

*Howard W. Baus*

# DIAL CORD *Stringing* GUIDE

DC-2

A *Howard W. Baus* PHOTOFAC T PUBLICATION

FIRST EDITION

\$1.00

*Howard W. Sams*  
**DIAL CORD**  
*Stringing* **GUIDE**  
**DC-2**

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## PREFACE

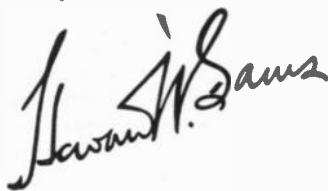
The success of Volume 1 of THE DIAL CORD STRINGING GUIDE and the insistent demand for continuous data of this type is responsible for the publication of Volume 2 in the series.

The present Guide covers receivers manufactured in the two years since Volume 1 made its appearance, and includes all models examined through PHOTOFACT Folder Set No. 70. To simplify location of the diagrams you need, we have continued the numbering system adopted in Volume 1. The Index refers to receivers covered in both volumes of the Guide.

Again, you have the practical, useful data which is a consistent feature of all PHOTOFACT publications. Here is the kind of information that saves you time and helps you to earn more.

Use a copy of this Guide on your work bench. Keep a copy in your tool kit. It will serve you profitably, time and time again.

January 1, 1950  
Indianapolis, Indiana

A handwritten signature in cursive script, reading "Howard W. Sams". The signature is written in dark ink and is positioned to the right of the typed date and location.

### EDITORIAL STAFF

W. D. Renner, Jr.      Garland Mowry  
Ann W. Jones

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<b>CISCO</b>			<b>CO-OP (Continued)</b>			<b>CROSLLEY (Continued)</b>		
1A5 .....		.574	6AWC3 .....		.655	56TN-L .....		.73
9A5 .....		.73	6A4TWCR .....		.655	56TP .....		.73
<b>CLARION</b>			6A4WT .....		.655	56TQ .....		.668
C100 .....		.11	6A4WTR .....		.655	56TR .....		.133
C101 .....		.11				56TS .....		.133
C102 .....		.113	<b>CORONADO</b>			56TU .....		.131
C103 .....		.116	43-3005 .....		.656	67TW .....		.73
C104 .....		.116	43-6301 .....		.13	56TZ .....		.668
C105 .....		.116	43-6451 .....		.124	58TA .....		.662
C105A .....		.90	43-6485 .....		.657	58TK .....		.669
C108 .....		.13	43-7601 .....		.38	58TL .....		.662
11011 .....		.115	43-7601B .....		.38	58TW .....		.662
11305 .....		.90	43-7602 .....		.38	66CA .....		.66
11801 .....		.647	43-7651 .....		.66	66CQ .....		.66
11801V-M .....		.647	43-7652 .....		.66	66CP .....		.66
112110M .....		.648	43-7851 .....		.599	66CS .....		.66
12310W .....		.649	43-8160 .....		.121	66CS-M .....		.66
12708 .....		.619	43-8180 .....		.11	66TA .....		.11
13101 .....		.579	43-8213 .....		.124	66TC .....		.11
14601 .....		.574	43-8240 .....		.127	66TW .....		.11
<b>CLEARSONIC</b>			43-8241 .....		.127	68CP .....		.670
5C66 .....		.11	43-8305 .....		.71	68CR .....		.670
<b>COLLINS</b>			43-8312A .....		.68	68TA .....		.660
75A-1 .....		.650	43-8330 .....		.123	68TW .....		.660
<b>COLONIAL</b>			43-8351 .....		.126	86CR .....		.132
629 .....		.112	43-8352 .....		.126	86CS .....		.132
671 .....		.112	43-8353 .....		.658	87CQ .....		.671
671A .....		.112	43-8354 .....		.658	88CR .....		.671
<b>CONCORD</b>			43-8420 .....		.659	88TA .....		.672
CD61P .....		.79	43-8470 .....		.71	88TC .....		.672
6C51B .....		.6	43-8471 .....		.68	106CS .....		.66
6C51W .....		.6	43-8576 .....		.71	146CS .....		.673
6D51B .....		.117	43-8685 .....		.125	148CP .....		.673
6D51L .....		.117	43-9196 .....		.128	148CQ .....		.673
6D51W .....		.117	43-9201 .....		.622			
6D61B .....		.120	<b>CORONET</b>			<b>DALBAR</b>		
6D61P .....		.79	C-2 .....		.130	100 .....		.134
6D61X .....		.120	<b>CROSLLEY</b>			400 .....		.11
6D62W .....		.114	9-101 .....		.660	1000 .....		.134
6E51B .....		.18	9-102 .....		.660	Barcombo Jr. .....		.134
6F26W .....		.119	9-103 .....		.661	Barcombo Sr. .....		.134
6T61W .....		.555	9-104W .....		.661	<b>DAVID BOGEN</b>		
7G26C .....		.38	9-113 .....		.661	R501 .....		.567
1-402 .....		.614	9-114W .....		.661	<b>DEARBORN</b>		
1-403 .....		.614	9-117 .....		.595	100 .....		.614
1-411 .....		.574	9-118W .....		.660	<b>DELCO</b>		
1-501 .....		.18	9-119 .....		.560	R1175 .....		.135
1-504 .....		.651	9-120W .....		.560	R1176 .....		.136
1-509 .....		.6	9-121 .....		.662	R1177 .....		.136
1-510 .....		.6	9-122W .....		.662	R1178 .....		.139
1-516 .....		.652	9-201 .....		.663	R1179 .....		.139
1-517 .....		.652	9-202M .....		.663	R1181 .....		.136
1-601 .....		.38	9-203B .....		.663	R1206 .....		.138
1-602 .....		.38	9-207M .....		.664	R1207 .....		.138
1-603 .....		.38	9-209 .....		.665	R1208 .....		.138
1-606 .....		.568	9-212M .....		.665	R1209 .....		.138
1-608 .....		.119	9-213B .....		.665	R1212 .....		.137
1-609 .....		.555	9-302 .....		.666	R1214 .....		.140
1-611 .....		.653	46FA .....		.6	R1216 .....		.141
1-1201 .....		.654	46FB .....		.6	R1217 .....		.141
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A-11PH .....		.118	56FC .....		.595	R1228 .....		.143
B6 .....		.122	56PA .....		.11	R1229 .....		.143
B11 .....		.118	56PB .....		.11	R1230A .....		.73
L5 .....		.122	56TA .....		.73	R1231A .....		.73
XB6 .....		.122	56TA-L .....		.73	R1232A .....		.73
XL5 .....		.122	56TC .....		.73	R1233 .....		.574
<b>CO-OP</b>			56TC-L .....		.73	R1234 .....		.143
6AWC2 .....		.655	56TD .....		.667	R1235 .....		.143
			56TG .....		.131	R1236 .....		.674
			56TJ .....		.129	R1237 .....		.674
			56TL-L .....		.73	R1238 .....		.574
			56TN .....		.73			

Name & Model or Chassis No.	Diagram Number DC-1	DC-2	Name & Model or Chassis No.	Diagram Number DC-1	DC-2	Name & Model or Chassis No.	Diagram Number DC-1	DC-2
<b>DELCO (Continued)</b>			<b>FCA (Continued)</b>			<b>EMERSON (Continued)</b>		
R1242	.669		201	.152		Model		
R1243	.875		204	.574		532	.162	
R1244	.676		<b>ECHOPHONE</b>			533	.162	
R1245	.676		EC112	.153		534	.693	
R1245	.676		EC113	.153		535	.159	
R1251	.677		EC306	.157		536	.696	
R1252	.677		EC403	.677		536A	.696	
R1253	.677		EC404	.677		537	.694	
R1254	.677		EC600	.147		539	.159	
R1255	.677		EX306	.157		540A	.165	
R1403	.73		<b>EDWARDS</b>			541	.73	
<b>DETROLA</b>			Fidek tuner . . . . .691			543	.159	
554	.79		<b>ELCAR</b>			544	.159	
558	.145		602	.155		546	.695	
558-1-49A	.145		<b>ELECTRO</b>			547A	.697	
568	.14		B20	.163		550(Ch.120056)	.693	
568-13-221D	.14		<b>ELECTROMATIC</b>			551A	.696	
571	.117		606A	.156		552	.159	
571A	.117		607A	.156		553A	.696	
571AL	.117		<b>ELECTRONIC LABS</b>			557B	.698	
571AX	.117		76E	.167		558	.699	
571B	.117		76K	.167		559A	.697	
571BL	.117		78RU	.161		560	.697	
571BX	.117		78W	.167		567(Ch.120042)	.165	
571L	.117		710B	.167		568A	.700	
571X	.117		710M	.167		573B	.701	
572	.144		710T	.167		576A	.702	
572-220-226A	.114		710W	.167		577B	.701	
576	.144		710PB	.692		602	.703	
576-1-6A	.144		710PC	.692		1002	.169	
579	.120		2701	.167		1003	.169	
582	.14		<b>ELECTRO-TONE</b>			DS365	.164	
610A	.678		555	.18		DS372	.164	
611A	.678		706	.18		EQ368	.166	
7156	.679		712	.18		EQ410	.166	
7270	.146		<b>EMERSON</b>			ER369	.168	
<b>DEWALD</b>			Model			ER370	.166	
A500	.148		501	.11		EV384	.166	
A5001	.148		502	.11		FH413	.162	
A500W	.148		503	.11		FH440	.162	
A501	.148		504	.11		FJ412	.160	
A502	.148		505(Ch.120002)	.158		FW423	.160	
A503	.148		505(Ch.120041)	.158		GB439	.162	
A504	.149		506	.160		GB441	.162	
A505	.149		507	.158		GH437	.160	
A507	.680		509	.158		GH447	.160	
A509	.681		510	.158		GH2-447	.160	
A514	.682		510A	.158		Chassis		
A602	.150		511	.158		120000	.11	
A605	.150		511	.158		120029	.11	
A608	.150		512(Ch.120006)	.162		120002	.158	
B400	.682		512(Ch.120056)	.693		120041	.158	
B402	.683		514	.693		120006	.162	
B403	.627		515(Ch.120056)	.693		120056	.693	
B504	.684		515	.162		120007	.693	
B506	.685		516(Ch.120056)	.693		120030	.555	
B510	.686		516	.162		120038	.694	
B512	.686		518	.158		120036	.696	
B612	.687		519	.555		120042	.165	
B614	.688		520	.11		120046	.159	
<b>DYNAVOX</b>			522	.158		120049	.695	
3-P-801	.689		523	.158		120050	.697	
<b>ECA</b>			524	.170		120048B	.698	
101	.19		525	.159		120058	.699	
102	.19		528	.694		120059	.697	
104	.18		530	.695		120016	.697	
105	.151		531	.162		120039B	.701	
106	.18		<b>EMERSON</b>			120069A	.702	
108	.154		Model			120012B	.701	
121	.152		501	.11		120072A	.703	
131	.19		502	.11		120082A	.703	
132	.690		503	.11		120003	.160	
			504	.11		120043	.694	
			505(Ch.120002)	.158		<b>EMPRESS</b>		
			505(Ch.120041)	.158		55	.174	
			506	.160				
			507	.158				
			509	.158				
			510	.158				
			510A	.158				
			511	.158				
			511	.158				
			512(Ch.120006)	.162				
			512(Ch.120056)	.693				
			514	.693				
			515(Ch.120056)	.693				
			515	.162				
			516(Ch.120056)	.693				
			516	.162				
			518	.158				
			519	.555				
			520	.11				
			522	.158				
			523	.158				
			524	.170				
			525	.159				
			528	.694				
			530	.695				
			531	.162				



Name & model or Chassis No.	Diagram Number DC-1	DC-2	Name & Model or Chassis No.	Diagram Number DC-1	DC-2	Name & Model or Chassis No.	Diagram Number DC-1	DC-2
<b>EMPRESS (Continued)</b>			<b>FARNSWORTH (Continued)</b>			<b>FEDERAL</b>		
56	174		Model			1030T	138	
<b>ESPEY</b>			BT55	176		1040T	710	
RR13	168		BT56	176		1040TB	710	
RR13L	168		BT61	176		1540T	138	
7B		567	BT63	176		<b>FERRAR</b>		
581	73		BT600	186		C81-B	184	
651	15		BT600X	186		T61-B		711
652	15		CC70	187		<b>FIRESTONE</b>		
653	15		CK58	179		4A2	21	
6511	15		CK73	187		4A3		560
6511-2	15		CK74	187		4A10	712	
6511-S	15		CK75	187		4A11	713	
6514	15		CK111	177		4A12	714	
6516	15		CT50	179		4A15	715	
6517	15		CT51	179		4A17	716	
6520	15		CT52	179		4A20	20	
6520-2	15		CT53	179		4A21	22	
6521	15		CT54	179		4A21X	24	
6533	15		CT61	179		4A22	22	
6540	15		CT62	179		4A22X	24	
6541	15		CT63	179		4A23	25	
6542	15		CT64	179		4A24	23	
6545	15		DK73	187		4A25	26	
6546	15		DK75	187		4A26		717
6547	15		EC260	28		4A27		718
6560	15		EK081		707	4A31	28	
6611	172		EK082		707	4A37	27	
6612	172		EK083		707	4A41		719
6613	172		EK262	28		4A42		644
6614	172		EK263	28		4A60		720
6615	172		EK263BL	28		4A61		721
6630	172		EK263WL	28		4A71		722
6631	172		EK264	28		4B1	29	
6632	172		EK264BL	28		4B2	29	
6634	172		EK264BL	28		4C3	36	
6635	172		EK264WL	28		4C6	36	
7541	15		EK265	28		S7400-4	33	
<b>FADA</b>			EK681		707	S7400-5	33	
P100		704	ET060	180		S7406-7	33	
602	178		ET061	180		<b>FLUSH WALL</b>		
605	185		ET063	180		5P		614
606	185		ET064	180		<b>FORD</b>		
609	73		ET065	180		7070 (51A-18805-B2)		723
610	73		ET066	180		6MF080		181
637	175		GK100		707	<b>FREED EISEMAN</b>		
652	171		GK102		707	46		193
700		705	GK103		707	<b>GAMBLE SKOCMO</b>		
711		574	GK104		707	(See also Coronada)		
740		574	GK111		707	C4B15	48	
795		706	GK112		707	C4B16	48	
1000 Series	173		GK114		707	C5D14	40	
1001	175		GK115		707	C5D16	48	
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BC601X	186		GT061		709	4956	185	
BK106	177		GT064		709	<b>GAROD</b>		
BK107	177		GT065		709	5A1		724
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BK112	188		153	28		5A4		726
BK602	186		156		707	5A4		726
BK602S	186		157		707	5API-Y	189	
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BT20	73		159	180		5D2	194	
BT22	176		162	28		5D3		727
BT52	73		170		707			
BT53	73		193		707			
BT54	73		194		707			
			201		707			
			216		707			

Name & Model or Chassis No.	Diagram Number DC-1	DC-2	Name & Model or Chassis No.	Diagram Number DC-1	DC-2	Name & Model or Chassis No.	Diagram Number DC-1	DC-2
<b>GAROD (Continued)</b>			<b>GENERAL ELECTRIC (Continued)</b>			<b>GENERAL ELECTRIC (Continued)</b>		
5D3A		.727	H632U		208	41		.733
5D4		.728	H633		208	42		.733
5D5		.728	H634		203	43		.733
5RC1		.726	H638		203	44		.733
6A2		.724	H640		203	45		.733
6AU-1		.82	H708		209	50		218
6BU-1A		.195	H736		209	100		217
6DPS		.196	HE74		204	101		217
6DPS-A		.196	HE74L		204	102		.734
10TZ		.729	HE100		199	102W		.734
10TZ1		.729	HE100H		199	103		217
10TZ2		.729	HE100L		199	105		217
10TZ3		.729	HE100LH		199	106		221
10TZ4		.729	HE105		199	107		.734
10TZ5		.729	HE105L		199	107W		.734
11FMP		.730	HE740		204	114		.734
12TZ		.729	HE740L		204	114W		.734
12TZ1		.729	HJ119		203	115		.734
12TZ2		.729	HJ737		209	115W		.734
12TZ3		.729	HJ905		203	118		.735
12TZ4		.729	HJ908		203	119M		.735
12TZ5		.729	HJ908B		203	119W		.735
12TZ6A		.729	HJ1005		203	145		.736
12TZ7A		.729	HJ1205		203	150		.737
15TZ		.729	J62		210	160		.738
15TZ6		.729	J63		210	180		219
15TZ7		.729	J64		211	200		222
62B		.661	J71		211	201		222
306		.731	J105		211	203		222
900		.732	J602		212	205		222
1000		.732	J603		212	205M		222
1100		.732	J614		212	210		.739
1200		.732	J620		210	211		.739
<b>GENERAL ELECTRIC</b>			J664		212	212		.739
G61		.197	J709		209	219		227
G64		.200	J718		211	220		227
G65		.200	J728		211	221		227
G66		.197	J805		211	250		225
G68		.197	J606		211	254		.740
G69		.197	J809		211	260		225
G75		.200	J618		211	280		.676
G78		.197	J826		211	303		223
G85		.198	J1106		211	304		.741
G86		.197	J1108		211	321		224
G95		.202	JE81		213	326		226
G99		.198	JE101		215	327		226
GDE-73		.204	JE107		215	354		.742
GE-52		.206	JE810		213	355		.742
GE-73		.204	L600		212	356		.743
GE-78		.204	L601		212	357		.743
GE-93		.205	L610		212	358		.743
GE-96		.205	L611		212	376		.744
H73		.203	L631		212	377		.744
H77		.203	L642		212	378		.744
H78		.203	L643		212	417		230
H79		.203	L650		214	502		.733
H87		.203	L651		214	<b>GENERAL IMPLEMENT</b>		
H116		.203	L652		214	9A5		.574
H118		.203	L653		212	<b>GENERAL TELEVISION</b>		
H600		.207	L660		214	1A5		.73
H600U		.207	L663		212	2A5		.73
H601		.207	L673		212	3A5		.73
H610		.207	L674		212	5A5		.73
H610U		.207	LF115		216	9A5		.574
H611		.207	LF116		216	14A4F		.6
H620		.208	LFC1118		216	15A5		.73
H620U		.208	LFC1128		216	17A5		.73
H621		.206	LFC1228		216	19A5		.73
H622		.206	X115		220	21A4		.73
H623		.208	X125		220	22A5C		.73
H625		.208	X145		220	23A6		.73
H630		.208	X225A		212	4B5		.574
H630U		.208	X225V		212	5B5G		.745
H631		.208	20		210	5B5Y		.745
H632		.208	35		215			
			40		216			

Name & Model or Chassis No.		Diagram Number DC-1 DC-2		Name & Model or Chassis No.		Diagram Number DC-1 DC-2		Name & Model or Chassis No.		Diagram Number DC-1 DC-2	
<b>GENERAL TELEVISION (Continued)</b>				<b>HALLICRAFTERS (Continued)</b>				<b>HOWARD (Continued)</b>			
9B6P . . . . .		.574		S-56 . . . . .		.761		865 . . . . .		255	
24B6 . . . . .		.574		S-58 . . . . .		.762		868 . . . . .		255	
25B5 . . . . .		.574		S-59 . . . . .		.762		901A-E . . . . .		.73	
<b>GILGILLAN</b>				SX-42 . . . . .				901A-H . . . . .			
56A . . . . .		.73		SX-43 . . . . .				901A-I . . . . .			
56B . . . . .		.73		400 . . . . .		.677		901A-M . . . . .		.73	
56BC-1 . . . . .		.73		406 . . . . .		.677		901A-P . . . . .		.73	
56BCR . . . . .		.73		409 . . . . .		.677		901A-W . . . . .		.73	
56C . . . . .		.73		410 . . . . .		.677		906 . . . . .		253	
56D . . . . .		.73		411 . . . . .		.677		906C . . . . .		253	
56E . . . . .		.73		412 . . . . .		.677		909M . . . . .		.771	
58M . . . . .		.555		<b>HARVEY-WELLS</b>				920 . . . . .			
58W . . . . .		.555		ATR-3-6 . . . . .		.765		<b>HUDSON</b>			
66A . . . . .		.229		ATR-3-12 . . . . .		.765		DB39 . . . . .		256	
<b>66AM . . . . .</b>				<b>HOFFMAN</b>				DB40 . . . . .		252	
66B . . . . .		.73		<b>Model</b>				SA39 . . . . .		256	
66D . . . . .		.229		A200 . . . . .		.239		SA40 . . . . .		252	
66DM . . . . .		.229		A202 . . . . .		.240		<b>JEFFERSON TRAVIS</b>			
66P . . . . .		.231		A300 . . . . .		.82		MR-2B . . . . .		251	
66PM . . . . .		.231		A309 . . . . .		.240		MR-3 . . . . .		251	
68BD . . . . .		.746		A401 . . . . .		.82		<b>JEWEL</b>			
68F . . . . .		.747		A501 . . . . .		.241		500A . . . . .		.18	
68C . . . . .		.748		A700 . . . . .		.238		500B . . . . .		.18	
86P . . . . .		.748		B400 . . . . .		.244		500C . . . . .		.18	
86U . . . . .		.748		B1000 . . . . .		.18		501A . . . . .		.18	
108-48 . . . . .		.749		C501 . . . . .		.766		501B . . . . .		.18	
<b>GLOBE</b>				C502 . . . . .		.767		501C . . . . .		.18	
5BP1 . . . . .		.233		C503 . . . . .		.766		502A . . . . .		.18	
6AP1 . . . . .		.228		C504 . . . . .		.767		502B . . . . .		.18	
6D1 . . . . .		.232		C506 . . . . .		.768		502C . . . . .		.18	
6P1 . . . . .		.228		C507 . . . . .		.768		503A . . . . .		.18	
6U1 . . . . .		.232		C511 . . . . .		.766		503B . . . . .		.18	
7CP1 . . . . .		.614		C512 . . . . .		.767		503C . . . . .		.18	
82C . . . . .		.237		C513 . . . . .		.766		504A . . . . .		.18	
456 . . . . .		.750		C514 . . . . .		.767		504B . . . . .		.18	
457 . . . . .		.560		C1006 . . . . .		.767		504C . . . . .		.18	
500 . . . . .		.751		C1007 . . . . .		.767		505A . . . . .		.18	
517 . . . . .		.752		<b>Chassis</b>				505B . . . . .		.18	
551 . . . . .		.11		102 . . . . .		.82		<b>505B . . . . .</b>			
552 . . . . .		.753		103 . . . . .		.239		505B . . . . .		.18	
553 . . . . .		.614		108ST . . . . .		.241		505C . . . . .		.18	
<b>GON-SET</b>				110S . . . . .		.238		<b>KAPPLER</b>			
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<b>GRANTLINE</b>				123 . . . . .		.767		4D450 . . . . .			
500 . . . . .		.234		<b>HOWARD</b>				5A-150 . . . . .			
501 . . . . .		.234		4BT . . . . .		.171		5A-152 . . . . .			
501-7 . . . . .		.754		220 . . . . .		.171		5A-154 . . . . .			
508-7 . . . . .		.755		221 . . . . .		.171		5A-190 . . . . .			
510-A . . . . .		.756		270 . . . . .		.171		5B-160 . . . . .			
605(Series A) . . . . .		.92		271 . . . . .		.171		5B-175 . . . . .			
606(Series A) . . . . .		.92		300 Series . . . . .		.243		5B-176 . . . . .			
651 . . . . .		.15		307-4 . . . . .		.243		5B-185 . . . . .			
5610 . . . . .		.757		307TP-2 . . . . .		.243		5C-290 . . . . .			
6547 . . . . .		.15		430(Series 2) . . . . .		.246		5D-250 . . . . .			
<b>HALLICRAFTERS</b>				438 . . . . .		.246		5D-251 . . . . .			
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CA-2A . . . . .		.758		472AC . . . . .		.769		5F-565 . . . . .			
CA-4 . . . . .		.758		472AF . . . . .		.769		6A-122 . . . . .			
S-38 . . . . .		.235		472C . . . . .		.769		6A-127 . . . . .			
S-40 . . . . .		.236		472F . . . . .		.770		6A-127 . . . . .			
S-40A . . . . .		.759		474 . . . . .		.555		6A-195 . . . . .			
S-41B . . . . .		.242		482 . . . . .		.761		6B-122 . . . . .			
S-41G . . . . .		.242		482A . . . . .		.761		6B-127 . . . . .			
S-41W . . . . .		.242		500 Series . . . . .		.245		6C-225 . . . . .			
S-47 . . . . .		.677		718FM . . . . .		.249		6D-225 . . . . .			
S-51 . . . . .		.555		765 . . . . .		.248		6D-226 . . . . .			
S-52 . . . . .		.759		768 . . . . .		.248		6D-235 . . . . .			
S-53 . . . . .		.760		780 . . . . .		.248		6D-360 . . . . .			
S-55 . . . . .		.761		806 . . . . .		.247		7B-220 . . . . .			
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<b>810 . . . . .</b>				808(Series X) . . . . .		.259		8B-210 . . . . .			
<b>810 . . . . .</b>				810 . . . . .		.247					

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Name & Model  
or Chassis No.     Diagram Number  
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or Chassis No.     Diagram Number  
   DC-1     DC-2

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R12		.808	Model			Model		
RG12		.808	36-C2		.295	67X12		.820
RT12		.808	37-D1		.296	67X13		.820
R16		.808	37-D2		.296	67XM21		.823
RG16		.808	38-0		.291	68F11		.819
RT16		.808	39-B1		.291	68F12		.819
S8		.282	39-B2		.291	68F14		.819
ST8		.282	40-P		.286	68F14B		.819
S12		.809	43-H		.297	68F14M		.819
SG12		.809	44-K		.298	68L11		.824
ST12		.809	45-B12		.158	68T11		.825
S16		.809	45-N		.299	68X11		.825
SG16		.809	47B11		.816	68X11A		.825
ST16		.809	51-A		.73	68X12		.825
TMB		.282	51-C		.73	68X12A		.825
<b>MINERVA</b>			51F11		.300	71-A		.313
L702		.171	51F12		.301	72-C		.311
L728		.19	51R11		.300	75F21		.315
W117		.6	52-C		.73	75F31		.826
W117-3		.11	53-A		.73	75F31A		.826
W702-B		.171	53-C		.73	75F31B		.826
W710		.281	54-A		.73	76F31		.826
W710-A		.281	54-C		.73	77FM21		.823
W728		.19	55F11		.303	77FM22		.823
410		.810	55X11		.302	77FM22M		.823
411		.810	55X11A		.304	77FM23		.823
702H		.810	55X12		.302	77XM21		.823
702H-1		.810	55X12A		.304	77XM22		.823
729		.704	55X13		.302	77XM22B		.823
<b>MONITOR</b>			55X13A		.304	78F11		.827
M510		.811	56X11		.669	78F11M		.827
M3070		.812	57X11		.817	78F12M		.827
RA50		.813	57X12		.817	78FM21		.827
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<b>MOPAR (See Chrysler)</b>			58X12		.818	81F21		.308
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CR6		.280	61-C		.306	83F1		.321
CR76		.815	61-D		.306	83F1		.312
CT6		.279	61-E		.305	83K1		.321
FD6		.279	61-F		.307	85F21		.309
FD7		.279	61T21		.308	85K21		.309
NH6		.279	61T23		.314	88FM21		.827
OE6		.279	61X11		.301	93F1		.312
PC6		.279	61X12		.301	95F31		.320
PD6		.283	61X13		.301	95F31B		.320
VK101		.814	62-A		.305	95F33		.320
VT101		.814	62-B		.305	101F21		.319
VF102		.814	62-E		.305	101R21		.319
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9-24A		.285	63-A		.305	103F1		.312
9-44		.288	63-E		.305	103F2		.312
16-C		.284	65F11		.303	103K1		.322
17-D		.287	65F12		.303	107F31		.828
18-0		.289	65F21		.309	107F31B		.828
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25-F		.290	65T21B		.310	251		.325
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29-B6		.291	65X14		.19	HS-30		.303
30-P		.291	65X14A		.19	HS-31		.303
35-F		.294	65X14B		.19	HS-32		.310
35-N		.292	67F11		.819	HS-36		.826
36-C1		.295	67F12		.819	HS-36A		.826
			67F12B		.819	HS-38		.320
			67F14		.820	HS-39		.320
			67F61BN		.821	HS-50		.304
			67L11		.822			
			67X11		.820			

Name & Model or Chassis No.	Diagram Number DC-1	Diagram Number DC-2	Name & Model or Chassis No.	Diagram Number DC-1	Diagram Number DC-2	Name & Model or Chassis No.	Diagram Number DC-1	Diagram Number DC-2
<b>MOTOROLA (Continued)</b>			<b>OLYMPIC (Continued)</b>			<b>PHILCO (Continued)</b>		
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6-601W . . . . .	329		CR-6 . . . . .		851	41-758 . . . . .	347	
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42-395	338	363	48-1263	867	871	984170	108	
42-400	338		48-1263	871		984171	386	
42-706	343		48-1264	872		<b>PORTO BARADIO</b>		
42-724	360		48-1266	856		PA510	.892	
42-730	366		48-1270	873		PB520	.892	
42-760	359		48-1274	874		<b>PREMIER</b>		
42-761	359		48-1276	874		15LW	127	
42-762	359		48-1282	867		<b>PURE OIL ( See Puritan)</b>		
42-788	356		48-1284	875		<b>PURITAN</b>		
42-1002	362		48-1286	867		501	385	
42-1003	367		48-1290	873		501X	124	
42-1005	367		49-500	745		502	385	
42-1008	365		49-5001	745		502X	124	
42-1009M	365		49-503	560		503	388	
42-1009W	365		49-504	859		503W	388	
42-1012	368		49-5041	859		504	387	
42-1013M	368		49-505	876		504W	387	
42-1013W	368		49-506	745		506	.20	
42-1015	338		49-601	877		506X	.20	
42-1016	338		49-602	877		507	.20	
46-131	370		49-605	878		507X	.20	
46-131 Revised		.854	49-607	878		508	.25	
46-132	371		49-900E	879		509	.893	
46-142		.854	49-9001	879		515	.894	
46-200	173		49-902	745		<b>RCA VICTOR</b>		
46-2001	173		49-904	880		<b>Model</b>		
46-201	173		49-905	881		QB-1	391	
46-202	173		49-906	882		HF-2	390	
46-203	173		49-909	883		QB-2	391	
46-250	372		49-1100	867		QU-2C	392	
46-2501	372		49-1101	883		QU-2M	392	
46-251	372		49-1401	884		QB-3	399	
46-350	373		49-1405	885		QU-3C	396	
46-420	377		49-1600	886		QU-3M	396	
46-421	377		49-1601	886		HF-4	390	
46-4211	374		49-1602	886		4QB	398	
46-427	375		49-1603	886		4QB4	398	
46-480	376		49-1604	886		QB-5	397	
46-1201	379		49-1605	886		QU-5	392	
46-1201 Revised	379		49-1606	883		TT-5	395	
46-1203	378		49-1607	883		TRK-5	395	
46-1209	380		<b>PHILHARMONIC</b>			5Q5	398	
46-1213	382		100C	887		5Q6	398	
46-1226	380		100T	888		5Q8	398	
47-204		.745	149C	889		5Q12	400	
47-205		.745	249C	889		5Q12A	400	
47-1227		.855	349C	890		5Q55	398	
47-1230		.856	6810	196		5Q56	398	
48-141		.857	8701	196		5Q66	398	
48-145		.857	8702	196		6QU	400	
48-150		.858	8703	196		HF-6	401	
48-200		.560	8710	196		QB-6	391	
48-2001		.560	8711	196		6Q1	402	
48-206		.560	8712	196		6Q4	402	
48-214		.560	<b>PHILLIPS PETROLEUM CO.</b>			6Q4X	402	
48-225		.560	<b>(See Woolaroc)</b>			6Q7	400	
48-230		.560	<b>PILOT</b>			6Q8	400	
48-250		.859	T-411-U	381		6QK8	400	
48-2501		.859	T-500	73		7Qb	403	
48-300		.860	T-510	381		7QBK	403	
48-360		.860	T-511	381		QU-7	407	
48-460		.861	T-521	383		7Q4	405	
48-4601		.861	T-530	393		7Q4X	405	
48-461		.859	T-601	614		7QK4	405	
48-464		.862	T-741	891		HF-8	401	
48-472		.863	<b>PONTIAC</b>			8BX6	.895	
48-472 Revised		.864	983667	384		8QB	403	
48-4721		.863	983679	386		8QBK	403	
48-475		.865	983680	394		QU-8	407	
48-482		.866	983775	386		8Q1	406	
48-485		.867	983910	108		8Q2	404	
48-1201		.868	983911	386				
48-1253		.869						
48-1256		.870						
48-1260		.868						

Name & Model or Chassis No.	Diagram Number DC-1	DC-2	Name & Model or Chassis No.	Diagram Number DC-1	DC-2	Name & Model or Chassis No.	Diagram Number DC-1	DC-2
<b>RCA VICTOR (Continued)</b>			<b>RCA VICTOR (Continued)</b>			<b>RCA VICTOR (Continued)</b>		
<b>Model</b>			<b>Model</b>			<b>Model</b>		
8Q4	406		26X3	397		66X2	436	
8QU5C	404		26X4	397		66X3	436	
8QU5M	404		Q-26	396		66X4	436	
8R71		.896	U-26	395		66X9	436	
8R72		.896	27K	422		66X11		.900
8R74		.896	Q-27	420		66X12		.900
8R75		.896	28T	139		66X13		.900
8R76		.896	28X	140		66X14		.900
8V90		.897	28X5	140		66X15		.900
8V91		.897	29K	141		67AV1	437	
8V111		.897	29K2	141		67V1	437	
8V112		.897	Q-30	423		68R1		.901
8X53		.898	U-30	414		68R2		.901
QB-9	391		Q-31	423		68R3		.901
9QK	408		Q-33	399		68R4		.901
TRK-9	410		34X	411		M-70	439	
9M1	409		35X	411		75X11		.902
9Q1	408		36X	397		75X12		.902
9M2	409		U-40	107		77U		.903
9Q4	405		BK-42	427		77V1		.904
10Q1	406		BT-42	427		77V2		.905
10X	411		U-42	107		E-80	434	
U-10	107		U-43	107		T-80	433	
11Q4	414		Q-44	426		K-81	434	
11QK	414		U-44	425		K-82	434	
11QU	414		45X18	424		TRK-90	410	
11X-1	411		U-45	425		94BK2	442	
Q-11	397		K-50	107		94BT2	442	
12AX	411		M-50	409		95T5	443	
12AX2	411		U-50	400		95T5LW	443	
12Q4	414		QH-51C	428		96BK6	442	
12QK	414		QU-51M	428		96BT6	442	
12QU	414		B-52	419		96E	443	
12X	411		QU-52C	392		96E2	395	
12X2	411		QU-52M	392		96K	395	
Q-12	397		55AU	429		96K2	395	
U-12	107		55F	419		96K5	395	
TRK-12	410		55FA	419		96K6	395	
14AX	411		55U	429		96T	443	
14AX2	411		QU-55	430		96T1	443	
14X	411		T-55	107		96T2	395	
14X2	411		X-55	107		96T3	395	
Q-14	412		56X	431		96T4	441	
Q-14E	412		56X2	431		96T5	441	
Q-15	412		56X3	431		96T6	441	
Q-15E	412		56X5	397		96T7	395	
15X	397		56X10	397		96X1	444	
16K	413		56X11	397		96X2	444	
16T2	413		QU-56C	432		96X3	444	
16T3	413		QU-56M	432		96X4	444	
16T4	413		T-56	107		96X11	444	
16X4	415		58AV	142		96X12	444	
16X11	397		58V	142		96X13	444	
16X13	397		59AV1	142		96X14	444	
16X14	397		59V1	142		97E	395	
Q-16	416		M-60	409		97K	395	
Q-16E	416		K-60	434		97KG	395	
17K	139		T-60	107		97K2	395	
Q-17	416		X-60	107		97T	395	
18T	139		K-61	107		97T2	395	
Q-18	398		K-62	434		97X	443	
19K	417		T-62	107		97Y	398	
U-20	107		T-63	107		98EY	395	
Q-22	391		64F1	138		98K	414	
Q-22A	391		64F2	138		98K2	395	
Q-23	416		64F3	138		98T	395	
QK-23	392		T-64	433		98T2	395	
Q-24	391		65AU	429		98X	395	
25BK	418		65BR9		.899	98YG	395	
25BT2	419		65U	429		99K	414	
25BT3	418		65X1	138		99T	414	
Q-25	420		65X2	138		V-101	440	
U-25	395		T-65	433		V-102	413	
26BP	421		66BX	435		K-105	434	
26X1	397		66X1	436		110K	445	



Name & Model or Chassis No.	Diagram Number DC-1	DC-2	Name & Model or Chassis No.	Diagram Number DC-1	DC-2	Name & Model or Chassis No.	Diagram Number DC-1	DC-2
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110K2. . . . .	445		RC-1037. . . . .	138		5410. . . . .	925	
111K. . . . .	445		RC-1037A. . . . .	138		5500. . . . .	926	
U-115. . . . .	443		RC-1038. . . . .	436		5505. . . . .	926	
U-119. . . . .	395		RC-1038A. . . . .	436		5510. . . . .	926	
TRK-120. . . . .	410		RC-1040. . . . .	435		5515. . . . .	926	
U-121. . . . .	443		RC-1040A. . . . .	435		5520. . . . .	926	
U-122E. . . . .	395		RC-1040C. . . . .	895		5530. . . . .	926	
U-123 (1 band). . . . .	443		RC-1045. . . . .	899		<b>RENARD</b>		
U-123' (2 band). . . . .	441		RC-1046. . . . .	900		L-1A. . . . .	455	
U-124. . . . .	395		RC-1050. . . . .	900		PT-1A. . . . .	455	
U-125. . . . .	395		RC-1050B. . . . .	900		1B57-1. . . . .	455	
U-126. . . . .	414		RC-1057. . . . .	903		<b>SCOTT</b>		
U-127E. . . . .	443		RC-1060. . . . .	896		18A. . . . .	927	
U-128. . . . .	414		RC-1060A. . . . .	896		800-B. . . . .	456	
U-129. . . . .	414		RC-1064. . . . .	898		<b>SENTINEL</b>		
U-130. . . . .	390		<b>RADIOLA</b>			263. . . . .	459	
U-132. . . . .	401		61-1. . . . .	397		264. . . . .	459	
U-134. . . . .	401		61-2. . . . .	397		273. . . . .	459	
V-140. . . . .	446		61-3. . . . .	397		284-1. . . . .	26	
V-170. . . . .	413		61-5. . . . .	397		284-GA. . . . .	928	
V-175. . . . .	413		61-8. . . . .	898		284-NA. . . . .	26	
V-200. . . . .	447		61-9. . . . .	898		284-NI. . . . .	28	
V-201. . . . .	139		61-10. . . . .	397		284-W. . . . .	26	
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V-209. . . . .	142		<b>RADIO CRAFTSMAN</b>			293 Series. . . . .	459	
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V-215. . . . .	142		Y62N. . . . .	911		293-W. . . . .	459	
V-219. . . . .	142		Y728. . . . .	911		294-1. . . . .	459	
V-221. . . . .	142		<b>RAY ENERGY</b>			294-N. . . . .	459	
V-225. . . . .	142		AD. . . . .	449		294-N. . . . .	459	
V-300. . . . .	447		AD4. . . . .	453		294-T. . . . .	459	
V-301. . . . .	447		SRB-1X. . . . .	450		295-T. . . . .	930	
V-302. . . . .	447		<b>RECORDIO</b>			296-B. . . . .	775	
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Name & Model  
or Chassis No.      Diagram Number  
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Name & Model  
or Chassis No.      Diagram Number  
DC-1      DC-2

Name & Model  
or Chassis No.      Diagram Number  
DC-1      DC-2

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WR-270	107
WR-272	107
WR-274	102
WR-290	417
WR-366	410
WR-368	410
WR-370	410
WR-372	107
WR-373	107
WR-374	102
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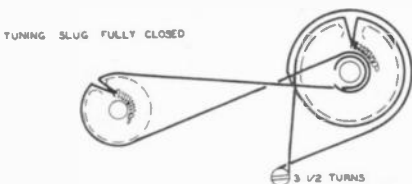
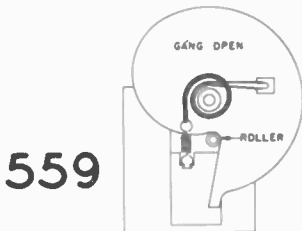
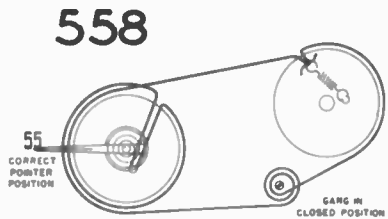
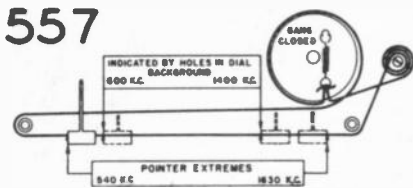
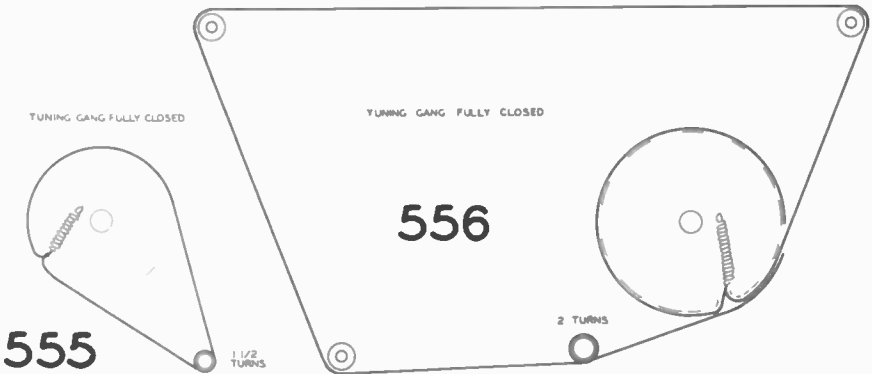
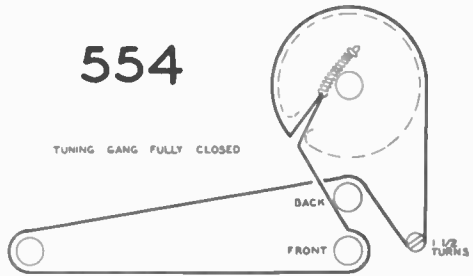
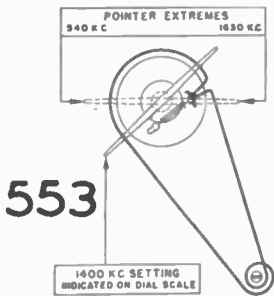
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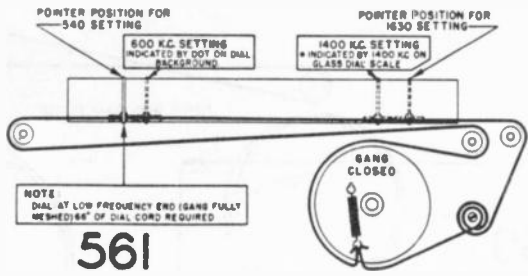
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9H885	1062
9H88R	1062
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12H091	35
12H092	35
12H093	35
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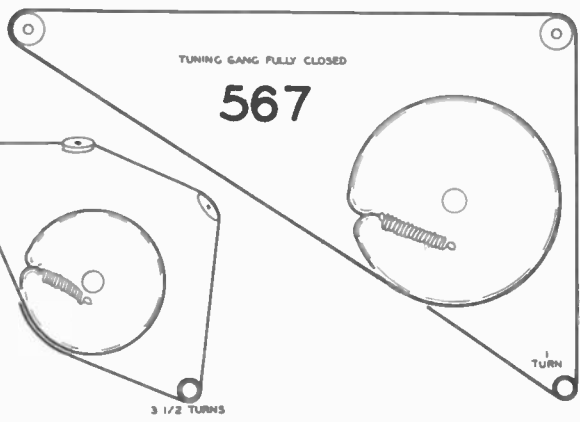
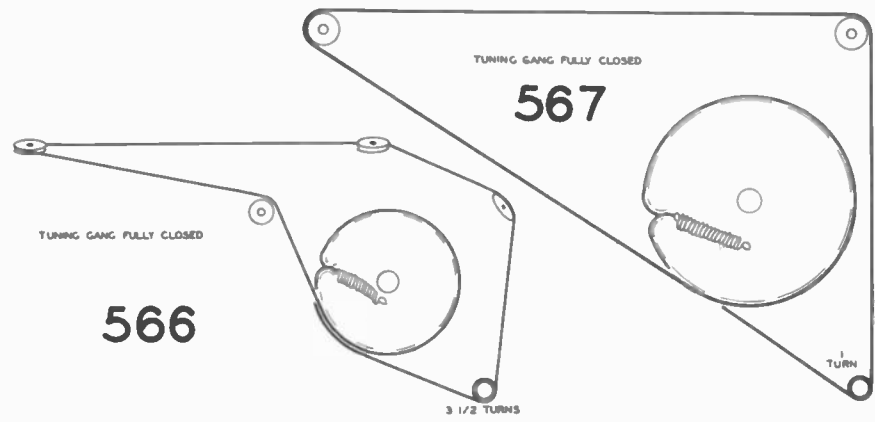
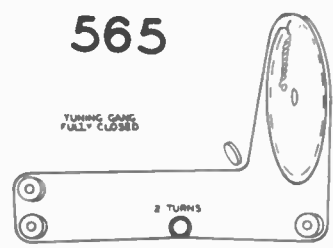
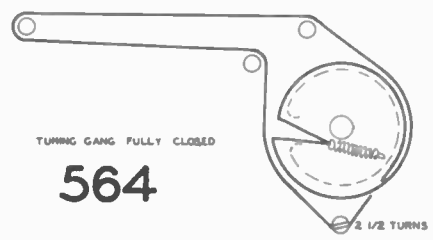
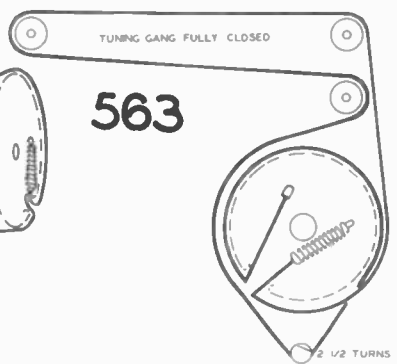
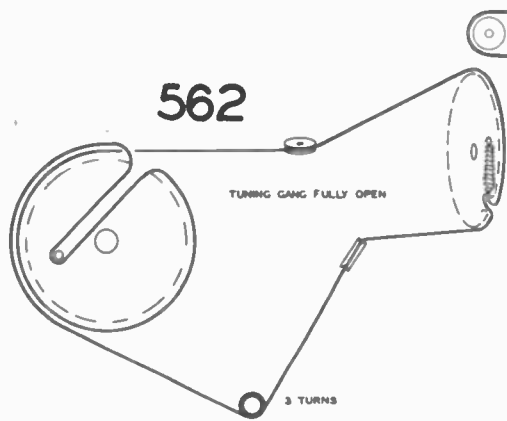
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5C02	544
5C02Z	544
5C04	544
5C40	544
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5C40ZZ	1056
5C51	1057
5E02	555
6C01	542
6C21	549
6C22	542
6C40	544
6C41	543
6C50	555
6E02	1058
6E05	1058
6E40	1059
7E01	1060
7E02	555
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8C21	542
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8C40T(Z1)	1057
8C40T(Z2)	1057
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9E21	1062
11C21	35
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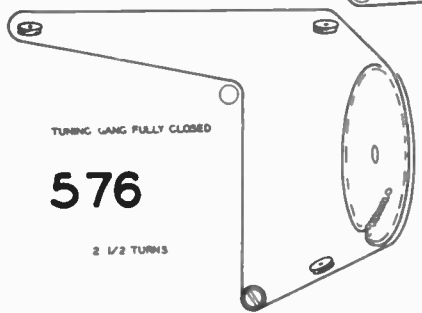
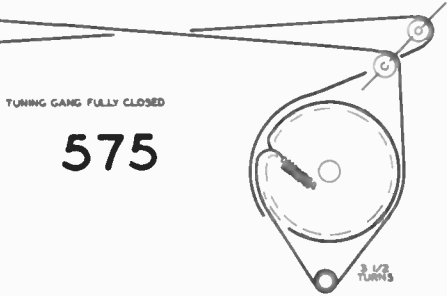
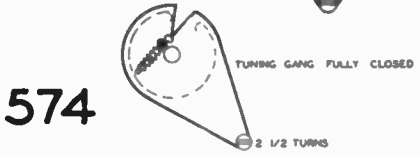
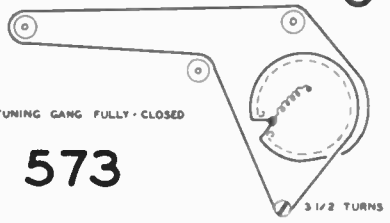
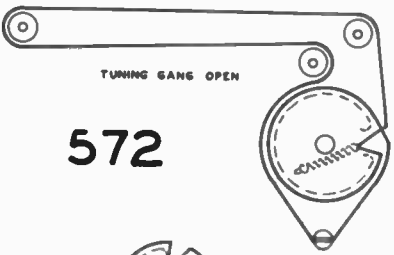
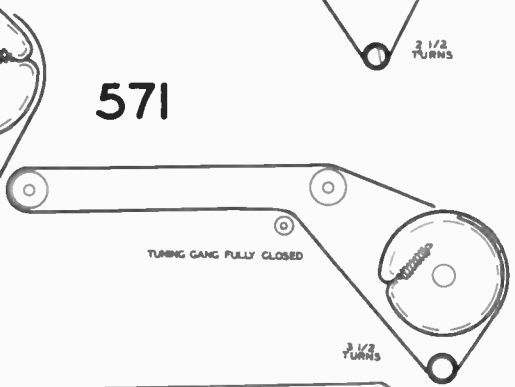
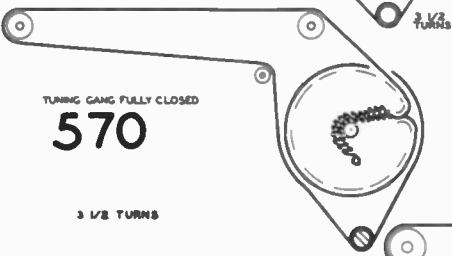
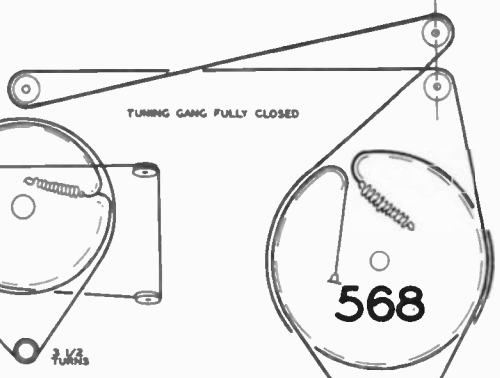
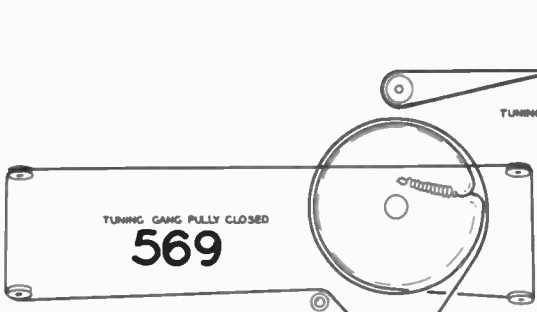


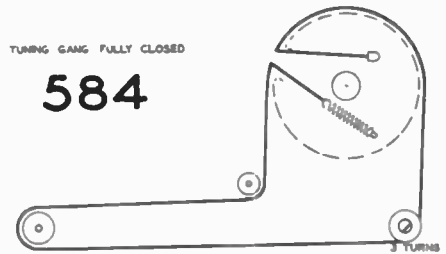
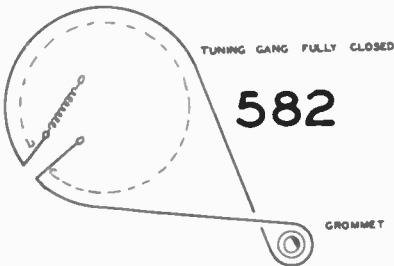
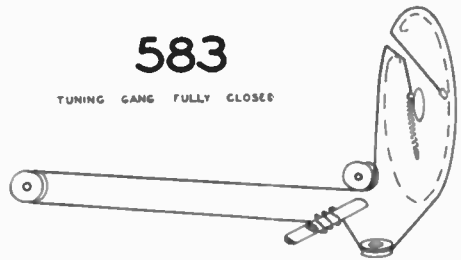
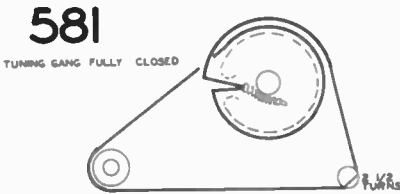
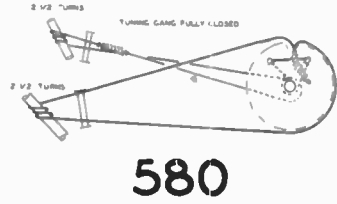
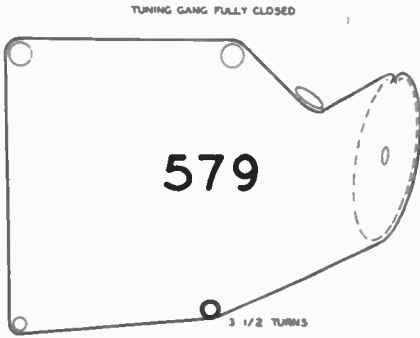
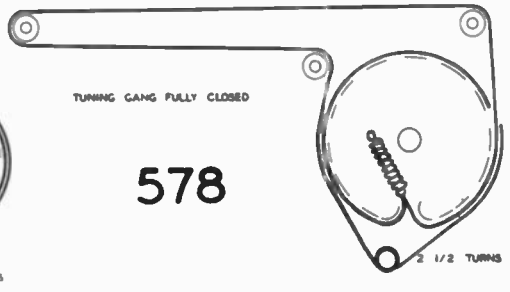
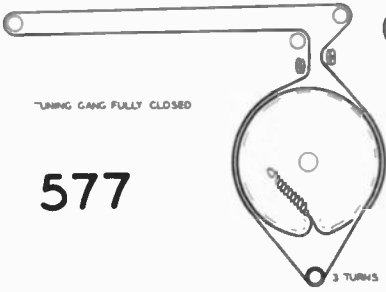


561



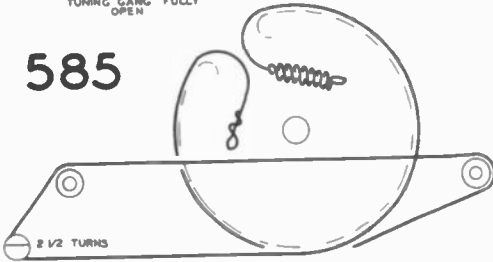






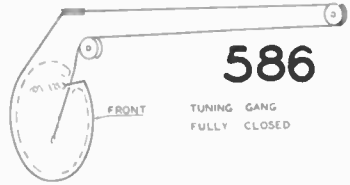
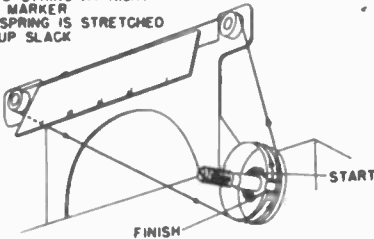
TUNING GANG FULLY OPEN

585



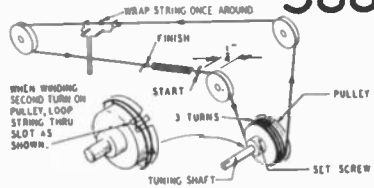
- 1- START AT SPRING
- 2- WRAP 2 TURNS COUNTER CLOCKWISE AROUND DRIVE PULLEY
- 3- GO AROUND IDLER PULLEYS BACK TO DRIVE PULLEY AND FINISH AT SPRING
- 4- TO SET POINTER ROTATE TUNING SHAFT TO EXTREME CLOCKWISE POSITION, FASTEN POINTER TO STRING AT RIGHT HAND END MARKER
- 5- BE SURE SPRING IS STRETCHED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

587



586

588

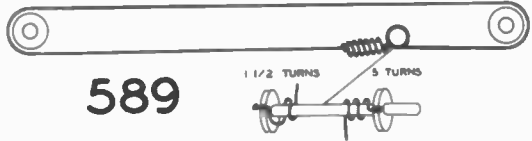


Replacing Dial Pointer Drive Cord

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

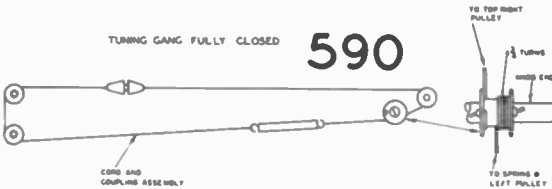
TUNING GANG FULLY CLOSED

589



TUNING GANG FULLY CLOSED

590



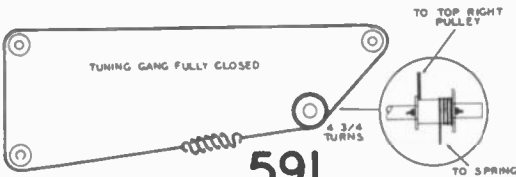
TUNING GANG FULLY OPEN

592



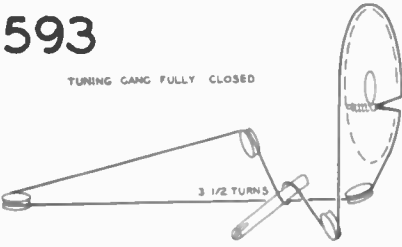
TUNING GANG FULLY CLOSED

591



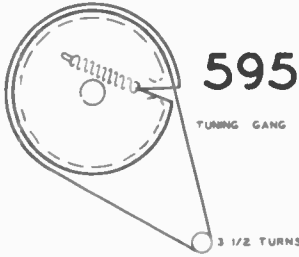
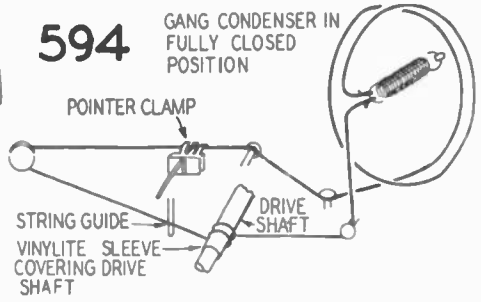
# 593

TUNING GANG FULLY CLOSED



# 594

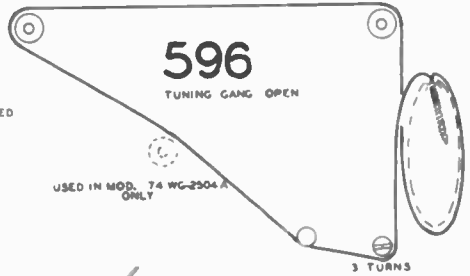
GANG CONDENSER IN FULLY CLOSED POSITION



# 595

TUNING GANG FULLY CLOSED

3 1/2 TURNS

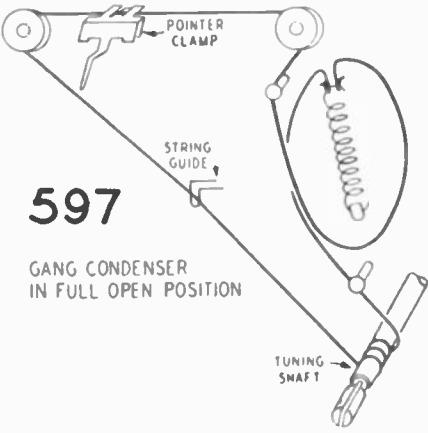


# 596

TUNING GANG OPEN

USED IN MOD. 74 WG-2304A ONLY

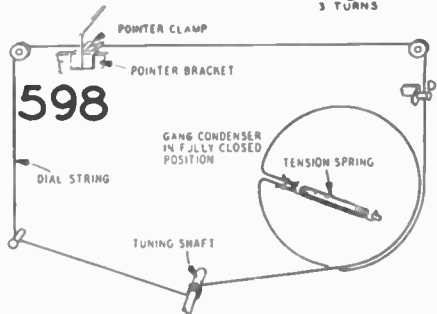
3 TURNS



# 597

GANG CONDENSER IN FULL OPEN POSITION

TUNING SHAFT



# 598

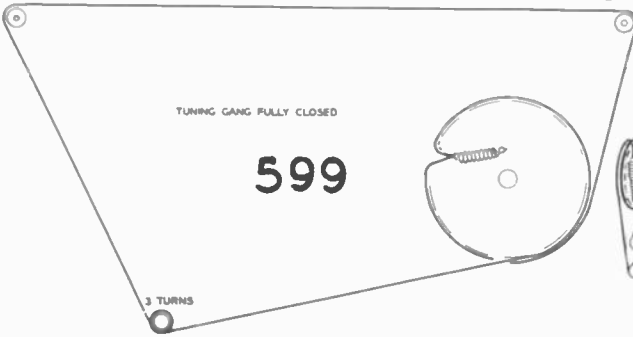
GANG CONDENSER IN FULLY CLOSED POSITION

TUNING SHAFT



TUNING GANG FULLY OPEN

3 TURNS



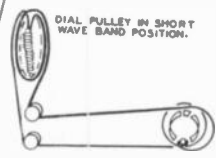
TUNING GANG FULLY CLOSED

# 599

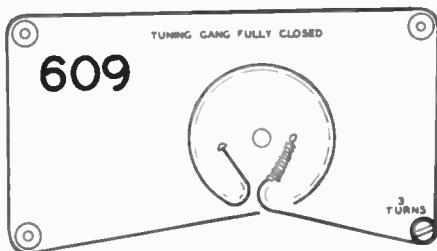
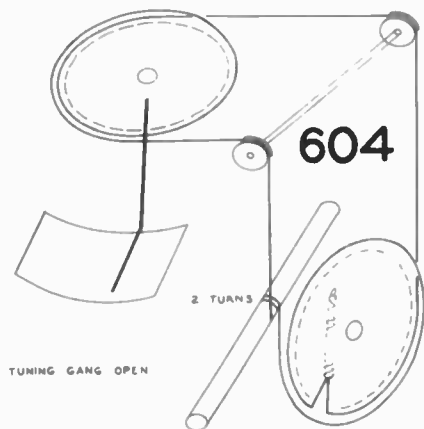
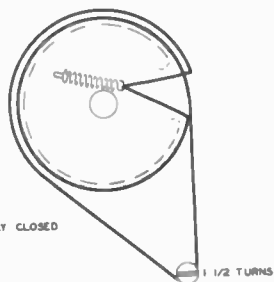
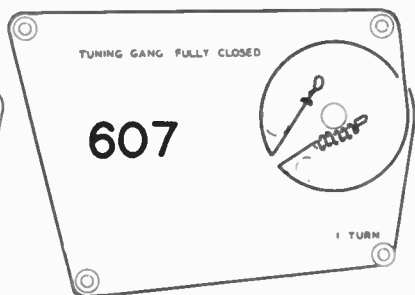
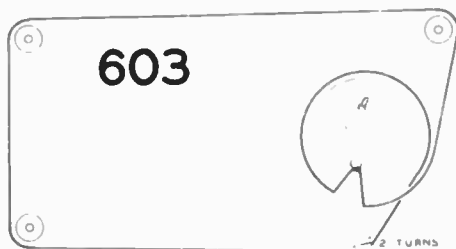
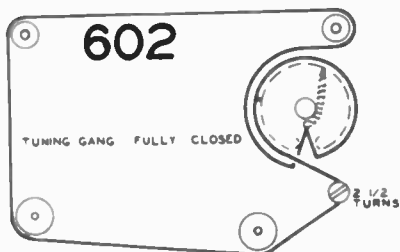
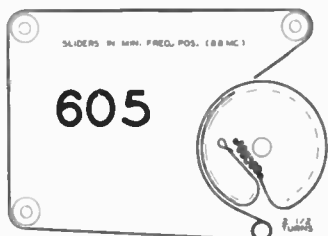
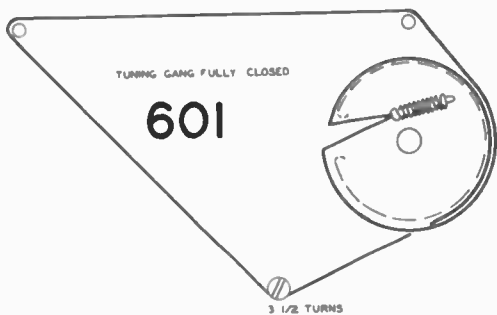
3 TURNS

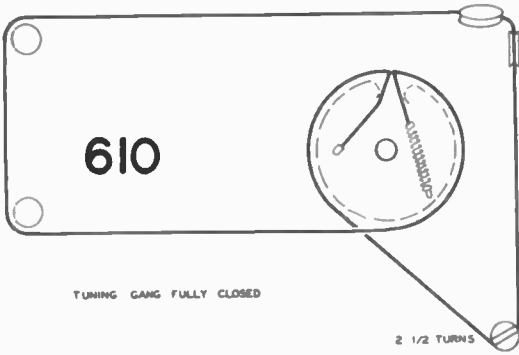
# 600

DIAL PULLEY IN SHORT WAVE BAND POSITION.

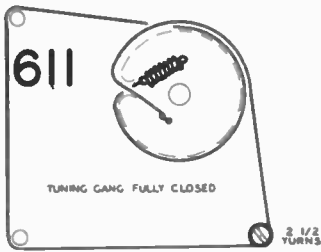
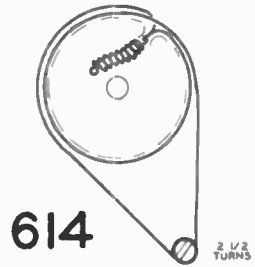


BAND SW PULLEY IN SHORT WAVE BAND POSITION.

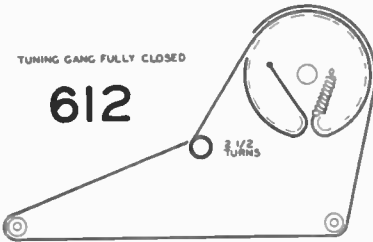
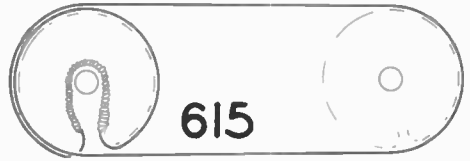




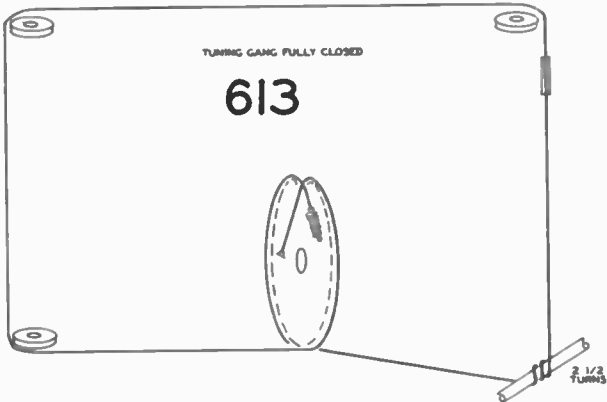
TUNING GANG FULLY CLOSED

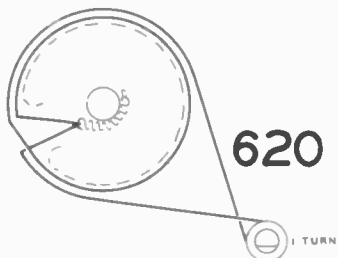
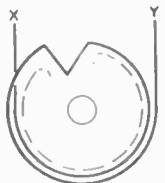
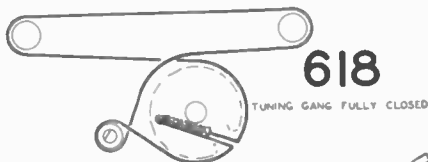
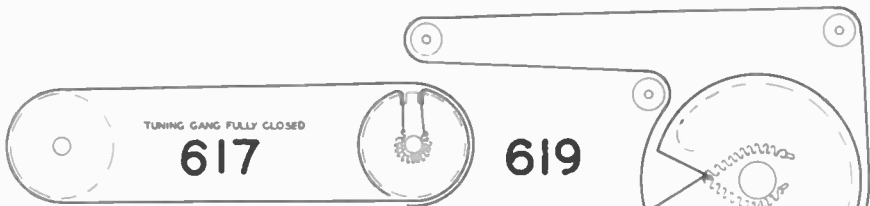


TUNING GANG FULLY CLOSED

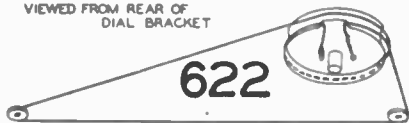


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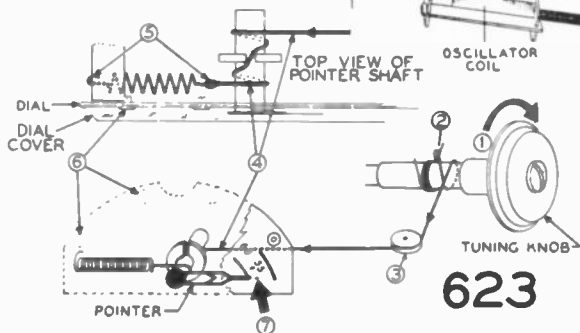
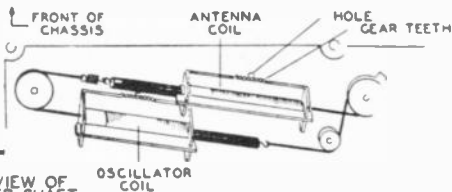




VIEWED FROM REAR OF  
DIAL BRACKET

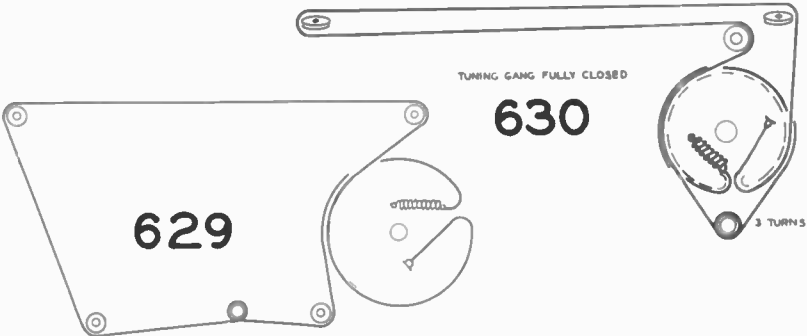
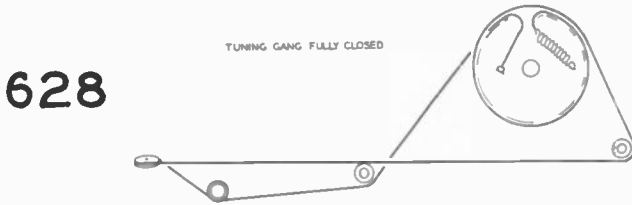
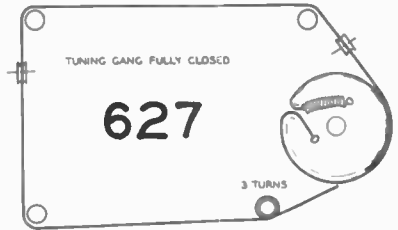
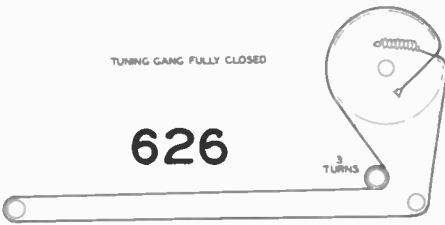
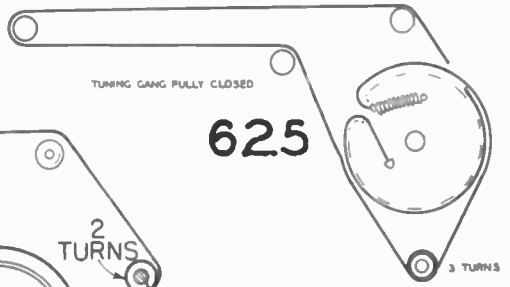
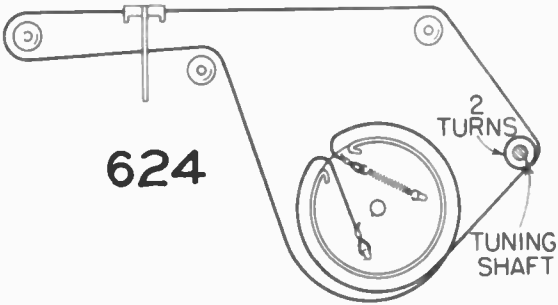


DIAL BRACKET ASSEMBLY MUST BE REMOVED  
TO REPLACE DIAL STRING.

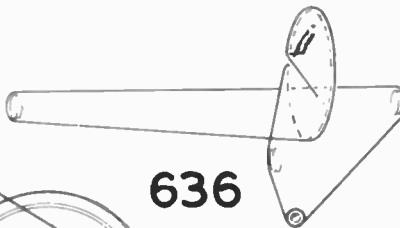
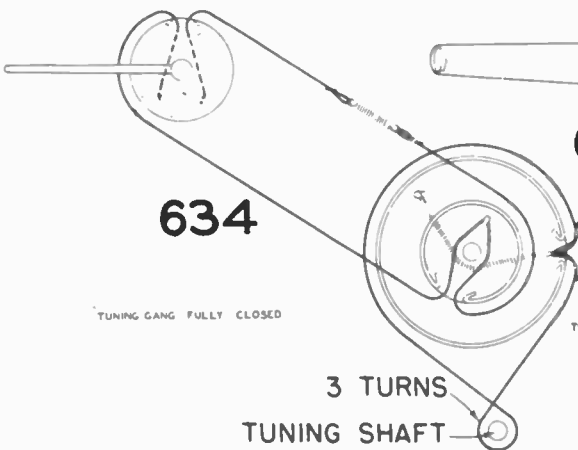
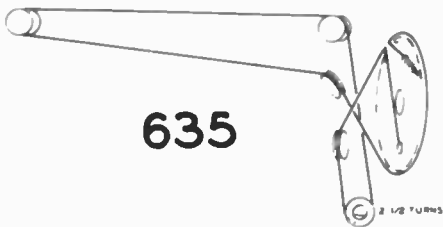
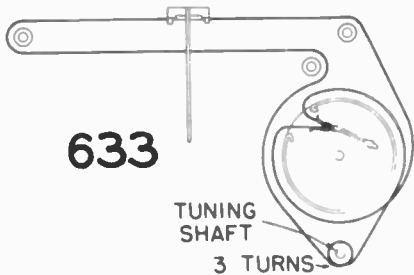
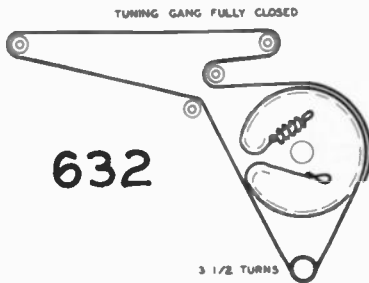
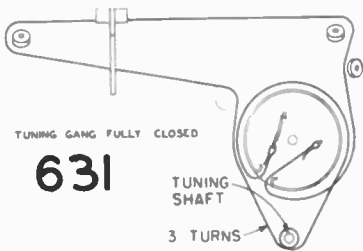


REPLACING DIAL POINTER DRIVE CORD

- 8 1/2 inches of cord are required. Numbers below correspond to circled numbers in diagram.
- 1 - Rotate tuning knob to extreme clockwise position.
  - 2 - Tie cord to loop in spring as shown.
  - 3 - Pass cord over idler pulley.
  - 4 - Pass cord over pointer shaft; wind it one turn around shaft; pass it through key washer, then once more around shaft.
  - 5 - Hook spring over end of dial support. Tie cord to spring. Turn dial to full contraction of spring must rotate pointer shaft at least one half turn.
  - 6 - Remove dial crystal by removing snap-in rivets.
  - 7 - Make sure tuning knob is in extreme clockwise position. Then rotate pointer clockwise, against friction of shaft, until it is in a horizontal position, as shown.

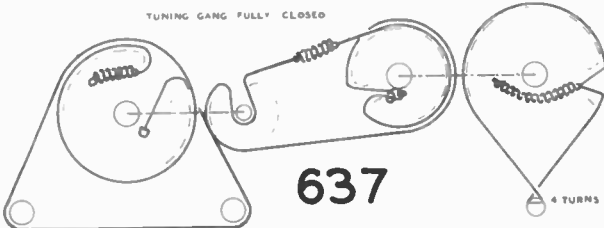
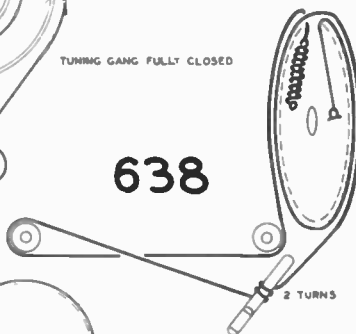






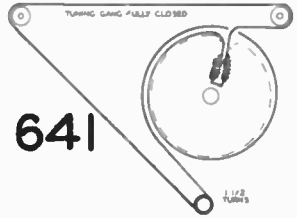
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

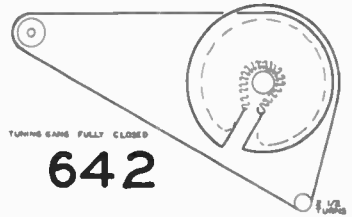
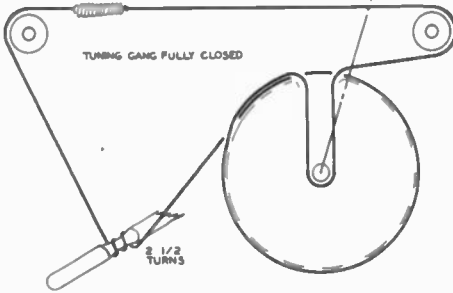




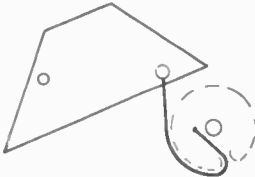
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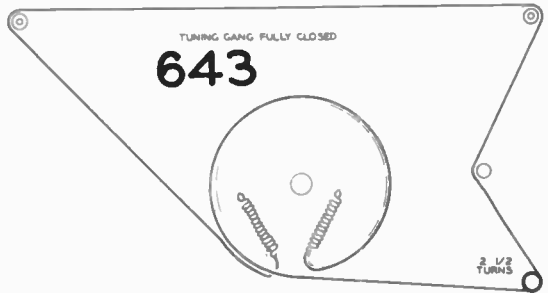
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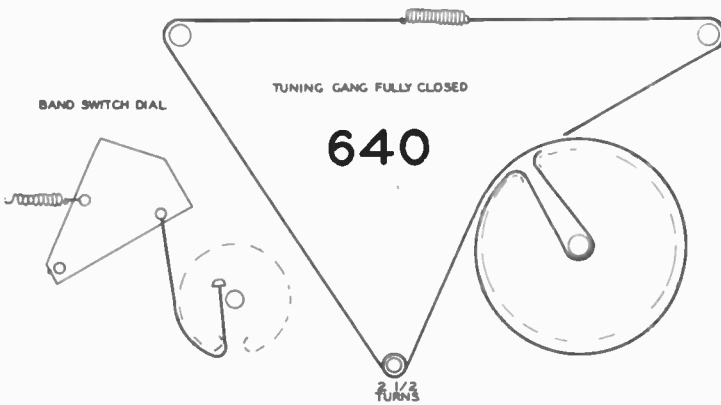
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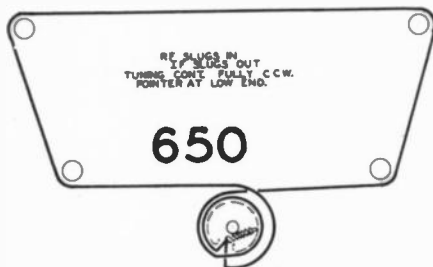
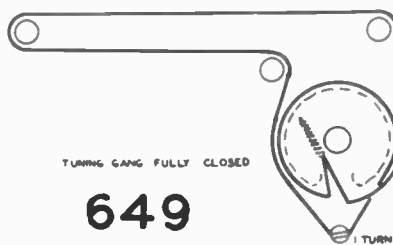
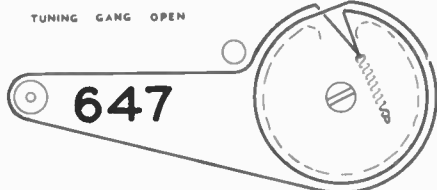
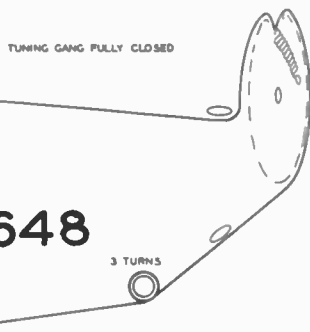
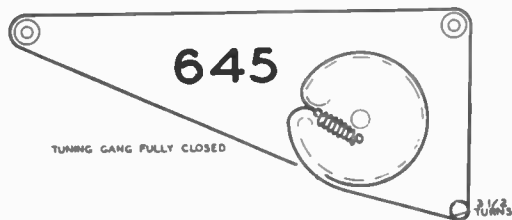
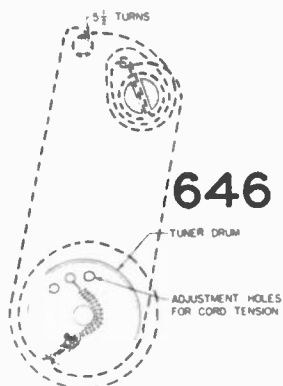
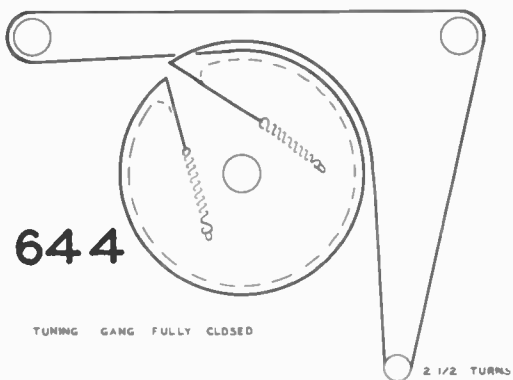
SWITCH SHOWN IN  
AM POSITION.

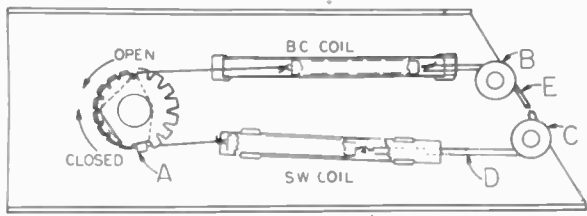
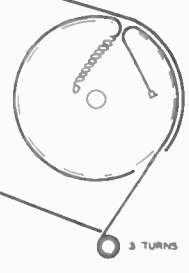
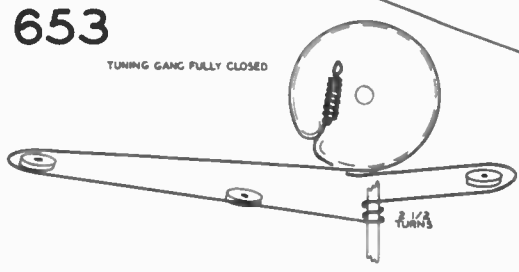
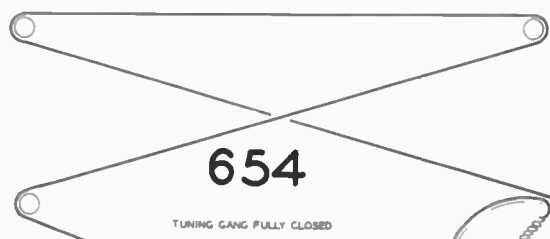
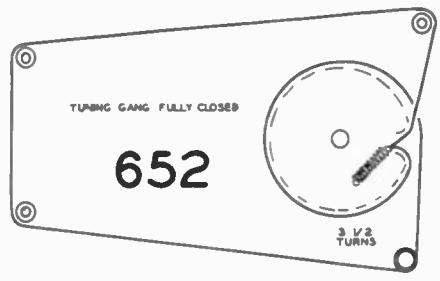
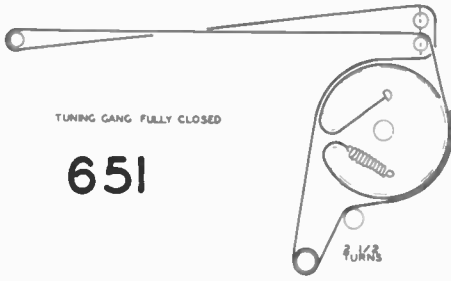


643

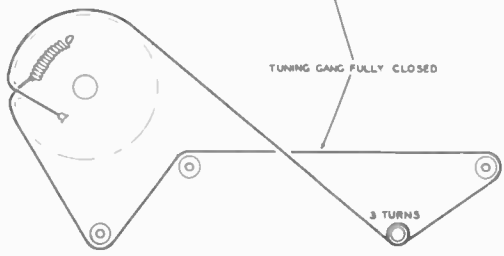


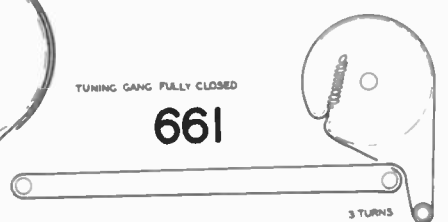
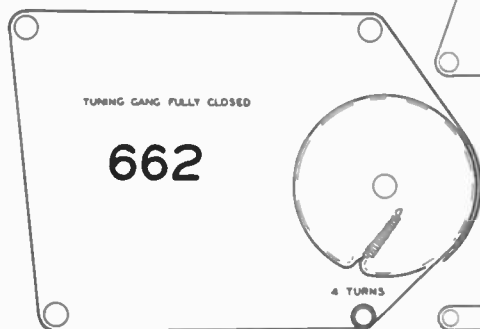
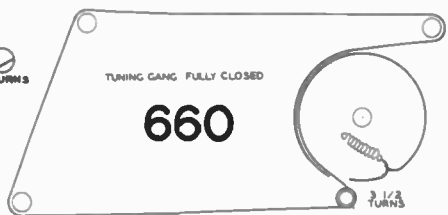
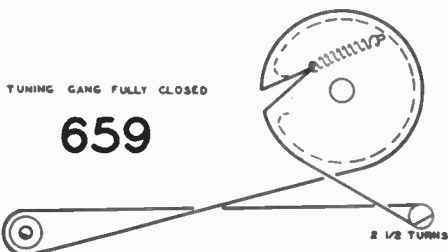
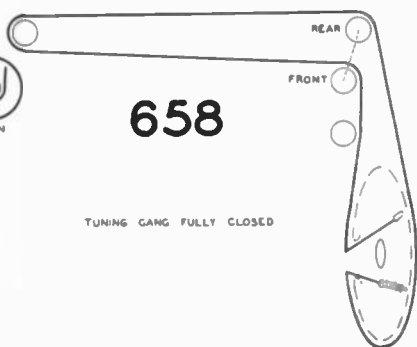
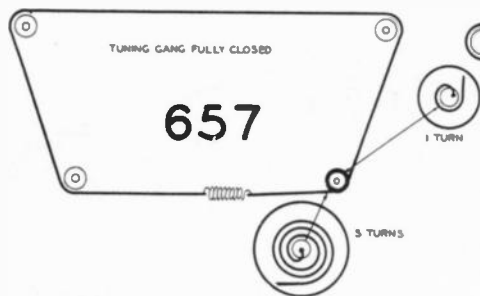
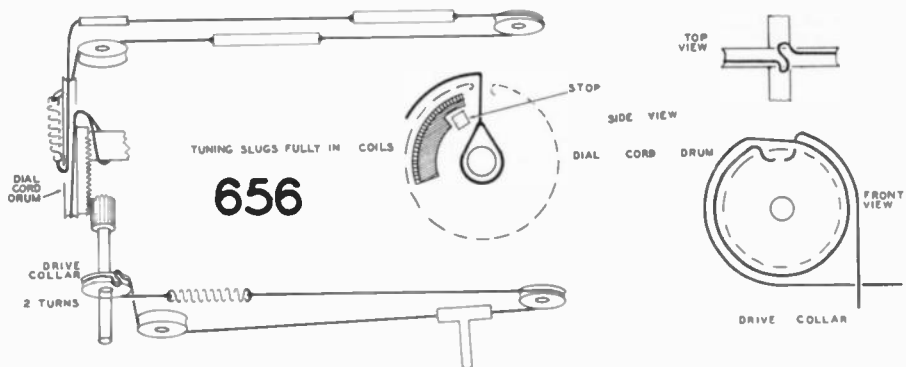
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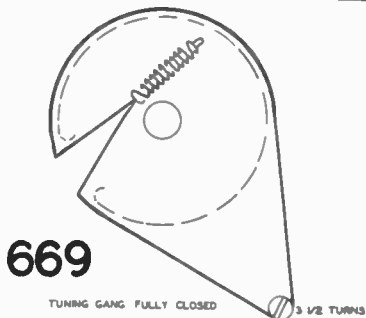
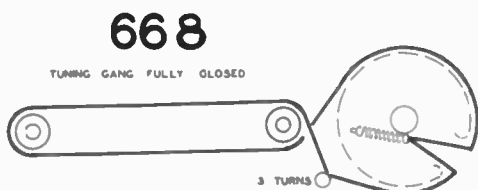
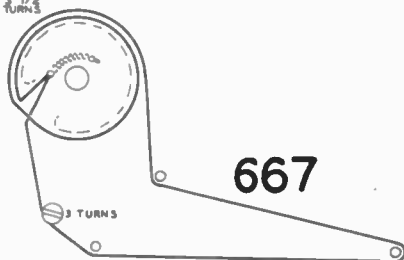
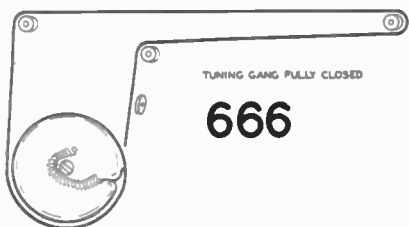
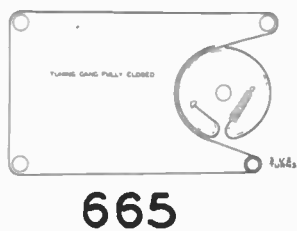
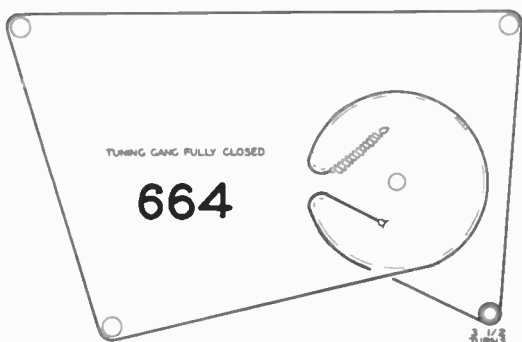
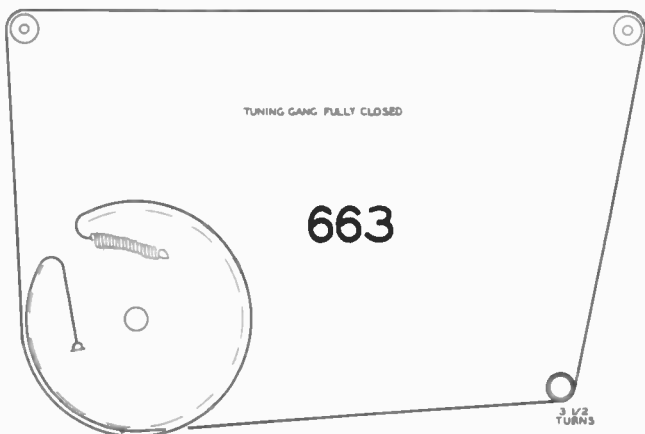


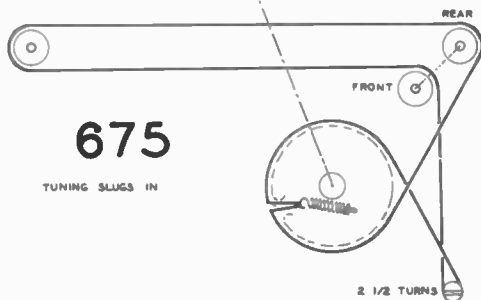
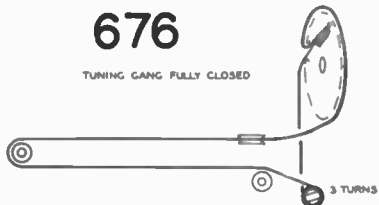
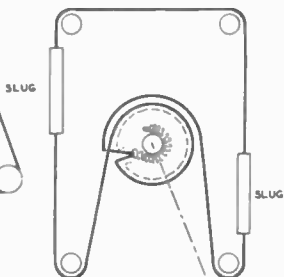
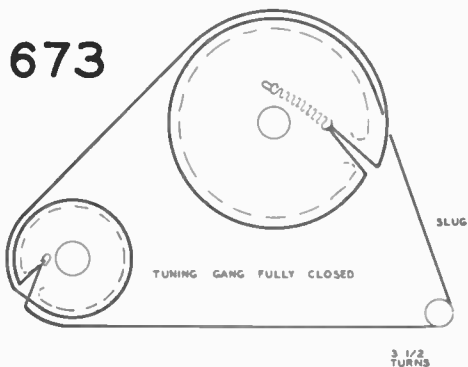
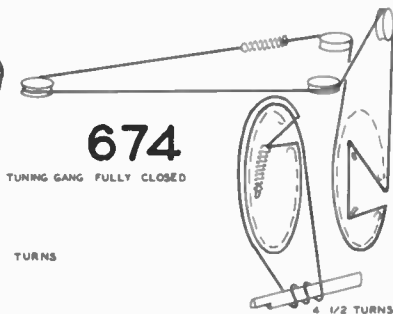
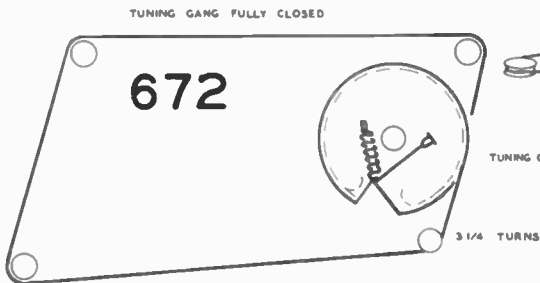
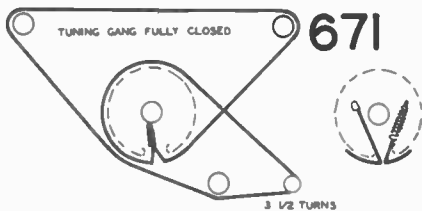
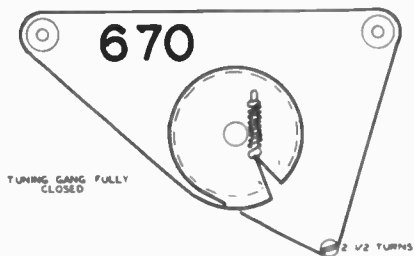


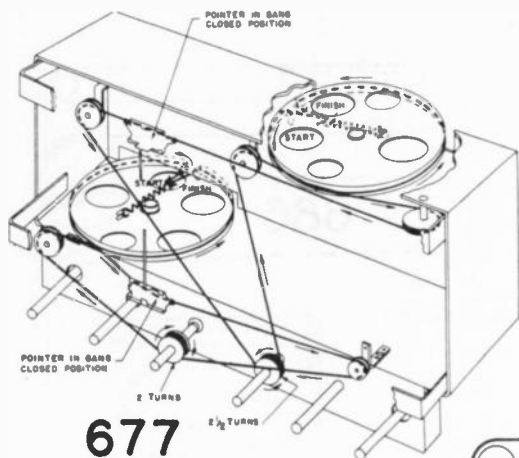
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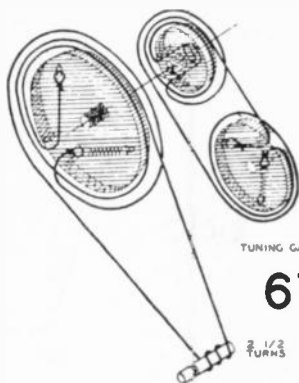




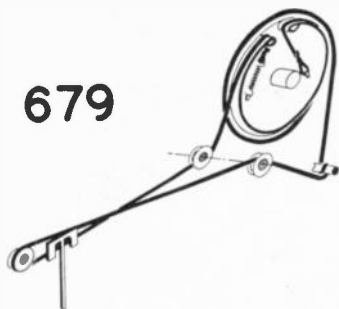




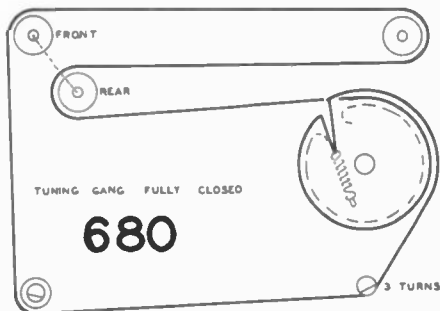
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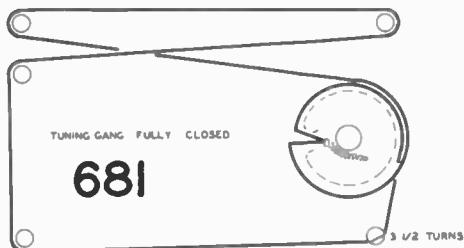
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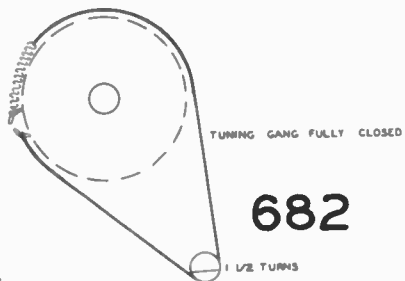
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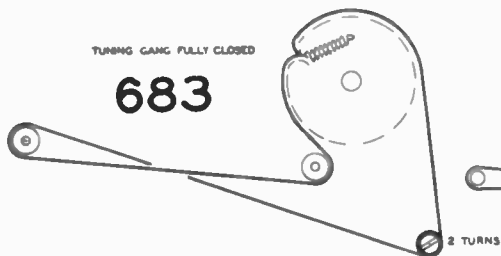
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**681**



**682**



**683**

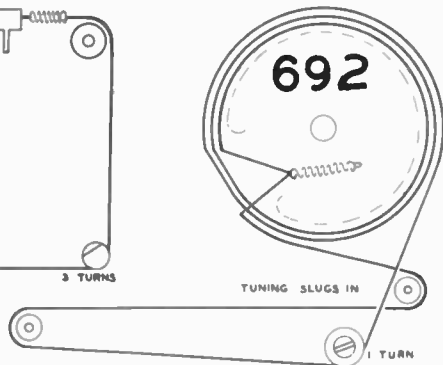
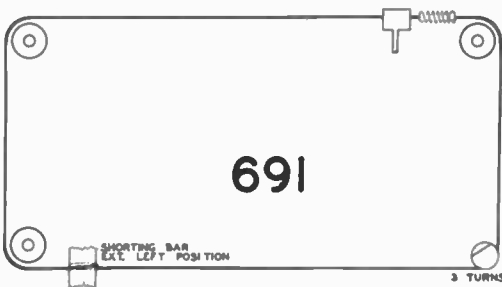
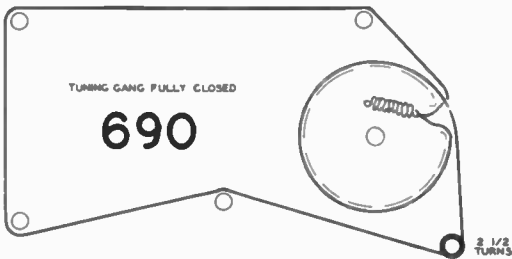
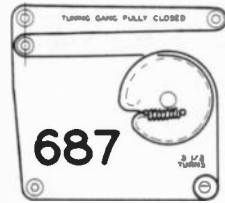
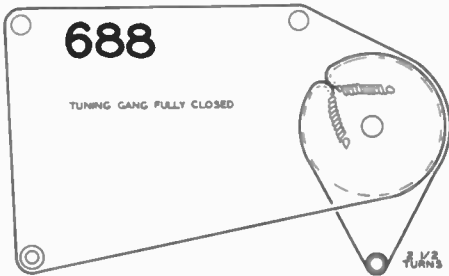
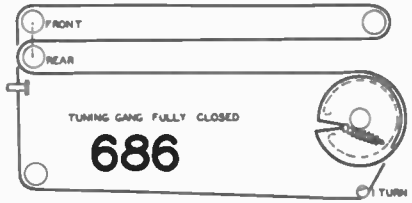
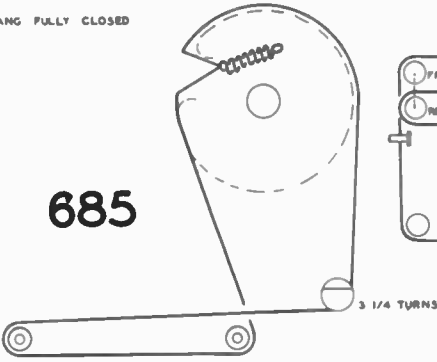


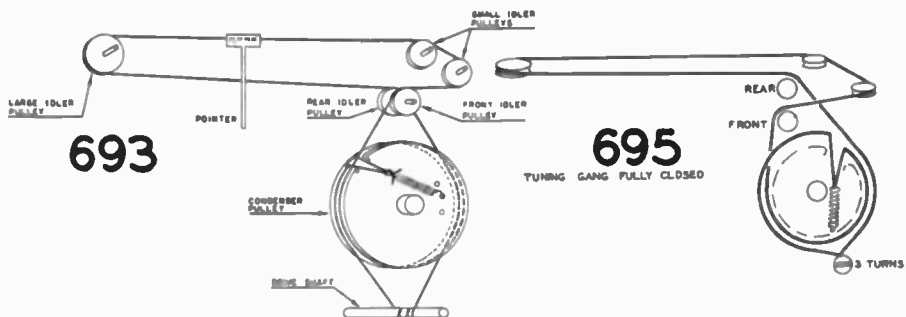
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TUNING GANG FULLY CLOSED

685

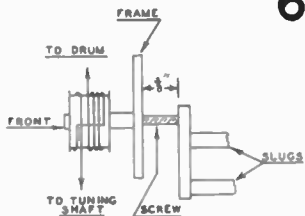




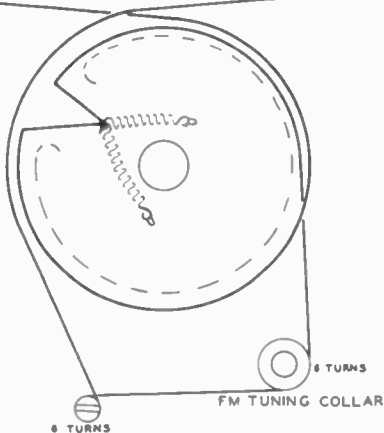
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TUNING GANG FULLY CLOSED



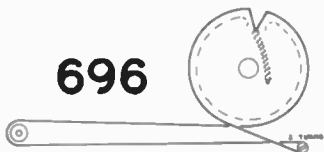
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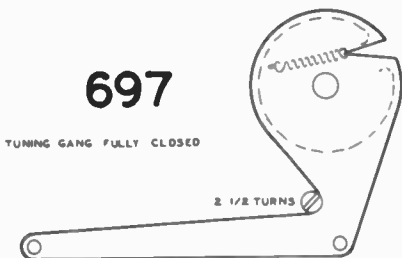
DETAIL OF FM COLLAR  
STRINGING AND CORRECT  
SETTING OF SLUG TUNER  
WITH TUNING CONTROL  
FULLY COUNTER—CLOCKWISE.



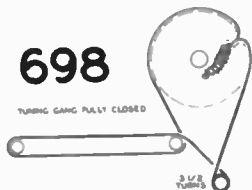
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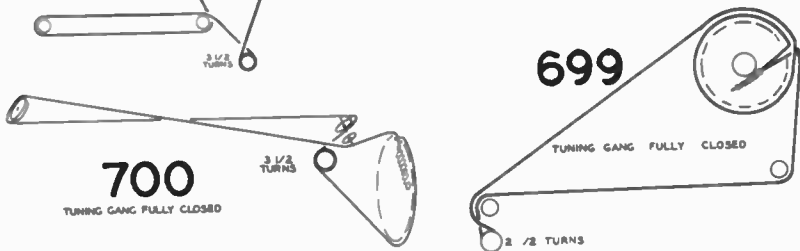
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698



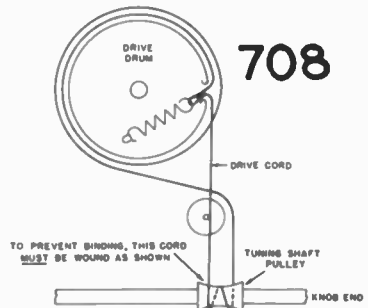
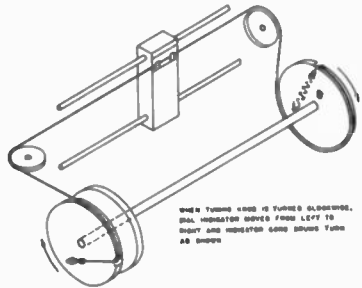
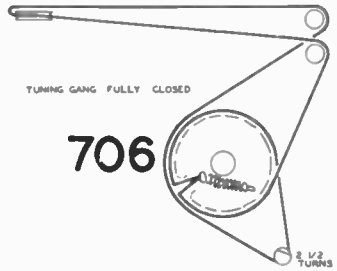
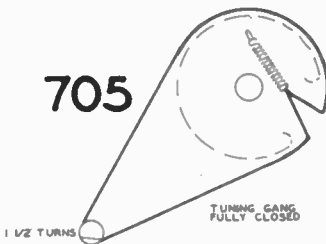
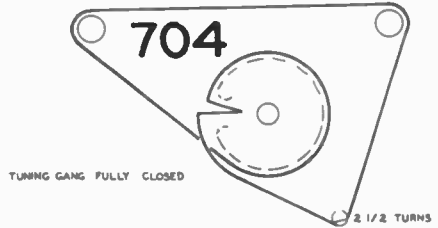
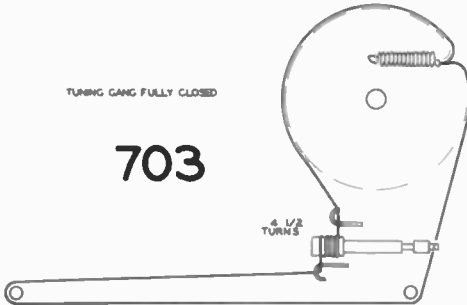
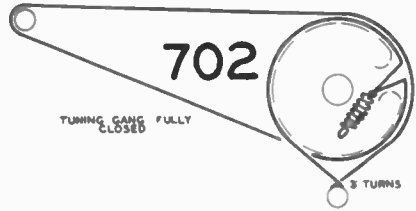
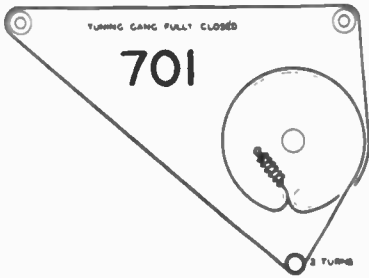
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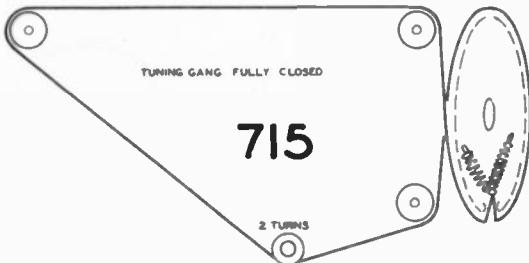
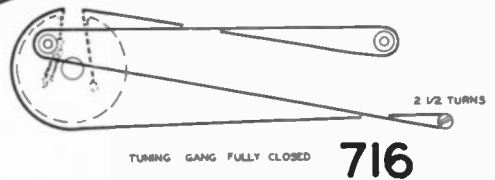
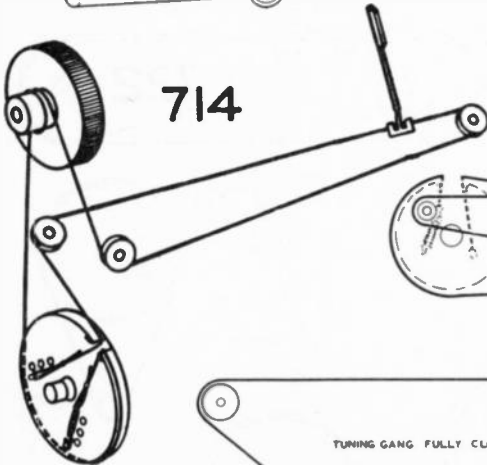
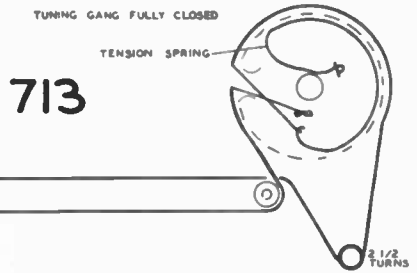
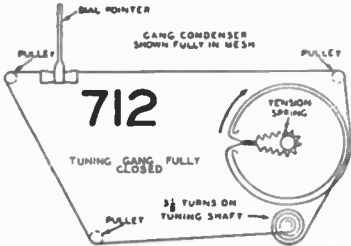
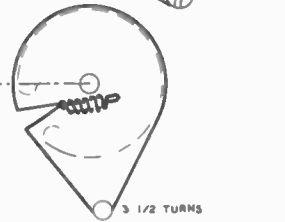
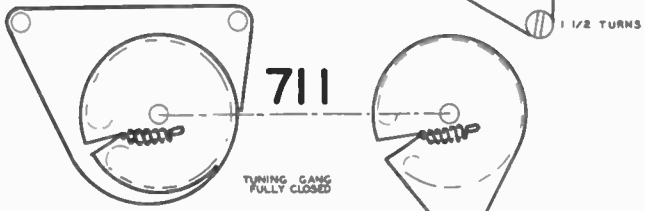
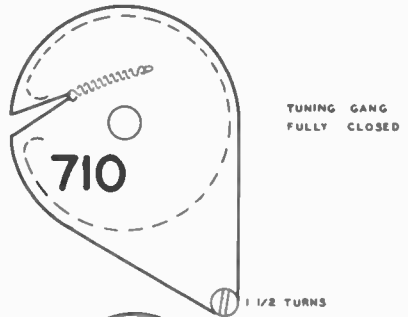
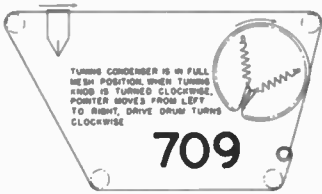
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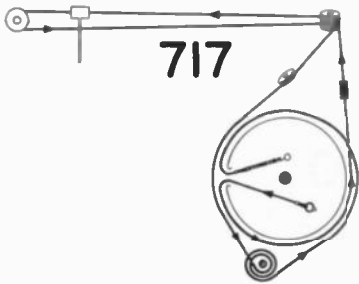
TUNING GANG FULLY CLOSED

3 1/2 TURNS



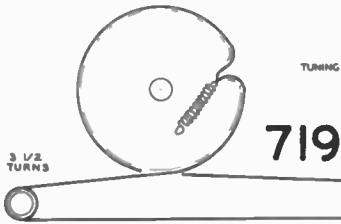
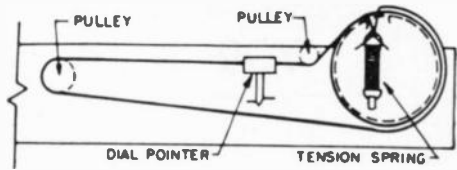
WHEN TUNING KNOB IS TURNED CLOCKWISE, DRUM INDICATOR MOVES FROM LEFT TO RIGHT AND INDICATOR CORD DRUMS TURN AS SHOWN





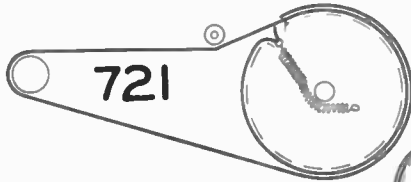
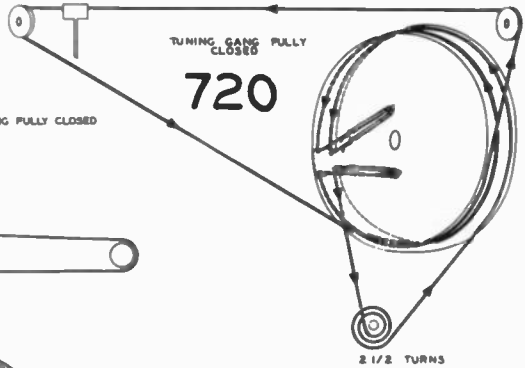
GANG CONDENSER  
SHOWN FULLY IN  
MESH.

ONE COMPLETE TURN  
ON DRUM

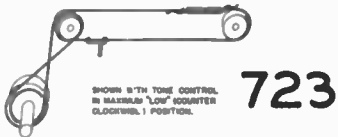
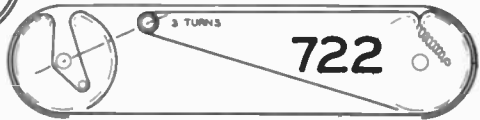


TUNING GANG FULLY CLOSED

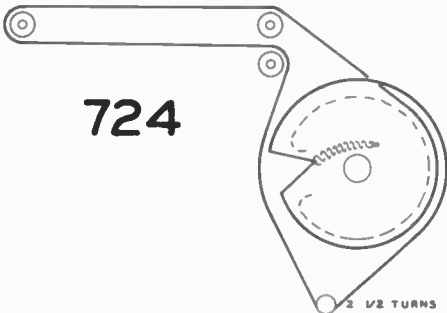
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



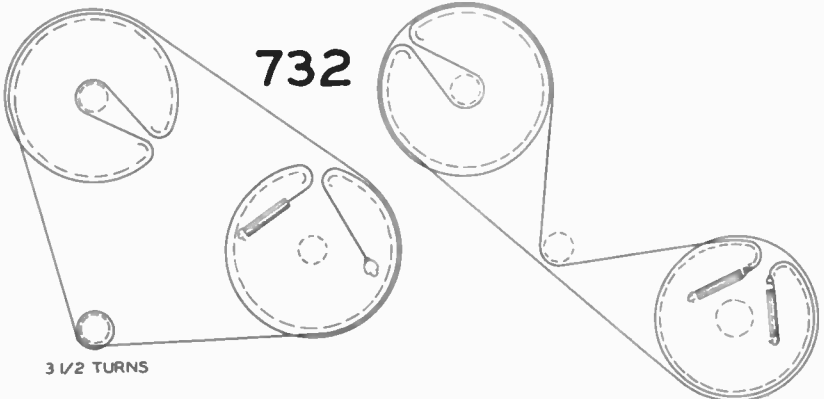
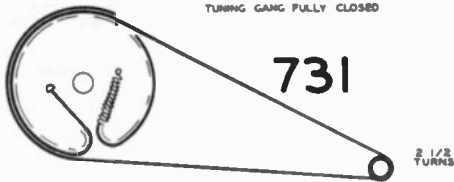
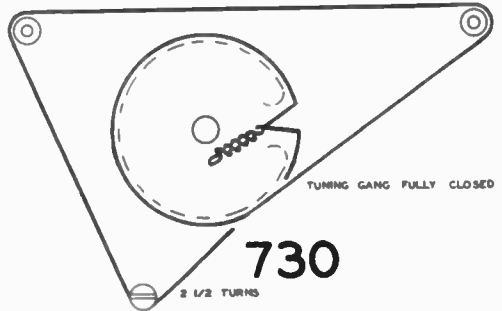
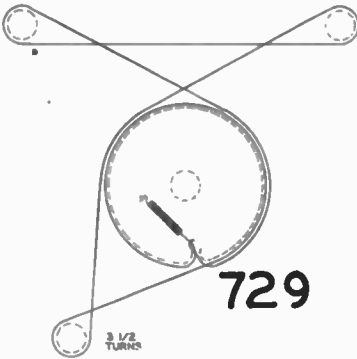
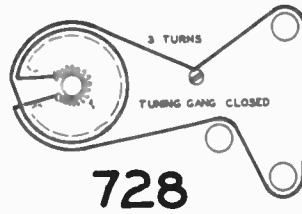
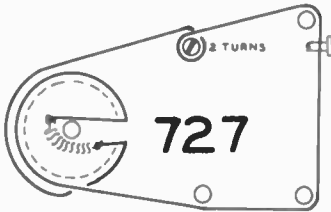
**725**  
TUNING GANG  
FULLY CLOSED



TUNING GANG FULLY CLOSED



2 1/2  
TURNS



### Dial Stringing

Push the tuning elevator all the way down and string the dial as shown in Figure 1. Notice that the dial cord, in progressive steps 9, 10, 11 and 12 is made to travel behind the start end and of cord stringing. The procedure will be easier if pulley C is by-passed until the rest of the work is finished after which the cord can be pulled tight over that pulley. During the procedure, locate the two brass eyelets so that they fall between pulleys A and B. When finished, crisp the eyelets on the cord in the proper positions to act as minimum and maximum stops for the tuning mechanism. Insert pins through the cord and glue to prevent eyelets from moving. Clip the pointer on the cable halfway between the eyelets.

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

### Concluding Comments

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

### Elevator Stringing

Start by inserting the metallic cord in slot as shown in Step 1. Observe that the cord is measured five inches from end of loop to where it enters the slot. Now bring the loop end around the pulley counterclockwise, as in Step 2. Next, thread loop through hole in elevator top plate, fastening it to the hoist cord tension spring, as viewed in Step 3. Steps 4, 5, 6 and 7 show how the free end of cord progresses on the pulley, going clockwise and that each turn is laid progressively one in back of the other and in back of the vertical section, going to the tension spring in tuner plate. In step 8, pass the free end of cord down through the hole in chassis, grasping its end with long-nosed pliers and drawing tension on cord while running elevator completely down to the bottom. Keeping tension on cord and forcing large dial drive drum so that hoist cord spring is compressed, complete Step 7 making a one turn loop of the cord's free end around the lug shown on end of elevator shaft, and solder.



1

REAR VIEWS



2



EARLY PROD.

3

733

REAR VIEW

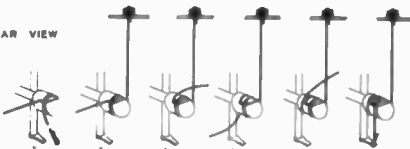


FIGURE 2  
Elevator Windless Stringing Procedure

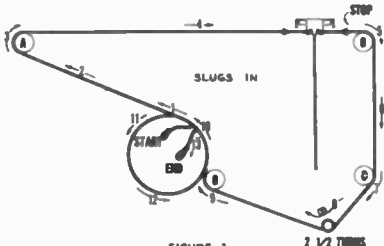


FIGURE 1

2 1/2 TURNS

TUNING GANG FULLY CLOSED

VOL. CONT. SHAFT

734

2 1/2 TURNS

TUNING GANG FULLY CLOSED

735

2 1/2 TURNS

TUNING GANG FULLY CLOSED

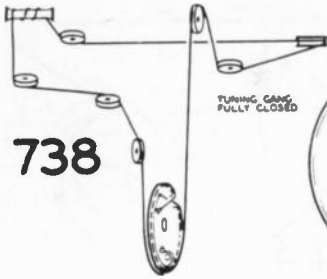
736

1 1/2 TURNS

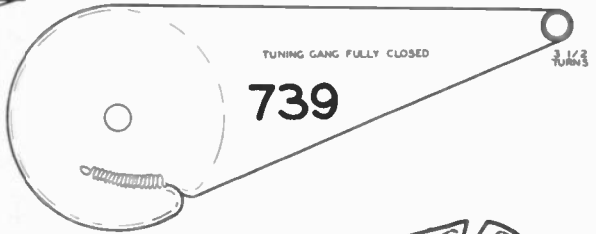
TUNING GANG FULLY CLOSED

737

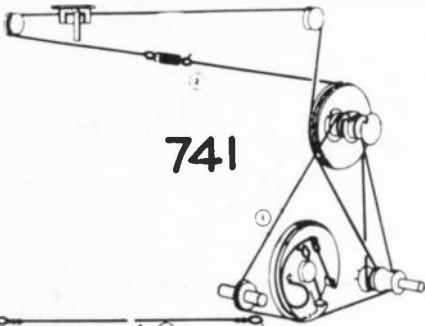
1 1/2 TURNS



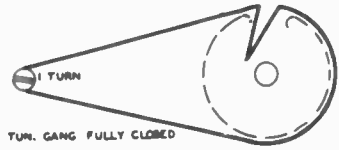
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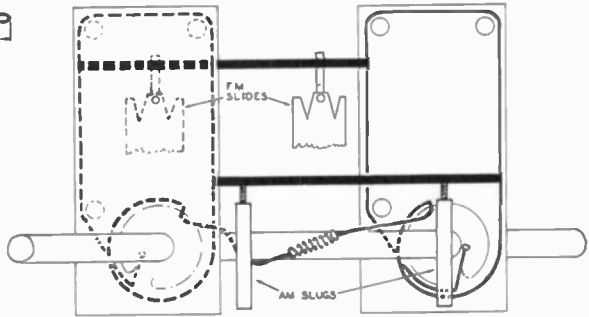
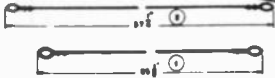
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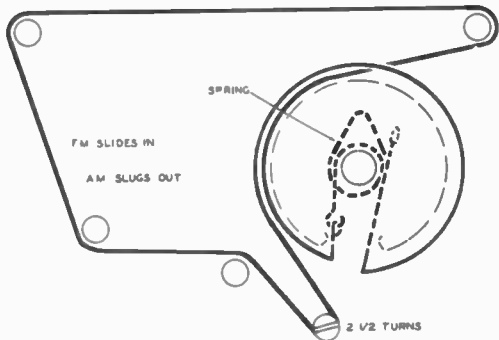
741



740



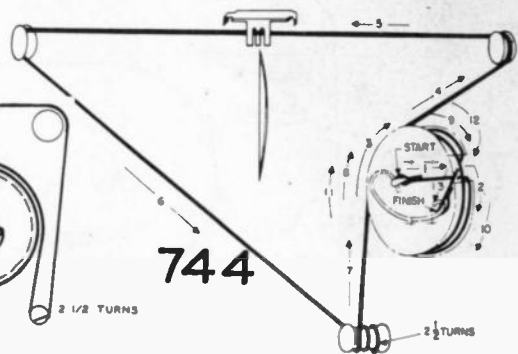
742



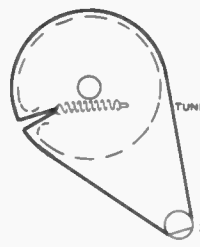


TUNING GANG FULLY CLOSED

743



744



TUNING GANG FULLY CLOSED

745

3 1/2 TURNS



TUNING GANG FULLY CLOSED.

746

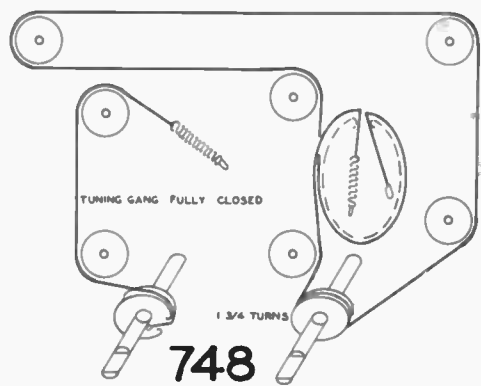
2 TURNS

TUNING GANG FULLY CLOSED

747



2 1/2 TURNS



TUNING GANG FULLY CLOSED

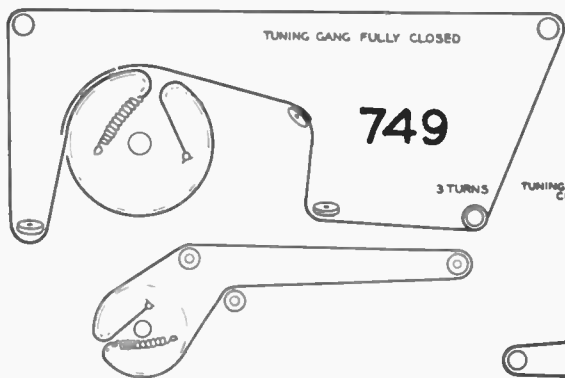
748

1 3/4 TURNS

TUNING GANG FULLY CLOSED

749

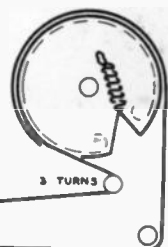
3 TURNS

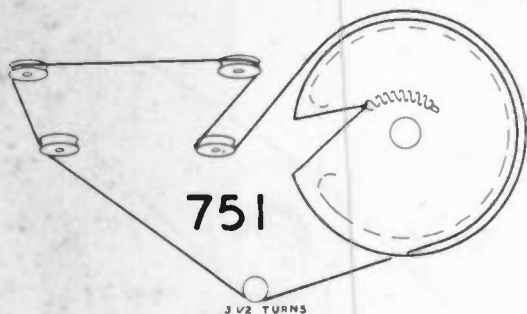


TUNING GANG FULLY CLOSED

750

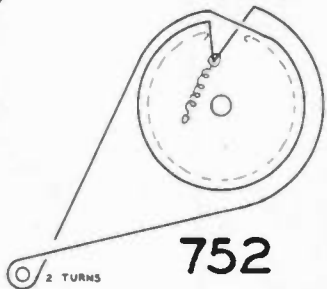
3 TURNS





751

3 1/2 TURNS



752

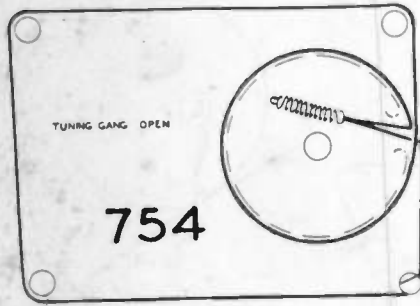
2 TURNS



TUNING GANG FULLY CLOSED

753

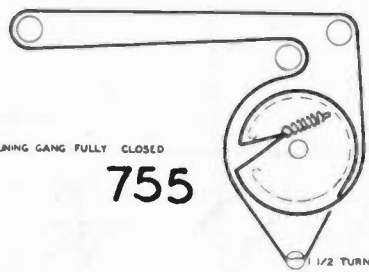
2 TURNS



TUNING GANG OPEN

754

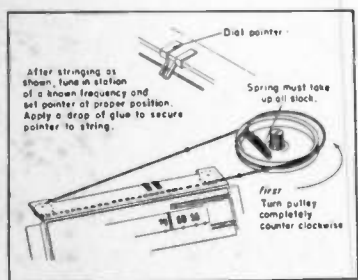
3 1/2 TURNS



TUNING GANG FULLY CLOSED

755

1 1/2 TURNS

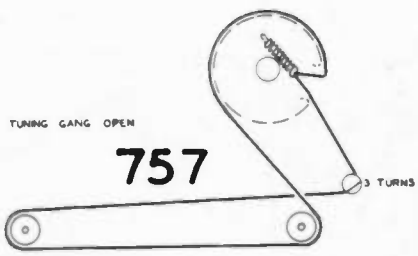


After stringing as shown, tune in station of a known frequency and set pointer at proper position. Apply a drop of glue to secure pointer to string.

Spring must take up all slack.

First Turn pulley completely counter clockwise

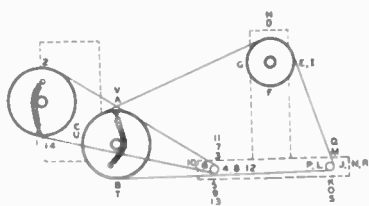
756



TUNING GANG OPEN

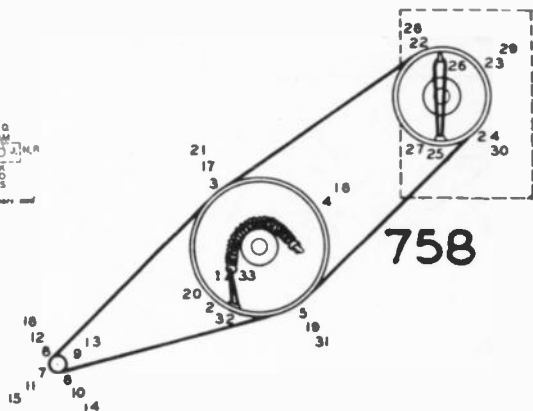
757

3 TURNS



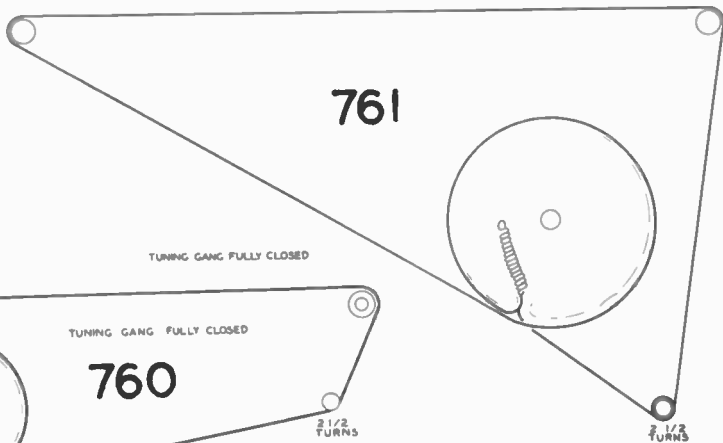
Dial cable strapping procedure main tuning is indicated by numbers and bandspread tuning is indicated by letters.

**759**



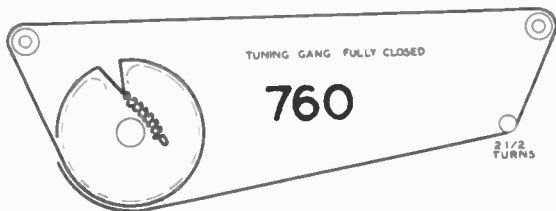
**758**

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



**761**

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

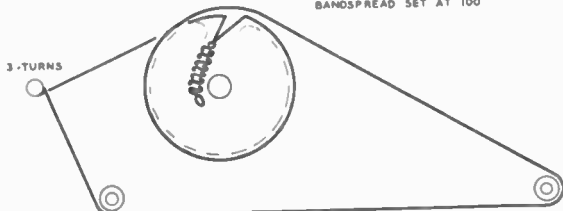
**760**

2 1/2 TURNS

2 1/2 TURNS

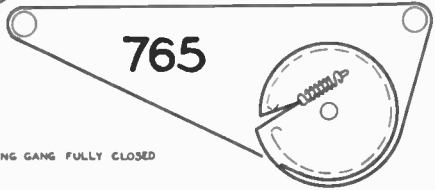
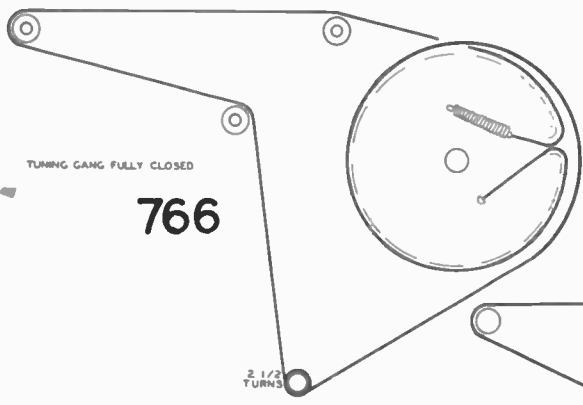
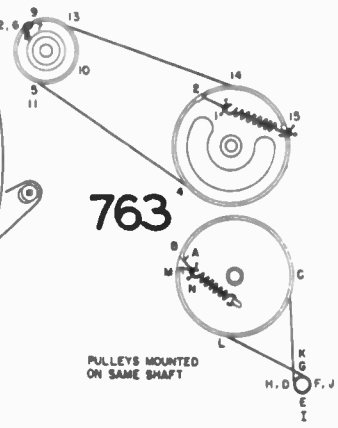
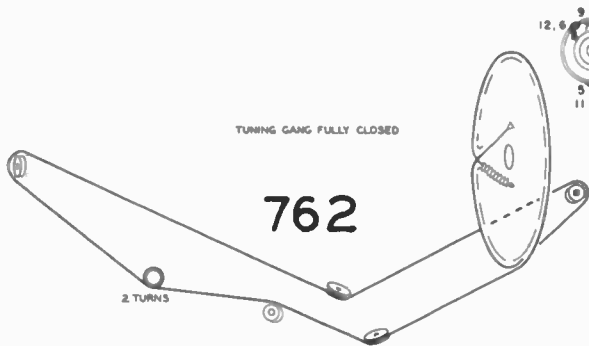
MAIN TUNING

BANDSPREAD SET AT 100

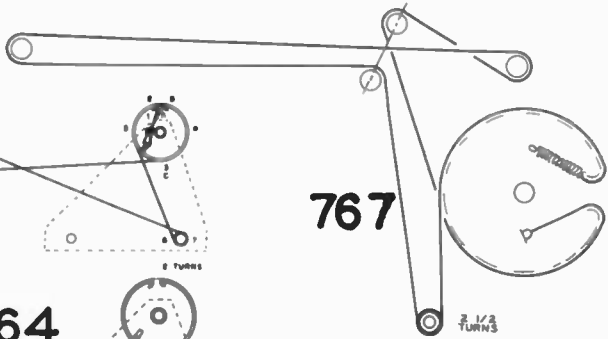
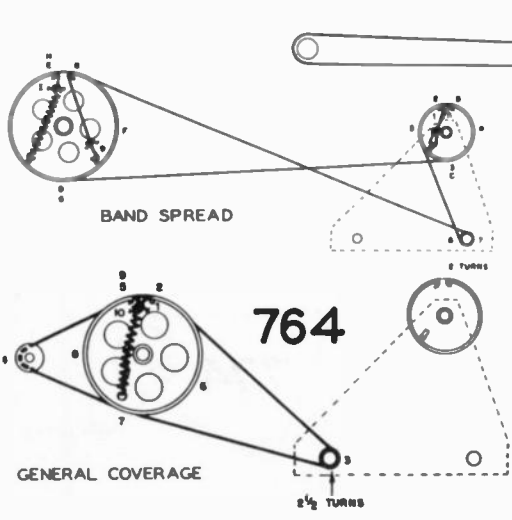


3-TURNS

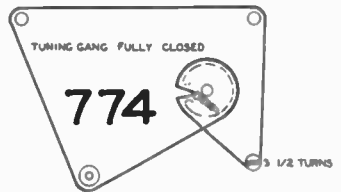
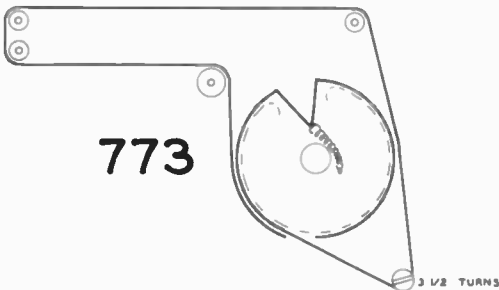
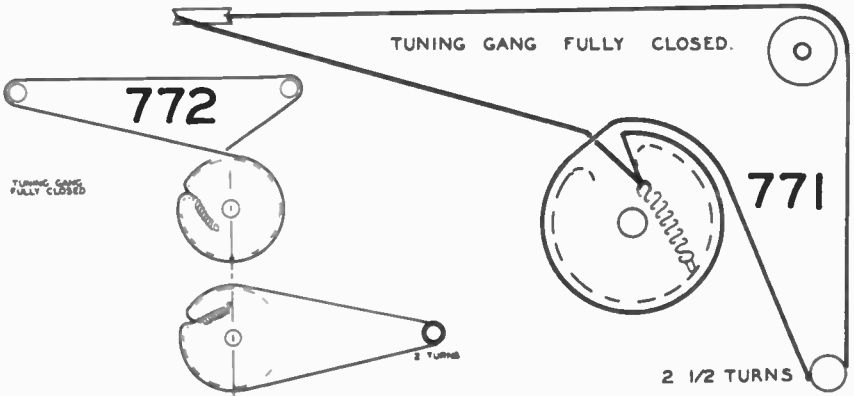
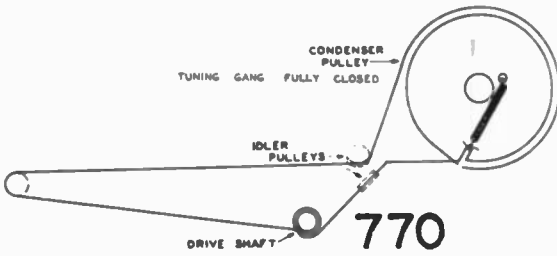
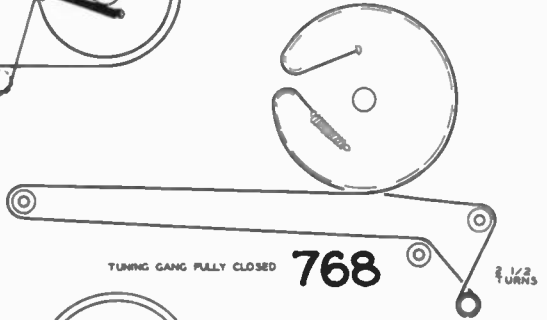
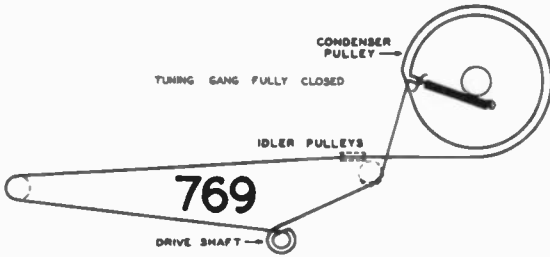
BANDSPREAD

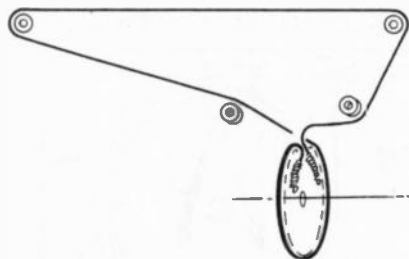
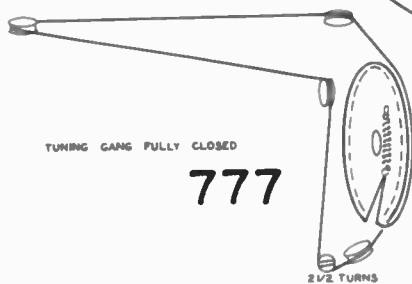
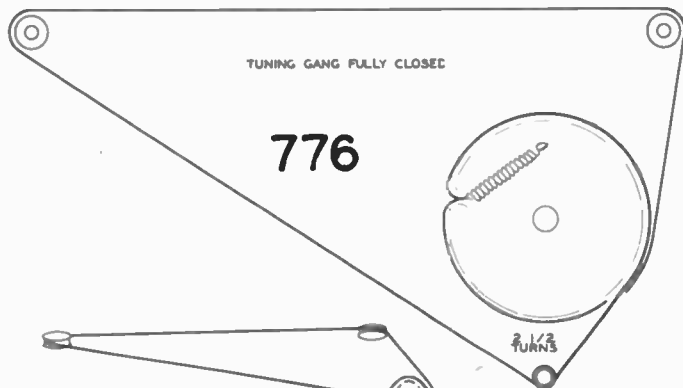
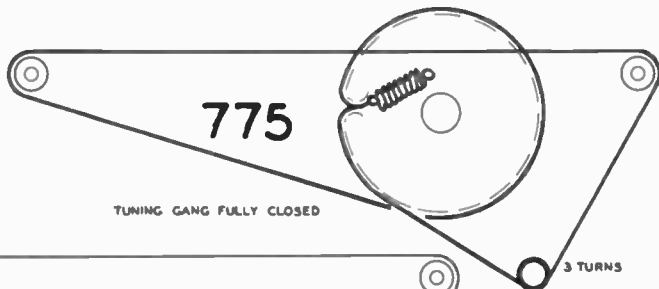


TUNING GANG FULLY CLOSED



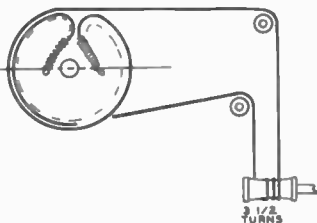
TUNING GANG FULLY CLOSED





778

TUNING GANG FULLY CLOSED



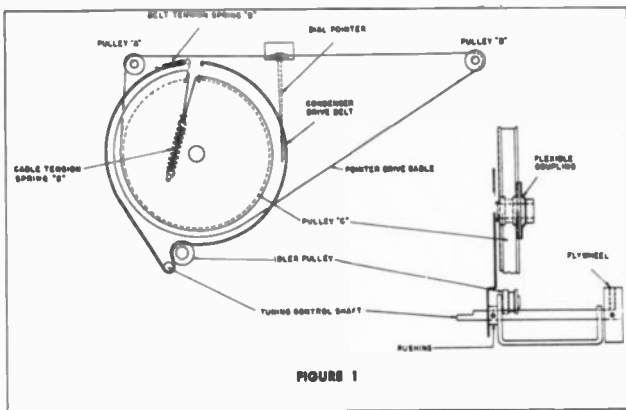


FIGURE 1

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

**CR-190A Condenser Drive Belt Replacement**—Hook one end of the belt on the right hand edge of the slot in pulley "C" so that the smooth side contacts the pulley surface. Keeping the belt near the back of the groove in pulley "C" wrap it in a clockwise direction around that pulley (as indicated by the arrows on Figure 1) over the idler pulley and under the tuning control shaft; then around the opposite side of pulley "C". One end of the belt tension spring is hooked on the free end of the belt and the other end on the left-hand edge of the slot in pulley "C", completing the operation.

**CR-190B Condenser Drive Belt Replacement**—Slide a short length (approximately 1/2-inch) of sleeving over one end of a 18-inch length of dial cable, form a small loop and tie a knot in the manner shown on Figure 2. Hook this loop over the metal hook in pulley "C" and lace the cable through the pulley slot and around the pulley in a counter-clockwise direction when viewed from the rear of the panel, keeping the cable to the rear of the pulley groove. Lace the cable in the direction indicated by the arrow on Figure 2 wrapping 2 1/2 turns around the smaller diameter portion of the tuning control shaft from front to back; then around the opposite side of pulley "C". Loop one end of tension spring "D" on the right-hand edge of the slot in pulley "C"; thread the free end of the drive cable through the opposite end of spring "D" and pull back on the cable until the spring coils are stretched to approximately one inch. Tie a double knot in the cable while maintaining tension on the spring, completing the operation.

**CR-190A and CR-190B Dial Pointer Drive Cable Replacement**—Hook the tuning control shaft until the slot in the groove of pulley "C" is up. Cut a piece of dial cable approximately 40 inches long and slide a short piece of sleeving over the cable. Tie a small loop in one end of the cable and temporarily hook it over the metal hook in pulley "C". Lace the other end through the slot in the pulley groove and in a counter-clockwise direction around the large pulley, then around pulley "B" and straight across the back of the dial frame; over pulley "A" and in a counter-clockwise direction around pulley "C". This last wrap around pulley "C" must be at the front of the pulley groove or nearest the panel. This is important. Lace the free end of the cable through the slot in pulley "C" and remove the other end of the cable from the hook. Fasten one end of tension spring "E" over the pulley hook and lace the two free ends of the drive cable through the other end of the spring. Now pull back on the cable until the tension spring coils are stretched to approximately 1-5/8 inches. Tie a double knot in the cable while maintaining tension on the spring.

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

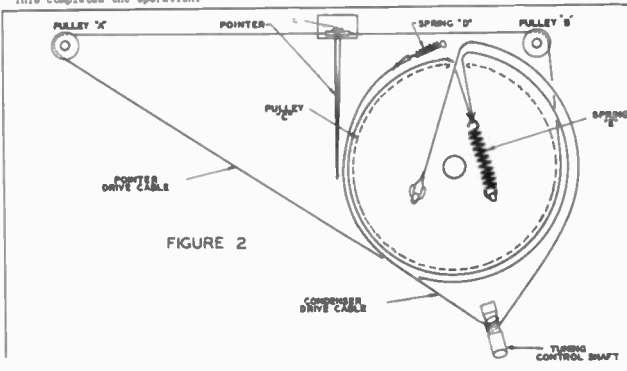
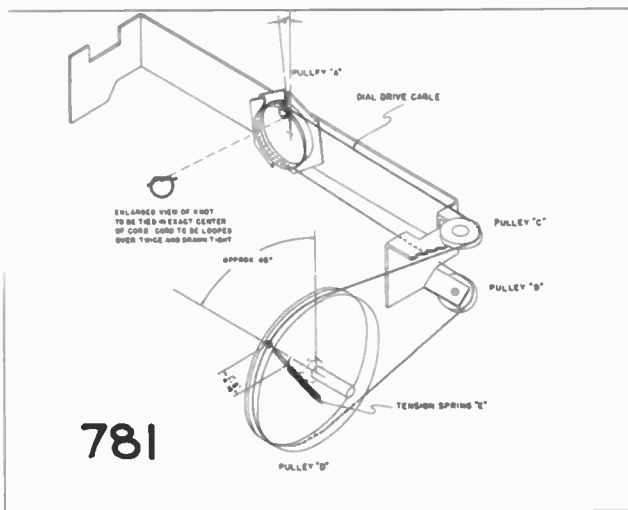


FIGURE 2



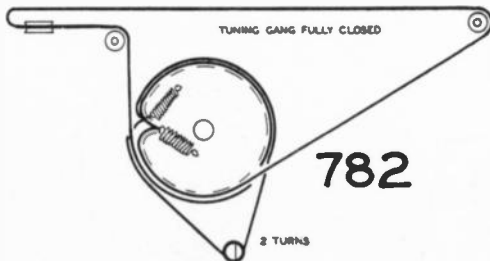
Rotate the brass pulley designated "A" in figure above until the dial pointer strikes the stop at the high frequency end of the dial calibration. In this condition the slot in pulley "A" should be approximately ten degrees to the left of being vertical—see figure above. If the slot in the pulley is in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

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

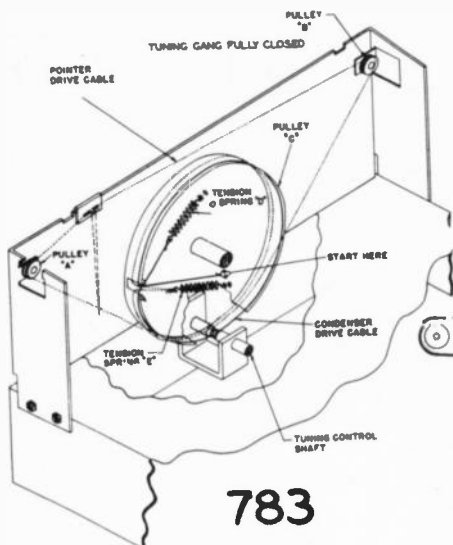
Completely unmesh the condenser gang and check the location of the hole or slot in pulley "D". If this hole is not approximately 45 degrees back from vertical as shown on figure above, loosen the two No. 6 Allen set screws in the hub of pulley "D" and slip the pulley on its shaft (while holding the condenser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

The remaining piece of cable should be wound around pulley "A" in the direction shown, for one complete turn, over the upper pulley "C", and over the top of pulley "B". Thread the end through the small hole in pulley "D" and pull both ends of the cable taut. With one end of tension spring "E" fastened to the hook on pulley "D" place the two free ends of the cable through the opposite end of the spring and tie a knot at a point that will allow 1/8" to 5/16" of cable between the spring and the inside rim of pulley "D". Be sure to tie the knot around one coil of the spring in the manner shown.

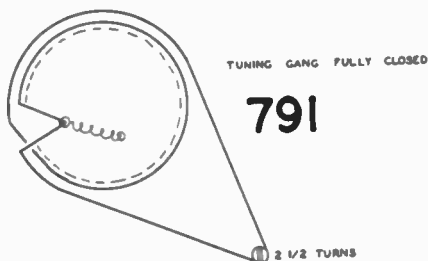
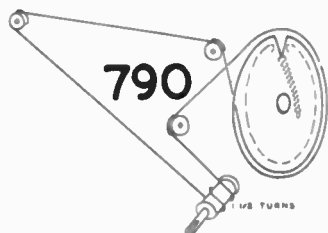
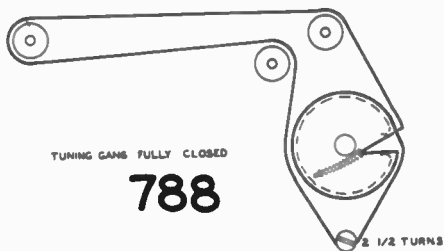
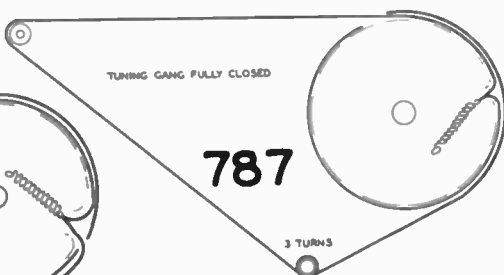
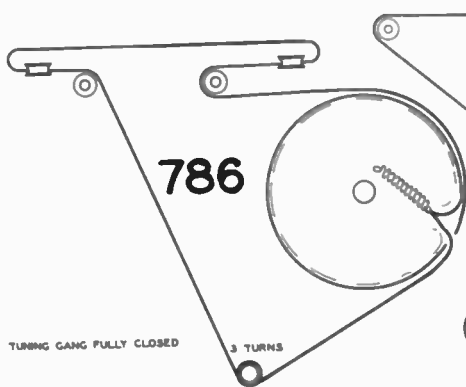
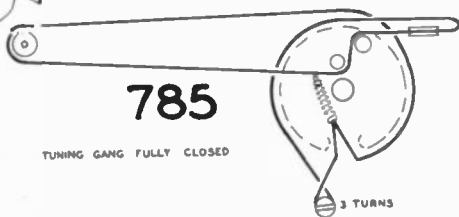
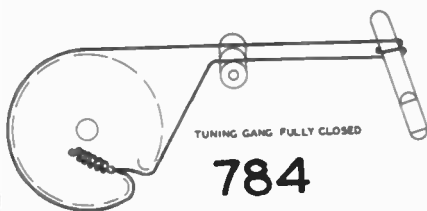
Now with the condenser gang completely meshed, check the position of the dial pointer. If it is not in line with the last calibration mark at the low frequency end of the dial, loosen the set screw in pulley "D" and turn it until the pointer is in the specified position. Be sure that the condenser gang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







**783**

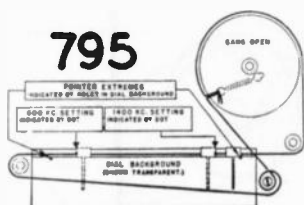




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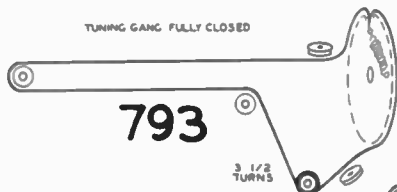
TUNING GANG FULLY CLOSED

2 TURNS



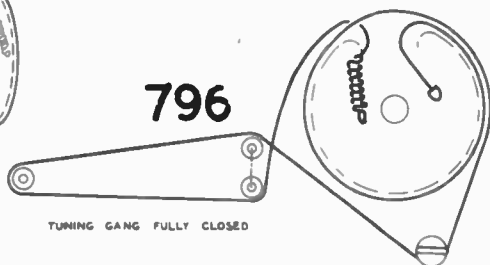
795

GANG OPEN



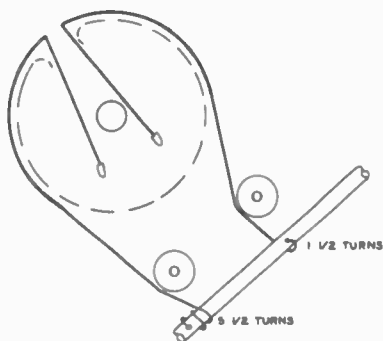
793

3 1/2 TURNS



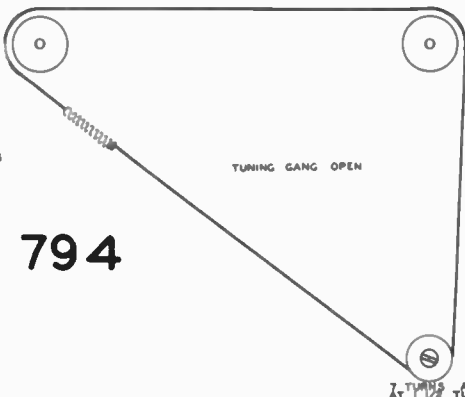
796

TUNING GANG FULLY CLOSED



1 1/2 TURNS

3 1/2 TURNS



TUNING GANG OPEN

794

7 TURNS GANG CLOSED AT 1 1/2 TURNS

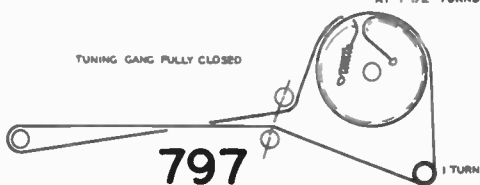


799

TUNING GANG OPEN



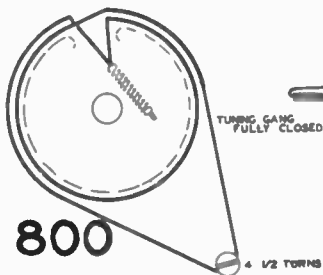
2 TURNS



TUNING GANG FULLY CLOSED

797

1 TURN

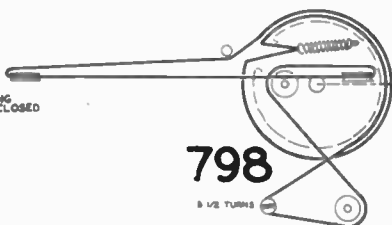


800

TUNING GANG FULLY CLOSED

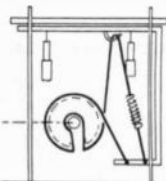
4 1/2 TURNS

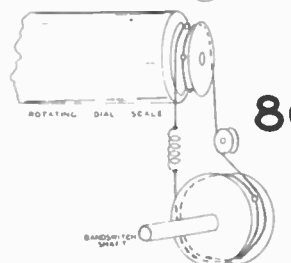
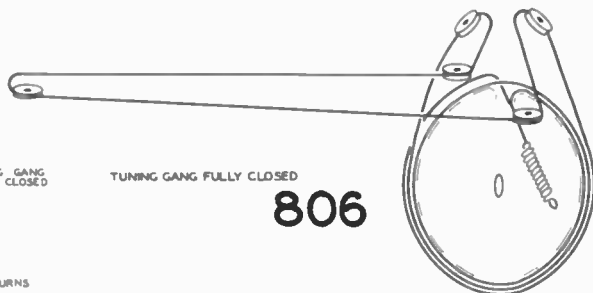
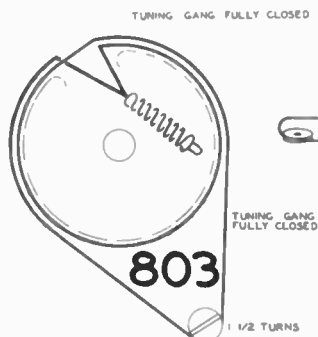
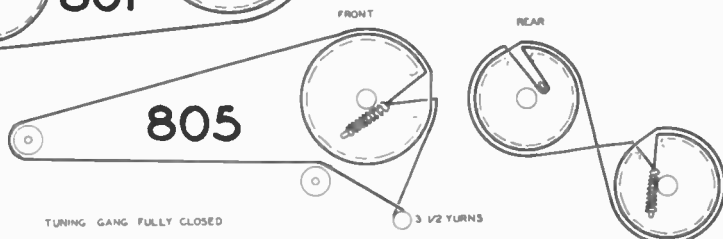
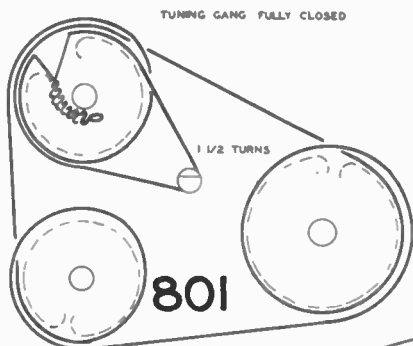
TUNING SLUGS OUT



798

3 1/2 TURNS





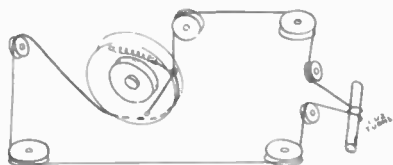
**807**



**804**

2 TURNS

TUNING GANG FULLY CLOSED



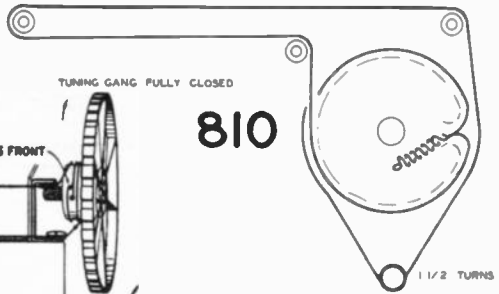
FM TUNER GANG DRIVE

TUNING DIAL DRIVE

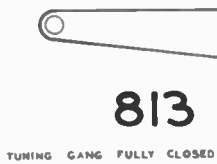
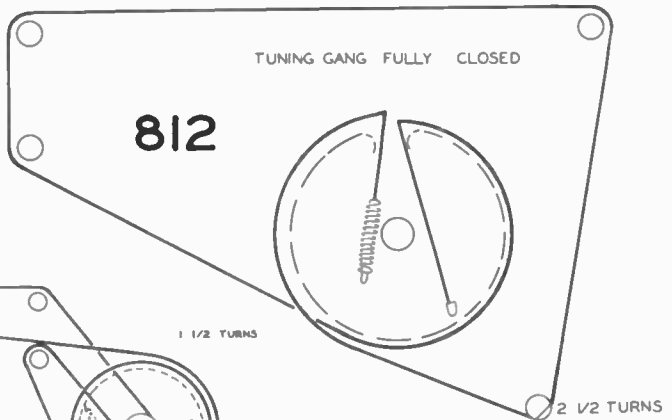
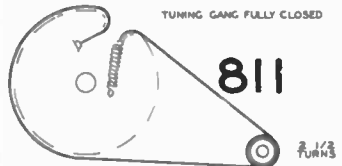
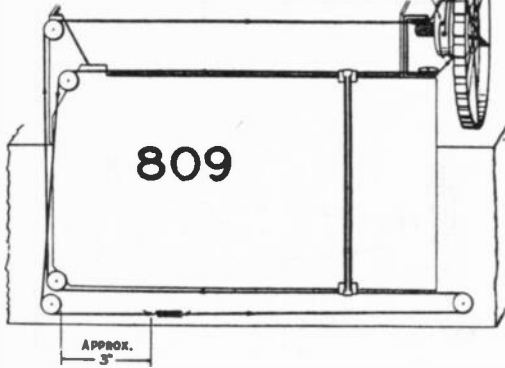
THREAD THROUGH HOLES IN DRUM.



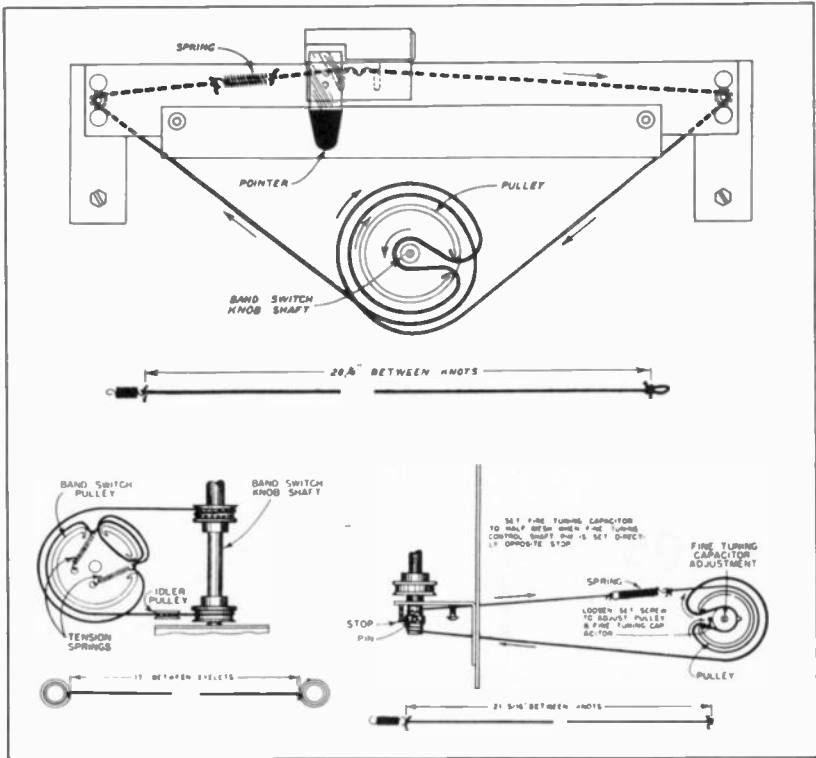
THREAD THROUGH HOLES IN DIAL DRUM



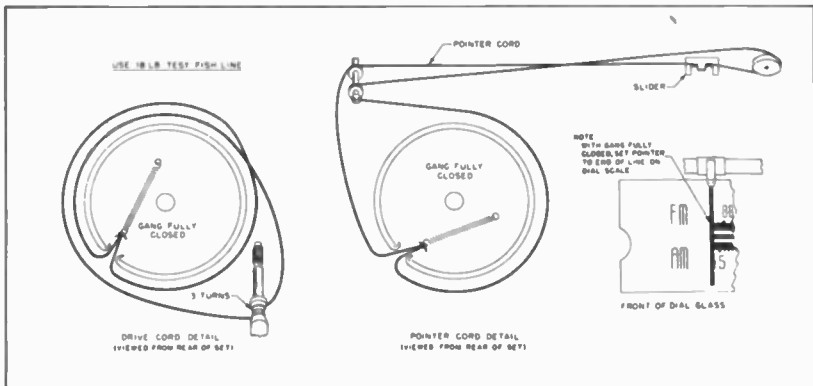
HOLES TOWARDS FRONT

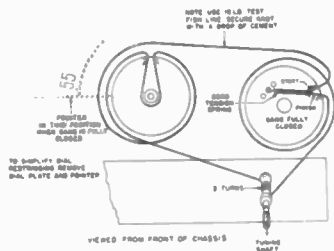
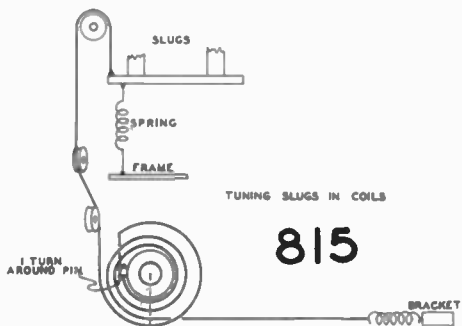


TV CHASSIS

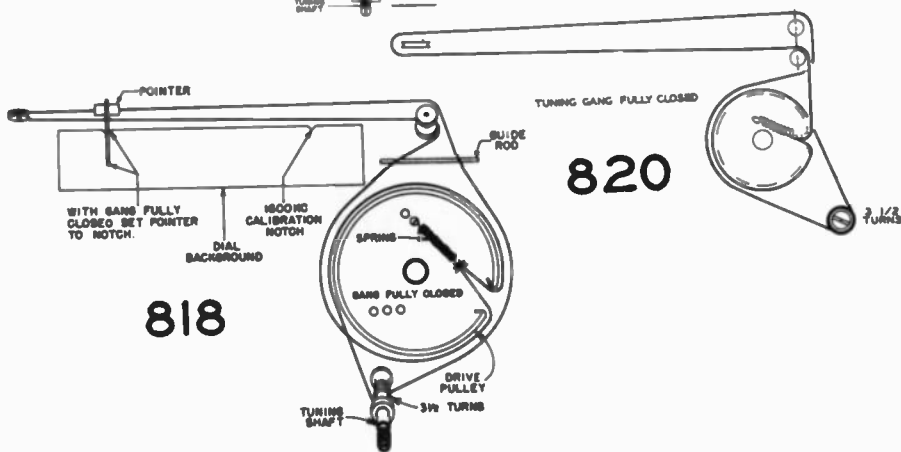
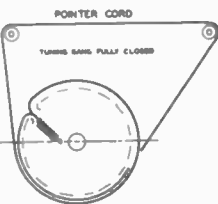
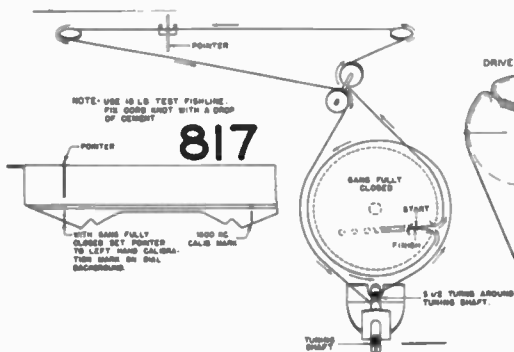
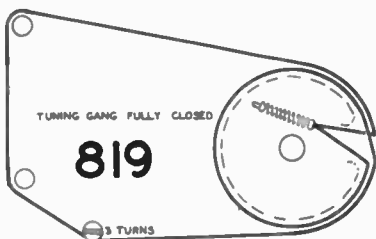
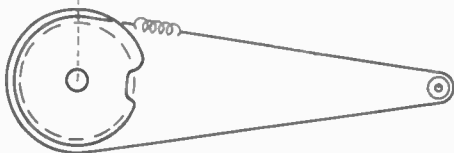


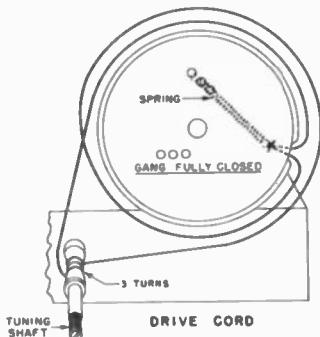
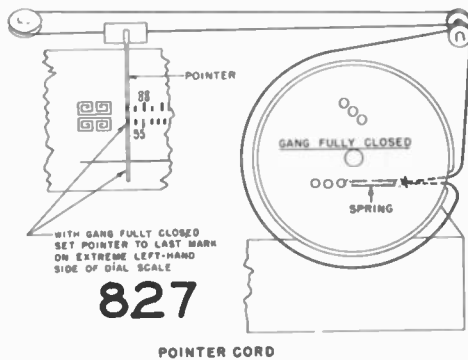
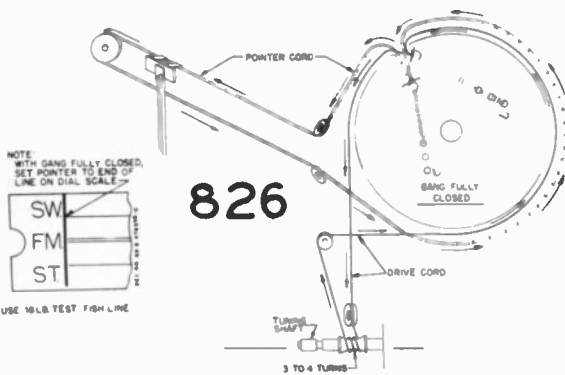
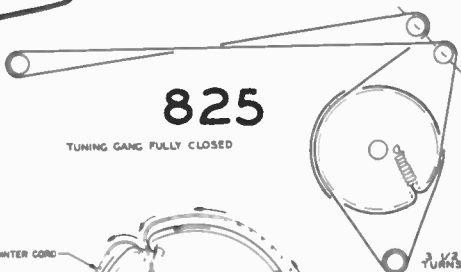
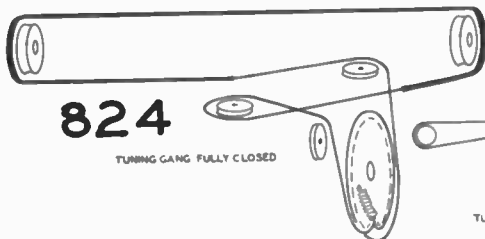
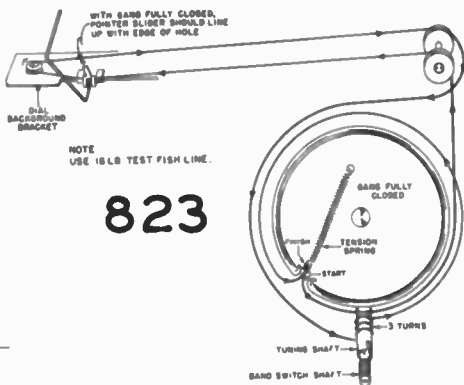
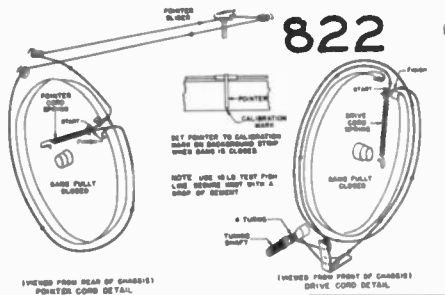
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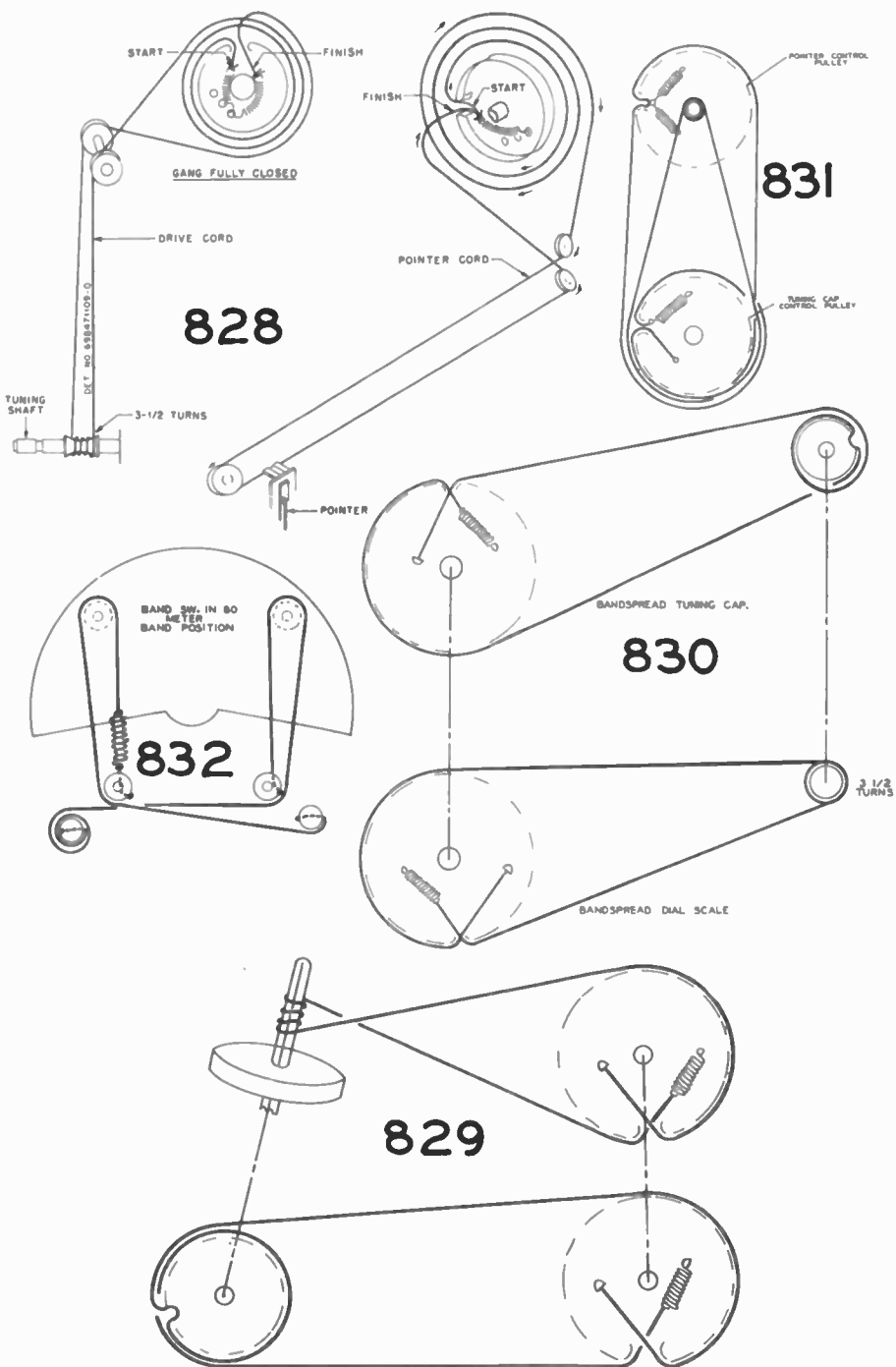




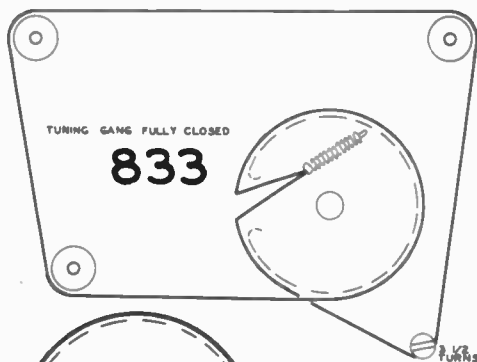
816



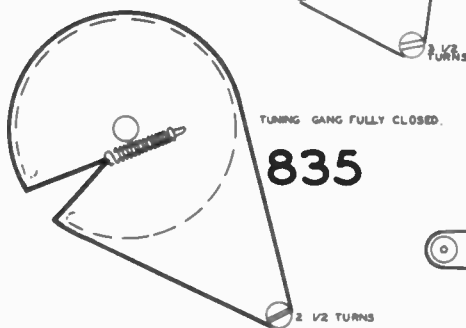
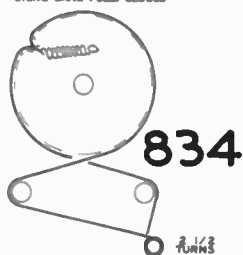




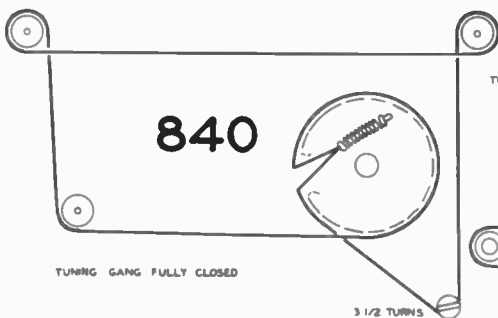
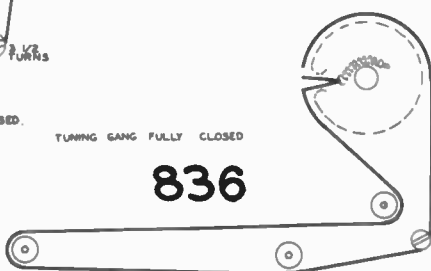




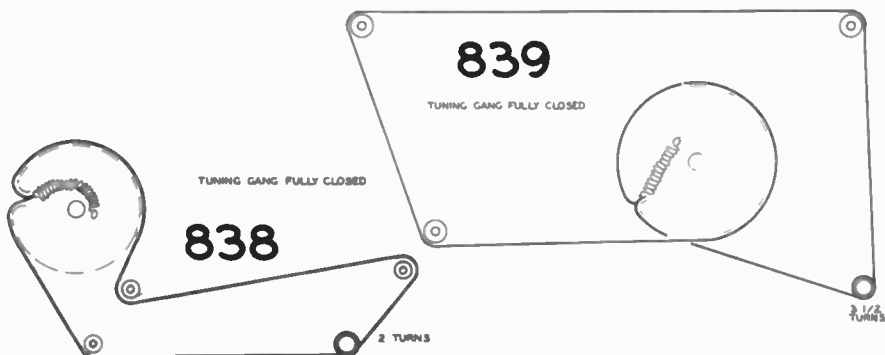
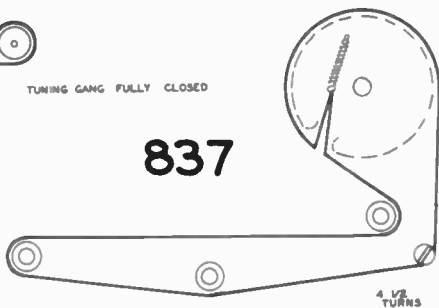
TUNING GANG FULLY CLOSED



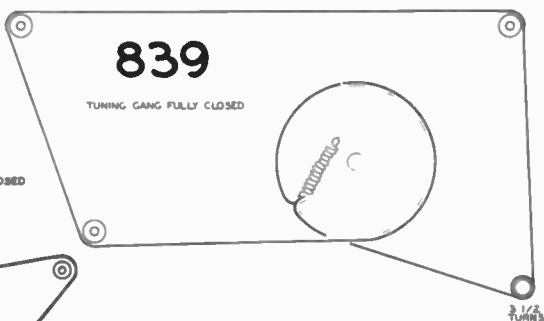
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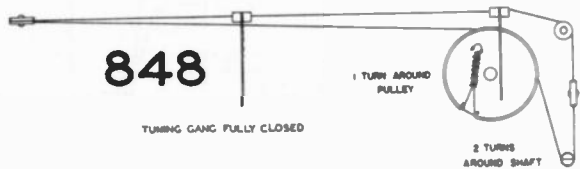
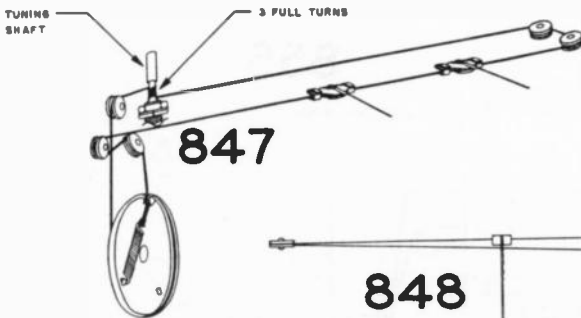
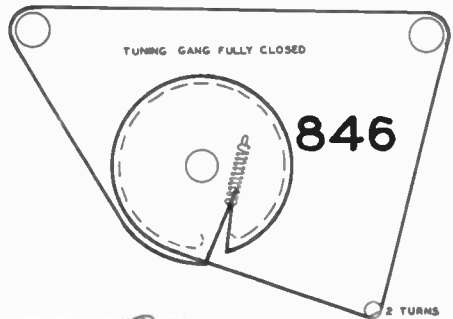
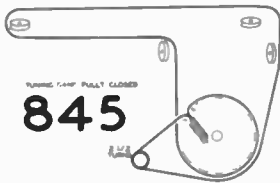
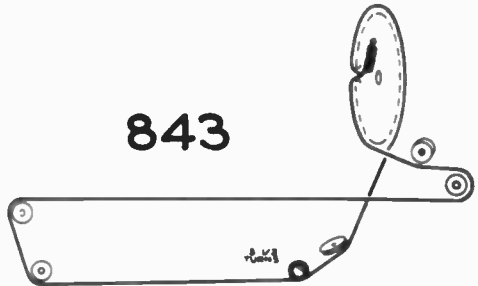
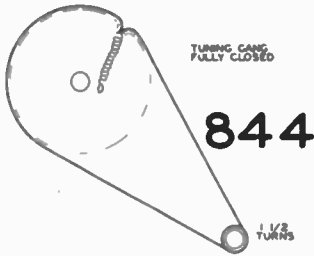
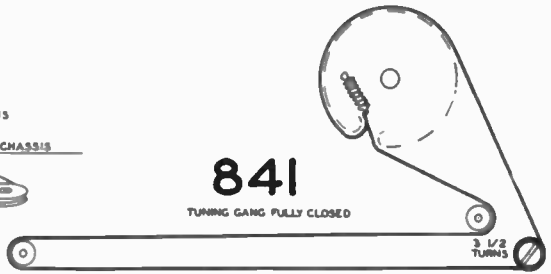
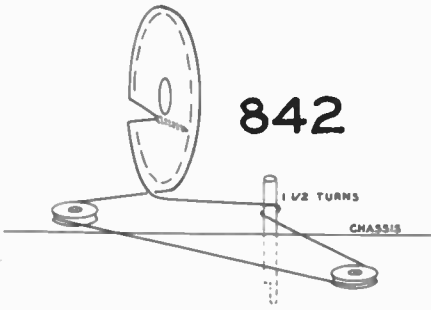


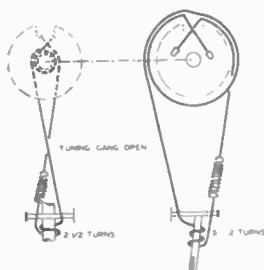
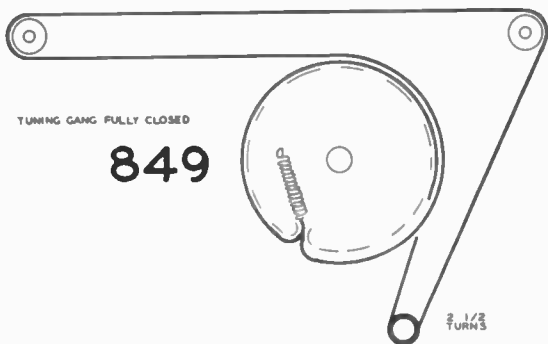
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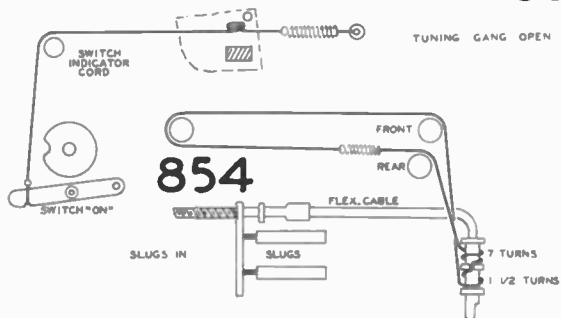
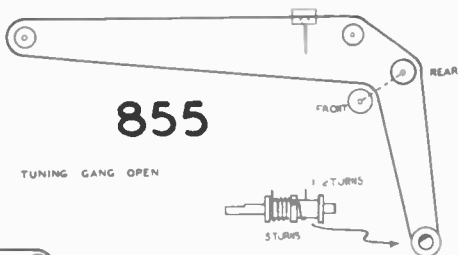
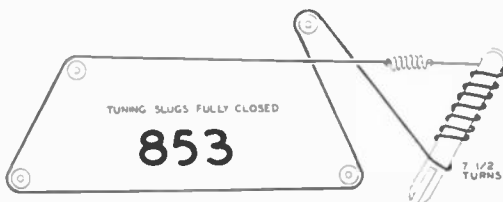
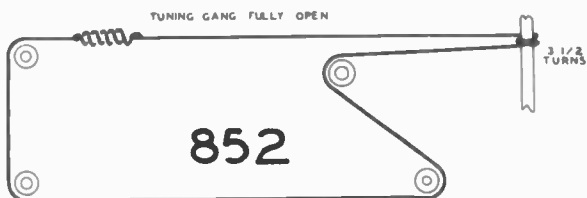
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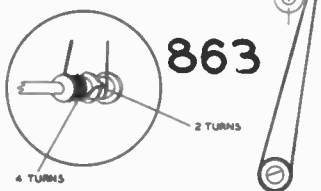
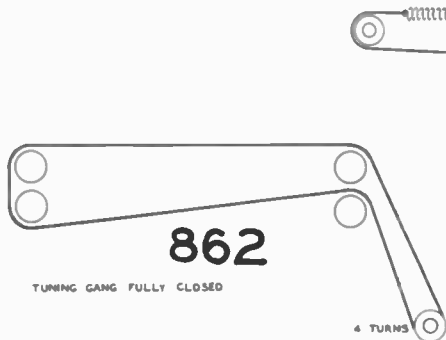
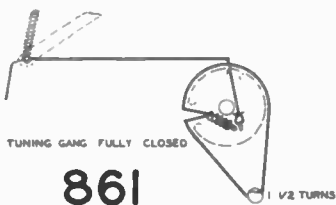
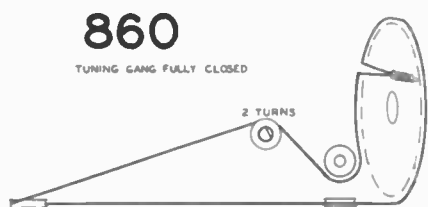
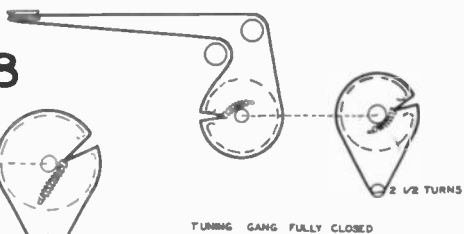
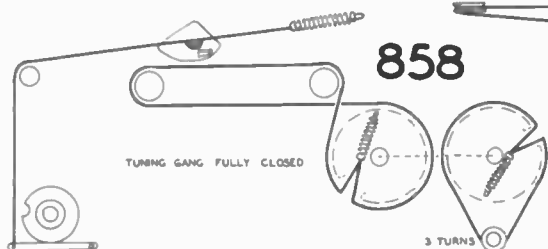
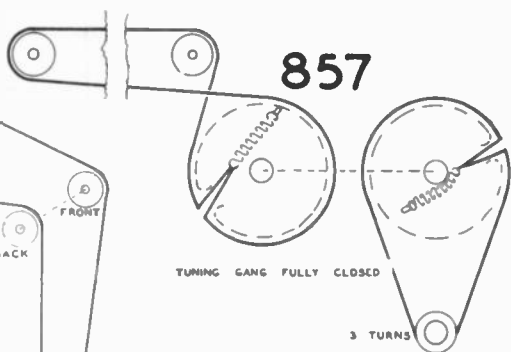
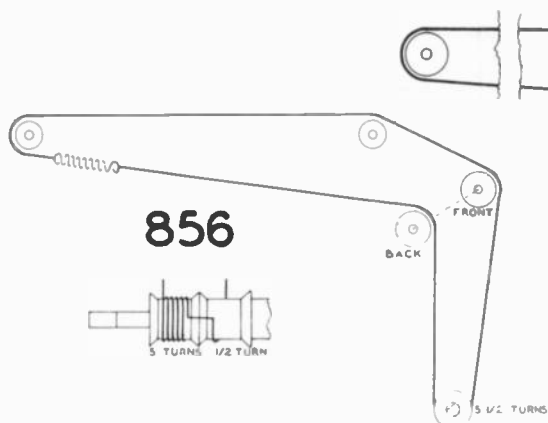






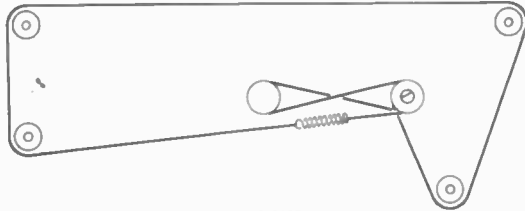
**850**



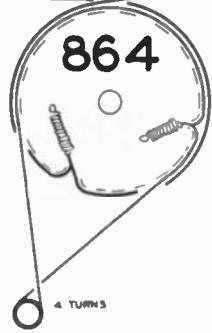




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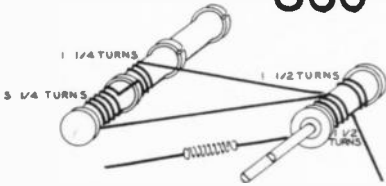
TUNING GANG FULLY CLOSED



864

4 TURNS

866



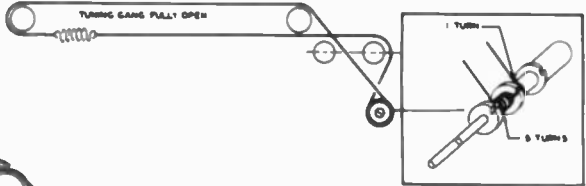
1 1/4 TURNS

3 1/4 TURNS

1 1/2 TURNS

1/2 TURN

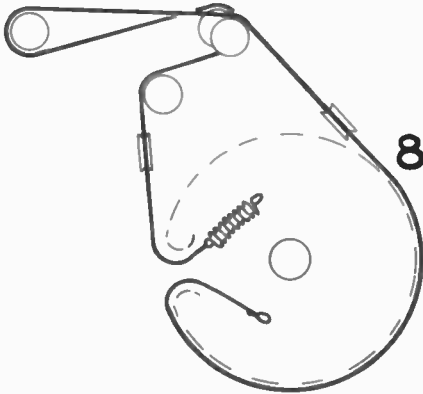
867



TUNING GANG FULLY OPEN

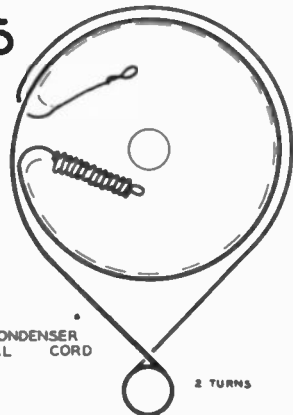
1 TURN

5 TURNS



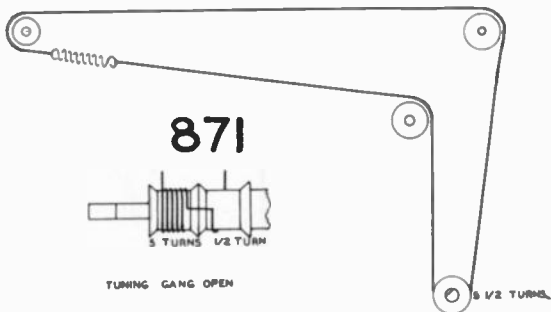
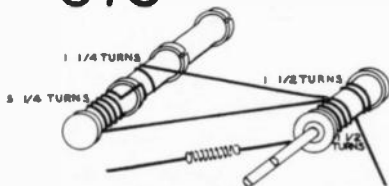
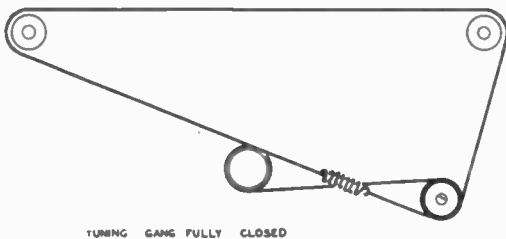
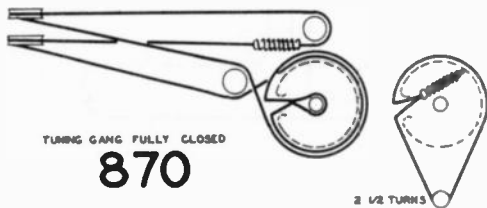
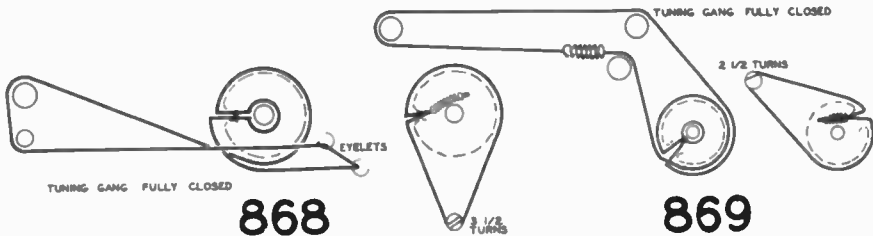
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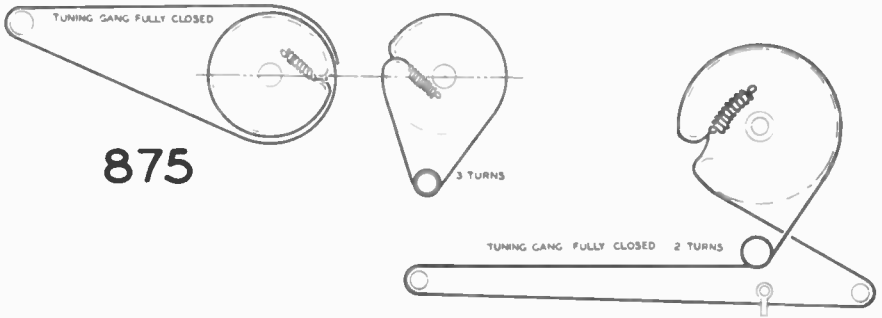
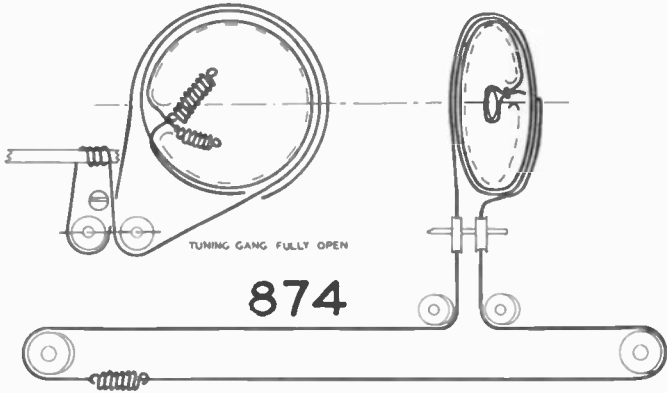
POINTER  
DIAL CORD



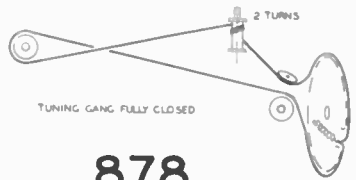
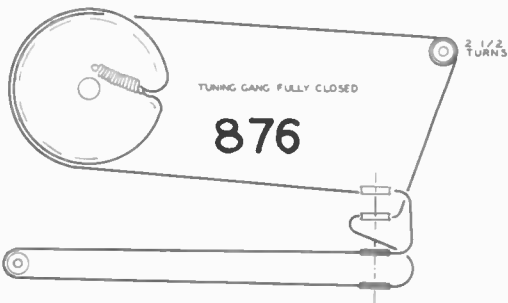
CONDENSER  
DIAL CORD

2 TURNS

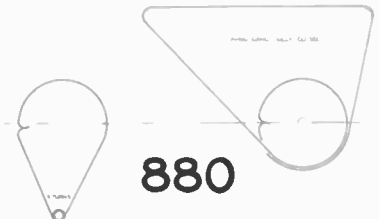
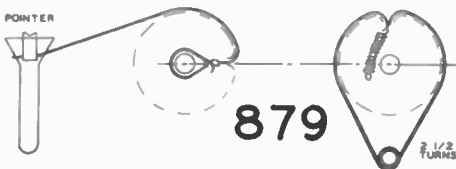


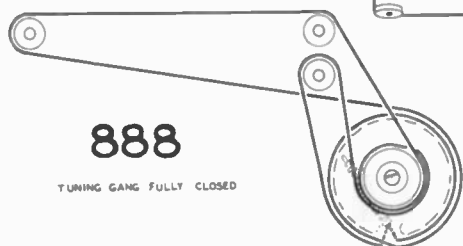
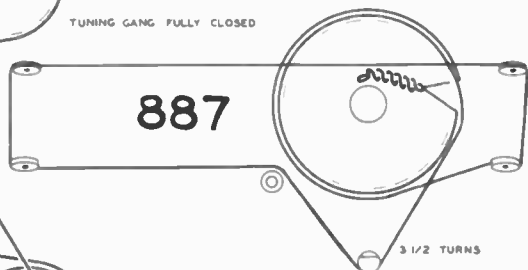
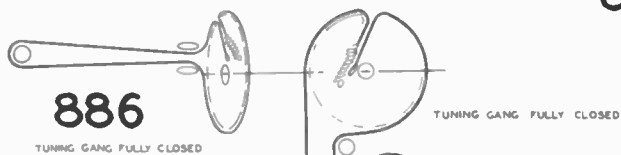
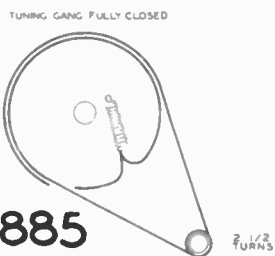
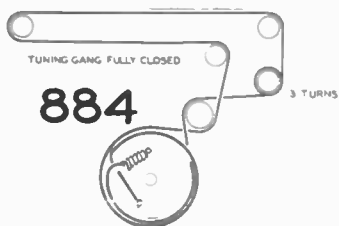
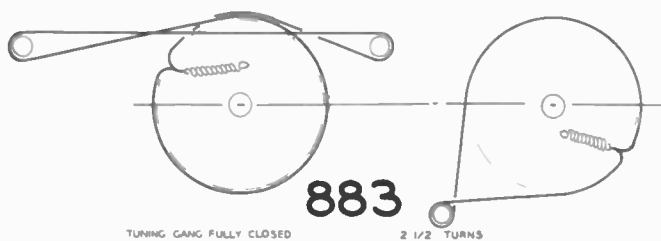
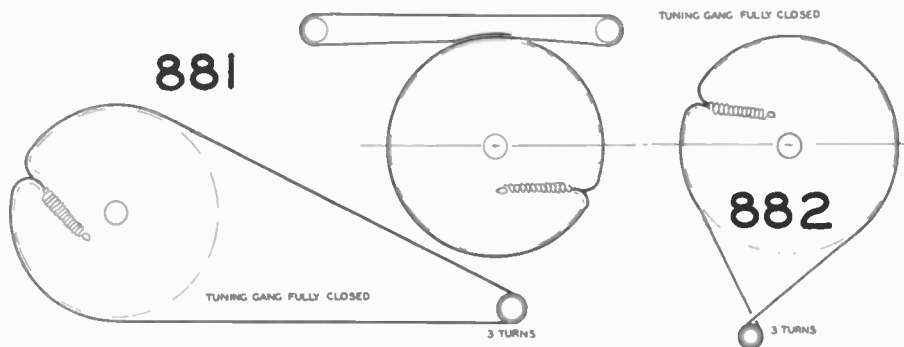


**877**

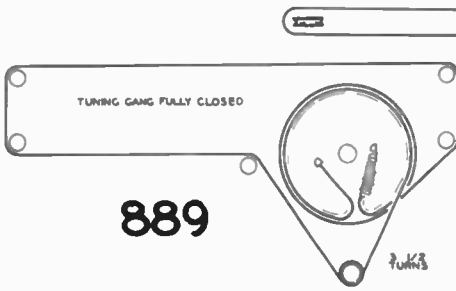


**878**

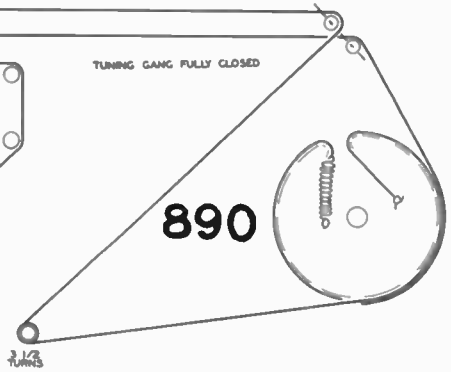




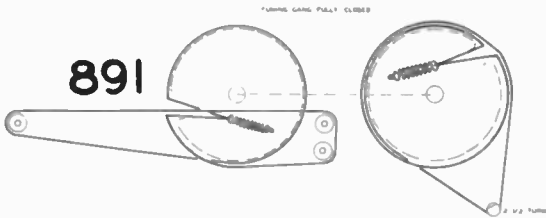




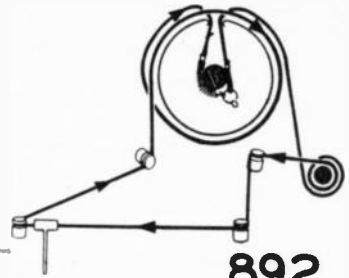
889



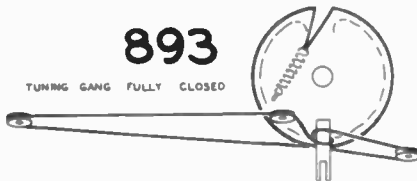
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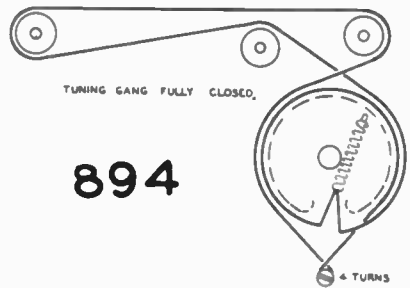
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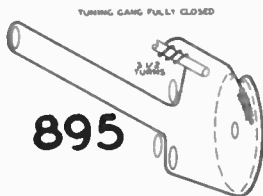
892



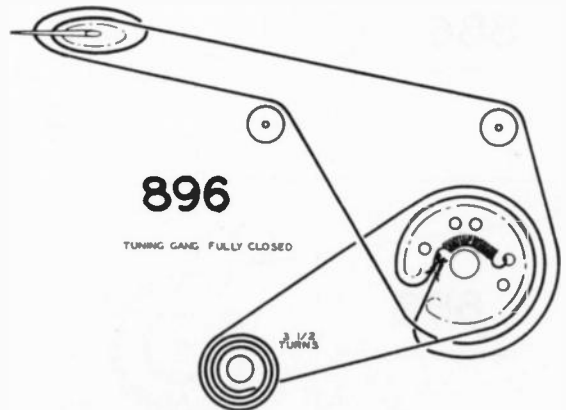
893



894

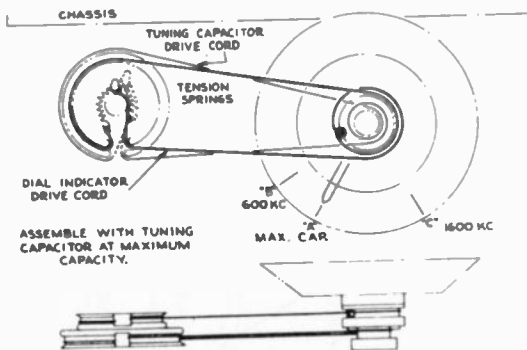
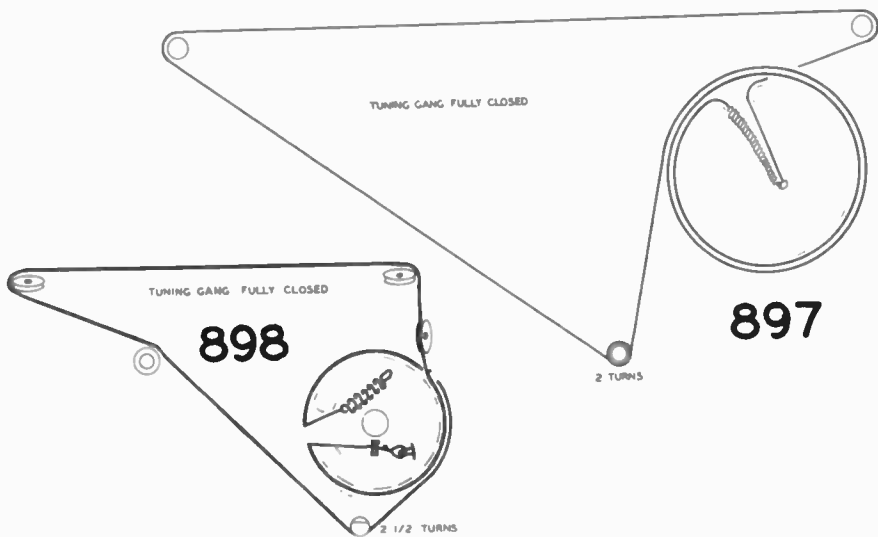


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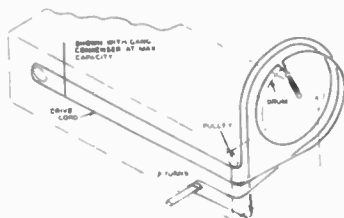


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TUNING GANG FULLY CLOSED



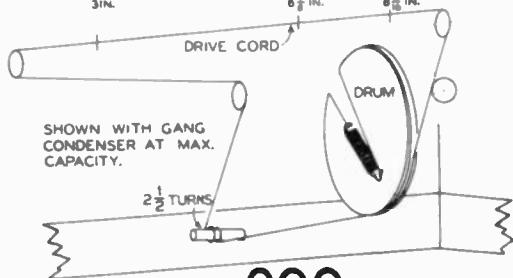
**899**



**901**

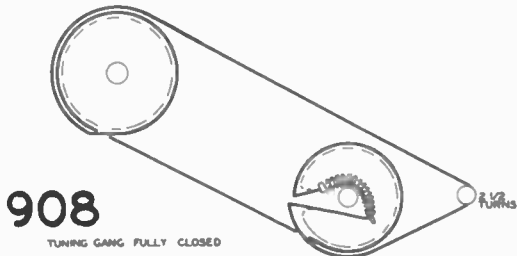
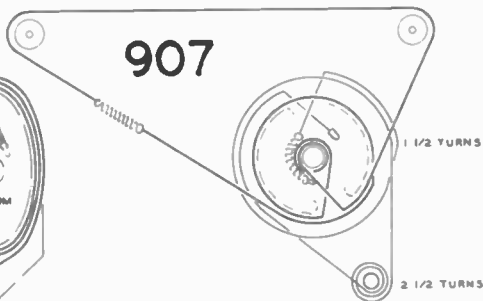
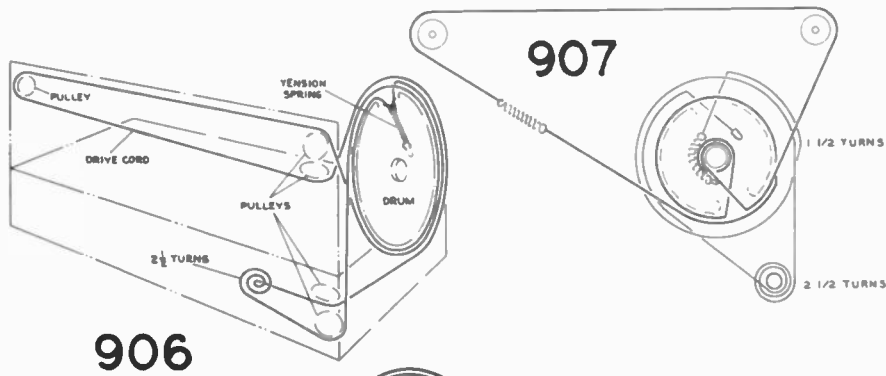
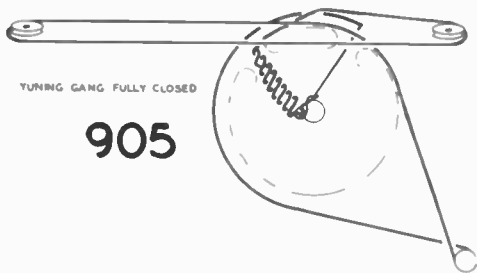
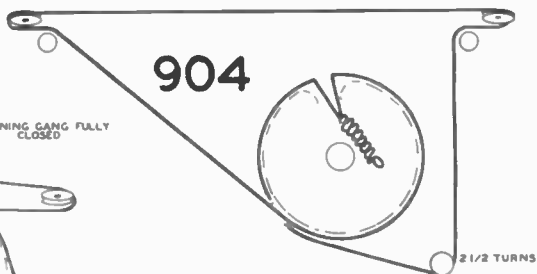
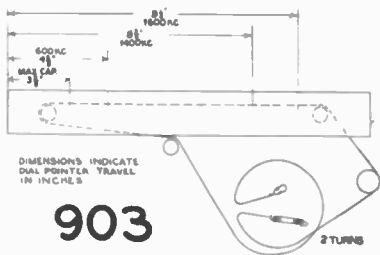
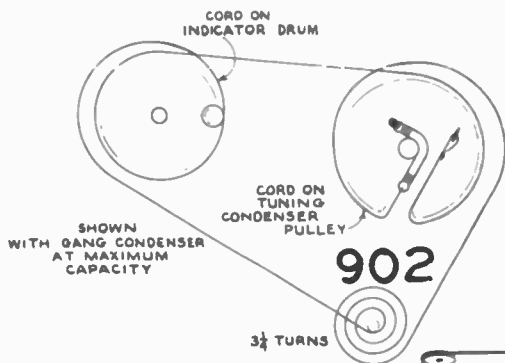
DISTANCES IN INCHES FROM LEFT HAND EDGE OF DIAL BACK PLATE

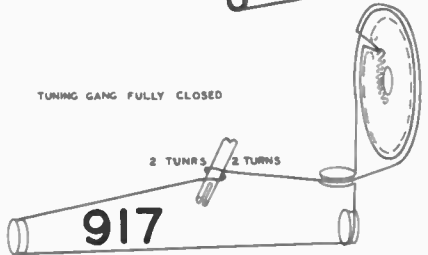
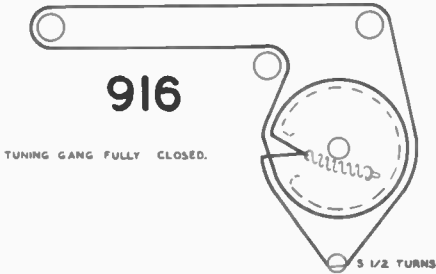
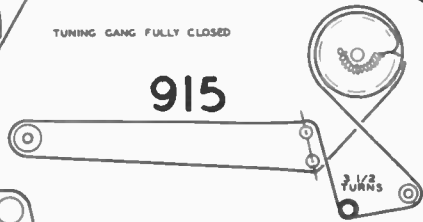
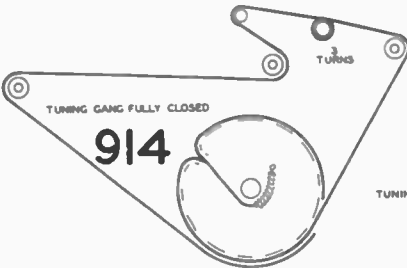
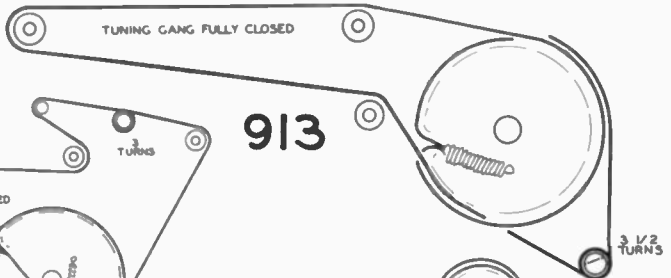
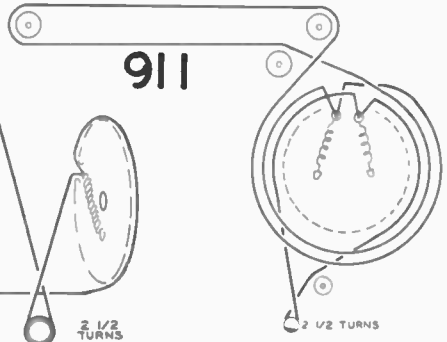
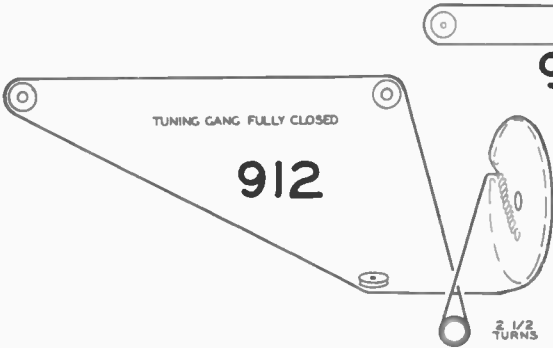
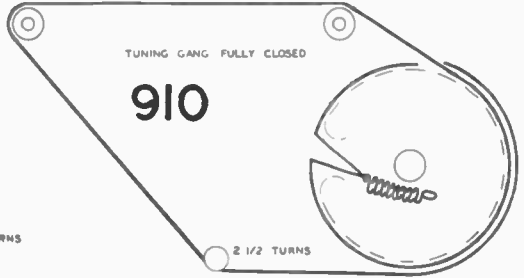
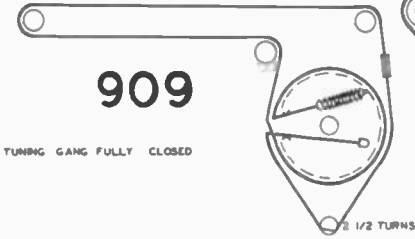
Frequency	Distance (inches)
800 KC.	3 1/4 IN.
1300 KC.	8 1/2 IN.
1600 KC.	8 3/4 IN.



**900**

SHOWN WITH GANG CONDENSER AT MAX. CAPACITY.

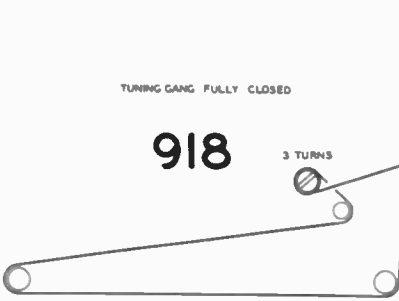




TUNING GANG FULLY CLOSED

918

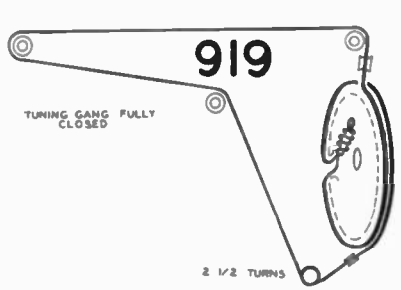
3 TURNS



919

TUNING GANG FULLY CLOSED

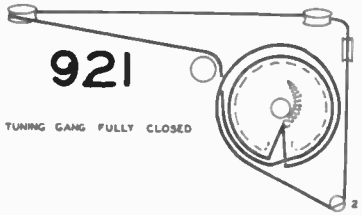
2 1/2 TURNS



921

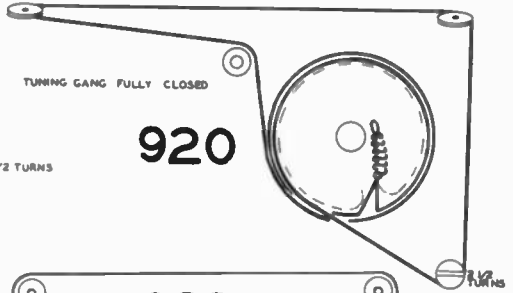
TUNING GANG FULLY CLOSED

2 1/2 TURNS



TUNING GANG FULLY CLOSED

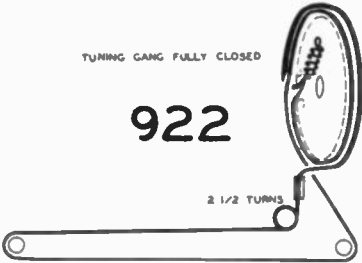
920



TUNING GANG FULLY CLOSED

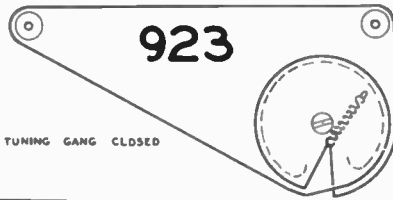
922

2 1/2 TURNS



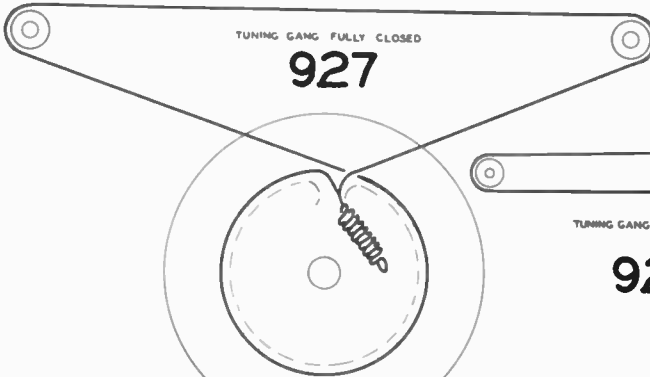
923

TUNING GANG CLOSED



TUNING GANG FULLY CLOSED

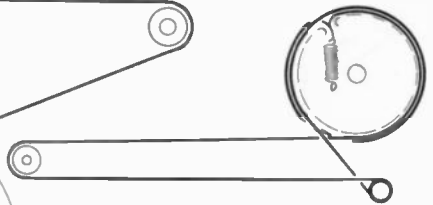
927



TUNING GANG FULLY CLOSED

925

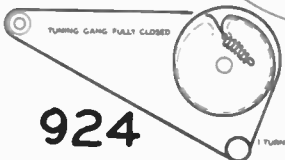
2 TURNS



TUNING GANG FULLY CLOSED

924

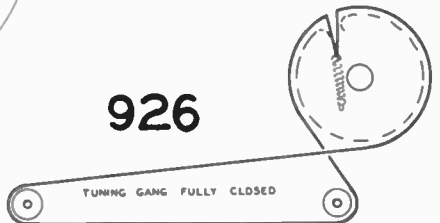
1 TURN

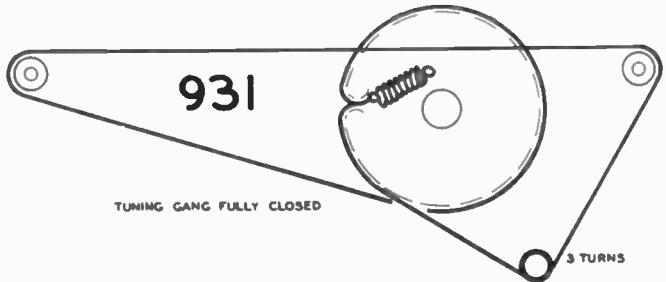
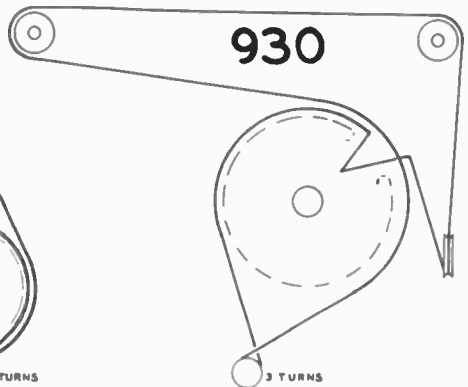
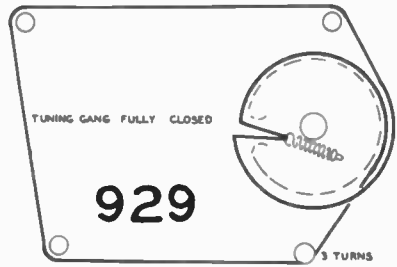
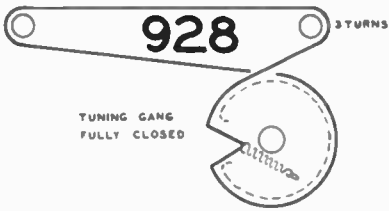


FRICION DRIVE

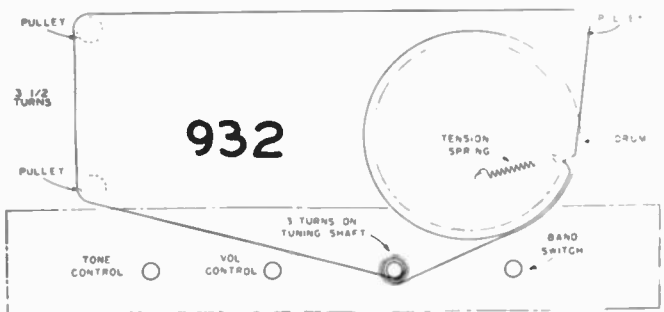
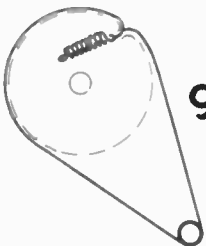
926

TUNING GANG FULLY CLOSED





TUNING GANG FULLY CLOSED

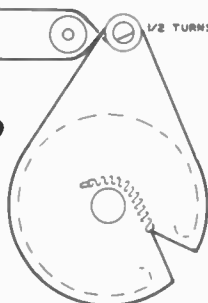


TUNING GANG FULLY CLOSED

937

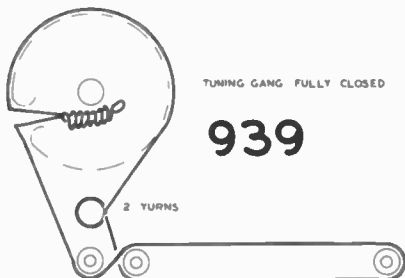


938



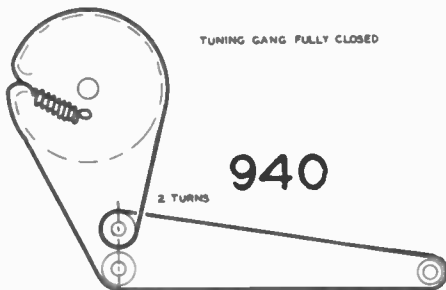
TUNING GANG FULLY CLOSED

939



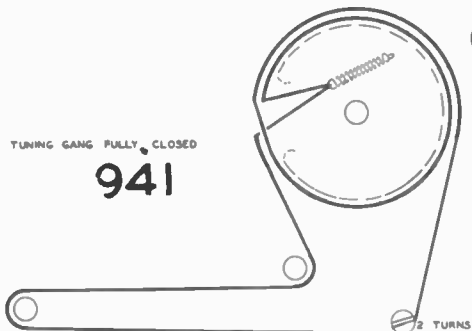
TUNING GANG FULLY CLOSED

940



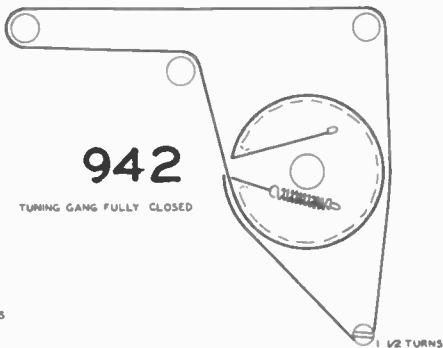
TUNING GANG FULLY CLOSED

941



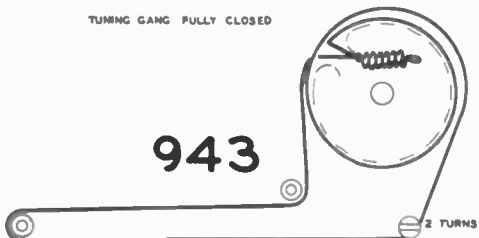
942

TUNING GANG FULLY CLOSED



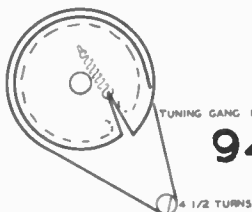
TUNING GANG FULLY CLOSED

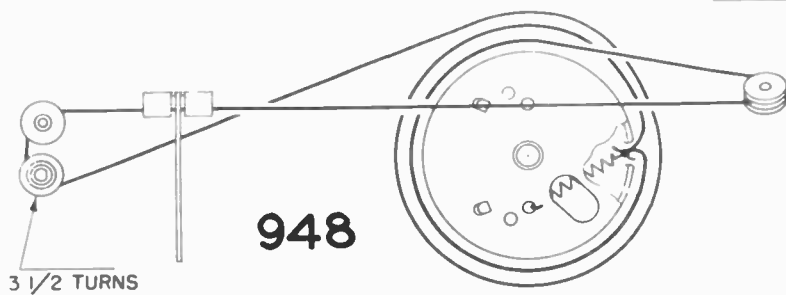
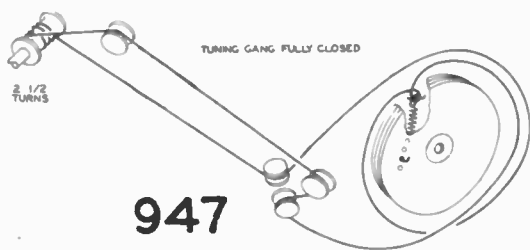
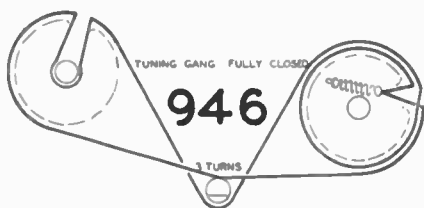
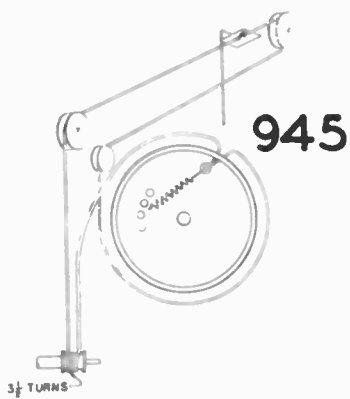
943



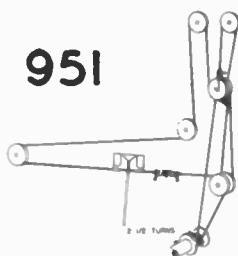
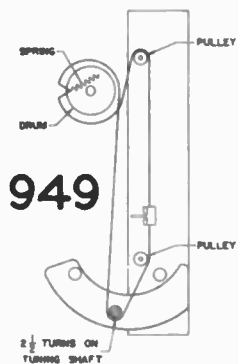
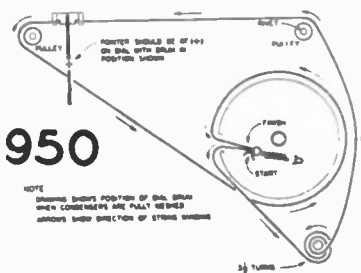
TUNING GANG FULLY CLOSED

944

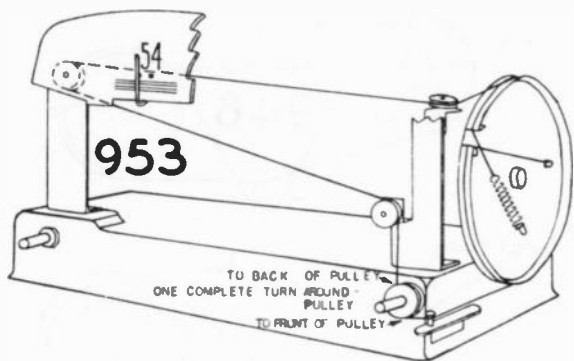




TUNING GANG FULLY CLOSED

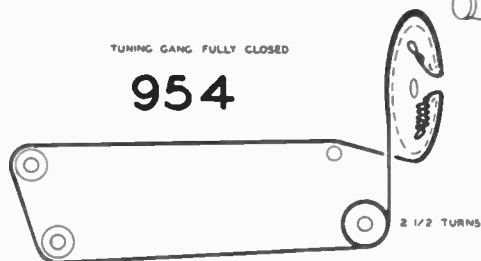






953

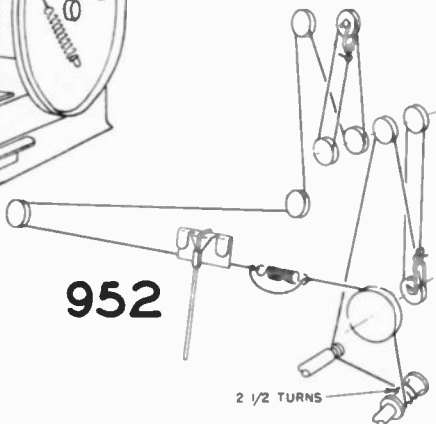
TO BACK OF PULLEY  
ONE COMPLETE TURN AROUND PULLEY  
TO FRONT OF PULLEY



TUNING GANG FULLY CLOSED

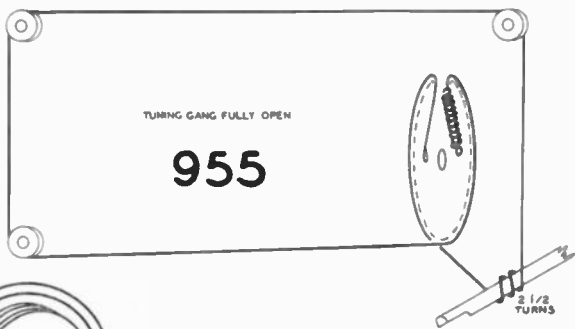
954

2 1/2 TURNS



952

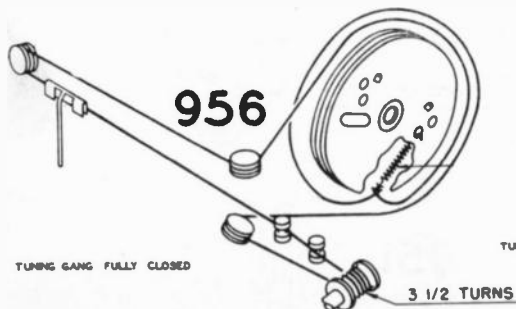
2 1/2 TURNS



TUNING GANG FULLY OPEN

955

2 1/2 TURNS

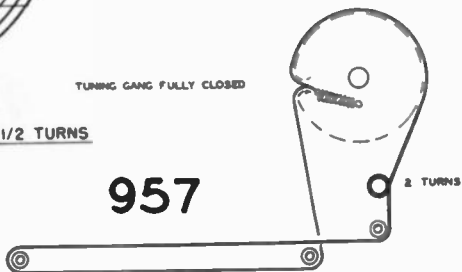


956

TUNING GANG FULLY CLOSED

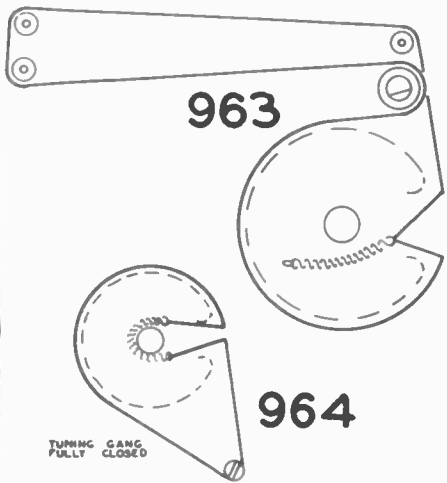
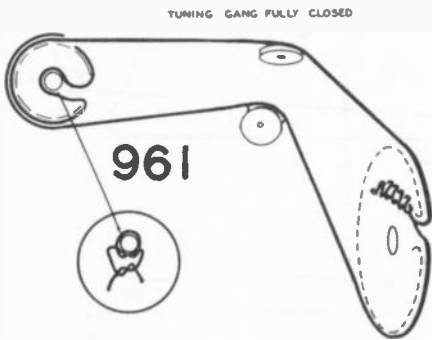
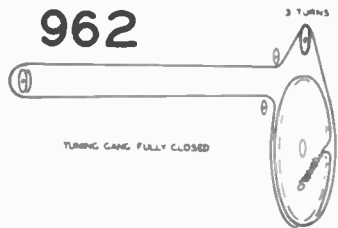
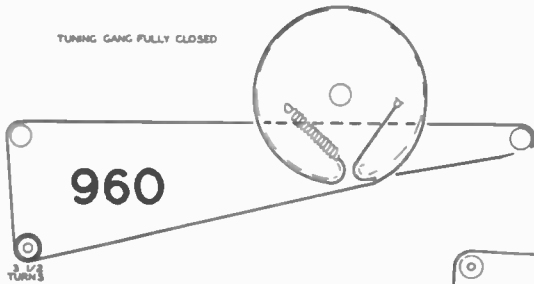
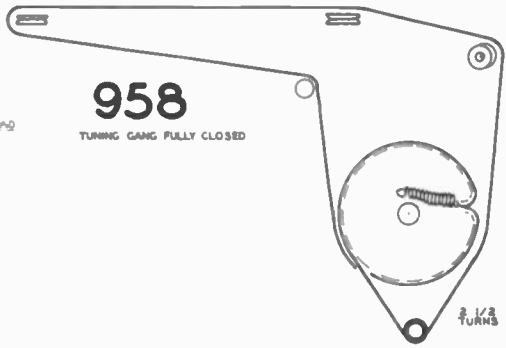
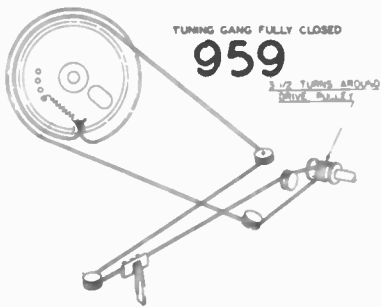
3 1/2 TURNS

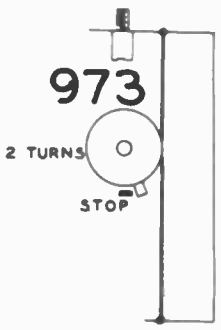
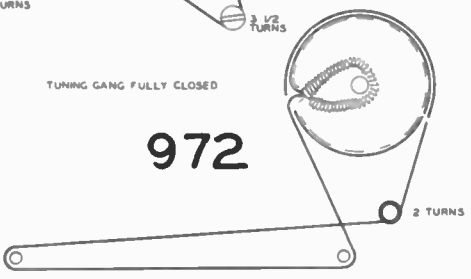
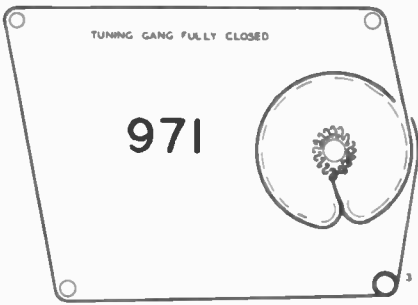
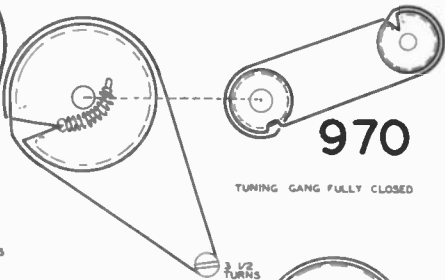
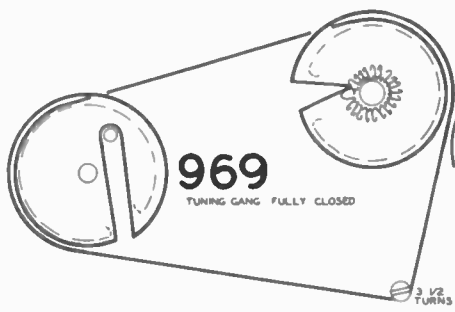
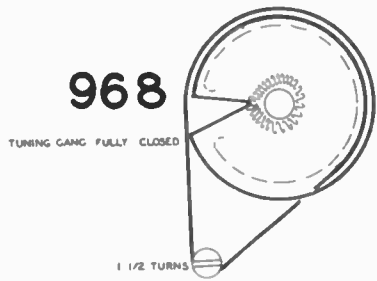
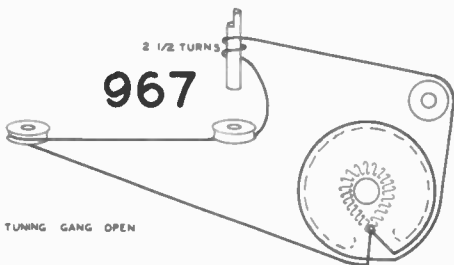
TUNING GANG FULLY CLOSED



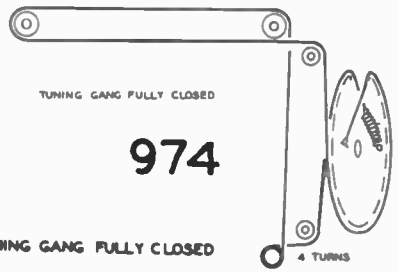
957

2 TURNS

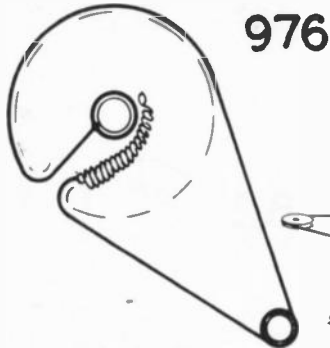




TUNING SLUGS FULLY IN COILS

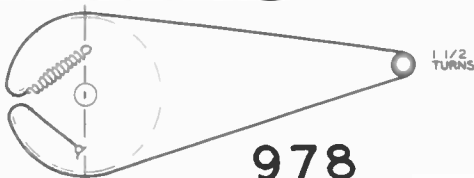
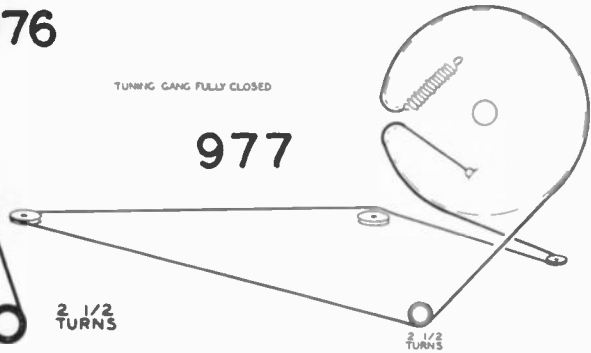


TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

**977**



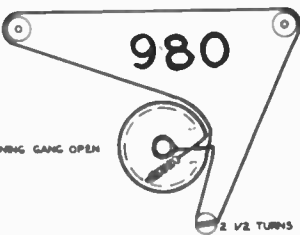
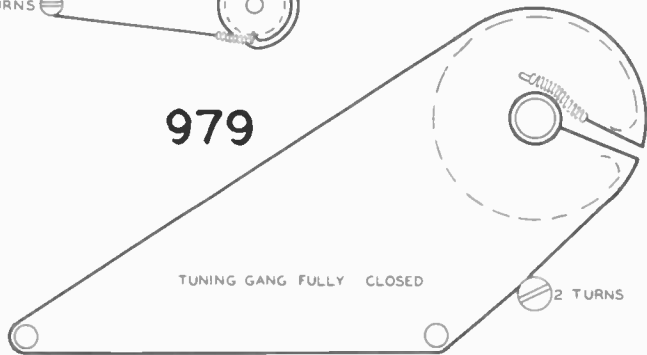
CHASSIS



TUNING GANG FULLY CLOSED  
VOL. CONT. FULLY ON

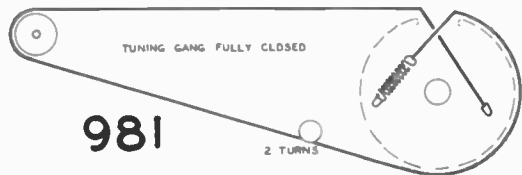


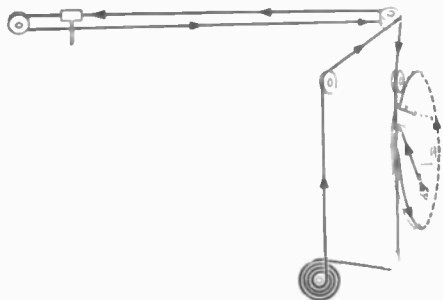
**979**



TUNING GANG FULLY CLOSED

**981**





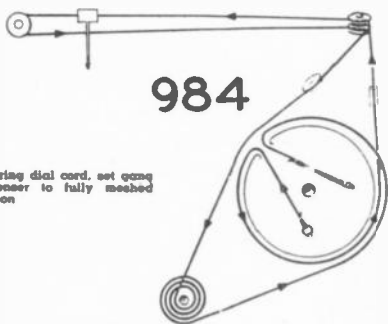
983



982

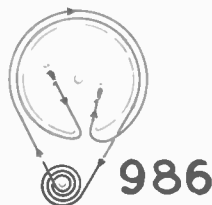
TUNING GANG FULLY CLOSED

2 1/2  
TURNS



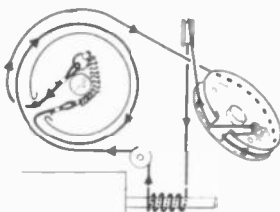
984

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

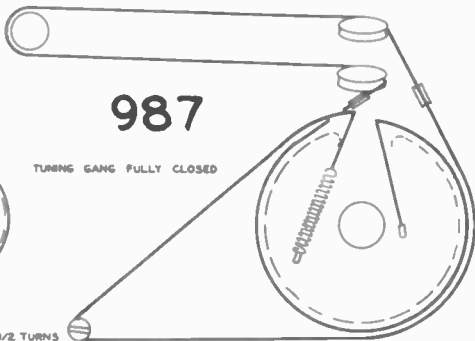


986

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



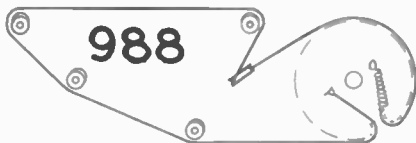
985



987

TUNING GANG FULLY CLOSED

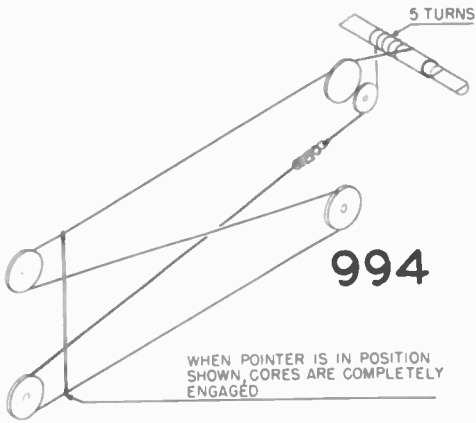
3 1/2  
TURNS



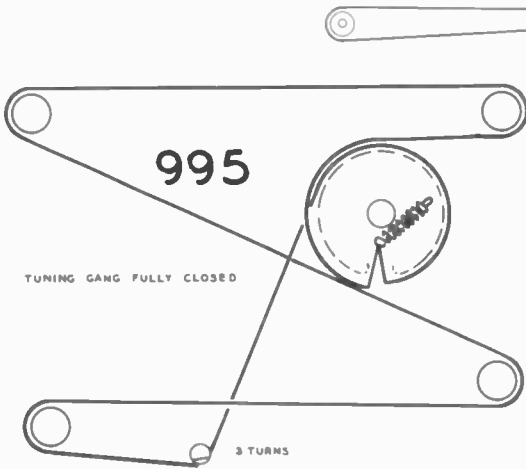
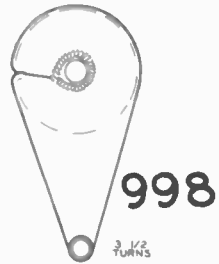
988

TUNING GANG FULLY CLOSED

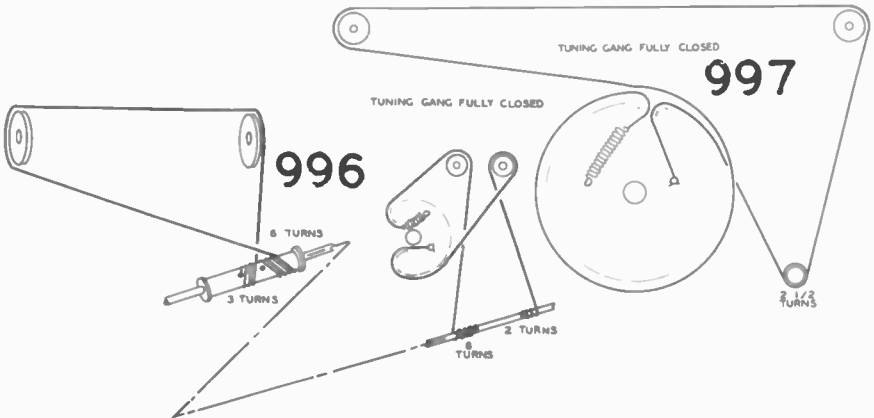
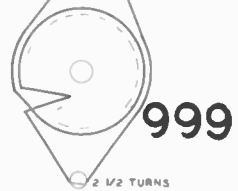


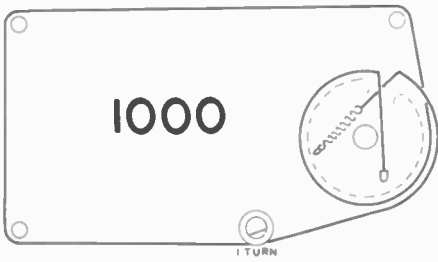


TUNING GANG FULLY CLOSED



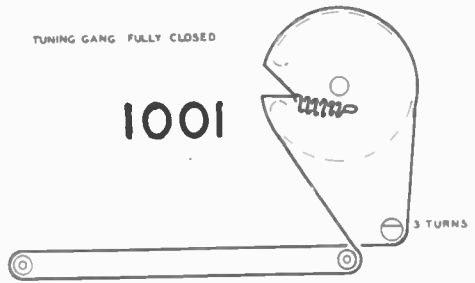
FIXED SHAFT  
PULLEY ON SAME SHAFT





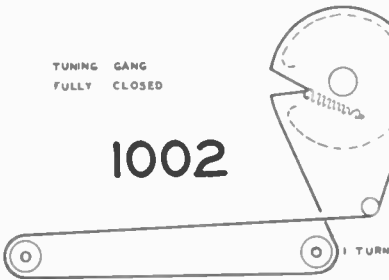
TUNING GANG FULLY CLOSED

1001



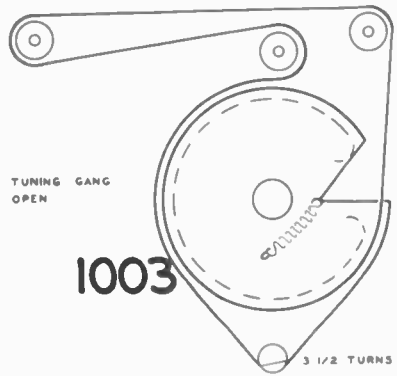
TUNING GANG FULLY CLOSED

1002



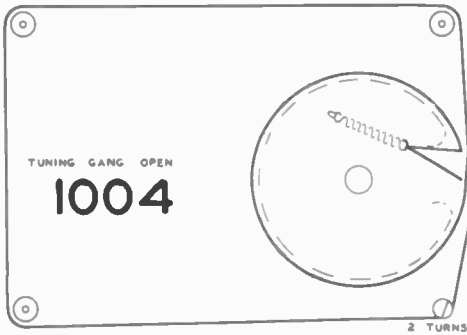
TUNING GANG OPEN

1003



TUNING GANG OPEN

1004



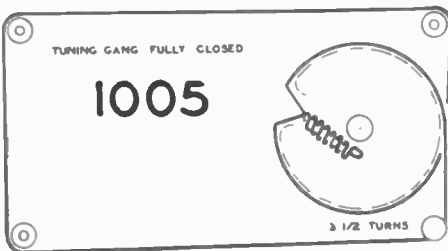
1006



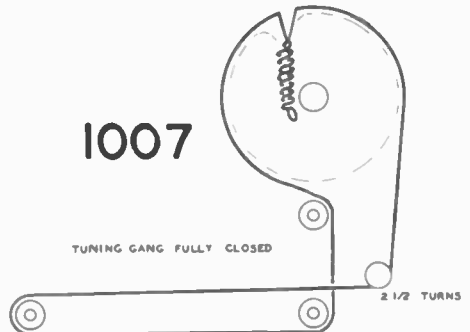
TUNING GANG OPEN

TUNING GANG FULLY CLOSED

1005



1007

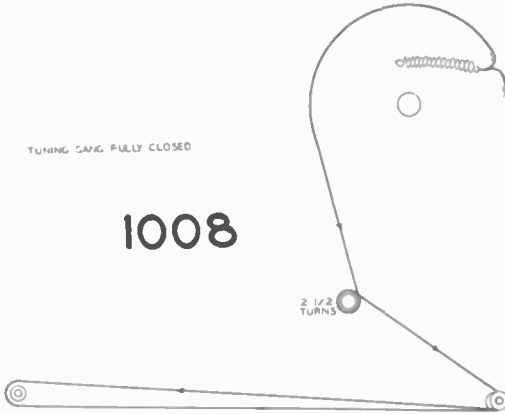


TUNING GANG FULLY CLOSED



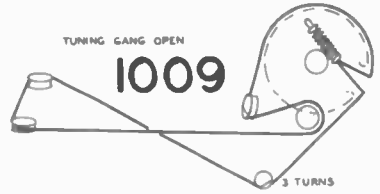
TUNING GANG FULLY CLOSED

1008



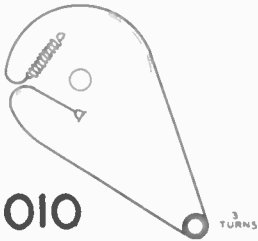
TUNING GANG OPEN

1009

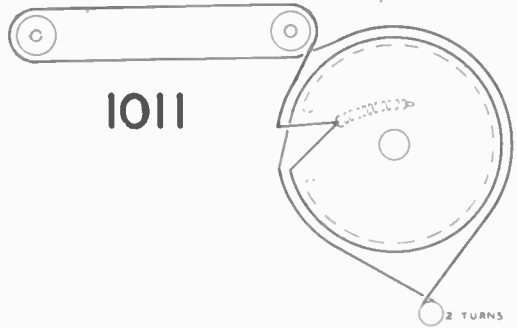


TUNING GANG FULLY CLOSED

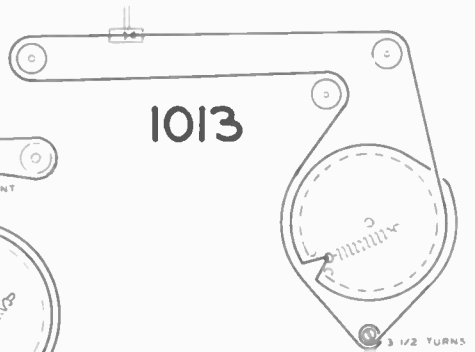
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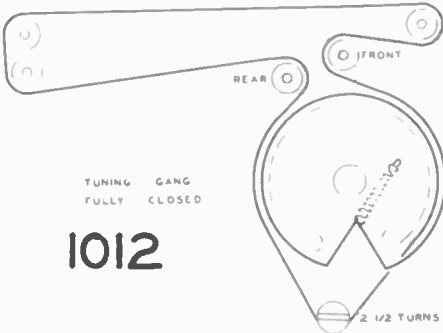


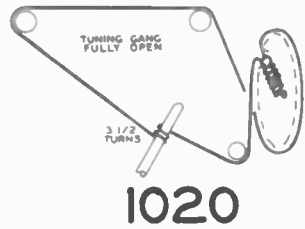
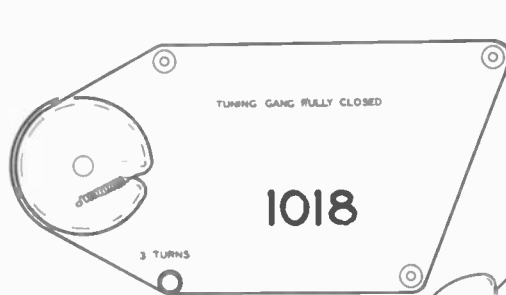
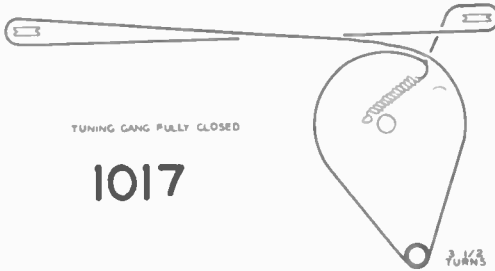
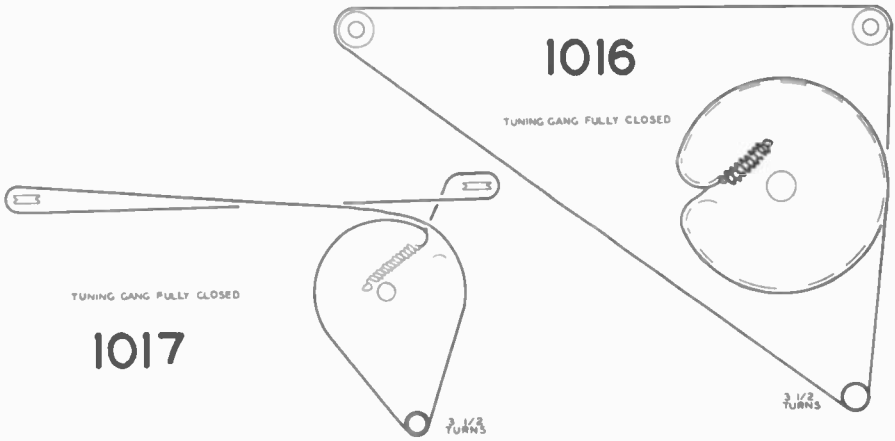
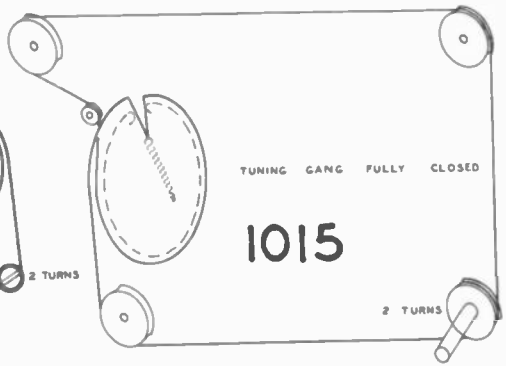
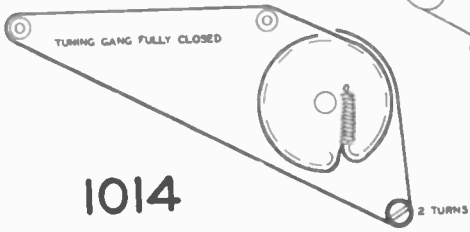
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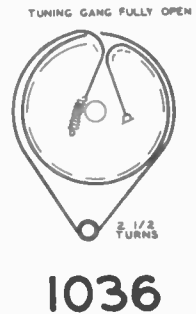
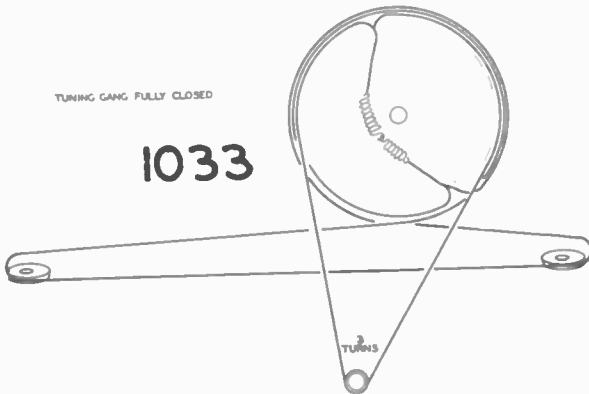
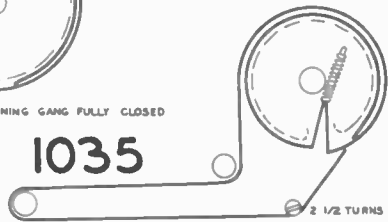
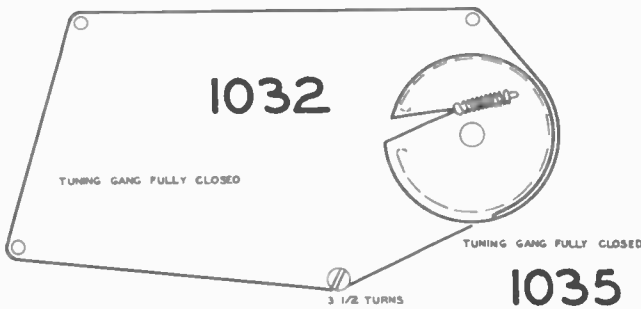
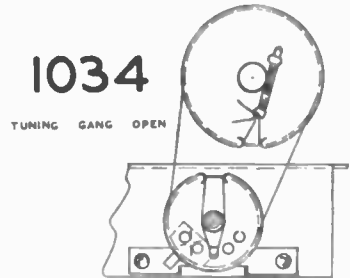
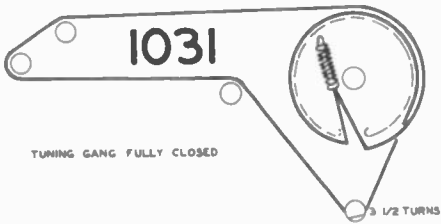
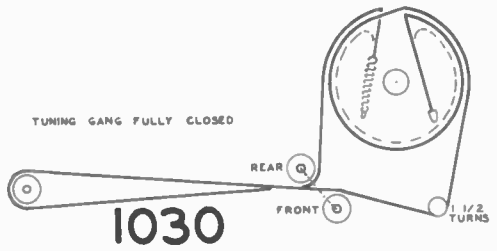
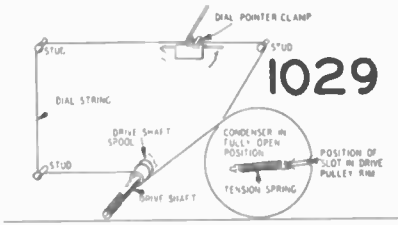
TUNING GANG FULLY CLOSED

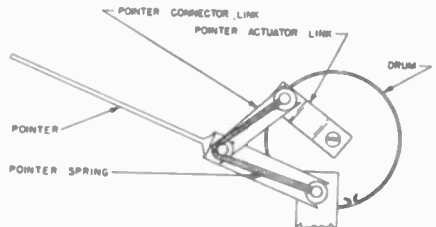
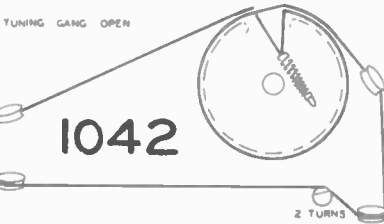
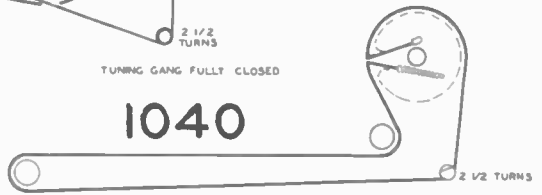
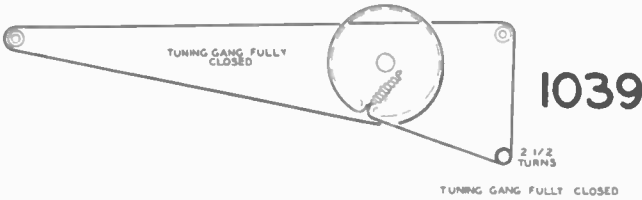
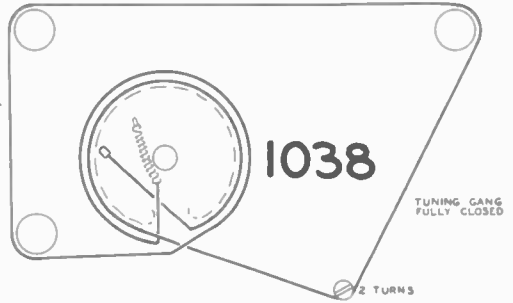
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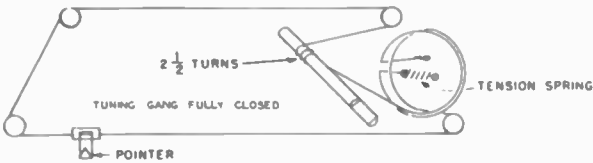




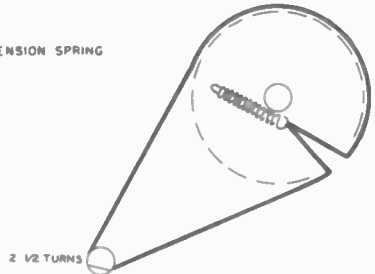




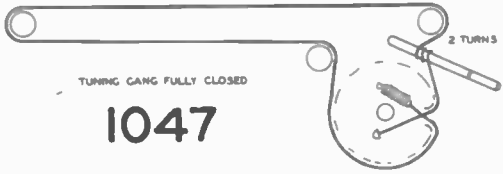
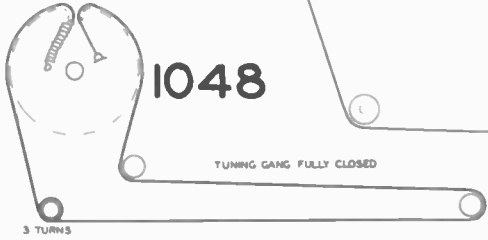
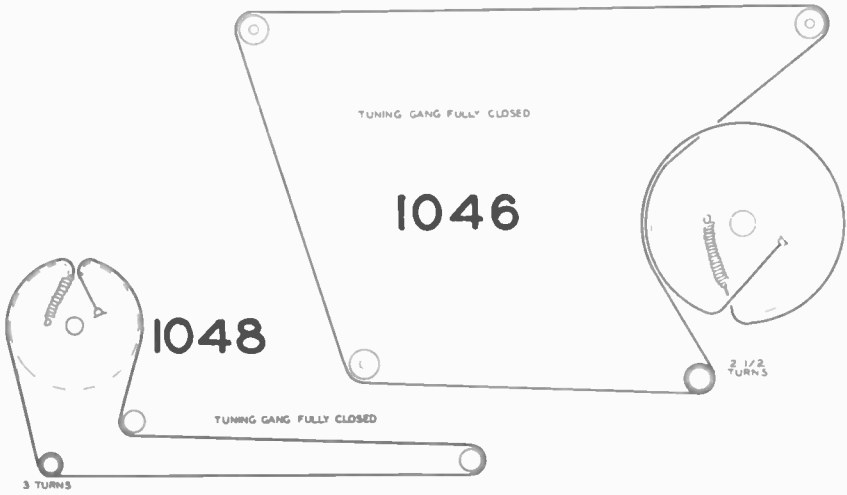
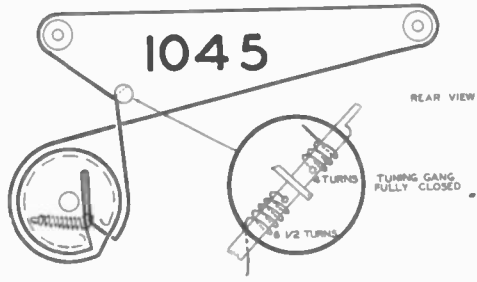
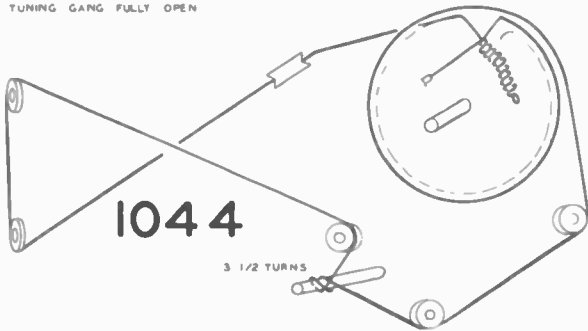
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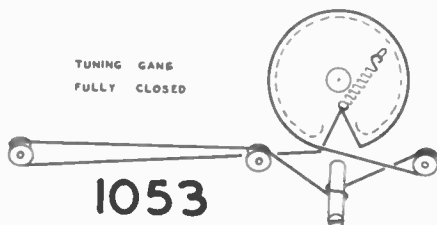
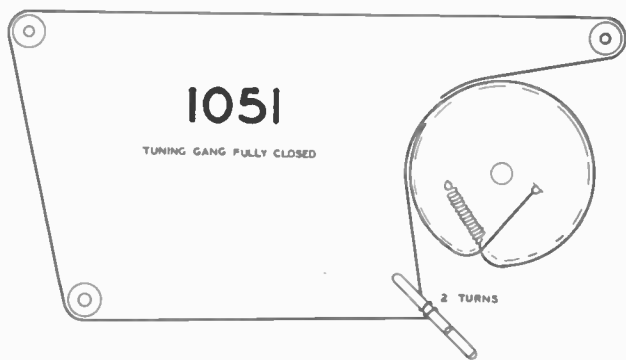
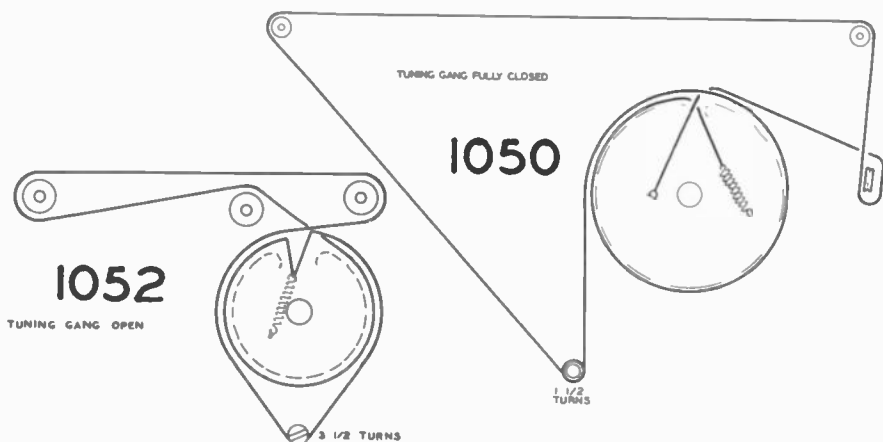
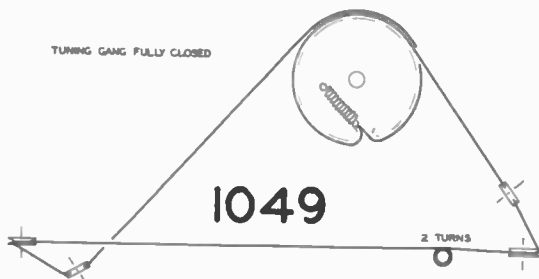


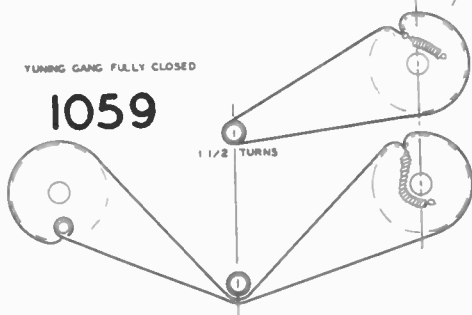
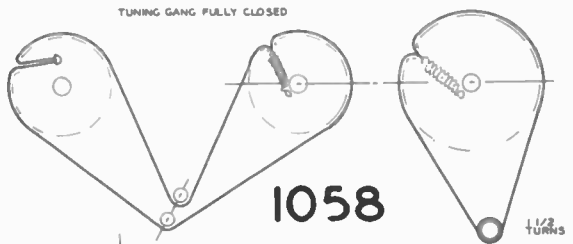
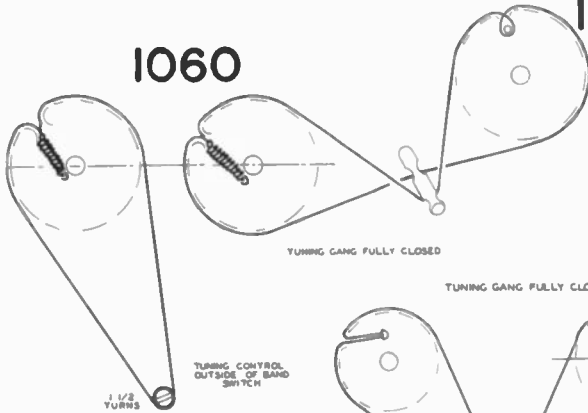
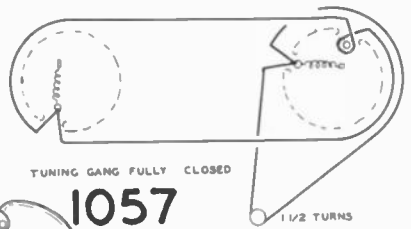
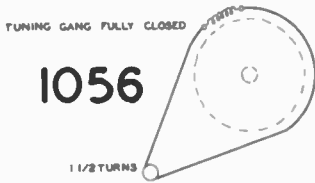
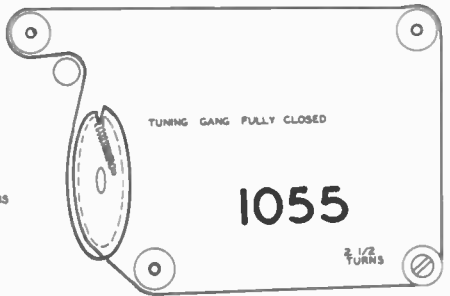
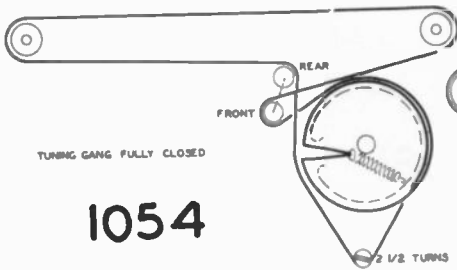
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TUNING GANG FULLY OPEN



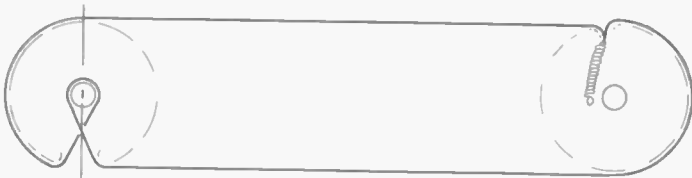
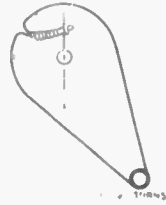








TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

