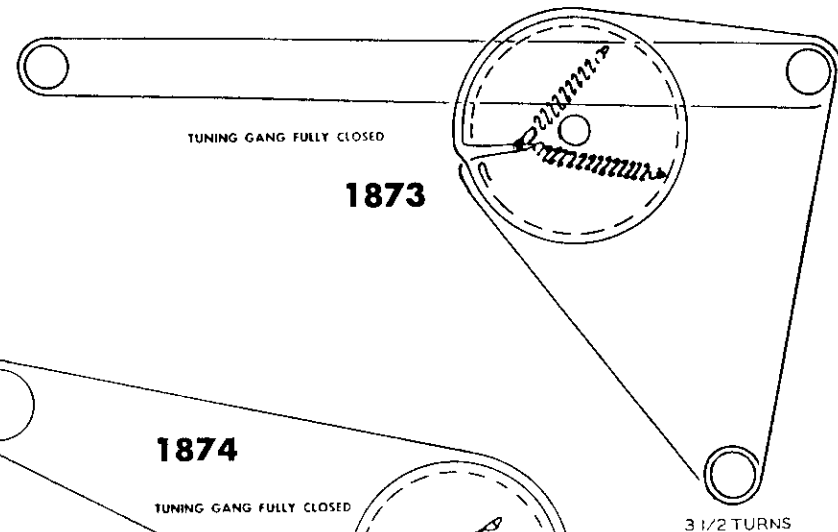
TUNING GANG FULLY OPEN



TUNING GANG FULLY CLOSED

**1872**

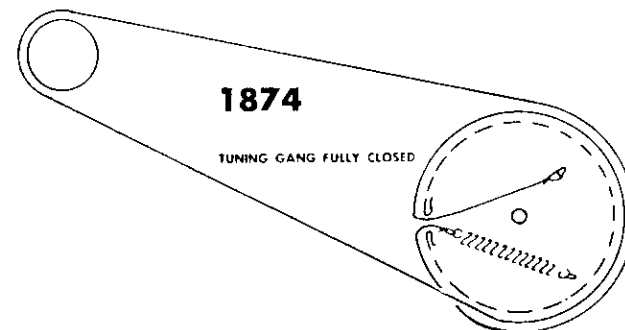
3 1/2 TURNS



TUNING GANG FULLY CLOSED

**1873**

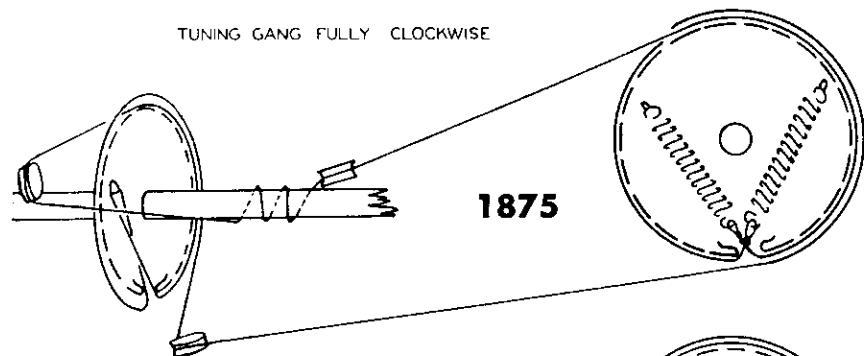
3 1/2 TURNS



**1874**

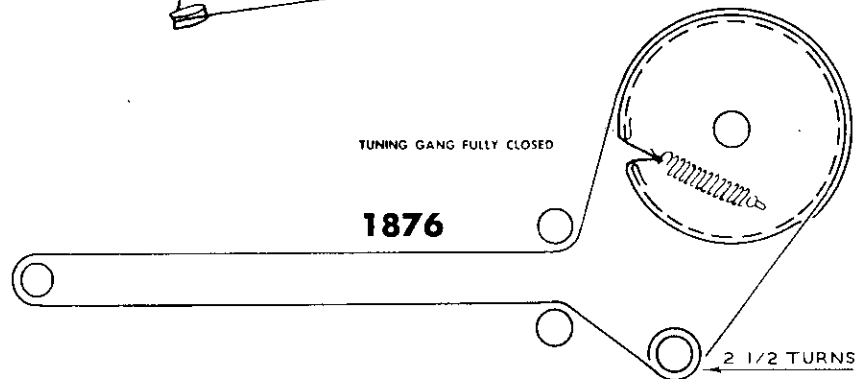
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOCKWISE



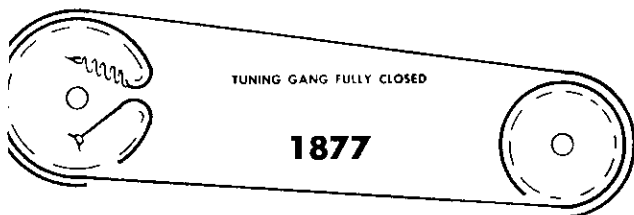
TUNING GANG FULLY CLOSED

1876



TUNING GANG FULLY CLOSED

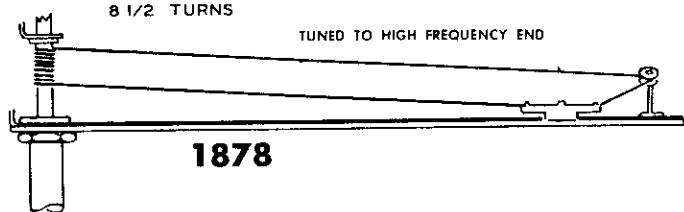
1877



8 1/2 TURNS

TUNED TO HIGH FREQUENCY END

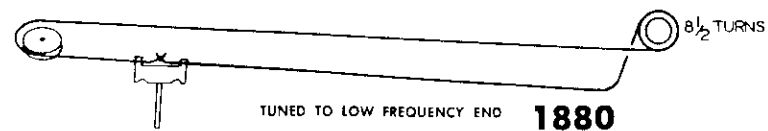
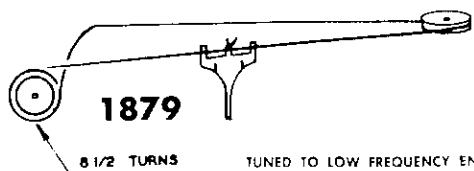
1878



1879

8 1/2 TURNS

TUNED TO LOW FREQUENCY END



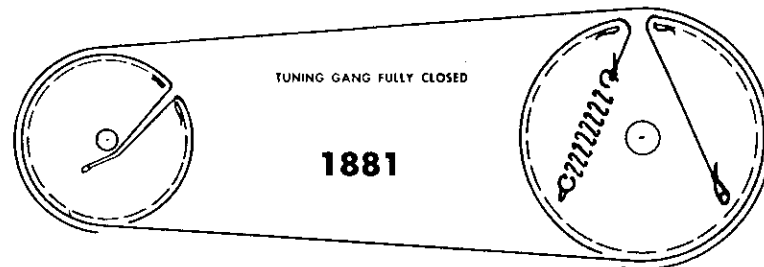
TUNED TO LOW FREQUENCY END

1880

8 1/2 TURNS

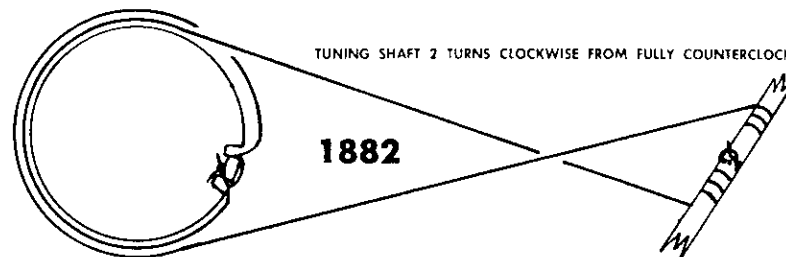
TUNING GANG FULLY CLOSED

1881



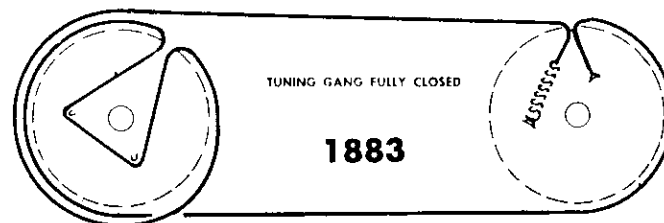
TUNING SHAFT 2 TURNS CLOCKWISE FROM FULLY COUNTERCLOCKWISE

1882



TUNING GANG FULLY CLOSED

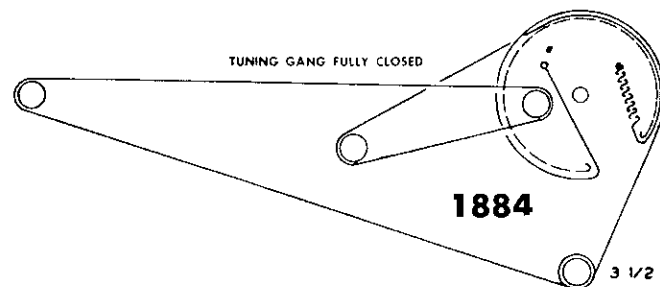
1883



TUNING GANG FULLY CLOSED

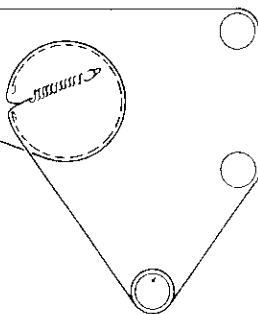
1884

3 1/2 TURNS



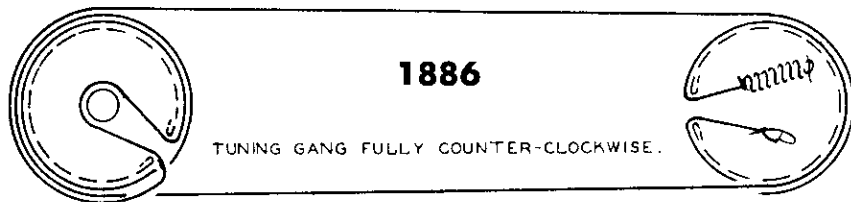
TUNING GANG FULLY CLOSED

**1885**



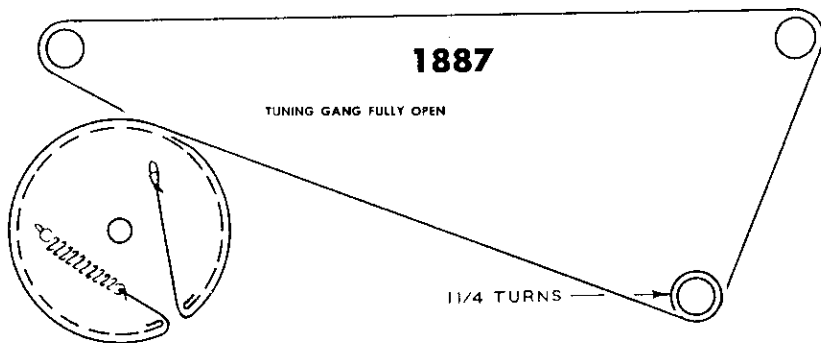
**1886**

TUNING GANG FULLY COUNTER-CLOCKWISE.



**1887**

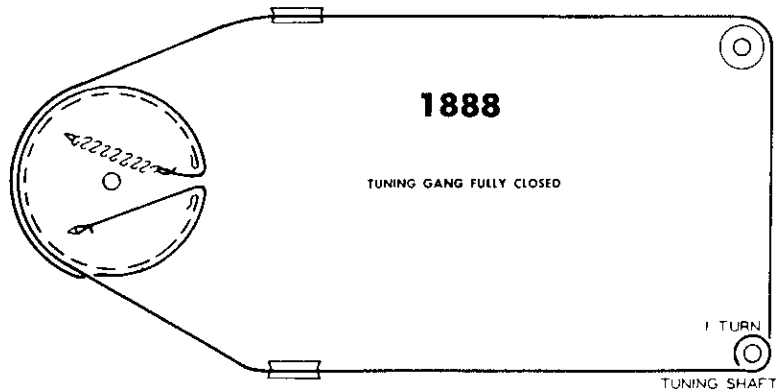
TUNING GANG FULLY OPEN



1 1/4 TURNS

**1888**

TUNING GANG FULLY CLOSED

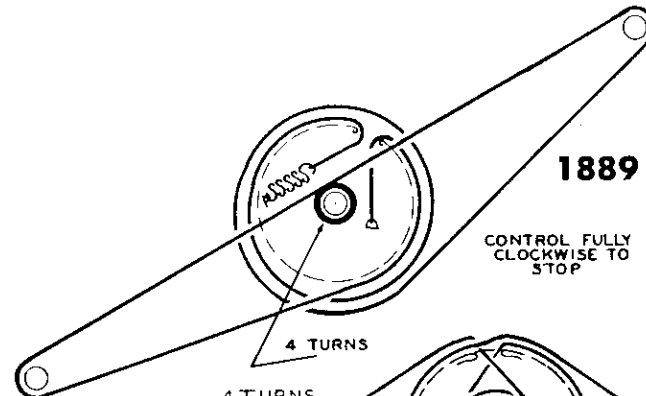


1 TURN

TUNING SHAFT

**1889**

CONTROL FULLY COUNTER-CLOCKWISE TO STOP



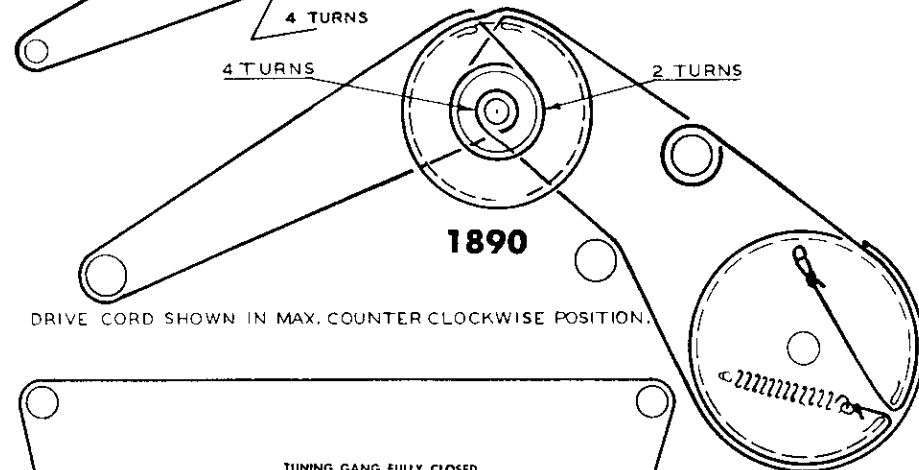
4 TURNS

4 TURNS

2 TURNS

**1890**

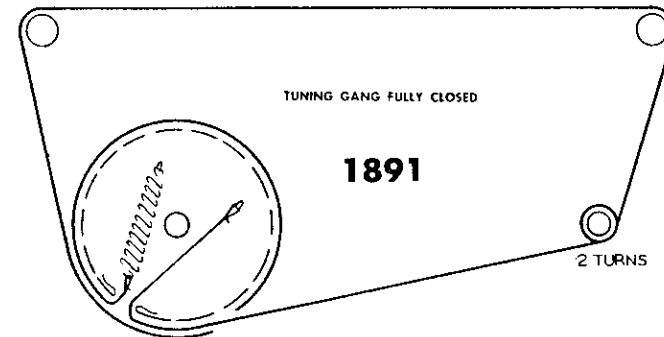
DRIVE CORD SHOWN IN MAX. COUNTER CLOCKWISE POSITION.



TUNING GANG FULLY CLOSED

**1891**

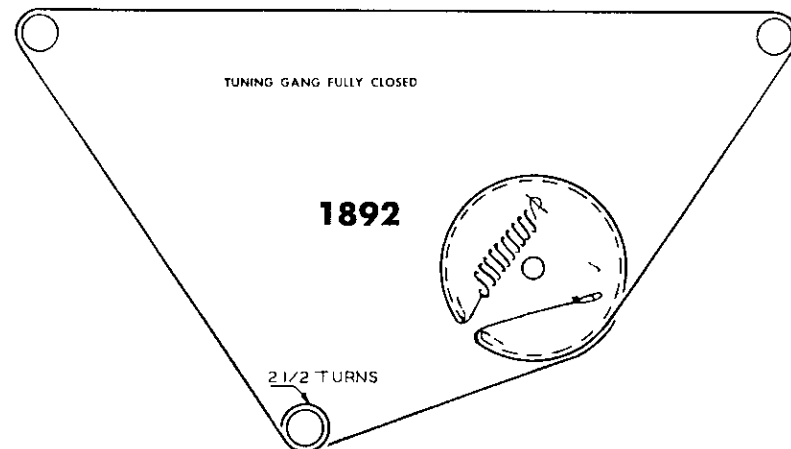
2 TURNS

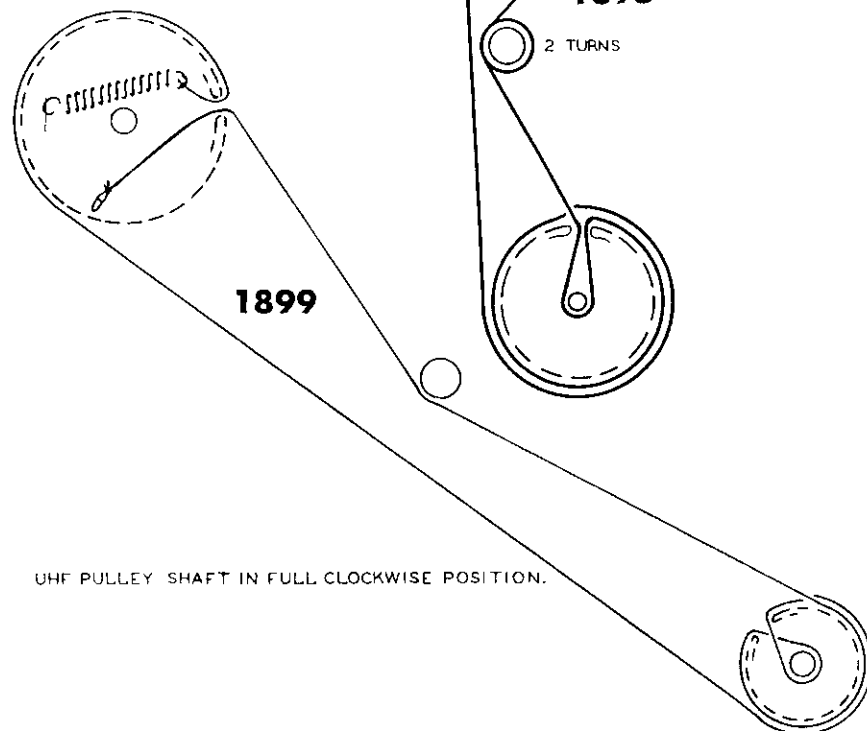
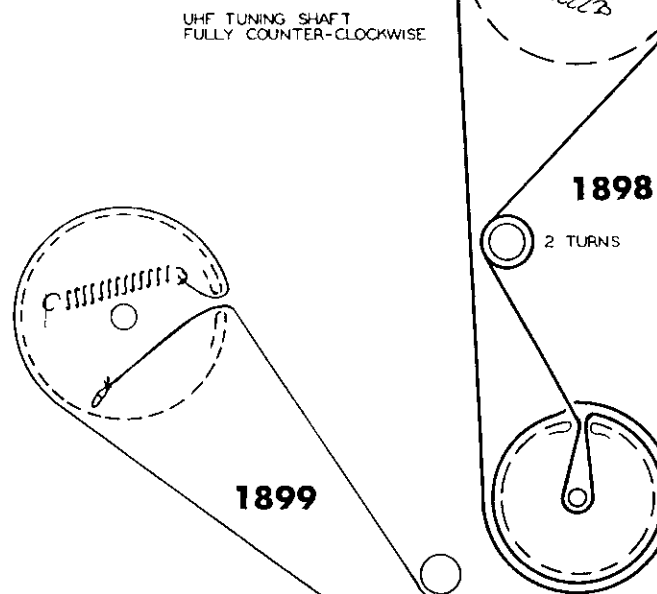
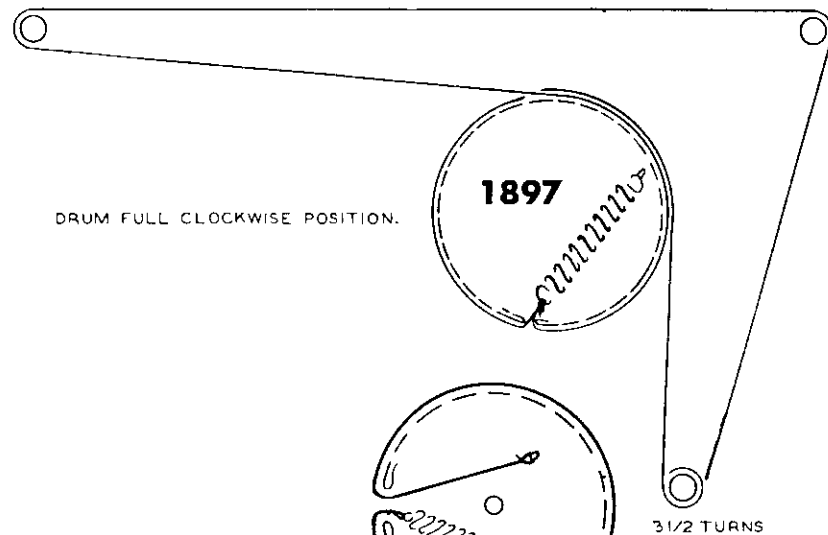
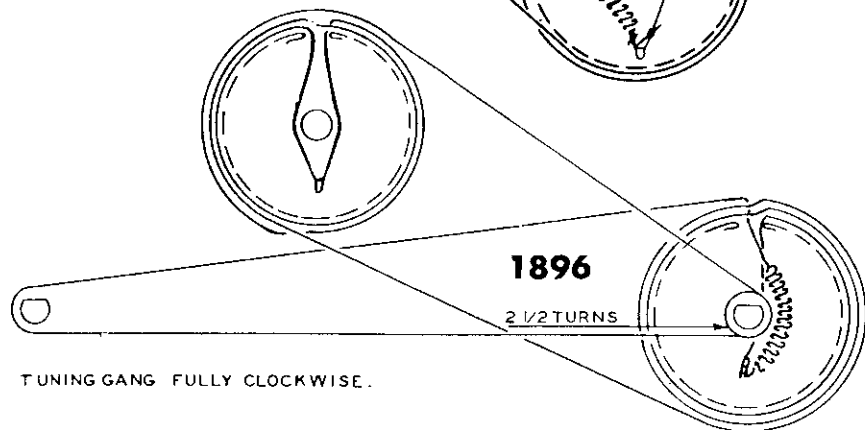
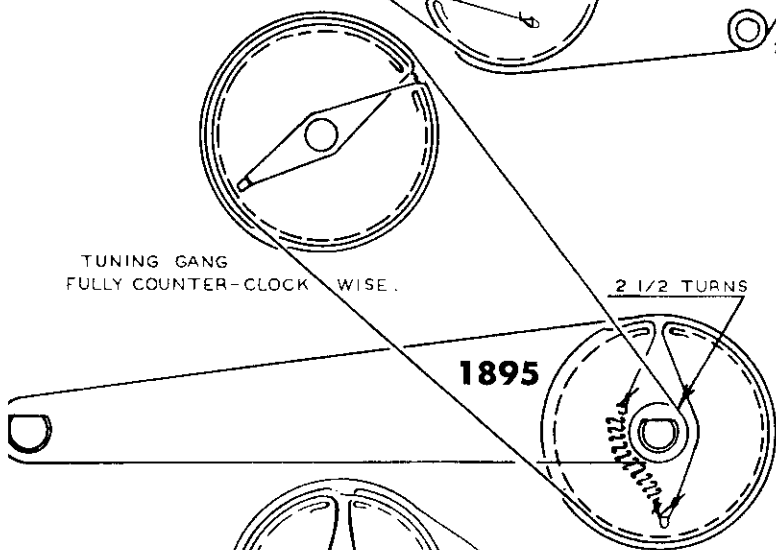
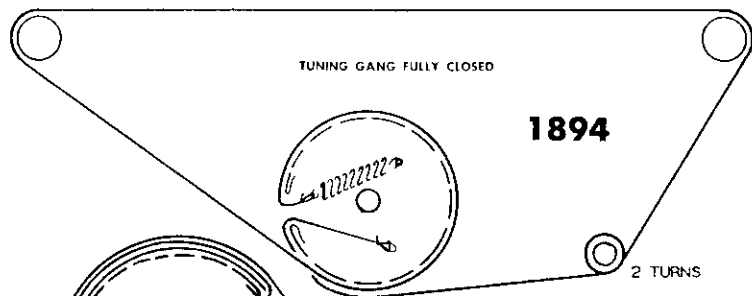
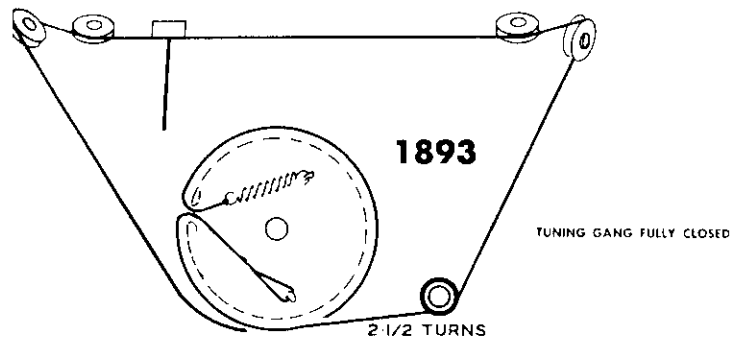


TUNING GANG FULLY CLOSED

**1892**

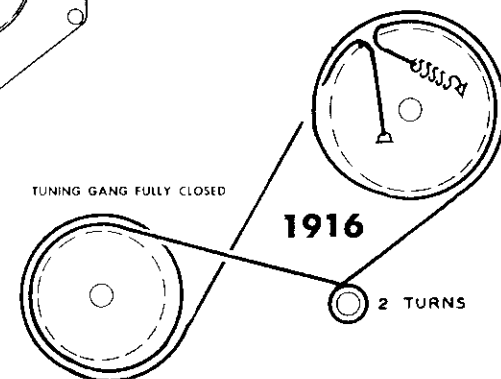
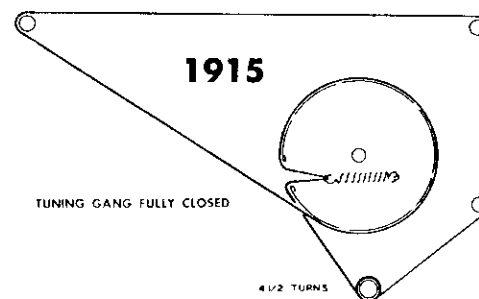
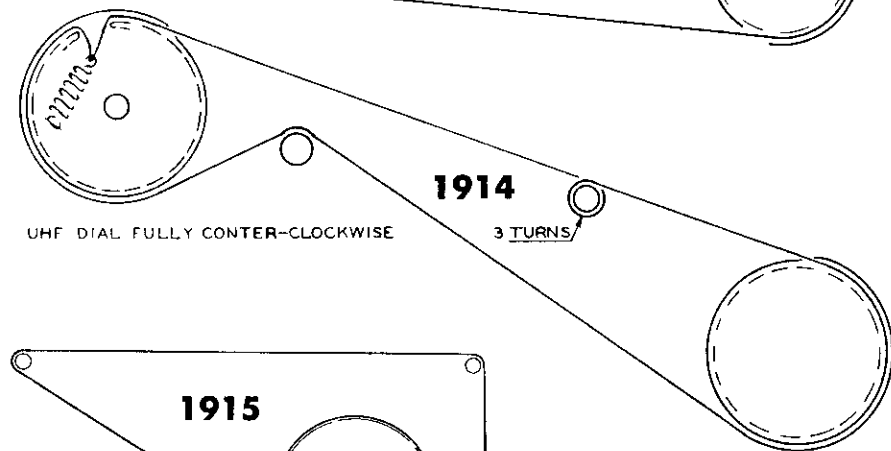
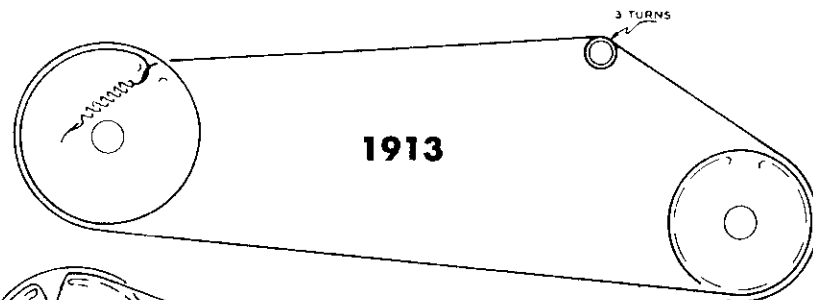
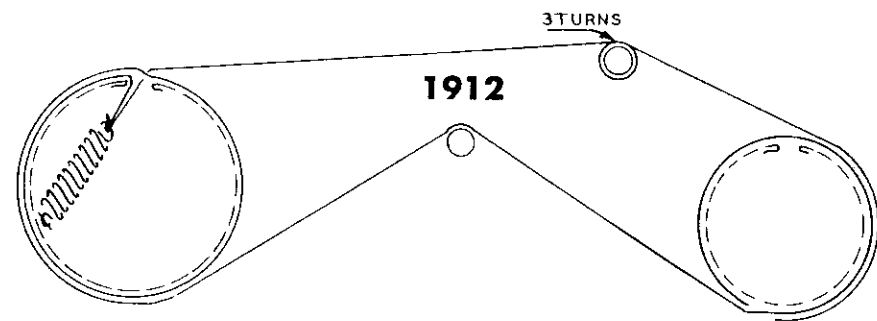
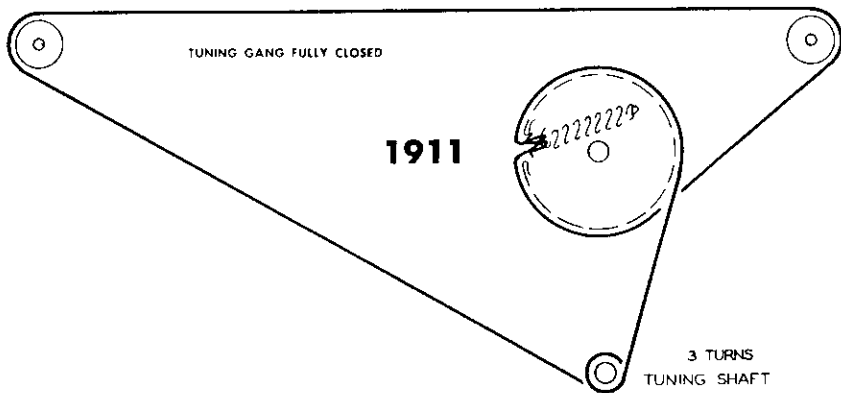
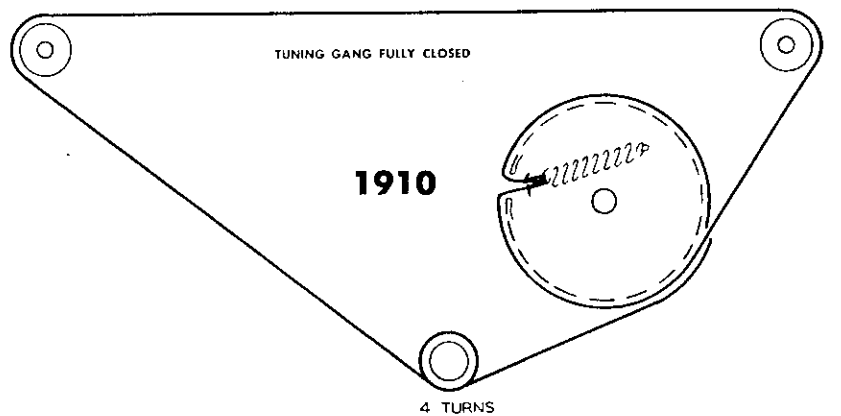
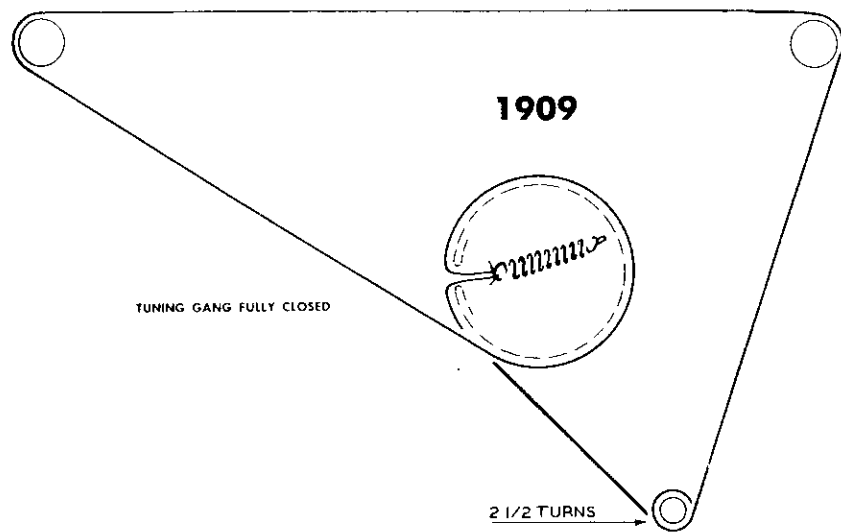
2 1/2 TURNS

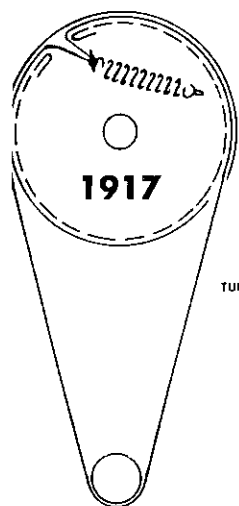






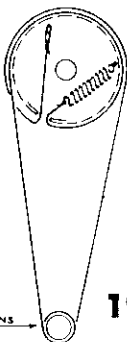






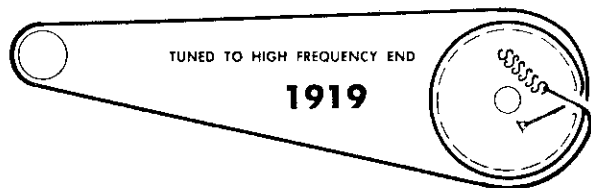
TUNING GANG FULLY, OPEN

TUNING GANG FULLY CLOSED



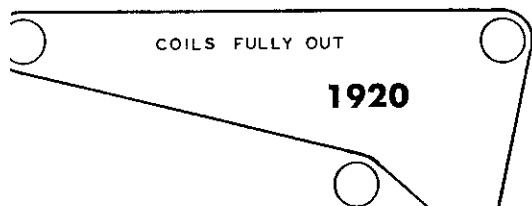
1 1/2 TURNS

1918



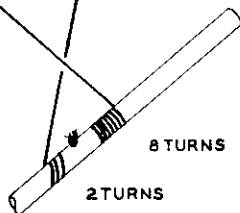
TUNED TO HIGH FREQUENCY END

1919



COILS FULLY OUT

1920



8 TURNS

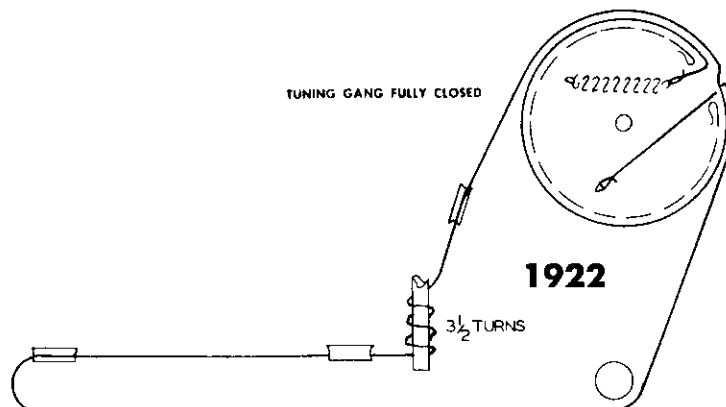
2 TURNS

TUNING GANG FULLY OPEN

1921

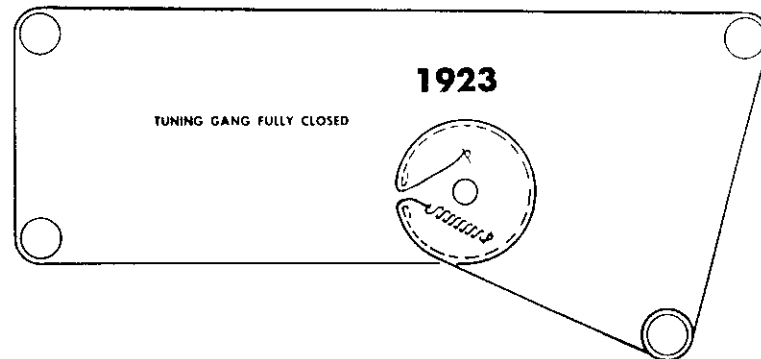
1 1/2 TURNS

TUNING GANG FULLY CLOSED



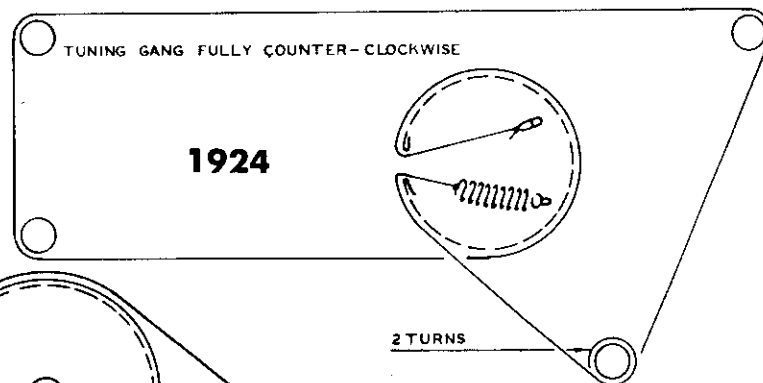
1922

3 1/2 TURNS



1923

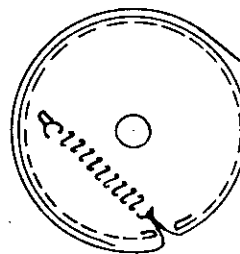
TUNING GANG FULLY CLOSED



1924

TUNING GANG FULLY COUNTER-CLOCKWISE

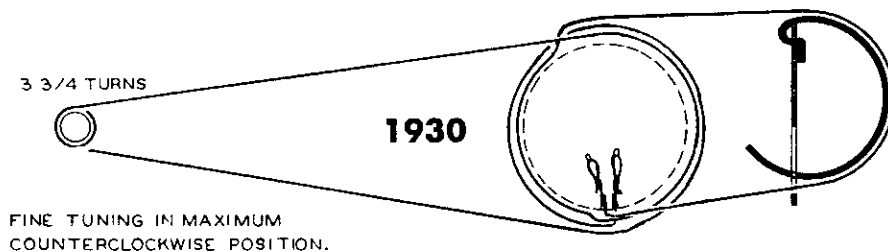
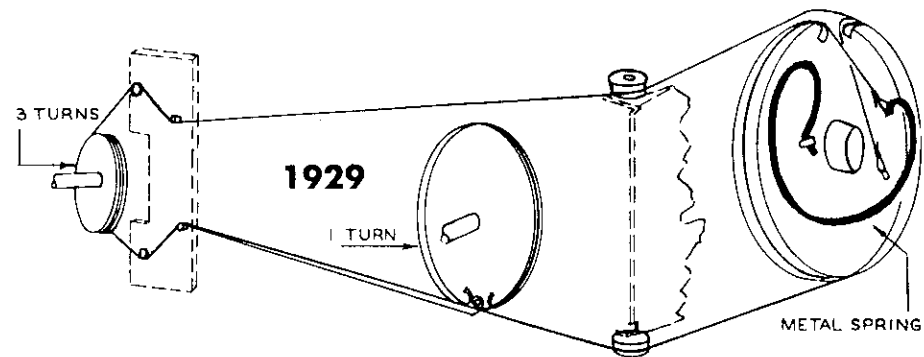
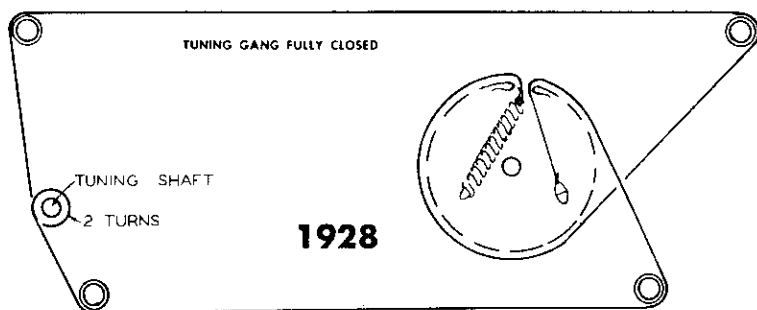
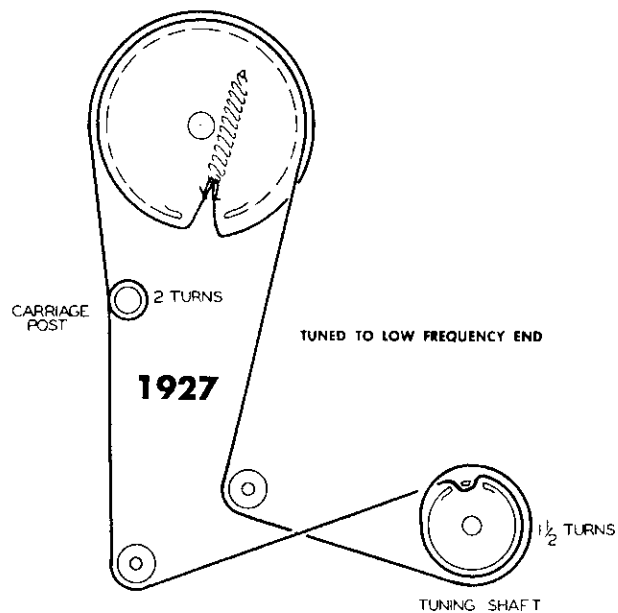
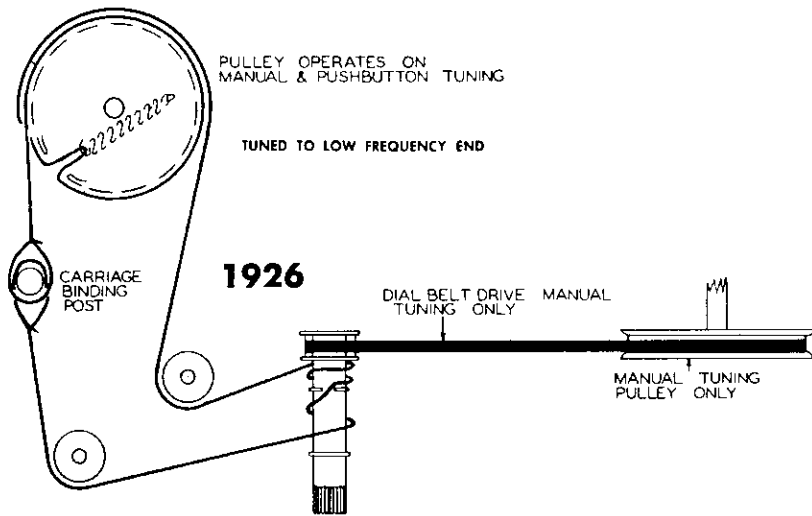
2 TURNS



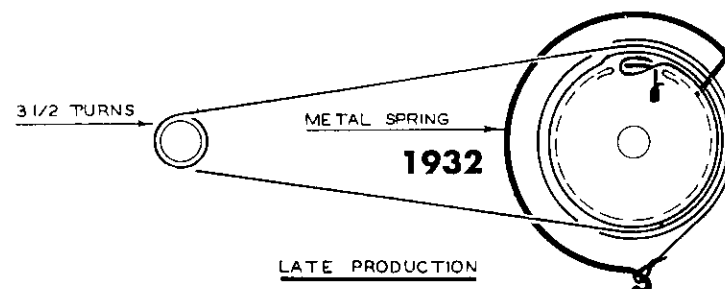
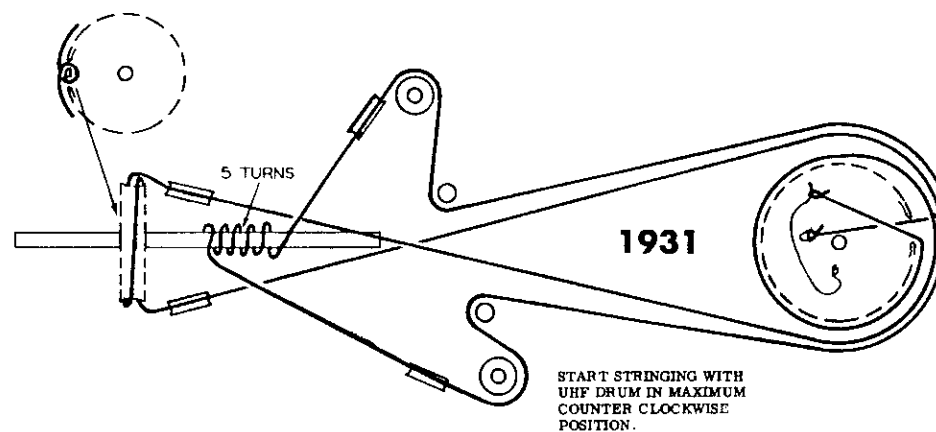
1925

TUNING GANG FULLY CLOSED

2 1/2 TURNS



EARLY PRODUCTION



TUNING GANG FULLY OPEN

1933

1 1/2 TURNS

TUNING GANG FULLY CLOSED

1934

1 1/2 TURNS

1935

2 TURNS

TUNING GANG FULLY CLOCKWISE

← START

TUNING GANG FULLY OPEN

1936

2 1/2 TURNS

1937

3 TURNS

TUNING GANG FULLY OPEN

TUNING GANG FULLY OPEN

1938

2 TURNS

TUNING GANG FULLY OPEN

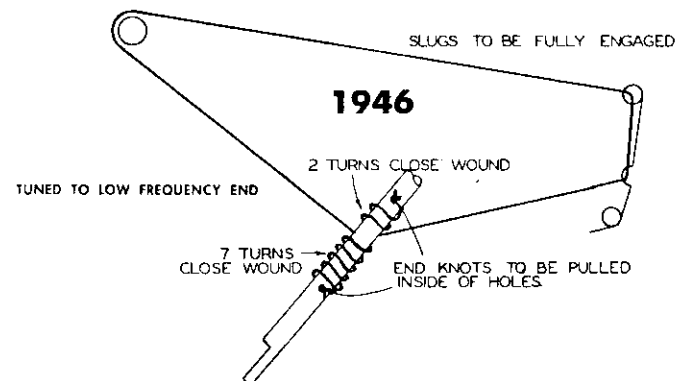
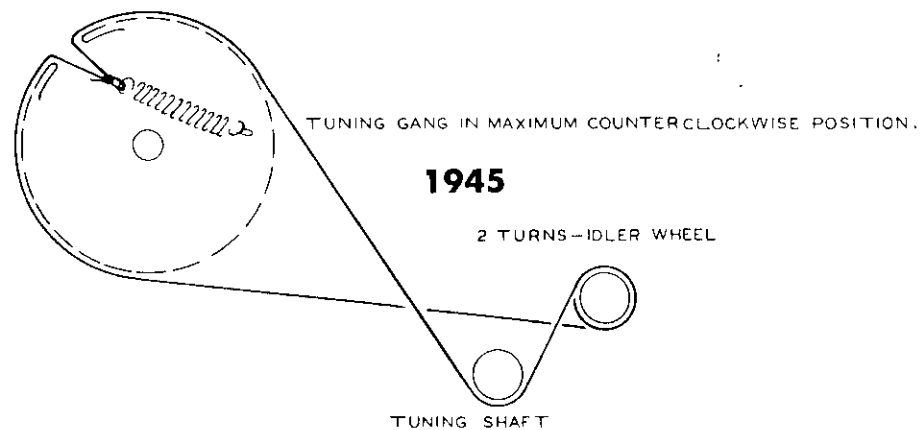
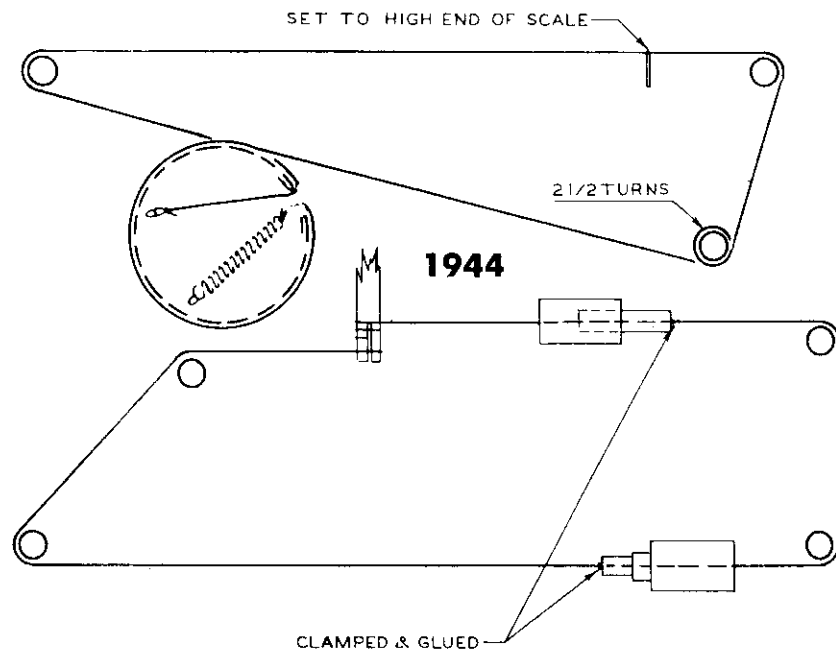
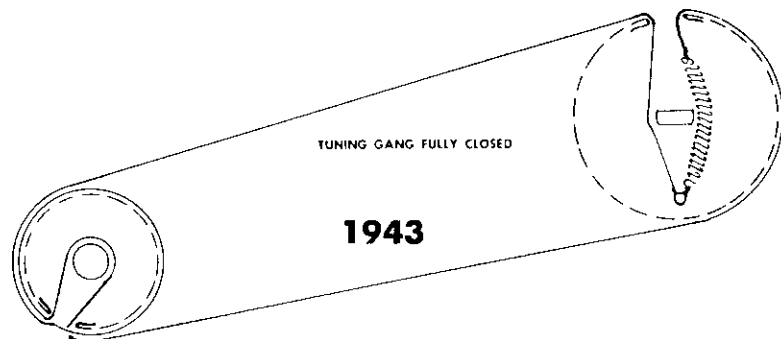
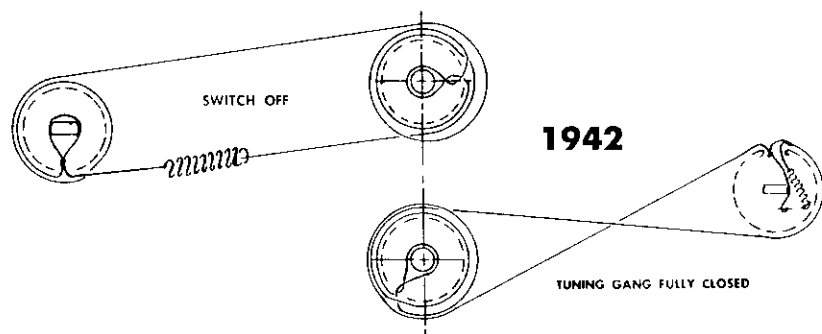
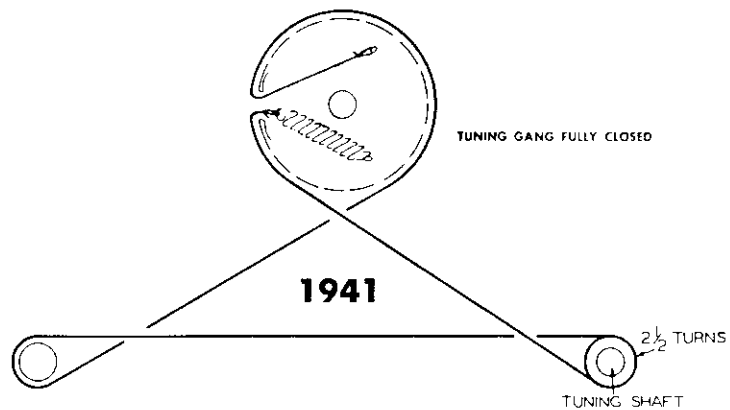
1939

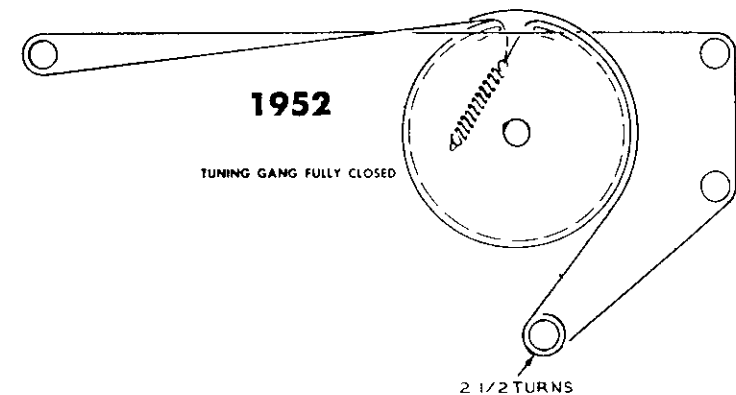
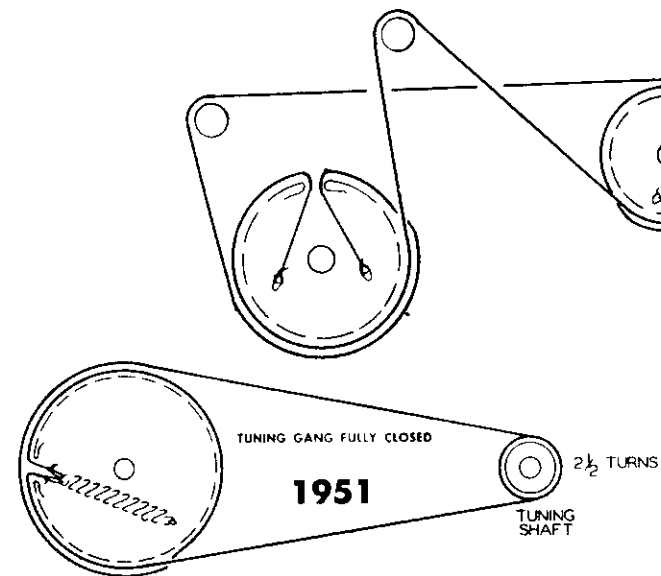
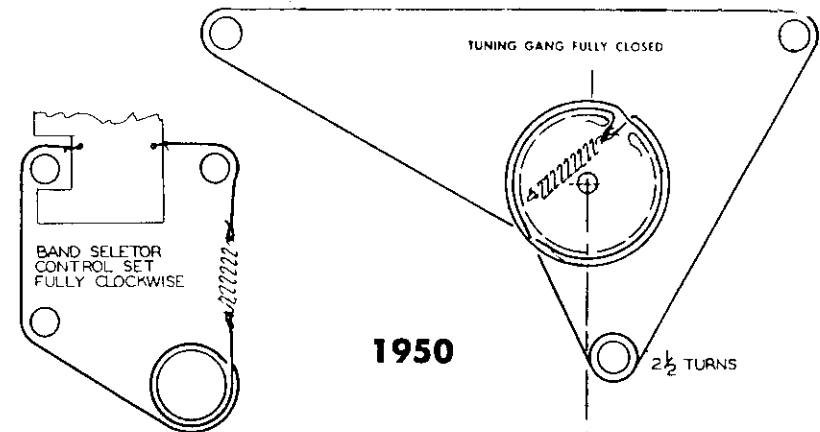
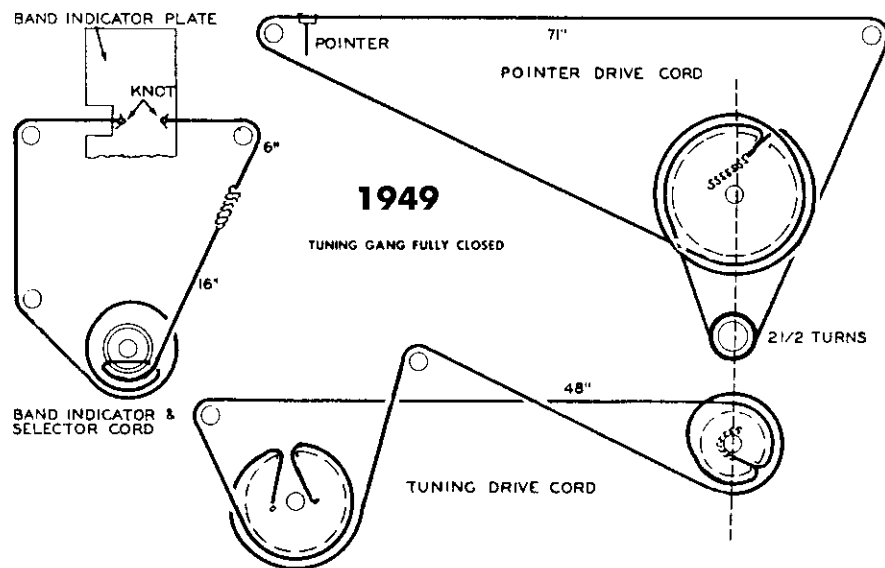
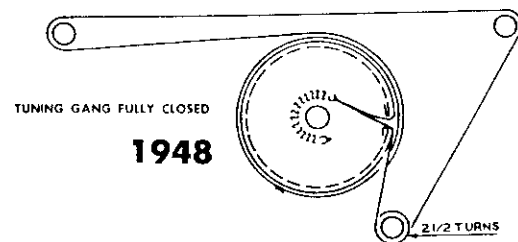
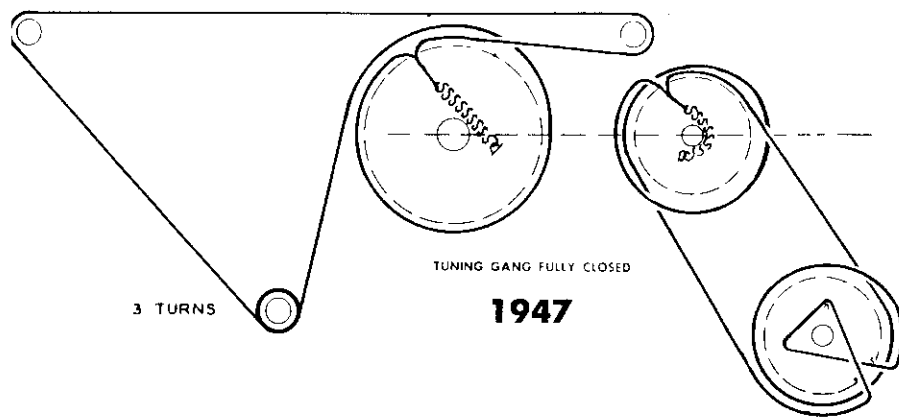
3 TURNS

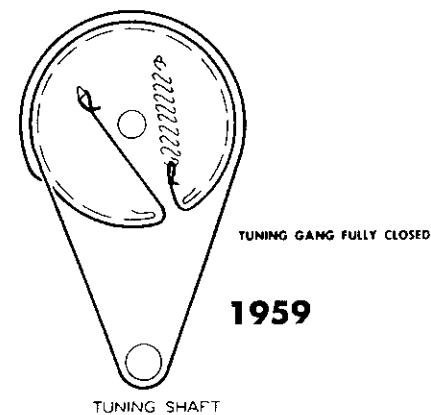
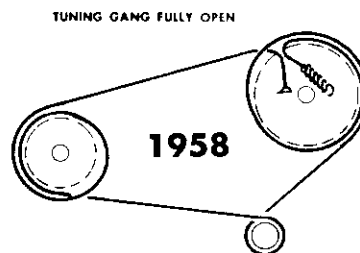
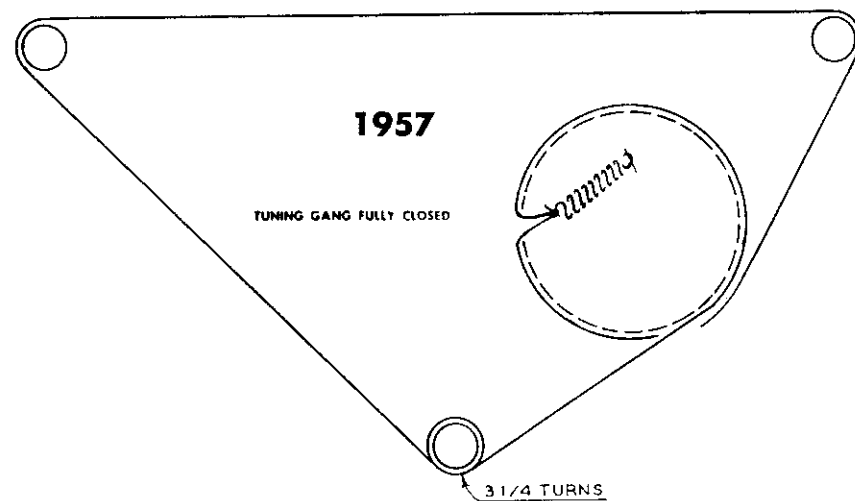
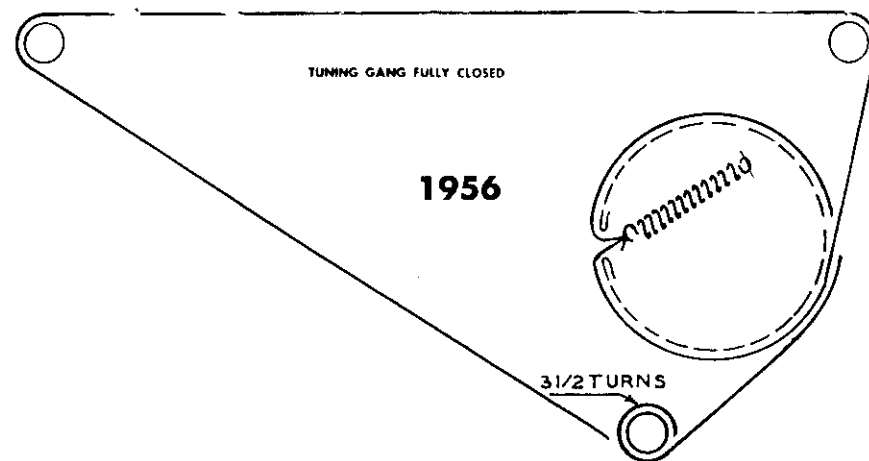
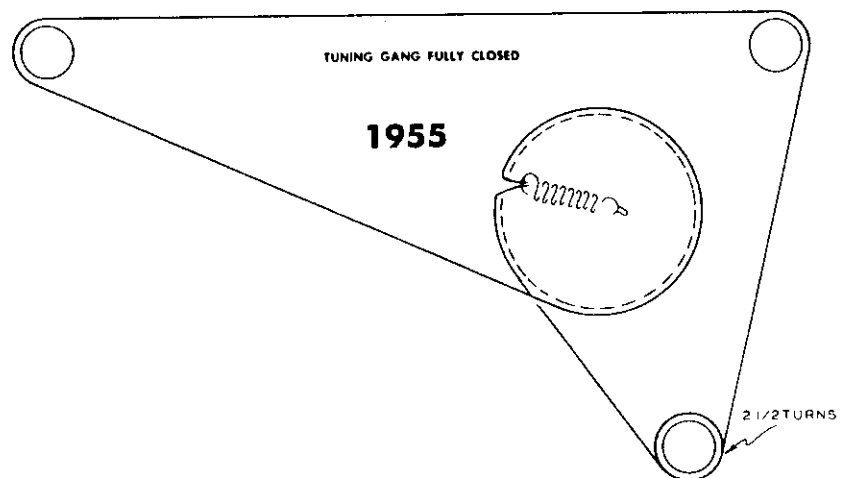
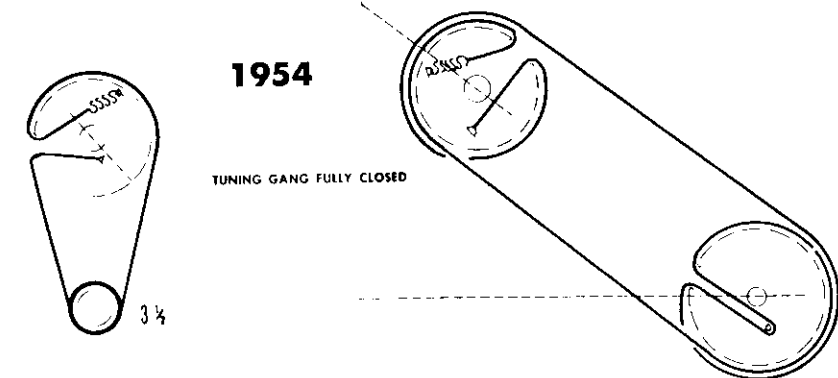
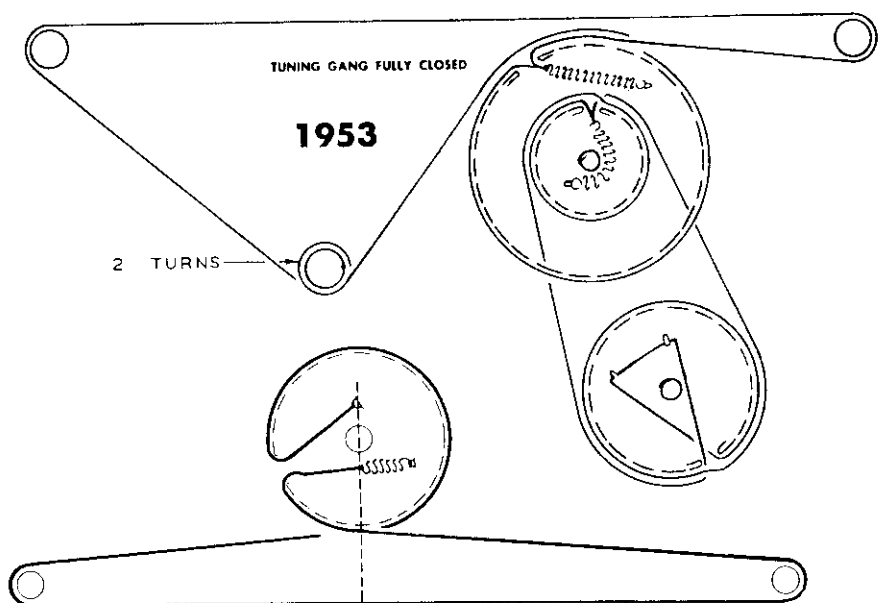
1940

TUNING GANG FULLY CLOSED

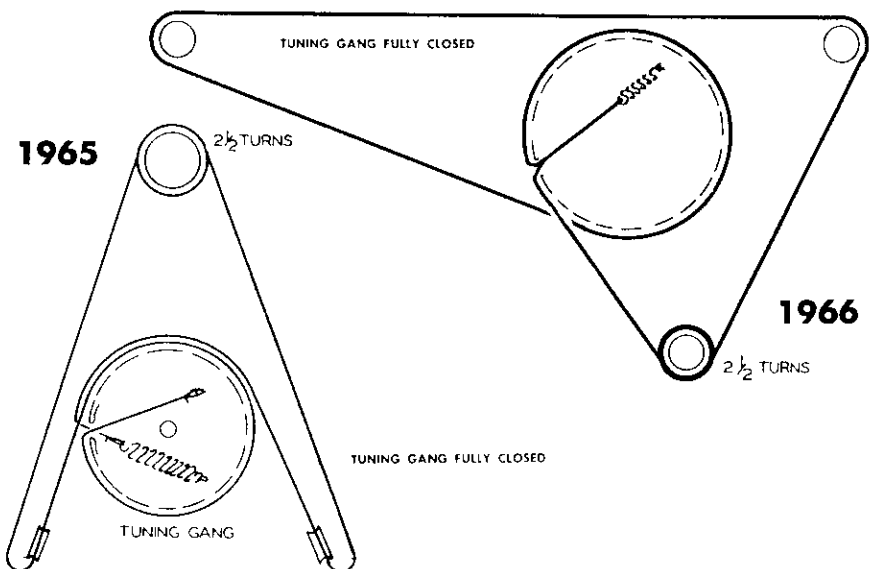
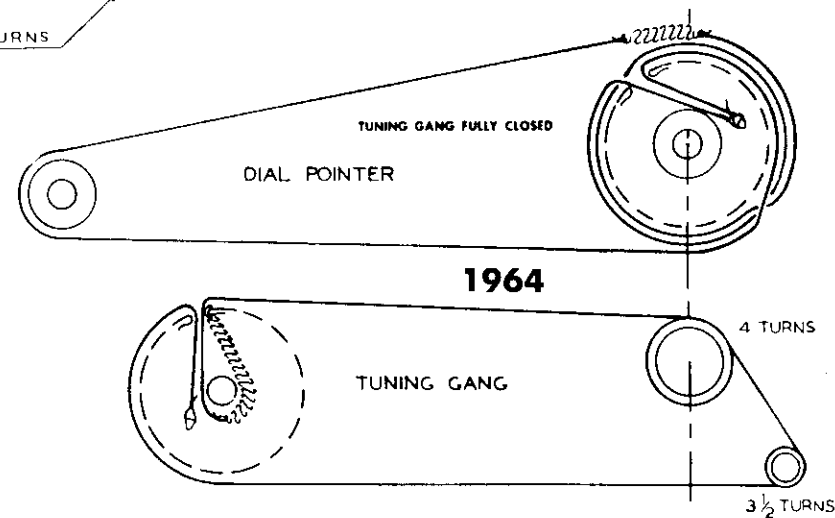
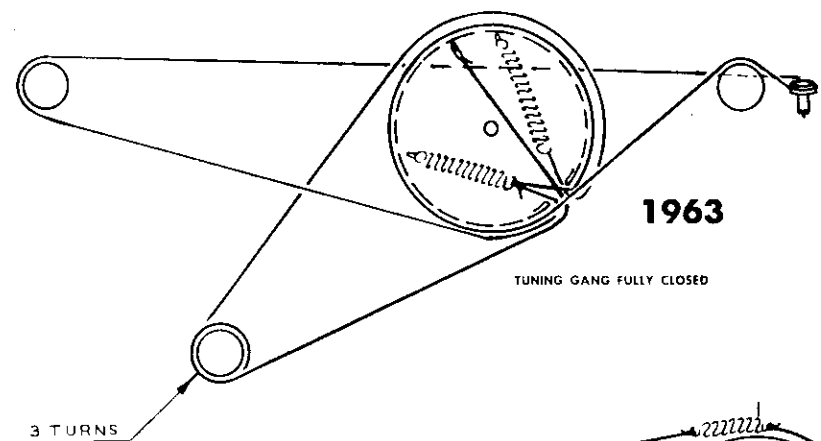
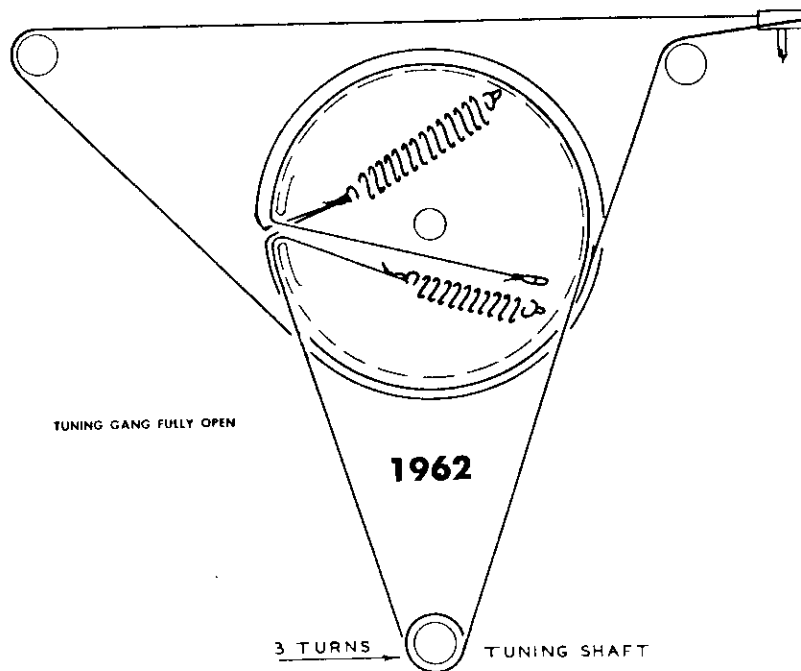
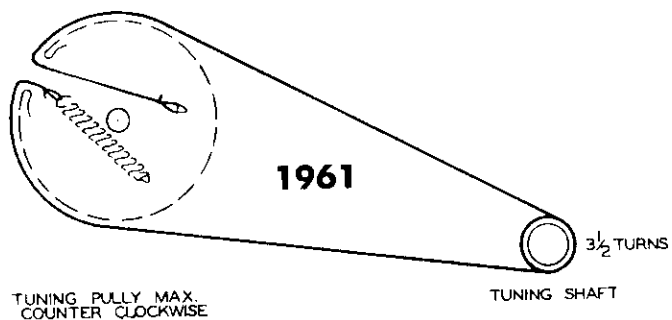
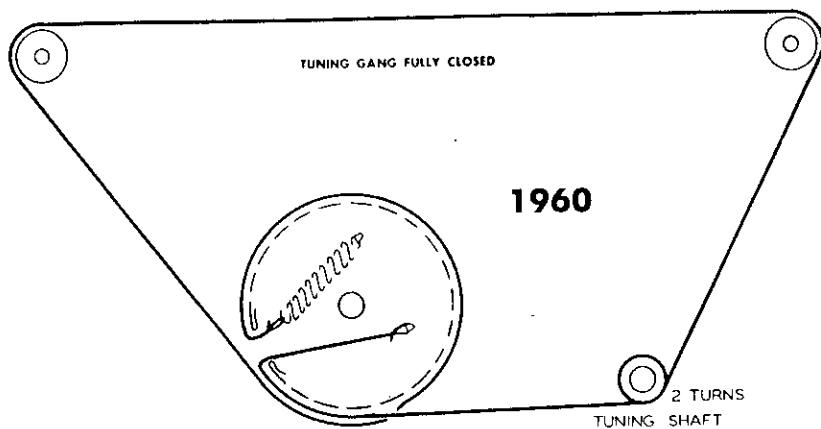
2 3/4 TURNS

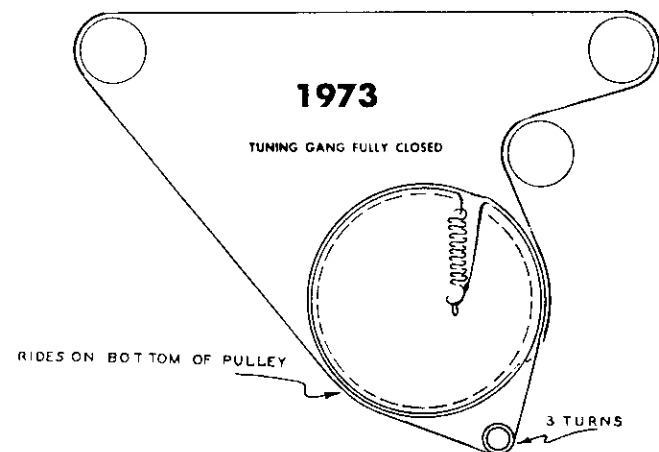
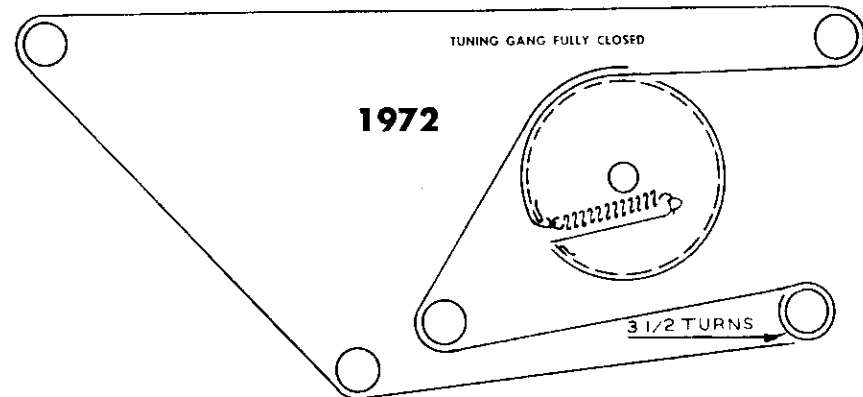
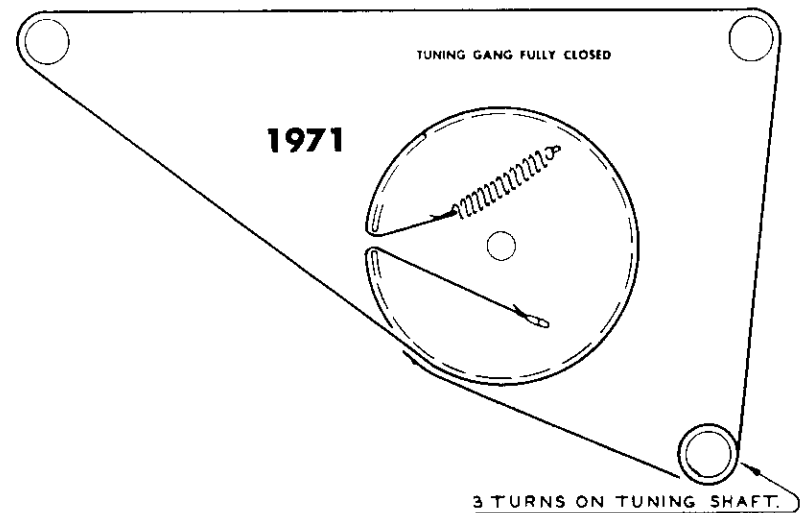
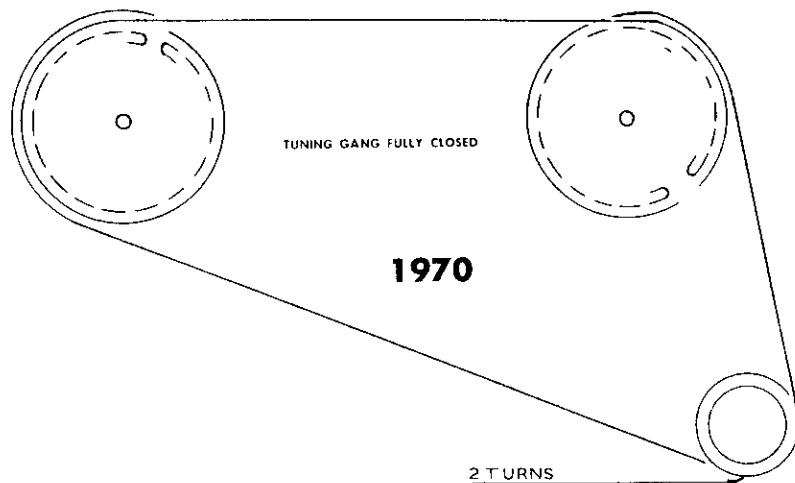
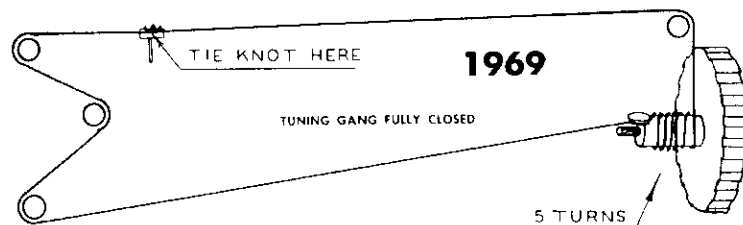
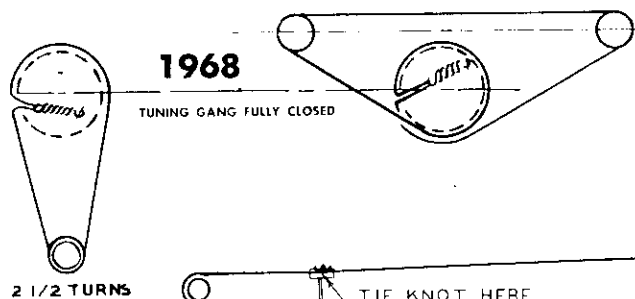
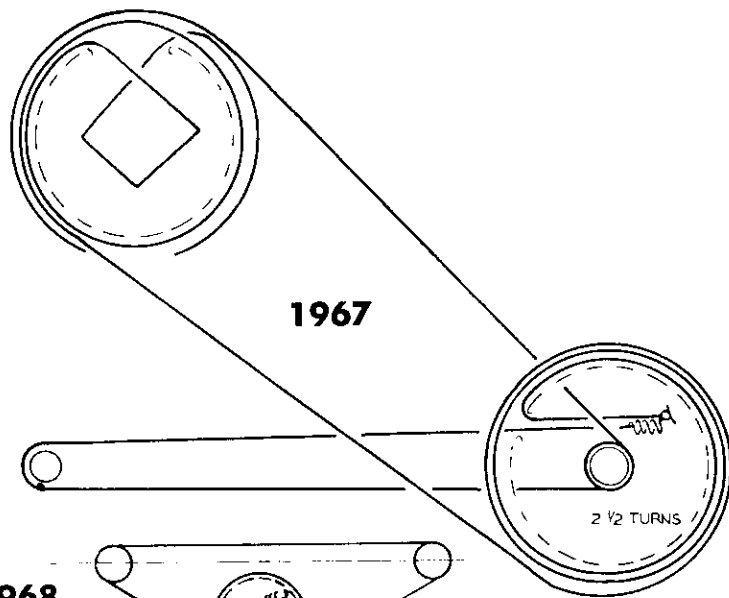


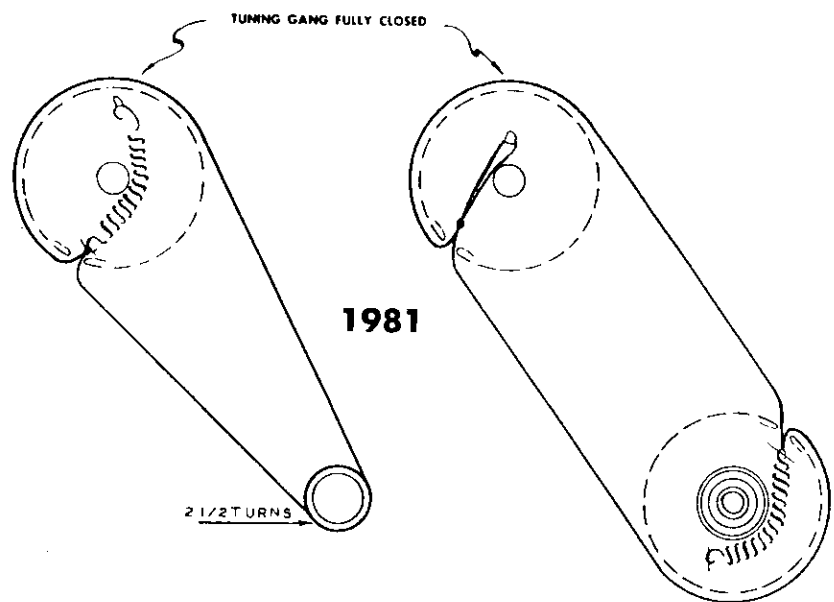
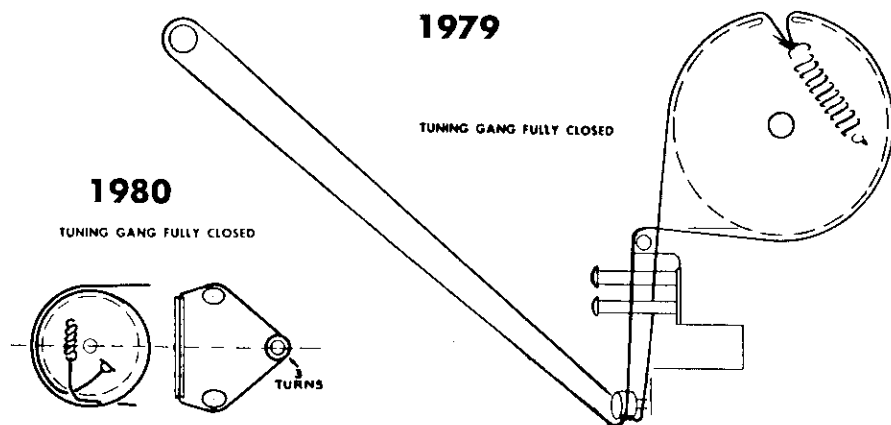
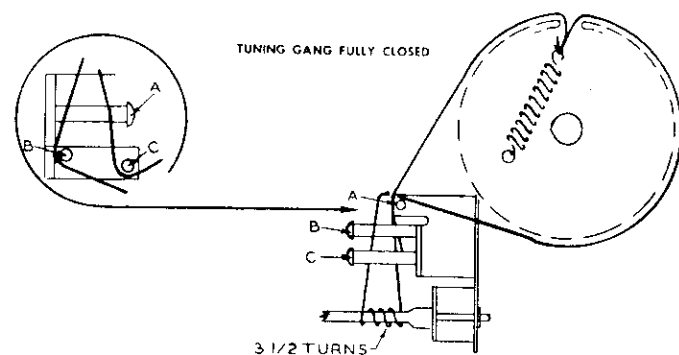
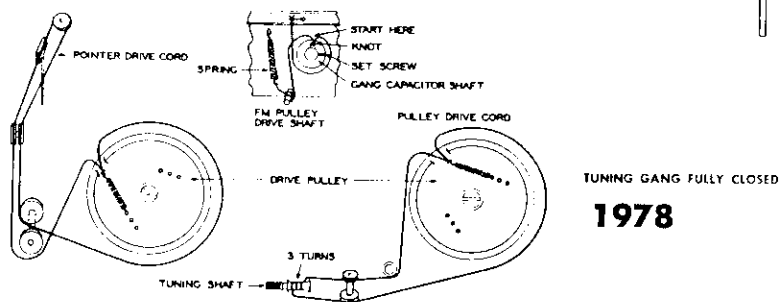
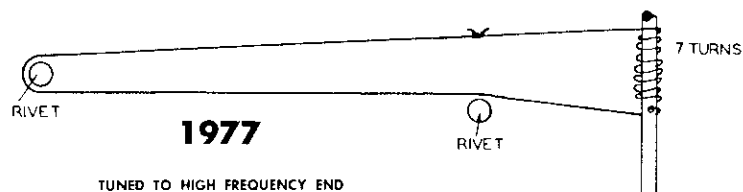
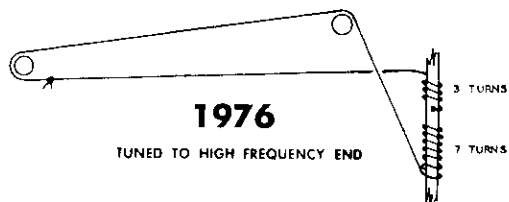
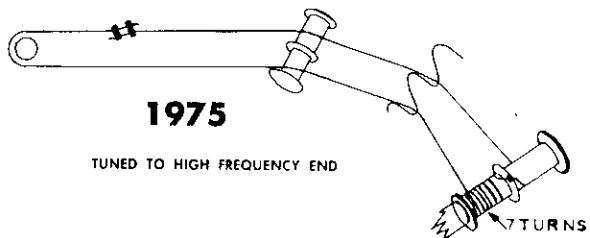
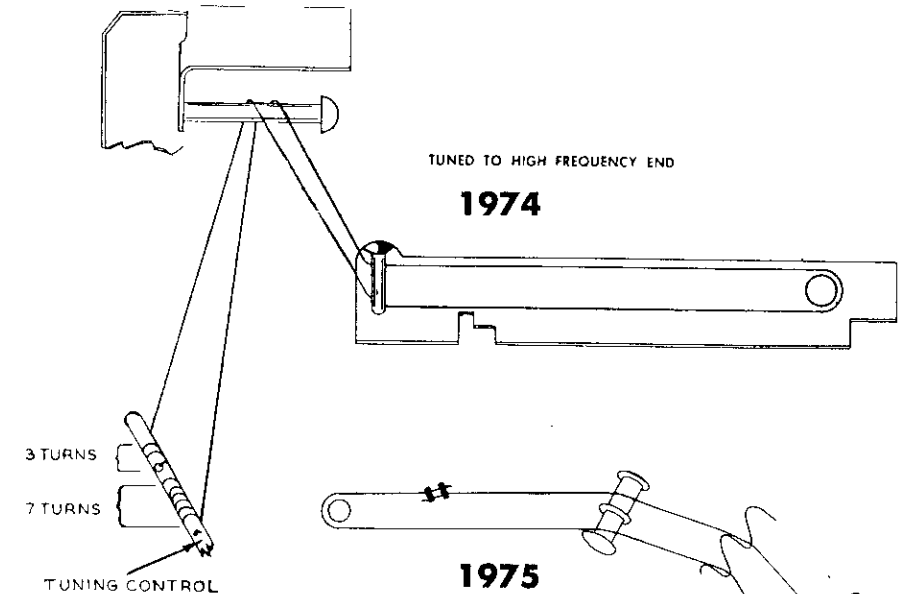


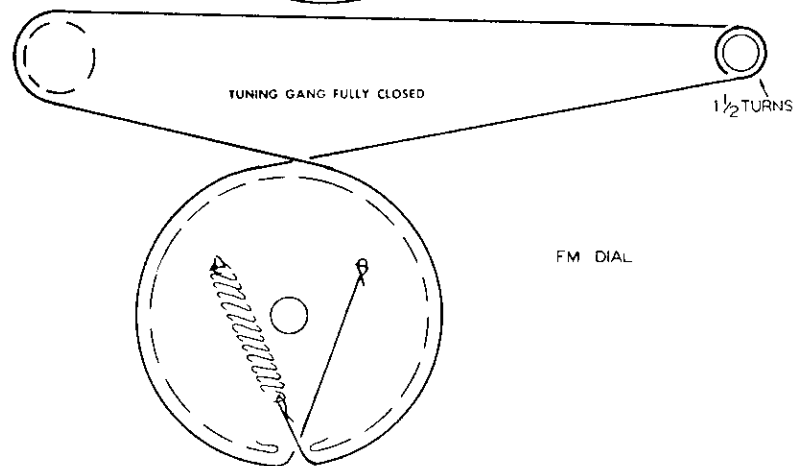
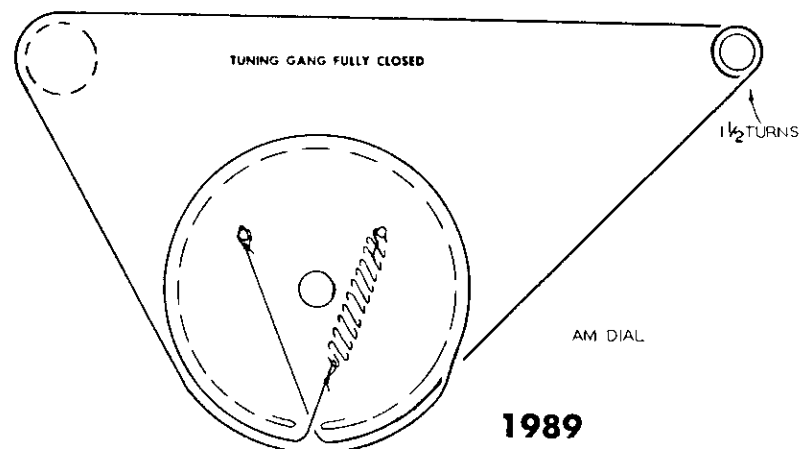
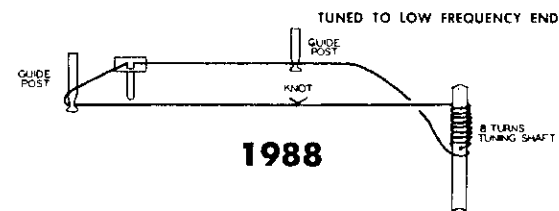
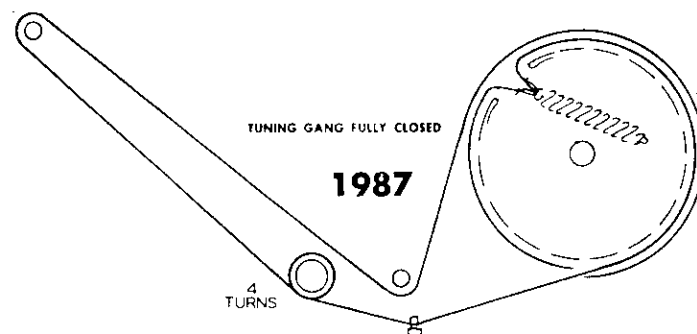
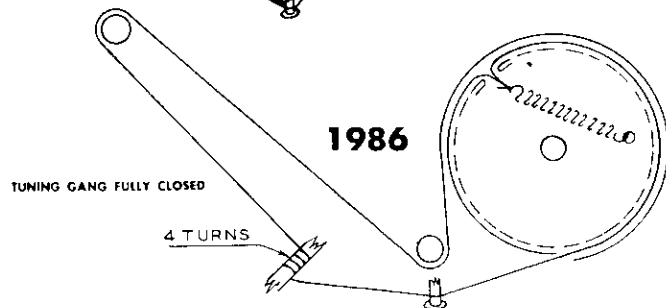
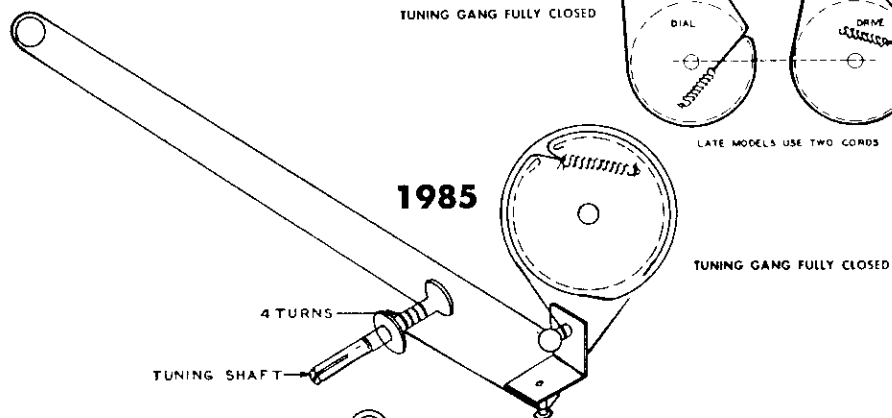
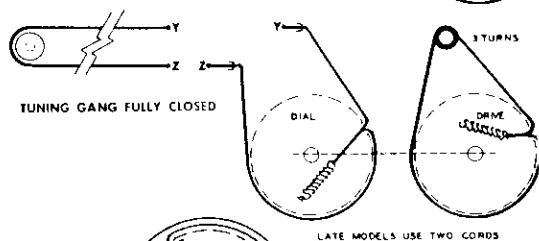
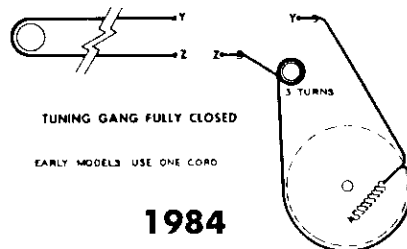
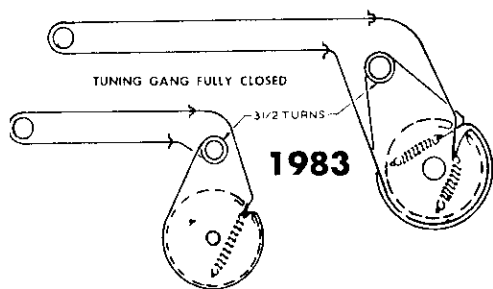
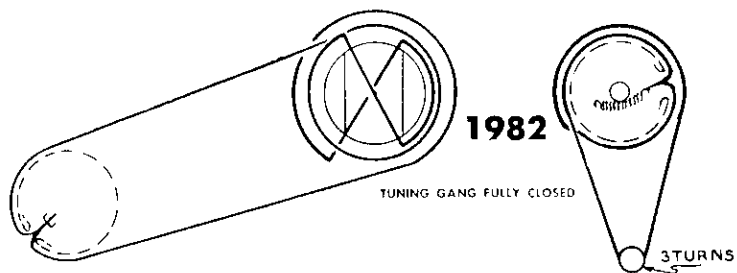




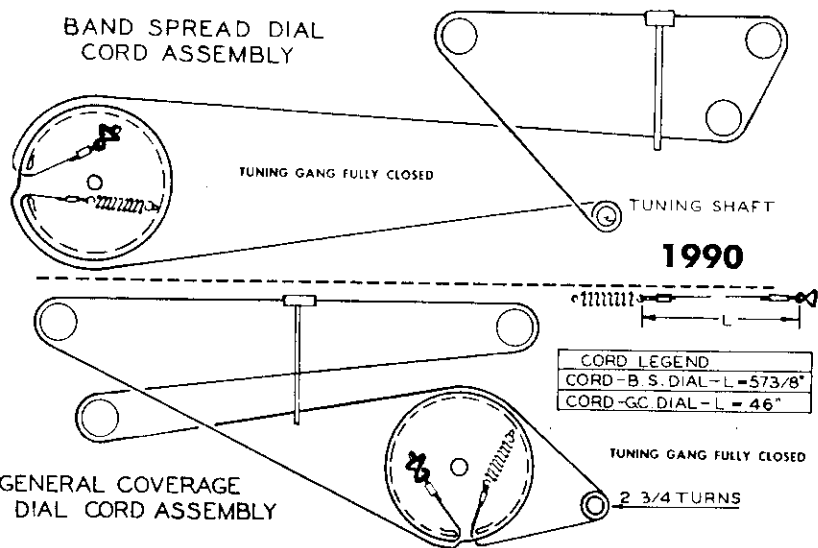






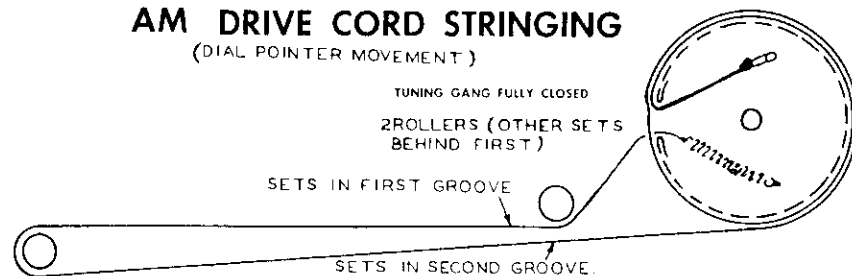


# BAND SPREAD DIAL CORD ASSEMBLY

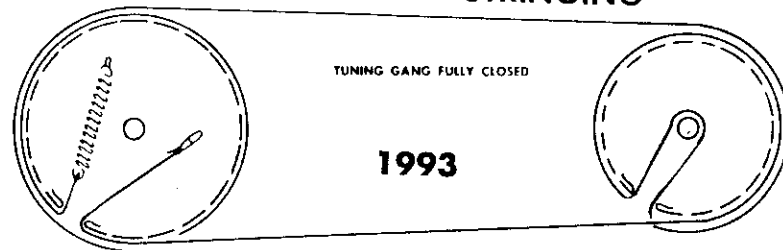


# AM DRIVE CORD STRINGING

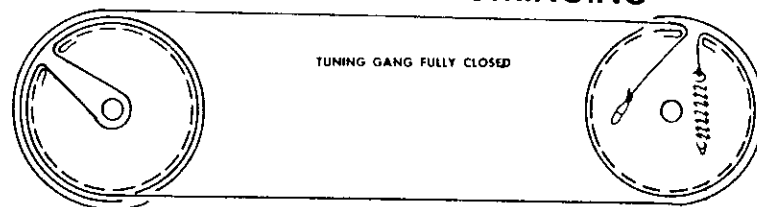
(DIAL POINTER MOVEMENT)



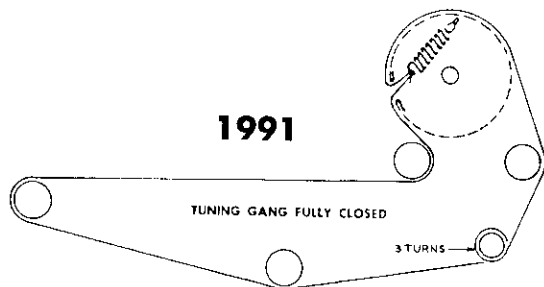
# AM DRIVE CORD STRINGING



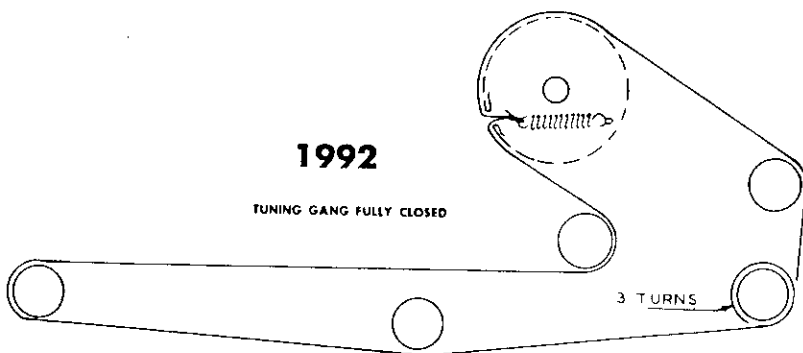
# UHF DRIVE CORD STRINGING



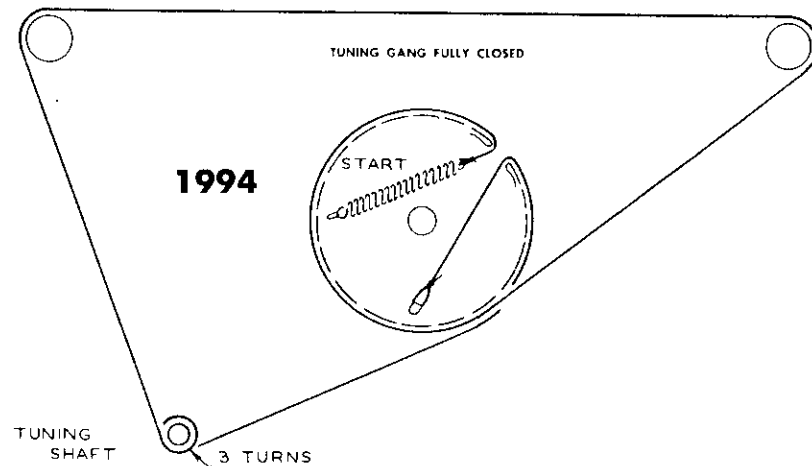
**1991**

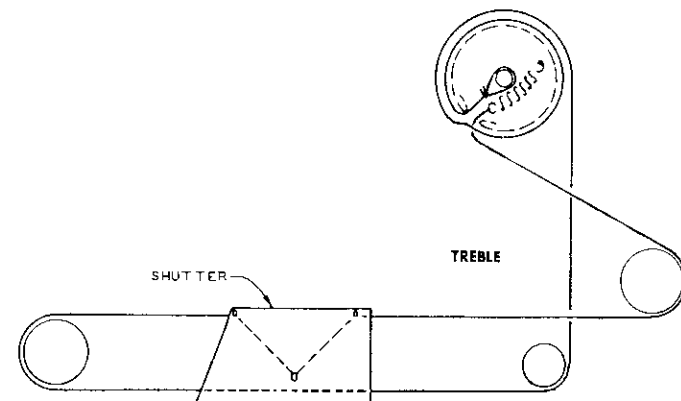
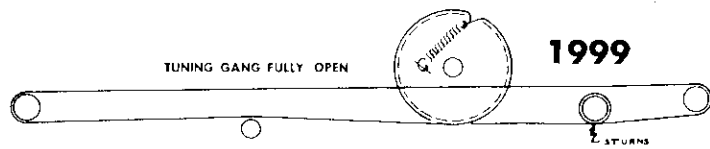
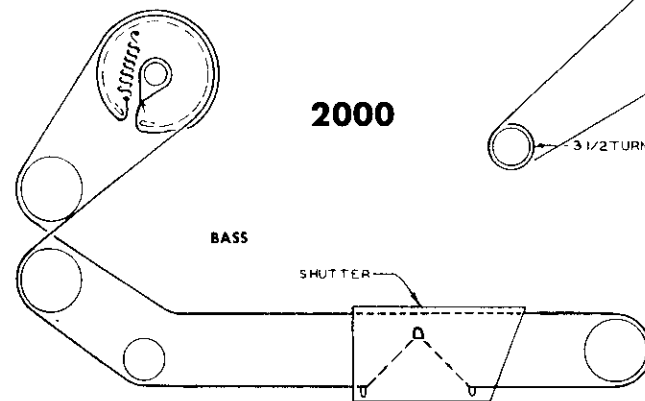
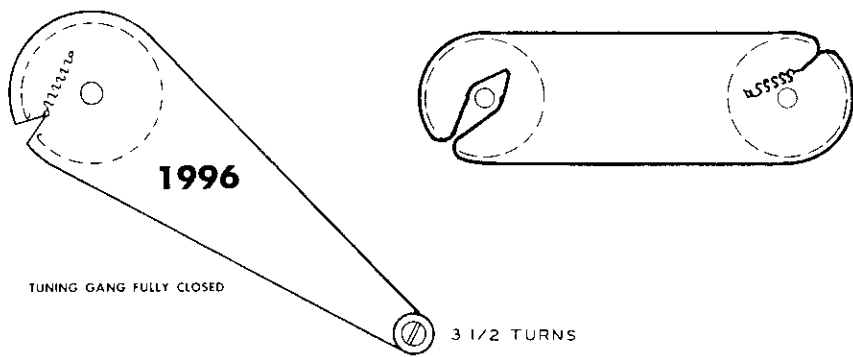
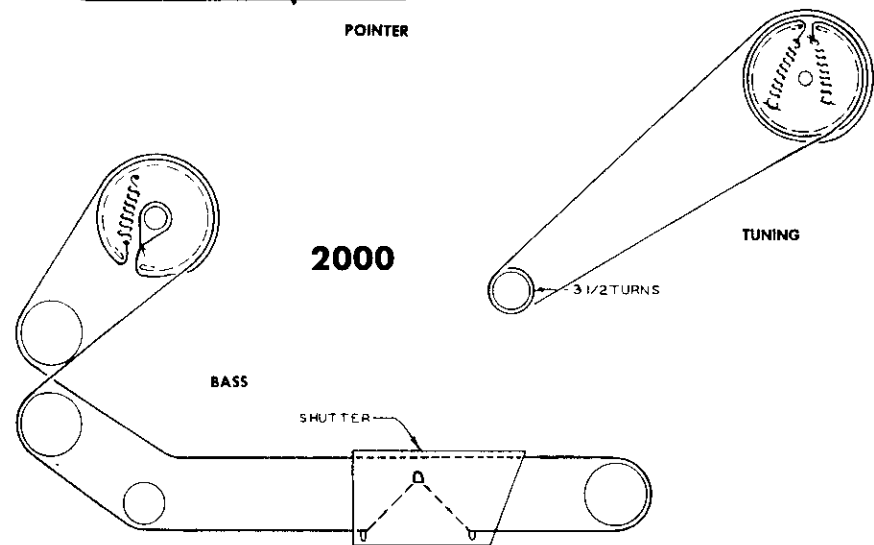
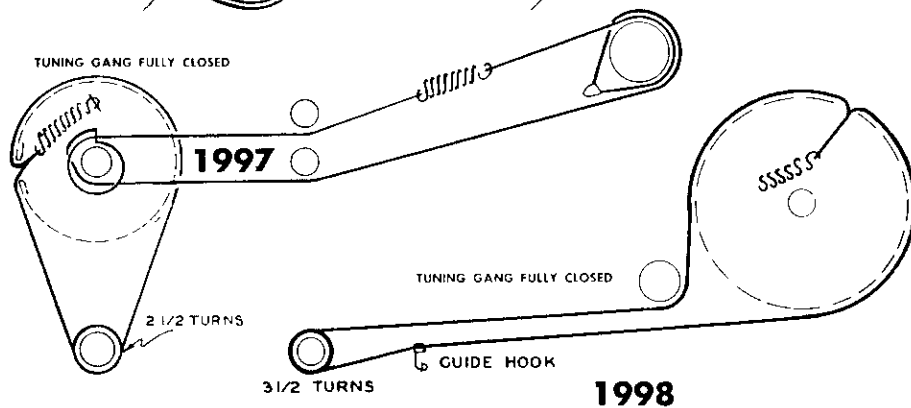
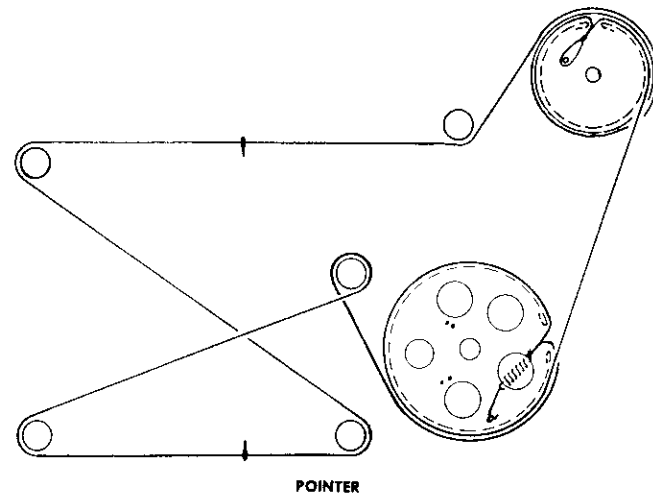
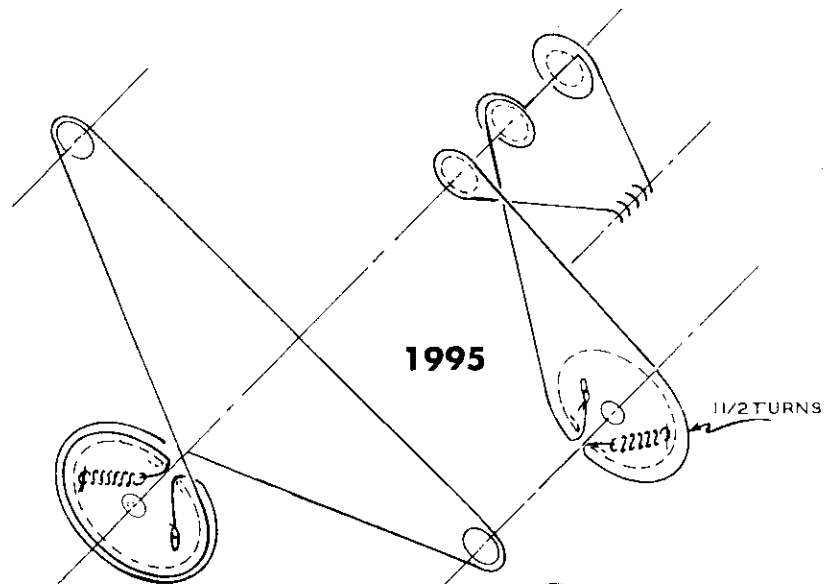


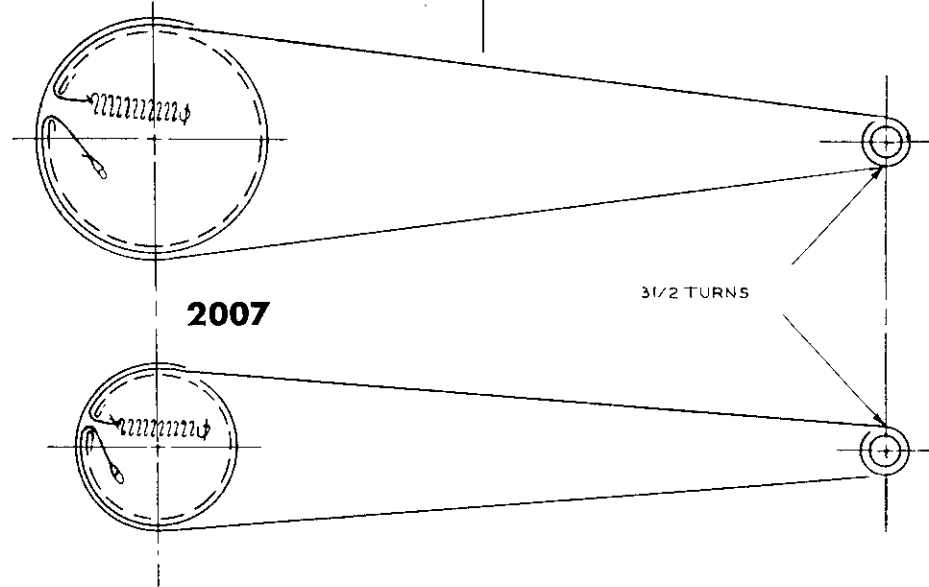
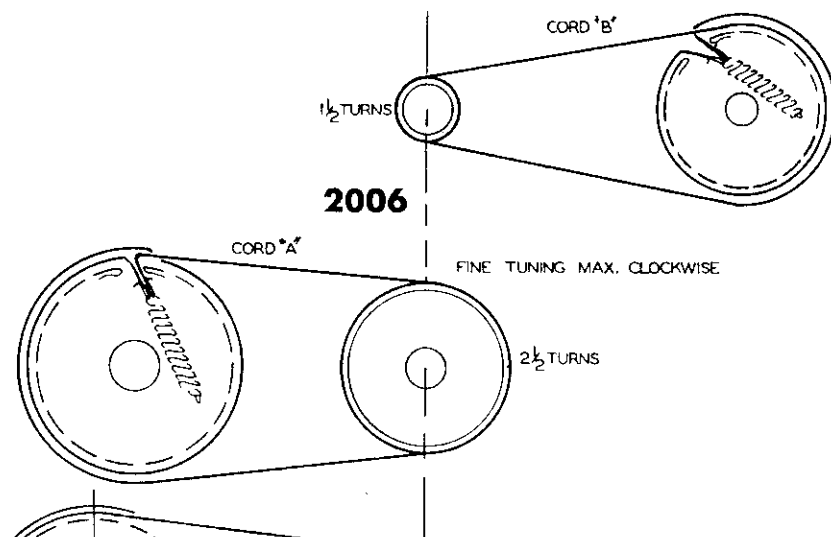
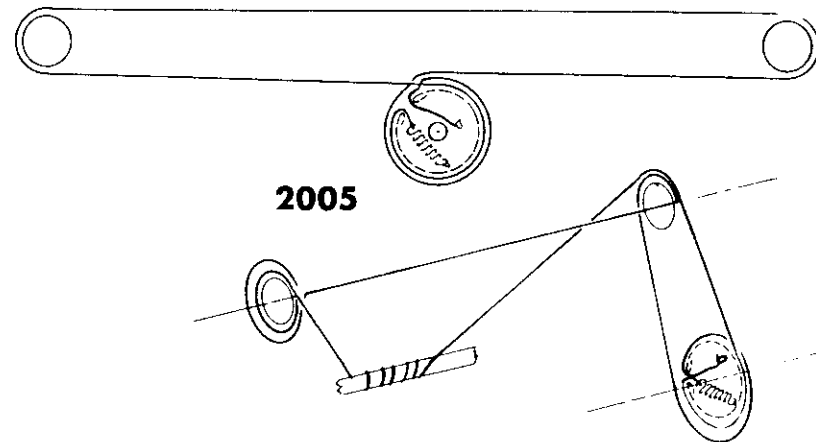
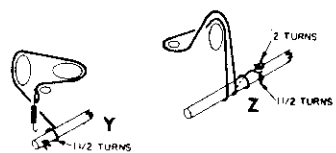
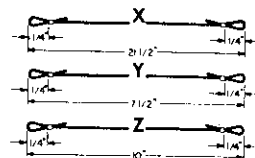
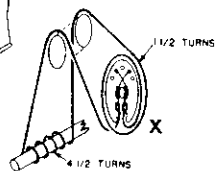
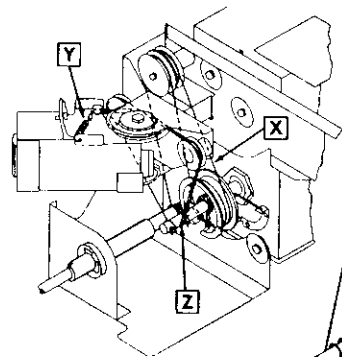
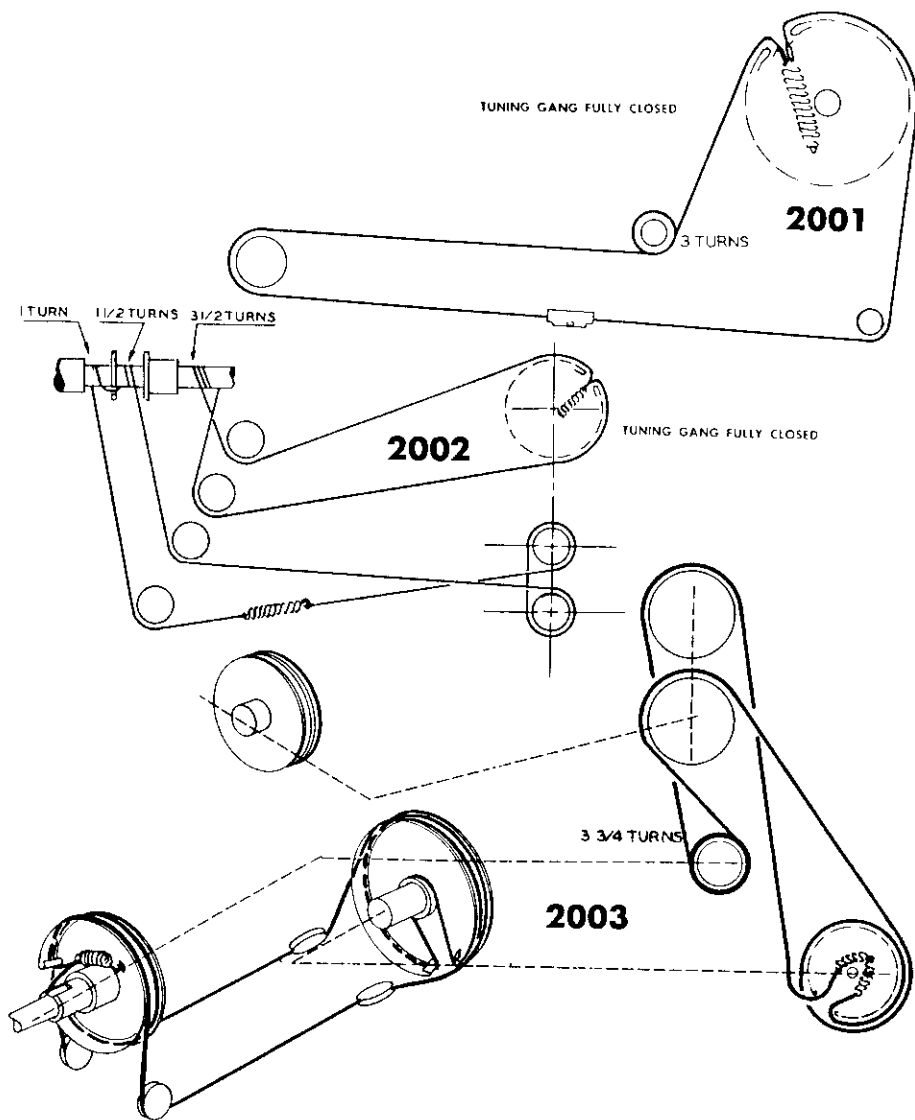
**1992**

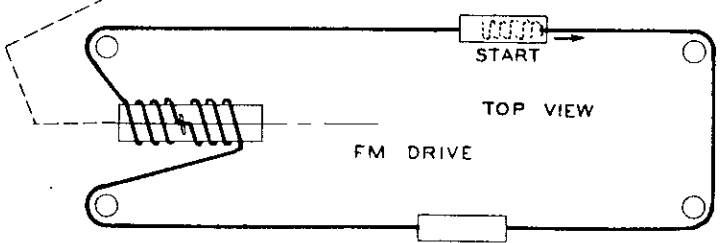
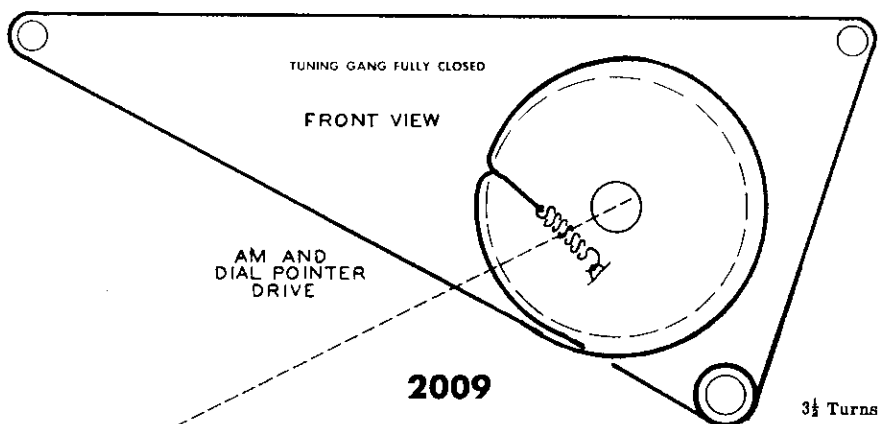
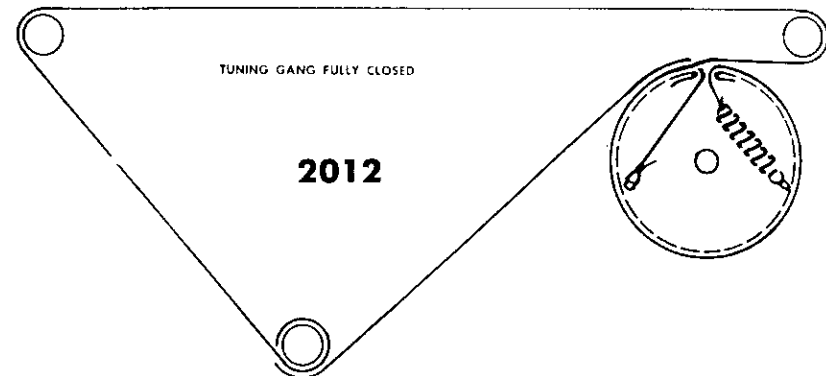
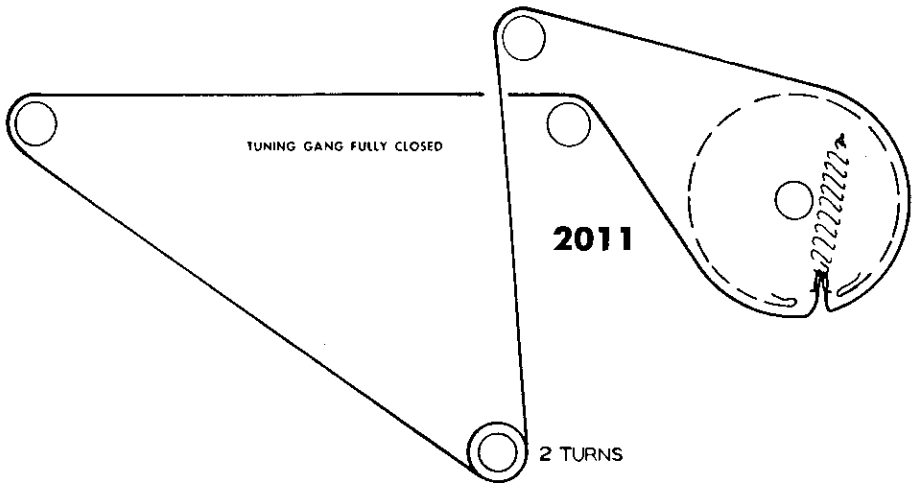
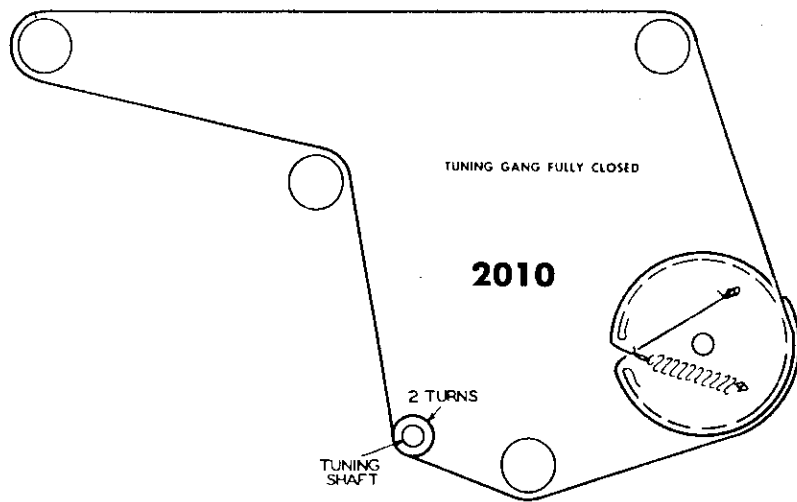
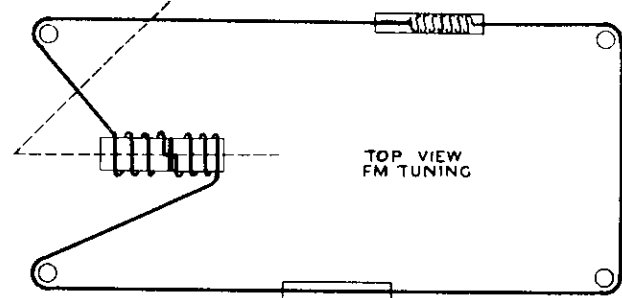
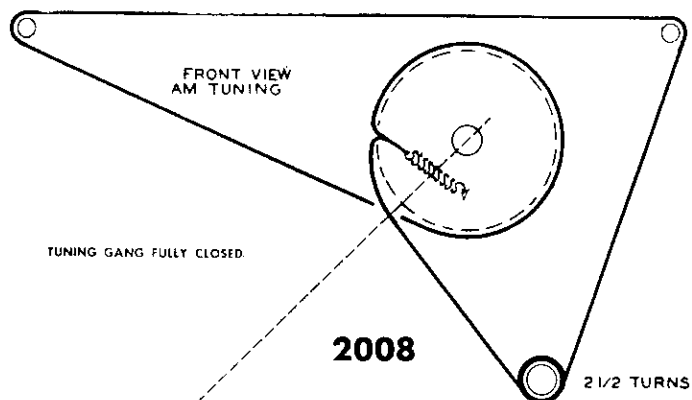


**1994**

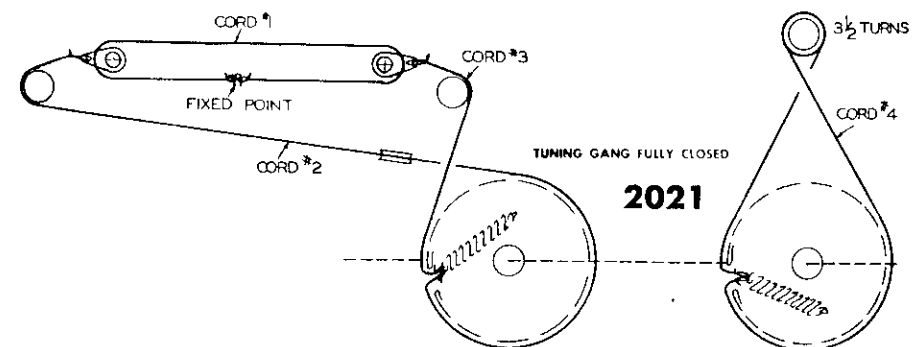
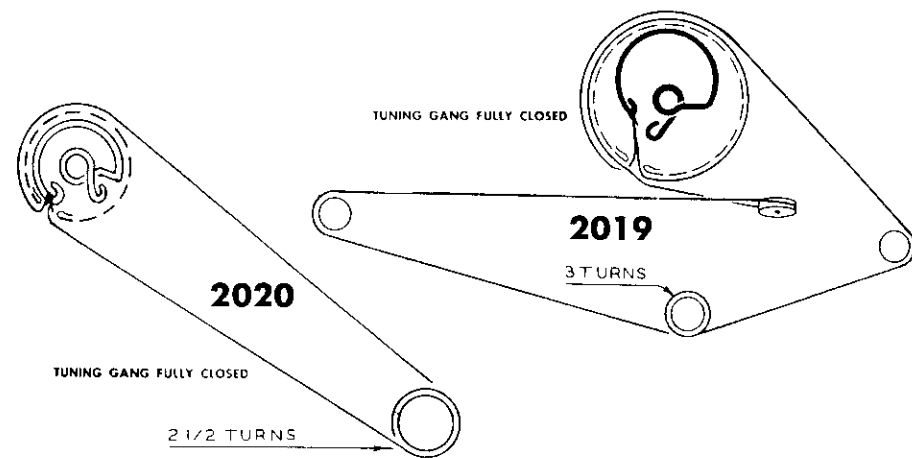
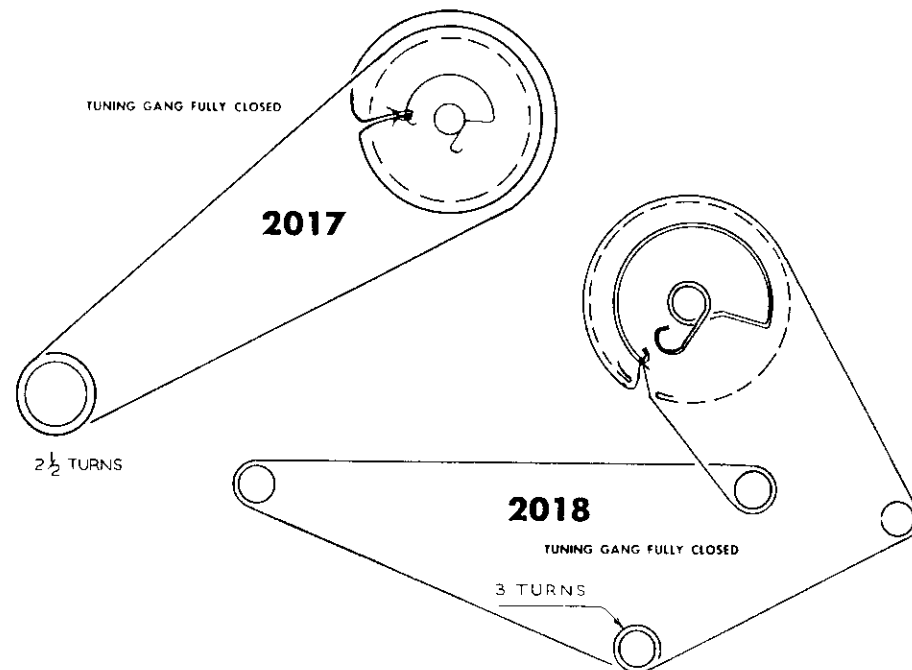
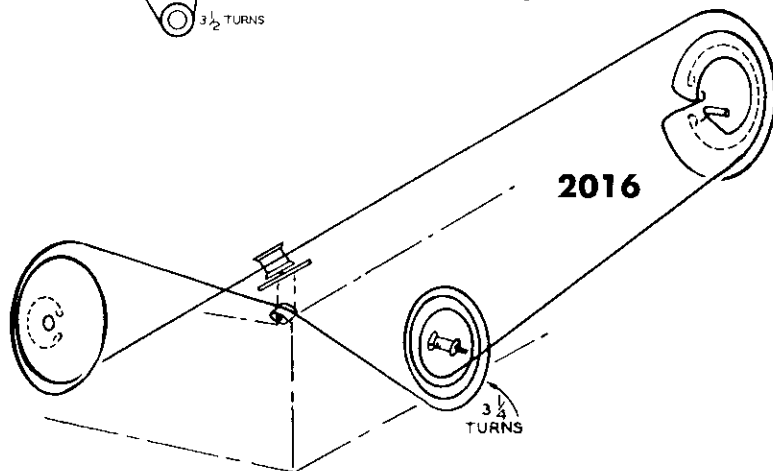
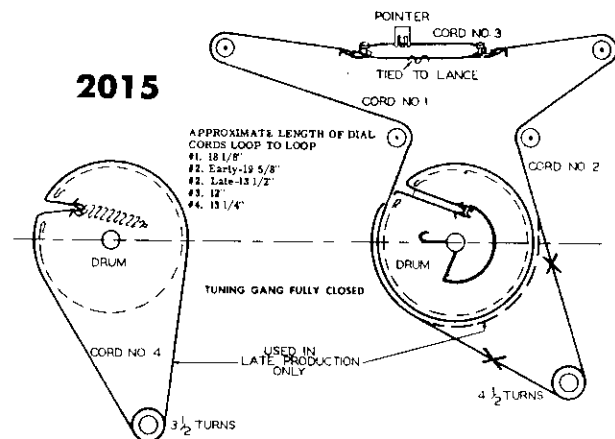
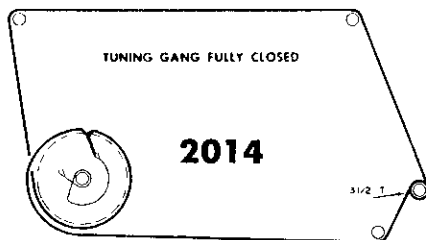
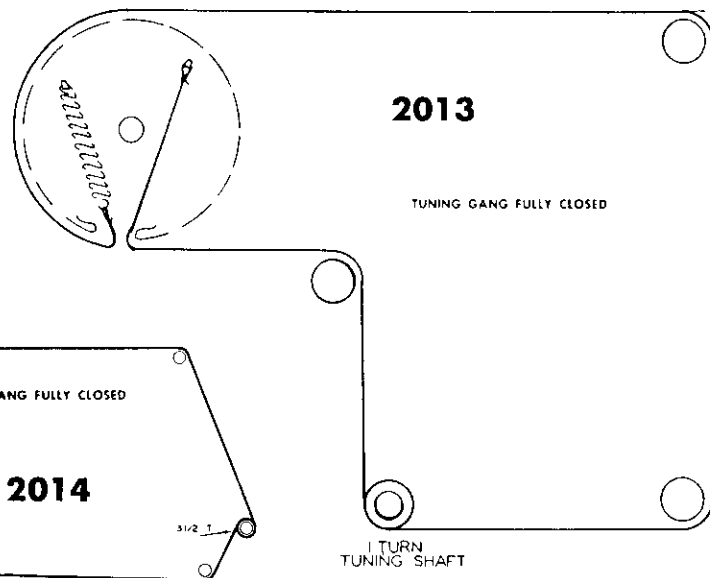


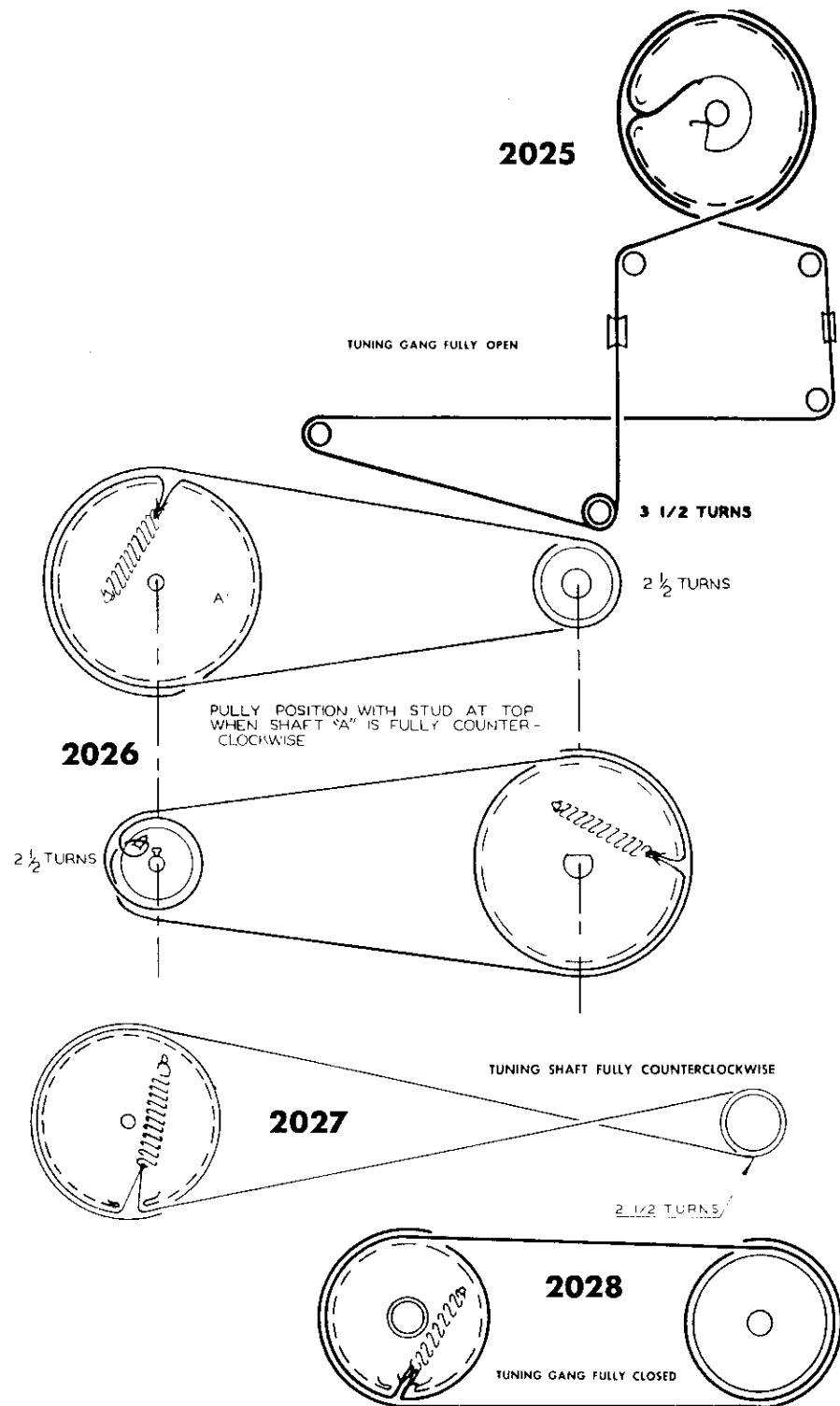
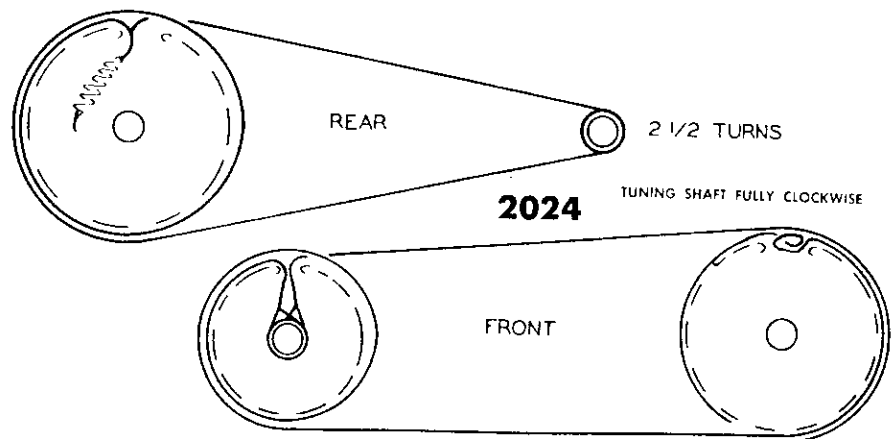
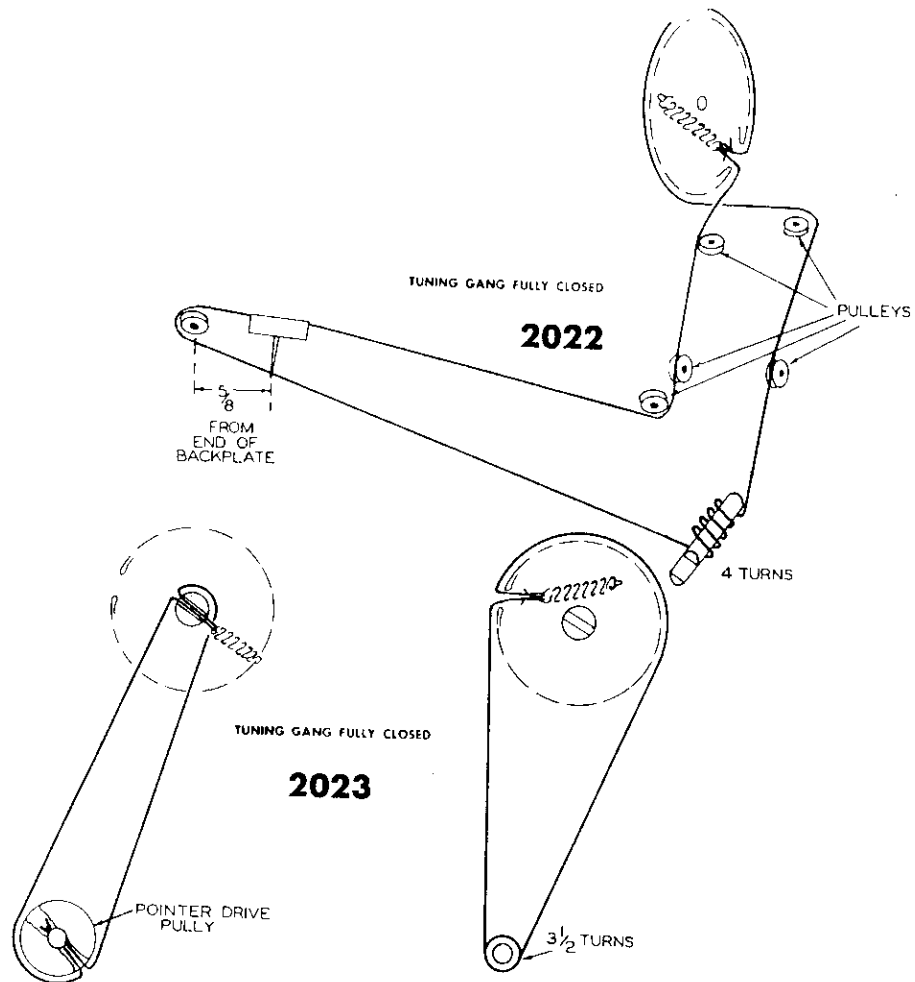


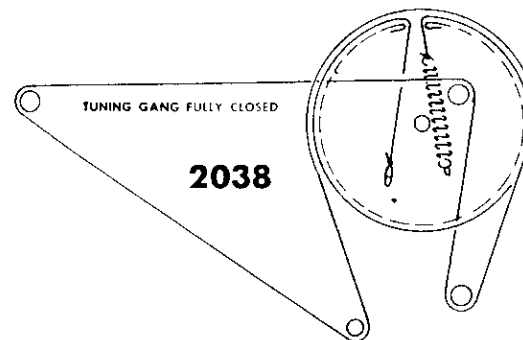
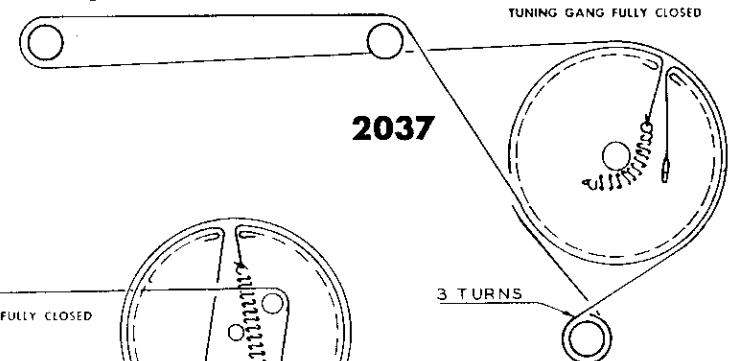
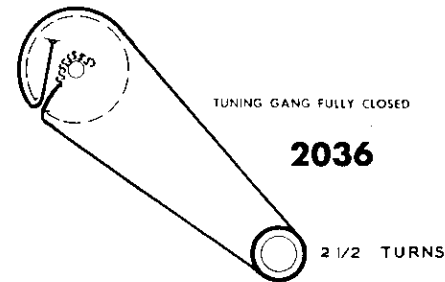
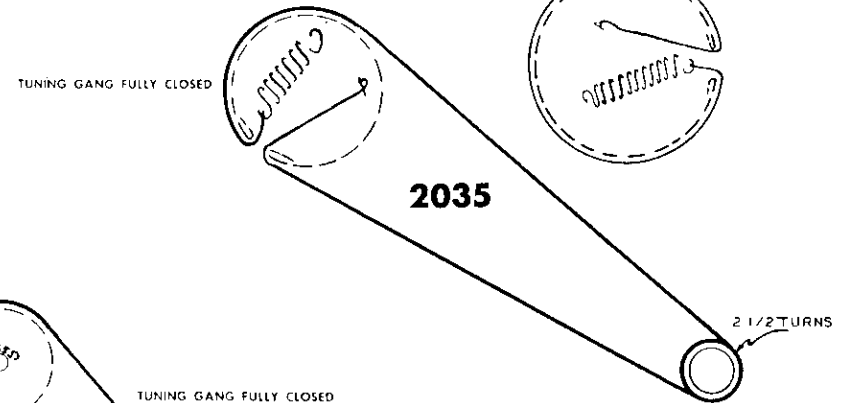
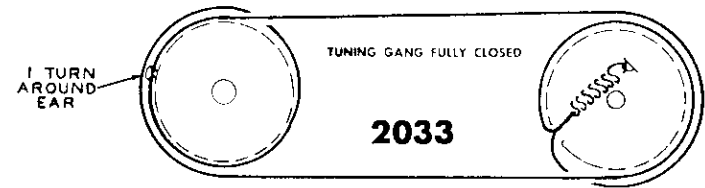
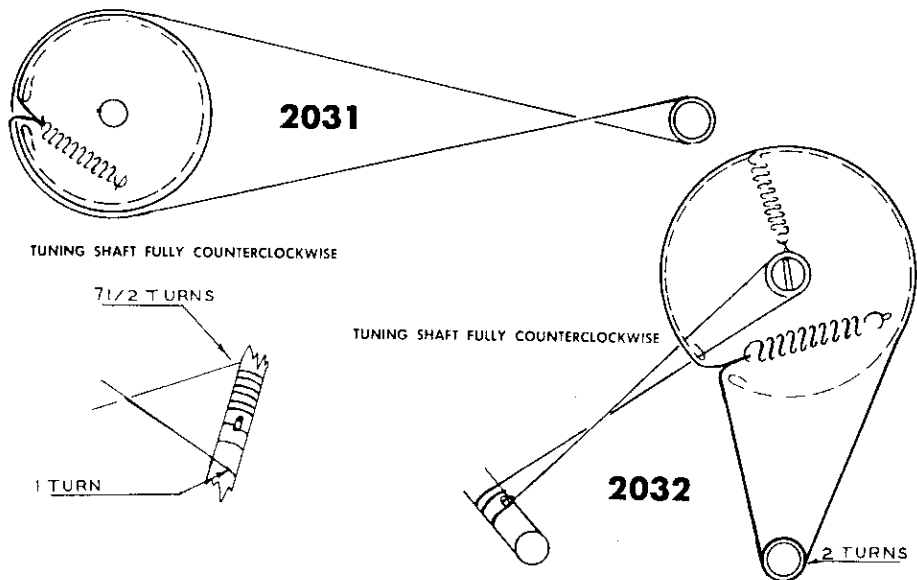
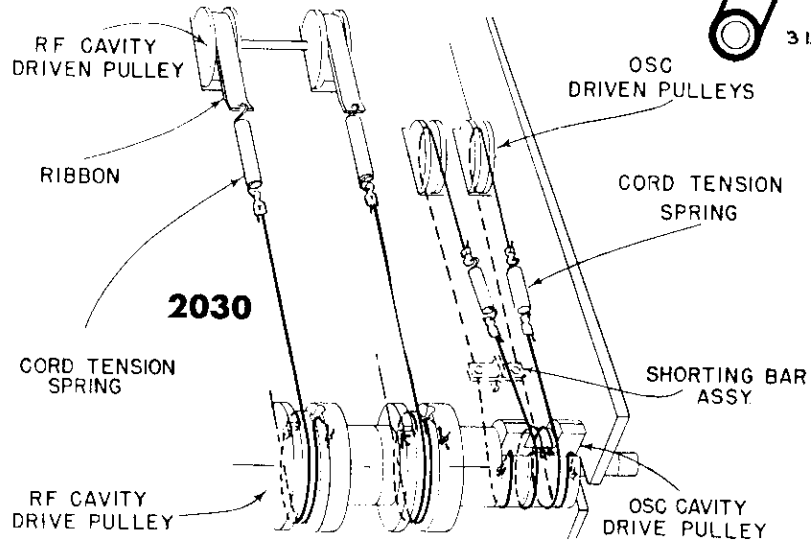
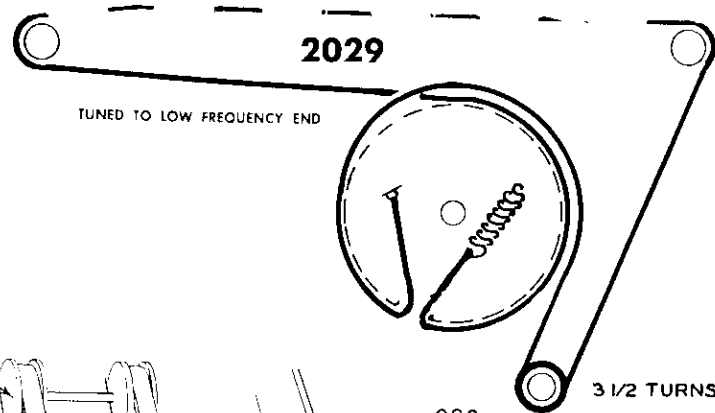


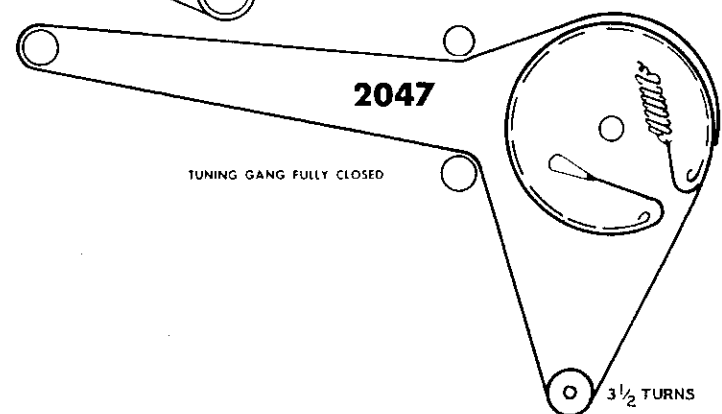
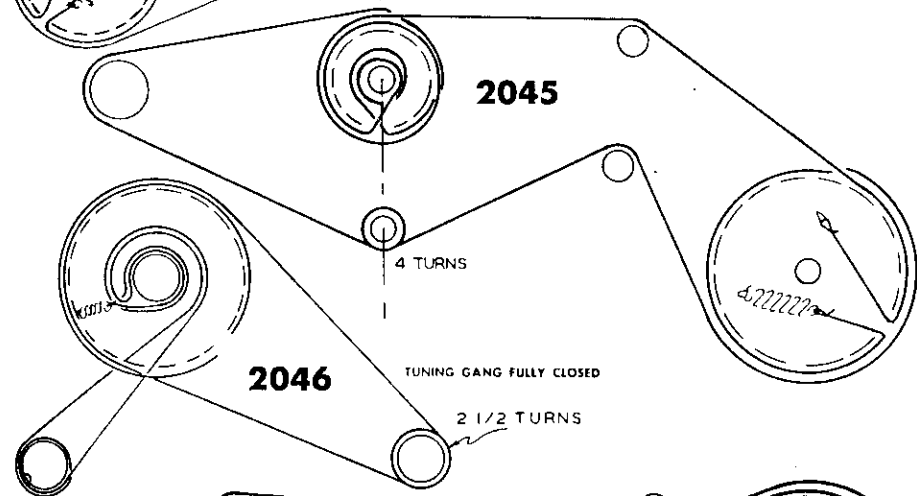
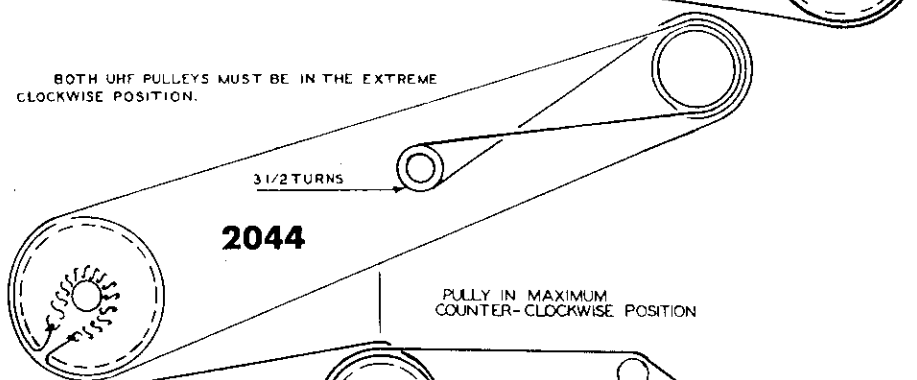
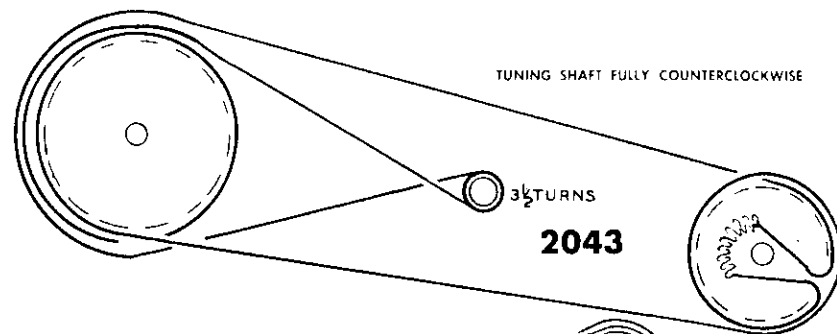
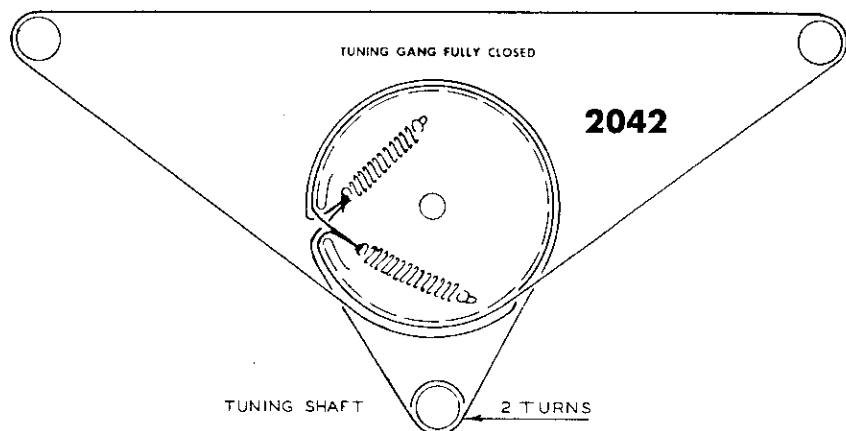
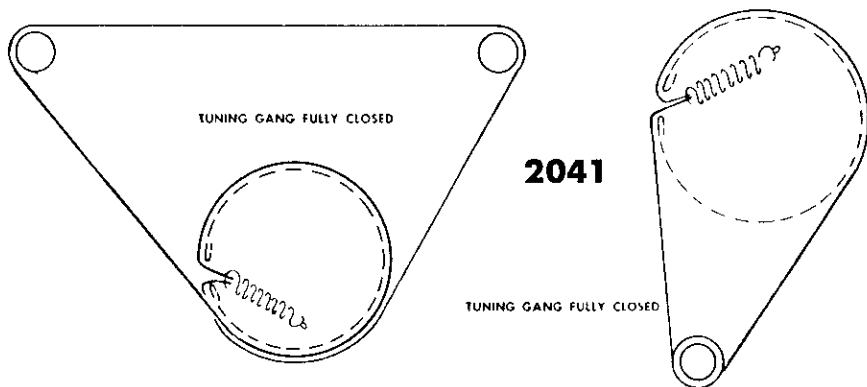
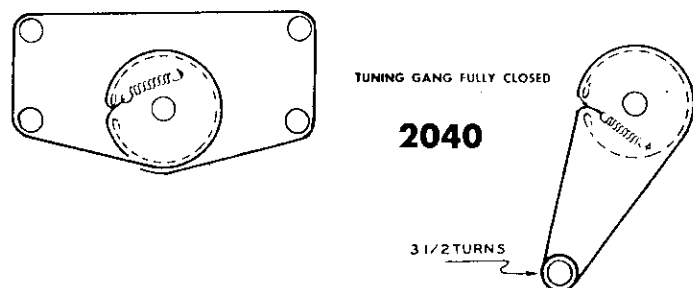
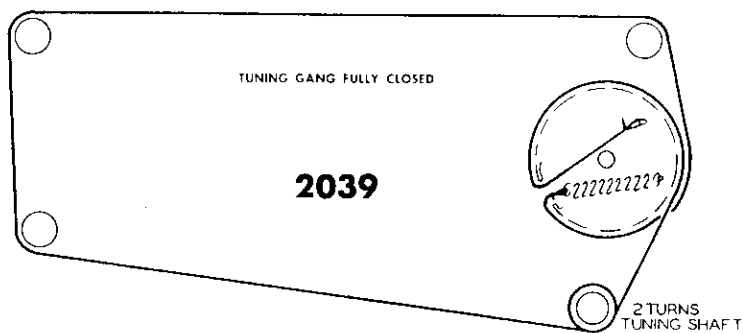


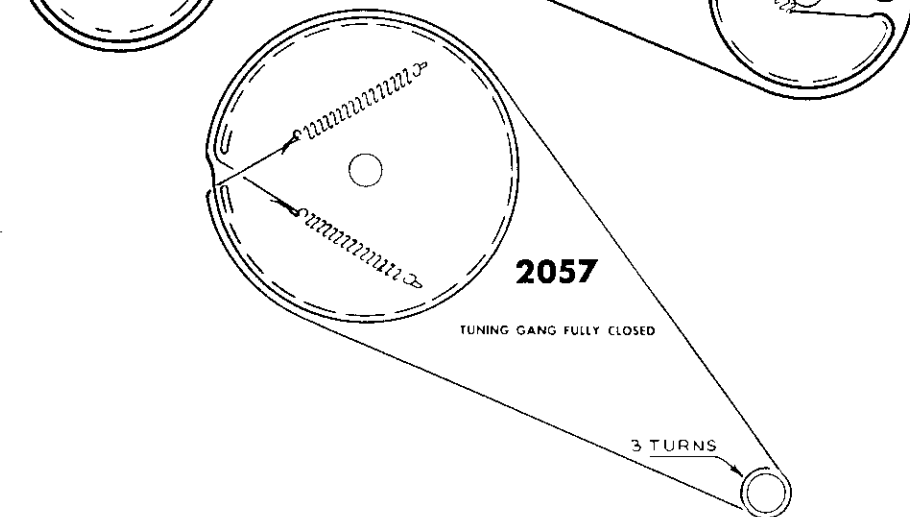
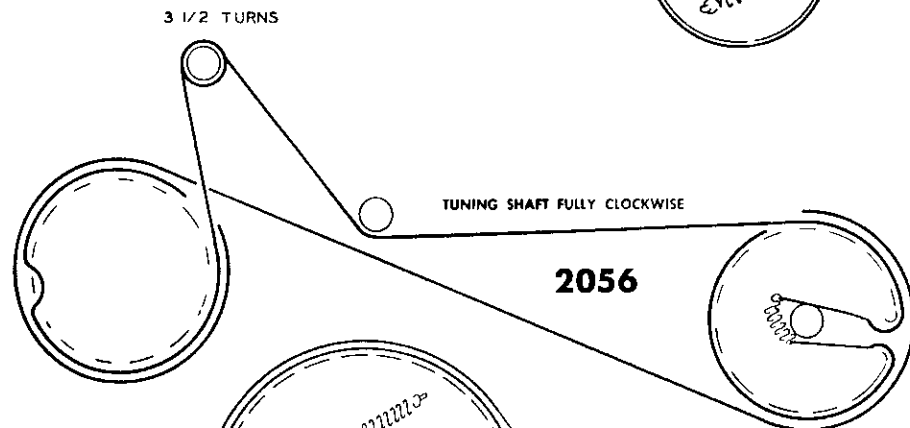
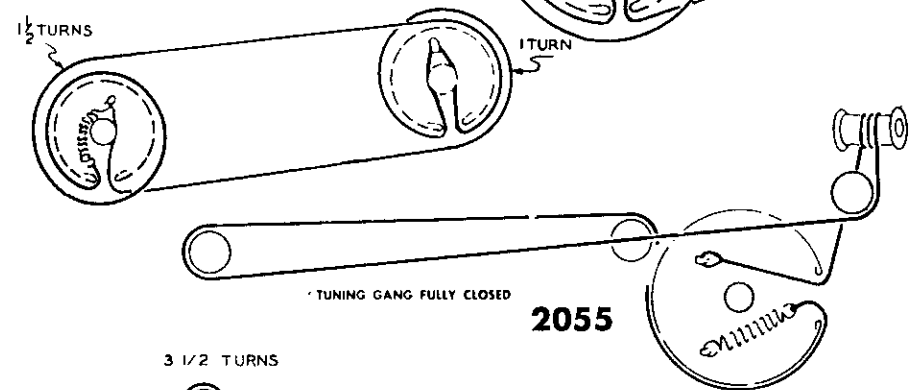
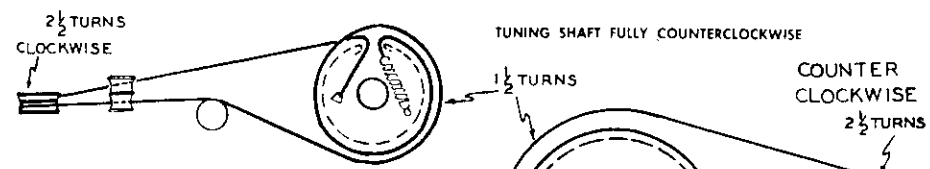
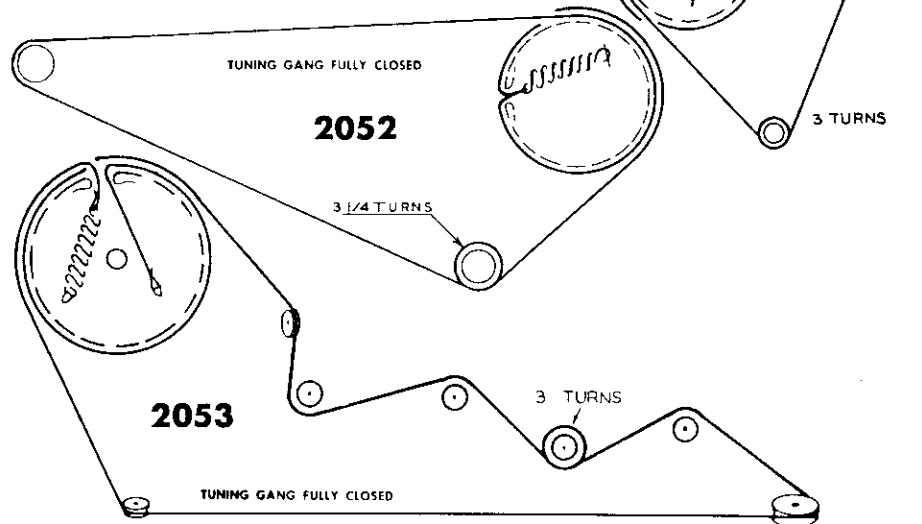
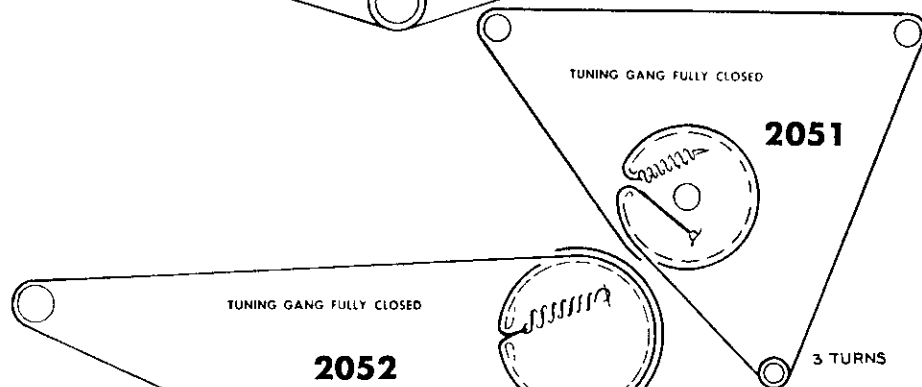
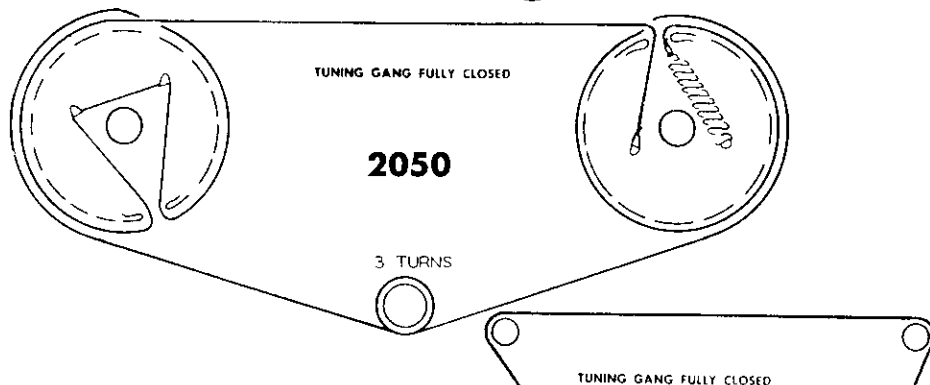
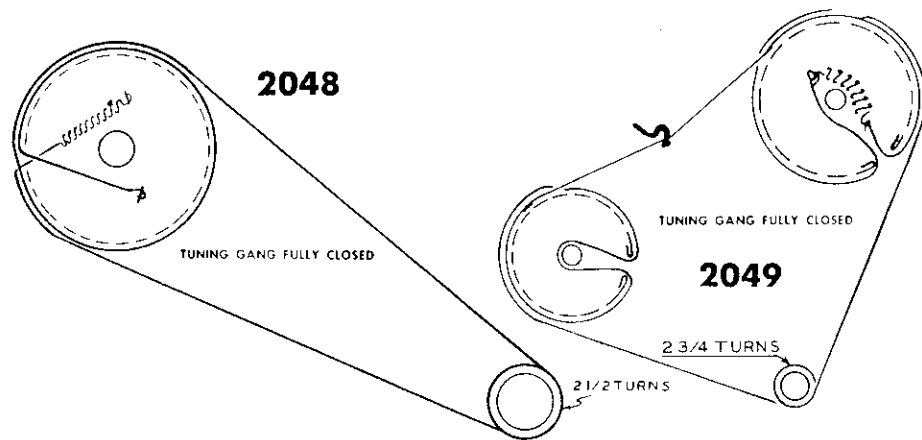


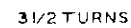
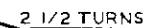
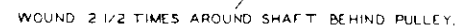
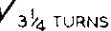
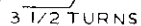












TUNING GANG FULLY CLOSED

2066

3 1/2  
TURNS

2067

TUNING GANG FULLY CLOSED

3 TURNS

TUNING SHAFT

TUNING  
SHAFT

3 TURNS

TUNING PULLEYS MAX. COUNTER CLOCKWISE

2068

2069

BACK PULLEY

TUNING GANG FULLY CLOSED

FRONT PULLEY

2 1/2 TURNS

TUNING SHAFT

TUNING GANG FULLY CLOSED

2070

SWITCH SHAFT

4 1/2 TURNS

TUNING GANG FULLY CLOSED

2071

2 1/2 TURNS

TUNING GANG FULLY CLOSED

2072

3 TURNS

**2073**

TUNING GANG FULLY CLOSED

2 1/2 TURNS

UHF TUNING  
(REAR)

**2074**

UHF TUNING  
(FRONT)

TUNING DIAL FULLY  
COUNTERCLOCKWISE

UHF UNIT

TUNING CONTROL FULLY  
COUNTERCLOCKWISE

**2075**

**2076**

TUNING GANG FULLY CLOSED

1 1/2  
TURNS

**2077**

TUNING GANG FULLY CLOCKWISE

**2078**

TUNING GANG FULLY CLOSED

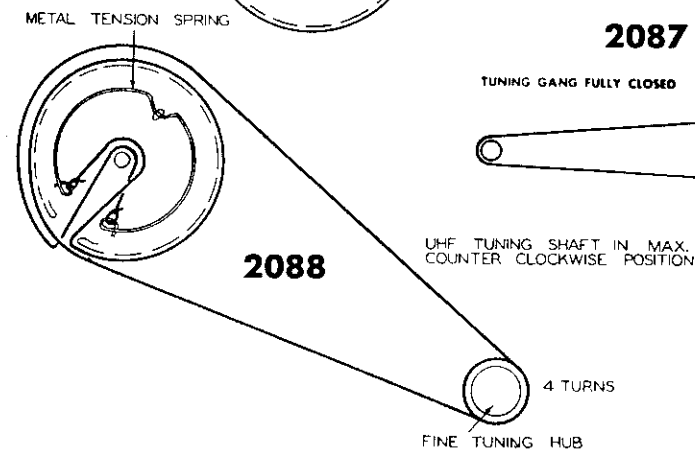
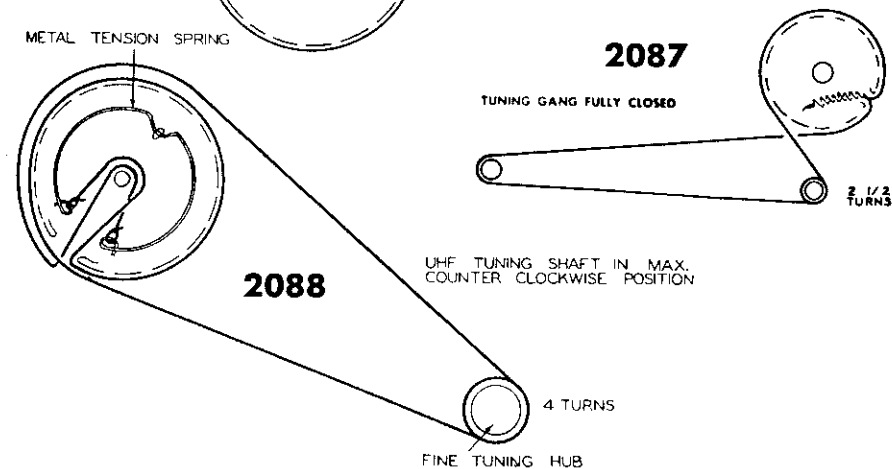
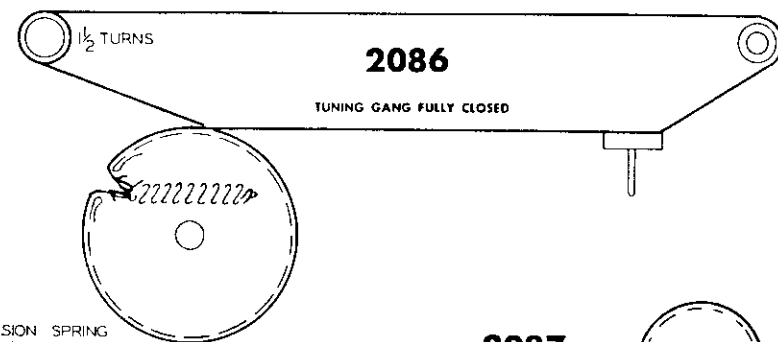
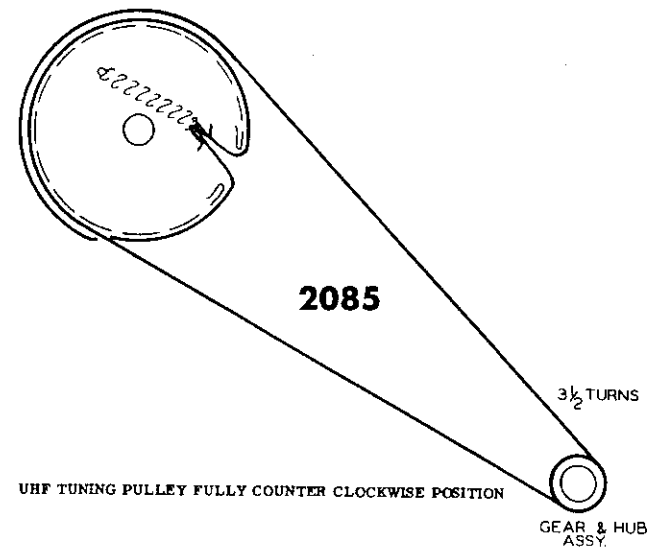
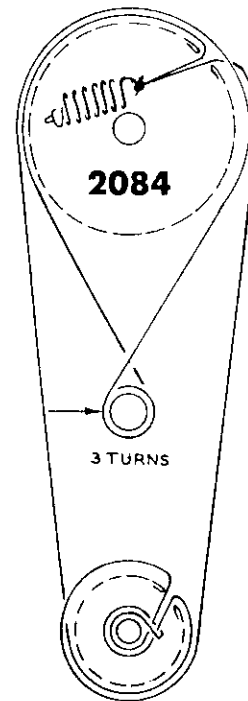
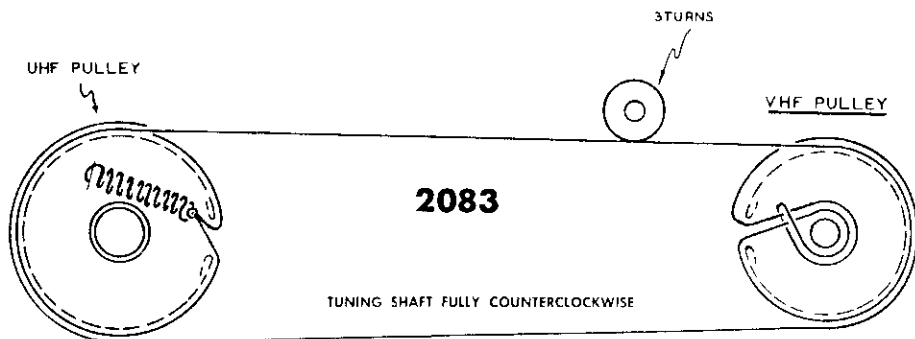
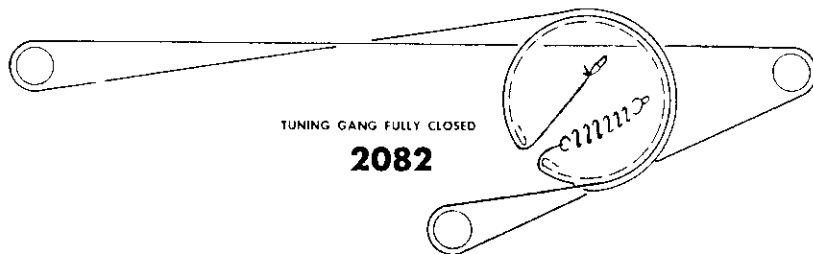
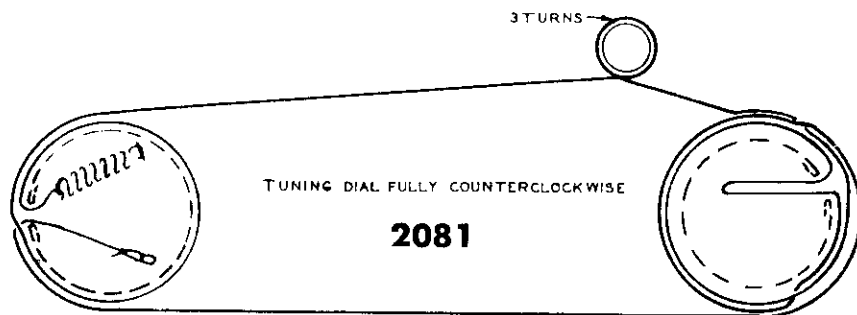
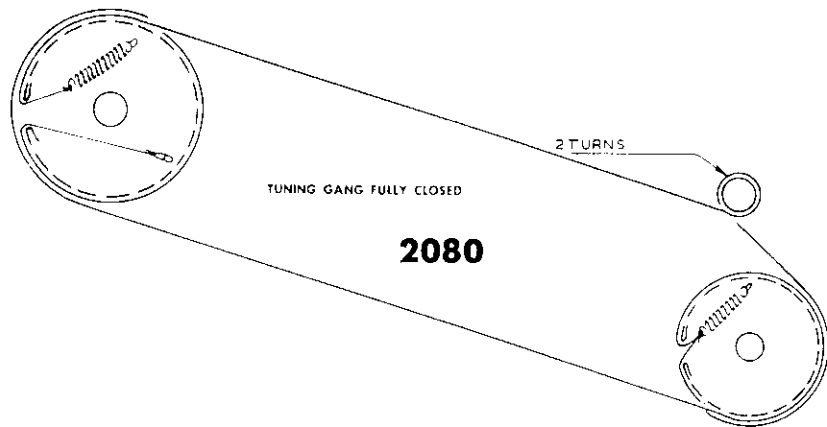
4 TURNS

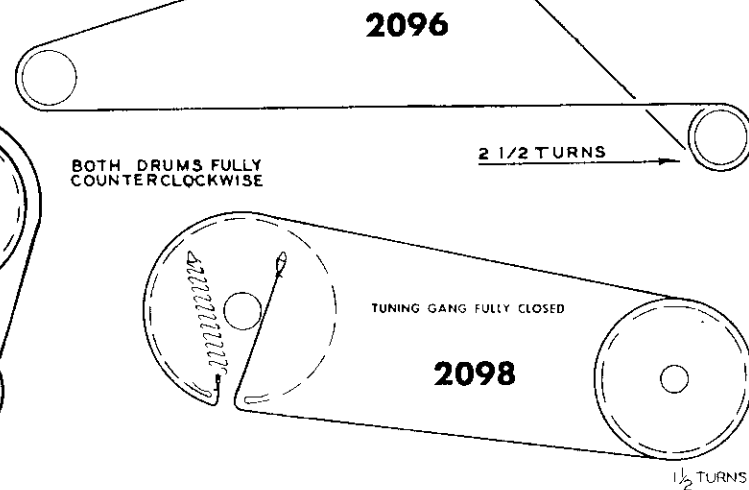
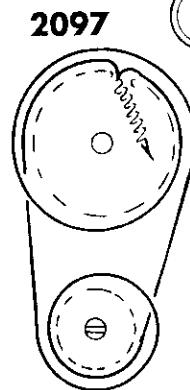
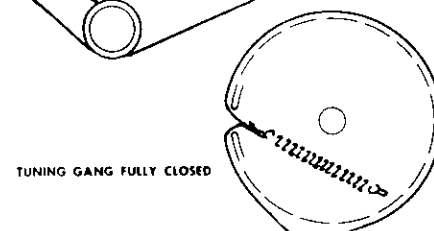
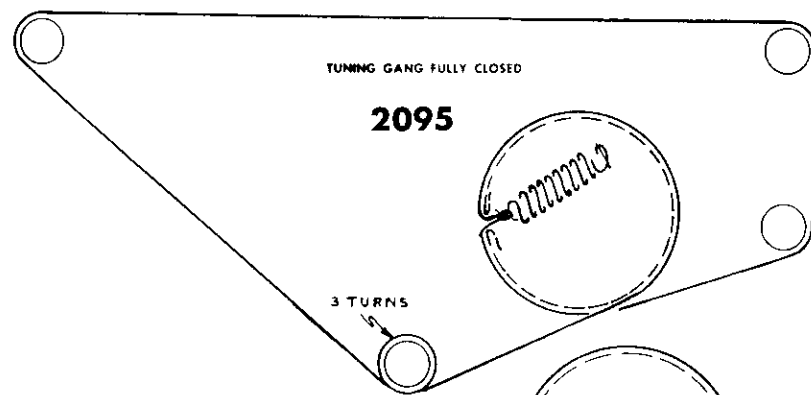
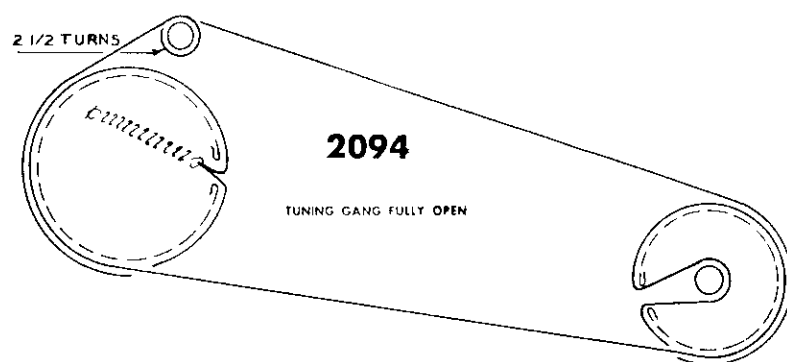
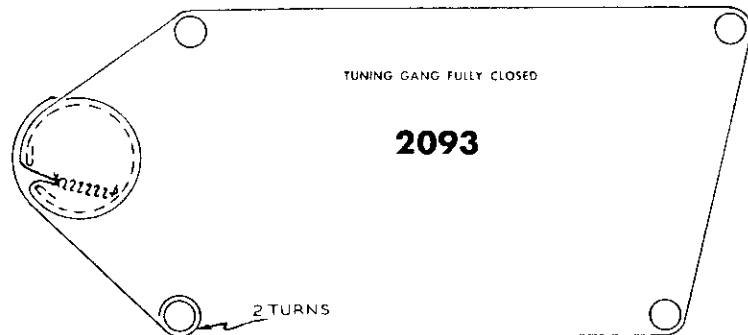
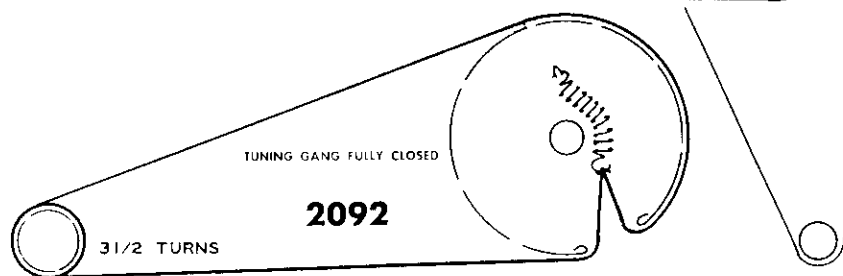
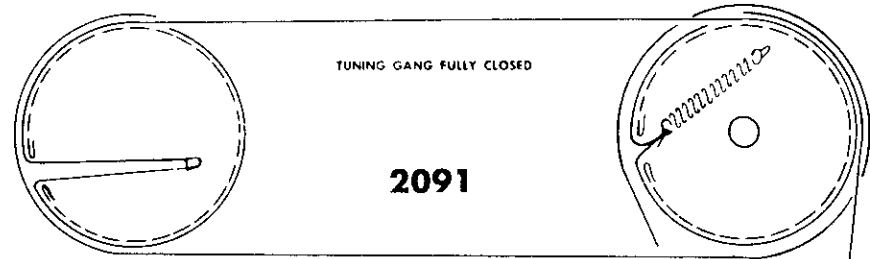
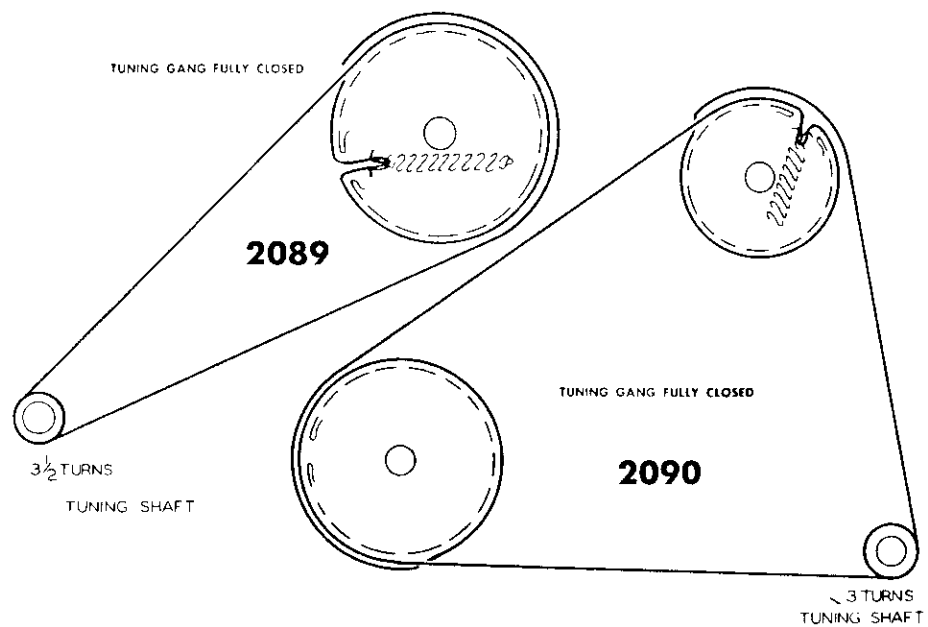
TUNING GANG FULLY CLOSED

**2079**

3 1/2 TURNS







TURN DRUM COMPLETELY COUNTER-CLOCKWISE

**2099**

3 TURNS

TUNING GANG FULLY CLOSED

**2100**

2 1/2 TURNS

TUNING GANG  
PULLEY

**2101**

TUNING GANG FULLY CLOSED

4 TURNS

TUNING SHAFT

TUNING GANG FULLY CLOSED

**2102**

POINTER DRUM

TUNING DRUM

**2103**

UHF POINTER

TUNING SHAFT FULLY  
COUNTERCLOCKWISE

VHF POINTER

TUNING GANG FULLY COUNTER-CLOCKWISE.

**2104**

TUNING GANG FULLY CLOSED

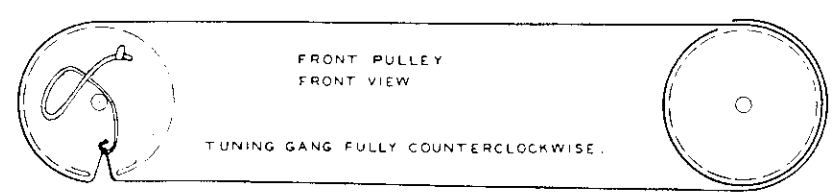
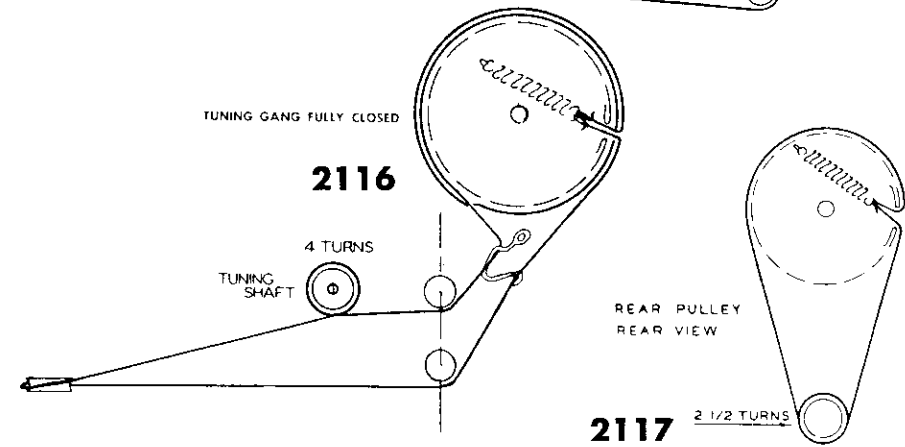
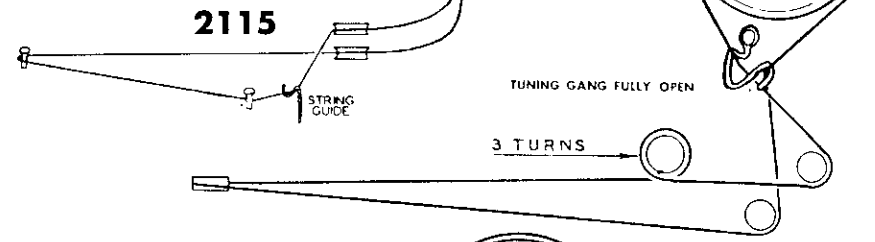
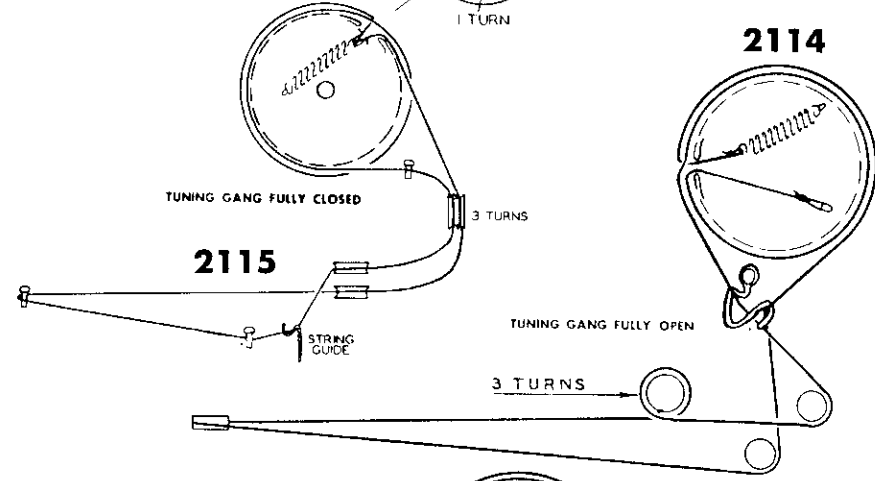
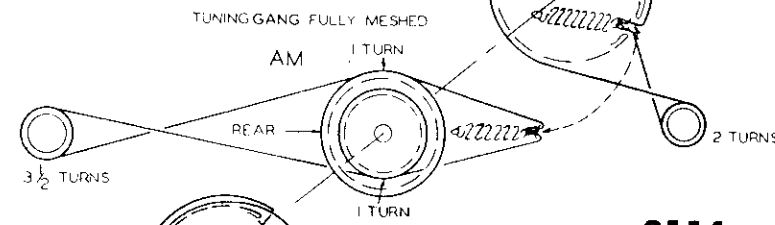
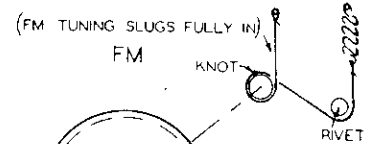
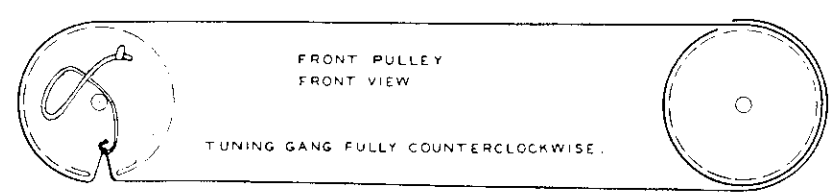
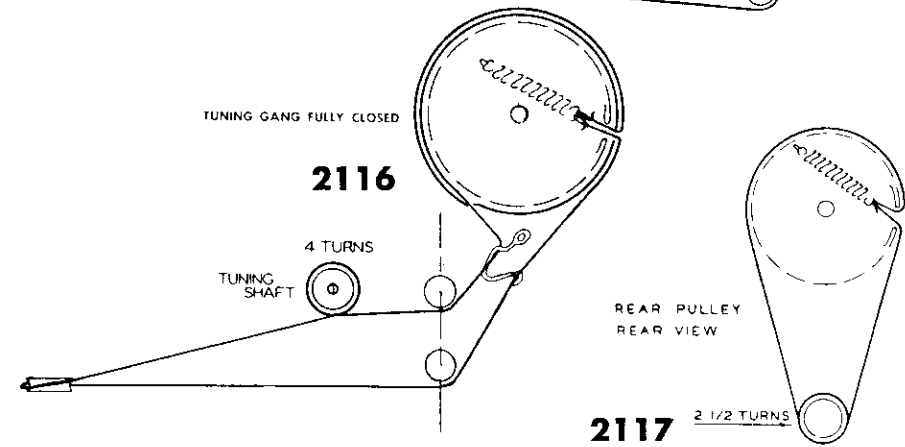
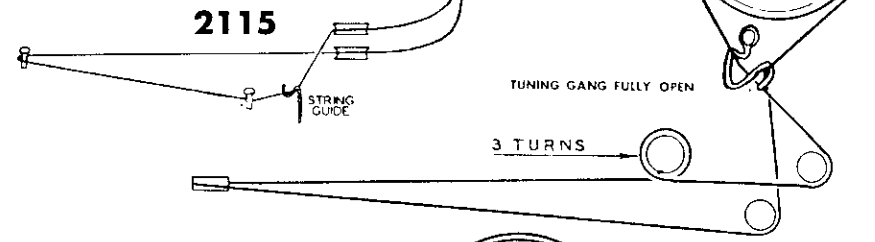
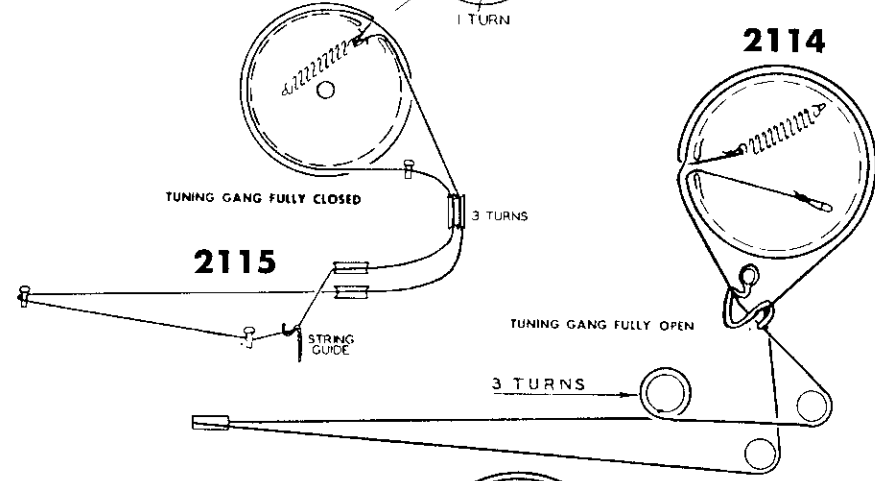
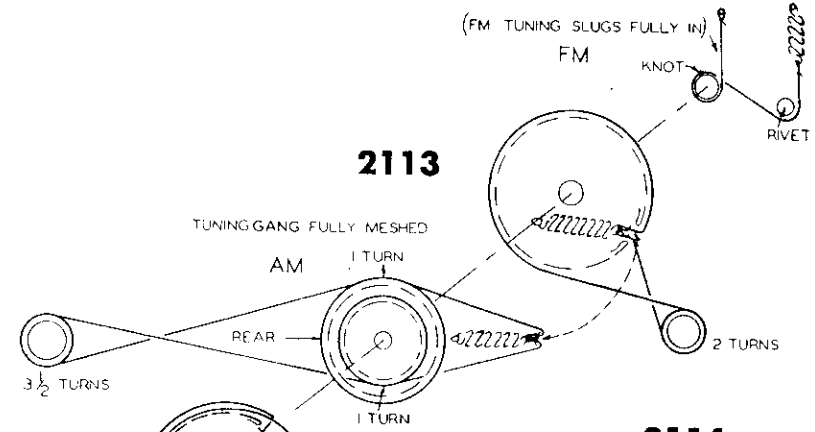
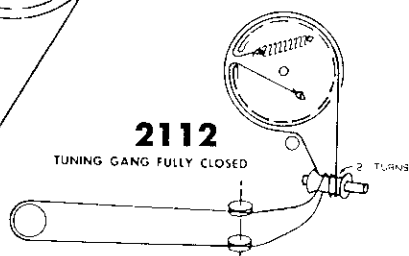
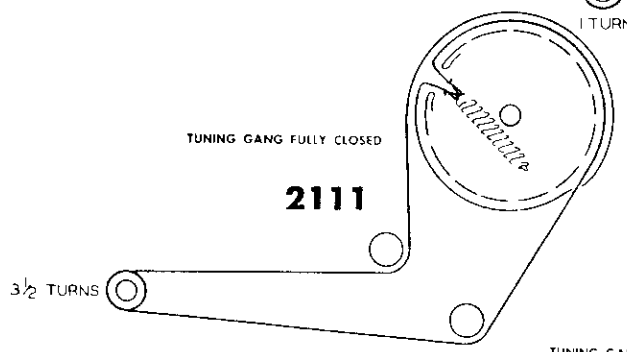
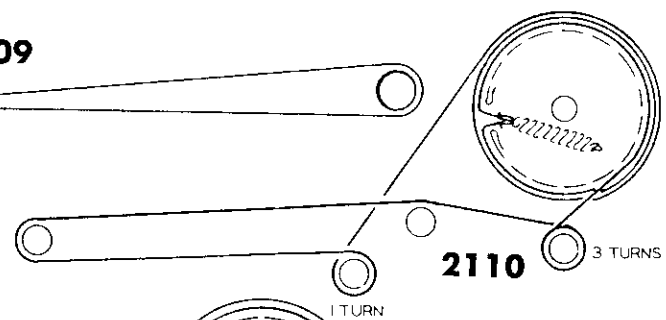
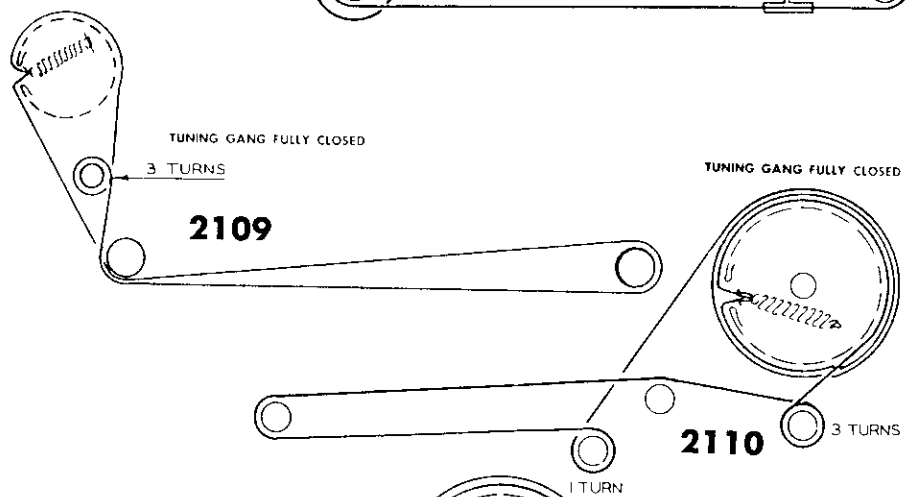
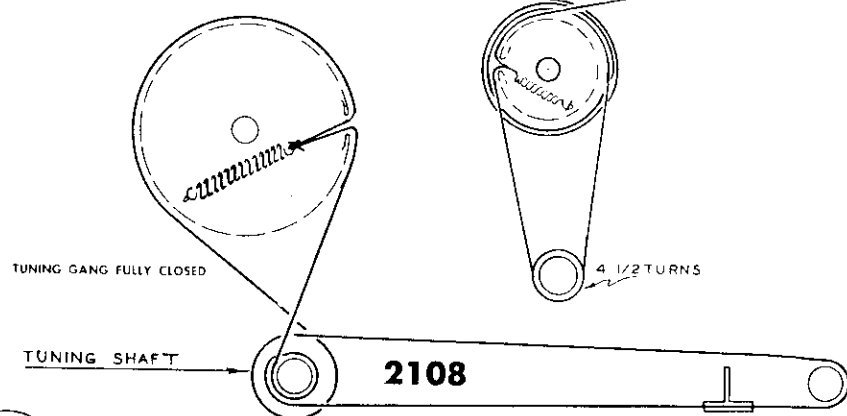
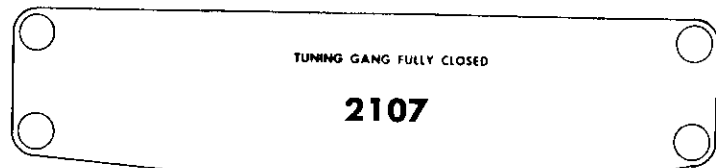
**2105**

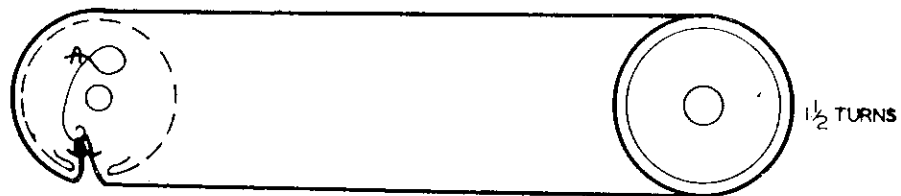
3 TURNS

**2106**

TUNING GANG FULLY CLOSED

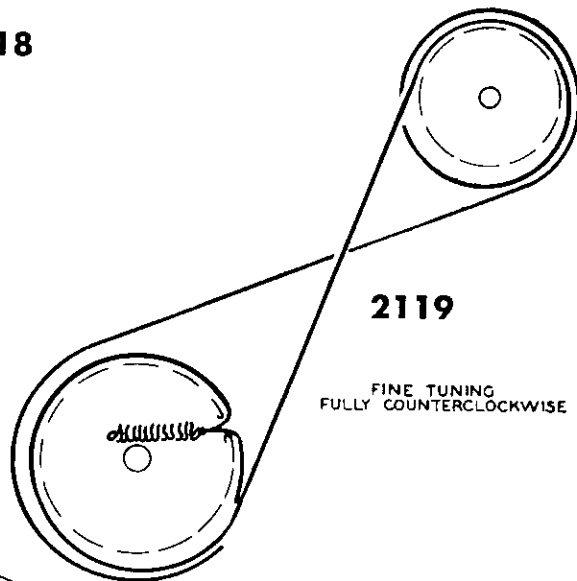
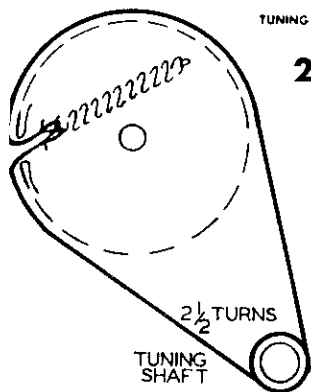
3 TURNS





TUNING GANG FULLY CLOSED

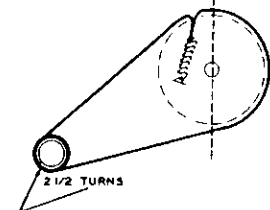
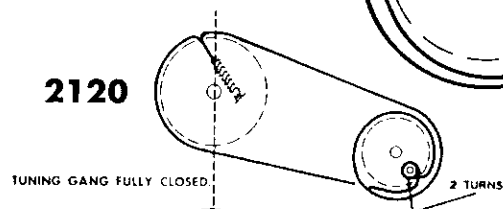
**2118**



**2119**

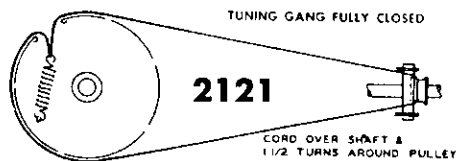
FINE TUNING  
FULLY COUNTERCLOCKWISE

**2120**

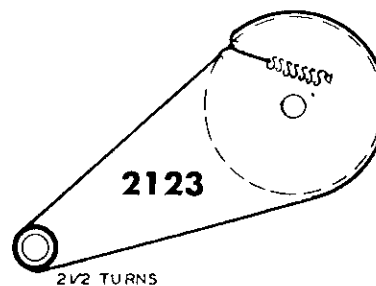
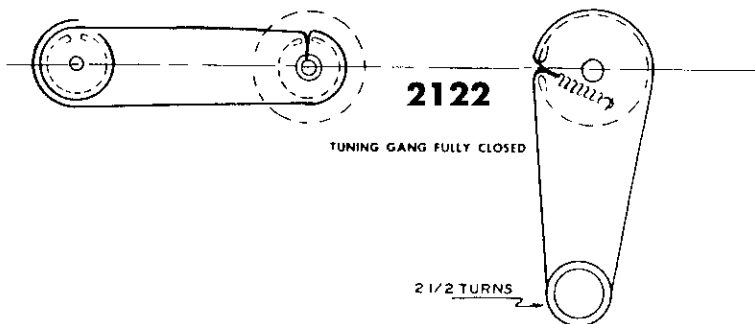


TUNING GANG FULLY CLOSED

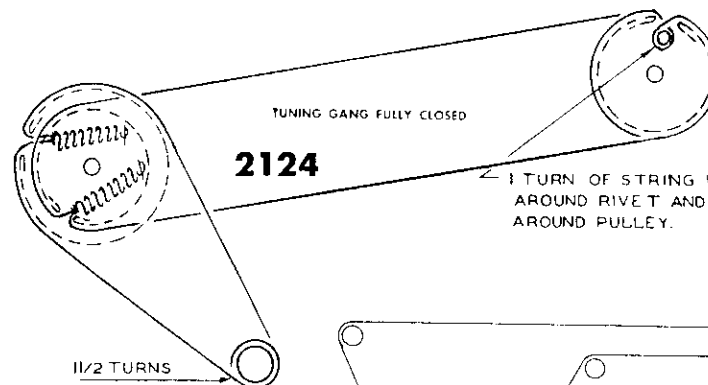
**2121**



**2122**



TUNING GANG FULLY CLOSED

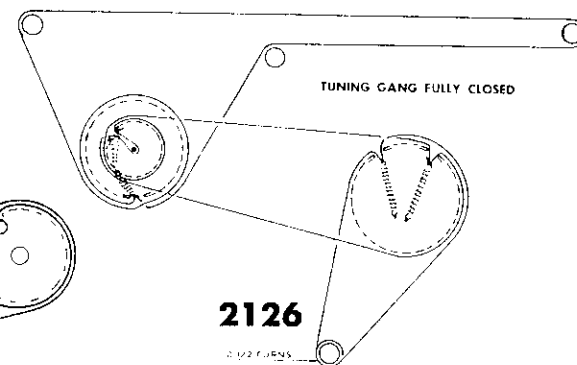
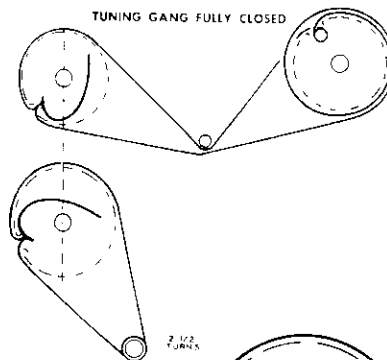


**2124**

1 TURN OF STRING WRAPPED  
AROUND RIVET AND 11/2 TURNS  
AROUND PULLEY.

**2125**

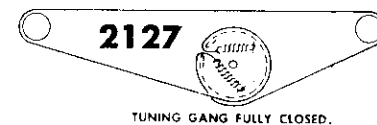
TUNING GANG FULLY CLOSED



**2126**

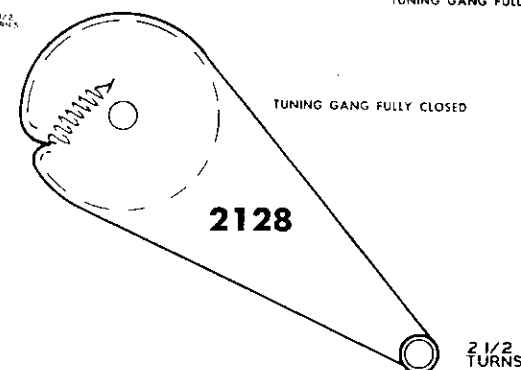
2 1/2 TURNS

**2127**

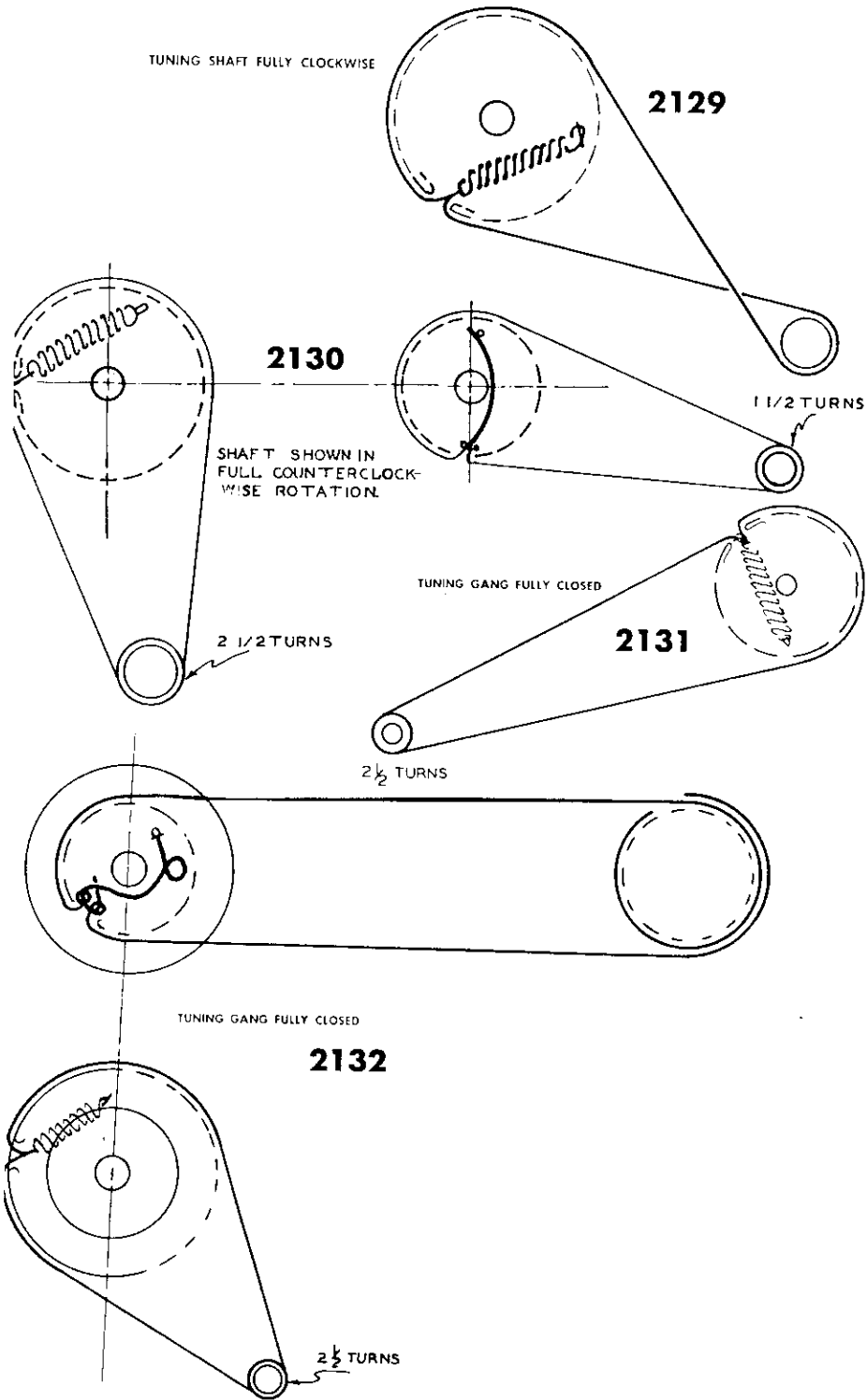


TUNING GANG FULLY CLOSED

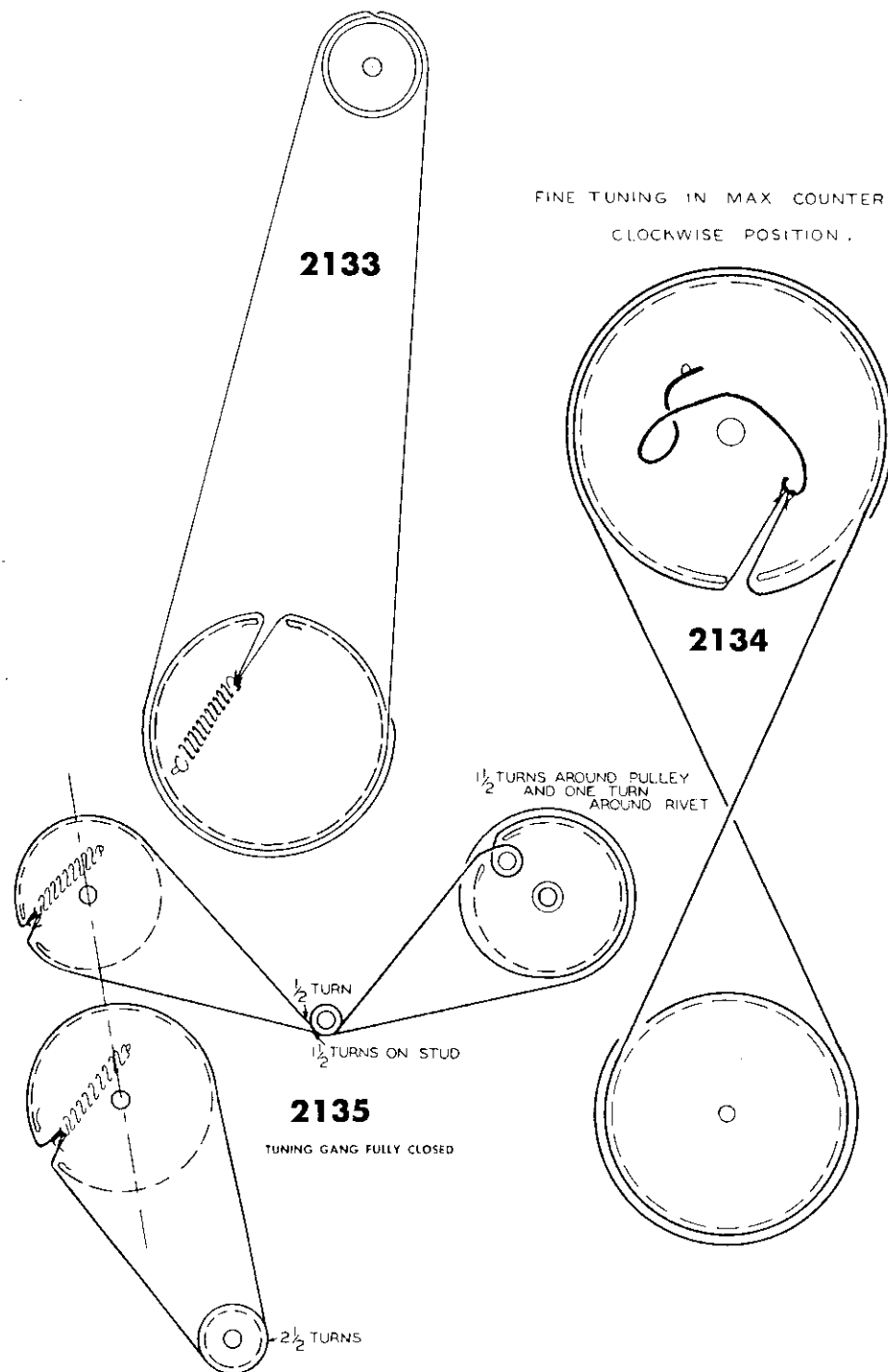
**2128**

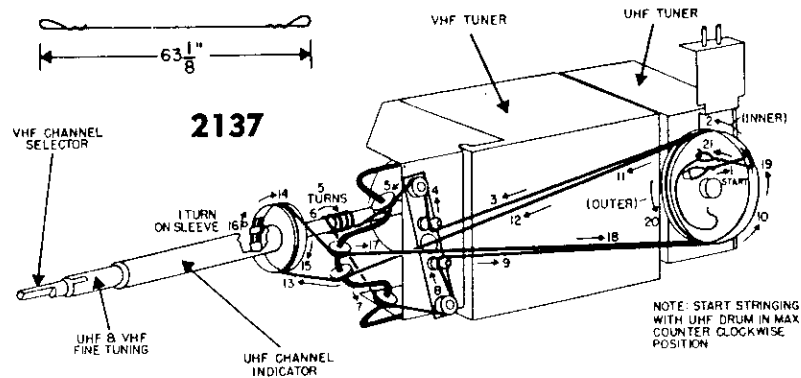
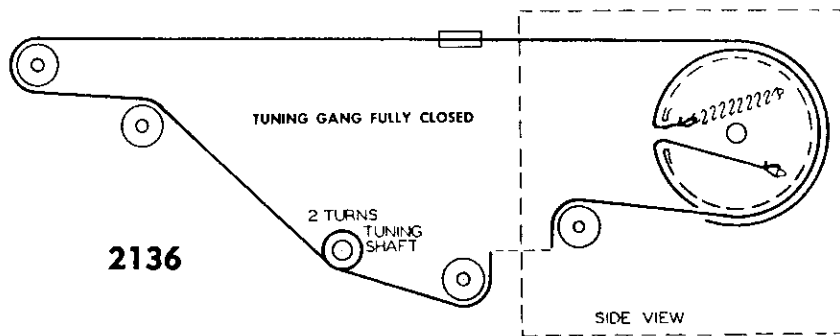


TUNING SHAFT FULLY CLOCKWISE



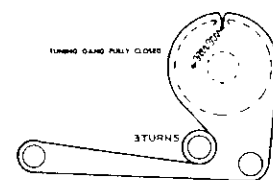
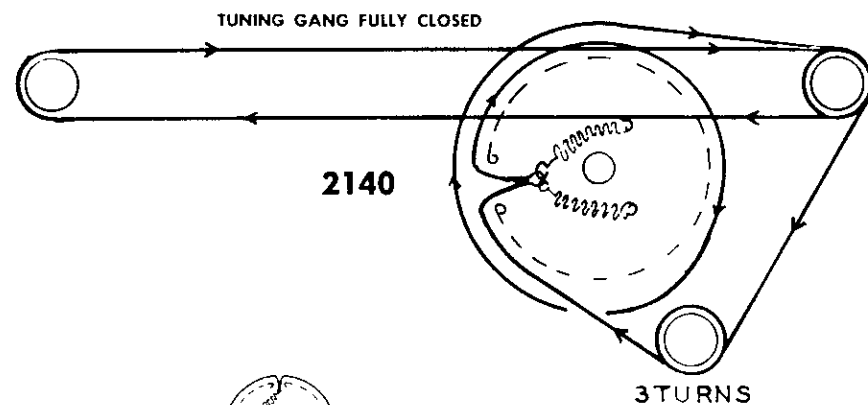
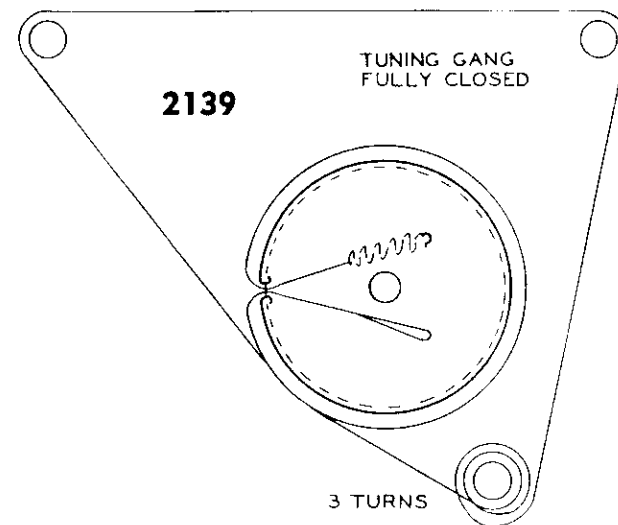
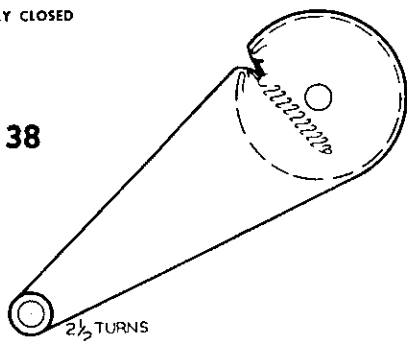
SHAFT IN MAXIMUM COUNTER CLOCKWISE POSITION.



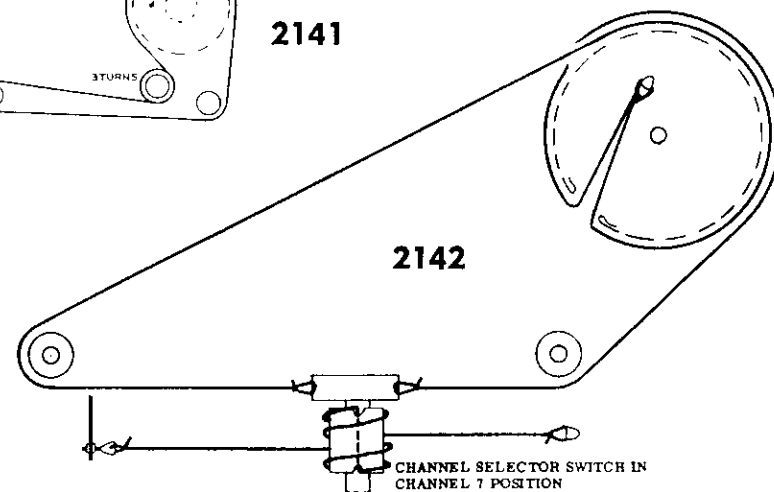


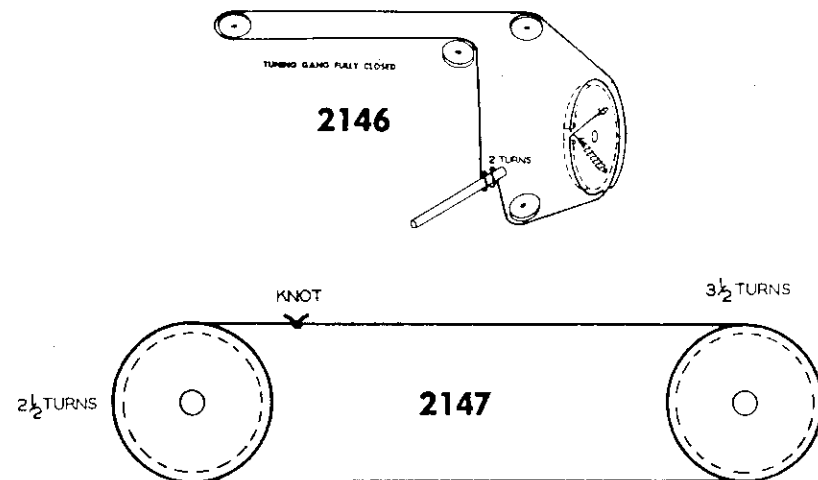
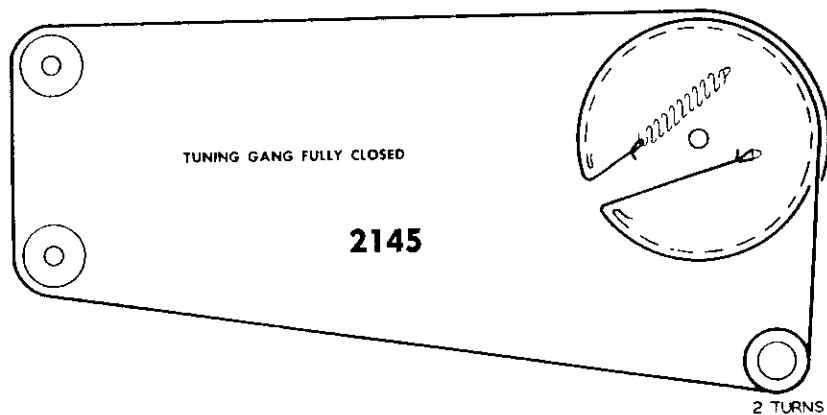
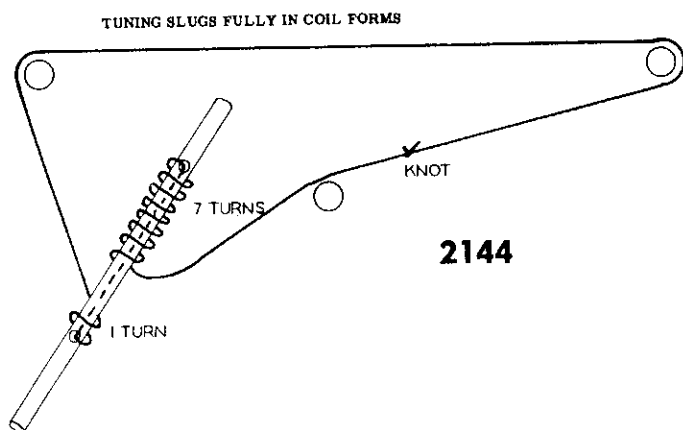
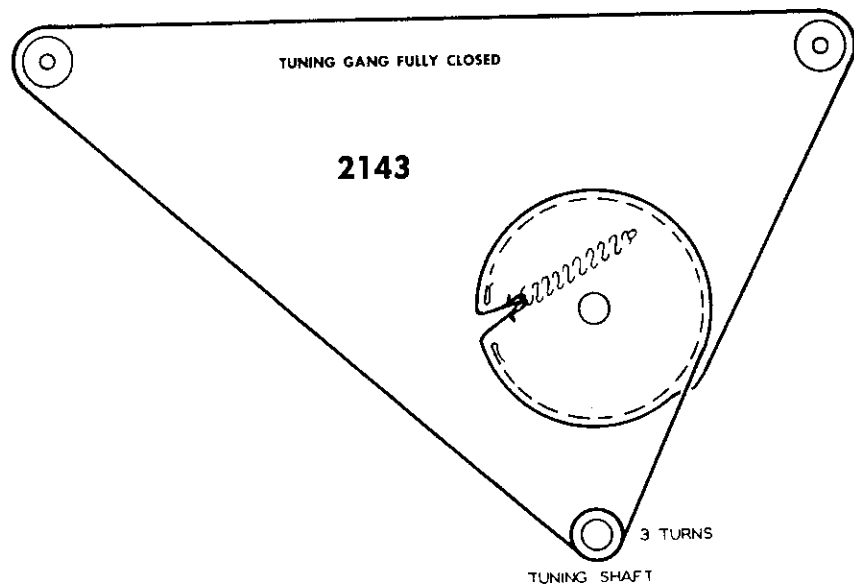
TUNING GANG FULLY CLOSED

**2138**

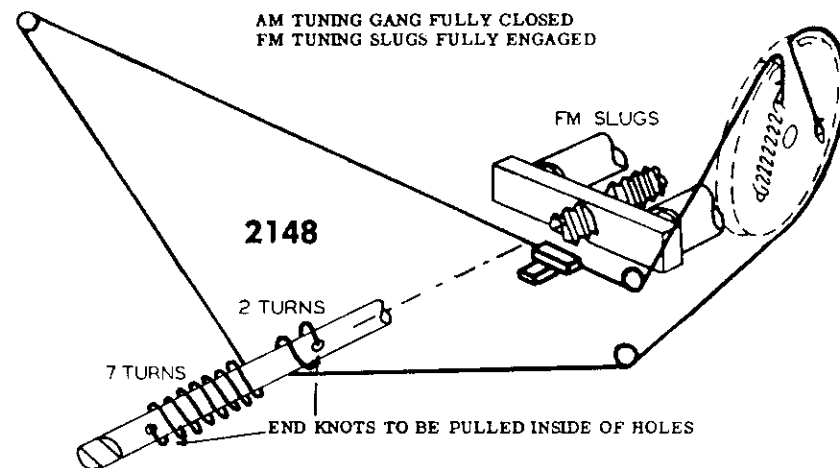


**2141**

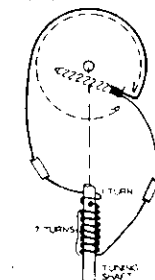




CONTRAST CONTROL DRIVE STRINGING  
CONTRAST CONTROL FULLY COUNTER CLOCKWISE POSITION



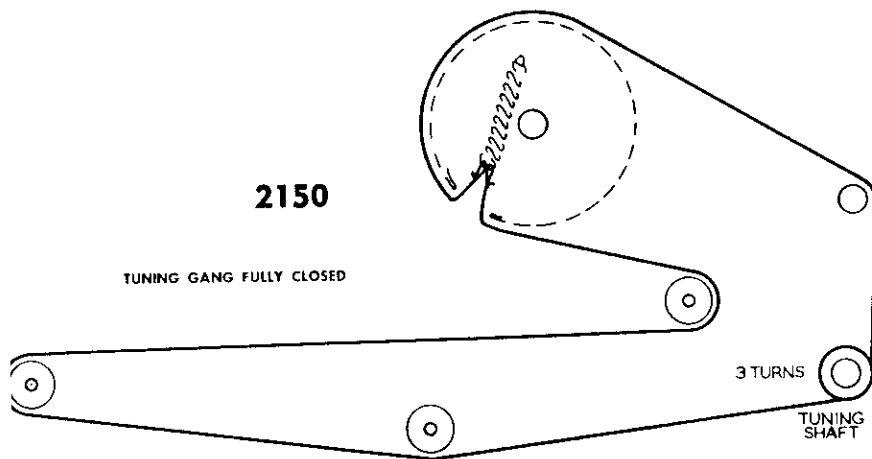
TUNING SLUGS FULLY ENGAGED





2150

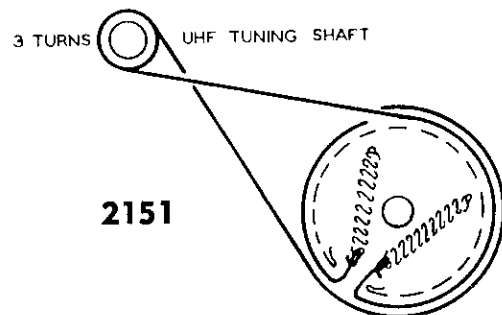
TUNING GANG FULLY CLOSED



3 TURNS UHF TUNING SHAFT

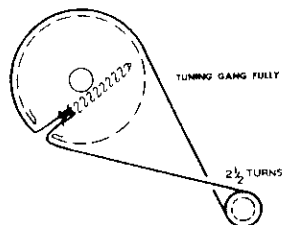
2151

UHF TUNING PULLEY MAX. COUNTER CLOCKWISE



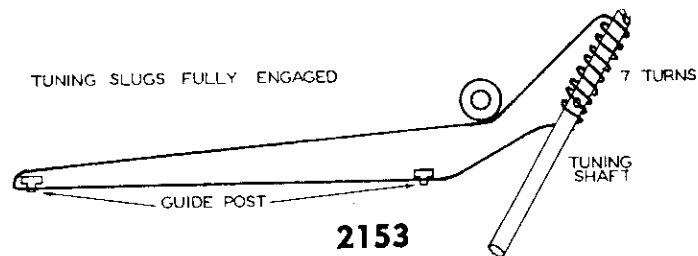
2152

TUNING GANG FULLY CLOSED



TUNING SLUGS FULLY ENGAGED

2153



VHF FINE TUNING  
DRIVE CORD STRINGING

1 1/2 TURNS

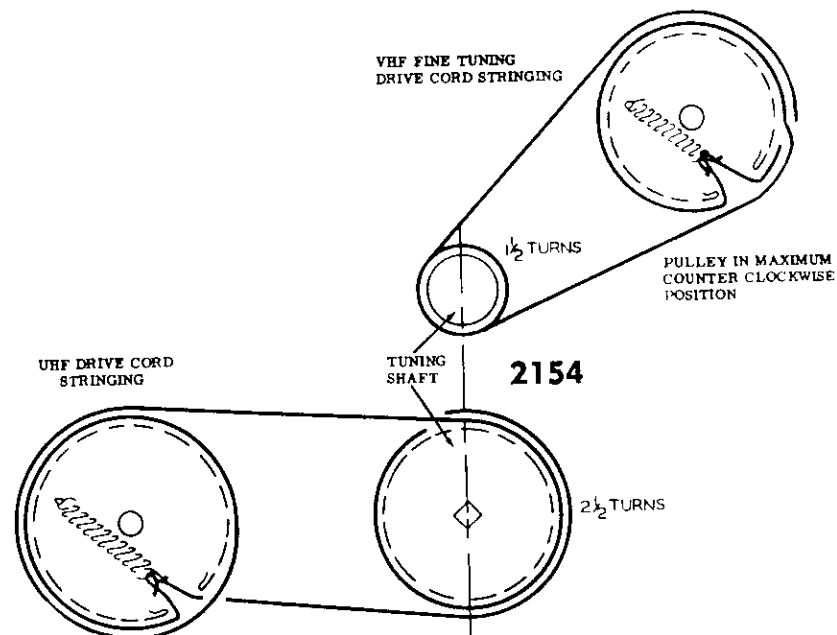
PULLEY IN MAXIMUM  
COUNTER CLOCKWISE  
POSITION

2154

UHF DRIVE CORD  
STRINGING

TUNING  
SHAFT

2 1/2 TURNS



TUNING GANG  
DRIVE PULLEY

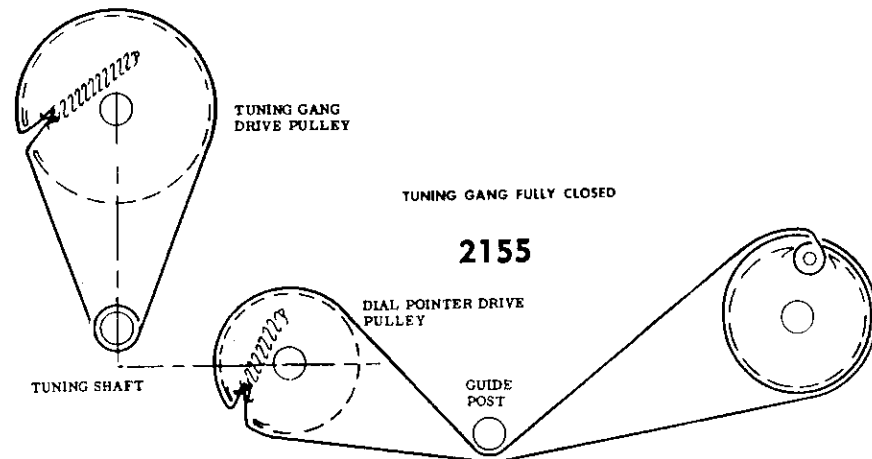
TUNING GANG FULLY CLOSED

2155

DIAL POINTER DRIVE  
PULLEY

GUIDE  
POST

TUNING SHAFT



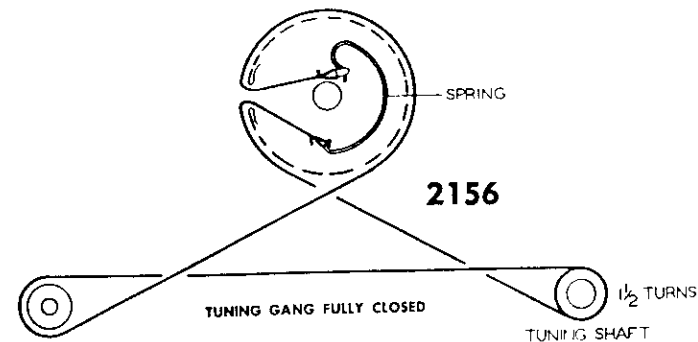
2156

SPRING

TUNING GANG FULLY CLOSED

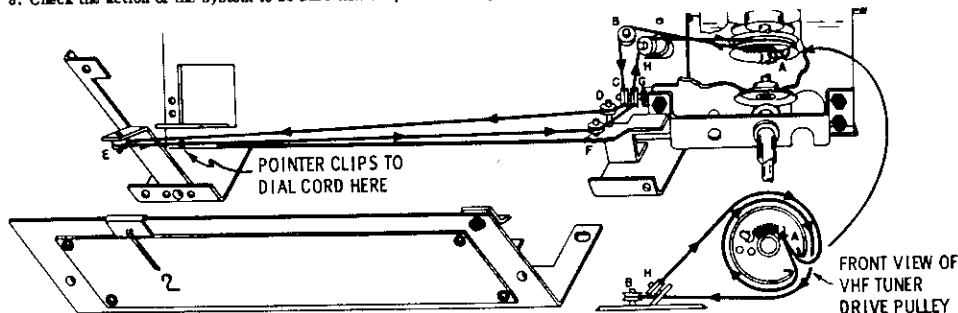
1 1/2 TURNS

TUNING SHAFT



## VHF DRIVE CORD STRINGING

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



## UHF DRIVE CORD STRINGING

1. Cut an 80" length of dial cord and tie one end to the dial spring.
2. Turn the UHF tuner drive pulley to the full counter clockwise position (Channel 14).
3. Place the free end of the dial cord spring over the hook in the back side of the pulley.
4. Stretch the spring and pass the string out the notch in the edge of the pulley and up over the top of the pulley to position 2 and 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.

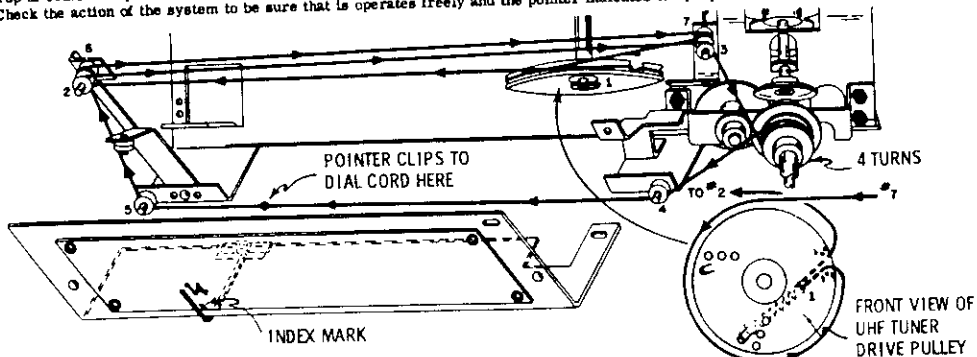
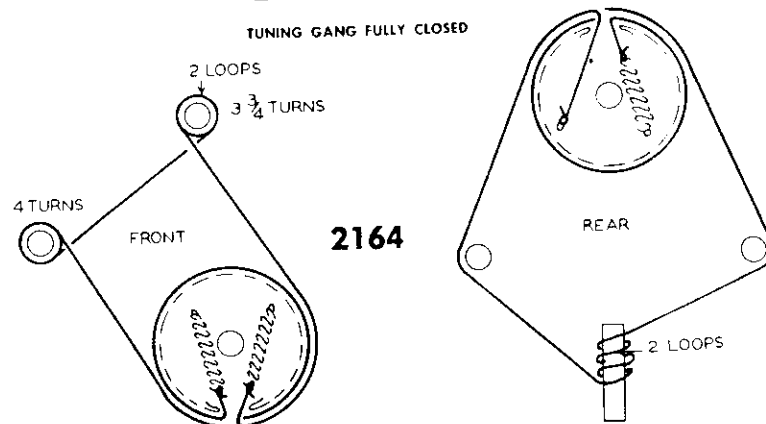
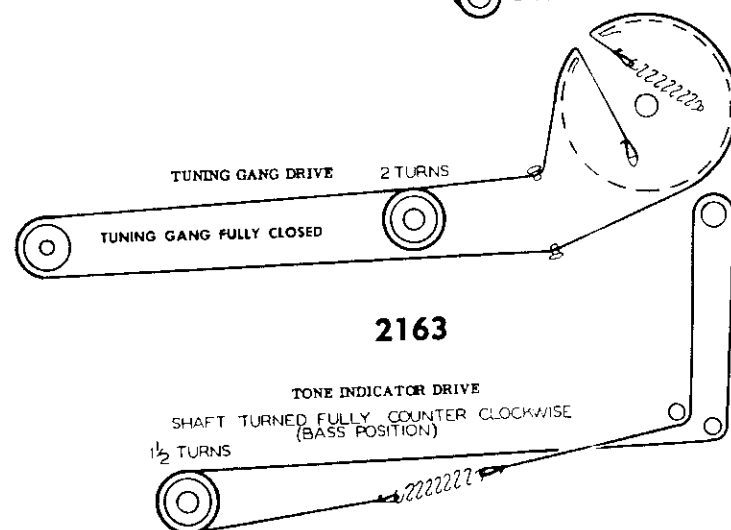
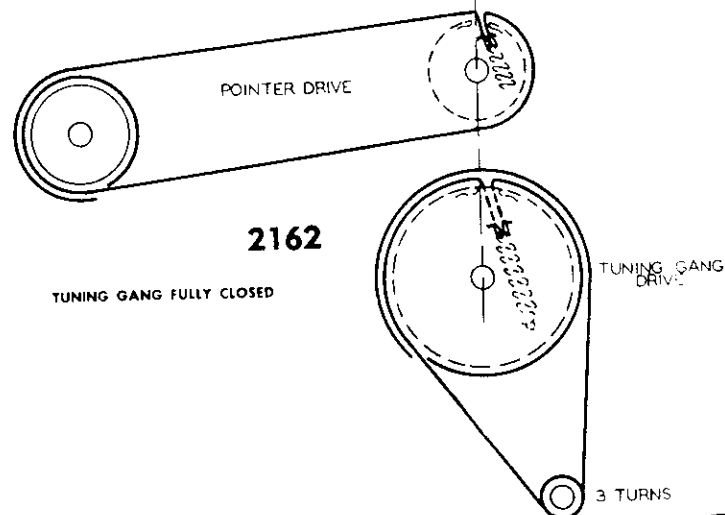
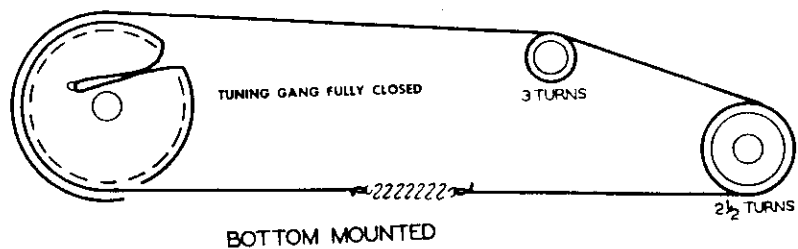
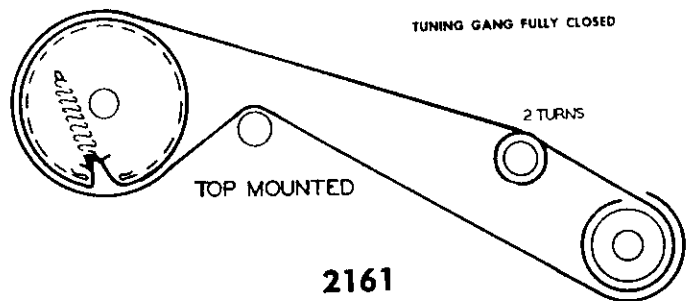
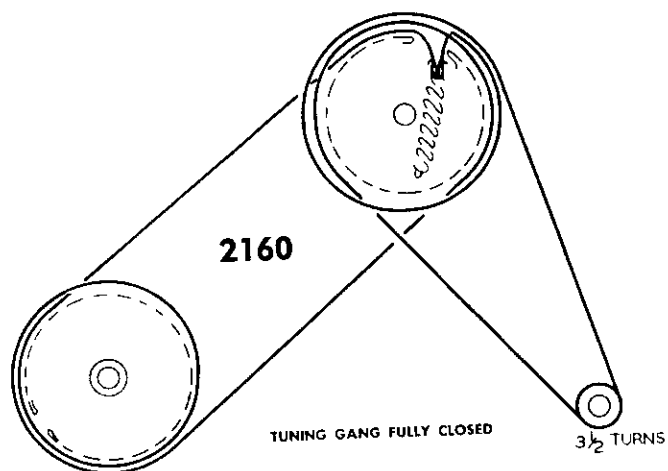
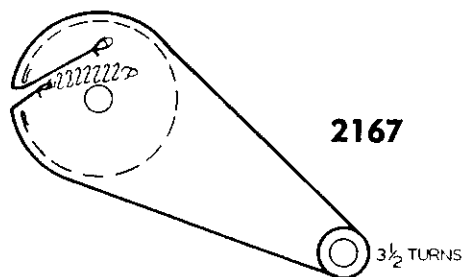
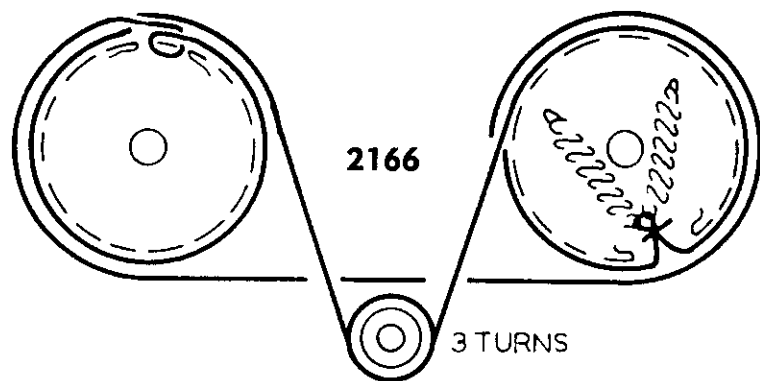
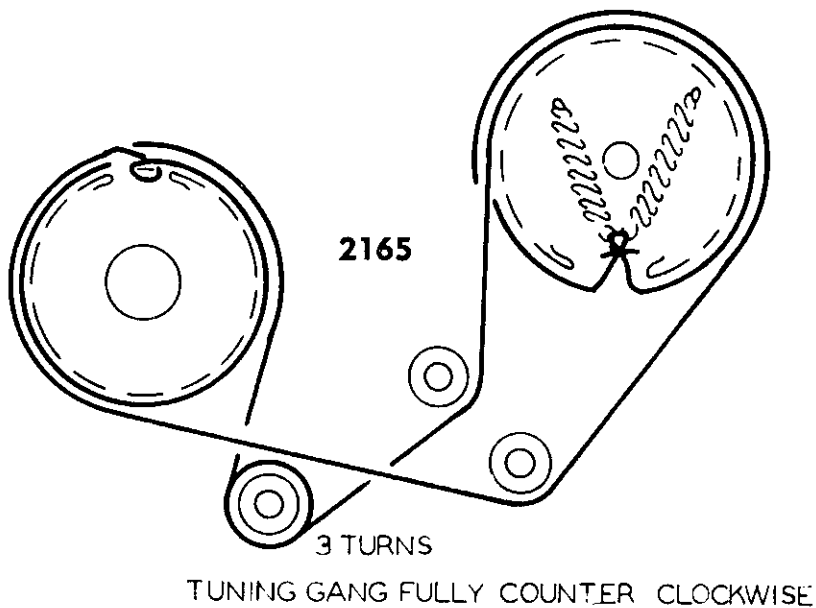
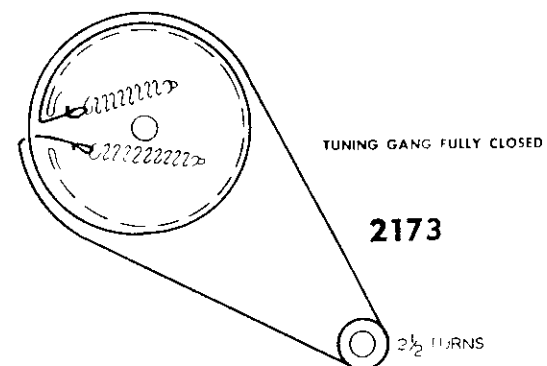
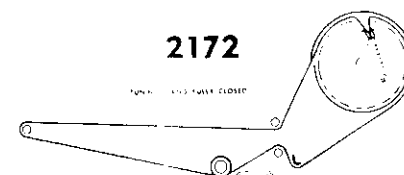
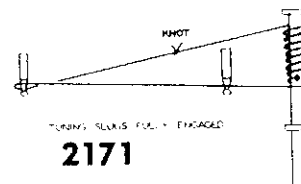
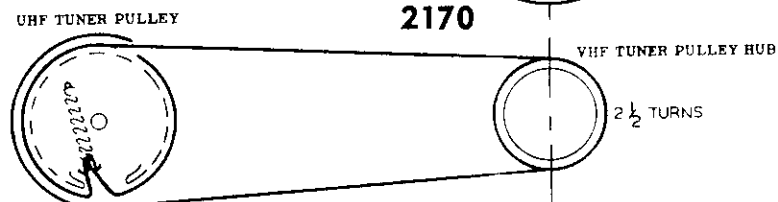
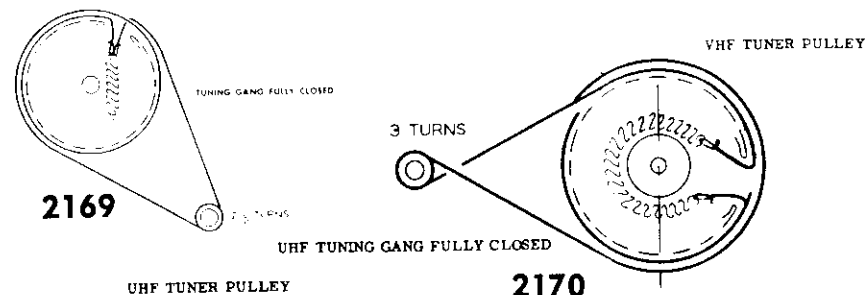
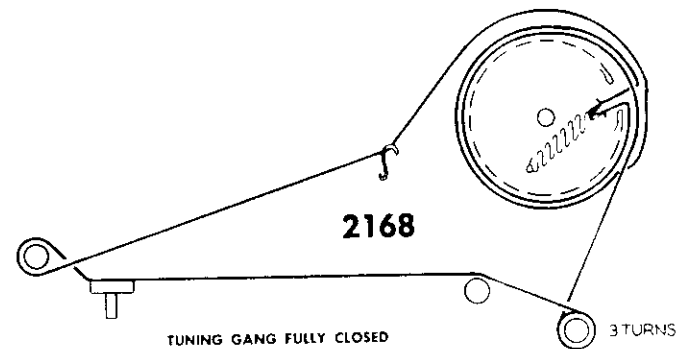


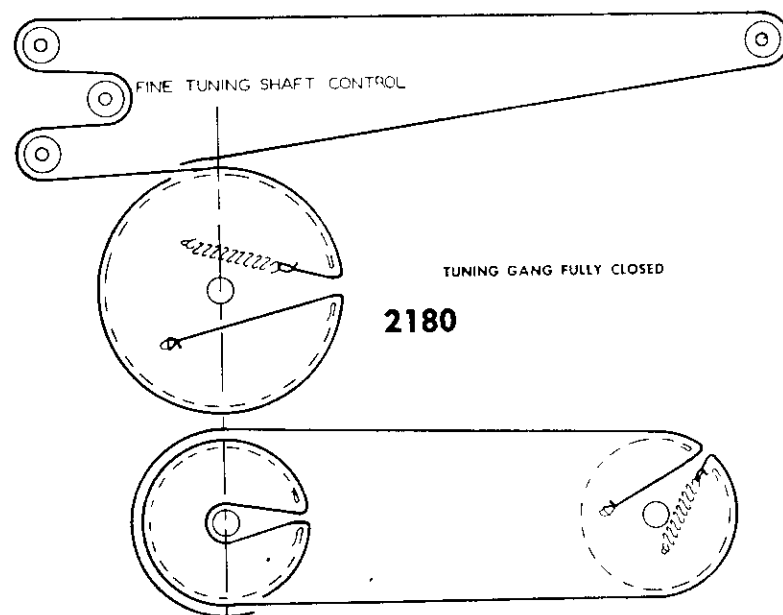
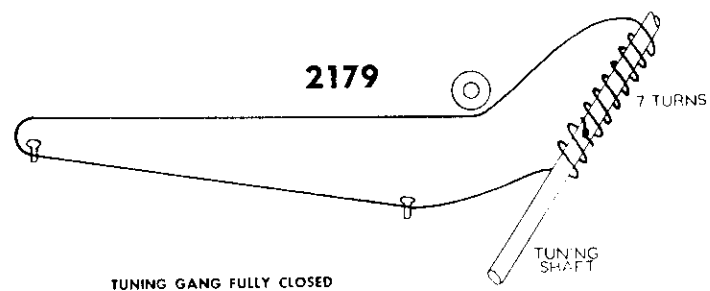
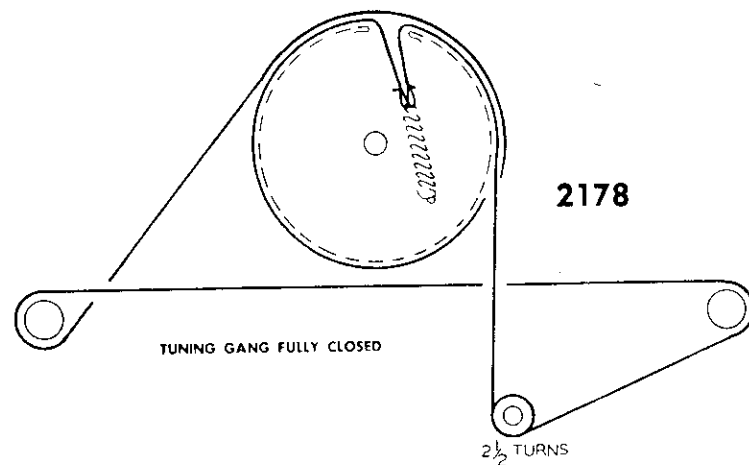
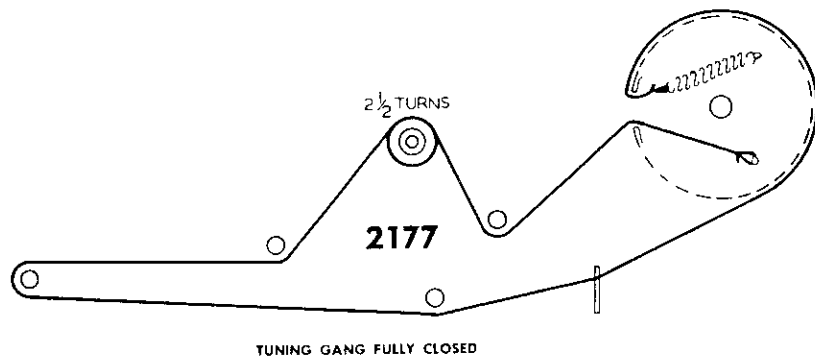
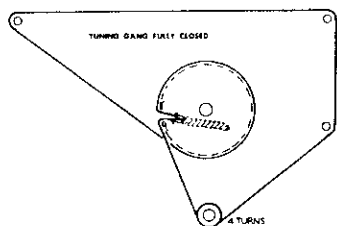
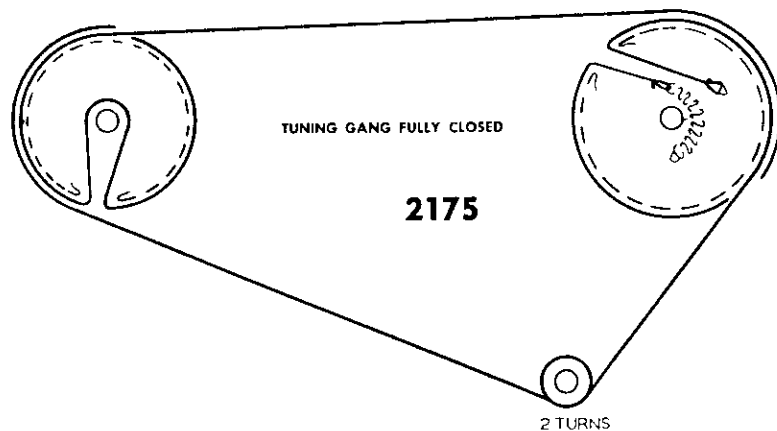
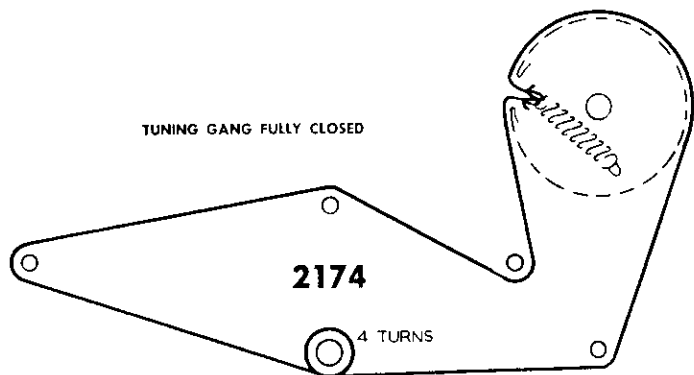
Diagram of a tape reel with a label "2159" and a note "1 1/2 TURNS".

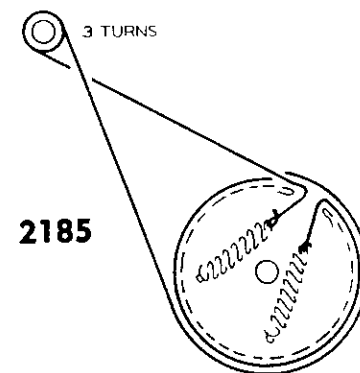
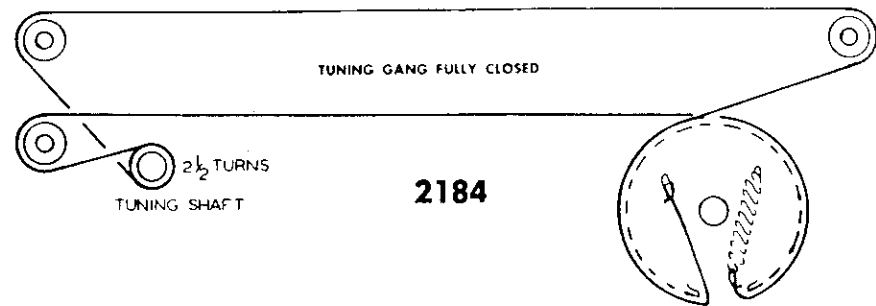
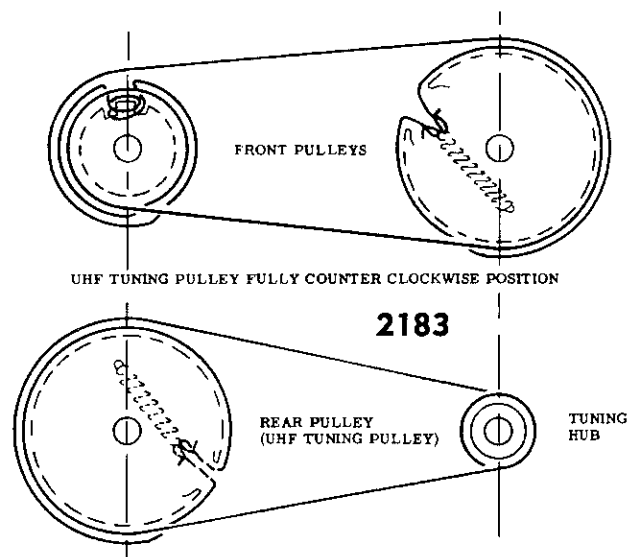
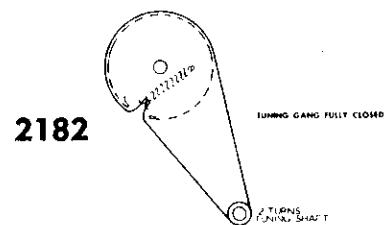
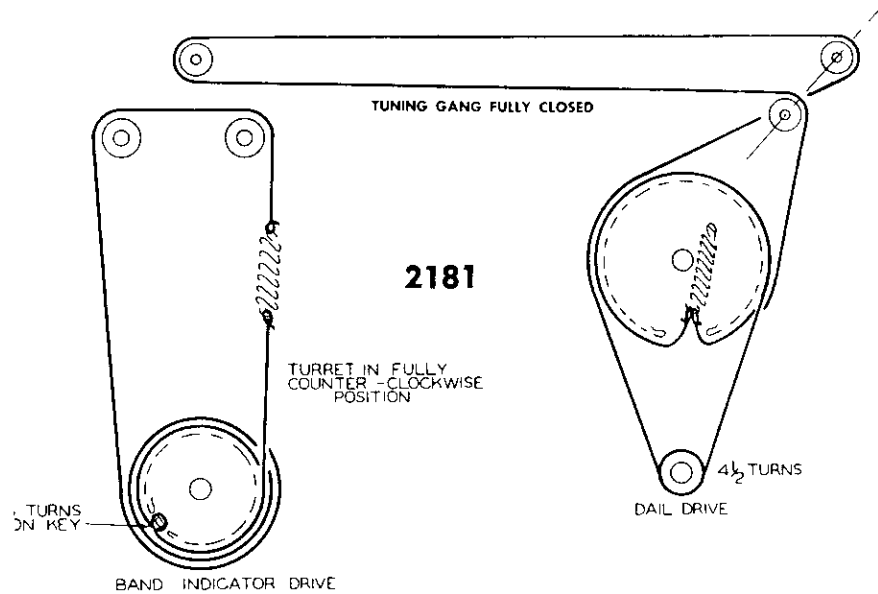




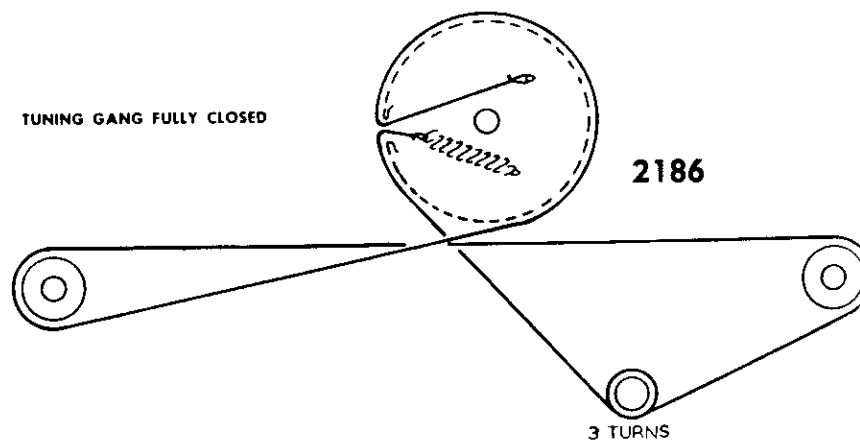
TUNING PULLEY MAX. COUNTER CLOCKWISE POSITION

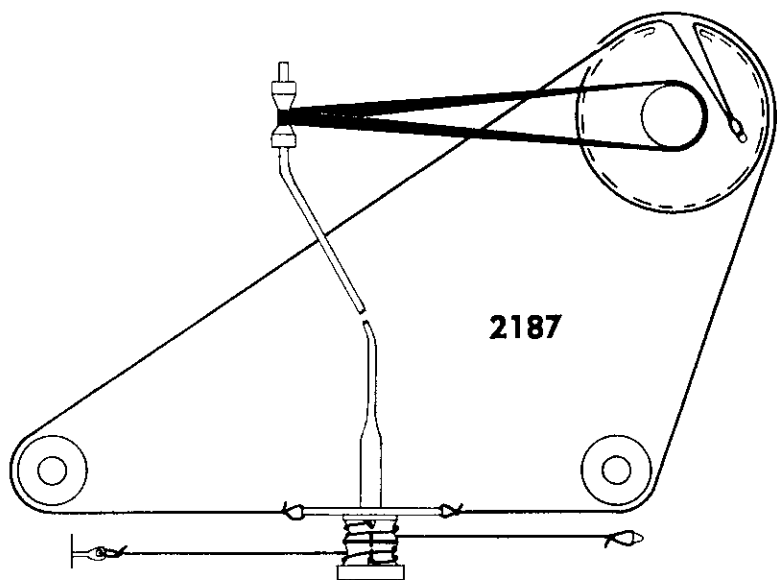






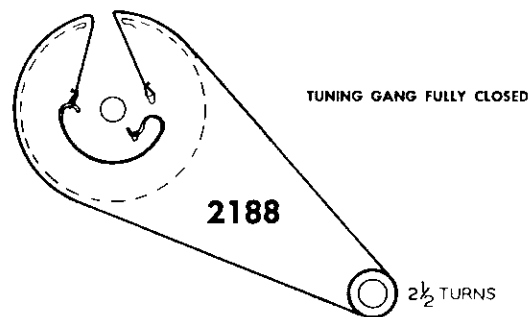
TUNING PULLEY IN MAX COUNTER CLOCKWISE POSITION





**2187**

SHOWN IN CHANNEL  $\rightarrow$  POSITION

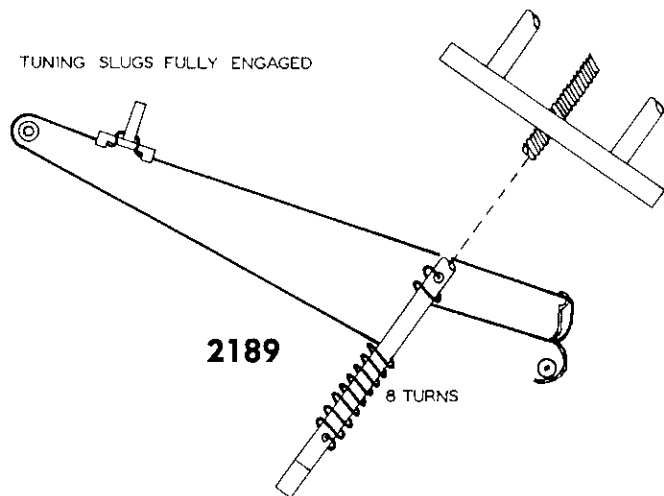


TUNING GANG FULLY CLOSED

**2188**

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

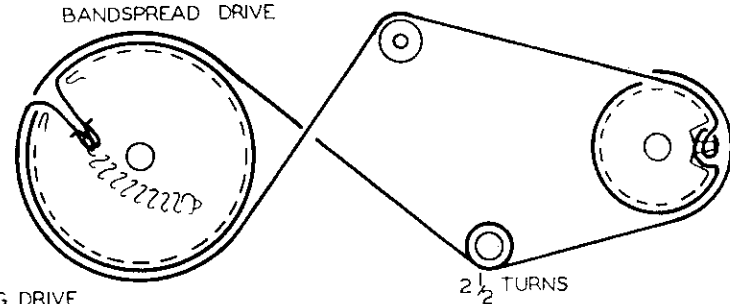
TUNING SLUGS FULLY ENGAGED



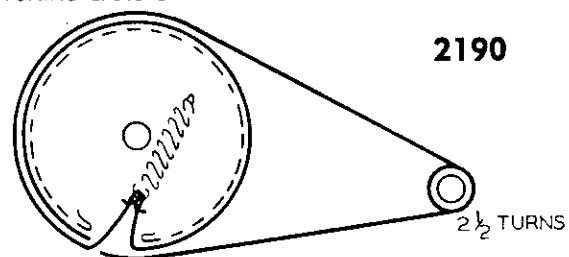
**2189**

8 TURNS

BANDSPREAD DRIVE



TUNING GANG DRIVE

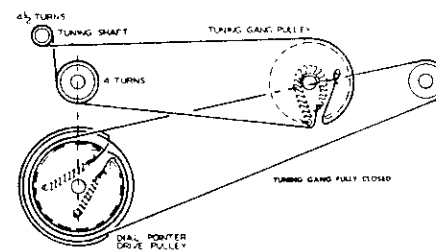


**2190**

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

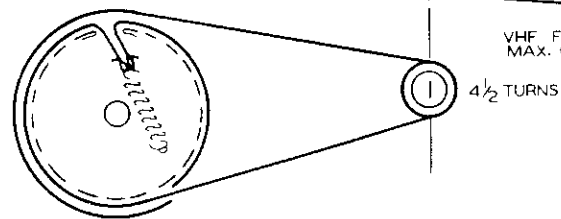
TUNING GANG & BANDSPREAD GANG FULLY CLOSED

**2191**

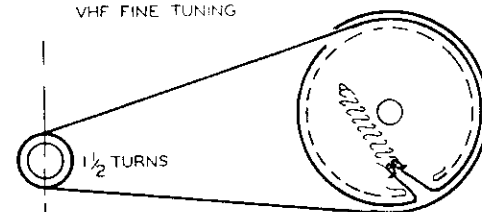


**2192**

UHF TUNING PULLEY

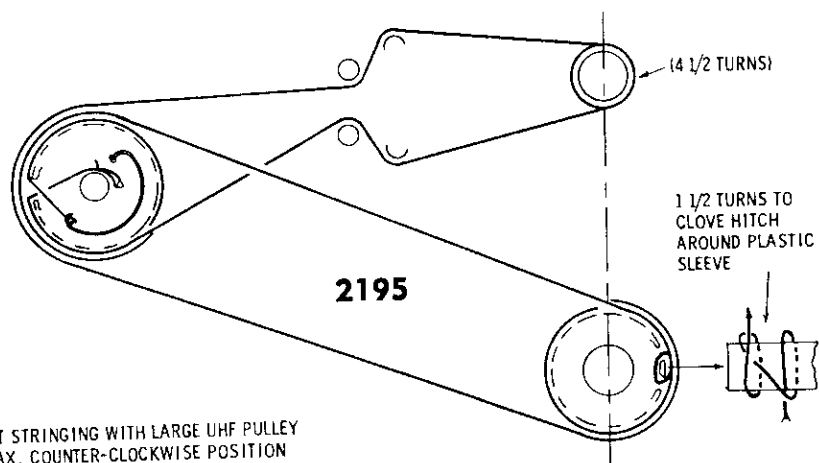
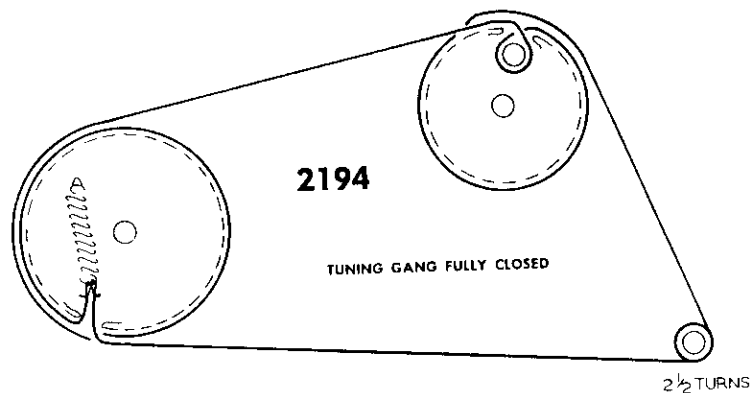
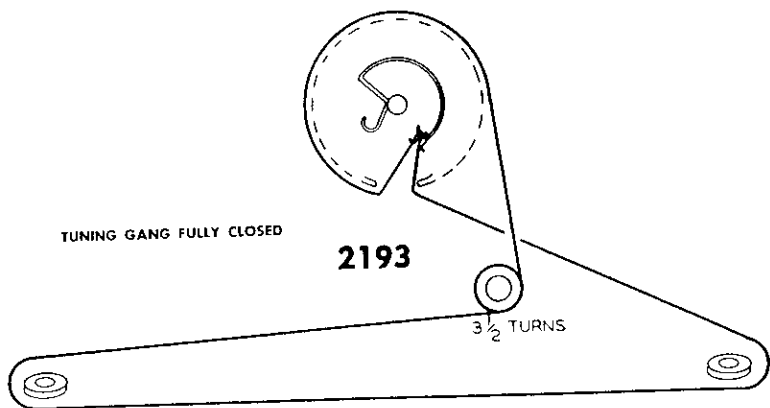


VHF FINE TUNING

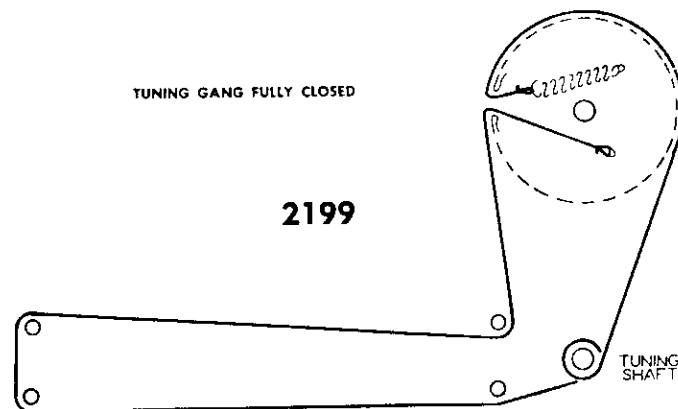
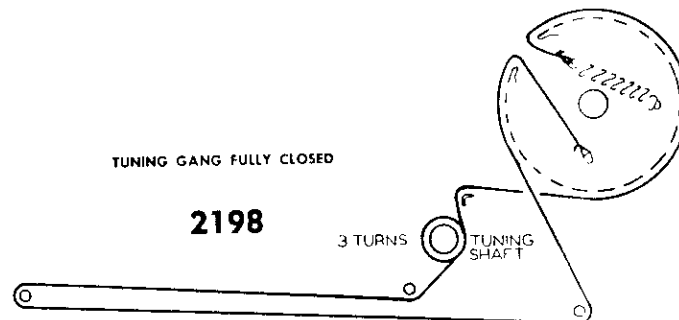
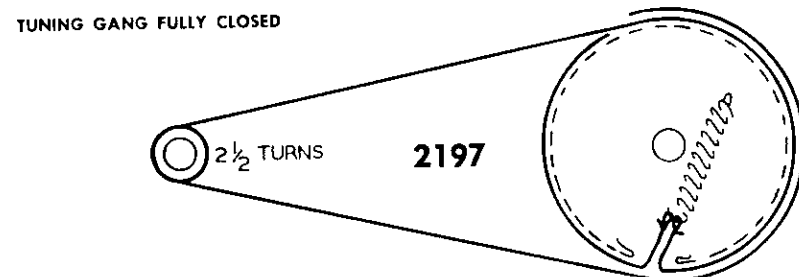
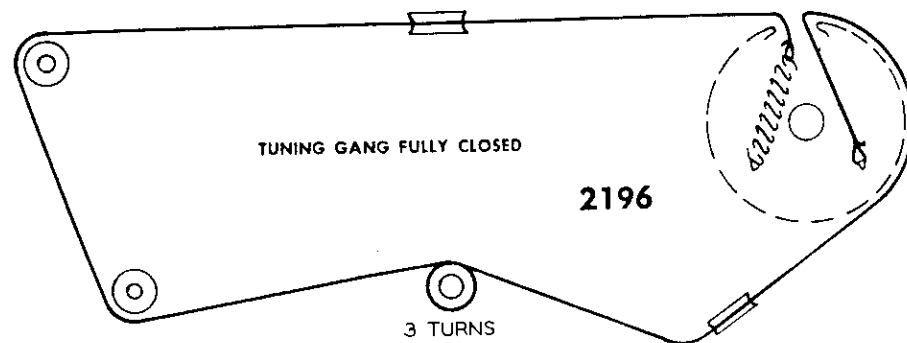


$1\frac{1}{2}$  TURNS

VHF FINE TUNING PULLEY  
MAX. COUNTER CLOCKWISE POSITION



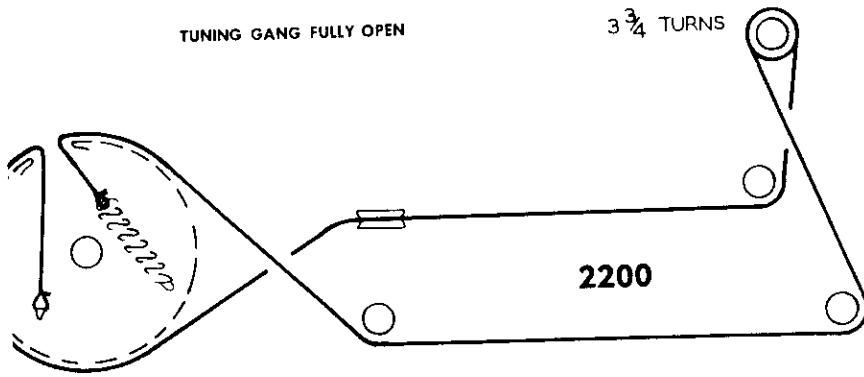
RT STRINGING WITH LARGE UHF PULLEY  
MAX. COUNTER-CLOCKWISE POSITION  
WITH SMALL DRIVE PULLEY PLASTIC  
VE TAB AT 5 O'CLOCK (VIEWED FROM  
VT OF TUNER)





TUNING GANG FULLY OPEN

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



TUNING GANG FULLY CLOSED

**2201**

3 TURNS

VOLUME  
CONTROL  
SHAFT

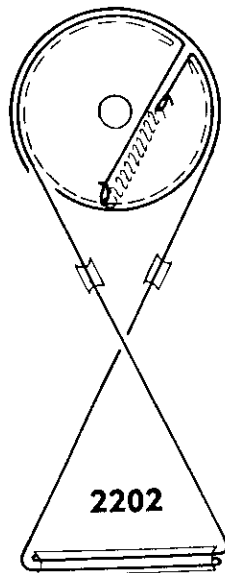
TUNING  
SHAFT

FINE TUNING  
PULLEY

**2202**

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

FINE TUNING PULLEY IN MAX. COUNTER CLOCKWISE POSITION



TUNING GANG FULLY CLOSED

**2203**

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

DIAL POINTER DRIVE

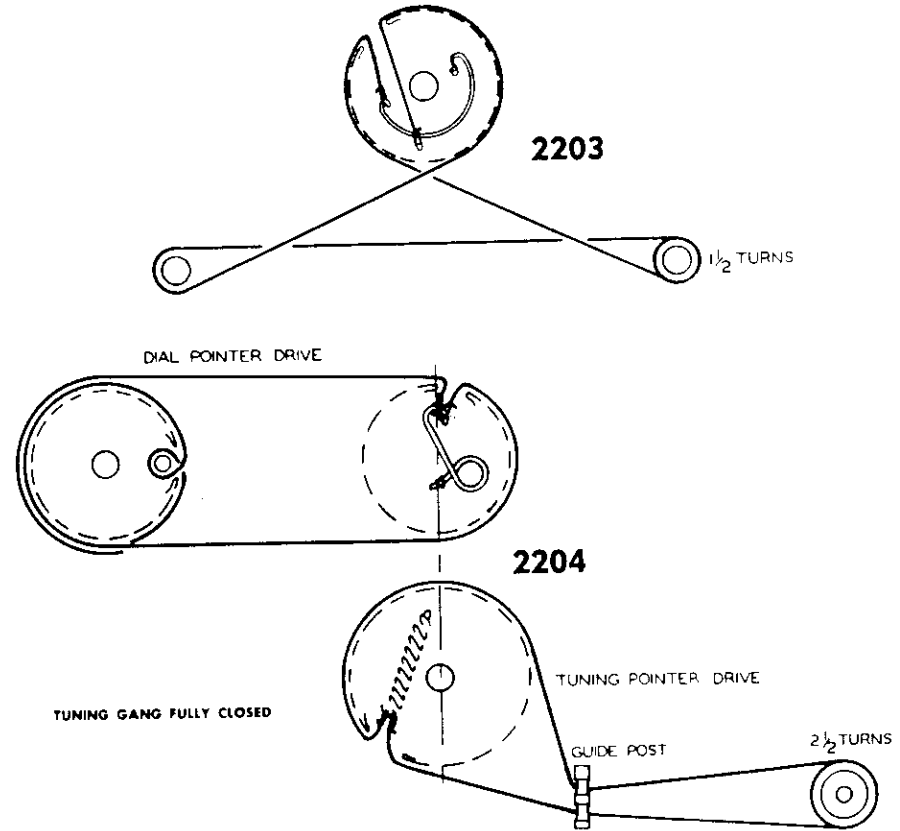
**2204**

TUNING GANG FULLY CLOSED

TUNING POINTER DRIVE

GUIDE POST

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



**2205**

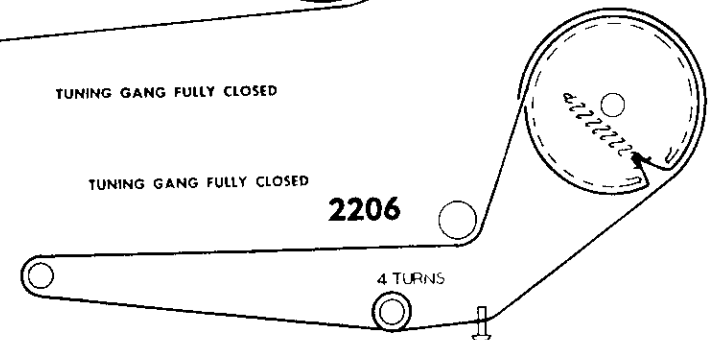
4  $\frac{1}{2}$  TURNS

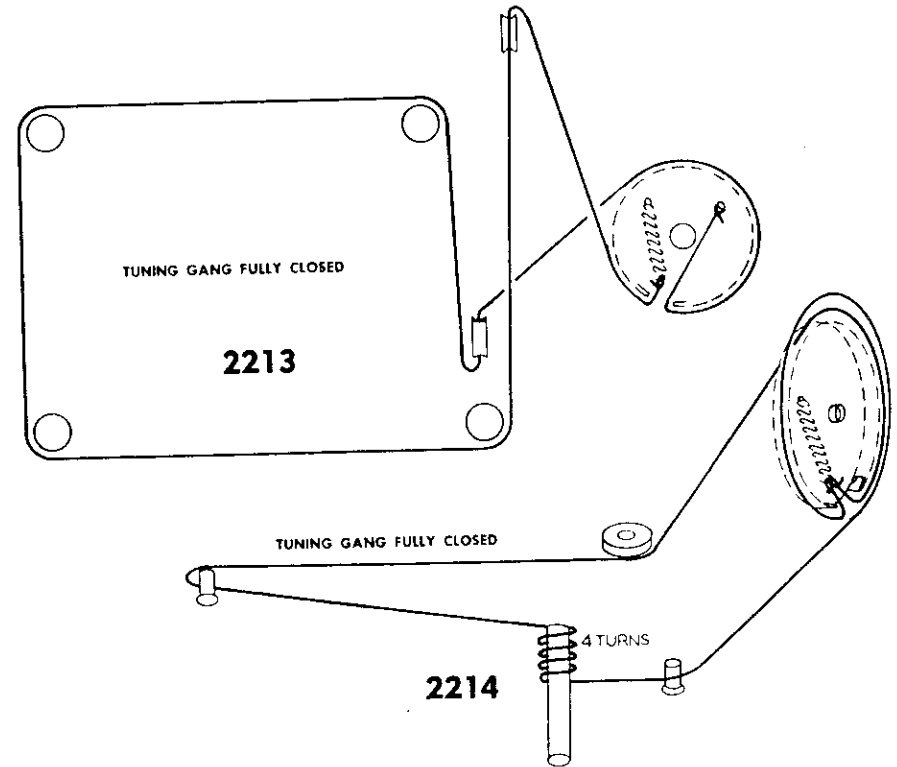
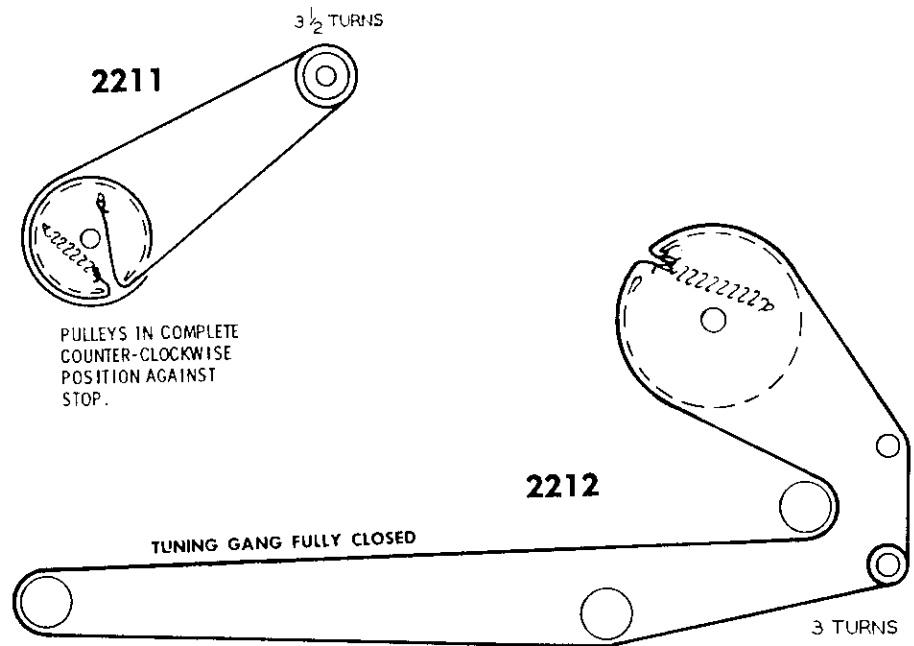
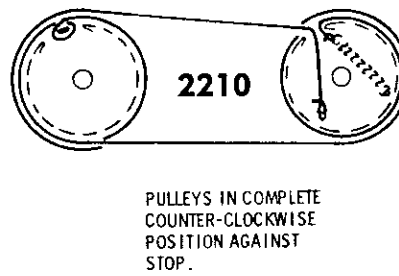
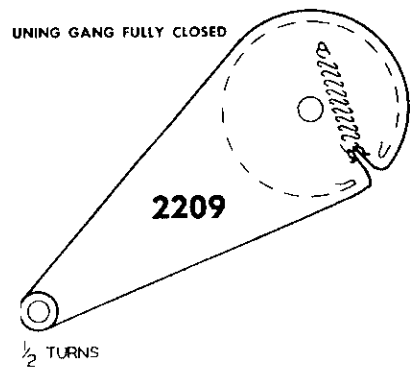
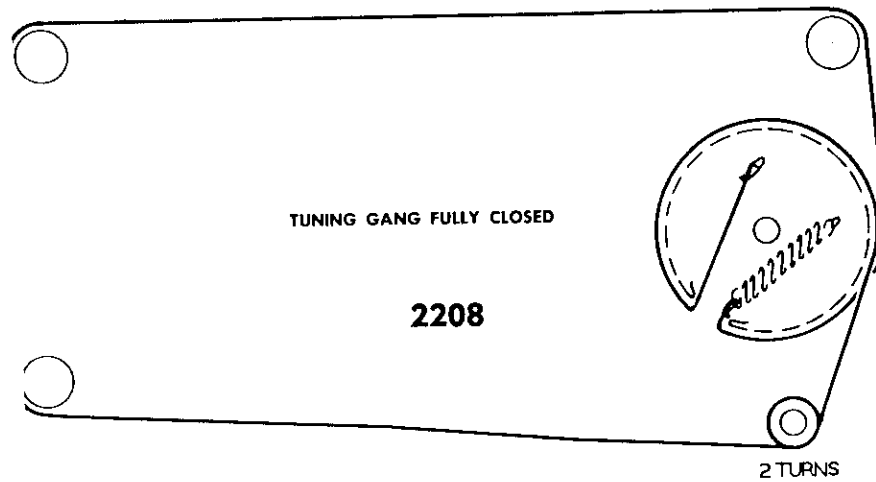
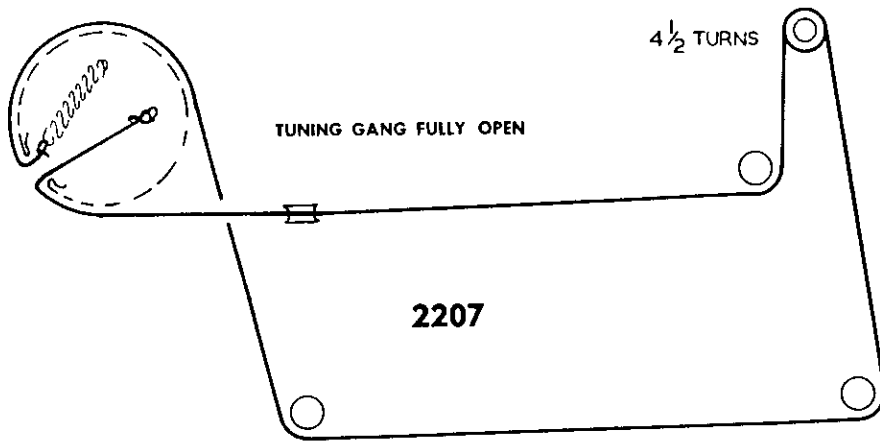
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

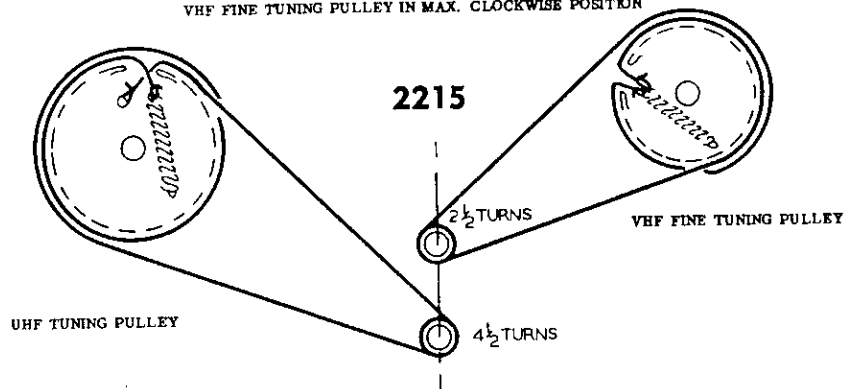
**2206**

4 TURNS

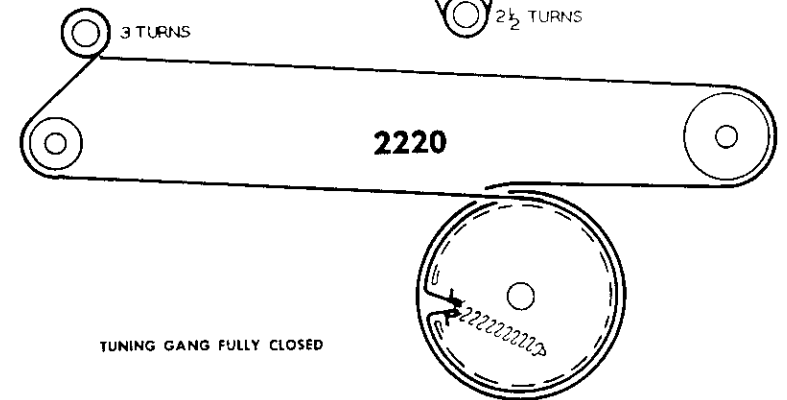
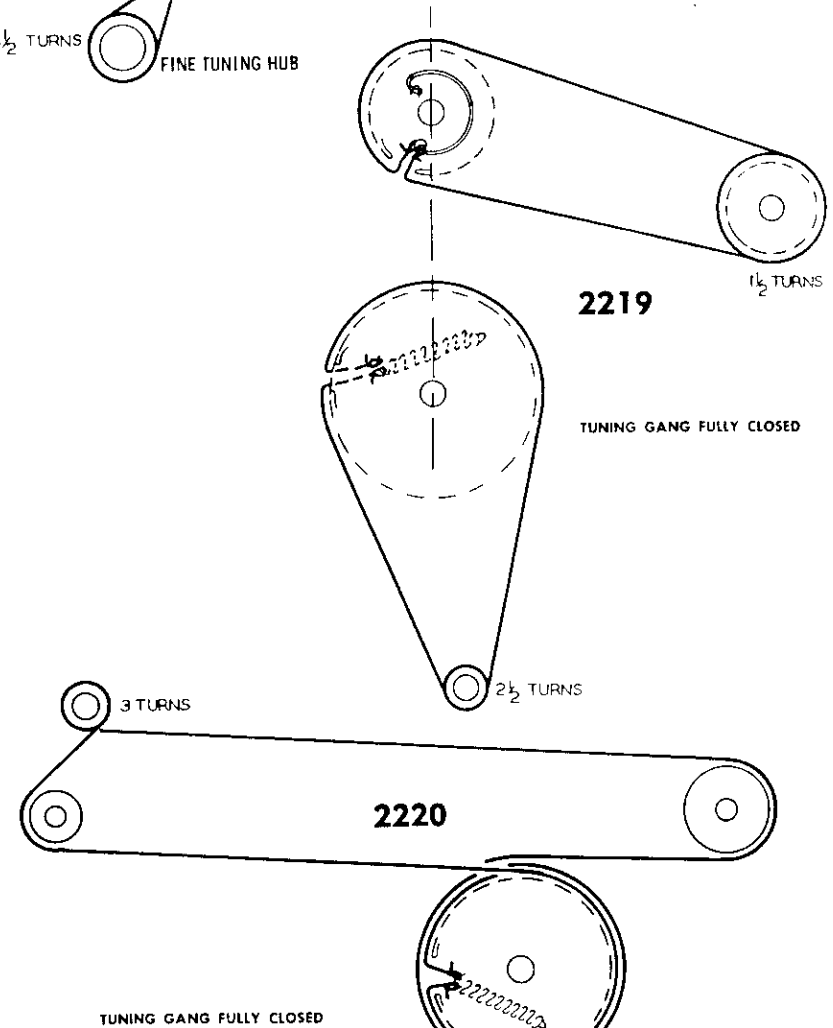
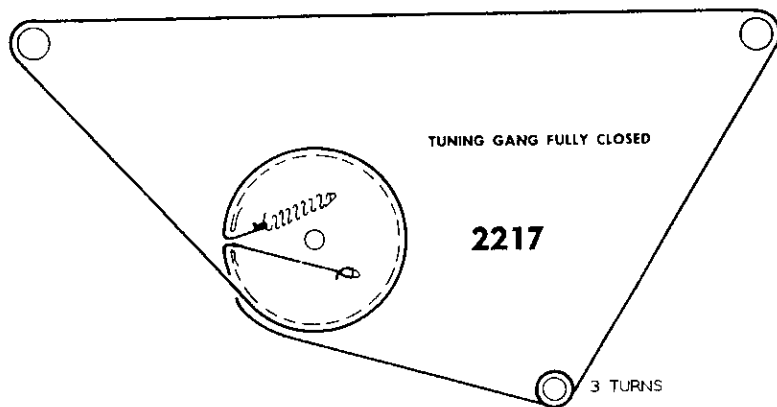
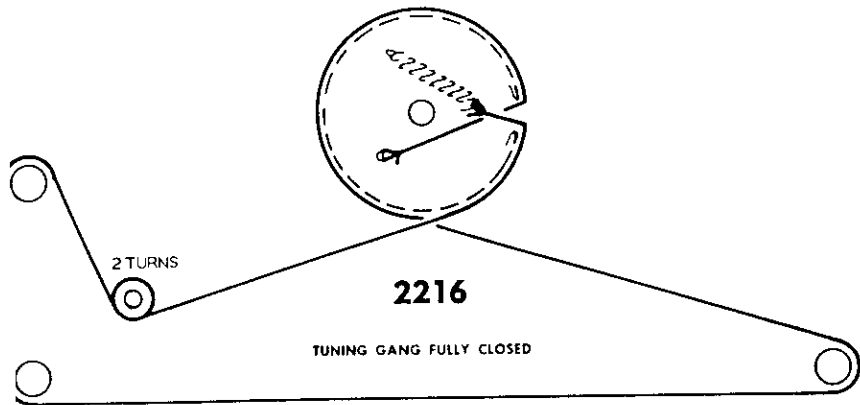
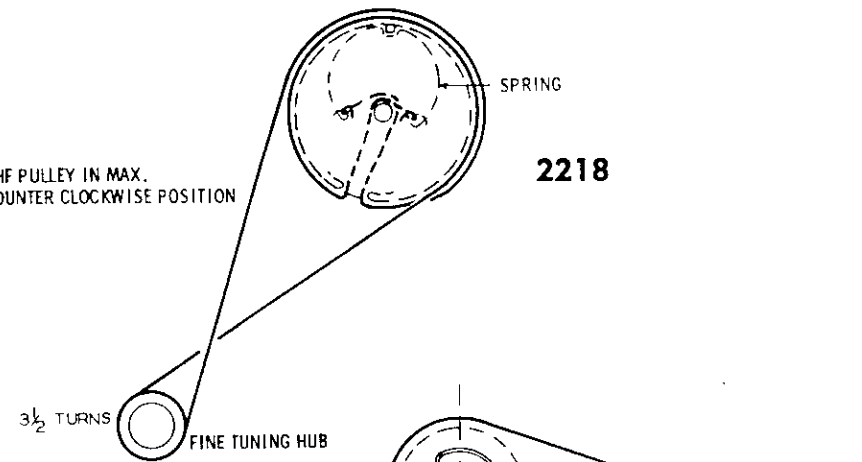


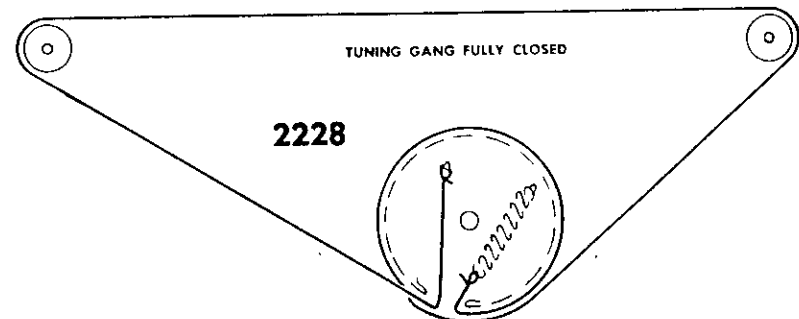
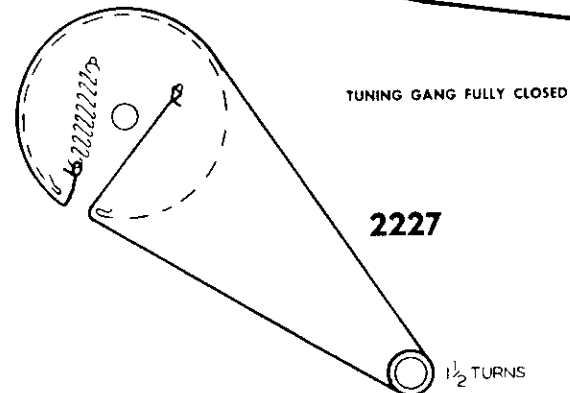
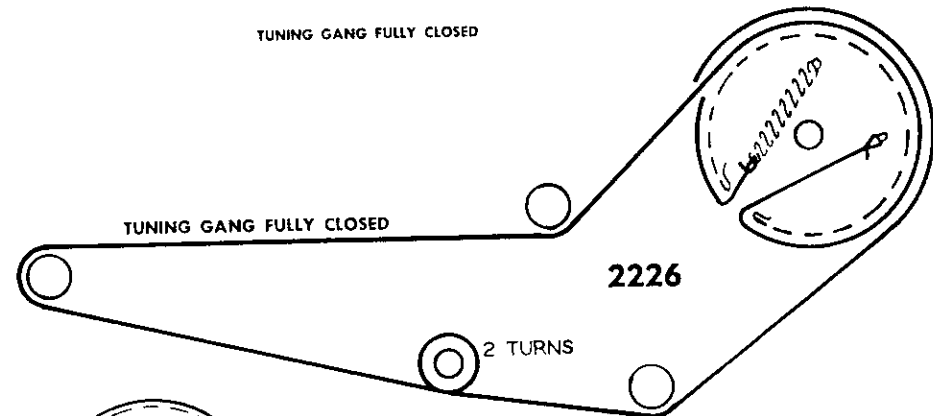
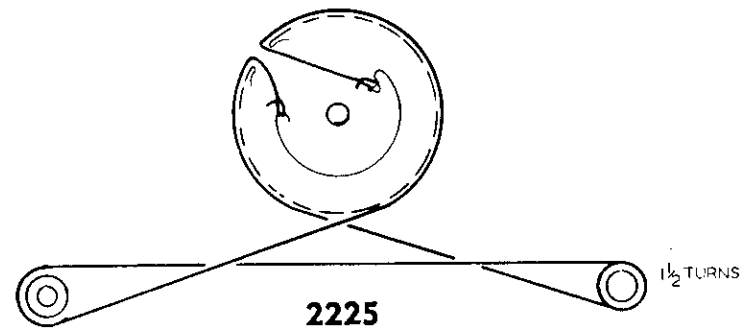
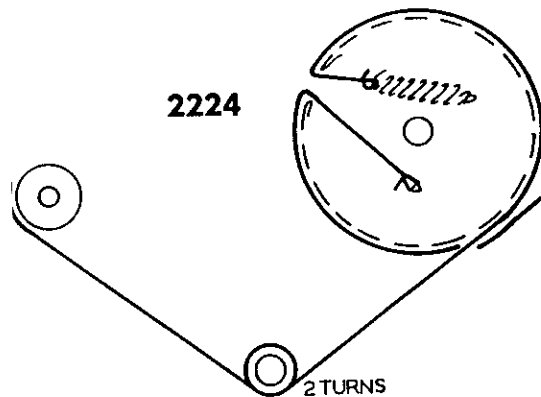
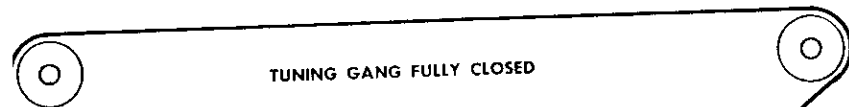
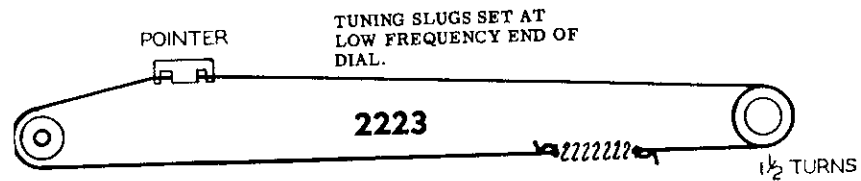
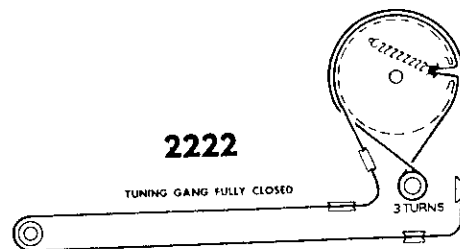
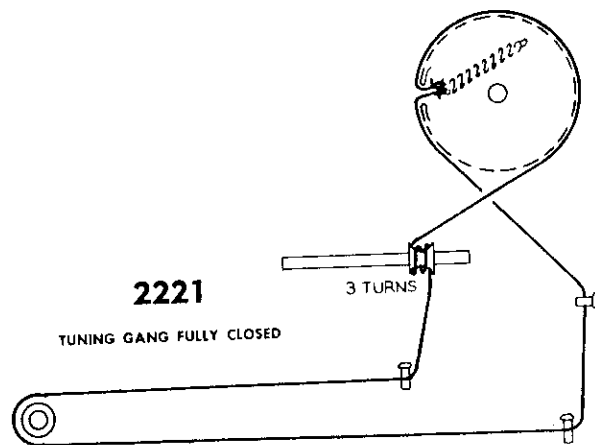


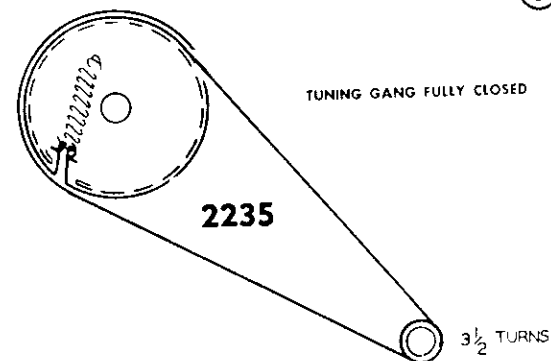
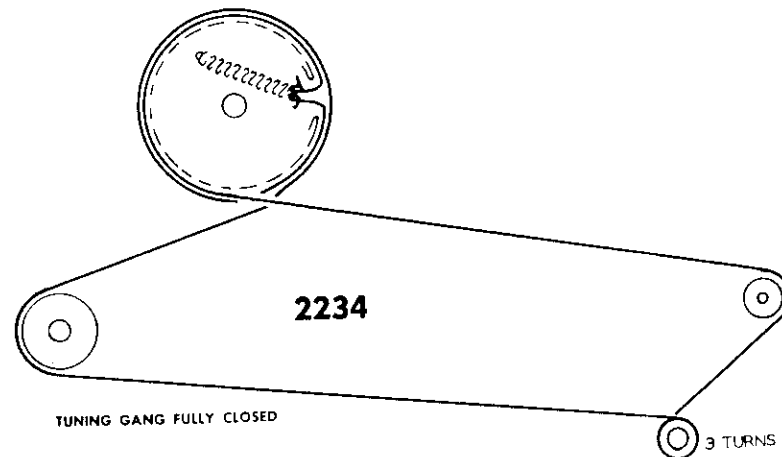
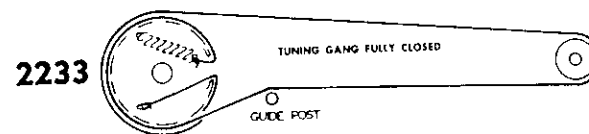
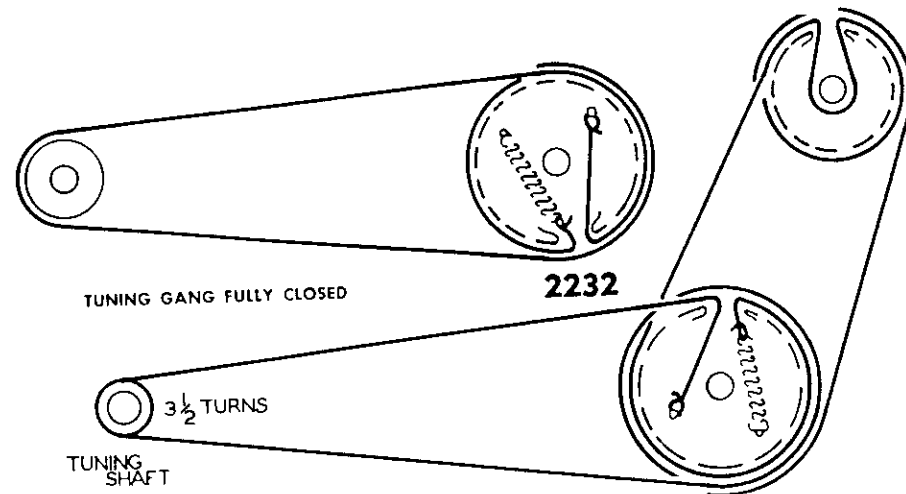
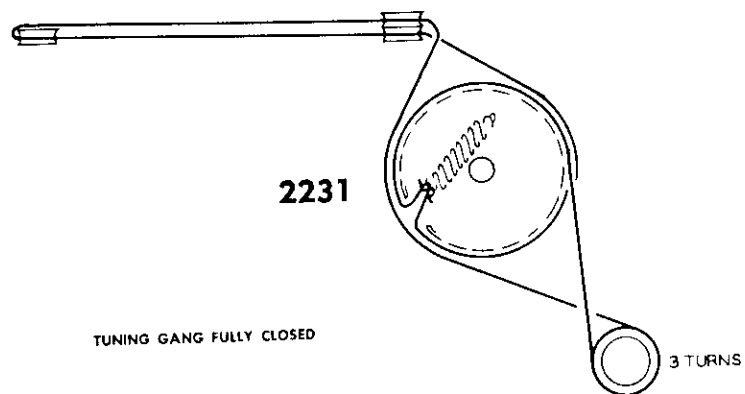
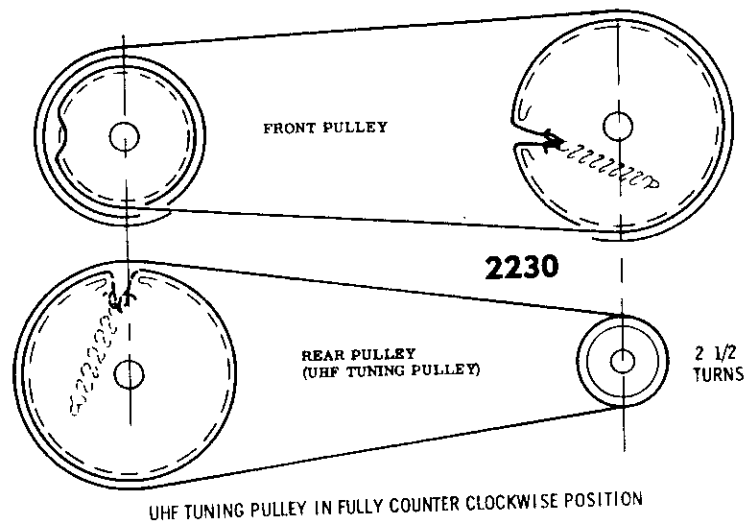
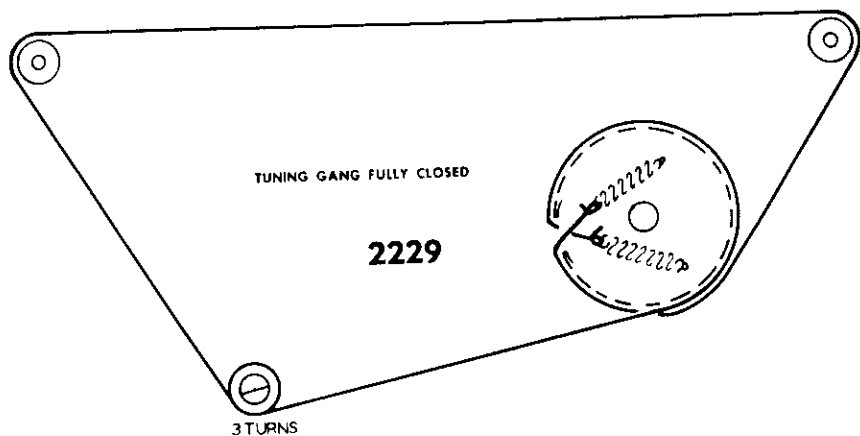
VHF FINE TUNING PULLEY IN MAX. CLOCKWISE POSITION

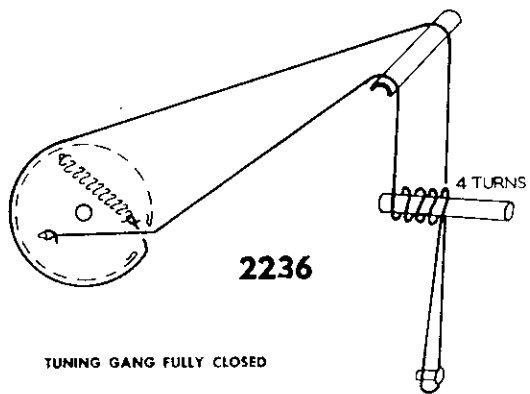


UHF PULLEY IN MAX. COUNTER CLOCKWISE POSITION







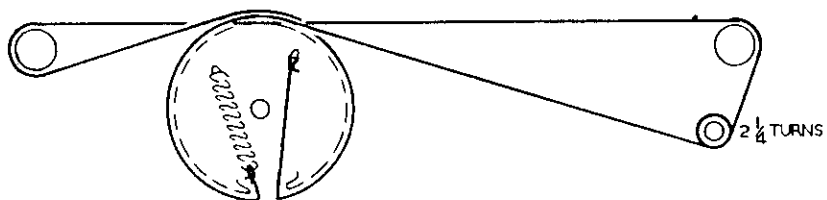


**2236**

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

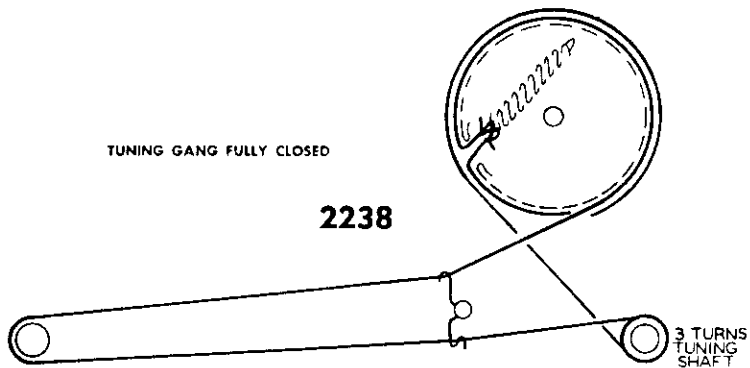
**2237**



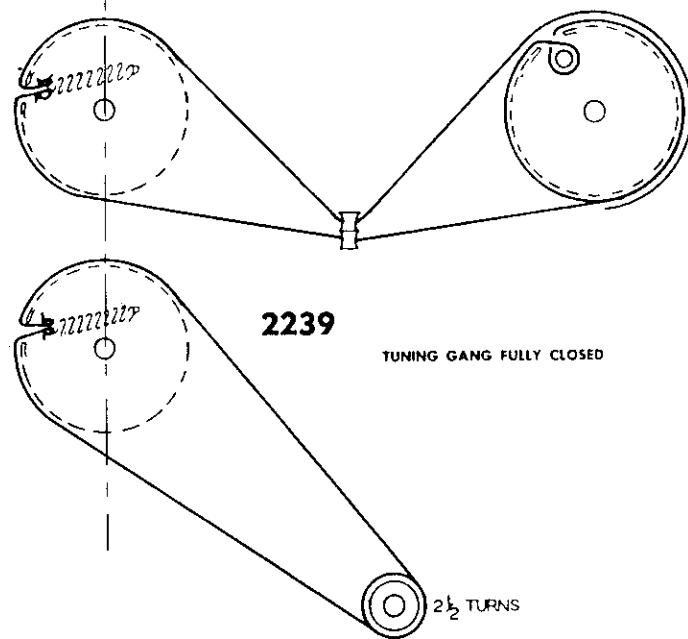
2 1/4 TURNS

TUNING GANG FULLY CLOSED

**2238**



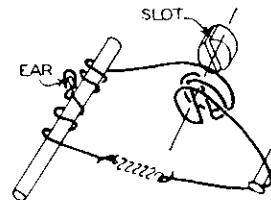
3 TURNS  
TUNING  
SHAFT



**2239**

TUNING GANG FULLY CLOSED

2 1/2 TURNS



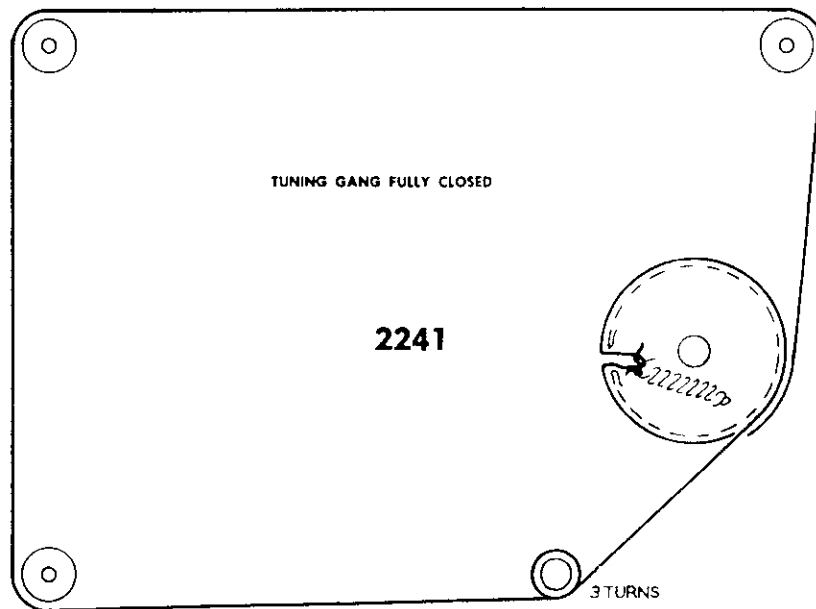
**2240**

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

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

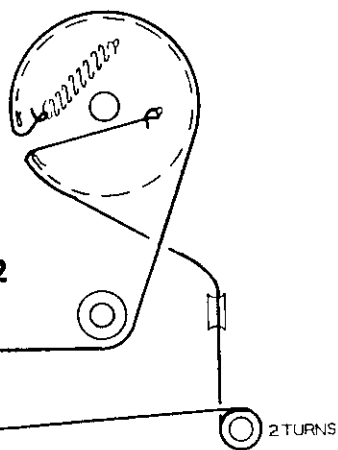
**2241**



3 TURNS

TUNING GANG FULLY CLOSED

2242



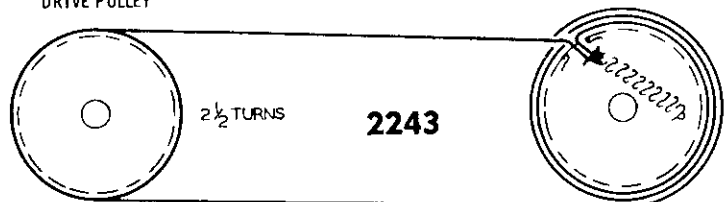
2 TURNS

DRIVE PULLEY

CONTRAST CONTROL PULLEY

2 1/2 TURNS

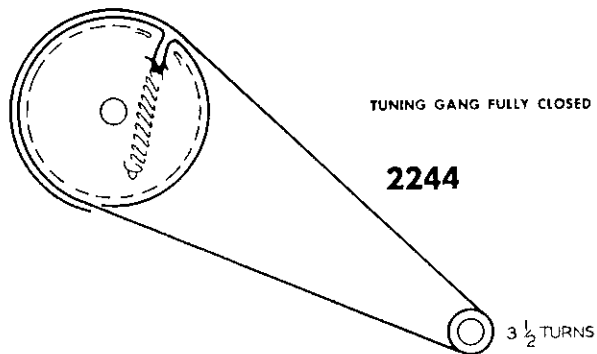
2243



CONTRAST CONTROL PULLEY IN MAX. COUNTER CLOCKWISE POSITION.

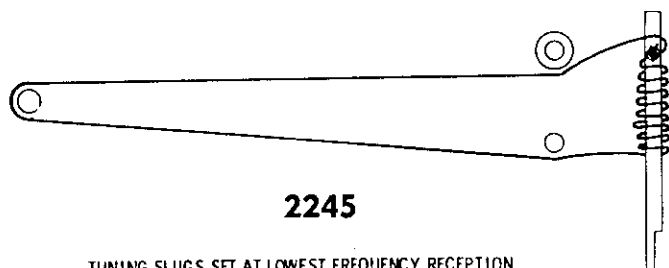
TUNING GANG FULLY CLOSED

2244



3 1/2 TURNS

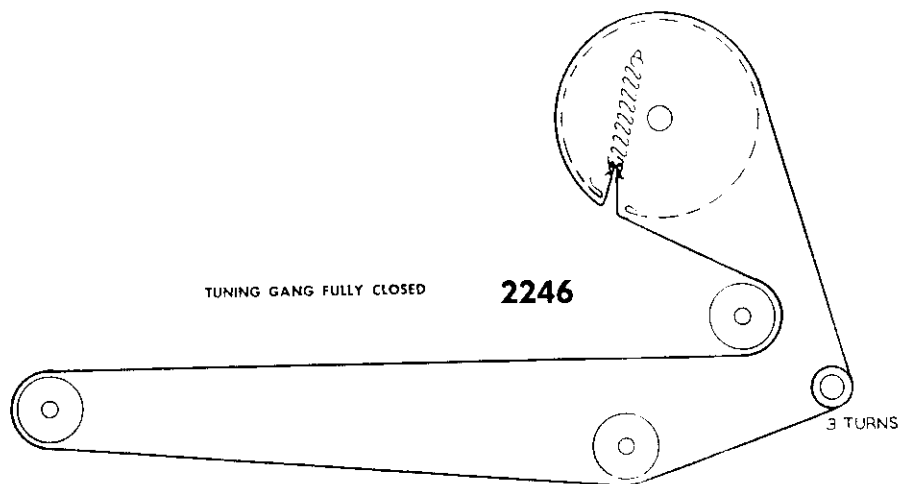
2245



TUNING SLUGS SET AT LOWEST FREQUENCY RECEPTION.

TUNING GANG FULLY CLOSED

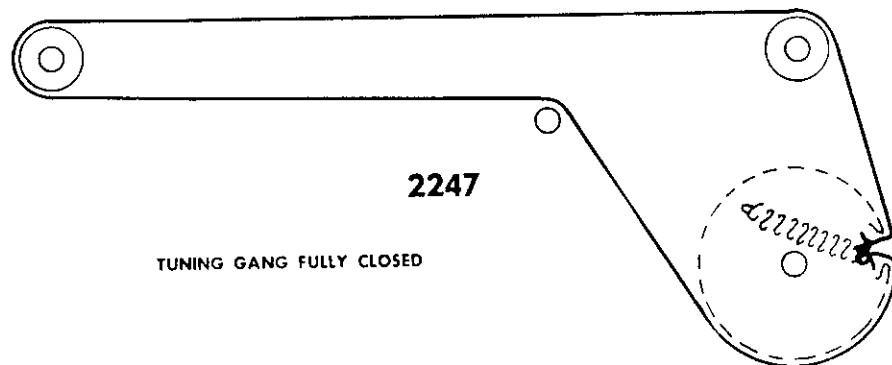
2246



3 TURNS

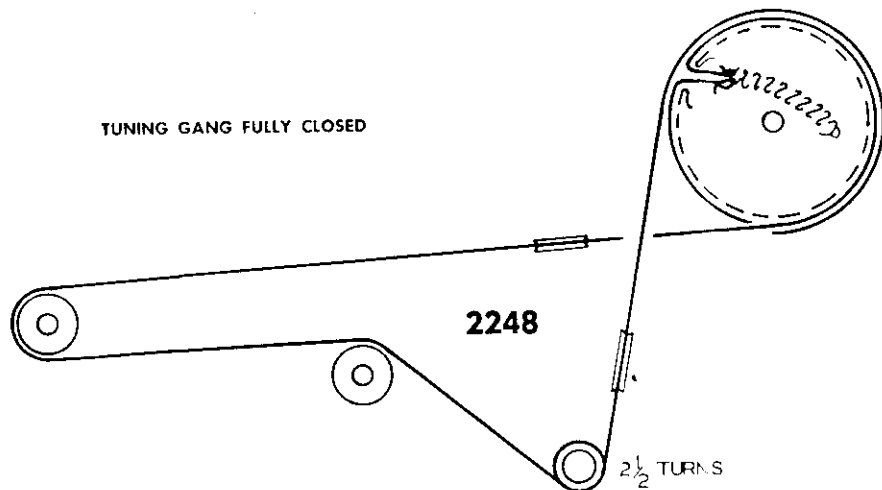
2247

TUNING GANG FULLY CLOSED

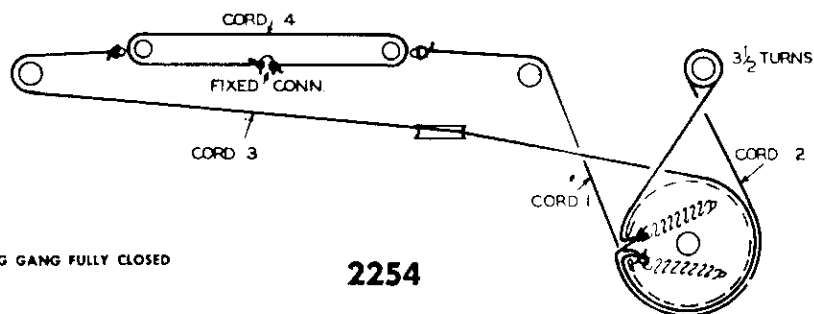
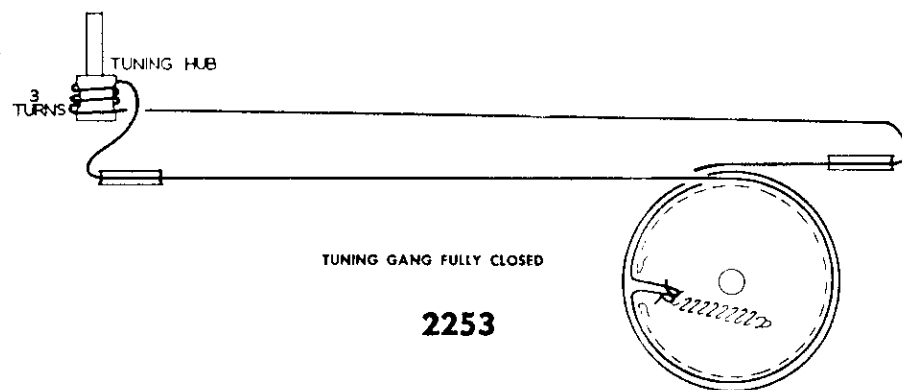
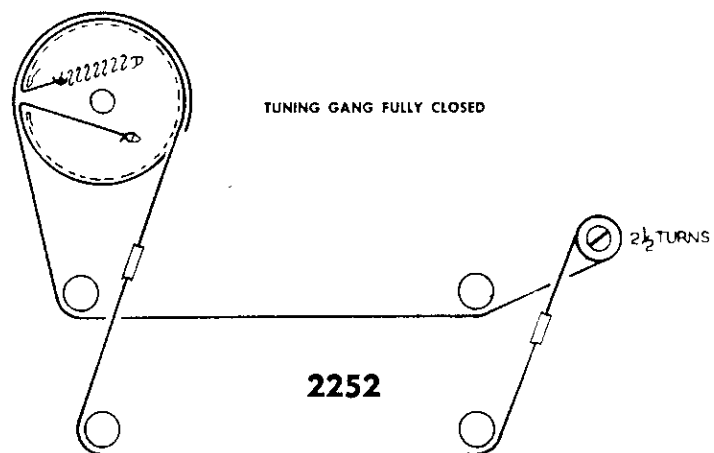
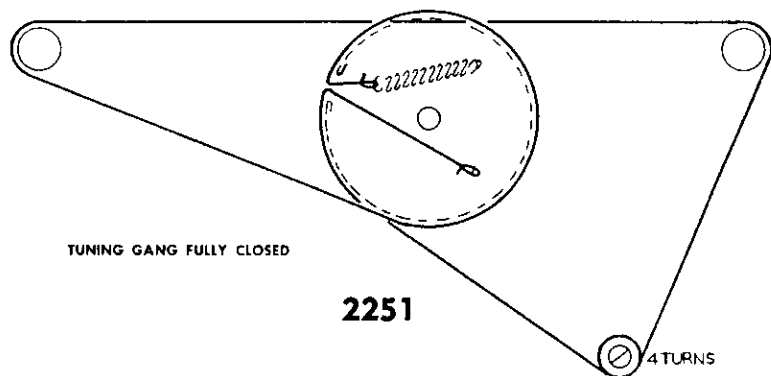
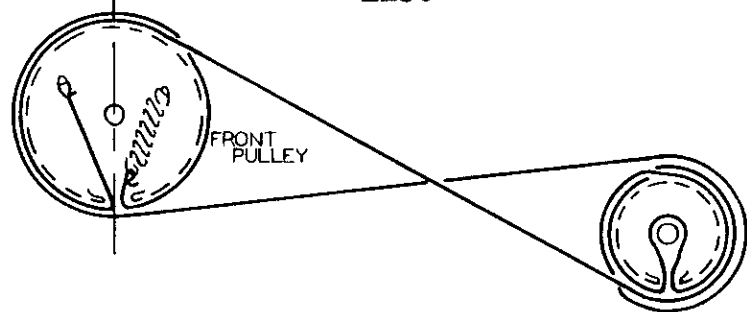
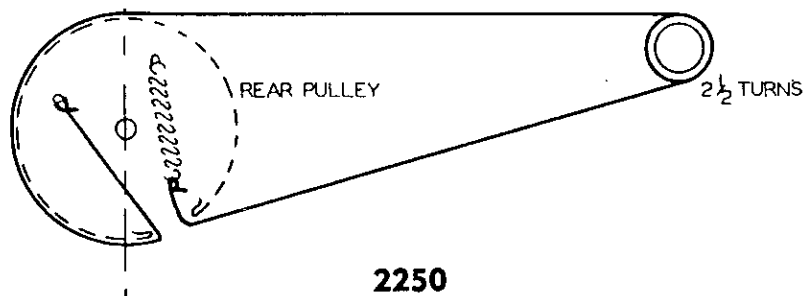
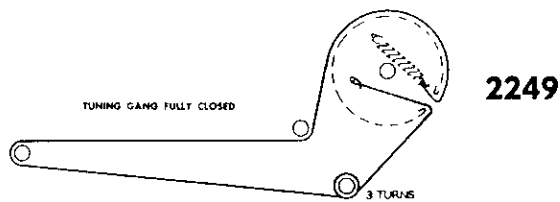


TUNING GANG FULLY CLOSED

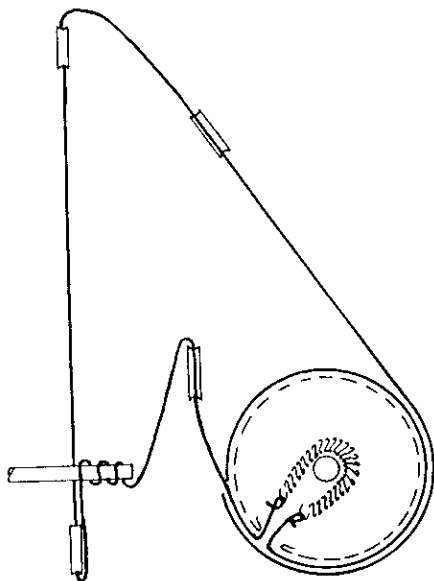
2248



2 1/2 TURNS

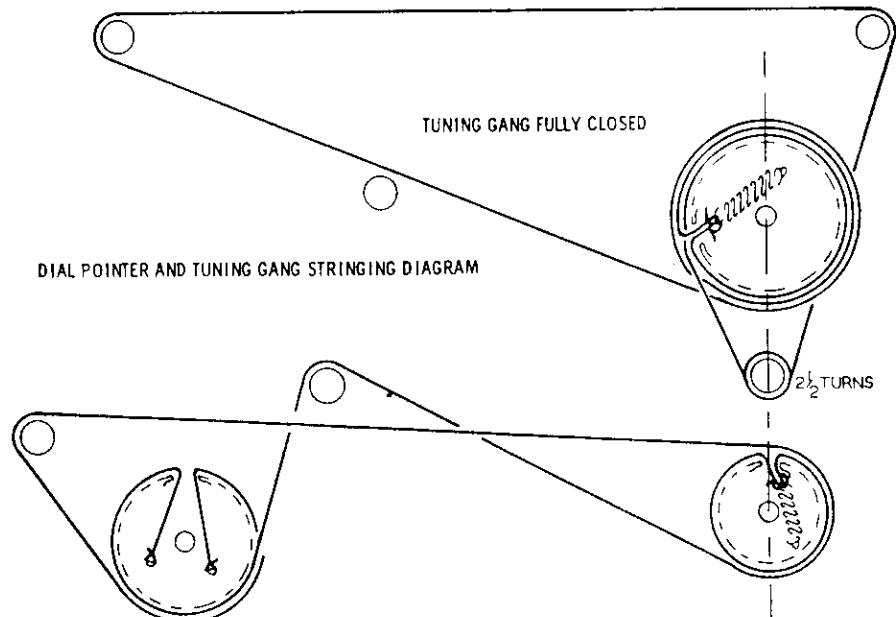






**2255**

TUNING GANG FULLY CLOSED



DIAL POINTER AND TUNING GANG STRINGING DIAGRAM

TUNING GANG FULLY CLOSED

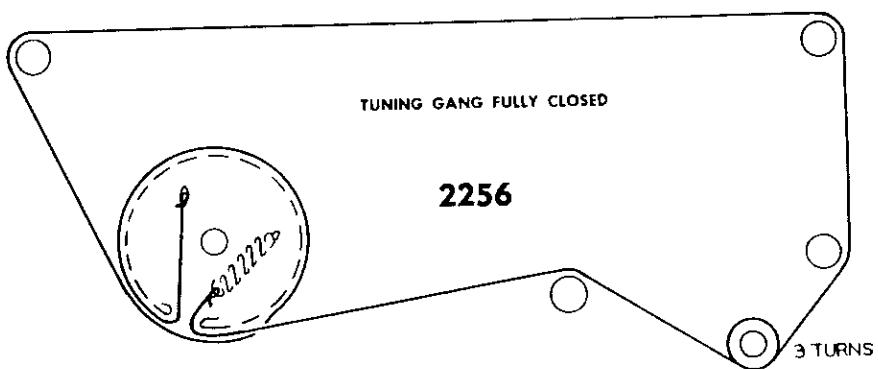
2½ TURNS

BAND INDICATOR STRINGING DIAGRAM

BAND #1 POSITION

1½ TURNS

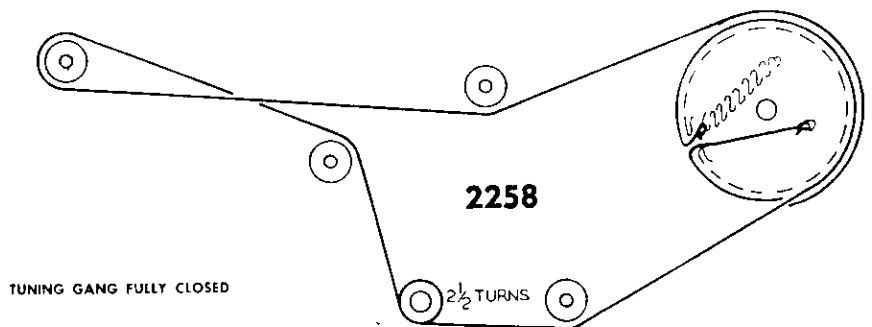
**2257**



TUNING GANG FULLY CLOSED

**2256**

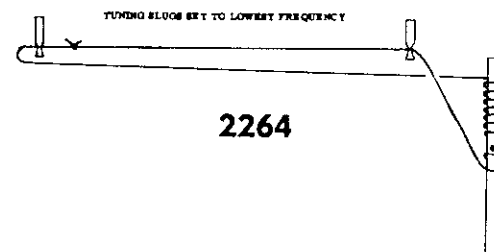
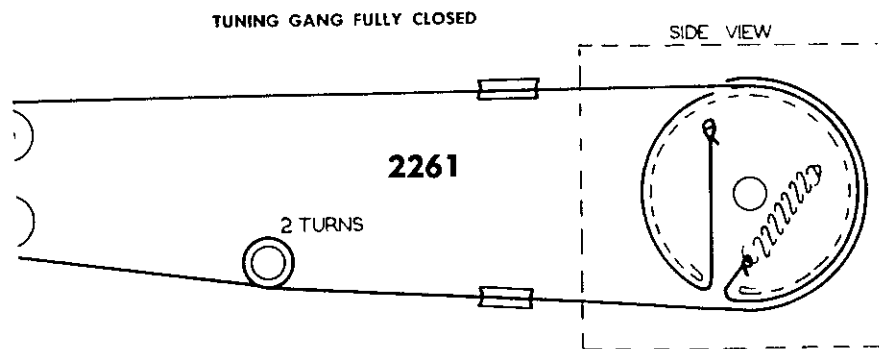
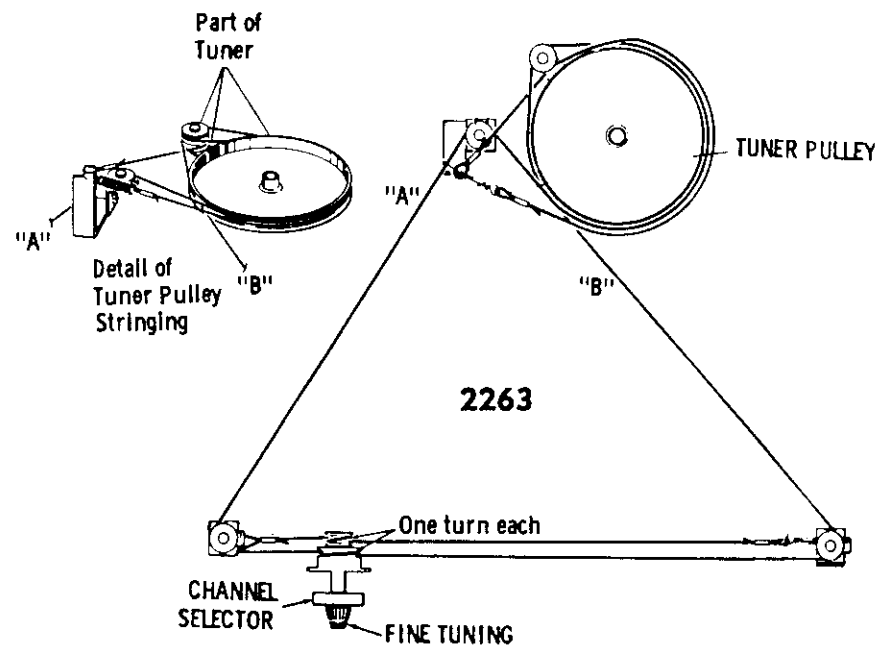
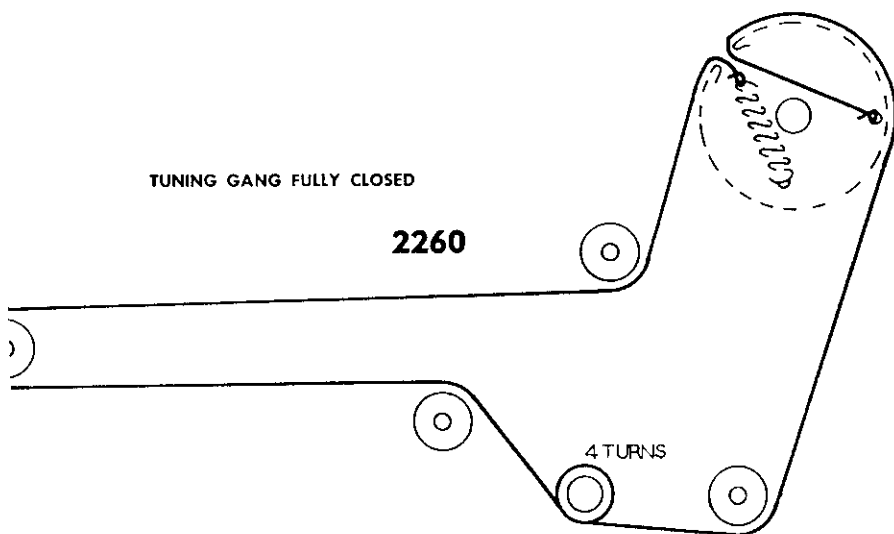
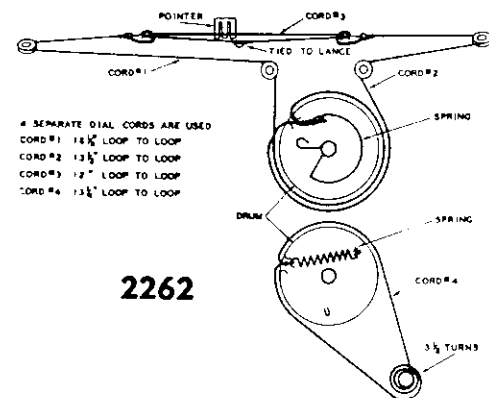
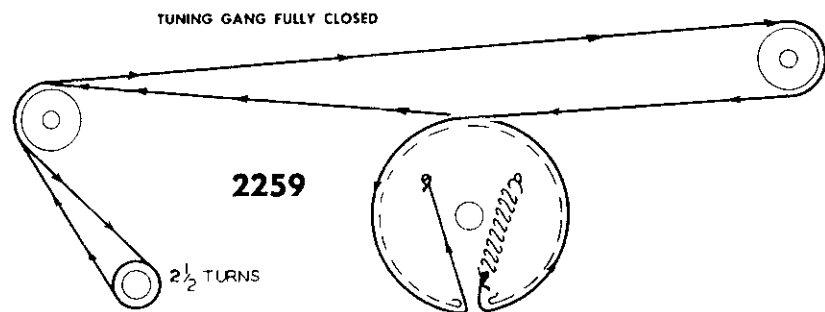
3 TURNS

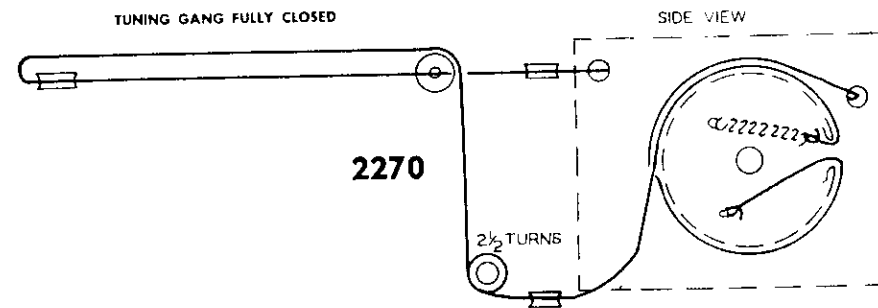
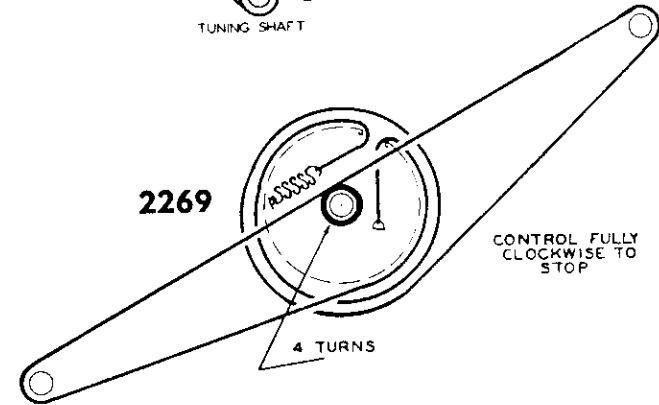
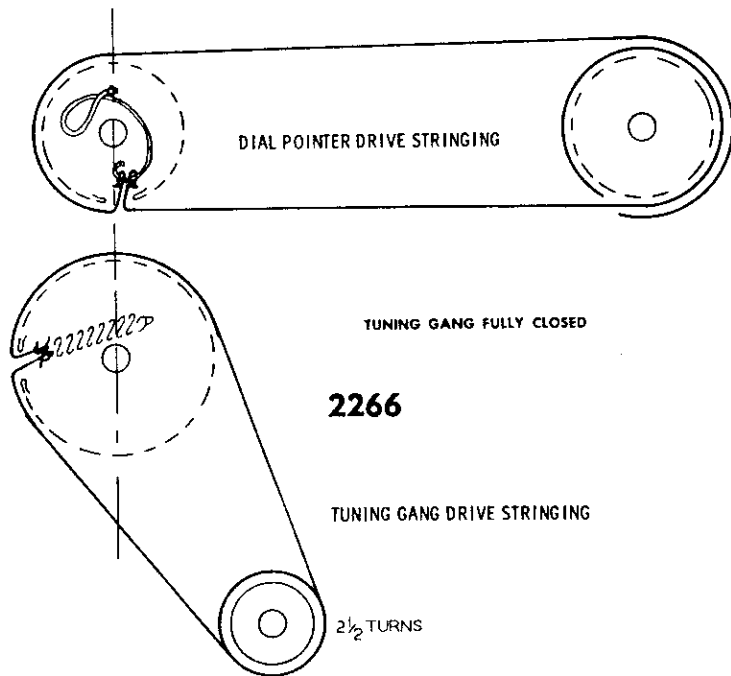
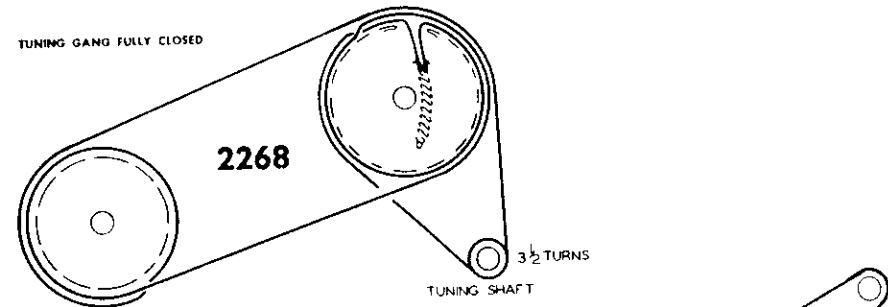
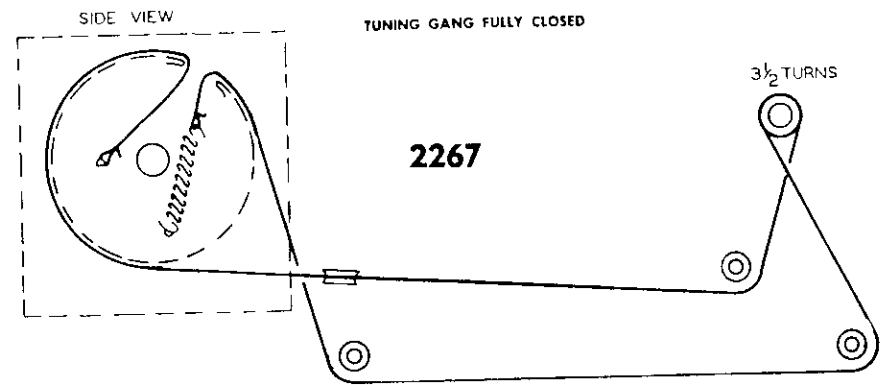
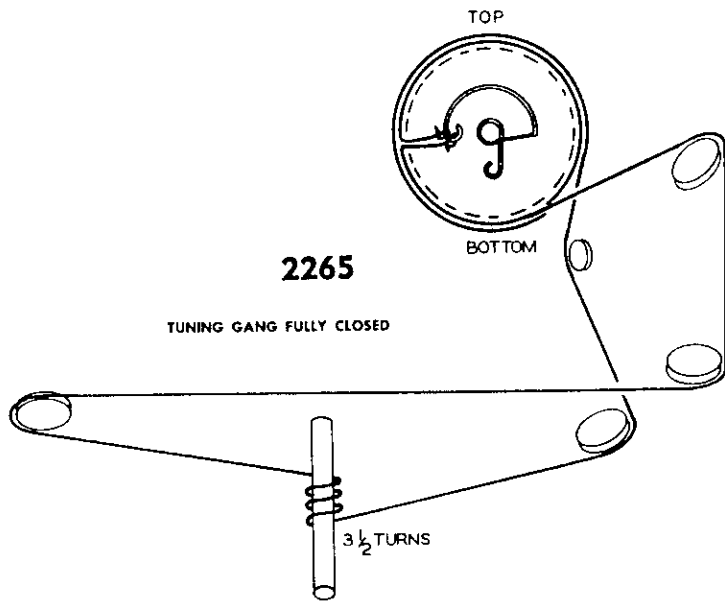


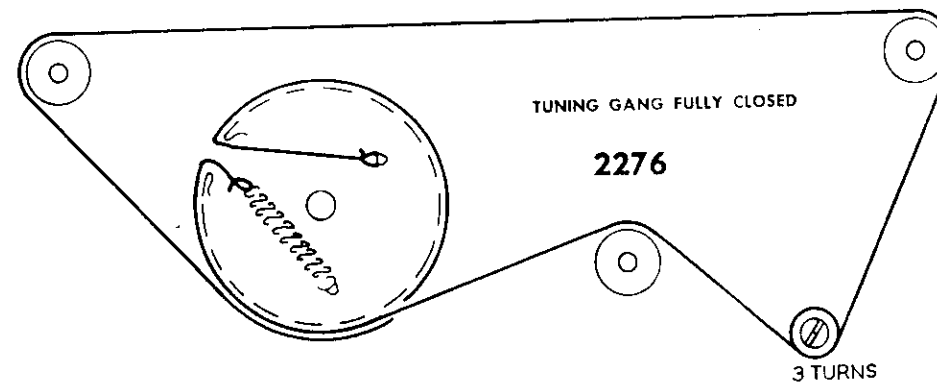
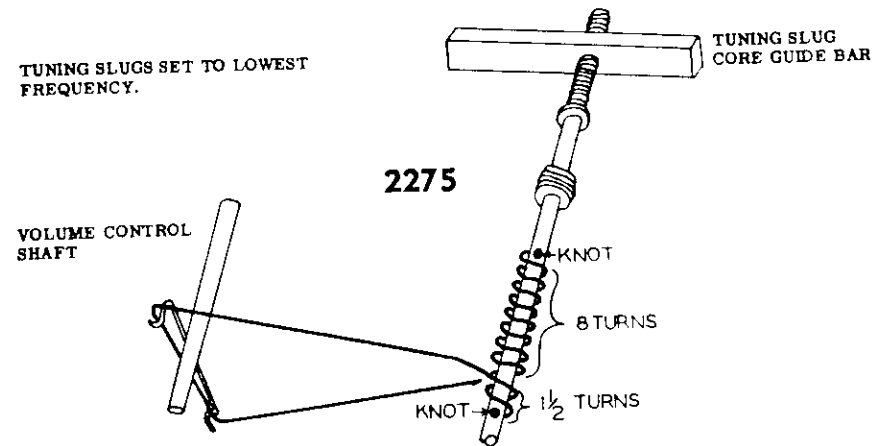
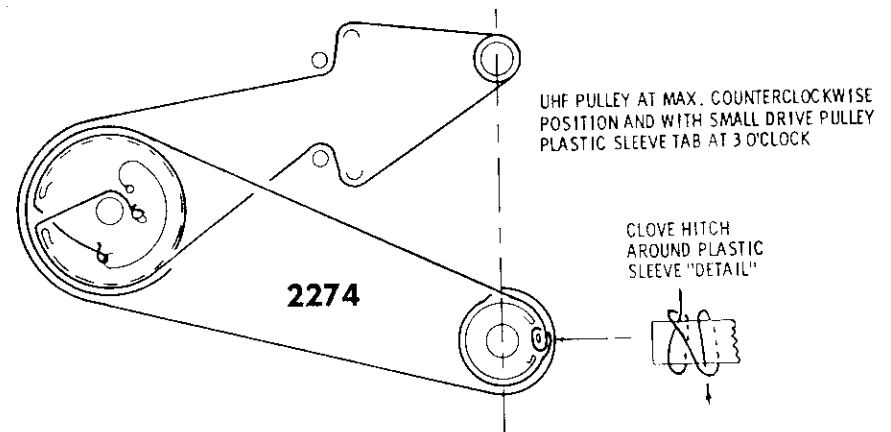
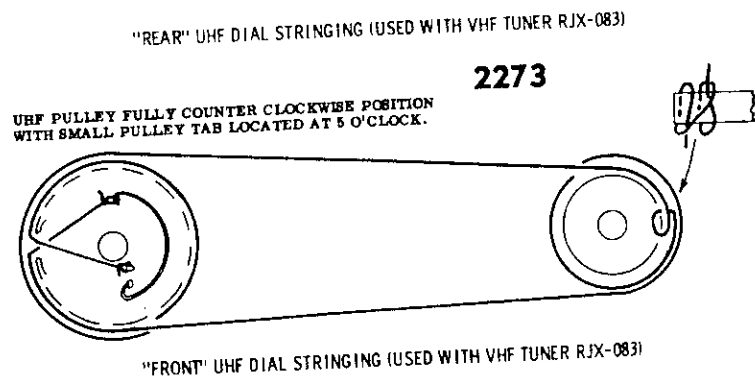
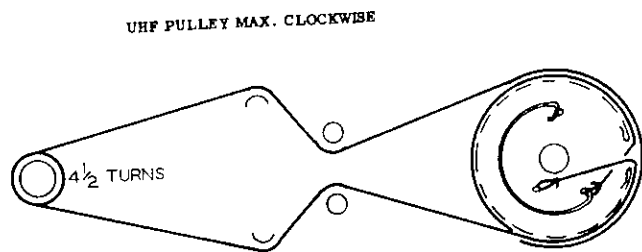
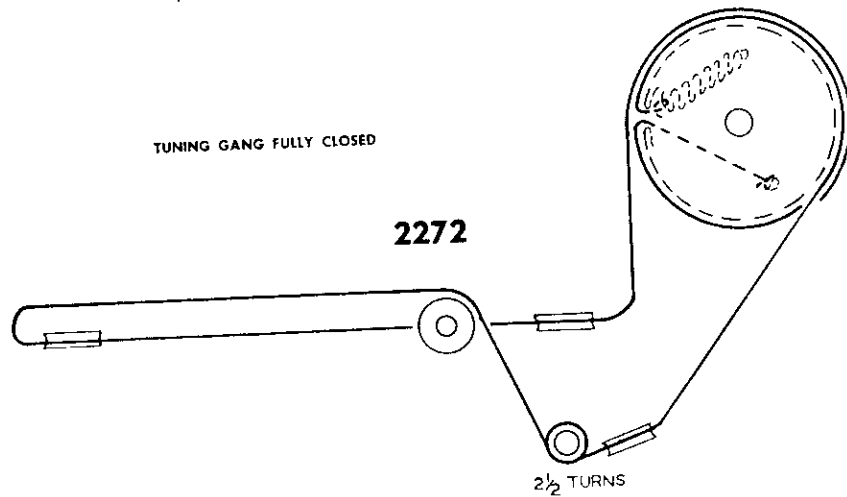
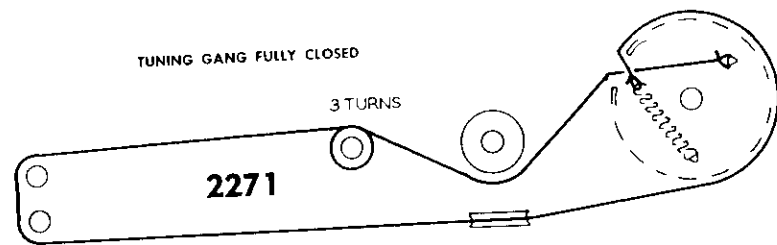
TUNING GANG FULLY CLOSED

**2258**

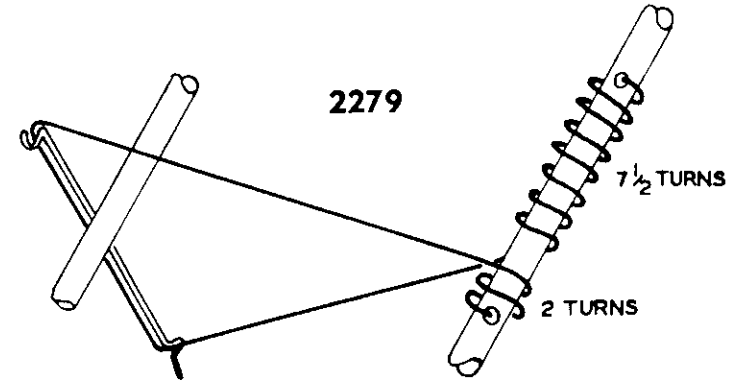
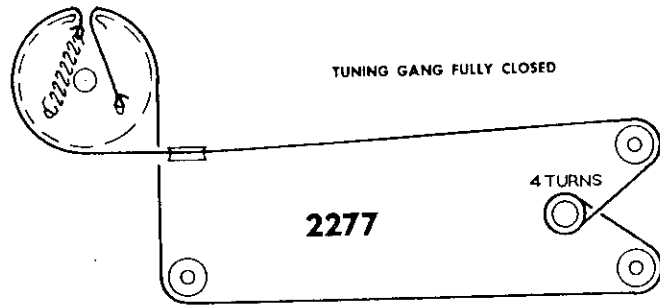
2½ TURNS



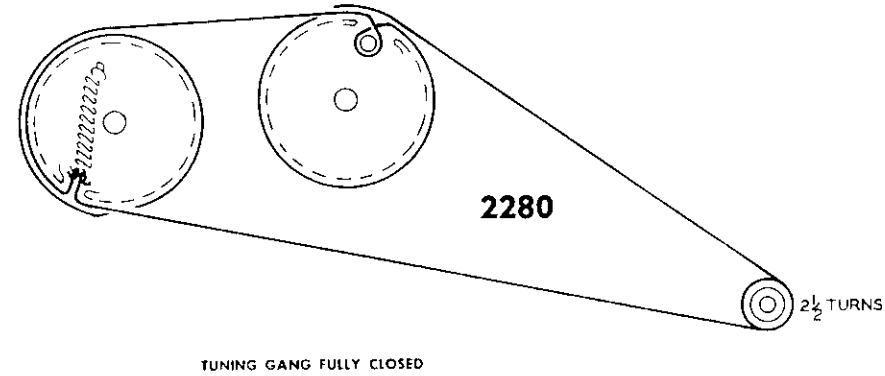
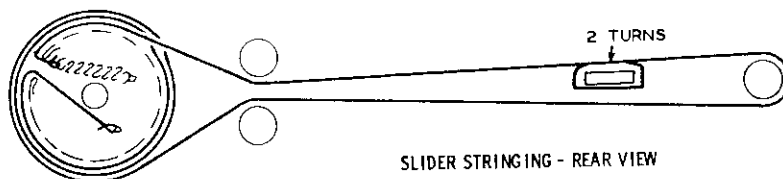
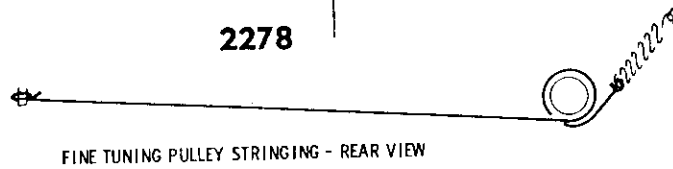
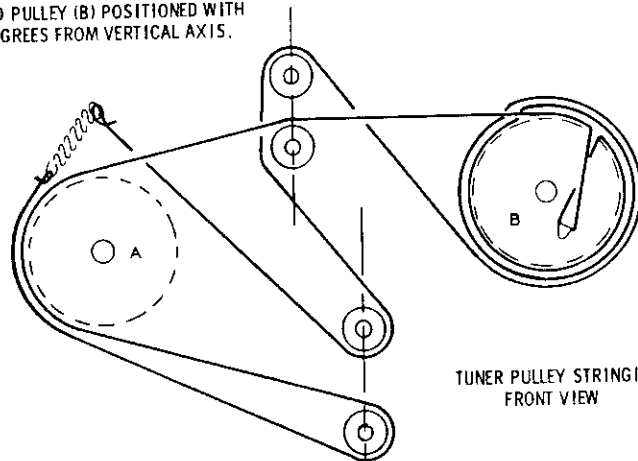




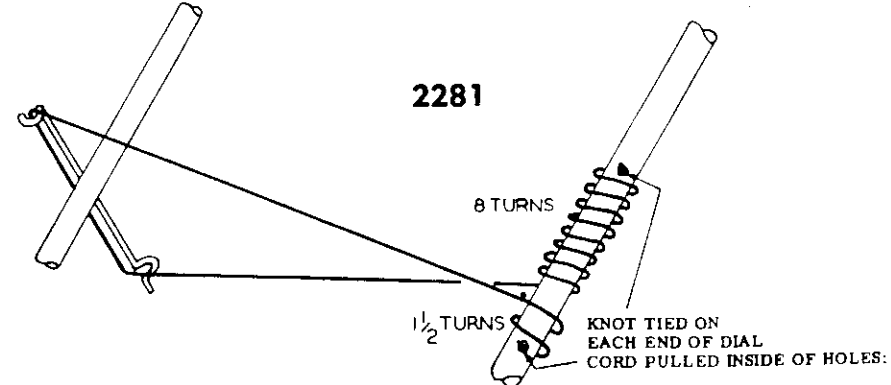
AM TUNING GANG FULLY CLOSED & FM TUNING SLUGS SET TO LOWEST FREQUENCY.  
KNOT TIED ON EACH END OF DIAL CORD PULLED INSIDE OF HOLES.



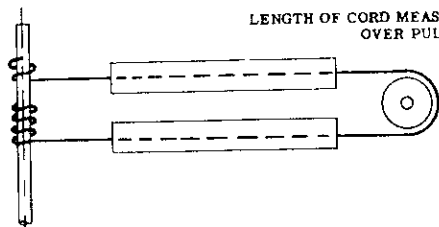
TUNER PULLEY (A) IN EXTREME COUNTER-CLOCKWISE POSITION, AND PULLEY (B) POSITIONED WITH OPENING 45-DEGREES FROM VERTICAL AXIS.



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



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

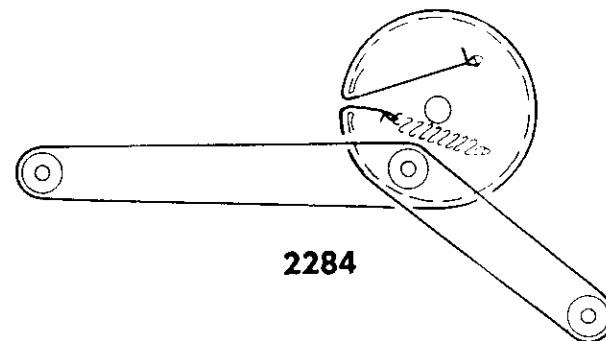
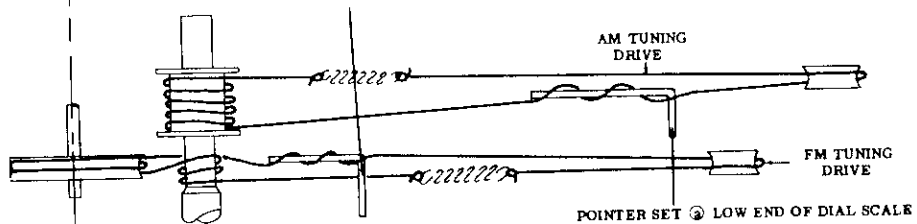


TUNING CORES SET TO  
HIGHEST FREQ. SETTING

**2282**

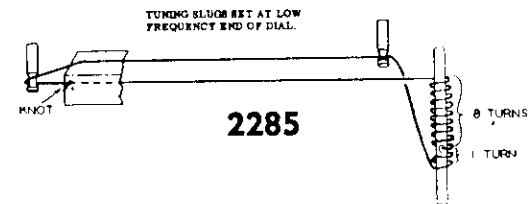
TUNING GANG FULLY CLOSED

POINTER SET @ HIGH END OF DIAL SCALE

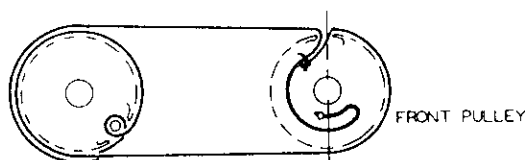


**2284**

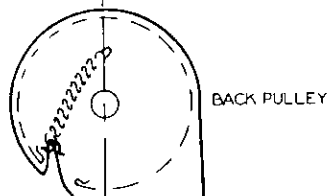
TUNING GANG FULLY CLOSED



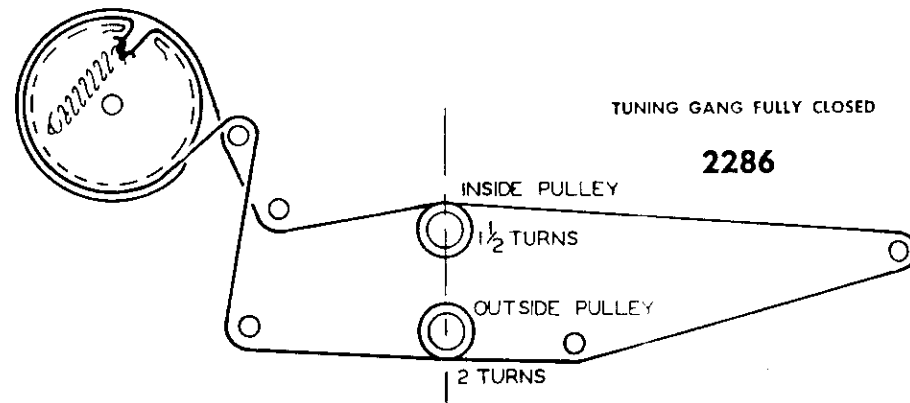
**2285**



**2283**



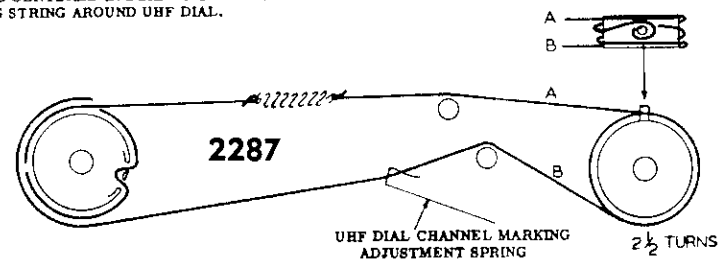
TUNING GANG FULLY CLOSED



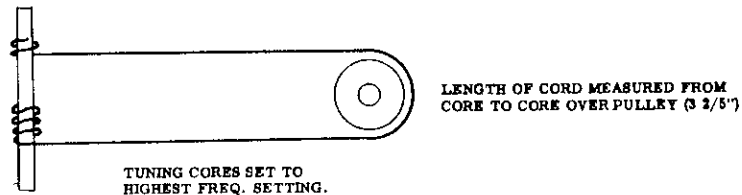
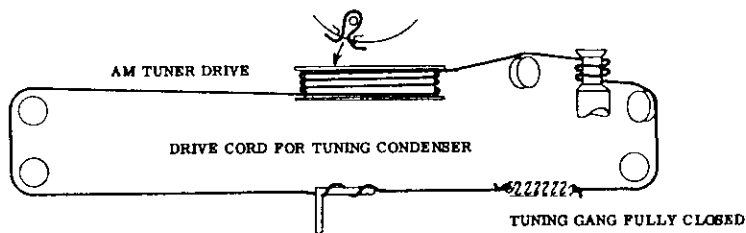
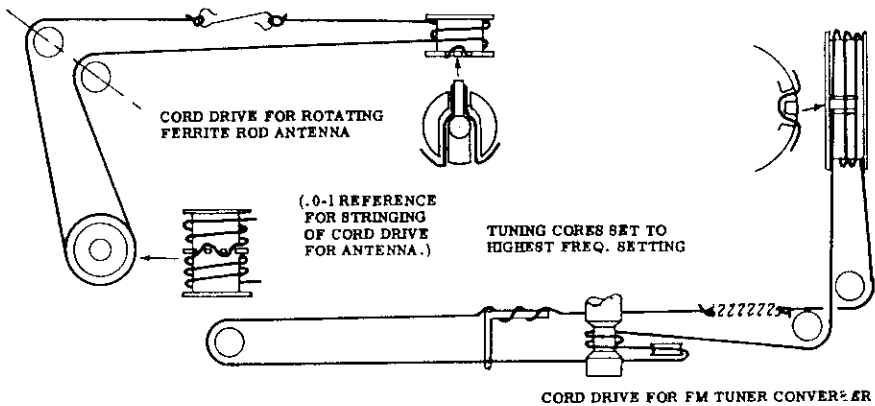
**2286**

TUNING GANG FULLY CLOSED

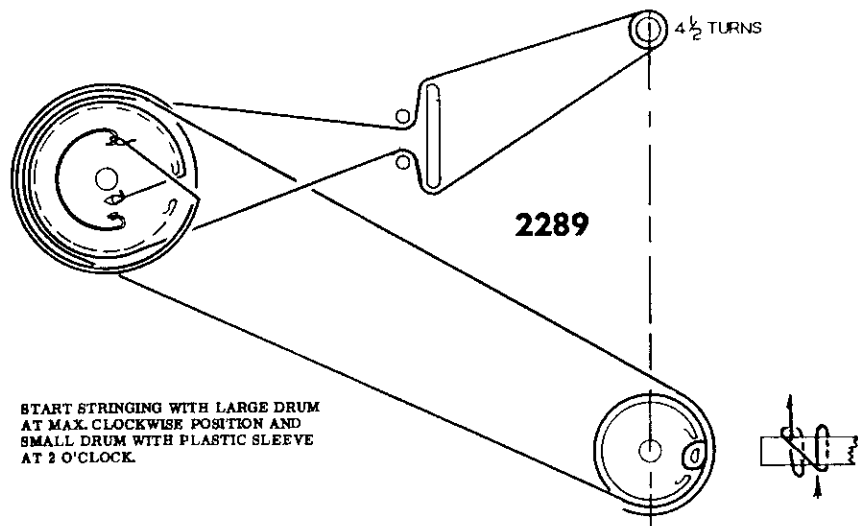
POSITION UHF DIAL WITH CHANNEL 45  
MARKING CENTERED IN DIAL WINDOW BEFORE  
PLACING STRING AROUND UHF DIAL.



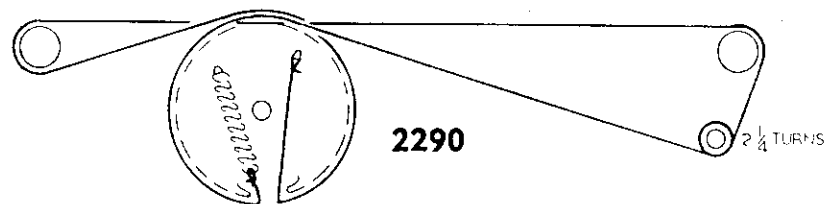
**2287**



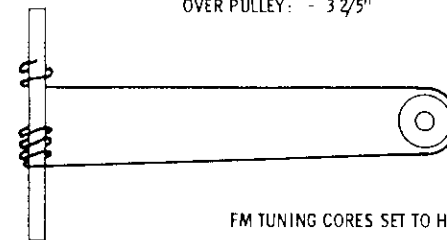
2288



TUNING GANG FULLY CLOSED

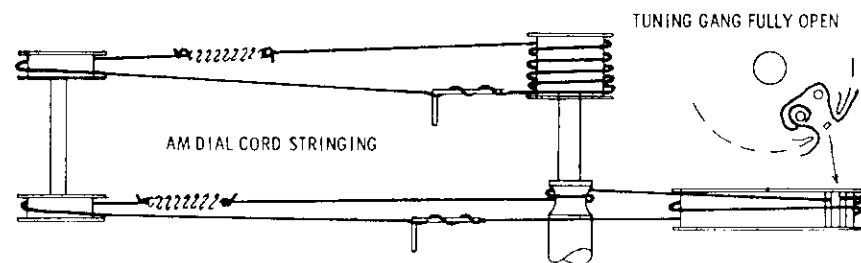


LENGTH OF CORD MEASURED FROM CORE TO CORE OVER PULLEY: - 3 2/5"

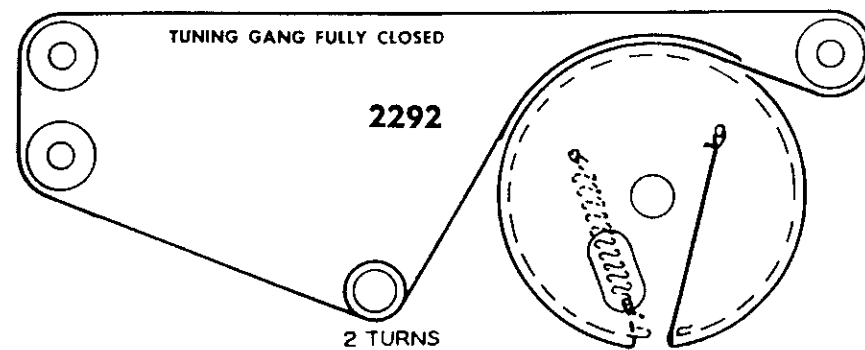


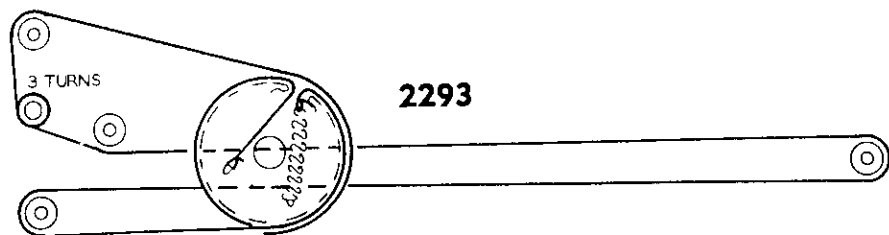
DRIVE-CORD WITH CORE IN THE F.M. - R.F. AND MIXER-STAGE

2291



FM TUNING CORES SET TO HIGHEST FREQ. SETTING

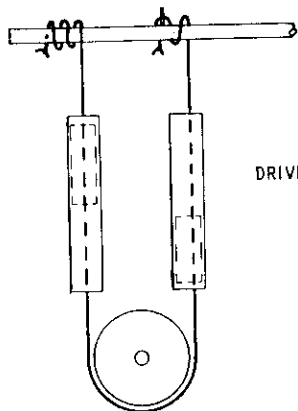




**2293**

TUNING GANG FULLY CLOSED

TUNING CORES SET TO LOWEST FREQUENCY SETTING.

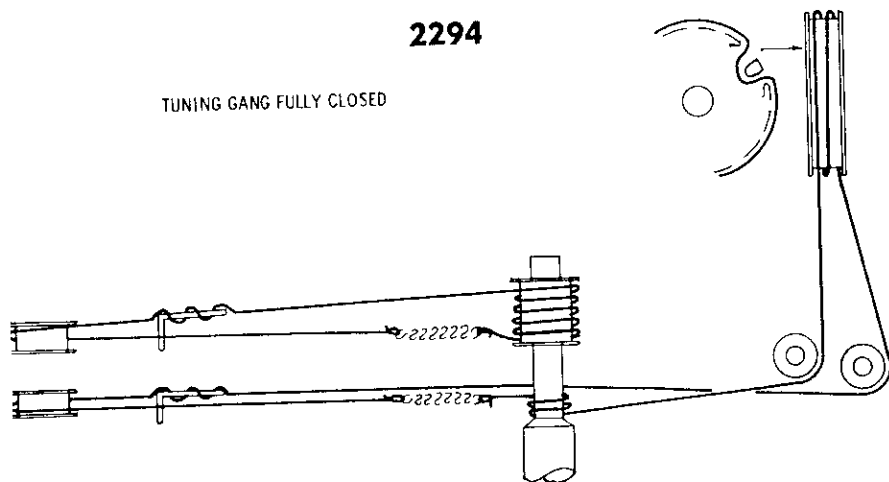


DRIVE CORD FOR FM TUNING CORES

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

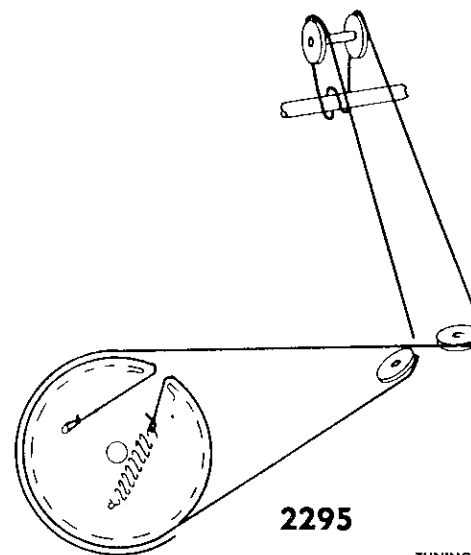
**2294**

TUNING GANG FULLY CLOSED



**2295**

TUNING GANG FULLY CLOSED

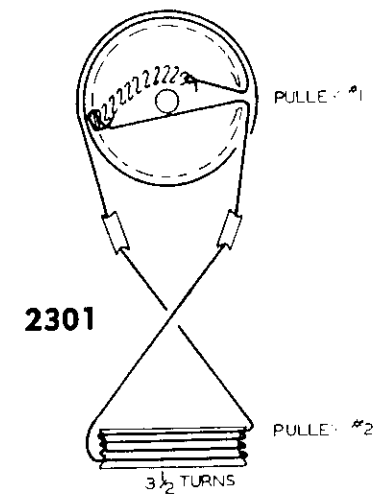
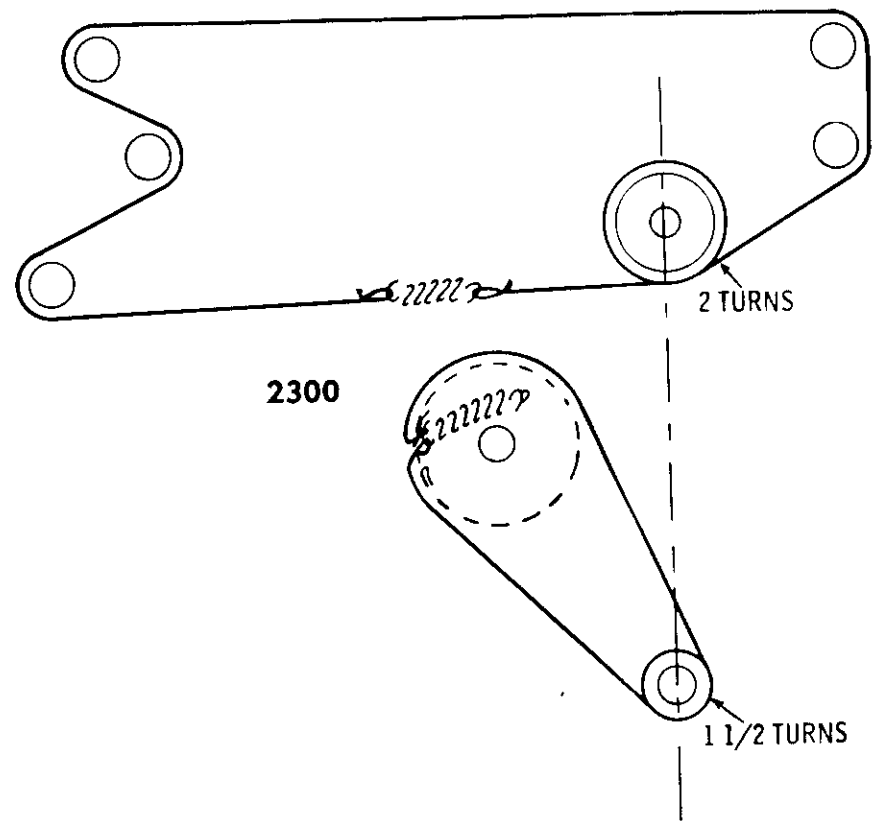
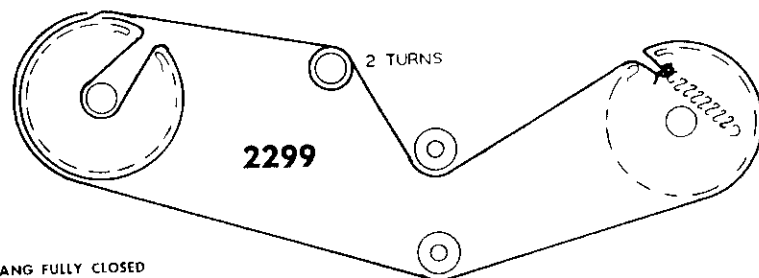
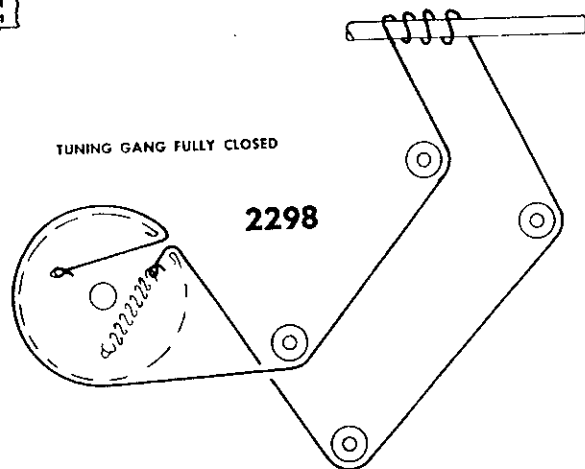
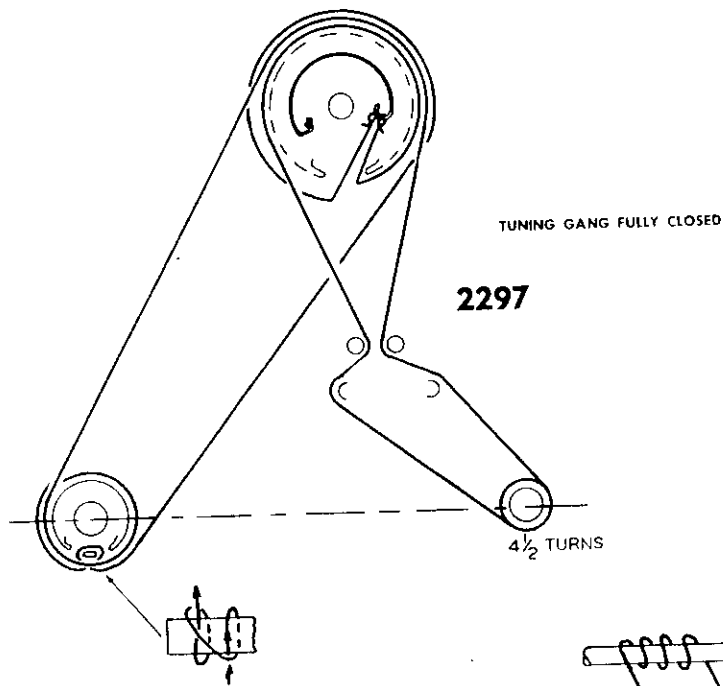


**2296**

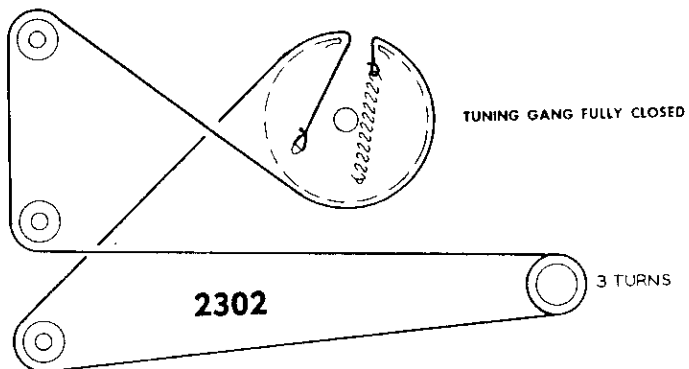
TUNING GANG FULLY CLOSED

2 TURNS

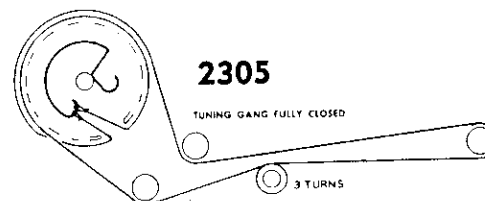
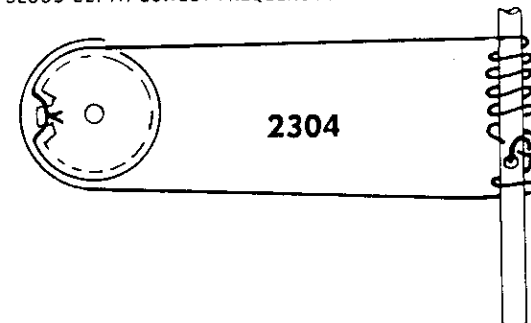




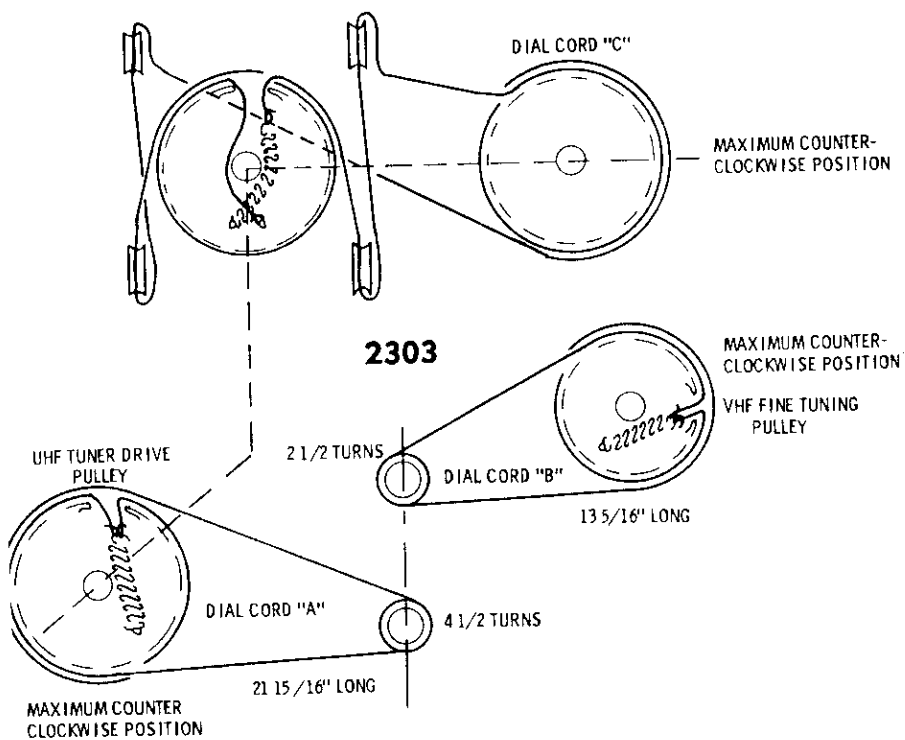
FINE TUNING SHAFT & PULLEY #1 IN MAX. CLOCKWISE POSITION.



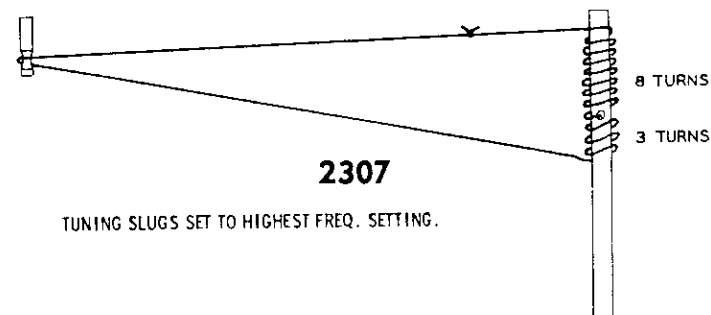
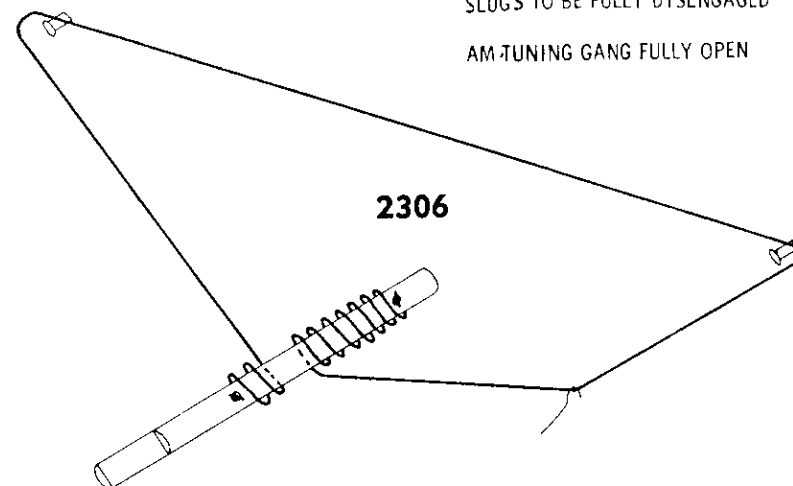
TUNING SLUGS SET AT LOWEST FREQUENCY.



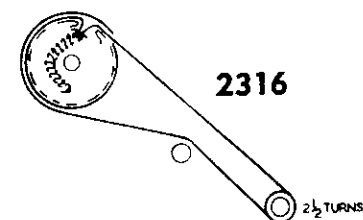
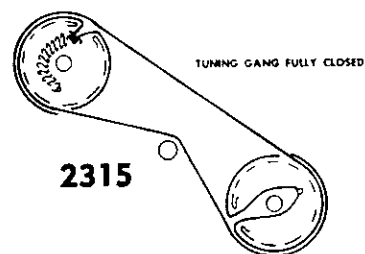
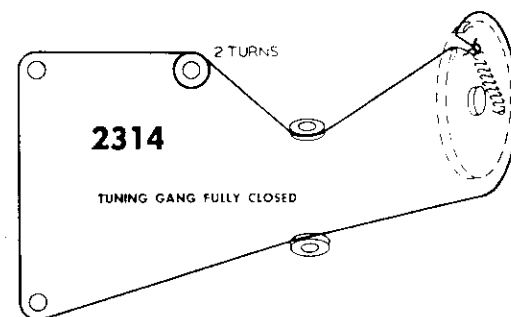
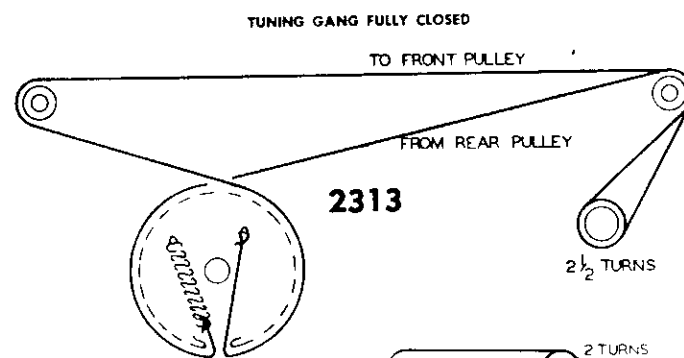
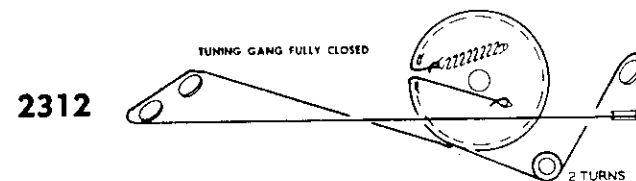
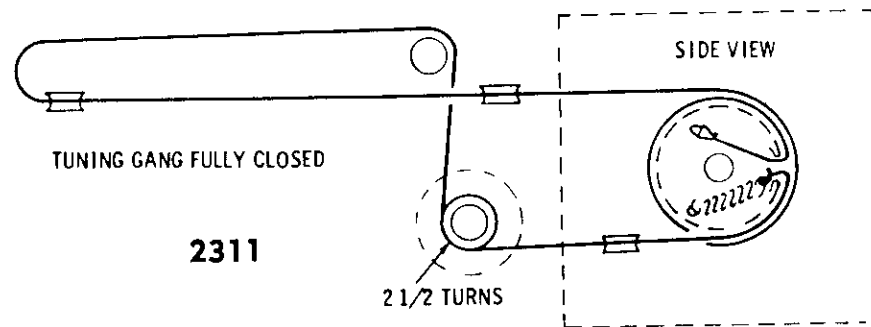
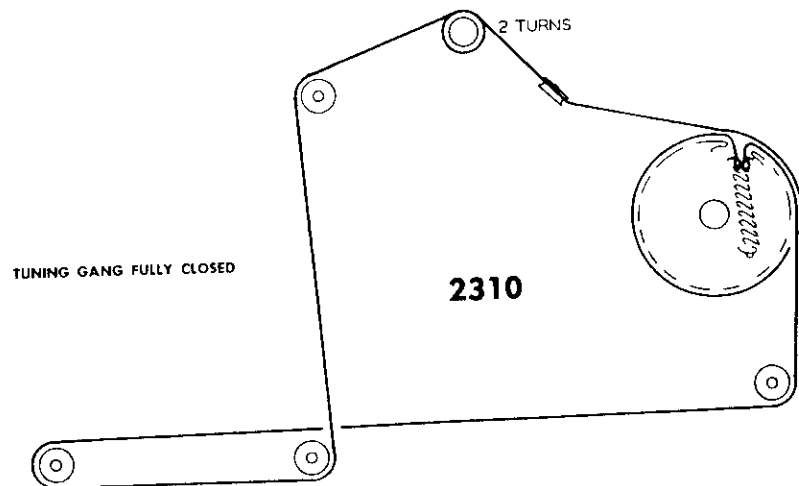
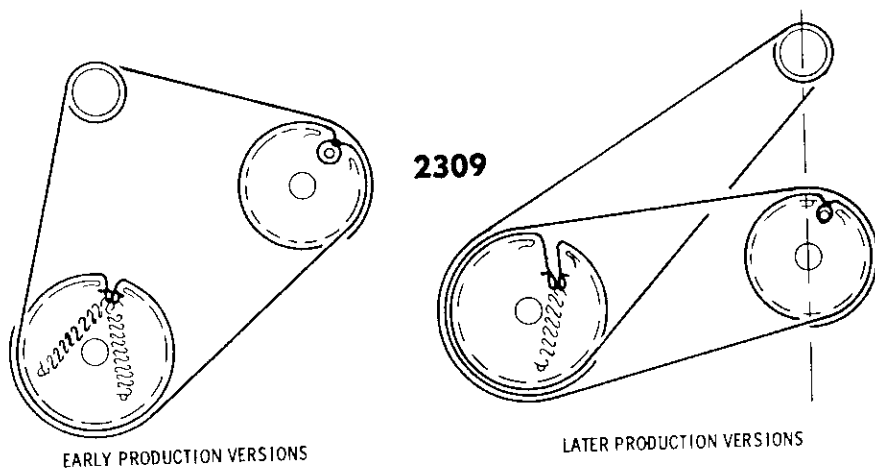
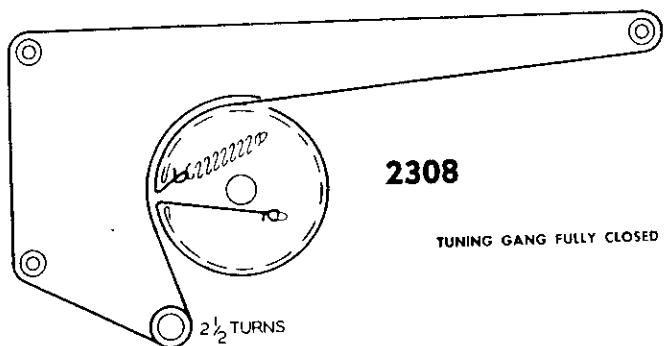
UHF TUNING PULLEYS

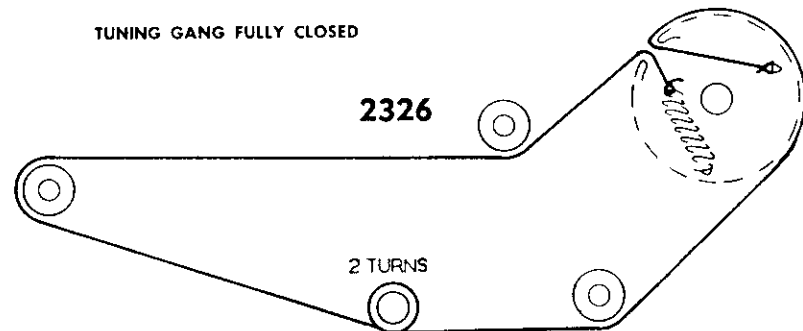
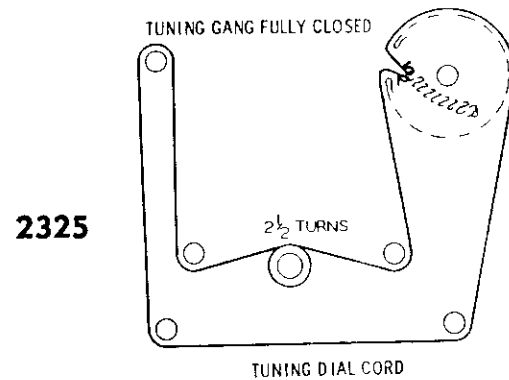
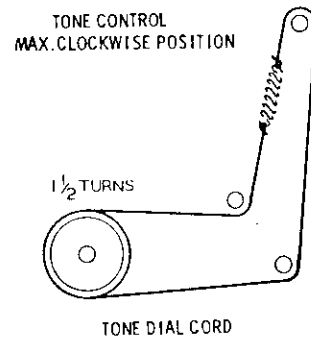
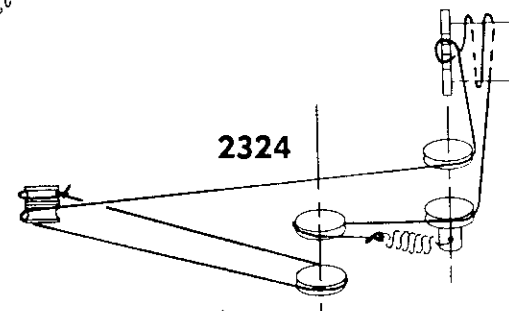
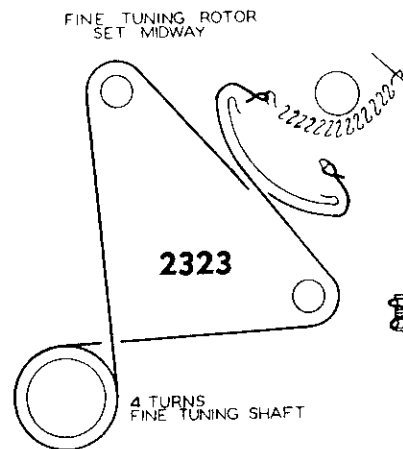
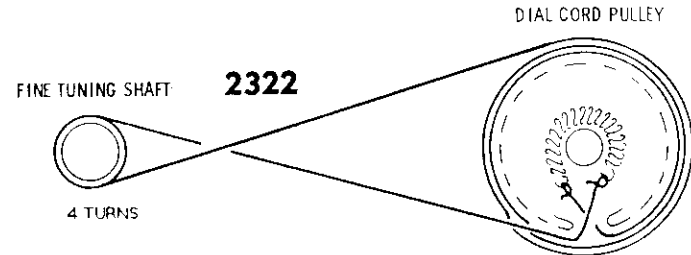
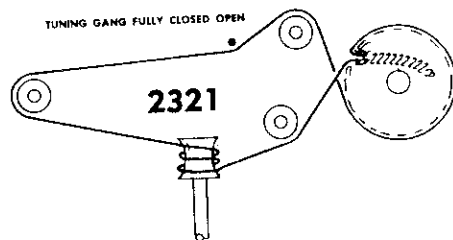
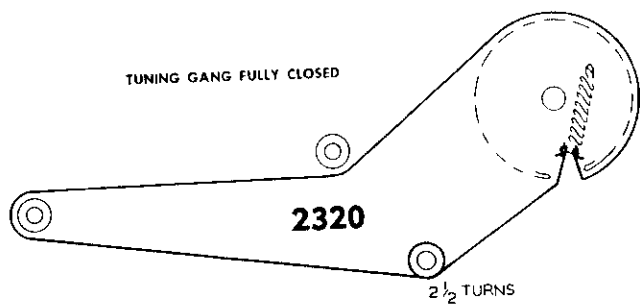
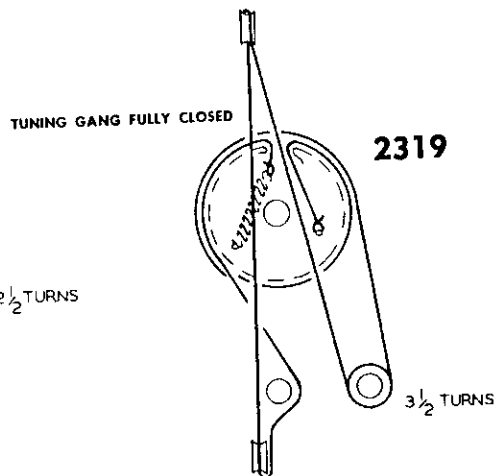
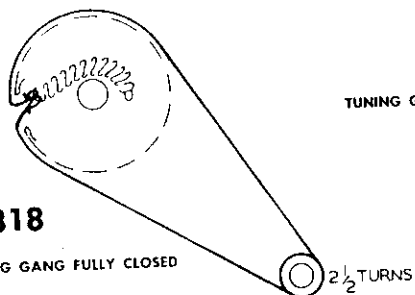
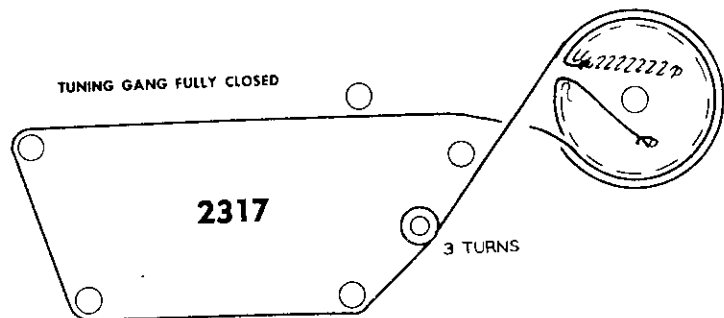


SLUGS TO BE FULLY DISENGAGED  
AM TUNING GANG FULLY OPEN

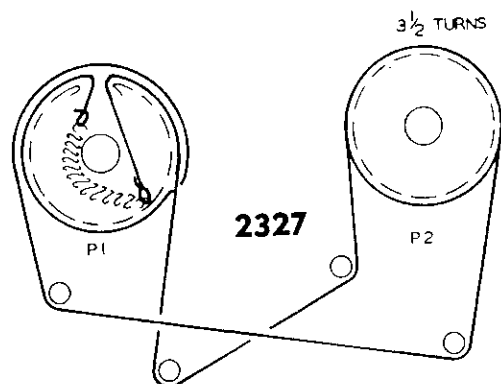


TUNING SLUGS SET TO HIGHEST FREQ. SETTING.

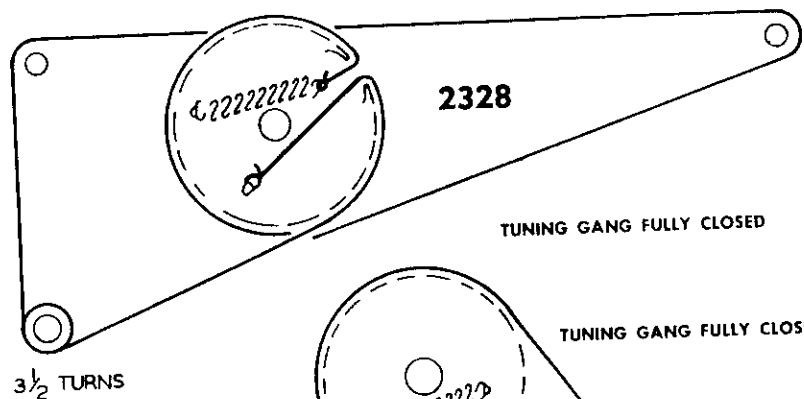




TURN FINE TUNING SHAFT WITH  
PULLEY P1 FULLY CLOCKWISE

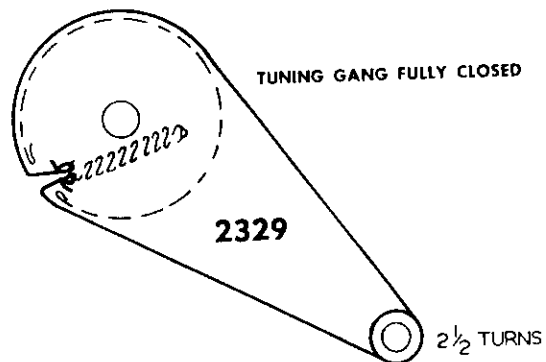


2327



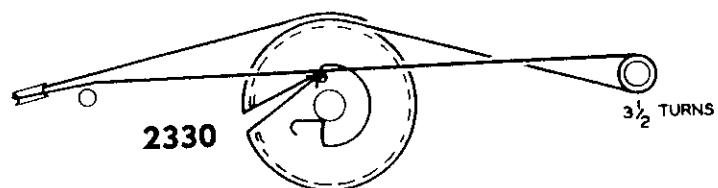
2328

TUNING GANG FULLY CLOSED



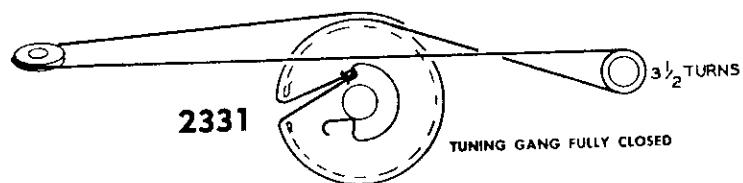
2329

TUNING GANG FULLY CLOSED



2330

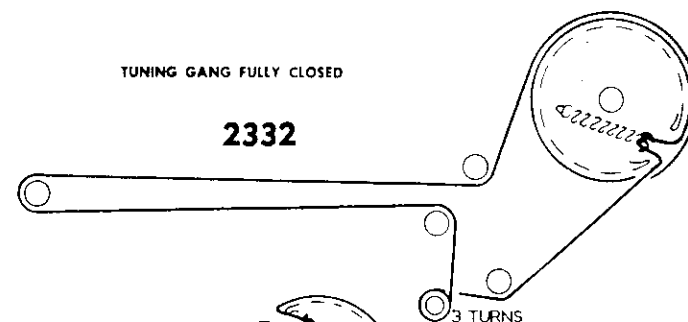
TUNING GANG FULLY CLOSED



2331

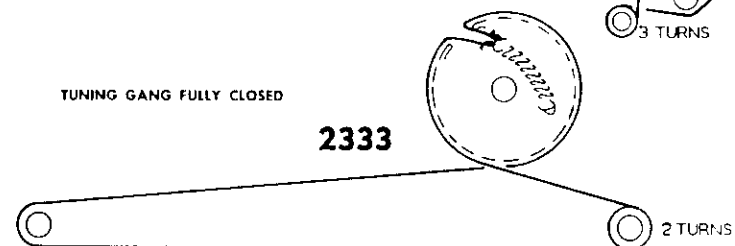
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED



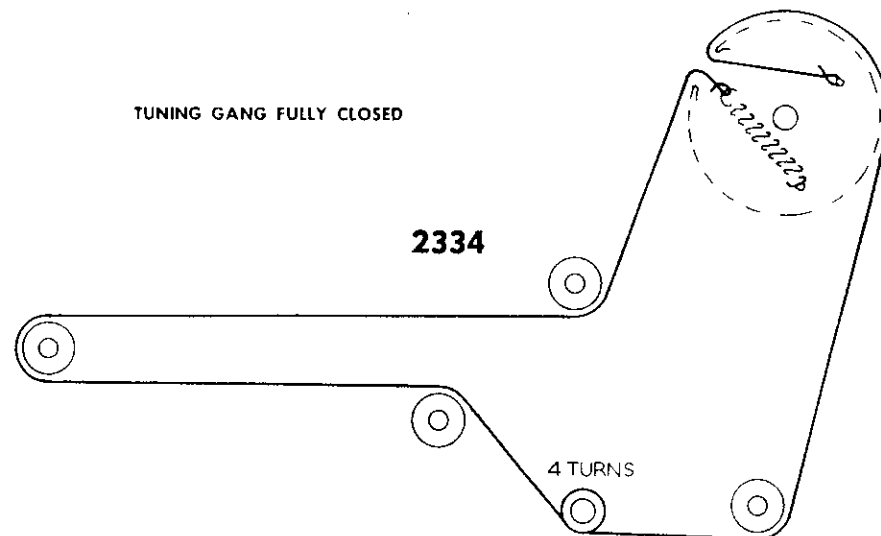
2332

TUNING GANG FULLY CLOSED



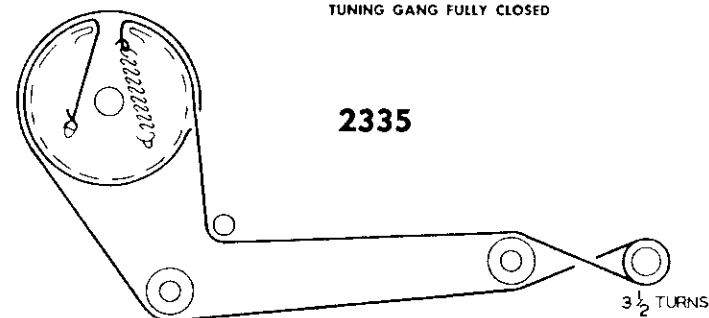
2333

TUNING GANG FULLY CLOSED



2334

TUNING GANG FULLY CLOSED



2335

2336

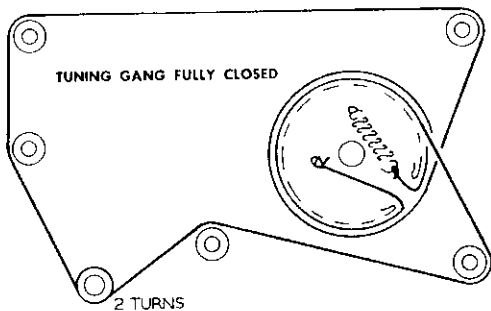
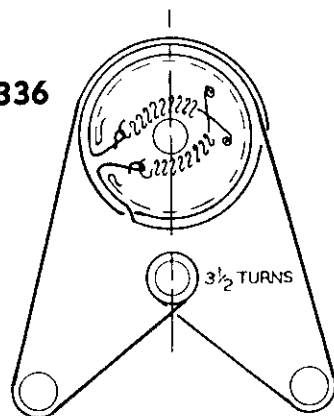


FIG. 1 STRINGING OF TUNING CONTROL

2337

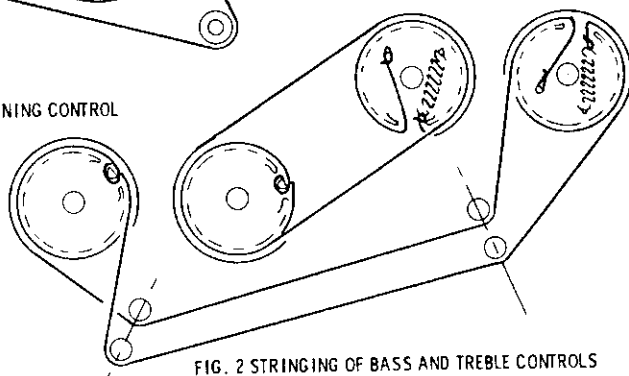


FIG. 2 STRINGING OF BASS AND TREBLE CONTROLS

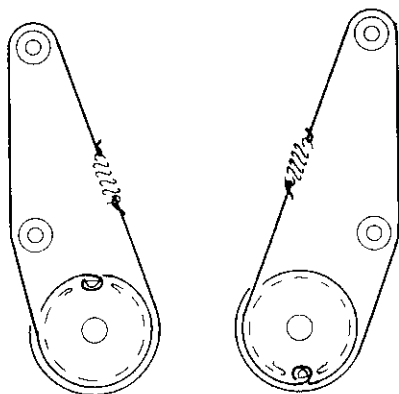
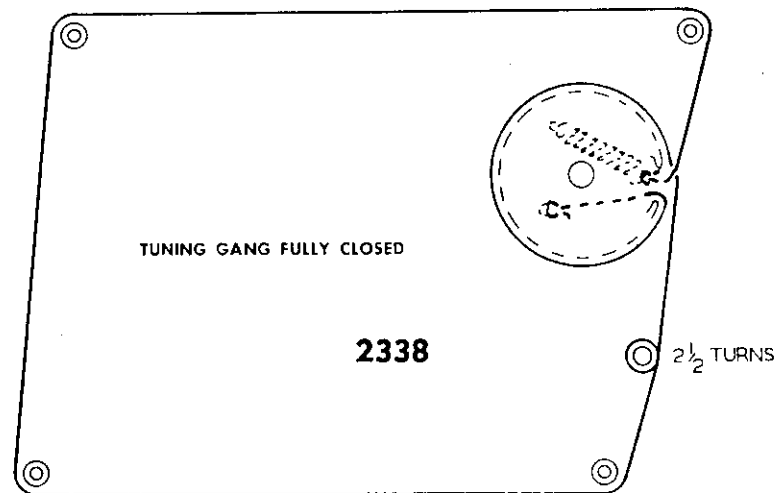


FIG. 3 STRINGING OF BASS & TREBLE POINTERS

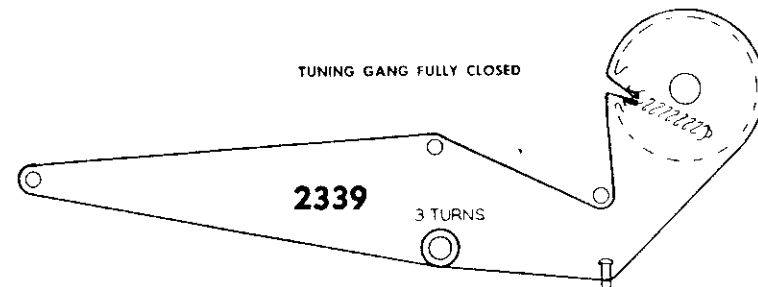
TUNING GANG FULLY CLOSED

2338



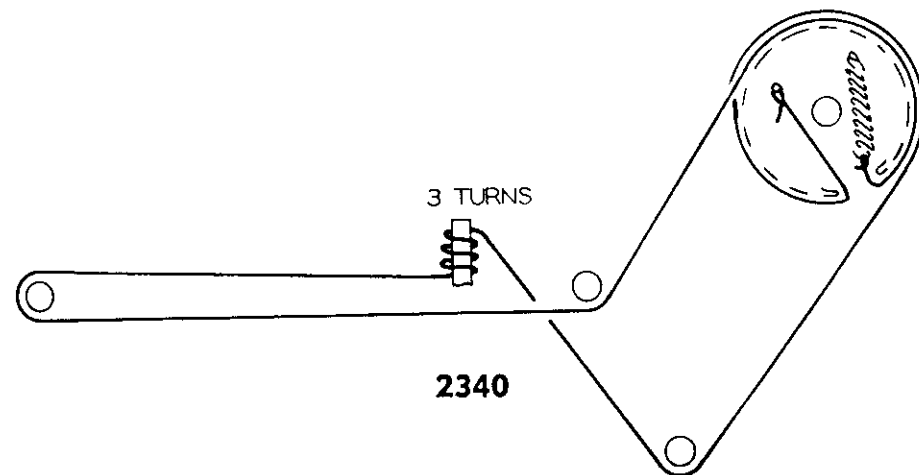
TUNING GANG FULLY CLOSED

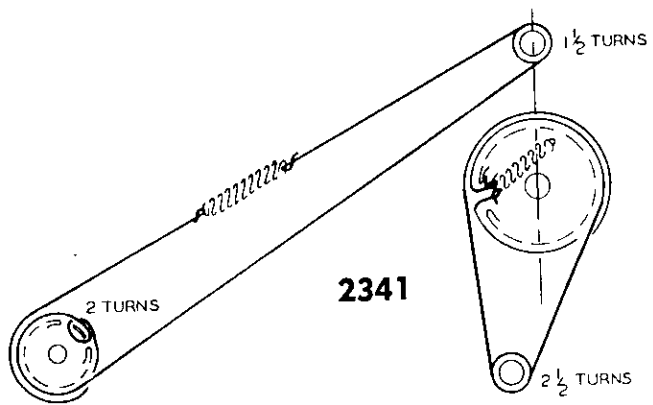
2339



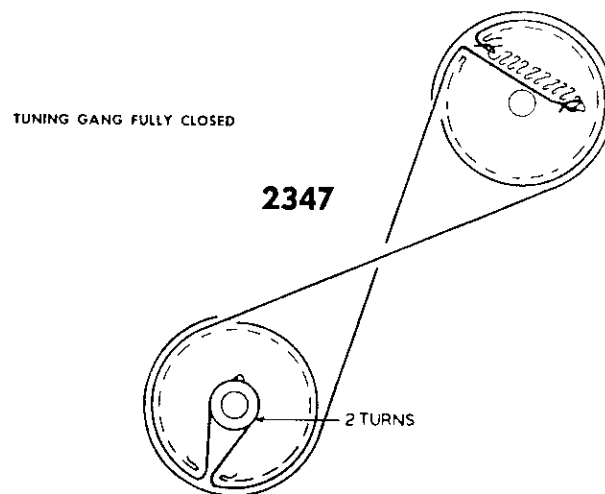
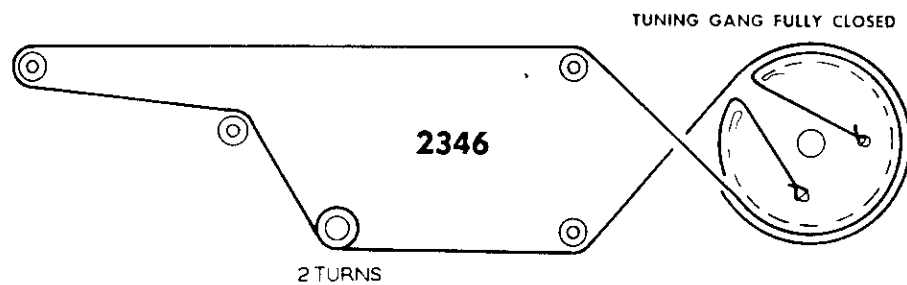
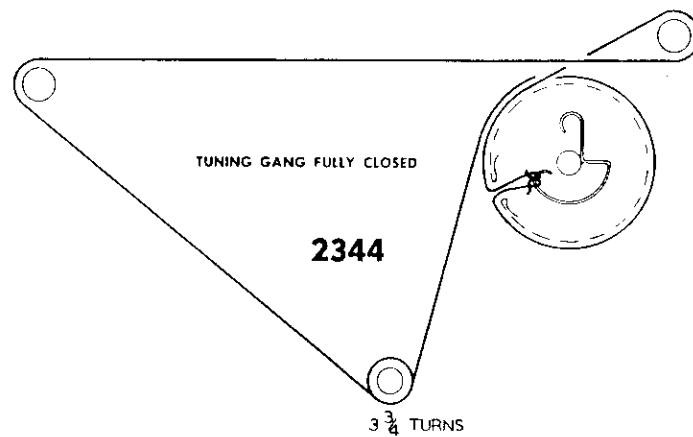
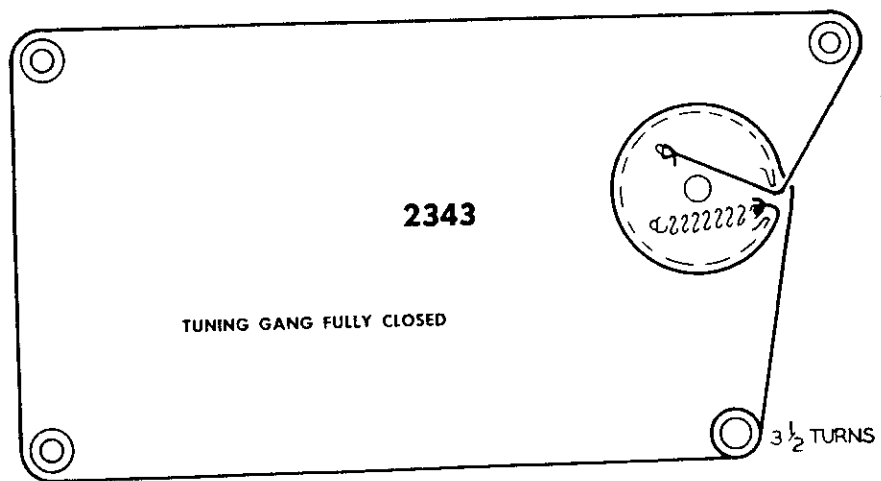
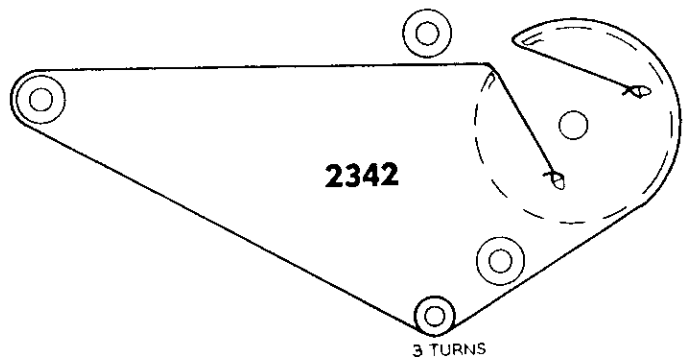
3 TURNS

2340



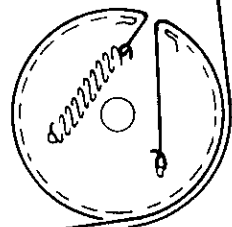


TUNING GANG FULLY CLOSED



TUNING GANG FULLY OPEN

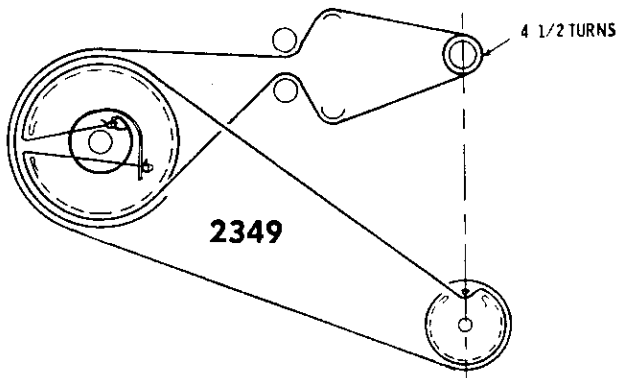
2348



2 1/2 TURNS

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

2349



4 1/2 TURNS

2350

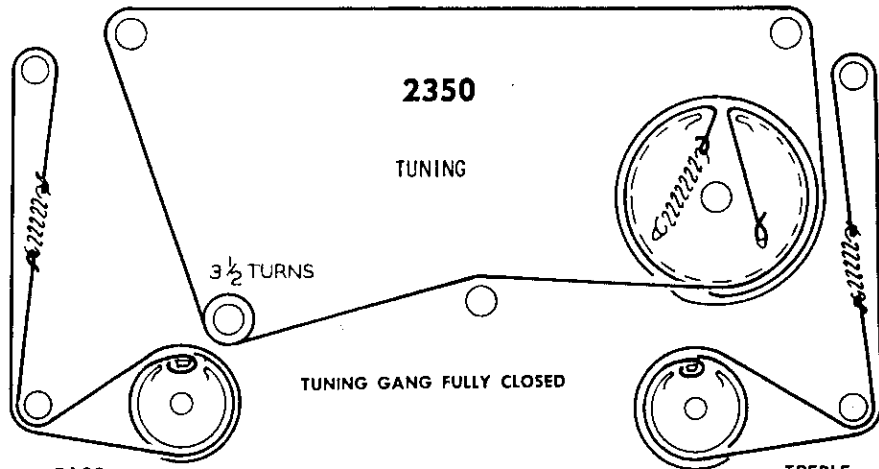
TUNING

3 1/2 TURNS

TUNING GANG FULLY CLOSED

BASS

TREBLE

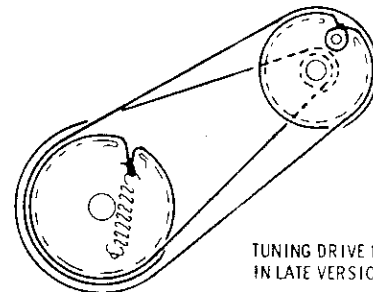
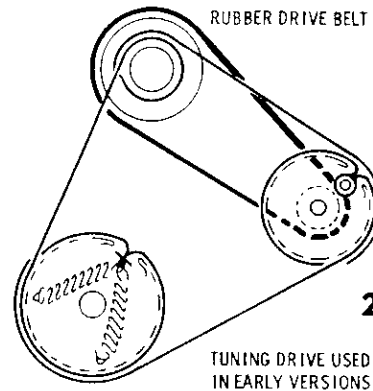


RUBBER DRIVE BELT

2351

TUNING DRIVE USED IN EARLY VERSIONS

TUNING DRIVE USED IN LATE VERSIONS



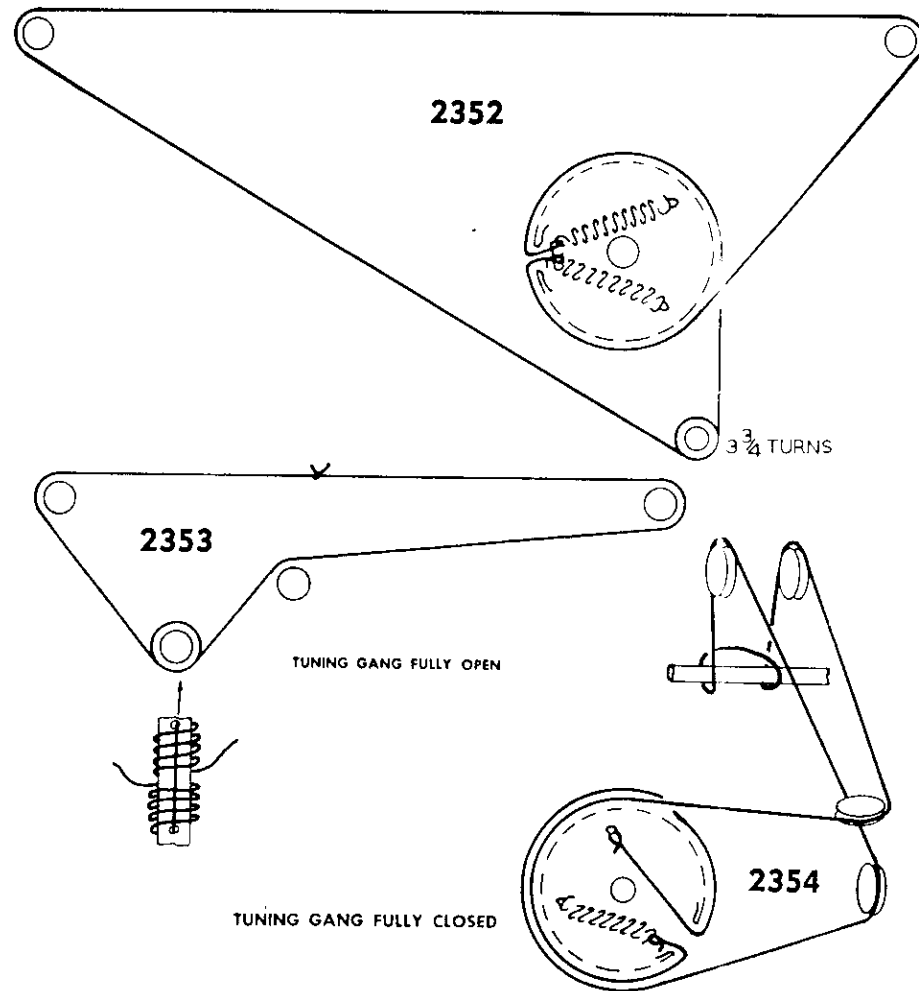
2352

3 3/4 TURNS

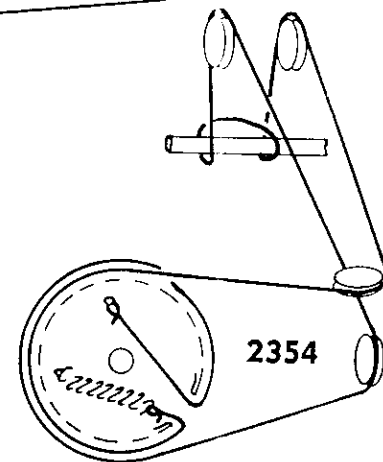
2353

TUNING GANG FULLY OPEN

TUNING GANG FULLY CLOSED



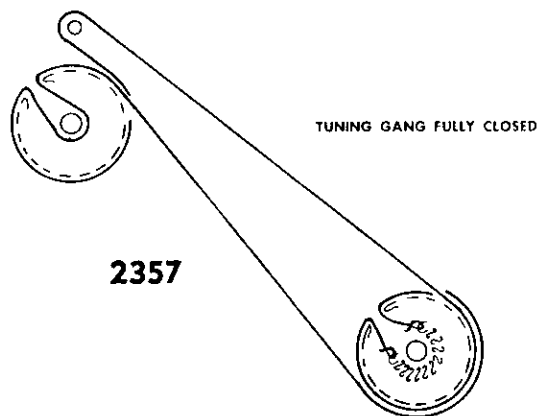
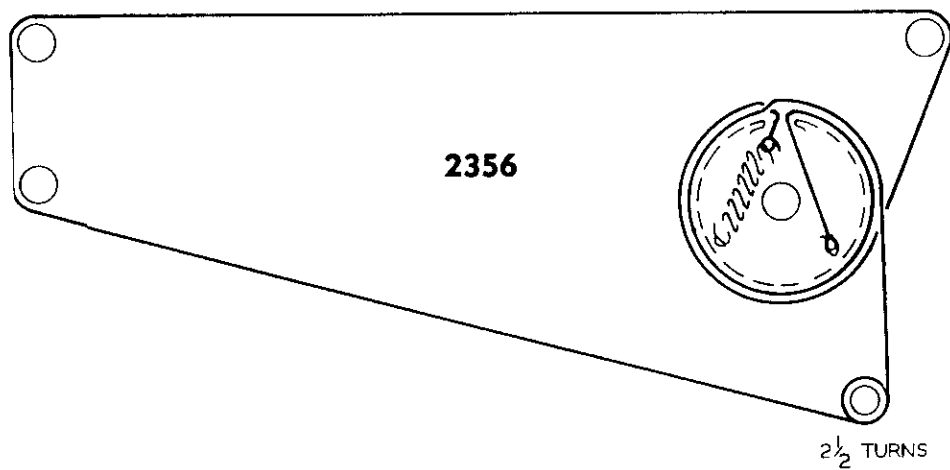
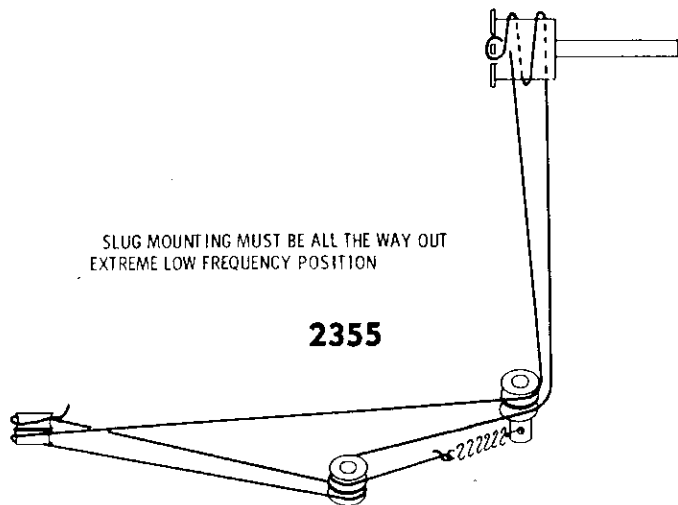
2354





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

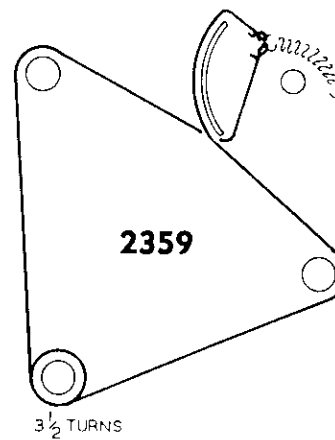
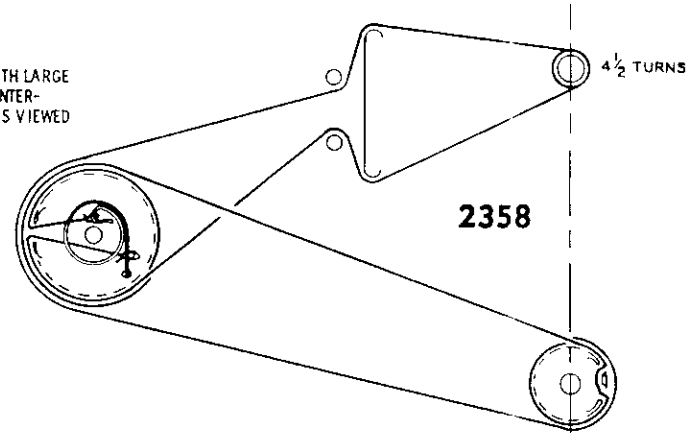
**2355**



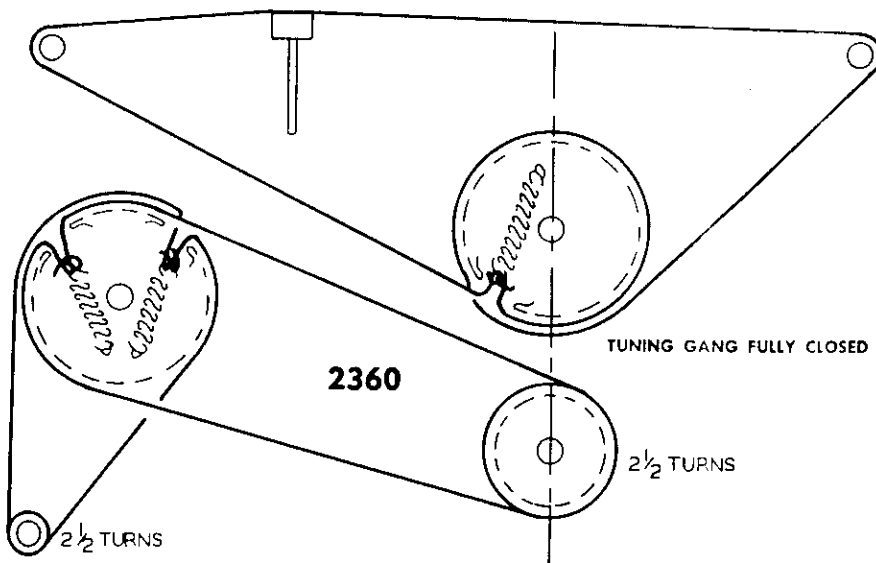
**2357**

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

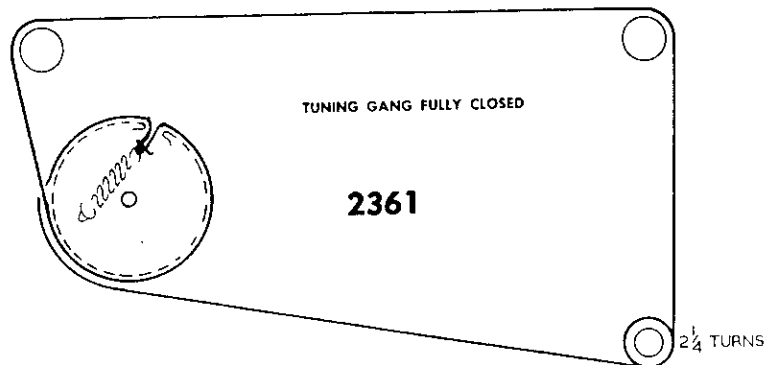
**2358**



**2359**



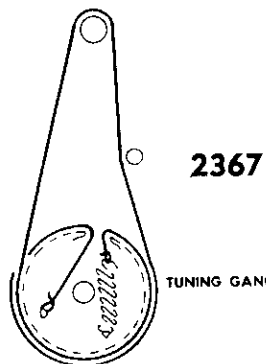
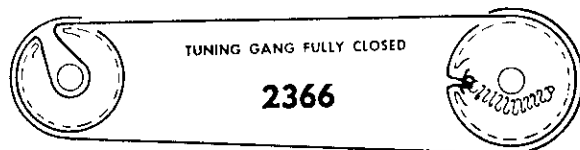
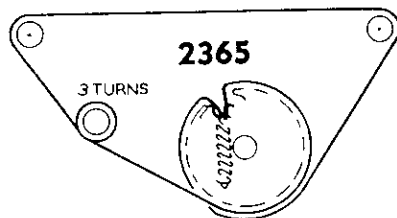
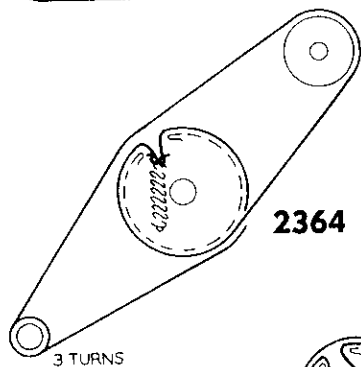
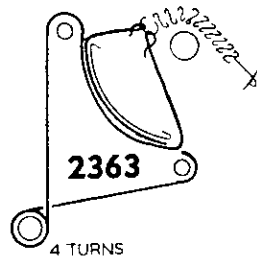
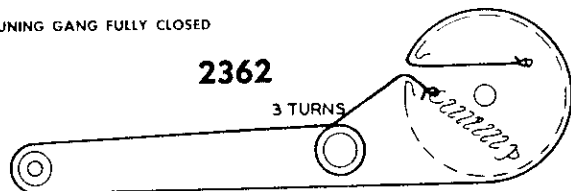
**2360**



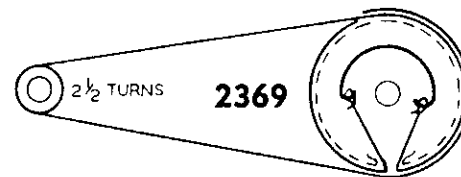
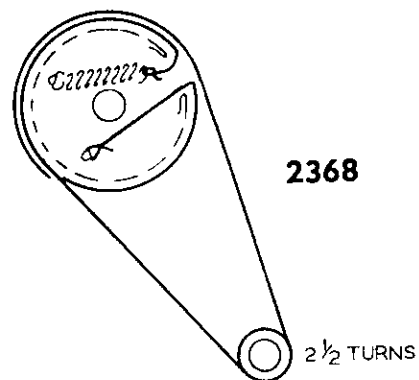
TUNING GANG FULLY CLOSED

**2362**

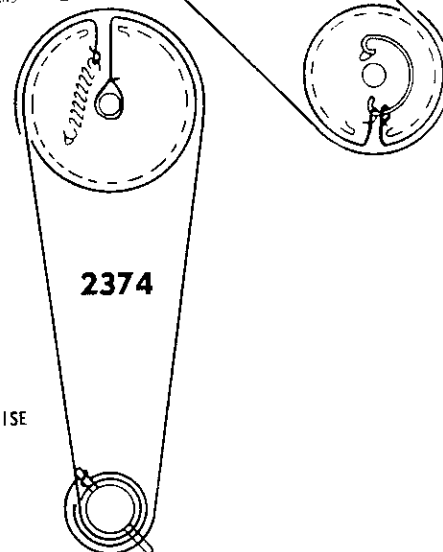
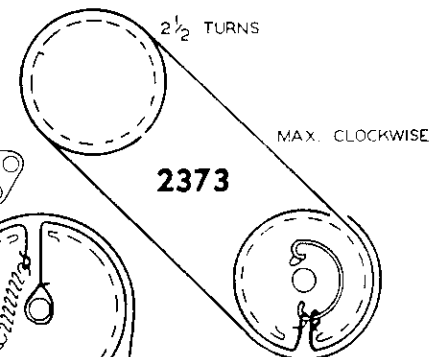
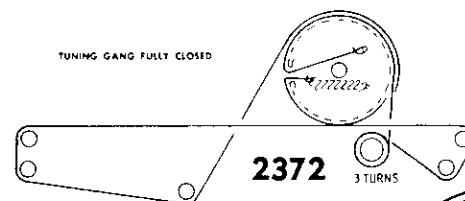
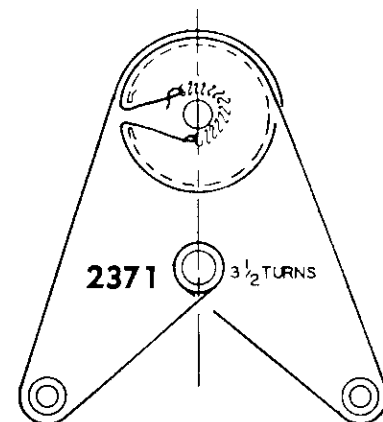
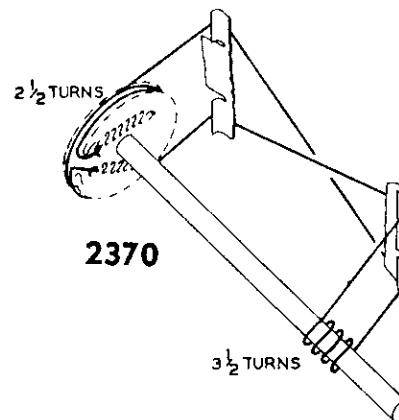
3 TURNS



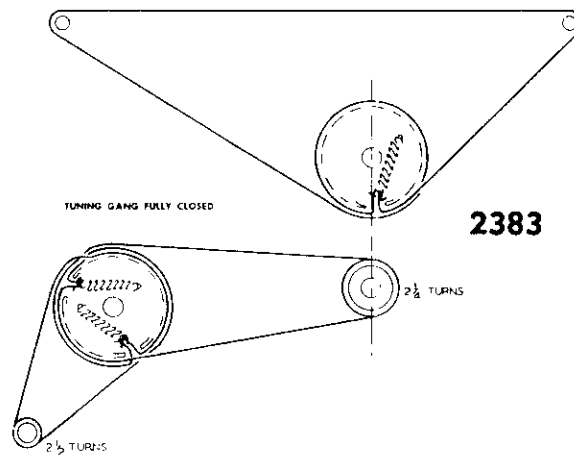
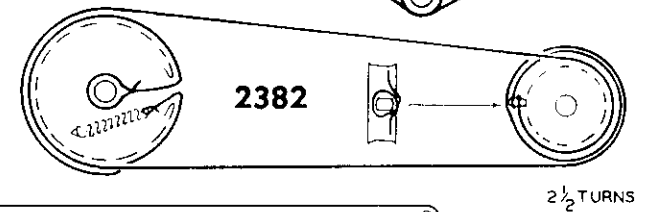
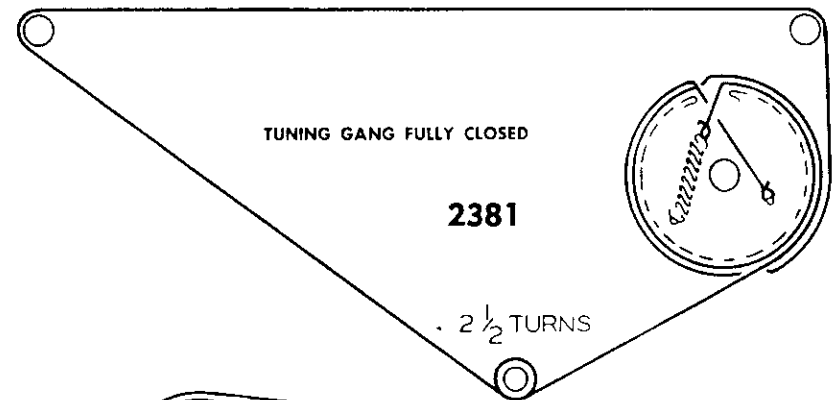
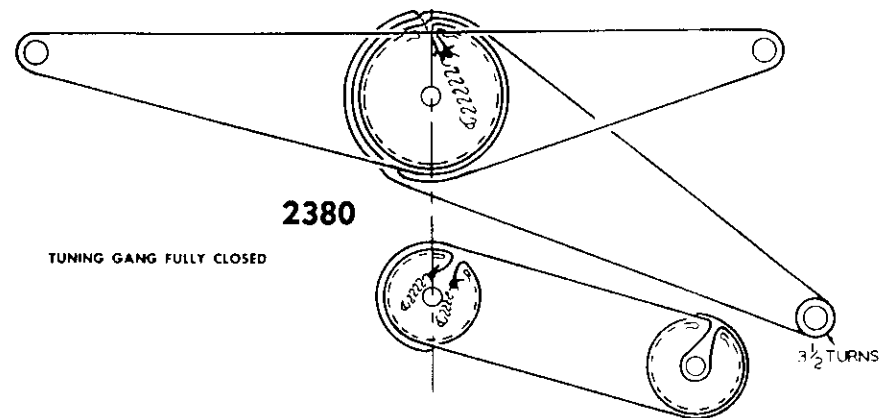
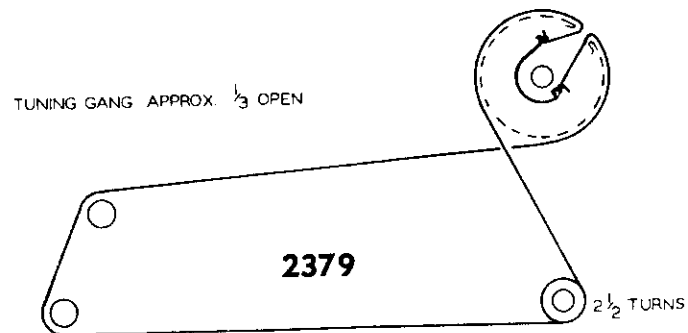
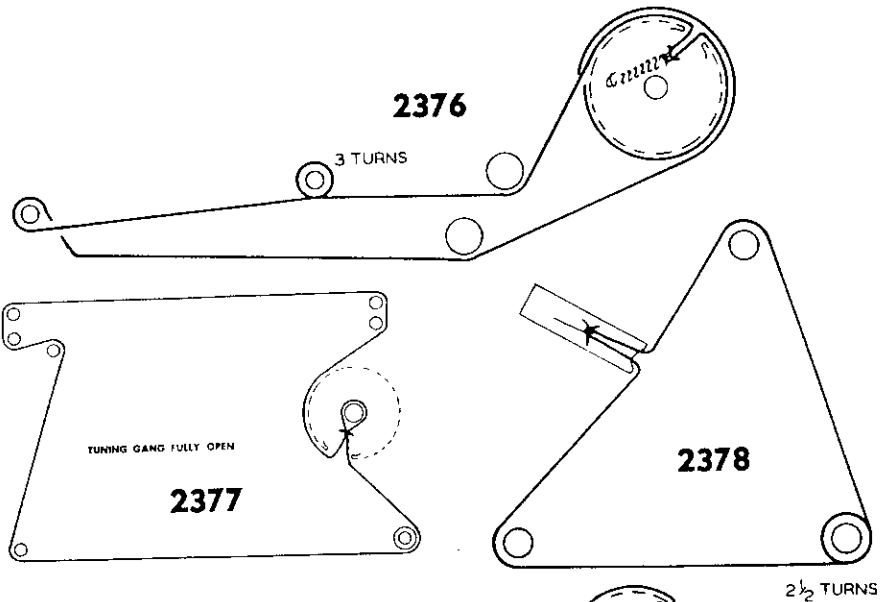
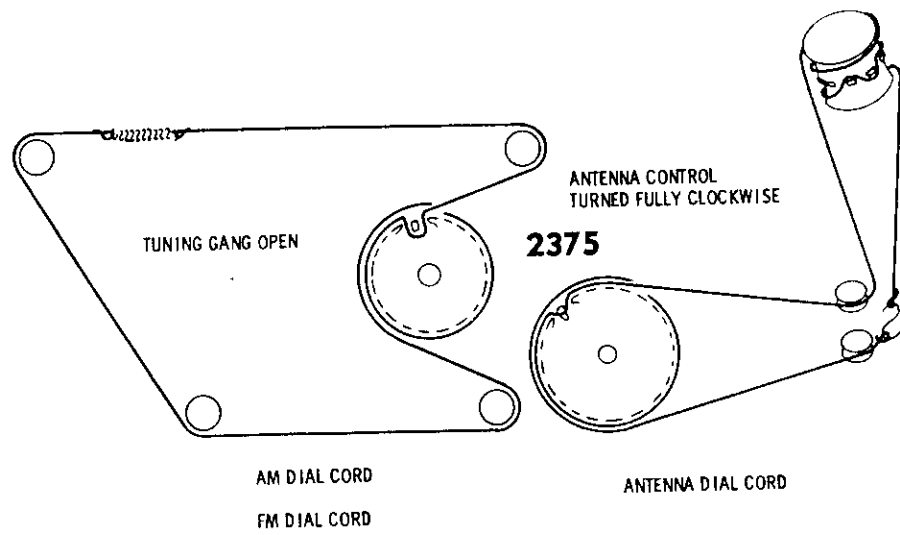
TUNING GANG FULLY CLOSED

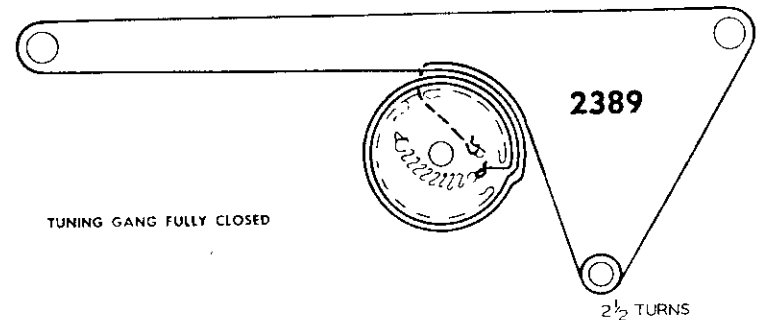
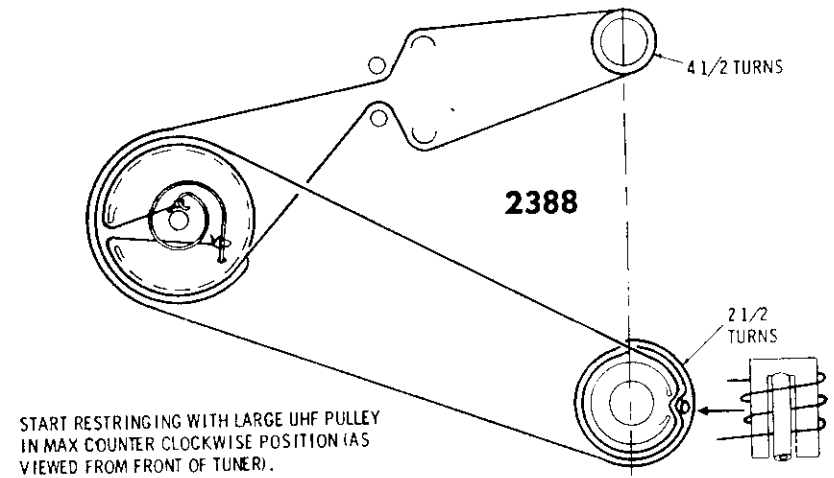
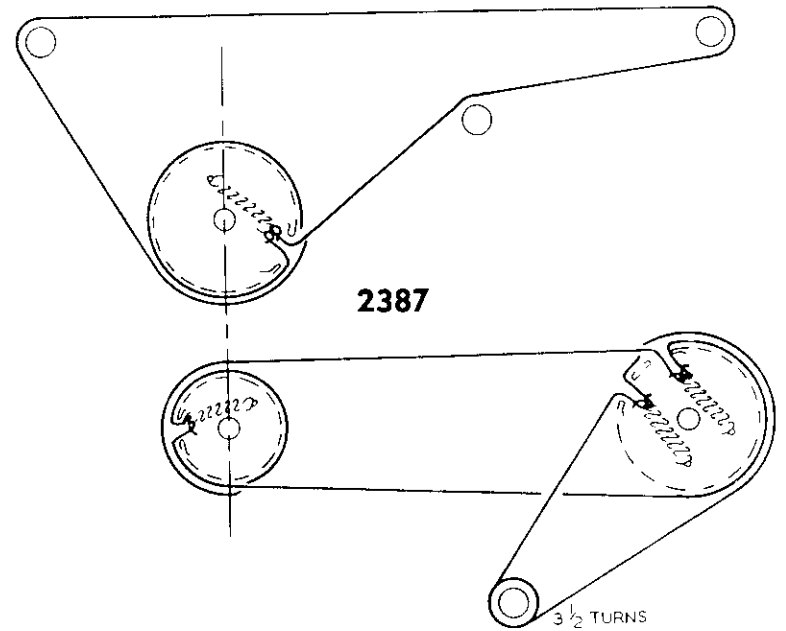
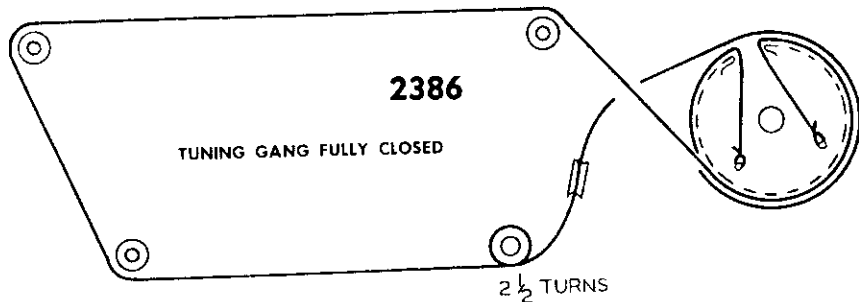
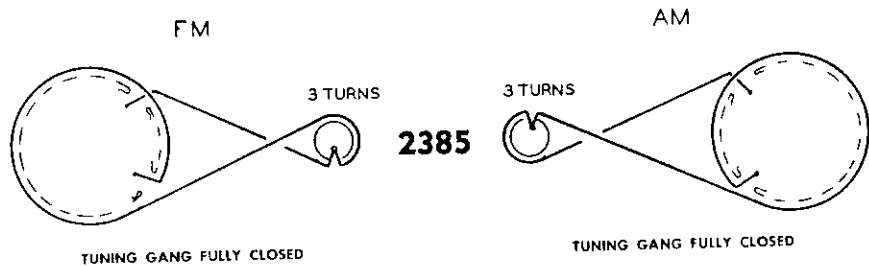
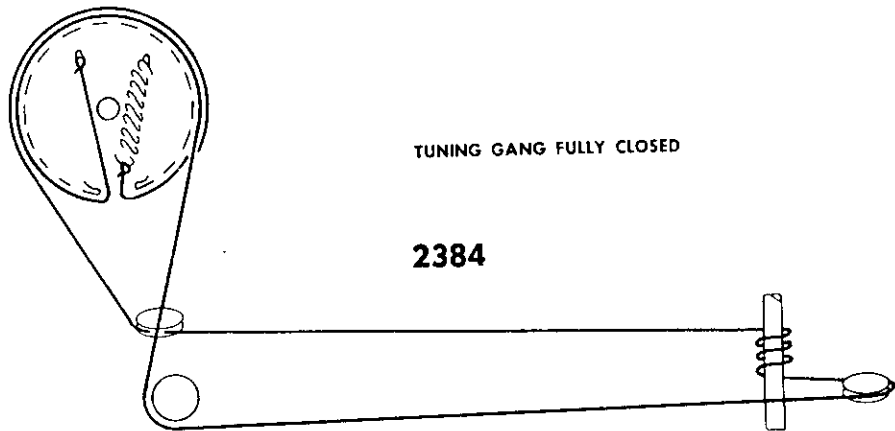


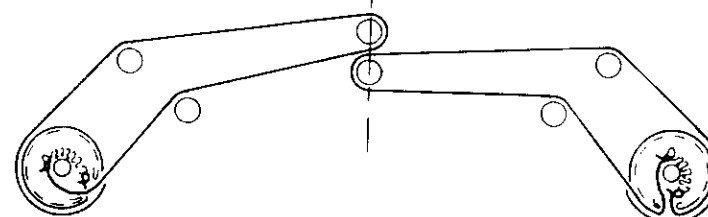
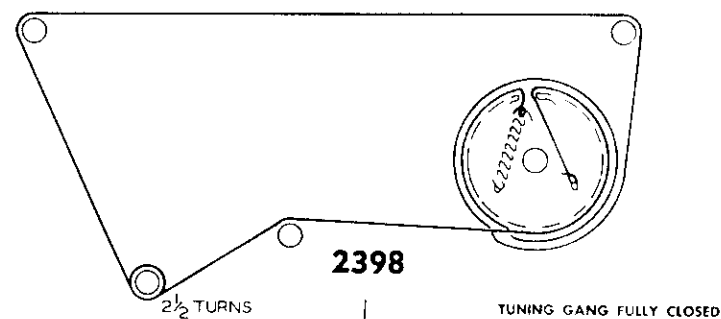
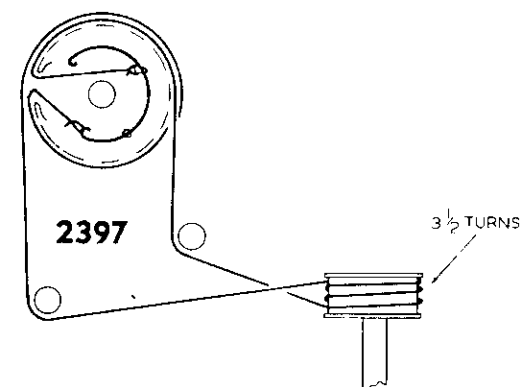
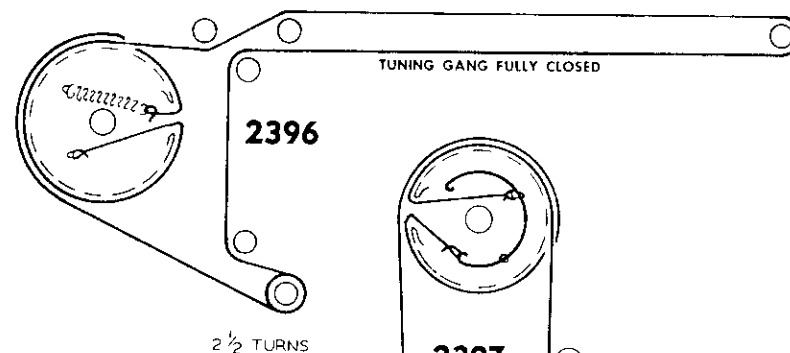
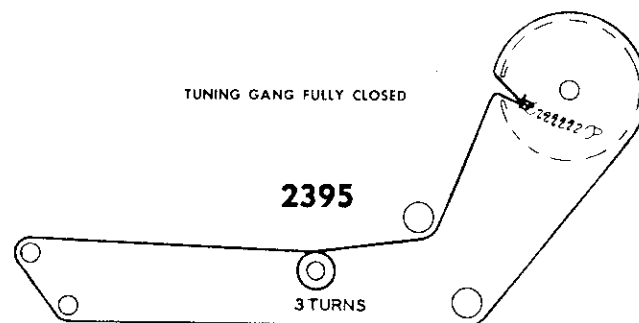
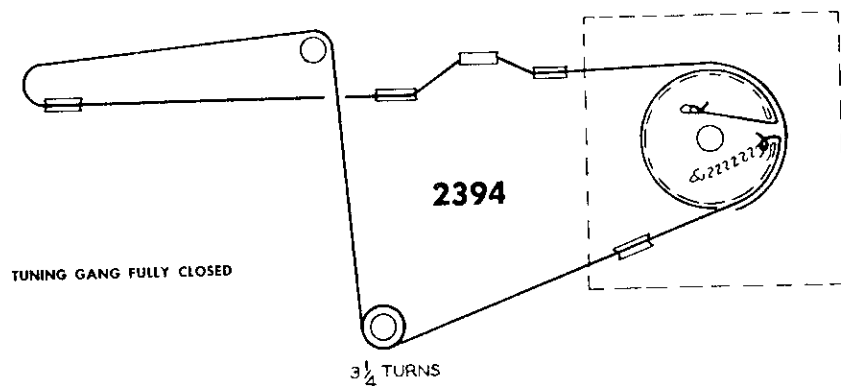
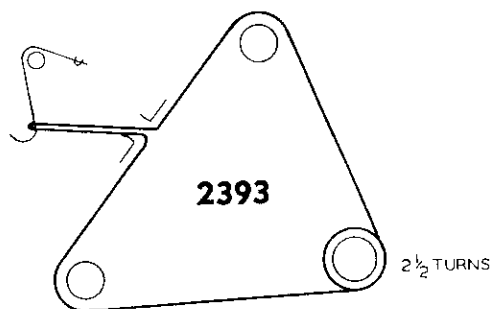
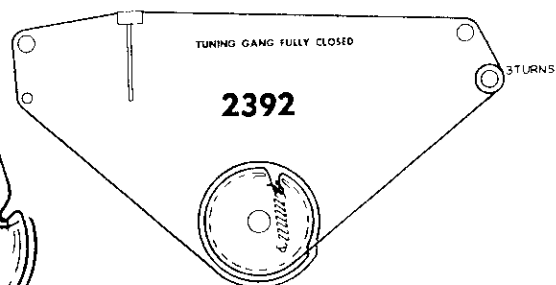
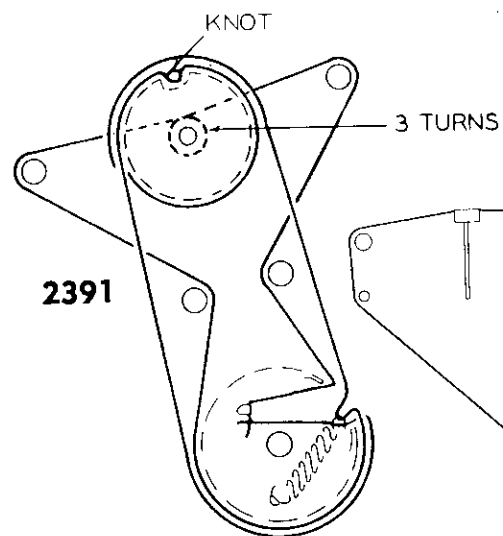
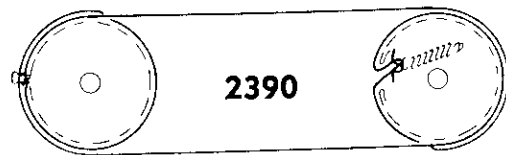
TUNING GANG FULLY CLOSED

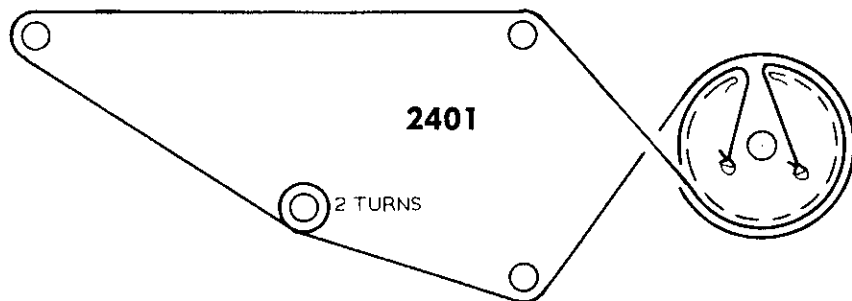
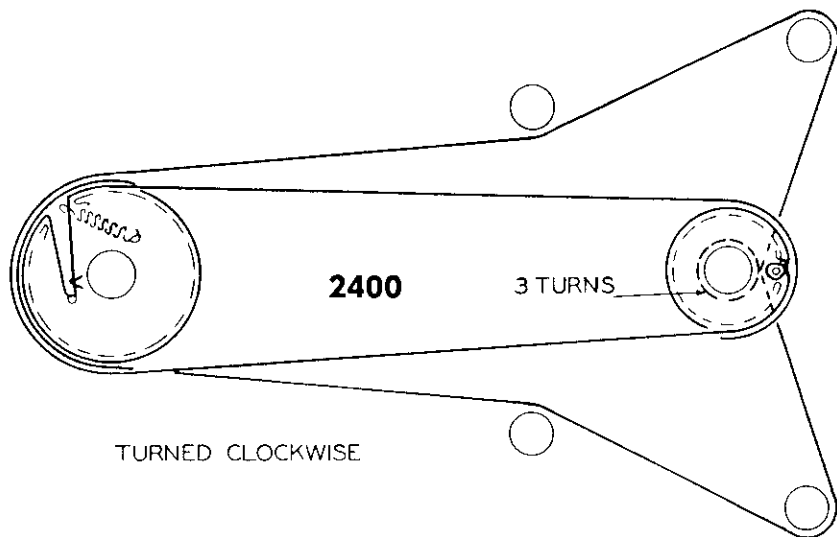
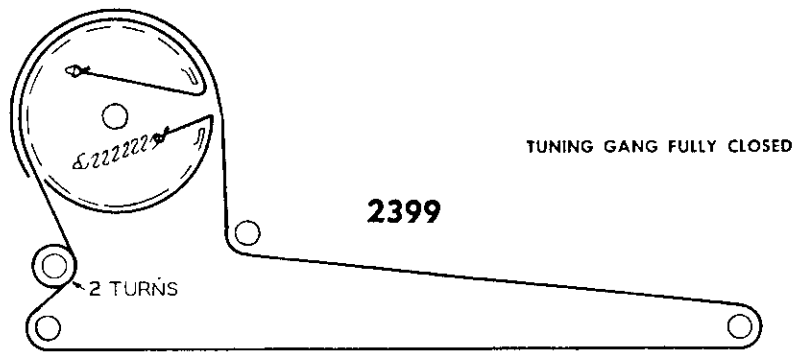


TURN BOTH FINE TUNING CAM  
AND UHF PULLEY FULLY COUNTER-CLOCKWISE

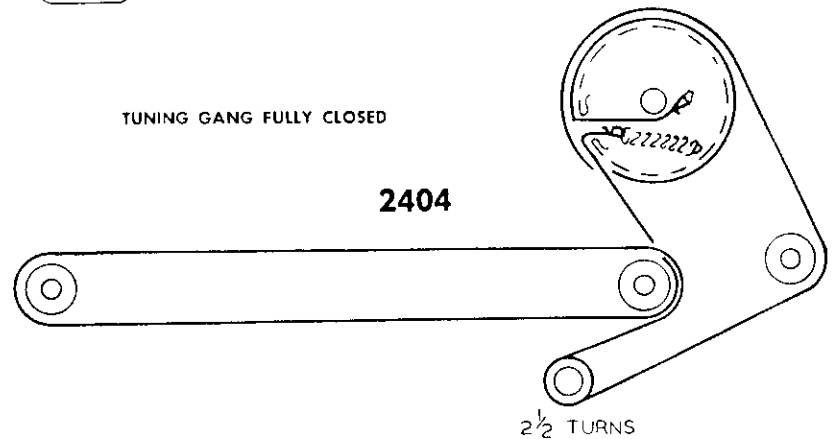
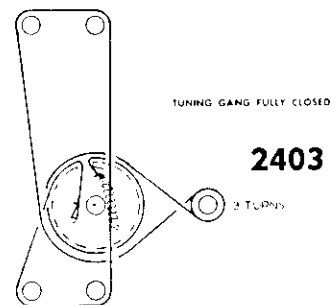
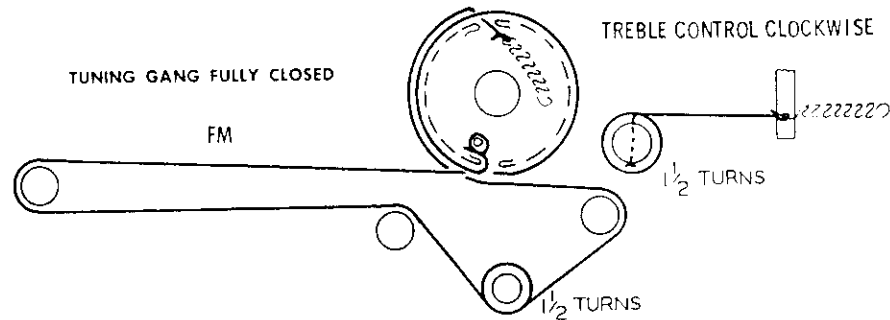
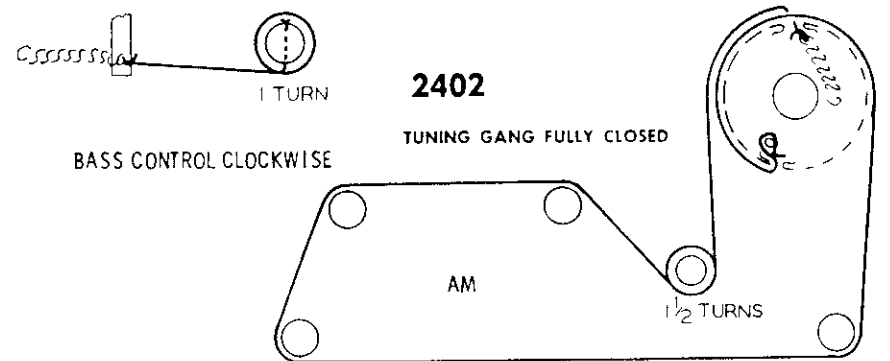


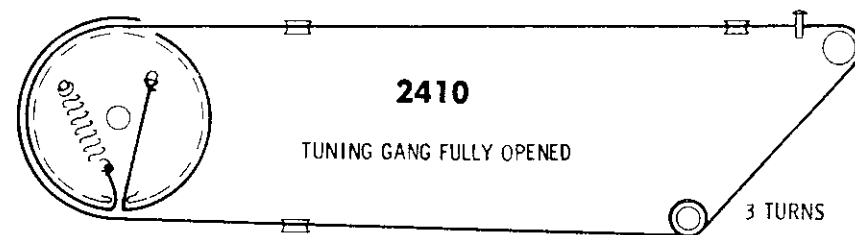
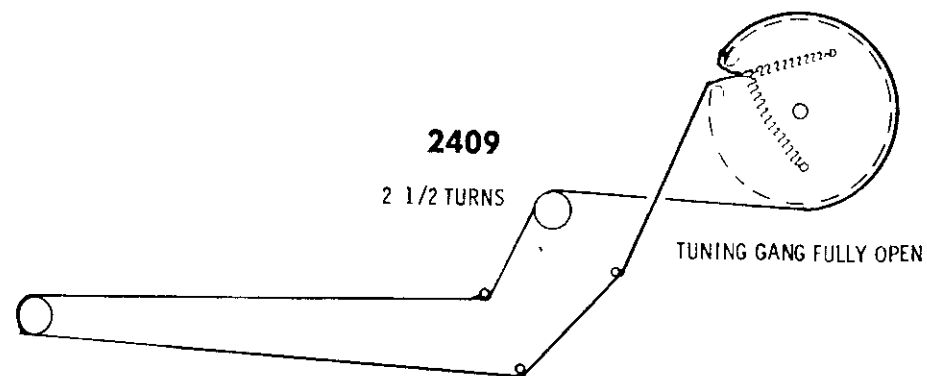
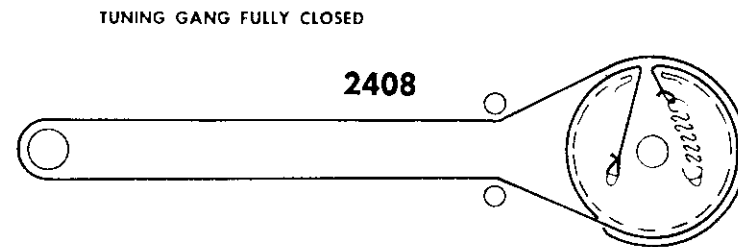
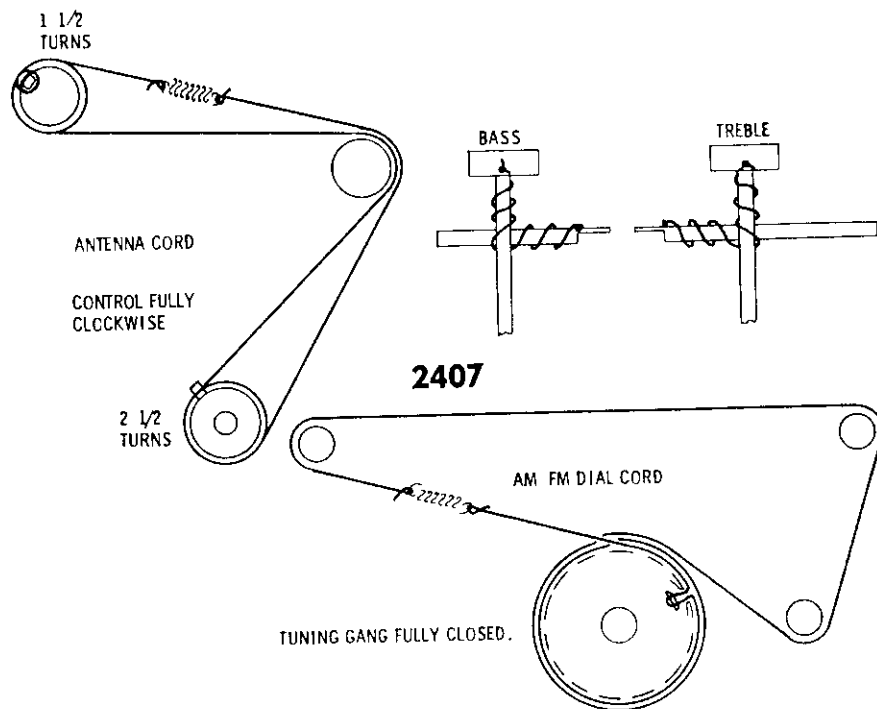
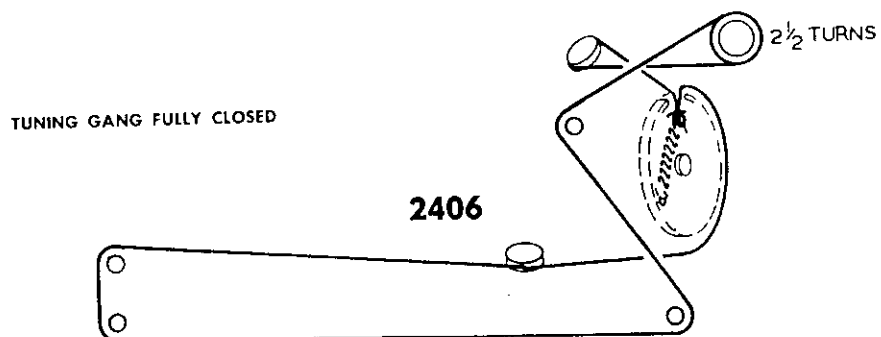
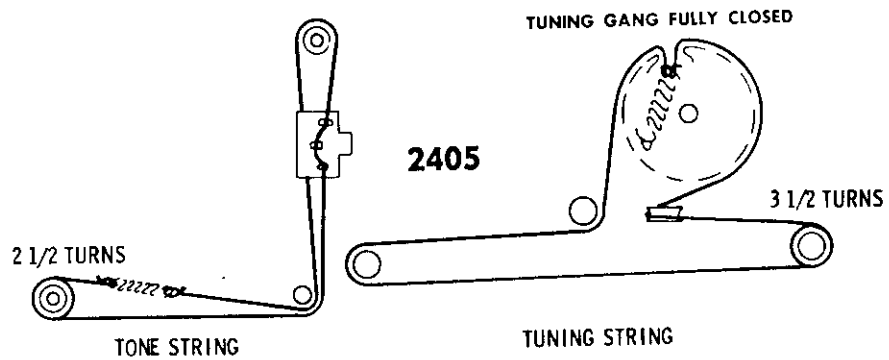


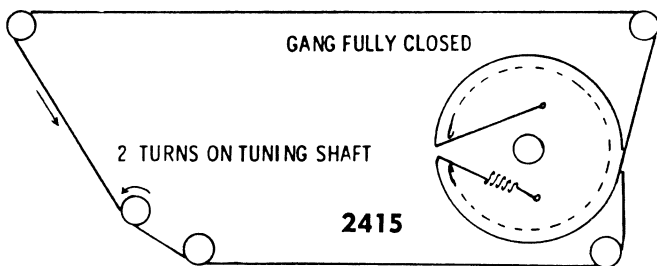
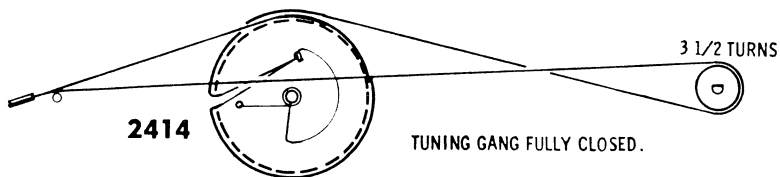
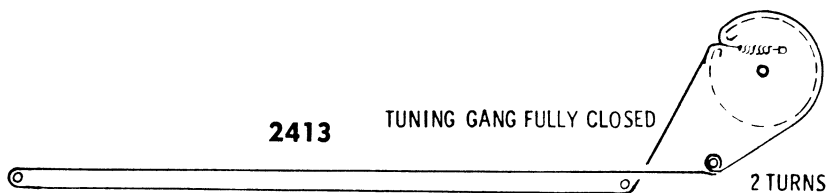
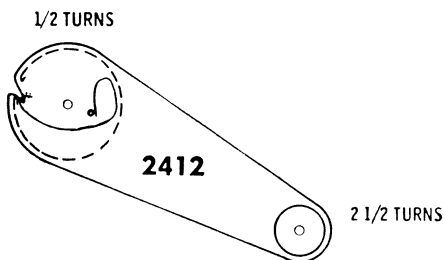
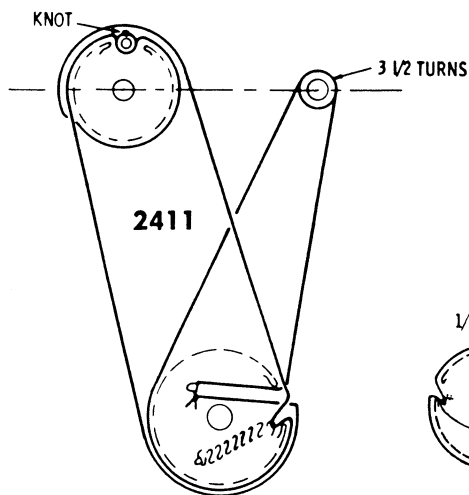




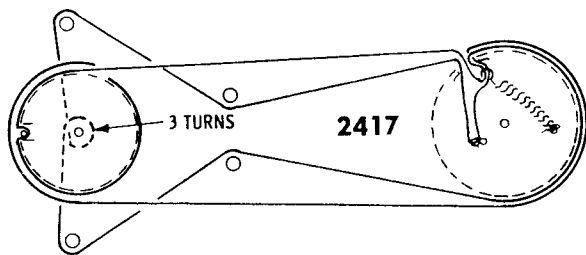
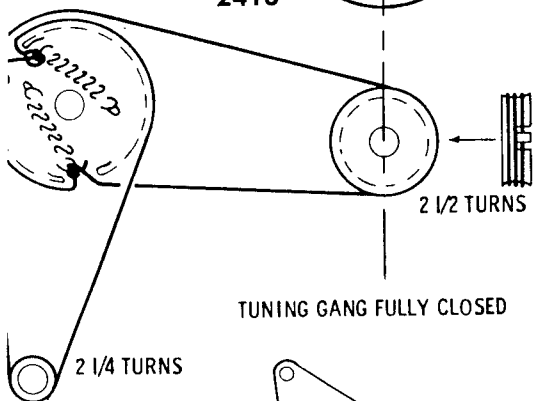
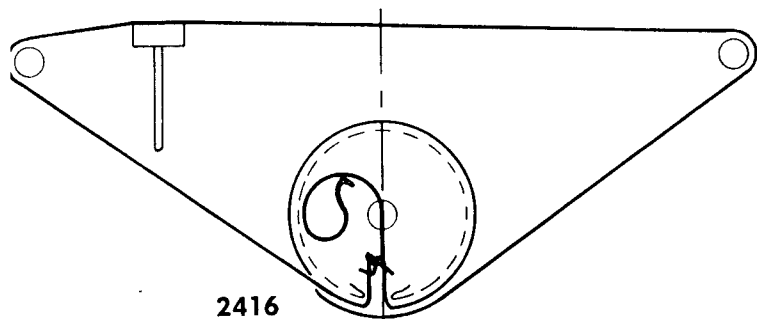
TUNING GANG FULLY CLOSED



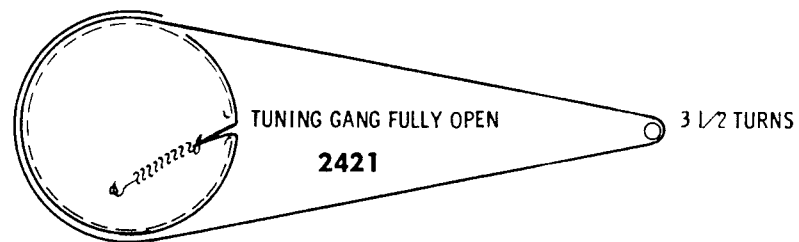
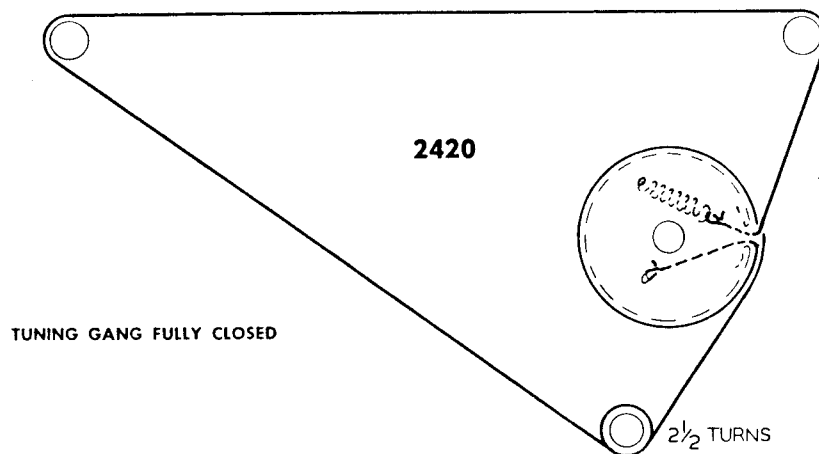
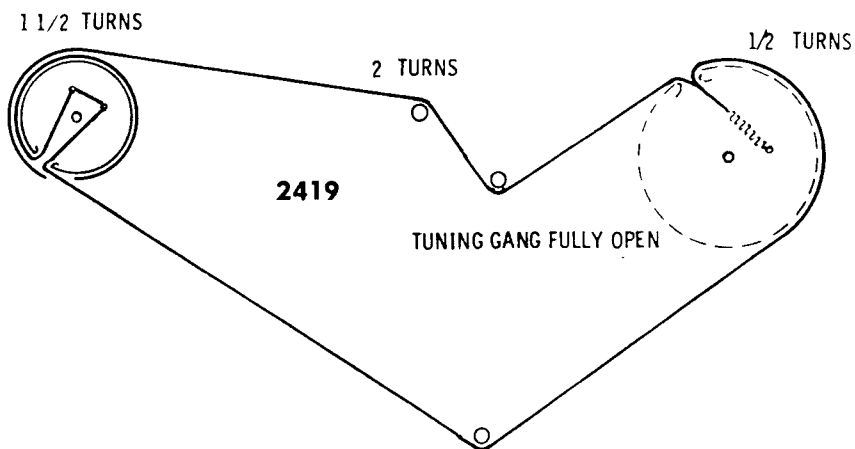
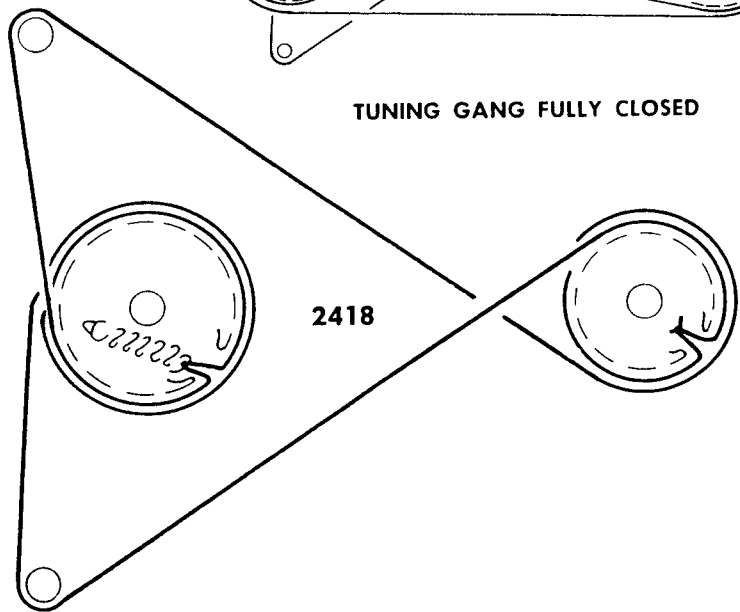


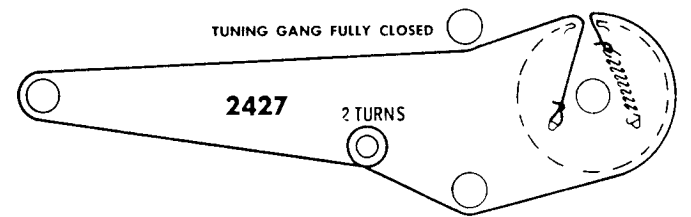
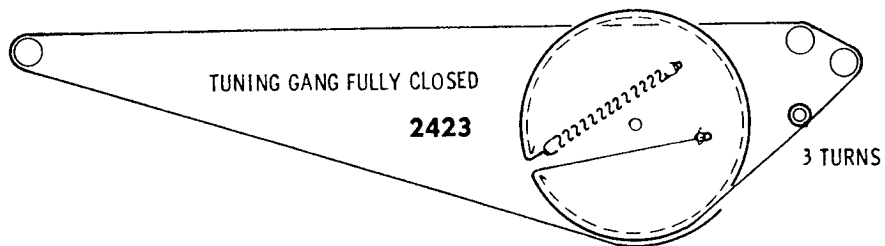
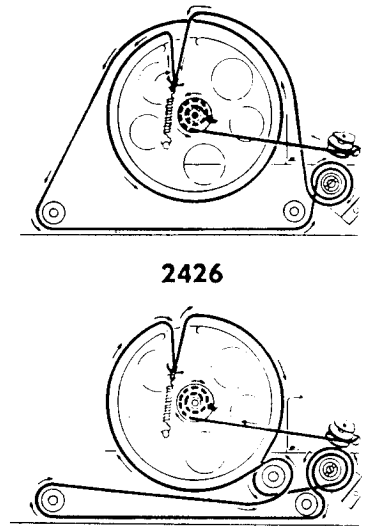
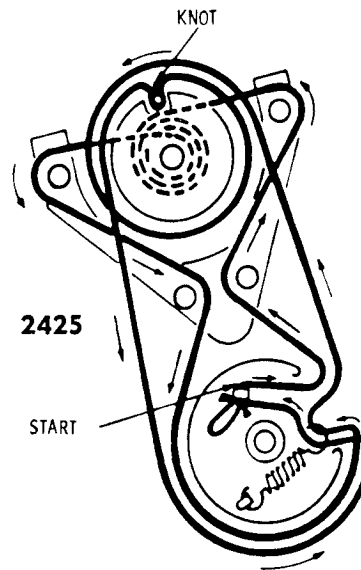
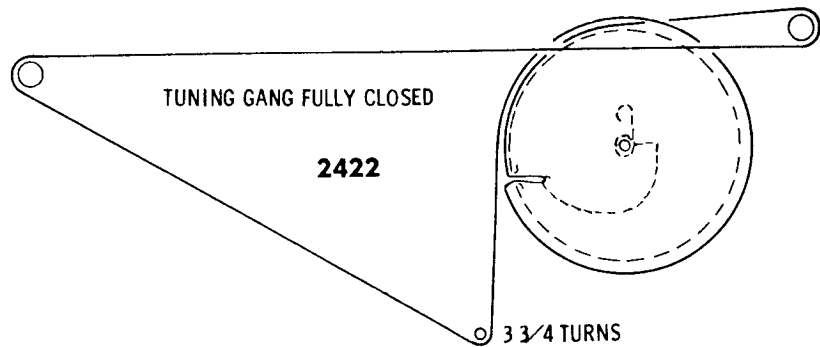




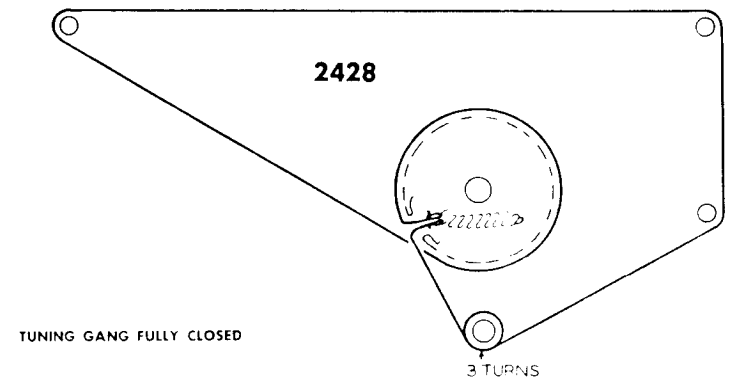
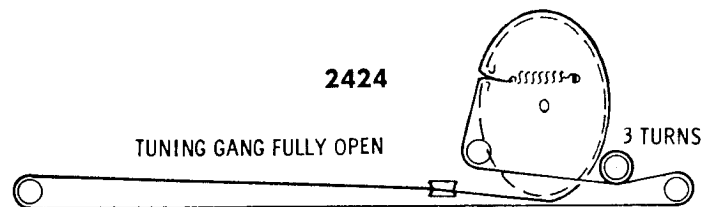


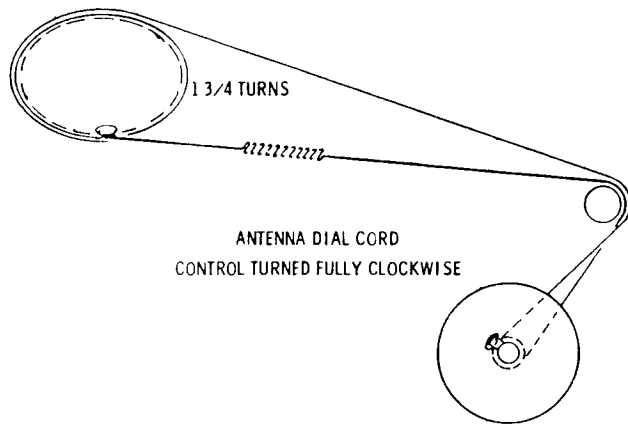
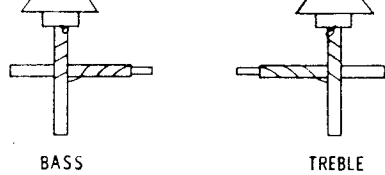
TUNING GANG FULLY CLOSED



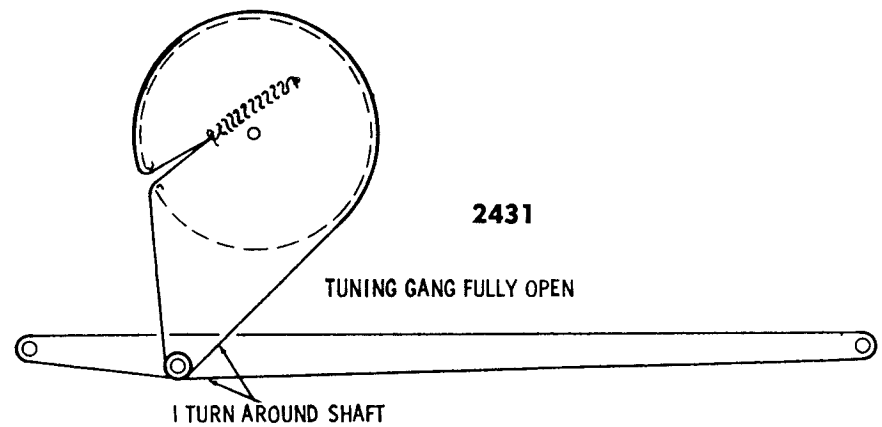
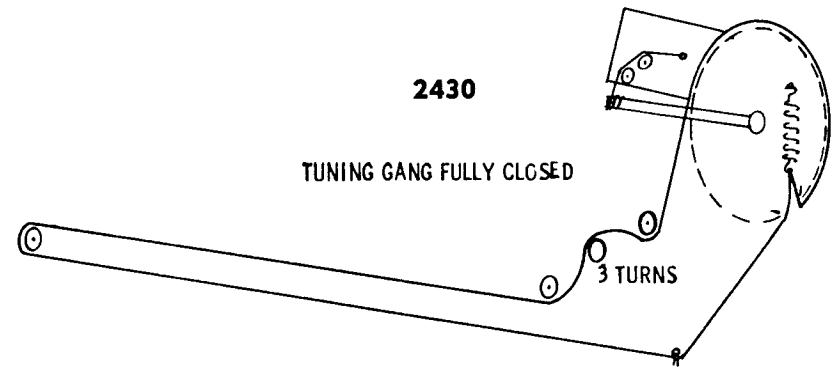
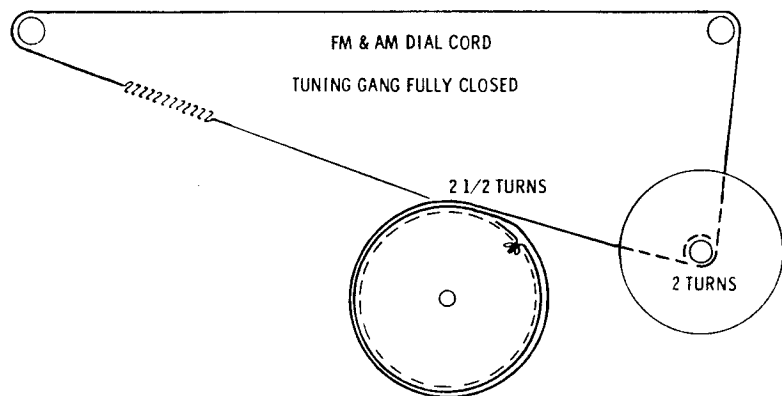


PULLEY  
SIDE VIEW

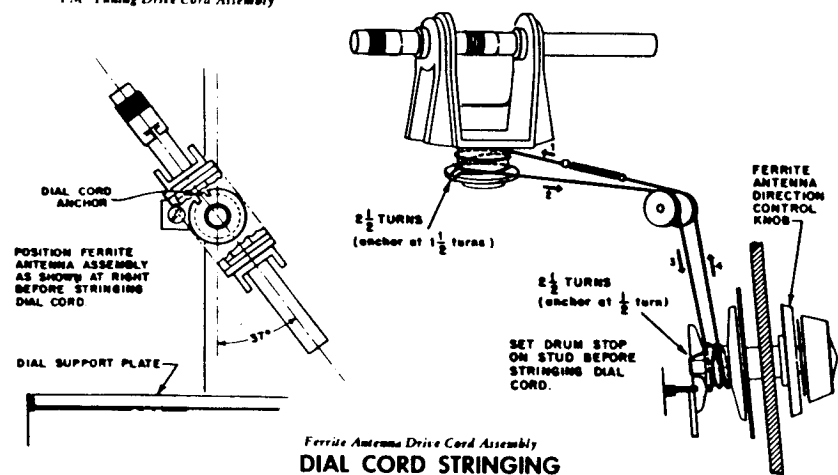
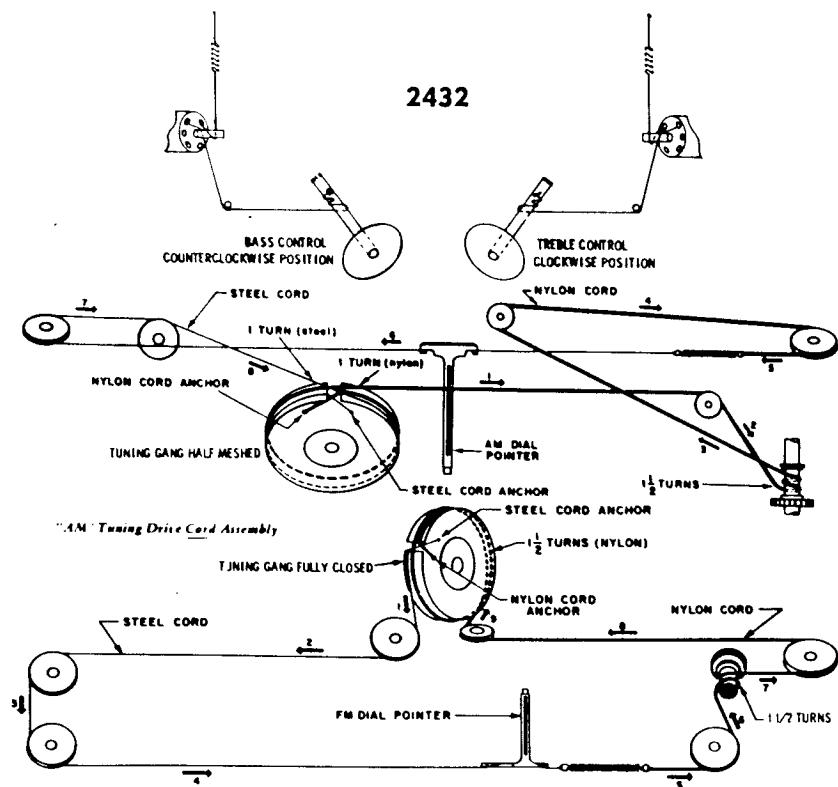




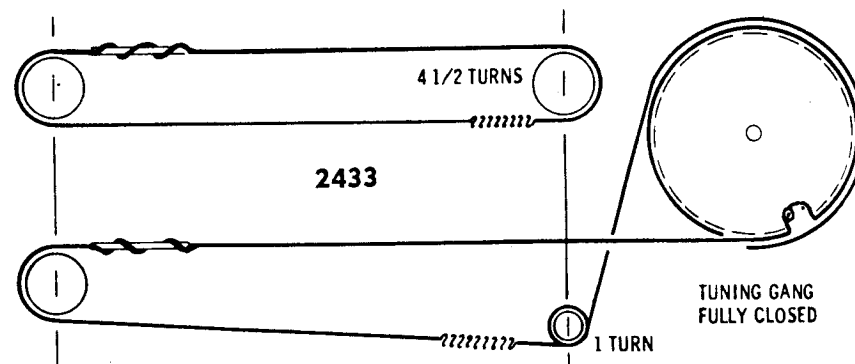
2429



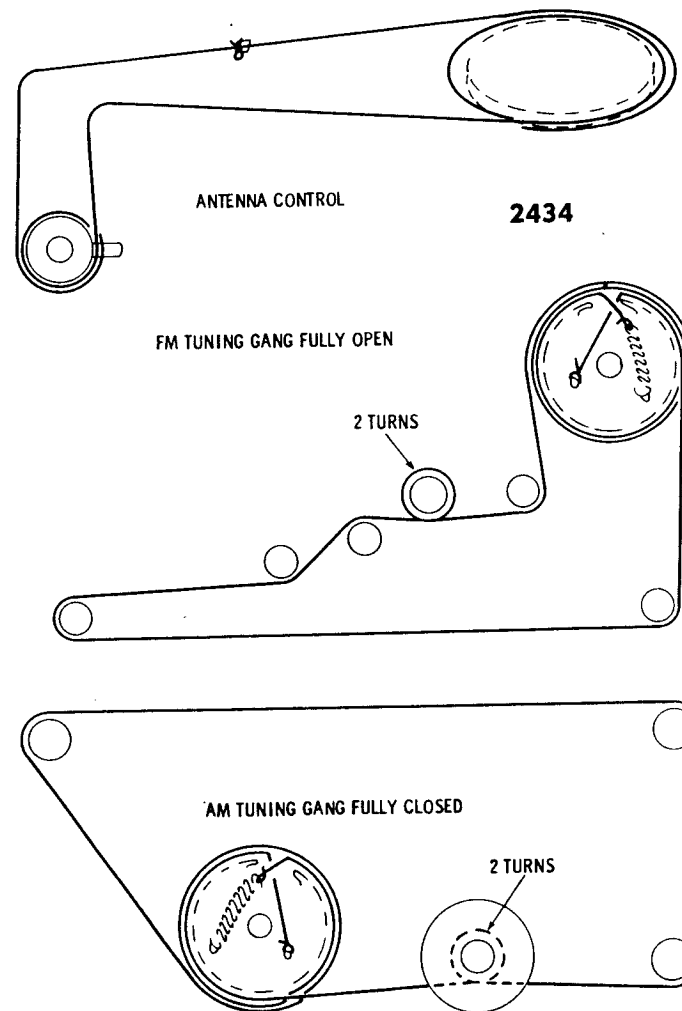
2432

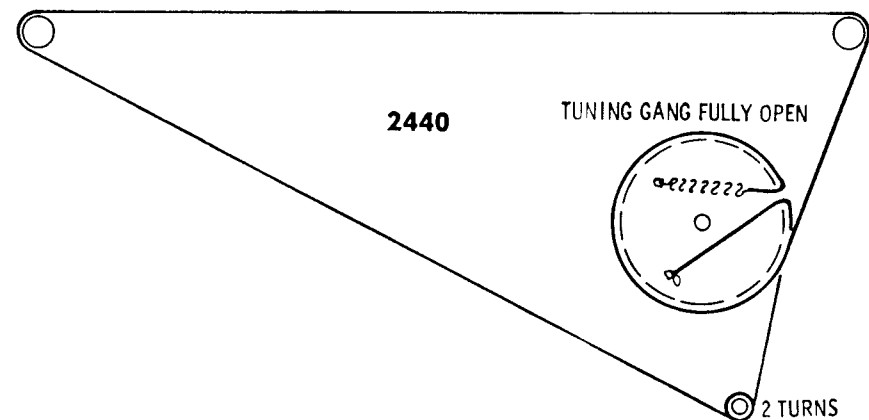
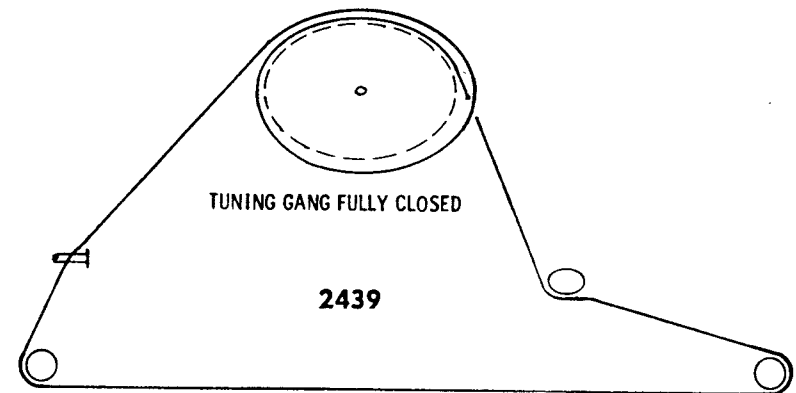
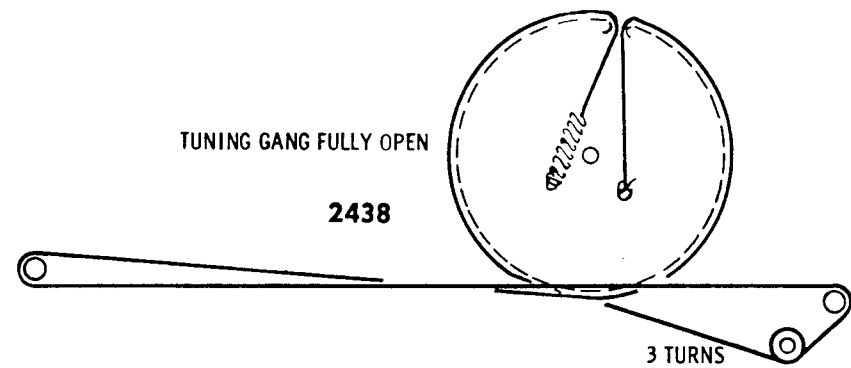
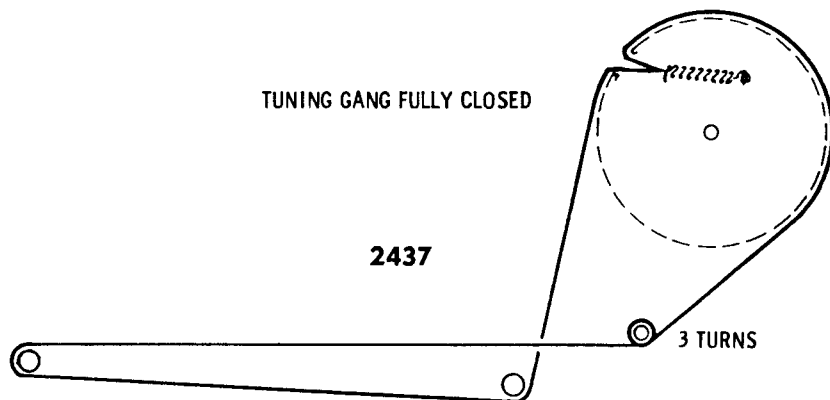
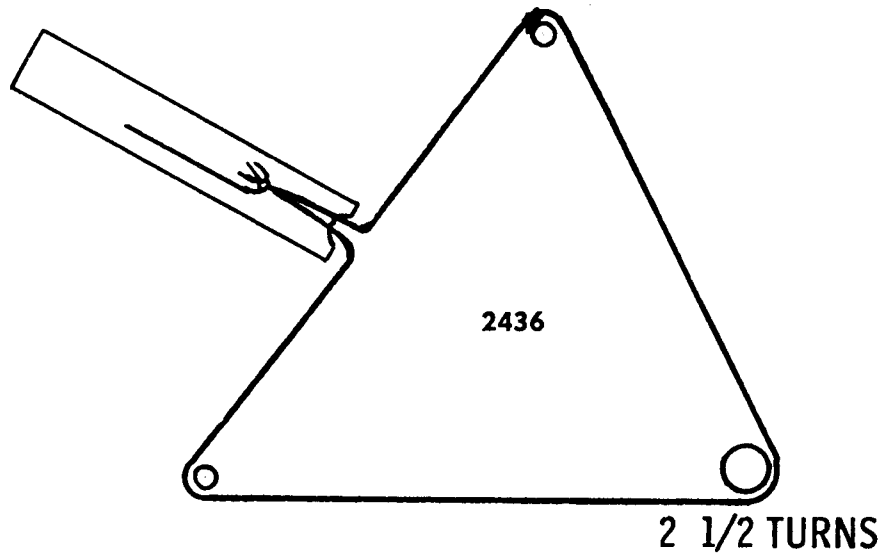
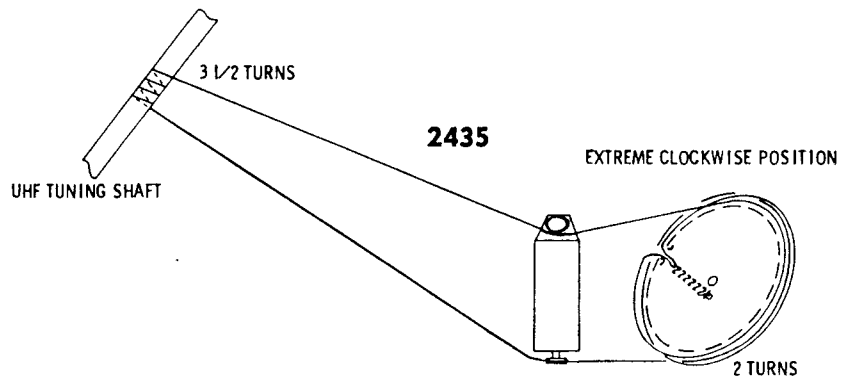


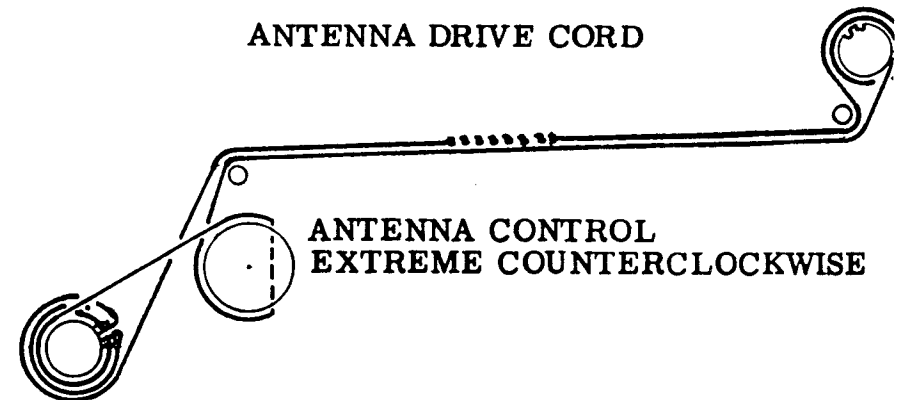
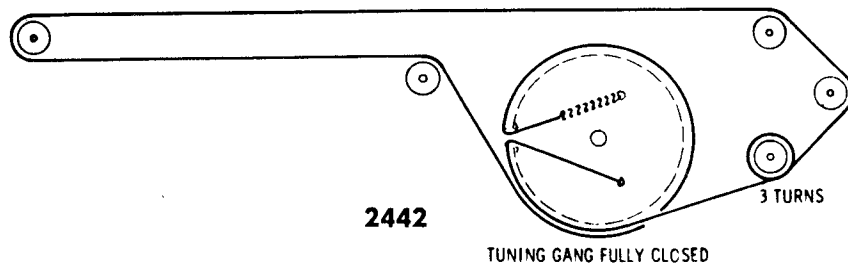
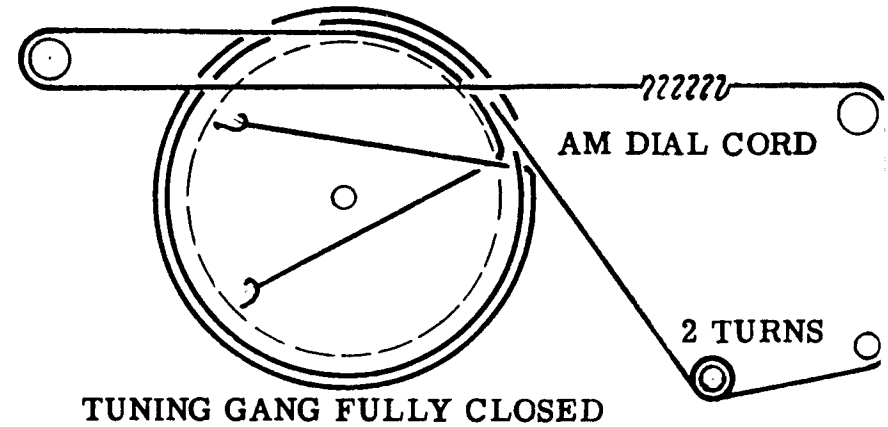
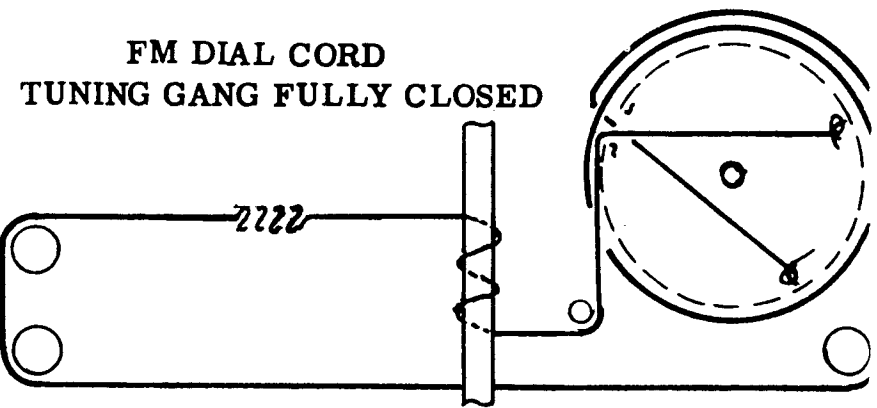
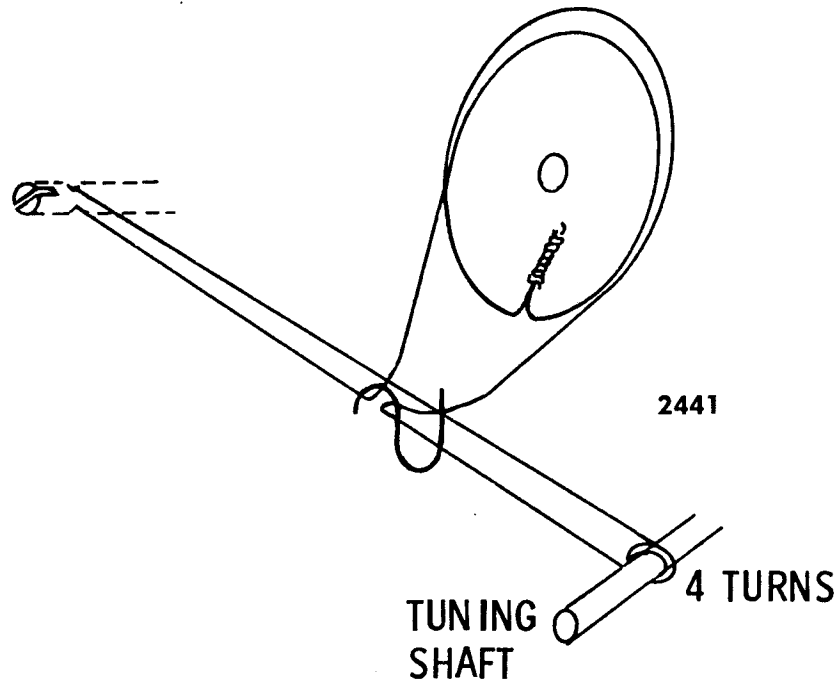
2433

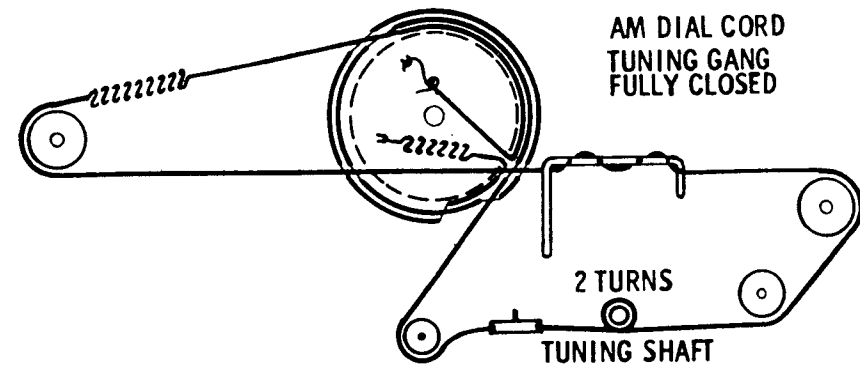
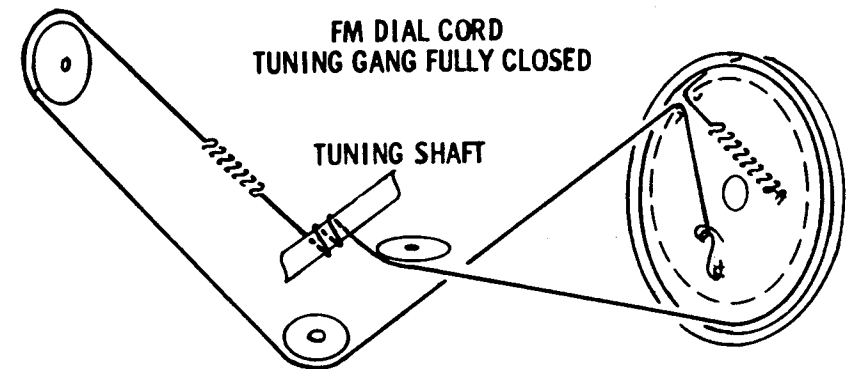
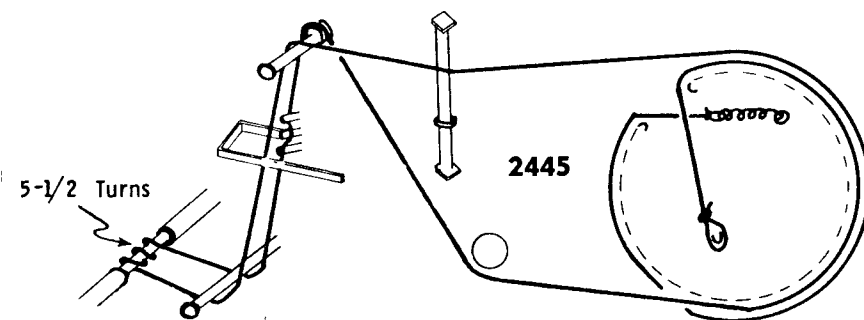
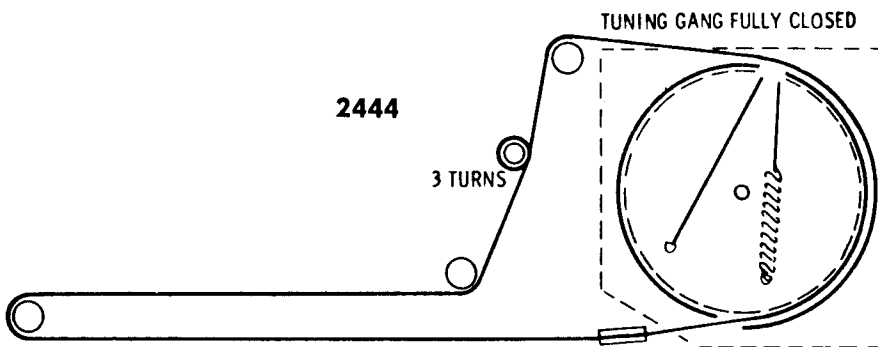


2434

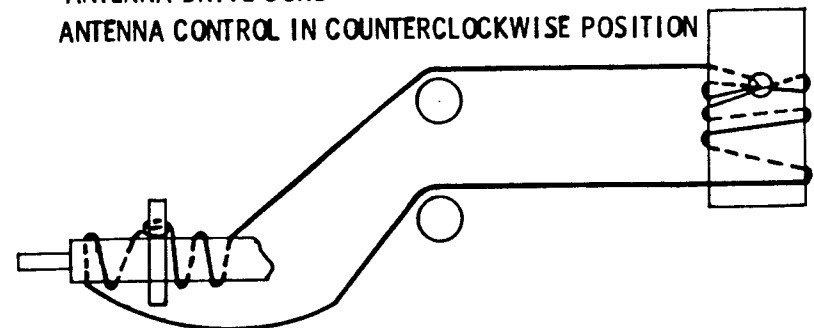


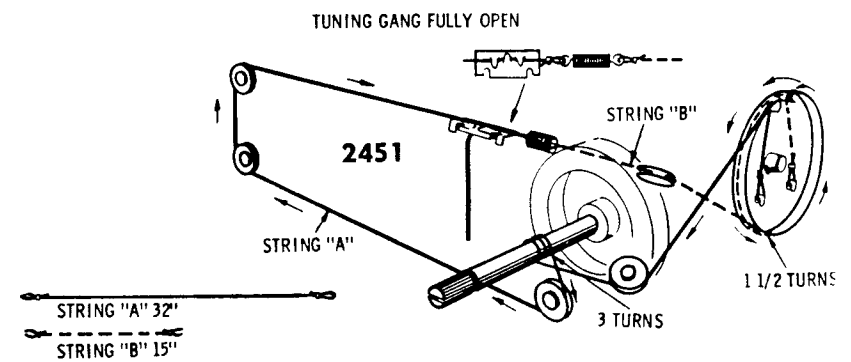
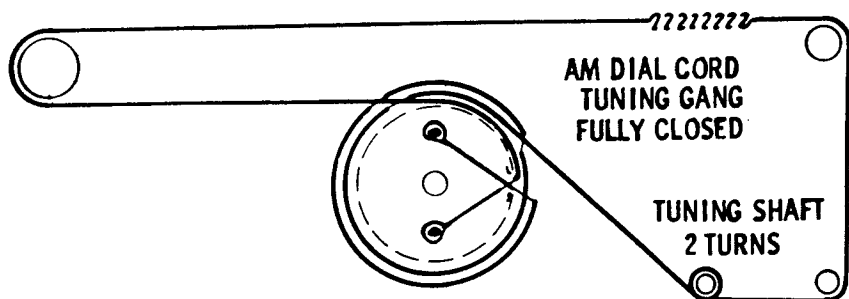
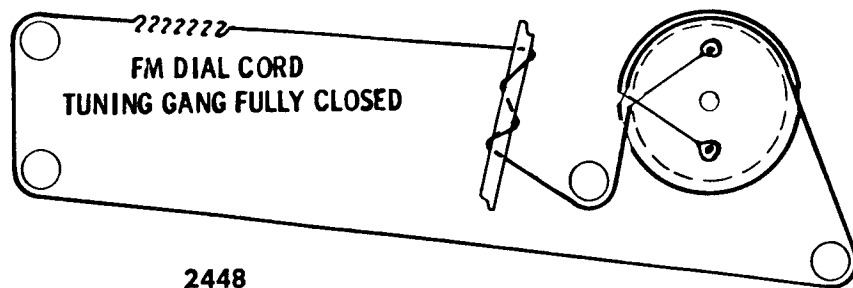
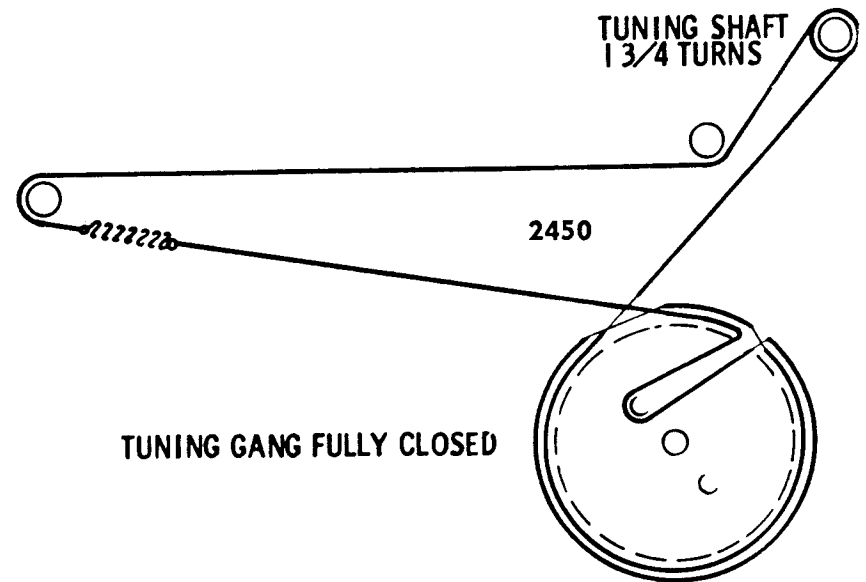
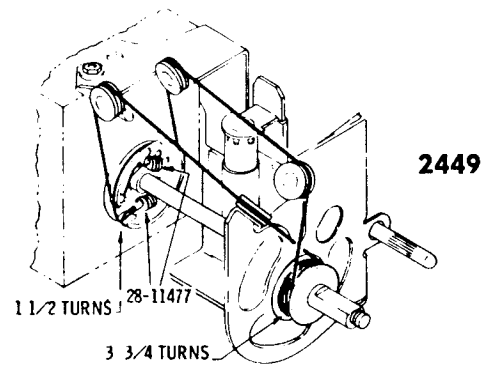
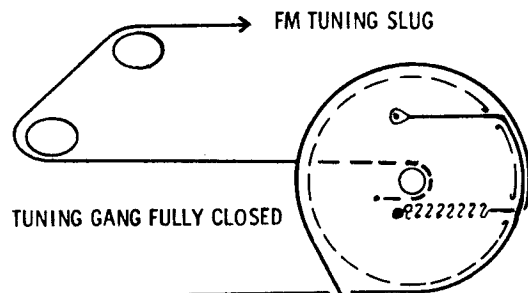




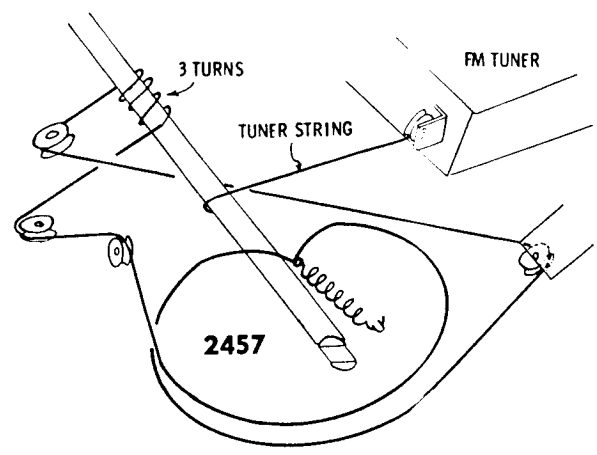
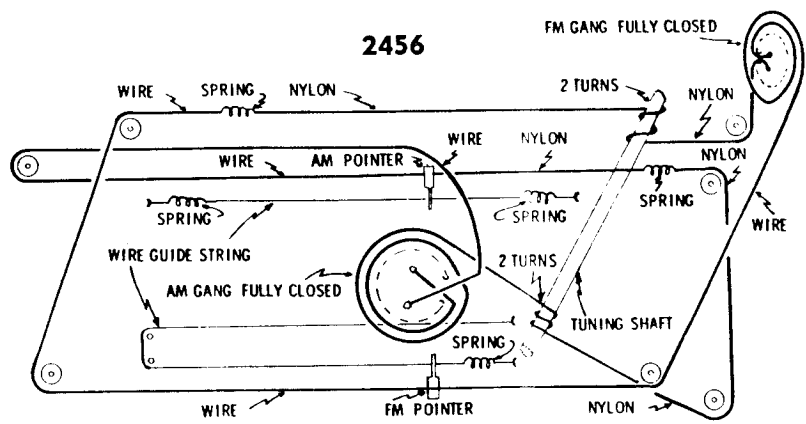
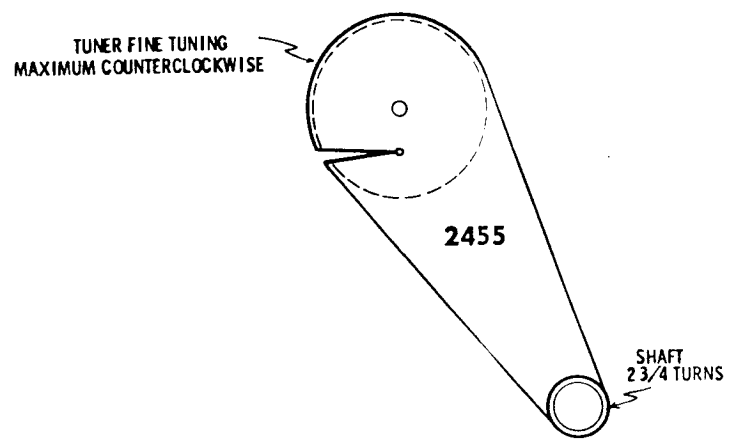
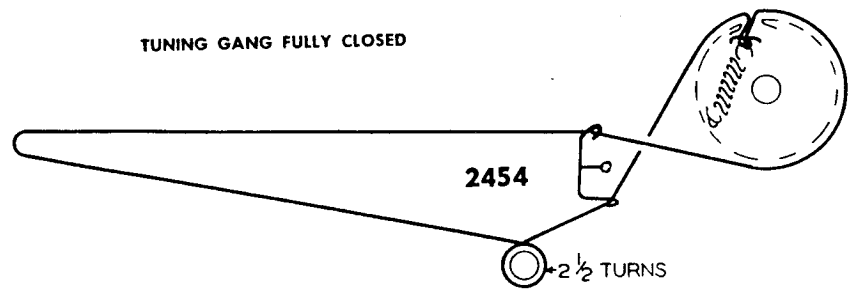
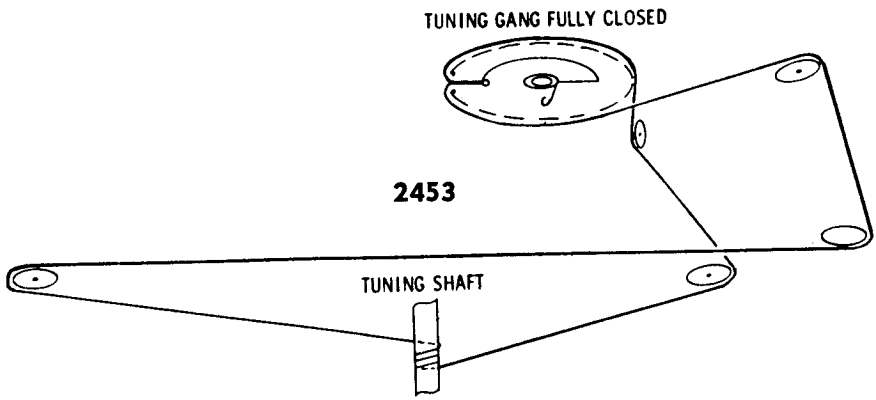
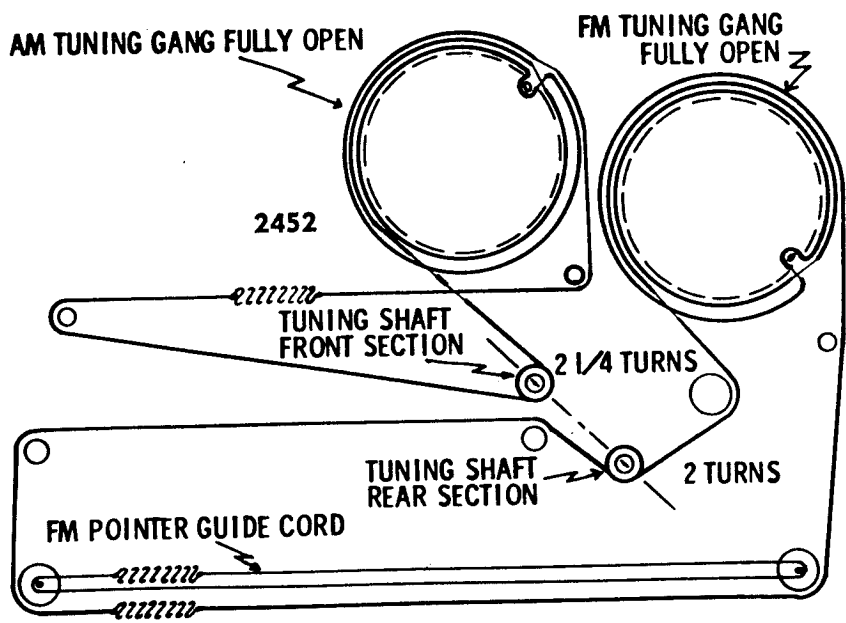


ANTENNA DRIVE CORD  
ANTENNA CONTROL IN COUNTERCLOCKWISE POSITION









TUNING GANG FULLY CLOSED

2458

TUNING SHAFT  
3 TURNS

TUNING GANG FULLY CLOSED

2459

TUNING SHAFT

3 TURNS

TUNING GANG FULLY CLOSED

2460

TUNING SHAFT  
2 1/2 TURNS

WIRE

TUNING GANG FULLY CLOSED

2461

WIRE

CORD

CORD

TUNING SHAFT

2 TURNS

TUNING GANG FULLY CLOSED

2462

TUNING SHAFT

2 1/2 TURNS

CLAMP

BASS

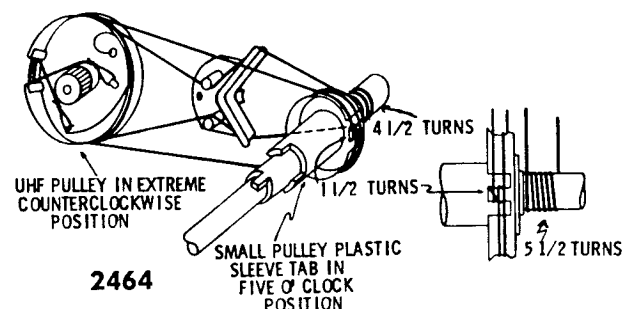
MAXIMUM COUNTERCLOCKWISE

TREBLE

AM TUNING GANG FULLY CLOSED

2463

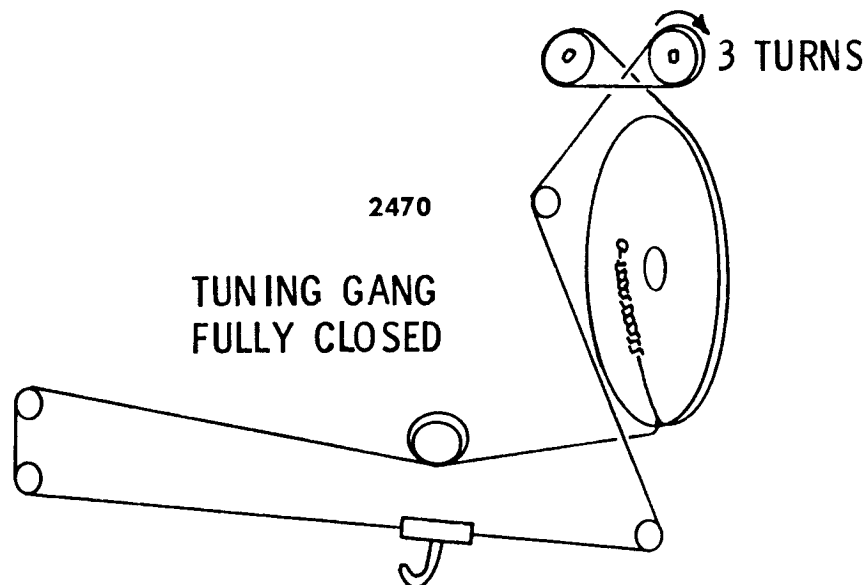
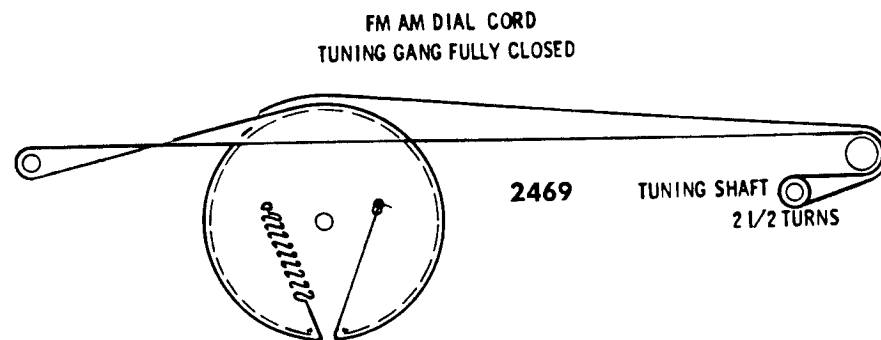
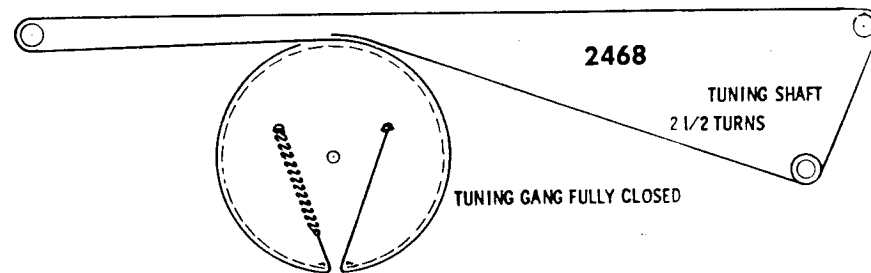
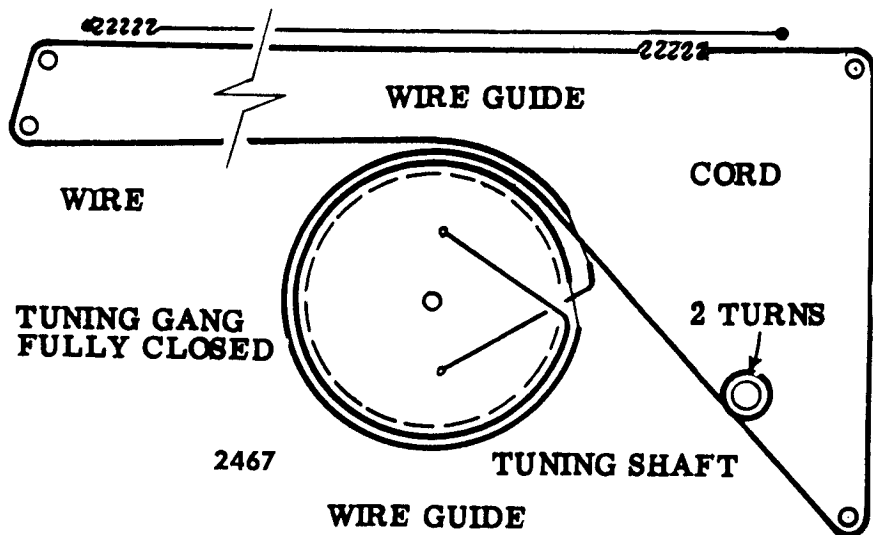
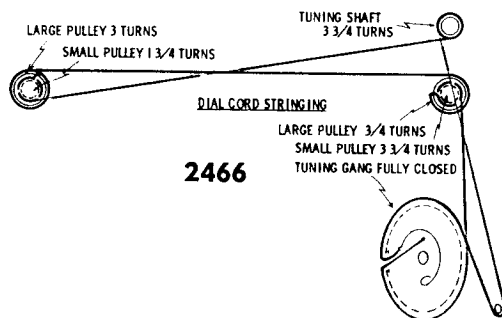
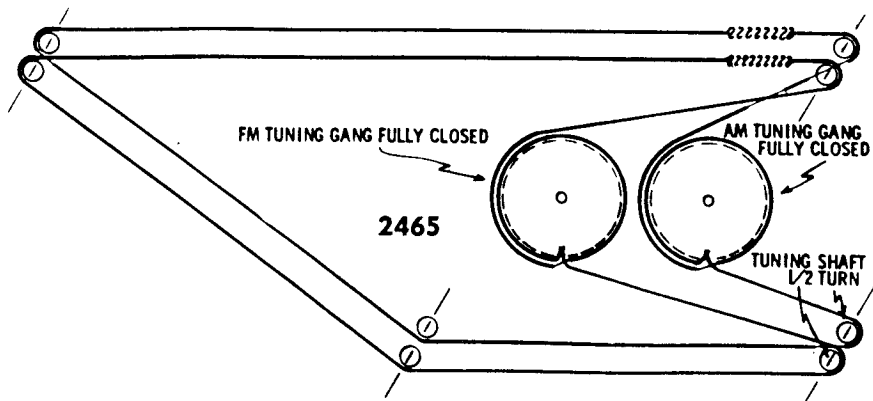
FM SLUGS FULLY OUT

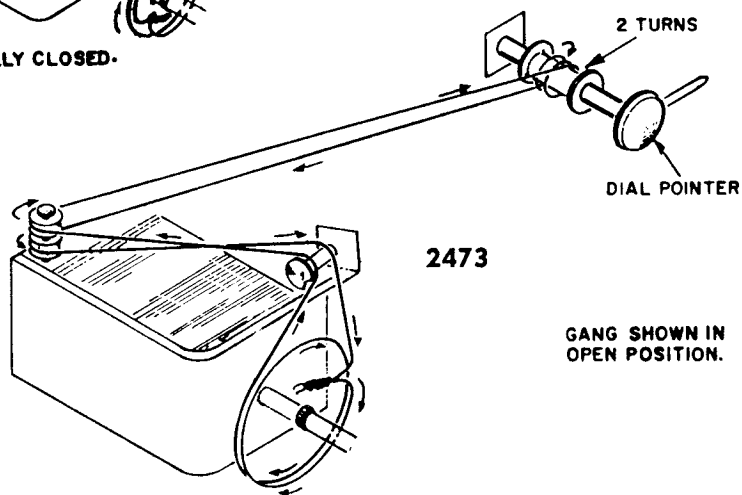
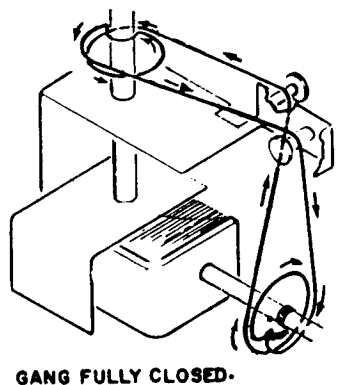
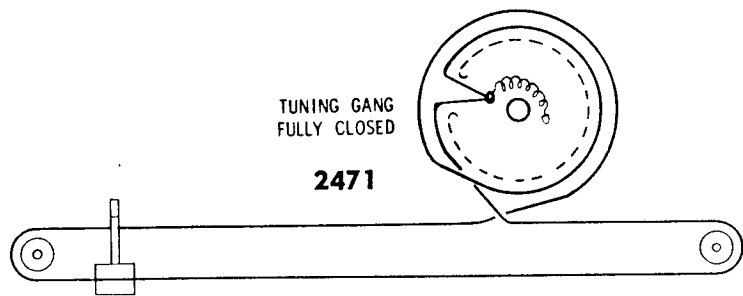


2464

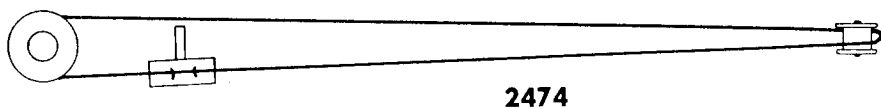
DIAL CORD LENGTH

31 5/8"

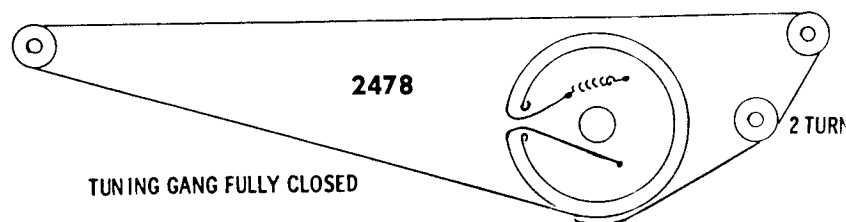
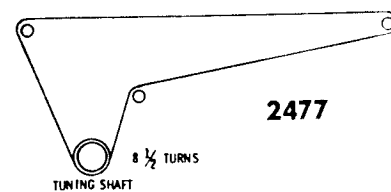
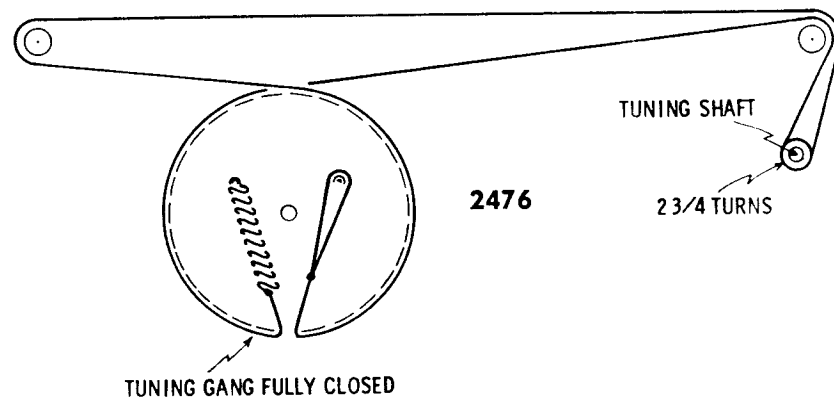
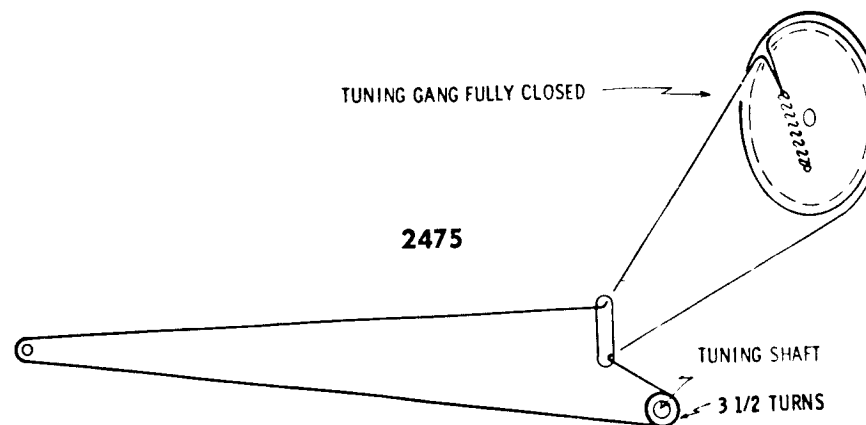


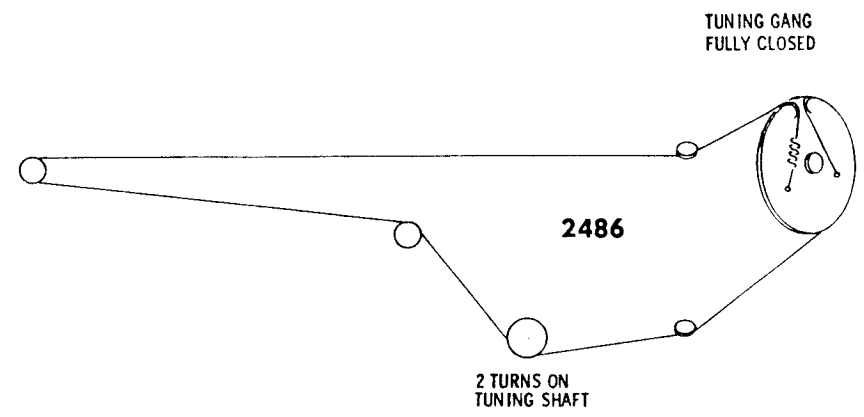
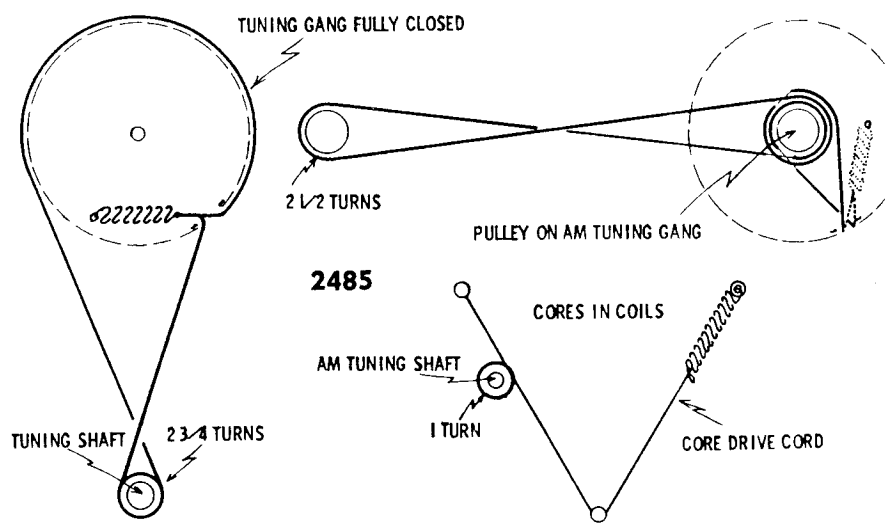
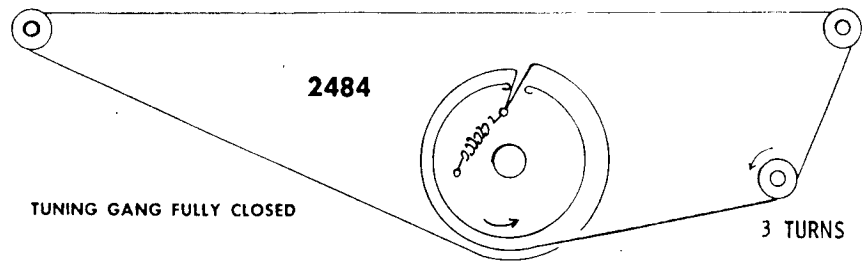
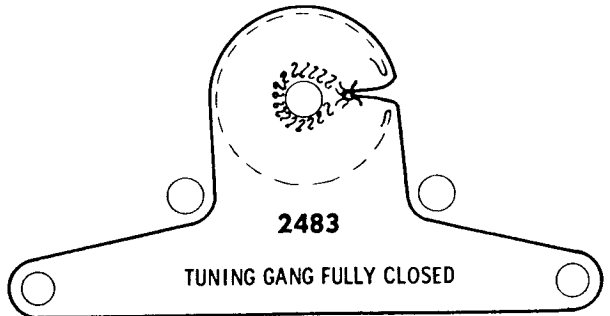
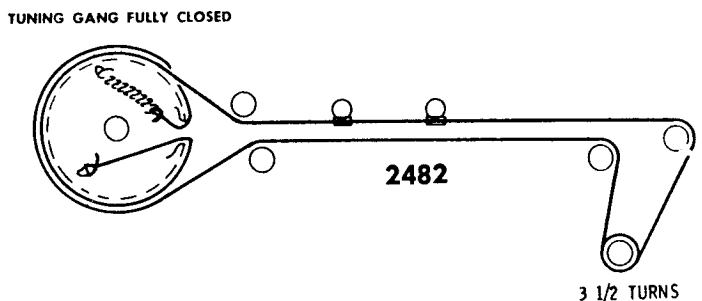
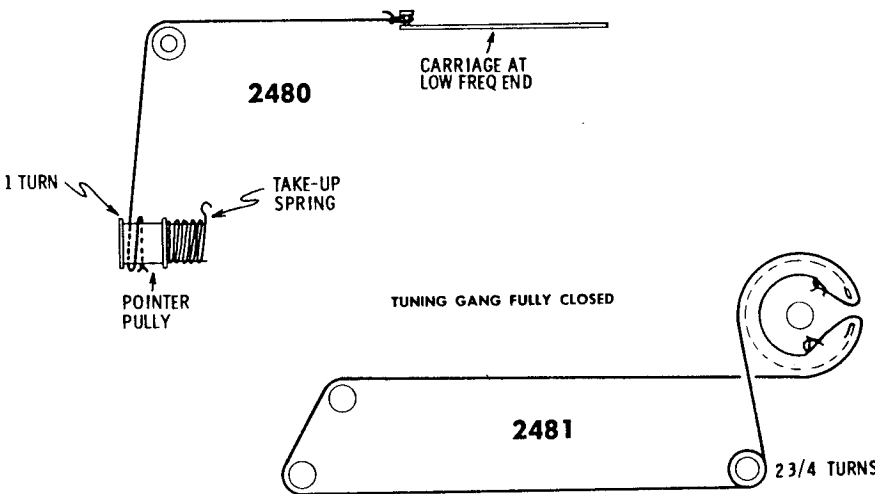
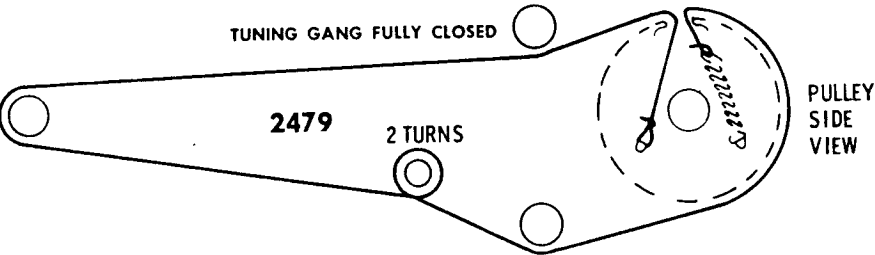


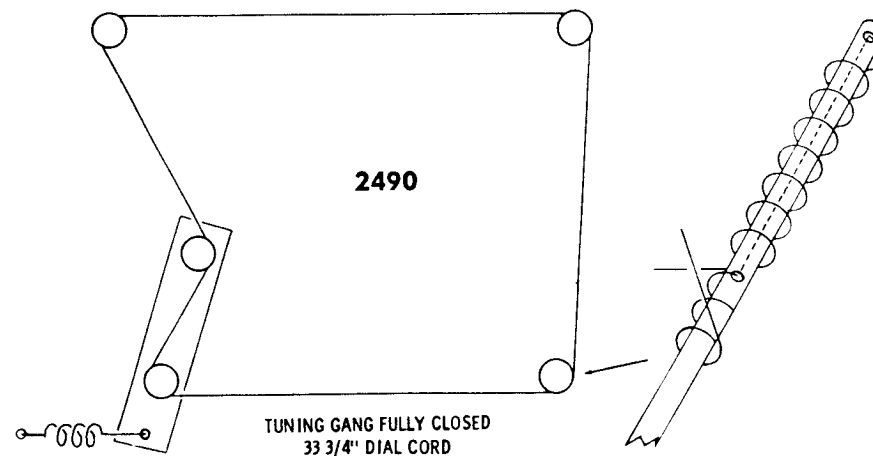
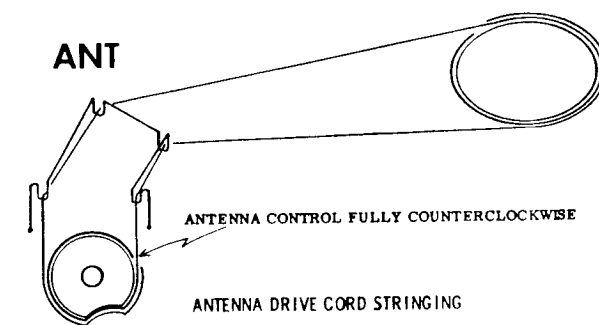
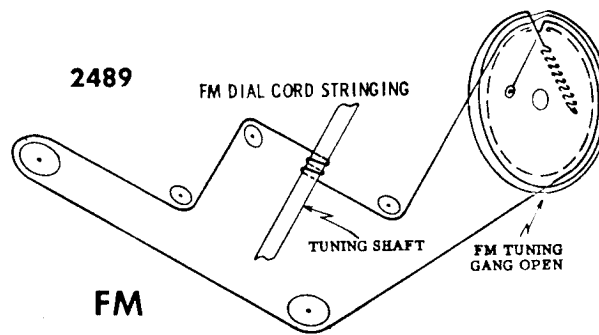
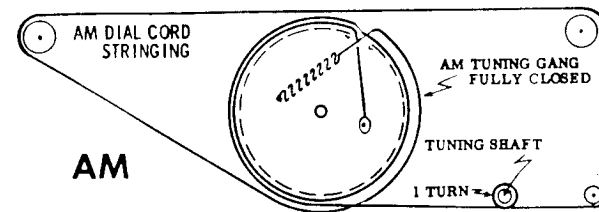
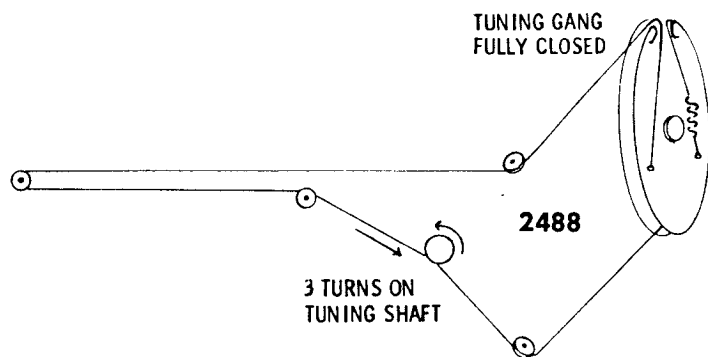
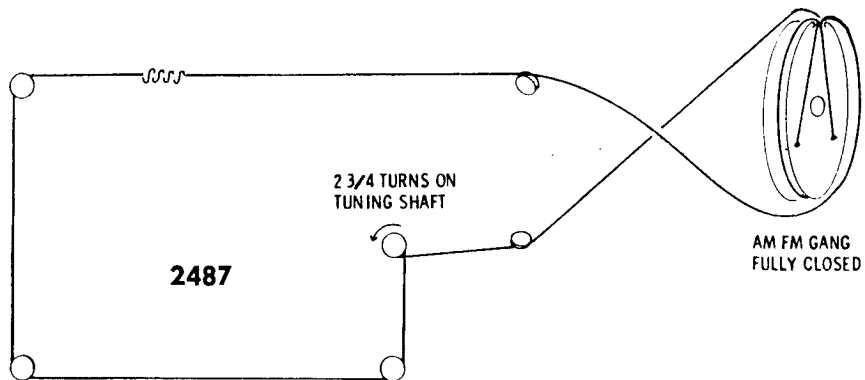
TUNING SHAFT  
8 Turns

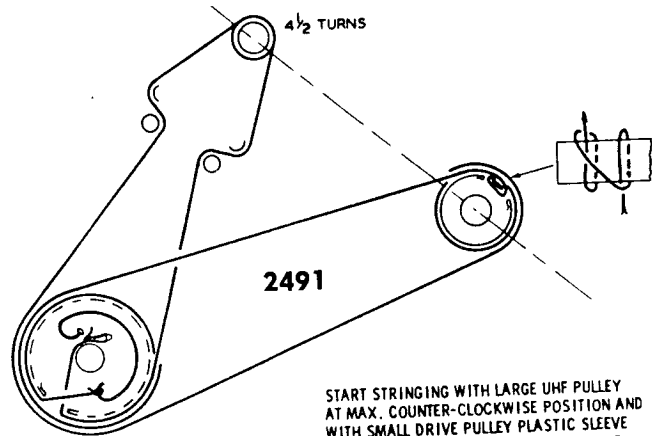


SLUGS ALL WAY OUT  
(Low Freq. End of Dial)

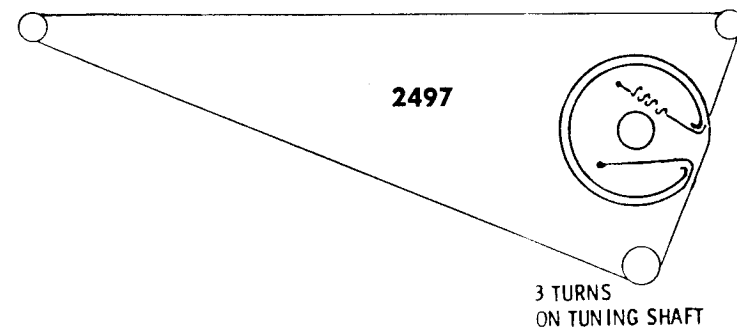
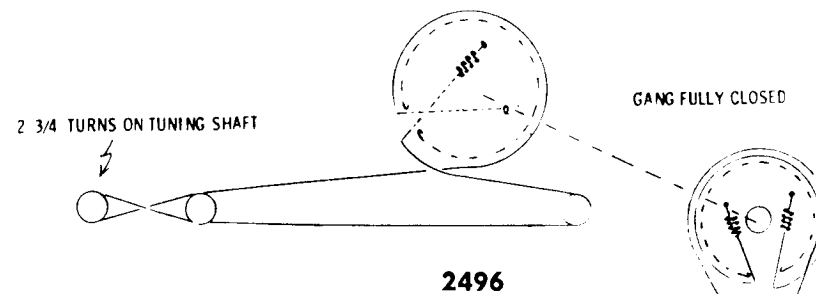
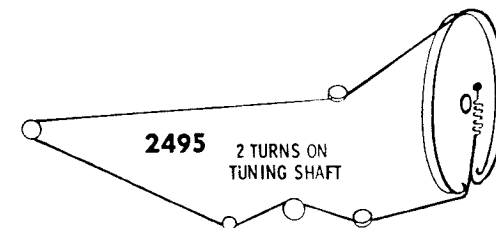
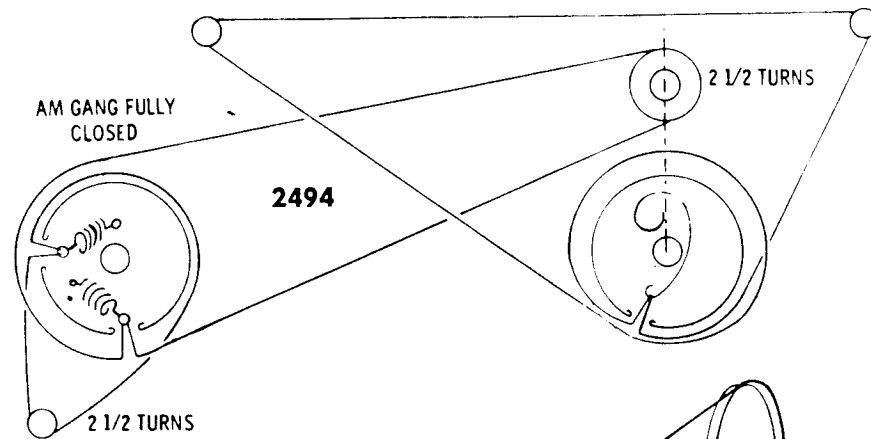
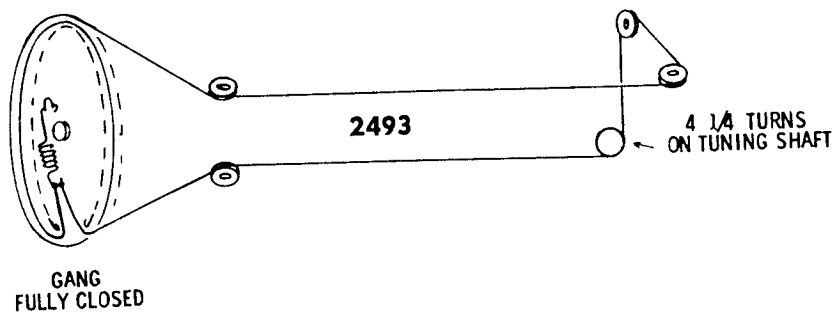
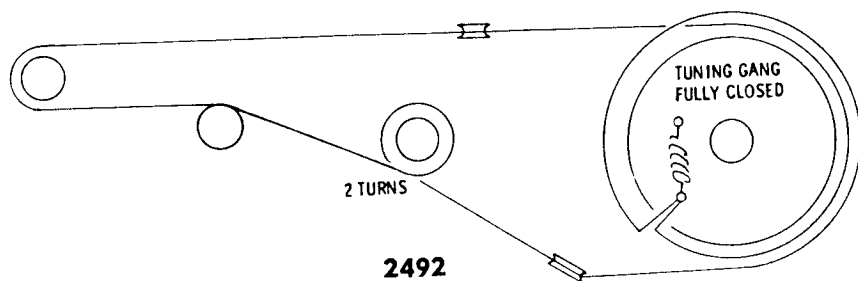




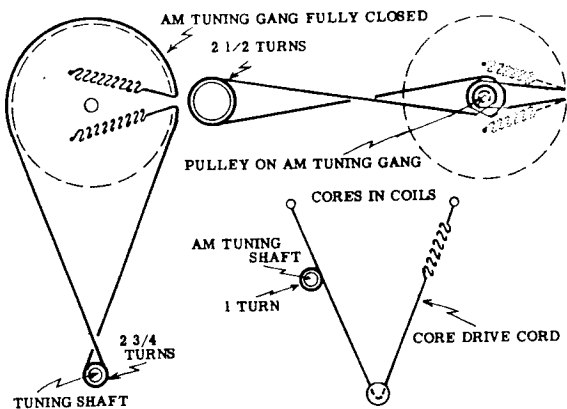




START STRINGING WITH LARGE UHF PULLEY AT MAX. COUNTER-CLOCKWISE POSITION AND WITH SMALL DRIVE PULLEY PLASTIC SLEEVE TAB AT 3 O'CLOCK (VIEWED FROM FRONT OF TUNER)

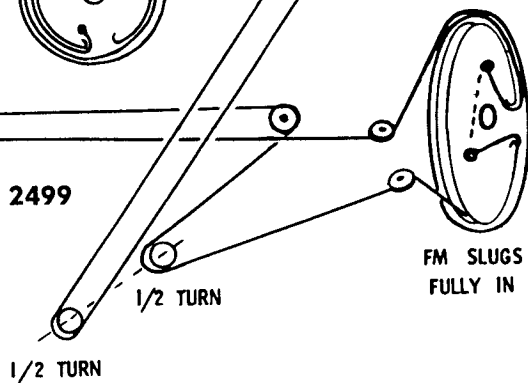


2498



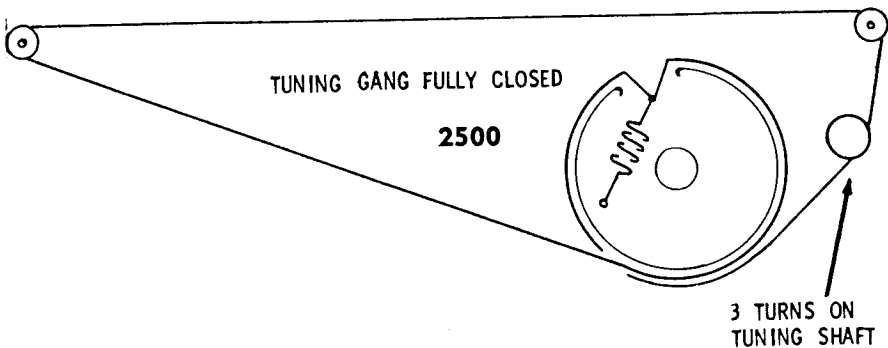
AM TUNING GANG  
FULLY CLOSED

2499



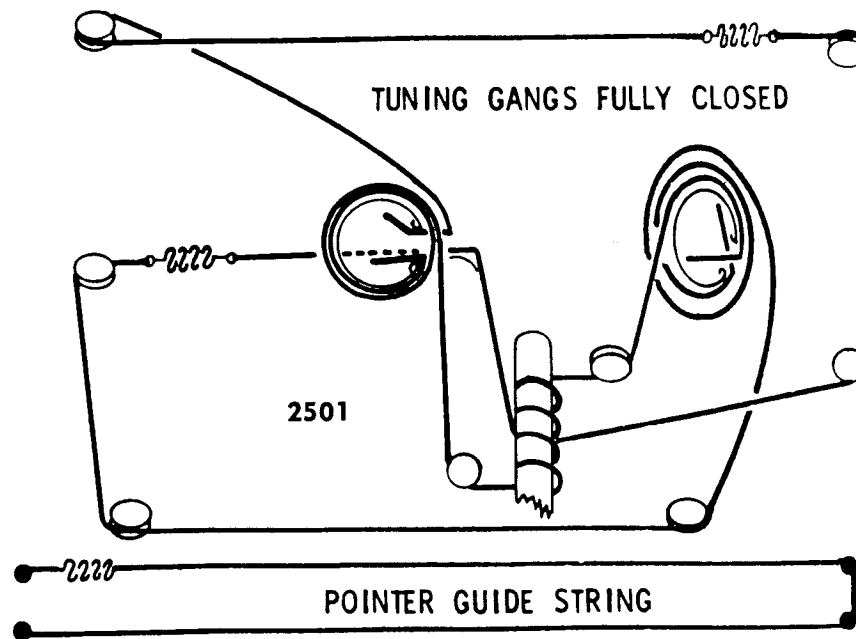
TUNING GANG FULLY CLOSED

2500

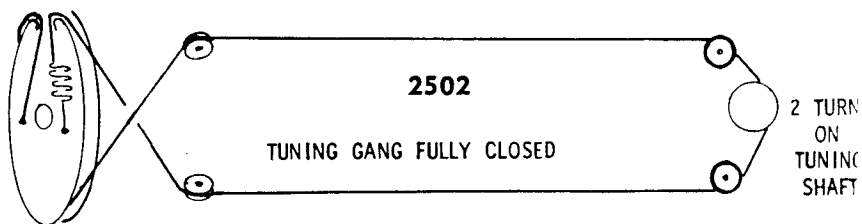


TUNING GANGS FULLY CLOSED

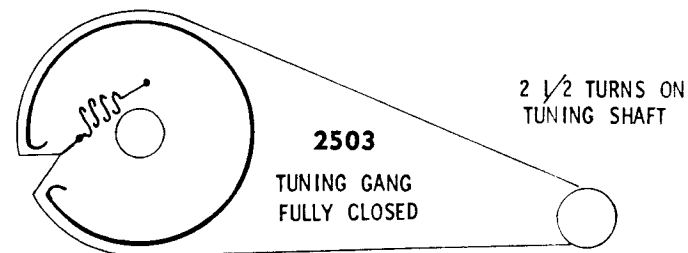
2501



2502

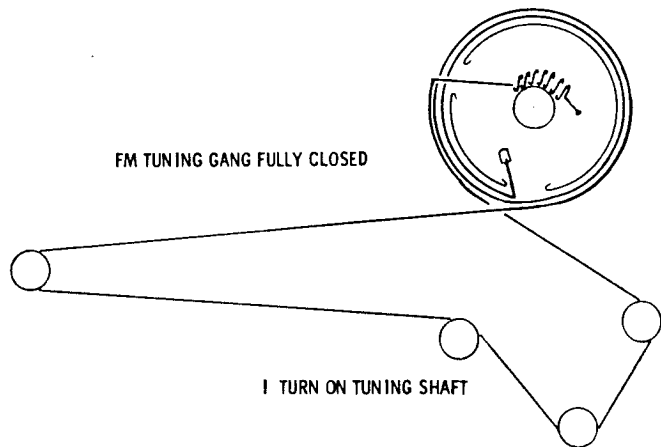


2503





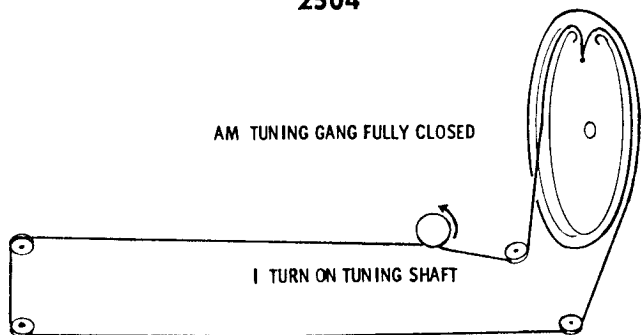
FM TUNING GANG FULLY CLOSED



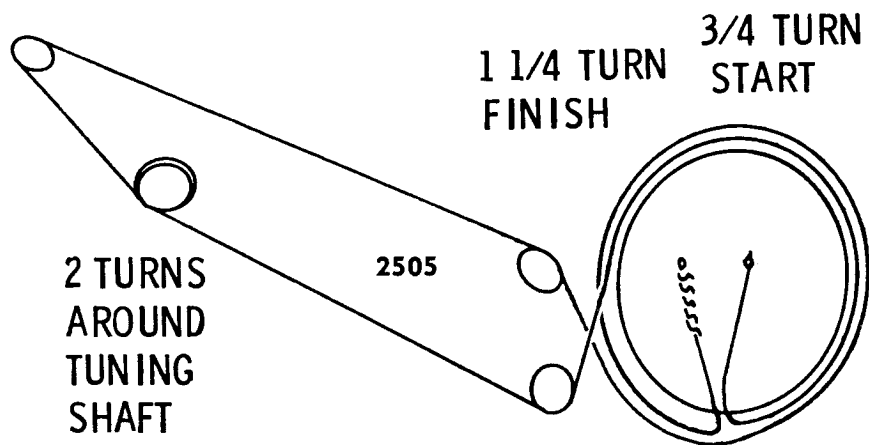
1 TURN ON TUNING SHAFT

**2504**

AM TUNING GANG FULLY CLOSED



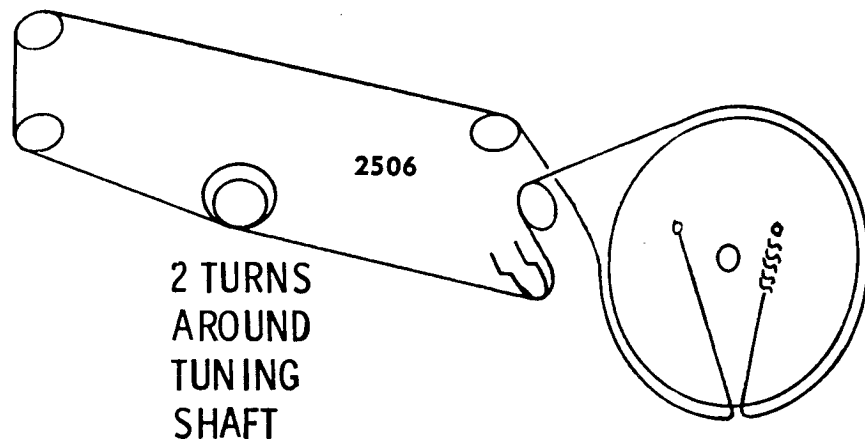
1 TURN ON TUNING SHAFT



2 TURNS  
AROUND  
TUNING  
SHAFT

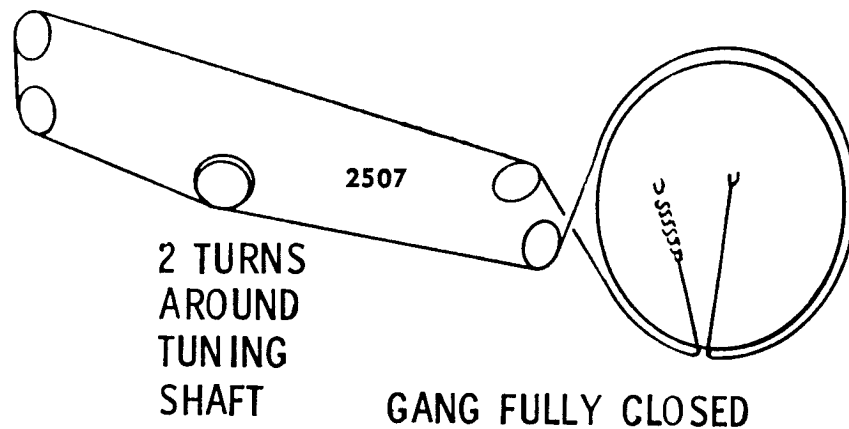
**2505**

1 1/4 TURN  
FINISH  
3/4 TURN  
START



**2506**

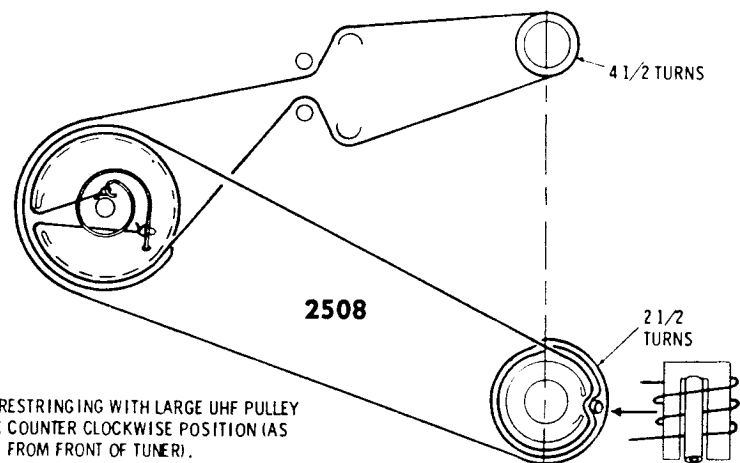
2 TURNS  
AROUND  
TUNING  
SHAFT



**2507**

2 TURNS  
AROUND  
TUNING  
SHAFT

GANG FULLY CLOSED

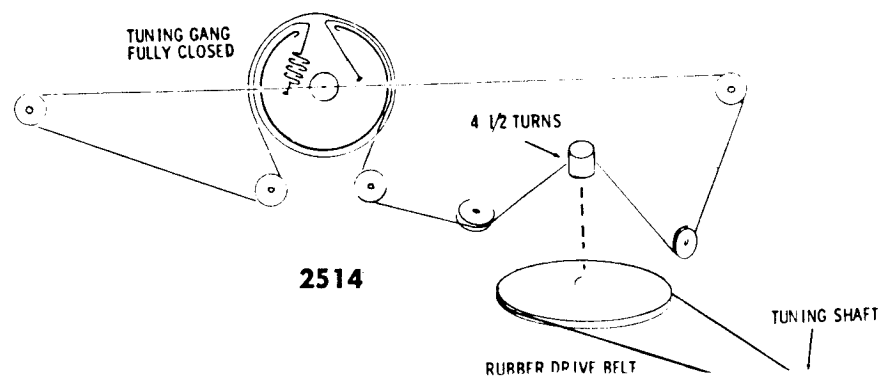
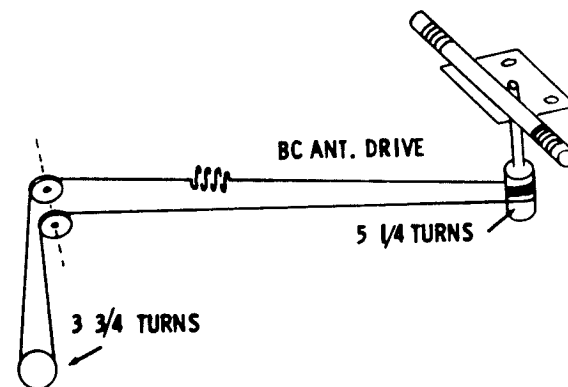
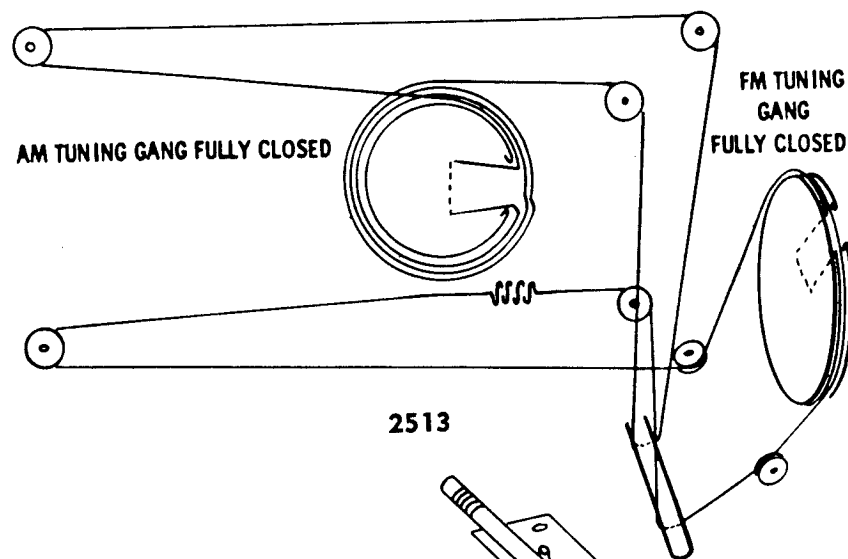
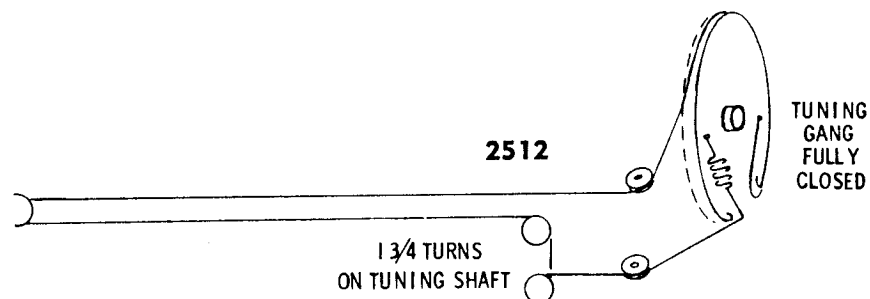
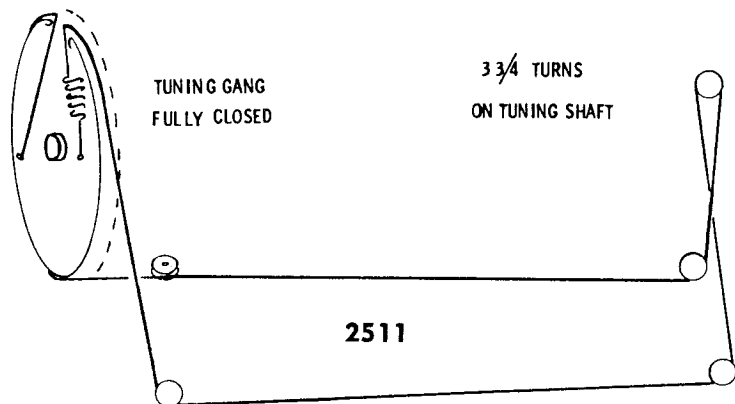
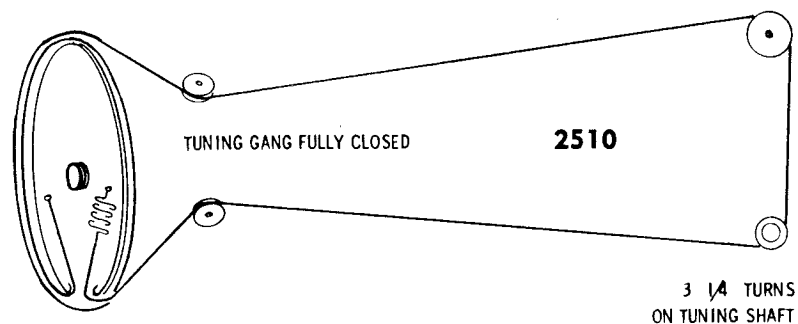
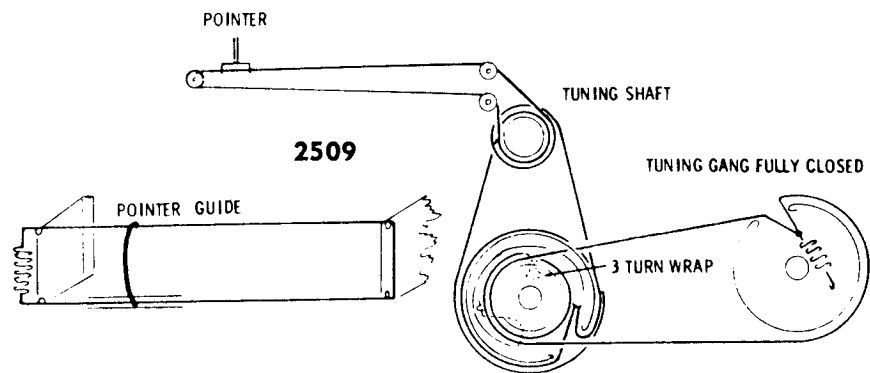


**2508**

4 1/2 TURNS

2 1/2  
TURNS

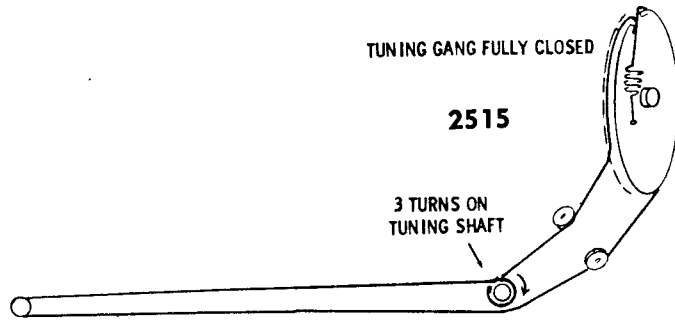
START RESTRINGING WITH LARGE UHF PULLEY  
IN MAX COUNTER CLOCKWISE POSITION (AS  
VIEWED FROM FRONT OF TUNER).



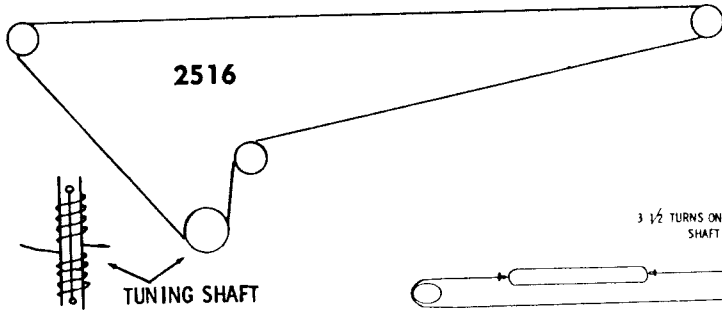
TUNING GANG FULLY CLOSED

2515

3 TURNS ON  
TUNING SHAFT



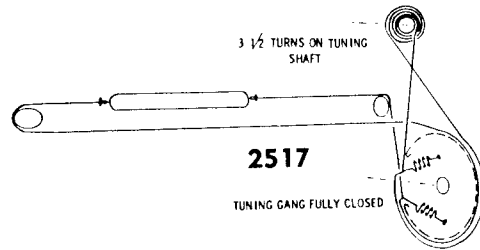
2516



3 1/2 TURNS ON TUNING  
SHAFT

2517

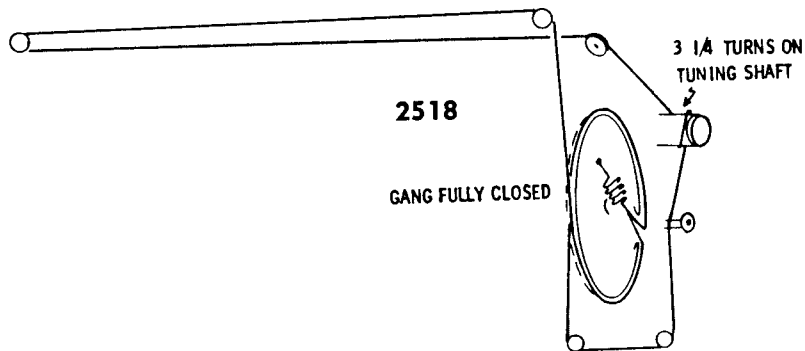
TUNING GANG FULLY CLOSED



2518

GANG FULLY CLOSED

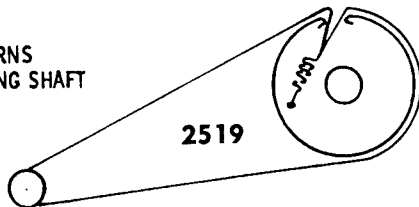
3 1/4 TURNS ON  
TUNING SHAFT



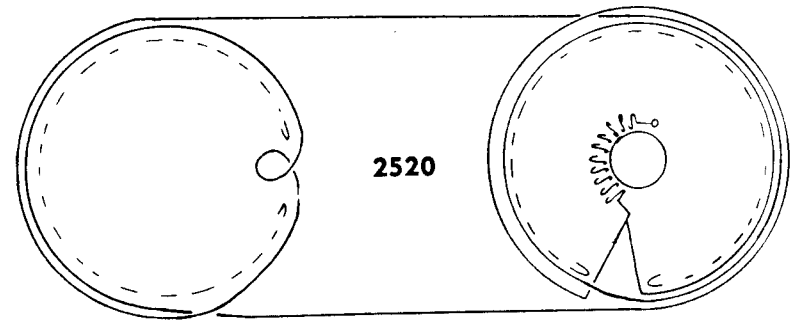
2 1/2 TURNS  
ON TUNING SHAFT

2519

TUNING GANG  
FULLY CLOSED



2520

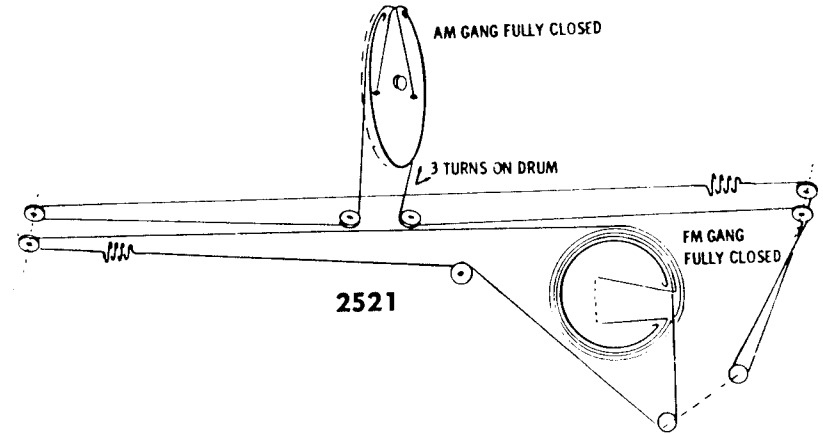


AM GANG FULLY CLOSED

3 TURNS ON DRUM

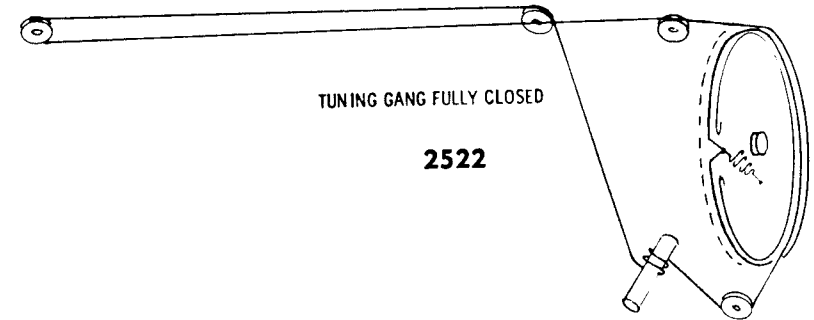
2521

FM GANG  
FULLY CLOSED



TUNING GANG FULLY CLOSED

2522

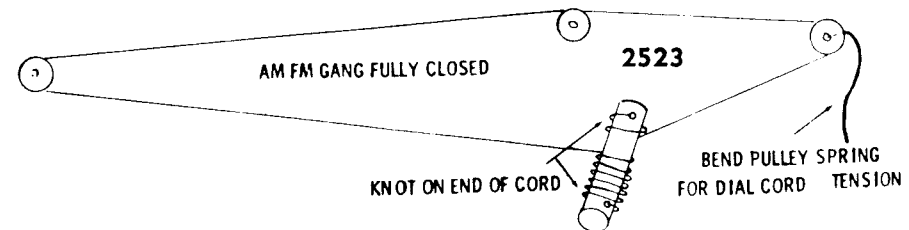


AM FM GANG FULLY CLOSED

2523

KNOT ON END OF CORD

BEND PULLEY SPRING  
FOR DIAL CORD  
TENSION



FM GANG FULLY CLOSED

AM GANG FULLY CLOSED

2524

2 TURNS EACH ON  
TUNING SHAFT

GANG FULLY CLOSED

2525

6 TURNS

2 1/2 TURNS

GANG FULLY CLOSED

2526

3 3/4 TURNS ON  
TUNING SHAFT

2527

TUNING GANG FULLY CLOSED

TUNING SHAFT  
2 3/4 TURNS

TUNING GANG  
FULLY CLOSED

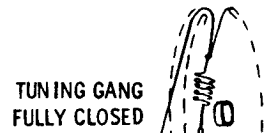
2528

3 3/4 TURNS ON  
TUNING SHAFT

FM TUNING GANG FULLY CLOSED

2529

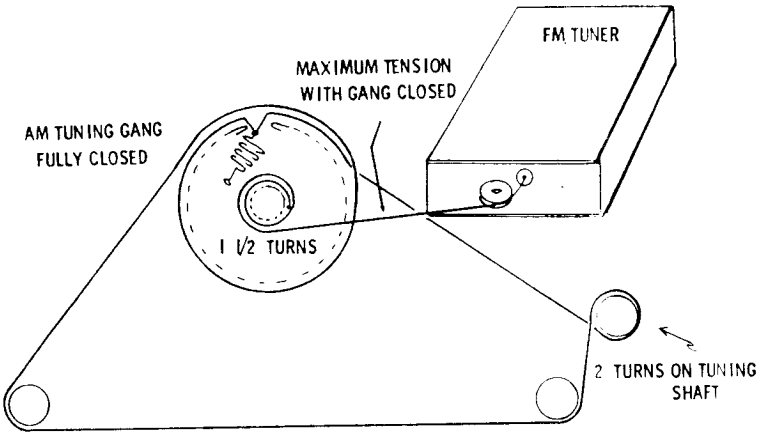
2 1/4 TURNS ON TUNING  
SHAFT



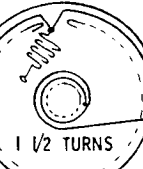
TUNING GANG  
FULLY CLOSED

2530

2 1/4 TURNS ON TUNING SHAFT



AM TUNING GANG  
FULLY CLOSED



1 1/2 TURNS

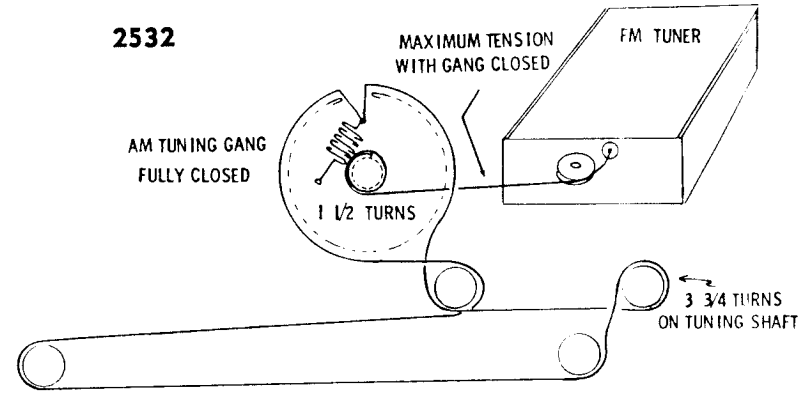
MAXIMUM TENSION  
WITH GANG CLOSED

FM TUNER

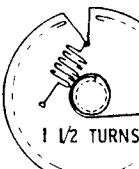
2 TURNS ON TUNING  
SHAFT

EARLY MODELS

2532



AM TUNING GANG  
FULLY CLOSED



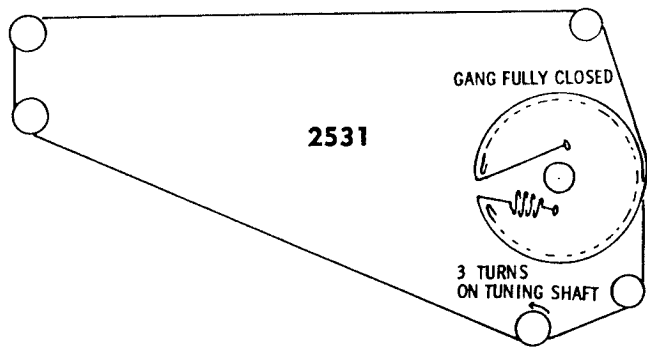
1 1/2 TURNS

MAXIMUM TENSION  
WITH GANG CLOSED

FM TUNER

3 3/4 TURNS  
ON TUNING SHAFT

LATE MODELS



2531

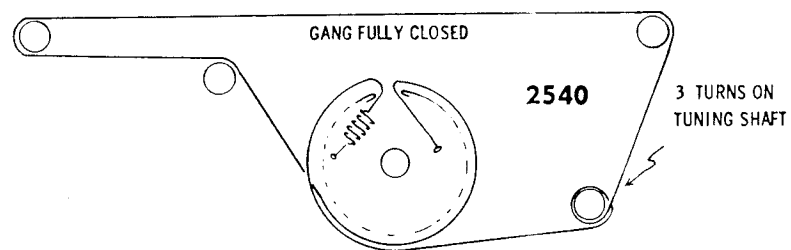
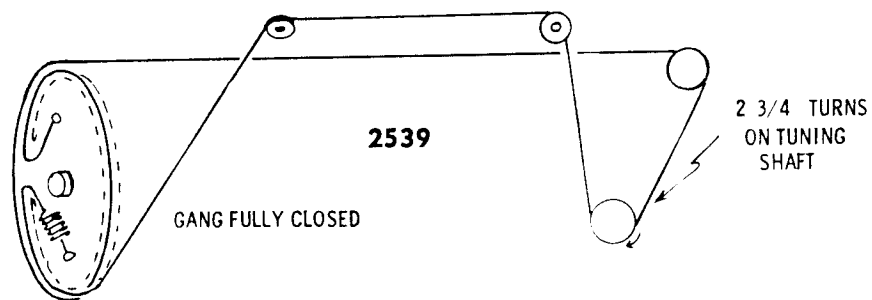
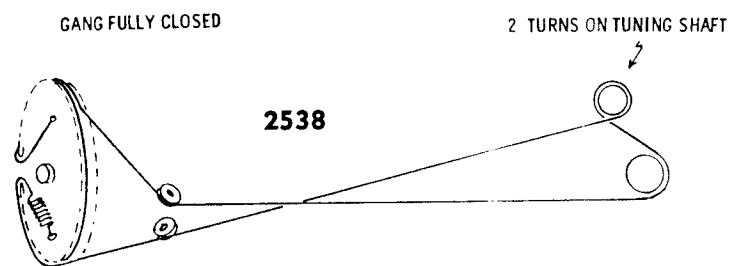
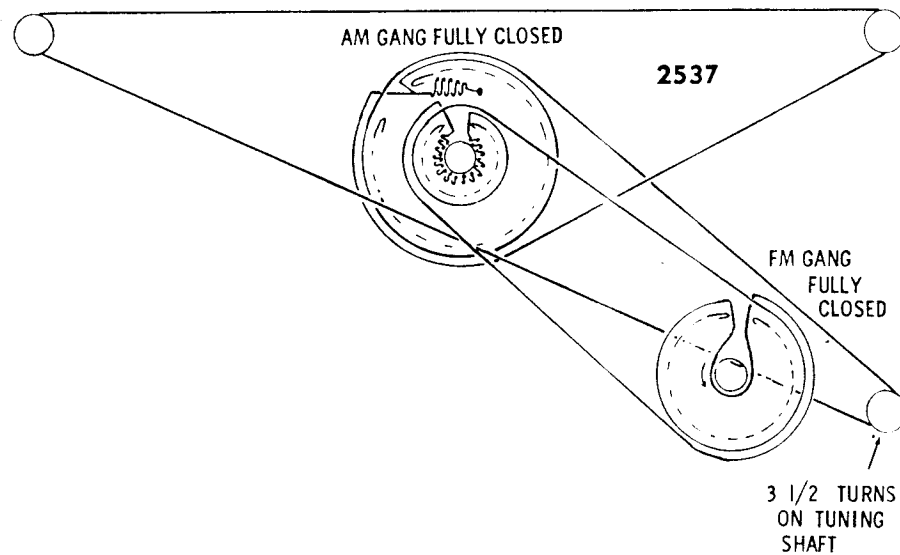
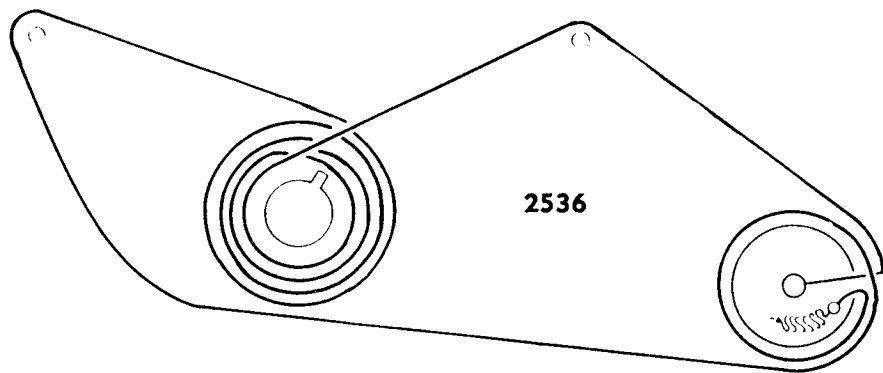
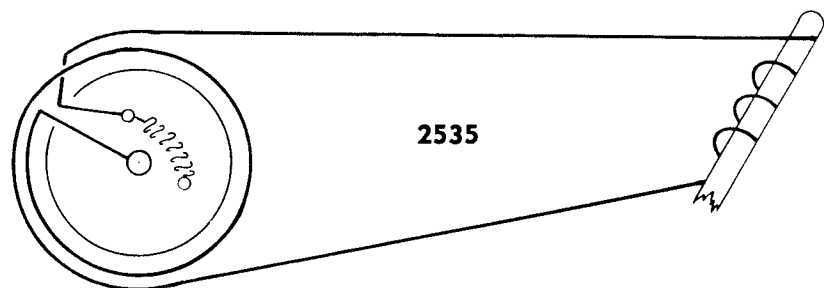
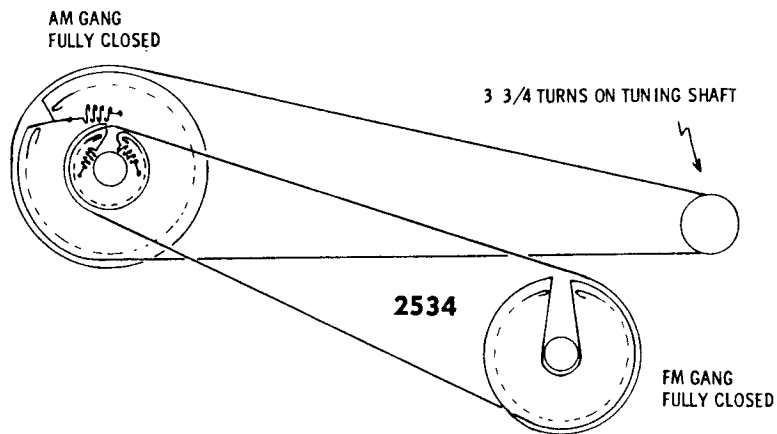
GANG FULLY CLOSED

3 TURNS  
ON TUNING SHAFT

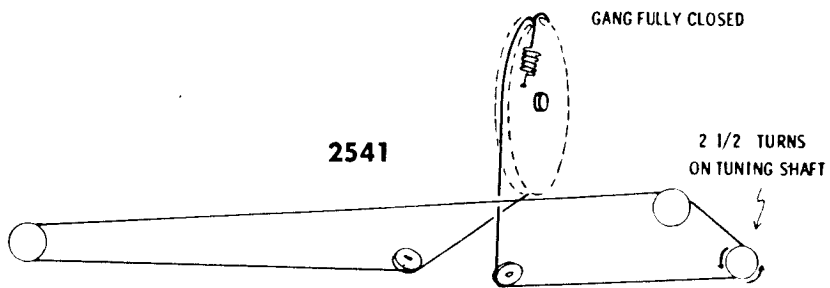
2533



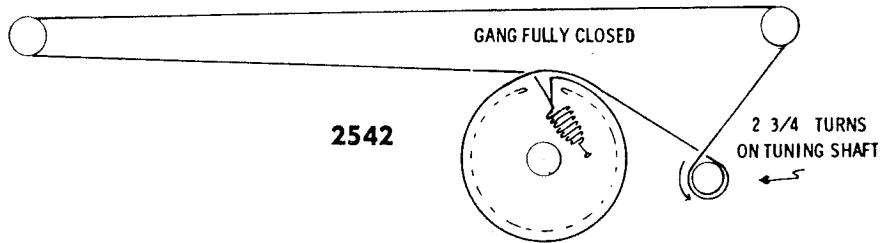
GANG FULLY CLOSED



**2541**

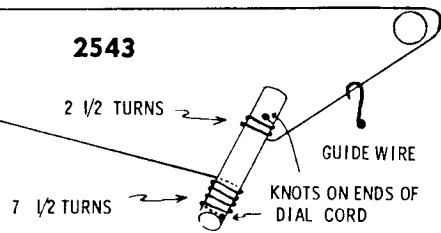


**2542**

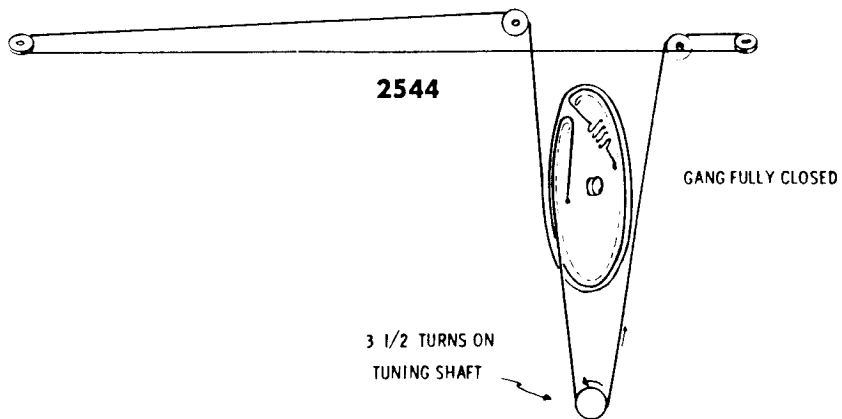


GANG FULLY CLOSED

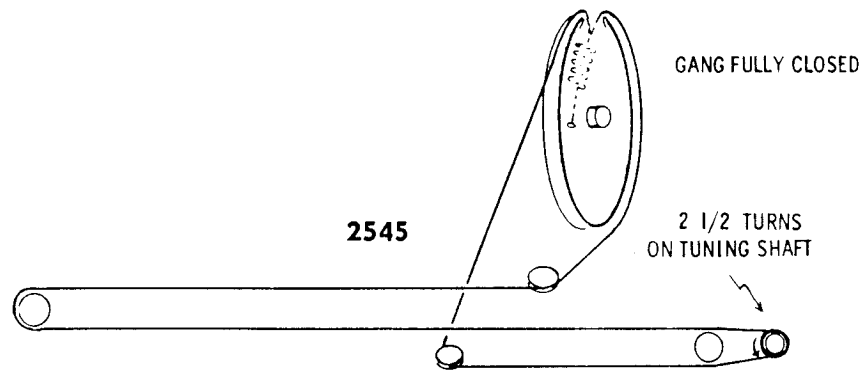
**2543**



**2544**

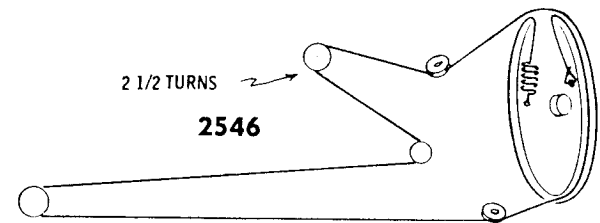


**2545**



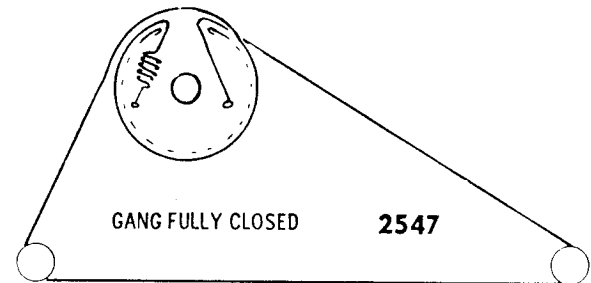
2 1/2 TURNS

**2546**

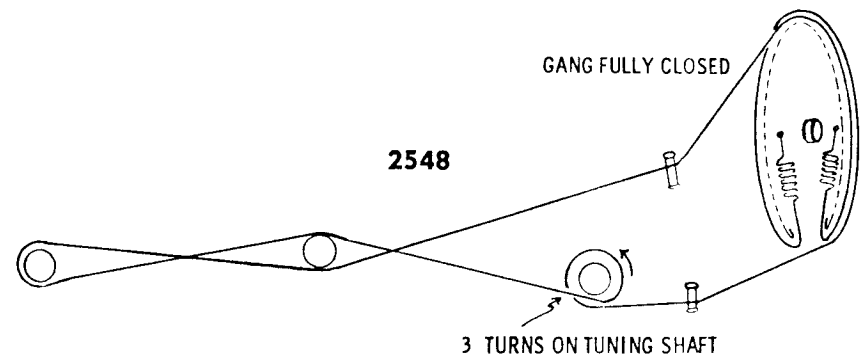


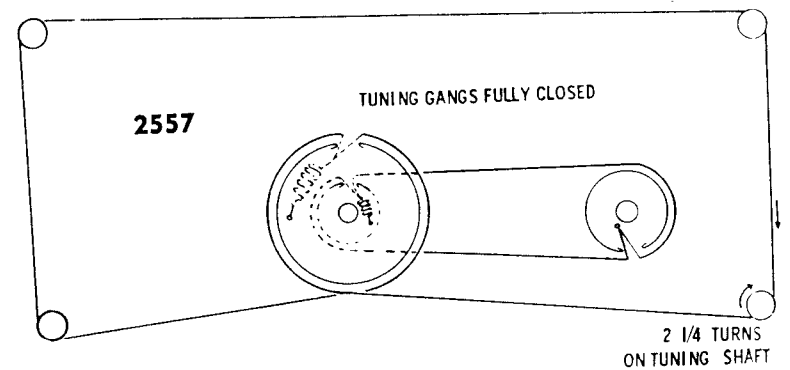
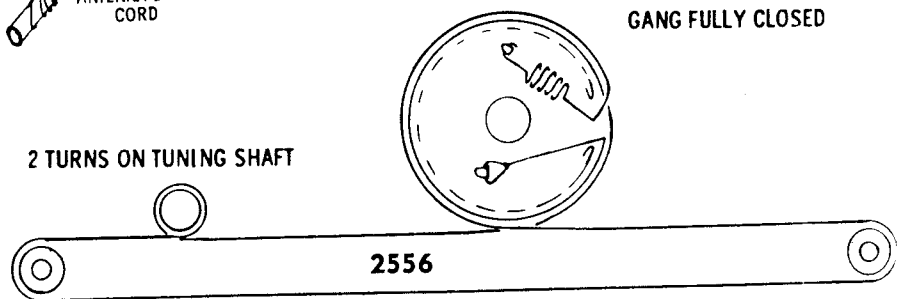
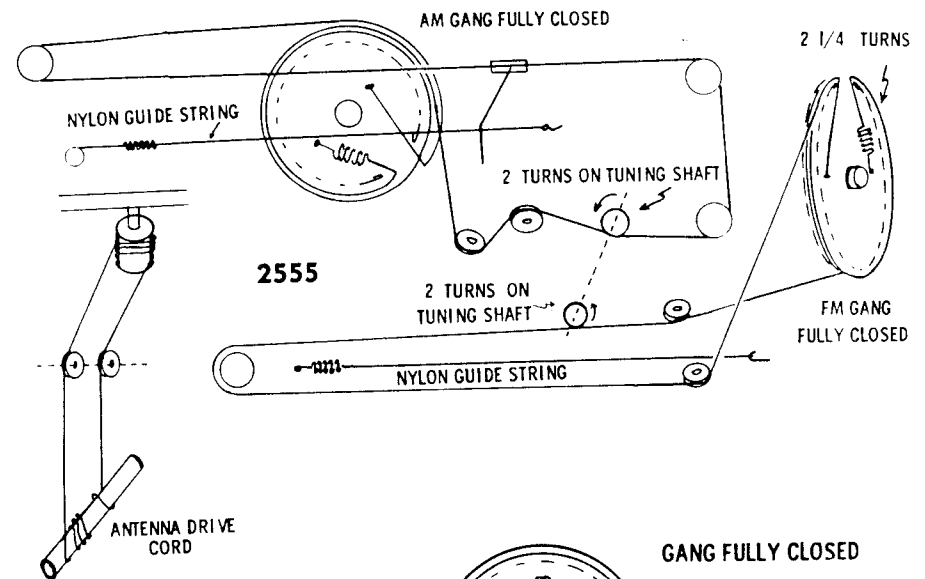
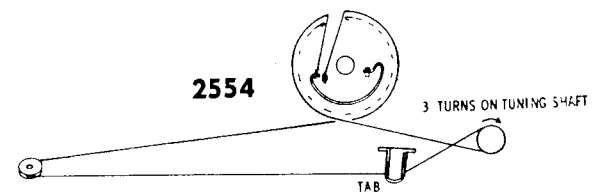
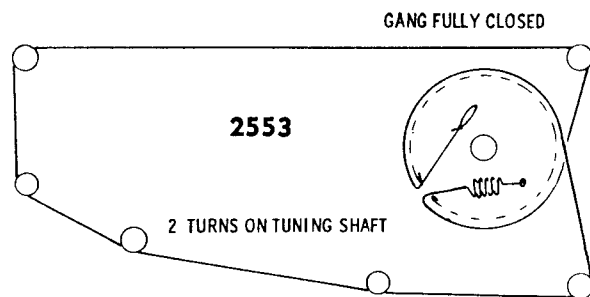
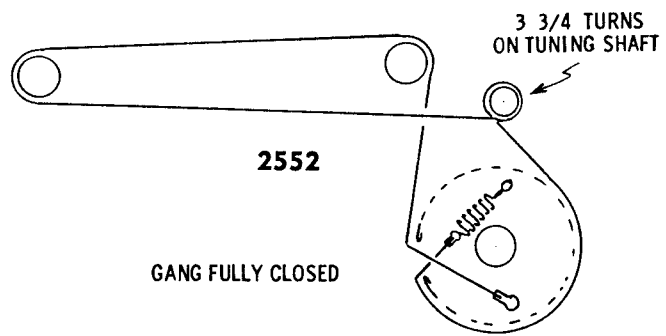
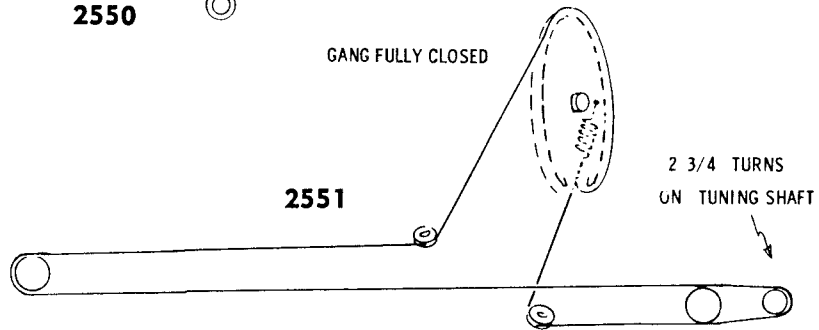
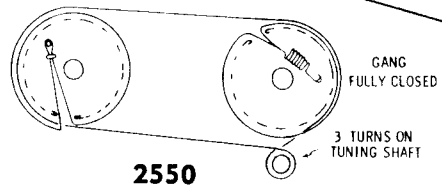
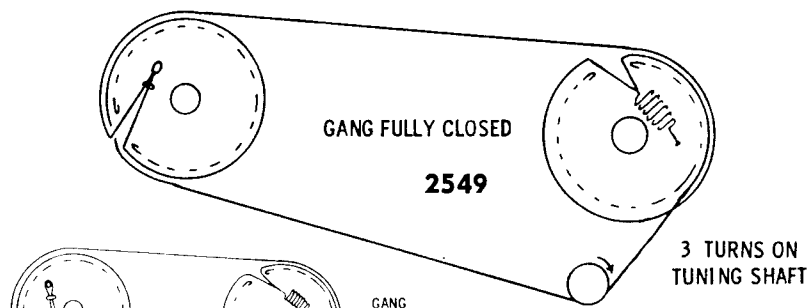
GANG FULLY CLOSED

**2547**

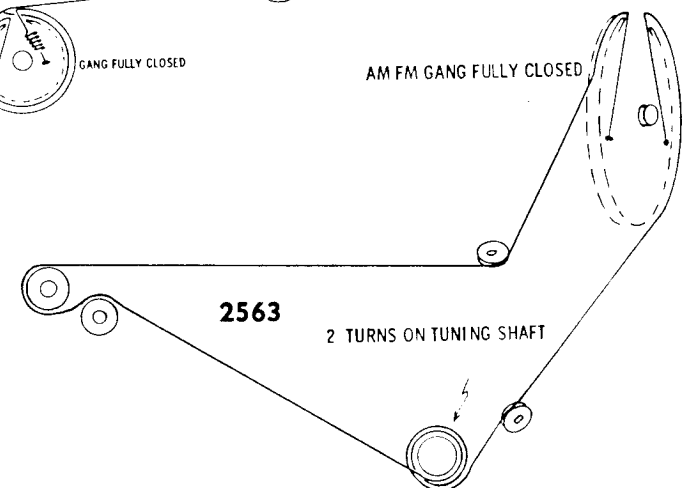
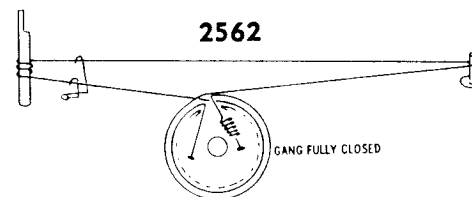
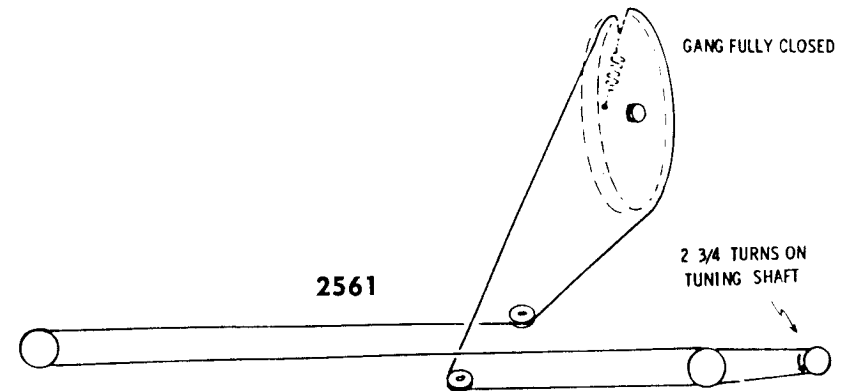
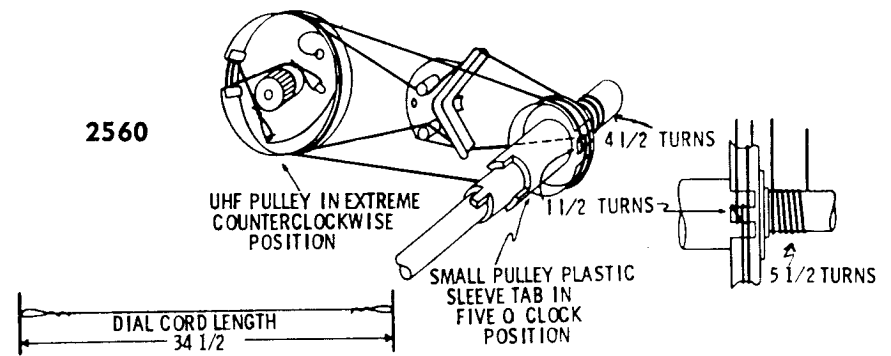
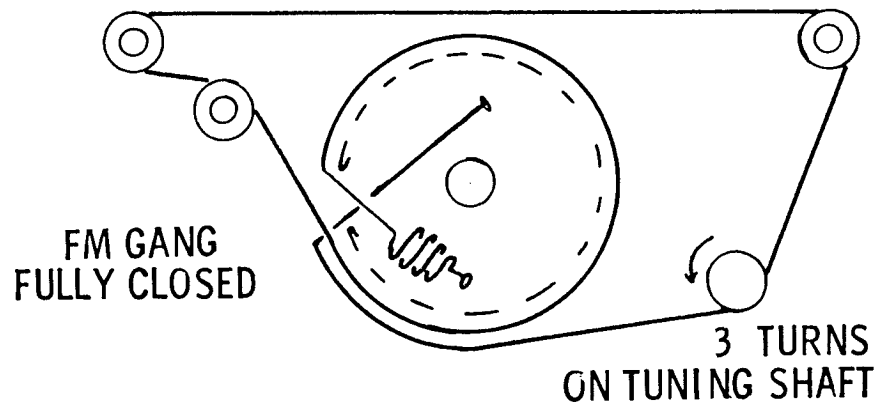
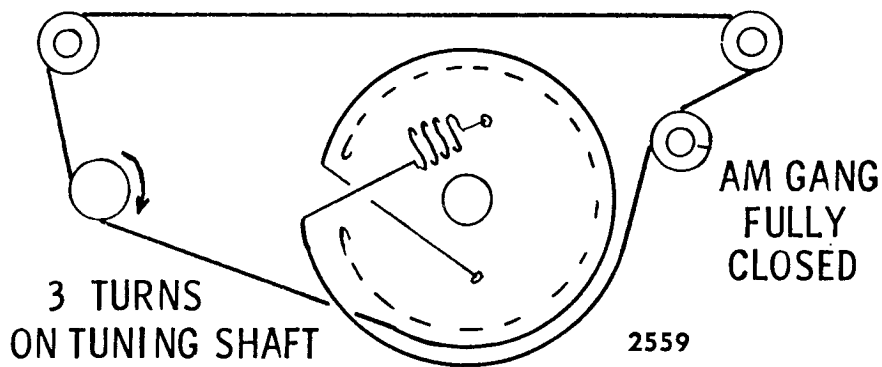
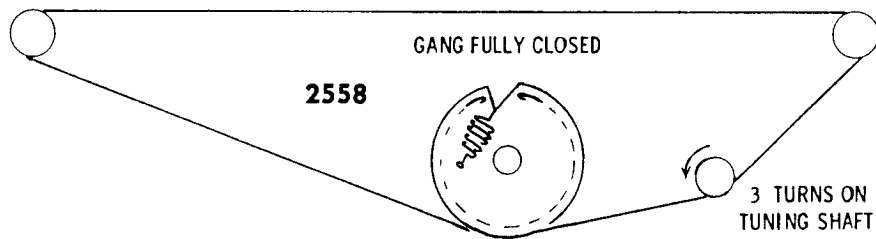


**2548**









2564

GANG FULLY  
CLOSED

2 1/2 TURNS  
ON TUNING SHAFT

3 1/2 TURNS ON  
TUNING SHAFT

2567

UHF TUNING GANG  
FULLY CLOSED

2565

GANG  
FULLY OPEN

4 1/2 TURNS ON  
TUNING SHAFT

GANG FULLY CLOSED

2 TURNS ON  
TUNING SHAFT

2568

3 1/2 TURNS

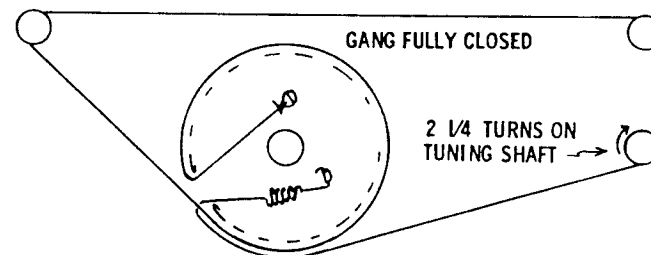
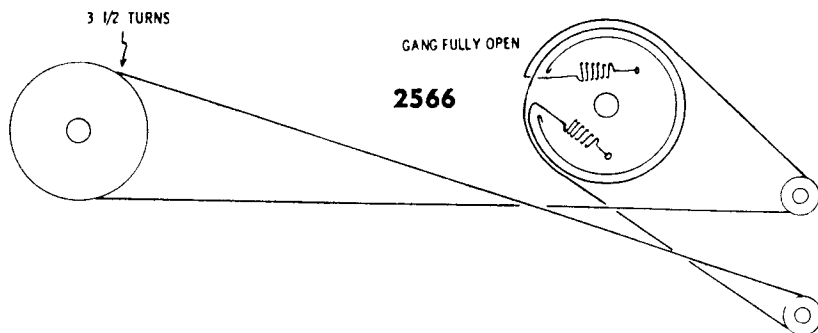
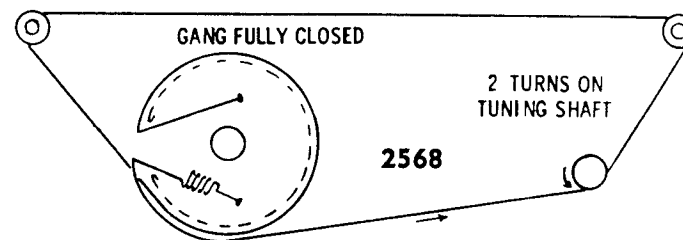
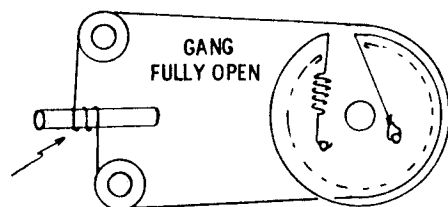
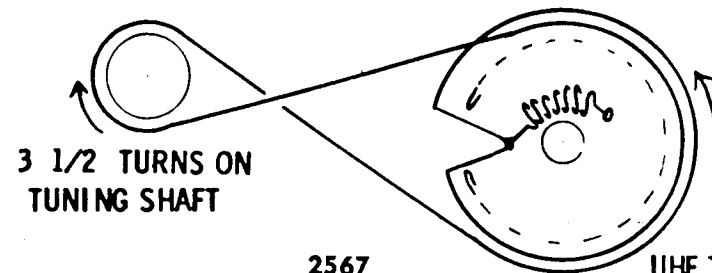
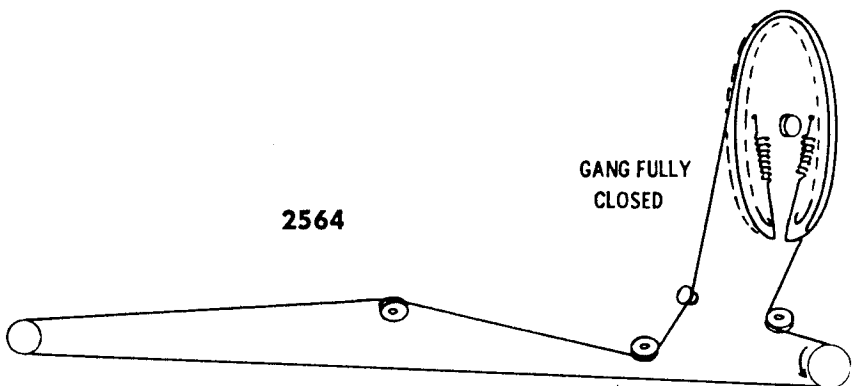
GANG FULLY OPEN

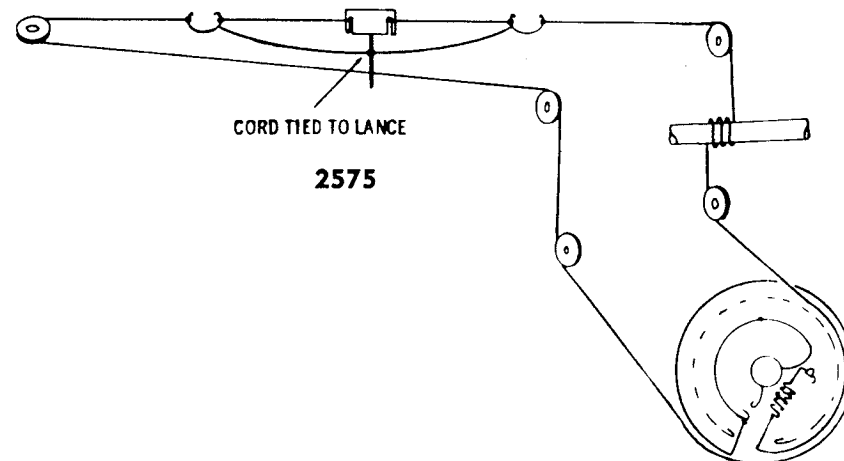
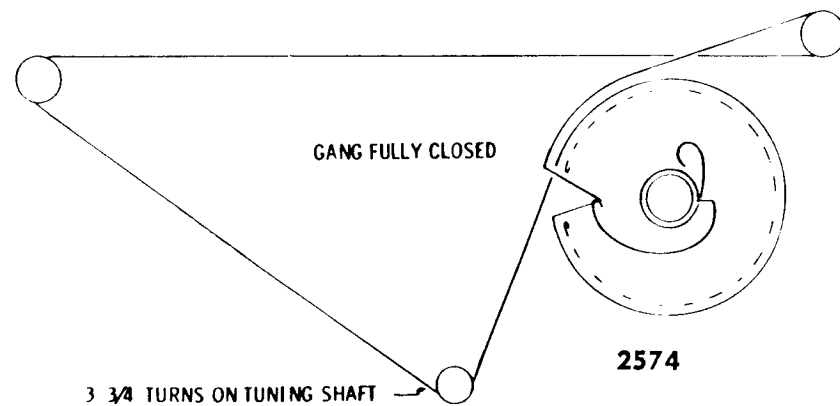
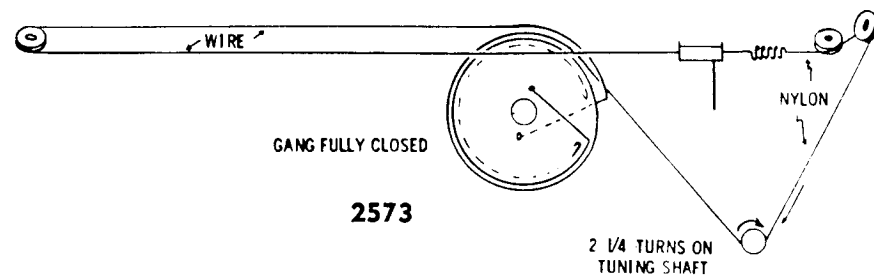
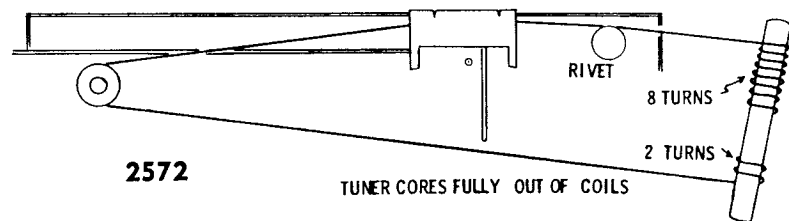
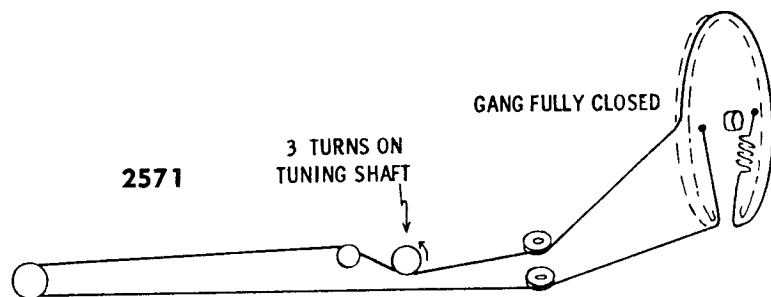
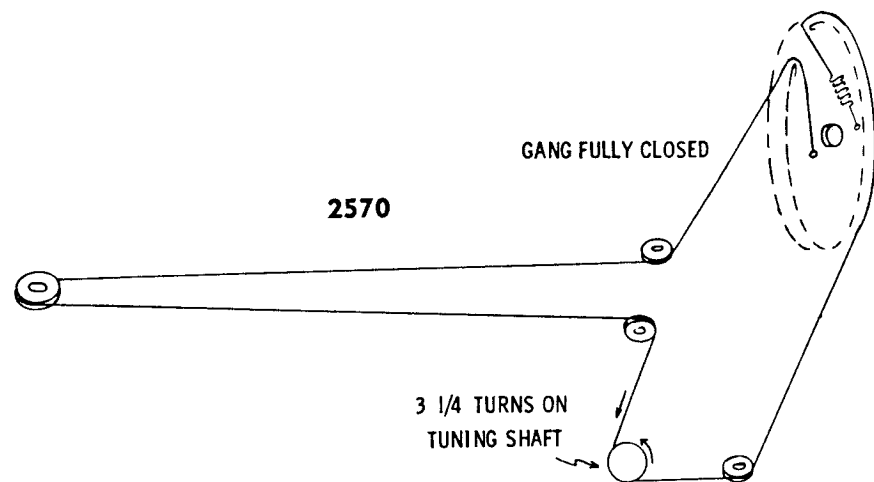
2566

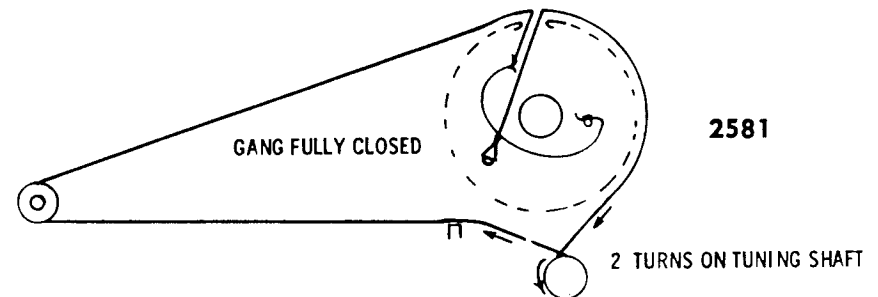
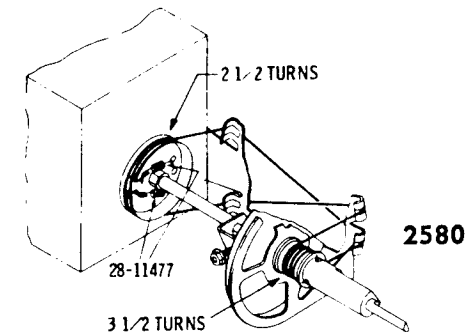
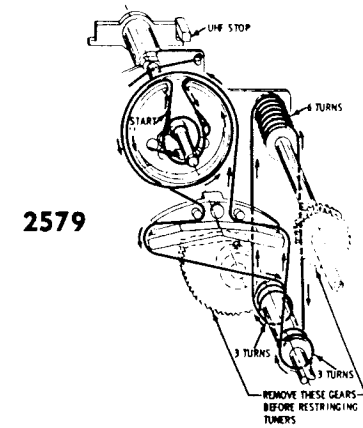
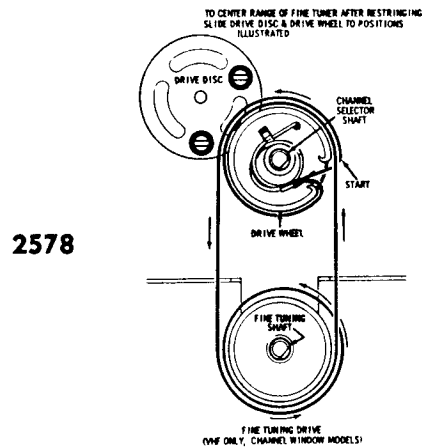
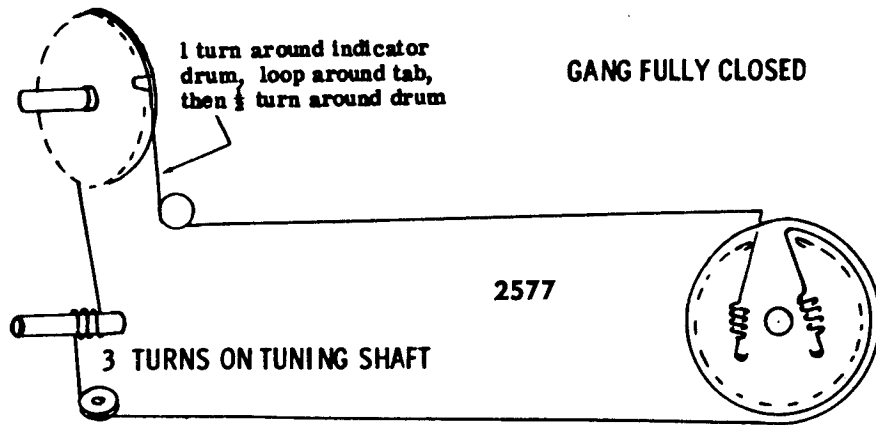
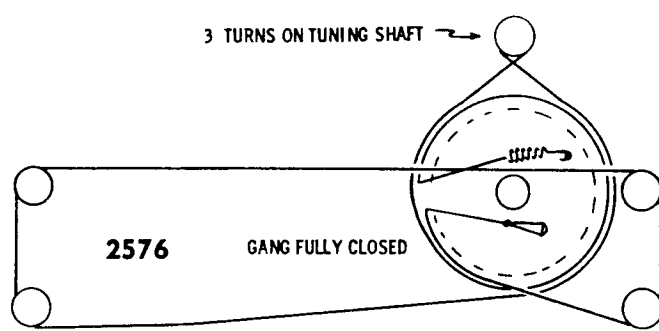
2569

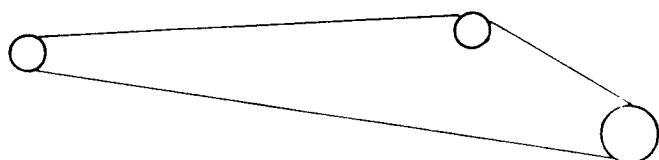
GANG FULLY CLOSED

2 1/4 TURNS ON  
TUNING SHAFT





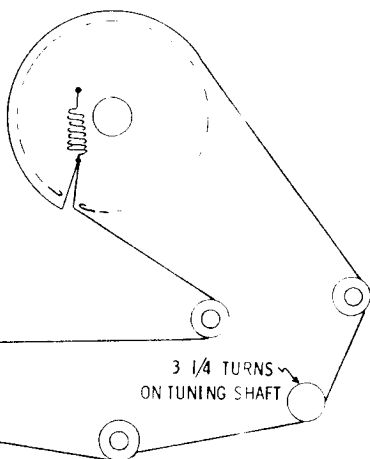




**2582**

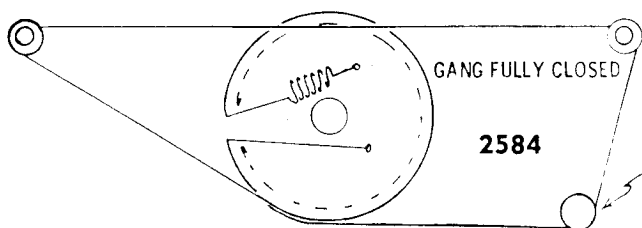
9 TURNS  
ON TUNING SHAFT

GANG FULLY CLOSED



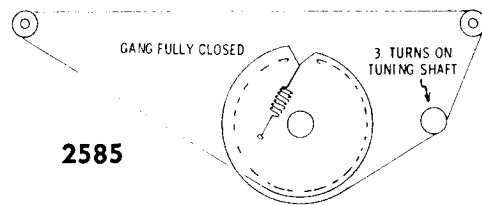
**2583**

3 1/4 TURNS  
ON TUNING SHAFT

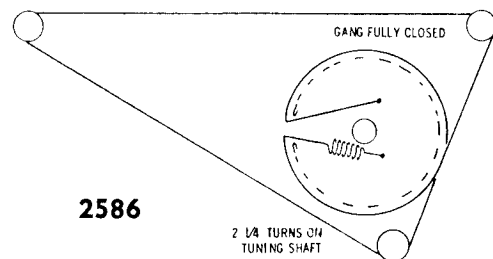


**2584**

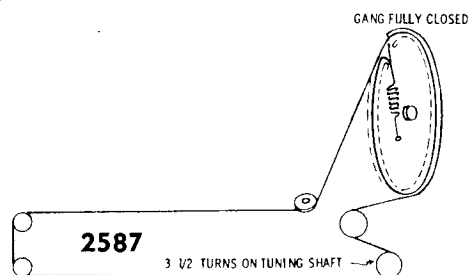
3 TURNS ON  
TUNING SHAFT



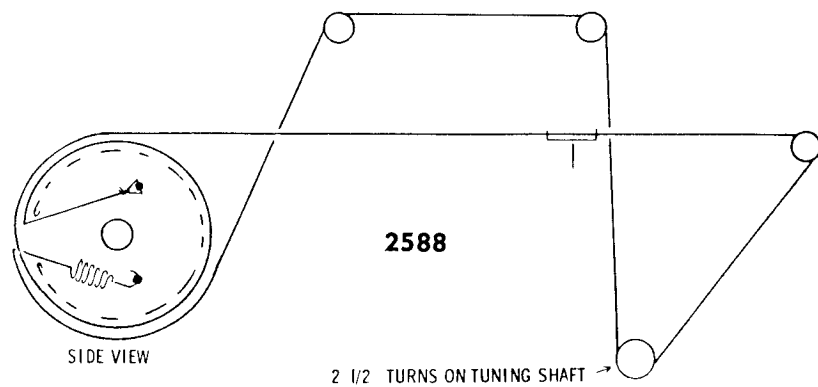
**2585**



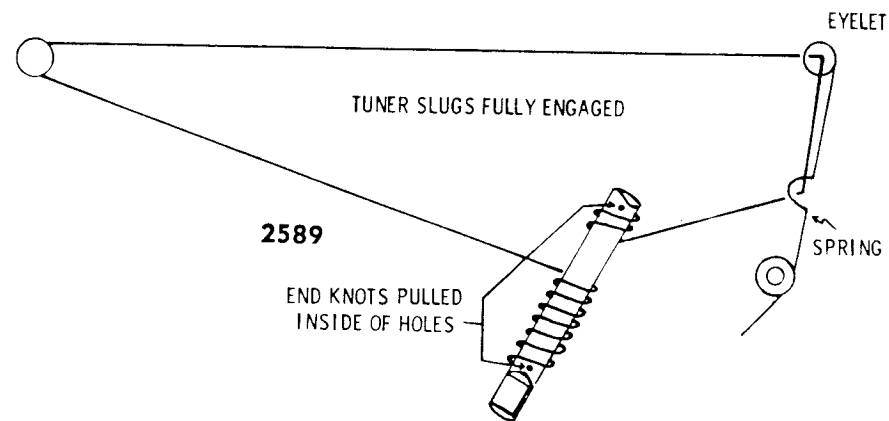
**2586**



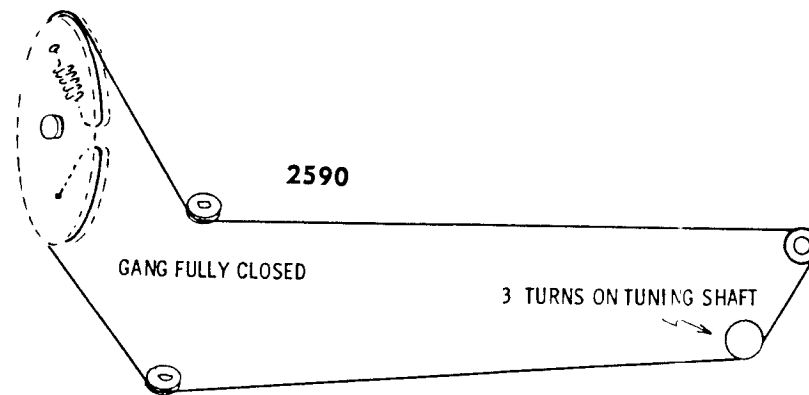
**2587**



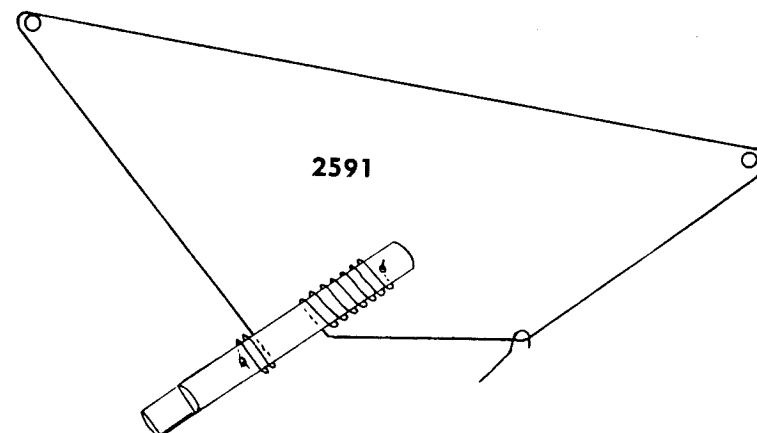
**2588**



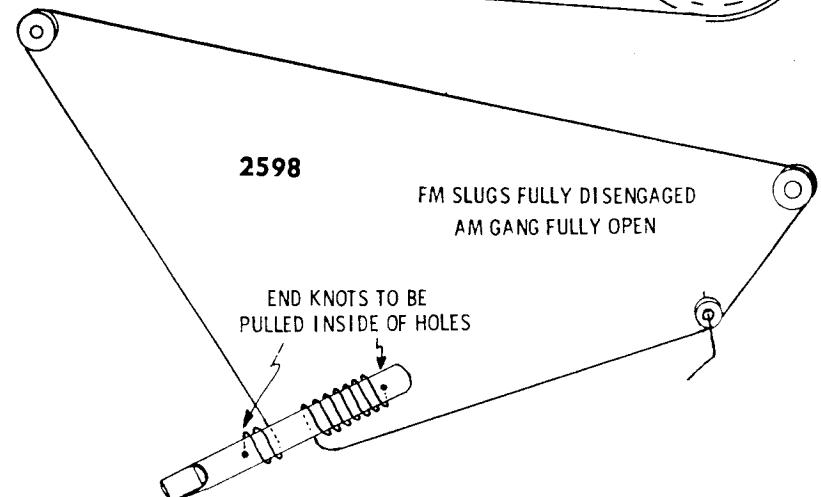
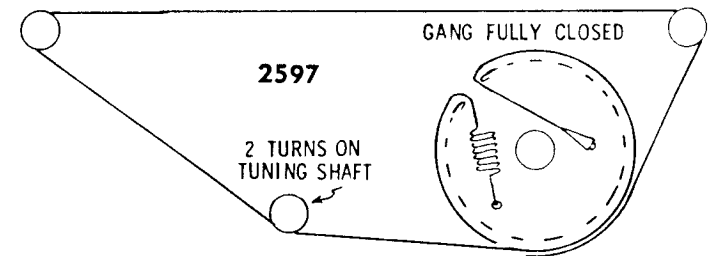
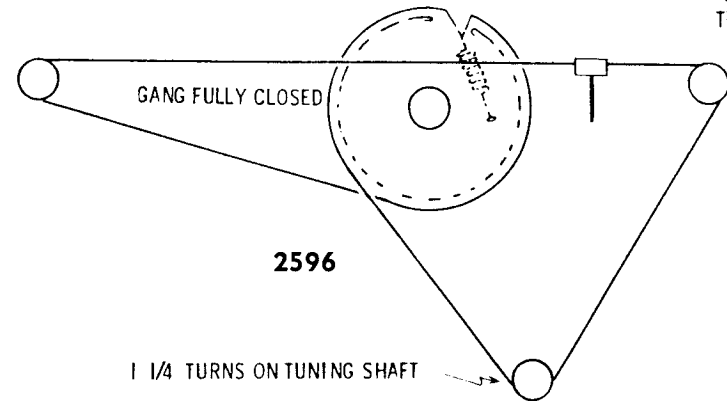
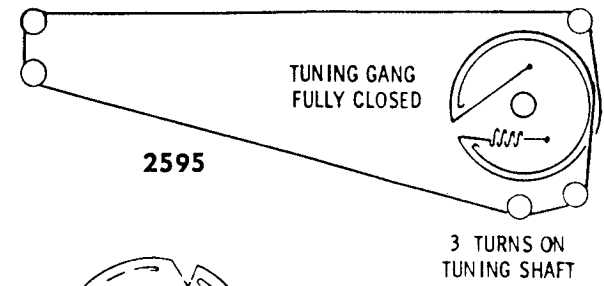
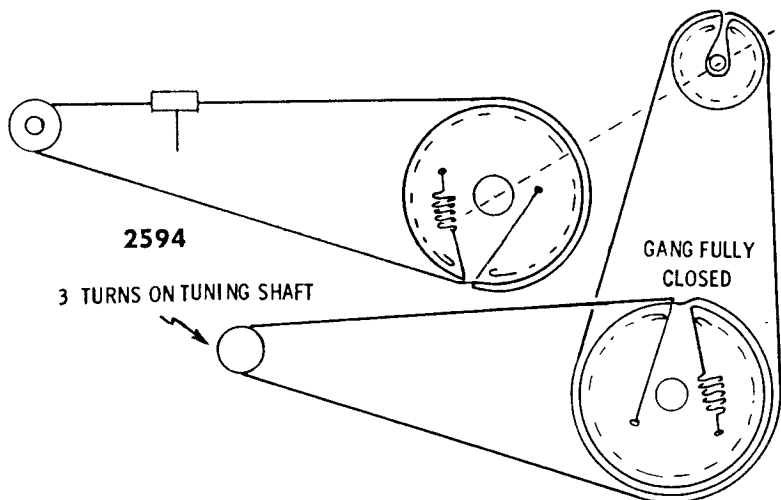
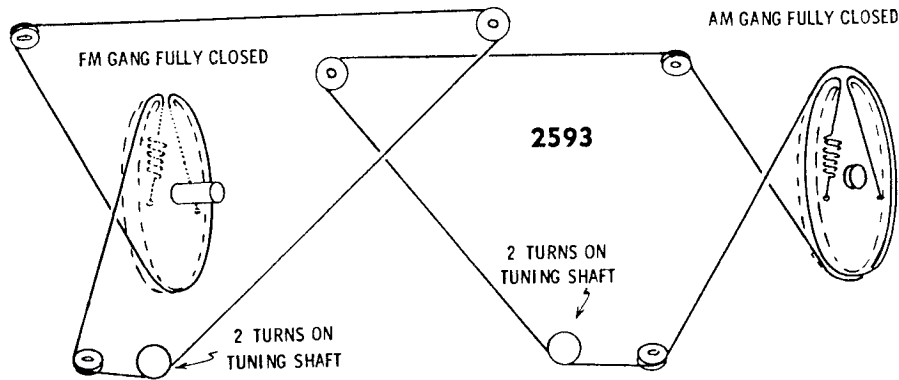
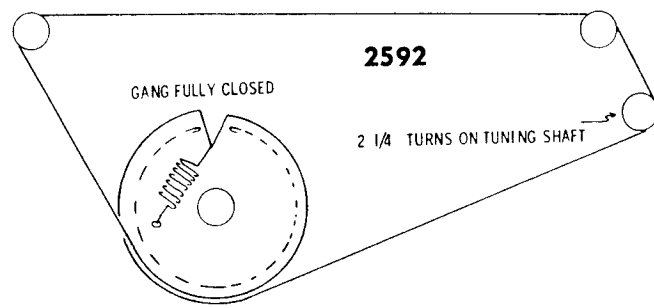
**2589**

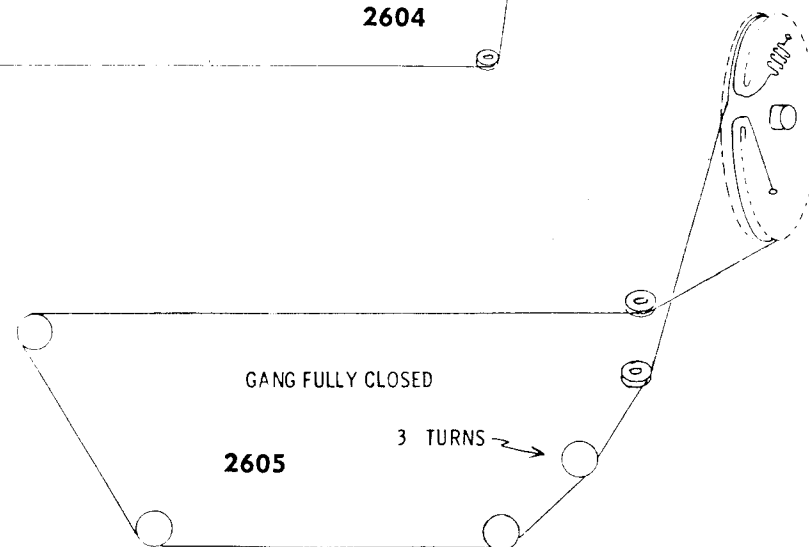
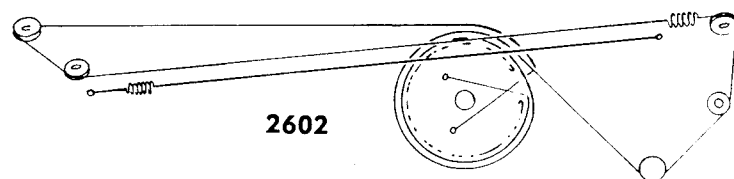
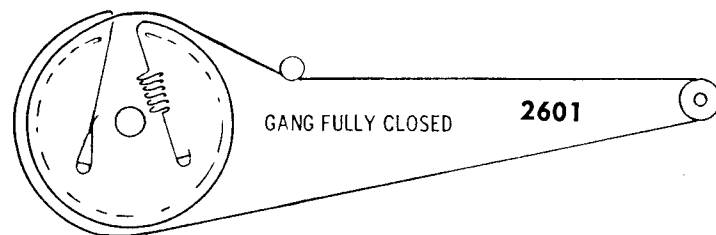
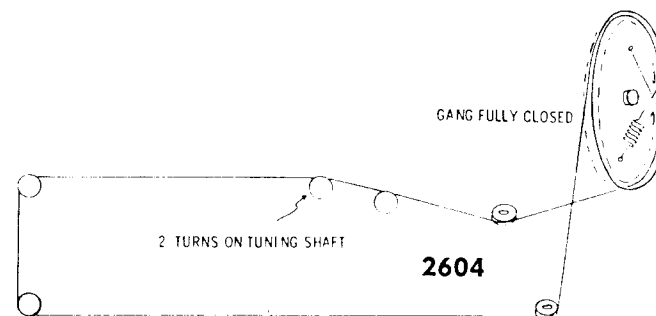
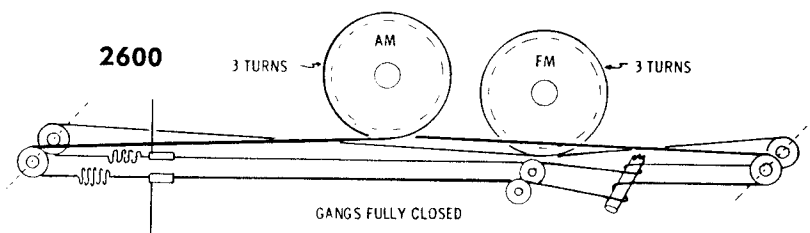
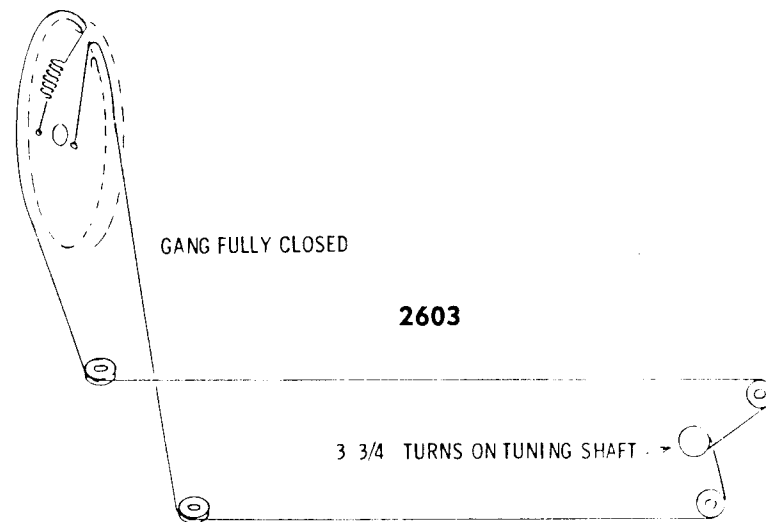
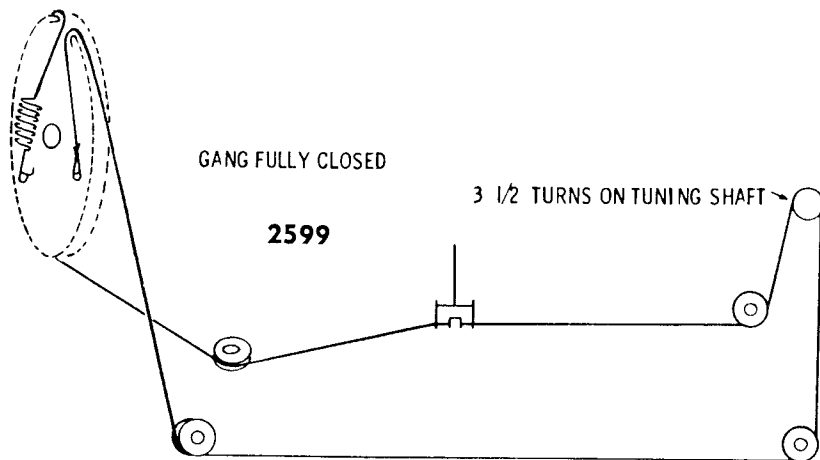


**2590**

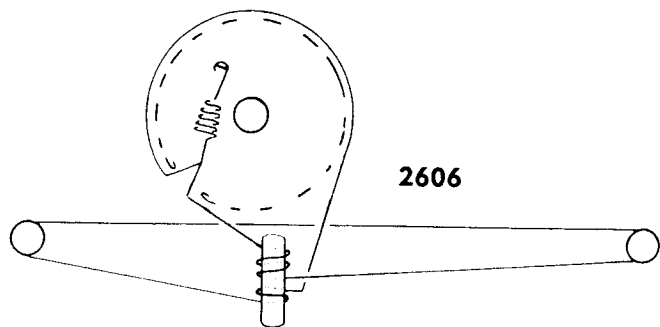


**2591**

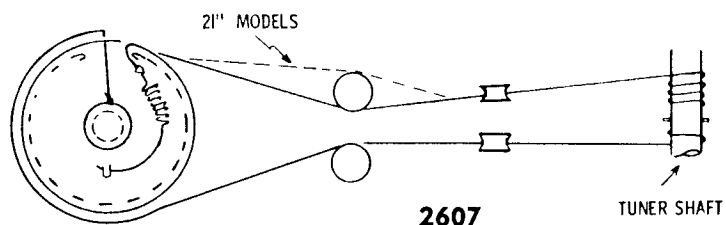








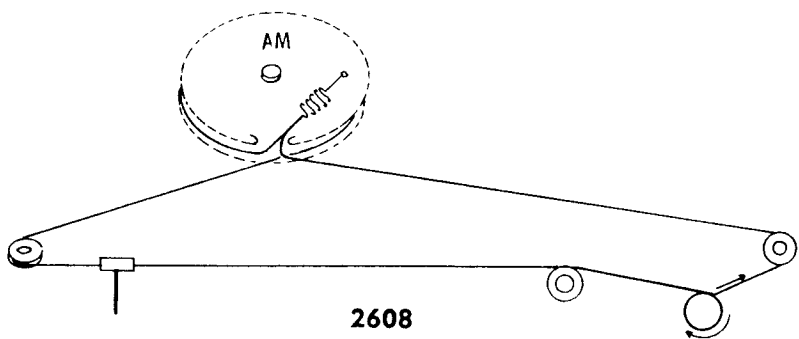
2606



21" MODELS

2607

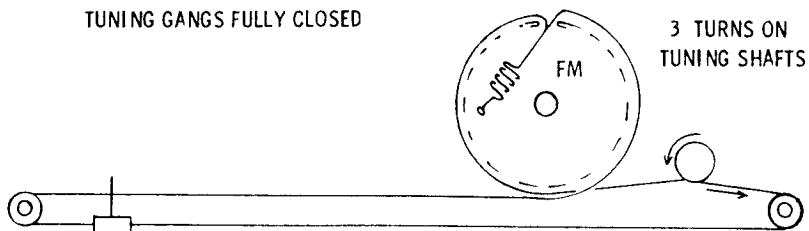
TUNER SHAFT



AM

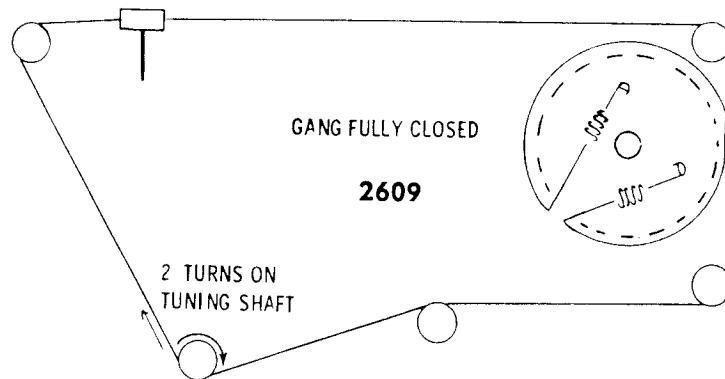
2608

TUNING GANGS FULLY CLOSED



FM

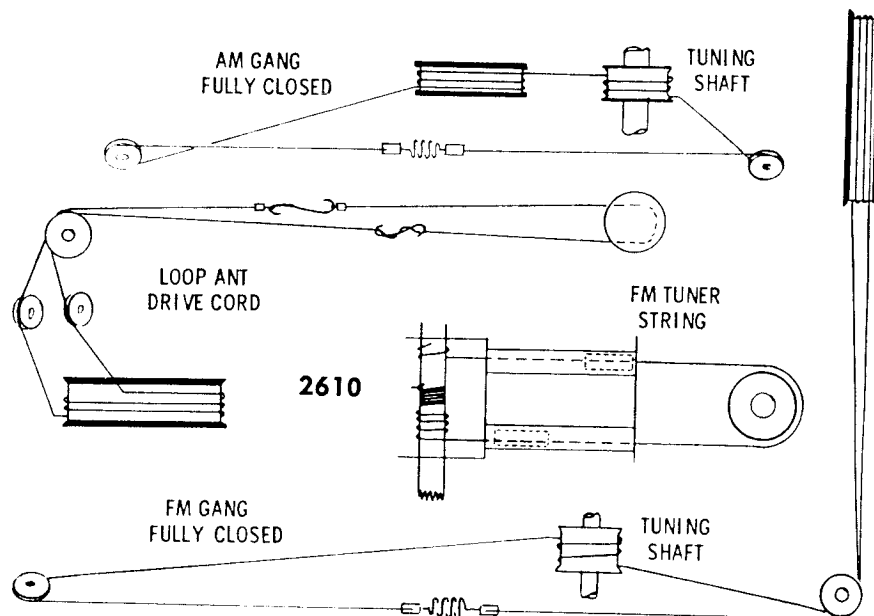
3 TURNS ON  
TUNING SHAFTS



GANG FULLY CLOSED

2609

2 TURNS ON  
TUNING SHAFT



AM GANG  
FULLY CLOSED

TUNING  
SHAFT

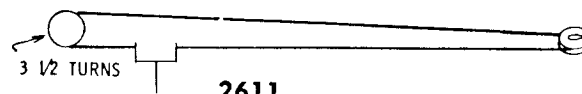
LOOP ANT  
DRIVE CORD

2610

FM TUNER  
STRING

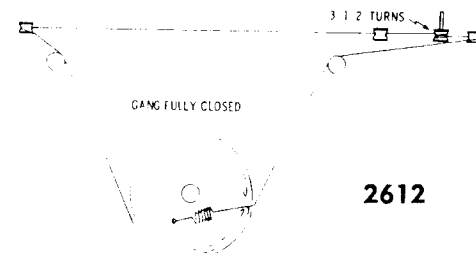
FM GANG  
FULLY CLOSED

TUNING  
SHAFT



3 1/2 TURNS

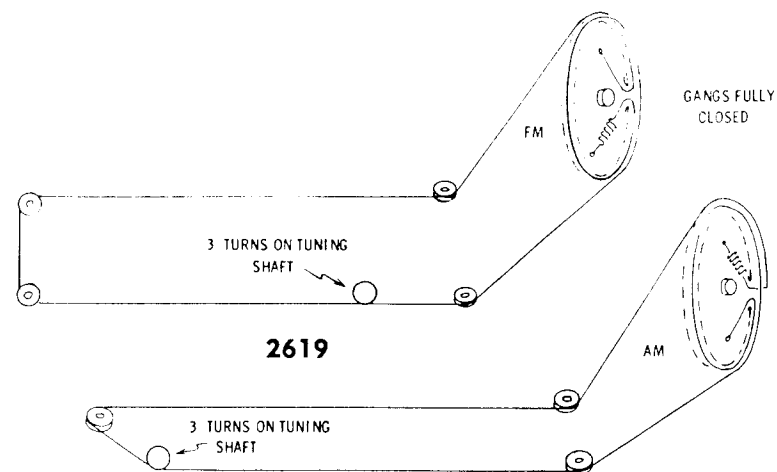
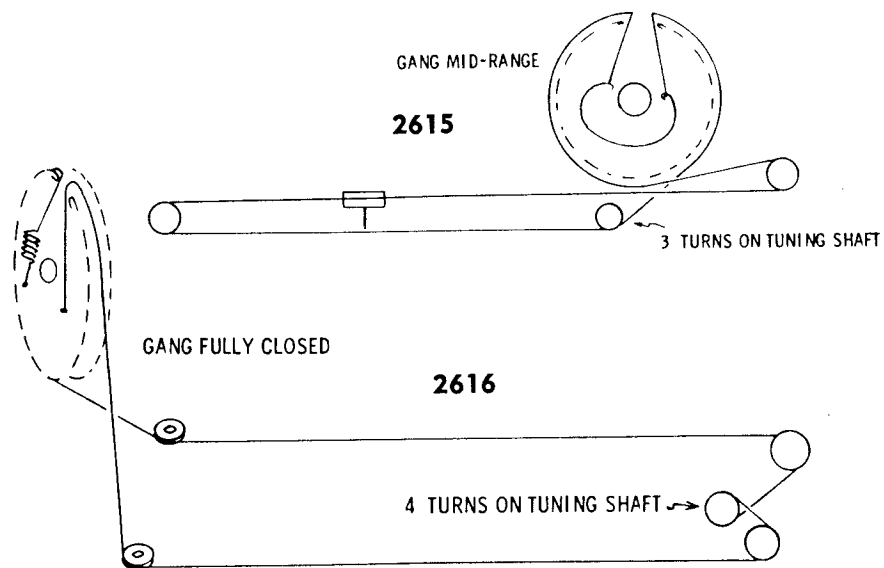
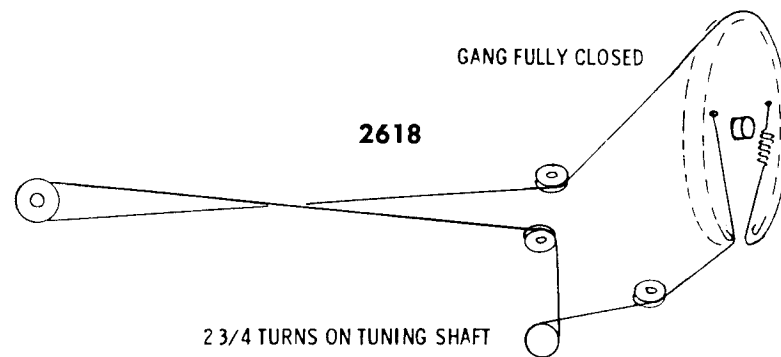
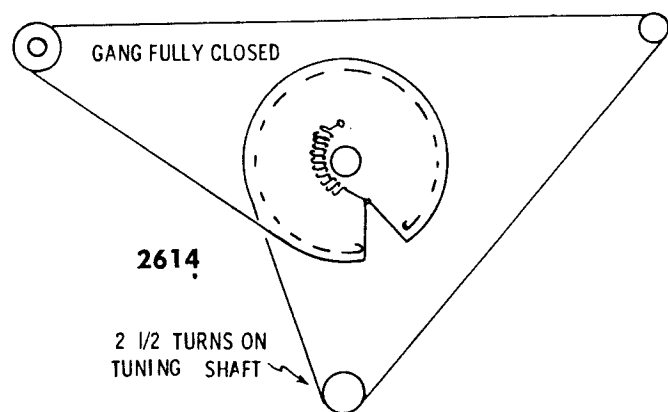
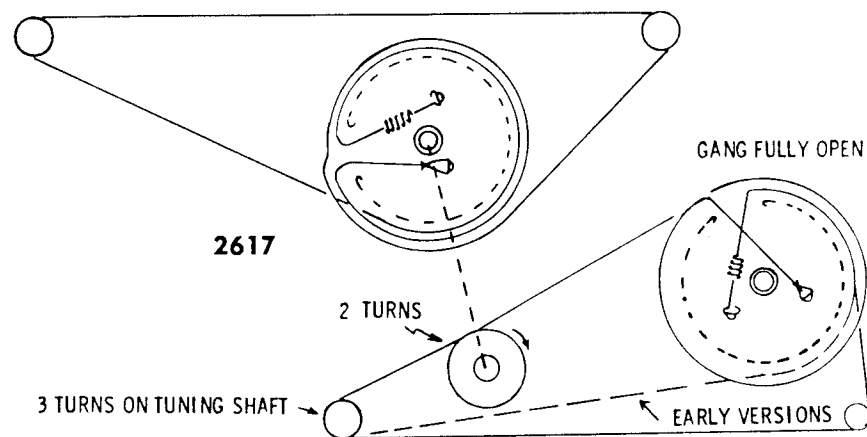
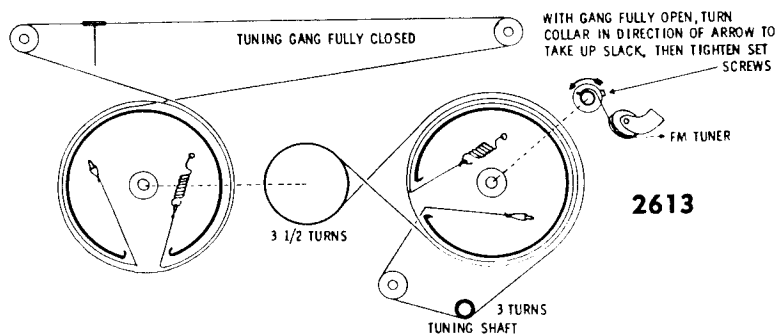
2611

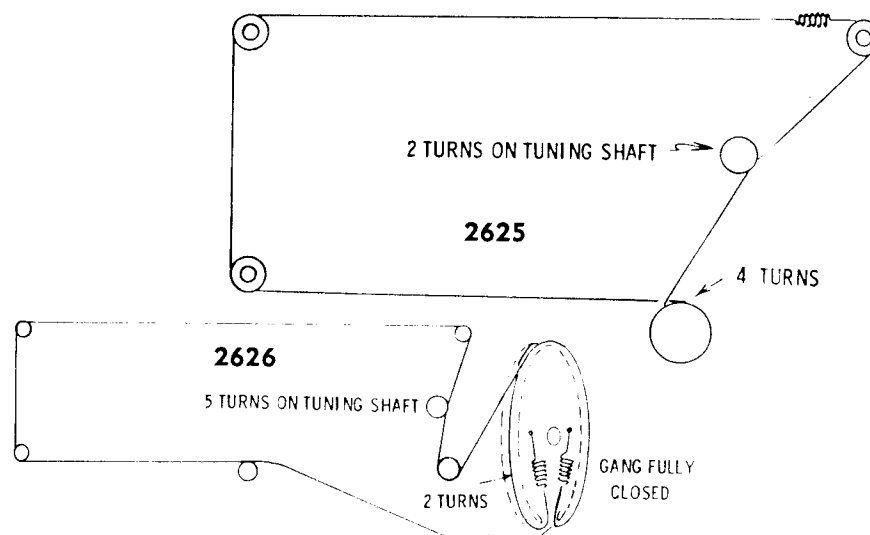
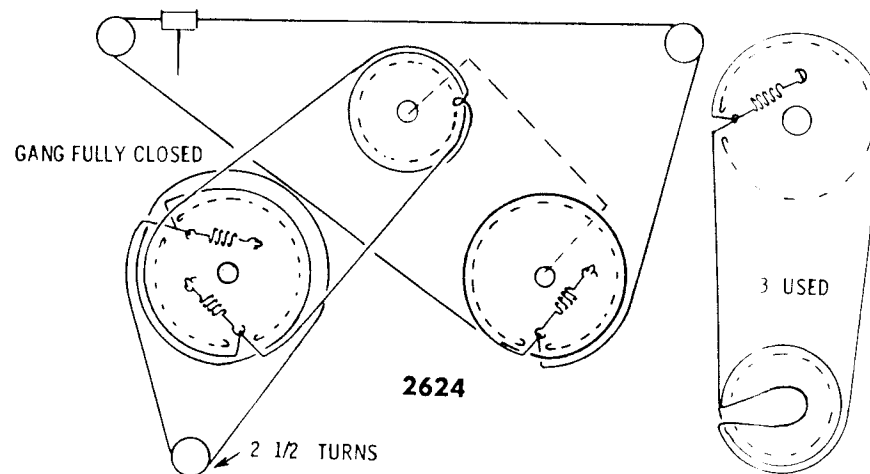
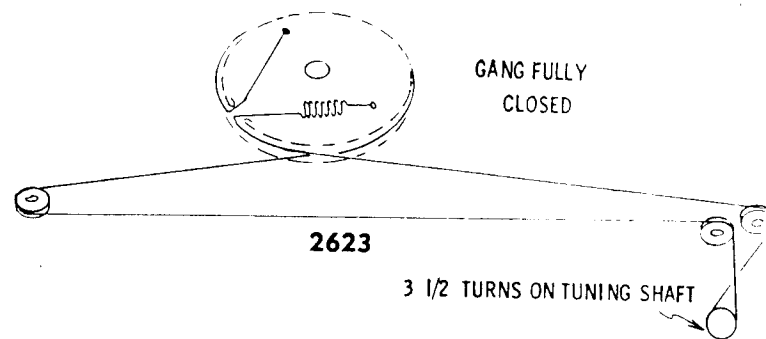
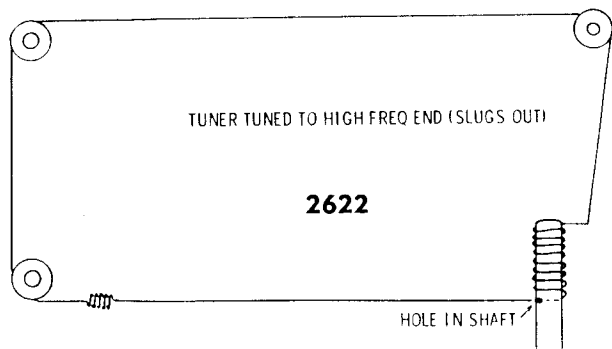
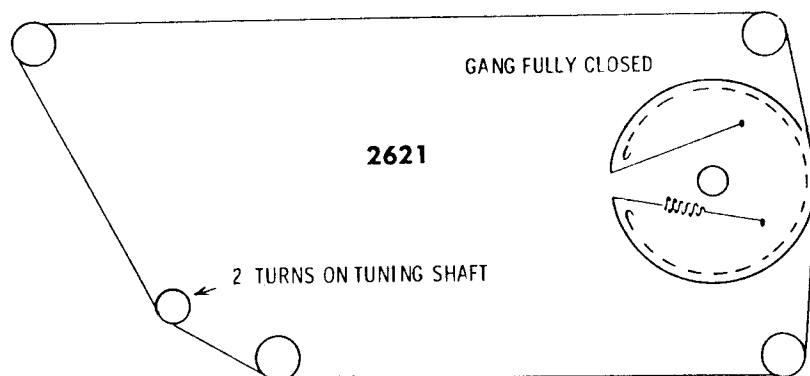
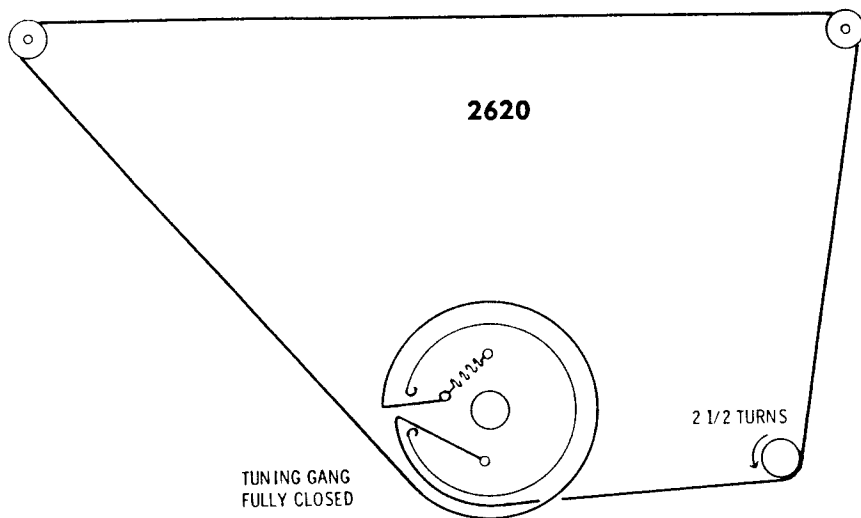


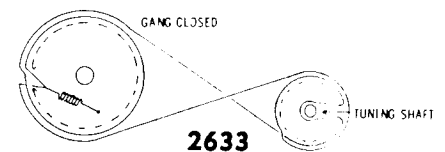
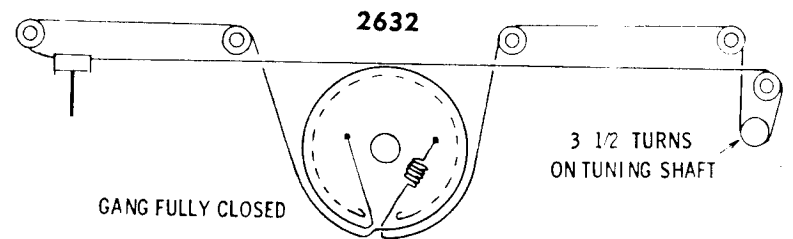
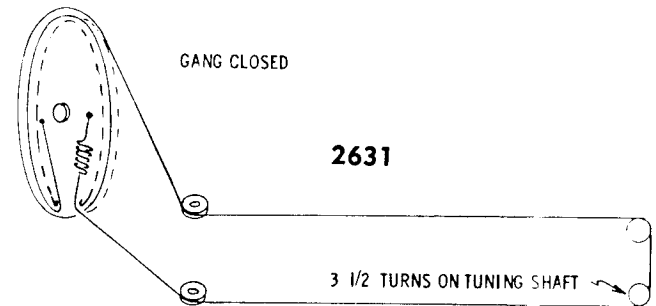
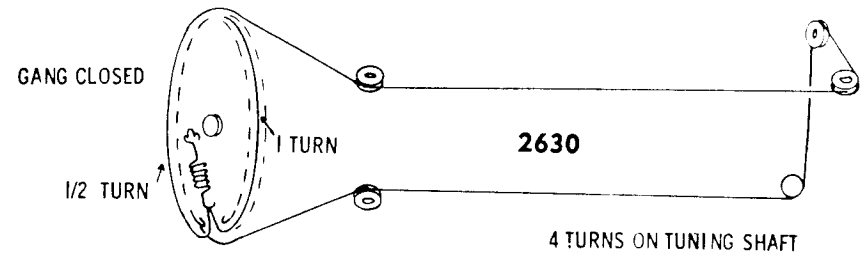
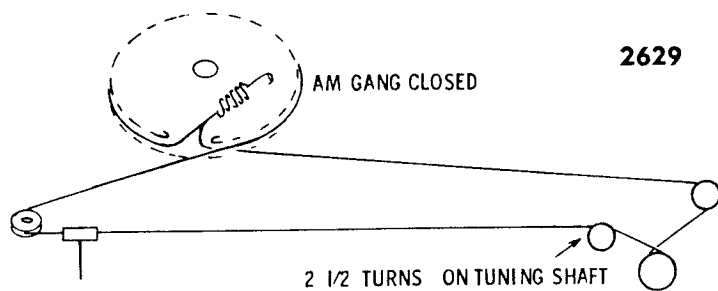
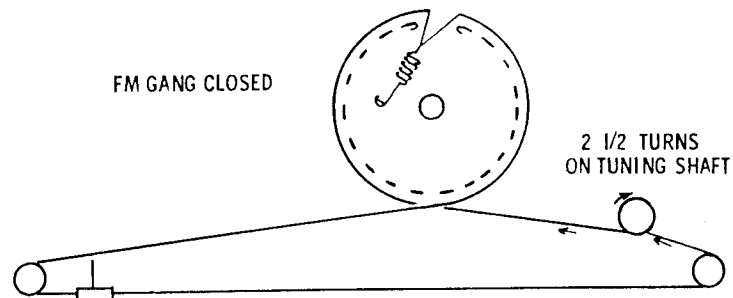
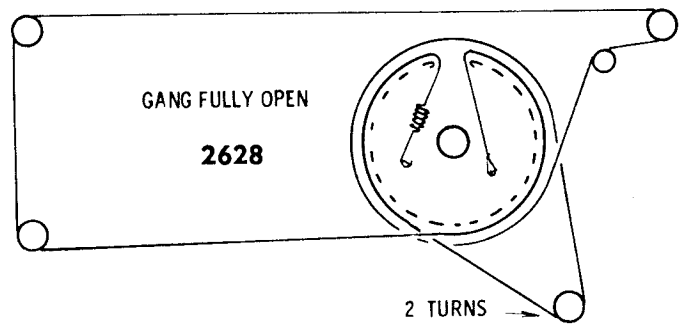
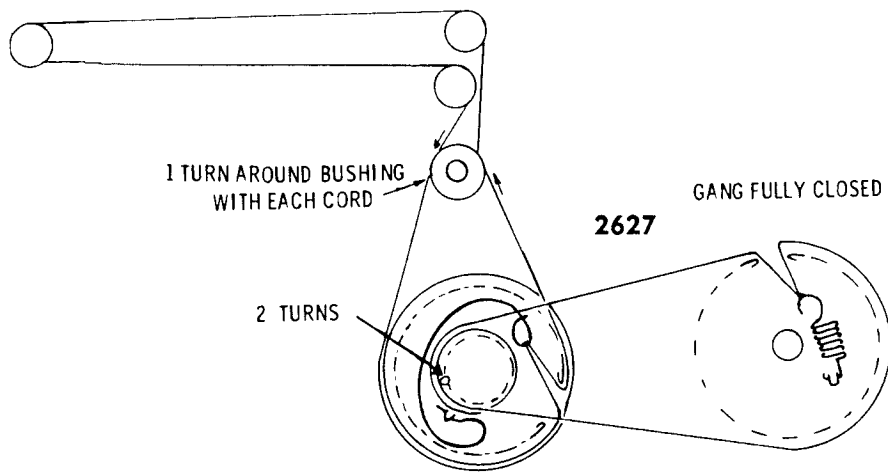
3 1 2 TURNS

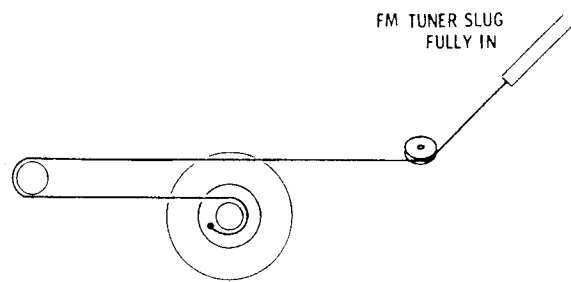
GANG FULLY CLOSED

2612

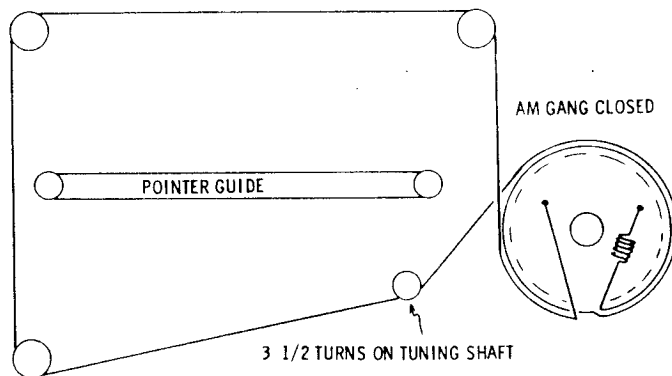




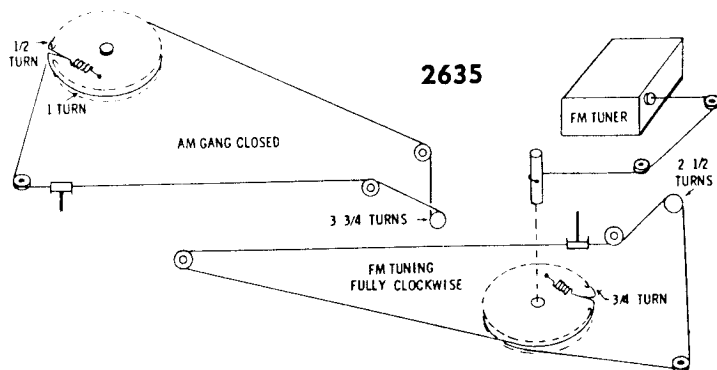




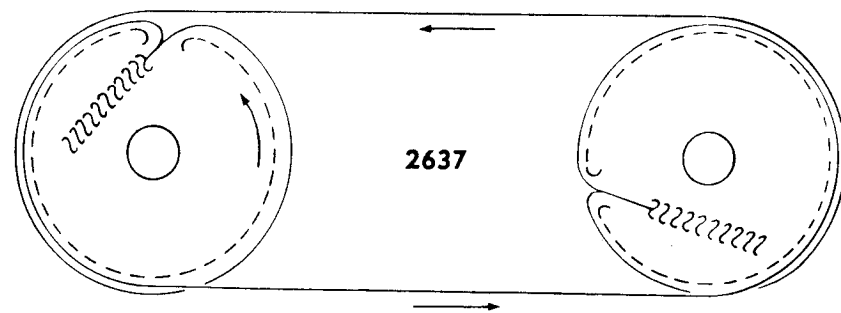
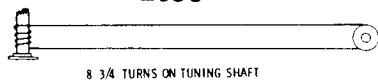
**2634**



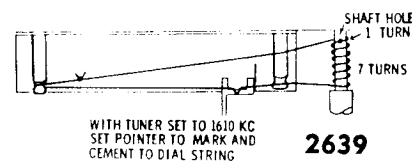
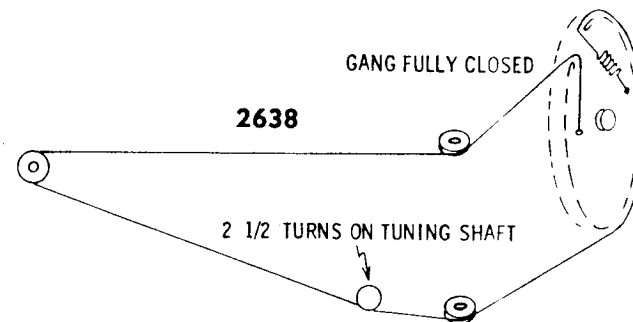
**2635**



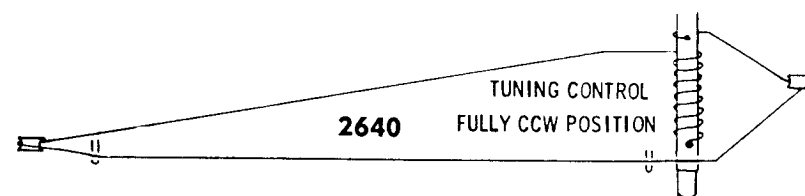
**2636**



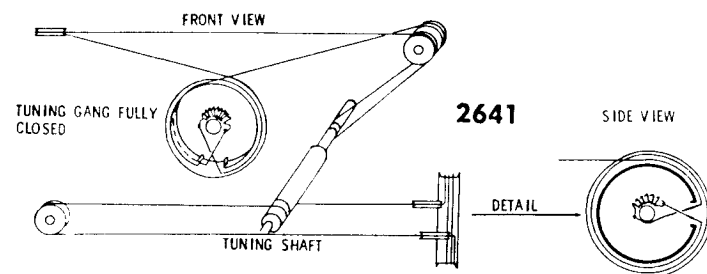
**2638**

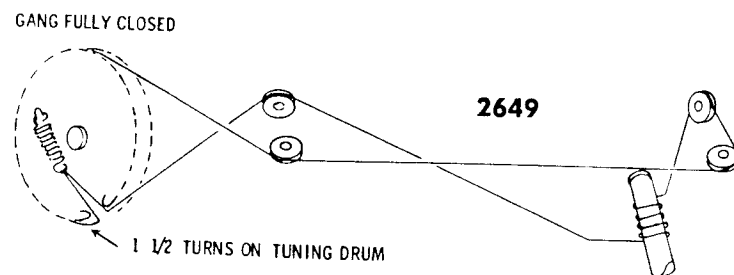
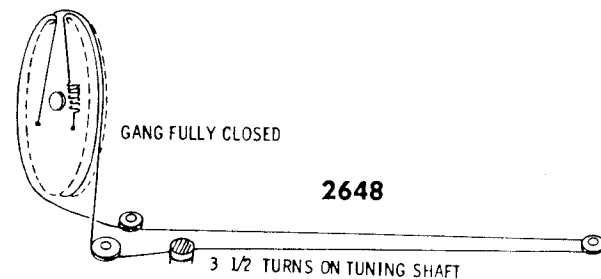
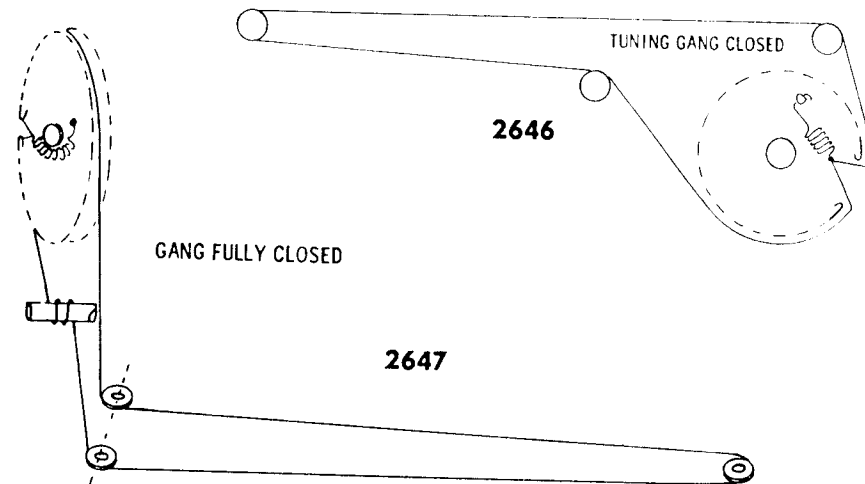
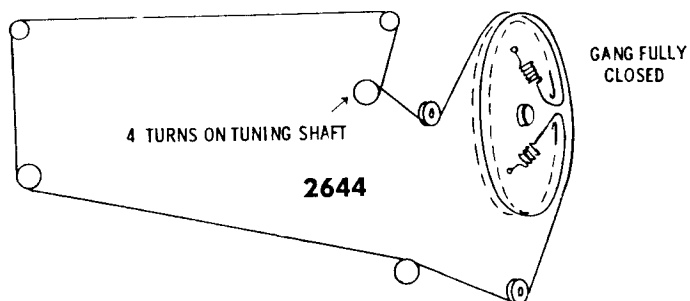
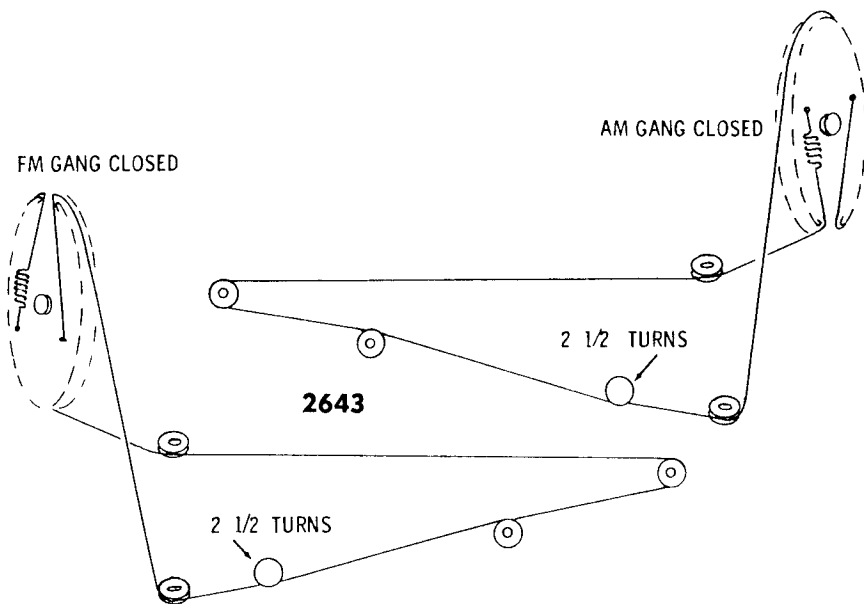
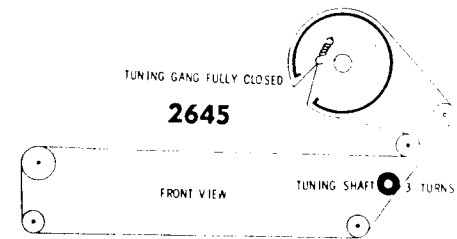
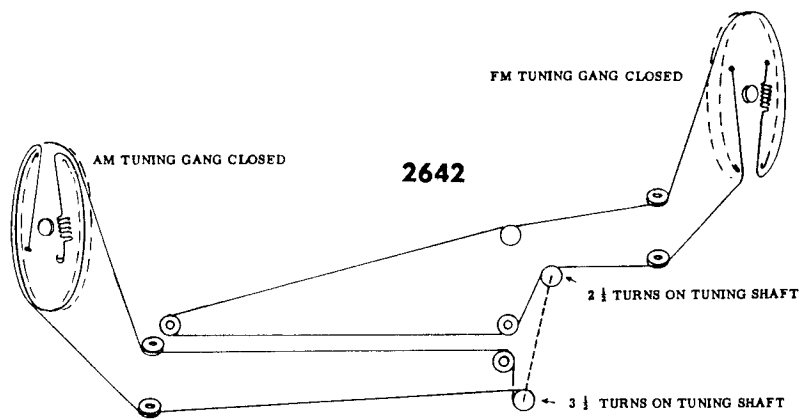


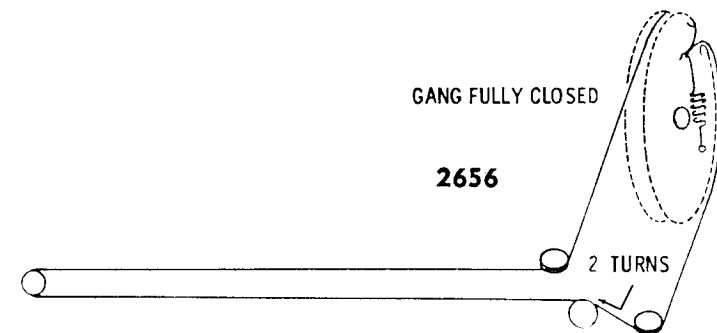
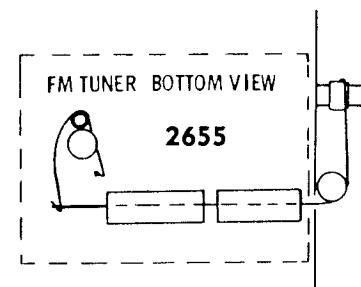
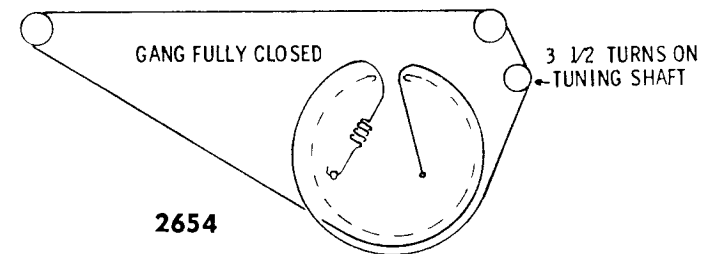
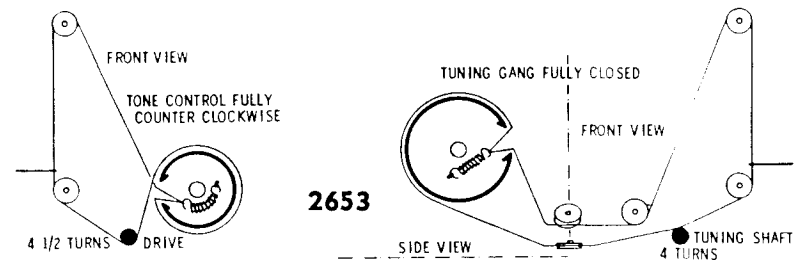
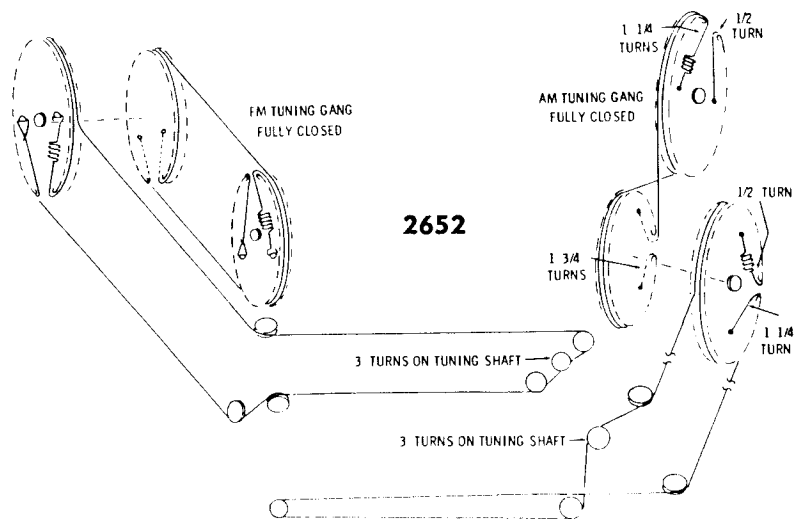
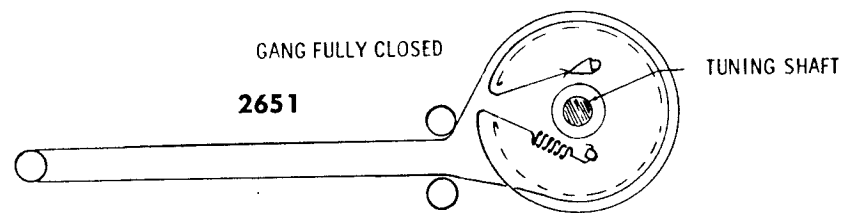
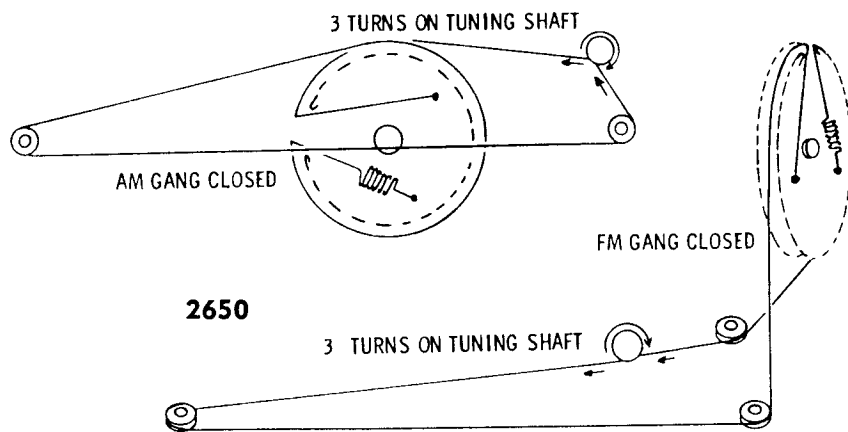
**2639**

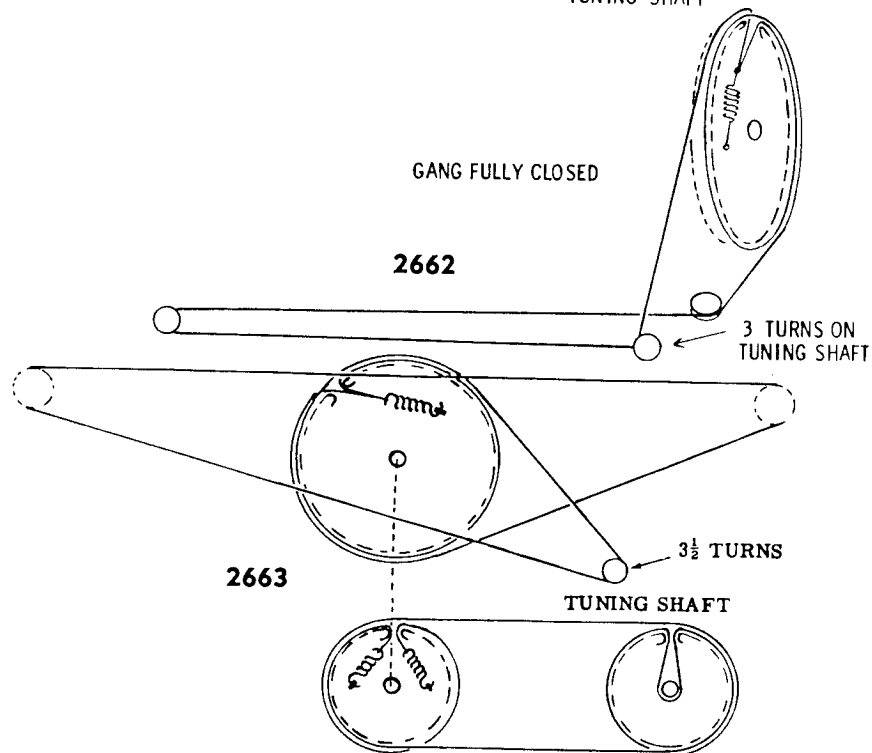
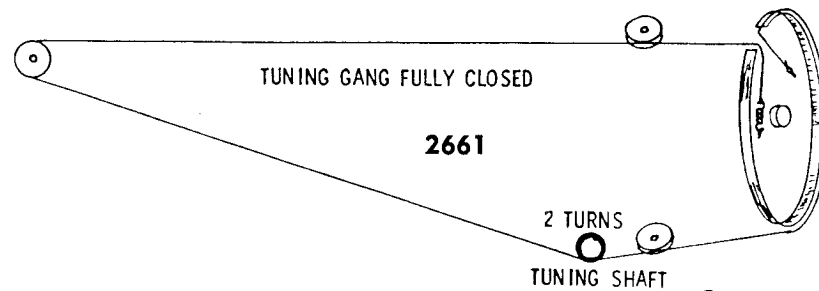
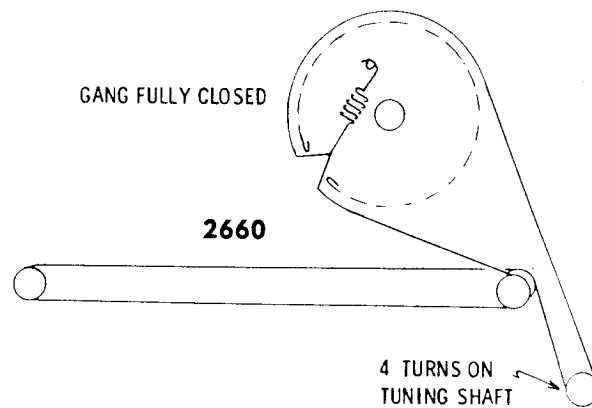
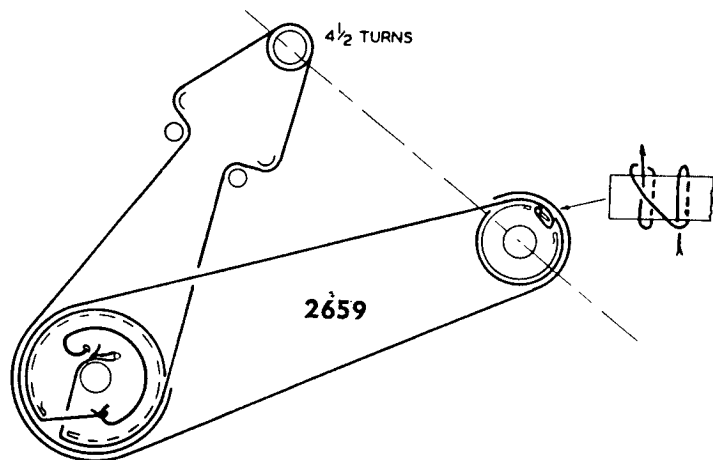
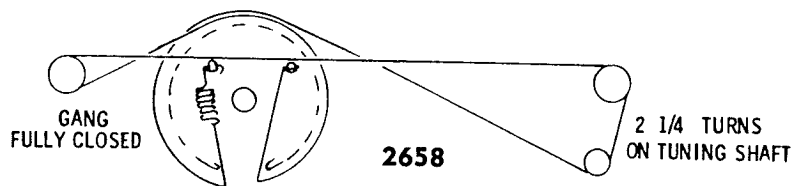
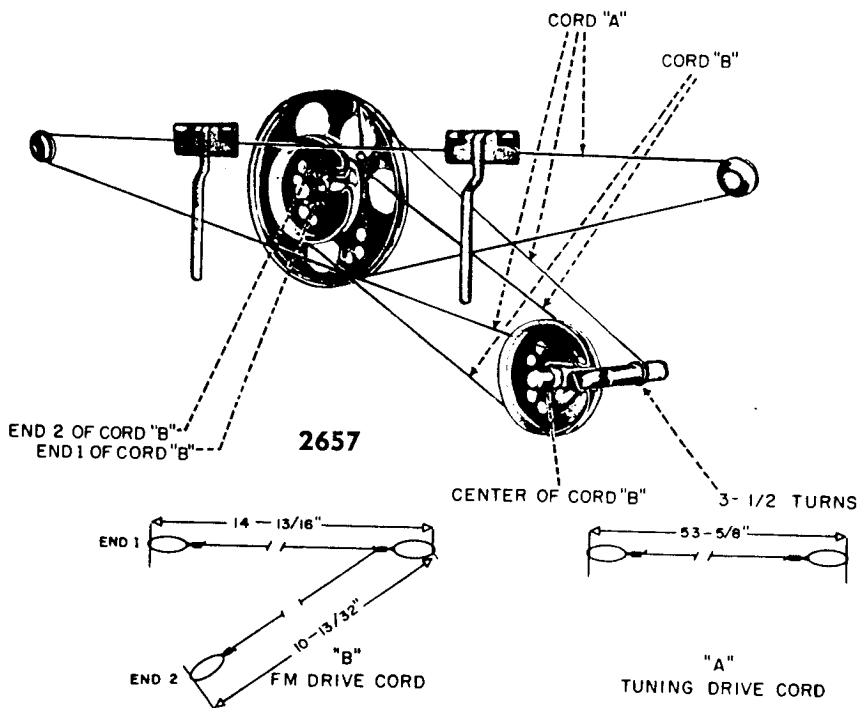


**2641**

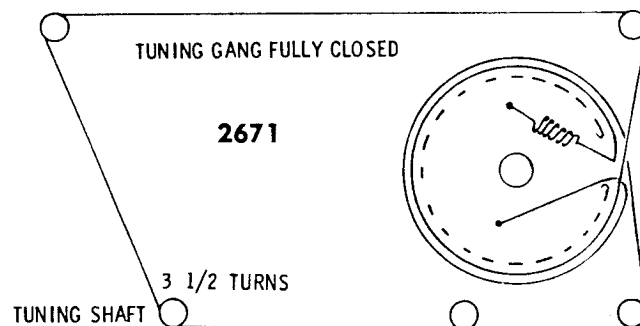
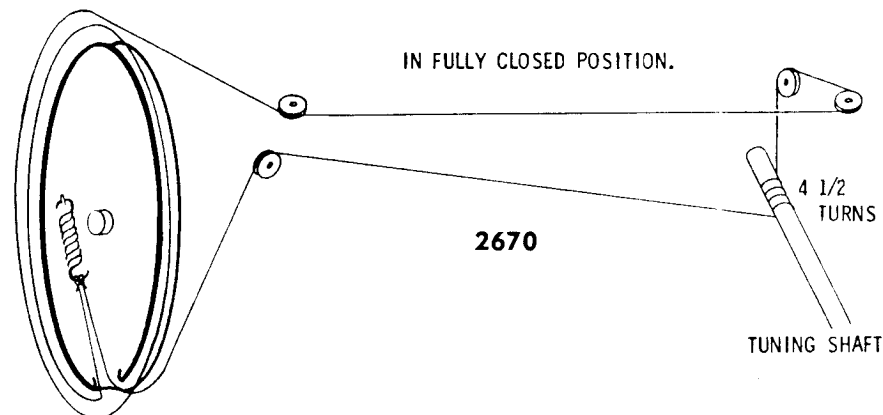
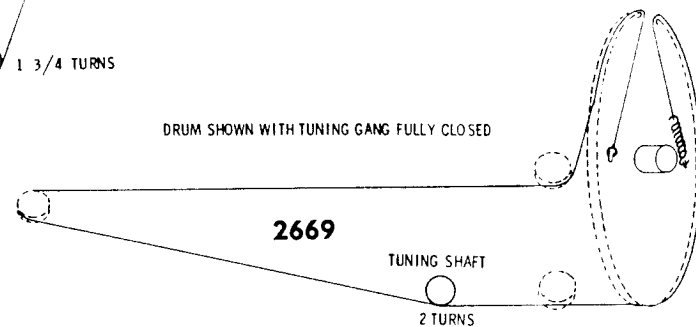
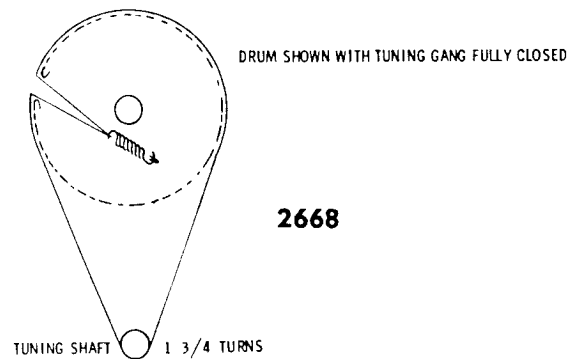
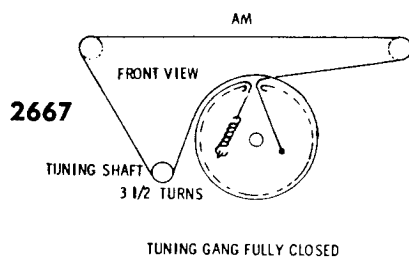
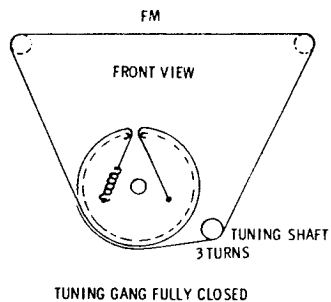
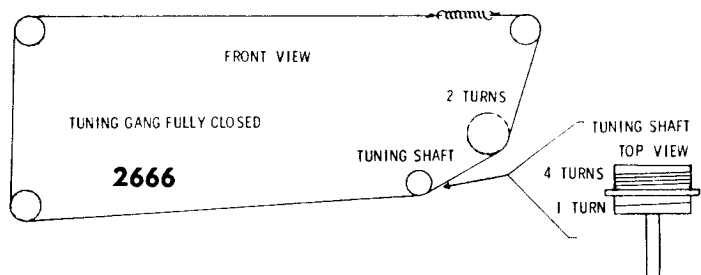
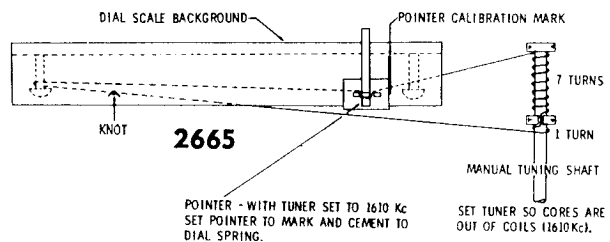
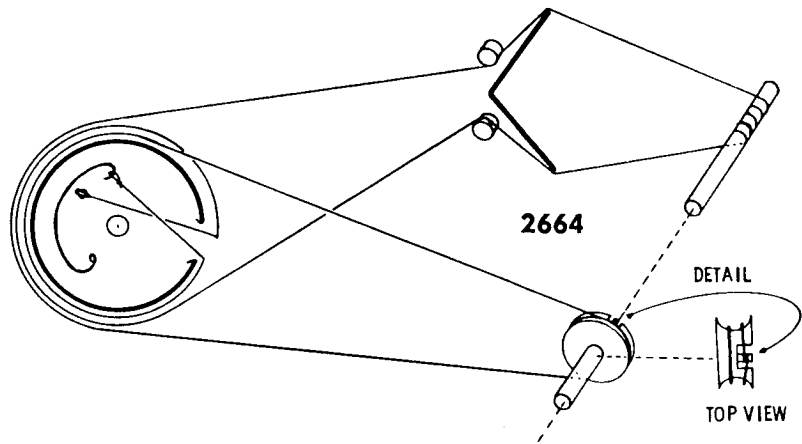








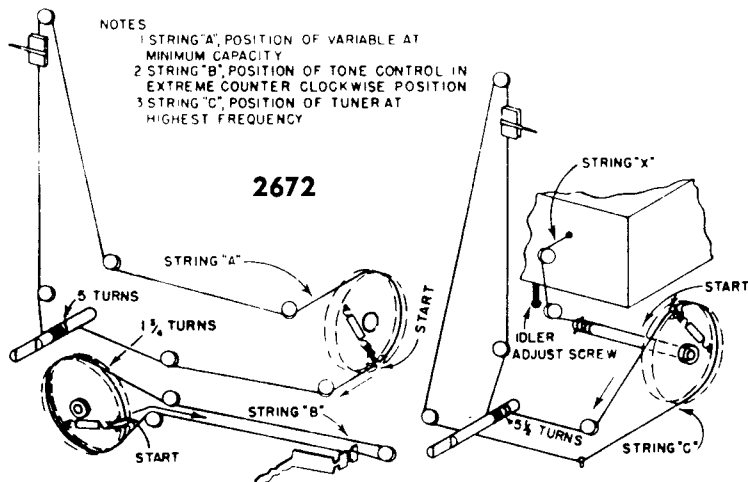




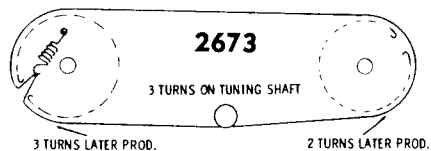
NOTES

- 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

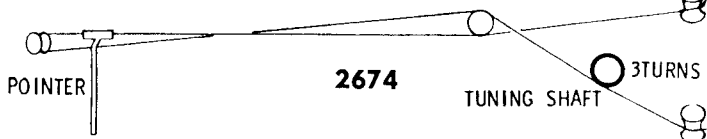


2673

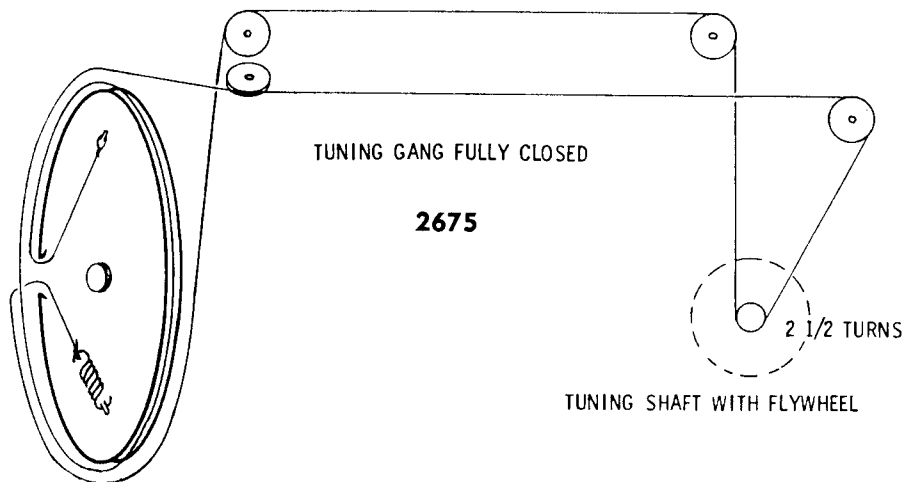


TUNING GANG FULLY CLOSED

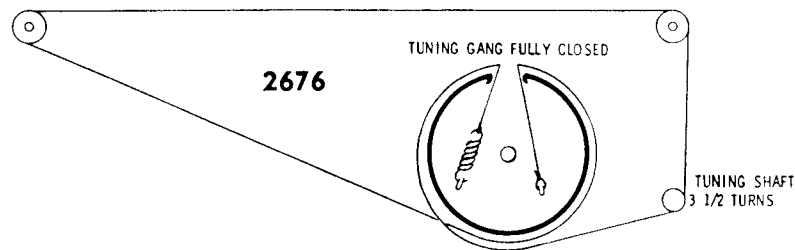
2674



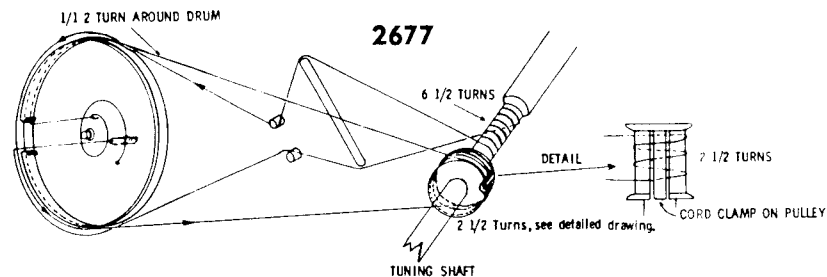
2675



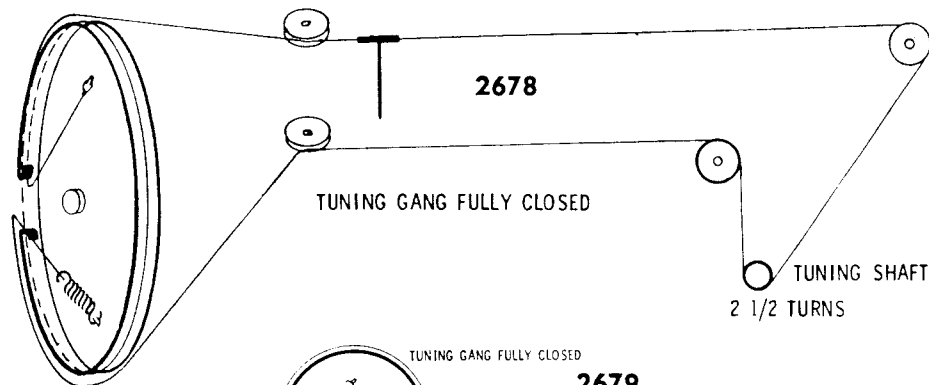
2676



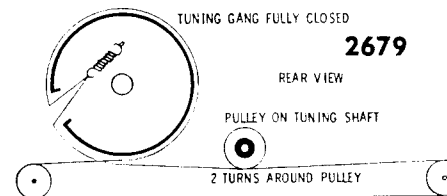
2677



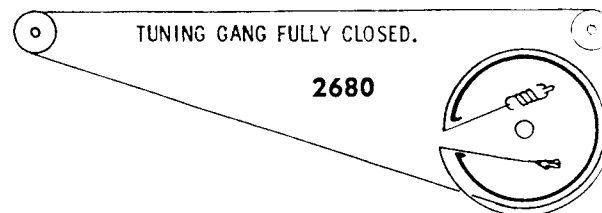
2678



2679



2680



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

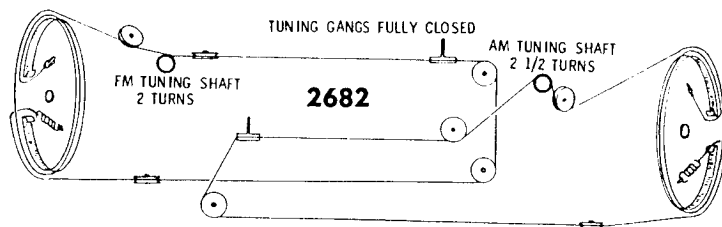
2681

4 TURNS AROUND SMALL PULLEY

NOT UNDER NOTCH

THEN 2 TURNS UNDER NOTCH

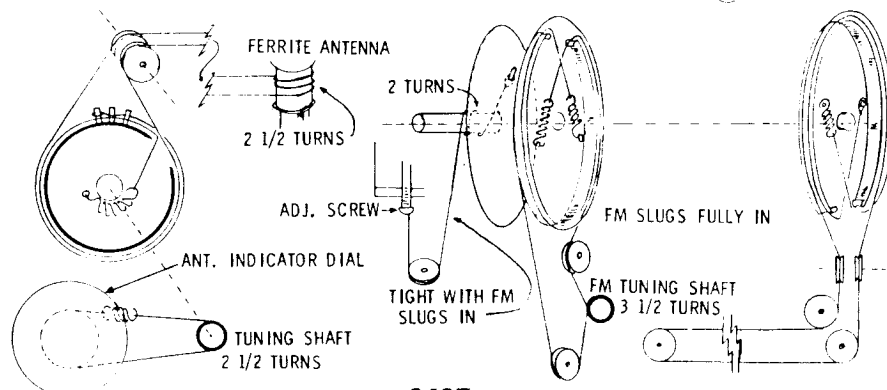
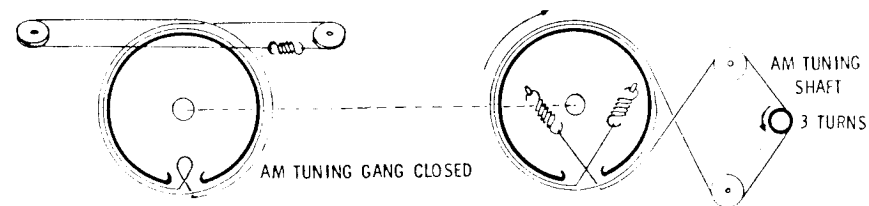
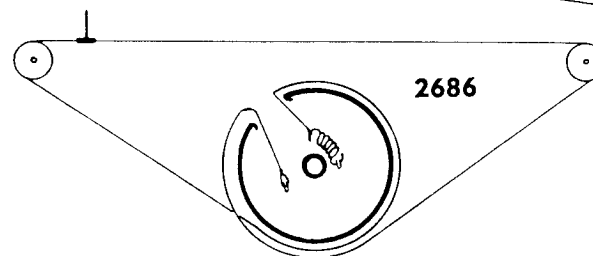
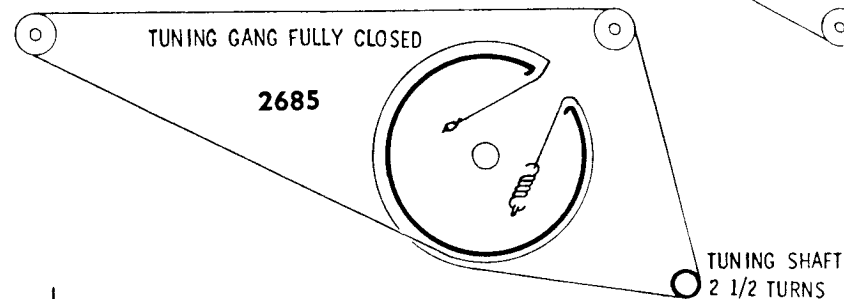
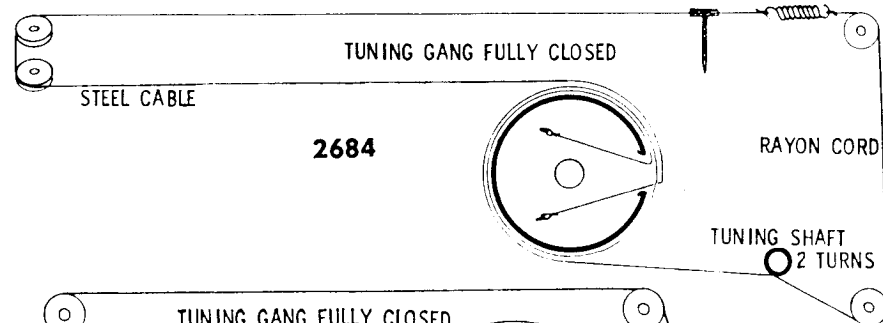
FINE TUNING SHAFT MUST BE IN FULL COUNTERCLOCKWISE POSITION BEFORE RESTRINGING

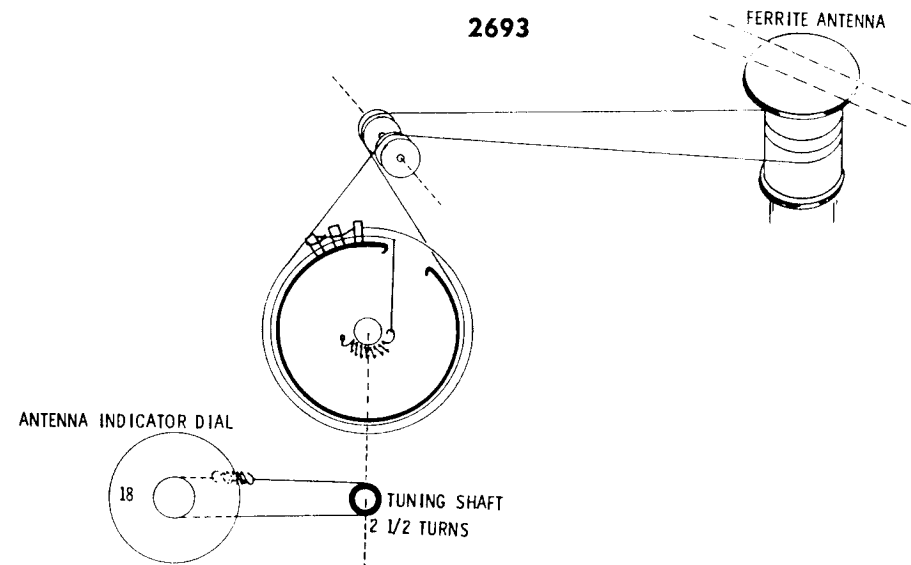
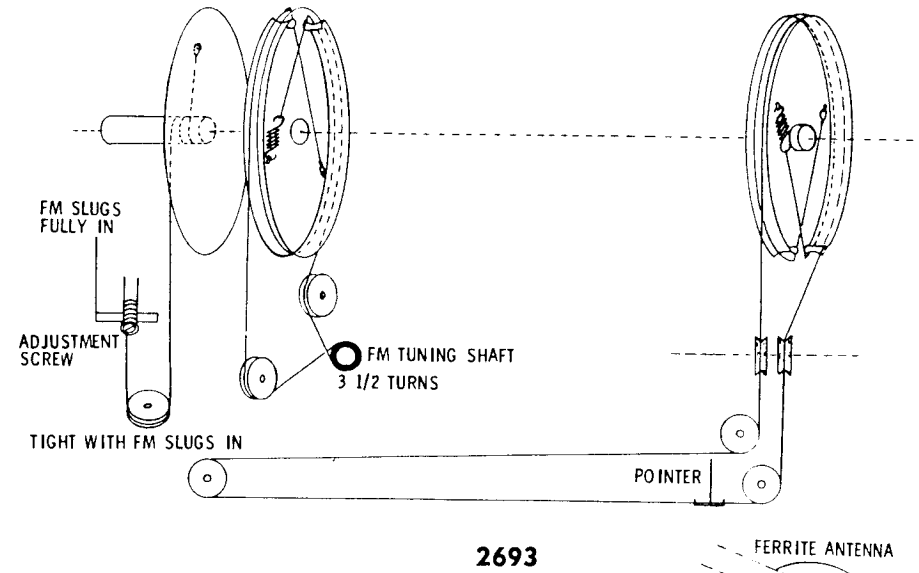
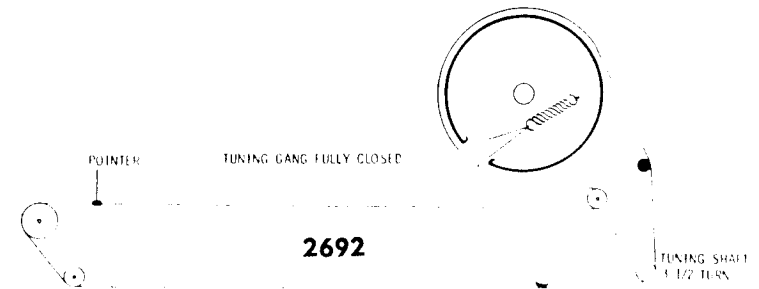
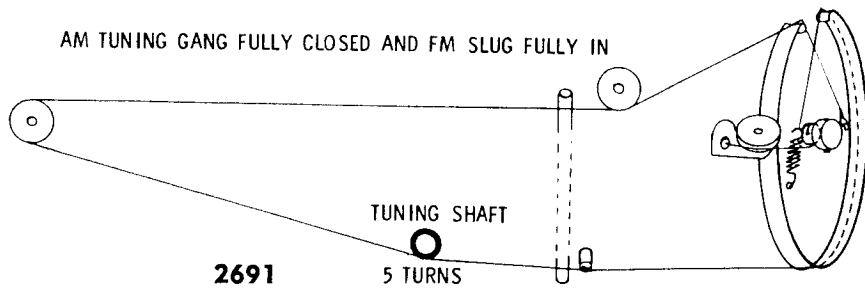
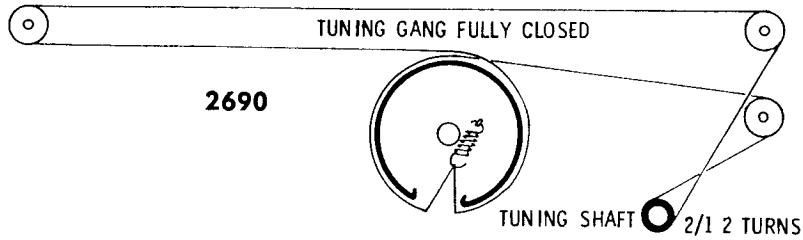
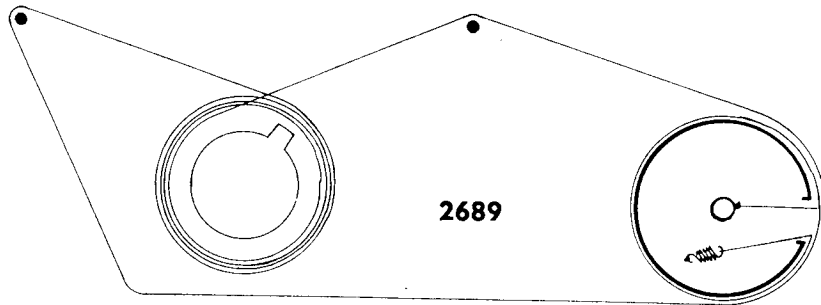
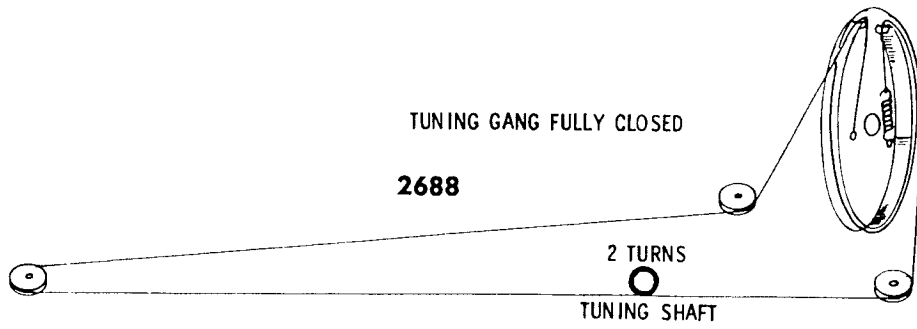


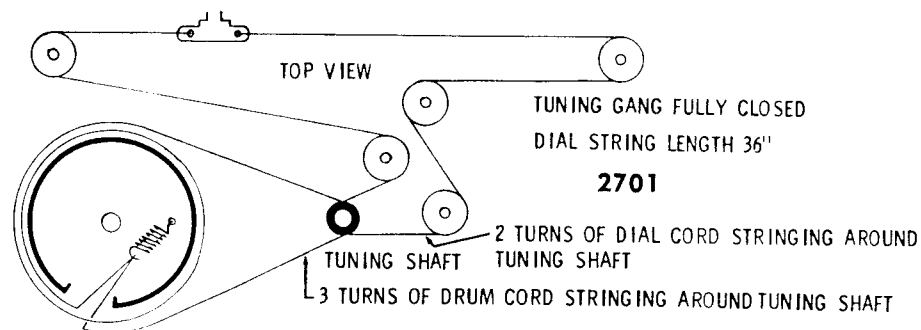
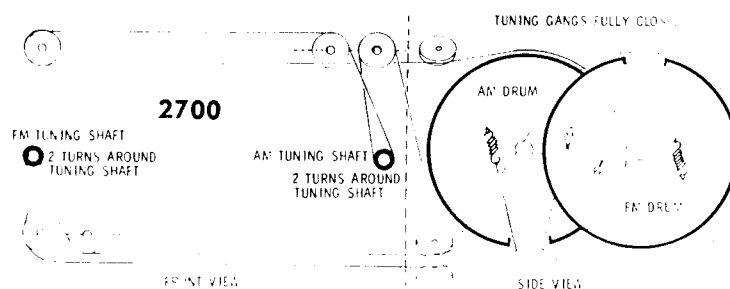
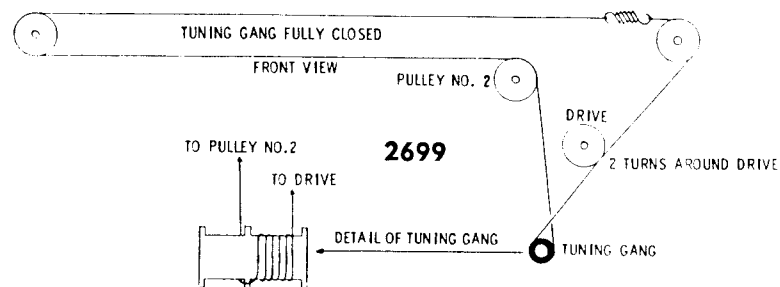
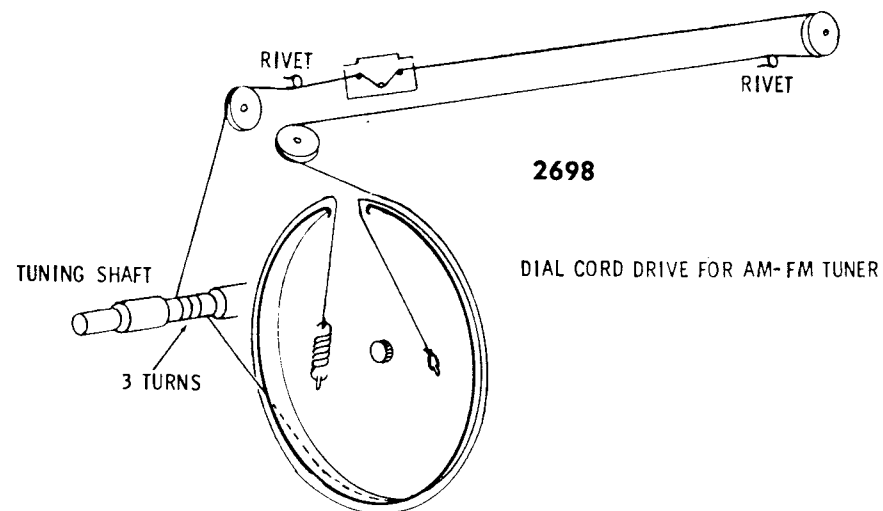
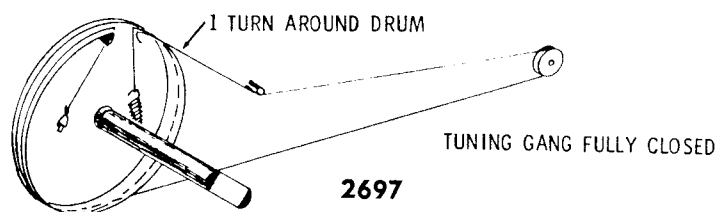
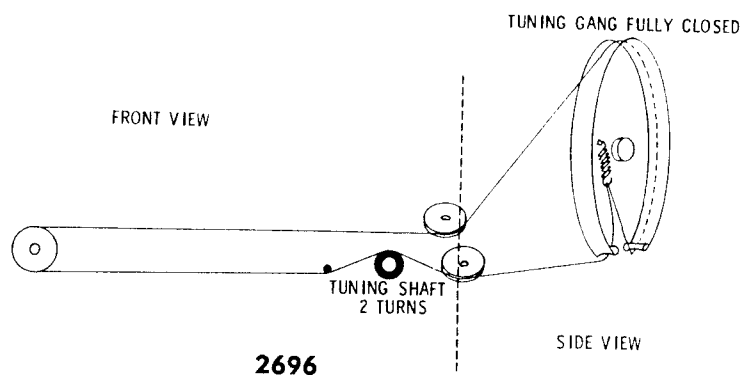
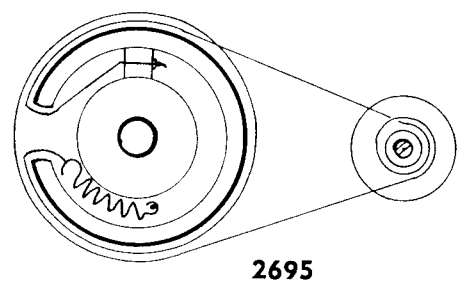
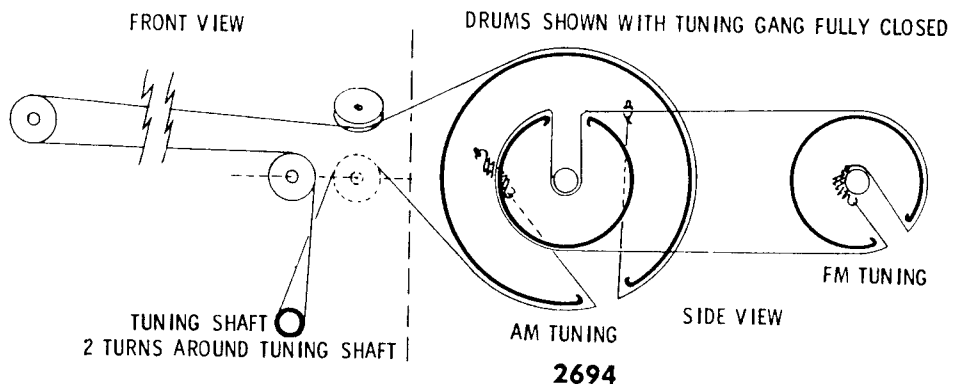
TUNING GANG FULLY CLOSED

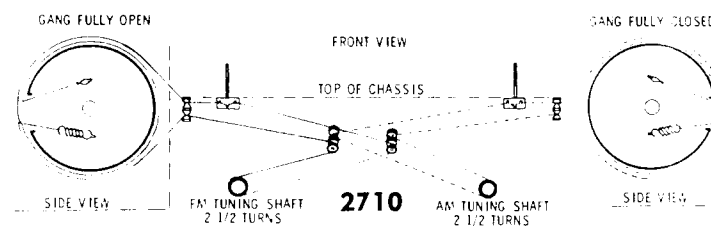
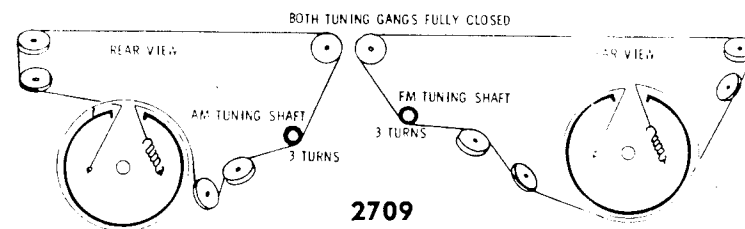
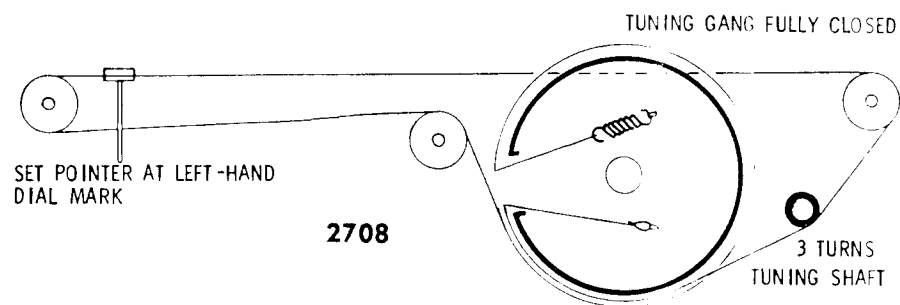
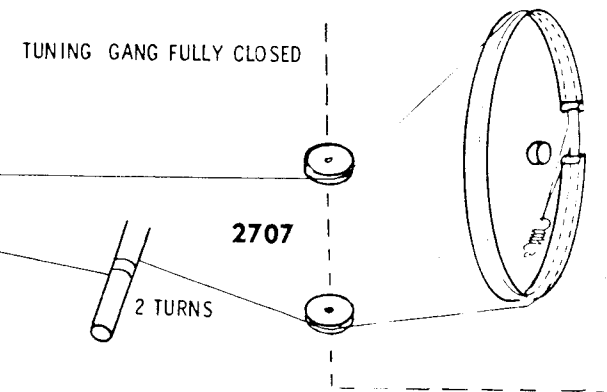
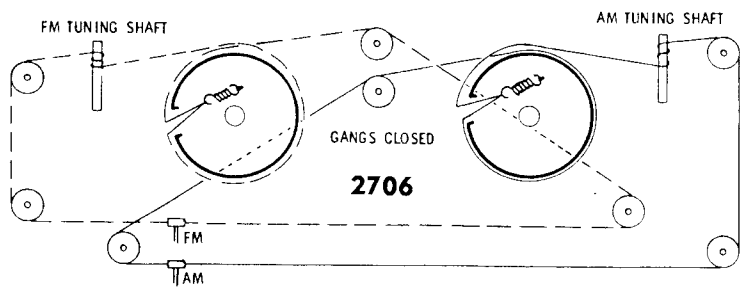
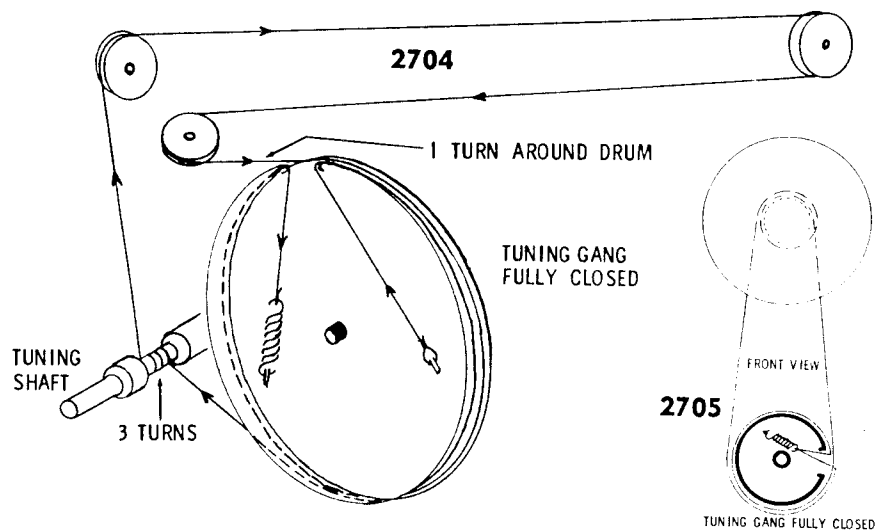
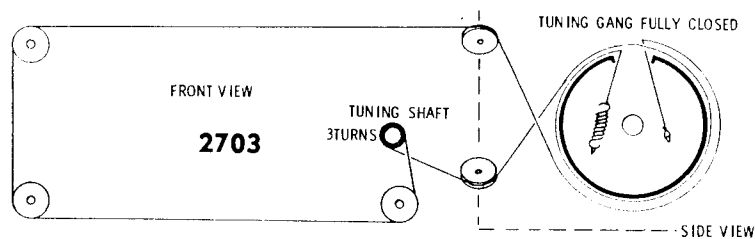
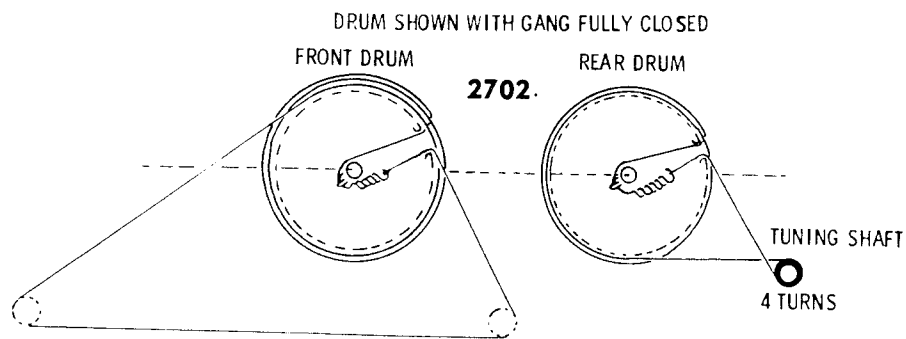
TUNING SHAFT 3 TURNS

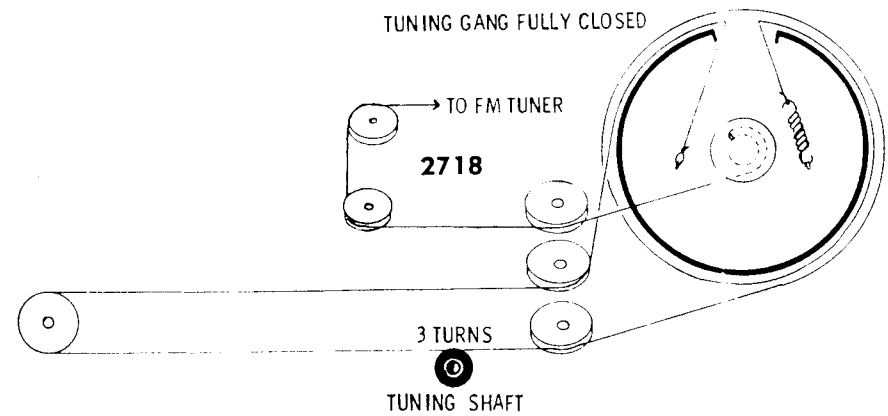
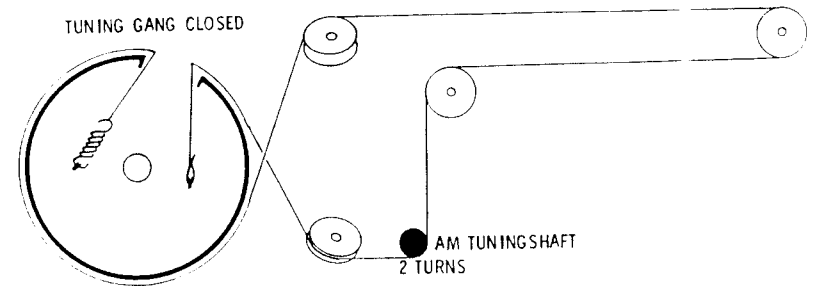
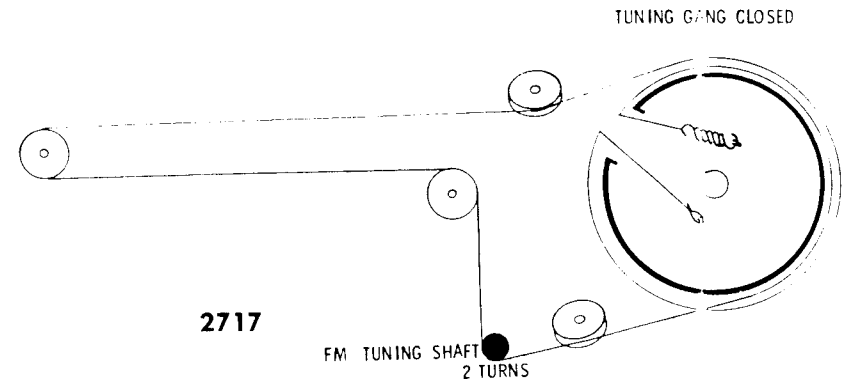
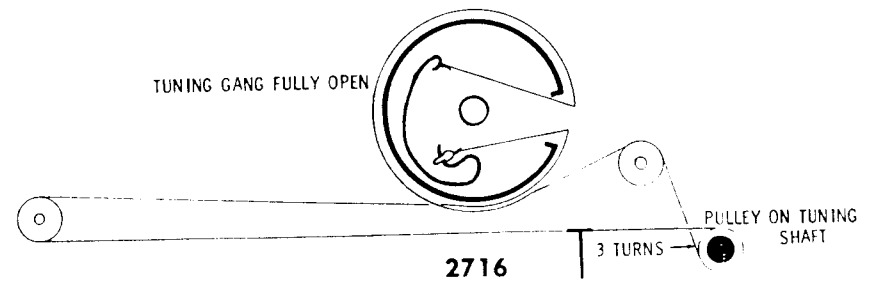
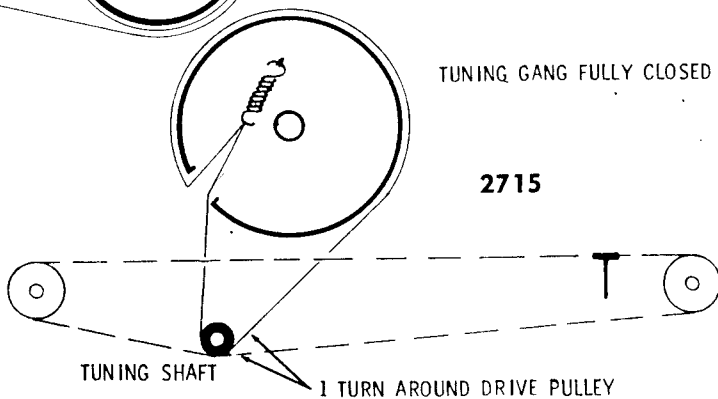
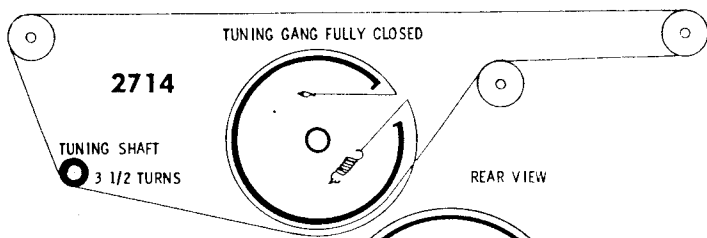
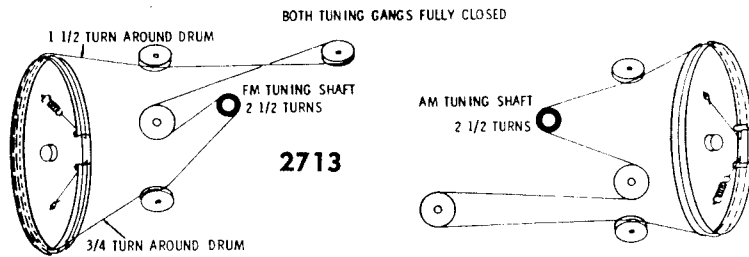
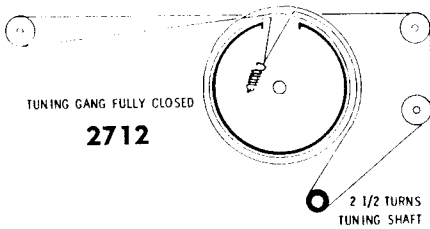
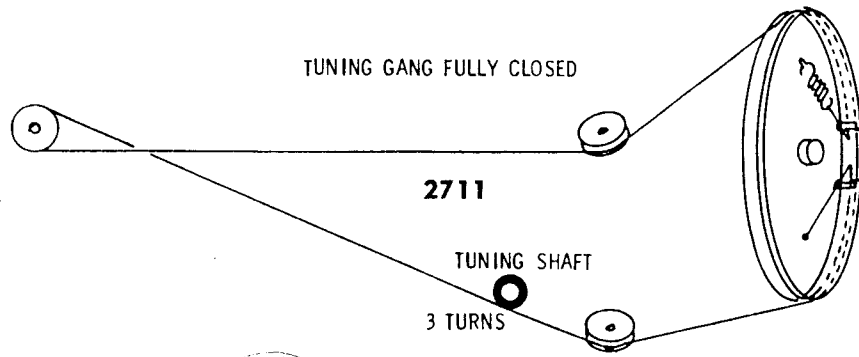
2683





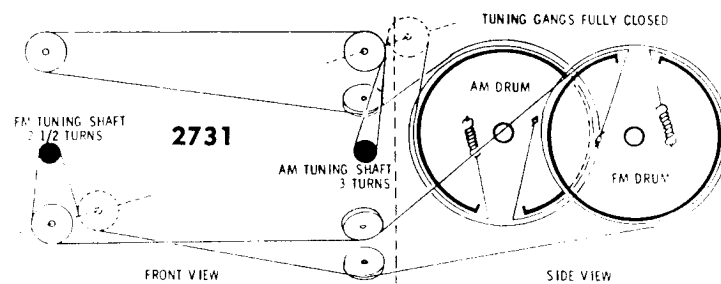
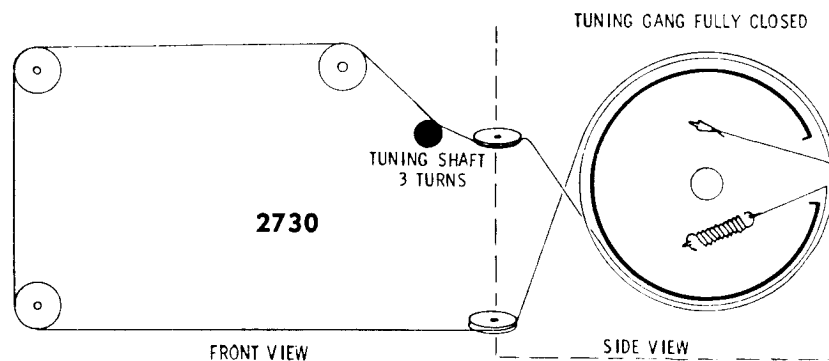
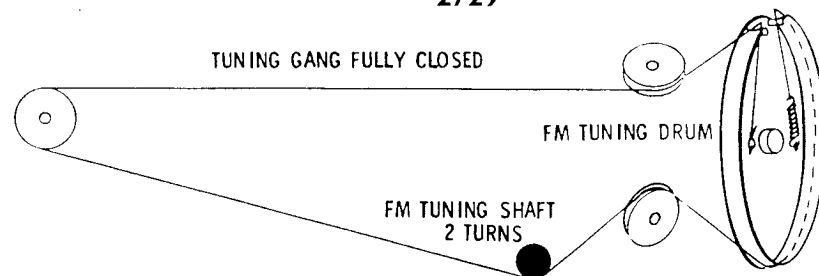
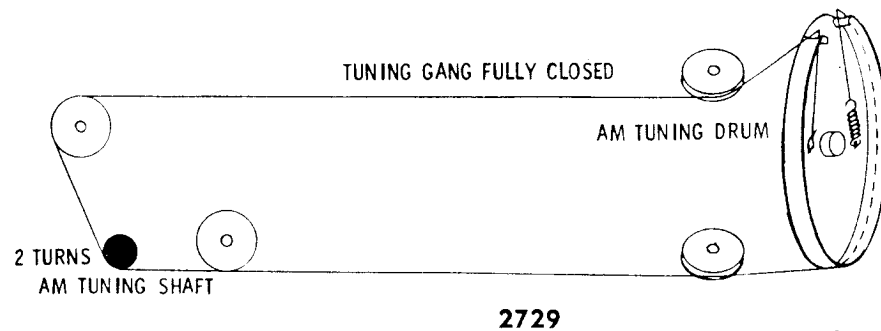
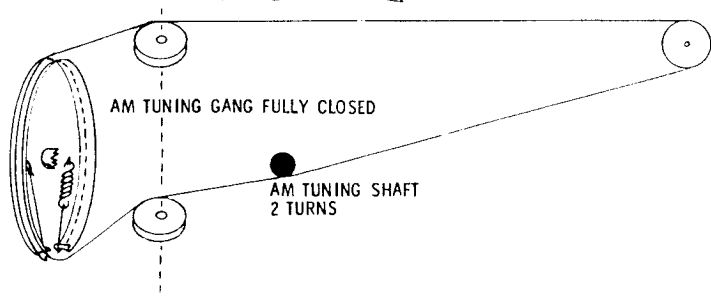
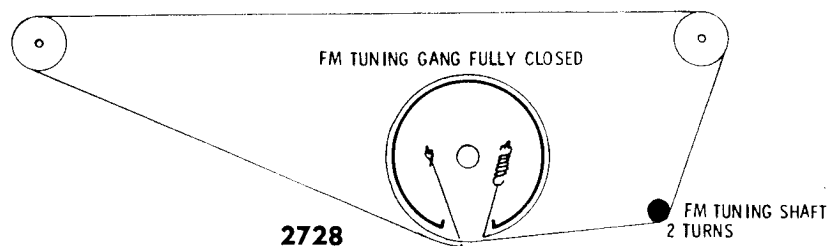
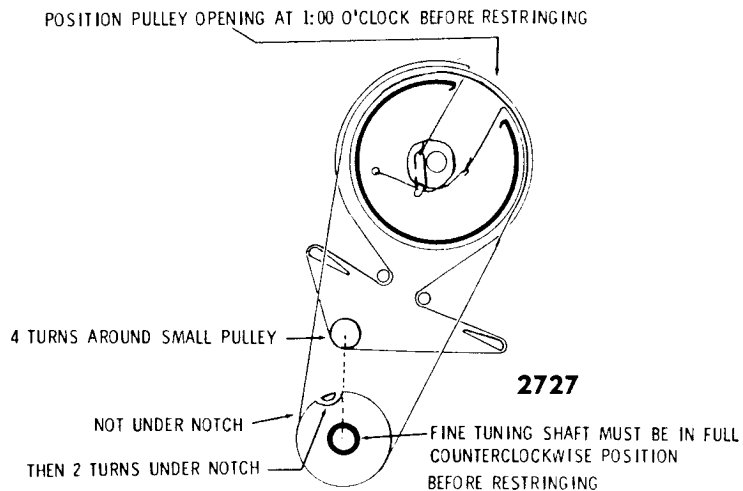
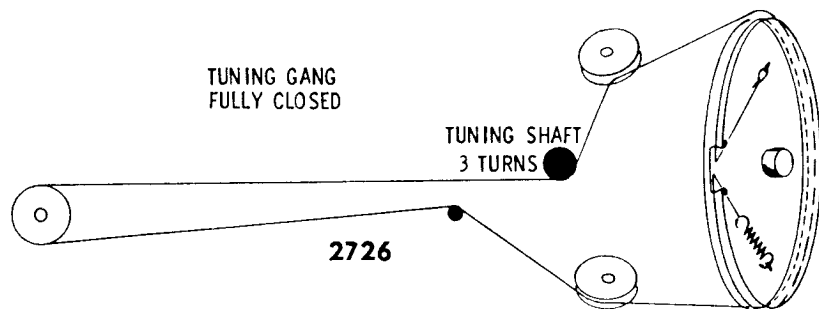












TUNING GANG FULLY CLOSED

2732

TUNING SHAFT  
2 1/2 TURNS

GANG FULLY CLOSED

DIAL POINTER AT "0" ON LOG SCALE

2733

TUNING SHAFT

3 TURNS

FRONT VIEW

2734

TUNING SHAFT  
2 TURNS

TUNING GANG FULLY CLOSED

SIDE VIEW

TUNING SLUG FULLY IN

2735

TUNING SHAFT  
1 1/2 TURNS

REAR VIEW OF DIAL PLATE

TUNING GANG FULLY CLOSED

REAR VIEW

TUNING SHAFT  
2 1/2 TURNS

2736

SIDE VIEW

FRONT VIEW

AM TUNING GANG CLOSED

2737

AM TUNING SHAFT  
2 TURNS

FRONT VIEW

FM TUNING SLUG OUT

FM TUNING SHAFT  
2 TURNS

TUNING GANG FULLY CLOSED

2738

FRONT VIEW

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

FM TUNING GANG FULLY CLOSED

FRONT VIEW

AM TUNING GANG FULLY CLOSED

AM TUNING SHAFT  
2 TURNS

FRONT VIEW

2739

2 1/2 TURNS  
FM TUNING SHAFT

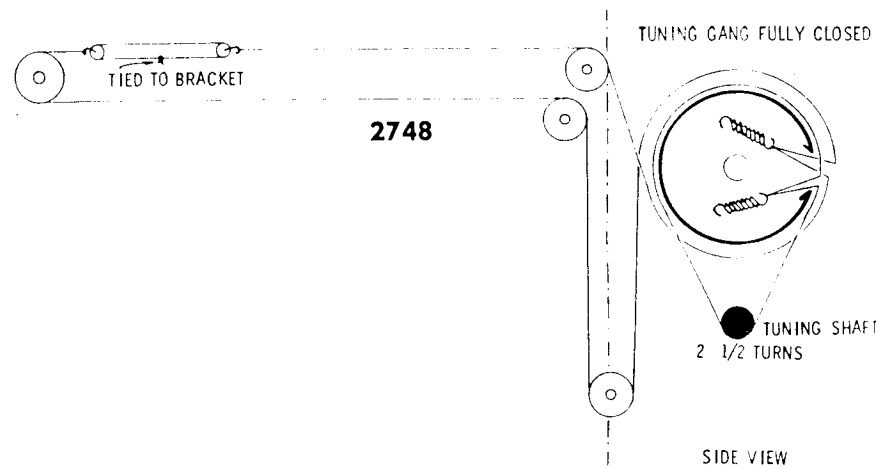
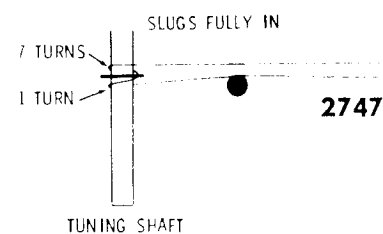
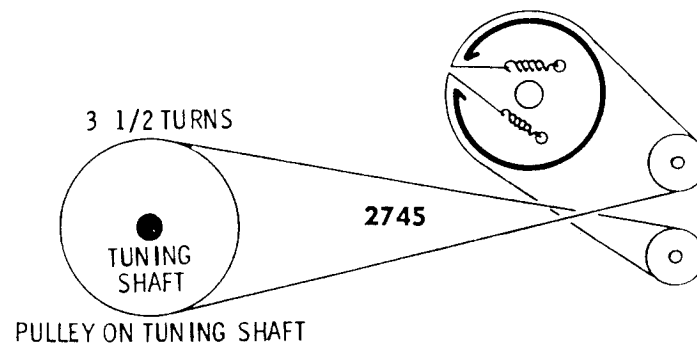
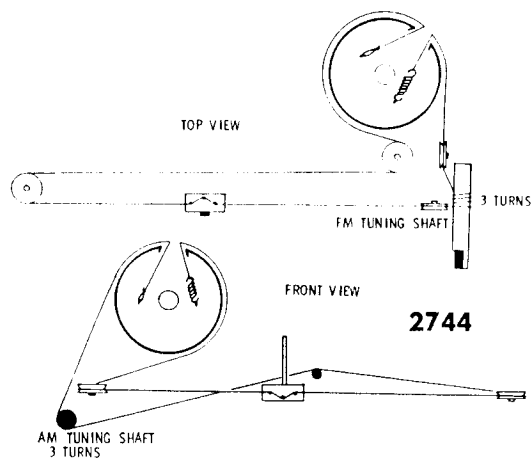
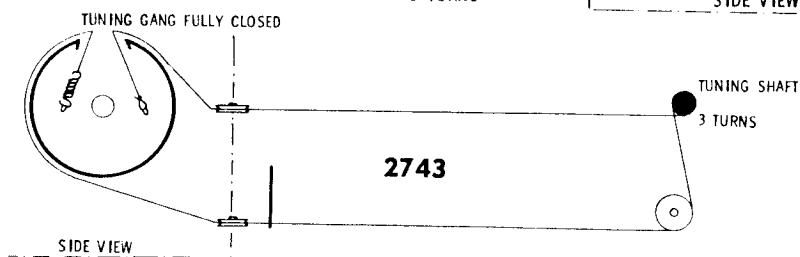
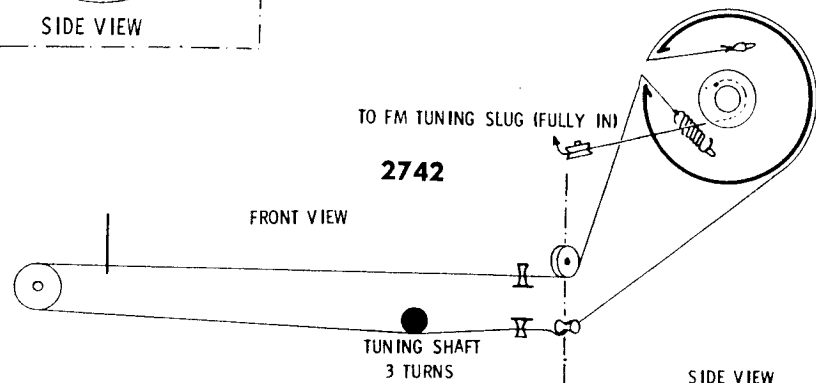
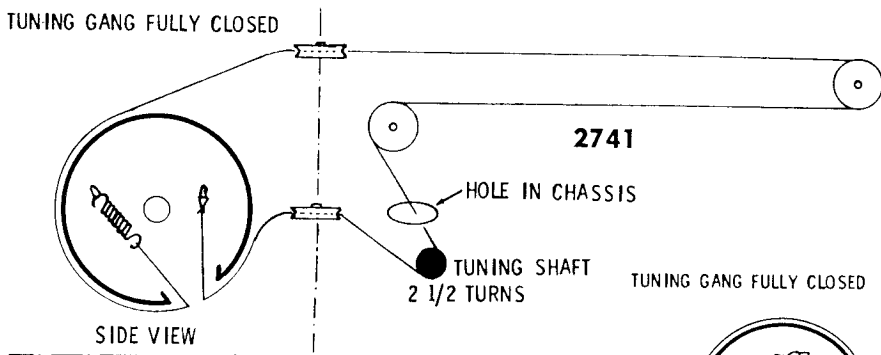
SIDE VIEW

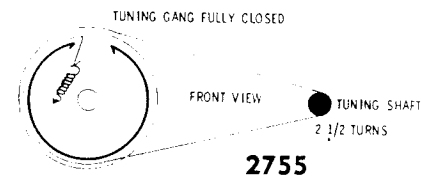
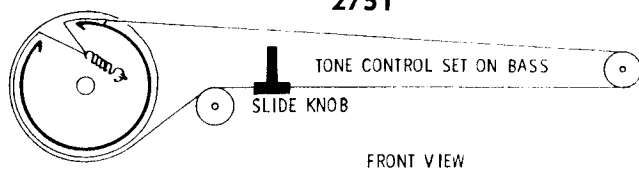
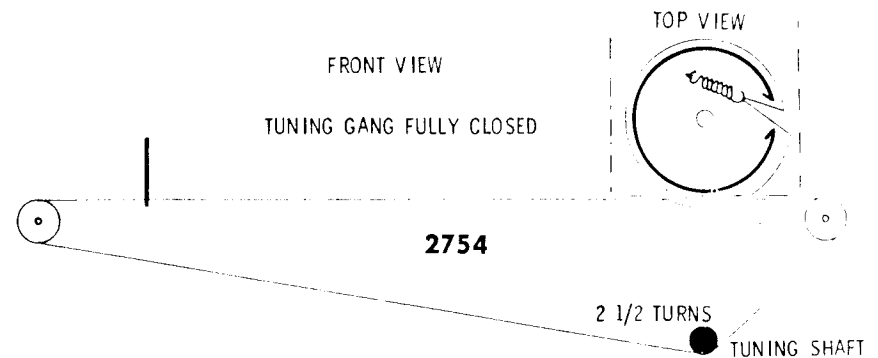
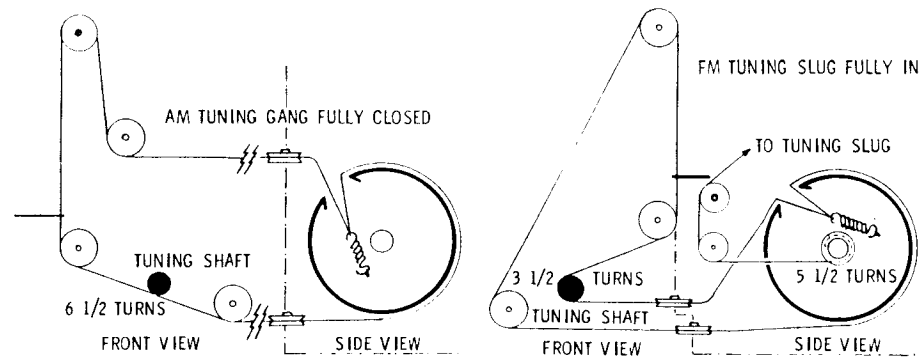
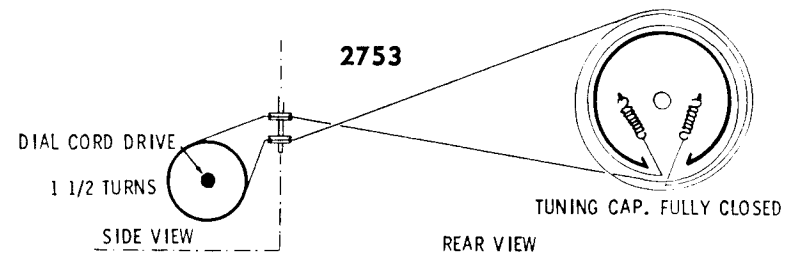
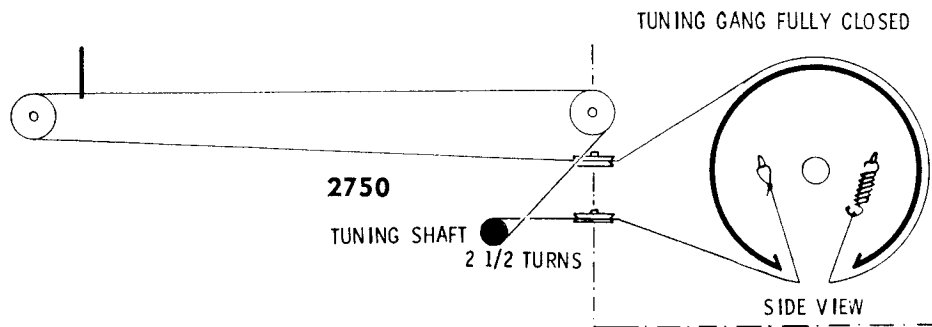
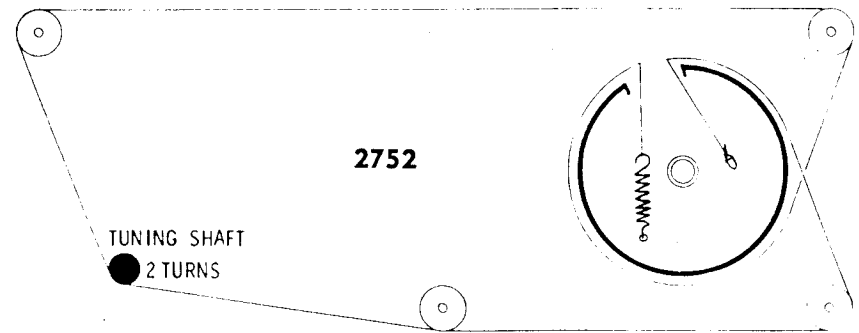
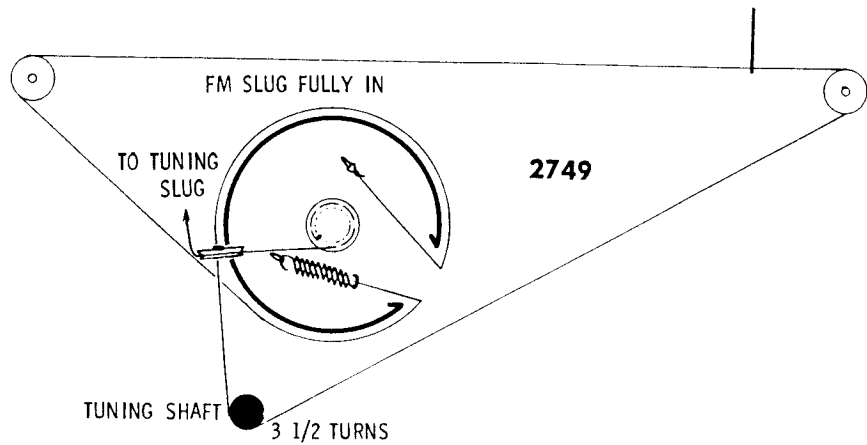
2740

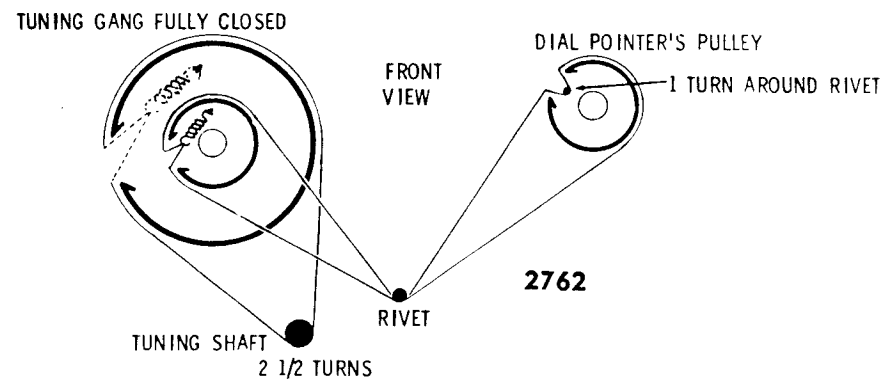
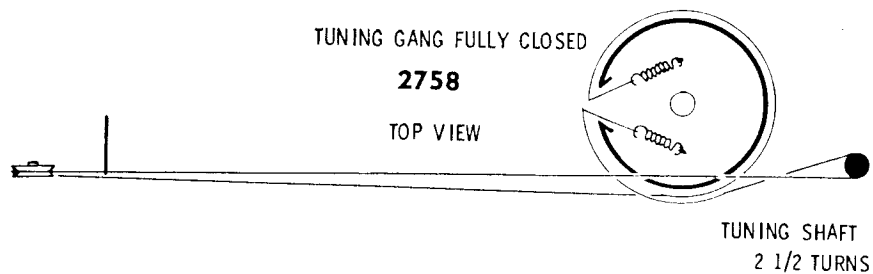
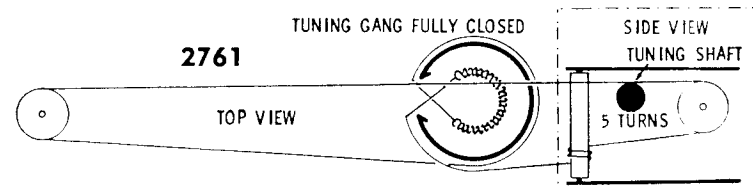
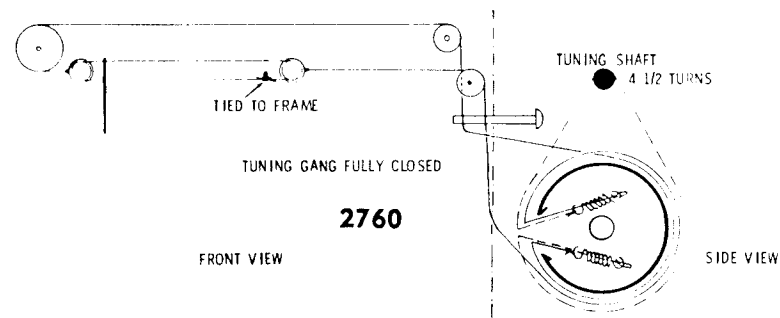
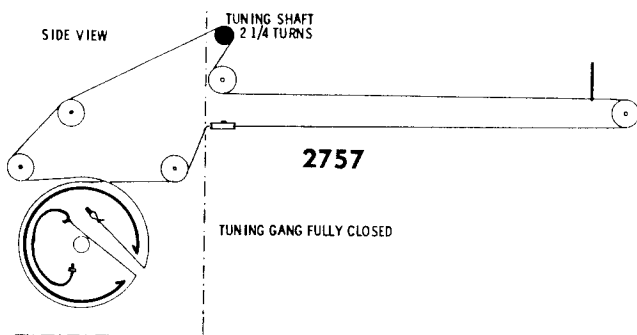
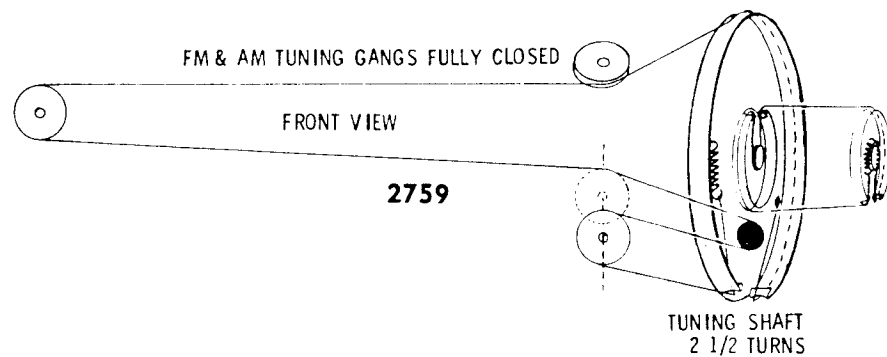
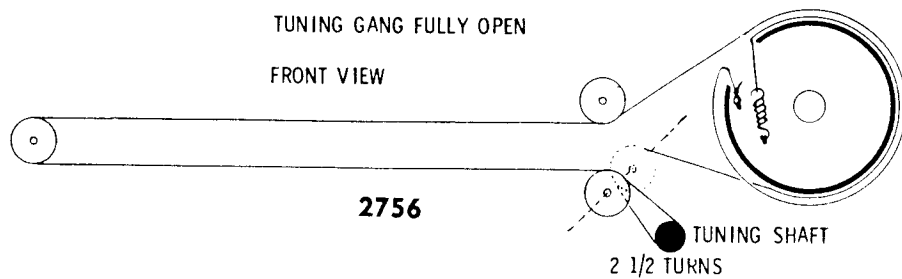
TUNING SHAFT  
3 TURNS

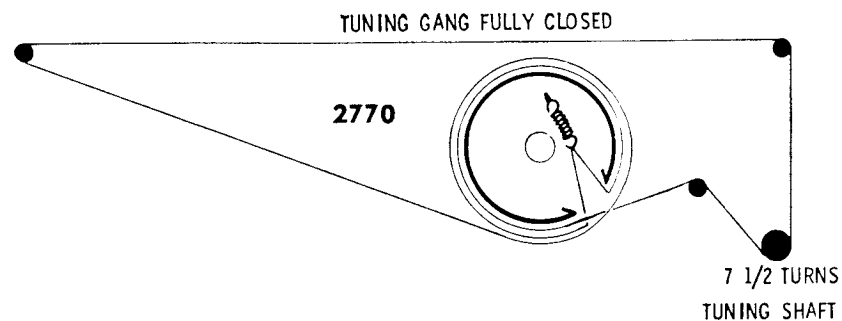
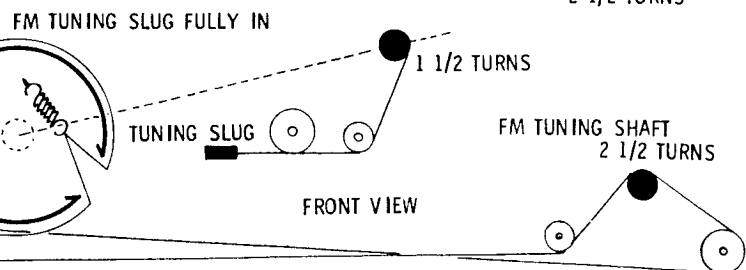
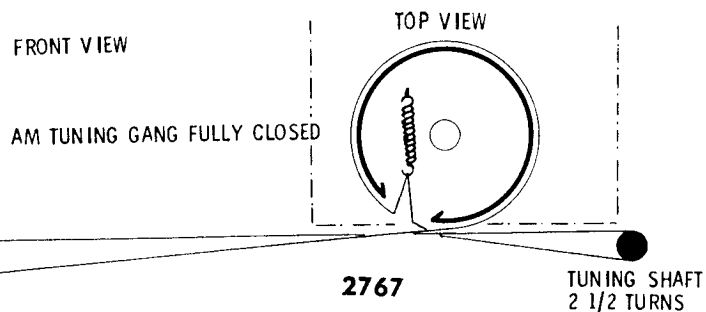
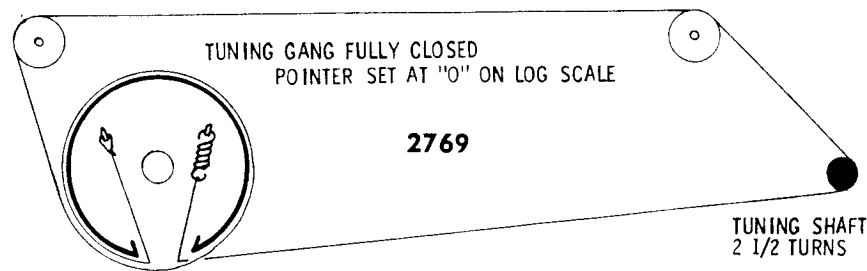
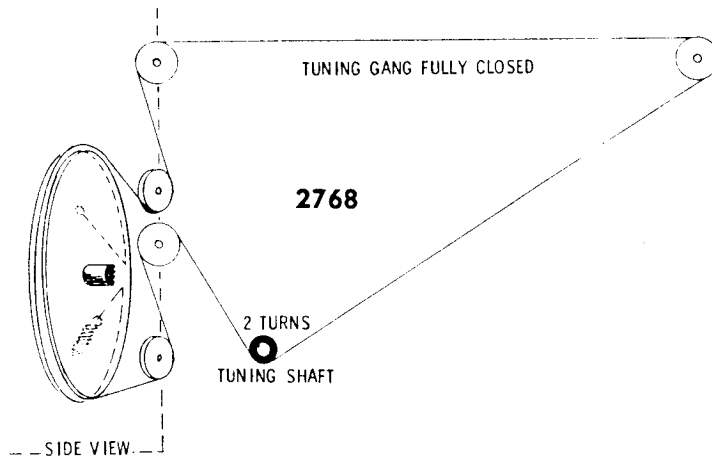
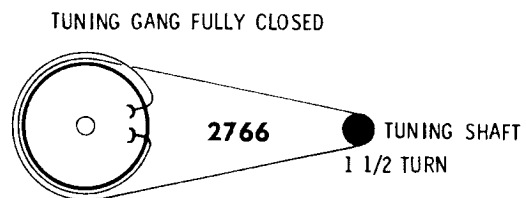
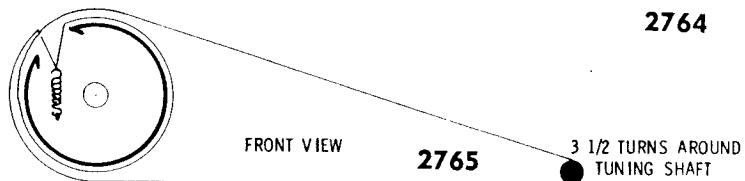
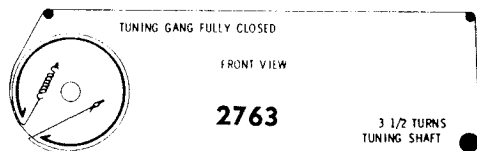
TUNING GANG FULLY OPEN

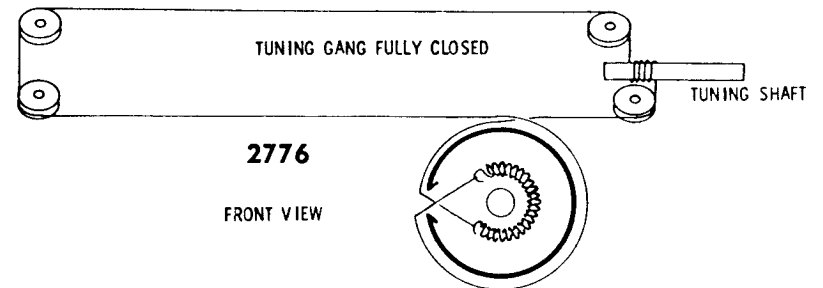
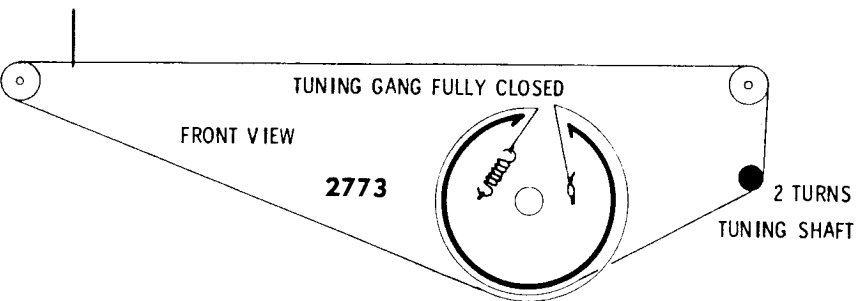
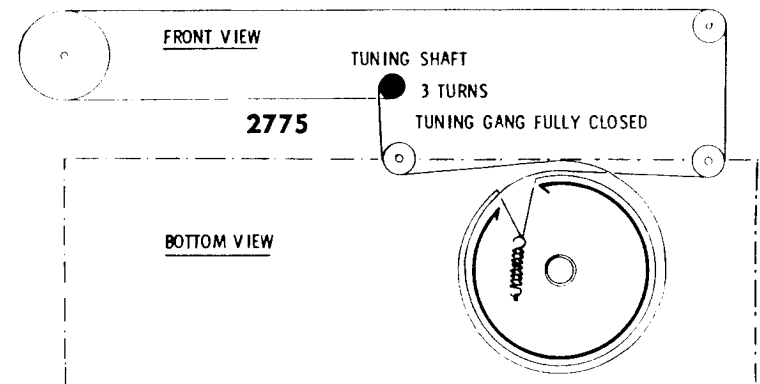
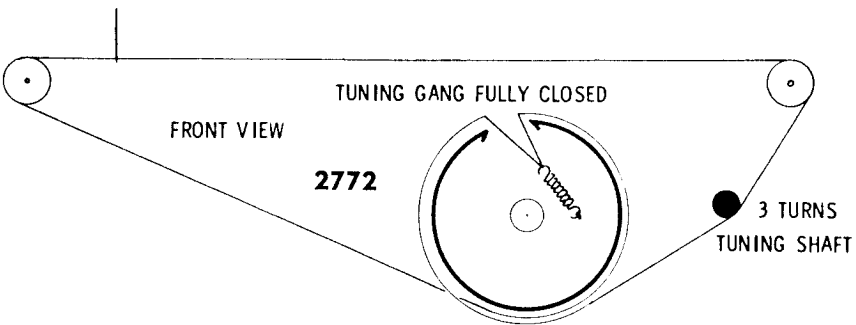
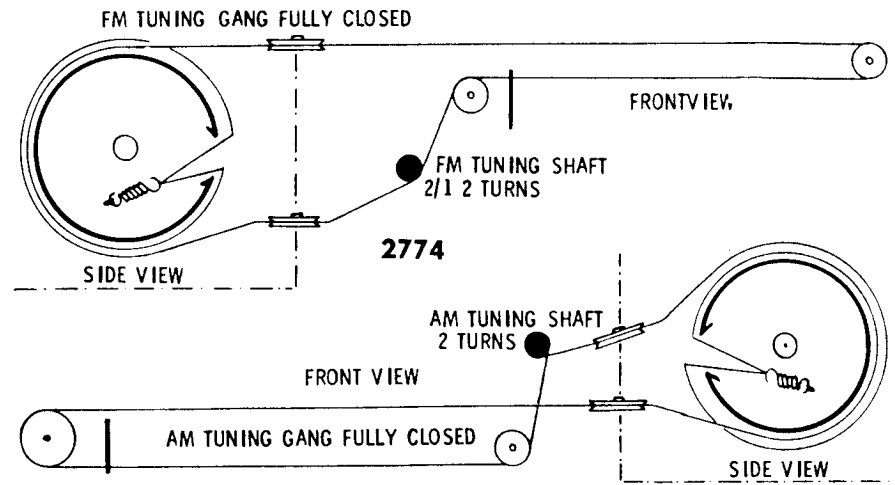
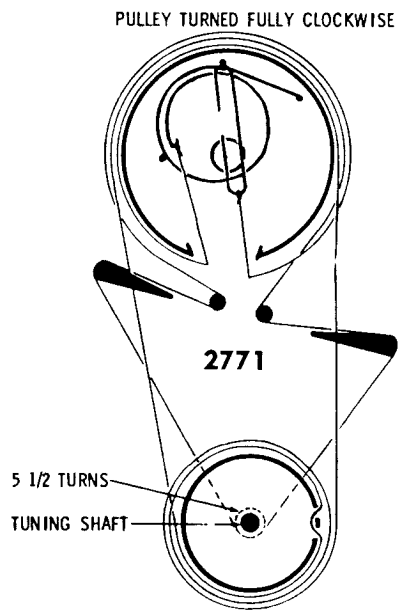
TUNING GANG FULLY CLOSED





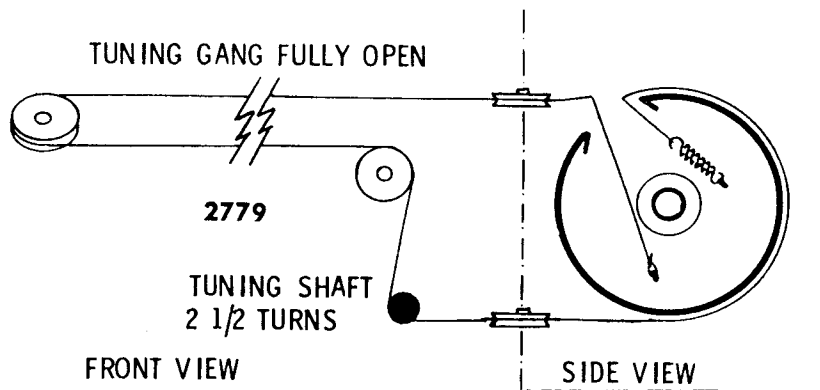
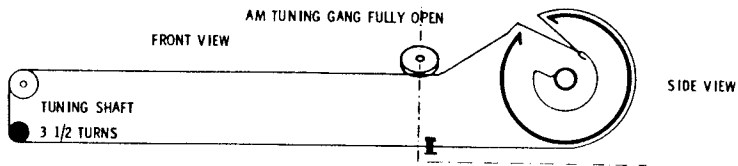
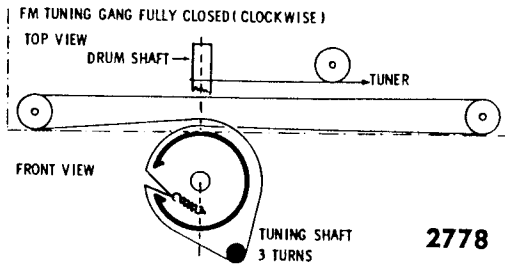
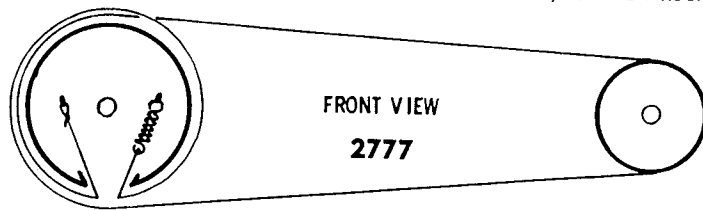




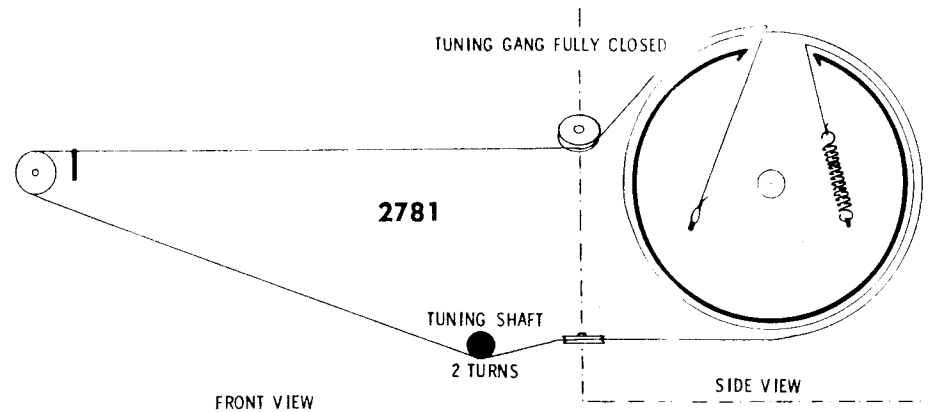
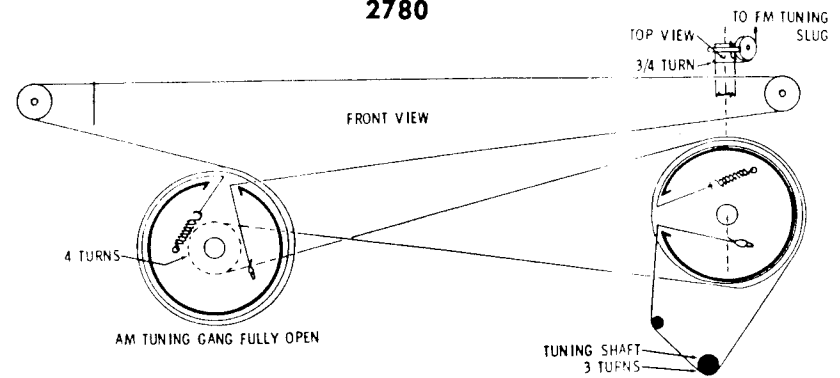


TUNING GANG FULLY CLOSED

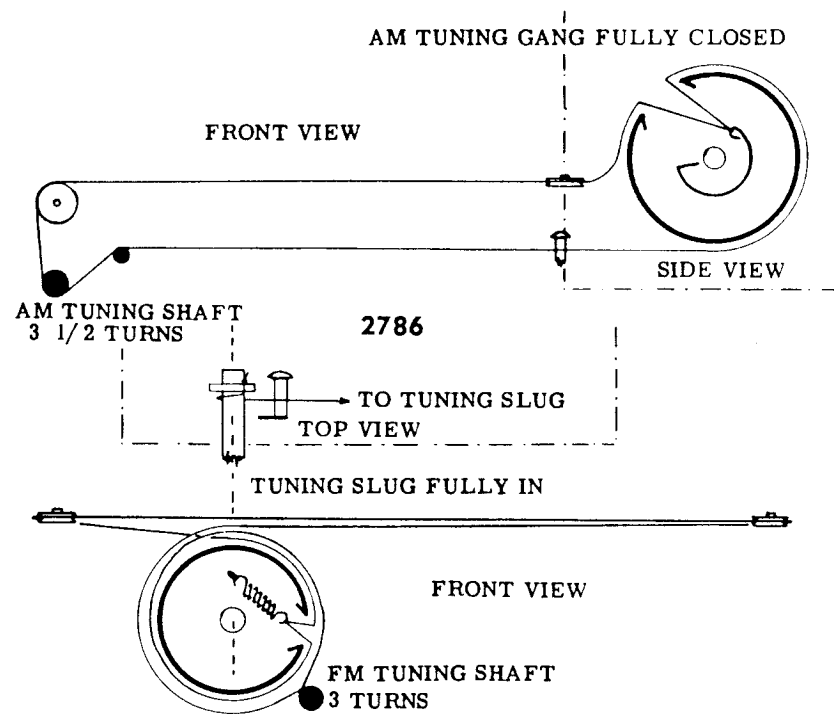
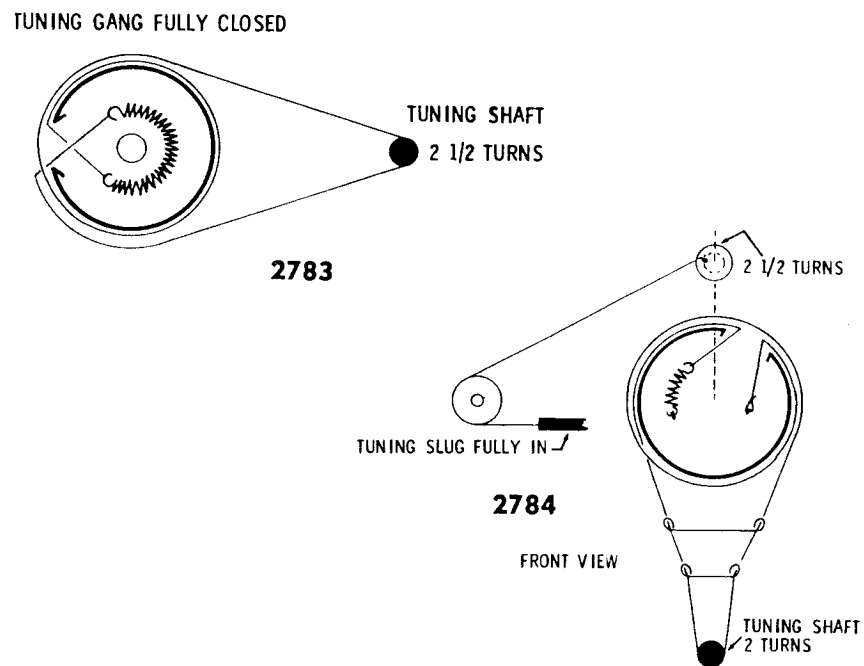
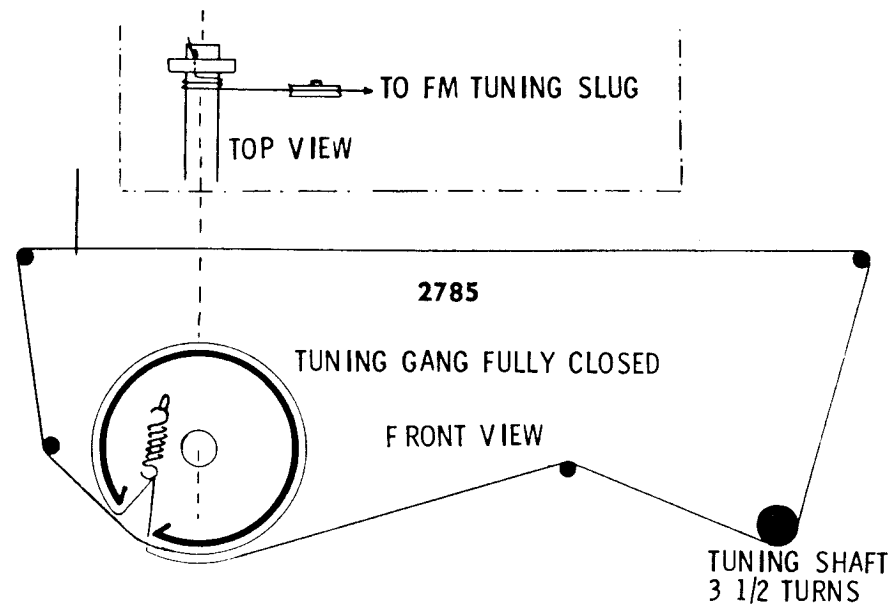
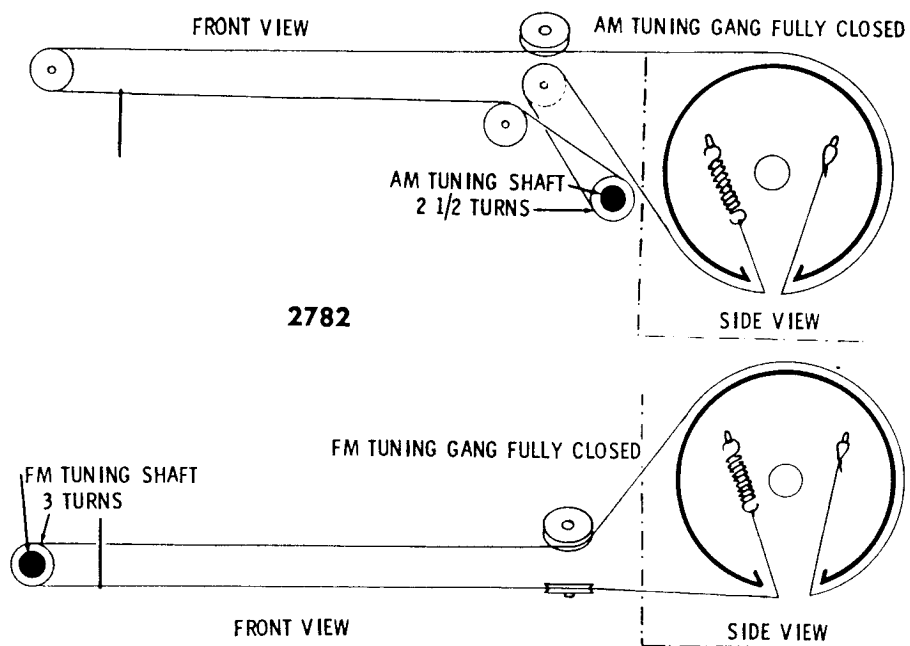
2 1/2 TURNS AROUND PULLEY



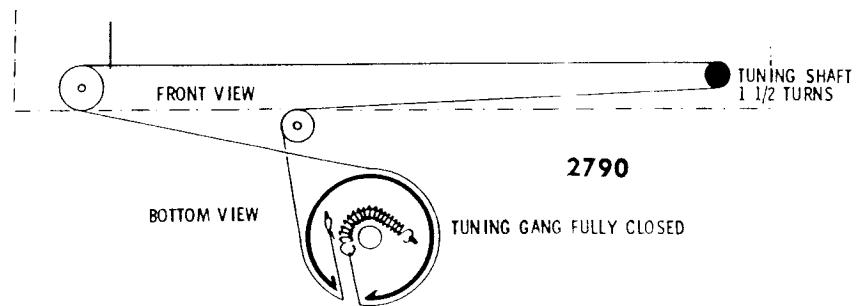
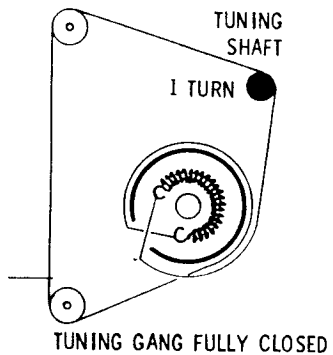
2780





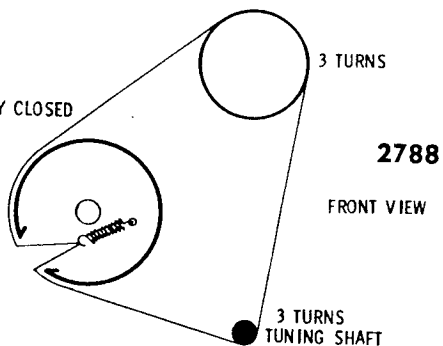


2787

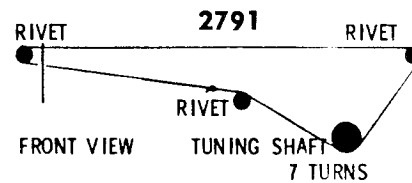


2790

TUNING GANG FULLY CLOSED

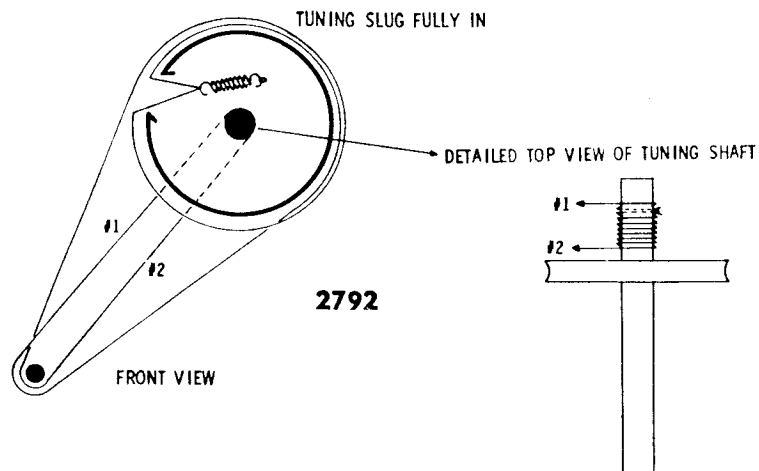
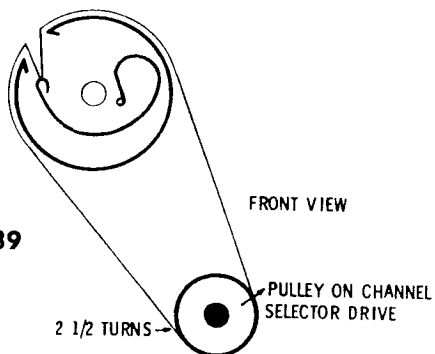


2788



2791

2789



2792

