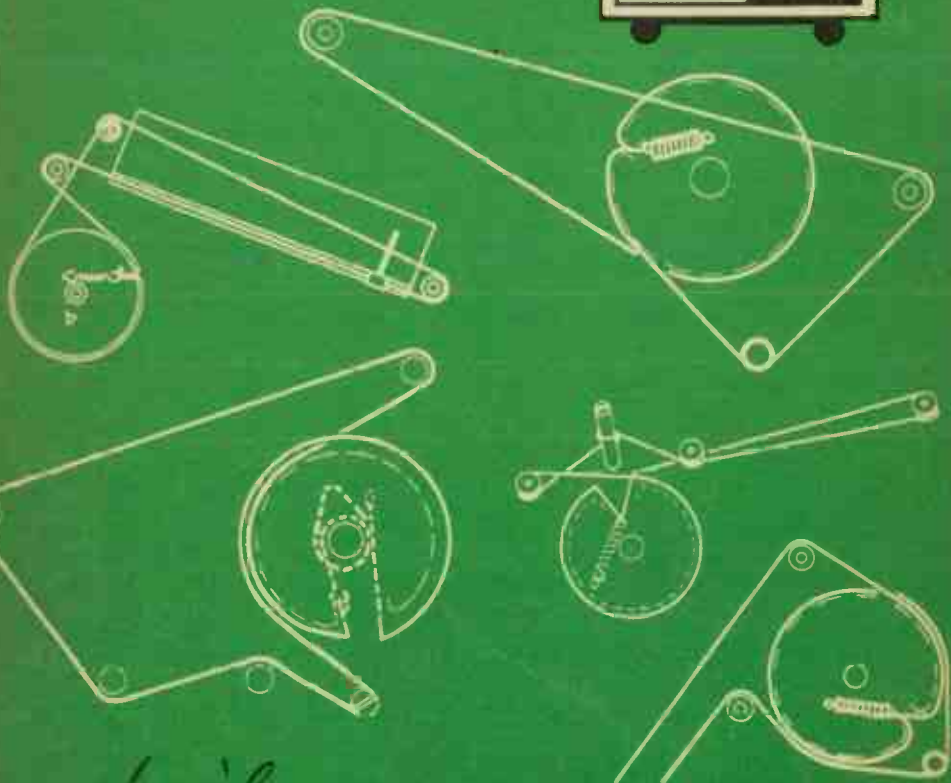


*Lawson W. Davis*  
**DIAL CORD**  
*Stringing* **GUIDE**

DC-5



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

**DC-5**

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## PREFACE

This manual, which covers radio and television receivers manufactured from 1953 through mid-1955, is the fifth of the "DIAL CORD STRINGING GUIDE" series. The data presented herein is intended to make easier the service technician's job of restringing a dial cord.

The index lists all receivers which were presented in the previous manuals 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 previous manuals in this series has prompted the preparation of this manual in order to make available to the service technician this practical, easy-to-use data.

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16C117		3		1211	415 F		4		1577	511		1		11	
16T1, 16T2, 16T3,					416		4		1576	552		2		753	
16T4, 16T5		3		1211	416 F		4		1577	553		2		614	
17C101, 17C102		3		1211	417		1		230	<b>GON-SET</b>					
17C103, 17C104,					422, 423		4		1578	10-11 (Meter Con- verter)		2		689	
17C105, 17C107,					427, 428,					<b>GOODRICH (Also See Mantola)</b>					
17C108, 17C109,					429			1933	92-523, 92-524,						
17C112, 17C114		4		1574	430		4		1576	92-525, 92-526,					
17T1, 17T2, 17T3,					431, 432			1934	92-527, 92-528		4			1588	
17T4, 17T5, 17T6,					440			1935	<b>GRANCO</b>						
17T7		4		1574	442, 443,				LCU			1944			
17T20			1929,		444			1933	MTU			1945			
			1930		446, 447,				610			1946			
20		1		210	448			1936	<b>GRANTLINE</b>						
21C40			1931		502		2		733	500, 501		1		234	
21C103,					535		4		1579	501-7		2		754	
21C104			1929,		546, 547, 548,				508-7		2		755		
			1930		549		4		1580	510-A		2		756	
21C130,					551, 552		4		1581	605, 606 (Series A)		1		92	
21C131			1931		564, 565, 566		4		1937	651		1		15	
21C151,					572, 573,				5610		2		757		
21C152,					574, 575			1938	6547		1		15		
21C156,					577, 578			1939	<b>HALLICRAFTERS</b>						
21C157			1931		580, 581, 582			1940	CA-2, CA-2A, CA-4		2		758		
21C240,					590			1941	S-38		1		235		
21C241 (Early)			1929,		601, 603, 604		3		1221	S-38B		3		1230	
			1930		605, 606, 607, 608		4		1582	S-38C (Run 2)		4		1589	
21C240,					610, 611		4		1583	S-40		1		236	
21C241 (Late)			1929,		612, 613			1942	S-40A		2		759		
			1932		614		4		1584	S-40B		3		1231	
21C347,					630, 631, 632			1943	S-41B, S-41G,						
21C348,					650		3		1223	S-41W		1		242	
21C349,					741		4		1585	S-47		2		677	
21C350,					752, 753		3		1224	S-51		2		555	
21C351			1930		754		4		1586	S-52		2		759	
21T22,					755		3		1225	S-53		2		760	
21T23,					757		3		1225	S-53A, AU		4		1590	
21T24,					800A, B, C, D		3		1226	S-55, S-56		2		761	
21T25			1929,		805, 806,				S-58, S-59		2		762		
			1930		807, 809		3		1226	S-72		3		1592	
21T26,					810		4		1587	S-73		4		1591	
21T27 (Early)			1929,		811		3		1227	S-76, S-76U		4		1592	
			1930		A&E				S-77		4		1593		
21T26,					814 (Fine Tuning)		3		1227	S-78		3		1233	
21T27 (Late)			1929,		A				S-78A		4		1594		
			1932		814 (Focus Control)		3		1228						
21T30,					817		3		1226						
21T31			1930		821		3		1226						
35		1		215	830, 835, 840		3		1229						
40		1		216	<b>GENERAL IMPLEMENT</b>										
41, 42, 43, 44, 45		2		733	9A5		2		574						
50		1		218	<b>GENERAL TELEVISION</b>										
100, 101		1		217	1A5, 2A5, and Radio History		1		73						
102, 102W		2		734											
103, 105		1		217											
106		1		221											
107, 107W		2		734											
114, 114W, 115,															
115W		2		734											

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**HALLICRAFTERS (Continued)**

S-80	4	1595	
S-81, S-82	4	1596	
ST-74	3	1234	
ST-83	1947		
SX-42	2	763	
SX-43	2	764	
SX-71	3	1235	
TW-500			
TW-600	1948		
TW-1000	1949		
TW-2000	1950		
5R10	3	1236	
5R10A	4	1597	
5R30, A, 5R31 A,			
5R32, A, 5R33, A,			
5R34, A	4	1598	
5R50, 5R51, 5R52	4	1598	
5R60, 5R61	1951		
8R40, 8R40C	4	1599	
400, 406, 409,			
410, 411, 412	2	677	
611, 612	1952		
621, 622	1952		
680, 681	3	1237	
690	3	1237	
715, A, 716	3	1237	
730, 731	3	1237	
740, 741	3	1237	
810A, 811, 815,			
818, 820, 822	3	1238	
860, 861	3	1238	
870, 871	3	1238	
880	3	1238	
1005, 1006, 1015,			
1016, 1017, 1018,			
1019	4	1600	
1025	4	1601	
1621, 1622	1953		
17811-H, 17816,			
17817, 17824-A,			
17906, 17930,			
17931, 17932,			
17933, 17934	4	1602	
20923C	4	1602	
20990, 20990S,			
20994	4	1601	
21923, 21928,			
21940, 21980	4	1602	
Chassis			
A1100D	4	1600	
Z1000D	4	1600	

**HARVEY-WELLS**

ATR-3-6	2	765	
ATR-3-12	2	765	

**HOFFMAN**

A-200	1	239	
A-202	1	240	
A-300	1	82	
A-309	1	240	
A-401	1	82	
A-501	1	241	
A-700	1	238	
B-400	1	244	
B-1000	1	18	
C-501	2	766	
C-502	2	767	
C-503	2	766	
C-504	2	767	
C-306, C-507	2	768	
C-511	2	766	
C-512	2	767	
C-513	2	766	
C-514	2	767	
C1006, C1007	2	767	
C1006, C1007	2	767	
21B907,			
21M906,			
21P908	1954		
Chassis			
102	1	82	
103	1	239	
108ST	1	241	
110S	1	238	
114	1	240	
119	1	18	
123	2	767	

**HOWARD**

4PT	1	171	
220, 221	1	171	

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**HOWARD (Continued)**

270, 271	1	171	
300 Series	1	243	
307-4, 307TP-2	1	243	
430(Series 2)	1	246	
438	1	246	
460	1	250	
472AC, 472AF,			
472C	2	769	
472F	2	770	
474	2	555	
482, 482A	2	761	
500 Series	1	245	
718FM	1	249	
765, 768, 780,			
808, 808	1	248	
808 (Series X)	1	257	
810	1	259	
810	1	247	
865, 868	1	255	
901A-E, -H, -L,			
-M, -P, -W	1	73	
906, 906C	1	253	
909M	2	771	
920	1	73	

**HUDSON**

DE39	1	256	
DB40	1	252	
SA39	1	256	
SA40	1	252	

**JACKSON**

150, 153	3	1239	
254	4	1603	
255	4	1604	
350	3	1240	

**JEFFERSON TRAVIS**

MR-2B, MR-3	1	251	
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**JEWEL**

500A, B, C, 501A,			
B, C, 502A, B, C,			
503A, B, C, 504A,			
B, C, 505A, B, C	1	18	
960, 960U, 961	3	1241	
5020, 5020U	3	1242	
5057U	3	1243	

**KAPPLER**

102T	2	772	
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**KARADIO**

M80B	1955		
1276	3	1244	

**KNIGHT**

D-182	1	249	
D-197	1	249	
SX8L727	1909		
SX11L719	1911		
SX14L721	1956		
SX19L720	1957		
4D-450	2	633	
4G-420	3	1245	
5A-150, 5A-152,			
5A-154	1	15	
5A-190	1	11	
5B-160	1	18	
5B-175, 5B-176	1	16	
5B-185	2	773	
5C-290	2	573	
5D-250, 5D-251	2	570	
5D-455	2	572	
5F-565	2	574	
5J705	4	1605	
5K715	4	1606	
6A-122	1	254	
6A-127	1	261	
6A-195	1	254	
6B-122	1	254	
6B-127	1	261	
6C-225	2	578	
6D-225, 6D-226	2	578	
6D-235	2	745	
6D-360	2	649	
6G-400	3	1249	
6H-580	3	1246	
6K718	1958		
7P-220	2	754	
7D-405	2	774	

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**KNIGHT (Continued)**

8B-210	1	258	
8D-340	2	645	
8G-200, 8G-201	3	1247	
10E-249	2	775	
11C-300	2	645	
11D-302	2	567	
12H610	4	1607	
19F-492, 19F-497,			
19F-498	2	776	
20H611	4	1607	
93-326	4	1608	
94S445	1959		
94SX728	1960		
97-870	3	1248	
200	1957		
449	3	1249	
511B	3	1250	
722	1909		

**LAFAYETTE**

B33	1	6	
E112	1	41	
E195	1	183	
BB9 (A)	1	191	
BB9 (B)	1	190	
FA15W, FA15Y	1	257	
J62, J62C	1	237	
MC10B, MC10Y	1	11	
MC11, MC12	2	777	
MC13	1	11	

**LEARADIO**

R971	2	778	
RM402C	2	779	
561, 562, 563	1	260	
565, 565BL, 566,			
567, 568	1	260	
681	1	270	
1281PC	2	761	
6610PC, 6611PC,			
6612PC	1	270	
6614, 6615, 6616			
6617PC, 6619	1	260	

**LEWYTT**

615A	1	265	
711	2	560	

**LEXINGTON**

6545	1	15	
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**LIBERTY**

A6K, A6P	1	264	
6K	1	264	
507A	1	264	

**LINCOLN**

S13L-N	1	185	
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**LINCOLN (Allied Radio Corp.)**

5A-110	1	26	
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**LYRIC**

546T, 546TY,			
546TW	1	73	

**MAGIC TONE**

500, 501	1	19	
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**MAGNAVOX**

Chassis			
CMU-422AA	1961		
CMUA-435AA,			
CMUA-436AA	1961		
CMUA-455AA,			
CMUA-456AA	1961		
CR-101, CR-101M	1	262	
CR-108M	1	266	
CR-122	1	266	
CR-187, CR-188	1	263	
CR-189A, CR-189B	1	267	
CR-190	1	271	
CR-190A, CR-190B	2	780	
CR-192A, CR-192B	1	267	
CR-193	1	263	
CR-197C	2	781	
CR-198A, CR-198B,			
CR-198C	1	263	

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<b>MAGNAVOX (Continued)</b>					
CR-200A, B, C, D, E, F					
CR-207A, B, C, D	2	782			
CR-330A-1	2	783			
CR-700	1963				
CR-702A, B (260M Series)	1964				

<b>MAGUIRE</b>					
500BI, 500BW, 500DI, 500DW	1	269			
561BI, 561BW, 561DI, 561DW	1	269			
571	2	784			
661, 661A	1	269			
700A, 700E	1	268			

<b>MAJESTIC</b>					
4PI	1965				
5A410, 5A430	1	272			
5A445, 5A445R	2	614			
5AK711, 5AK731, 5AK780	2	785			
5C-2, 5C-3	4	1609			
5LA5, 5LA6	3	1251			
5LA7, 5LA8	3	1252			
6FM714	2	786			
6FM773	2	787			
7C432, 7C447	1	274			
7FM877, 7FM888	2	787			
7JK777R	2	788			
7JL866	2	788			
7P420	2	789			
7S433, 7S450, 7S470	2	790			
7YR752	2	791			
7YR753, 7YR772	2	789			
8FM744, 8FM775, 8FM778, 8FM889	2	792			
8JL885	2	793			
8S452, 8S473	1	273			
12FM475, 12FM778, 12FM779, 12FM895	2	794			
20FP86, 20PP89 (Radio Ch.)	4	1610			
21P52, 21P83 (Series 110, 111)	1966				
80FMP2	4	1610			

<b>MAGUIRE</b>					
5B01A, 5B05A	2	785			
6B02D	2	786			
6B11D	2	787			
7B04A	2	791			
7B09A, 7B09A1	2	789			
7C11D	2	787			
7C25A	2	788			
8B06D, 8R07D, 8B08D, 8C07D	2	792			
12B20E, 12C22E	2	794			
4501, 4504	1	272			
4506	2	614			
4702, 4703	2	790			
4705	2	789			
4706, 4707	1	274			
4708R	2	788			
4810	1	273			
4810E	2	793			
4120T	2	794			

<b>MALLORY</b>					
TV-101	4	1535			

<b>MANTOLA</b>					
R459	1	118			
R643	1	4			
R652, R652N	1	6			
R655W - PM, -PV	1	275			
R655W	1	6			
R662, R662N	1	6			
R664PM, PV, W	2	795			
R7543	1	73			
R75143	2	574			
R75152	2	796			
R75343	2	574			
R76143	2	574			
R76162	2	796			
R76262	2	797			
R76162	2	798			
24B8	2	574			
92-529	4	1611			

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<b>MASCO</b>					
RK-5SLR			4	1612	
<b>MASON</b>					
45-1A, 45-1B, 45-1P			1	73	
45-3, 45-4, 45-5			1	73	

<b>MATTISON</b>					
630DXM, 630MDXL				1967	

<b>MAYFAIR</b>					
510, 510W	2	799			
520, 520W	2	799			
530, 530W	2	799			
550, 550W	2	799			

<b>MECK</b>					
CD-500, CE-500	2	800			
CR-500	2	801			
EF-730, EF-731	3	1253			
MM510T, MM512T, MM516C, MM516T	3	1254			
PM-5C5-DW10			1	6	
PM-5C5-PW10			1	6	
RC-5C5-P	1	6			
RC-6A7-P6	2	802			
XOB, XQA, XQR, XRA, XRPT, XSA, XSPT, XTA, XTR, XX900	3	1254			
4C7	2	803			
6A6-W4	1	187			
9030	1968				

**MEDCO (See Teleonic)**

<b>MEISSNER</b>					
4E	4	1613			
8BT	4	1614			
8C	2	804			
9AJ	3	1255			
9-1065	1	6			
9-1091A, 9-1091B	2	805			
9-1091C	3	1256			
9-1093	2	806			
16A	1	1257			
2961 Series	3	807			

<b>MERCURY (Pacific Mercury)</b>					
2081, 2181 (Radio Ch.)	4	1615			
2217, 2218, X, 2224, 2284	4	1616			
2701	1993				

<b>Chassis</b>					
155	4	1615			
200-11	4	1616			

<b>MIDLAND</b>					
M6B	1	278			

<b>MIDWEST</b>					
KD-16	1969				
P6, PB6	1	276			
R12, RG12, RT12	2	808			
R16, RG16	2	808			
RN-16	1969				
RT-16	2	808			
SS, ST8	1	282			
SI2, SG12, ST12	2	809			
SI6, SG16, ST16	2	809			
TM8	1	282			

<b>MINERVA</b>					
L-702	1	171			
L-728	1	19			
W-117	1	6			
W-117-3	1	11			
W-702-B	1	171			
W710, W710A	1	281			
W-728	1	19			
410, 411	2	810			
702H, 702M	2	810			
729	2	704			

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<b>MITCHELL</b>					
1254			4	1617	
1278		1970			
1287		1971			

<b>MONITOR</b>					
M510		2		811	
M5070		2		812	
RA50		2		813	
TA56M, TW56M		1		129	

<b>MONITORADIO</b>					
AR-1, AR-3			4	1618	
DR-200		1972			
M-51A			4	1619	
M-101			4	1618	
MR-32		1973			

**MONTGOMERY WARD (See Airline)**

<b>MOPAR</b>					
600, 601, 602			1	112	
802			1	111	
802 Revised			1	111	
805			3	1258	
808, 809			3	1259	
814			4	1620	
819			4	1621	
829		1974			
830		1975			

<b>MOTOROLA</b>					
EK2V		4		1622	
PK-6		1		279	
CR-6		1		280	
CR-78		2		815	
CTM3				1976	
CT1M		4		1623	
CT2M		4		1622	
CT-6		1		279	
CT52M6				1977	
FD-6, FD-7			1	279	
GMT2M, HJ2M, HN2M			4	1624	
HN4M6				1977	
HN53M6				1977	
KR2M		4		1624	
NH6		1		279	
OE2M		4		1624	
OE6		1		279	
PC2M		4		1624	
PC6		1		279	
PD2M		4		1624	
SR0B		3		1260	
SR1B		3		1282	
SR2M (Early)		4		1625	
SR2M (Late)		4		1624	
SR52M6				1977	
VF102, VF102A, VF102C			2	814	
VF103, VF103M			3	1261	
VK101, VK101M			2	814	
VT101		2		814	
Y21F5, B (Radio Ch.)				1977	

<b>(Radio Ch.)</b>					
5C1, 5C2, 5C3, 5C4, 5C5, 5C6			3	1262	
5H1U, 5H12U, 5H13U			3	1263	
5X11U, 5X12U, 5X13U			3	1264	
5X21U, 5X22U, 5X23U			3	1265	
6F11, 6F11B			3	1266	
6L1, 6L2			3	1267	
6X11U, 6X12U			3	1268	
7F11, 7F11B			3	1269	
8FM21, 8FM21B, 9FM21, 9FM21P			3	1271	
9-24, 9-24A			1	285	
9-44			1	288	
16-C			1	284	
16F1, RH, H			3	1280	
17-D			1	287	
17F1, A, B, BA, 17F2W, WA, 17F3B, EA, 17F4, A, 17F5, A, B, BA			3	1281	
17F11 (Radio Ch.)			4	1626	
17F12, A, B, BA			4	1626	
17F13, E					
17F13PC					
17F13C			4	1626	

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<b>MOTOROLA (Continued)</b>		
18-O, 19-B	1	289
21F1, P	4	1627
21F5, B		
(Radio Ch.)	1978	
25-F	1	290
26-C, 26-C7	1	291
27-D, 27-D6	1	293
28-O, 29-B, 29-B6	1	291
30-P	1	291
35-F	1	294
35-N	1	292
36-C1, 36-C2	1	295
37-D1, 37-D2	1	296
38-O	1	291
39-B1, 39B2	1	291
40-P	1	286
43-H	1	297
44-K	1	298
45-B12	1	158
45-N	1	299
47P11	2	816
51-A, 51-C	1	73
51F11	1	300
51F12	1	301
51R11	1	300
52-C	1	73
52C1, 52C1A,		
52C6	4	1628
52H11U, 52H12U,		
52H13U, 52H14U	4	1629
53-A, -C	1	73
53H1, 53H2,		
53H3, 53H4	1978	
53LCL1,		
53LCL2,		
53LCL3	1980	
53X1, 53X2		
53X3, 53X4	1981	
54-A, -C	1	73
55F11	1	303
55X11	1	302
55X11A	1	304
55X12	1	302
55X12A	1	304
55X13	1	302
55X13A	1	304
56X11	2	669
57X11, 57X12	2	817
58A11, 58A12	2	869
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149C, 249C,	2	889

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**PHILHARMONIC (Continued)**

349C	2	890
920, 924	2007	
5000, 5200, 5201,		
5250, 5400, 5401,		
5450, 5600, 5601,		
5650, 5700,		
5700RT, 5701,		
5750, 5750RT,		
5800	4	1530
6810	1	196
6701, 6702, 6703	1	196
6710, 6711, 6712	1	196
9120, 9121,		
9820, 9821	2007	

**PHILLIPS PETROLEUM CO.  
(See Woolaroc)**

**PILOT**

AF-605	4	1667
AF-723, U	2008	
AF-821A, U	4	1668
AF-824	2009	
AF-865	2010	
FM-607	2011	
T-411-U	1	381
T-500	1	73
T-510, T-511	1	381
T-521	1	383
T-530	1	393
T-601	2	614
T-741	2	891

**POLICE ALARM**

PR-8	3	1315
PR-31	3	1316

**PONTIAC**

983667	1	384
983679	1	386
983680	1	394
983775	1	386
983910	1	108
983911	1	386
984170	1	108
984171	1	386

**PORTO BARDIO**

PA510, PB520	2	892
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**PREMIER**

15LW	1	127
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**PURE OIL (See Puritan)**

**PURITAN**

501	1	385
501X	1	124
502	1	385
503	1	124
503, 503W	1	388
504, 504W	1	387
506, 506X, 507,		
507W	1	20
508	1	25
509	2	893
515	2	894

**RCA VICTOR**

A55	3	1317
A-82	4	1669
A-106	3	1318
A-108	4	1670
BK-42, BT-42	1	427
BX6	3	1319
BX55, BX57	3	1320
B-52	1	419
E-80	1	43
HF-2, HF-4	1	390
HF-6, HF-8	1	401
K-50	1	107
K-60	1	434
K-61	1	107
K-62, K-81, K-82	1	434
K-105	1	434
M-50, M-60	1	409
M-70	1	439
MI-12107	2012	
PX800	4	1671
Q-11, Q-12	4	397

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**RCA VICTOR (Continued)**

Q-14, Q-14E,		
Q-15, Q-15E	1	412
Q-16, Q-16E, Q-17	1	416
Q-18	1	398
Q-22, Q-22A	1	391
Q-23	1	416
Q-24	1	391
Q-25	1	420
Q-26	1	396
Q-27	1	420
Q-30, Q-31	1	423
Q-33	1	399
Q-44	1	426
QB-1, QB-2	1	391
QB-3	1	399
QB-5	1	397
QB-6, QB-9	1	391
QH-51C	1	428
QK-23	1	392
QU-2C, QU-2M	1	392
QU-3C, QU-3M	1	396
QU-5	1	392
QU-7, QU-8	1	407
QU-51M	1	428
QU-52C, QU-52M	1	392
QU-55	1	430
QU-56C, QU-56M	1	432
ST-1	2012	
SVT-1	2013	
T-55, T-56, T-60,		
T-62, T-63	1	107
T-64, T-65, T-80	1	433
TA-128, TA-128,		
TA-169	3	1321
TRK-5	1	395
TRK-9, TRK-12	1	410
TRK-90, TRK-12	1	410
TT-5	1	395
U-10, U-12, U-20	1	107
U-25, U-26	1	395
U-30	1	414
U-40, U-42, U-43	1	107
U-44, U-45	1	425
U-50	1	400
U-70	4	1872
U-115	1	443
U-119	1	395
U-121	1	443
U-122E	1	395
U-123 (1 band)	1	443
U-123 (2 band)	1	441
U-124, U-125	1	395
U-126	1	414
U-127E	1	443
U-128, U-129	1	414
U-130	1	390
U-132, U-134	1	401
V-101	1	440
V-102	1	413
V-140	1	446
V-170, V-175	1	413
V-200	1	139
V-201	1	139
V-205	1	447
V-209, V-210	1	142
V-215, V-219,		
V-221, V-225	1	142
V-300, V-301,		
V-302	1	447
V-405	1	447
VHR-202, VHR-207	1	447
VHR-212	1	142
VHR-307, VHR-407	1	447
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X711	3	1322
1R81	4	1673
1X591, 1X592	4	1671
2BX63	4	1674
2C521, 2C522,		
2C527	4	1675
257	2014	
2510	4	1676
2U57	4	1677
2X61, 2X62,		
2X621	4	1678
2XF91, 2XF931,		
2XF932, 2XF933,		
2XF934	4	1679
3BX671	2015	
3R F91	2016	
4C671, 4C672	2017	
4T141	3	1323
4X641	2018	
4X661	2019	
4X511	2020	
5BX41	2021	
5C581	2022	

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<b>RCA VICTOR (Continued)</b>				<b>RCA VICTOR (Continued)</b>				<b>RCA VICTOR (Continued)</b>			
5C591, 5C592 . . . . .	2022			21S548, N, NU, U (Radio Ch.)	2028			730TV1, 730TV2 (Radio Ch.)		2 . . . . .	906
5Q5, 5Q6, 5Q8 . . . . .		1 . . . . .	398	21S548NU, U (TV Ch.)	2026			910KG, 911K		1 . . . . .	414
5Q12, 5Q12A . . . . .		1 . . . . .	400	21S5022U, 21S5231U, 21S5232U	2024			<b>Chassis</b>			
5Q55, 5Q56, 5Q66 . . . . .		1 . . . . .	398	21T197DE, 21T242		4 . . . . .	1676	KCST70		4 . . . . .	1672
5X560, 5X562, 5X563 . . . . .	2023			21T244		4 . . . . .	1681	KCST8H, J . . . . .	2024		
6QU . . . . .		1 . . . . .	400	24D542U, 24D543U				KCS84H, K . . . . .	2026		
6Q1, 6Q4, 6Q4X . . . . .		1 . . . . .	402	24D544U . . . . .	2028			KCS88F, H . . . . .	2027		
6Q7, 6Q8, 6QK8 . . . . .		1 . . . . .	400	24S512U, 24S513U				KCS88J, JK, K, KX, L, LX, M, MX, VA, VAX . . . . .	2026		
6T84 . . . . .		3 . . . . .	1323	24S512U, 24S513U, 24S529U, 24S531U, 24S532U	2026			KCS89A, C . . . . .	2026		
7QB, 7QBK . . . . .		1 . . . . .	403	25BK . . . . .		1 . . . . .	418	KCS90A . . . . .	2026		
7Q4, 7Q4X, 7QK4 . . . . .		1 . . . . .	405	25B2T . . . . .		1 . . . . .	418	KCS92D, DX, E, EX, F, FX, H, HX, M, MX, NU . . . . .	2026		
7T143 (Radio Ch.) . . . . .		3 . . . . .	1327	25B2T2 . . . . .		1 . . . . .	419	RC-604, RC-605 . . . . .	1 . . . . .	142	
8BX6, 8BX65 . . . . .		2 . . . . .	895	25B73 . . . . .		1 . . . . .	418	RC-606 . . . . .	1 . . . . .	437	
8QB, 8QBK . . . . .		1 . . . . .	403	26BP . . . . .		1 . . . . .	421	RC-608C . . . . .	2 . . . . .	905	
8Q1 . . . . .		1 . . . . .	406	28X1, 26X3, 26X4 . . . . .		1 . . . . .	397	RC-608 . . . . .	2 . . . . .	901	
8Q2 . . . . .		1 . . . . .	404	27K . . . . .		1 . . . . .	422	RC-610B, RC-610A, RC-610E . . . . .	2 . . . . .	906	
8Q4 . . . . .		1 . . . . .	406	28T . . . . .		1 . . . . .	139	RC-613 . . . . .	2 . . . . .	906	
8QU5C, 8QU5M . . . . .		1 . . . . .	404	28X, 28X5 . . . . .		1 . . . . .	140	RC-615 . . . . .	2 . . . . .	904	
8RT1, 8RT2, 8RT4, 8RT5, 8RT6 . . . . .		2 . . . . .	896	29K, 29K2 . . . . .		1 . . . . .	141	RC-616, RC-616A, RC-616B, RC-616A . . . . .	3 . . . . .	897	
8TK29 (Radio Ch.) . . . . .		3 . . . . .	1324	34X, 35X . . . . .		1 . . . . .	411	RC-616H . . . . .	3 . . . . .	1325	
8TK320 . . . . .		3 . . . . .	1324	36K . . . . .		1 . . . . .	397	RC-616H, K . . . . .	3 . . . . .	1325	
8TR29 . . . . .		3 . . . . .	1324	45-W-10 . . . . .		4 . . . . .	1682	RC-618 . . . . .	3 . . . . .	1325	
8TV321, B, 8TV323, B . . . . .		3 . . . . .	1325	45X18 . . . . .		1 . . . . .	429	RC-618A, RC-618A (Model 8V90) . . . . .	2 . . . . .	897	
8V90, 8V91 . . . . .		2 . . . . .	897	55AU . . . . .		1 . . . . .	419	RC-618, RC-618B, RC-618C (Model 9W101) . . . . .	3 . . . . .	1328	
8V111, 8V112 . . . . .		2 . . . . .	897	55AU, 55FA . . . . .		1 . . . . .	429	RC-622 . . . . .	3 . . . . .	1318	
8X53 . . . . .		2 . . . . .	898	55U . . . . .		1 . . . . .	431	TC-1004E . . . . .	1 . . . . .	419	
9BX36 . . . . .		3 . . . . .	1326	56X, 56X2, 56X3 . . . . .		1 . . . . .	397	RC-1011, RC-1017A . . . . .	1 . . . . .	429	
9M1, 9M2 . . . . .		1 . . . . .	409	56X5, 56X10, 56X11 . . . . .		1 . . . . .	397	RC-1023B . . . . .	1 . . . . .	397	
9QK, 9Q1 . . . . .		1 . . . . .	408	58AV, 58V, 58AV, 59V1 . . . . .		1 . . . . .	142	RC-1037 . . . . .	1 . . . . .	138	
9Q4 . . . . .		1 . . . . .	405	64F1, 64F2, 64F3 . . . . .		1 . . . . .	138	RC-1037, RC-1037A . . . . .	1 . . . . .	138	
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9T147 . . . . .		3 . . . . .	1327	65BR9 . . . . .		2 . . . . .	899	RC-1040, RC-1040A . . . . .	1 . . . . .	435	
9TW333 . . . . .		3 . . . . .	1325	65U . . . . .		1 . . . . .	429	RC-1040C . . . . .	2 . . . . .	895	
9W101, 9W102, 9W103, 9W105 . . . . .		3 . . . . .	1328	65X1, 65X2 . . . . .		1 . . . . .	138	RC-1045 . . . . .	2 . . . . .	899	
9X561, 9X562 . . . . .		3 . . . . .	1329	66BX . . . . .		1 . . . . .	435	RC-1045 . . . . .	2 . . . . .	895	
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9Y7 . . . . .		4 . . . . .	1680	68R1, 68R2, 68R3, 68R4 . . . . .		2 . . . . .	901	RC-1057B . . . . .	4 . . . . .	1680	
9Y51 . . . . .		3 . . . . .	1332	70T1, 70T2 . . . . .		2 . . . . .	902	RC-1060, RC-1060A . . . . .	2 . . . . .	896	
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10Q1 . . . . .		1 . . . . .	406	77V1 . . . . .		2 . . . . .	904	RC-1068 . . . . .	3 . . . . .	1326	
10X . . . . .		1 . . . . .	411	77V2 . . . . .		2 . . . . .	905	RC-1070A . . . . .	3 . . . . .	1322	
11QK, 11Q1U, 11Q4 . . . . .		1 . . . . .	414	94BK2, 94BT2 . . . . .		1 . . . . .	442	RC-1077, A, B . . . . .	3 . . . . .	1332	
11X1 . . . . .		1 . . . . .	411	95T5, 95T5LW . . . . .		1 . . . . .	443	RC-1079, A, B, C . . . . .	3 . . . . .	1329	
12AK, 12AX2 . . . . .		1 . . . . .	411	96BK6, 96BT6 . . . . .		1 . . . . .	442	RC-1079K, L . . . . .	4 . . . . .	1671	
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15X . . . . .		1 . . . . .	397	96T, 96T1 . . . . .		1 . . . . .	443	RC-1087 . . . . .	3 . . . . .	1317	
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16T3, 16T . . . . .		1 . . . . .	413	96T4, 96T5, 96T6 . . . . .		1 . . . . .	441	RC-1090 . . . . .	3 . . . . .	1323	
16X4 . . . . .		1 . . . . .	415	96T7 . . . . .		1 . . . . .	395	RC-1092 . . . . .	3 . . . . .	1327	
16X11, 16X13 . . . . .		1 . . . . .	397	96X1, 96X2, 96X3, 96X4 . . . . .		1 . . . . .	444	RC-1094 . . . . .	4 . . . . .	1669	
16X14 . . . . .		1 . . . . .	397	96X11, 96X12, 96X13, 96X14 . . . . .		1 . . . . .	444	RC-1096 . . . . .	4 . . . . .	1670	
17K . . . . .		1 . . . . .	139	97E, 97K, 97KG, 97K2 . . . . .		1 . . . . .	395	RC-1096A . . . . .	4 . . . . .	1682	
17S349U . . . . .				97T, 97T2 . . . . .		1 . . . . .	395	RC-1102 . . . . .	4 . . . . .	1673	
17S350U . . . . .				97T, 97T2 . . . . .		1 . . . . .	395	RC-1115 . . . . .	4 . . . . .	1674	
17S351U . . . . .				97X . . . . .		1 . . . . .	443	RC-1117A . . . . .	4 . . . . .	1677	
17S360U . . . . .	2024			97Y . . . . .		1 . . . . .	398	RC-1117C . . . . .	4 . . . . .	1676	
17T352U . . . . .				98EY . . . . .		1 . . . . .	395	RC-1117D . . . . .	1 . . . . .	1677	
17T361U . . . . .	2024			98K . . . . .		1 . . . . .	414	RC-1120, A . . . . .	4 . . . . .	1675	
18T . . . . .		1 . . . . .	139	98K2, 98T, 98T2 . . . . .		1 . . . . .	395	RC-1121, A . . . . .	4 . . . . .	1679	
19K . . . . .		1 . . . . .	417	98X, 98YG . . . . .		1 . . . . .	395	RC-1125 . . . . .	2015		
21D346U . . . . .	2025			99K, 99T . . . . .		1 . . . . .	414	RC-1129 . . . . .	2016		
21D527U . . . . .	2026			110K, 110K2, 111K . . . . .		1 . . . . .	445	RC-1134 . . . . .	2020		
21S348KU . . . . .				211K . . . . .		1 . . . . .	141	RC-1140 . . . . .	2018		
21S355KU . . . . .				515 . . . . .		1 . . . . .	397	RC-1141 . . . . .	2019		
21S357KU . . . . .				310, 317, 522, 526, 527 . . . . .		1 . . . . .	411	RC-1142 . . . . .	2017		
21S362KU . . . . .				610W1, 610V2 . . . . .		2 . . . . .	906	RC-1148A . . . . .	2022		
21S367KU . . . . .				612V1, 612V2 . . . . .				RC-1150 . . . . .	2023		
21S369KU . . . . .	2027			648PTK, 648PV (Radio Ch.) . . . . .		3 . . . . .	1333	RC-1151 . . . . .	2023		
21S501U . . . . .				710V2 . . . . .		2 . . . . .	906	RC-1152 . . . . .	2021		
21S502U . . . . .				711V1, 711V2 (Radio Ch.) . . . . .		3 . . . . .	1333	RC-1153 . . . . .	2021		
21S503NU, U . . . . .				711V3 . . . . .		2 . . . . .	907	RC-1154 . . . . .	2021		
21S504NU, U . . . . .								RC-1155 . . . . .	2019		
21S505U . . . . .								RC-1156 . . . . .	2017		
21S506NU, U . . . . .								RC-1157 . . . . .	2017		
21S507NU . . . . .								RC-1158 . . . . .	2017		
21S510NU . . . . .								RC-1159 . . . . .	2017		
21S511NU . . . . .								RC-1160 . . . . .	2017		
21S517U . . . . .								RC-1161 . . . . .	2017		
21S518U . . . . .								RC-1162 . . . . .	2017		
21S519NU, U . . . . .								RC-1163 . . . . .	2017		
21S521NU, U . . . . .								RC-1164 . . . . .	2017		
21S522NU, U . . . . .								RC-1165 . . . . .	2017		
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								RC-1170 . . . . .	2017		
								RC-1171 . . . . .	2017		
								RC-1172 . . . . .	2017		
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K2266R	4	1806
K2266R-3	2119	
K2267E	4	1806
K2267E-3	2119	
K2268R,		
K2270H, R,		
K2271H	4	1806
K2271H-3	2119	
K2286R	4	1806
K2286R-3		
(TV Ch.)	2119	
K2287R	4	1806, 1801
K2287R-3		
(TV Ch.)	2119	
K2287R-3 (Radio Ch.)	4	1801
K2288E	4	1806
K2290R, K2291E	4	1806, 1794
K2291E-3		
(TV Ch.)	2119	
K2291E-3 (Radio Ch.)	4	1794
K2872R, K2873E	4	1806
L408R	2120	
L505F, R, Y	2121	
L507	2122	
L515, L518,		
F, G, W, Y,		
L520	2123	
L565E, R	2124	
L566	2125	
L600	2126	
L622, F,		
G, W	2123	
L677E, R	2127	
L721	2128	
L845R,		
L846E, H	2129	
L800	2130	
L1083E,		
L1088R	2131	
L1812E, R,		
L1820E, R,		
L1846E, EU,		
R, RU	2119	
L2229E, R,		
L2235E, R,		
L2236E, EU,		
R, RU, L2258E,		
EU, R, RU,		
L2259E, EU,		
R, RU, L2260R,		
RU, L2261E,		
EU, H, HU,		
L2262C, CU,		
R, RU, L2266R,		
RU, L2267E,		
EU, H, HU,		
L2270, U	2119	
L2281E,		
EU, R,		
RU, U	2119, 2117	
L2285R, RU		
(TV Ch.)	2119, 2130	
L2287R, RU,		
L2291E, EU	2119	

Name & Model or Chassis No.	Vol. 5 Diag. No.	Previous Vols. Vol. No. Diag. No.
<b>ZENITH (Continued)</b>		
L2571R, RU,		
L2572R, RU,		
L2573E, RU,		
L2574R, RU,		
L2575E, RU	2119	
L2582R, RU,		
L2593H, HU	2119, 2132	
L2876E, EU,		
R, RU,		
L2278R, U,		
L2879E, EU	2119	
L2894H, HU	2119, 2132	
M1800E, EU,		
EZ, R, RU,		
RZ	2133	
M2228R, RU,		
RZ, M2229E,		
EU, EZ, R,		
RU, RZ,		
M2230E, EU,		
EZ, R, RU,	2133	
RZ, RZ		
M2237EU,		
EZ, R,		
RU, RZ	2119	
M2249E, EU,		
EZ, R, RU,		
RZ, M2250E,		
EU, EZ, H,		
RU, RUZ,		
RZ, M2252E,		
EU, EZ, R.		
RU, RZ	2133	
M2260R, RU,		
RUZ, RZ,		
M2261E, EU,		
EZ, M2267YU,		
YZ	2119	
M2570R, RU,		
RUZ, RZ	2119	
R623F, G,		
R, W, Y	2131	
R1800E, EU,		
R, RU	2134	
R1800EUZ,		
EZ, RUZ, RZ	2133	
R1812E, RU,	2134	
R, RU	2134	
R1812EUZ,		
EZ, RUZ, RZ	2133	
R2229E, EU,		
R, RU	2134	
R2229EUZ,		
EZ, RUZ, RZ	2133	
R2230E, EU,		
R, RU	2134	
R2230EUZ,		
EZ, RUZ, RZ	2133	
R2249E, EU,		
R, RU	2134	
R2249EUZ,		
EZ, RUZ, RZ	2133	
R2250E, EU,		
R, RU	2134	
R2250EUZ,		
EZ, RUZ, RZ	2133	
R2253M, MU,		
R2257E, EU,		
R, RU	2134	
R2257EUZ,		
EZ, RUZ, RZ	2133	
R2258E, EU,		
R, RU	2134	
R2258EUZ,		
EZ, RUZ, RZ	2133	
T825F, G, R	2135	
4G903, 4G903Y	3	1456
4K016, 4K035	1	542
5D011, 5D027	1	544
5D010	2	555
5G003	1	544
5G003Z, ZZ	2	1056
5G036	2	1057
5R080, 5R086	1	544
6D014, W	1	542
6D015, Y	1	544
6D029, G	1	542
6D030	1	544
6D815, W, Y	2	1058
6G001, Y	1	544
6G004Y	1	543
6G038	2	555
6G050, 6G055	2	1059
6MPS90, 6MPS91	1	548

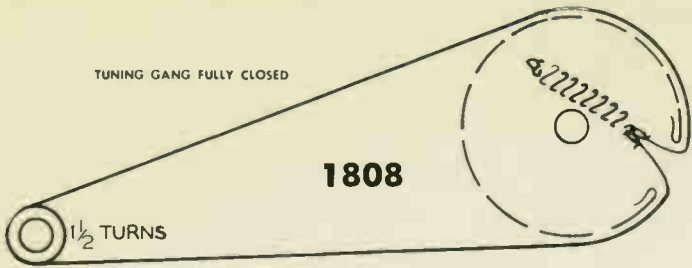
Name & Model or Chassis No.	Vol. 5 Diag. No.	Previous Vols. Vol. No. Diag. No.
<b>ZENITH (Continued)</b>		
6MN495, 6MN496	1	547
6MN595	1	546
6R084	1	549
6R087	1	542
6R806	2	1058
7H820, W	2	1060
7H822, WZ, Z	2	555
7H918	3	1457
7H920, W	3	1443
7H921, 7H922	3	1442
7ML592	1	550
7MN596	1	546
7R887	2	1061
8G005Y	1	542
8G005YT(21),		
(22)	2	1057
8H023	1	551
8H032, 8H033	1	551
8H034	1	551
8H050, 8H051,		
8H052, 8H061	1	552
8H832, 8H861	2	1062
9H079, E, R,		
9H082R, 9H885R,		
9H088R	1	542
9H881, 9H882R,		
9H885, 9H888R	2	1062
9H995	3	1458
12H090, 12H091,		
12H092, 12H093,		
12H094	1	35
14H789	2	1063
28T964R (Radio Ch.)	3	1437
37T996RLP		
(Radio Ch.)	3	1458
37T998RLPU		
(Radio Ch.)	3	1458
42T998RLP		
(Radio Ch.)	3	1437
<b>Chassis</b>		
4C52, 4C53	1	542
4F40	3	1456
4H40	4	1787
4J40	4	1795
4J60T	4	1796
4L03	2130	
4L42	2120	
5C01, Z, 5C02,		
Z, 5C04, 5C40	1	544
5C40Z, ZZ	2	1056
5C51	2	1057
5E02	2	555
5G01	3	1438
5G02	3	1437
5G03	3	1439
5G40	3	1435
5G41	3	1436
5H01	3	1442
5H40	4	1789
5H41	4	1787
5J03	4	1794
5K02	4	1802
5K03	4	1797
5K04	4	1803
5L03, 5L06,		
5L07	2123	
5L08	2125	
5L09	2124	
5L41	2121	
5L42	2122	
6C01	1	542
6C05, Z	1	544
6C21	1	549
6C22	1	542
6C40	1	544
6C41	1	543
6C50	2	555
6E02, 6E05	2	1058
6E40	2	1059
6G01	3	1441
6G05	3	1440
6G05Z1	4	1790
6G20	3	1451
6H01	3	1447
6H02	4	1791
6J02	4	1799
6J03	4	1797
6J05	4	1798
6K02	4	1804
6K03	4	1797
6L03	2123	
6L20	2127	
6L40	2126	
6R03	2131	

Name & Model or Chassis No.	Vol. 5		Previous Vols.	
	Diag. No.	Vol. No.	Diag. No.	Vol. No.
ZENITH (Continued)				
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	4	1792		
7H04	3	1448		
7H04Z	3	1449		
7H04Z2	4	1792		
7J03	4	1800		
7K01	4	1803		
7K20	4	1805		
7L05	2128			
8C01	1	551		
8C20	1	552		
8C21	1	542		
8C40	1	542		
8C40T (Z1),				
(Z2)	2	1057		
8E20	2	1062		
8G20	3	1444		

Name & Model or Chassis No.	Vol. 5		Previous Vols.	
	Diag. No.	Vol. No.	Diag. No.	Vol. No.
ZENITH (Continued)				
8H20	3	1451		
8H20 Revised	3	1450		
8H20Z	4	1801		
8L20	2130			
8L21	2129			
8T01	2135			
9E21	2	1062		
9E21 Z	3	1458		
10H20Z	4	1794		
10L20	2130			
11C21	1	35		
11M20	2117			
12R20				
12R21	2118			
13D22				
19K20, 19K22, -3,	2	1063		
19K23, 19K24-3	4	1806		
19L25, 19L26,				
19L27, 19L28	2119			
19M20, U, Z,				
19M21, U,				
U, Z, Z	2133			
19R20, U,				
19R21, U,				
19R22, U	1934			
20H20, 20J21,				
20J22	4	1793		

Name & Model or Chassis No.	Vol. 5		Previous Vols.	
	Diag. No.	Vol. No.	Diag. No.	Vol. No.
ZENITH (Continued)				
20M20, U, Z,				
20M21, U,				
U, Z	2119			
21J20, 21J21	4	1793		
21K20	4	1806		
21K20-3	2119			
21L21	2119			
22H20	3	1452		
22L20	2119			
23G22, 23G23				
(Fine Tuning)	3	1445		
23G22, 23G23				
(Vol. Cont)	4	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)	4	1807		
24H20	3	1454		
28K20	4	1806		
29G20	3	1446		

TUNING GANG FULLY CLOSED



1808

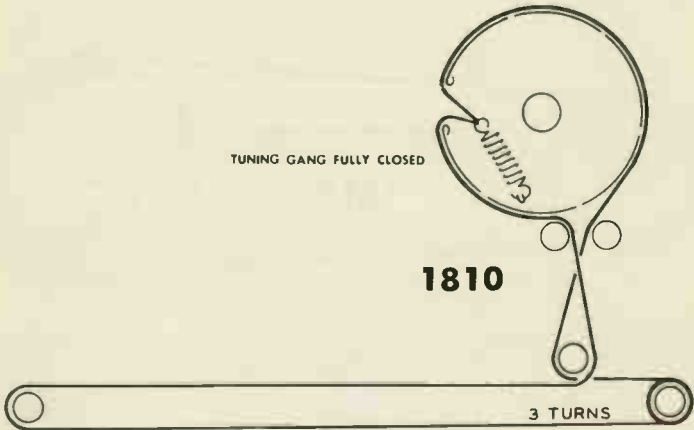
2 1/2 TURNS



1809

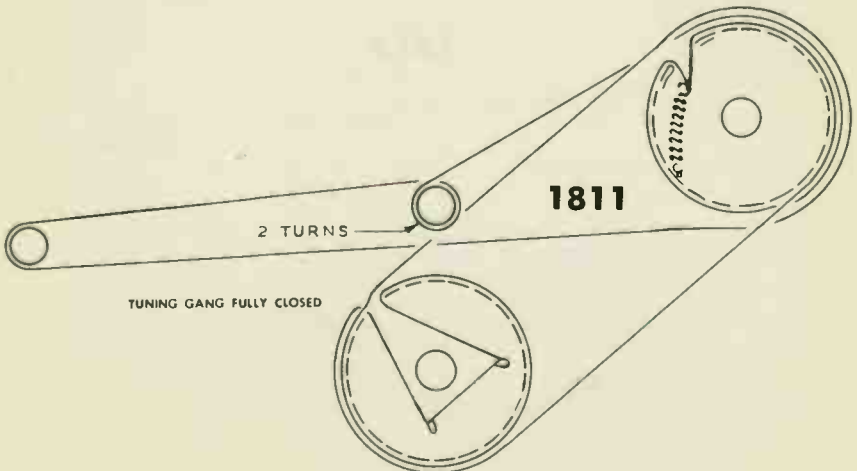
TUNING GANG FULLY OPEN

TUNING GANG FULLY CLOSED



1810

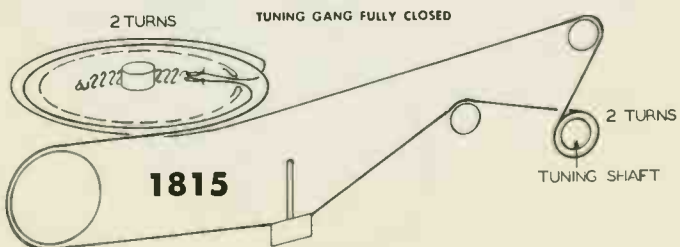
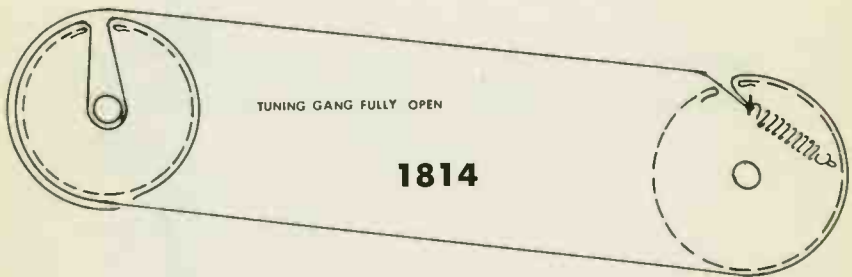
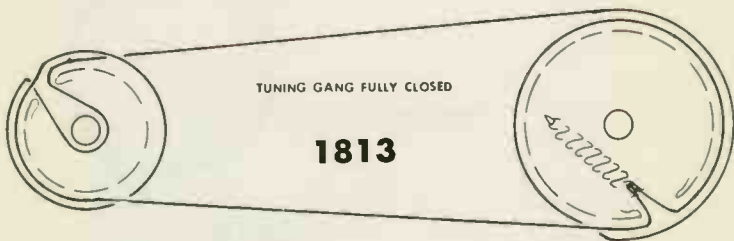
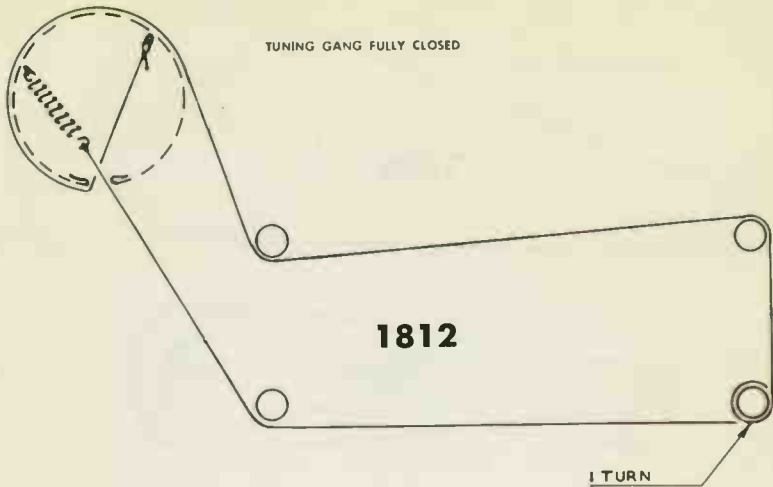
3 TURNS

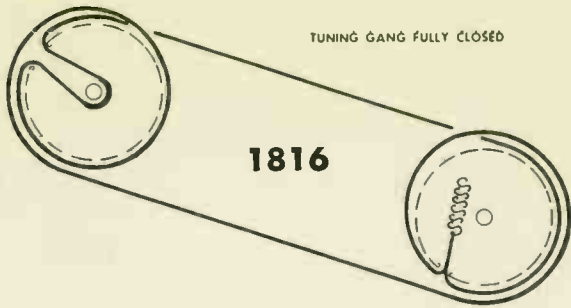


2 TURNS

1811

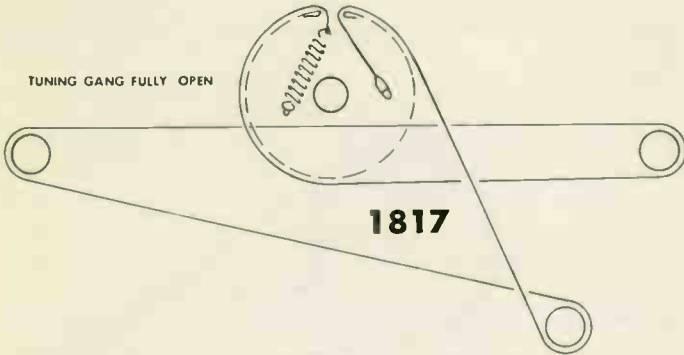
TUNING GANG FULLY CLOSED





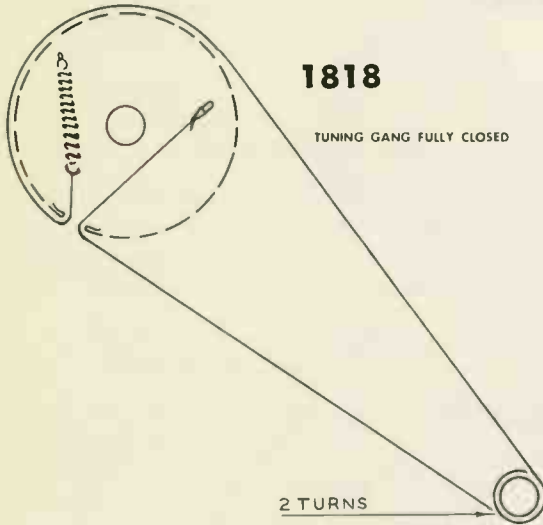
TUNING GANG FULLY CLOSED

**1816**



TUNING GANG FULLY OPEN

**1817**



**1818**

TUNING GANG FULLY CLOSED

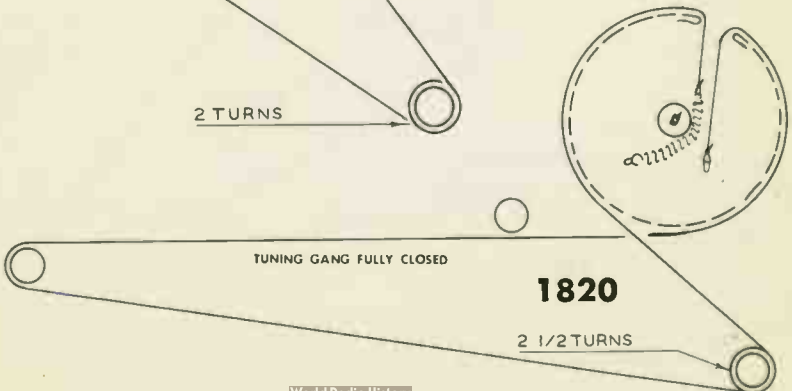
2 TURNS

TUNING GANG FULLY CLOSED



**1819**

1/2 TURNS  
TUNING HUB



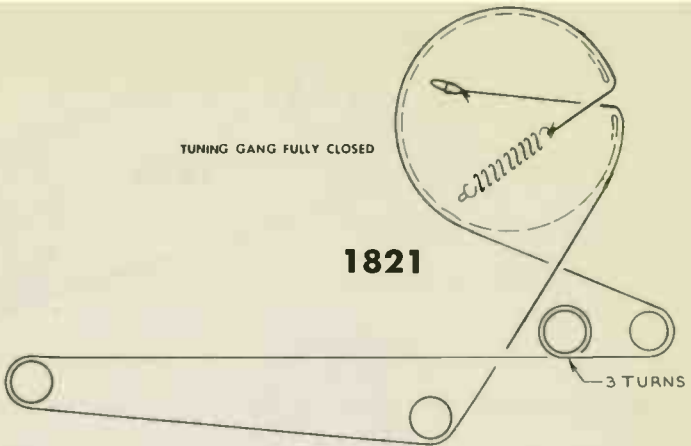
TUNING GANG FULLY CLOSED

**1820**

2 1/2 TURNS

TUNING GANG FULLY CLOSED

1821

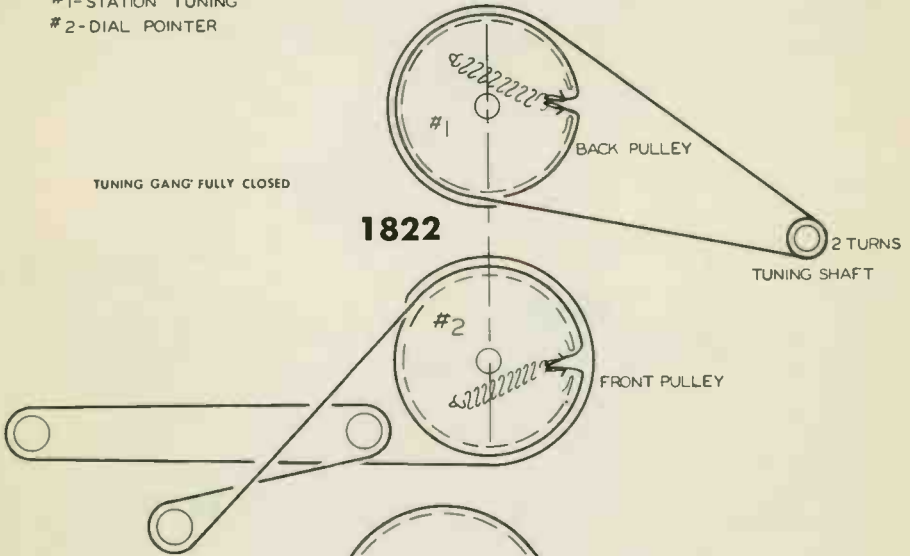


#1-STATION TUNING

#2-DIAL POINTER

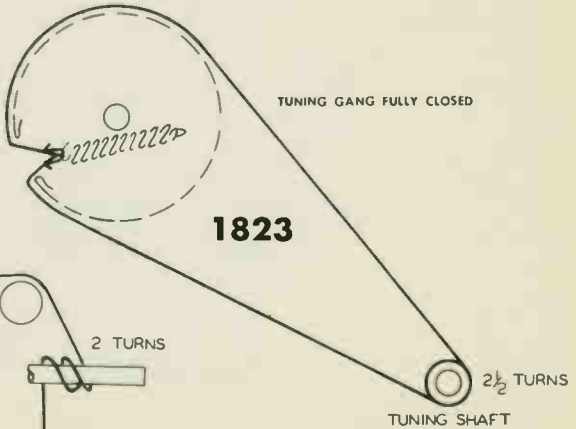
TUNING GANG FULLY CLOSED

1822



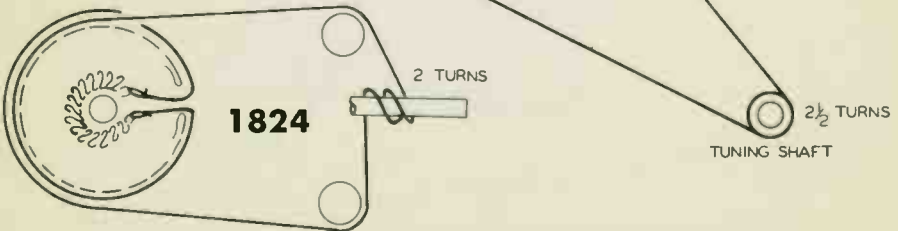
TUNING GANG FULLY CLOSED

1823

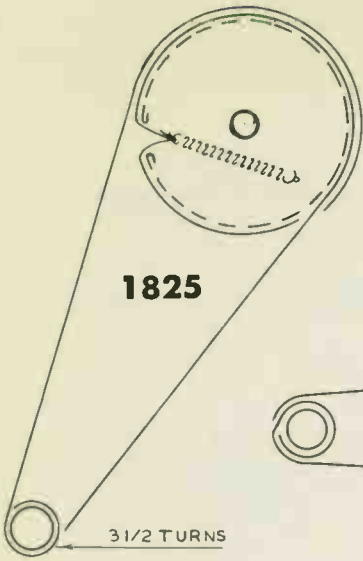


TUNING GANG FULLY CLOSED

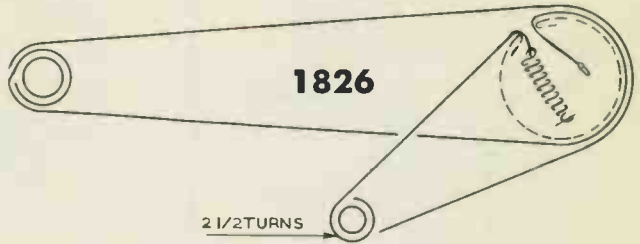
1824



TUNING GANG FULLY CLOSED



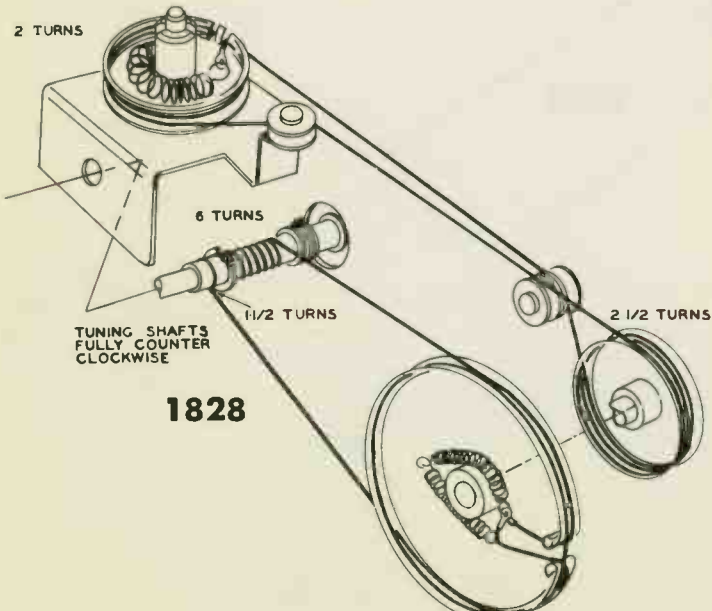
TUNING GANG FULLY CLOSED



TUNING SHAFT FULLY CLOCKWISE



2 TURNS





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

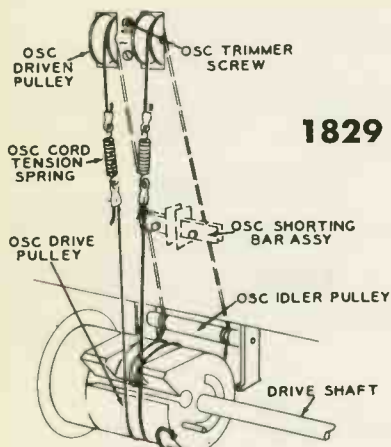


FIG. 1

**1829**

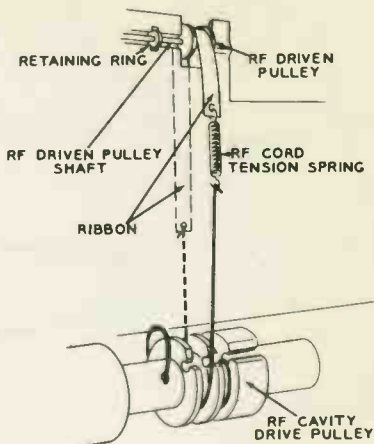
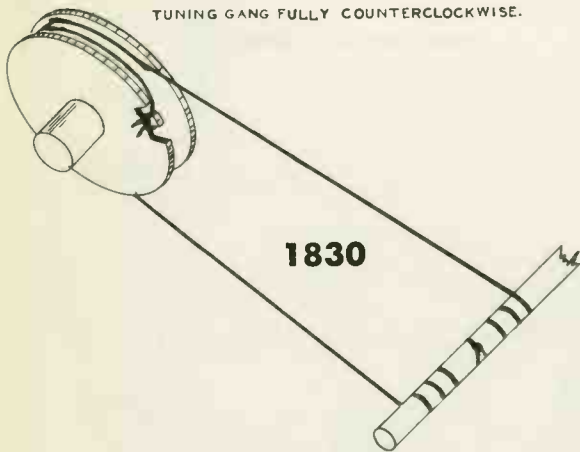
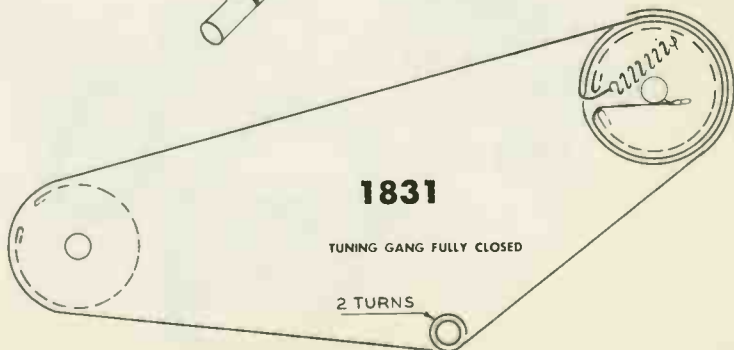


FIG. 2

TUNING GANG FULLY COUNTERCLOCKWISE.



**1830**

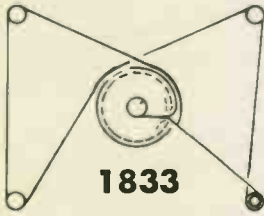
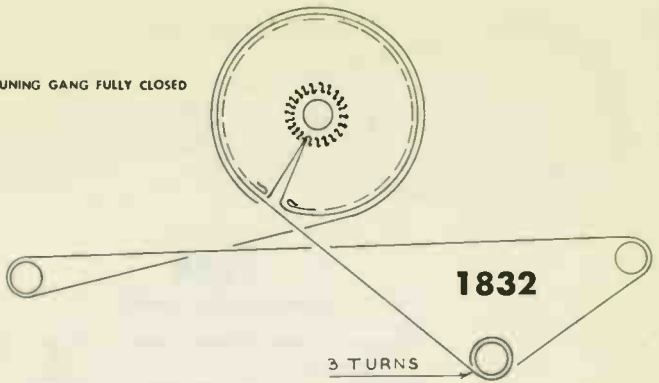


**1831**

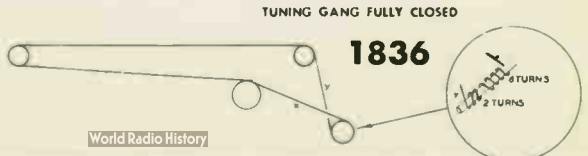
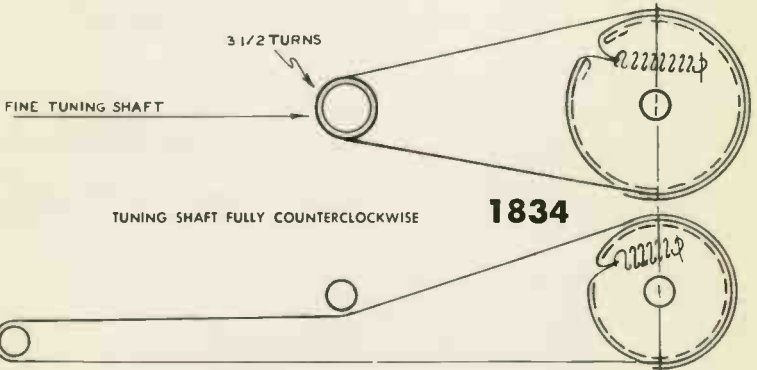
TUNING GANG FULLY CLOSED

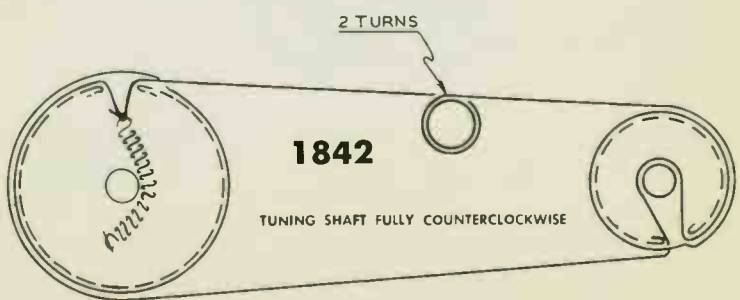
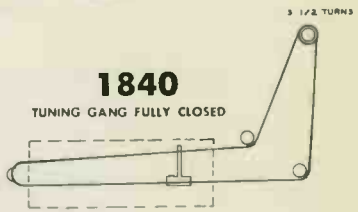
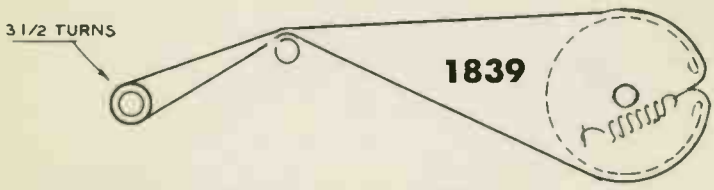
2 TURNS

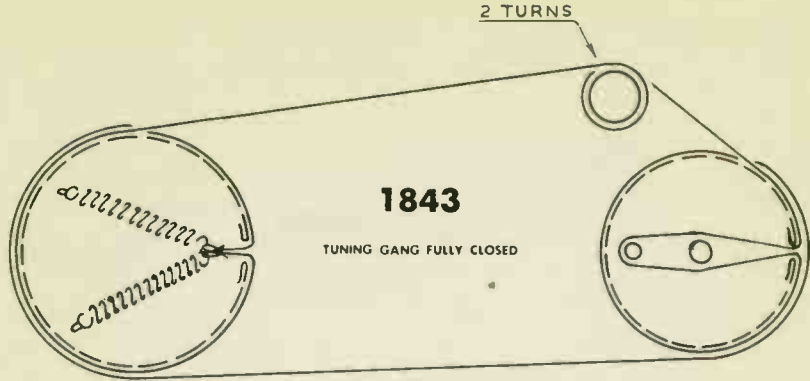
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

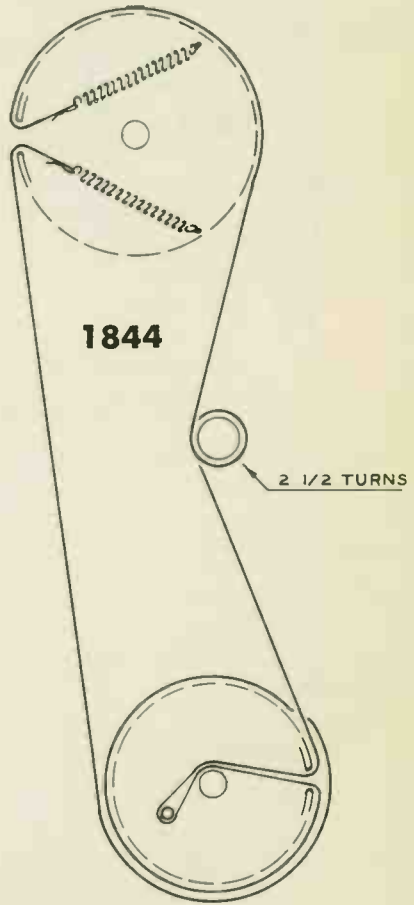




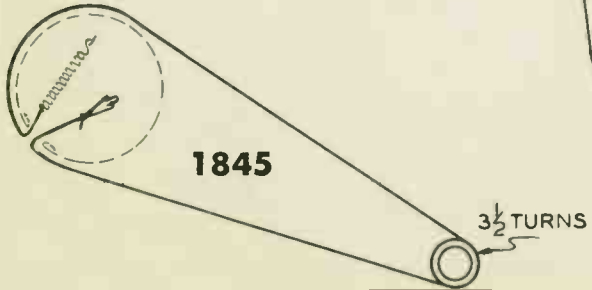


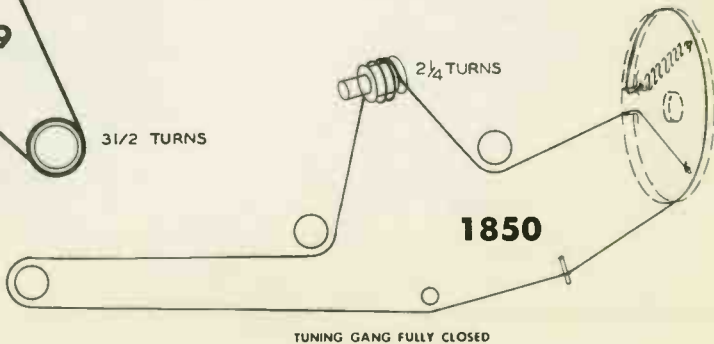
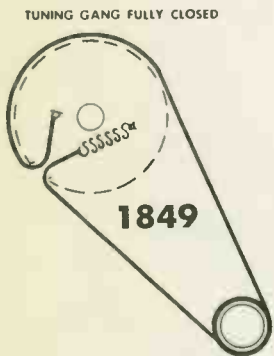
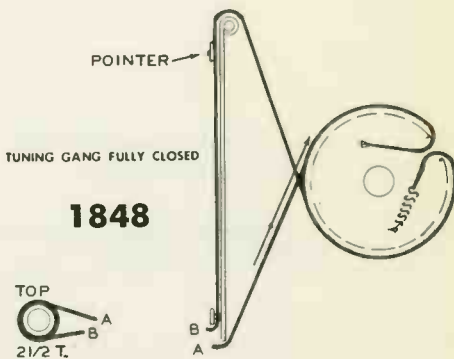
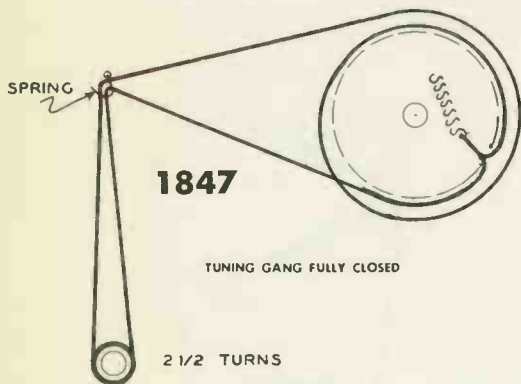
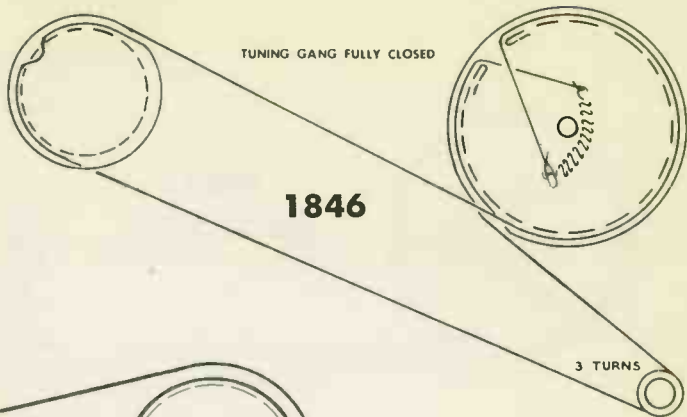
FINE TUNING IN MAX. COUNTER-CLOCKWISE POSITION.

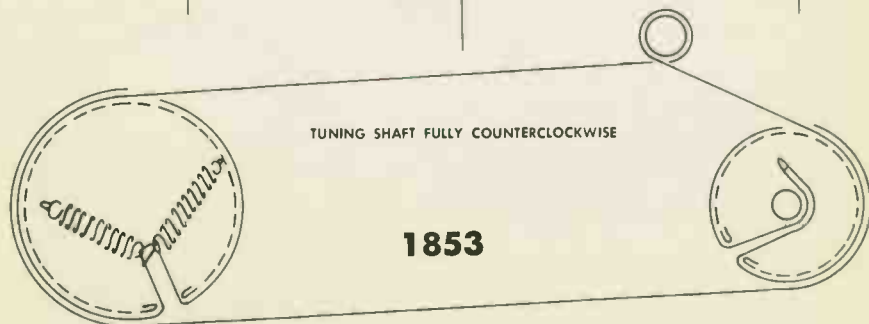
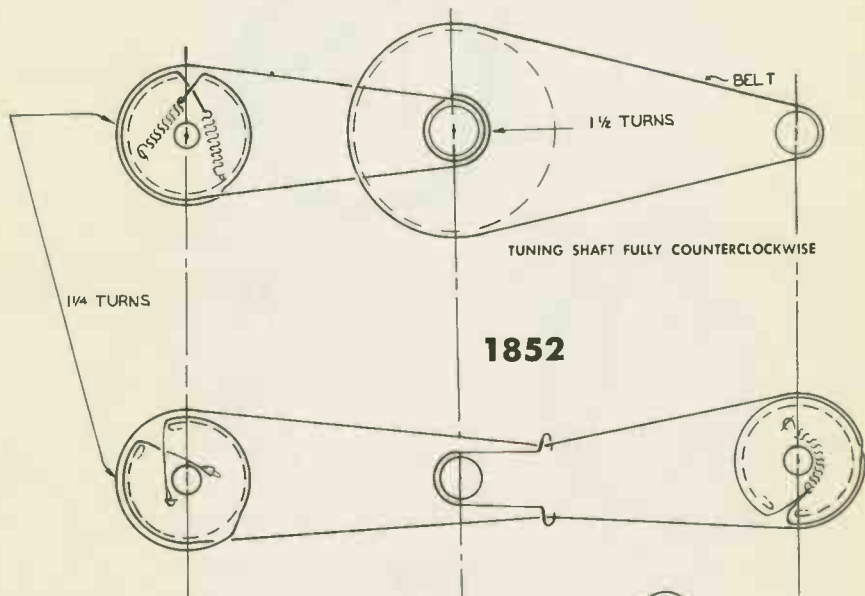
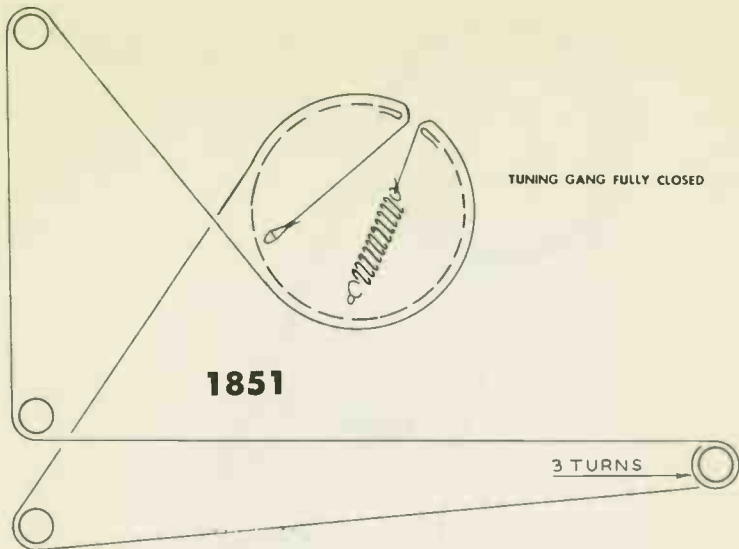
UHF TUNING IN MAX. COUNTER-CLOCKWISE POSITION.



TUNING GANG FULLY CLOSED







TUNER SET WITH PULLEY CUTOUTS FACING EACH OTHER

3 1/2 TURNS  
TUNING SHAFT-REAR

1854

CONVERTER TUNER

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

START

4° ± 2°  
VERTICAL

REAR - 2 1/2  
TURNS ON  
SMALL PULLEY.

1 TURN

1855

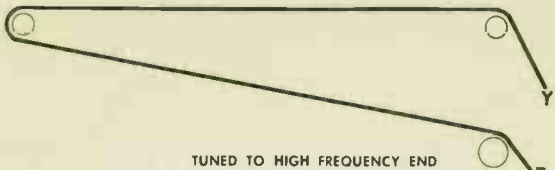
VERTICAL f  
45°  
APPROX.

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

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

REAR

FRONT



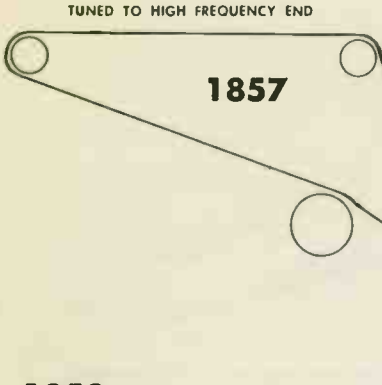
TUNED TO HIGH FREQUENCY END

**1856**

8 TURNS

2 TURNS

TUNING SHAFT



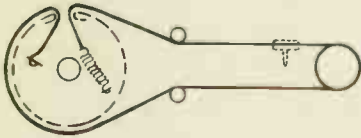
TUNED TO HIGH FREQUENCY END

**1857**

8 TURNS

2 TURNS

**1858**



TUNING GANG FULLY OPEN



**1859**

DIAL CORD STRINGING FOR ALL CONTROLS.

DIALS FULLY CLOCKWISE

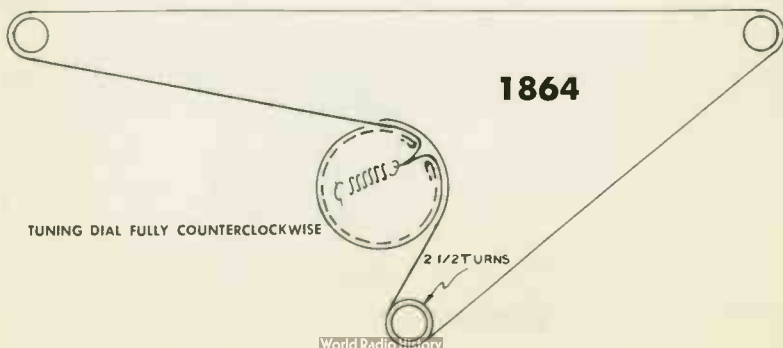
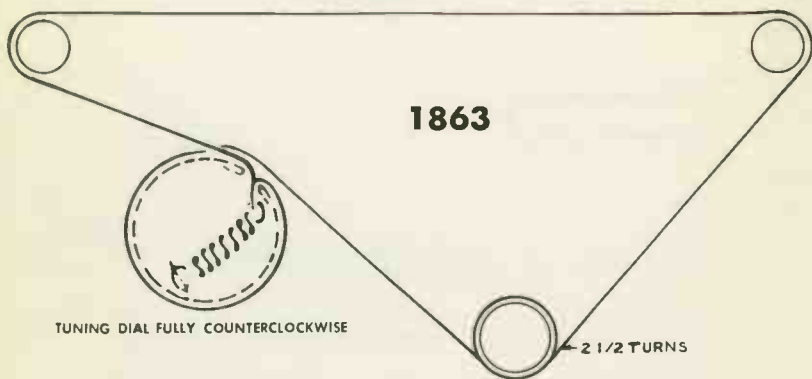
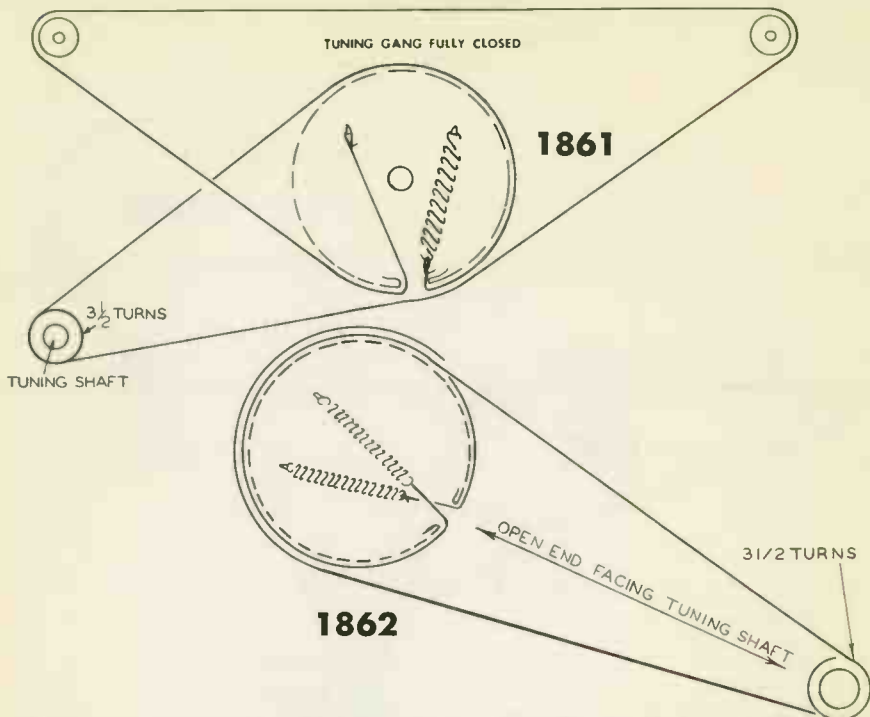


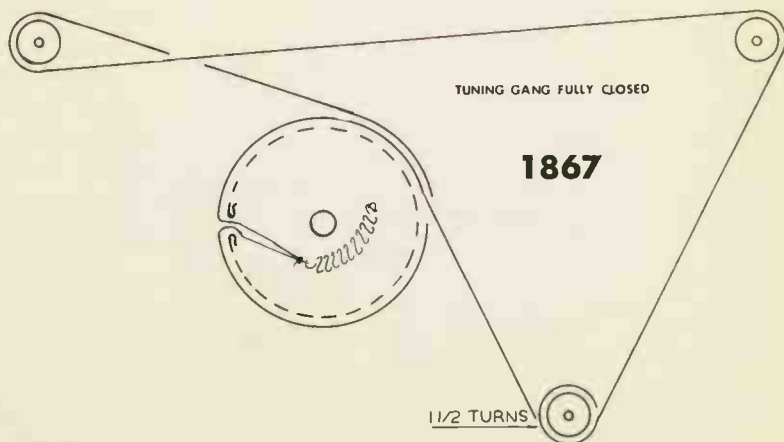
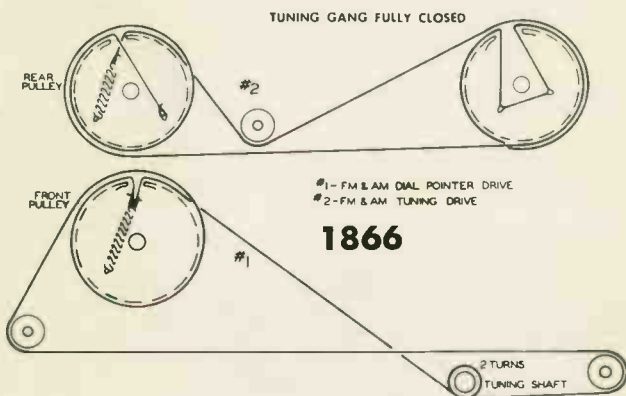
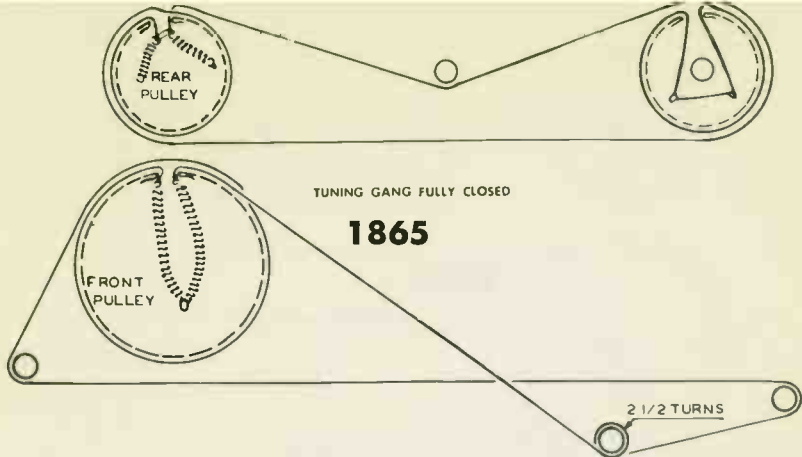
TUNING GANG FULLY OPEN

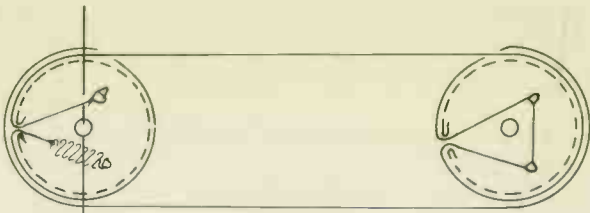
**1860**

1 1/2 TURNS



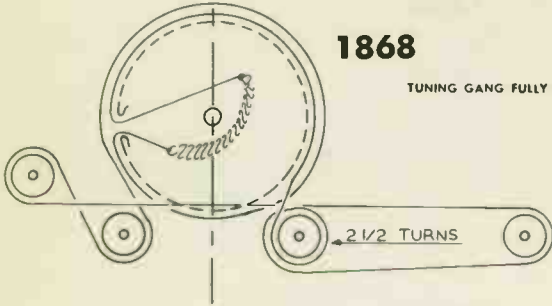






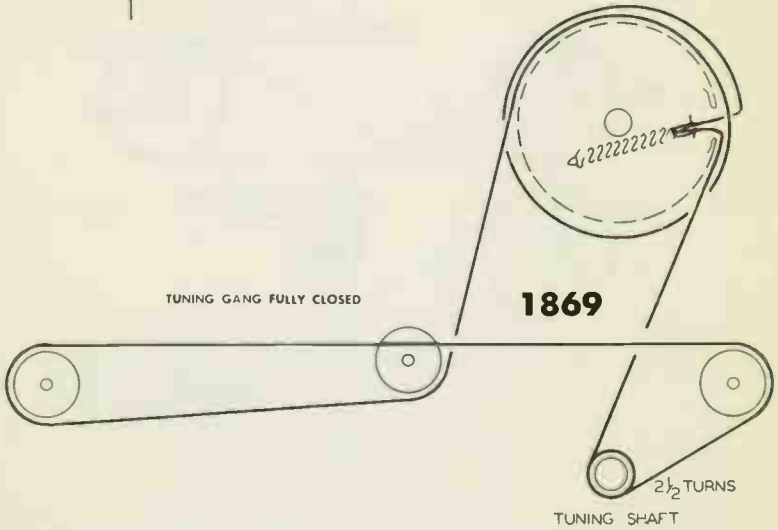
**1868**

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

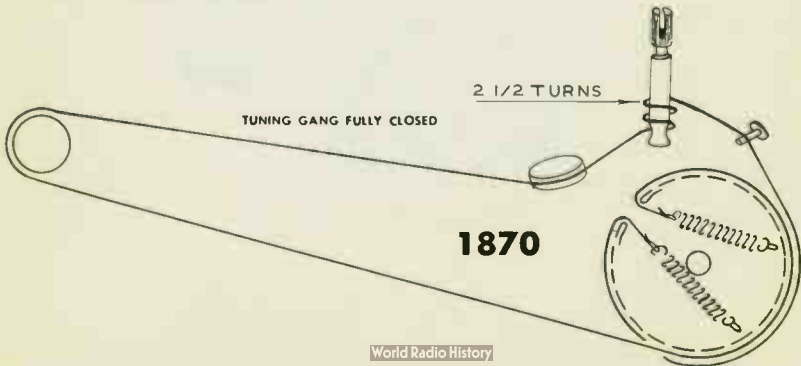
**1869**

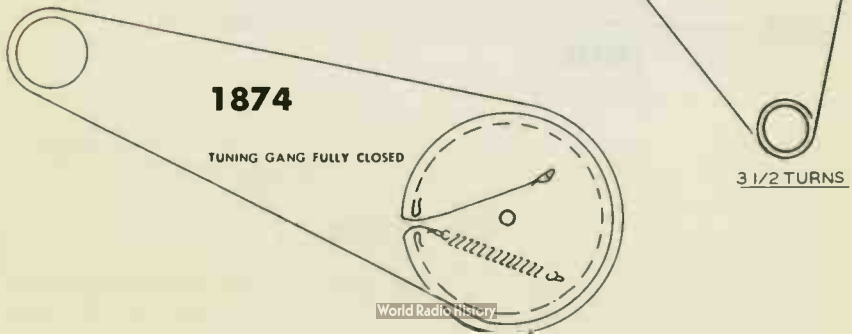
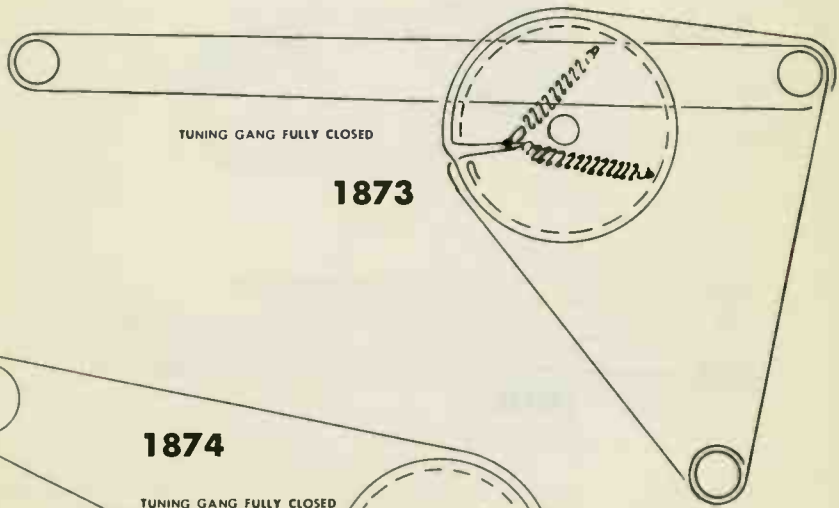
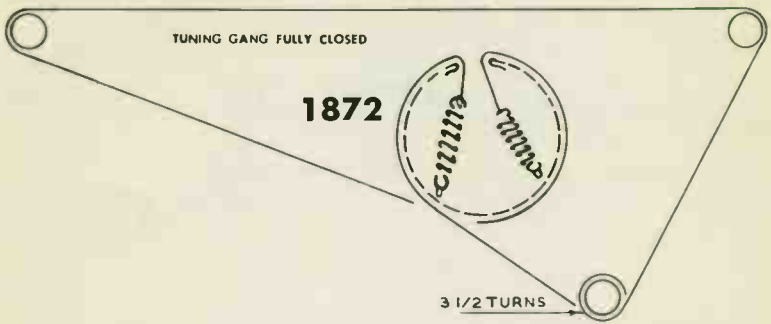
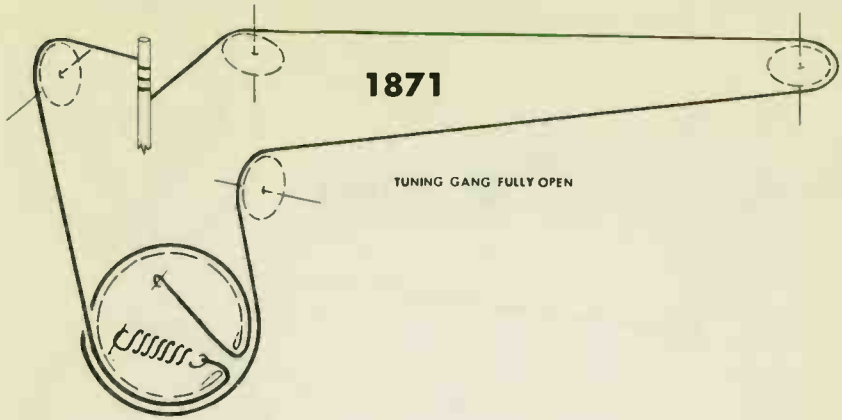


TUNING GANG FULLY CLOSED

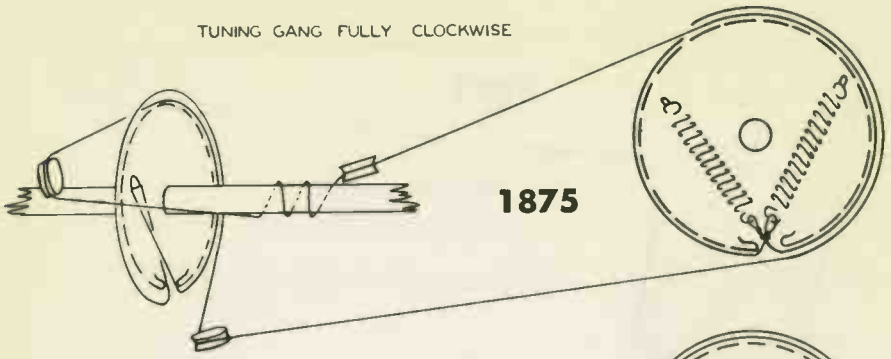
2 1/2 TURNS

**1870**



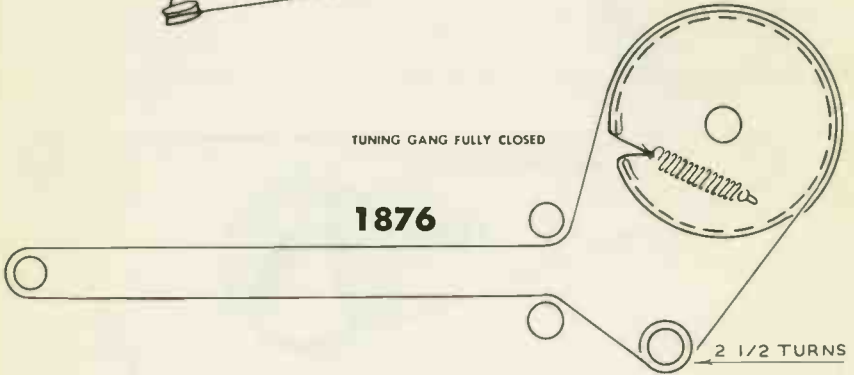


TUNING GANG FULLY CLOCKWISE



1875

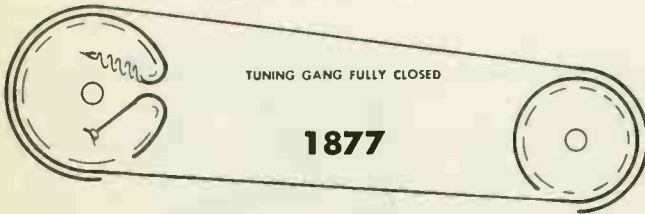
TUNING GANG FULLY CLOSED



1876

2 1/2 TURNS

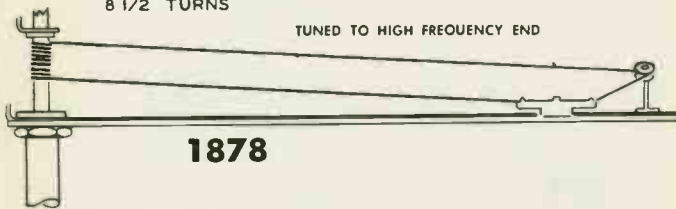
TUNING GANG FULLY CLOSED



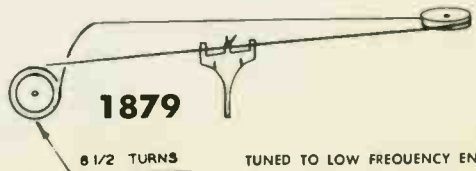
1877

8 1/2 TURNS

TUNED TO HIGH FREQUENCY END



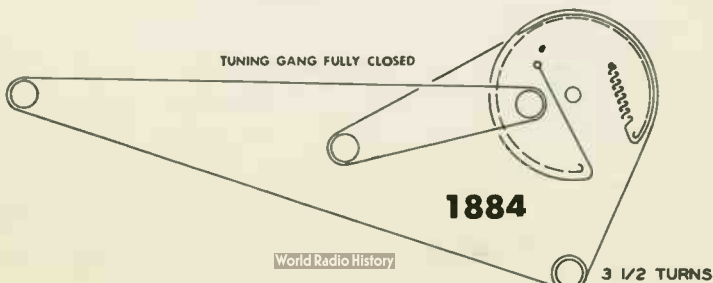
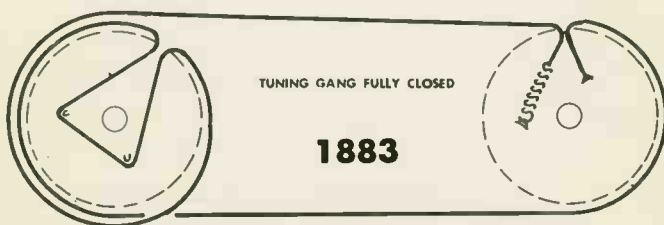
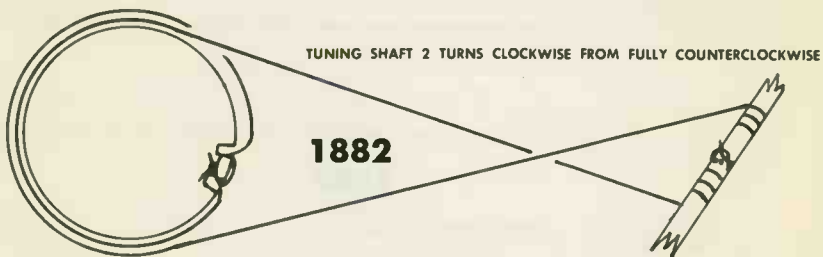
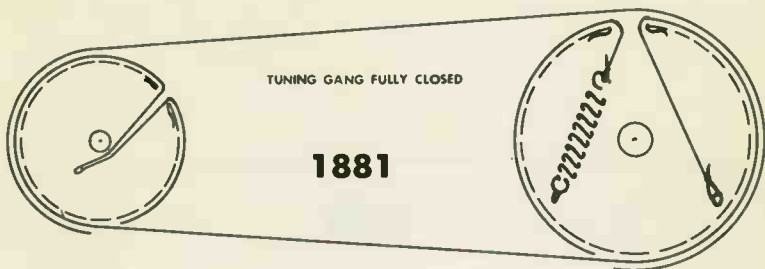
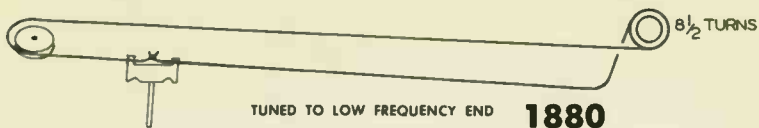
1878



1879

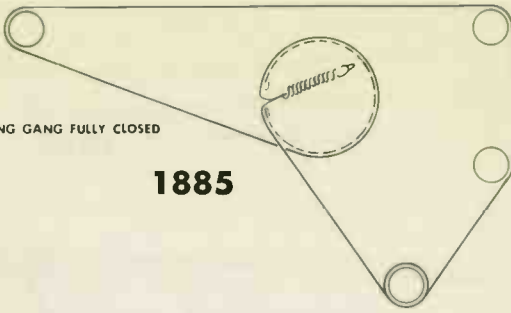
8 1/2 TURNS

TUNED TO LOW FREQUENCY END



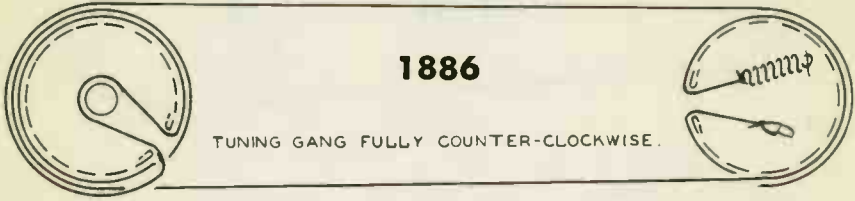
TUNING GANG FULLY CLOSED

1885



1886

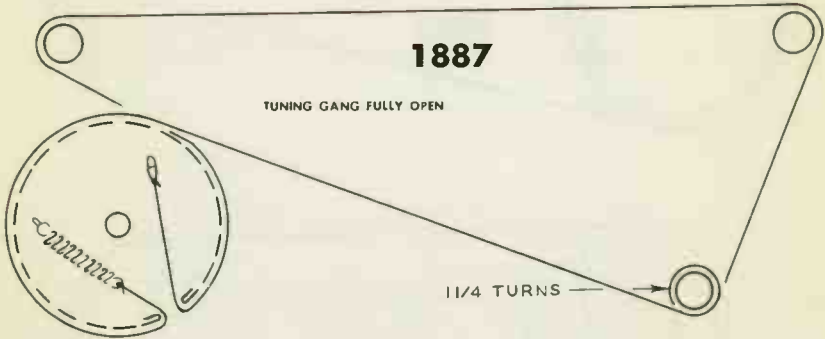
TUNING GANG FULLY COUNTER-CLOCKWISE.



1887

TUNING GANG FULLY OPEN

1 1/4 TURNS

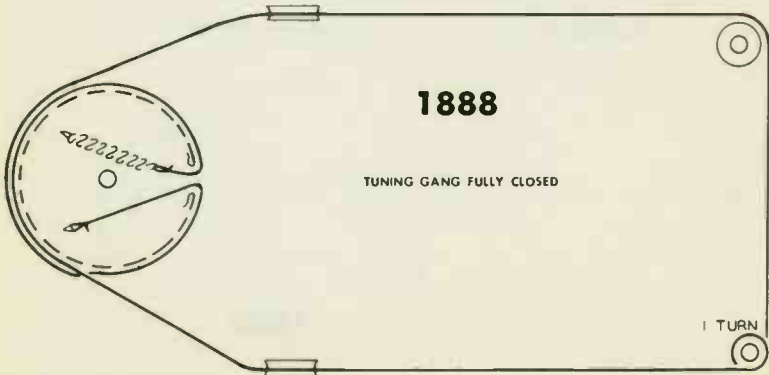


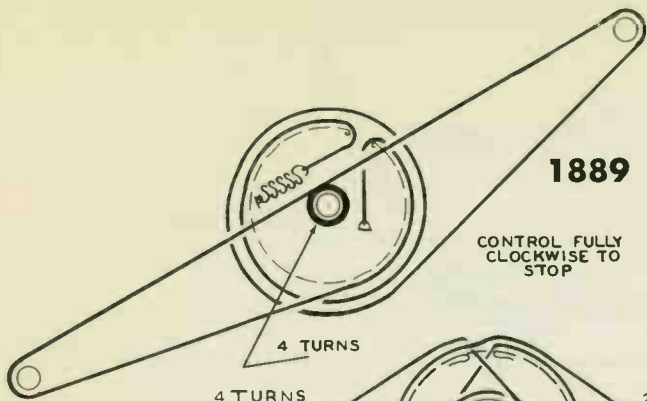
1888

TUNING GANG FULLY CLOSED

1 TURN

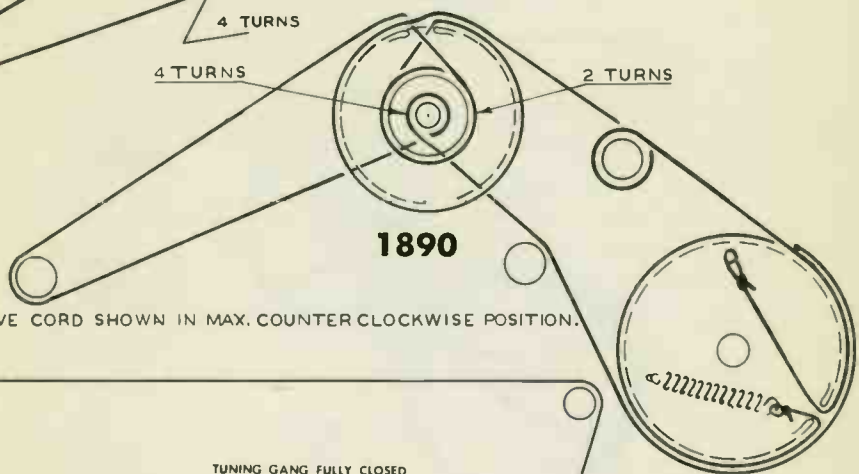
TUNING SHAFT





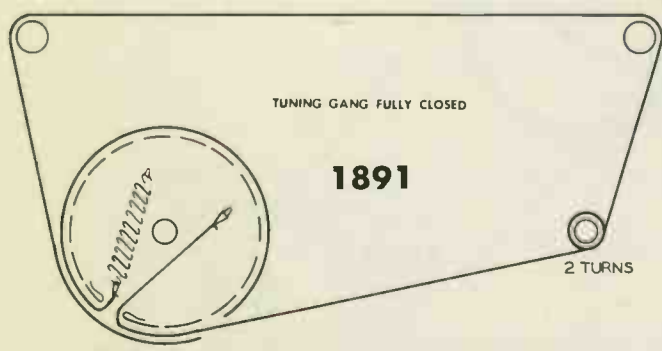
**1889**

CONTROL FULLY  
CLOCKWISE TO  
STOP



**1890**

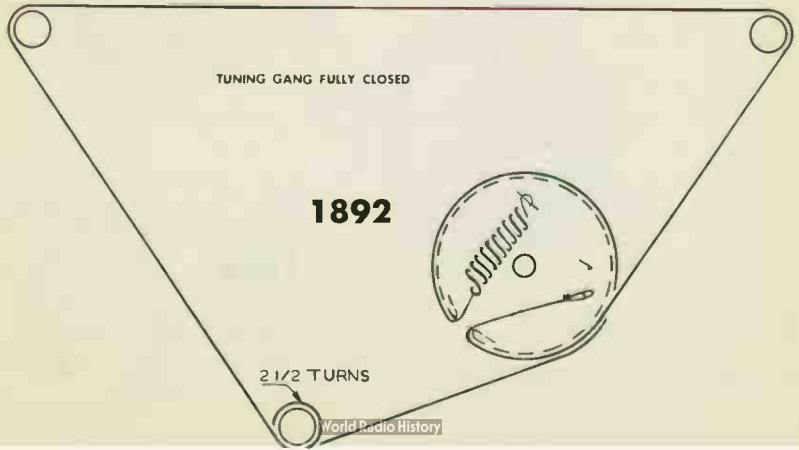
DRIVE CORD SHOWN IN MAX. COUNTER CLOCKWISE POSITION.



TUNING GANG FULLY CLOSED

**1891**

2 TURNS

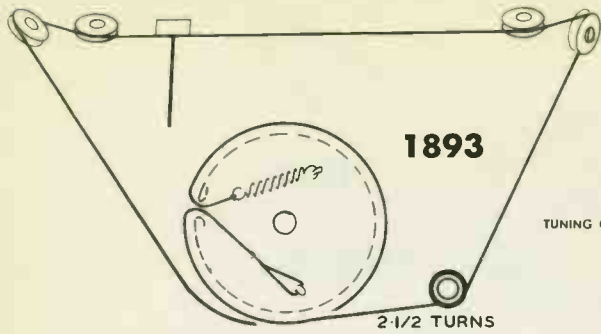


TUNING GANG FULLY CLOSED

**1892**

2 1/2 TURNS

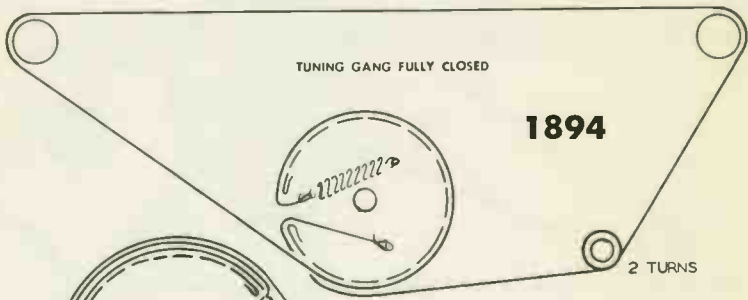




**1893**

TUNING GANG FULLY CLOSED

2-1/2 TURNS

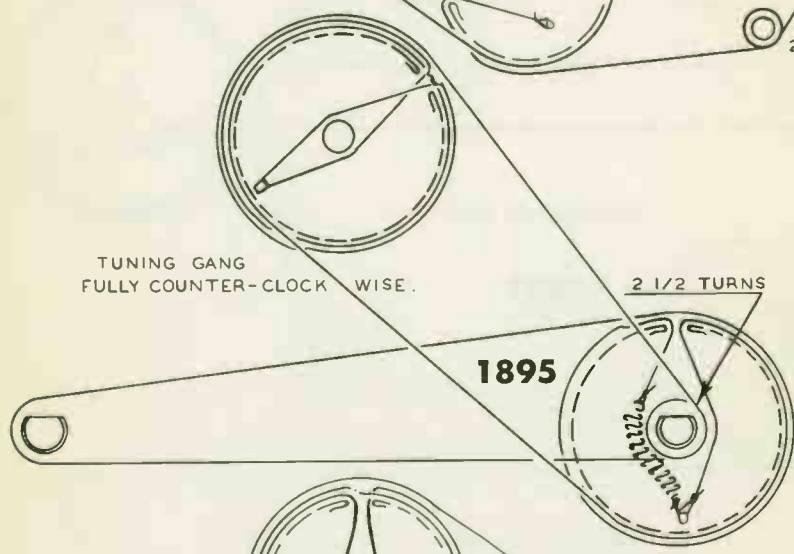


TUNING GANG FULLY CLOSED

**1894**

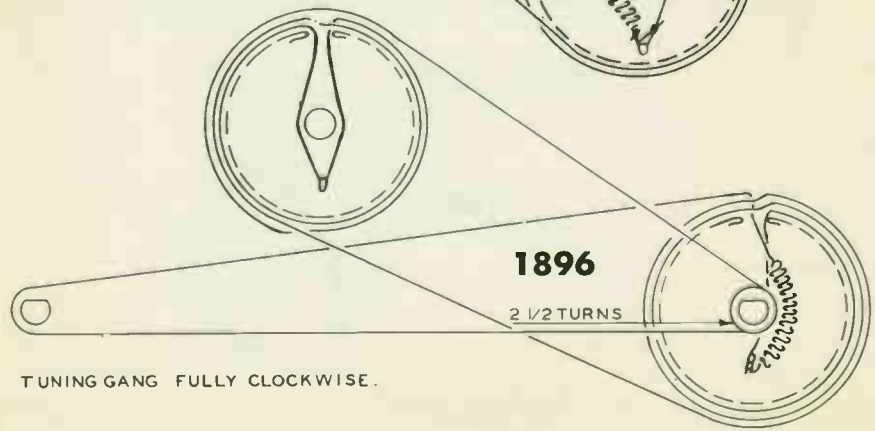
2 TURNS

TUNING GANG FULLY COUNTER-CLOCK WISE.



**1895**

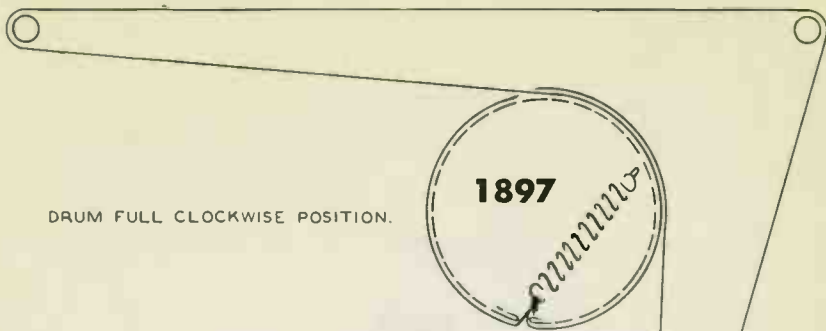
2 1/2 TURNS



**1896**

2 1/2 TURNS

TUNING GANG FULLY CLOCKWISE.

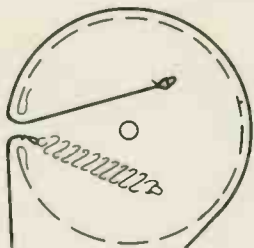


DRUM FULL CLOCKWISE POSITION.

**1897**

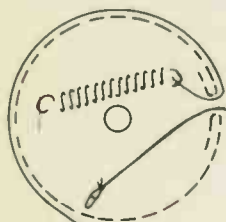
3 1/2 TURNS

UHF TUNING SHAFT FULLY COUNTER-CLOCKWISE



**1898**

2 TURNS

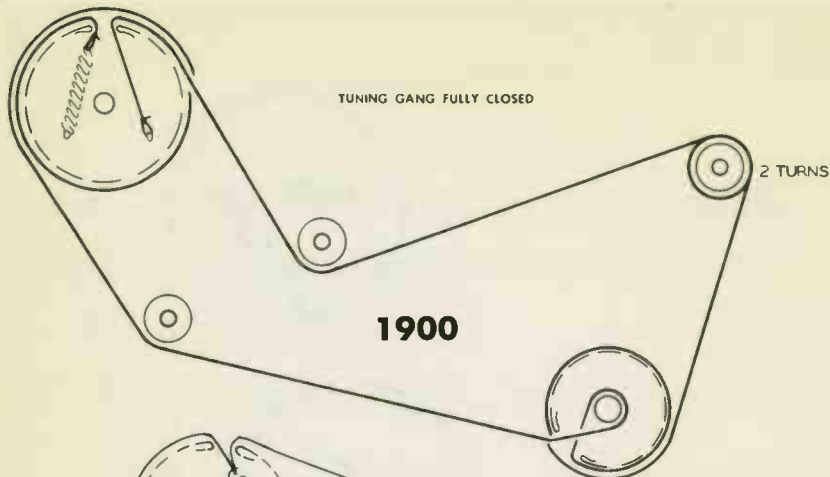


**1899**

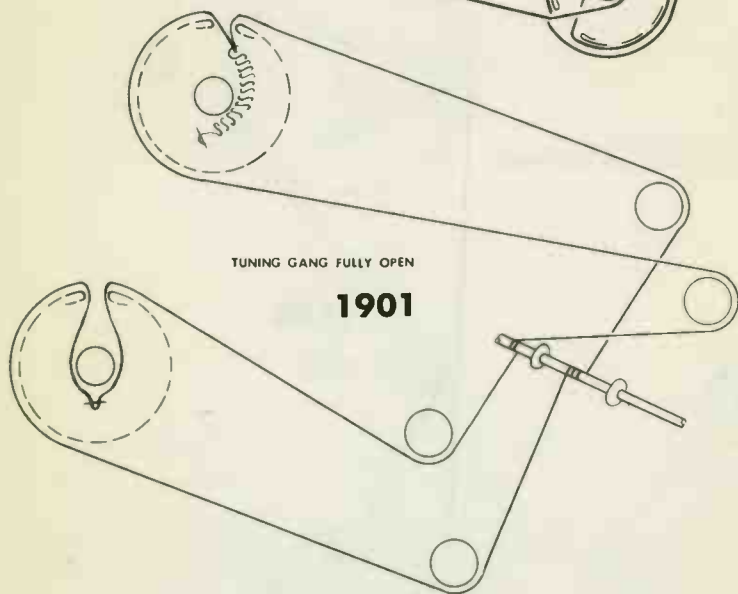
UHF PULLEY SHAFT IN FULL CLOCKWISE POSITION.



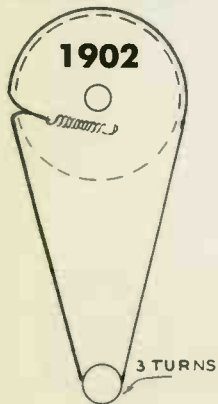
TUNING GANG FULLY CLOSED



TUNING GANG FULLY OPEN

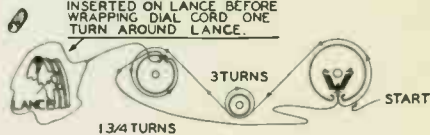


TUNING GANG FULLY CLOSED



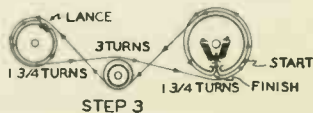
STEP 1

1 1/2 MM SLEEVING - 1/4" LONG  
INSERTED ON LANCE BEFORE  
WRAPPING DIAL CORD ONE  
TURN AROUND LANCE.



STEP 2

TUNING SHAFT FULLY COUNTERCLOCKWISE

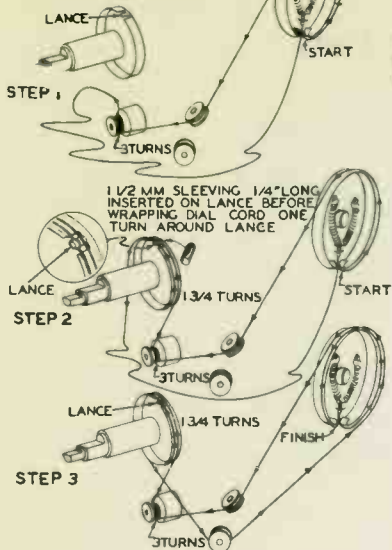


STEP 3

1903

**1904**

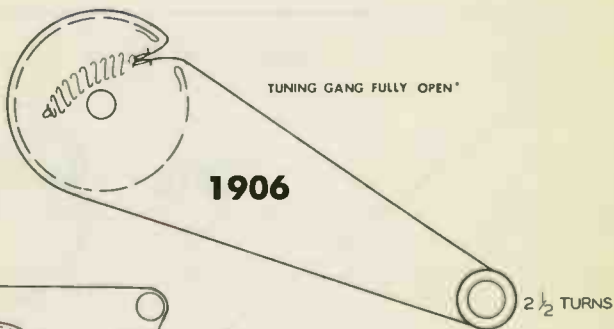
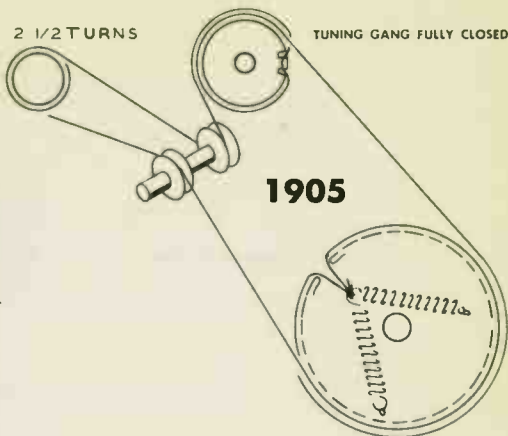
FULL COUNTER  
CLOCKWISE  
POSITION



2 1/2 TURNS

TUNING GANG FULLY CLOSED

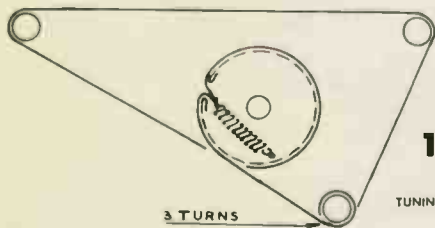
**1905**



TUNING GANG FULLY OPEN\*

**1906**

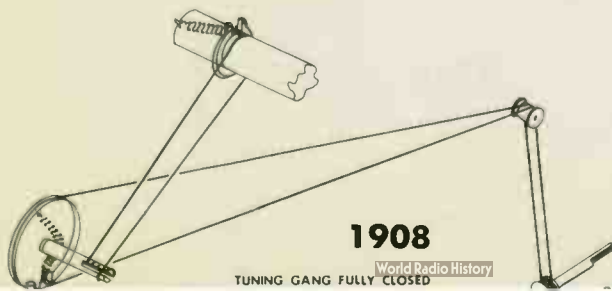
2 1/2 TURNS



3 TURNS

**1907**

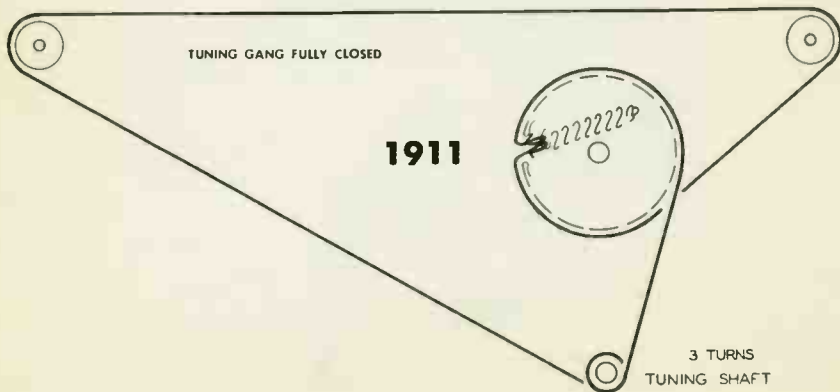
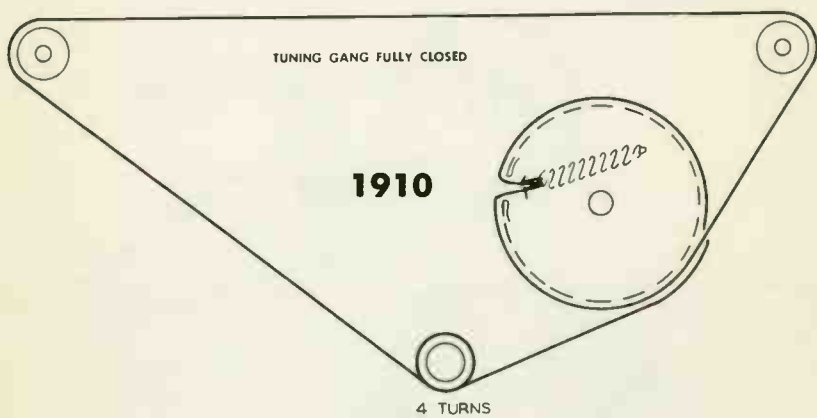
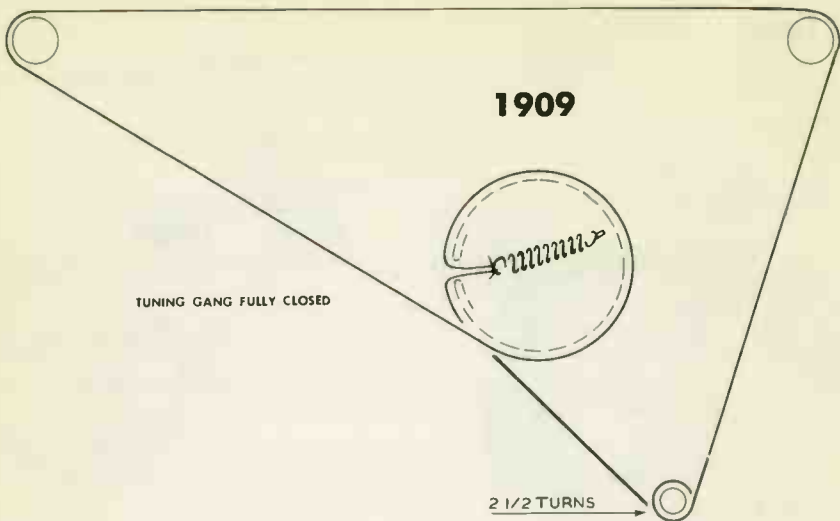
TUNING GANG FULLY CLOSED



**1908**

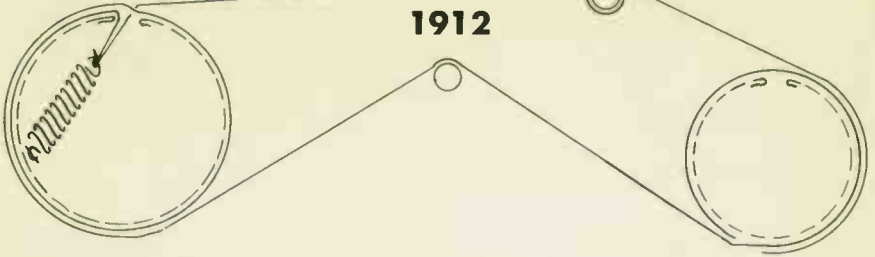
TUNING GANG FULLY CLOSED

World Radio History



3 TURNS

1912

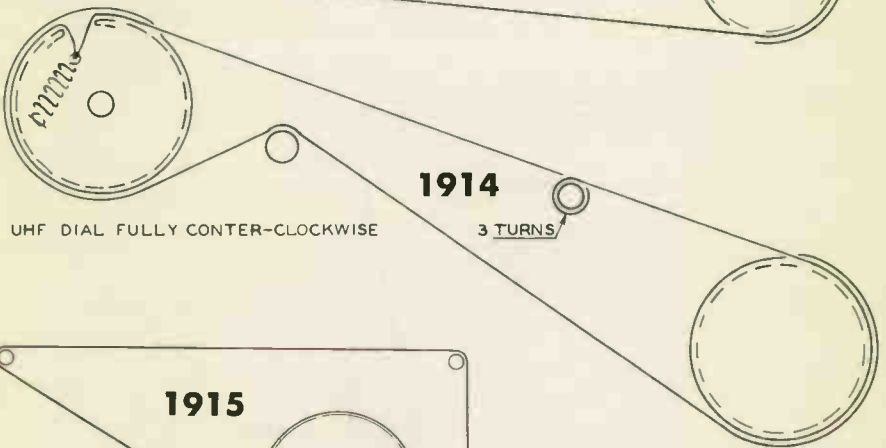


3 TURNS

1913



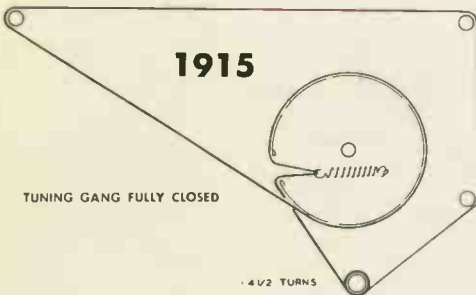
1914



UHF DIAL FULLY CENTER-CLOCKWISE

3 TURNS

1915

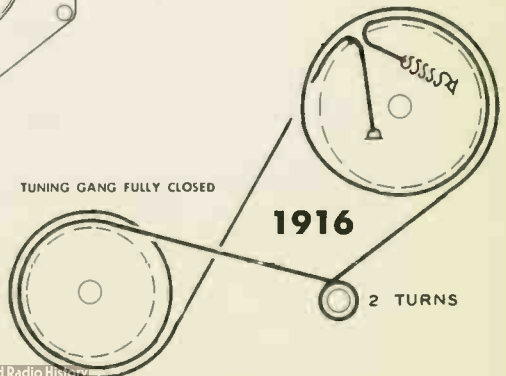


TUNING GANG FULLY CLOSED

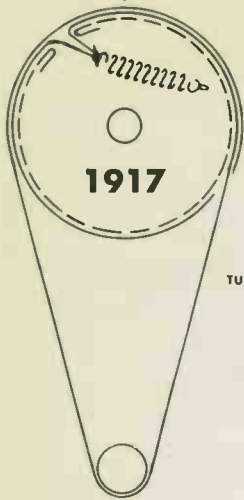
4 1/2 TURNS

TUNING GANG FULLY CLOSED

1916



2 TURNS



**1917**

TUNING GANG FULLY, OPEN

TUNING GANG FULLY CLOSED



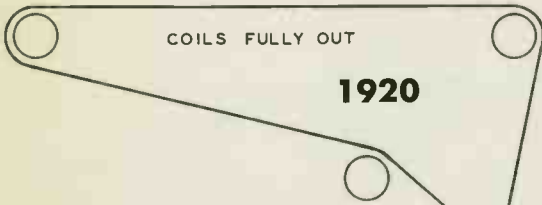
**1918**

1 1/2 TURNS



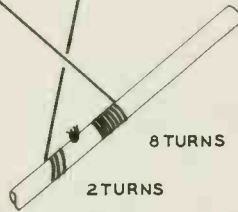
TUNED TO HIGH FREQUENCY END

**1919**



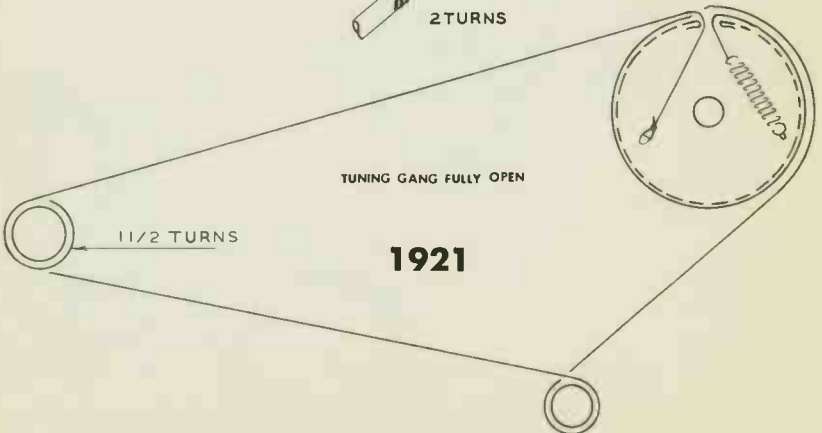
COILS FULLY OUT

**1920**



8 TURNS

2 TURNS

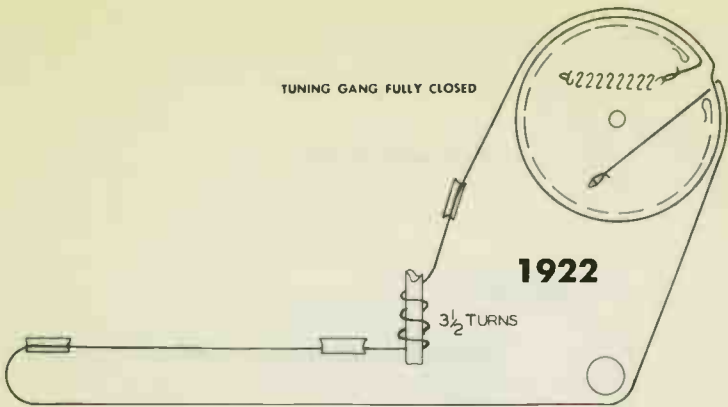


TUNING GANG FULLY OPEN

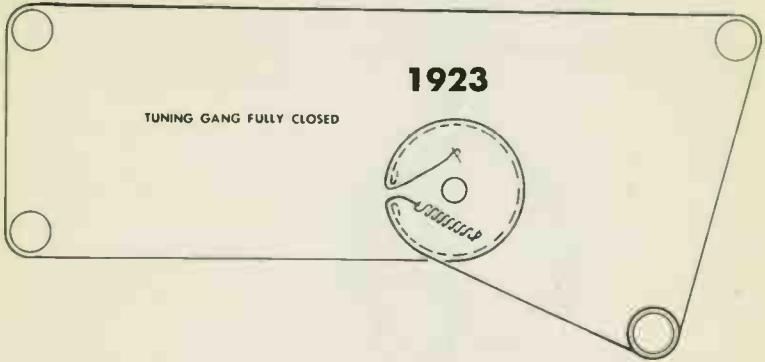
**1921**

1 1/2 TURNS

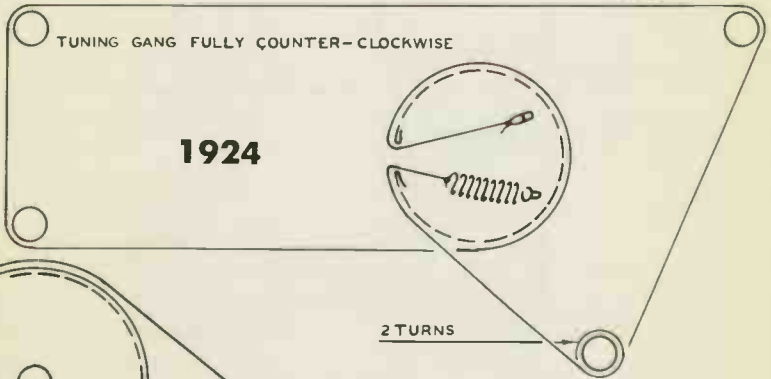
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

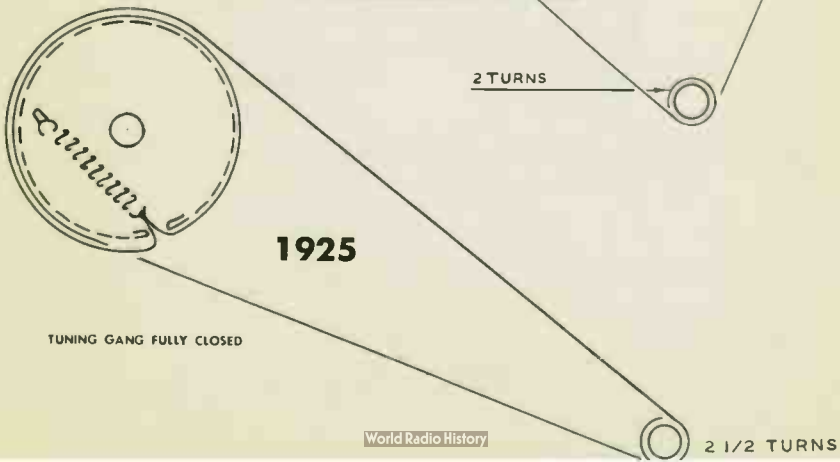


TUNING GANG FULLY COUNTER-CLOCKWISE

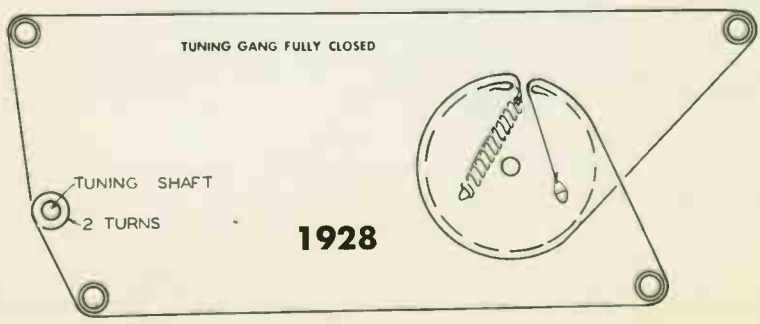
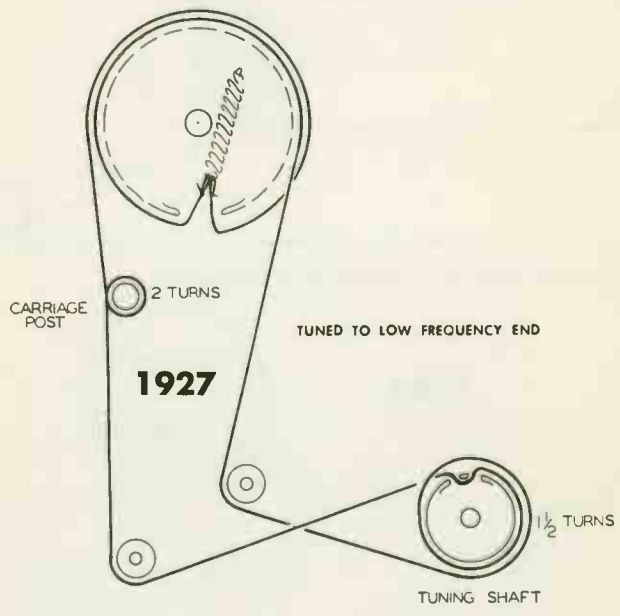
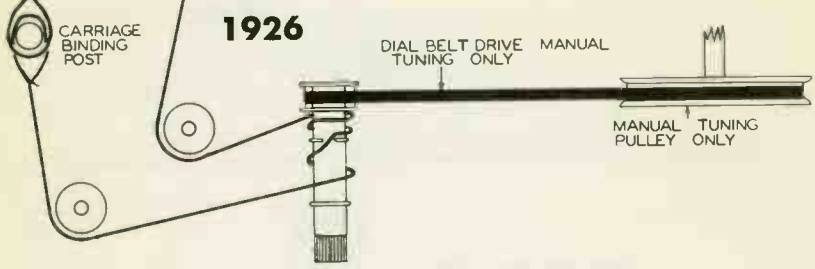
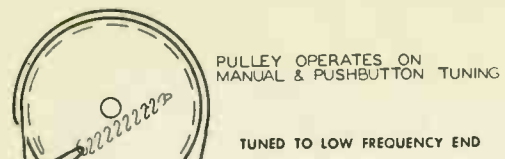


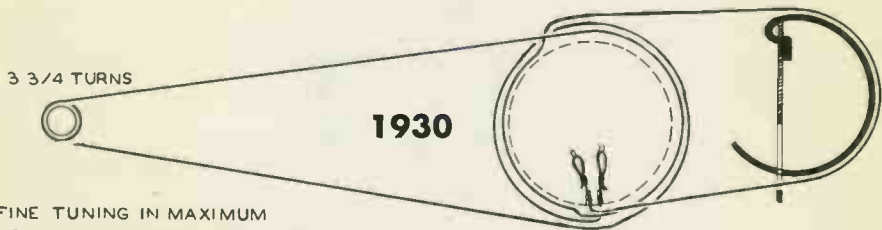
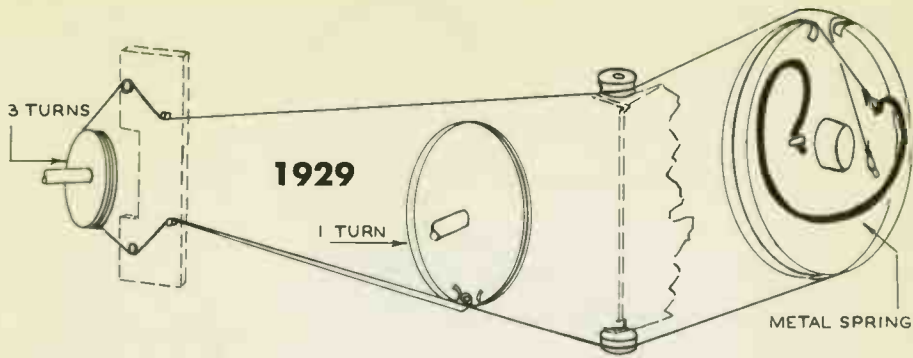
1925

TUNING GANG FULLY CLOSED



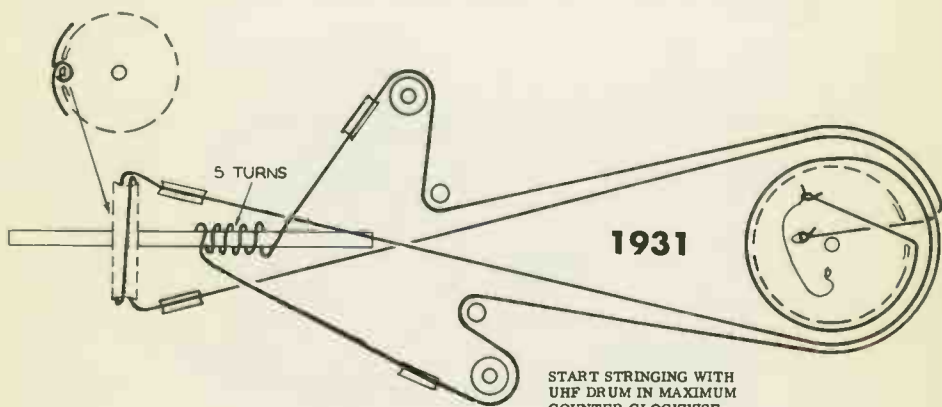




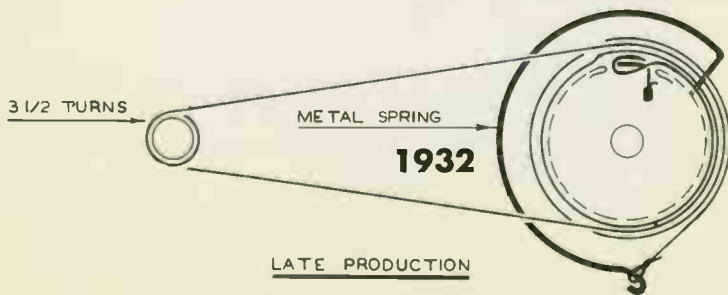


FINE TUNING IN MAXIMUM  
COUNTERCLOCKWISE POSITION.

EARLY PRODUCTION



START STRINGING WITH  
UHF DRUM IN MAXIMUM  
COUNTER CLOCKWISE  
POSITION.



LATE PRODUCTION

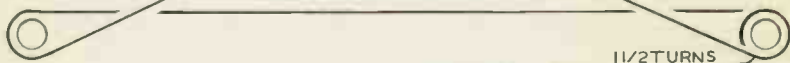
TUNING GANG FULLY OPEN

1933



TUNING GANG FULLY CLOSED

1934

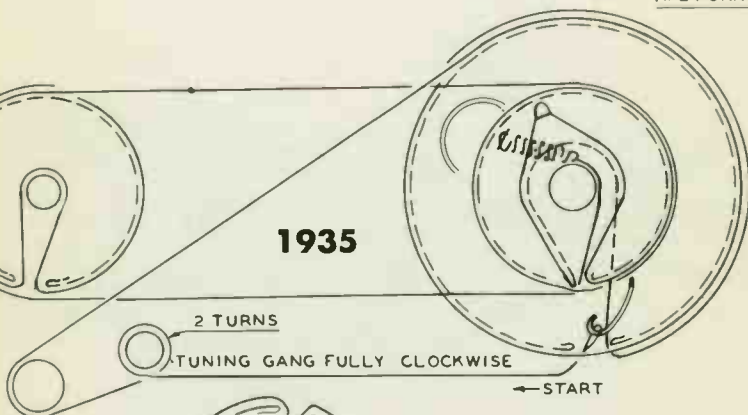


1935

2 TURNS

TUNING GANG FULLY CLOCKWISE

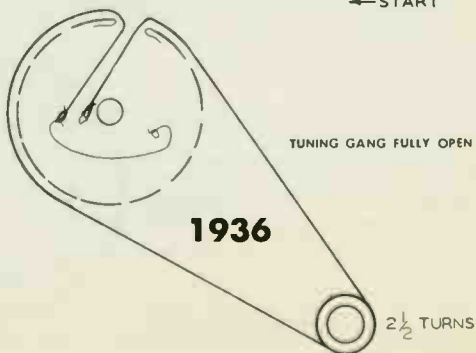
← START



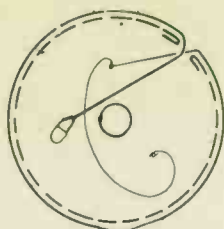
TUNING GANG FULLY OPEN

1936

2 1/2 TURNS

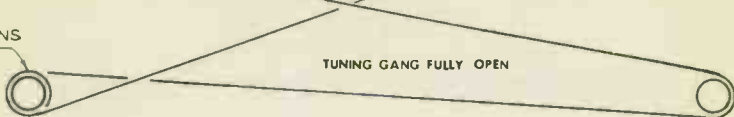


3 TURNS



**1937**

TUNING GANG FULLY OPEN



TUNING GANG FULLY OPEN

**1938**

2 TURNS



TUNING GANG FULLY OPEN

**1939**

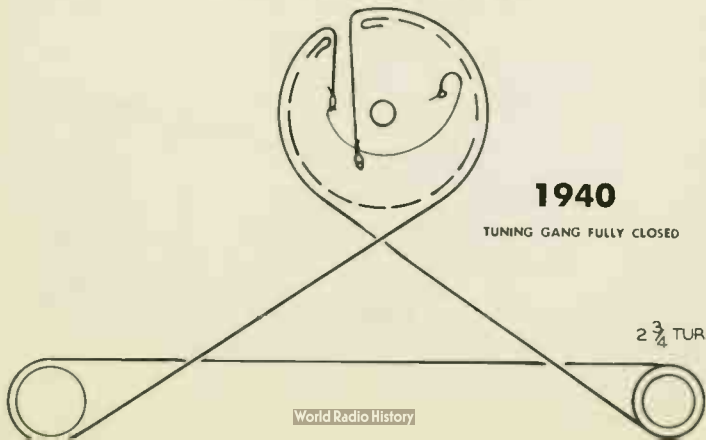
3 TURNS

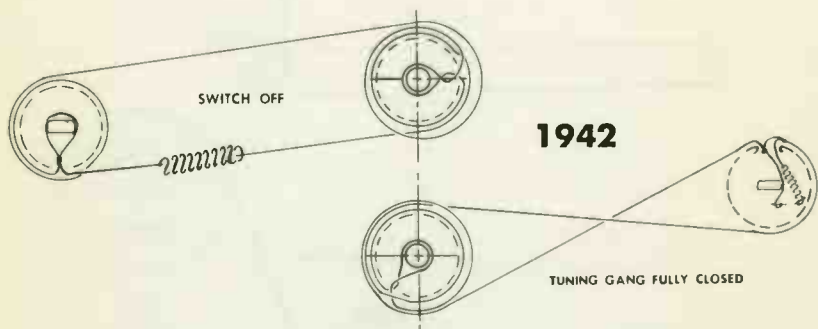
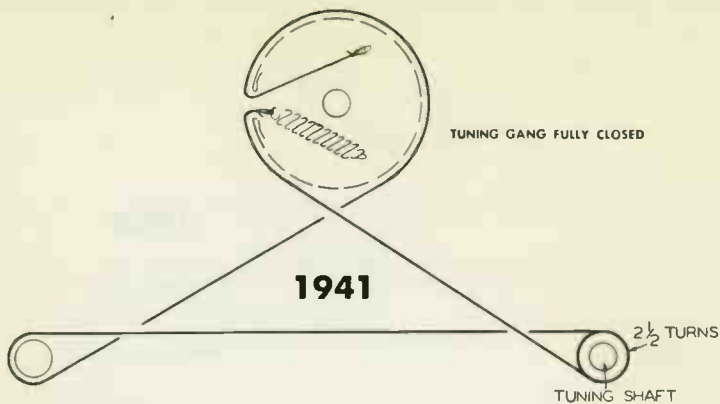


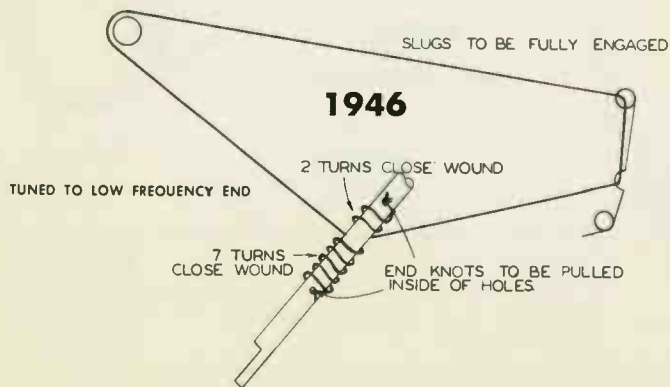
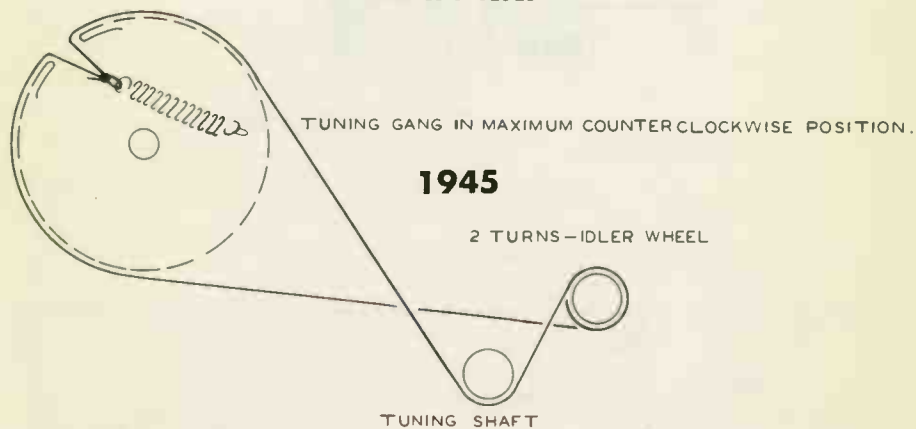
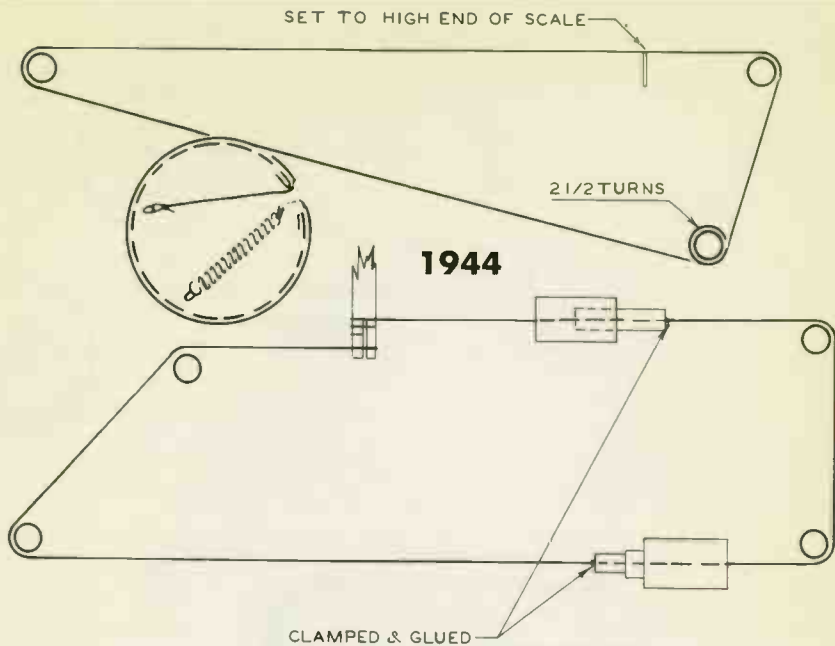
**1940**

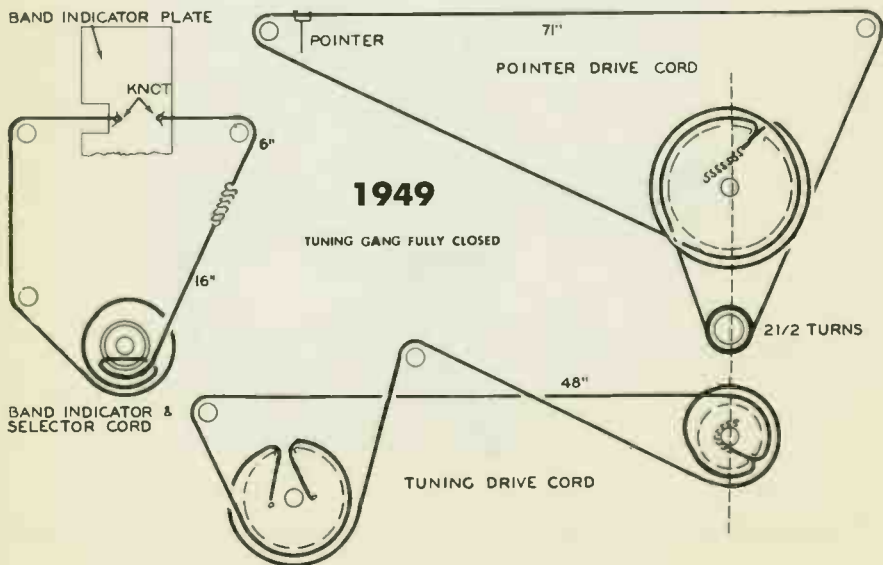
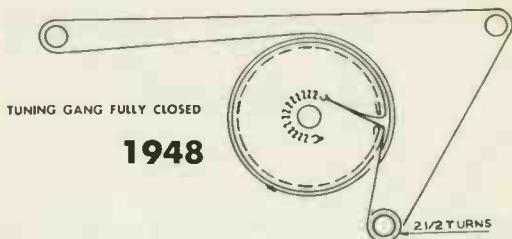
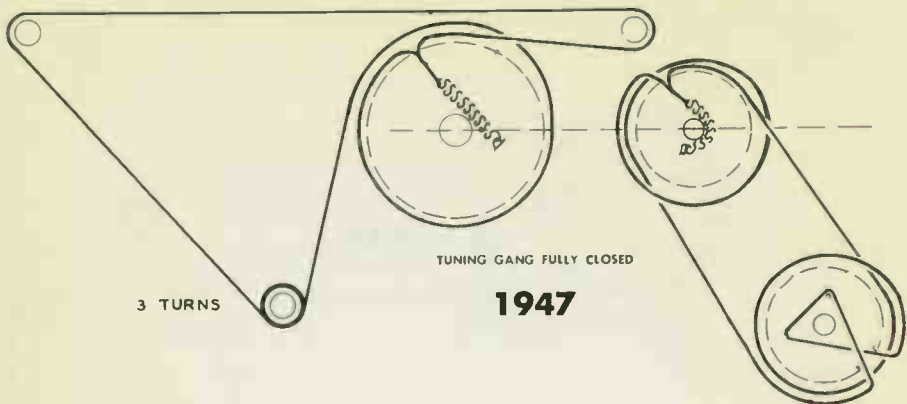
TUNING GANG FULLY CLOSED

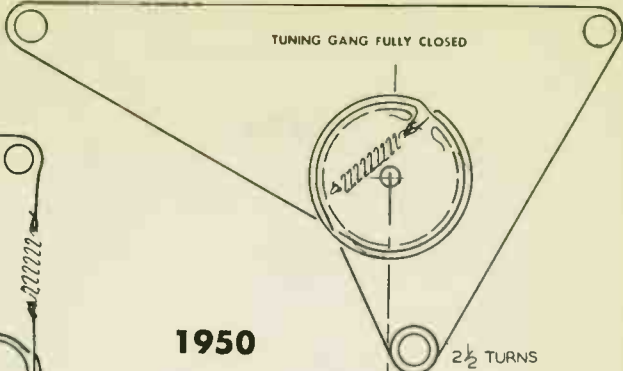
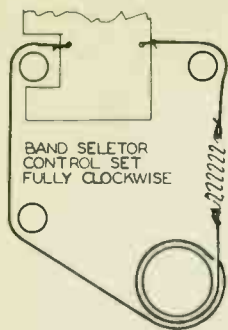
2  $\frac{3}{4}$  TURNS



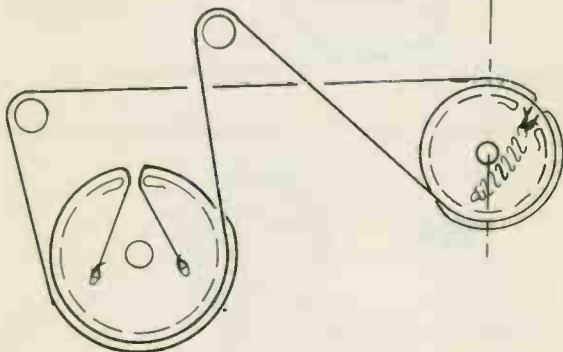




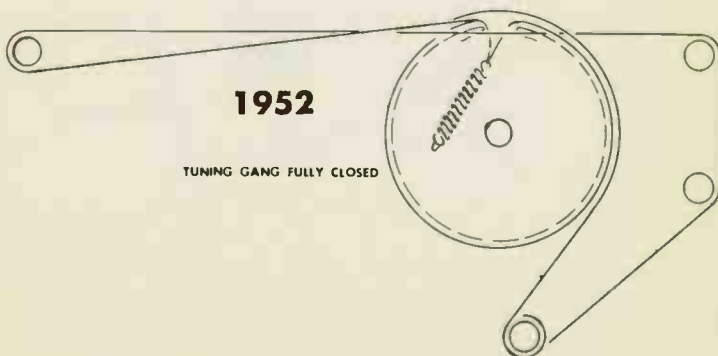




1950



1951



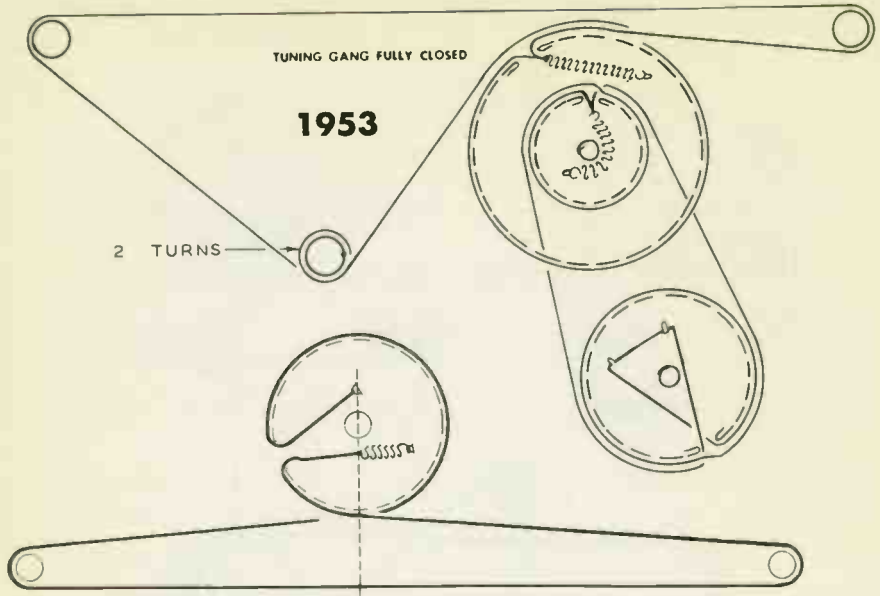
1952



TUNING GANG FULLY CLOSED

1953

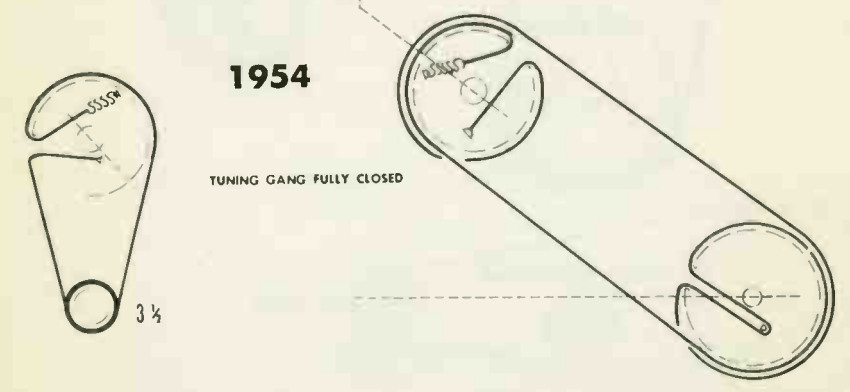
2 TURNS



1954

TUNING GANG FULLY CLOSED

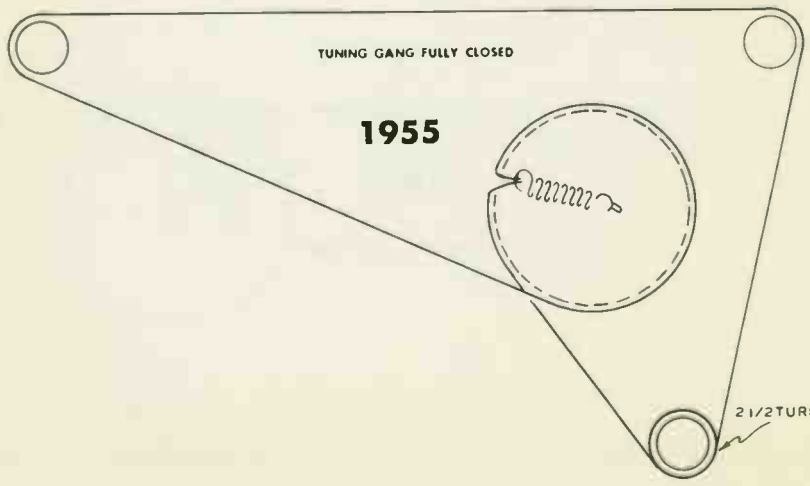
3 1/2



TUNING GANG FULLY CLOSED

1955

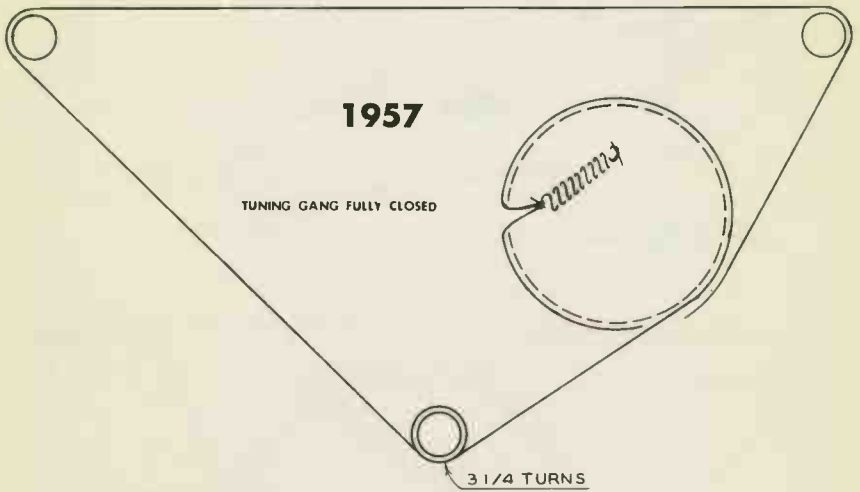
2 1/2 TURNS



TUNING GANG FULLY CLOSED

1956

3 1/2 TURNS



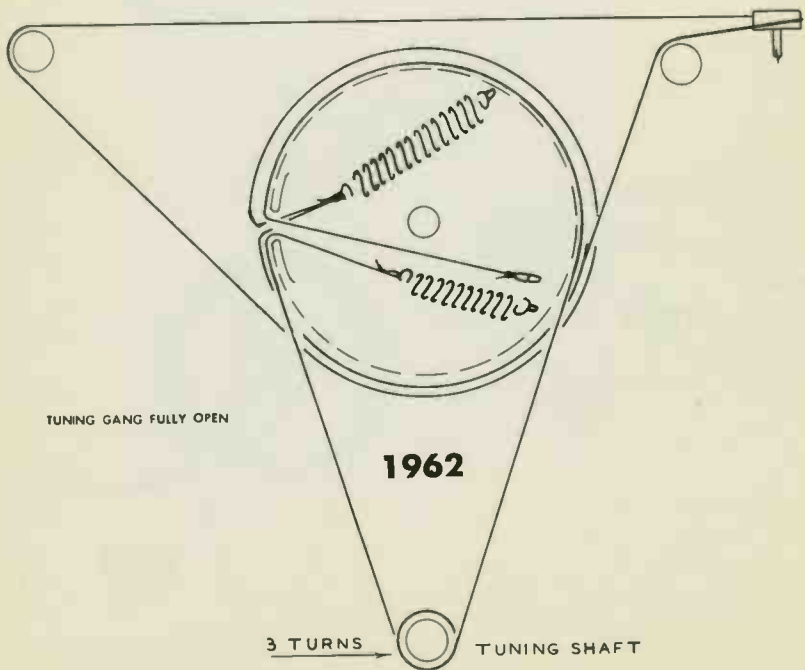
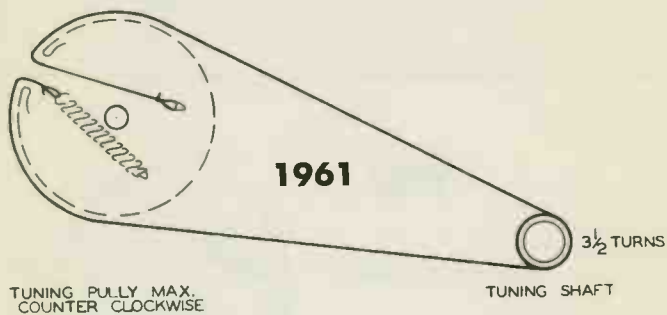
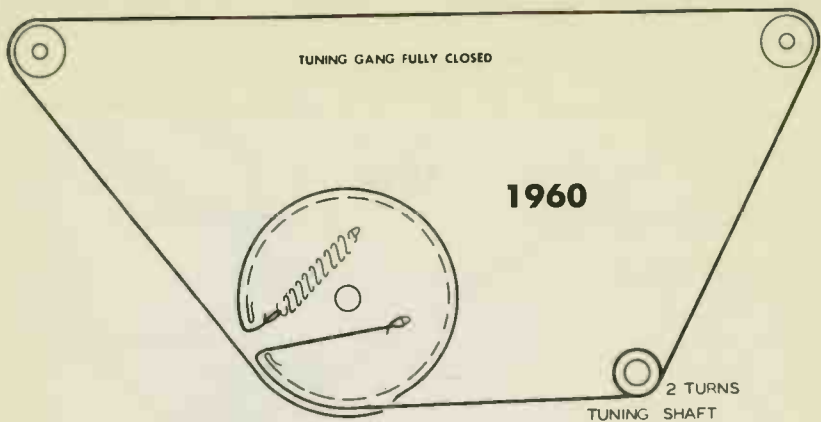
TUNING GANG FULLY OPEN

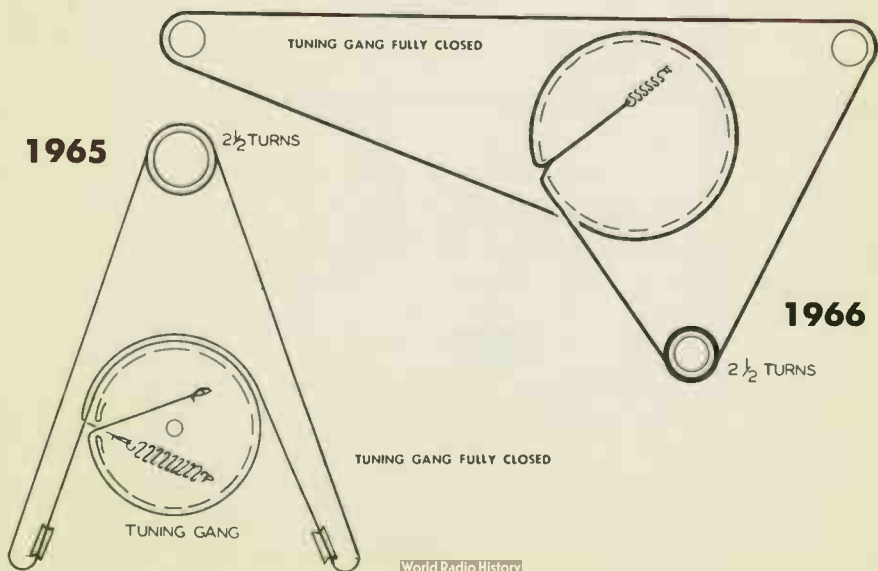
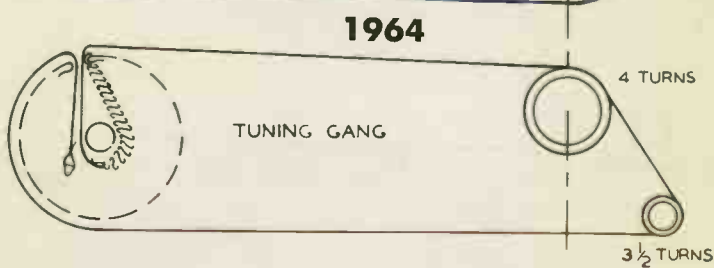
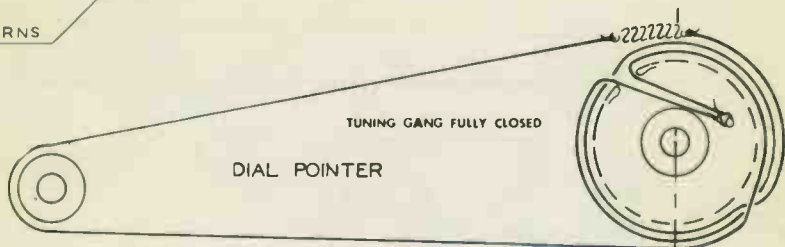
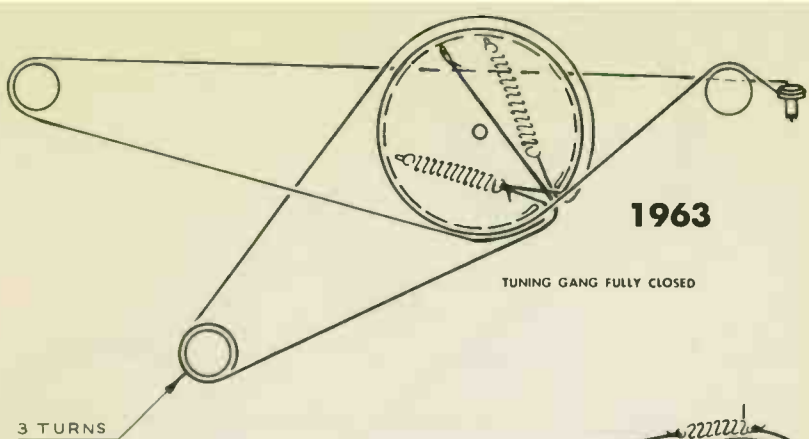
1958

TUNING GANG FULLY CLOSED

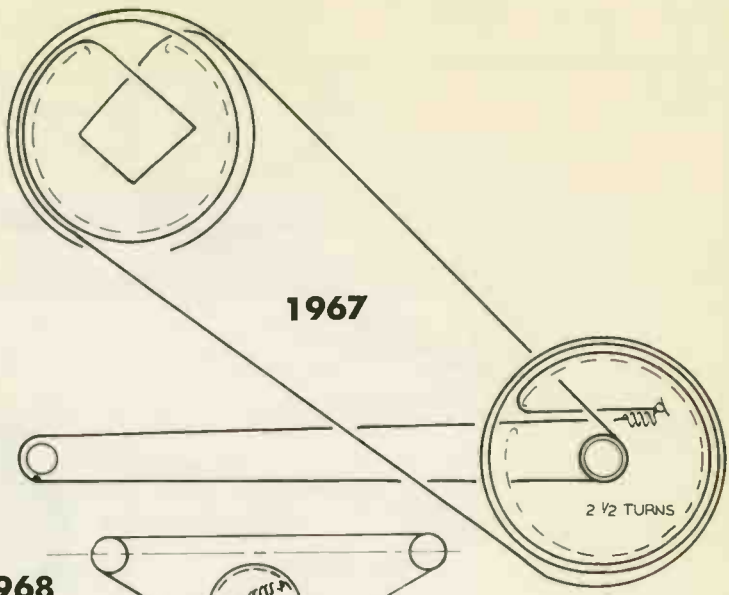
1959

TUNING SHAFT





TUNING GANG FULLY CLOSED



**1967**

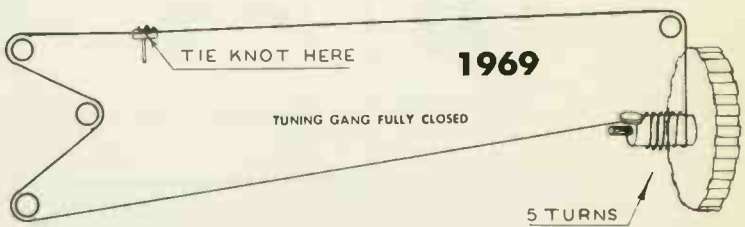
2 1/2 TURNS



**1968**

TUNING GANG FULLY CLOSED

2 1/2 TURNS

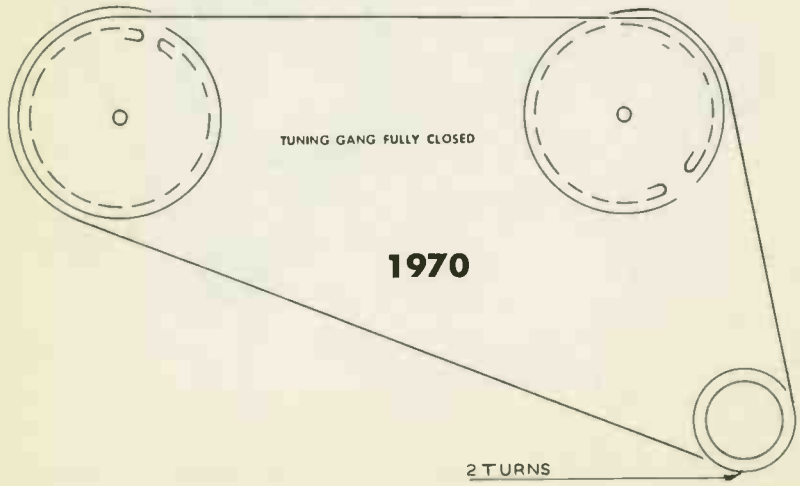


**1969**

TIE KNOT HERE

TUNING GANG FULLY CLOSED

5 TURNS



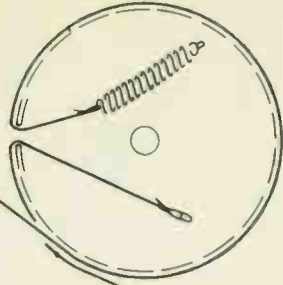
**1970**

TUNING GANG FULLY CLOSED

2 TURNS

TUNING GANG FULLY CLOSED

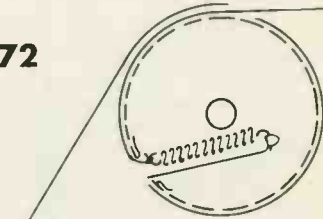
1971



3 TURNS ON TUNING SHAFT.

TUNING GANG FULLY CLOSED

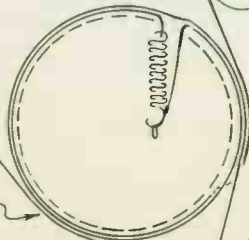
1972



3 1/2 TURNS

1973

TUNING GANG FULLY CLOSED



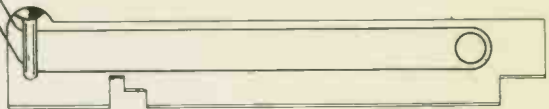
RIDES ON BOTTOM OF PULLEY

3 TURNS



TUNED TO HIGH FREQUENCY END

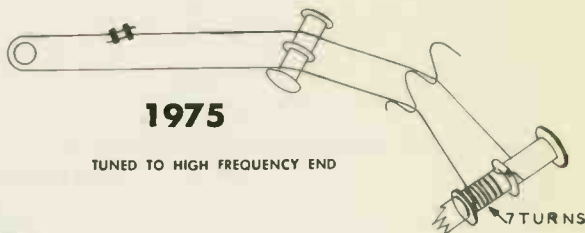
**1974**



3 TURNS

7 TURNS

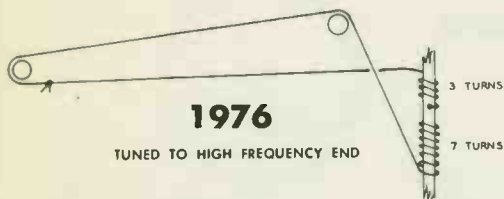
TUNING CONTROL



**1975**

TUNED TO HIGH FREQUENCY END

7 TURNS

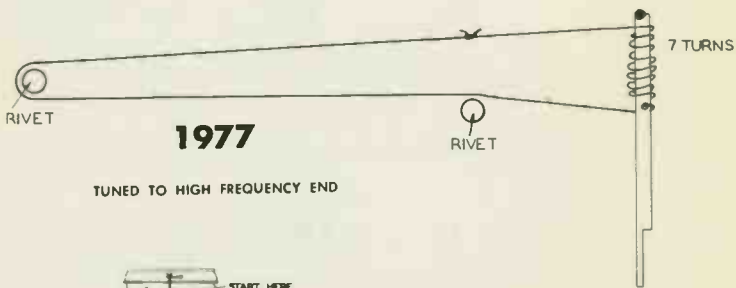


**1976**

TUNED TO HIGH FREQUENCY END

3 TURNS

7 TURNS



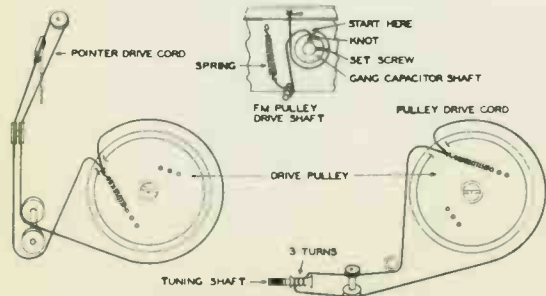
7 TURNS

RIVET

**1977**

RIVET

TUNED TO HIGH FREQUENCY END



POINTER DRIVE CORD

SPRING

F4 PULLEY DRIVE SHAFT

START HERE

KNOT

SET SCREW

GANG CAPACITOR SHAFT

PULLEY DRIVE CORD

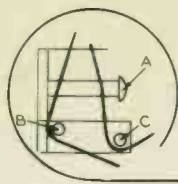
DRIVE PULLEY

3 TURNS

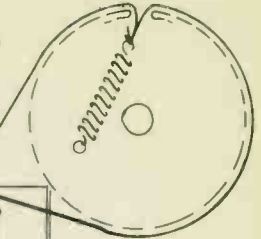
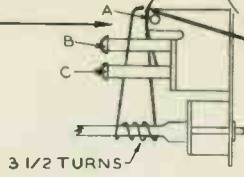
TUNING SHAFT

TUNING GANG FULLY CLOSED

**1978**

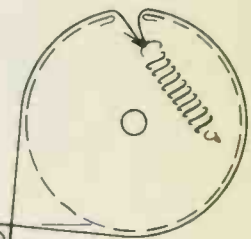
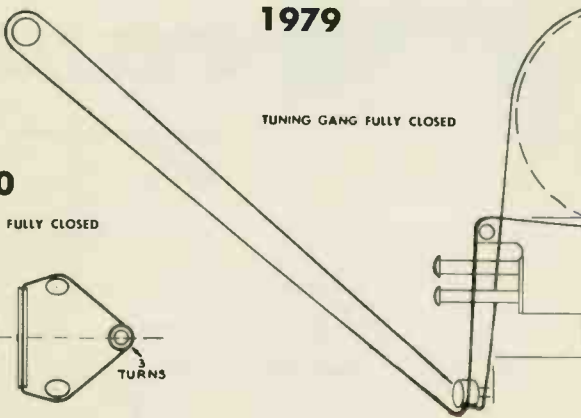


TUNING GANG FULLY CLOSED



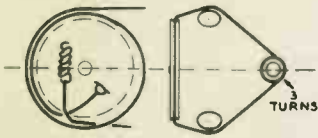
# 1979

TUNING GANG FULLY CLOSED

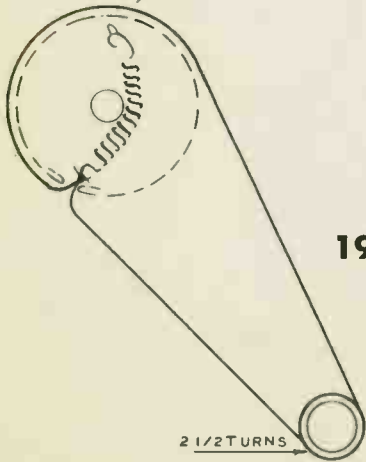


# 1980

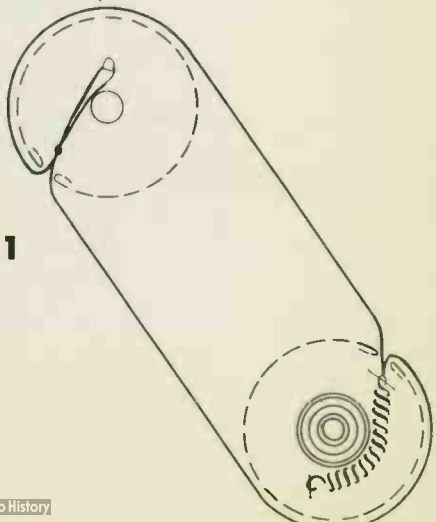
TUNING GANG FULLY CLOSED



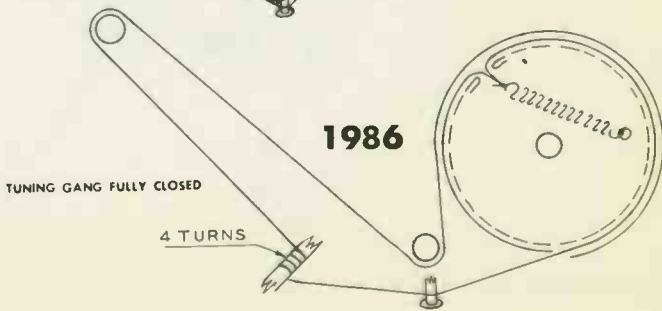
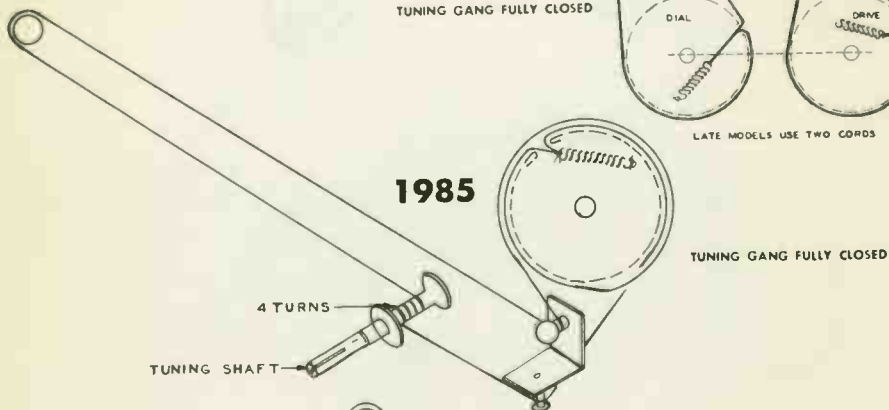
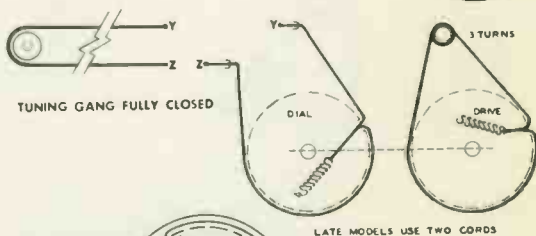
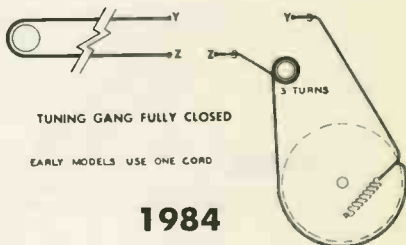
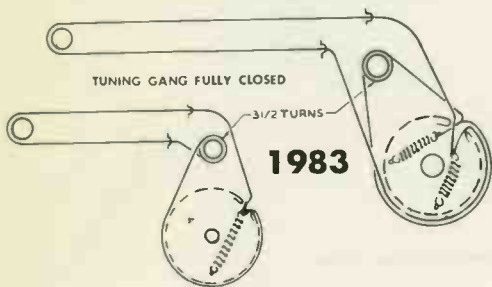
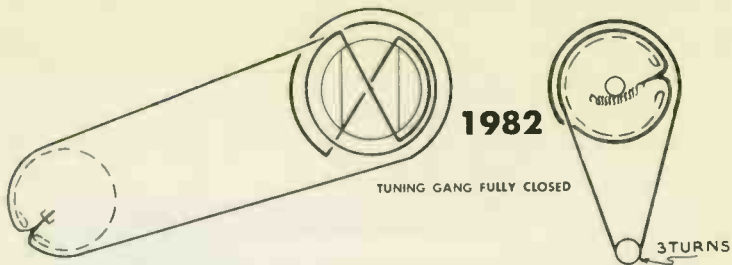
TUNING GANG FULLY CLOSED

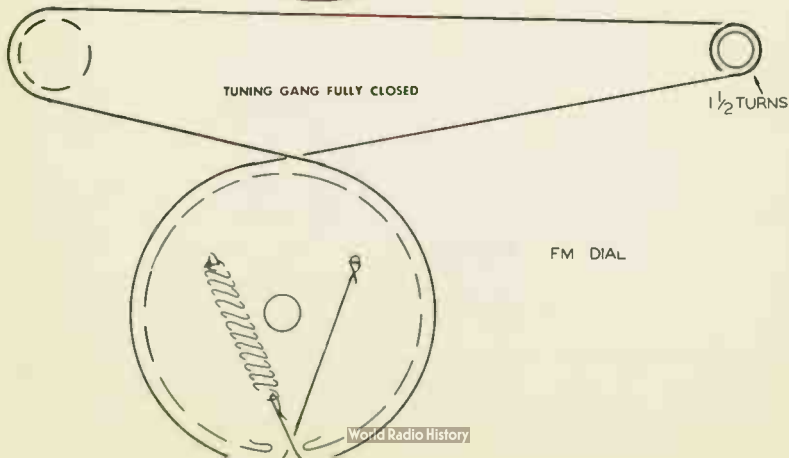
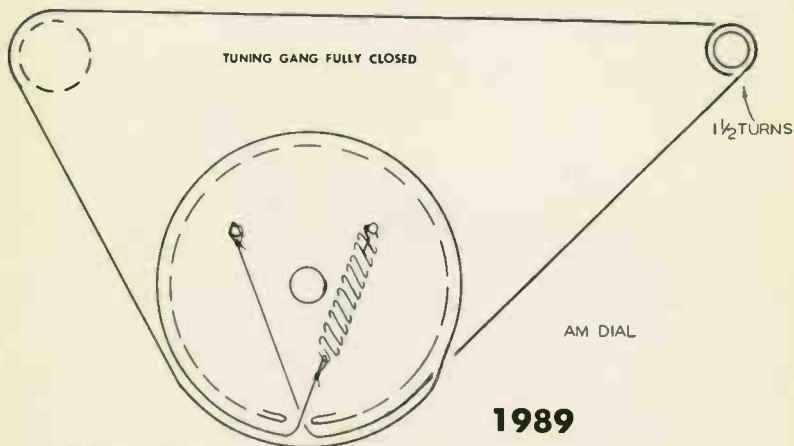
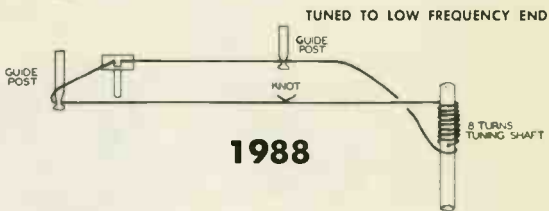
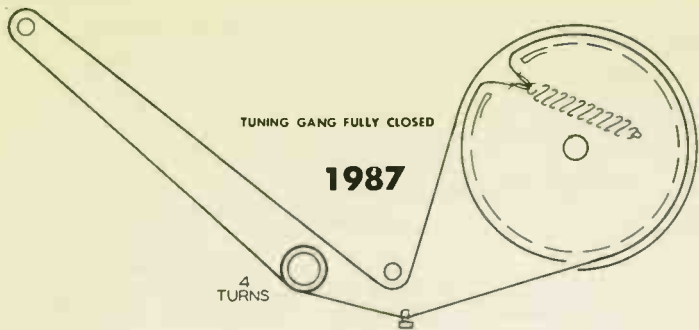


# 1981

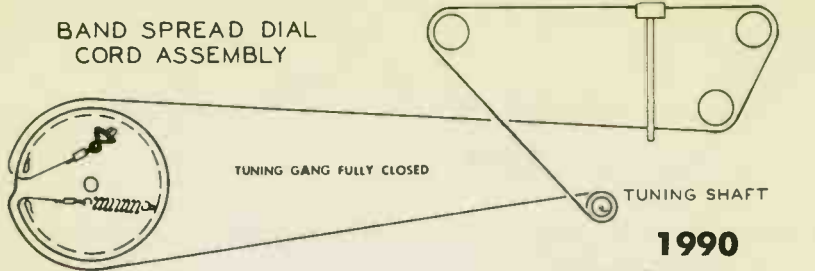






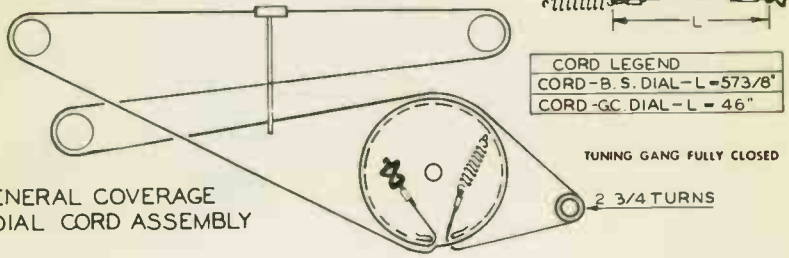


BAND SPREAD DIAL  
CORD ASSEMBLY



CORD LEGEND	
CORD-B S. DIAL	L = 573/8"
CORD-GC DIAL	L = 46"

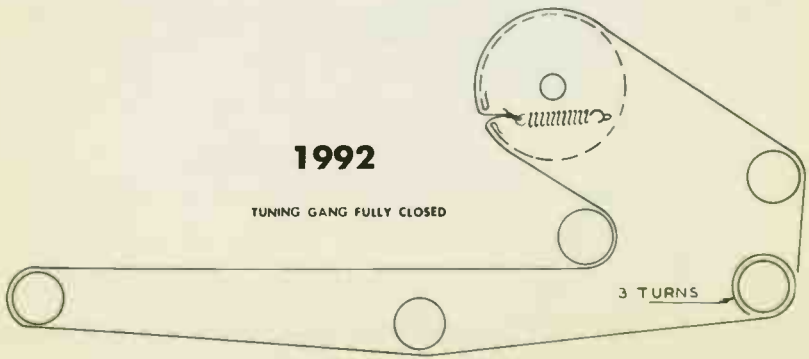
GENERAL COVERAGE  
DIAL CORD ASSEMBLY



**1991**

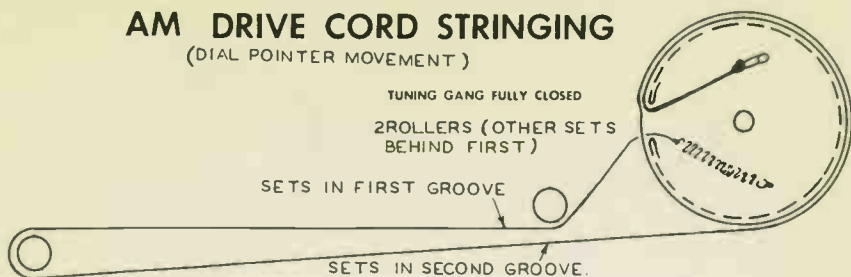


**1992**

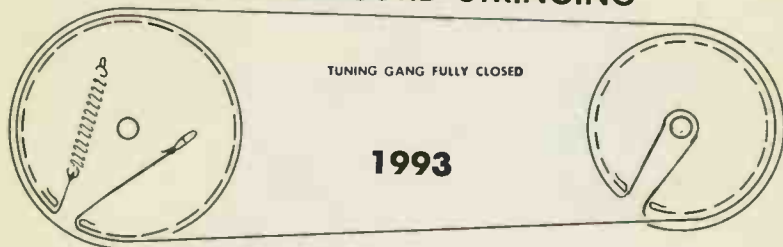


# AM DRIVE CORD STRINGING

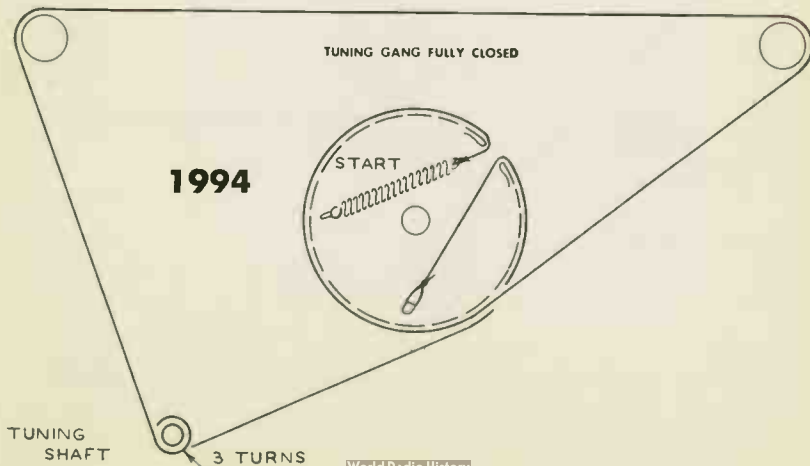
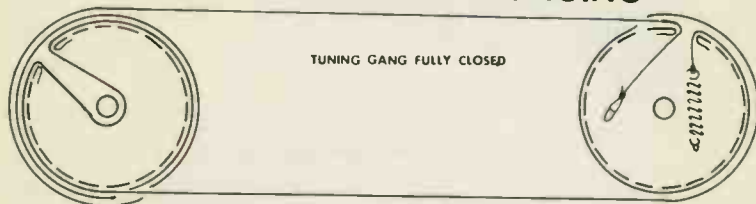
(DIAL POINTER MOVEMENT)

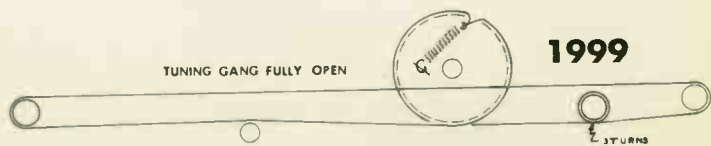
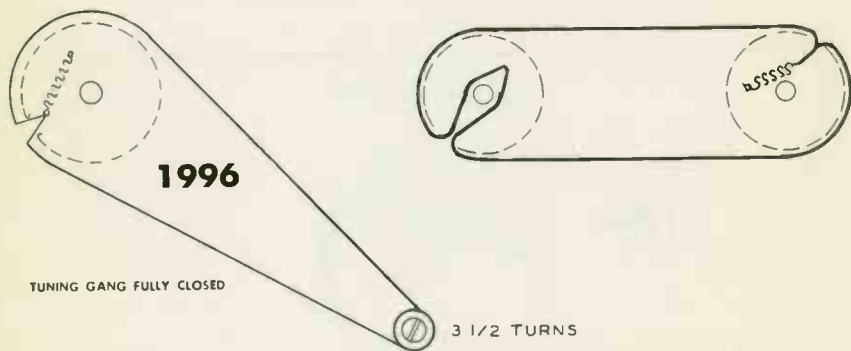
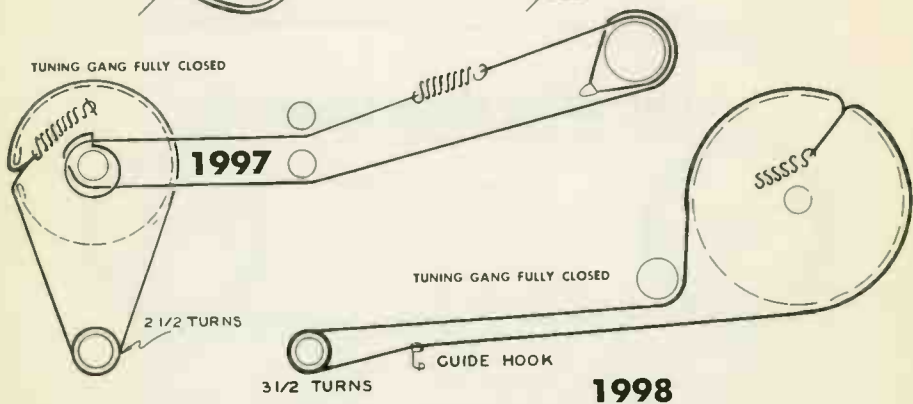
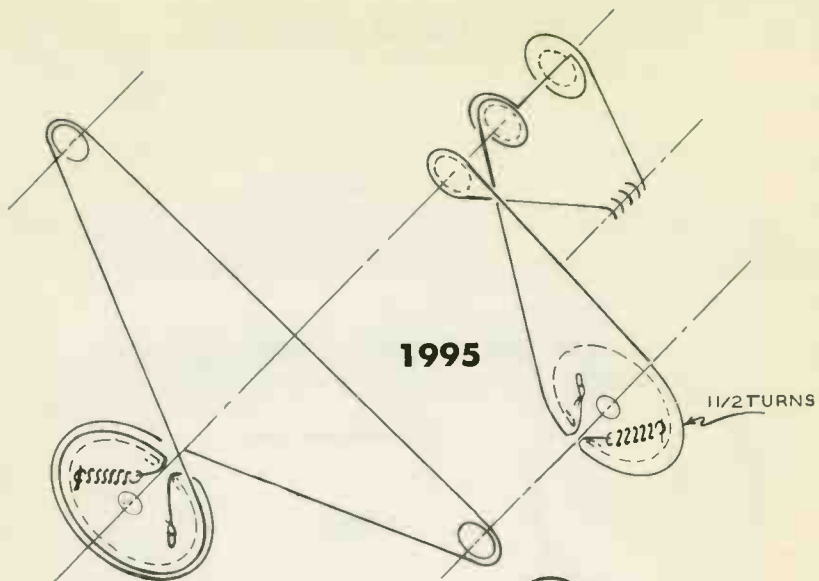


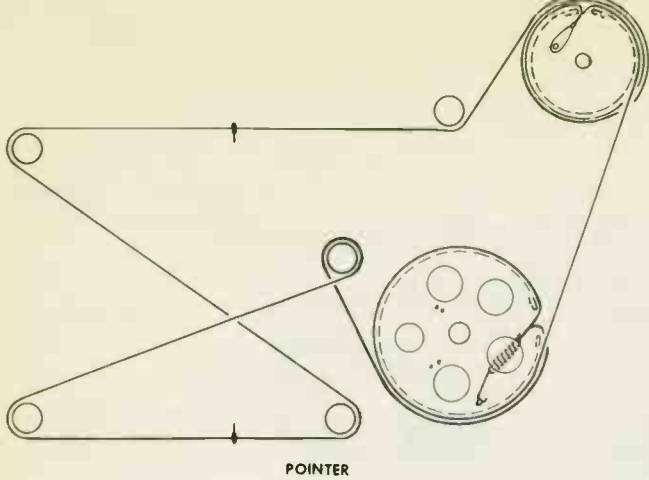
# AM DRIVE CORD STRINGING



# UHF DRIVE CORD STRINGING

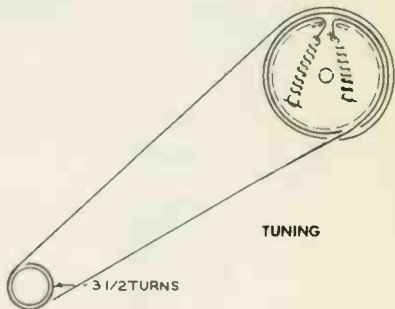




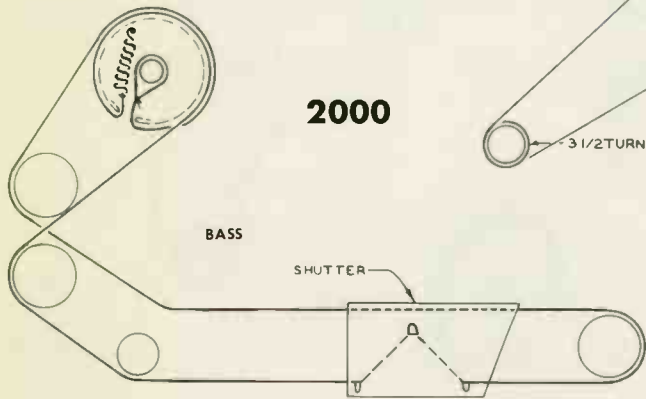


POINTER

**2000**

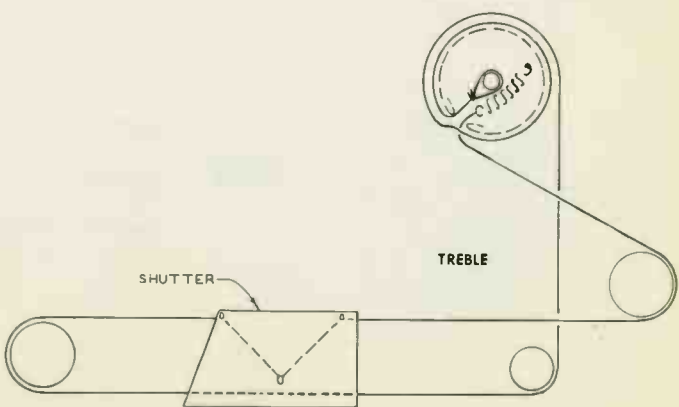


TUNING



BASS

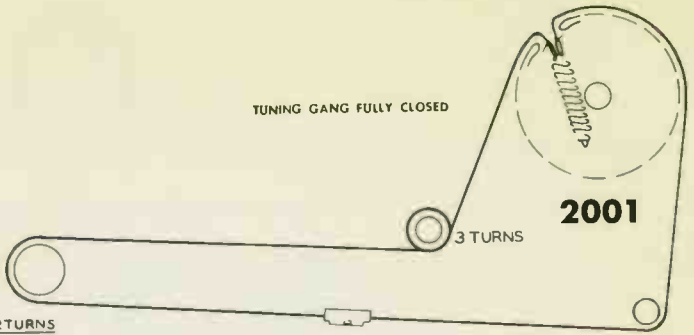
SHUTTER



TREBLE

SHUTTER

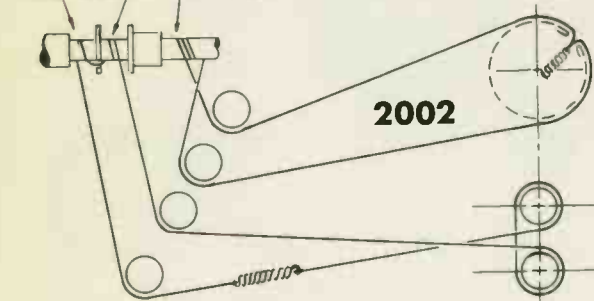
TUNING GANG FULLY CLOSED



2001

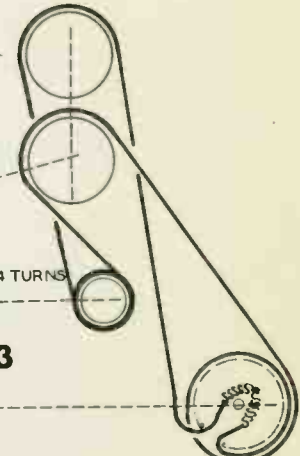
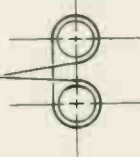
3 TURNS

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



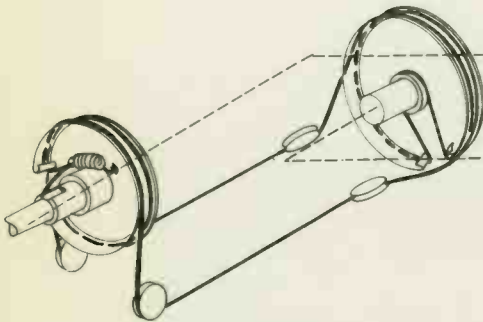
2002

TUNING GANG FULLY CLOSED

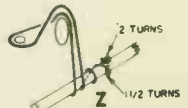
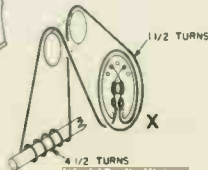
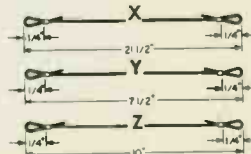
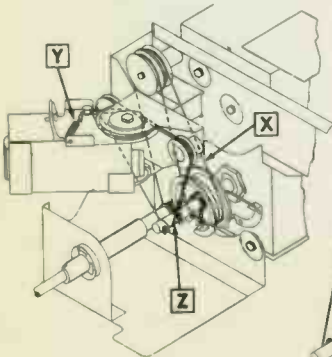


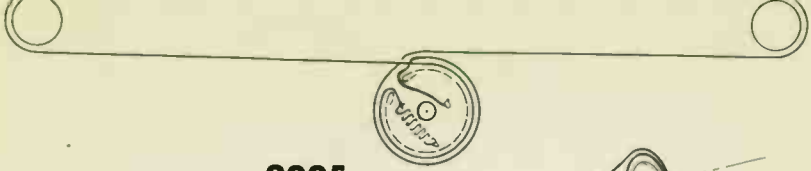
2003

3 3/4 TURNS

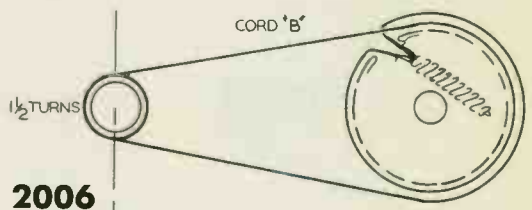
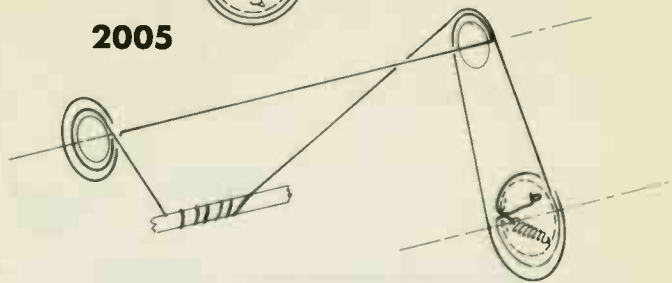


2004

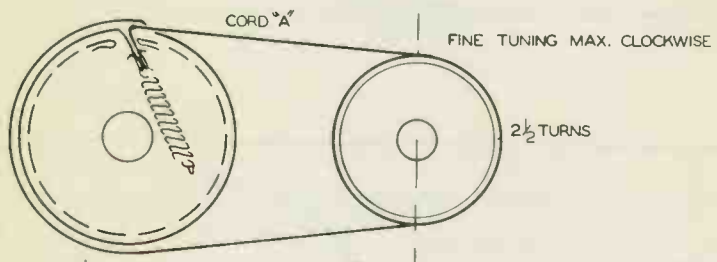




**2005**



**2006**



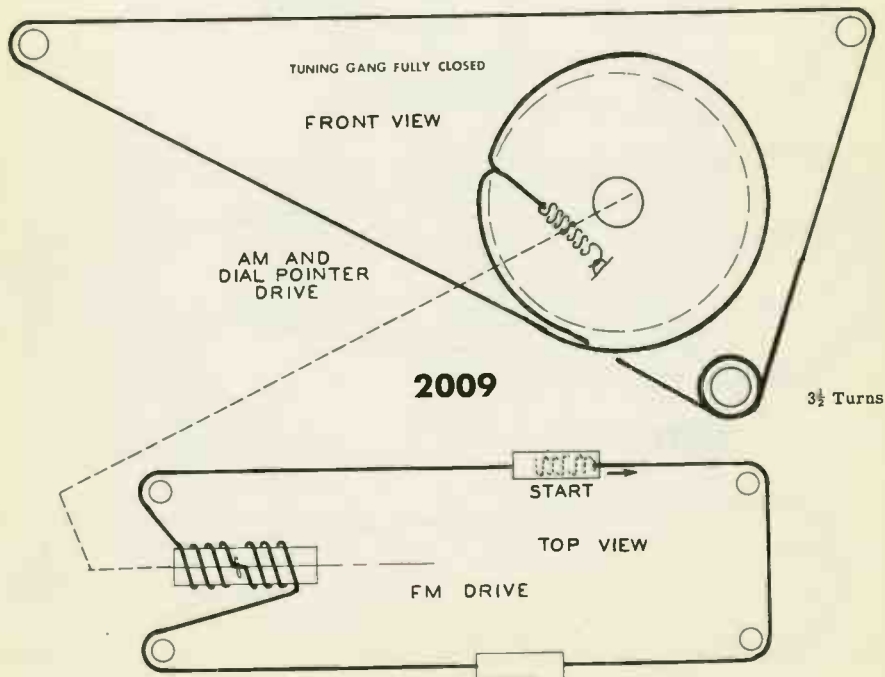
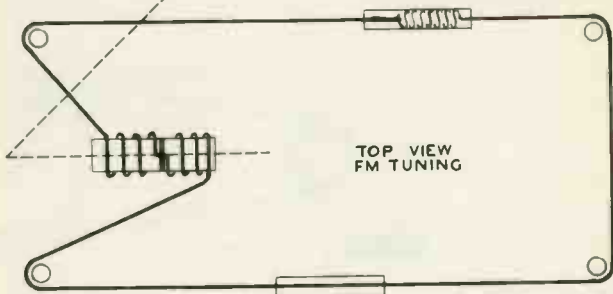
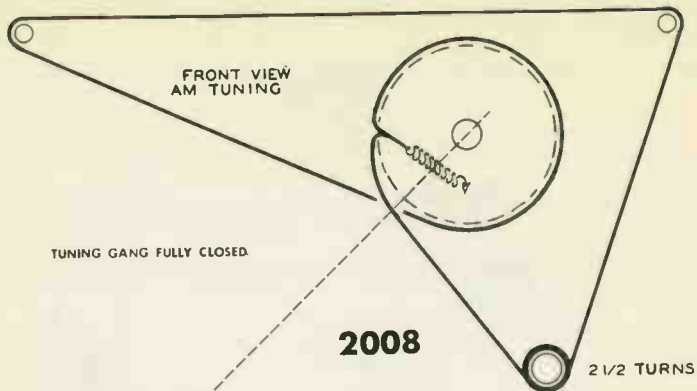
FINE TUNING MAX. CLOCKWISE

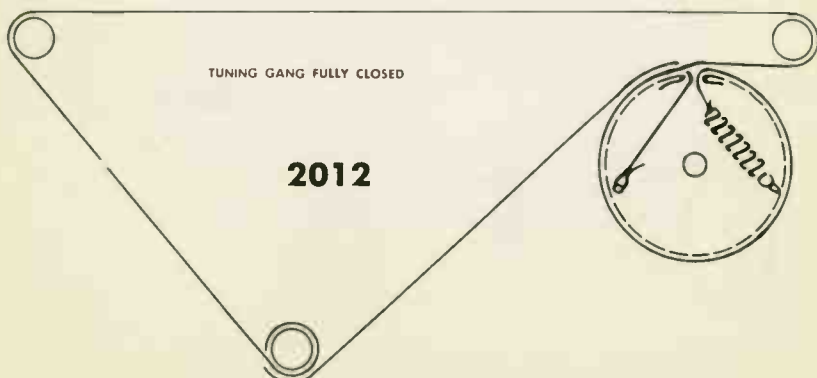
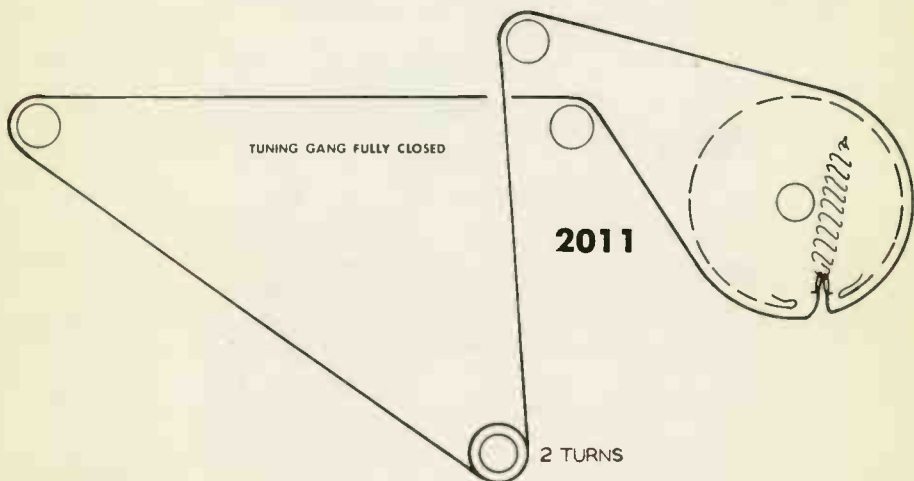
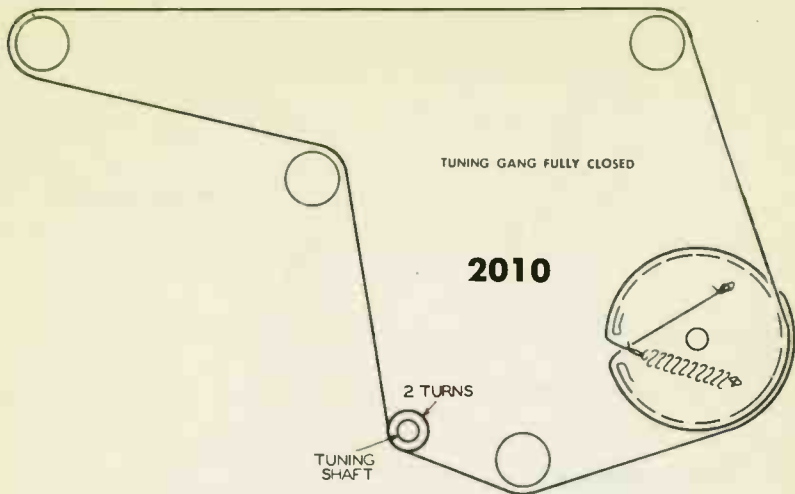


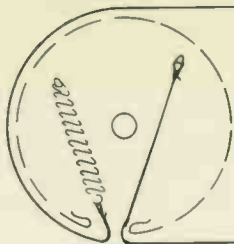
**2007**





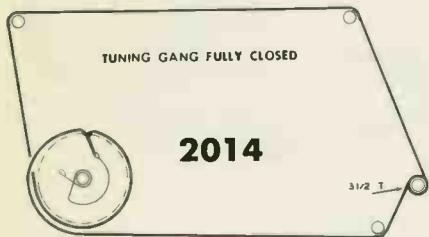






**2013**

TUNING GANG FULLY CLOSED



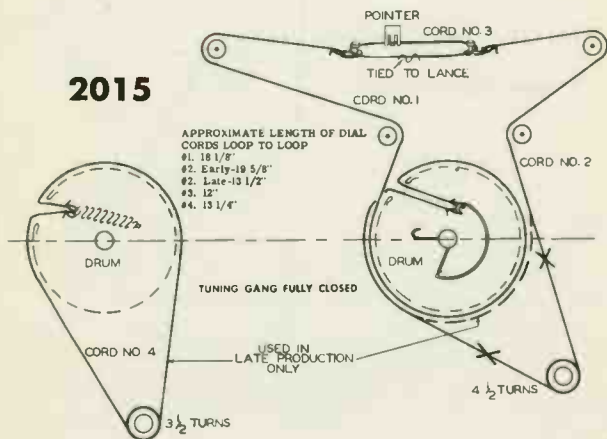
**2014**

TUNING GANG FULLY CLOSED

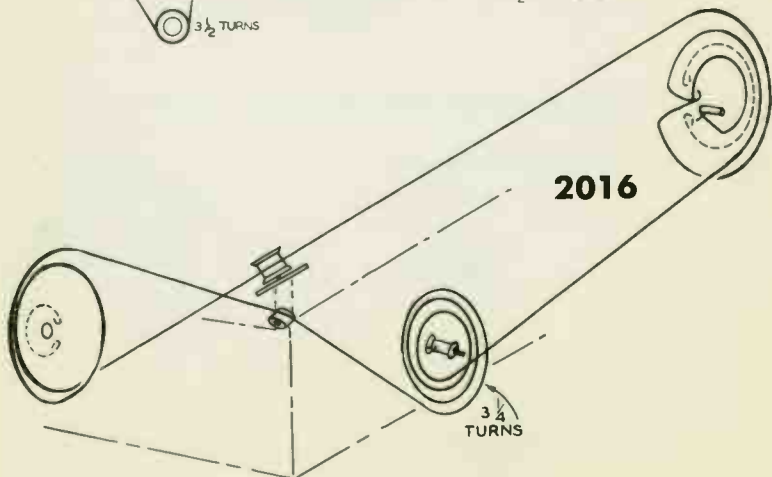
3/2 T

1 TURN  
TUNING SHAFT

**2015**



**2016**



TUNING GANG FULLY CLOSED

**2017**

2 1/2 TURNS

**2018**

TUNING GANG FULLY CLOSED

3 TURNS

TUNING GANG FULLY CLOSED

**2019**

3 TURNS

**2020**

TUNING GANG FULLY CLOSED

2 1/2 TURNS

CORD #1

FIXED POINT

CORD #2

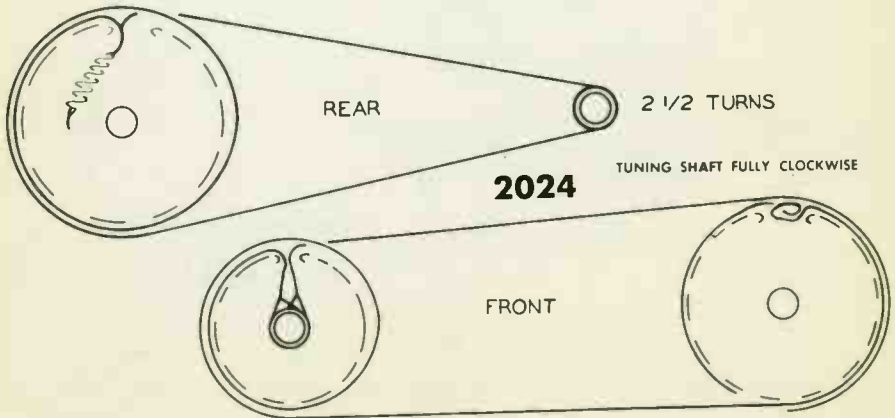
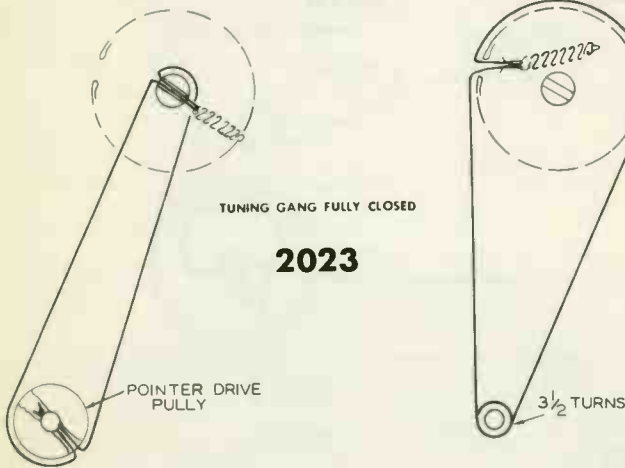
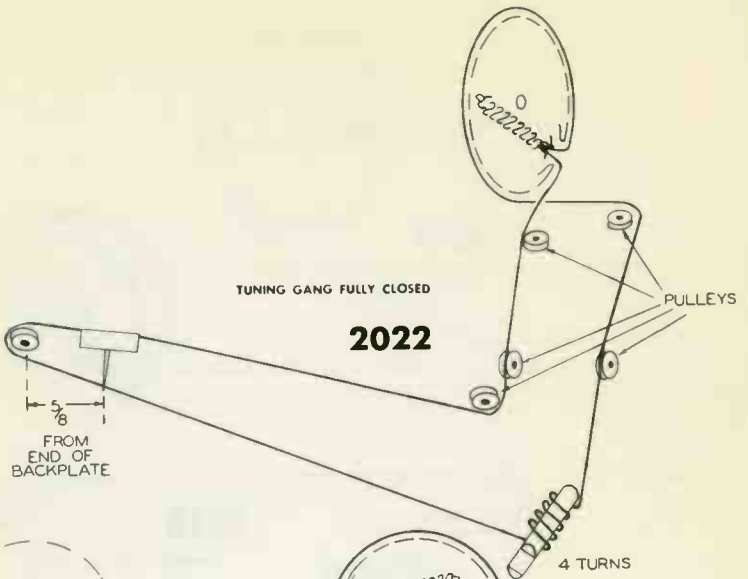
CORD #3

TUNING GANG FULLY CLOSED

**2021**

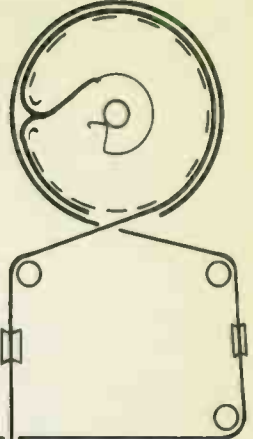
3 1/2 TURNS

CORD #4



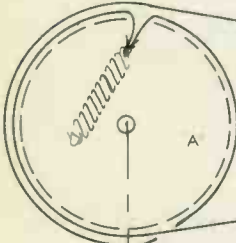
**2025**

TUNING GANG FULLY OPEN



3 1/2 TURNS

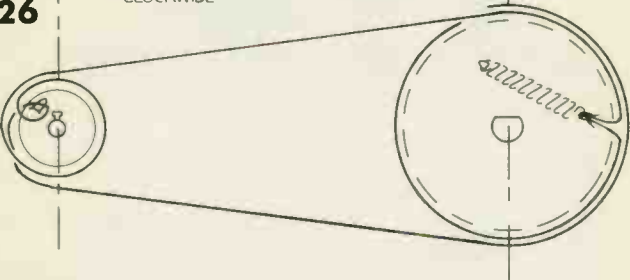
2 1/2 TURNS



PULLEY POSITION WITH STUD AT TOP  
WHEN SHAFT 'A' IS FULLY COUNTER-  
CLOCKWISE

**2026**

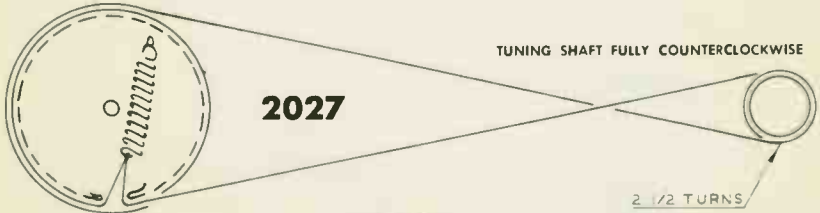
2 1/2 TURNS



TUNING SHAFT FULLY COUNTERCLOCKWISE

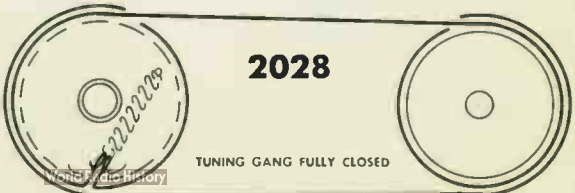
**2027**

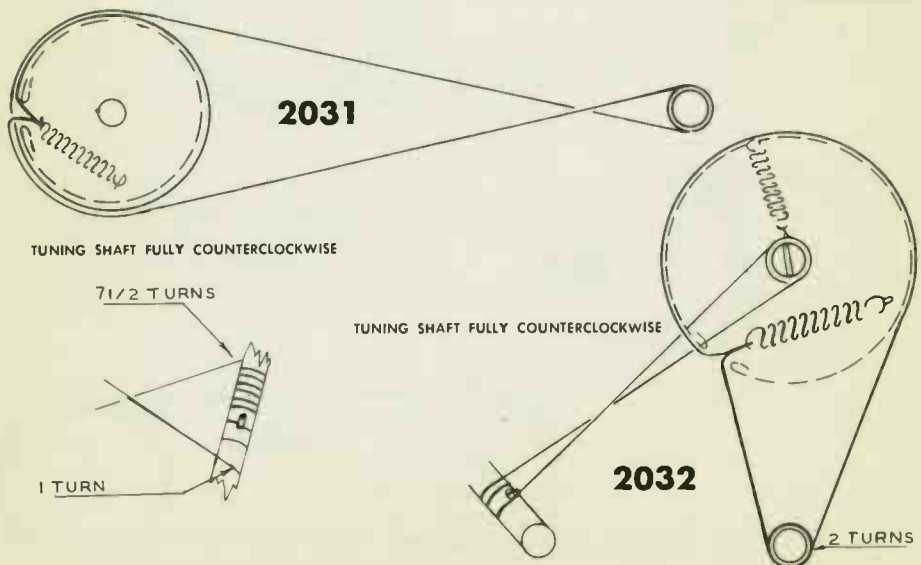
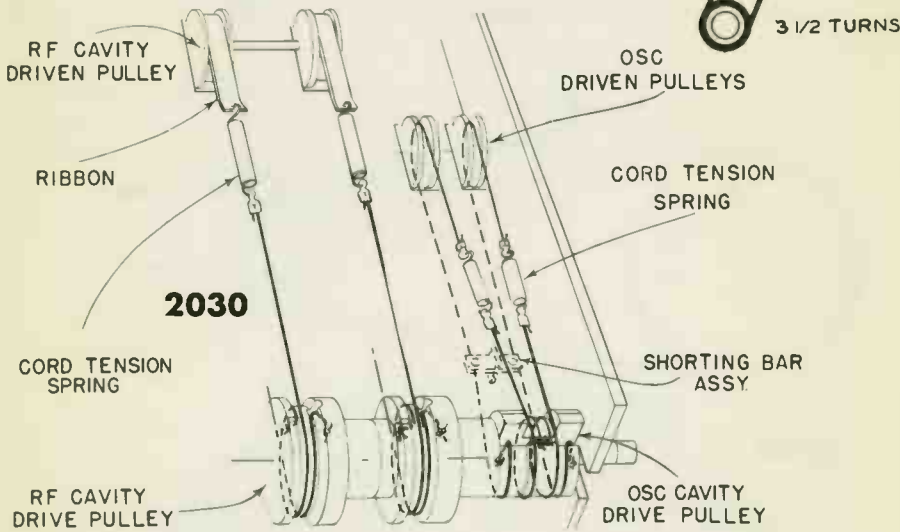
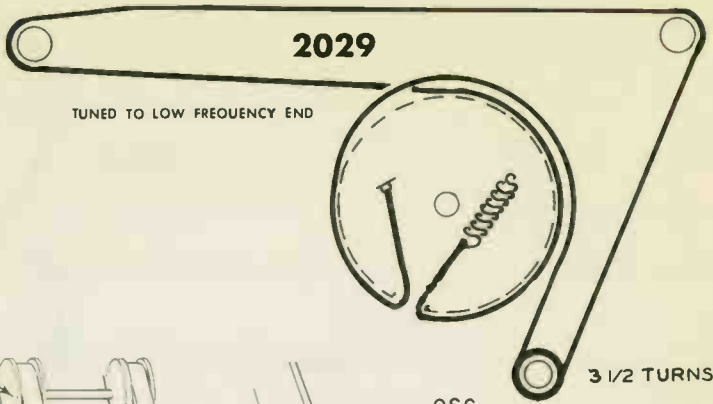
2 1/2 TURNS



**2028**

TUNING GANG FULLY CLOSED

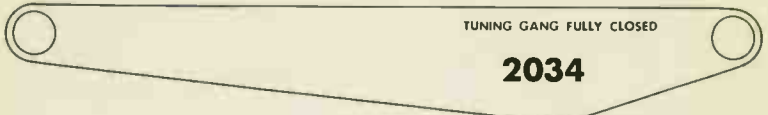




1 TURN  
AROUND  
EAR

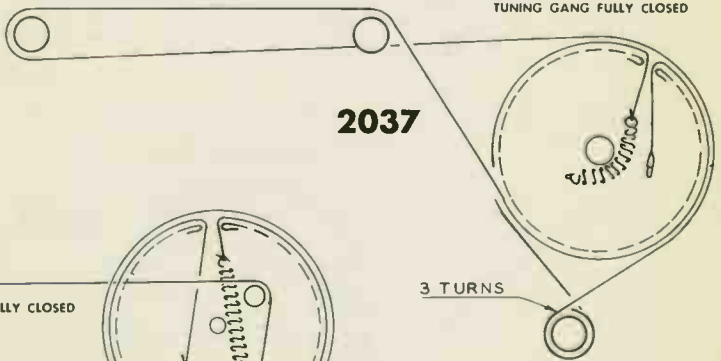
TUNING GANG FULLY CLOSED

2033

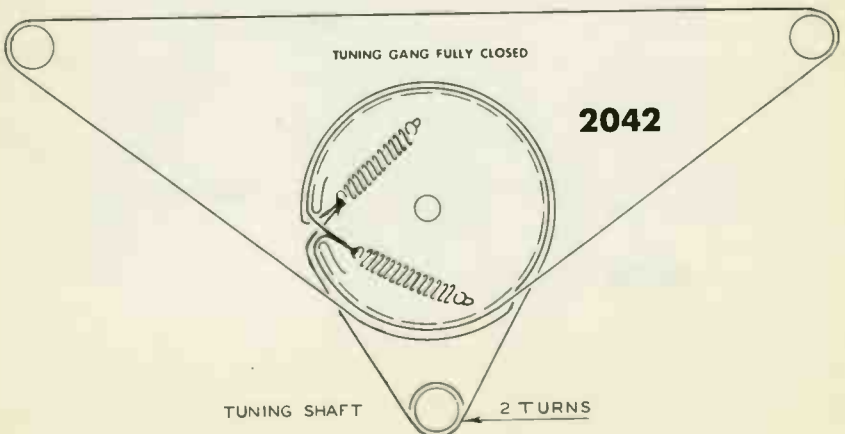
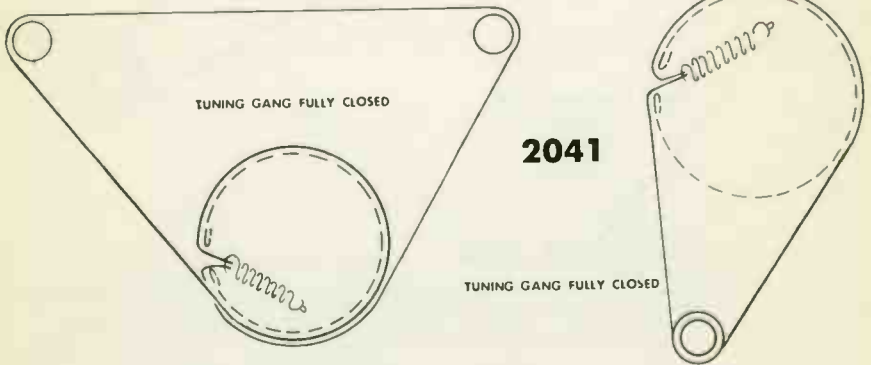
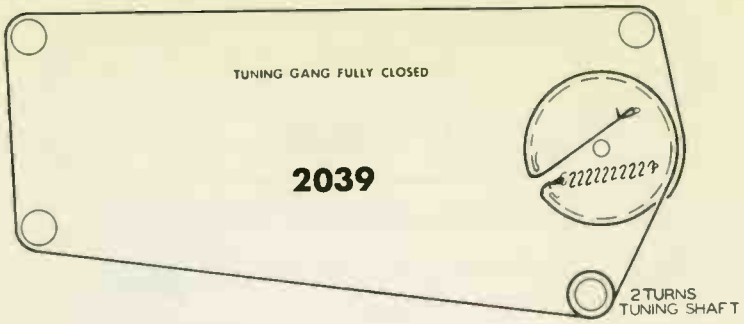


TUNING GANG FULLY CLOSED

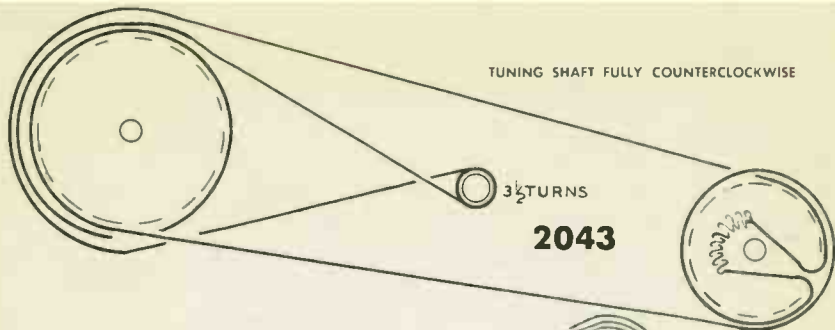
2035





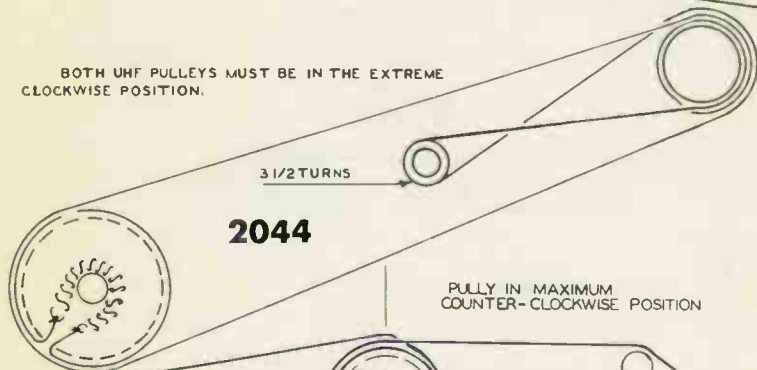


TUNING SHAFT FULLY COUNTERCLOCKWISE



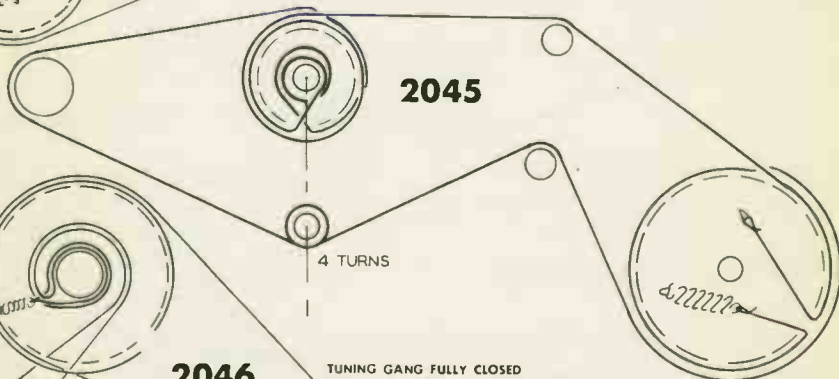
**2043**

BOTH UHF PULLEYS MUST BE IN THE EXTREME CLOCKWISE POSITION.

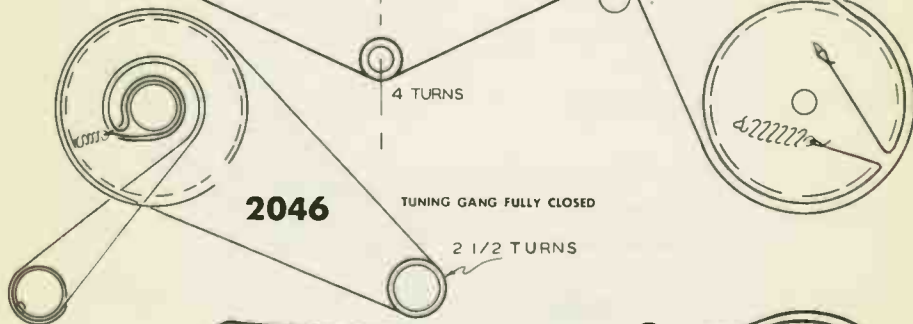


**2044**

PULLY IN MAXIMUM COUNTER-CLOCKWISE POSITION

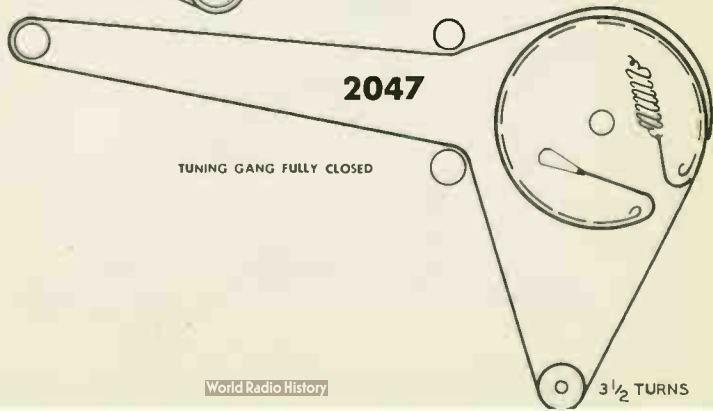


**2045**



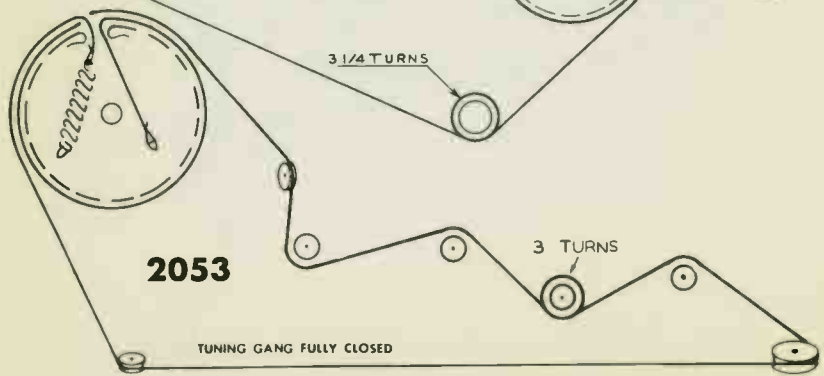
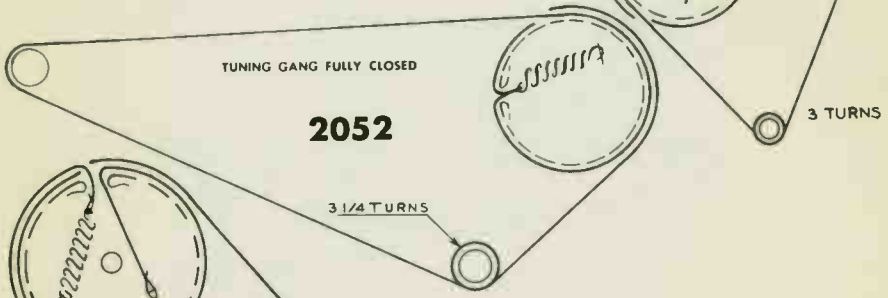
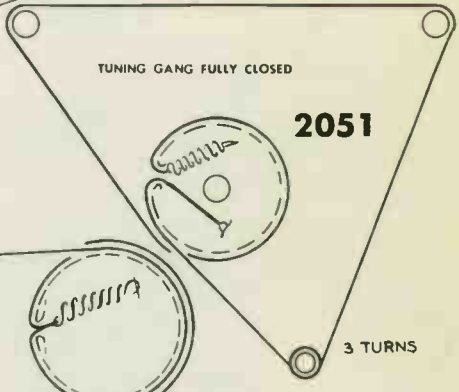
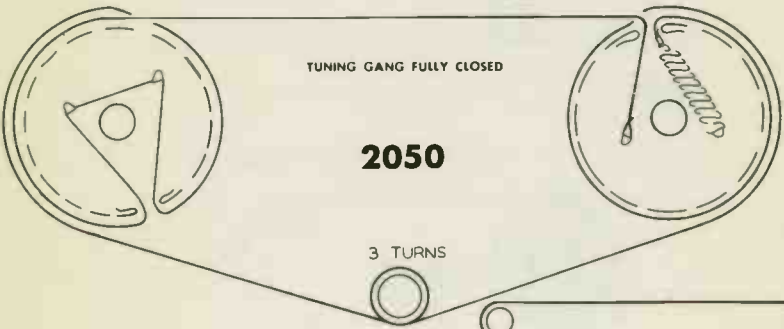
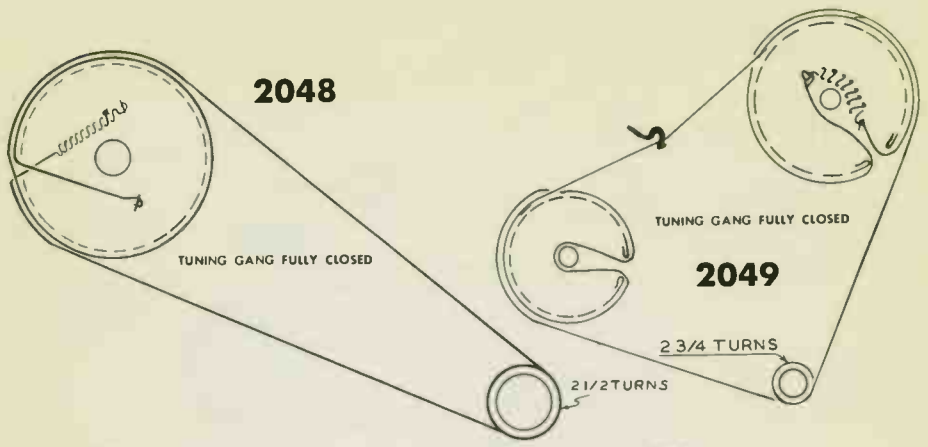
**2046**

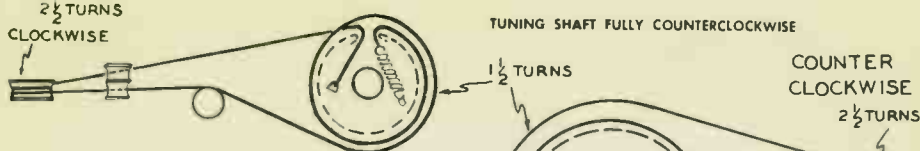
TUNING GANG FULLY CLOSED



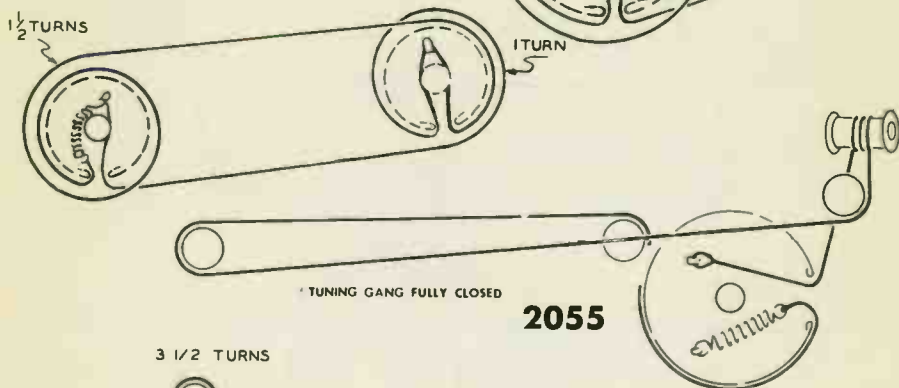
**2047**

TUNING GANG FULLY CLOSED

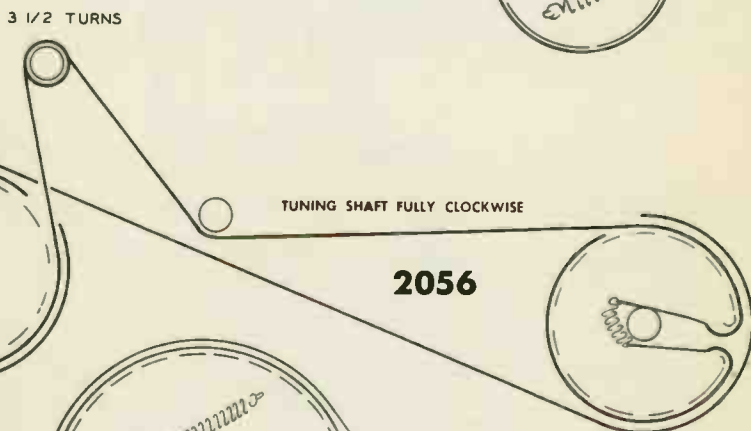




**2054**



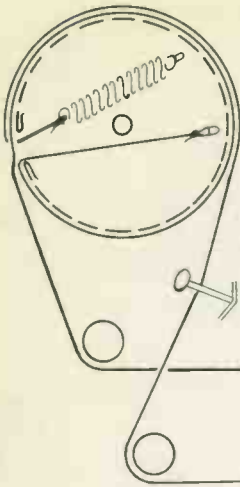
**2055**



**2056**

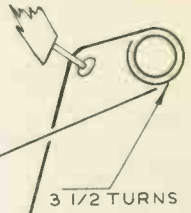


**2057**



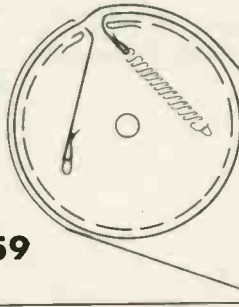
TUNING GANG FULLY CLOSED

**2058**



3 1/2 TURNS

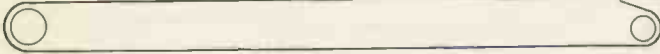
TUNING GANG FULLY CLOSED



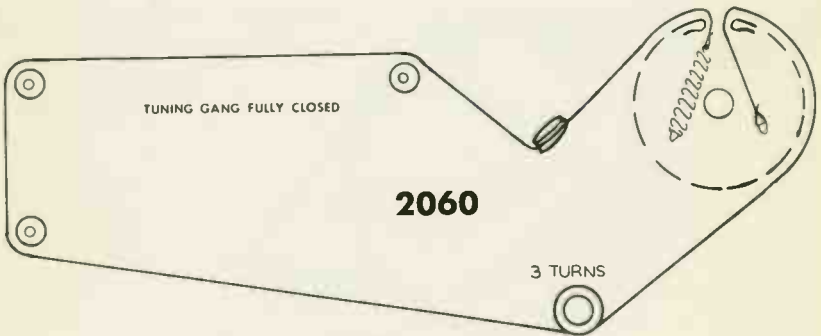
**2059**

3 1/2 TURNS

TUNING  
SHAFT



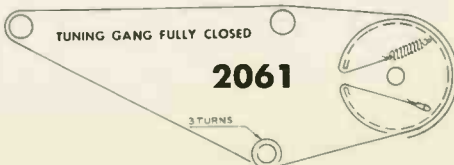
TUNING GANG FULLY CLOSED



**2060**

3 TURNS

TUNING GANG FULLY CLOSED

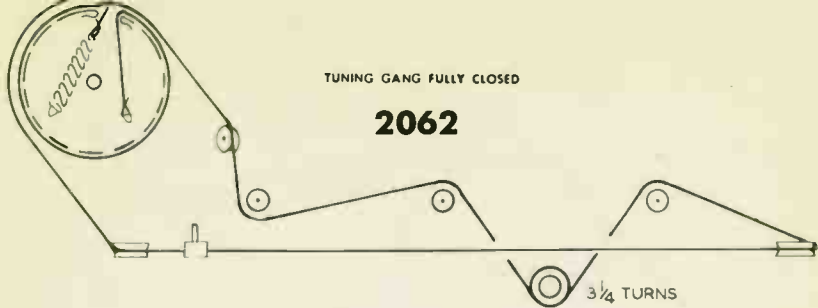


**2061**

3 TURNS

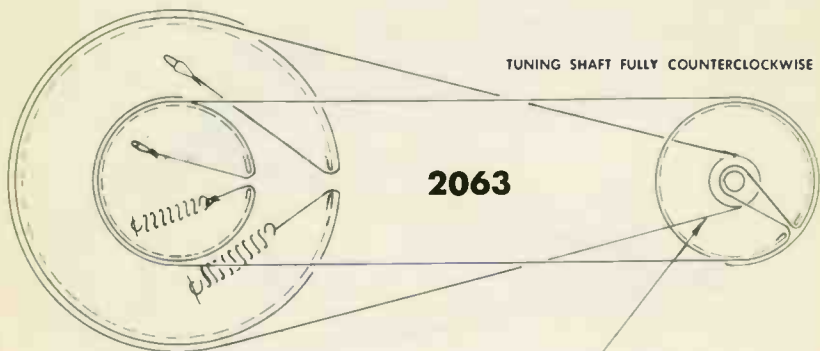
TUNING GANG FULLY CLOSED

**2062**



TUNING SHAFT FULLY COUNTERCLOCKWISE

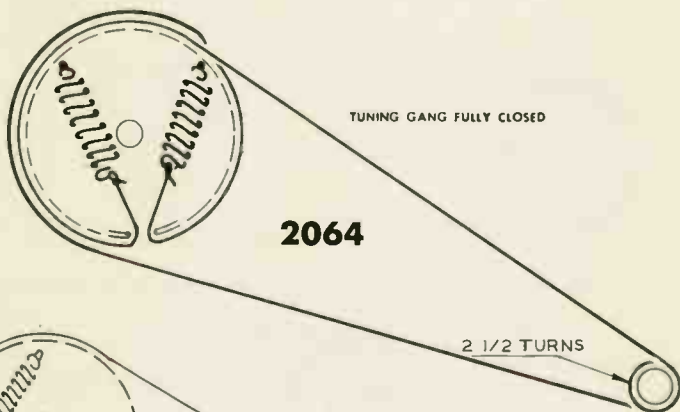
**2063**



WOUND 2 1/2 TIMES AROUND SHAFT BEHIND PULLEY.

TUNING GANG FULLY CLOSED

**2064**



2 1/2 TURNS

**2065**

TUNING GANG FULLY CLOSED

3 1/2 TURNS

TUNING GANG FULLY CLOSED

2066

3 1/2  
TURNS

2067

TUNING GANG FULLY CLOSED

3 TURNS

TUNING SHAFT

TUNING  
SHAFT

3 TURNS

TUNING PULLEYS MAX. COUNTER CLOCKWISE

2068

BACK PULLEY

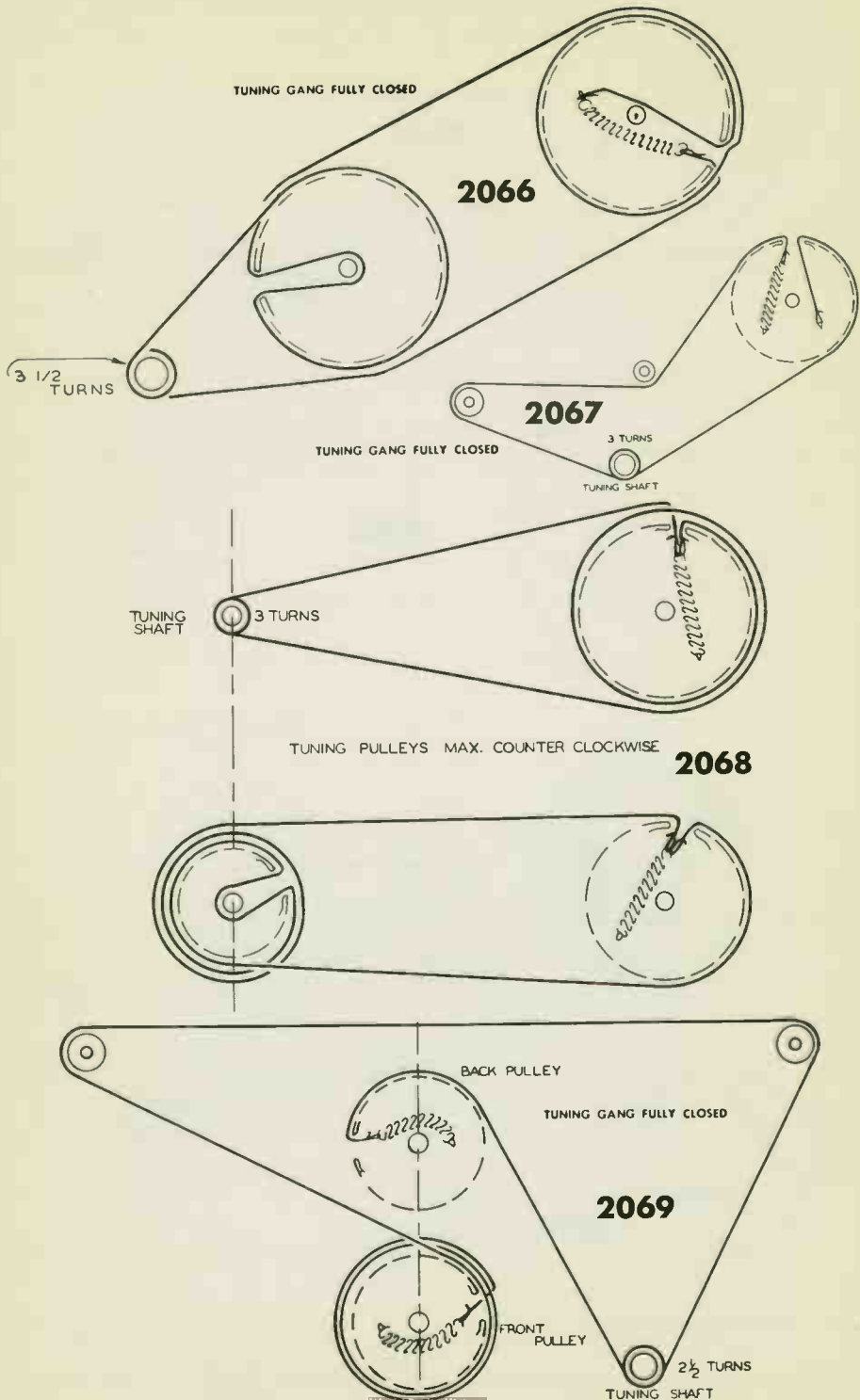
TUNING GANG FULLY CLOSED

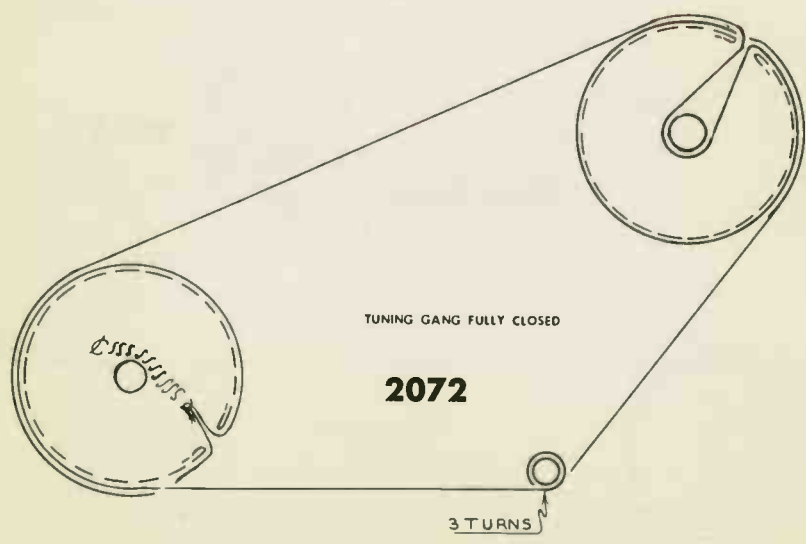
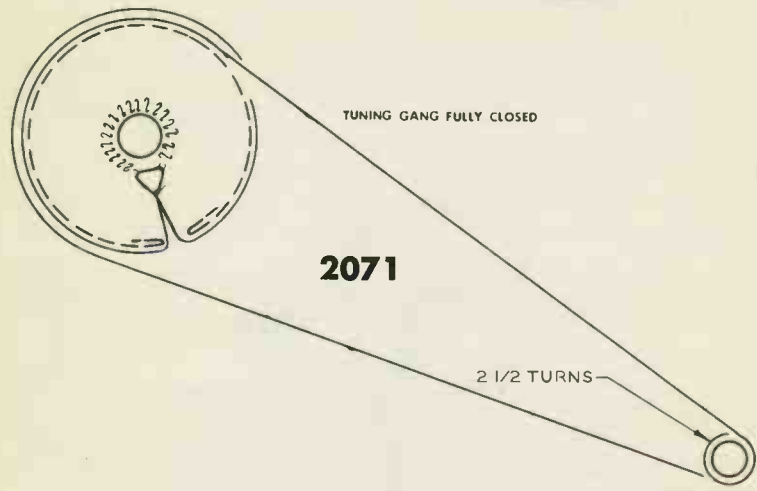
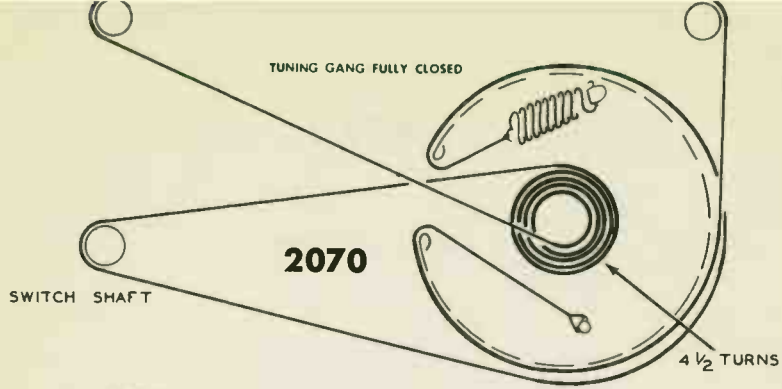
2069

FRONT  
PULLEY

2 1/2 TURNS

TUNING SHAFT

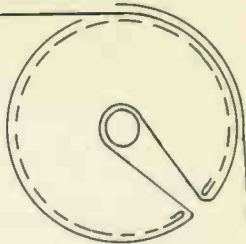






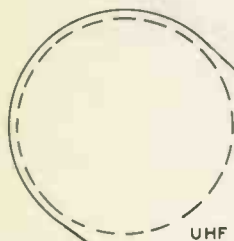


**2073**

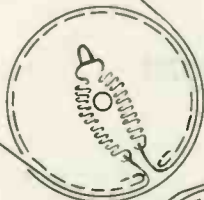


TUNING GANG FULLY CLOSED

2 1/2 TURNS



UHF TUNING  
(REAR)

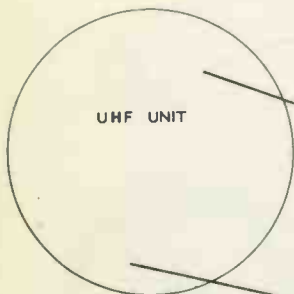


**2074**

UHF TUNING  
(FRONT)



TUNING DIAL FULLY  
COUNTERCLOCKWISE



UHF UNIT



TUNING CONTROL FULLY  
COUNTERCLOCKWISE



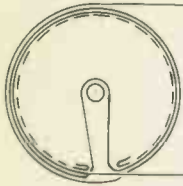
**2075**



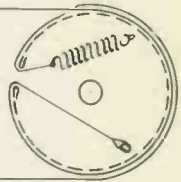
**2076**



TUNING GANG FULLY CLOSED



**2077**

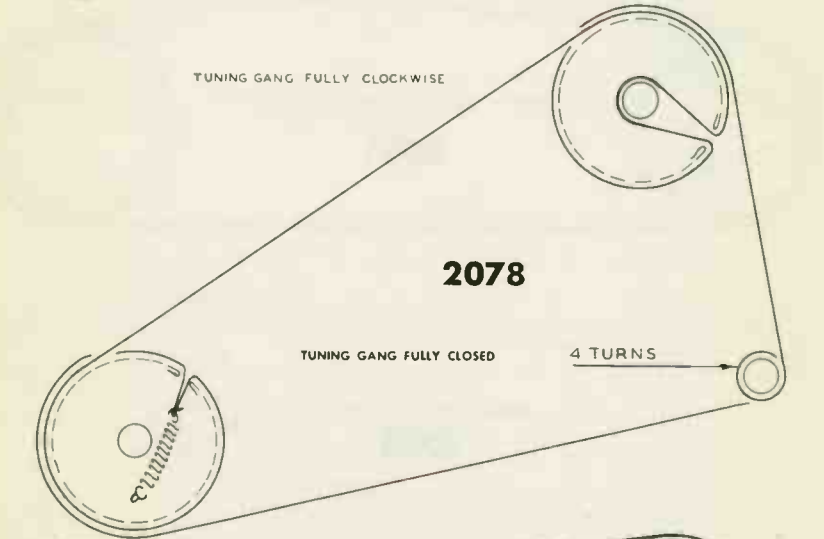


TUNING GANG FULLY CLOCKWISE

**2078**

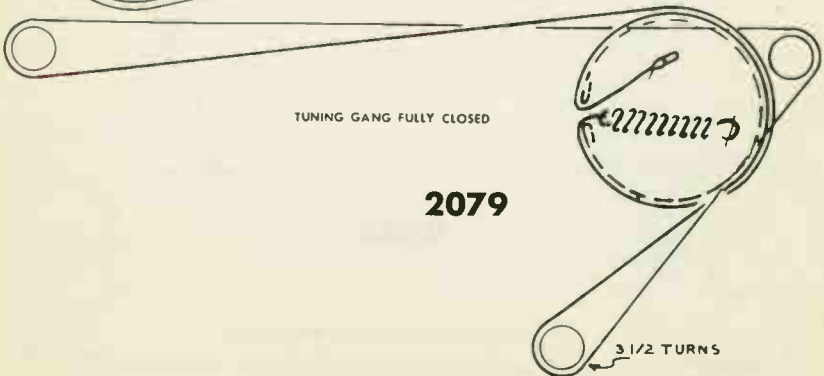
TUNING GANG FULLY CLOSED

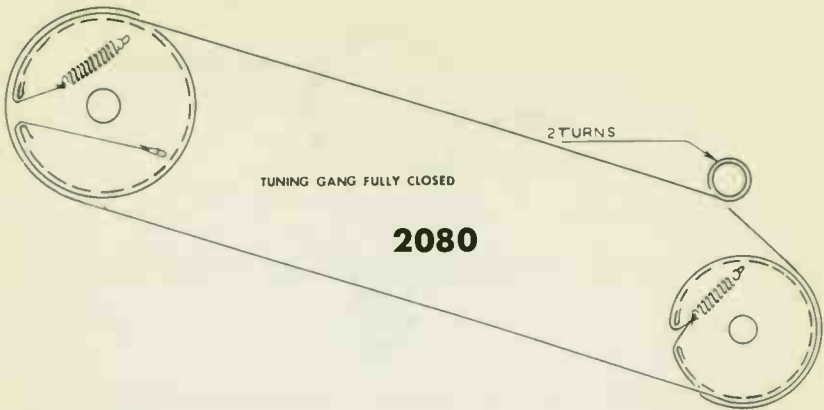
4 TURNS



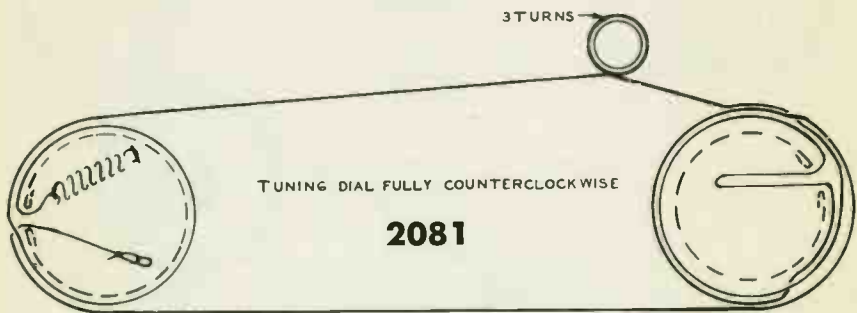
TUNING GANG FULLY CLOSED

**2079**

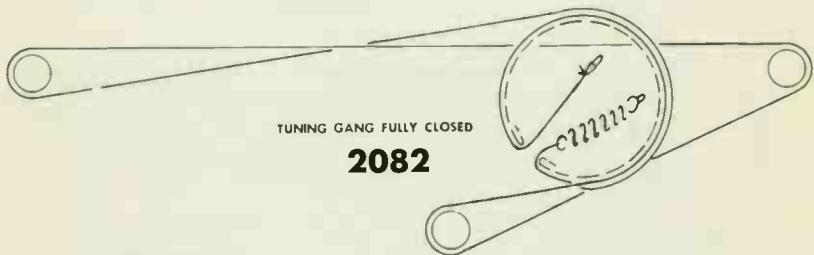




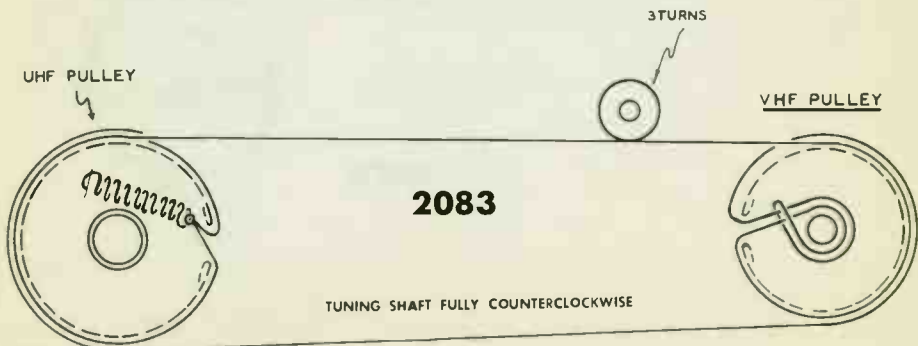
**2080**



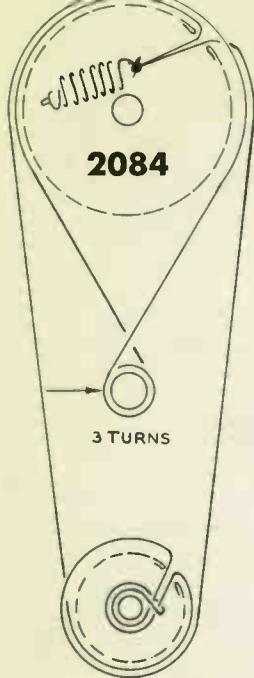
**2081**



**2082**

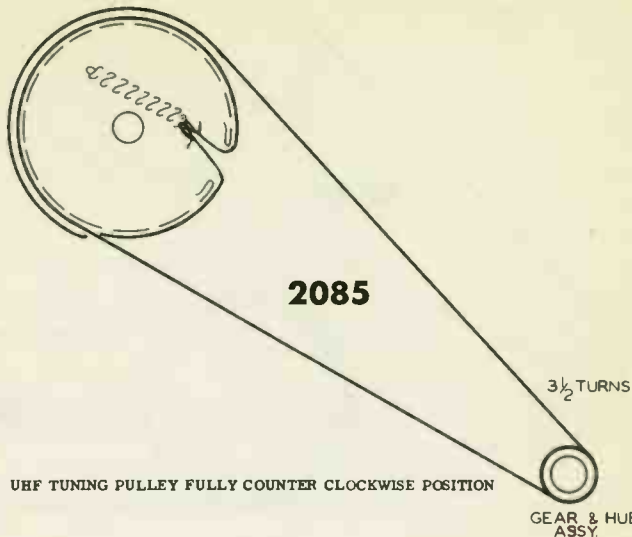


**2083**



**2084**

3 TURNS

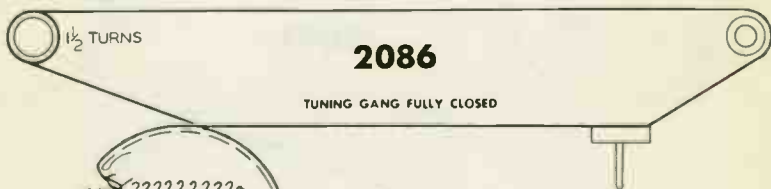


**2085**

3 1/2 TURNS

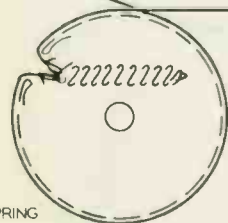
GEAR & HUB ASSY

UHF TUNING PULLEY FULLY COUNTER CLOCKWISE POSITION



**2086**

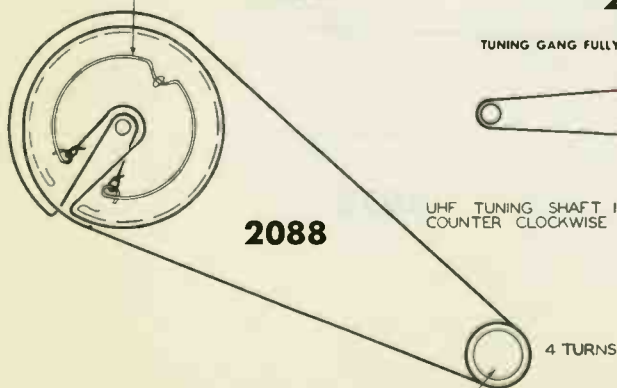
TUNING GANG FULLY CLOSED



**2087**

TUNING GANG FULLY CLOSED

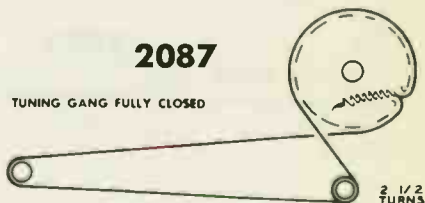
METAL TENSION SPRING



**2088**

4 TURNS

UHF TUNING SHAFT IN MAX. COUNTER CLOCKWISE POSITION



2 1/2 TURNS

TUNING GANG FULLY CLOSED

**2089**

3½ TURNS

TUNING SHAFT

TUNING GANG FULLY CLOSED

**2090**

3 TURNS  
TUNING SHAFT

TUNING GANG FULLY CLOSED

**2091**

TUNING GANG FULLY CLOSED

**2092**

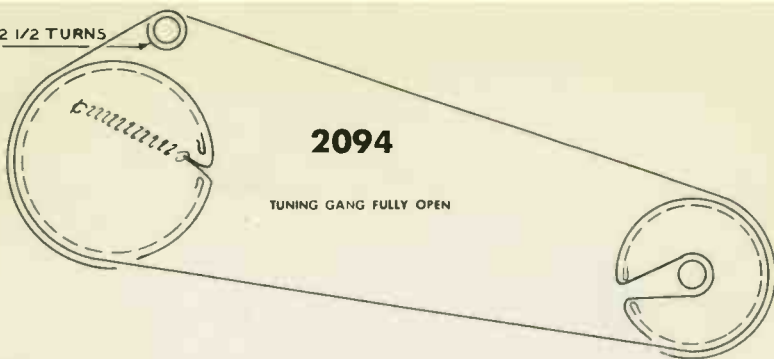
3½ TURNS

TUNING GANG FULLY CLOSED

**2093**

2 TURNS

2 1/2 TURNS

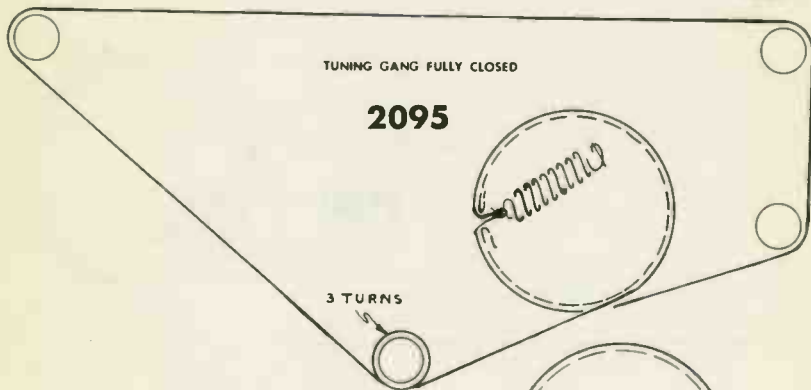


**2094**

TUNING GANG FULLY OPEN

TUNING GANG FULLY CLOSED

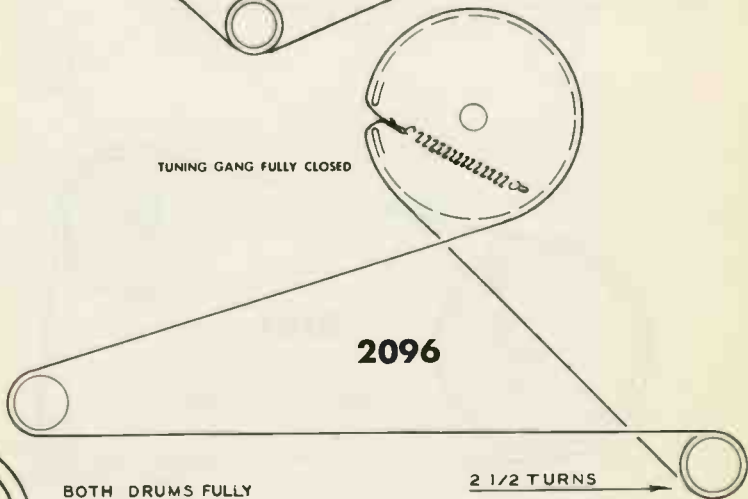
**2095**



3 TURNS

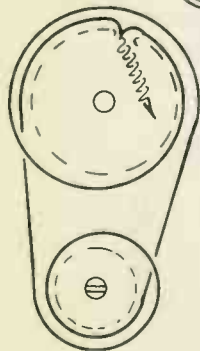
TUNING GANG FULLY CLOSED

**2096**



2 1/2 TURNS

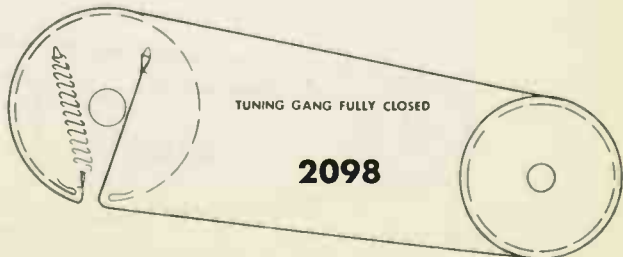
**2097**



BOTH DRUMS FULLY  
COUNTERCLOCKWISE

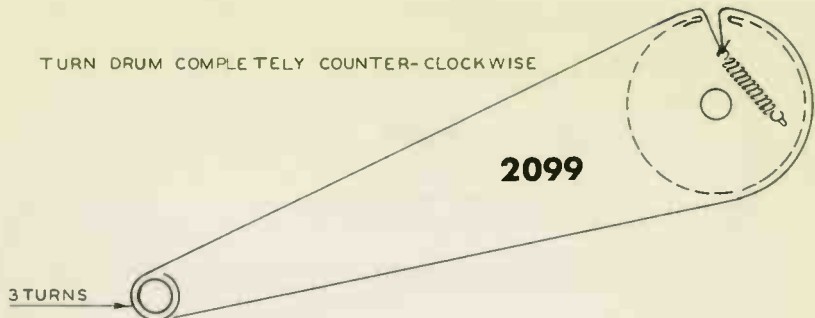
TUNING GANG FULLY CLOSED

**2098**

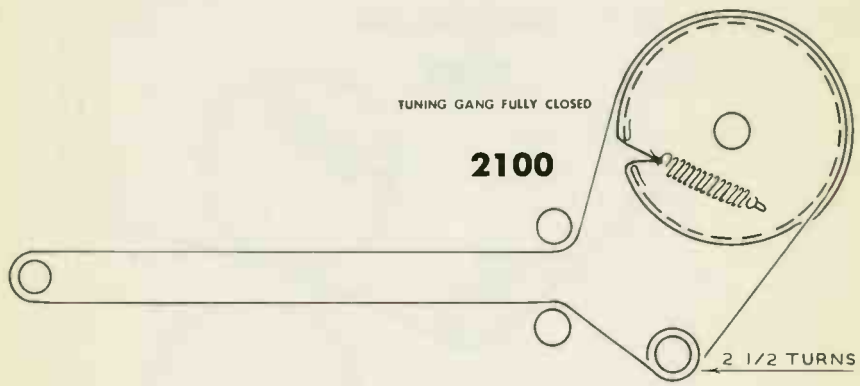


1 1/2 TURNS

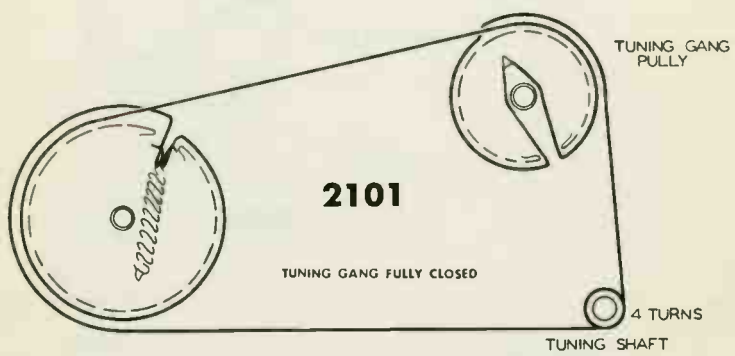
TURN DRUM COMPLETELY COUNTER-CLOCKWISE



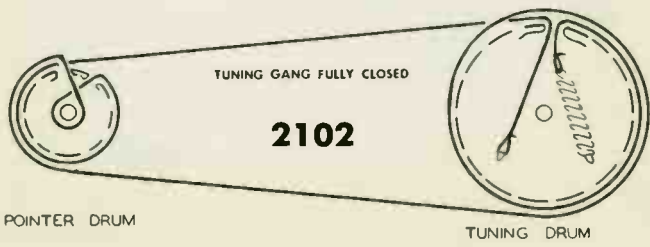
TUNING GANG FULLY CLOSED

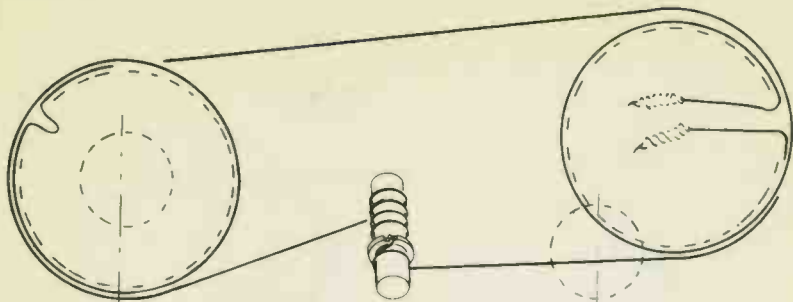


TUNING GANG FULLY  
PULLY

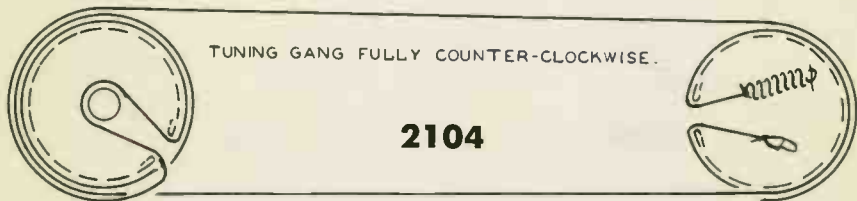
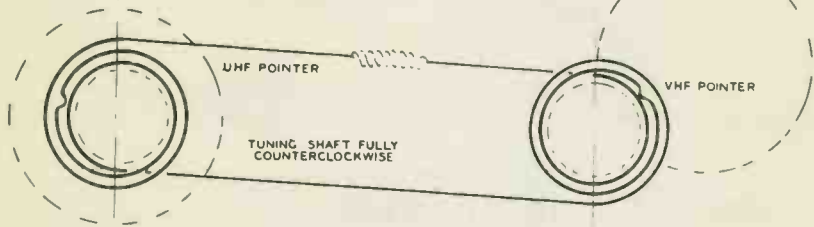


TUNING GANG FULLY CLOSED



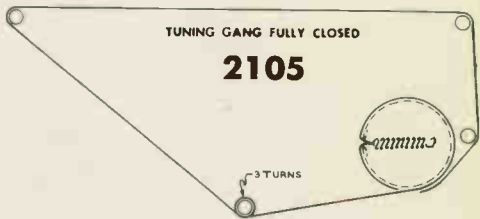


**2103**



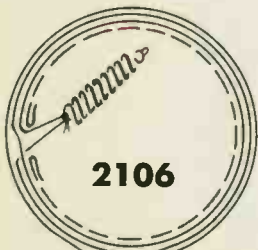
TUNING GANG FULLY COUNTER-CLOCKWISE.

**2104**



TUNING GANG FULLY CLOSED

**2105**



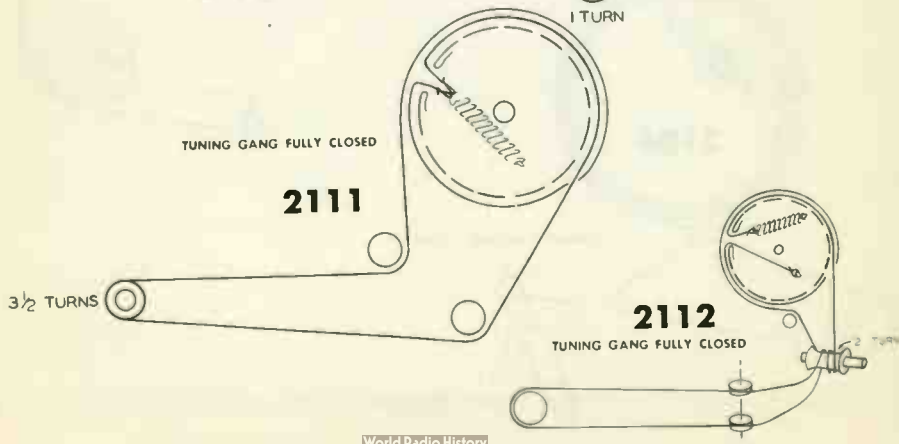
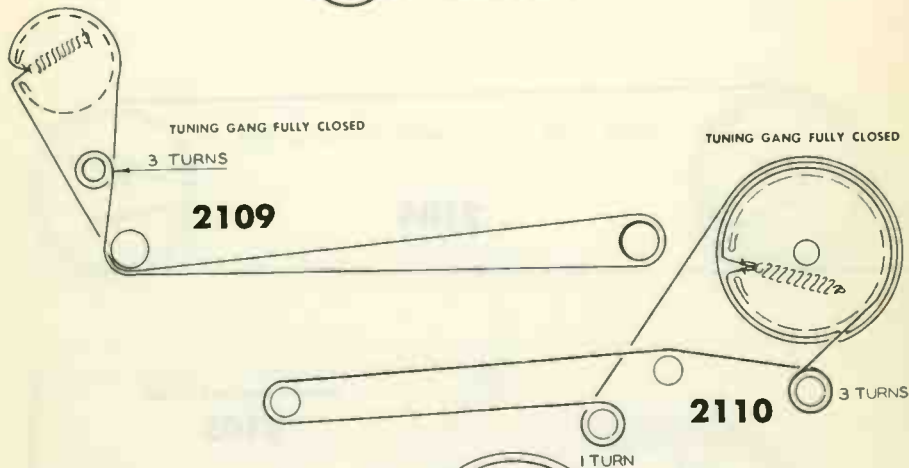
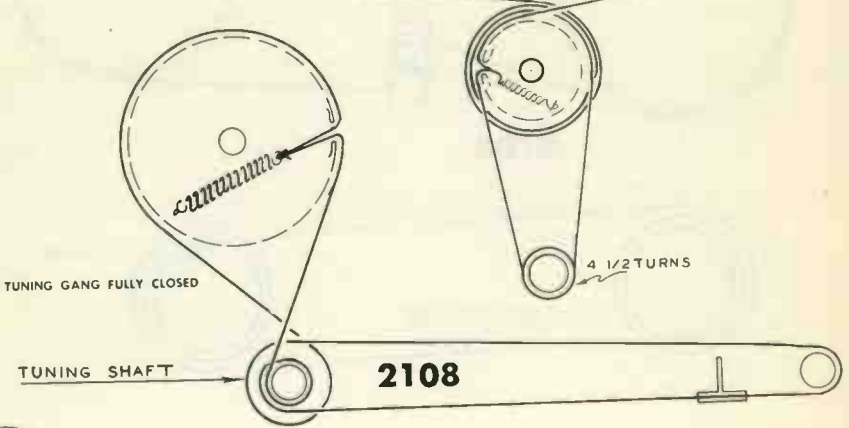
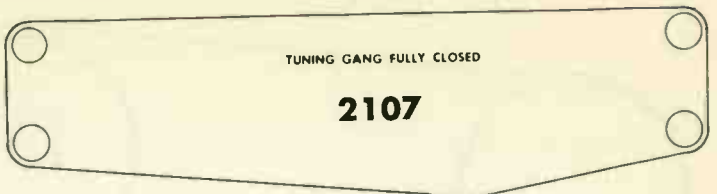
**2106**

TUNING GANG FULLY CLOSED



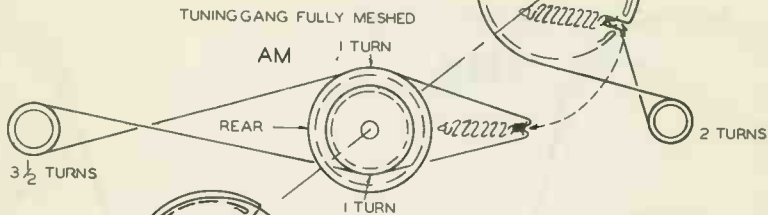
3 TURNS



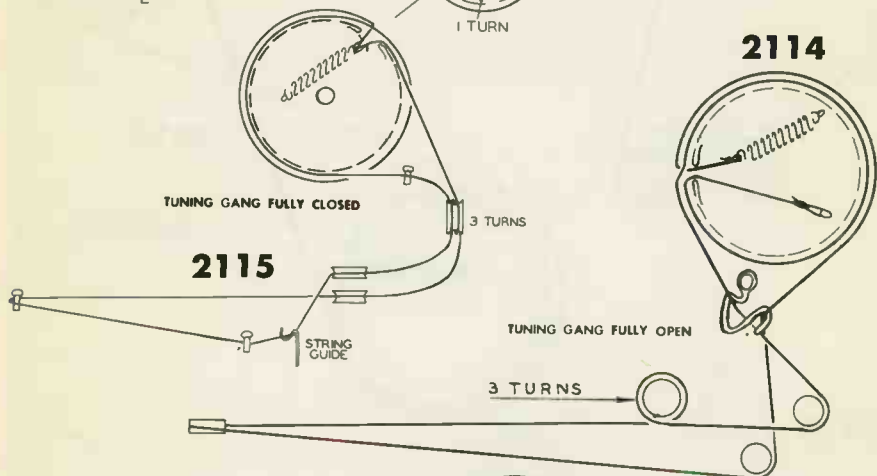


(FM TUNING SLUGS FULLY IN)  
 FM  
 KNOT  
 RIVET

**2113**



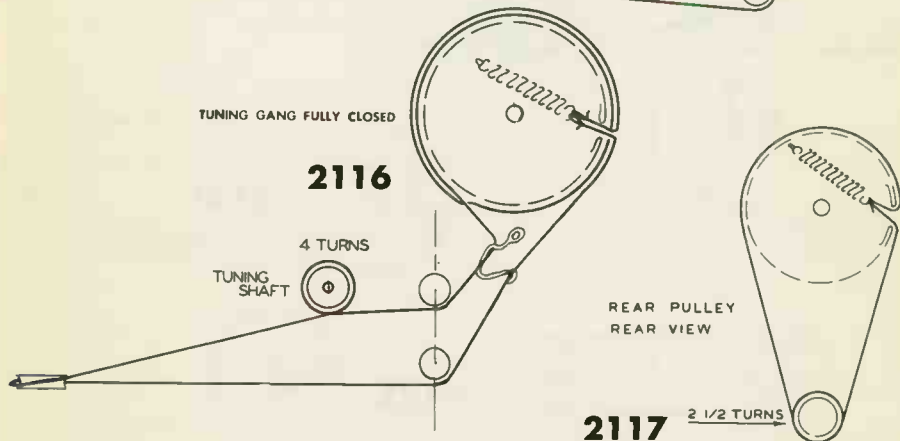
**2114**



**2115**

TUNING GANG FULLY CLOSED

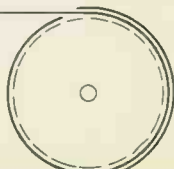
**2116**

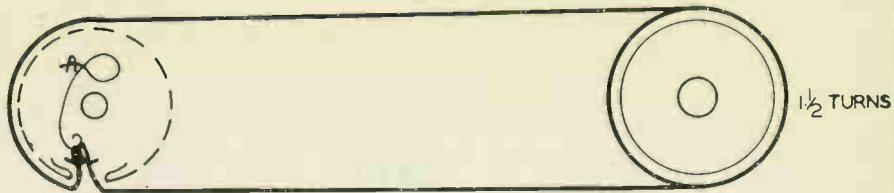


**2117**



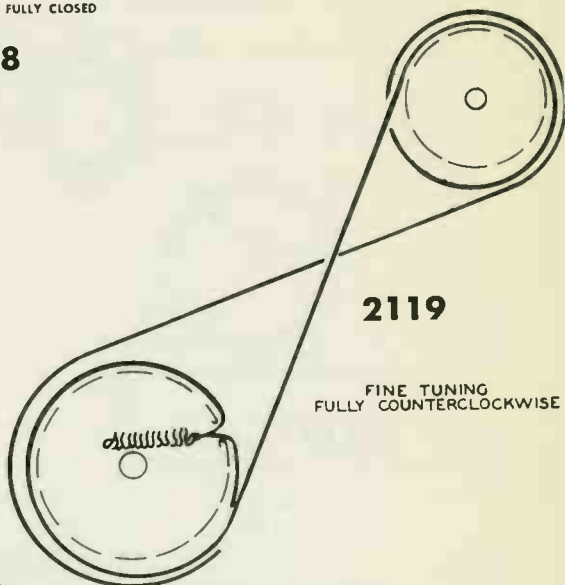
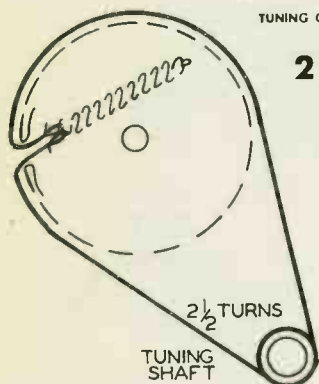
TUNING GANG FULLY COUNTERCLOCKWISE.





TUNING GANG FULLY CLOSED

**2118**

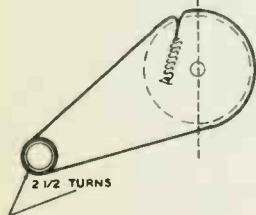
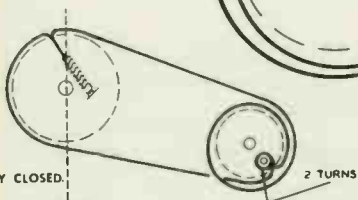


**2119**

FINE TUNING  
FULLY COUNTERCLOCKWISE

**2120**

TUNING GANG FULLY CLOSED.



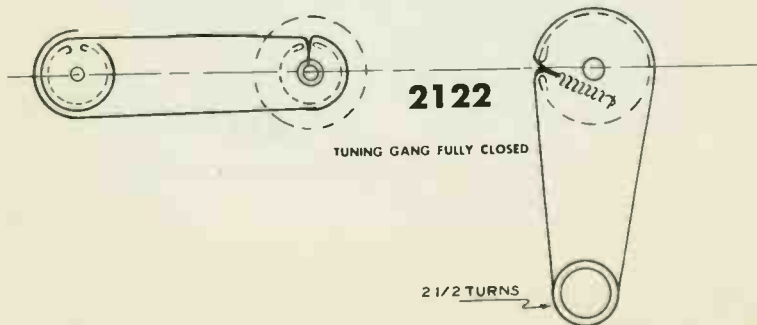
TUNING GANG FULLY CLOSED

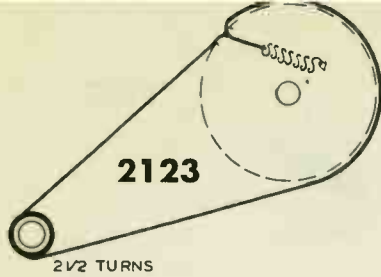
**2121**

CORD OVER SHAFT &  
1 1/2 TURNS AROUND PULLEY

**2122**

TUNING GANG FULLY CLOSED

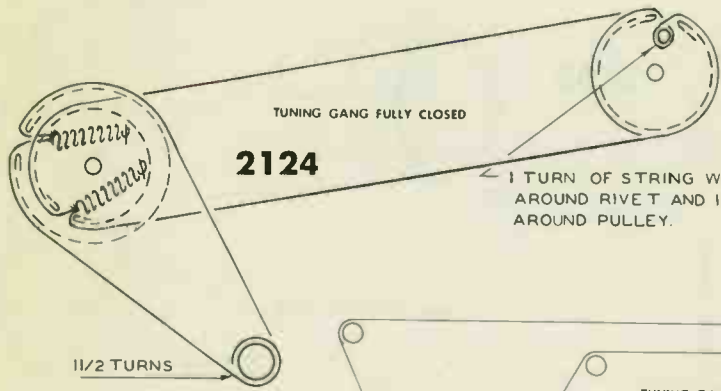




**2123**

2 1/2 TURNS

TUNING GANG FULLY CLOSED

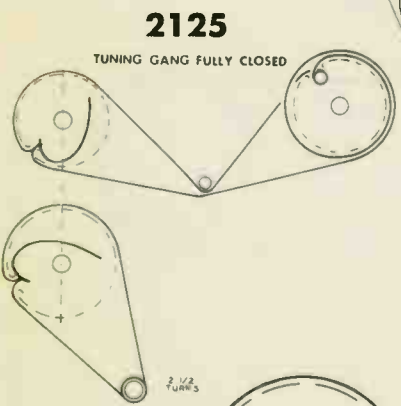


**2124**

1 1/2 TURNS

TUNING GANG FULLY CLOSED

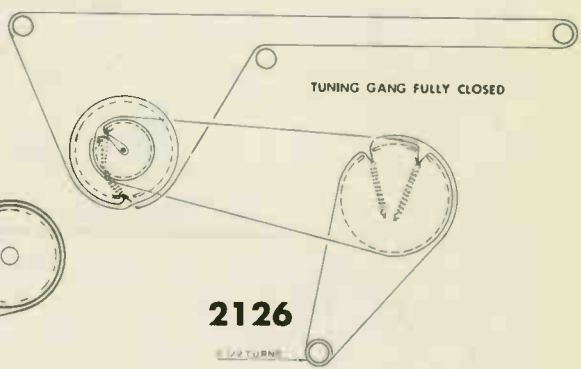
1 TURN OF STRING WRAPPED AROUND RIVET AND 1 1/2 TURNS AROUND PULLEY.



**2125**

TUNING GANG FULLY CLOSED

2 1/2 TURNS



**2126**

1 1/2 TURNS

TUNING GANG FULLY CLOSED



**2127**

TUNING GANG FULLY CLOSED.



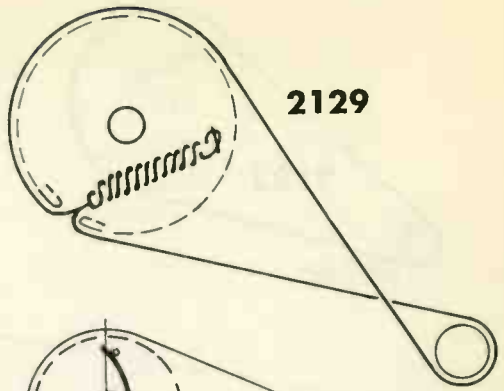
**2128**

TUNING GANG FULLY CLOSED

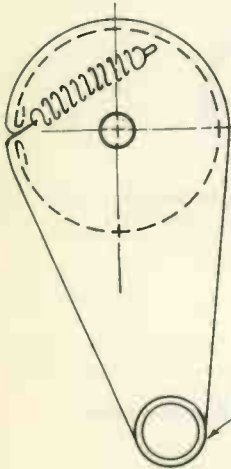
2 1/2 TURNS

TUNING SHAFT FULLY CLOCKWISE

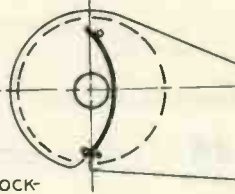
**2129**



**2130**



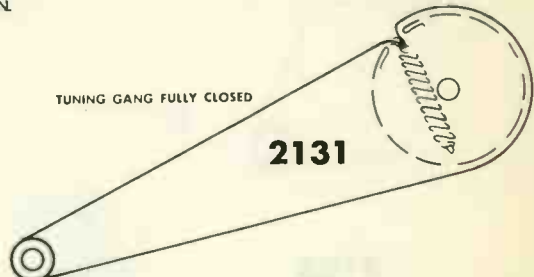
SHAFT SHOWN IN FULL COUNTERCLOCKWISE ROTATION



1 1/2 TURNS

TUNING GANG FULLY CLOSED

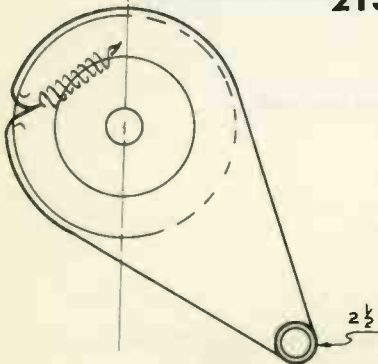
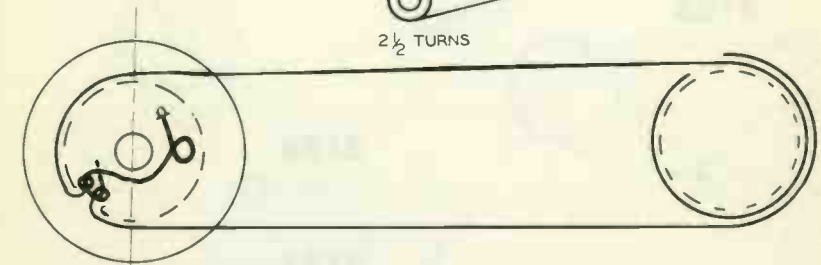
**2131**



2 1/2 TURNS

TUNING GANG FULLY CLOSED

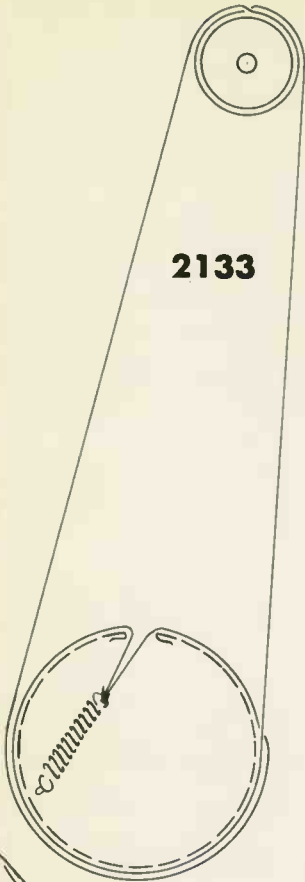
**2132**



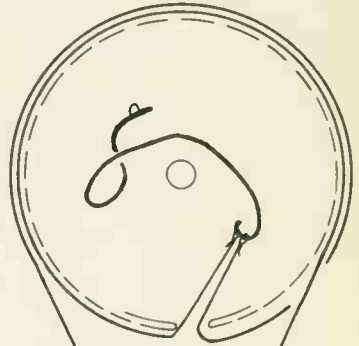
2 1/2 TURNS

FINE TUNING IN MAX COUNTER  
CLOCKWISE POSITION.

**2133**



**2134**



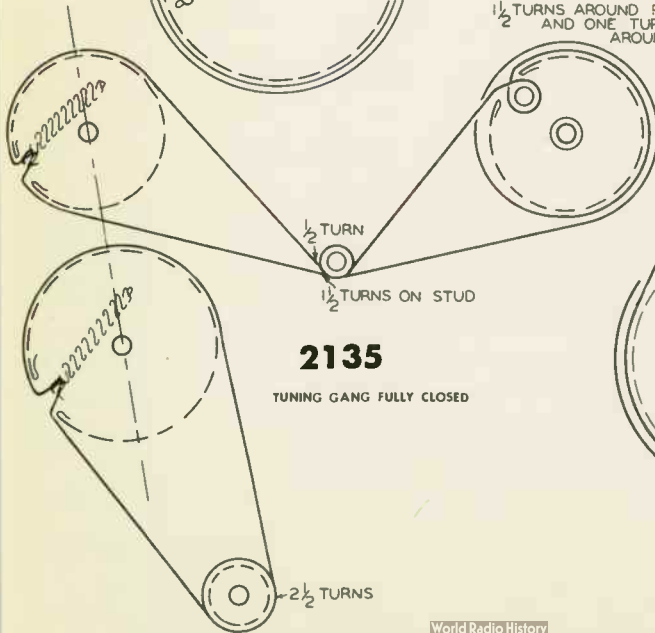
$\frac{1}{2}$  TURNS AROUND PULLEY  
AND ONE TURN  
AROUND RIVET

$\frac{1}{2}$  TURN

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

**2135**

TUNING GANG FULLY CLOSED



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







