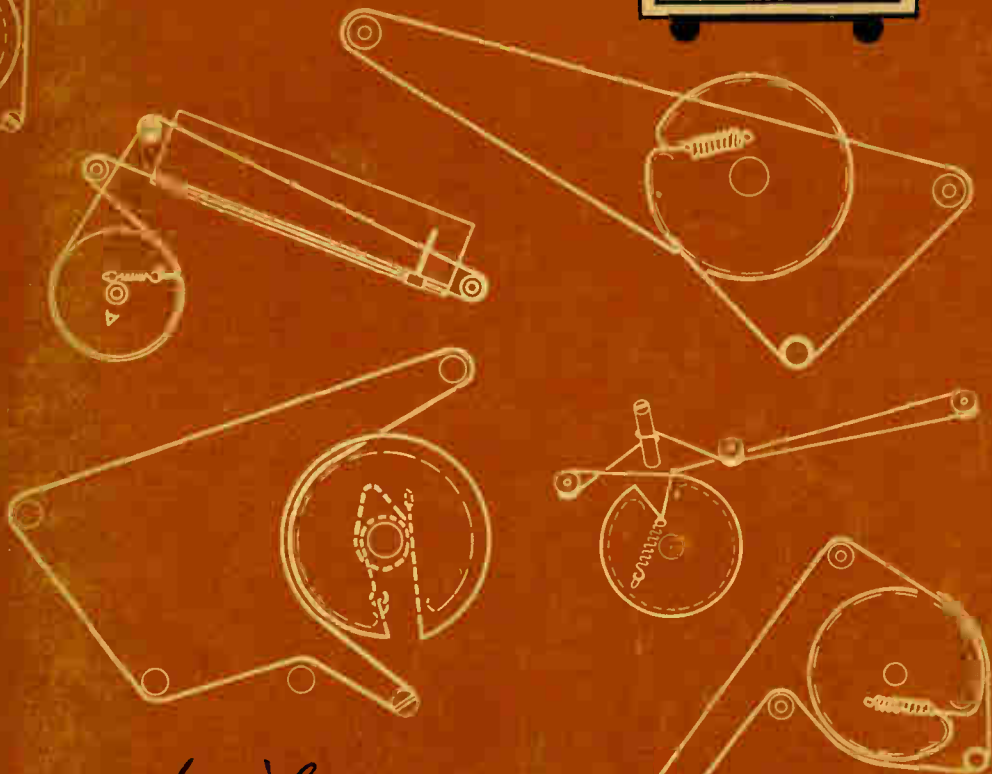


*Lawson W. Dams*

# DIAL CORD *Stringing* GUIDE

DC-3



A *Lawson W. Dams* **PHOTOFACT PUBLICATION**

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

**DC-3**

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## P R E F A C E

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

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

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

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

*Lewis W. Davis*

## PROPERTIES OF DIAL DRIVE CORD

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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





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507A		1	264	12B26E, 12C22E		1	272	729		2	704
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				4705		2	790	RA50		2	813
5A-110		1	26	4706, 4707		2	789	TAS6M, TWS6M		1	129
<b>LYRIC</b>				4708R				<b>MONTGOMERY WARD (See Airline)</b>			
546T, 546TY,				4810		1	273	<b>MOPAR</b>			
546TW		1	73	4810B		2	793	800, 801, 802		1	112
<b>MAGIC TONE</b>				41201				802			
				<b>MANTOLA</b>				802 Revised			
500, 501		1	19	R459		1	118	805	1258		
<b>MAGNAVOX</b>				R643				808, 809			
				R852, R852N		1	6	<b>MOTOROLA</b>			
CR-101, CR-101M		1	262	R854-PM, -PV		1	275	BK-6		1	279
CR-108M		1	266	R855W		1	275	CR-6		1	280
CR-122		1	266	R862, R862N		1	6	CR-76		2	815
CR-187, CR-188		1	263	R864PM, PV, W		2	795	CT-6		1	279
CR-189A, CR-189B		1	267	R7543		1	73	FD-6, FD-7		1	279
CR-190		1	271	R75143		2	574	NH6		1	279
CR-190A, CR-190B		2	780	R75152		2	796	OEB		1	279
CR-192A, CR-192B		1	267	R75343		2	574	PC6		1	279
CR-193		1	263	R76143		2	574	SROB	1260		
CR-197C		2	781	R76162		2	796	SR1B	1282		
CR-198A, CR-198B,				R76262		2	797	VF102, VF102A,		2	814
CR-198C		1	263	R78162		2	798	VF102C			
CR-200A, B, C, D,				24B6		2	574	VF103, VF103M	1261		
E, F		2	782	<b>MASON</b>				VK101, VK101M			
CR-207A, B, C, D		2	781	45-1A, 45-1B,		1	73	VT101		2	814
CR-208A, B		2	781	45-1P		1	73	<b>MAYFAIR</b>			
CR-210A, B		2	783	45-3, 45-4, 45-5		1	73	510, 510W		2	799
<b>MAGUIRE</b>				510, 510W				520, 520W			
				530, 530W		2	799	530, 530W		2	799
500BI, 500BW,				550, 550W		2	799	<b>MECK</b>			
500DI, 500DW,		1	269	<b>MECK</b>				CD-500, CE-500			
561BI, 561BW,				CR-500		2	801	EF-790, EG-791			
561DI, 561DW		1	269	<b>MANTOLA</b>				MMS10T, MMS12T, 1254			

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<b>MOTOROLA (Continued)</b>				<b>MOTOROLA (Continued)</b>				<b>MOTOROLA (Continued)</b>			
5H11U, 5H12U,				68F11, 68F12,				HS-210		1272	
5H13U	1263			68F14, 68F14B,				HS-226		1267	
5K11U, 5K12U,				68F14M,	2		819	HS-228		1262	
5K13U	1264			68L11			824	HS-230		1279	
5K21U, 5K22U,				68T11, 68X11,				HS-234		1280	
5K23U	1265			68X11A, 68X12,				HS-243		1264	
6F11, 6F11B,	1266			68X12A	2		825	HS-244		1263	
6L1, 6L2	1267			69L11		1275		HS-245		1268	
6K11U, 6K12U	1268			69X11, 69X12		1276		HS-246		1271	
7F11, 7F11B	1269			71-A	1		313	HS-247		1270	
8FM21, 8FM21B,	1270			72-C	1		311	HS-253		1281	
9FM21, 9FM21B,	1271			75F21	1		315	HS-258		1262	
9-24, 9-24A	1		285	75F31, 75F31A,				HS-259		1265	
9-44			288	75F31B	2		826	HS-261		1281	
16-C	1		284	76F31	2		826	HS-262		1262	
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17-D	1		287	77FM22M,				HS-265		1269	
17F1, A, B, BA,				77FM22WM,				HS-270, HS-271,			
17F2W, WA, 17F3B,				77FM23	2		823	HS-272		1262	
BA, 17F4, A, 17F5,				77XM21, 77XM22,				OB		1260	
A, B, BA,	1281			77XM22B	2		823	TS-3, TS-5, TS-7,	2		814
18-O, 18-B	1		289	78F11, 78F11M,				TS-8		1261	
25-F	1		290	78FM12M,				1B		1282	
26-C, 26-C7	1		291	78FM21,				<b>MURPHY</b>			
27-D, 27-D6	1		293	78FM21M,				113, 122		1	258
28-O, 29-B, 29-B6,	1		291	78FM22M,	2		827	<b>NATIONAL</b>			
30-P	1		291	79XM21, 79XM22		1277		HRO-50		1283	
35-F	1		294	81-C	1		306	NC-33		2	829
35-N	1		292	81F21, 81F22	1		308	NC-46		1	326
36-C1, 36-C2	1		295	81K31	1		316	NC-57		2	830
37-D1, 37-D2	1		296	82-A	1		317	NC-108R, NC-108T		2	831
38-O	1		291	83F1	1		312	NC-2-40DR,			
39-B1, 39-B2	1		291	83K1	1		321	NC-2-40DT		2	832
40-P	1		286	85F21, 85K21	1		309	<b>NATIONAL UNION</b>			
43-H	1		297	88FM21	2		827	571, 571A, 571B		1	117
44-K	1		298	93F1	1		312	G-613		1	324
45-B12	1		158	95F31, 95F31B,				G-619		1	189
45-N	1		299	95F33	1		320	<b>OLDSMOBILE</b>			
47B11	2		816	96FM21R		1278		982160		1	323
51-A, 51-C	1		73	103F21, 101R21	1		319	982282		1	327
51F11	1		300	103CK2	1		318	982375		1	323
51F12	1		301	103F1, 103F2	1		312	<b>OLYMPIC</b>			
51R11	1		300	103K1	1		322	6-501, 6-501VU,			
52-C	1		73	107F31, 107F31B,	2		828	6-501WU		1	328
53-A, -C,				250, 251	1		325	6-502, 6-502P,			
54-A, -C	1		73	<b>Chassis</b>				6-502U		1	328
55F11	1		303	AS-22	1		279	6-503		1	328
55X11	1		302	HS-2	1		19	6-504, 6-504L		1	6
55X11A	1		304	HS-2	1		158	6-801V, 6-801W,			
55X12	1		302	HS-2, HS-26	1		309	6-802		1	329
55X12A	1		304	HS-30, HS-31	1		303	6-804 Series		2	833
55X13	1		302	HS-32	1		310	6-806, 6-806A,			
55X13A	2		304	HS-36, HS-36A	2		826	6-806U		1	272
56K11	2		669	HS-38, HS-39	1		320	6-817, 6-817U,		1	329
57K11, 57K12	2		817	HS-50	1		304	7-421V, 7-421W,			
58A11, 58A12	2		669	HS-52	1		309	7-421X		2	834
58K11, 58K12	2		818	HS-58	2		820	7-435V, 7-435W,		2	834
59H11U, 59H12U	1272			HS-59	2		822	7-526		2	704
59X11, 59X12	1273			HS-60	2		817	7-532V, 7-532W,		2	833
59X21U, 59X22U	1274			HS-63	2		819	7-537		2	835
60-XW	1		301	HS-64	2		823	7-622, 7-638		2	774
61-A, 61-B	1		305	HS-69	2		821	7-724, 7-728		2	836
61-C, 61-D	1		306	HS-72	2		816	7-925, 7-934,			
61-E	1		305	HS-87	2		828	7-936		2	837
61-F	1		307	HS-89	2		823	8-451		2	838
61T21	1		308	HS-91	1		315	8-533V, 8-533W		2	839
61T23	1		314	HS-94	2		669	8-618		2	840
61X11, 61X12,				HS-97	2		823	8-925, 8-934,		2	841
61X13	1		301	HS-98	2		826	<b>PACKARD-BELL</b>			
62-A, 62-B	1		305	HS-102	2		823	5DA		1	73
62-E	1		305	HS-108	2		814	5D8		2	574
62-F1	1		312	HS-119	2		824	5FP		1	73
63-A, 63-E	1		305	HS-122	2		820	100		2	574
65F11, 65F12	1		303	HS-124	2		819	551, 551-D		1	333
65F21	1		309	HS-125	2		818	556		1	333
65T21, 65T21B,	1		310	HS-127, HS-127A,	2		825	561, 563		1	330
65X11, 65X11A,				HS-128, HS-132,							
65X12, 65X12A,				HS-133	2		827				
65X13, 65X13A,				HS-137	2		814				
65X14, 65X14A,				HS-144	2		825				
65X14B	1		19	HS-150, HS-155	2		827				
67F11, 67F12,				HS-158	2		669				
67F12B	2		819	HS-168		1277					
67F14	2		820	HS-170		1278					
67F16BN	2		821	HS-175		1275					
67L11	2		822	HS-180		1273					
67X11, 67X12,				HS-181		1276					
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568		1	73	42-123		1	361	49-1100		2
571, 572		2	842	42-124, 42-125				49-1101		2
651		1	333	42-126		1	364	49-1175 (Code 122 & Code 124),		
661		1	331	42-350		1	357	49-1278 (Code 123),		
662		1	332	42-380		1	363	49-1279, 49-1280		1291
673A, 673B		2	843	42-395		1	363	49-1401		2
682		2	884	42-400		1	338	49-1405		2
771		2	845	42-706		1	343	49-1475, 49-1480		2
861		1	332	42-724		1	360	(Codes 121A or B, 123A or B, 123TA or B)		1292
872		2	846	42-730		1	366	49-1600, 49-1601,		
880, 880A		2	843	42-760, 42-761,				49-1602, 49-1603,		
881A, 881B		2	847	42-762		1	359	49-1604, 49-1605		2
884, 892	1284			42-788		1	356	49-1606, 49-1607		2
1052		1	334	42-1002		1	362	49-1813		1293
1054B		1	337	42-1003, 42-1005		1	367	50-T1104,		
1063		1	272	42-1008, 42-1009M,				50-T1105,		
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1472		2	849	42-1013W		1	368	50-T1401,		
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2801-TV, 2801A- TV (Radio Ch.)	1286			46-131 Revised		2	854	50-T1404,		
2803TV	1287			46-132		1	371	50-T1406 (Codes 123, 124, 125)		1294
<b>PHILCO</b>				46-142		2	854	50-T1406 (Codes 121 & 122)		1294
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CR-4, CR-6		2	851	46-251		1	372	50-T1477		
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CR-9		2	853	46-420, 46-420-1		1	377	50-T1479		1295
CR-12		2	852	46-421, 46-421-1		1	374	50-T1481		
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39-55		1	342	46-1213		1	382	50-526		1298
39-116		1	342	46-1226		1	374	50-620		1299
39-770		1	338	47-204, 47-205		2	745	50-621		1300
40-110		1	341	47-227		2	855	50-920, 50-921,		
40-130, 40-135,				47-1230		2	856	50-922		1301
40-140, 40-145		1	340	48-141, 48-145		2	857	50-925, 50-926		1302
40-150, 40-155		1	344	48-150		2	858	50-1420, 50-1421,		
40-158		1	348	48-200, 48-200-1				50-1422, 50-1423		1303
40-160, 40-165		1	345	48-206, 48-214,				50-1720		1304
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40-190		1	344	48-300, 48-360		2	861	50-1727		1306
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40-205, 40-215				48-464		2	862	51-T1872, 51- T1874, 51-T1875,		
40-216, 40-217		1	342	48-472-I		2	863	51-T1876		1308
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40-516		1	342	48-482		2	866	51-534		1310
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40-527		1	340	48-1201		2	868	51-631		1312
40-710, 40-715		1	351	48-1253		2	869	51-632		1311
40-725, 40-748,				48-1256		2	870	51-934		1313
40-755, 40-756,				48-1260		2	868	51-1731, 51-1732		1314
40-780		1	349	48-1262		2	867			
40-2710		1	351	48-1263		2	871			
40-2725, 40-2780		1	349	48-1264		2	872			
41-230, 41-235		1	350	48-1266		2	856			
41-250, 41-255		1	353	48-1270		2	873			
41-260, 41-265		1	352	48-1274, 48-1276		2	874			
41-280, 41-285,				48-1282		2	867			
41-287, 41-290		1	353	48-1284		2	875			
41-295		1	338	48-1286		2	867			
41-296		1	353	48-1290		2	873			
41-300, 41-315X		1	338	48-2500						
41-316		1	342	48-2500-5	1289					
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41-610, 41-611		1	353	49-500, 49-500-1		2	745	100C		2
41-616		1	342	49-503		2	580	100T		2
41-629		1	353	49-504, 49-504-1		2	859	149C, 249C		2
41-712, 41-713		1	354	49-505		2	876	349C		2
41-714		1	346	49-506		2	745	6810		1
41-722, 41-745,				49-601, 49-602		2	877	8701, 8702, 8703		1
41-758, 41-759		1	347	49-605, 49-607		2	878	8710, 8711, 8712		1
41-788		1	356	49-900E, 49-900-1		2	879			
42PT-2, 42PT-4,				49-902		2	745			
42PT-7		1	343	49-904		2	880			
46-421		1	363	49-905		2	881			
				49-908		2	882			
				49-909		2	883			
				49-1076			1291			

**PHILHARMONIC**

100C		2	887
100T		2	888
149C, 249C		2	889
349C		2	890
6810		1	196
8701, 8702, 8703		1	196
8710, 8711, 8712		1	196

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

**PILOT**

T-411-U		1	381
T-500		1	73

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T-530		1	393	T-62, T-83	1		107	12AX, 12AX2	1		411
T-601		2	614	T-64, T-65, T-80,	1		433	12QK, 12QU, 12Q4	1		414
T-741		2	891	TA-128, TA-129, TA-169			1321	12X, 12X2	1		411
<b>POLICE ALARM</b>				TRK-5	1		395	14AX, 14AX2, 14X,			
PR-8	1315			TRK-9, TRK-12	1		410	14X2	1		411
PR-31	1316			TRK-90, TRK-120	1		410	15X	1		397
<b>PONTIAC</b>				TRK-5	1		395	16K, 16T2, 16T3,			
983867		1	384	U-10, U-12, U-20	1		107	16T4	1		413
983679		1	386	U-25, U-26	1		395	16X4	1		415
983680		1	394	U-30	1		414	16X11, 16X13,			
983775		1	386	U-40, U-42, U-43	1		107	16X14	1		397
983910		1	108	U-44, U-45	1		425	17K	1		139
983911		1	386	U-50	1		400	18T	1		139
984170		1	108	U-115	1		443	19K	1		417
984171		1	386	U-119	1		395	25BK	1		418
<b>PORTO BARADIO</b>				U-121	1		443	25BT2	1		419
PA510, PB520	2		892	U-122E	1		395	25BT3	1		418
<b>PREMIER</b>				U-123 (1 band)	1		441	26BP	1		421
15LW	1		127	U-123 (2 band)	1		443	26X1, 26X3, 26X4	1		397
<b>PURE OIL (See Puritan)</b>				U-124, U-125	1		395	27K	1		422
501		1	385	U-126	1		414	28T	1		139
501X		1	124	U-127E	1		443	28X, 28X5	1		140
502		1	385	U-128, U-129	1		414	29K, 29K2	1		141
502X		1	124	U-130	1		390	34X, 35X	1		411
503, 503W		1	388	U-132, U-134	1		401	36X	1		397
504, 504W		1	387	V-101	1		440	45X18	1		424
506, 506X, 507,				V-102	1		413	55AU	1		429
507W		1	20	V-140	1		446	55F, 55FA	1		419
508		1	25	V-170, V-175	1		413	55U	1		429
509		2	893	V-200	1		447	56X, 56X2, 56X3	1		431
515		2	894	V-201	1		139	56X5, 56X10, 56X11	1		397
<b>RCA VICTOR</b>				V-205	1		447	58AV, 58V, 59AV,			
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BK-42, BT-42	1		427	V-221, V-225	1		142	65AU	1		429
BX8	1319			V-300, V-301,				65BR9	1		899
BX55, BX57	1320			V-302	1		447	65U	1		429
B-52	1		419	V-405	1		447	65X1, 65X2	1		138
E-80	1		43	VHR-202, VHR-207	1		447	66BX	1		435
HF-2, HF-4	1		390	VHR-212	1		142	66X1, 66X2, 66X3,			
HF-6, HF-8	1		401	VHR-307, VHR-407	1		447	66X4, 66X9	1		436
K-50	1		107	X-55, X-60	1		107	68X11, 68X12,			
K-80	1		434	X711			1322	68X13, 68X14,			
K-81	1		107	4T141, 8T84			1323	68X15	2		900
K-82, K-81, K-82	1		434	5Q5, 5Q6, 5Q8	1		398	67AV1, 67V1	1		437
K-105	1		434	5Q12, 5Q12A	1		400	68R1, 68R2, 68R3,			
M-50, M-60	1		409	6Q1	1		398	68R4	2		901
M-70	1		439	6Q1, 6Q4, 6Q4X	1		400	75X11, 75X12	2		902
Q-11, Q-12	1		397	6Q7, 6Q8, 6QK3	1		402	77U	2		903
Q-14, Q-14E, Q-15,				7QB, 7QBK	1		403	77V1	2		904
Q-15E	1		412	7Q4, 7Q4X, 7QK4	1		405	77V2	2		905
Q-16, Q-16E, Q-17	1		416	7T143, (Radio Ch.)	1327			94BK2, 94BT2	1		442
Q-18	1		398	8BK6, 8BK65	2		895	95T5, 95T5LW	1		443
Q-22, Q-22A	1		391	8Q1	1		403	96BK6, 96BT6	1		442
Q-23	1		416	8Q8, 8QBK	1		406	96E	1		443
Q-24	1		391	8Q2	1		404	96E2	1		395
Q-25	1		420	8Q4	1		406	96K, 96K2, 96K5,			
Q-26	1		396	8QU5C, 8QU5M	1		404	96K6	1		395
Q-27	1		420	8R71, 8R72, 8R74,				96T, 96T1	1		443
Q-30, Q-31	1		423	8R75, 8R76	2		896	96T2, 96T3	1		395
Q-33	1		399	8TK29 (Radio Ch.)	1324			96T4, 96T5, 96T6	1		441
Q-44	1		426	8TK320	1324			96T7	1		395
QB-1, QB-2	1		391	8TR29	1324			96X1, 96X2, 96X3,			
QB-3	1		399	8TV321, B				96X4	1		444
QB-5	1		397	8TV323, B	1325			96X11, 96X12,			
QB-6, QB-9	1		391	8V90, 8V91	2		897	96X13, 96X14	1		444
QH-51C	1		428	8V111, 8V112	2		897	97E, 97K, 97KG,			
QK-23	1		392	8X53	2		898	97K2	1		395
QU-2C, QU-2M	1		392	8BX56	1326			97T, 97T2	1		395
QU-3C, QU-3M	1		396	9M1, 9M2	1		409	97X	1		443
QU-5	1		392	9QK, 9Q1	1		408	97Y	1		398
QU-7, QU-8	1		407	9Q4	1		405	98EY	1		395
QU-51M	1		428	9T89	1327			98EK	1		414
QU-52C, QU-52M	1		392	9T147	1327			98K2, 98T, 98T2	1		395
QU-55	1		430	9TW333	1325			98X, 98YG	1		414
				9W101, 9W102				99K, 99T	1		444
				9W103, 9W105	1328			110K, 110K2, 111K	1		415
				9X561, 9X562	1329			211K	1		141
				9X571, 9X572	1329			515	1		397
				9X641, 9X642	1330			516, 517, 522, 526,			
				9X651, 9X652	1331			527	1		411
				9Y51	1332			610V1, 610V2	2		906
				9Y510, 9Y511	1332			612V1, 612V2	1		
				10Q1	1		406	612V3	1		448
				10X	1		411	648PTK, 648PV (Radio Ch.)	1333		
								710V2	2		908

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<b>RCA VICTOR (Continued)</b>				<b>RAYTHEON</b>				<b>SENTINEL (Continued)</b>			
711V1, 711V2, 711V3	2		907	RC-1618A, B, RC-1619A, B		1336		L-284NI, L-284NR, L-284W		2	928
730TV1, 730TV2 (Radio Ch.)	2		906	RC-1718A, B, RC-1719A, B		1336		263, 284, 273, 284GA		1	459
910KG, 911K	1		414	10AXF43		1335		2841, 284NA, 284NI, 284W		2	928
<b>Chassis</b>				<b>RECORDIO</b>				<b>Chassis</b>			
RC-604, RC-605	1		142	6B10, 6B20, 6B30, 6B32			1	285P		1	261
RC-608	1		437	7D42, 7D44			2	289T		1	23
RC-606C	2		905	7E40, 7E44			2	292K		1	454
RC-608	2		901	9G10		1337		293 Series		1	459
RC-640, RC-610A, RC-610B	2		906	9G40M, 9G42		1338		293CT		1	459
RC-613A	2		906	9H40B		1339		2931		2	929
RC-615	2		904	<b>Chassis</b>				293T, 293W		1	459
RC-618, RC-616A, RC-616B, C	2		897	7D1			2	2941, 294W, 294T		1	459
RC-616H, K	1325							295T		2	930
RC-618N	1325			<b>REGAL</b>				296B, 296M		2	775
RC-618, RC-618A, RC-618, RC-618B, RC-618C	2		897	BP48			2	302-I, 302-T, 302-W		2	932
RC-622	1328			CR761			2	305-I, 305-I-3, 305-W, 305-W3		2	933
RC-1004E	1		419	L760			2	309-I, 309-N, 309-R, 309-W		2	934
RC-1011	1		431	W700, W800, W801, W900, W901			1	313-I, 313-W		2	935
RC-1017				205			2	314-E, 314-I, 314-W		2	928
RC-1017A	1		429	747			2	315-I, 315-W		2	929
RC-1023B	1		397	777			2	316PM, 316PT		2	937
RC-1034	1		138	1049			1	332		2	935
RC-1037, RC-1037A	1		138	1107			2	333		2	929
RC-1038				1500			2	385PG, PI, PM, PW			1343
RC-1038A	1		436	1749			2	338-I, 338-R, 338-W			1344
RC-1040				7251			2	339-K			1345
RC-1040A	1		435	<b>REMLER</b>				340-C			1345
RC-1040C	2		895	MP-5-5-3			1	416, 419, 420, 420B			1346
RC-1045	2		899	5300B, 5300B1, 53001			2	423, 423B, 423-17			1347
RC-1046	2		900	5310			2	424, 424-17			1347
RC-1050				5400, 5410, 550, 5505, 5510, 5515, 5520			2	425, 428, 429, 430, 431, 432, 435			1347
RC-1050B	2		900	5530			2	435			1347
RC-1057A	2		903	6000		1340		<b>SETCHELL CARLSON</b>			
RC-1060				<b>SCOTT (E. H.)</b>				416		1	192
RC-1060A	2		896	16A			2	427		2	938
RC-1064 (Mod. 8X53)	2		898	510		1341		437		2	939
RC-1064 (Mod. 85X1)	1		138	800-B			1	447		2	940
RC-1068	1326			<b>SENTINEL</b>				458-RD			1348
RC-1070A	1322			IU-284GA			2	469			1349
RC-1077, A, B	1332			IU-284I, IU-284NA				570			1350
RC-1079, A, B, C	1329			IU-284NI, IU-284W			1	<b>SIGNAL</b>			
RC-1082	1319			IU-285, IU-285P			1	AF252		2	942
RC-1085, A	1331			IU-293I			1	241		2	941
RC-1087	1317			IU-293CT			2	341-A, 341-T		2	943
RC-1088, A	1320			IU-293T, IU-293W			1	<b>SILVERTONE</b>			
RC-1089	1323			IU-294I, IU-294N			1	R-381		1	460
RC-1092	1327			IU-294T, IU-294W			1	R-1161		1	458
RK-121				IU-312PG				41, 41A			1351
RK-121A	1233		448	IU-312PW		1342		51, 53			1352
RK-135, RK-135A, RK-135A-1	1324			IU-313I, IU-313W			2	54, 56			1352
RK-135D	1321			IU-314E, IU-314I, IU-314W			2	64, 65, 67			1353
<b>RADIOLA</b>				<b>IU-316PM, IU-316PT</b>				<b>IU-335PG, PI, PM, PW</b>			
61-1, 61-2, 61-3, 61-5	1		397	IU-338-I				125			1355
61-8, 61-9	2		898	IU-338-R				143, 143A			1356
61-10	1		397	IU-338-W		1345		179-16, 180-16, 194-16, 195-16			1357
75ZU	2		908	IU-339-K		1345		220, 222, 223, 224			1358
762X11, 762X12	2		909	IU-340-C		1345		225			1359
<b>RADIO CRAFTSMEN</b>				<b>IU-418</b>				<b>771</b>			
RC-1 (Tuner)	2		910	IU-419, IU-420		1346		1771		1	458
RC-10	1334			IU-420B		1347		1781, 1781A		1	482
<b>RADIONIC</b>				<b>IU-423, IU-423B, IU-423-17</b>				<b>2011</b>			
6W	1		167	IU-424		1347		2051		1	73
Y62N, Y728	2		911	IU-424-17		1347		2411		1	73
<b>RAY ENERGY</b>				<b>IU-425</b>				<b>2461</b>			
AD	1		449	IU-428, IU-429		1347		2511		1	73
AD4	1		453	IU-430, IU-431		1347		2761		1	458
SRB-1X	1		450	IU-432, IU-435		1347		4608, 4609		1	461
				L-284I, L-284NA			2	4628, 4629		1	461
								4638, 4639		1	461



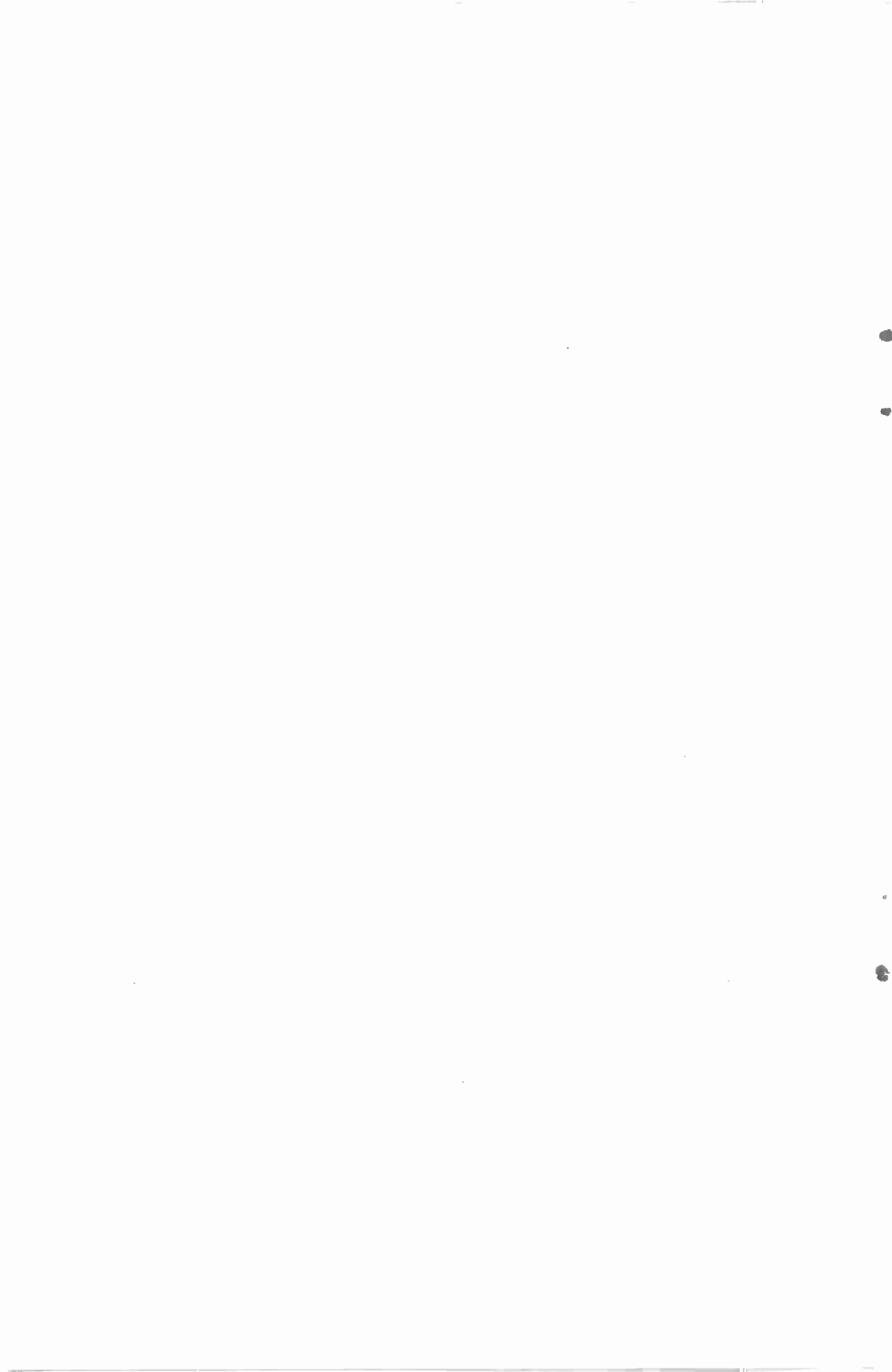
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<b>SPARTON</b>				<b>STEWART-WARNER (Continued)</b>				<b>STROMBERG-CARLSON (Continued)</b>			
4AW17, 4AW17A	2	974		B51T1, B51T2,				1121 (Series			
5AM26PS	1	500		B51T3	2	988		10-11-12)	1	520	
5A116	2	974		B61T1, B61T2	2	717		1121-HW, 1121-LW,			
5AW08	1	503		B72CR1	2	990		1121-M1-0,			
5AW16	2	974		C51T1, C51T2	2	989		1121-M2-W,			
6AM06	2	975		R3581, R3589	1	513		1121-M2-Y,	1	520	
6AW26PA	1	502		R3861, R3869	1	513		1121-PPM,			
6-66A	2	976		01-5H	1	509		1121-PPW,			
7AM46, 8AM46	1	499		01-6A, 01-6B,				1121-PGM,			
10AB76-PA,				01-6C	1	509		1121-PGW,			
10AM76-PA,				01-6D, 01-6DX,	1	507		1121-PLM,			
10BM76-PA,				01-6F, 01-6F9	1	508		1121-PLW,			
10BW76-PA	1	504		01-6G, 01-6E2	1	507		1121-PSM,	1	520	
100, 101,	2	974		01-8C7, 01-8C7-Z,				1135-PPM,			
121,	2	977		01-9A, 01-9A-Z,	1	506		1135-PLM,			
141,	2	977		010-6AX,				1135-PLW,	2	992	
141A	1373			010-6BX,				1200,	2	991	
141LXX	1374			010-6CX	1	509		1202,	2	993	
150, 151, 152,				11-6U, 11-6U-Z,	1	505		1204,	2	994	
155	1375			11-7A1, 11-7A9	1	508		1210M2-M,			
1000, 1001,				11-8D, 11-8F,				1210M2-W,			
1003	2	978		11-8R	1	510		1210M2-Y,	2	995	
1005, 1006,				11-8R8, 11-8R9	1	508		1210-PGM,			
1007, 1008,	2	979		11-9B, 11-9B-Z,	1	506		1210-PLM,			
1010	2	980		11-10A	1	510		1210-PGW,	2	995	
1015	1	504		51T746, 51T756	2	983		1220 Series	2	986	
1020, 1021, 1023	2	978		51T126, 51T136				1235 Series	2	992	
1030, 1030A,				51T146, 51T176	1	20		1400,	2	991	
1031, 1031A	2	961		61T16, 61T26	1	20		1407-PPM,			
1051, 1052	2	982		61TR36, 61TR46	1	511		1407-PLM	2	997	
1058, 1059,				62T16	1	512		1500,	1388		
1060, 1061,				62T36	1	20		1507,	1389		
1064, 1072	2	977		62TC16, 62TC26,				<b>SUPREME</b>			
1080	1376			62TC36	1	512		750,	2	998	
1080A	1373			72CR16, 72CR26	1	510		<b>SWANK</b>			
1081	1376			205GA, 205GZ	1	513		<b>DUI01</b>	1	521	
1081A	1373			9000-B, 9001-C,				<b>SYLVANIA</b>			
1210, 1211,	1374			9001-D, 9001-E,	1	20		1-075,	1390		
4900TV (Radio				9001-F, 9002				1-076,	1391A & B		
Ch.)	1376			9002A, 9002B,				1-090,	1391A		
5082, 5083				9002P, 9002R	2	984		1-113, 1-114,	1390		
(Radio Ch.)	1374			9003	1	514		1-124, 1-125,	1390		
5088, 5089,				9004	1	510		1-125-1,	1382		
5090 (Radio Ch.)	1374			9005-A, 9005-B	1	14		1-128,	1391A & B		
5182, 5183,				9007-A, 9007-F,				1-177,	1390		
5188, 5189				9007-G	1	516		1-197,	1390		
(Radio Ch.)	1374			9014-E	1	20		1-197-1,	1392		
<b>Chassis</b>				9017	1	20		1-210,	1390		
PC-5-6-26	1	502		9104-A, -B, -C	1379			1-245, 1-246	1390		
4E10	1375			9108A, B, 9113A	1380			1-245-1, 1-246-1,	1392		
5A7	2	974		9151-A	1381			1-247,	1391A		
5-06	1	503		9152-A, -B, -C	1382			540B, BA, 540H,			
5-16	2	974		<b>STRATOVOX</b>				HA, 540M, MA	1393		
5-28PS	1	500		579-1-58A	1	120		1110X, 1210X	1394		
6B9	2	982		<b>STROMBERG-CARLSON</b>				5130B, M, W,			
6L6	2	981		TC-10	1383			5140B, M	1395		
6-06	2	975		TC-19	1384			5150M	1396		
7L7	2	980		TS-15, TS-16,				7110XFA,			
7-46	1	499		TS-125	1385			7120MFA,			
8LP	2	977		16CM, 16TM,				7130MFA	1396		
8L10	1373			17CM, 17TM,				7140MA, 7140WA	1396		
8W10	1374			116CM, 116TM	1388			7150M	1396		
8-46	1	499		16RP, 17RP				7160B	1398		
8-57	2	979		116RP (TV Ch.)	1388			<b>Chassis</b>			
9L8A	1376			16RP, 17RP				1-108,	1391A & B		
10-77PA	1	504		116RP (Radio				1-139,	1390		
12L7	2	978		Ch.)	2	997		1-168,	1391A		
417, 417A	2	974		117 Series	1387A			1-186,	1392		
686A	2	976		119CDM, CM,				1-274,	1386		
<b>STARRETT</b>				119M5A, D, G,				1-290,	1395		
Jotham	1377			I, M, R, 119RPM2				1-357,	1396		
John Hancock	1378			(TV Ch.)	1387A			1-381,	1394		
<b>STEWART-WARNER</b>				119M5A, D, G, I,				1-437,	1396		
51T1, 51T2,				M, R, 119RPM2				1-442,	1396		
51T3, 51T4	1	515		(Radio Ch.)	1387B			<b>TELESONIC</b>			
A61CR1, A61CR2,				1100-H, 1100-H1	1	517		1635	1	6	
A61CR3, A61CR4	2	985		1101-HB, 1101-H1,				1636	2	999	
A61P1, A61P2,				1101HM	1	454		1642	1	167	
A61F3	2	986		1101-HPW	2	885		1643	2	1000	
A72T1, A72T2,				1101-HW,							
A72T3, A72T4	2	987		1101-HY	1	454					
A92CR3, A92CR3S,				1105 (Series 10-11)	1	519					
A92CR6, A92CR6S,	2	720		1110PTW (Series	1	519					

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<b>TELETONE</b>				<b>TEMPLE</b>				<b>TRUETONE (Continued)</b>			
TV-208	1397			E510	1	189		D2027A	1415		
TV-208TR	1398			E511	1	11		D2127		1	182
TV-220	1398			E519	1	189		D2133		1	526
TV-250	1399			F811	1	324		D2149		1	41
TV-254, TV-255	1399			F818	1	523		D2210, D2211		1	40
TV-256	1399			F817	1	524		D2224		1	182
TV-282	1400			G410	2	893		D2261		1	48
TV-283	1399			G513	2	1012		D2610, D2611		1	527
TV-284	1398			G515, G516	1	189		D2612, D2613		1	20
TV-285	1399			G518	2	564		D2615		1	529
TV-300, TV-301	1401			G521	2	565		D2616		1	528
(Ch. TW)				G522	1	564		D2616B		2	1022
TV-304, TV-305	1401			G619	2	1013		D2619		2	1023
(Ch. TX)				G622	2	1014		D2620		1	531
TV-306, TV-307	1401			G721, G722, G723	2	1015		D2621		1	530
TV-308	1398			G724	2	566		D2622		1	275
TV-314	1402			G725	2	567		D2623		1	18
TV-316	1403			G1430	2	1016		D2624		1	78
TV-318, TV-322	1404			H622	2	1014		D2626		2	1024
TV-323	1404			<b>TEMPOTONE</b>				D2630		1	78
TV-324, TV-325	1405			500E Series				D2634		1	125
TV-326	1405			12L50, 12L50A				D2640		2	1025
TV-328, TV-329	1405			14B50, A				D2642		1	275
TV-330, TV-331	1405			14C50, A				D2644		1	13
TV-332, TV-333	1398			16G50A, 16R50A,				D2645		1	68
TV-335, TV-336	1405			16T50A				D2661		1	527
TV-340, TV-345	1405			5000, 5000-I				D2663		1	4
TV-348, TV-349	1405			5002				D2665		2	1026
TV-352	1405			5007, 5008, 5009,				D2692		2	1027
TV-358, TV-359	1405			5010, 5011, 5012,				D2710		2	1028
100, 100A, 101	2	1001		5015, 5019,				D2718		2	1029
109	1	258		5020				D2745		1	38
111, 113	2	1001		5021				D2748		2	1030
117-A	1	258		5022				D2810		2	1031
122, 123, 125				5027				D2815		2	1022
127, 130, 131	2	1001		5028, 5029				D2819		2	1032
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159	2	1007		109				D4618		2	580
160	2	1009		800				D21093A	1417		
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171	2	1005		D934				L-46			
172	2	1006		D1015, D1016				1			
174	2	1005		D1034A, B, C				UNITONE			
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JA29		1	45	H-316C7,				V-2150-91A, -94,		1432		
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LA62-4		1	183	H-318T5, U,				V-2151-1		1422		
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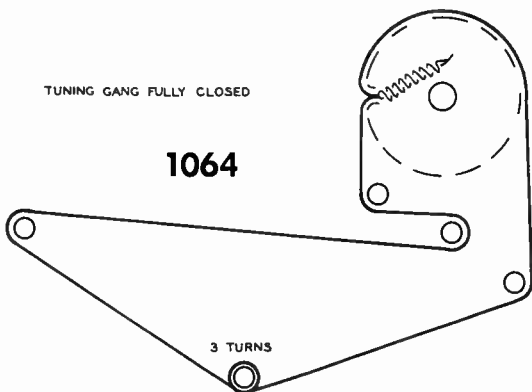
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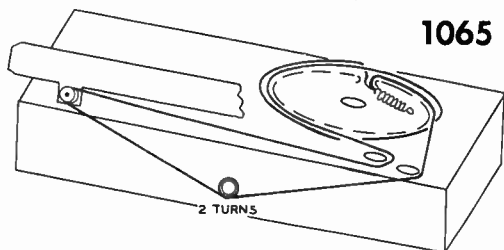
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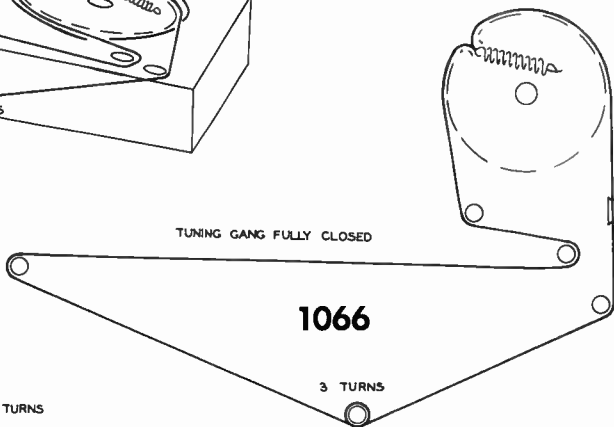
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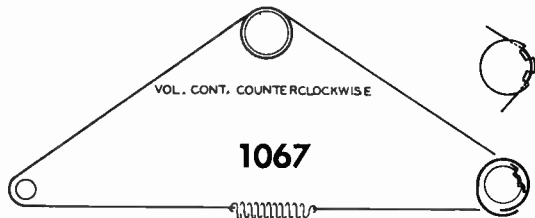


3 TURNS

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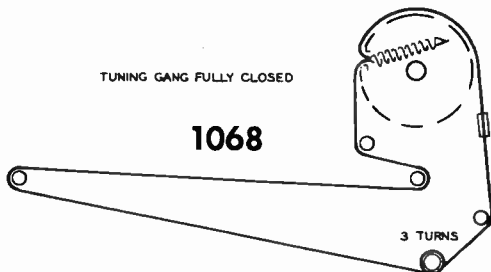
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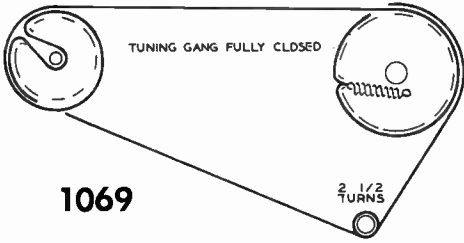


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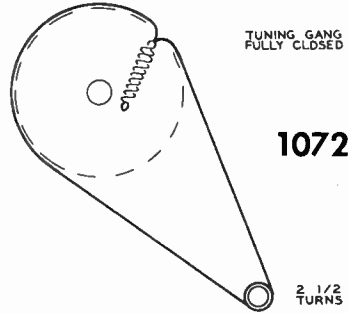
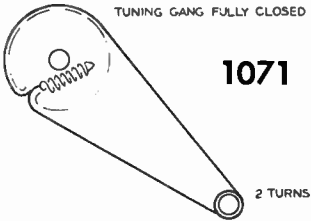
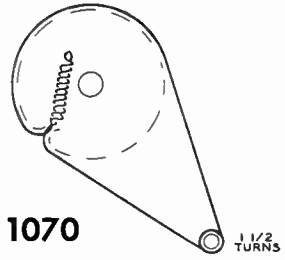
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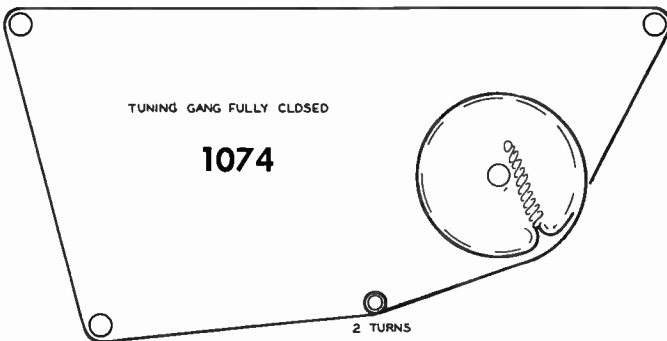
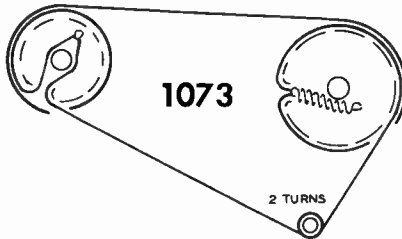
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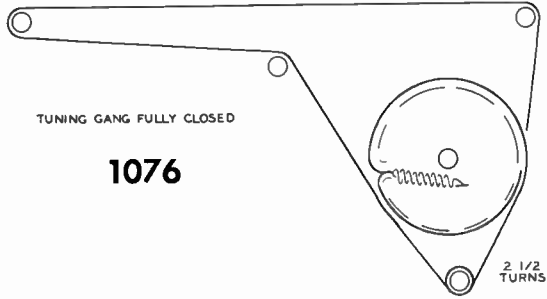
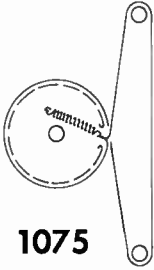
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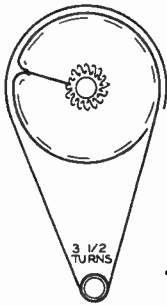
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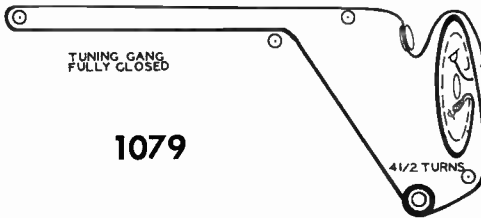
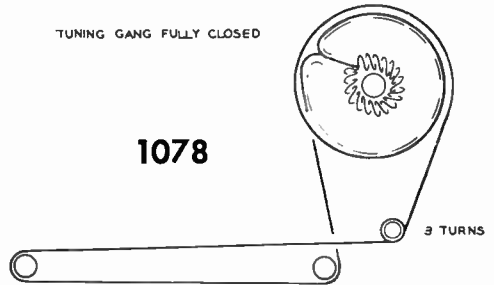
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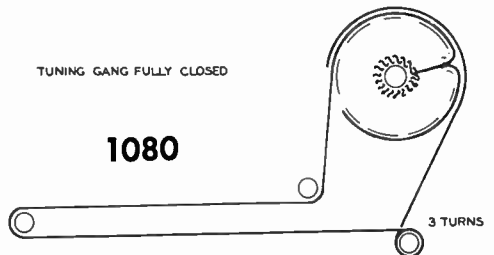
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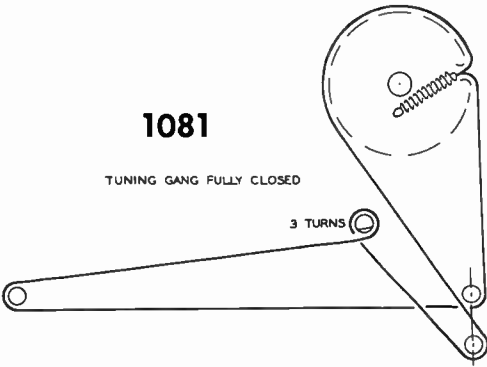


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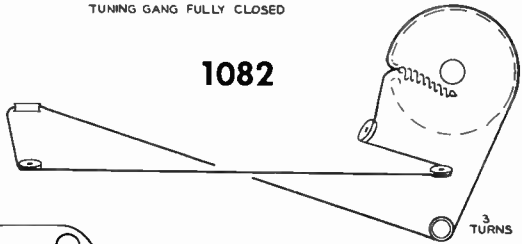
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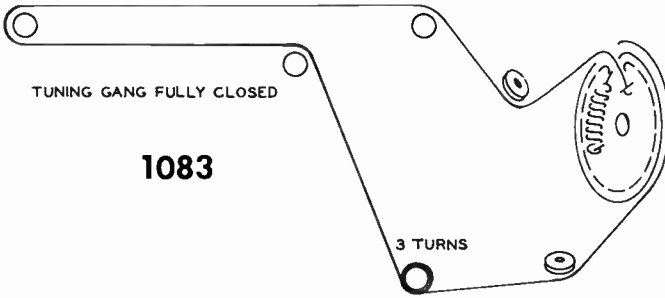
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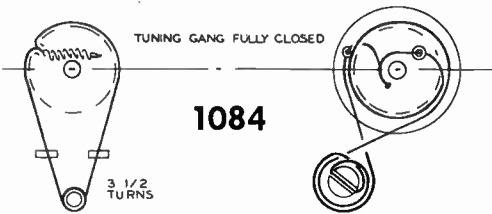
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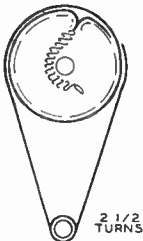
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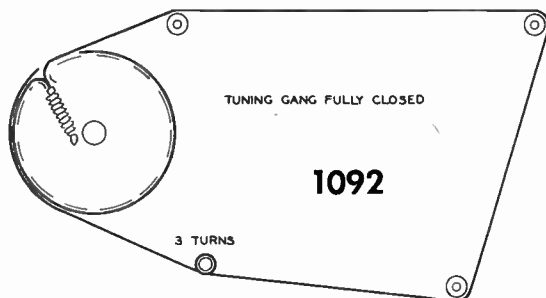
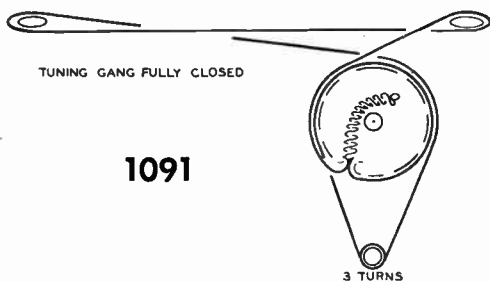
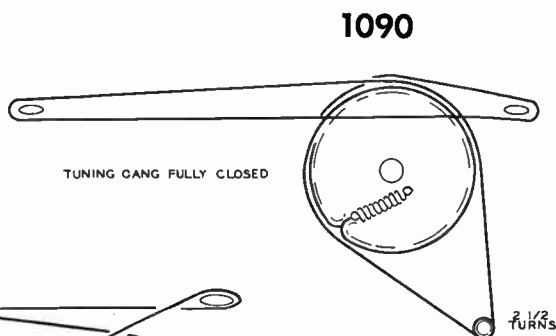
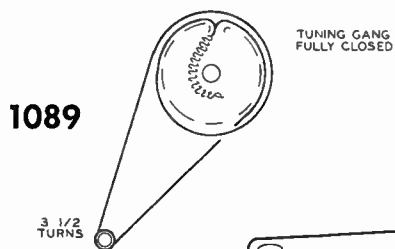
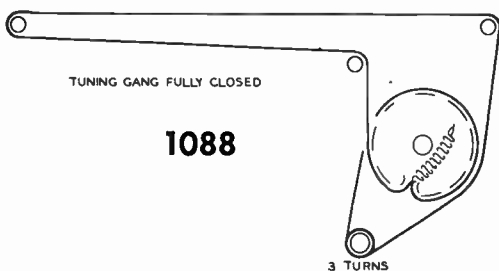
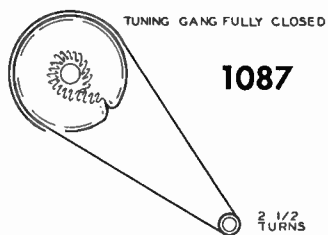
**1085**

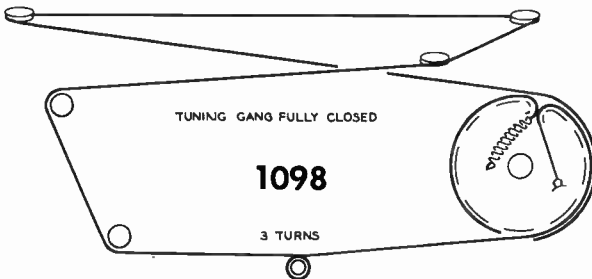
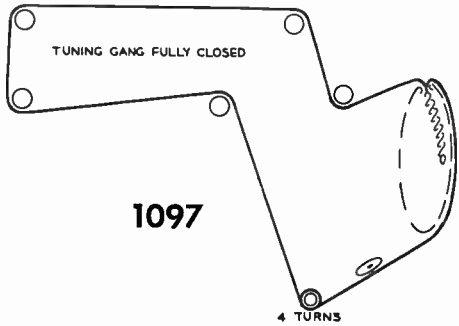
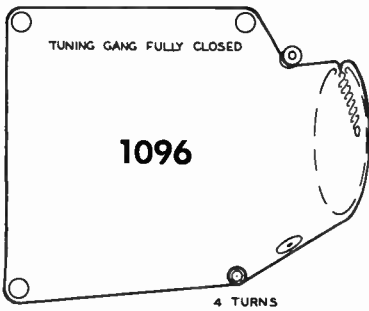
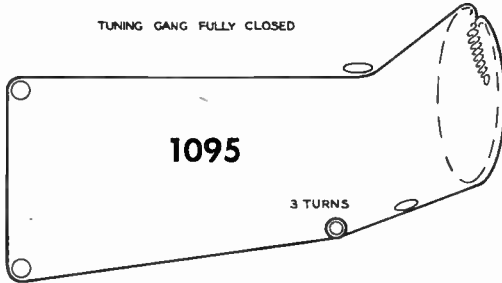
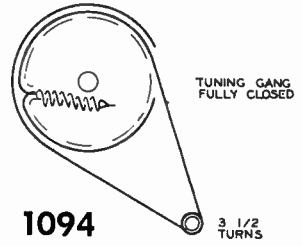
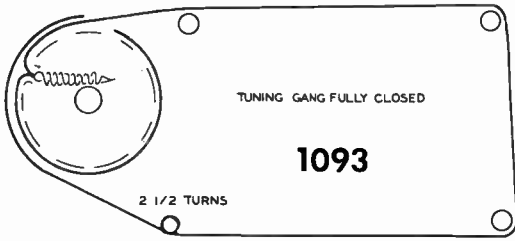


TUNING GANG FULLY CLOSED

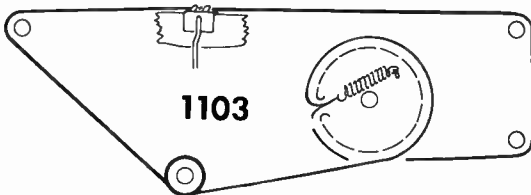
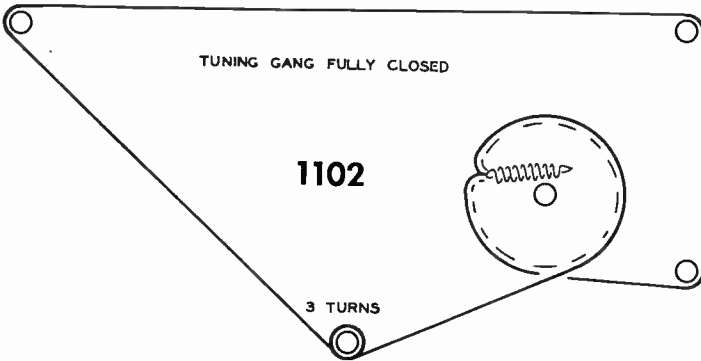
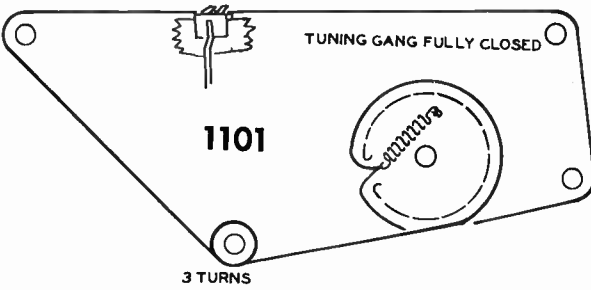
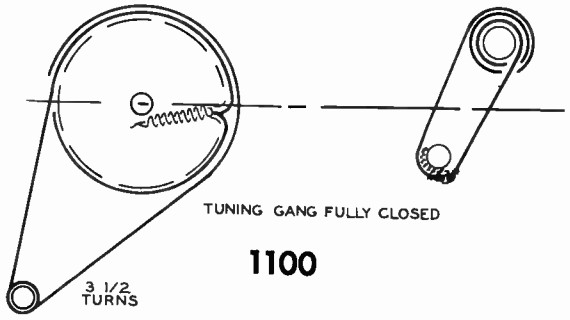
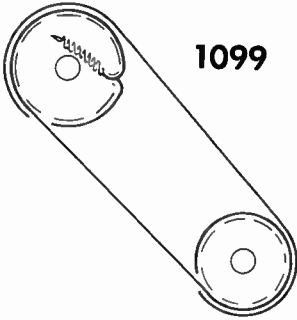
**1086**



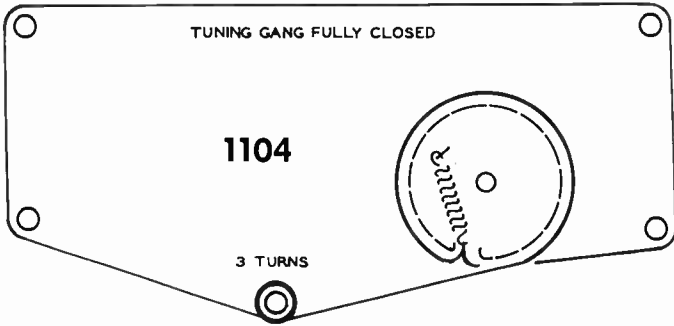




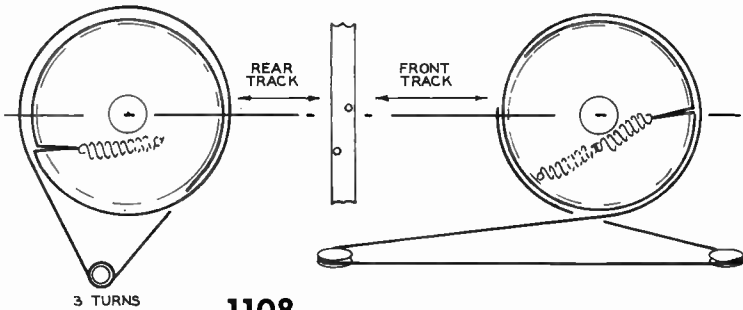
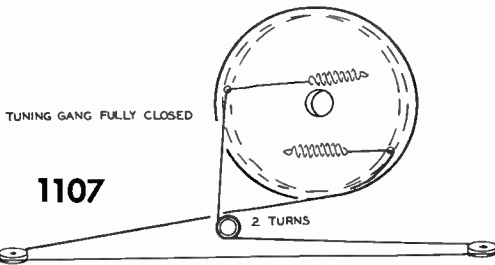
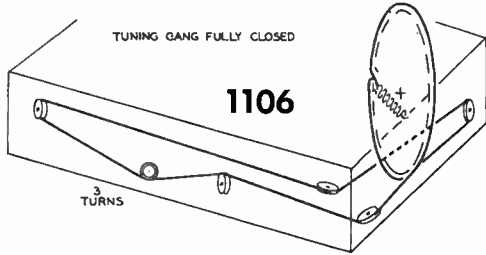
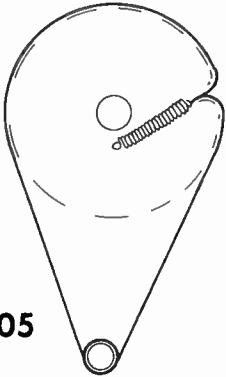
FULLY COUNTERCLOCKWISE



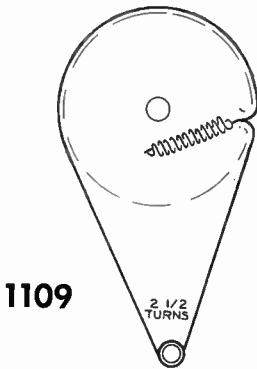




TUNING GANG FULLY CLOSED

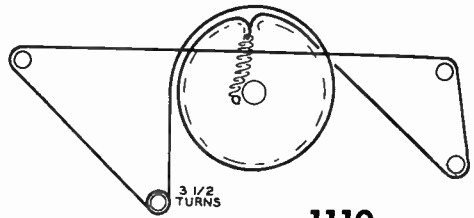


TUNING GANG FULLY CLOSED



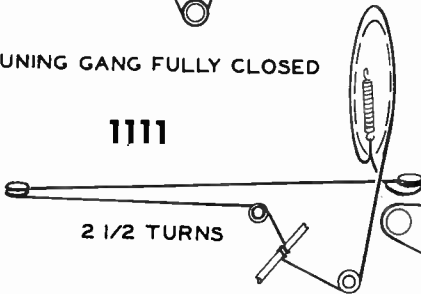
1109

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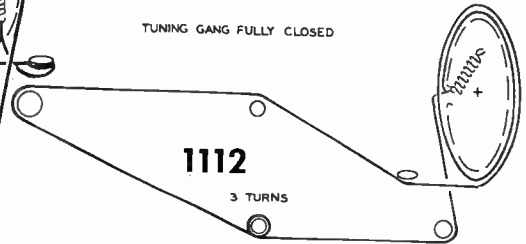
1110

TUNING GANG FULLY CLOSED



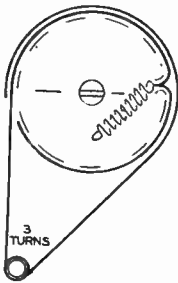
1111

TUNING GANG FULLY CLOSED



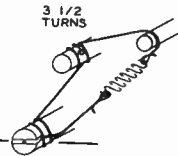
1112

TUNING GANG FULLY CLOSED

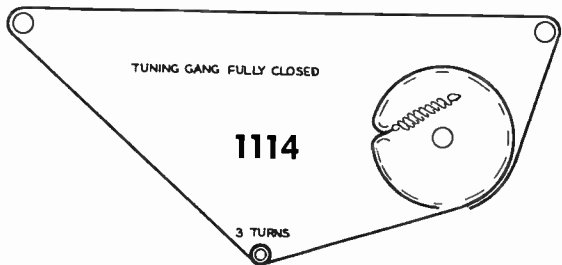


1113

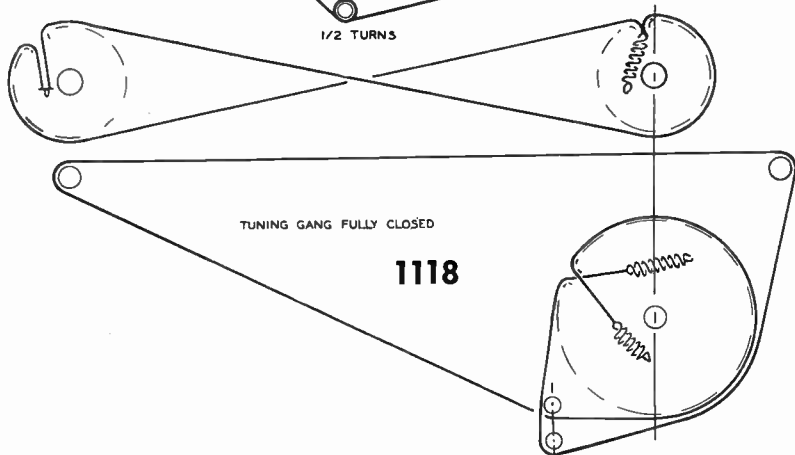
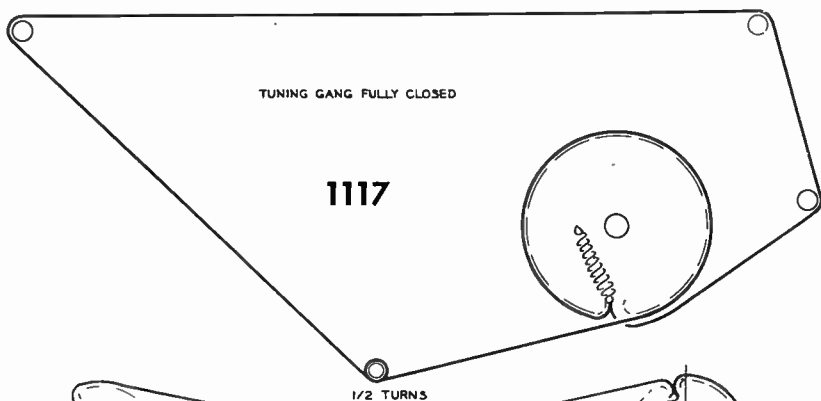
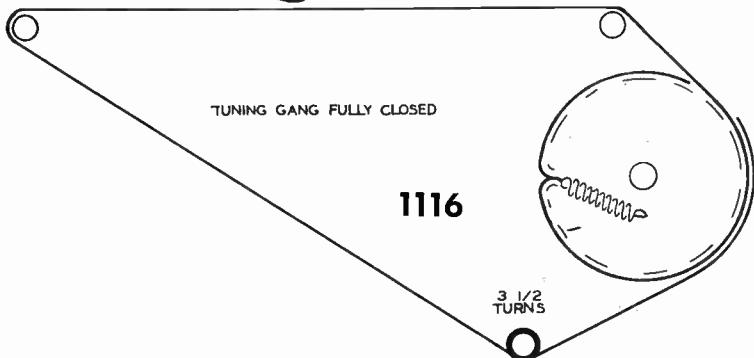
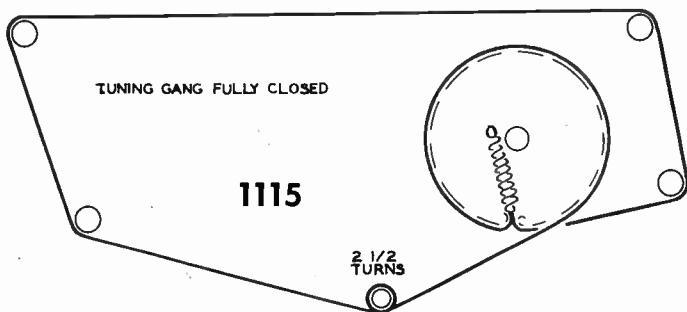
3 1/2 TURNS

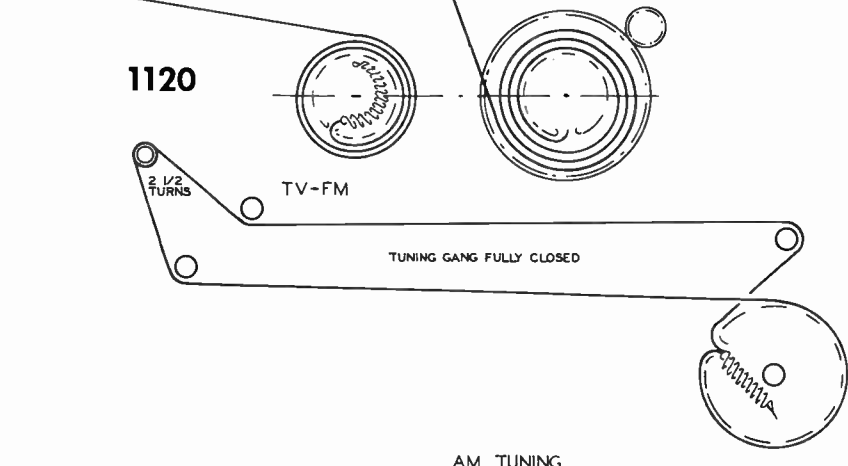
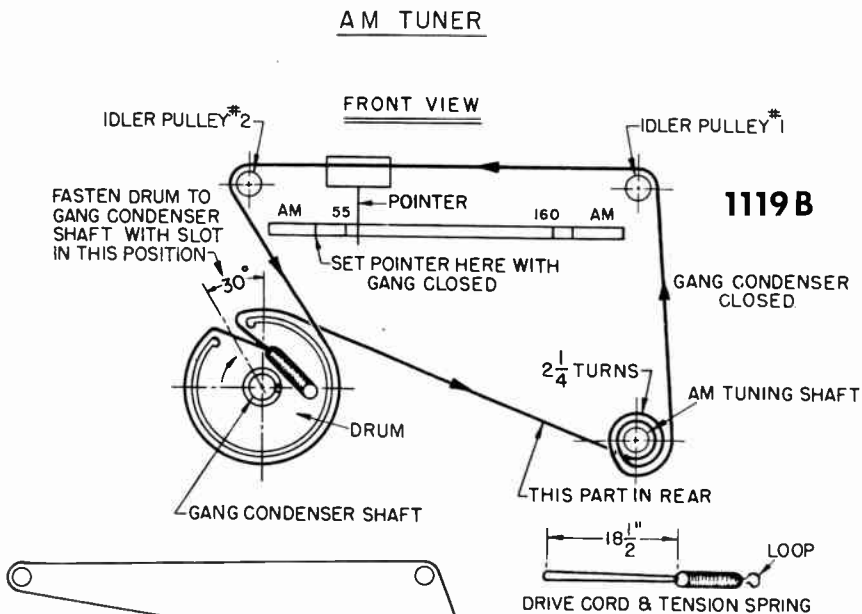
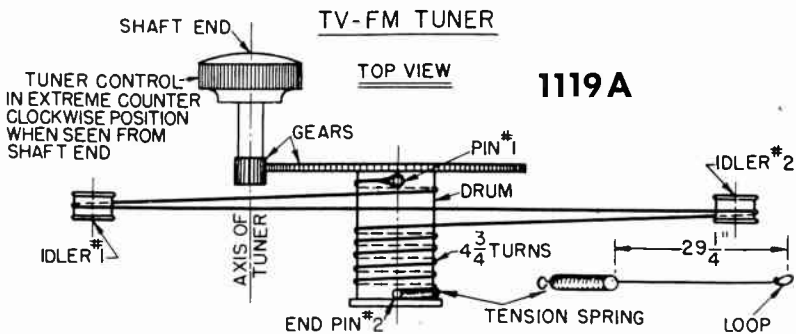


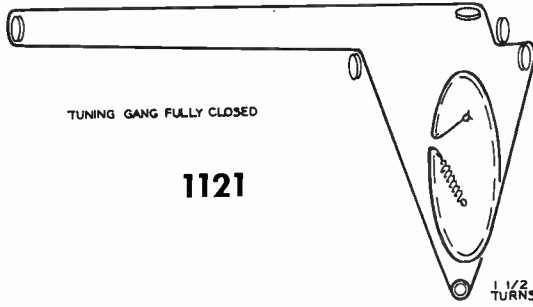
TUNING GANG FULLY CLOSED



1114



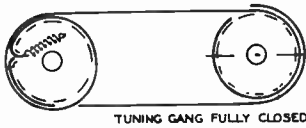




TUNING GANG FULLY CLOSED

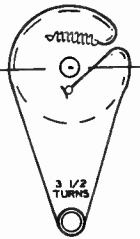
1121

1 1/2  
TURNS

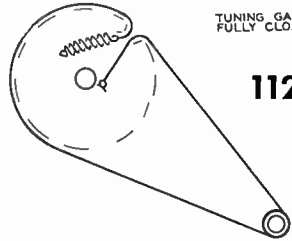


TUNING GANG FULLY CLOSED

1122



3 1/2  
TURNS

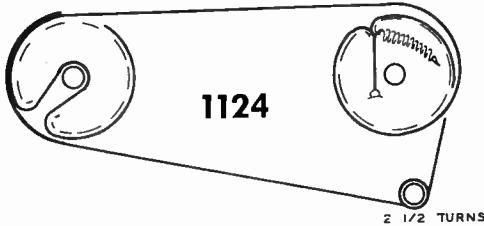


1 1/2  
TURNS

TUNING GANG  
FULLY CLOSED

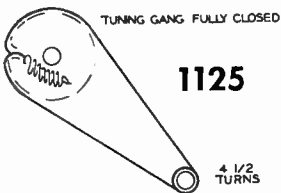
1123

TUNING GANG FULLY CLOSED



2 1/2  
TURNS

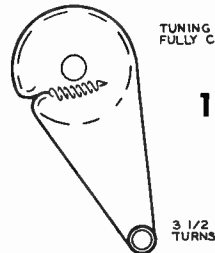
1124



4 1/2  
TURNS

1125

TUNING GANG FULLY CLOSED

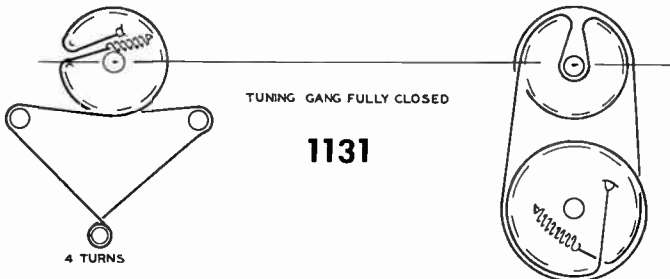
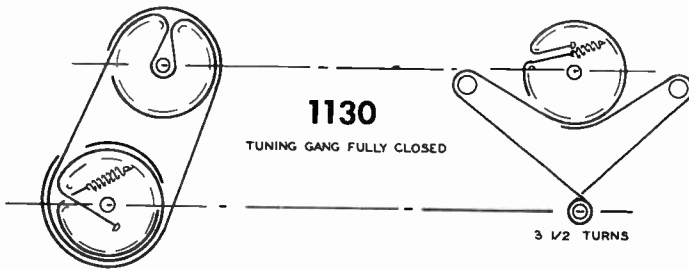
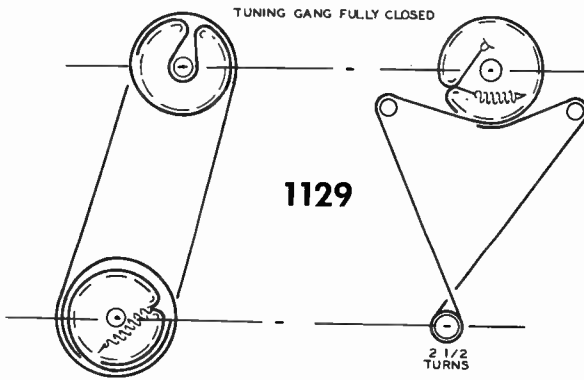
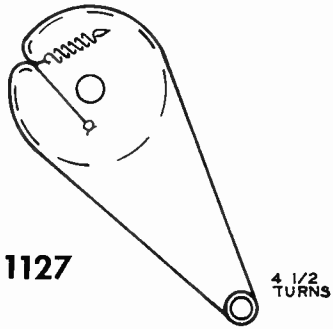


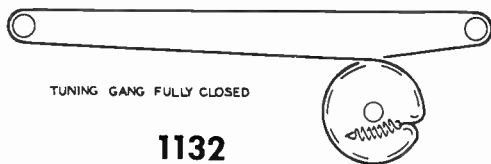
3 1/2  
TURNS

1126

TUNING GANG  
FULLY CLOSED

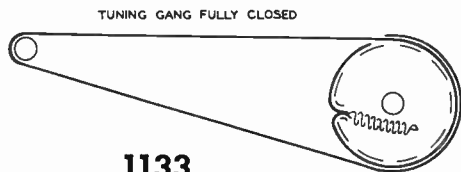
TUNING GANG FULLY CLOSED





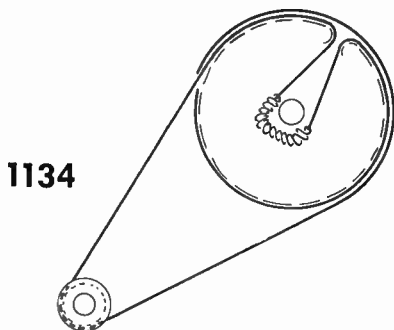
TUNING GANG FULLY CLOSED

1132

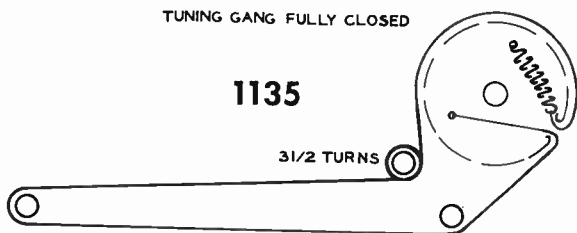


TUNING GANG FULLY CLOSED

1133



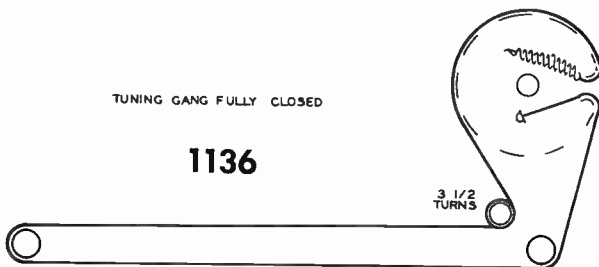
1134



TUNING GANG FULLY CLOSED

1135

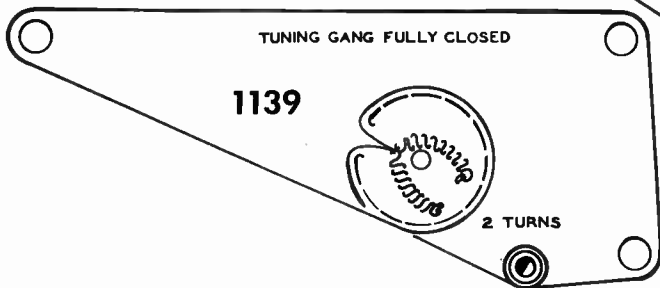
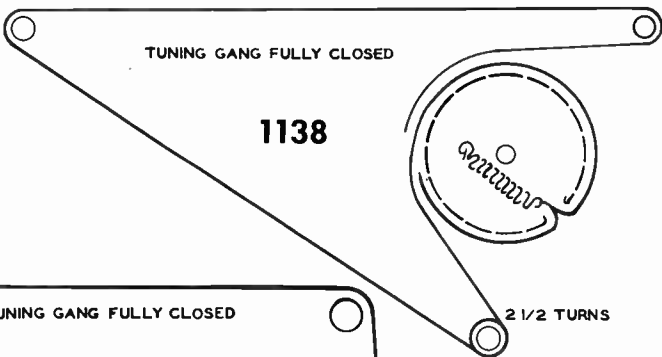
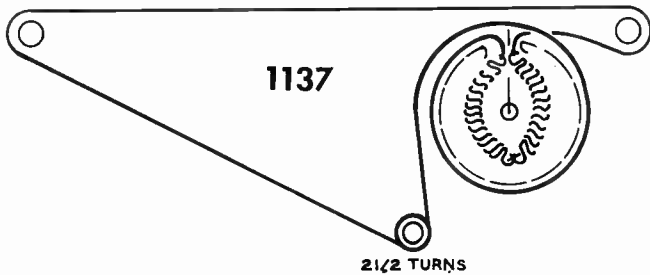
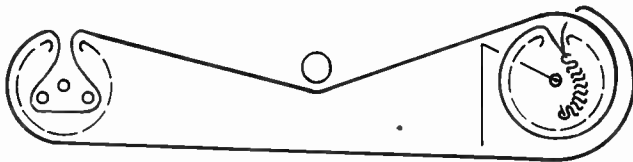
3 1/2 TURNS



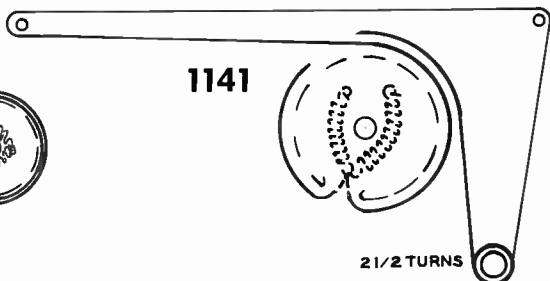
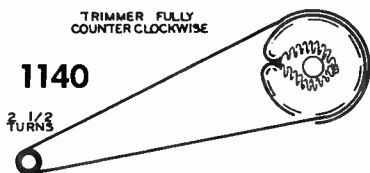
TUNING GANG FULLY CLOSED

1136

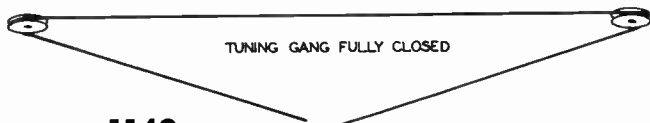
3 1/2  
TURNS



TUNING GANG FULLY CLOSED

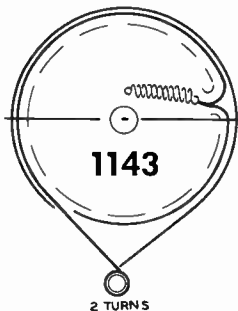
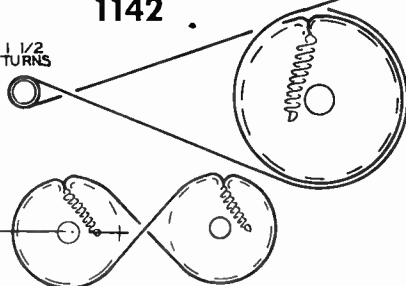




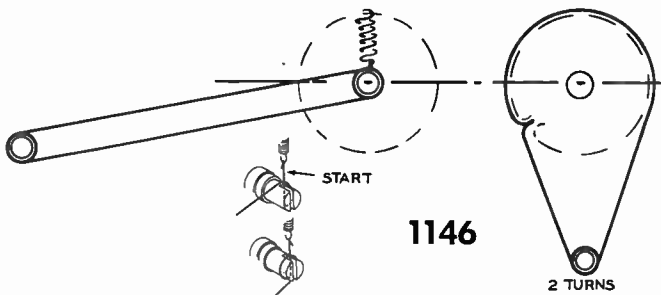
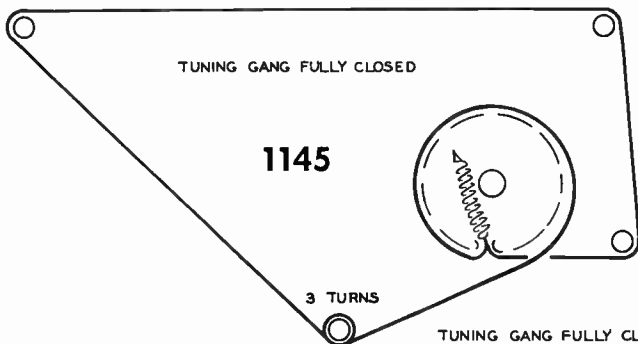
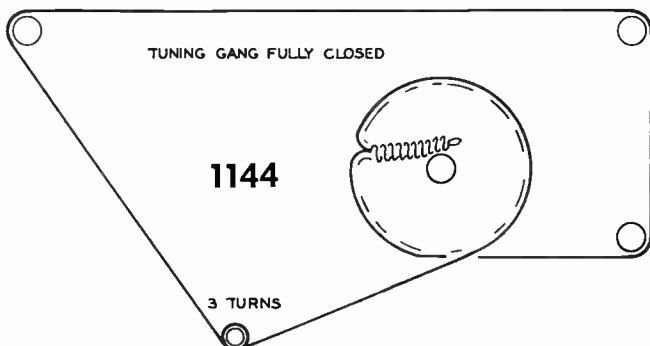


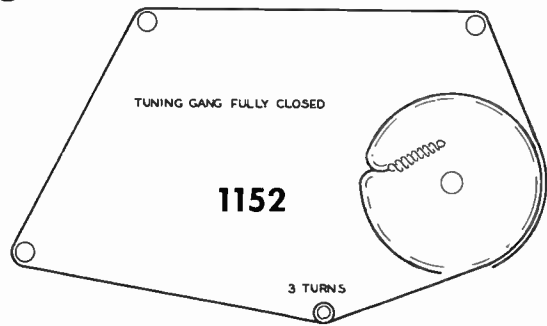
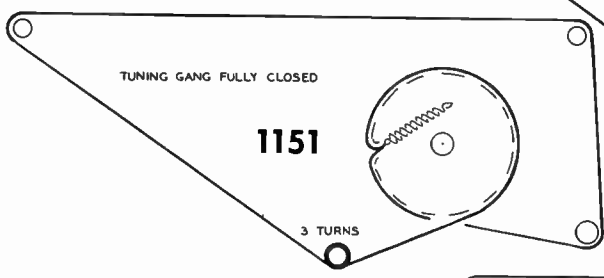
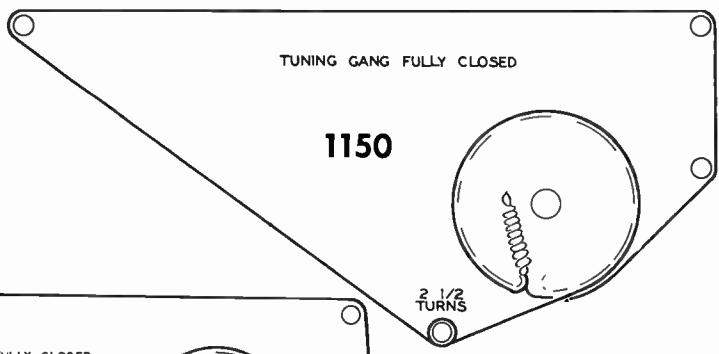
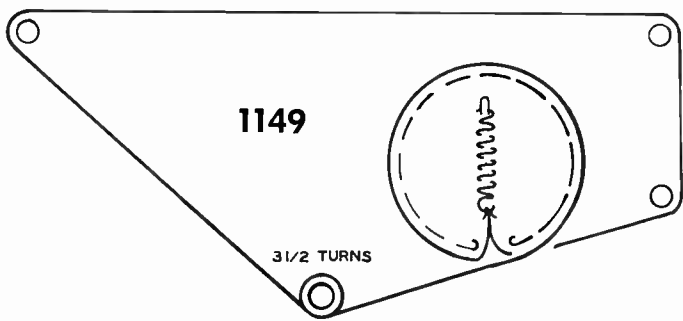
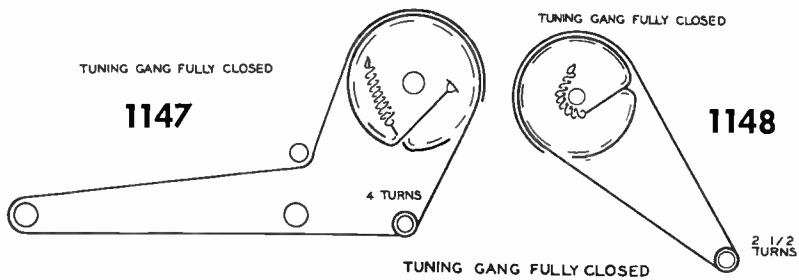
1142

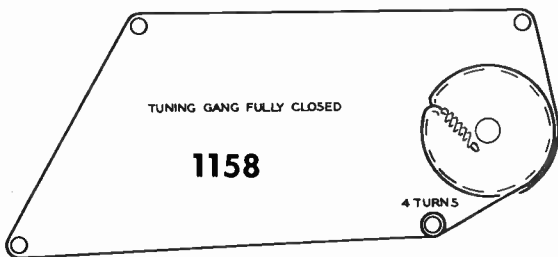
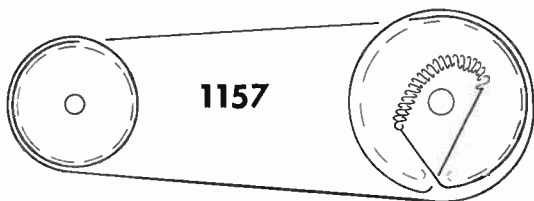
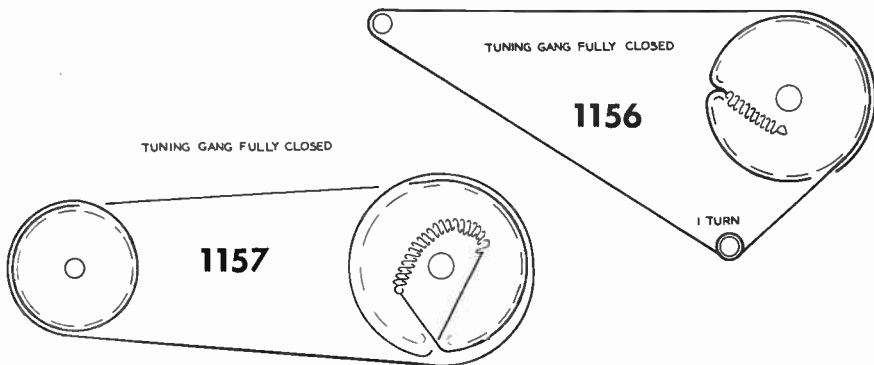
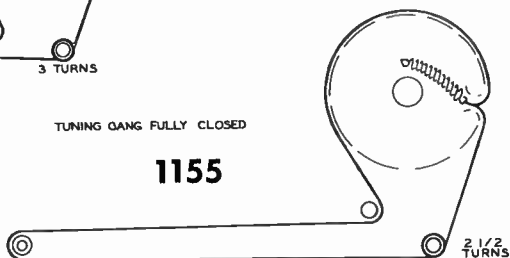
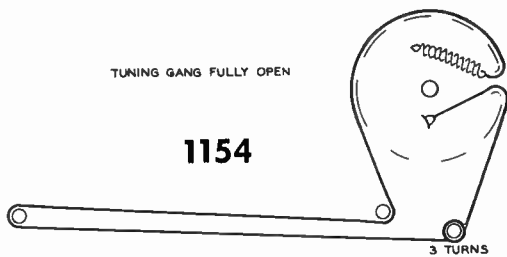
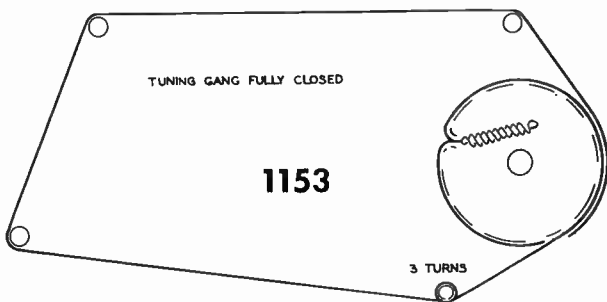
1 1/2  
TURNS



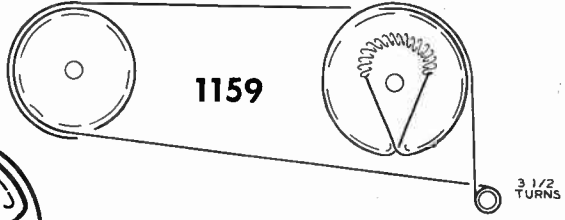
TUNING GANG FULLY CLOSED





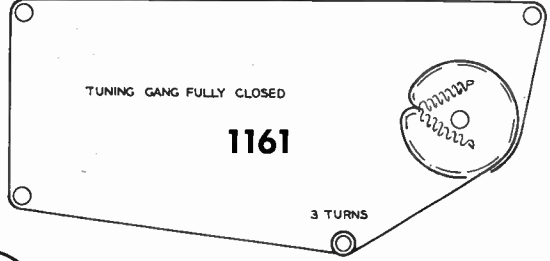
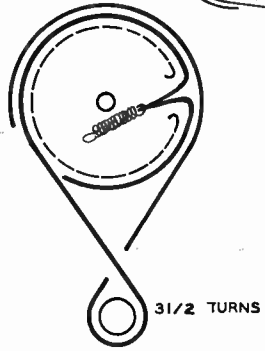


TUNING GANG FULLY CLOSED



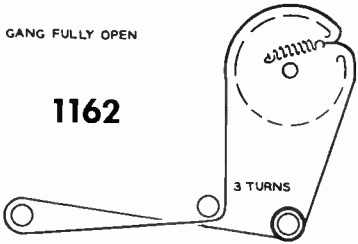
TUNING GANG FULLY CLOSED

1160



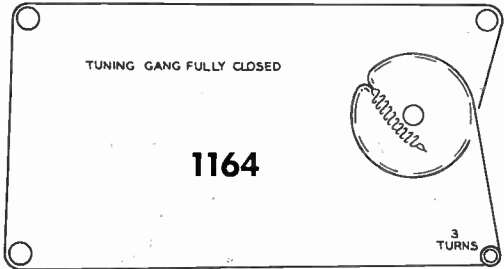
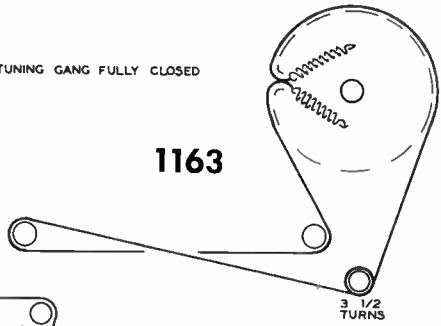
TUNING GANG FULLY OPEN

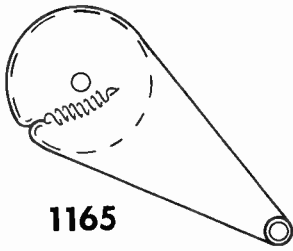
1162



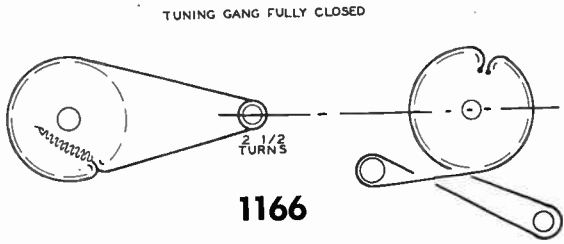
TUNING GANG FULLY CLOSED

1163

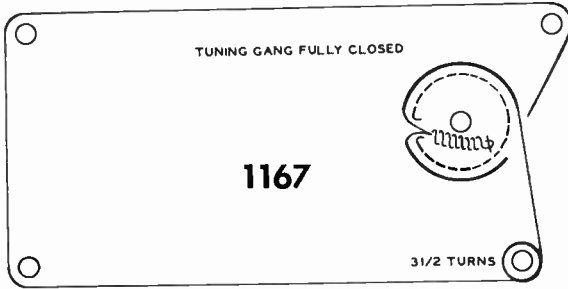




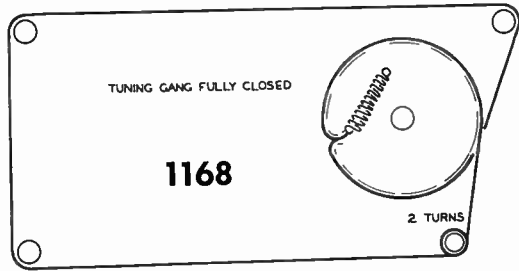
1165



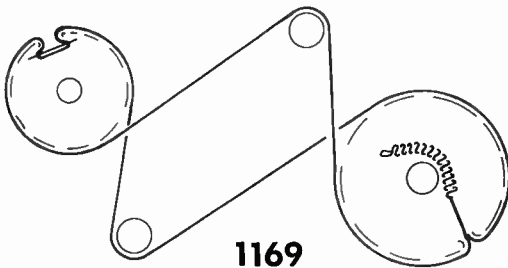
1166



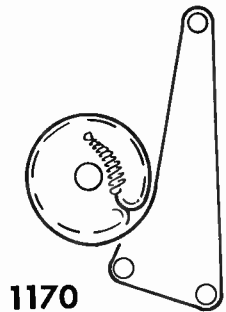
1167



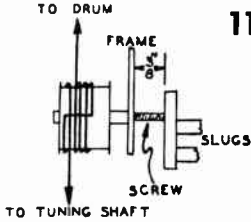
1168



1169

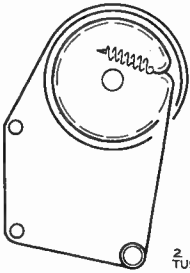
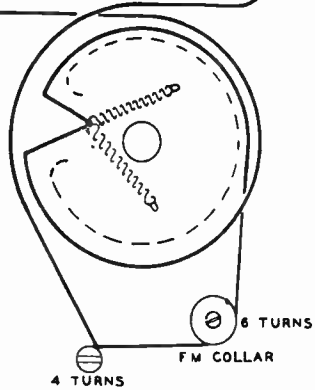


1170



1171

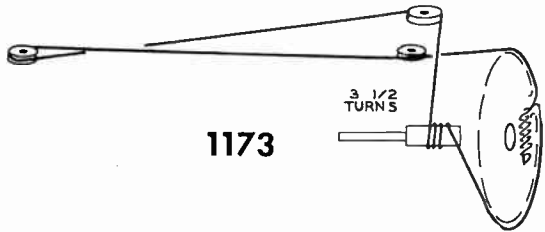
DETAIL OF FM COLLAR  
STRINGING AND CORRECT  
SETTING OF SLUG TUNER  
WITH TUNING CONTROL  
FULLY COUNTER-CLOCKWISE.



TUNING GANG  
FULLY CLOSED

1172

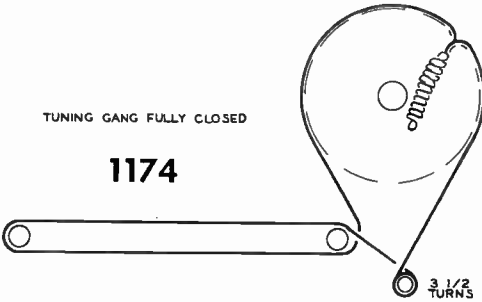
TUNING GANG FULLY CLOSED



1173

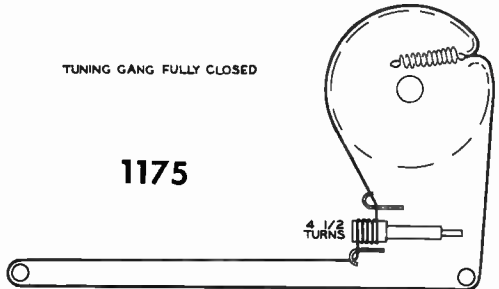
TUNING GANG FULLY CLOSED

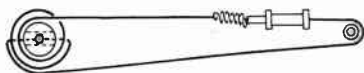
1174



TUNING GANG FULLY CLOSED

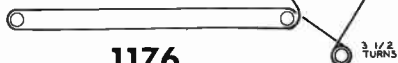
1175



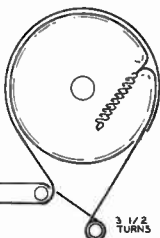


BANDSPREAD CORD

TUNING GANG FULLY CLOSED

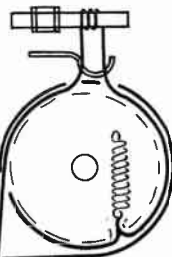


1176

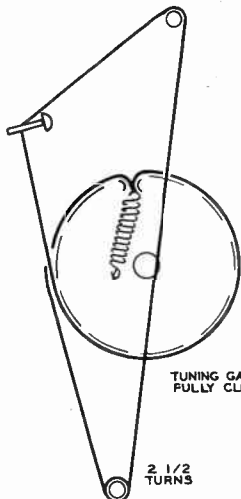
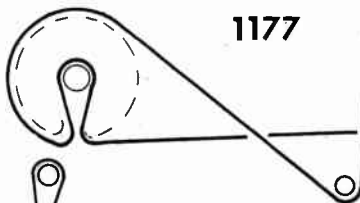


TUNING GANG FULLY CLOSED

2 1/2 TURNS



1177



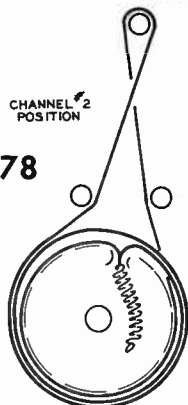
TUNING GANG FULLY CLOSED

2 1/2 TURNS

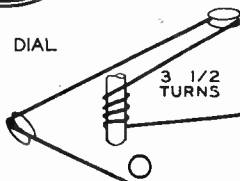
AM-FM DIAL

CHANNEL 2 POSITION

1178



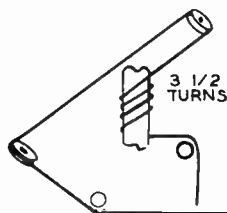
TV DIAL



3 1/2 TURNS

1179

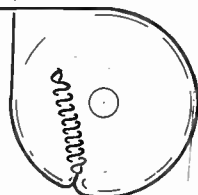
TUNING GANG FULLY CLOSED

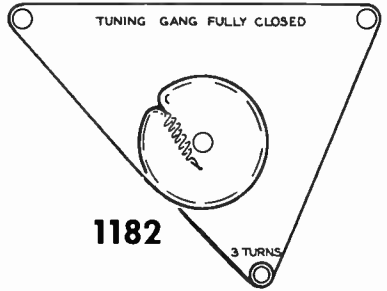
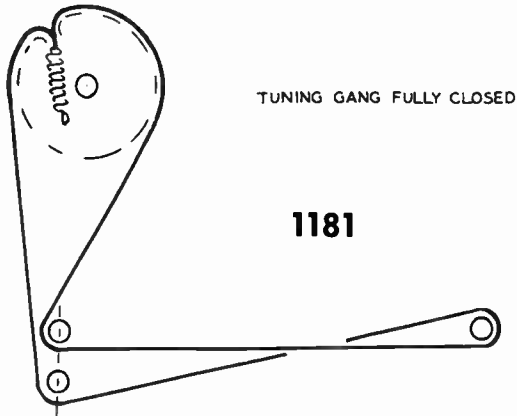


3 1/2 TURNS

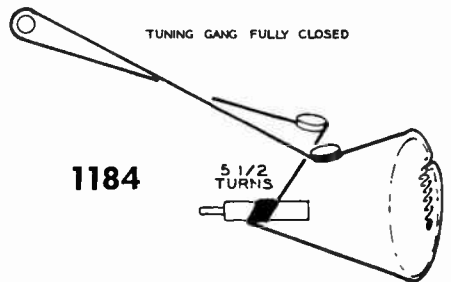
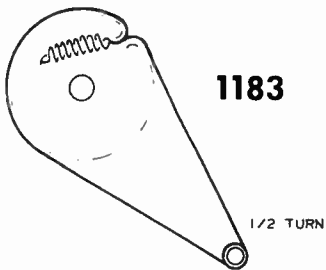
1180

TUNING GANG FULLY CLOSED

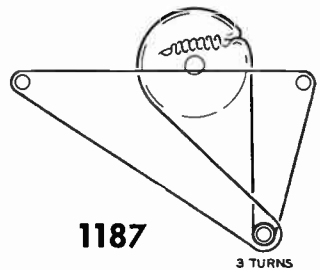
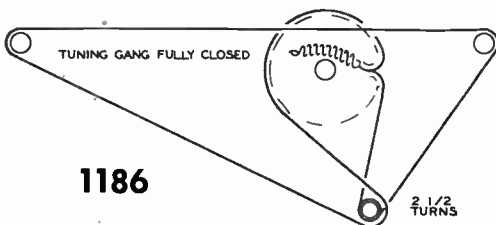
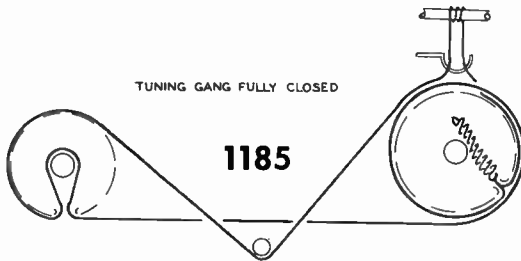




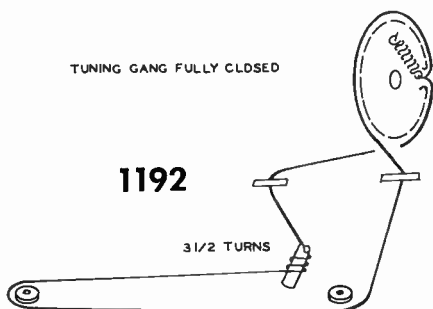
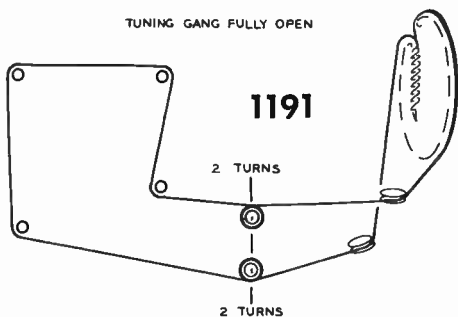
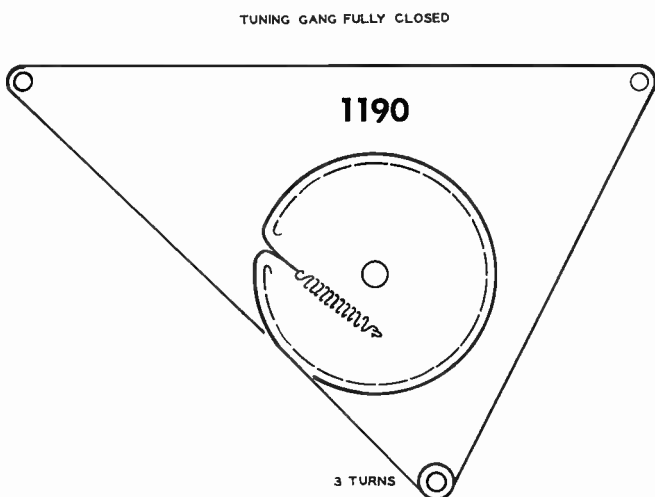
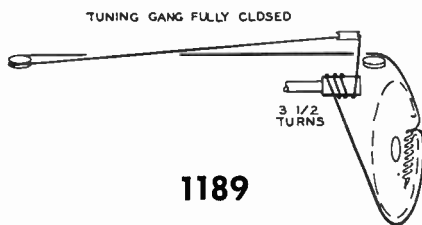
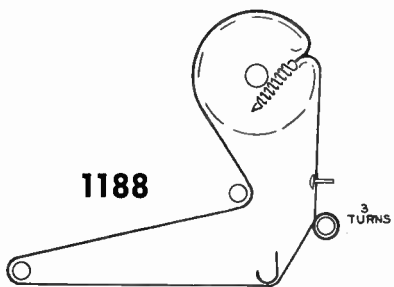
TUNING GANG FULLY CLOSED

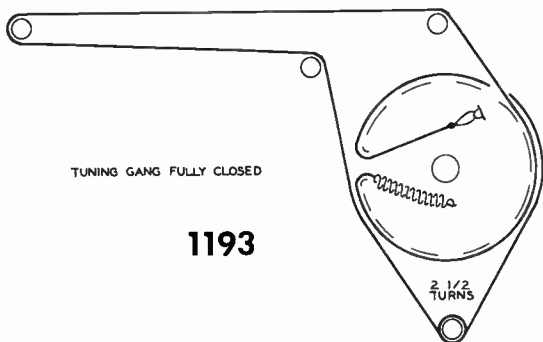


TUNING GANG FULLY CLOSED







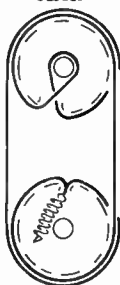


TUNING GANG FULLY CLOSED

**1193**

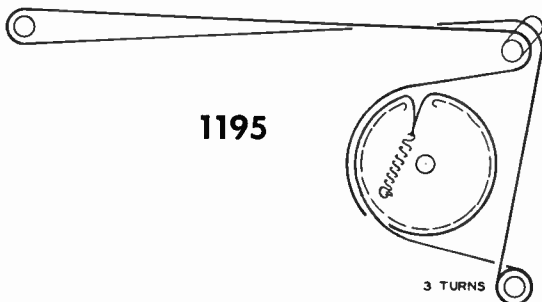
2 1/2  
TURNS

TUNING GANG FULLY  
CLOSED



**1194**

TUNING GANG FULLY CLOSED



**1195**

3 TURNS

CORD RECESS  
CEMENTED



TUNING CAP FULLY MESHED  
VIEWED FROM FRONT

CORDLOCKING  
SLOTS  
KNOT  
CEMENTED

ANTI-BACKLASH  
PULLEY

**1196**

2 1/2  
TURNS

DRIVE CORD  
PULLEY LENGTH

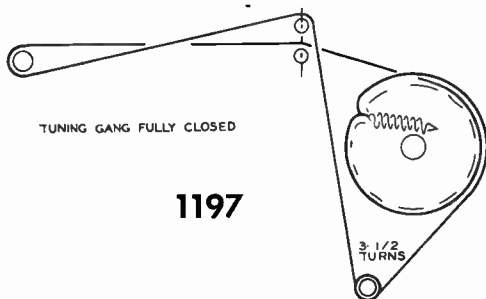
POINTER CORD LENGTH  
FOR 180° ROTATION - 6 <sup>29</sup>/<sub>32</sub>" EXCLUSIVE OF KNOT

FOR 120° ROTATION - 7 <sup>9</sup>/<sub>16</sub>" EXCLUSIVE OF KNOT

6 <sup>1</sup>/<sub>4</sub>" EXCLUSIVE OF KNOT

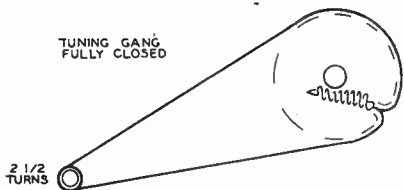
USE FIBRE GLASS CORE,  
NYLON BRAID CORD

TUNING GANG FULLY CLOSED

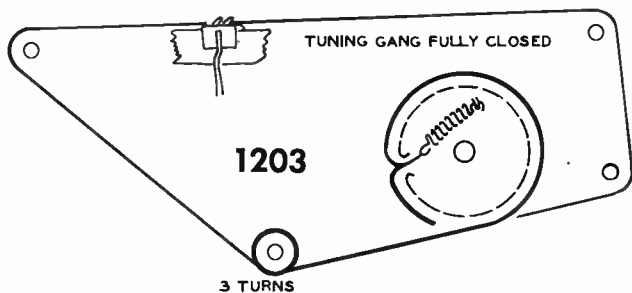
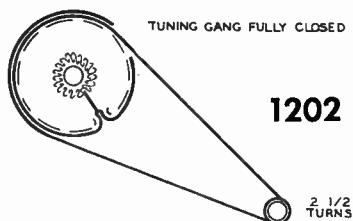
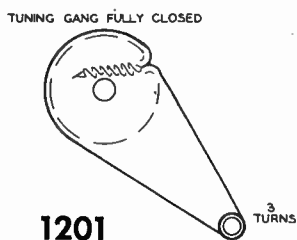
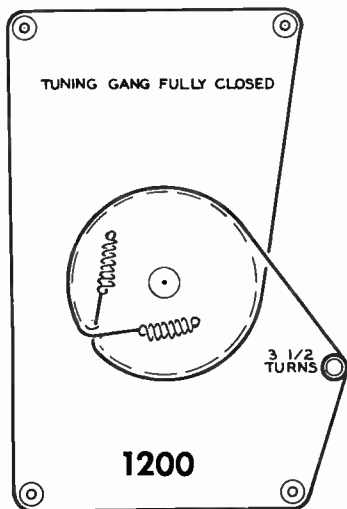
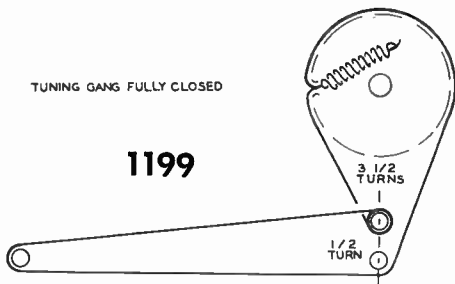


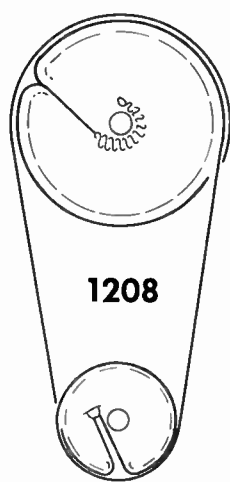
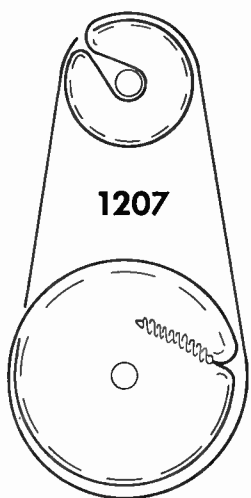
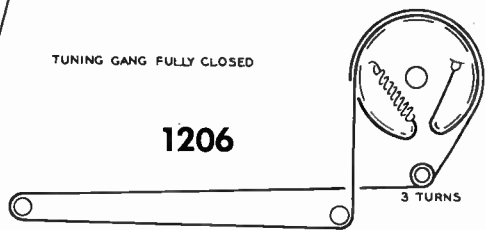
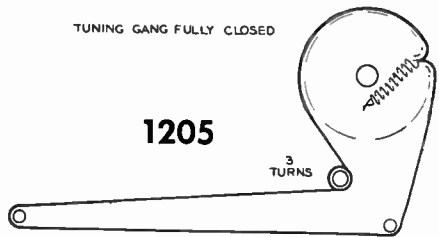
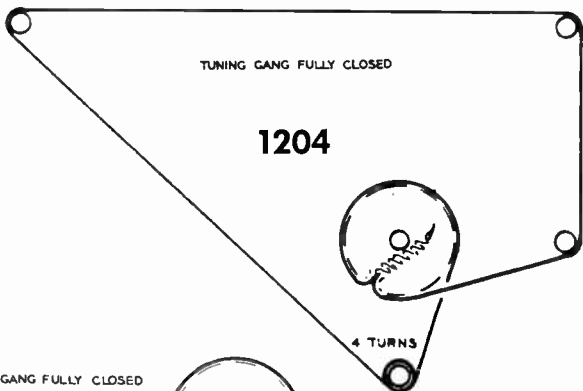
**1197**

3 1/2  
TURNS

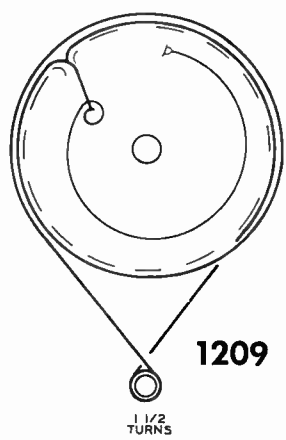


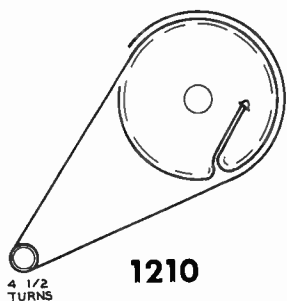
1198





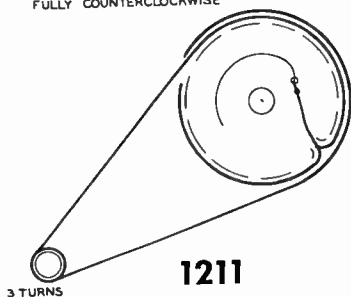
FINE TUNING CONTROL



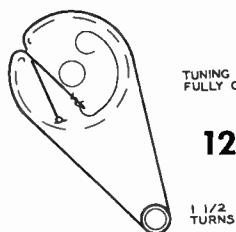


**1210**

FULLY COUNTERCLOCKWISE

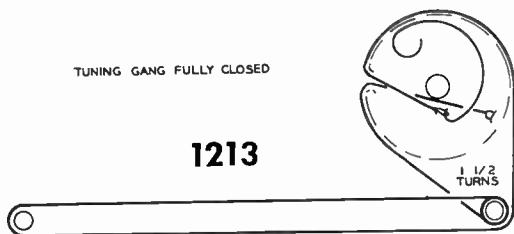


**1211**



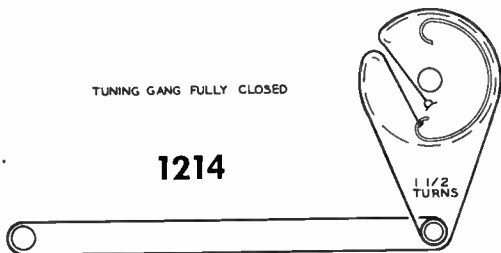
**1212**

TUNING GANG  
FULLY CLOSED



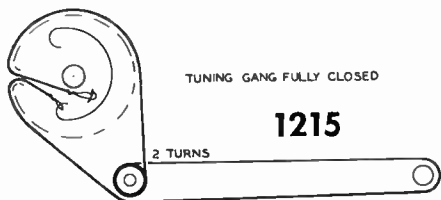
**1213**

TUNING GANG FULLY CLOSED



**1214**

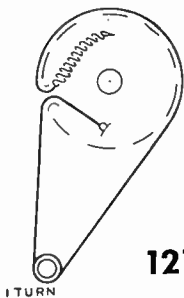
TUNING GANG FULLY CLOSED



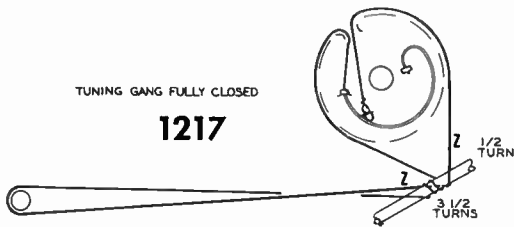
**1215**

TUNING GANG FULLY CLOSED

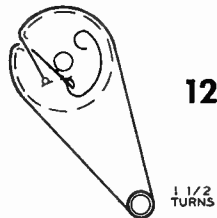
TUNING GANG FULLY CLOSED



**1216**



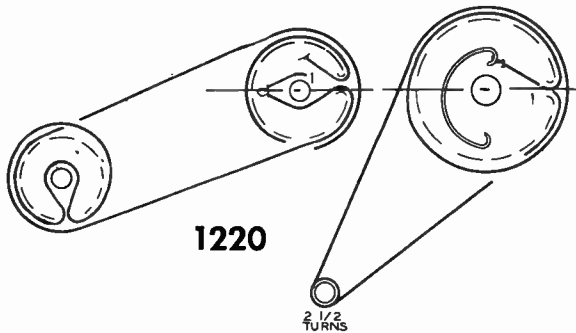
TUNING GANG FULLY CLOSED



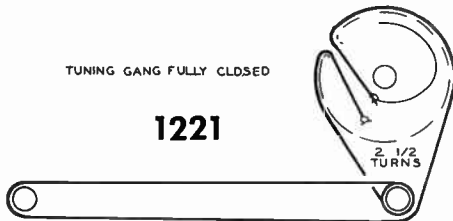
TUNING GANG FULLY CLOSED



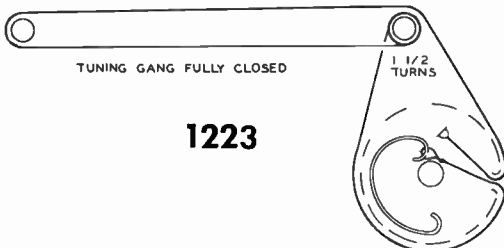
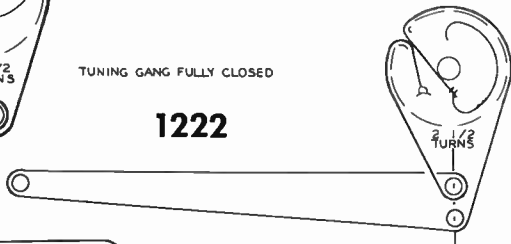
TUNING GANG FULLY OPEN



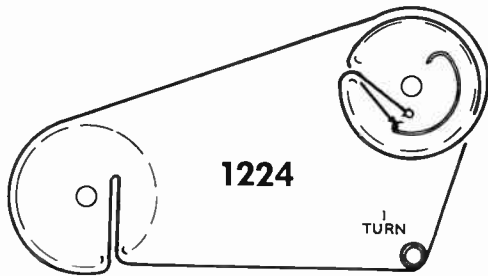
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



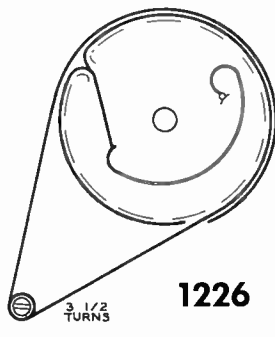
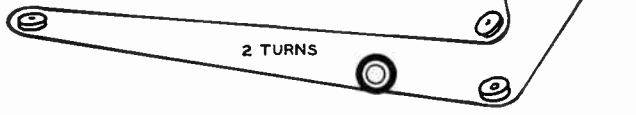
TUNING GANG FULLY CLOSED



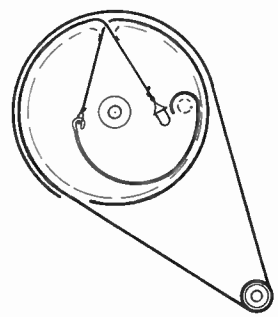
1 TURN

1225

TUNING GANG FULLY CLOSED

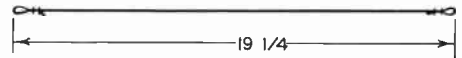


1226



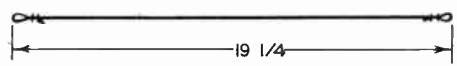
CONTROL EXTREME  
CLOCKWISE

FINE TUNING  
CONTROL

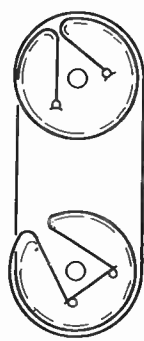


CONTROL EXTREME  
COUNTER - CLOCKWISE

FOCUS  
CONTROL

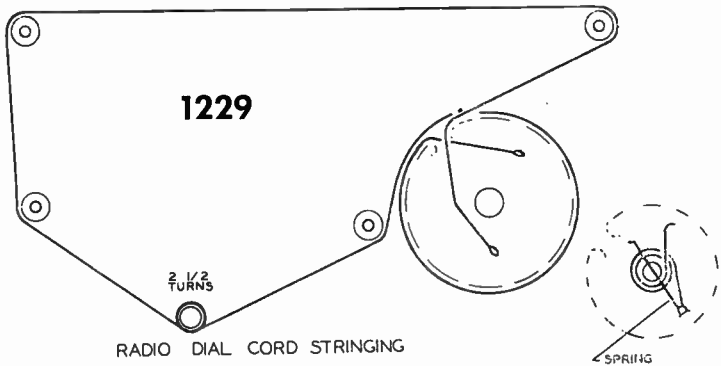


1228



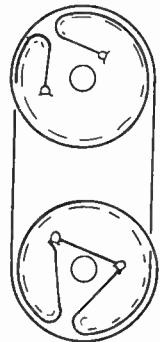
CONTROL EXTREME  
COUNTER - CLOCKWISE

FOCUS  
CONTROL

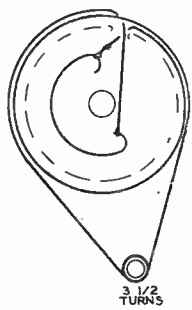


**1229**

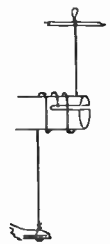
RADIO DIAL CORD STRINGING



FOCUS CORD STRINGING

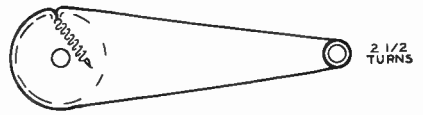


FINE TUNING CORD STRINGING



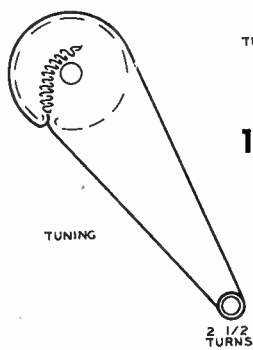
FM TUNER WINDLASS STRINGING

TUNING GANG FULLY CLOSED



**1230**

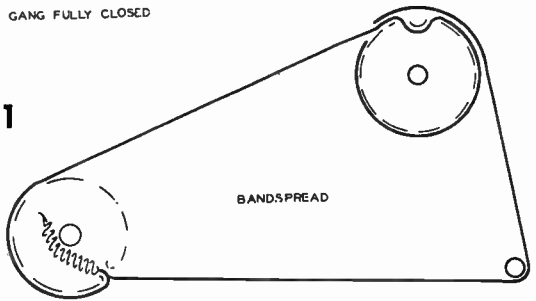
TUNING GANG FULLY CLOSED



TUNING

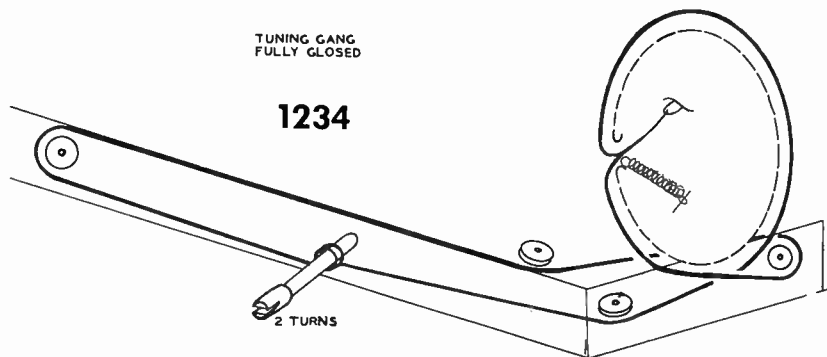
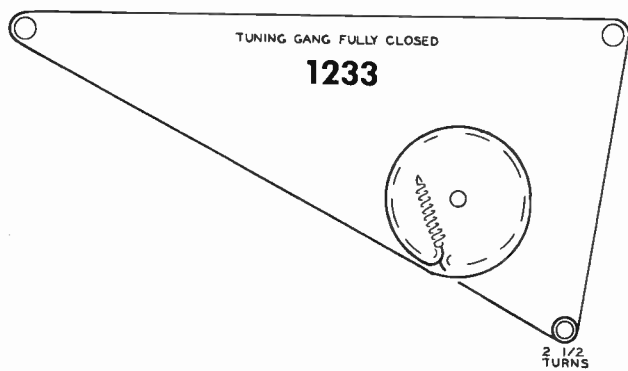
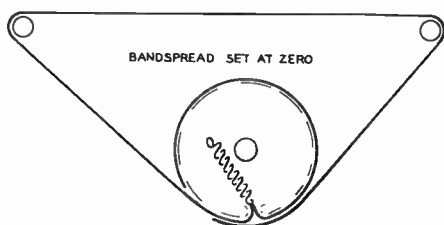
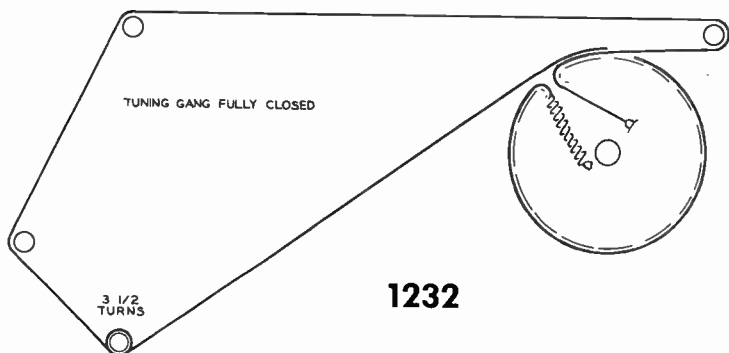
2 1/2 TURNS

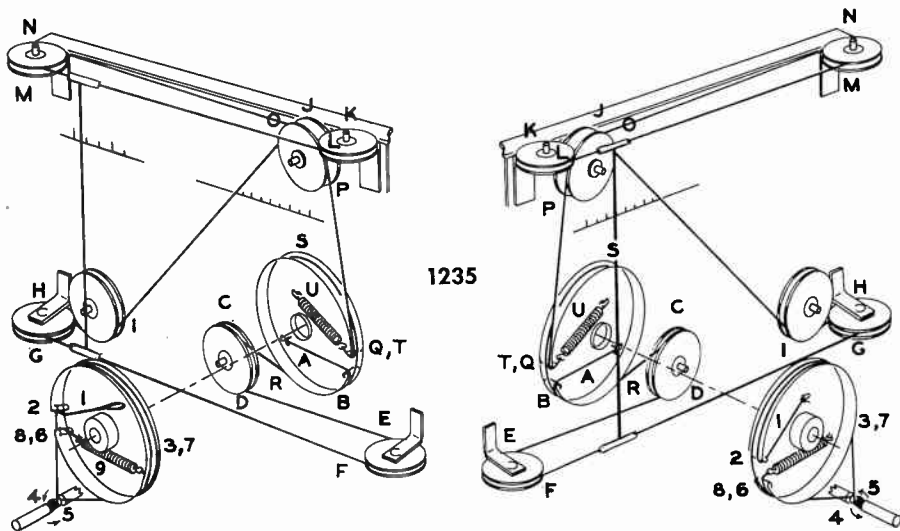
**1231**



BANDSPREAD







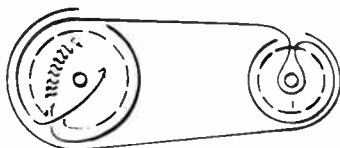
### RESTRINGING DIAL CORD

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

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

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

TUNING PLATES FULLY MESHD

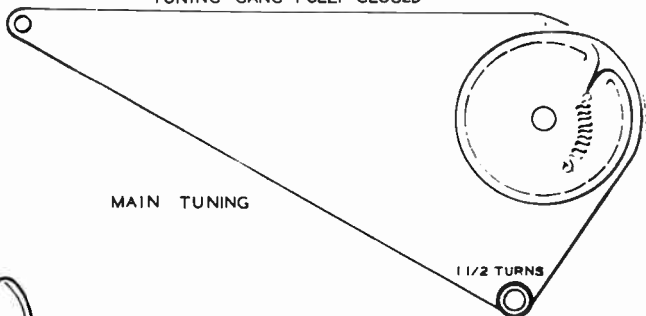


2 1/2 TURNS

BAND SPREAD TUNING

TUNING GANG FULLY CLOSED

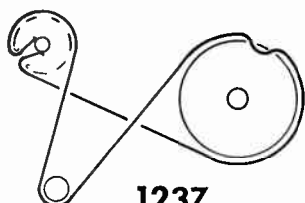
**1236**



1 1/2 TURNS

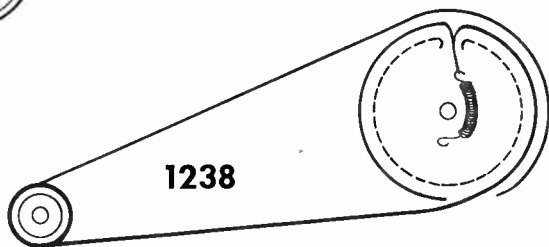
TUNING GANG FULLY CLOSED

MAIN TUNING



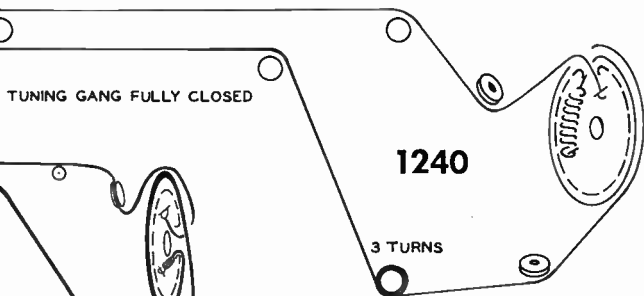
**1237**

TUNING GANG FULLY CLOSED



1 1/2 TURNS

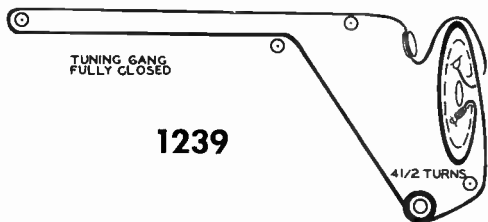
**1238**



TUNING GANG FULLY CLOSED

**1240**

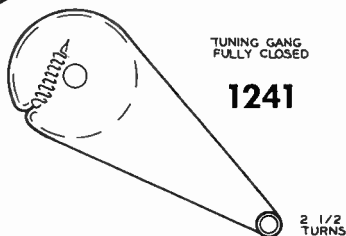
3 TURNS



TUNING GANG FULLY CLOSED

**1239**

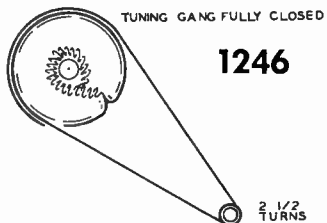
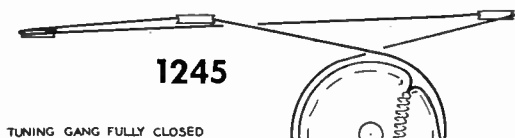
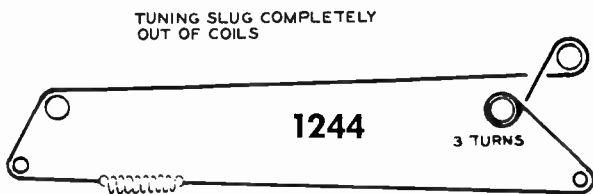
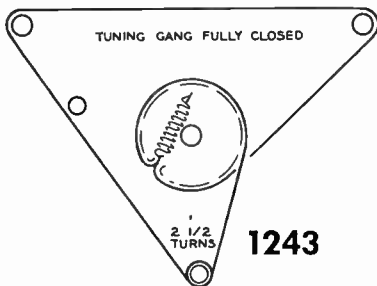
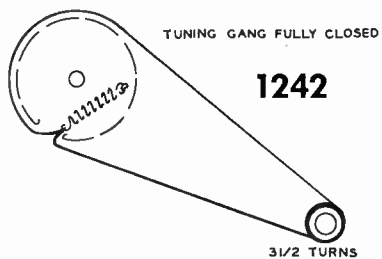
4 1/2 TURNS



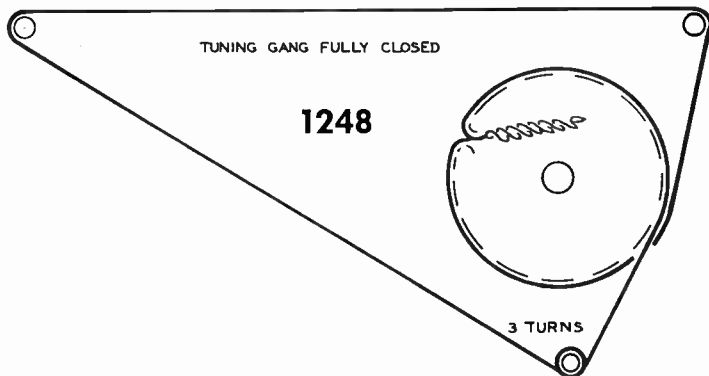
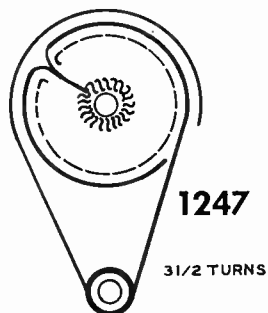
TUNING GANG FULLY CLOSED

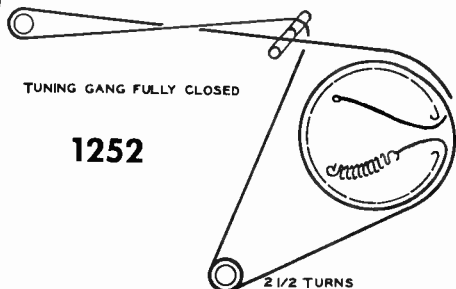
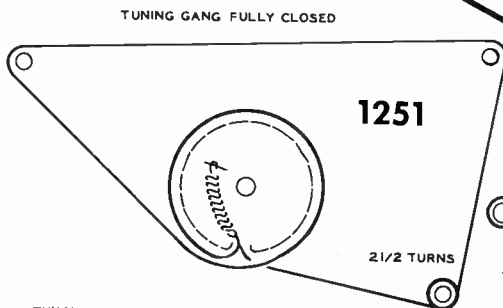
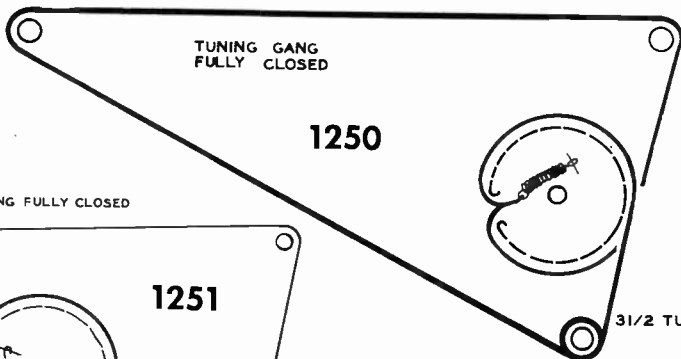
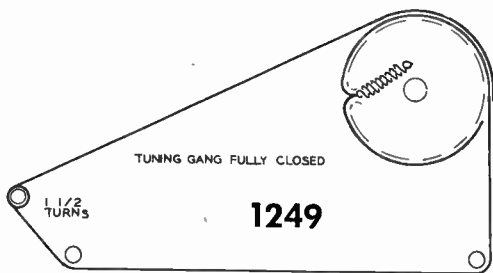
**1241**

2 1/2 TURNS

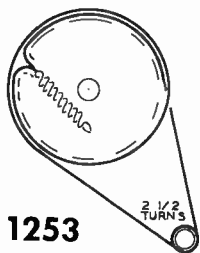


TUNING GANG FULLY CLOSED





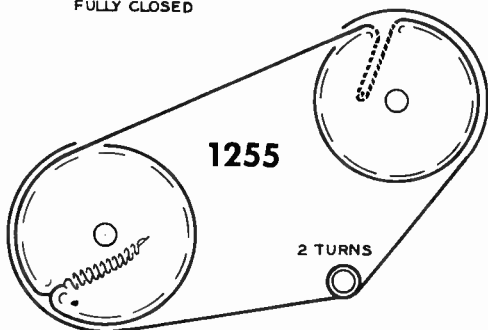
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

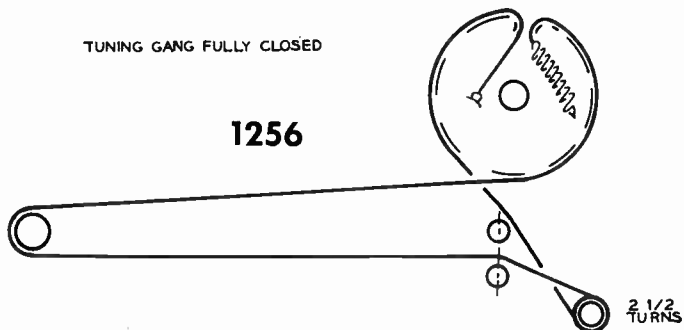


TUNING GANG FULLY CLOSED



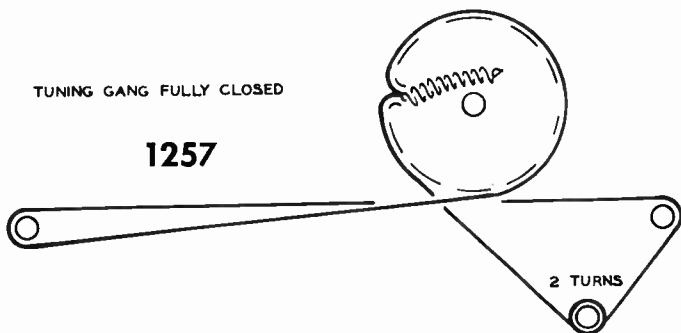
TUNING GANG FULLY CLOSED

1256



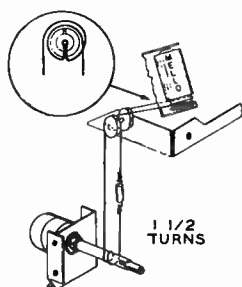
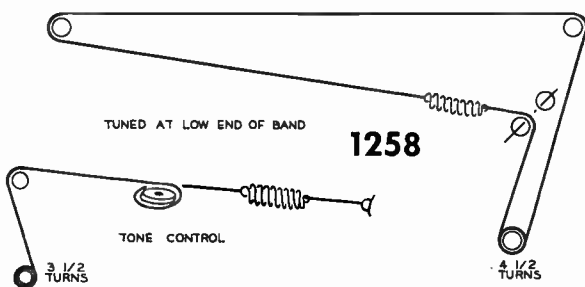
TUNING GANG FULLY CLOSED

1257

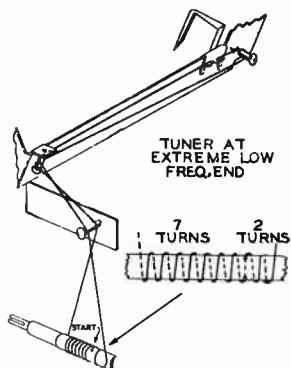


TUNED AT LOW END OF BAND

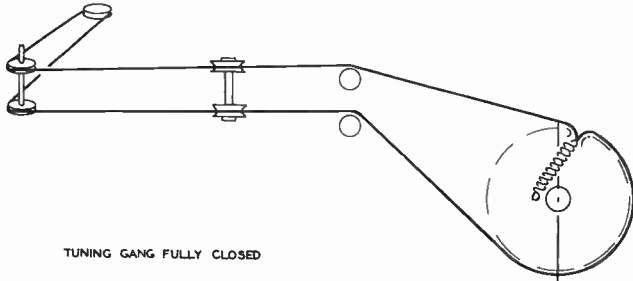
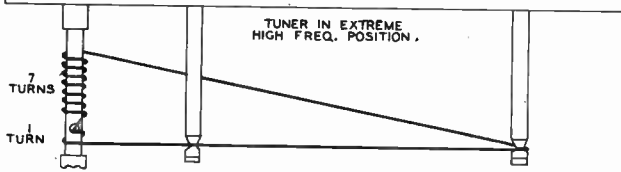
1258



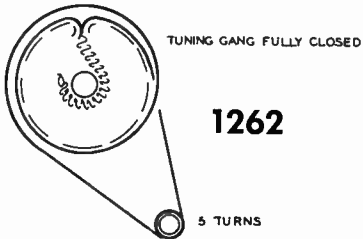
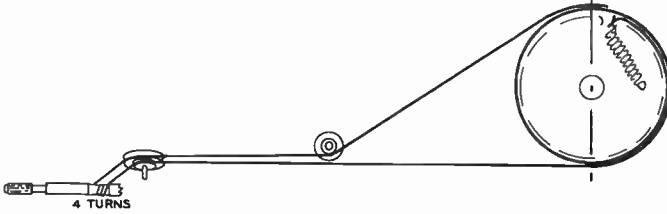
1259



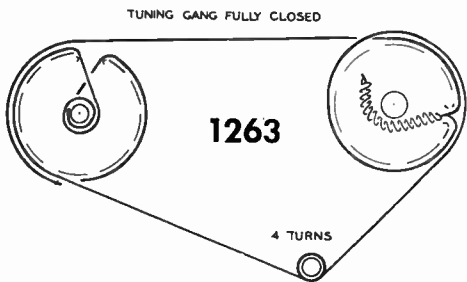
1260



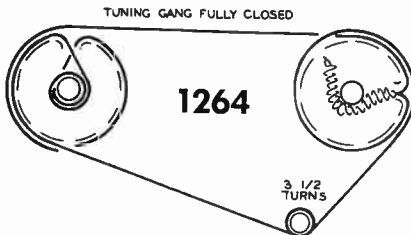
1261



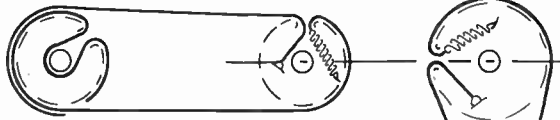
1262



1263

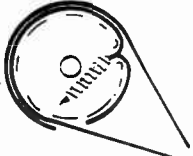


1264



TUNING GANG FULLY CLOSED

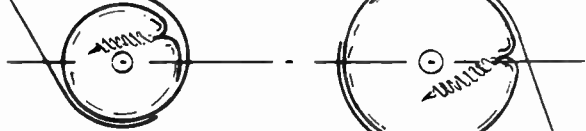
**1265**



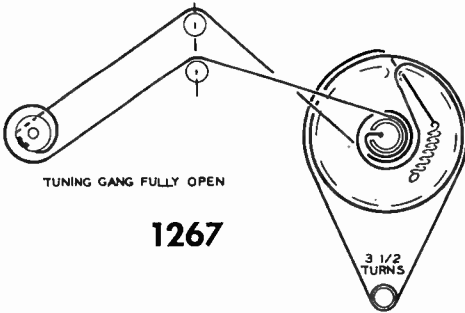
TUNING GANG FULLY CLOSED

3 TURNS

**1266**



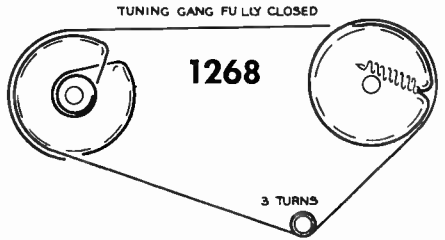
3 1/2 TURNS



TUNING GANG FULLY OPEN

**1267**

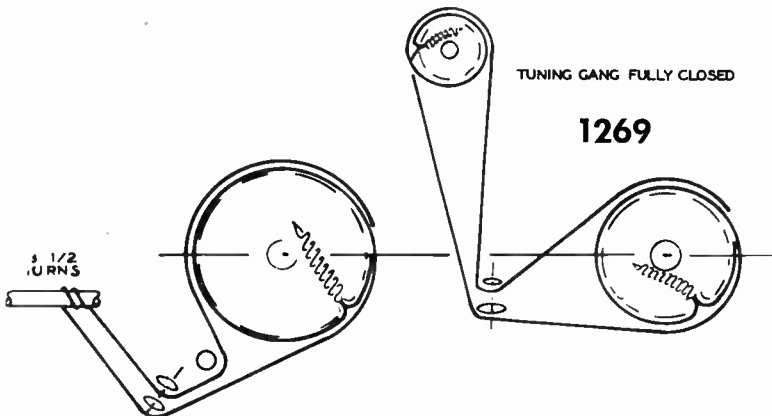
3 1/2 TURNS



TUNING GANG FULLY CLOSED

**1268**

3 TURNS

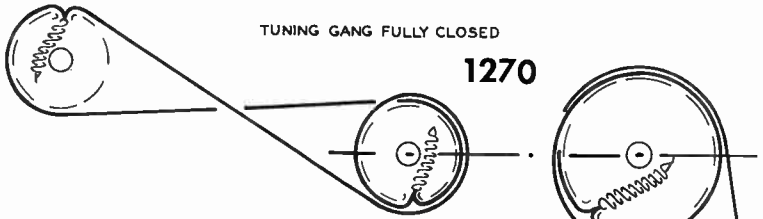


TUNING GANG FULLY CLOSED

**1269**

3 1/2 TURNS

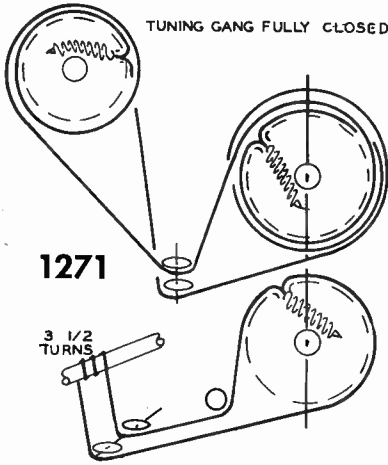




TUNING GANG FULLY CLOSED

1270

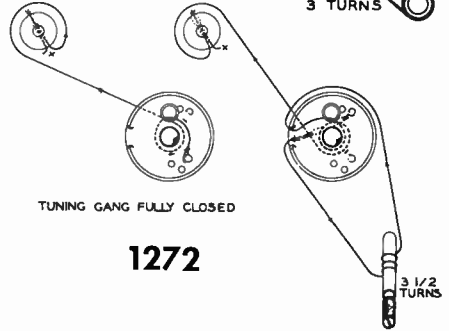
3 TURNS



TUNING GANG FULLY CLOSED

1271

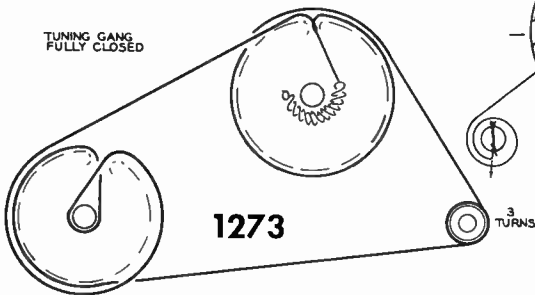
3 1/2 TURNS



TUNING GANG FULLY CLOSED

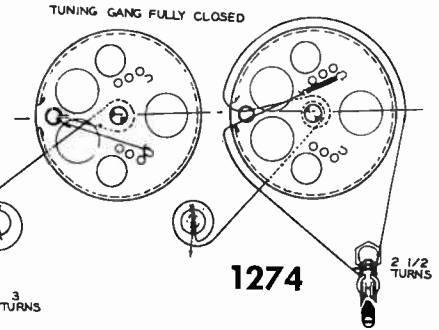
1272

3 1/2 TURNS



TUNING GANG FULLY CLOSED

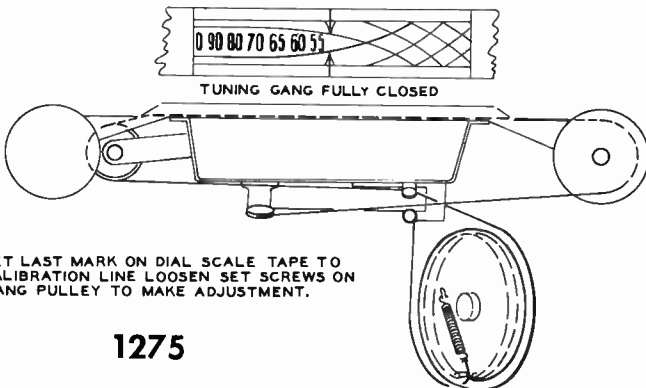
1273



TUNING GANG FULLY CLOSED

1274

2 1/2 TURNS

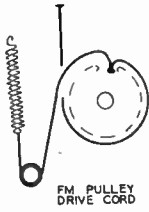
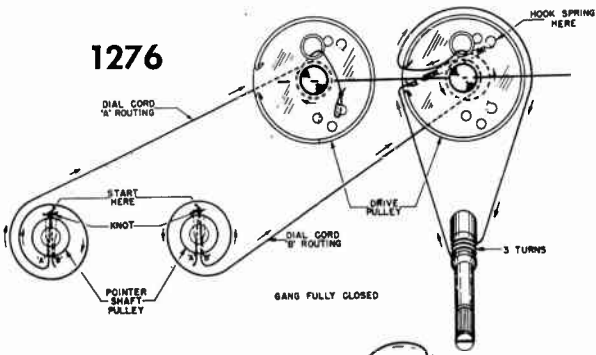


TUNING GANG FULLY CLOSED

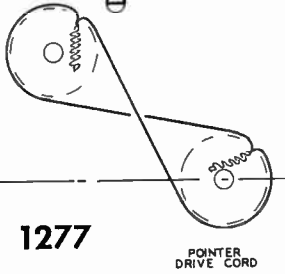
SET LAST MARK ON DIAL SCALE TAPE TO CALIBRATION LINE LOOSEN SET SCREWS ON GANG PULLEY TO MAKE ADJUSTMENT.

1275

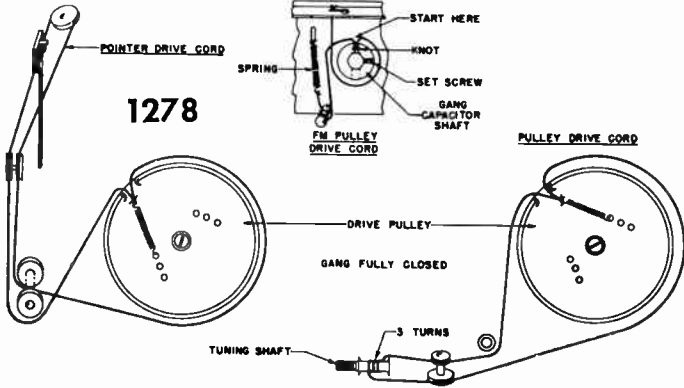
1276



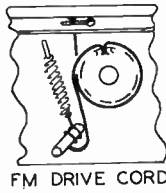
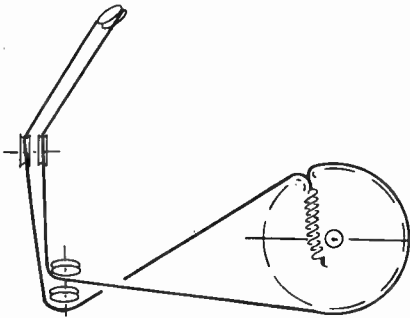
PULLEY DRIVE CORD



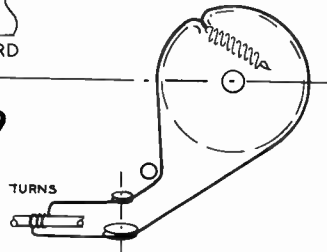
1277

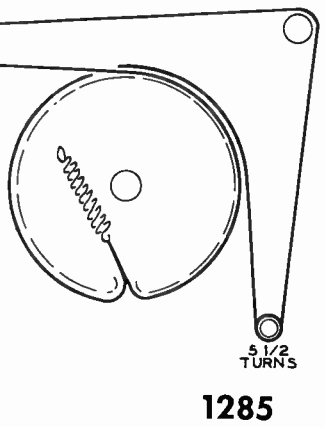
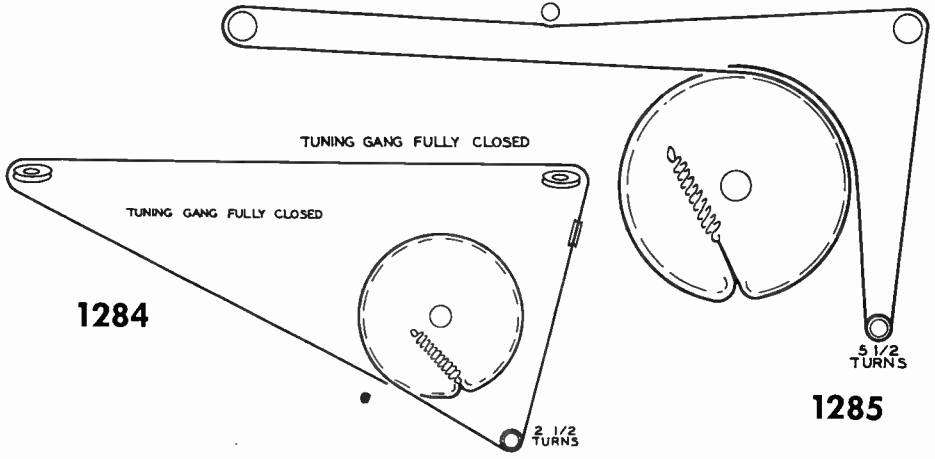
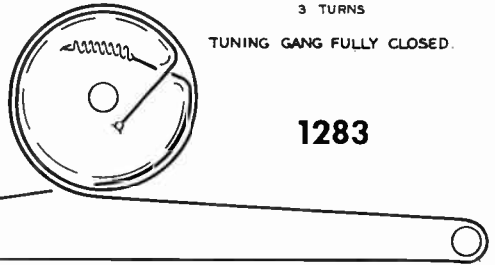
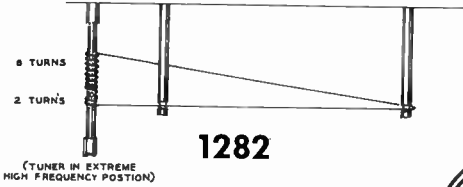
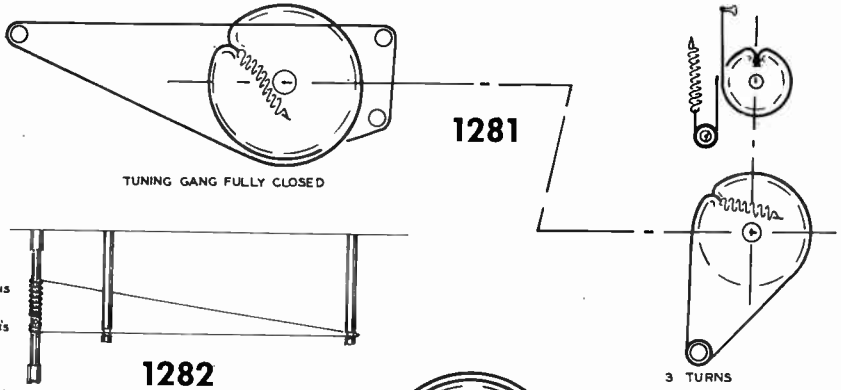
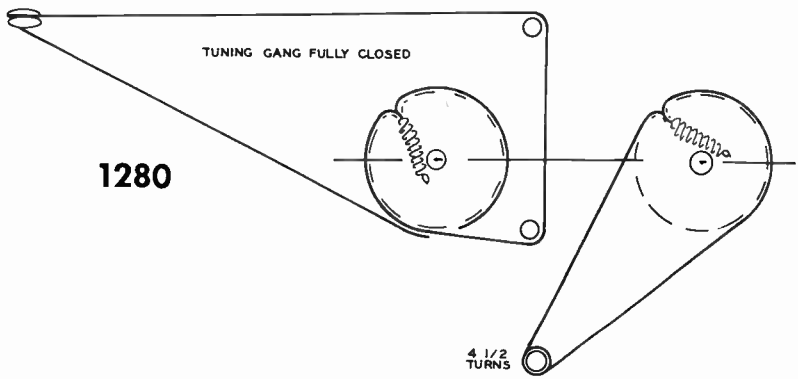


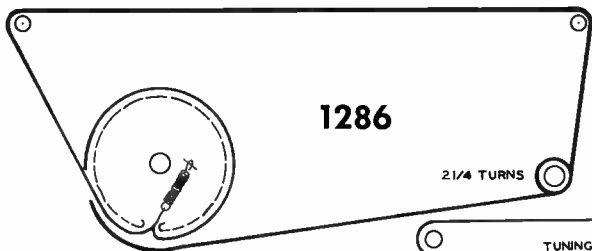
1278



1279

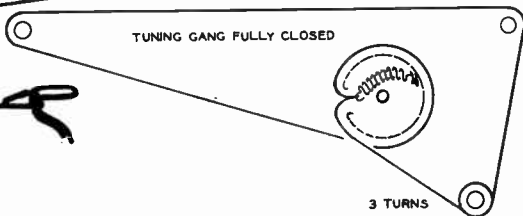






2 1/4 TURNS

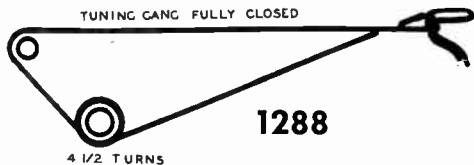
1286



1287

TUNING GANG FULLY CLOSED

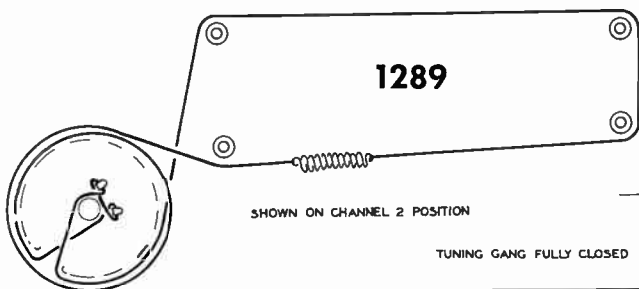
3 TURNS



1288

TUNING GANG FULLY CLOSED

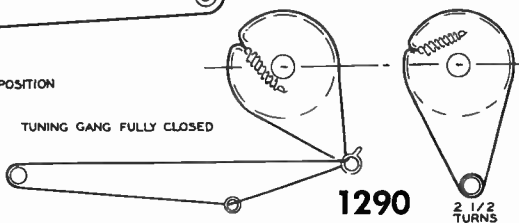
4 1/2 TURNS



1289

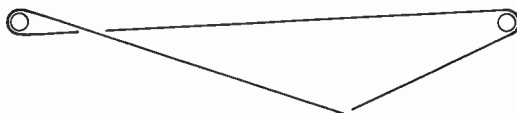
SHOWN ON CHANNEL 2 POSITION

TUNING GANG FULLY CLOSED



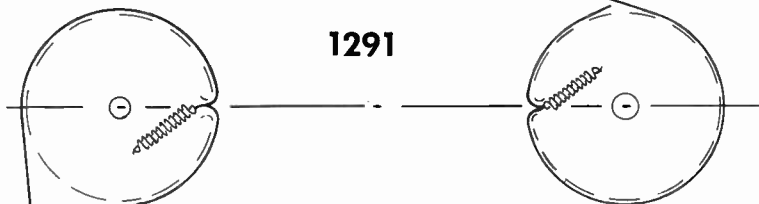
1290

2 1/2 TURNS



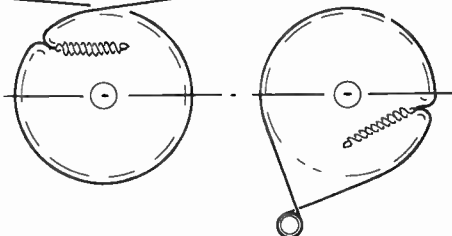
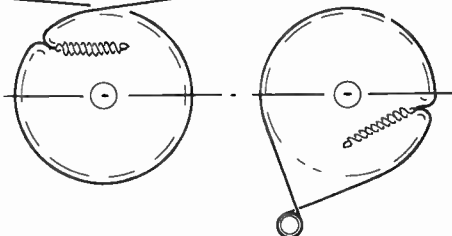
1291

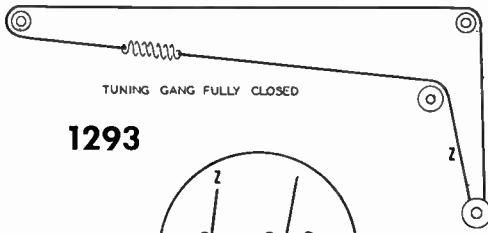
3 TURNS



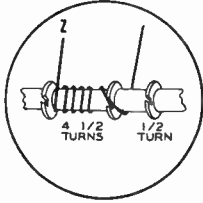
1292

TUNING GANG FULLY CLOSED

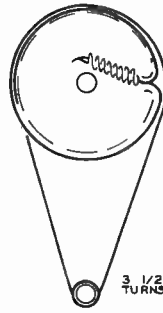




1293



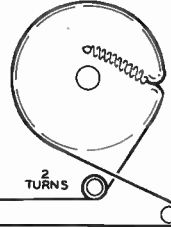
FULLY  
COUNTERCLOCKWISE



1294

3 1/2  
TURNS

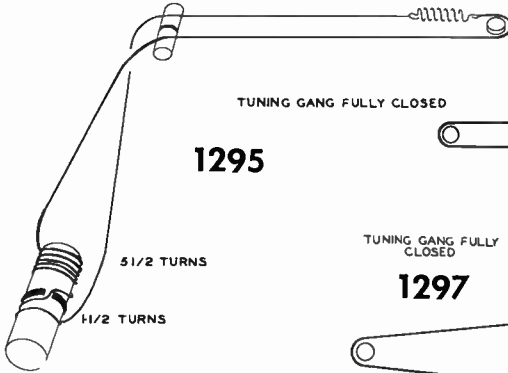
TUNING GANG FULLY CLOSED



1296

2  
TURNS

TUNING GANG FULLY CLOSED



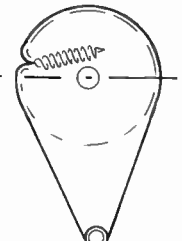
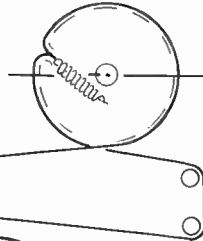
1295

5 1/2 TURNS

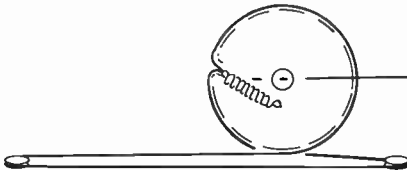
1 1/2 TURNS

TUNING GANG FULLY  
CLOSED

1297



2 1/2  
TURNS



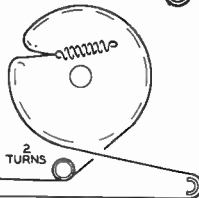
TUNING GANG FULLY CLOSED

1298

2 1/2  
TURNS

TUNING GANG FULLY CLOSED

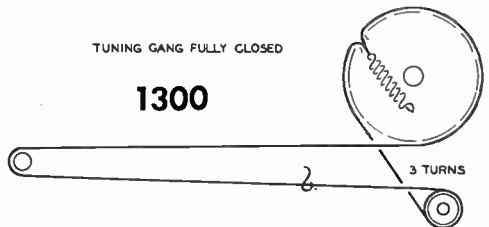
1299



2  
TURNS

TUNING GANG FULLY CLOSED

1300



3 TURNS

TUNING GANG FULLY CLOSED

1301

TUNING GANG FULLY CLOSED

1302

2 1/2 TURNS

3 1/2 TURNS

1304

TUNING GANG FULLY CLOSED

3 1/2 TURNS

1303

TUNING GANG FULLY CLOSED

2 1/2 TURNS

1305

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

1306

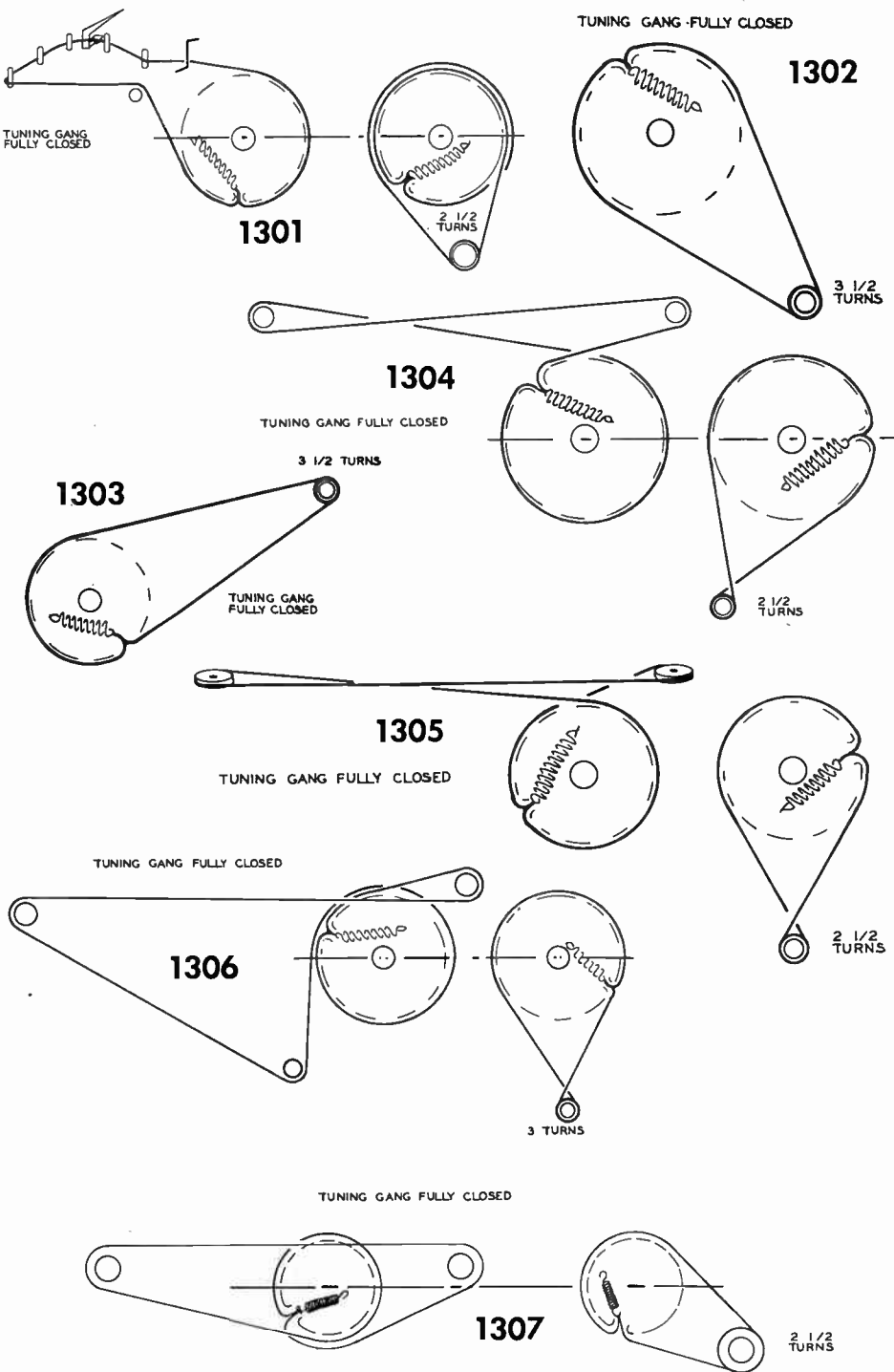
3 TURNS

2 1/2 TURNS

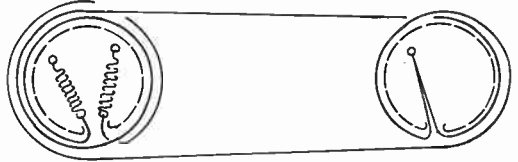
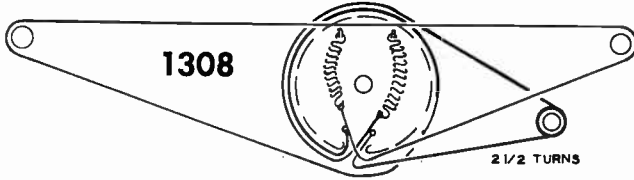
TUNING GANG FULLY CLOSED

1307

2 1/2 TURNS



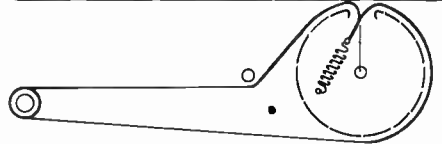
TUNING GANG FULLY CLOSED



### REMOTE CONTROL DRIVE CORD STRINGING

1309

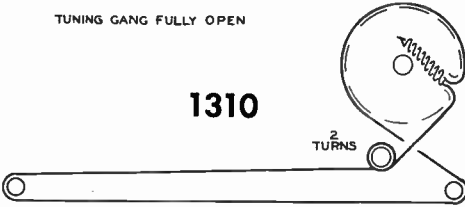
TUNING GANG FULLY CLOSED



TUNING GANG FULLY OPEN

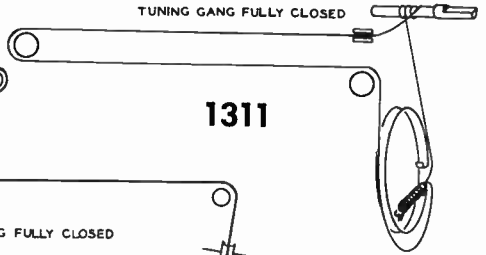
1310

2 TURNS



TUNING GANG FULLY CLOSED

3 TURNS

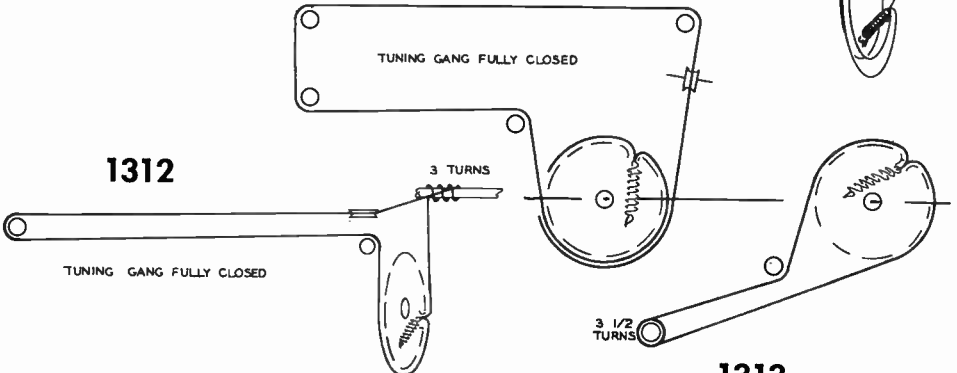


1311

TUNING GANG FULLY CLOSED

1312

3 TURNS



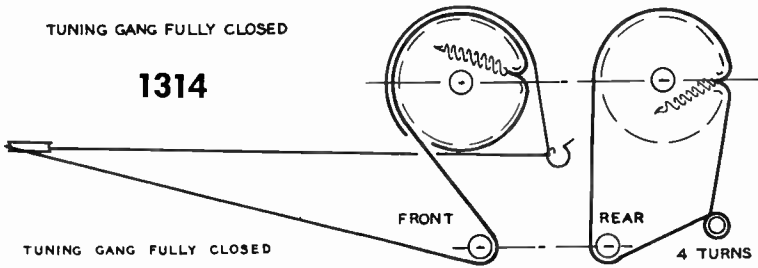
TUNING GANG FULLY CLOSED

3 1/2 TURNS

1313

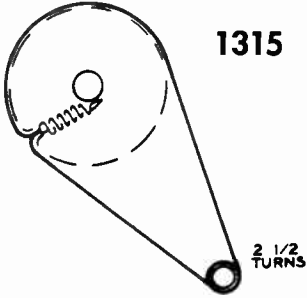
TUNING GANG FULLY CLOSED

1314



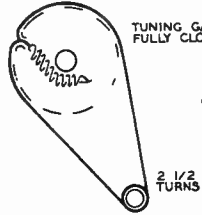
TUNING GANG FULLY CLOSED

1315



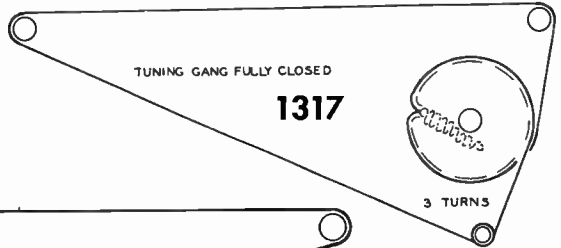
TUNING GANG FULLY CLOSED

1316



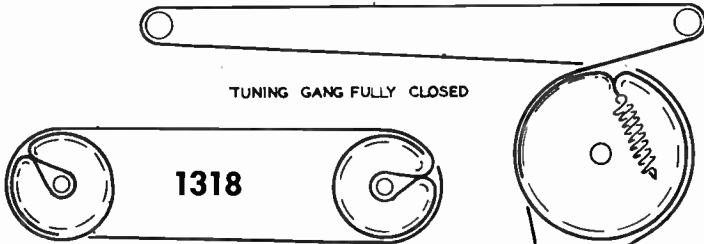
TUNING GANG FULLY CLOSED

1317

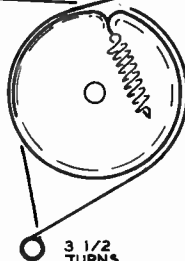


TUNING GANG FULLY CLOSED

1318



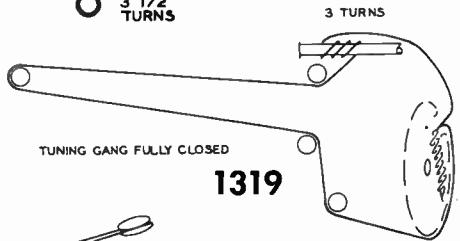
VOLUME CONTROL DRIVE



3 TURNS

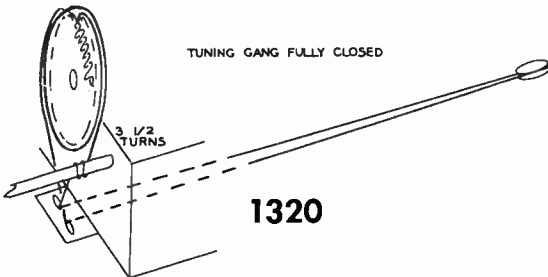
TUNING GANG FULLY CLOSED

1319

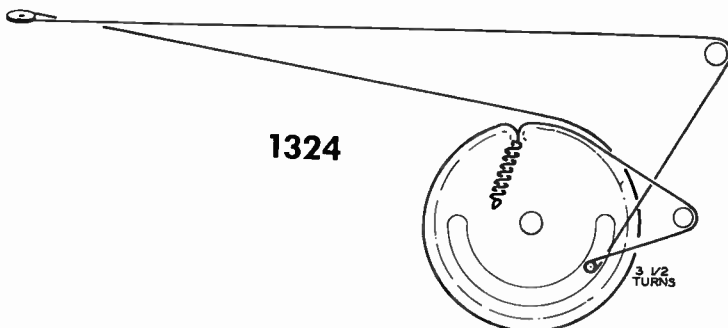
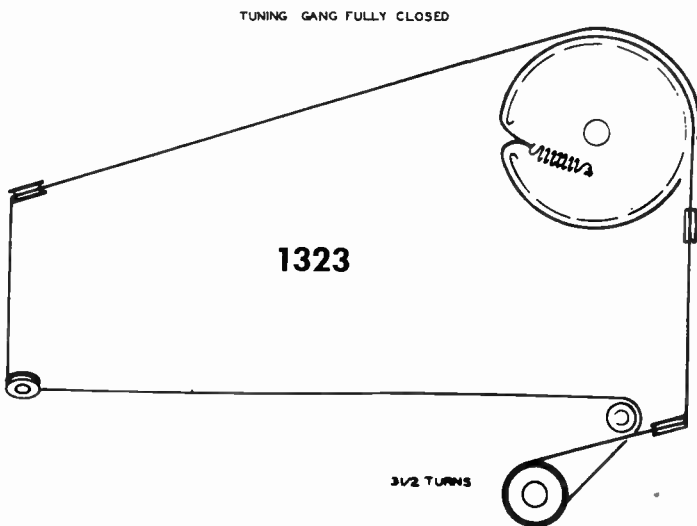
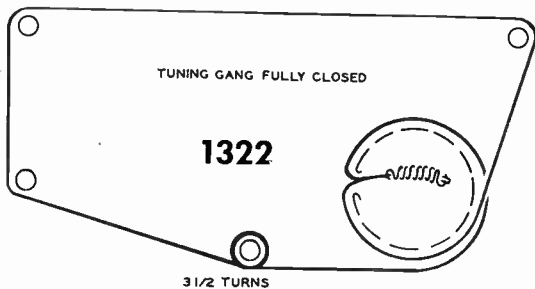
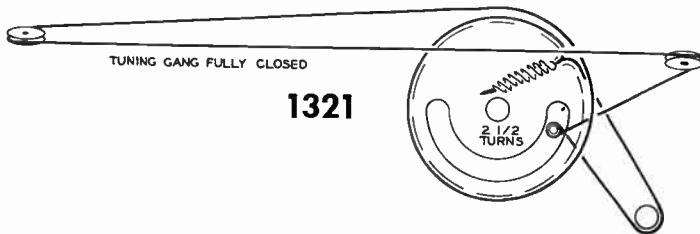


TUNING GANG FULLY CLOSED

1320









1325

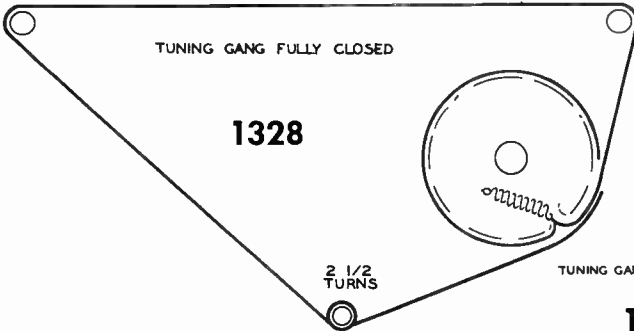
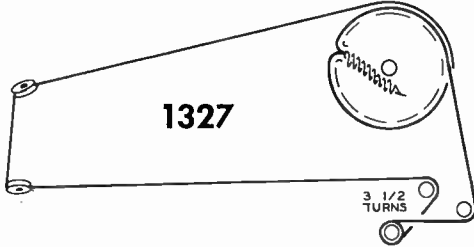
TUNING GANG FULLY CLOSED

1326



TUNING GANG FULLY CLOSED

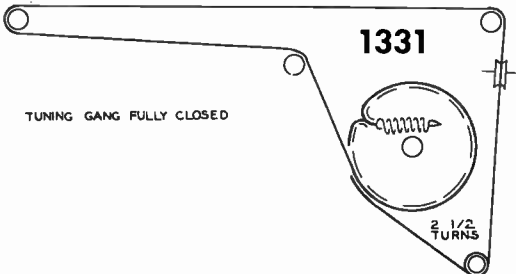
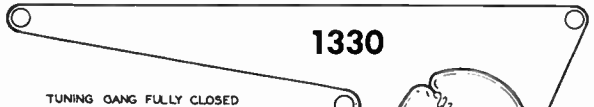
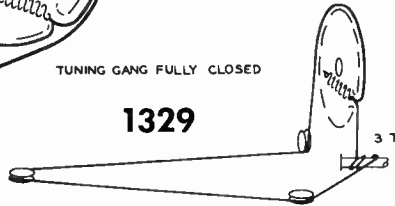
2 1/2  
TURNS



TUNING GANG FULLY CLOSED

1329

3 TURNS

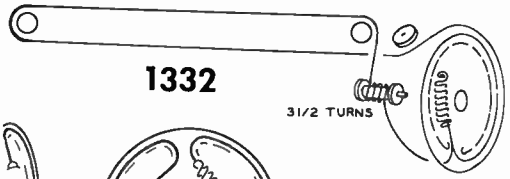


TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

1332

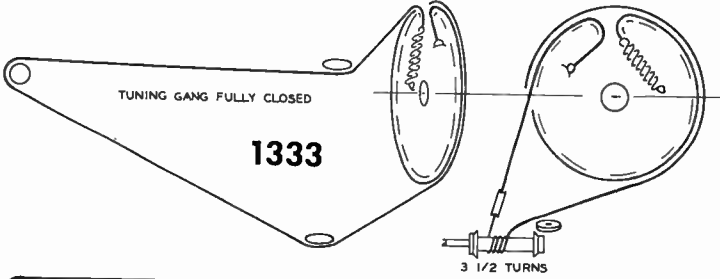
3 1/2 TURNS



TUNING GANG FULLY CLOSED

1333

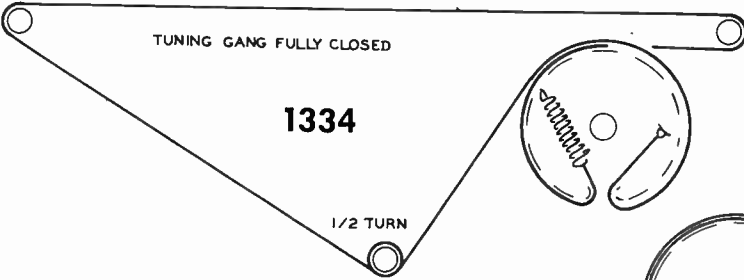
3 1/2 TURNS



TUNING GANG FULLY CLOSED

1334

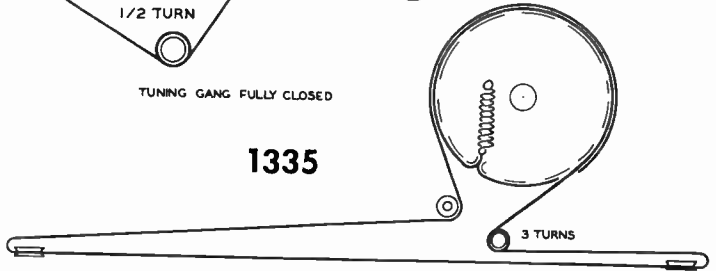
1/2 TURN



TUNING GANG FULLY CLOSED

1335

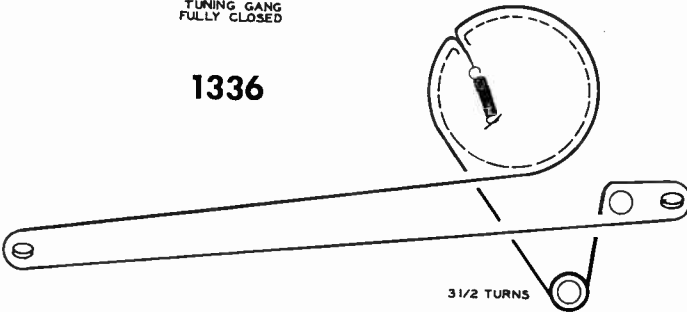
3 TURNS



TUNING GANG FULLY CLOSED

1336

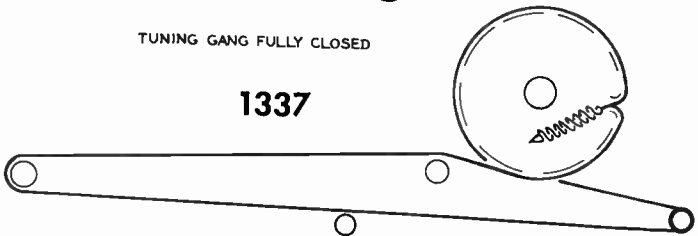
3 1/2 TURNS



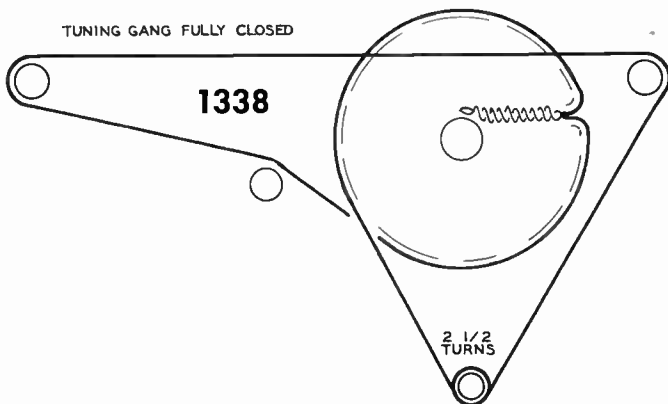
TUNING GANG FULLY CLOSED

1337

2 1/2 TURNS

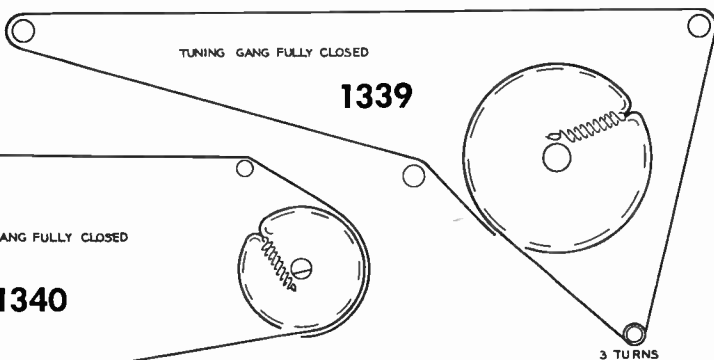


TUNING GANG FULLY CLOSED



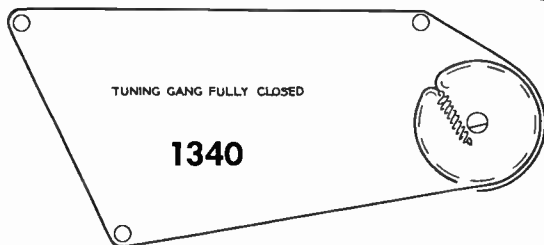
TUNING GANG FULLY CLOSED

1339



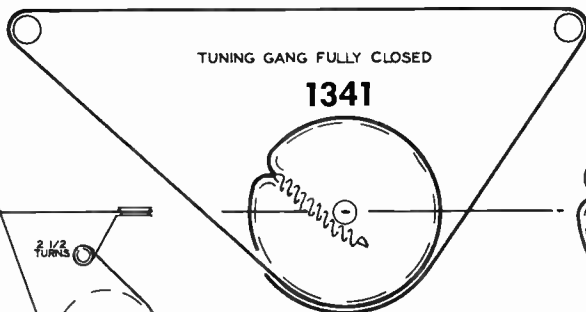
TUNING GANG FULLY CLOSED

1340



TUNING GANG FULLY CLOSED

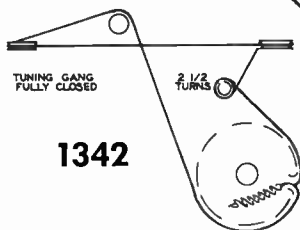
1341



TUNING GANG  
FULLY CLOSED

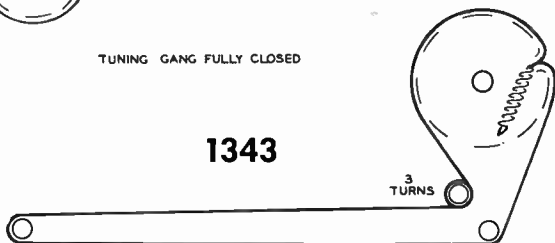
2 1/2  
TURNS

1342



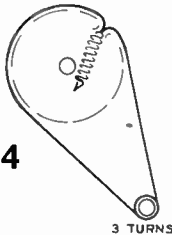
TUNING GANG FULLY CLOSED

1343



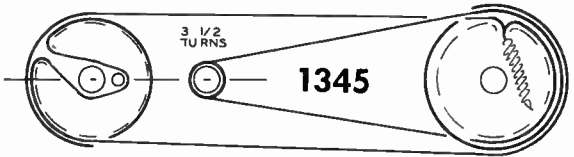
TUNING GANG FULLY CLOSED

**1344**



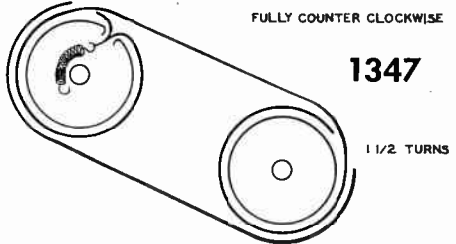
TUNING GANG FULLY CLOSED

**1345**



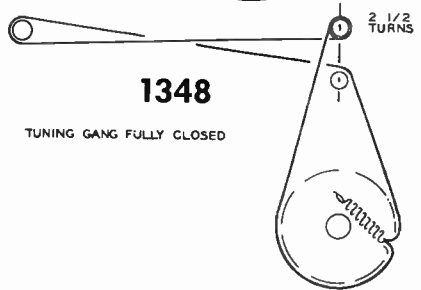
FULLY COUNTER CLOCKWISE

**1347**



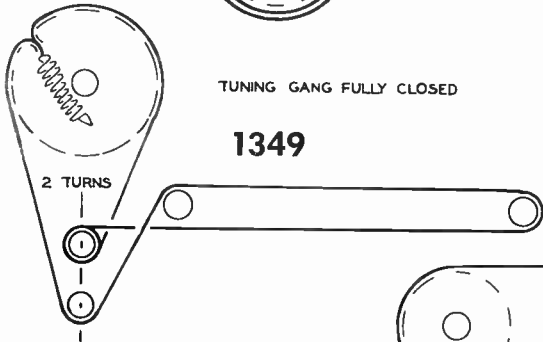
**1348**

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

**1349**



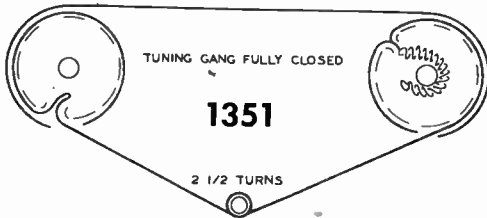
**1350**

TUNING GANG FULLY CLOSED



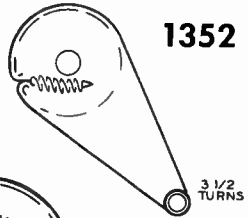
TUNING GANG FULLY CLOSED

**1351**



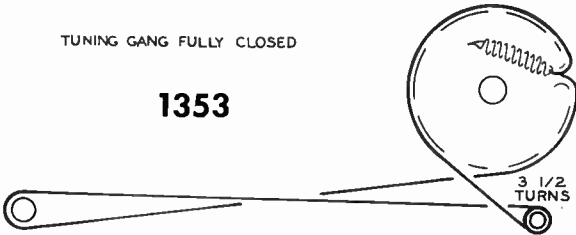
TUNING GANG FULLY CLOSED

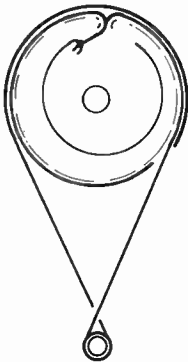
**1352**



TUNING GANG FULLY CLOSED

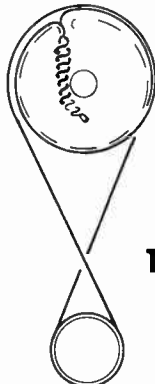
**1353**





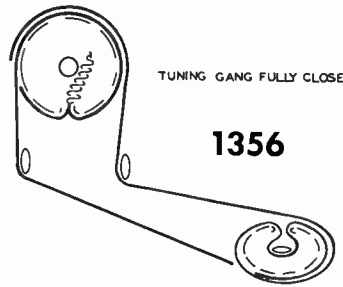
1 1/2 TURNS

**1354**



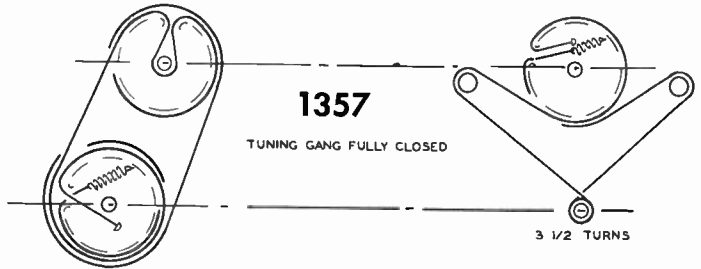
1 1/2 TURNS

**1355**



TUNING GANG FULLY CLOSED

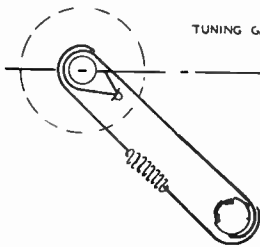
**1356**



**1357**

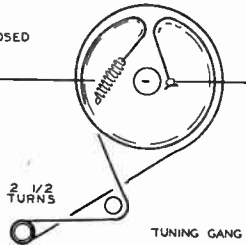
TUNING GANG FULLY CLOSED

3 1/2 TURNS



TUNING GANG FULLY CLOSED

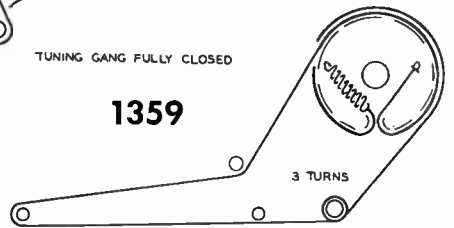
**1358**



2 1/2 TURNS

TUNING GANG FULLY CLOSED

**1359**



3 TURNS

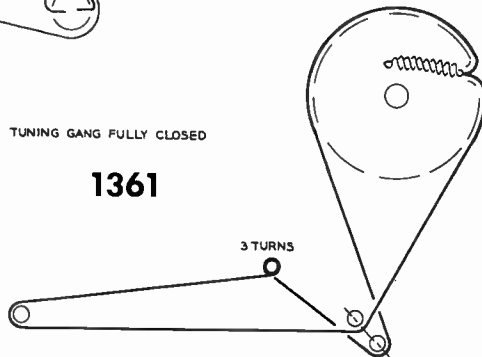


TUNING GANG FULLY CLOSED

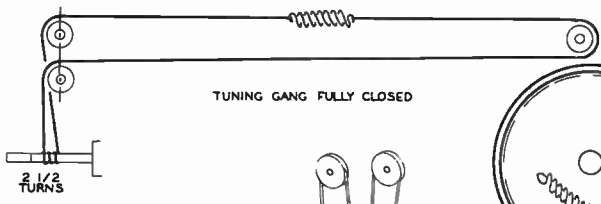
**1360**

TUNING GANG FULLY CLOSED

**1361**



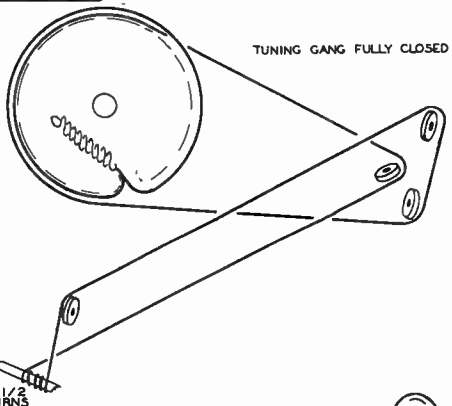
3 TURNS



**1362**

TUNING GANG FULLY CLOSED

2 1/2  
TURNS

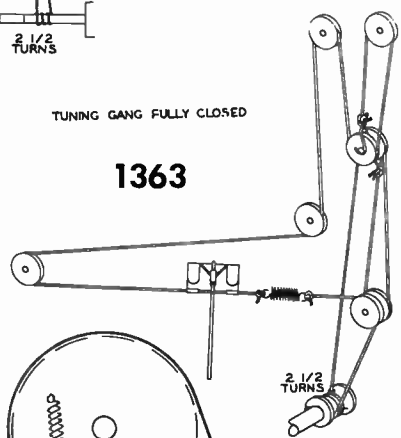


TUNING GANG FULLY CLOSED

3 1/2  
TURNS

TUNING GANG FULLY CLOSED

**1363**

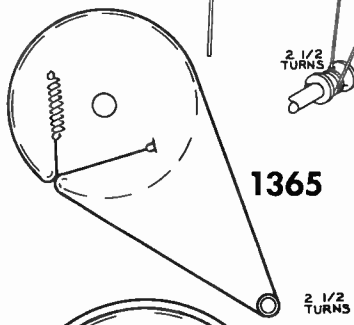


TUNING GANG FULLY CLOSED

2 1/2  
TURNS

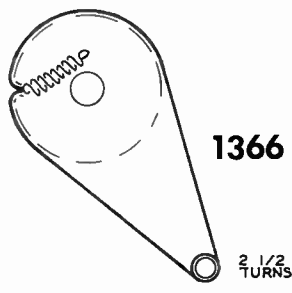
TUNING GANG FULLY CLOSED

**1364**



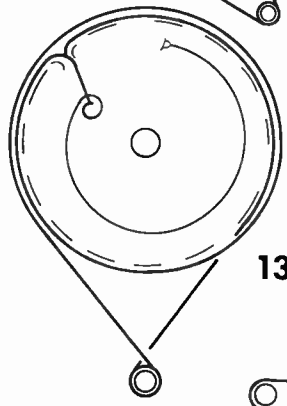
3 1/2  
TURNS

**1365**



**1366**

2 1/2  
TURNS



**1367**

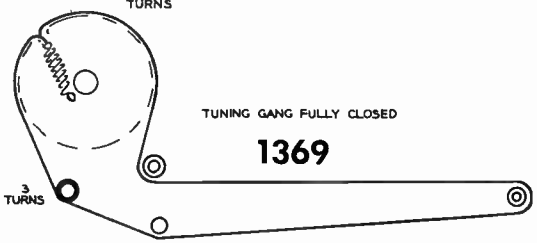
TUNING GANG FULLY CLOSED

1 1/2  
TURNS

**1368**



2 1/2  
TURNS



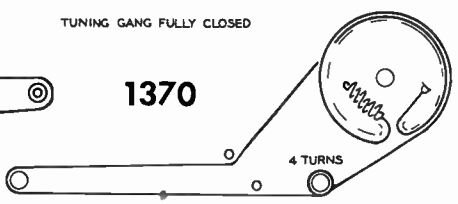
TUNING GANG FULLY CLOSED

**1369**

3  
TURNS

TUNING GANG FULLY CLOSED

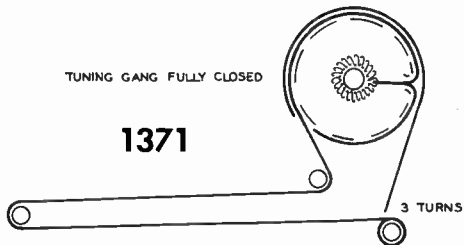
**1370**



4  
TURNS

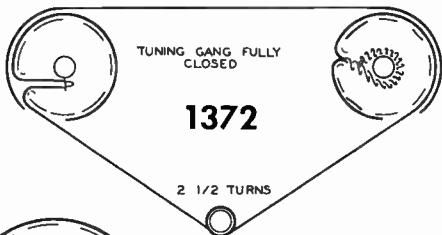
TUNING GANG FULLY CLOSED

1371



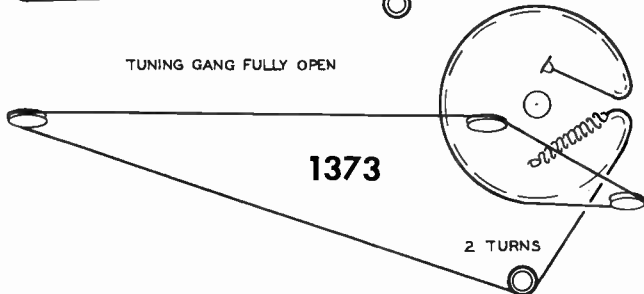
TUNING GANG FULLY CLOSED

1372



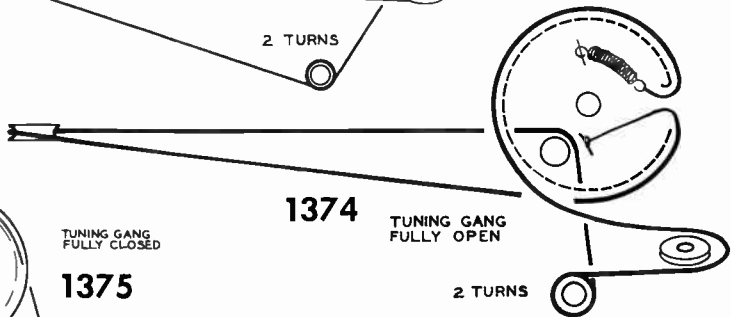
TUNING GANG FULLY OPEN

1373



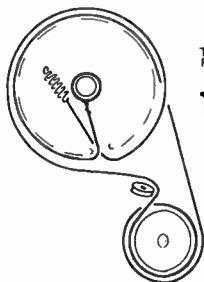
1374

TUNING GANG FULLY OPEN

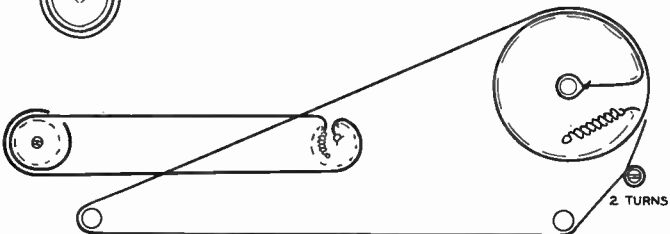


TUNING GANG FULLY CLOSED

1375

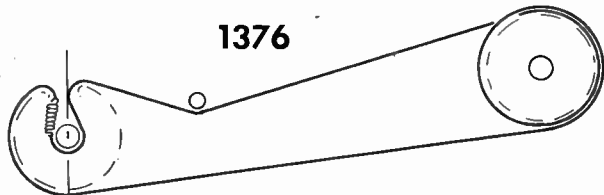


2 TURNS



1376

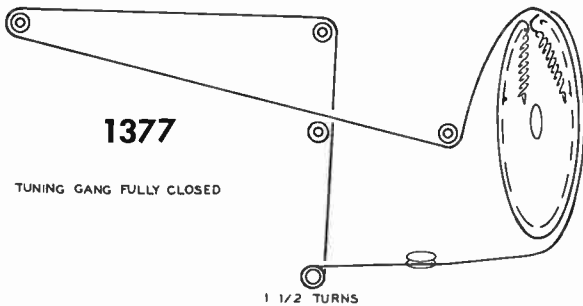
FINE TUNING



CHANNEL SELECTOR





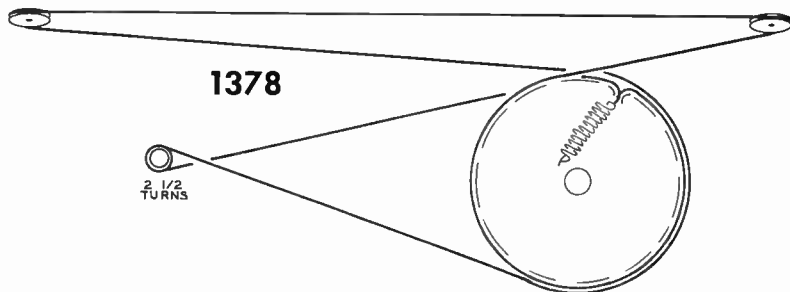


**1377**

TUNING GANG FULLY CLOSED

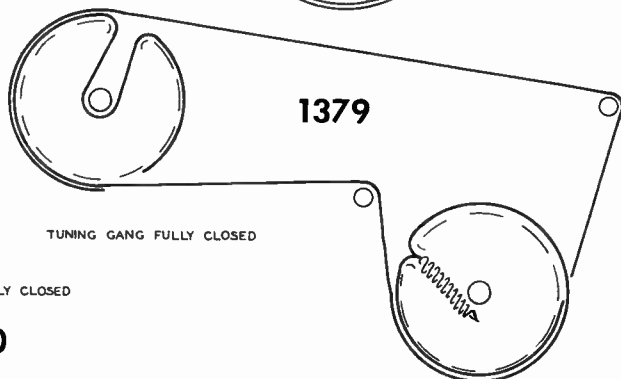
1 1/2 TURNS

TUNING GANG FULLY CLOSED



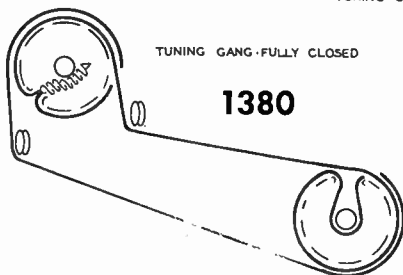
**1378**

2 1/2 TURNS



**1379**

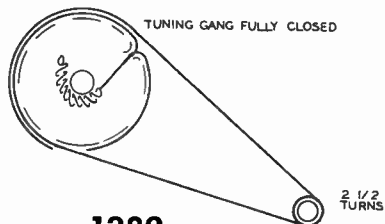
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

**1380**

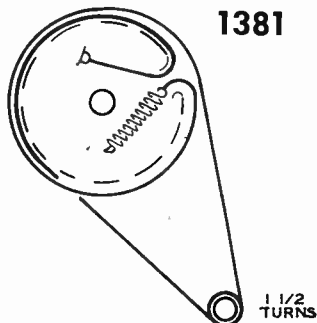
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

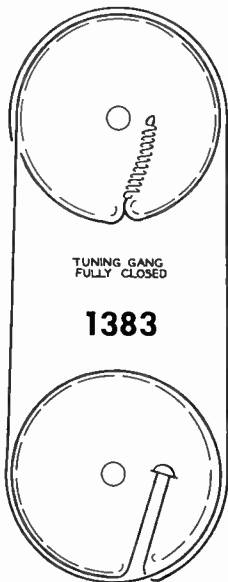
**1382**

2 1/2 TURNS

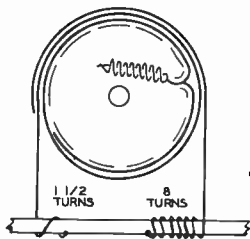


**1381**

1 1/2 TURNS

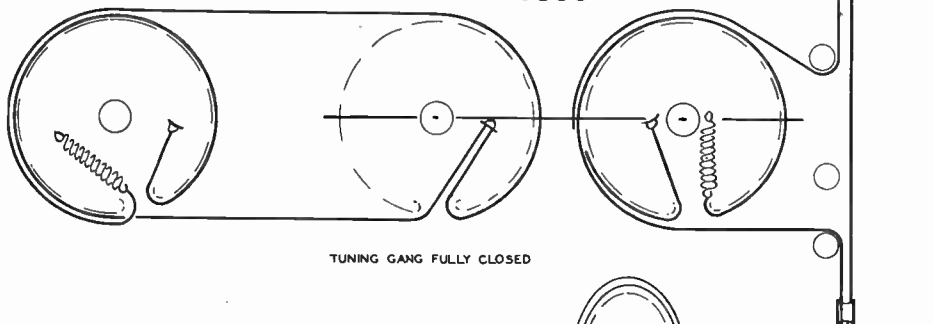


**1383**

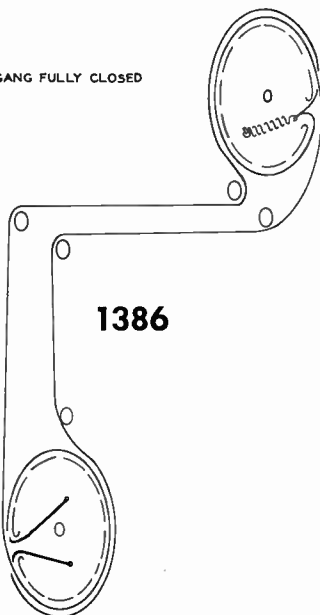


**1384**

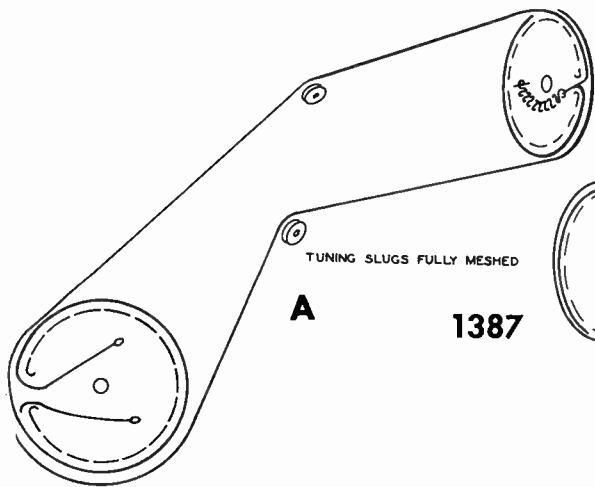
**1385**



TUNING GANG FULLY CLOSED



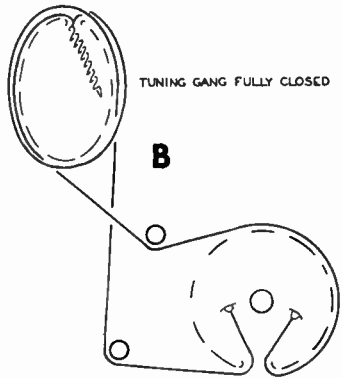
**1386**



**A**

TUNING SLUGS FULLY MESHED

**1387**



TUNING GANG FULLY CLOSED

**B**



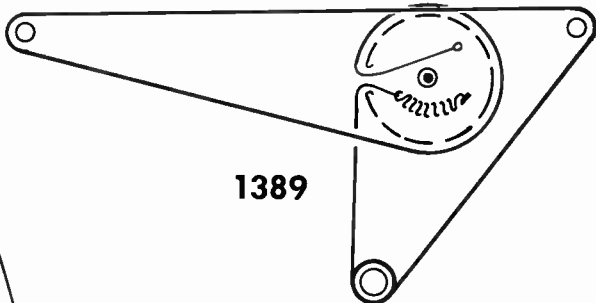
TUNING GANG FULLY CLOSED

**1388**



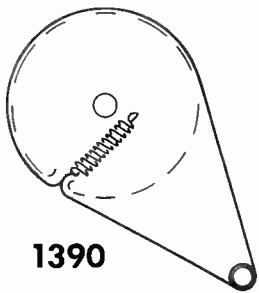
3 TURNS

TUNING GANG FULLY CLOSED



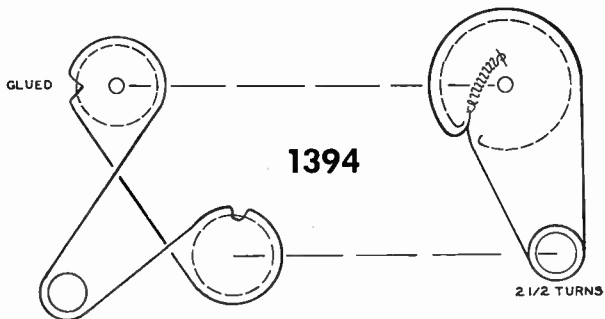
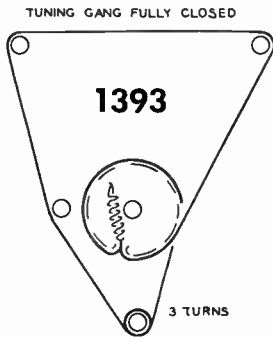
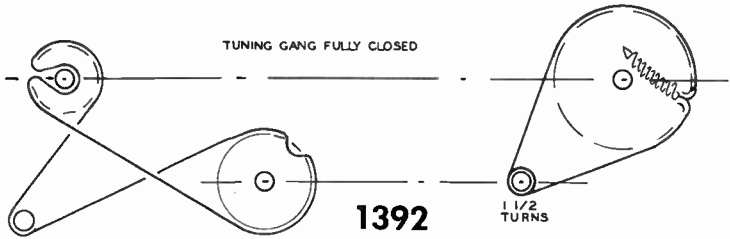
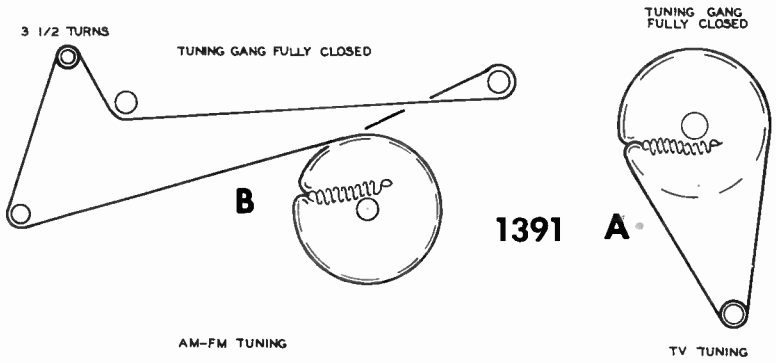
**1389**

3 1/2 TURNS

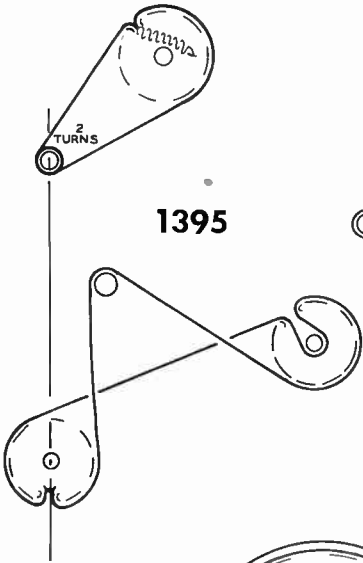


**1390**

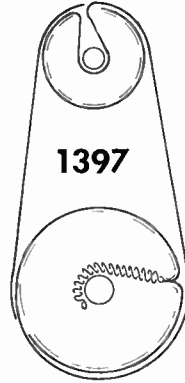
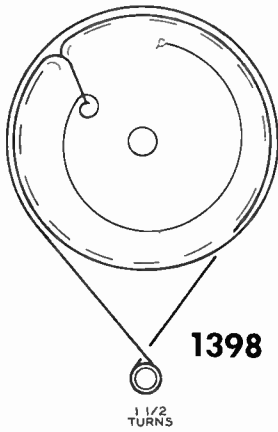
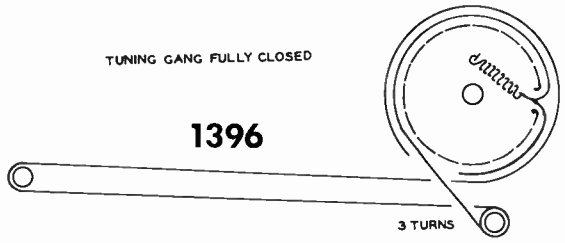
1 1/2 TURNS



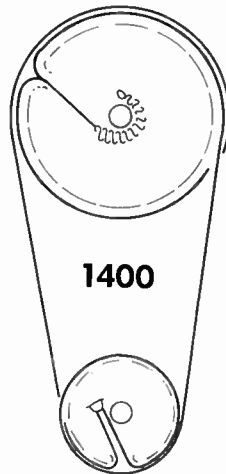
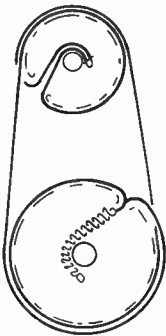
TUNING GANG FULLY CLOSED



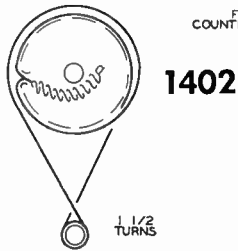
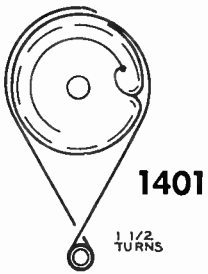
TUNING GANG FULLY CLOSED



1399



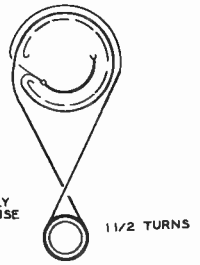
FINE TUNING CONTROL



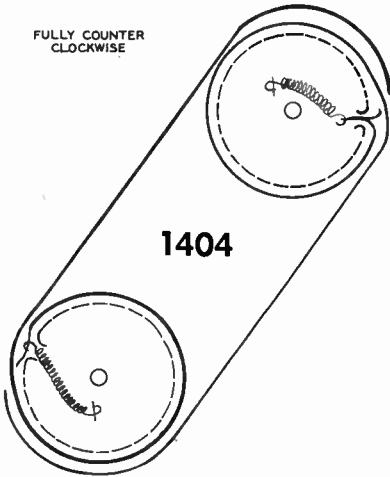
FULLY COUNTERCLOCKWISE FINE TUNING FULLY CLOCKWISE

**1403**

TUNING SHAFT FULLY COUNTERCLOCKWISE



FULLY COUNTER CLOCKWISE

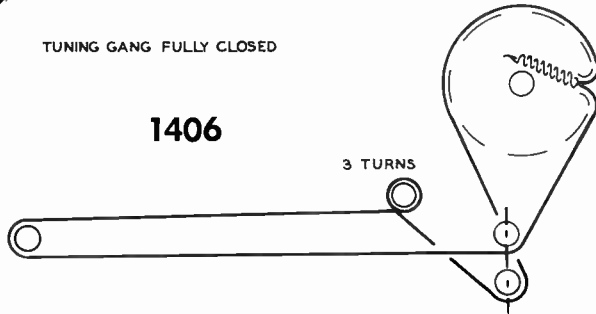


FINE TUNING FULLY CLOCKWISE

TUNING SHAFT FULLY COUNTER CLOCKWISE

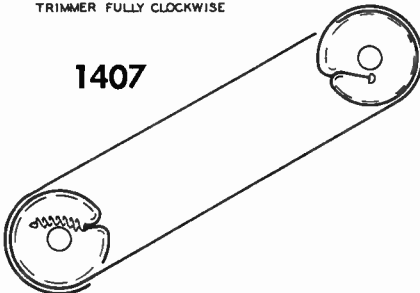
TUNING GANG FULLY CLOSED

**1406**



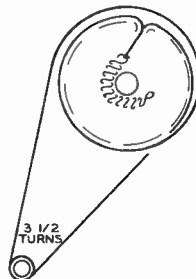
TRIMMER FULLY CLOCKWISE

**1407**



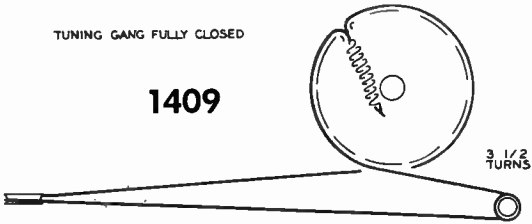
TUNING GANG FULLY CLOSED

**1408**



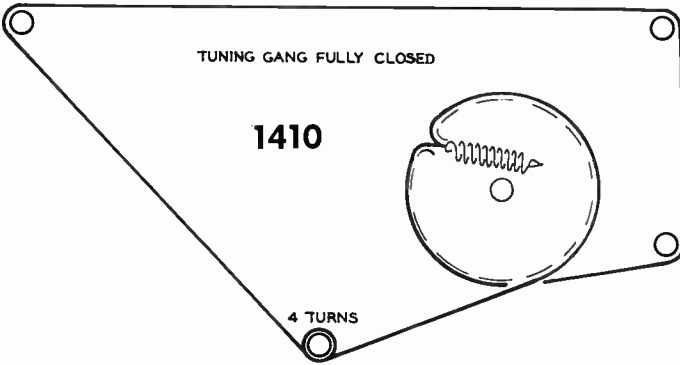
TUNING GANG FULLY CLOSED

1409



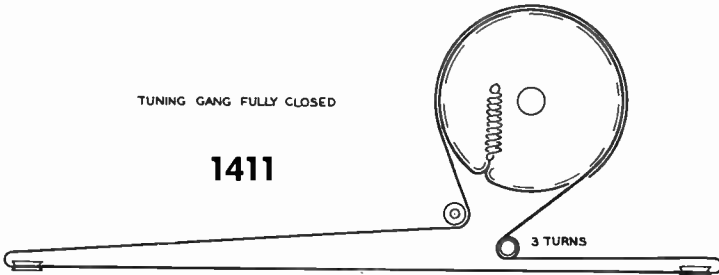
TUNING GANG FULLY CLOSED

1410



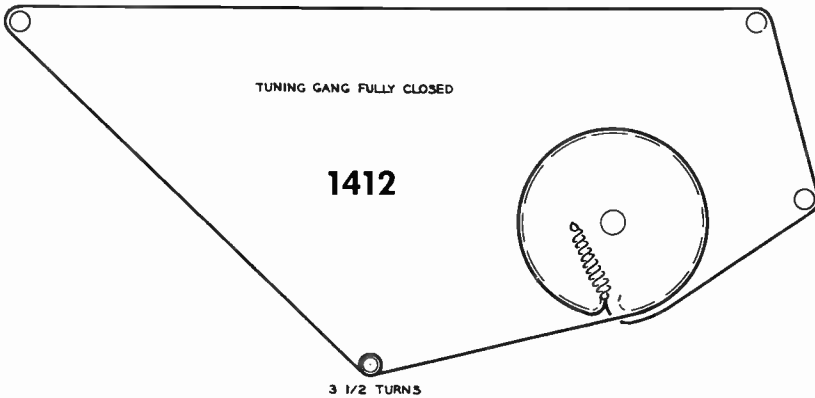
TUNING GANG FULLY CLOSED

1411



TUNING GANG FULLY CLOSED

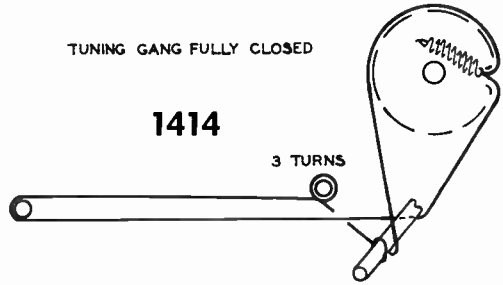
1412





TUNING GANG FULLY CLOSED

**1413**

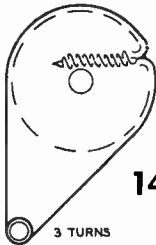


TUNING GANG FULLY CLOSED

**1414**

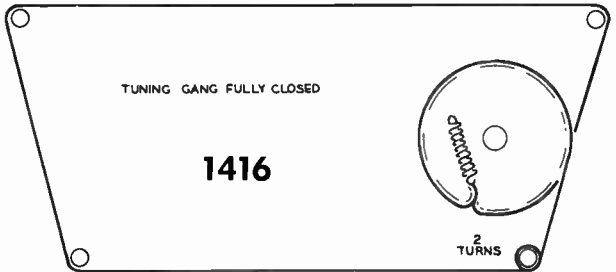
3 TURNS

TUNING GANG FULLY CLOSED



**1415**

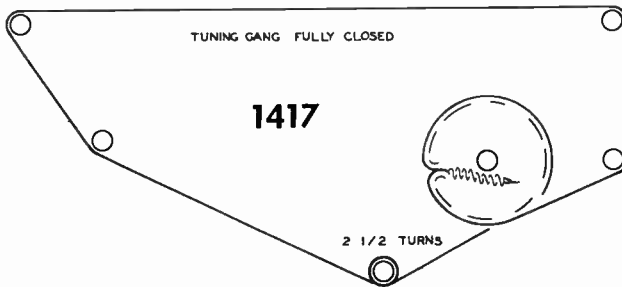
3 TURNS



TUNING GANG FULLY CLOSED

**1416**

2 TURNS

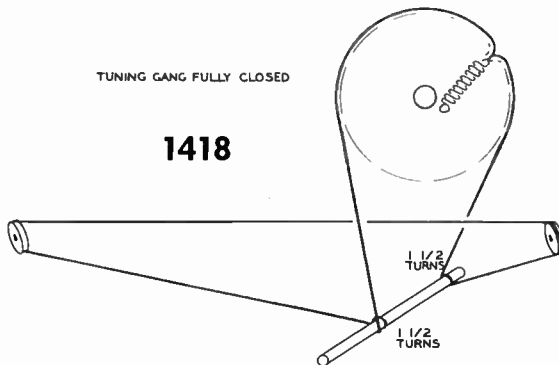


TUNING GANG FULLY CLOSED

**1417**

2 1/2 TURNS

TUNING GANG FULLY CLOSED



**1418**

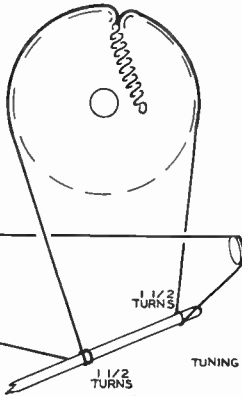
1 1/2 TURNS

1 1/2 TURNS



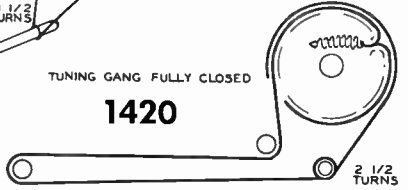
TUNING GANG FULLY CLOSED

1419



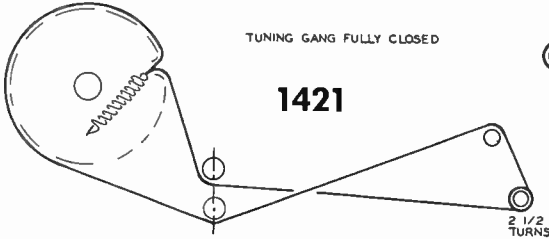
TUNING GANG FULLY CLOSED

1420



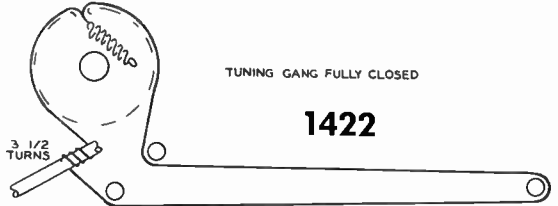
TUNING GANG FULLY CLOSED

1421



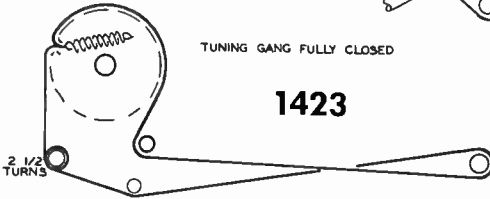
TUNING GANG FULLY CLOSED

1422



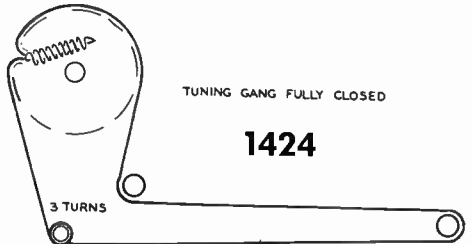
TUNING GANG FULLY CLOSED

1423



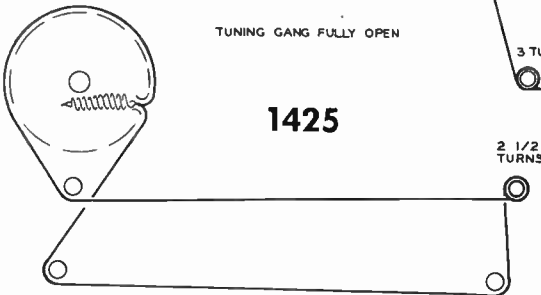
TUNING GANG FULLY CLOSED

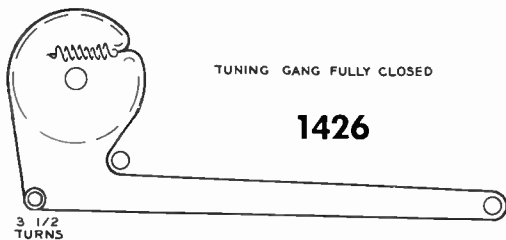
1424



TUNING GANG FULLY OPEN

1425



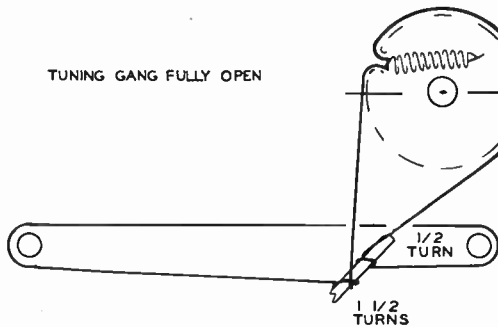


TUNING GANG FULLY CLOSED

**1426**

3 1/2  
TURNS

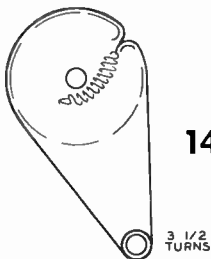
TUNING GANG FULLY OPEN



**1427**

1 1/2  
TURNS

TUNING GANG FULLY CLOSED



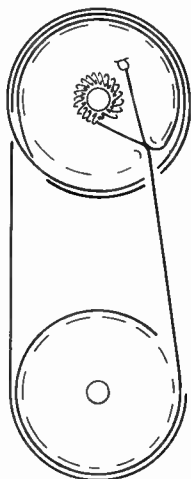
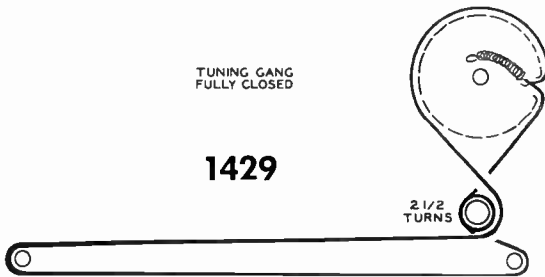
**1428**

3 1/2  
TURNS

TUNING GANG FULLY CLOSED

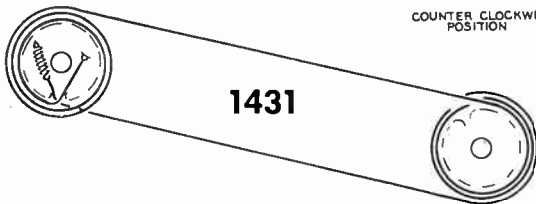
**1429**

2 1/2  
TURNS



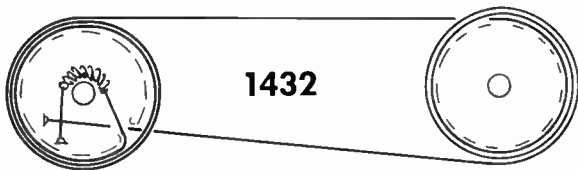
TRIMMER FULLY CLOSED

**1430**

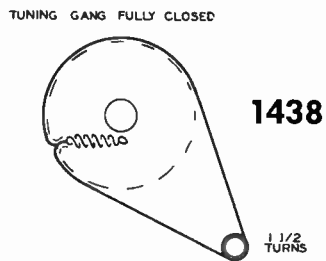
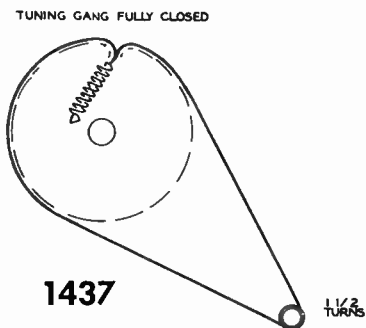
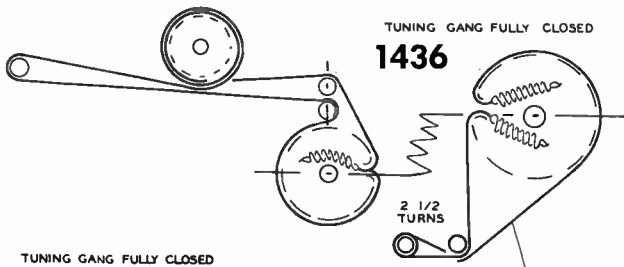
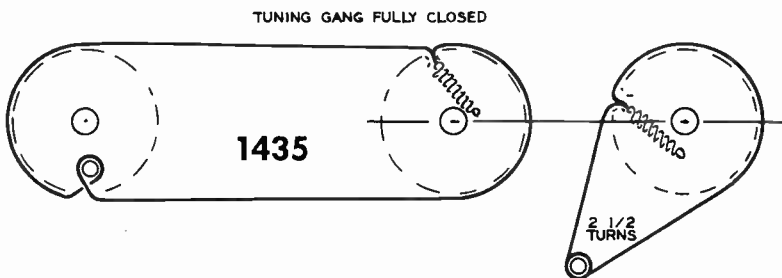
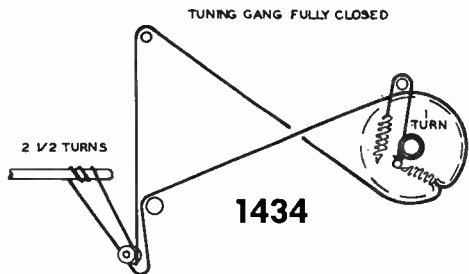
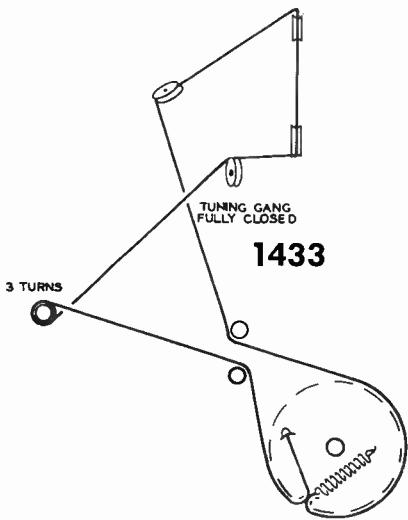


**1431**

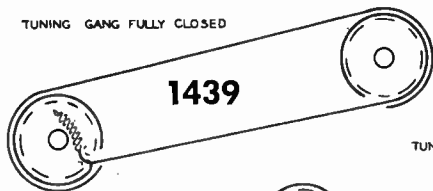
COUNTER CLOCKWISE POSITION



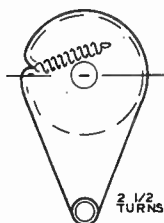
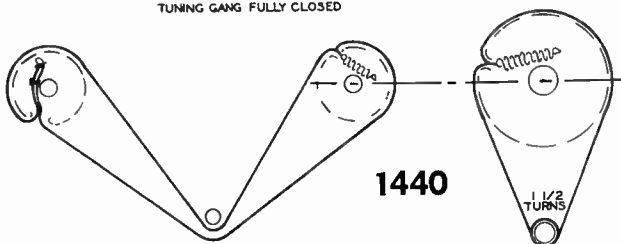
**1432**



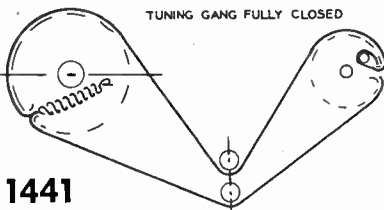
TUNING GANG FULLY CLOSED



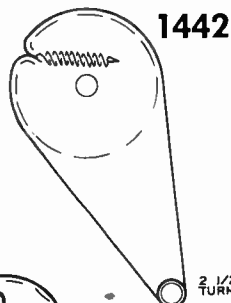
TUNING GANG FULLY CLOSED



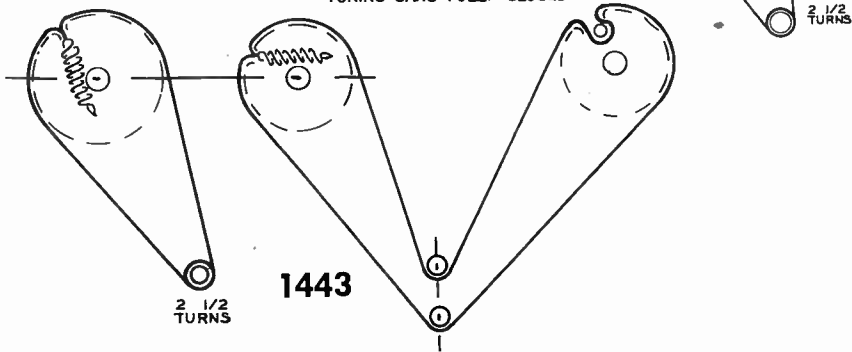
TUNING GANG FULLY CLOSED



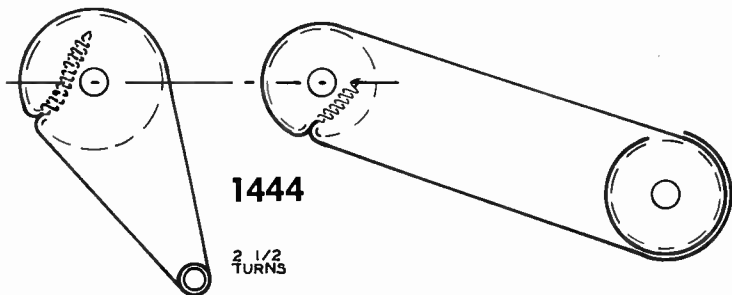
TUNING GANG FULLY CLOSED

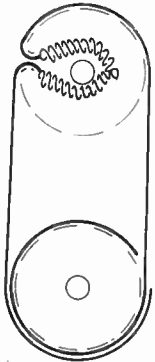


TUNING GANG FULLY CLOSED

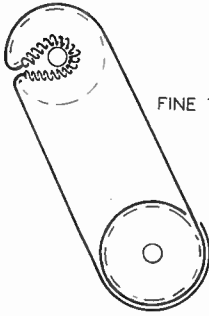


TUNING GANG FULLY CLOSED



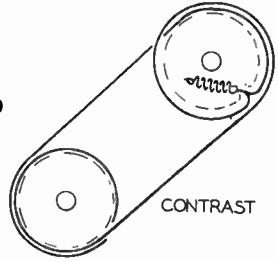


1445

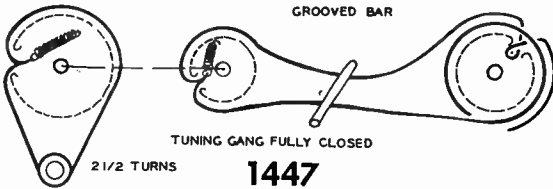


FINE TUNING

1446



CONTRAST



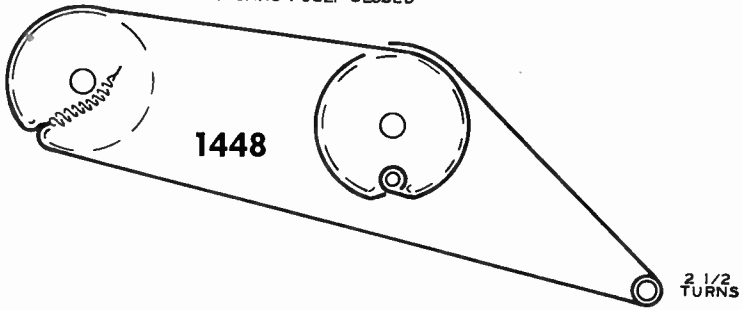
GROOVED BAR

TUNING GANG FULLY CLOSED

2 1/2 TURNS

1447

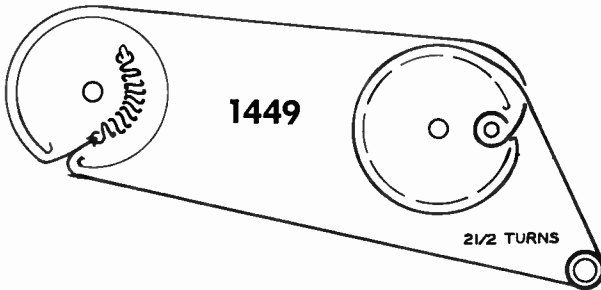
TUNING GANG FULLY CLOSED



1448

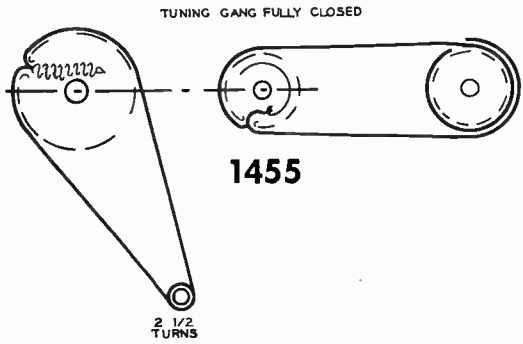
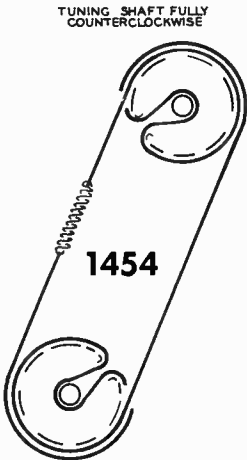
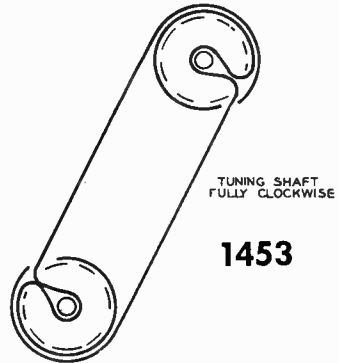
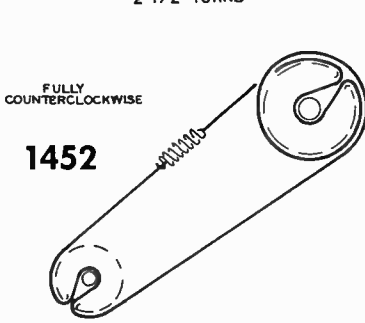
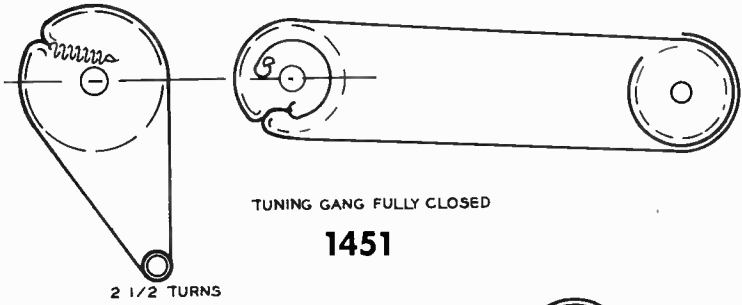
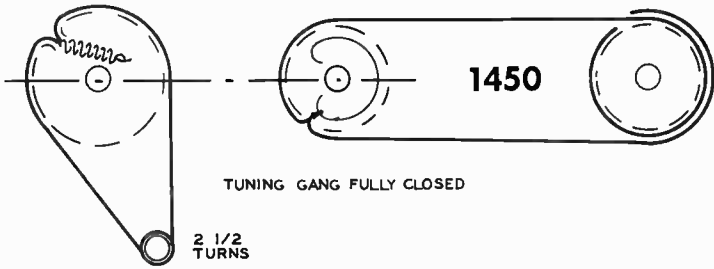
2 1/2 TURNS

TUNING GANG FULLY CLOSED



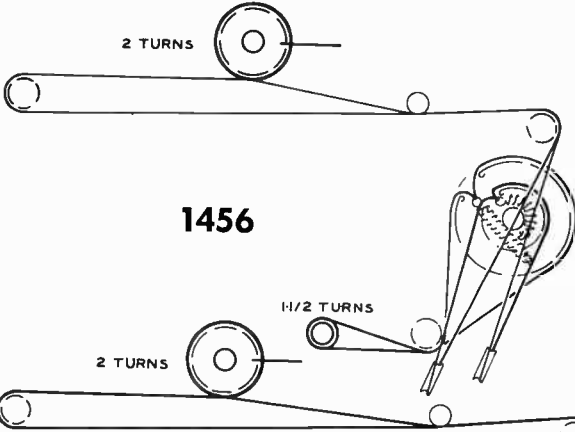
1449

2 1/2 TURNS



TUNING GANG FULLY CLOSED

2 TURNS



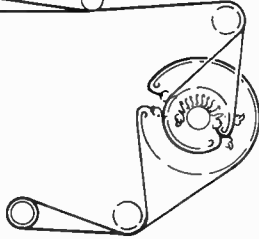
1456

2 TURNS

1 1/2 TURNS

TUNING GANG FULLY CLOSED

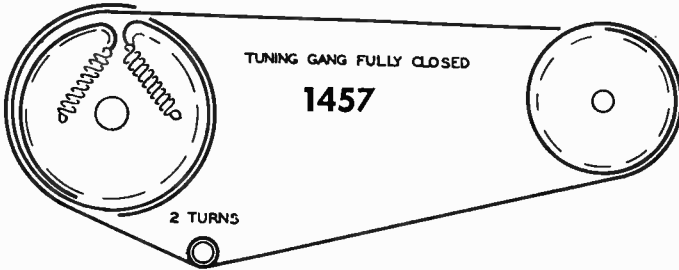
1 1/2 TURNS



TUNING GANG FULLY CLOSED

1457

2 TURNS



TUNING GANG FULLY CLOSED

1458

1 1/2 TURNS

