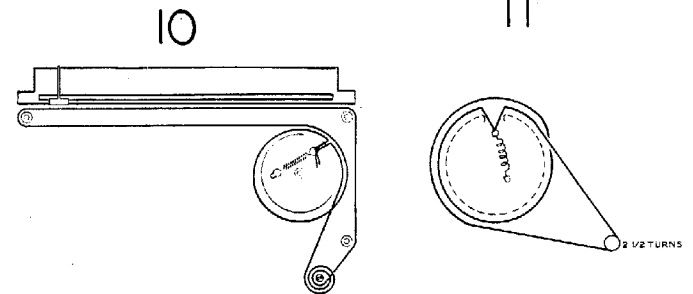
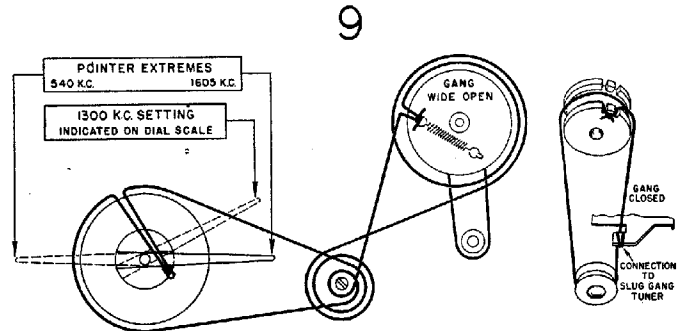
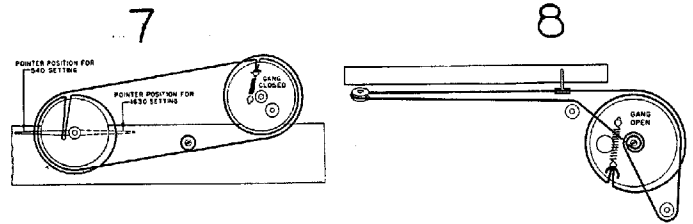
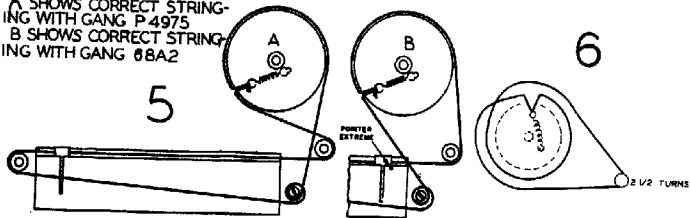
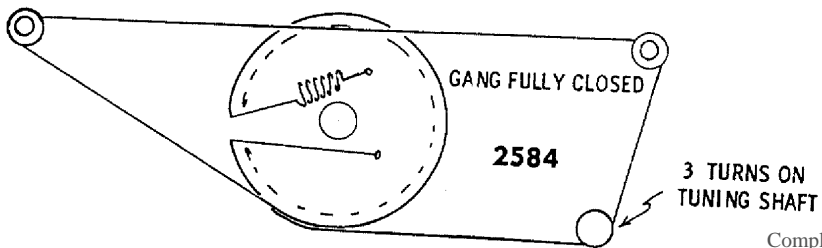
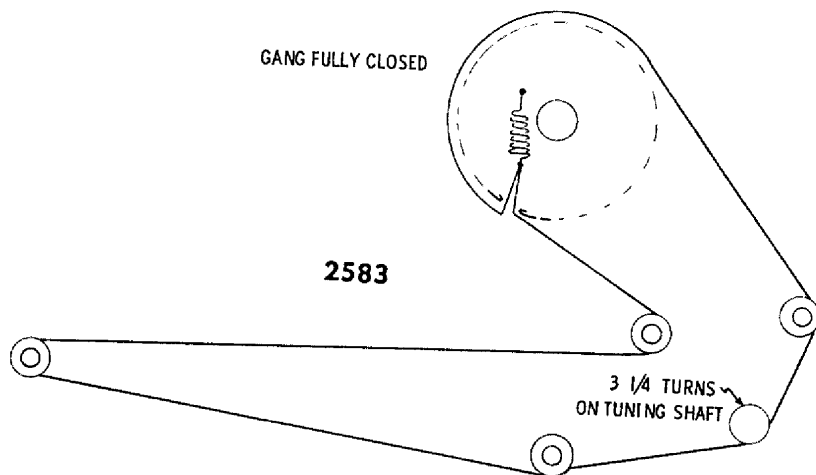
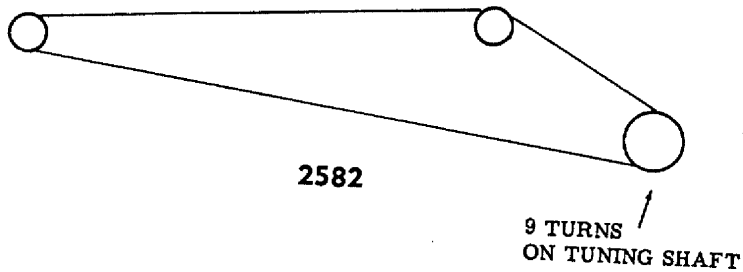
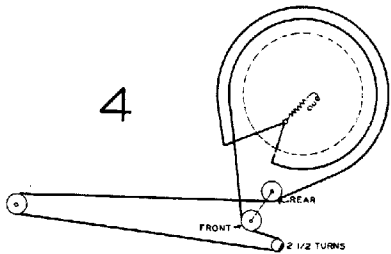
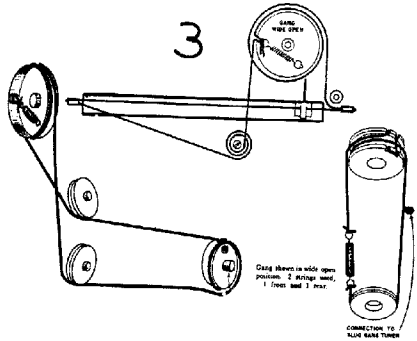
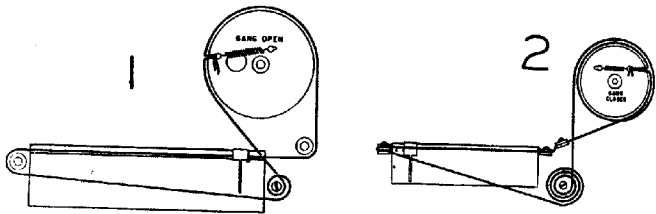


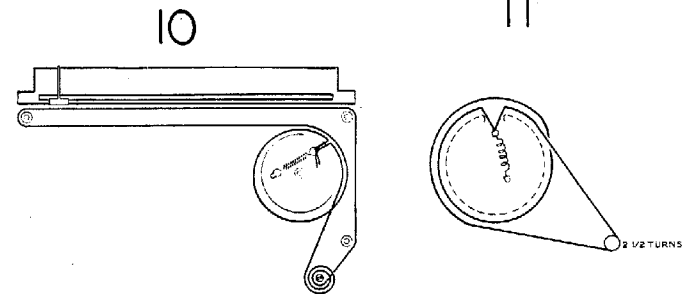
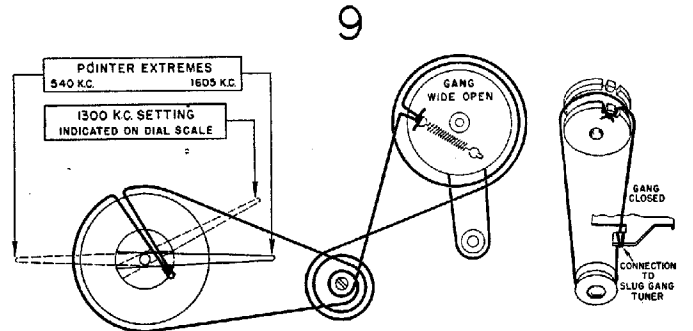
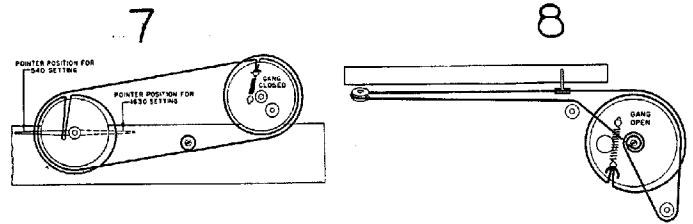
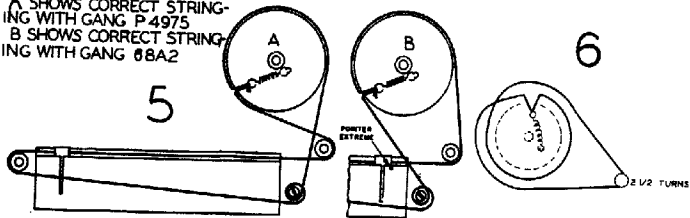
A SHOWS CORRECT STRINGING WITH GANG P.4975
 B SHOWS CORRECT STRINGING WITH GANG 68A2

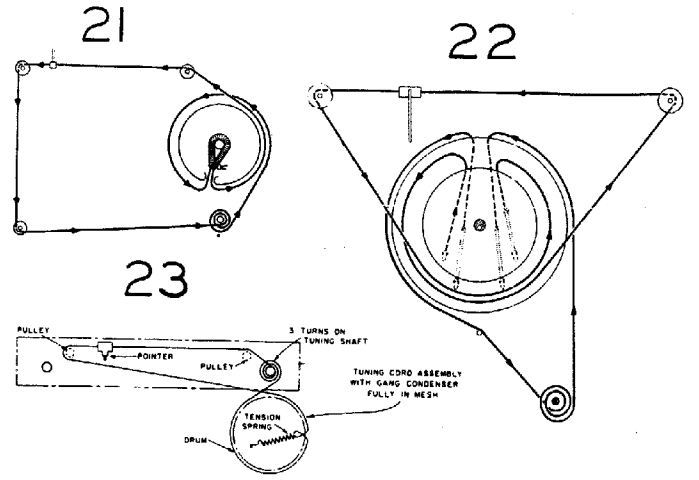
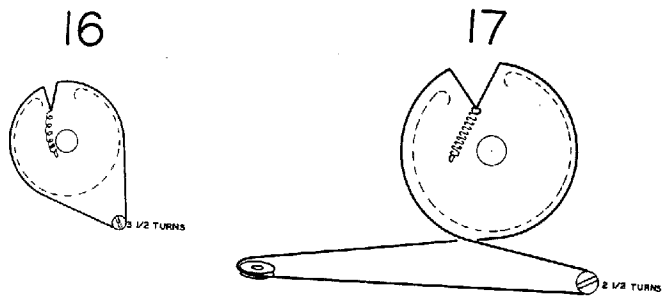
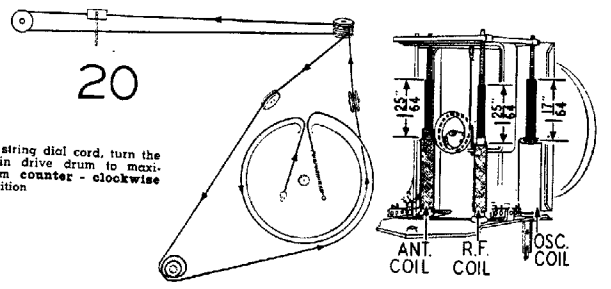
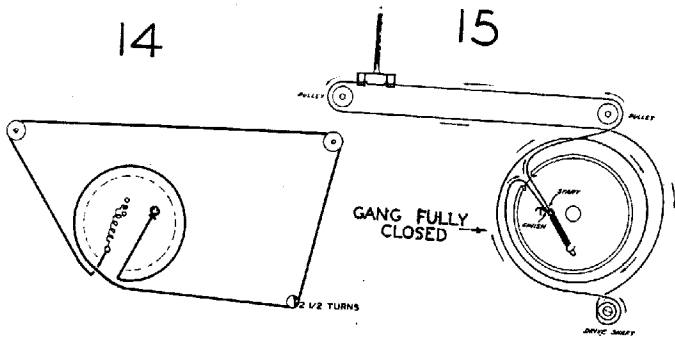
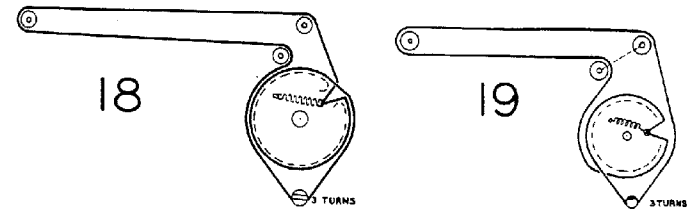
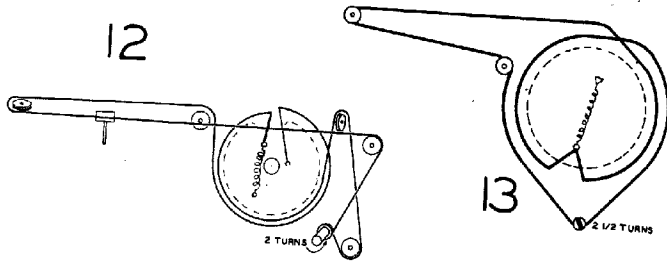


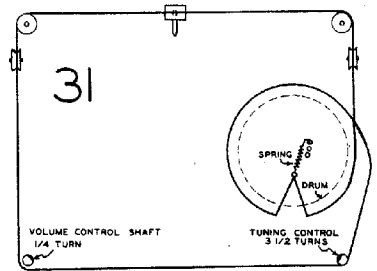
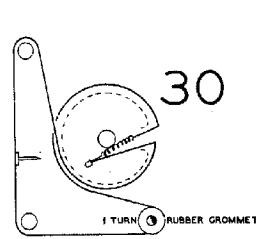
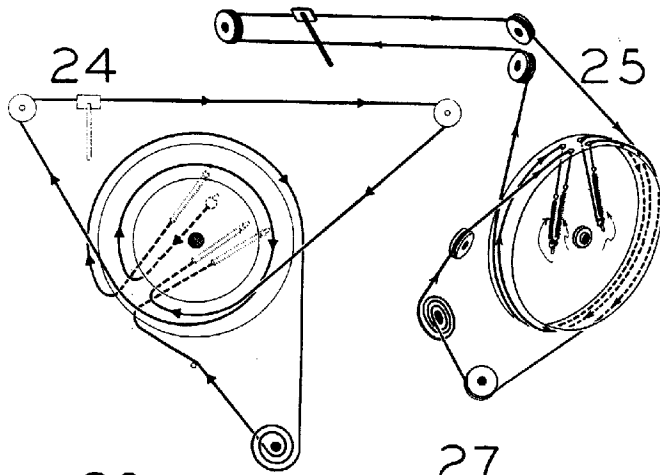




A SHOWS CORRECT STRINGING WITH GANG P.4975
 B SHOWS CORRECT STRINGING WITH GANG 68A2

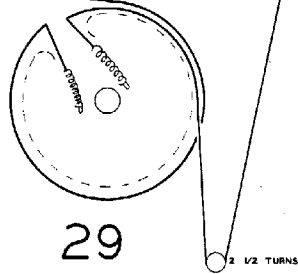
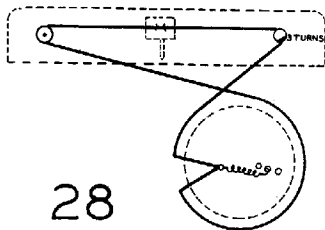
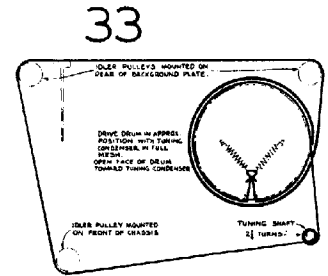
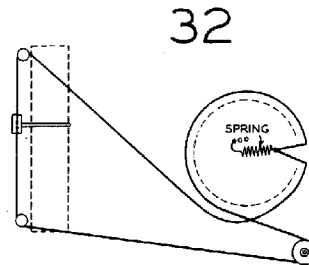
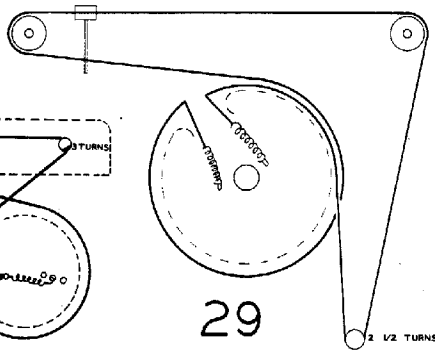




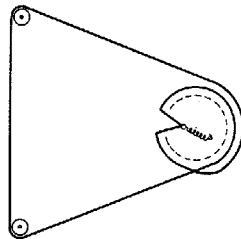
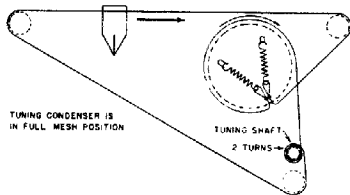
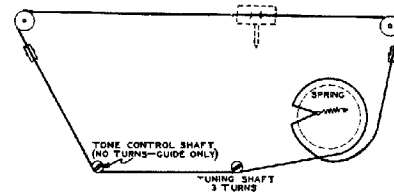


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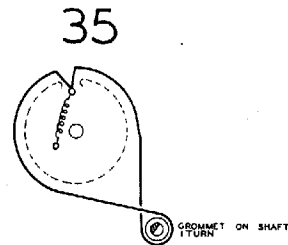
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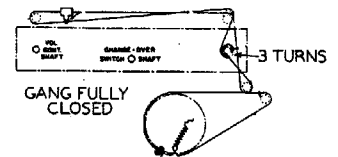
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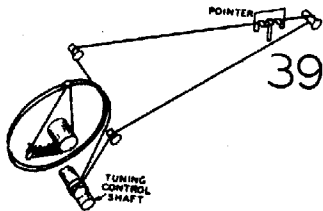
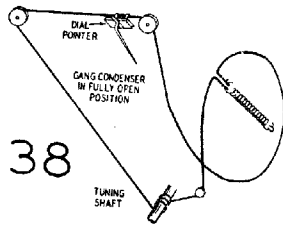
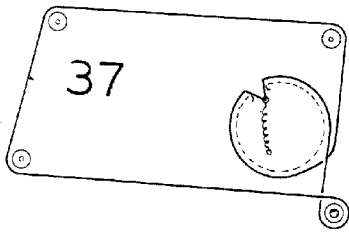


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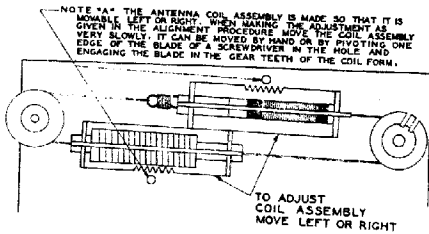
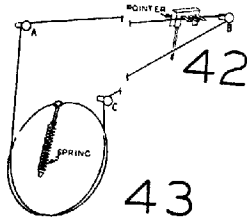
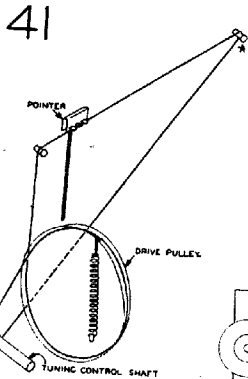
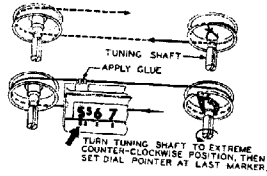
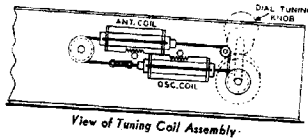


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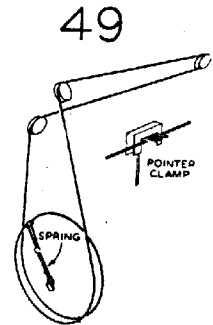
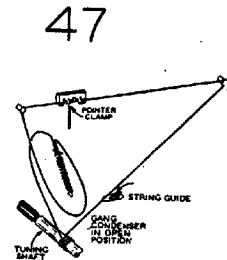
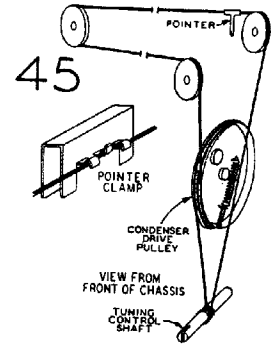
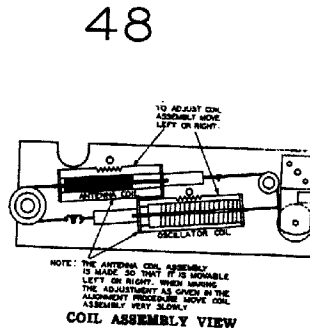
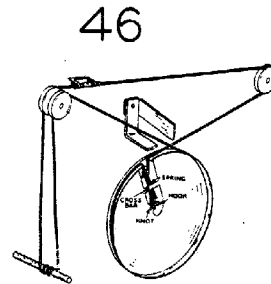
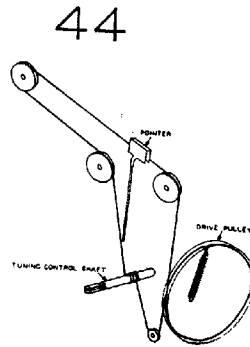


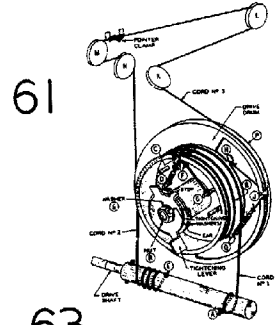
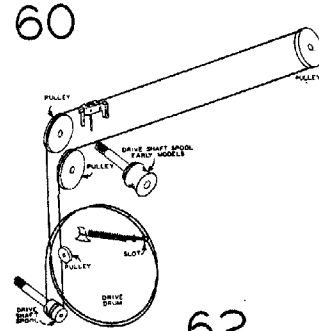
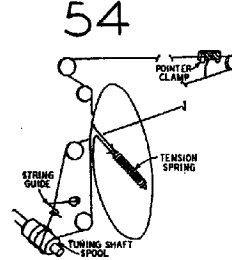
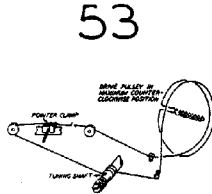
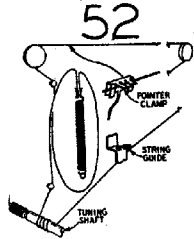
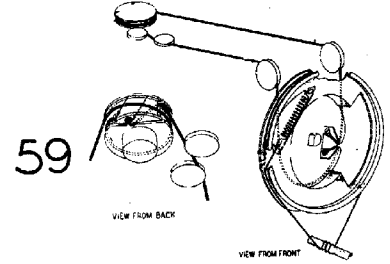
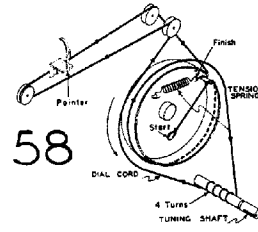
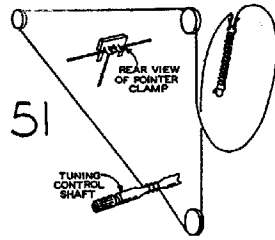
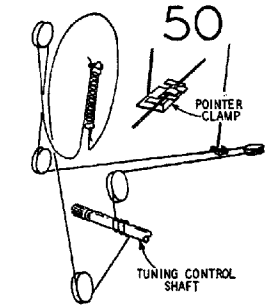


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When tying the string to the tension spring make sure that the spring takes up all slack.



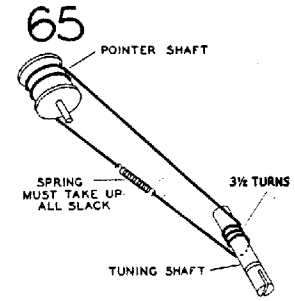
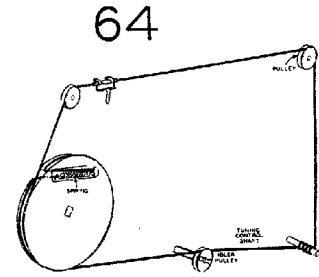
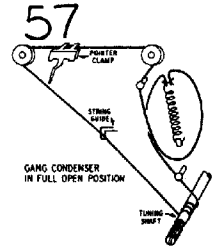
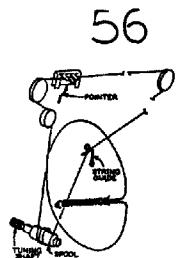
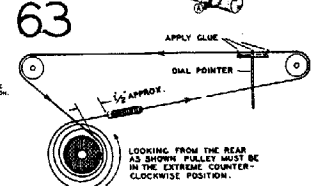
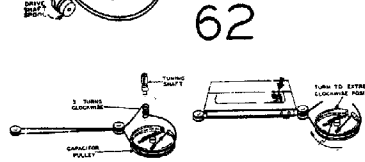
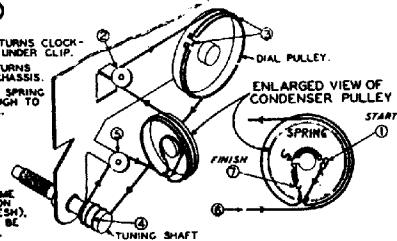
Turn gang condenser to full open position -- See illustration. Use a new drive cord 42 inches in length.

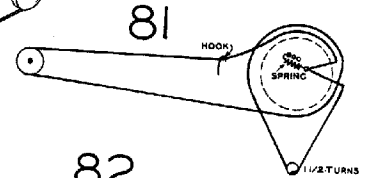
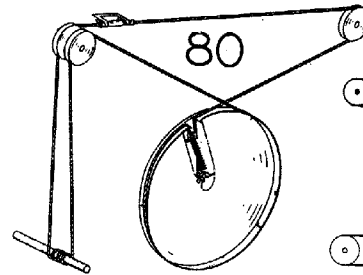
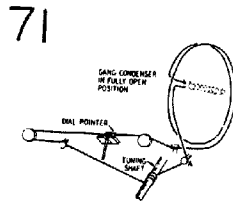
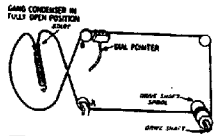
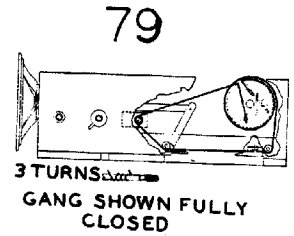
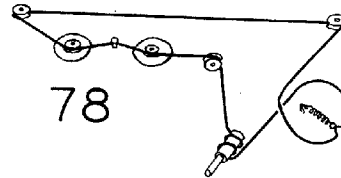
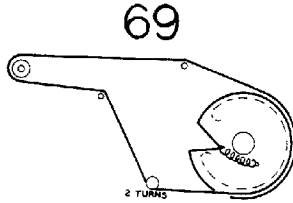
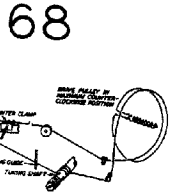
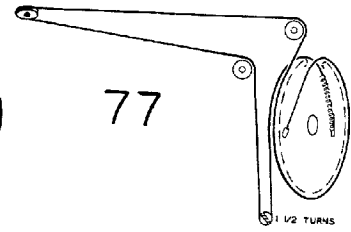
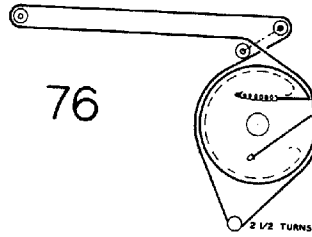
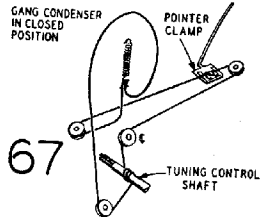
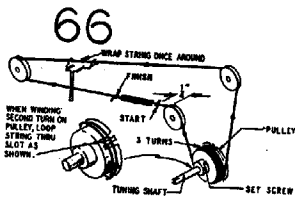




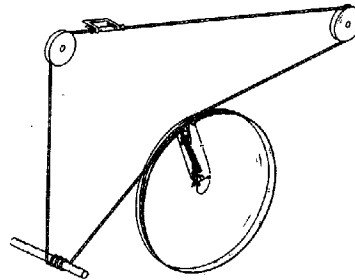
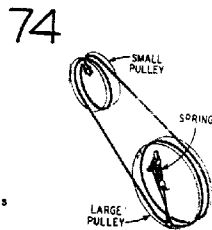
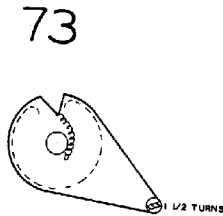
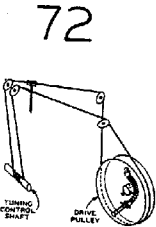
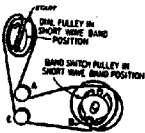
- 55
- IN STEP 3, WIND 1 1/2 TURNS CLOCKWISE, PASS STRING UNDER CLIP.
 - IN STEP 4, WIND 3 TURNS TOWARD FRONT OF CHASSIS.
 - IN STEP 7, BE SURE SPRING IS STRETCHED ENOUGH TO TAKE UP ALL SLACK.

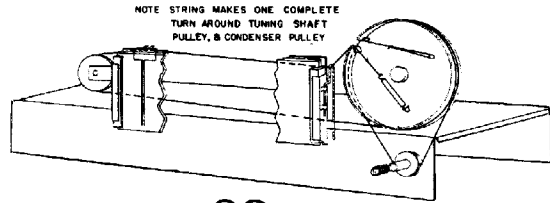
IMPORTANT!
WHEN CONDENSER PULLEY IS IN EXTREME CLOCKWISE POSITION (ROTORS OUT OF MESH), DIAL POINTER MUST BE AT 15 (500 KC).





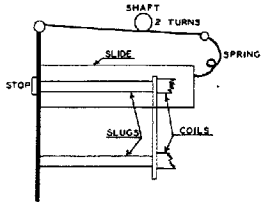
Both the dial pulley and the band switch pulley must be turned to the short wave band positions as shown in the illustration. Install the new cord exactly as shown then change the position of the band switch several times and note the movement of the dial.



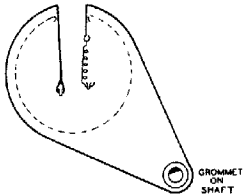


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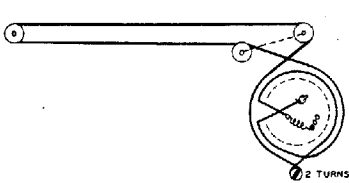
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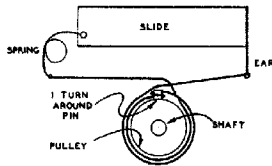
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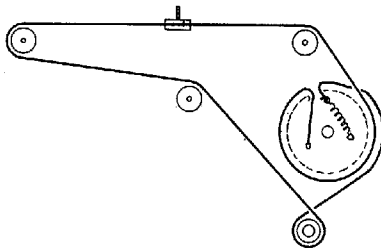
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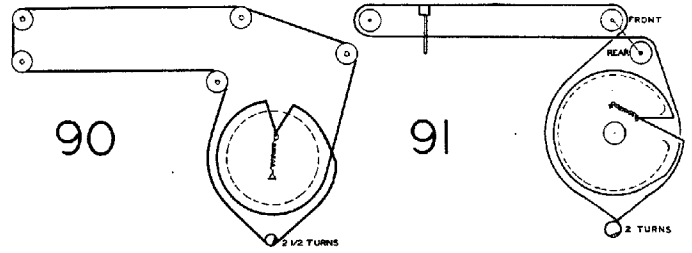
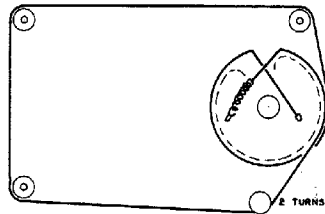
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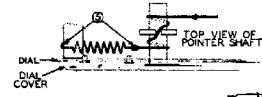


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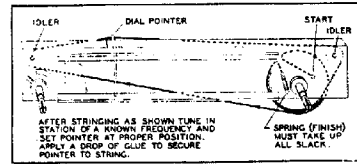
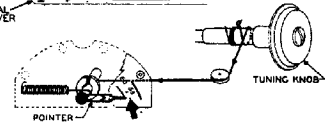


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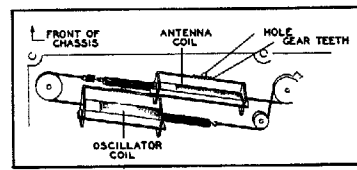
91



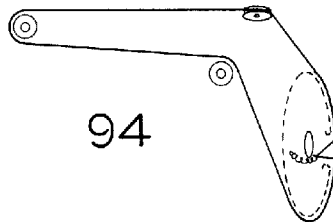
92



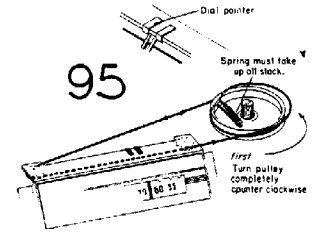
93



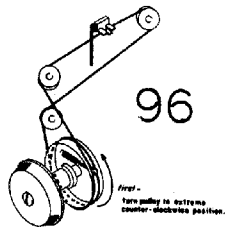
View of Coil Assembly



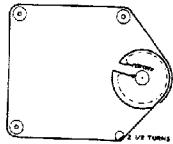
94



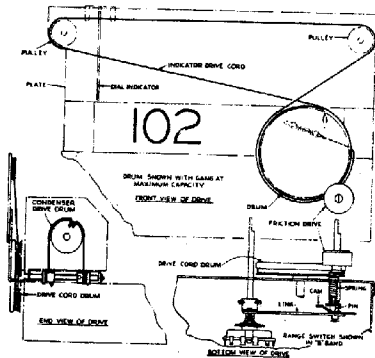
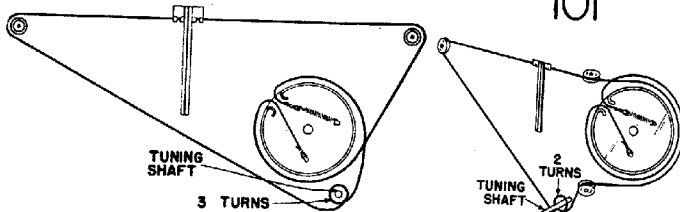
95



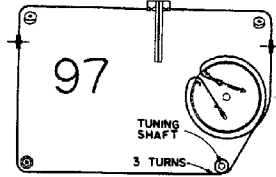
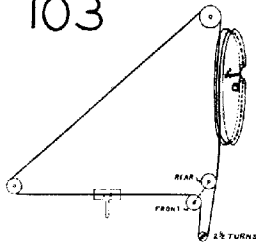
98



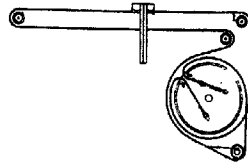
100



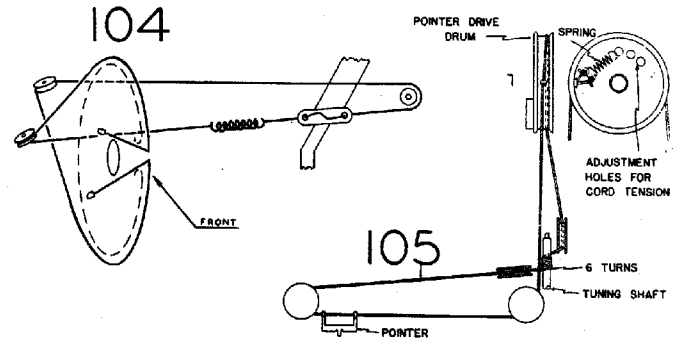
103



99

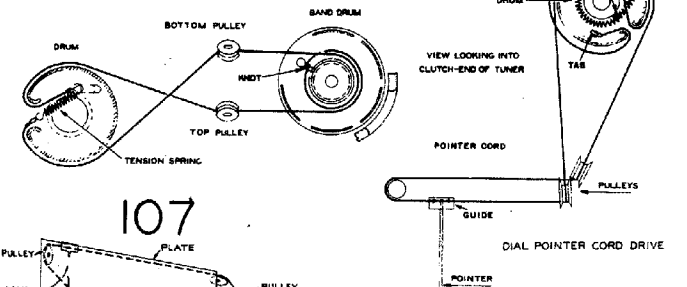


101

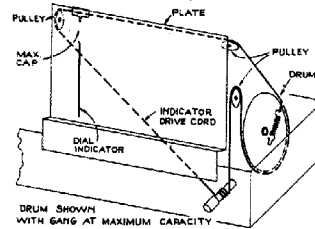


106

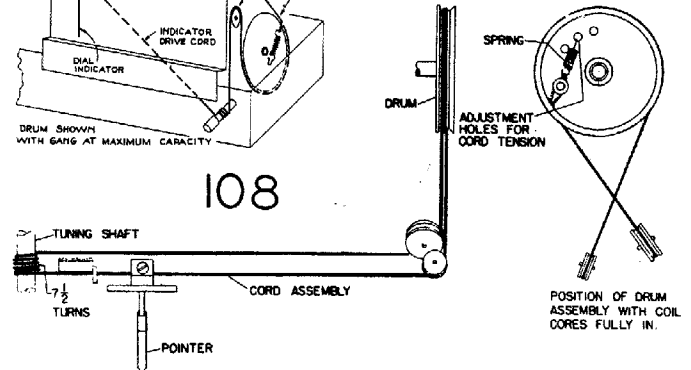
CORD DRIVE FOR BAND INDICATOR DRUM

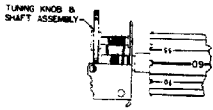


107

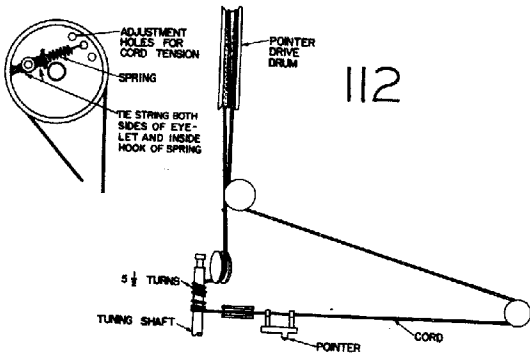
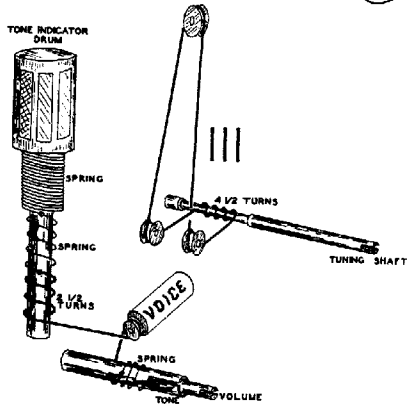
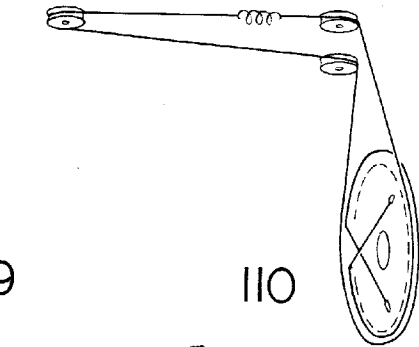
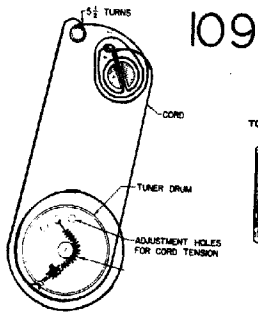


108

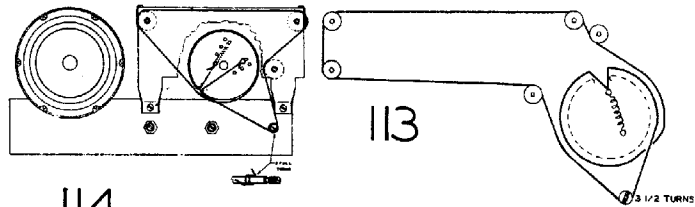




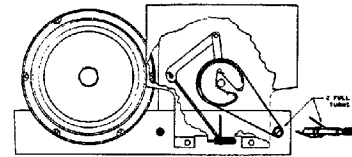
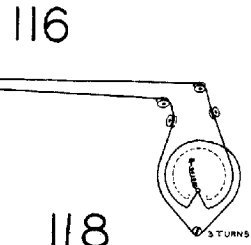
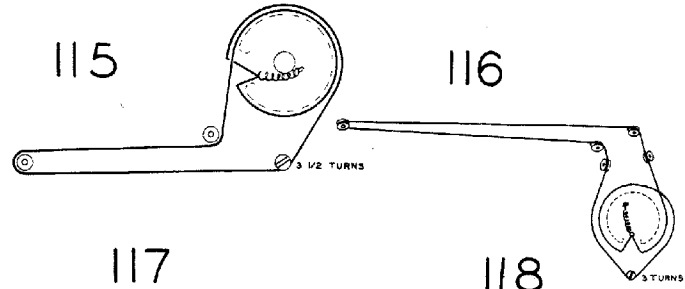
TO RECALIBRATE: AFTER REPLACING DRIVE STRING, TURN COIL CORES FULLY IN, THEN HOLD DIAL SHAFT STATIONARY WITH PLIERS, AND REVOLVE DIAL WITH FINGERS UNTIL THE 60 CALIBRATION LINE IS IN RELATION SHOWN TO BRACKET



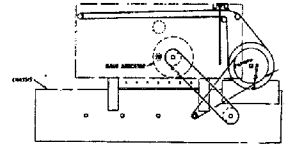
POSITION OF DRUM ASSEMBLY WITH COIL CORES FULLY IN.



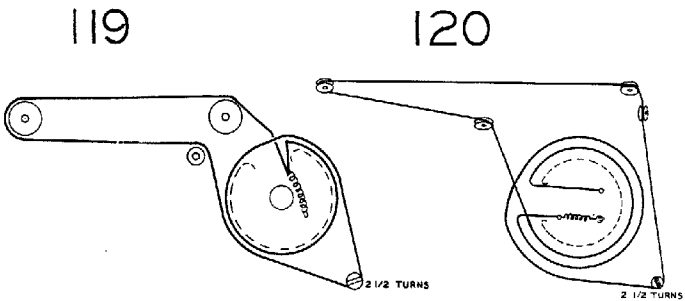
114



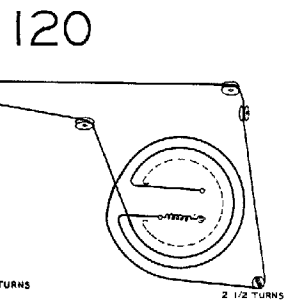
117



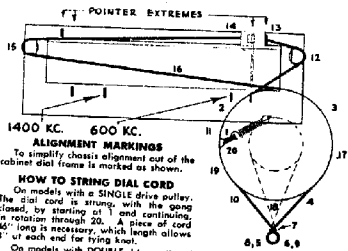
118



119



120



1400 KC. 600 KC.

ALIGNMENT MARKINGS

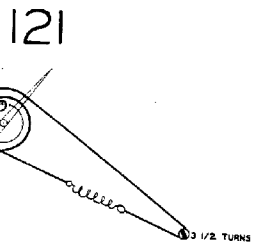
To simplify chassis alignment cut out the cabinet dial frame as marked as shown.

HOW TO STRING DIAL CORD

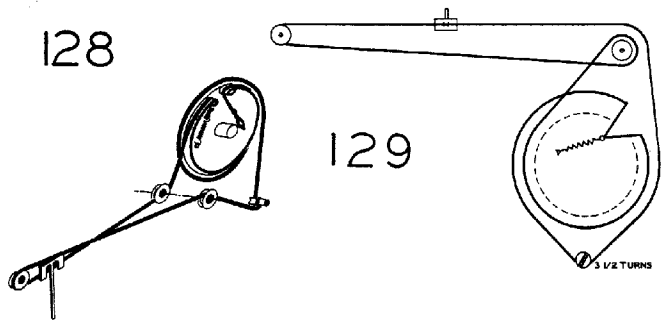
On models with a SINGLE drive pulley: The dial cord is strung, with the gang closed, by starting at 1 and continuing, 40° in rotation through 20. A piece of cord 3" or each end for tying knot.

On models with DOUBLE drive pulley the dial cord is in two pieces. The pointer card is on the large pulley starting at 1 and continuing through 20 BUT in the following special order: 1, 2, 3, 4, 10, 19, 11, 12, 13, 14, 15, 6, 17, 18, 19, 20. The drive cord is on the smaller dotted pulley in the dotted position.

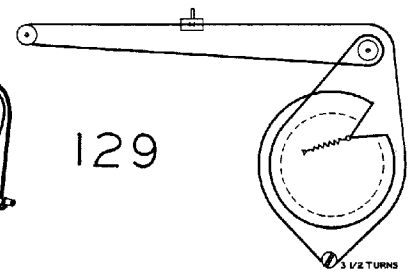
To clarify dial cord arrangement the dial frame is shown as transparent.



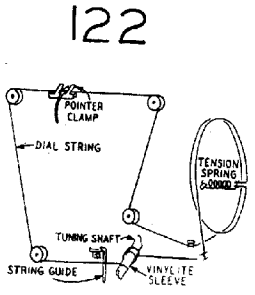
121



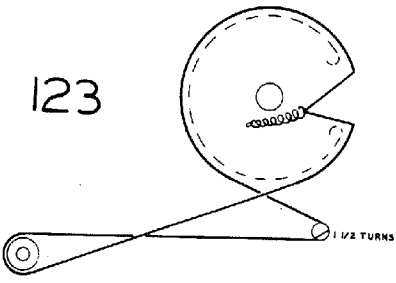
128



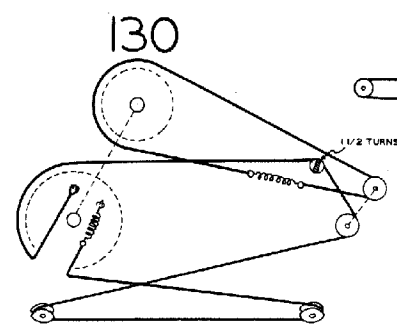
129



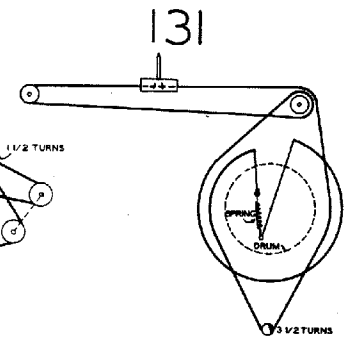
122



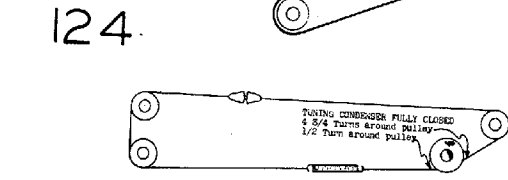
123



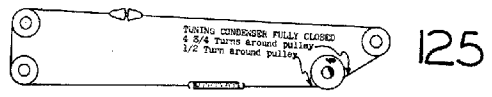
130



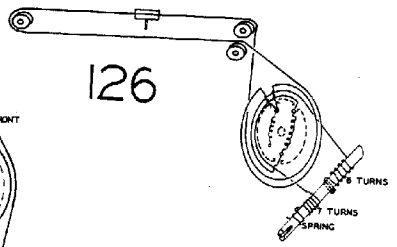
131



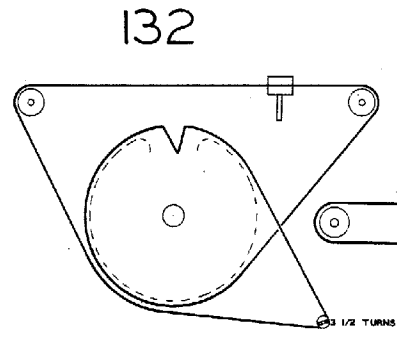
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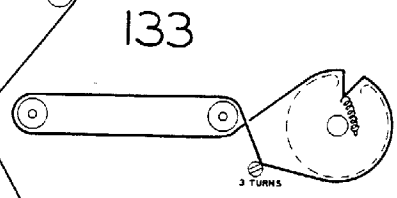
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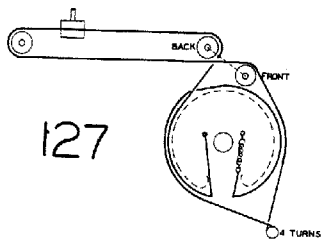
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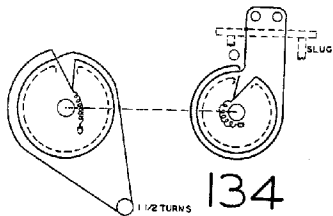
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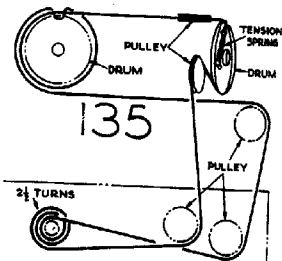
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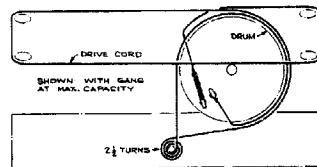
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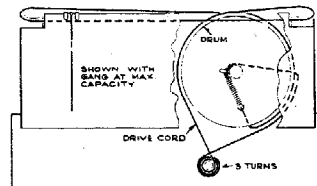
134



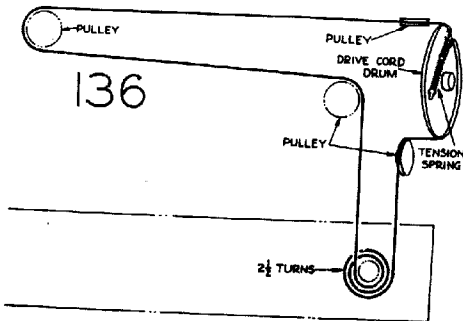
135



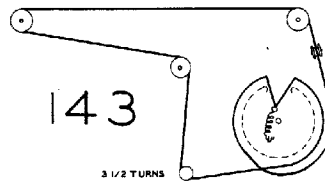
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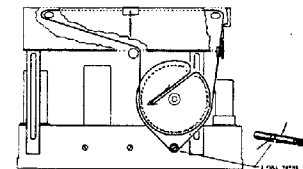
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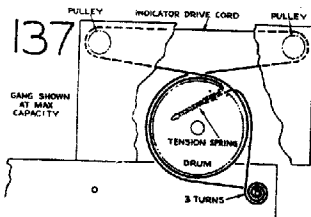
136



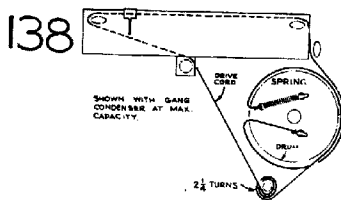
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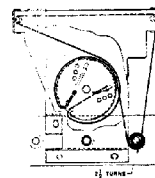
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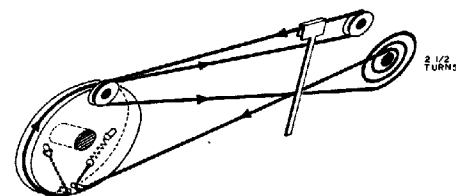
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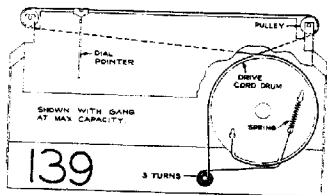
138



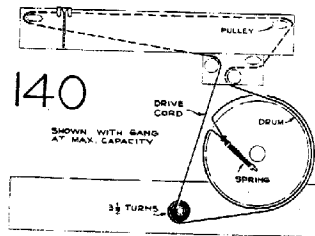
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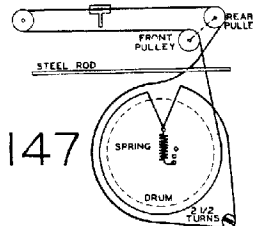
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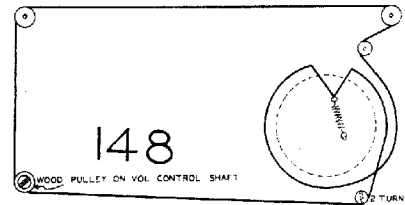
139



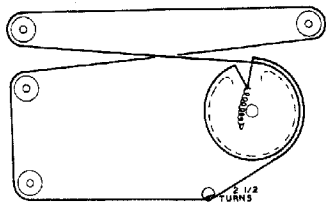
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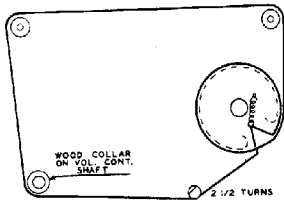
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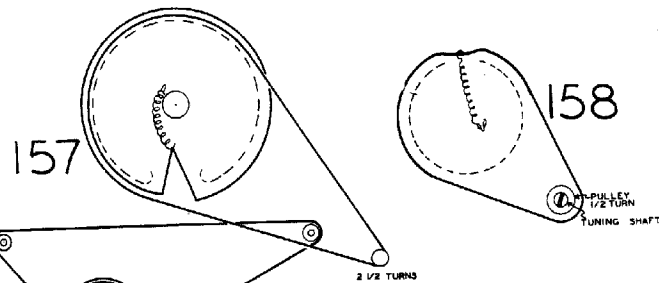
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149

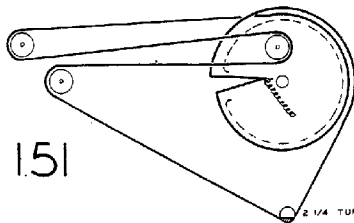


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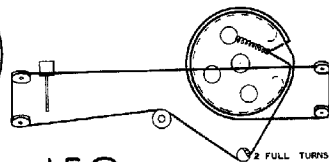


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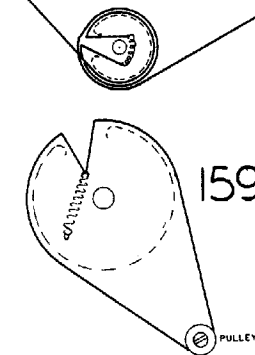
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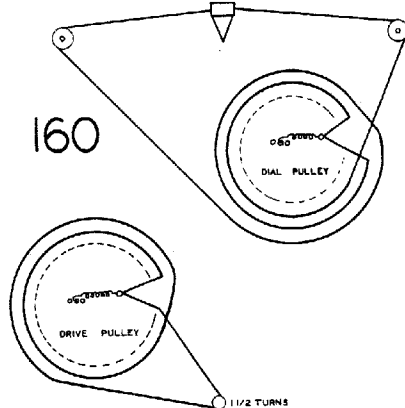
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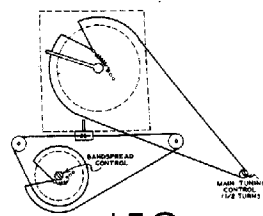
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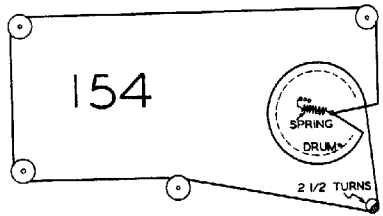
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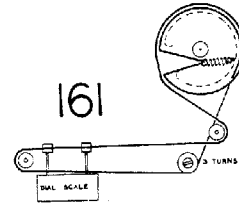
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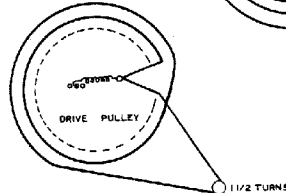
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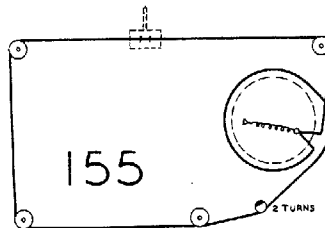
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161



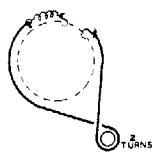
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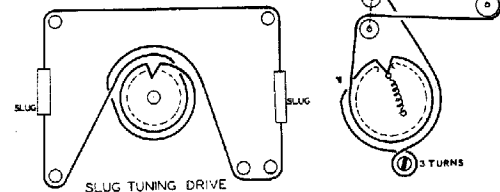
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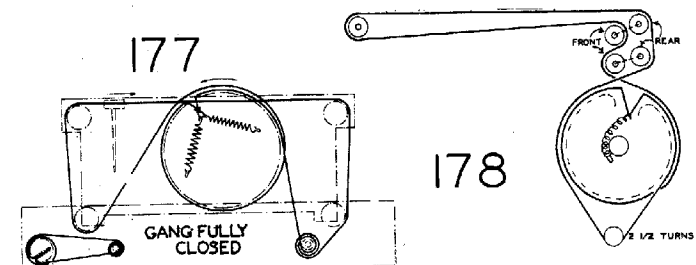
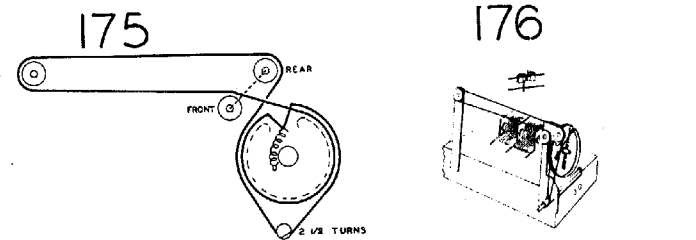
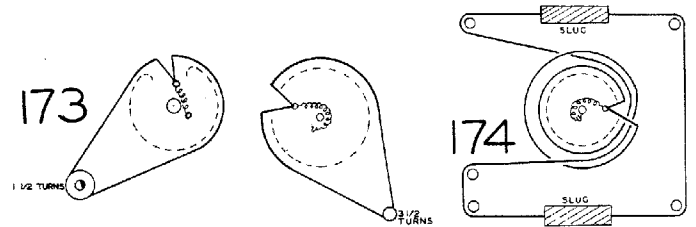
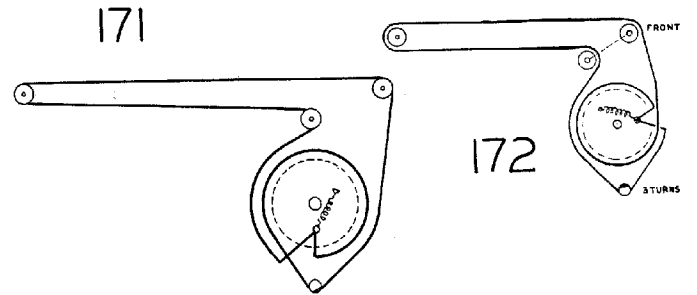
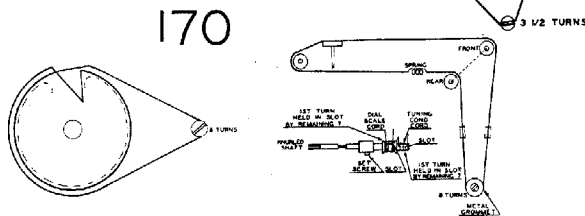
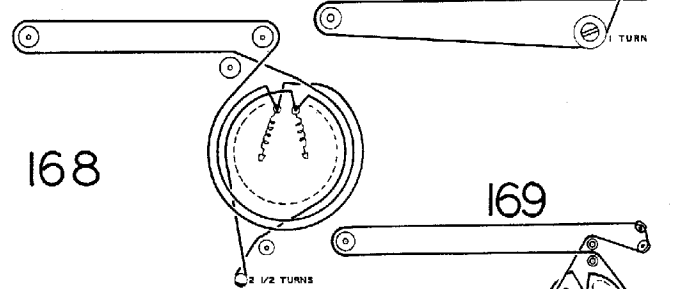
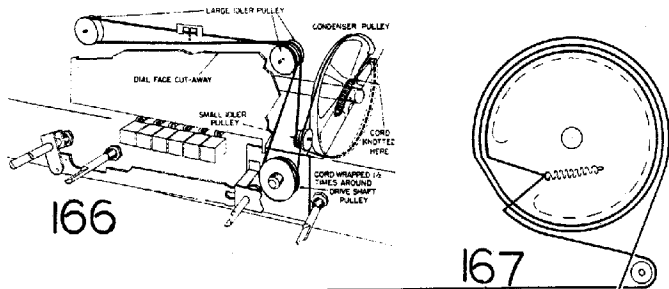
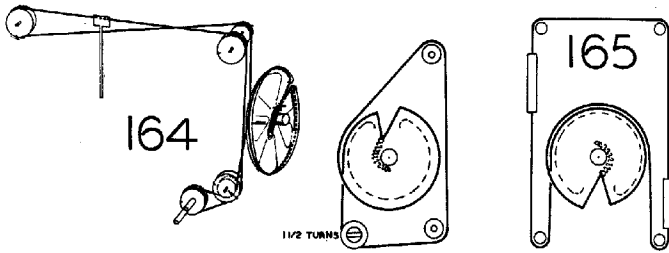


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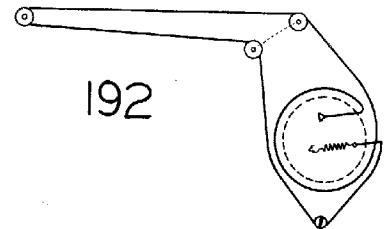
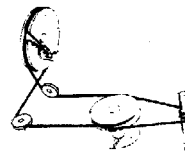
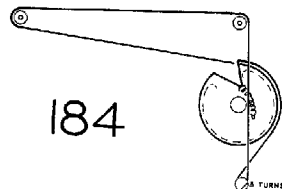
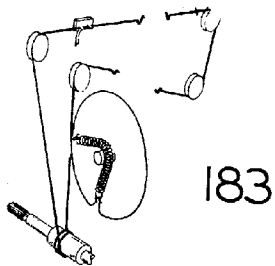
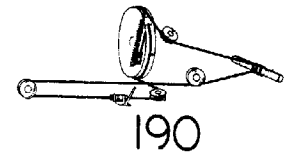
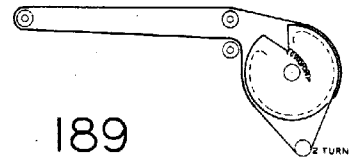
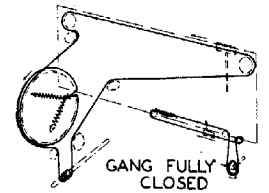
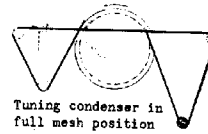
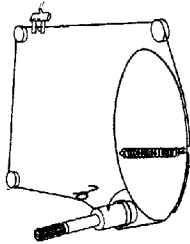
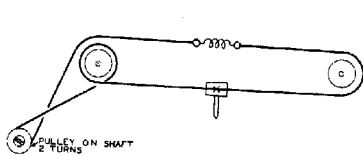
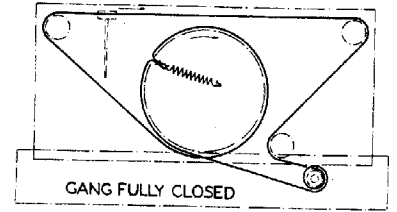
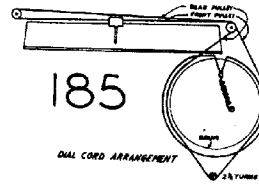
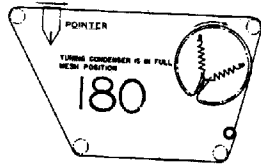
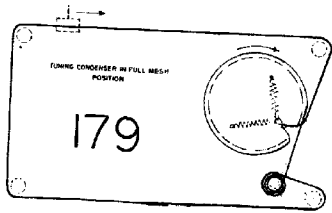


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VOLUME CONTROL
STRINGING
OFF POSITION



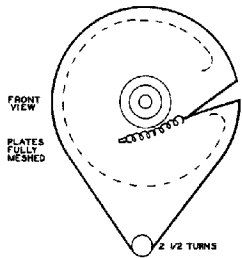


FIG. 1 DIAL DRIVE (A.M.)

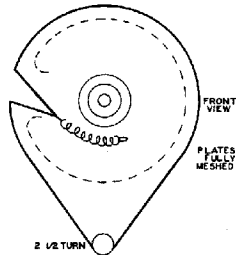


FIG. 2 DIAL DRIVE (F.M.)

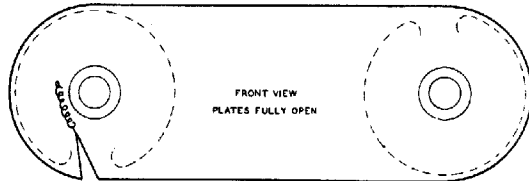


FIG. 3 DIAL DRUMS
A.M. TUNING

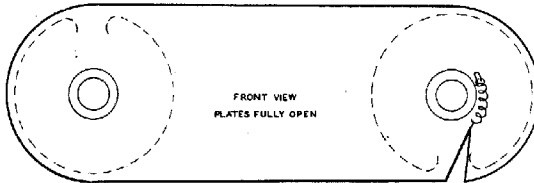
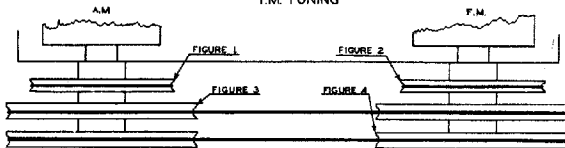
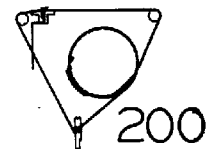
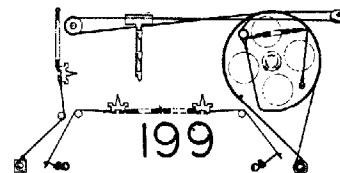
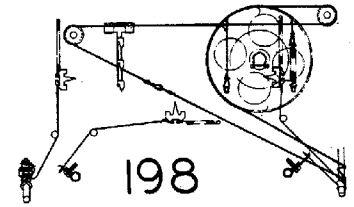
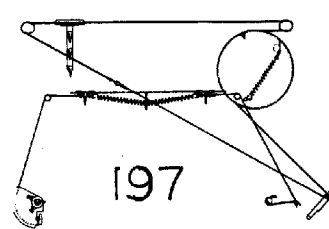
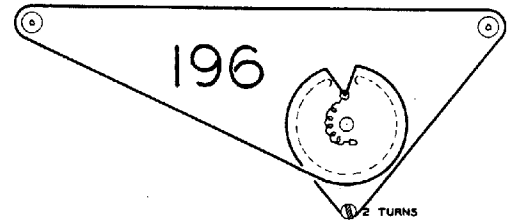
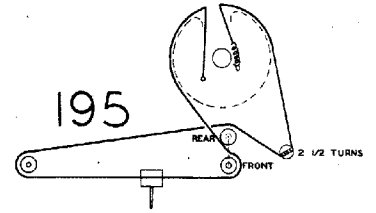
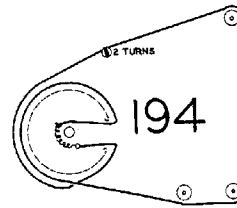
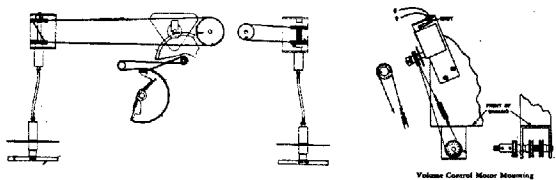


FIG. 4 DIAL DRUMS
F.M. TUNING



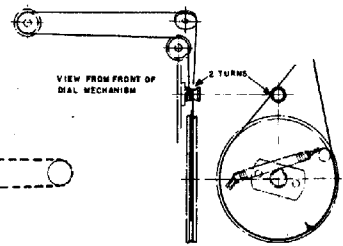
193



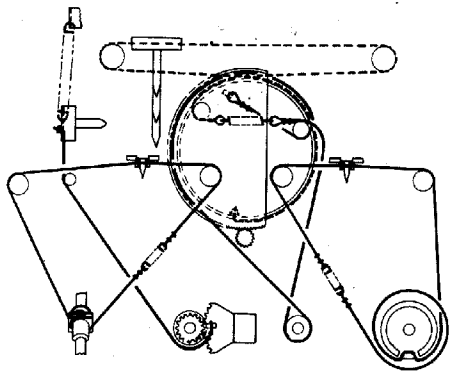


202

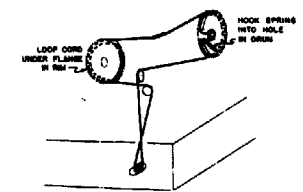
Volume Control Motor Mounting



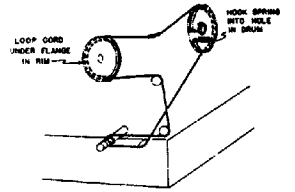
203



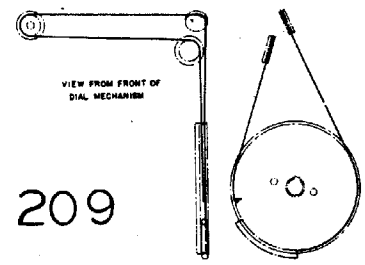
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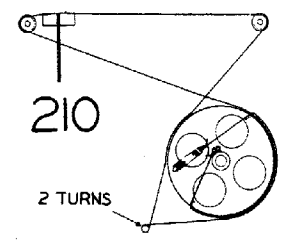
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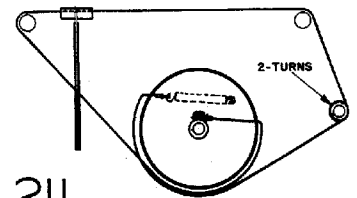
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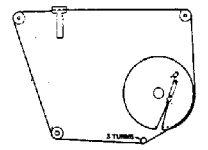
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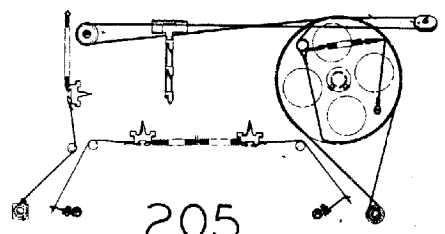
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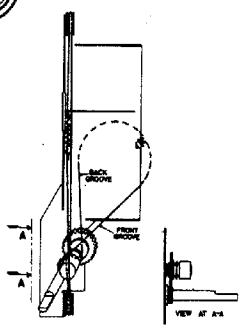
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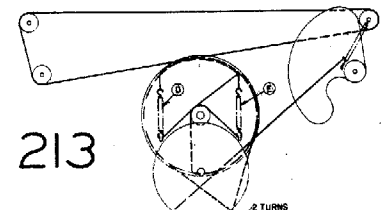
212



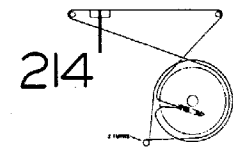
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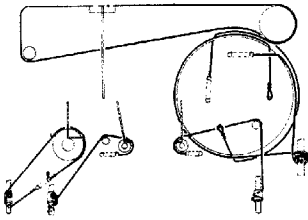
206



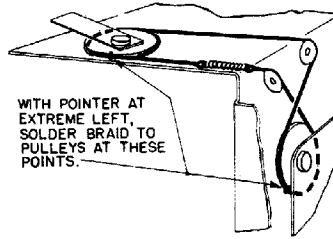
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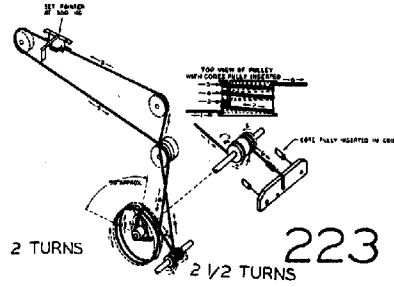
214



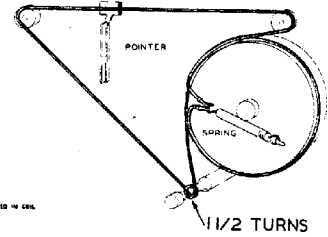
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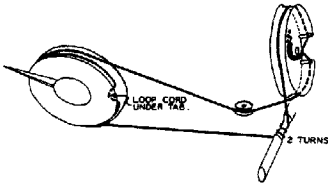
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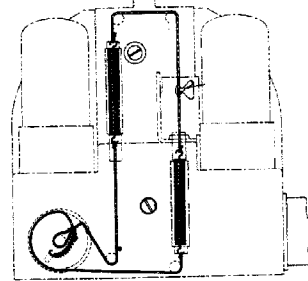
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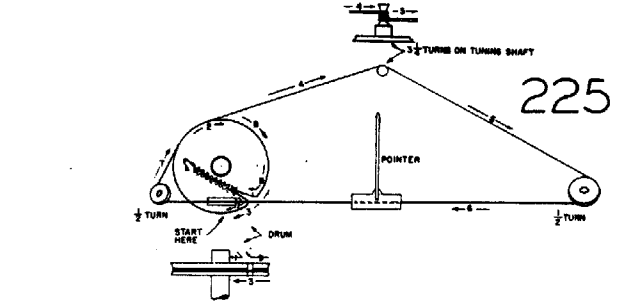
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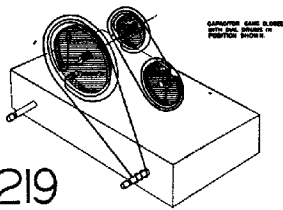
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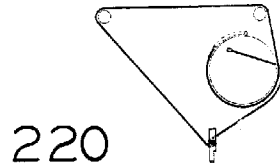
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225

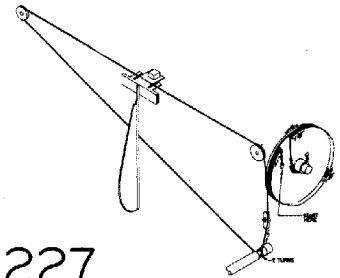
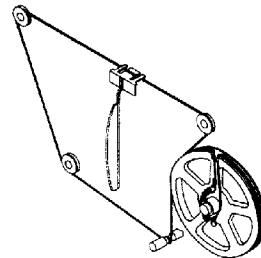


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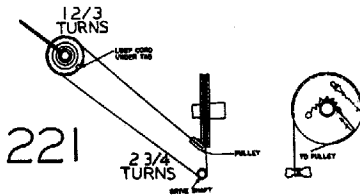


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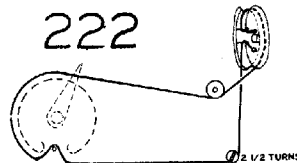
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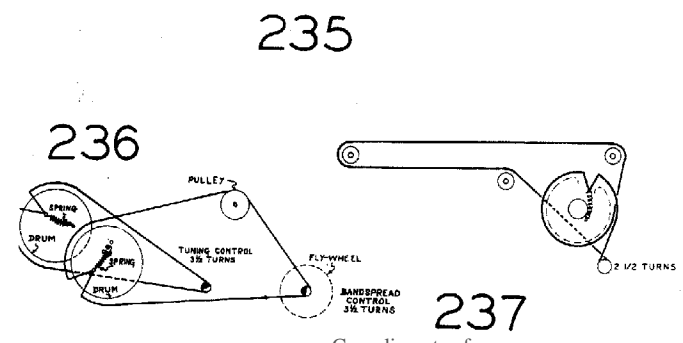
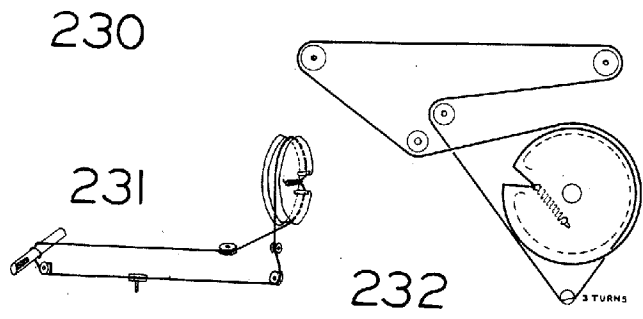
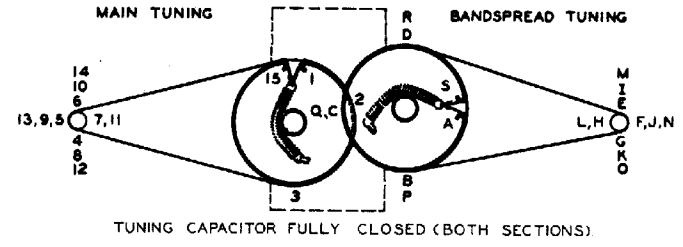
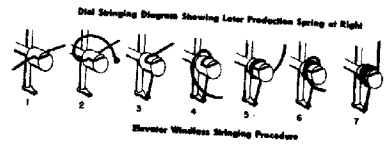
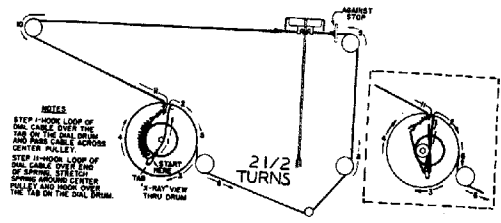
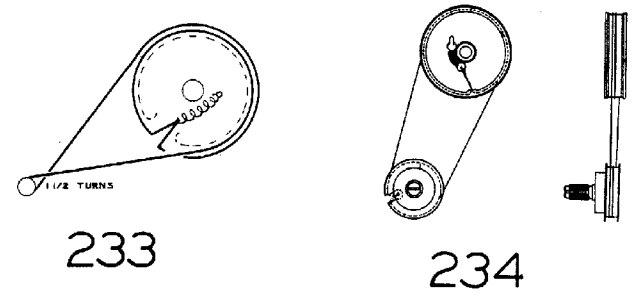
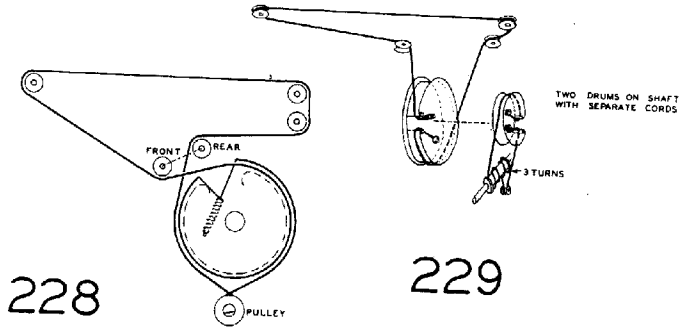
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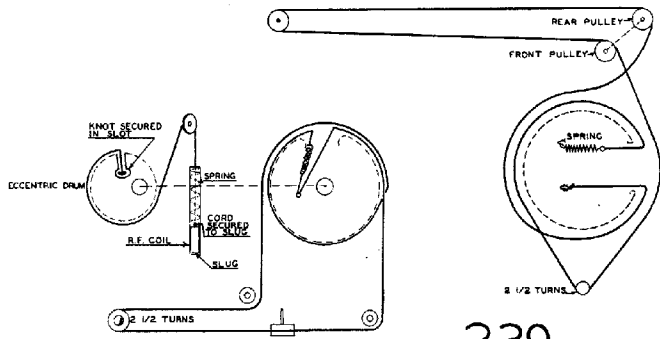


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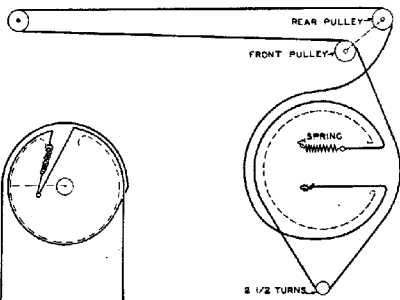


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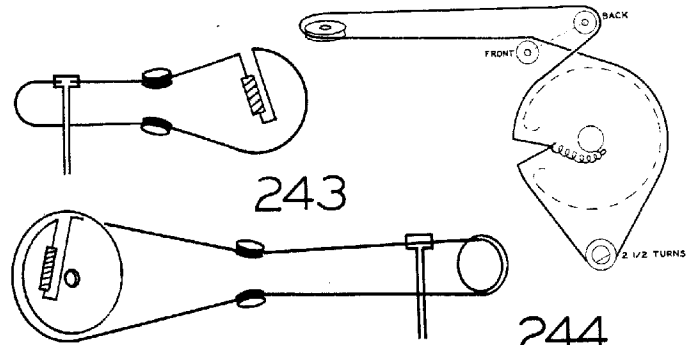




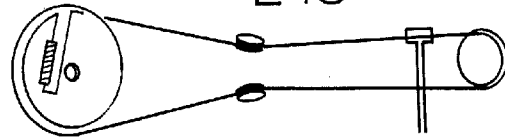
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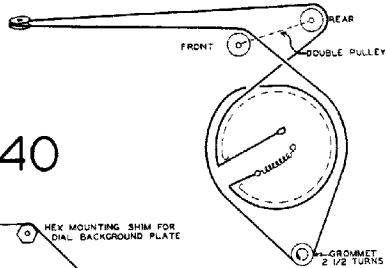
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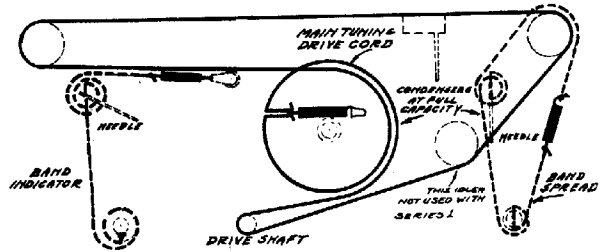
243



244

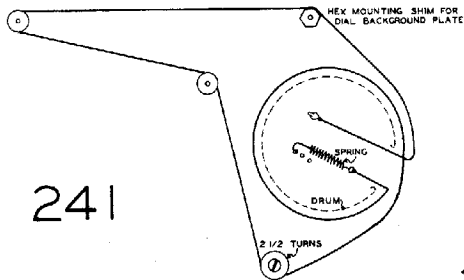


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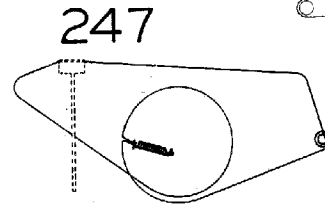
246

248



241

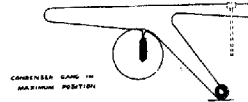
242



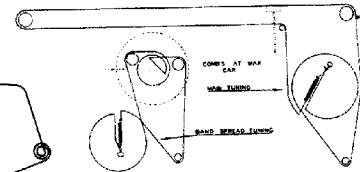
247

CONDENSER GANG IN MAXIMUM POSITION

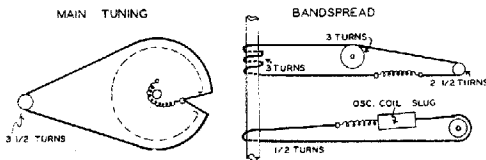
249



CONDENSER GANG IN MAXIMUM POSITION



250



MAIN TUNING

BANDSPREAD

3 TURNS

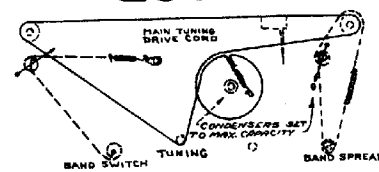
3 TURNS

2 1/2 TURNS

OSC. COIL SLUG

1 1/2 TURNS

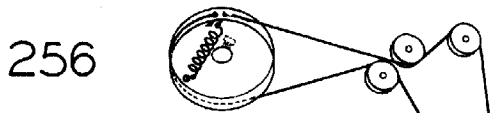
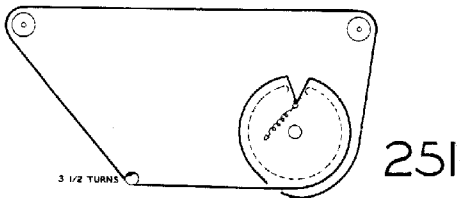
3 1/2 TURNS



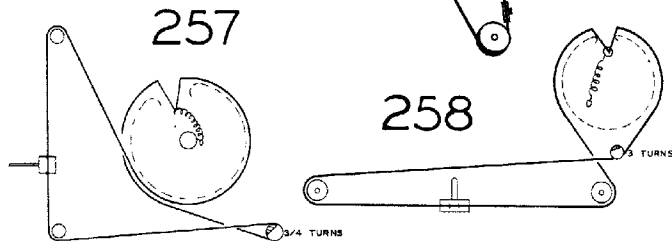
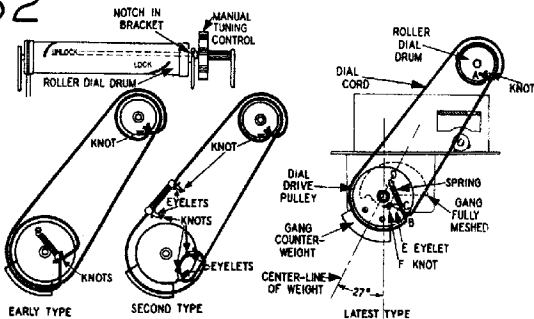
BAND SWITCH

TUNING

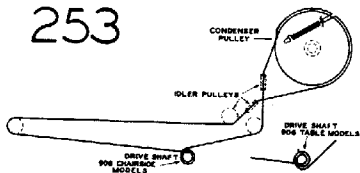
BAND SPREAD



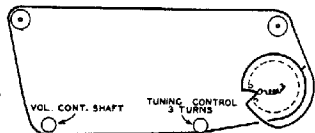
252



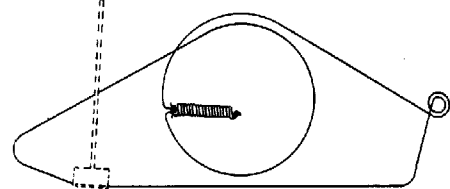
253



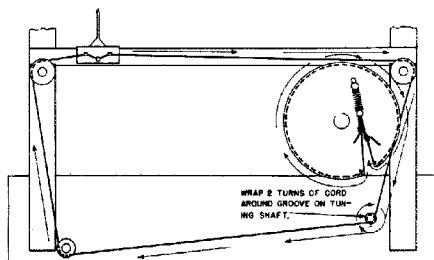
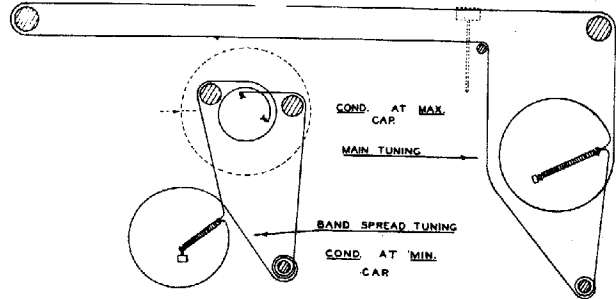
254



259

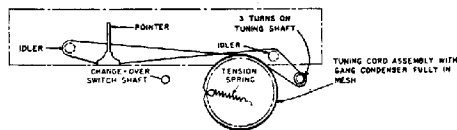


255

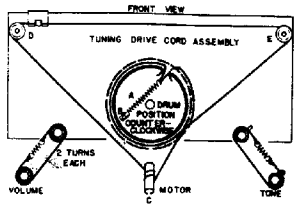


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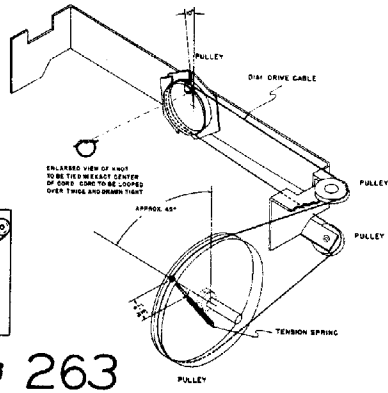
261



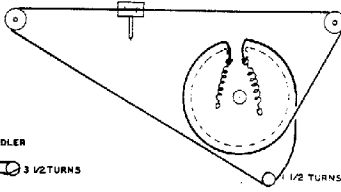
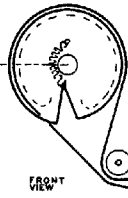
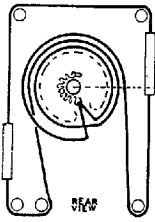
262



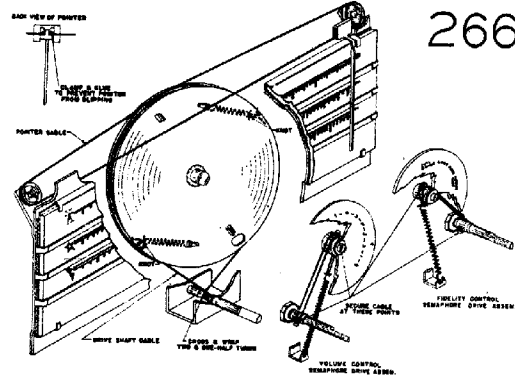
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264

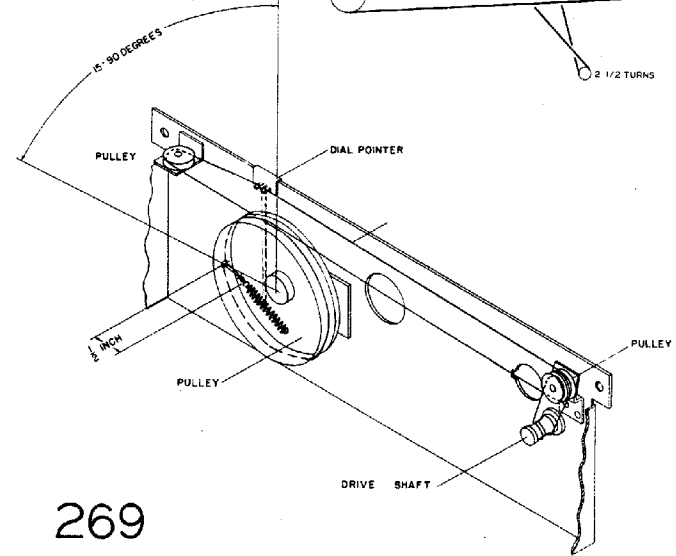


265

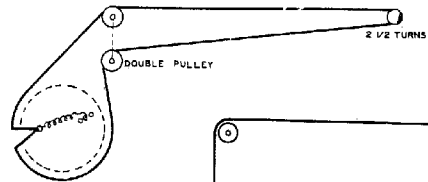


266

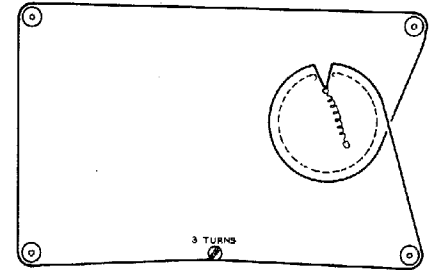
267



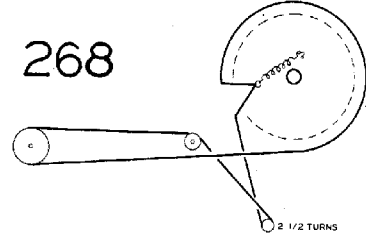
269

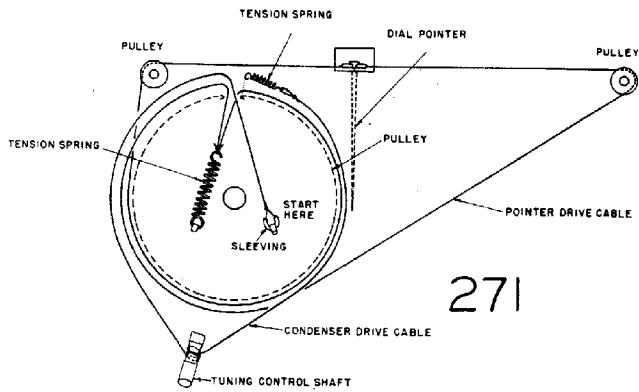


270

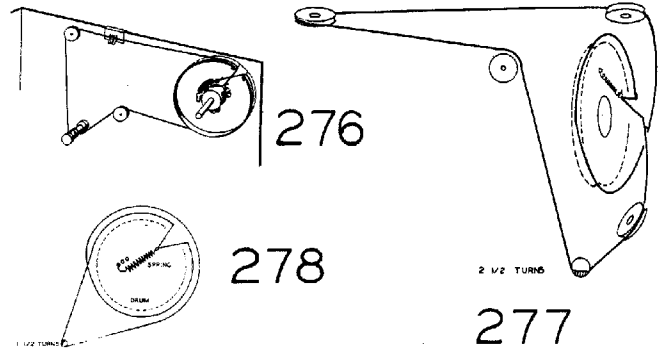


268

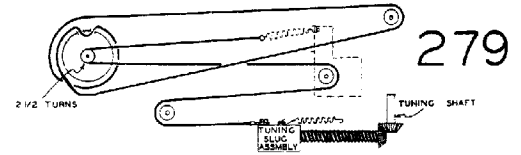
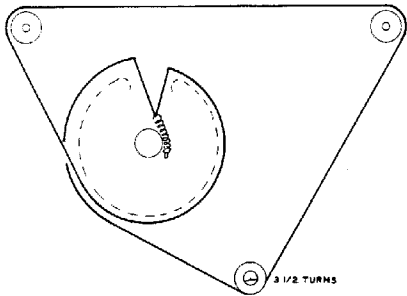
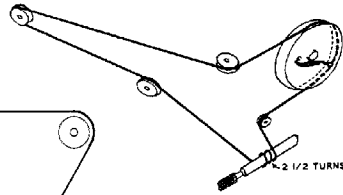




271

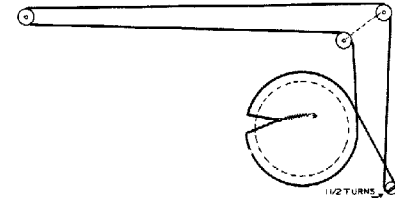
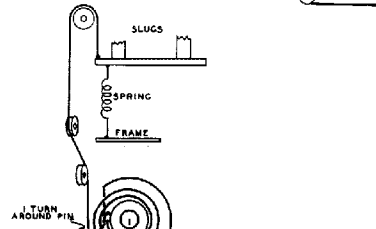


272

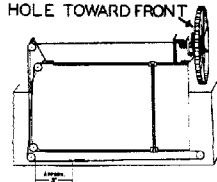
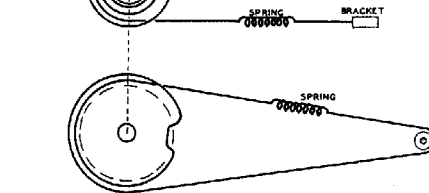
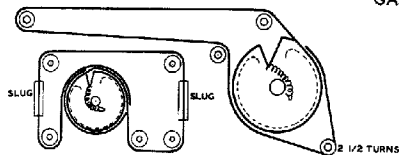
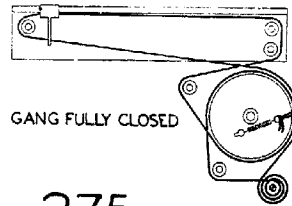


281

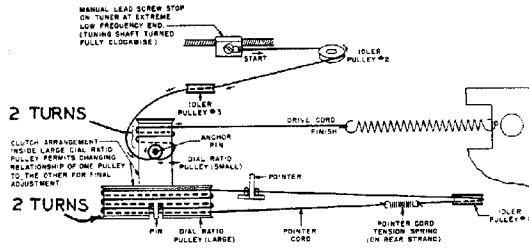
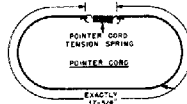
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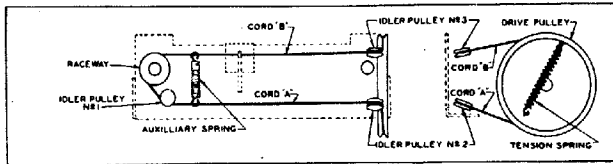
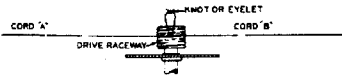
HOLE TOWARD FRONT



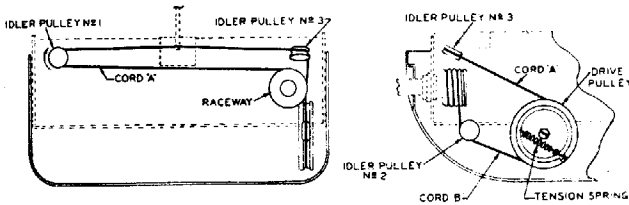
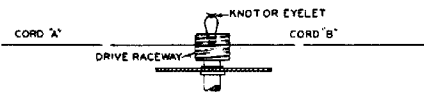
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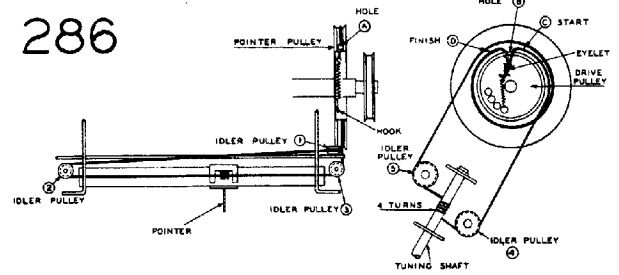
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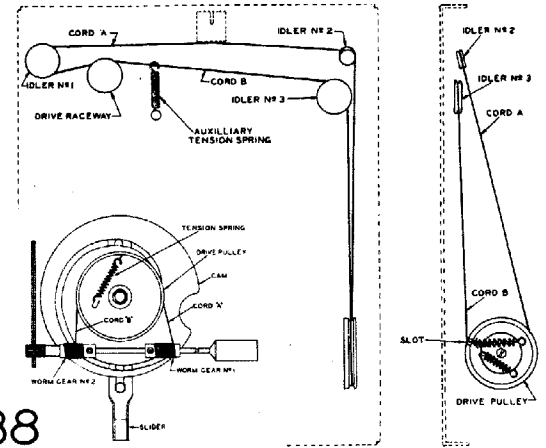
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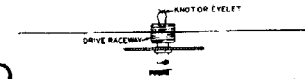
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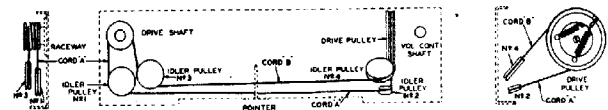
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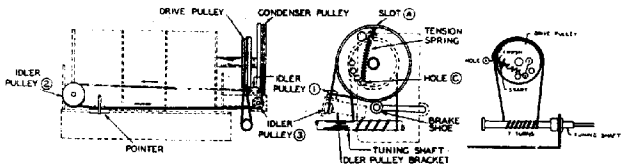


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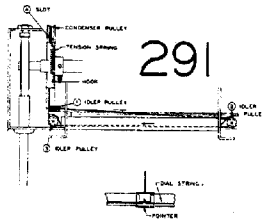


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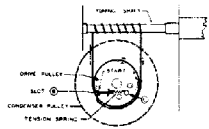




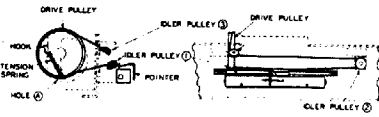
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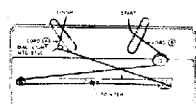
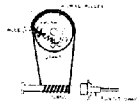
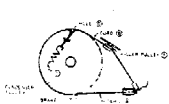
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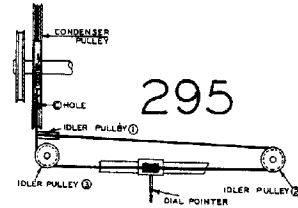
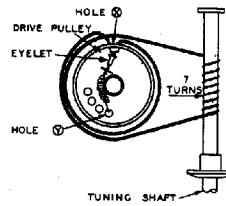
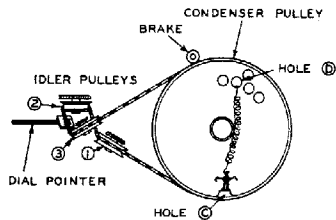
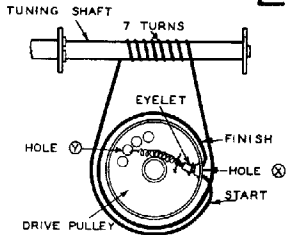
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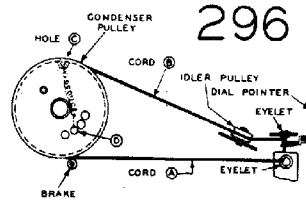
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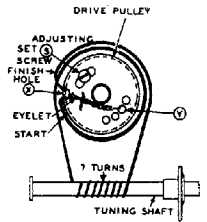
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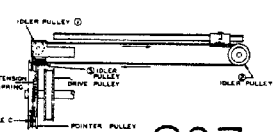
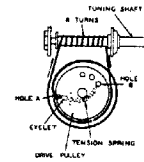
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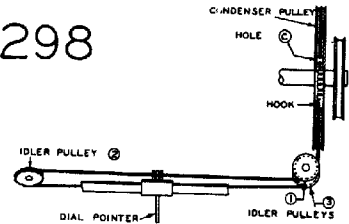
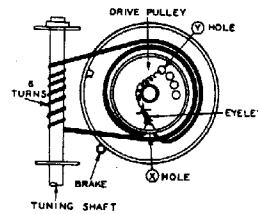
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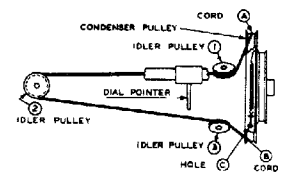
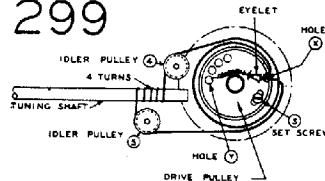
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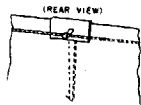


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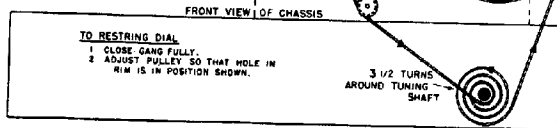


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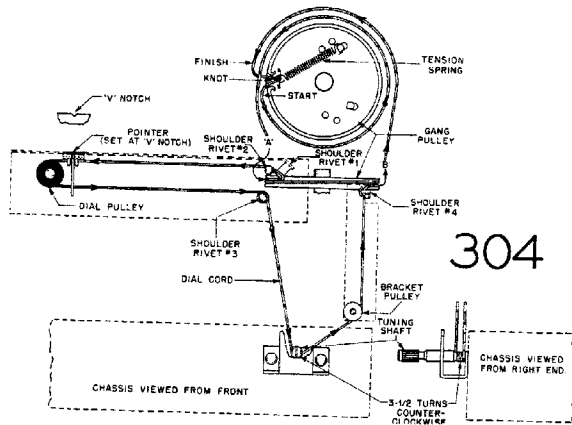


- TO ADJUST POINTER**
- 1 OPEN GANG FULLY.
 - 2 SET POINTER TO FIRST MARK AT HIGH FREQUENCY END OF DIAL SCALE.
 - 3 FASTEN POINTER TO CORD AS SHOWN ABOVE.
 - 4 FIX POINTER TO CORD WITH DROP OF SHELLAC.

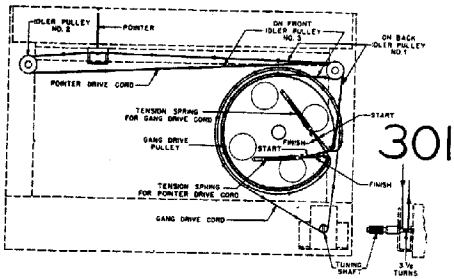


300

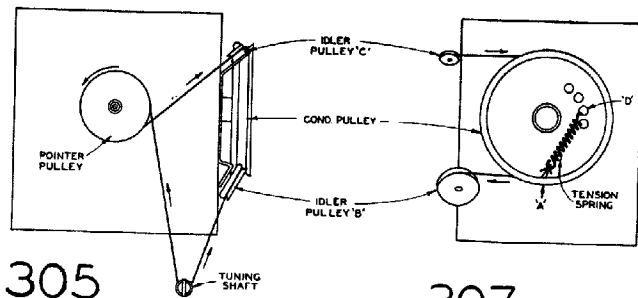
- TO RESTRING DIAL**
- 1 CLOSE GANG FULLY.
 - 2 ADJUST PULLEY SO THAT HOLE IN RIM IS IN POSITION SHOWN.



304



301

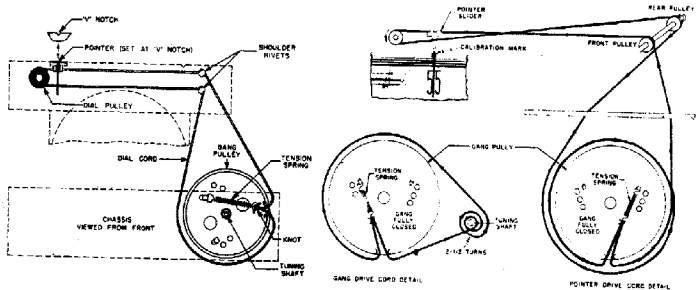


305

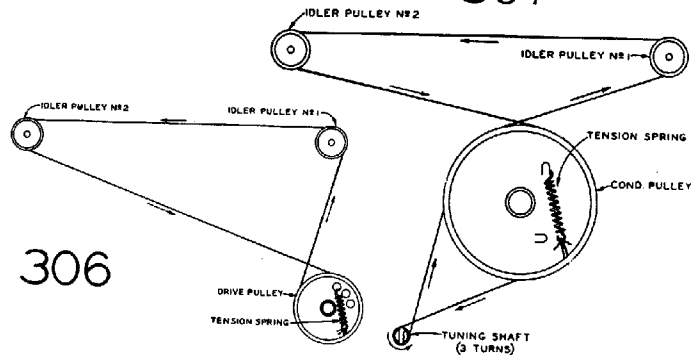
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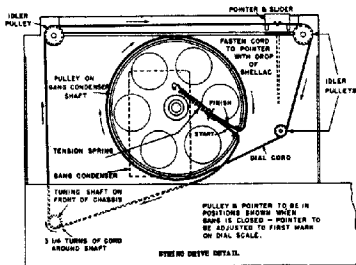
302

303

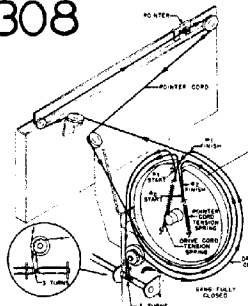


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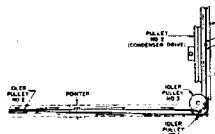




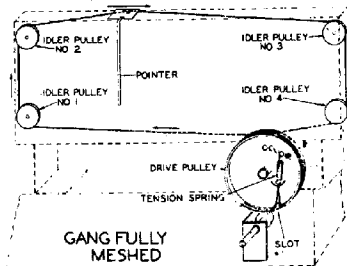
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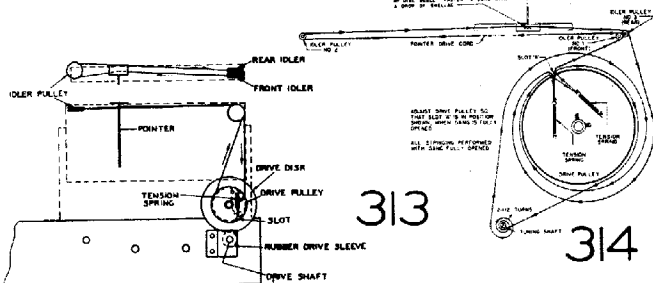
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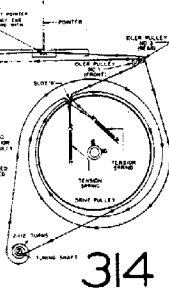
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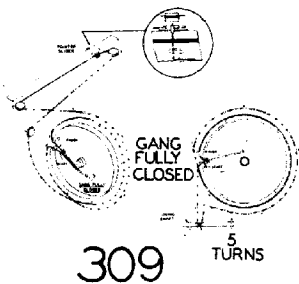
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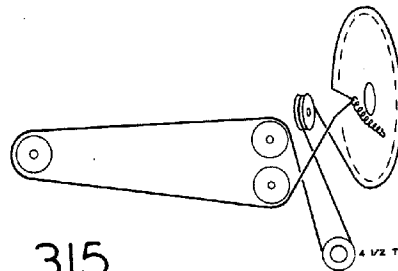
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314



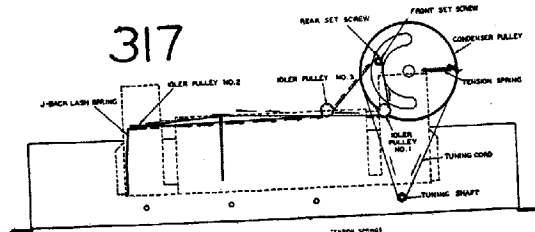
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315

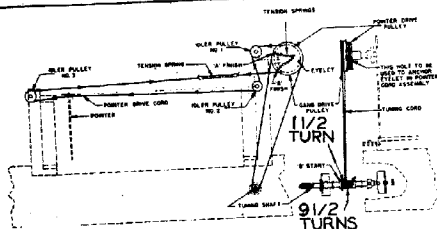


316

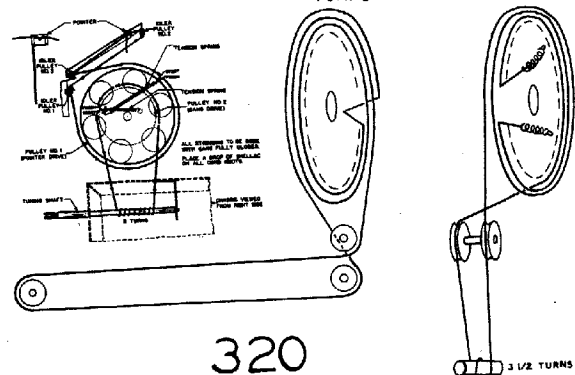


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318

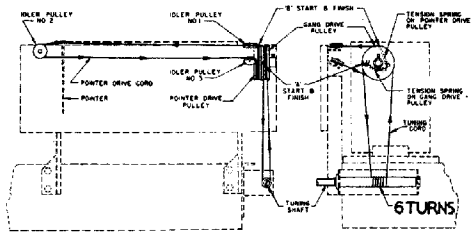


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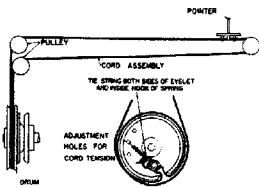
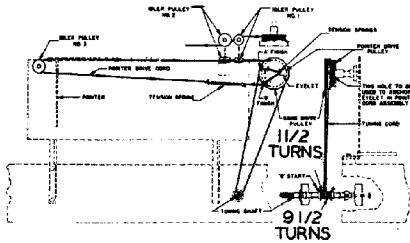
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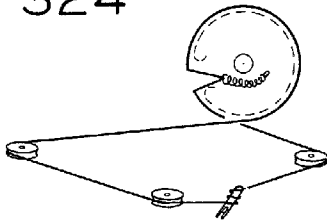


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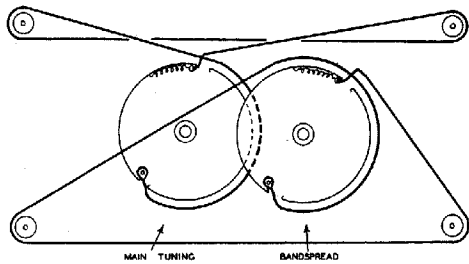
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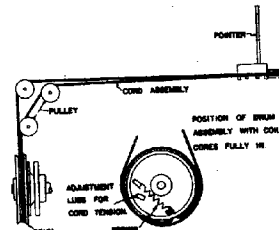
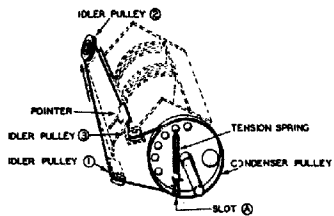
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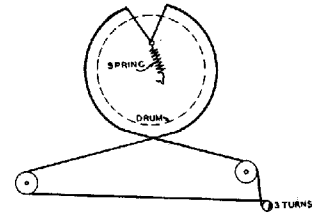
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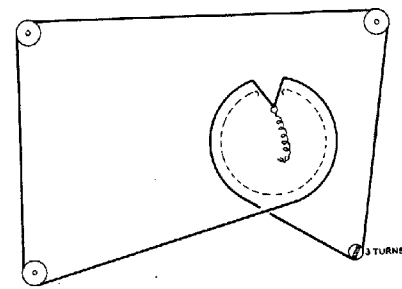
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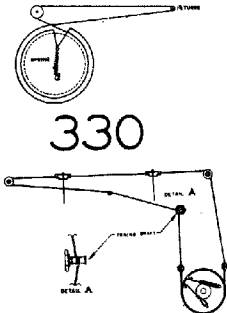
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328

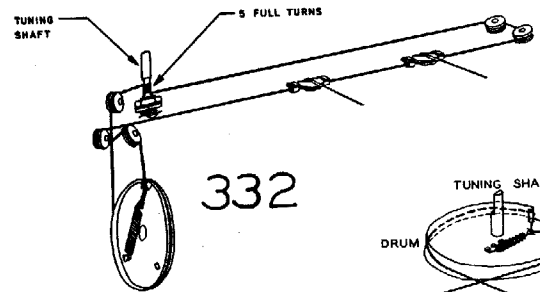


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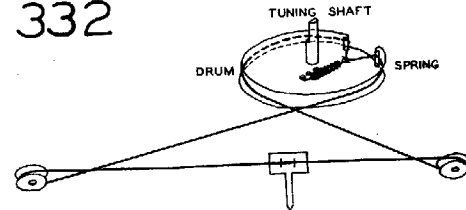
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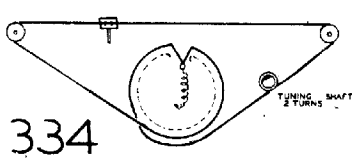
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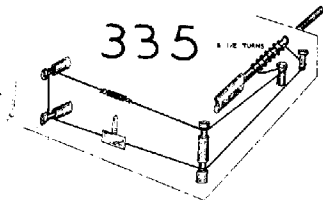
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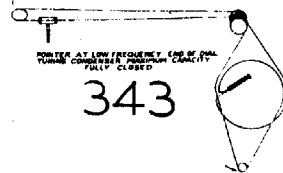




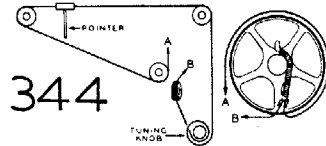
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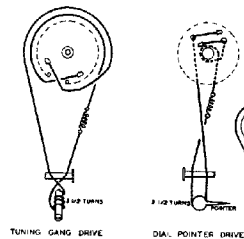
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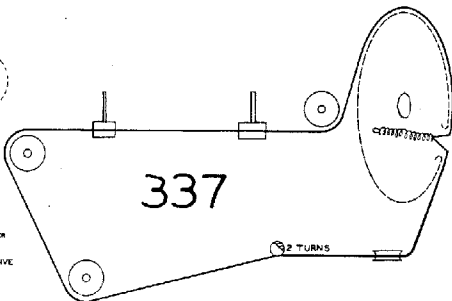
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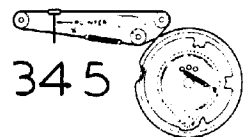
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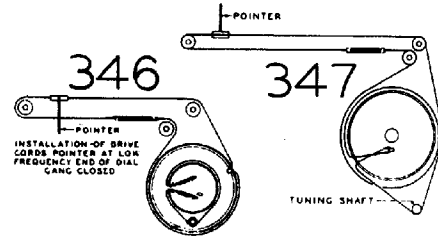
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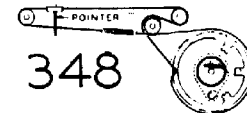


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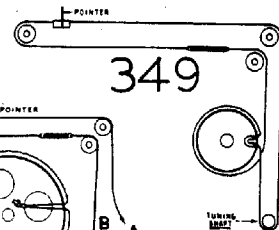


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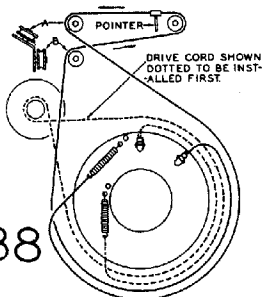
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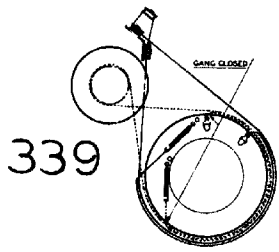
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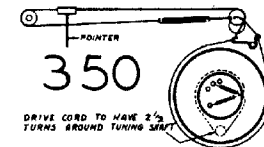
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338

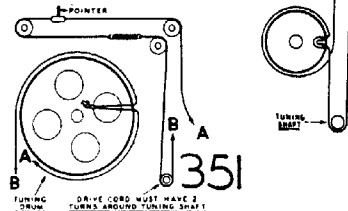


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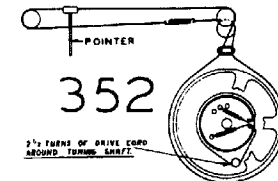
350

DRIVE CORD TO HAVE 2 1/2 TURNS AROUND TUNING SHAFT



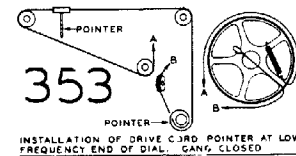
351

DRIVE CORD MUST HAVE 2 TURNS AROUND TUNING SHAFT



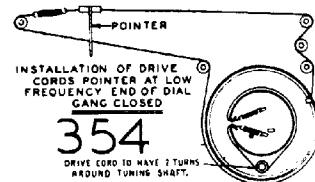
352

2 1/2 TURNS OF DRIVE CORD AROUND TUNING SHAFT



353

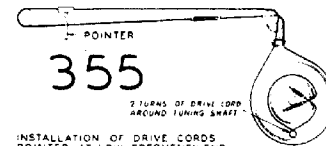
INSTALLATION OF DRIVE CORD. POINTER AT LOW FREQUENCY END OF DIAL. GANG CLOSED



354

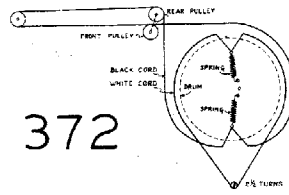
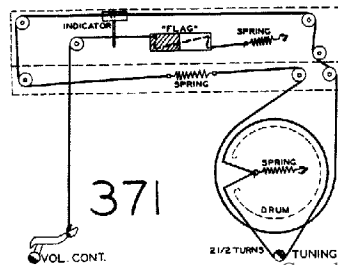
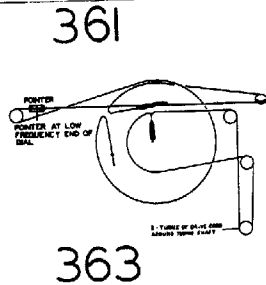
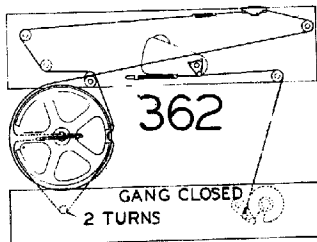
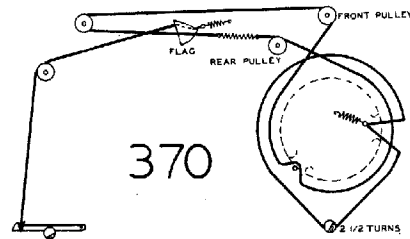
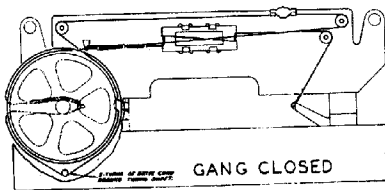
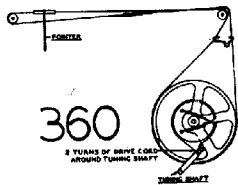
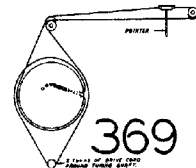
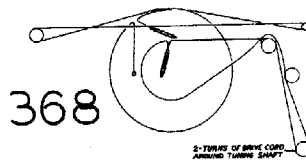
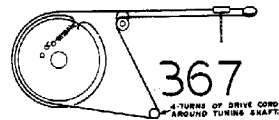
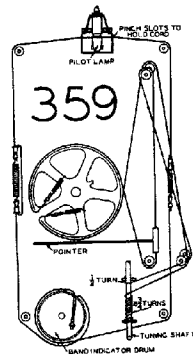
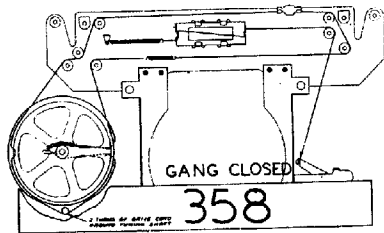
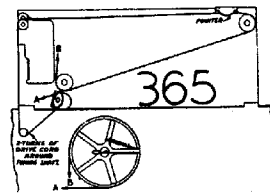
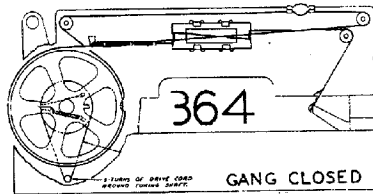
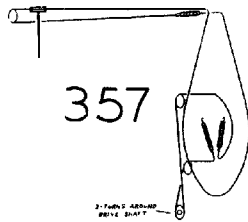
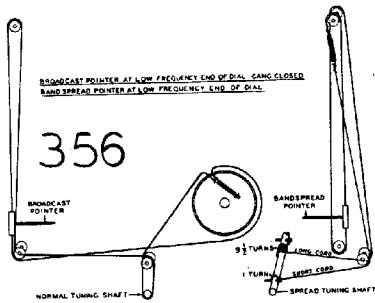
INSTALLATION OF DRIVE CORDS. POINTER AT LOW FREQUENCY END OF DIAL. GANG CLOSED

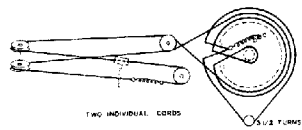
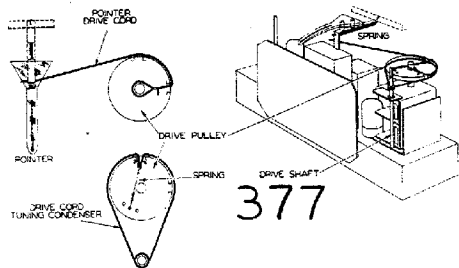
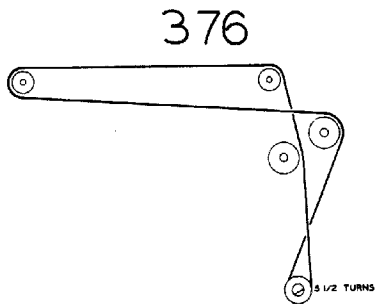
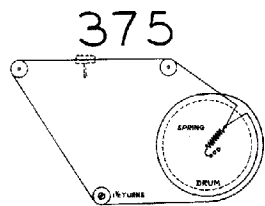
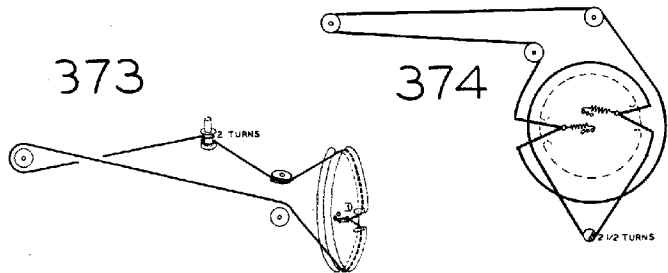
DRIVE CORD TO HAVE 1 TURNS AROUND TUNING SHAFT



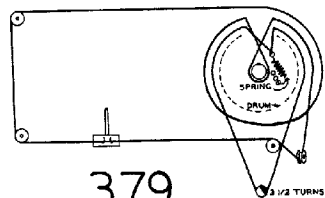
355

INSTALLATION OF DRIVE CORDS. POINTER AT LOW FREQUENCY END OF DIAL. (GANG CLOSED)

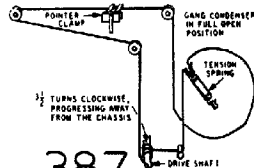
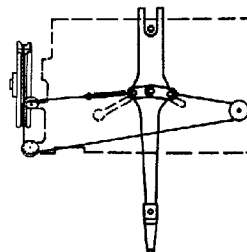
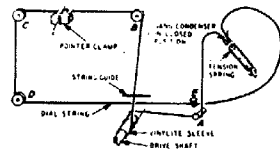
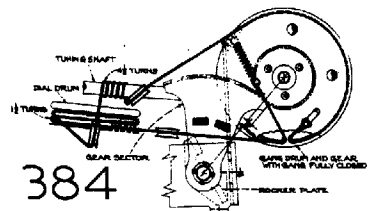
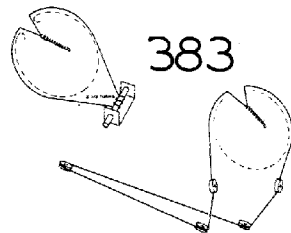
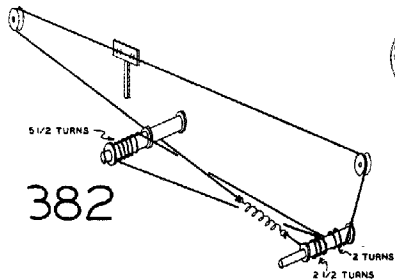
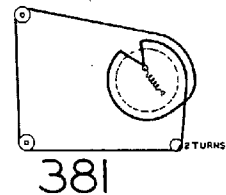
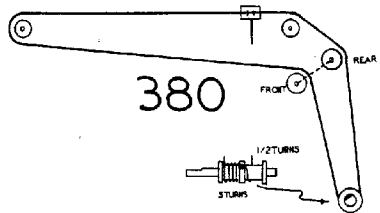




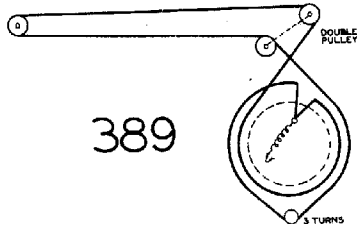
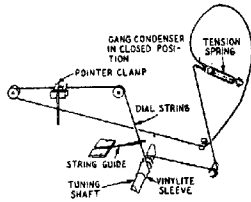
378



379

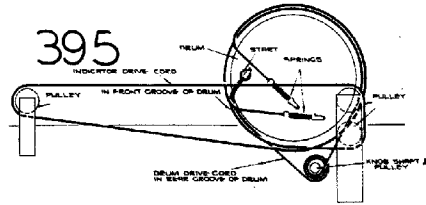


388

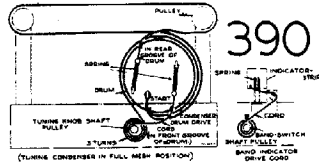
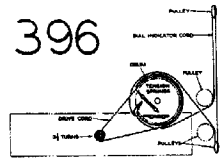


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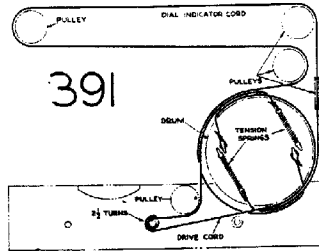
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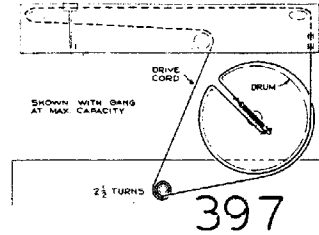
396



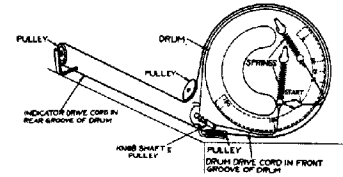
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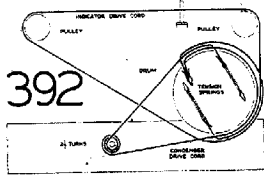
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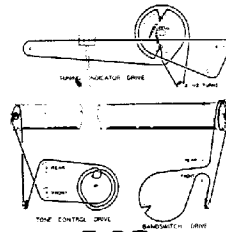
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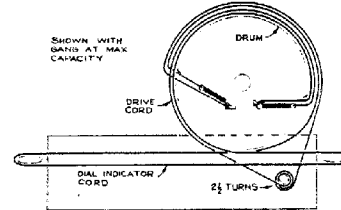
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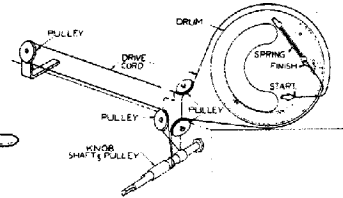
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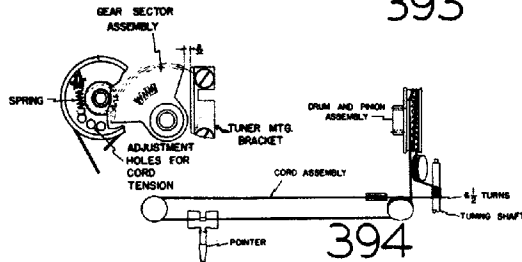
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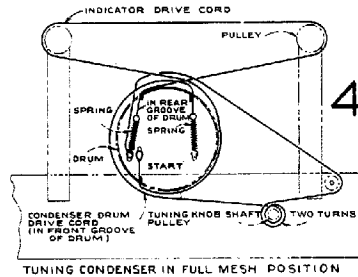
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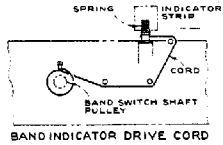
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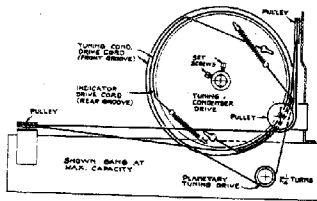
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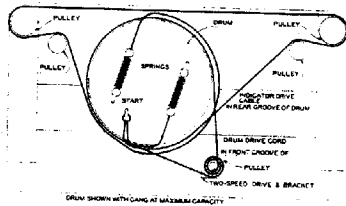
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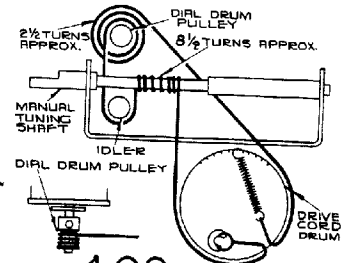
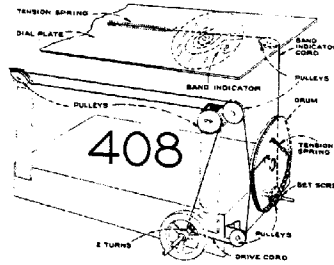
BAND INDICATOR DRIVE CORD



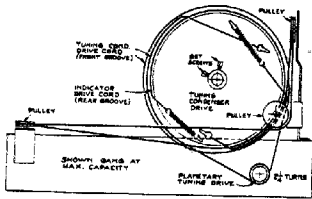
402



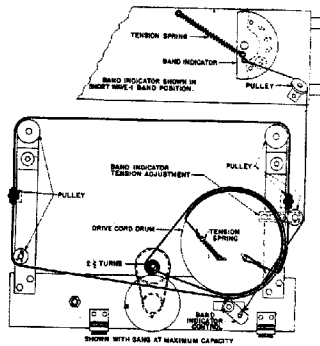
403



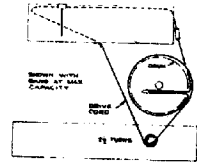
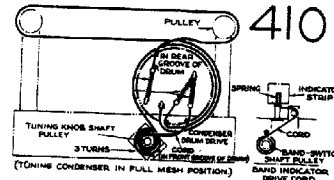
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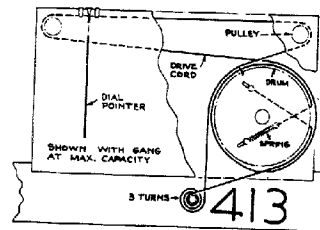
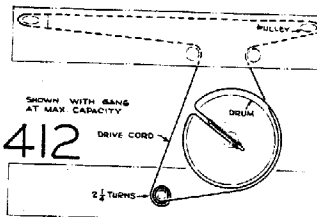
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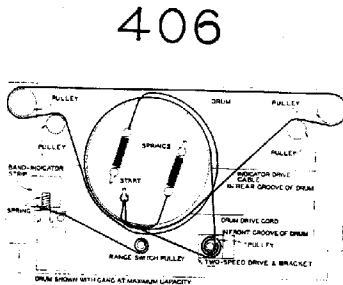
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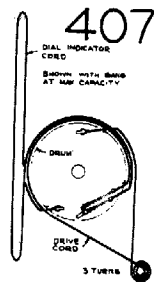
411



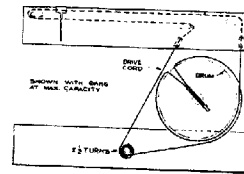
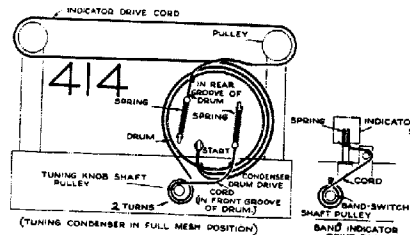
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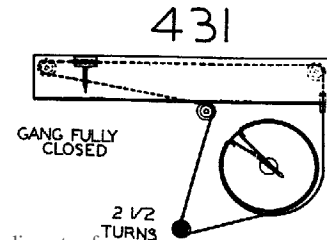
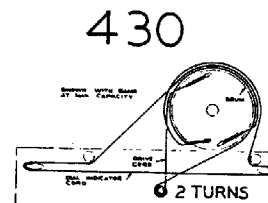
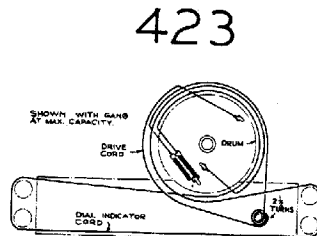
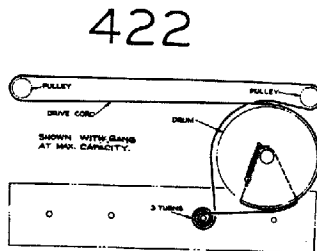
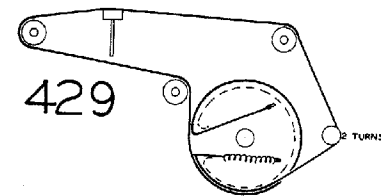
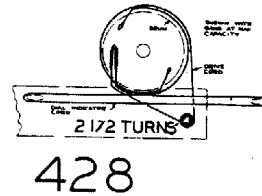
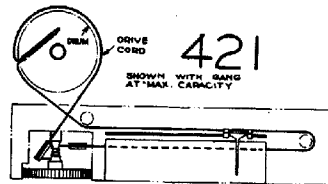
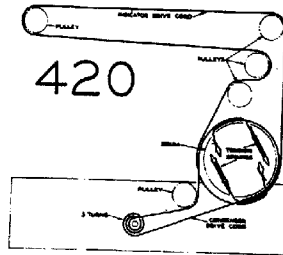
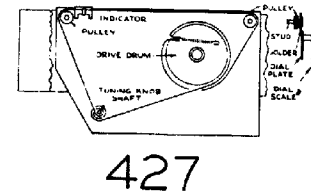
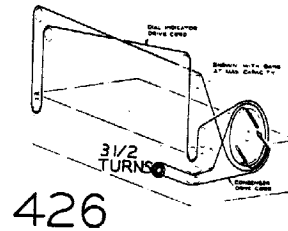
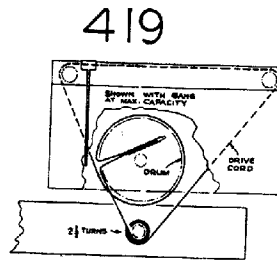
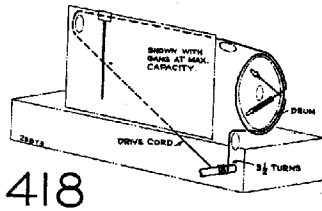
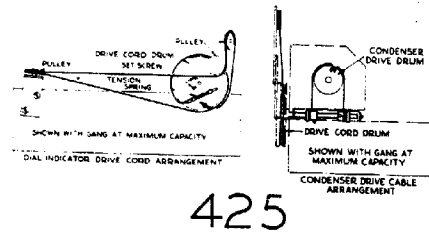
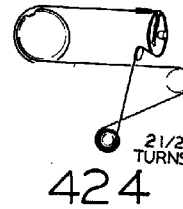
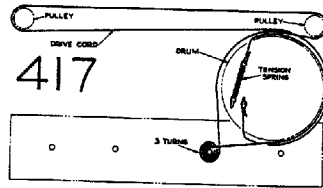
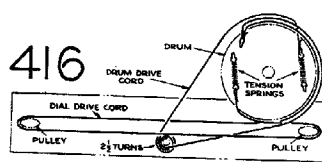
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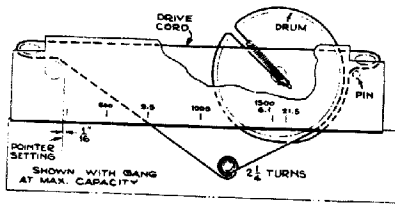


407

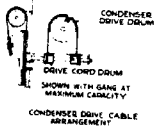
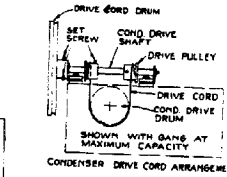


415

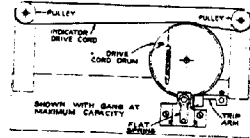




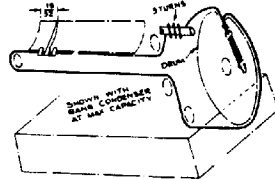
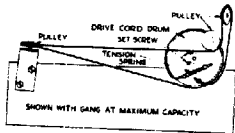
432



433

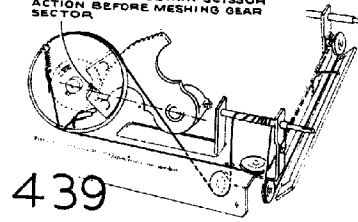


434

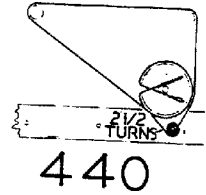


435

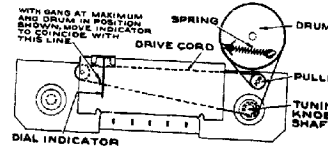
TURN FREE GEAR CLOCKWISE ONE TOOTH TO OBTAIN SCISSOR ACTION BEFORE MESHING GEAR SECTOR



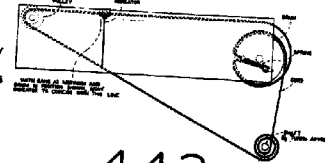
439



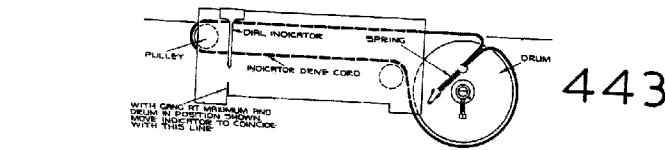
440



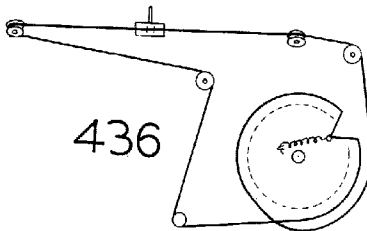
441



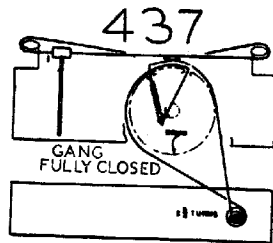
442



443

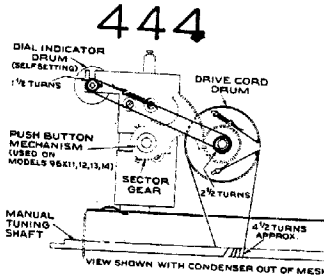


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437

GANG FULLY CLOSED
1 1/2 TURNS



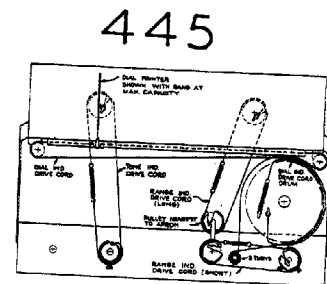
444

1 1/2 TURNS

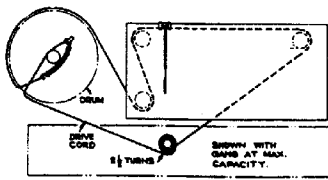
PUSH BUTTON MECHANISM (USED ON MODELS 95K11, 12, 13, 14)

MANUAL TUNING SHAFT

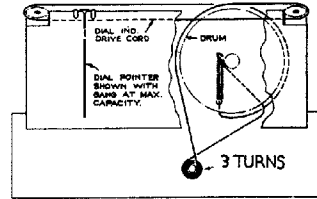
VIEW SHOWN WITH CONDENSER OUT OF MESH



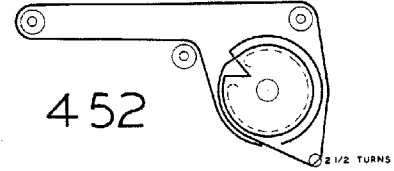
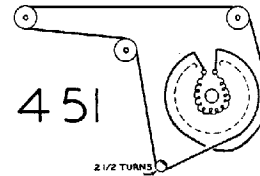
445



446



447

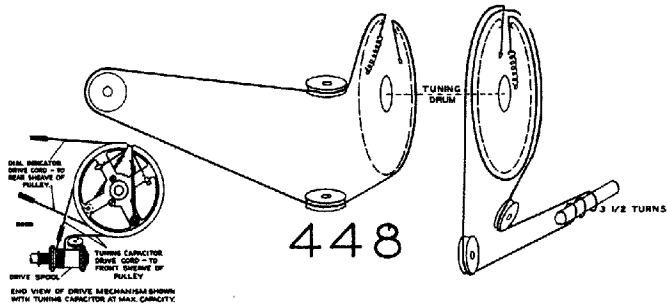


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2 1/2 TURNS

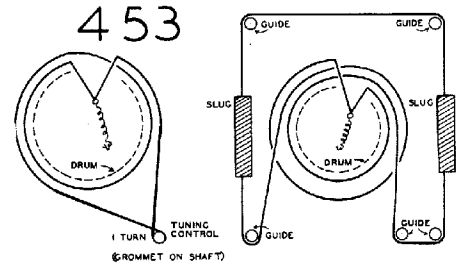
2 1/2 TURNS



448

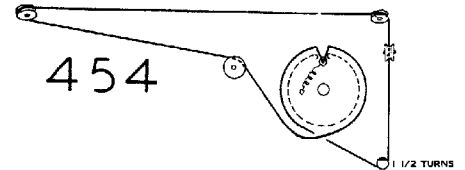
3 1/2 TURNS

END VIEW OF DRIVE MECHANISM SHOWN WITH TUNING CAPACITOR AT MAX. CAPACITY.



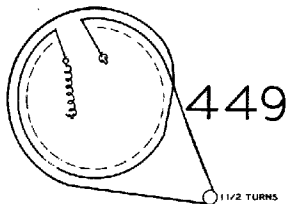
453

1 TURN
(GROMMET ON SHAFT)



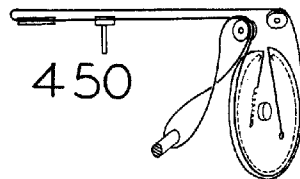
454

1 1/2 TURNS



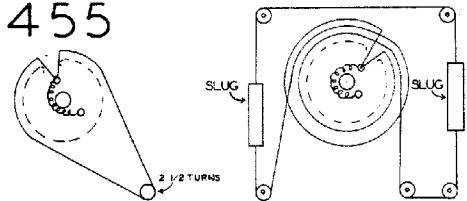
449

1 1/2 TURNS

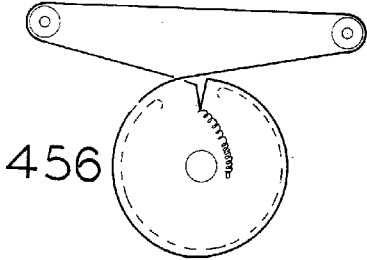


450

455

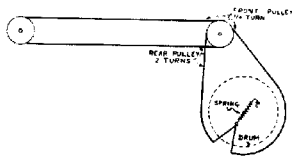


2 1/2 TURNS

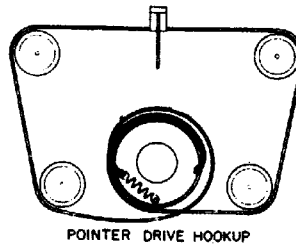


456

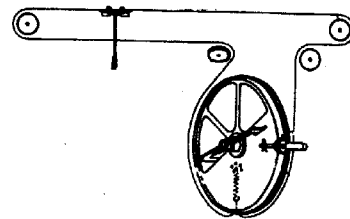
NOTE: Eial cord material is bronze wire - .053 diameter.



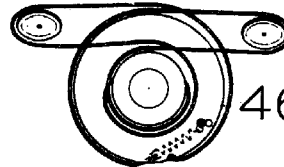
457



POINTER DRIVE HOOKUP



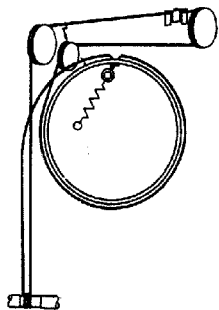
464



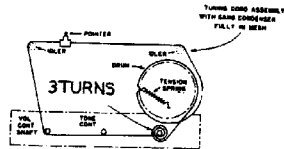
463

CONDENSER DRIVE HOOKUP

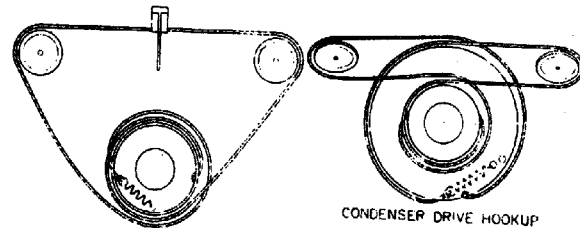
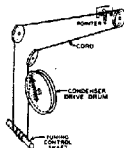
458



459

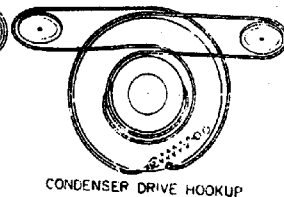


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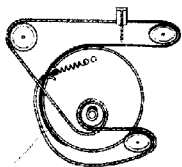
POINTER DRIVE HOOKUP

465

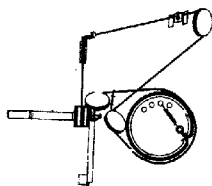


CONDENSER DRIVE HOOKUP

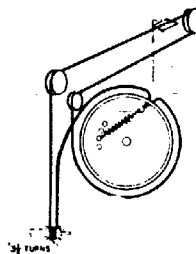
461



462

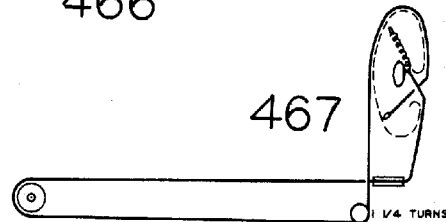


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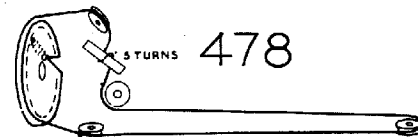
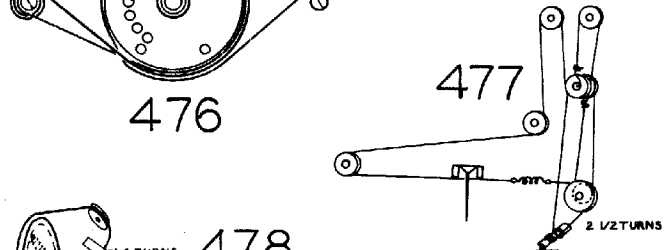
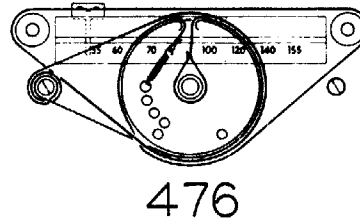
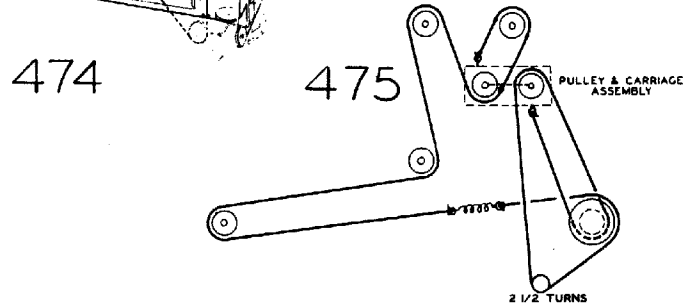
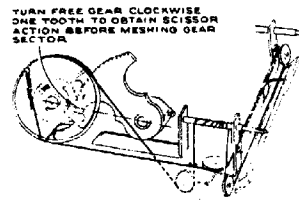
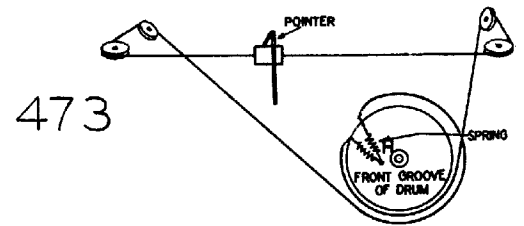
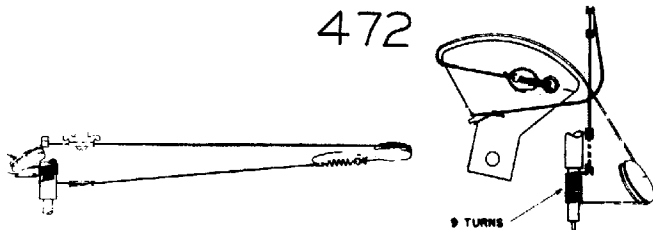
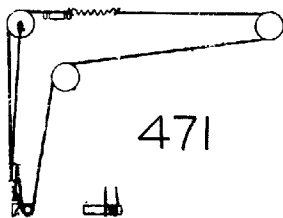
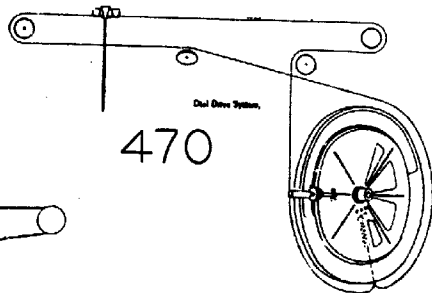
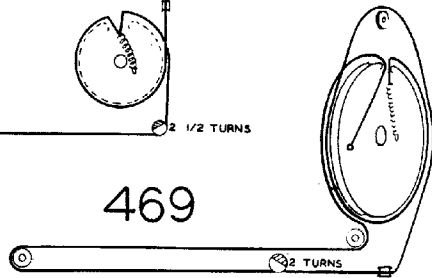
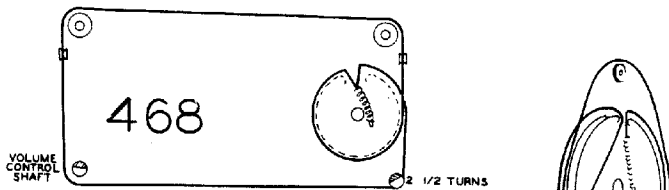


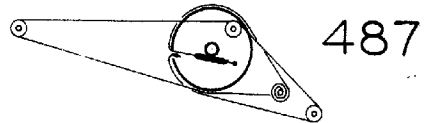
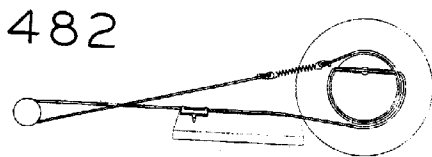
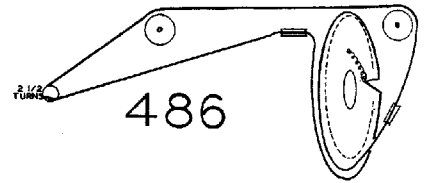
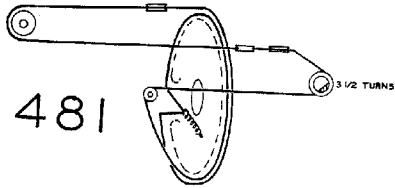
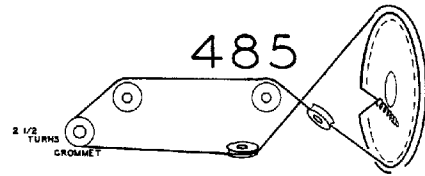
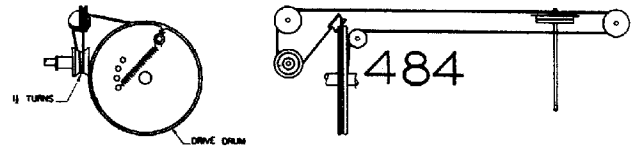
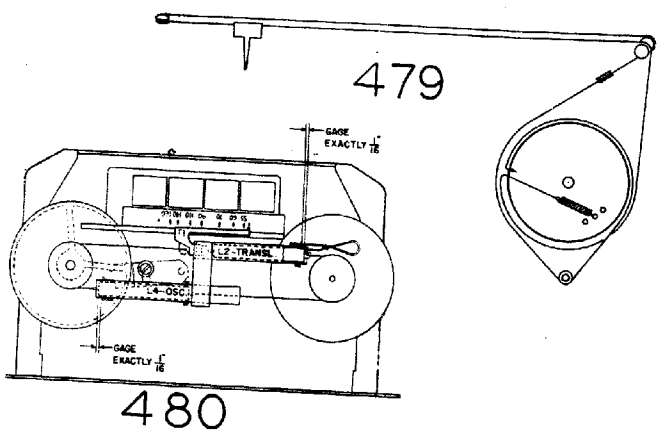
3/4 TURNS

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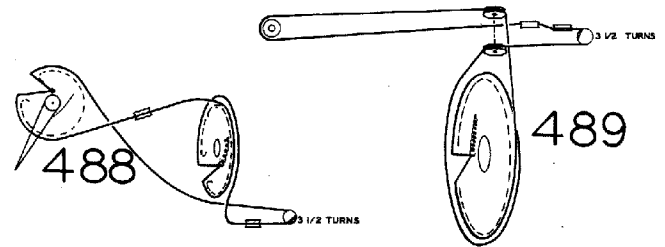
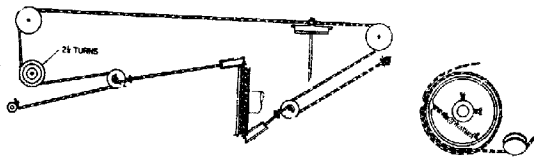


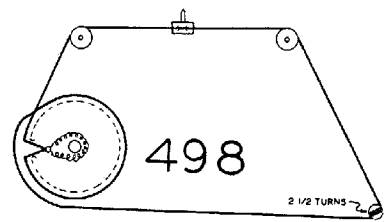
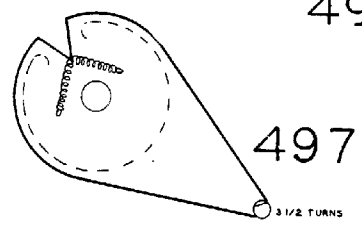
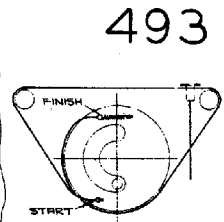
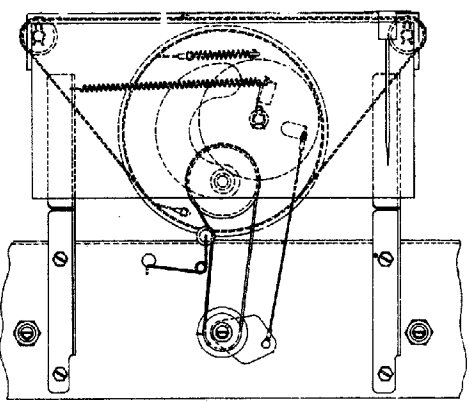
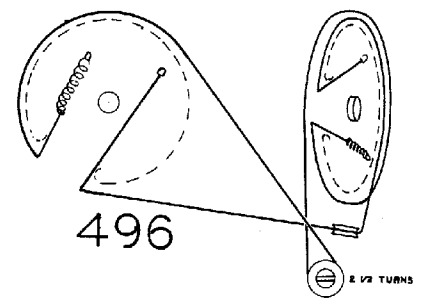
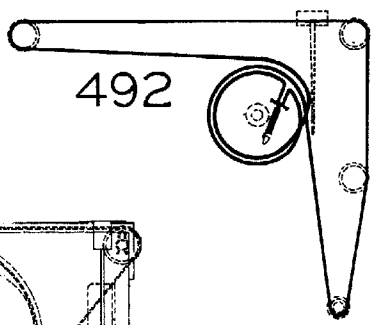
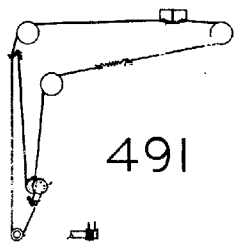
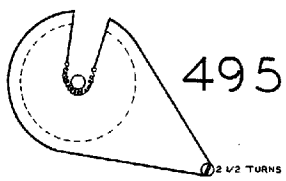
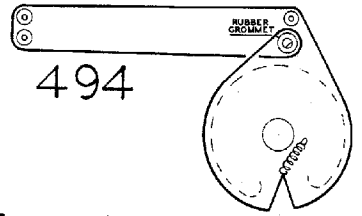
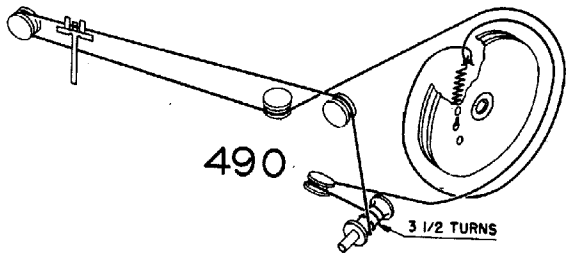
1/4 TURNS

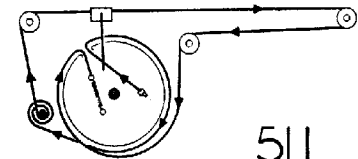
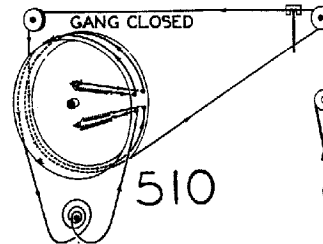
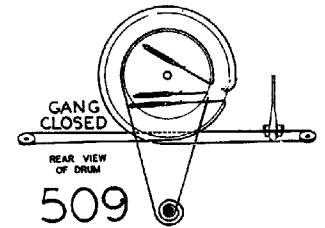
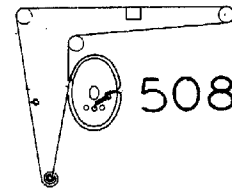
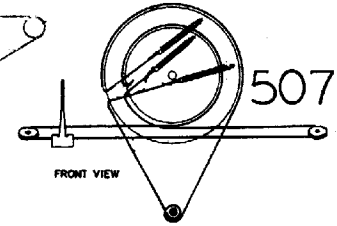
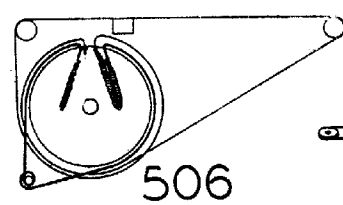
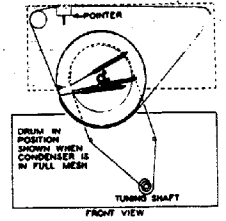
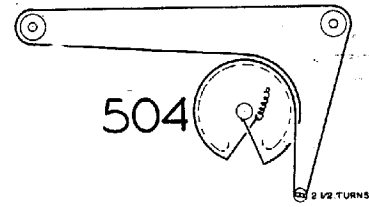
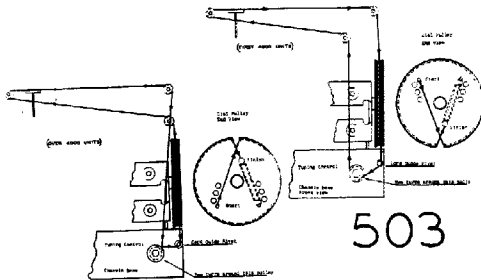
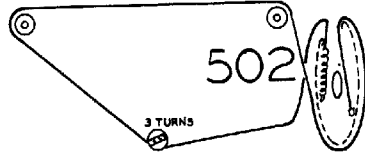
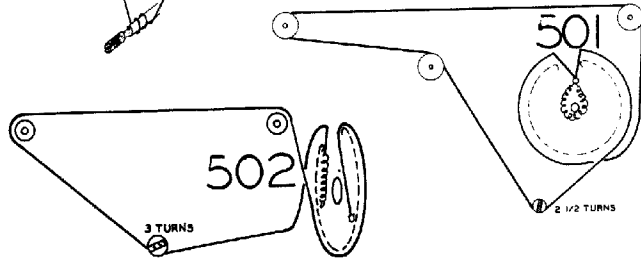
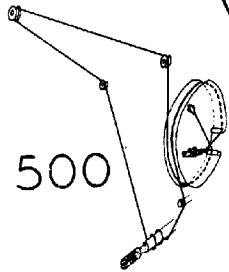
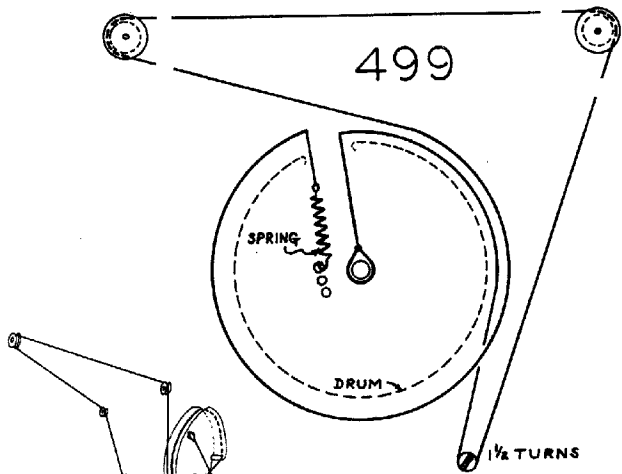


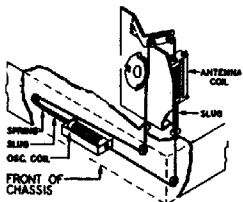
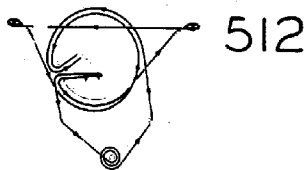


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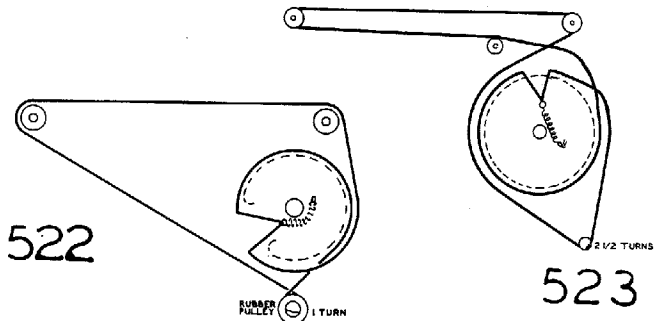
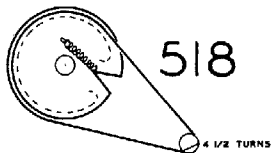
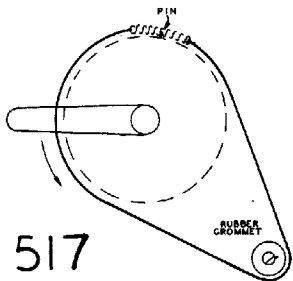
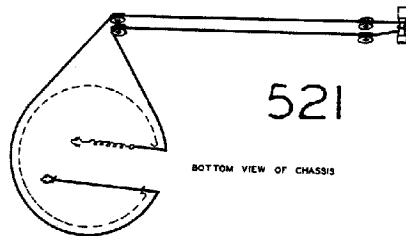
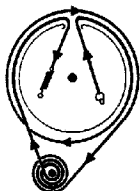
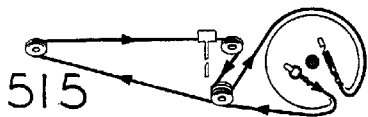
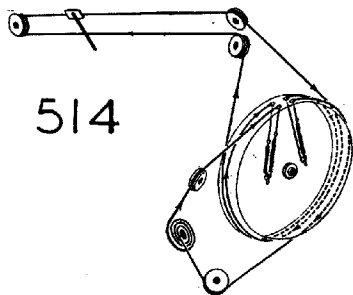
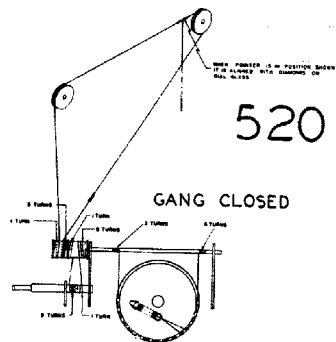
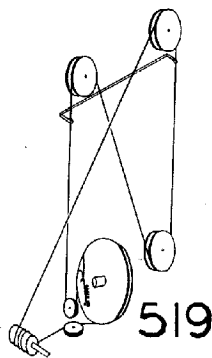
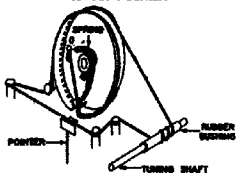


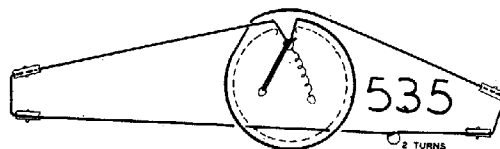
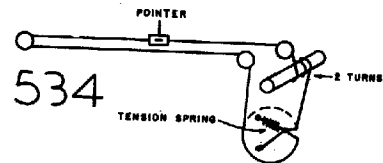
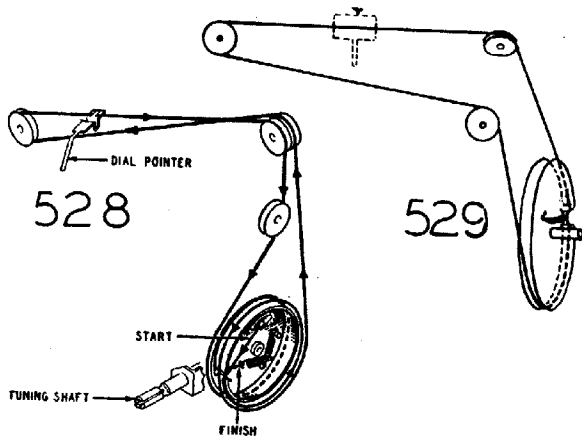
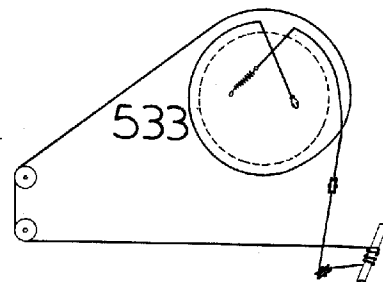
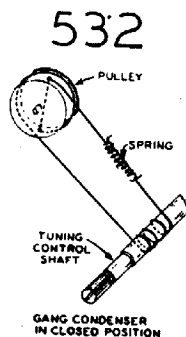
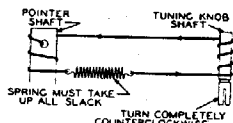
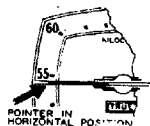
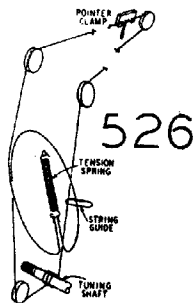
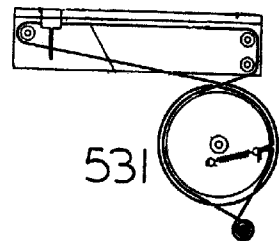
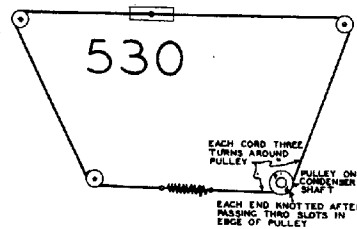
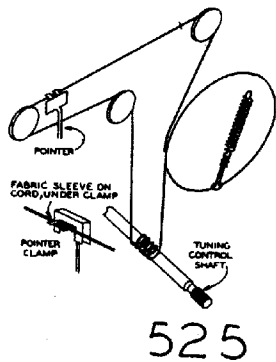
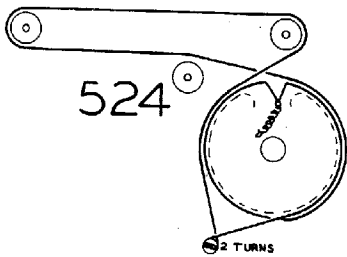


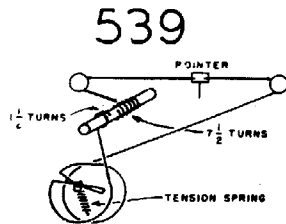
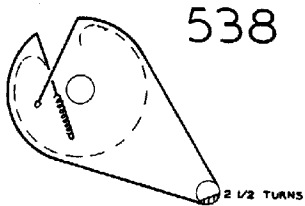
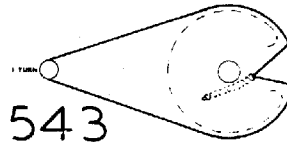
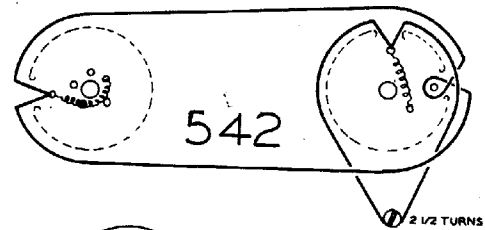
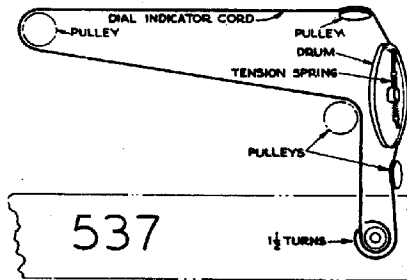
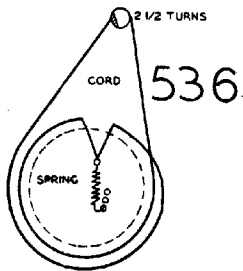




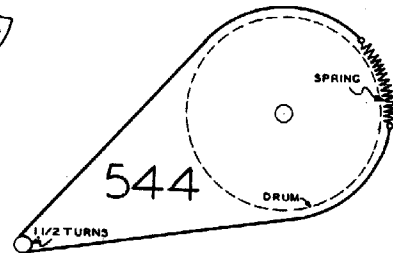
DRUM SHOWN WITH SLUGS IN FULL OUT POSITION





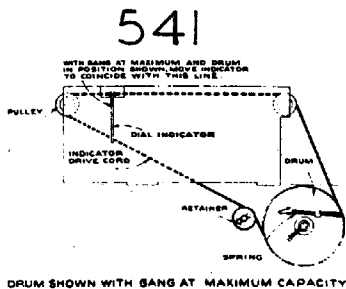
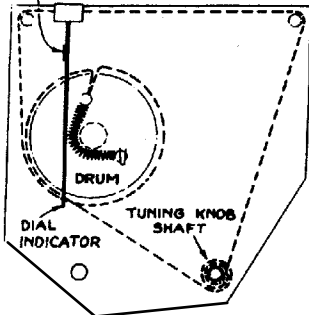


GANG MESHED DIAL AT 540 K.C.

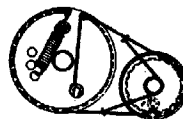


540

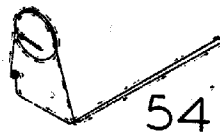
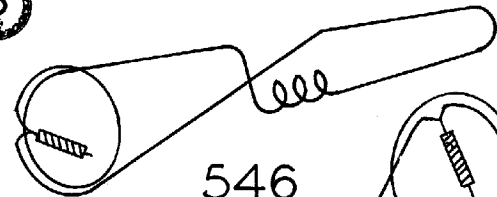
WITH CONDENSERS FULLY MESHED, AND DRUM IN POSITION SHOWN, INDICATOR SHOULD COINCIDE WITH THIS LINE.



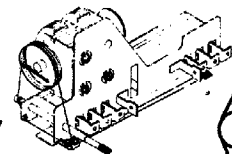
DRUM SHOWN WITH GANG AT MAXIMUM CAPACITY



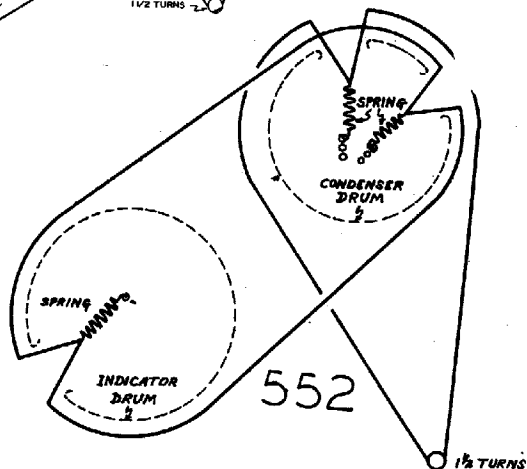
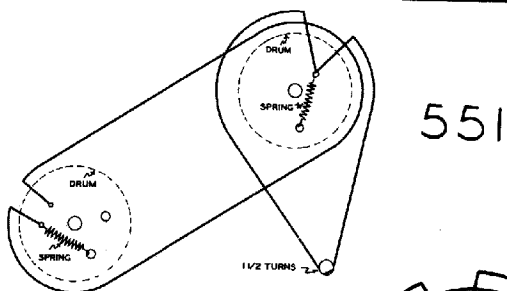
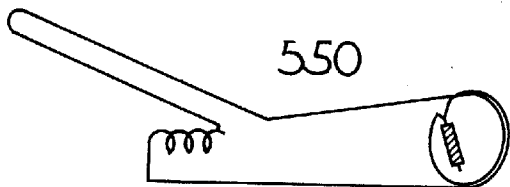
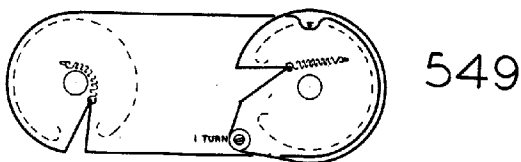
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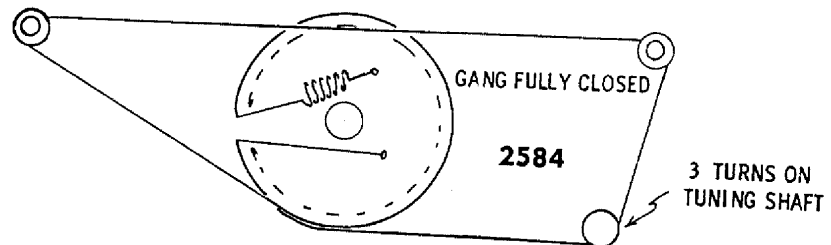
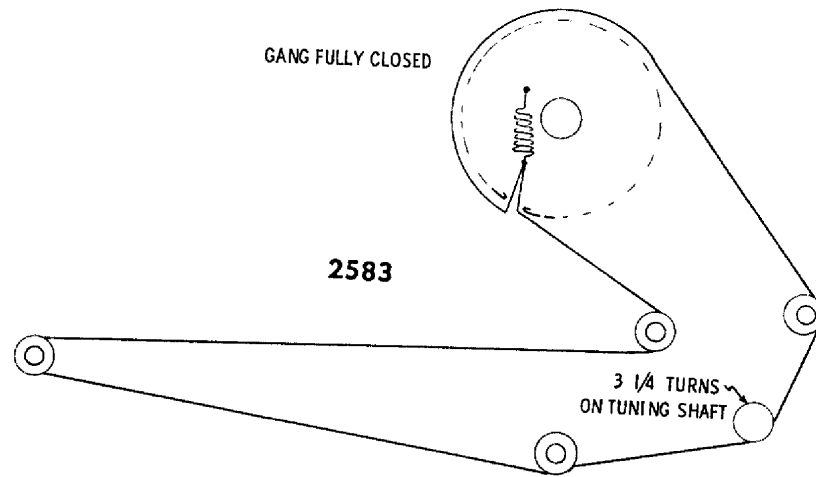
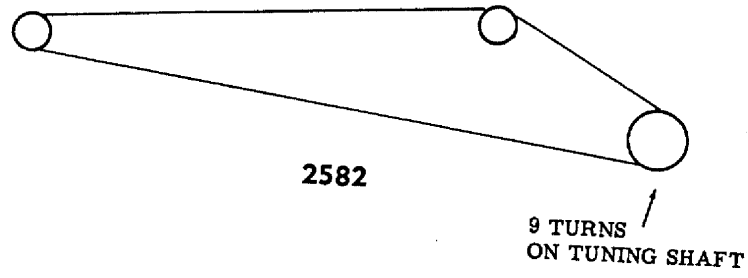


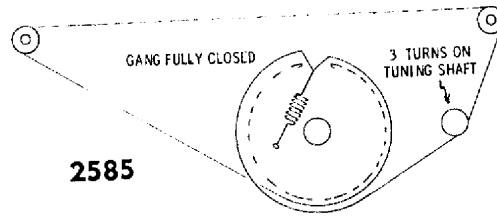
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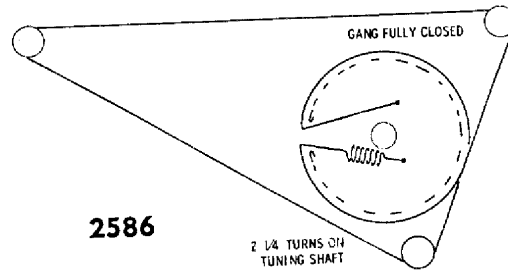
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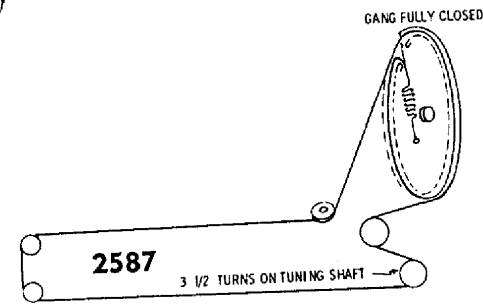




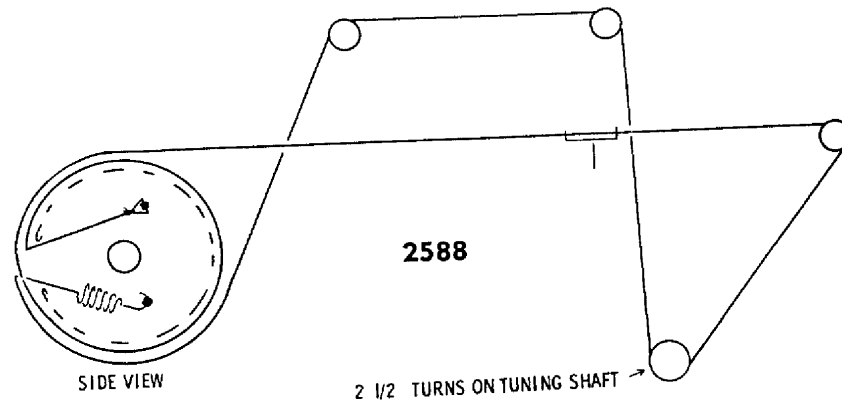
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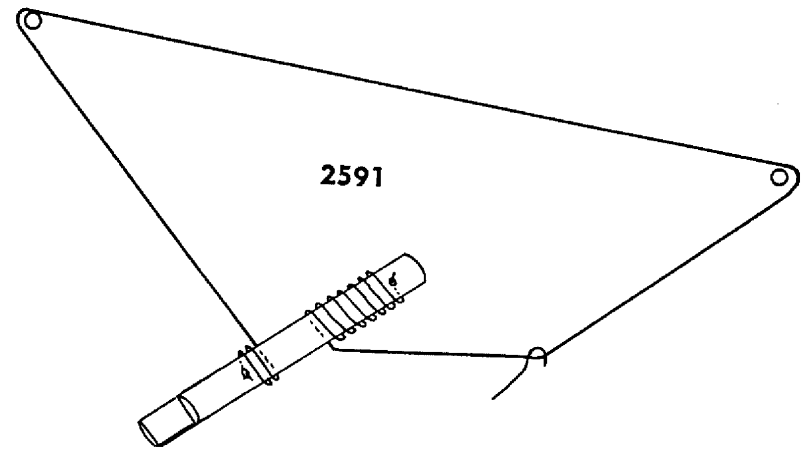
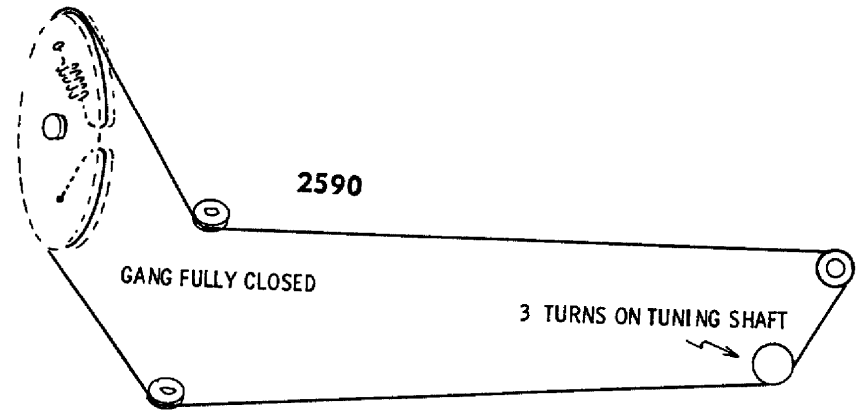
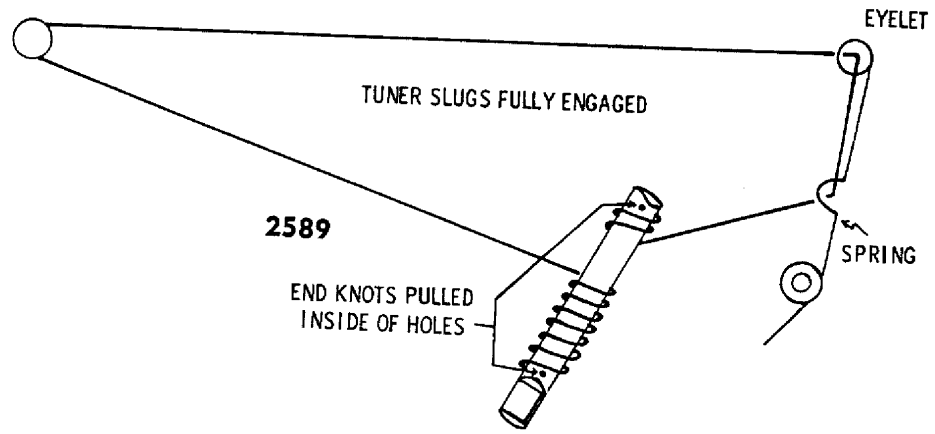
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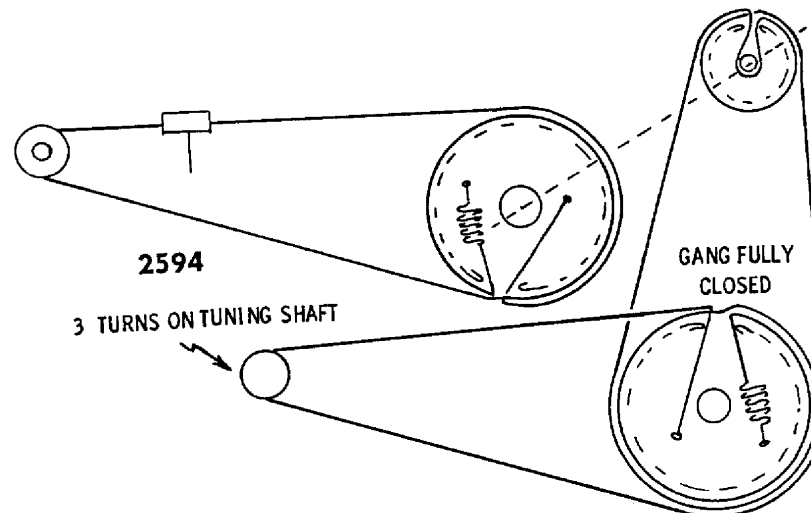
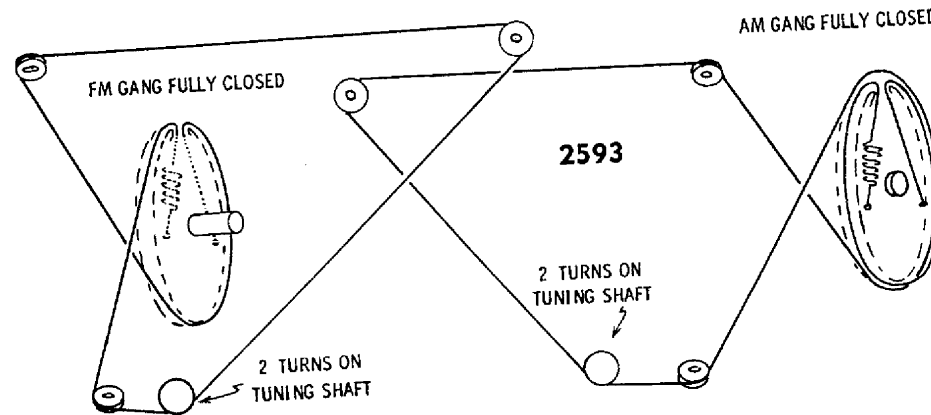
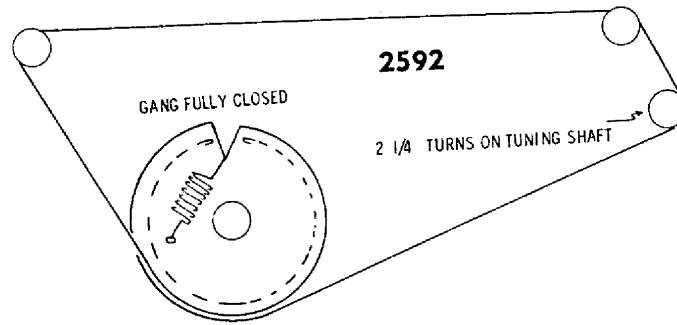


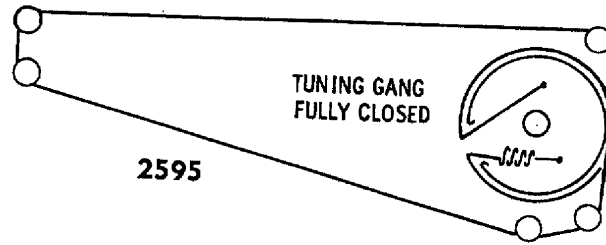
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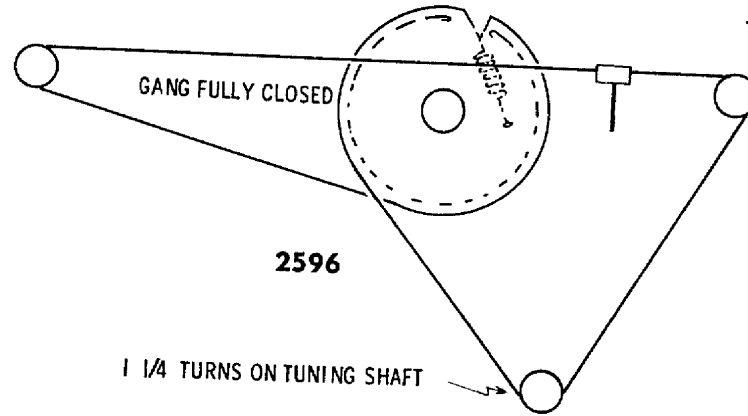






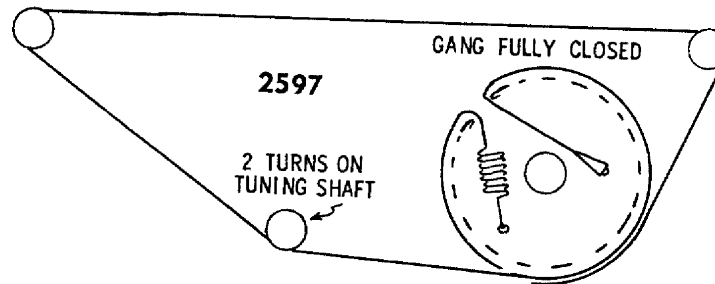
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3 TURNS ON TUNING SHAFT



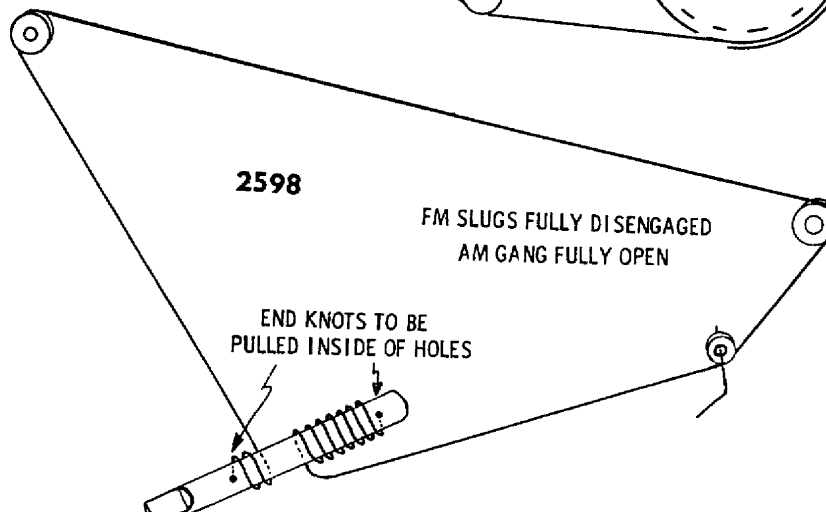
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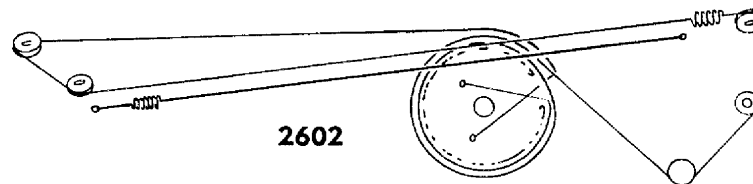
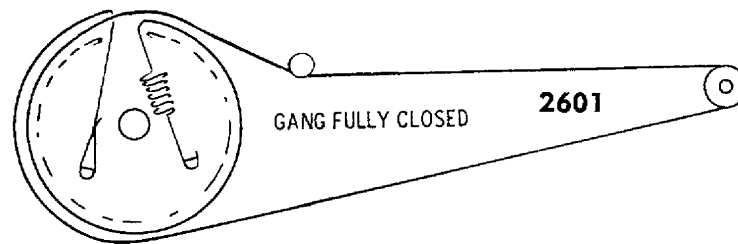
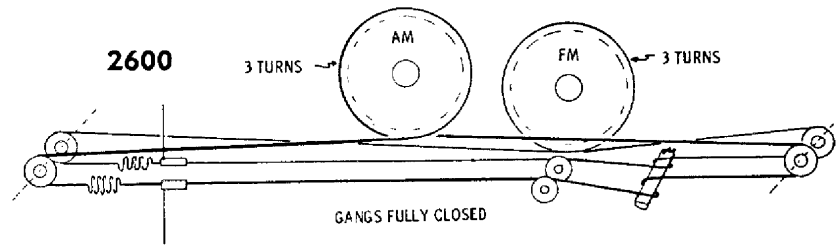
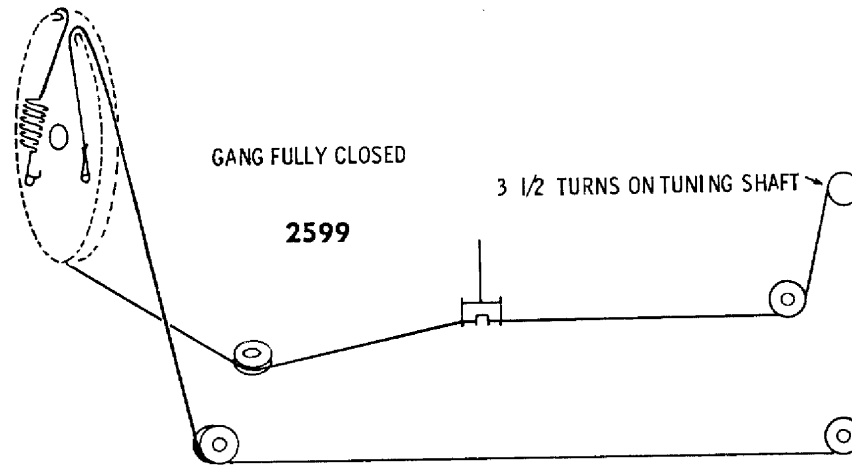
1 1/4 TURNS ON TUNING SHAFT

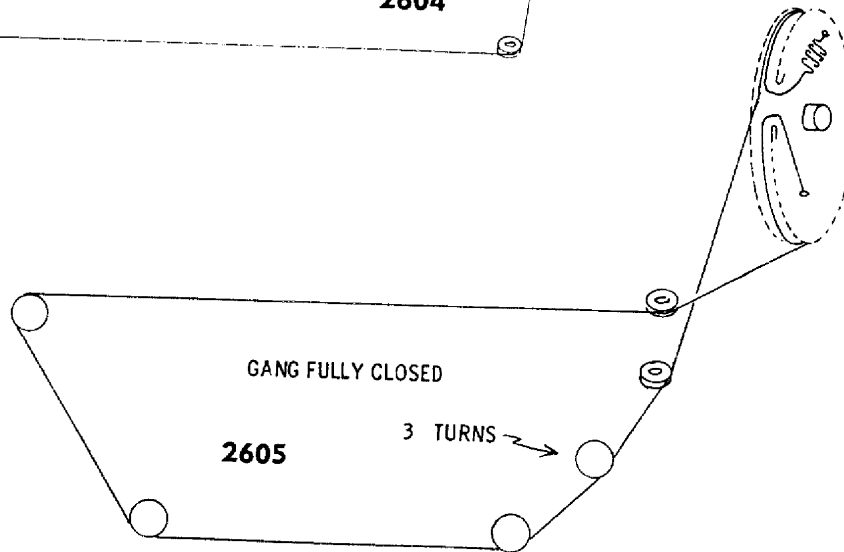
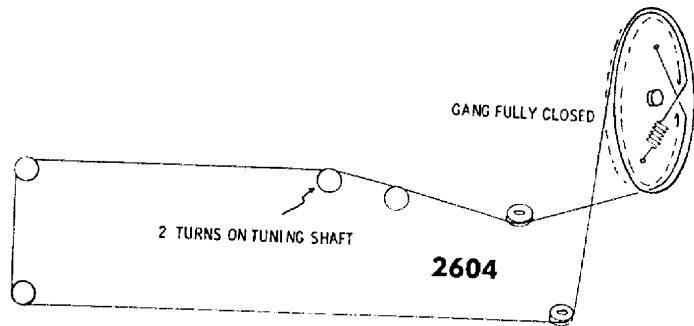
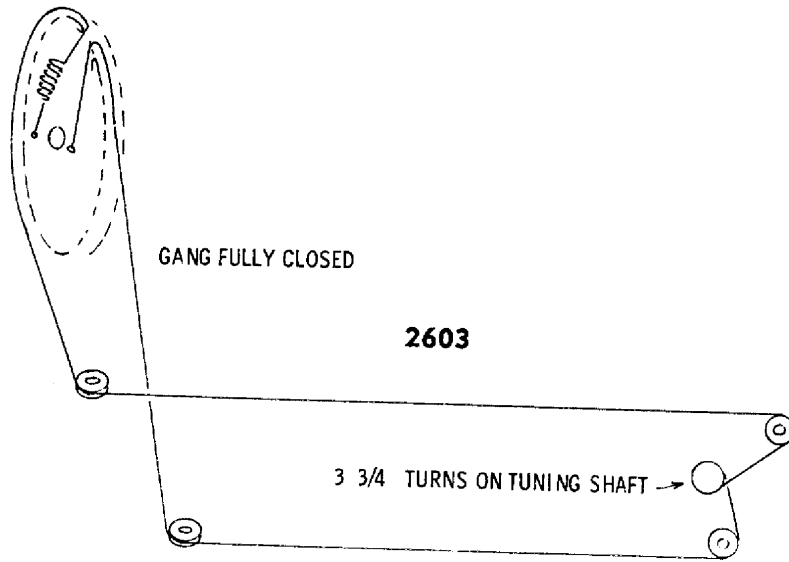


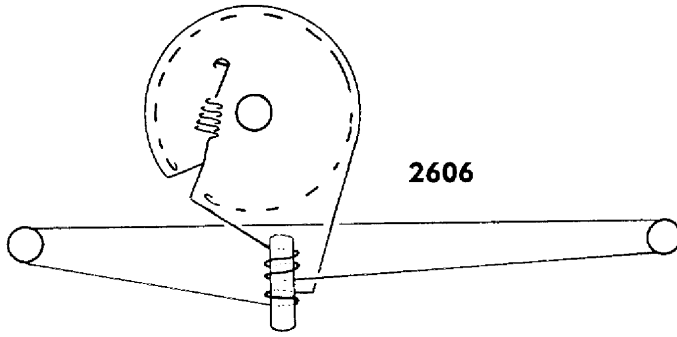
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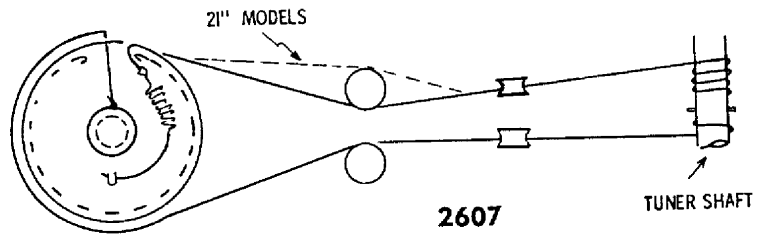






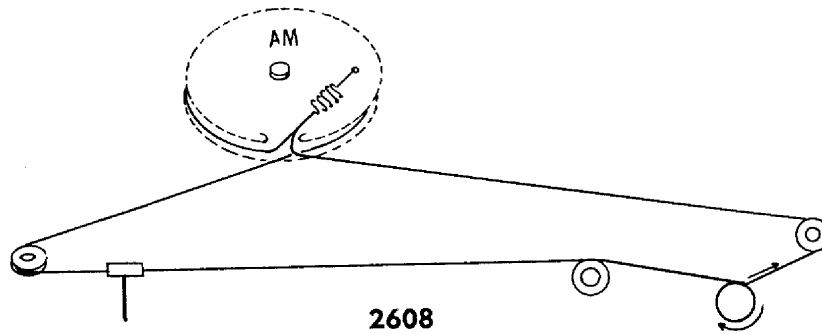


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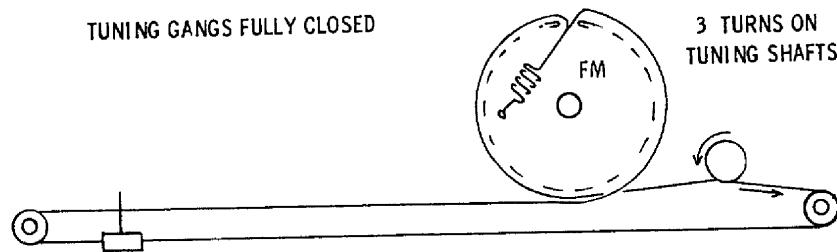
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TUNER SHAFT

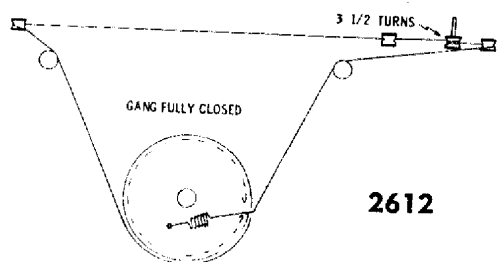
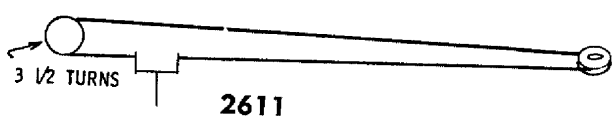
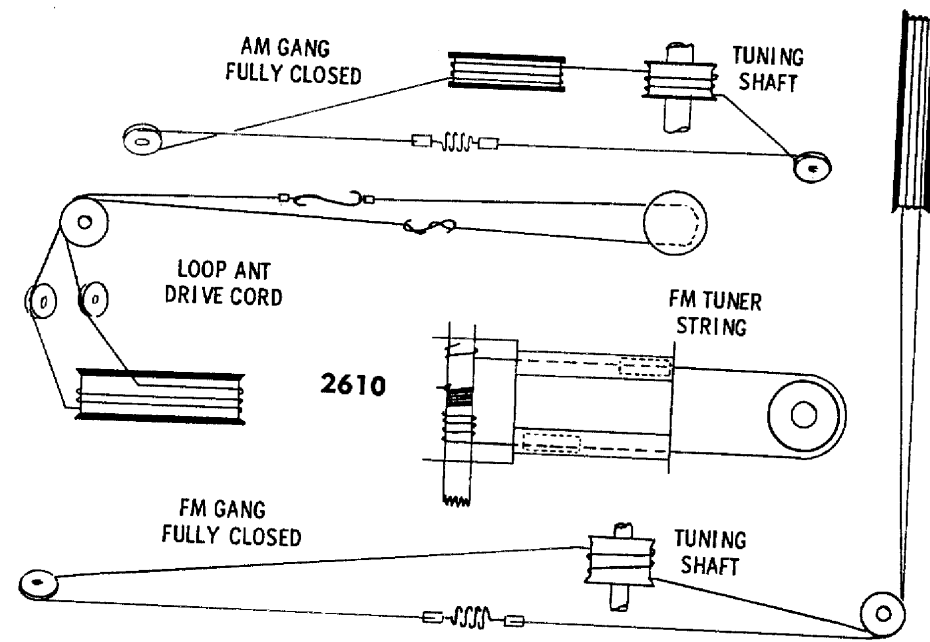
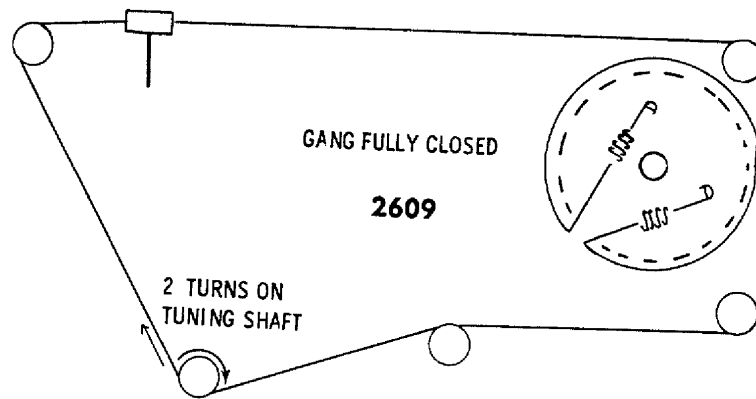


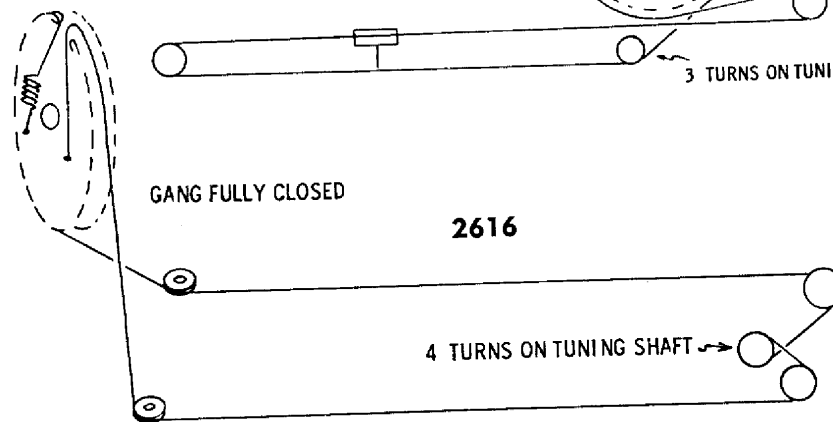
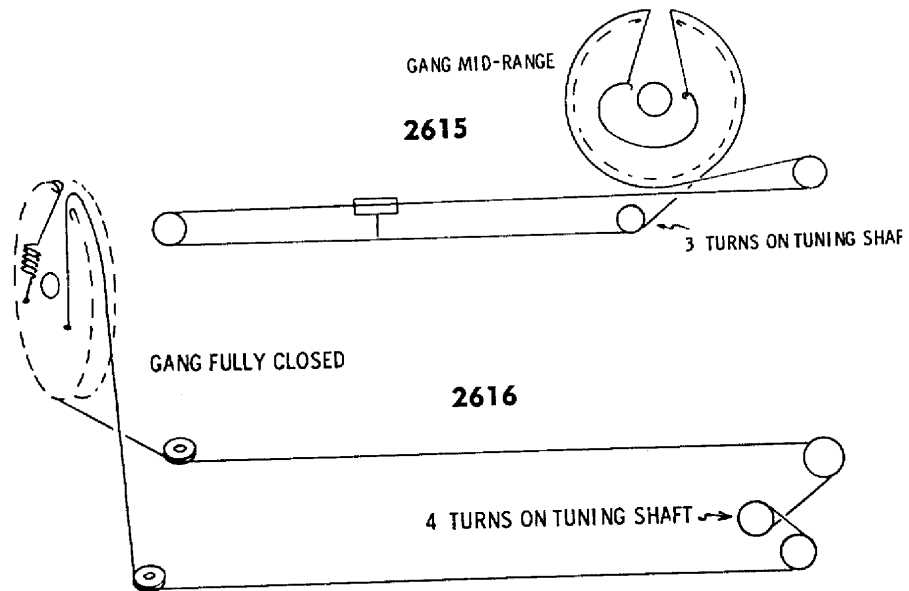
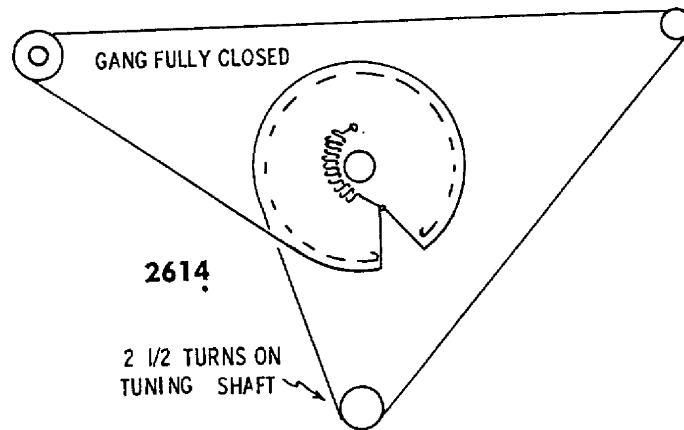
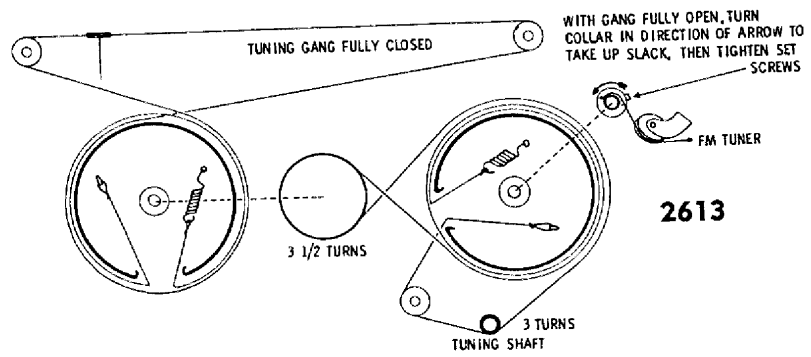
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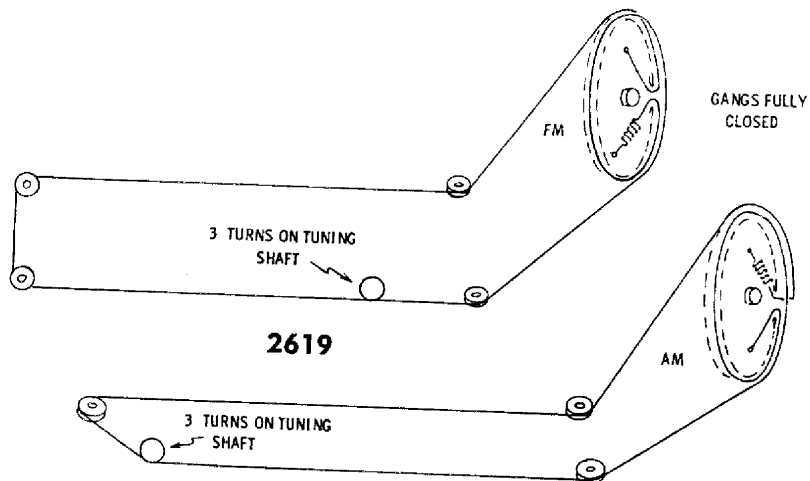
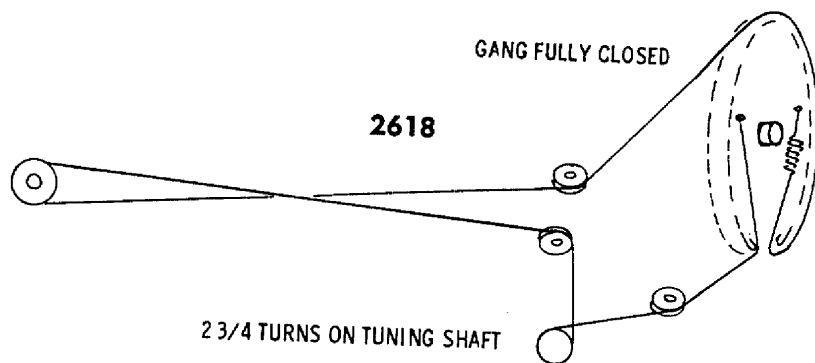
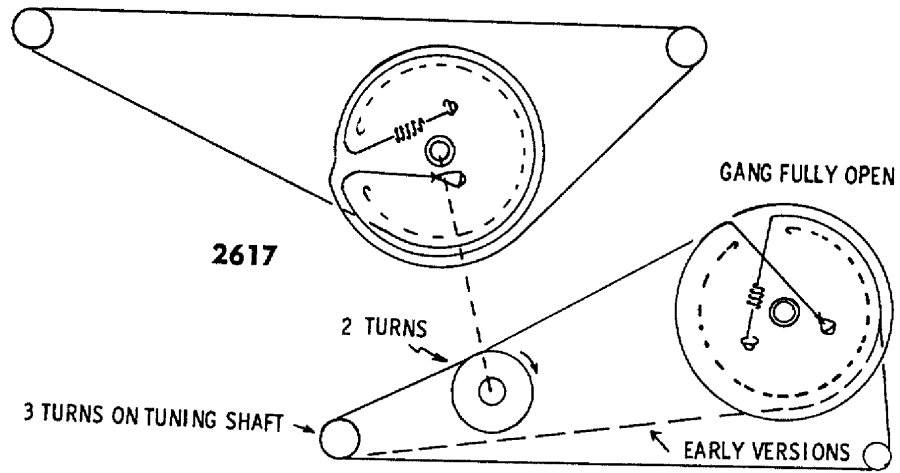
TUNING GANGS FULLY CLOSED

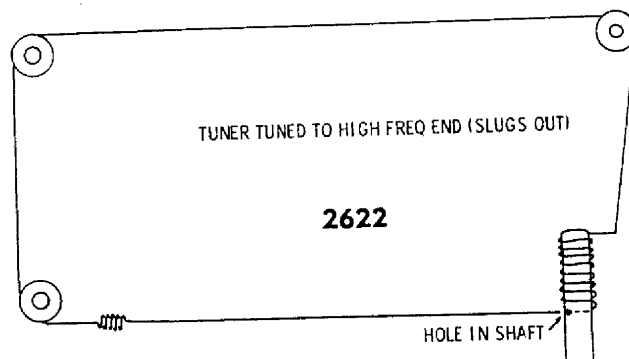
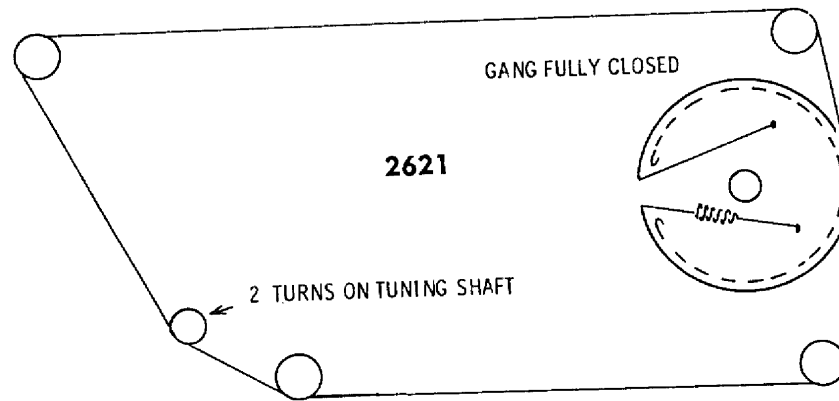
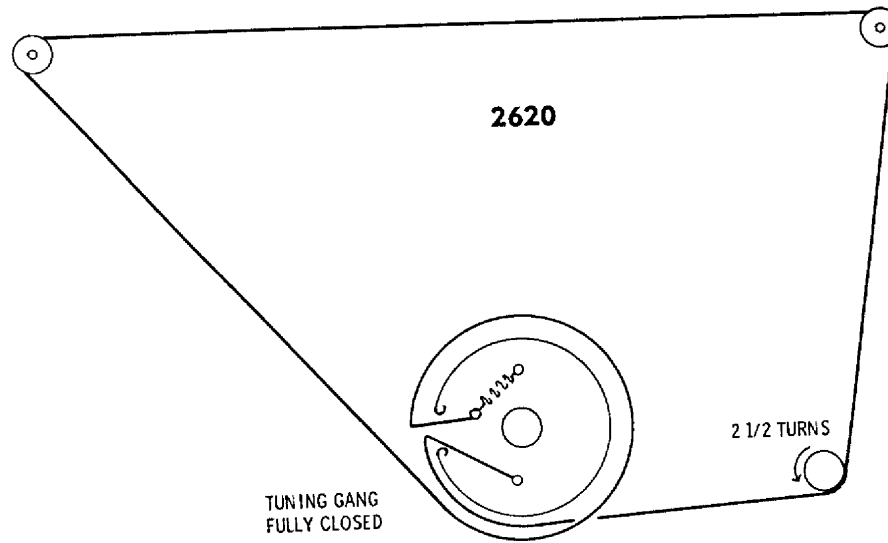


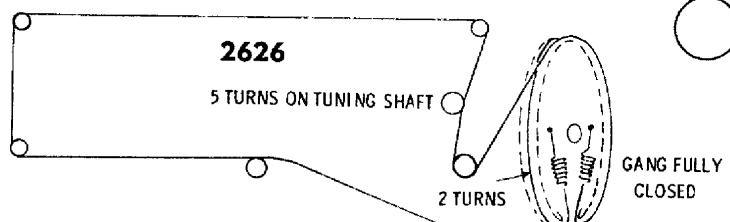
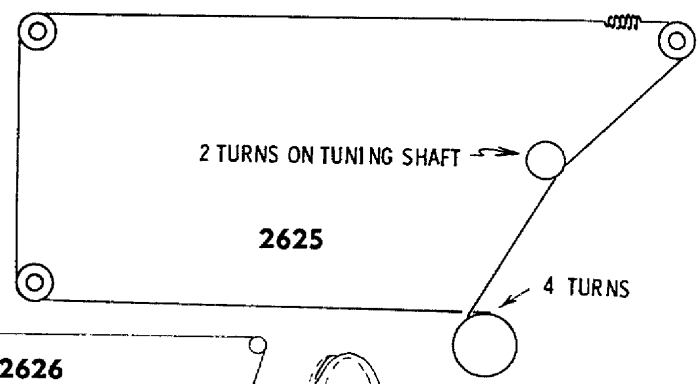
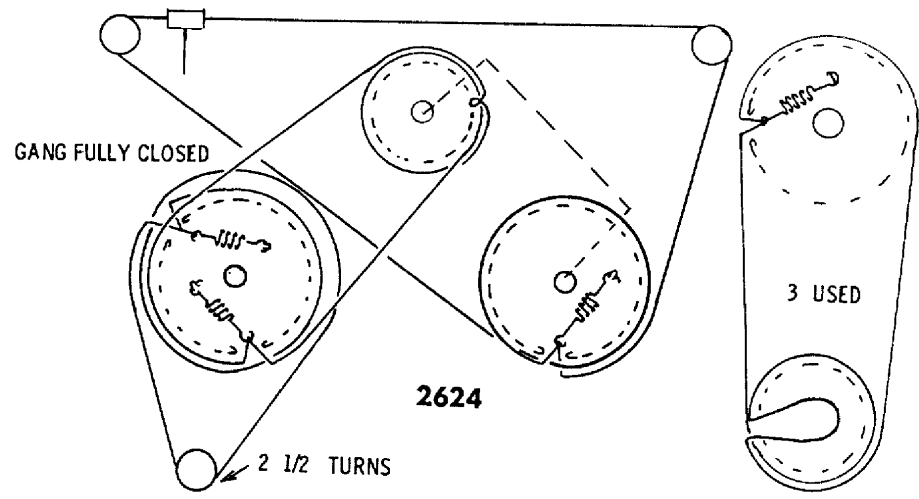
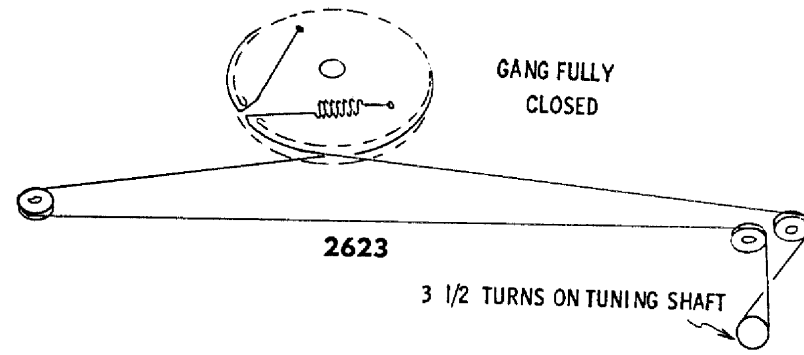
3 TURNS ON
TUNING SHAFTS

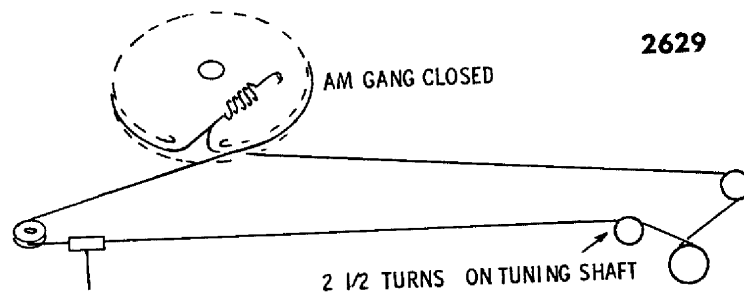
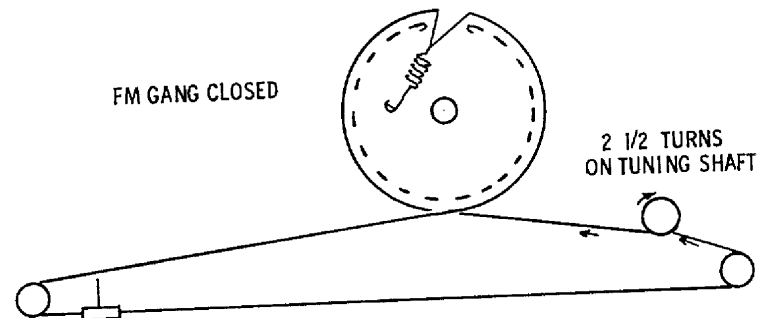
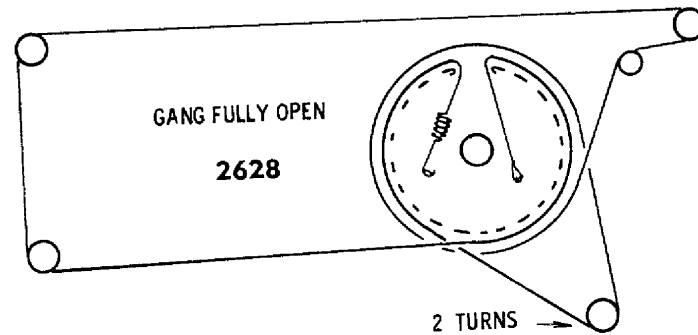
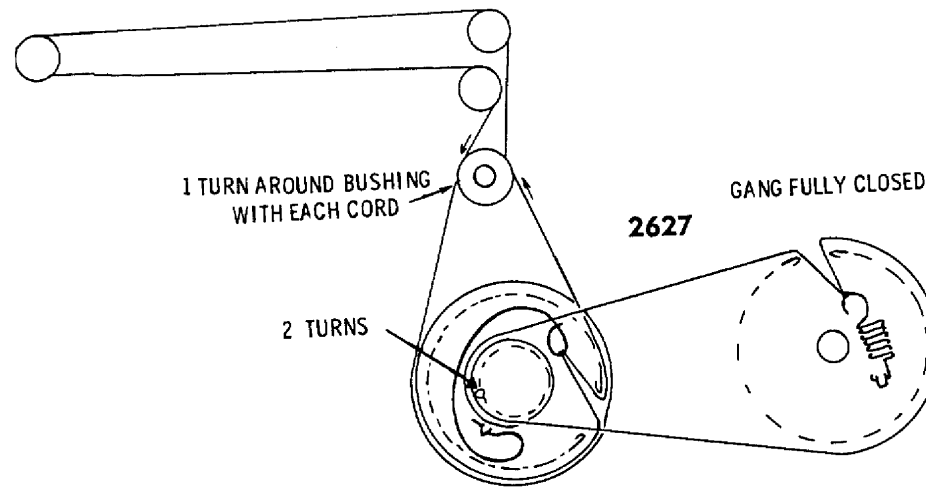


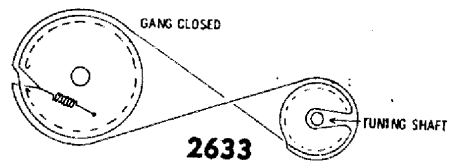
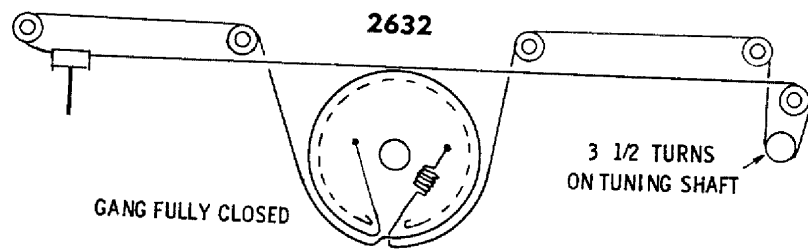
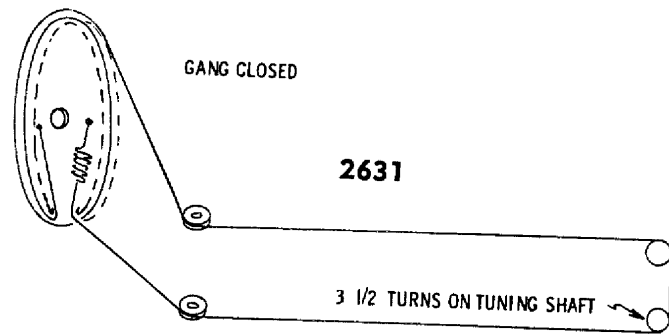
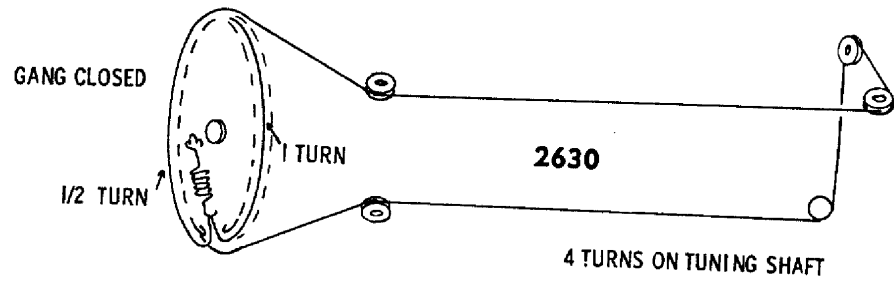


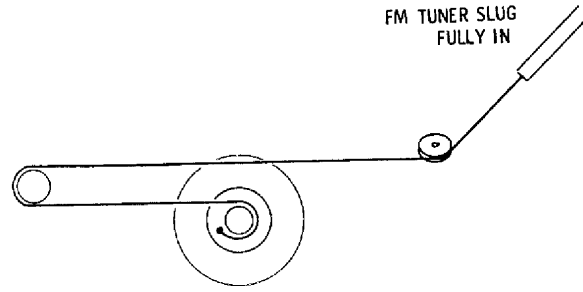




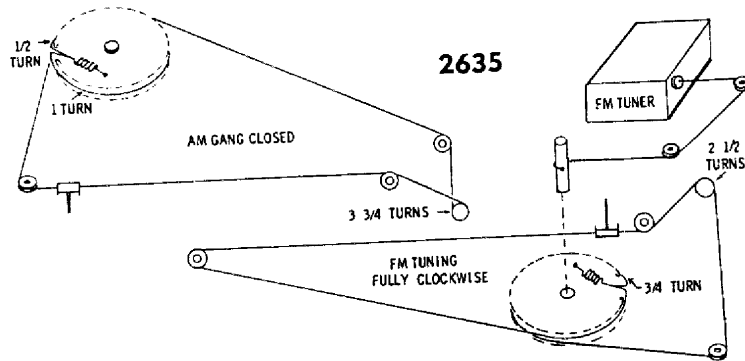
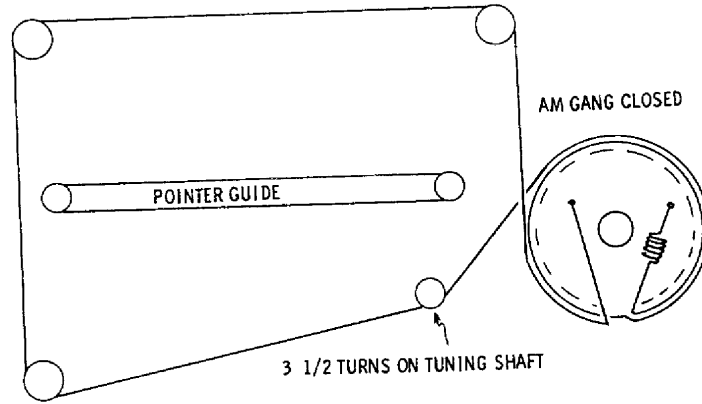




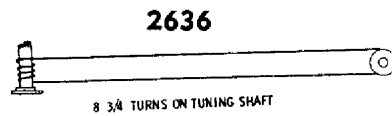




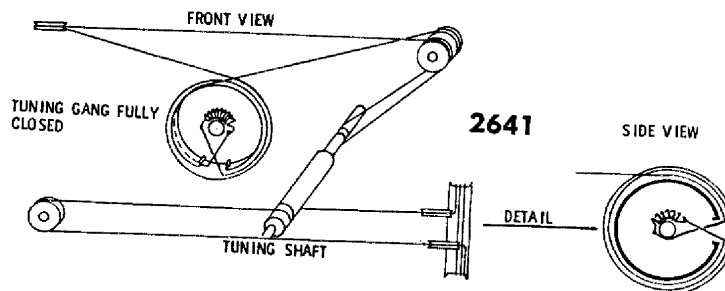
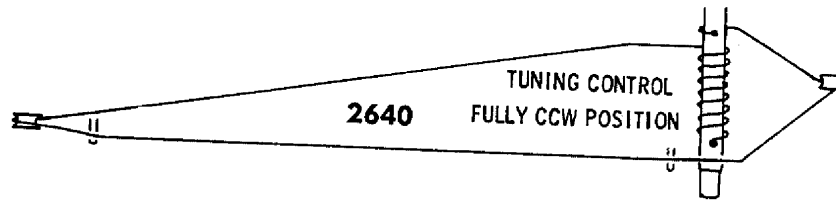
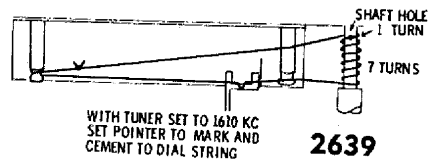
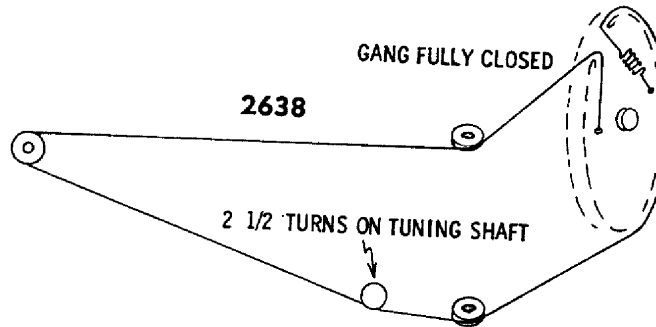
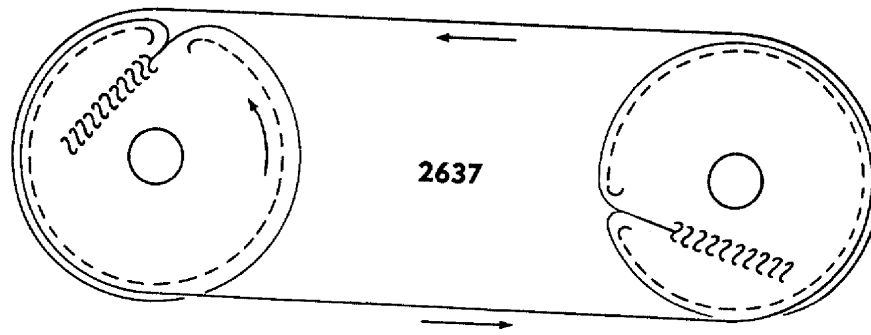
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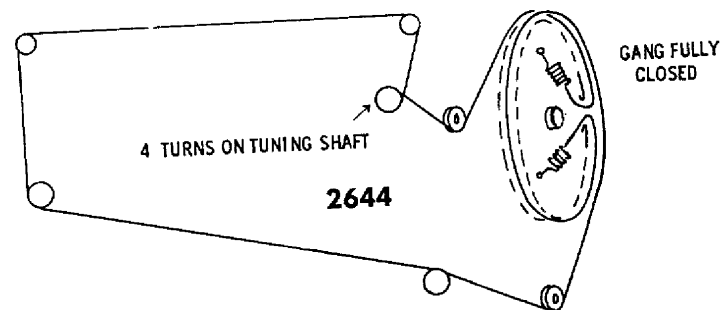
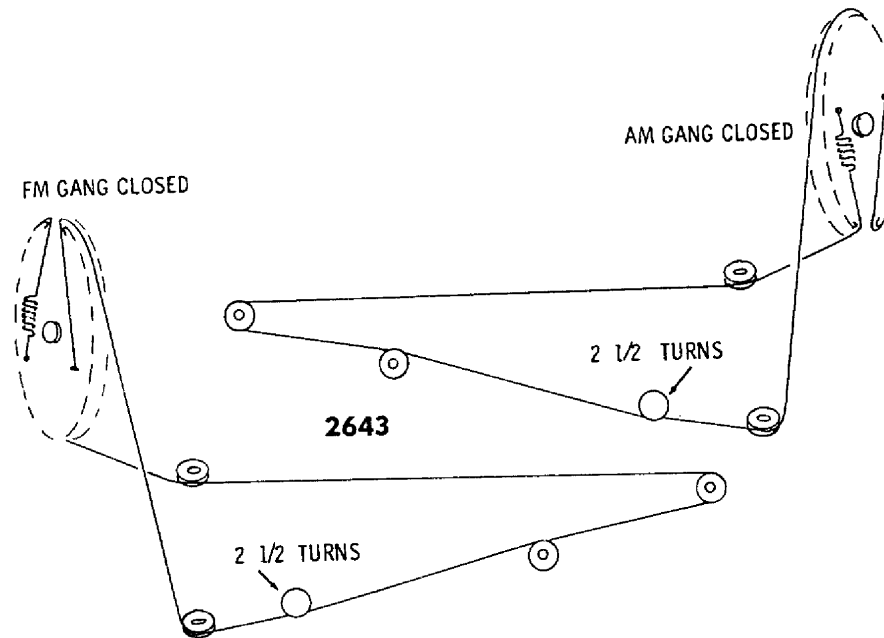
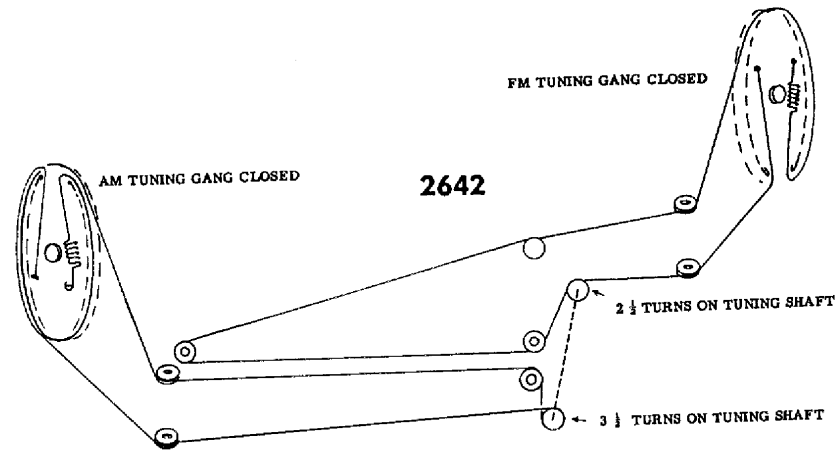


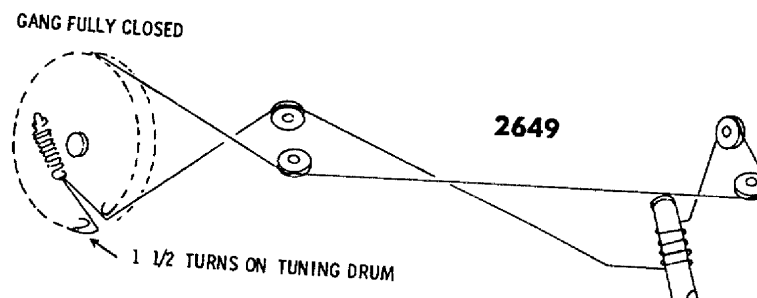
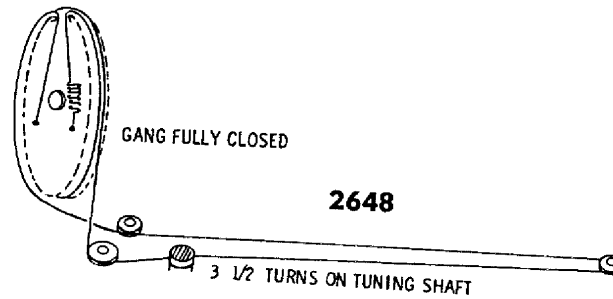
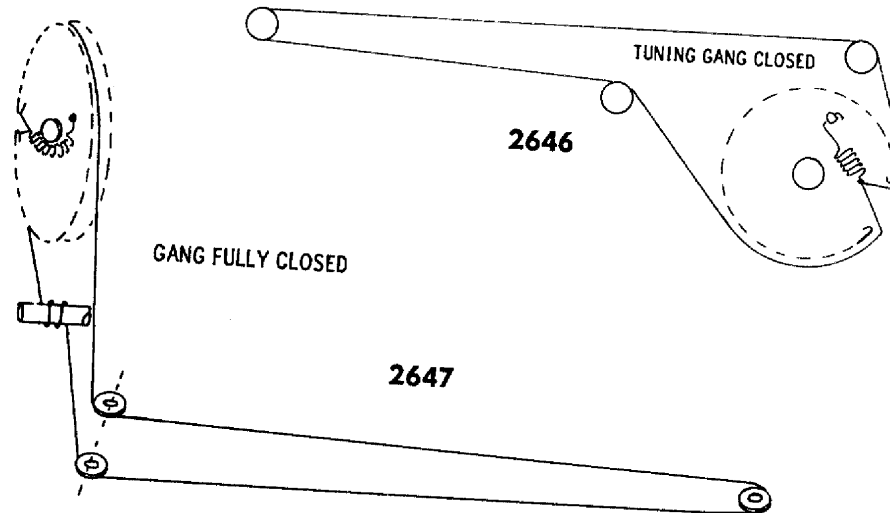
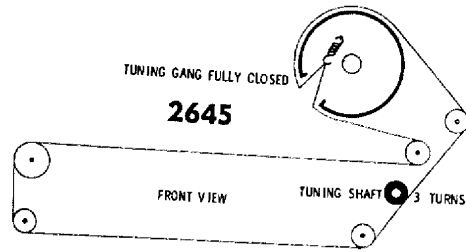
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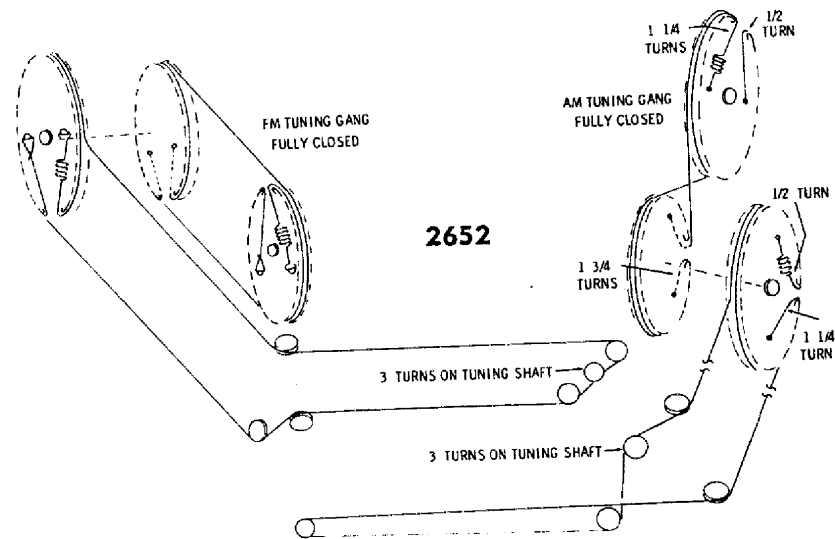
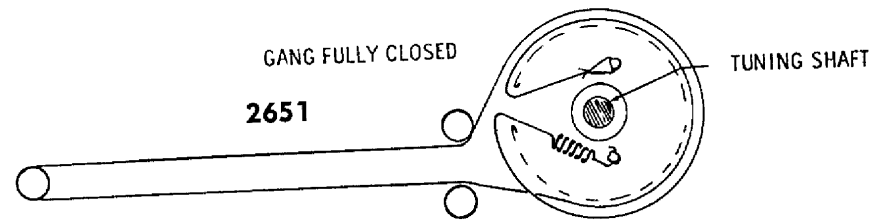
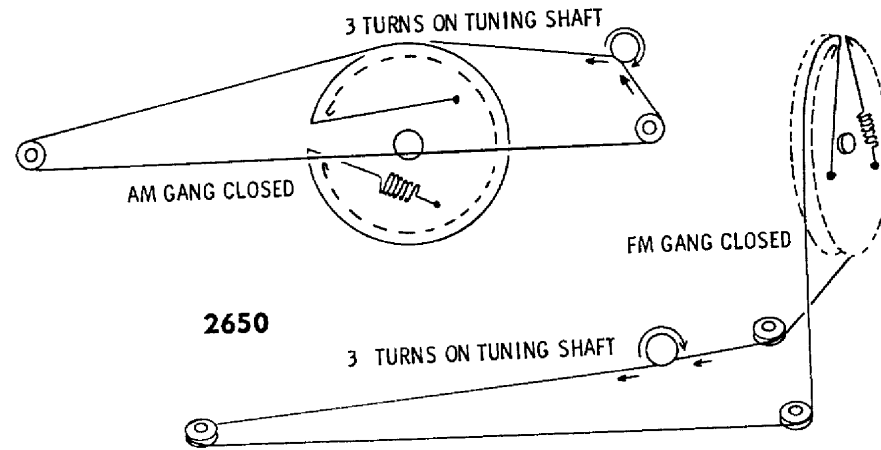


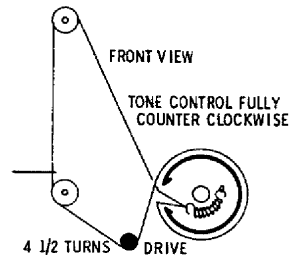
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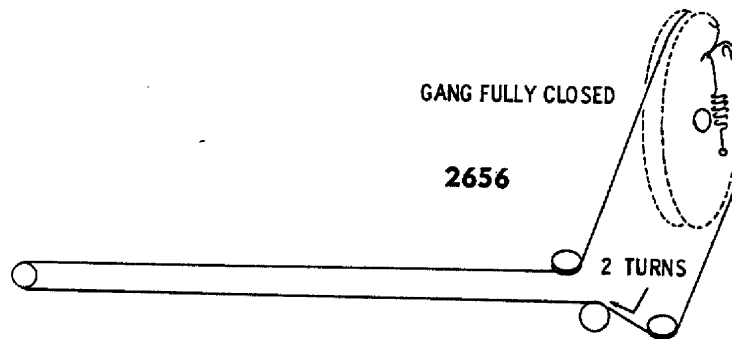
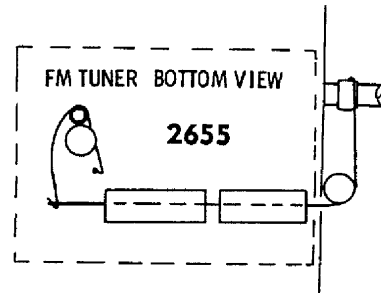
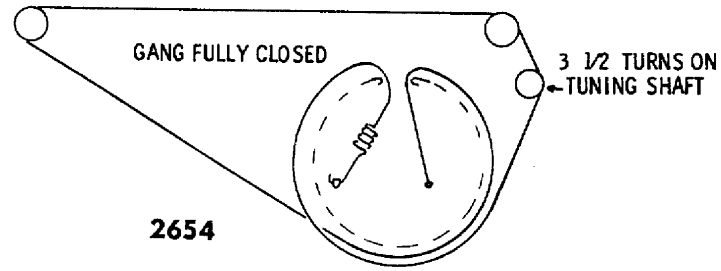
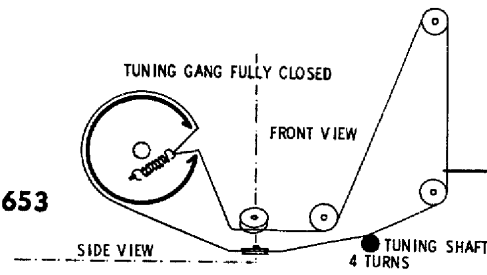


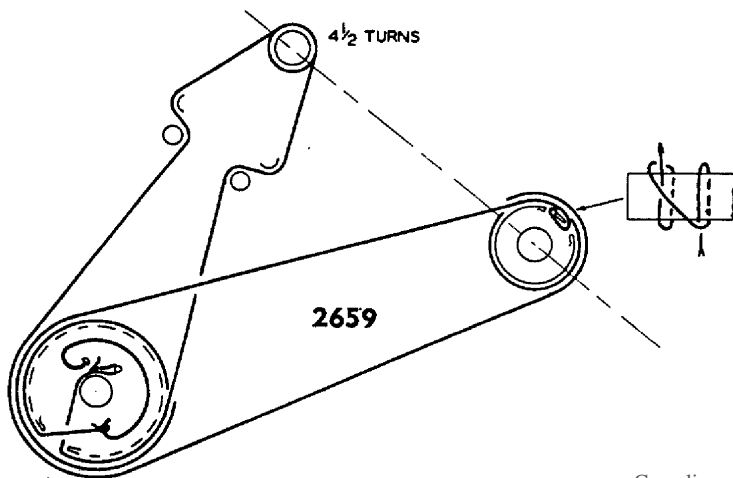
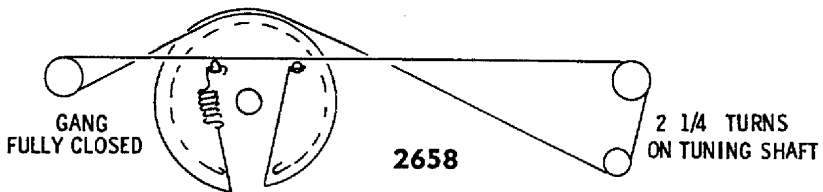
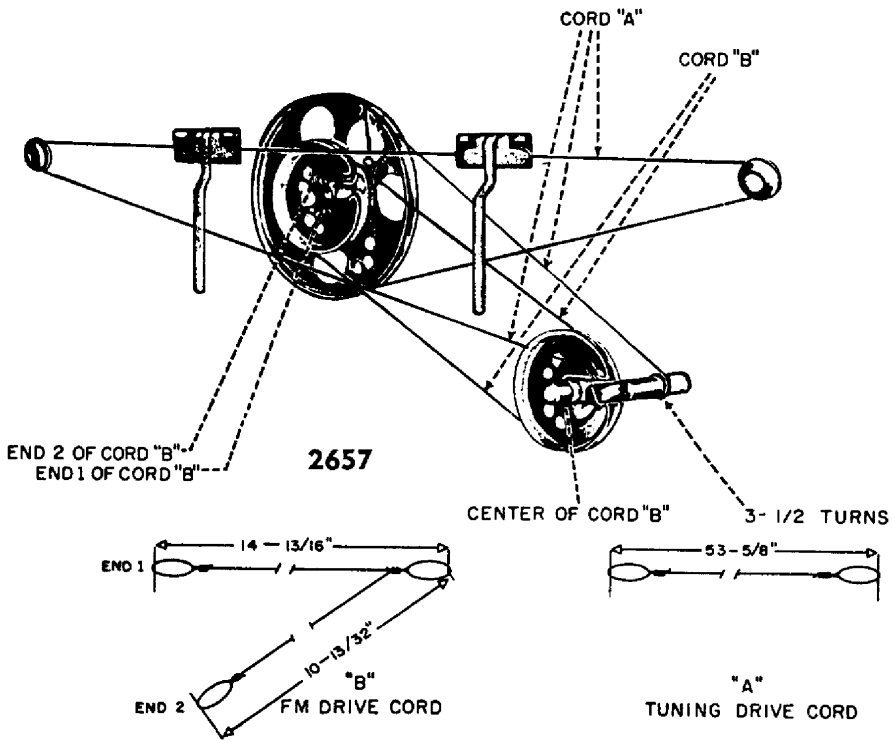


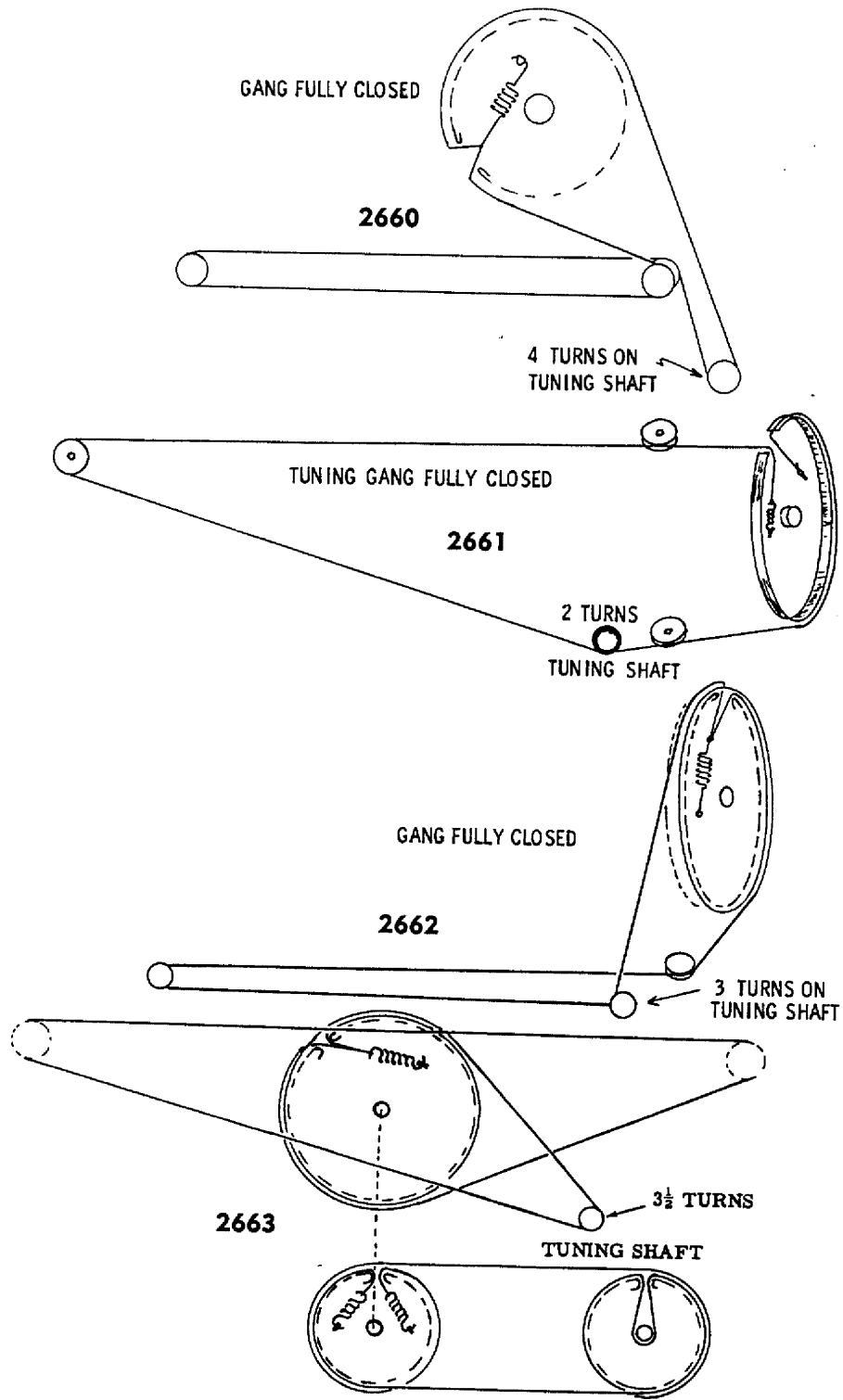


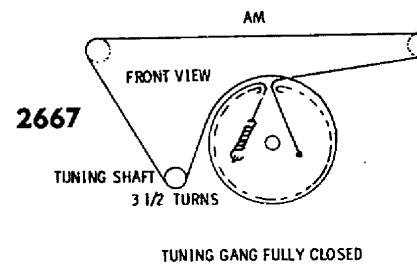
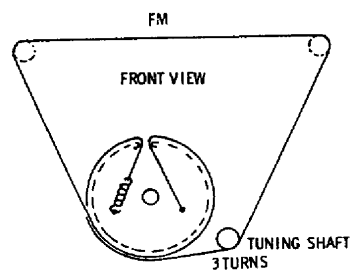
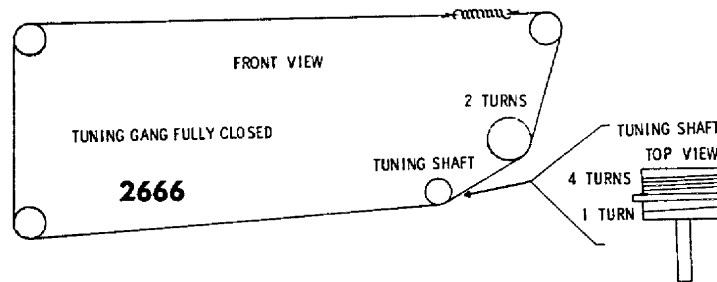
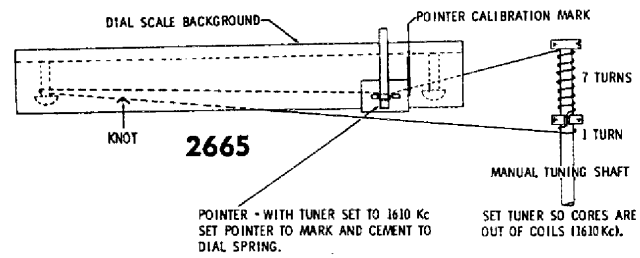
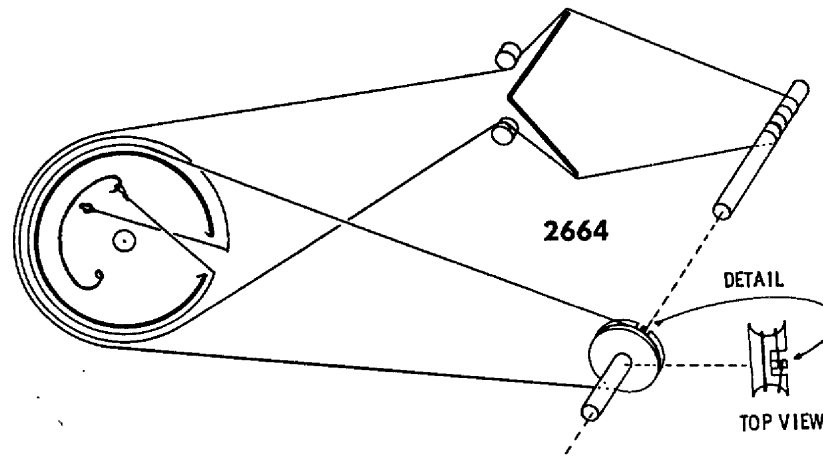


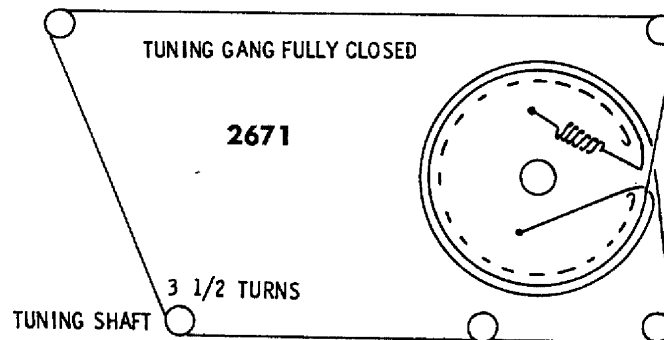
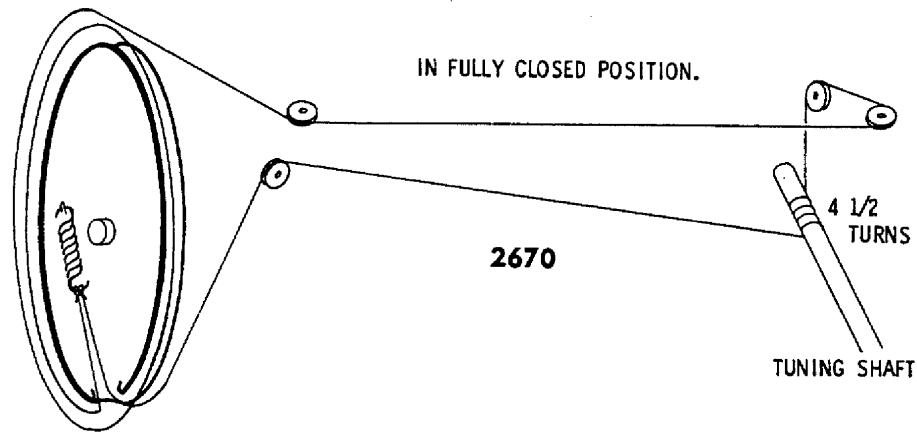
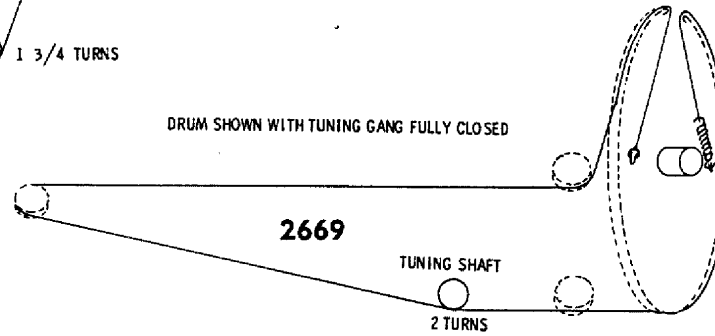
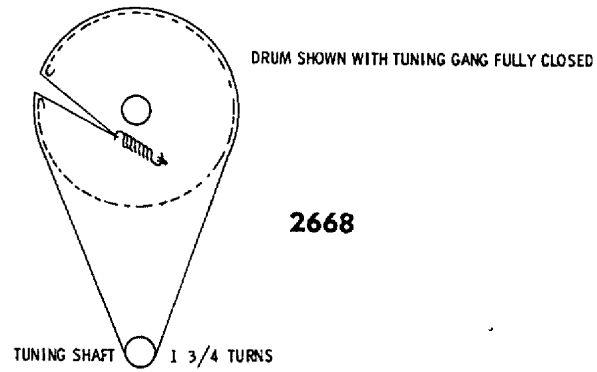
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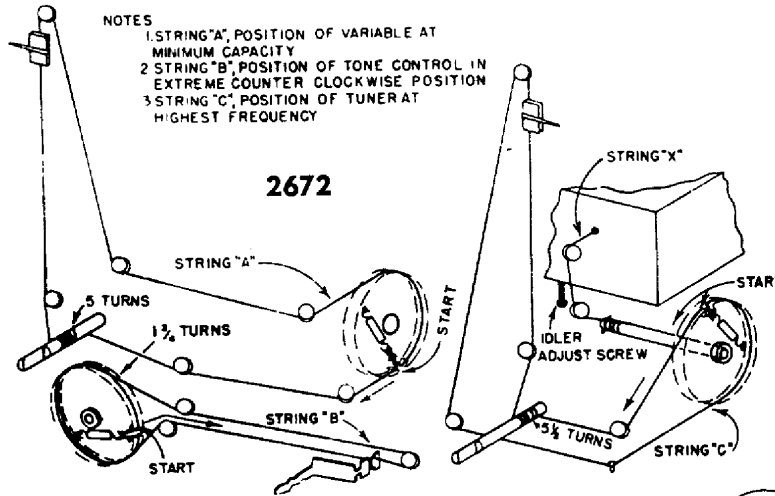




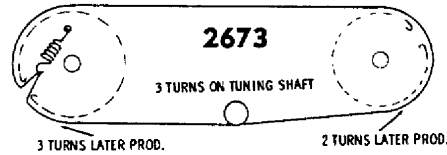


NOTES
 1. STRING "A", POSITION OF VARIABLE AT
 MINIMUM CAPACITY
 2. STRING "B", POSITION OF TONE CONTROL IN
 EXTREME COUNTER CLOCKWISE POSITION
 3. STRING "C", POSITION OF TUNER AT
 HIGHEST FREQUENCY

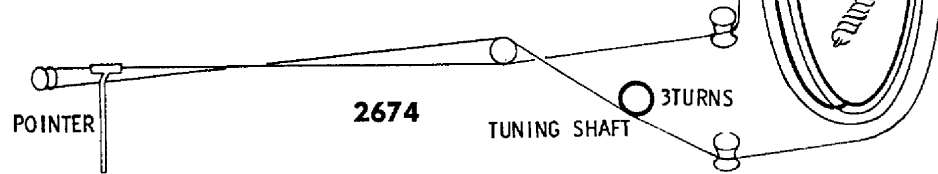
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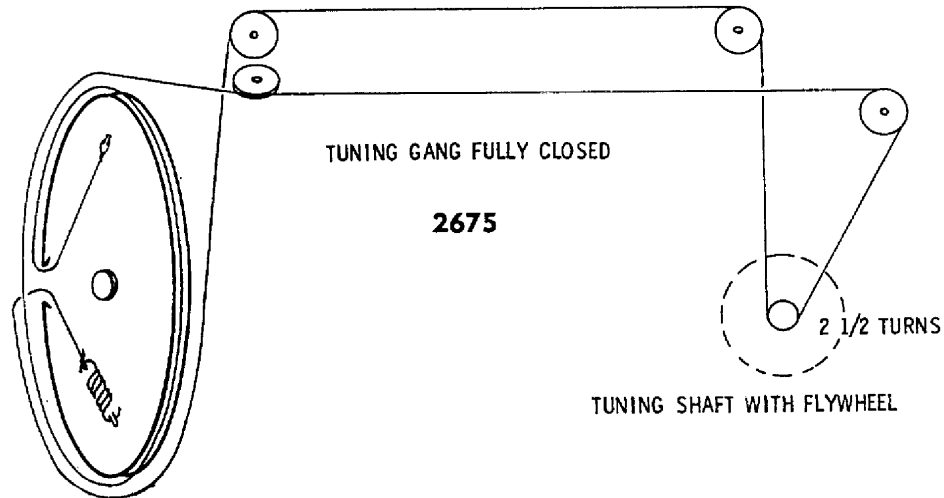
TUNING GANG FULLY CLOSED

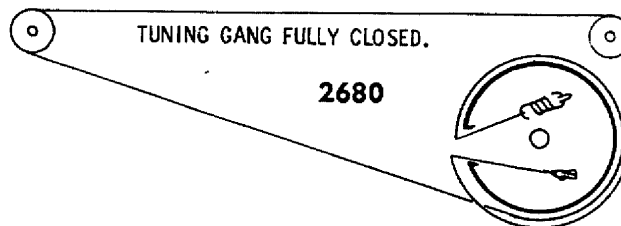
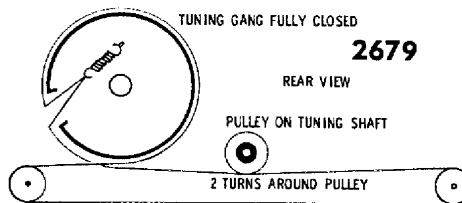
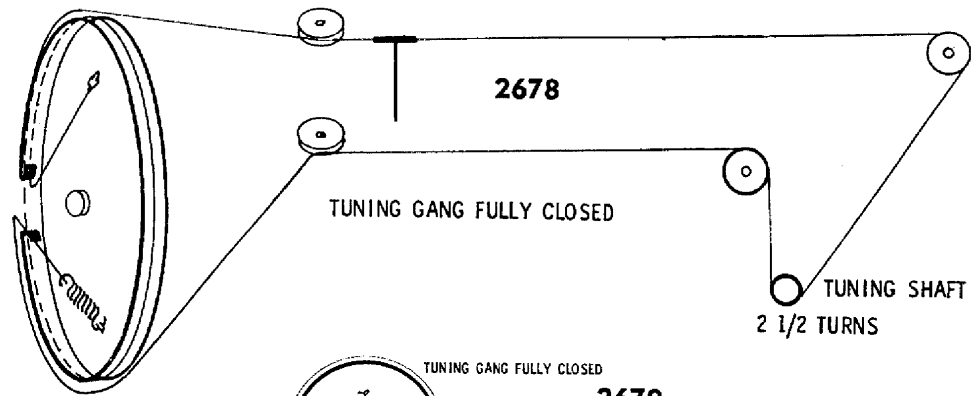
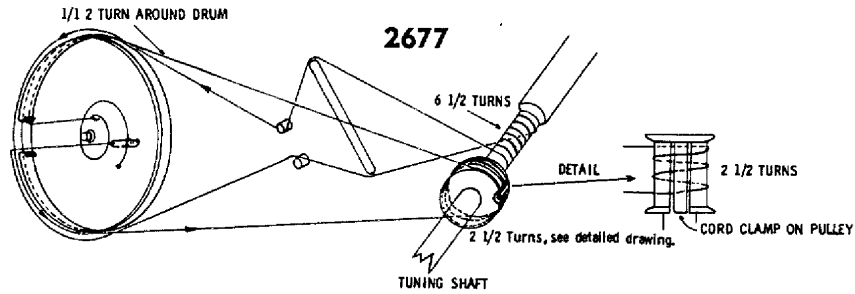
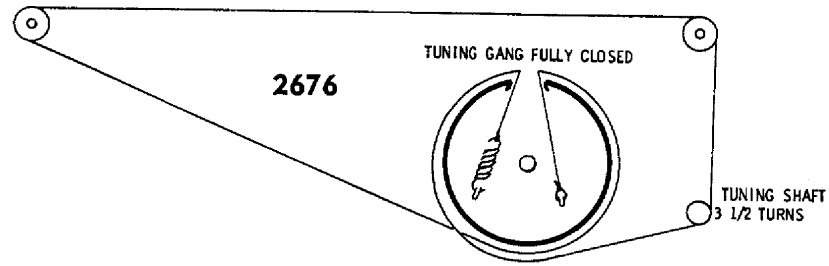


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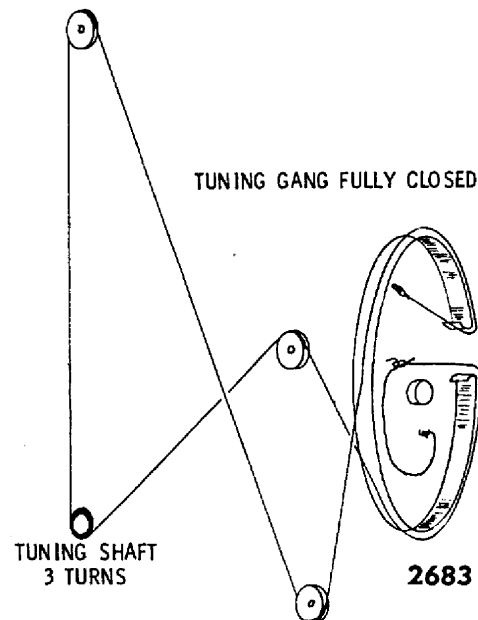
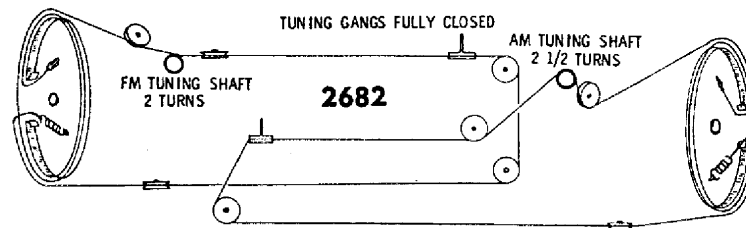
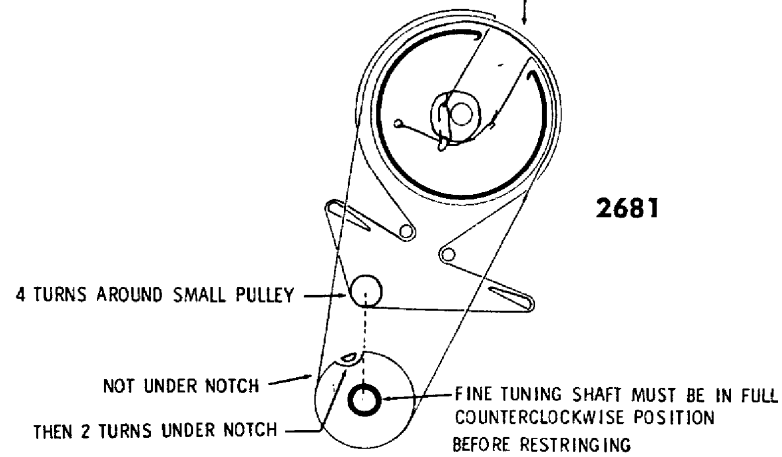
TUNING GANG FULLY CLOSED

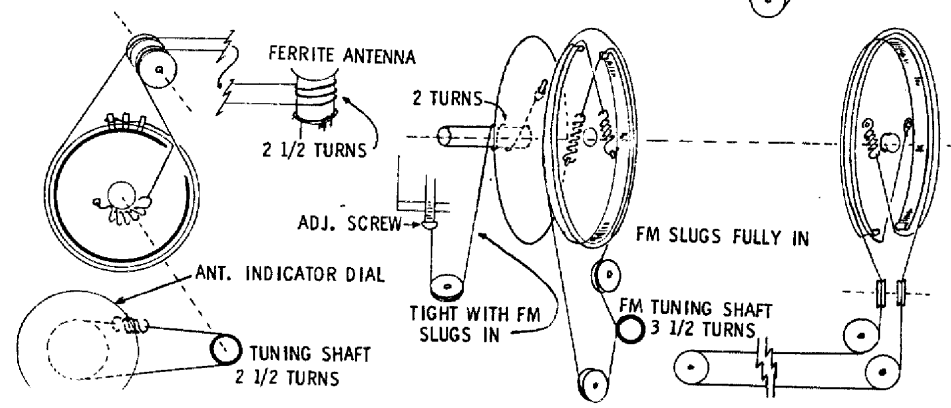
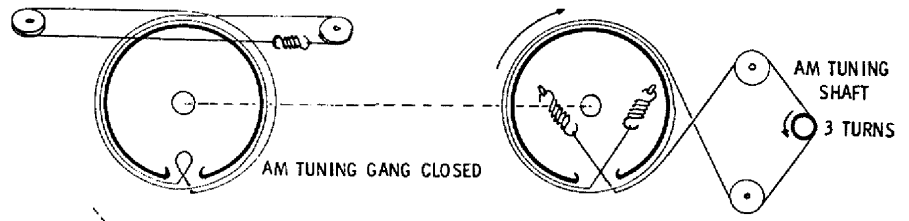
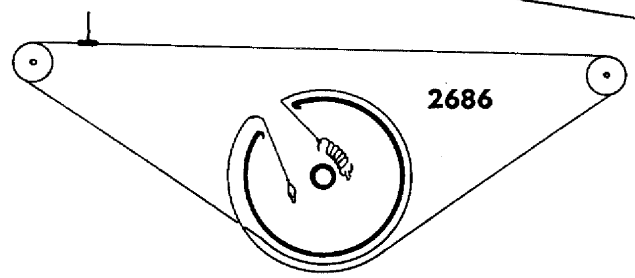
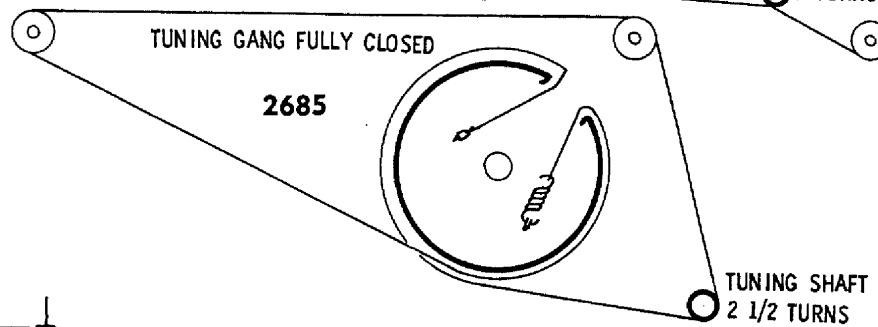
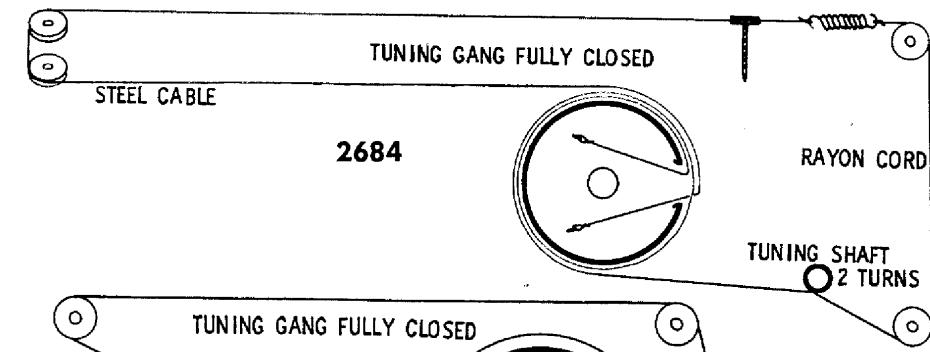
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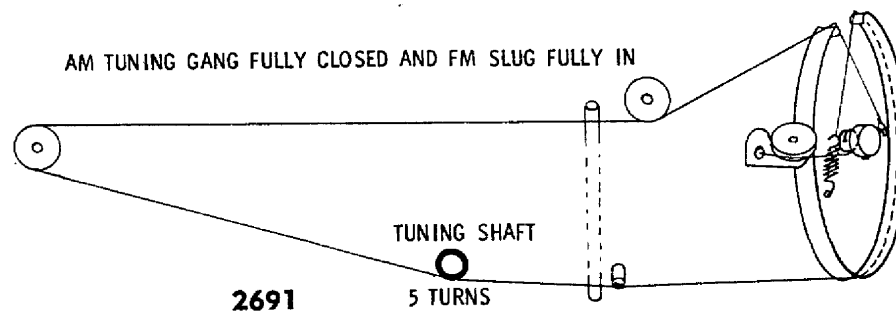
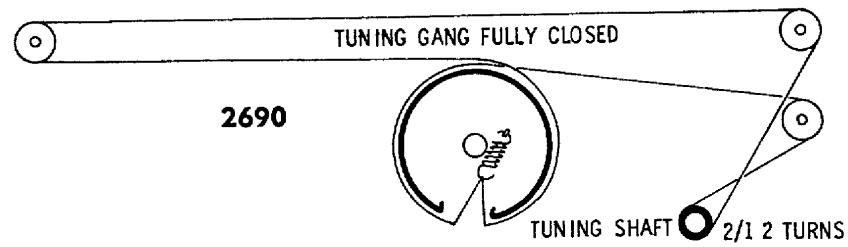
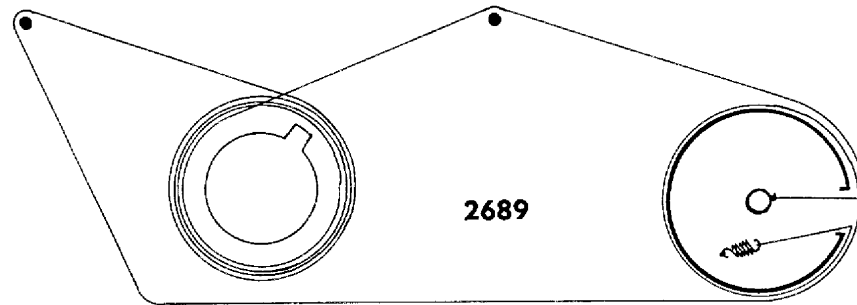
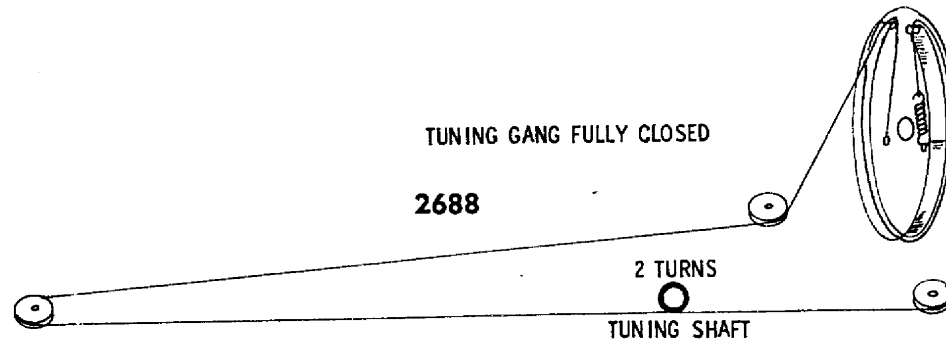


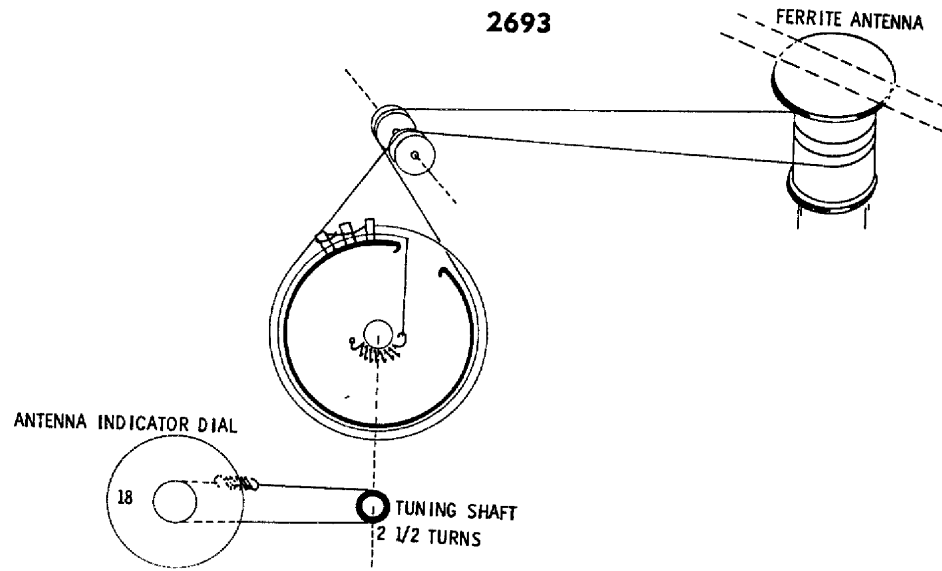
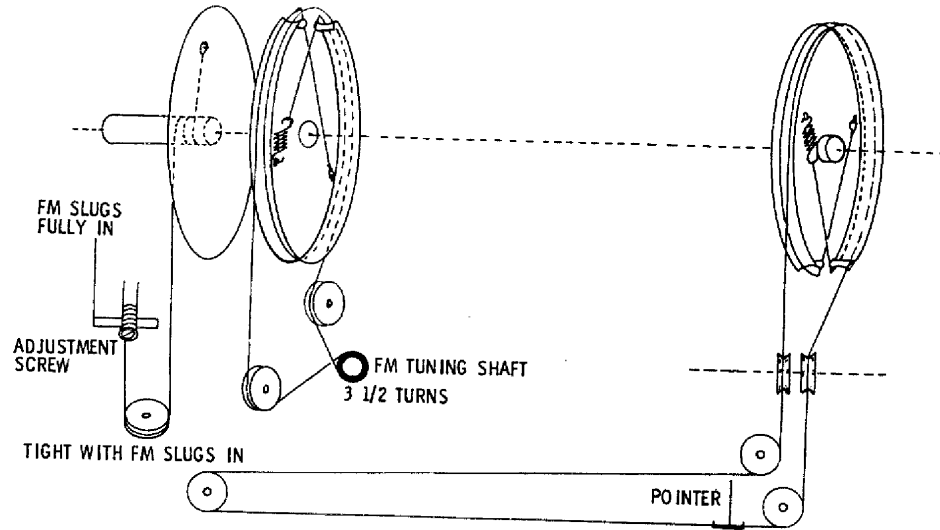
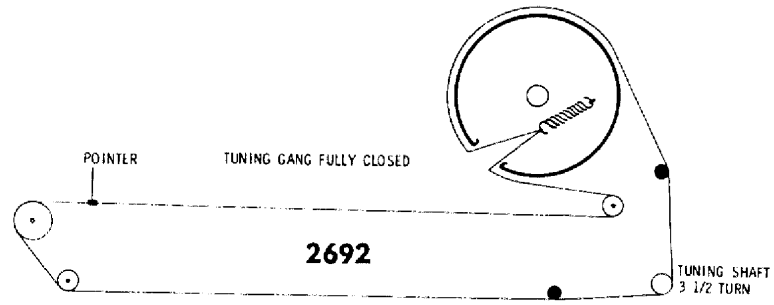


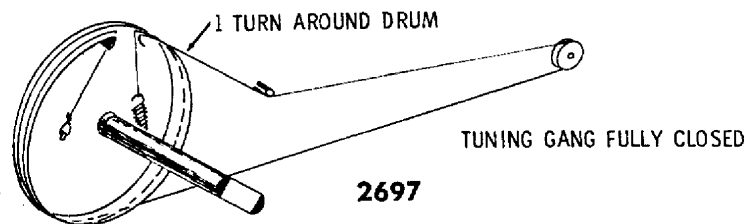
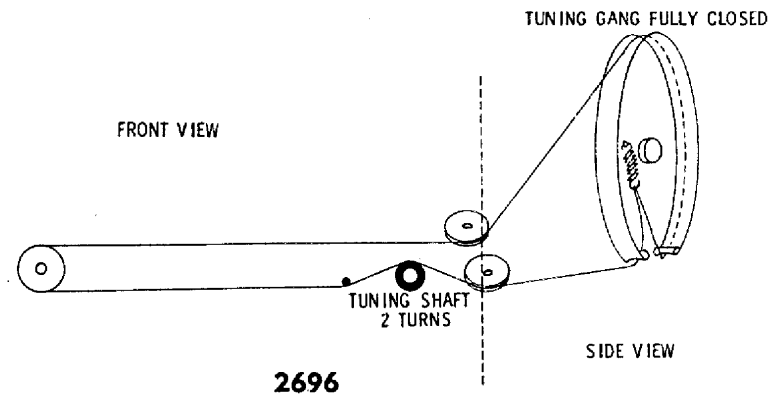
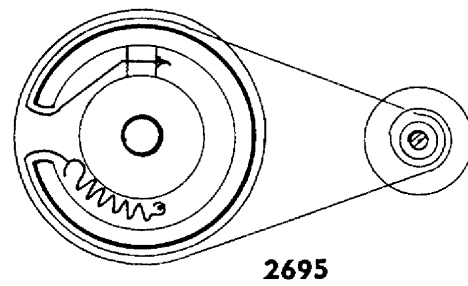
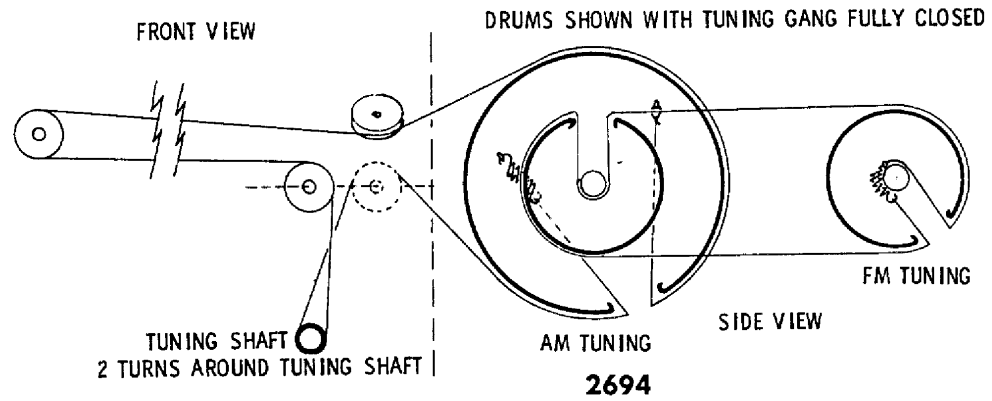
POSITION PULLEY OPENING AT 1:00 O'CLOCK BEFORE RESTRINGING

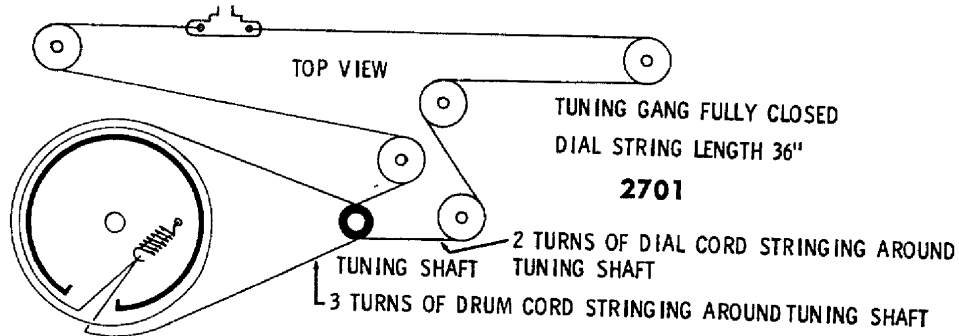
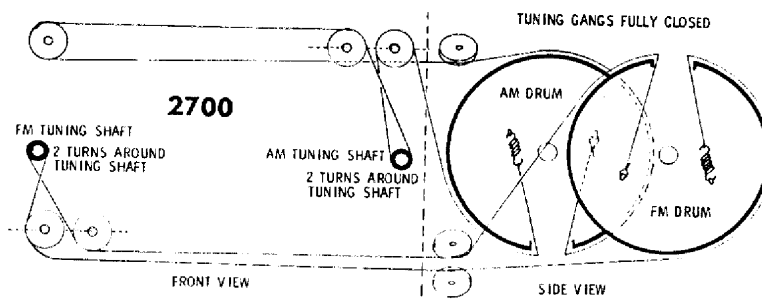
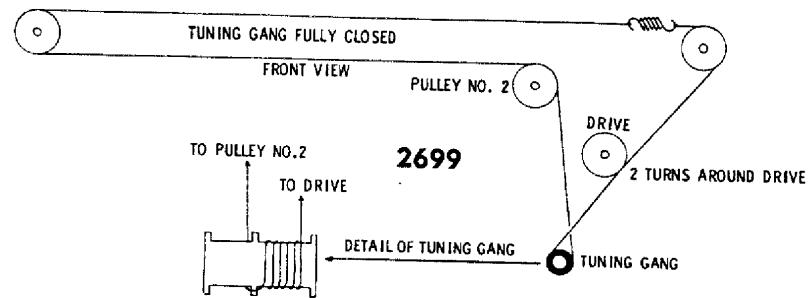
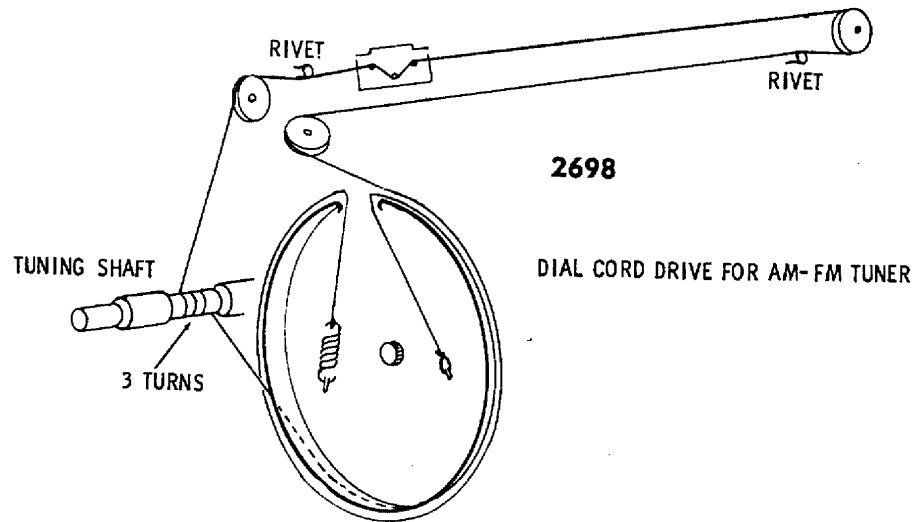




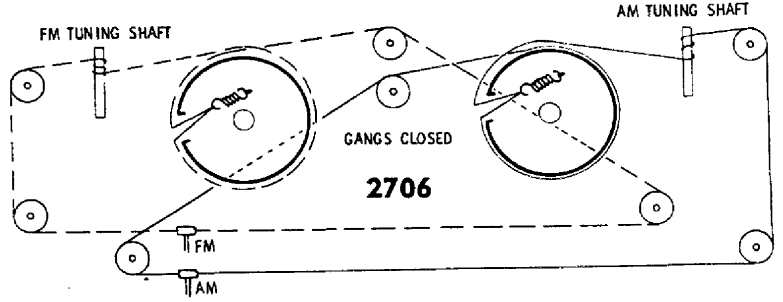
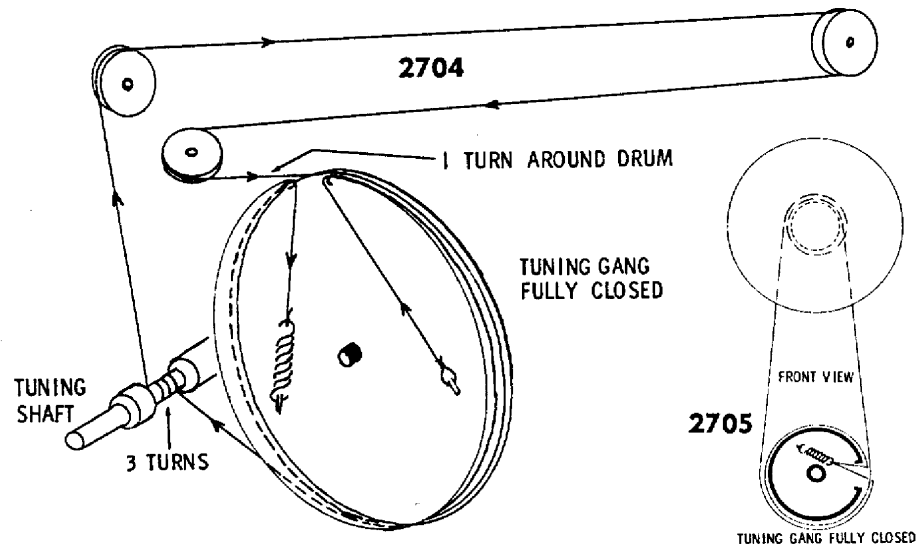
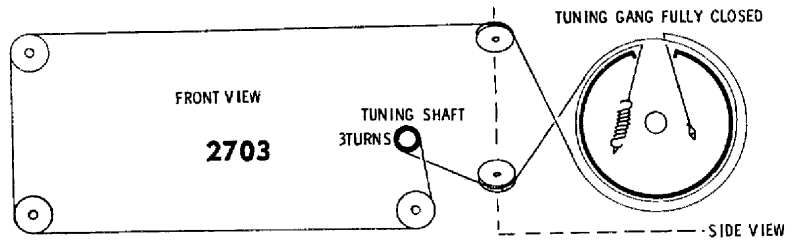
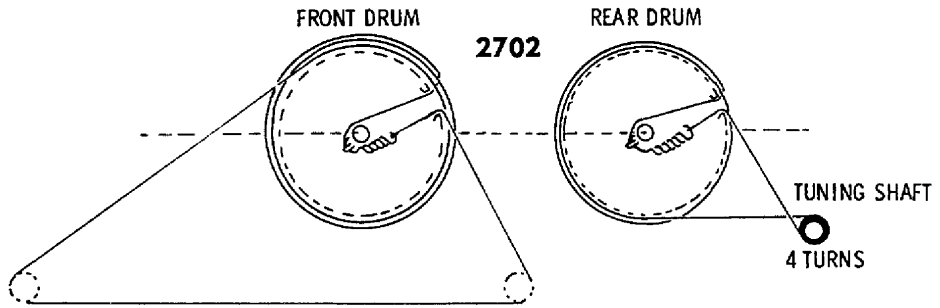


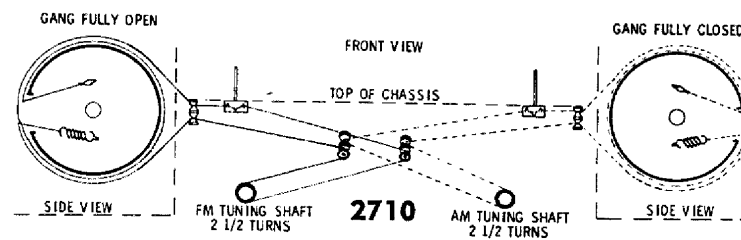
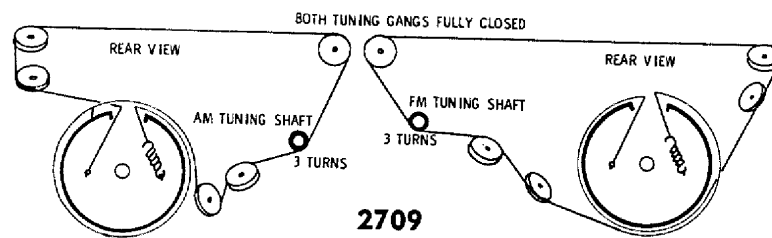
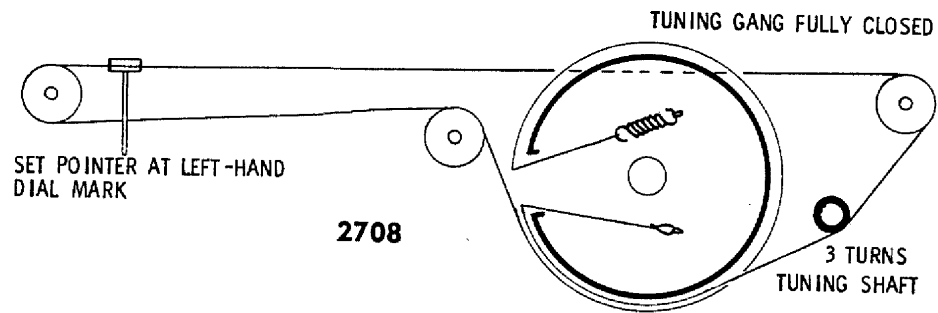
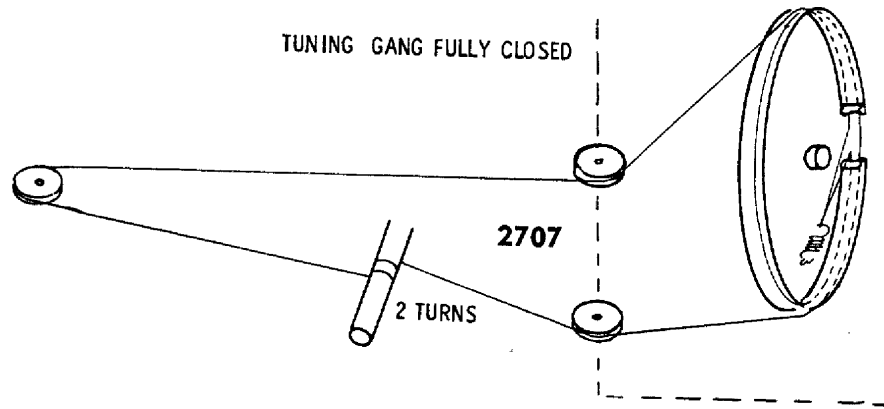


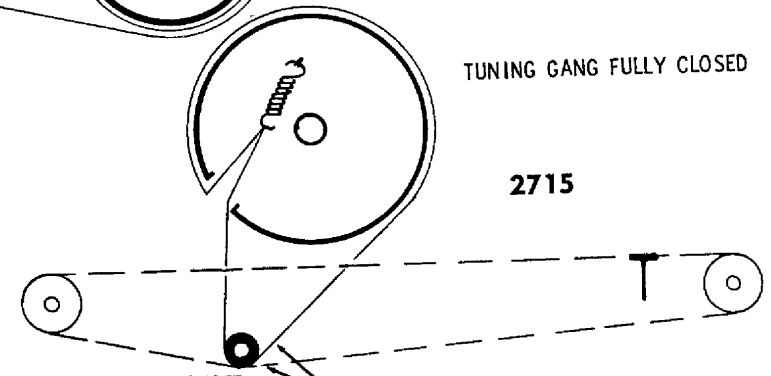
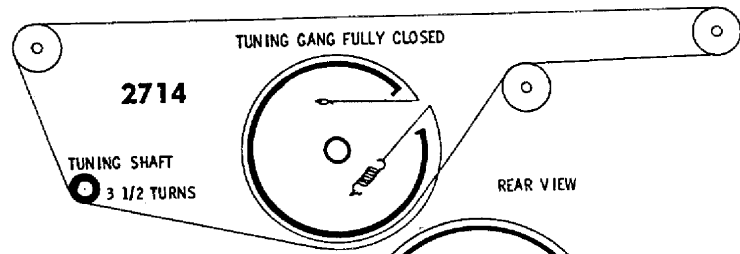
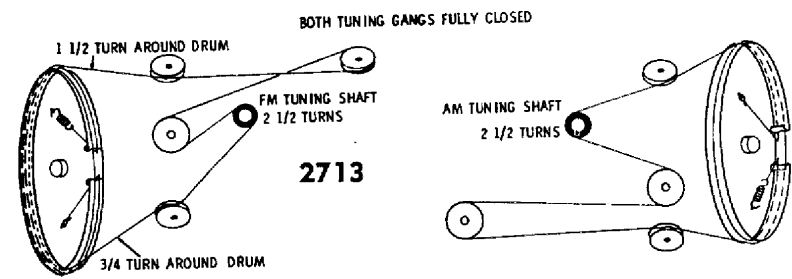
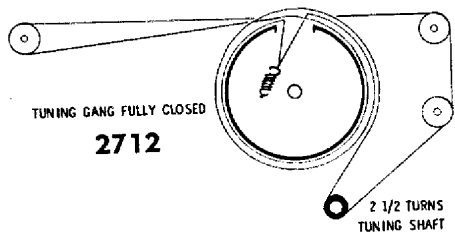
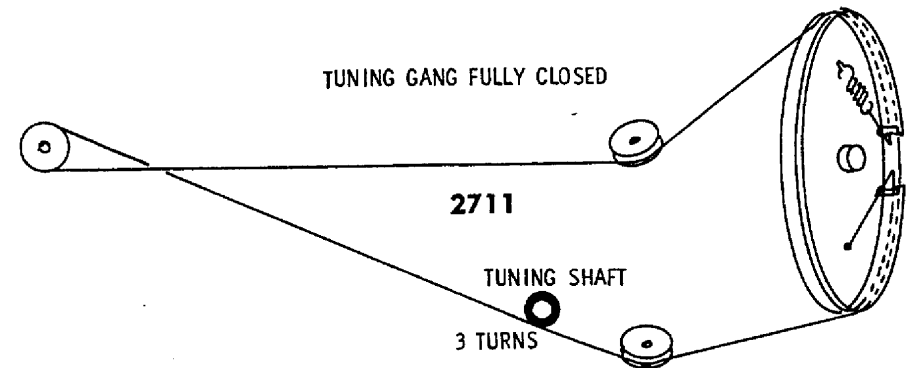


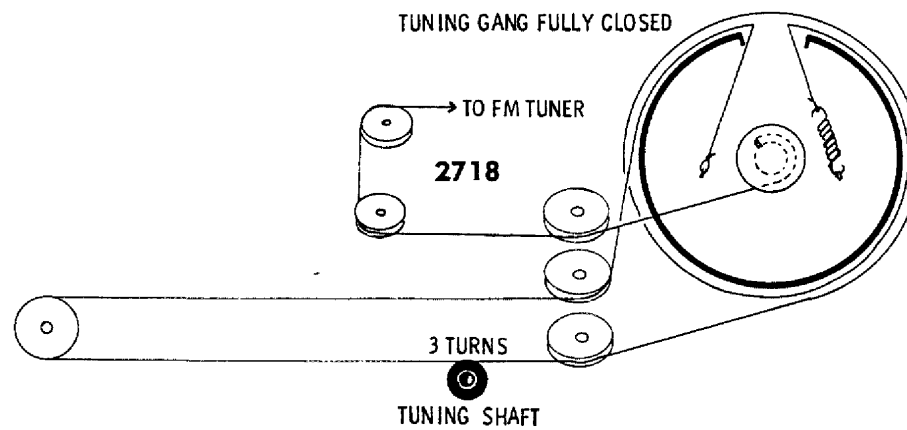
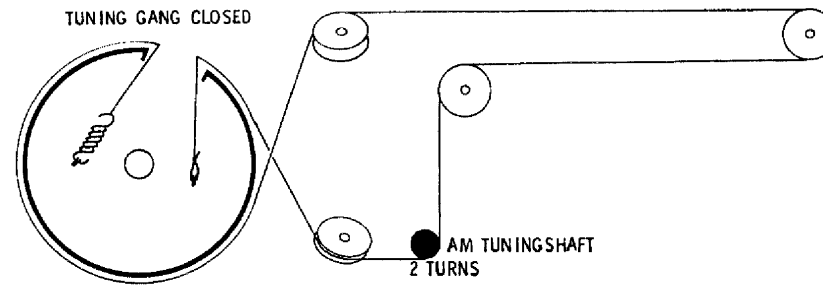
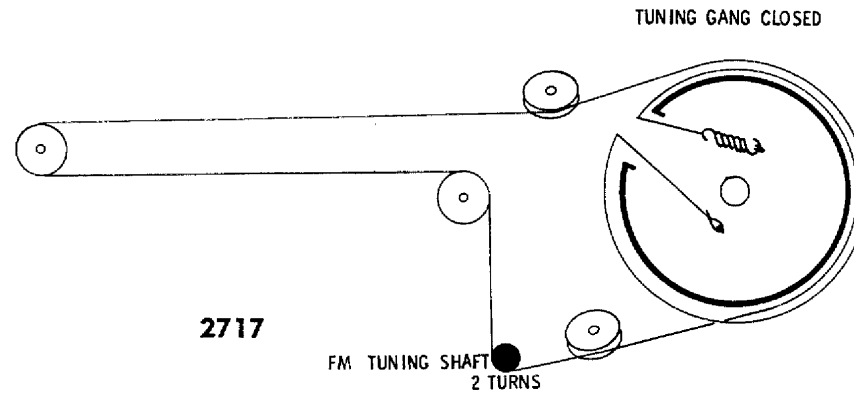
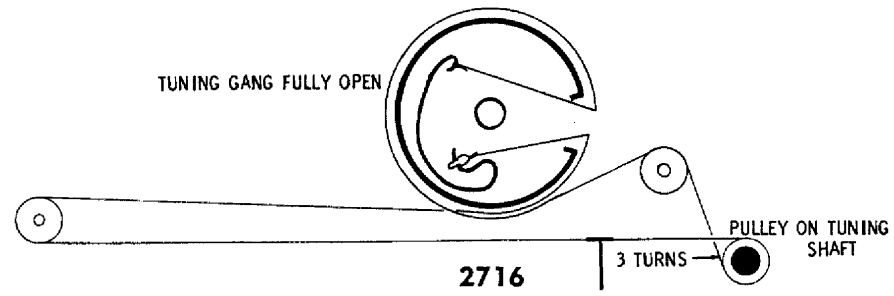


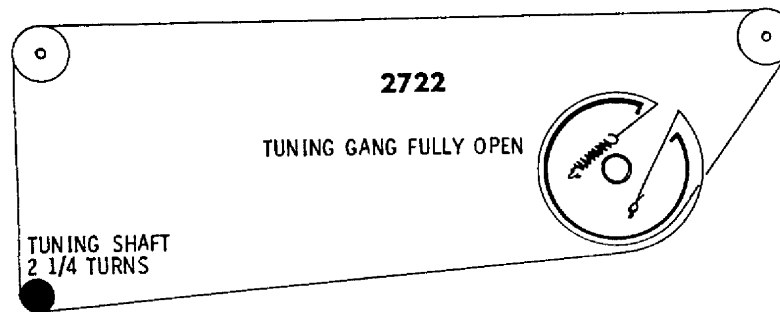
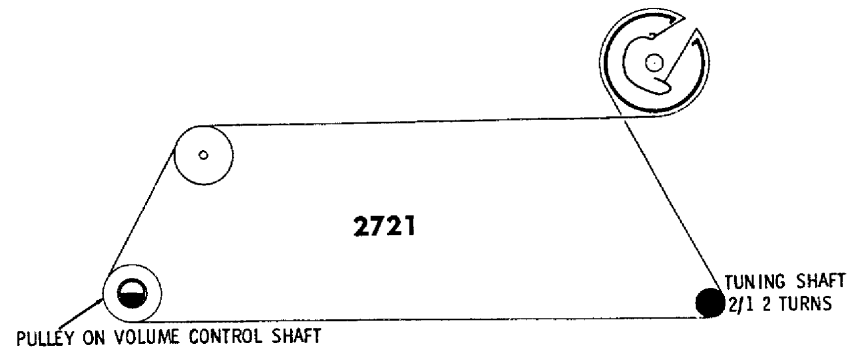
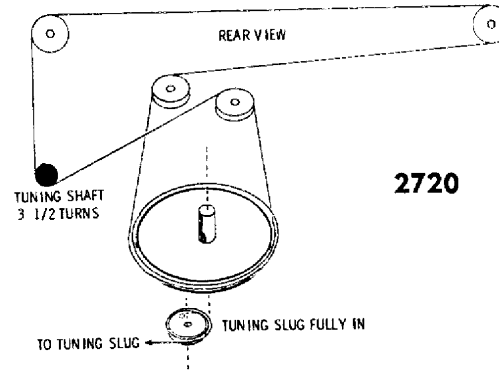
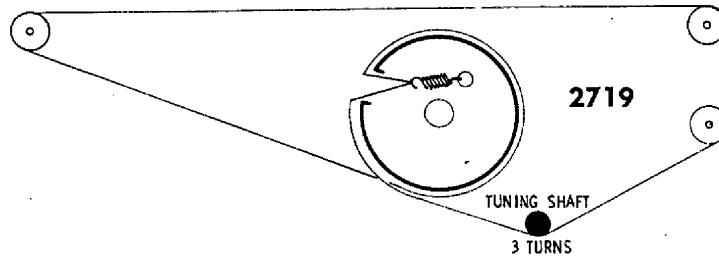
DRUM SHOWN WITH GANG FULLY CLOSED

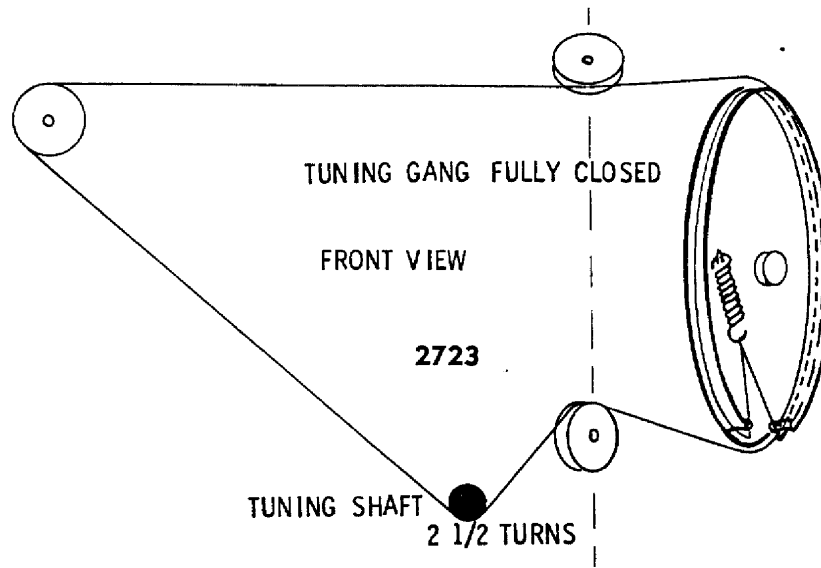




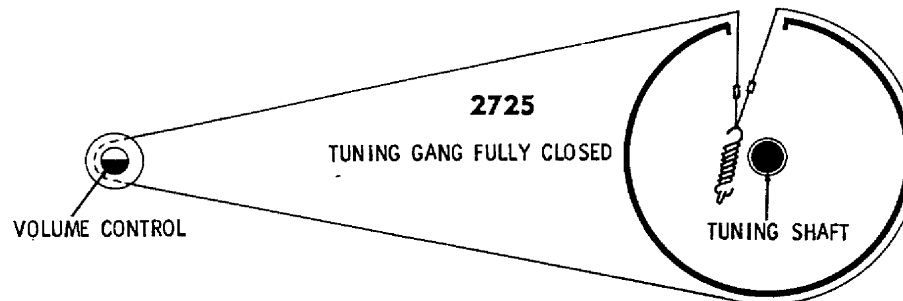
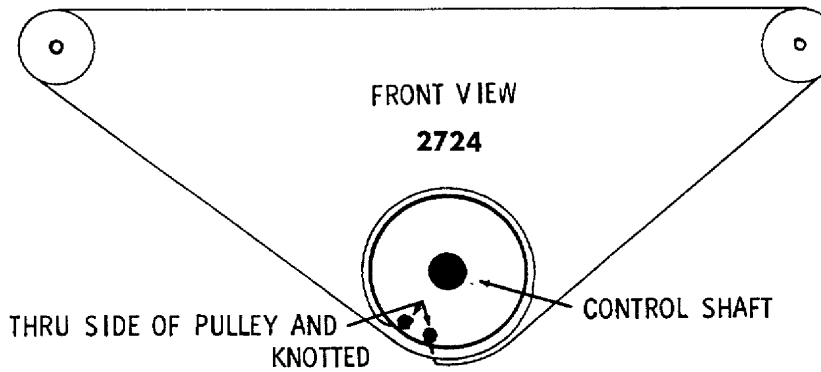


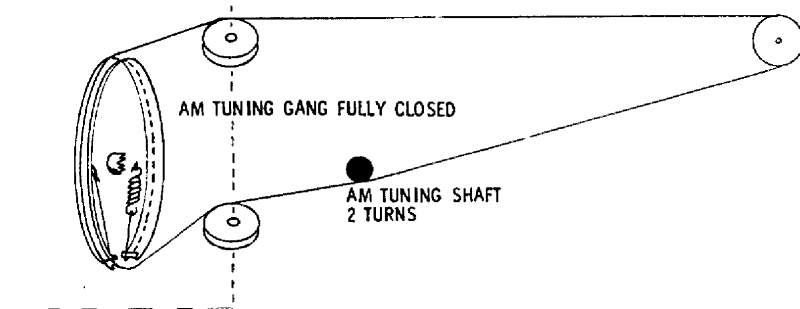
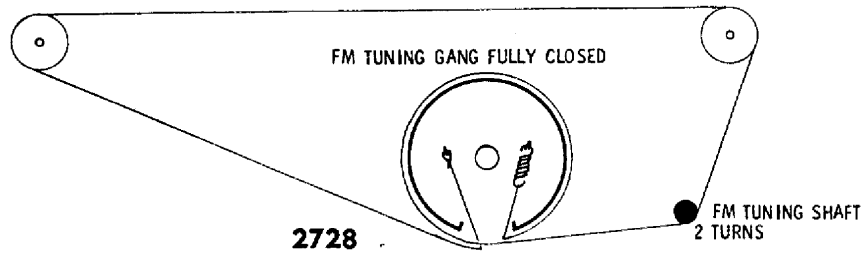
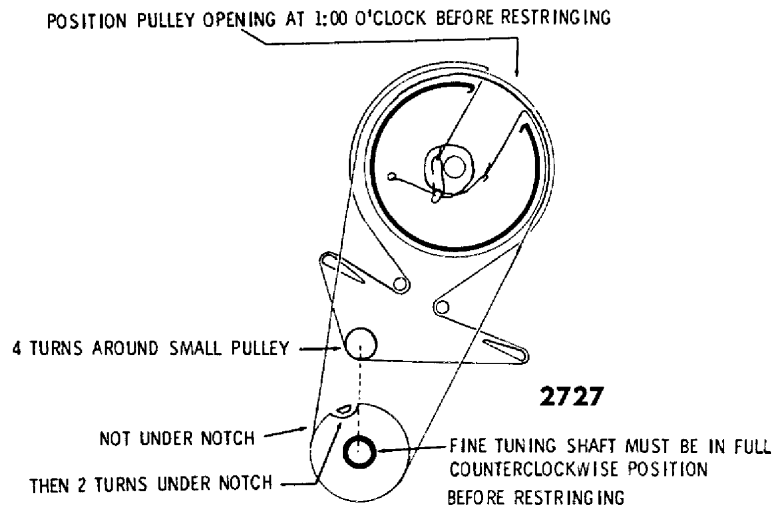
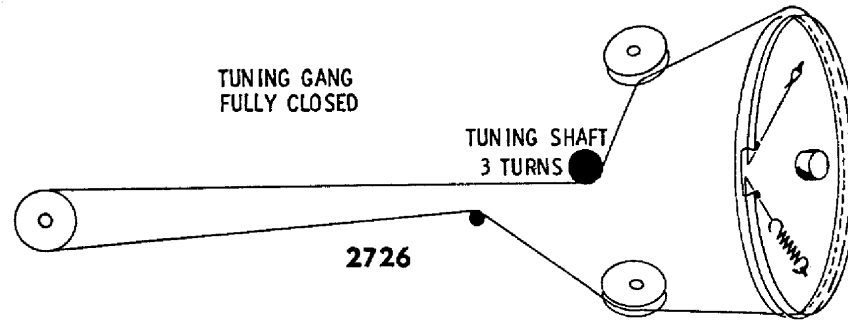


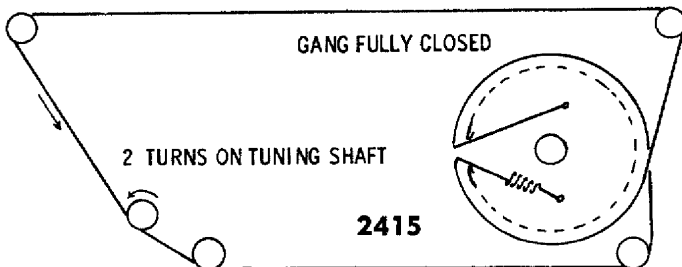
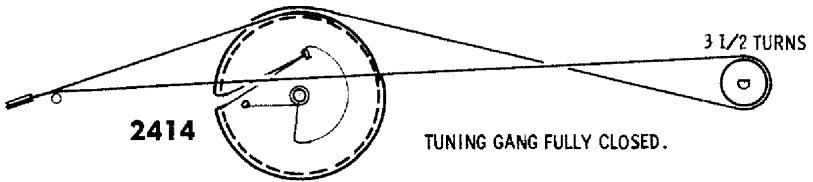
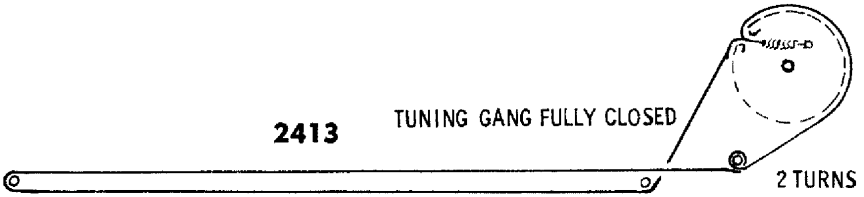
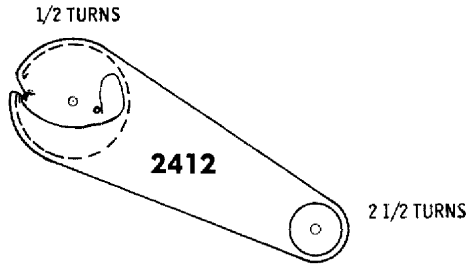
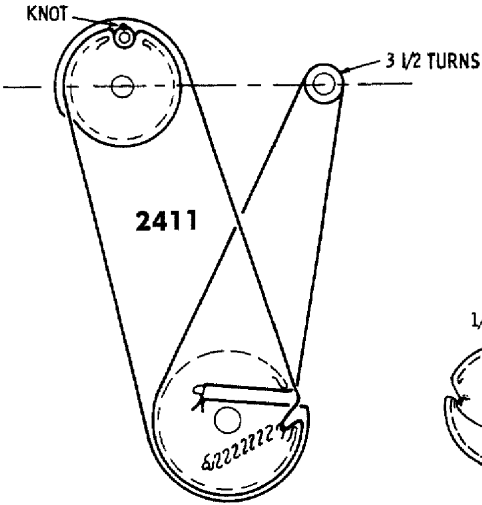


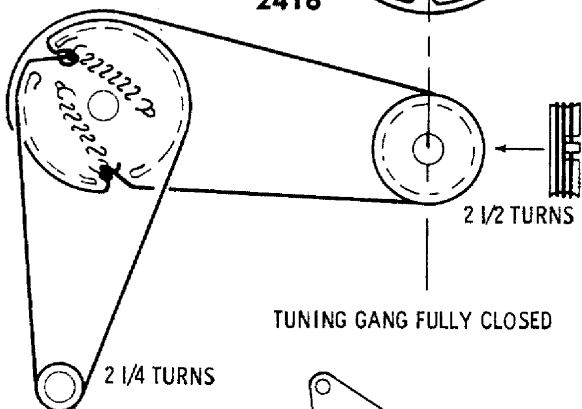
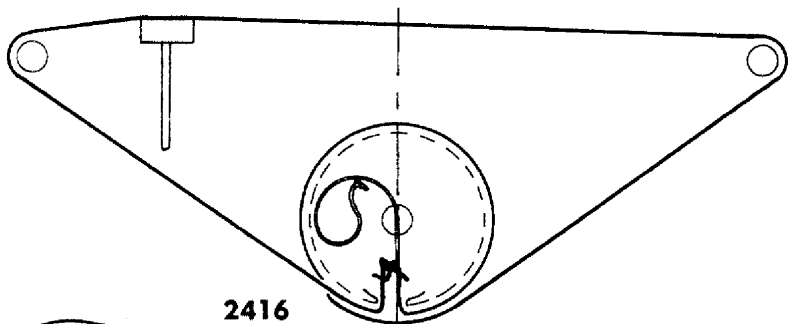


CORD STRINGING FOR BALANCE, BASS, TREBLE, LOUDNESS
AND SELECTOR CONTROLS.
CONTROLS SET AT MINIMUM.

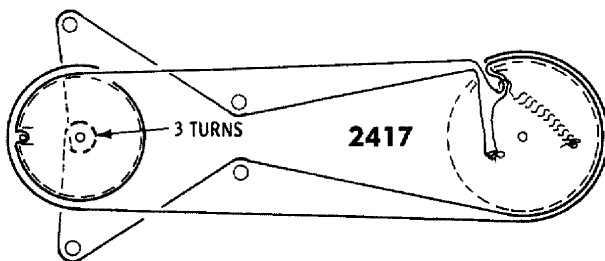




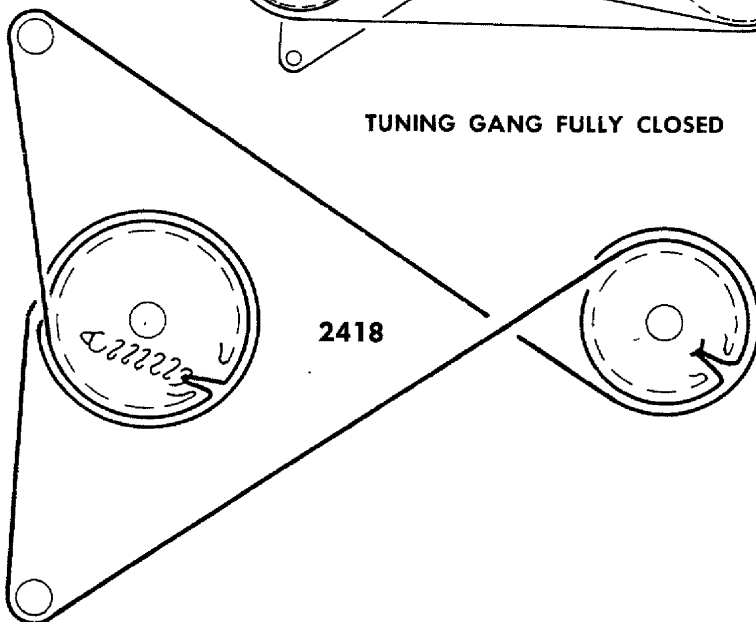




TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



1 1/2 TURNS

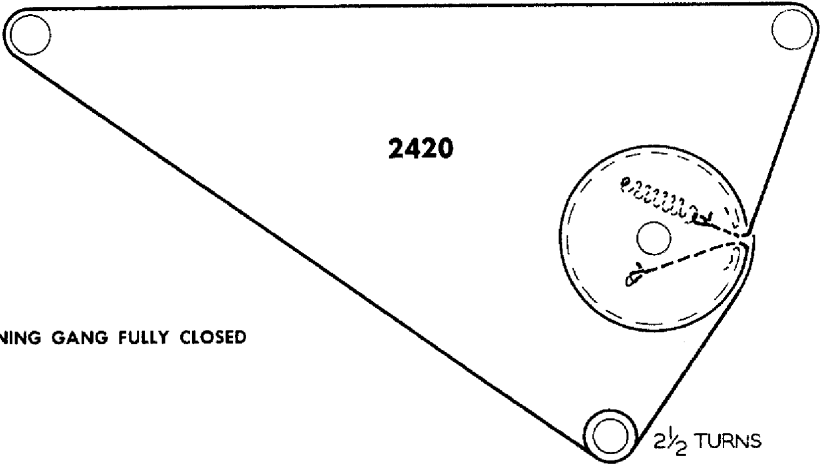
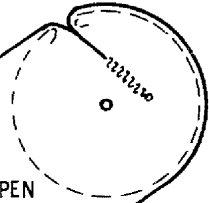


2 TURNS

2419

TUNING GANG FULLY OPEN

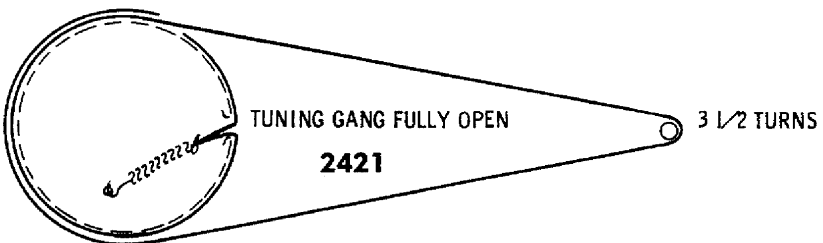
1/2 TURNS



2420

TUNING GANG FULLY CLOSED

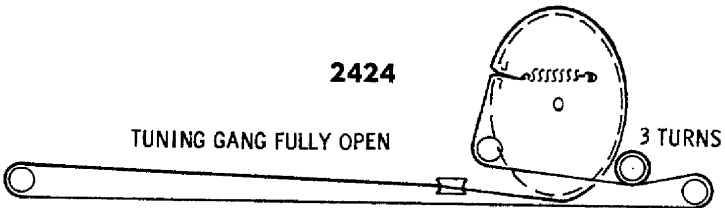
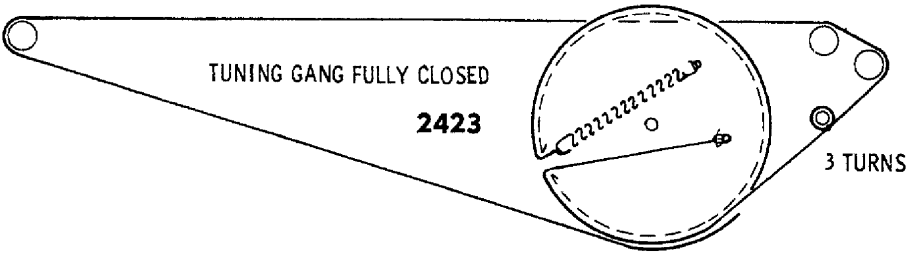
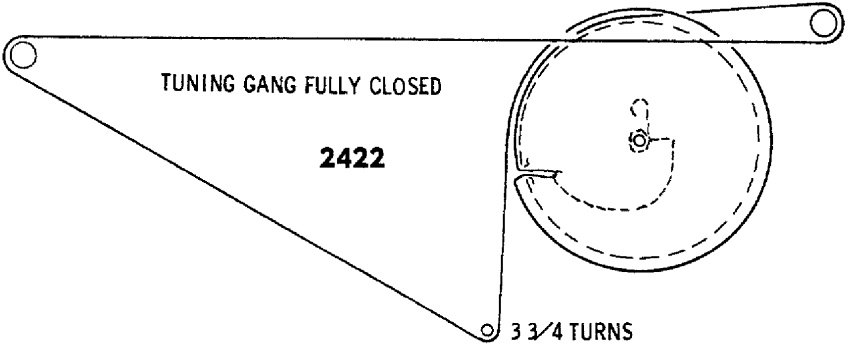
2 1/2 TURNS

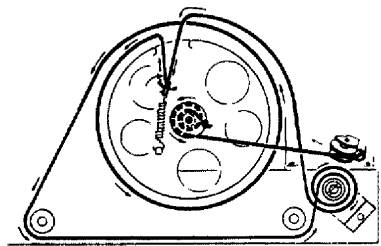
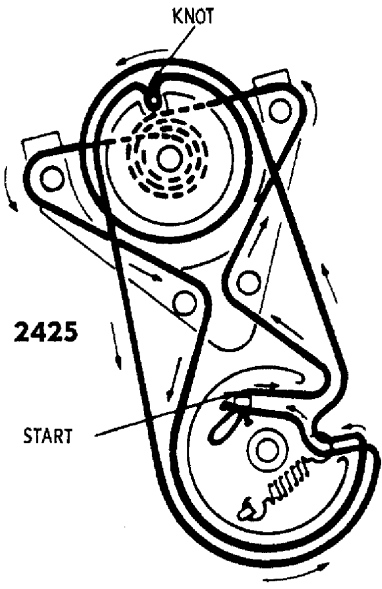


TUNING GANG FULLY OPEN

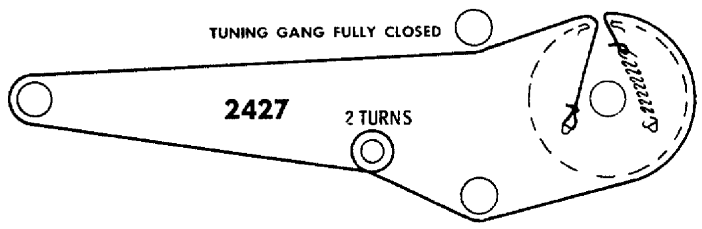
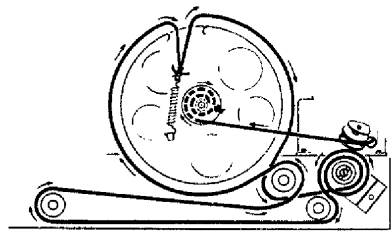
2421

3 1/2 TURNS

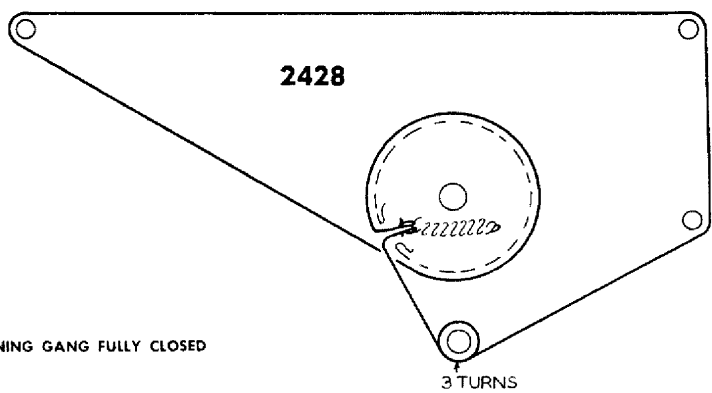


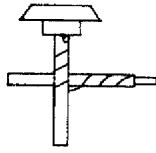


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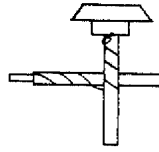


PULLEY
SIDE VIEW

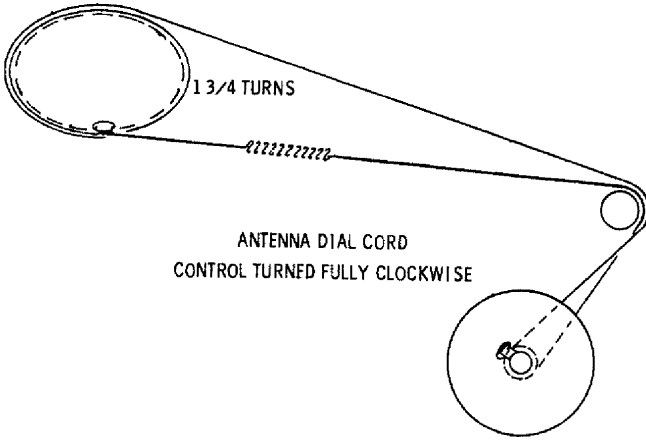




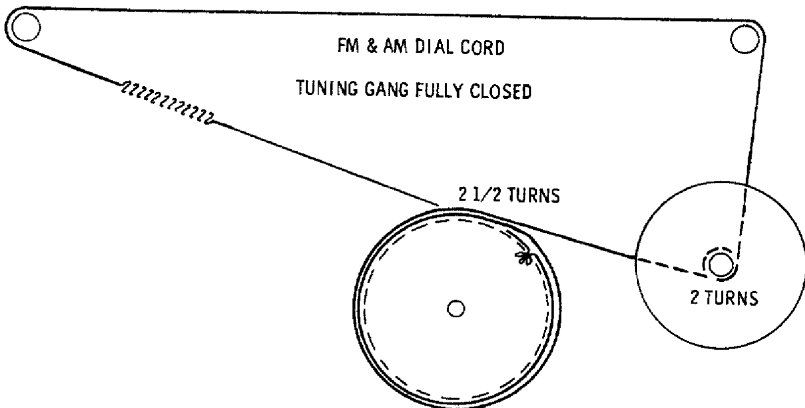
BASS

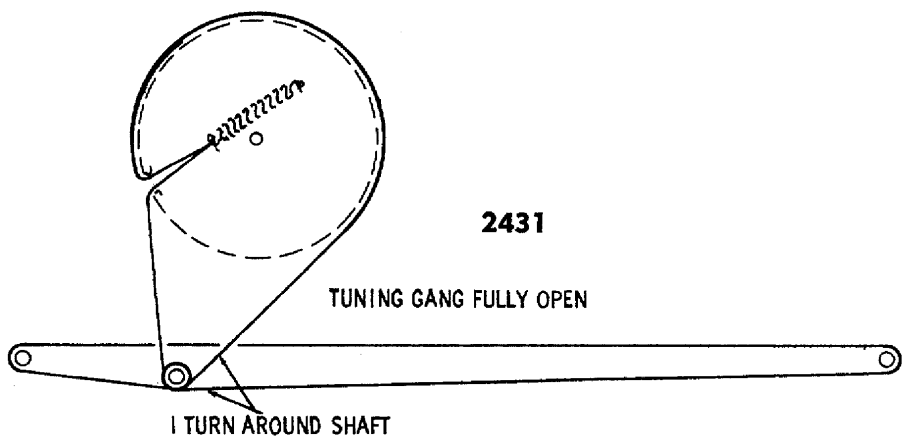
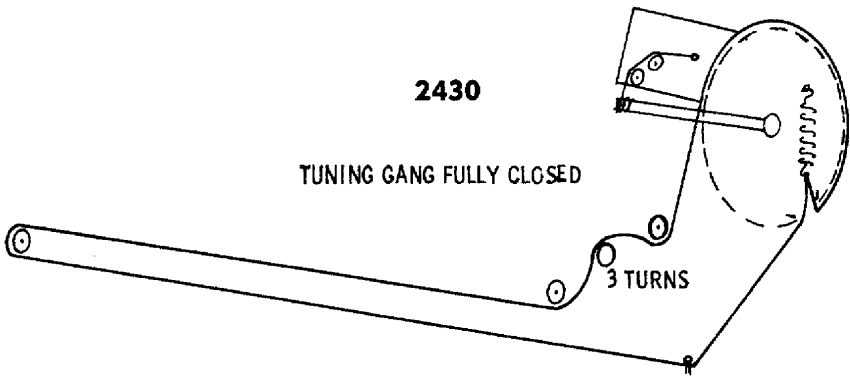


TREBLE

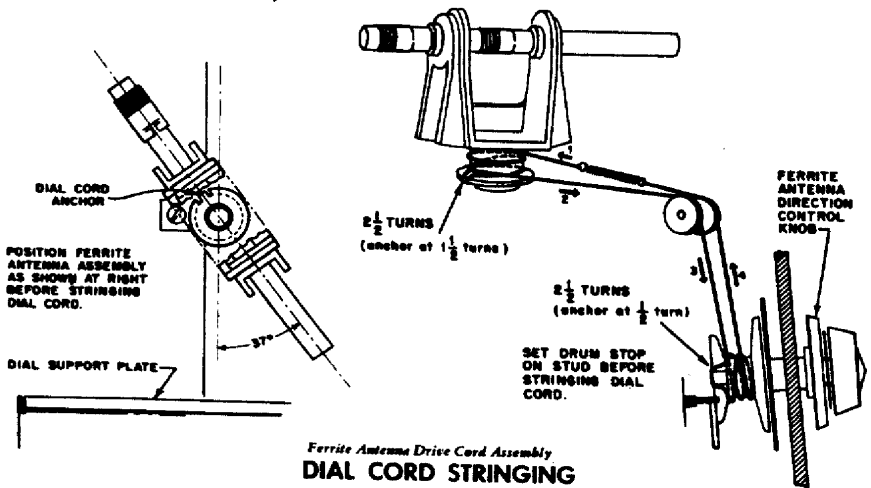
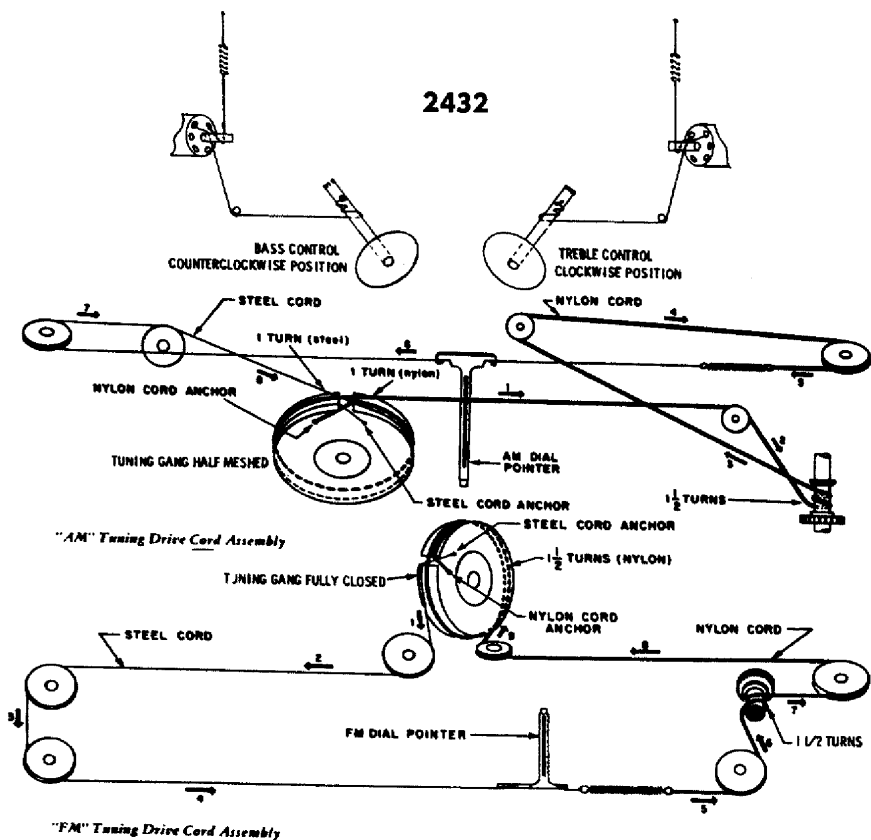


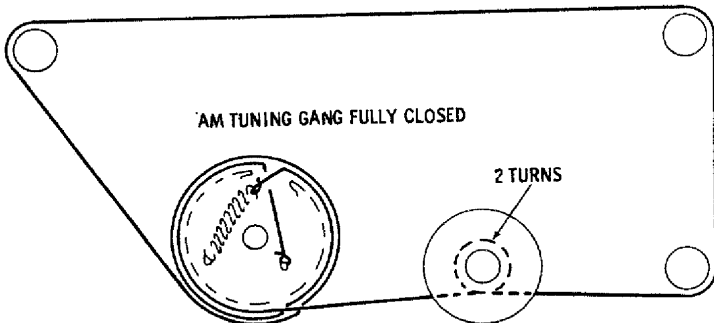
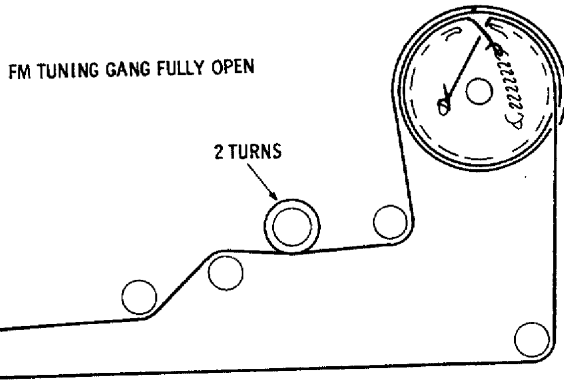
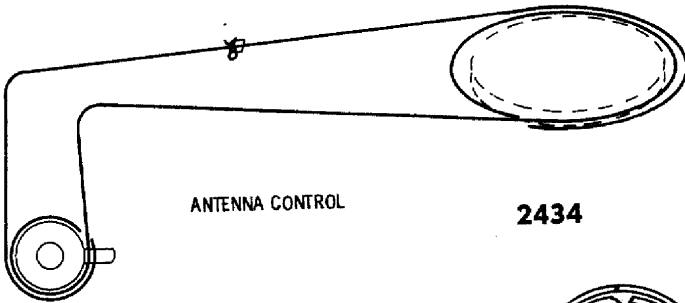
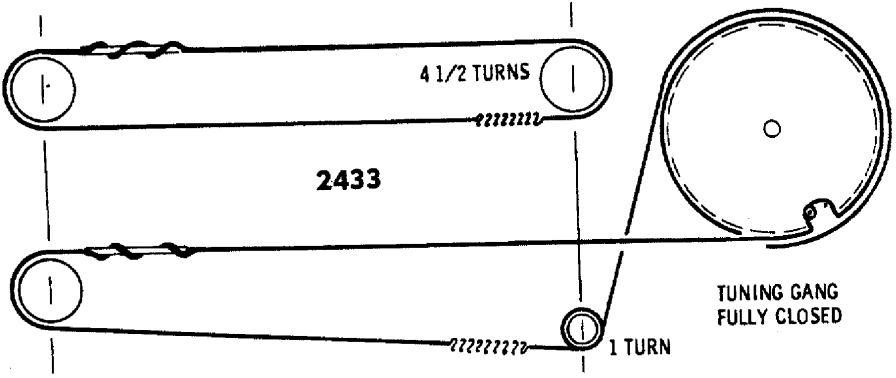
2429

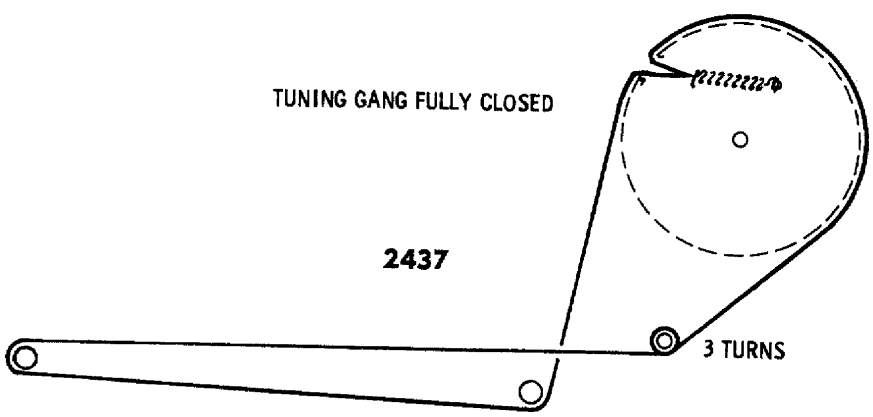
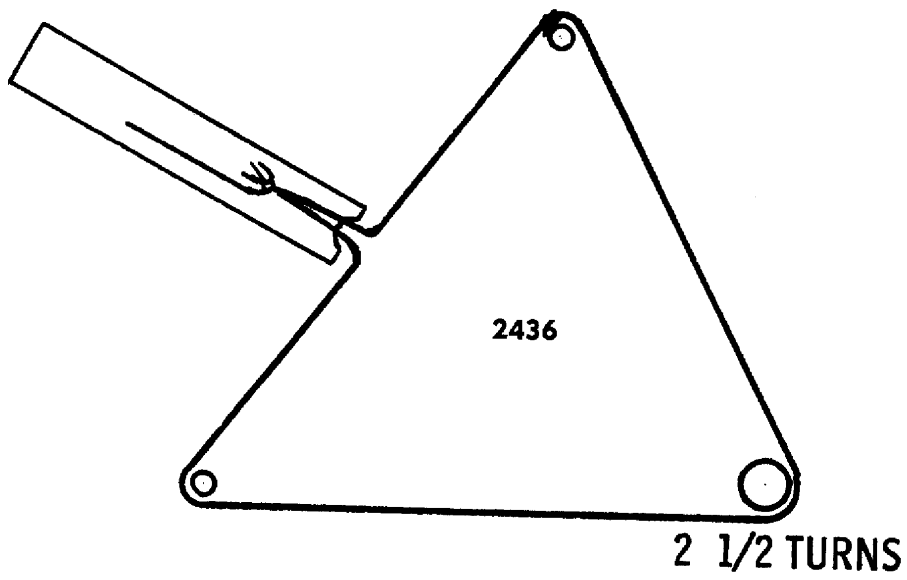
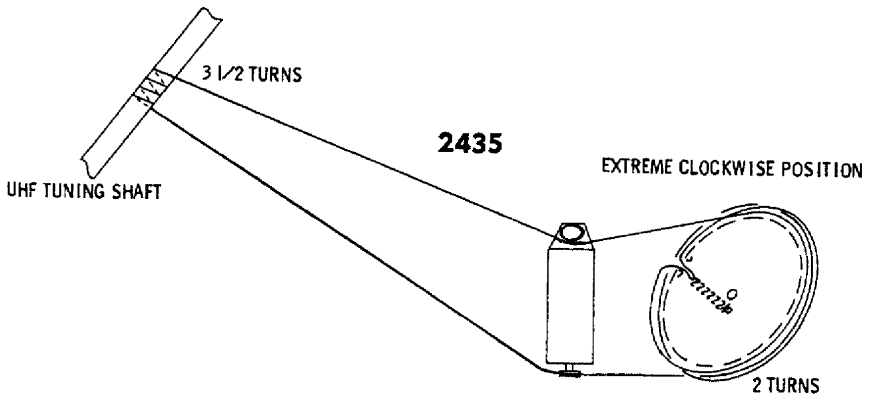




2432

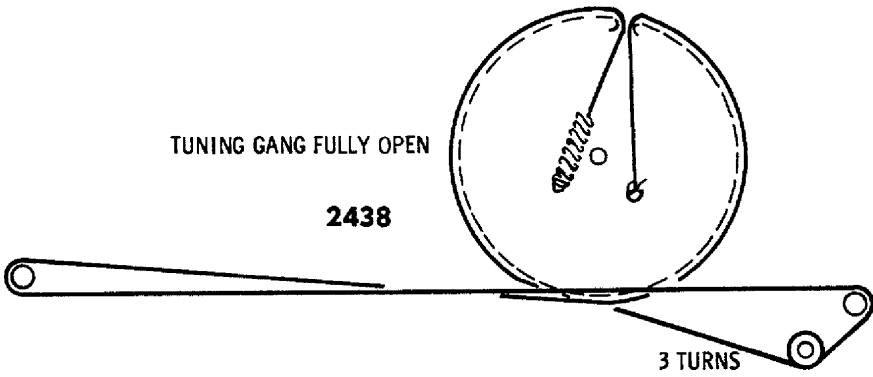






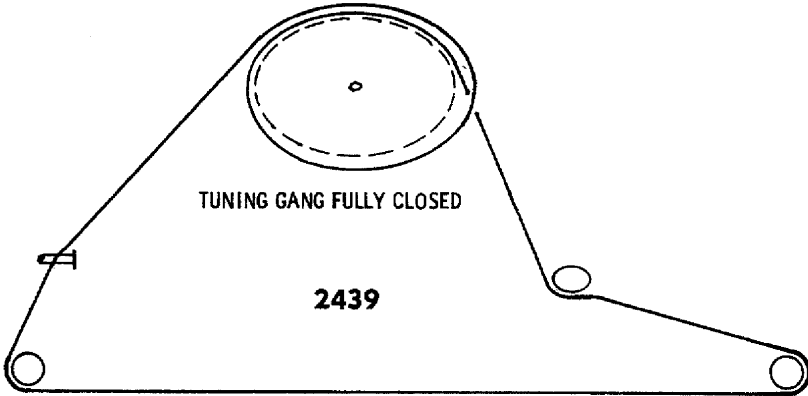
TUNING GANG FULLY OPEN

2438



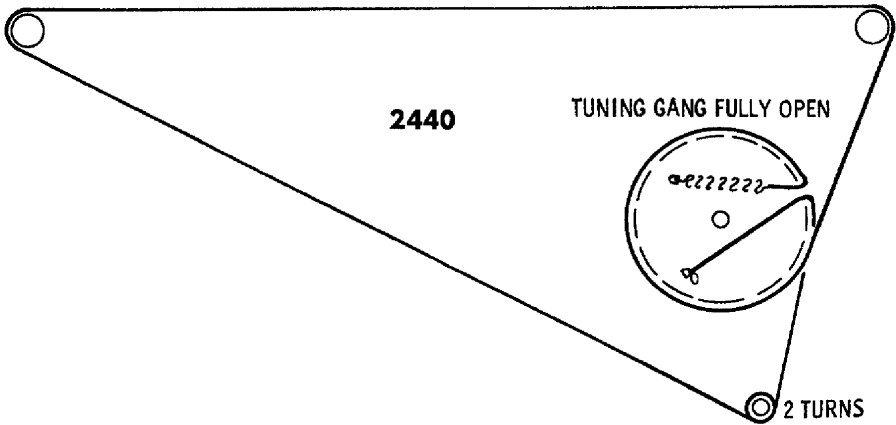
TUNING GANG FULLY CLOSED

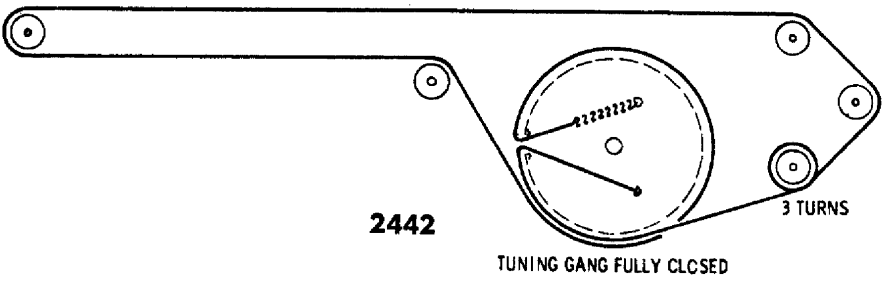
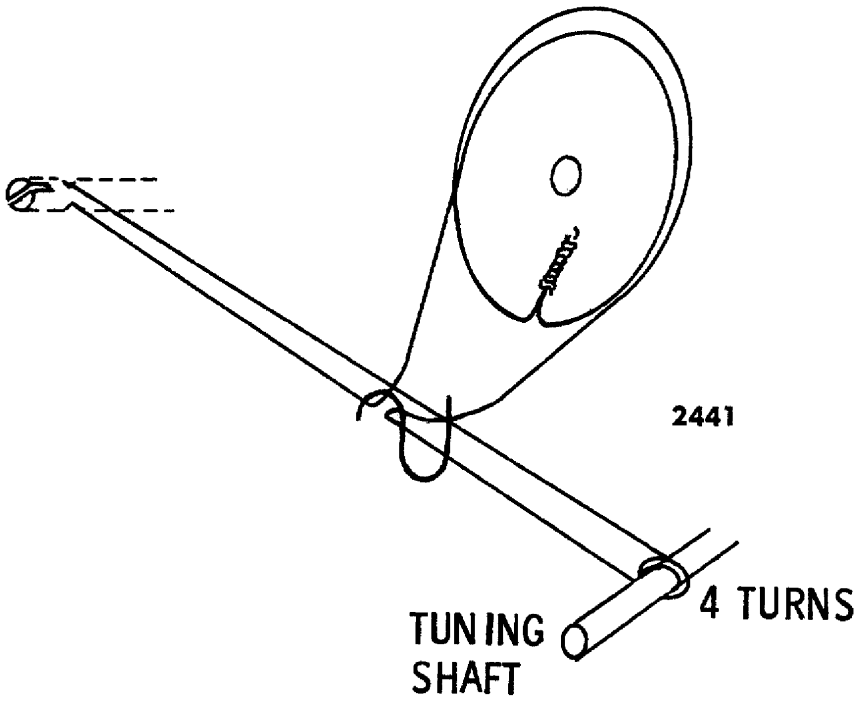
2439



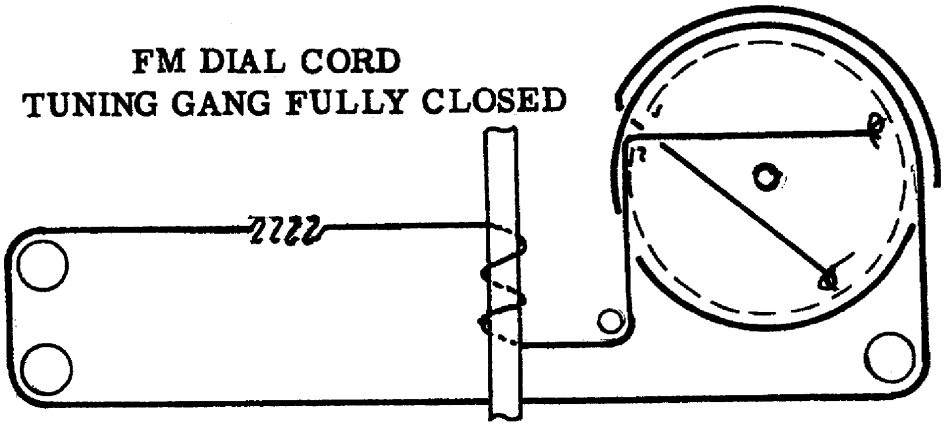
2440

TUNING GANG FULLY OPEN

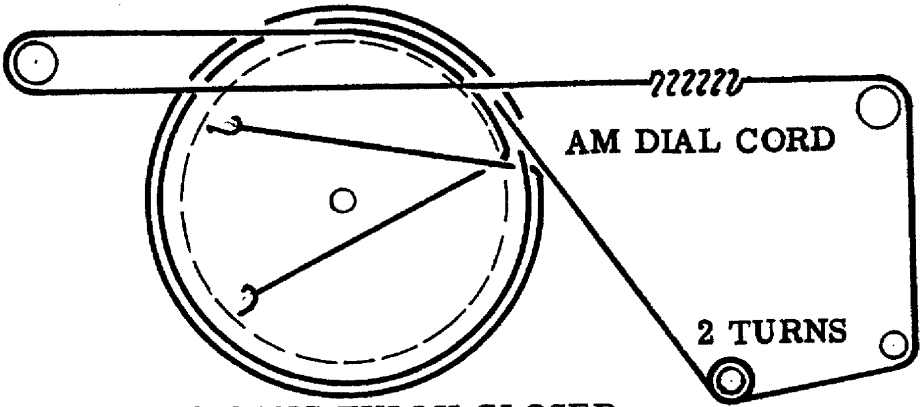




**FM DIAL CORD
TUNING GANG FULLY CLOSED**



2443

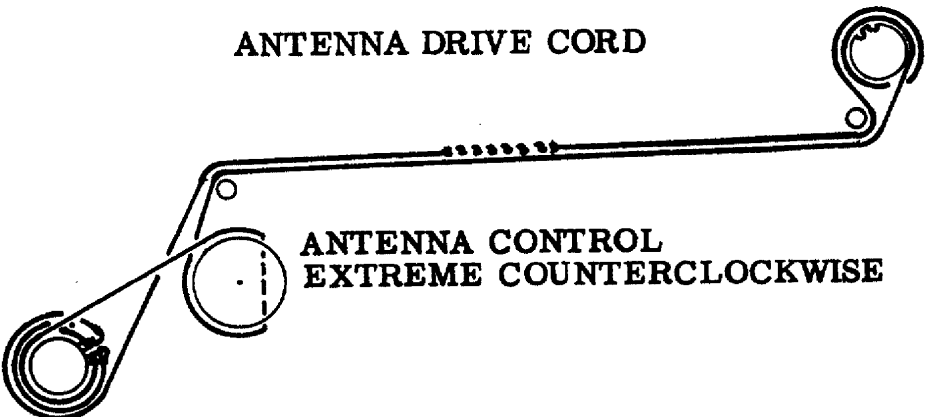


AM DIAL CORD

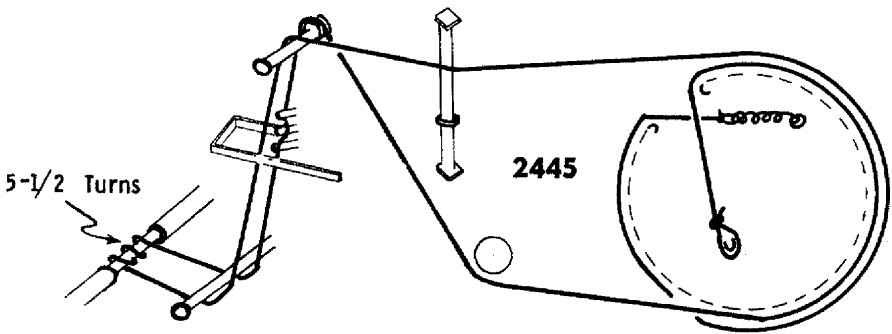
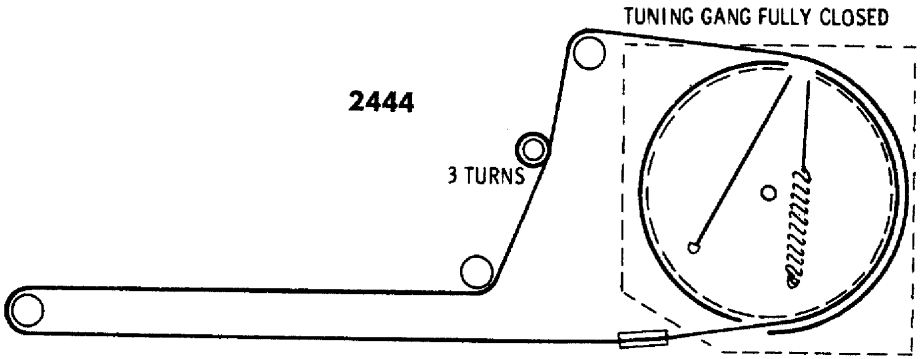
2 TURNS

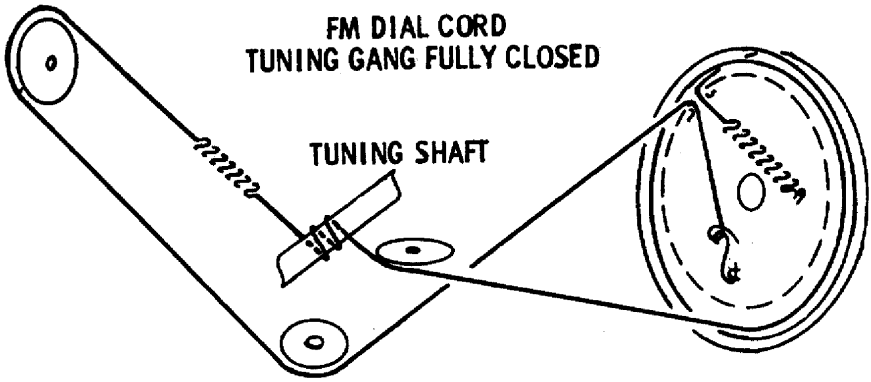
TUNING GANG FULLY CLOSED

ANTENNA DRIVE CORD

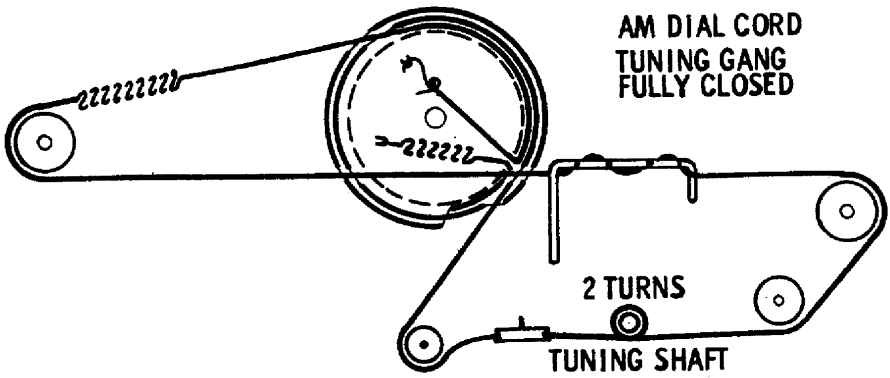


**ANTENNA CONTROL
EXTREME COUNTERCLOCKWISE**

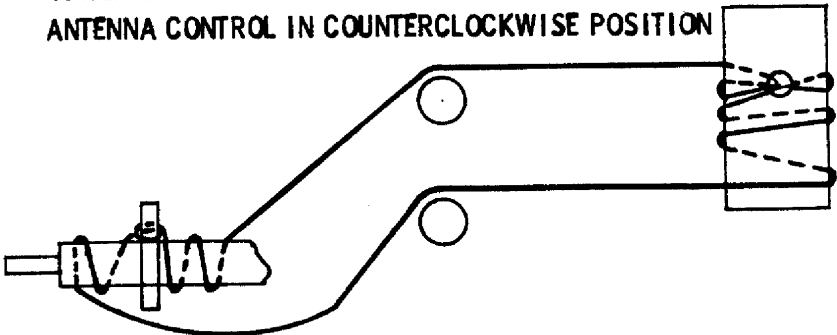


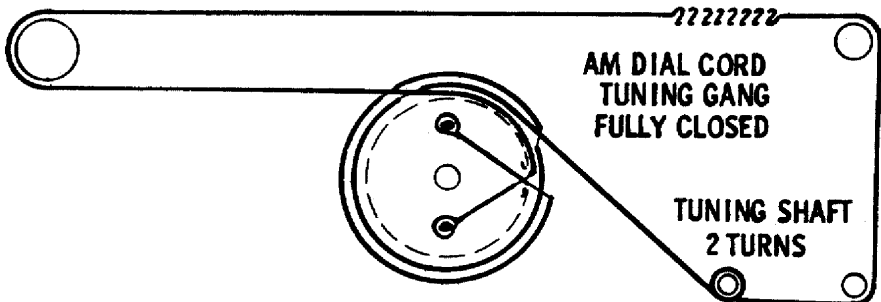
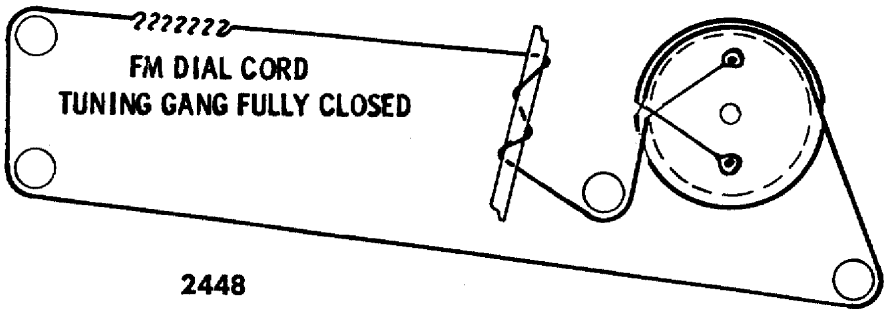
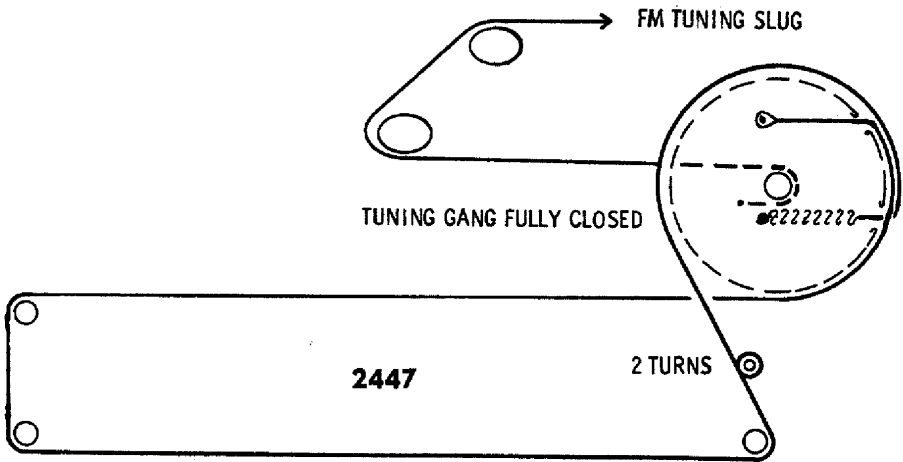


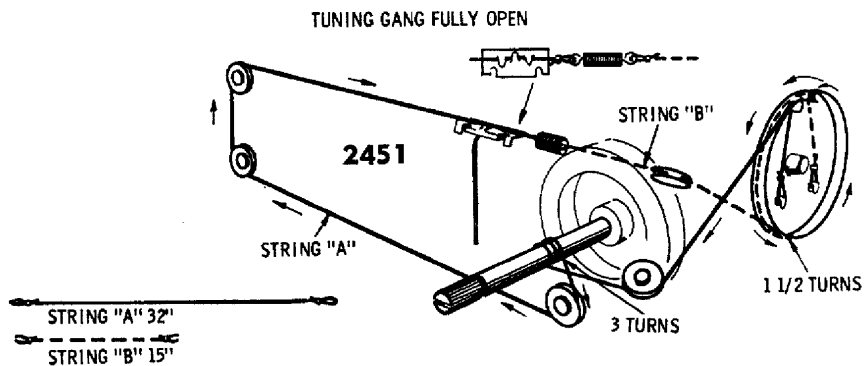
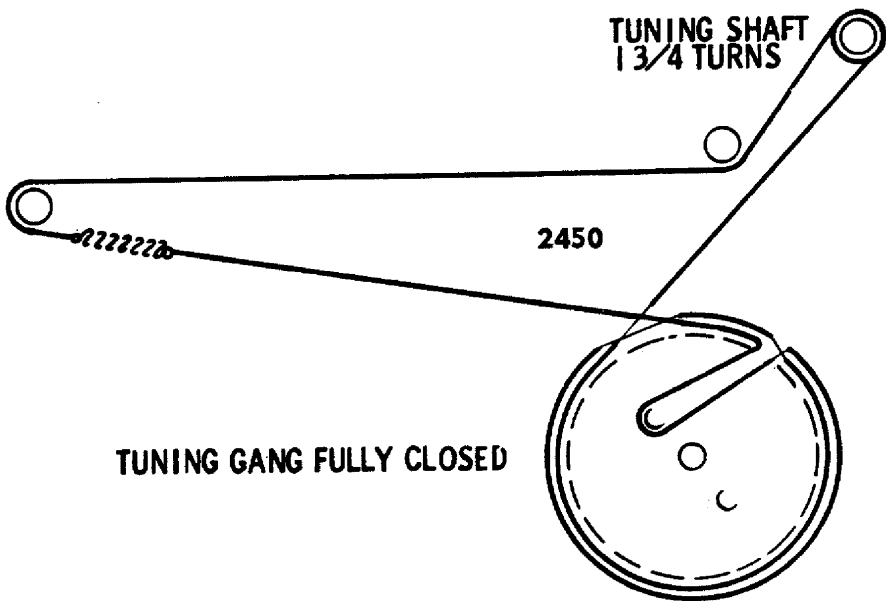
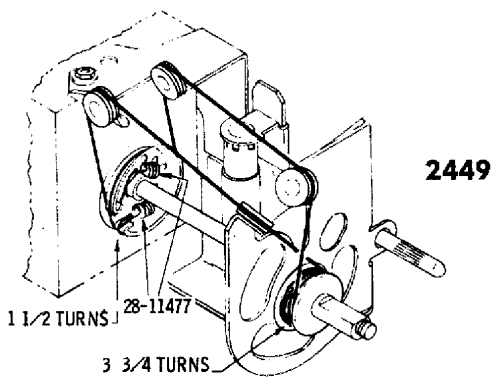
2446



ANTENNA DRIVE CORD
ANTENNA CONTROL IN COUNTERCLOCKWISE POSITION



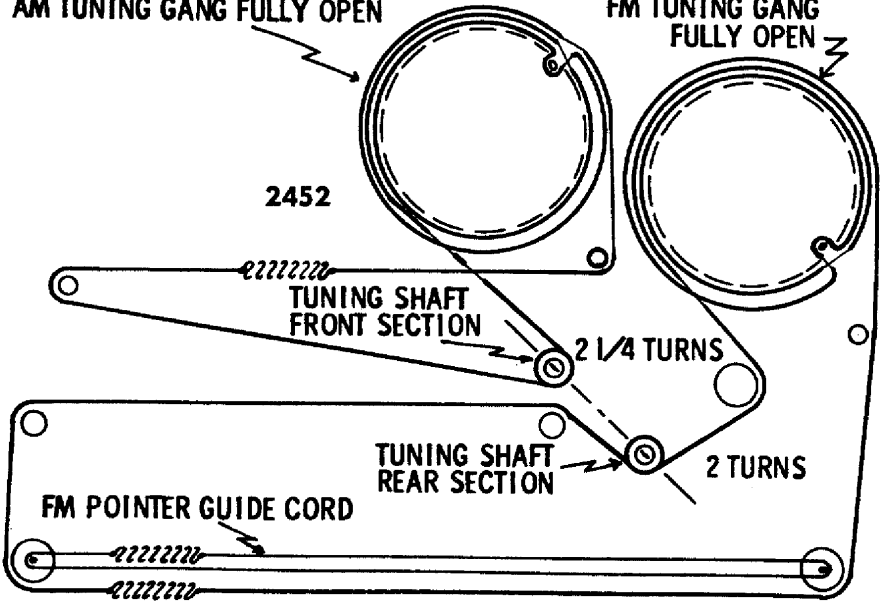




AM TUNING GANG FULLY OPEN

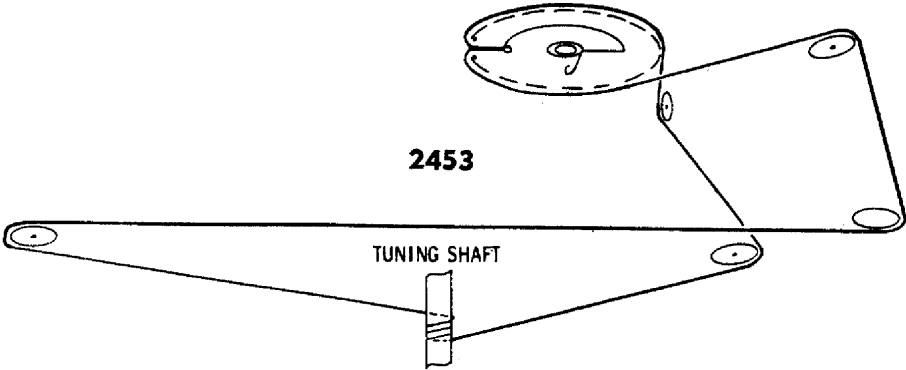
FM TUNING GANG FULLY OPEN

2452



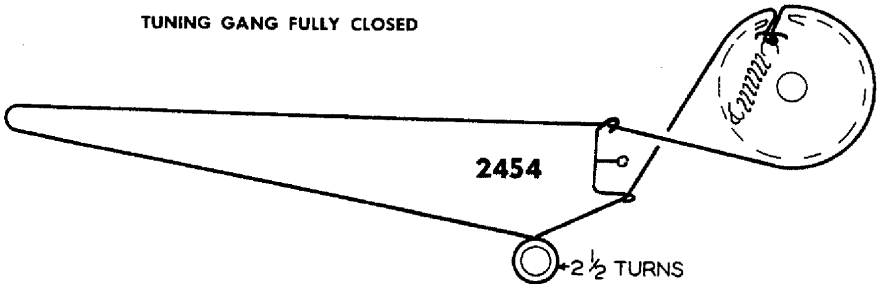
TUNING GANG FULLY CLOSED

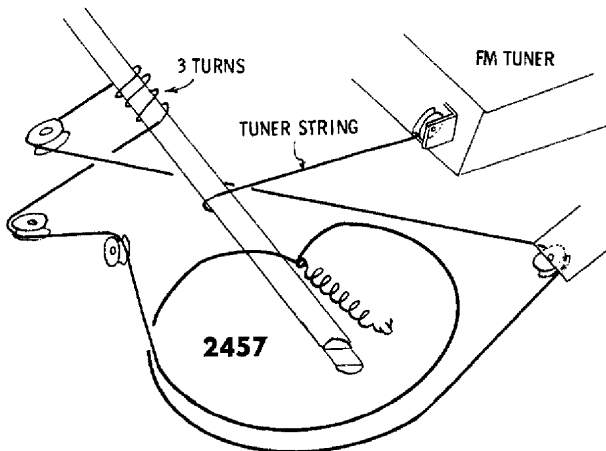
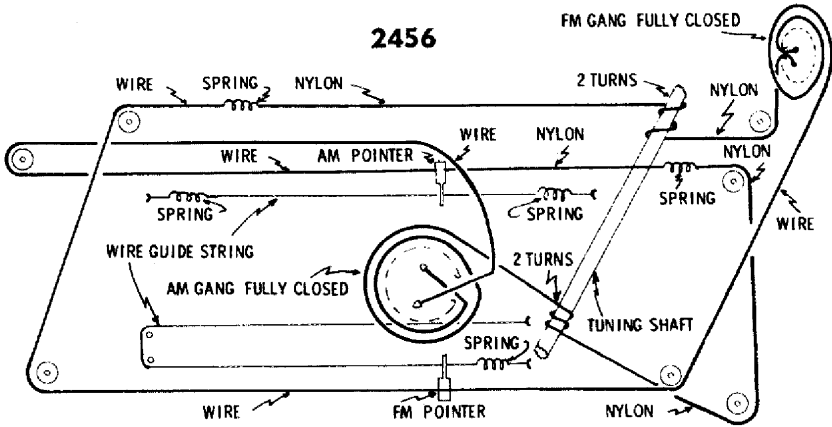
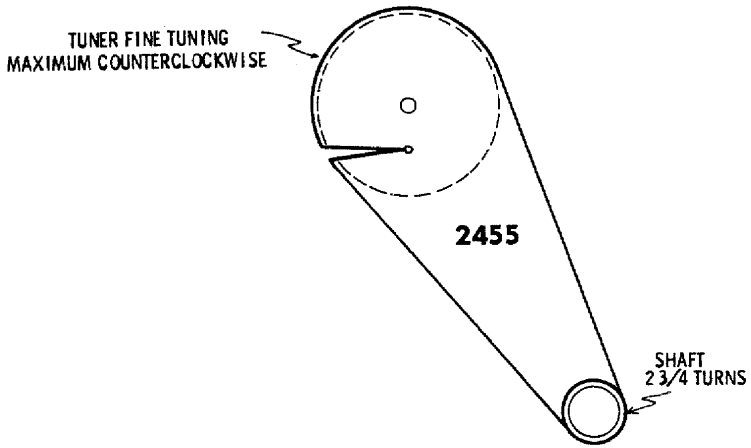
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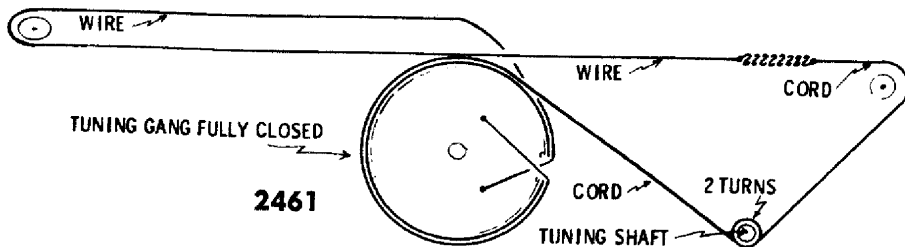
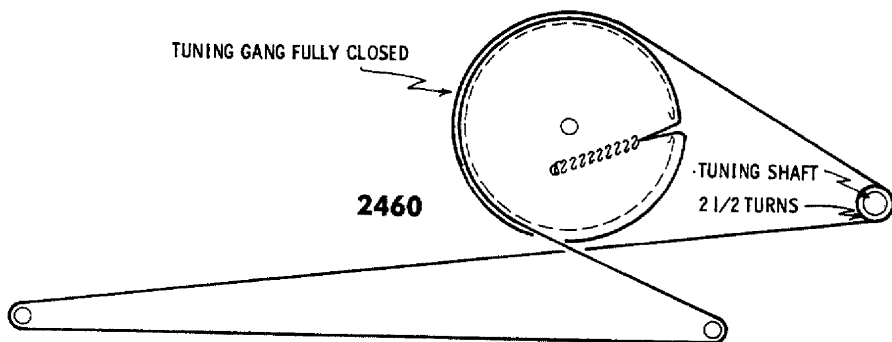
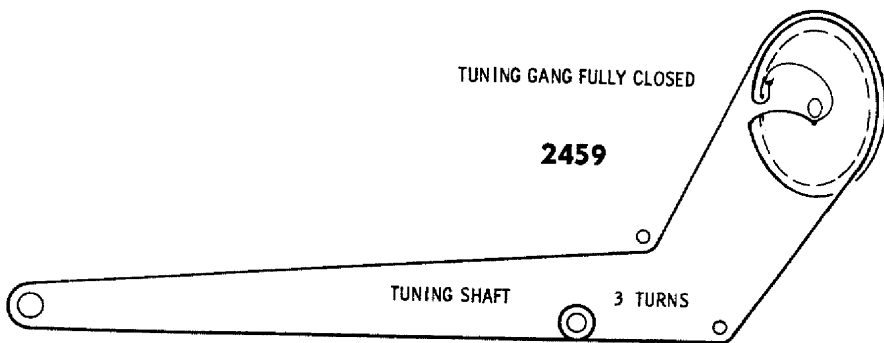
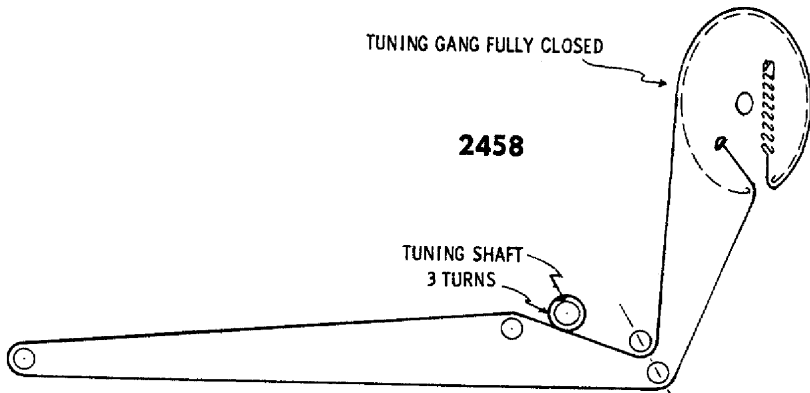


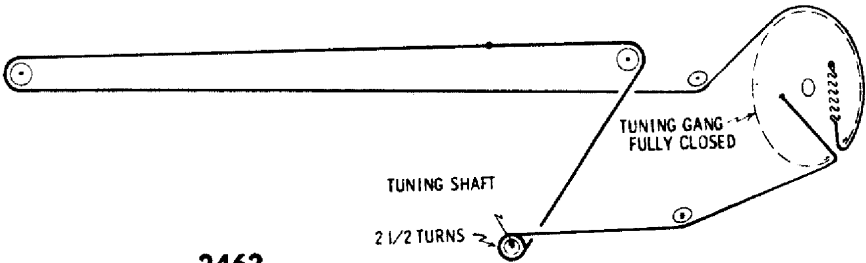
TUNING GANG FULLY CLOSED

2454

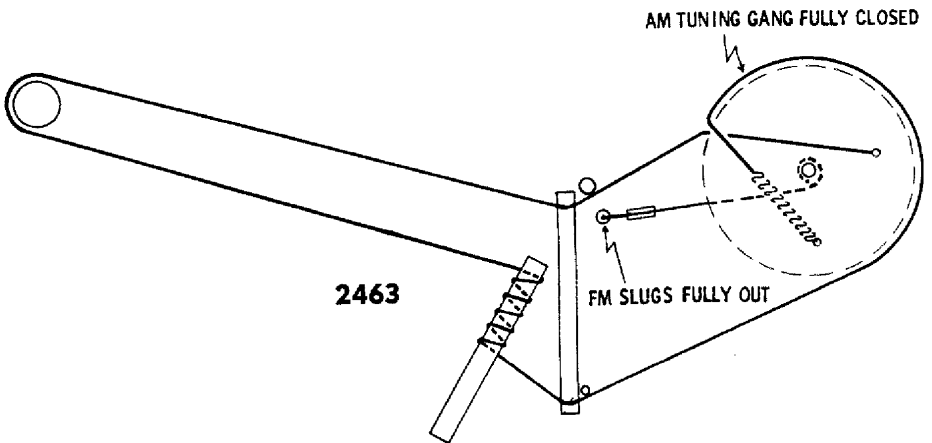
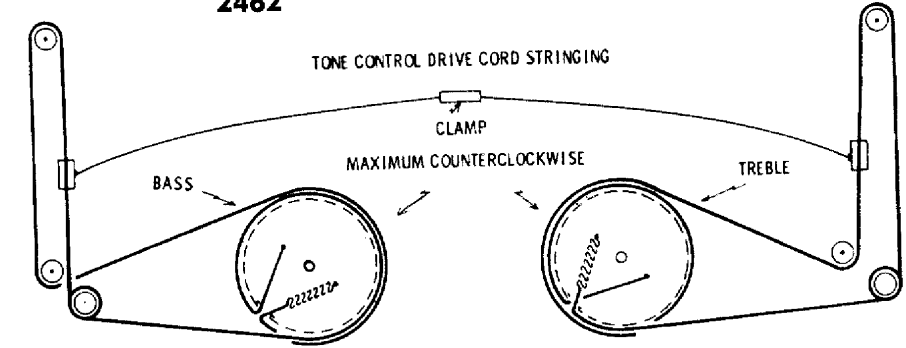




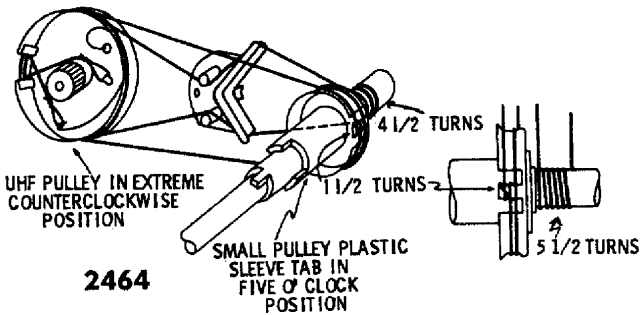




2462

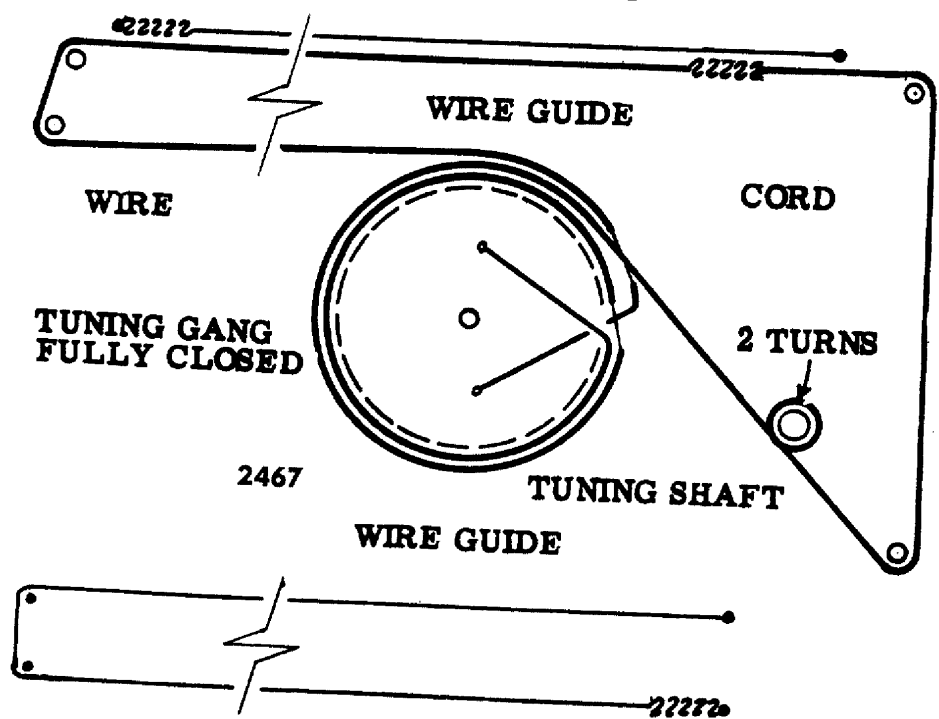
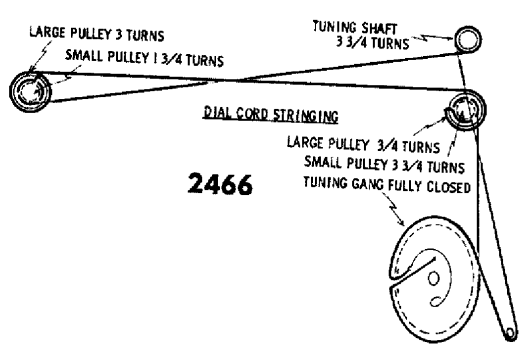
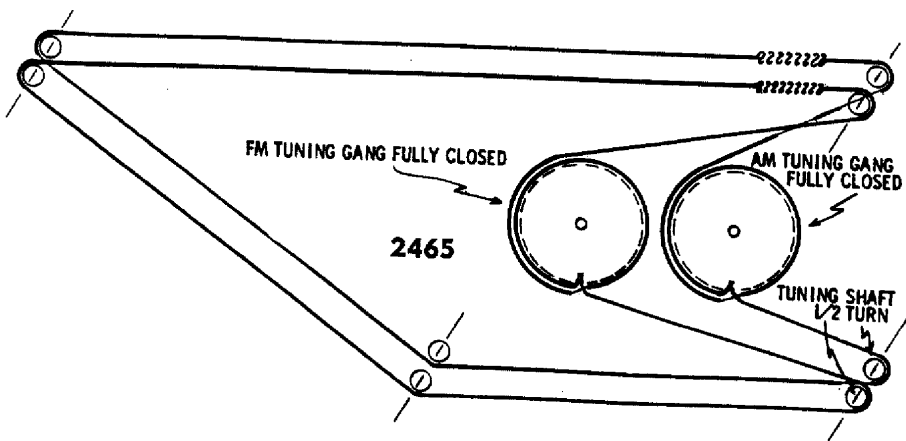


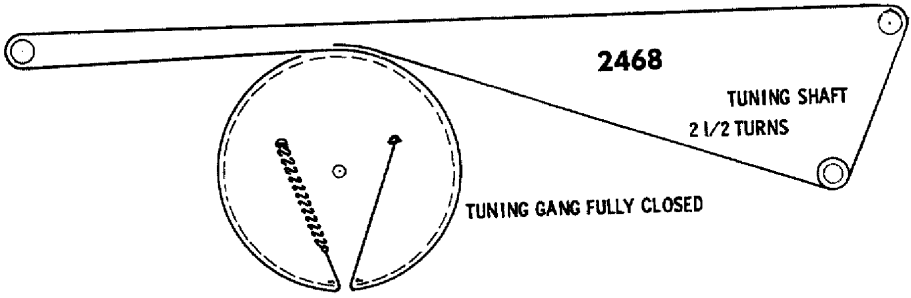
2463



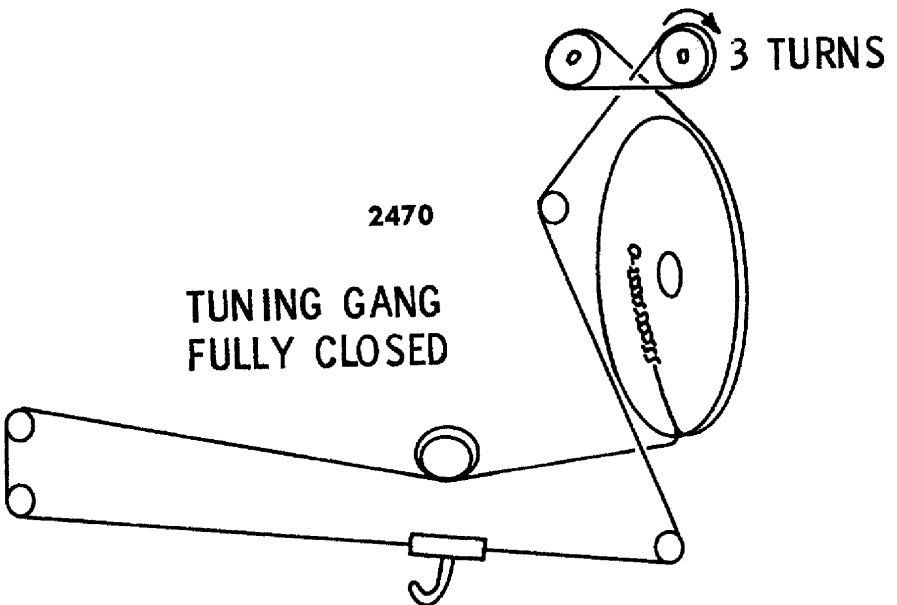
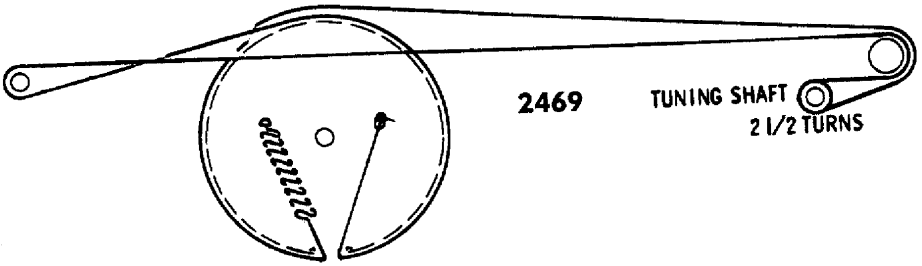
2464





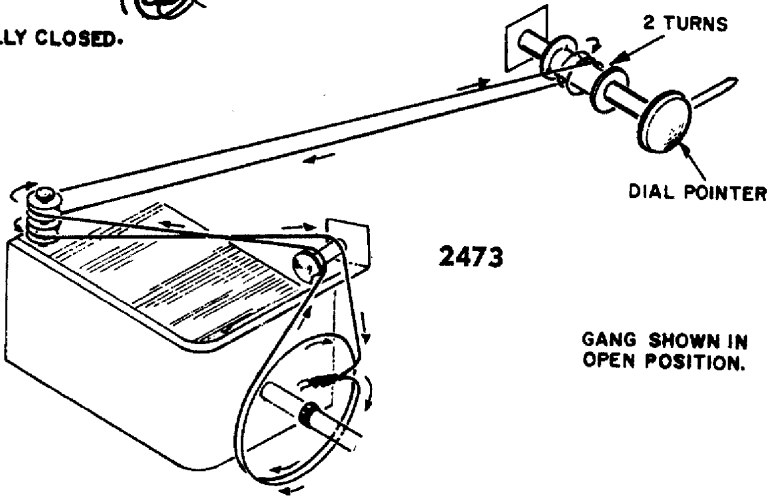
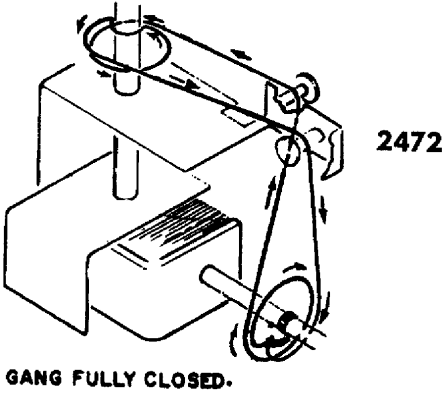
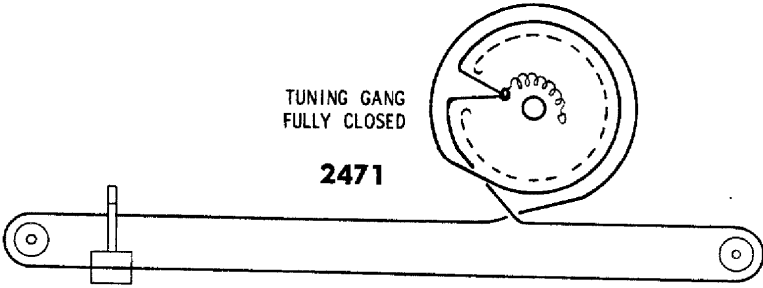


FM AM DIAL CORD
TUNING GANG FULLY CLOSED

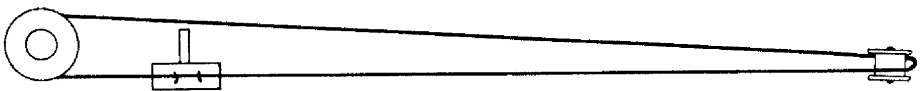


TUNING GANG
FULLY CLOSED

2471

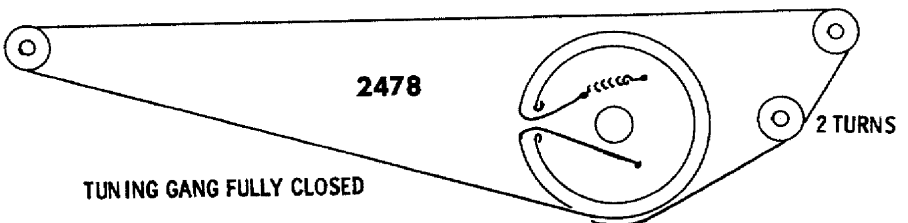
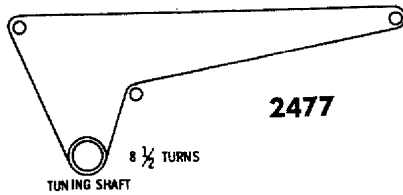
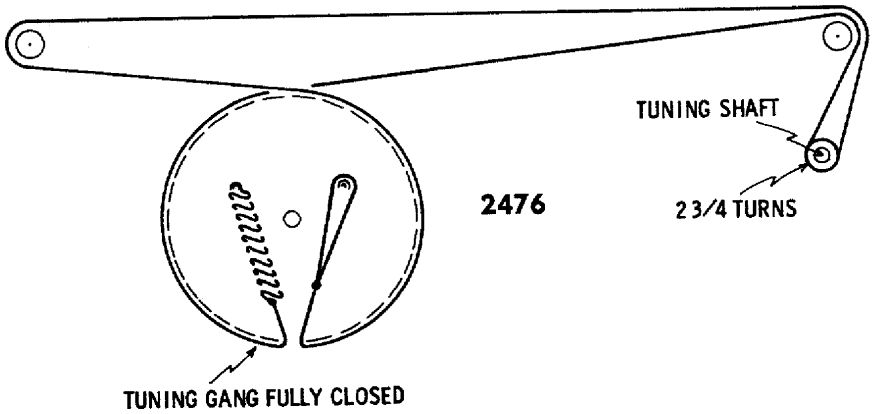
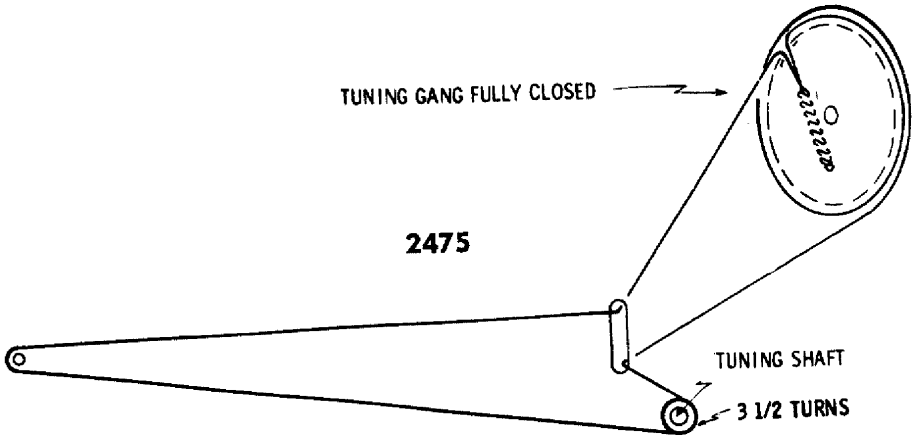


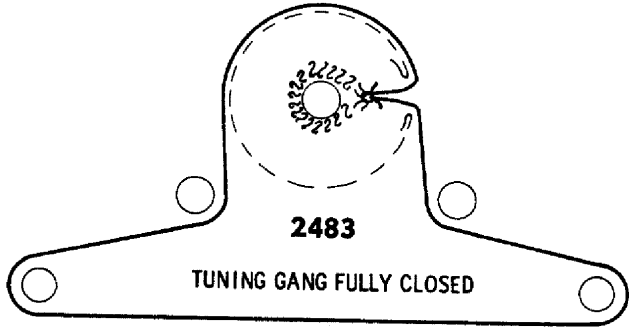
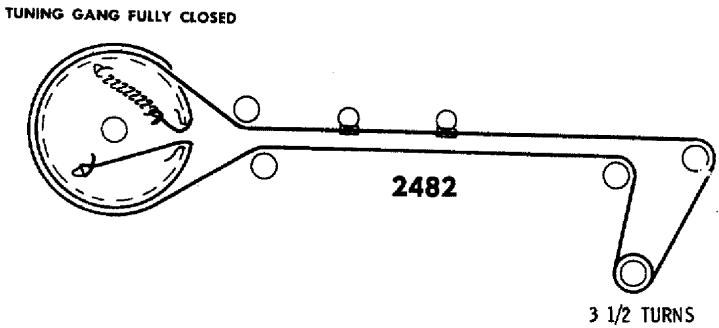
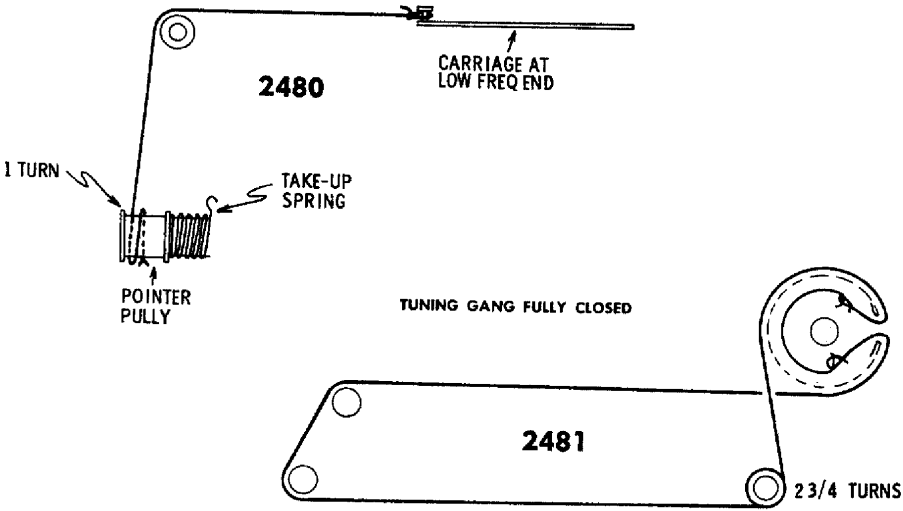
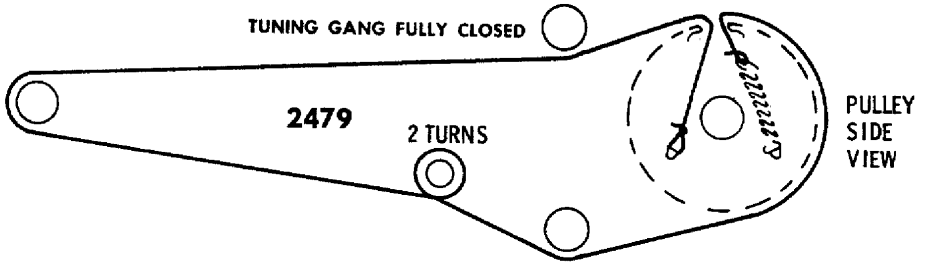
TUNING SHAFT
8 Turns

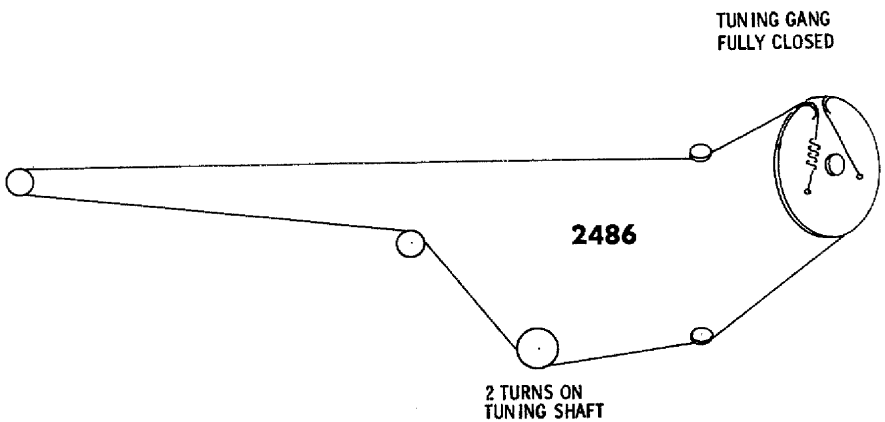
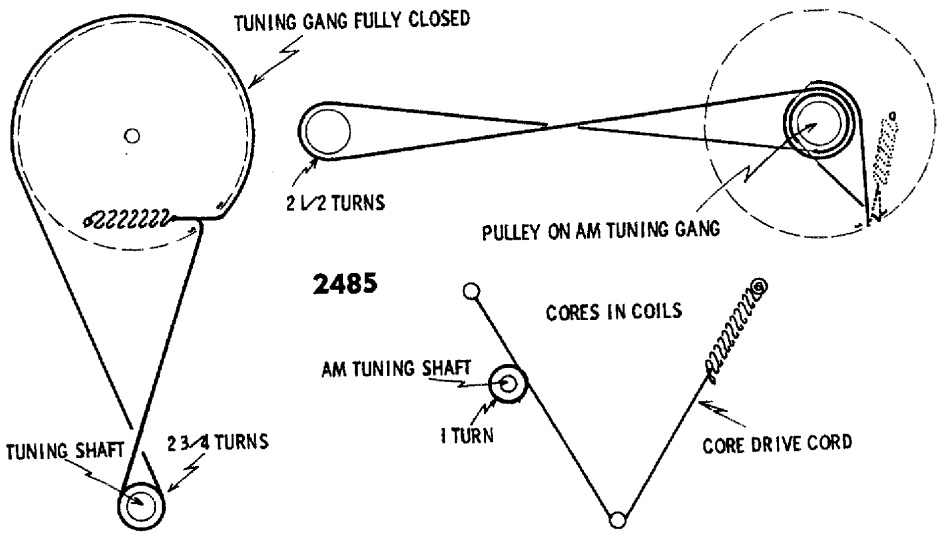
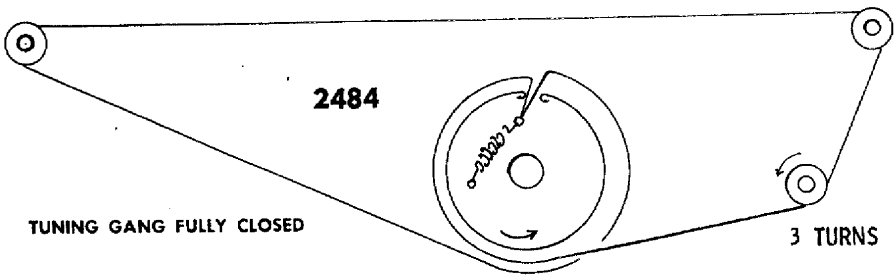


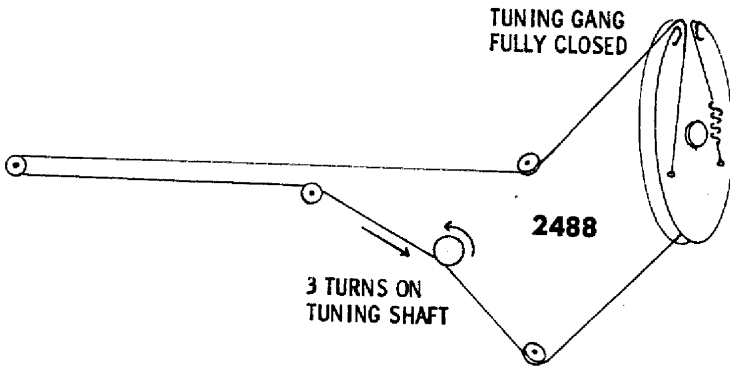
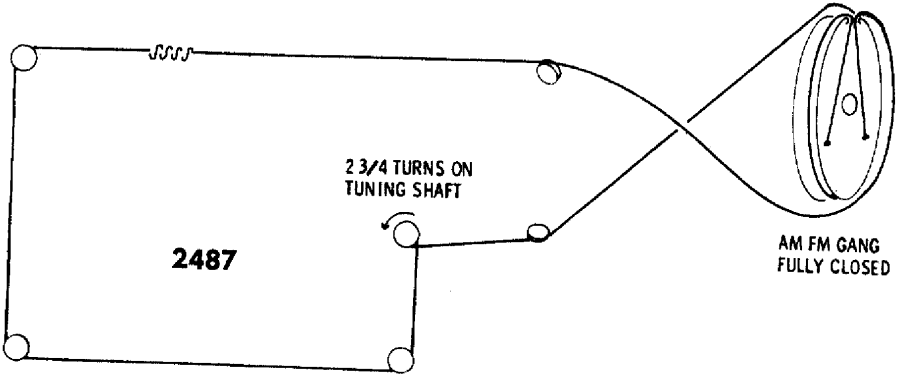
2474

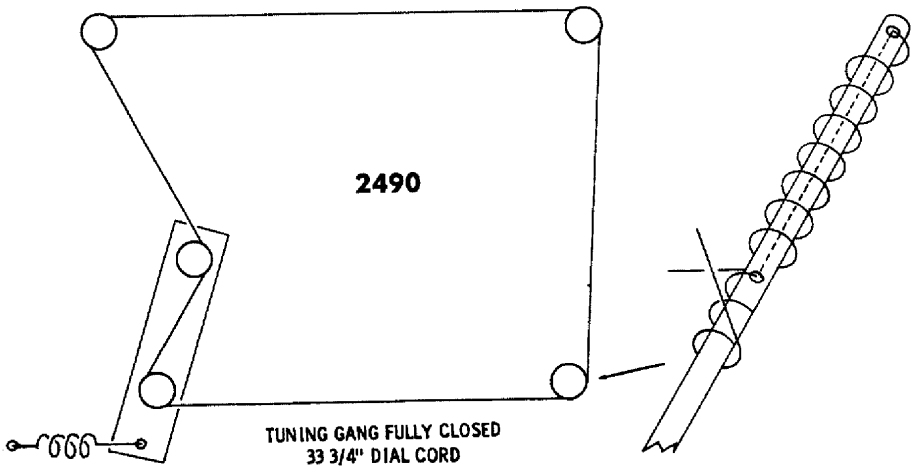
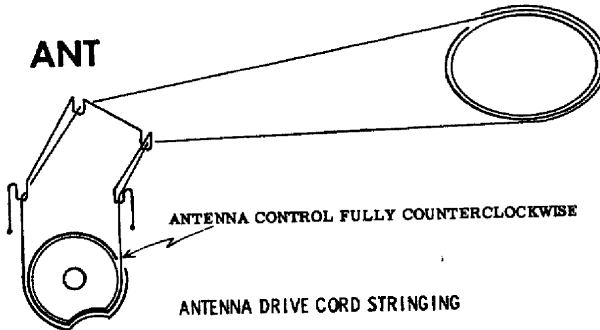
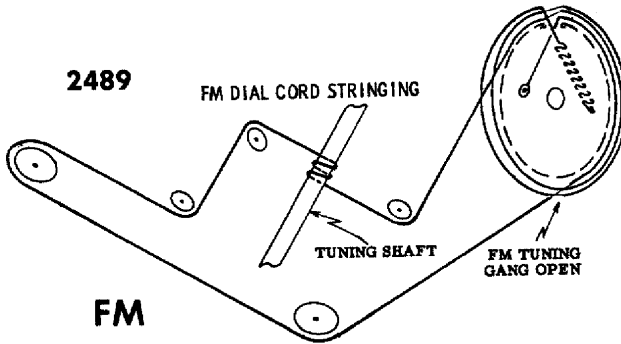
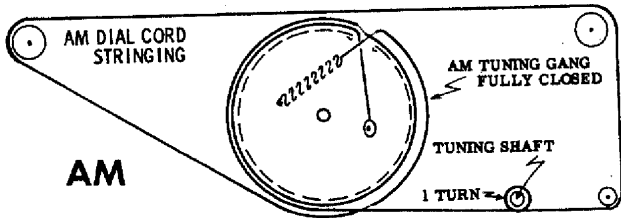
SLUGS ALL WAY OUT
(Low Freq. End of Dial)

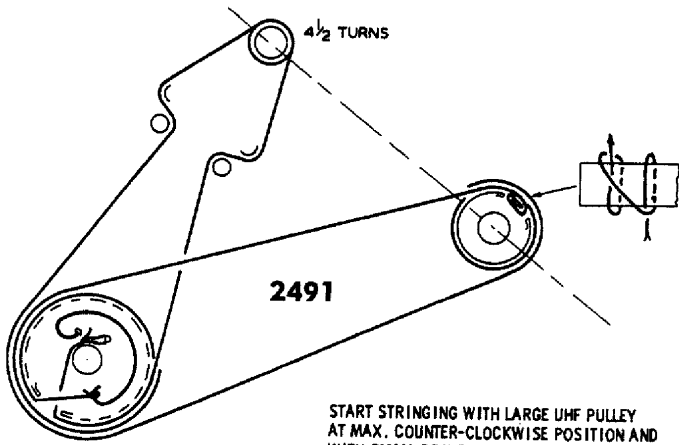






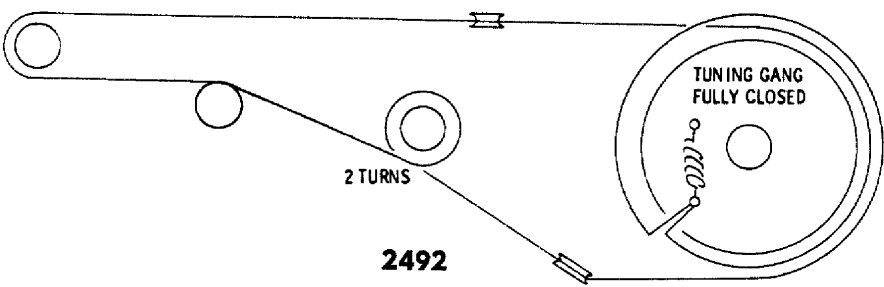






2491

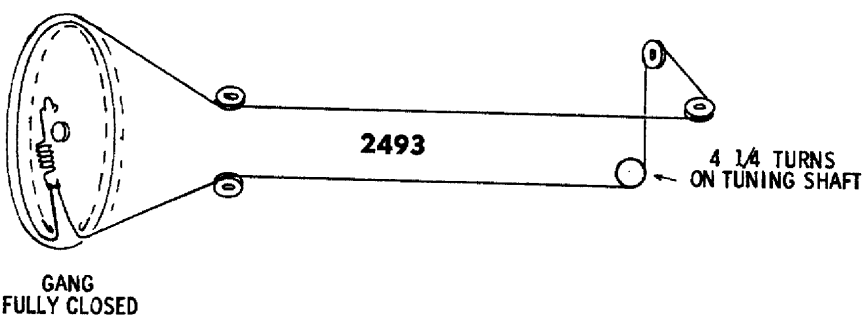
START STRINGING WITH LARGE UHF PULLEY AT MAX. COUNTER-CLOCKWISE POSITION AND WITH SMALL DRIVE PULLEY PLASTIC SLEEVE TAB AT 3 O'CLOCK (VIEWED FROM FRONT OF TUNER)



2492

TUNING GANG FULLY CLOSED

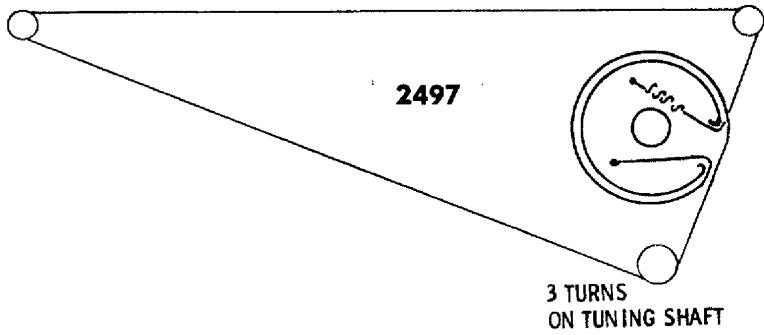
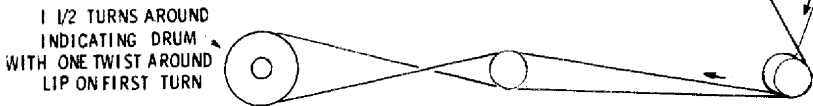
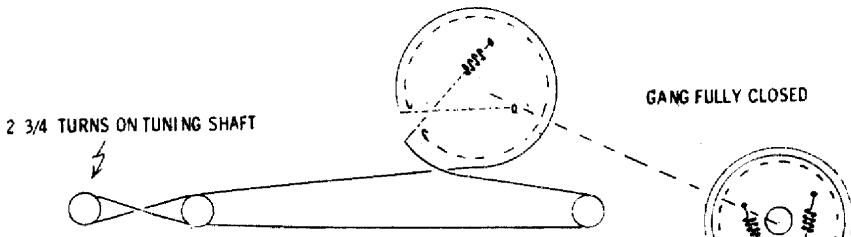
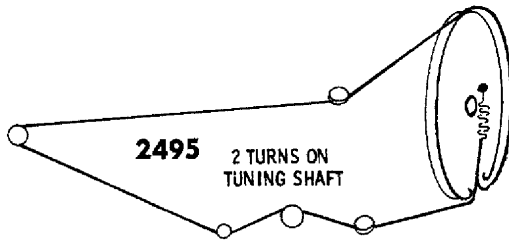
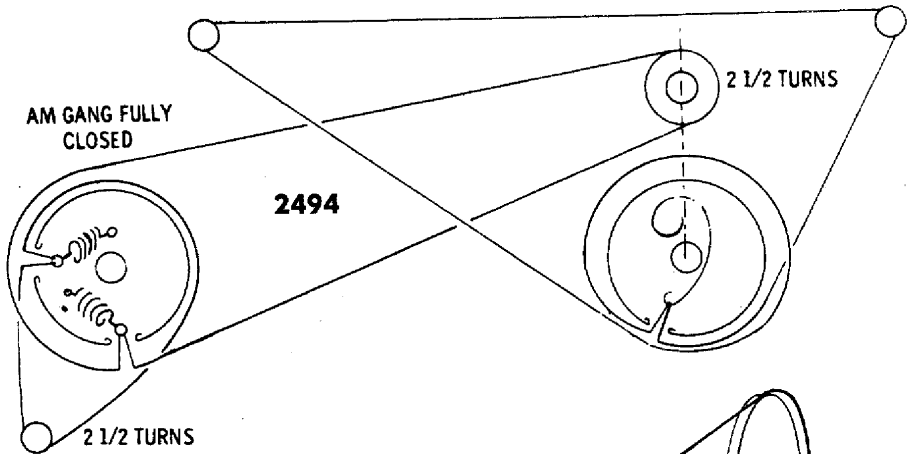
2 TURNS



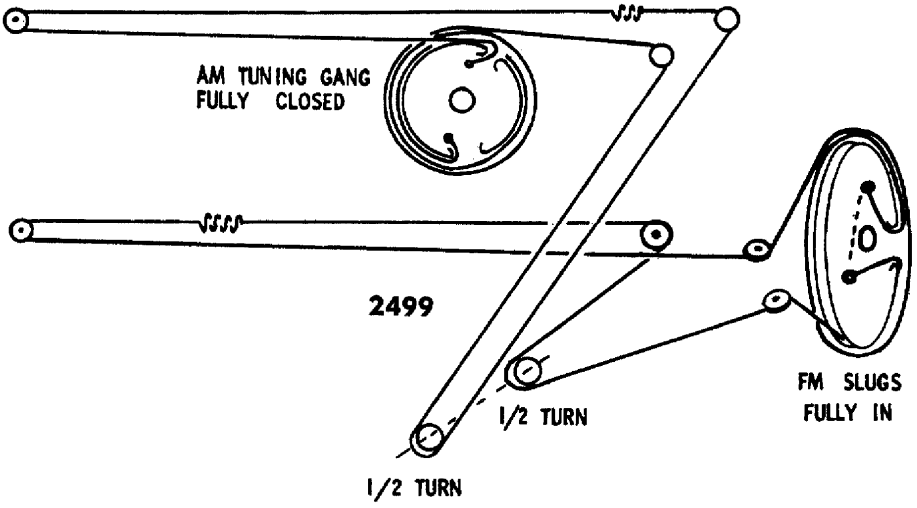
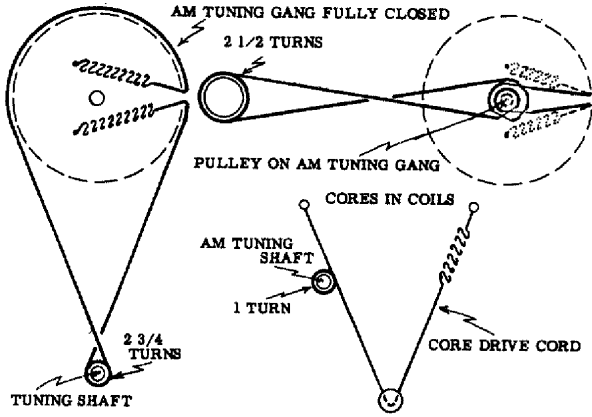
2493

4 1/4 TURNS ON TUNING SHAFT

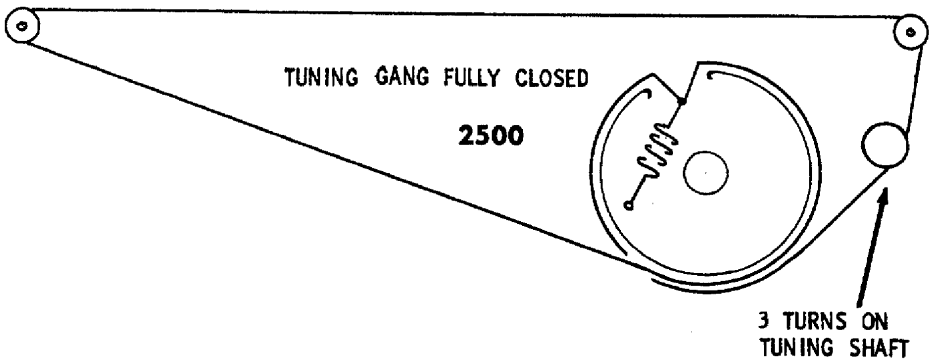
GANG FULLY CLOSED



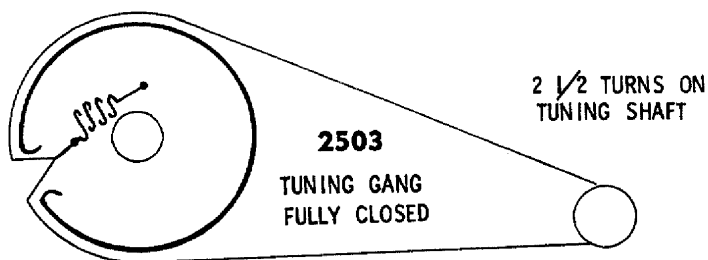
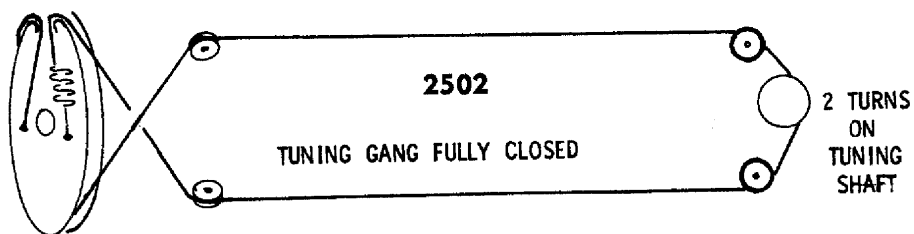
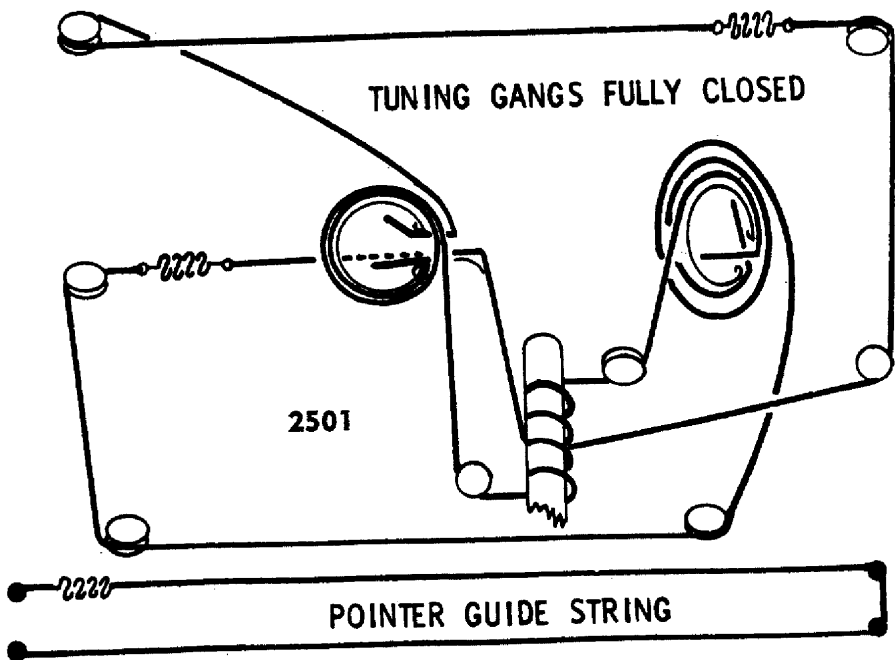
2498

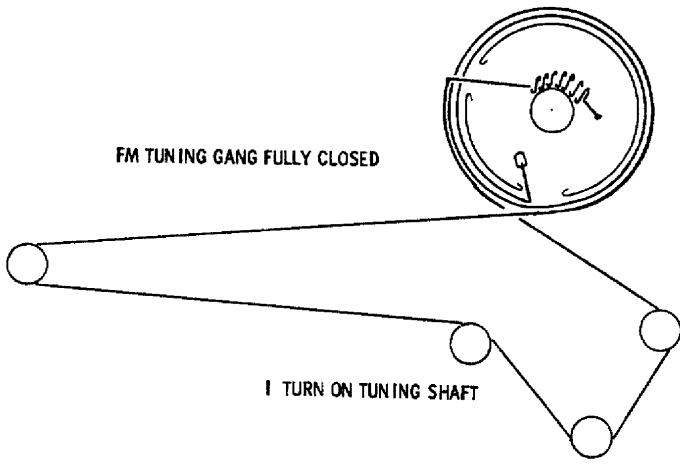


2499

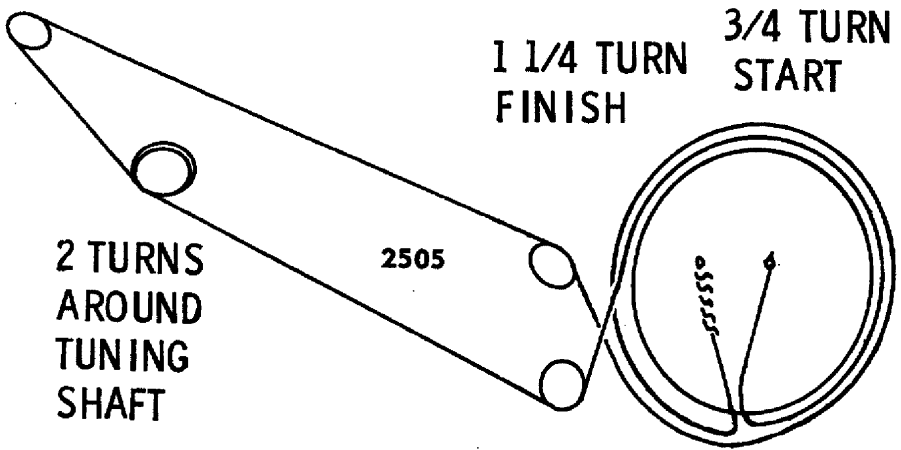
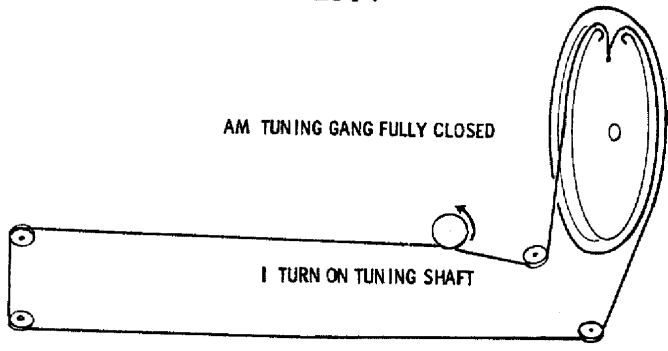


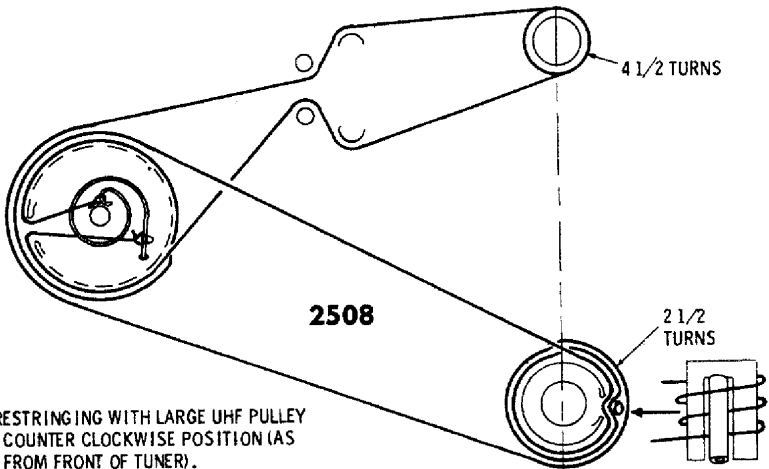
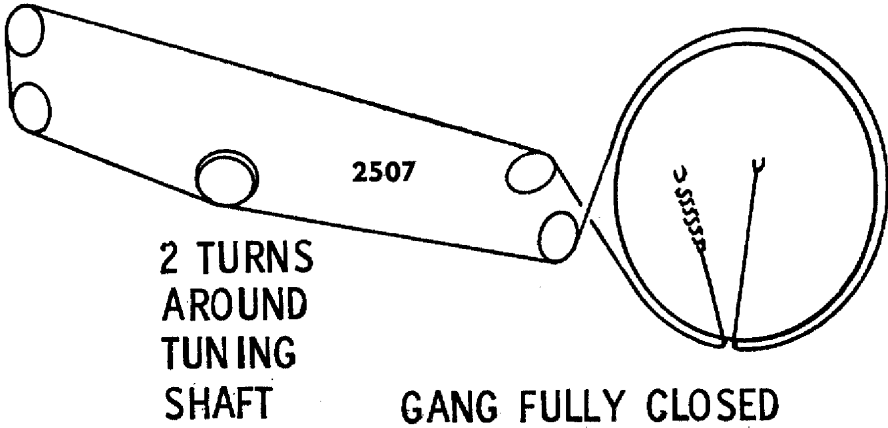
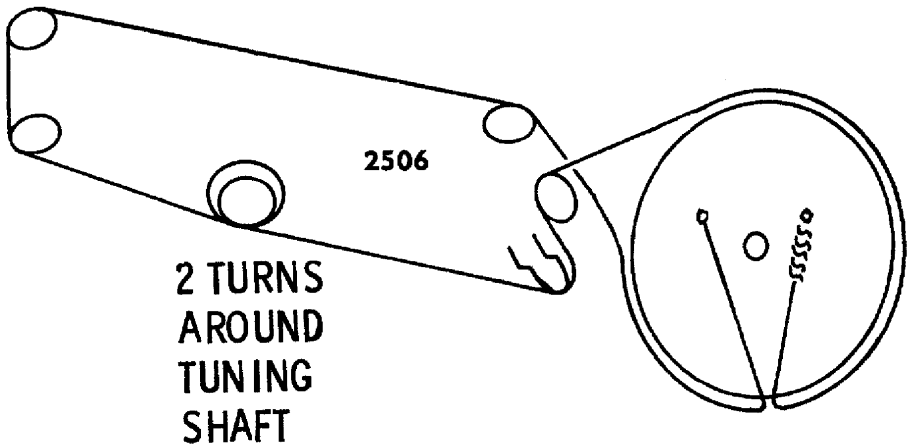
2500

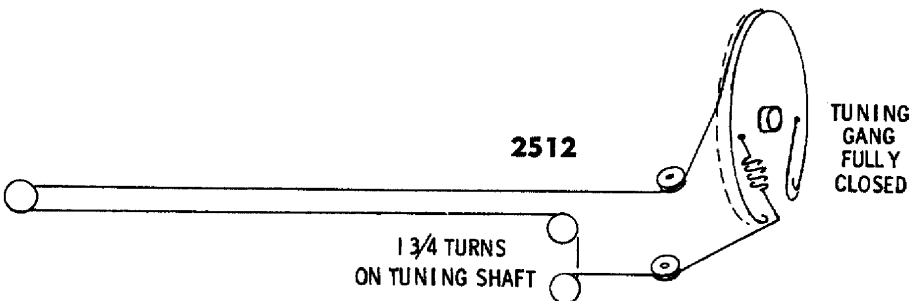
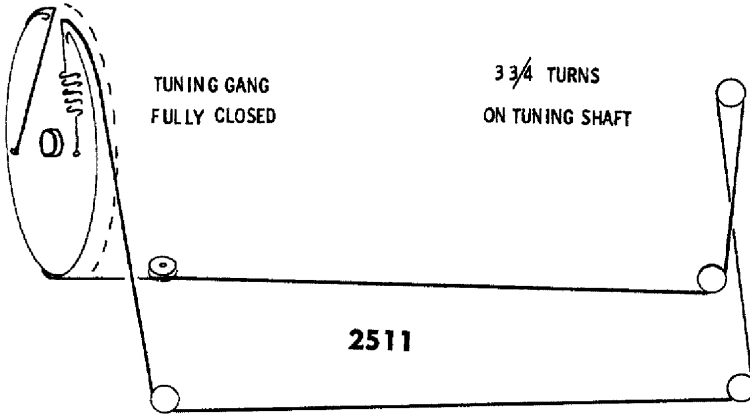
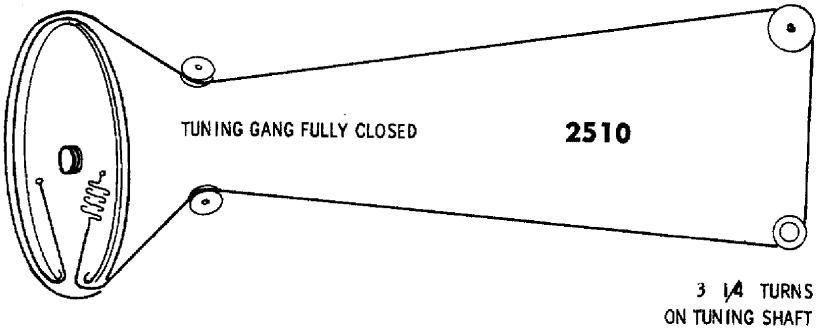
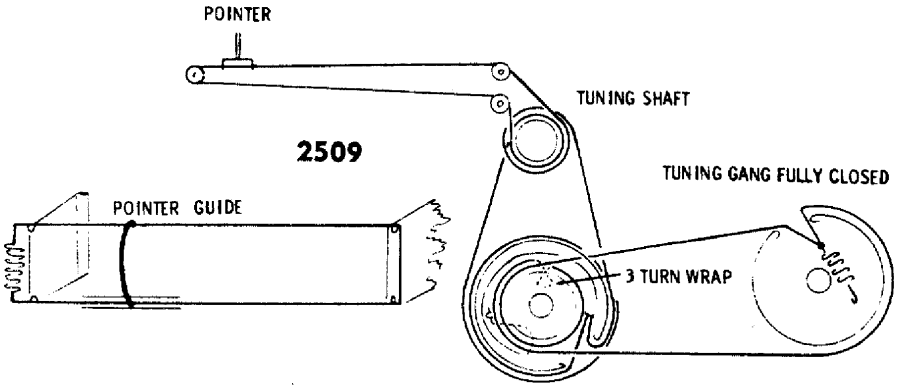


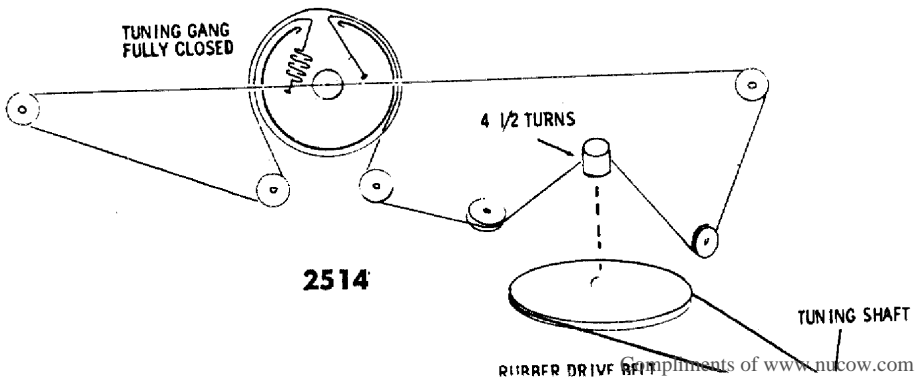
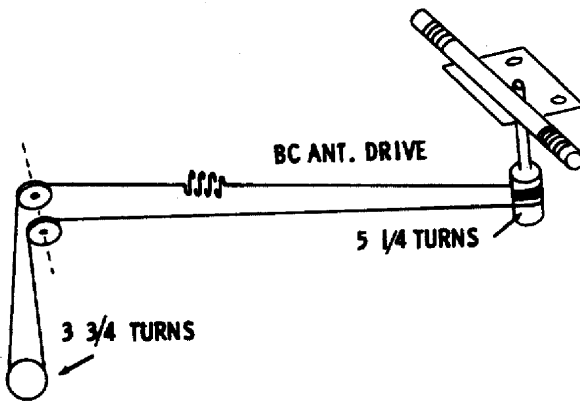
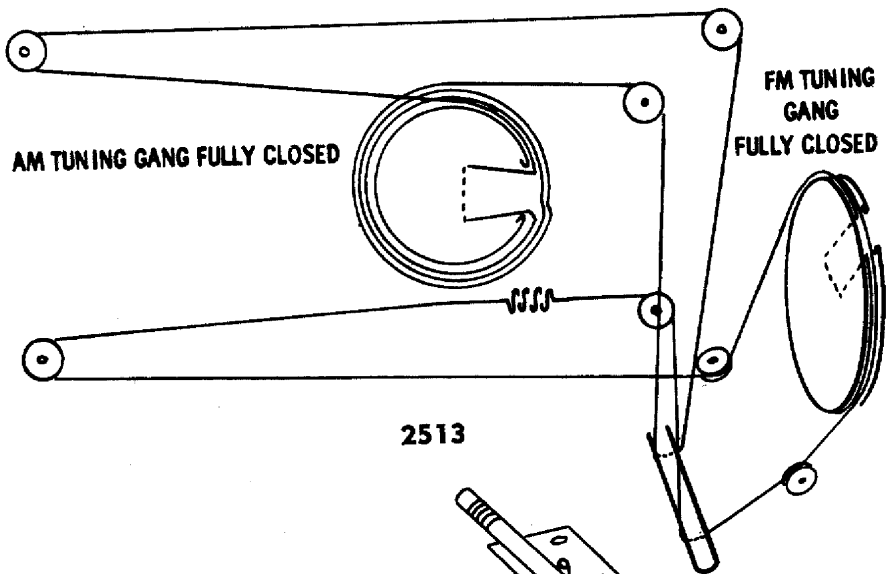


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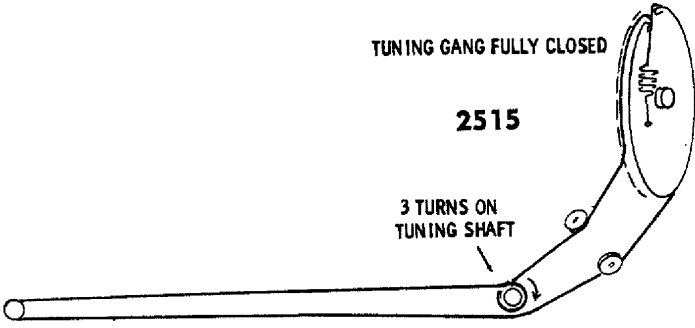




TUNING GANG FULLY CLOSED

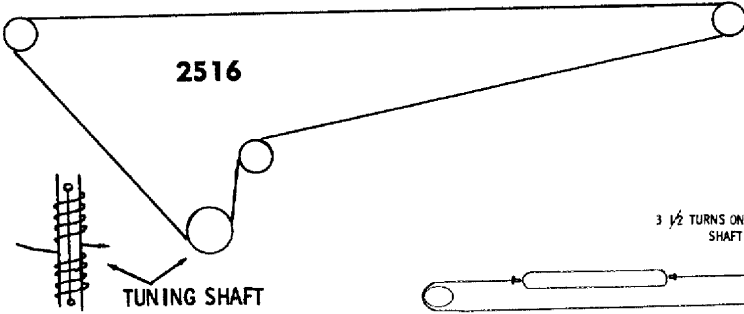
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3 TURNS ON
TUNING SHAFT



2516

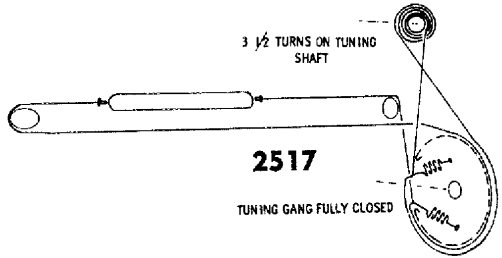
TUNING SHAFT



3 1/2 TURNS ON TUNING
SHAFT

2517

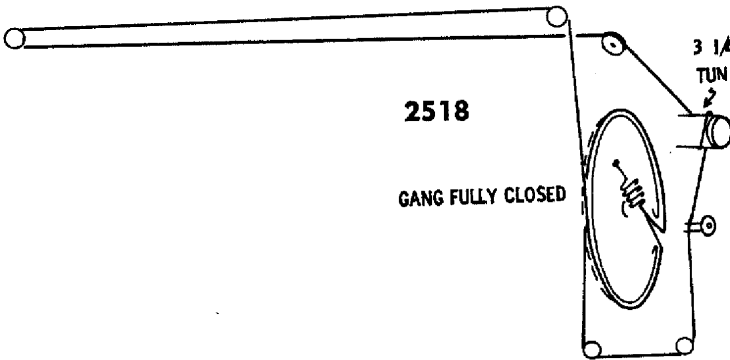
TUNING GANG FULLY CLOSED



2518

GANG FULLY CLOSED

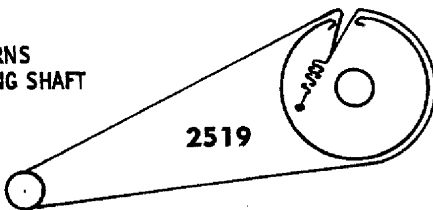
3 1/4 TURNS ON
TUNING SHAFT

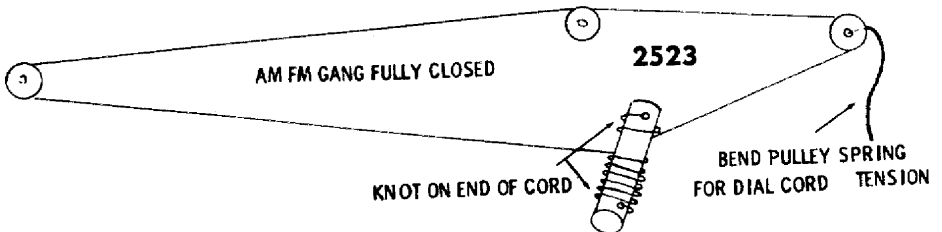
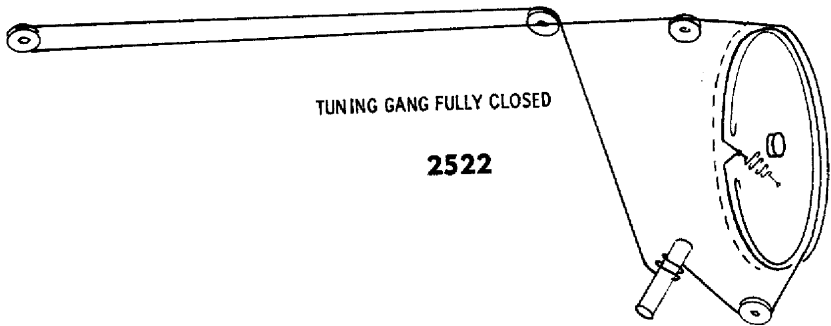
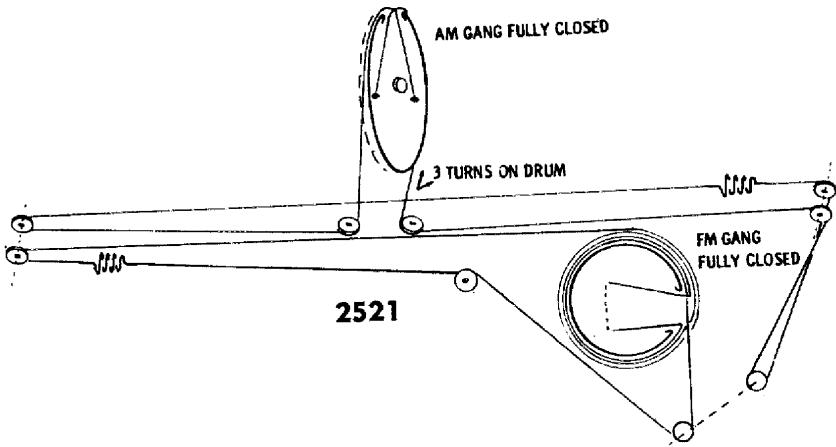
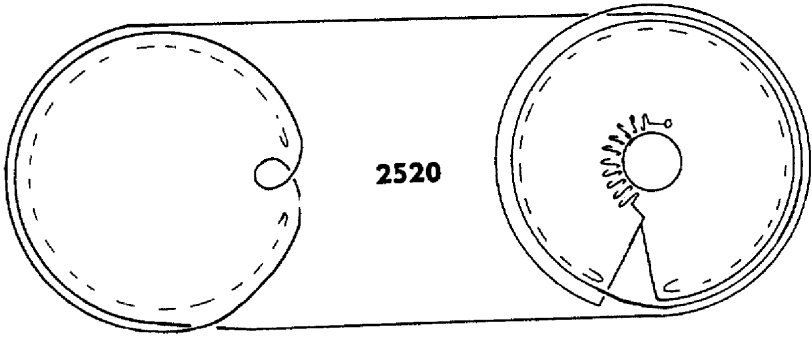


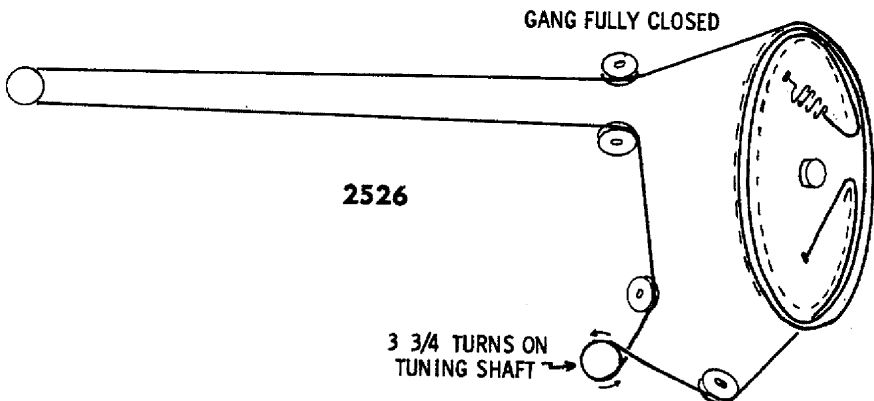
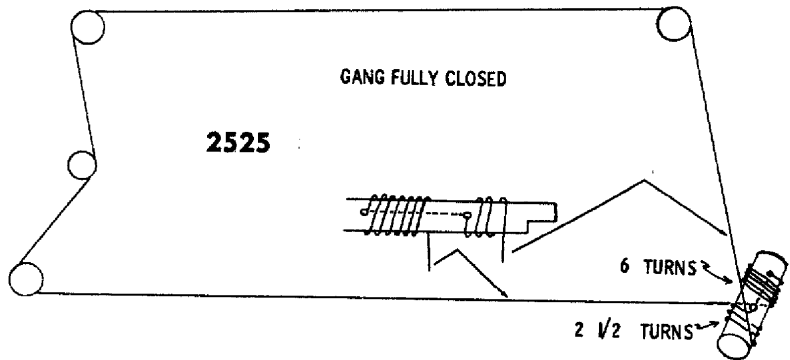
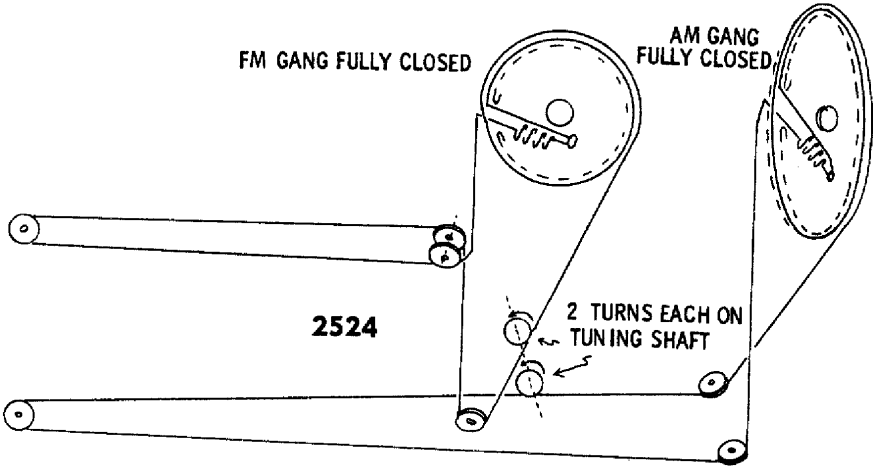
2 1/2 TURNS
ON TUNING SHAFT

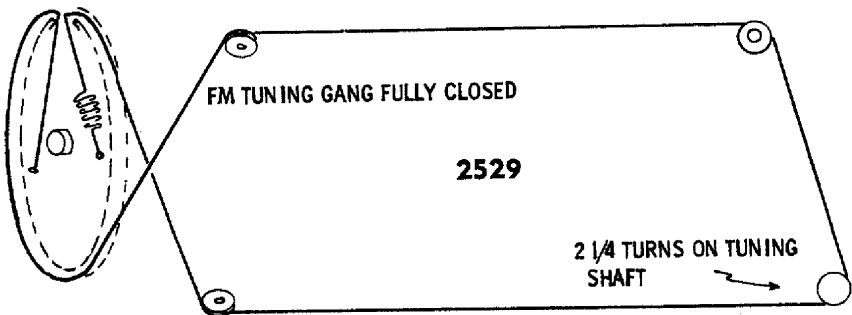
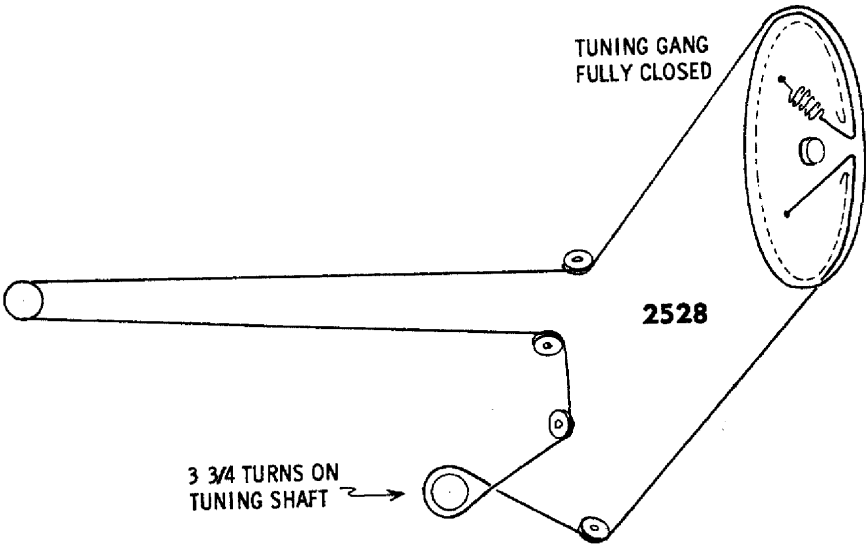
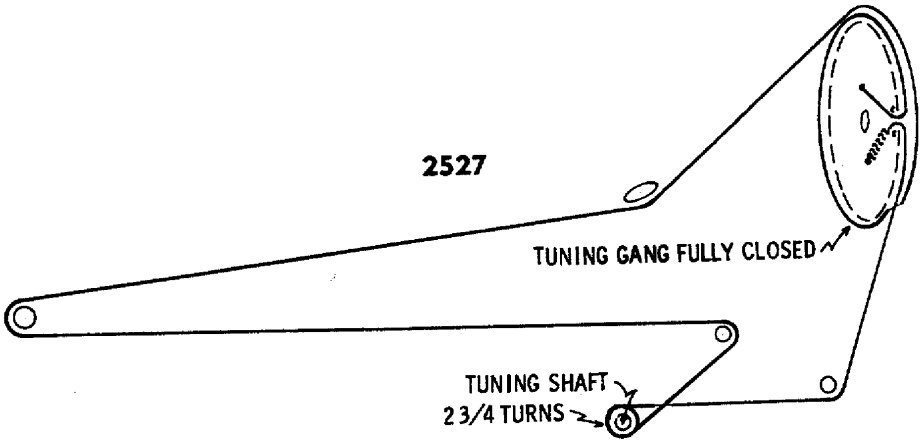
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TUNING GANG
FULLY CLOSED





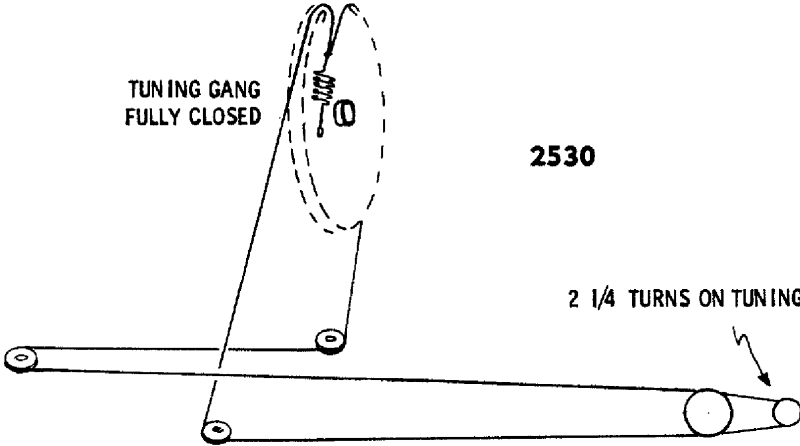




TUNING GANG
FULLY CLOSED

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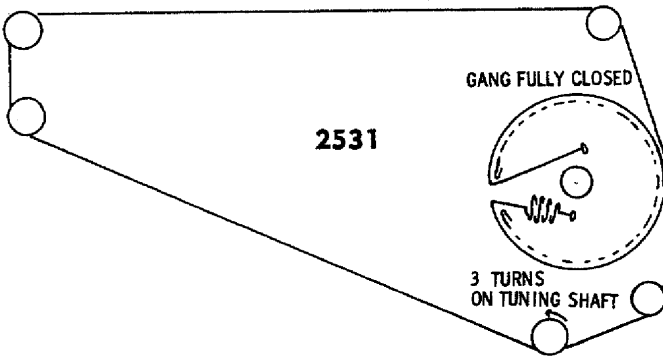
2 1/4 TURNS ON TUNING SHAFT

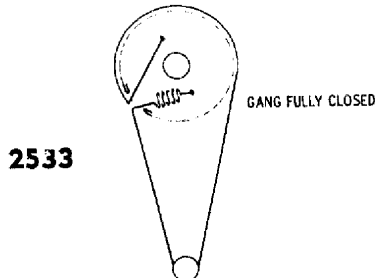
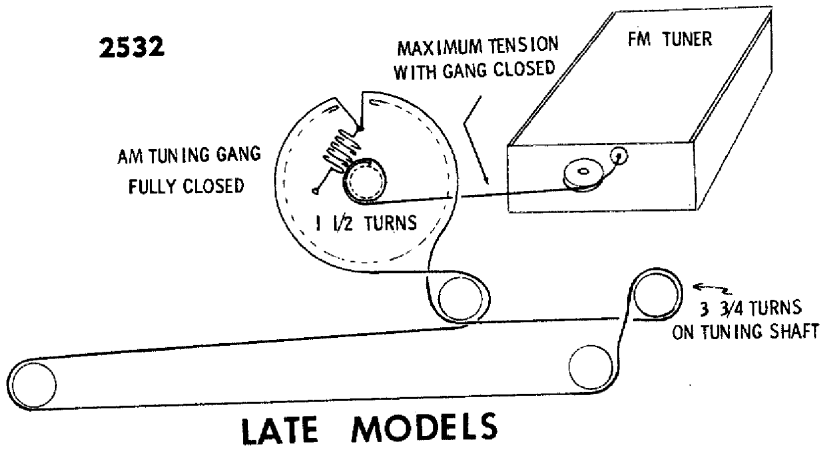
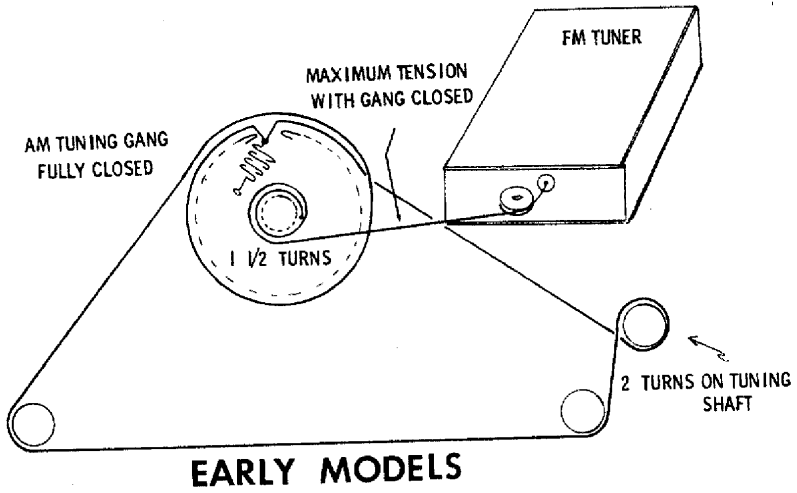


GANG FULLY CLOSED

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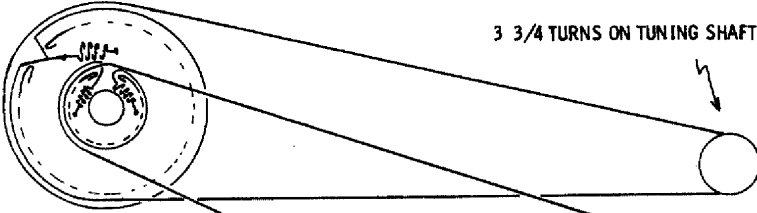
3 TURNS
ON TUNING SHAFT



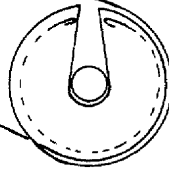


AM GANG
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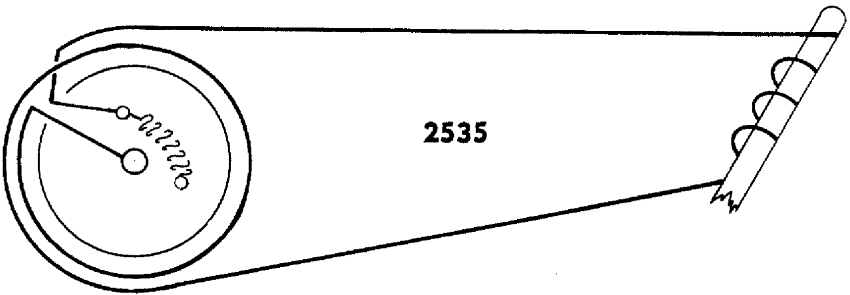
3 3/4 TURNS ON TUNING SHAFT



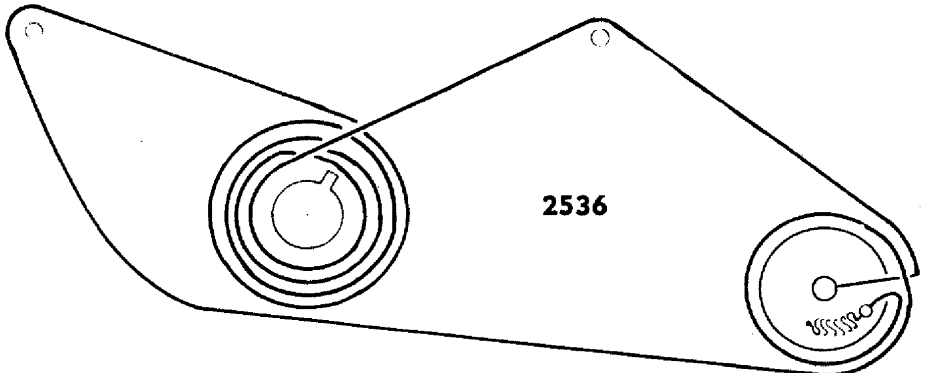
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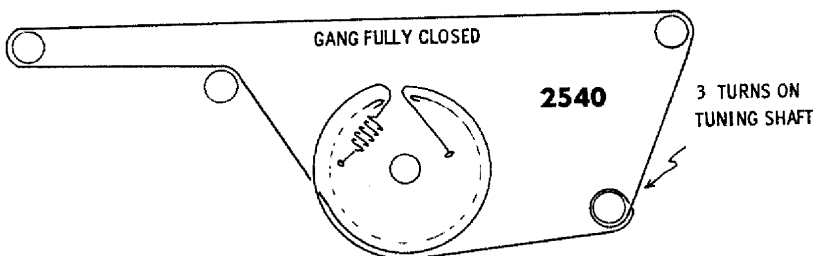
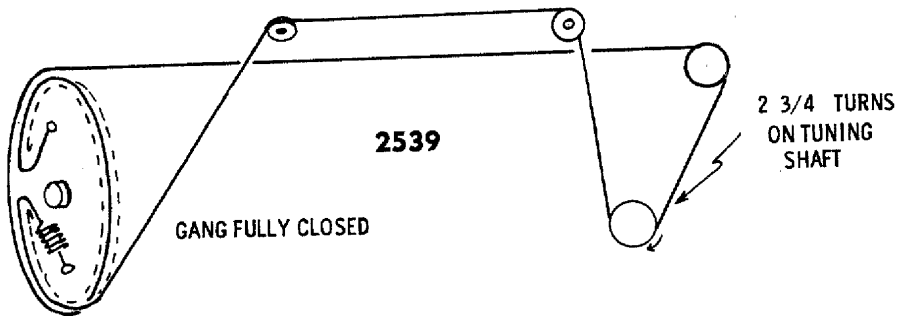
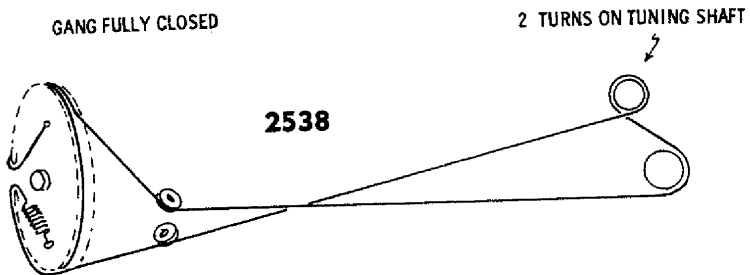
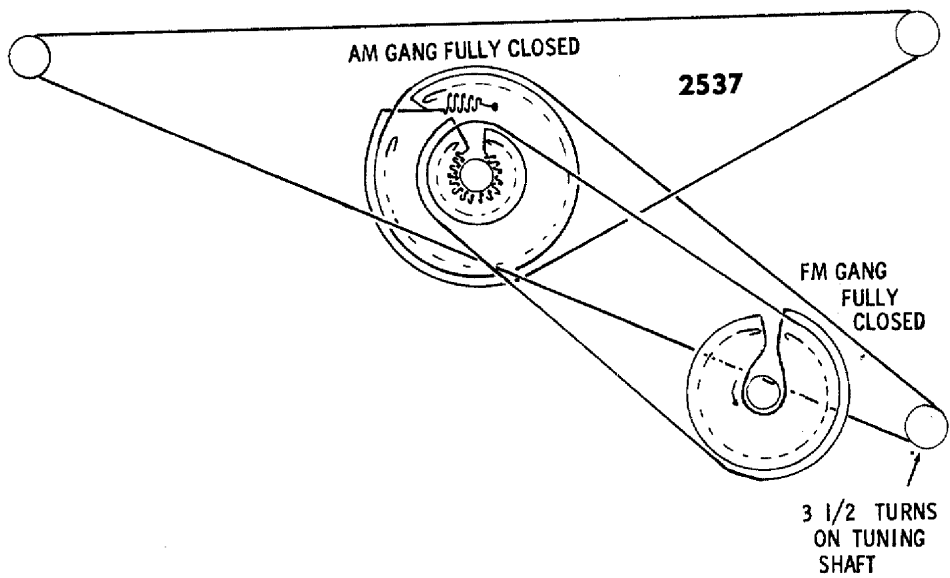
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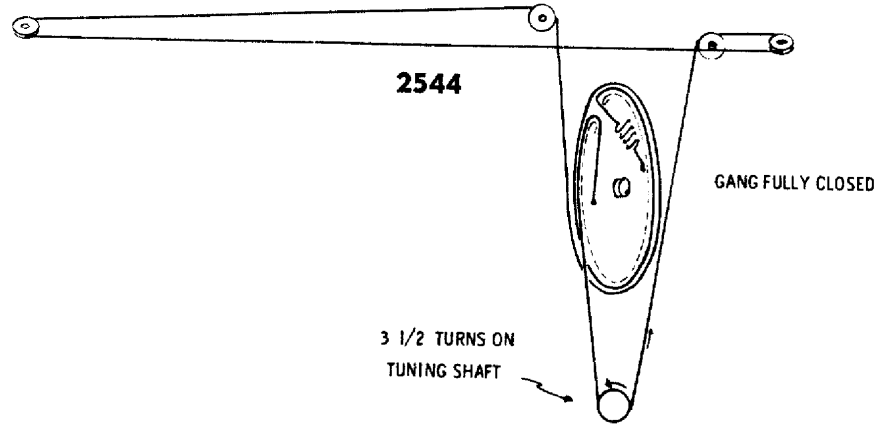
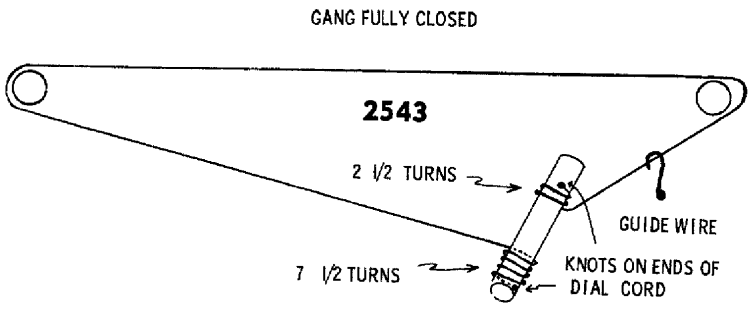
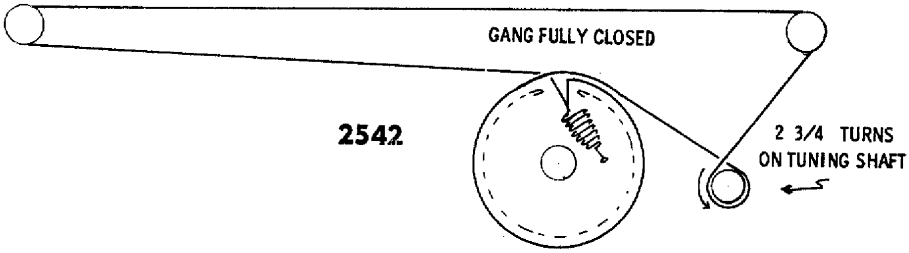
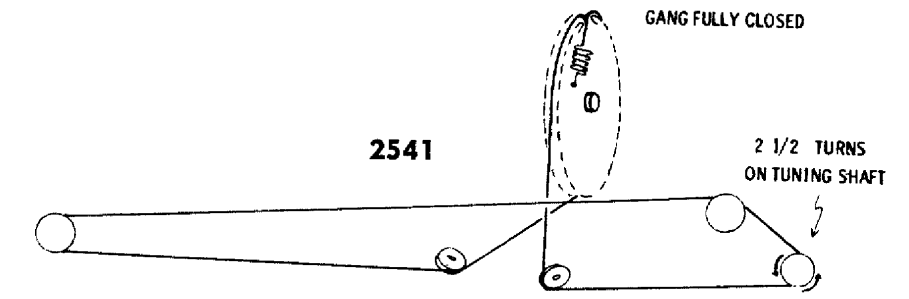


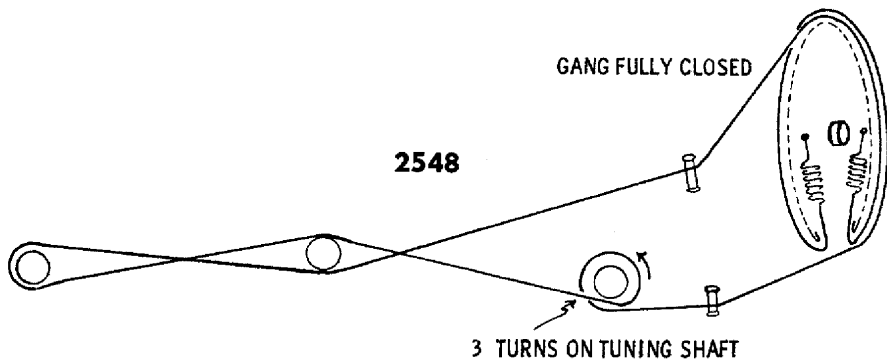
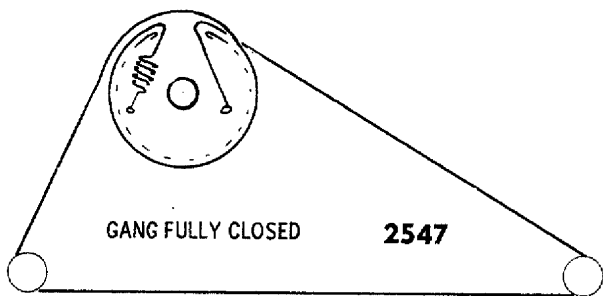
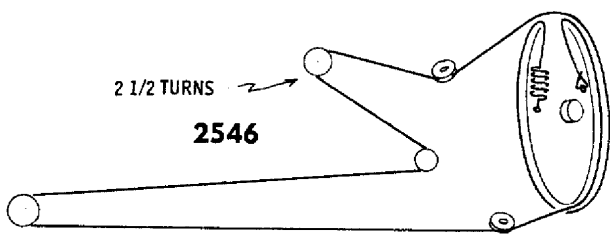
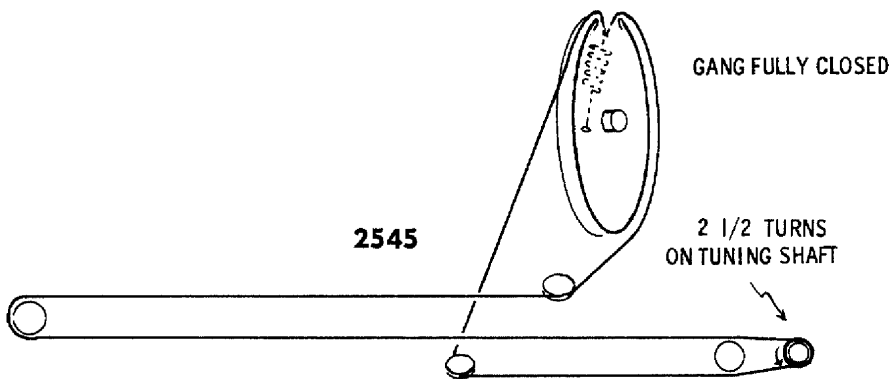
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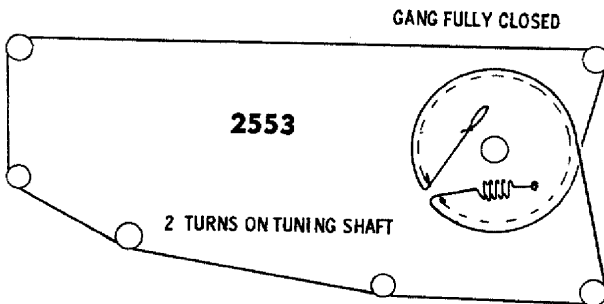
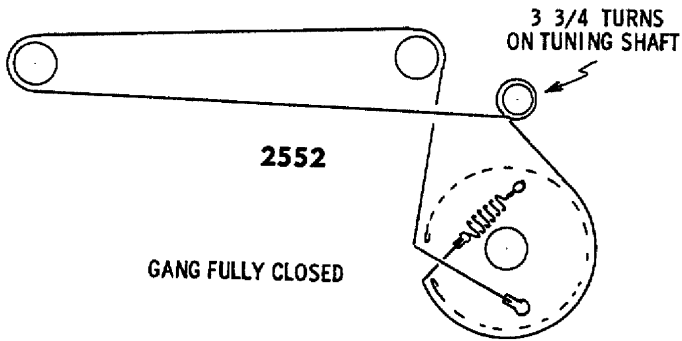
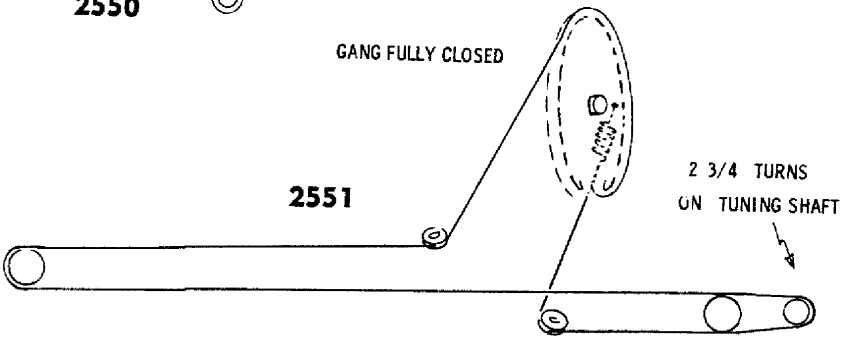
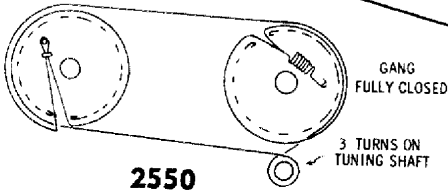
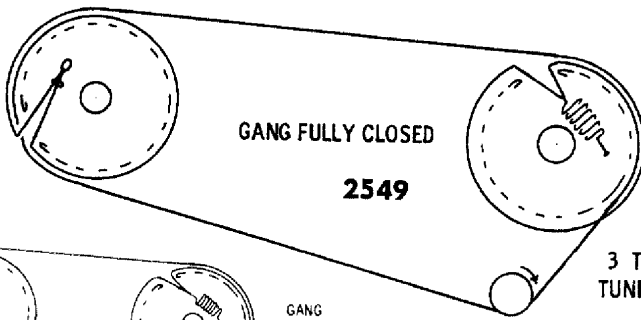


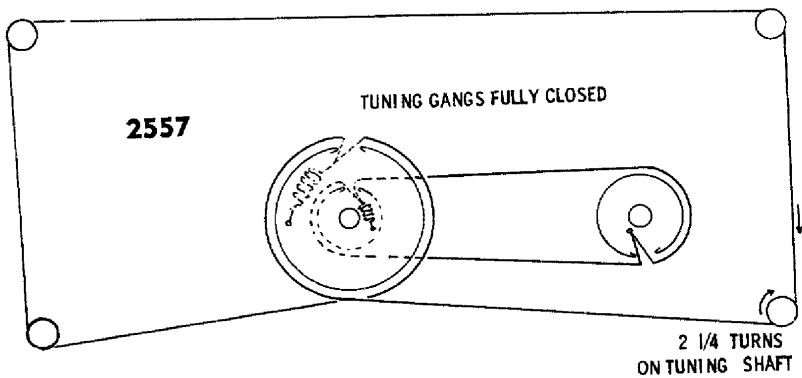
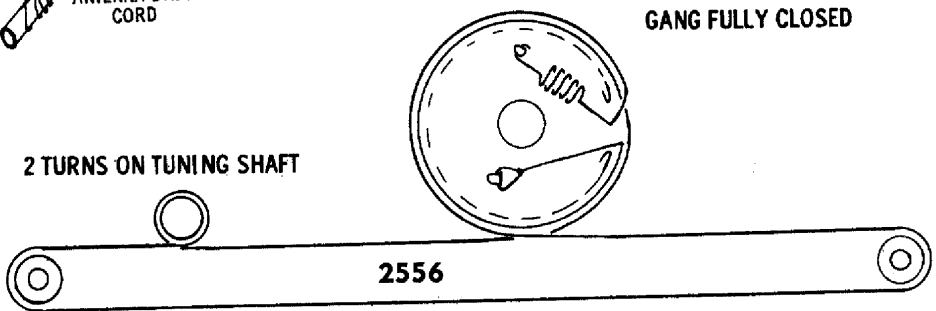
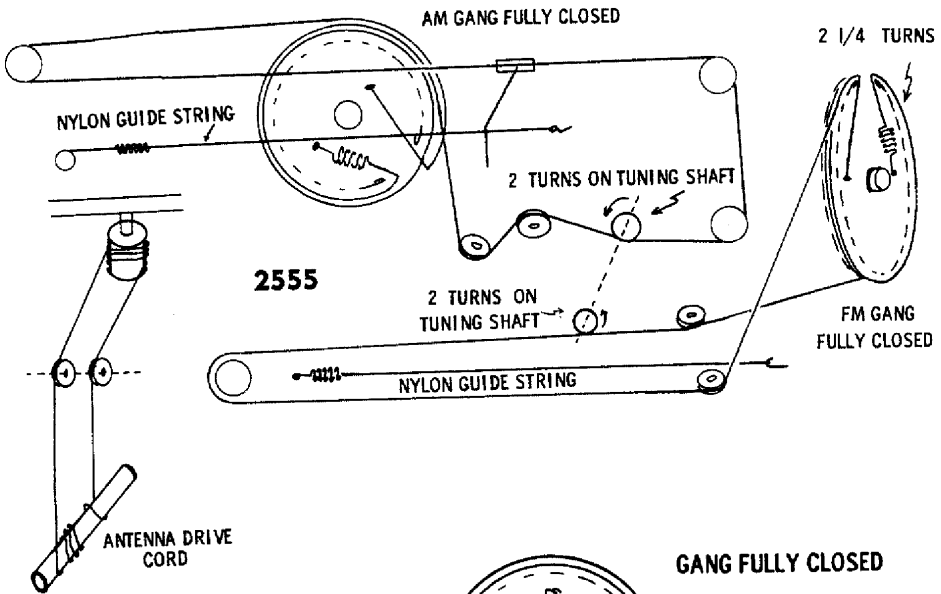
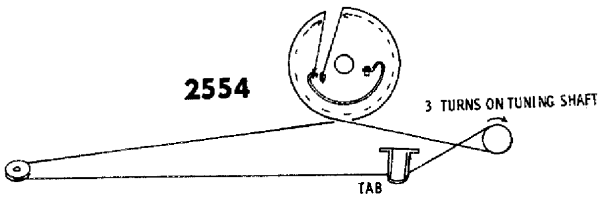
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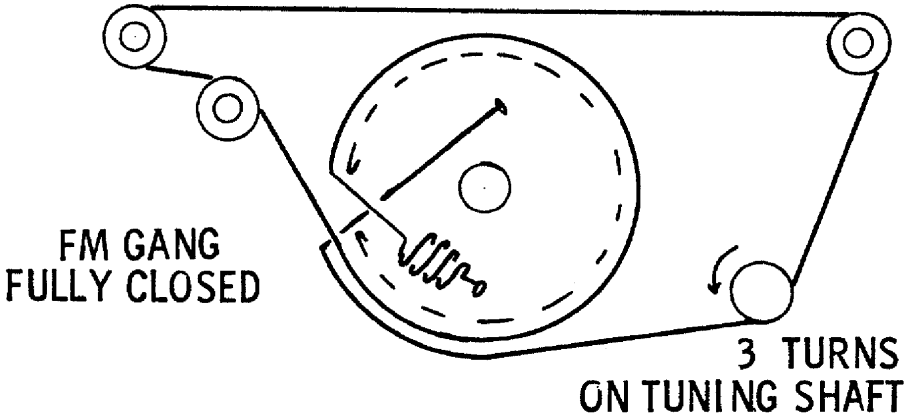
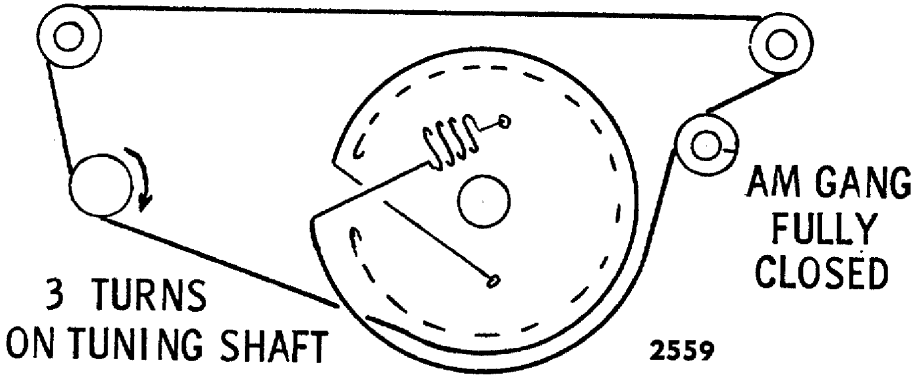
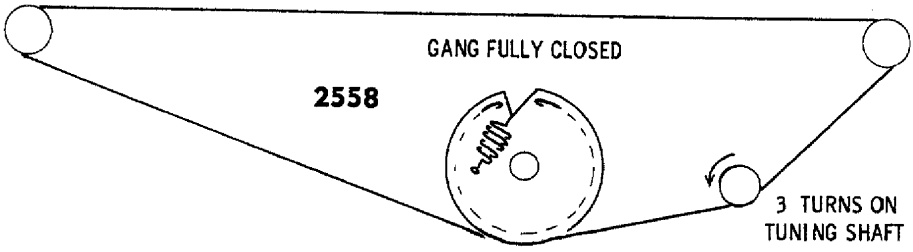




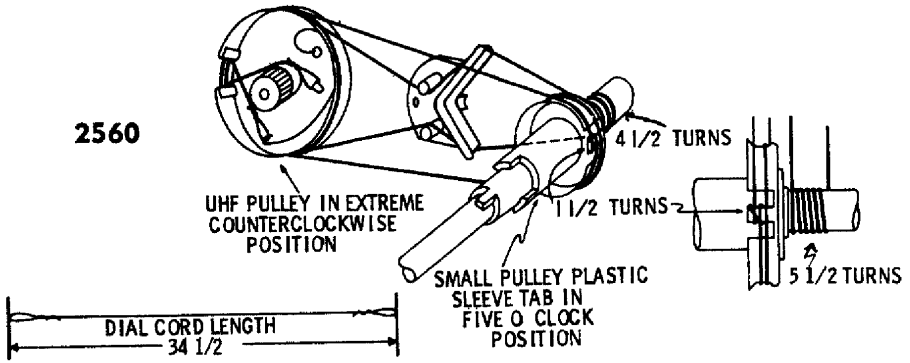




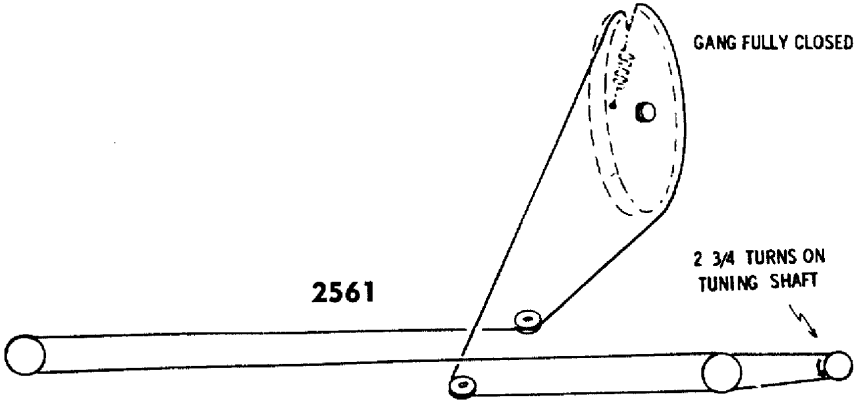




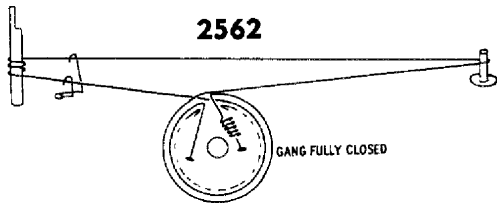
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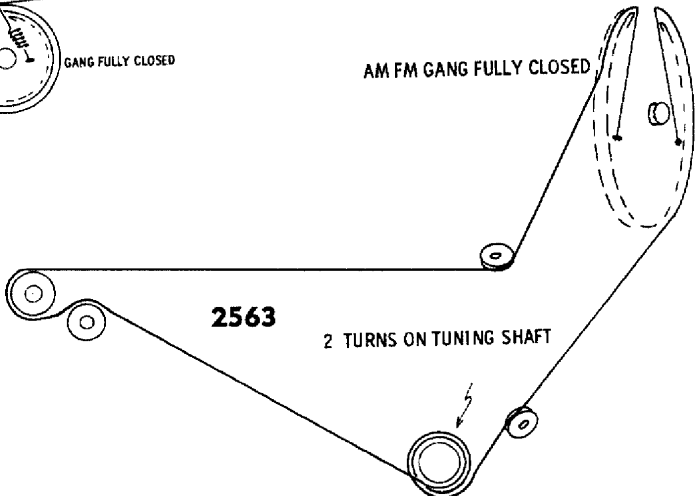
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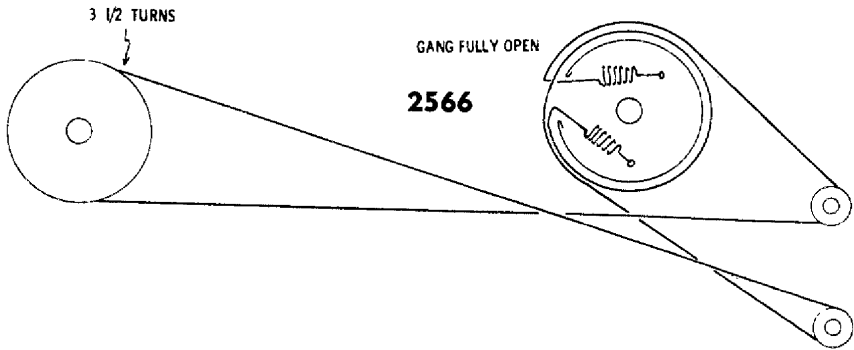
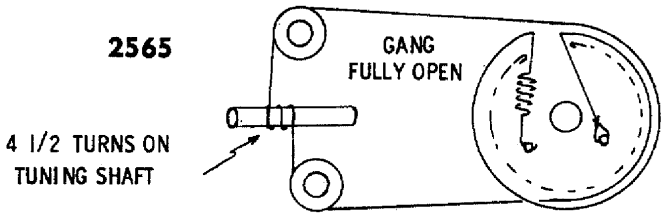
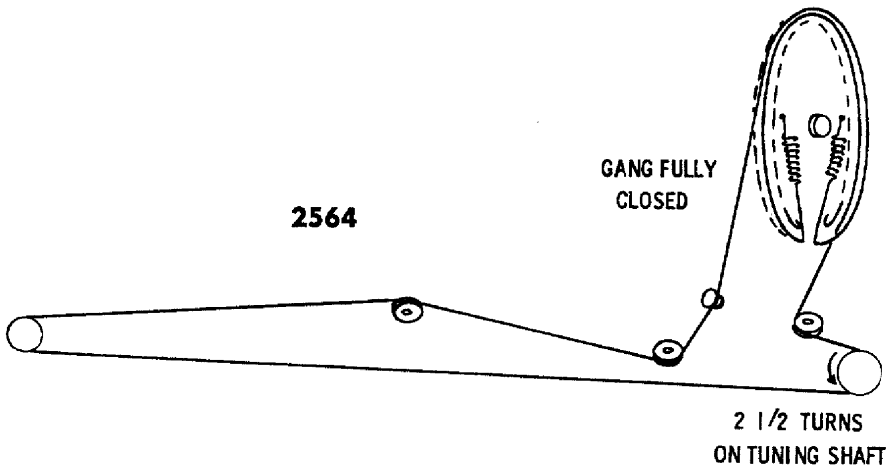


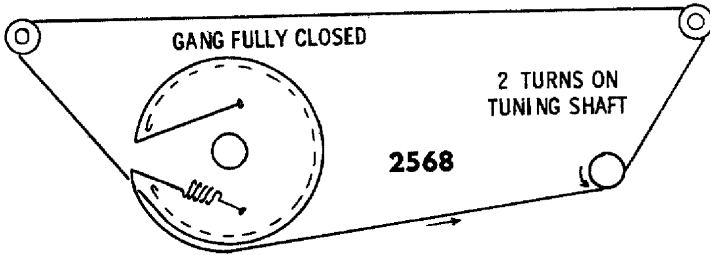
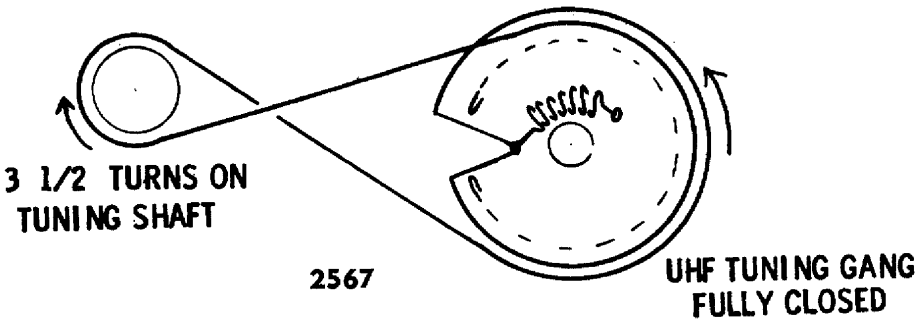
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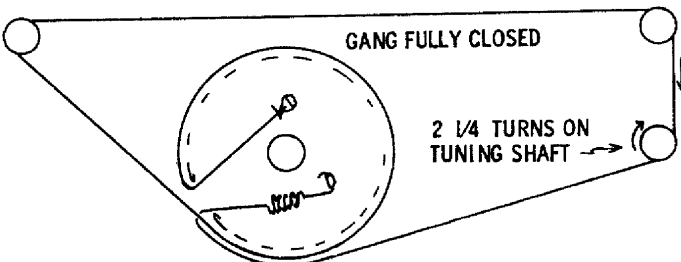
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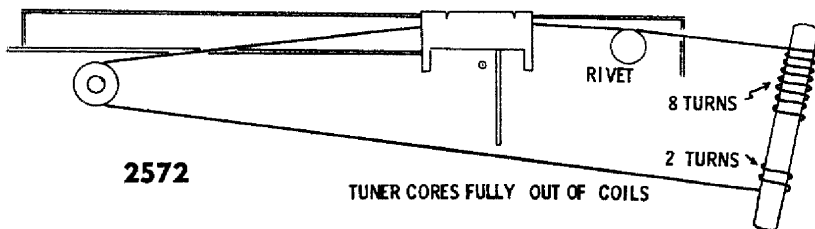
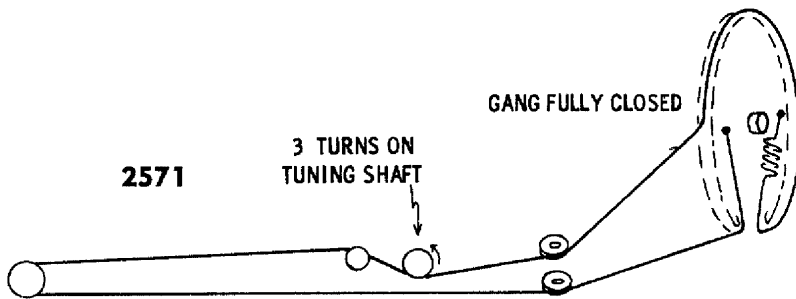
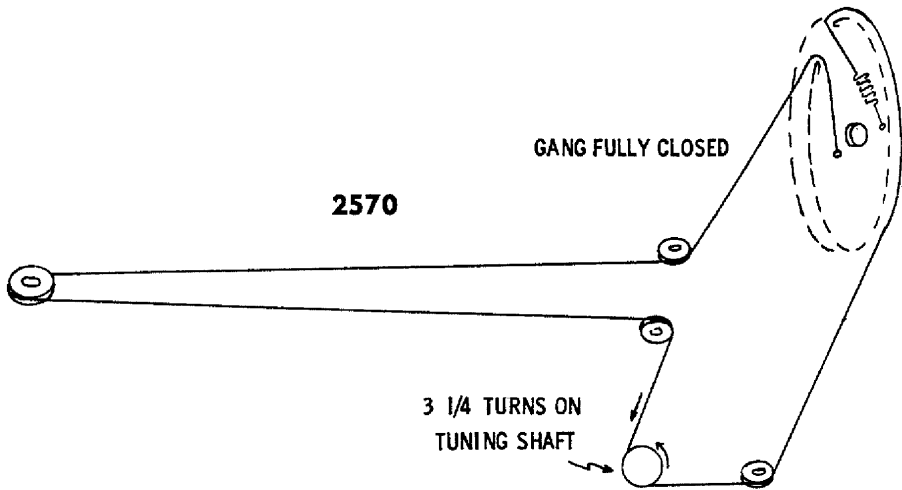


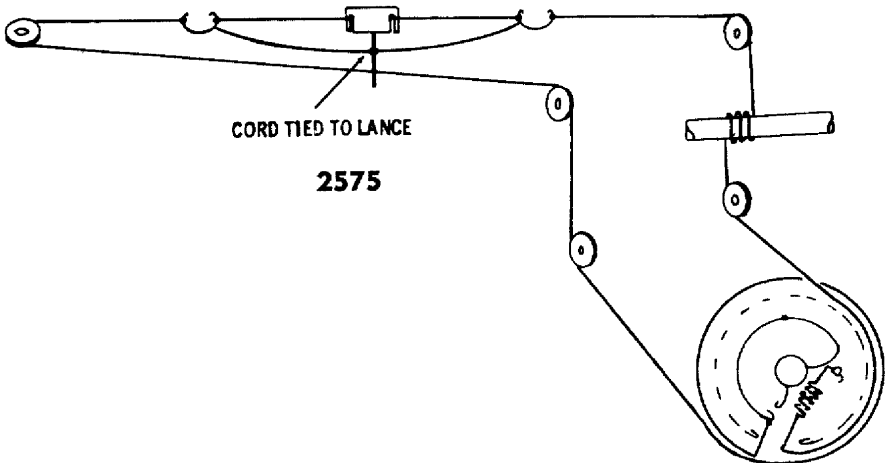
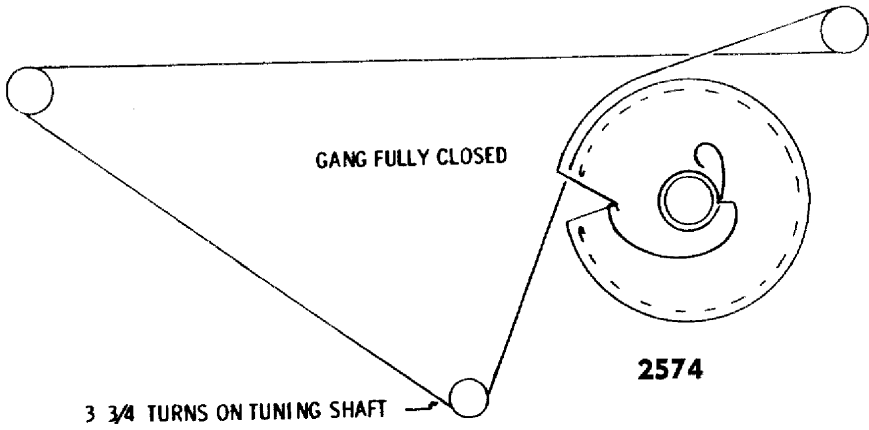
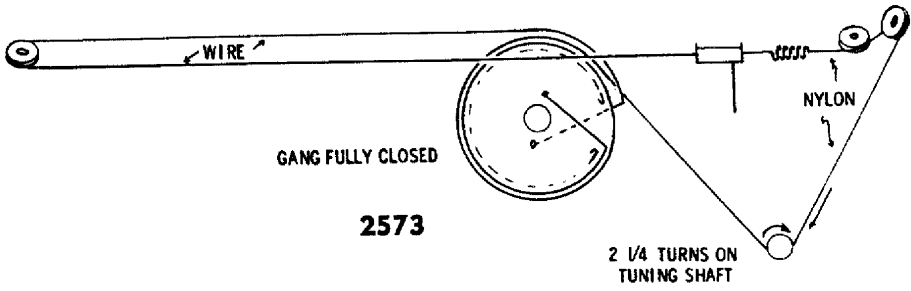


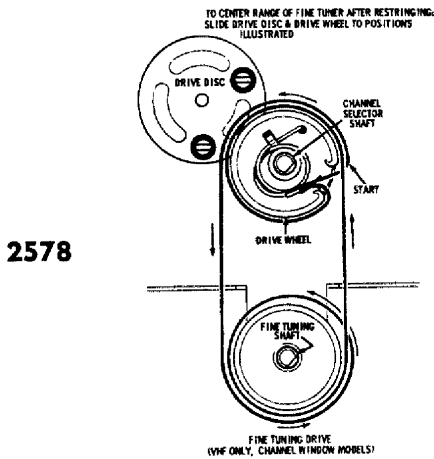
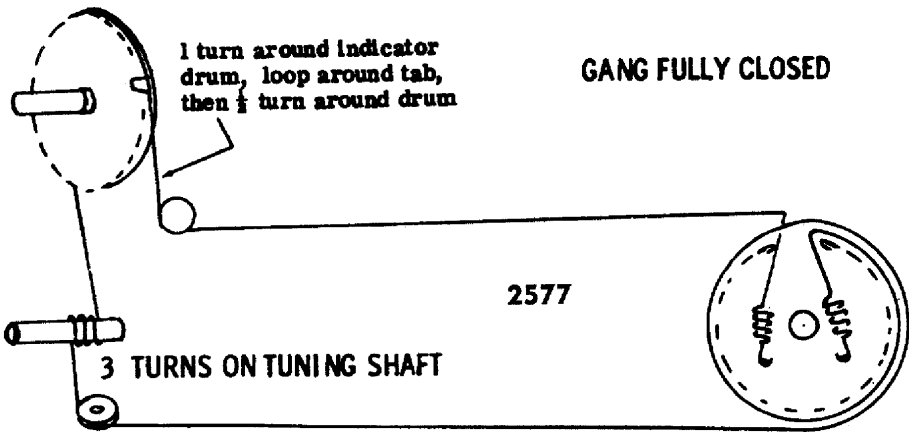
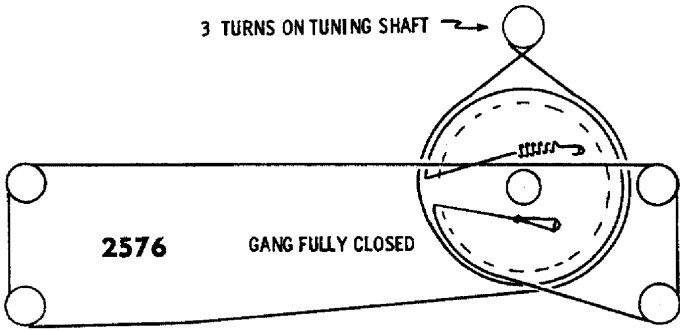


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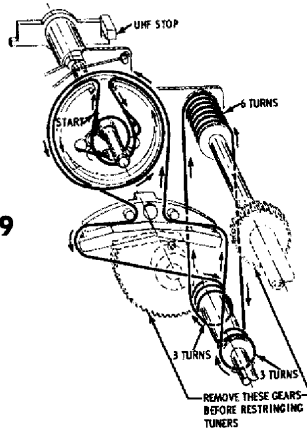




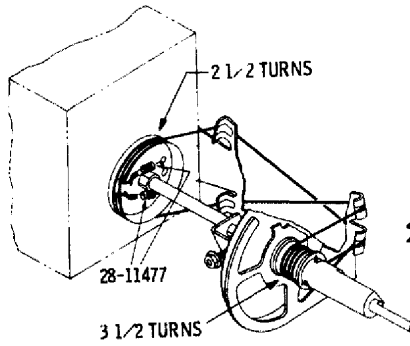




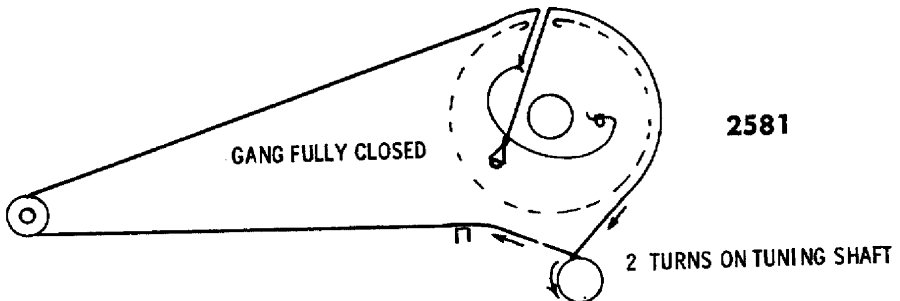
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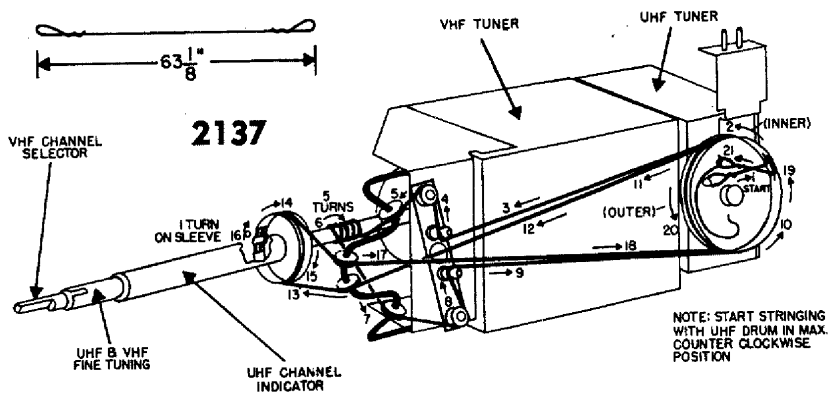
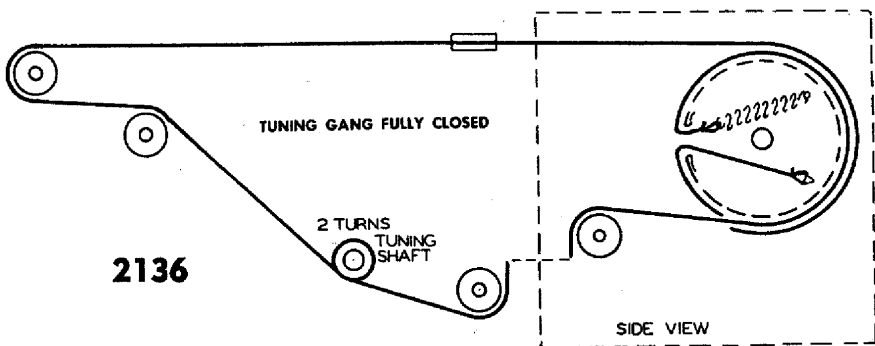


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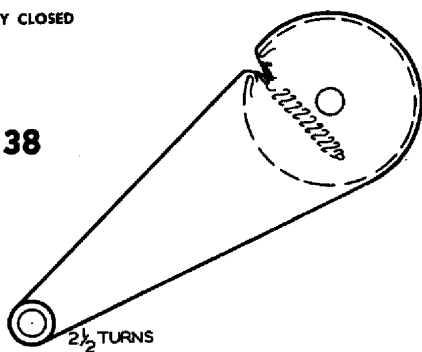
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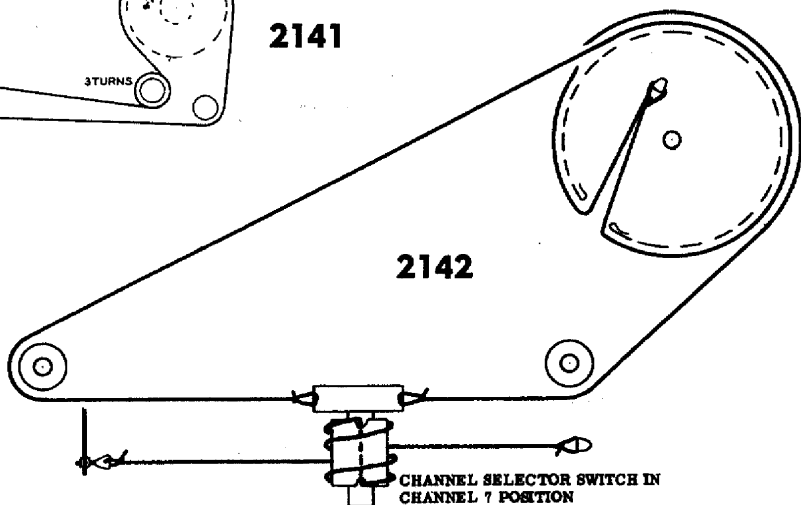
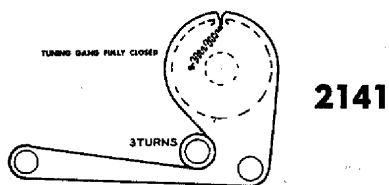
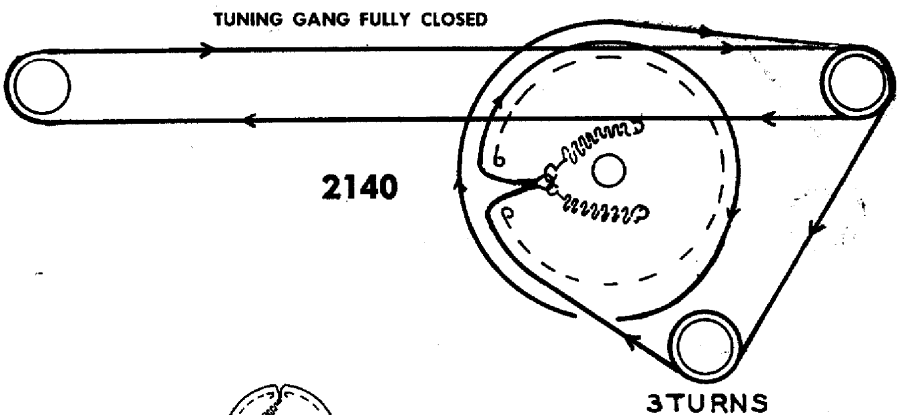
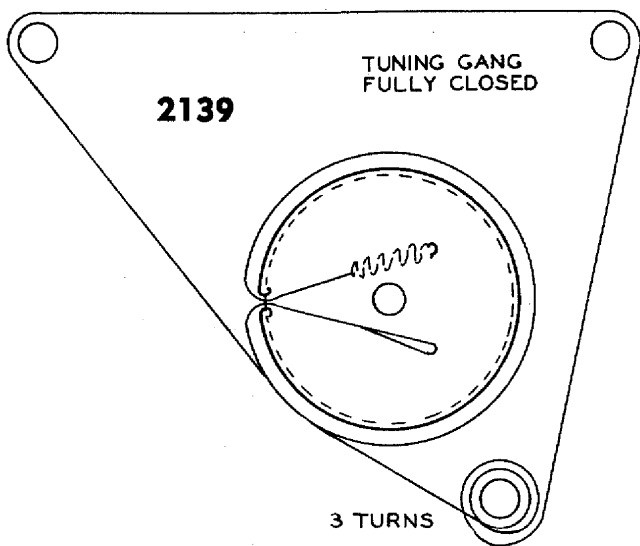


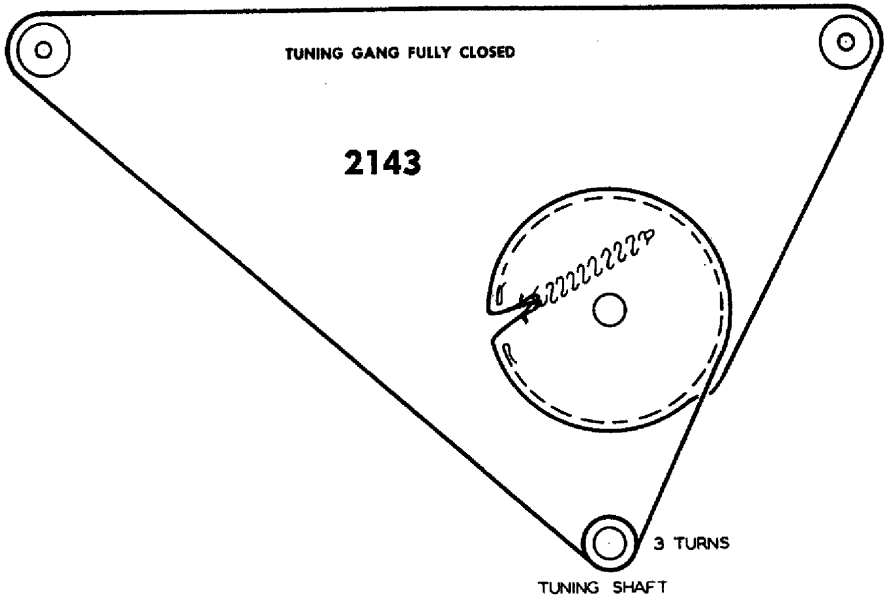


TUNING GANG FULLY CLOSED

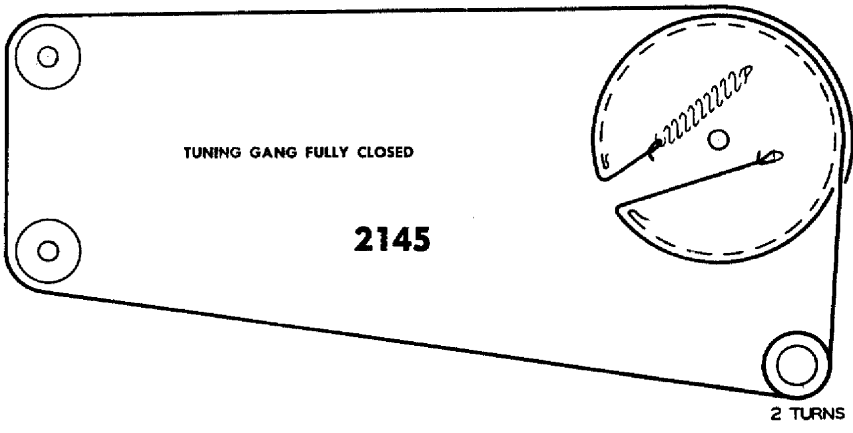
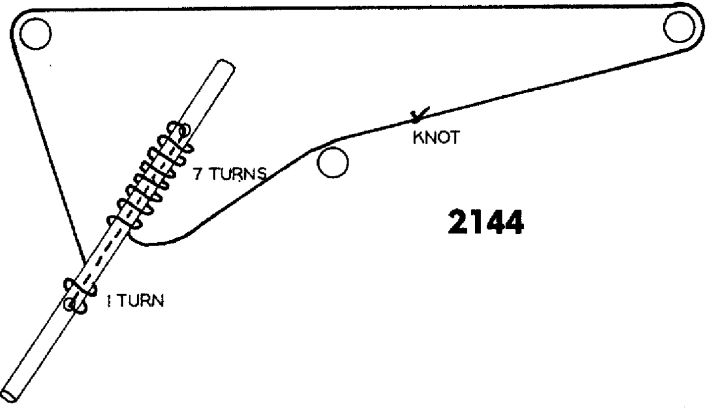
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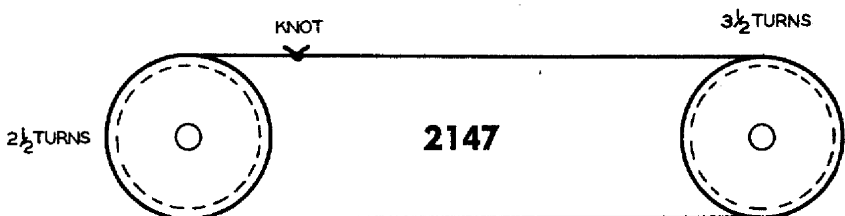
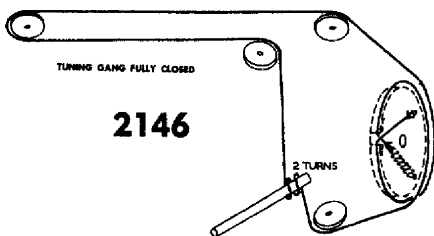




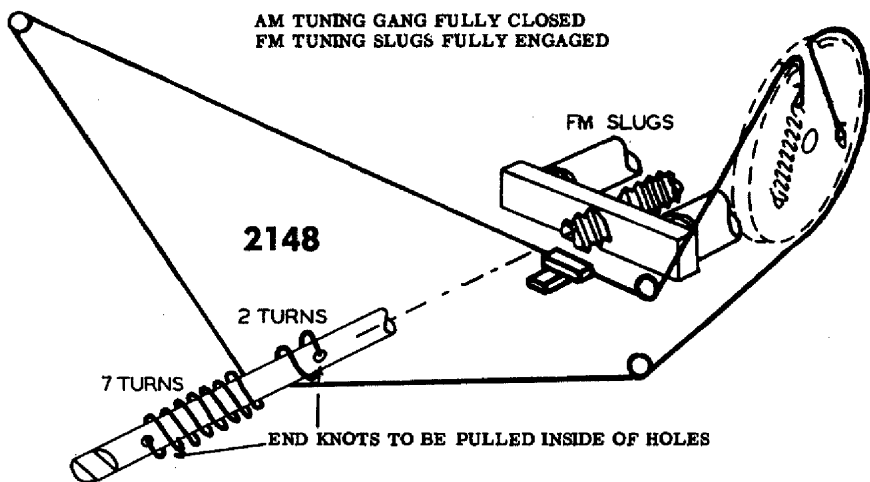


TUNING SLUGS FULLY IN COIL FORMS

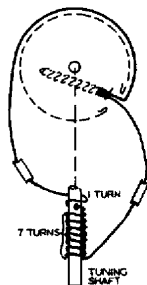




CONTRAST CONTROL DRIVE STRINGING
 CONTRAST CONTROL FULLY COUNTER CLOCKWISE POSITION

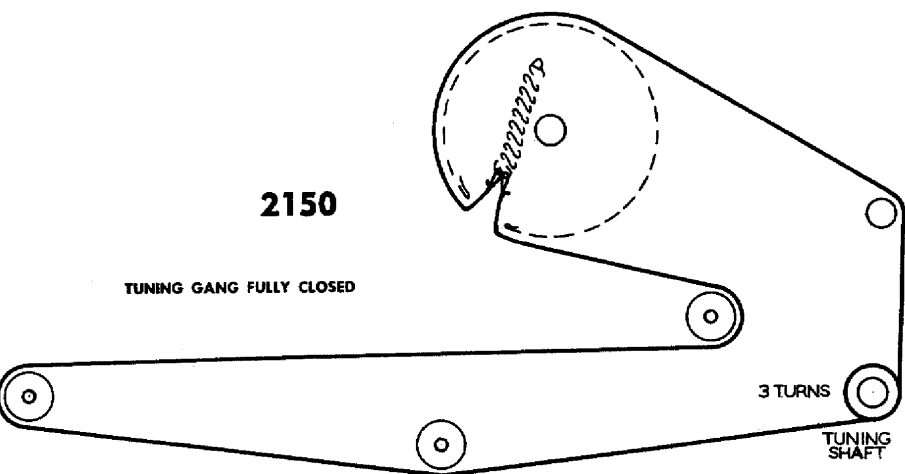


TUNING SLUGS FULLY ENGAGED



2150

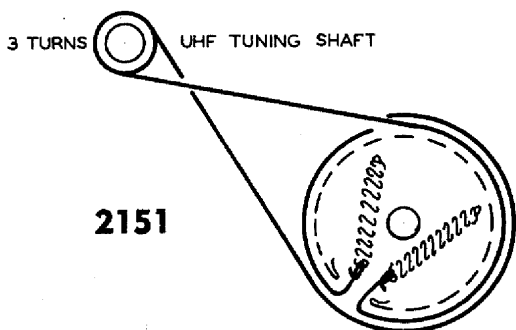
TUNING GANG FULLY CLOSED



3 TURNS UHF TUNING SHAFT

2151

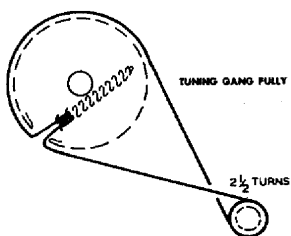
UHF TUNING PULLEY MAX. COUNTER CLOCKWISE



2152

TUNING GANG FULLY CLOSED

2½ TURNS



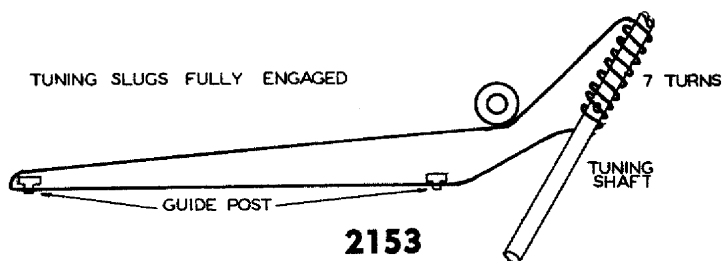
TUNING SLUGS FULLY ENGAGED

7 TURNS

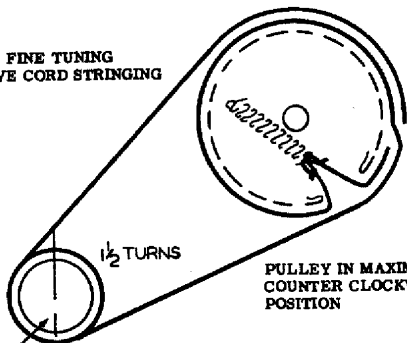
GUIDE POST

TUNING SHAFT

2153



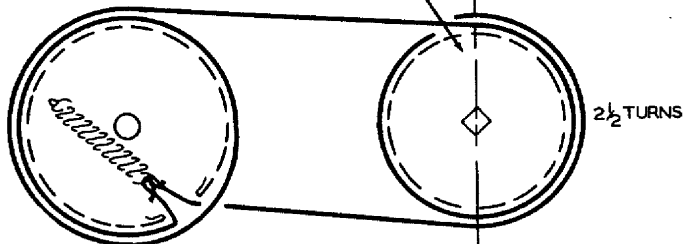
VHF FINE TUNING
DRIVE CORD STRINGING



PULLEY IN MAXIMUM
COUNTER CLOCKWISE
POSITION

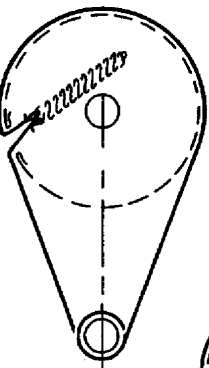
2154

UHF DRIVE CORD
STRINGING



TUNING
SHAFT

2 1/2 TURNS

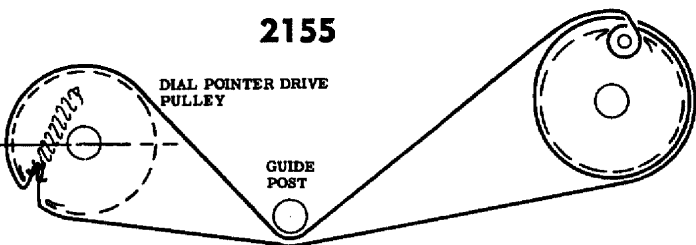


TUNING GANG
DRIVE PULLEY

TUNING GANG FULLY CLOSED

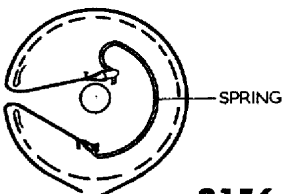
2155

DIAL POINTER DRIVE
PULLEY



TUNING SHAFT

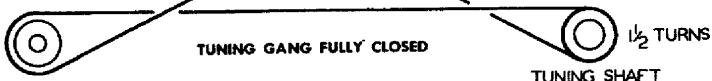
GUIDE
POST



SPRING

2156

TUNING GANG FULLY CLOSED

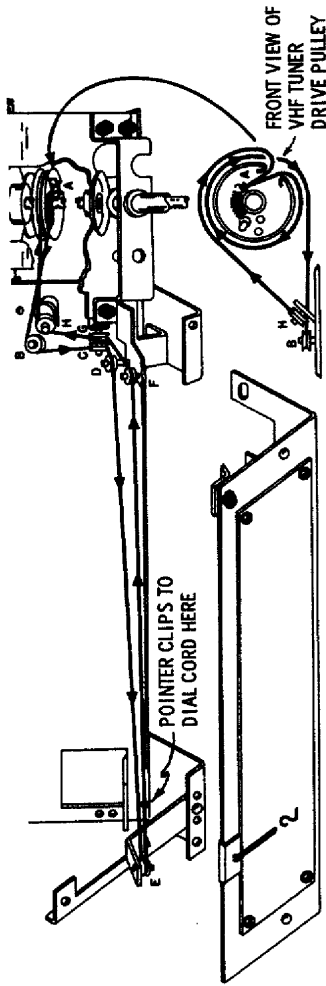


1 1/2 TURNS

TUNING SHAFT

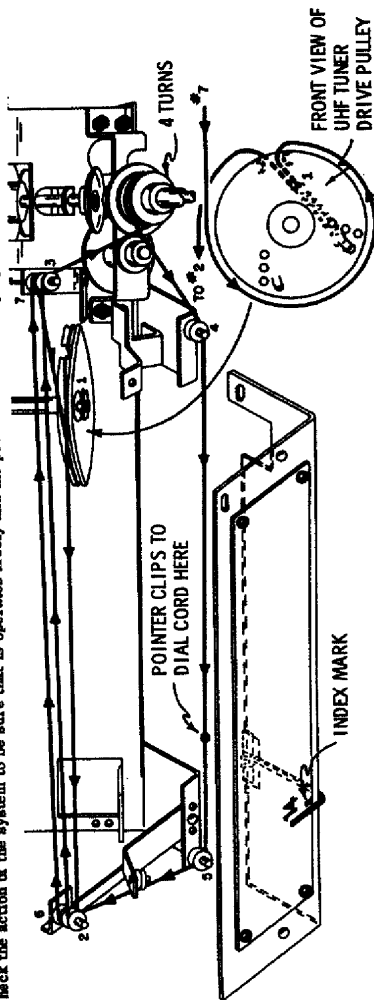
VHF DRIVE CORD STRINGING

1. Cut a 53" length of dial cord and tie one end to the dial spring.
2. Turn the VHF tuner channel selector switch to channel 2 position.
3. Place the free end of the dial cord spring over the hook in the pulley on the front of the VHF tuner.
4. Stretch the spring and take one full turn around the pulley before following the sequence as shown.
5. From point "H" return the end of the dial cord over the top of the pulley to point "A" and tie the cord to the spring. Be sure that the string is sufficiently tight to stretch the spring and thereby maintain proper string tension.
6. Cut off any surplus string and place a drop of quick drying cement on the knots to prevent them from working loose.
7. Position the pointer over channel 2 on the dial and clip the pointer to the dial string. A drop of cement may be used to insure that the pointer will not slip.
8. Check the action of the system to be sure that it operates freely and the pointer indicates the proper VHF channel.



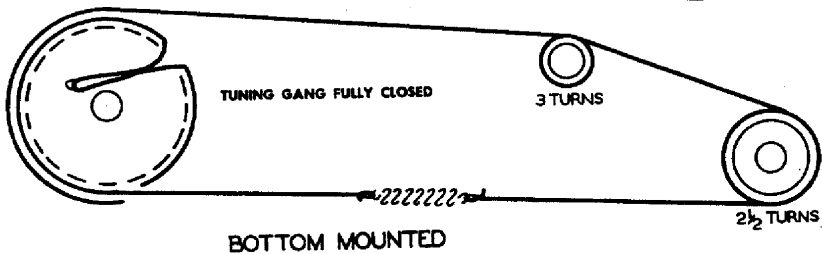
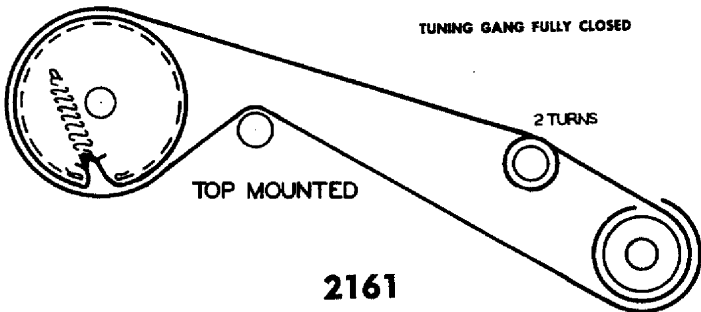
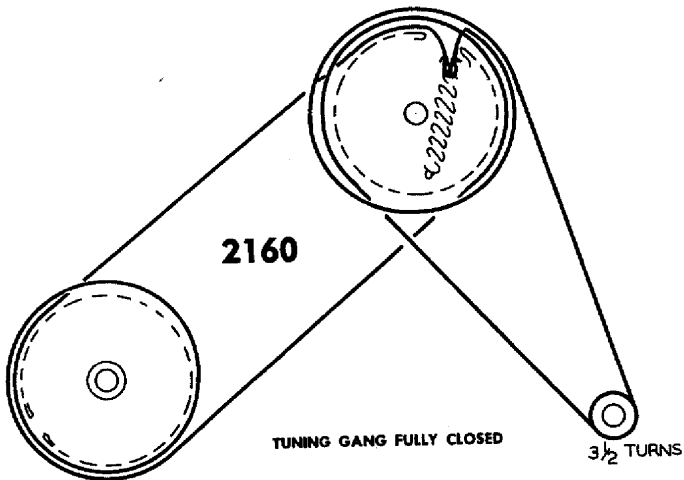
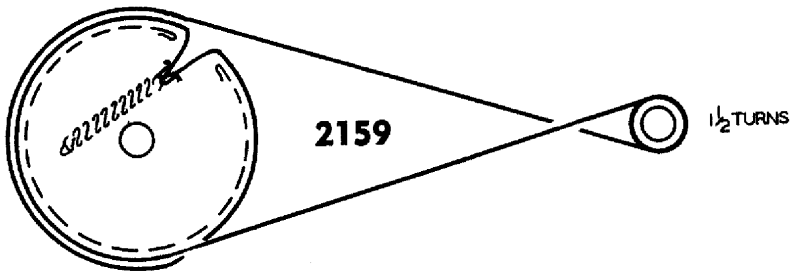
UHF DRIVE CORD STRINGING

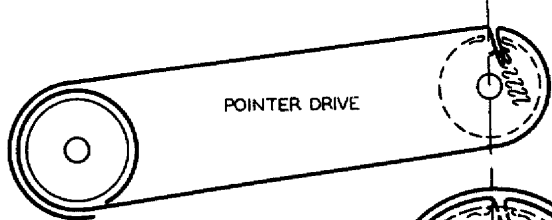
1. Cut an 80" length of dial cord and tie the one end to the dial spring.
2. Turn the UHF tuner drive pulley to the full counter clockwise position (Channel 14).
3. Place the free end of the dial cord spring over the hook in the back side of the pulley.
4. Stretch the spring and pass the string out the notch in the edge of the pulley and up over the top of the pulley to position 2 and the on to 3. From position 3 take four full turns counter clockwise around the large pulley on the fine tuning shaft before continuing on to points 4, 5, 6 and 7. From point 7 take approximately a 3/4 turn around the UHF drive pulley and pass the dial cord through the notch in the pulley rim.
5. Tie the dial cord to the dial spring at 1 and cut off any surplus string. Place a drop of quick drying cement on the knots to prevent them from working loose.
6. Position the UHF pointer over the index mark on the left end of the UHF dial scale and clip the pointer to the dial string. A drop of cement may be used to insure that the pointer will not slip on the string.
7. Check the action of the system to be sure that it operates freely and the pointer indicates the proper UHF channel.



2158

UHF TUNING PULLEY IN MAX. COUNTER CLOCKWISE POSITION.

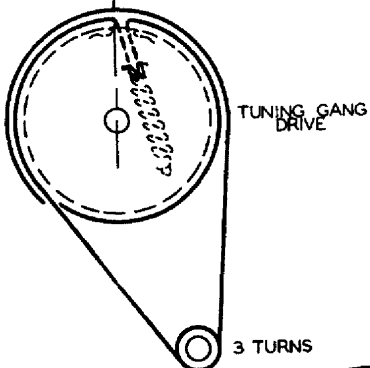




POINTER DRIVE

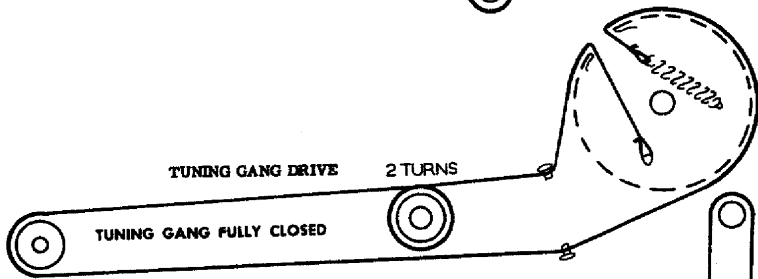
2162

TUNING GANG FULLY CLOSED



TUNING GANG DRIVE

3 TURNS



TUNING GANG DRIVE

2 TURNS

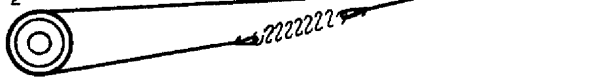
TUNING GANG FULLY CLOSED

2163

TONE INDICATOR DRIVE

SHAFT TURNED FULLY COUNTER CLOCKWISE (BASS POSITION)

1/2 TURNS



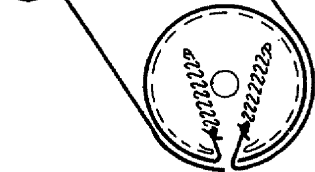
TUNING GANG FULLY CLOSED

2 LOOPS
3 3/4 TURNS

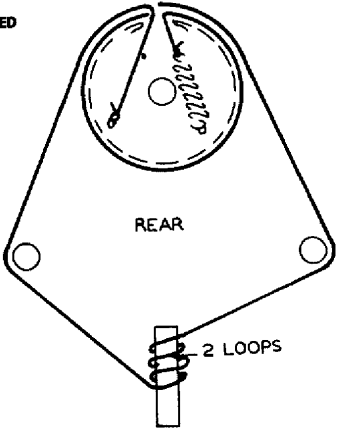
4 TURNS

FRONT

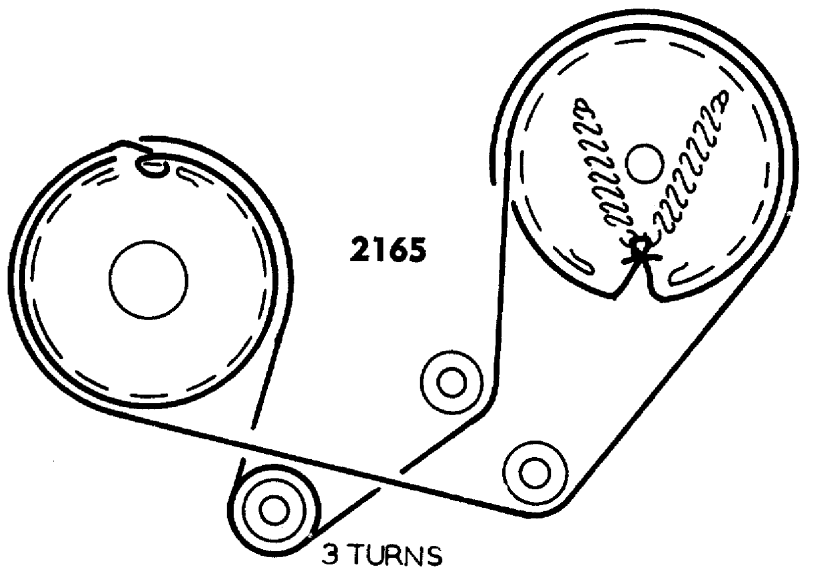
2164



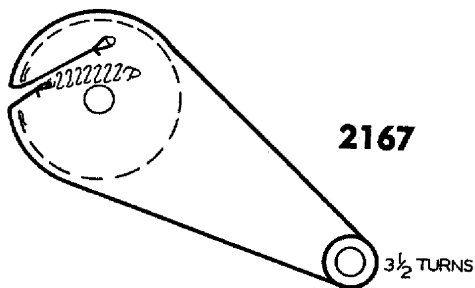
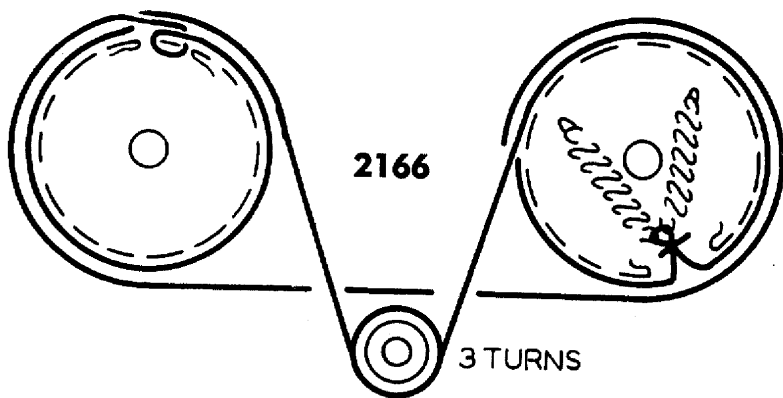
REAR



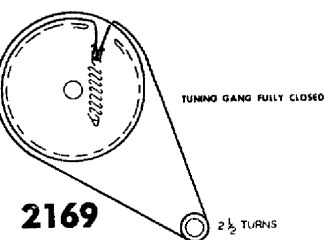
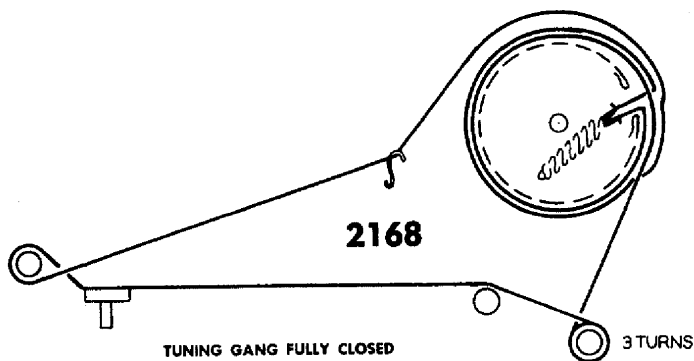
2 LOOPS



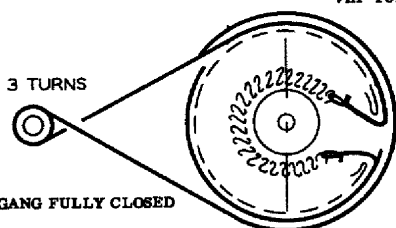
TUNING GANG FULLY COUNTER CLOCKWISE



TUNING PULLEY MAX. COUNTER CLOCKWISE POSITION



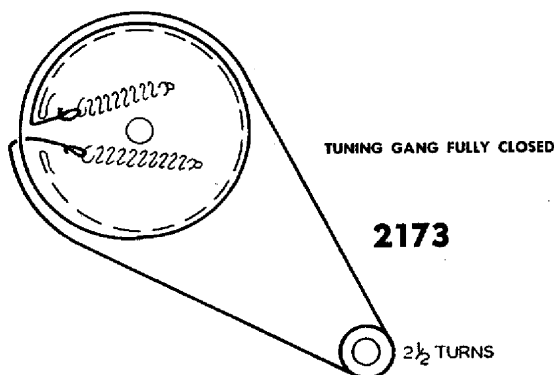
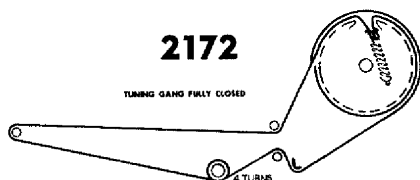
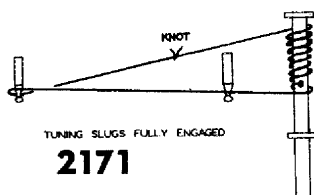
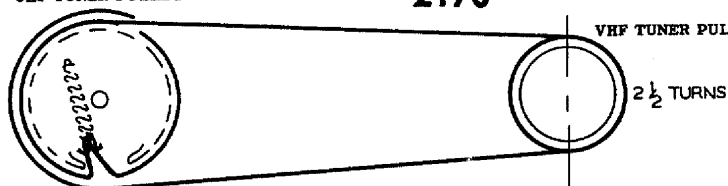
VHF TUNER PULLEY



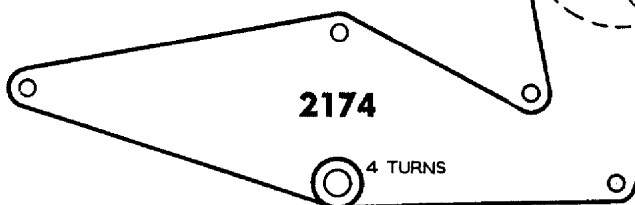
UHF TUNING GANG FULLY CLOSED

UHF TUNER PULLEY

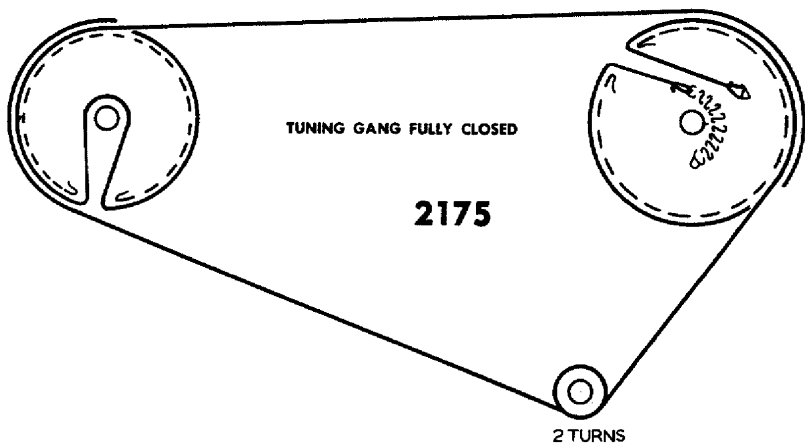
VHF TUNER PULLEY HUB



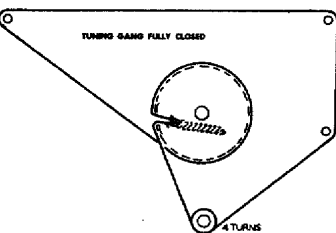
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

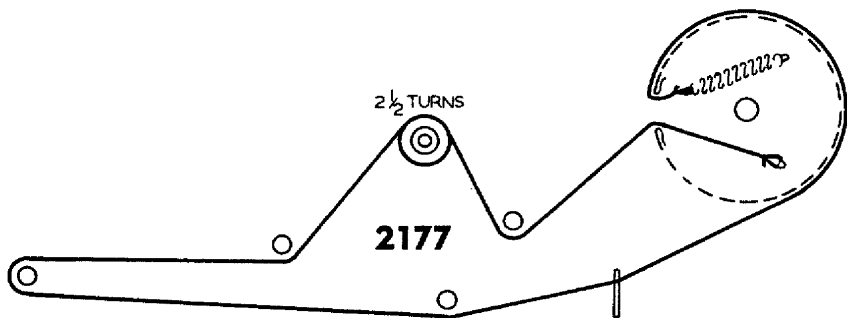


TUNING GANG FULLY CLOSED

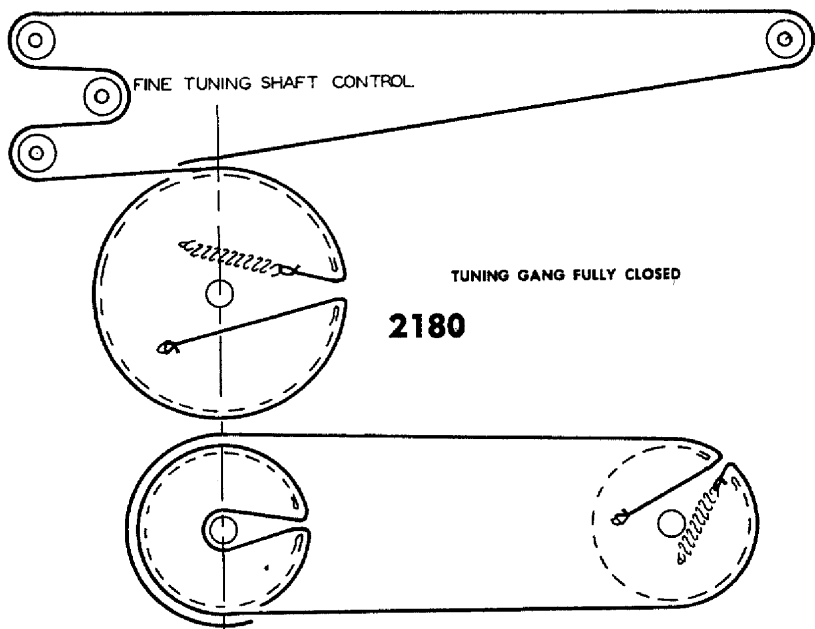
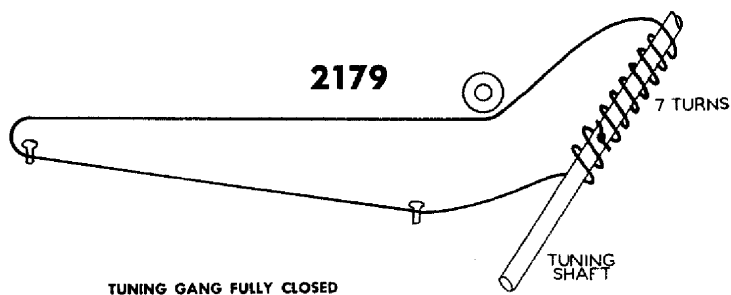
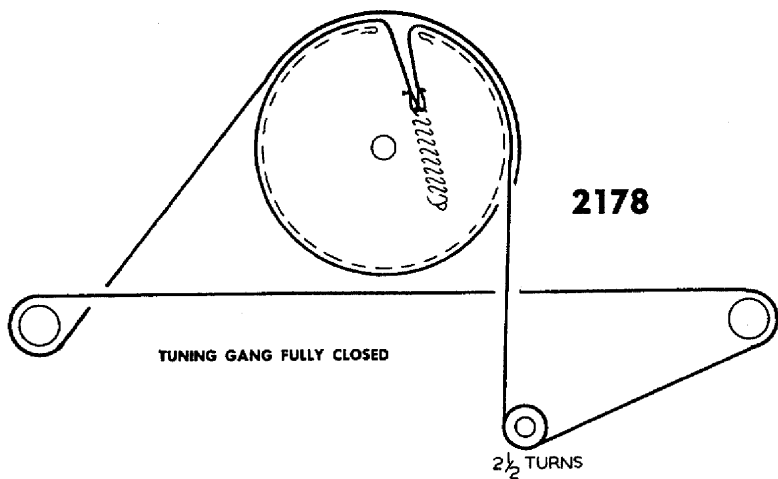


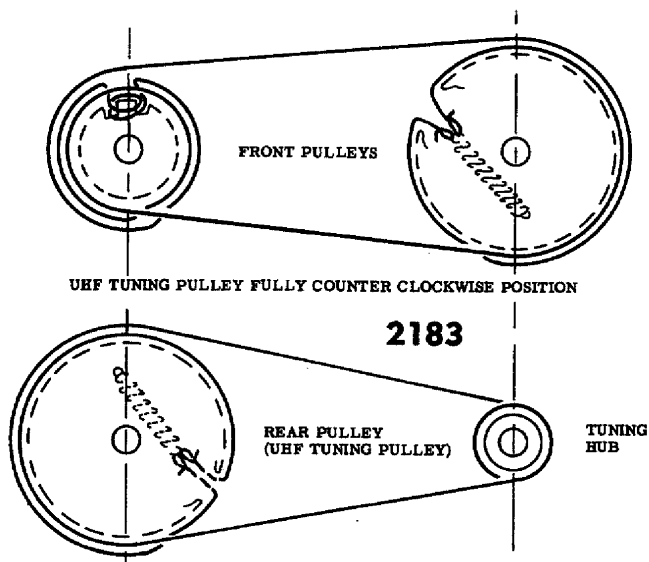
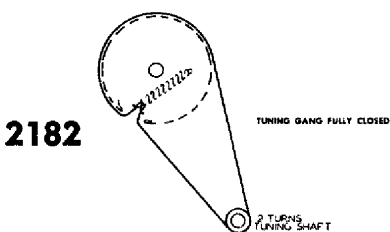
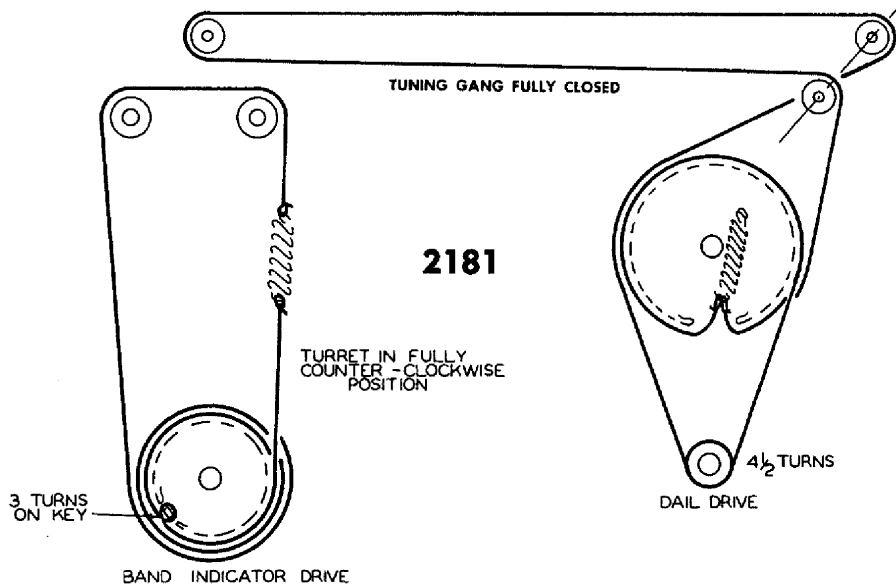
2176

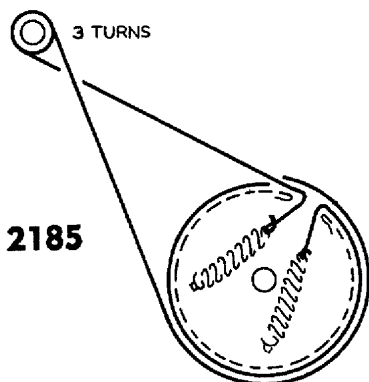
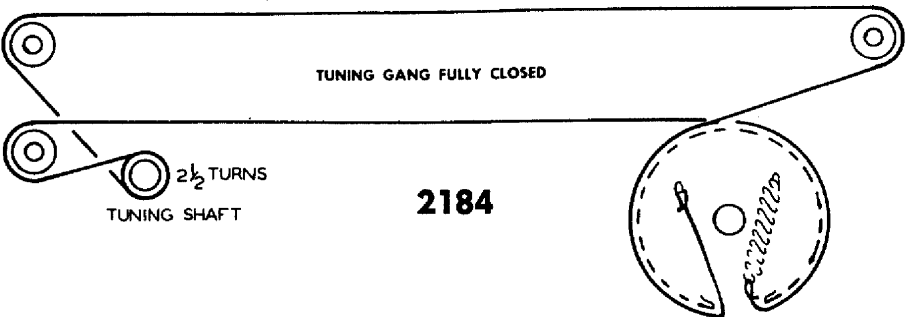
2½ TURNS



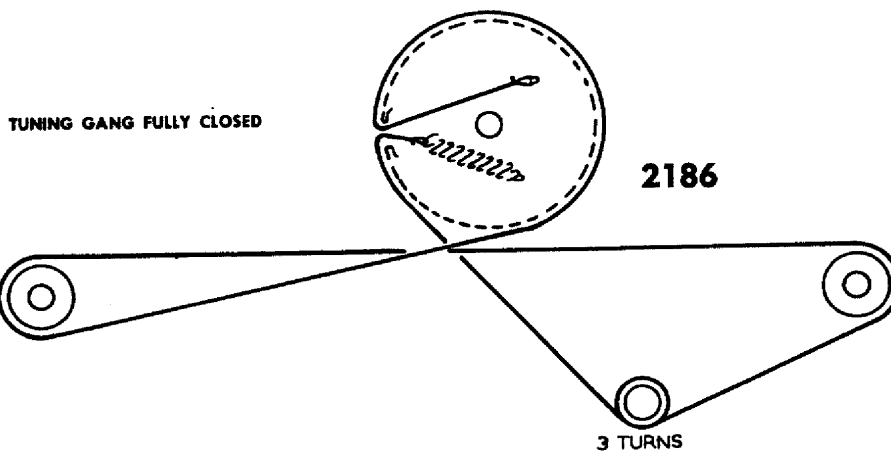
TUNING GANG FULLY CLOSED

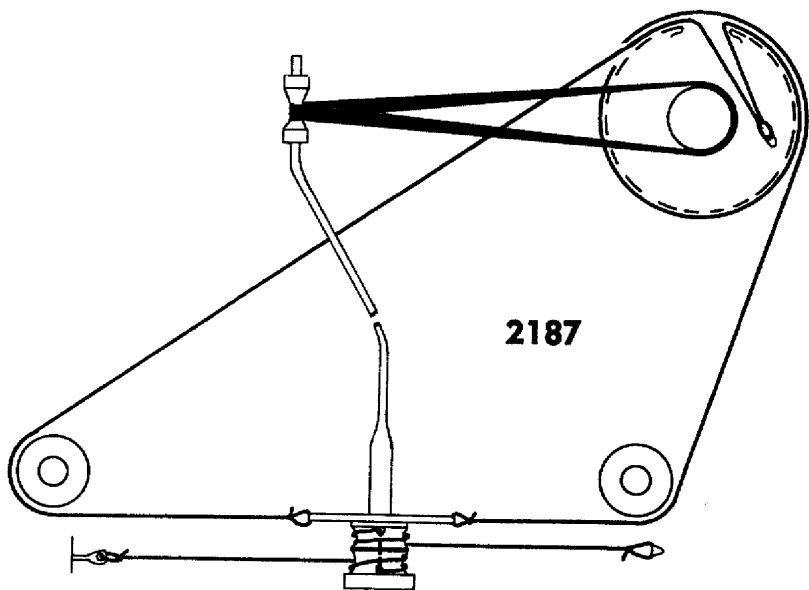




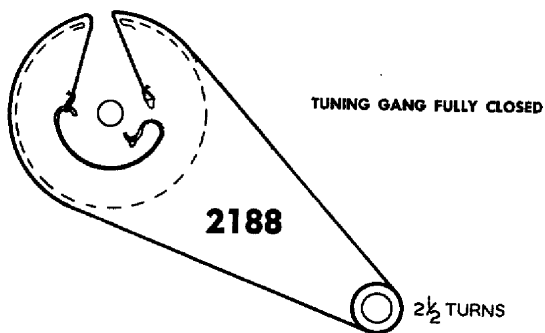


TUNING PULLEY IN MAX COUNTER CLOCKWISE POSITION





SHOWN IN CHANNEL #7 POSITION

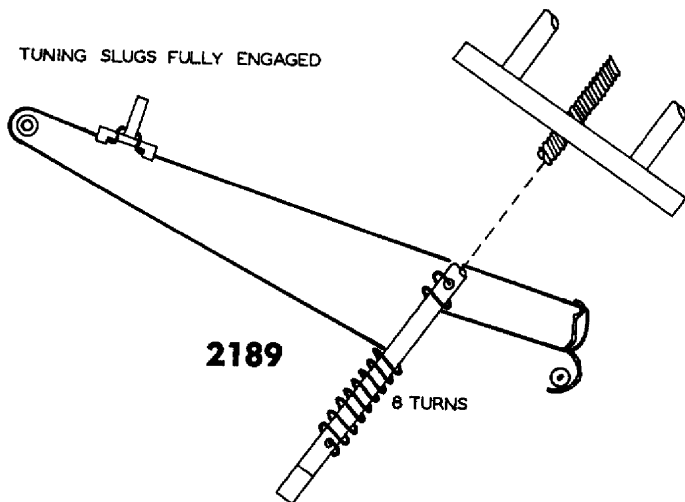


TUNING GANG FULLY CLOSED

2188

2 1/2 TURNS

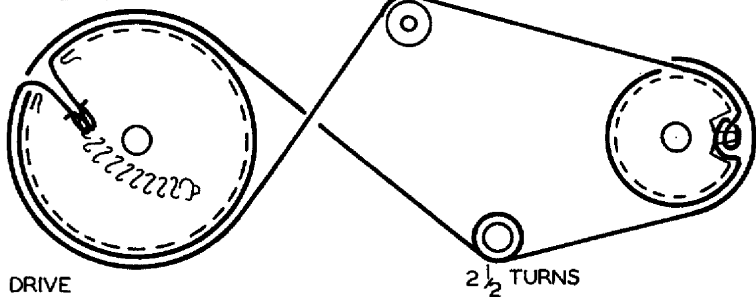
TUNING SLUGS FULLY ENGAGED



2189

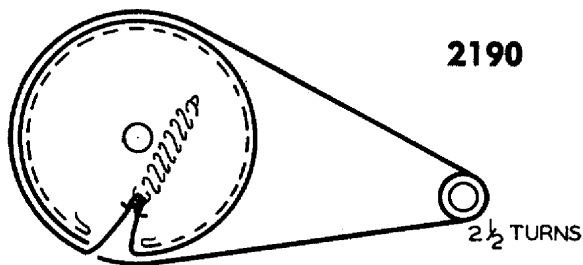
8 TURNS

BANDSPREAD DRIVE



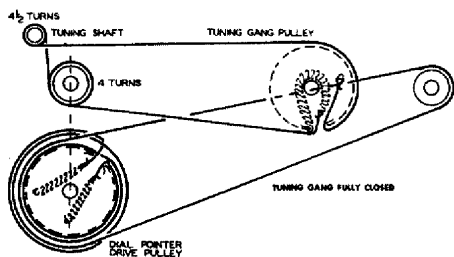
TUNING GANG DRIVE

2190



TUNING GANG & BANDSPREAD GANG FULLY CLOSED

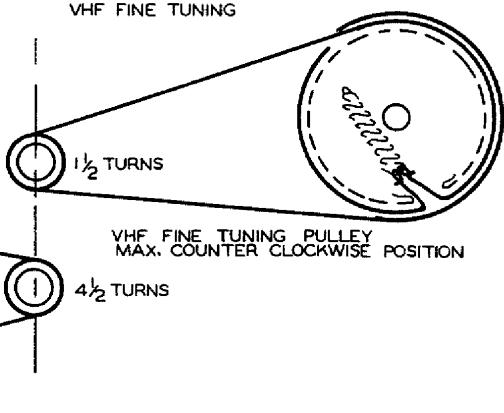
2191



VHF FINE TUNING

2192

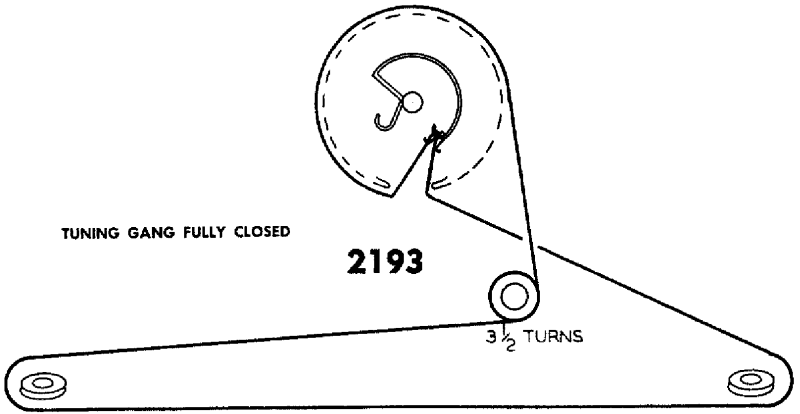
UHF TUNING PULLEY



TUNING GANG FULLY CLOSED

2193

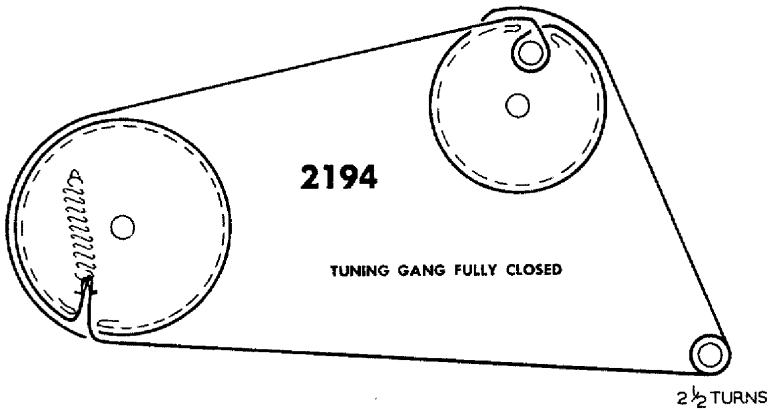
3 1/2 TURNS



2194

TUNING GANG FULLY CLOSED

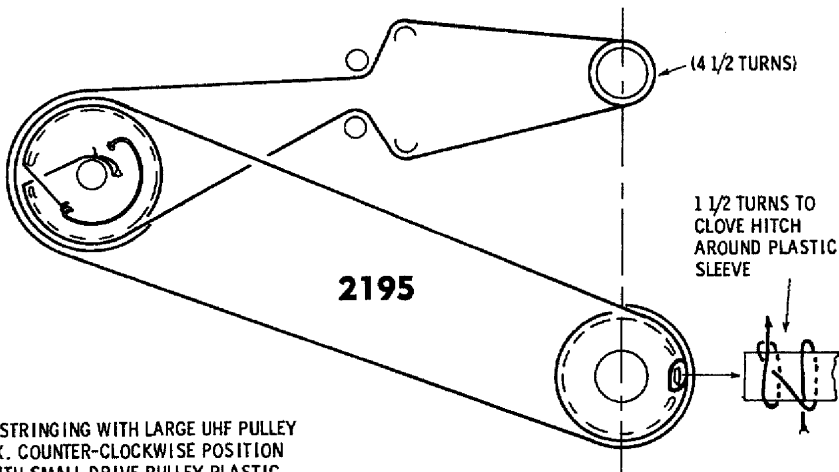
2 1/2 TURNS



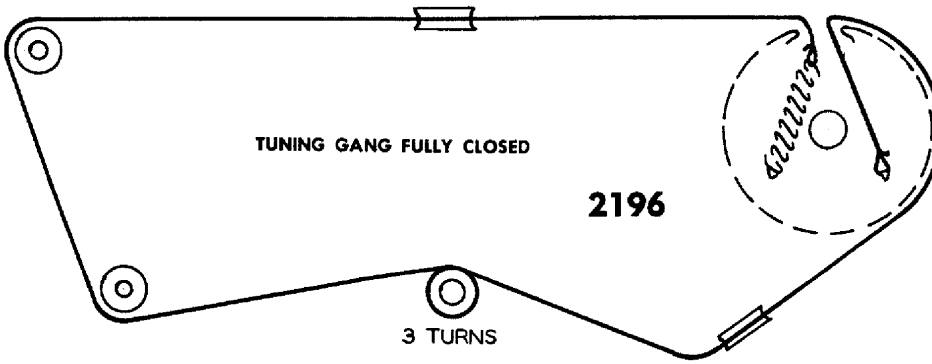
2195

1 1/2 TURNS TO CLOVE HITCH AROUND PLASTIC SLEEVE

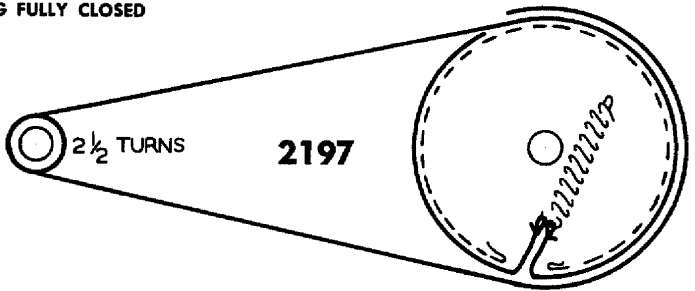
(4 1/2 TURNS)



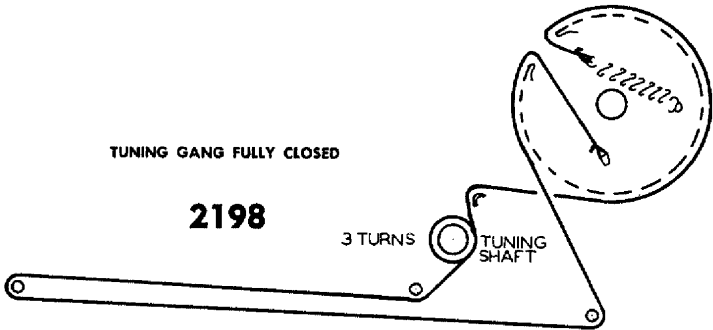
START STRINGING WITH LARGE UHF PULLEY AT MAX. COUNTER-CLOCKWISE POSITION AND WITH SMALL DRIVE PULLEY PLASTIC SLEEVE TAB AT 5 O'CLOCK (VIEWED FROM FRONT OF TUNER)



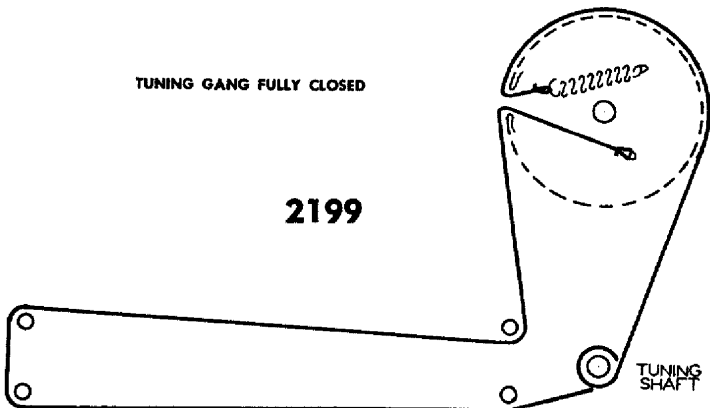
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

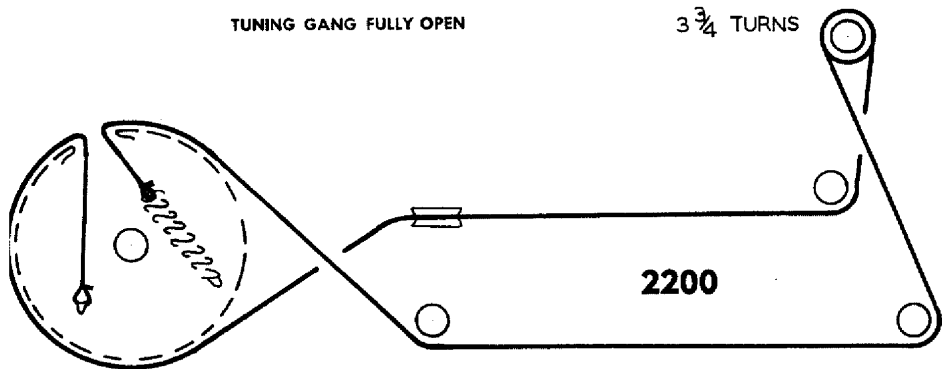


TUNING GANG FULLY CLOSED

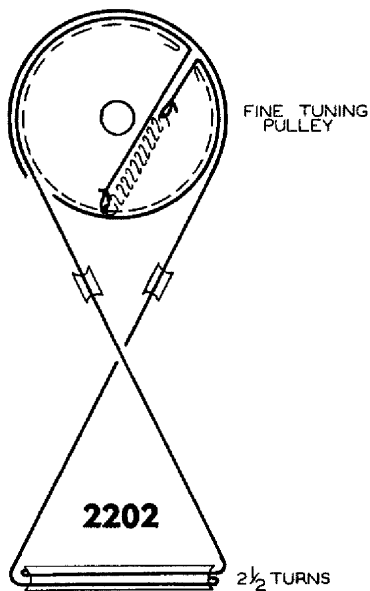
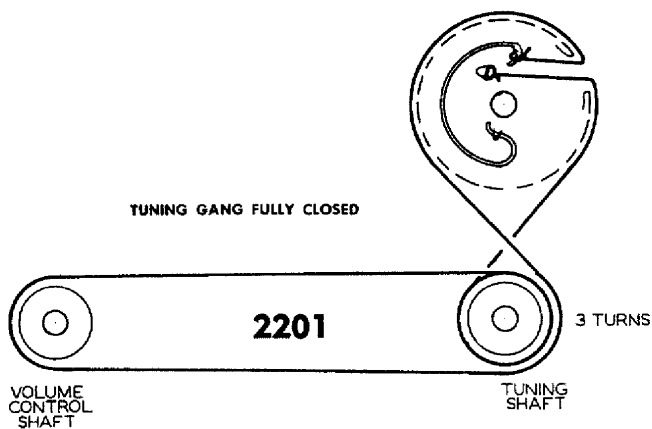


TUNING GANG FULLY OPEN

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

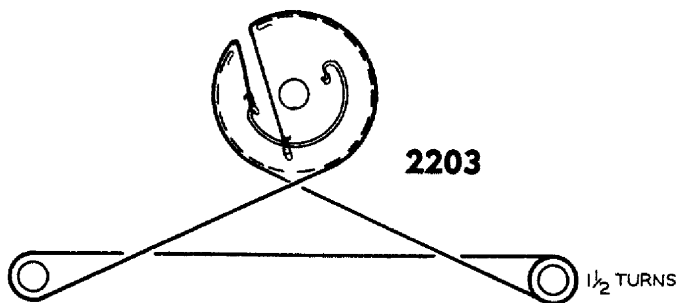


TUNING GANG FULLY CLOSED

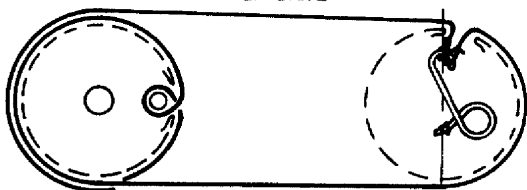


FINE TUNING PULLEY IN MAX. COUNTER CLOCKWISE POSITION

TUNING GANG FULLY CLOSED

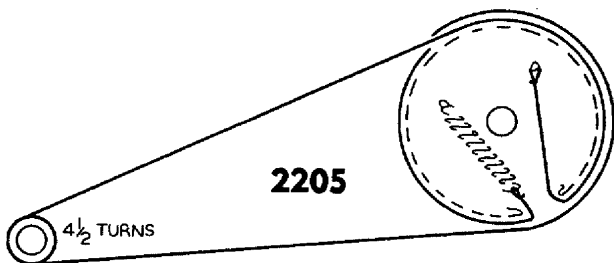
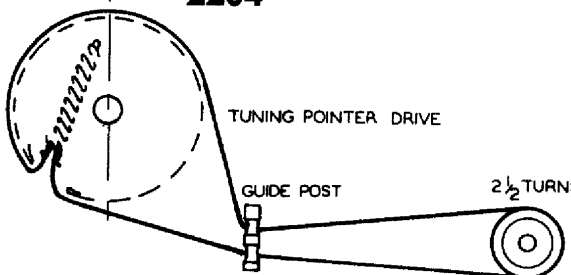


DIAL POINTER DRIVE



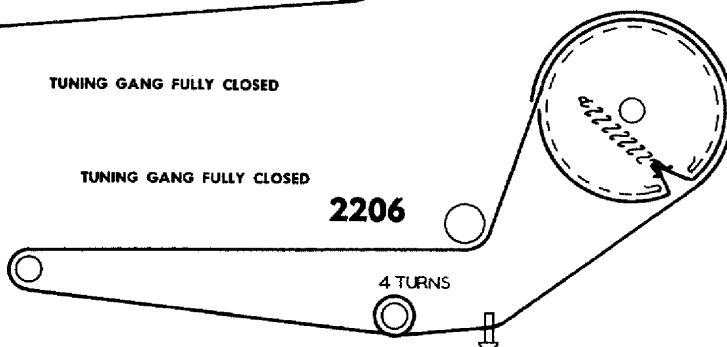
2204

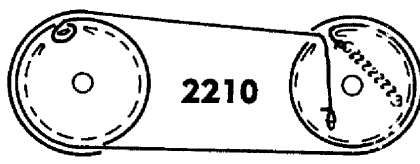
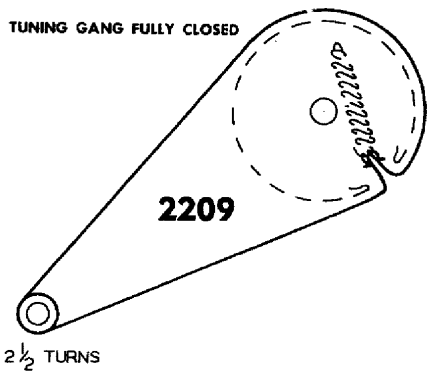
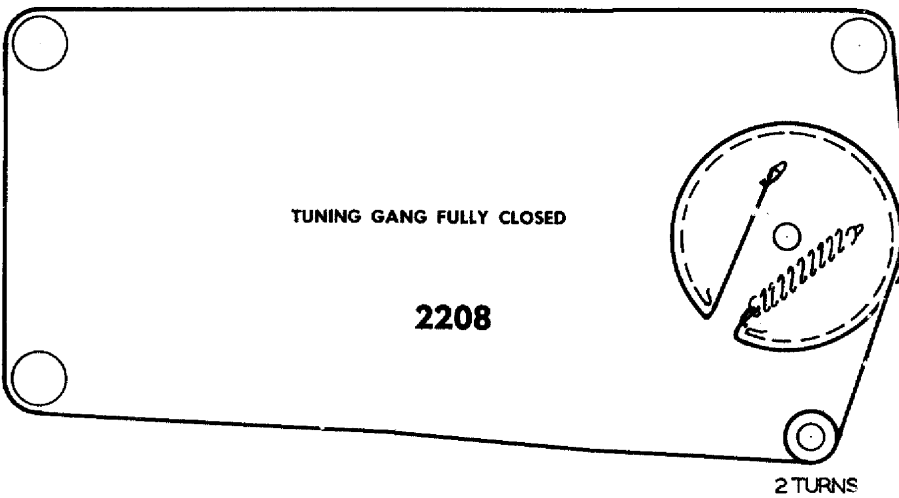
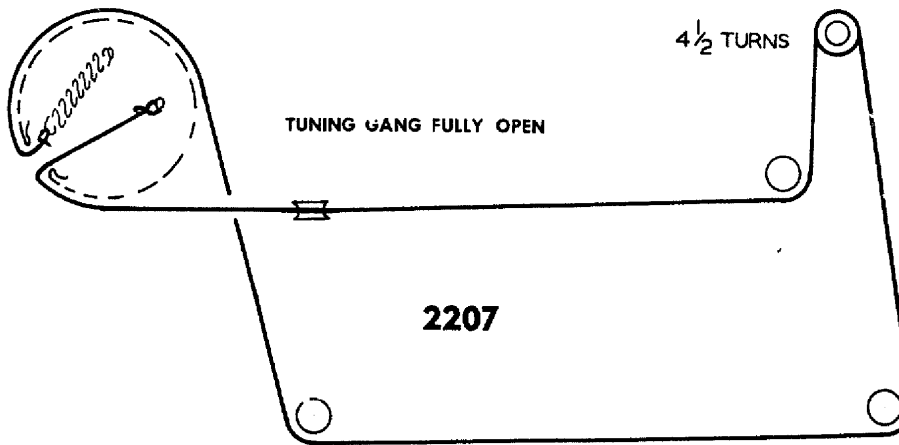
TUNING GANG FULLY CLOSED



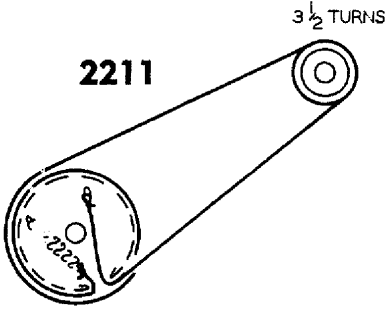
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED



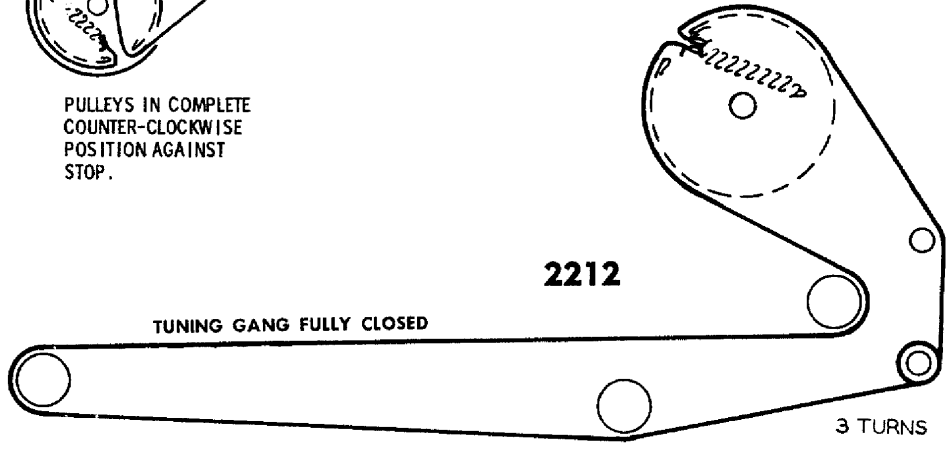


PULLEYS IN COMPLETE COUNTER-CLOCKWISE POSITION AGAINST STOP.



2211

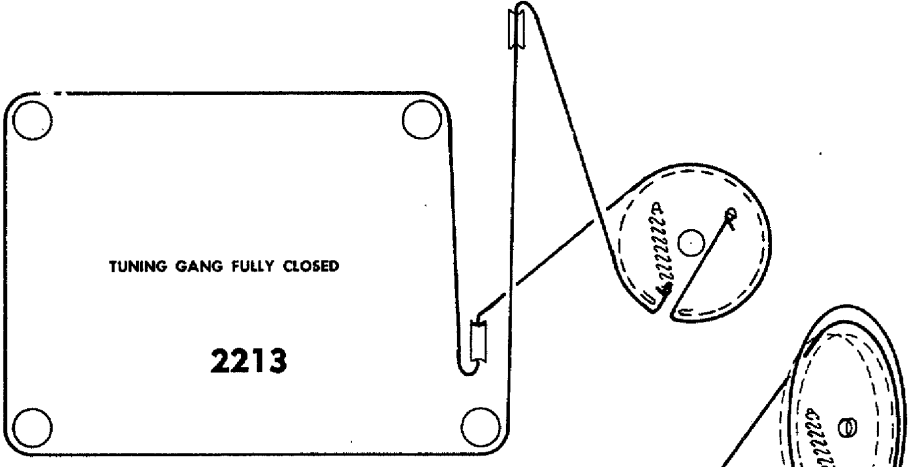
PULLEYS IN COMPLETE
COUNTER-CLOCKWISE
POSITION AGAINST
STOP.



2212

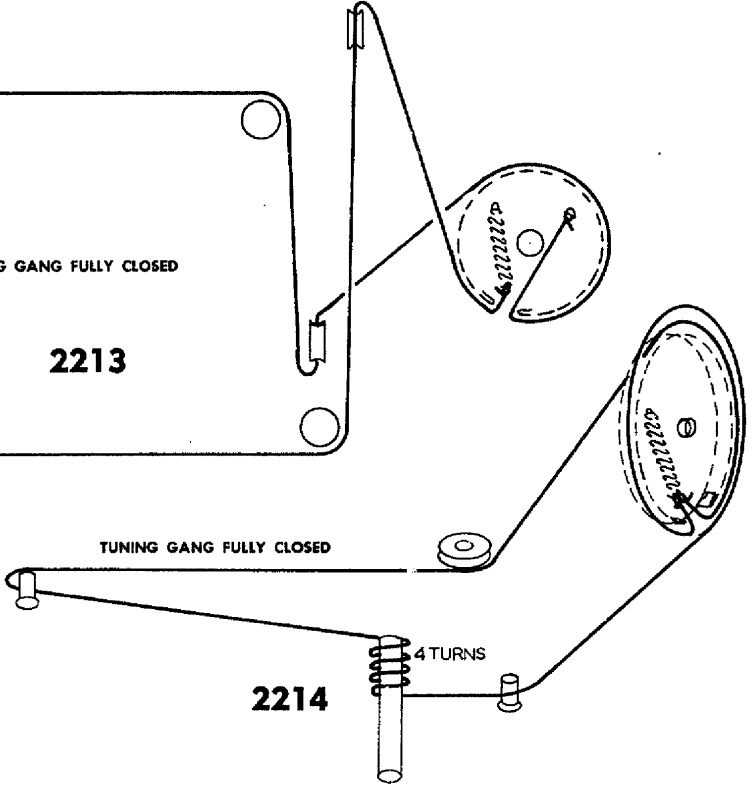
TUNING GANG FULLY CLOSED

3 TURNS



2213

TUNING GANG FULLY CLOSED

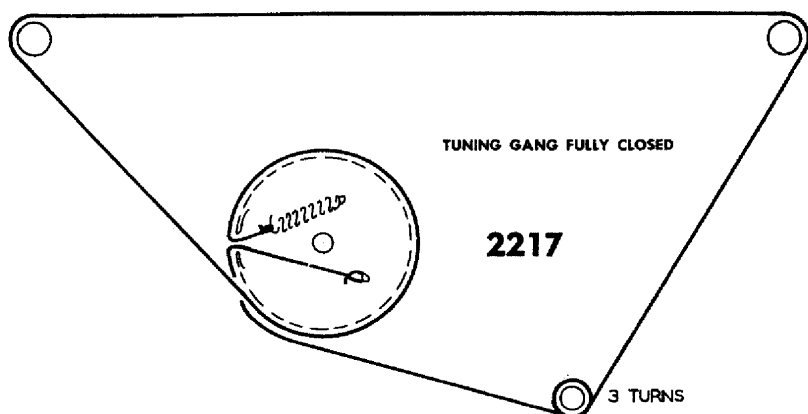
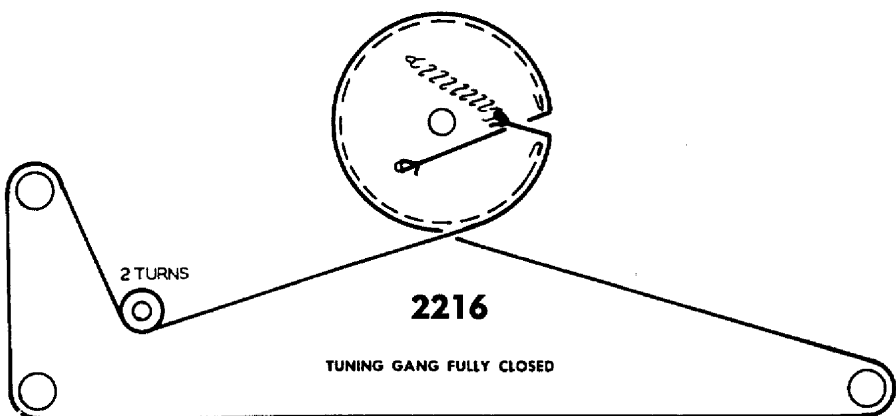
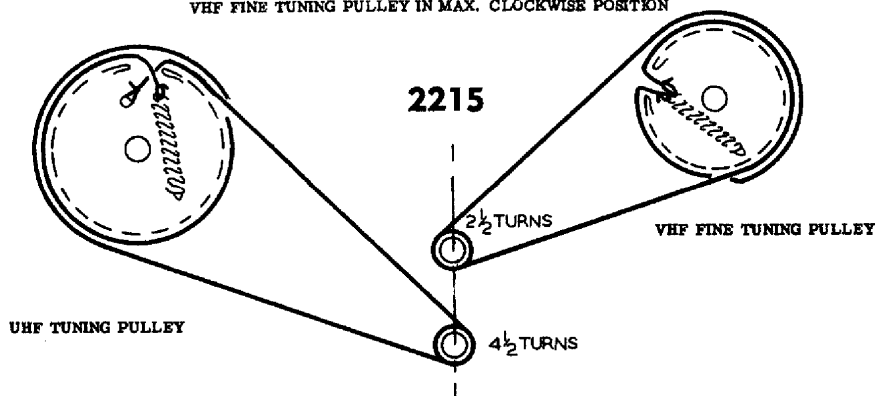


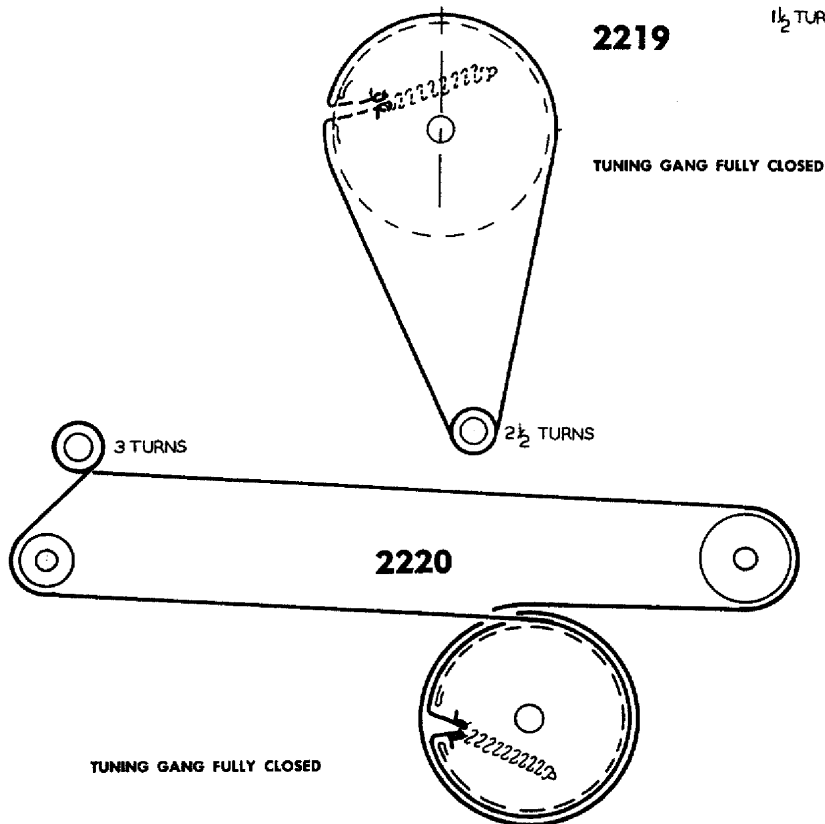
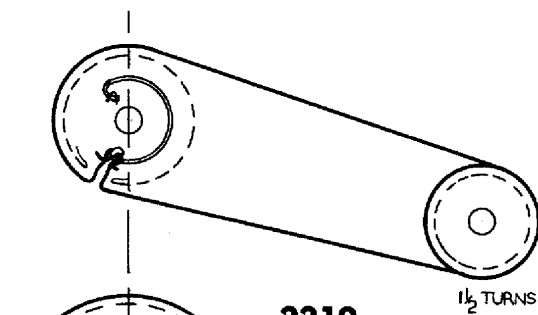
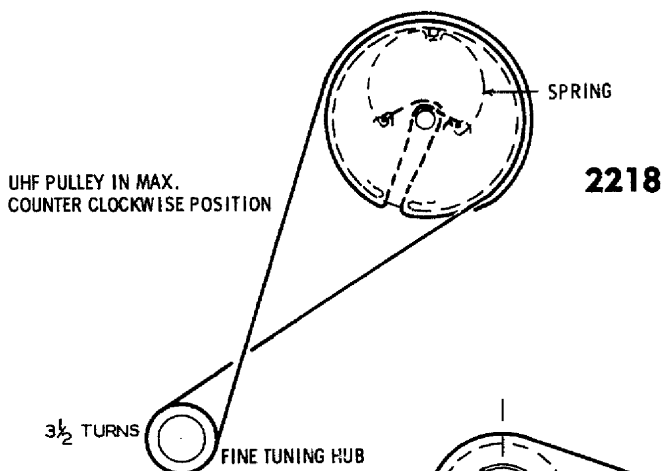
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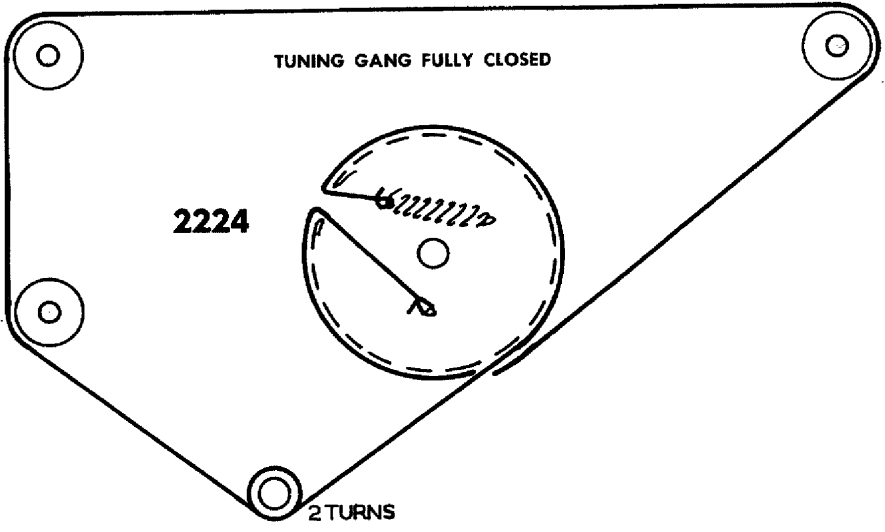
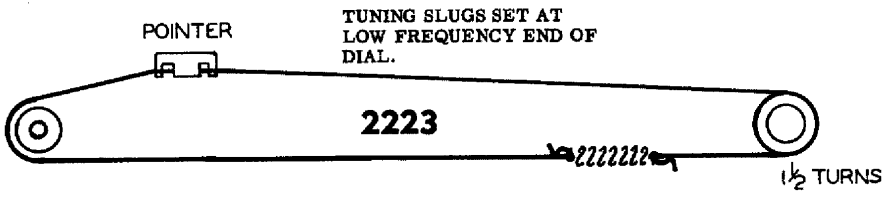
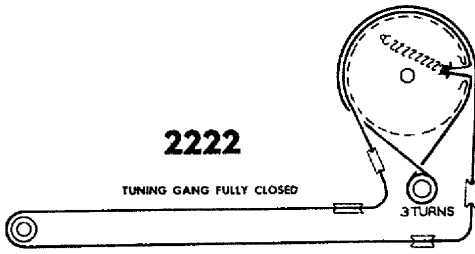
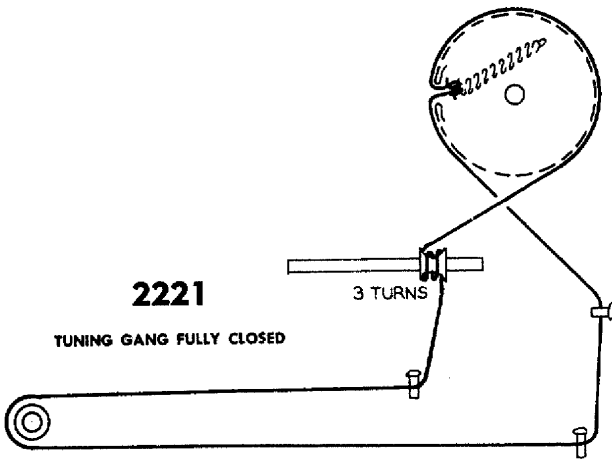
TUNING GANG FULLY CLOSED

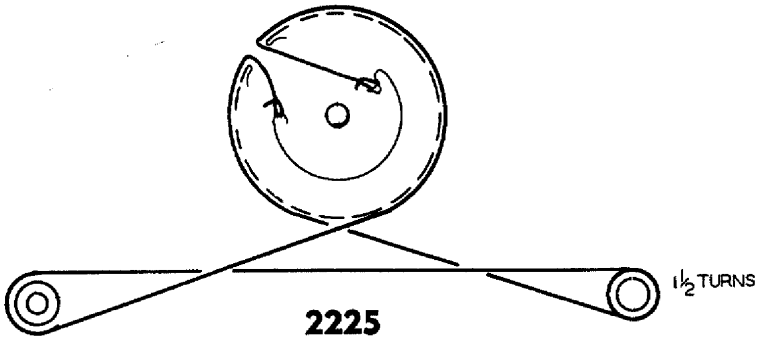
4 TURNS

VHF FINE TUNING PULLEY IN MAX. CLOCKWISE POSITION

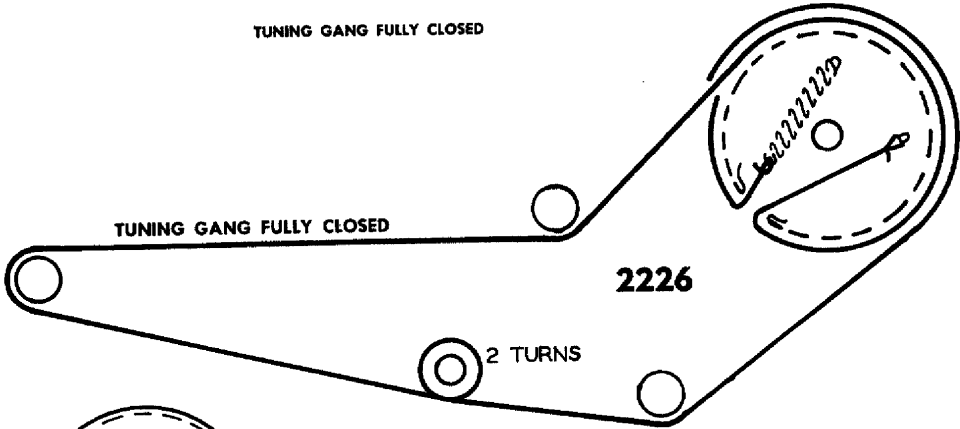






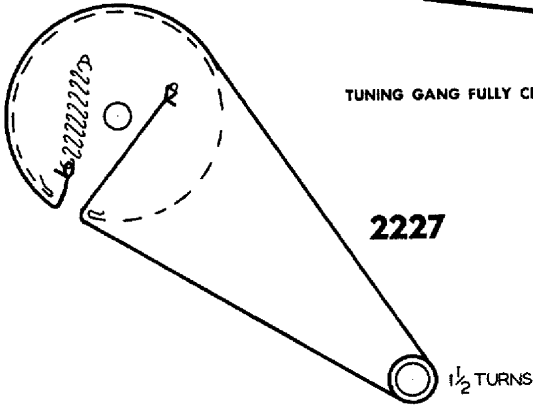


TUNING GANG FULLY CLOSED

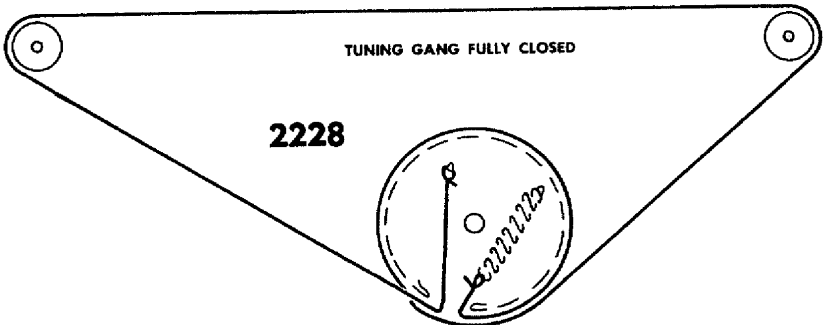


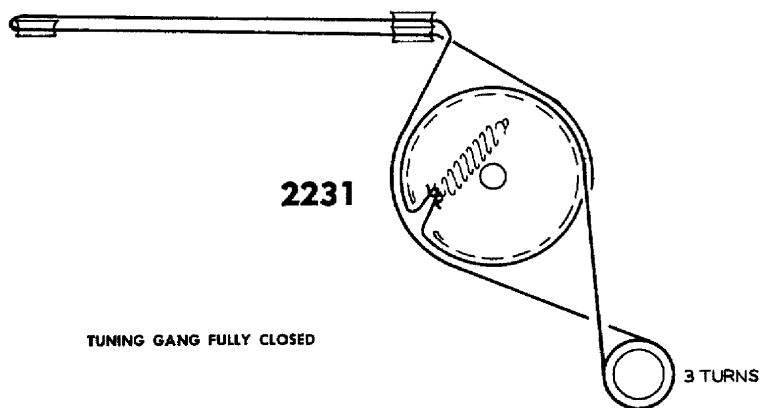
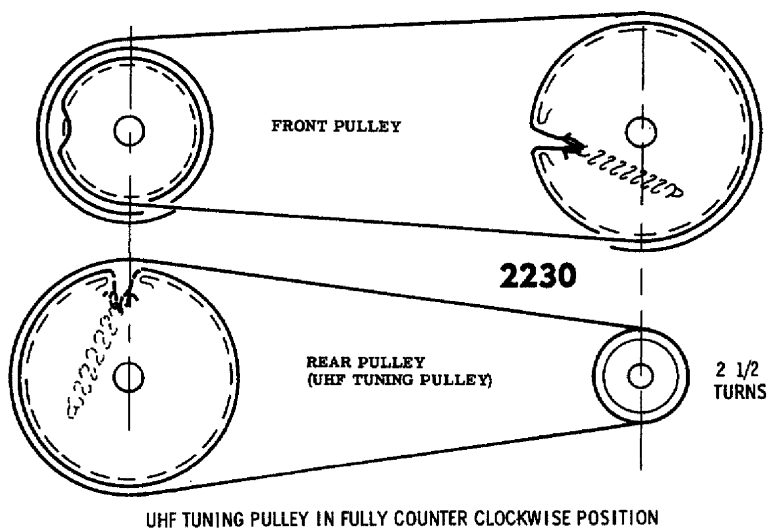
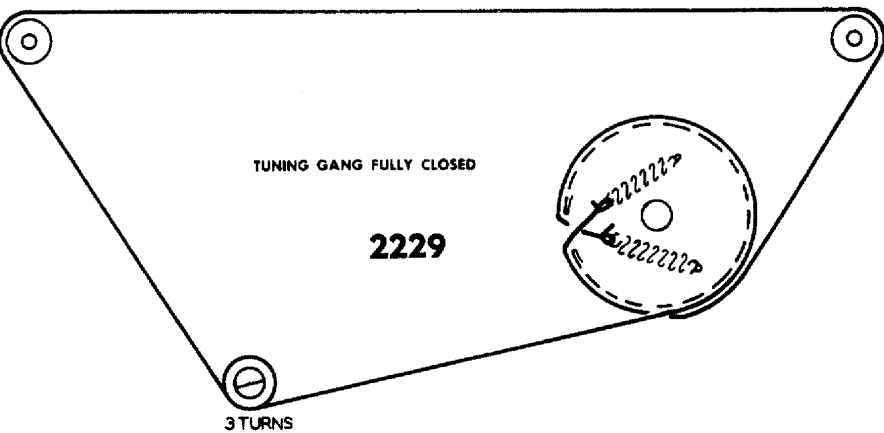
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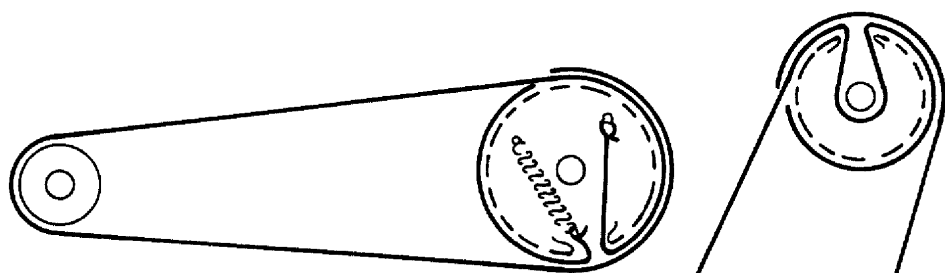
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

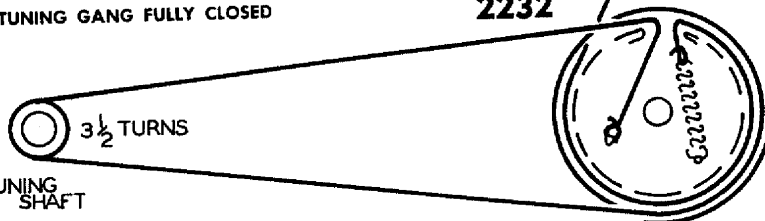






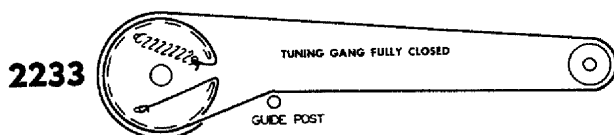
TUNING GANG FULLY CLOSED

2232



3 1/2 TURNS

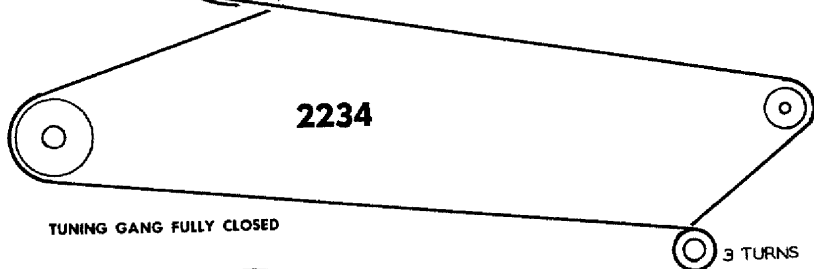
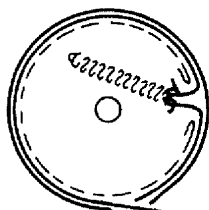
TUNING
SHAFT



2233

TUNING GANG FULLY CLOSED

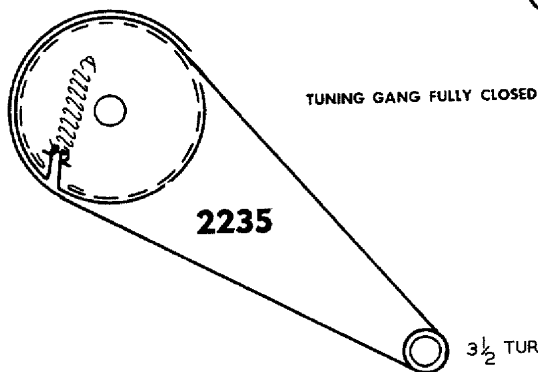
GUIDE POST



2234

TUNING GANG FULLY CLOSED

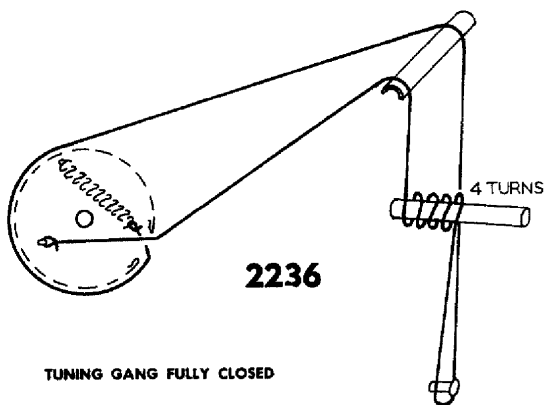
3 TURNS



TUNING GANG FULLY CLOSED

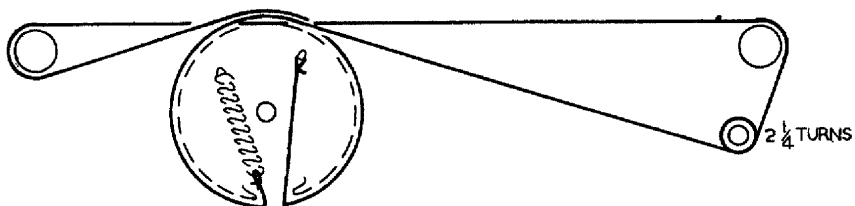
2235

3 1/2 TURNS



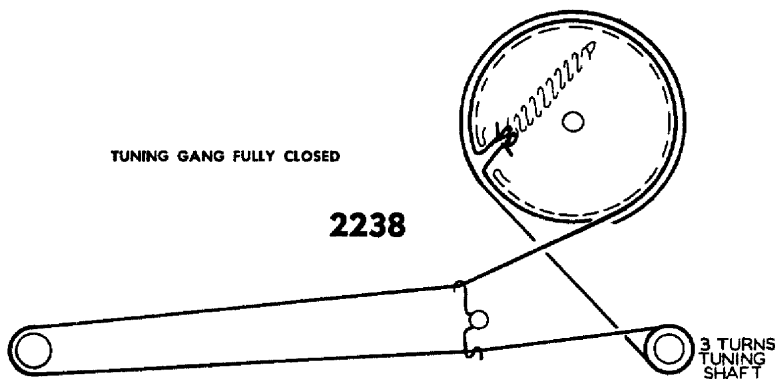
TUNING GANG FULLY CLOSED

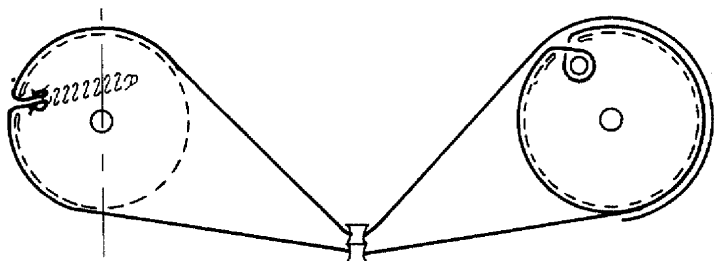
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TUNING GANG FULLY CLOSED

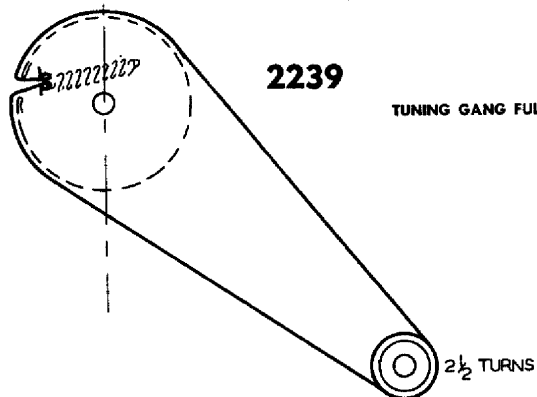
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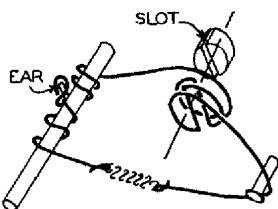


2239

TUNING GANG FULLY CLOSED



2 1/2 TURNS



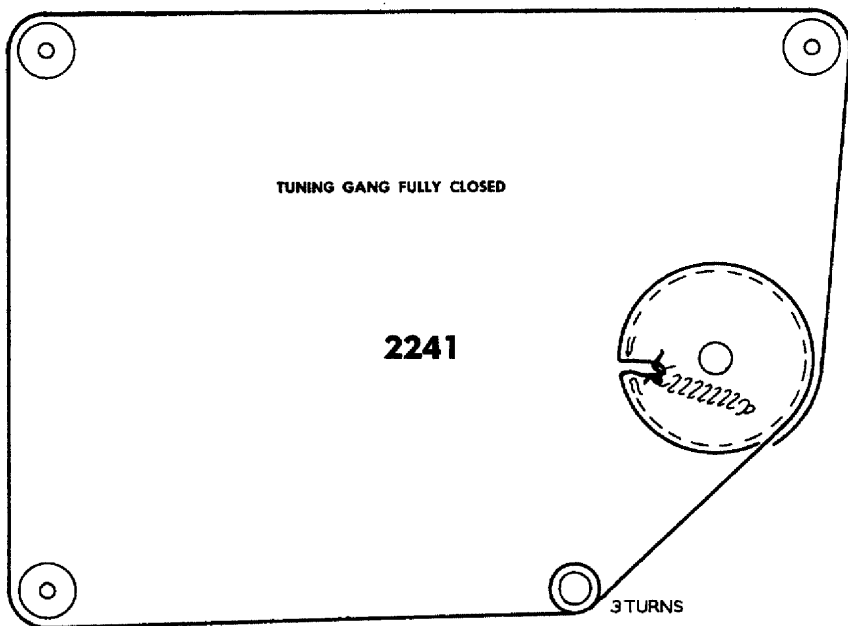
2240

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

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

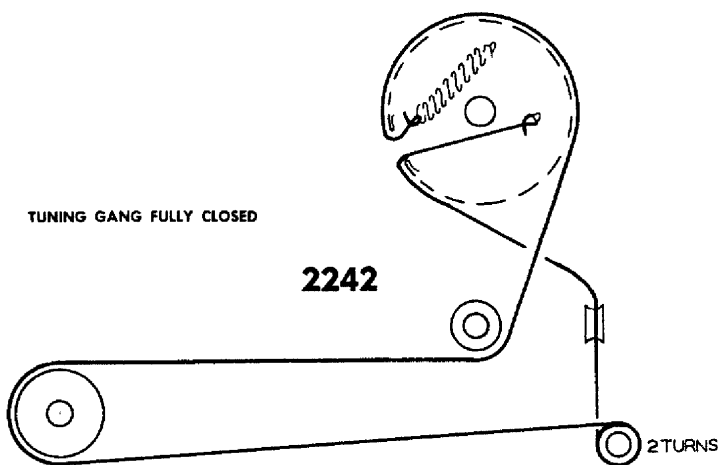
2241



3 TURNS

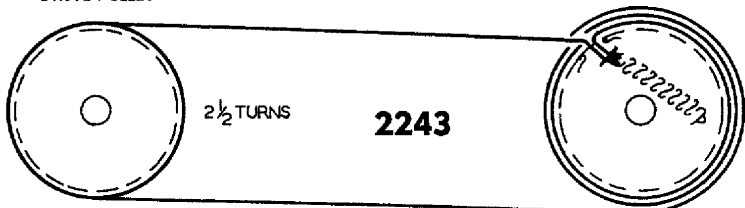
TUNING GANG FULLY CLOSED

2242



DRIVE PULLEY

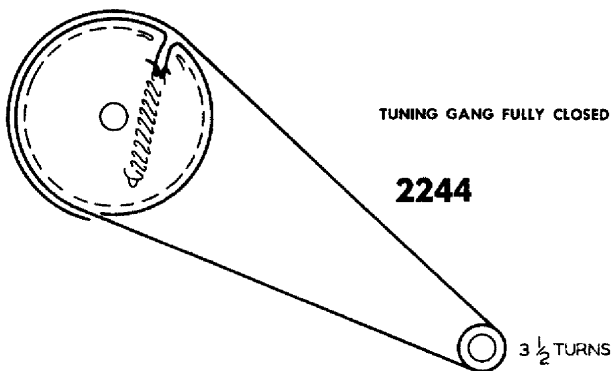
CONTRAST CONTROL PULLEY



CONTRAST CONTROL PULLEY IN MAX. COUNTER CLOCKWISE POSITION.

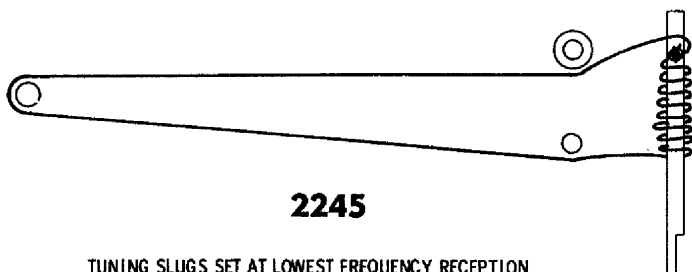
TUNING GANG FULLY CLOSED

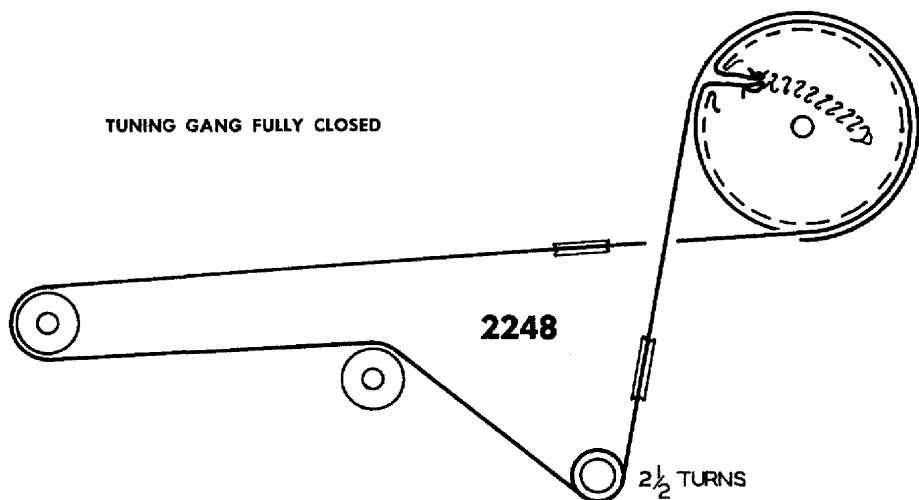
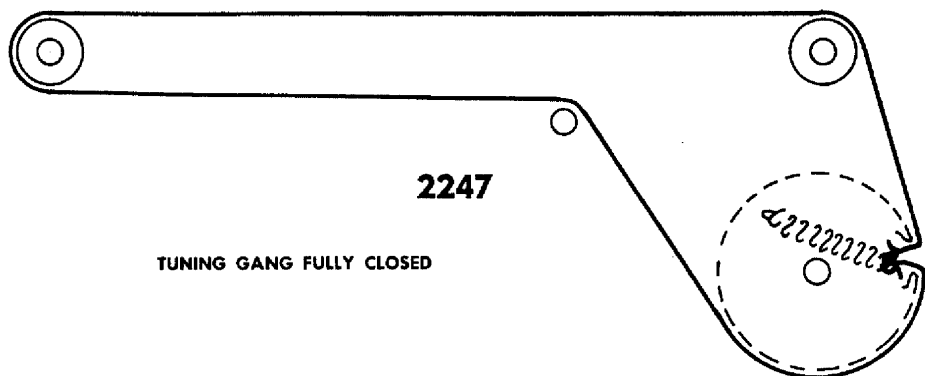
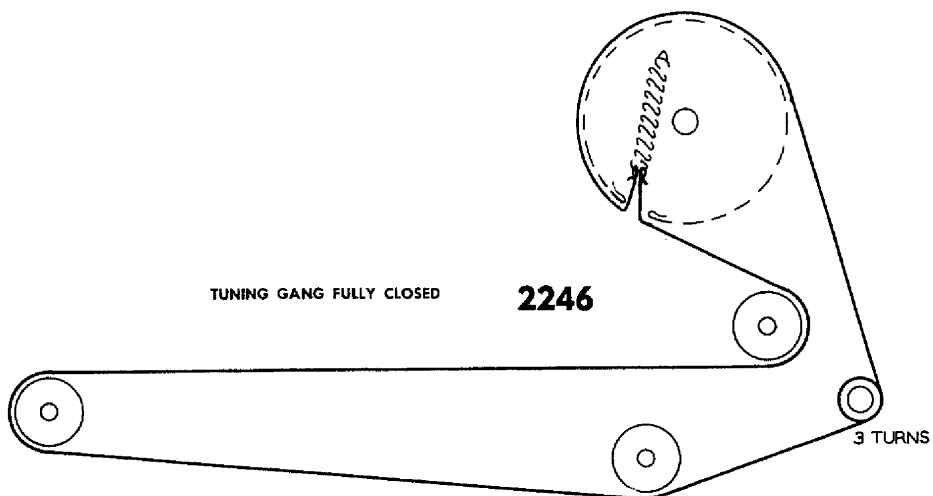
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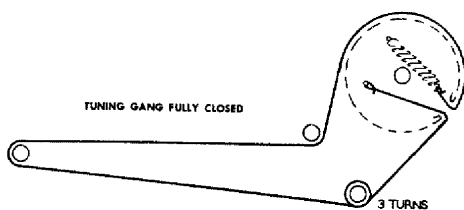


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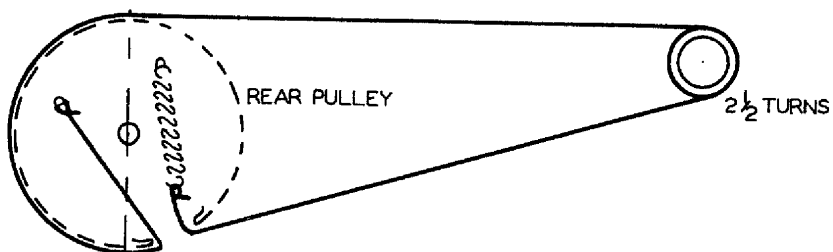
TUNING SLUGS SET AT LOWEST FREQUENCY RECEPTION.



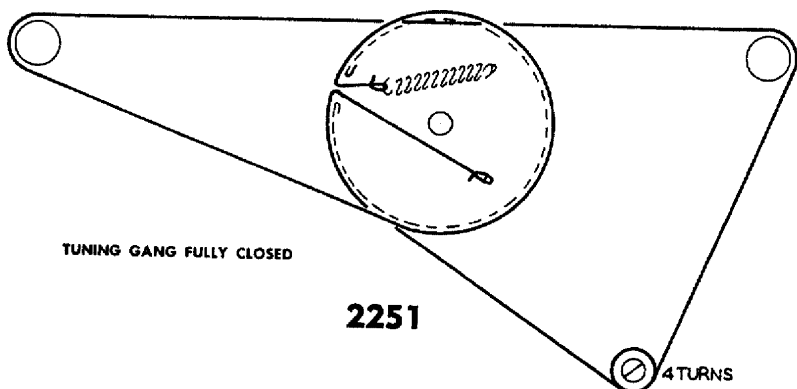
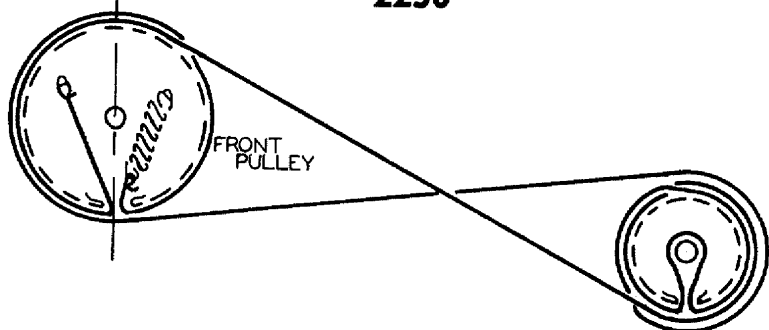




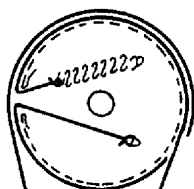
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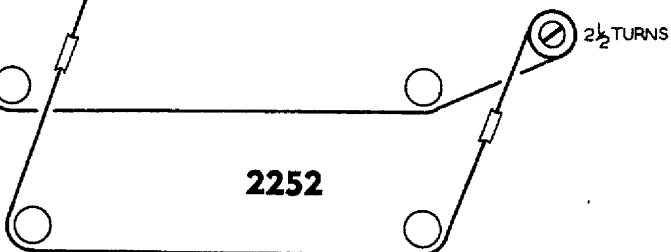
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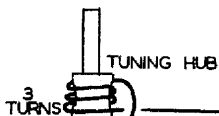
2251



TUNING GANG FULLY CLOSED

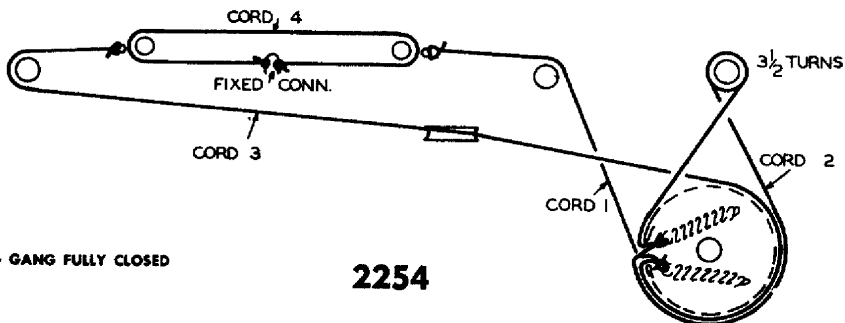
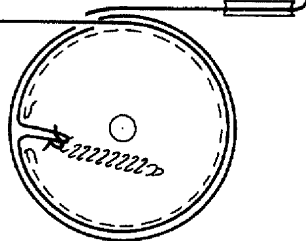


2252



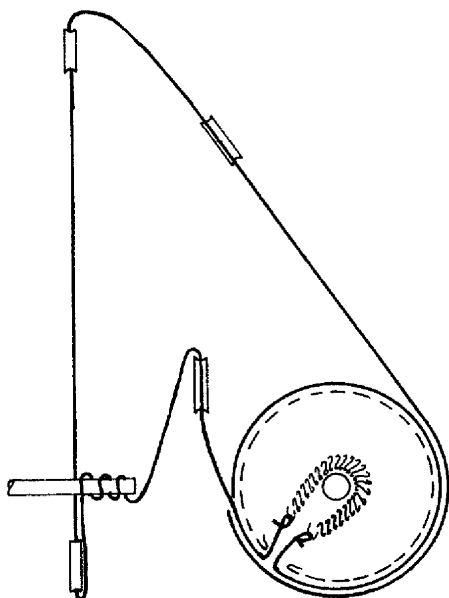
TUNING GANG FULLY CLOSED

2253



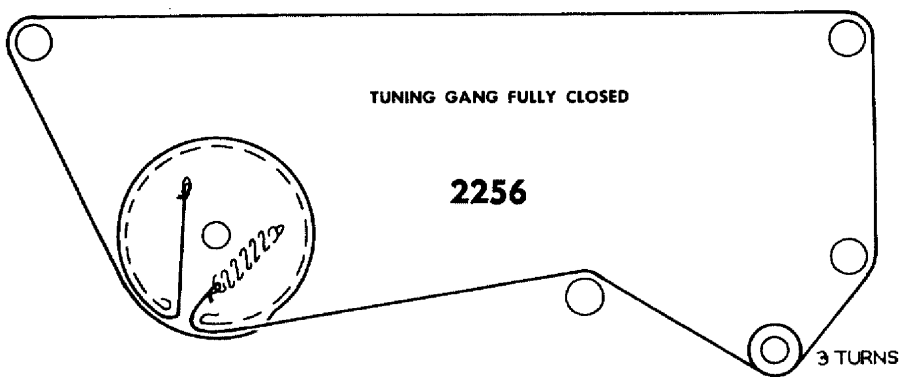
TUNING GANG FULLY CLOSED

2254



2255

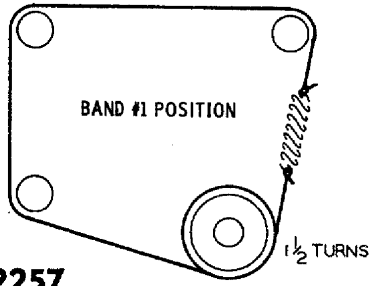
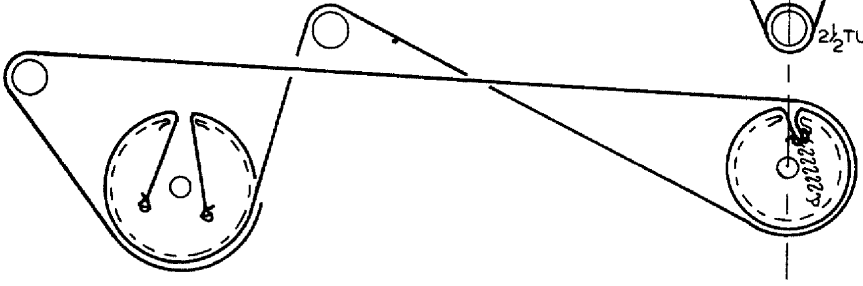
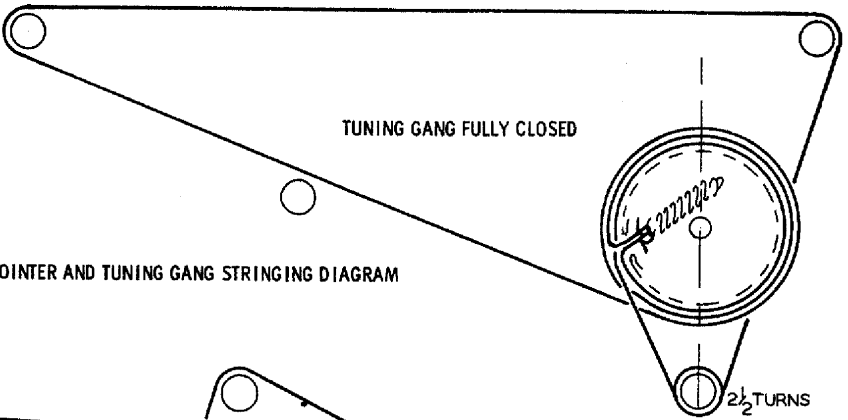
TUNING GANG FULLY CLOSED



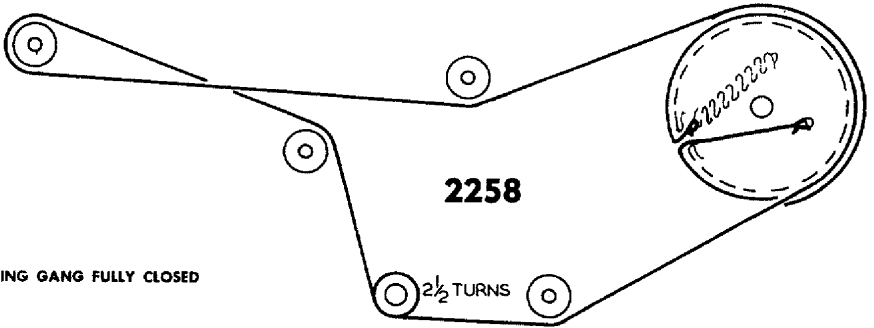
TUNING GANG FULLY CLOSED

2256

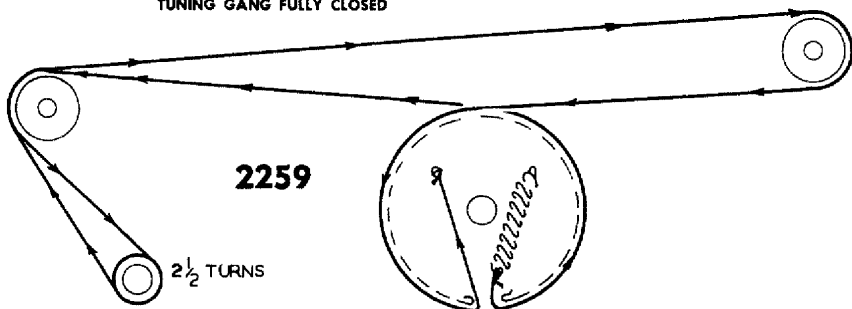
3 TURNS



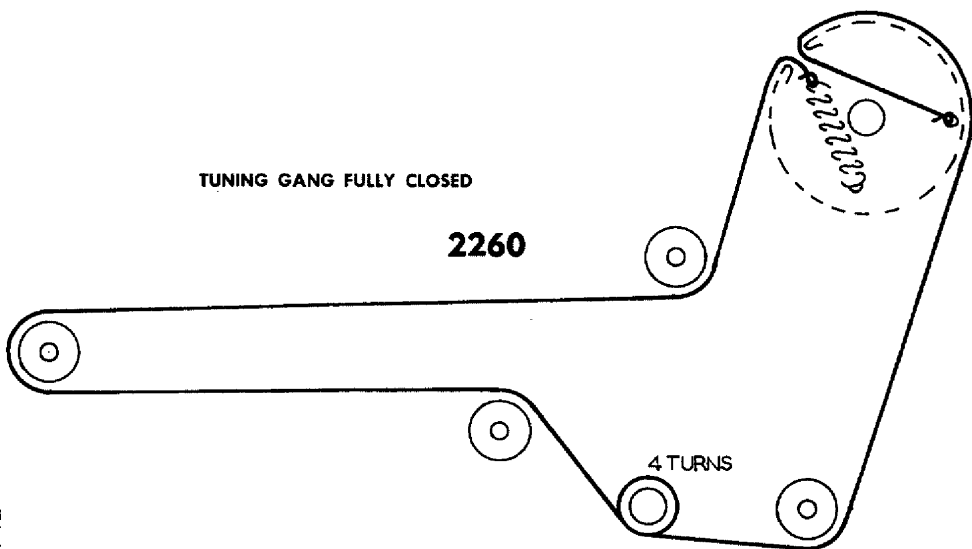
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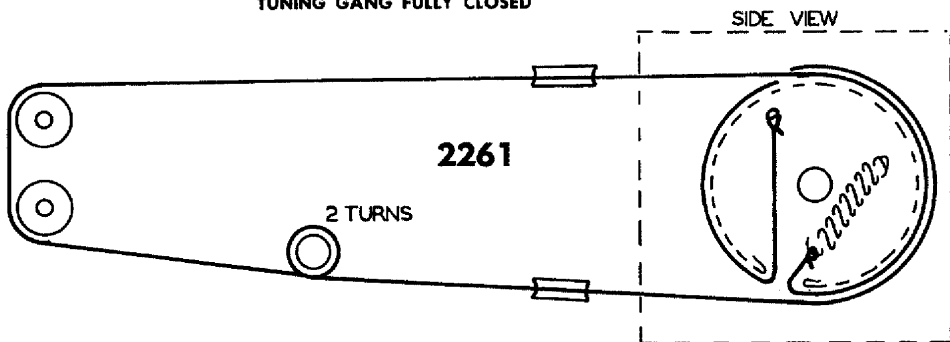
TUNING GANG FULLY CLOSED

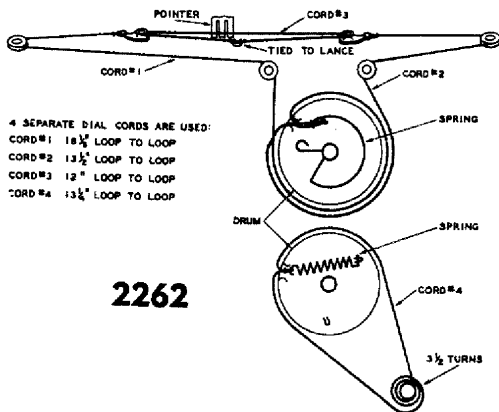


TUNING GANG FULLY CLOSED



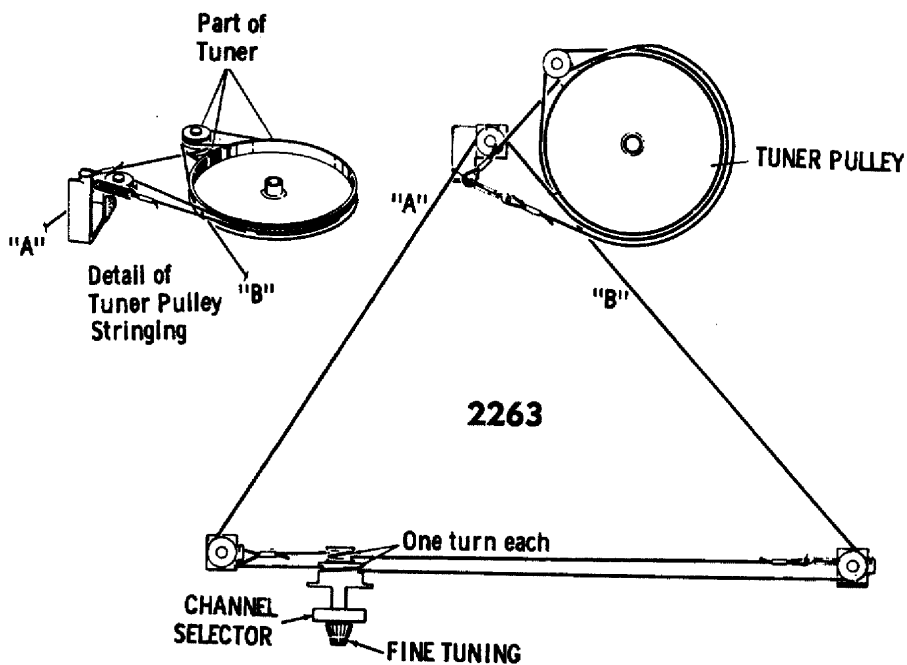
TUNING GANG FULLY CLOSED



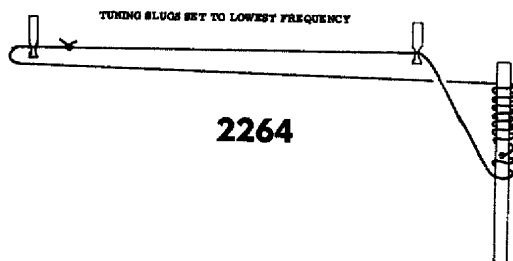


4 SEPARATE DIAL CORDS ARE USED:
 CORD #1 18 1/2" LOOP TO LOOP
 CORD #2 13 1/2" LOOP TO LOOP
 CORD #3 12" LOOP TO LOOP
 CORD #4 13 1/4" LOOP TO LOOP

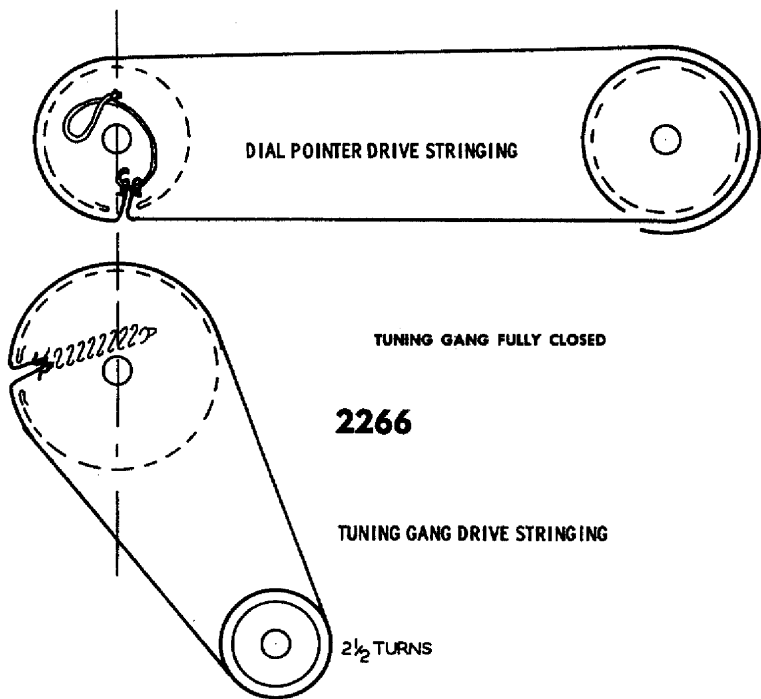
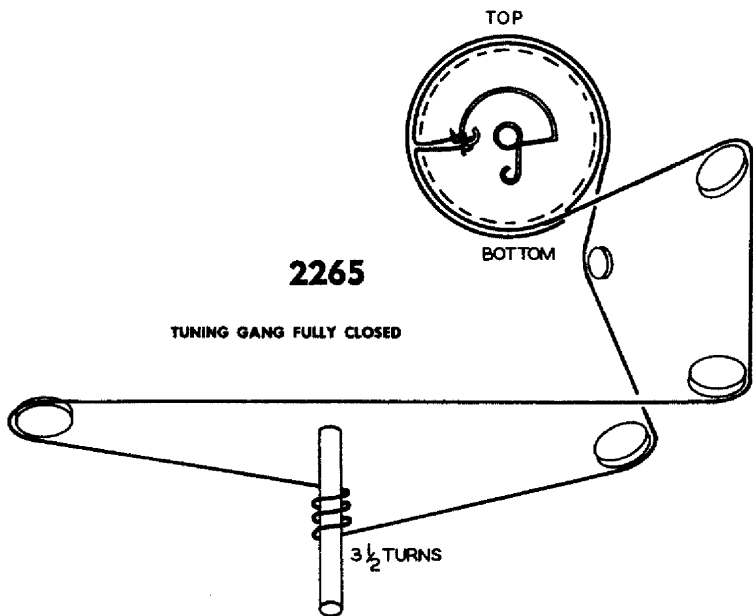
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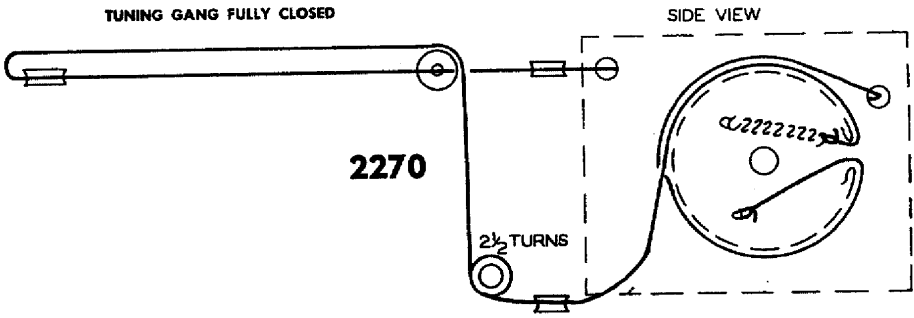
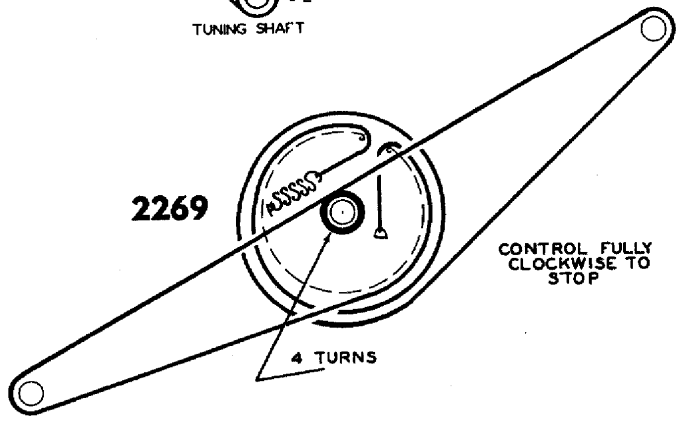
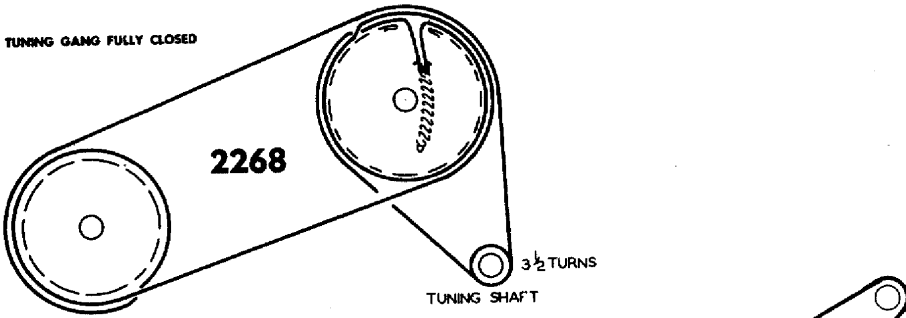
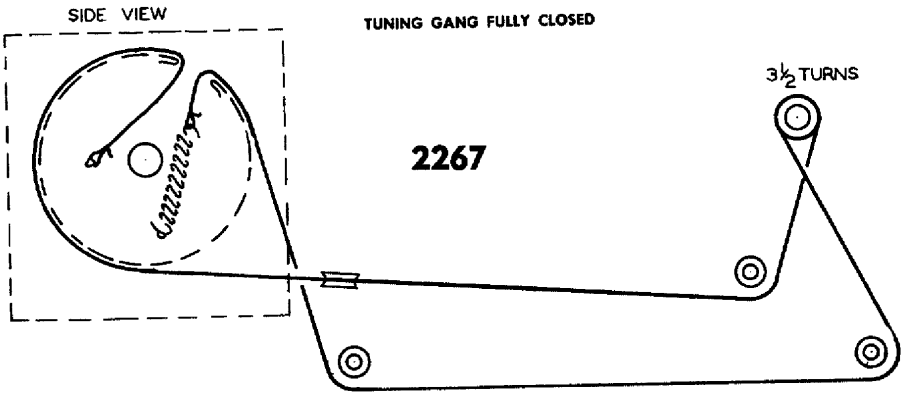


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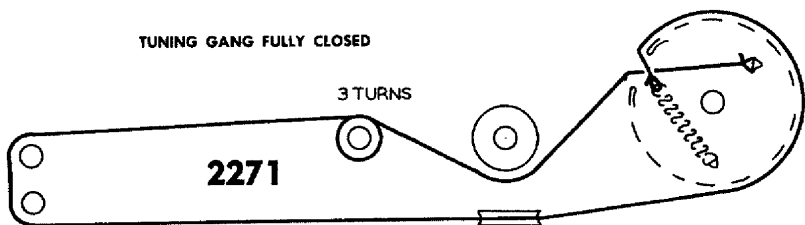


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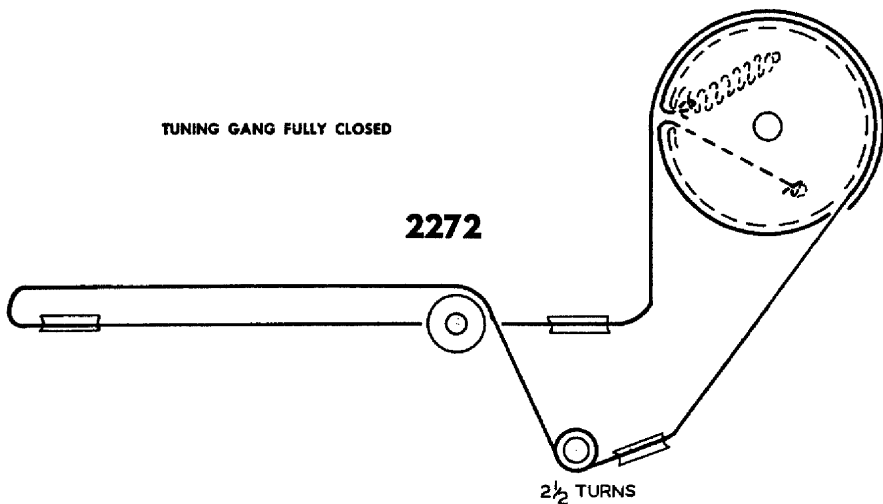




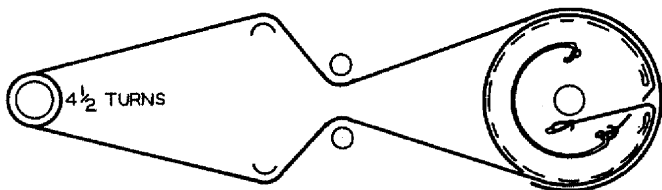
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

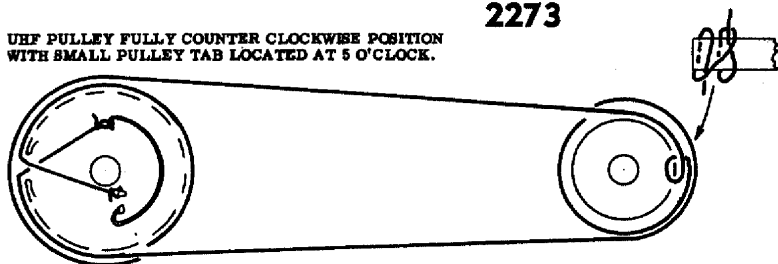


UHF PULLEY MAX. CLOCKWISE

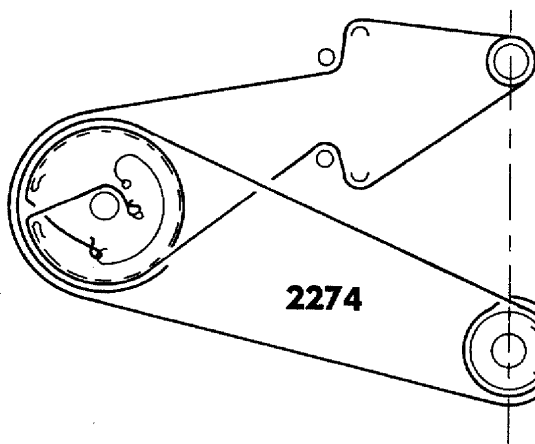


"REAR" UHF DIAL STRINGING (USED WITH VHF TUNER RJX-083)

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



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



UHF PULLEY AT MAX. COUNTERCLOCKWISE POSITION AND WITH SMALL DRIVE PULLEY PLASTIC SLEEVE TAB AT 3 O'CLOCK

CLOVE HITCH AROUND PLASTIC SLEEVE "DETAIL"

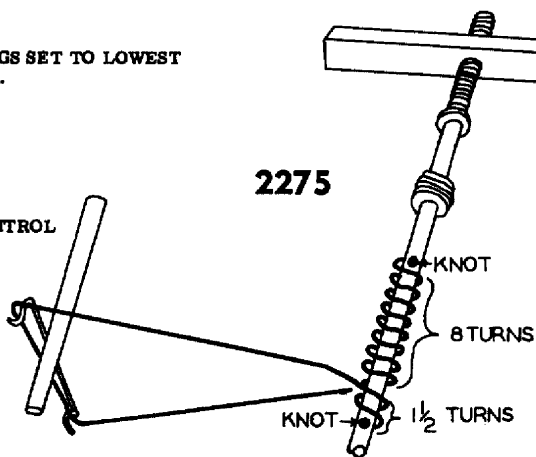
2274

TUNING SLUGS SET TO LOWEST FREQUENCY.

2275

VOLUME CONTROL SHAFT

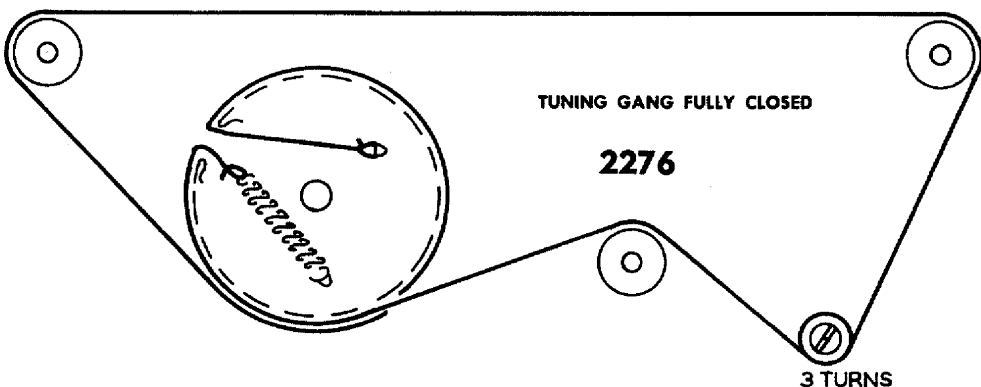
TUNING SLUG CORE GUIDE BAR

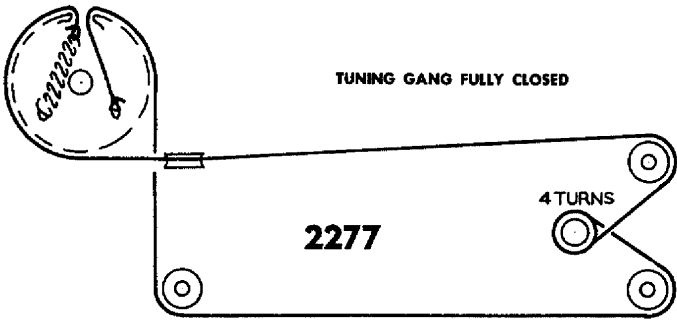


TUNING GANG FULLY CLOSED

2276

3 TURNS



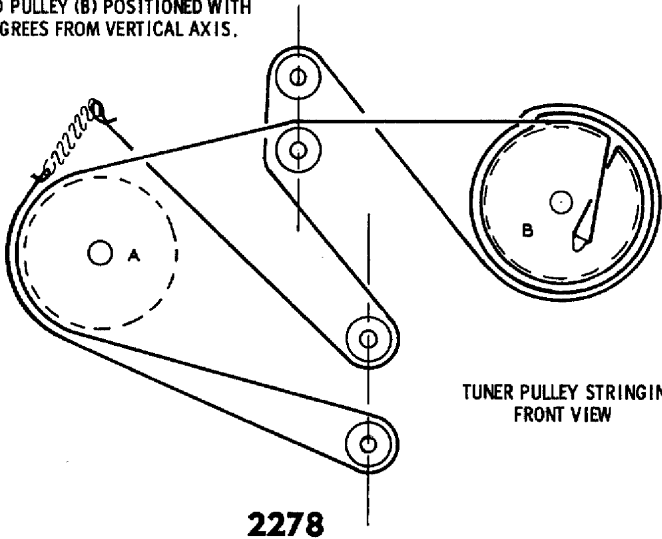


TUNING GANG FULLY CLOSED

2277

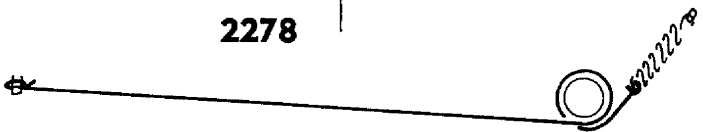
4 TURNS

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

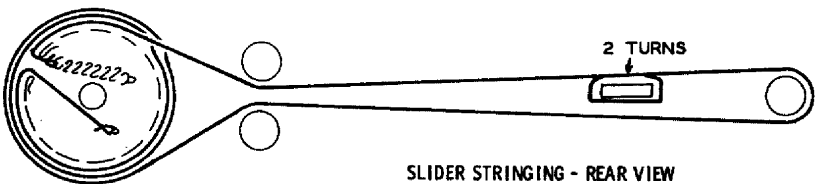


TUNER PULLEY STRINGING - FRONT VIEW

2278



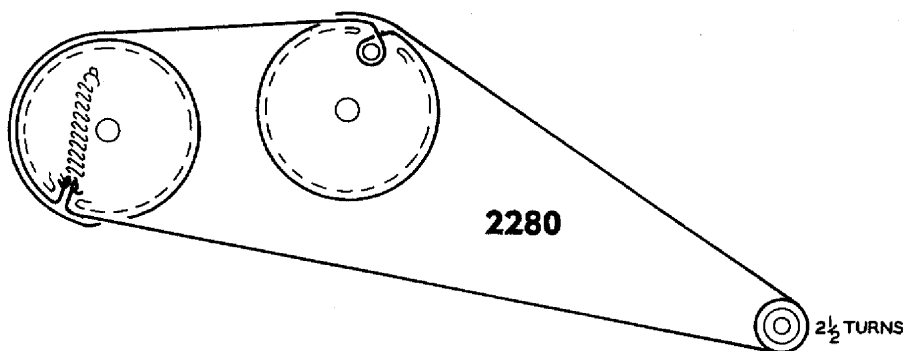
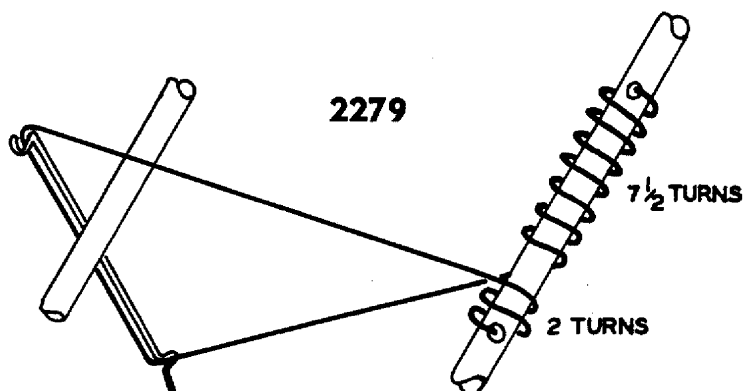
FINE TUNING PULLEY STRINGING - REAR VIEW



SLIDER STRINGING - REAR VIEW

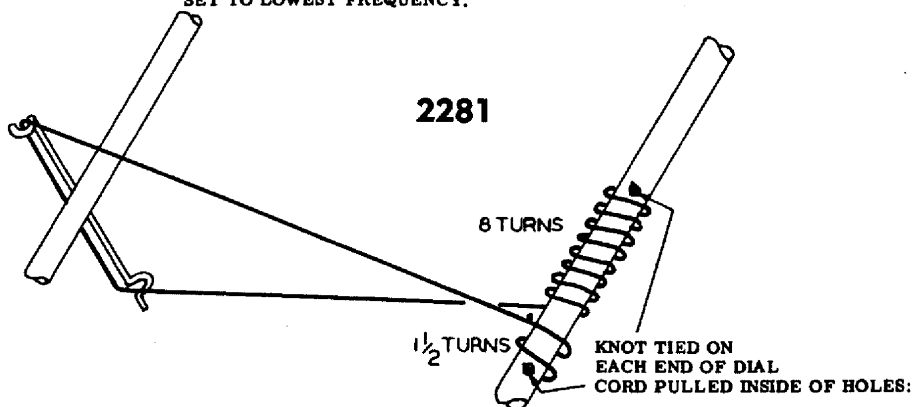
2 TURNS

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

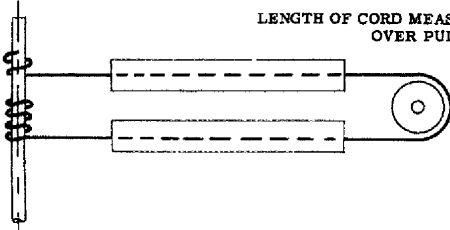


TUNING GANG FULLY CLOSED

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



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

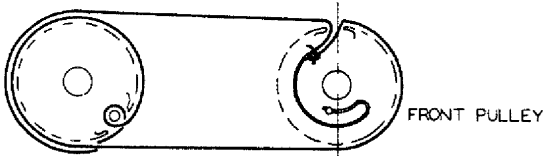
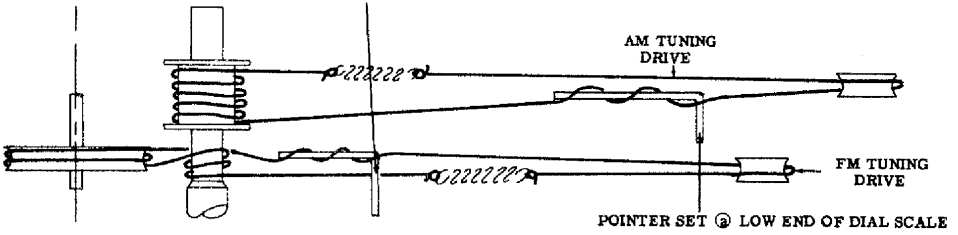


TUNING CORES SET TO
HIGHEST FREQ. SETTING

TUNING GANG FULLY CLOSED

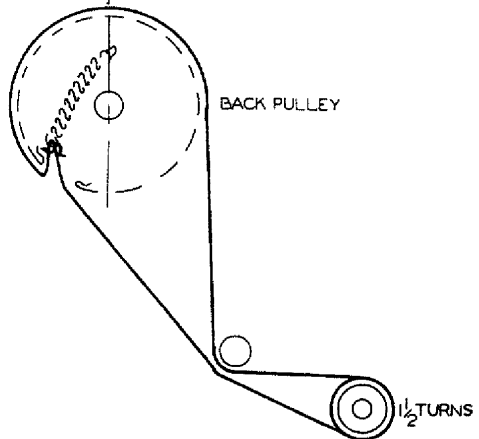
2282

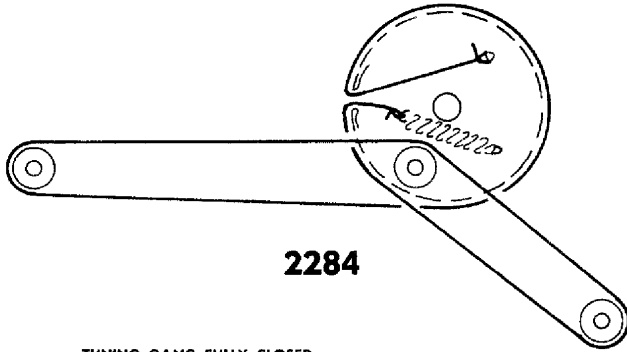
POINTER SET @ HIGH END OF DIAL SCALE



2283

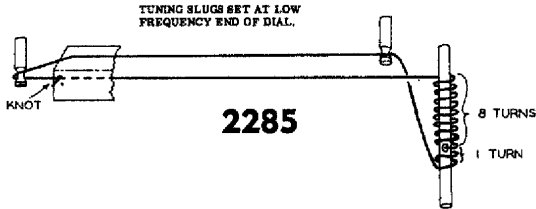
TUNING GANG FULLY CLOSED





2284

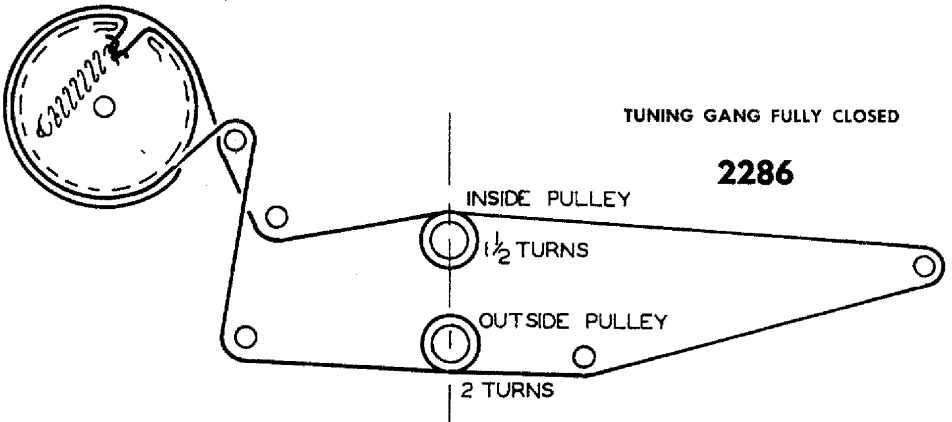
TUNING GANG FULLY CLOSED



TUNING SLUGS SET AT LOW
FREQUENCY END OF DIAL.

2285

8 TURNS
1 TURN



TUNING GANG FULLY CLOSED

2286

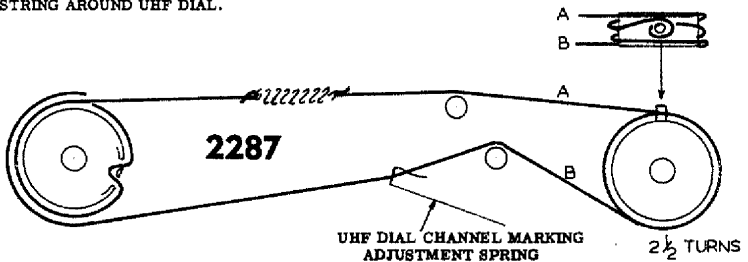
INSIDE PULLEY

1 1/2 TURNS

OUTSIDE PULLEY

2 TURNS

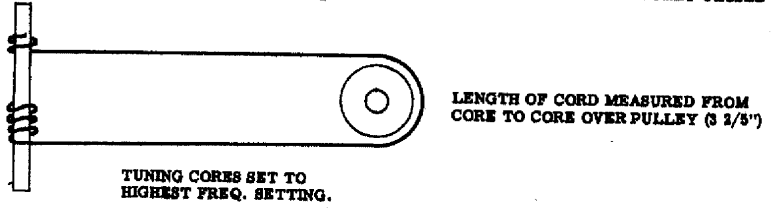
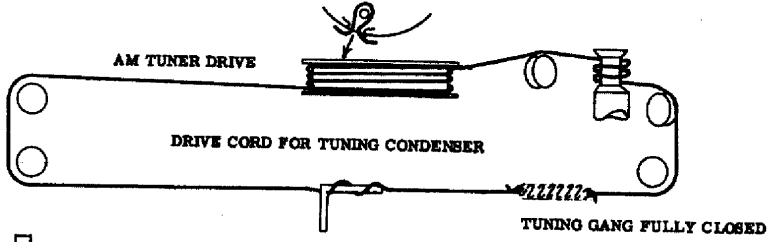
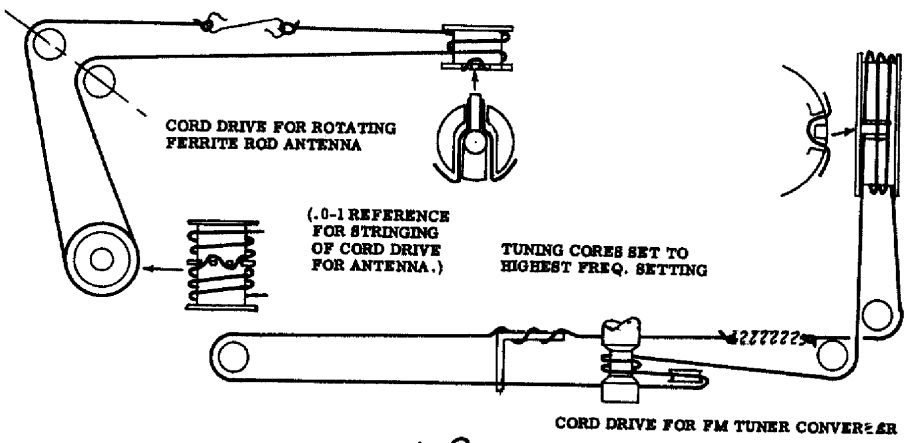
POSITION UHF DIAL WITH CHANNEL 46
MARKING CENTERED IN DIAL WINDOW BEFORE
PLACING STRING AROUND UHF DIAL.



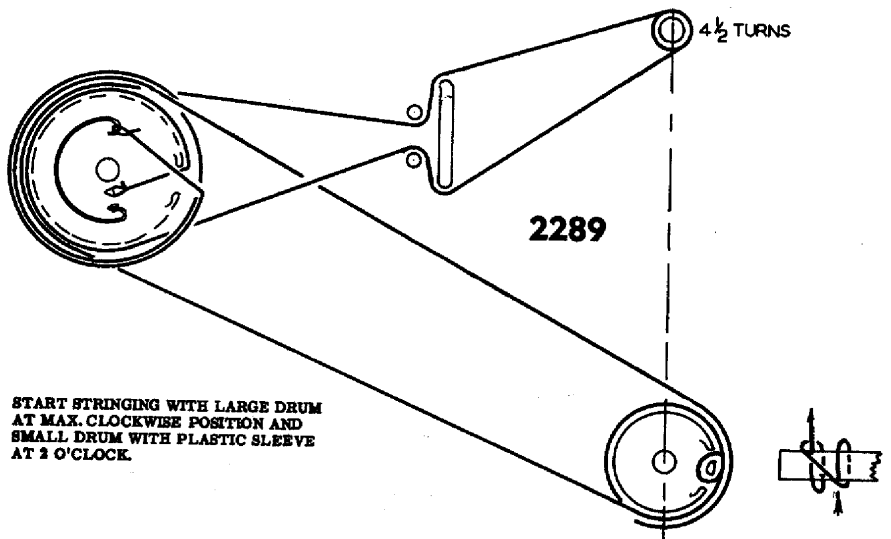
2287

UHF DIAL CHANNEL MARKING
ADJUSTMENT SPRING

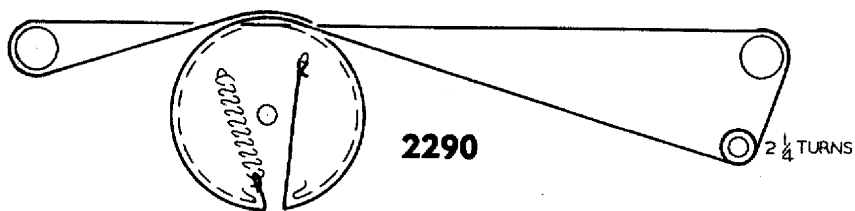
2 1/2 TURNS



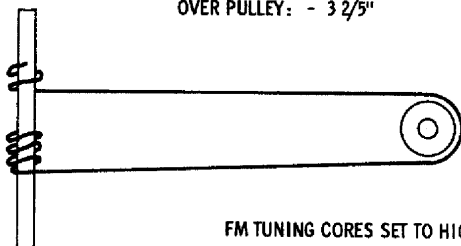
2288



TUNING GANG FULLY CLOSED



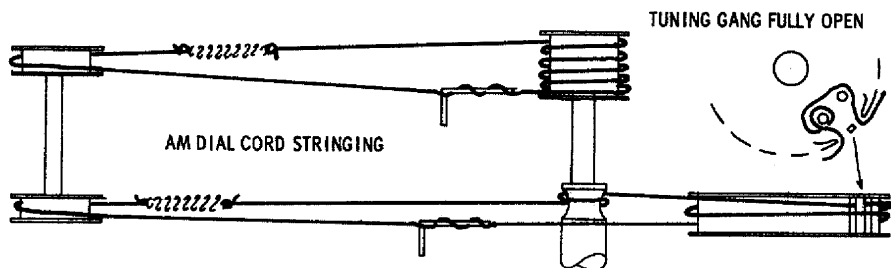
LENGTH OF CORD MEASURED FROM CORE TO CORE
OVER PULLEY: - 3 $\frac{2}{5}$ "



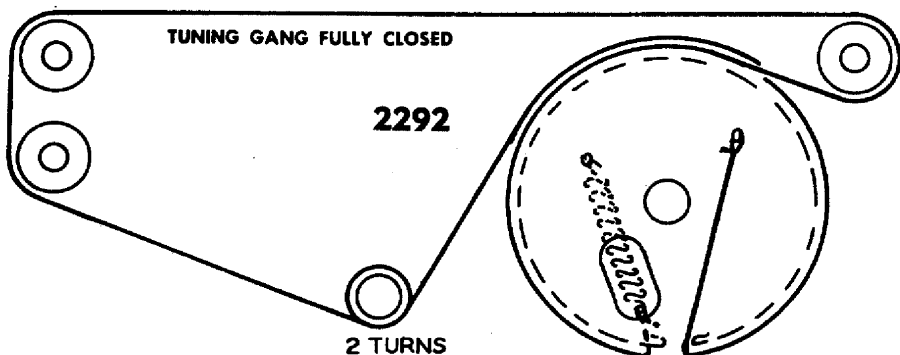
FM TUNING CORES SET TO HIGHEST FREQUENCY SETTING.

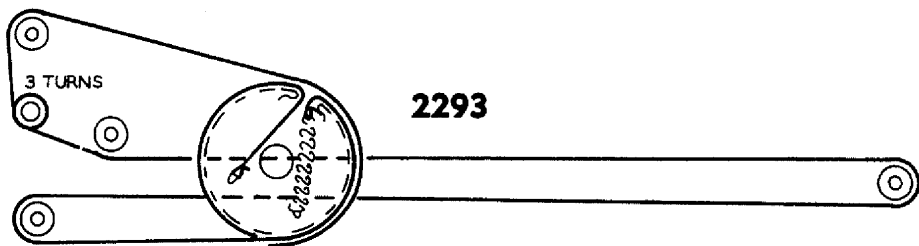
DRIVE-CORD WITH CORE IN THE F.M. - R.F. AND MIXER-STAGE

2291



TUNING GANG FULLY CLOSED

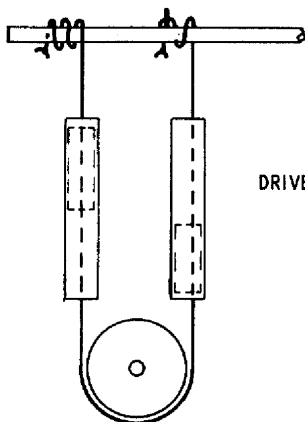




2293

TUNING GANG FULLY CLOSED

TUNING CORES SET TO LOWEST FREQUENCY SETTING.

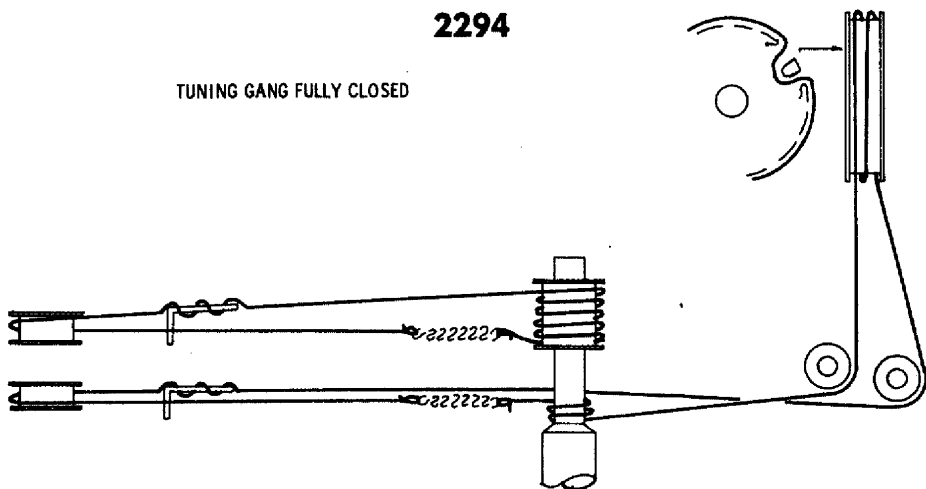


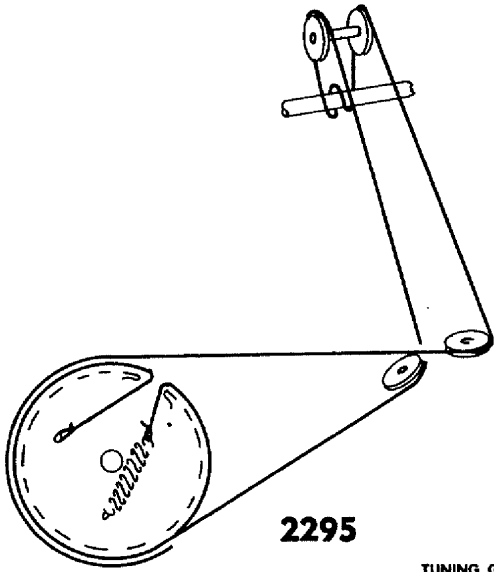
DRIVE CORD FOR FM TUNING CORES

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

2294

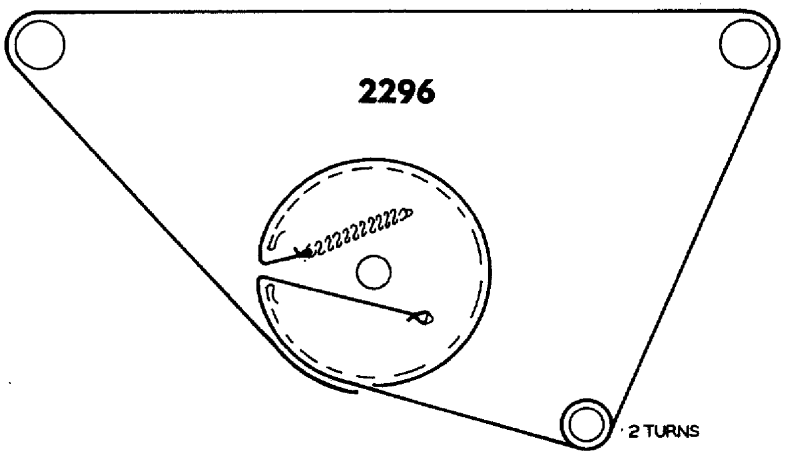
TUNING GANG FULLY CLOSED





2295

TUNING GANG FULLY CLOSED



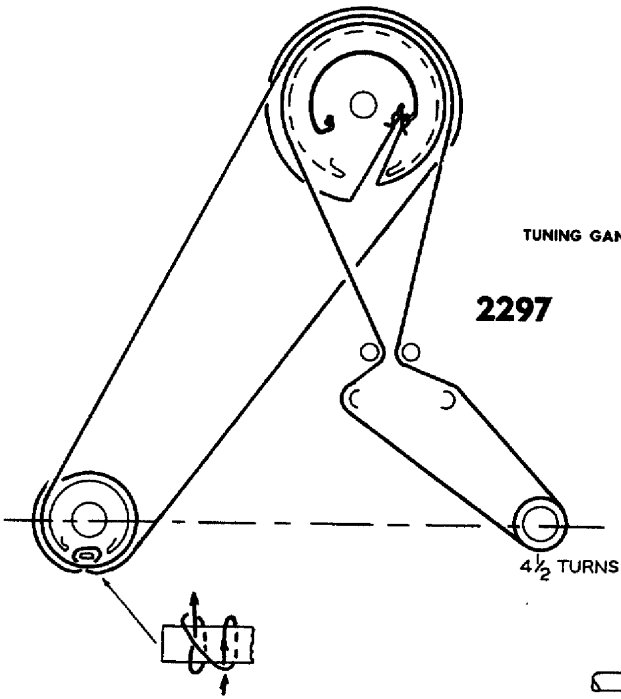
2296

2 TURNS

TUNING GANG FULLY CLOSED

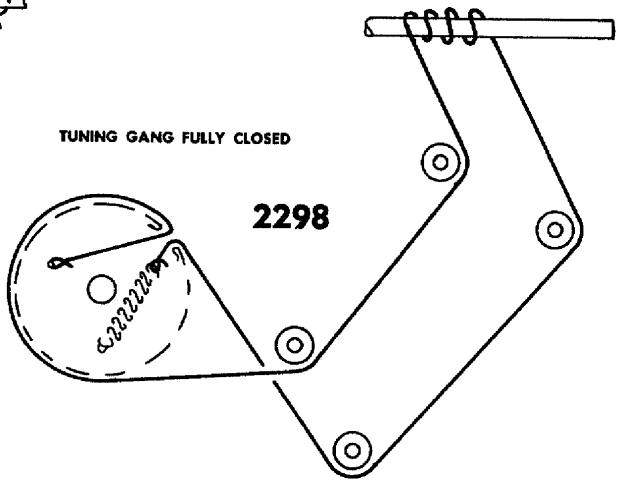
TUNING GANG FULLY CLOSED

2297

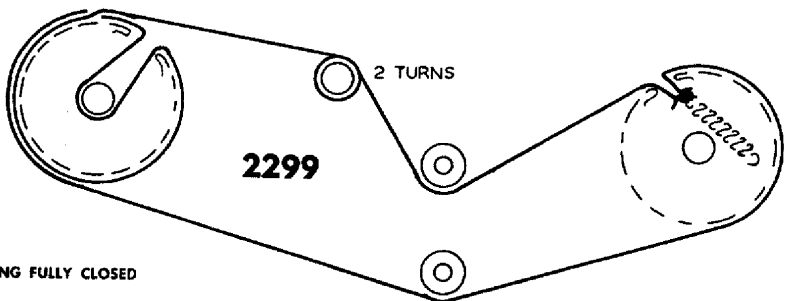


TUNING GANG FULLY CLOSED

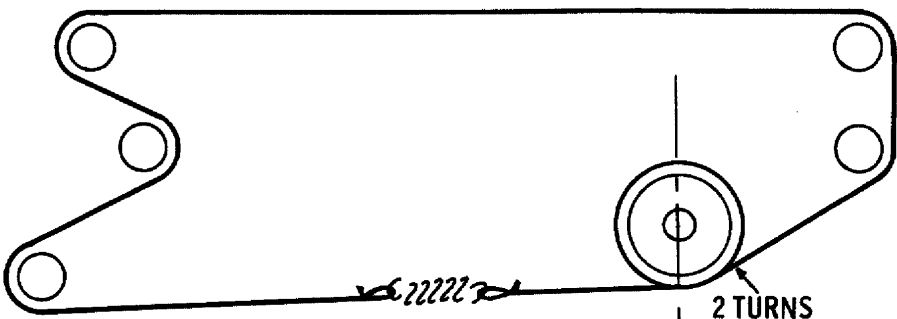
2298



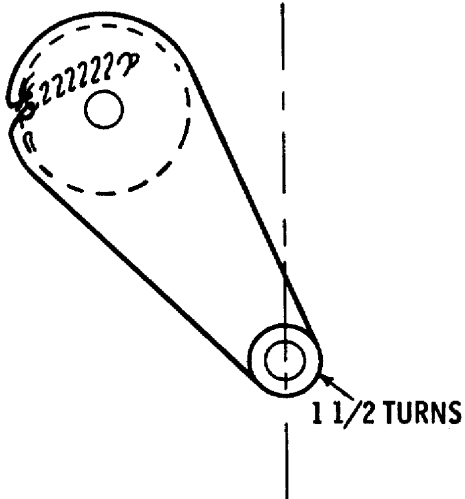
2299



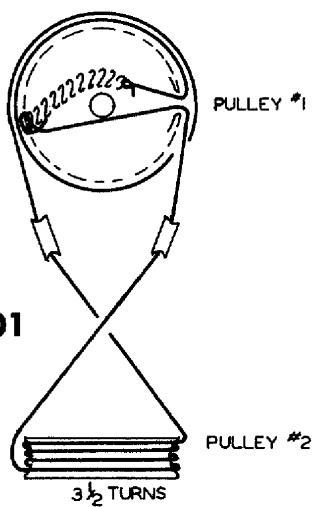
TUNING GANG FULLY CLOSED



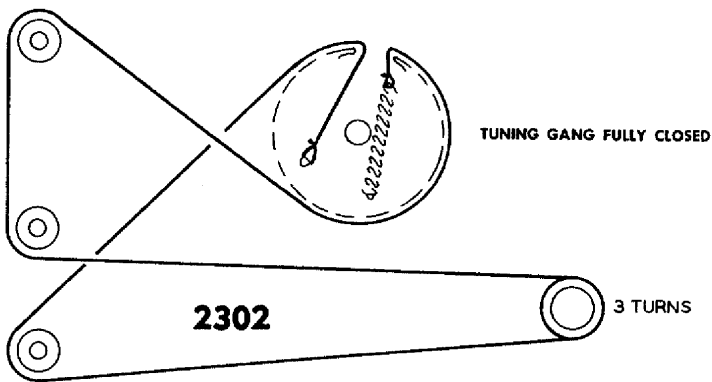
2300



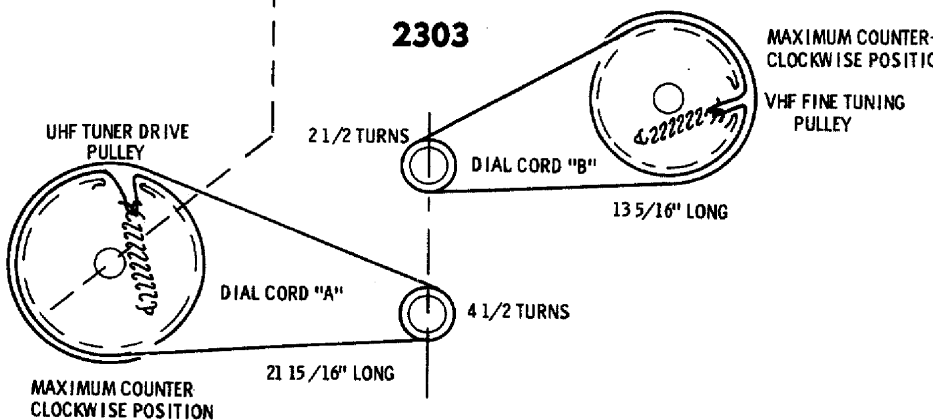
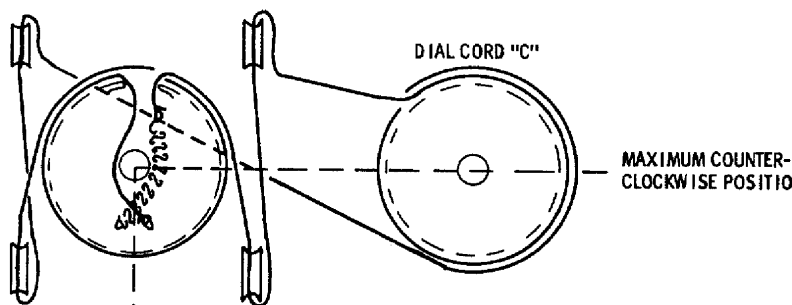
2301



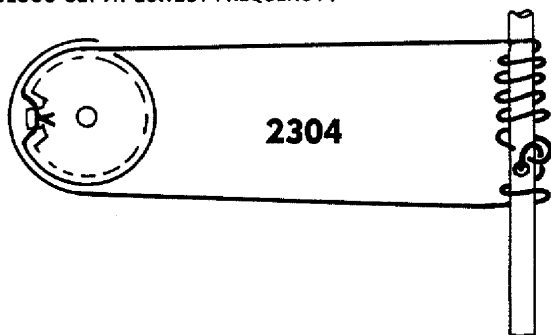
FINE TUNING SHAFT & PULLEY #1 IN MAX. CLOCKWISE POSITION.



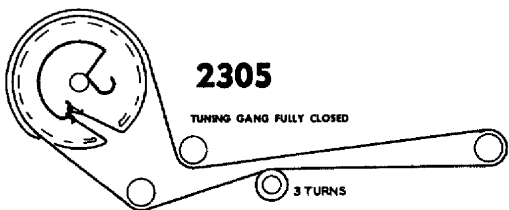
UHF TUNING PULLEYS



TUNING SLUGS SET AT LOWEST FREQUENCY.



2304



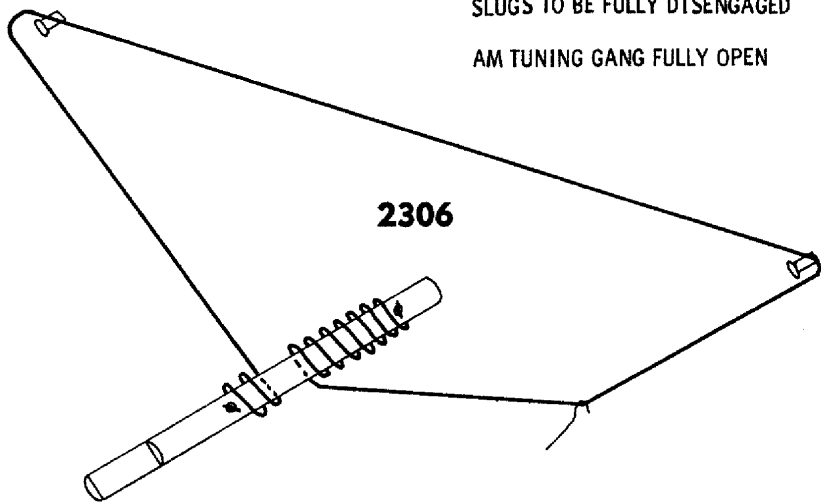
2305

TUNING GANG FULLY CLOSED

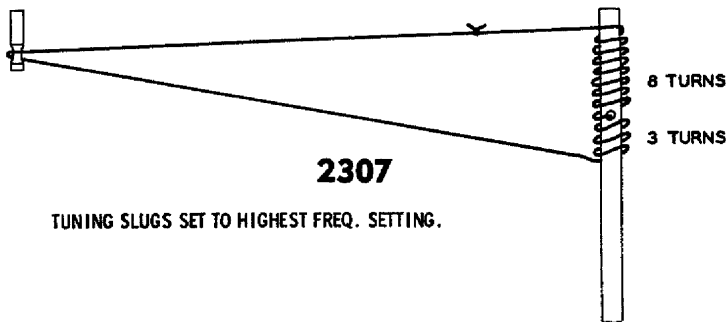
3 TURNS

SLUGS TO BE FULLY DISENGAGED

AM TUNING GANG FULLY OPEN



2306

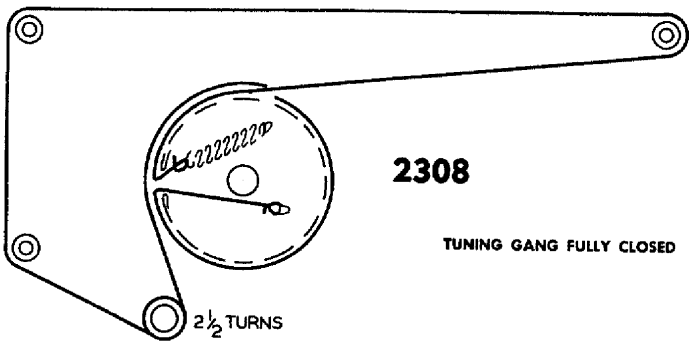


2307

8 TURNS

3 TURNS

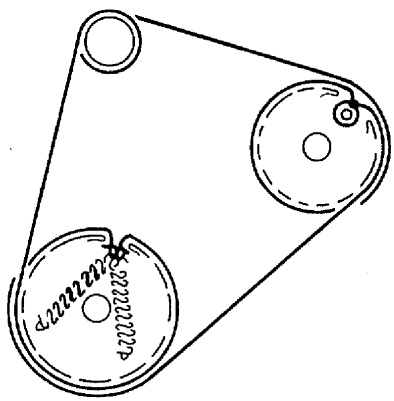
TUNING SLUGS SET TO HIGHEST FREQ. SETTING.



2308

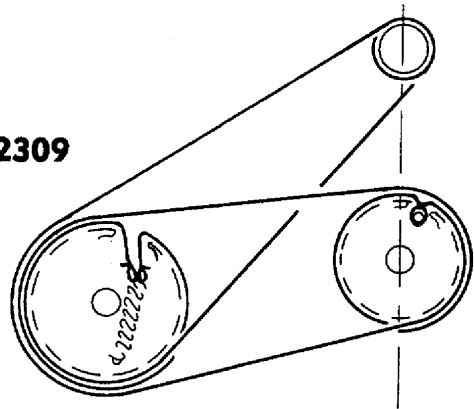
TUNING GANG FULLY CLOSED

2 1/2 TURNS

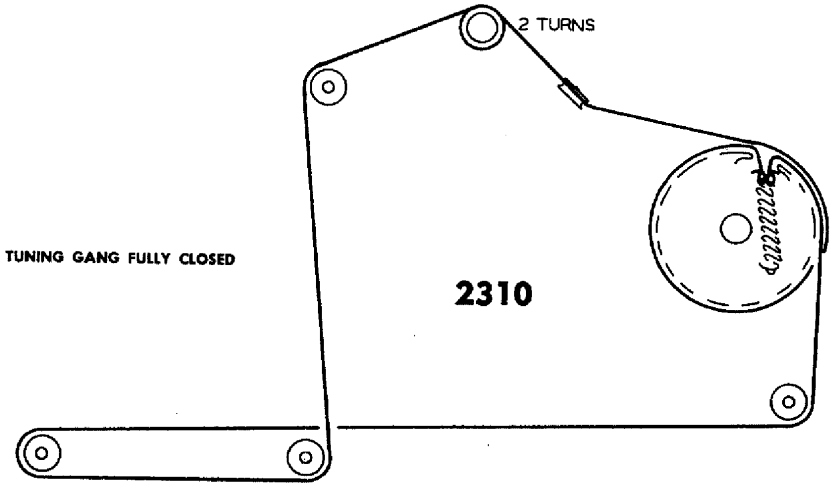


2309

EARLY PRODUCTION VERSIONS



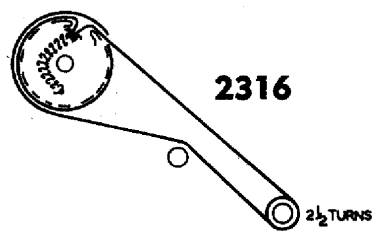
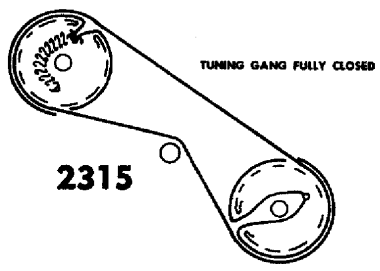
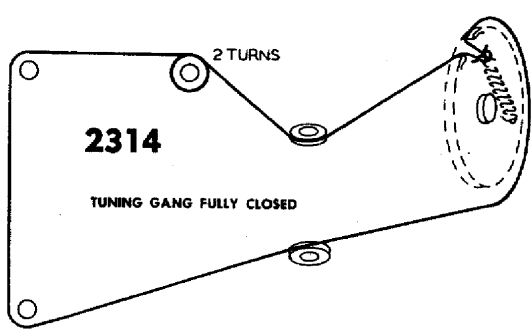
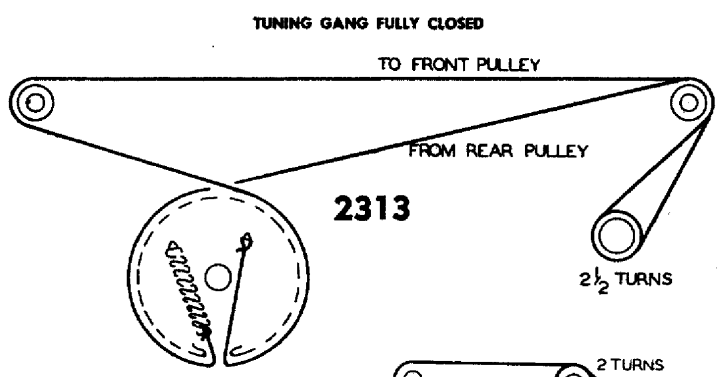
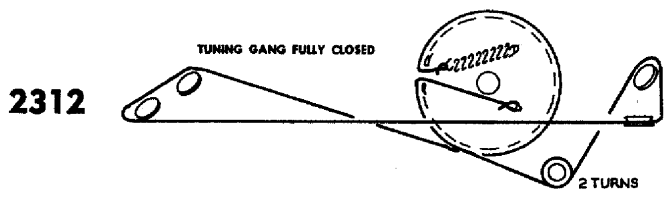
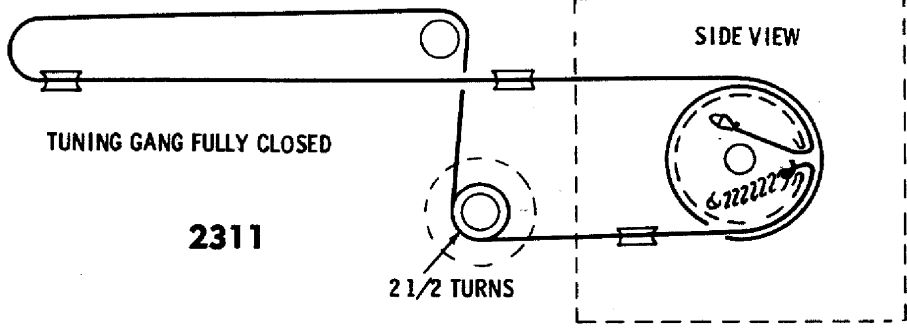
LATER PRODUCTION VERSIONS



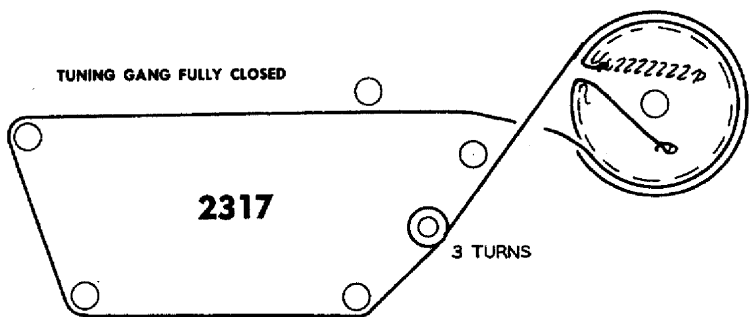
2310

TUNING GANG FULLY CLOSED

2 TURNS

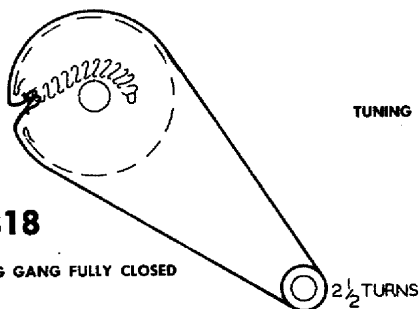


TUNING GANG FULLY CLOSED



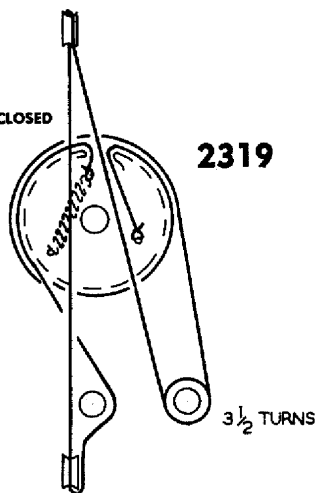
2318

TUNING GANG FULLY CLOSED

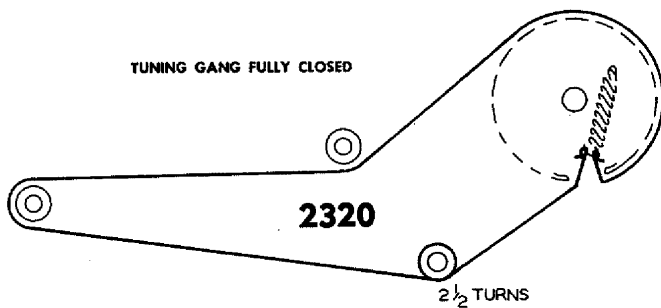


TUNING GANG FULLY CLOSED

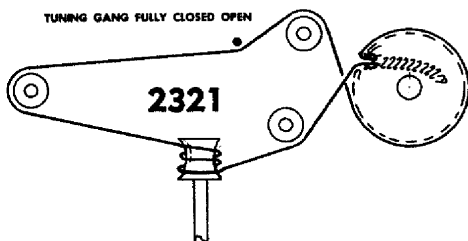
2319



TUNING GANG FULLY CLOSED

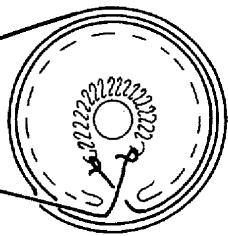


TUNING GANG FULLY CLOSED OPEN

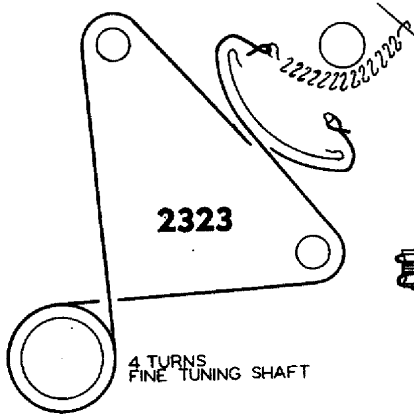


DIAL CORD PULLEY

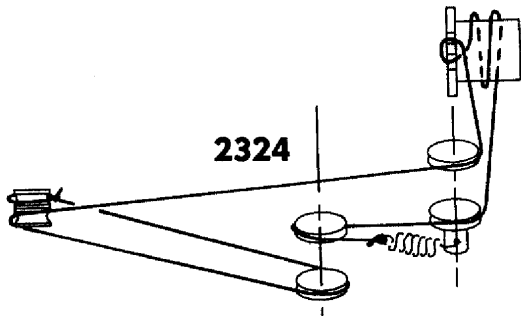
FINE TUNING SHAFT **2322**



FINE TUNING ROTOR
SET MIDWAY

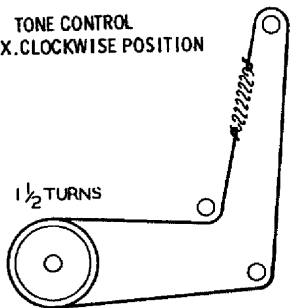


2324



tone control
MAX. CLOCKWISE POSITION

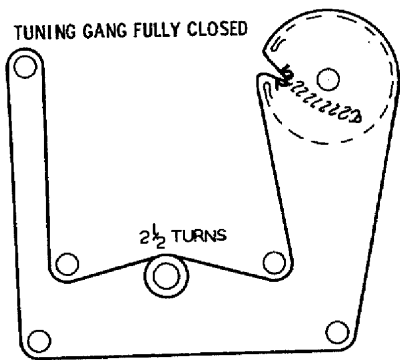
1 1/2 TURNS



TONE DIAL CORD

TUNING GANG FULLY CLOSED

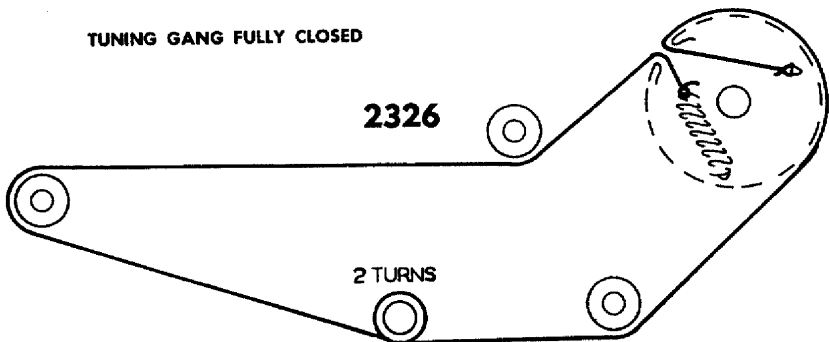
2325



TUNING DIAL CORD

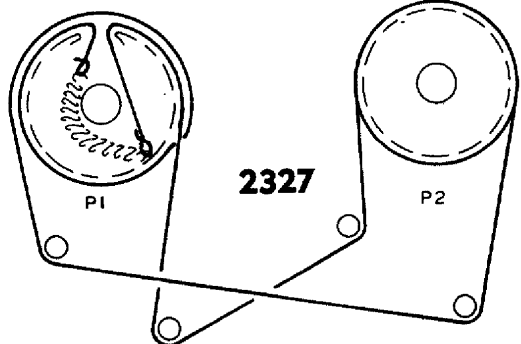
TUNING GANG FULLY CLOSED

2326



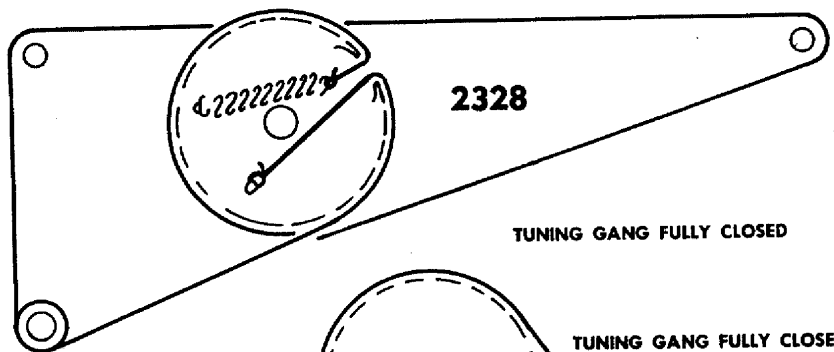
2 TURNS

3 1/2 TURNS



2327

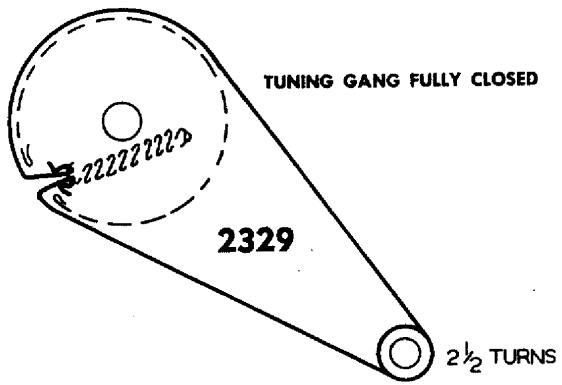
TURN FINE TUNING SHAFT WITH PULLEY P1 FULLY CLOCKWISE



2328

TUNING GANG FULLY CLOSED

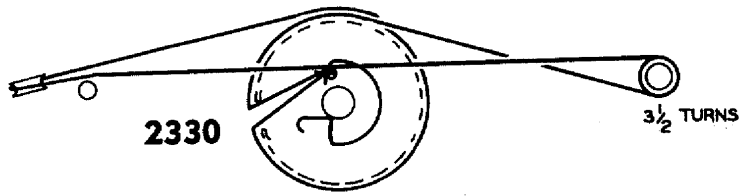
3 1/2 TURNS



TUNING GANG FULLY CLOSED

2329

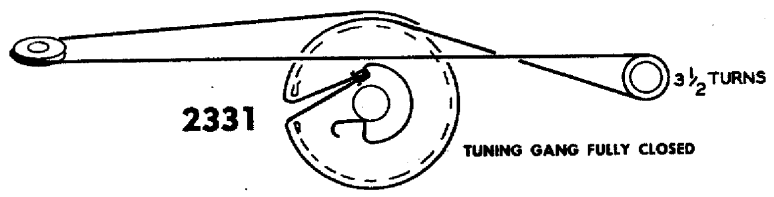
2 1/2 TURNS



2330

3 1/2 TURNS

TUNING GANG FULLY CLOSED



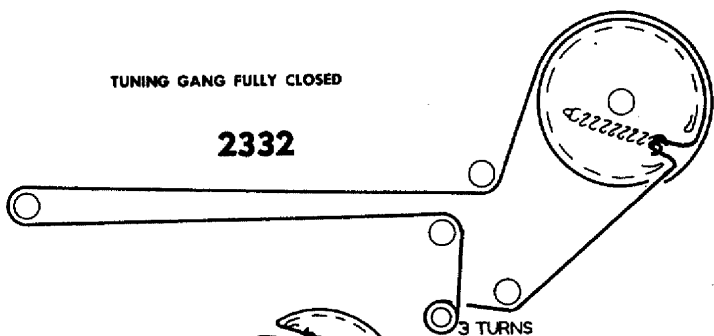
2331

3 1/2 TURNS

TUNING GANG FULLY CLOSED

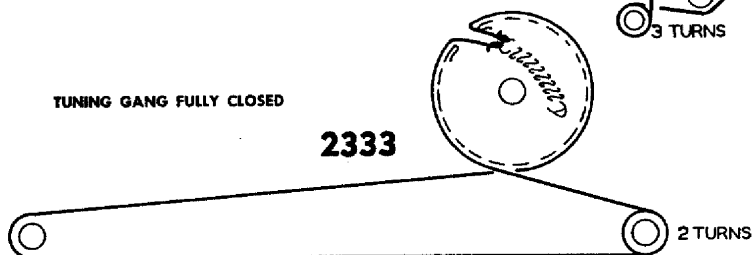
TUNING GANG FULLY CLOSED

2332



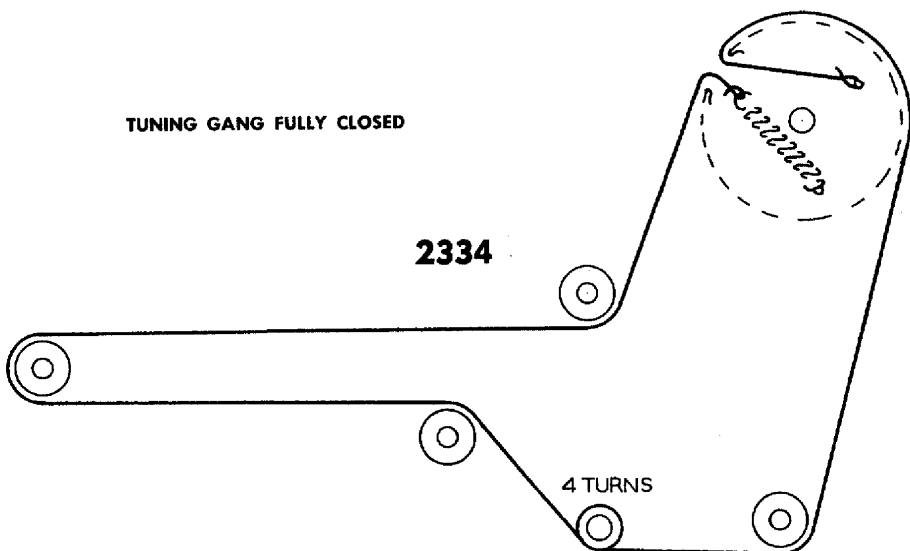
TUNING GANG FULLY CLOSED

2333



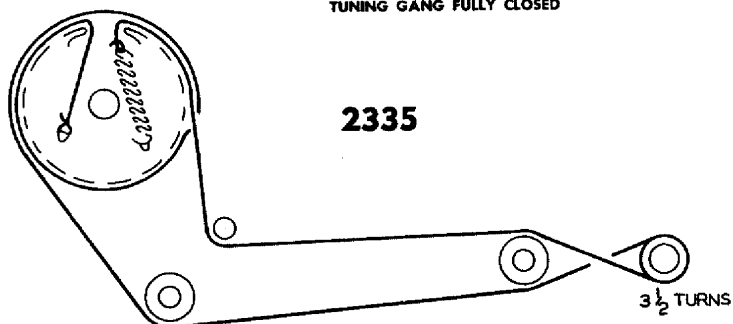
TUNING GANG FULLY CLOSED

2334

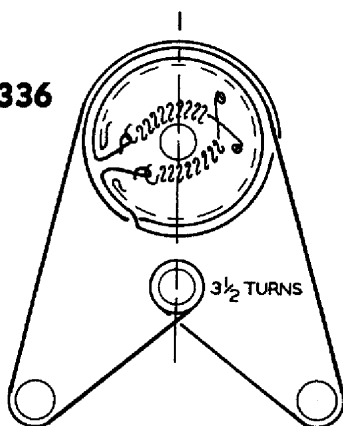


TUNING GANG FULLY CLOSED

2335



2336



TUNING GANG FULLY CLOSED

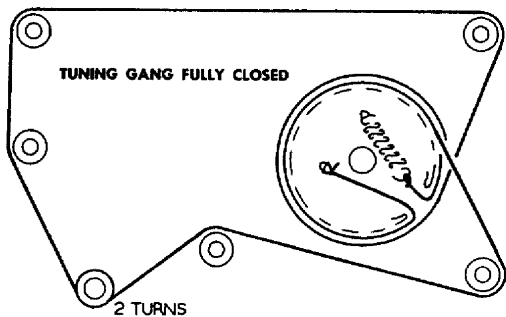


FIG. 1 STRINGING OF TUNING CONTROL

2337

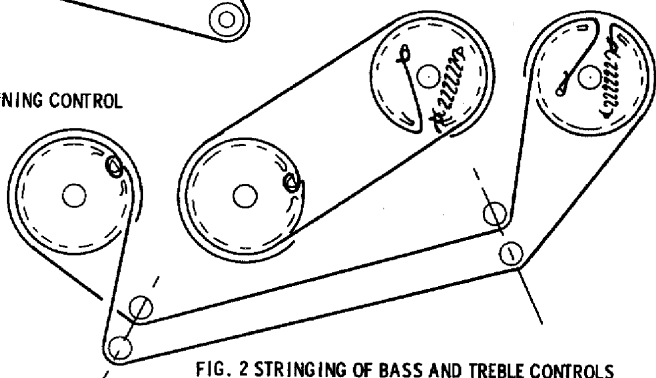


FIG. 2 STRINGING OF BASS AND TREBLE CONTROLS

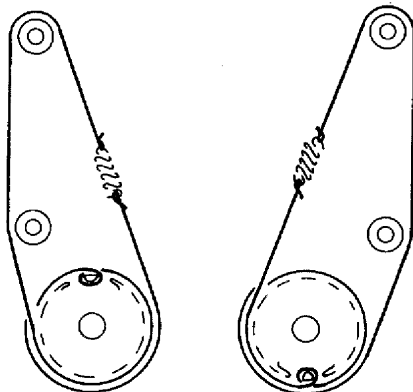
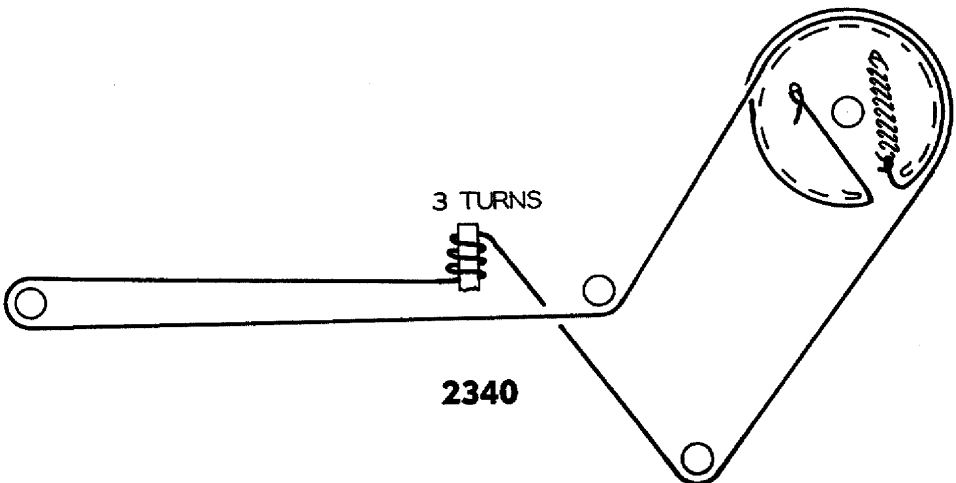
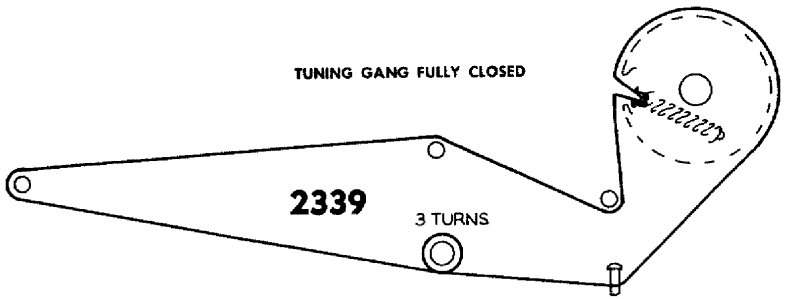
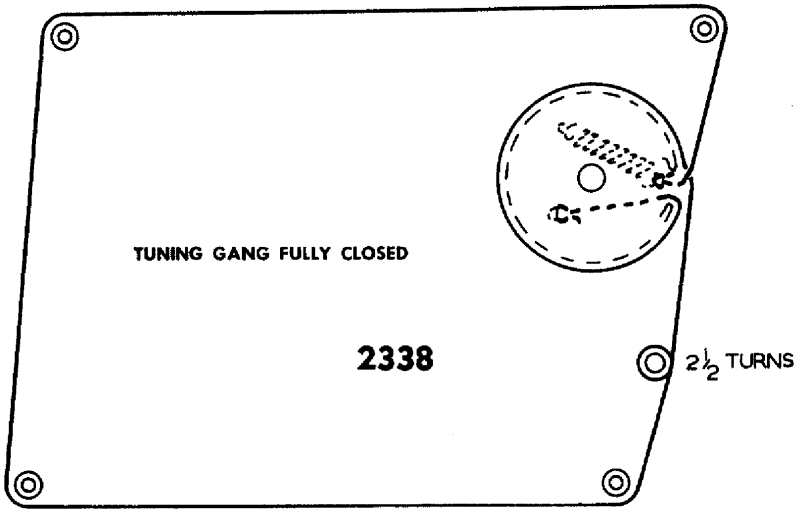
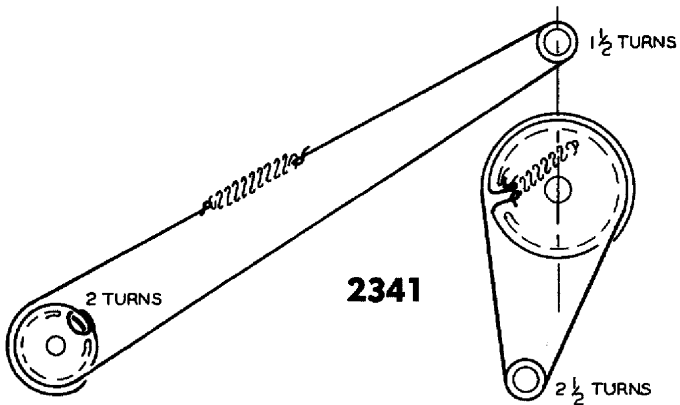
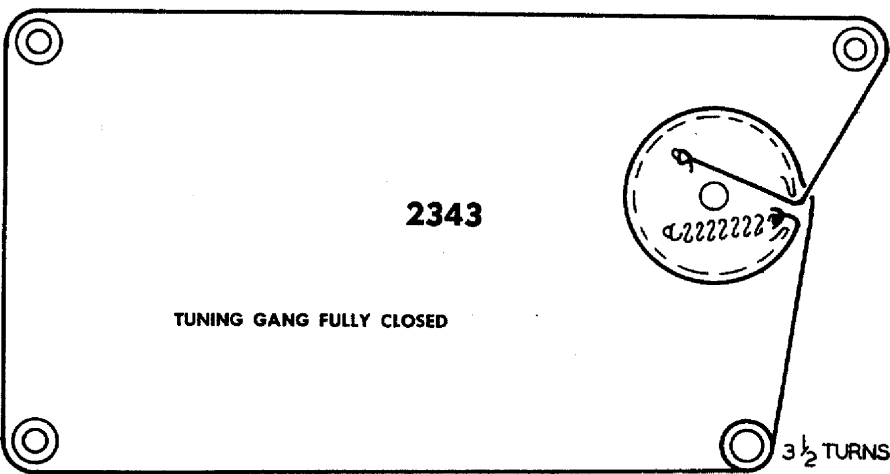
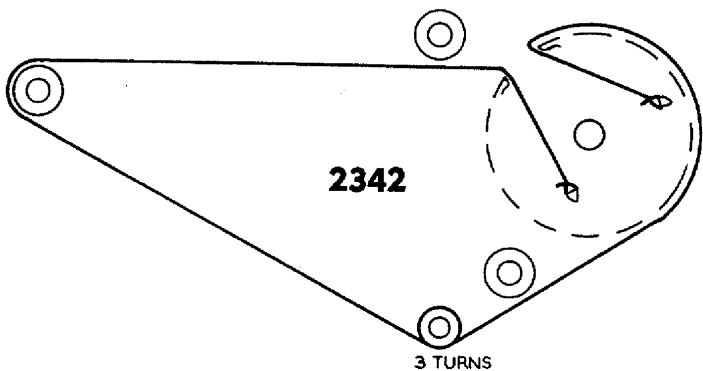


FIG. 3 STRINGING OF BASS & TREBLE POINTERS

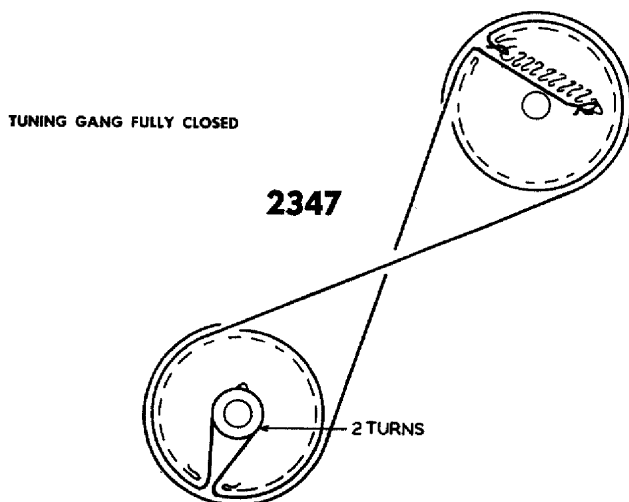
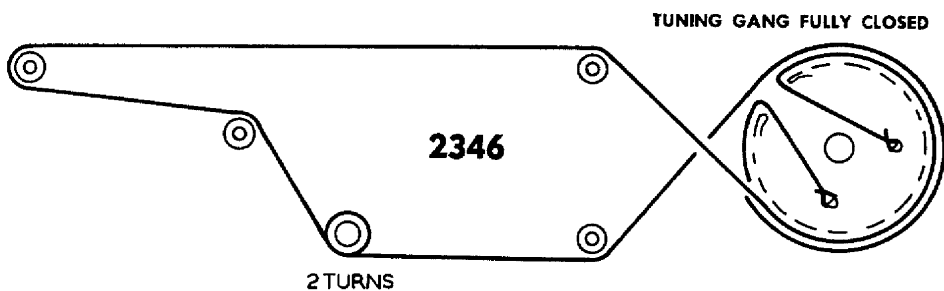
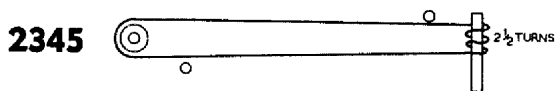
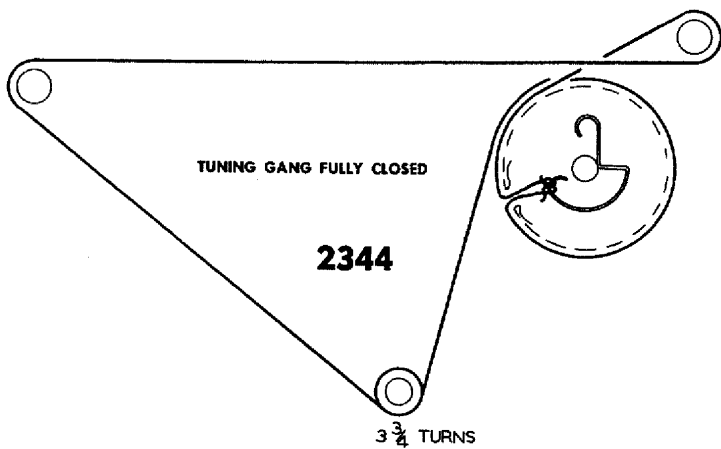




TUNING GANG FULLY CLOSED

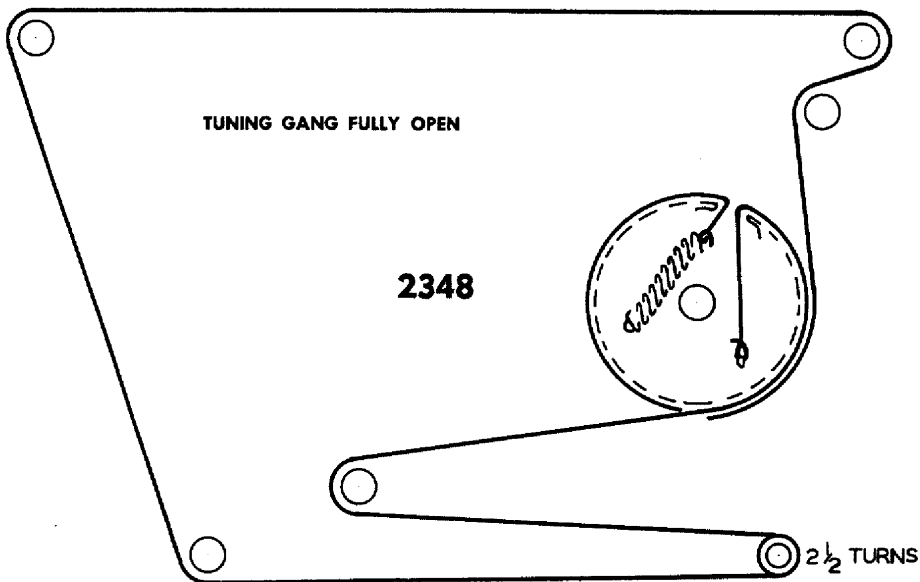


TUNING GANG FULLY CLOSED



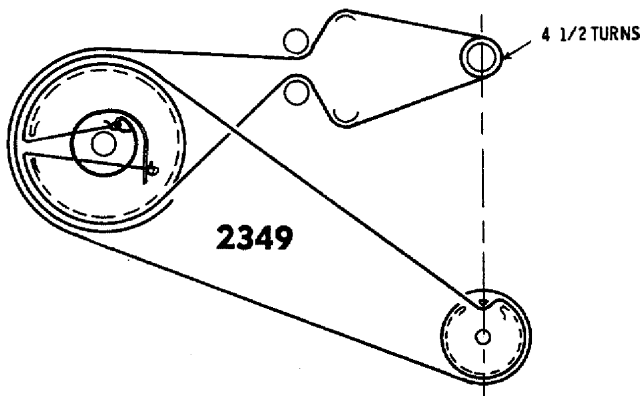
TUNING GANG FULLY OPEN

2348



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

2349



2350

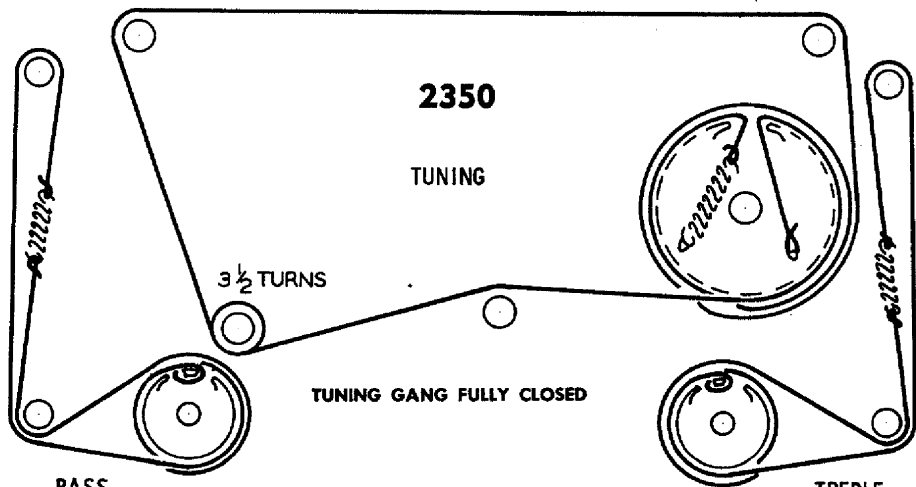
TUNING

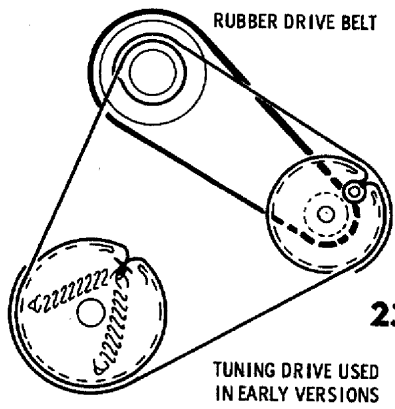
3 1/2 TURNS

TUNING GANG FULLY CLOSED

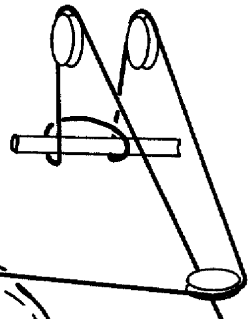
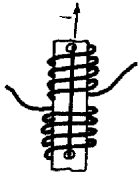
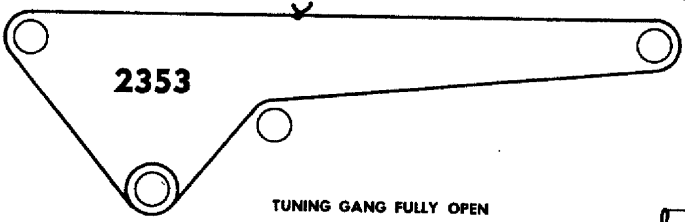
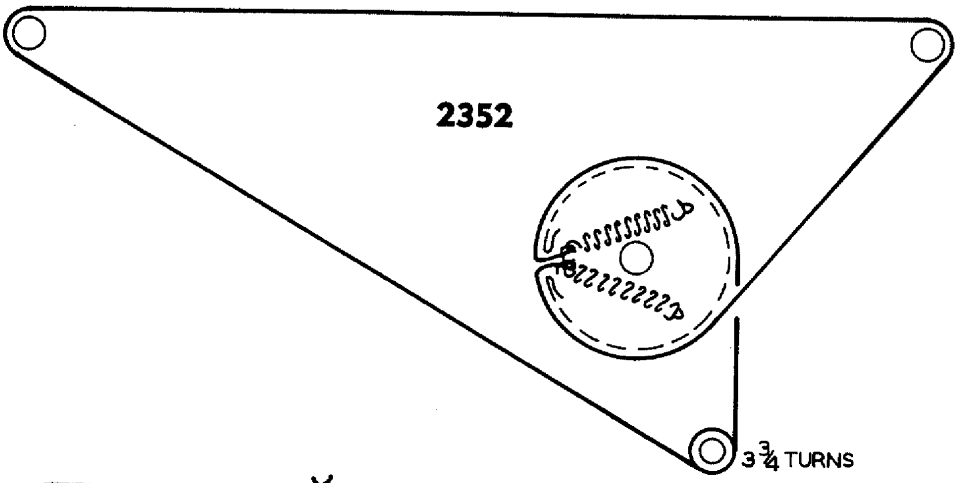
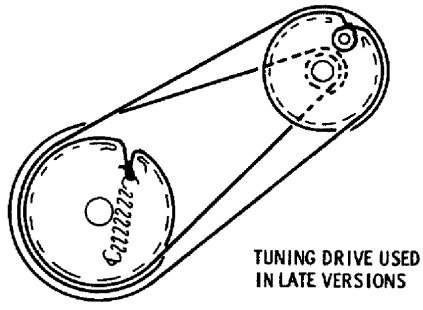
BASS

TREBLE





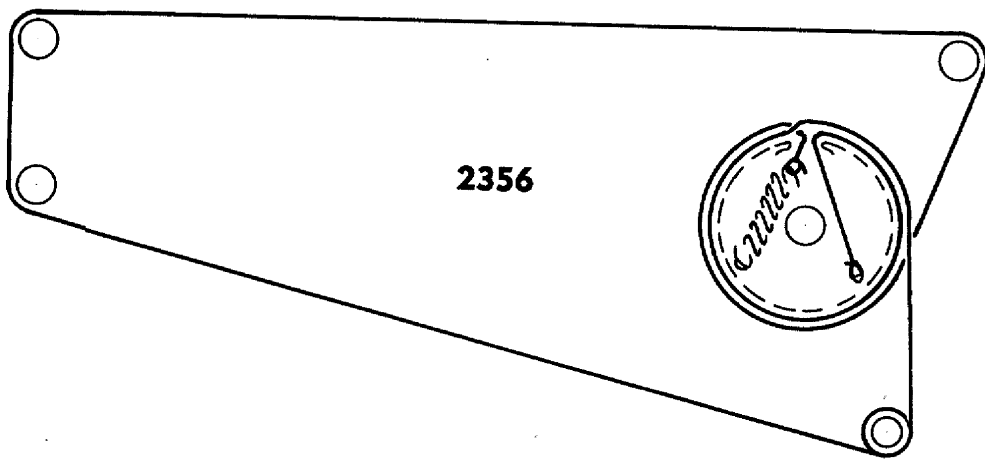
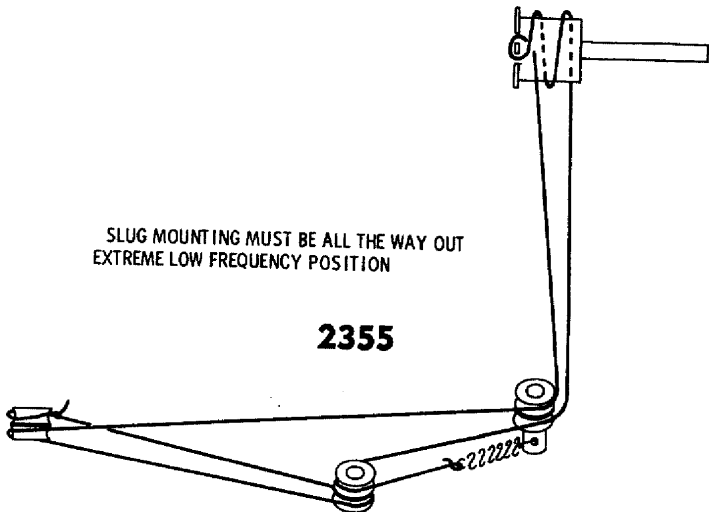
2351



TUNING GANG FULLY CLOSED

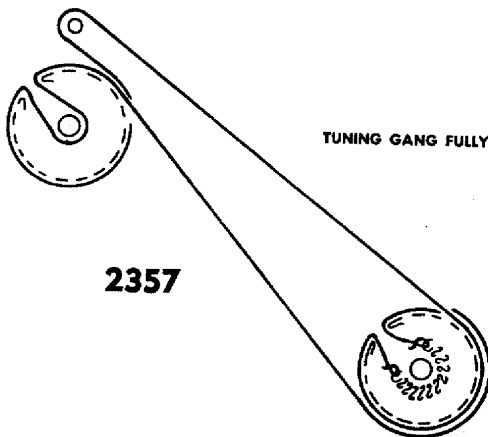
SLUG MOUNTING MUST BE ALL THE WAY OUT
EXTREME LOW FREQUENCY POSITION

2355



2356

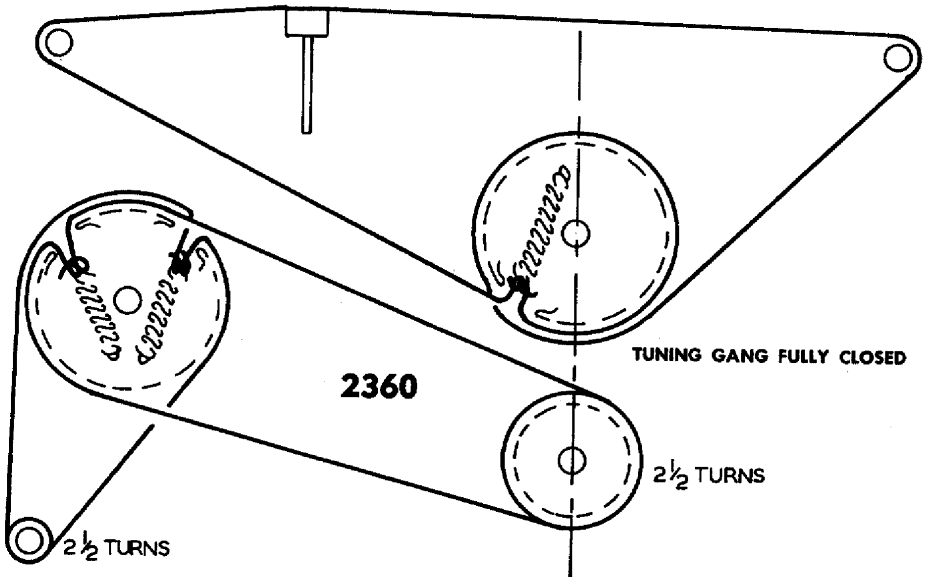
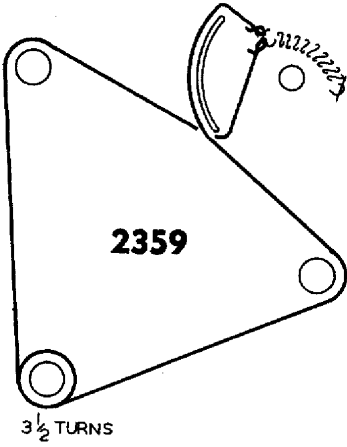
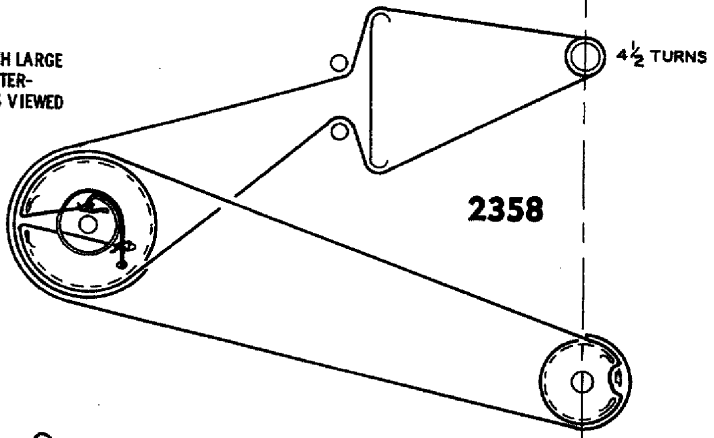
2 1/2 TURNS

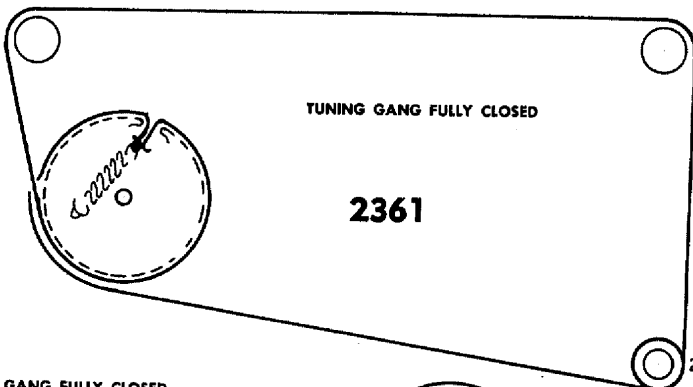


TUNING GANG FULLY CLOSED

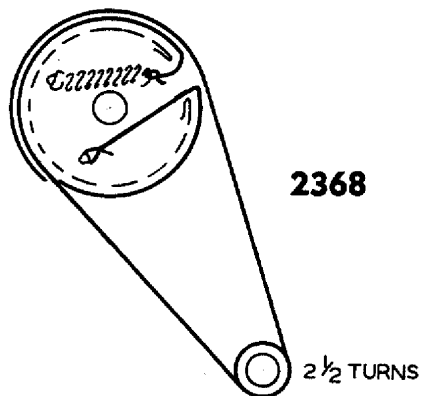
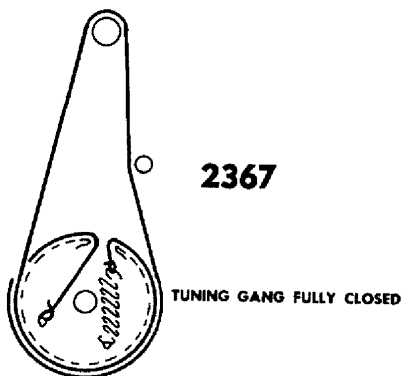
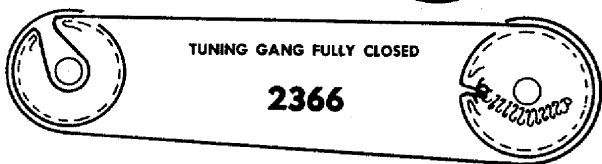
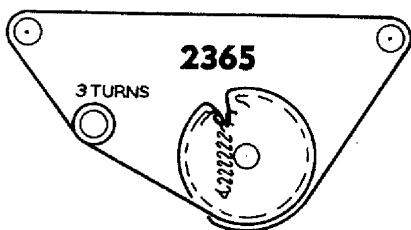
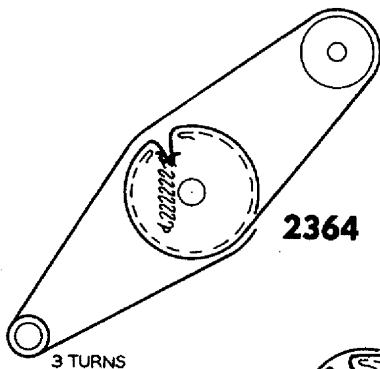
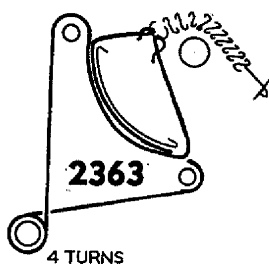
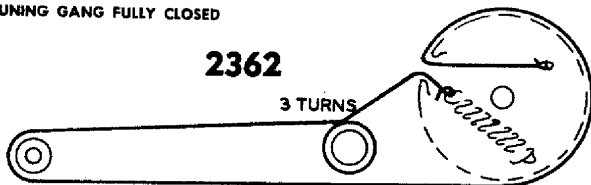
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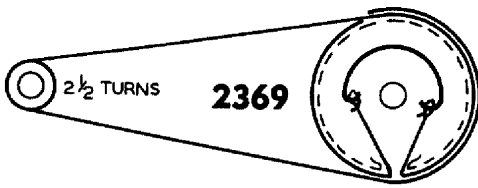
START RE-STRINGING WITH LARGE UHF PULLEY IN MAX COUNTER-CLOCKWISE POSITION (AS VIEWED FROM FRONT OF TUNER).



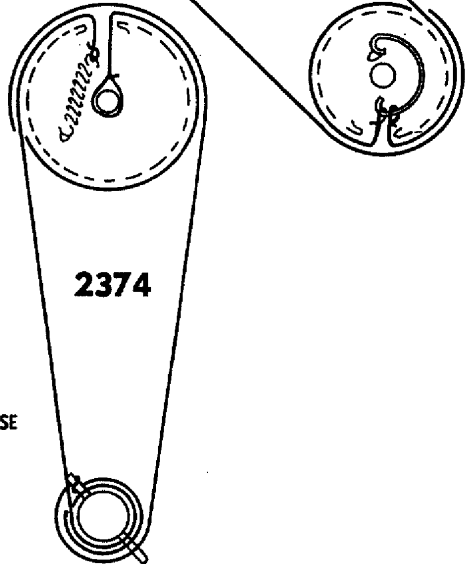
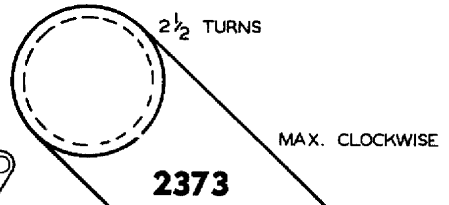
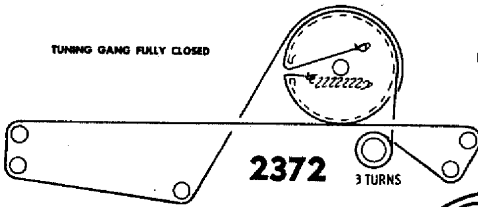
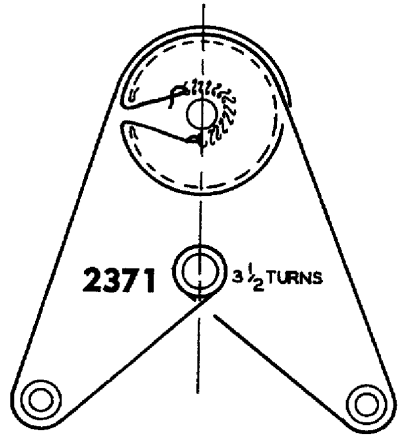
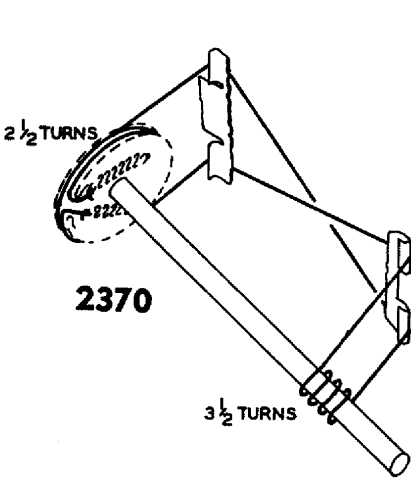


TUNING GANG FULLY CLOSED

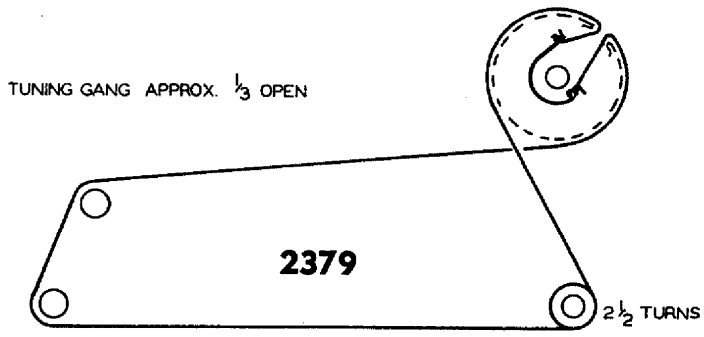
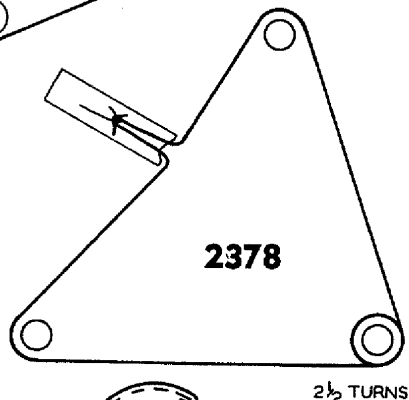
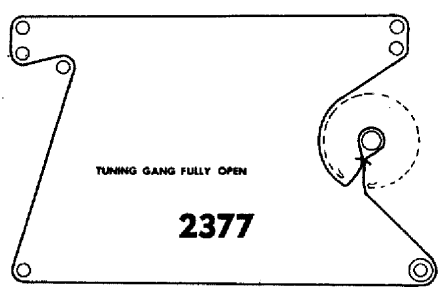
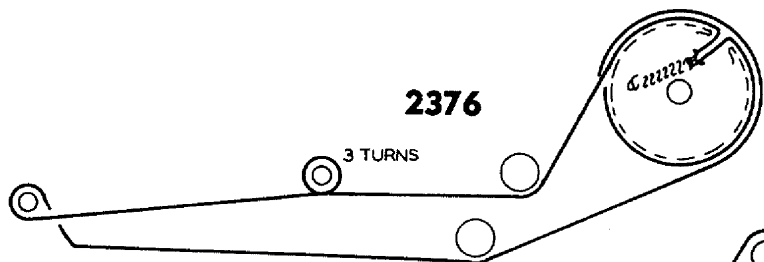
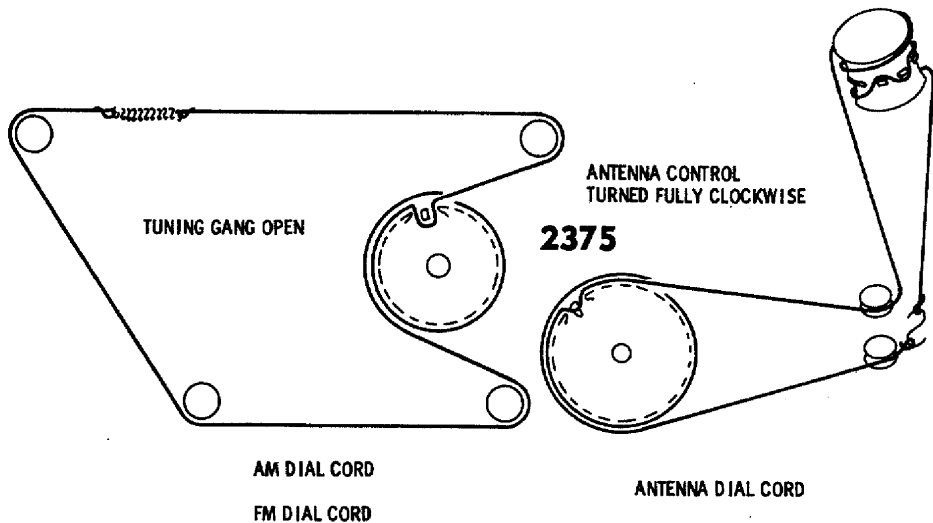


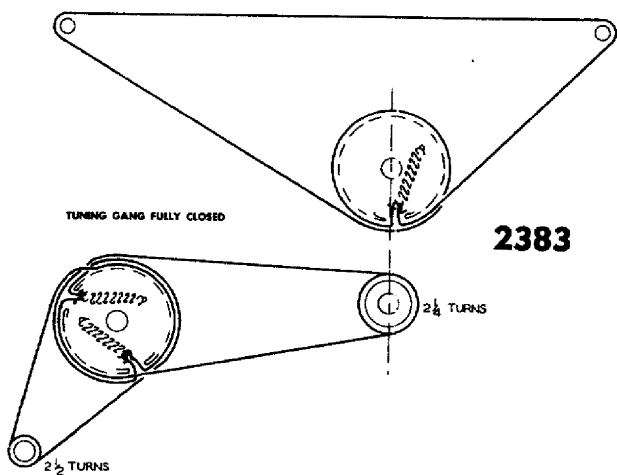
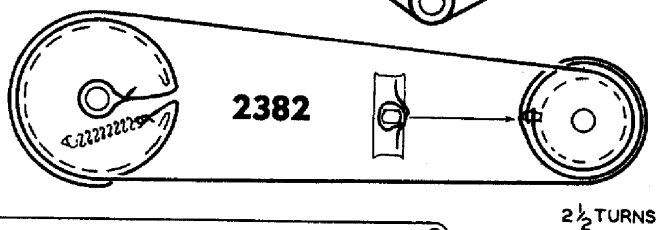
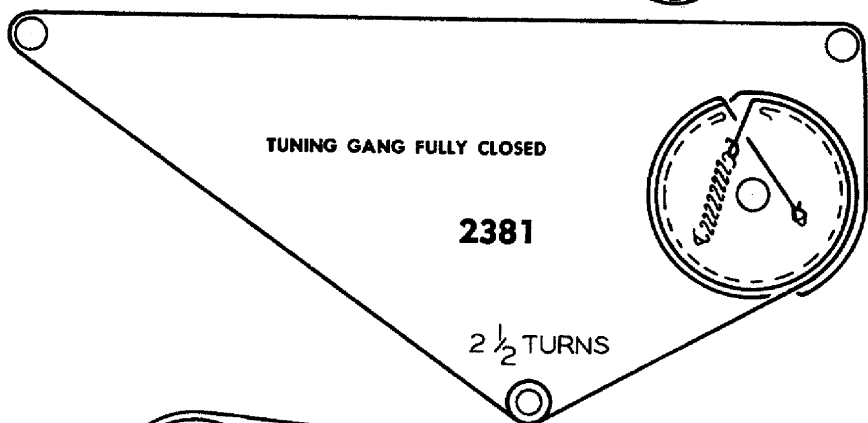
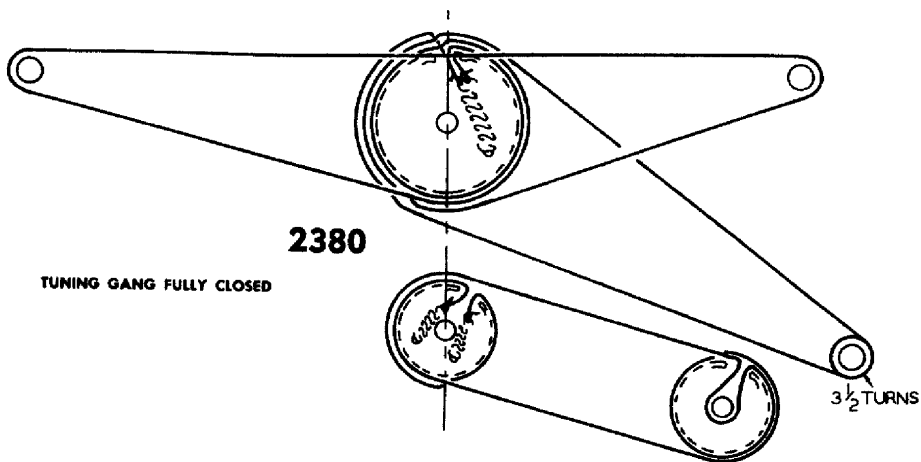


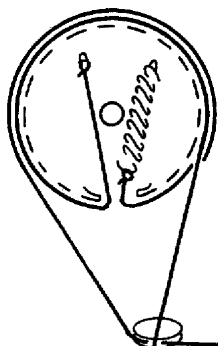
TUNING GANG FULLY CLOSED



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

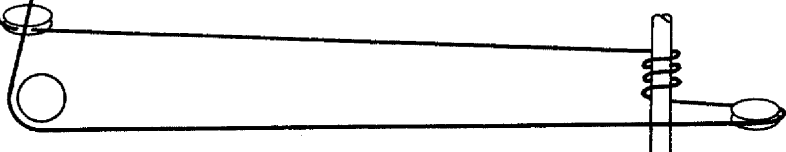






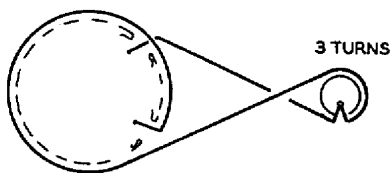
TUNING GANG FULLY CLOSED

2384



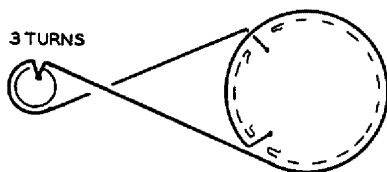
FM

AM



3 TURNS

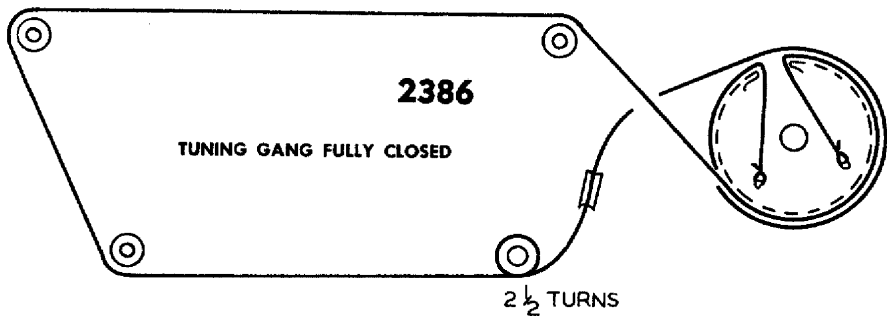
2385



3 TURNS

TUNING GANG FULLY CLOSED

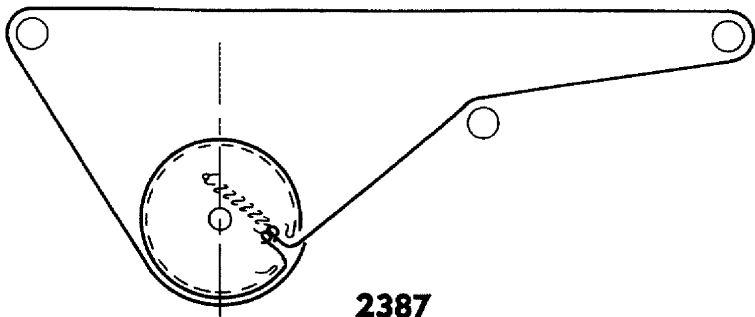
TUNING GANG FULLY CLOSED



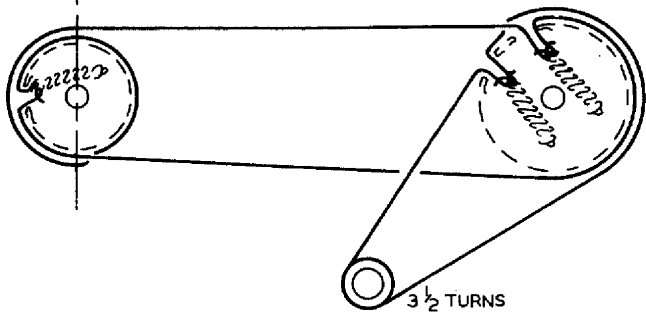
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TUNING GANG FULLY CLOSED

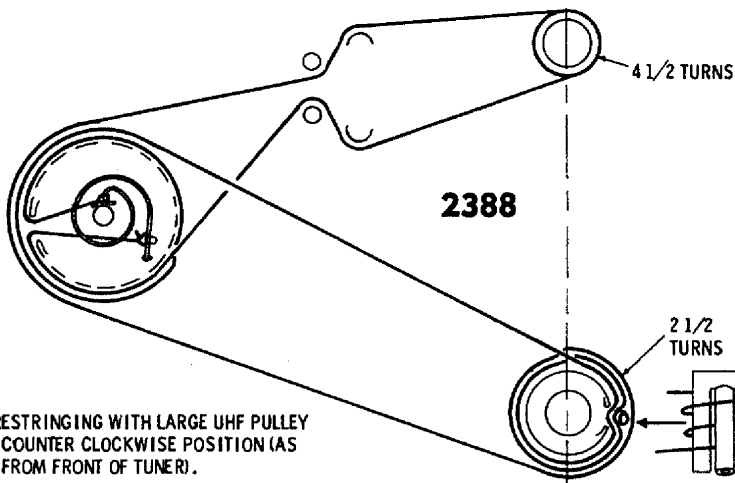
2 1/2 TURNS



2387



3 1/2 TURNS

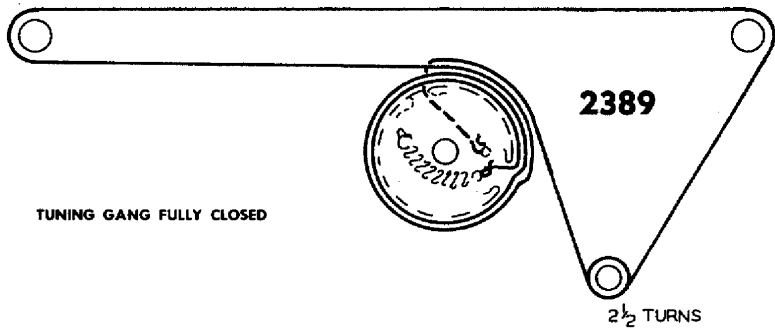
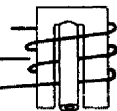


2388

4 1/2 TURNS

2 1/2 TURNS

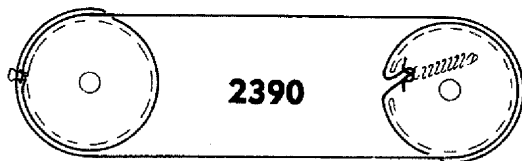
START RESTRINGING WITH LARGE UHF PULLEY
IN MAX COUNTER CLOCKWISE POSITION (AS
VIEWED FROM FRONT OF TUNER).



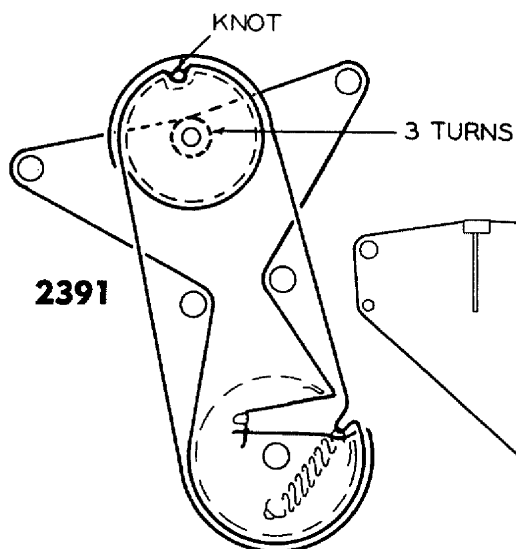
2389

2 1/2 TURNS

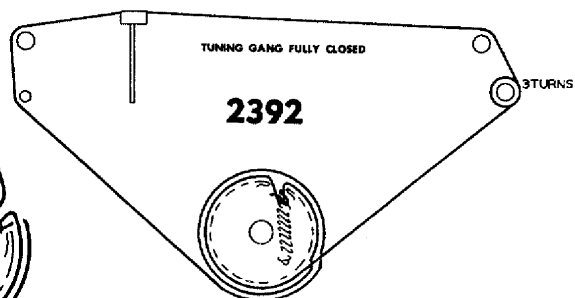
TUNING GANG FULLY CLOSED



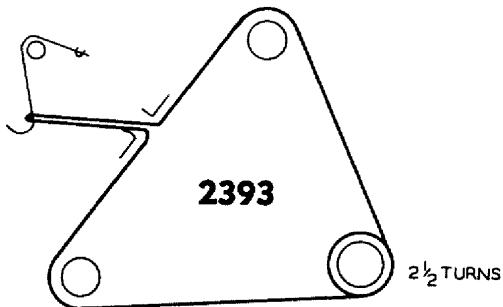
2390



2391

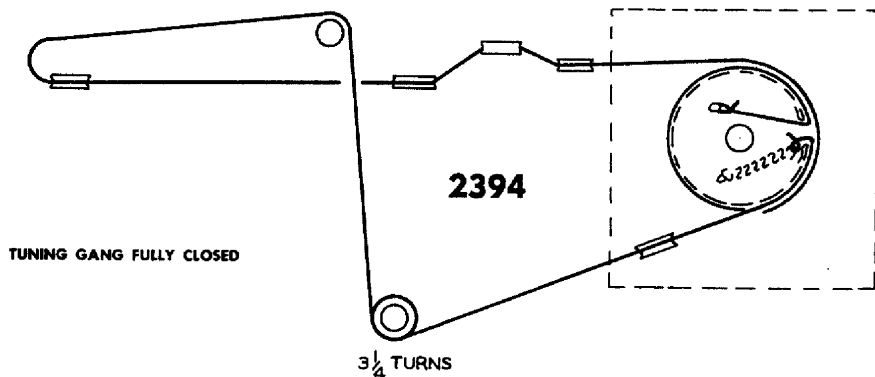


2392



2393

2 1/2 TURNS



2394

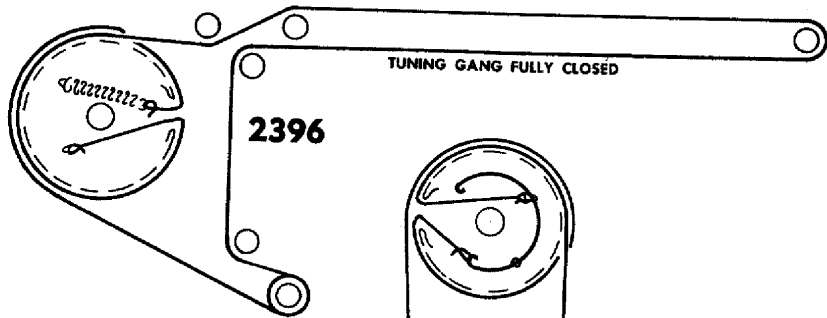
TUNING GANG FULLY CLOSED

3 1/4 TURNS

TUNING GANG FULLY CLOSED

2395

3 TURNS

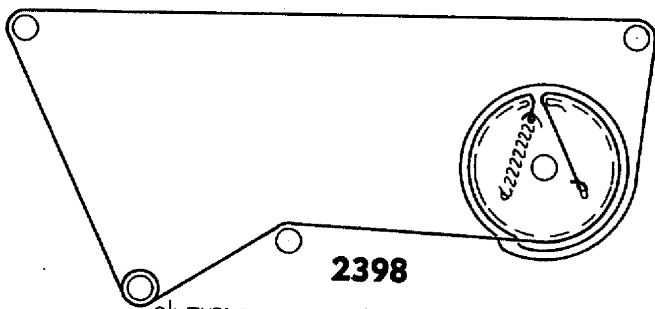


2 1/2 TURNS

TUNING GANG FULLY CLOSED

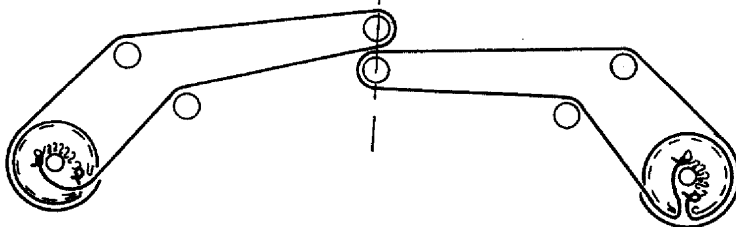
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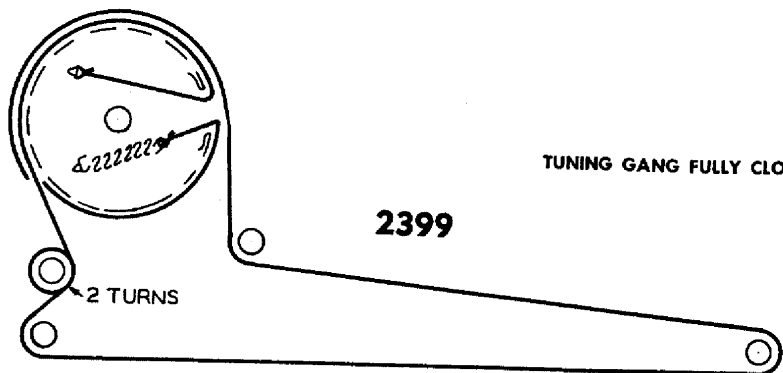
3 1/2 TURNS



2 1/2 TURNS

TUNING GANG FULLY CLOSED

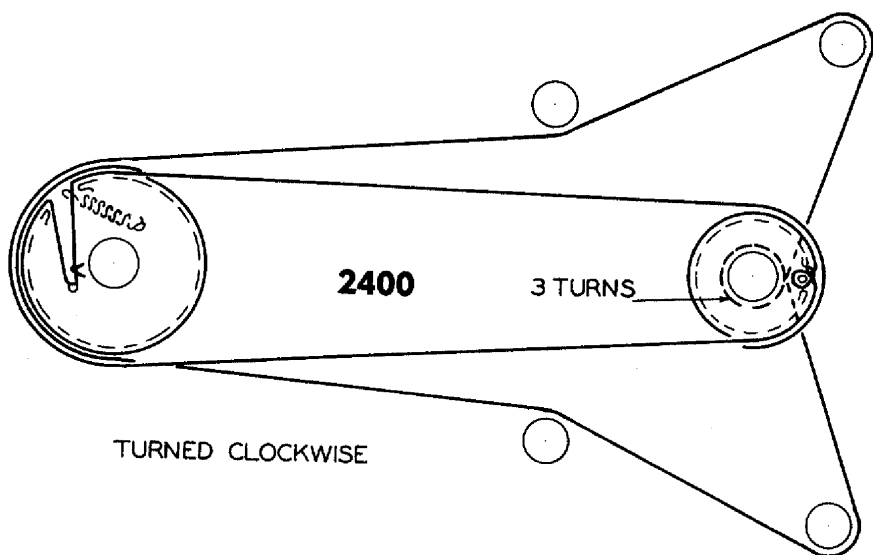




TUNING GANG FULLY CLOSED

2399

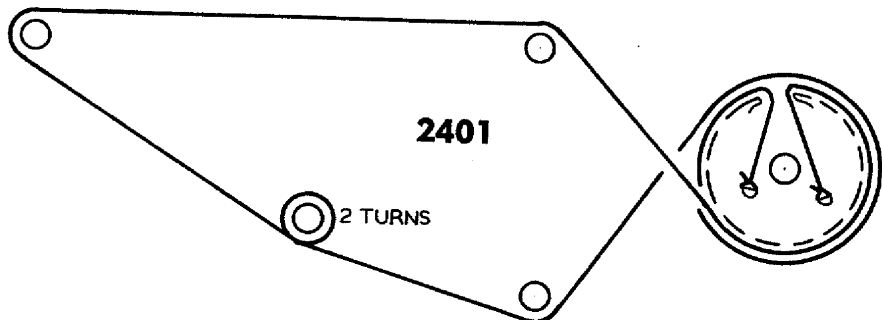
2 TURNS



2400

3 TURNS

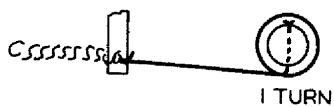
TURNED CLOCKWISE



2401

2 TURNS

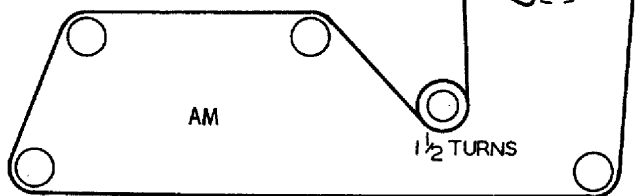
TUNING GANG FULLY CLOSED



2402

BASS CONTROL CLOCKWISE

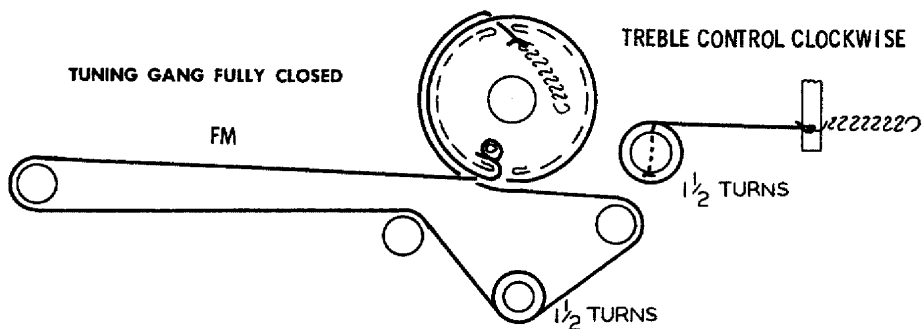
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

FM

TREBLE CONTROL CLOCKWISE



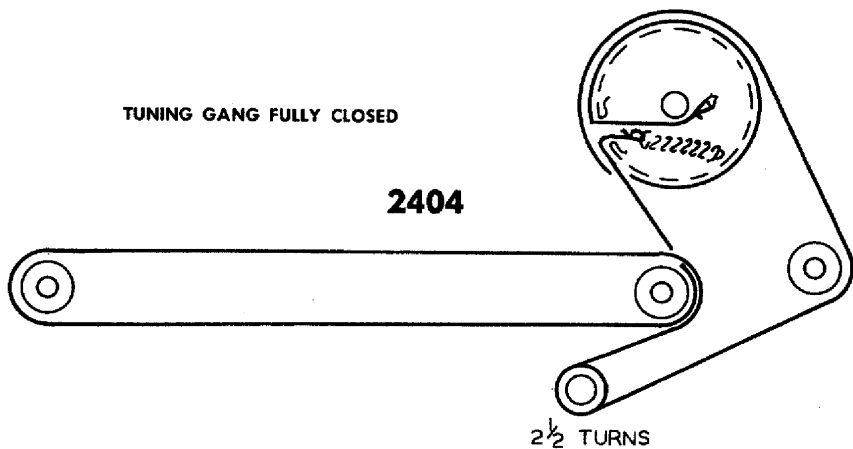
TUNING GANG FULLY CLOSED

2403

3 TURNS

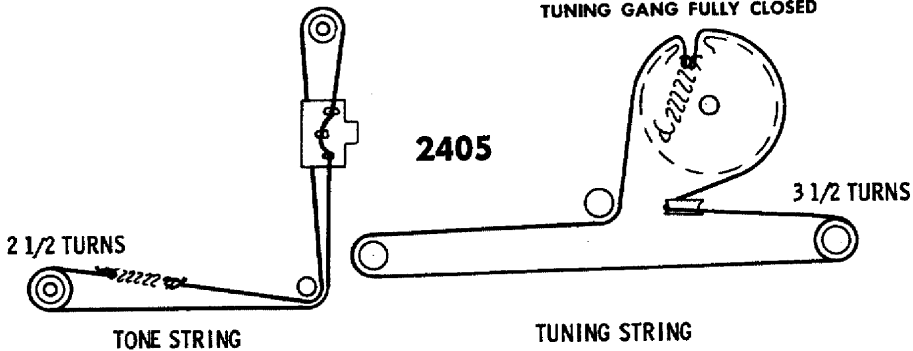
TUNING GANG FULLY CLOSED

2404



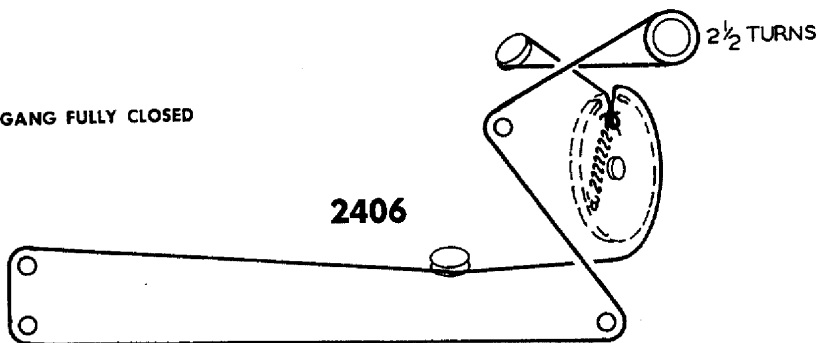
TUNING GANG FULLY CLOSED

2405

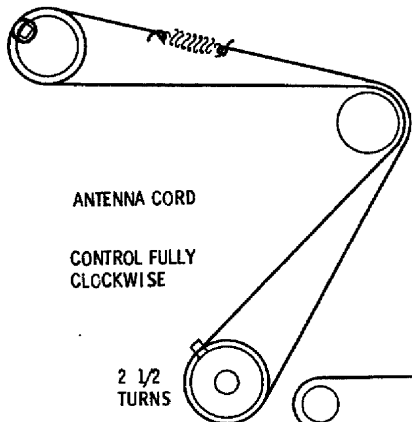


TUNING GANG FULLY CLOSED

2406

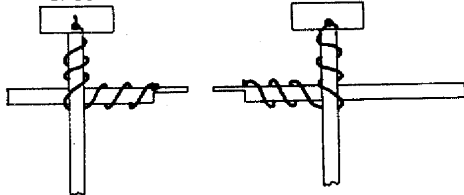


1 1/2 TURNS



BASS

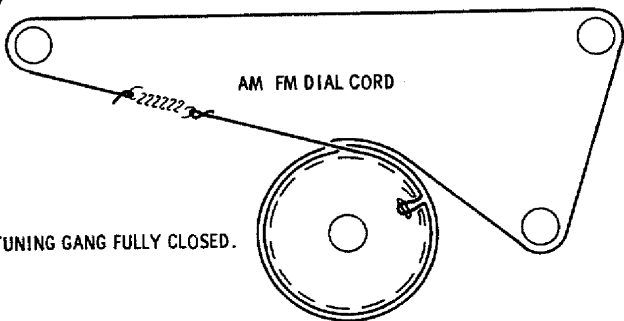
TREBLE



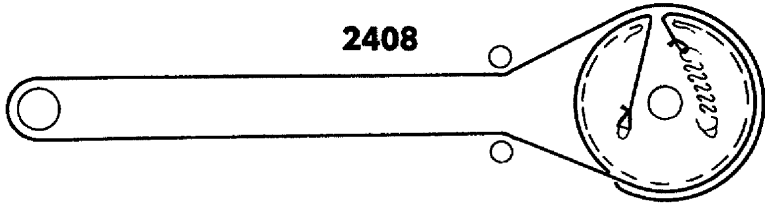
2407

AM FM DIAL CORD

TUNING GANG FULLY CLOSED.

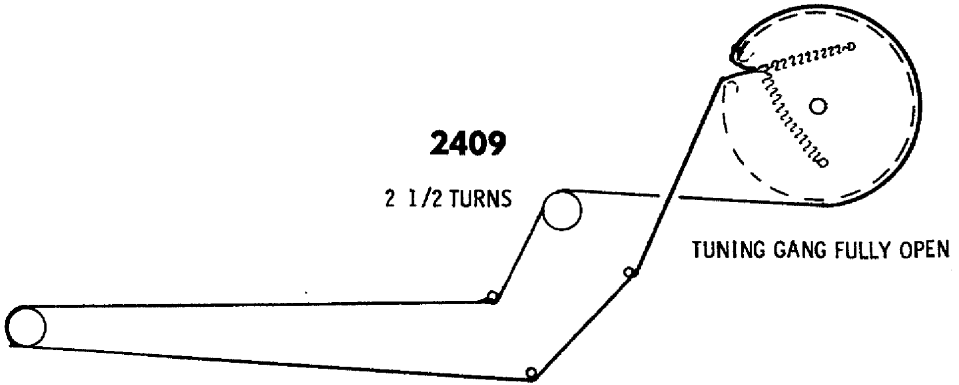


TUNING GANG FULLY CLOSED



2409

2 1/2 TURNS

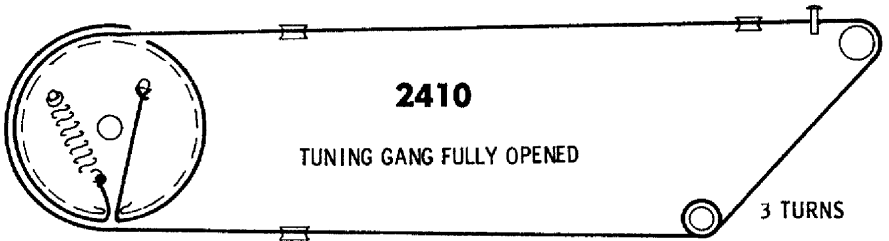


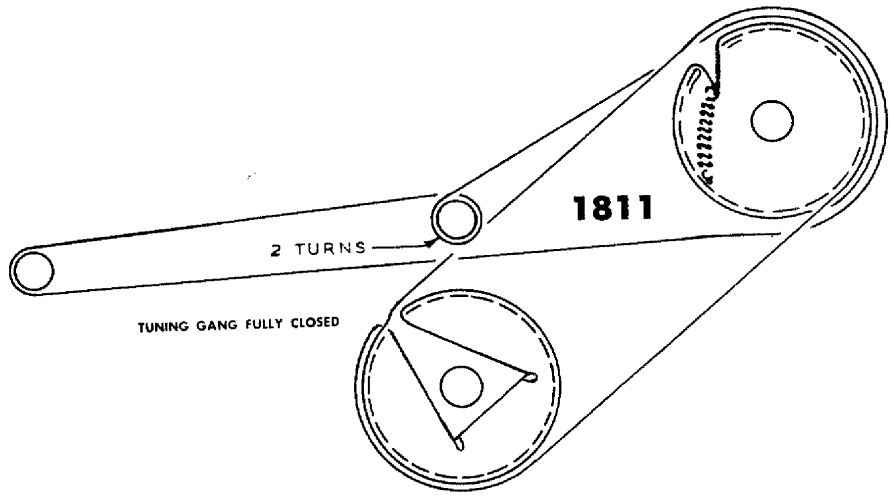
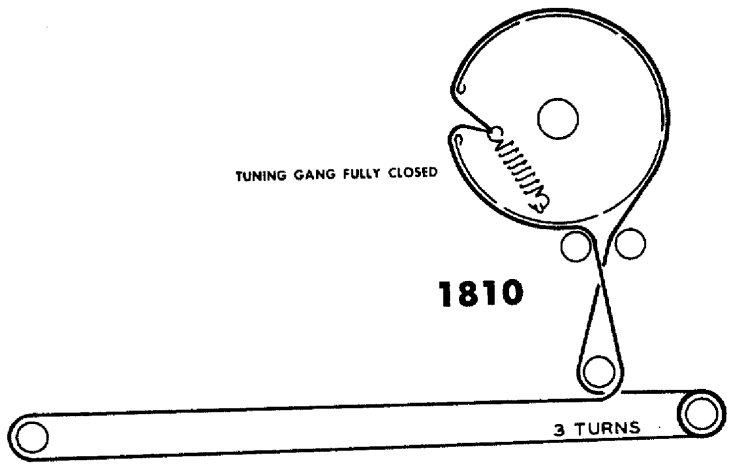
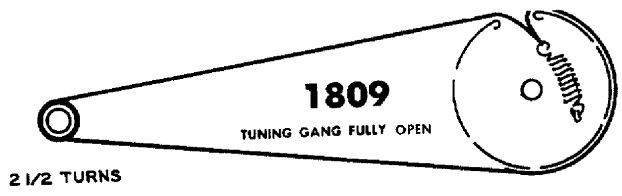
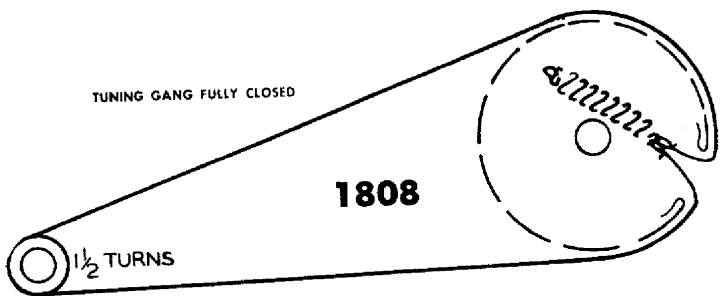
TUNING GANG FULLY OPEN

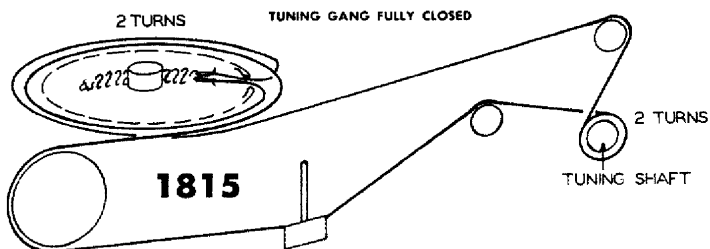
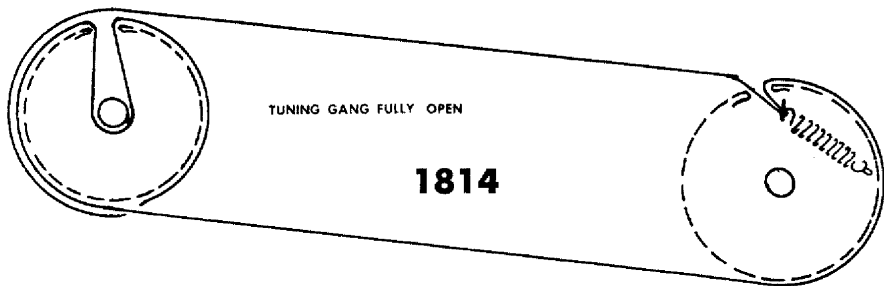
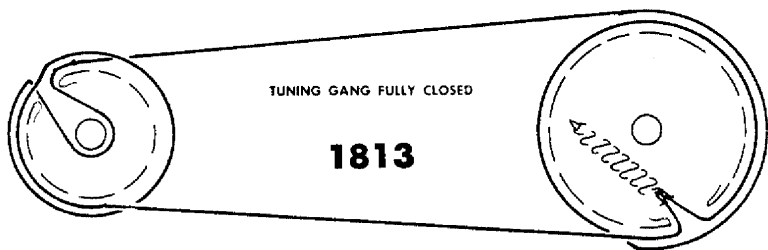
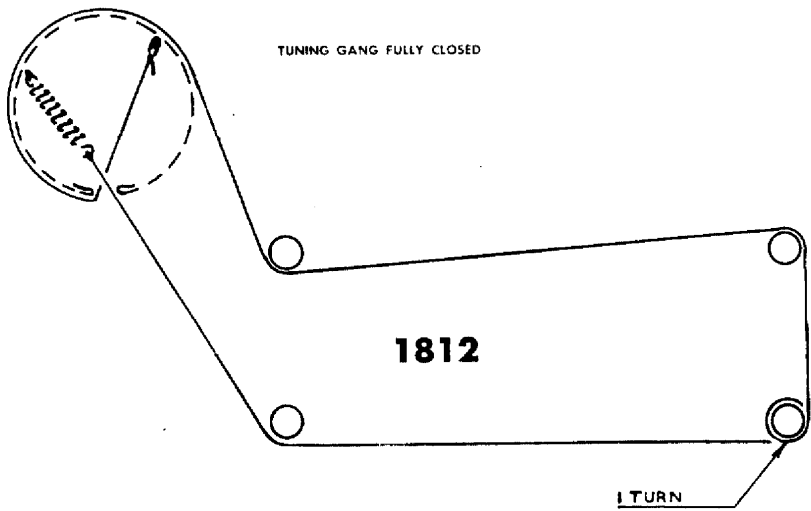
2410

TUNING GANG FULLY OPENED

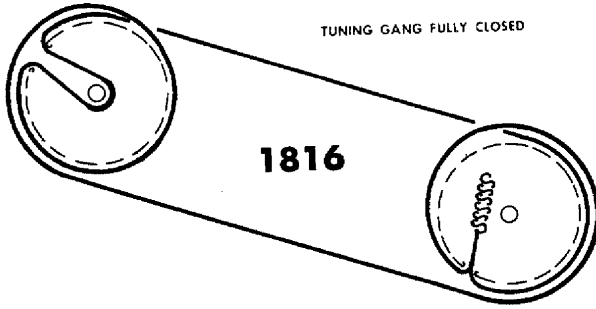
3 TURNS





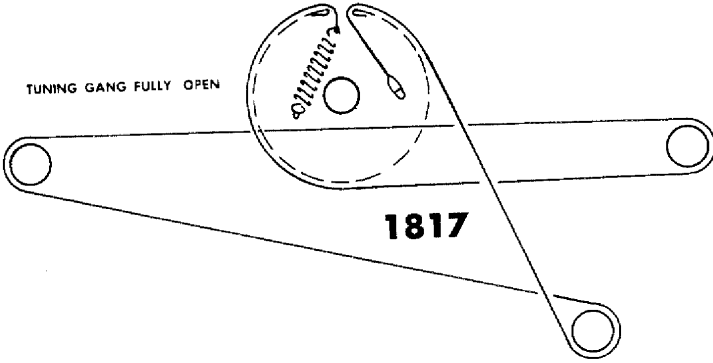


TUNING GANG FULLY CLOSED



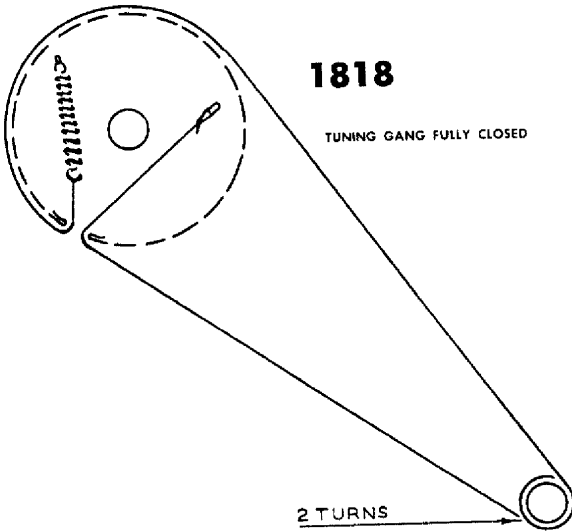
1816

TUNING GANG FULLY OPEN



1817

TUNING GANG FULLY CLOSED



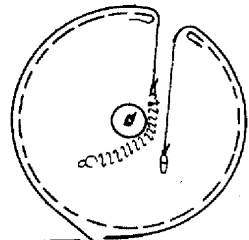
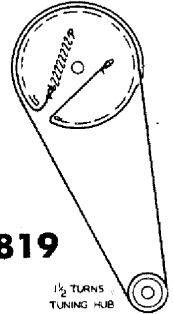
1818

TUNING GANG FULLY CLOSED

2 TURNS

1819

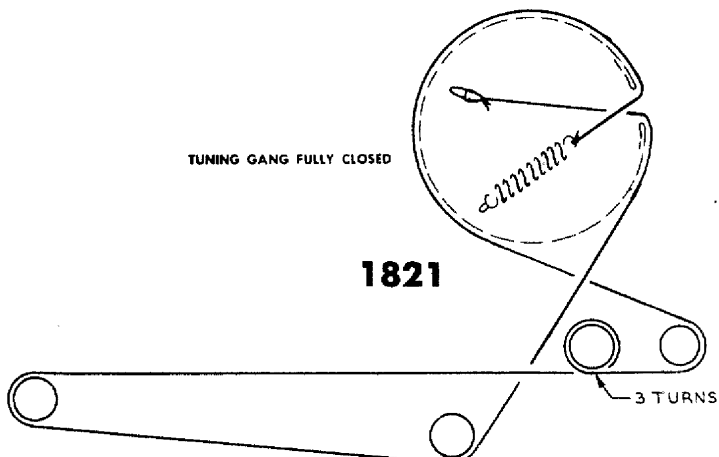
1/2 TURNS
TUNING HUB



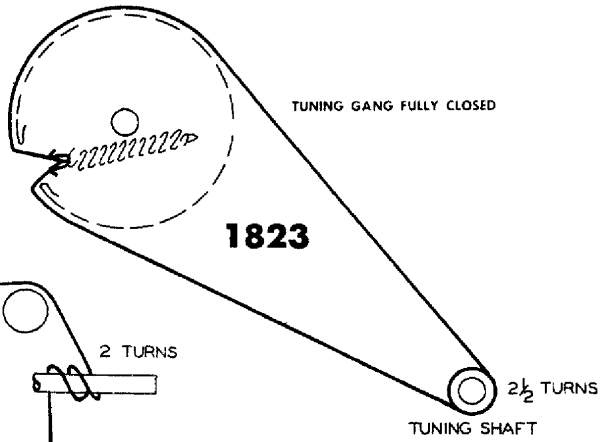
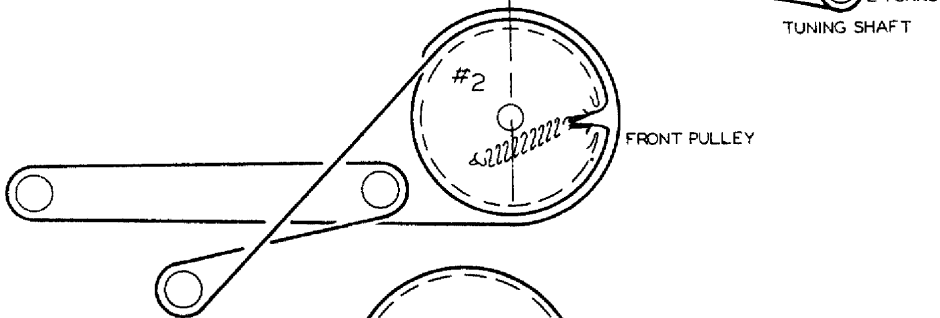
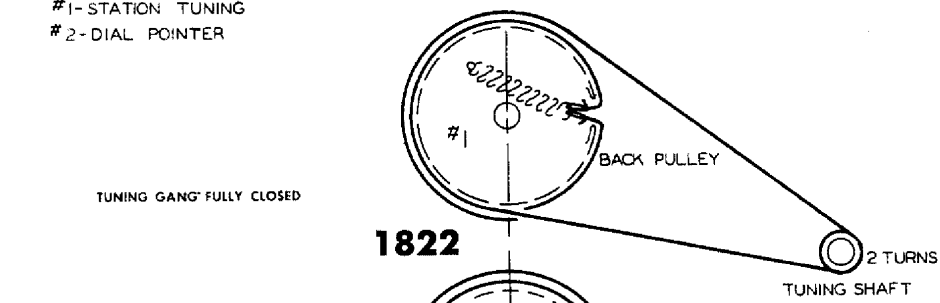
TUNING GANG FULLY CLOSED

1820

2 1/2 TURNS

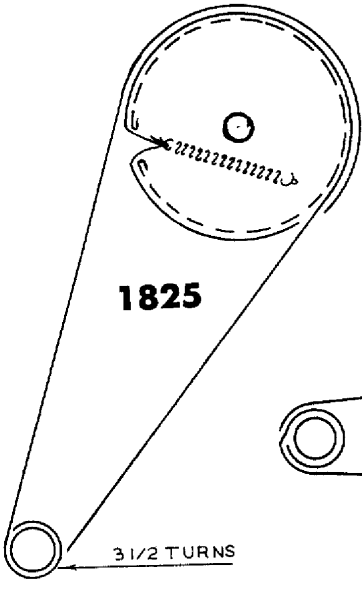


#1-STATION TUNING
#2-DIAL POINTER

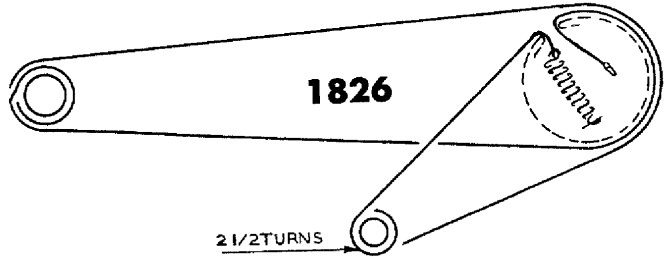


TUNING GANG FULLY CLOSED

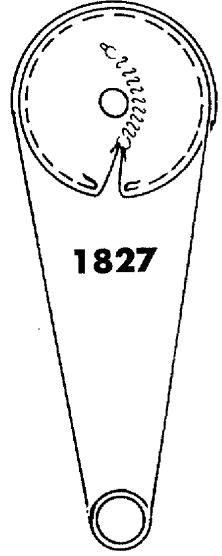
TUNING GANG FULLY CLOSED



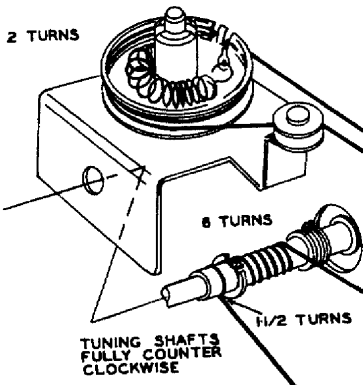
TUNING GANG FULLY CLOSED



TUNING SHAFT FULLY CLOCKWISE



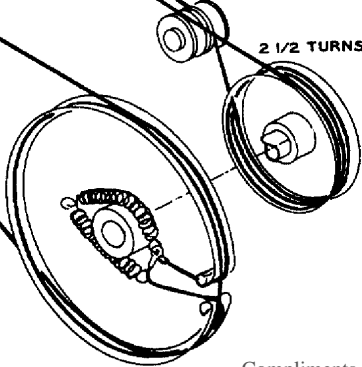
2 TURNS



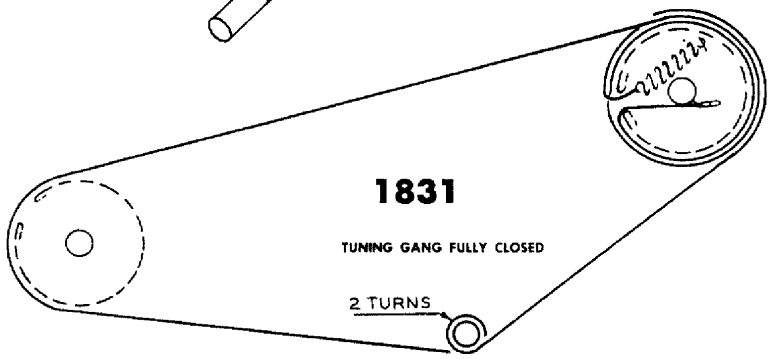
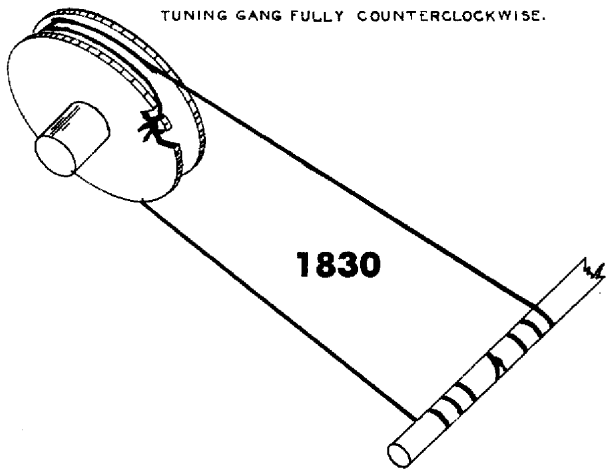
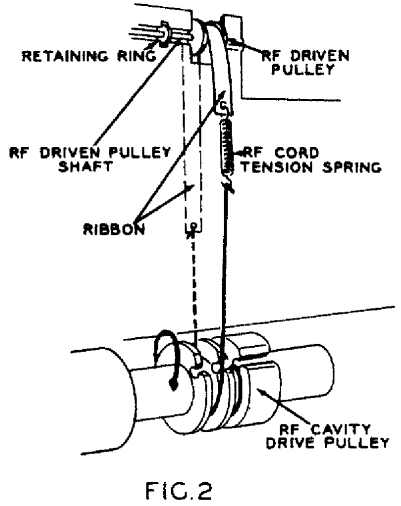
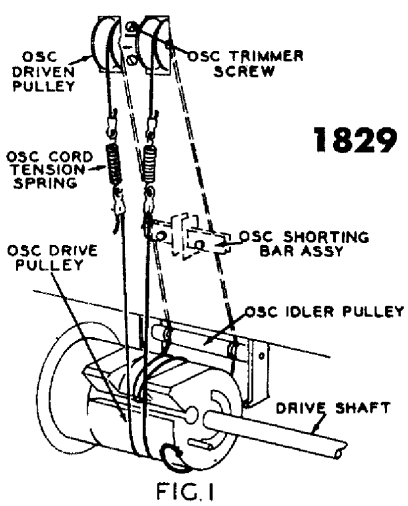
TUNING SHAFTS FULLY COUNTER CLOCKWISE

1828

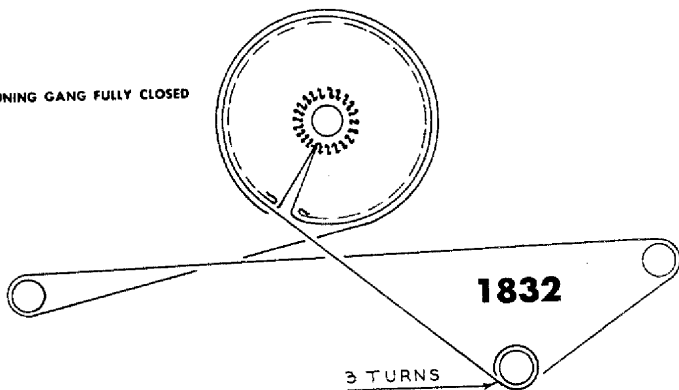
2 1/2 TURNS



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

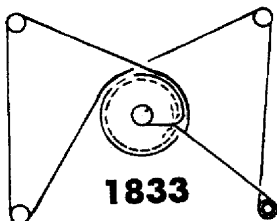


TUNING GANG FULLY CLOSED



1832

3 TURNS



1833

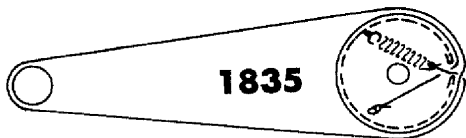
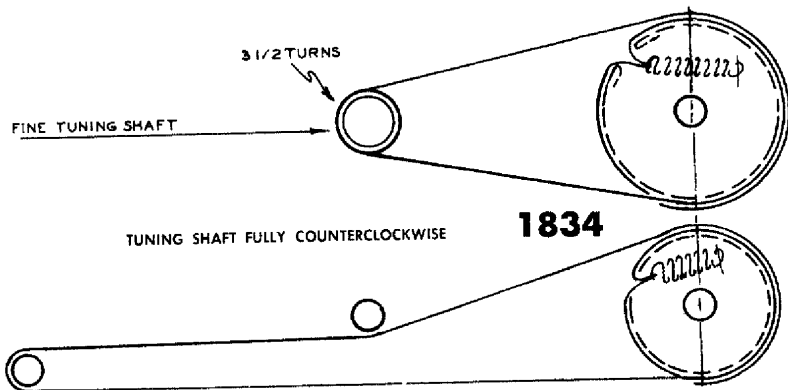
TUNING GANG FULLY CLOSED

3 1/2 TURNS

FINE TUNING SHAFT

TUNING SHAFT FULLY COUNTERCLOCKWISE

1834

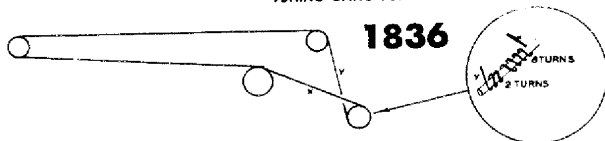


1835

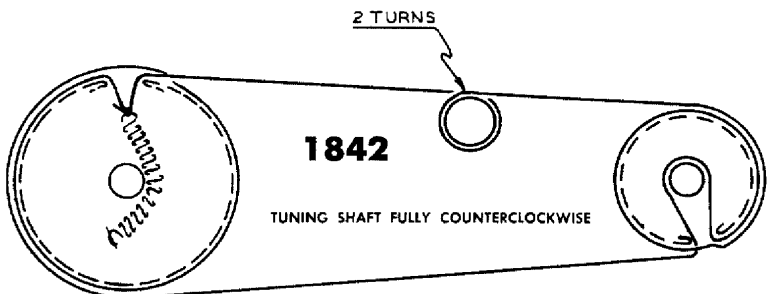
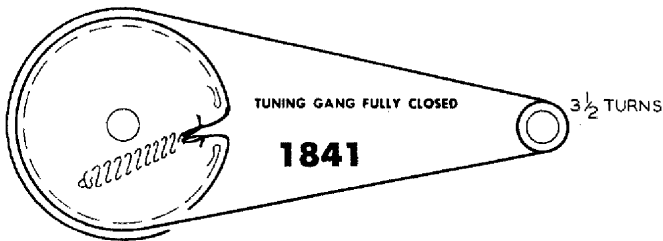
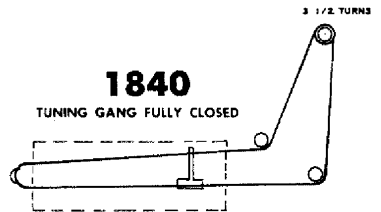
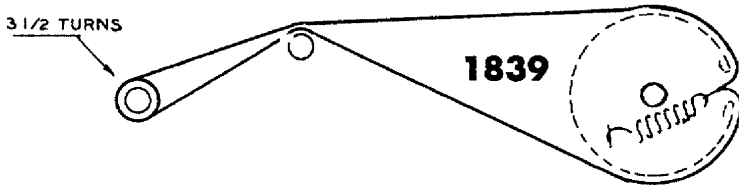
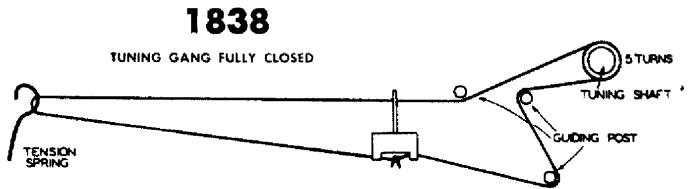
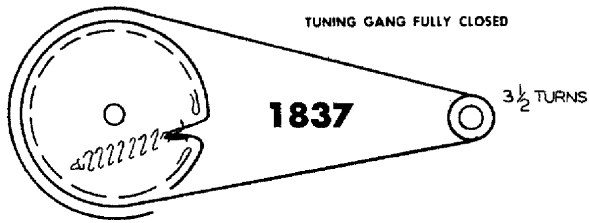
TUNING GANG FULLY OPEN

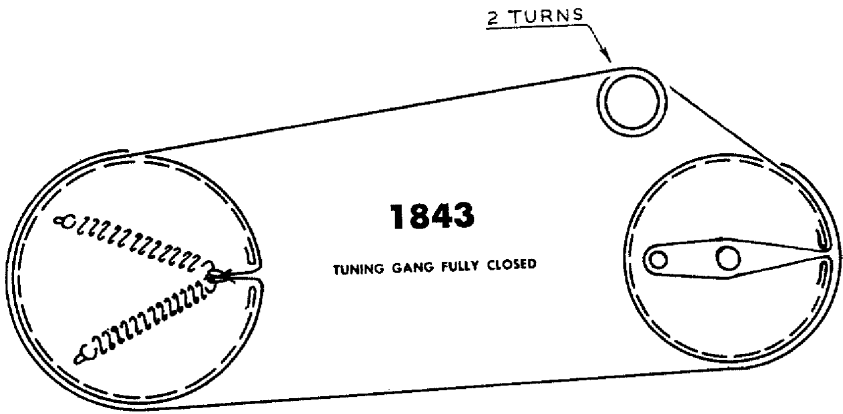
TUNING GANG FULLY CLOSED

1836



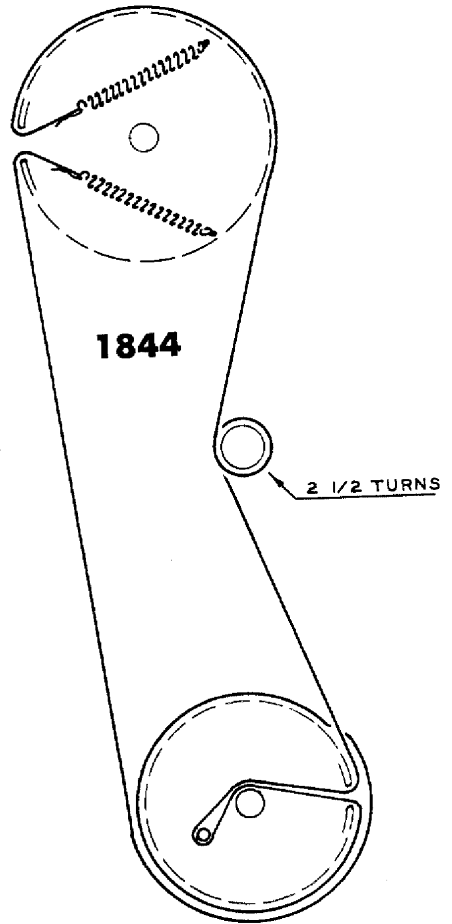
3 TURNS
2 TURNS



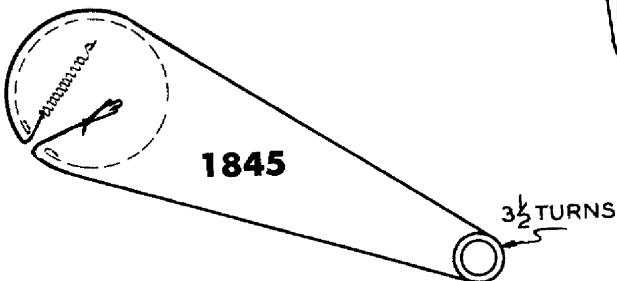


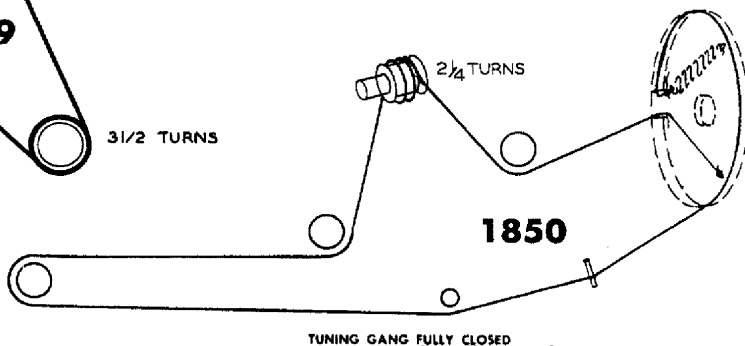
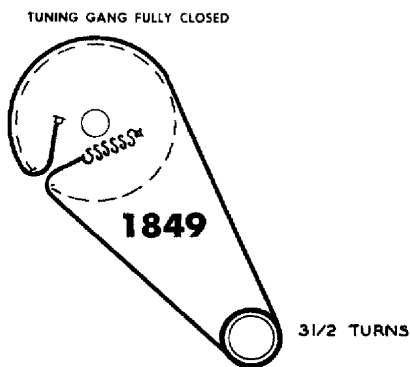
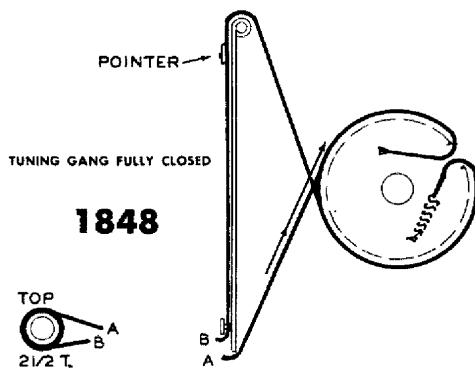
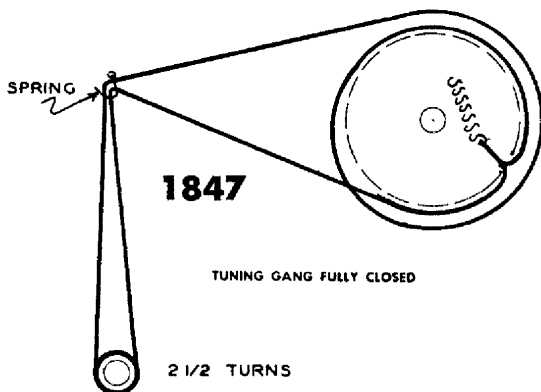
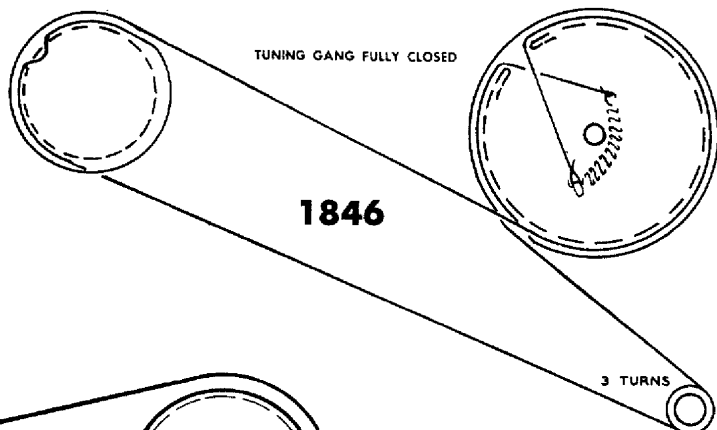
FINE TUNING IN MAX. COUNTER-CLOCKWISE POSITION.

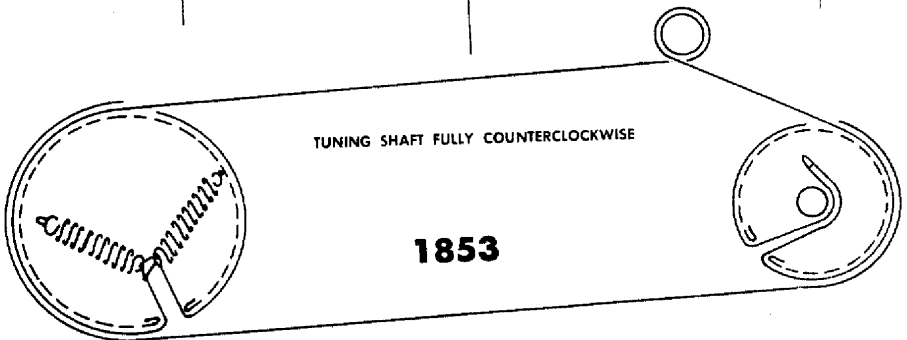
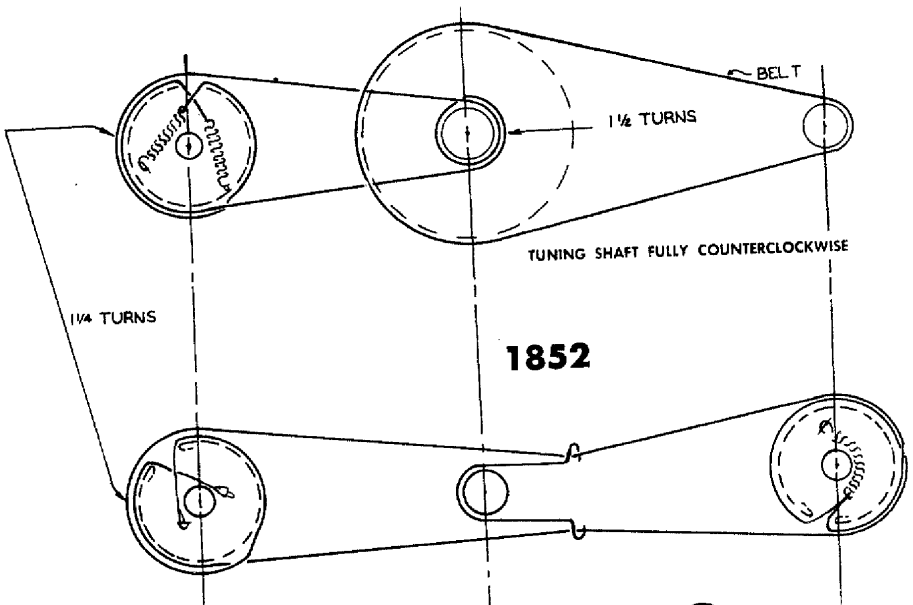
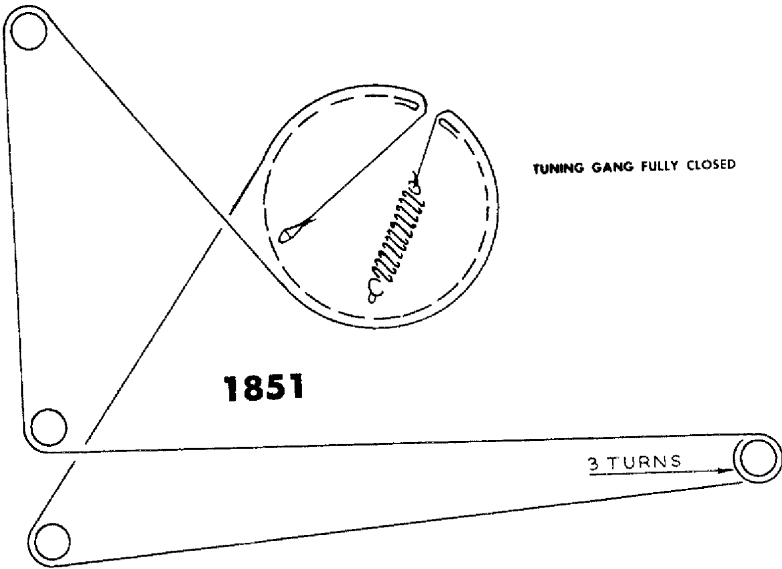
UHF TUNING IN MAX. COUNTER-CLOCKWISE POSITION.



TUNING GANG FULLY CLOSED





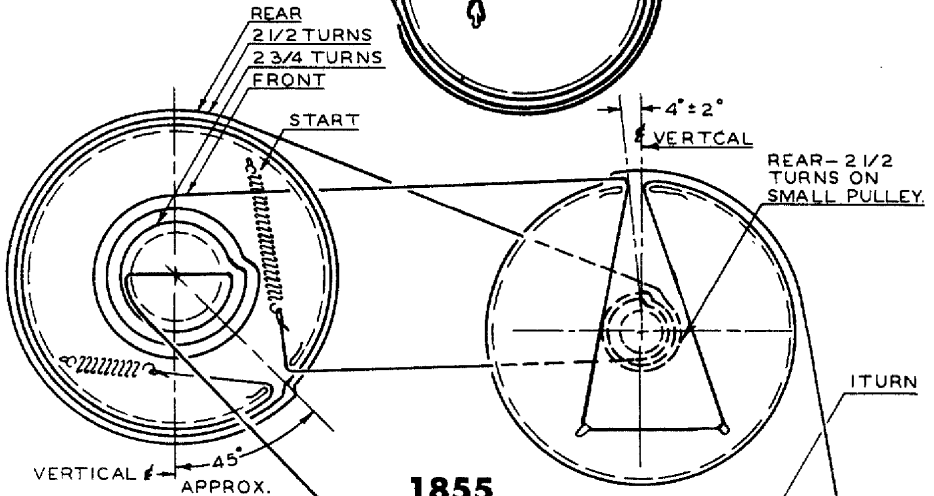


TUNER SET WITH PULLEY CUTOUTS FACING EACH OTHER

3 1/2 TURNS
TUNING SHAFT-REAR

1854

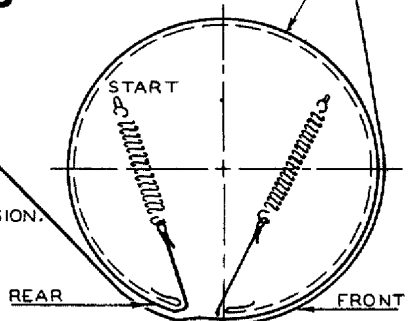
CONVERTER TUNER

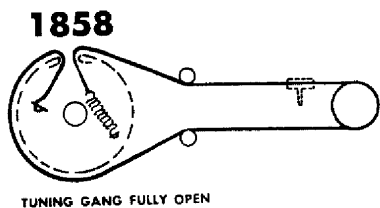
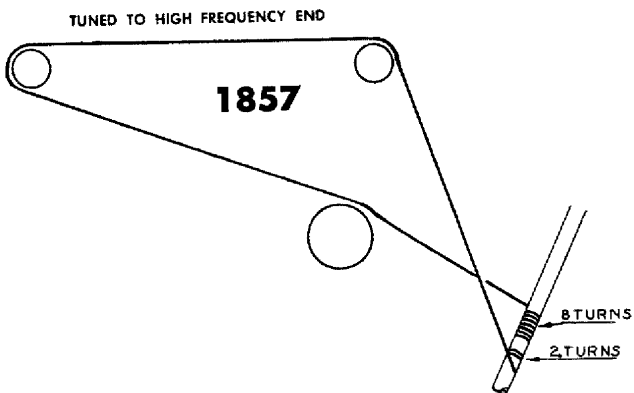
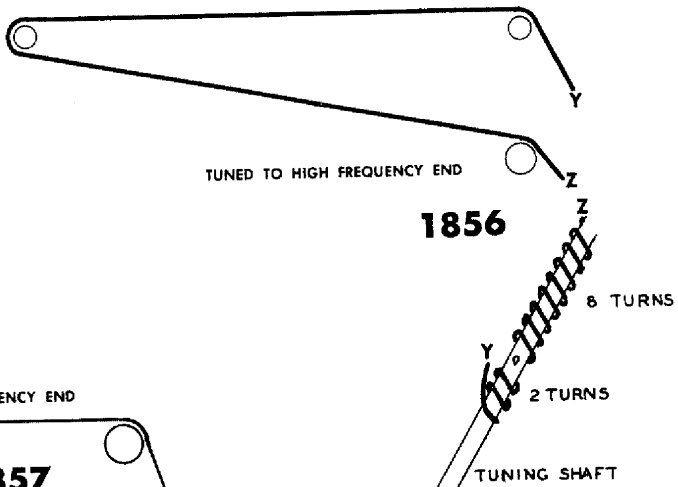


VERTICAL 45°
APPROX.

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

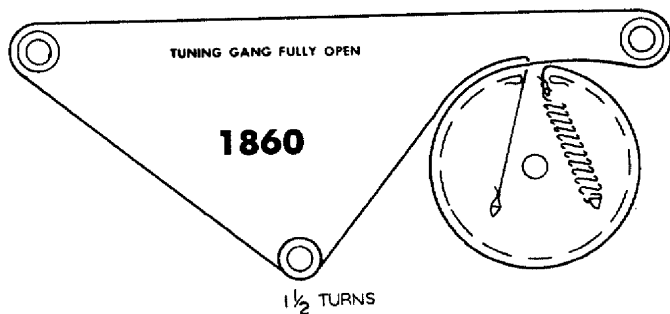
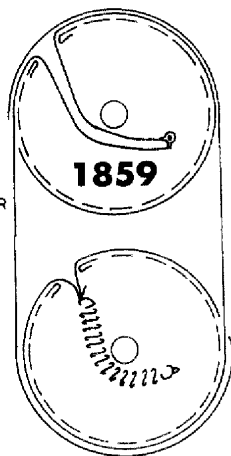
WITH BOTTOM PULLEY IN FULL COUNTER-CLOCKWISE POSITION & OTHER PULLEYS IN POSITION SHOWN. WIND DIAL CORD AS INDICATED. ALL SPRINGS MUST BE UNDER TENSION.

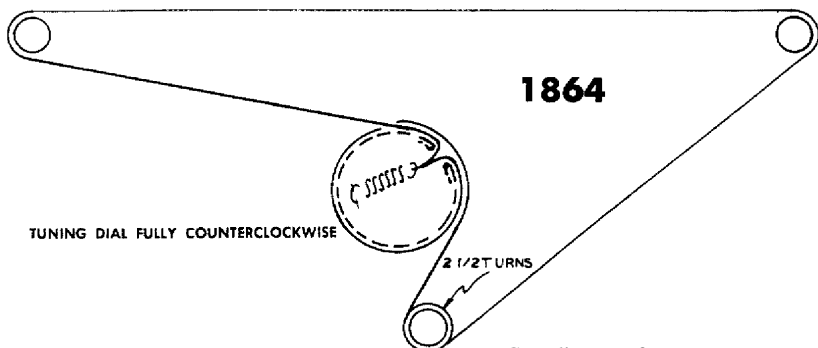
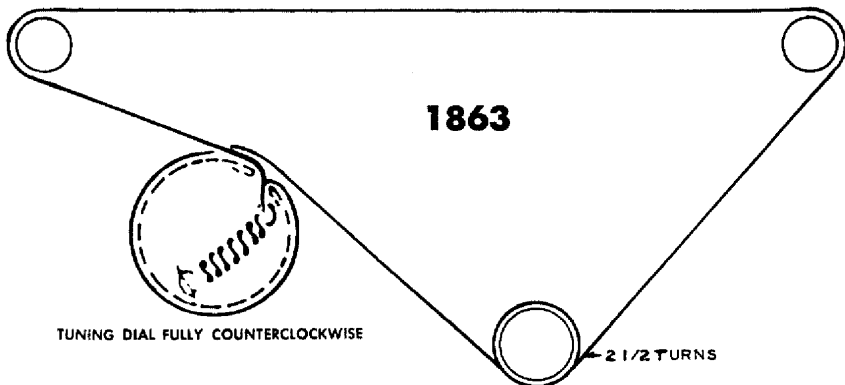
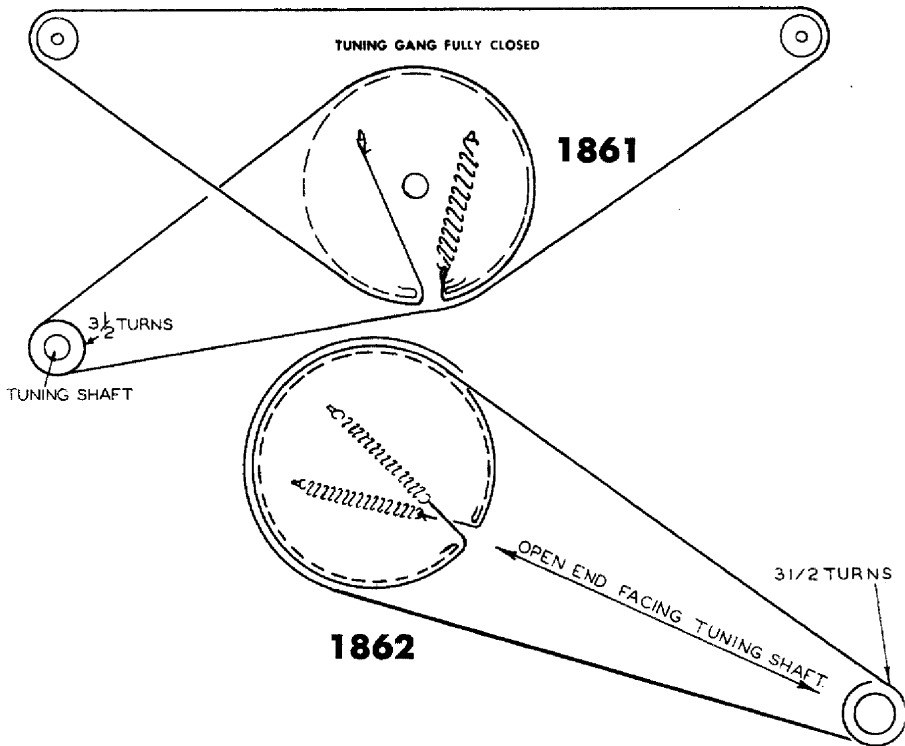


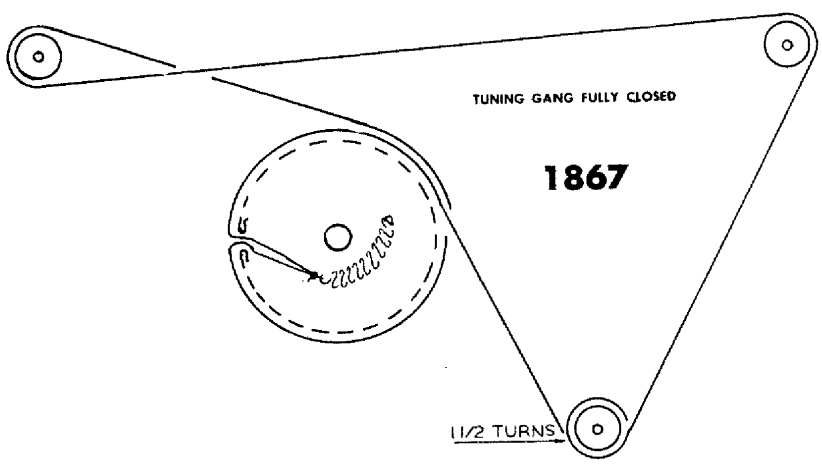
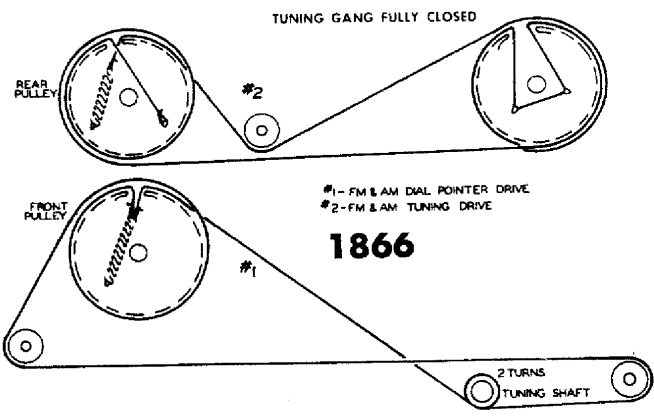
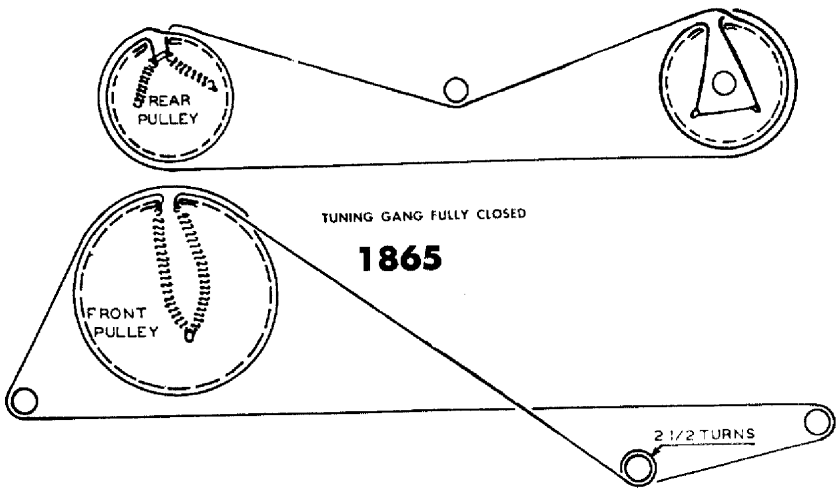


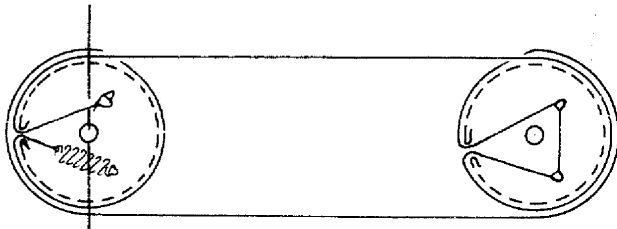
DIAL CORD STRINGING FOR ALL CONTROLS.

DIALS FULLY CLOCKWISE



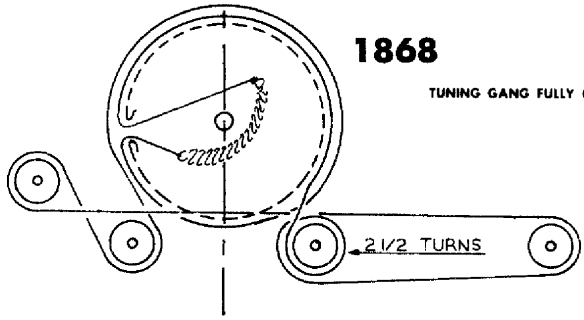






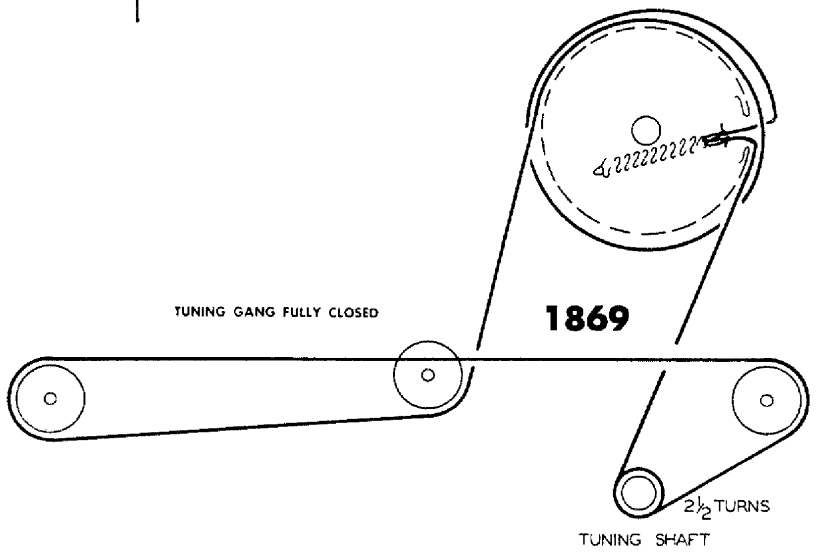
1868

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

1869

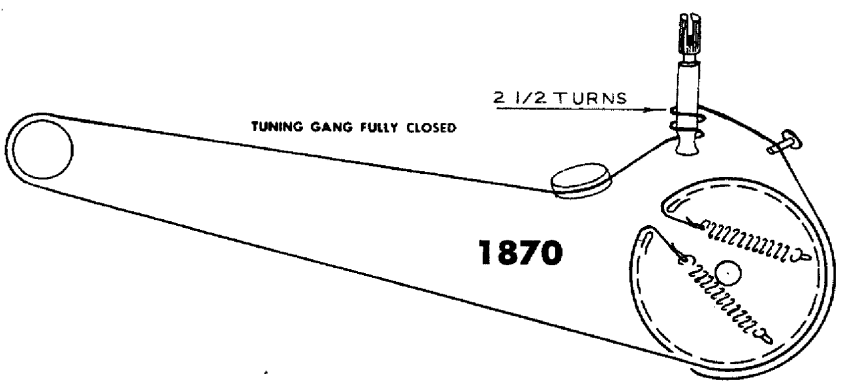


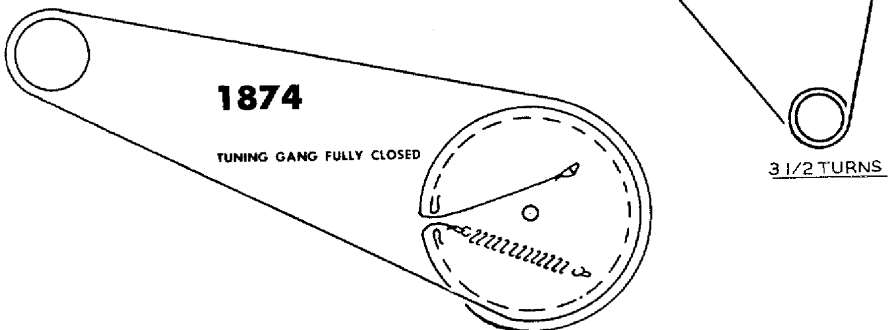
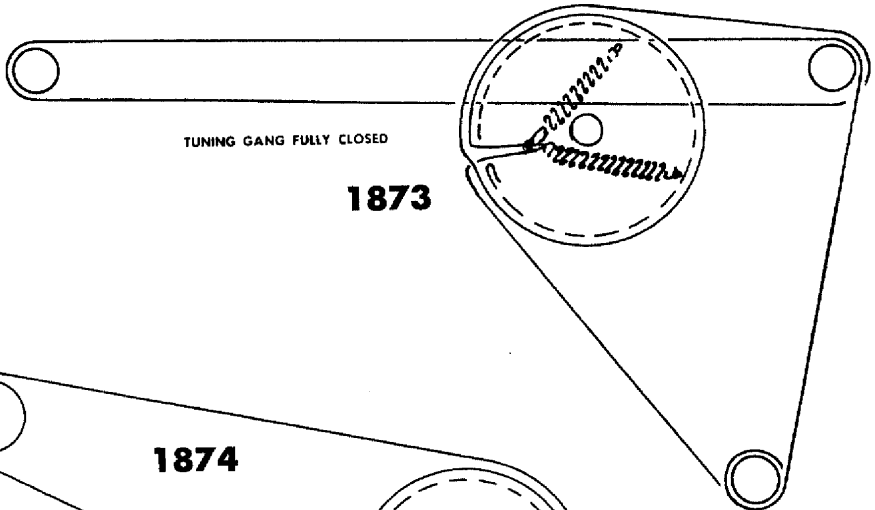
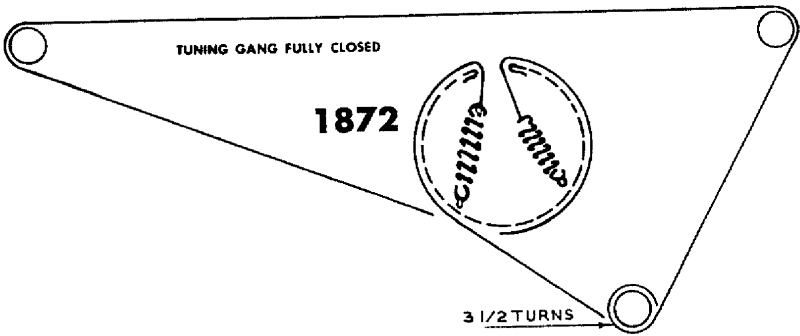
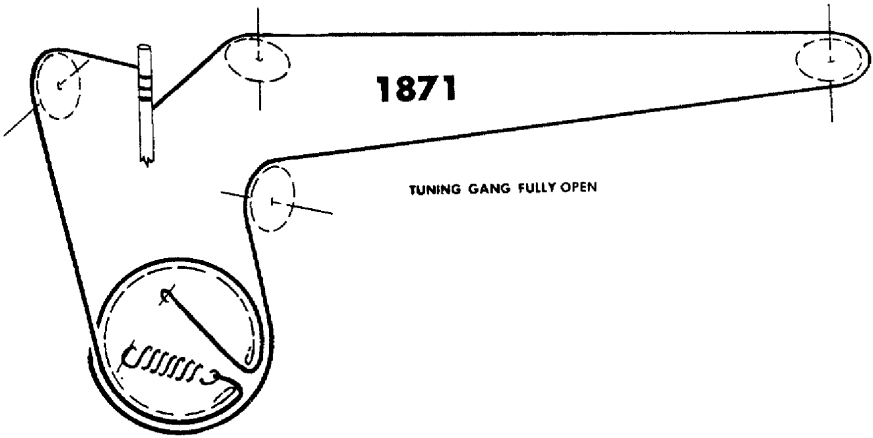
TUNING SHAFT

TUNING GANG FULLY CLOSED

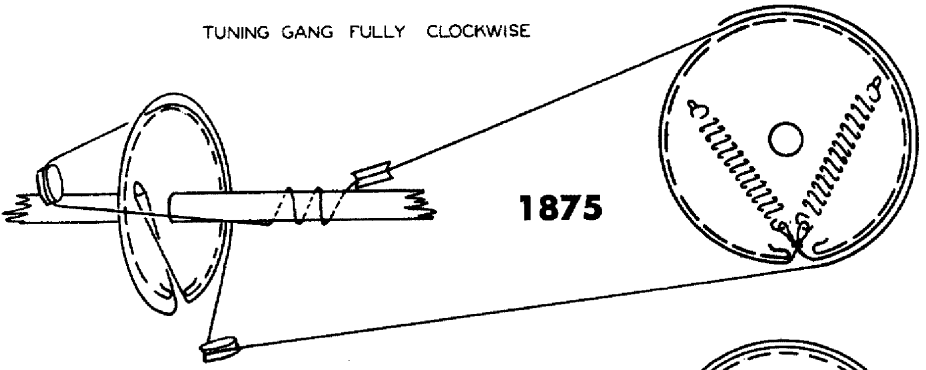
2 1/2 TURNS

1870

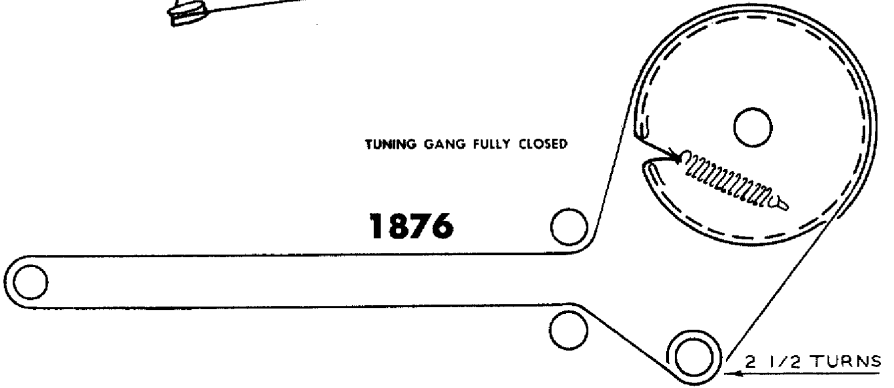




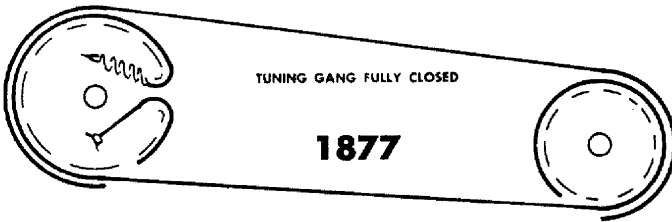
TUNING GANG FULLY CLOCKWISE



TUNING GANG FULLY CLOSED

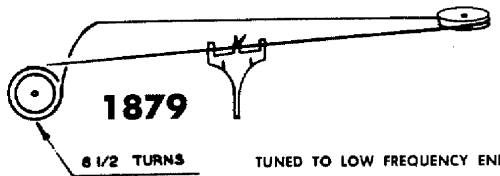
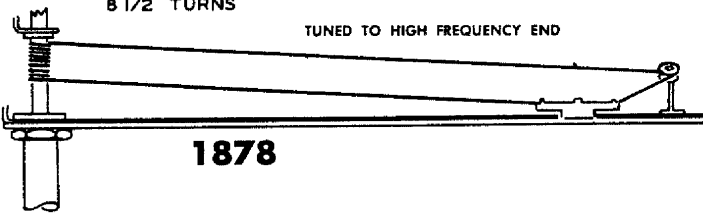


TUNING GANG FULLY CLOSED

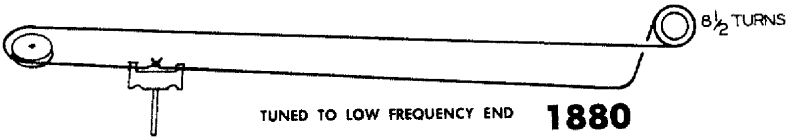


8 1/2 TURNS

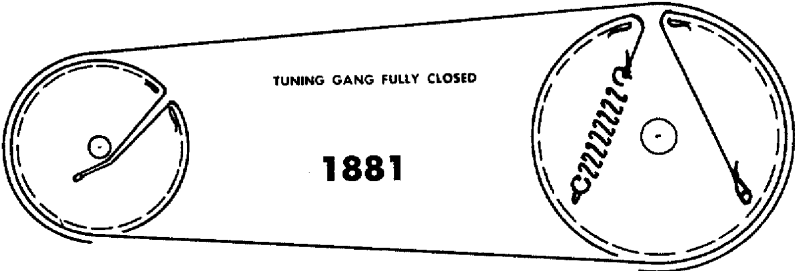
TUNED TO HIGH FREQUENCY END



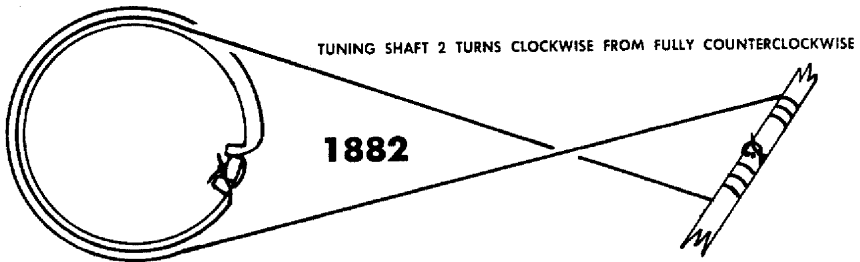
TUNED TO LOW FREQUENCY END



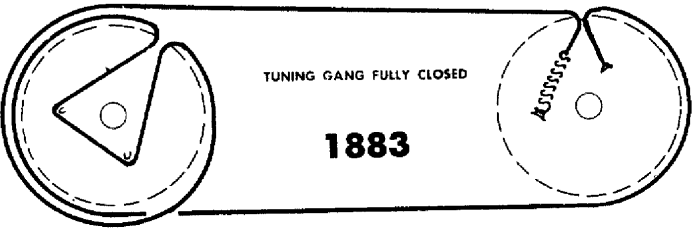
1880



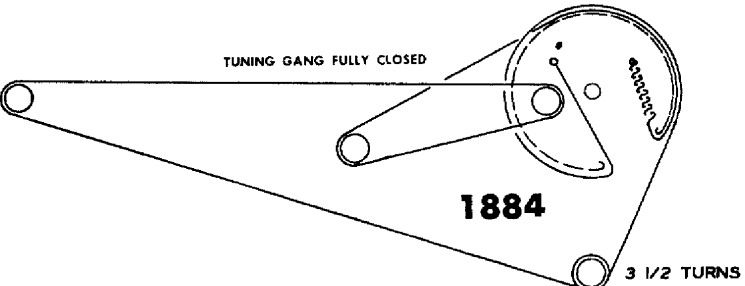
1881



1882



1883

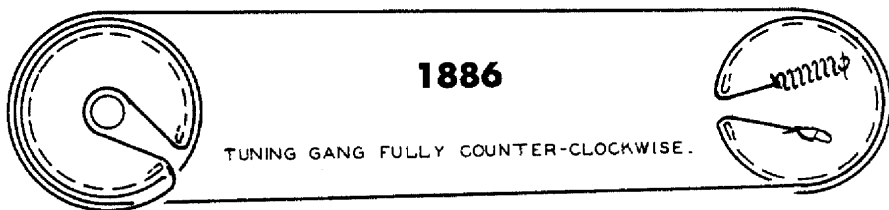
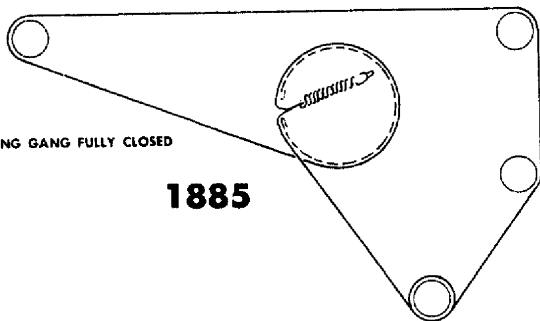


1884

3 1/2 TURNS

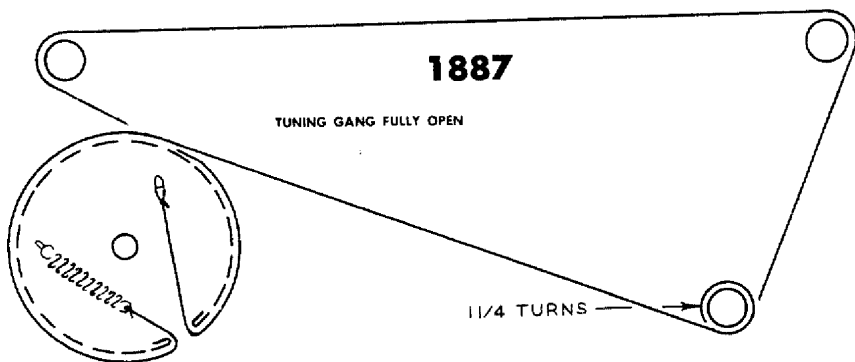
TUNING GANG FULLY CLOSED

1885



1886

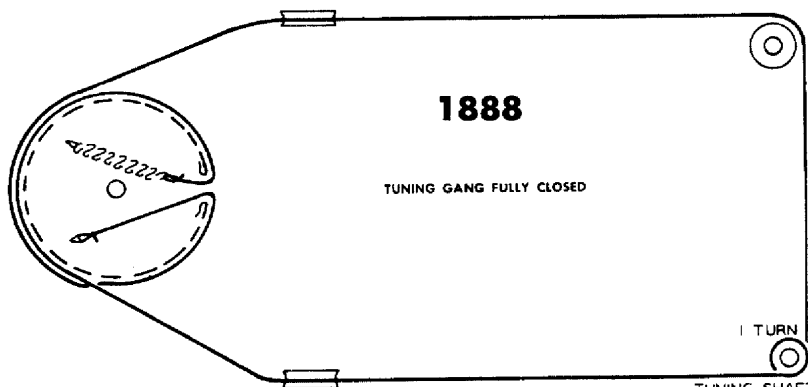
TUNING GANG FULLY COUNTER-CLOCKWISE.



1887

TUNING GANG FULLY OPEN

1 1/4 TURNS

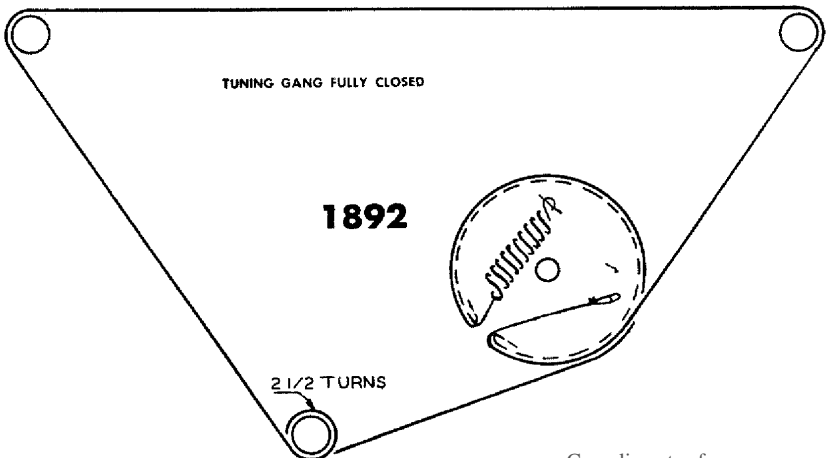
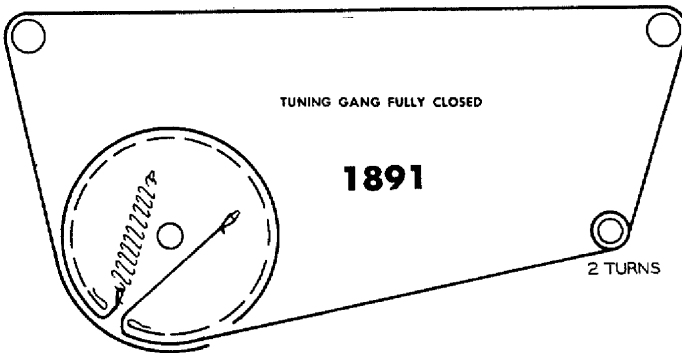
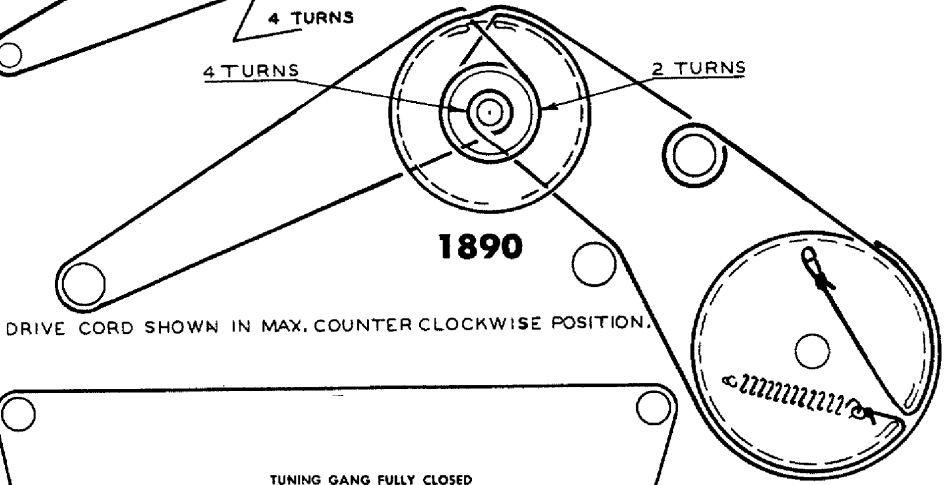
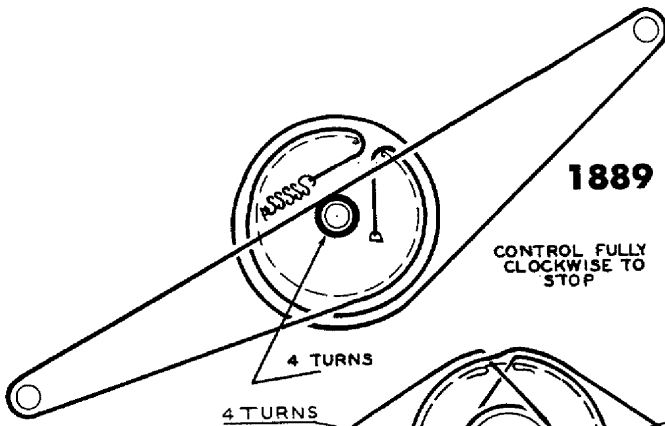


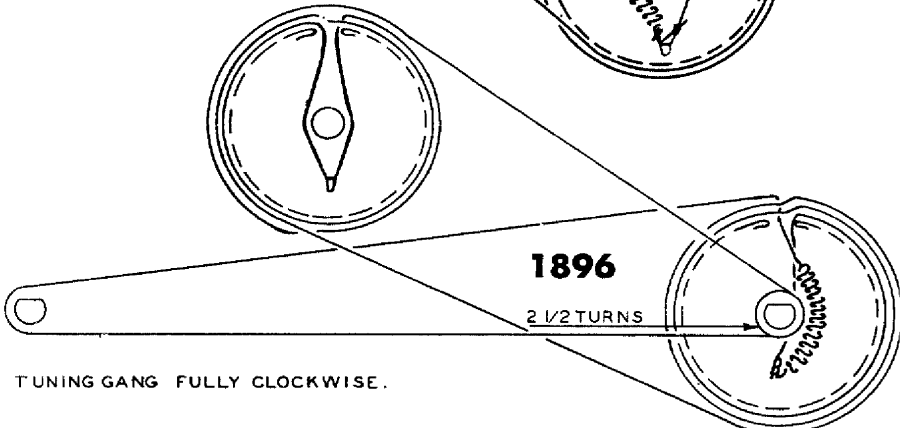
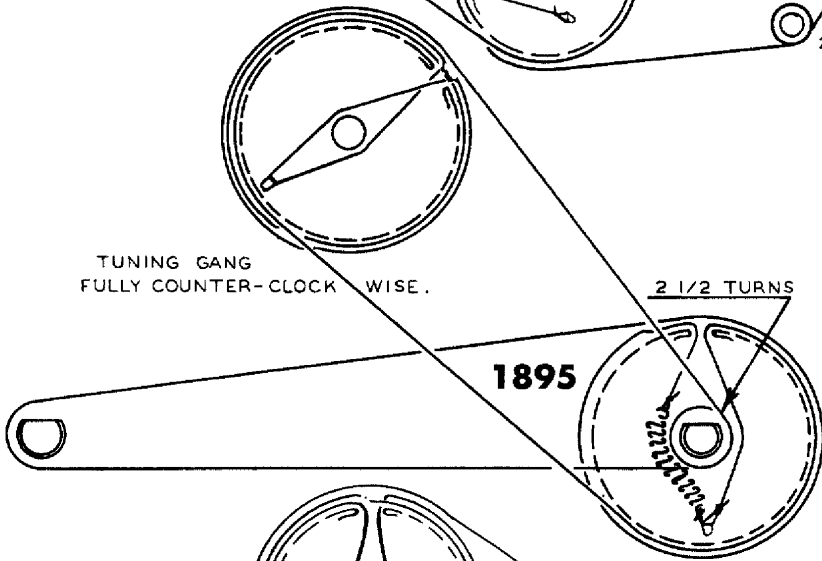
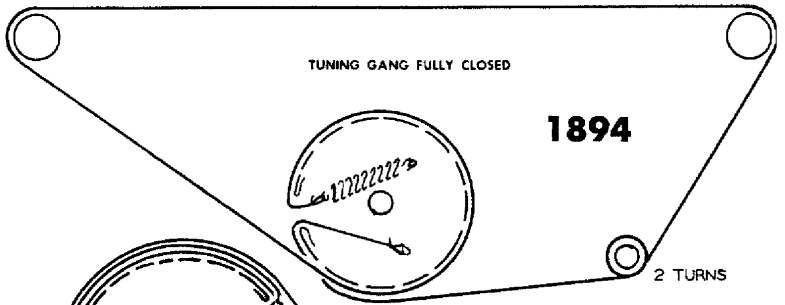
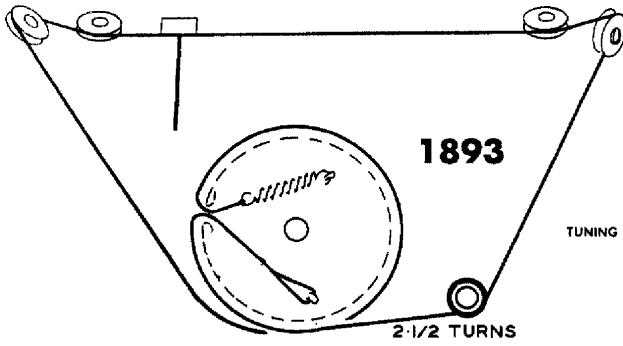
1888

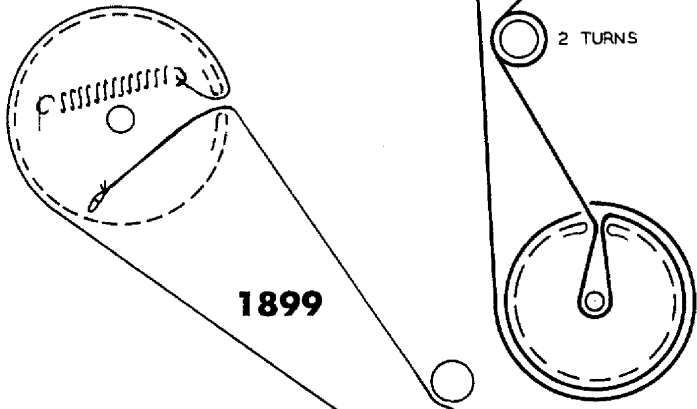
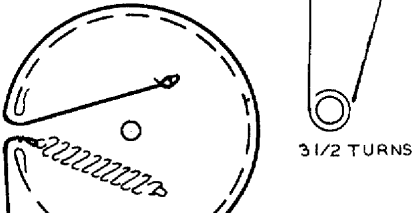
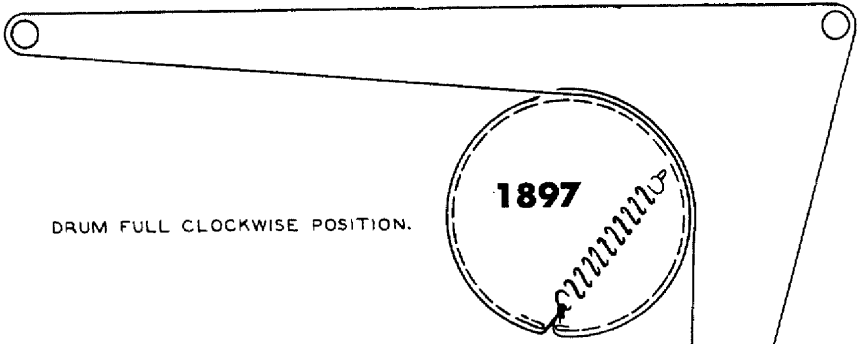
TUNING GANG FULLY CLOSED

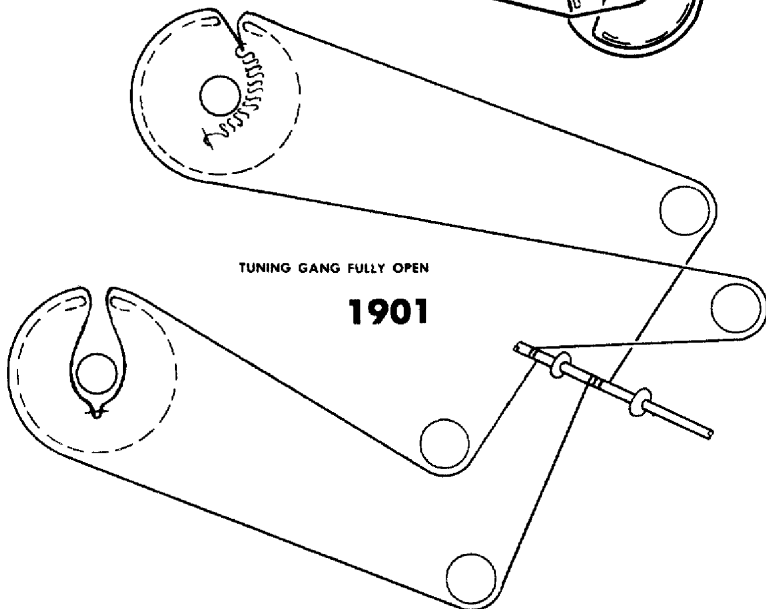
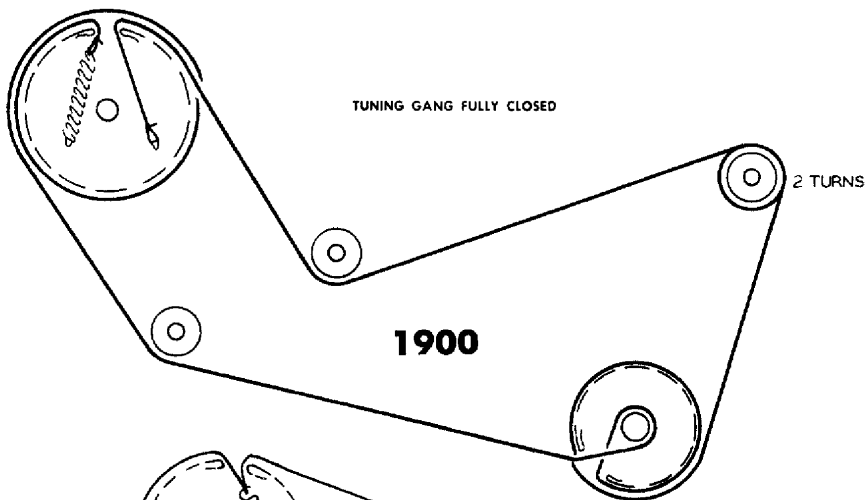
1 TURN

TUNING SHAFT

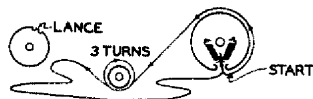
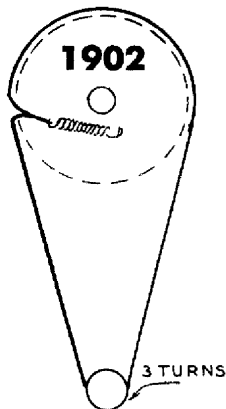




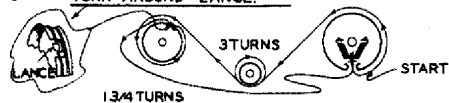




TUNING GANG FULLY CLOSED

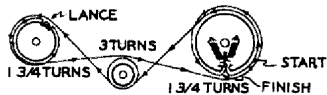


STEP 1
1 1/2 MM SLEEVING - 1/4" LONG
INSERTED ON LANCE BEFORE
WRAPPING DIAL CORD ONE
TURN AROUND LANCE.



STEP 2

TUNING SHAFT FULLY COUNTERCLOCKWISE

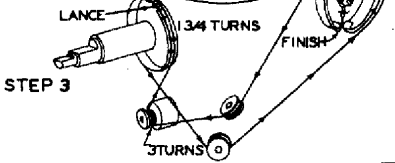
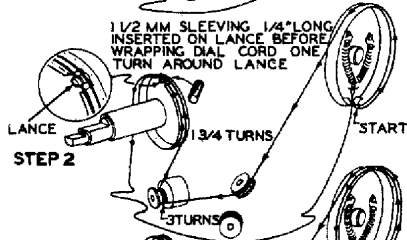
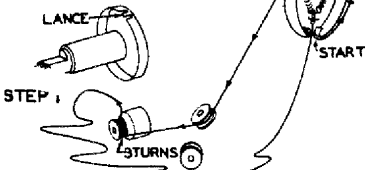


1903

STEP 3

1904

FULL COUNTER
CLOCKWISE
POSITION

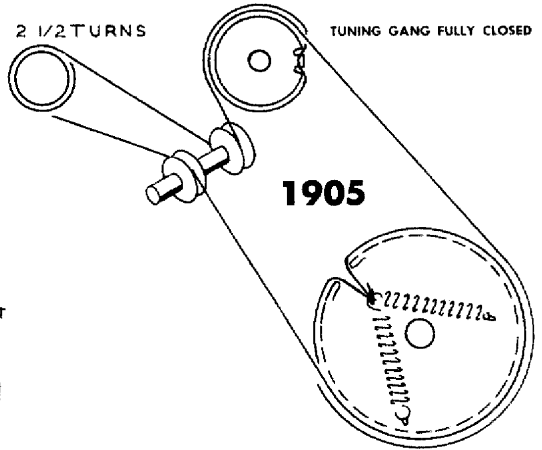


1 1/2 MM SLEEVING 1/4" LONG
INSERTED ON LANCE BEFORE
WRAPPING DIAL CORD ONE
TURN AROUND LANCE

2 1/2 TURNS

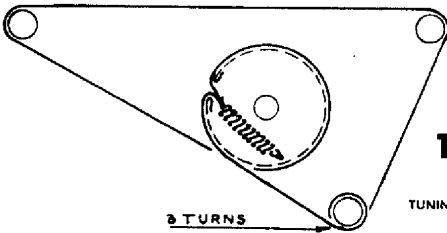
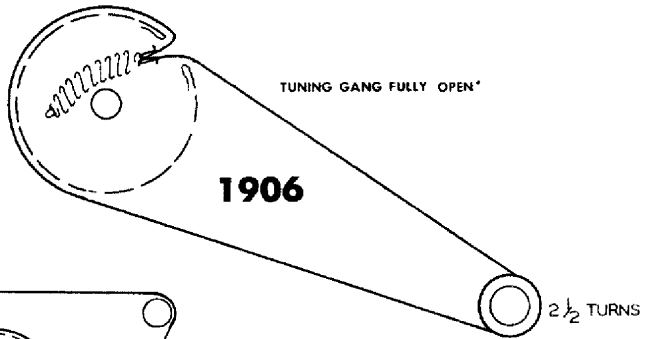
TUNING GANG FULLY CLOSED

1905



TUNING GANG FULLY OPEN*

1906



1907

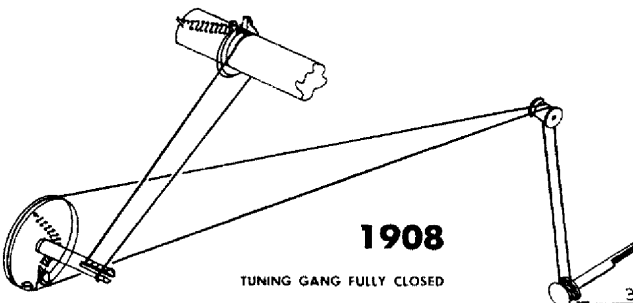
TUNING GANG FULLY CLOSED

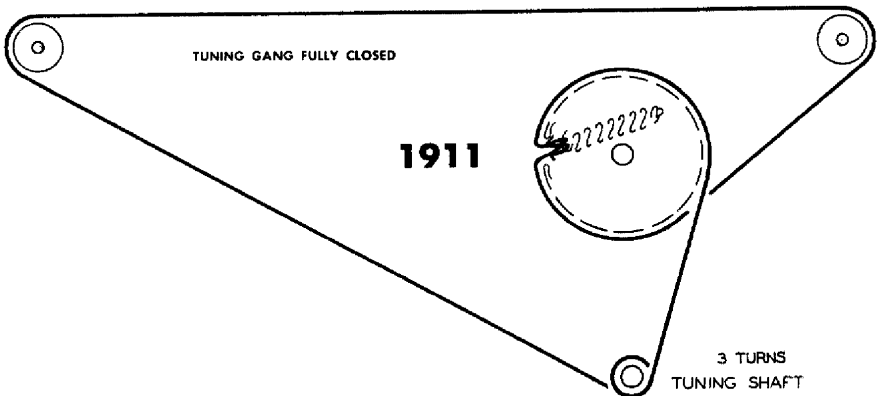
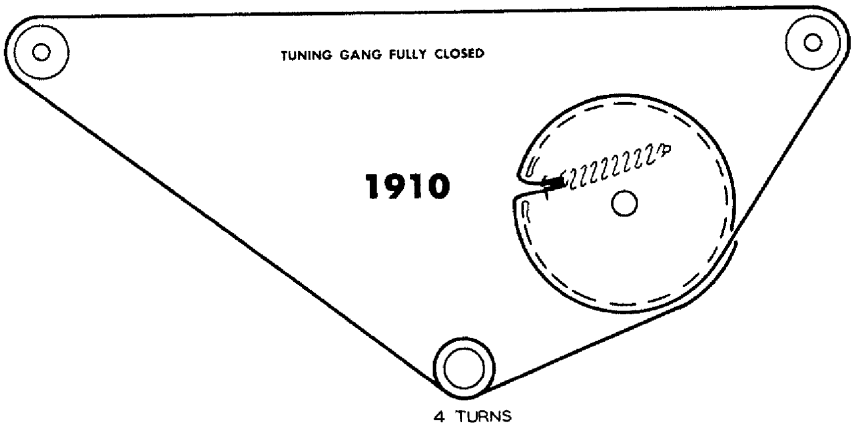
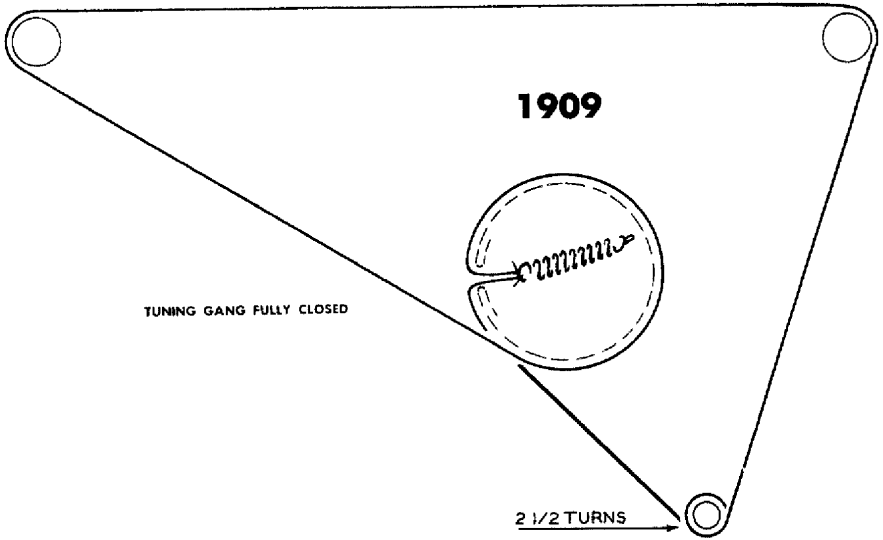
1908

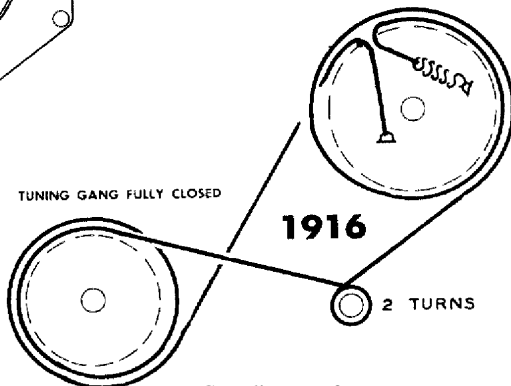
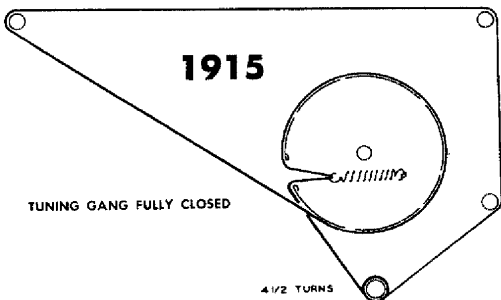
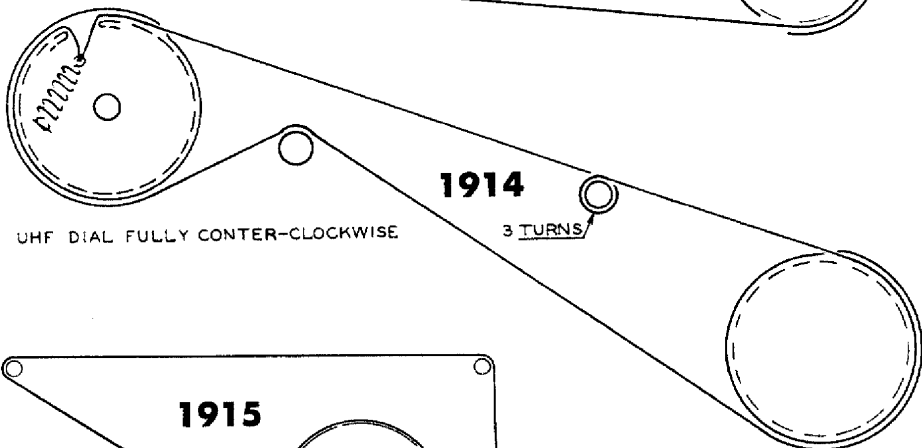
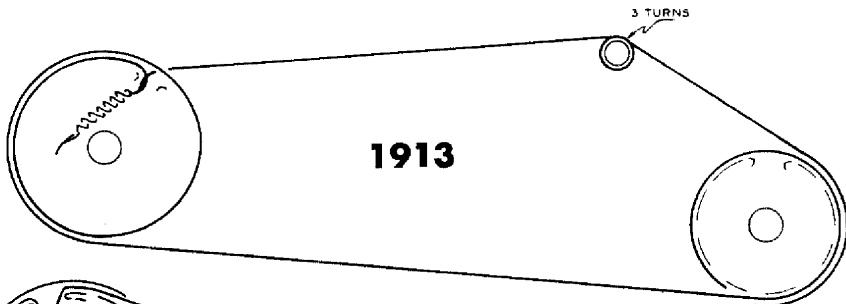
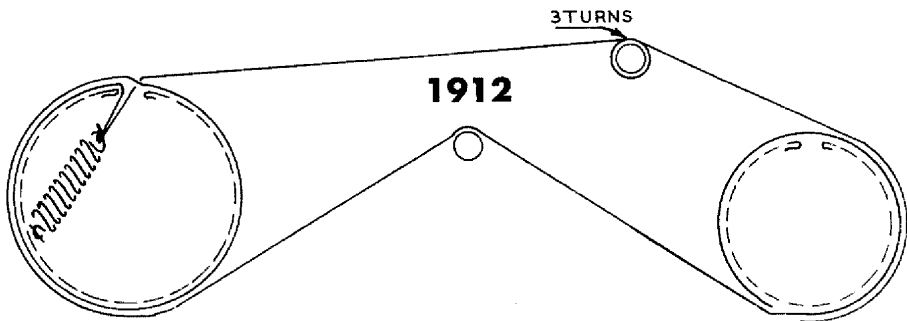
TUNING GANG FULLY CLOSED

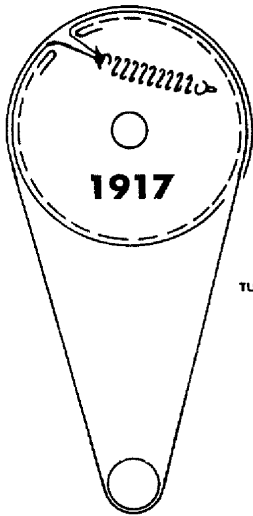
3 1/2 TURNS

Compliments of www.nucow.com



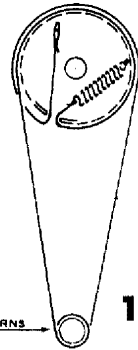




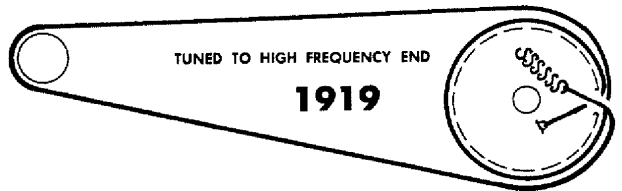


TUNING GANG FULLY OPEN

TUNING GANG FULLY CLOSED

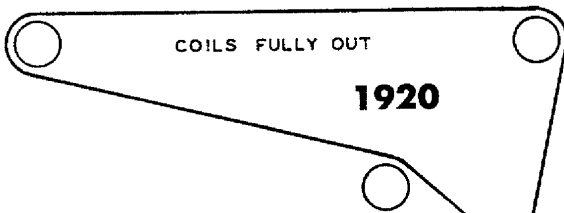


1 1/2 TURNS



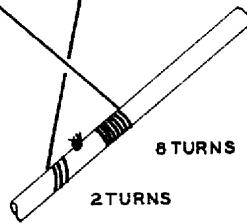
TUNED TO HIGH FREQUENCY END

1919



COILS FULLY OUT

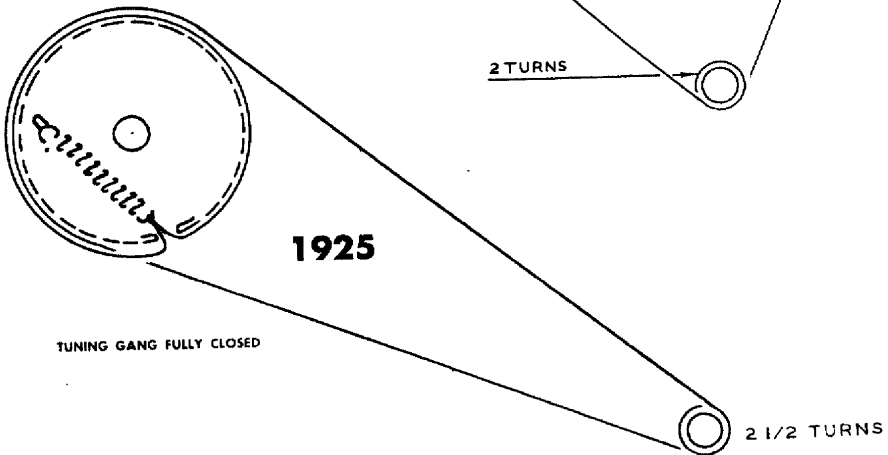
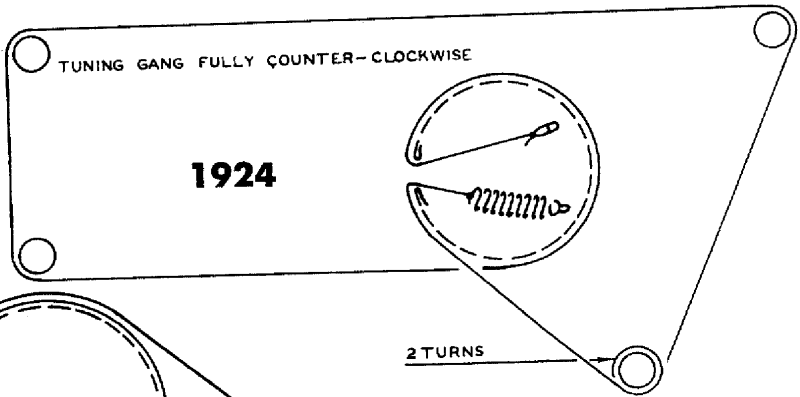
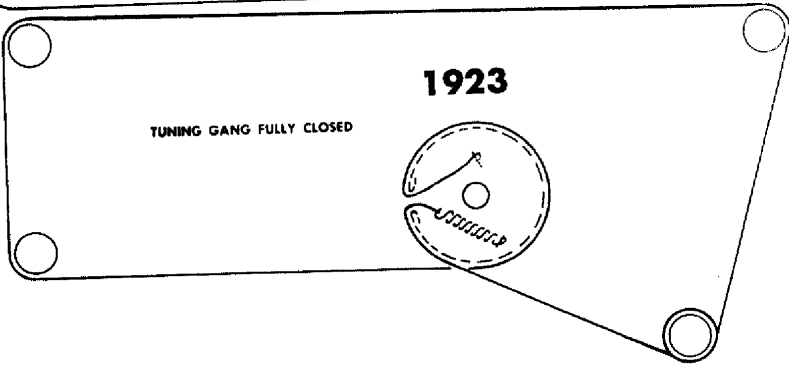
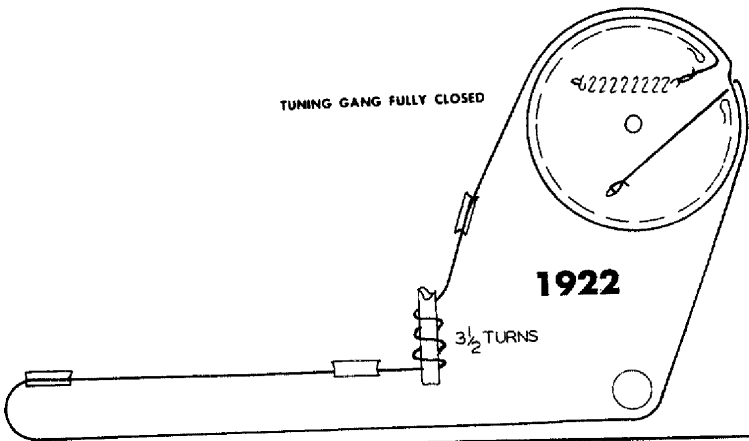
1920

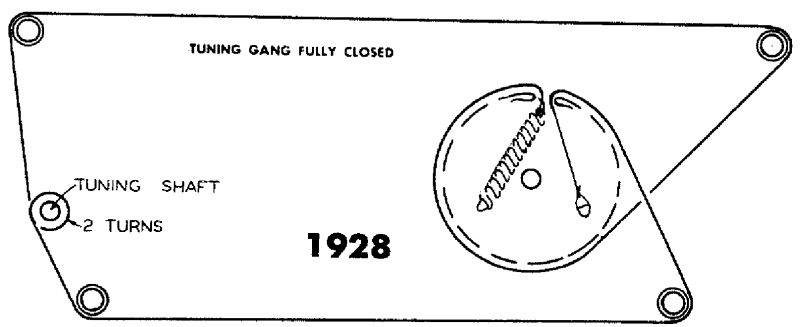
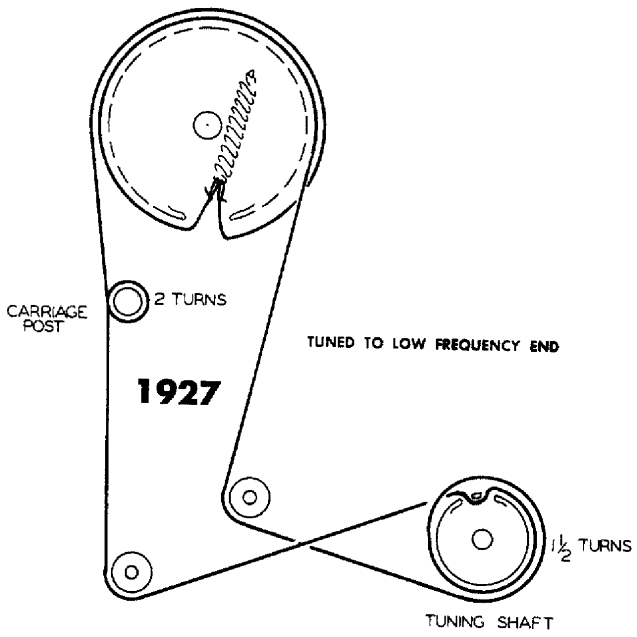
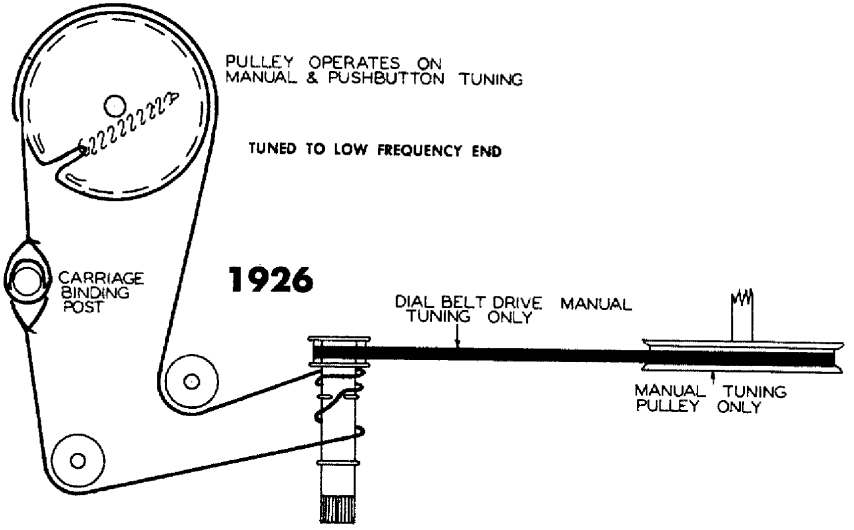


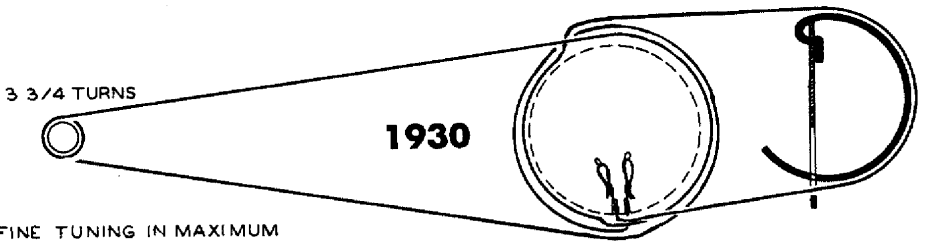
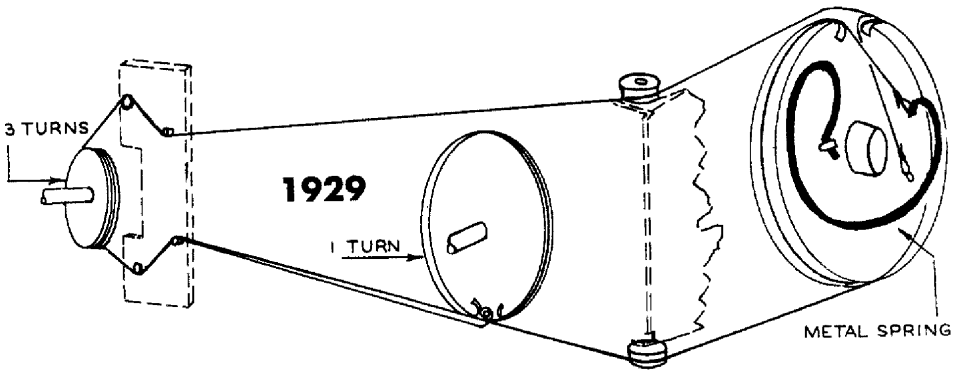
TUNING GANG FULLY OPEN

1 1/2 TURNS

1921

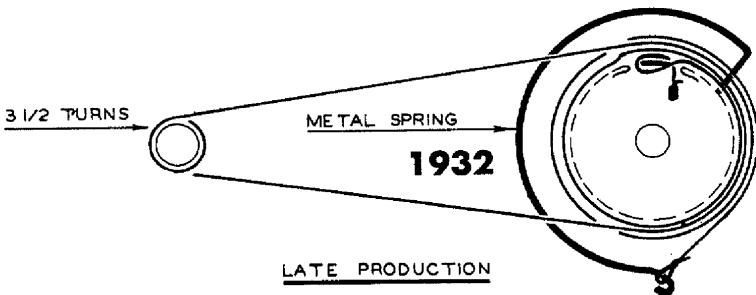
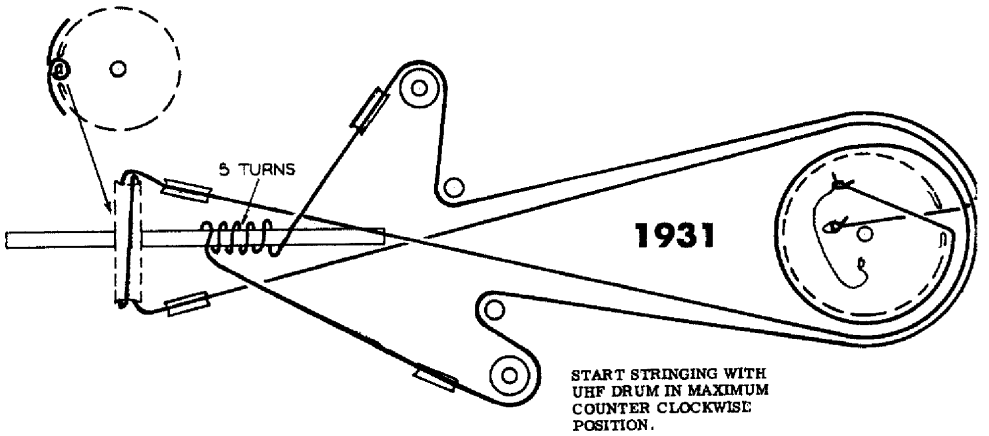




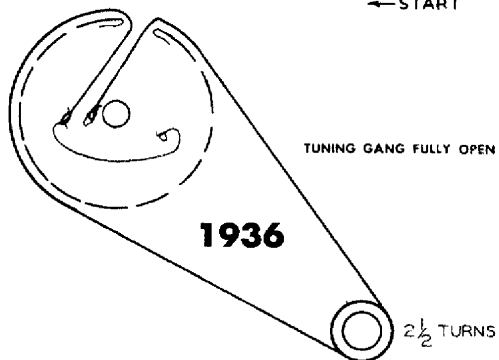
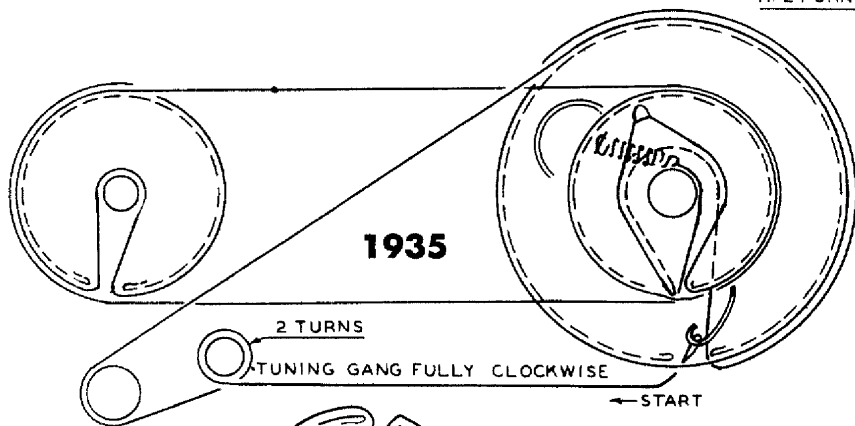
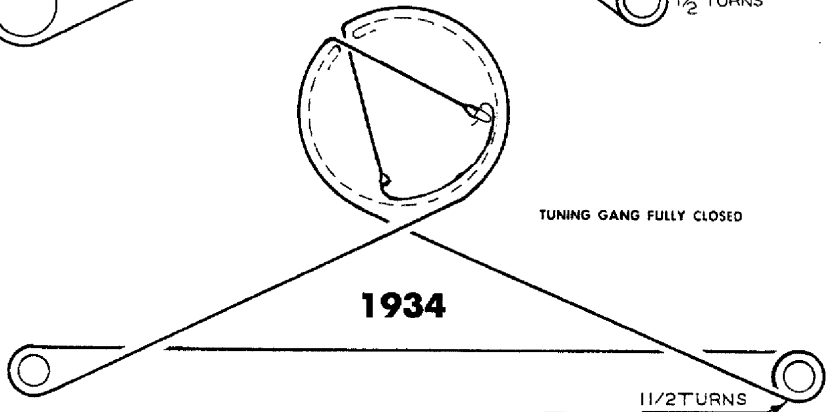
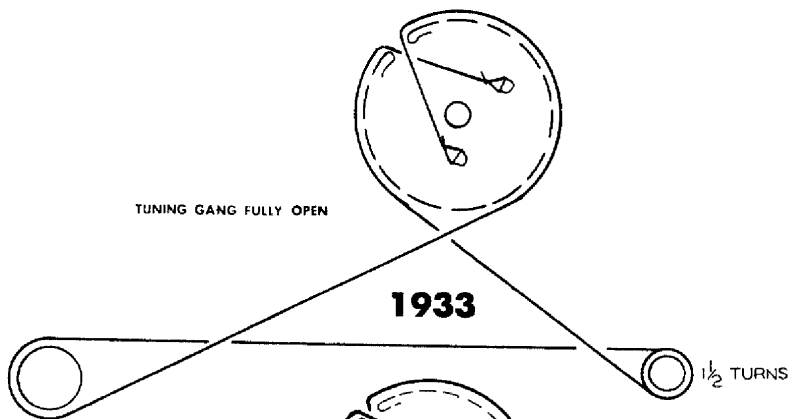


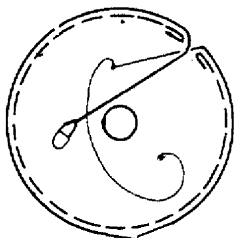
FINE TUNING IN MAXIMUM
COUNTERCLOCKWISE POSITION.

EARLY PRODUCTION



LATE PRODUCTION

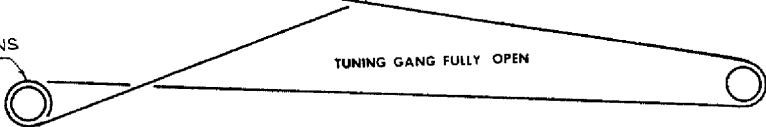




1937

3 TURNS

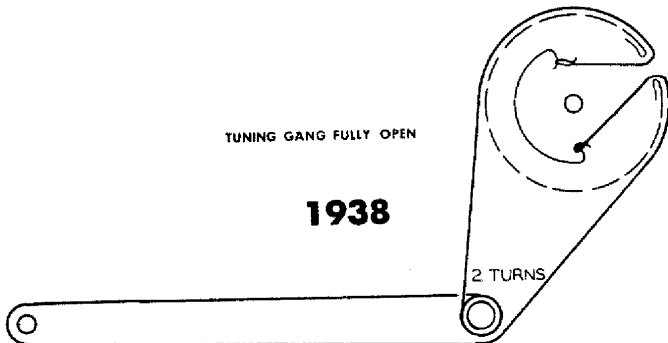
TUNING GANG FULLY OPEN



TUNING GANG FULLY OPEN

1938

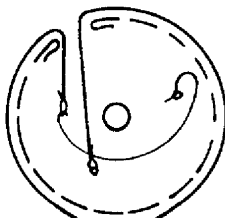
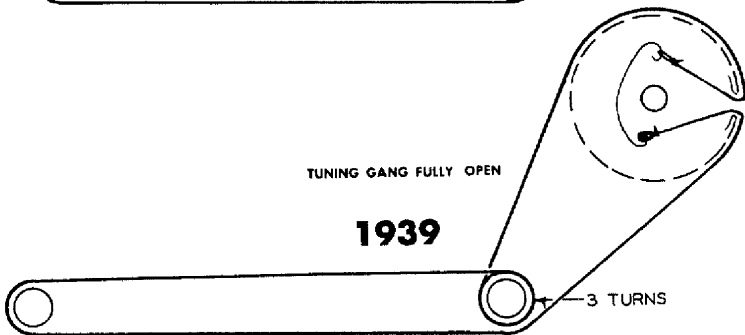
2 TURNS



TUNING GANG FULLY OPEN

1939

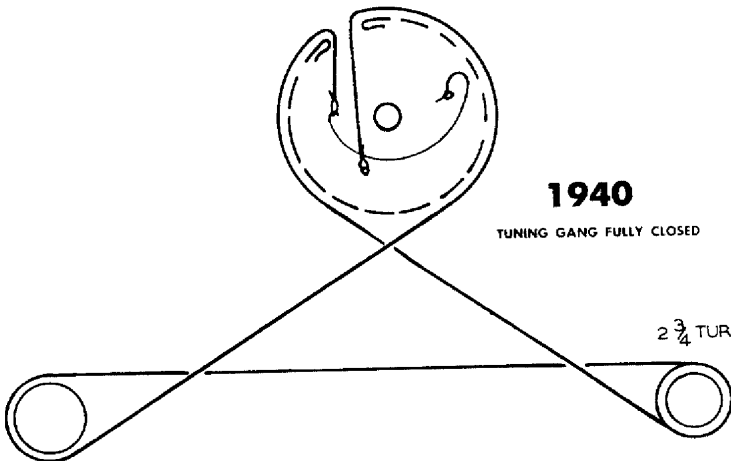
3 TURNS

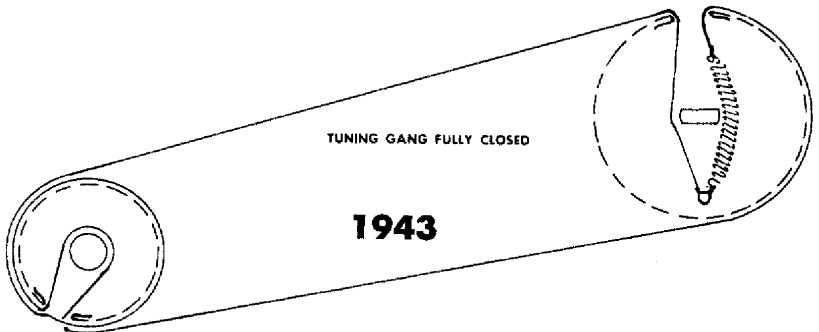
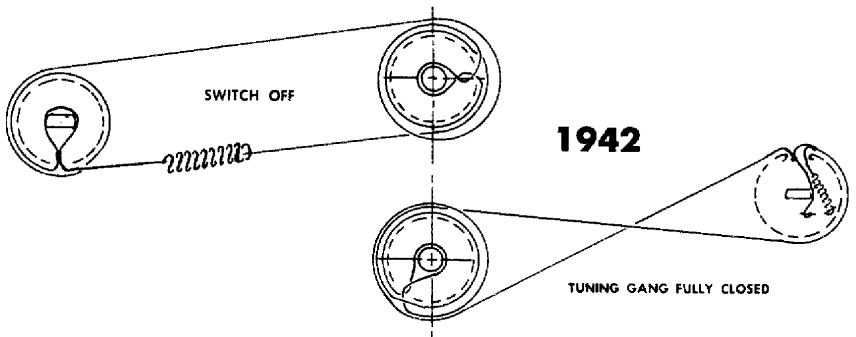
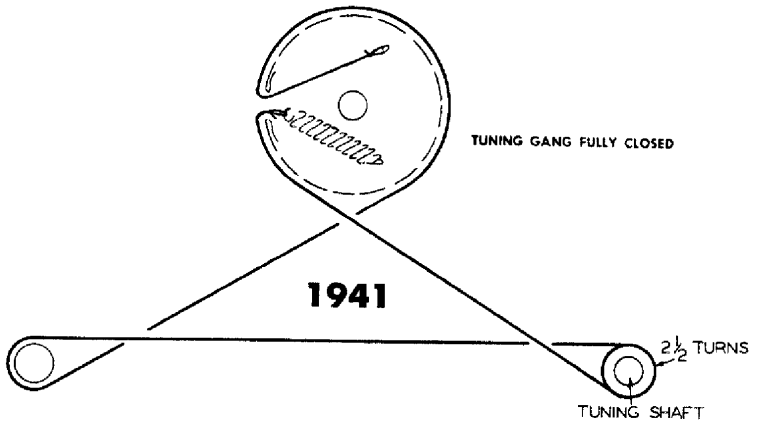


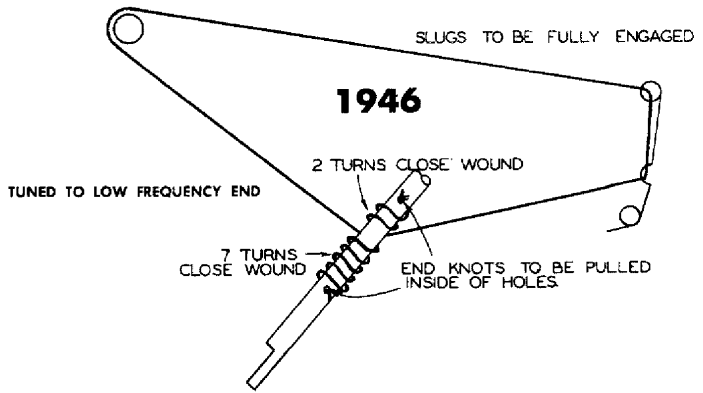
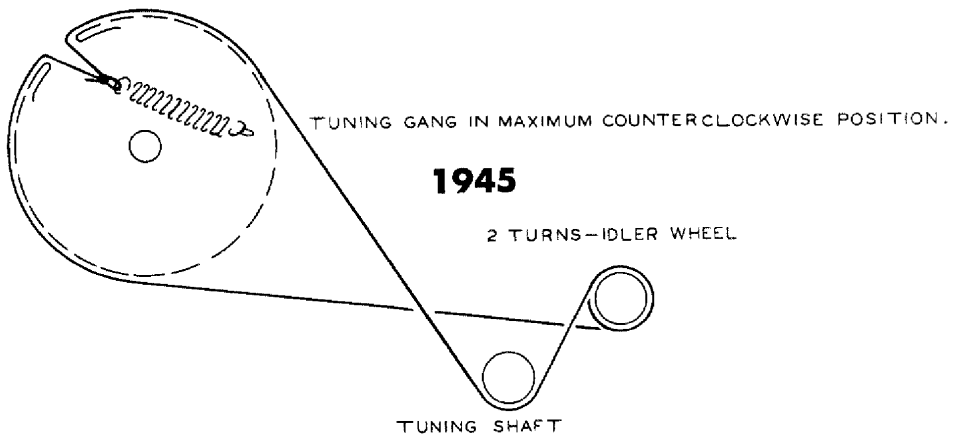
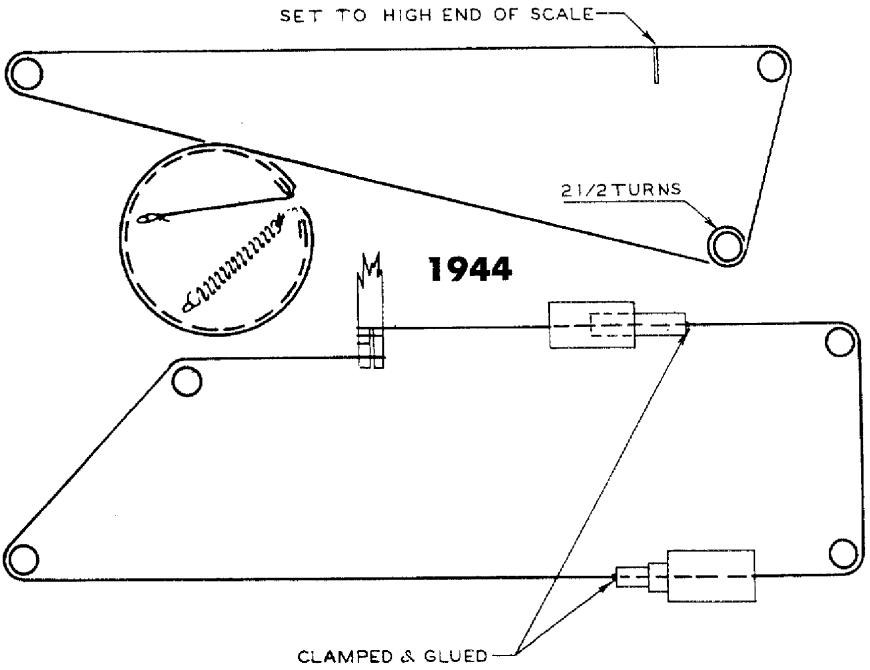
1940

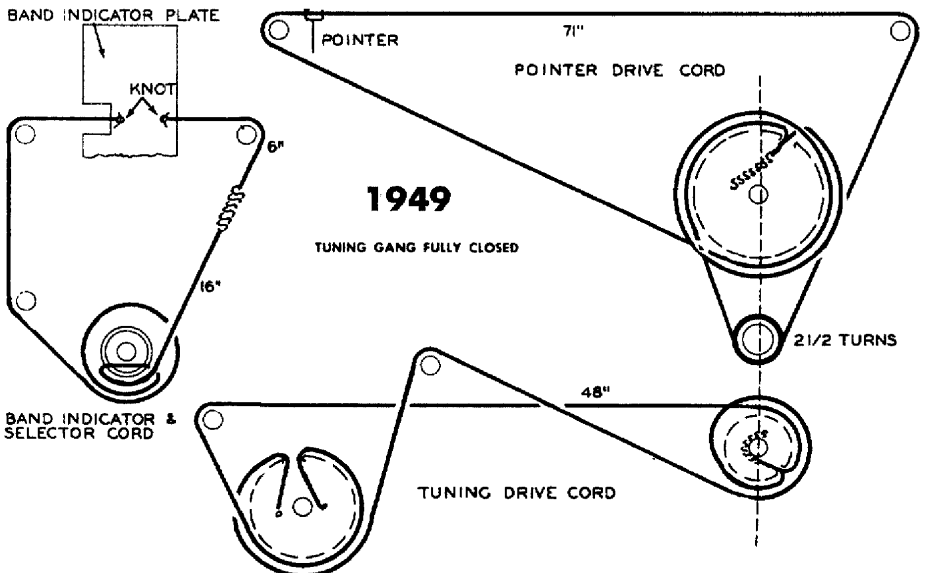
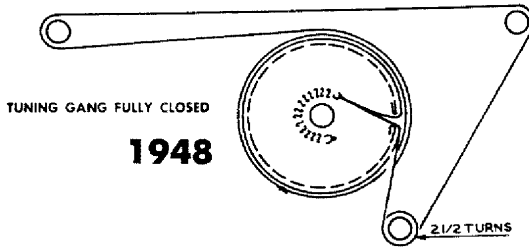
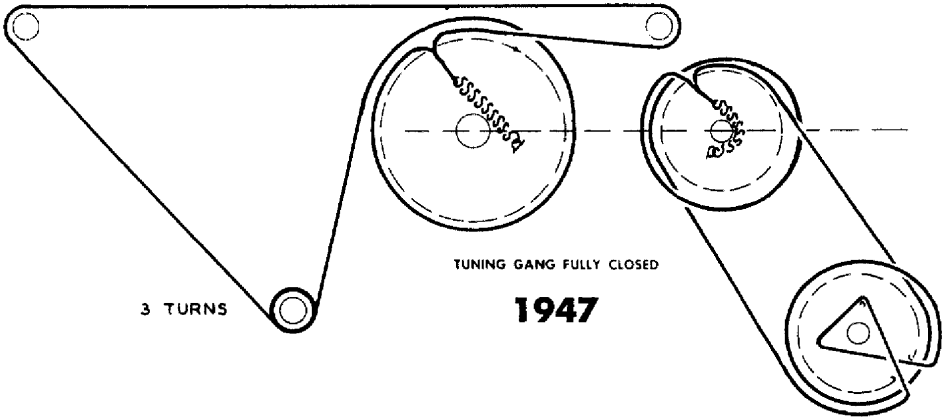
TUNING GANG FULLY CLOSED

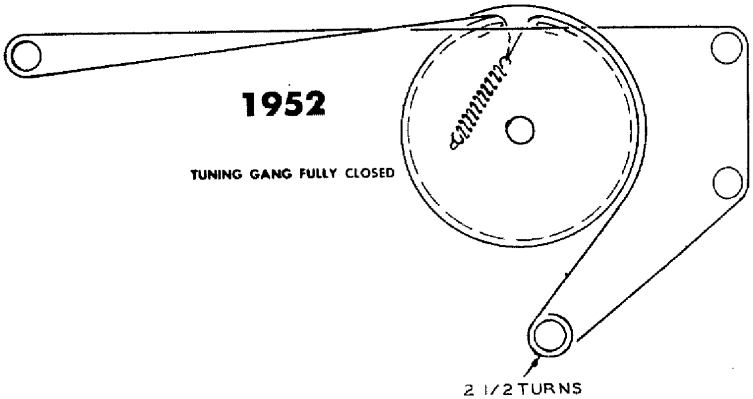
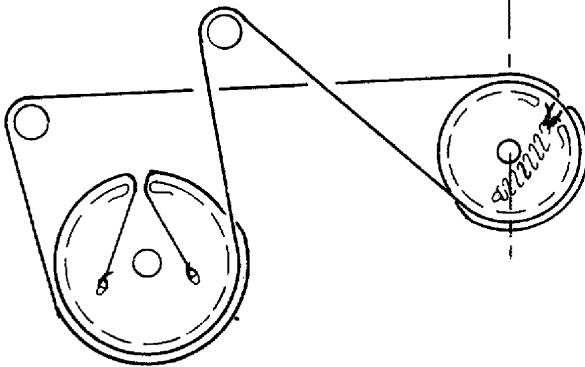
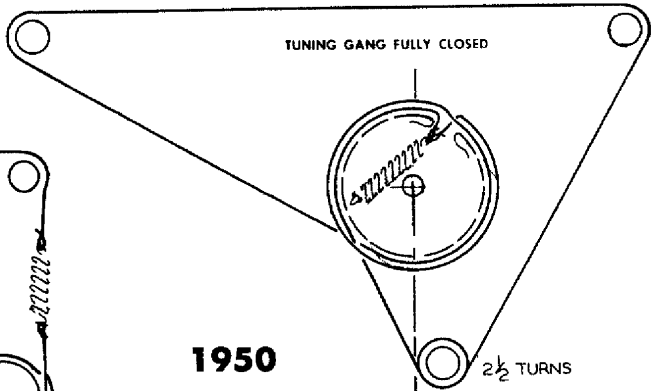
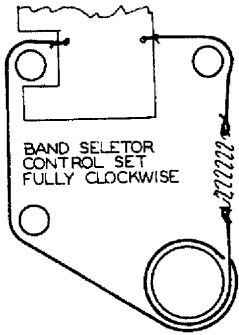
2 $\frac{3}{4}$ TURNS

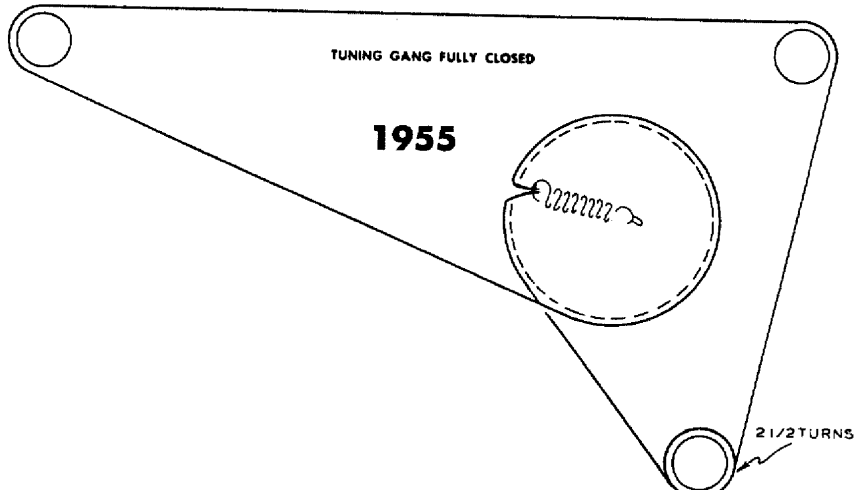
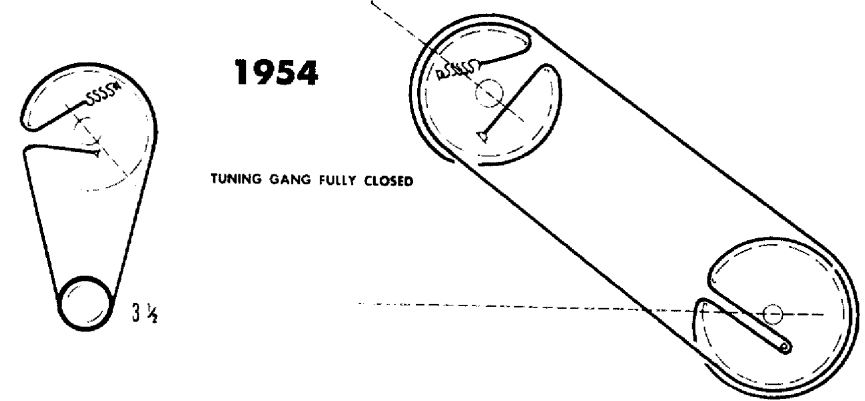
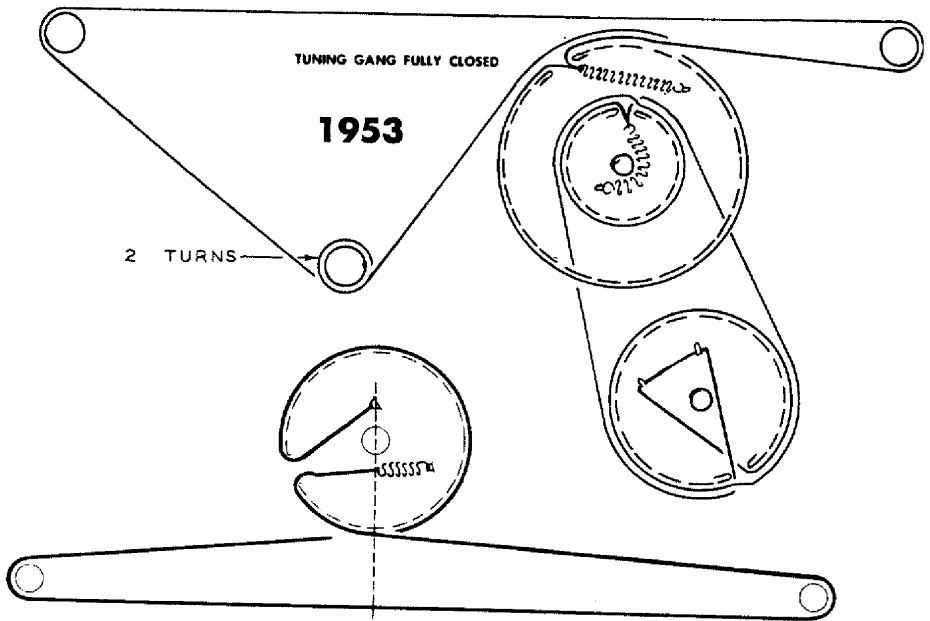


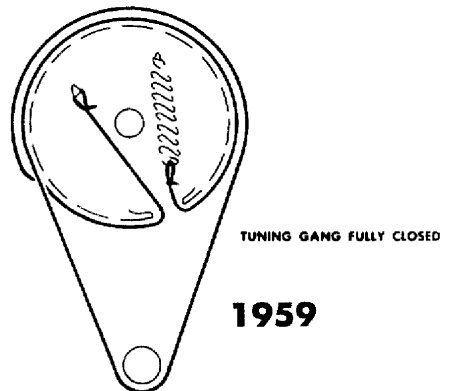
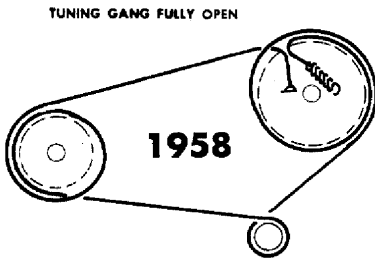
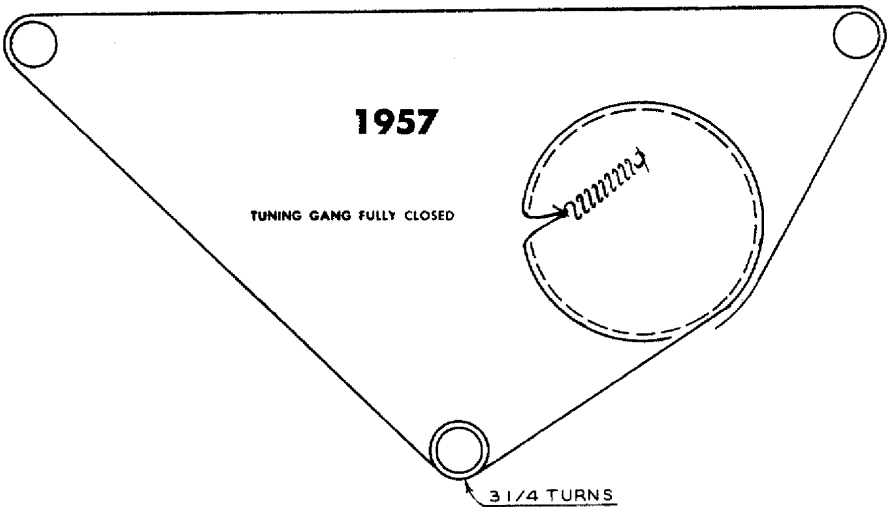
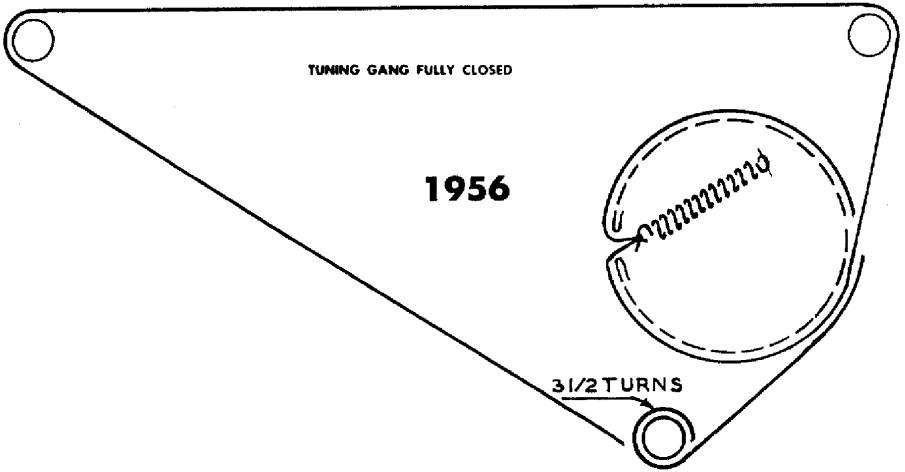


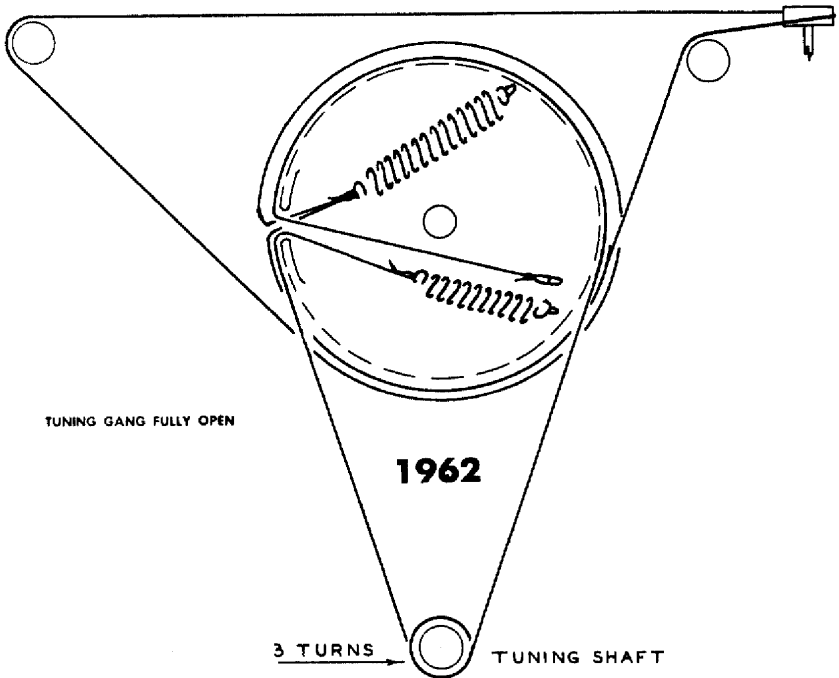
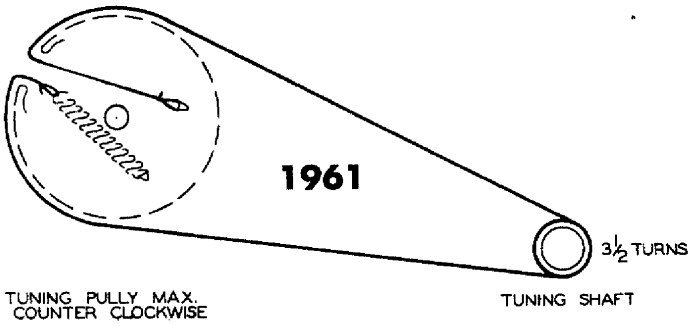
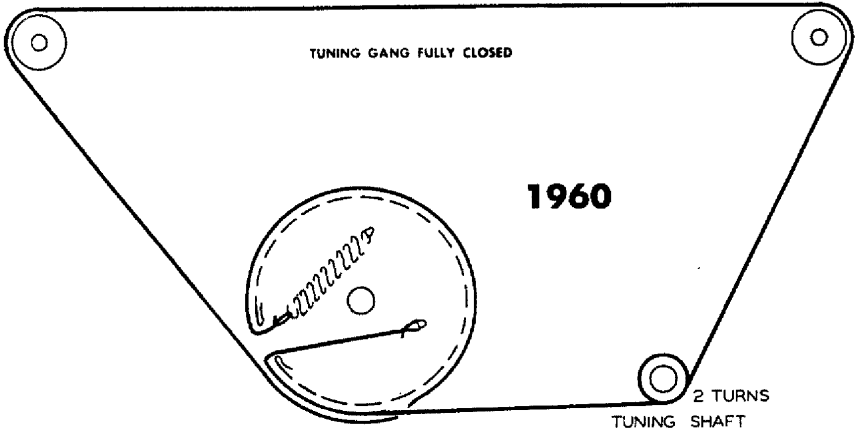


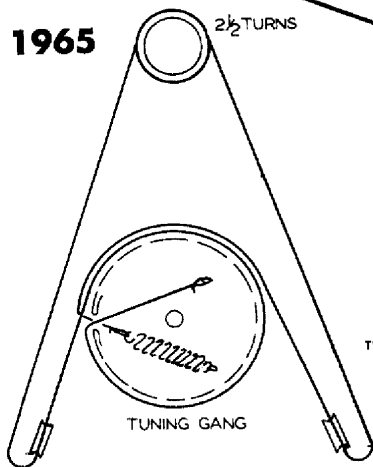
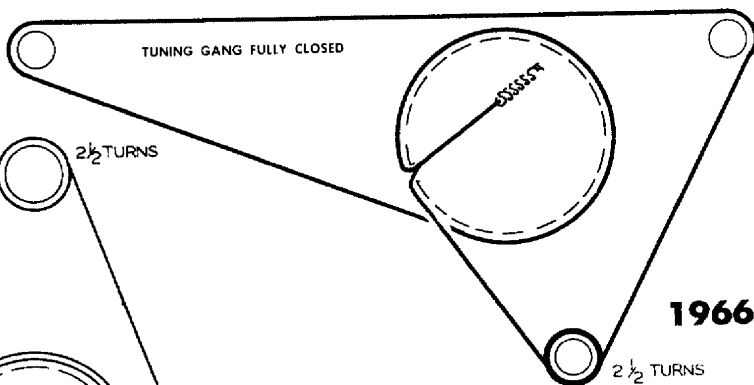
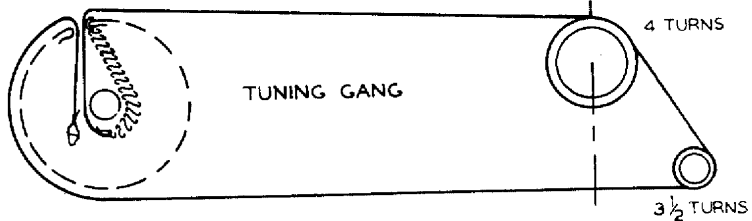
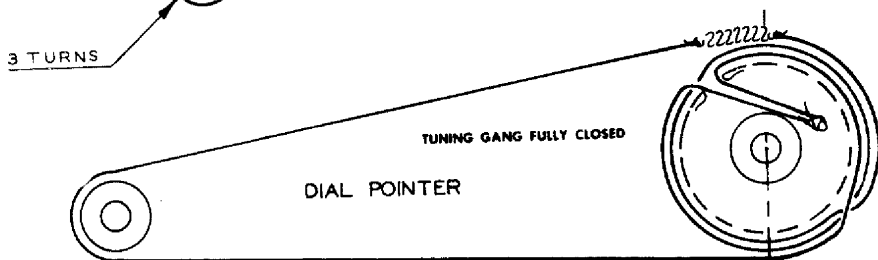
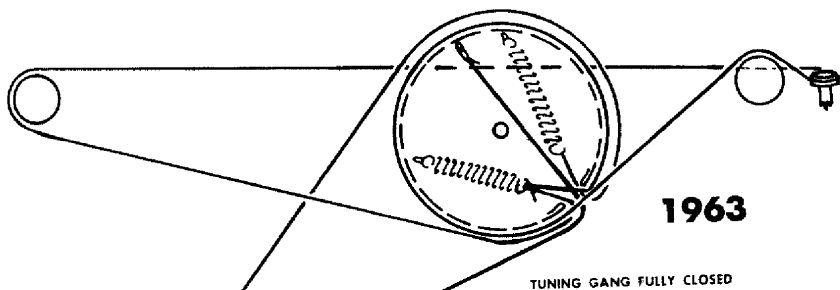


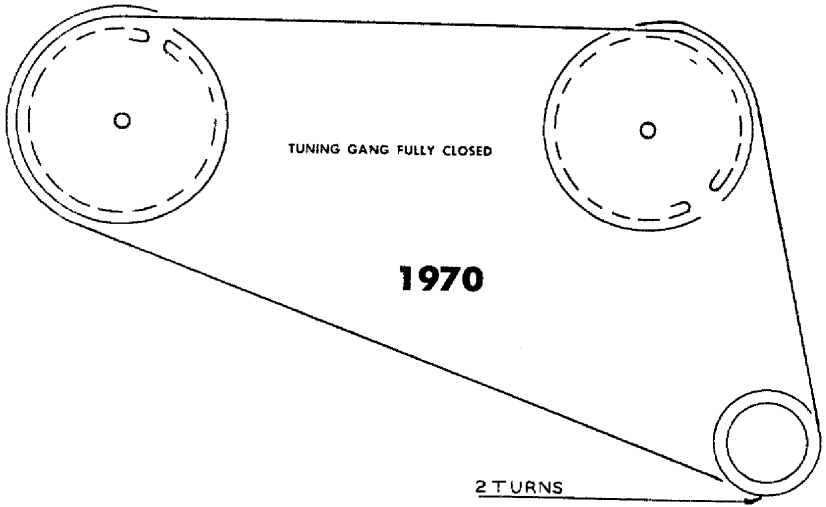
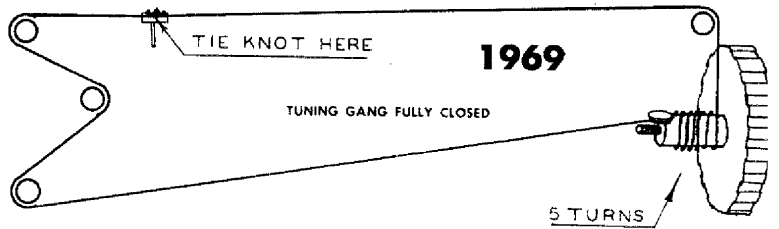
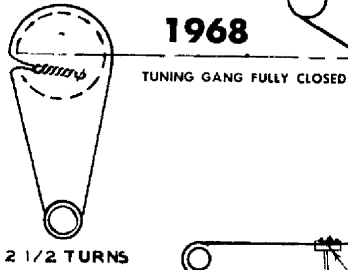
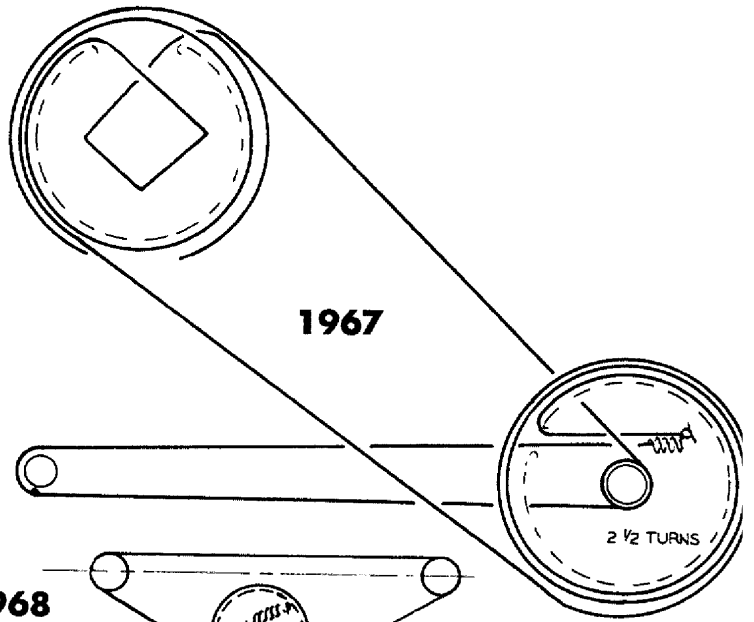


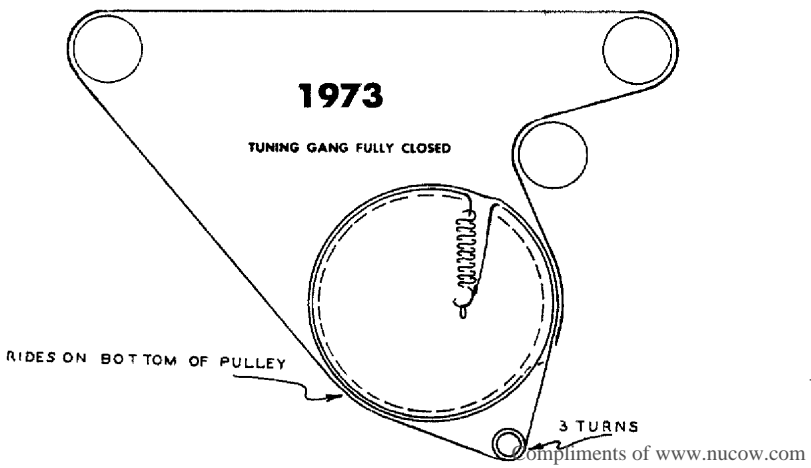
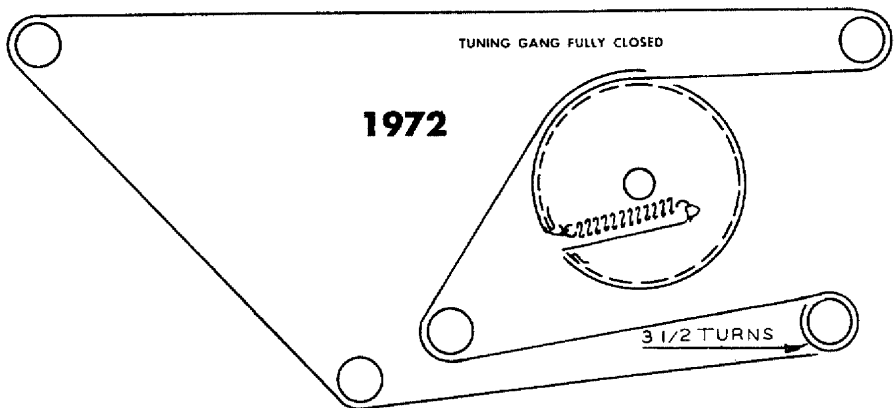
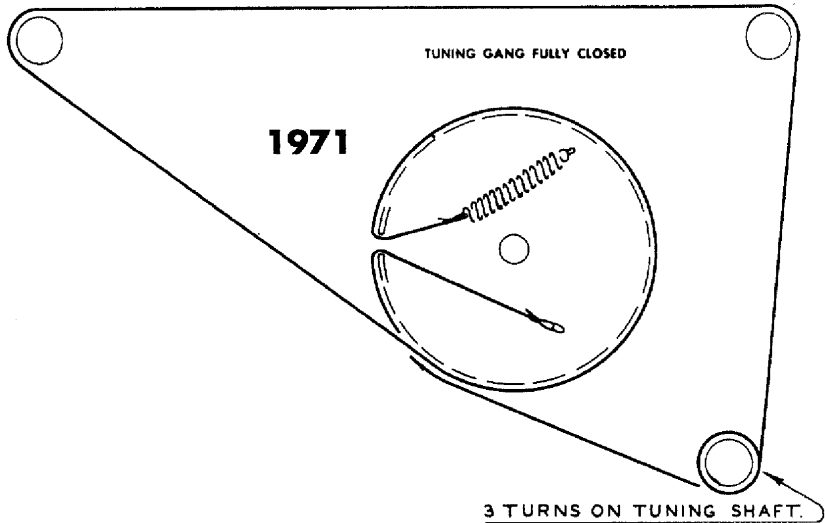


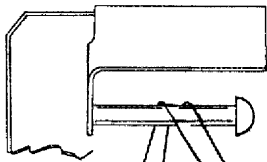






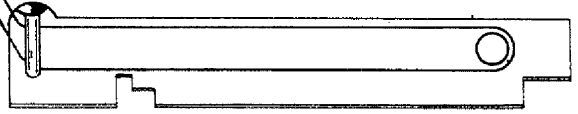






TUNED TO HIGH FREQUENCY END

1974

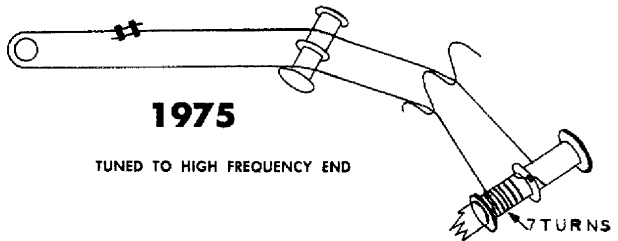


3 TURNS
7 TURNS

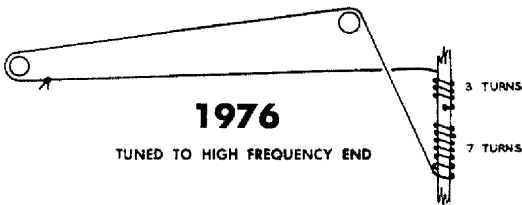
TUNING CONTROL

1975

TUNED TO HIGH FREQUENCY END



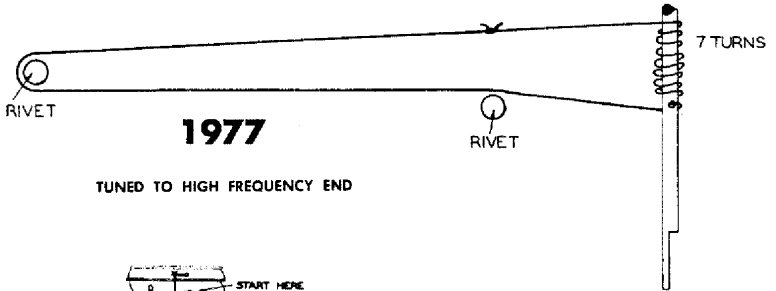
7 TURNS



1976

TUNED TO HIGH FREQUENCY END

3 TURNS
7 TURNS



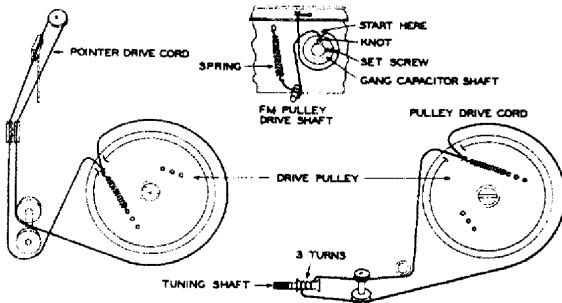
7 TURNS

1977

TUNED TO HIGH FREQUENCY END

RIVET

RIVET



TUNING GANG FULLY CLOSED

1978

START HERE
KNOT
SET SCREW
GANG CAPACITOR SHAFT

SPRING

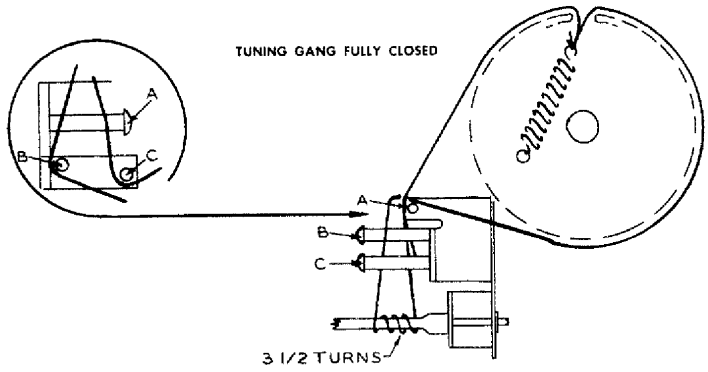
FM PULLEY
DRIVE SHAFT

PULLEY DRIVE CORD

DRIVE PULLEY

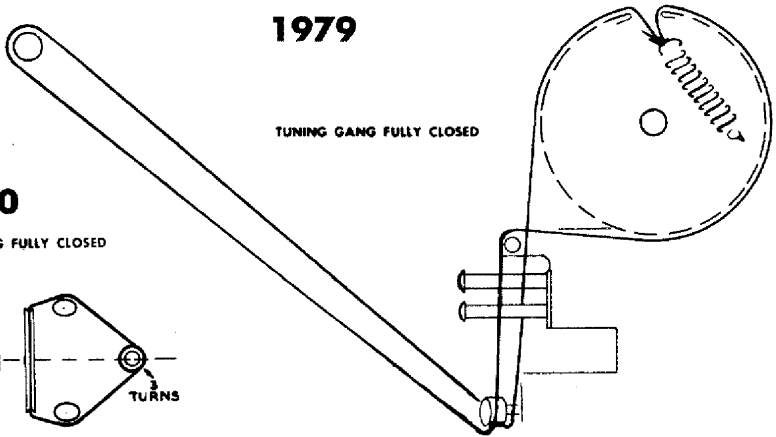
3 TURNS

TUNING SHAFT



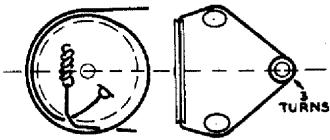
1979

TUNING GANG FULLY CLOSED



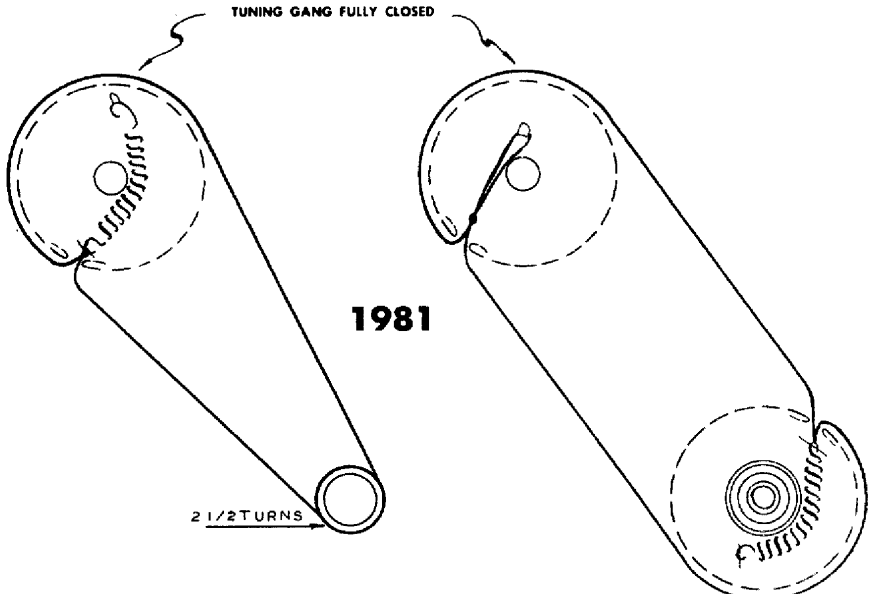
1980

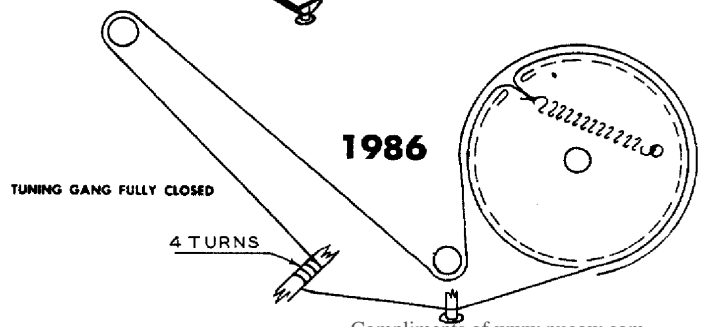
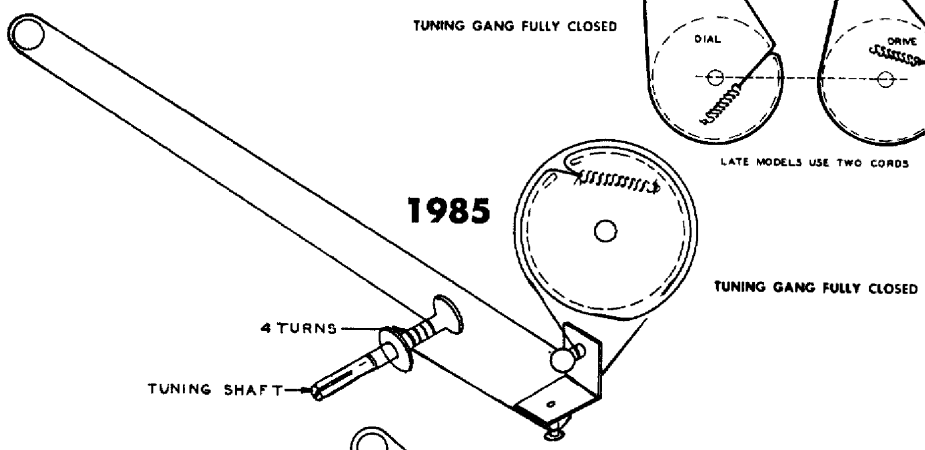
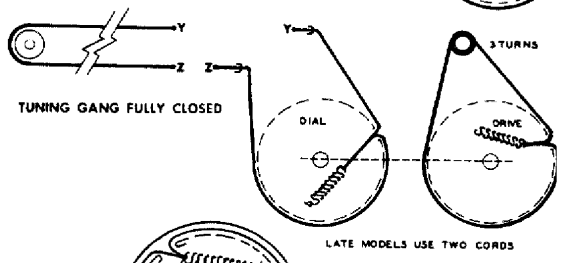
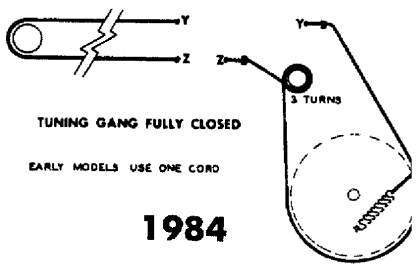
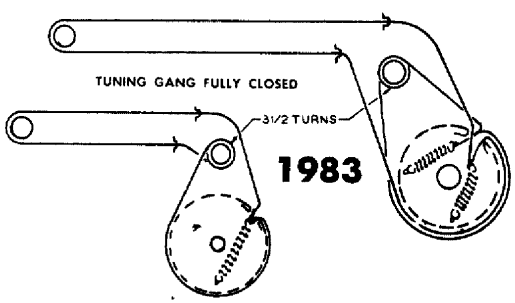
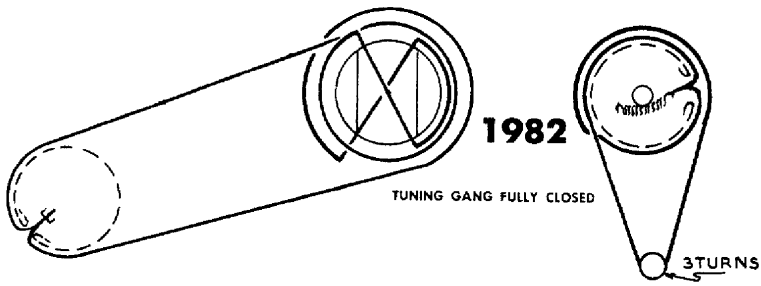
TUNING GANG FULLY CLOSED

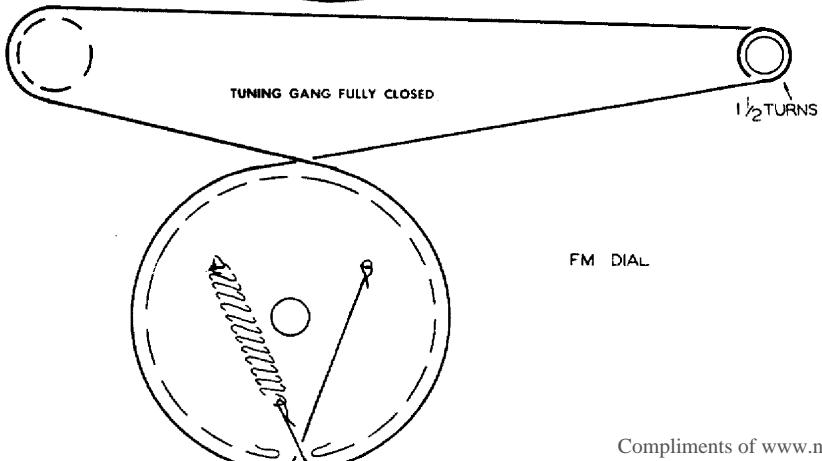
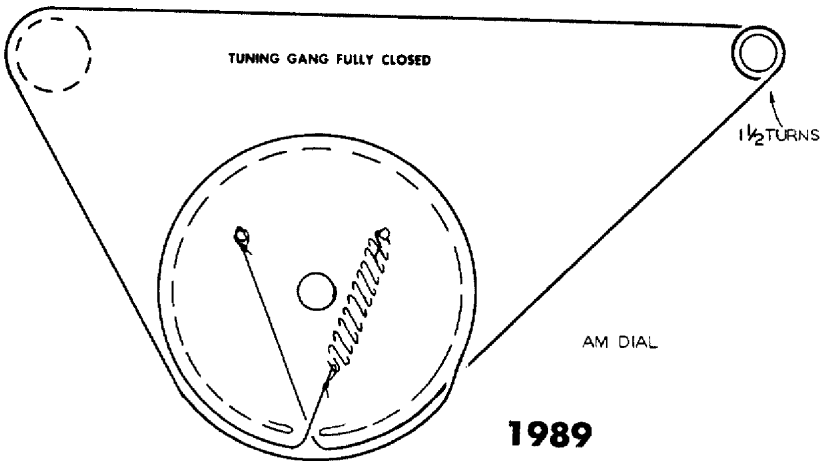
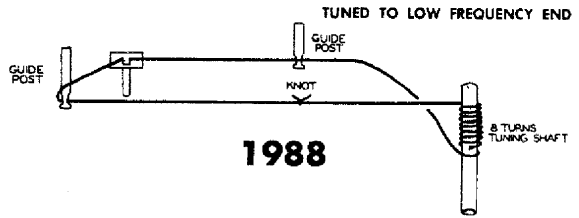
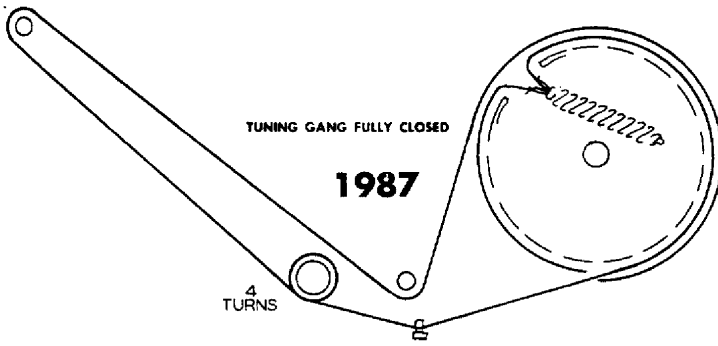


TUNING GANG FULLY CLOSED

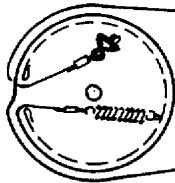
1981



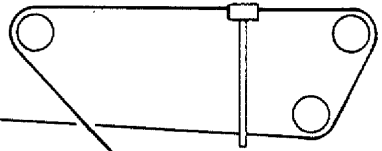




**BAND SPREAD DIAL
CORD ASSEMBLY**

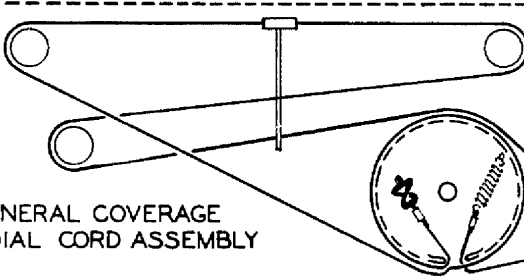


TUNING GANG FULLY CLOSED

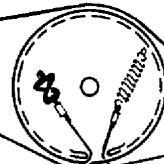


TUNING SHAFT

1990



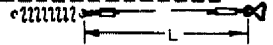
**GENERAL COVERAGE
DIAL CORD ASSEMBLY**



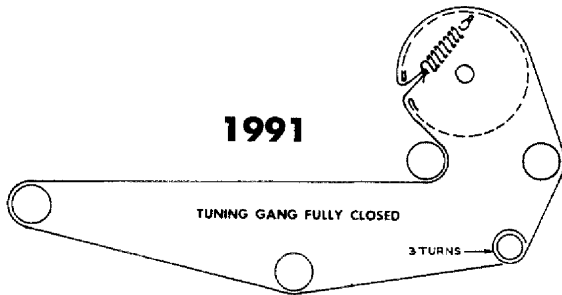
TUNING GANG FULLY CLOSED

2 3/4 TURNS

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



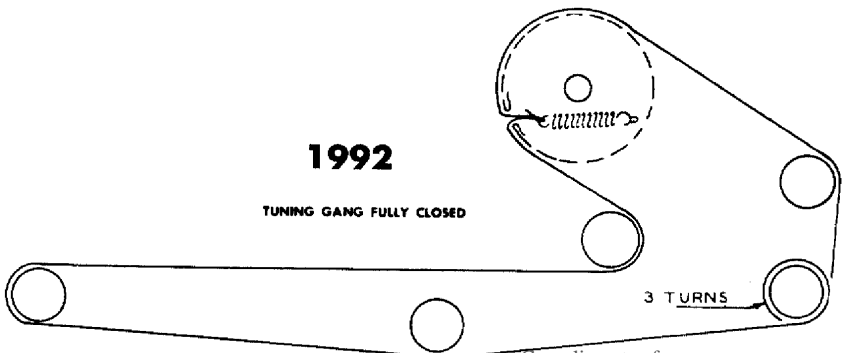
1991



TUNING GANG FULLY CLOSED

3 TURNS

1992

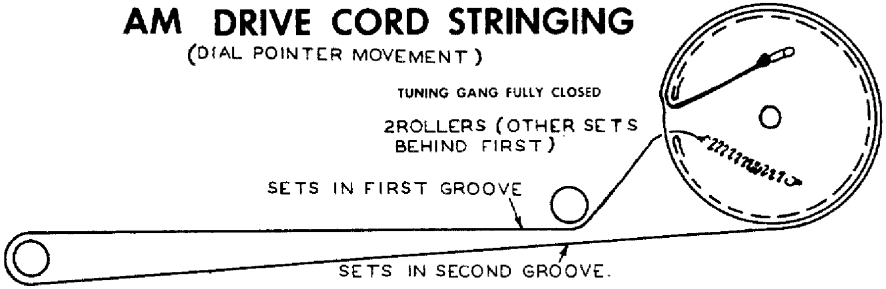


TUNING GANG FULLY CLOSED

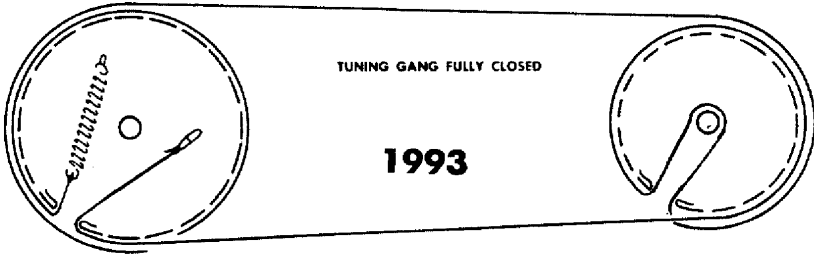
3 TURNS

AM DRIVE CORD STRINGING

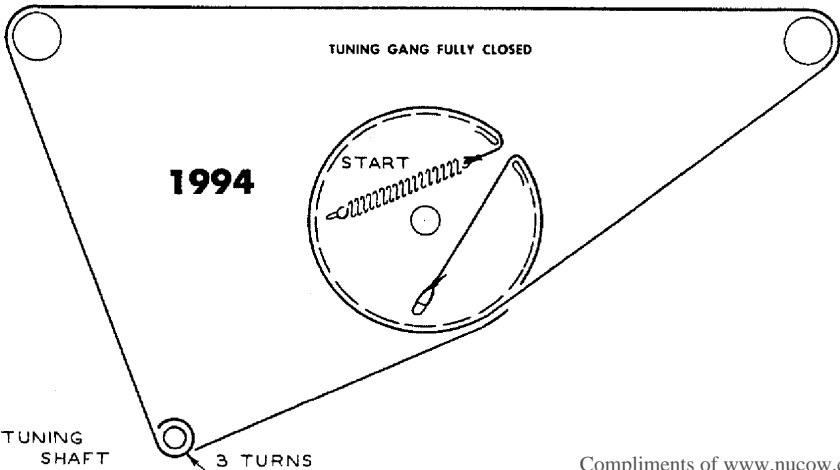
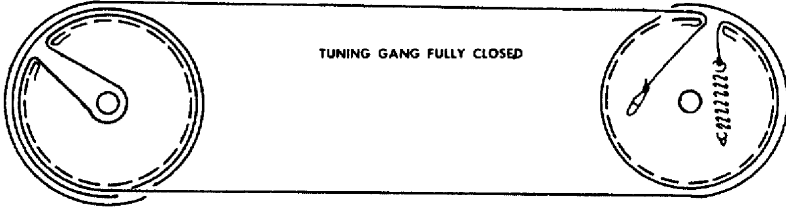
(DIAL POINTER MOVEMENT)

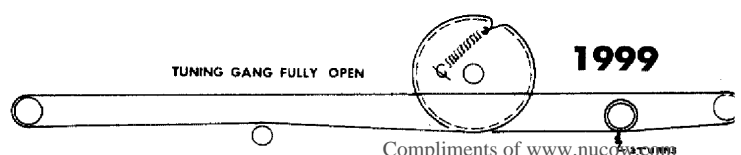
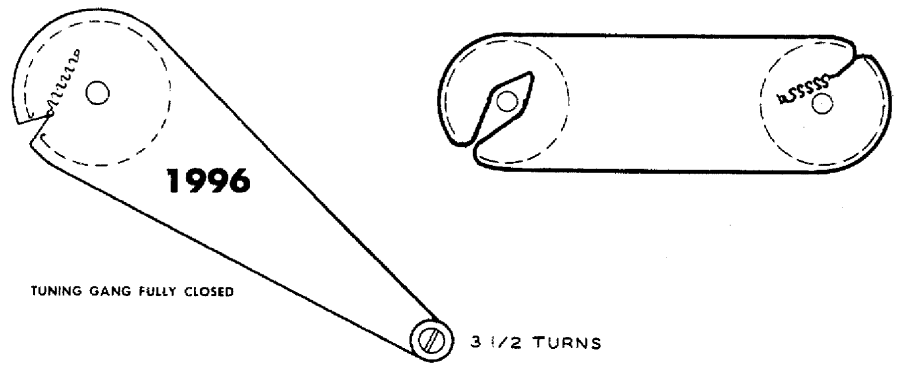
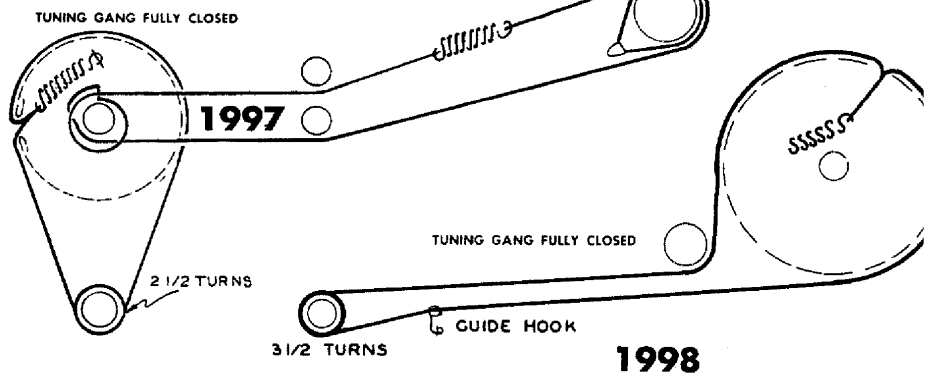
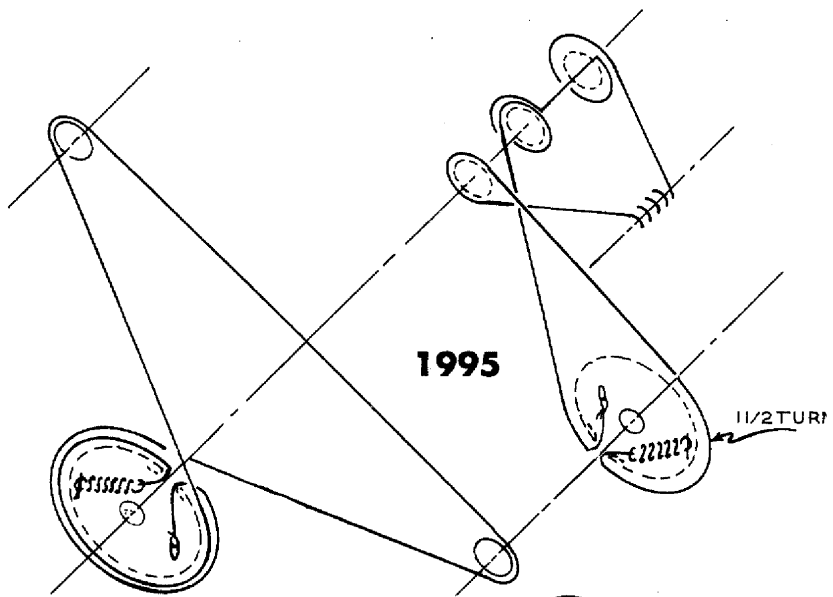


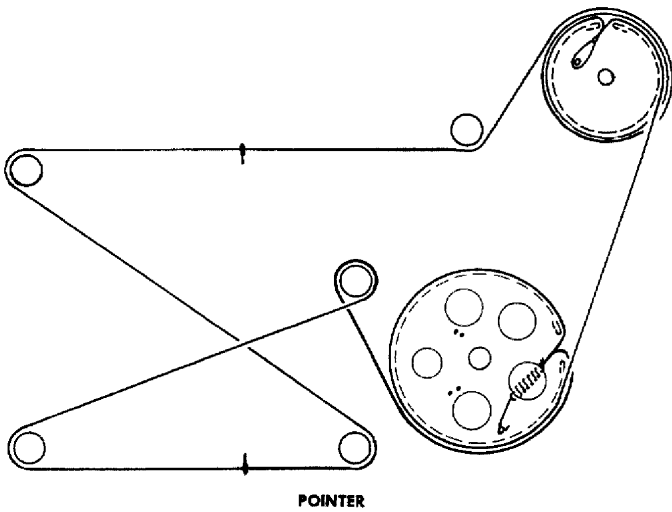
AM DRIVE CORD STRINGING



UHF DRIVE CORD STRINGING

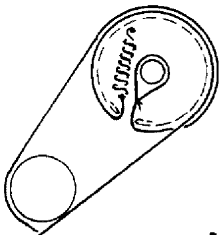




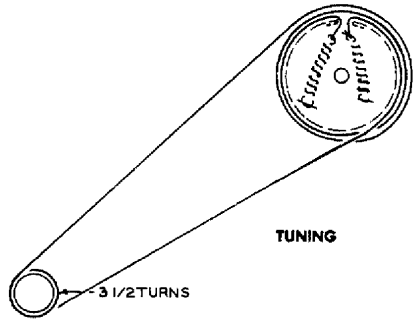


POINTER

2000

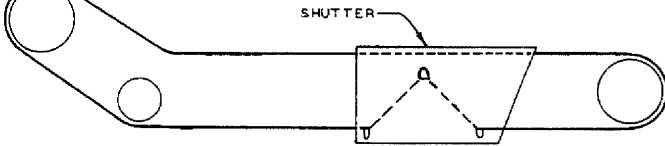


BASS

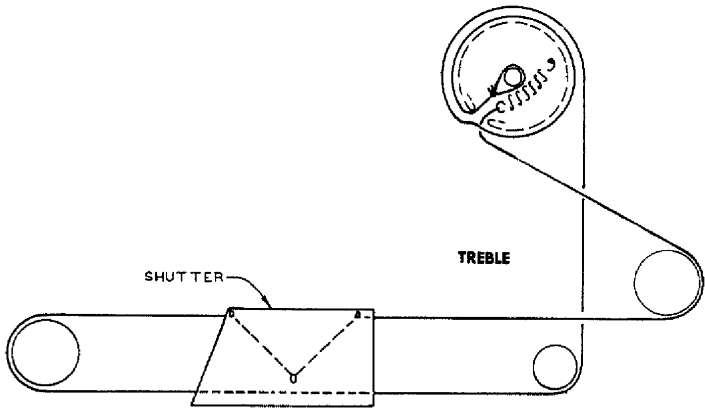


TUNING

SHUTTER



TREBLE



SHUTTER

TUNING GANG FULLY CLOSED

2001

3 TURNS

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

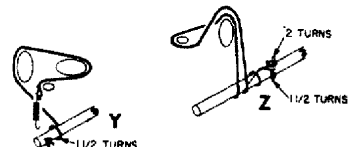
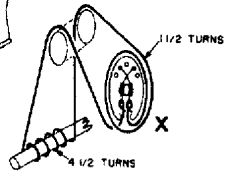
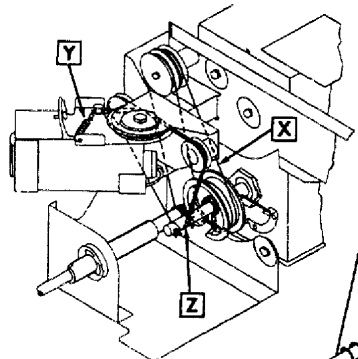
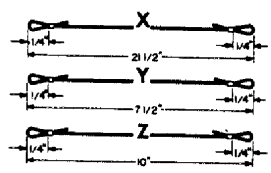
2002

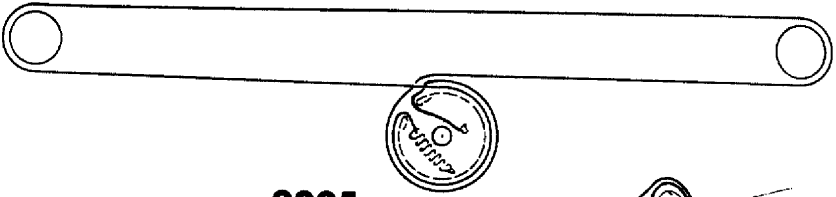
TUNING GANG FULLY CLOSED

3 3/4 TURNS

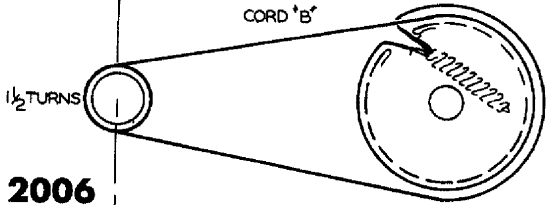
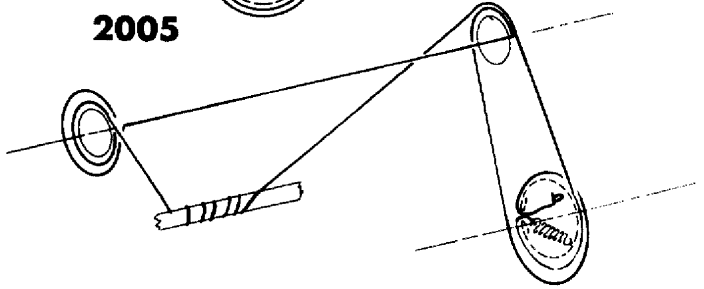
2003

2004

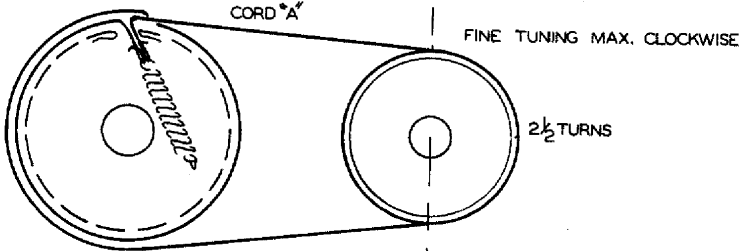




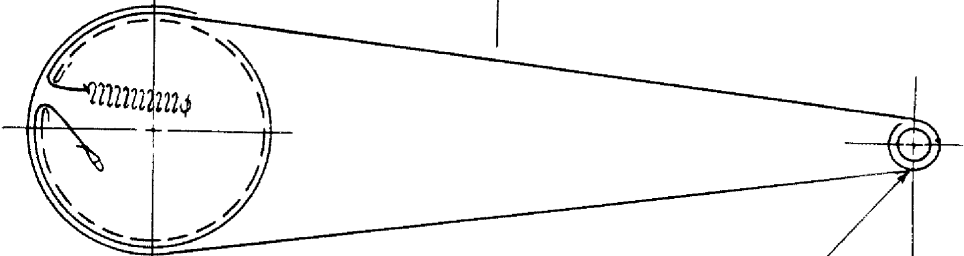
2005



2006

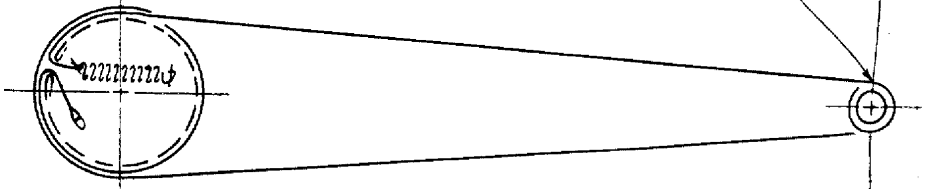


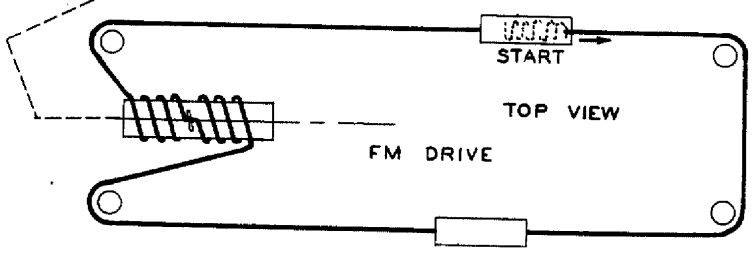
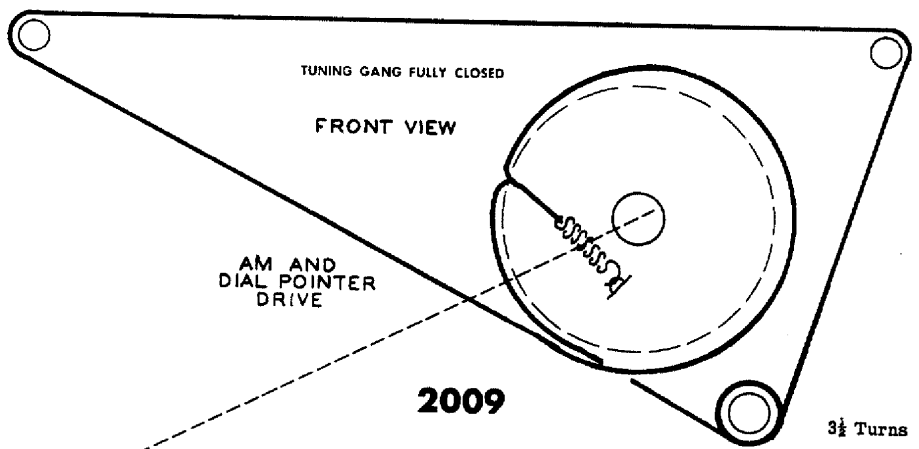
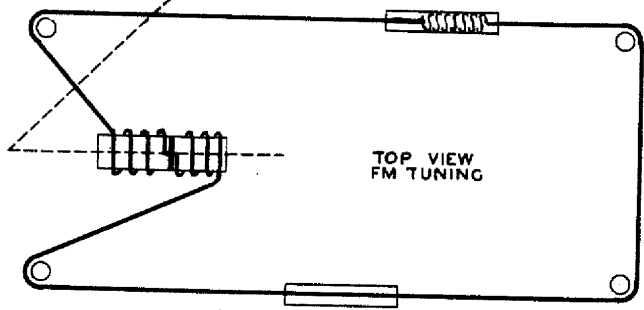
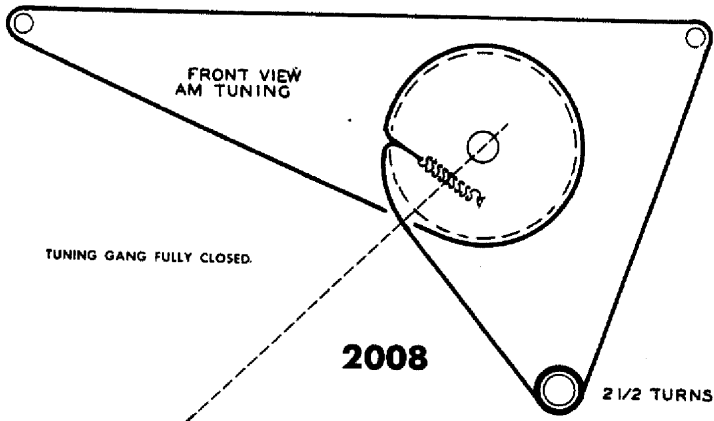
FINE TUNING MAX. CLOCKWISE

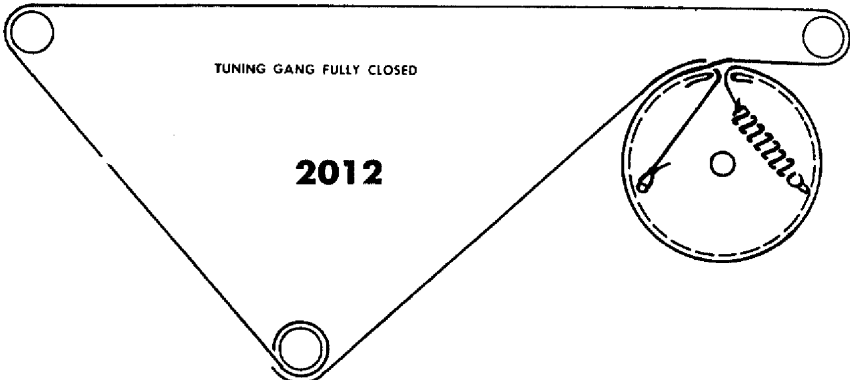
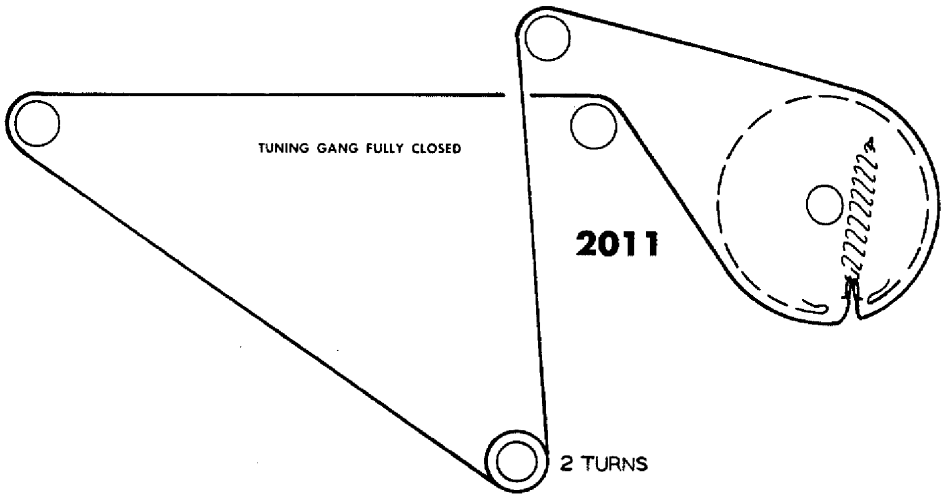
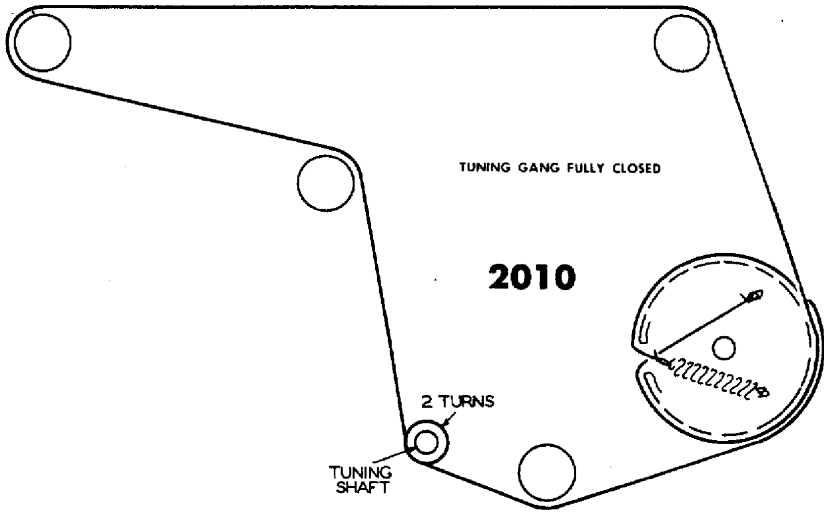


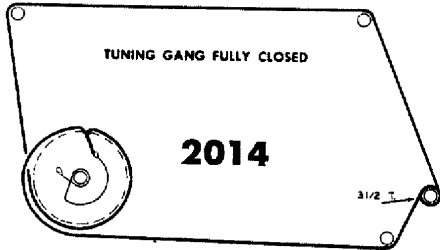
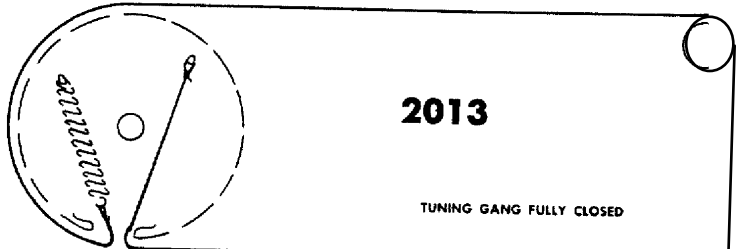
2007

3 1/2 TURNS



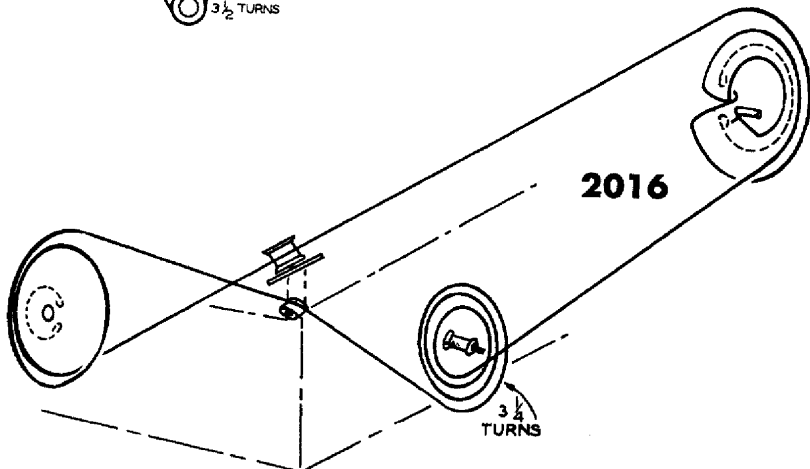
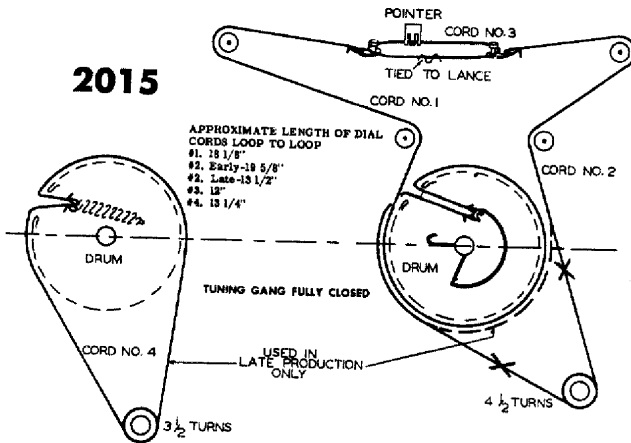


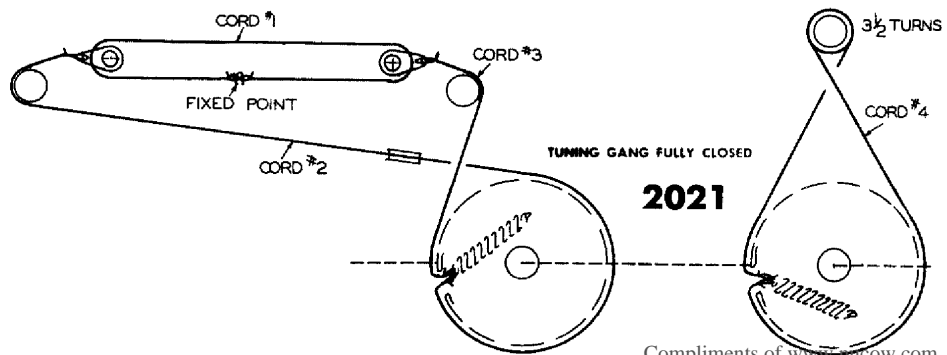
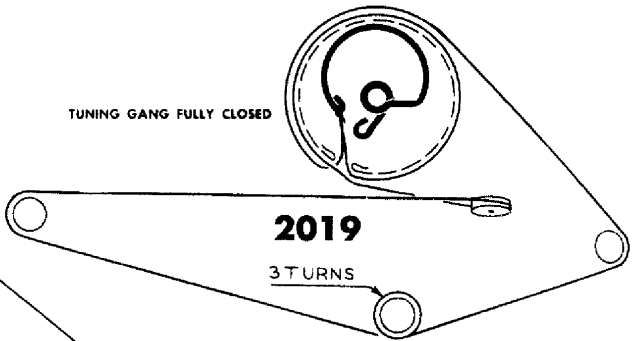
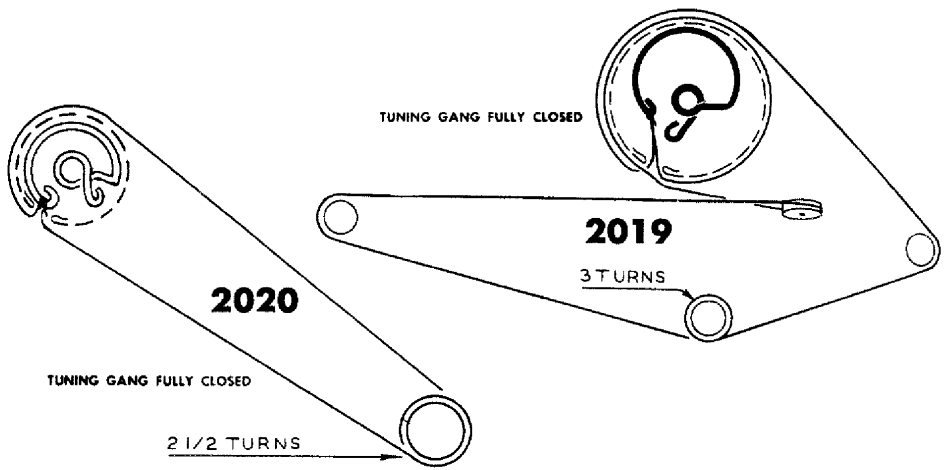
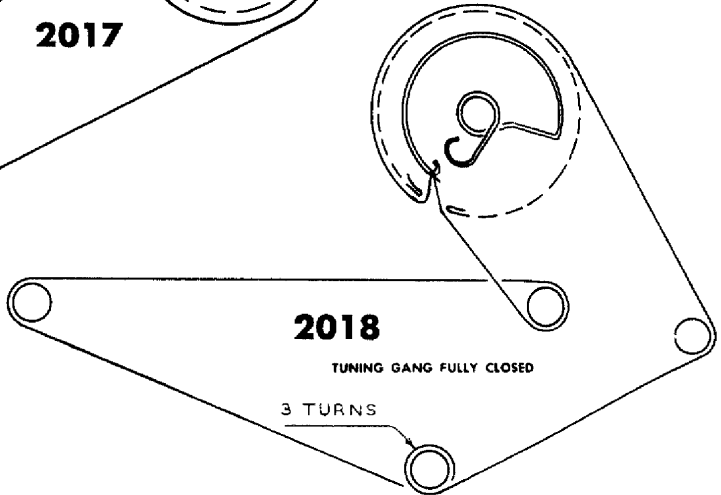
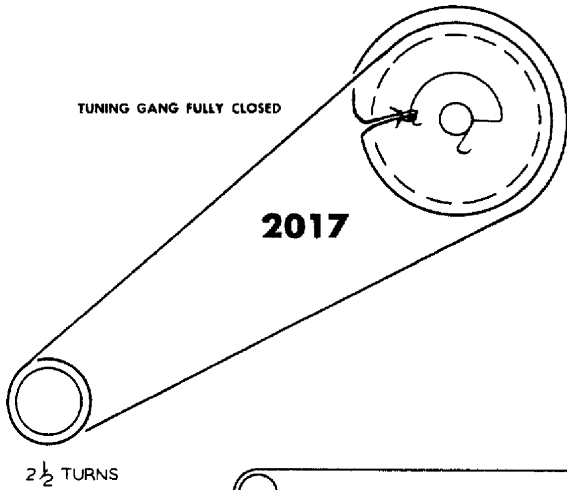


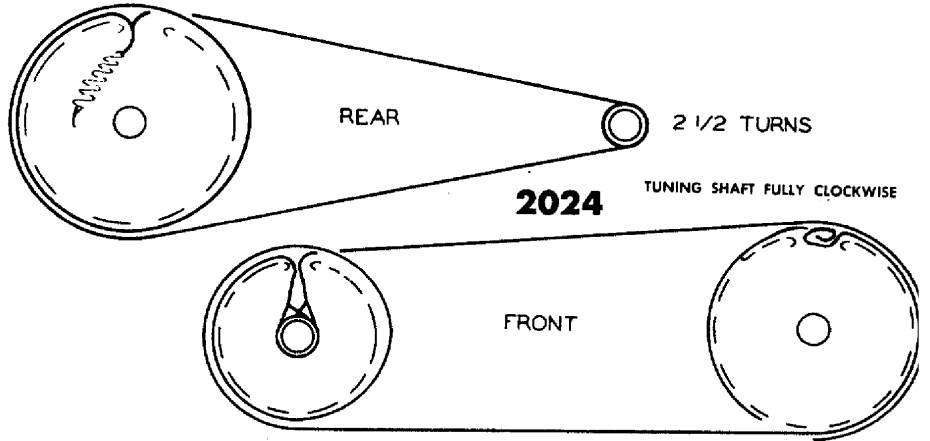
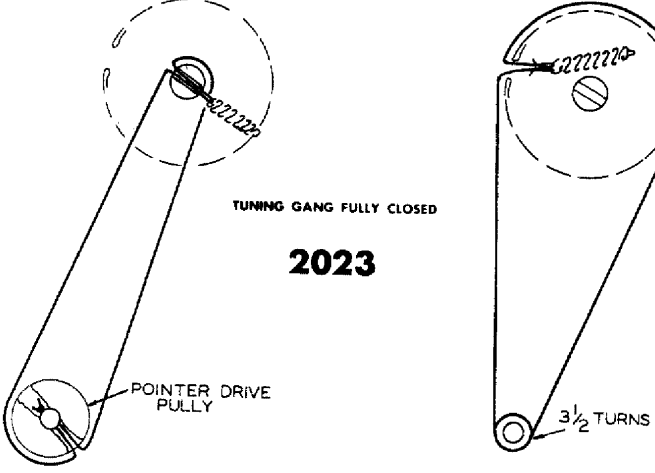
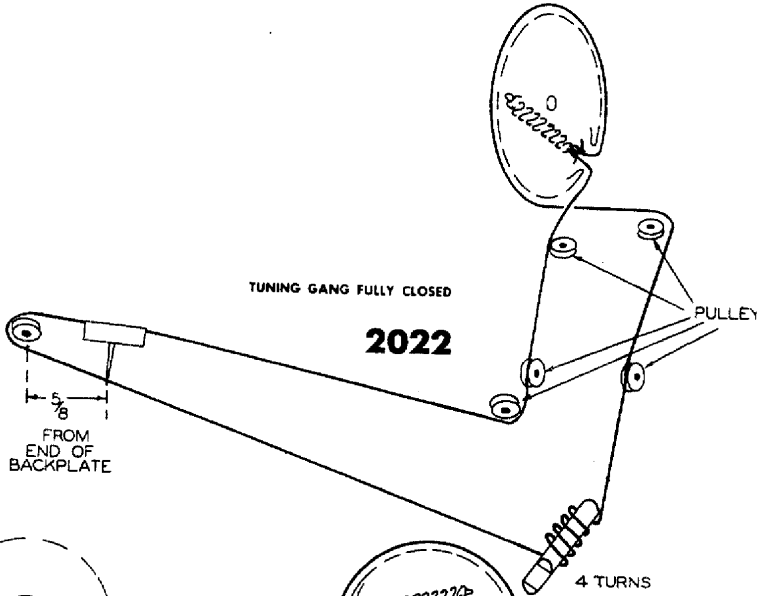


1 TURN
TUNING SHAFT

2015

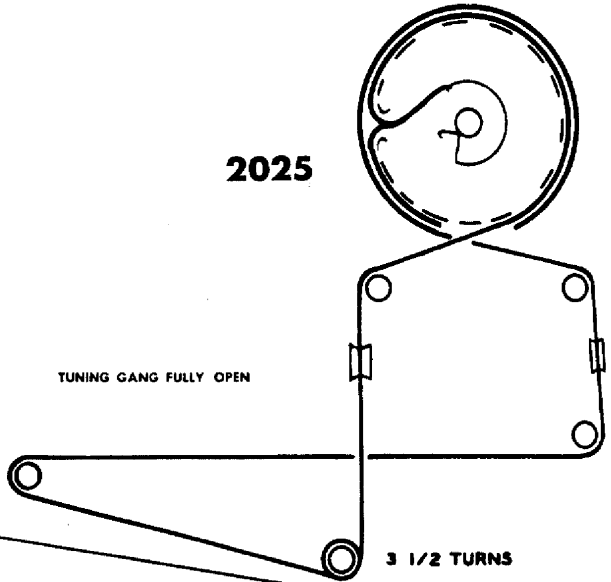






2025

TUNING GANG FULLY OPEN



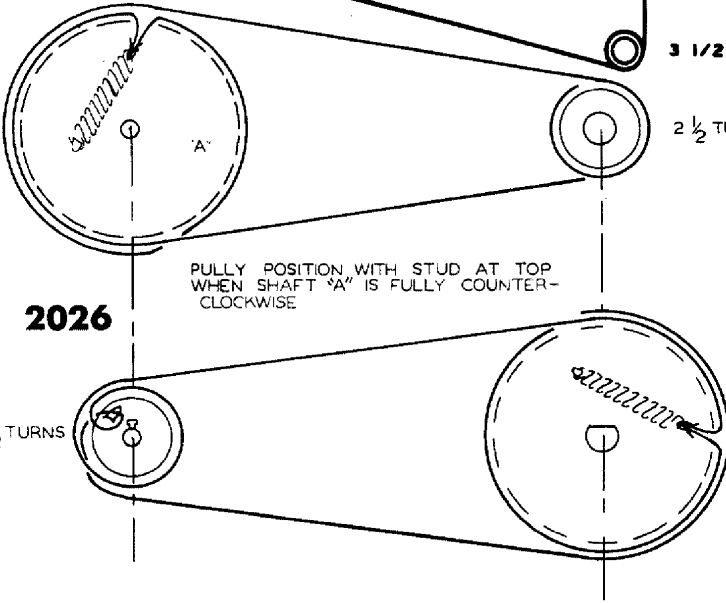
3 1/2 TURNS

2 1/2 TURNS

2026

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

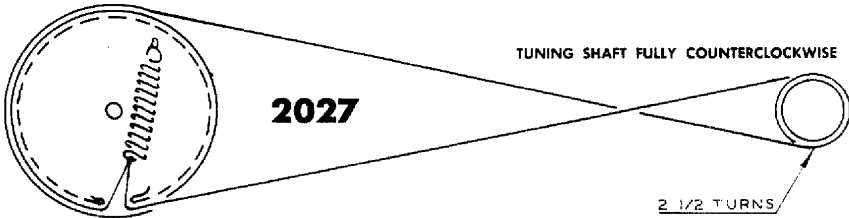
2 1/2 TURNS



TUNING SHAFT FULLY COUNTERCLOCKWISE

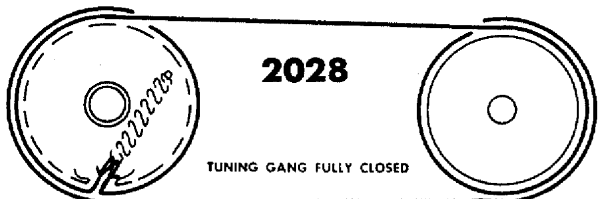
2027

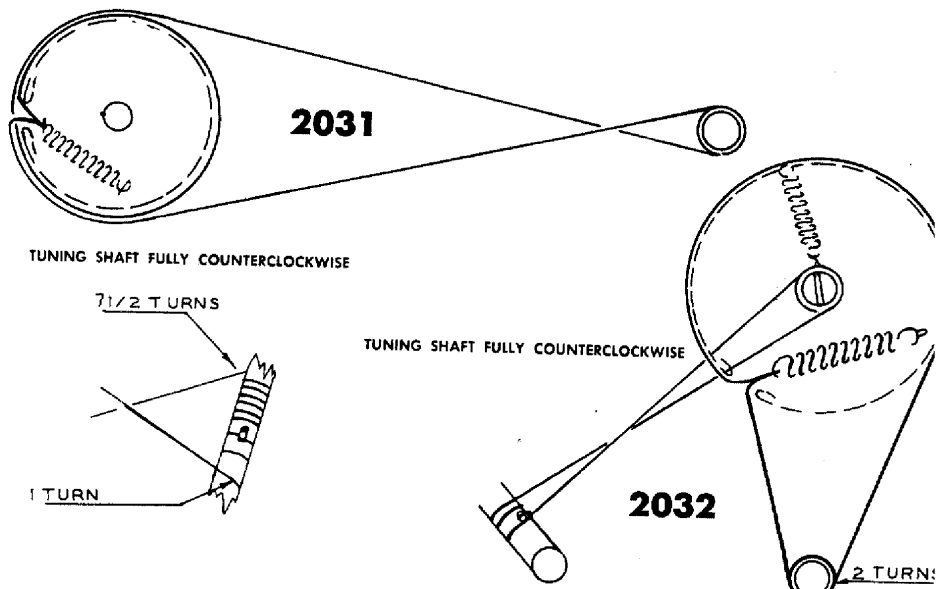
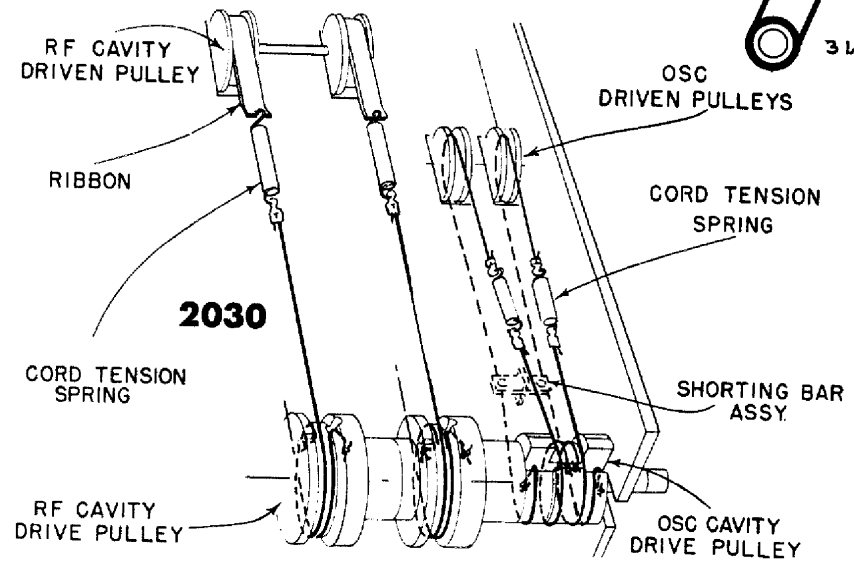
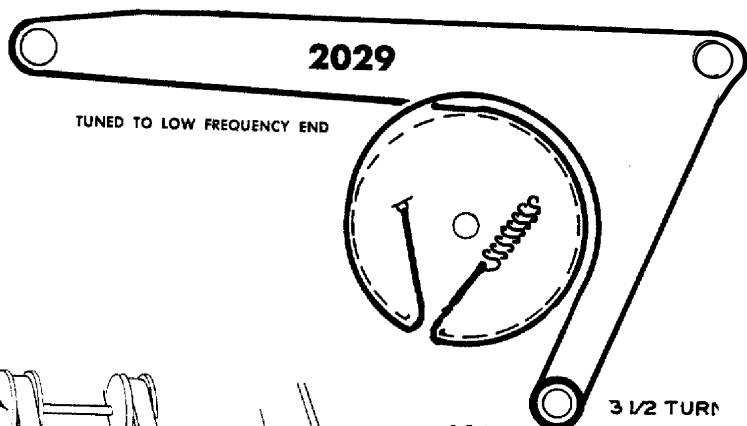
2 1/2 TURNS

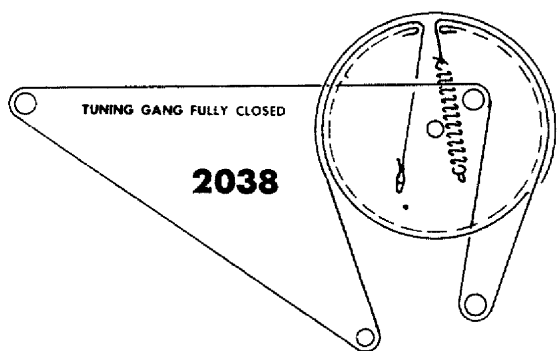
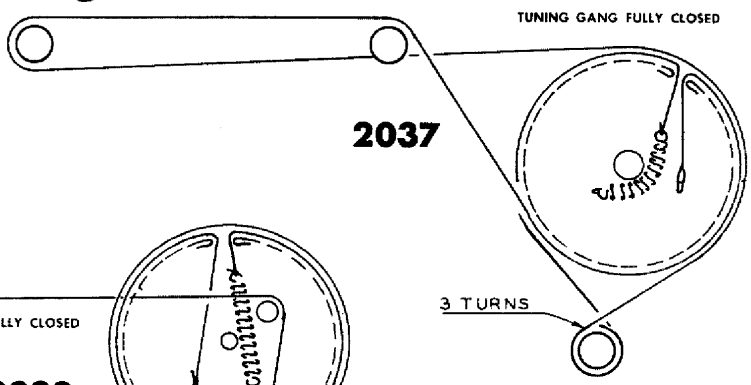
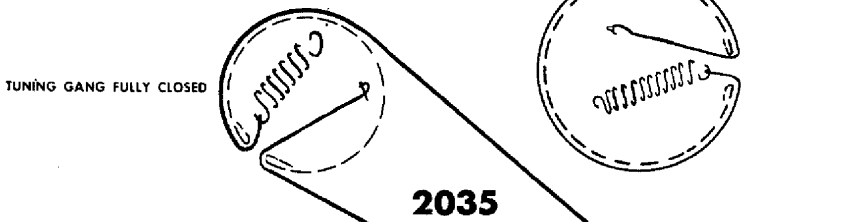
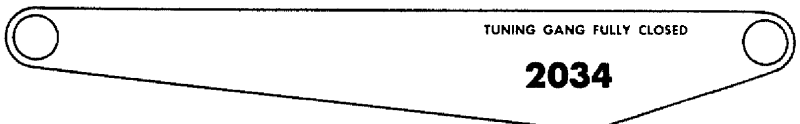
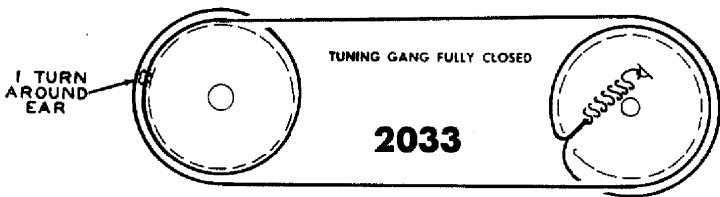


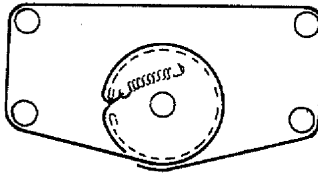
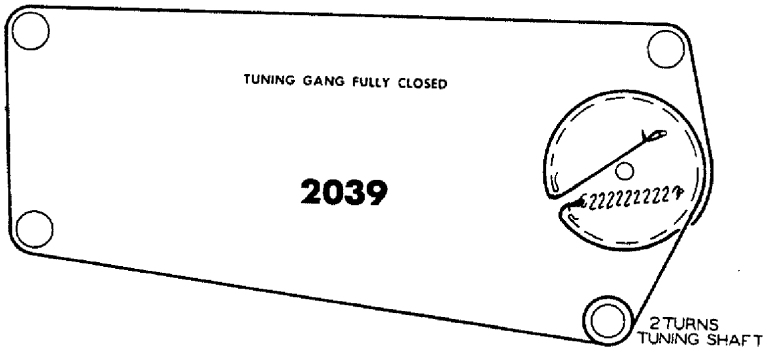
2028

TUNING GANG FULLY CLOSED





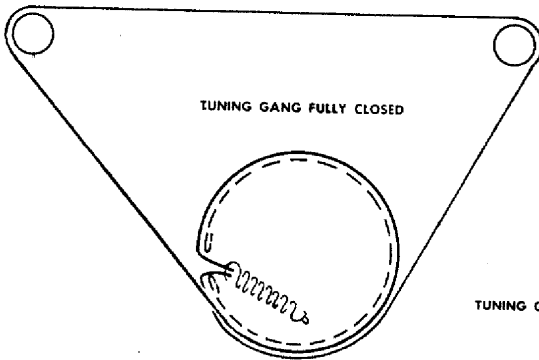
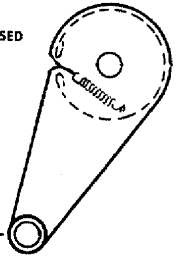




TUNING GANG FULLY CLOSED

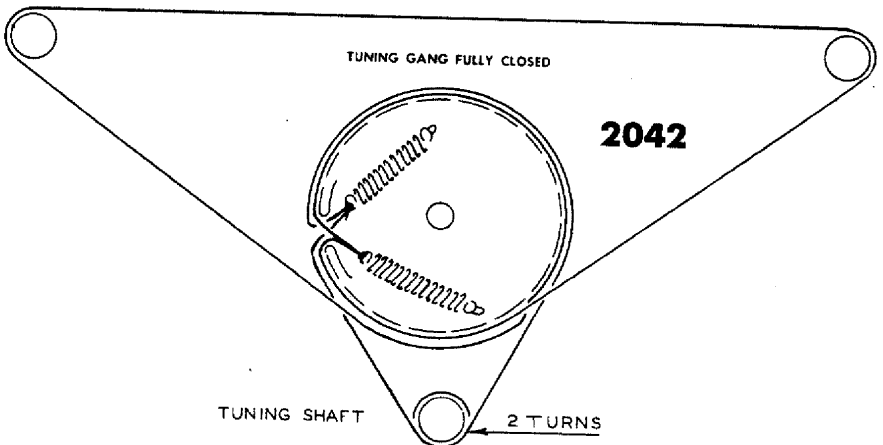
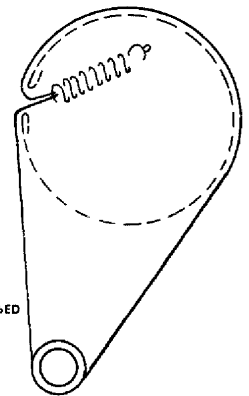
2040

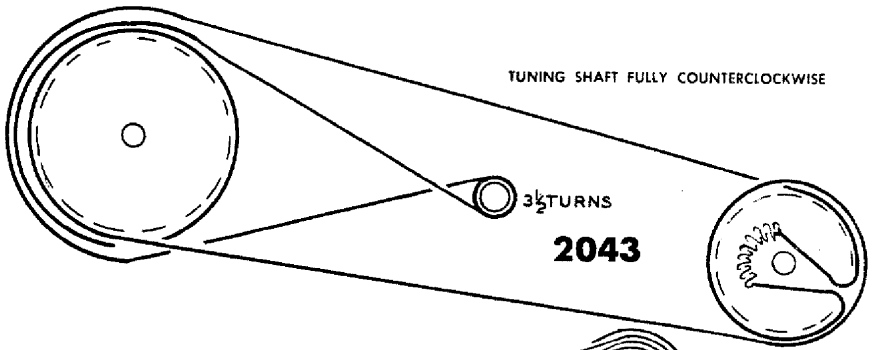
3 1/2 TURNS



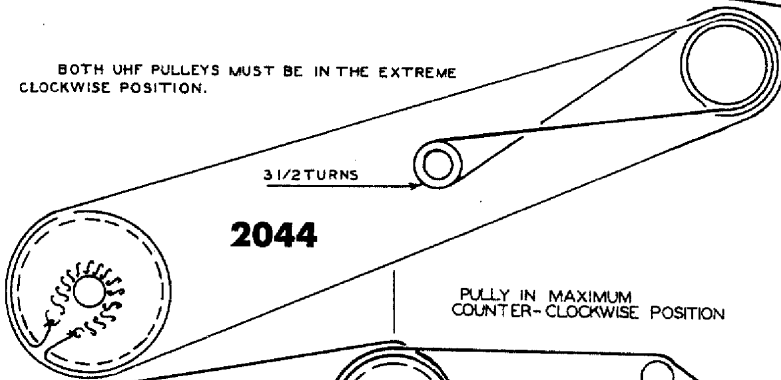
2041

TUNING GANG FULLY CLOSED

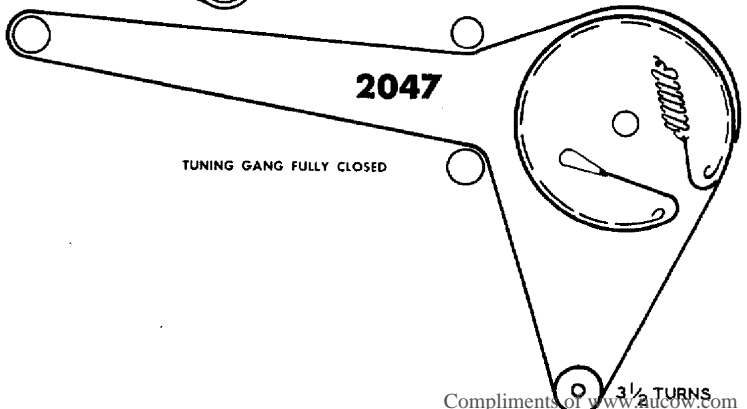
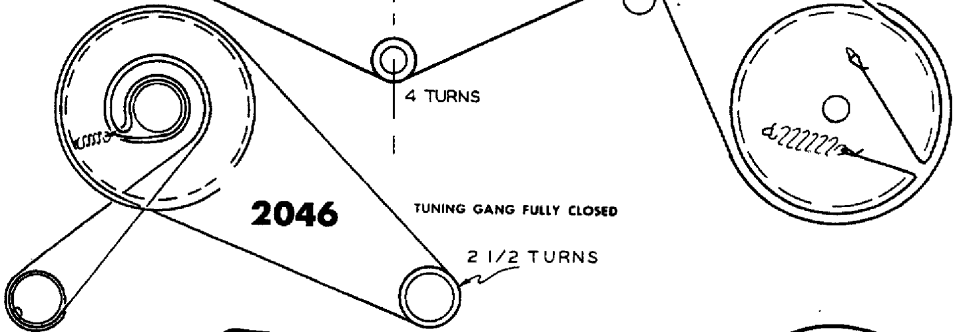
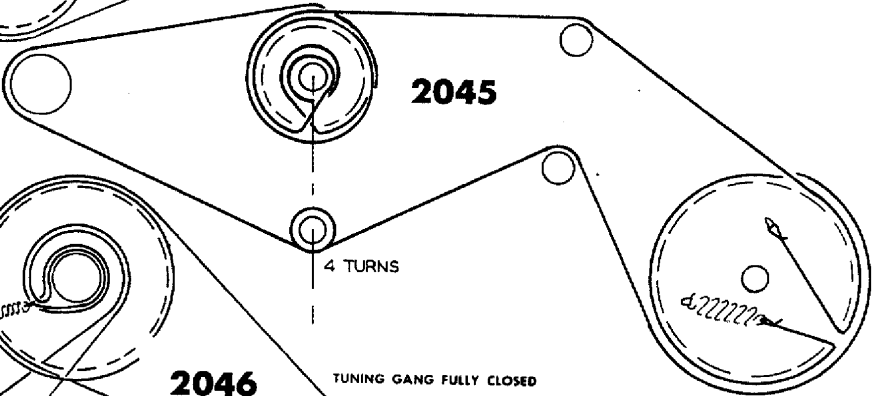


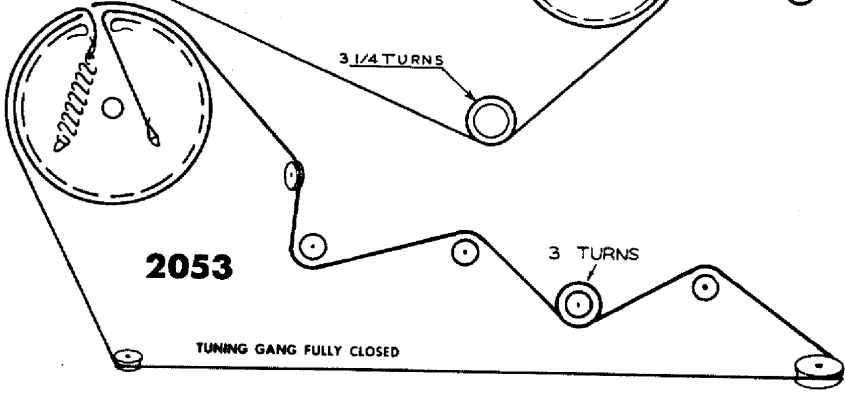
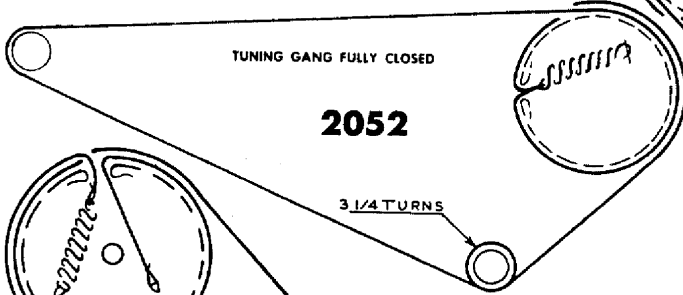
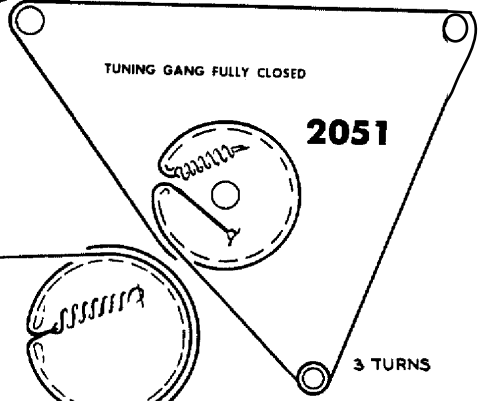
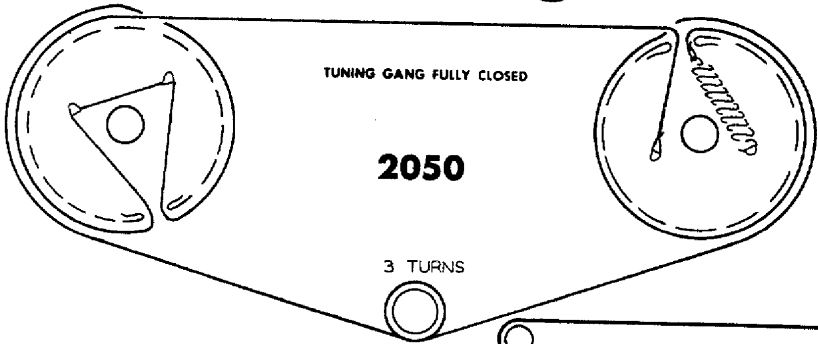
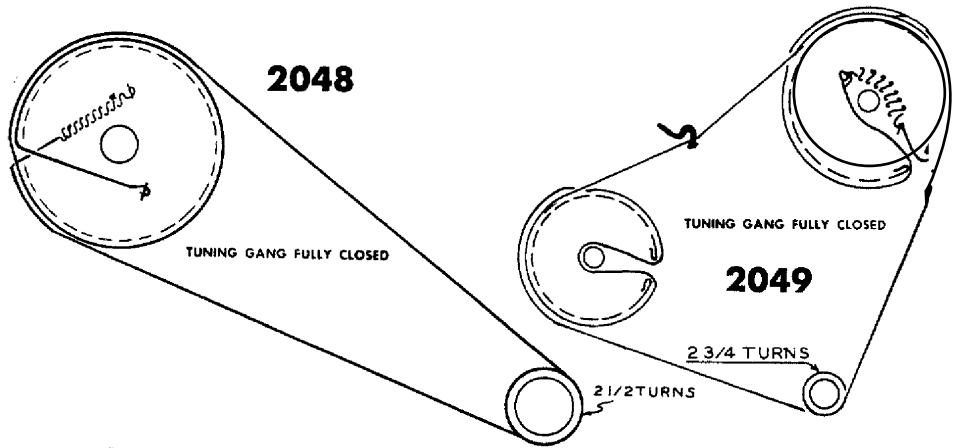


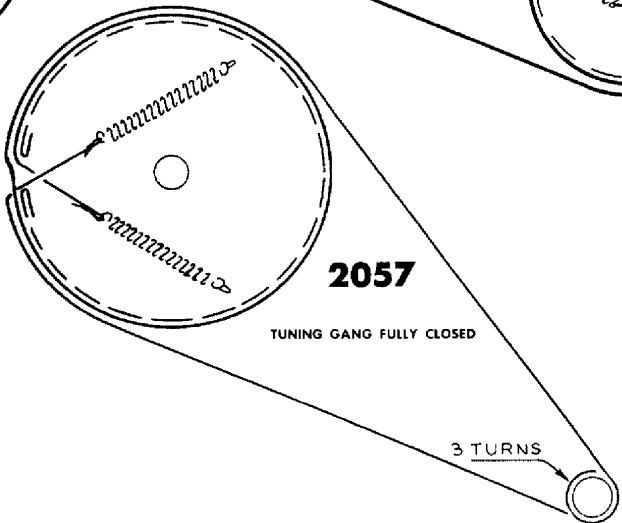
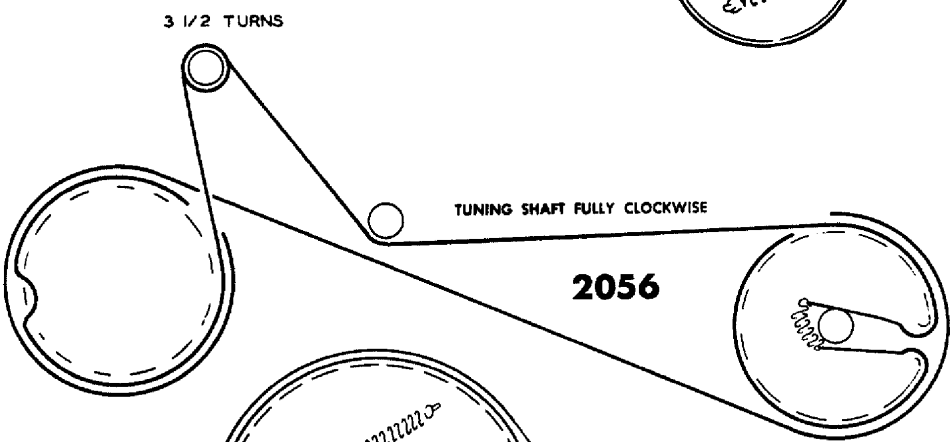
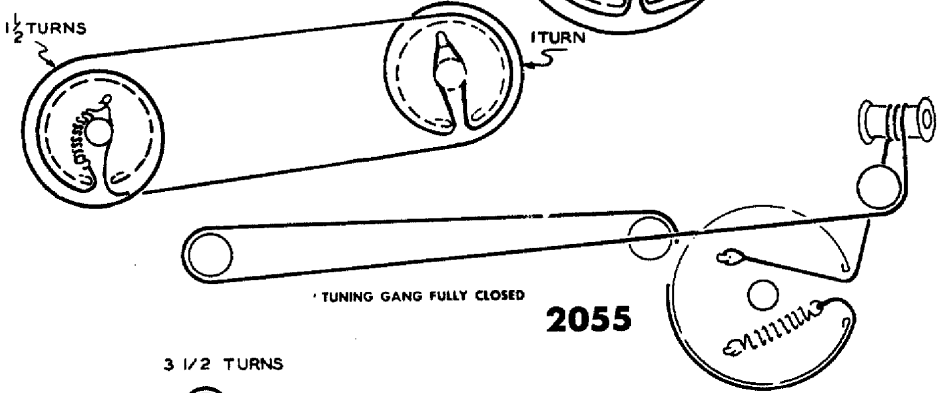
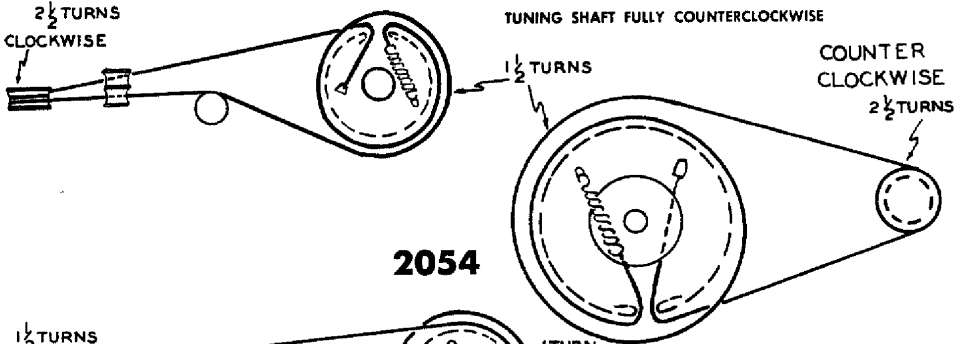
BOTH UHF PULLEYS MUST BE IN THE EXTREME CLOCKWISE POSITION.

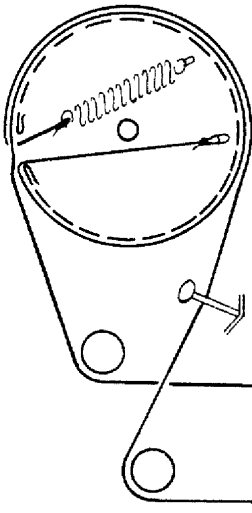


PULLY IN MAXIMUM COUNTER-CLOCKWISE POSITION



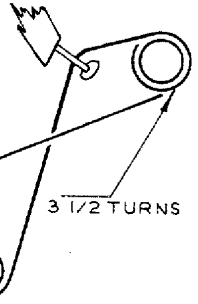






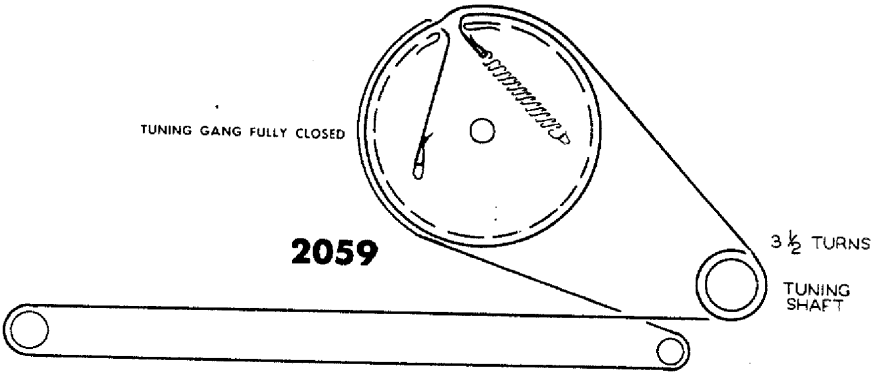
TUNING GANG FULLY CLOSED

2058



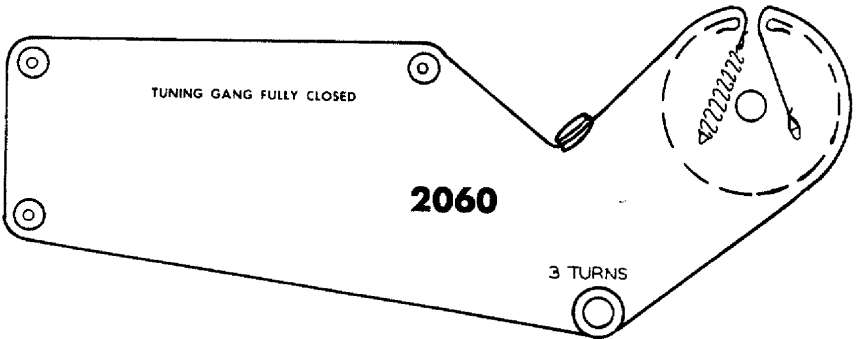
TUNING GANG FULLY CLOSED

2059



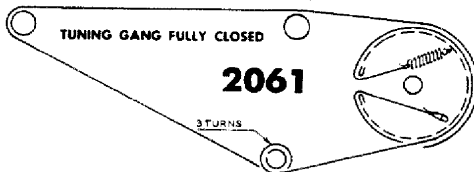
TUNING GANG FULLY CLOSED

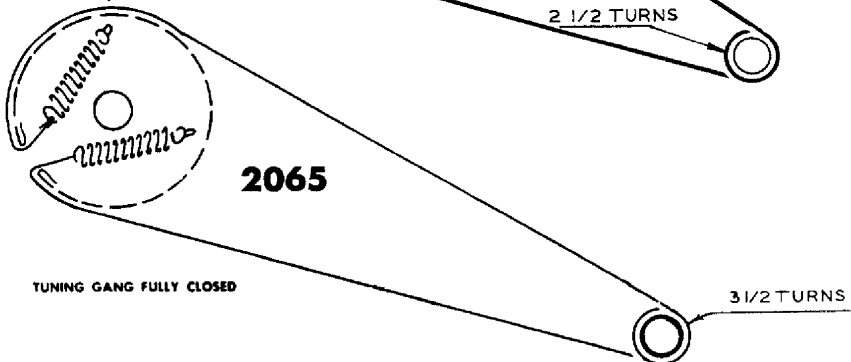
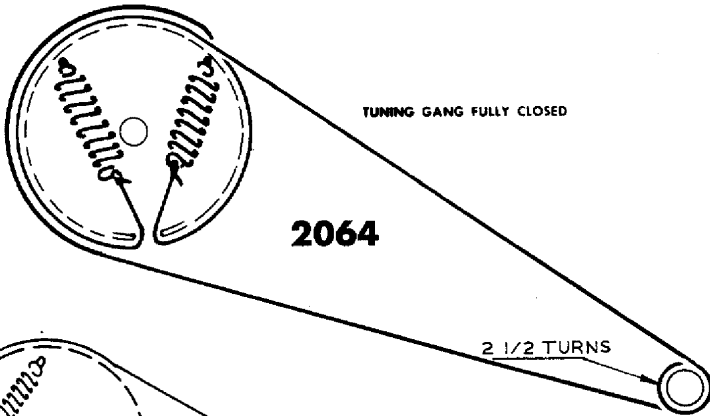
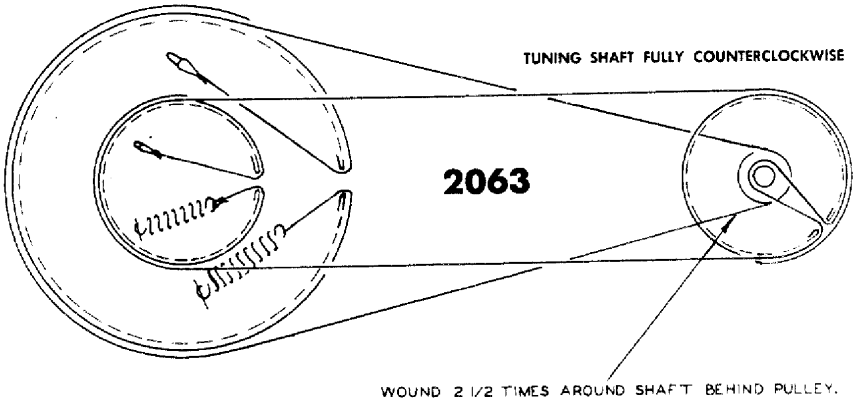
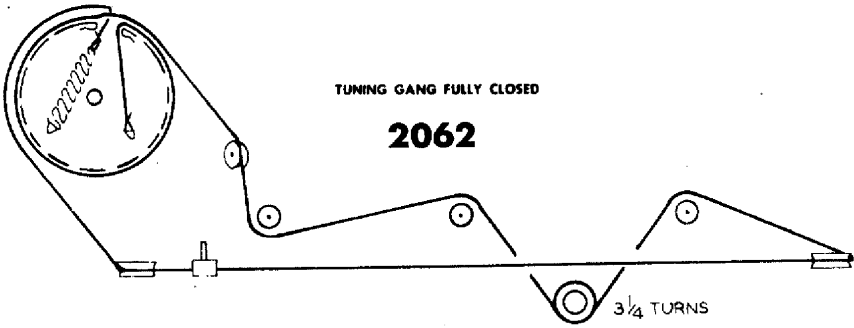
2060

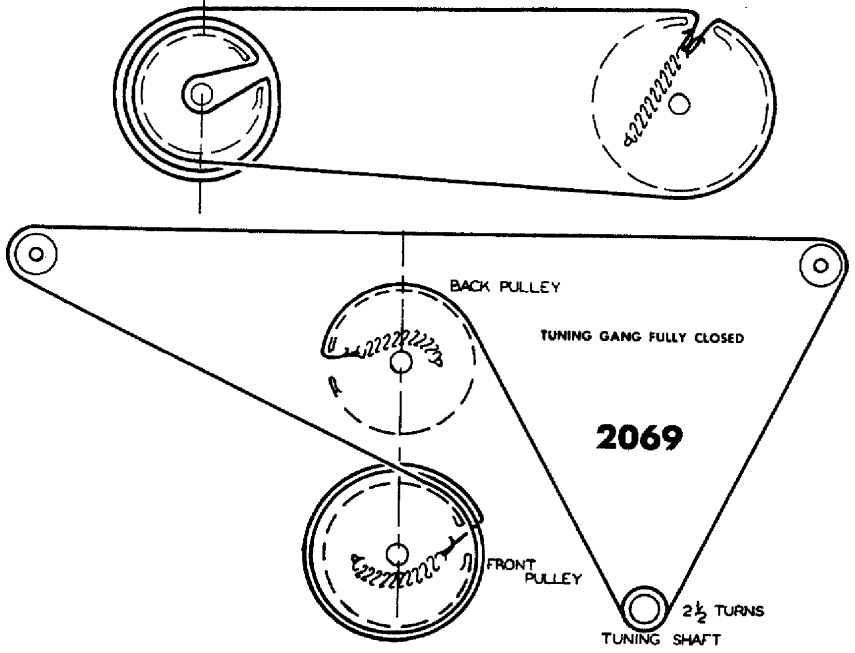
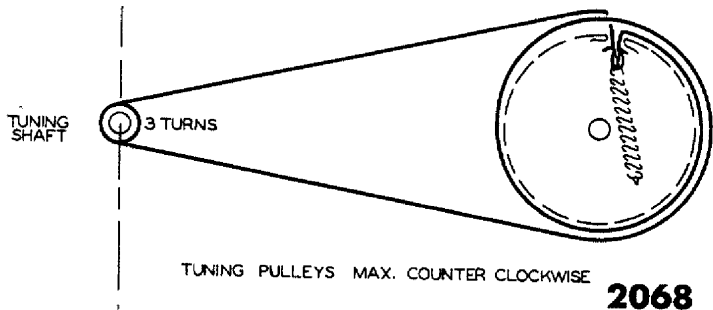
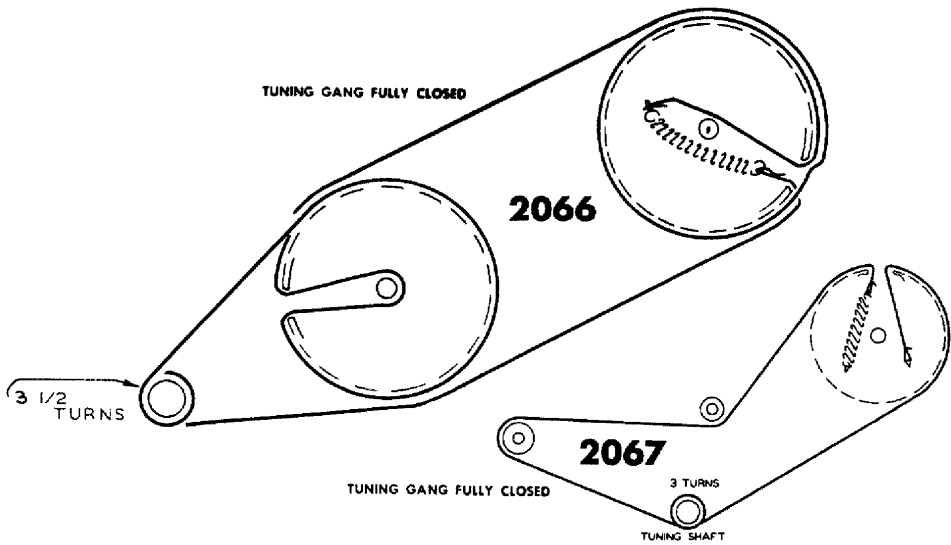


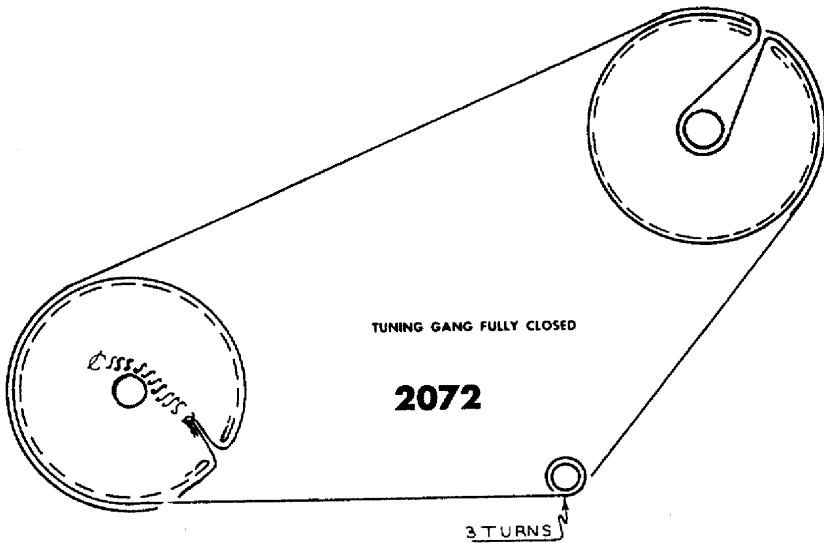
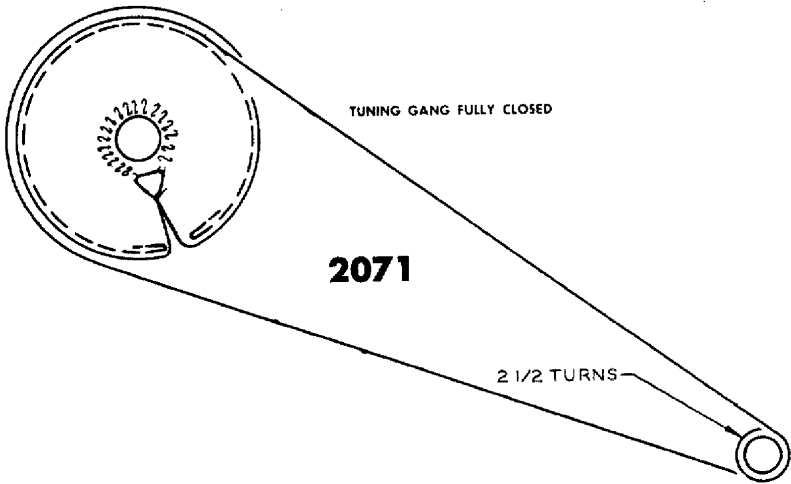
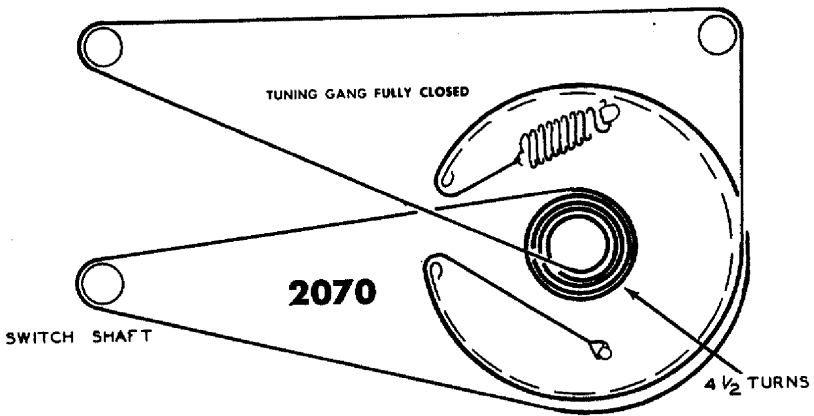
TUNING GANG FULLY CLOSED

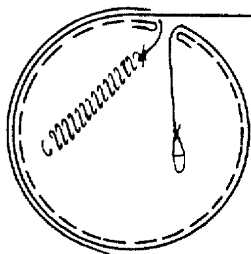
2061



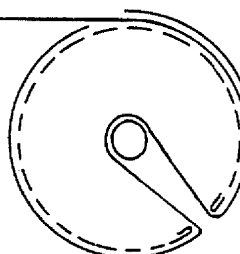




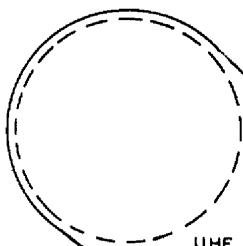




2073

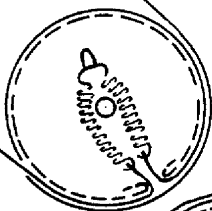


TUNING GANG FULLY CLOSED



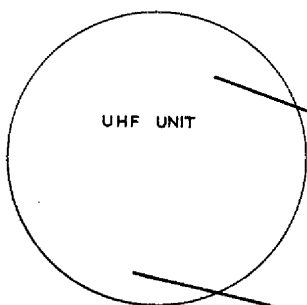
UHF TUNING
(REAR)

2 1/2 TURNS



2074

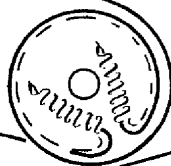
UHF TUNING
(FRONT)



UHF UNIT

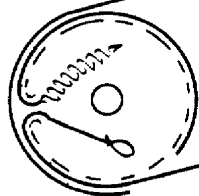


TUNING DIAL FULLY
COUNTERCLOCKWISE



2075

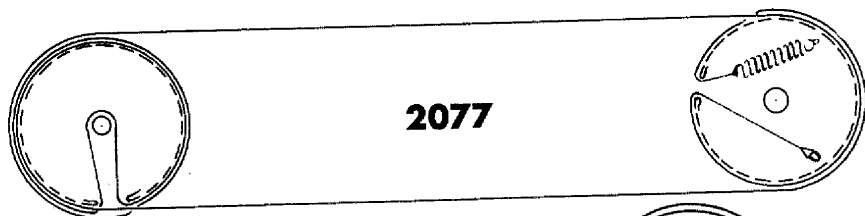
TUNING CONTROL FULLY
COUNTERCLOCKWISE



2076



TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOCKWISE.

2078

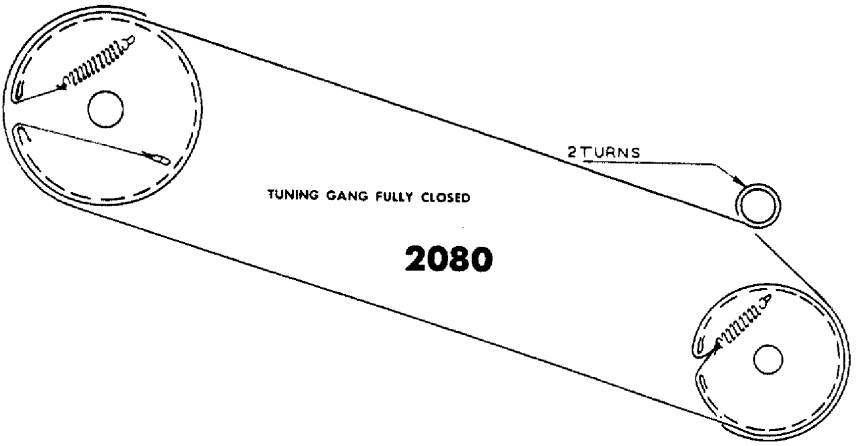
TUNING GANG FULLY CLOSED

4 TURNS

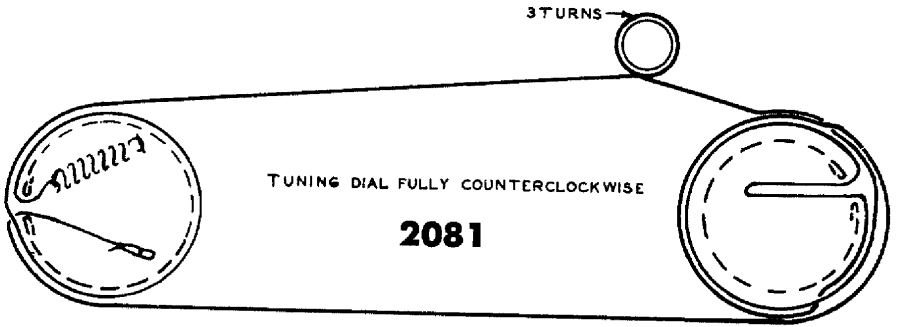


TUNING GANG FULLY CLOSED

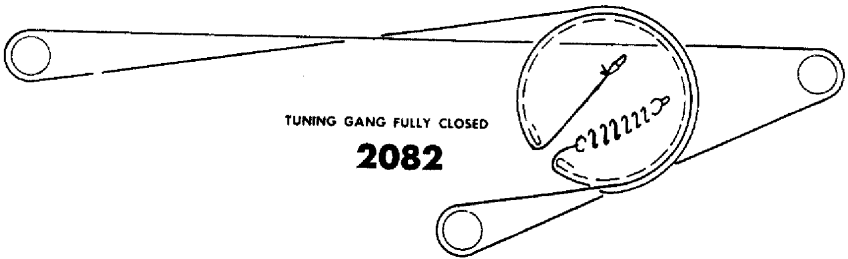
3 1/2 TURNS



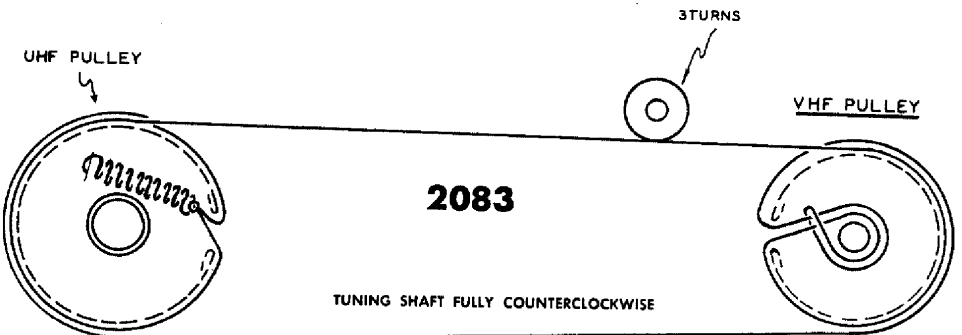
2080



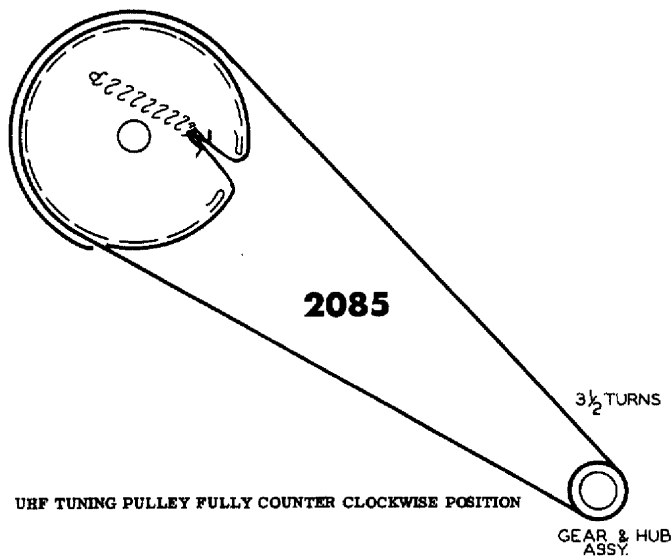
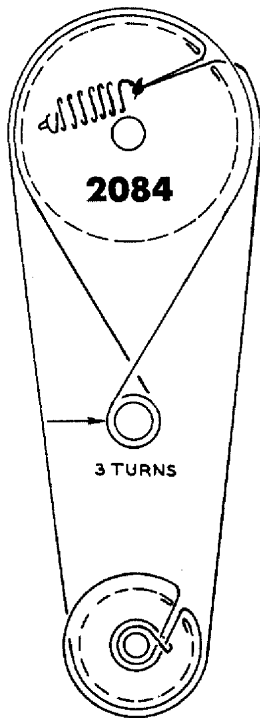
2081



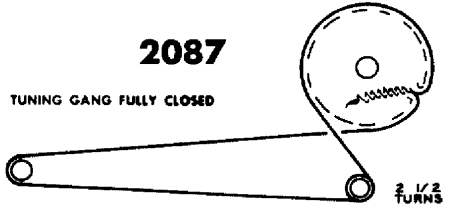
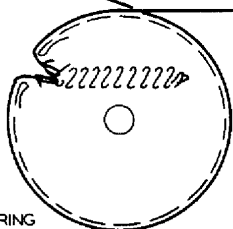
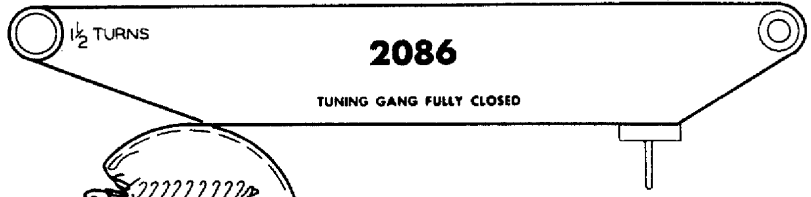
2082



2083

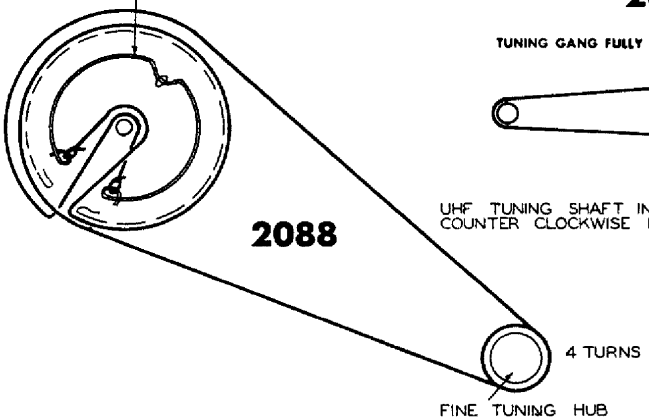


UHF TUNING PULLEY FULLY COUNTER CLOCKWISE POSITION



TUNING GANG FULLY CLOSED

METAL TENSION SPRING



UHF TUNING SHAFT IN MAX. COUNTER CLOCKWISE POSITION

TUNING GANG FULLY CLOSED

2089

3½ TURNS
TUNING SHAFT

TUNING GANG FULLY CLOSED

2090

3 TURNS
TUNING SHAF

TUNING GANG FULLY CLOSED

2091

TUNING GANG FULLY CLOSED

2092

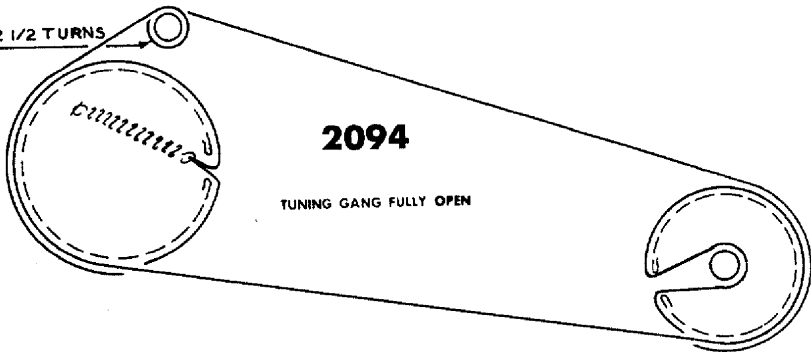
3½ TURNS

TUNING GANG FULLY CLOSED

2093

2 TURNS

2 1/2 TURNS



2094

TUNING GANG FULLY OPEN

TUNING GANG FULLY CLOSED

2095

3 TURNS

TUNING GANG FULLY CLOSED

2096

2097

BOTH DRUMS FULLY
COUNTERCLOCKWISE

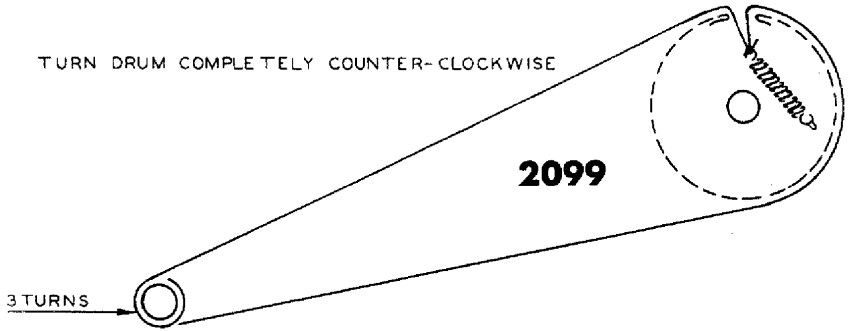
2 1/2 TURNS

TUNING GANG FULLY CLOSED

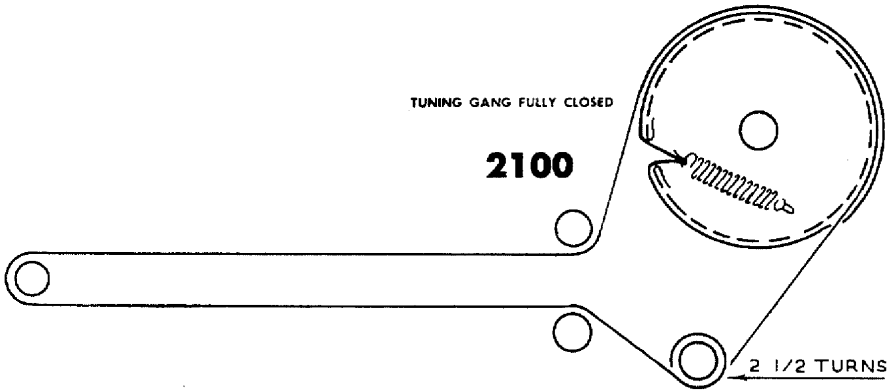
2098

1 1/2 TURNS

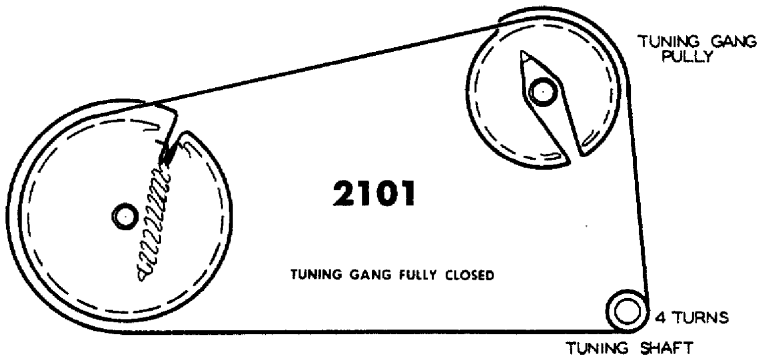
TURN DRUM COMPLETELY COUNTER-CLOCKWISE



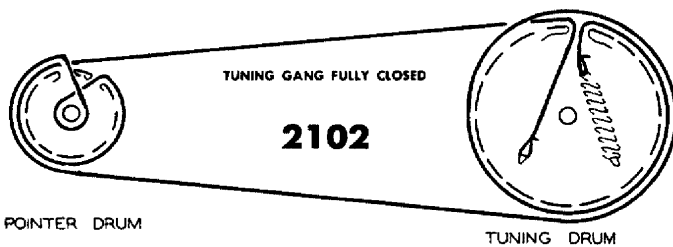
TUNING GANG FULLY CLOSED

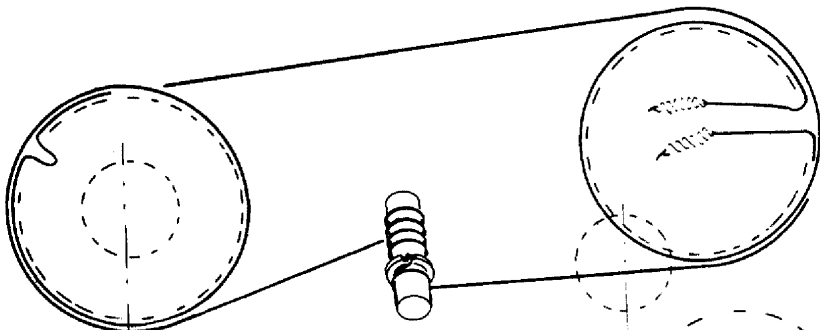


TUNING GANG PULLY

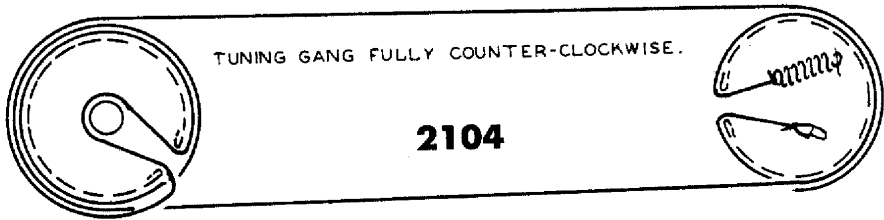
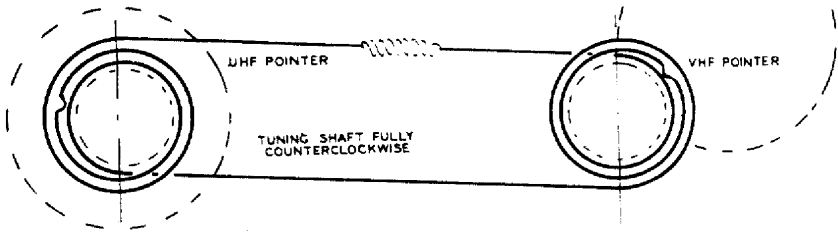


TUNING GANG FULLY CLOSED

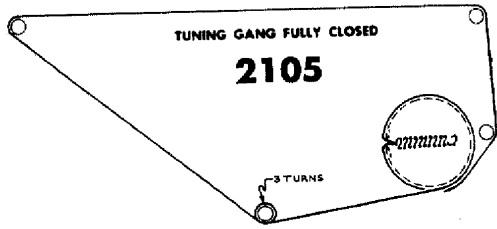




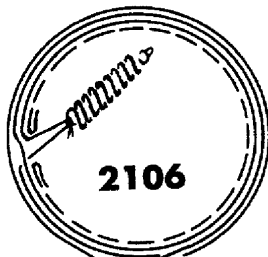
2103



2104

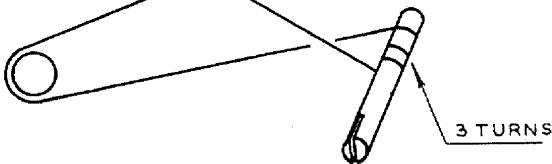


2105

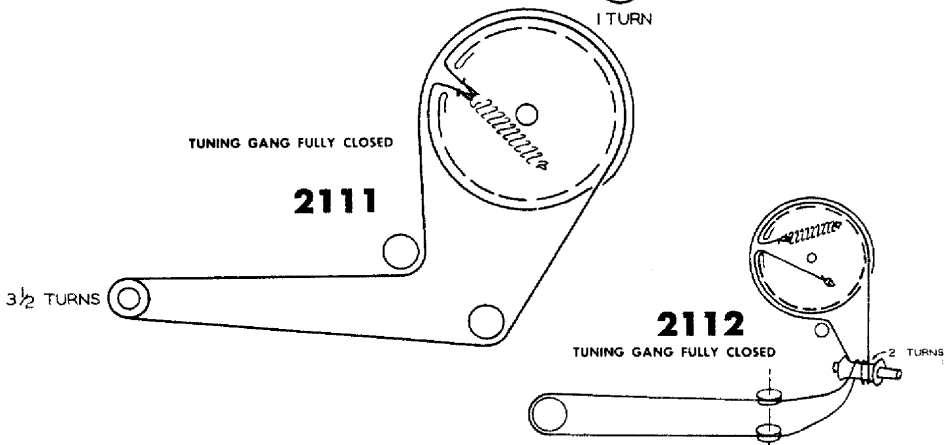
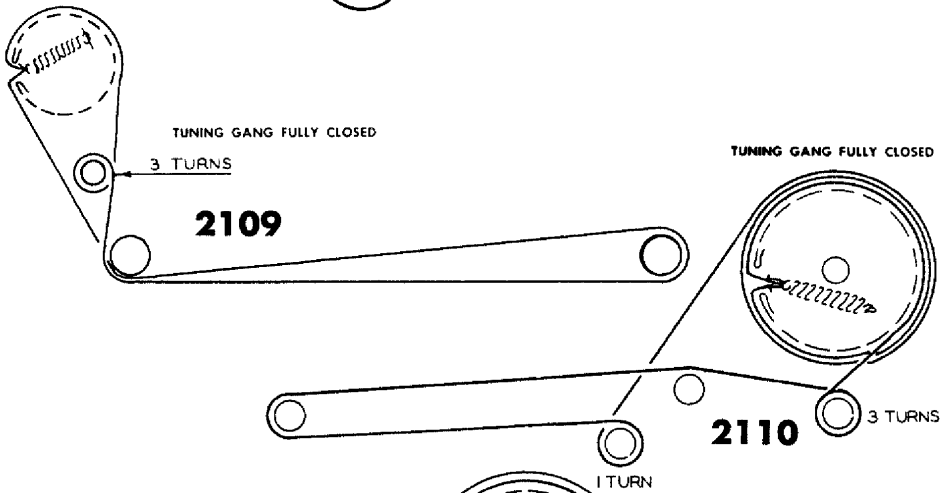
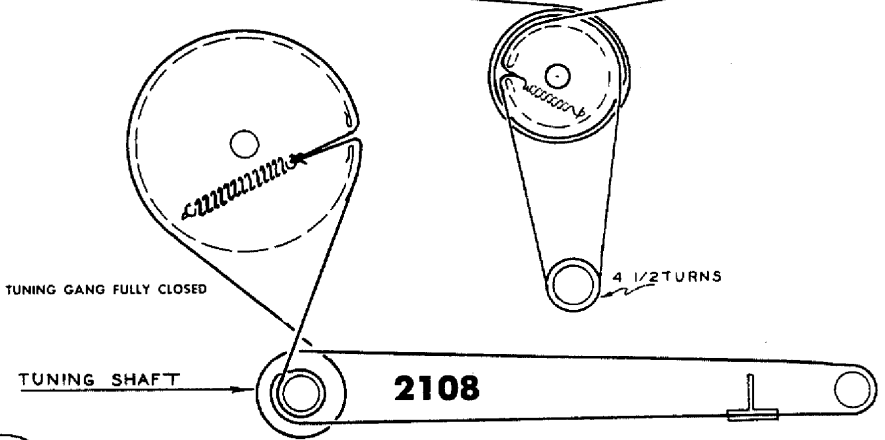
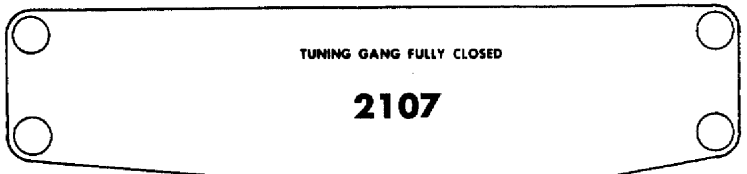


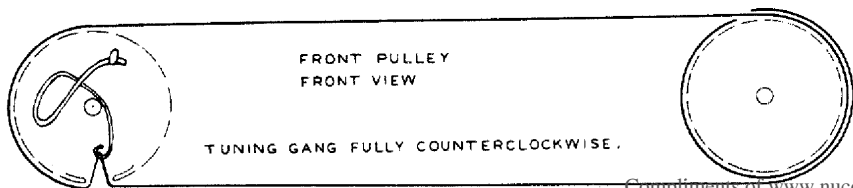
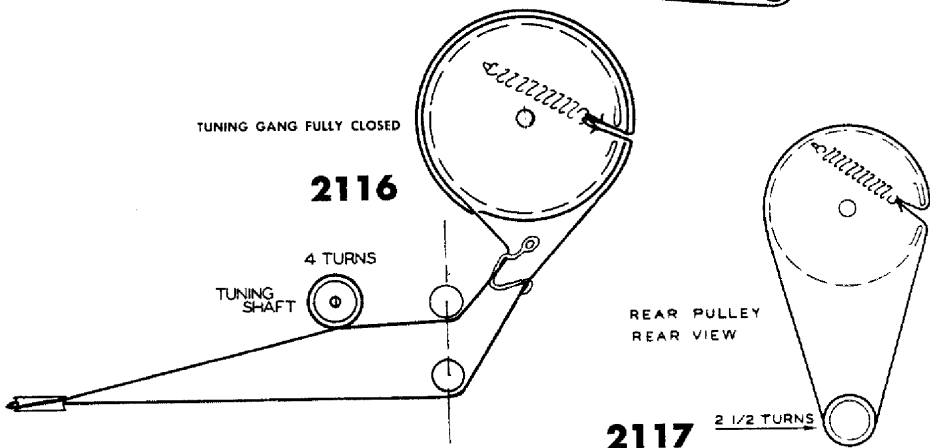
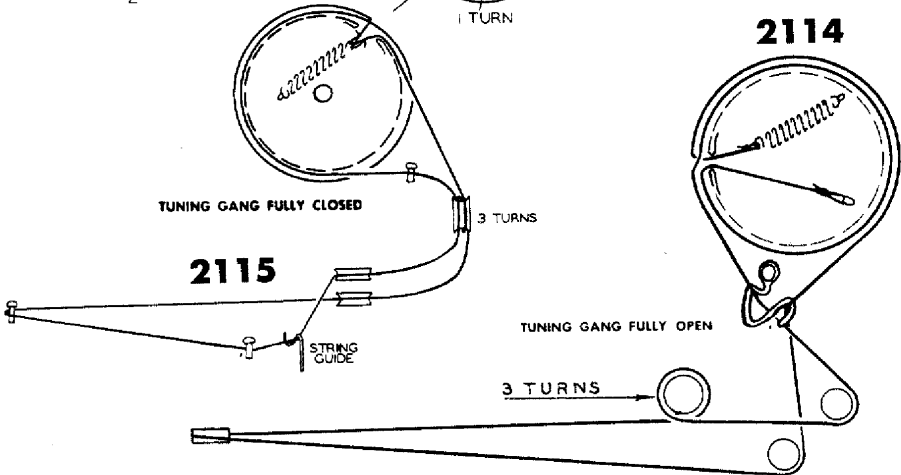
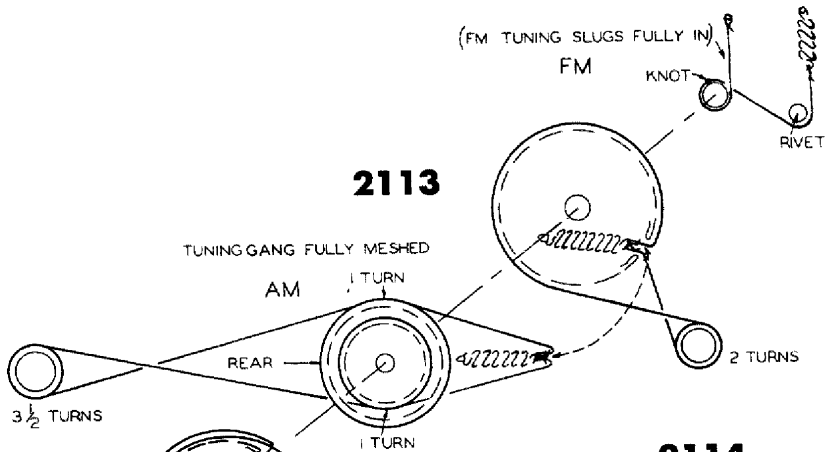
2106

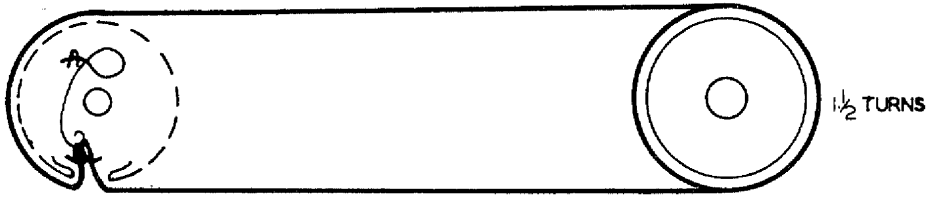
TUNING GANG FULLY CLOSED



3 TURNS

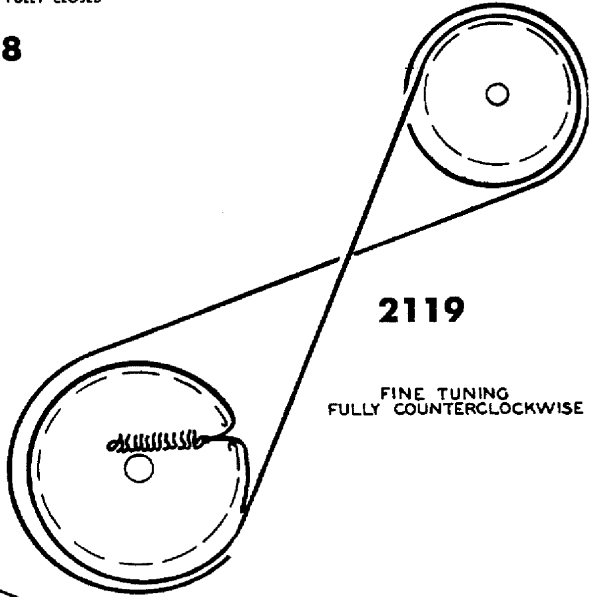
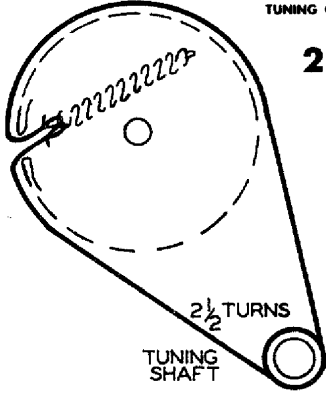






TUNING GANG FULLY CLOSED

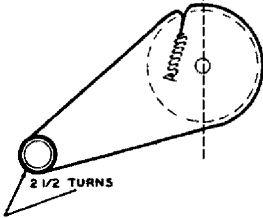
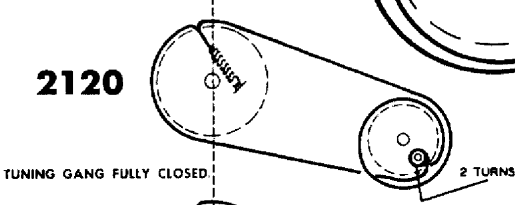
2118



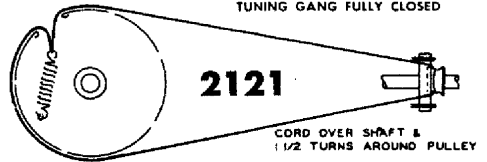
2119

FINE TUNING FULLY COUNTERCLOCKWISE

2120

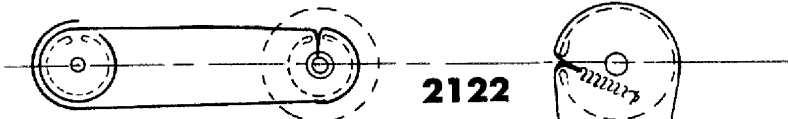


TUNING GANG FULLY CLOSED



2121

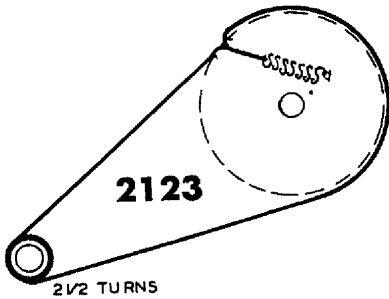
CORD OVER SHAFT & 1 1/2 TURNS AROUND PULLEY



TUNING GANG FULLY CLOSED

2122

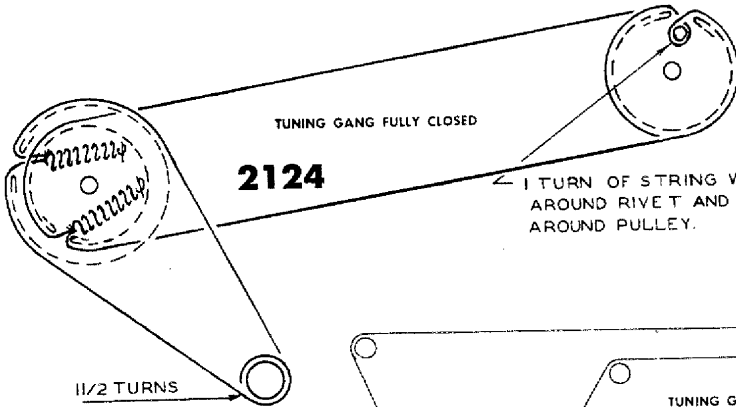
2 1/2 TURNS



2123

2 1/2 TURNS

TUNING GANG FULLY CLOSED

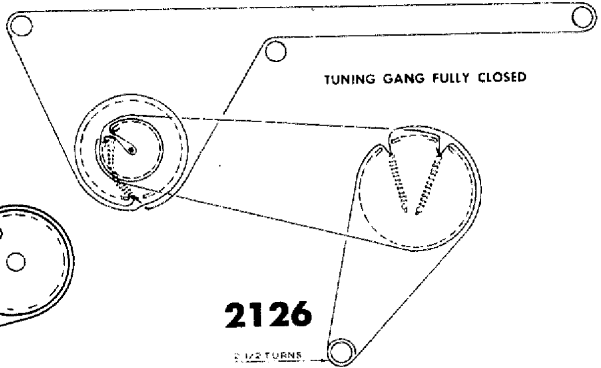


2124

TUNING GANG FULLY CLOSED

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

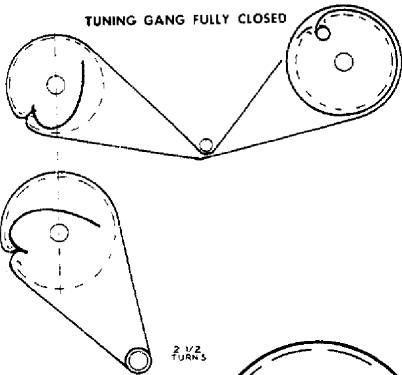
1 1/2 TURNS



TUNING GANG FULLY CLOSED

2126

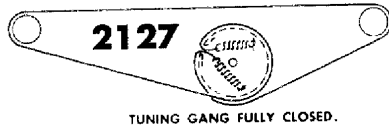
1 1/2 TURNS



2125

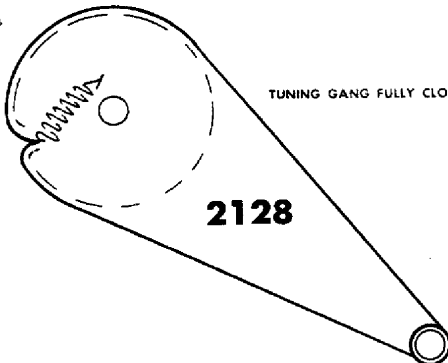
TUNING GANG FULLY CLOSED

2 1/2 TURNS



2127

TUNING GANG FULLY CLOSED.

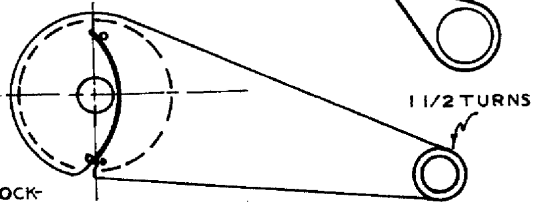
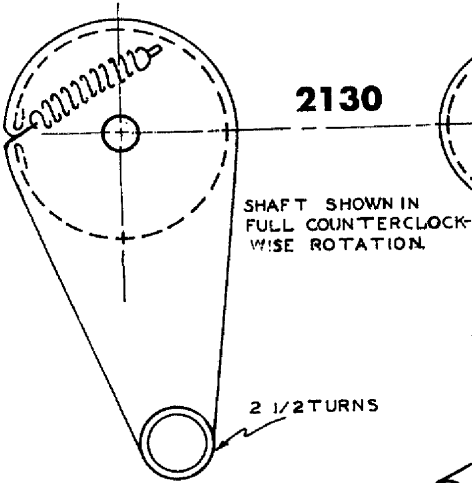
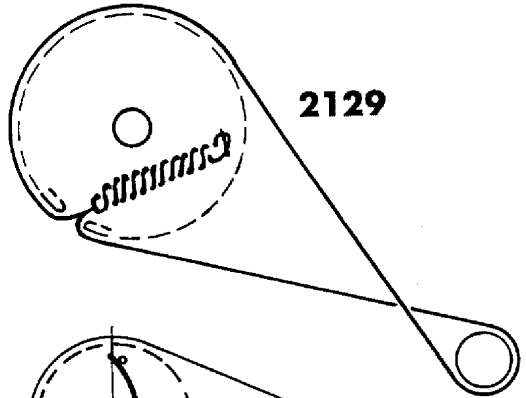


2128

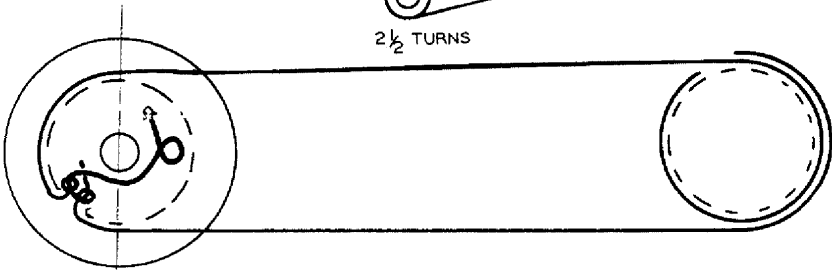
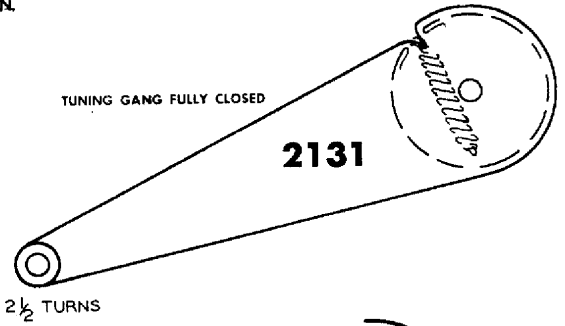
TUNING GANG FULLY CLOSED

2 1/2 TURNS

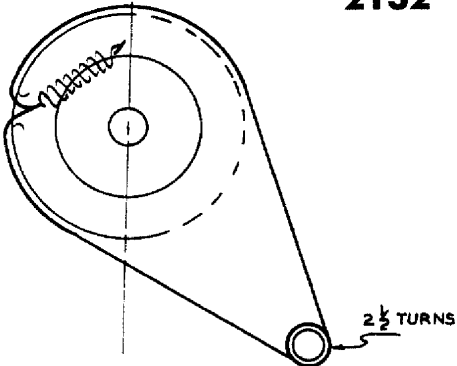
TUNING SHAFT FULLY CLOCKWISE



TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



SHAFT IN MAXIMUM COUNTER CLOCKWISE POSITION.

2133

FINE TUNING IN MAX COUNTER
CLOCKWISE POSITION .

2134

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

$\frac{1}{2}$ TURN

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

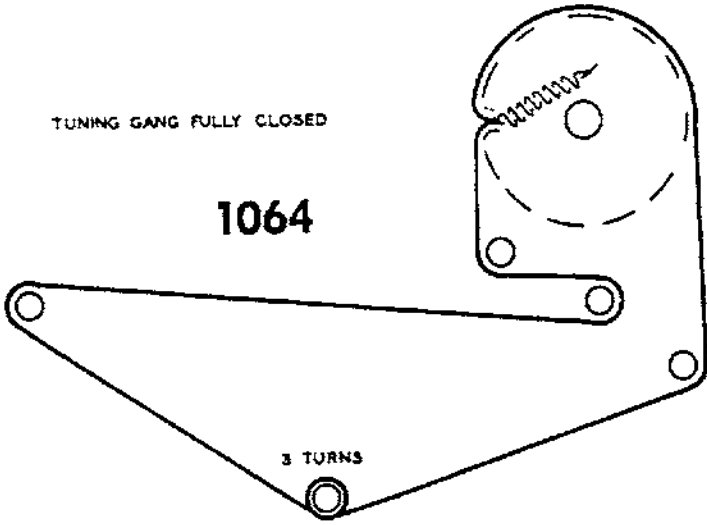
2135

TUNING GANG FULLY CLOSED

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

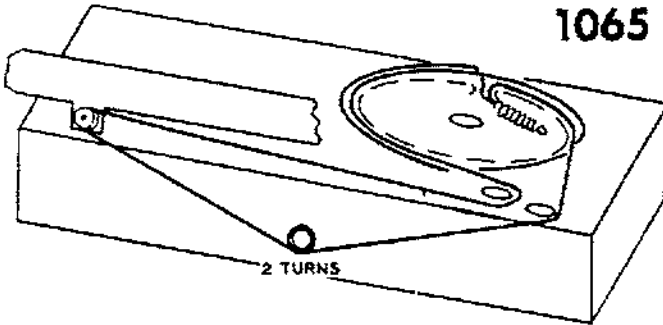
TUNING GANG FULLY CLOSED

1064



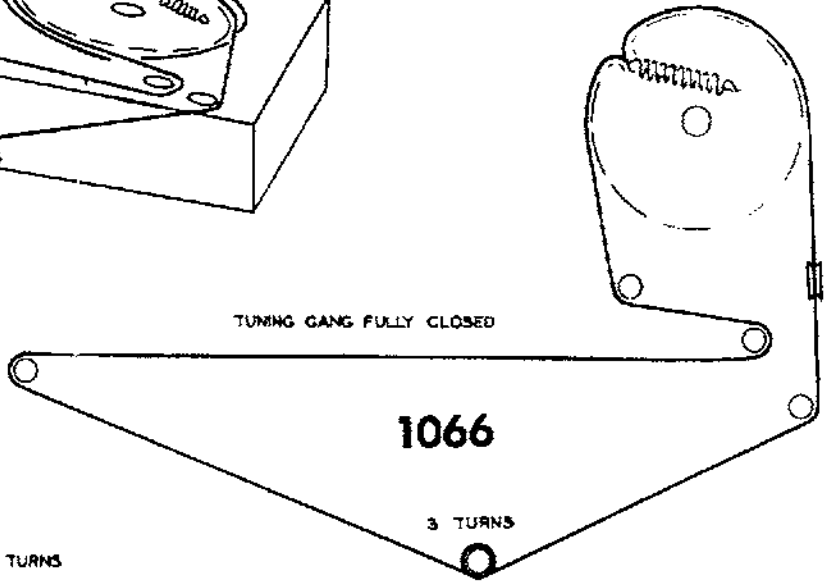
TUNING GANG FULLY CLOSED

1065



TUNING GANG FULLY CLOSED

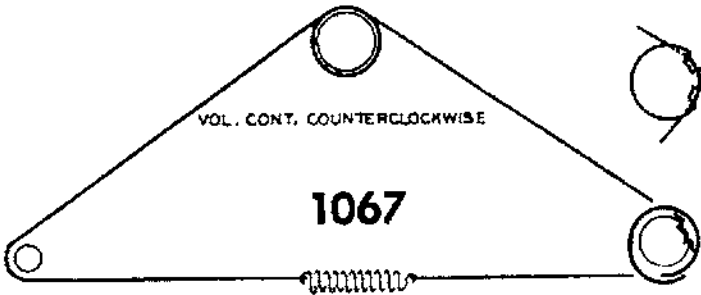
1066



2 TURNS

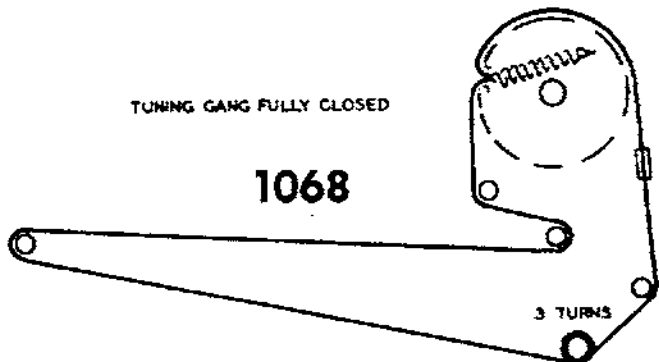
VOL. CONT. COUNTERCLOCKWISE

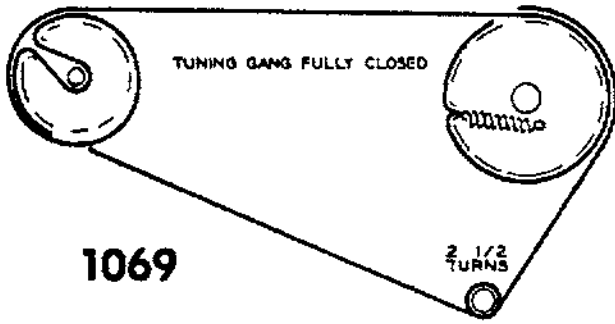
1067



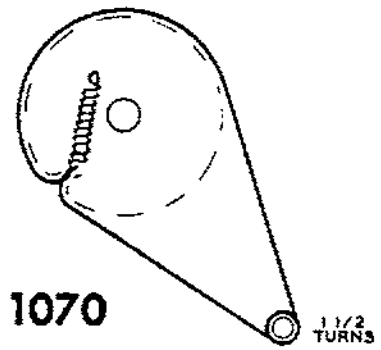
TUNING GANG FULLY CLOSED

1068

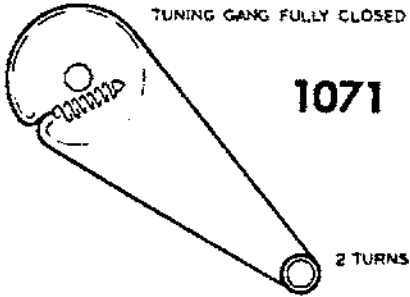




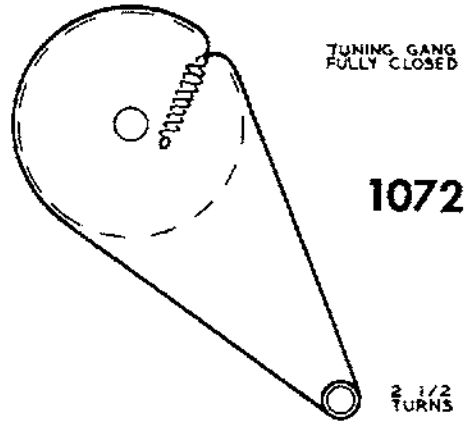
TUNING GANG FULLY CLOSED



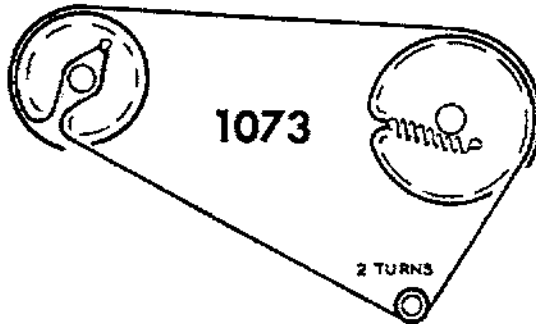
TUNING GANG FULLY CLOSED



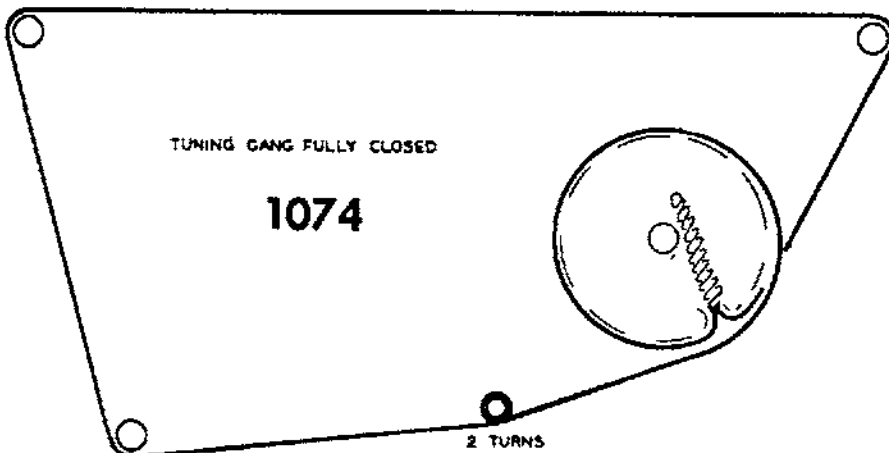
TUNING GANG FULLY CLOSED



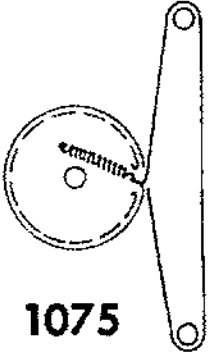
TUNING GANG FULLY CLOSED



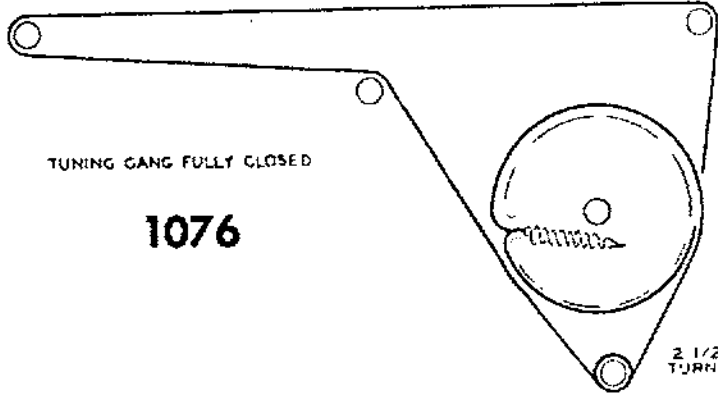
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



1075

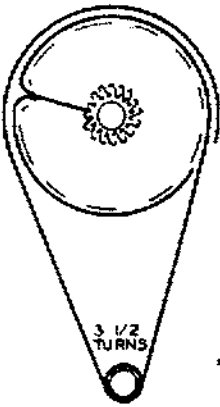


TUNING GANG FULLY CLOSED

1076

2 1/2 TURNS

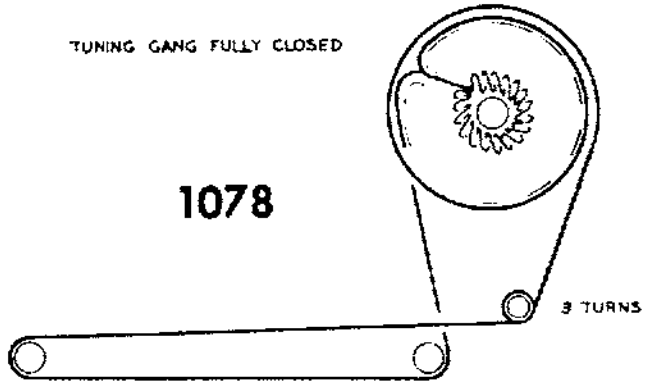
TUNING GANG FULLY CLOSED



3 1/2 TURNS

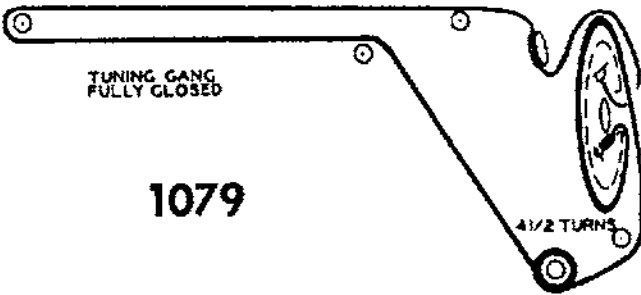
1077

TUNING GANG FULLY CLOSED



3 TURNS

1078

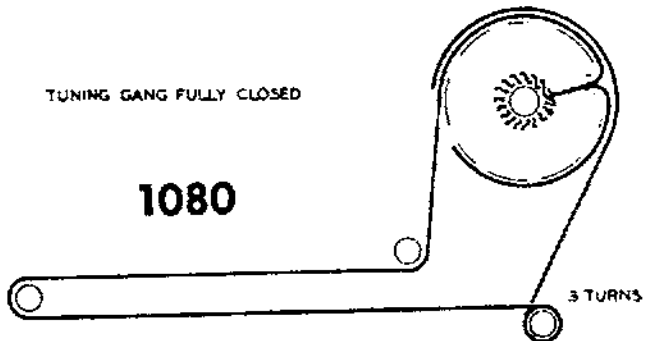


TUNING GANG FULLY CLOSED

1079

4 1/2 TURNS

TUNING GANG FULLY CLOSED

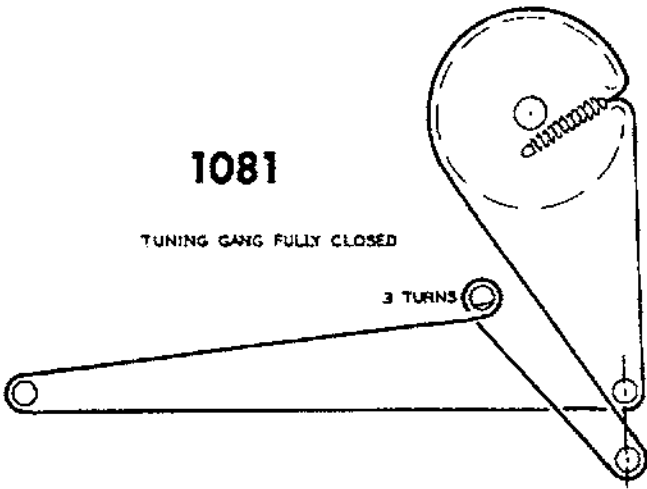


1080

3 TURNS

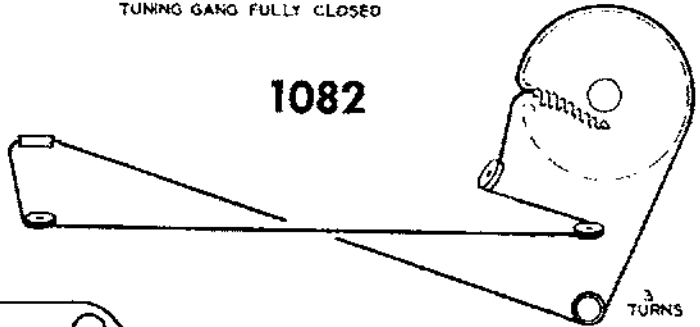
1081

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

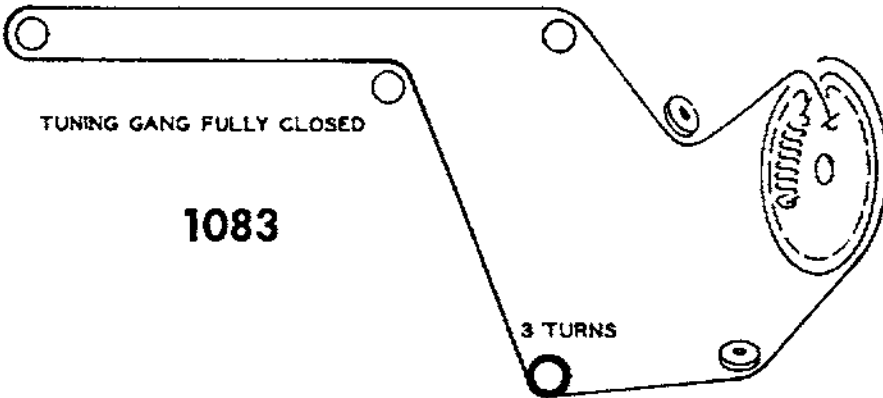
1082



3 TURNS

TUNING GANG FULLY CLOSED

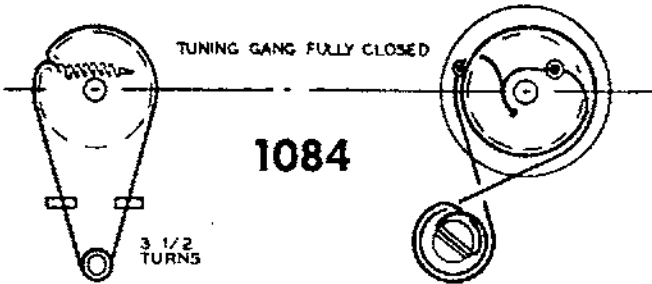
1083



3 TURNS

TUNING GANG FULLY CLOSED

1084



3 1/2 TURNS

TUNING GANG FULLY CLOSED

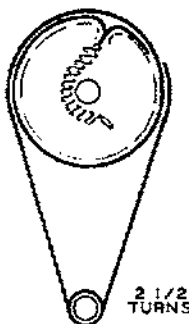
1085



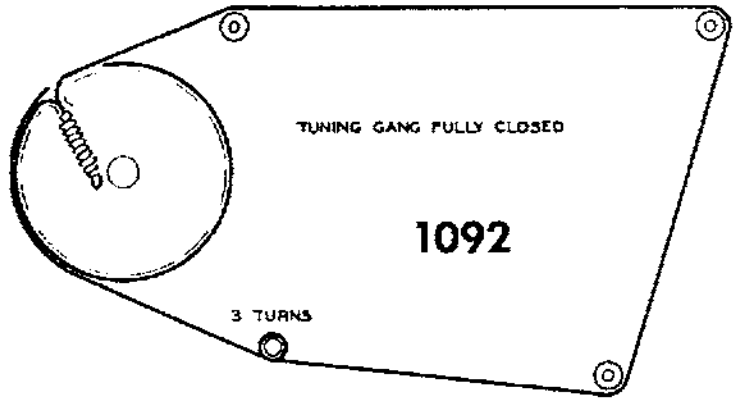
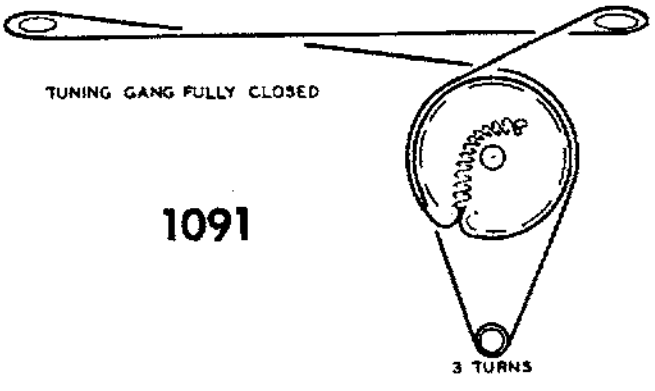
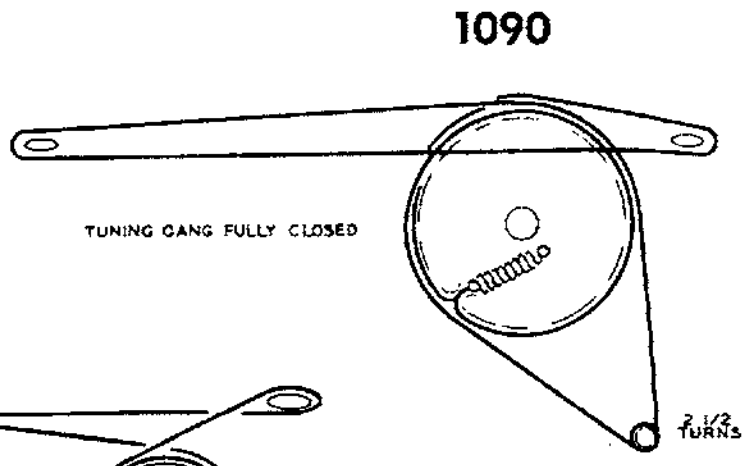
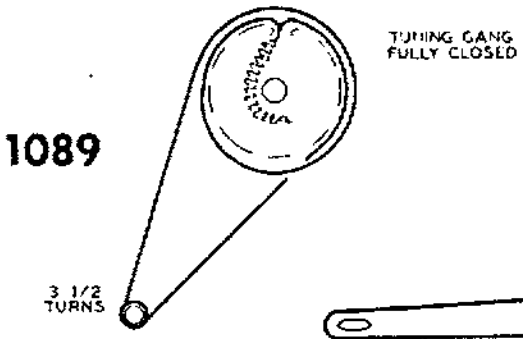
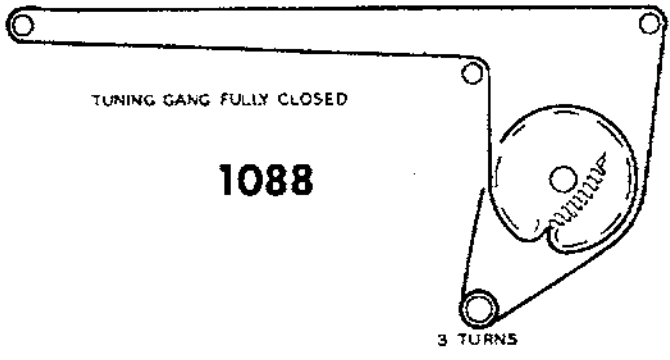
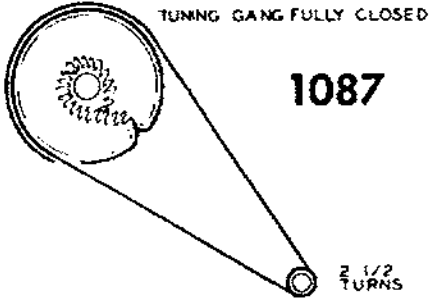
2 1/2 TURNS

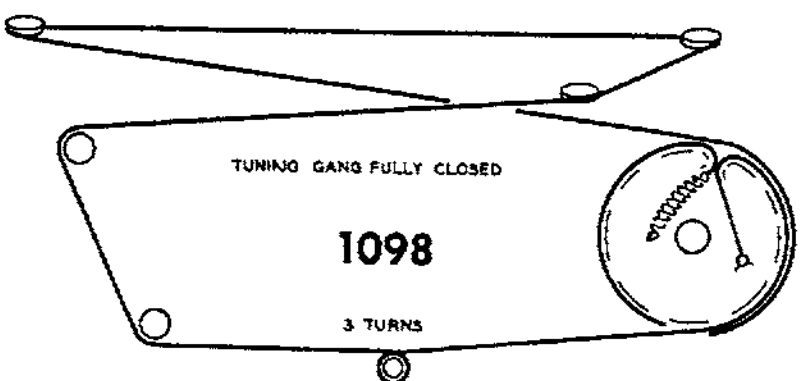
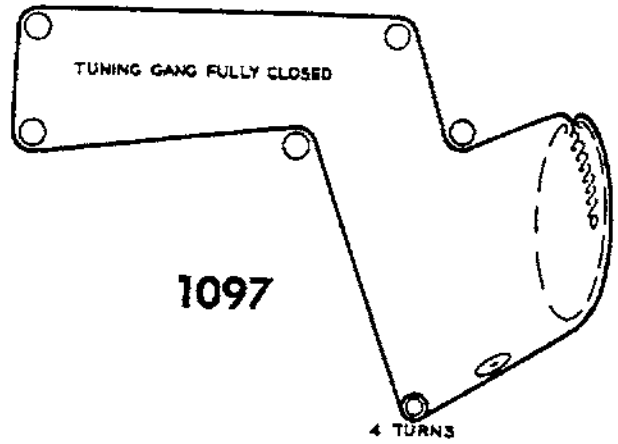
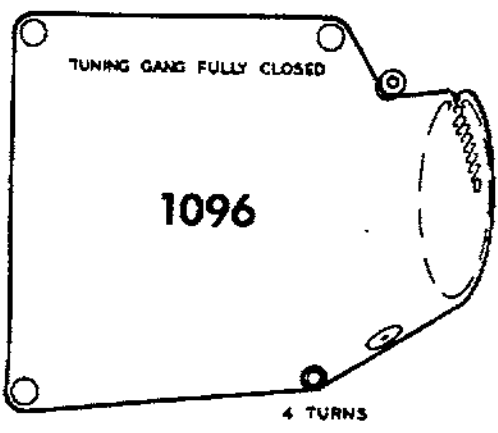
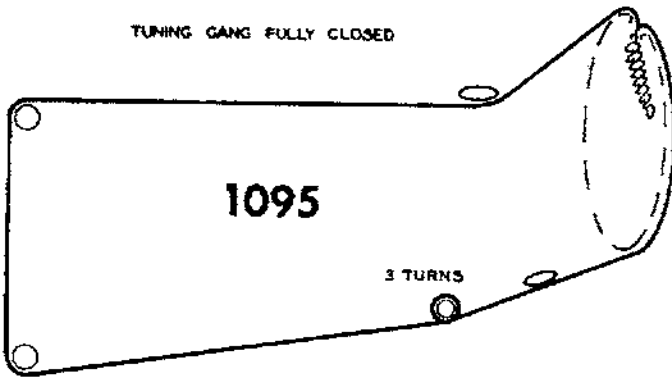
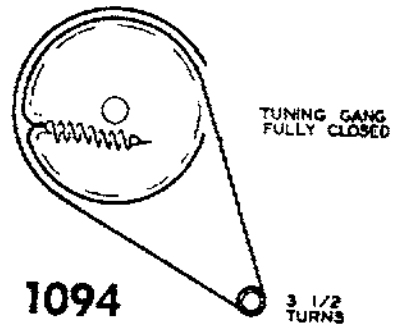
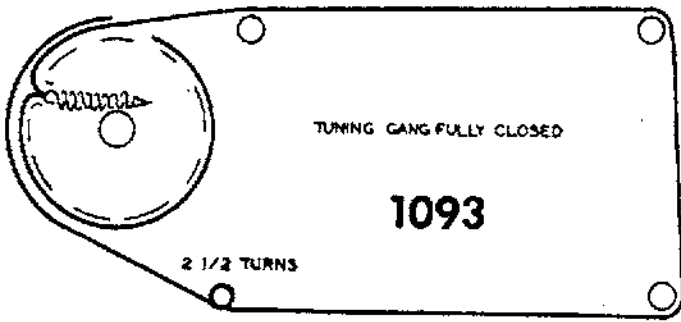
TUNING GANG FULLY CLOSED

1086

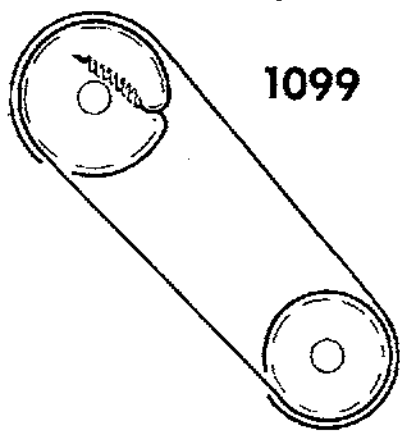


2 1/2 TURNS

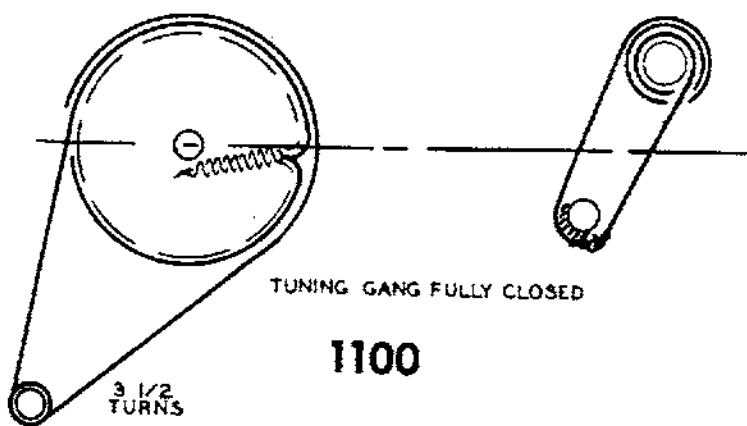




FULLY COUNTERCLOCKWISE



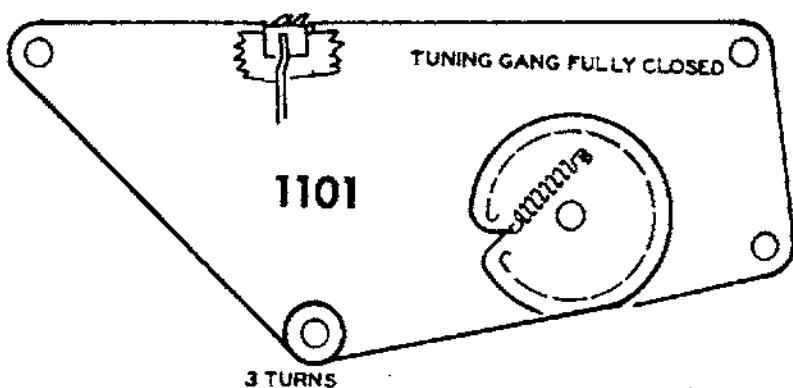
1099



TUNING GANG FULLY CLOSED

1100

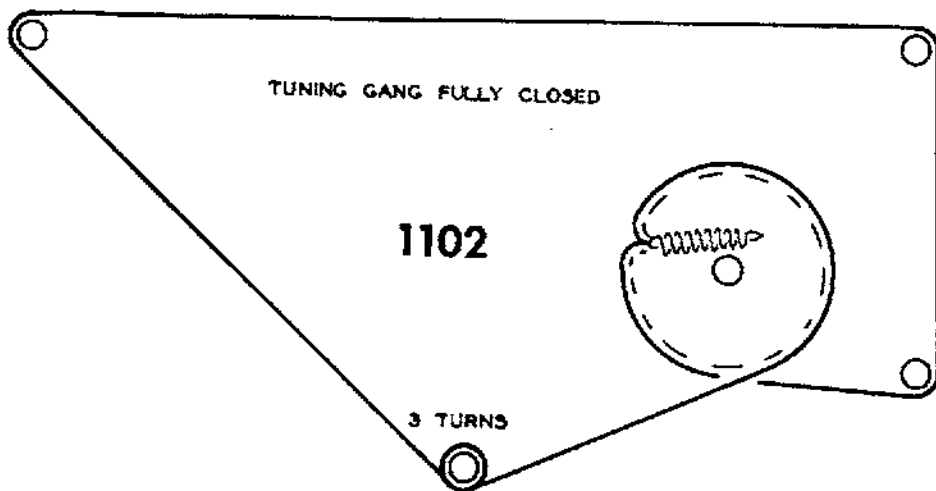
3 1/2
TURNS



TUNING GANG FULLY CLOSED

1101

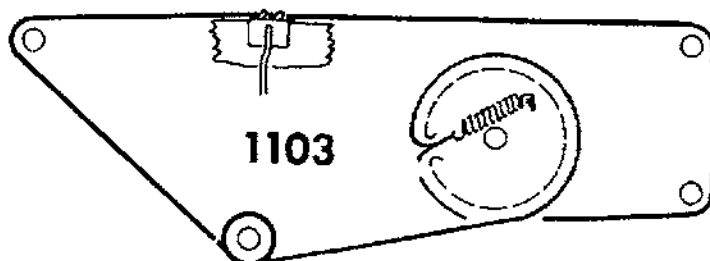
3 TURNS



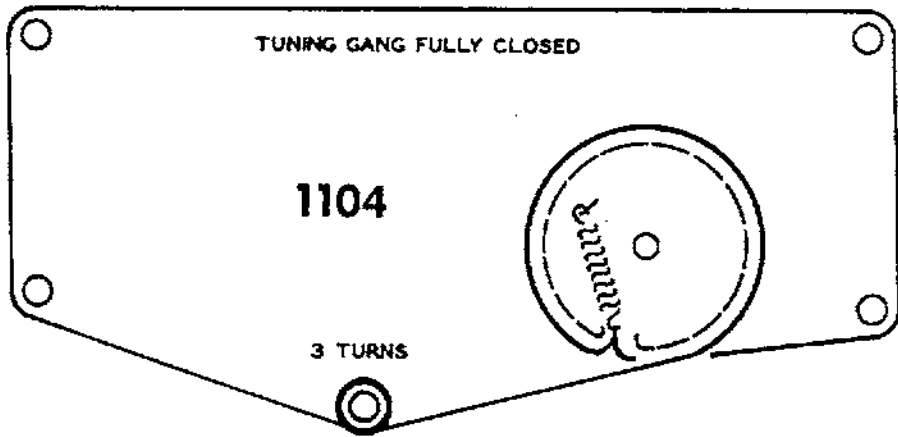
TUNING GANG FULLY CLOSED

1102

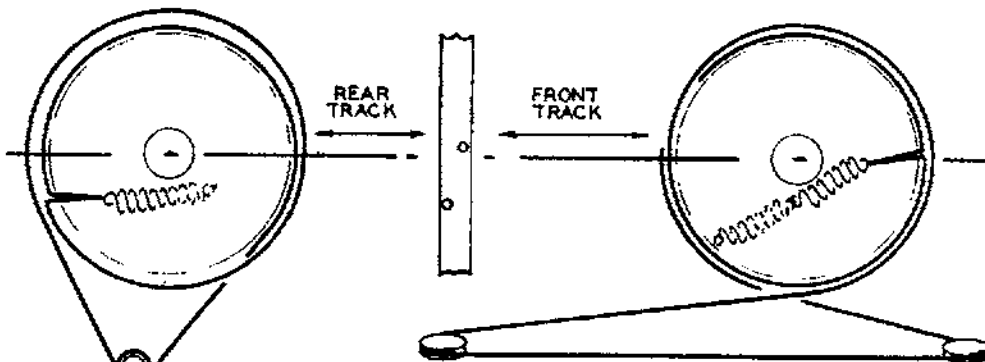
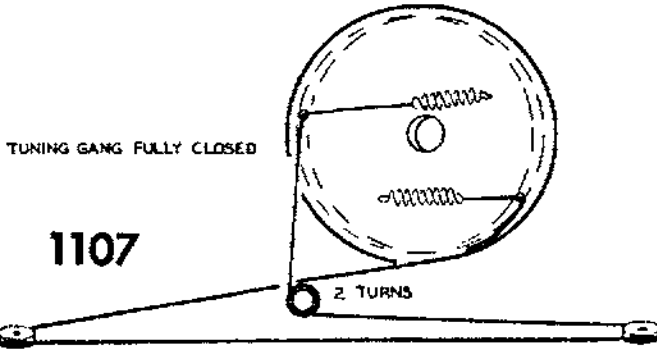
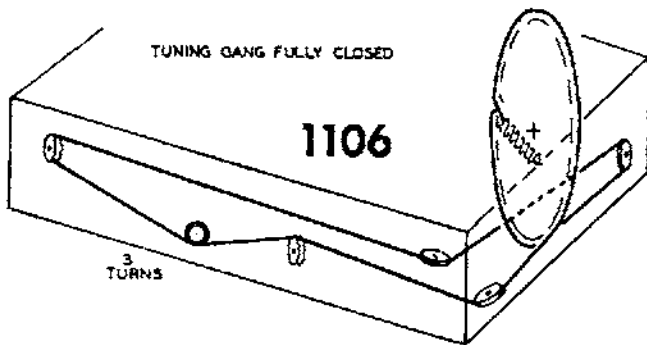
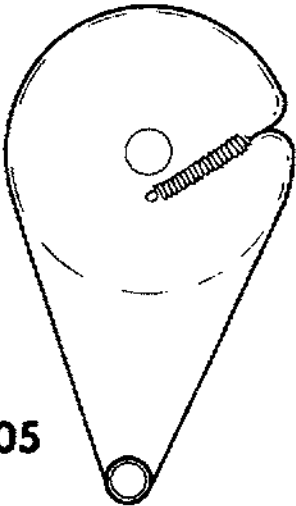
3 TURNS



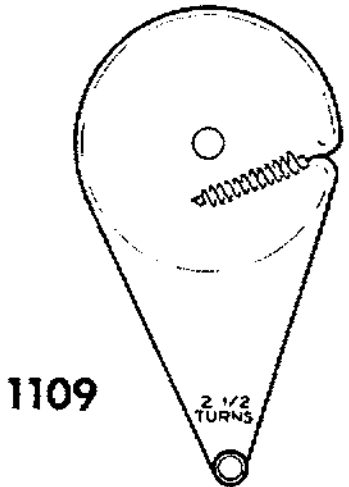
1103



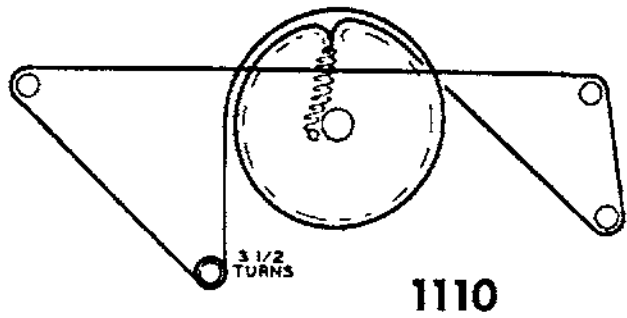
TUNING GANG FULLY CLOSED



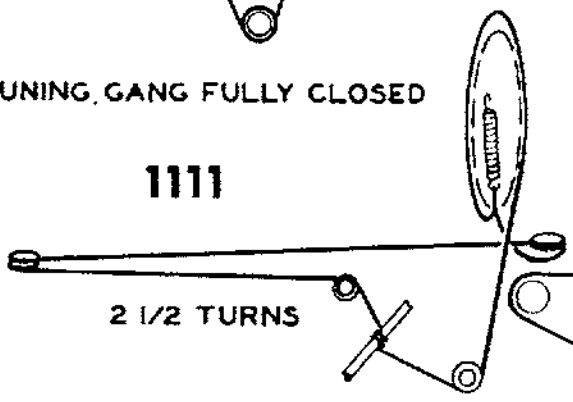
TUNING GANG FULLY CLOSED



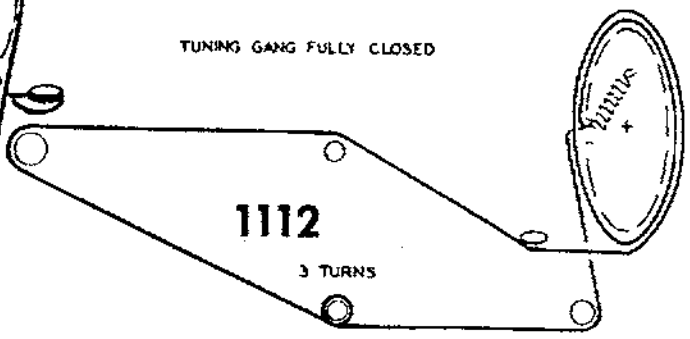
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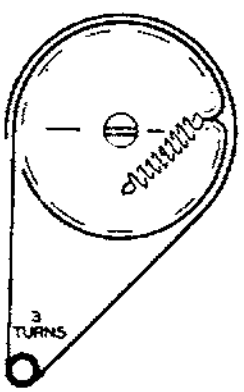
TUNING GANG FULLY CLOSED



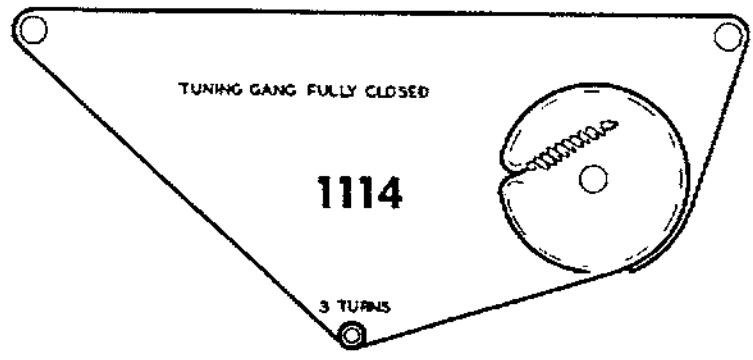
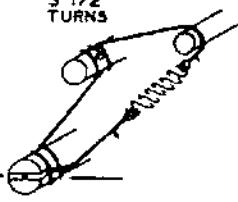
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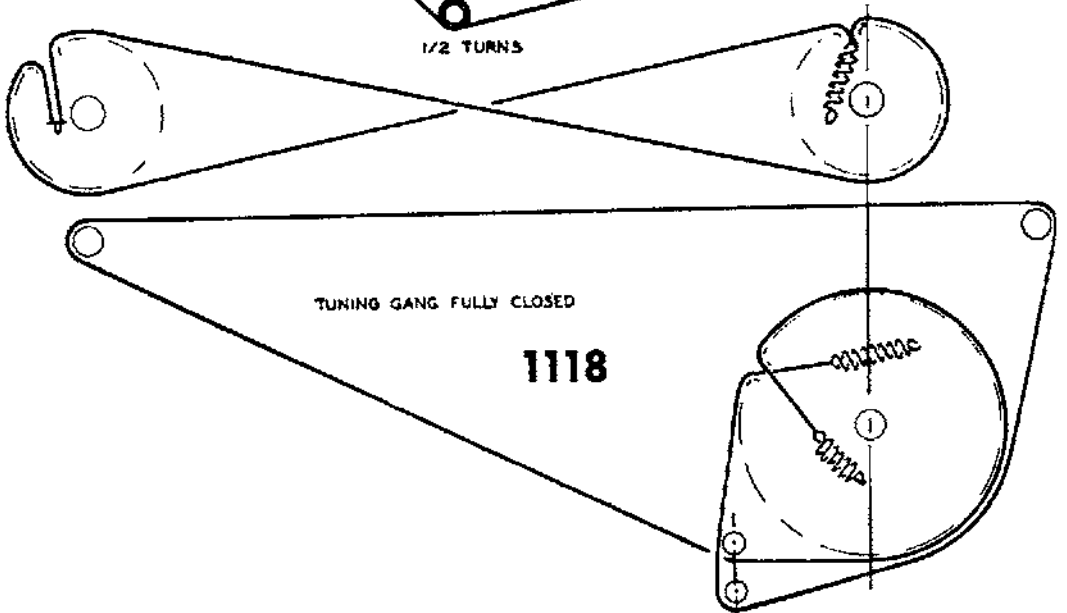
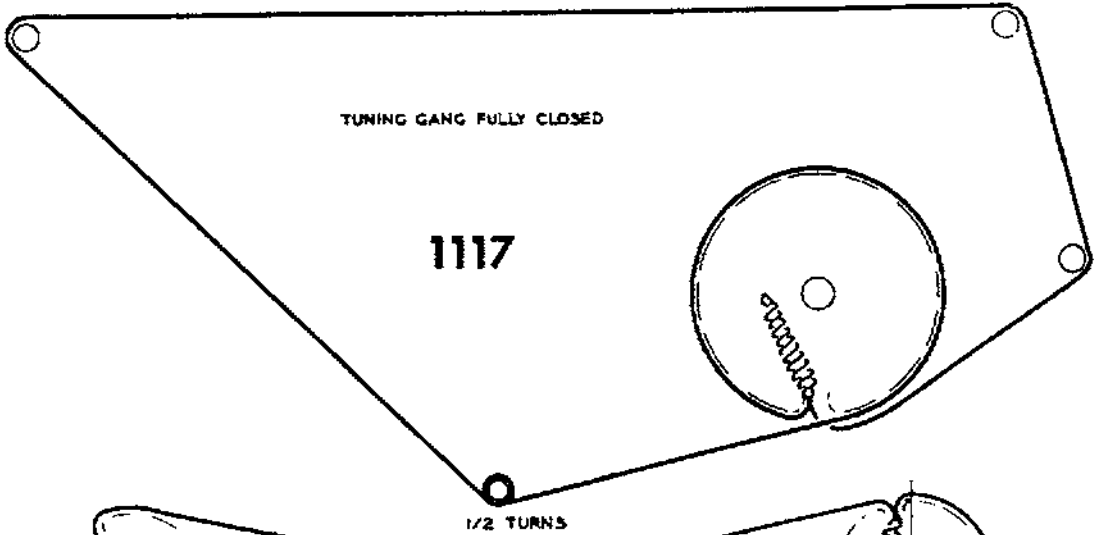
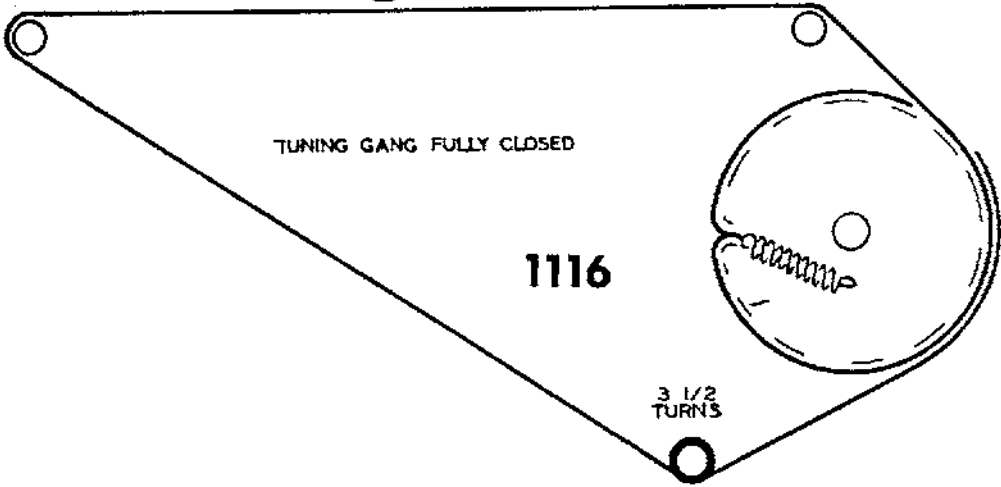
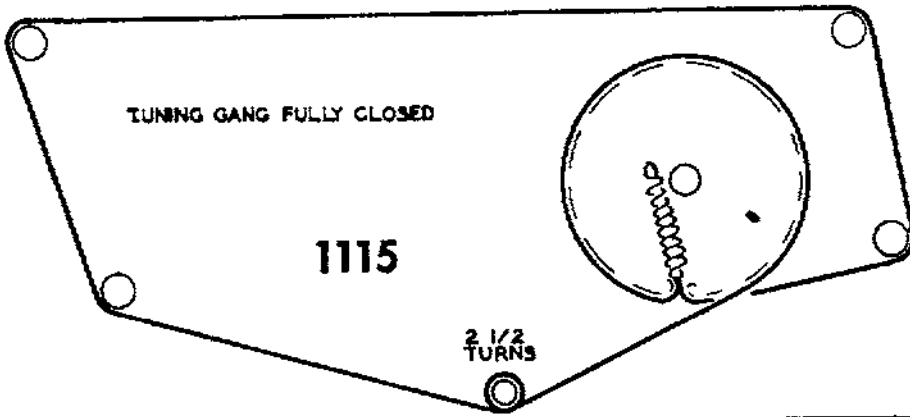


TUNING GANG FULLY CLOSED

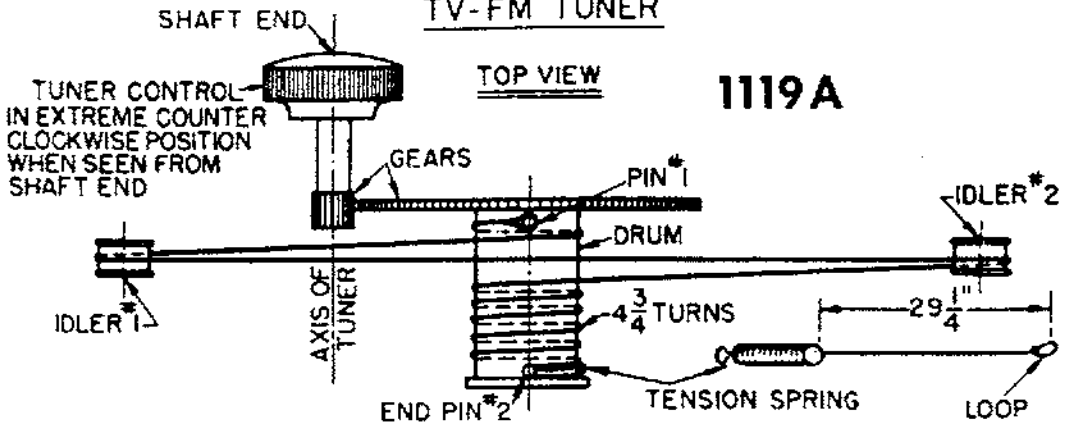


3 1/2 TURNS

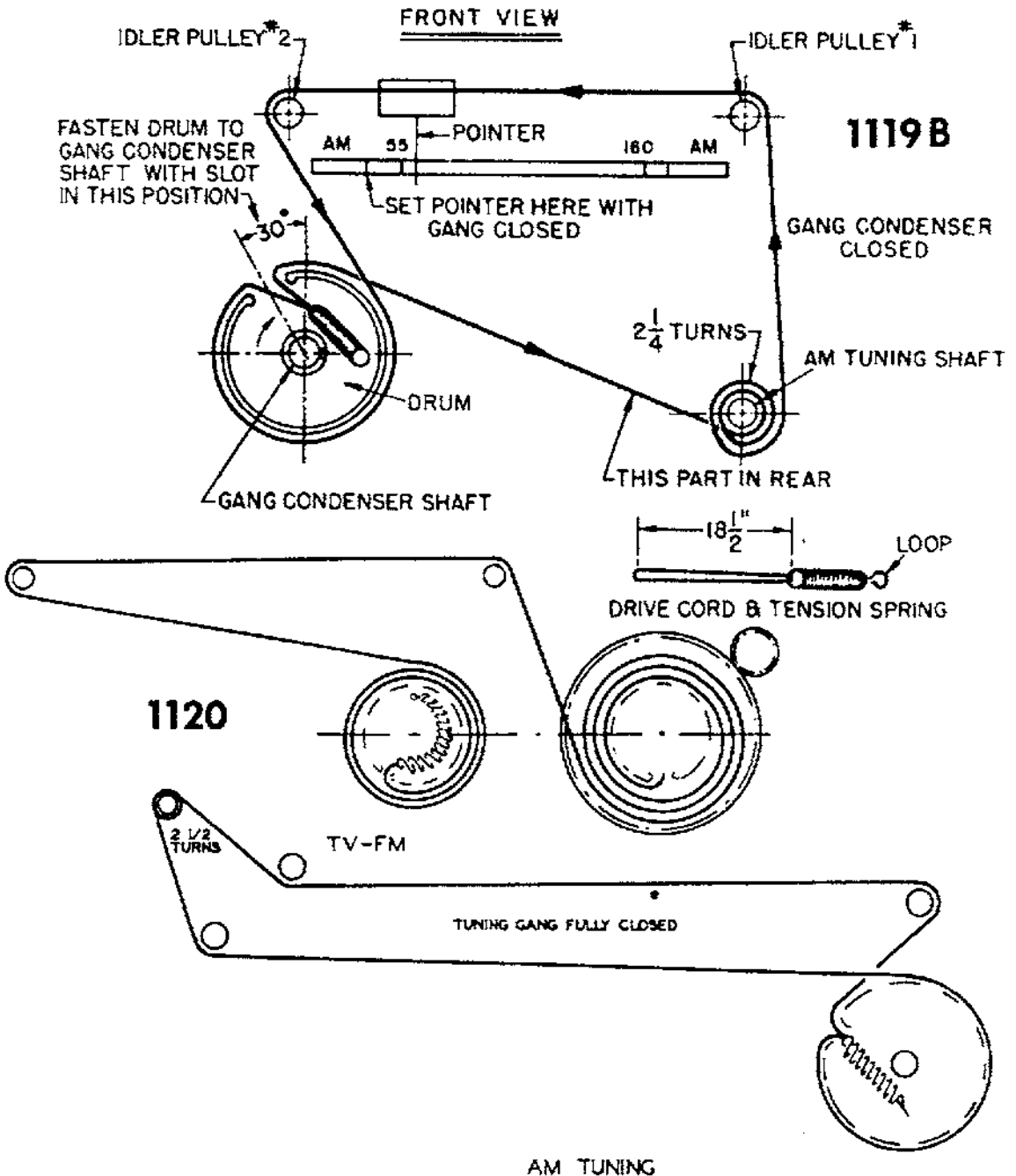


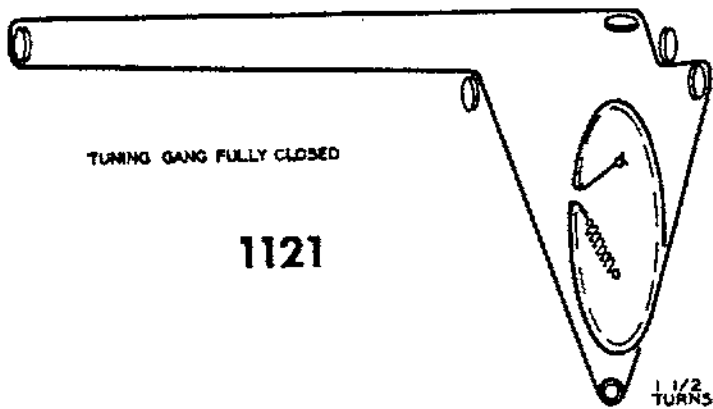


TV-FM TUNER



AM TUNER

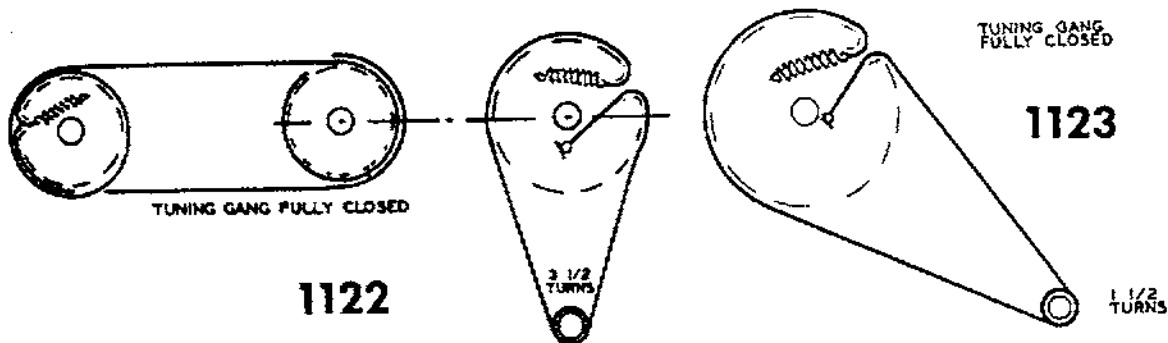




TUNING GANG FULLY CLOSED

1121

1 1/2 TURNS



TUNING GANG FULLY CLOSED

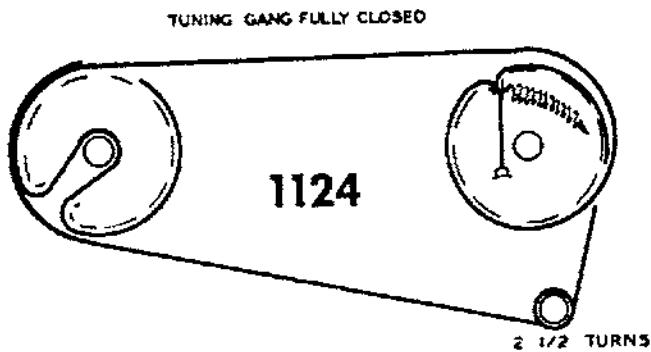
1122

3 1/2 TURNS

TUNING GANG FULLY CLOSED

1123

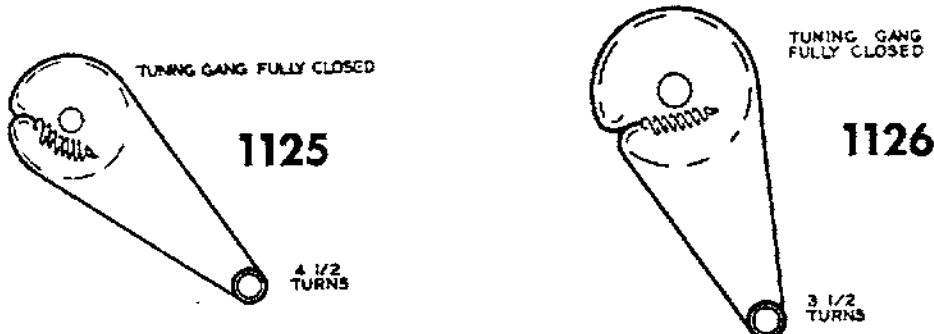
1 1/2 TURNS



TUNING GANG FULLY CLOSED

1124

2 1/2 TURNS



TUNING GANG FULLY CLOSED

1125

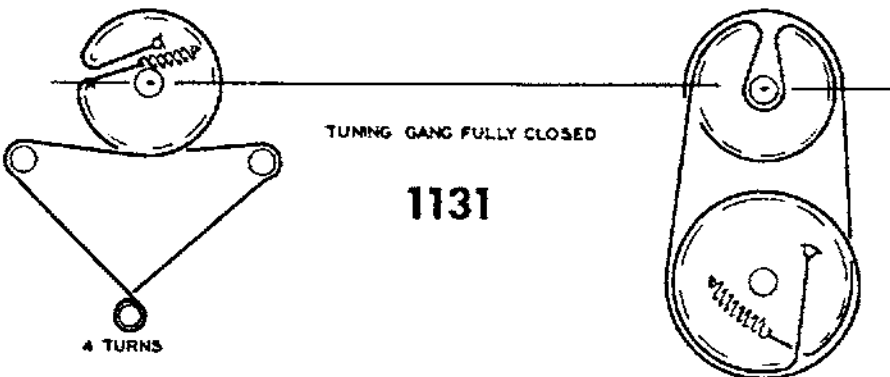
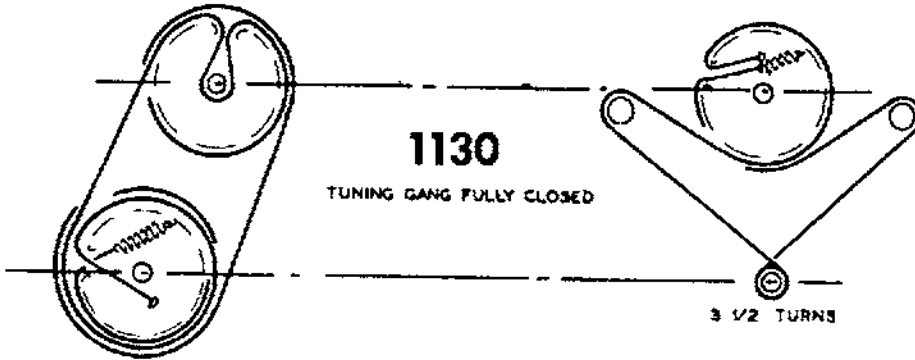
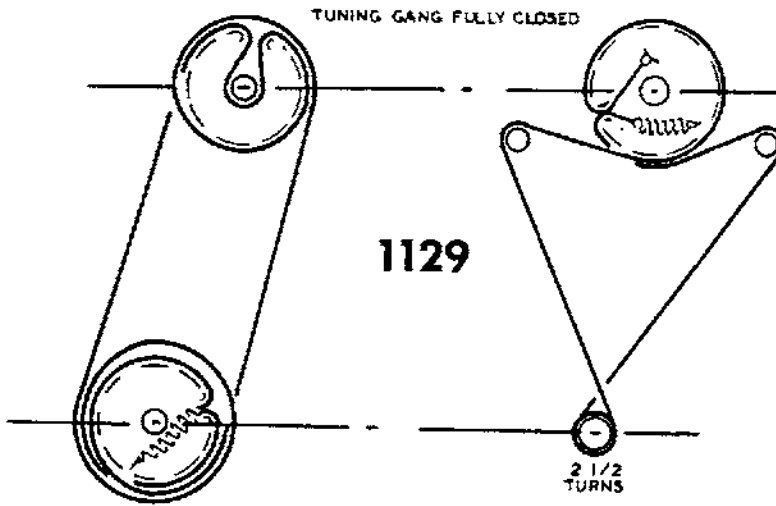
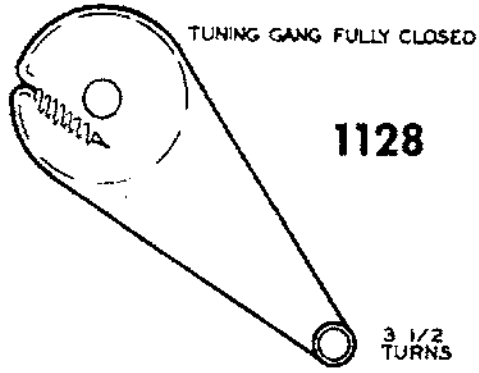
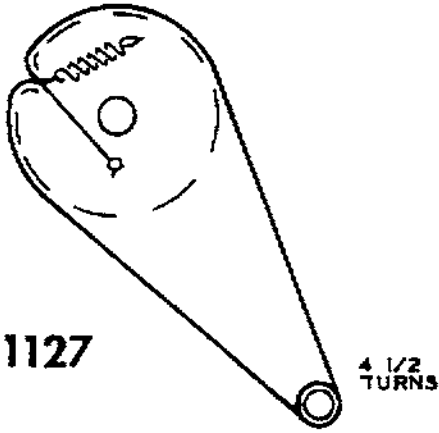
4 1/2 TURNS

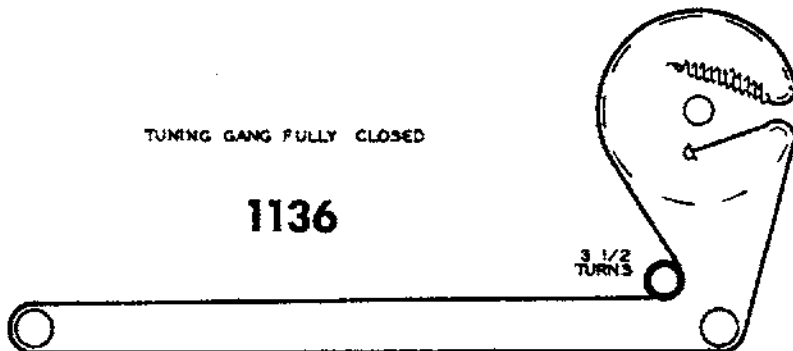
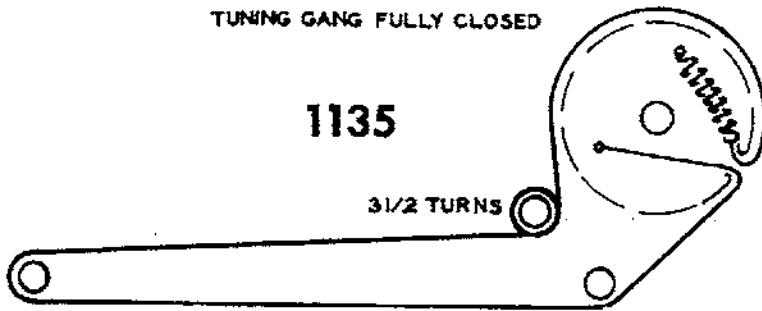
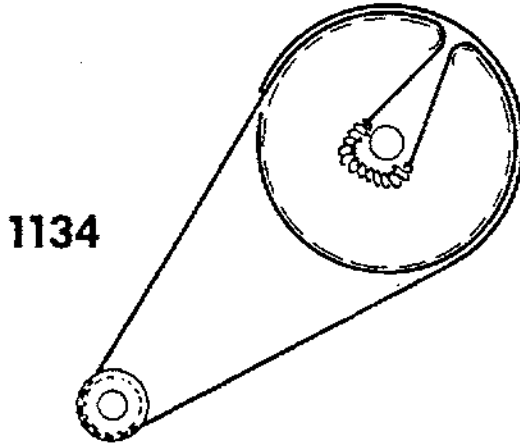
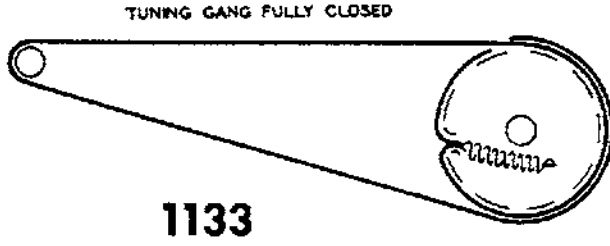
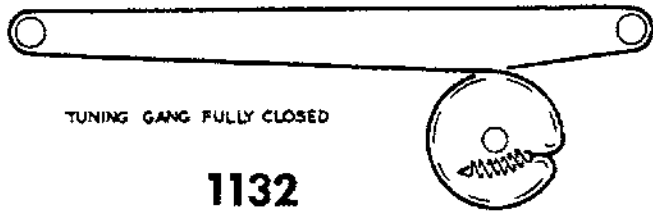
TUNING GANG FULLY CLOSED

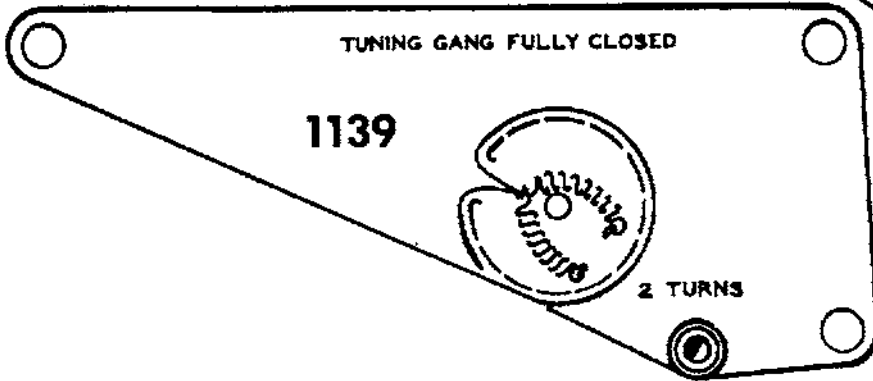
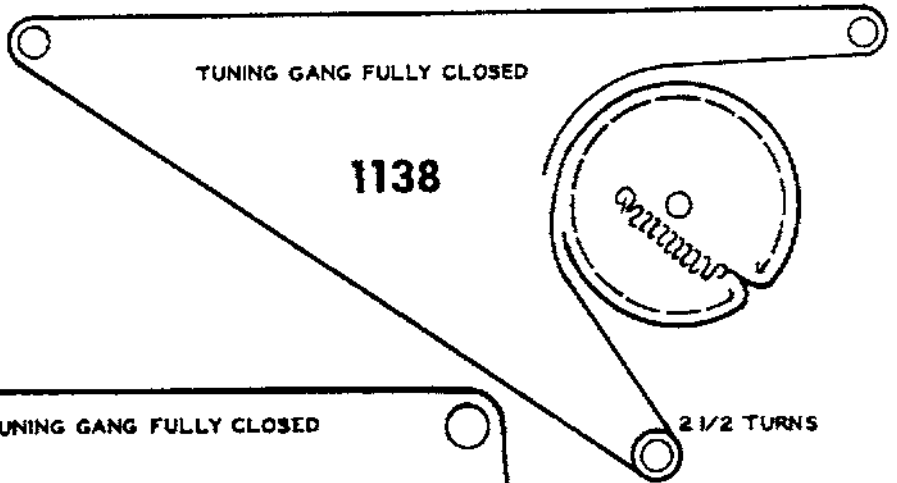
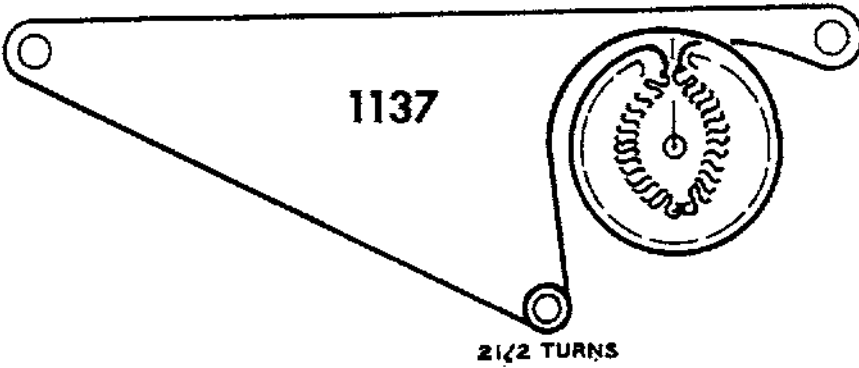
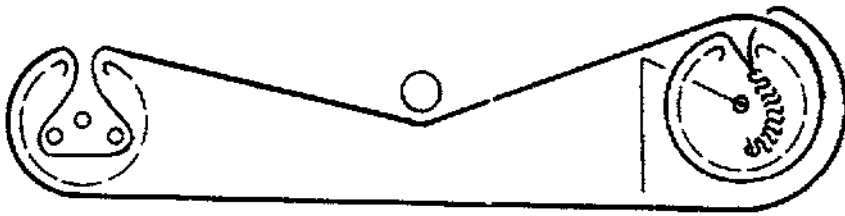
1126

3 1/2 TURNS

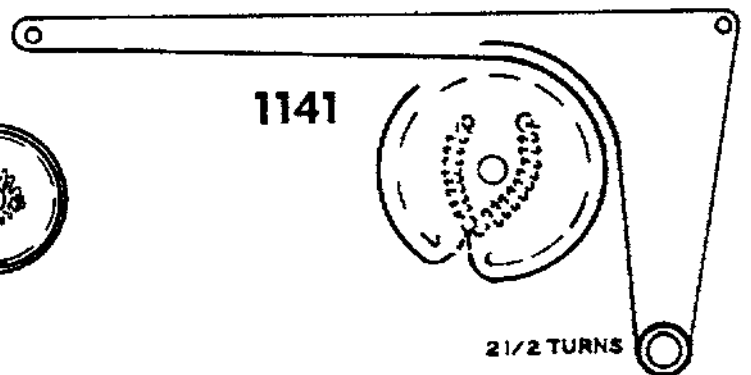
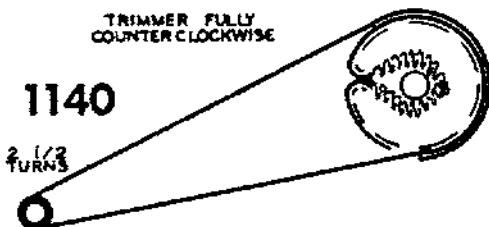
TUNING GANG FULLY CLOSED



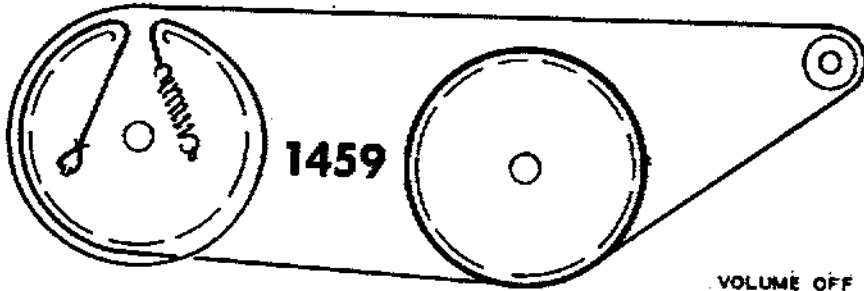




TUNING GANG FULLY CLOSED



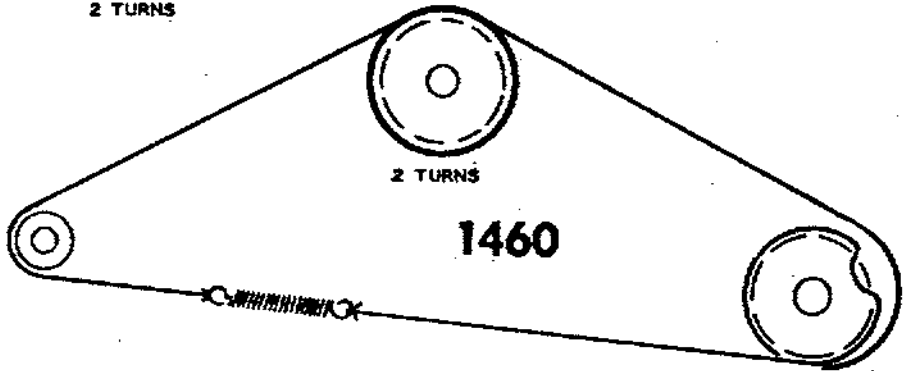
VOLUME OFF POSITION



1459

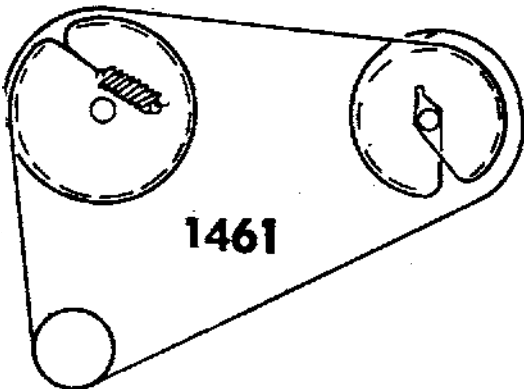
2 TURNS

VOLUME OFF POSITION



2 TURNS

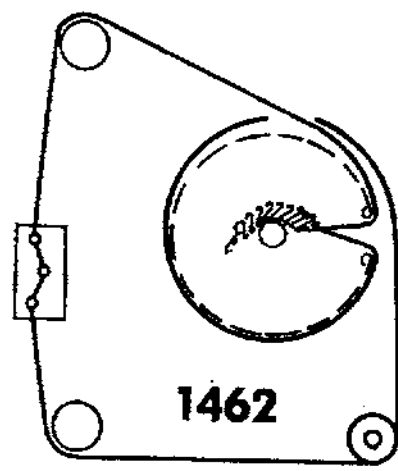
1460



1461

2 TURNS

TUNING GANG FULLY CLOSED

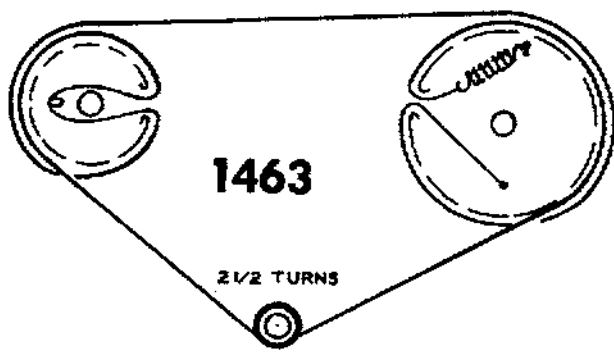


1462

1 TURN

TUNING GANG FULLY CLOSED

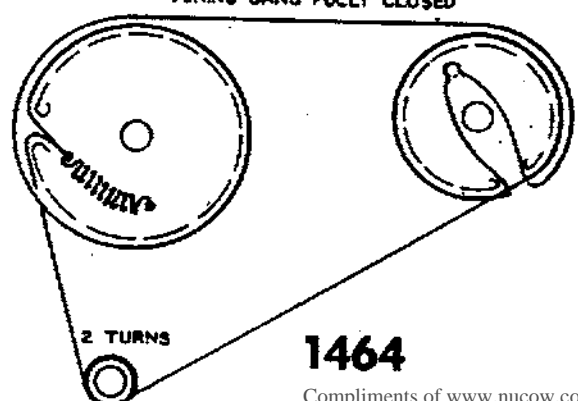
TUNING GANG FULLY CLOSED



1463

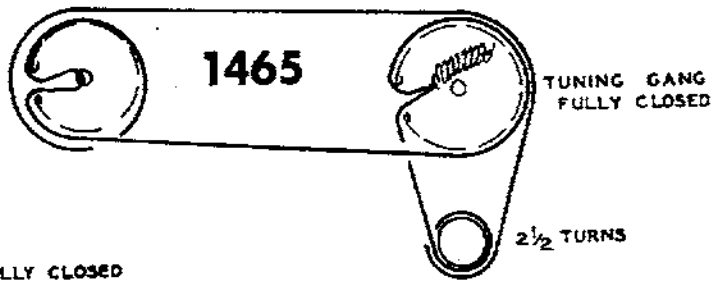
2 1/2 TURNS

TUNING GANG FULLY CLOSED

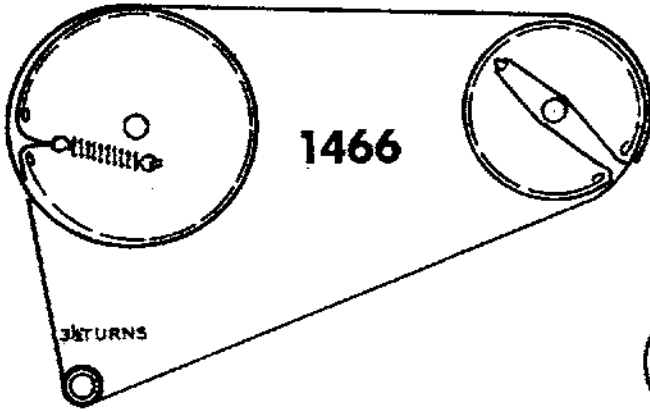


2 TURNS

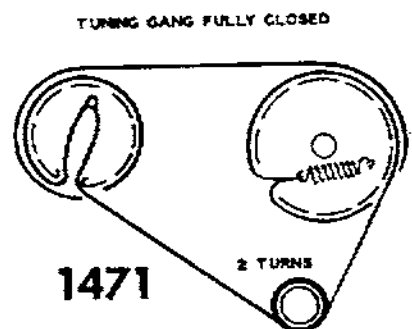
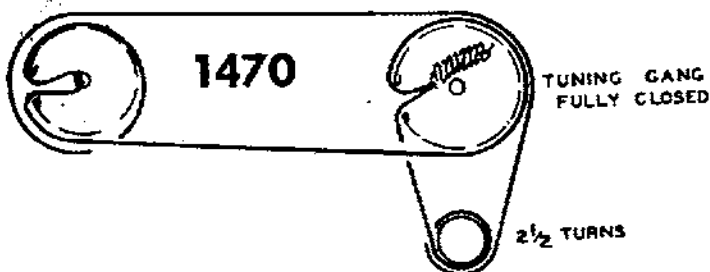
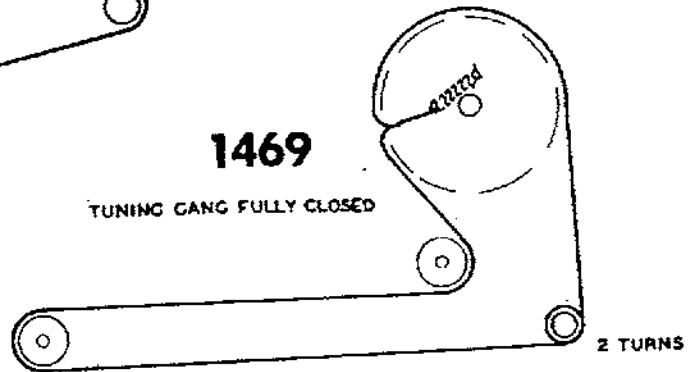
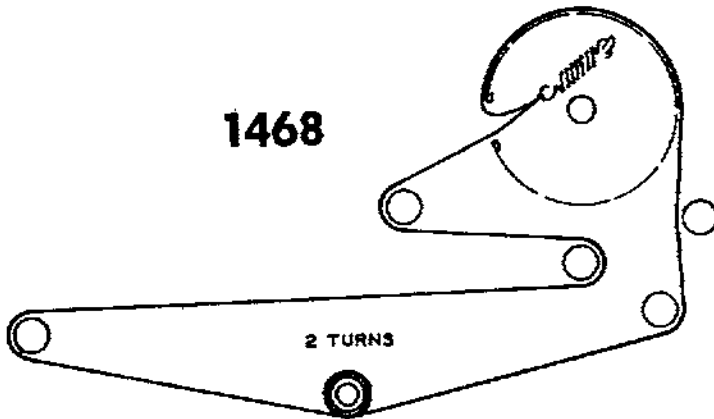
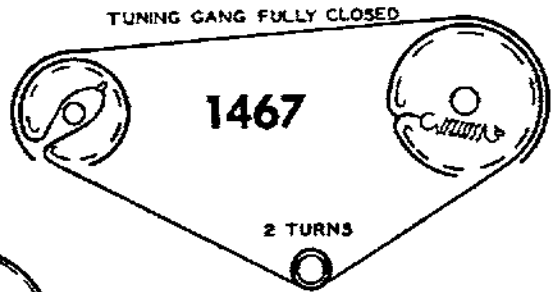
1464

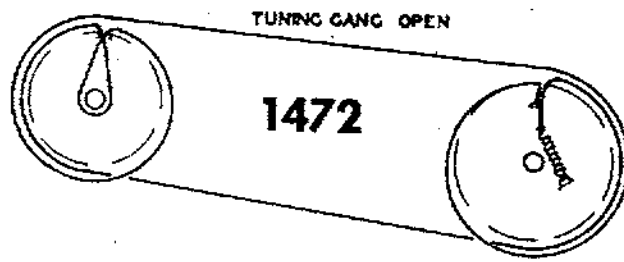


TUNING GANG FULLY CLOSED

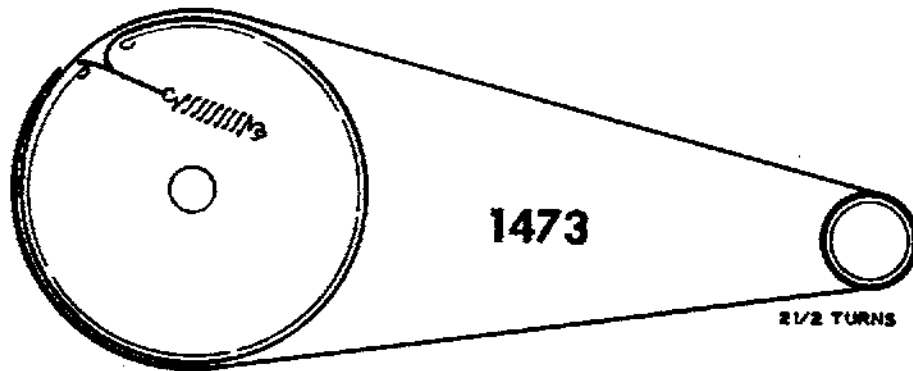


TUNING GANG FULLY CLOSED

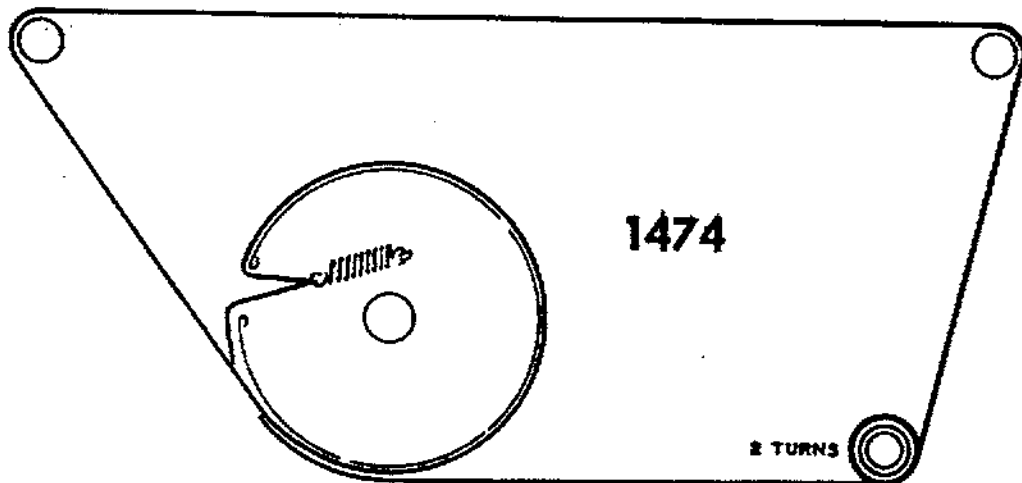




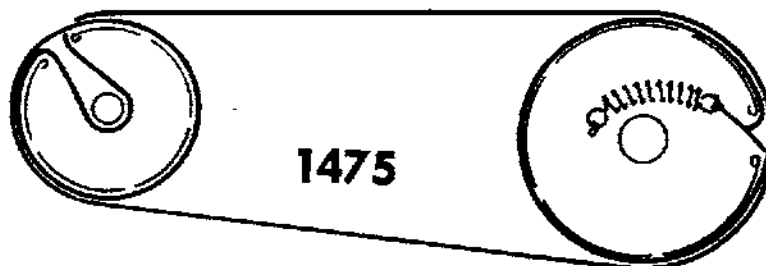
TONE CONTROL FULLY TO THE LEFT

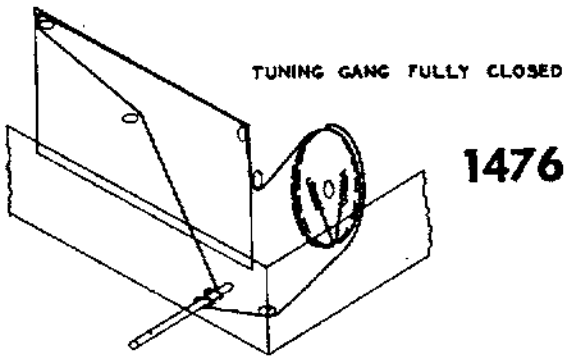


TUNING GANG FULLY CLOSED

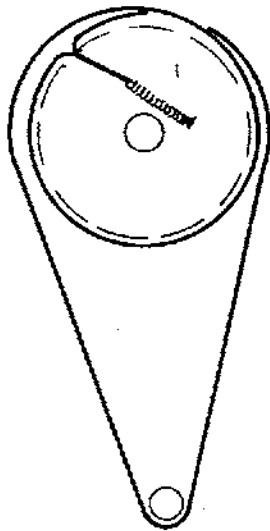
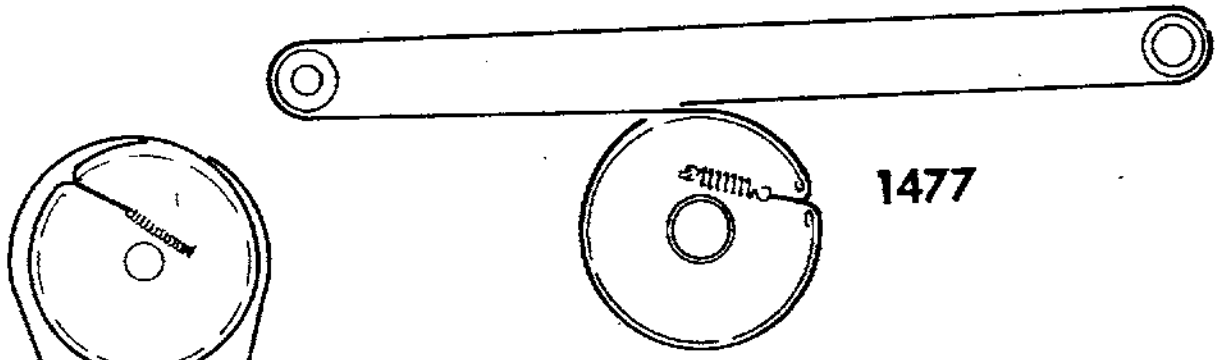


TUNING GANG FULLY CLOSED

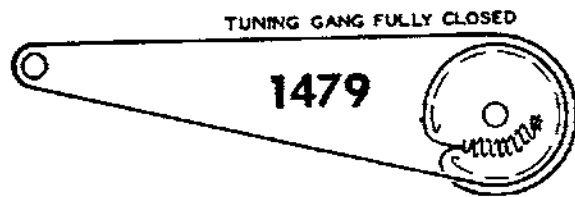




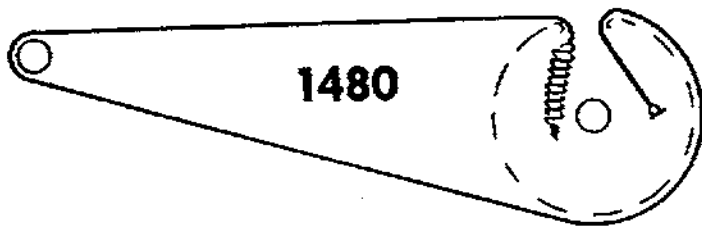
TUNING GANG FULLY CLOSED



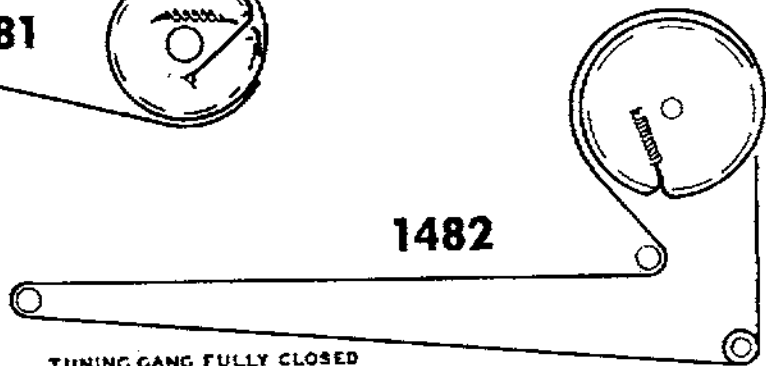
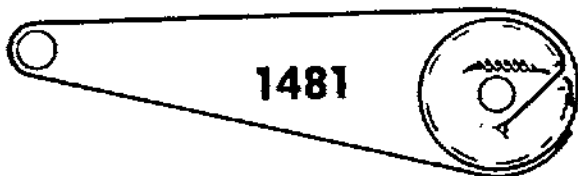
TUNING GANG FULLY OPEN



TUNING GANG FULLY CLOSED



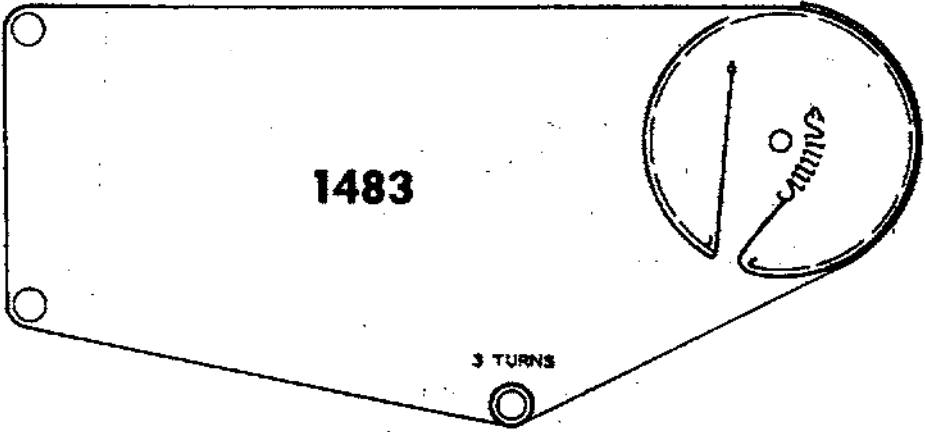
TUNING GANG FULLY CLOSED



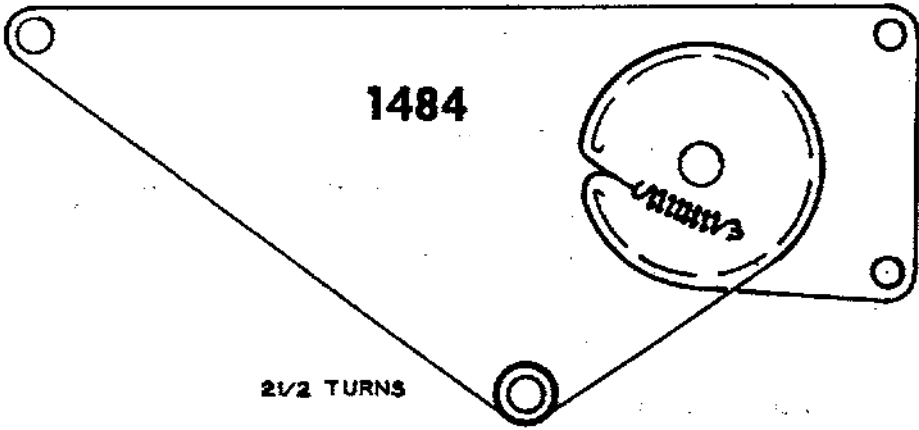
TUNING GANG FULLY CLOSED

3 1/2 TURNS

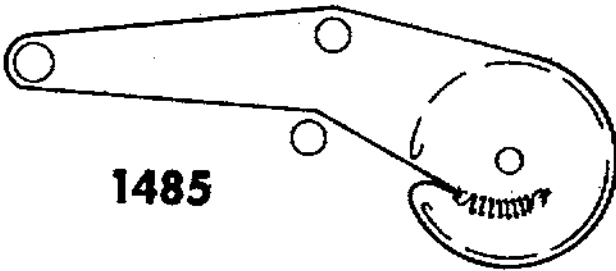
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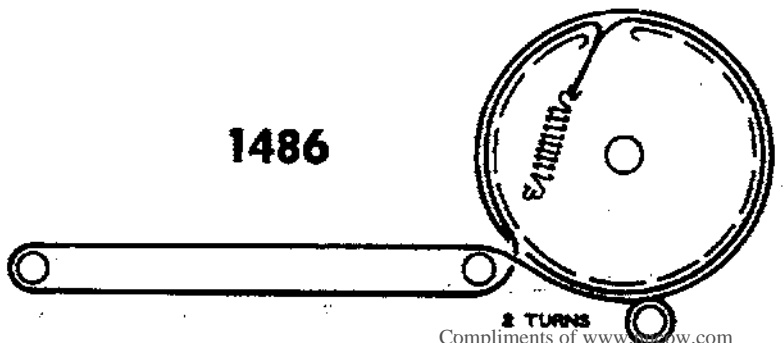
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

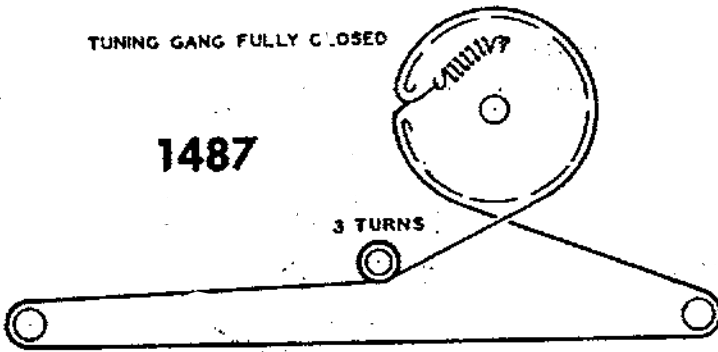


TUNING GANG FULLY CLOSED



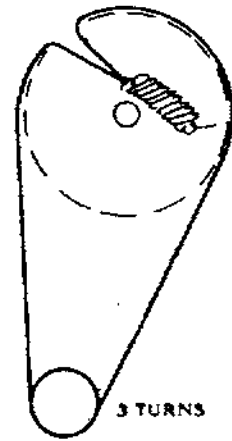
TUNING GANG FULLY CLOSED

1487



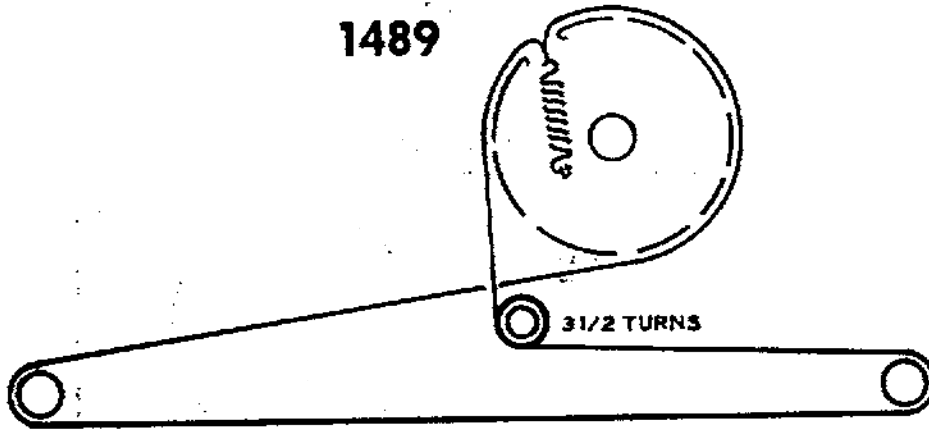
TUNING GANG FULLY CLOSED

1488



TUNING GANG FULLY CLOSED

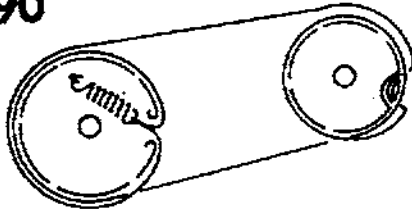
1489



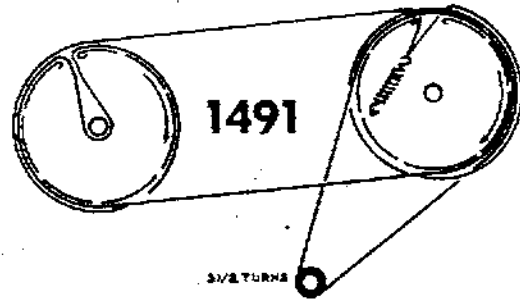
TUNING GANG FULLY CLOSED

1490

TUNING GANG FULLY CLOSED

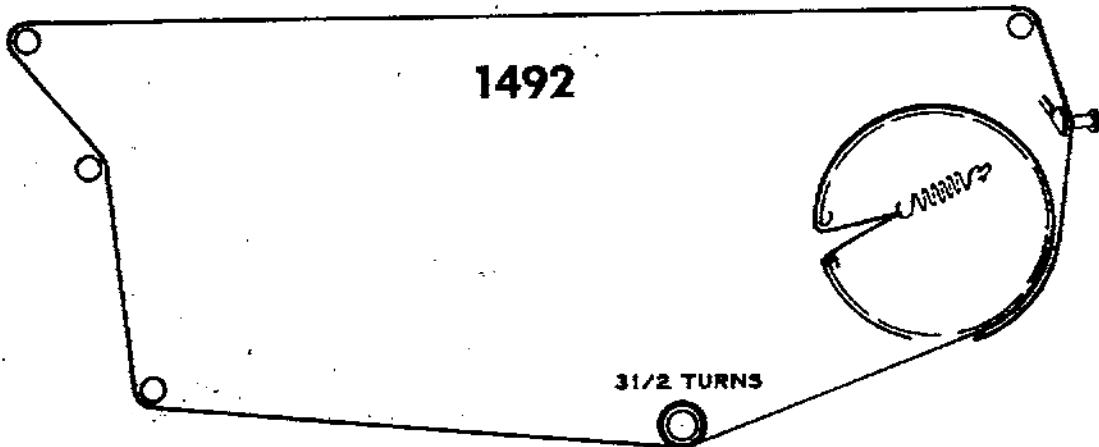


1491



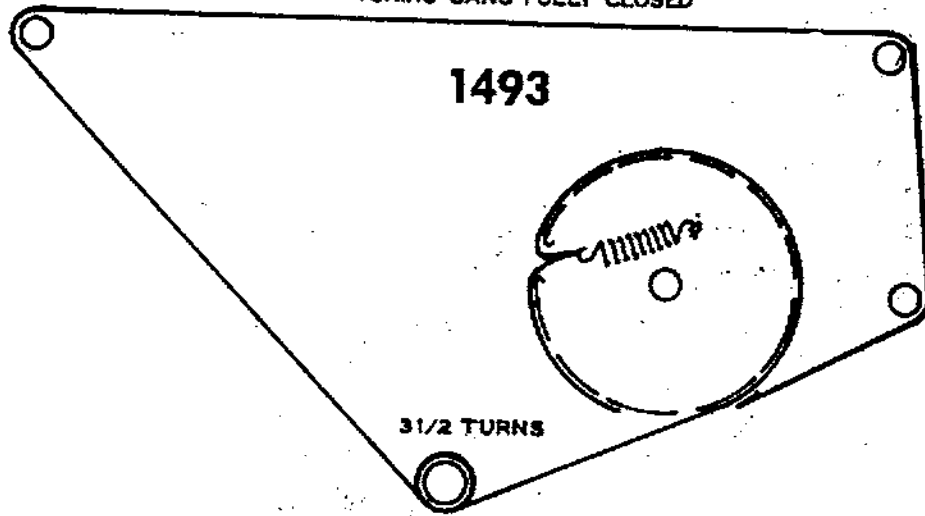
TUNING GANG FULLY CLOSED

1492



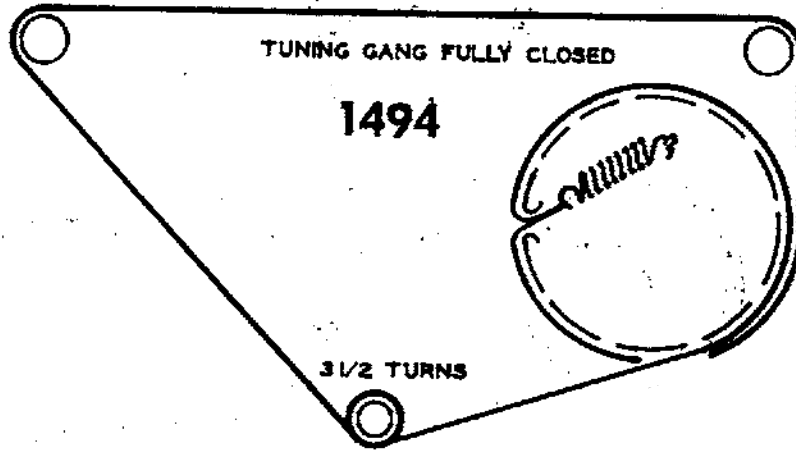
TUNING GANG FULLY CLOSED

1493



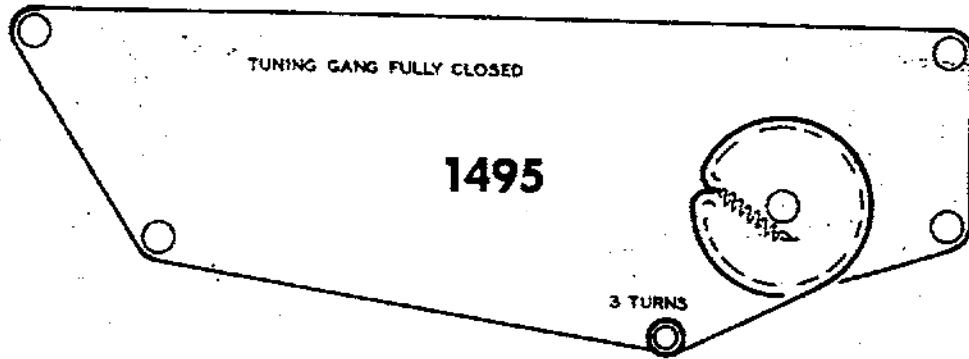
TUNING GANG FULLY CLOSED

1494



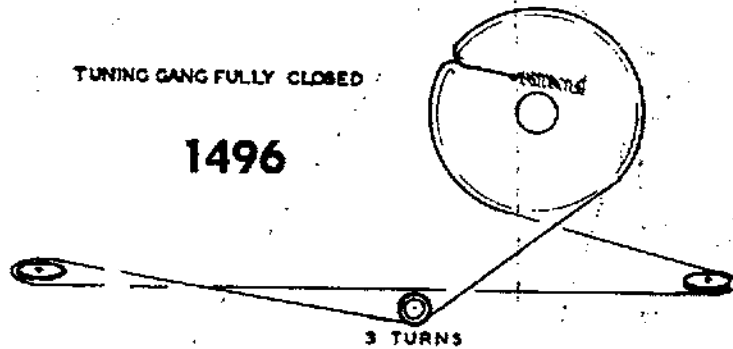
TUNING GANG FULLY CLOSED

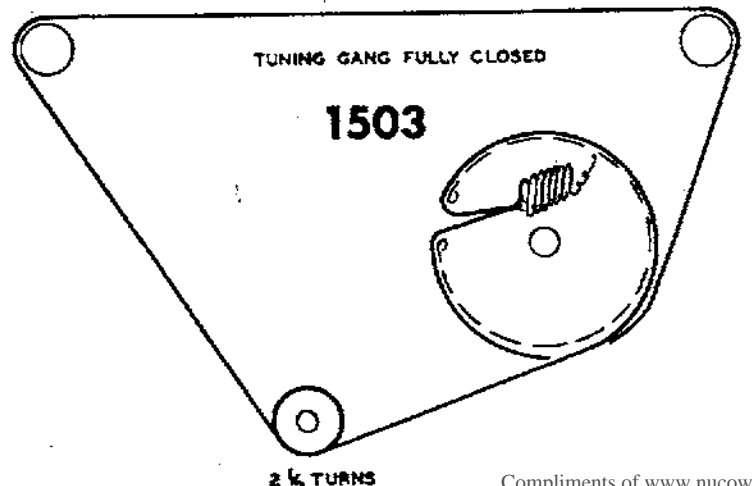
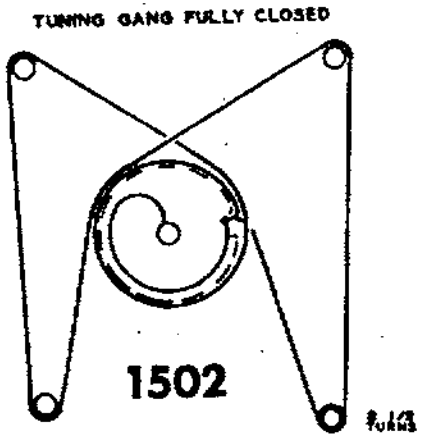
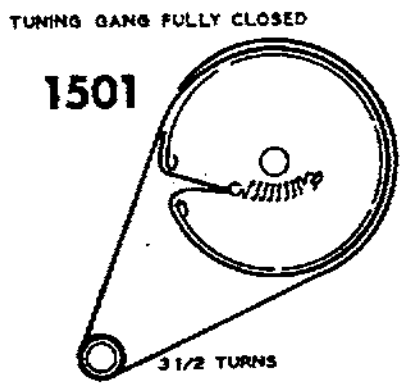
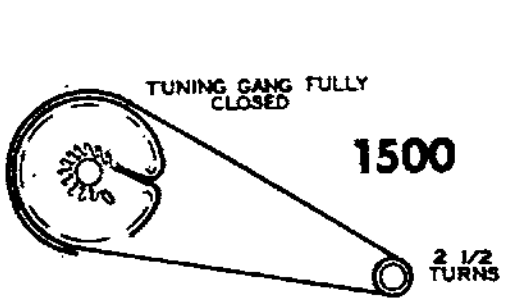
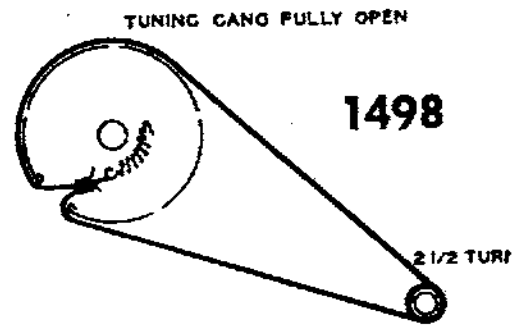
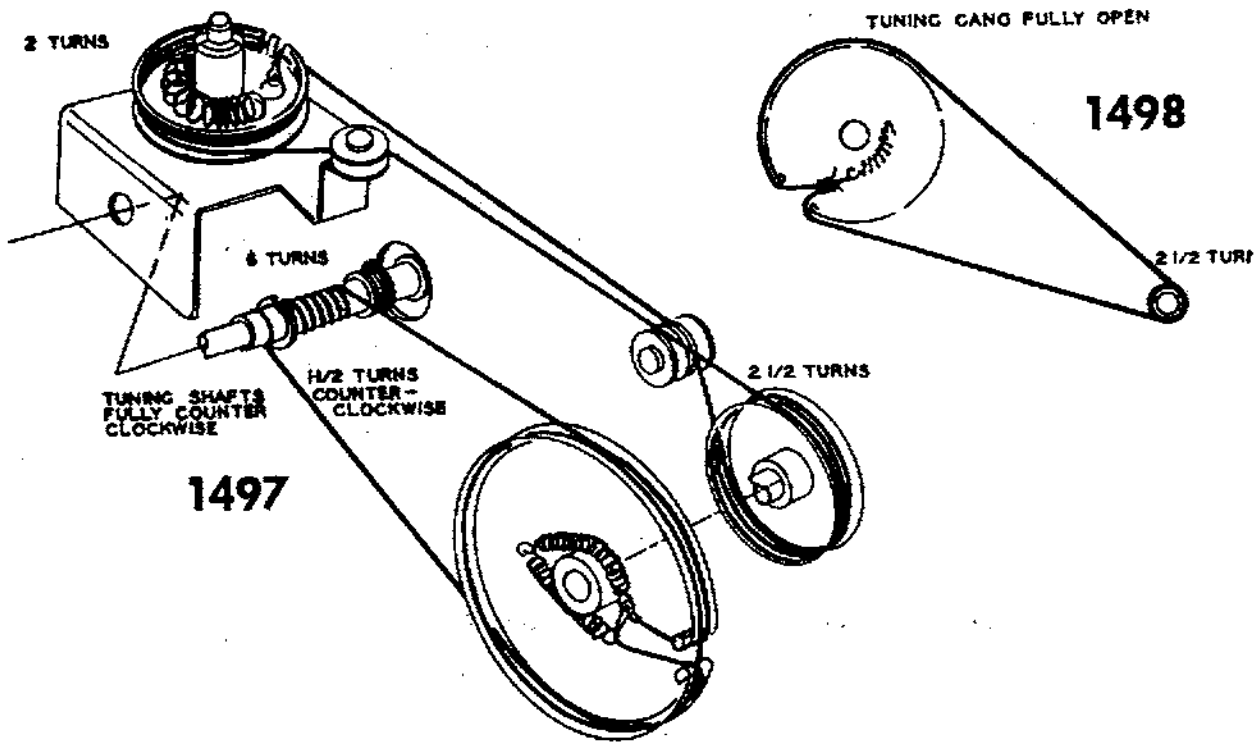
1495

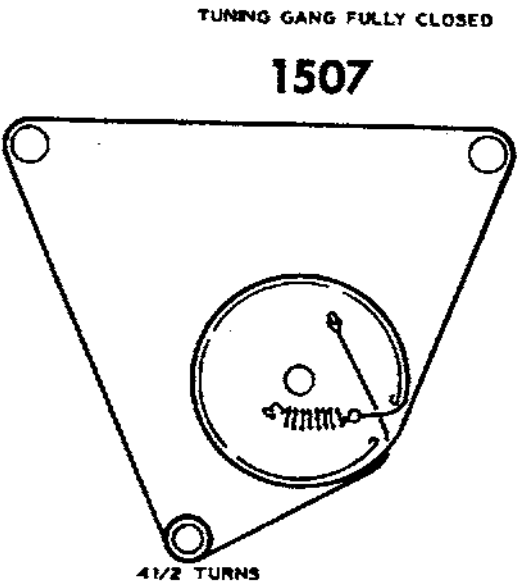
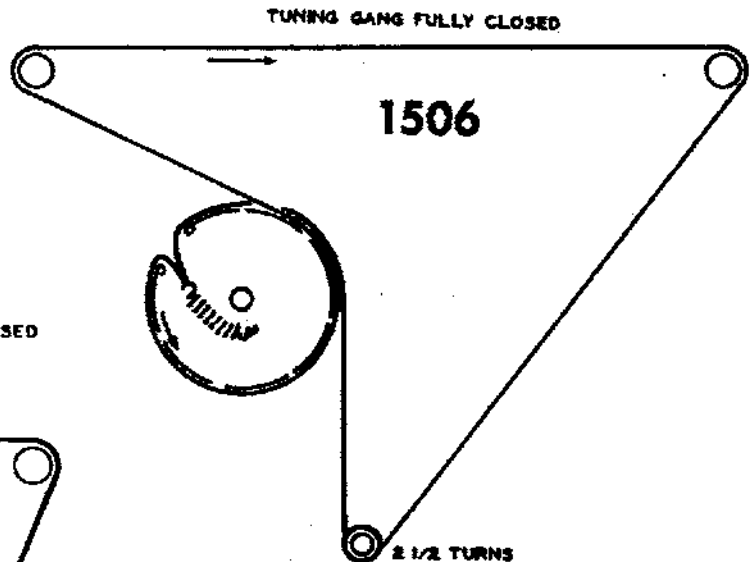
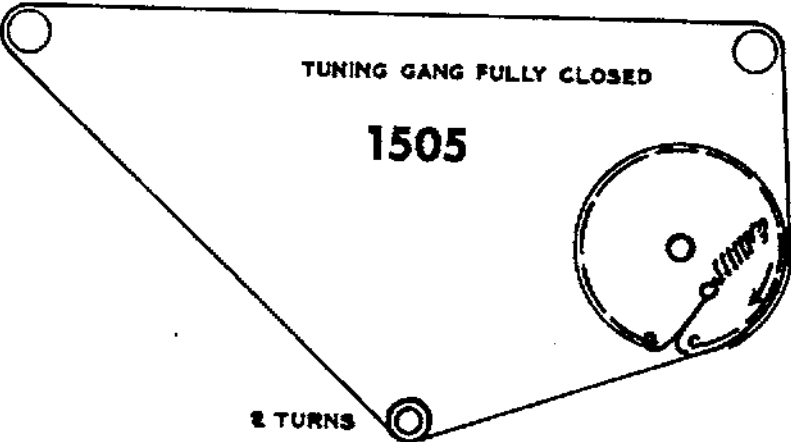
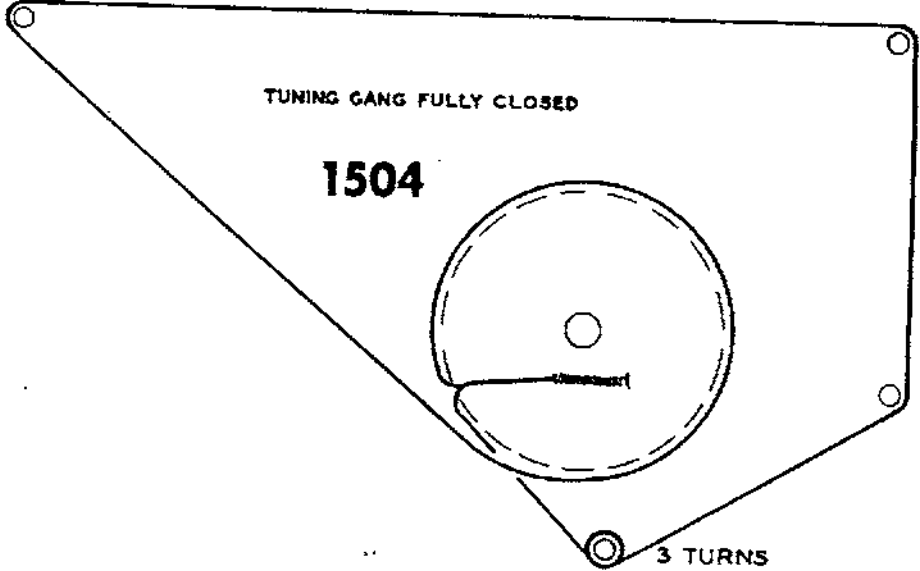


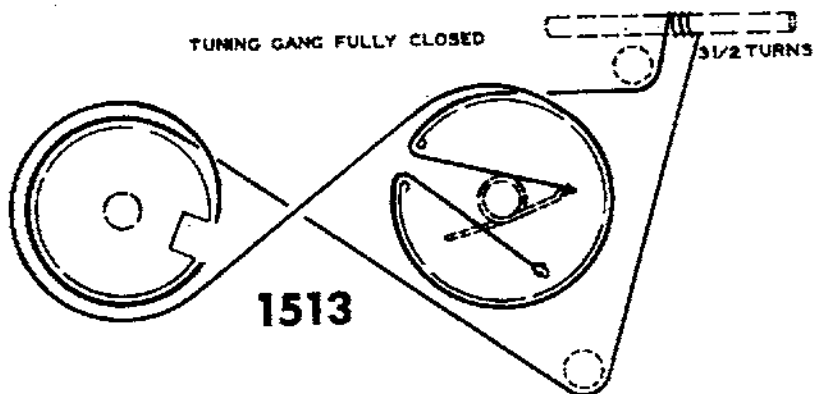
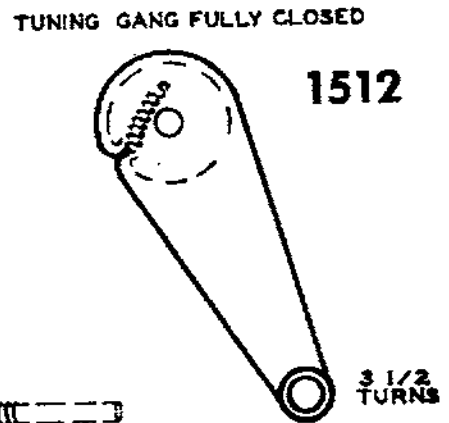
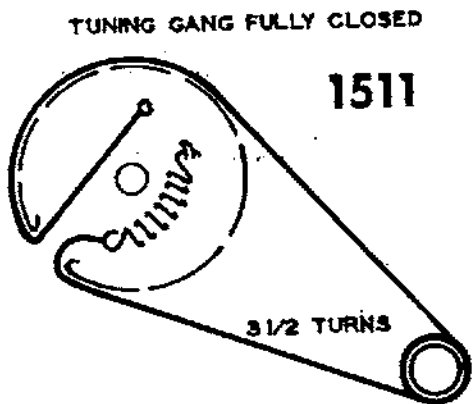
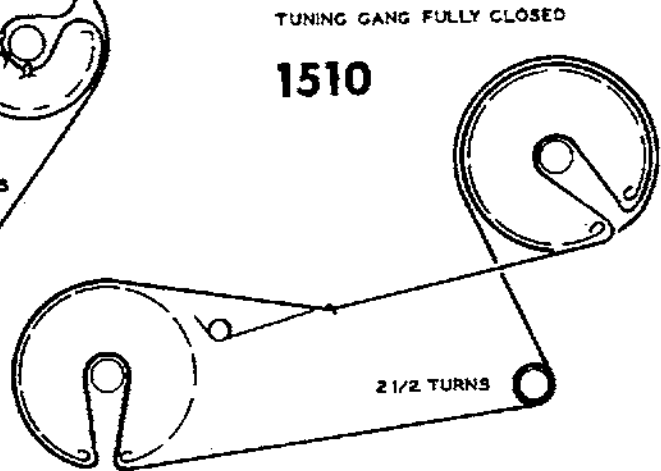
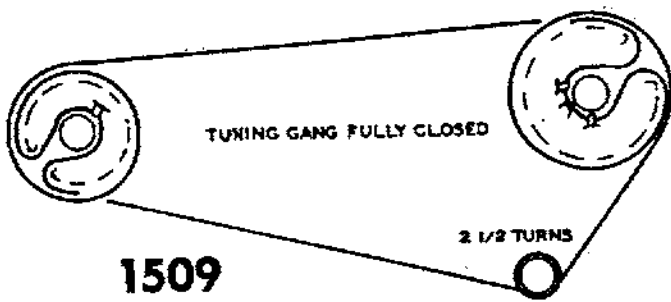
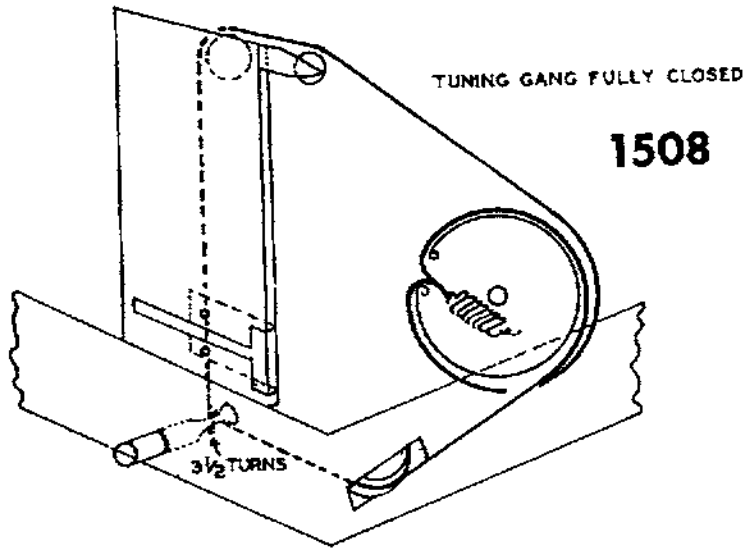
TUNING GANG FULLY CLOSED

1496



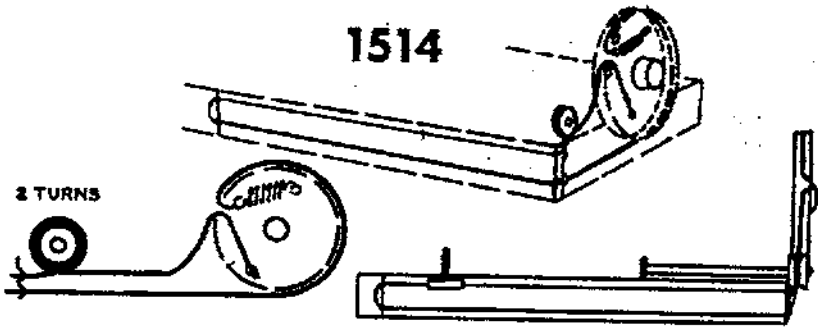




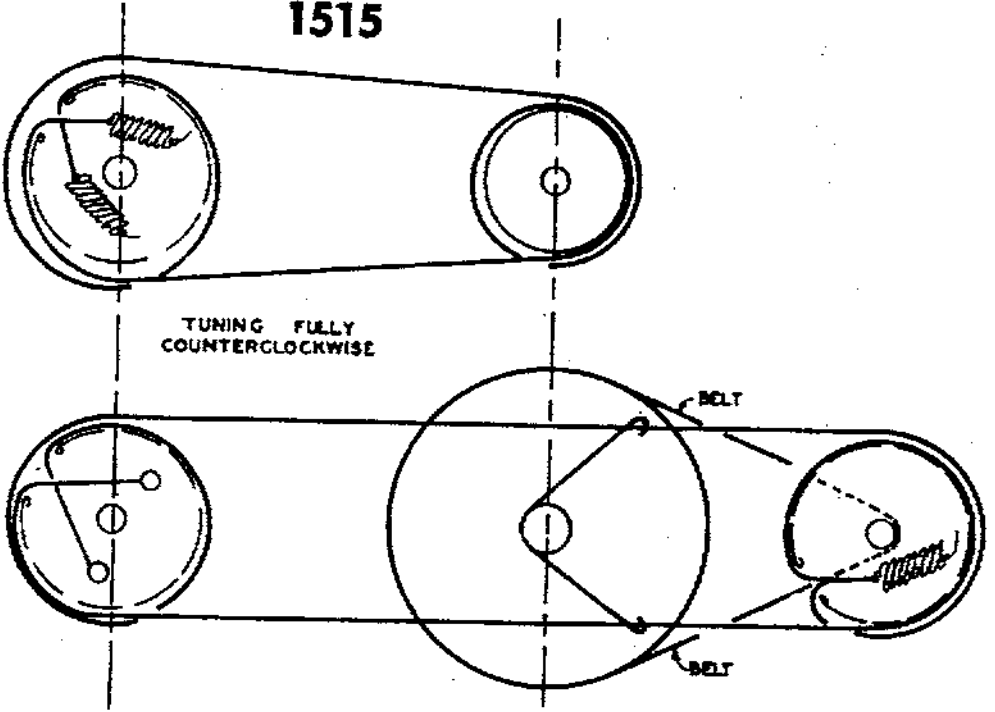


TUNING GANG FULLY CLOSED

1514



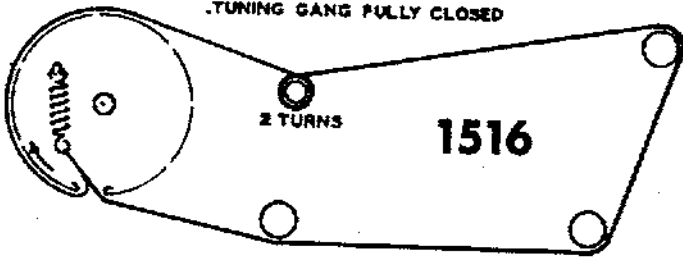
1515



TUNING GANG FULLY CLOSED

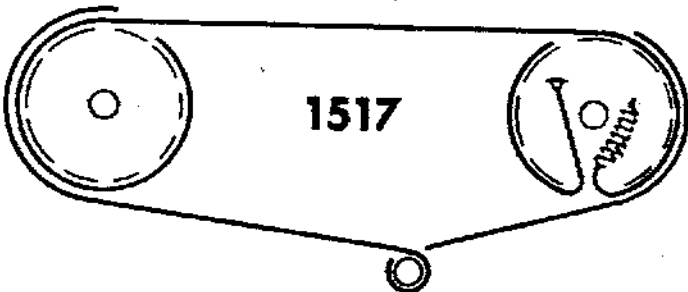
2 TURNS

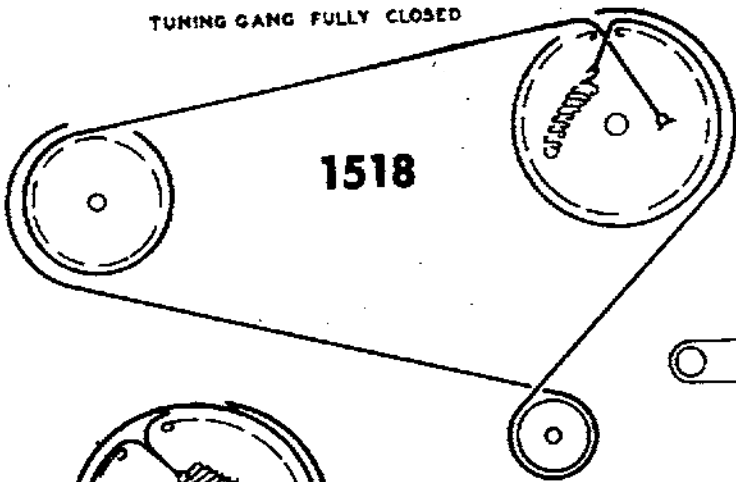
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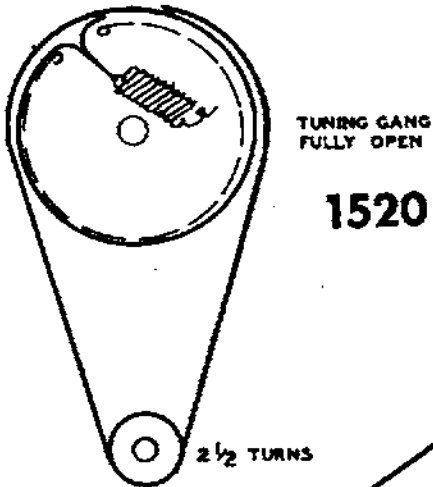
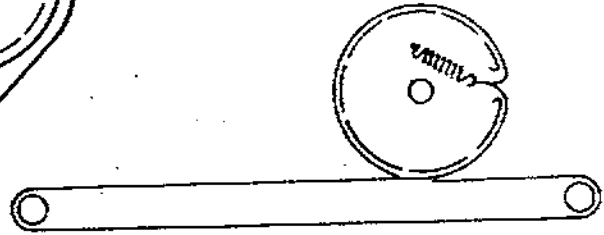
TUNING GANG FULLY CLOSED

1517



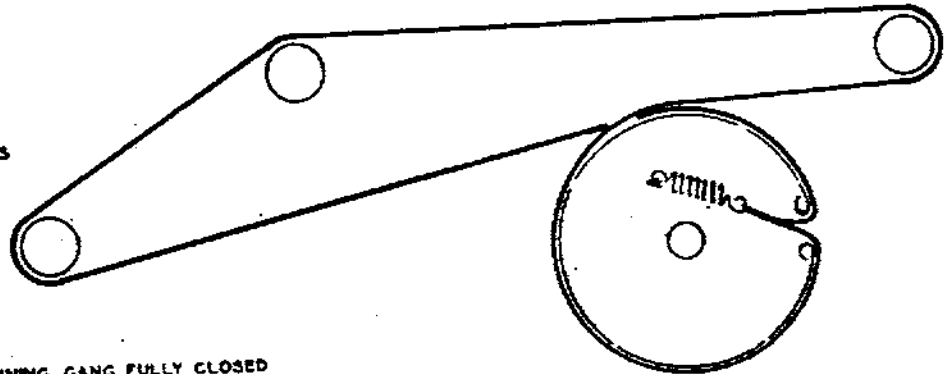


1519
TUNING GANG FULLY CLOSED



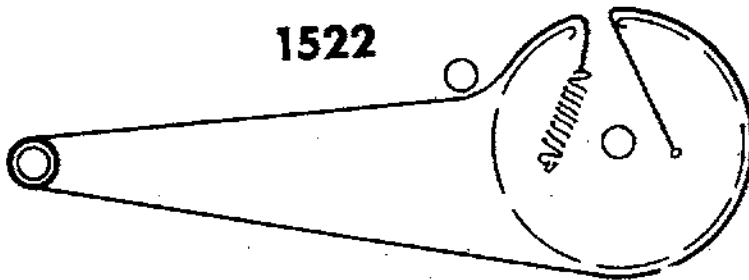
TUNING GANG FULLY CLOSED

1521



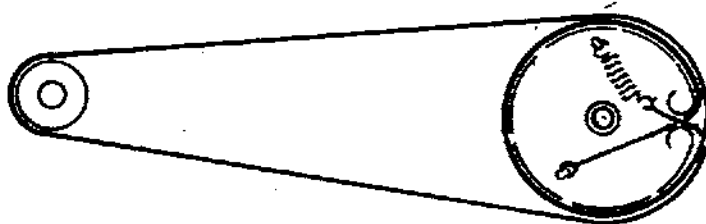
TUNING GANG FULLY CLOSED

1522



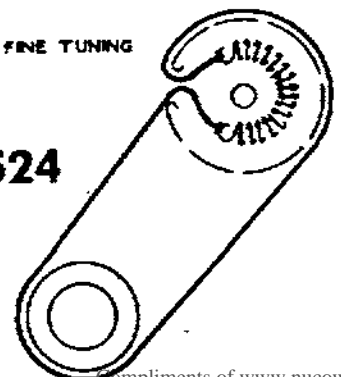
TUNING GANG FULLY OPEN

1523



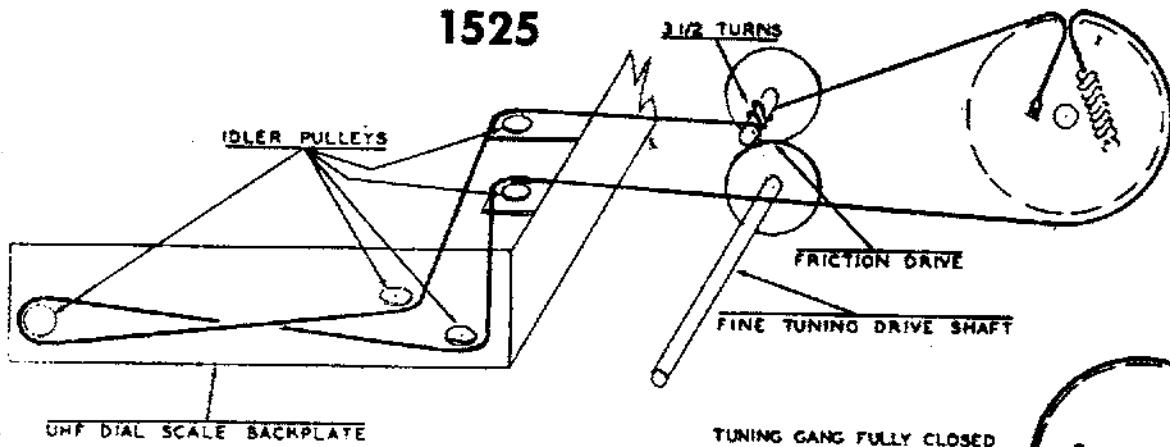
FINE TUNING

1524



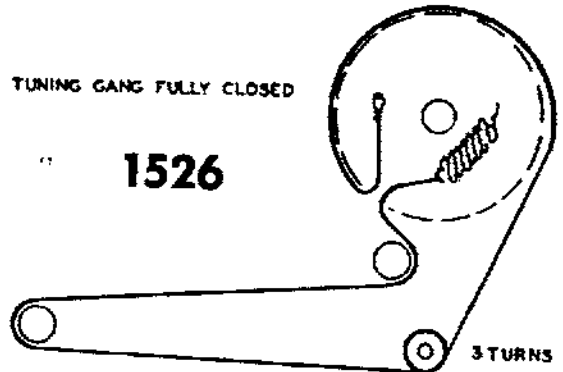
TUNING GANG FULLY CLOSED

1525



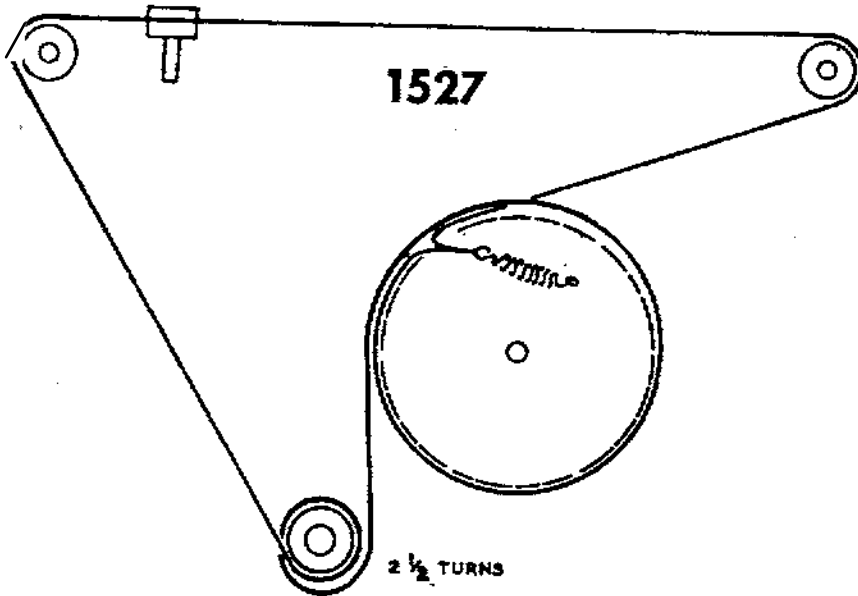
TUNING GANG FULLY CLOSED

1526



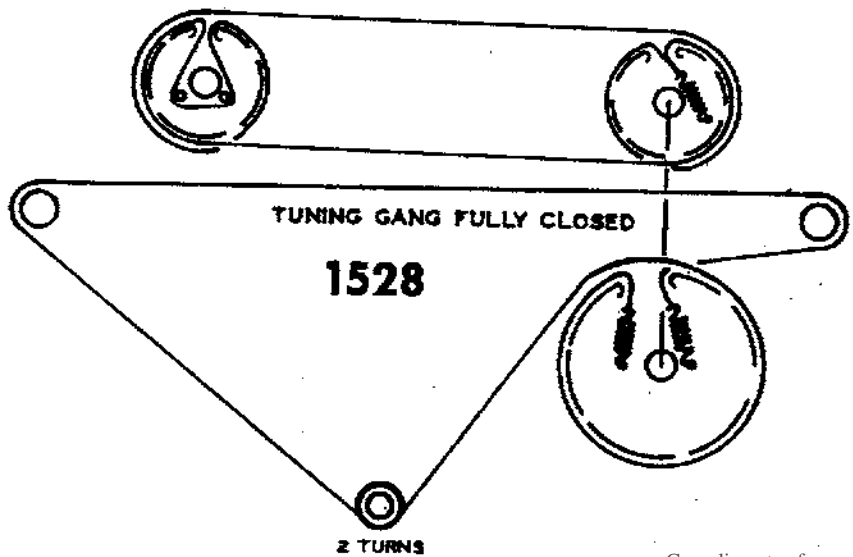
TUNING GANG FULLY CLOSED

1527



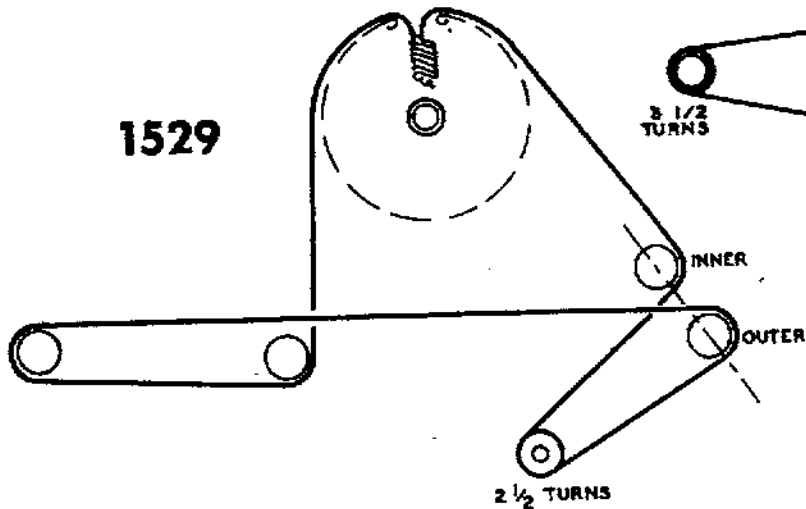
TUNING GANG FULLY CLOSED

1528



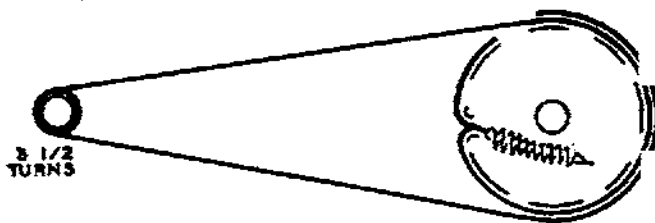
TUNING GANG FULLY CLOSED

1529



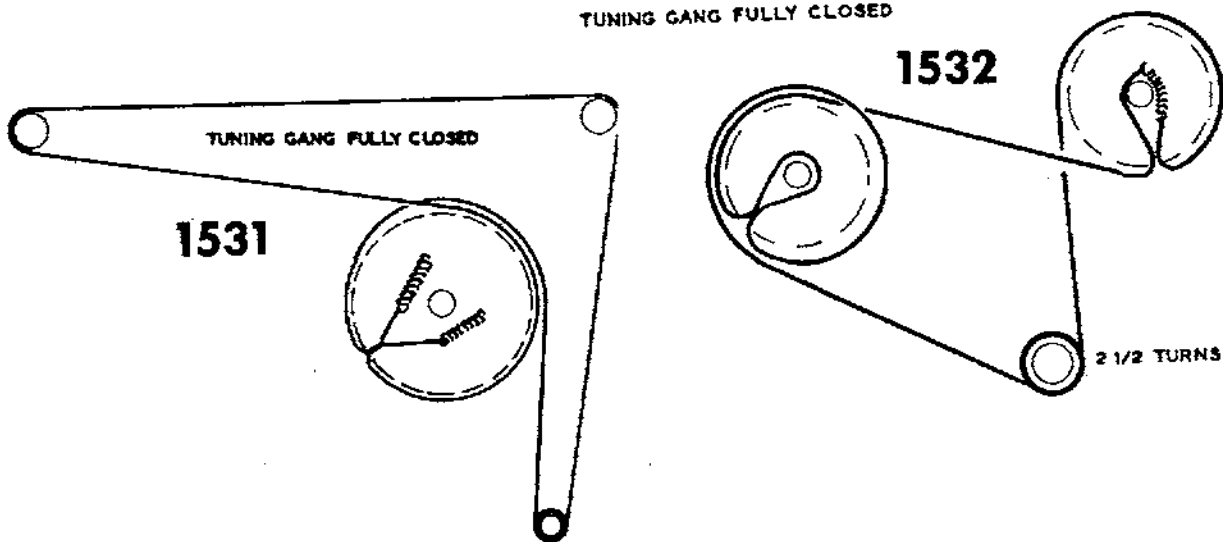
TUNING GANG FULLY CLOSED

1530



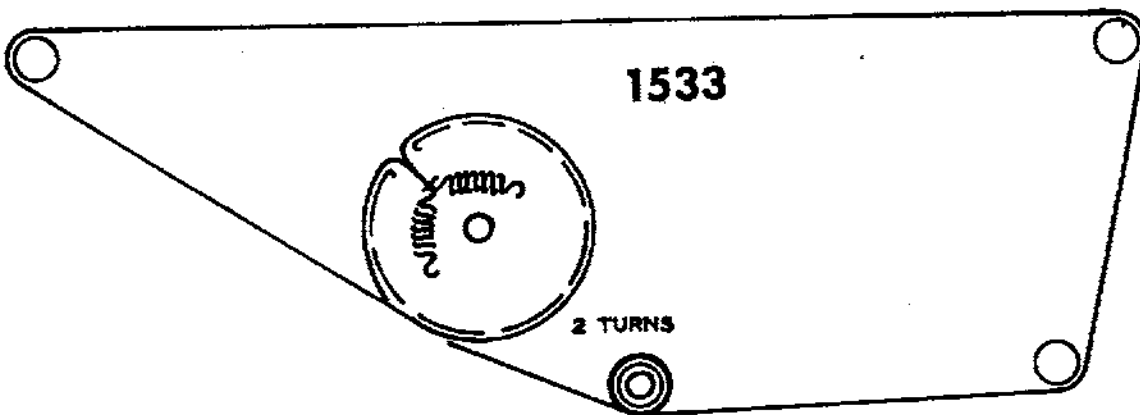
TUNING GANG FULLY CLOSED

1532



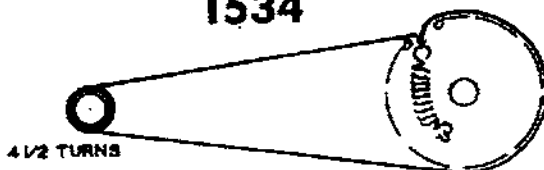
TUNING GANG FULLY CLOSED

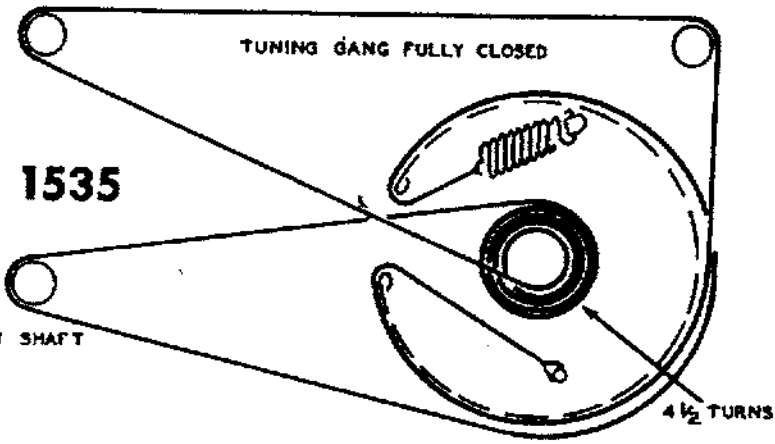
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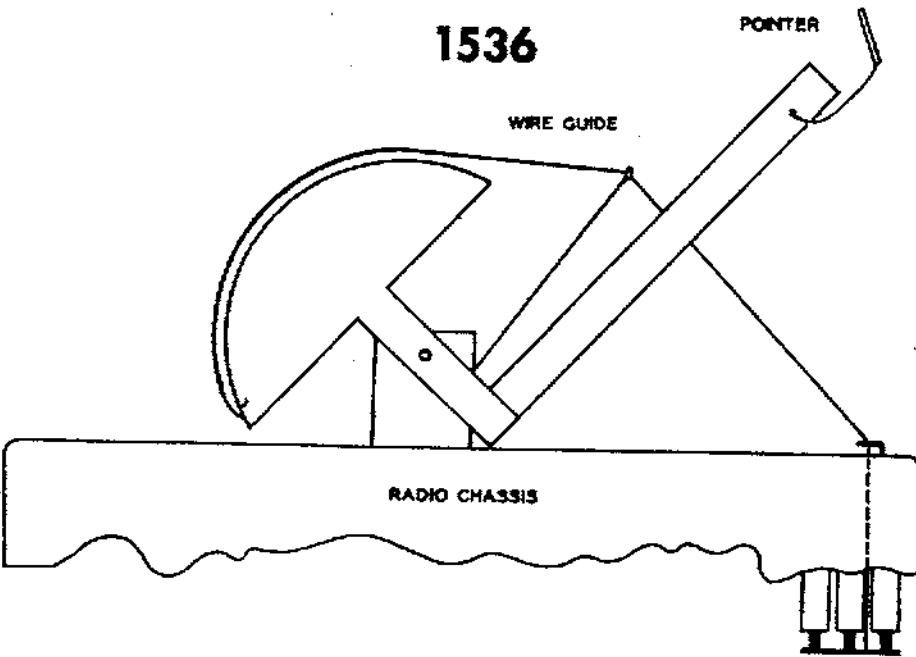
TUNING GANG FULLY CLOSED

1534

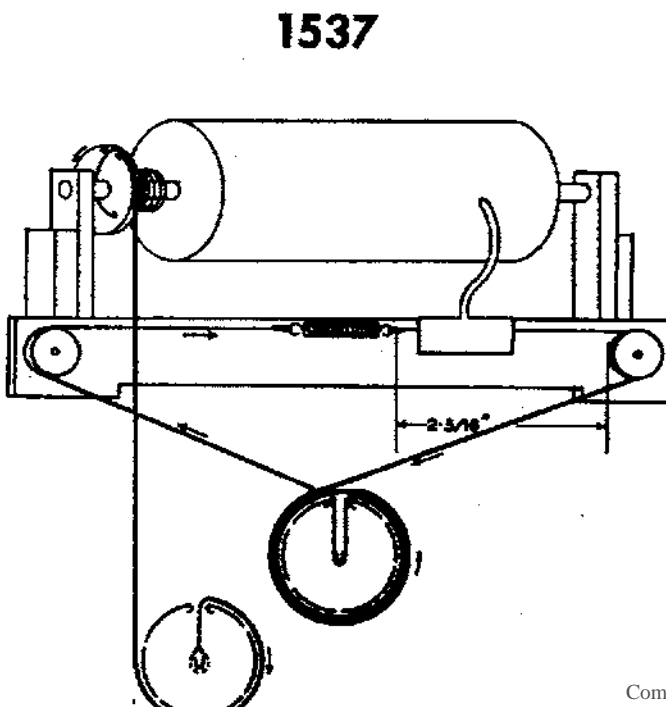


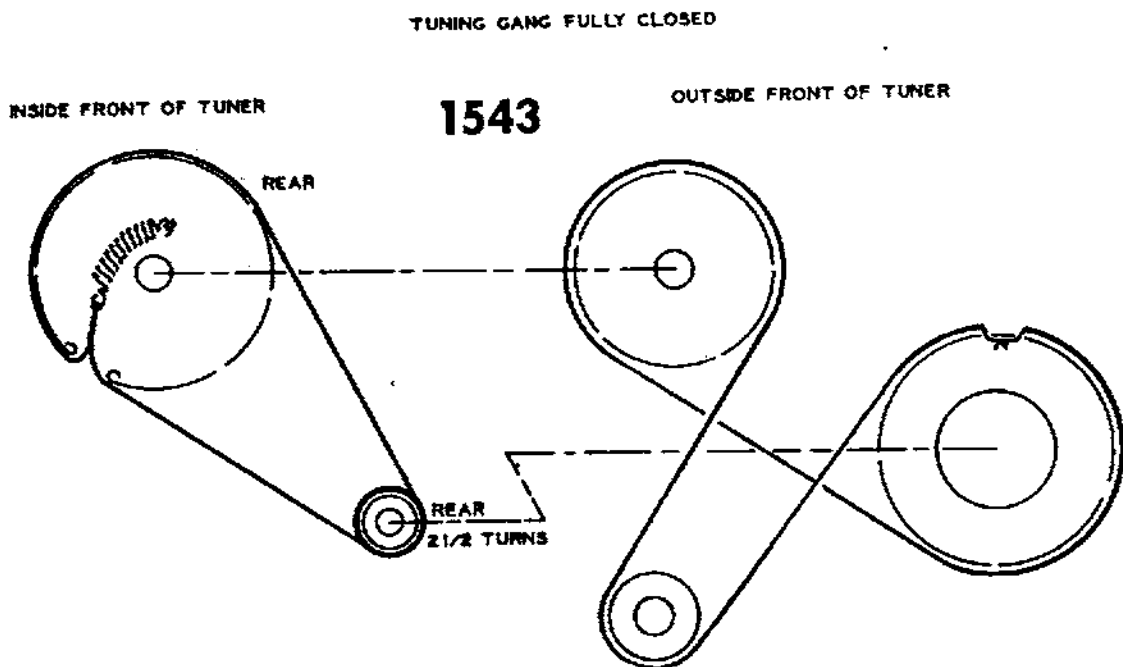
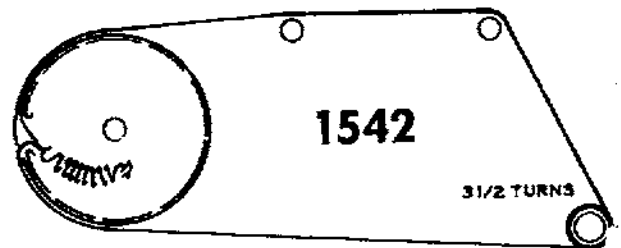
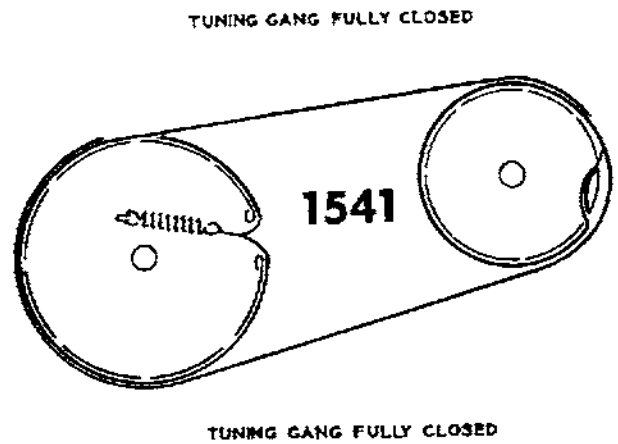
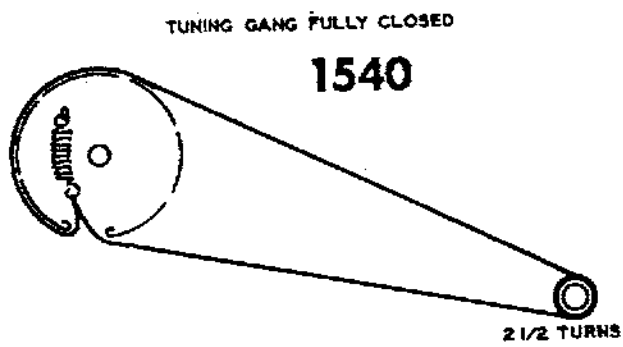
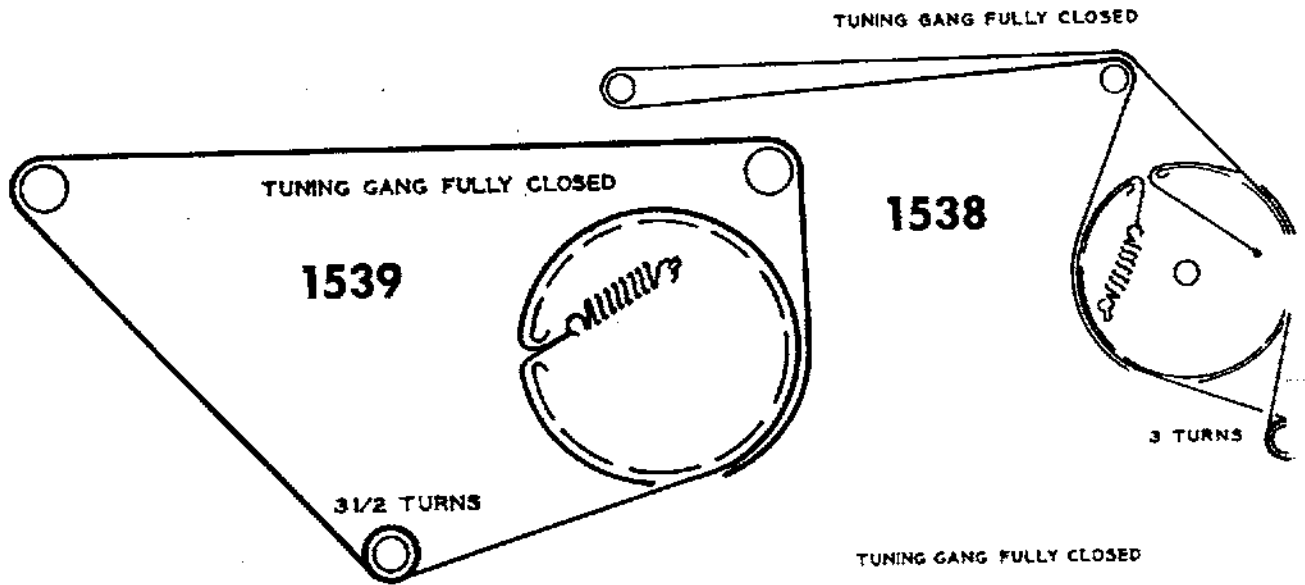


TUNER FULLY CLOSED

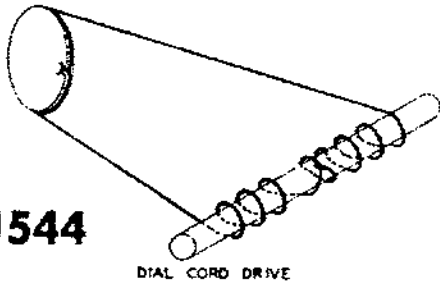


TUNING CONTROL FULLY CLOCKWISE





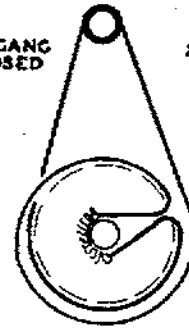
1544



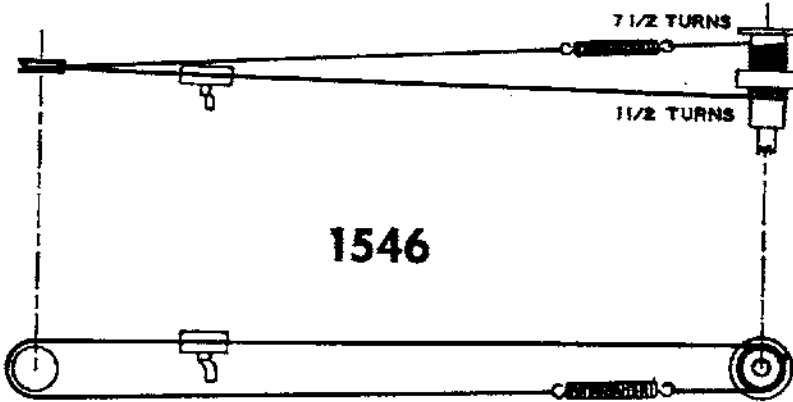
DIAL CORD DRIVE

TUNING GANG FULLY CLOSED

1545



2 1/2 TURNS

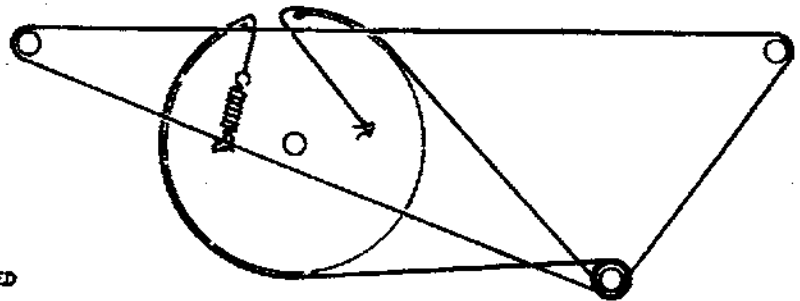


1546

TUNING UNIT IS FULLY COUNTERCLOCKWISE OR CHANNEL #2

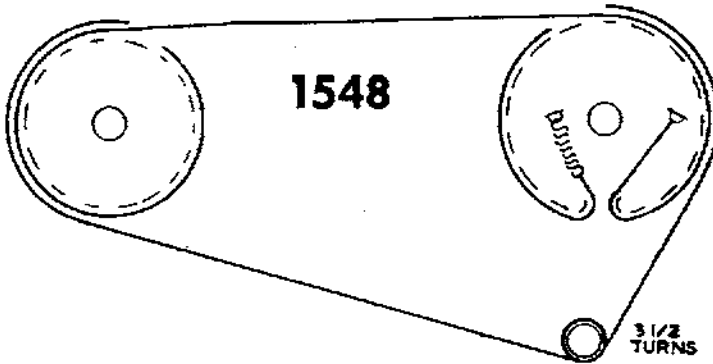
TUNING GANG FULLY CLOSED

1547



4 TURNS

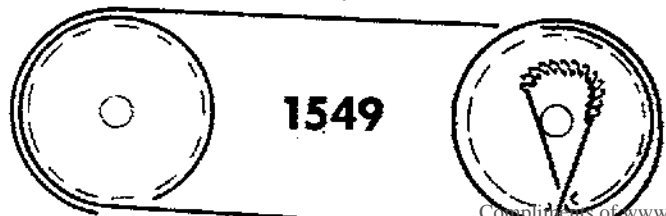
TUNING GANG FULLY CLOSED



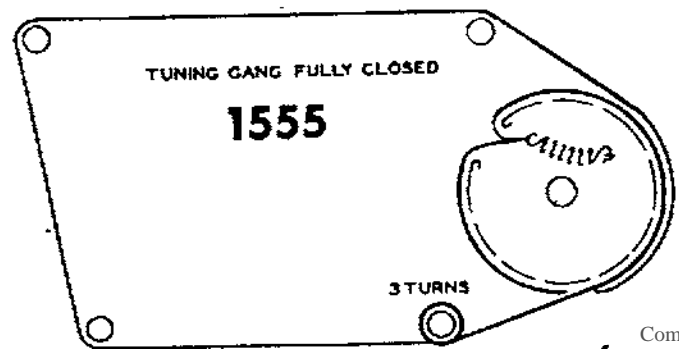
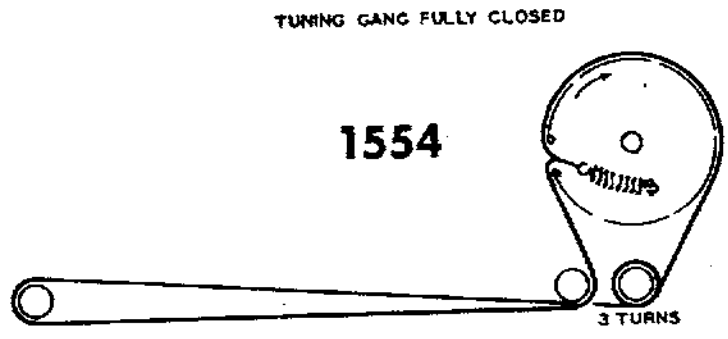
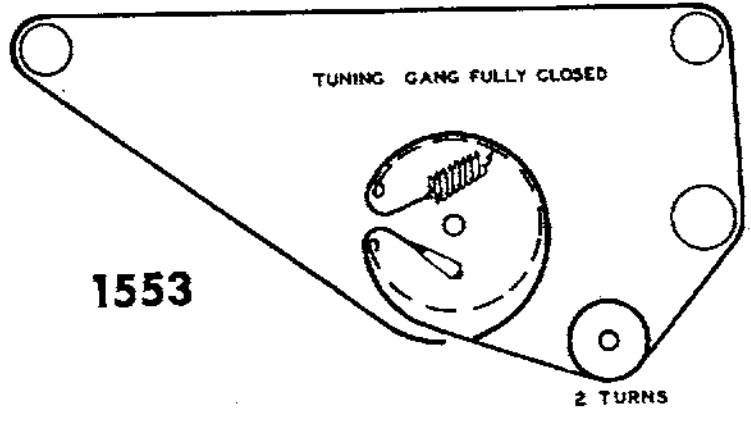
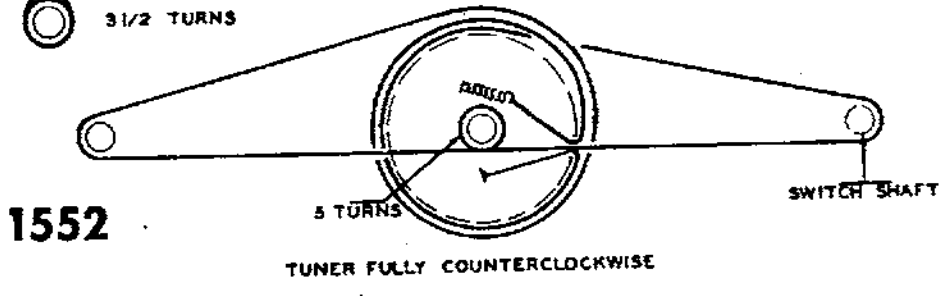
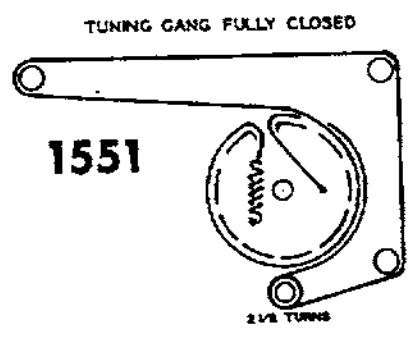
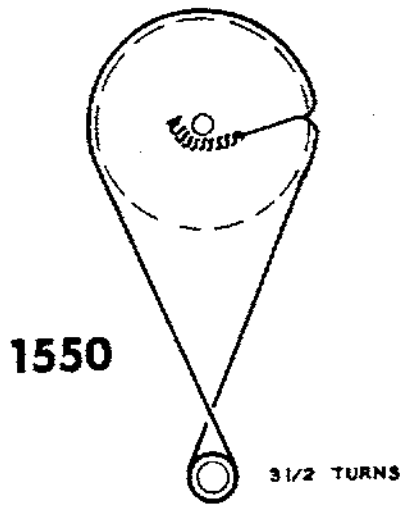
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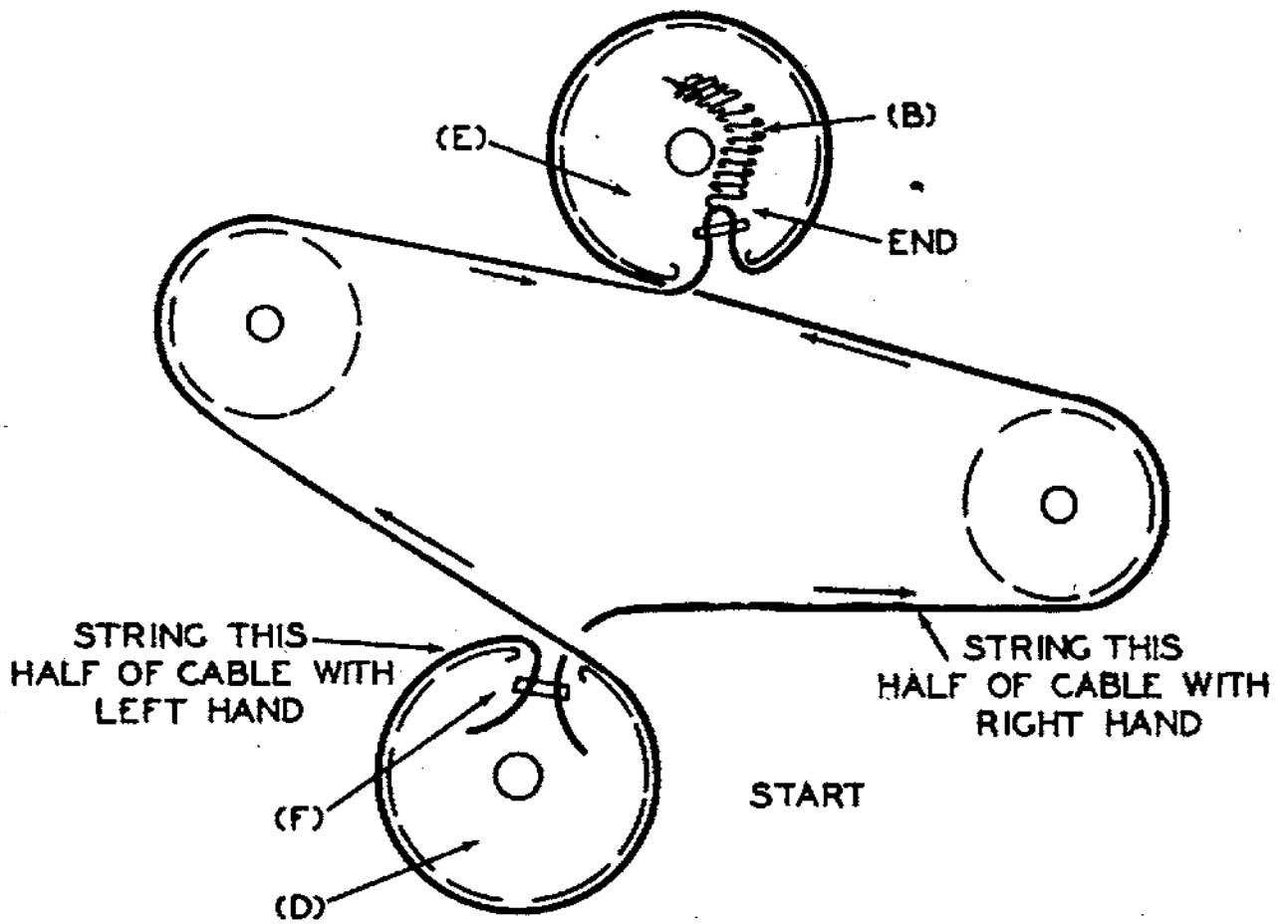
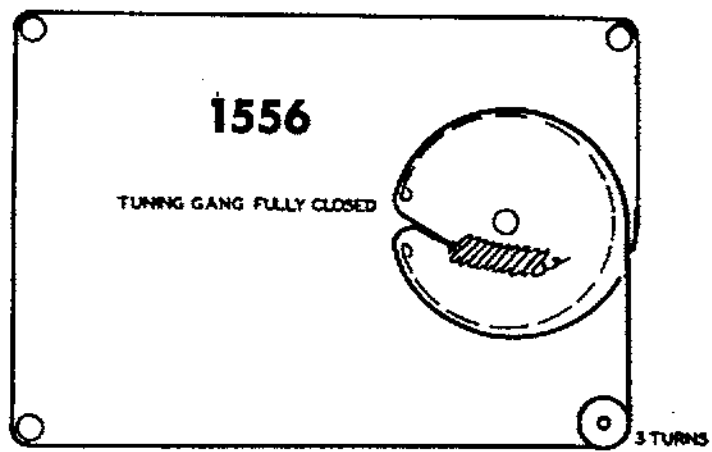
3 1/2 TURNS

TUNING GANG FULLY CLOSED

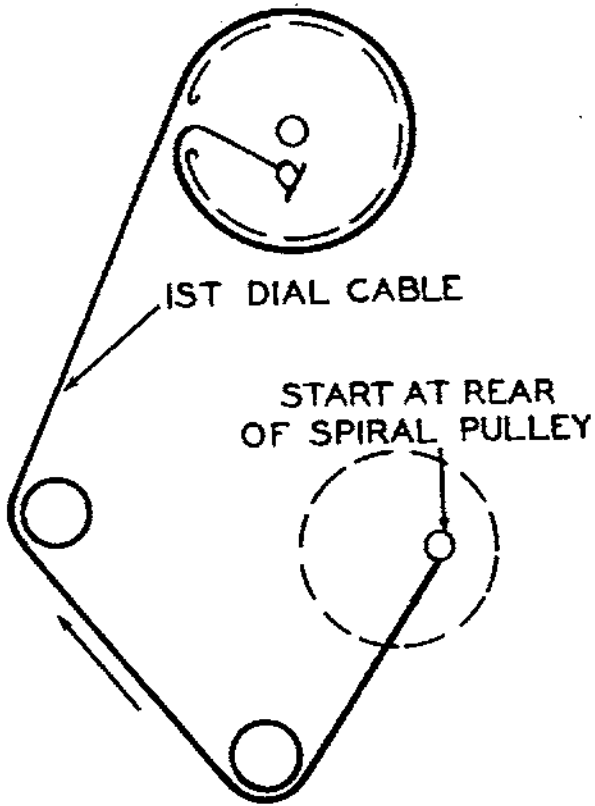


1549

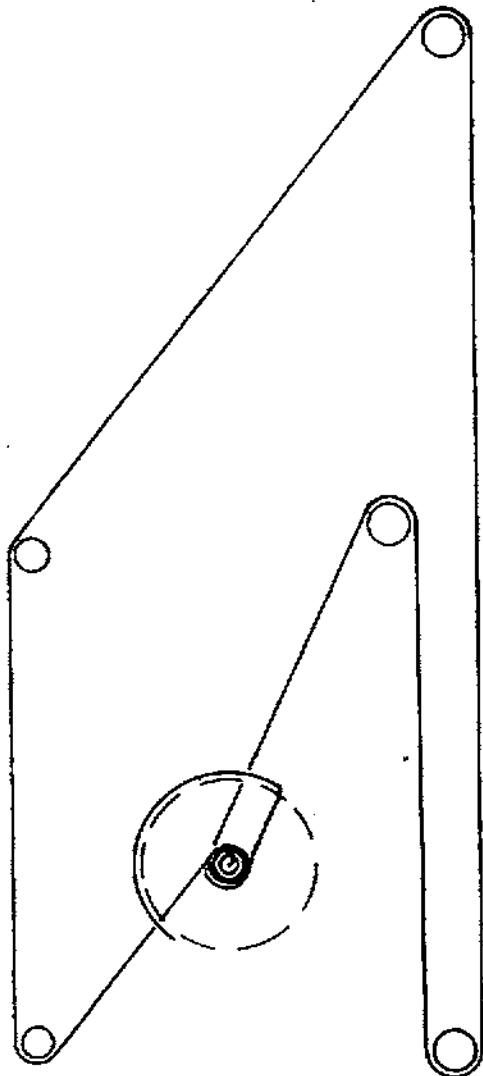
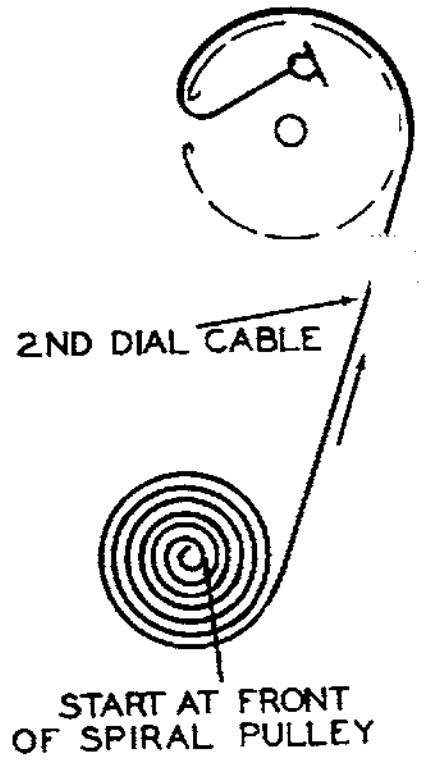




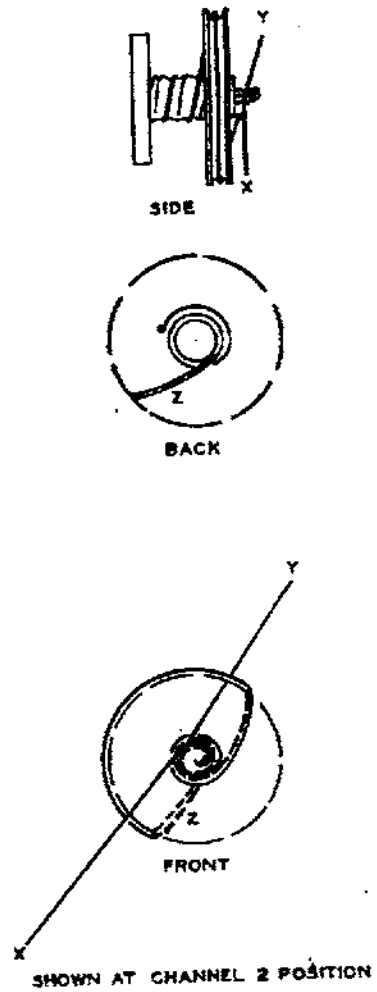
1557



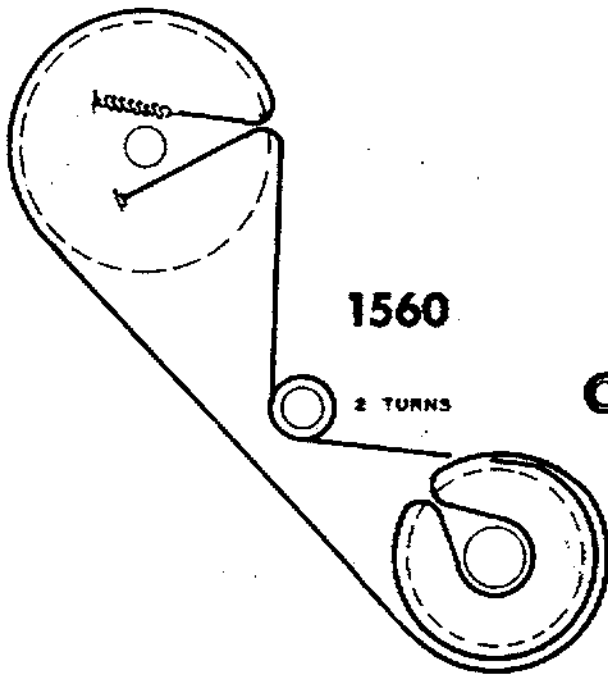
1558



1559



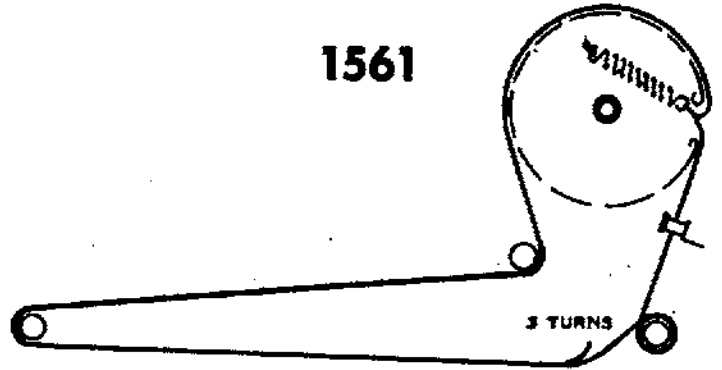
TUNING GANG FULLY CLOSED



1560

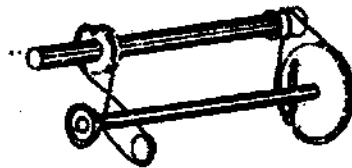
2 TURNS

1561



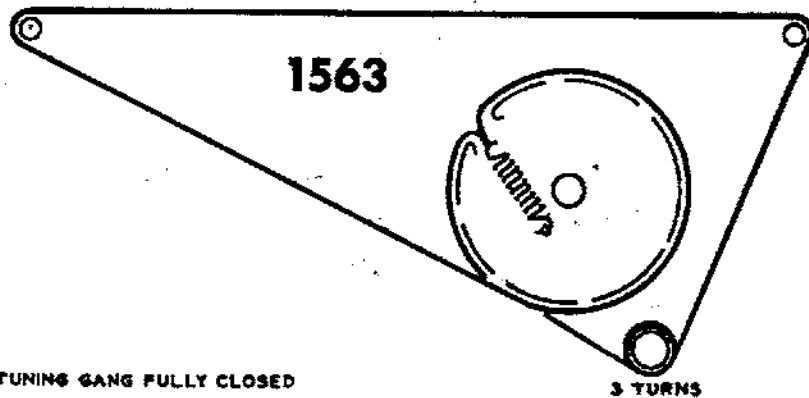
3 TURNS

TUNING GANG FULLY CLOSED



1562

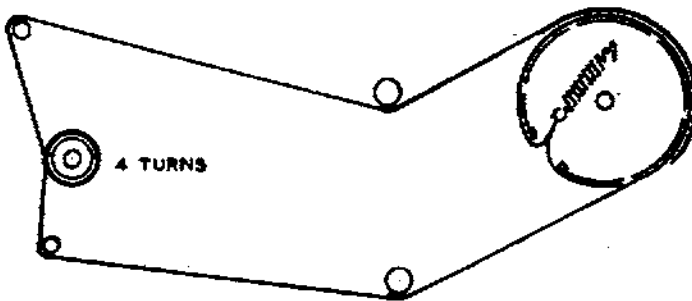
TUNING GANG FULLY CLOSED



1563

3 TURNS

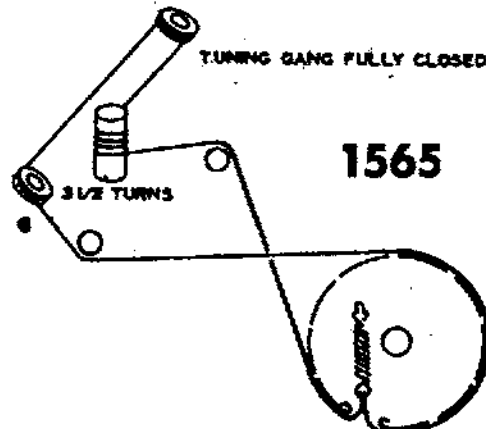
TUNING GANG FULLY CLOSED



4 TURNS

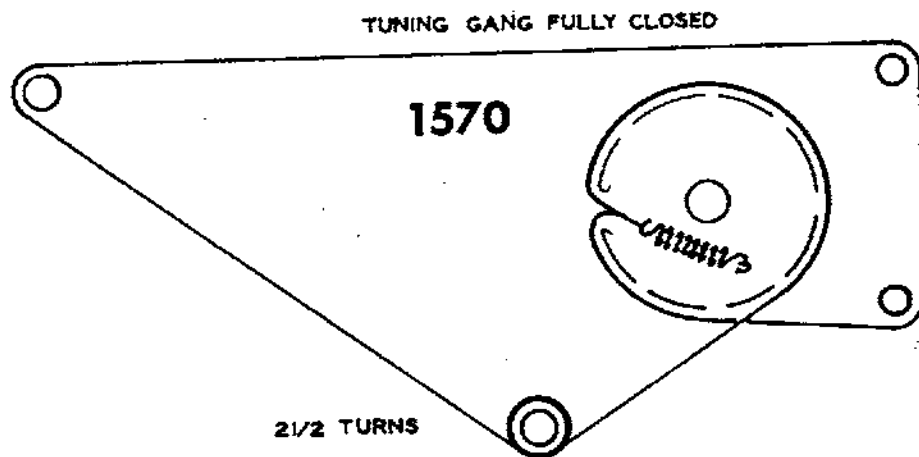
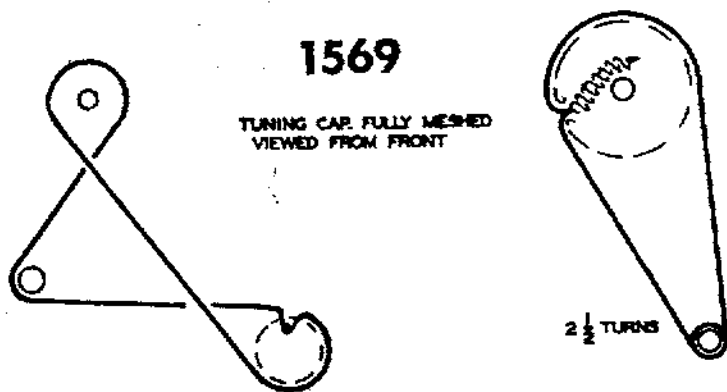
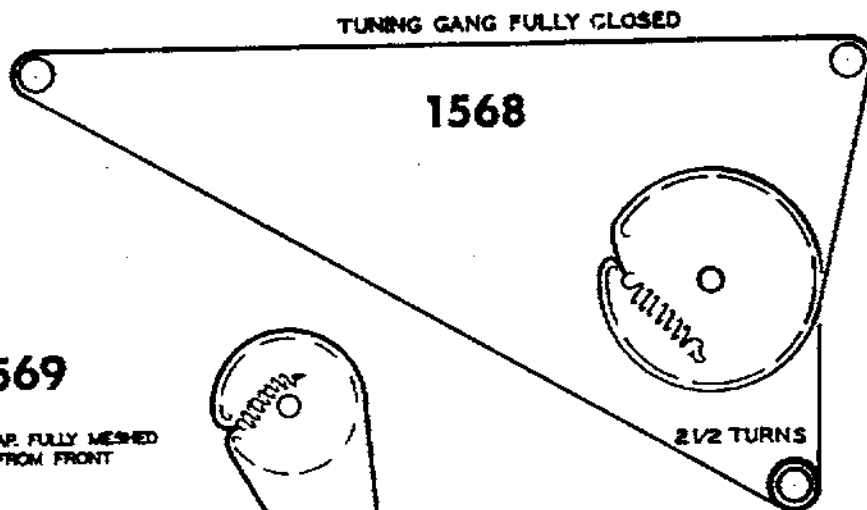
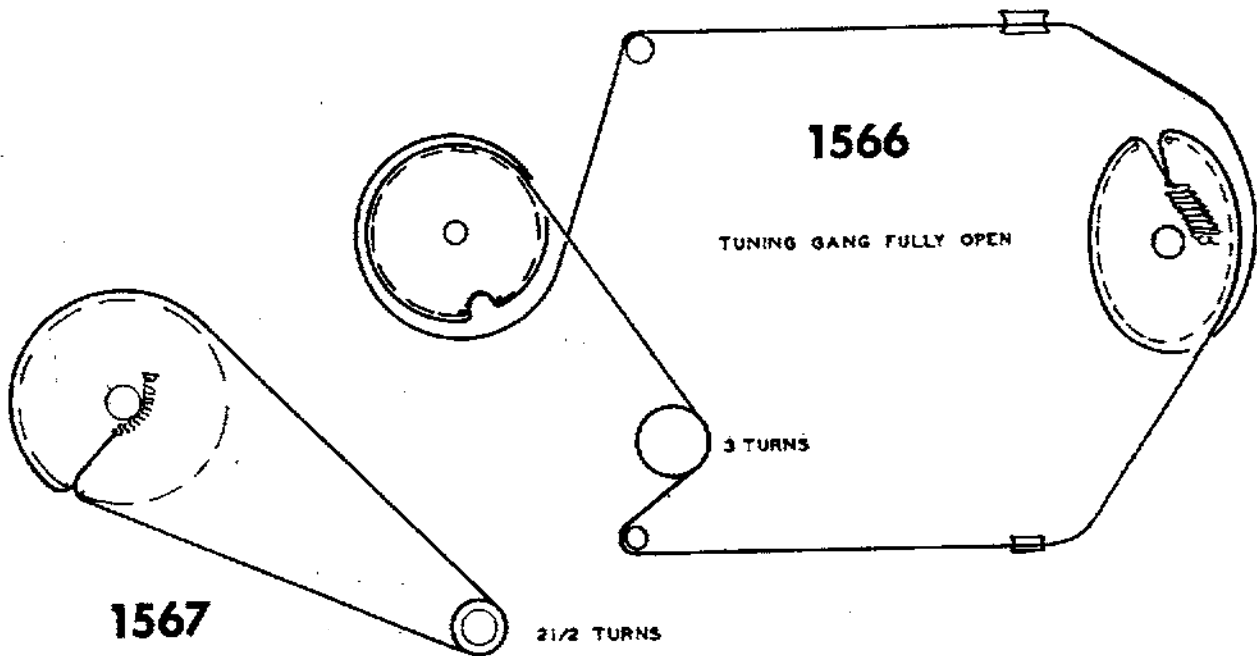
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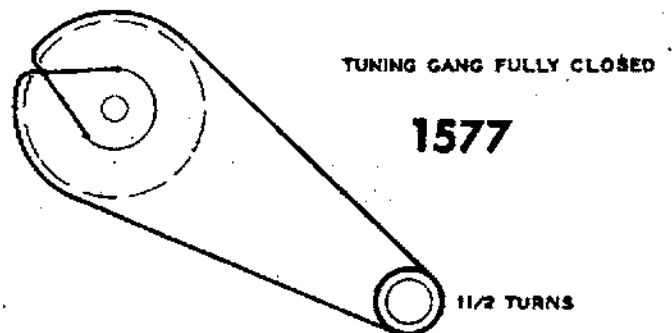
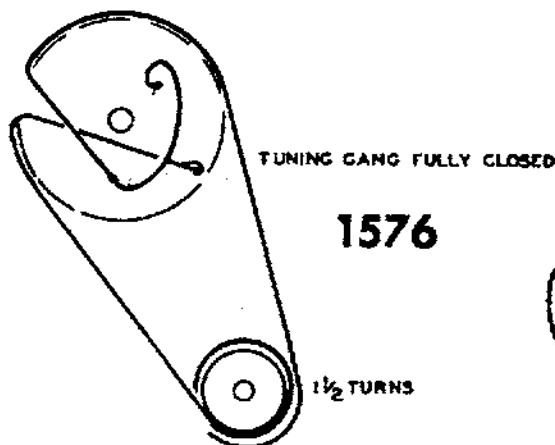
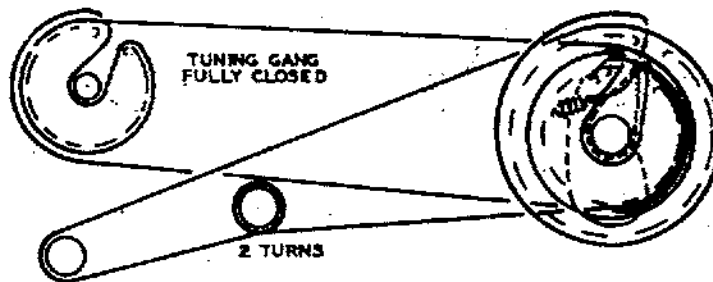
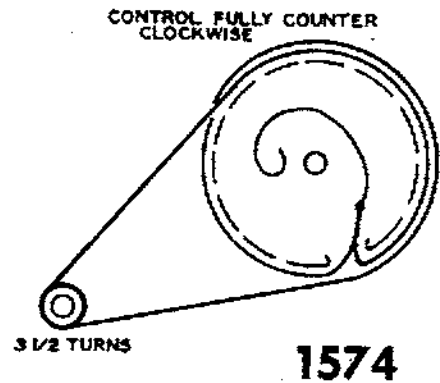
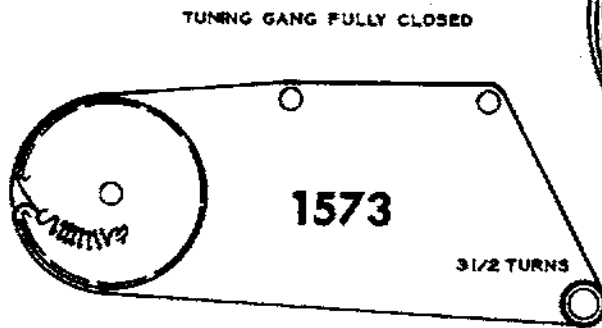
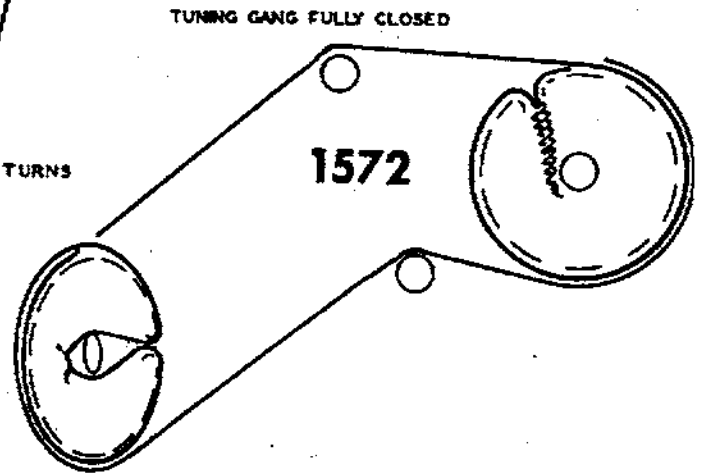
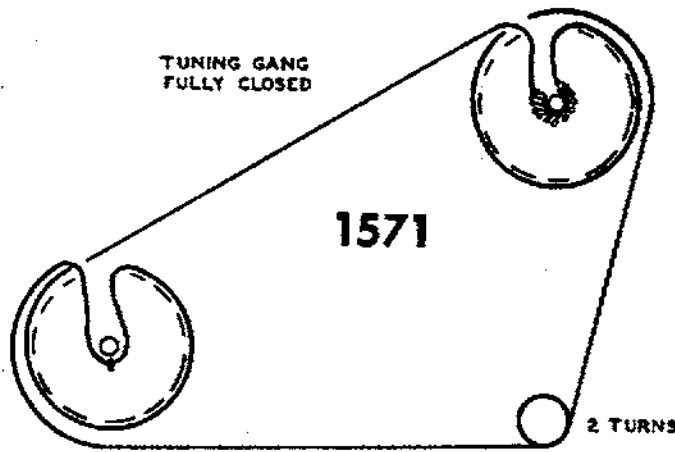
TUNING GANG FULLY CLOSED



3 1/2 TURNS

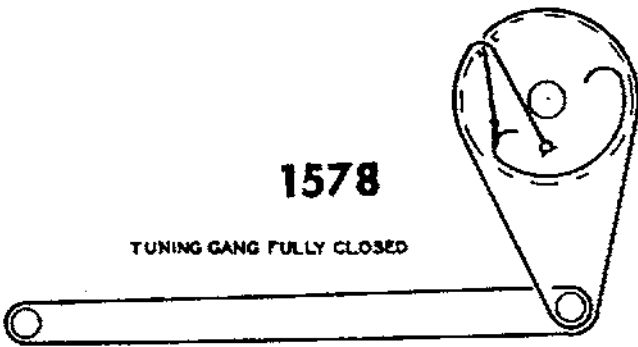
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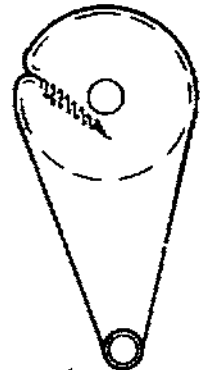


1578

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



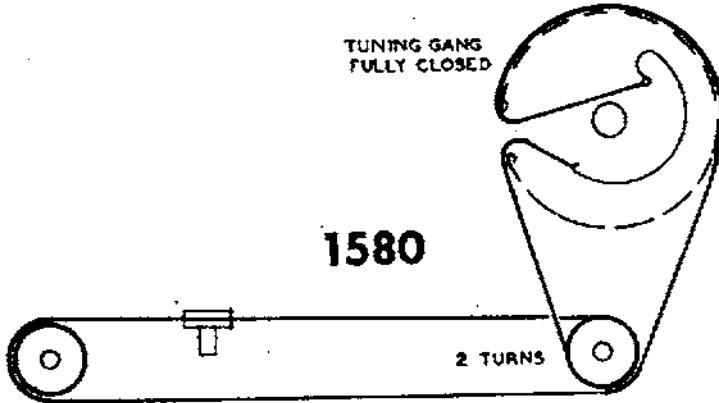
1579

2 1/2 TURNS

TUNING GANG FULLY CLOSED

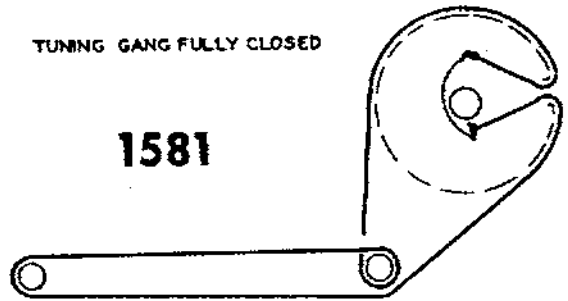
1580

2 TURNS



TUNING GANG FULLY CLOSED

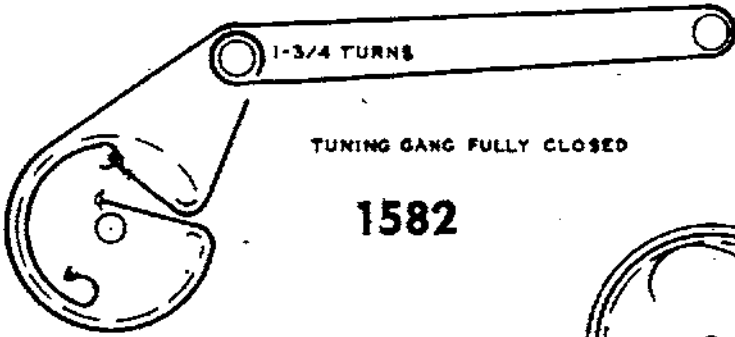
1581



TUNING GANG FULLY CLOSED

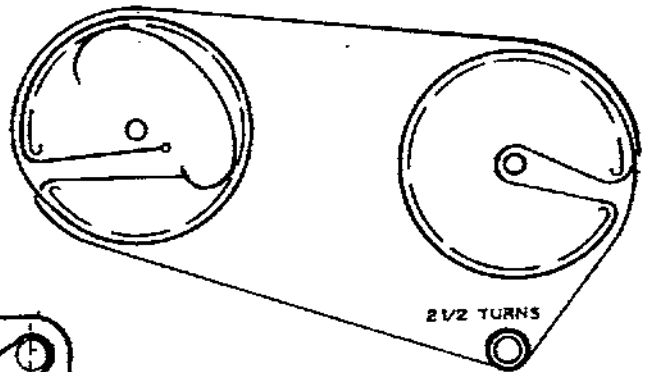
1582

1-3/4 TURNS



1583

TUNING GANG FULLY CLOSED

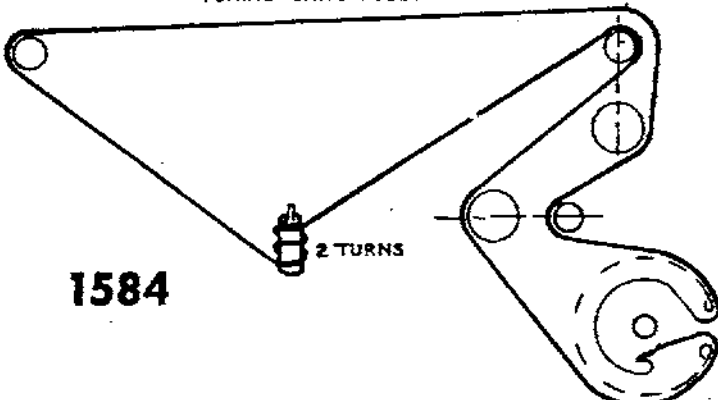


2 1/2 TURNS

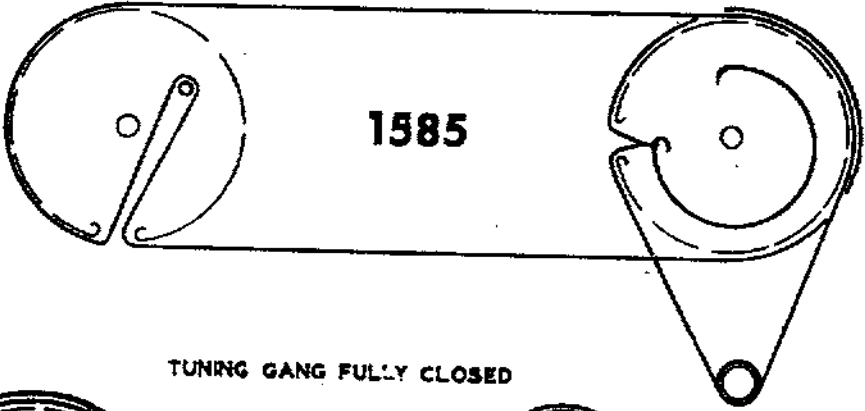
TUNING GANG FULLY CLOSED

1584

2 TURNS

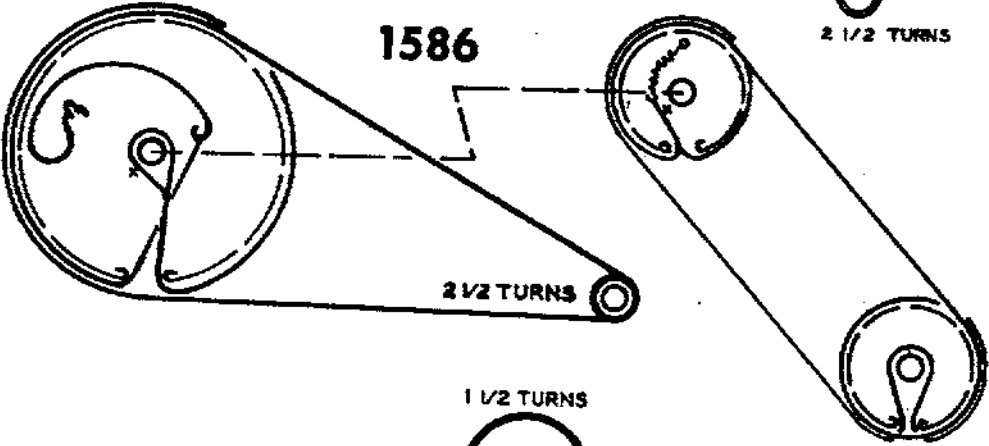


TUNING GANG FULLY CLOSED



1585

TUNING GANG FULLY CLOSED



1586

2 1/2 TURNS

2 1/2 TURNS

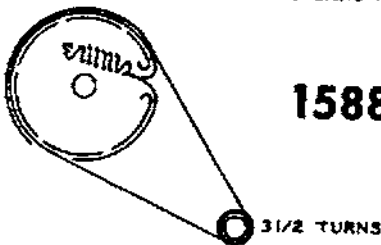
1 1/2 TURNS

LAP SHOULD BE AT MIDPOINT OF ROTATION ON TOP PULLEY

1587

2 1/2 TURNS

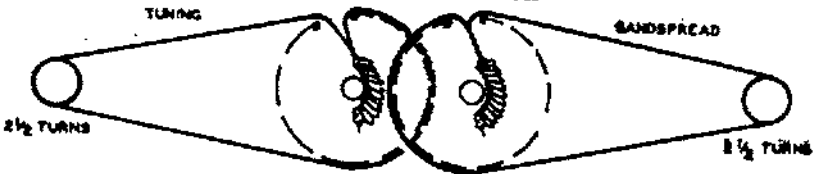
TUNING GANG FULLY CLOSED



1588

3 1/2 TURNS

TUNING GANG FULLY CLOSED

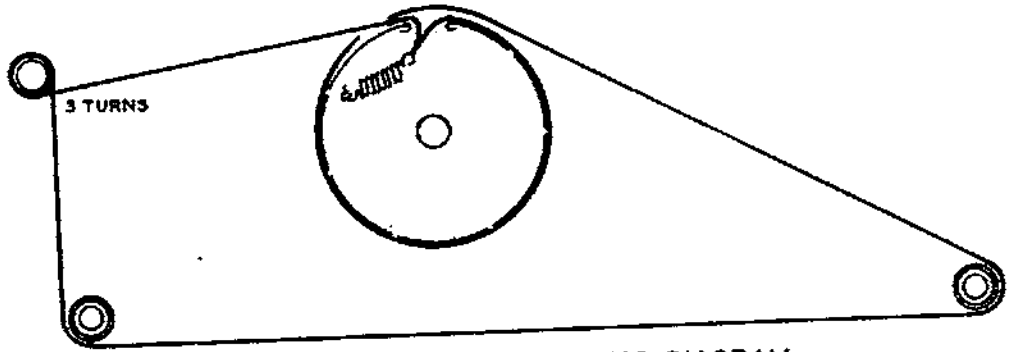


2 1/2 TURNS

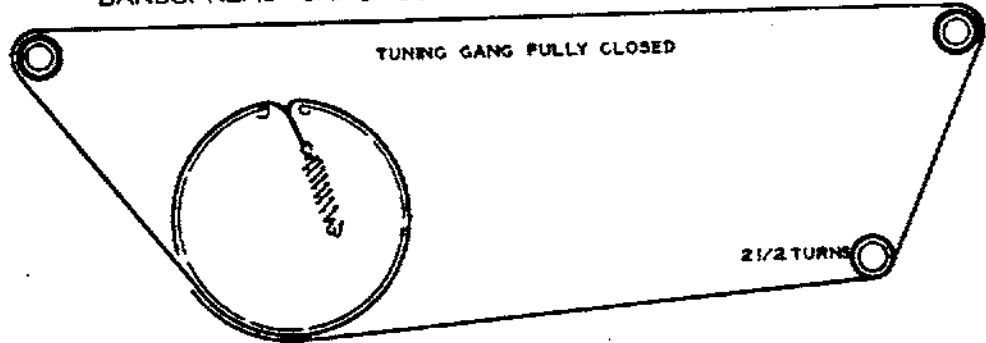
2 1/2 TURNS

1589

BANDSPREAD GANG FULLY OPEN

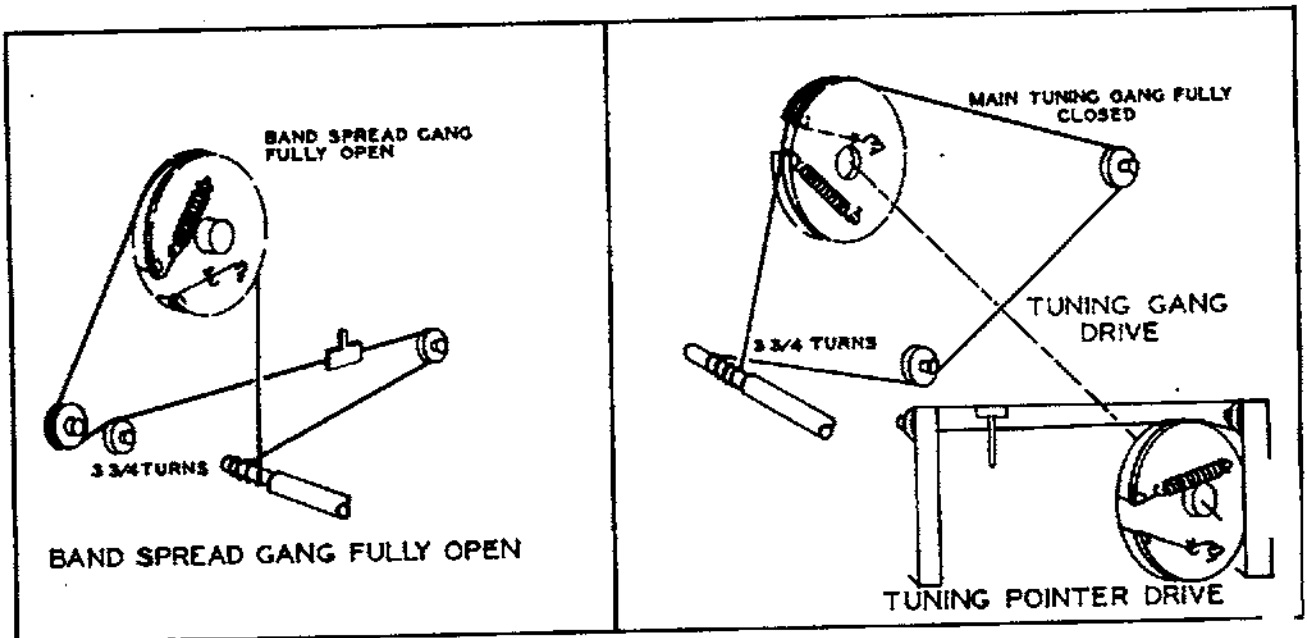


BANDSPREAD GANG CORD STRINGING DIAGRAM



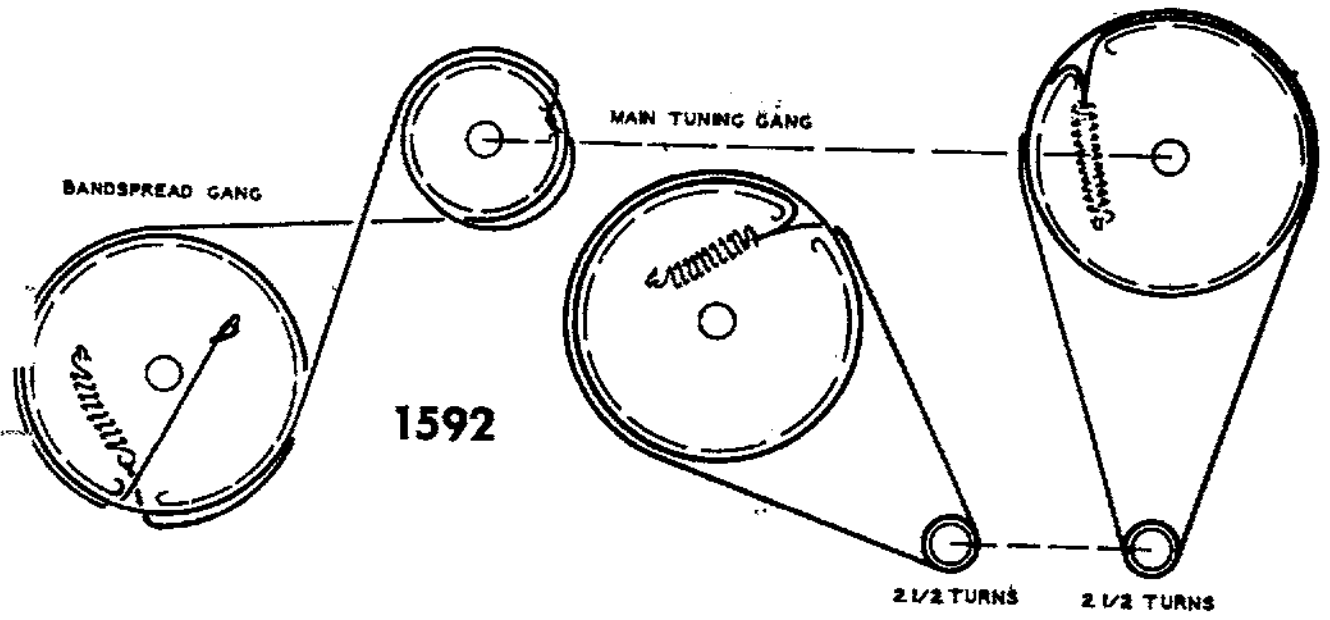
TUNING DIAL CORD STRINGING

1590



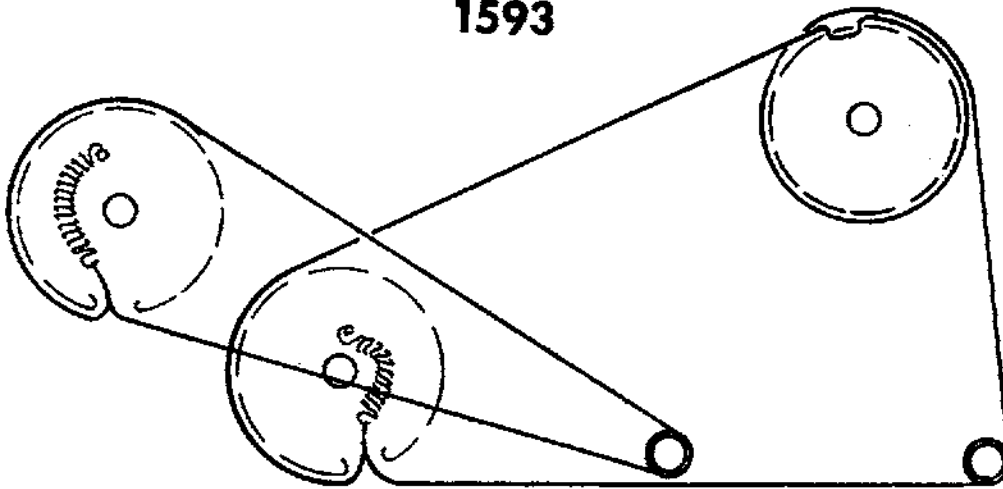
1591

MAIN TUNING & BANDSPREAD GANGS FULLY CLOSED



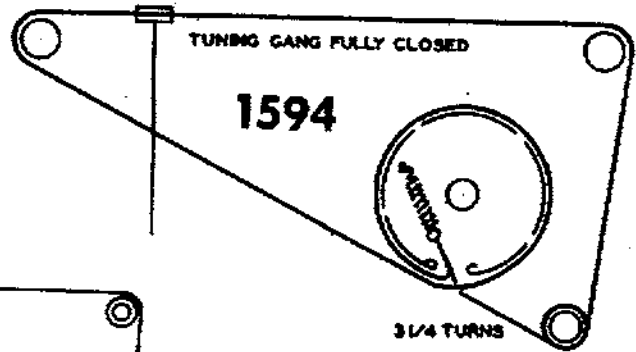
TUNING GANG FULLY CLOSED

1593



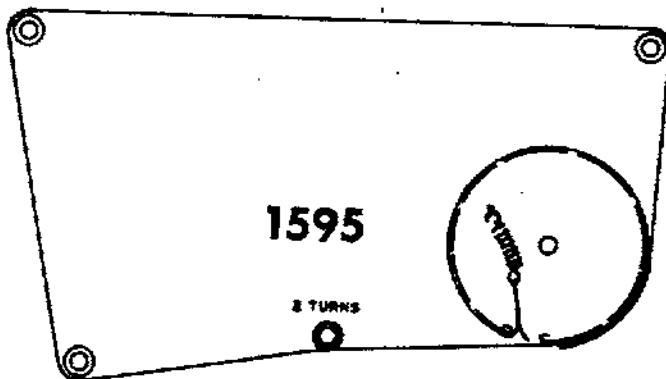
TUNING GANG FULLY CLOSED

1594



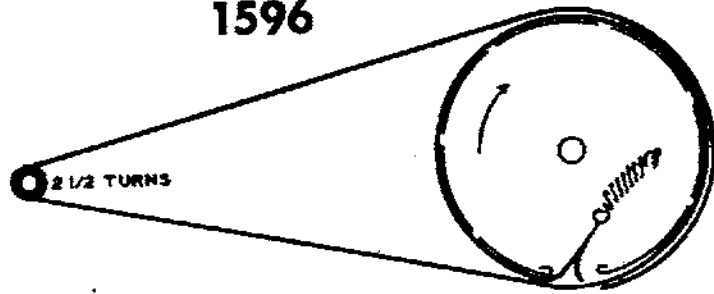
TUNING GANG FULLY CLOSED

1595



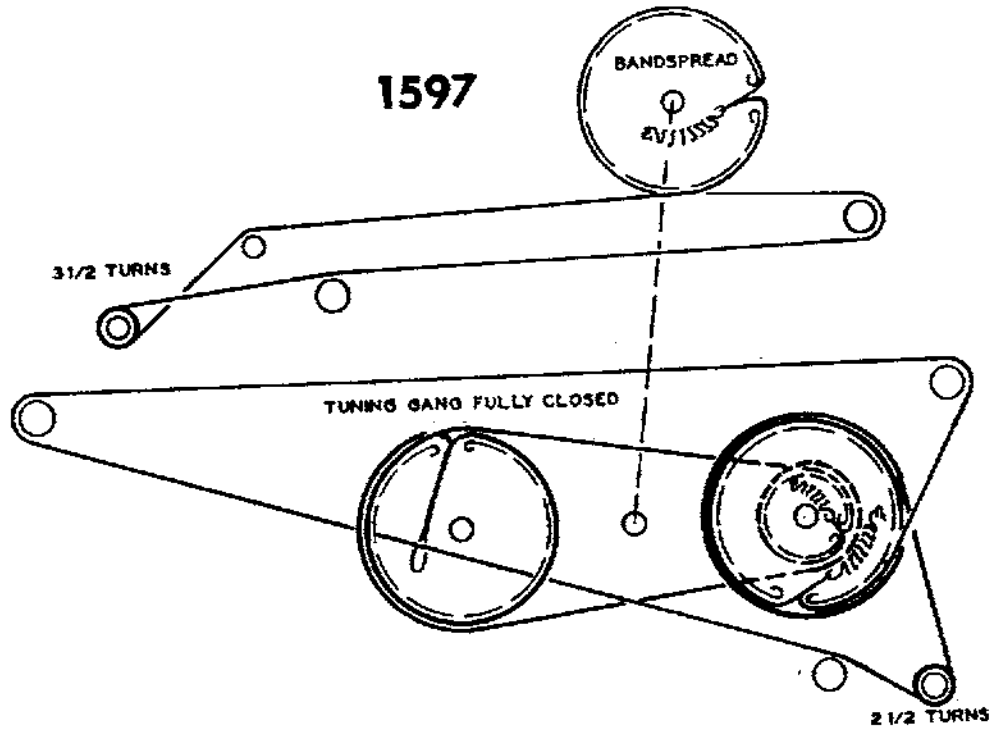
TUNING GANG FULLY CLOSED

1596



TUNING GANG FULLY CLOSED

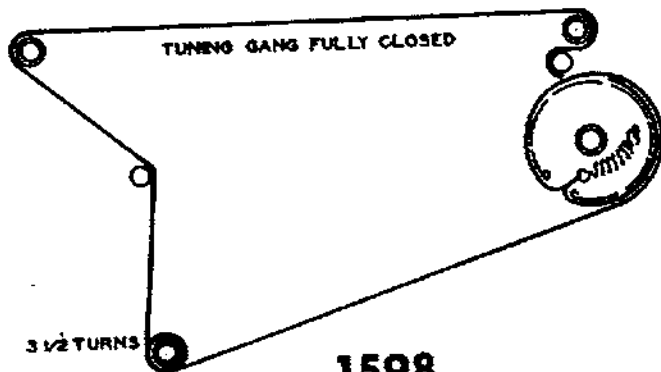
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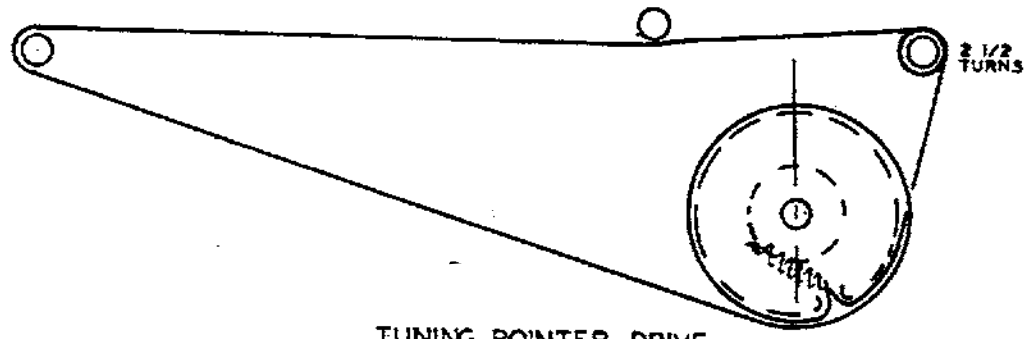


TUNING GANG FULLY CLOSED

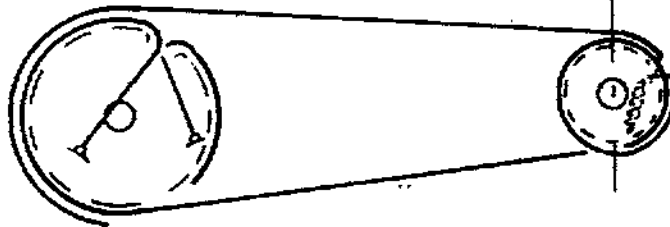
3 1/2 TURNS

1598

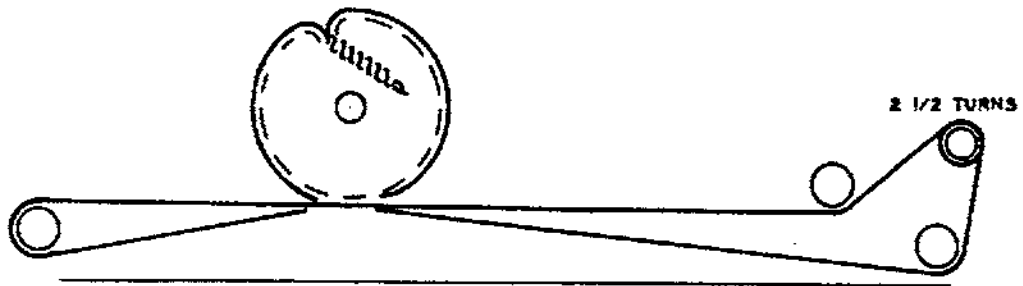




TUNING POINTER DRIVE

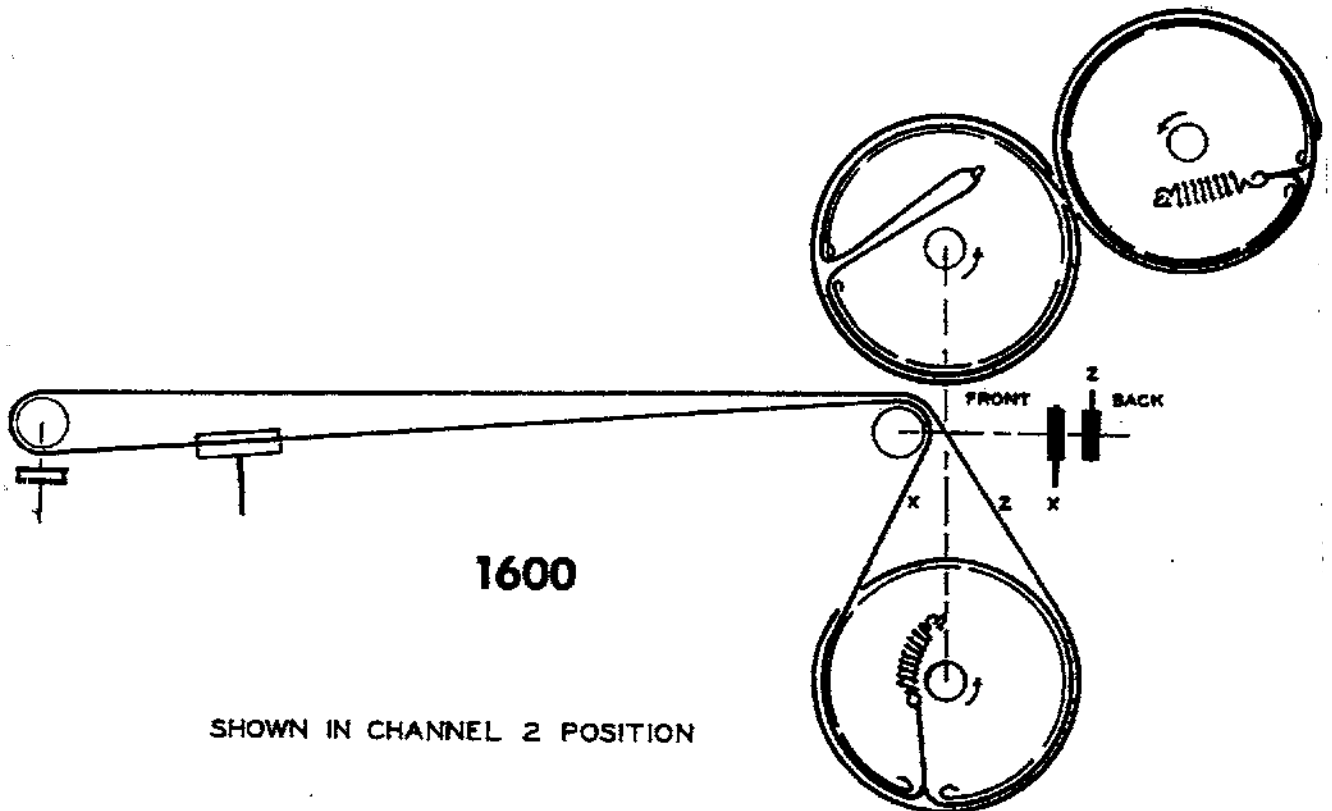


TUNING GANG DRIVE



BANDSPREAD GANG & POINTER DRIVE

1599

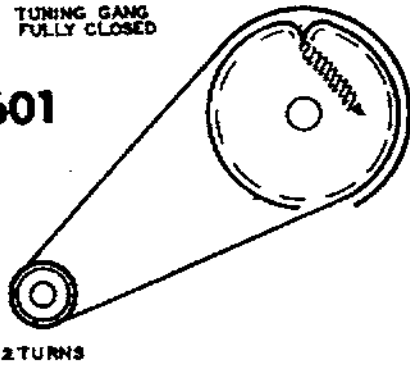


1600

SHOWN IN CHANNEL 2 POSITION

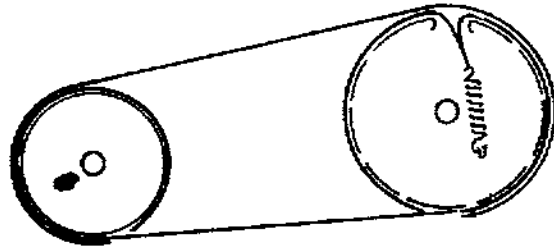
TUNING GANG FULLY CLOSED

1601



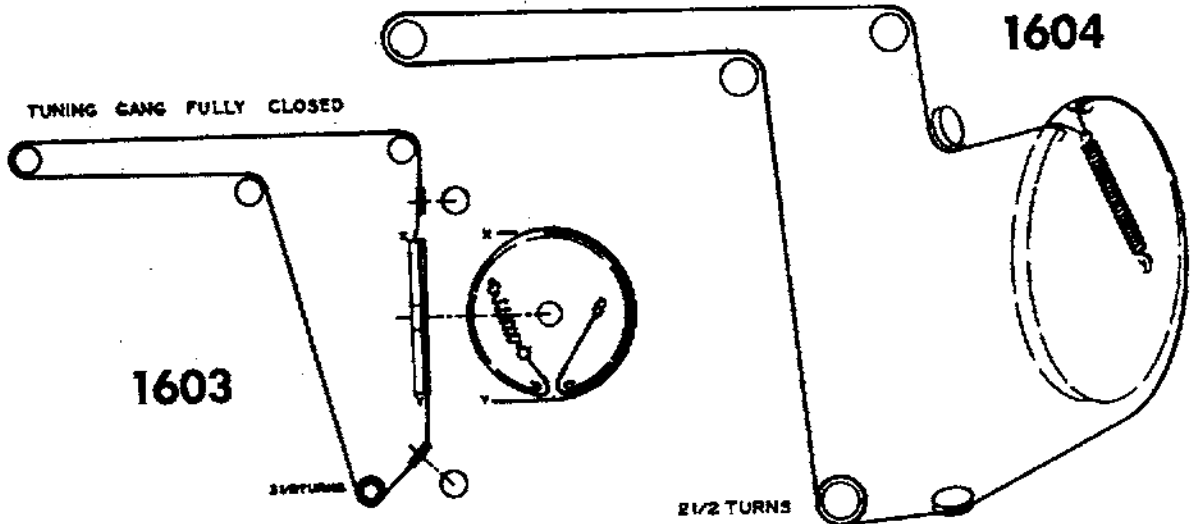
TUNING GANG FULLY CLOSED

1602



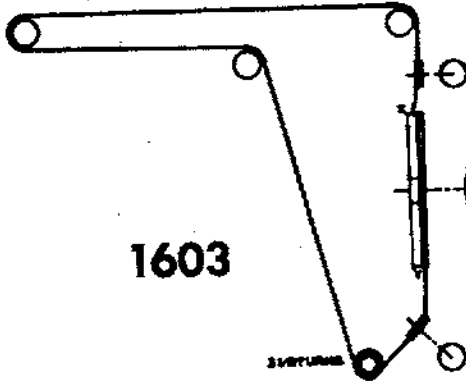
TUNING GANG FULLY CLOSED

1604



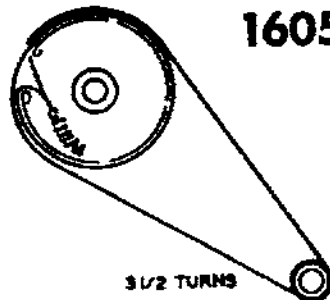
TUNING GANG FULLY CLOSED

1603



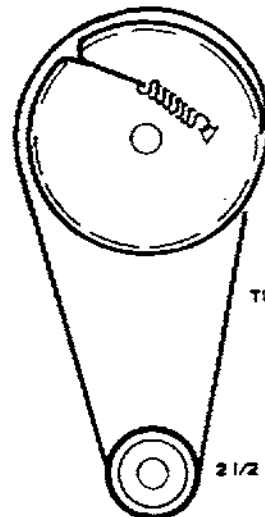
TUNING GANG FULLY CLOSED

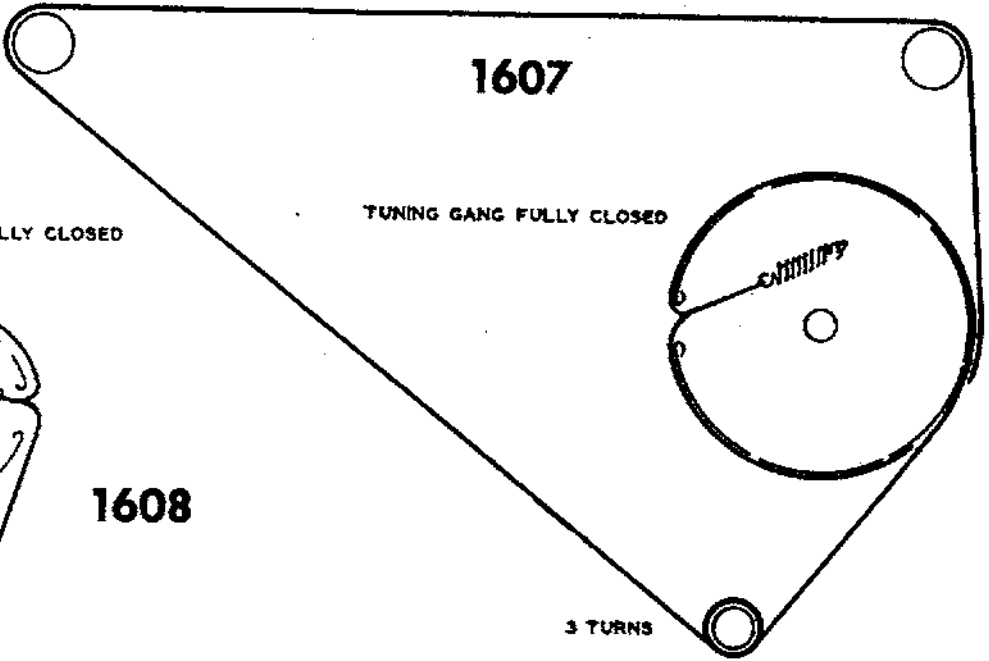
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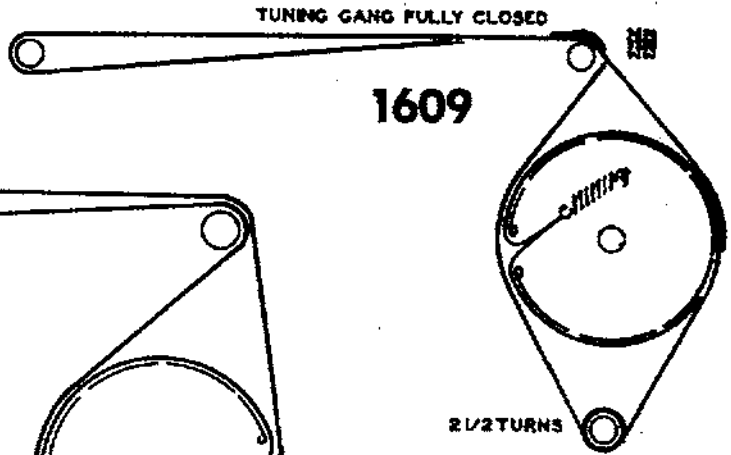
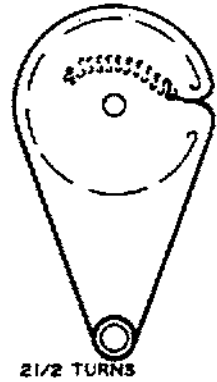
1606

TUNING GANG FULLY OPEN

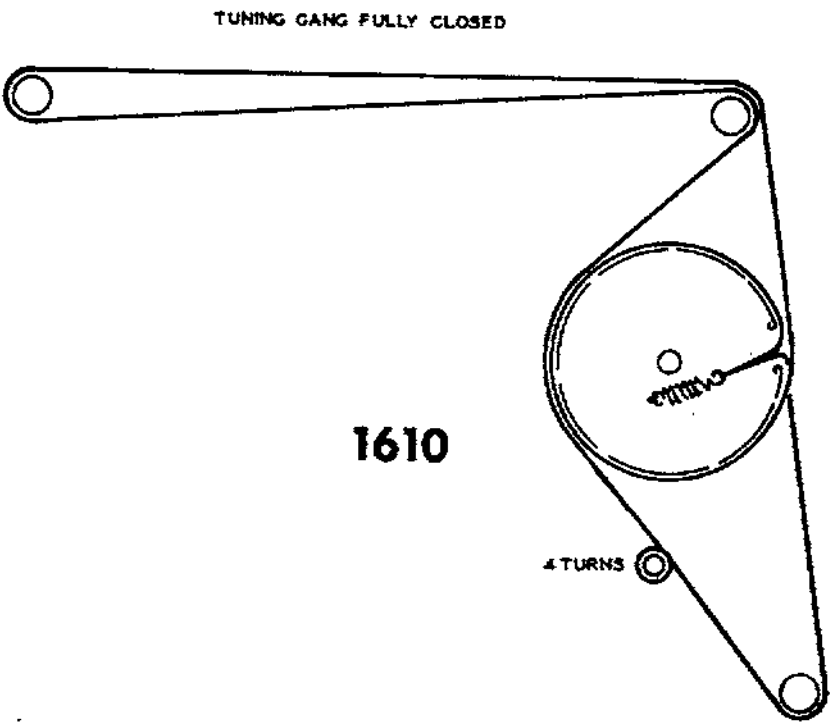




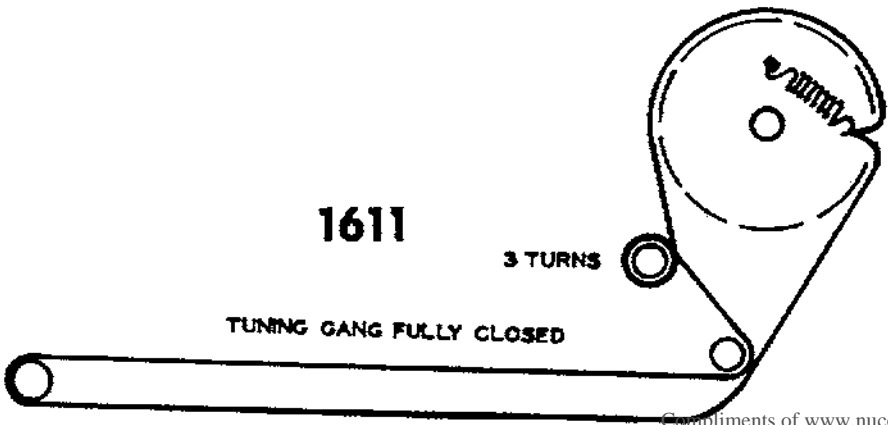
TUNING GANG FULLY CLOSED



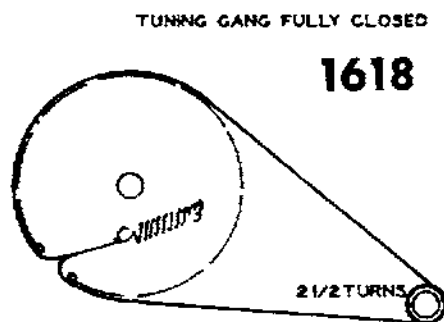
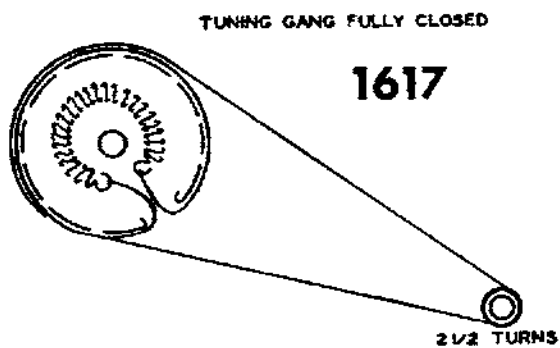
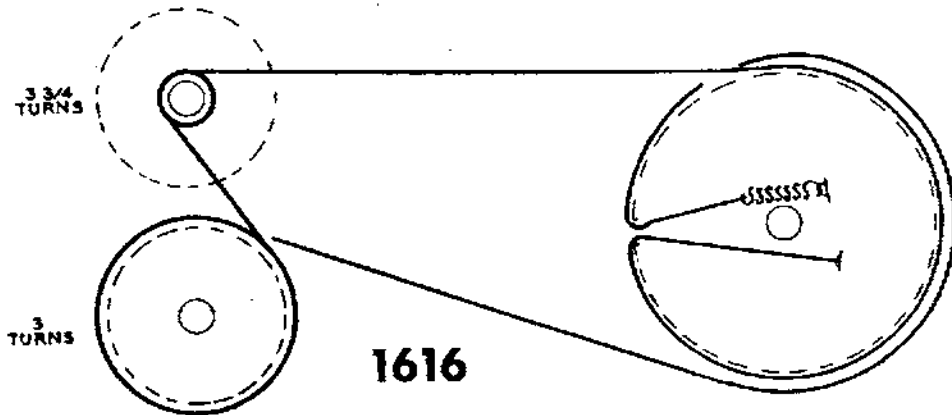
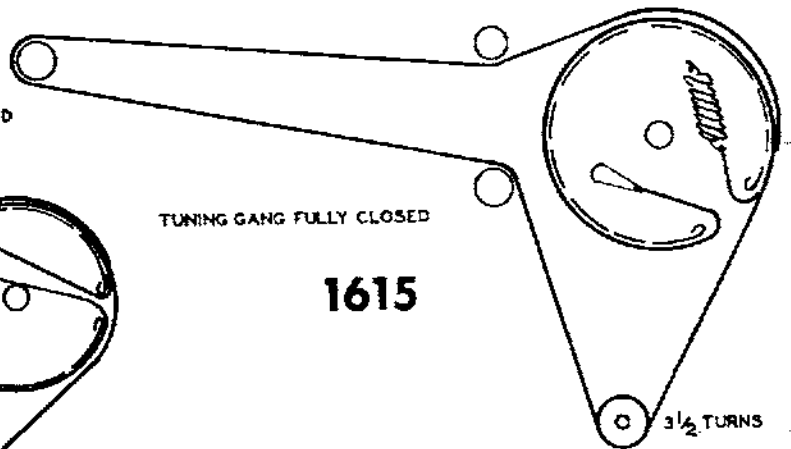
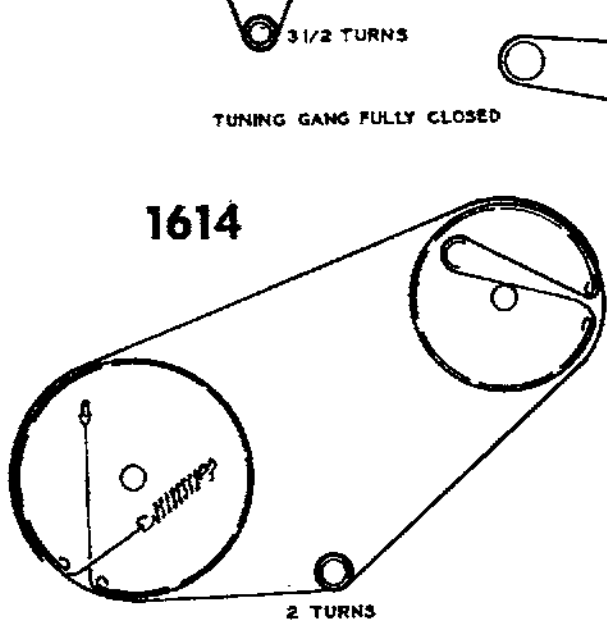
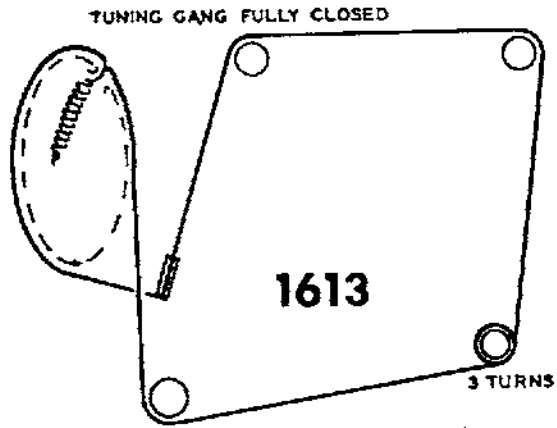
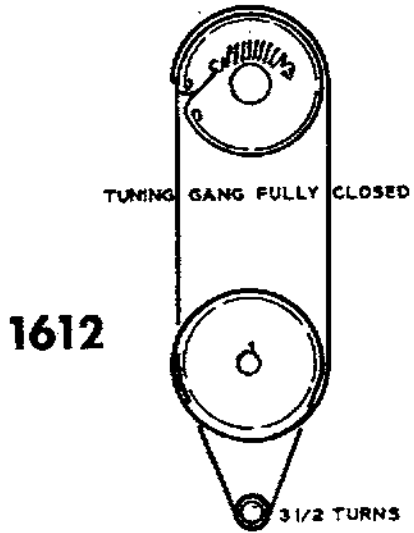
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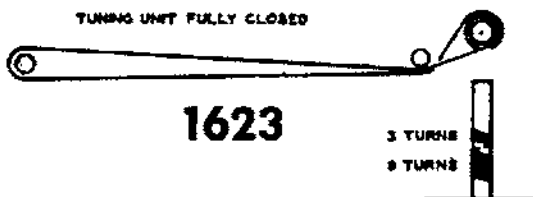
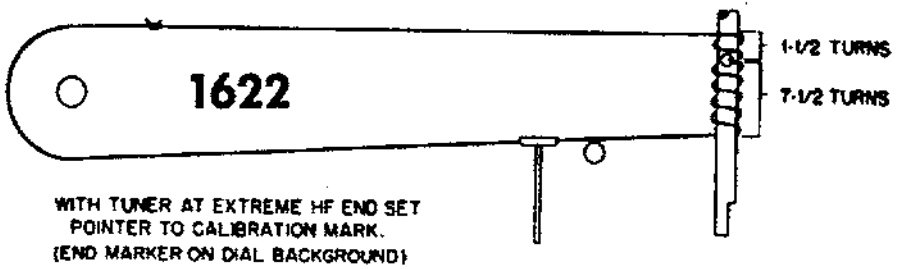
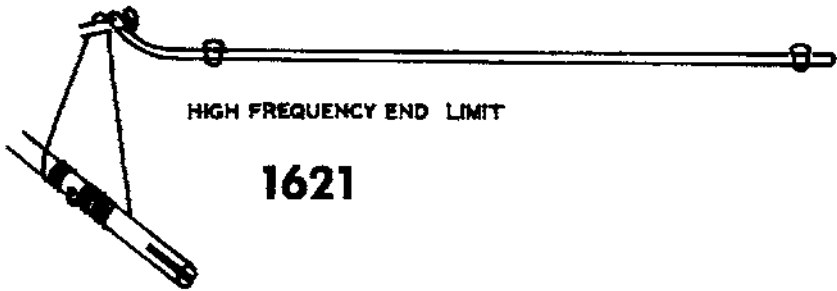
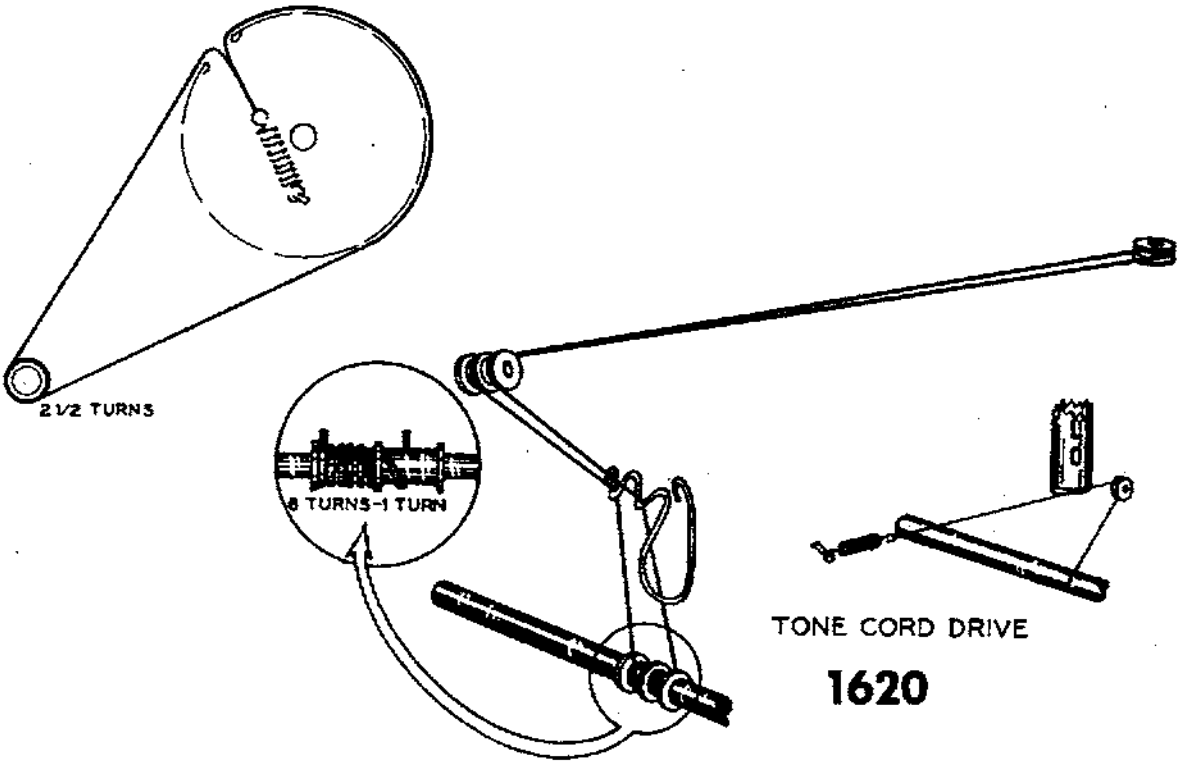
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

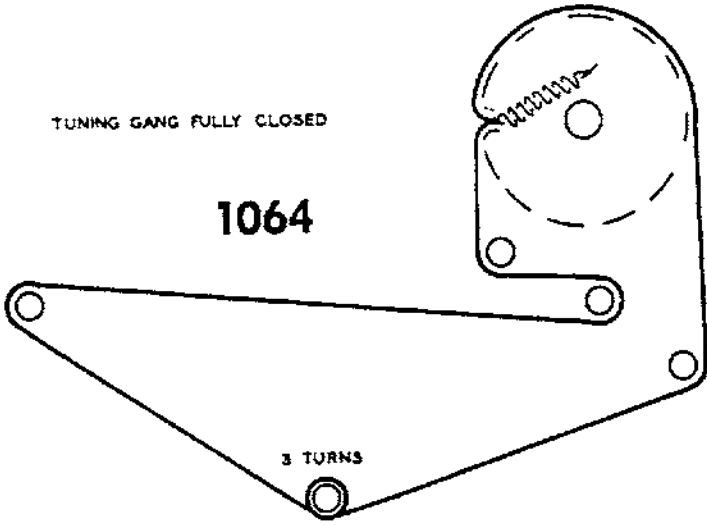


1619



TUNING GANG FULLY CLOSED

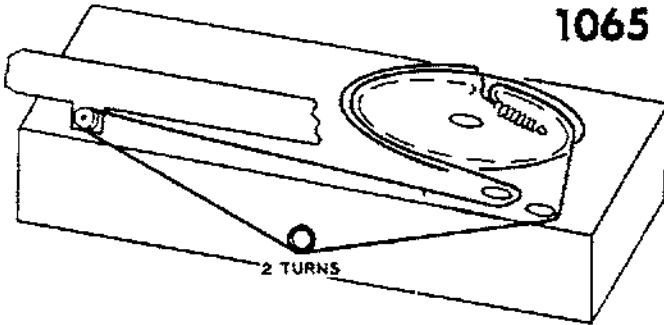
1064



3 TURNS

TUNING GANG FULLY CLOSED

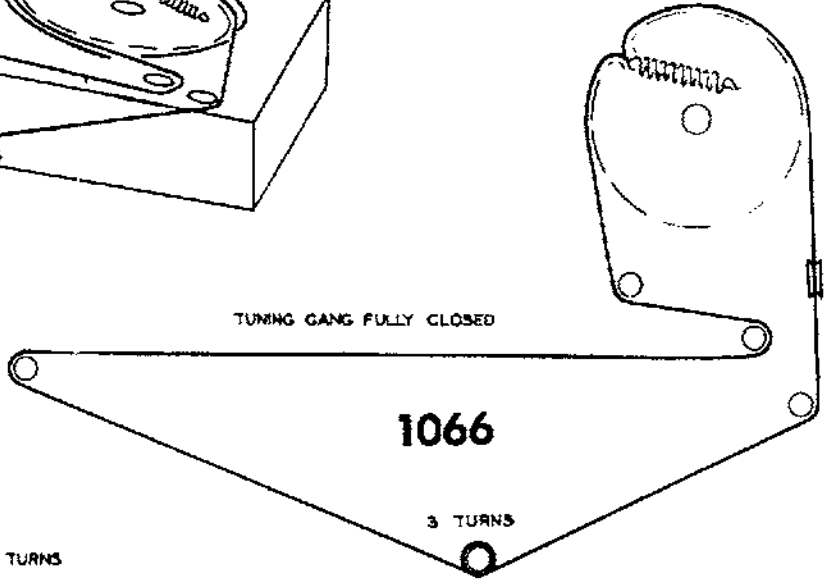
1065



2 TURNS

TUNING GANG FULLY CLOSED

1066

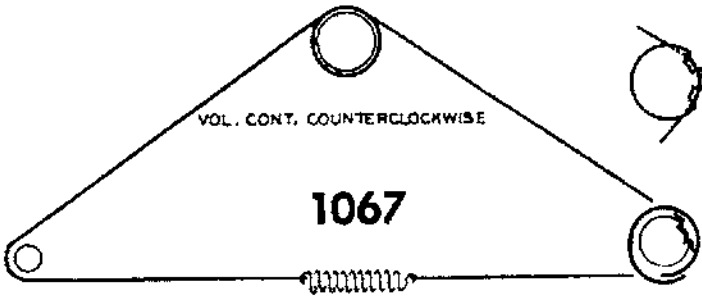


3 TURNS

2 TURNS

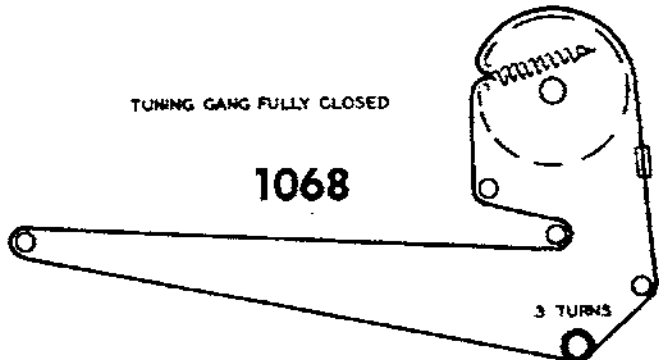
VOL. CONT. COUNTERCLOCKWISE

1067

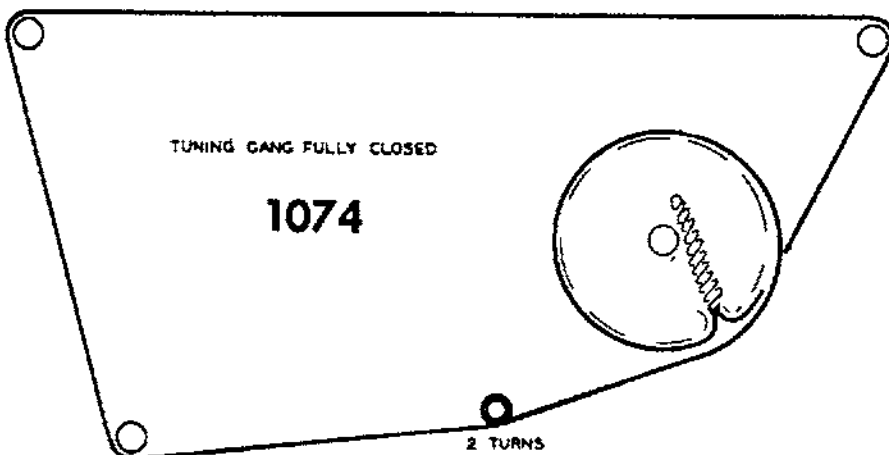
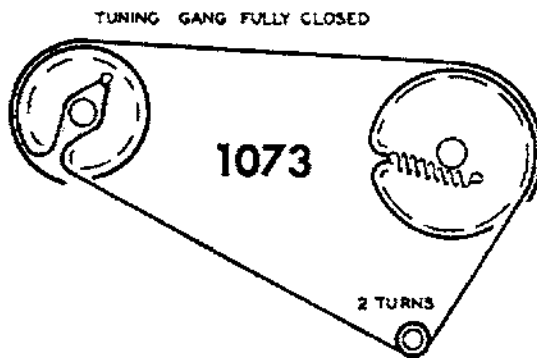
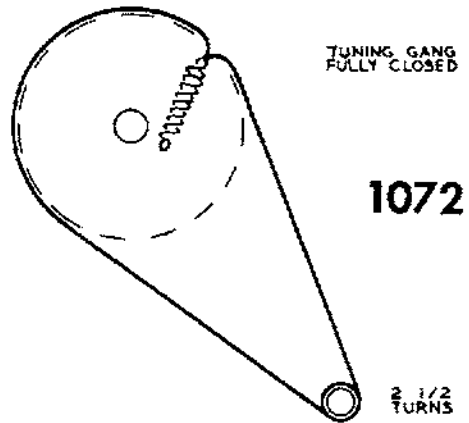
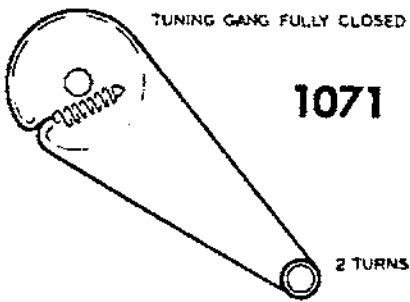
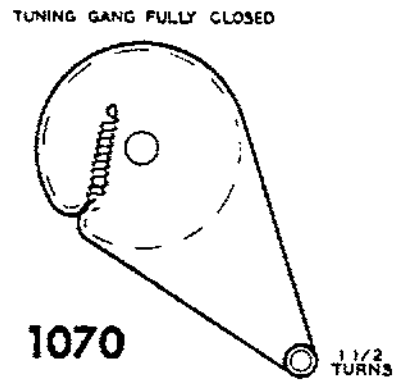
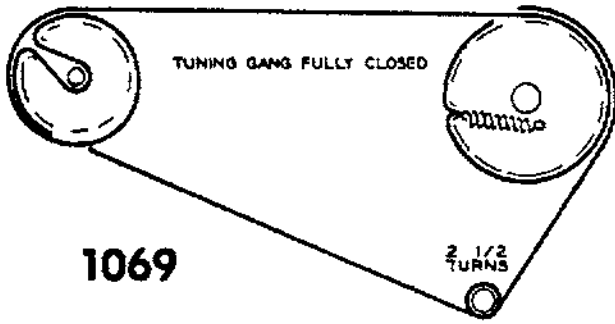


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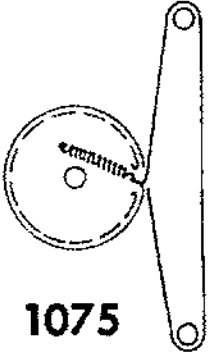
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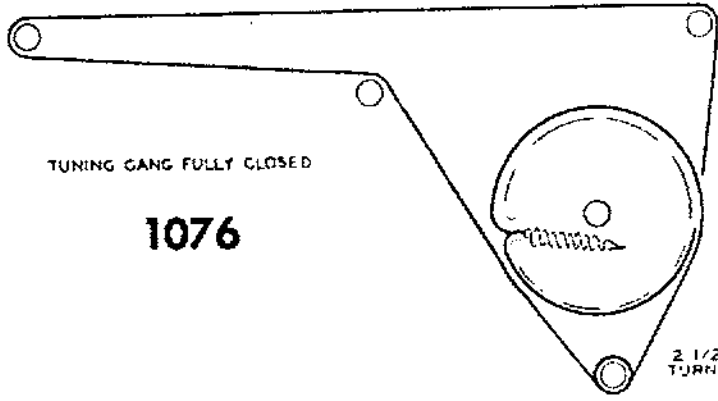
3 TURNS



TUNING GANG FULLY CLOSED



1075

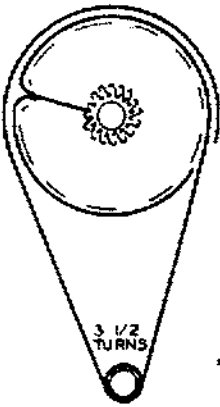


TUNING GANG FULLY CLOSED

1076

2 1/2 TURNS

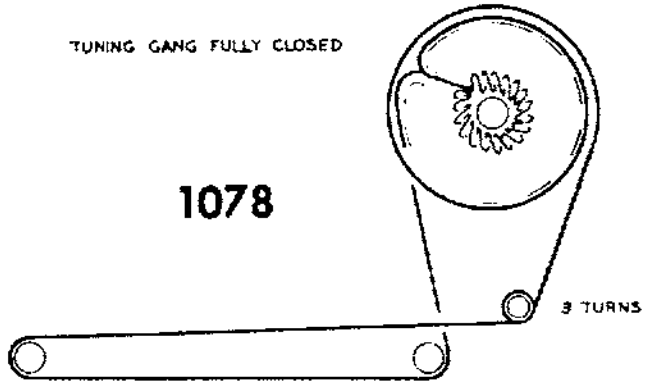
TUNING GANG FULLY CLOSED



3 1/2 TURNS

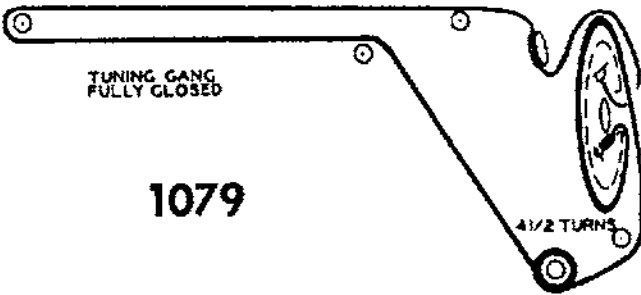
1077

TUNING GANG FULLY CLOSED



3 TURNS

1078

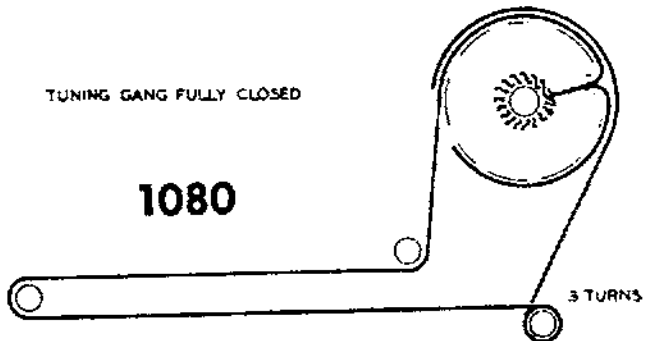


TUNING GANG FULLY CLOSED

1079

4 1/2 TURNS

TUNING GANG FULLY CLOSED

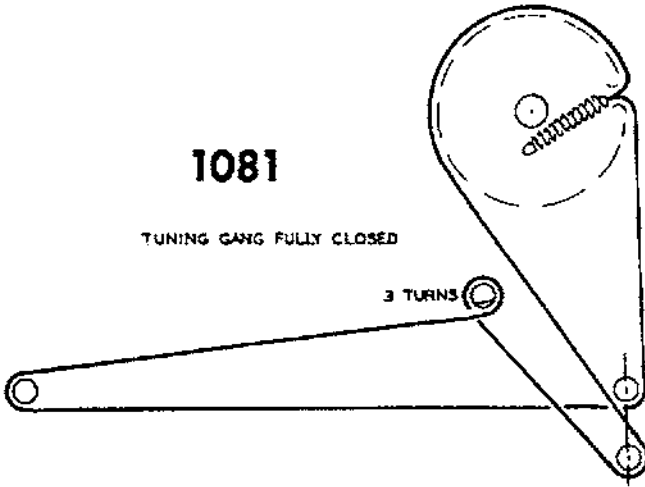


1080

3 TURNS

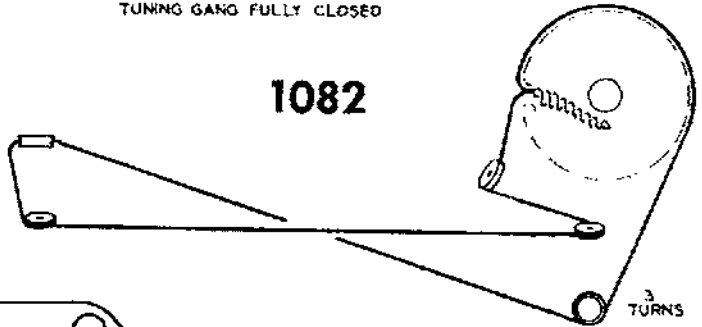
1081

TUNING GANG FULLY CLOSED



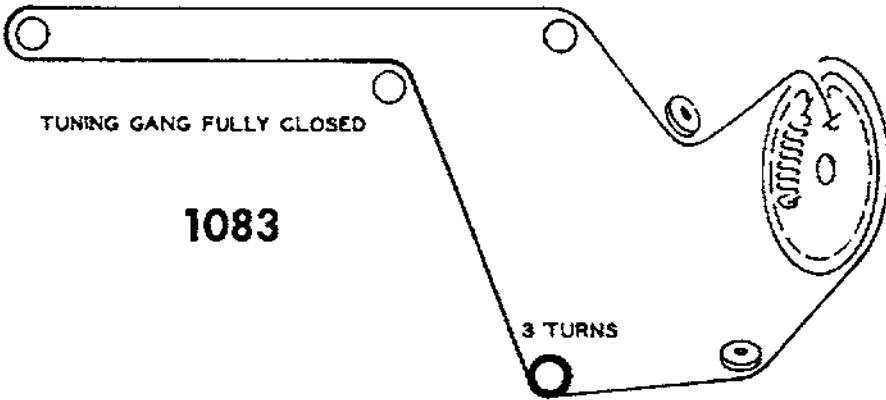
TUNING GANG FULLY CLOSED

1082



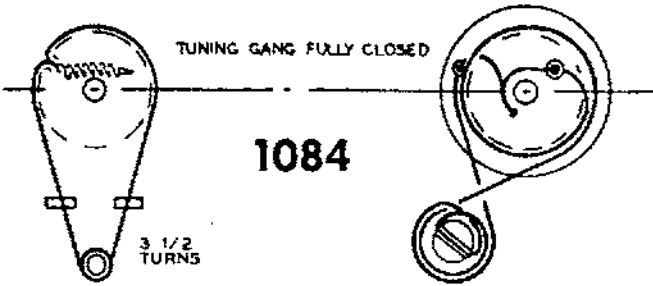
TUNING GANG FULLY CLOSED

1083



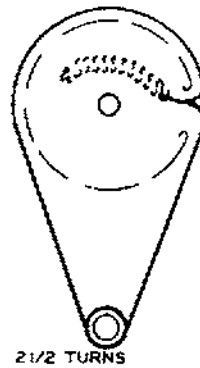
TUNING GANG FULLY CLOSED

1084



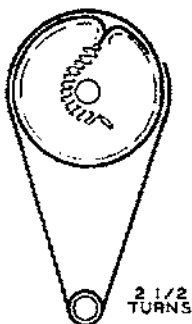
TUNING GANG FULLY CLOSED

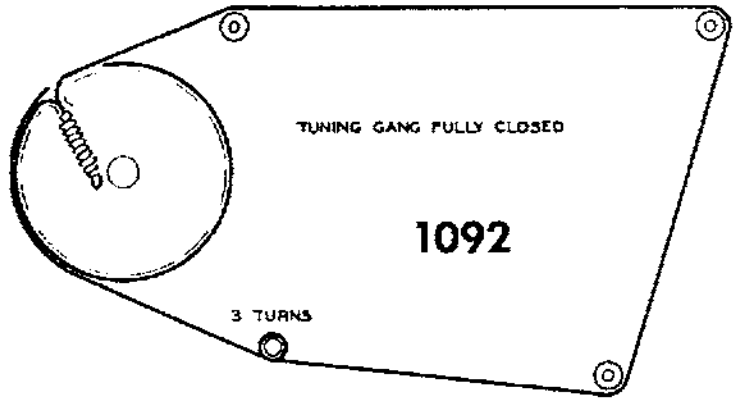
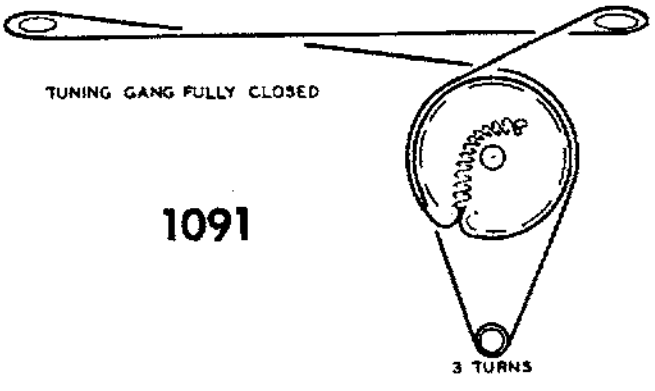
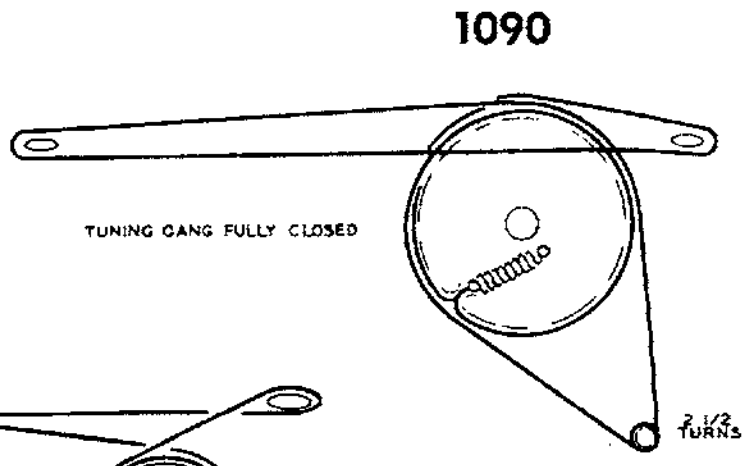
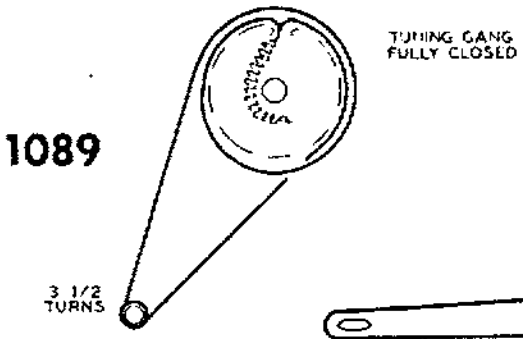
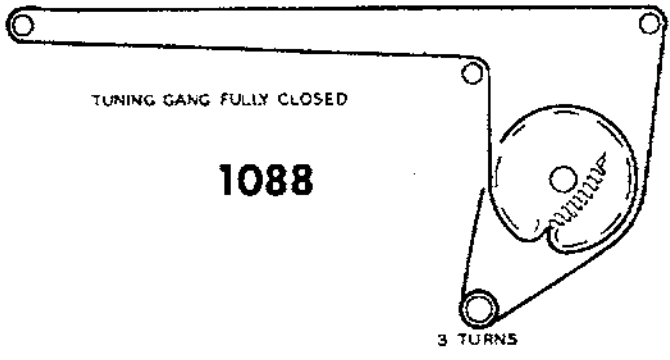
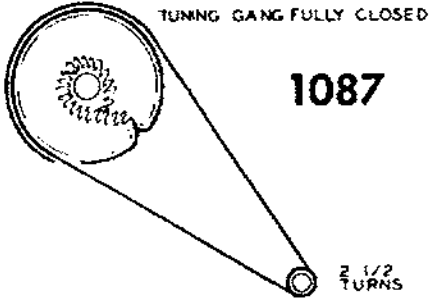
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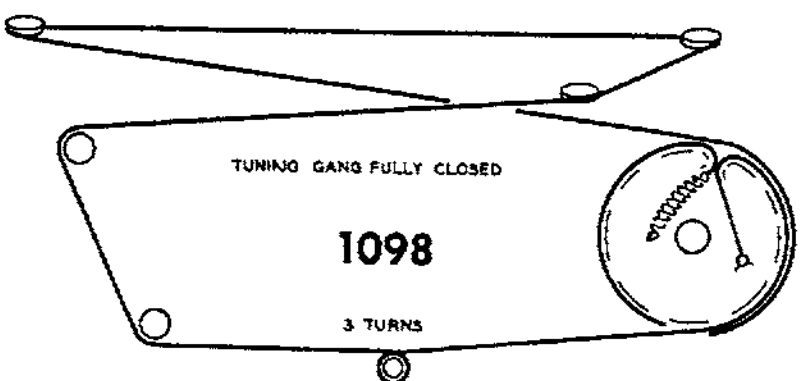
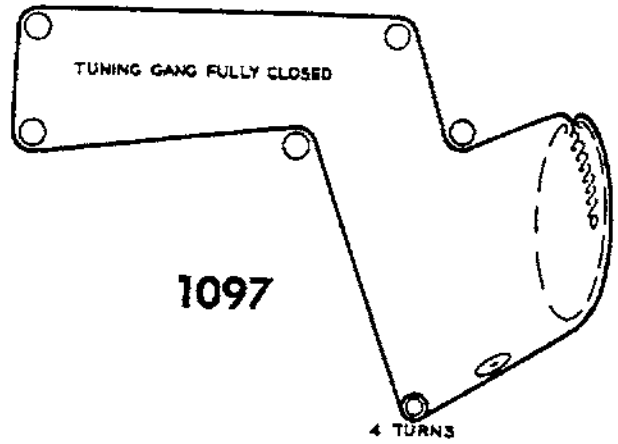
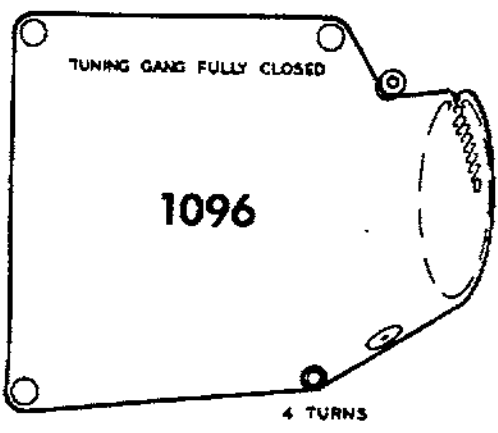
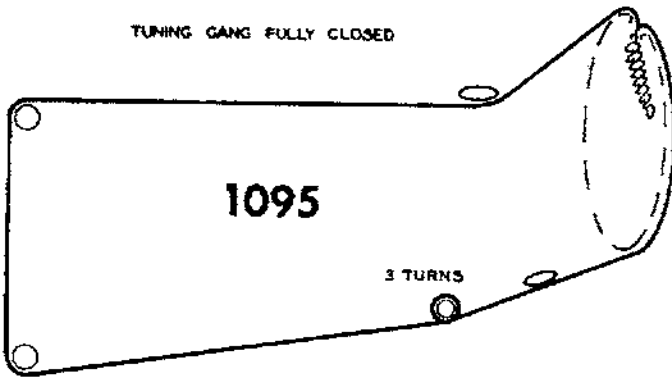
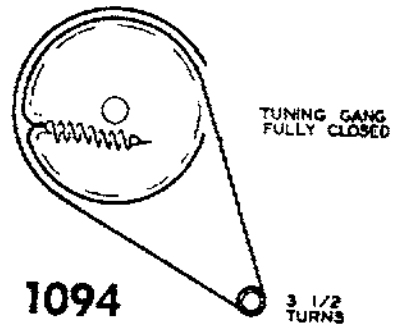
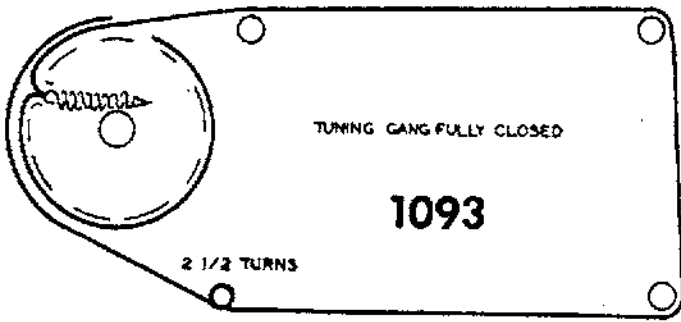


TUNING GANG FULLY CLOSED

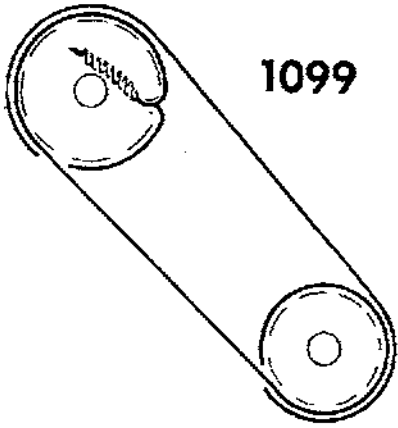
1086



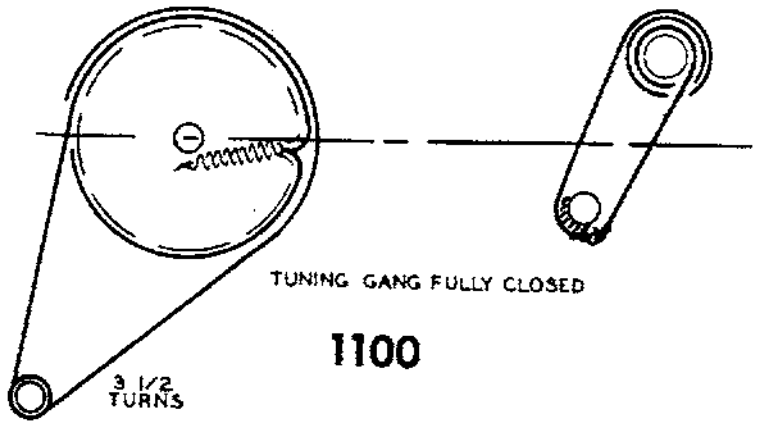




FULLY COUNTERCLOCKWISE



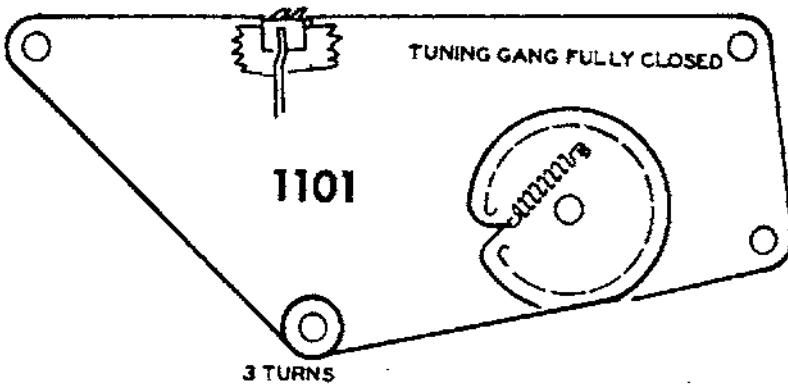
1099



TUNING GANG FULLY CLOSED

1100

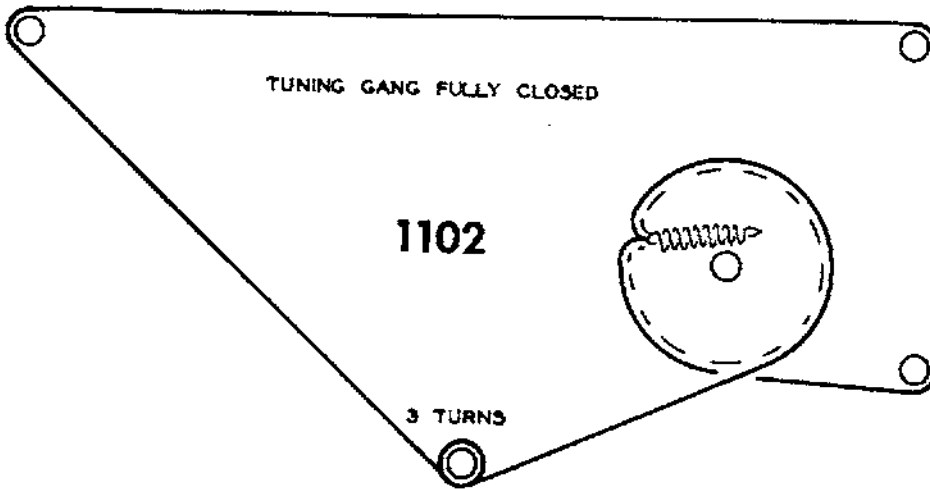
3 1/2
TURNS



TUNING GANG FULLY CLOSED

1101

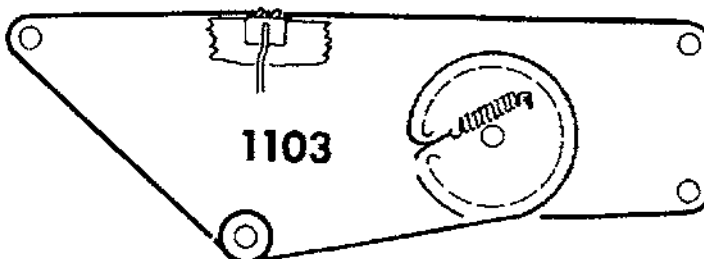
3 TURNS



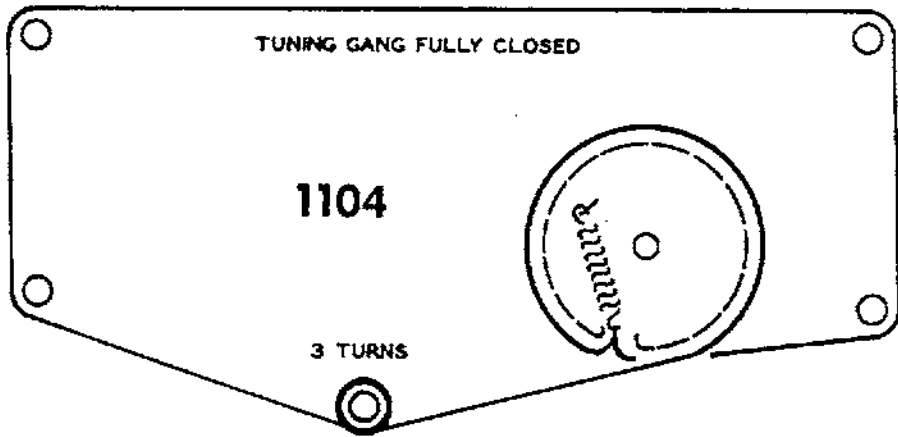
TUNING GANG FULLY CLOSED

1102

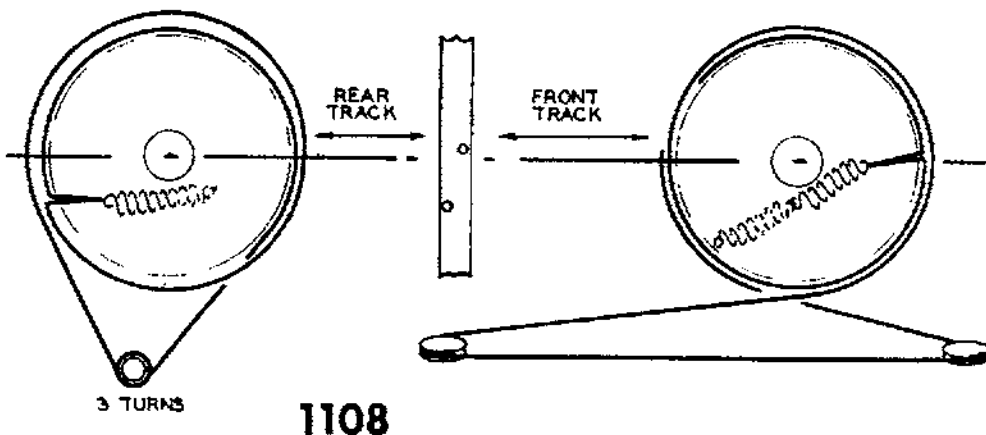
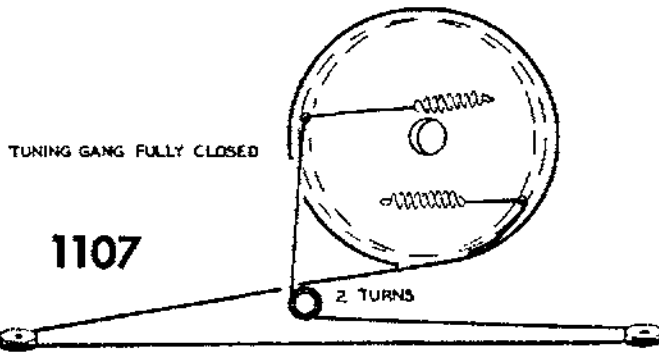
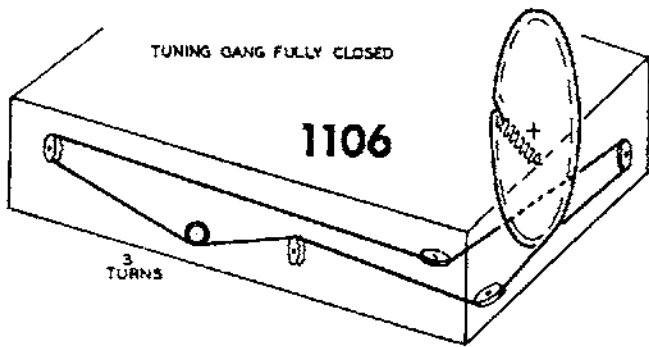
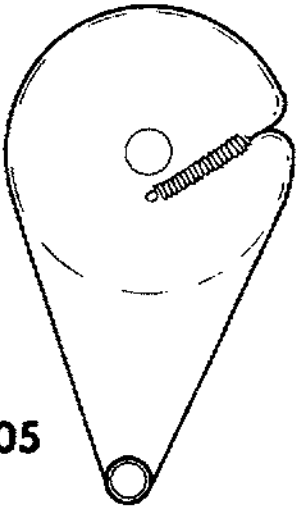
3 TURNS



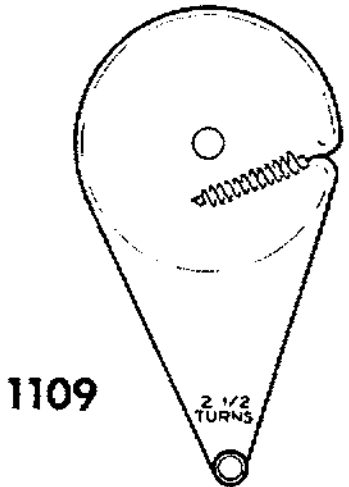
1103



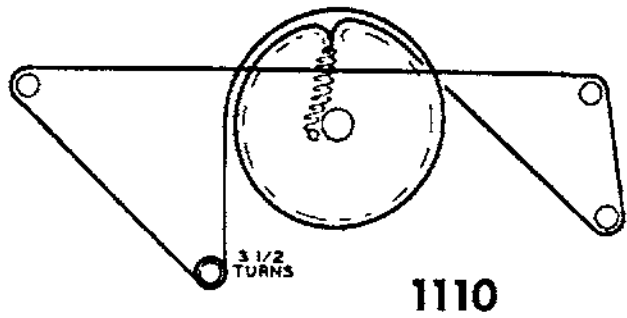
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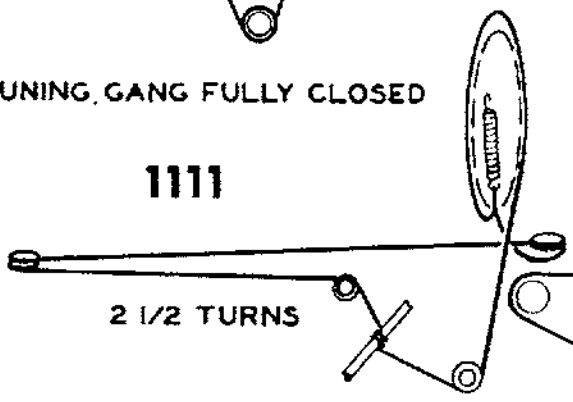
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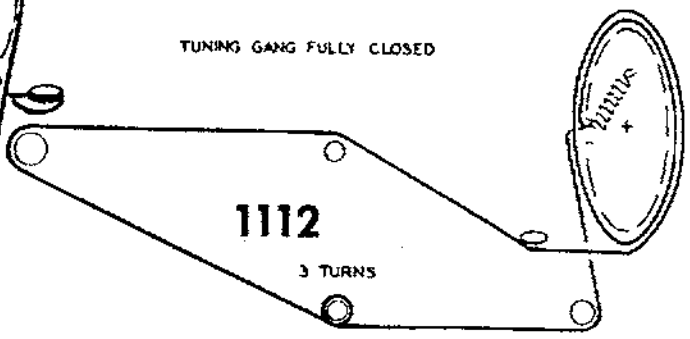
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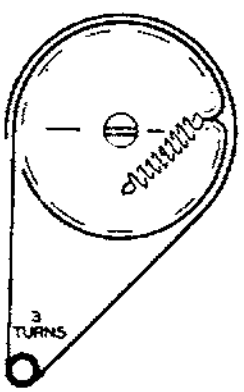
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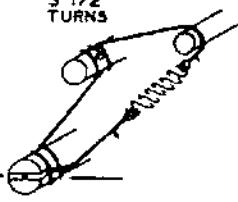
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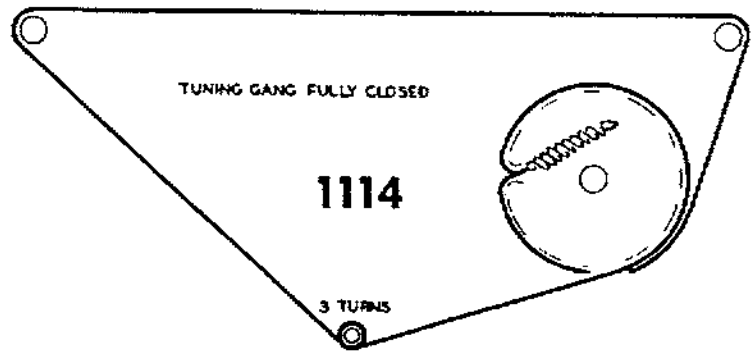
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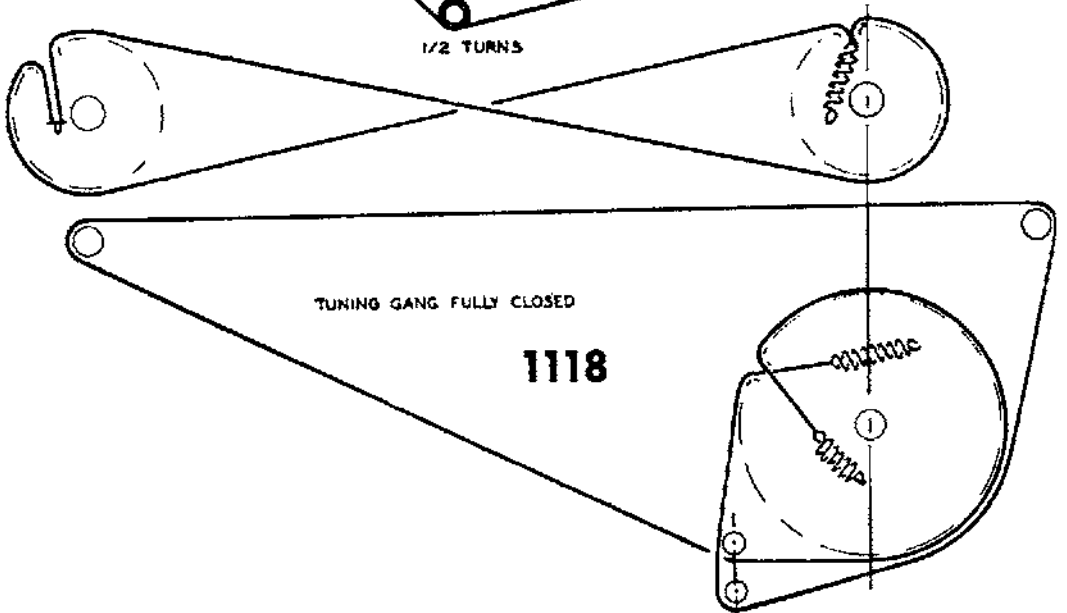
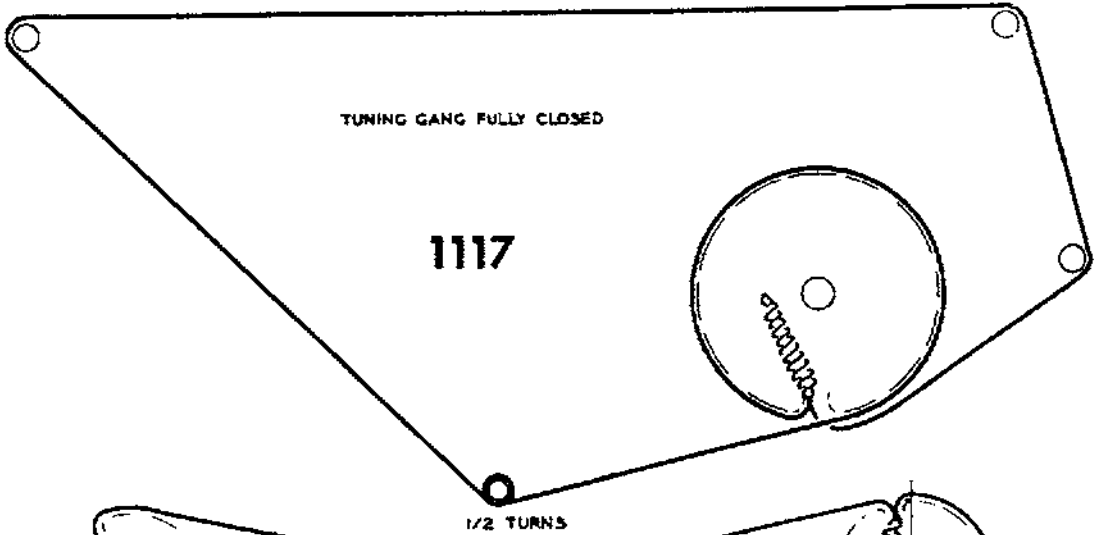
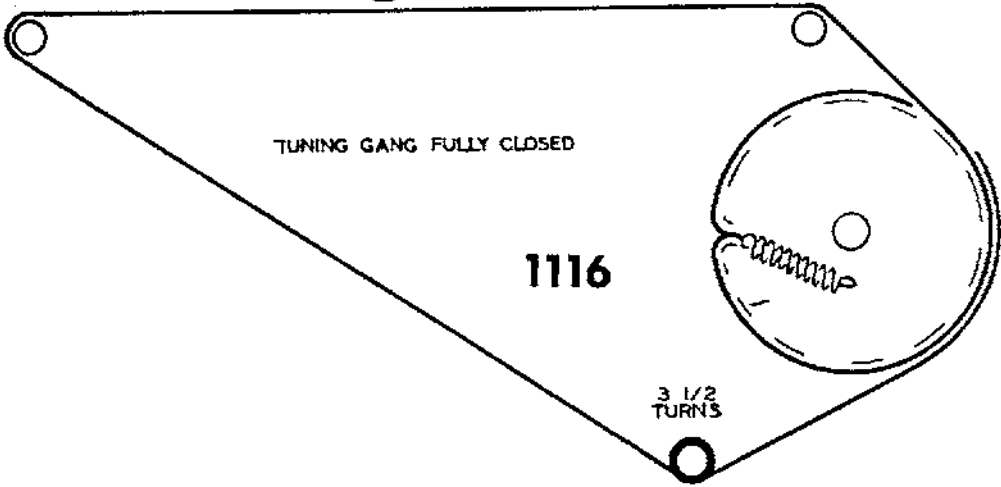
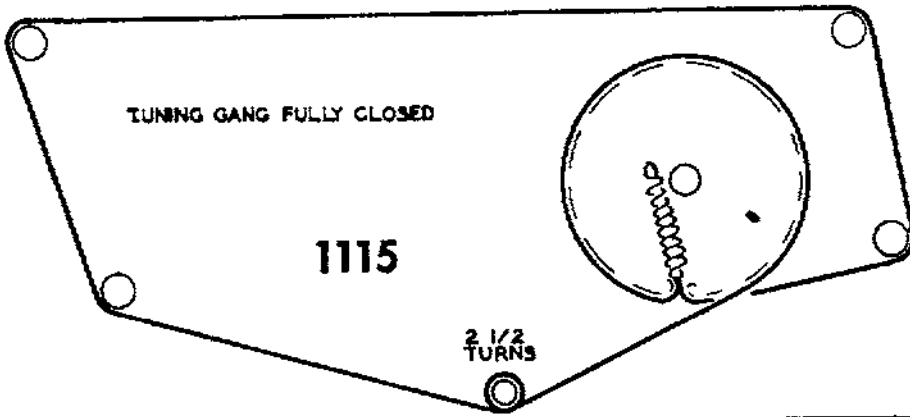


3 1/2 TURNS

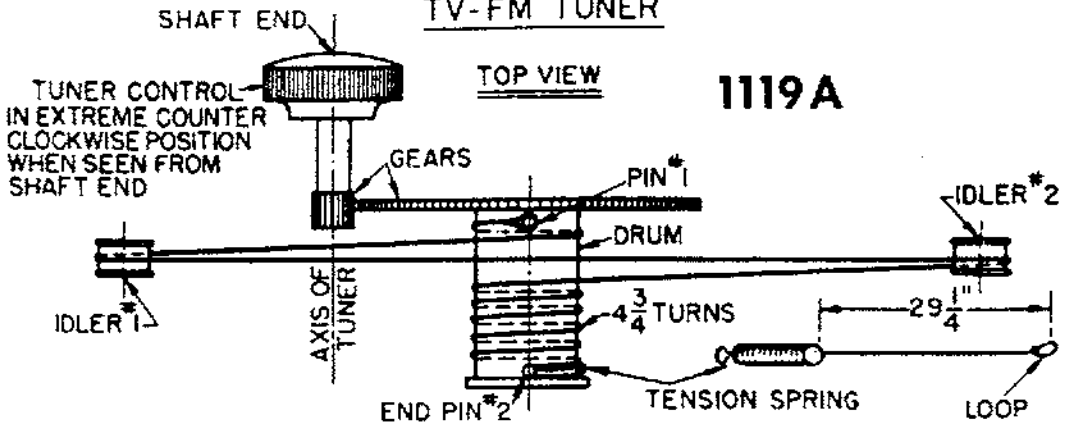


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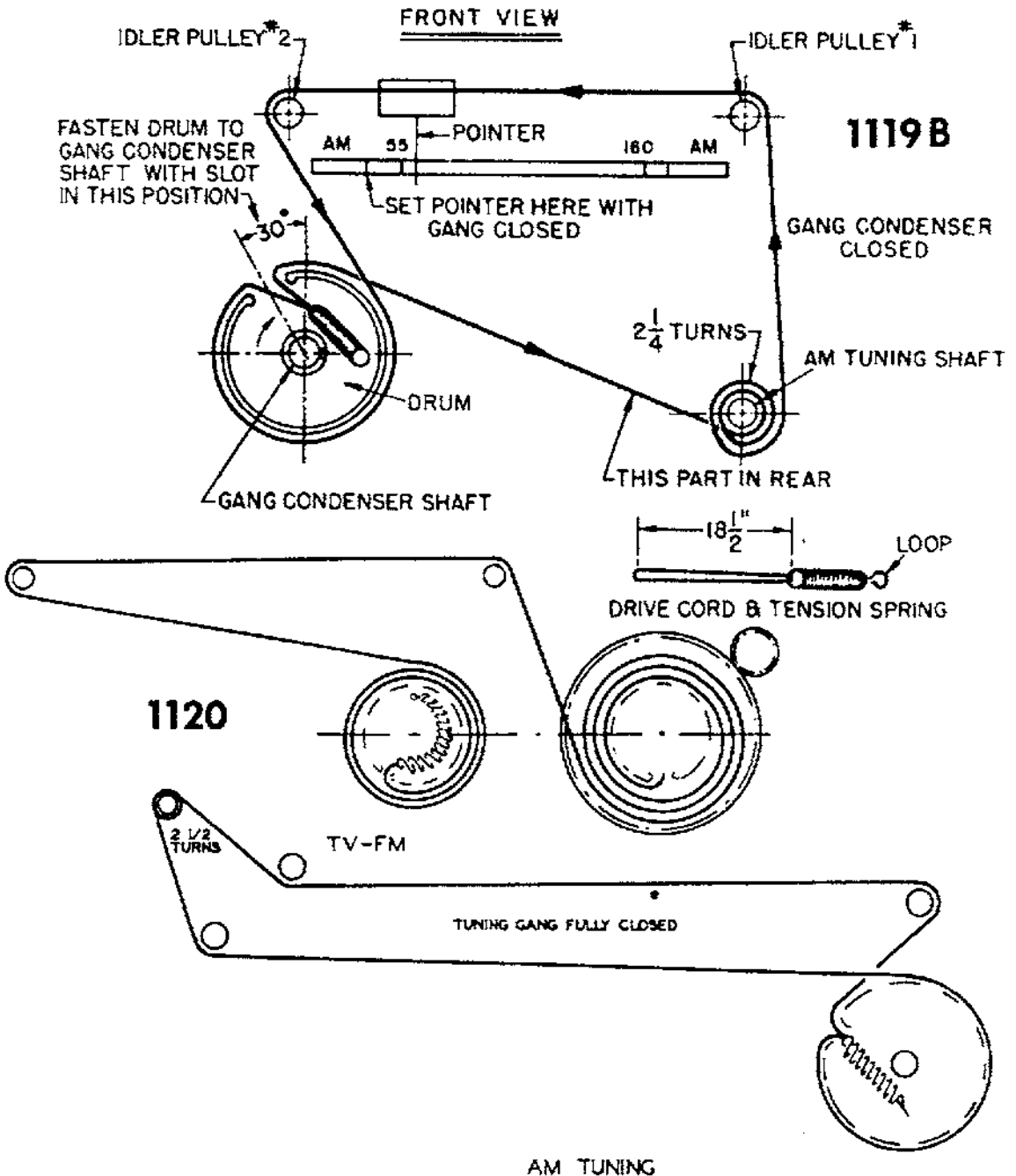


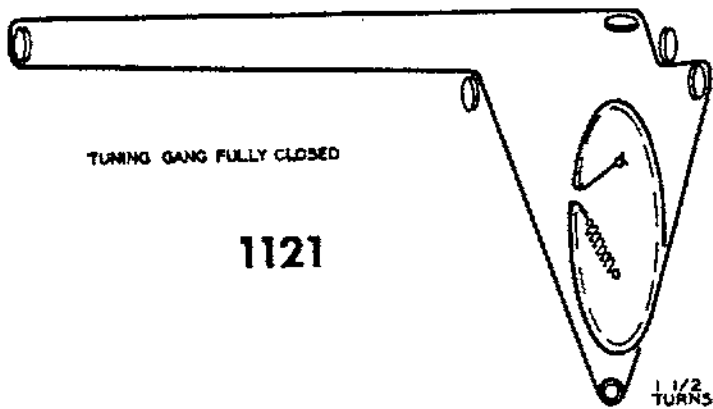


TV-FM TUNER



AM TUNER

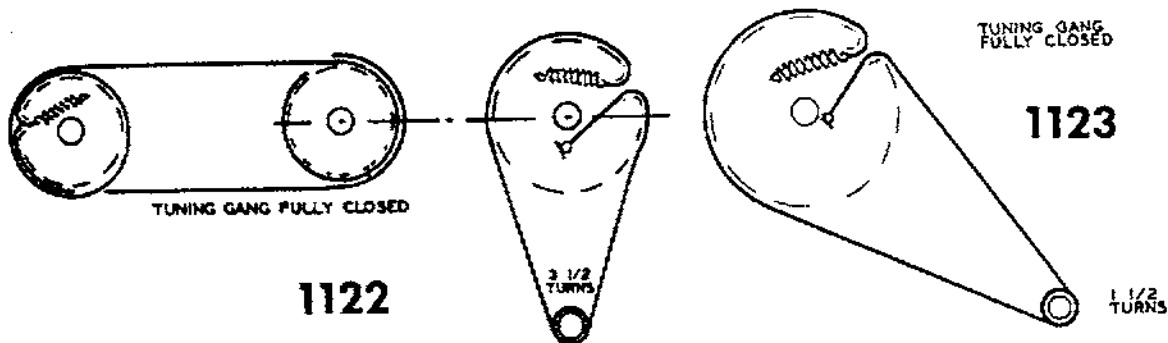




TUNING GANG FULLY CLOSED

1121

1 1/2 TURNS



TUNING GANG FULLY CLOSED

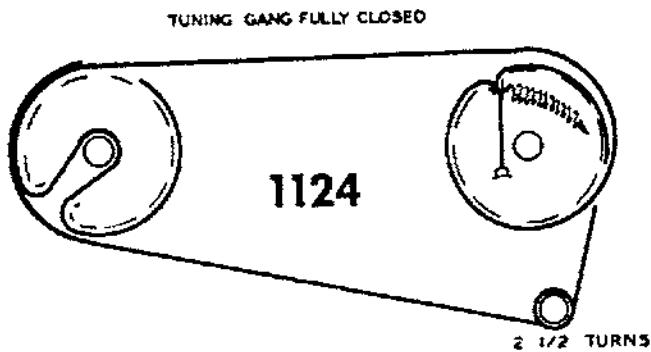
1122

3 1/2 TURNS

TUNING GANG FULLY CLOSED

1123

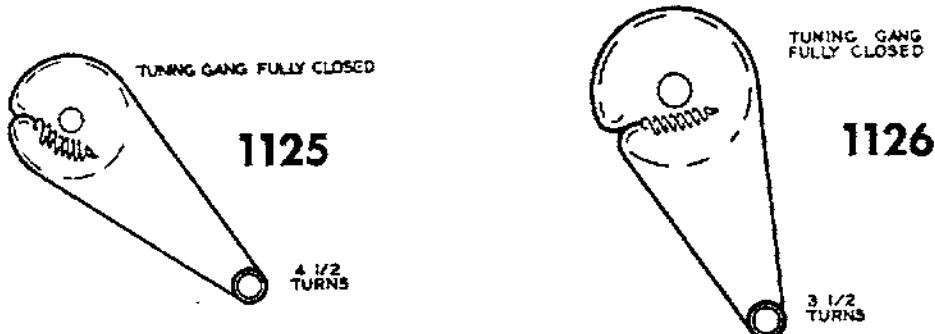
1 1/2 TURNS



TUNING GANG FULLY CLOSED

1124

2 1/2 TURNS



TUNING GANG FULLY CLOSED

1125

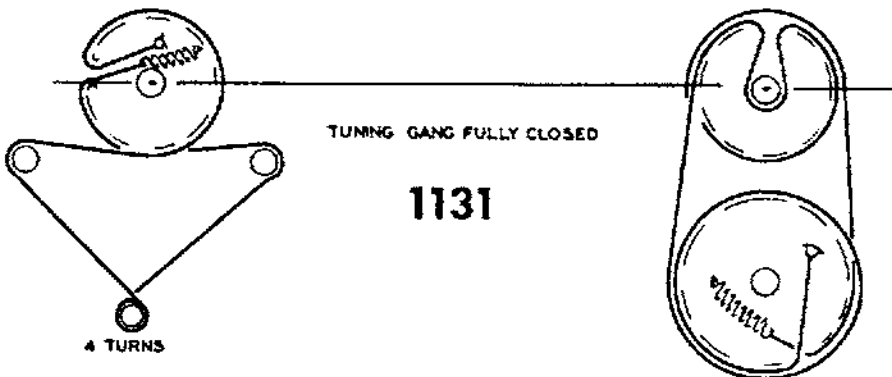
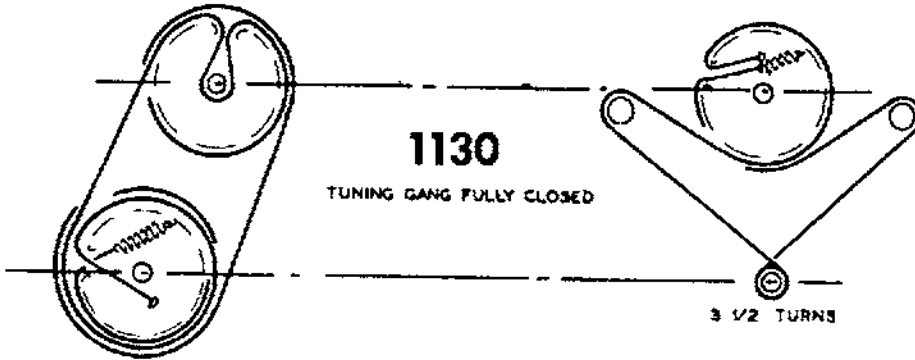
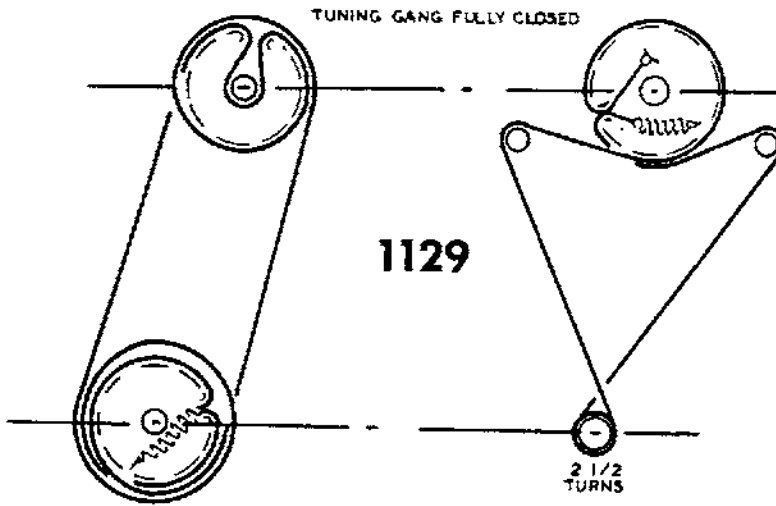
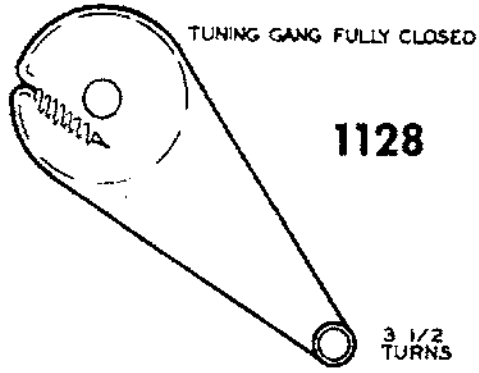
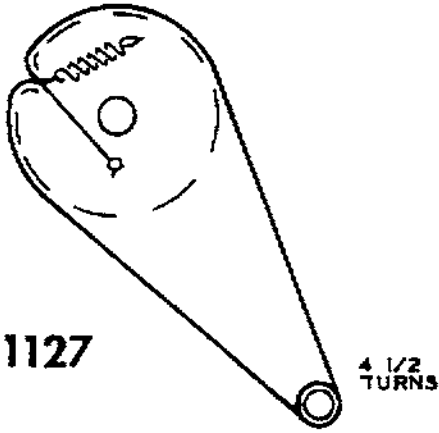
4 1/2 TURNS

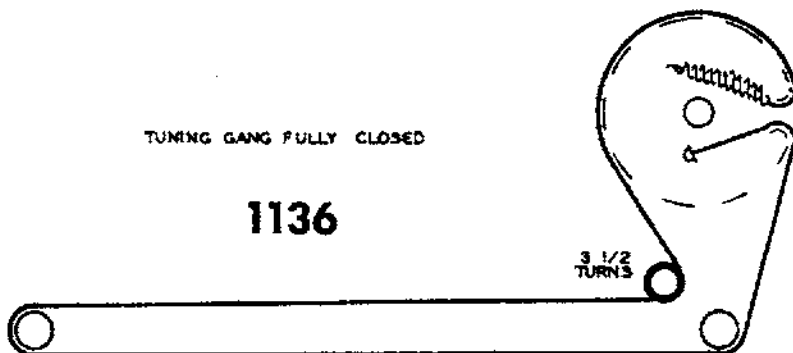
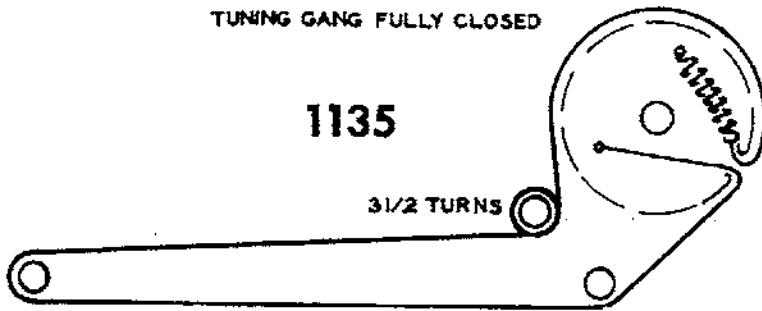
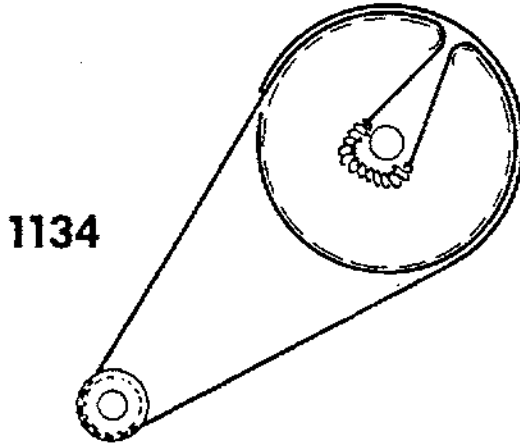
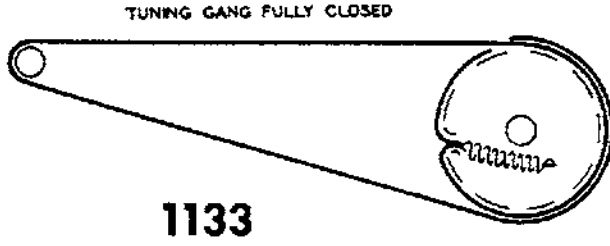
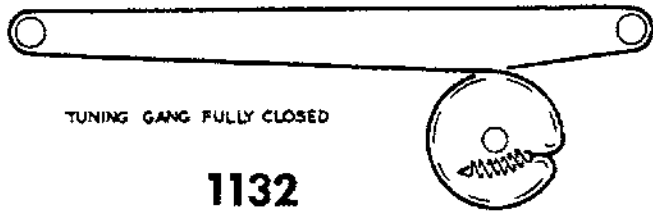
TUNING GANG FULLY CLOSED

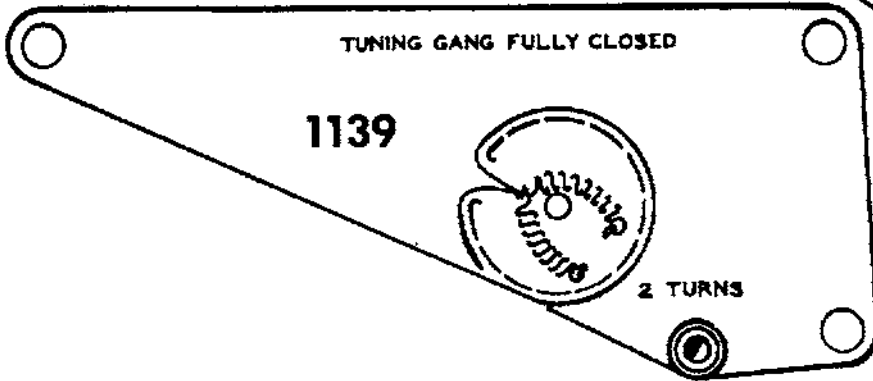
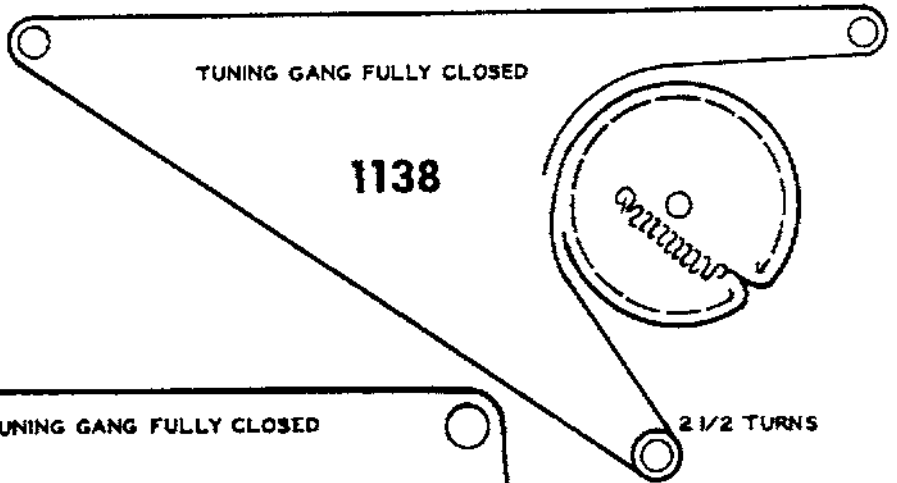
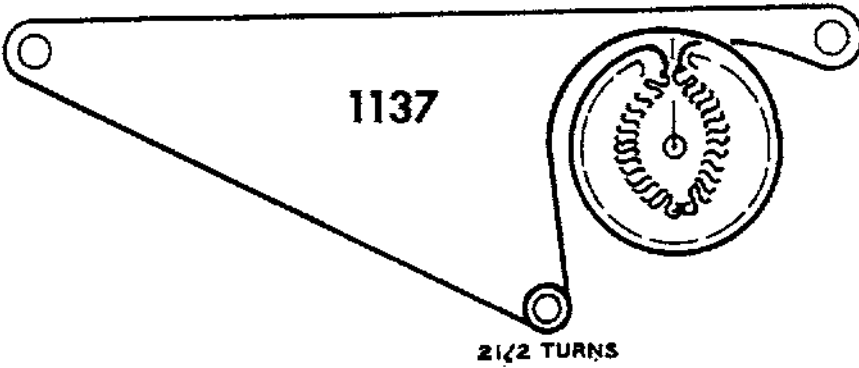
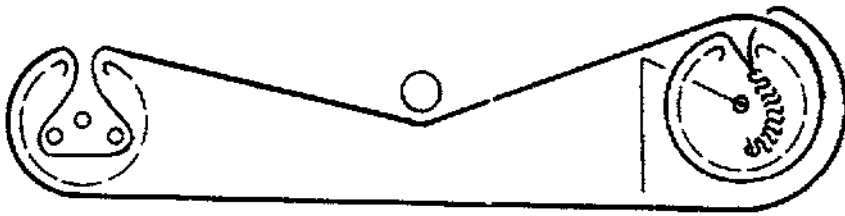
1126

3 1/2 TURNS

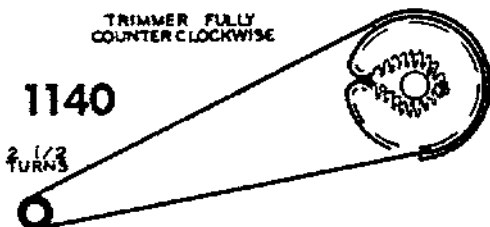
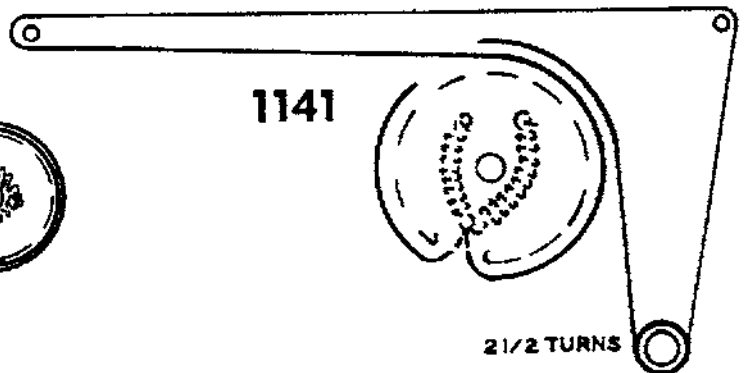
TUNING GANG FULLY CLOSED

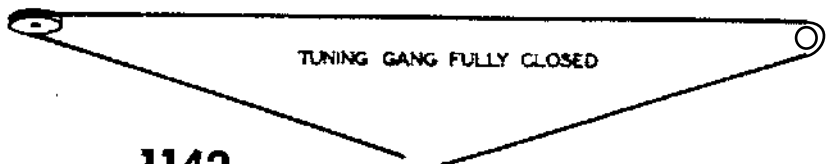






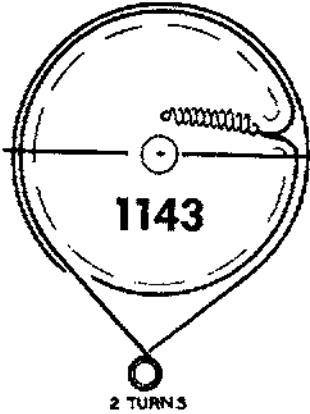
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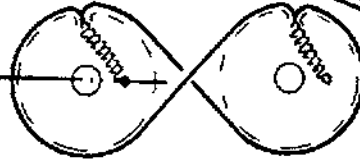
1142

1 1/2
TURNS

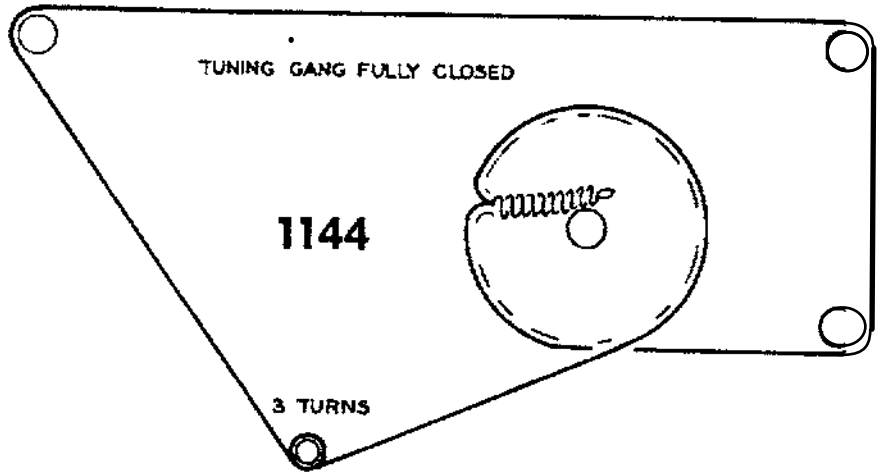


1143

2 TURNS



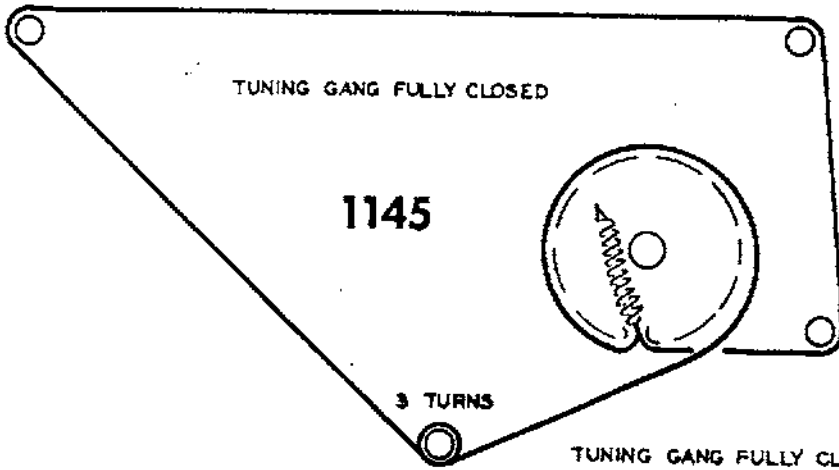
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

1144

3 TURNS

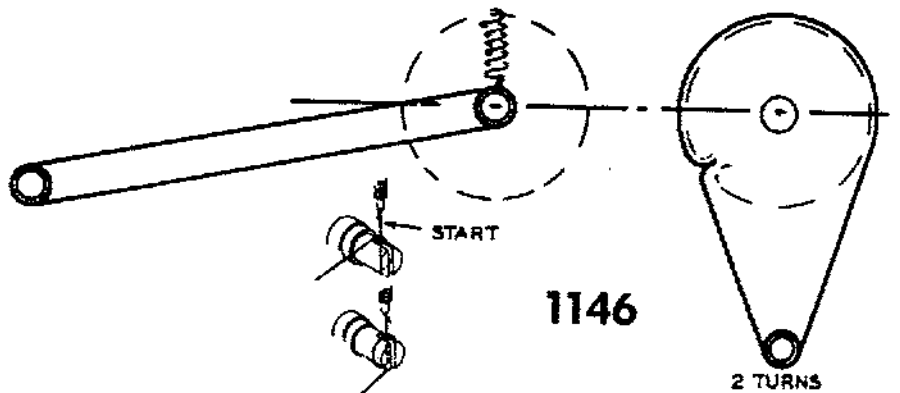


TUNING GANG FULLY CLOSED

1145

3 TURNS

TUNING GANG FULLY CLOSED

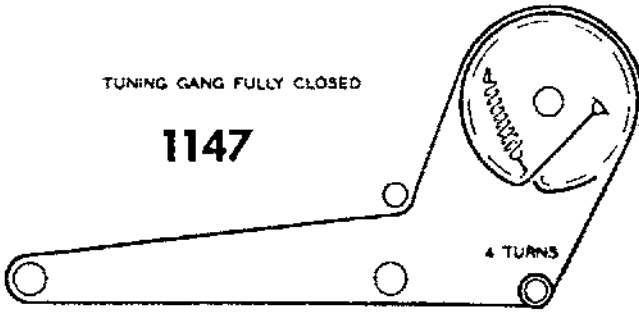


1146

2 TURNS

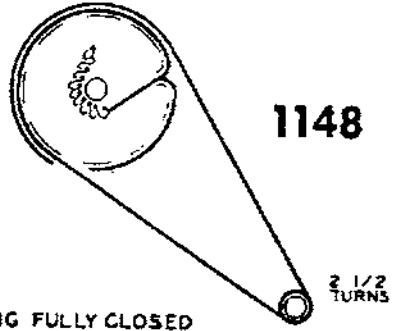
TUNING GANG FULLY CLOSED

1147



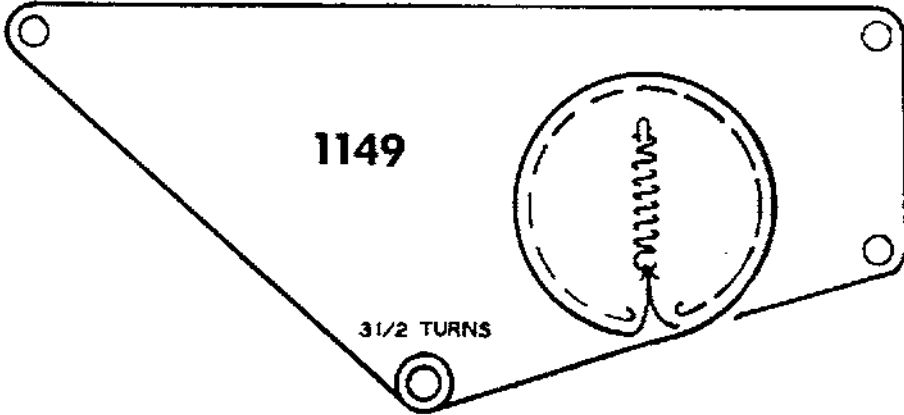
TUNING GANG FULLY CLOSED

1148



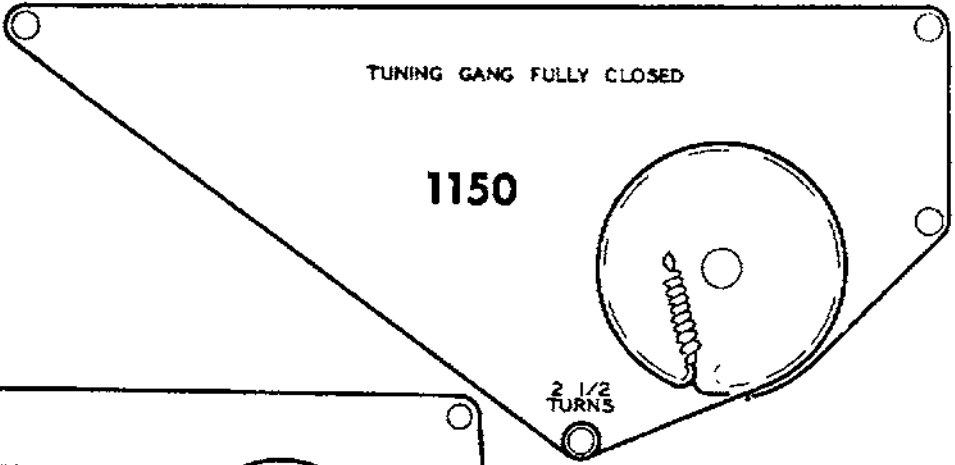
TUNING GANG FULLY CLOSED

1149



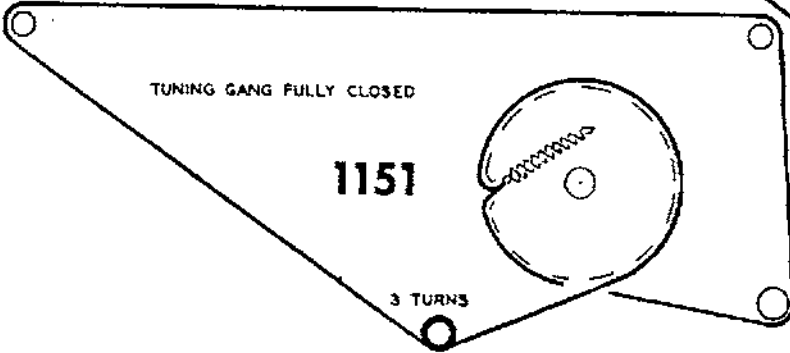
TUNING GANG FULLY CLOSED

1150



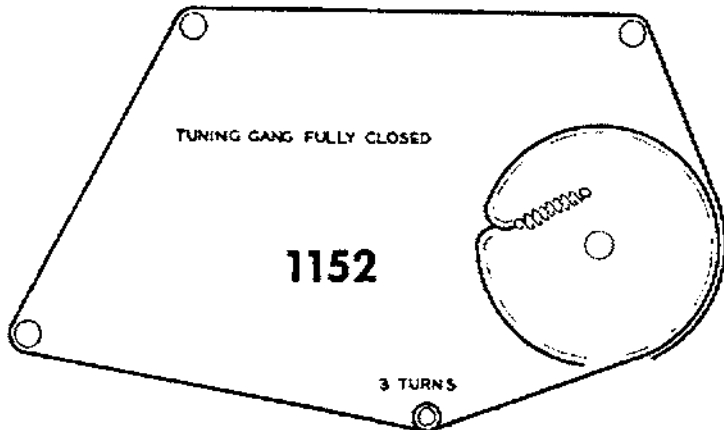
TUNING GANG FULLY CLOSED

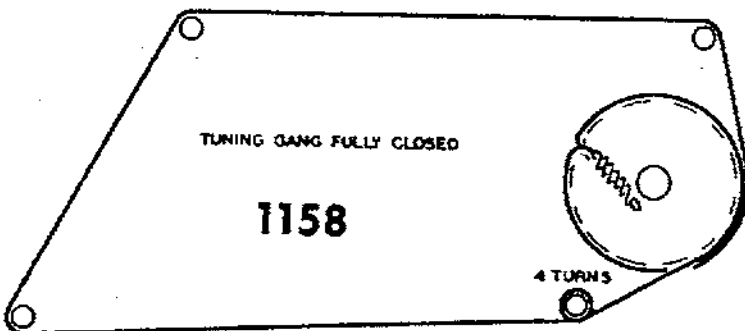
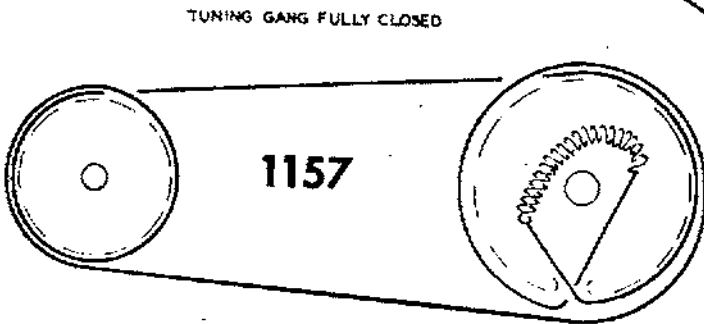
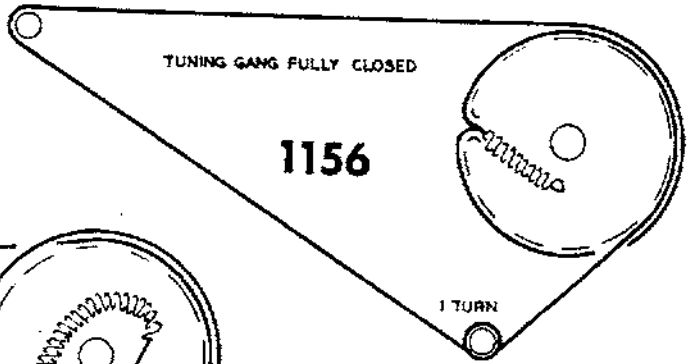
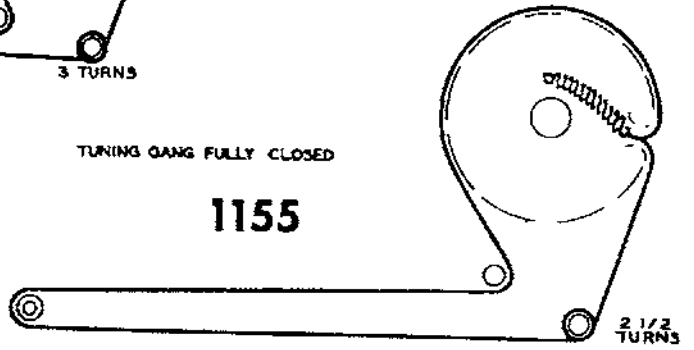
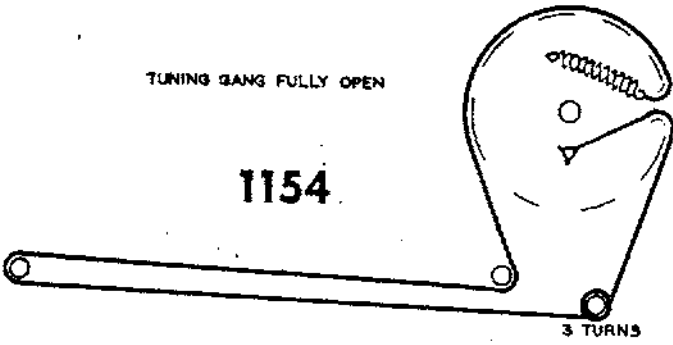
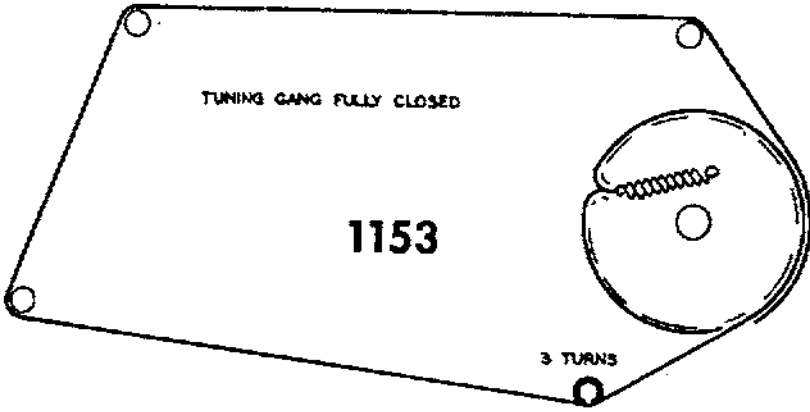
1151



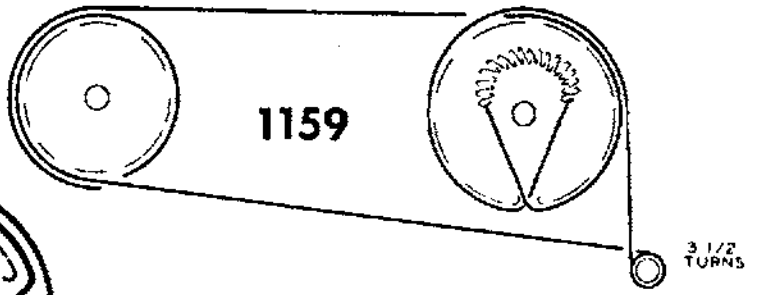
TUNING GANG FULLY CLOSED

1152



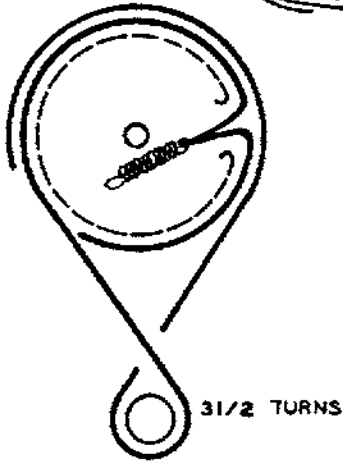


TUNING GANG FULLY CLOSED



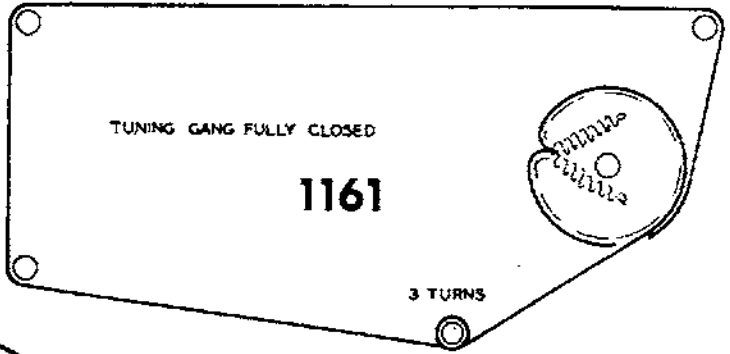
TUNING GANG FULLY CLOSED

1160



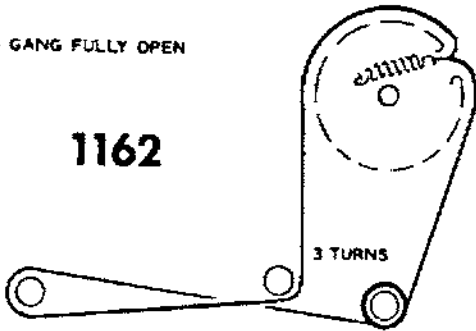
TUNING GANG FULLY CLOSED

1161



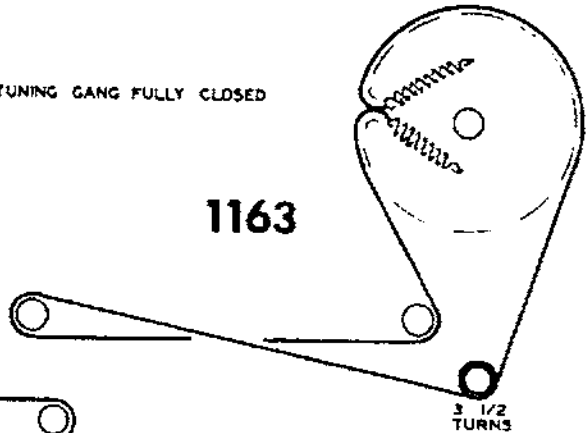
TUNING GANG FULLY OPEN

1162



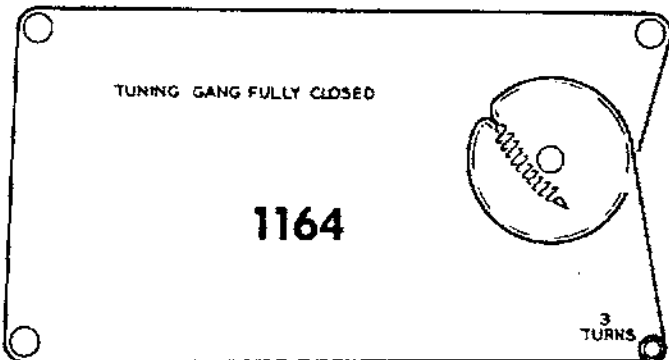
TUNING GANG FULLY CLOSED

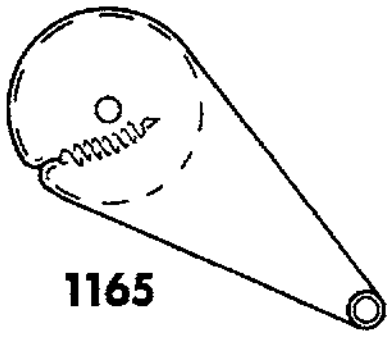
1163



TUNING GANG FULLY CLOSED

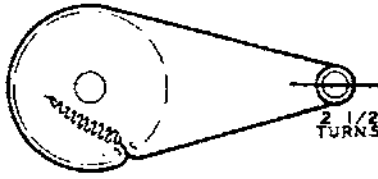
1164





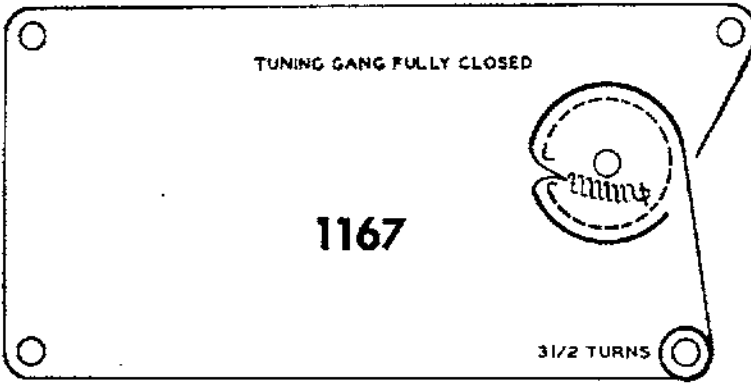
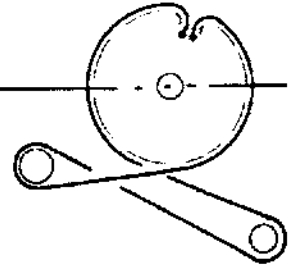
1165

TUNING GANG FULLY CLOSED



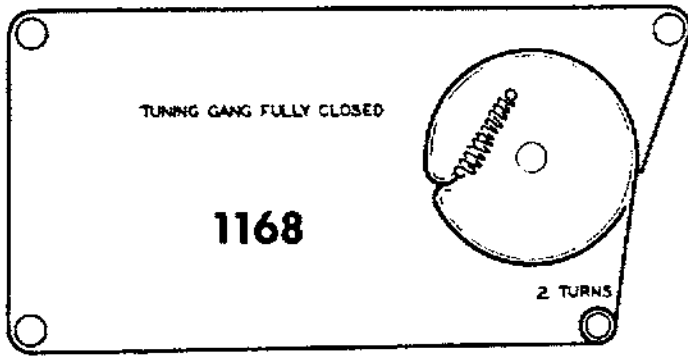
2 1/2
TURNS

1166



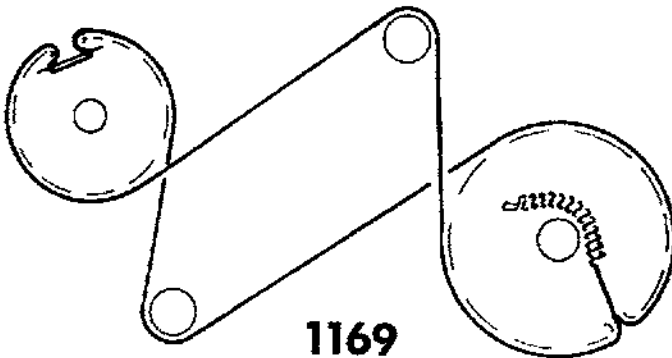
1167

3 1/2 TURNS

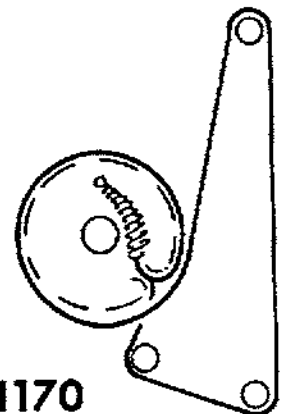


1168

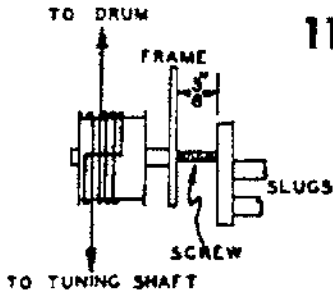
2 TURNS



1169

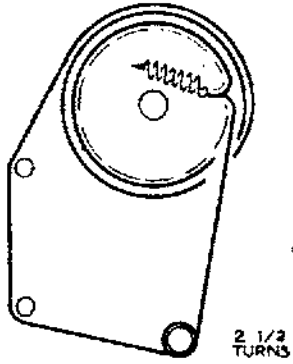
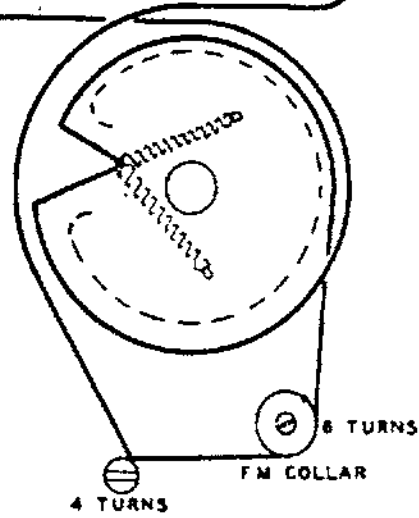


1170



1171

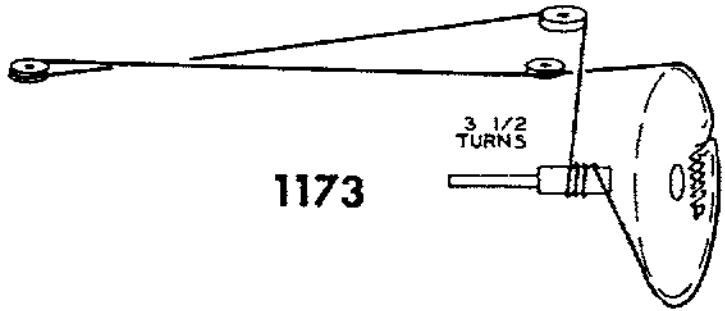
DETAIL OF FM COLLAR
STRINGING AND CORRECT
SETTING OF SLUG TUNER
WITH TUNING CONTROL
FULLY COUNTER-CLOCKWISE.



TUNING GANG FULLY CLOSED

1172

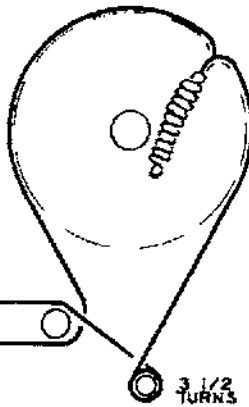
TUNING GANG FULLY CLOSED



1173

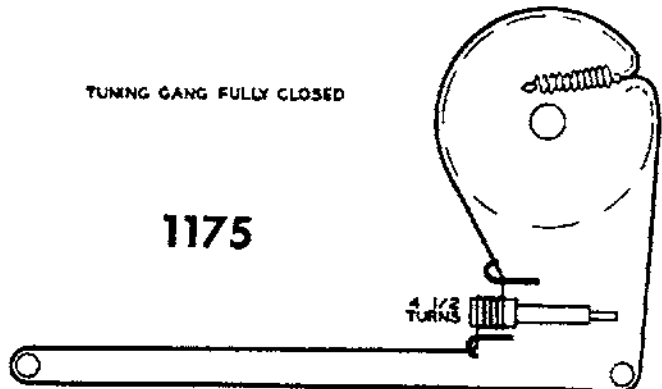
TUNING GANG FULLY CLOSED

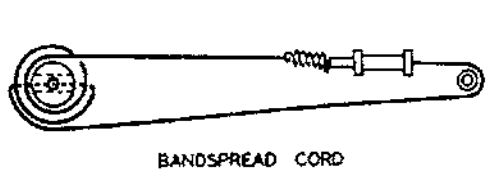
1174



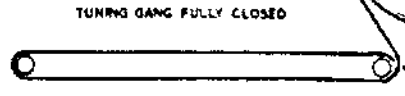
TUNING GANG FULLY CLOSED

1175



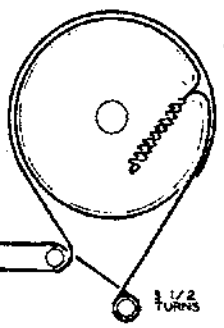


BANDSPREAD CORD

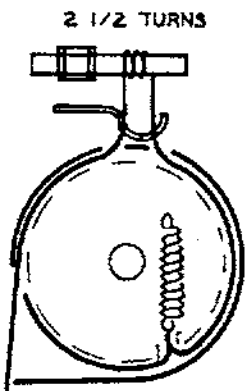


TUNING GANG FULLY CLOSED

1176

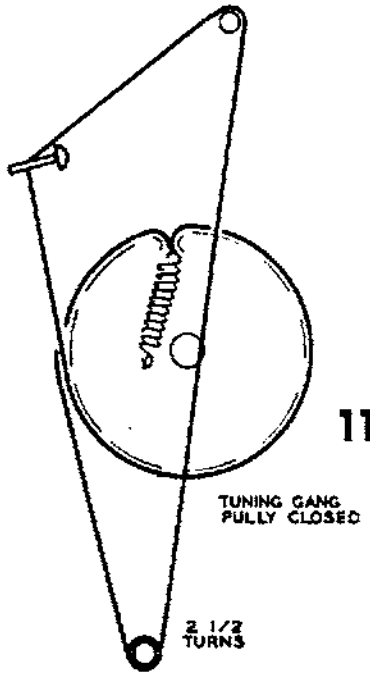


TUNING GANG FULLY CLOSED



2 1/2 TURNS

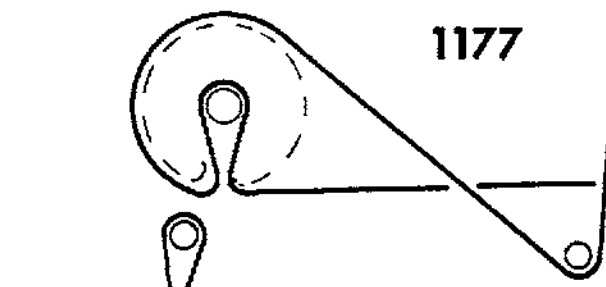
1177



TUNING GANG FULLY CLOSED

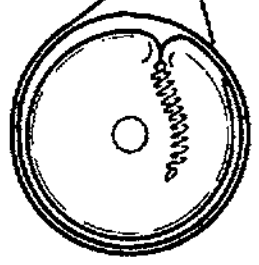
2 1/2 TURNS

AM-FM DIAL

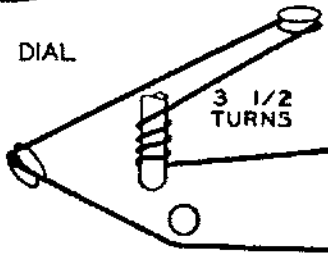


CHANNEL 2 POSITION

1178



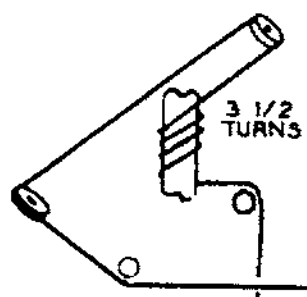
TV DIAL



3 1/2 TURNS

1179

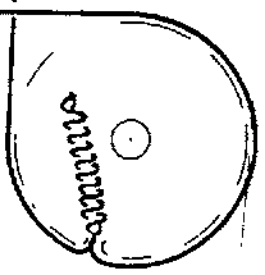
TUNING GANG FULLY CLOSED

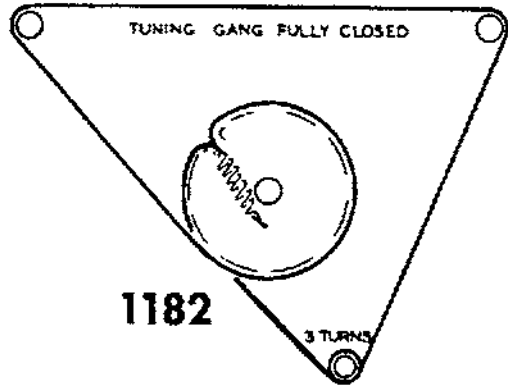
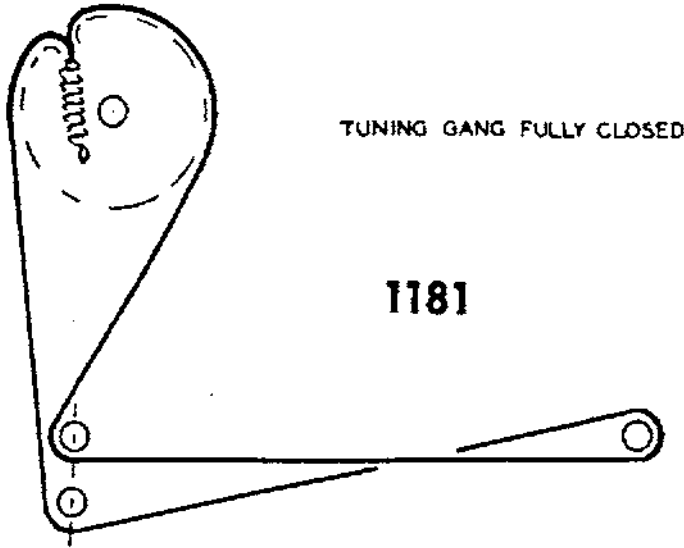


3 1/2 TURNS

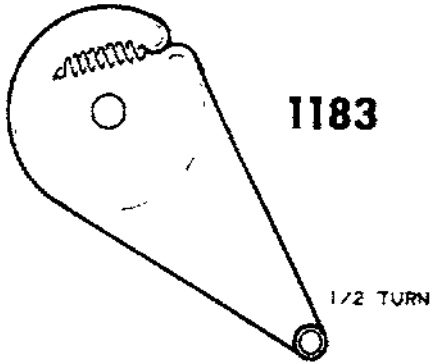
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TUNING GANG FULLY CLOSED

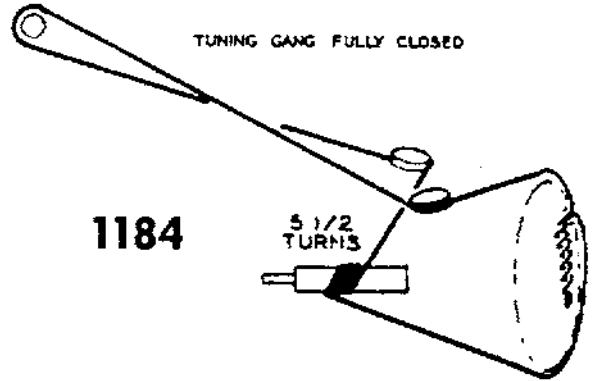




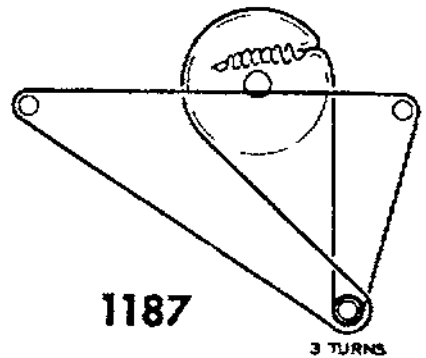
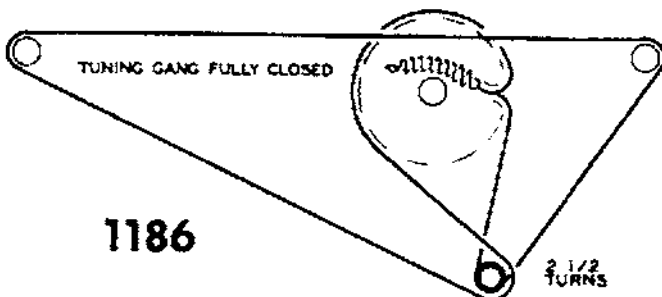
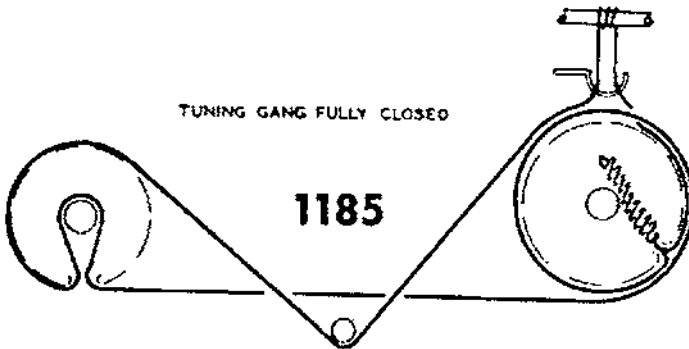
TUNING GANG FULLY CLOSED

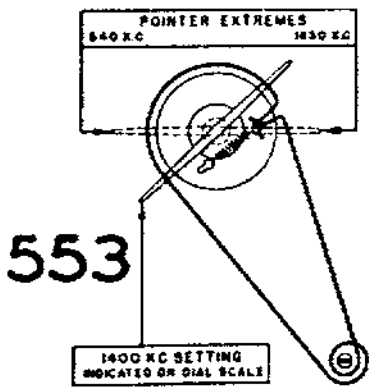


TUNING GANG FULLY CLOSED



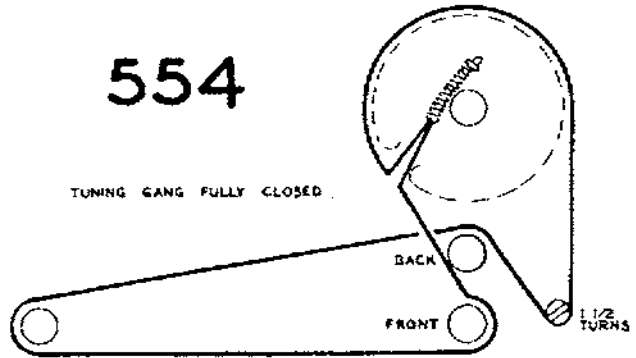
TUNING GANG FULLY CLOSED





554

TUNING GANG FULLY CLOSED



553

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

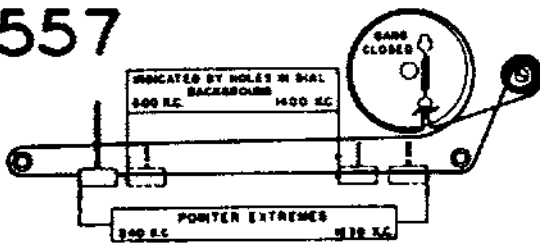
556

555

1 1/2 TURNS

2 TURNS

557

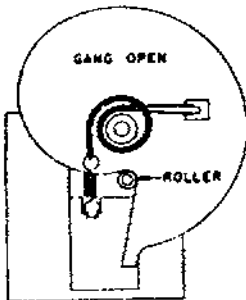


558

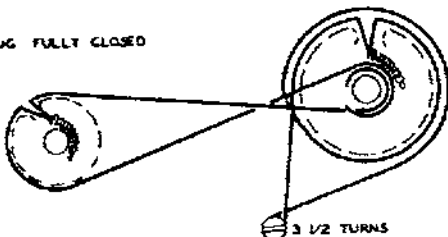
55
CORRECT
POINTER
POSITION

GANG IN
CLOSED POSITION

559



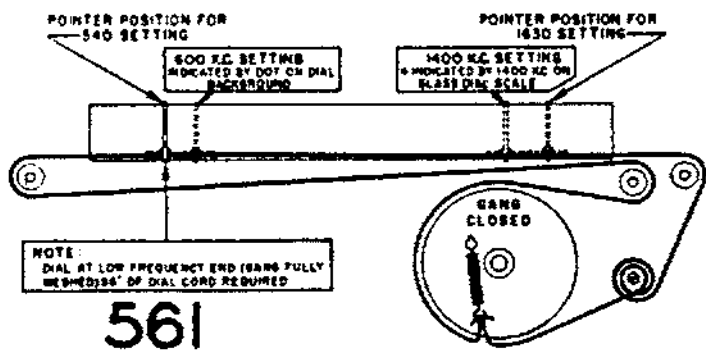
TUNING SLUG FULLY CLOSED



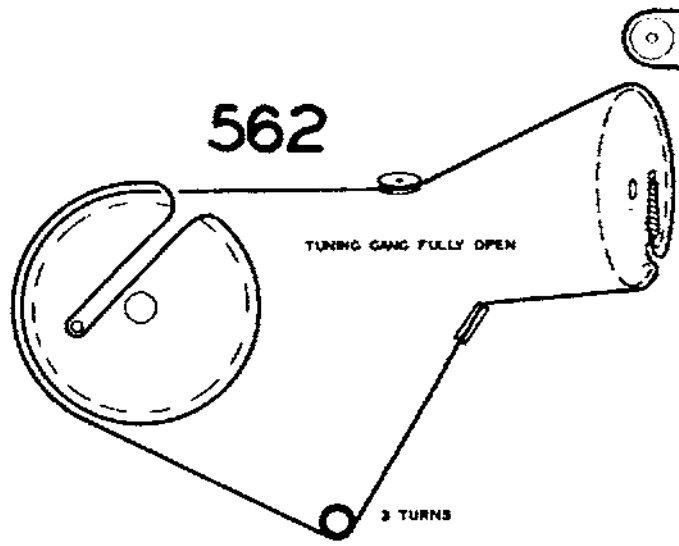
TUNING GANG FULLY CLOSED

560

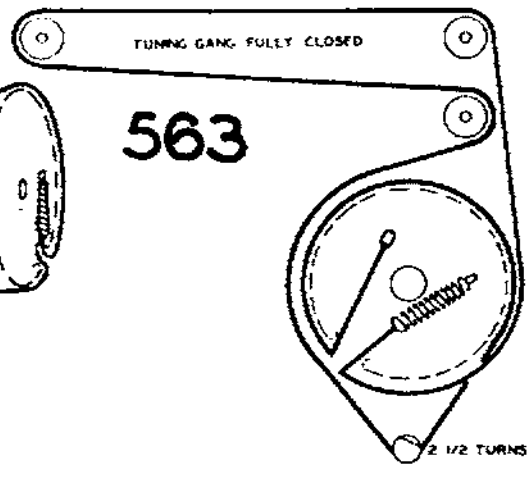
2 1/2 TURNS



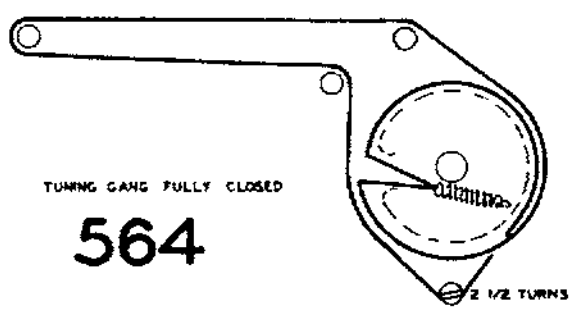
561



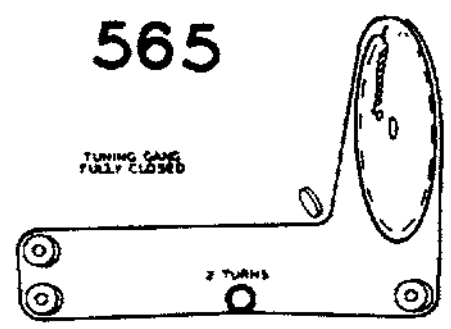
562



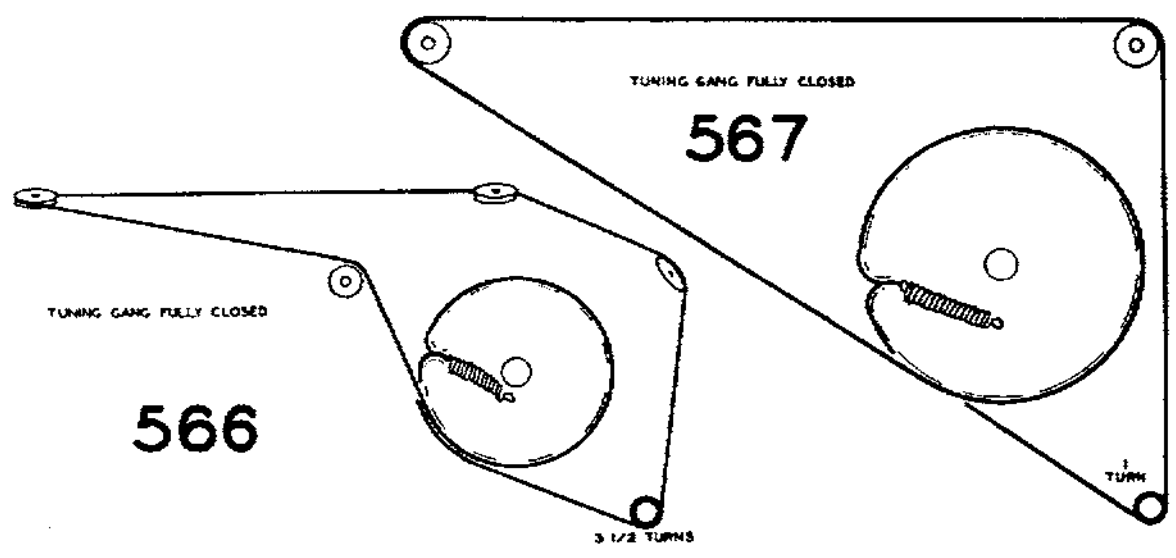
563



564

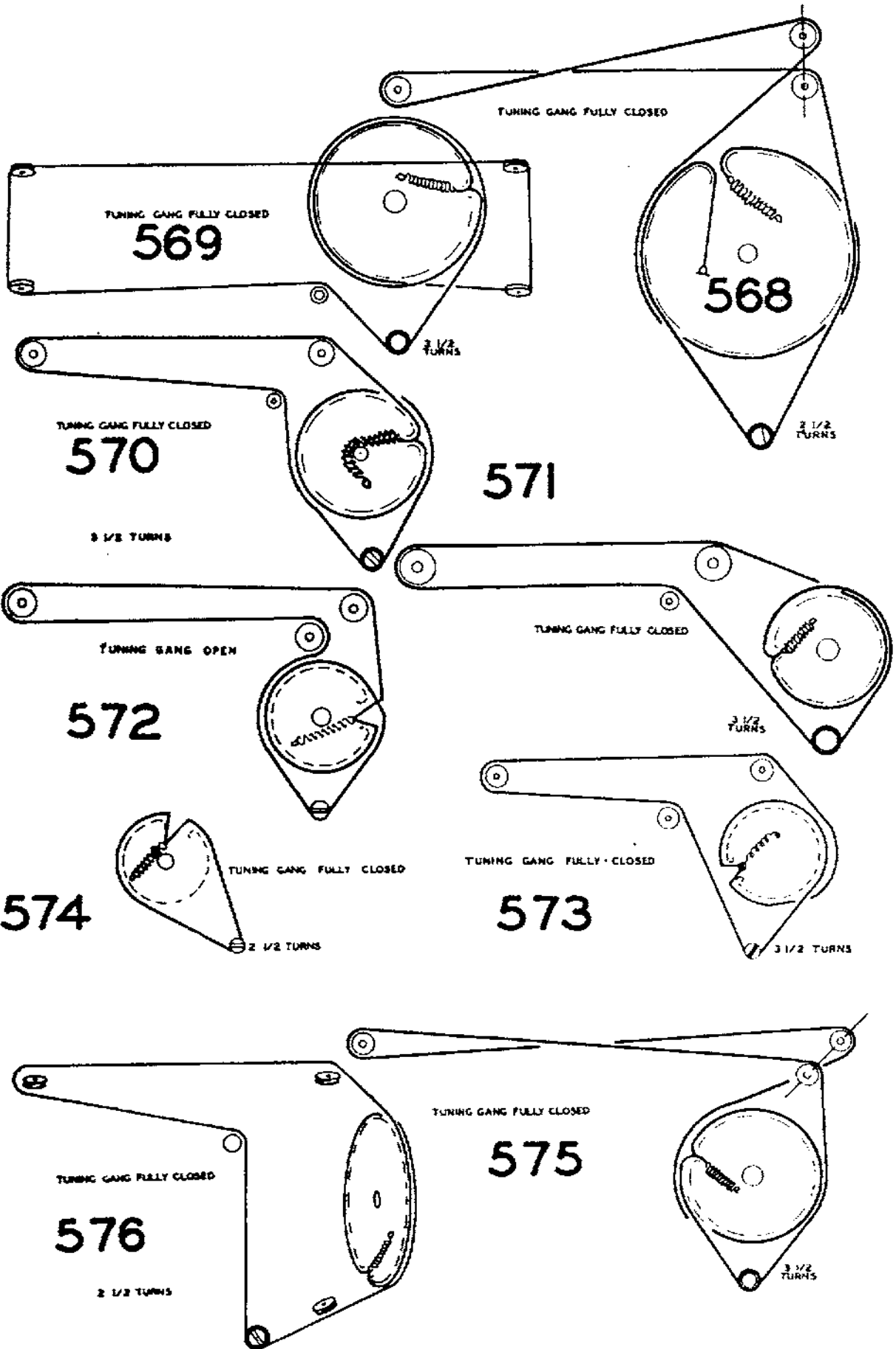


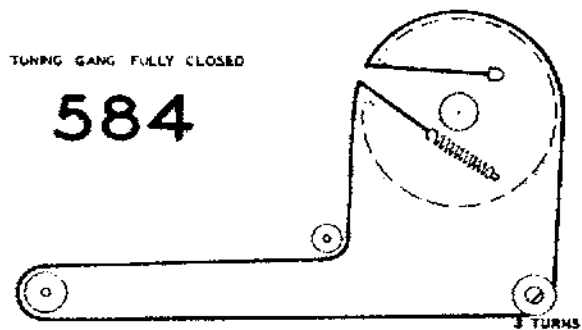
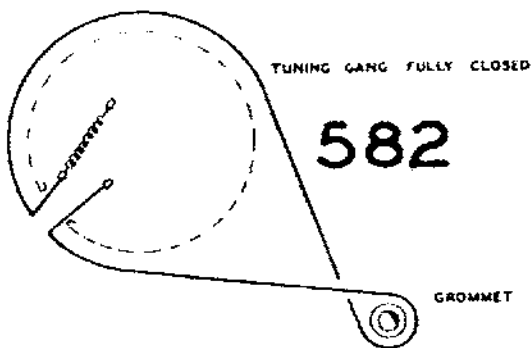
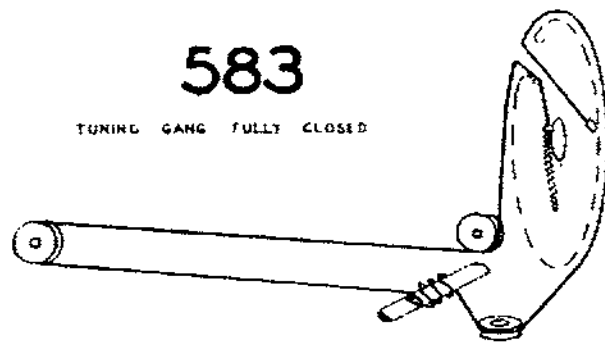
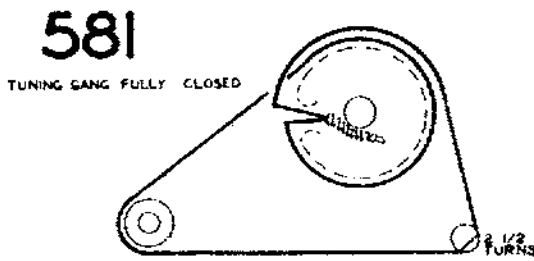
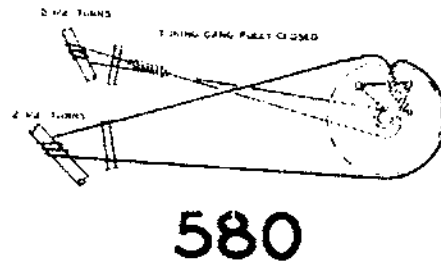
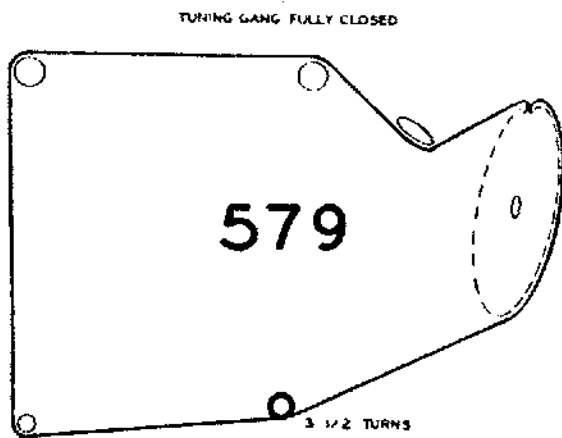
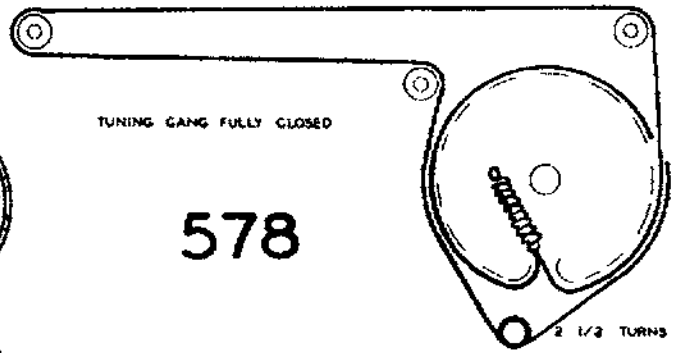
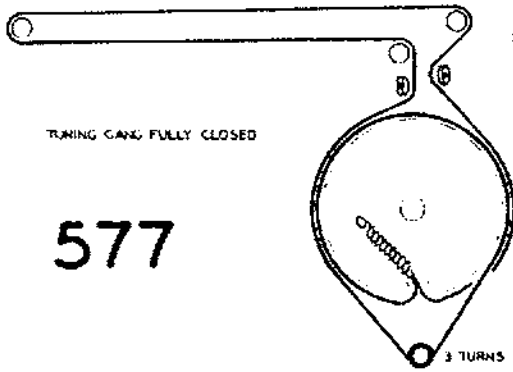
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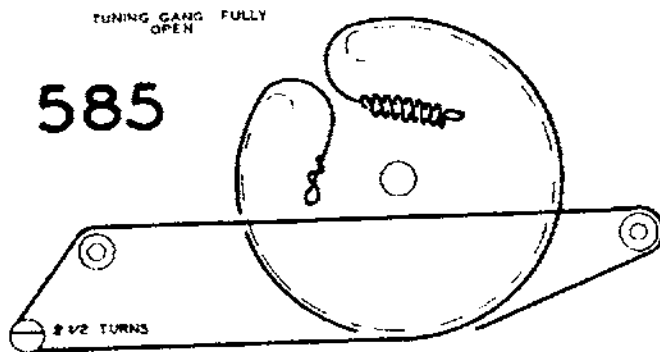


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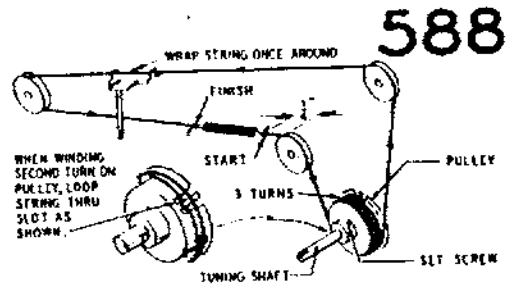
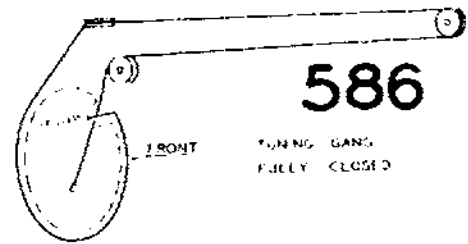
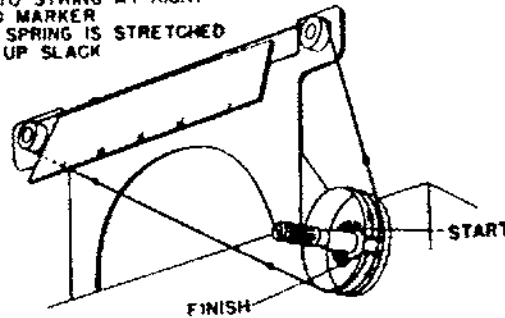
567





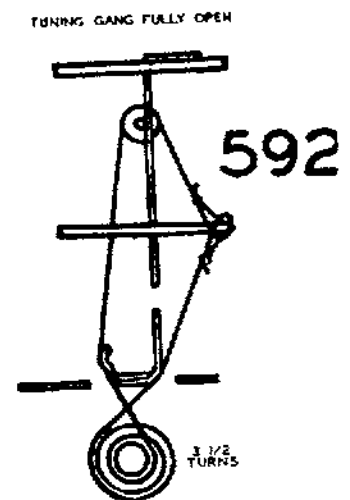
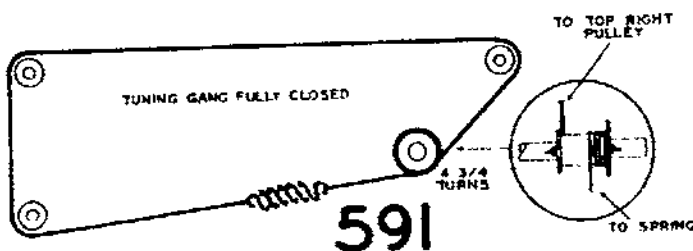
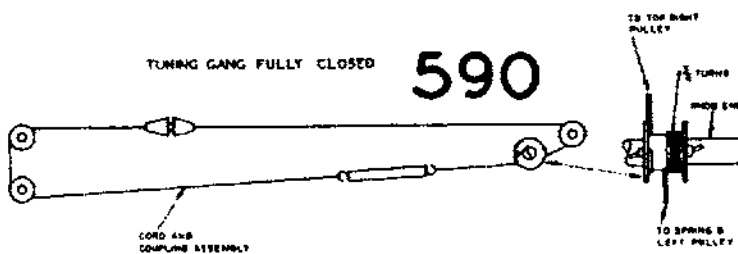
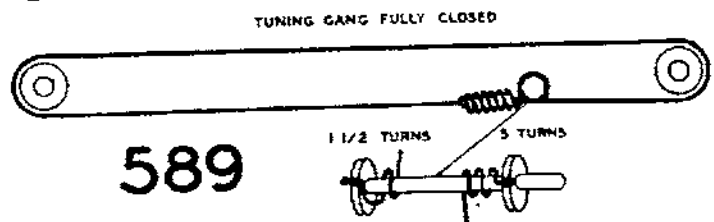


- 1-START AT SPRING
- 2-WRAP 2 TURNS COUNTER CLOCK WISE AROUND DRIVE PULLEY
- 3-GO AROUND IDLER PULLEYS BACK TO DRIVE PULLEY AND FINISH AT SPRING
- 4-TO SET POINTER ROTATE TUNING SHAFT TO EXTREME CLOCKWISE POSITION FASTEN POINTER TO STRING AT RIGHT HAND END MARKER
- 5-BE SURE SPRING IS STRETCHED TO TAKE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



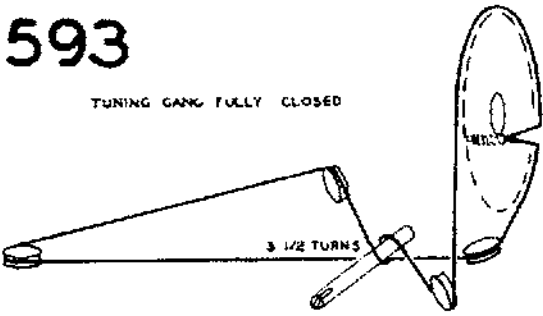
Replacing Dial Pointer Drive Cord

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.



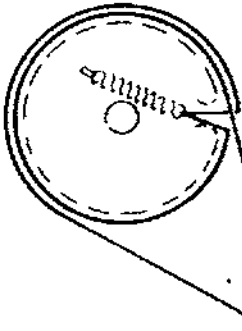
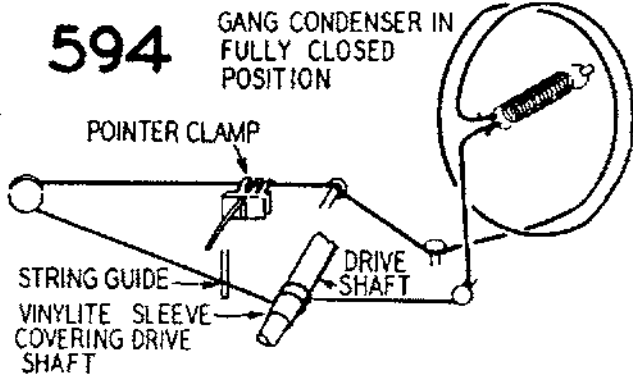
593

TUNING GANG FULLY CLOSED



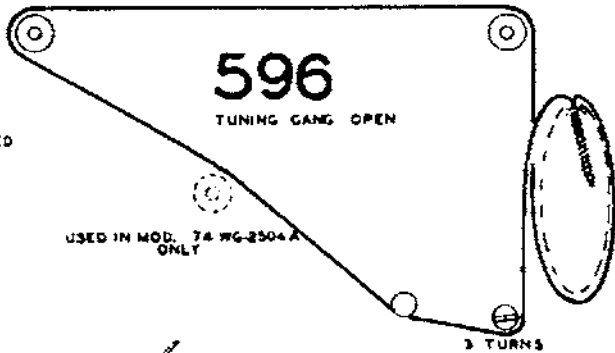
594

GANG CONDENSER IN FULLY CLOSED POSITION



595

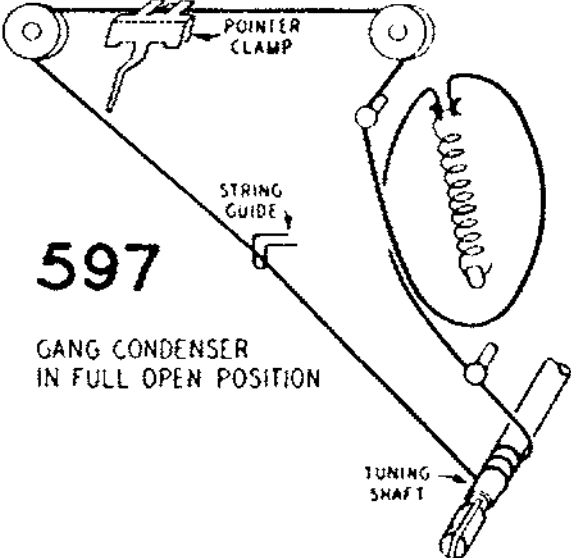
TUNING GANG FULLY CLOSED



596

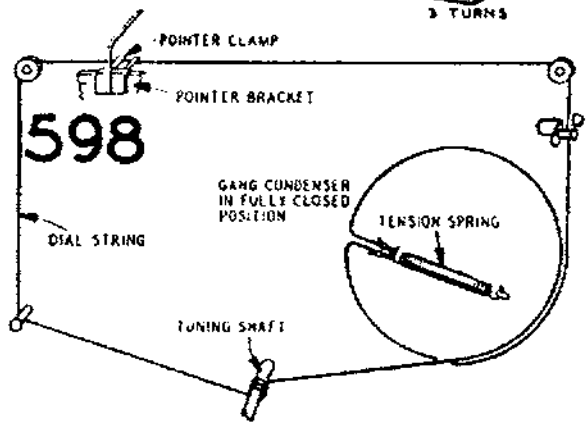
TUNING GANG OPEN

USED IN MOD. 74 WG-250-A ONLY



597

GANG CONDENSER IN FULL OPEN POSITION

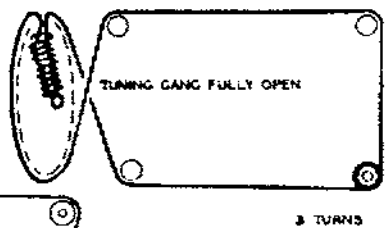


598

GANG CONDENSER IN FULLY CLOSED POSITION

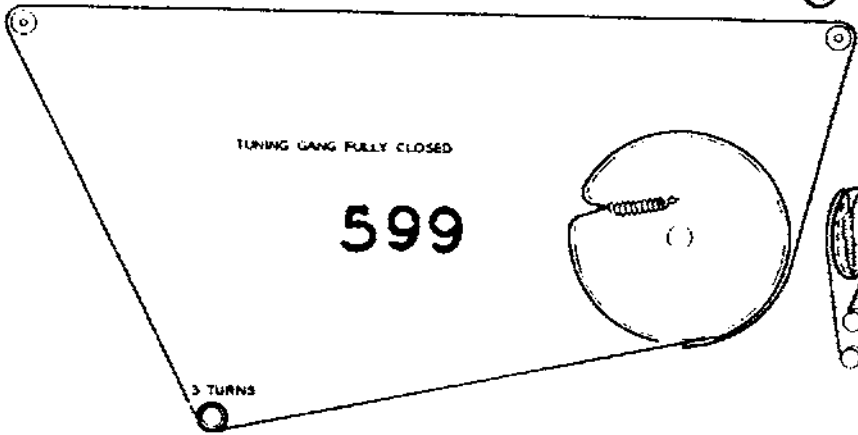
TENSION SPRING

TUNING SHAFT



TUNING GANG FULLY OPEN

3 TURNS



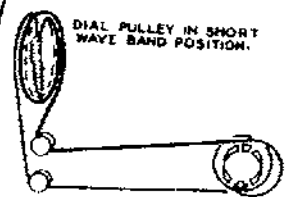
TUNING GANG FULLY CLOSED

599

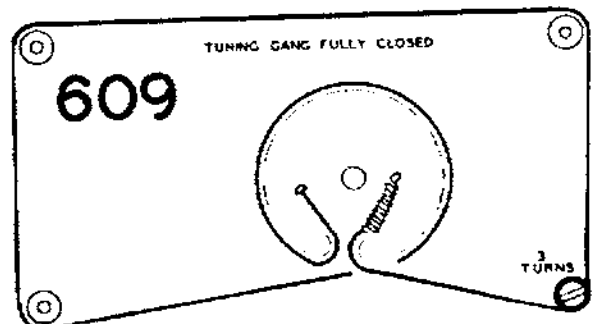
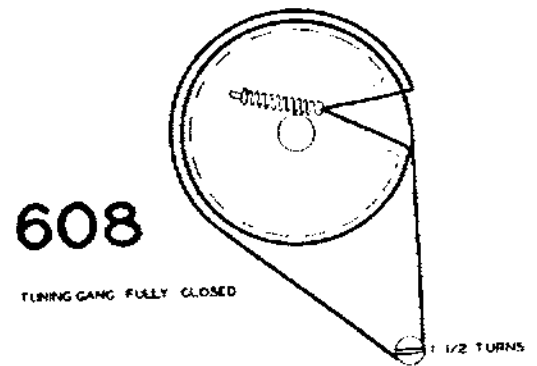
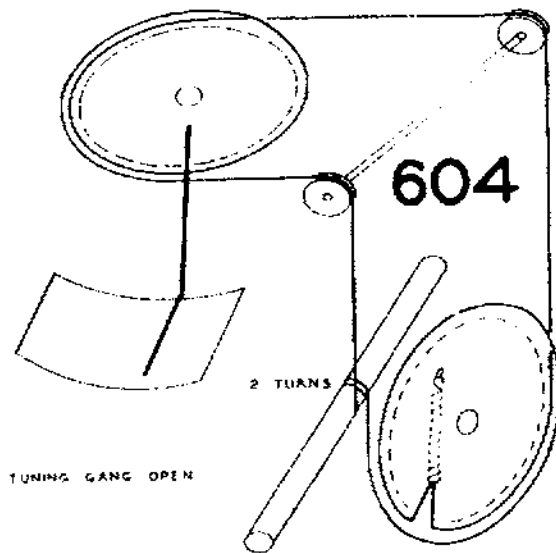
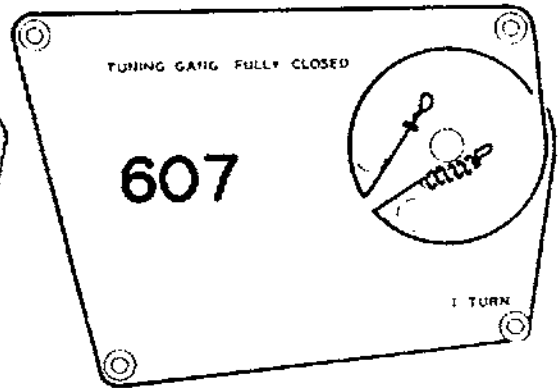
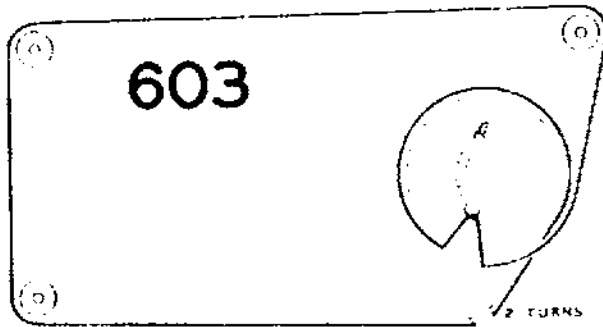
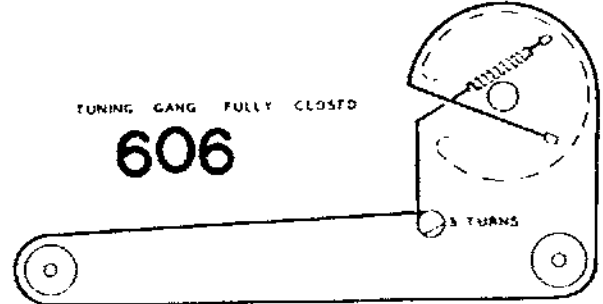
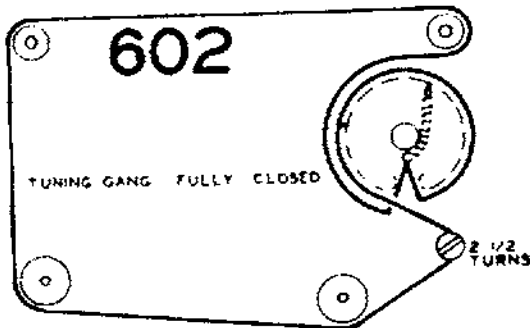
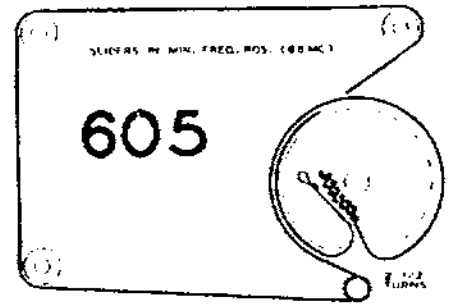
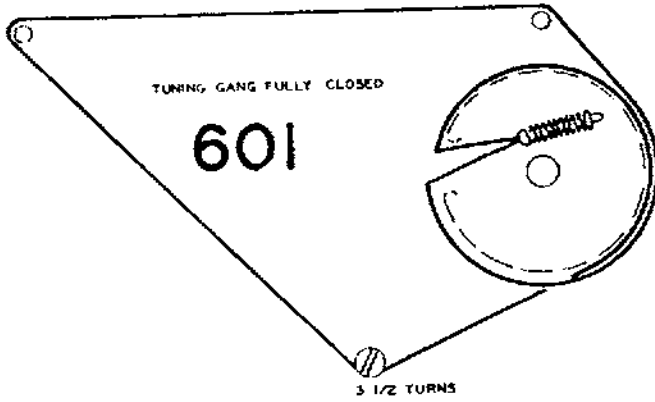
3 TURNS

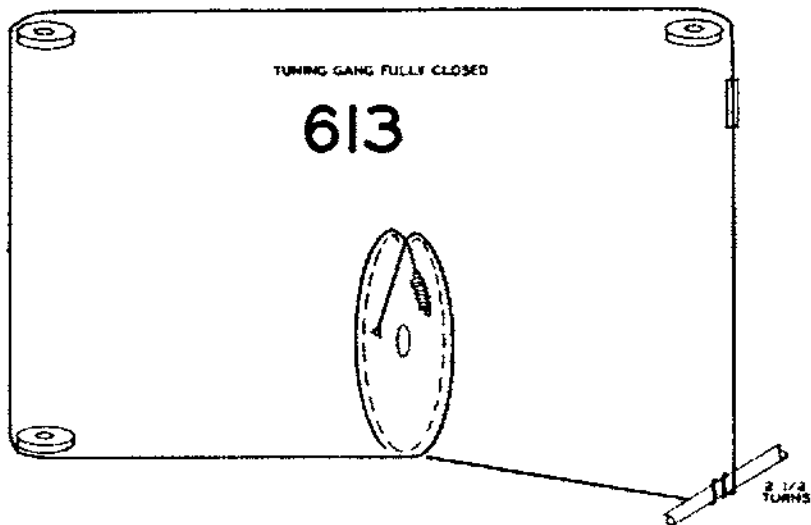
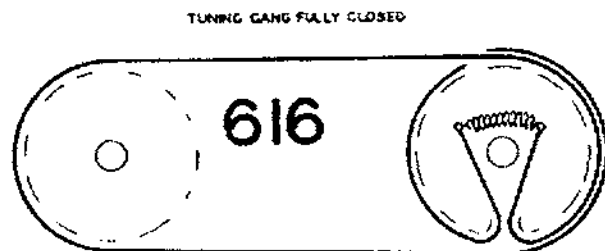
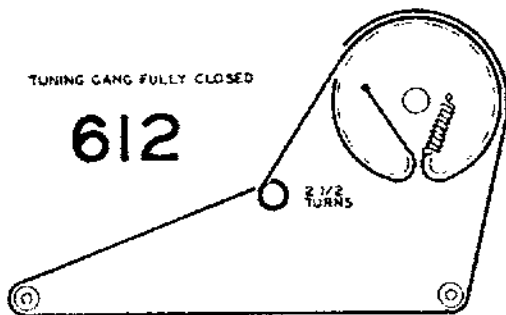
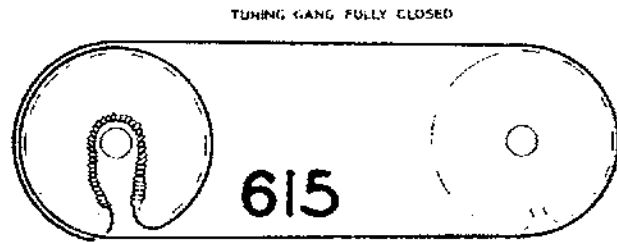
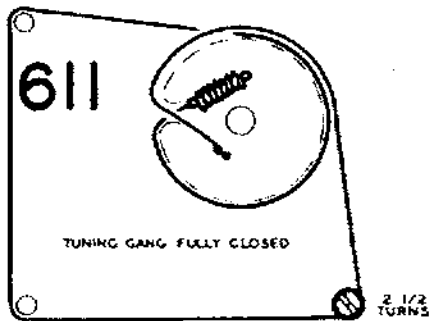
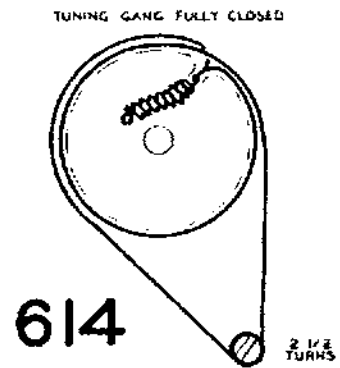
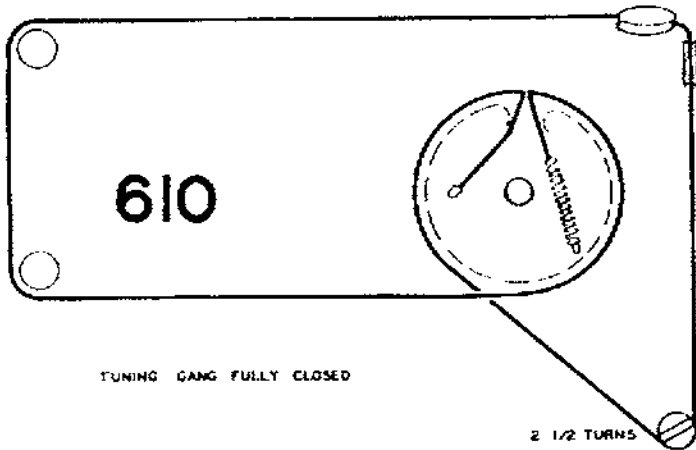
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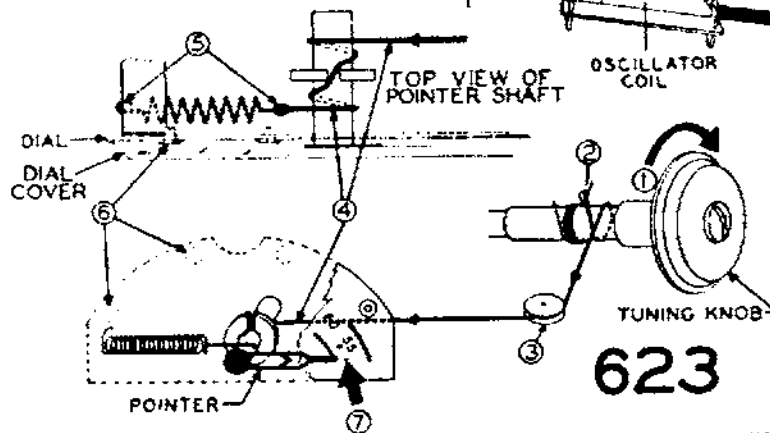
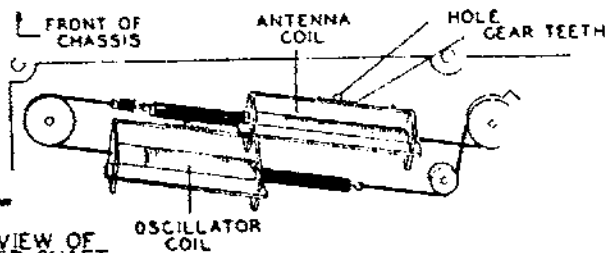
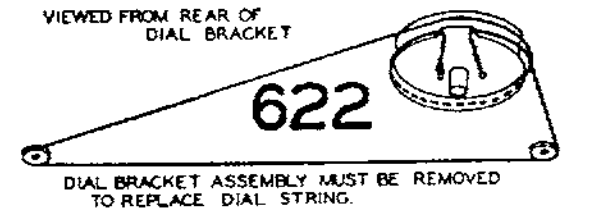
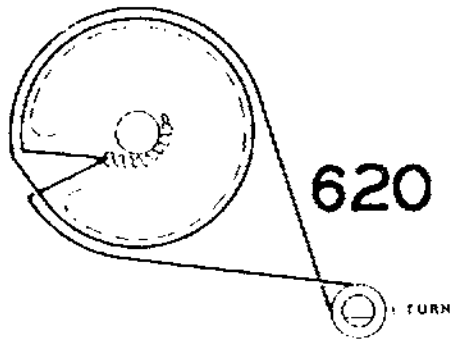
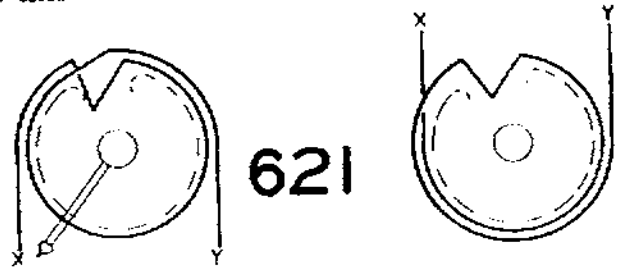
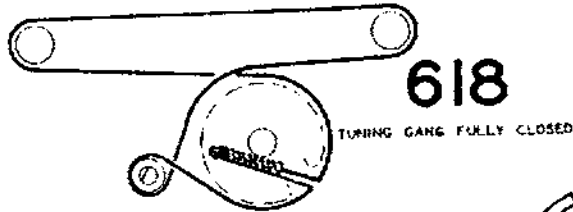
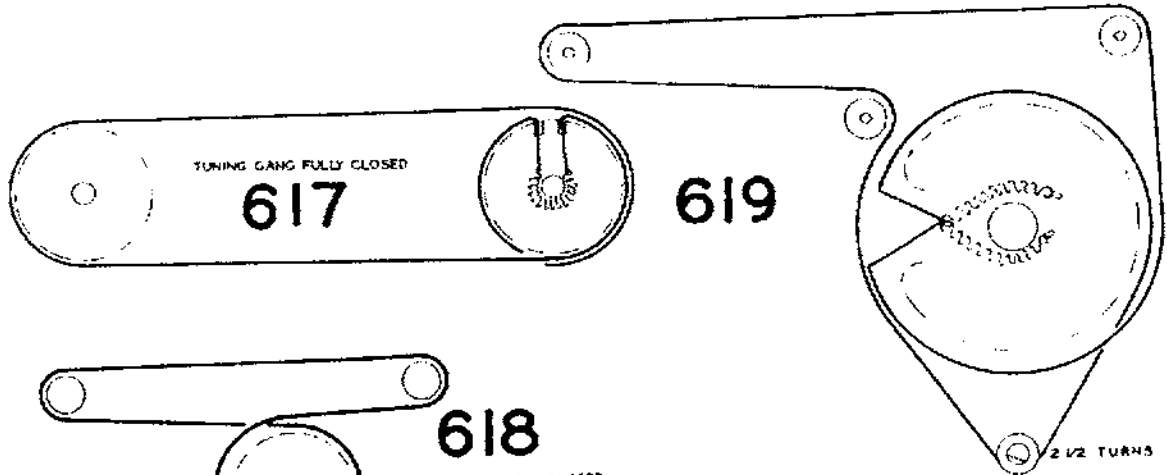
DIAL PULLEY IN SHORT WAY BAND POSITION.



BAND WITH PULLEY IN SHORT WAY BAND POSITION.



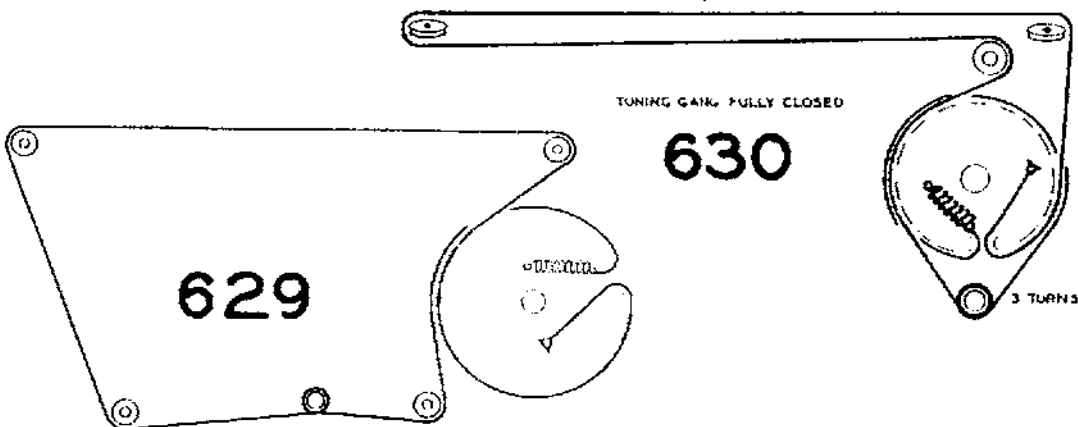
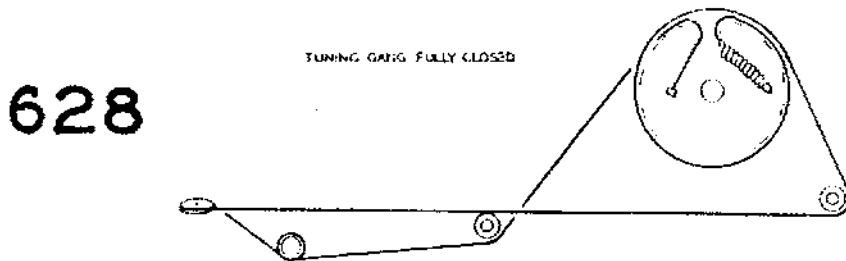
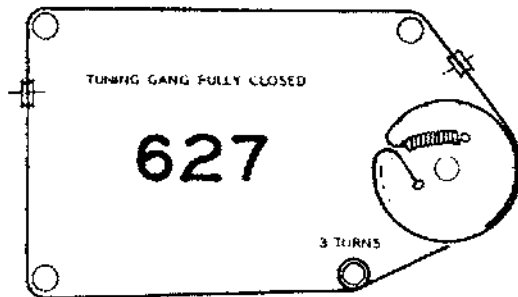
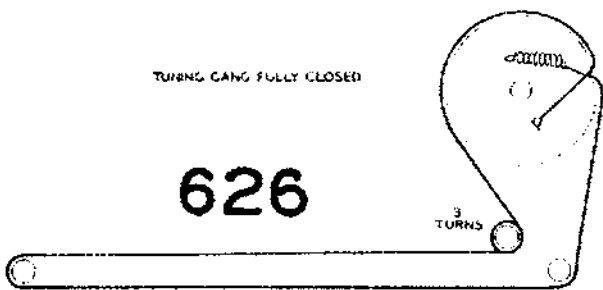
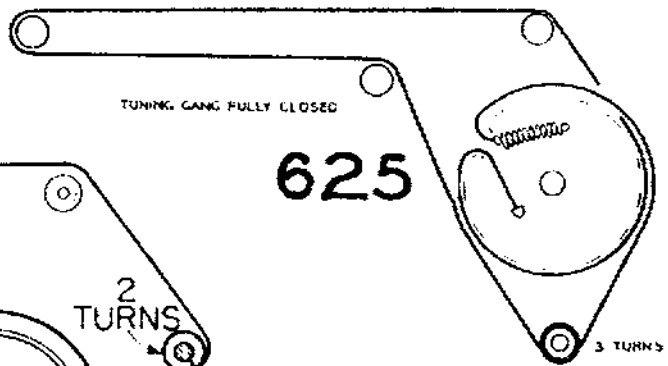
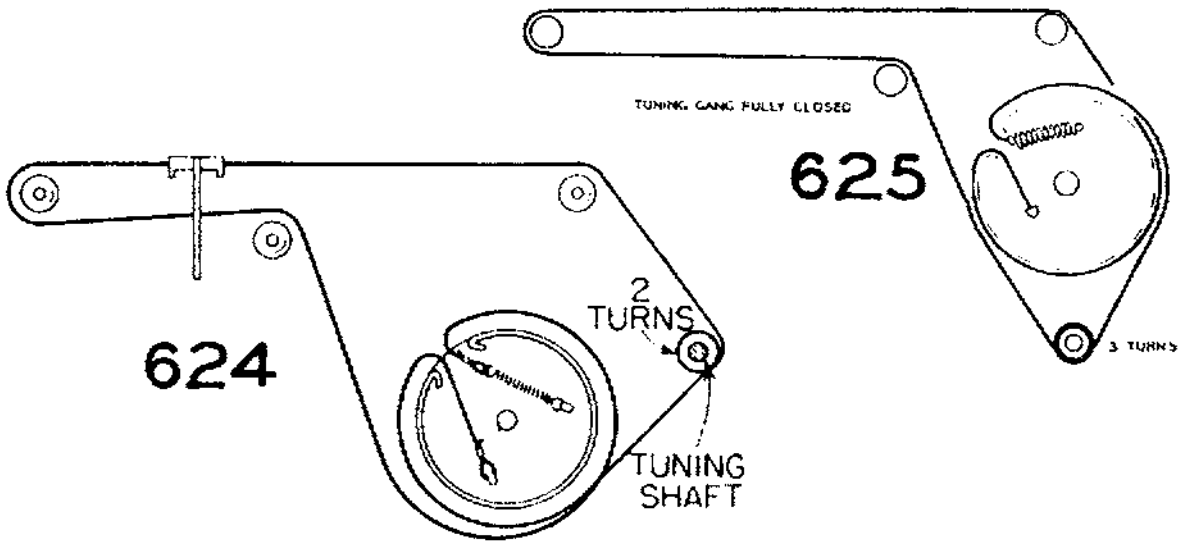


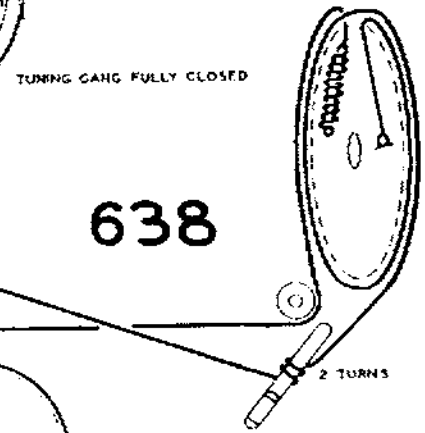
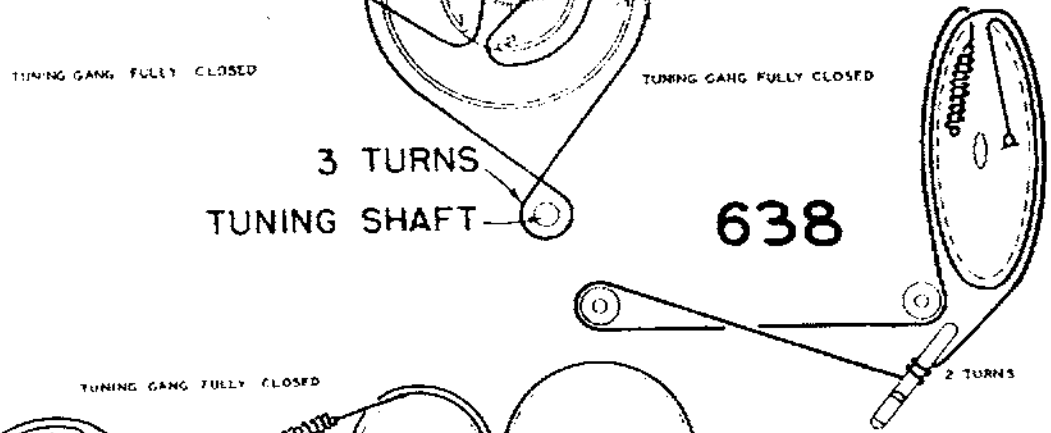
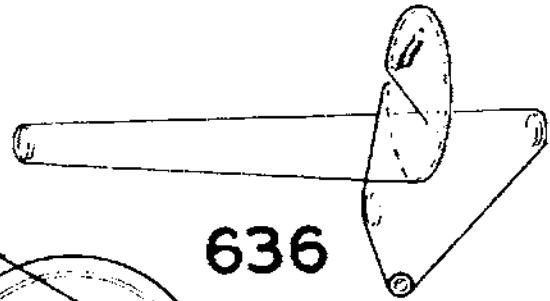
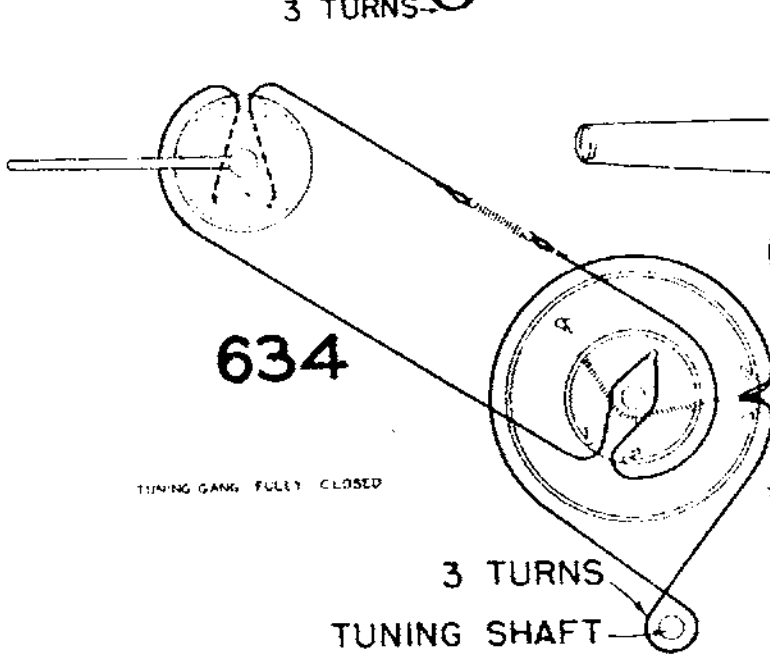
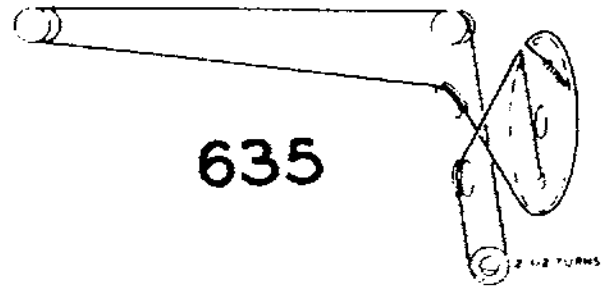
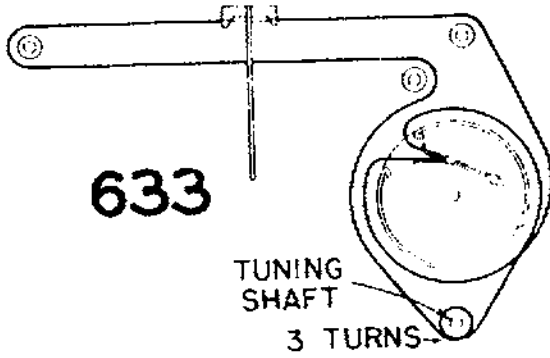
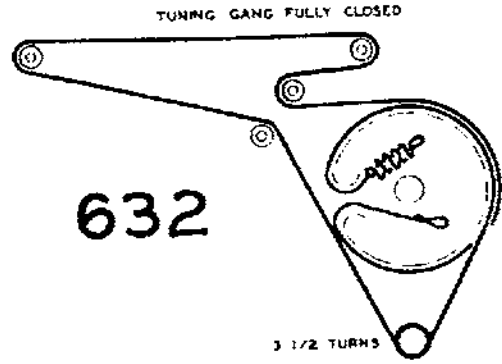
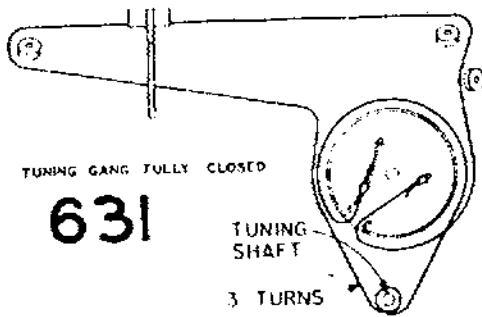


REPLACING DIAL POINTER DRIVE CORD

Six inches of cord are required. Numbers below correspond to circled numbers in diagram.

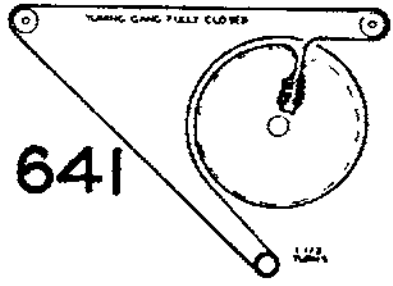
- 1 - Rotate tuning knob to extreme clockwise position.
- 2 - Tie cord to loop in spring, as shown.
- 3 - Pass cord over idler pulley.
- 4 - Pass cord over pointer shaft; wind it one turn around shaft; pass it through key washer, then once more around shaft.
- 5 - Hook spring over end of dial support. Tie cord to spring. **CAUTION:** Full contraction of spring must rotate pointer shaft at least one half turn.
- 6 - Remove dial crystal by removing snap-in pivots.
- 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.



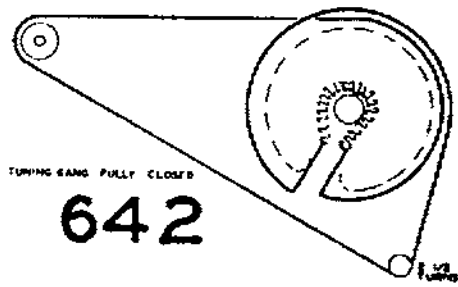
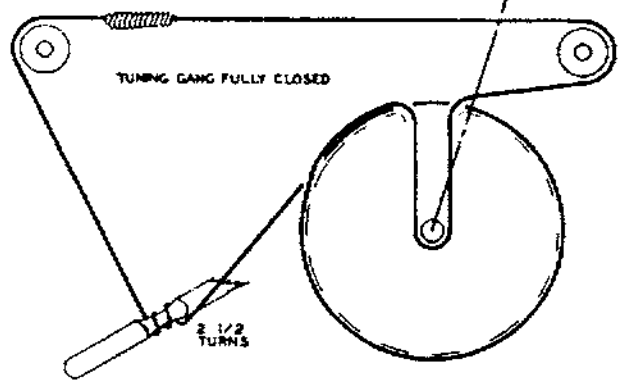




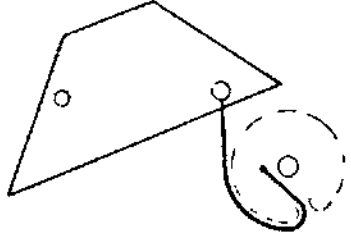
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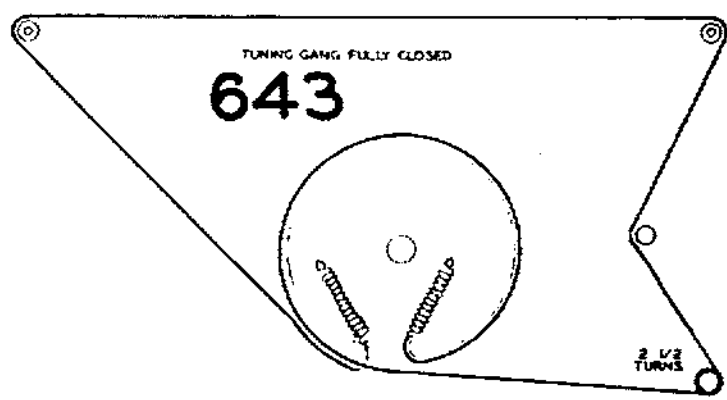
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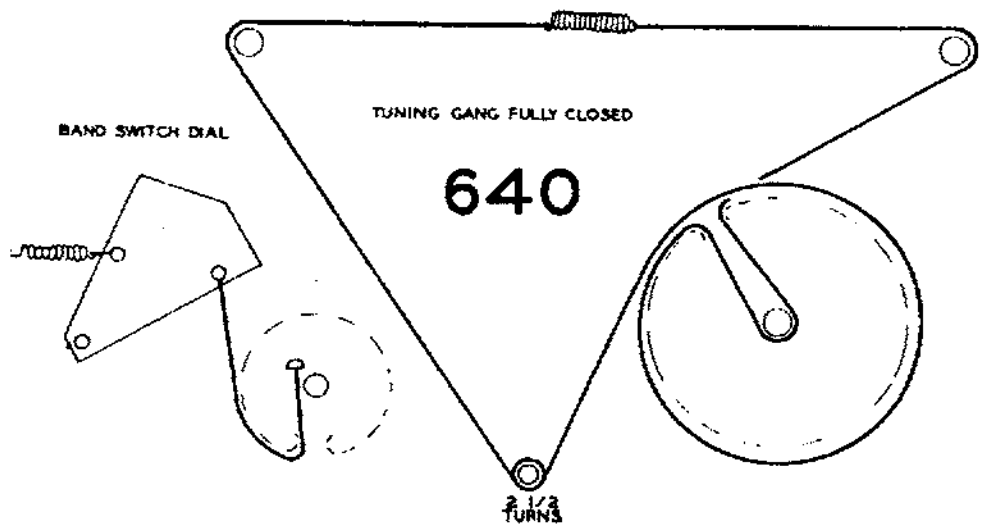
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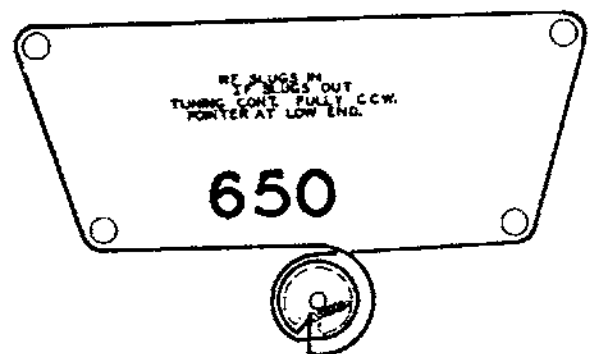
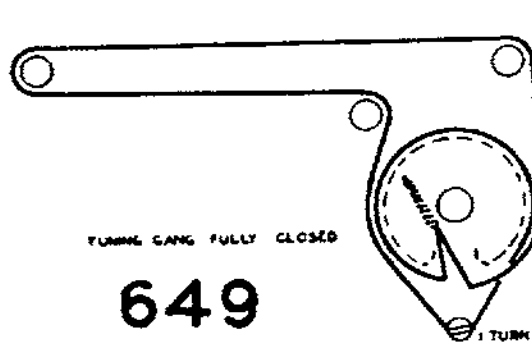
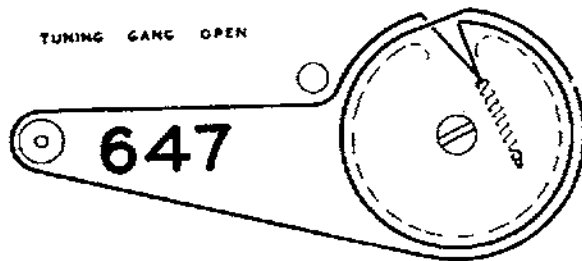
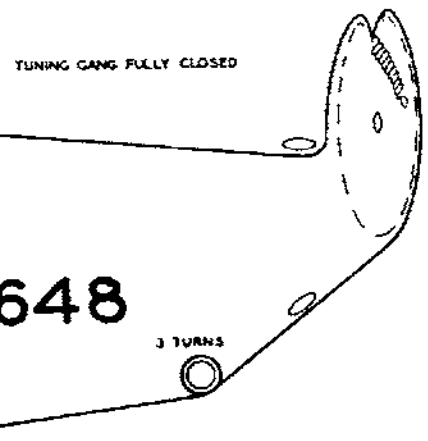
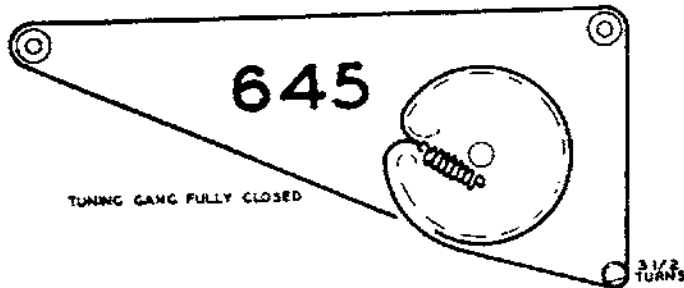
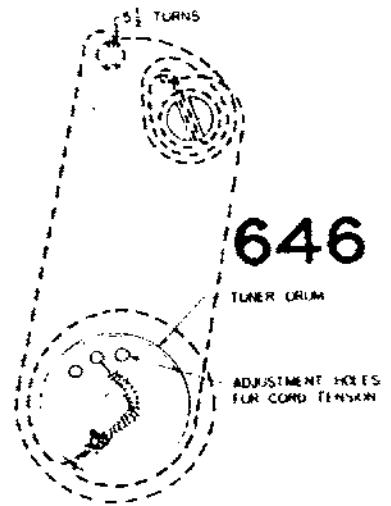
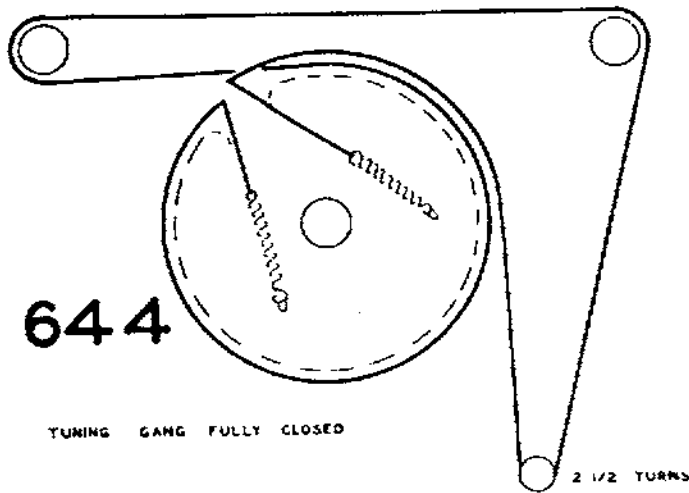
SWITCH SHOWN IN AM POSITION.

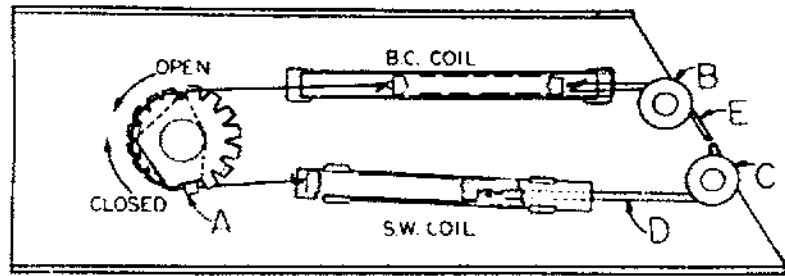
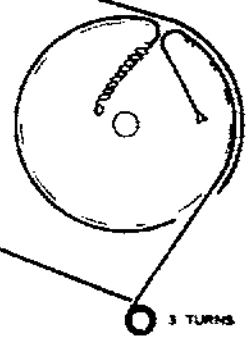
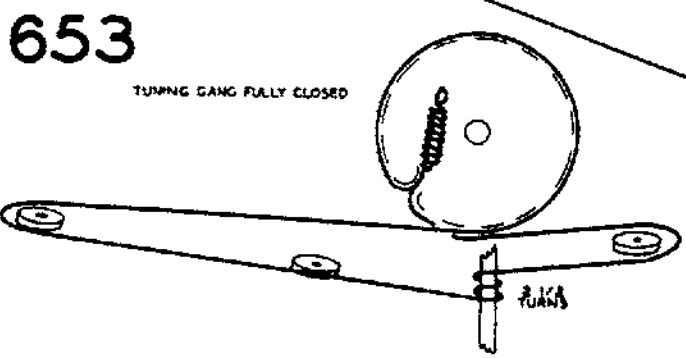
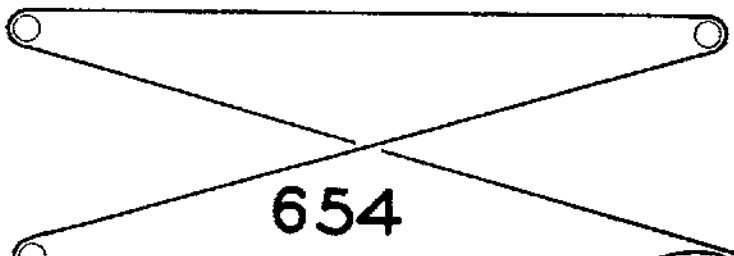
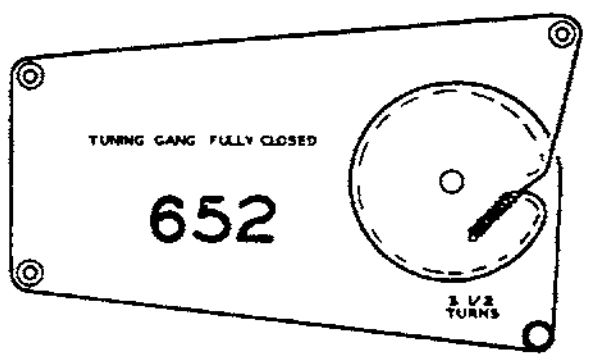
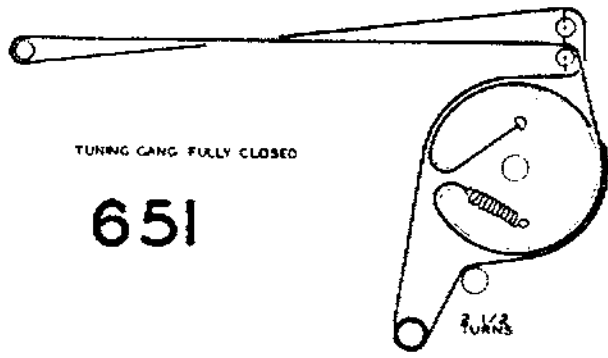


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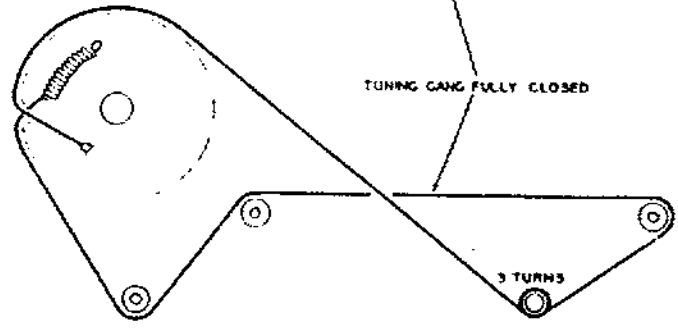


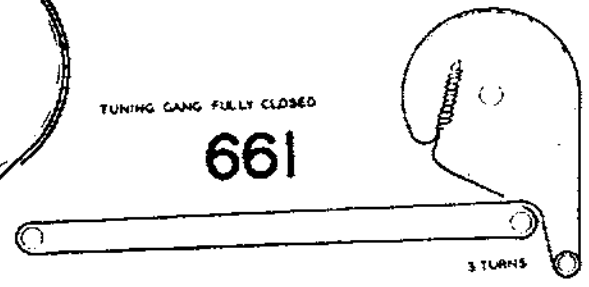
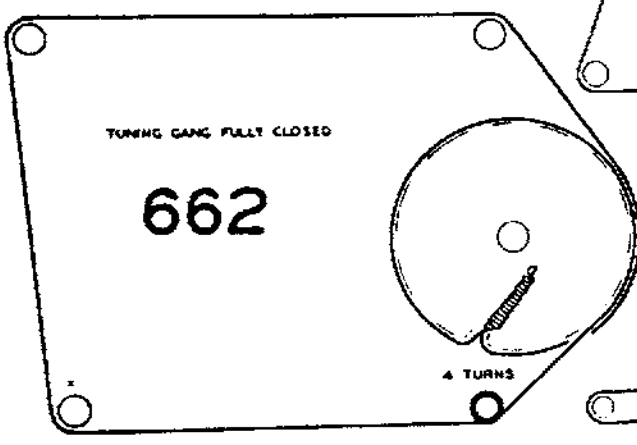
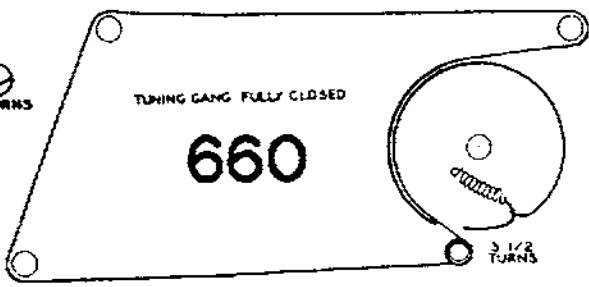
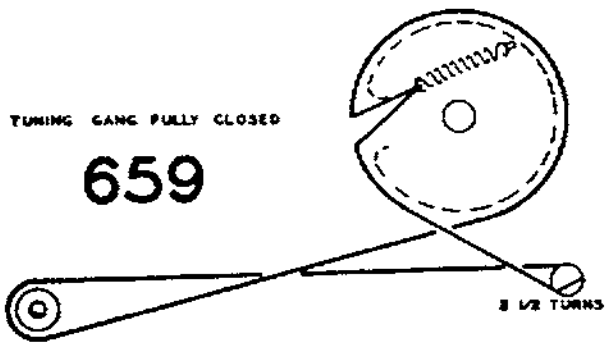
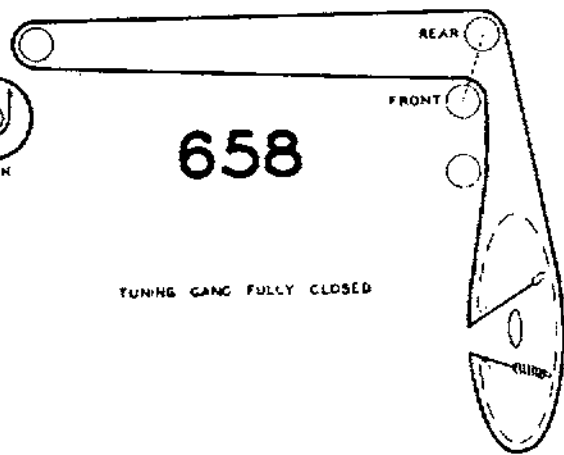
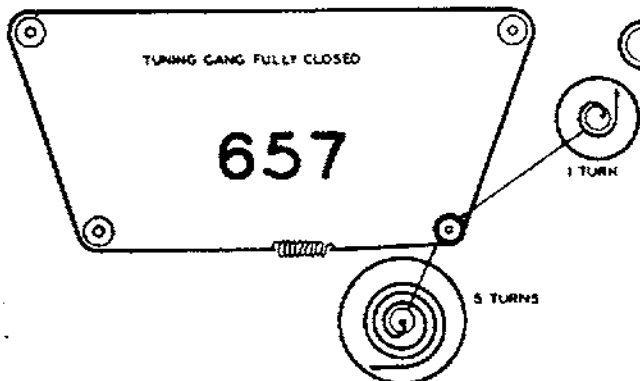
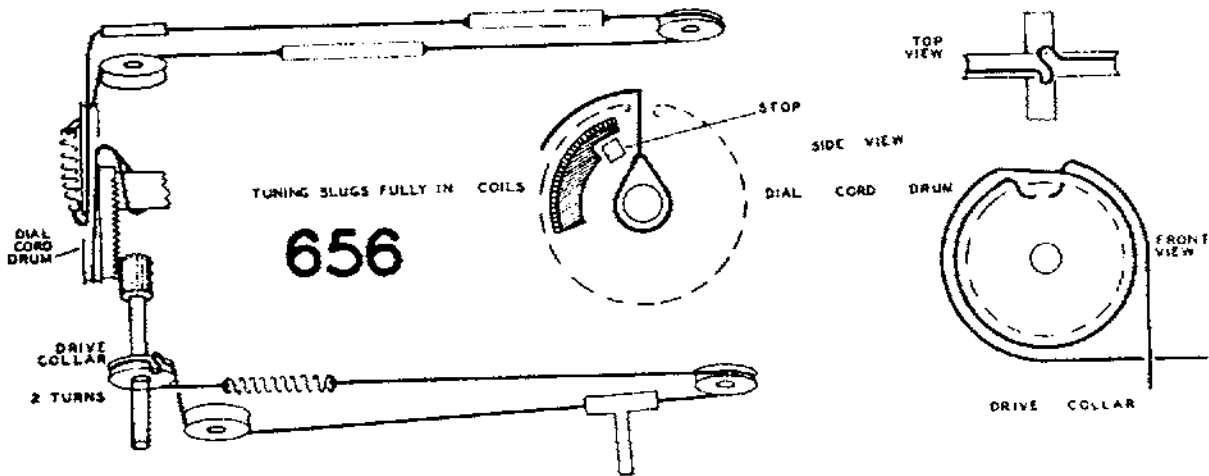
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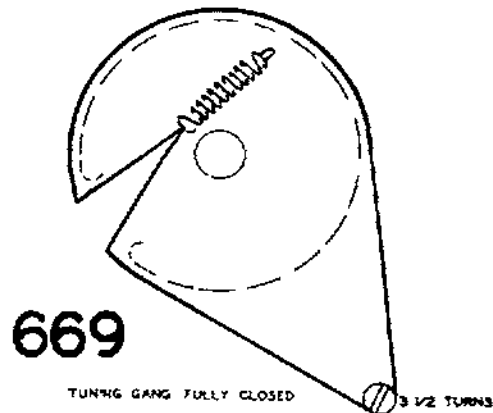
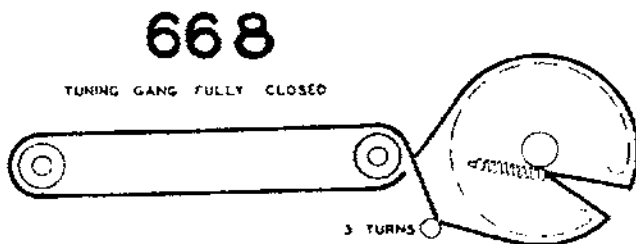
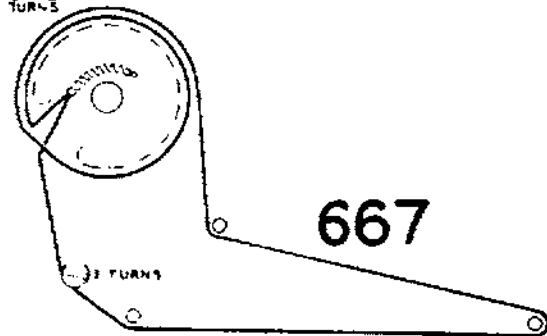
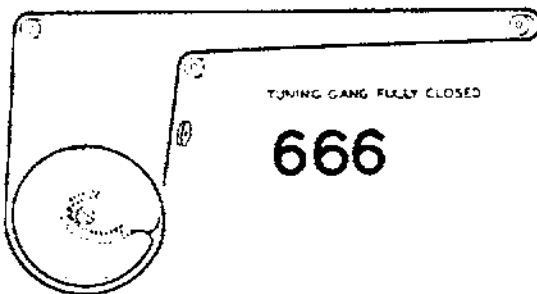
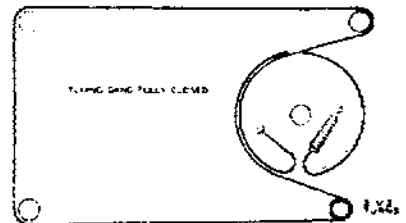
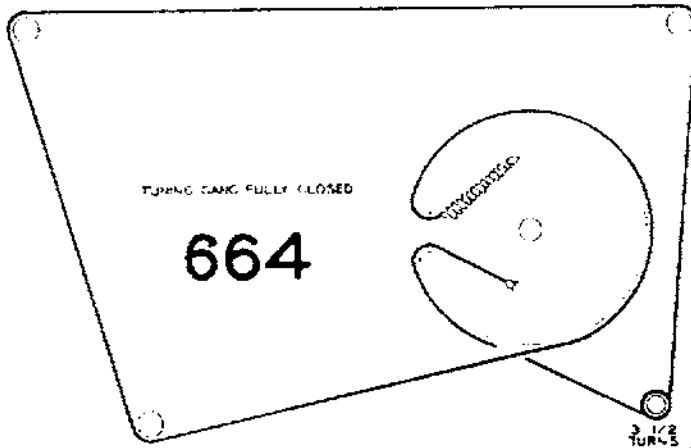
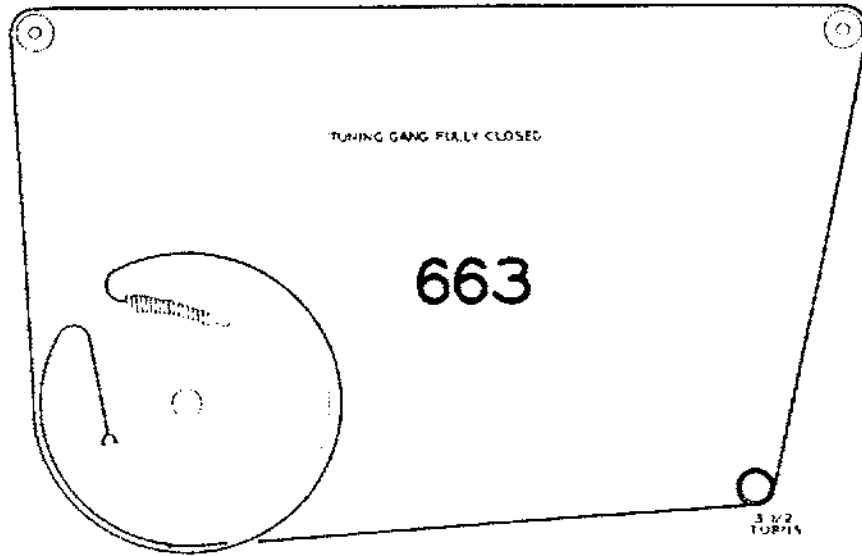


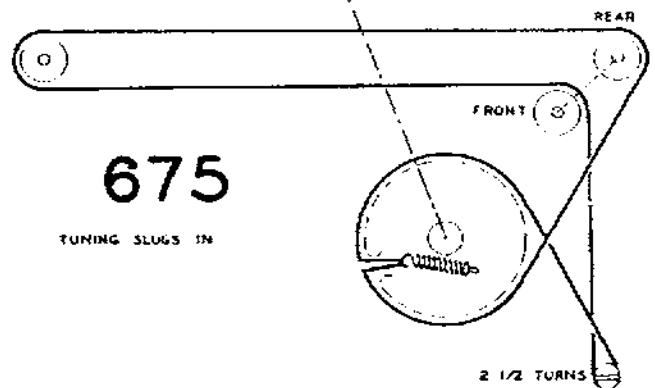
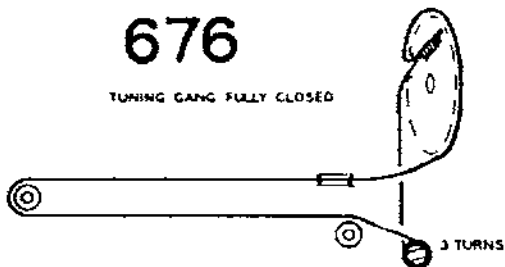
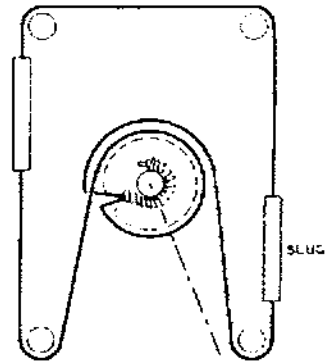
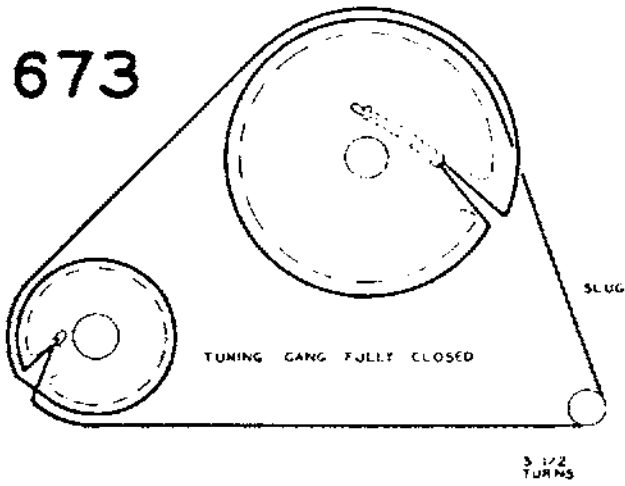
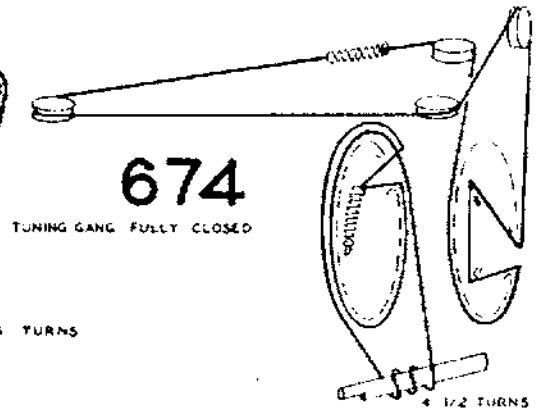
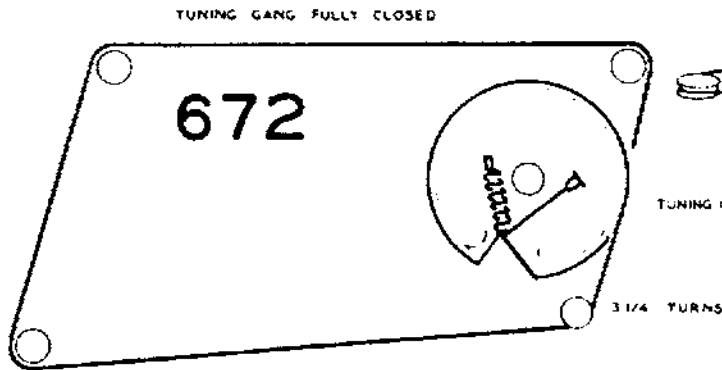
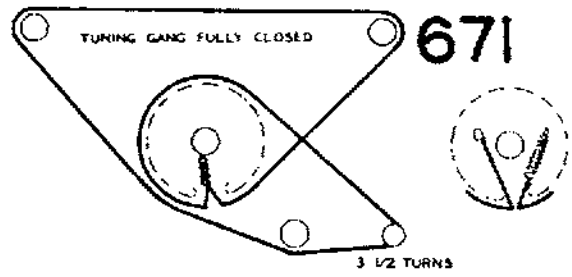
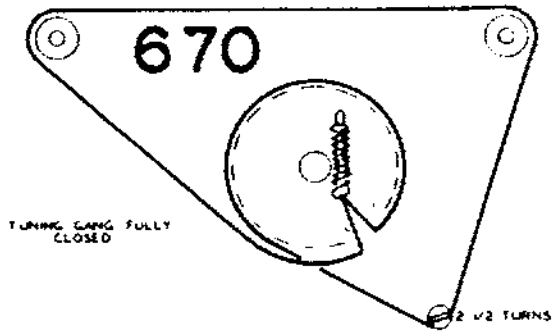


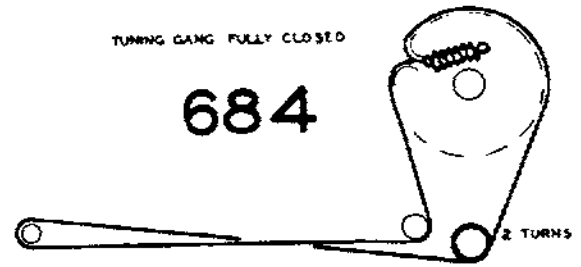
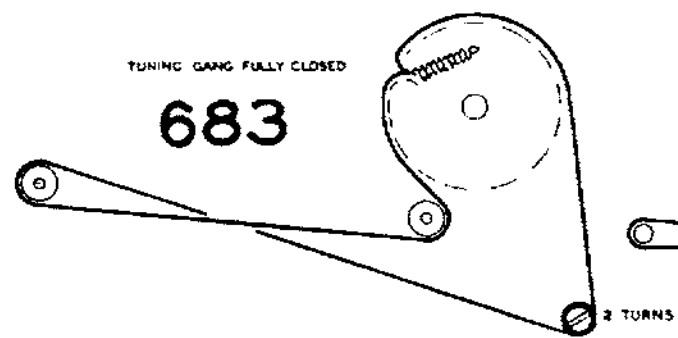
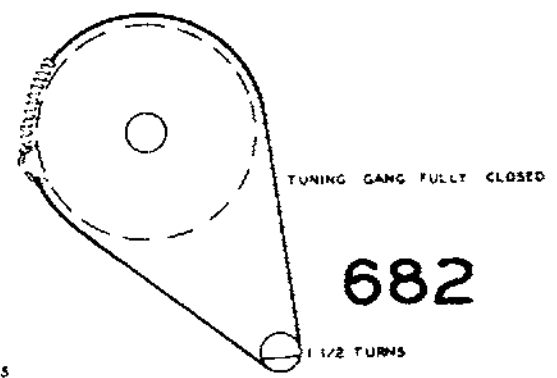
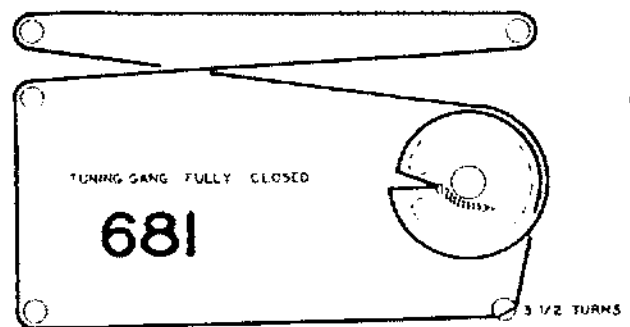
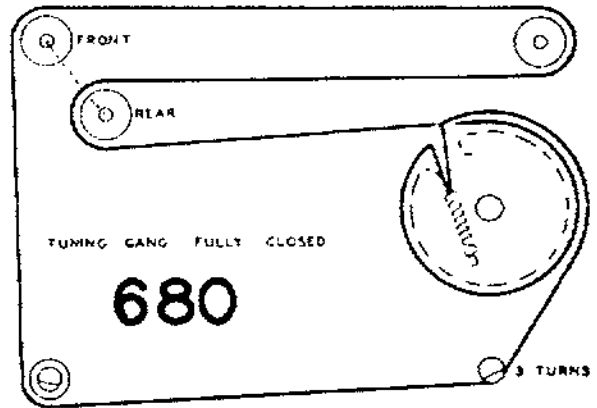
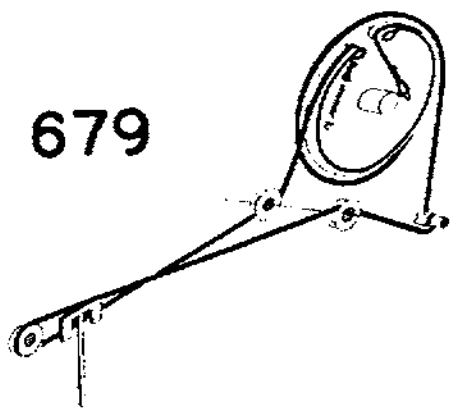
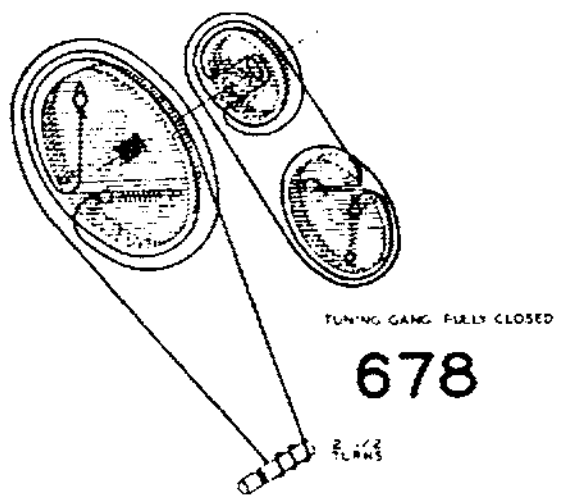
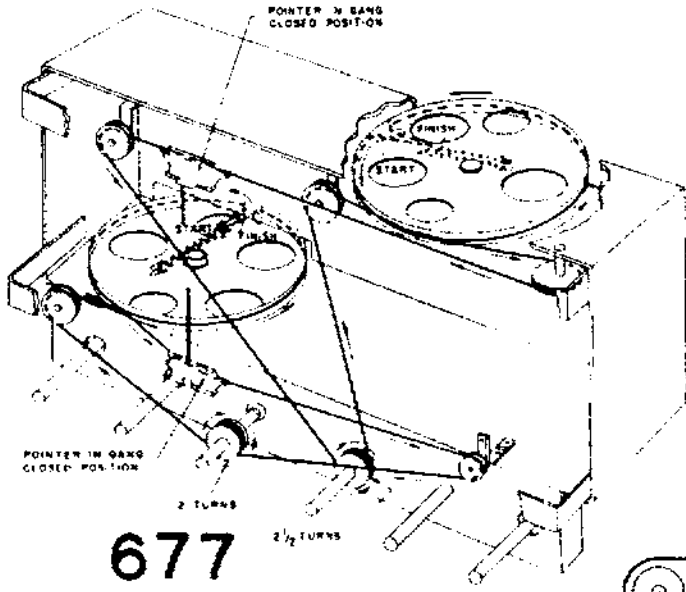
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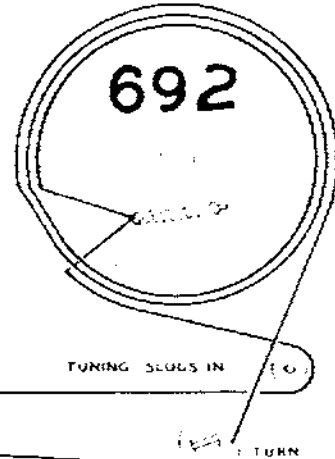
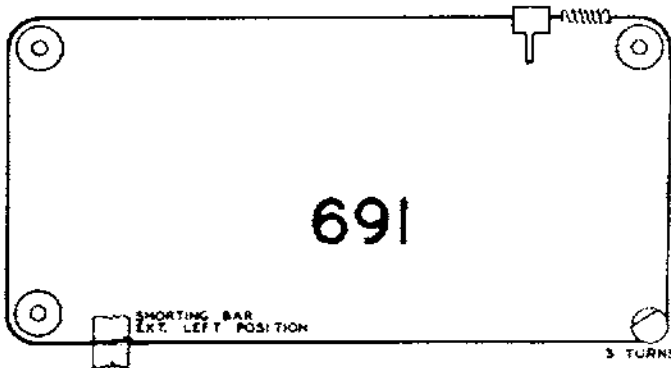
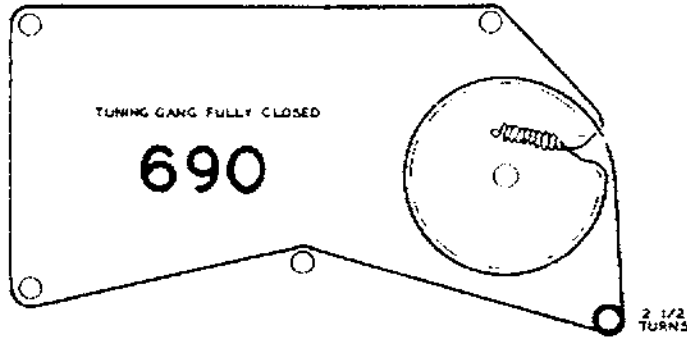
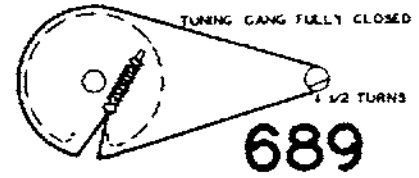
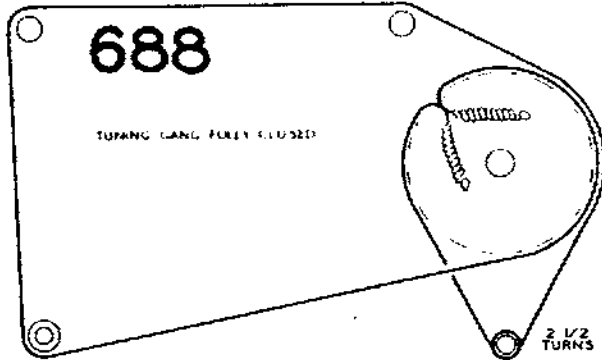
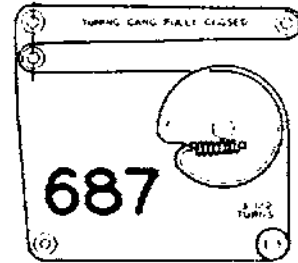
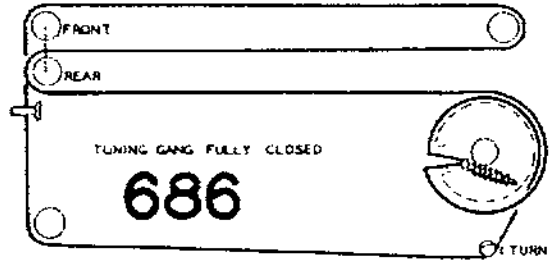
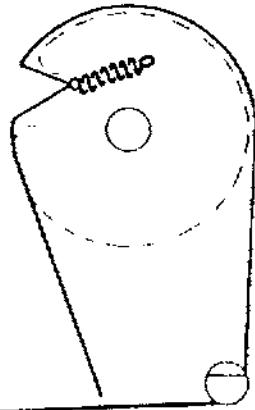


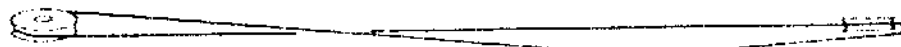
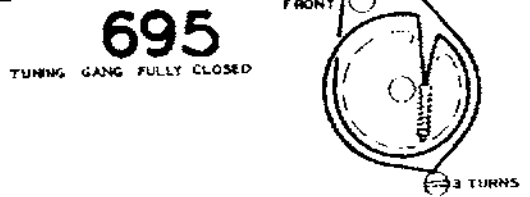
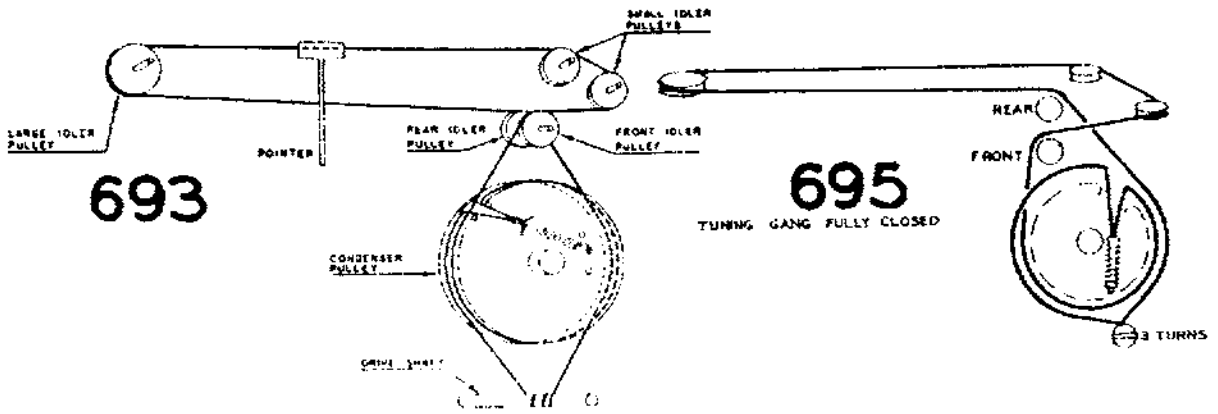




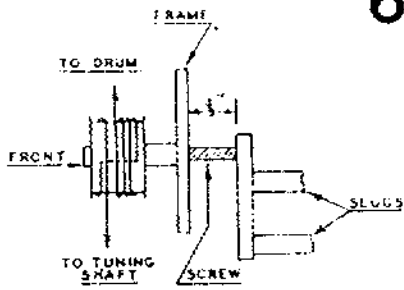
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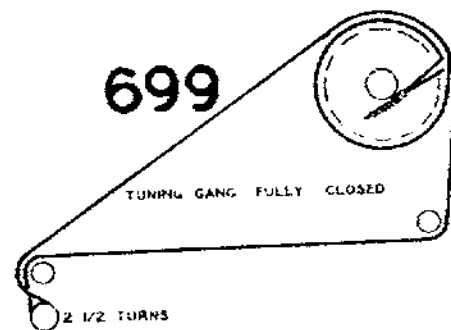
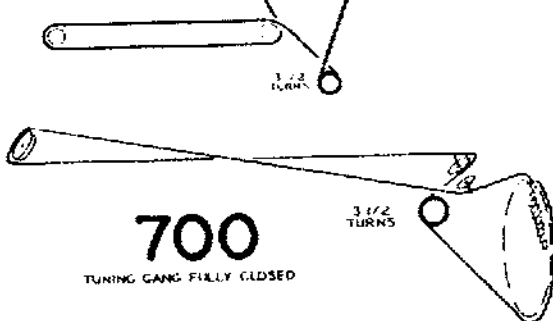
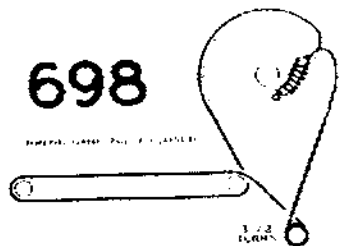
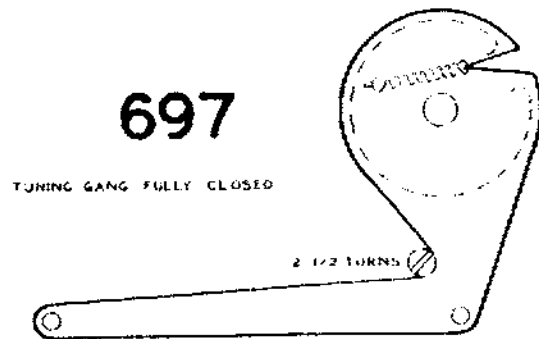
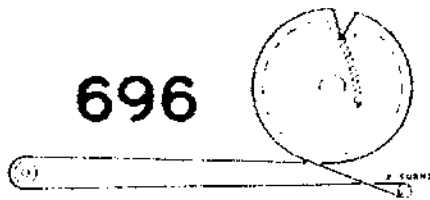
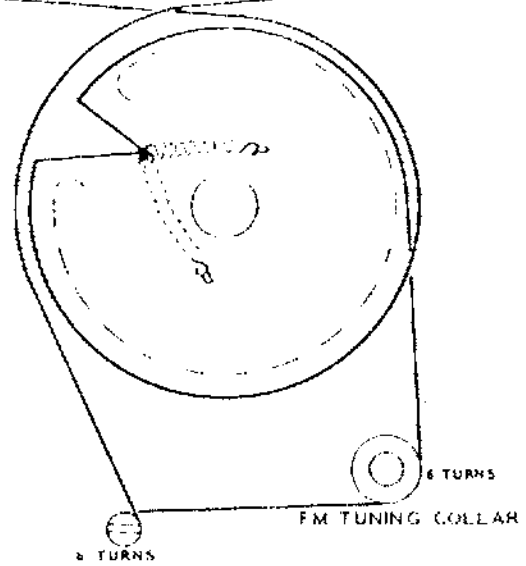


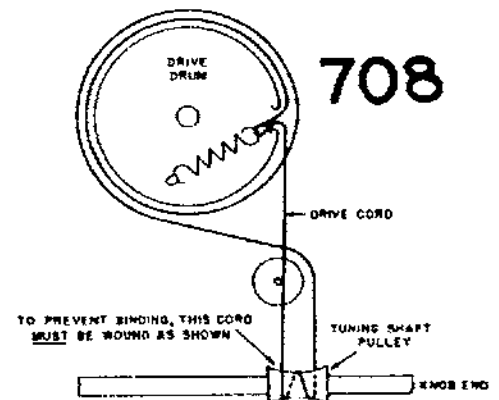
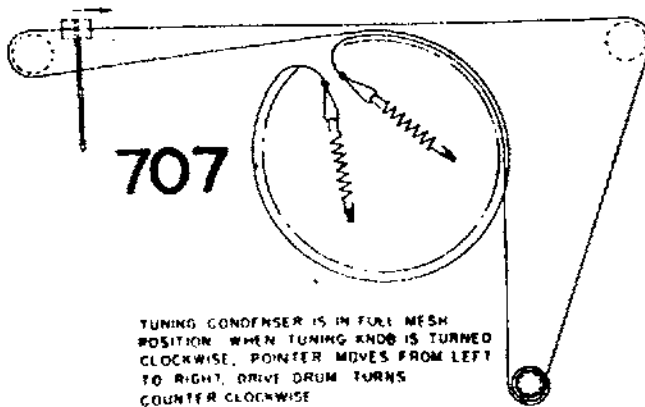
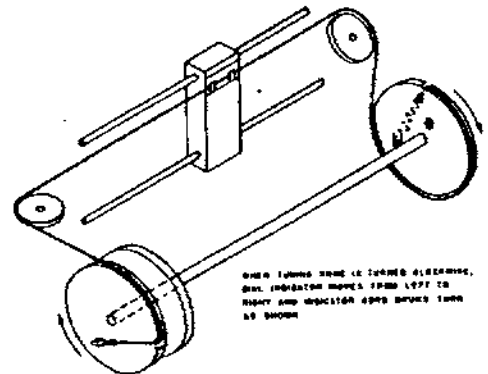
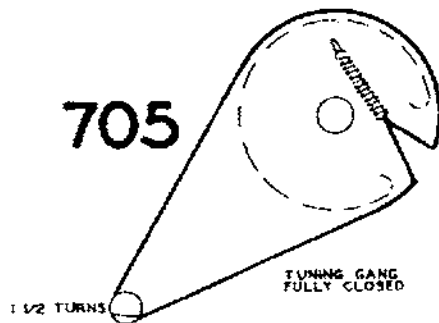
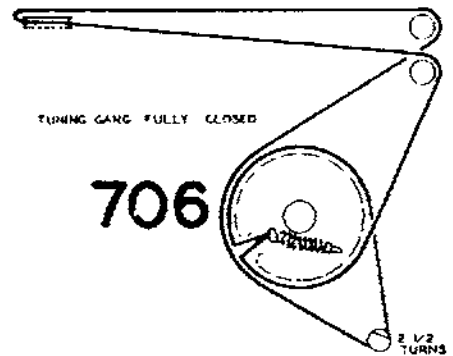
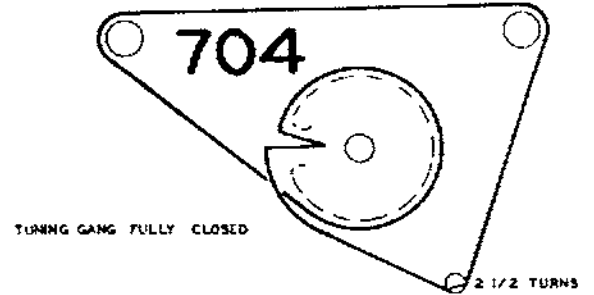
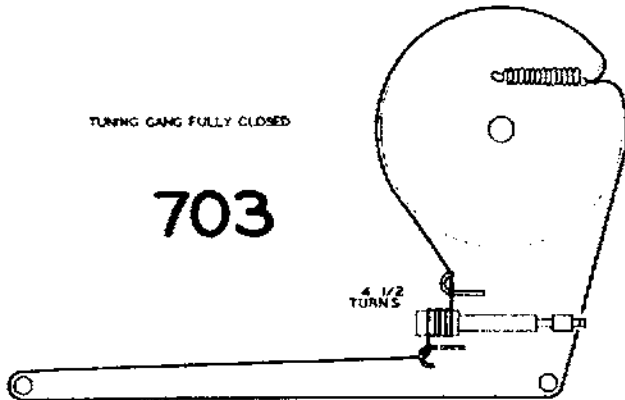
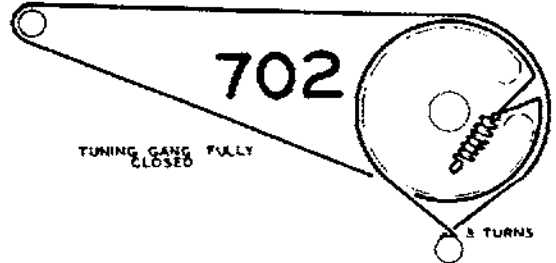
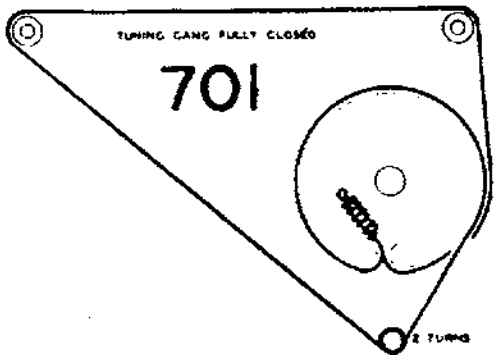


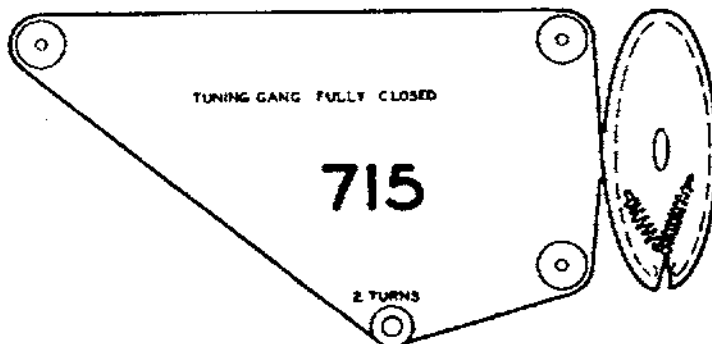
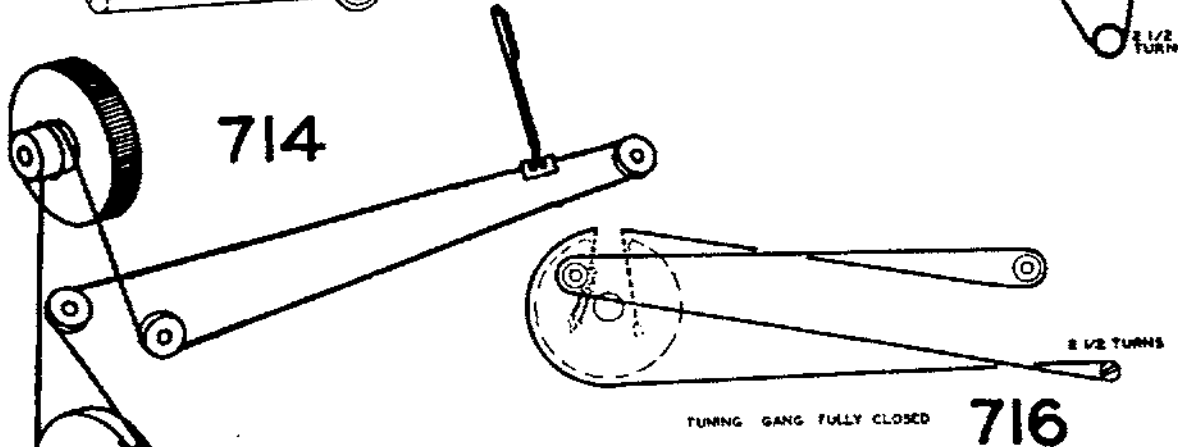
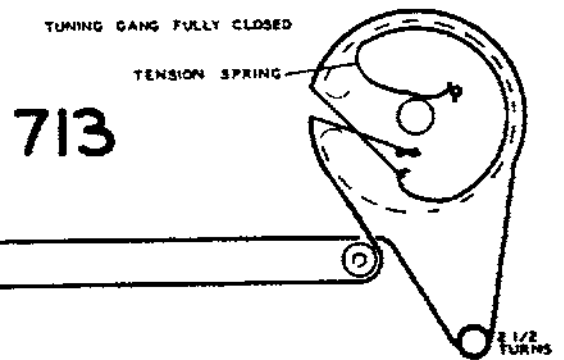
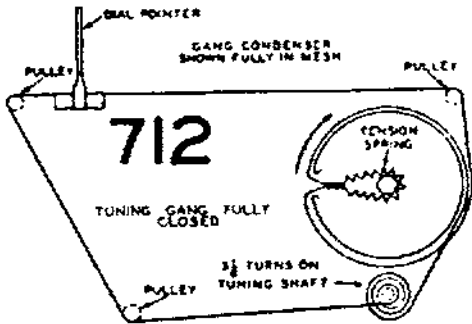
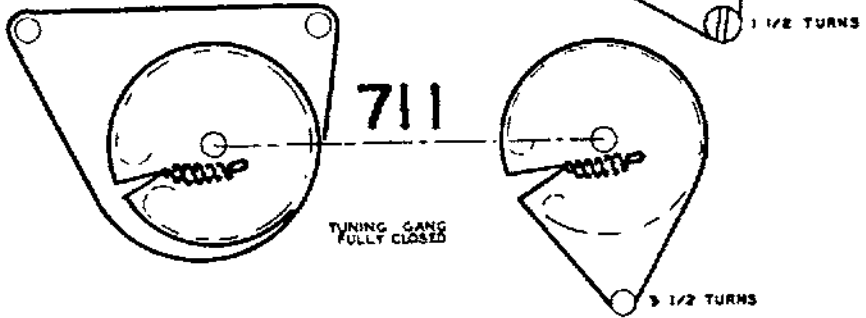
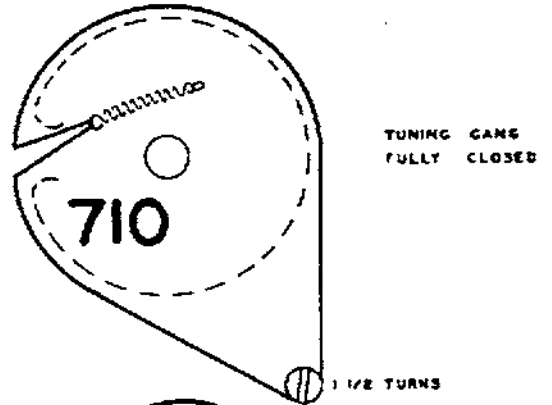
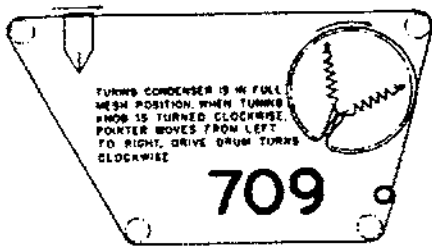
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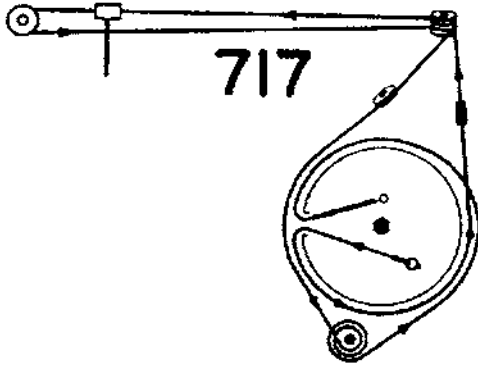


DETAIL OF FM COLLAR STRINGING AND CORRECT SETTING OF SLUG TUNER WITH TUNING CONTROL FULLY COUNTER--CLOCKWISE.





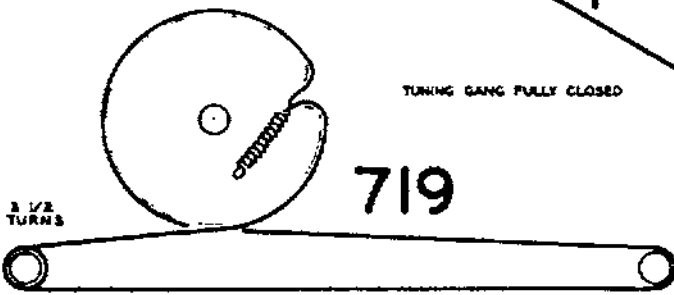
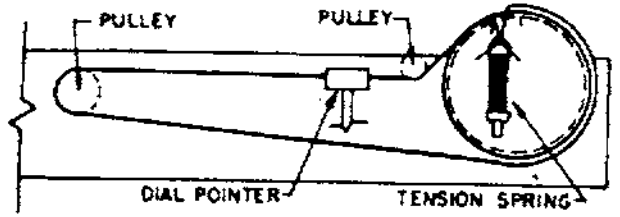




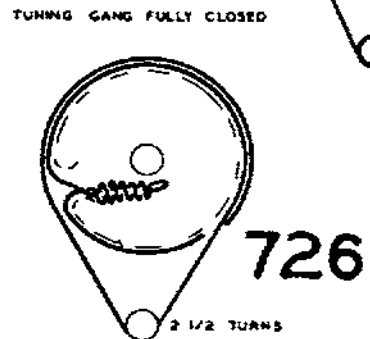
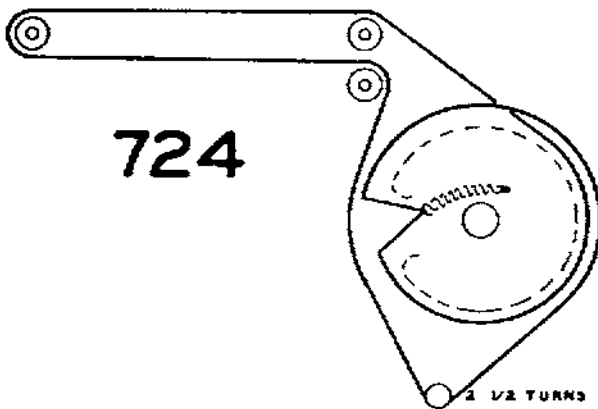
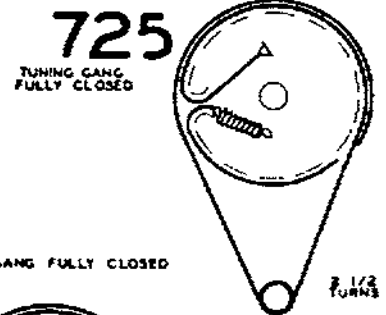
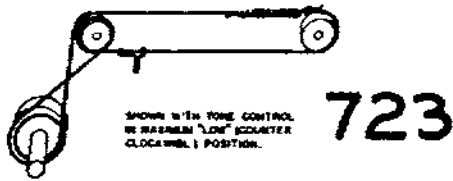
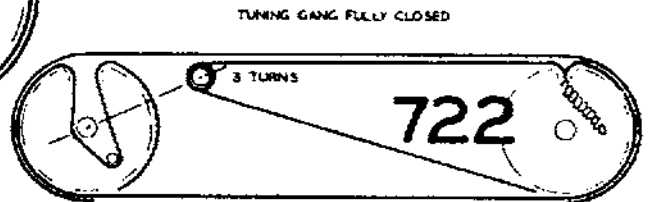
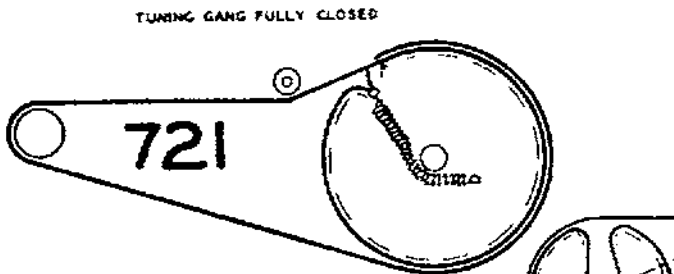
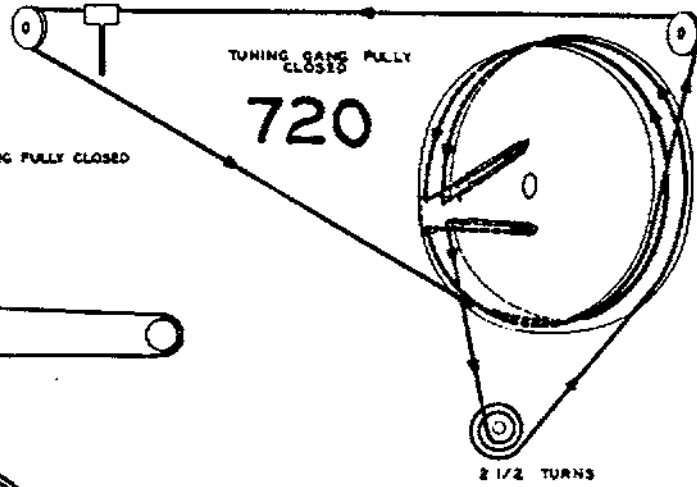
GANG CONDENSER
SHOWN FULLY IN
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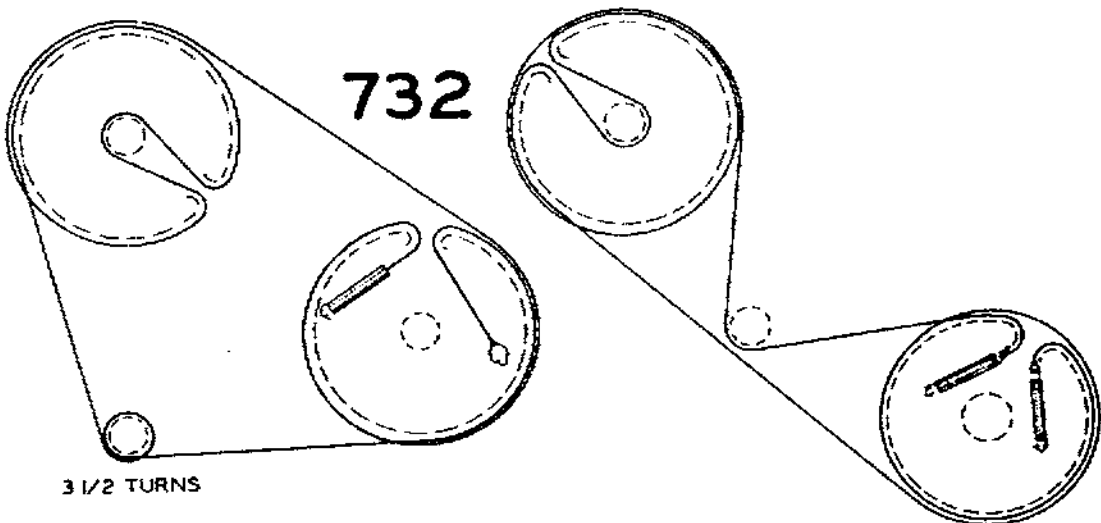
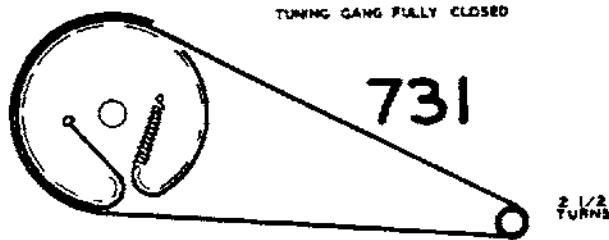
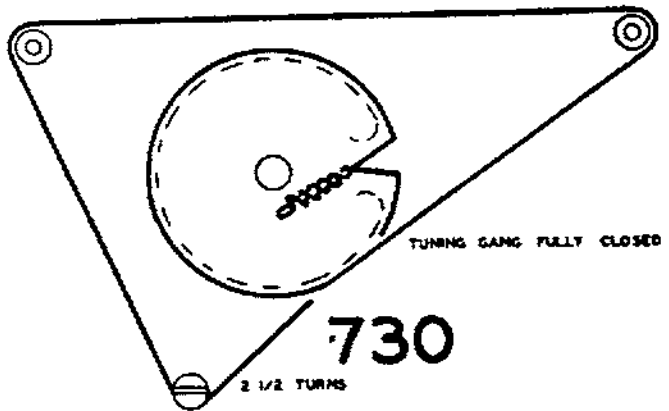
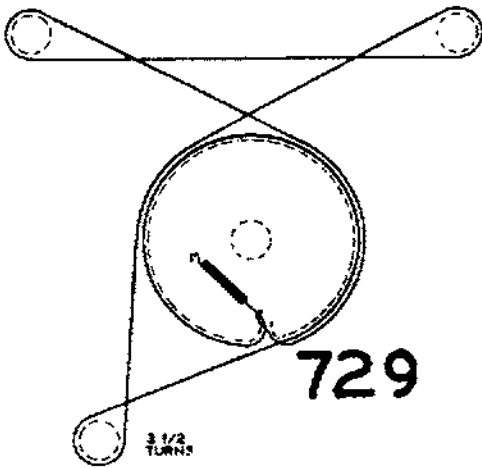
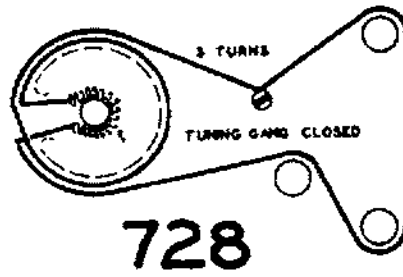
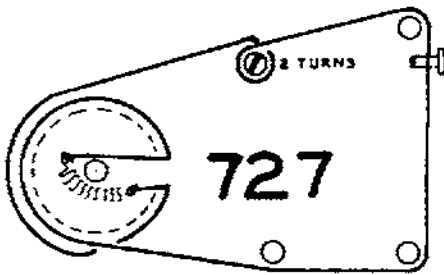
718

ONE COMPLETE TURN
ON DRUM



TUNING GANG FULLY CLOSED





Dial Stringing

Push the tuning elevator all the way down and string the dial as shown in Figure 1. Notice that the dial cord, in progressive steps 9, 10, 11 and 12 is made to travel behind the start and end of cord stringing. The procedure will be easier if pulley C is 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 eyeslets so that they fall between pulleys A and B. When finished, crimp the eyeslets 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 eyeslets from moving. Clip the pointer on the cable halfway between the eyeslets.

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

Concluding Comments

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

Elevator Stringing

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

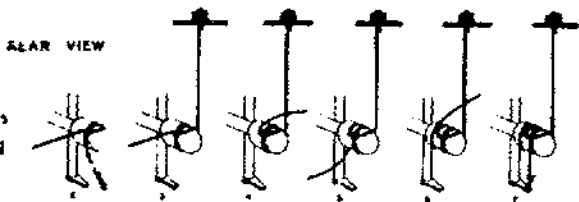
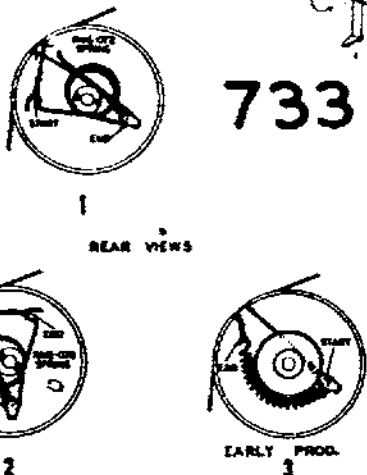


FIGURE 2 Elevator Windline Stringing Procedure

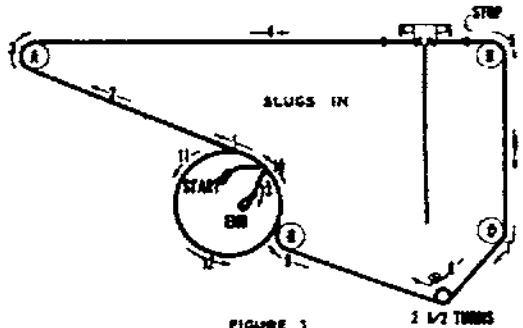
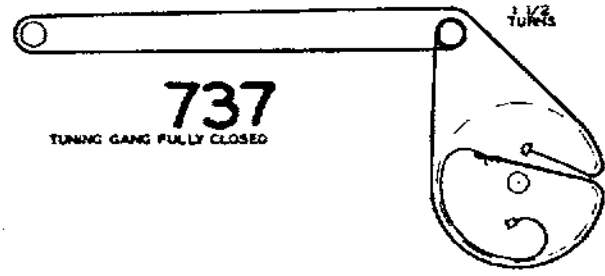
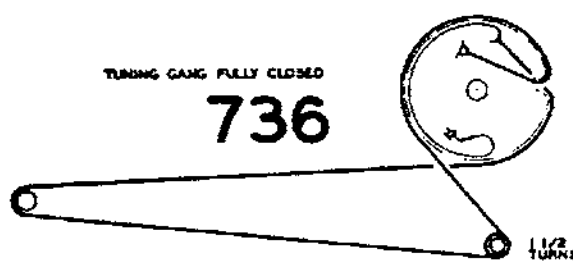
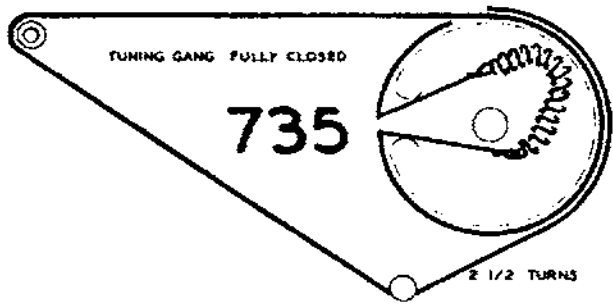
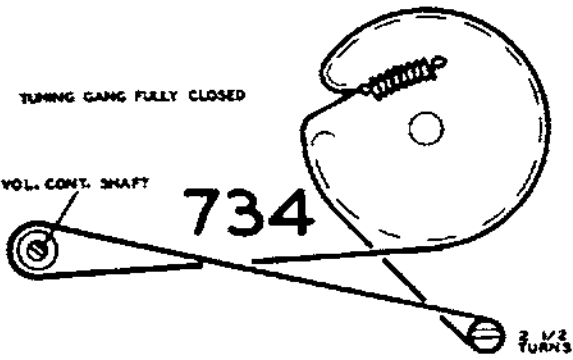
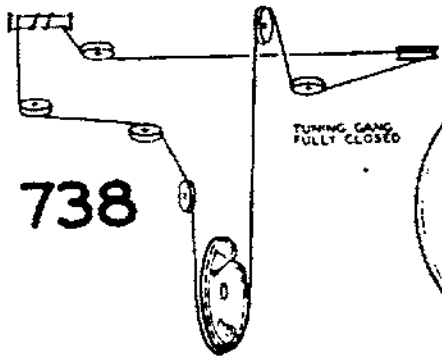
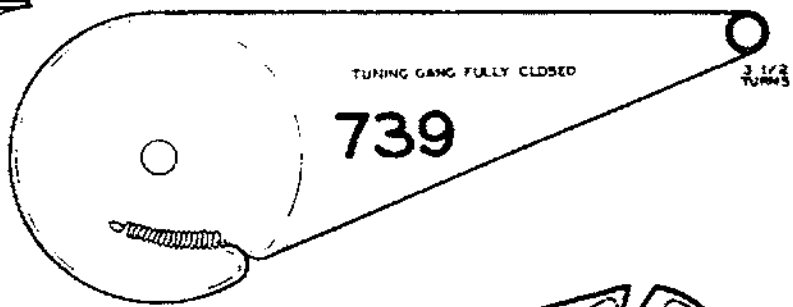


FIGURE 3 2 1/2 TURNS

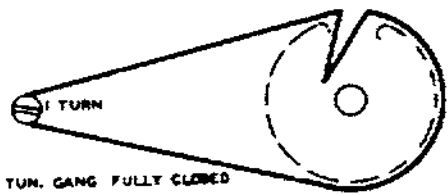




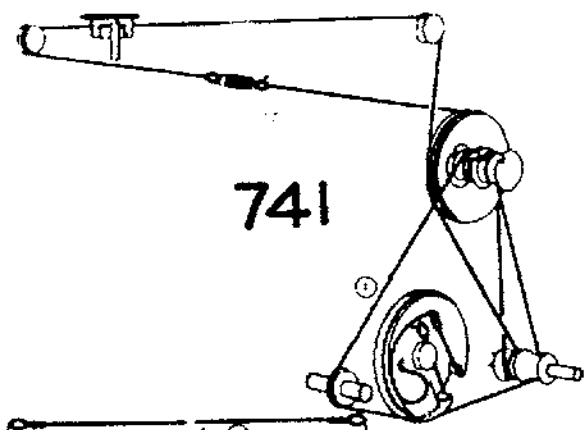
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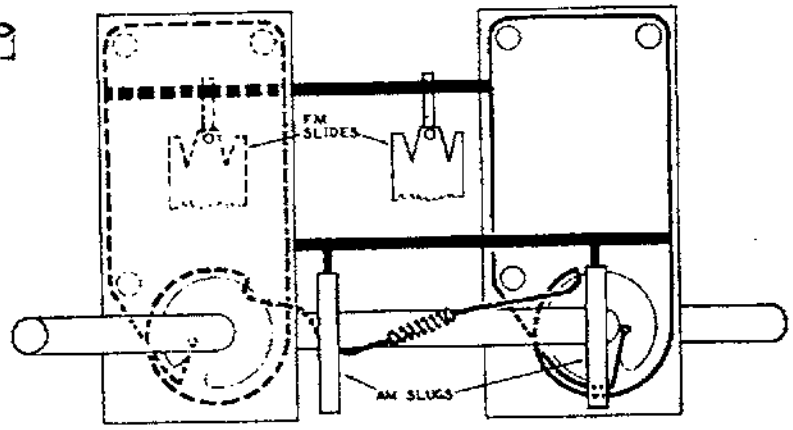
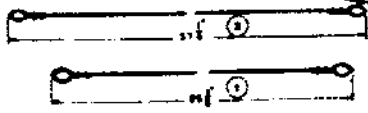
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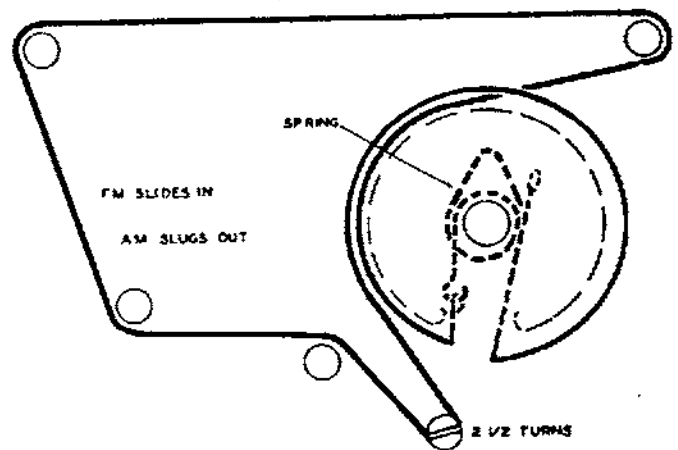
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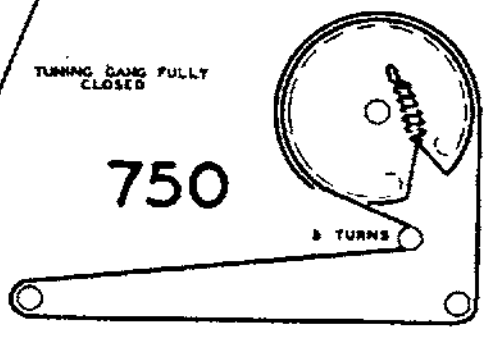
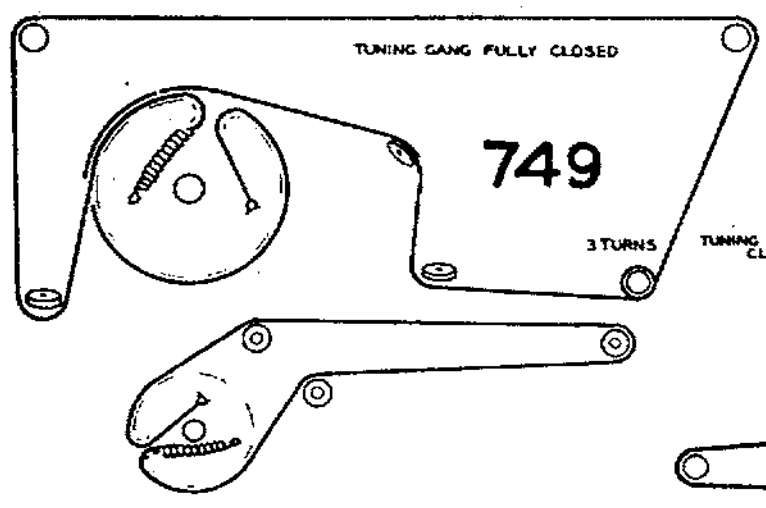
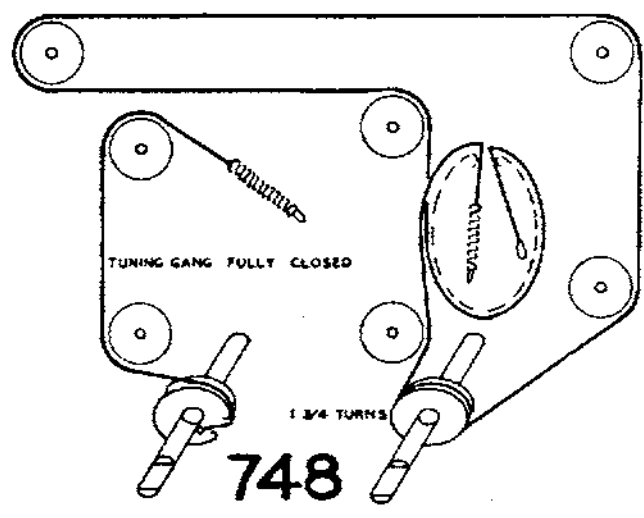
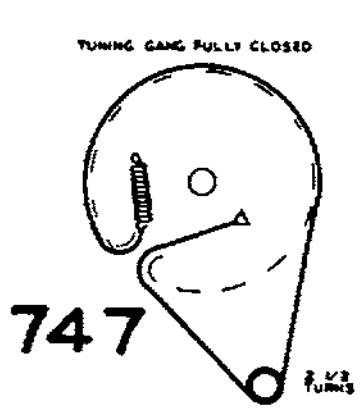
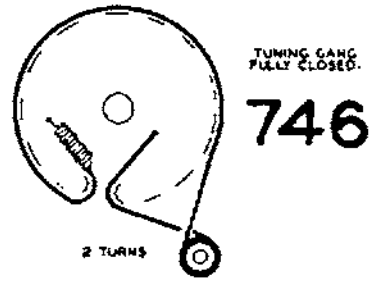
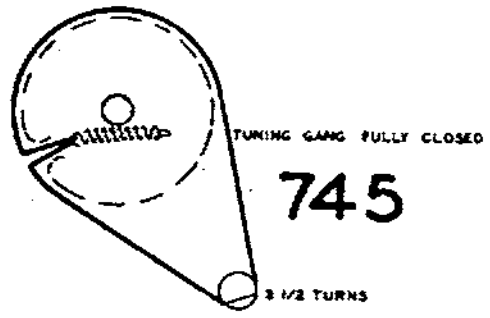
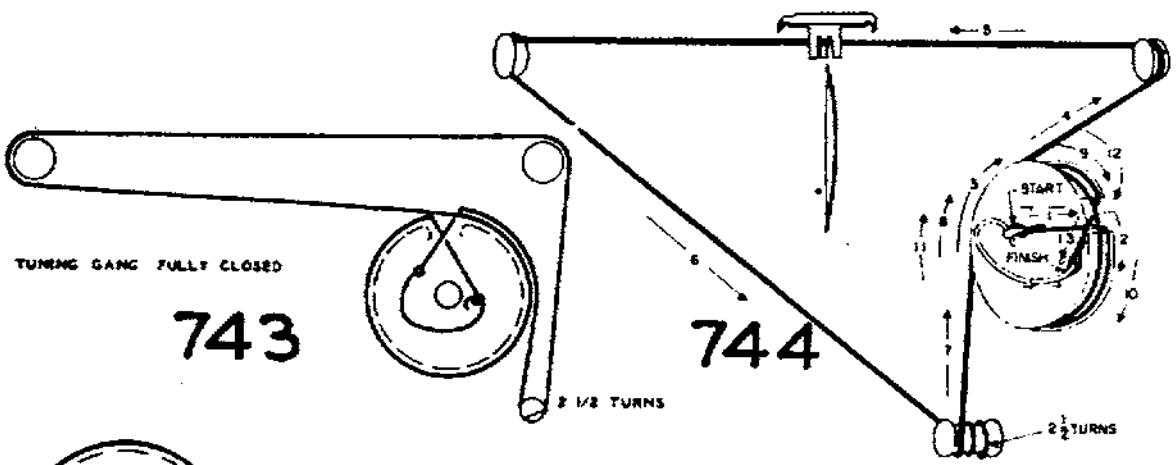


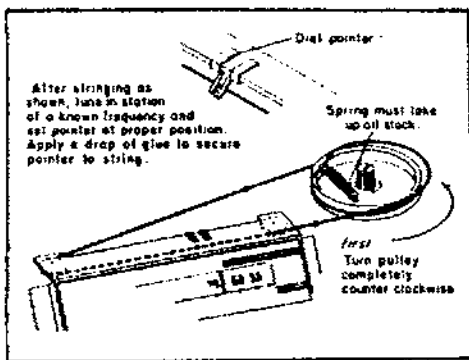
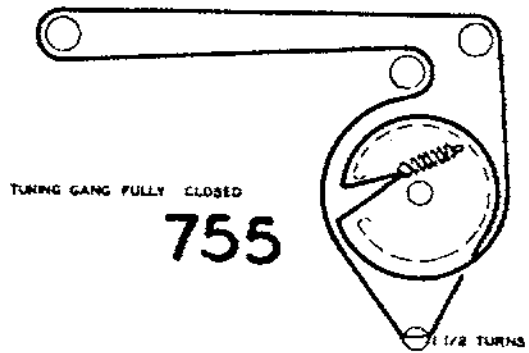
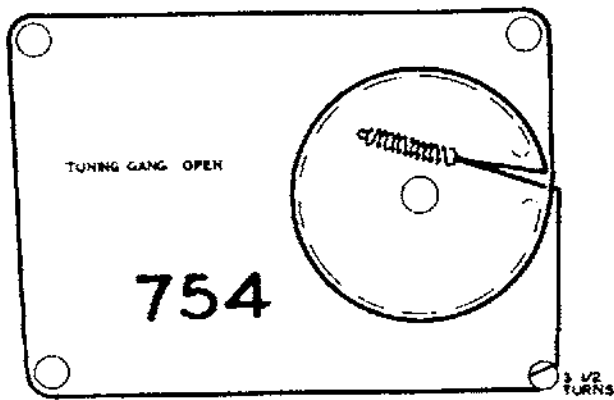
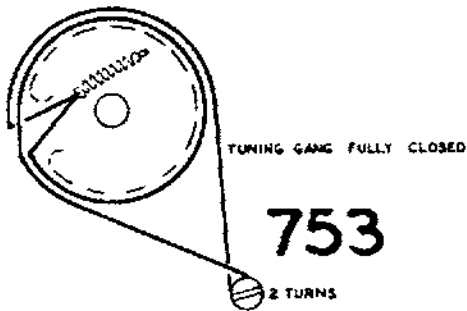
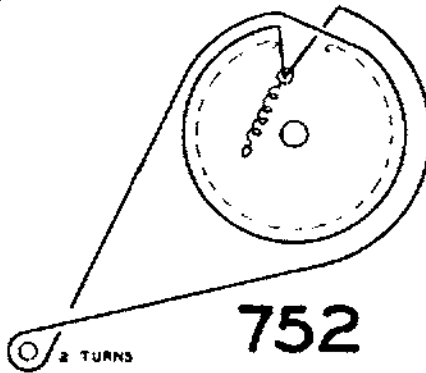
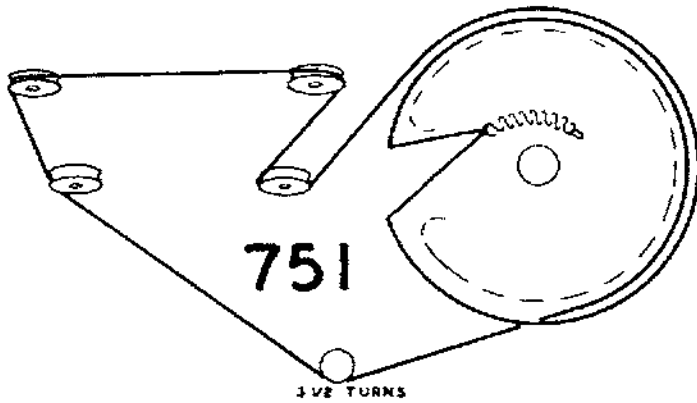
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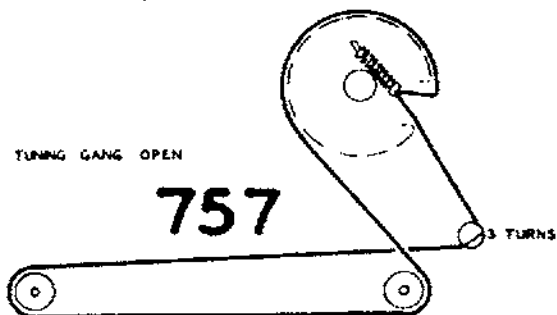
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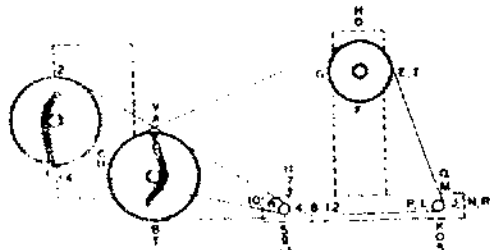




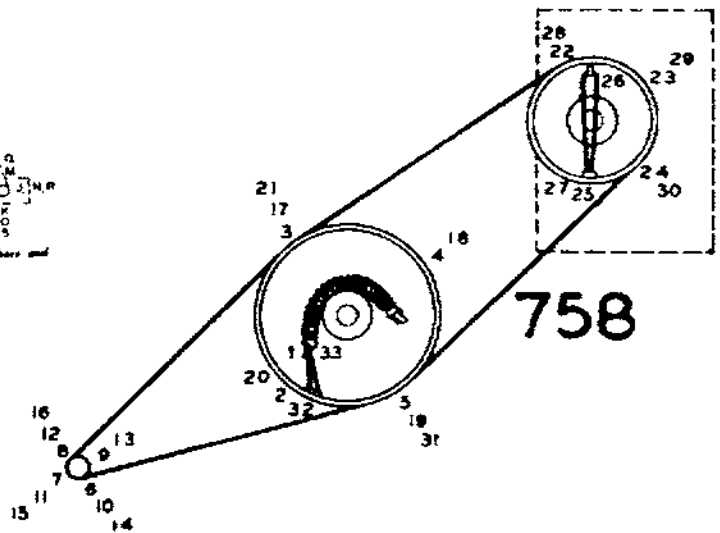


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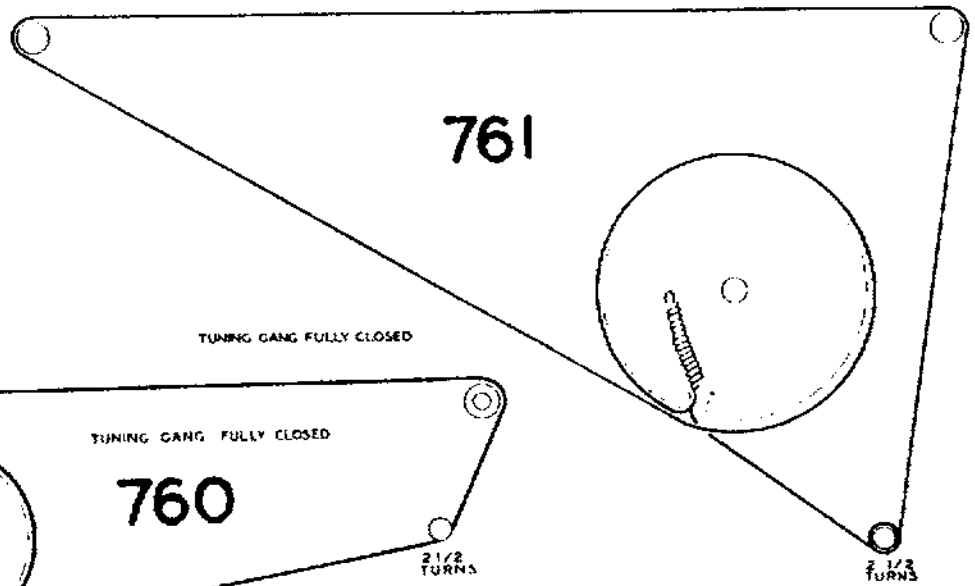


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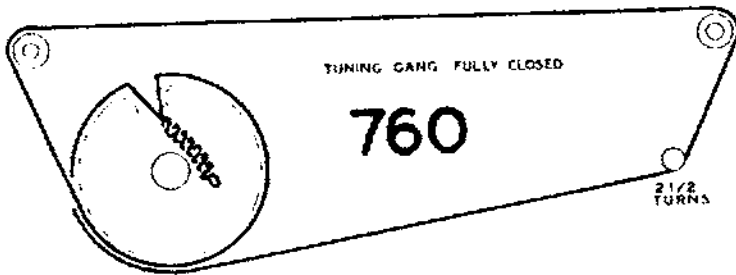
758

Cut a 30" length of 10 lb. test dial cord and tie one end of the dial cord to the pulley mounted on the hub of the headswitch at position "12" on the diagram. Follow the numbers from "1" to "33", stretch the truss spring and tie cord securely. Cut off excess cord.



761

TUNING GANG FULLY CLOSED

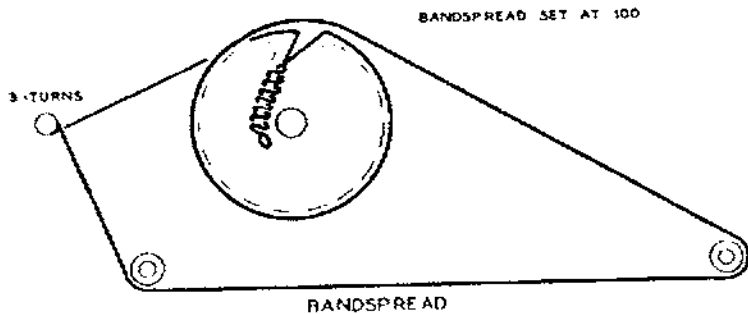


TUNING GANG FULLY CLOSED

760

2 1/2 TURNS

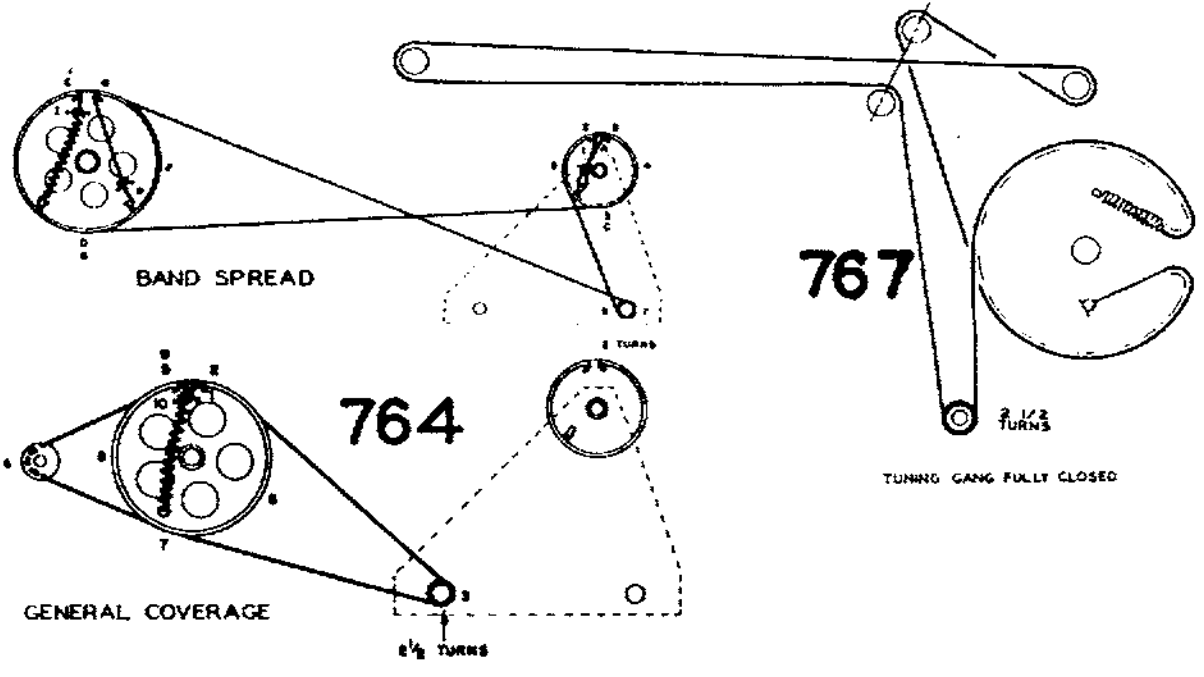
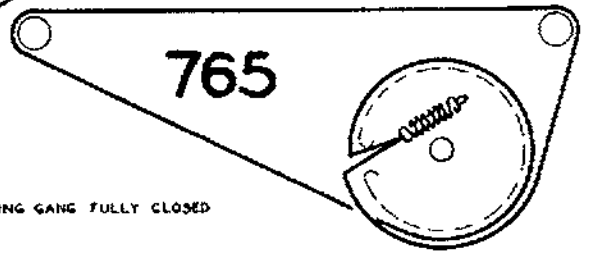
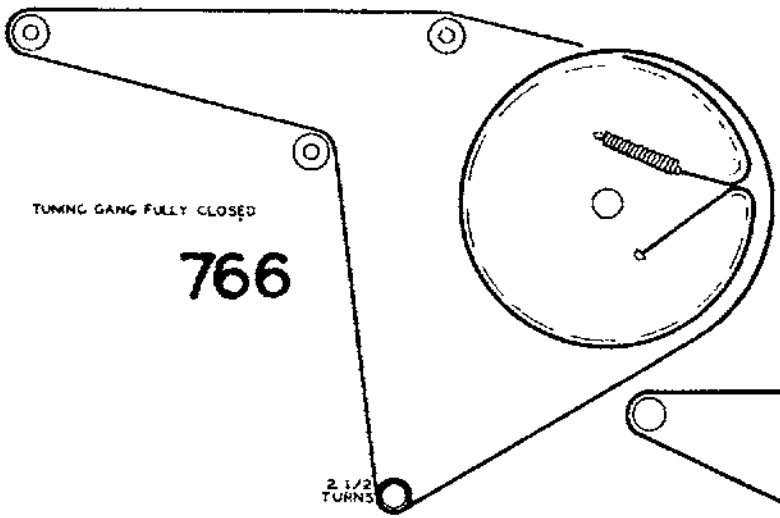
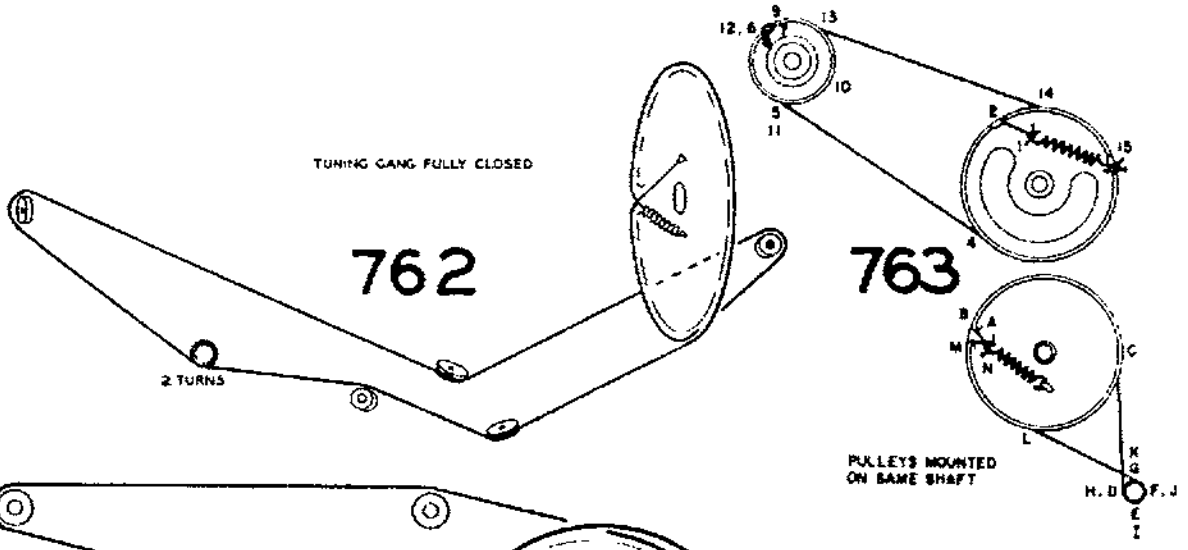
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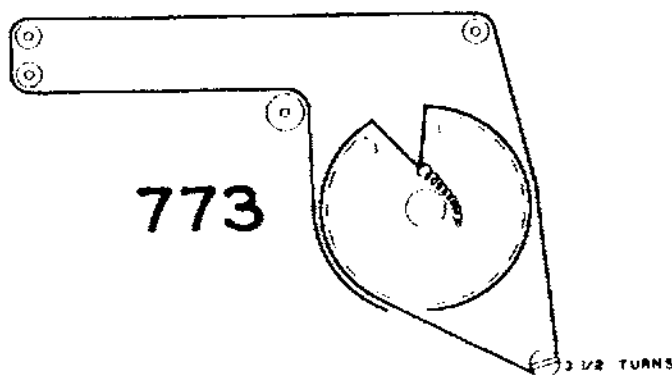
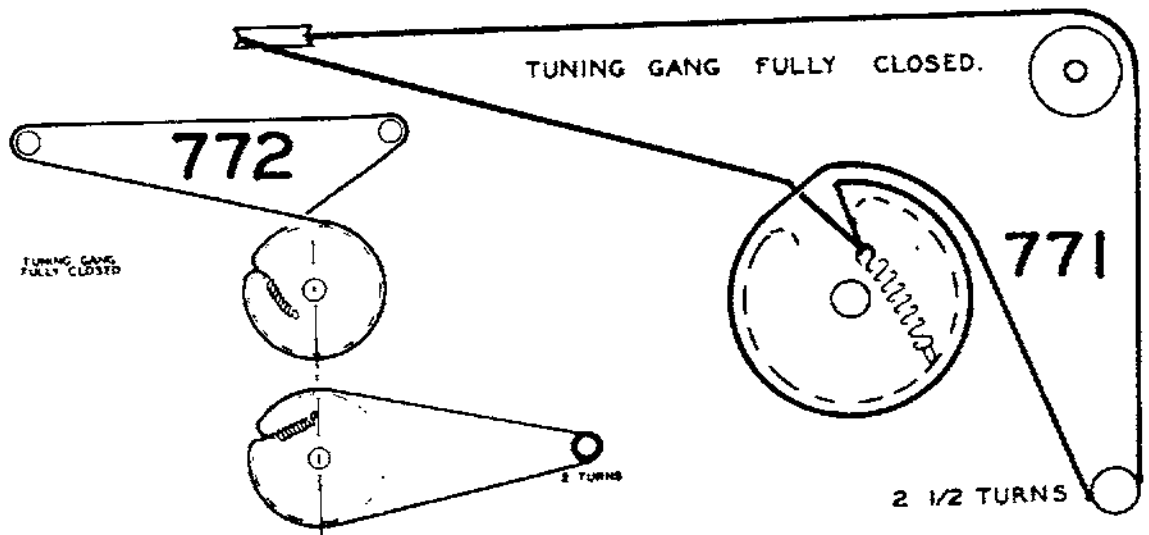
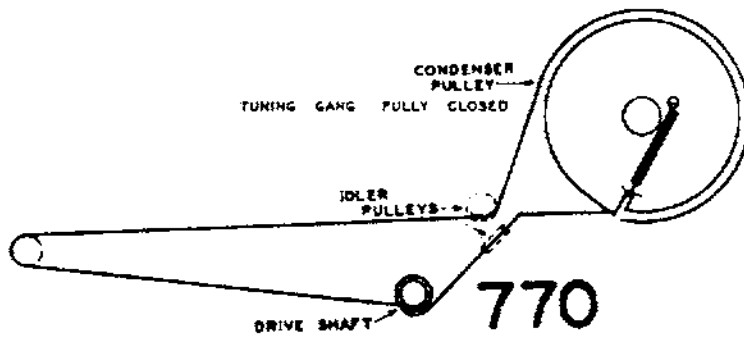
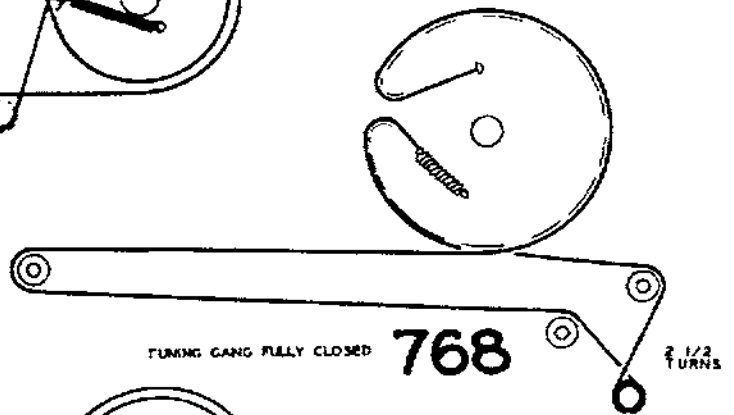
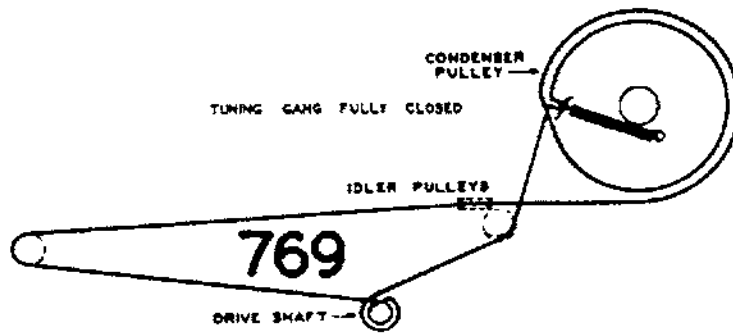


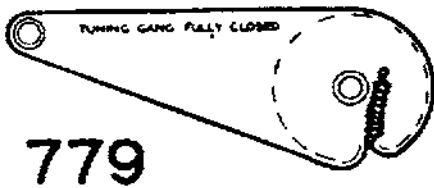
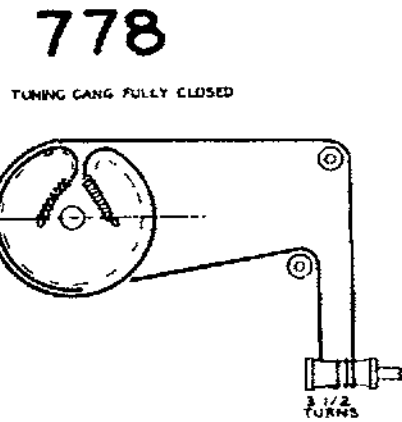
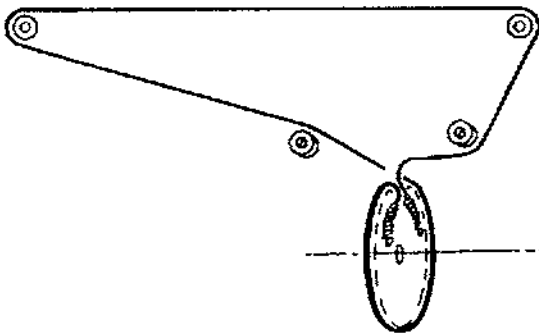
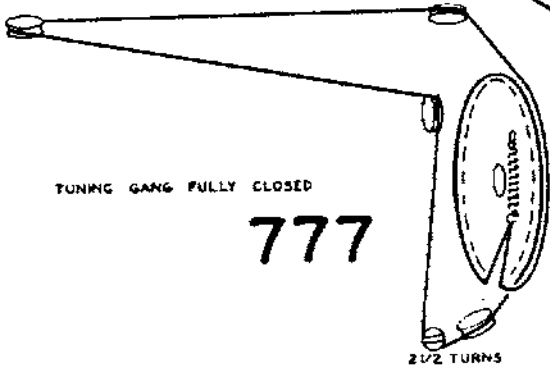
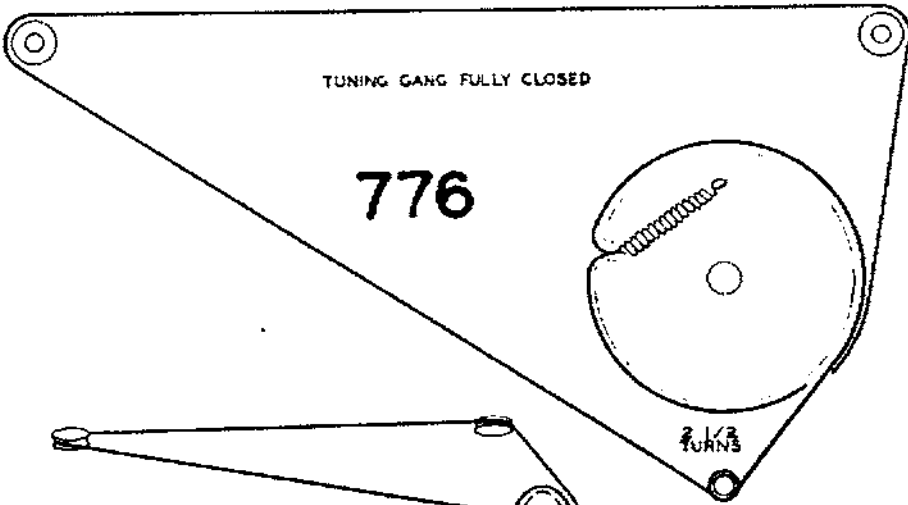
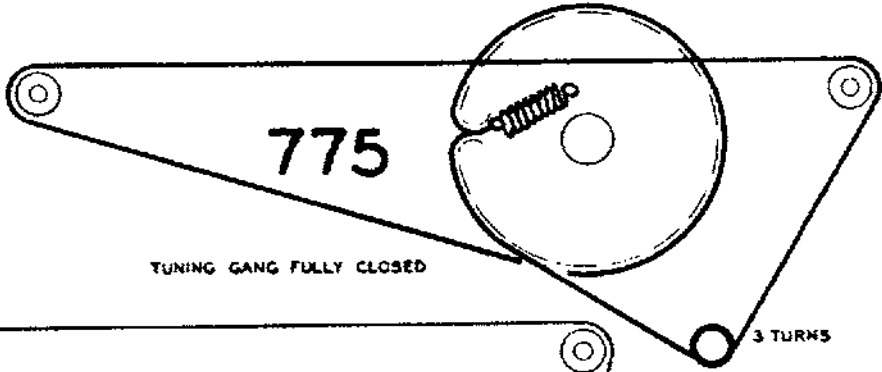
BANDSPREAD SET AT 100

3 TURNS

BANDSPREAD







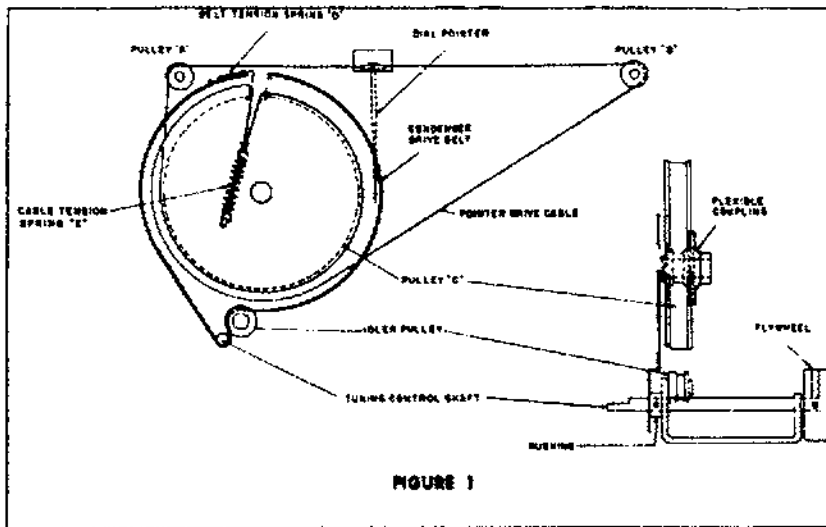


FIGURE 1

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-19CA and CR-19CB receivers. Separate instructions for installing a replacement belt or spring 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 19-inch length of dial cable, form a small loop and tie a knot in the manner shown on Figure 2. Hook this loop over the metal hook in pulley "C" and lace the cable through the pulley slot and around the pulley in a counter-clockwise direction when viewed from the rear of the panel, keeping the cable to the rear of the pulley groove. Lace the cable in the direction indicated by the arrow on Figure 2 wrapping 2 1/2 turns around the smaller diameter portion of the tuning control shaft from front to back; then around the opposite side of pulley "C". Loop one end of tension spring "D" on the righthand 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—Remove 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 track until it is in line with the last calibration mark at the low frequency end of the dial. The short piece of sleeving installed prior to the stringing operation should be slid to the rear of the dial pointer and the stringing lugs on the dial pointer pressed together over the sleeving. After checking to see that the condenser gang is still completely meshed and the dial pointer is in the position specified previously, apply a few drops of cement to each end of the sleeving to which the dial pointer is fastened. This completes the operation.

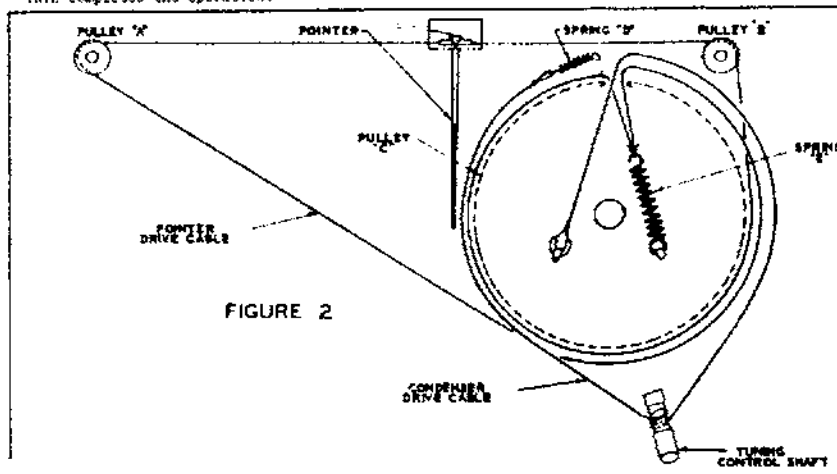
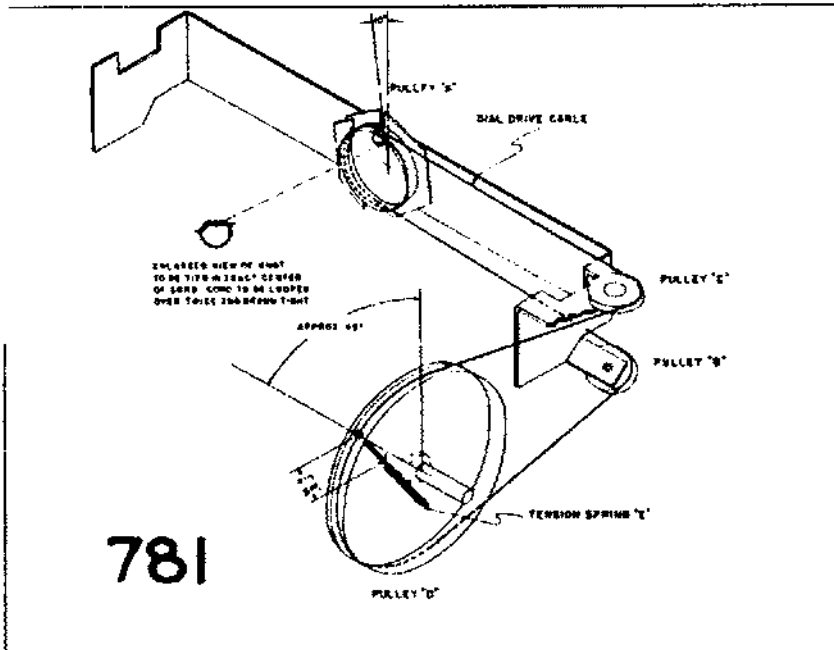


FIGURE 2



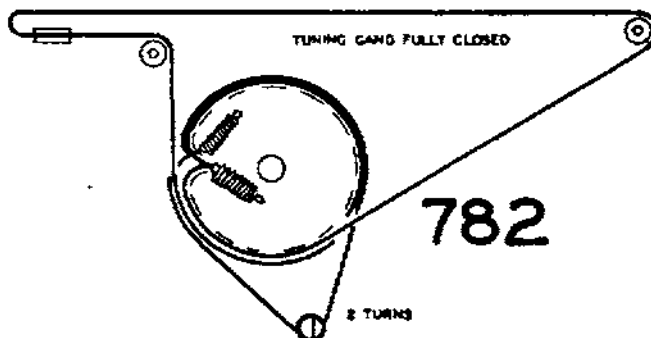
Rotate the brass pulley designated "A" in figure above until the dial pointer strikes the stop at the high frequency end of the dial calibration. In this condition the slot in pulley "A" should be approximately ten degrees to the left of being vertical—see figure above. If the slot in the pulley is in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

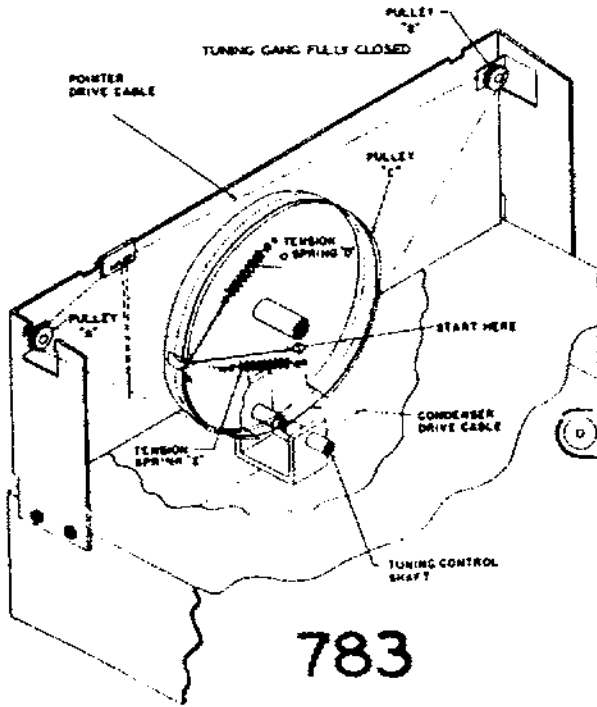
To correct this condition, first remove the glass dial and loosen the pointer screw. Then while holding pulley "A" so that its slot is approximately ten degrees to the left of vertical (when viewed from the rear) adjust the pointer until it is resting against the stop at the high frequency end of its 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. 5 Allen set screws in the hub of pulley "D" and slip the pulley on its shaft (while holding the condenser gang unmeshed) until the specified adjustment is obtained; then tighten one of the set screws securely. It will be shown later that this is a temporary setting. Next, tie a double knot in the exact center of a 25-inch length of dial cable and fold the cable back on itself so that the knot is at one end. The correct method for tying this knot is shown as an inset on figure above. Grasp the cable near the knotted end and slide it into the pulley slot so that the knot is against the inside rim of the pulley as shown in the sketch. The piece of cable nearest the dial frame should be wound in the direction shown for one-half turn then over the lower pulley "B", around the bottom of the large pulley "D" and into the hole. Pull the cable taut and wrap the end around the small hook on pulley "D" (see figure).

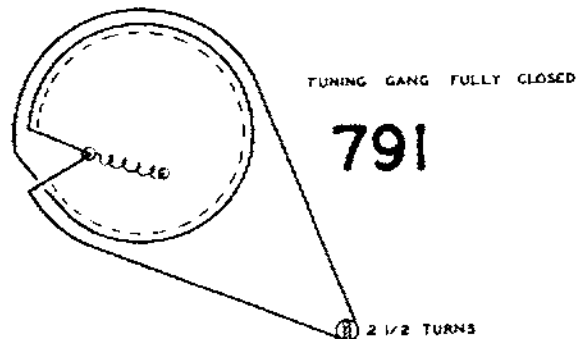
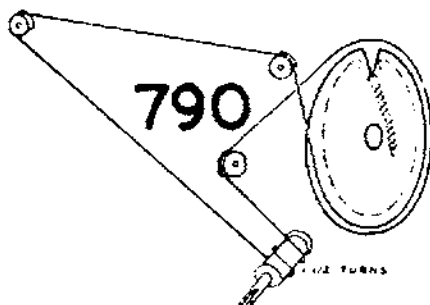
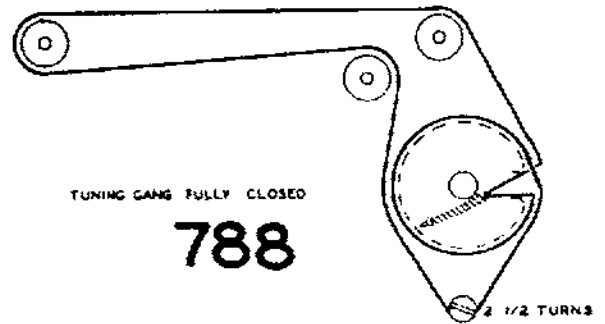
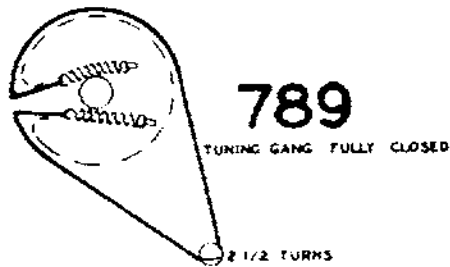
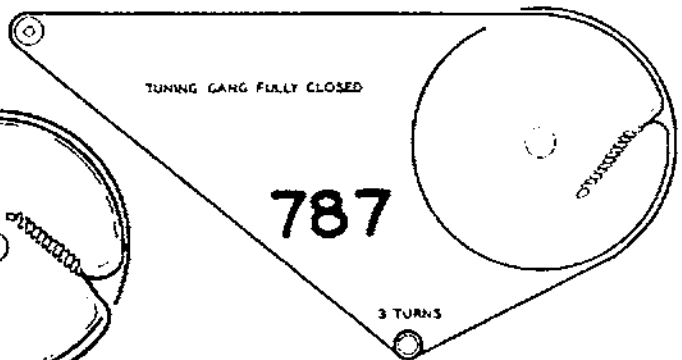
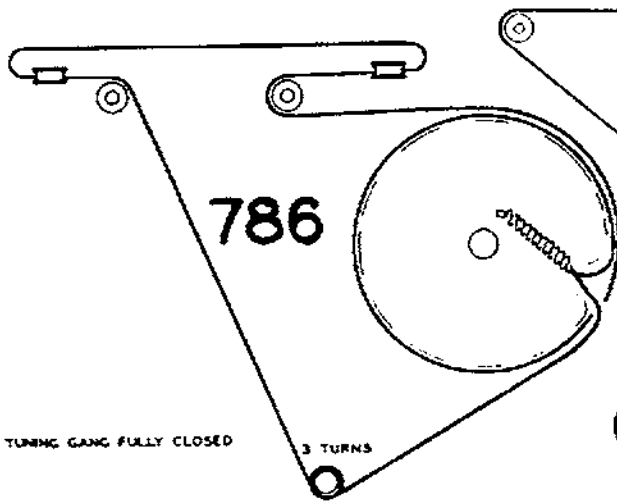
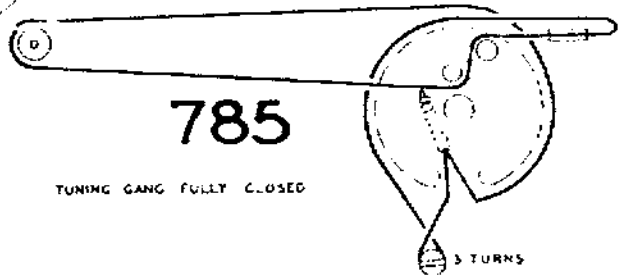
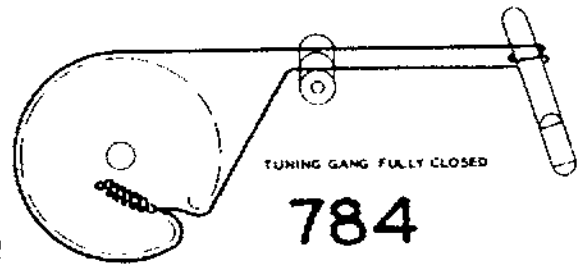
The remaining piece of cable should be wound around pulley "A" in the direction shown, for one complete turn, over the upper pulley "C", and over the top of pulley "D". Thread the end through the small hole in pulley "D" and pull both ends of the cable taut. With one end of tension spring "E" fastened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

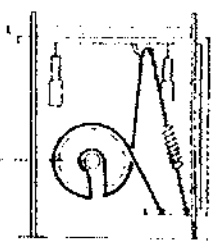
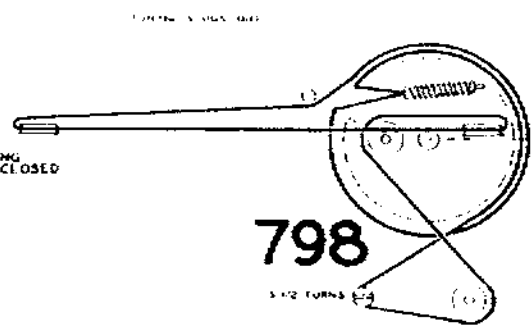
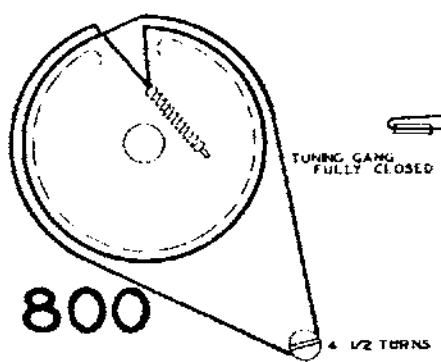
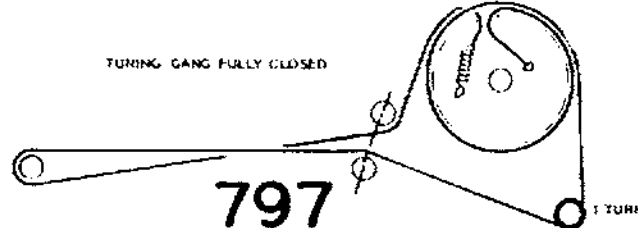
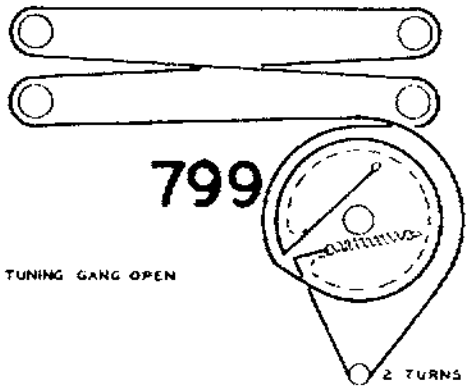
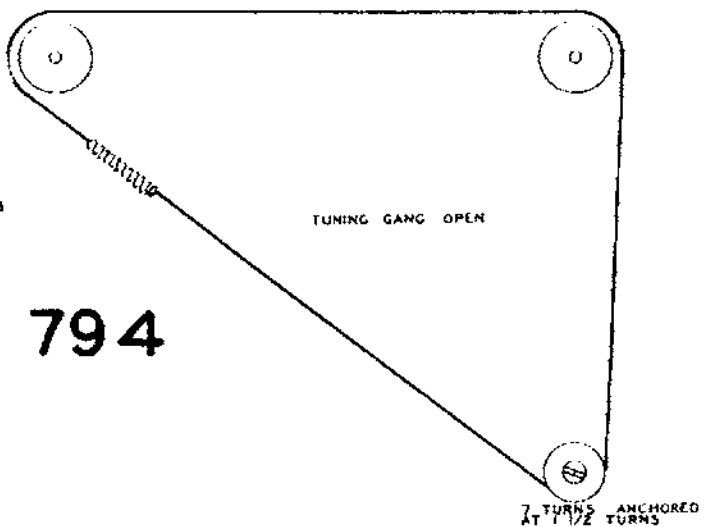
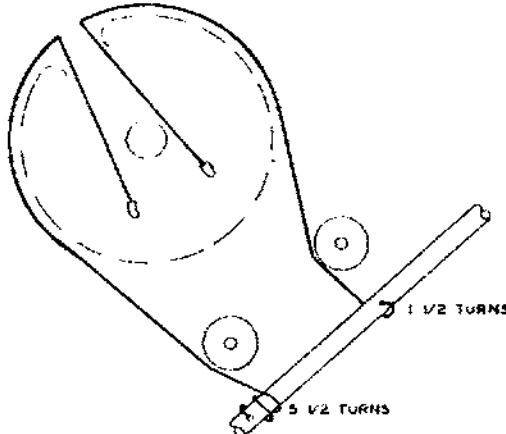
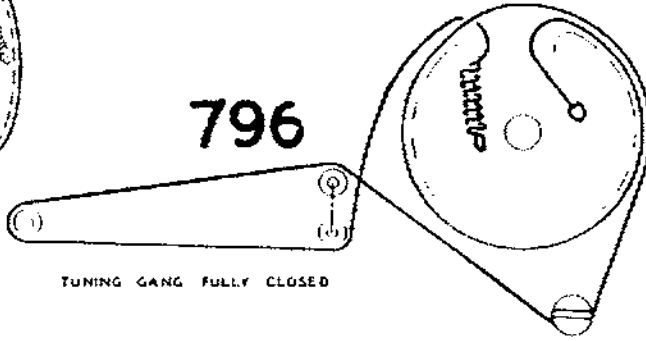
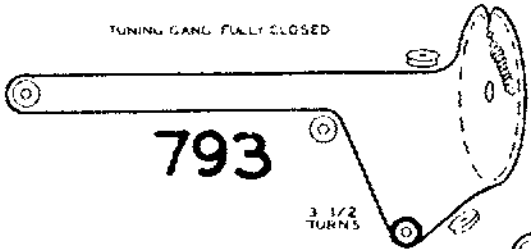
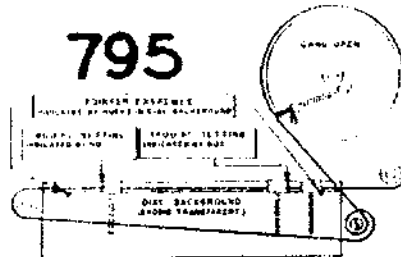
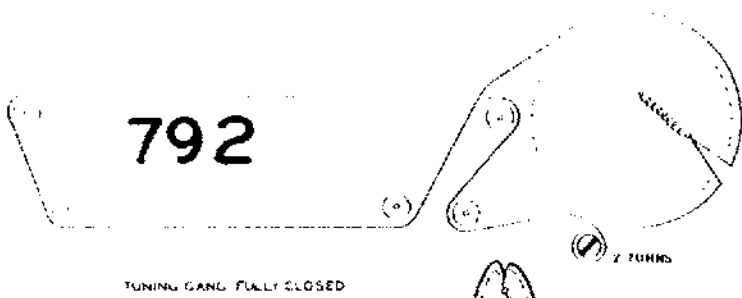
Now with the condenser gang completely unmeshed, check the position of the dial pointer. If it is not in line with the last calibration mark at the low frequency end of the dial, loosen the set screw in pulley "D" and turn it until the pointer is in the specified position. Be sure that the condenser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

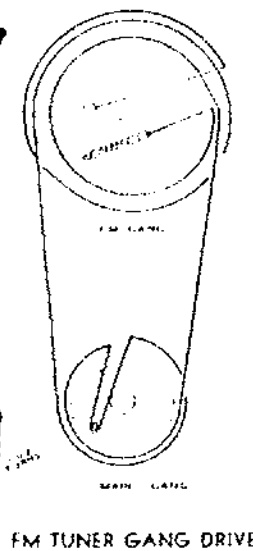
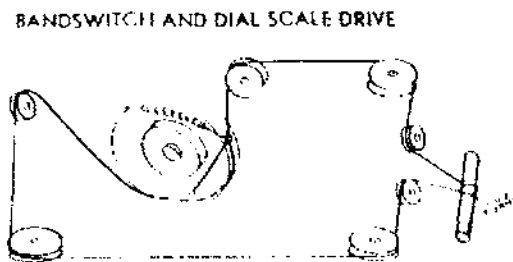
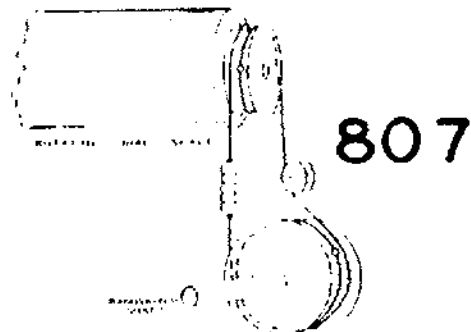
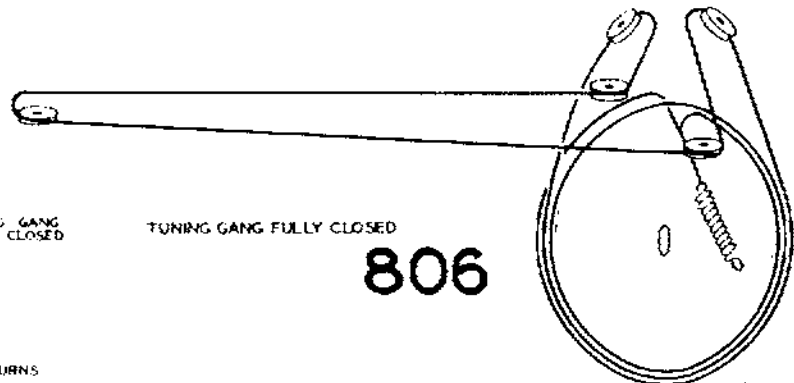
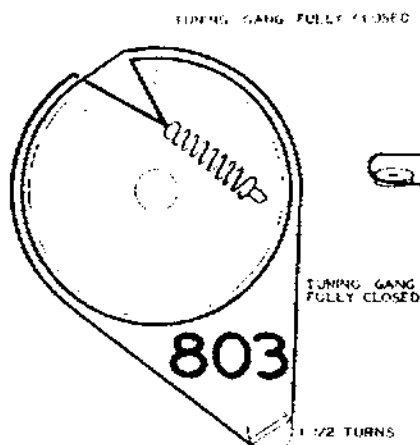
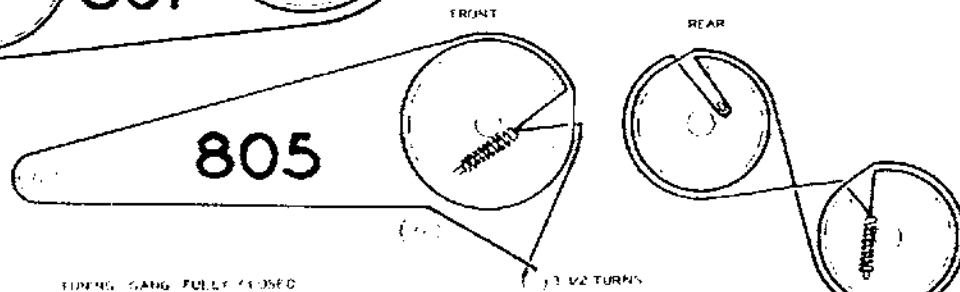
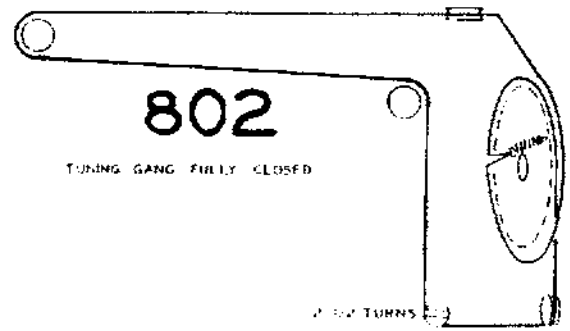
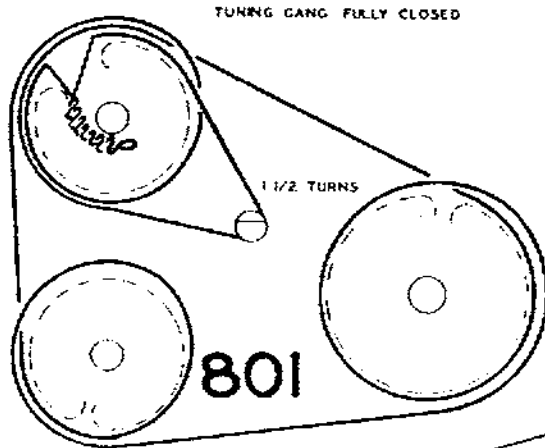




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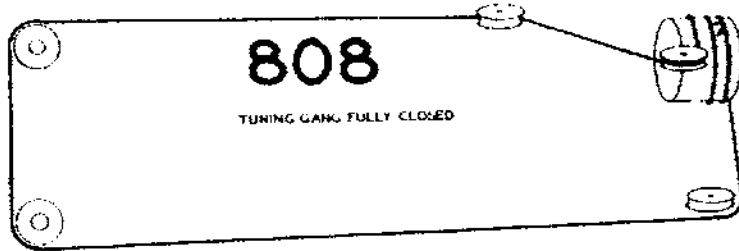






TUNING DIAL DRIVE

THREAD THROUGH HOLES IN DRUM.

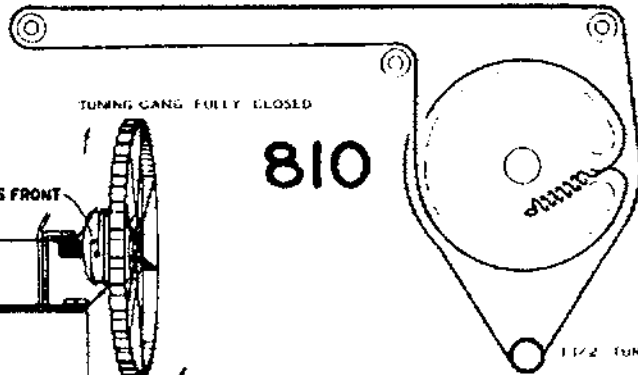


808

TUNING GANG FULLY CLOSED



THREAD THROUGH HOLES IN DIAL DRUM

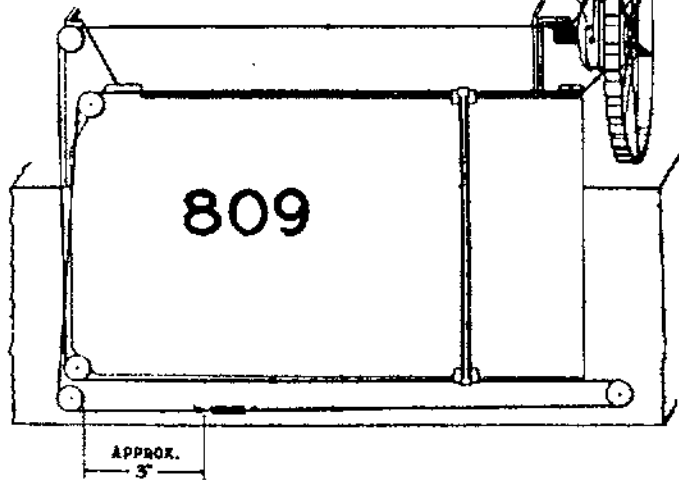


TUNING GANG FULLY CLOSED

810

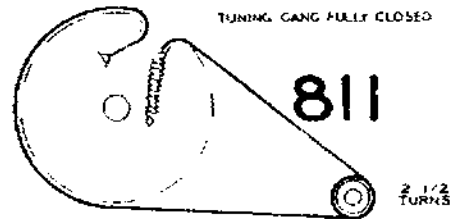
1 1/2 TURNS

HOLES TOWARDS FRONT



809

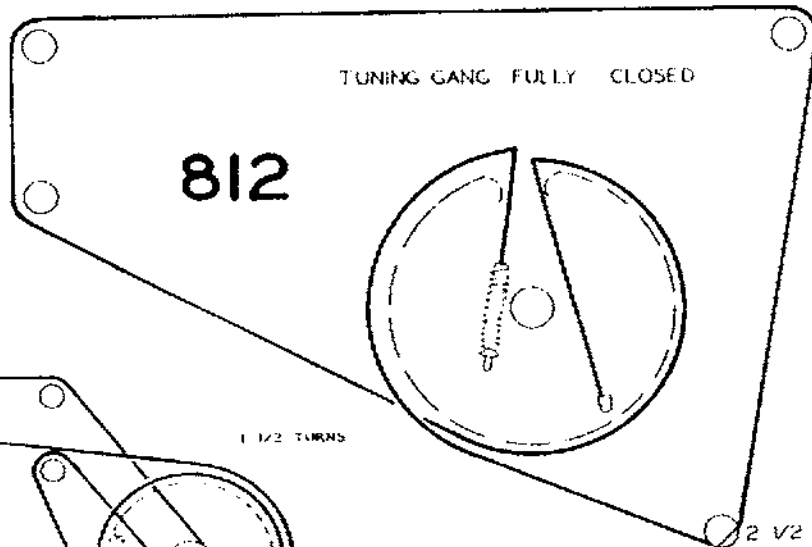
APPROX. 3"



TUNING GANG FULLY CLOSED

811

2 1/2 TURNS

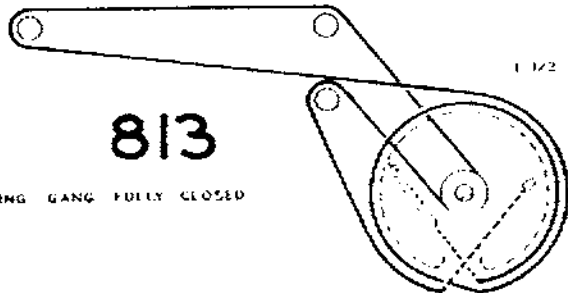


TUNING GANG FULLY CLOSED

812

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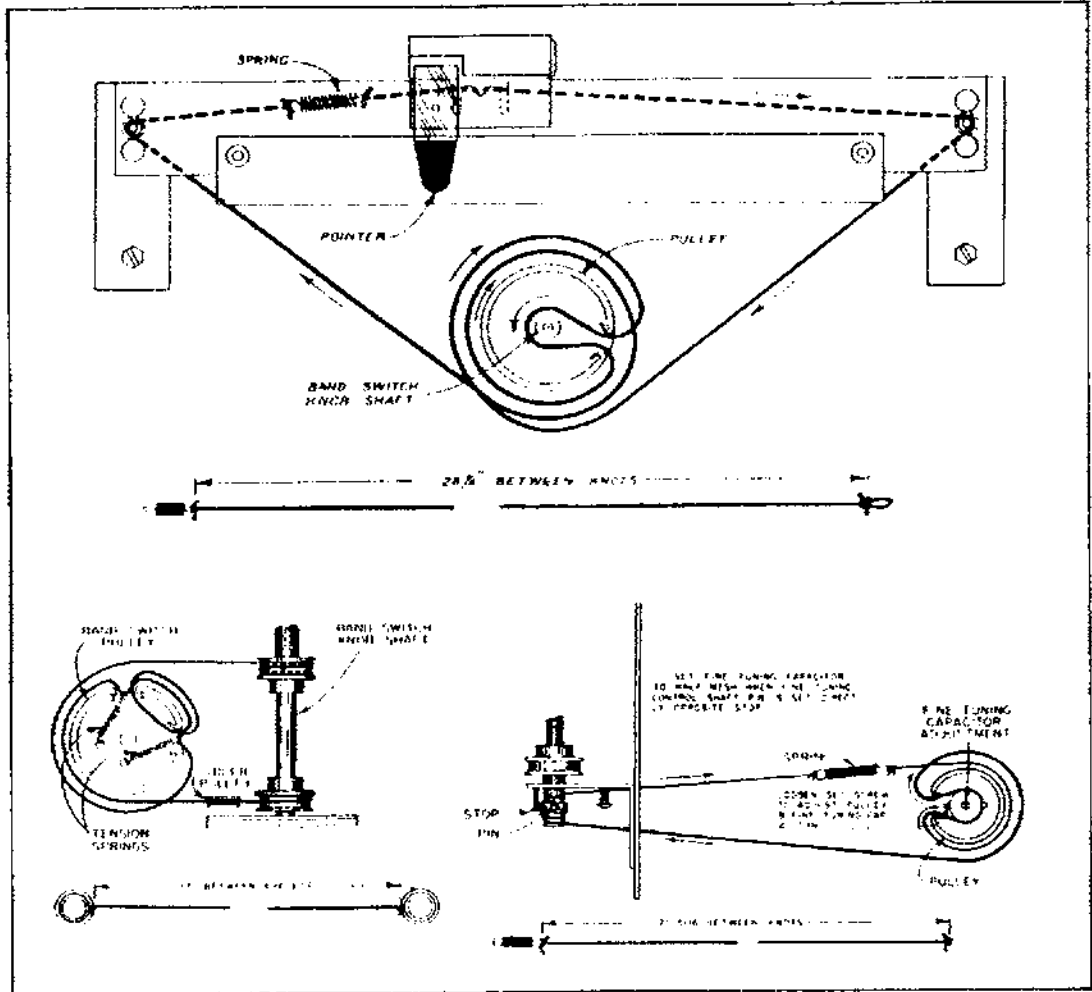
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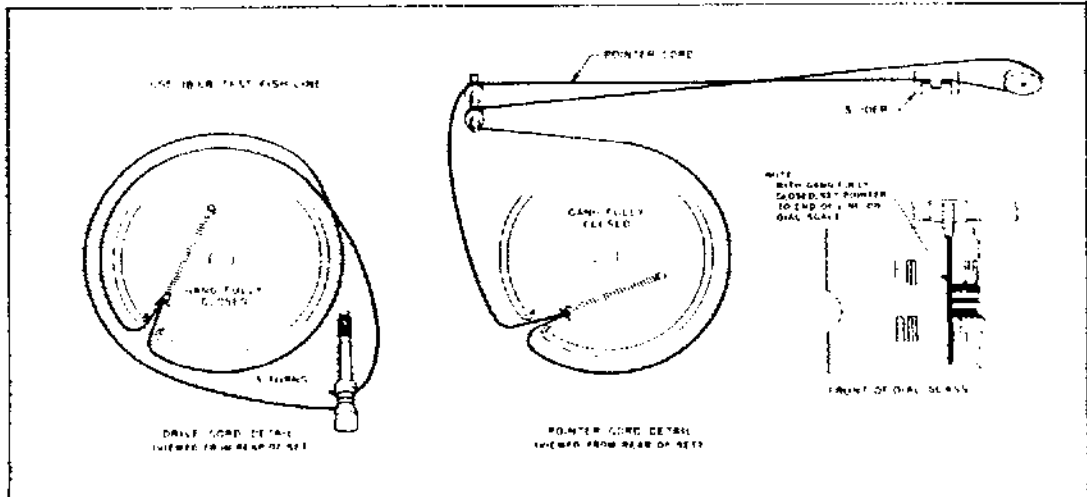
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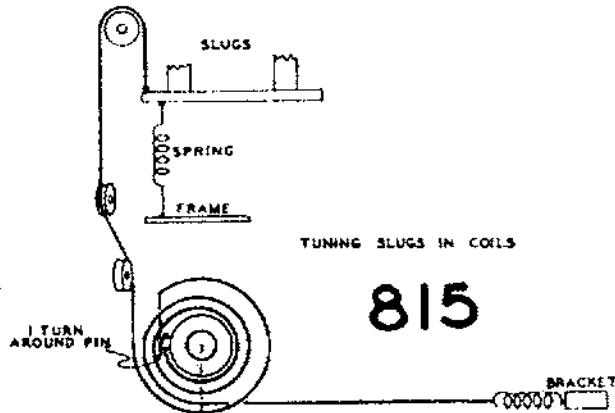
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TV CHASSIS



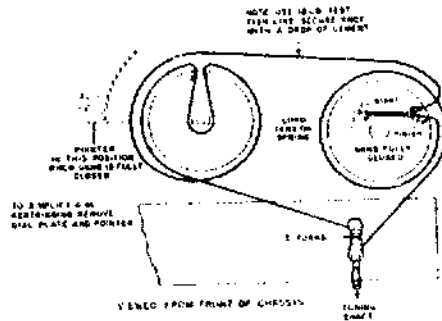
AM FM CHASSIS



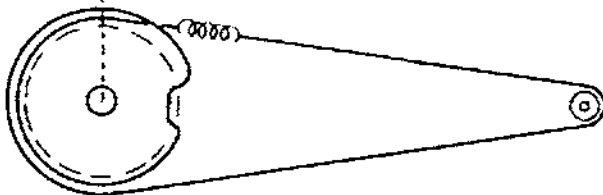


TUNING SLUGS IN COILS

815

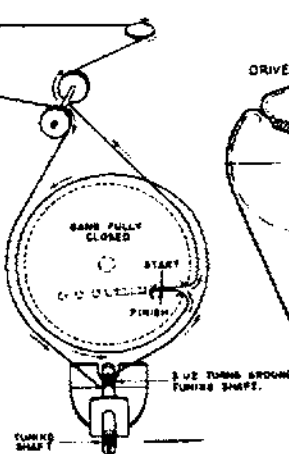
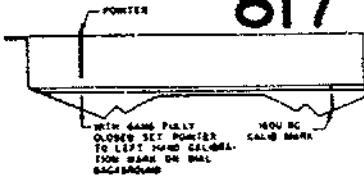


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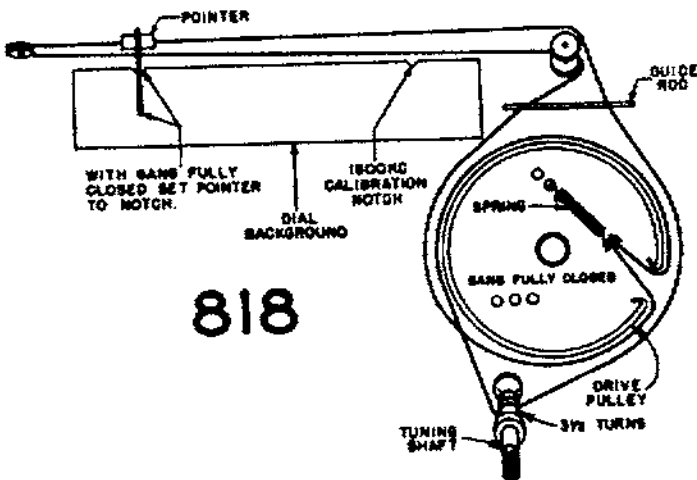
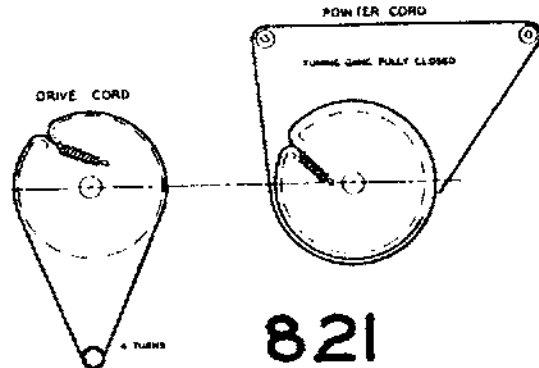


NOTE: USE 10-0 TEST FISHING LINE SECURE TIGHT WITH A DROP OF LUBRICANT

817



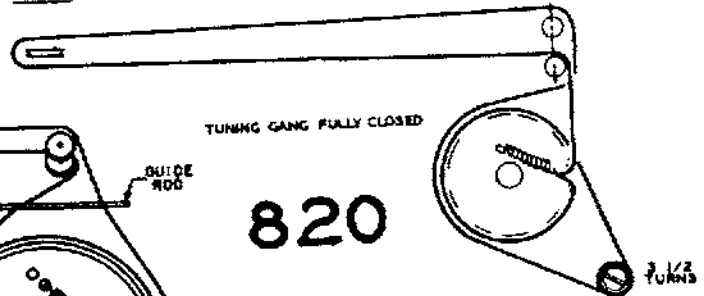
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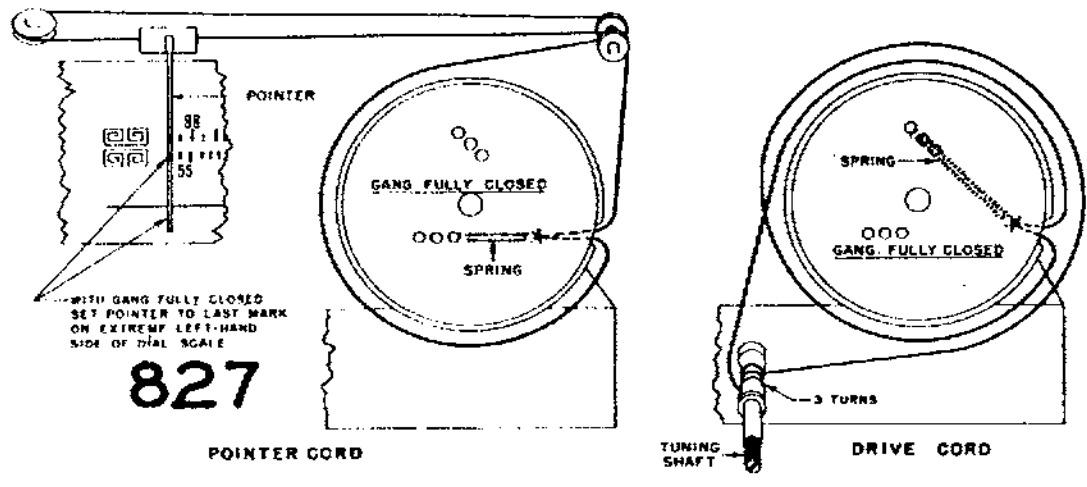
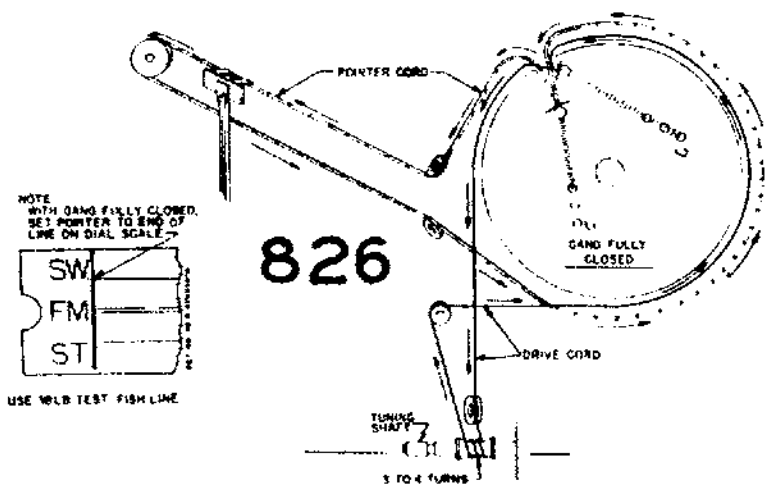
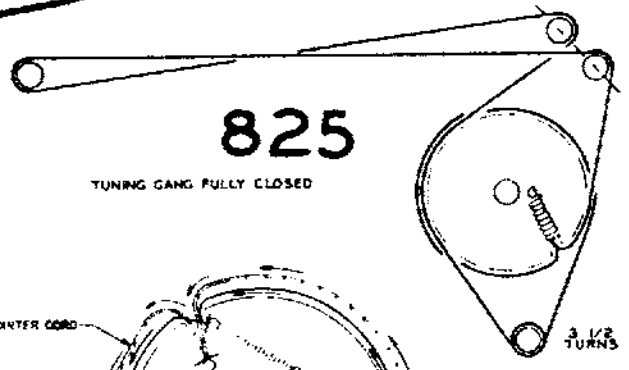
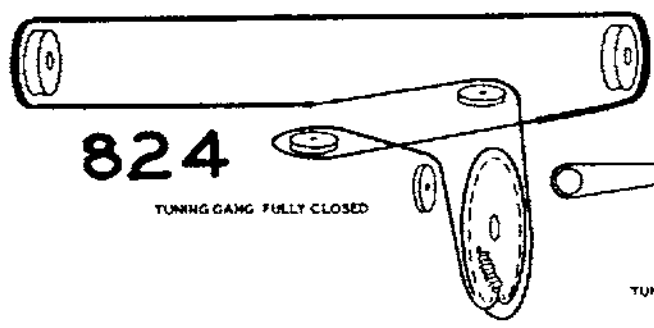
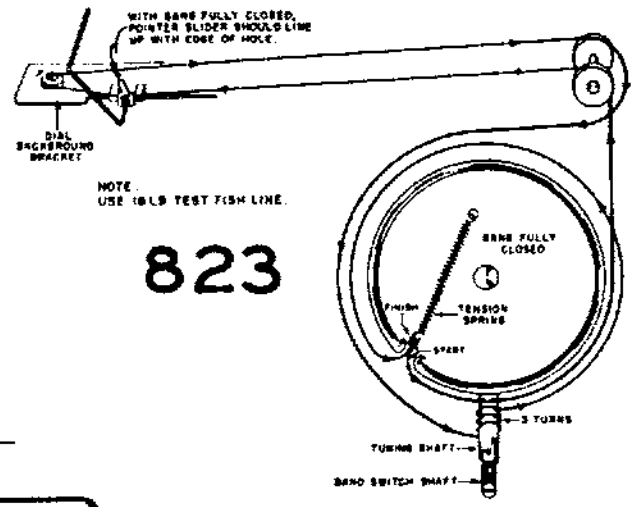
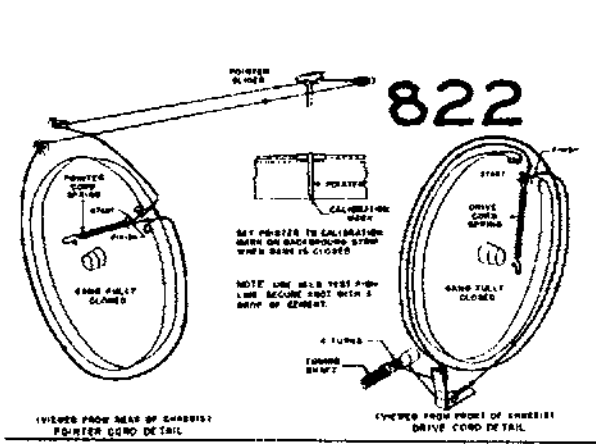


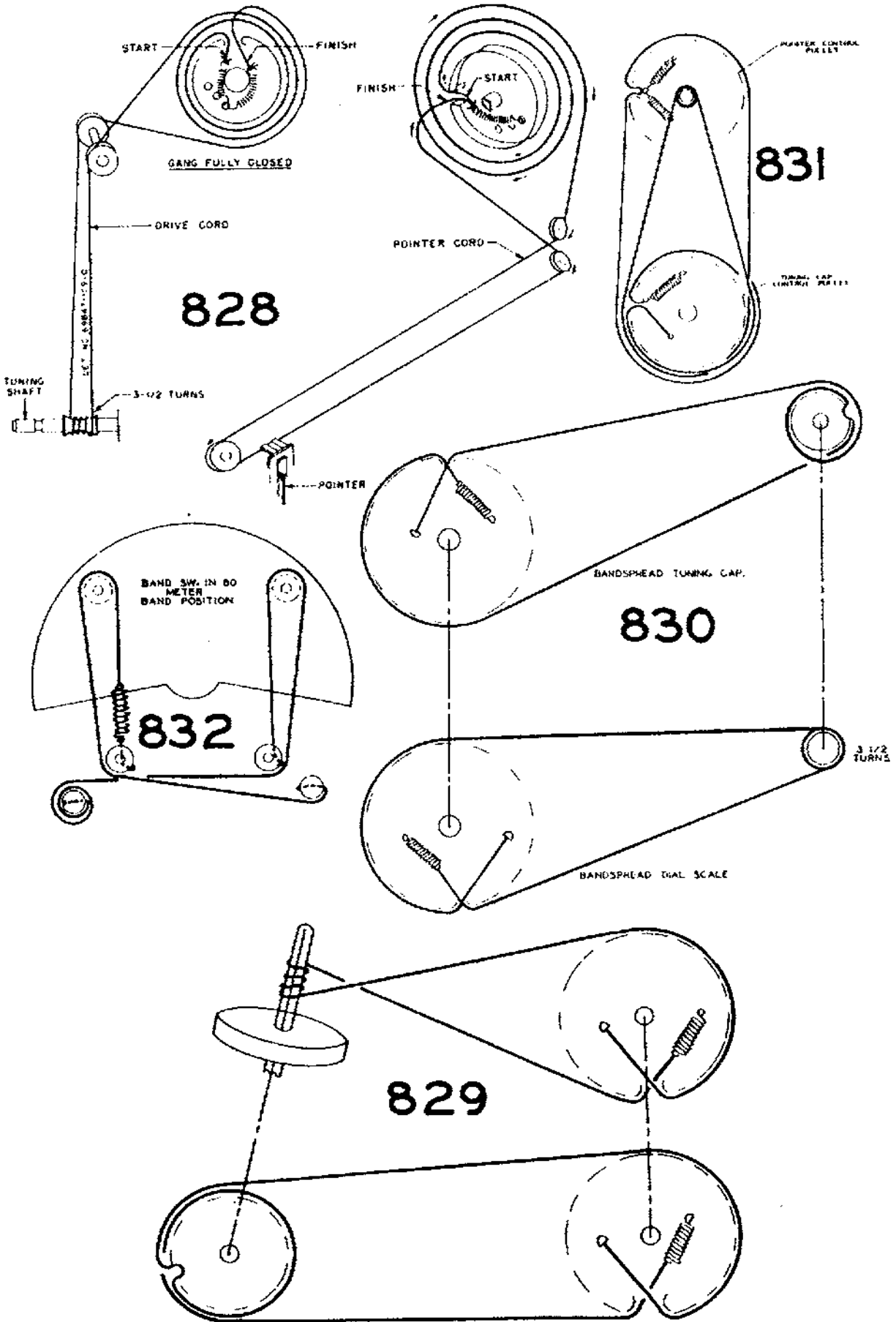
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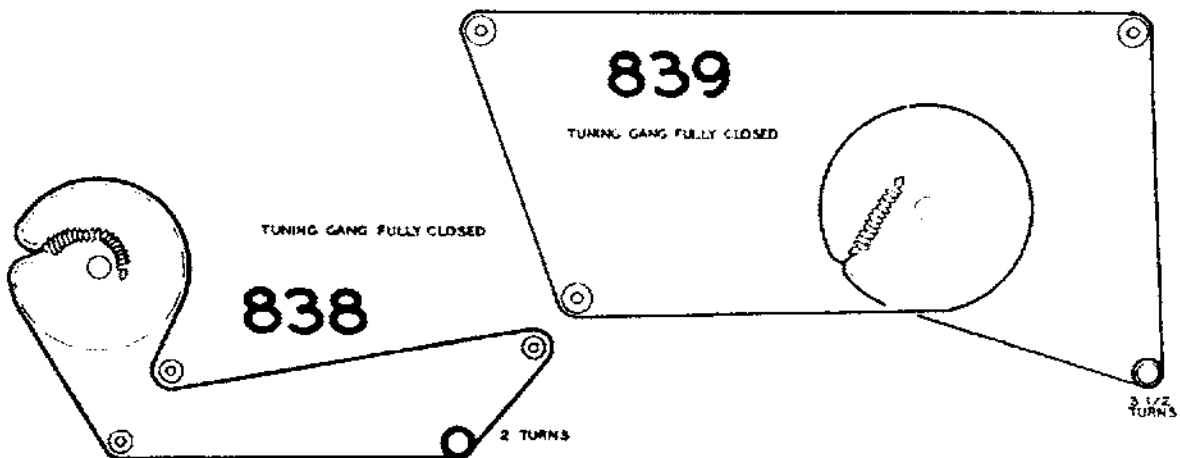
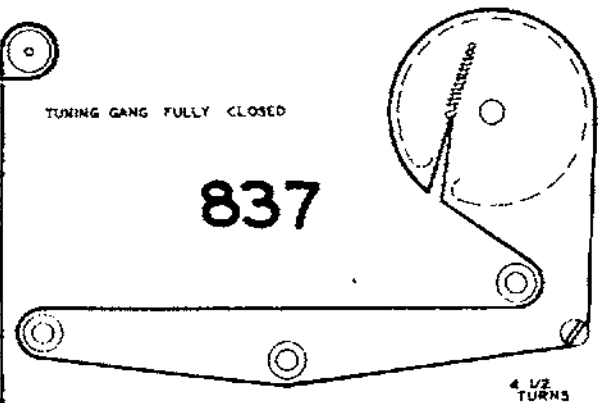
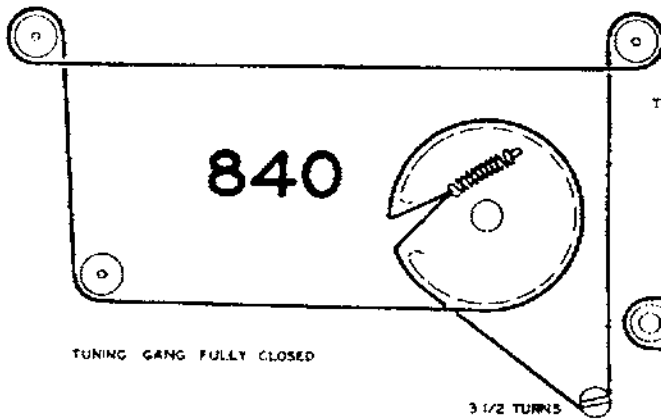
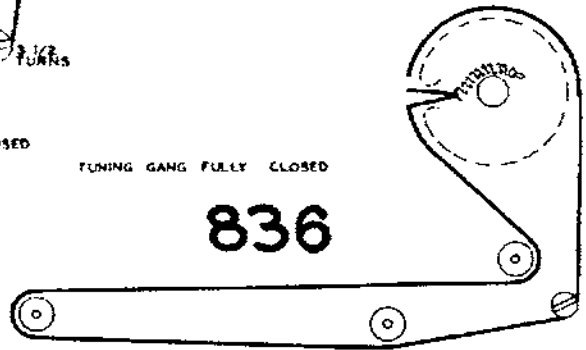
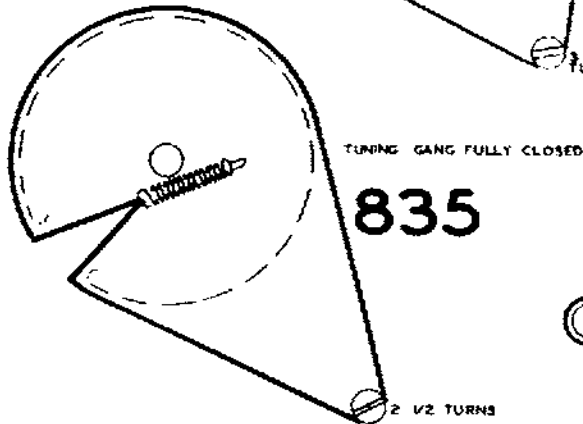
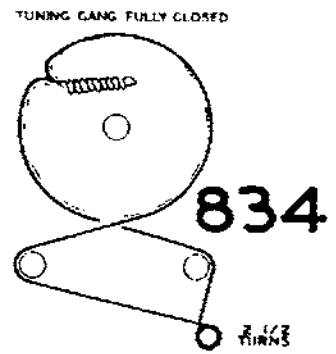
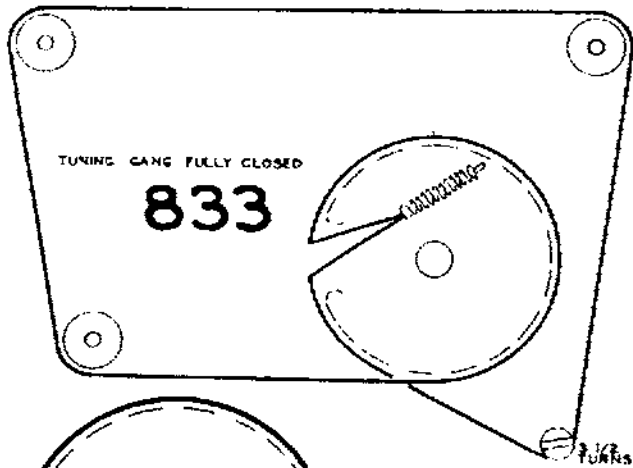
TUNING GANG FULLY CLOSED

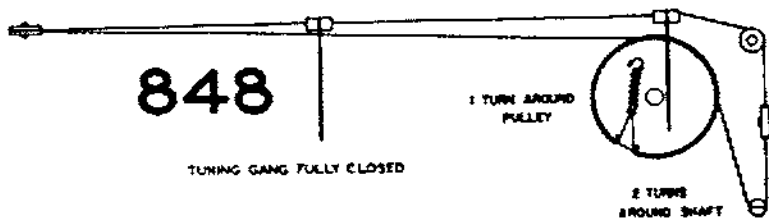
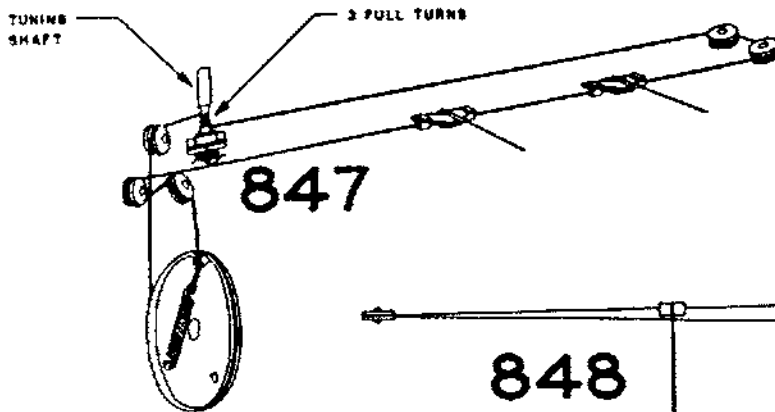
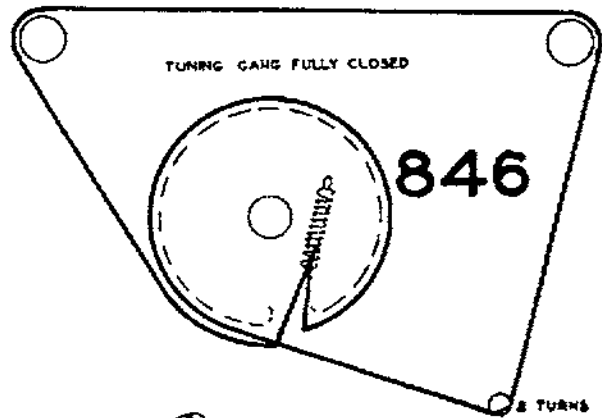
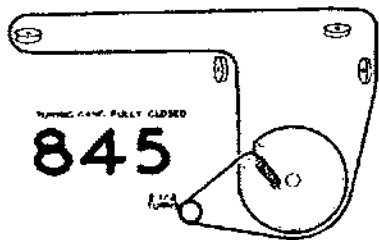
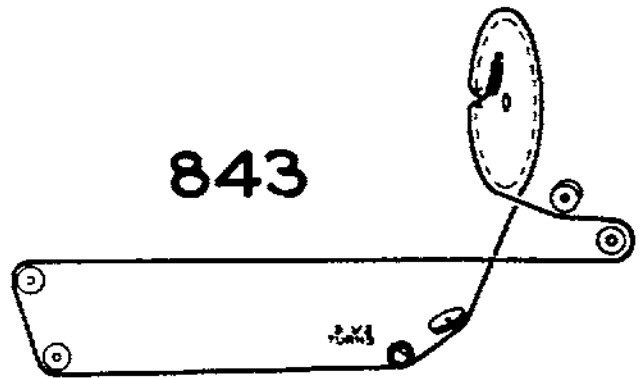
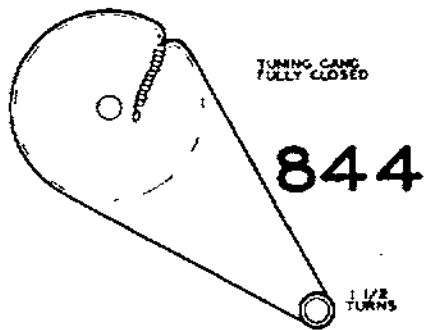
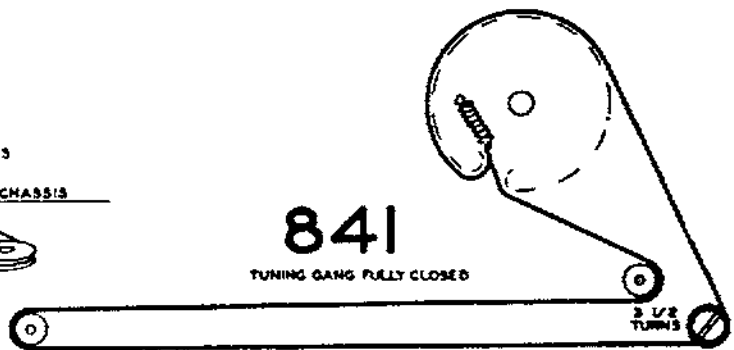
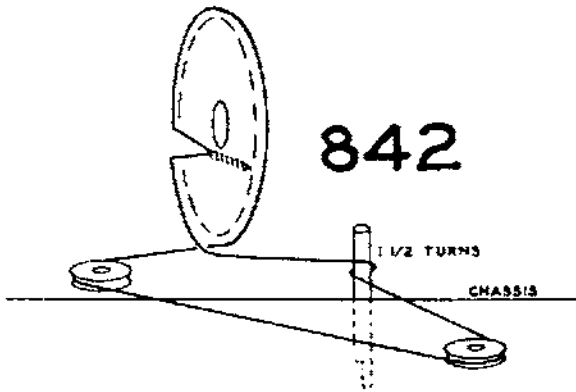
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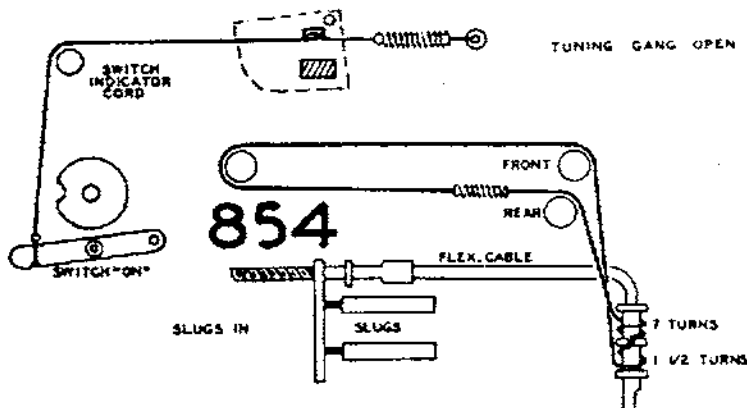
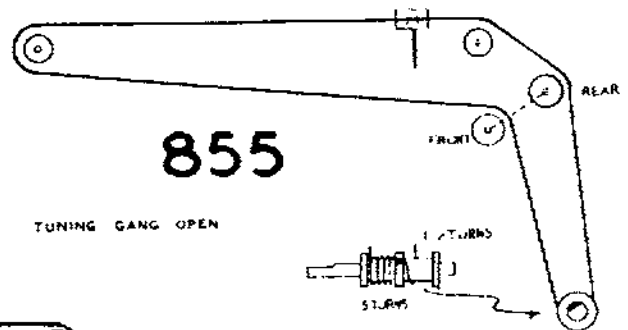
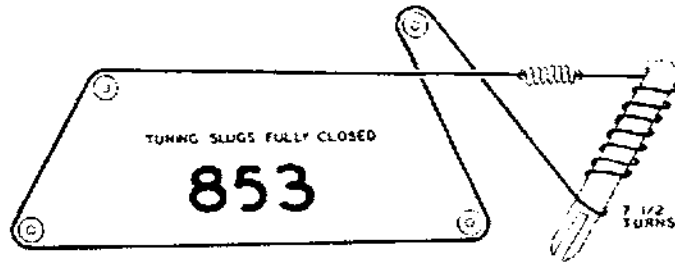
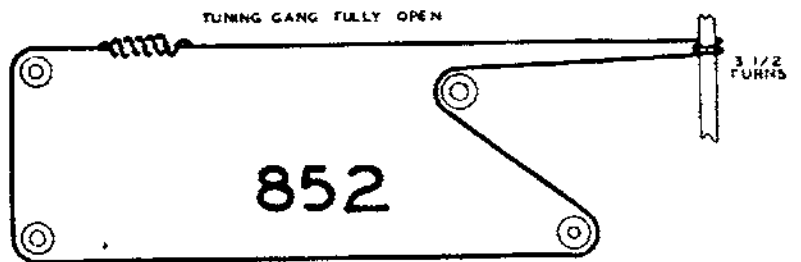
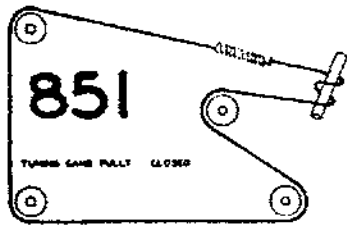
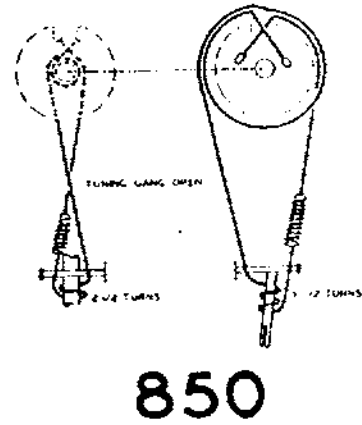
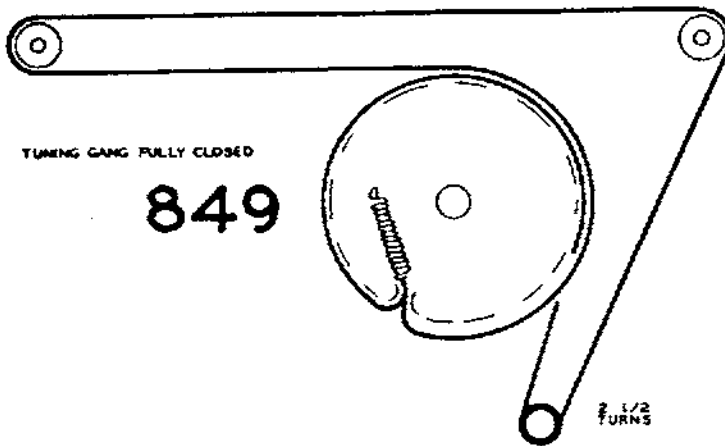


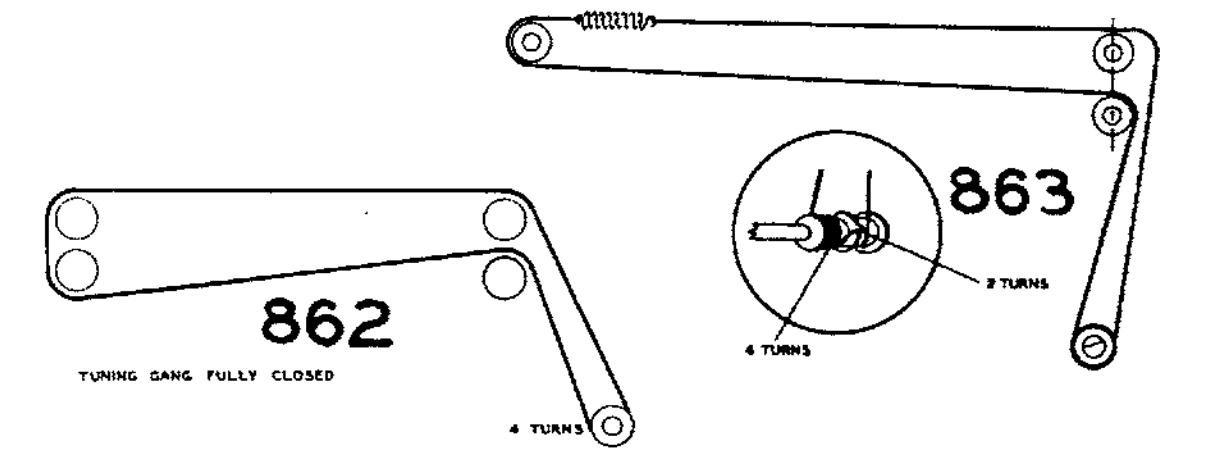
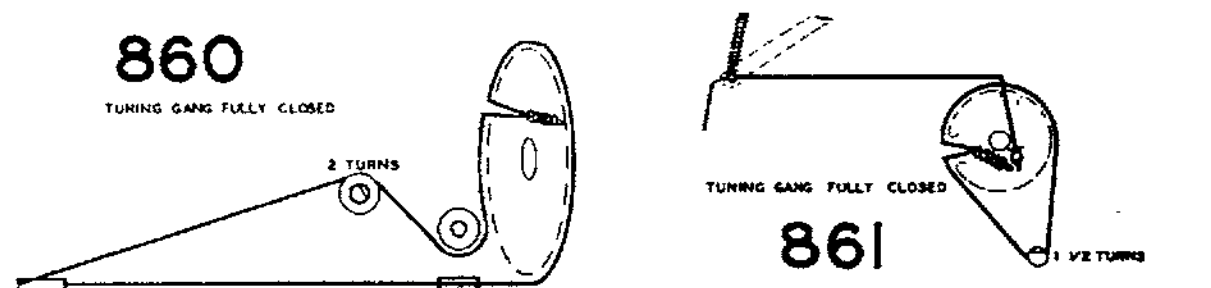
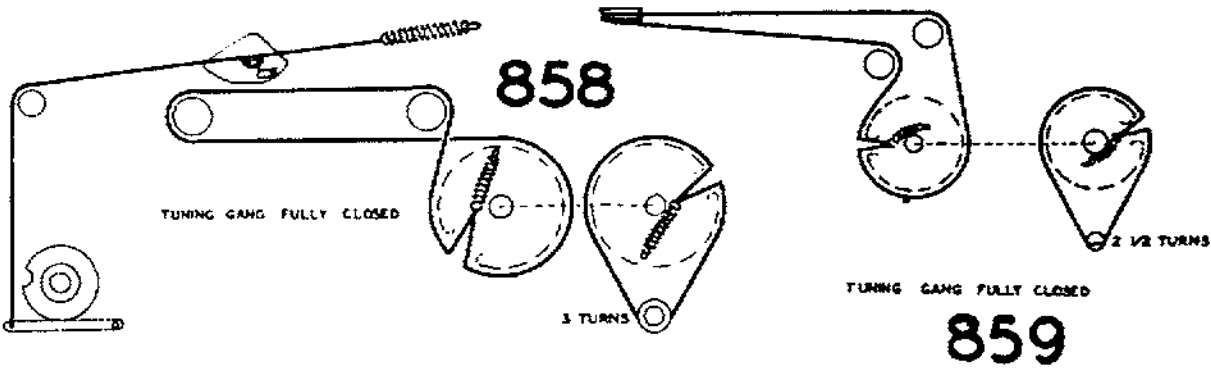
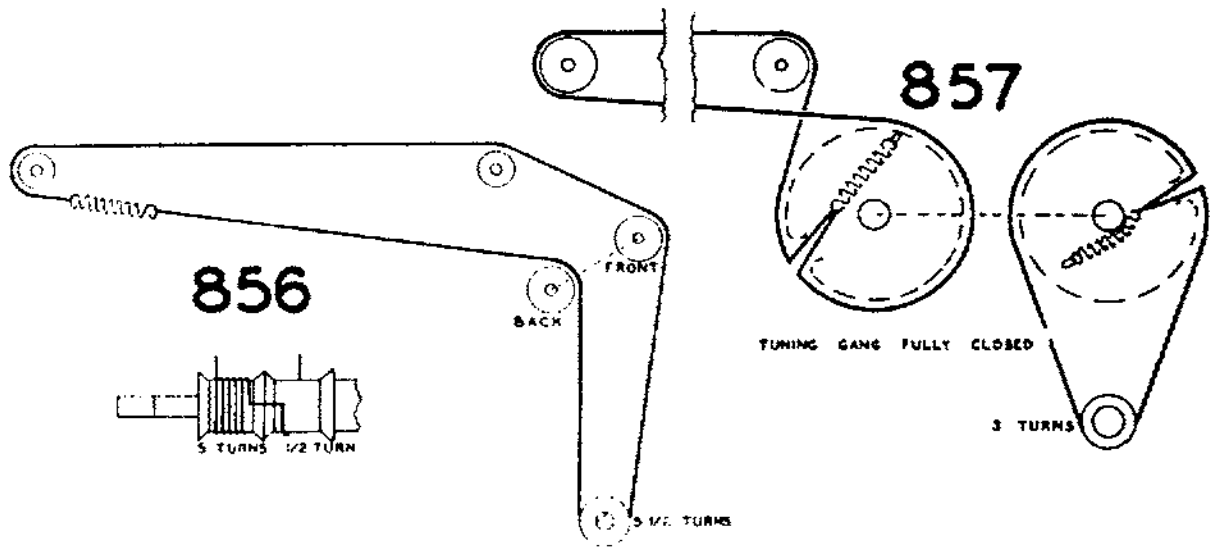


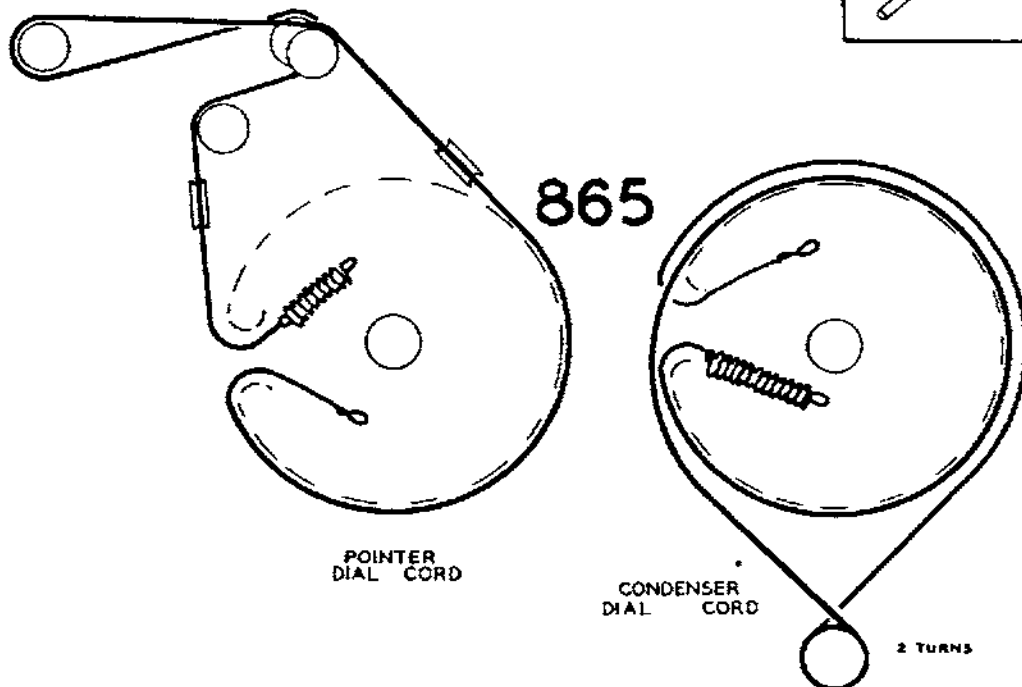
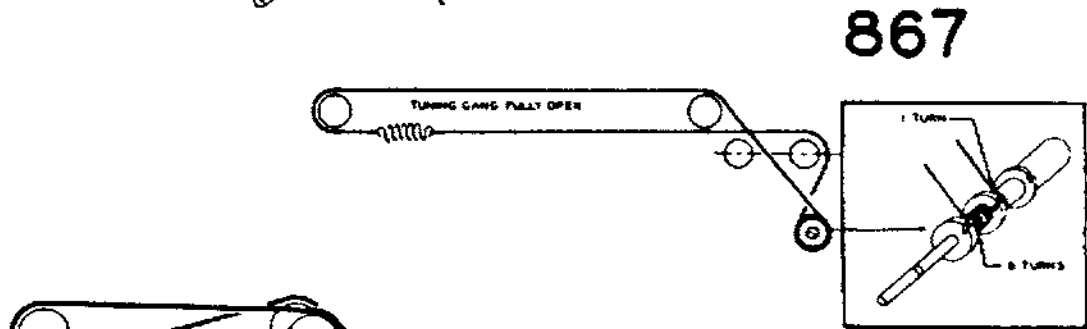
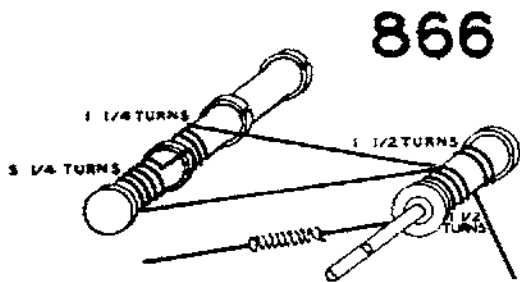
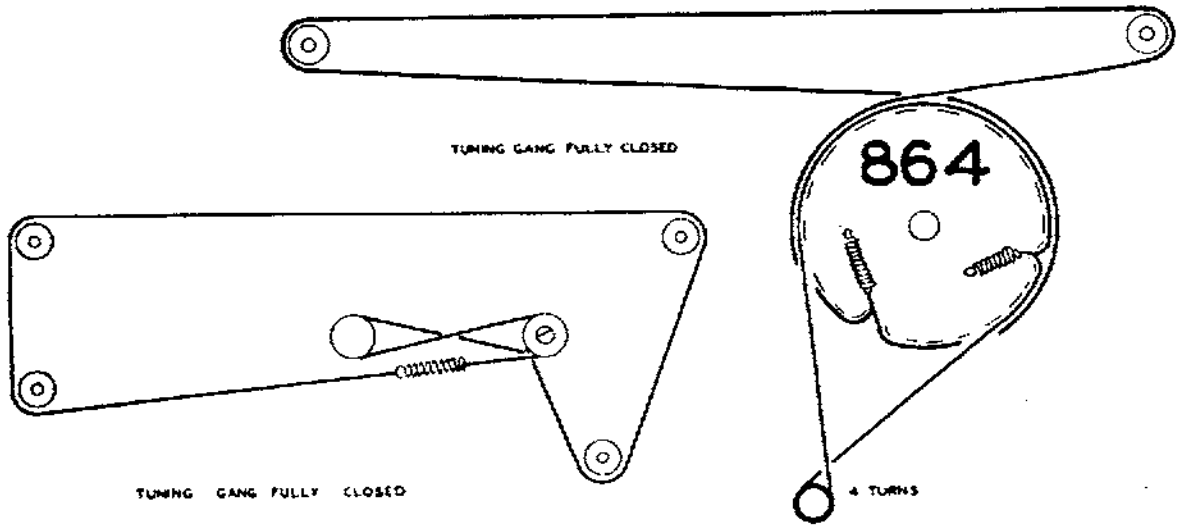


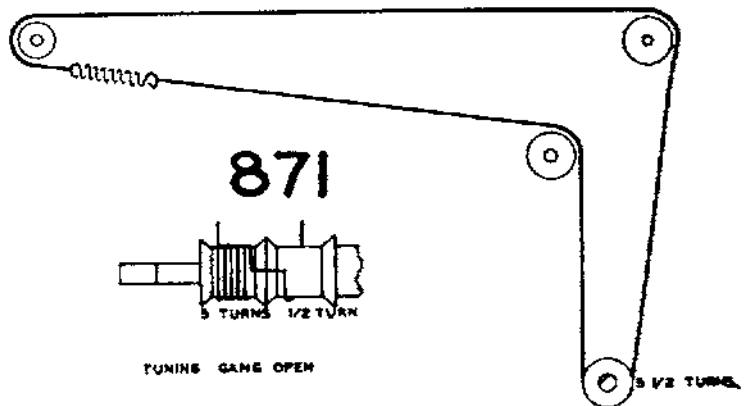
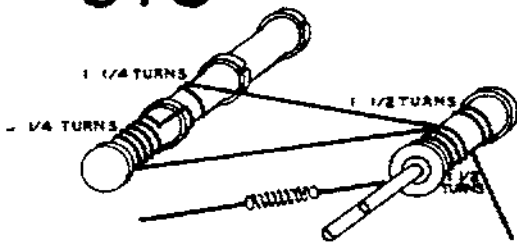
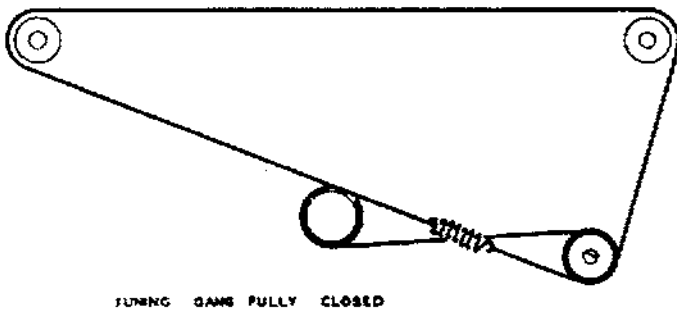
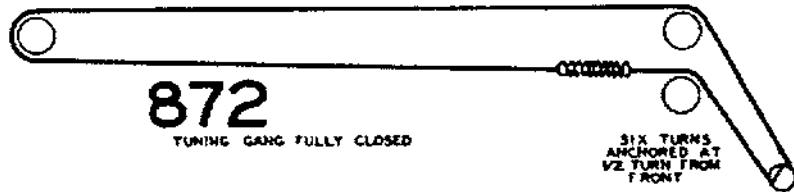
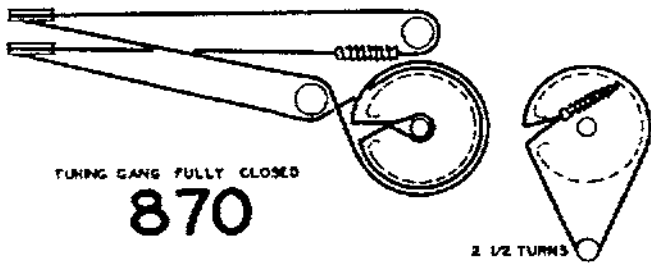
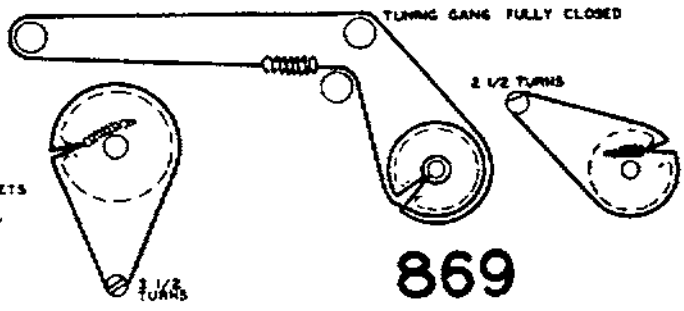
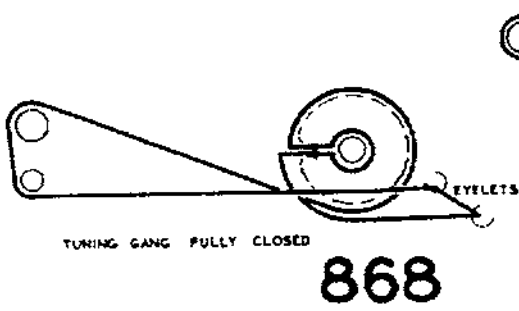


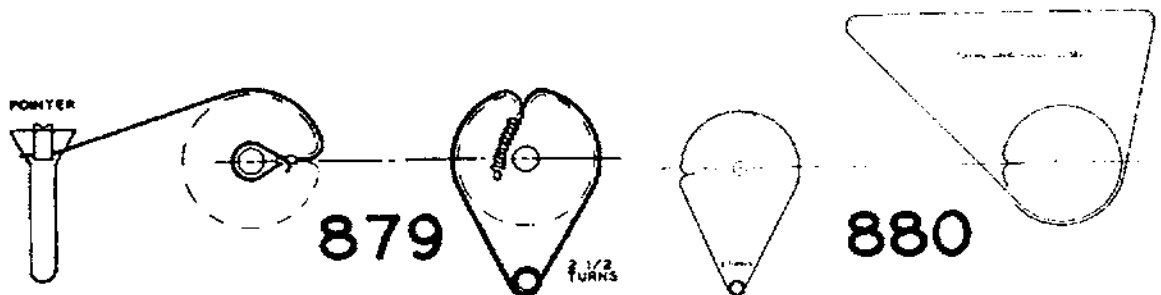
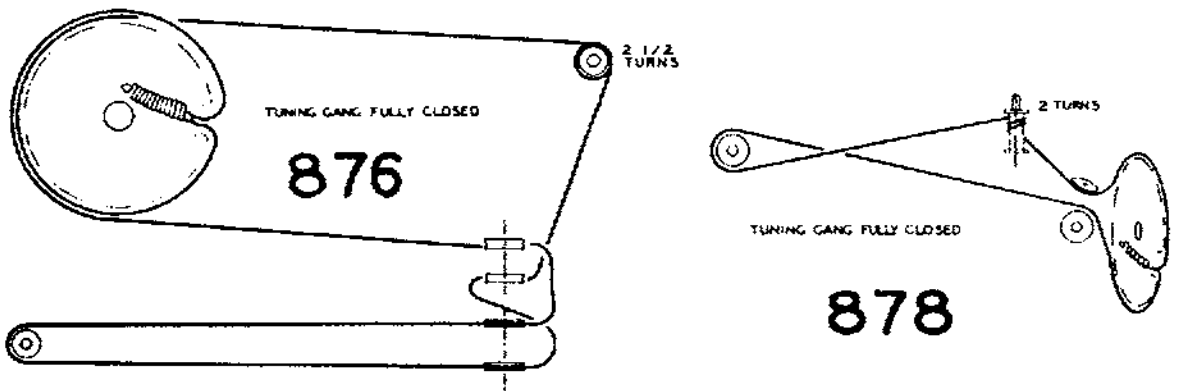
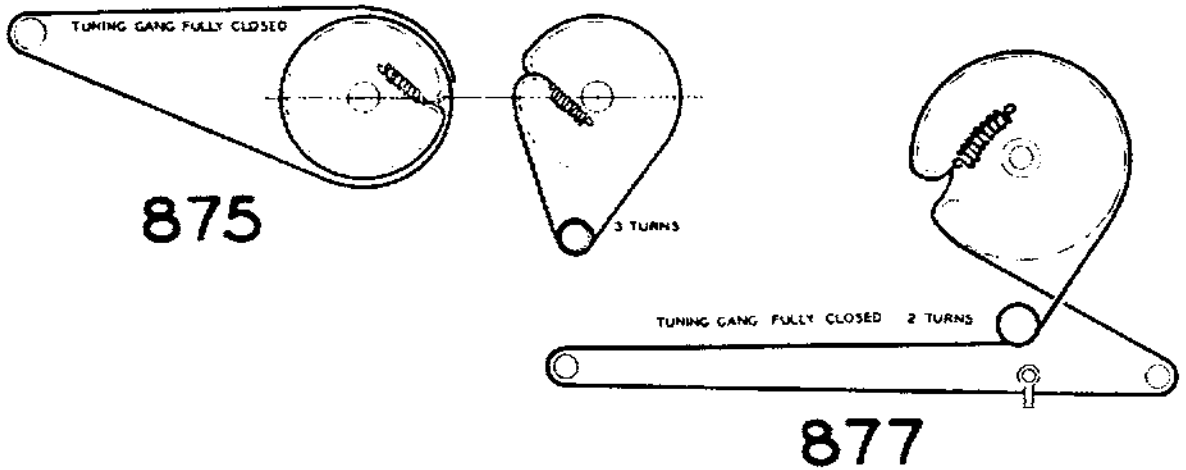
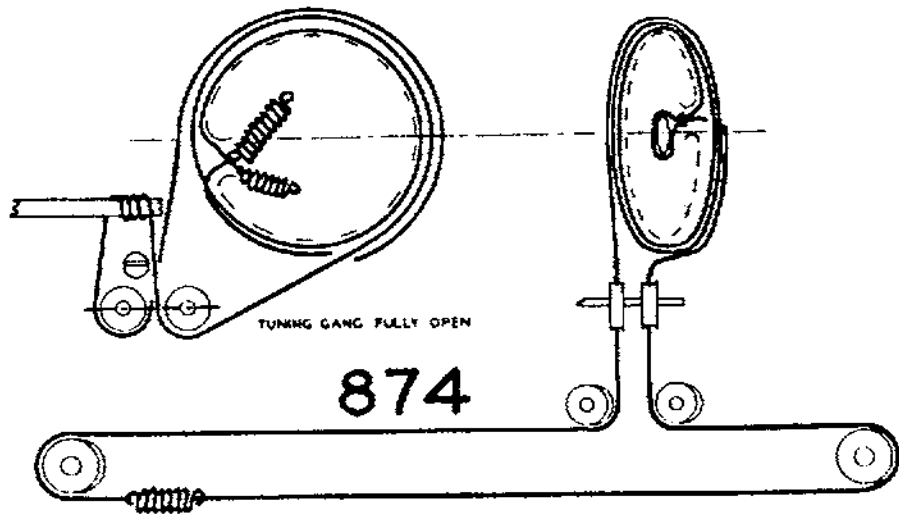




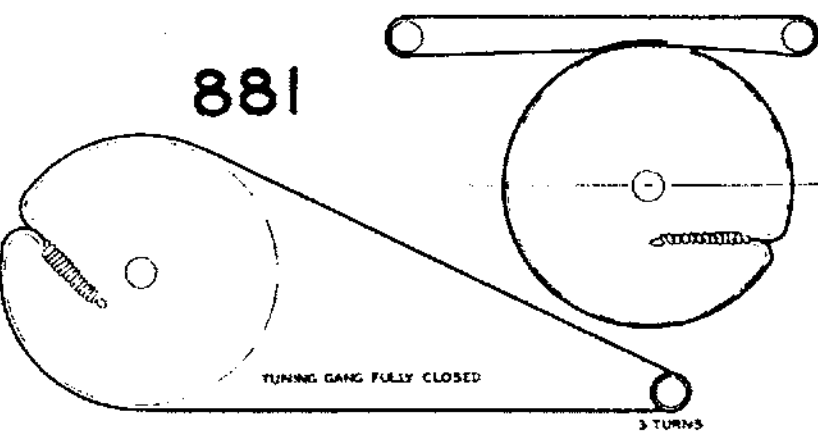






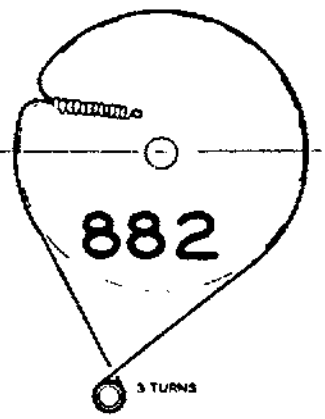


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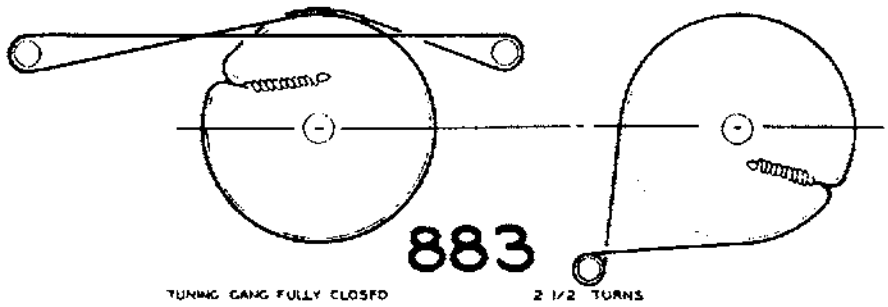


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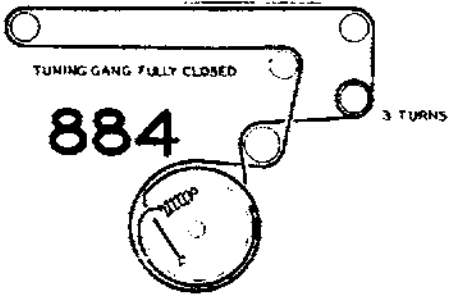
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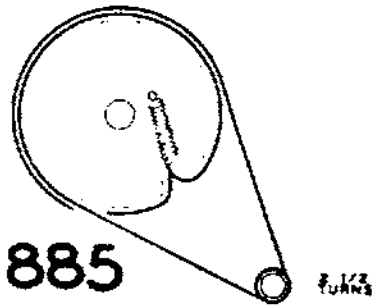


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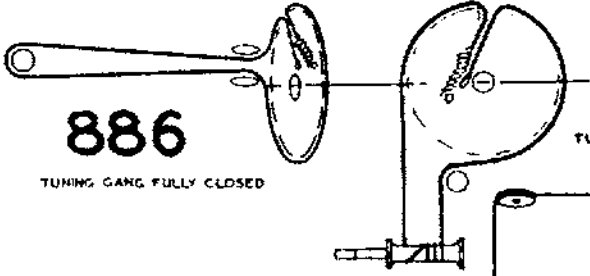


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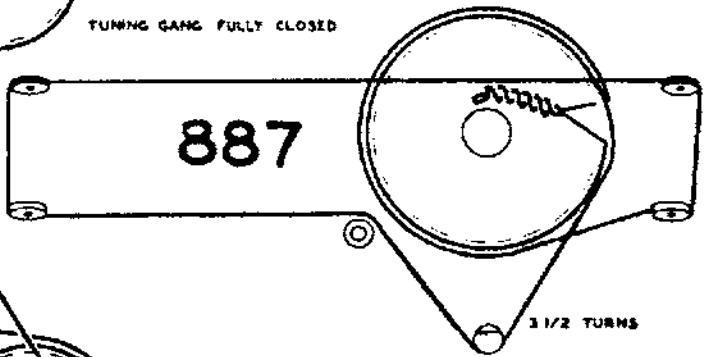


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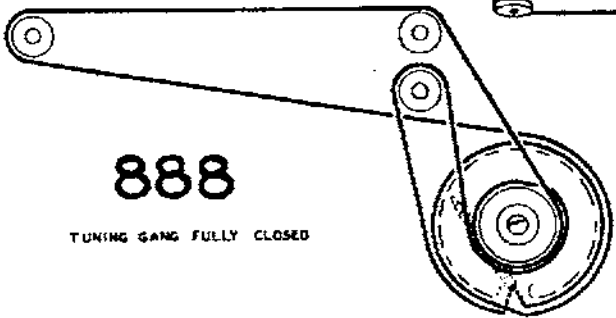


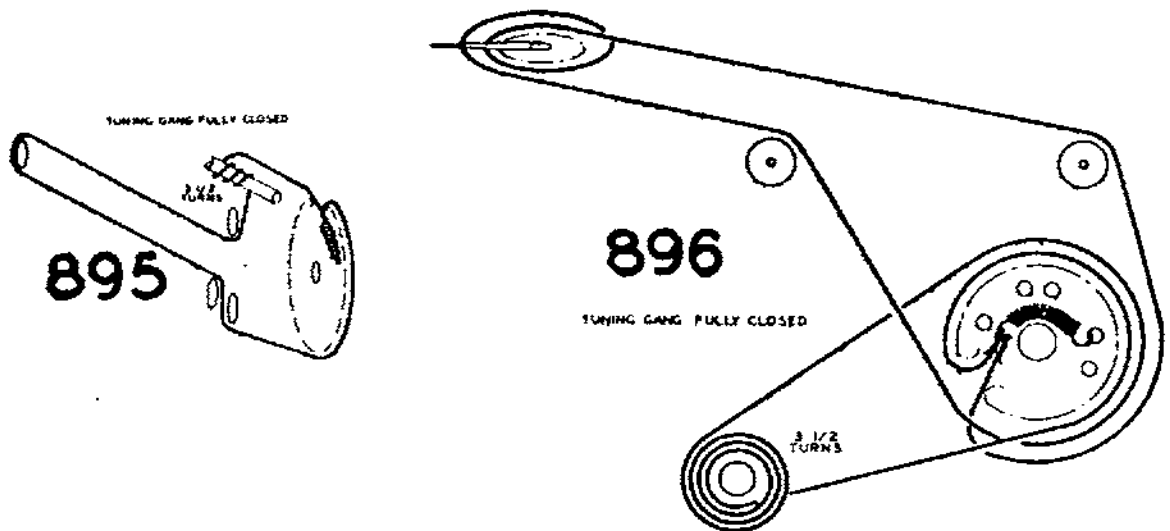
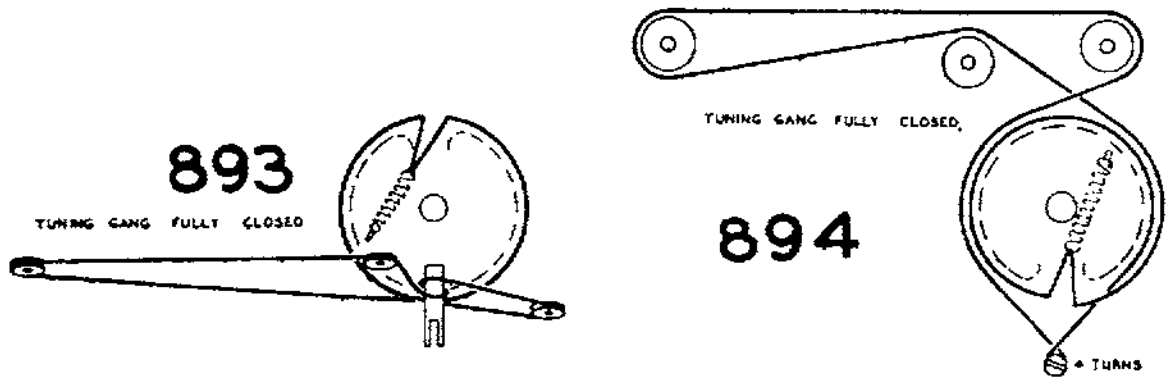
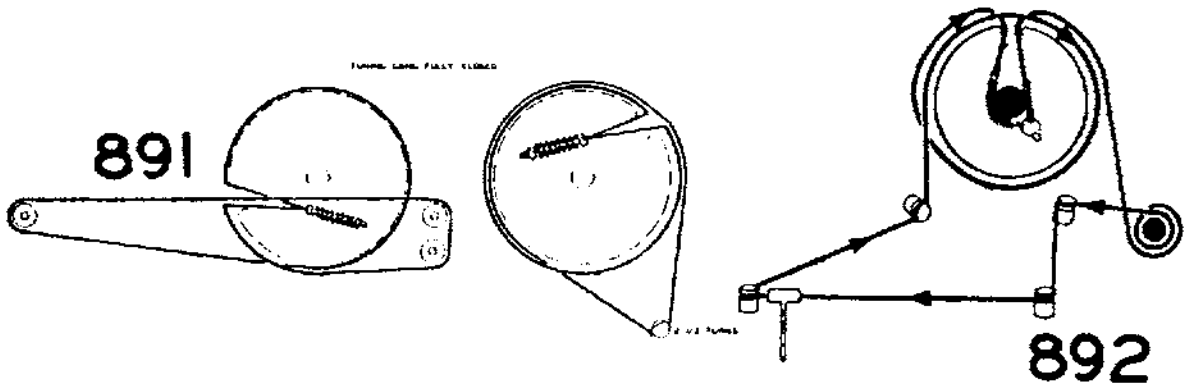
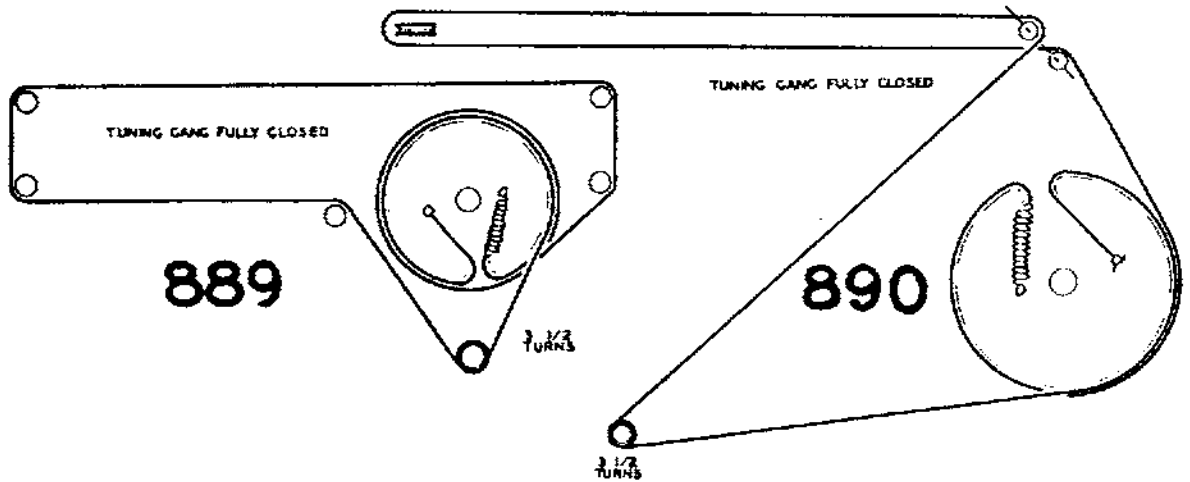
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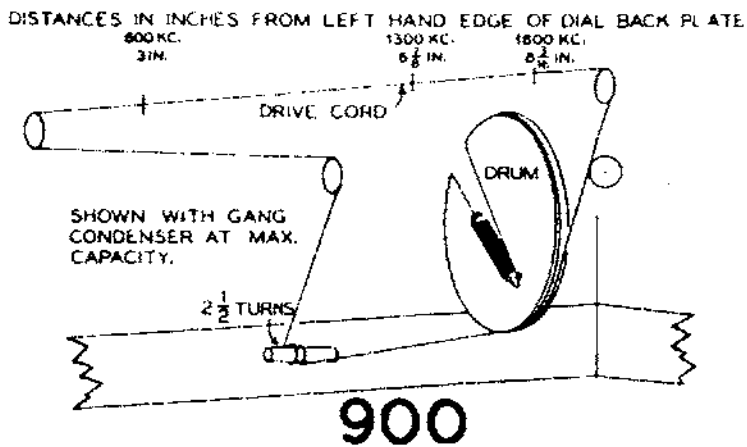
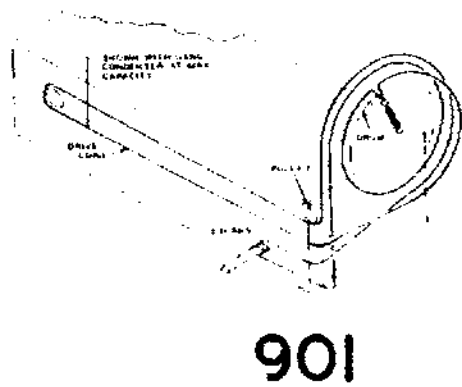
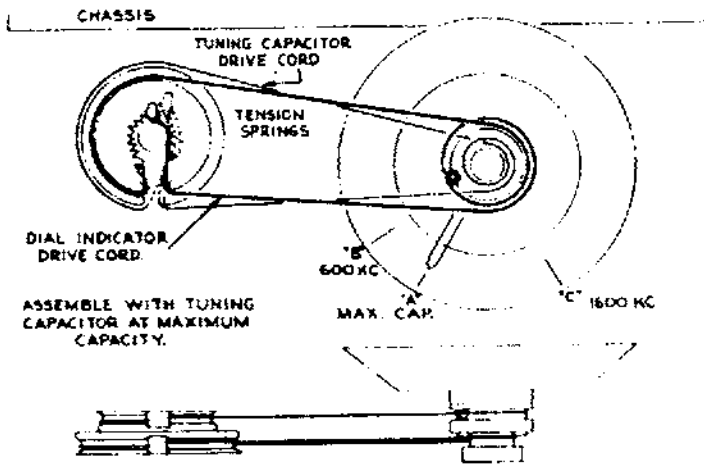
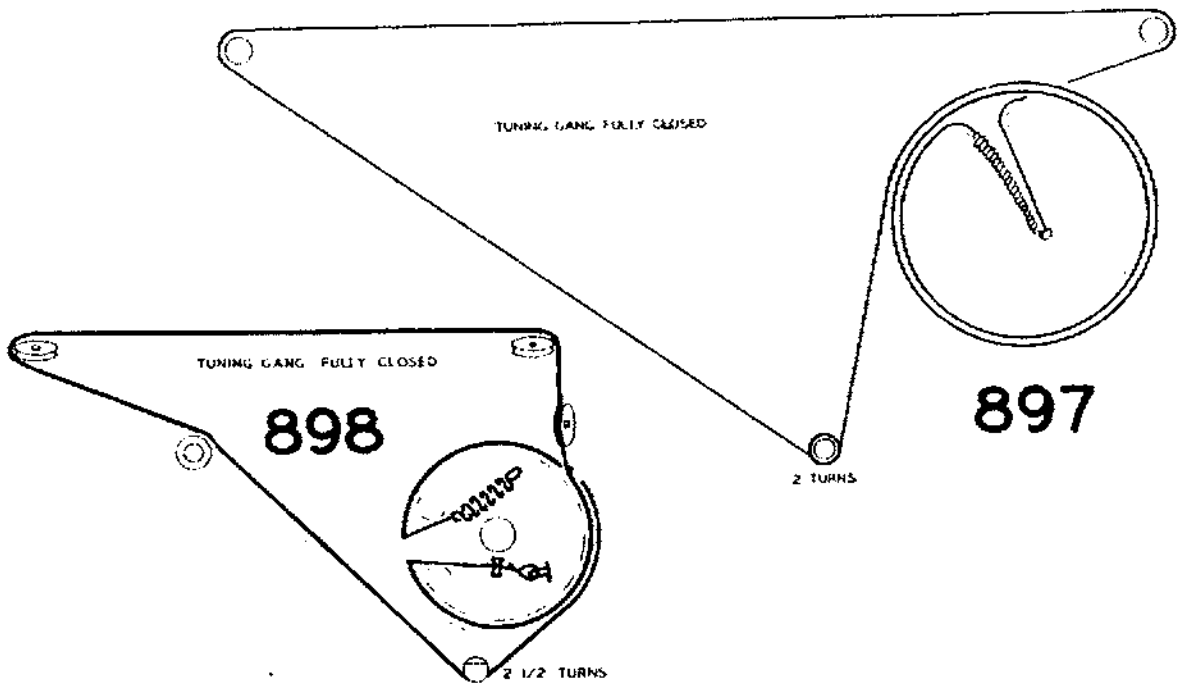
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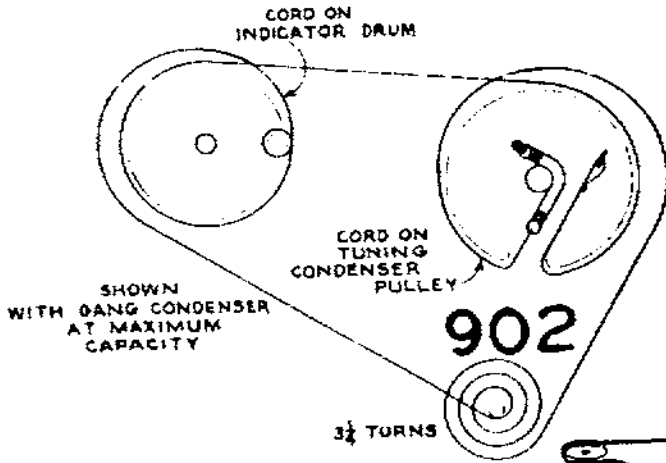


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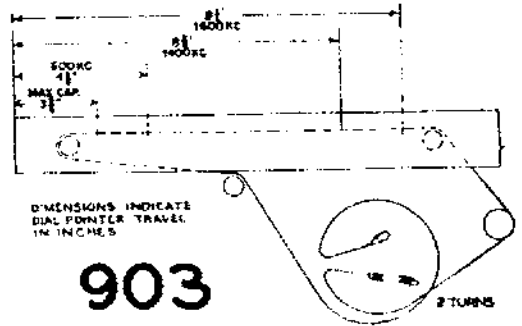




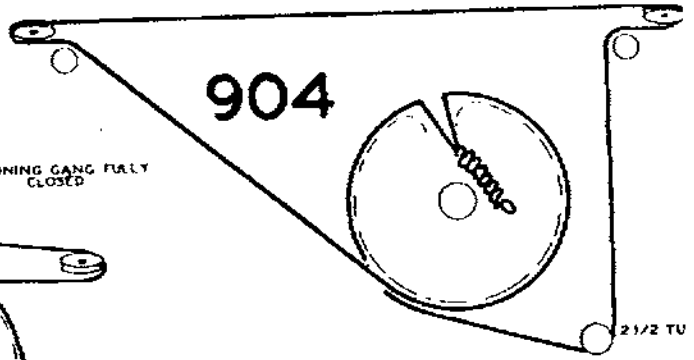




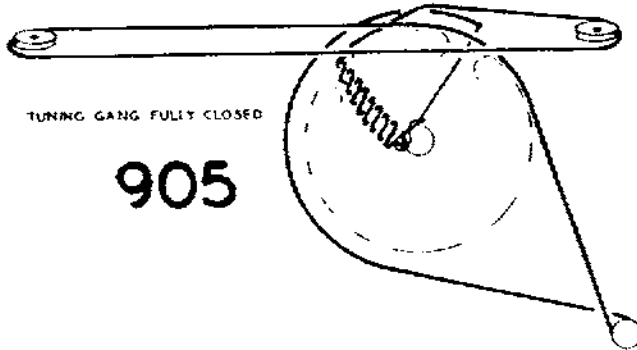
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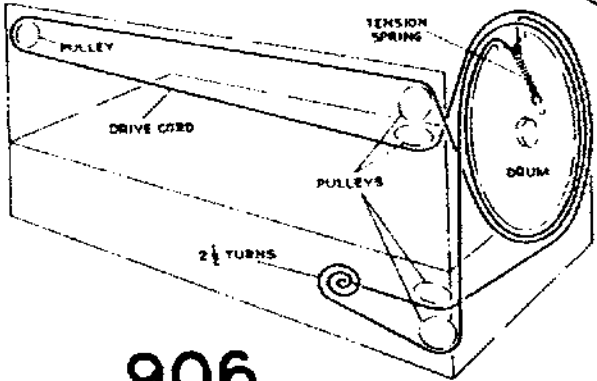
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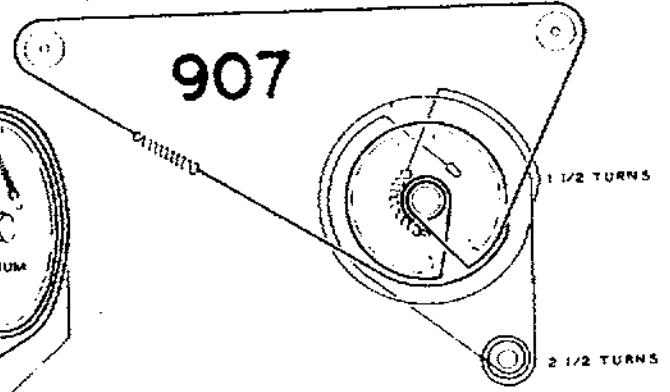
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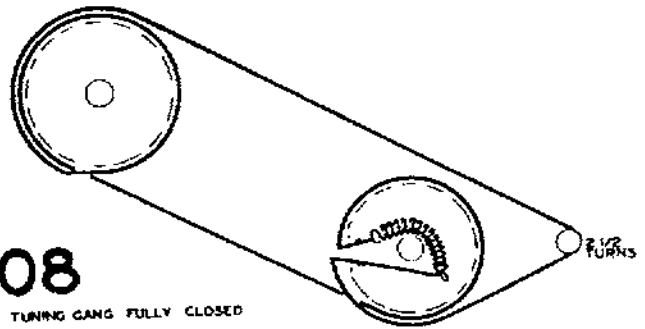
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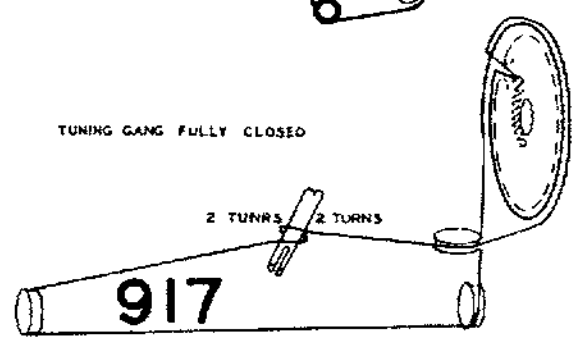
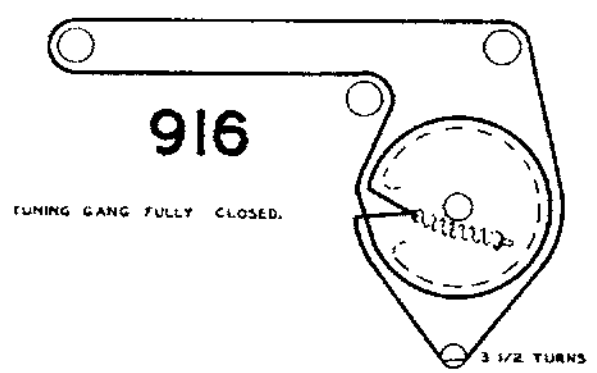
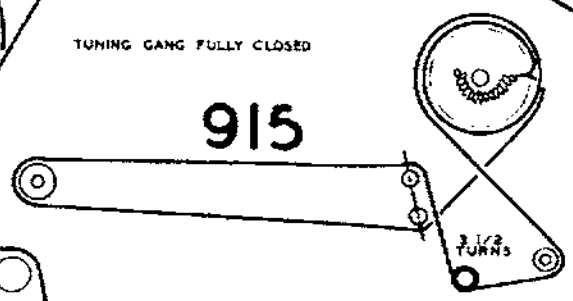
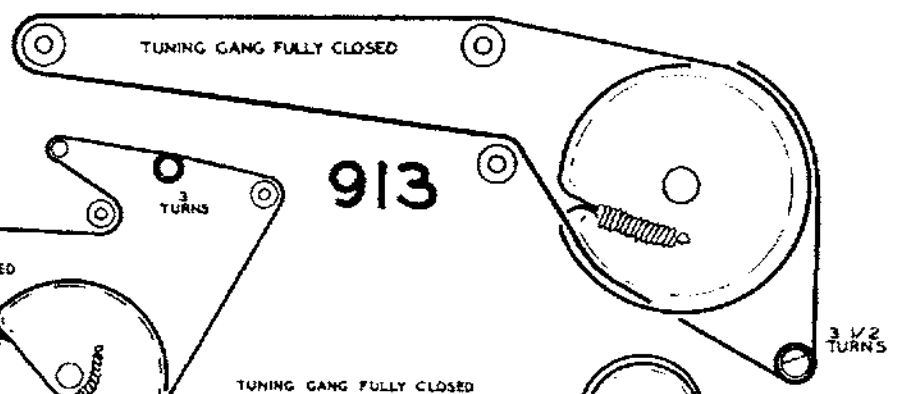
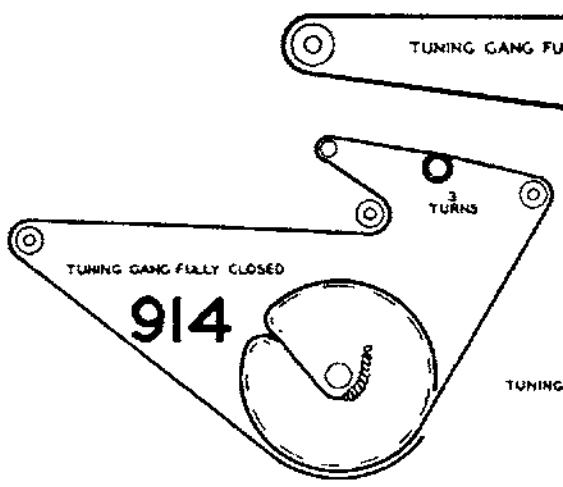
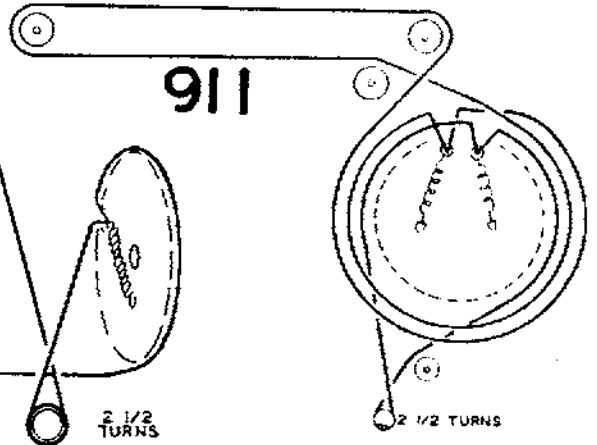
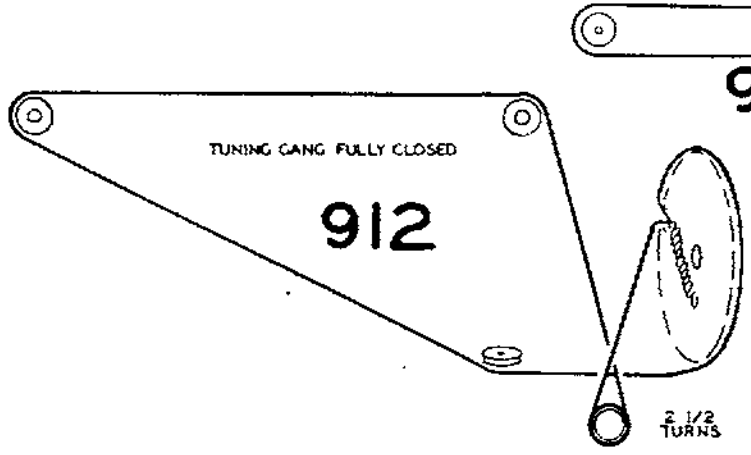
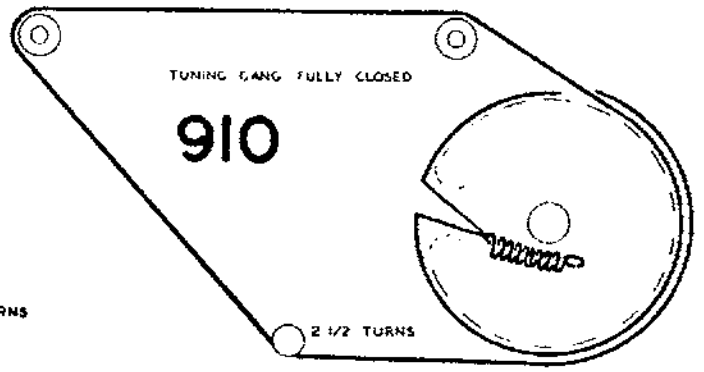
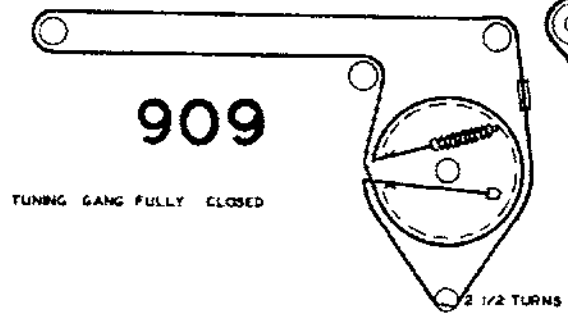


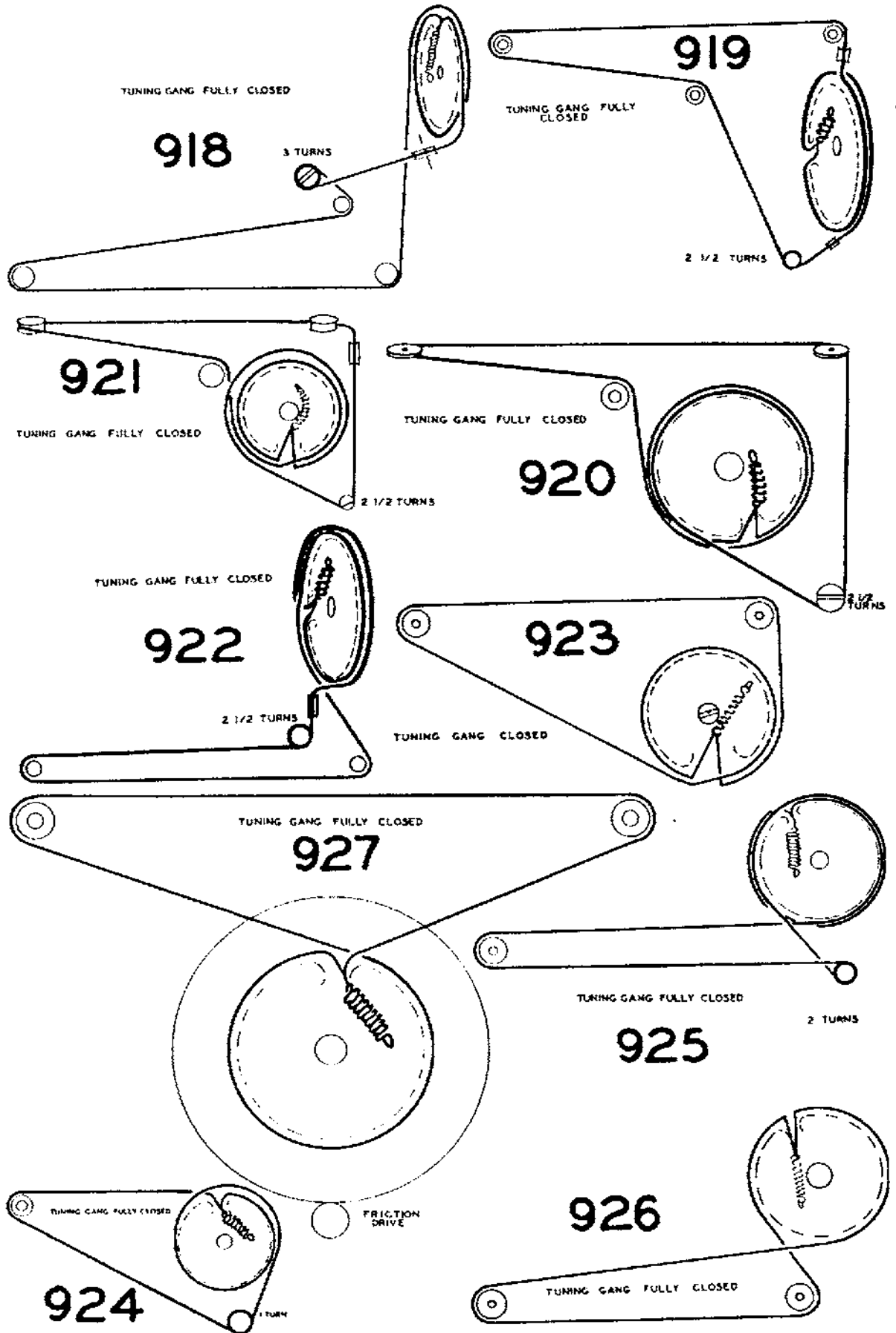
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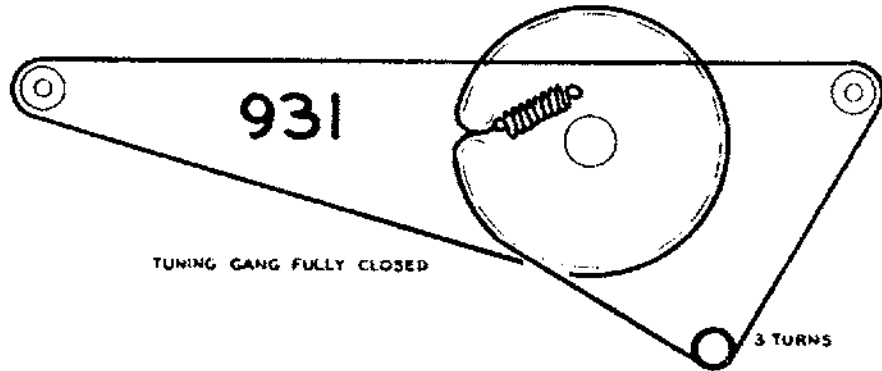
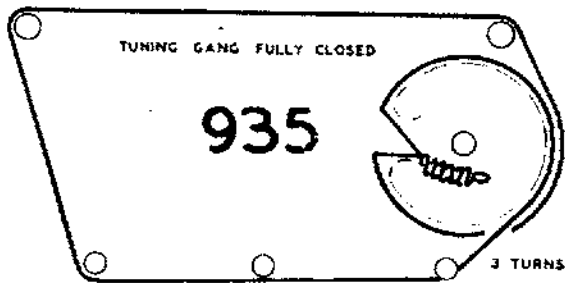
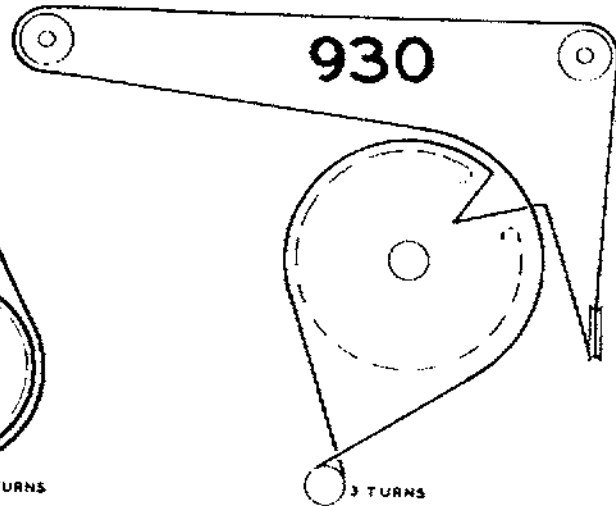
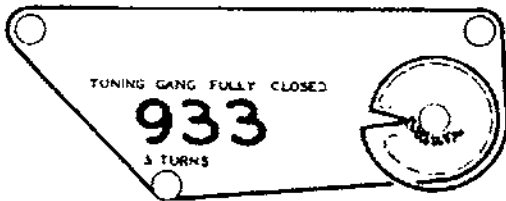
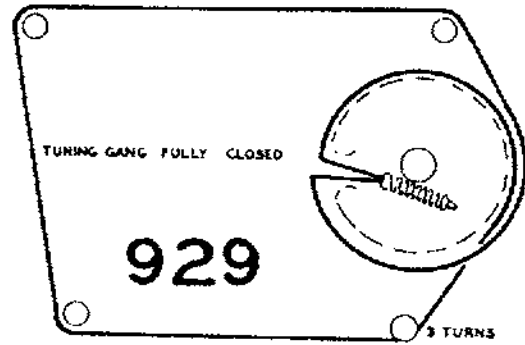
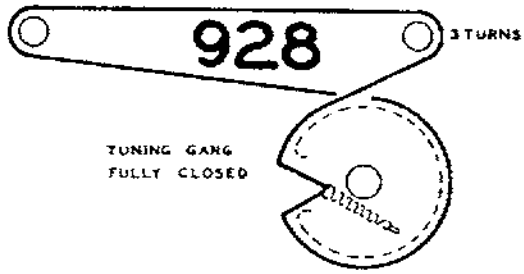


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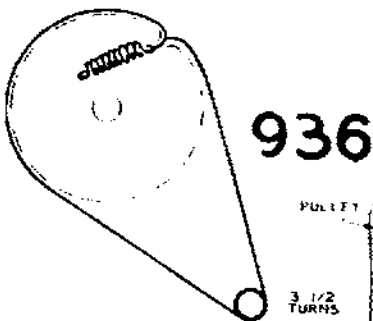
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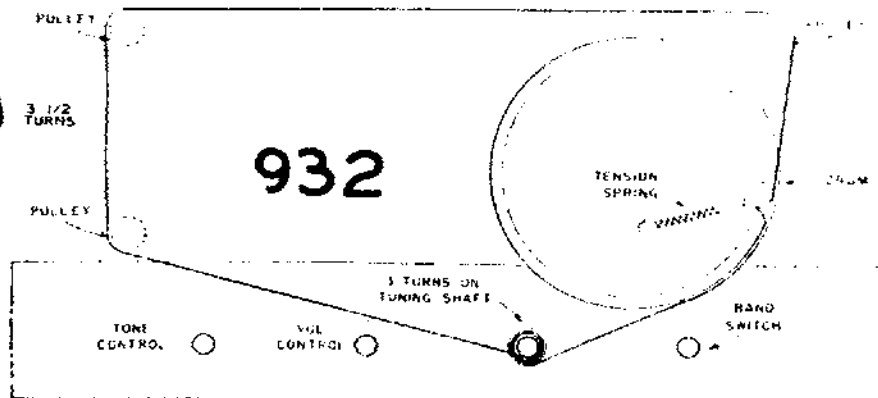


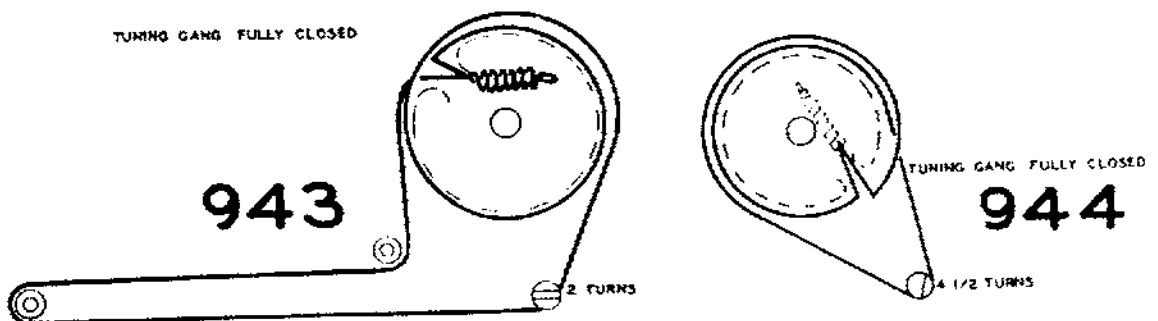
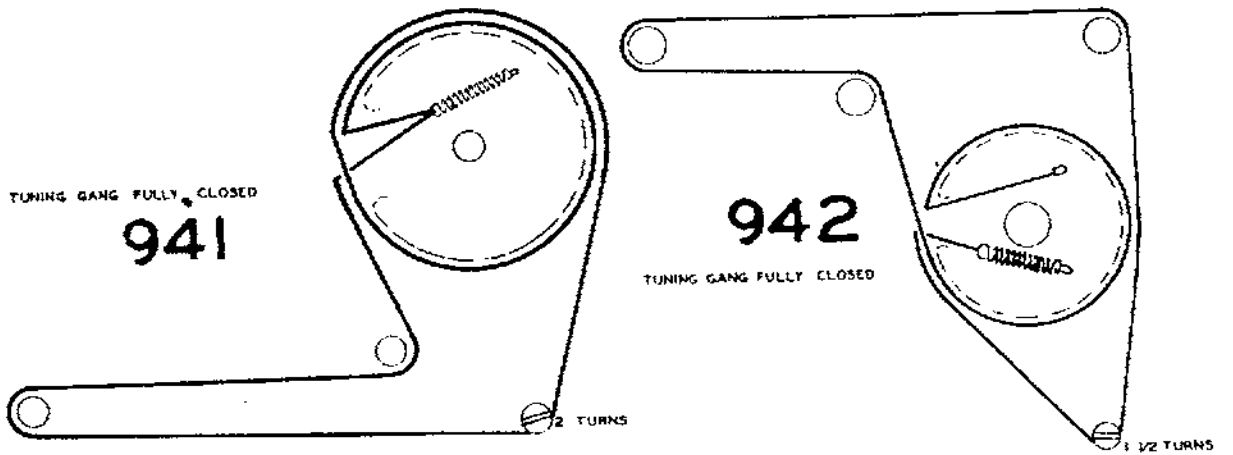
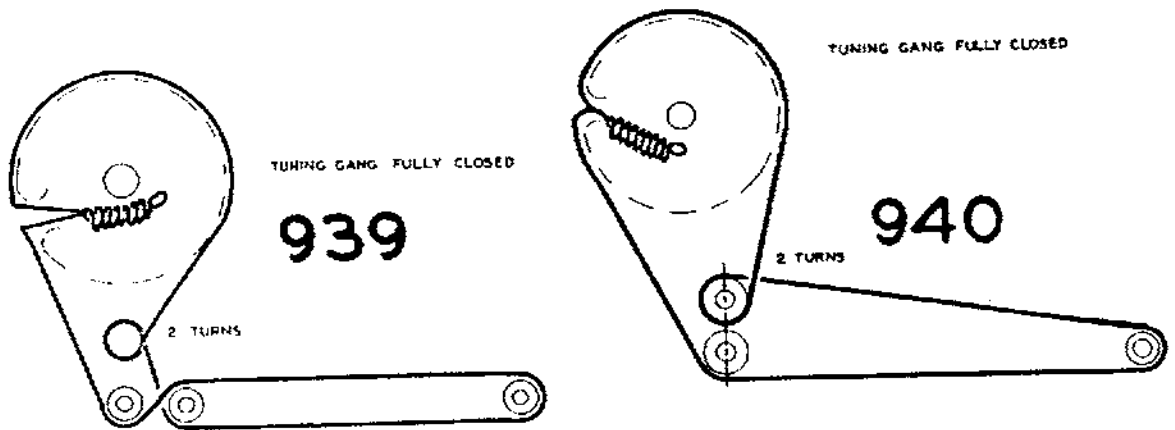
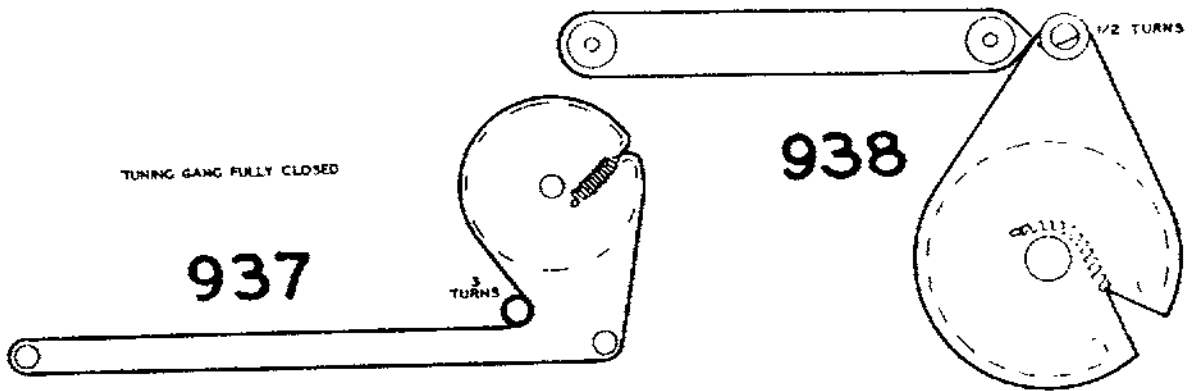


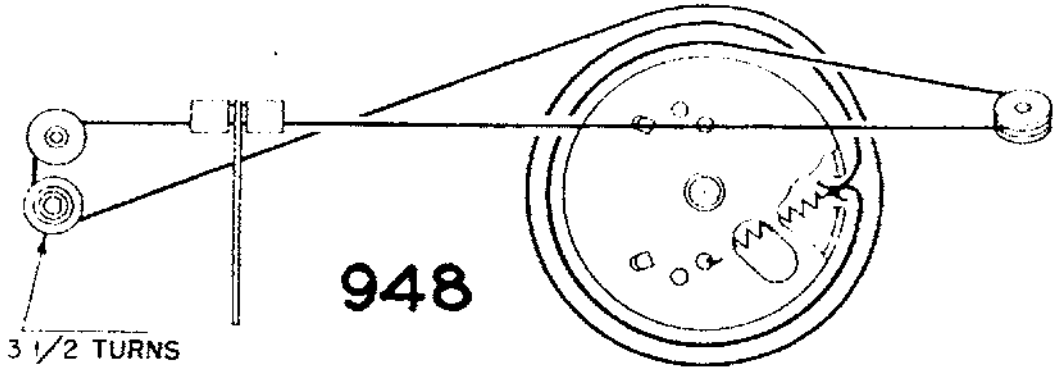
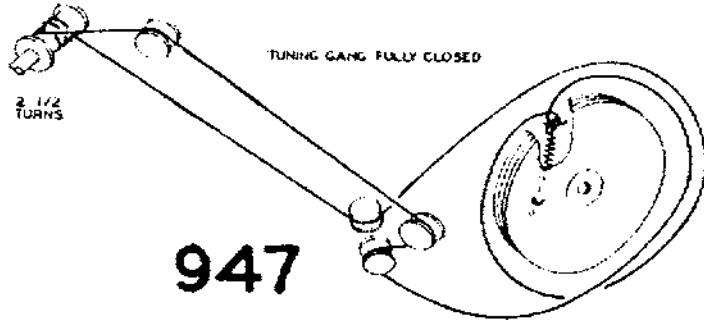
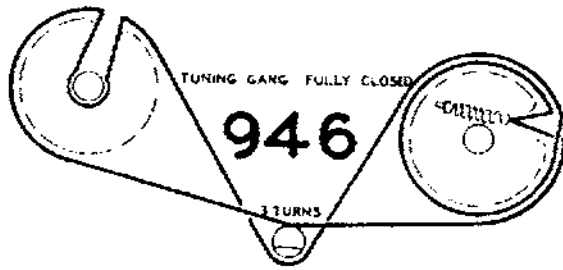
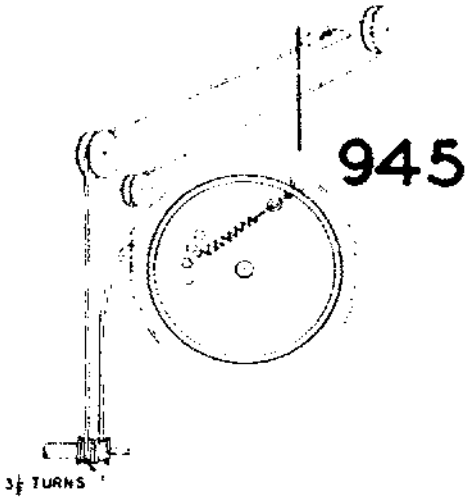
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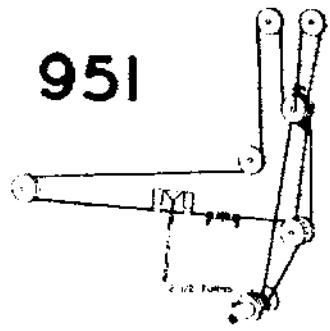
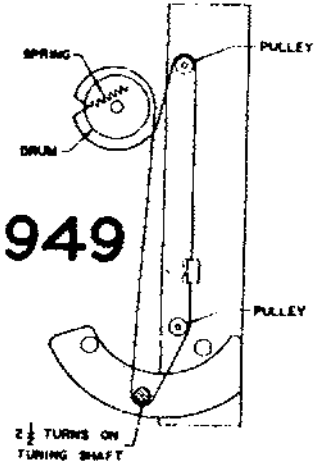
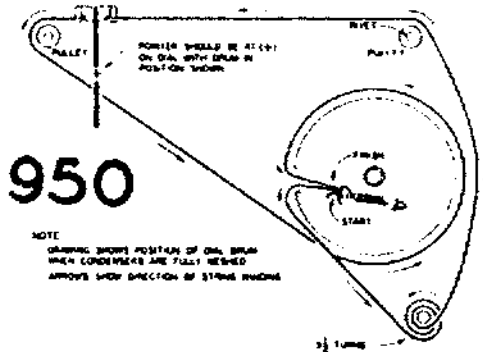
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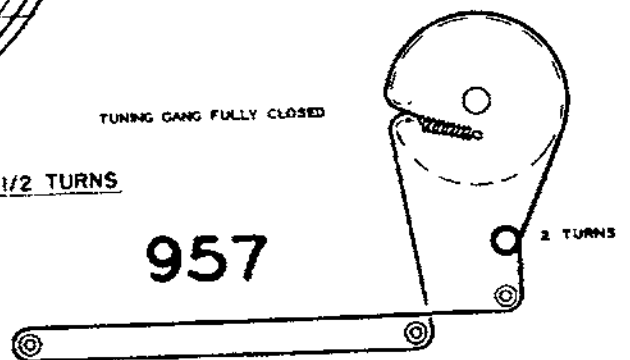
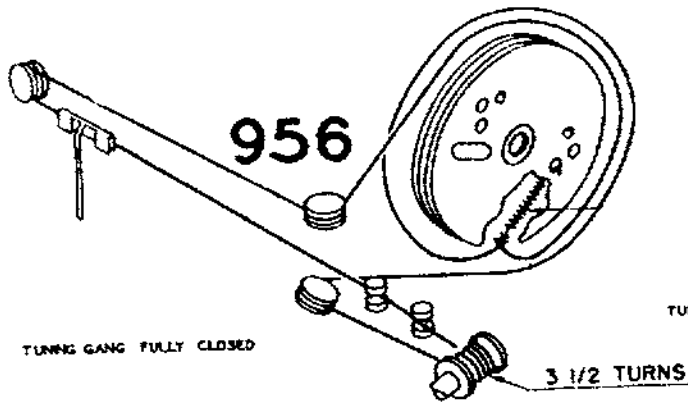
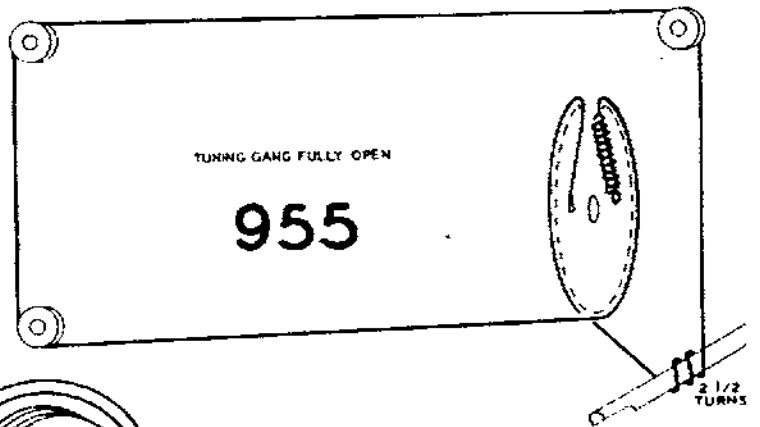
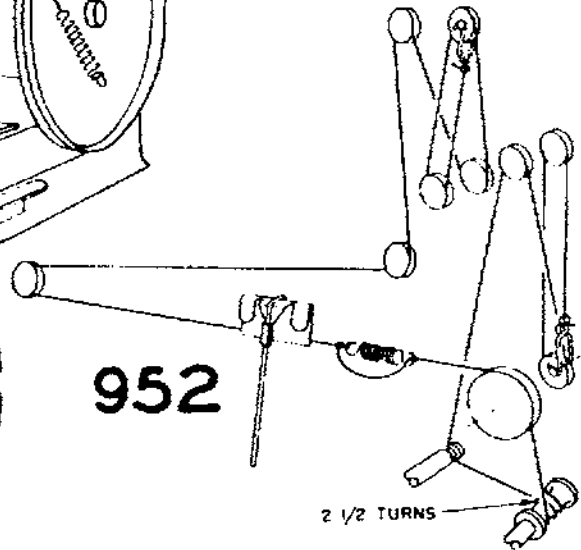
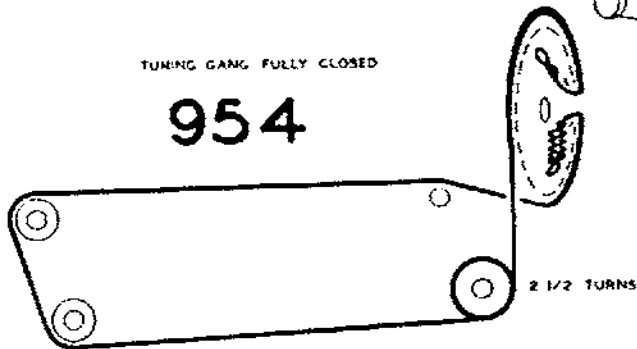
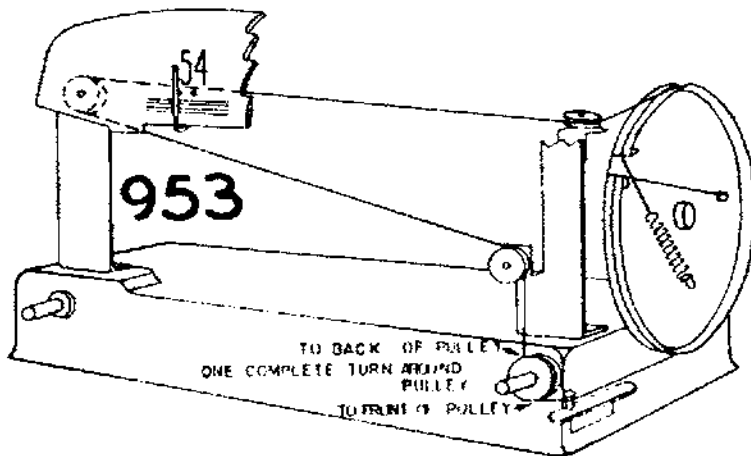


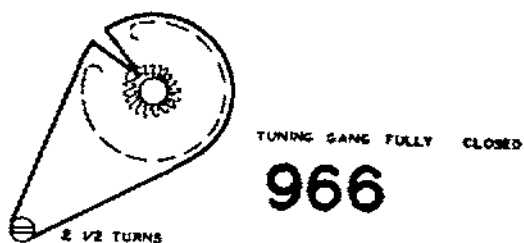
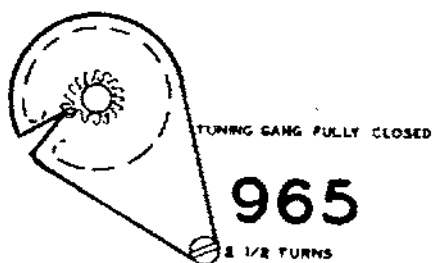
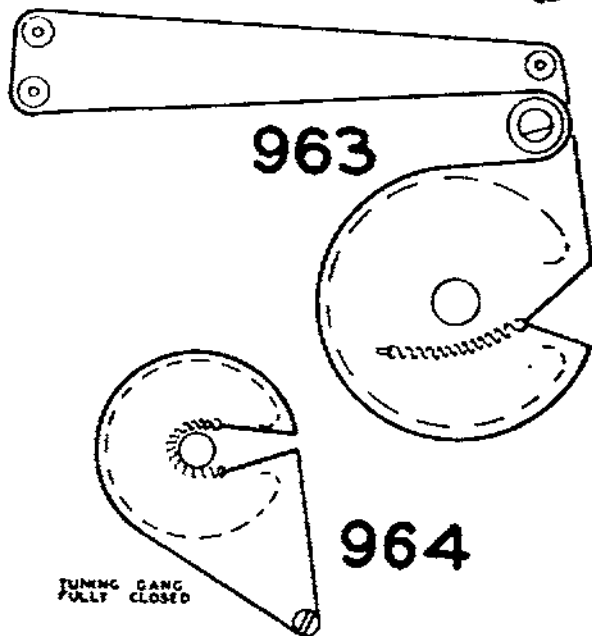
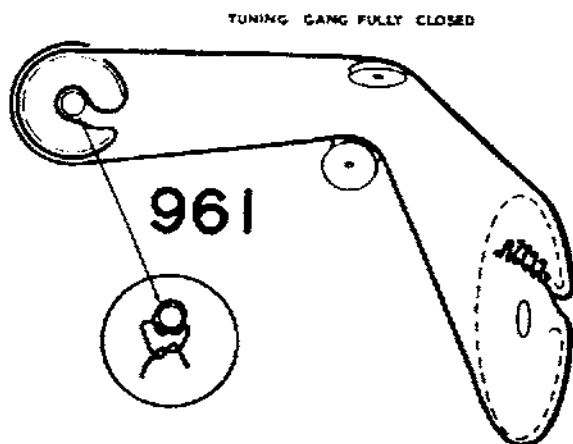
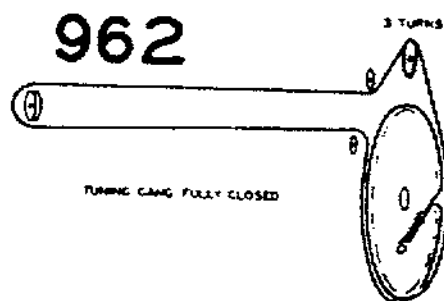
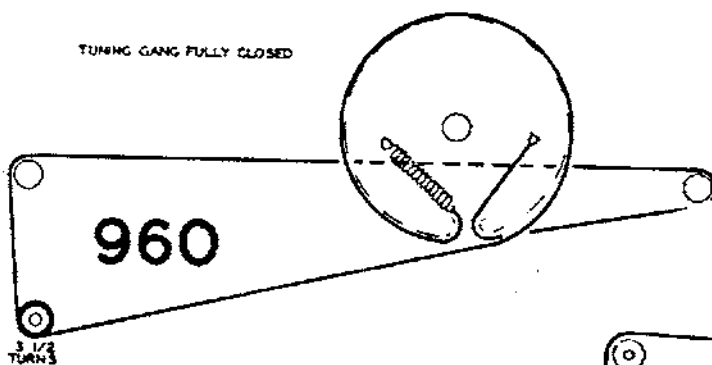
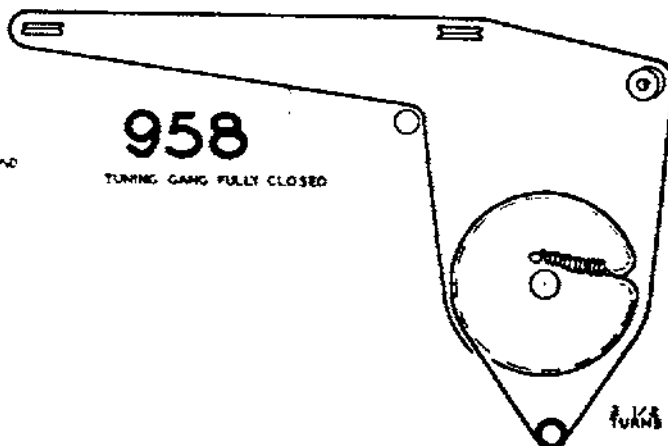
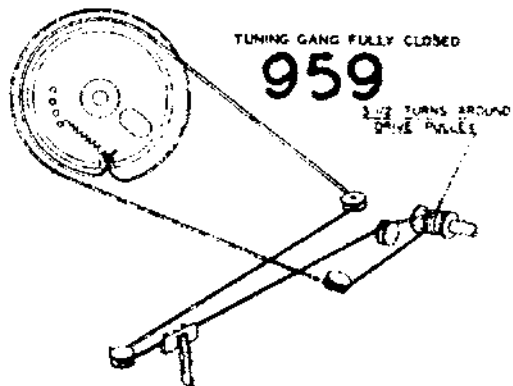


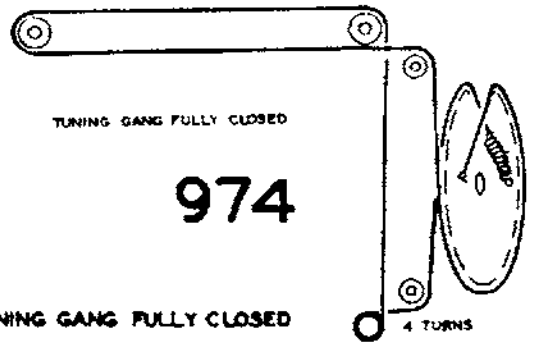
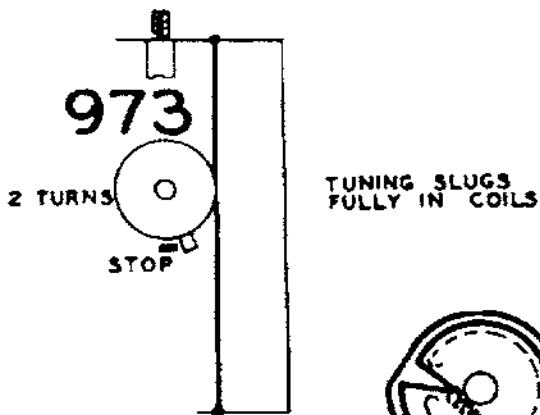
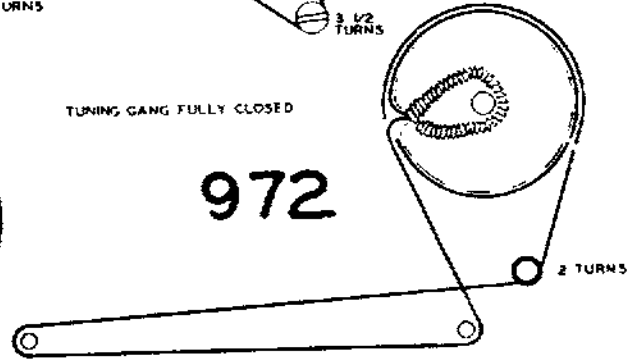
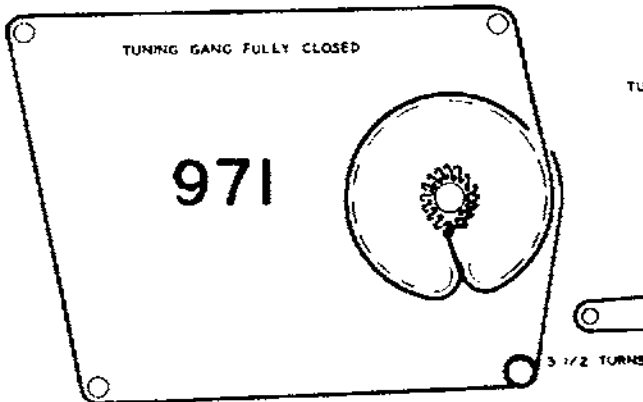
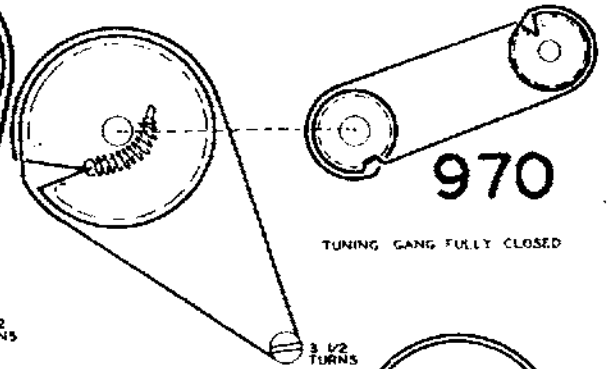
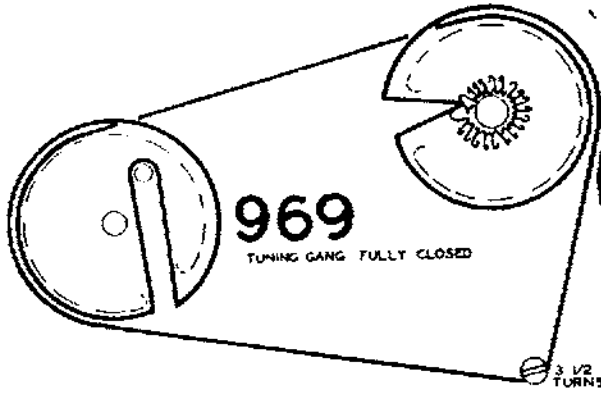
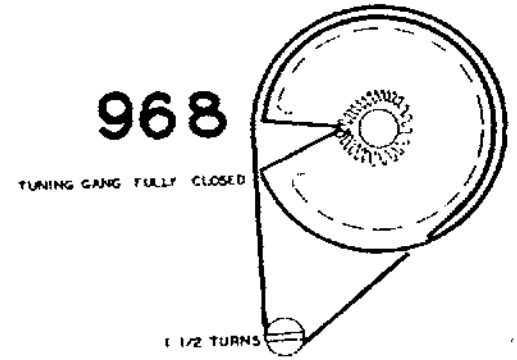
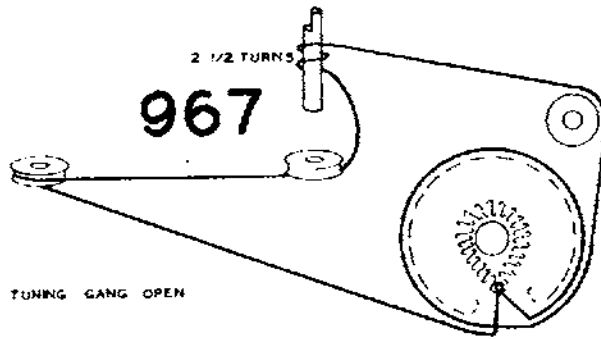


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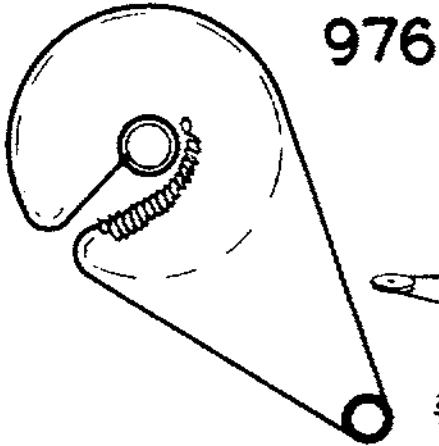






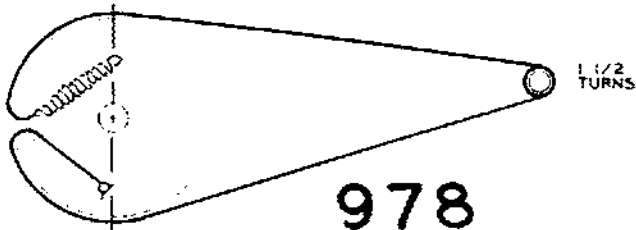
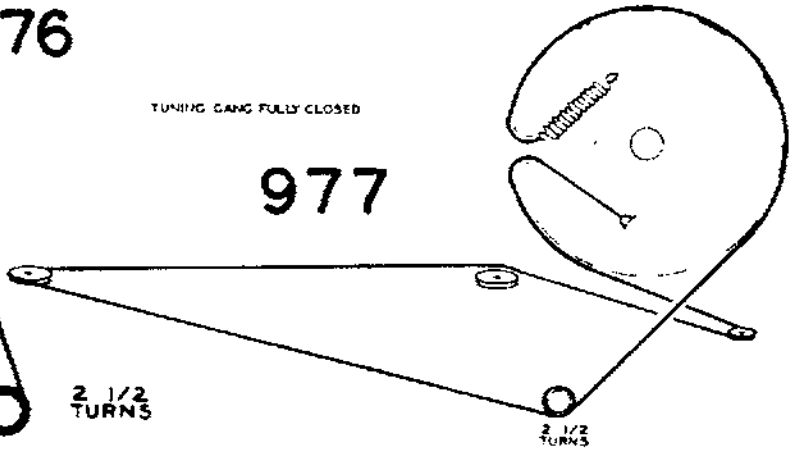


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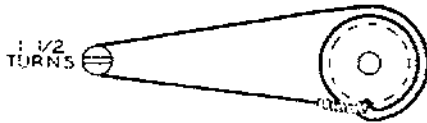
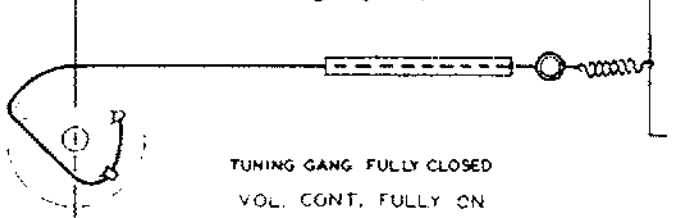
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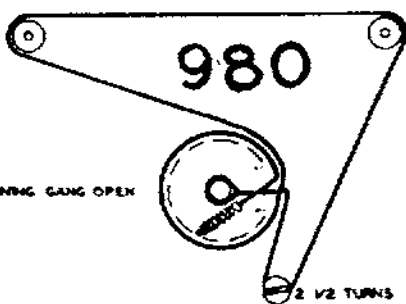
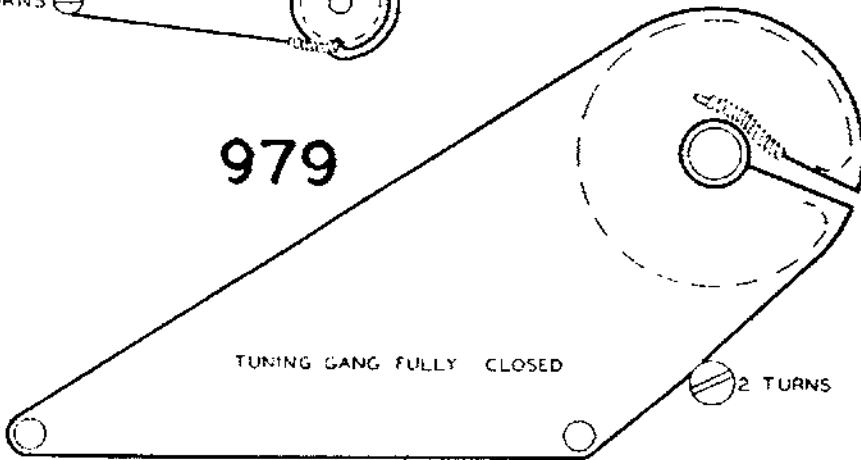
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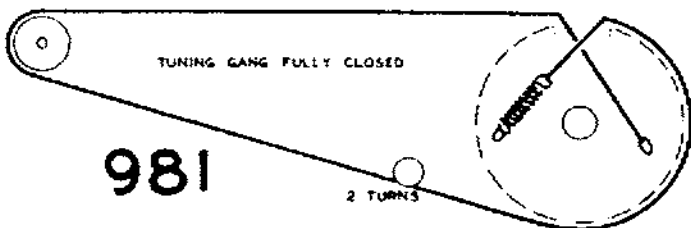
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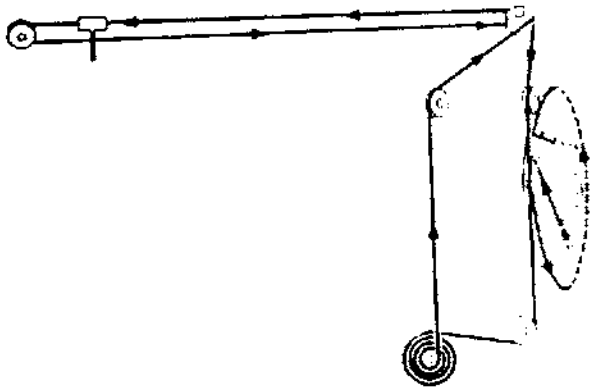
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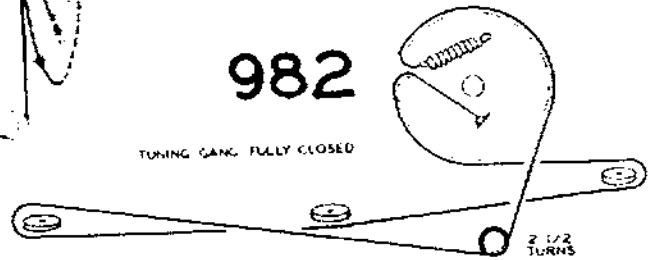
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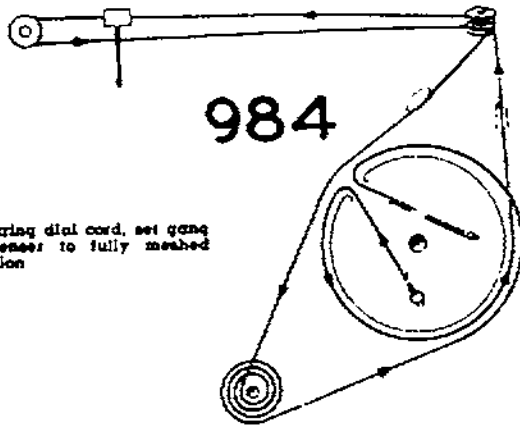
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982

TUNING GANG FULLY CLOSED

2 1/2
TURNS



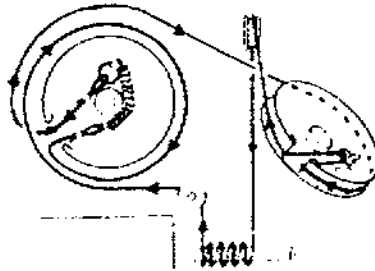
984

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

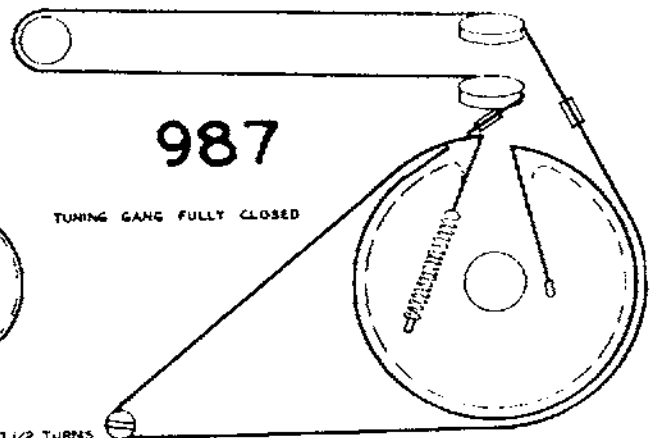


986

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



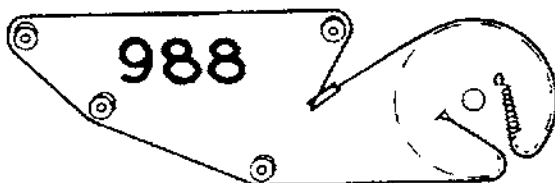
985



987

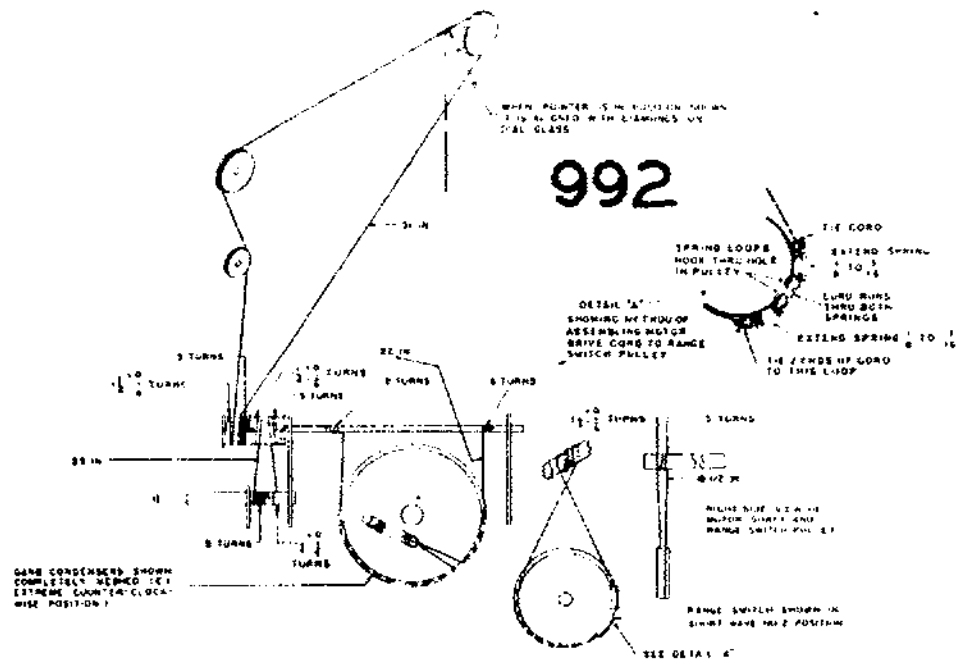
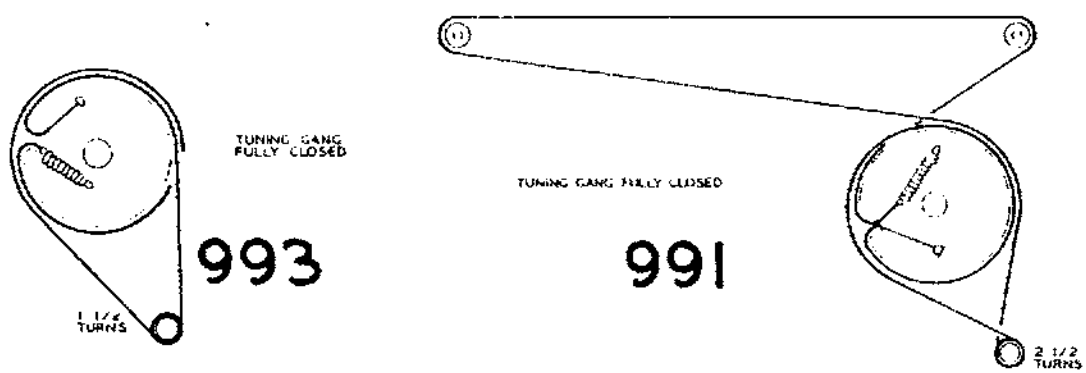
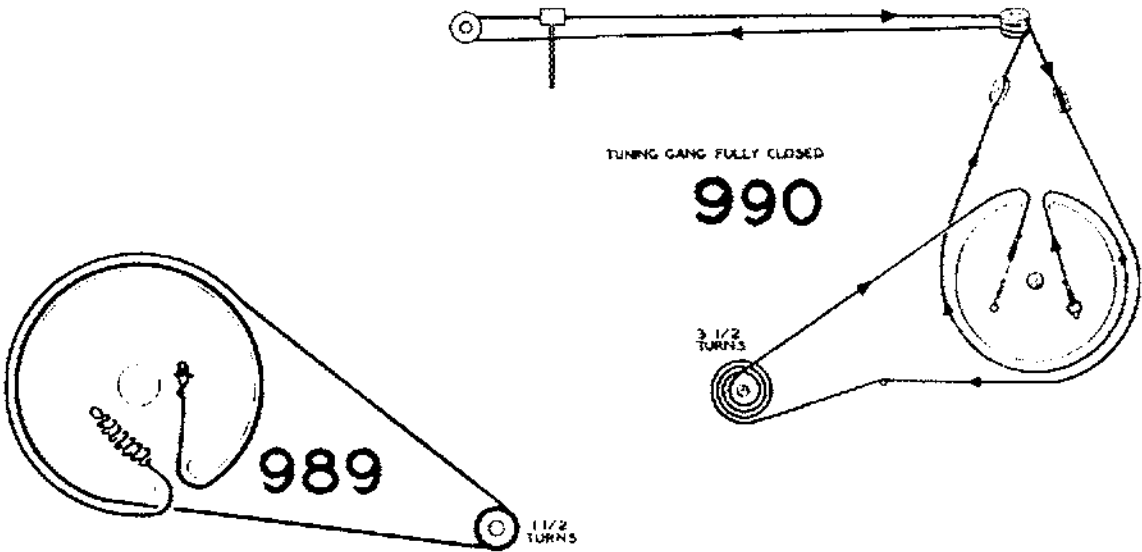
TUNING GANG FULLY CLOSED

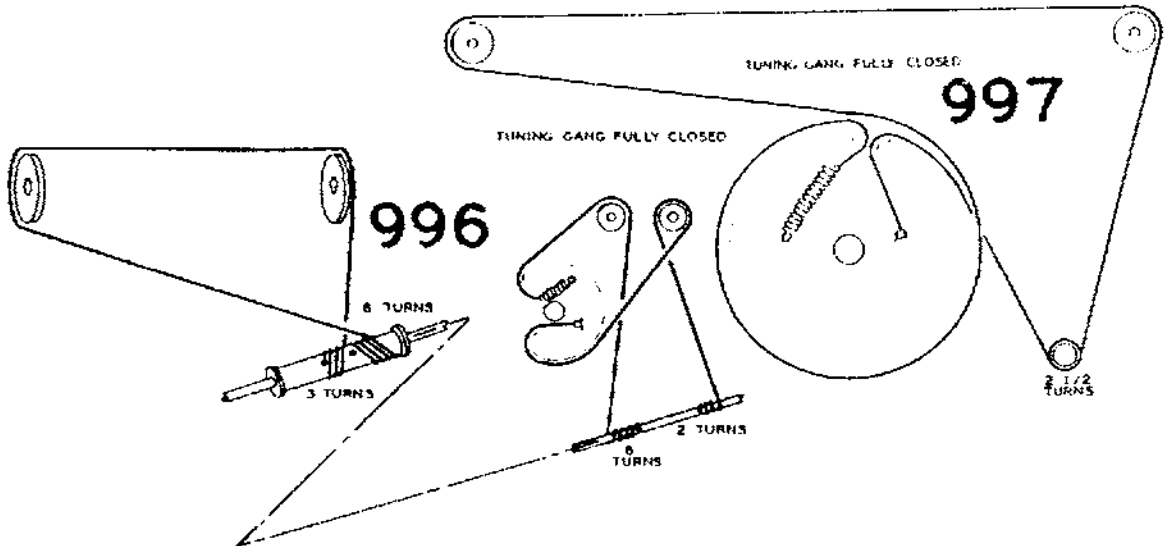
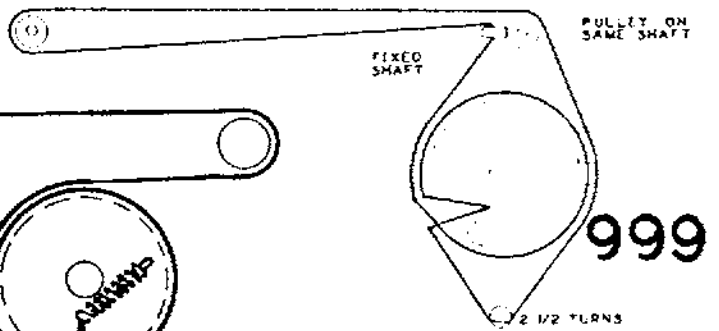
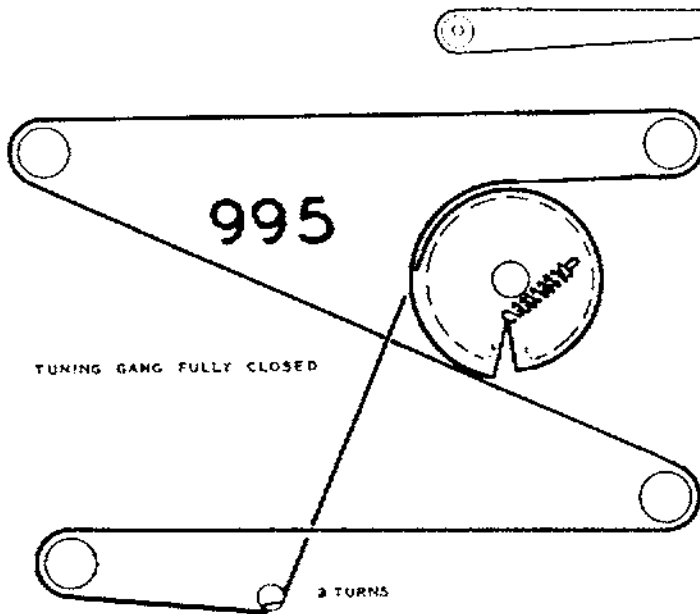
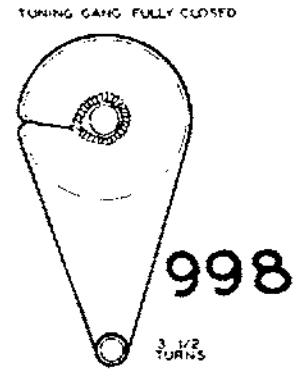
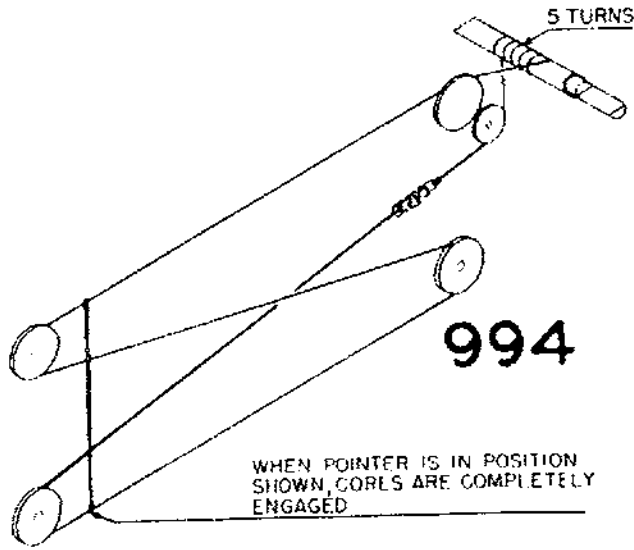
3 1/2 TURNS

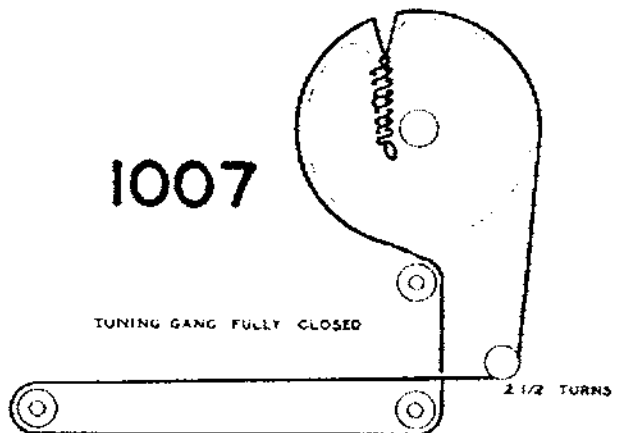
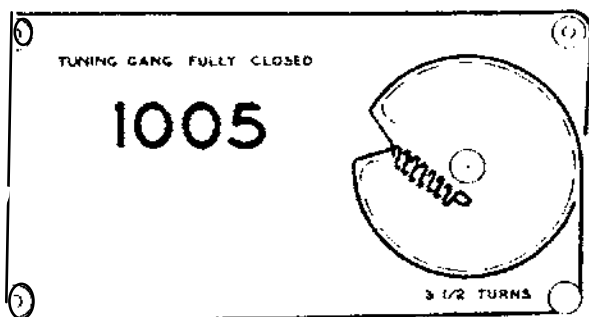
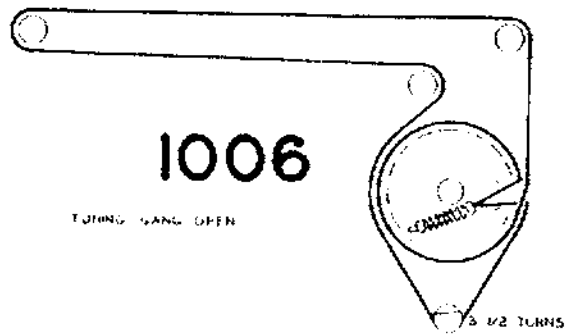
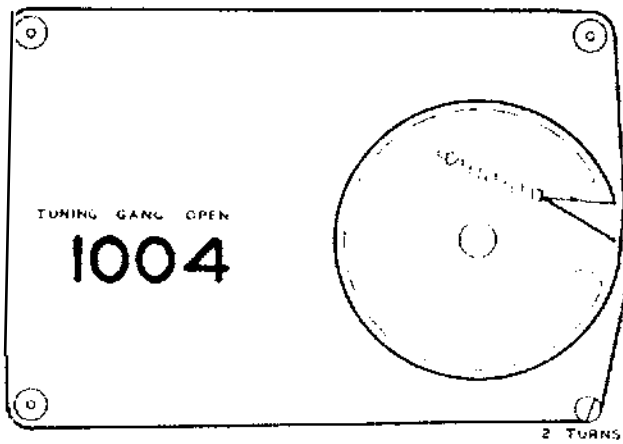
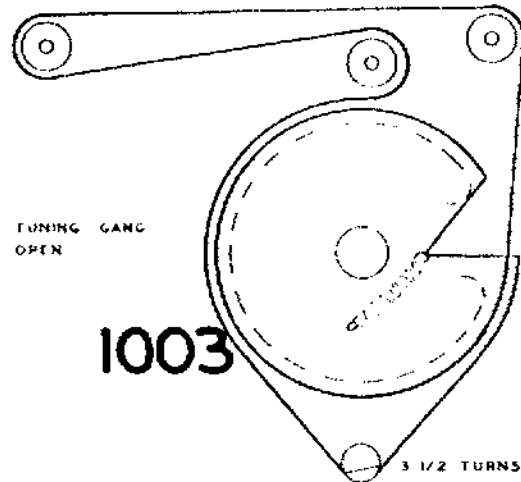
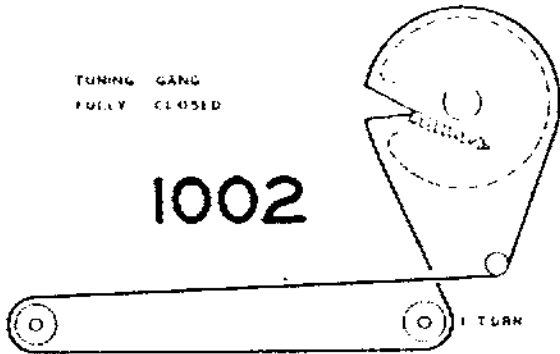
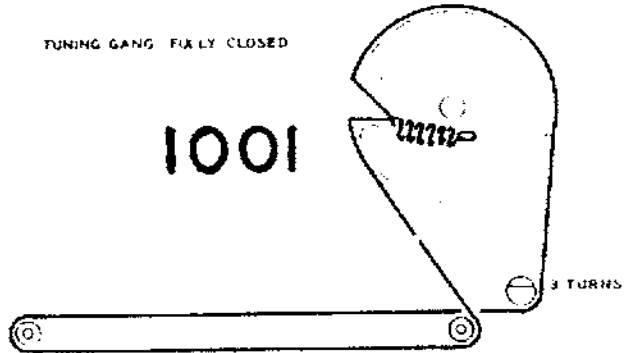
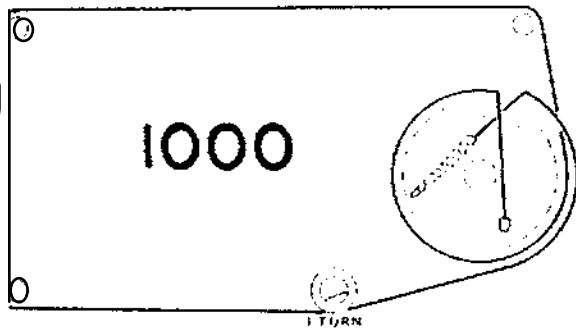


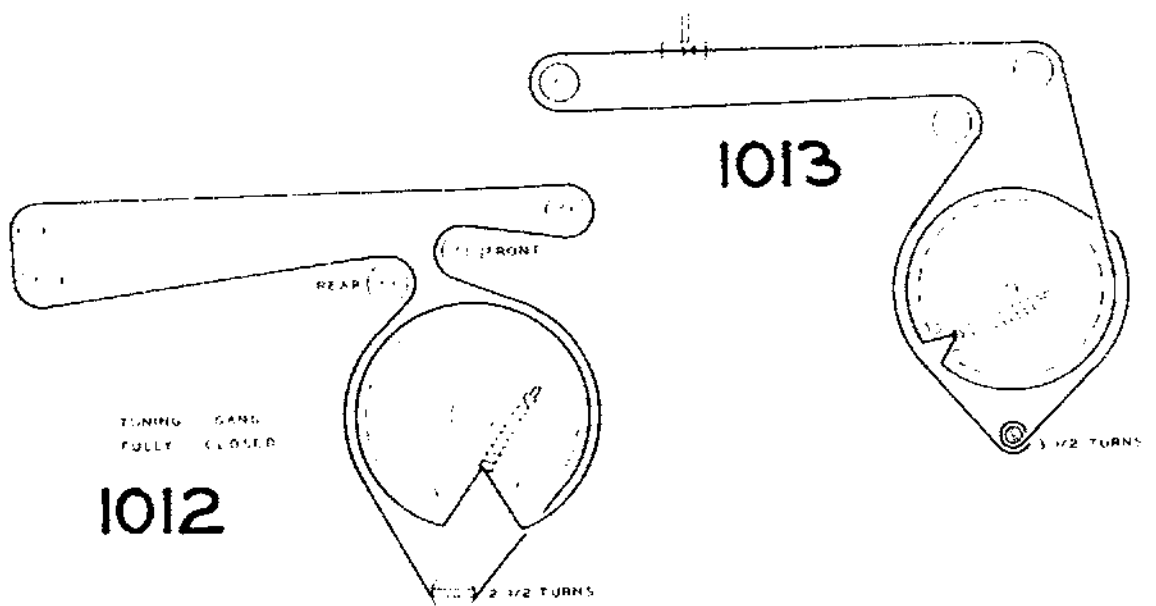
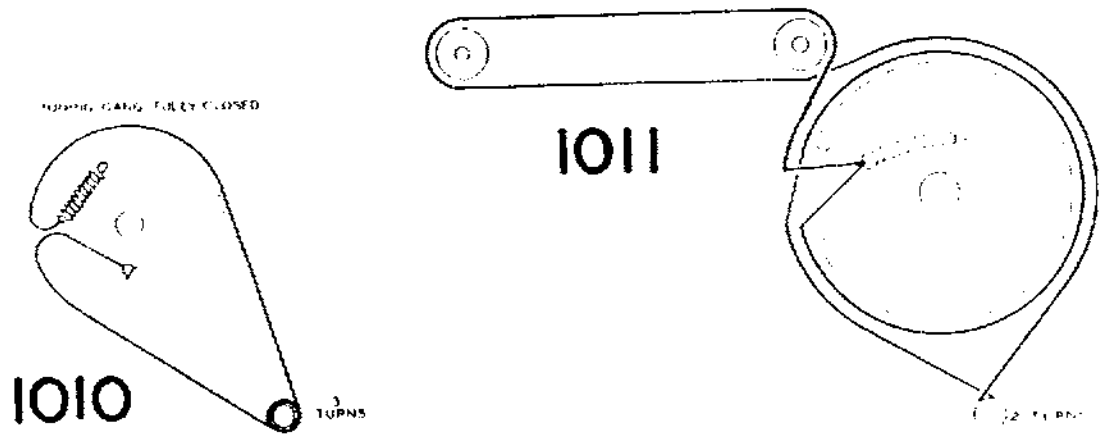
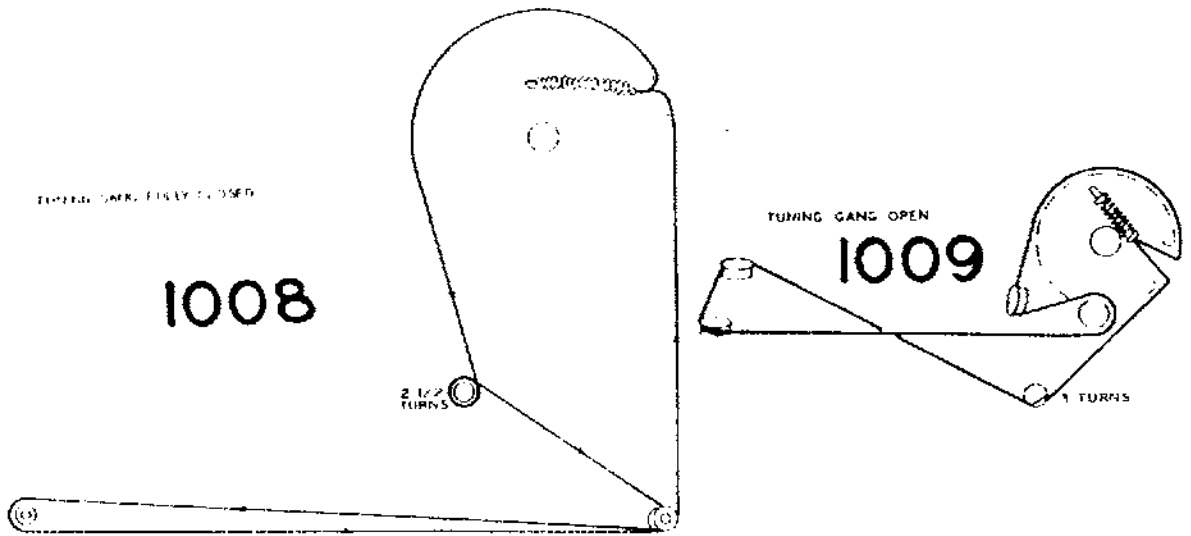
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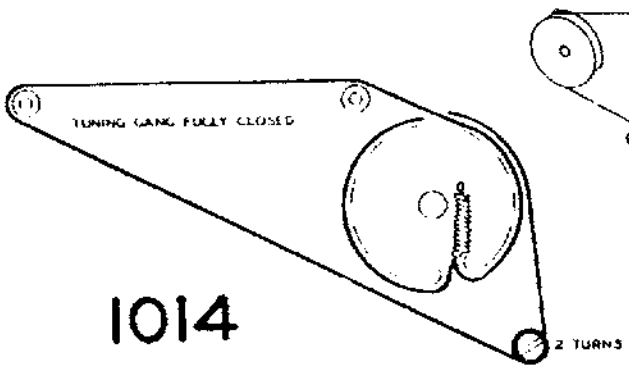
TUNING GANG FULLY CLOSED



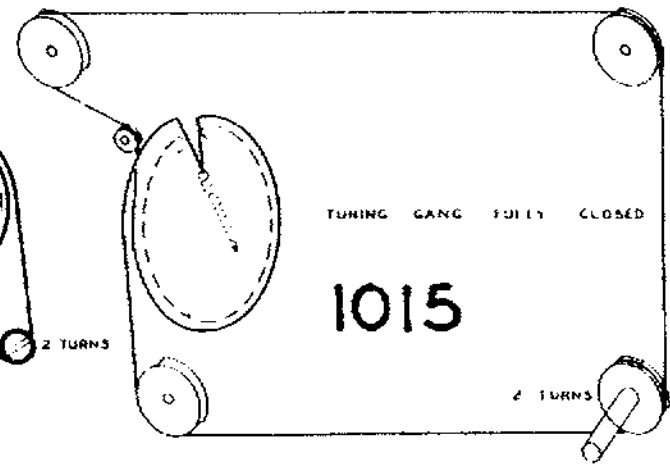




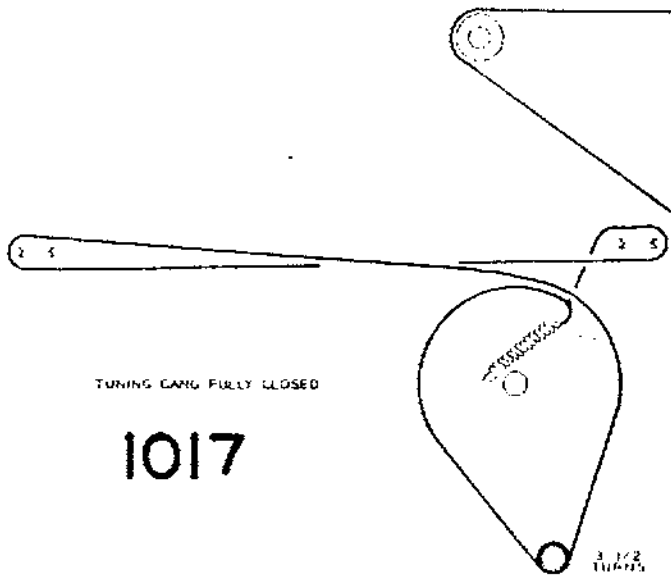




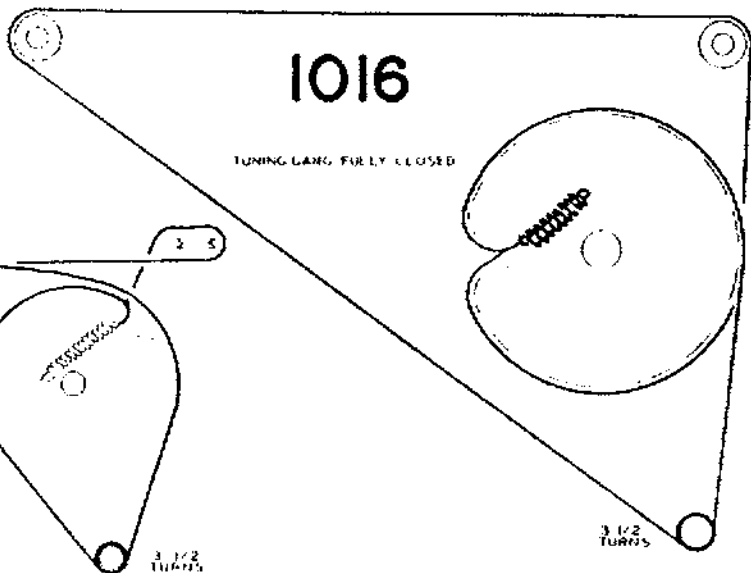
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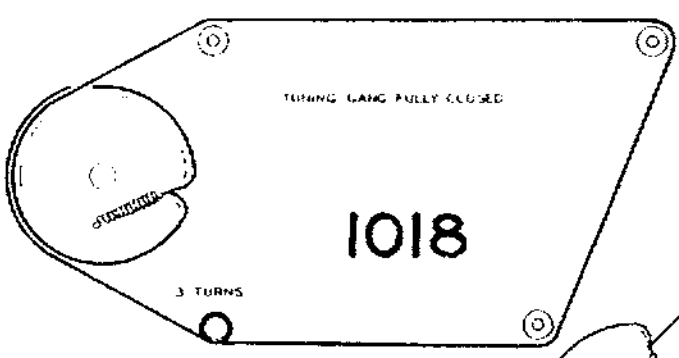
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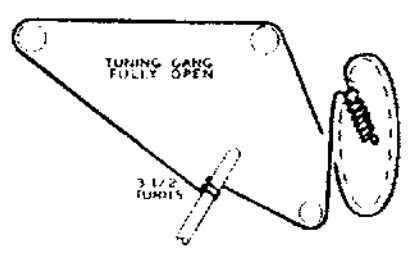
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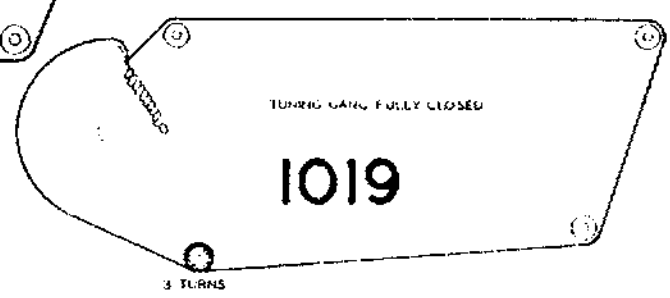
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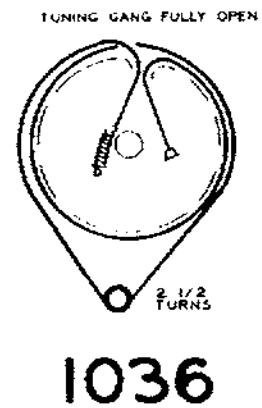
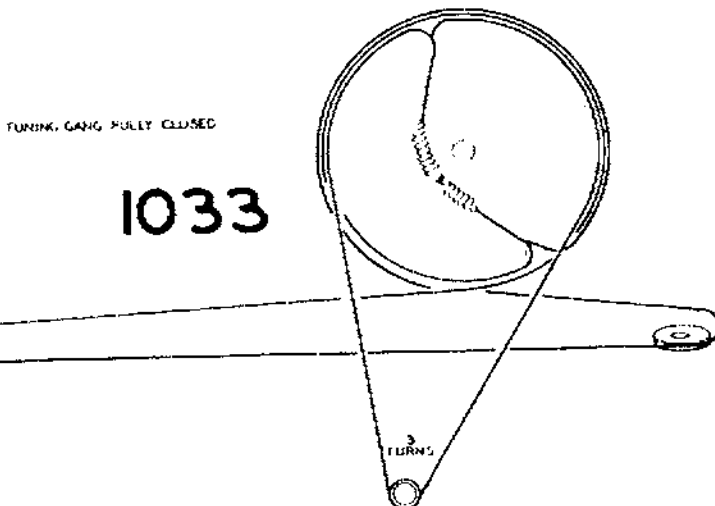
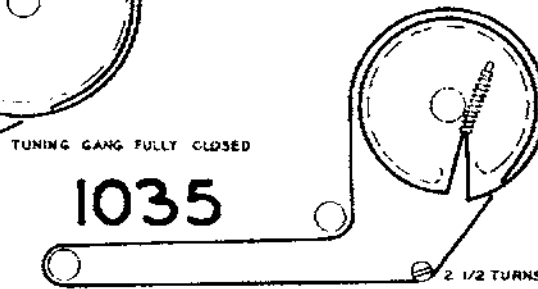
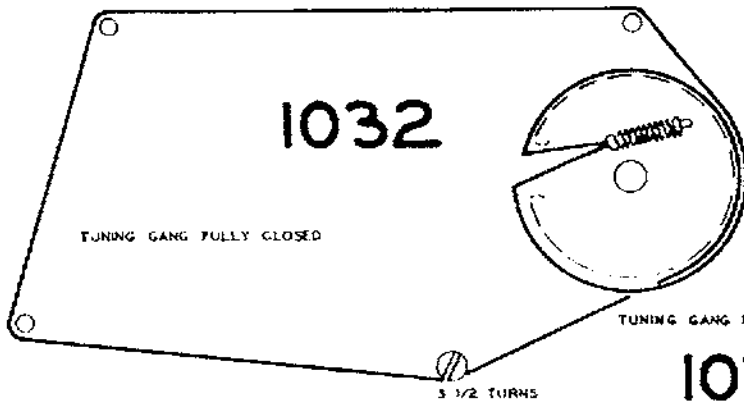
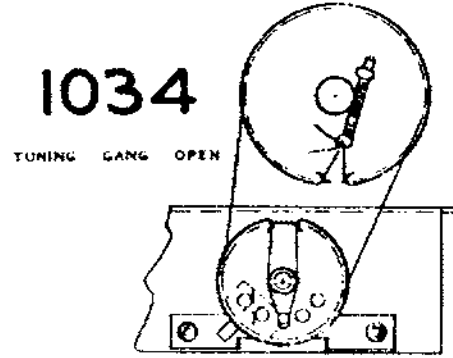
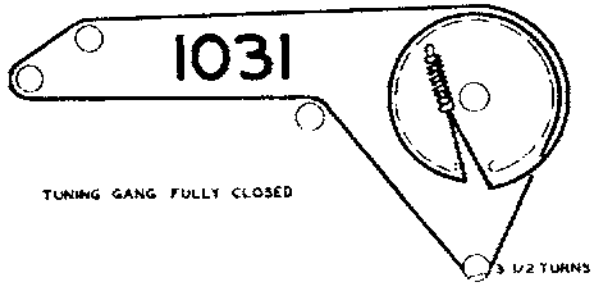
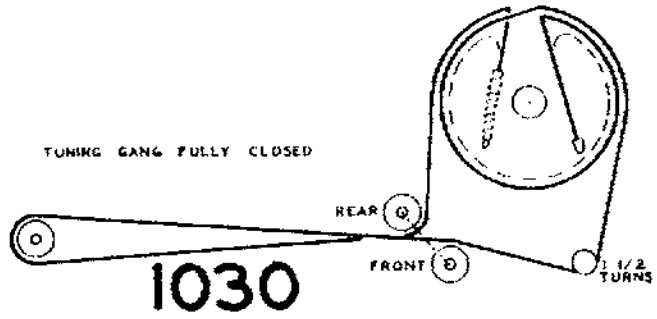
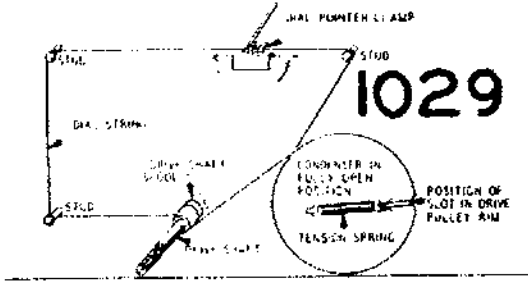
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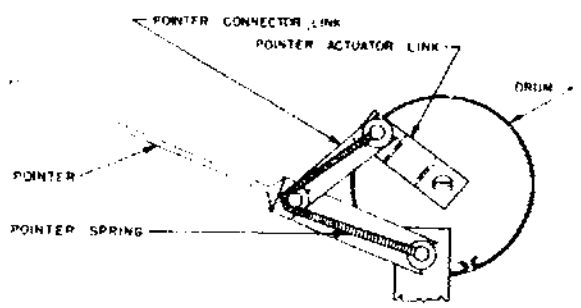
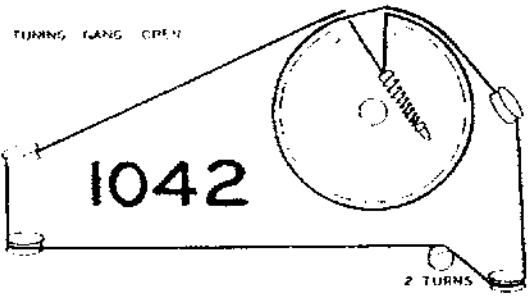
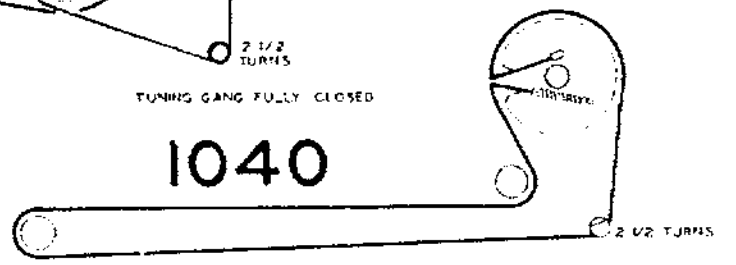
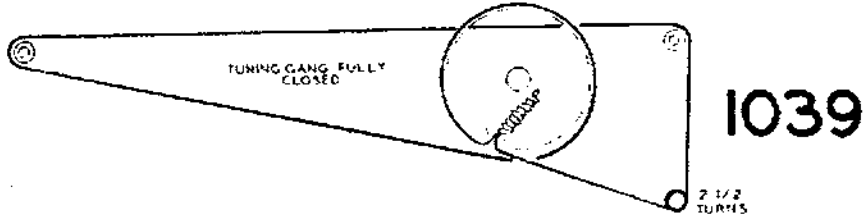
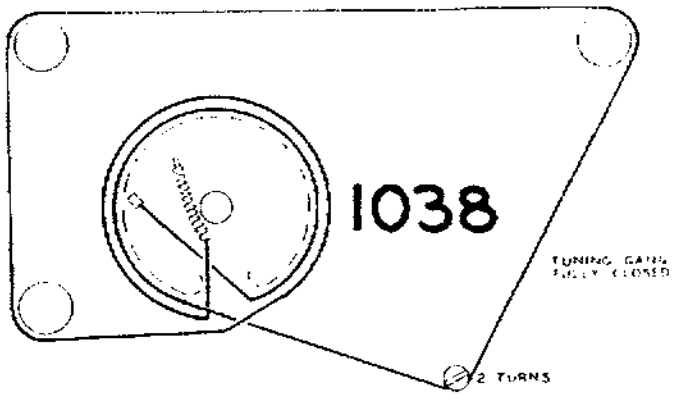
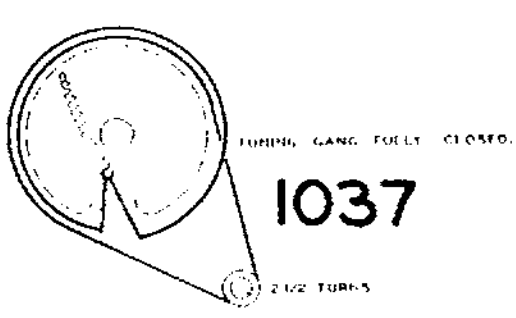


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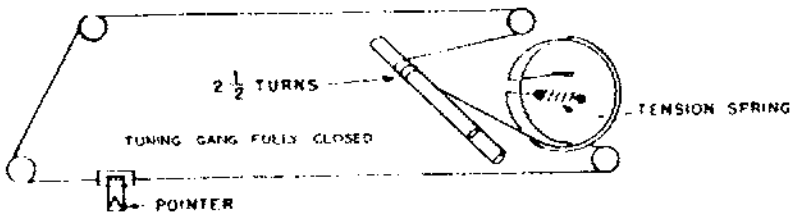


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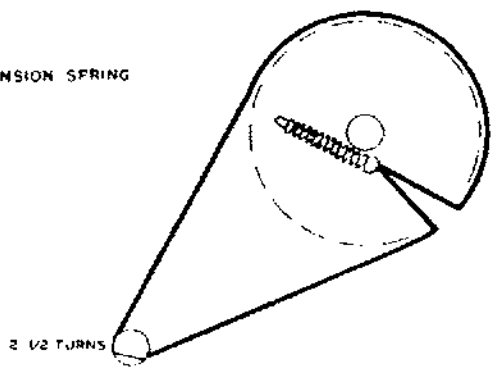




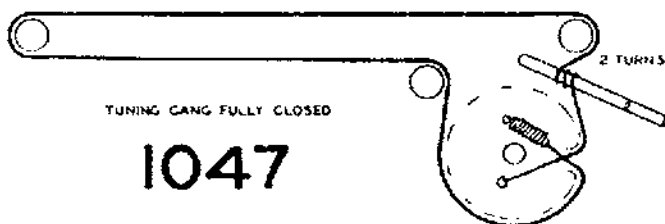
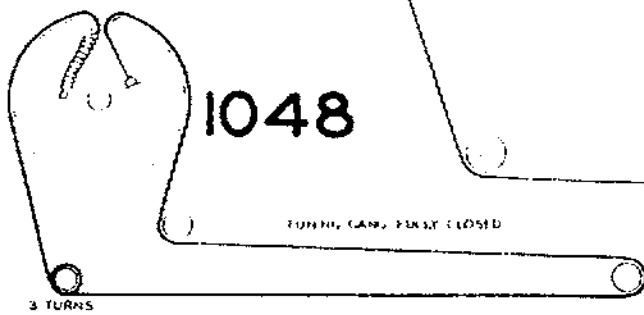
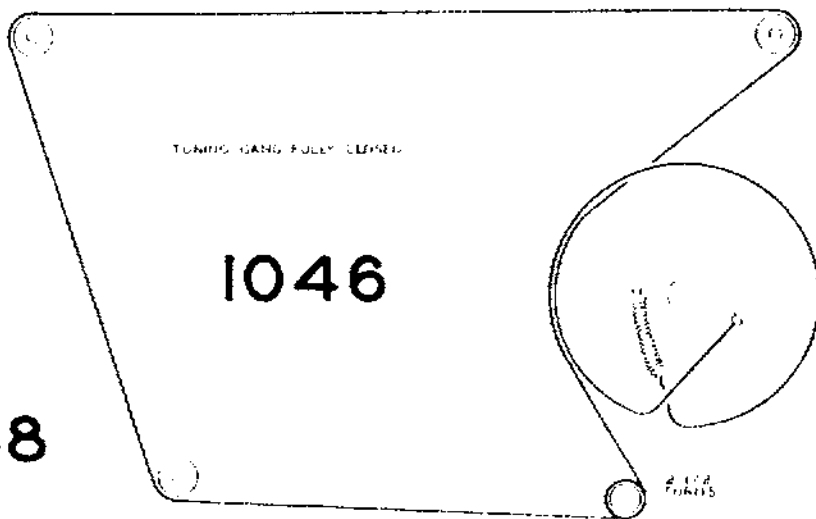
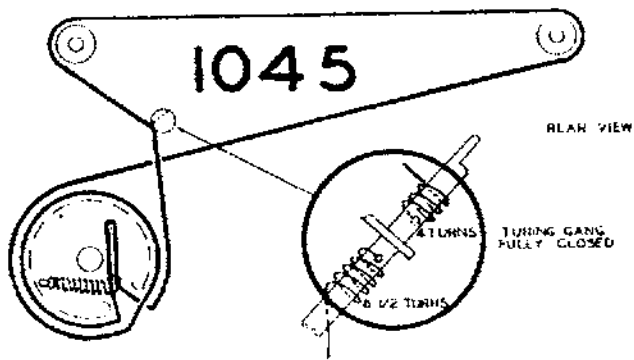
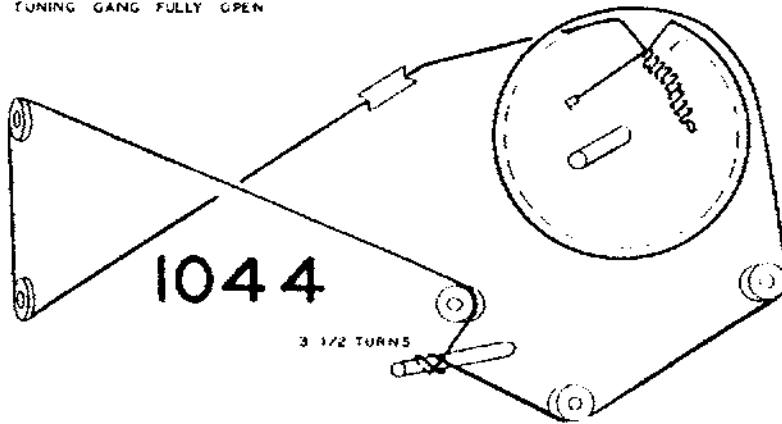
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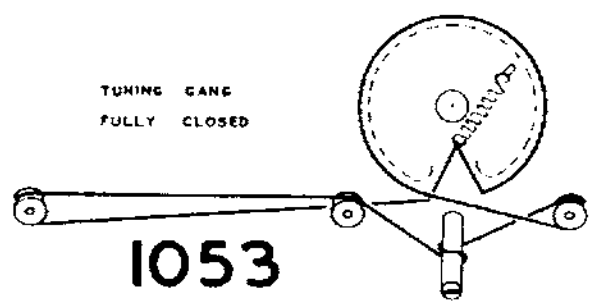
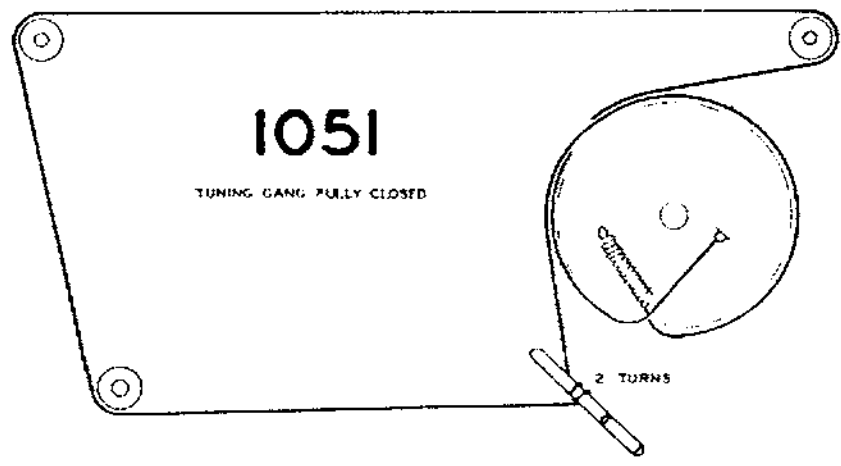
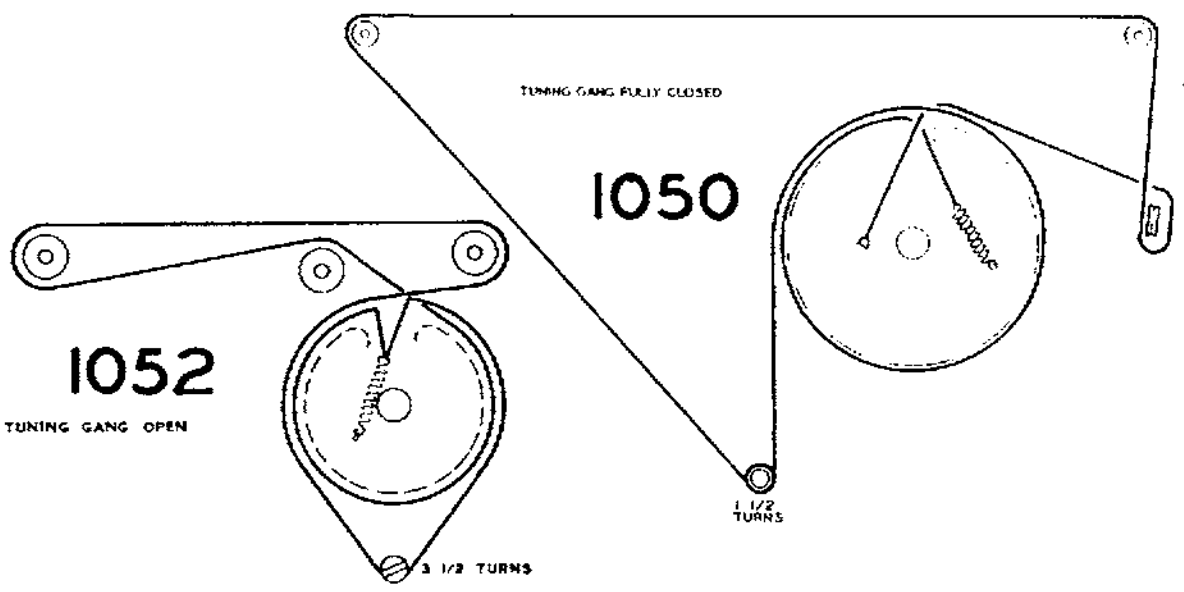
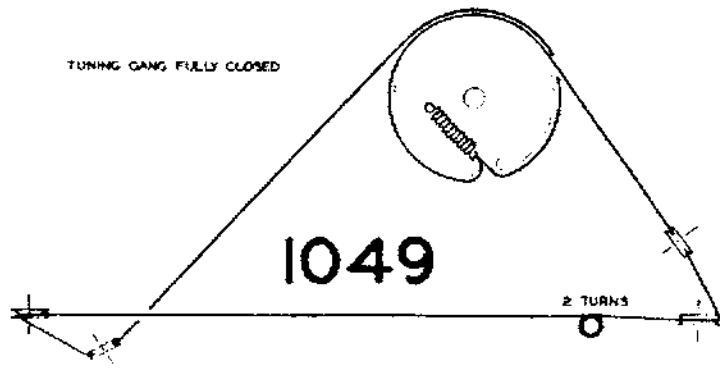


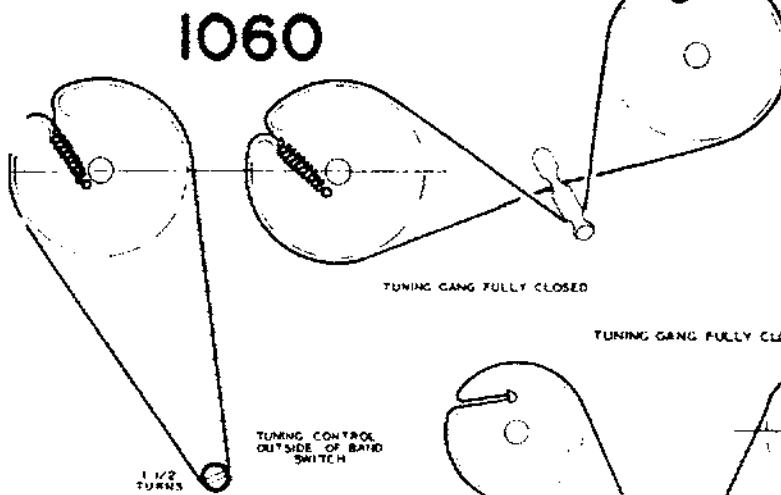
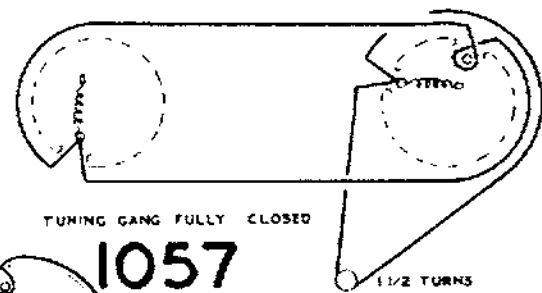
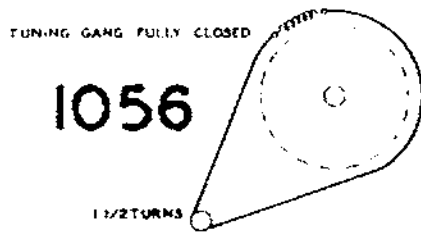
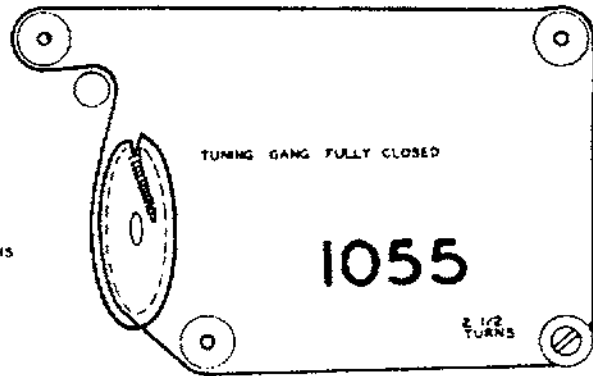
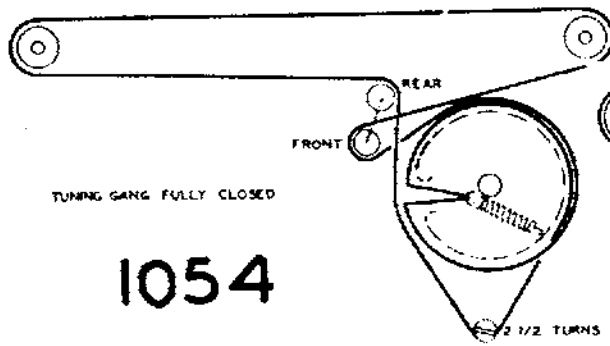
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TUNING GANG FULLY OPEN

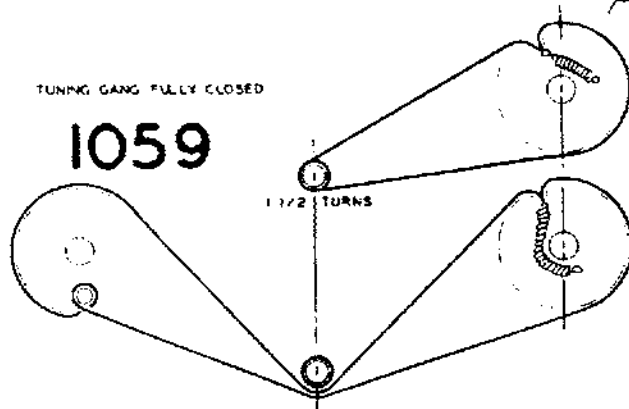
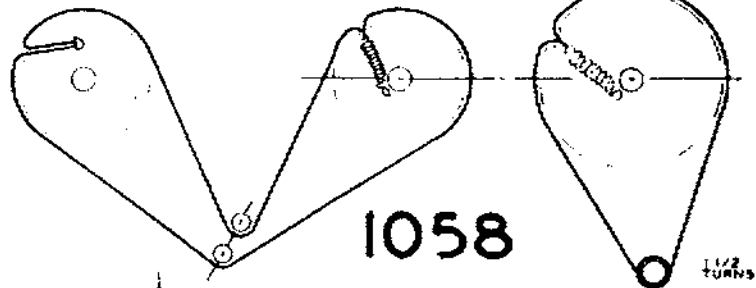


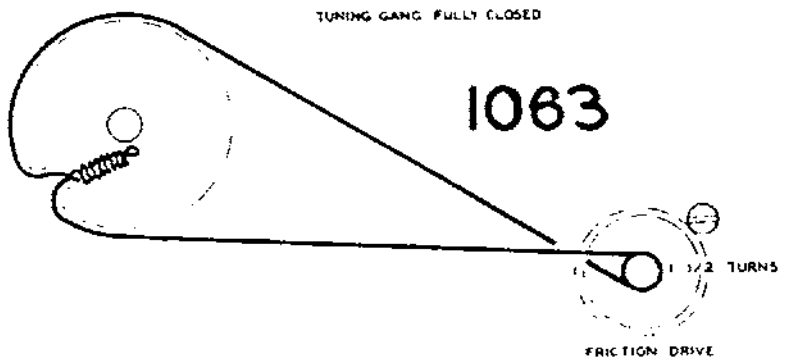
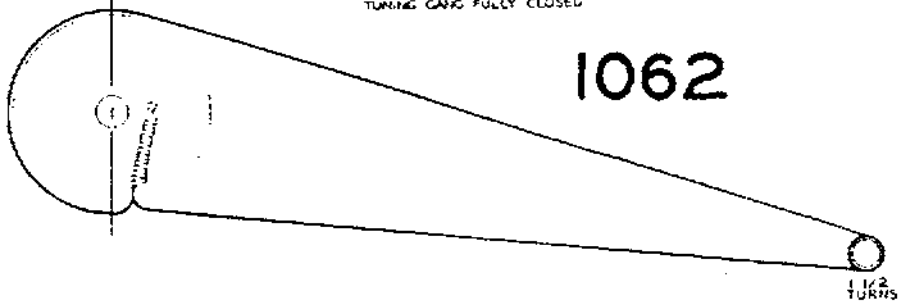
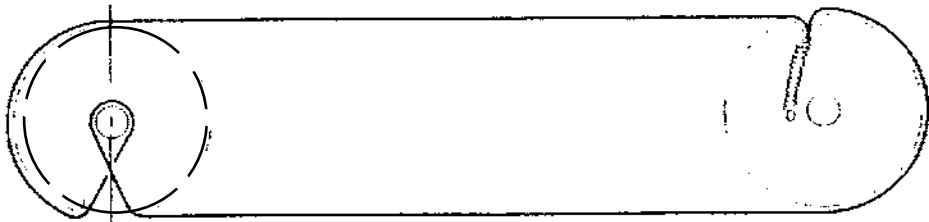
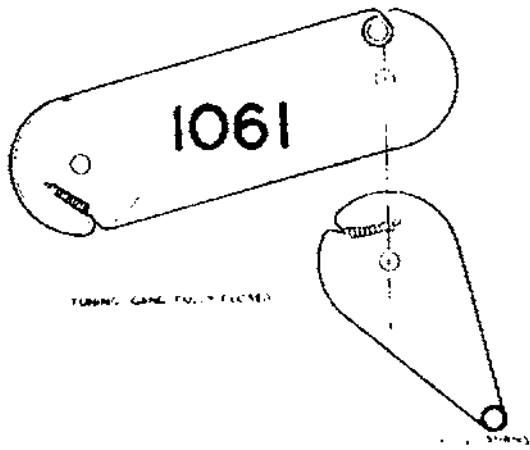


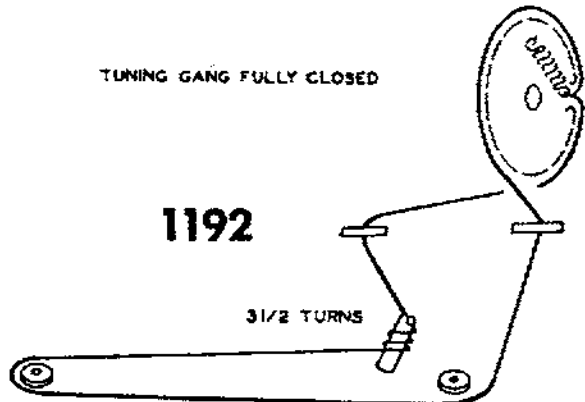
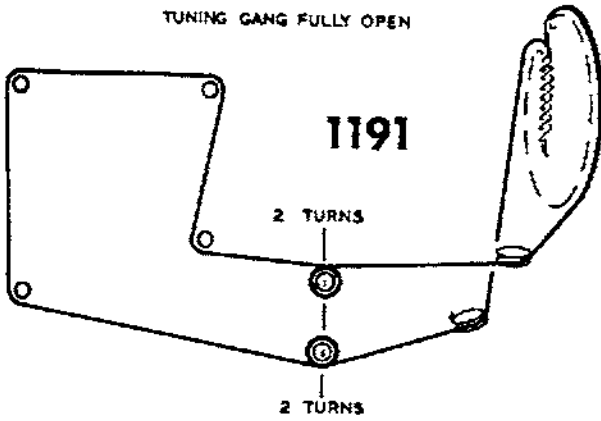
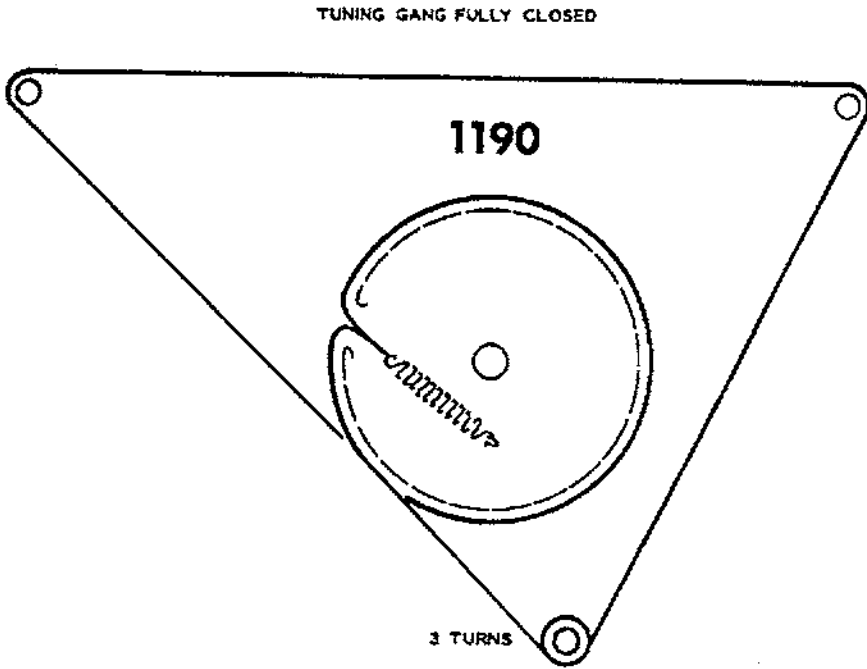
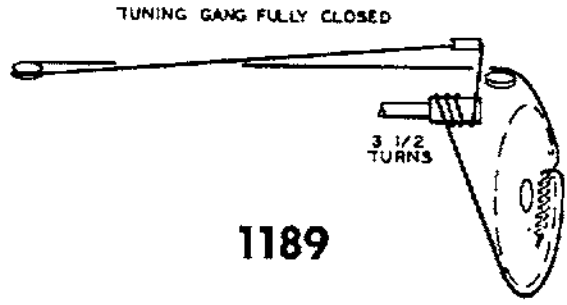
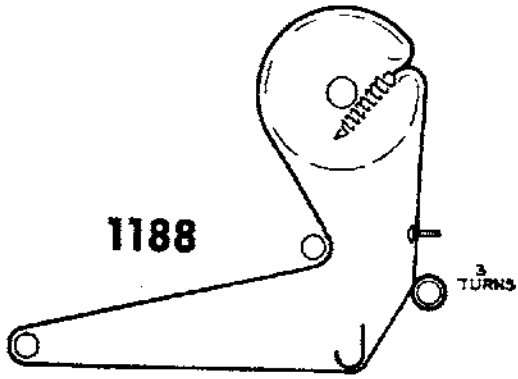


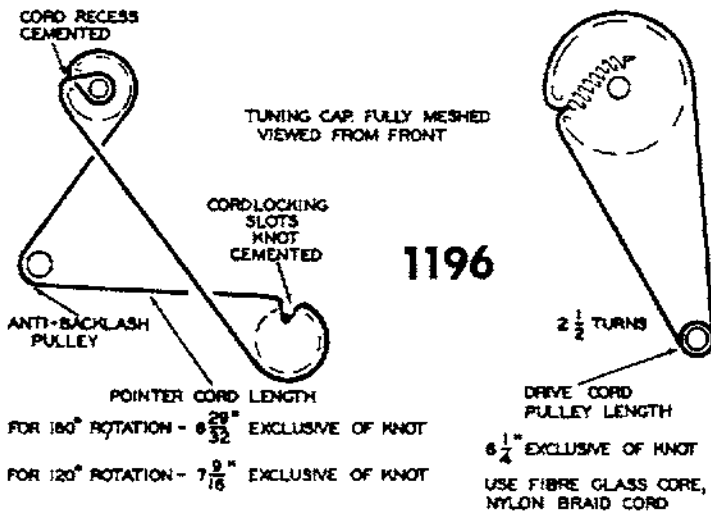
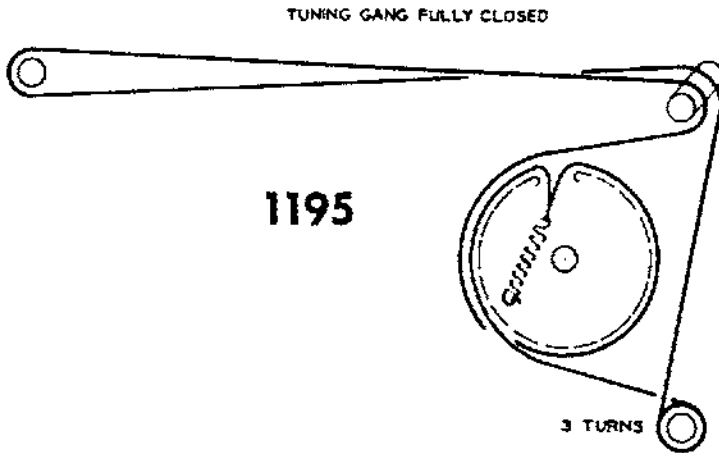
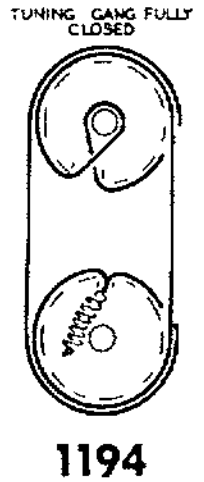
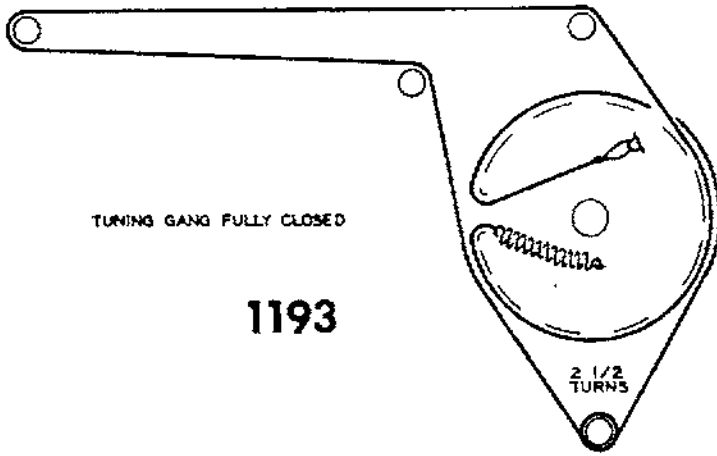
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

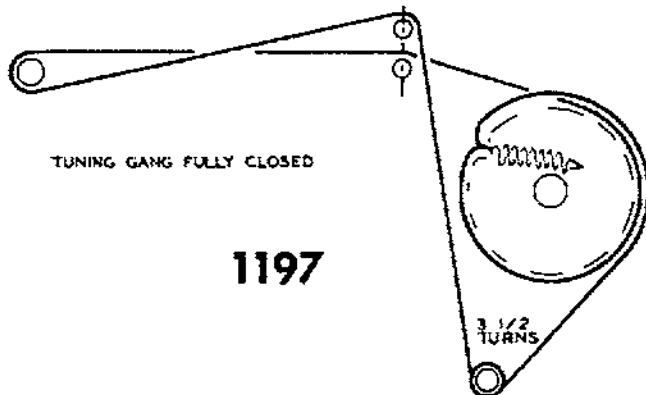


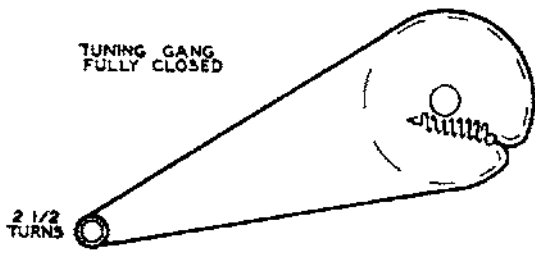




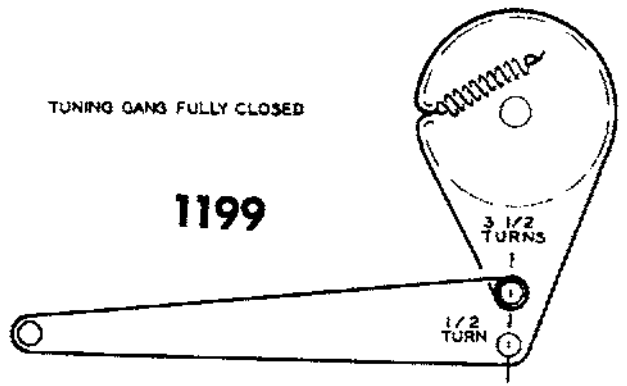


POINTER CORD LENGTH
 FOR 180° ROTATION - 6 29/32" EXCLUSIVE OF KNOT
 FOR 120° ROTATION - 7 9/16" EXCLUSIVE OF KNOT

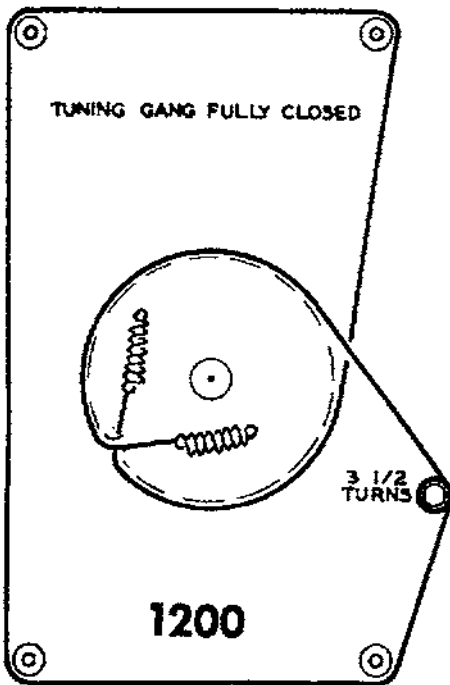




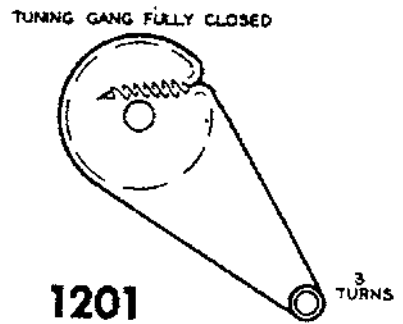
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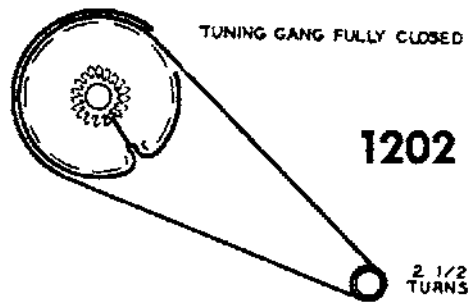
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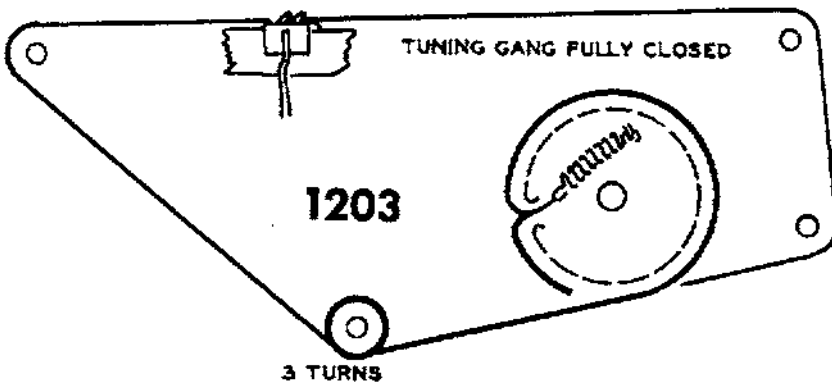
1200



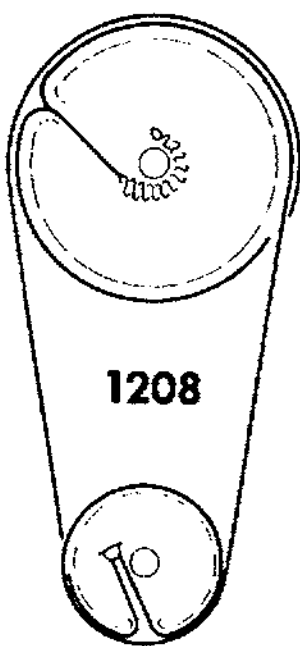
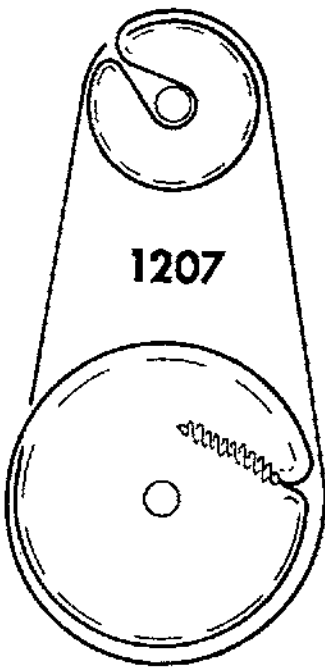
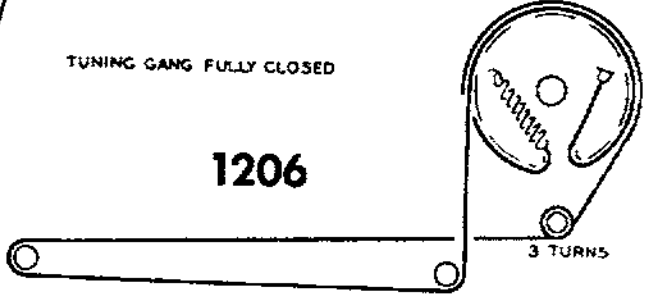
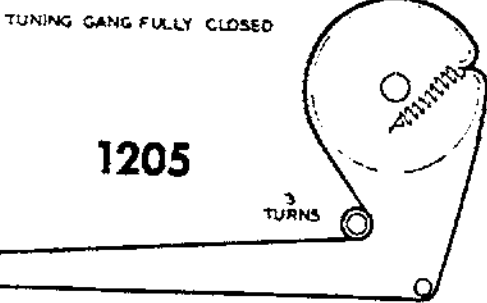
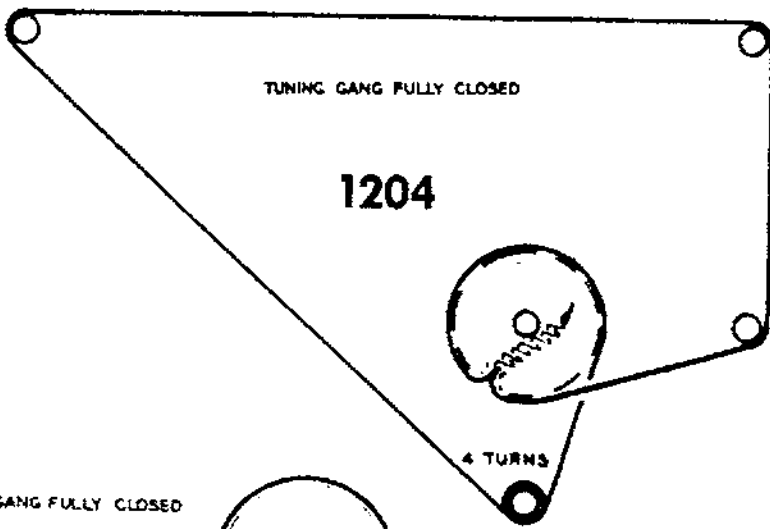
1201



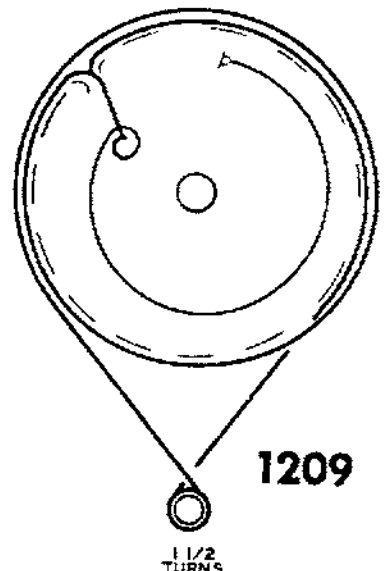
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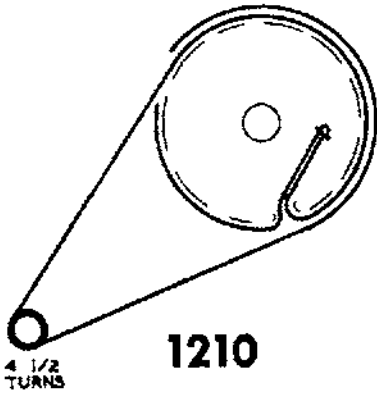


1203



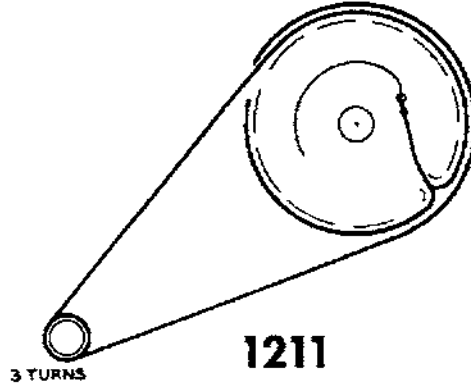
FINE TUNING CONTROL



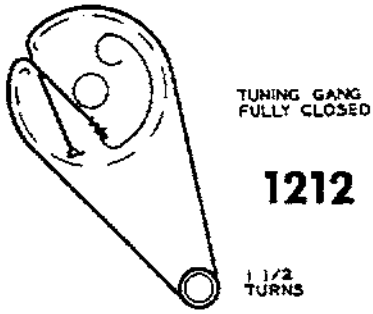


1210

FULLY COUNTERCLOCKWISE

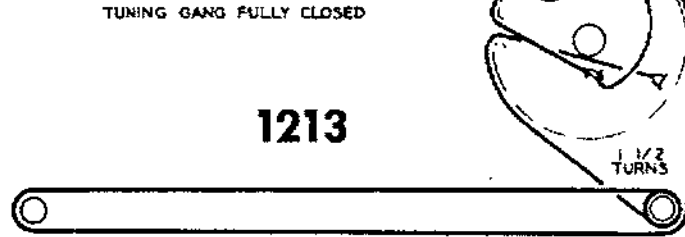


1211



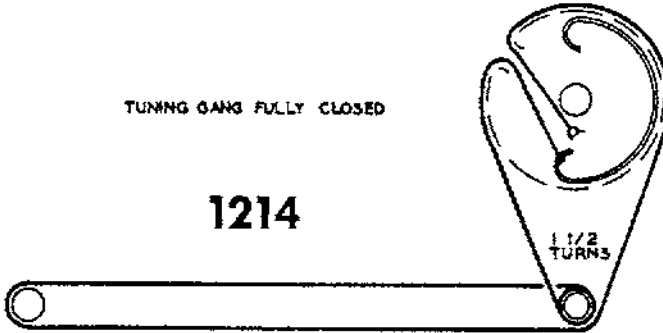
TUNING GANG
FULLY CLOSED

1212



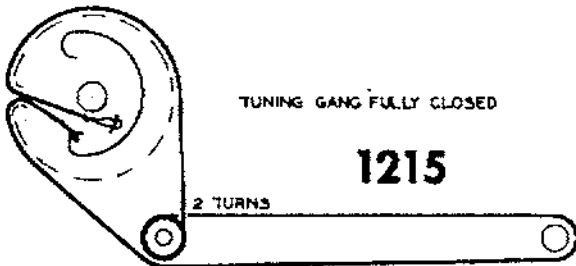
TUNING GANG FULLY CLOSED

1213



TUNING GANG FULLY CLOSED

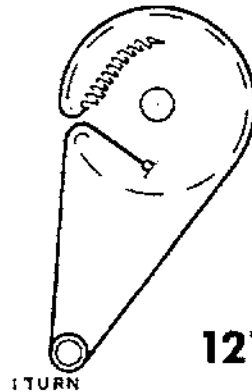
1214



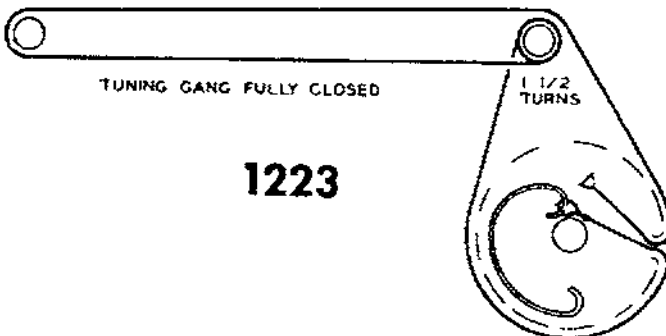
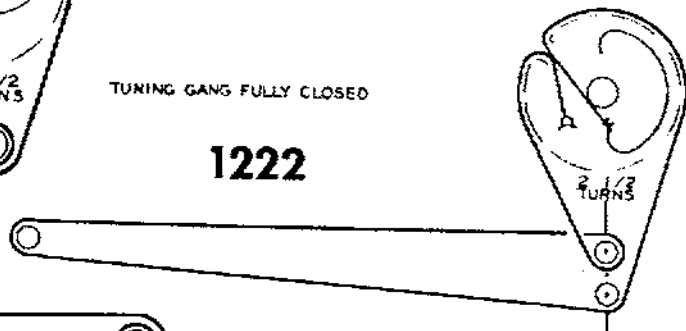
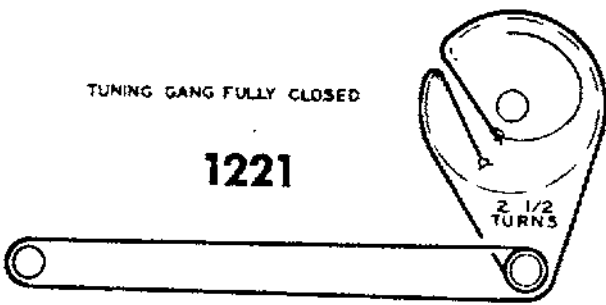
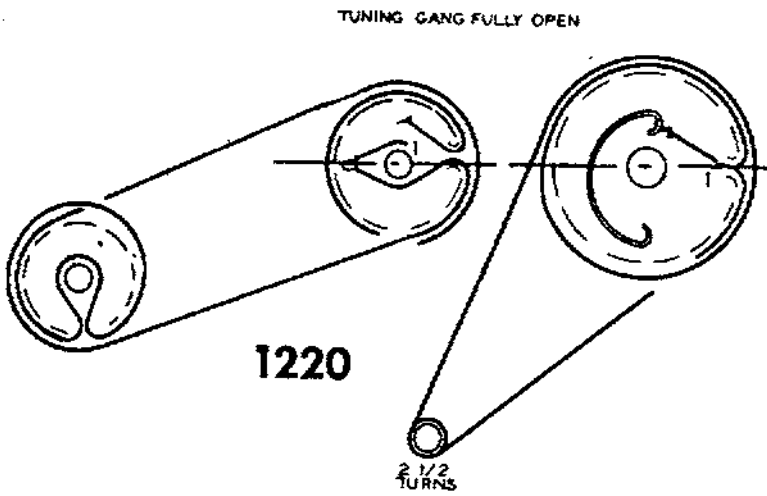
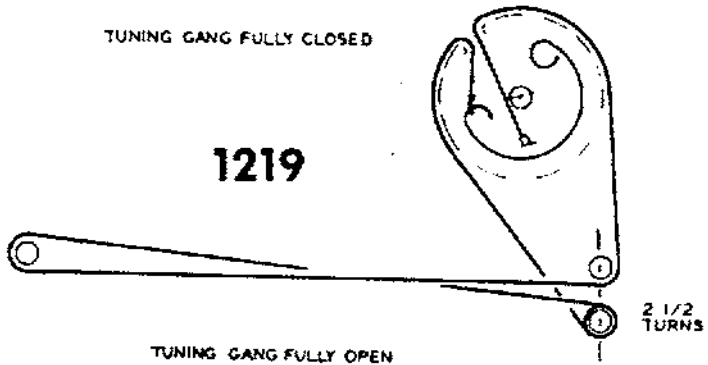
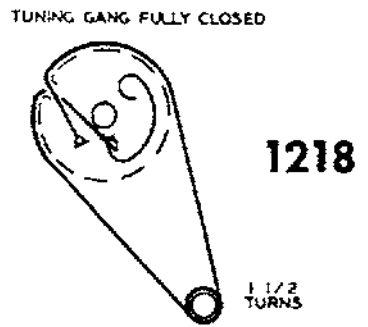
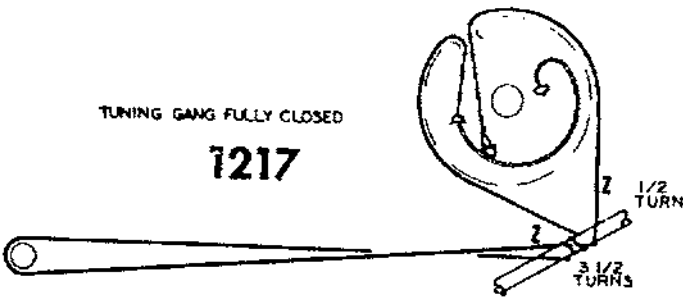
TUNING GANG FULLY CLOSED

1215

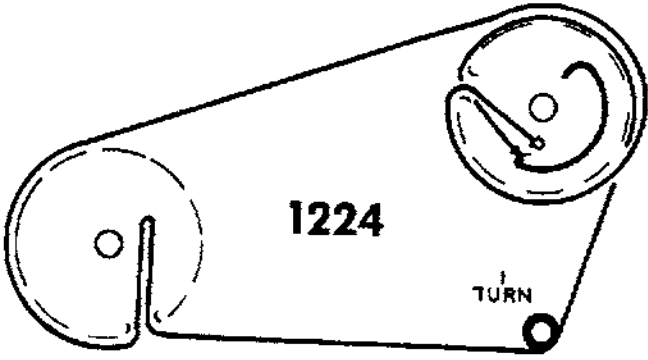
TUNING GANG FULLY CLOSED



1216

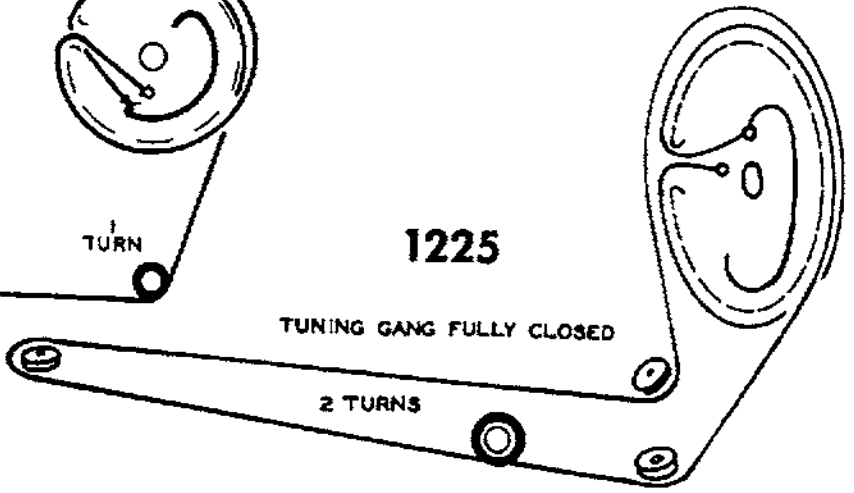


TUNING GANG FULLY CLOSED



1224

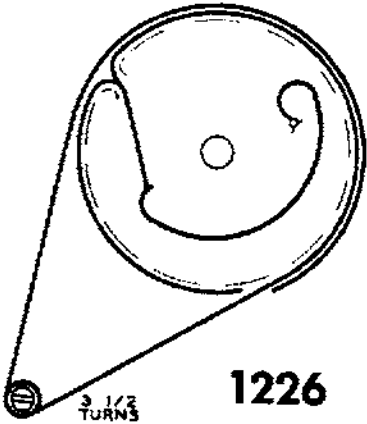
1 TURN



1225

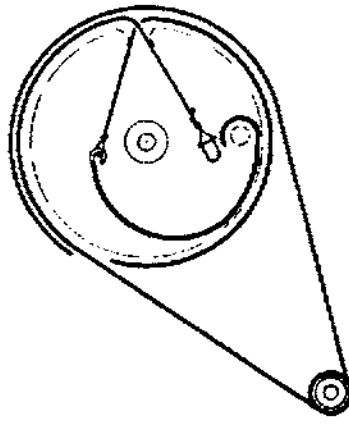
TUNING GANG FULLY CLOSED

2 TURNS



1226

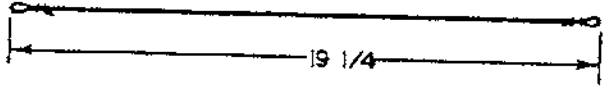
3 1/2 TURNS



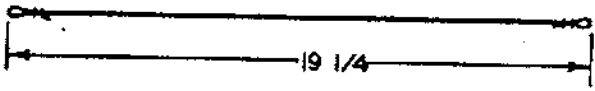
1227A

CONTROL EXTREME CLOCKWISE

FINE TUNING CONTROL

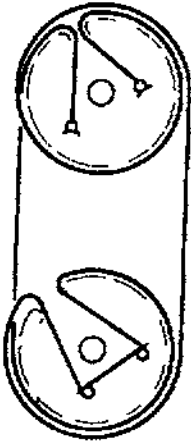


19 1/4



19 1/4

1228



CONTROL EXTREME COUNTER-CLOCKWISE

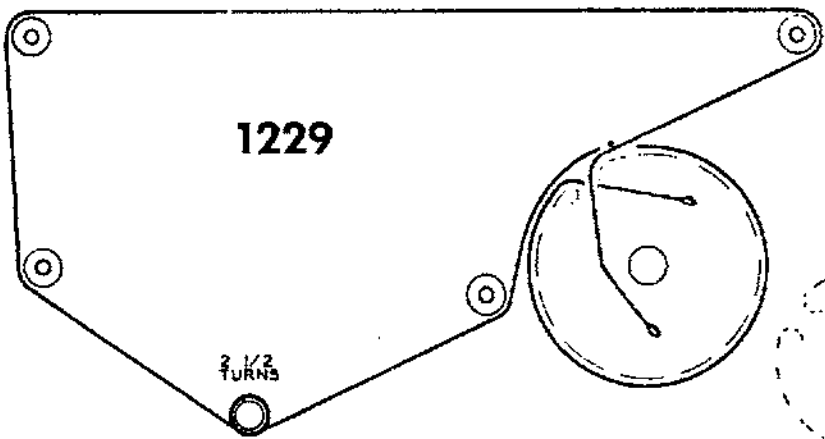
FOCUS CONTROL



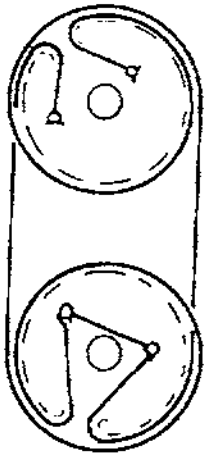
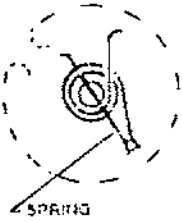
1227B

CONTROL EXTREME COUNTER-CLOCKWISE

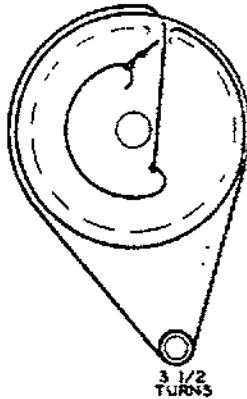
FOCUS CONTROL



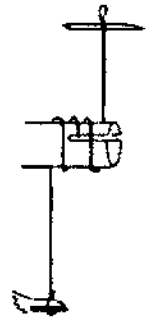
RADIO DIAL CORD STRINGING



FOCUS CORD STRINGING

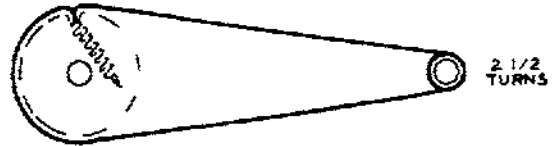
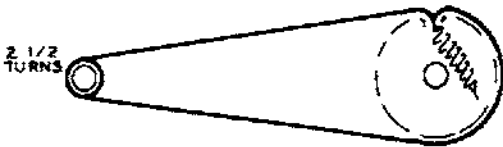


FINE TUNING CORD STRINGING



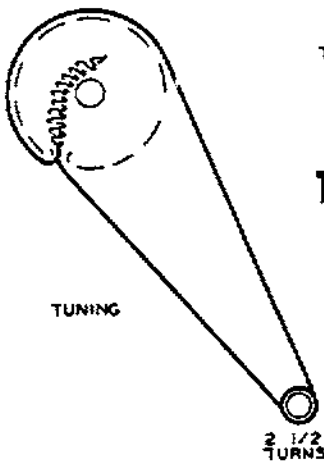
FM TUNER WINDLASS STRINGING

TUNING GANG FULLY CLOSED

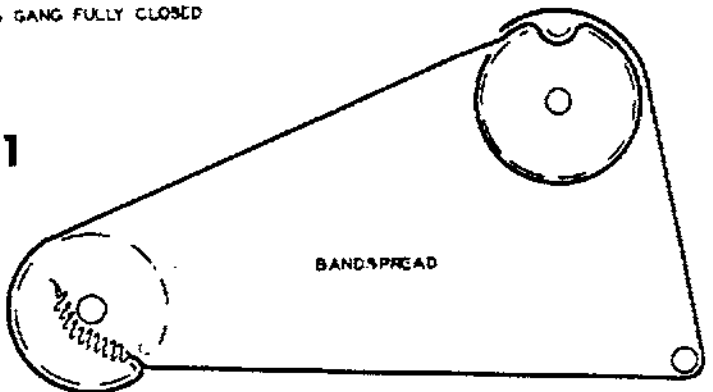


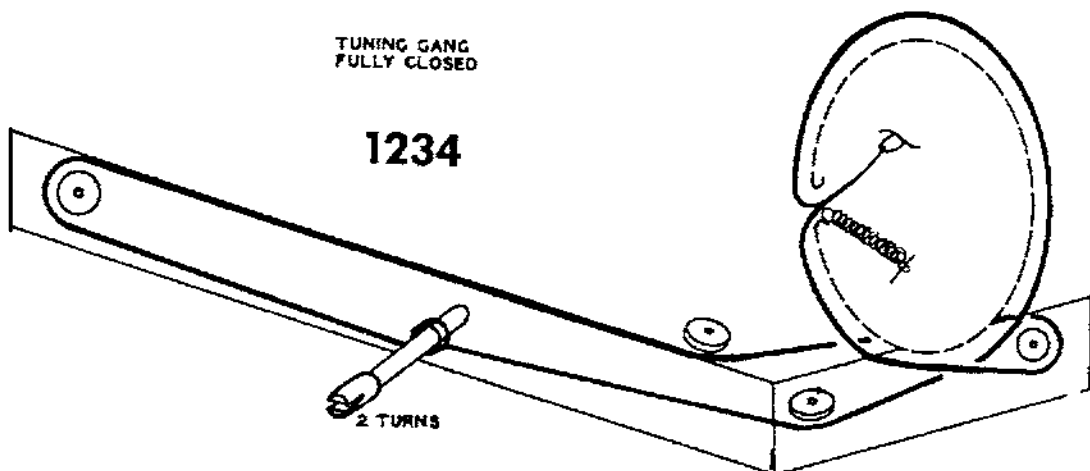
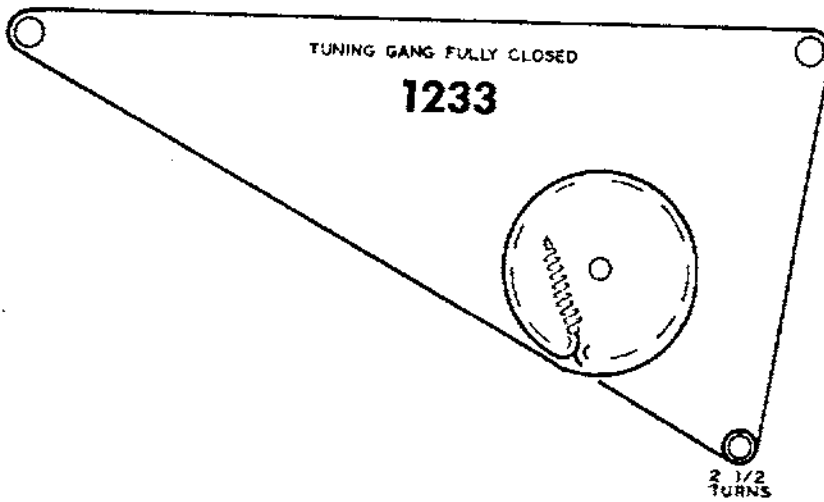
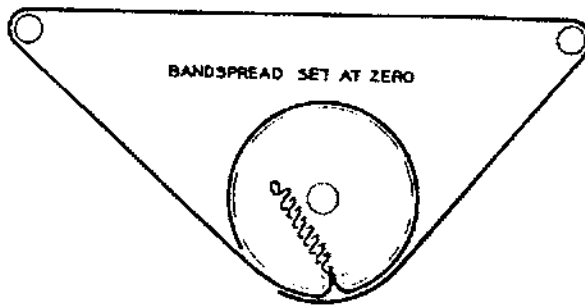
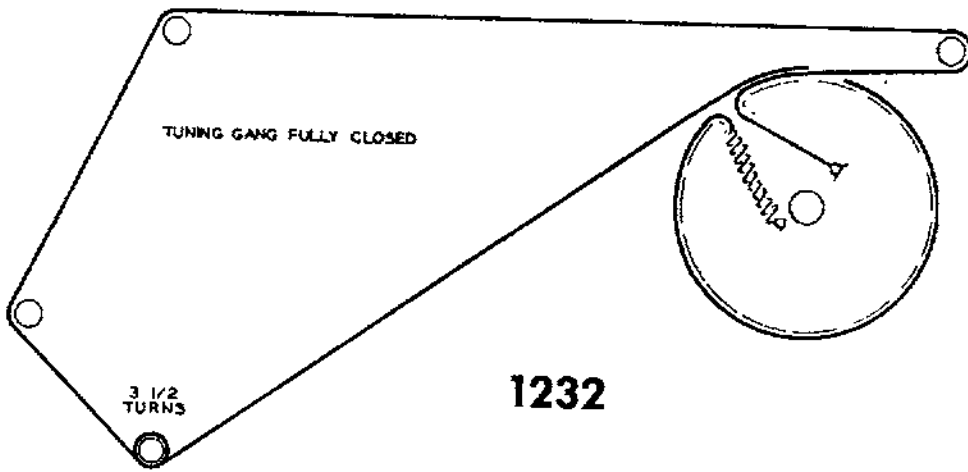
1230

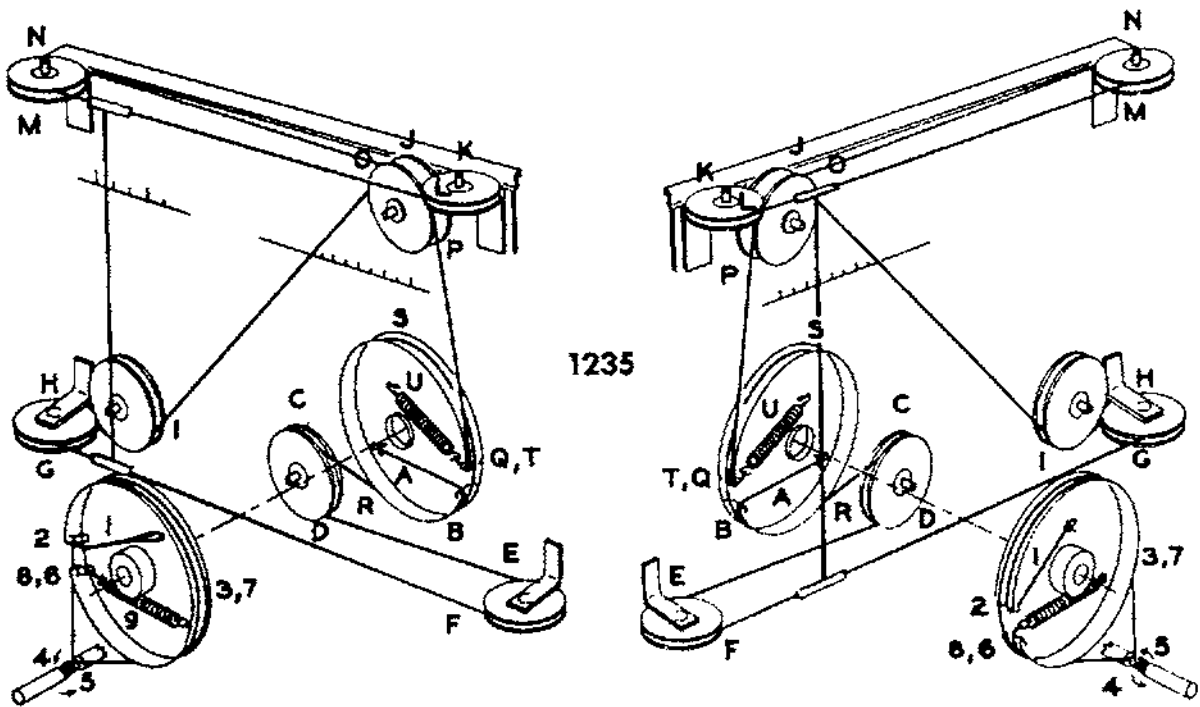
TUNING GANG FULLY CLOSED



1231







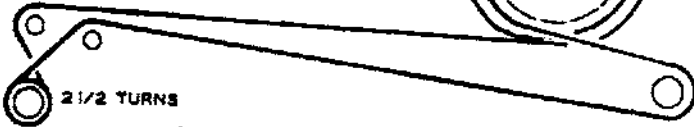
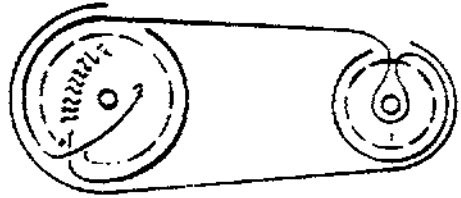
RESTRINGING DIAL CORD

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

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

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

TUNING PLATES FULLY MESHED

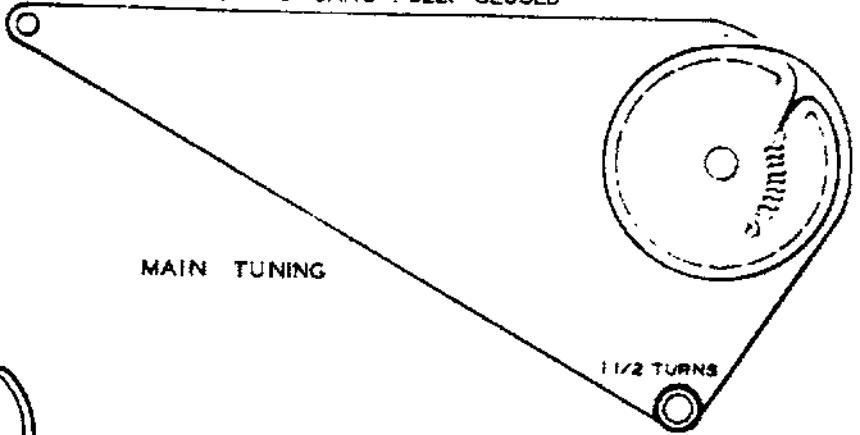


2 1/2 TURNS

BAND SPREAD TUNING

TUNING GANG FULLY CLOSED

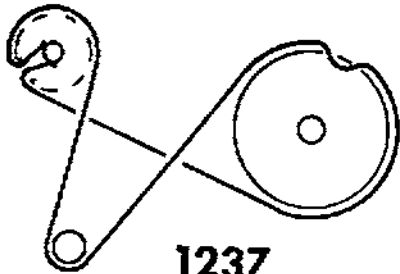
1236



1 1/2 TURNS

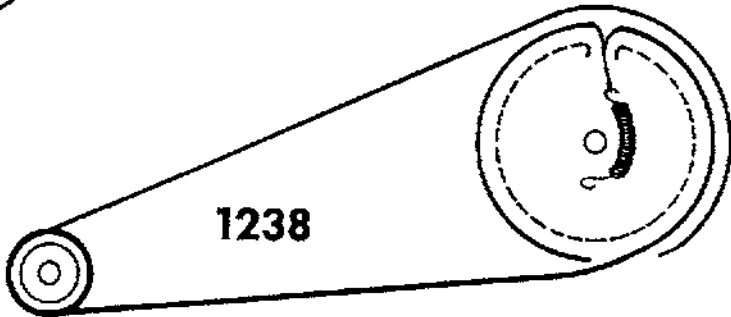
TUNING GANG FULLY CLOSED

MAIN TUNING



1237

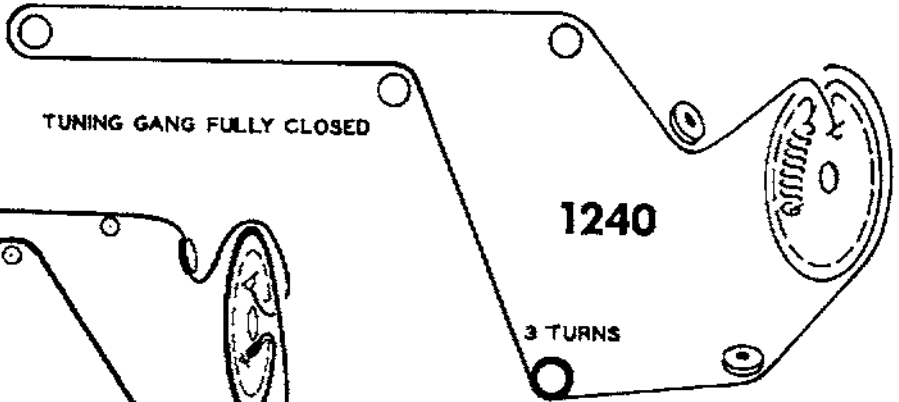
TUNING GANG FULLY CLOSED



1238

1 1/2 TURNS

TUNING GANG FULLY CLOSED



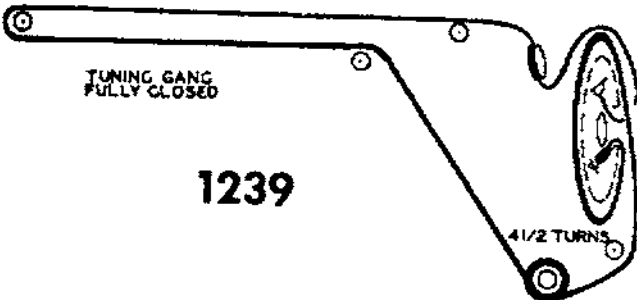
1240

3 TURNS

TUNING GANG FULLY CLOSED

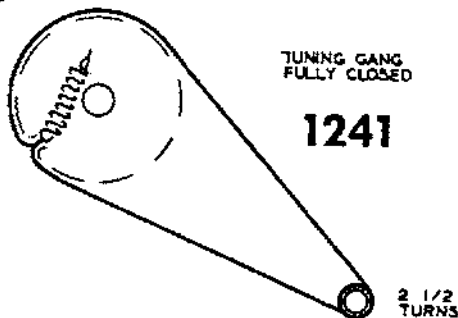
1239

4 1/2 TURNS

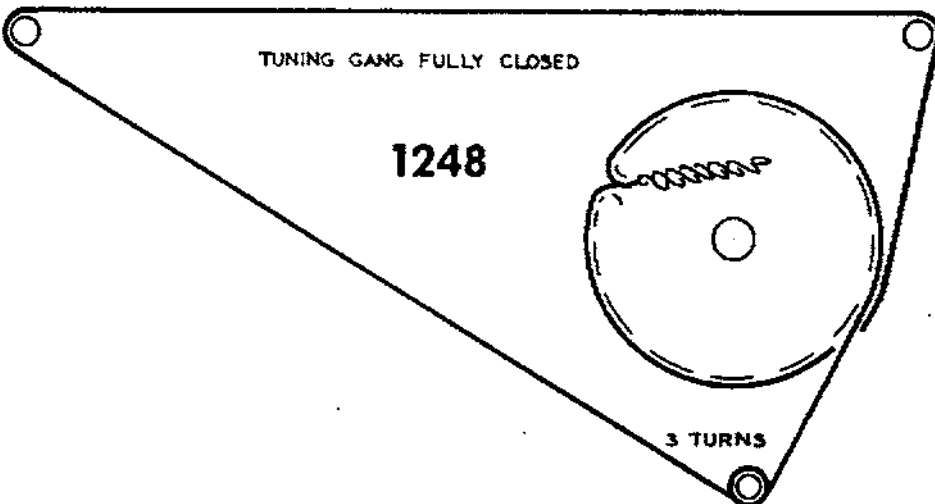
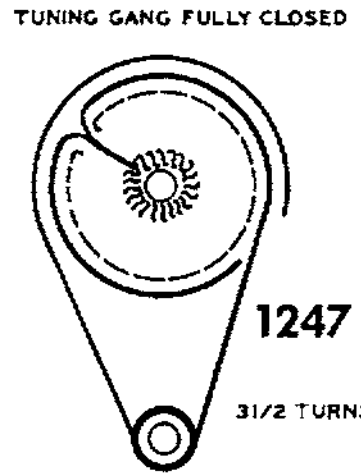
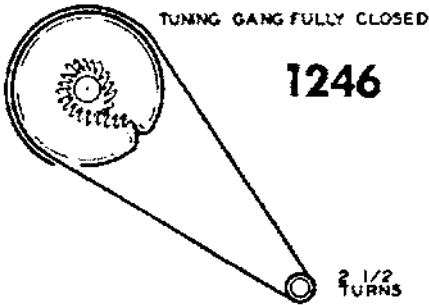
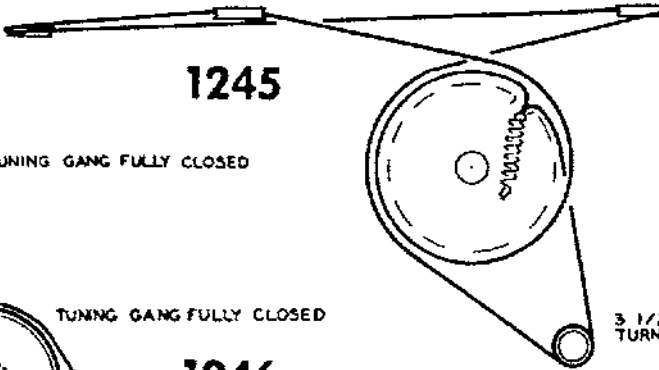
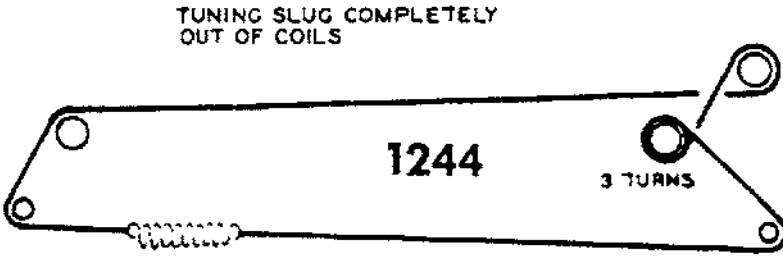
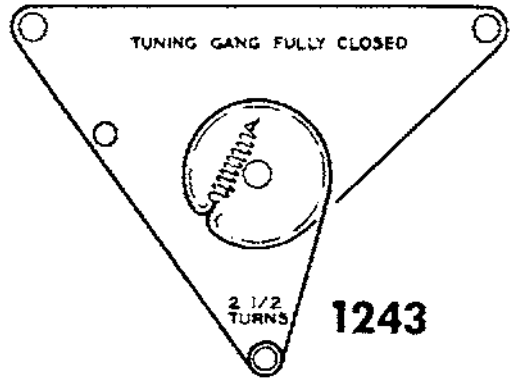
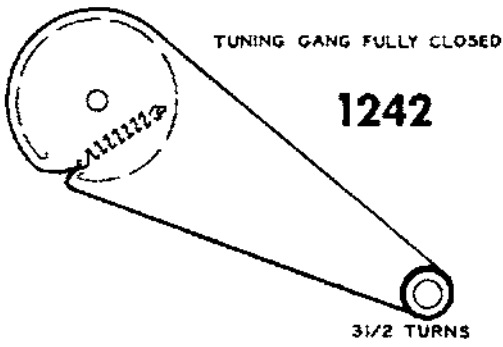


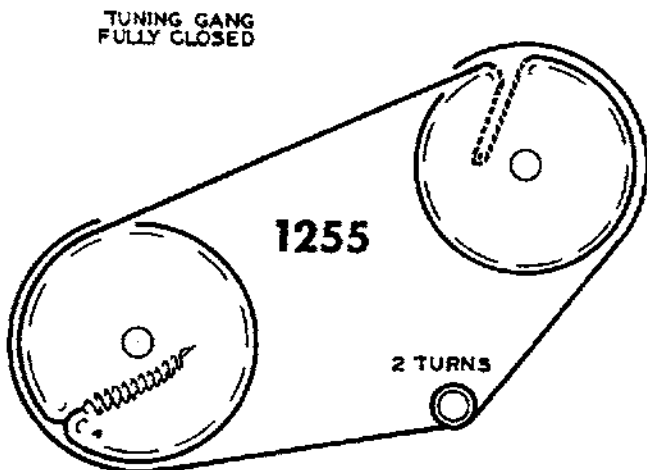
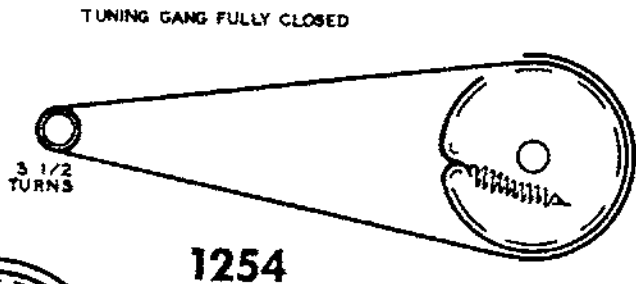
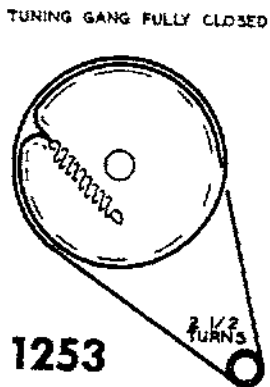
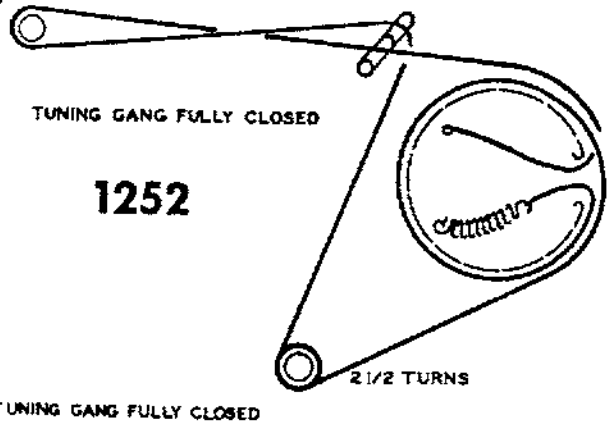
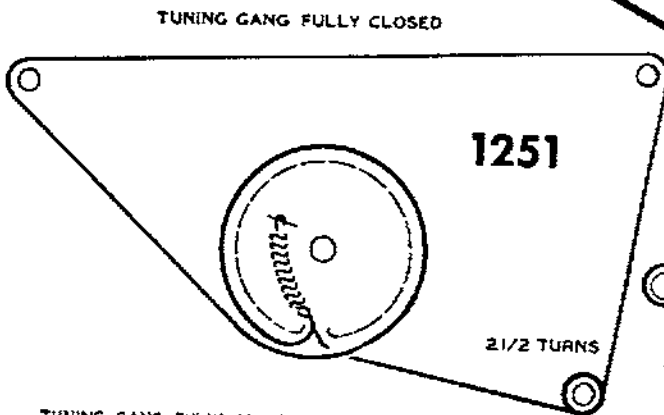
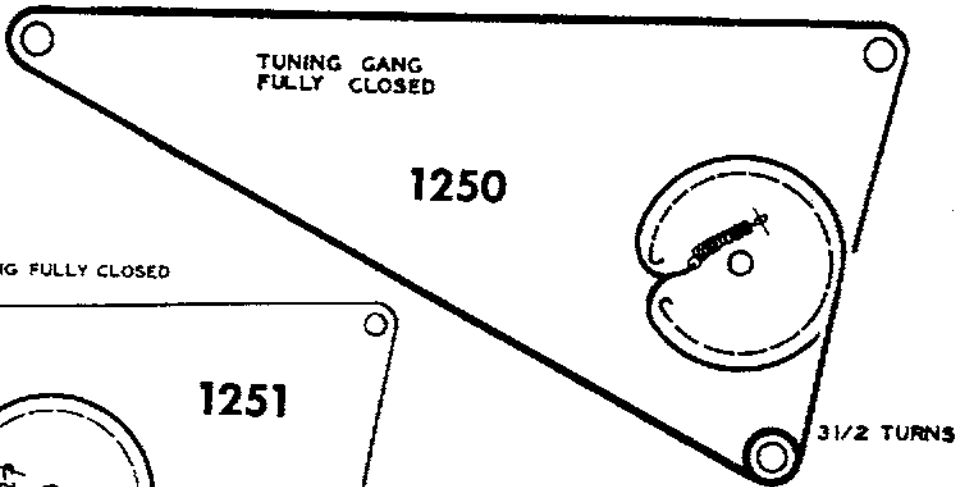
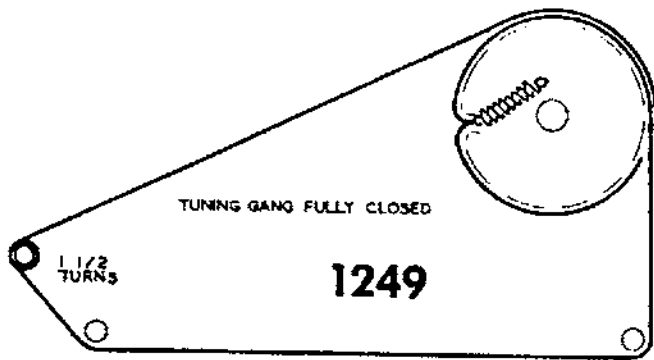
TUNING GANG FULLY CLOSED

1241



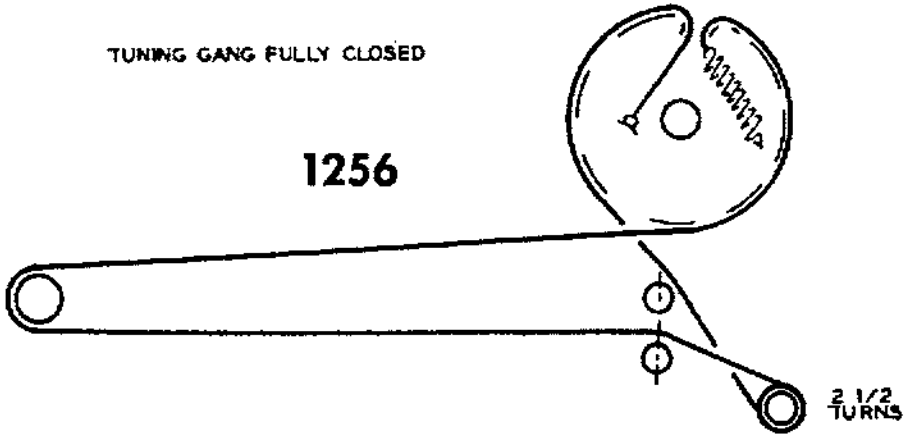
2 1/2 TURNS





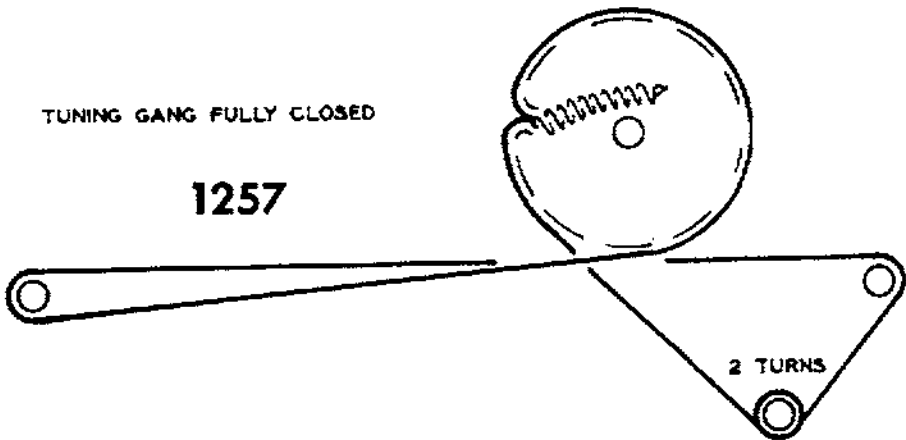
TUNING GANG FULLY CLOSED

1256



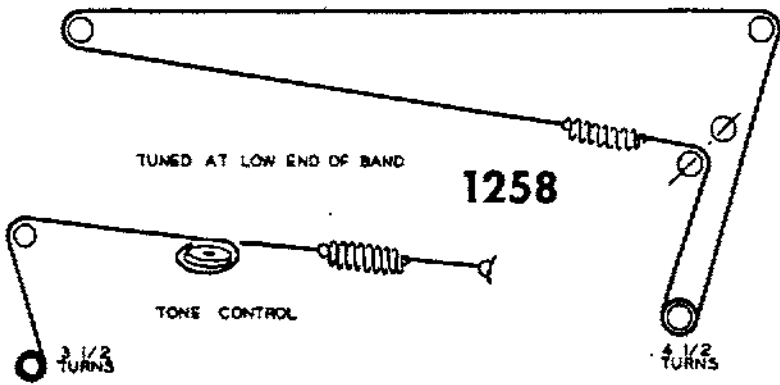
TUNING GANG FULLY CLOSED

1257



TUNED AT LOW END OF BAND

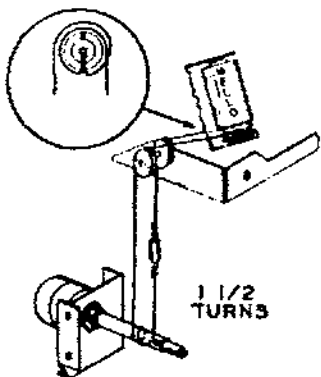
1258



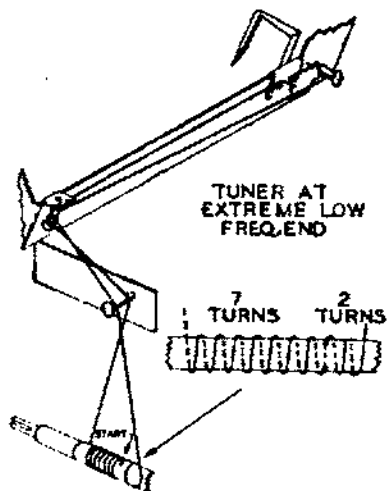
TONE CONTROL

3 1/2 TURNS

4 1/2 TURNS

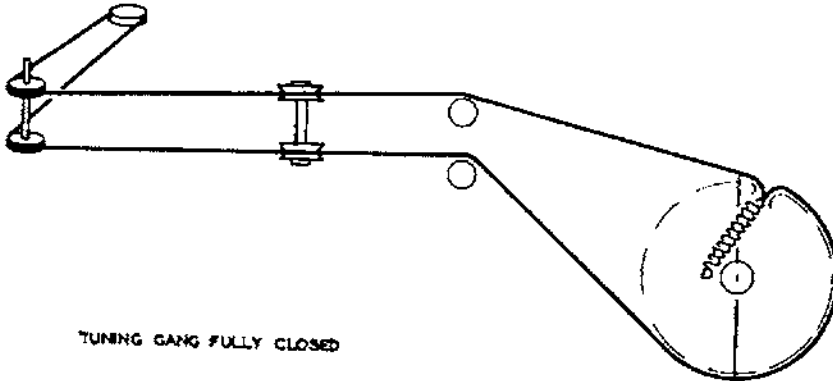
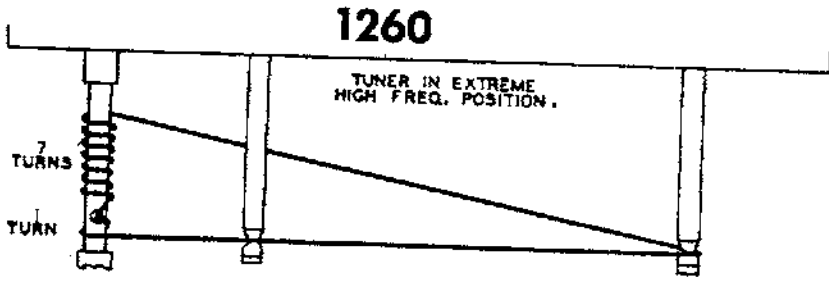


1259

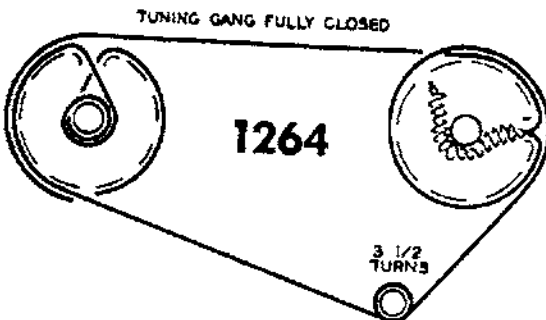
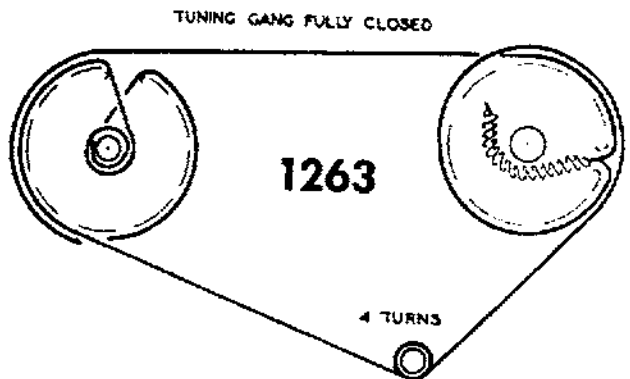
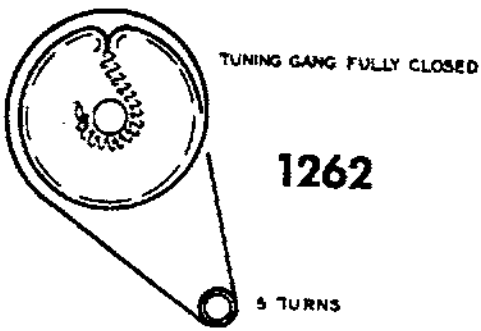
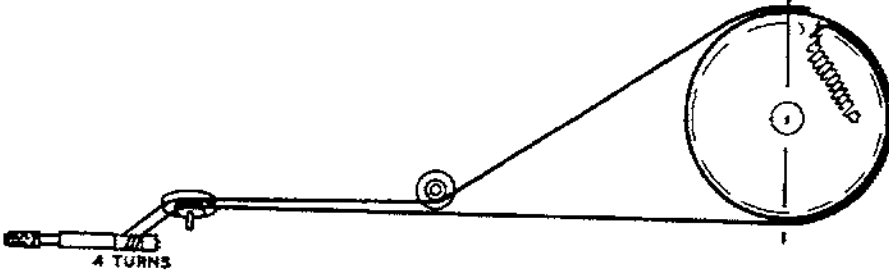


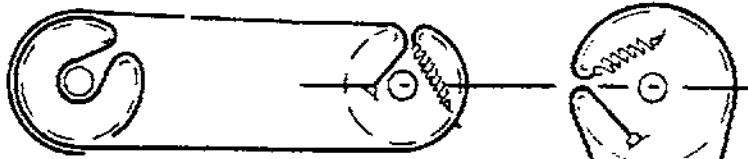
TUNER AT EXTREME LOW FREQUENCY

7 TURNS 2 TURNS

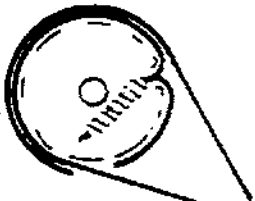


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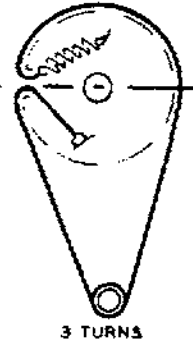




TUNING GANG FULLY CLOSED **1265**

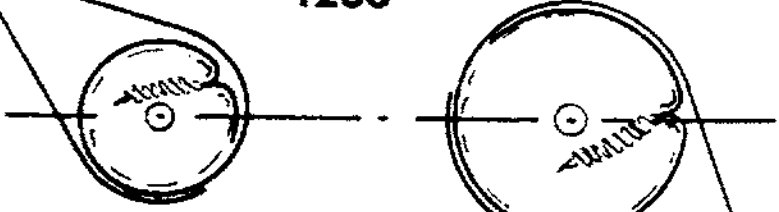


TUNING GANG FULLY CLOSED

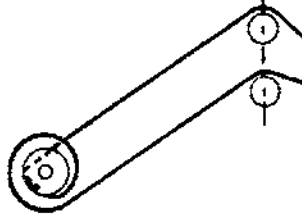


3 TURNS

1266

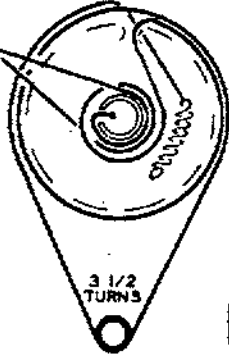


3 1/2 TURNS

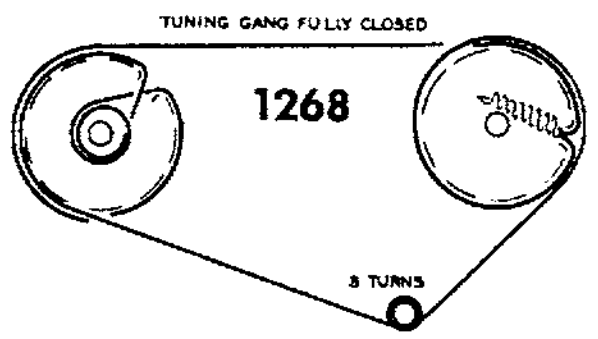


TUNING GANG FULLY OPEN

1267



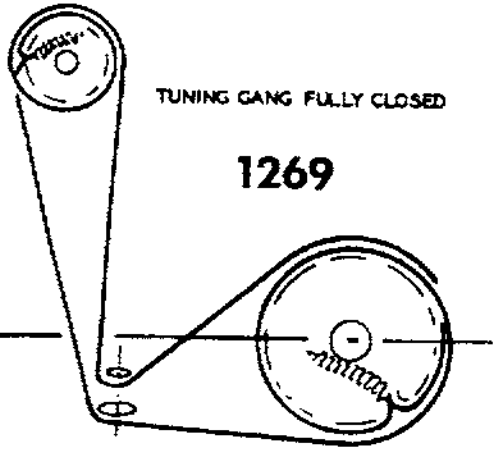
3 1/2 TURNS



TUNING GANG FULLY CLOSED

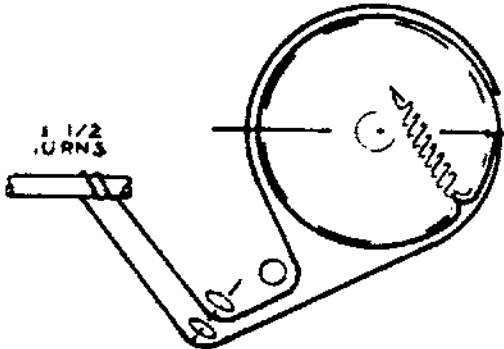
1268

3 TURNS

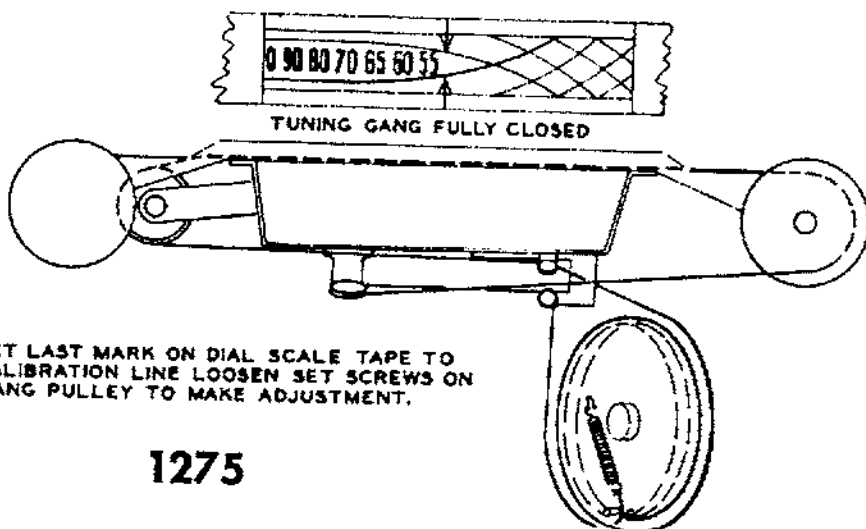
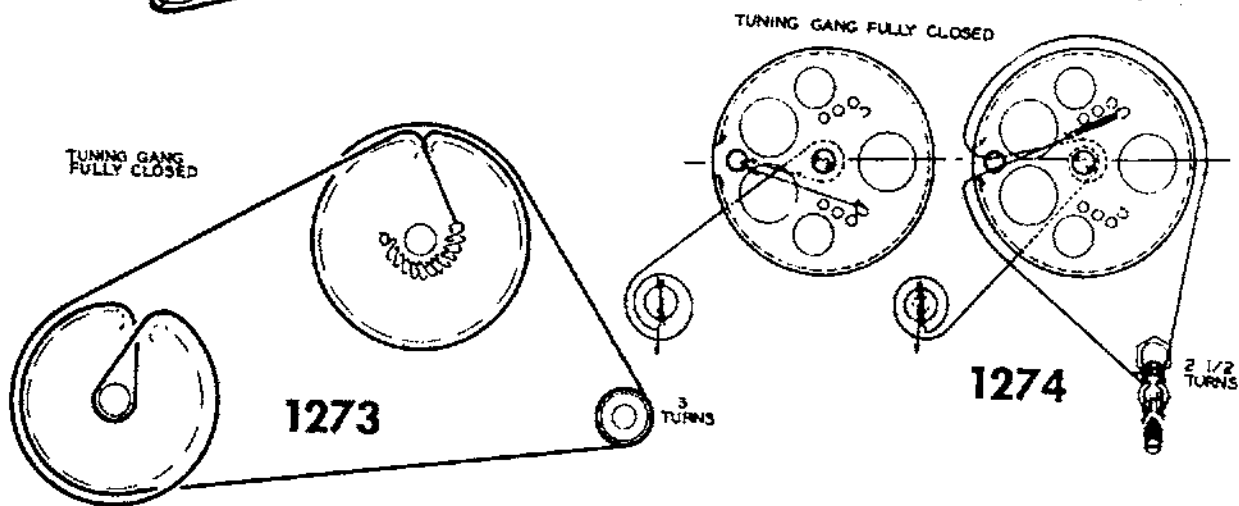
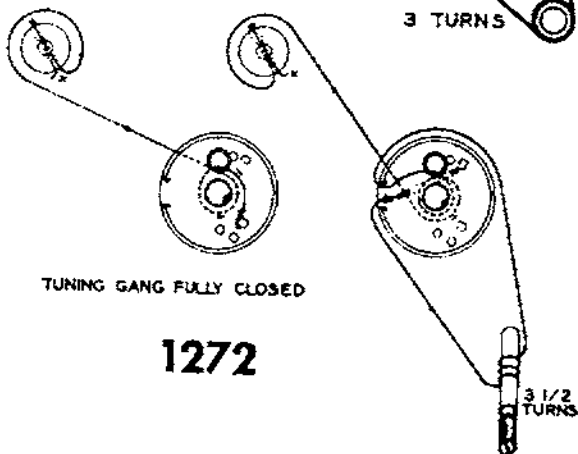
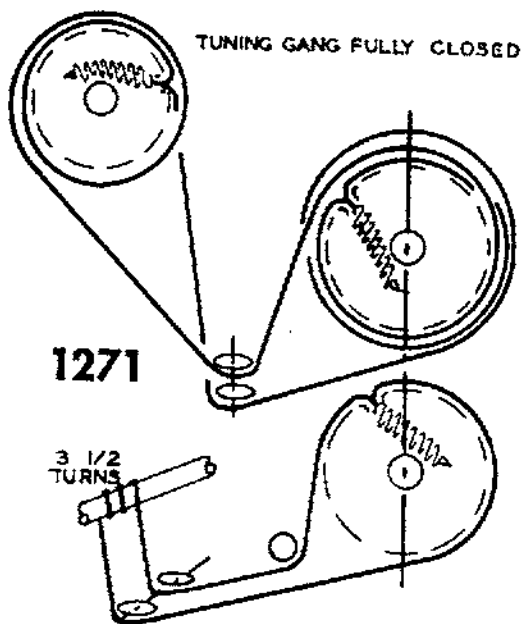
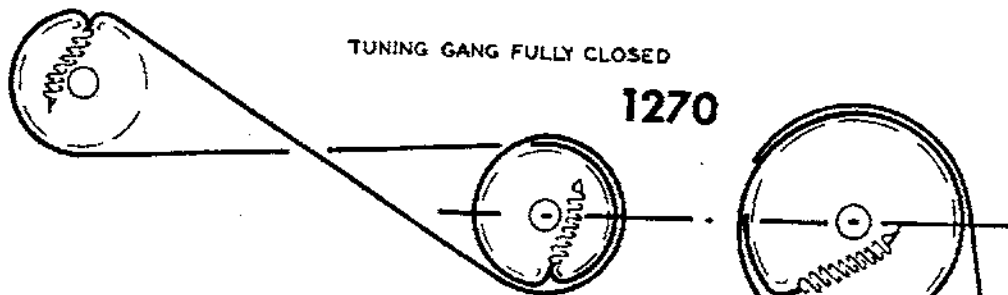


TUNING GANG FULLY CLOSED

1269

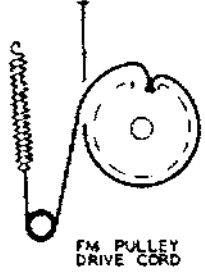
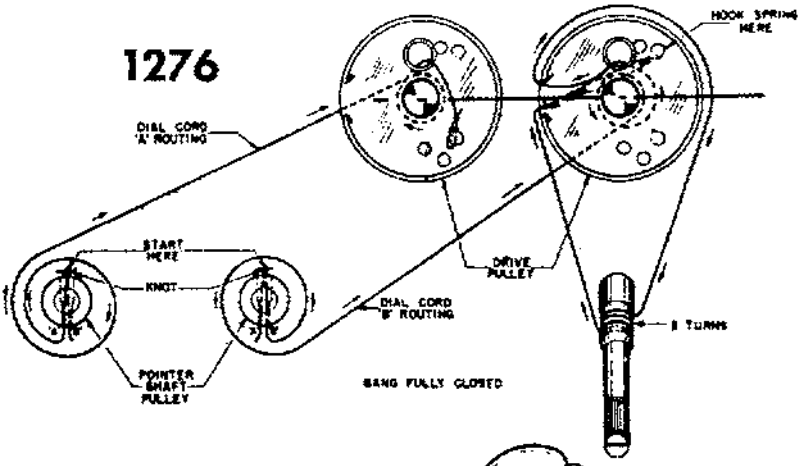


1 1/2 TURNS

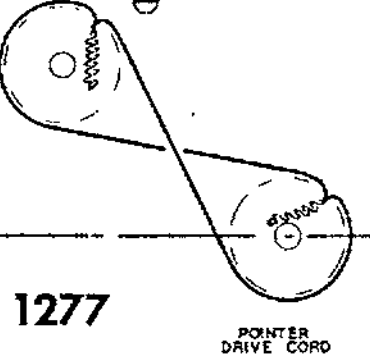


SET LAST MARK ON DIAL SCALE TAPE TO CALIBRATION LINE LOOSEN SET SCREWS ON GANG PULLEY TO MAKE ADJUSTMENT.

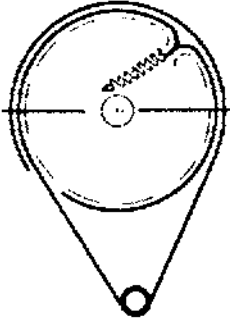
1276



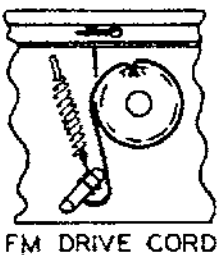
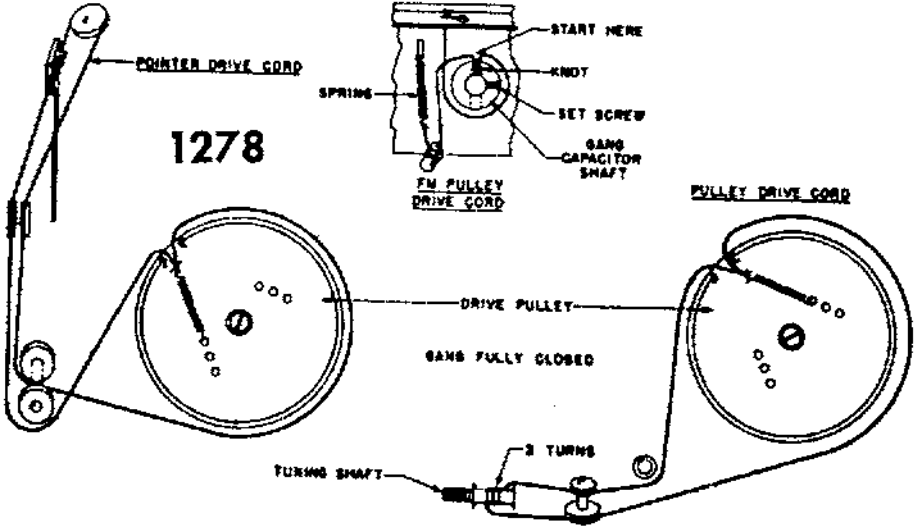
PULLEY DRIVE CORD



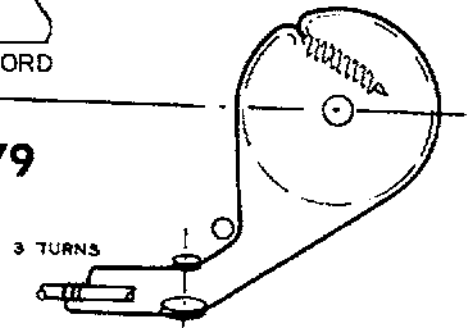
1277

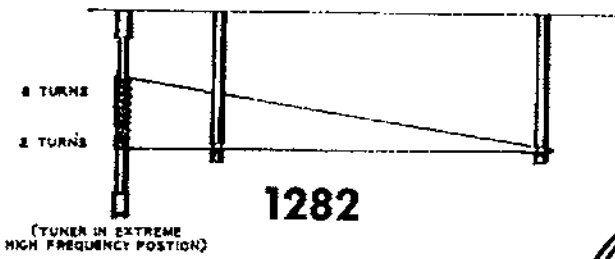
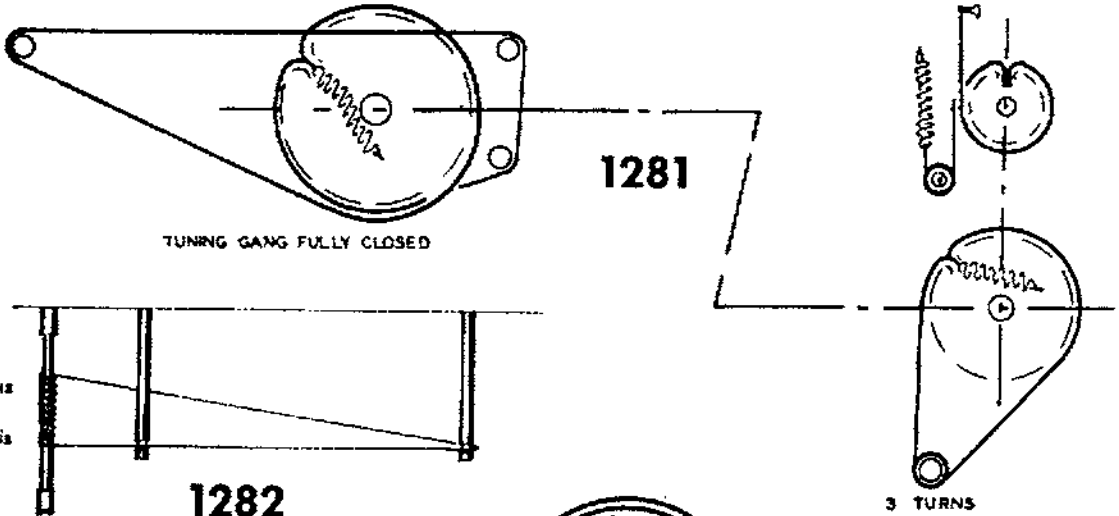
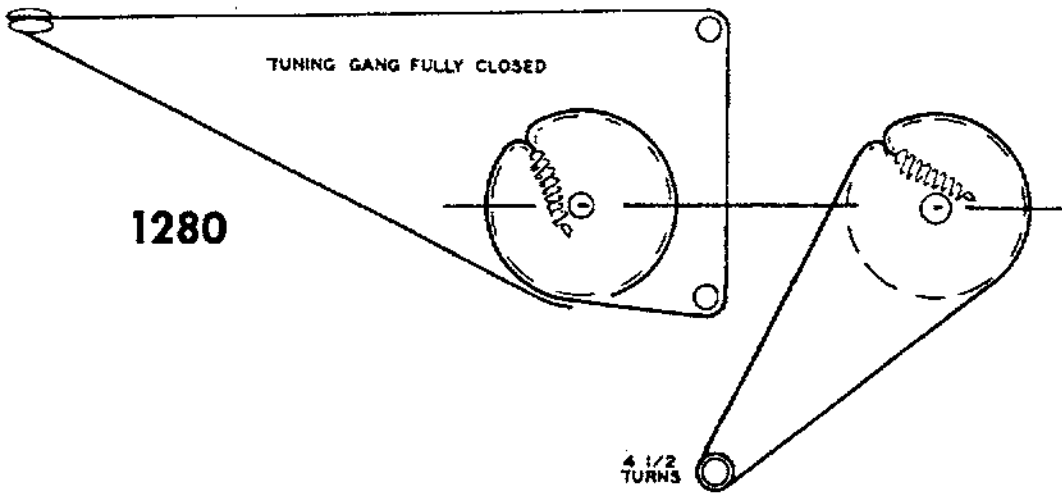


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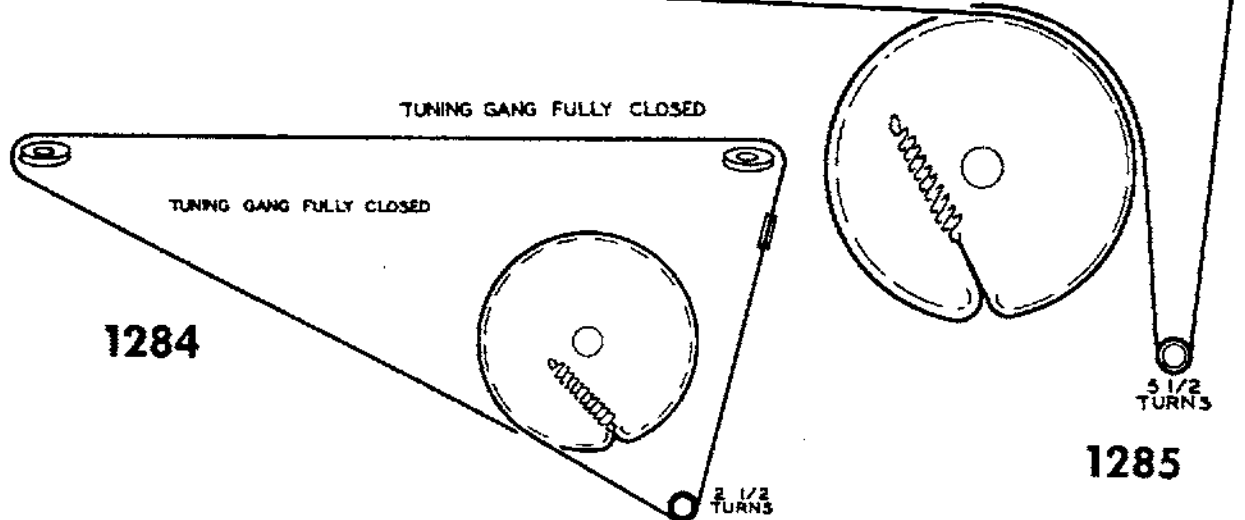
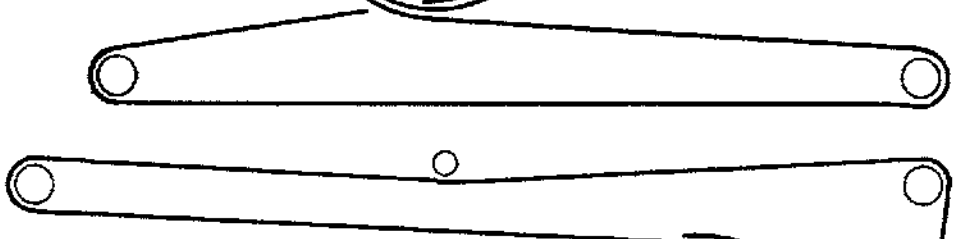


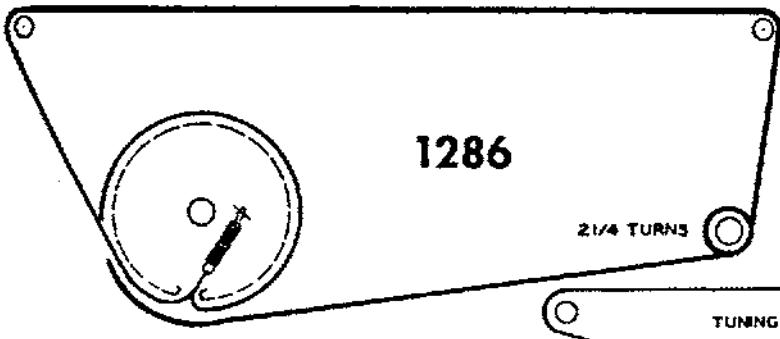
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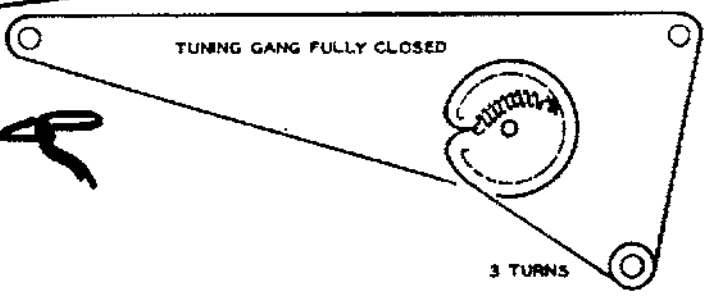
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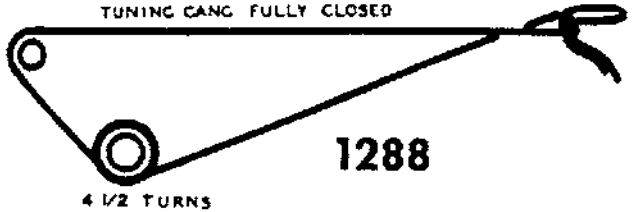
2 1/4 TURNS

1287



TUNING GANG FULLY CLOSED

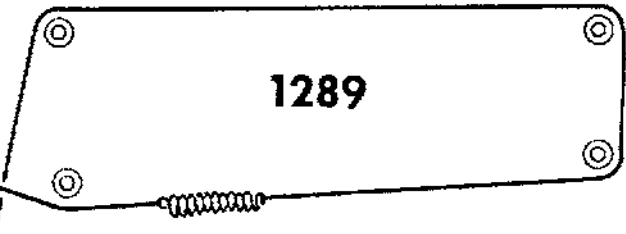
3 TURNS



TUNING GANG FULLY CLOSED

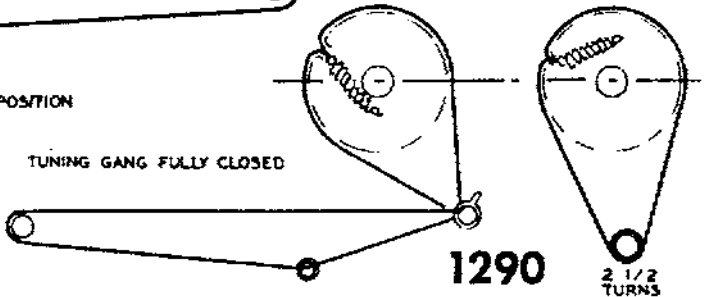
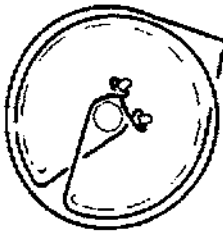
1288

4 1/2 TURNS



1289

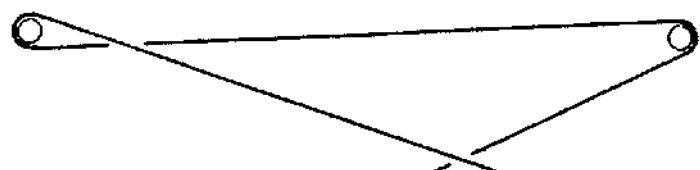
SHOWN ON CHANNEL 2 POSITION



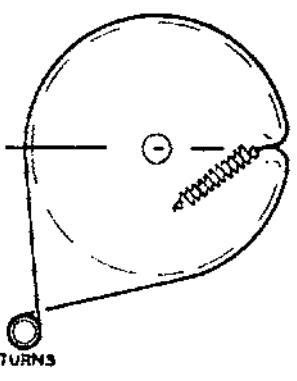
TUNING GANG FULLY CLOSED

1290

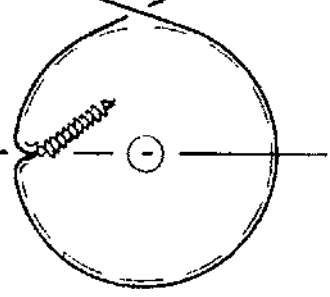
2 1/2 TURNS



1291

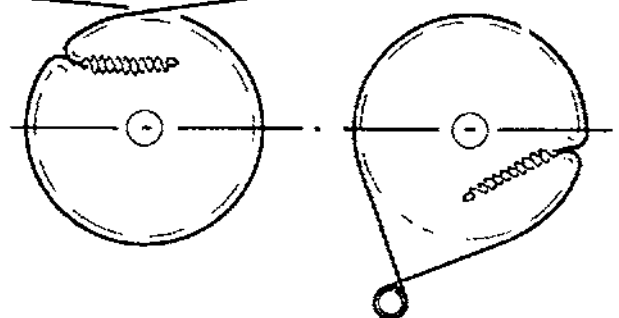
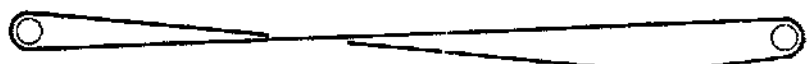


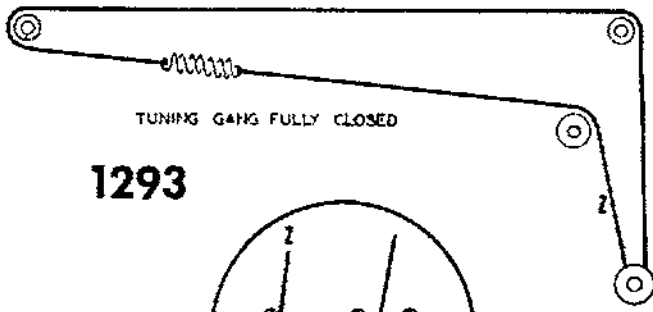
3 TURNS



1292

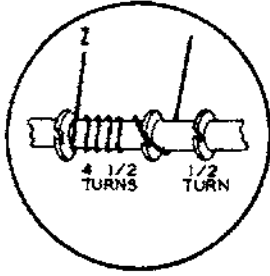
TUNING GANG FULLY CLOSED



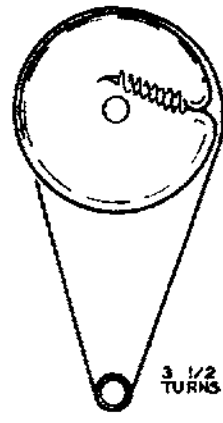


TUNING GANG FULLY CLOSED

1293

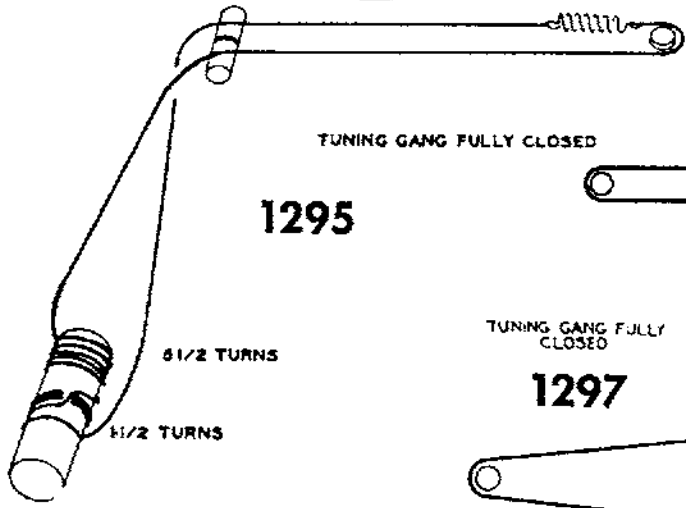


FULLY COUNTERCLOCKWISE



1294

TUNING GANG FULLY CLOSED

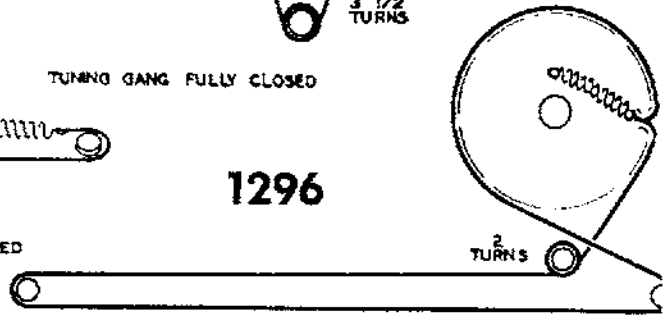


TUNING GANG FULLY CLOSED

1295

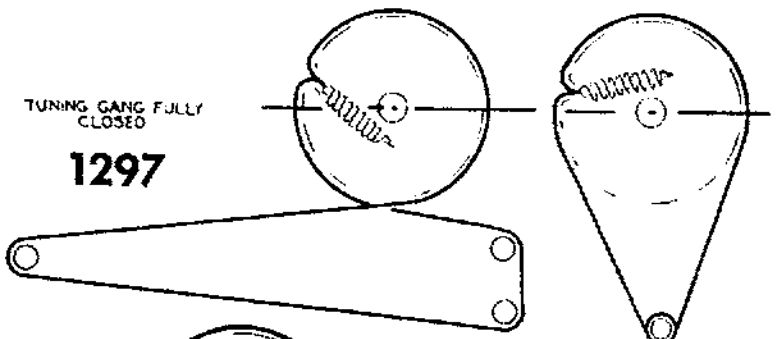
6 1/2 TURNS

1 1/2 TURNS



1296

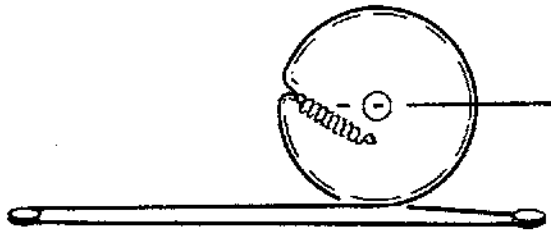
2 TURNS



TUNING GANG FULLY CLOSED

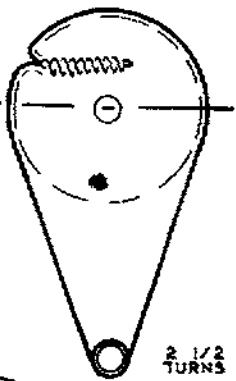
1297

2 1/2 TURNS



TUNING GANG FULLY CLOSED

1298



2 1/2 TURNS

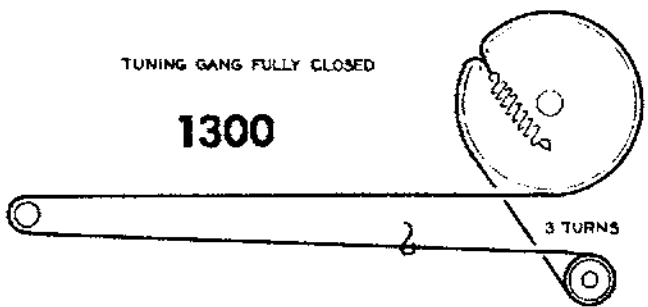
TUNING GANG FULLY CLOSED

1299

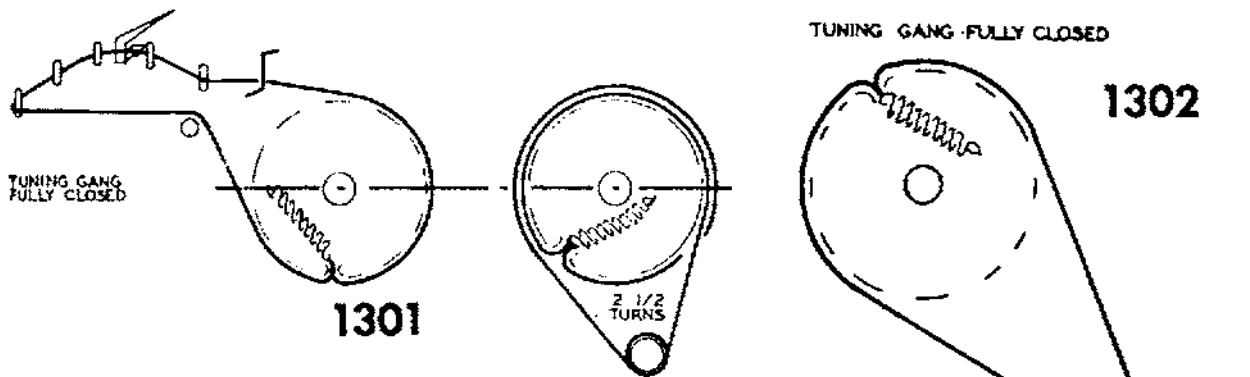
2 TURNS

TUNING GANG FULLY CLOSED

1300

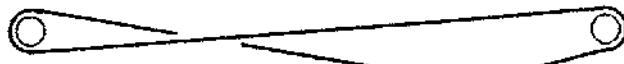
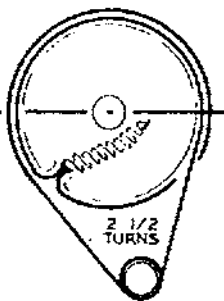


3 TURNS



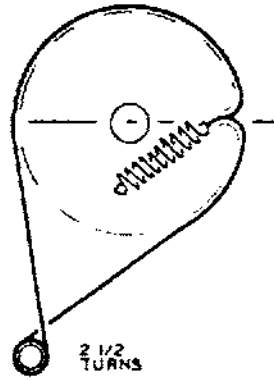
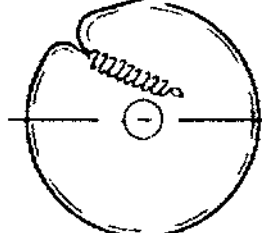
TUNING GANG FULLY CLOSED

1302



1304

TUNING GANG FULLY CLOSED



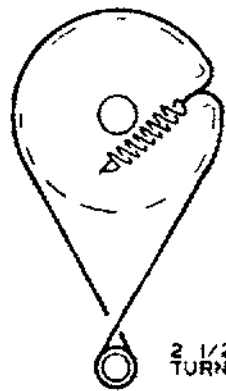
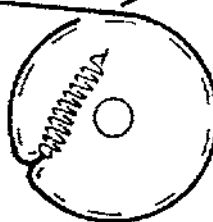
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TUNING GANG FULLY CLOSED

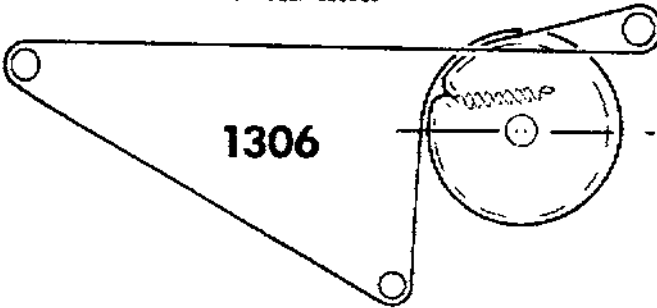


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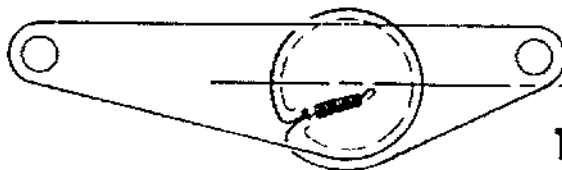
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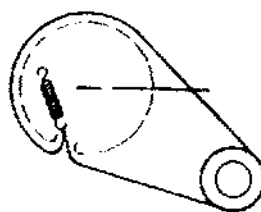
TUNING GANG FULLY CLOSED



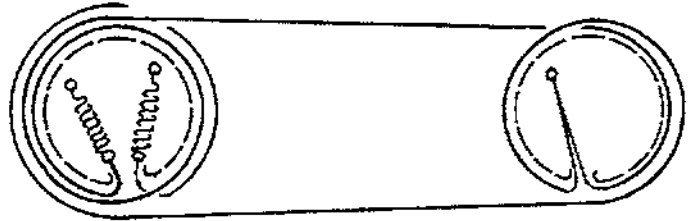
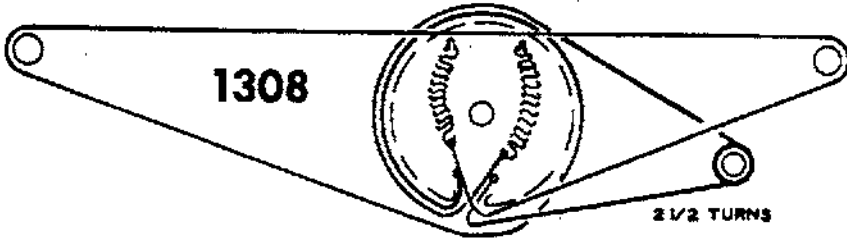
TUNING GANG FULLY CLOSED



1307



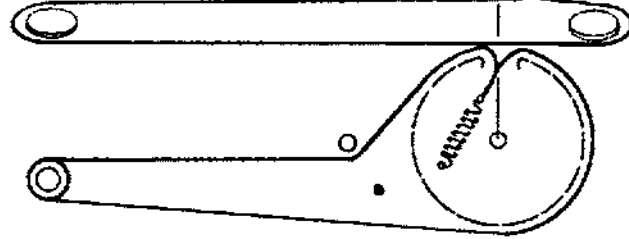
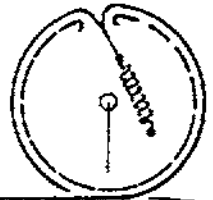
TUNING GANG FULLY CLOSED



REMOTE CONTROL DRIVE CORD STRINGING

1309

TUNING GANG FULLY CLOSED



TUNING GANG FULLY OPEN

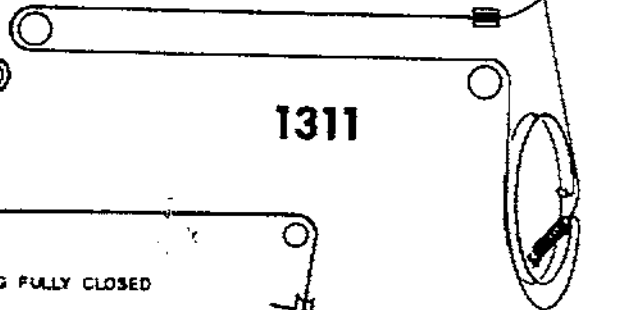
1310

2 TURNS



TUNING GANG FULLY CLOSED

3 TURNS

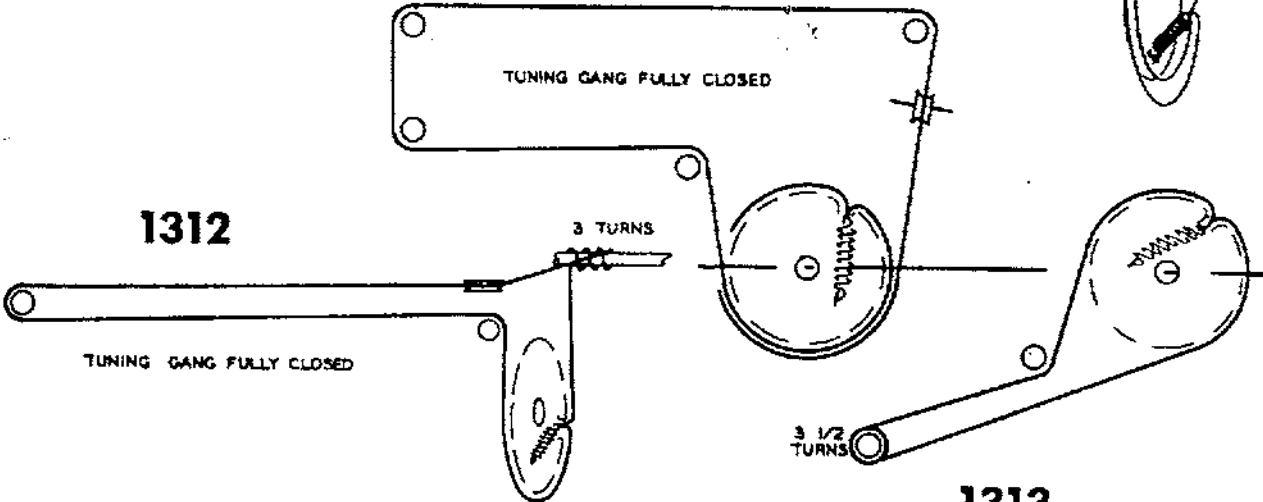


1311

TUNING GANG FULLY CLOSED

1312

3 TURNS



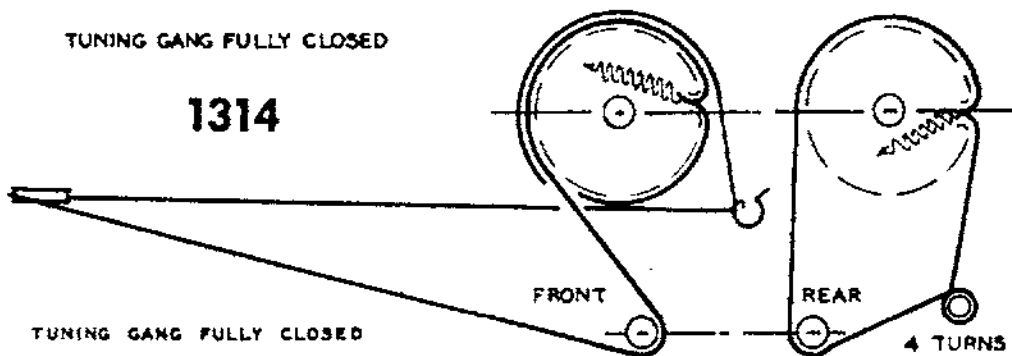
TUNING GANG FULLY CLOSED

3 1/2 TURNS

1313

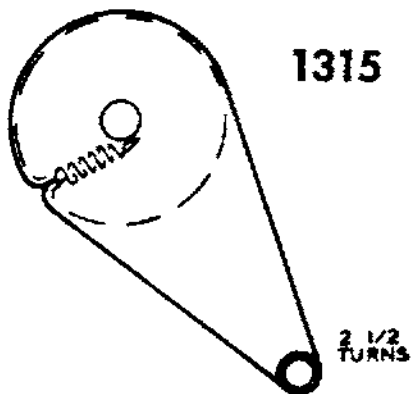
TUNING GANG FULLY CLOSED

1314



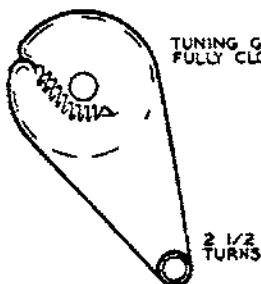
TUNING GANG FULLY CLOSED

1315



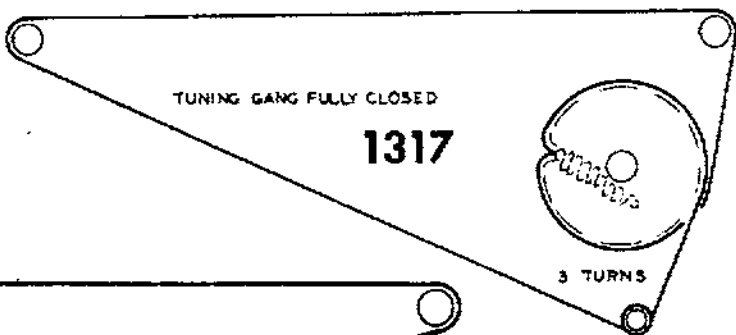
TUNING GANG FULLY CLOSED

1316



TUNING GANG FULLY CLOSED

1317

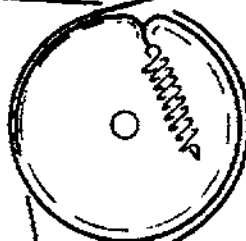


TUNING GANG FULLY CLOSED

1318



VOLUME CONTROL DRIVE

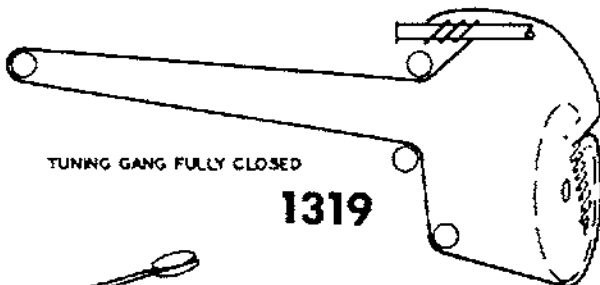


3 1/2 TURNS

3 TURNS

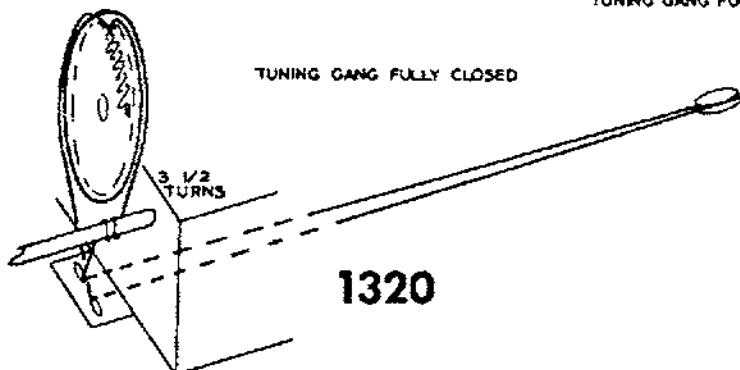
TUNING GANG FULLY CLOSED

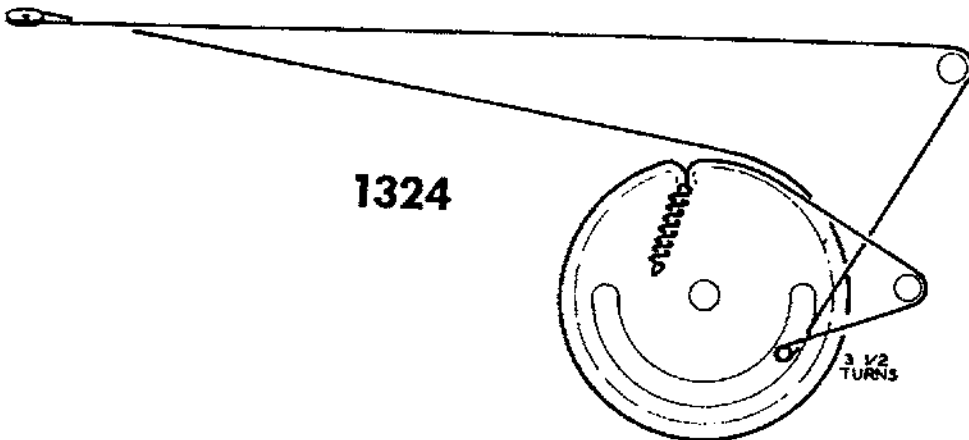
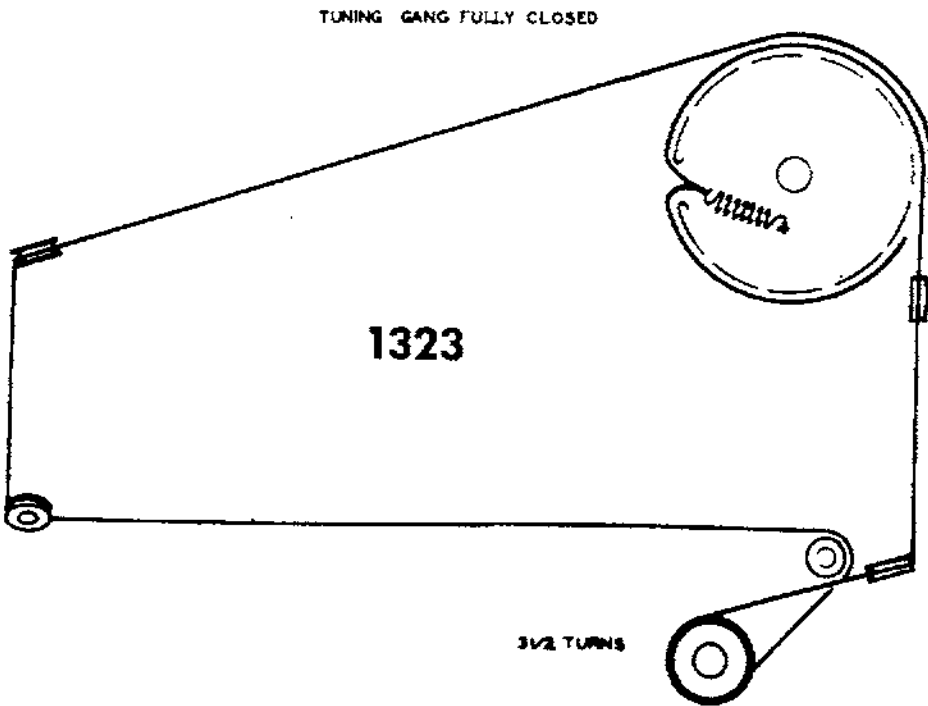
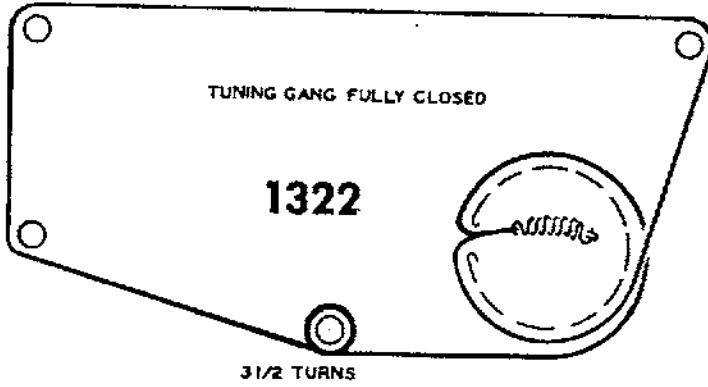
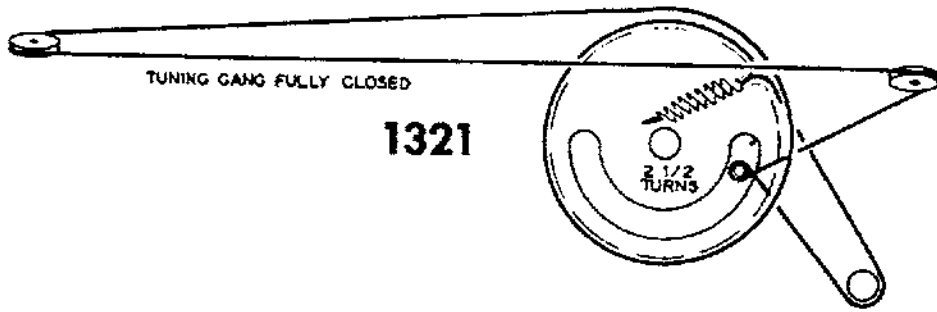
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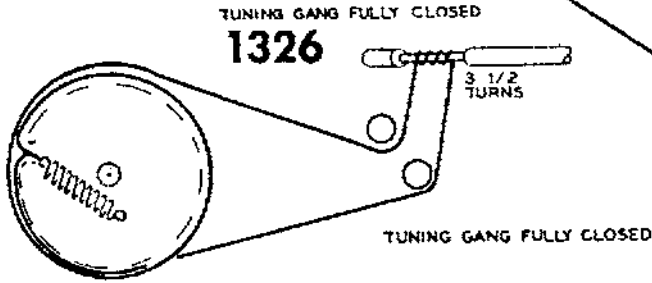
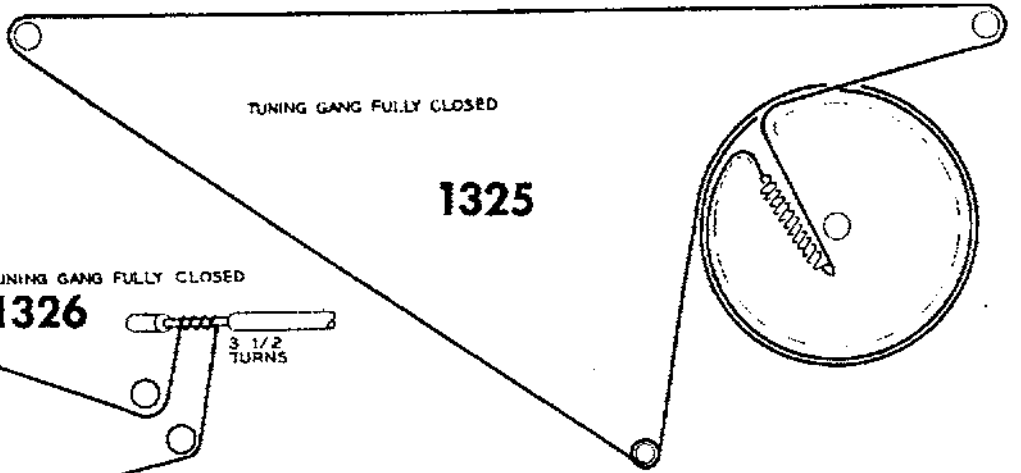


TUNING GANG FULLY CLOSED

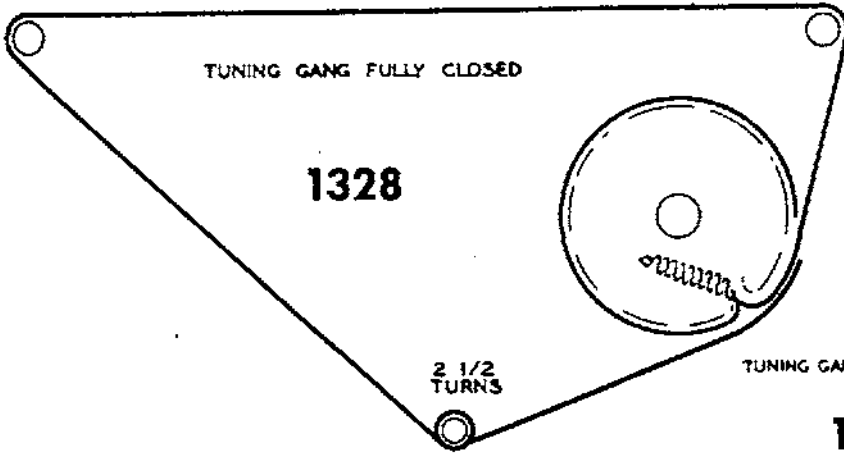
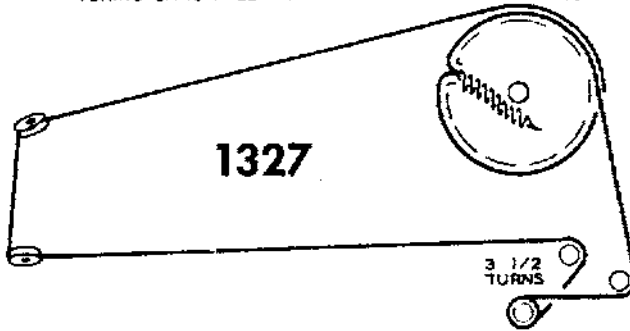
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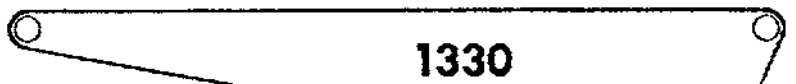
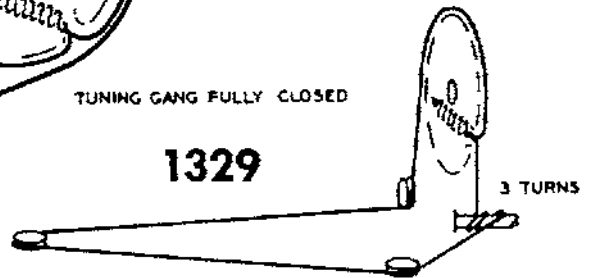


2 1/2 TURNS

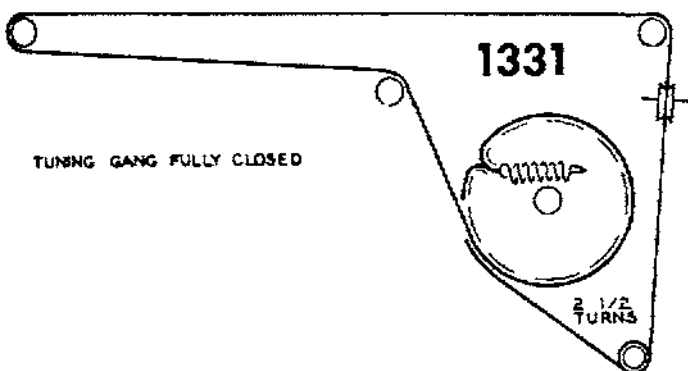


TUNING GANG FULLY CLOSED

1329

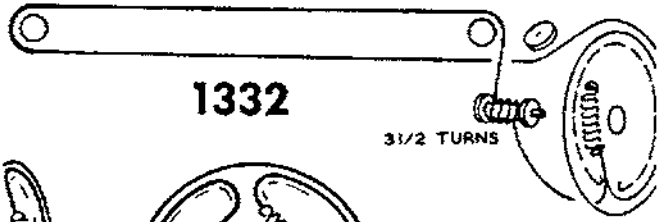


TUNING GANG FULLY CLOSED

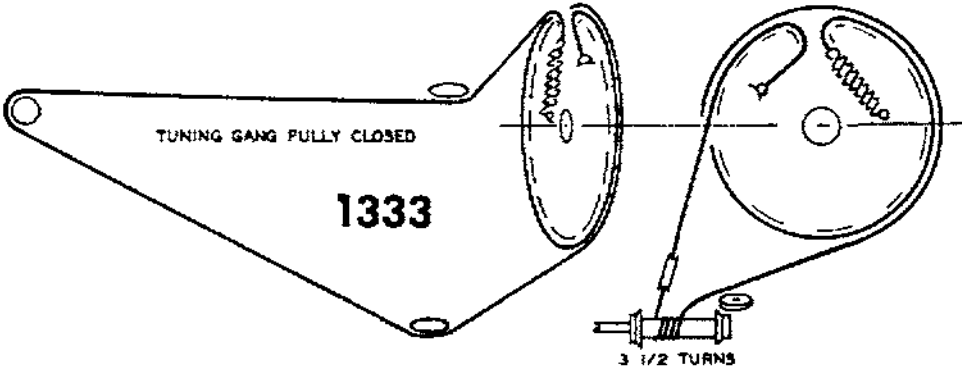


2 1/2 TURNS

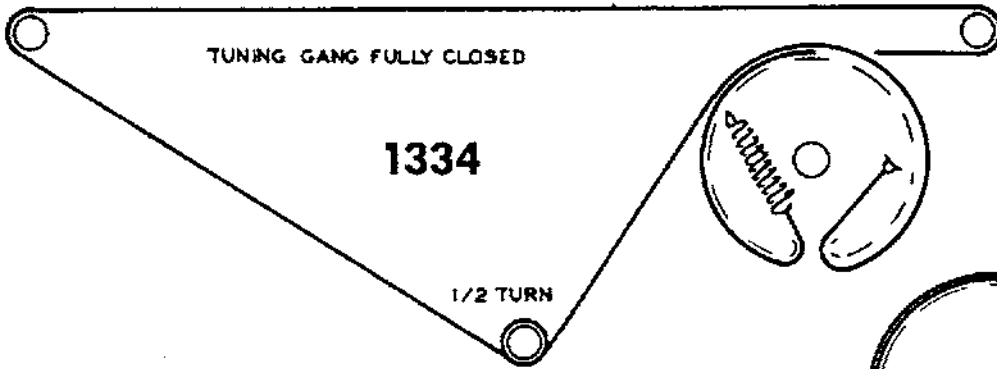
TUNING GANG FULLY CLOSED



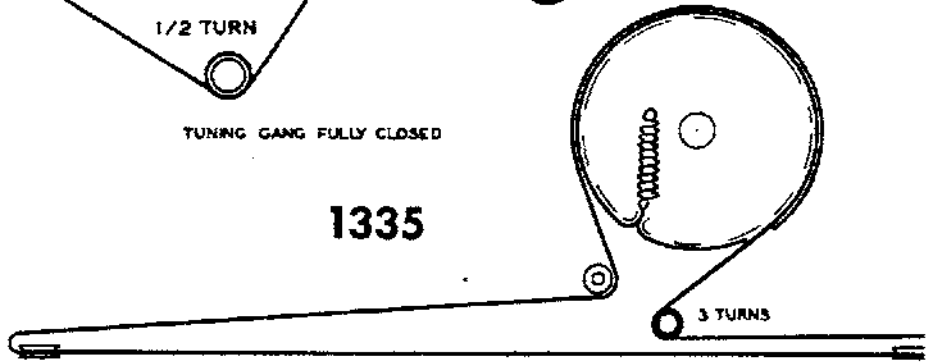
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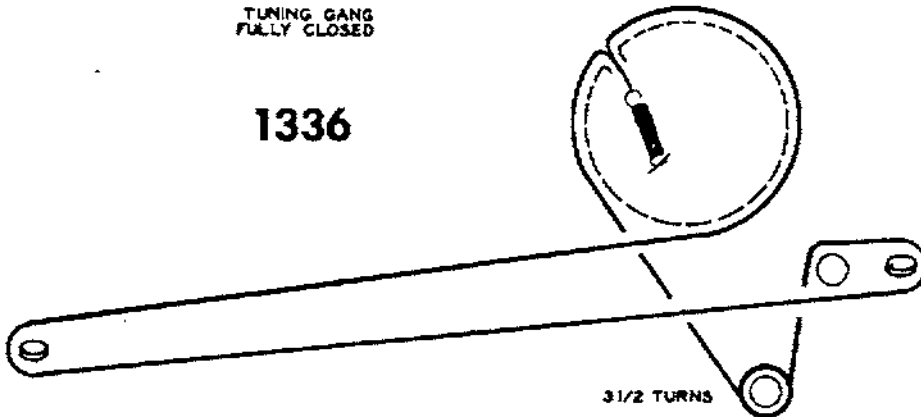
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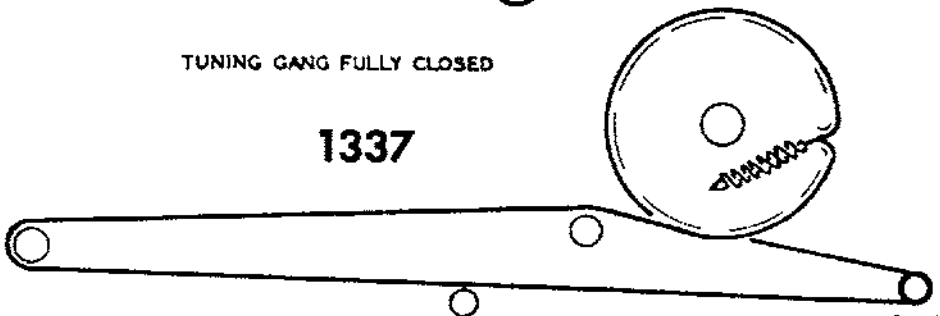
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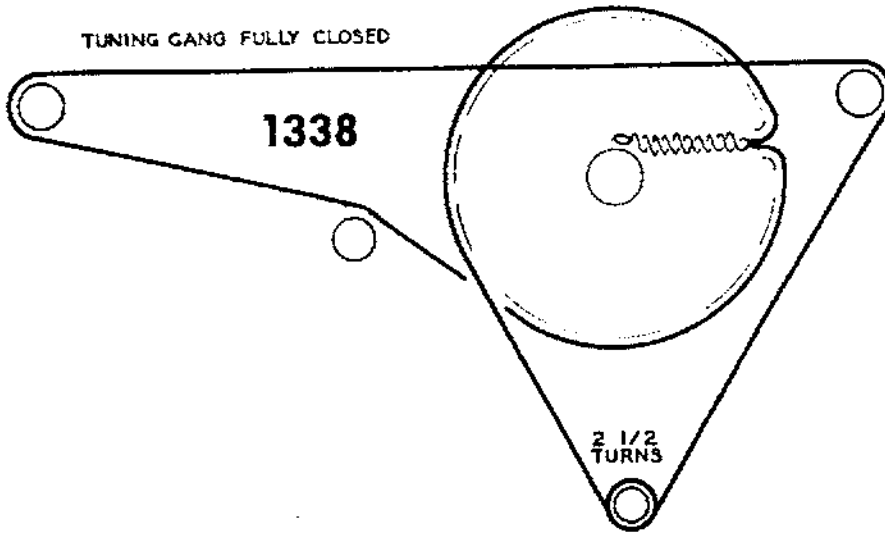
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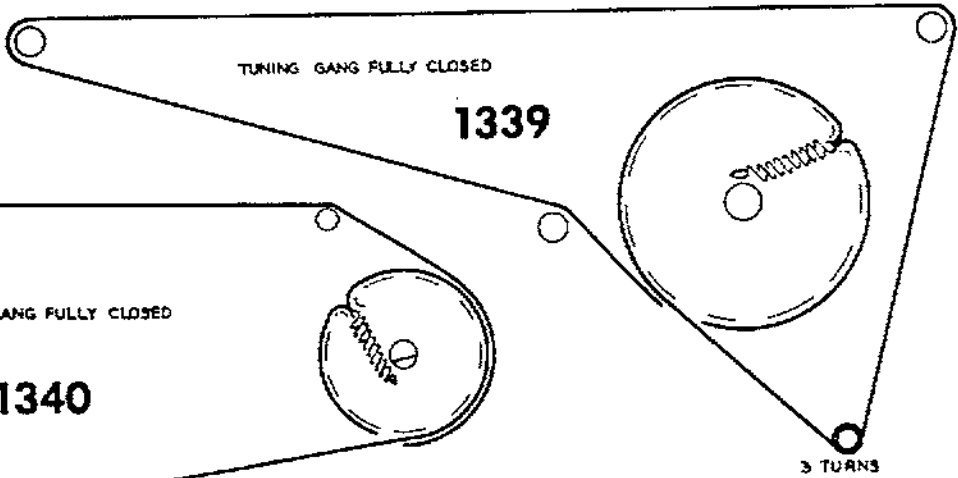
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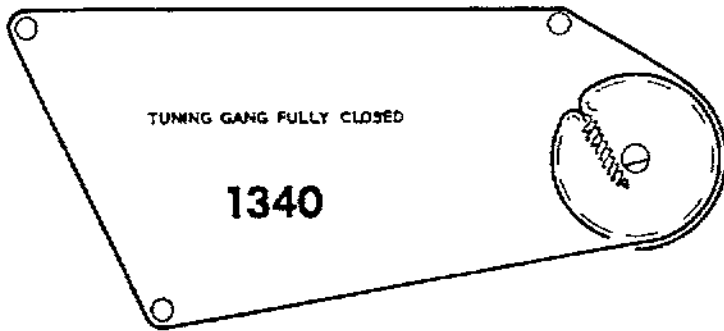
TUNING GANG FULLY CLOSED



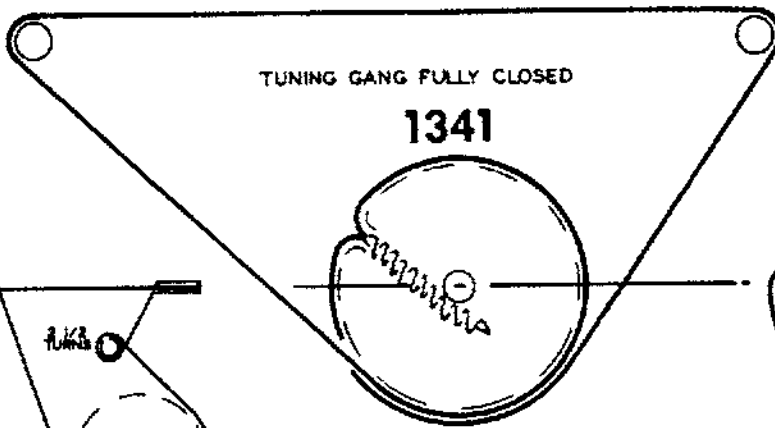
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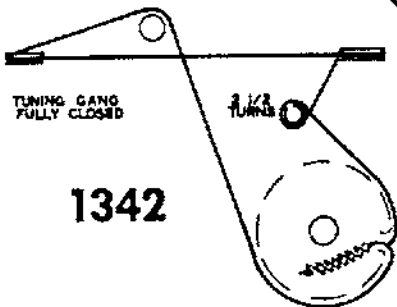
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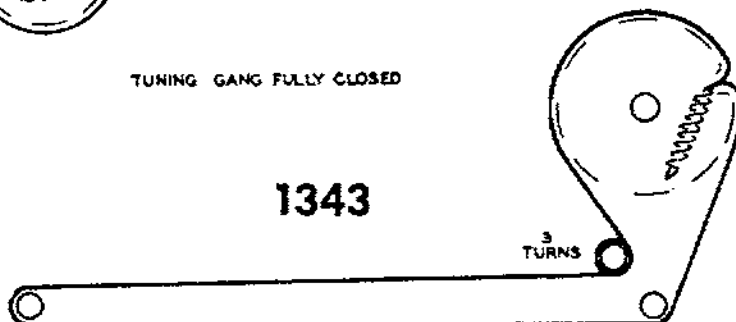
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

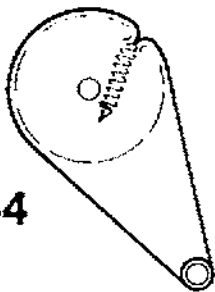


TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

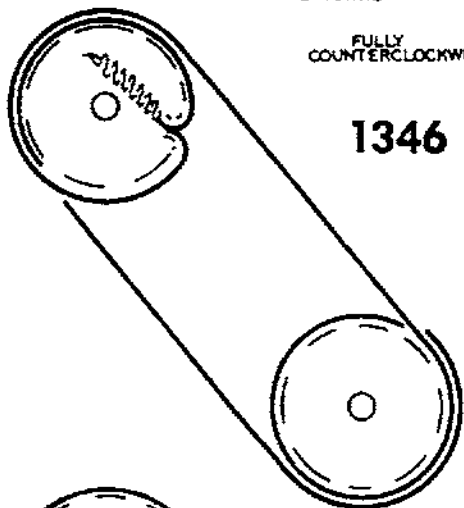
1344



3 TURNS

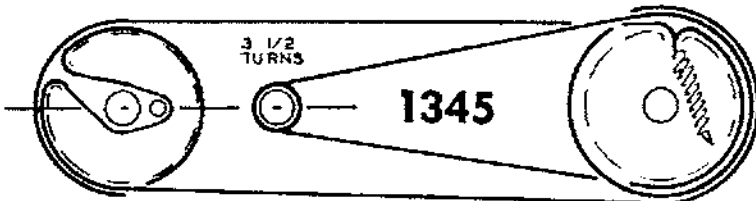
FULLY COUNTERCLOCKWISE

1346



TUNING GANG FULLY CLOSED

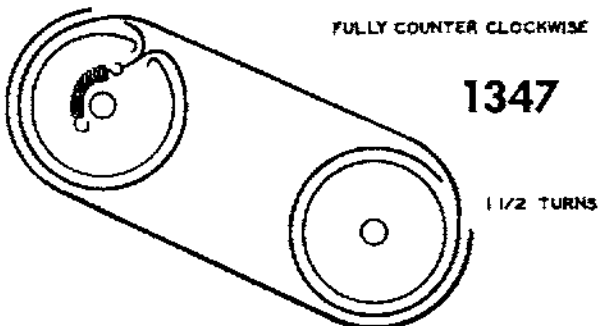
1345



3 1/2 TURNS

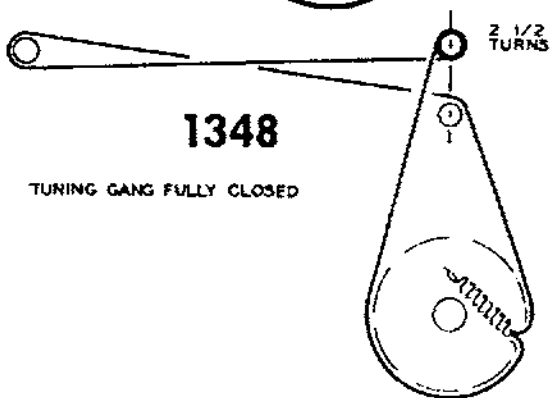
FULLY COUNTER CLOCKWISE

1347



1 1/2 TURNS

1348

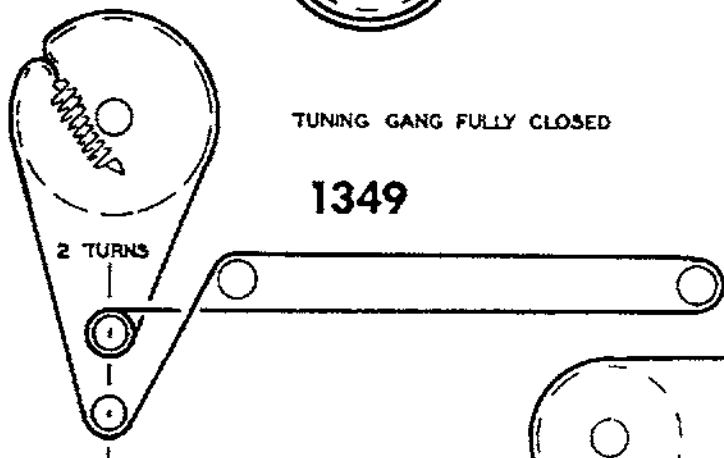


2 1/2 TURNS

TUNING GANG FULLY CLOSED

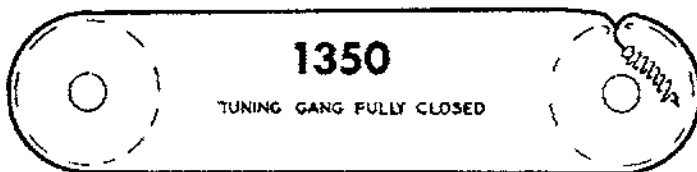
TUNING GANG FULLY CLOSED

1349



2 TURNS

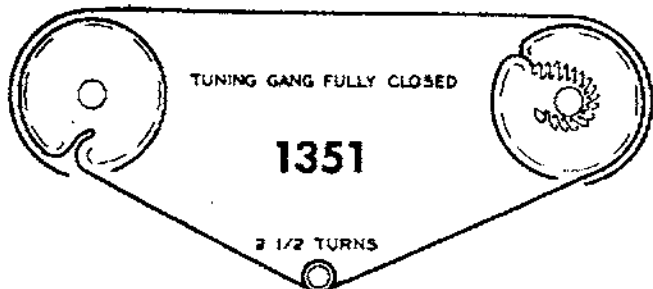
1350



TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

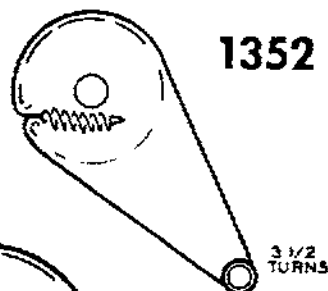
1351



2 1/2 TURNS

TUNING GANG FULLY CLOSED

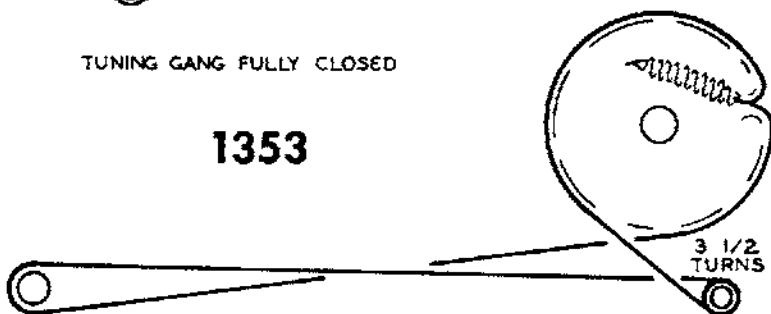
1352



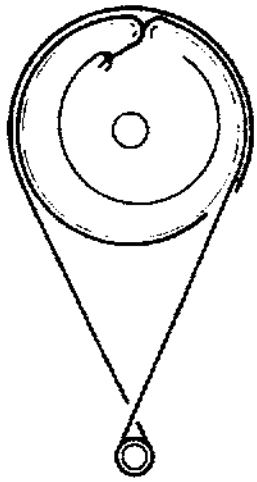
3 1/2 TURNS

TUNING GANG FULLY CLOSED

1353

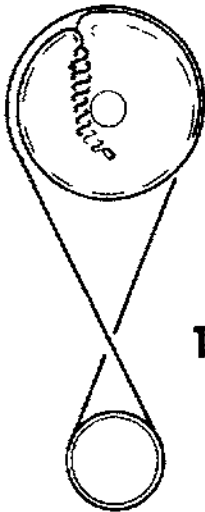


3 1/2 TURNS



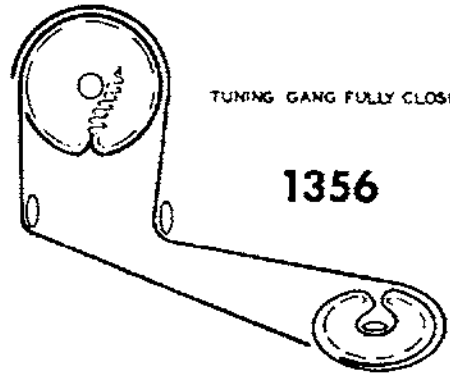
1 1/2 TURNS

1354



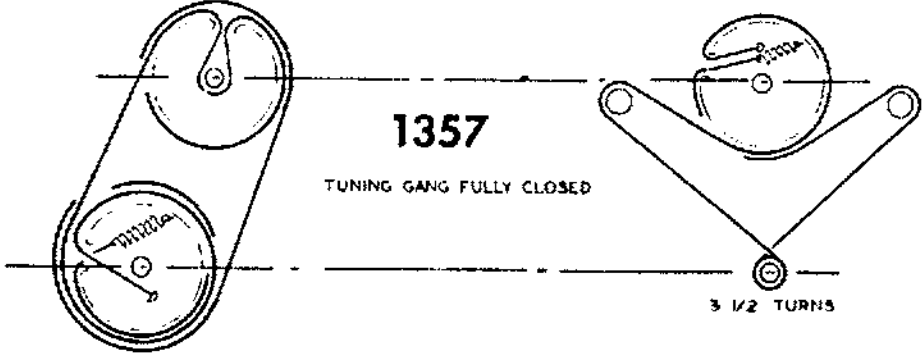
1 1/2 TURNS

1355



TUNING GANG FULLY CLOSED

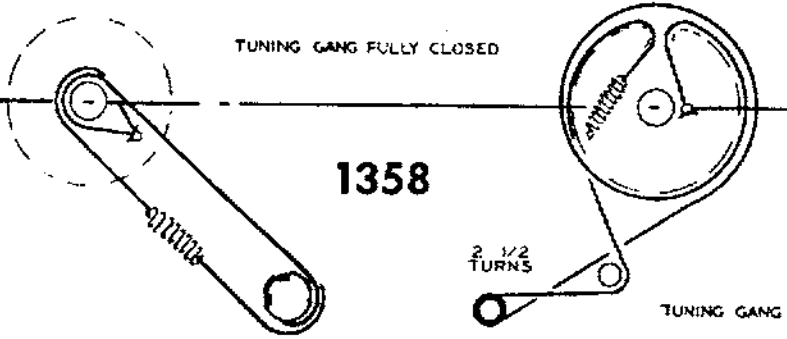
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1357

TUNING GANG FULLY CLOSED

3 1/2 TURNS



TUNING GANG FULLY CLOSED

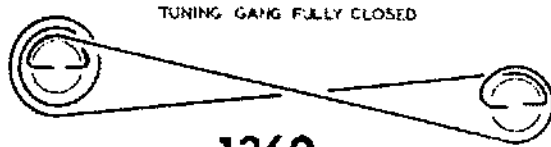
1358

2 1/2 TURNS

TUNING GANG FULLY CLOSED

1359

3 TURNS



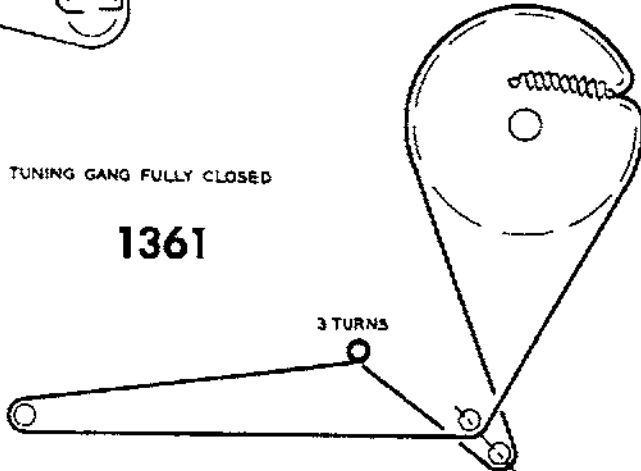
TUNING GANG FULLY CLOSED

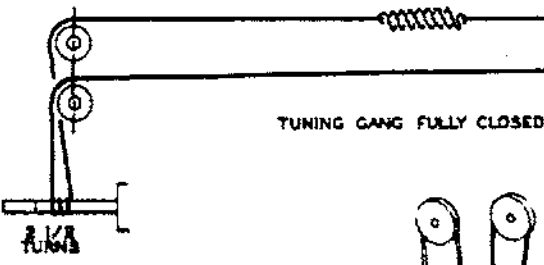
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TUNING GANG FULLY CLOSED

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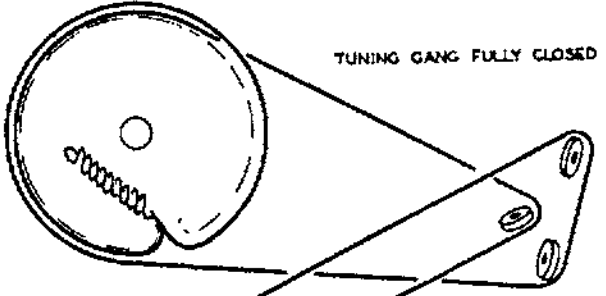
3 TURNS





1362

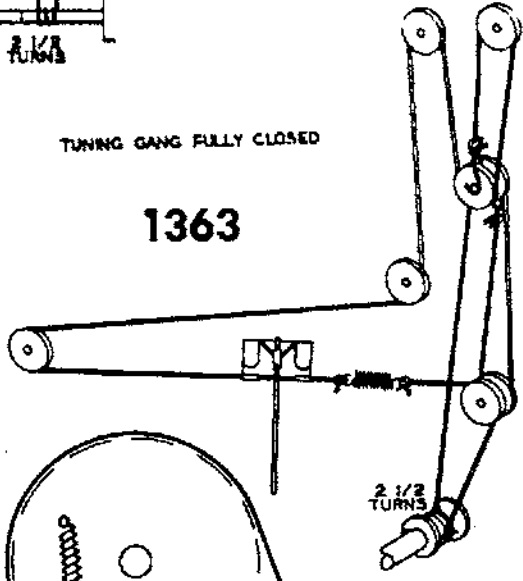
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

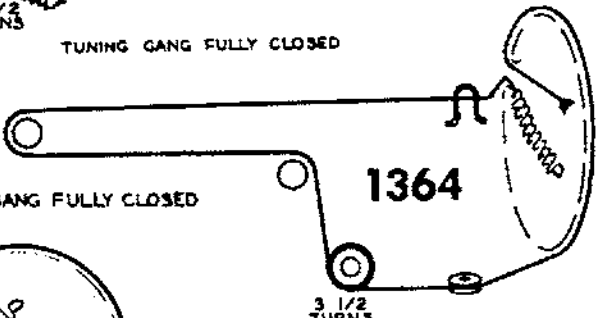
TUNING GANG FULLY CLOSED

1363



3 1/2
TURNS

TUNING GANG FULLY CLOSED



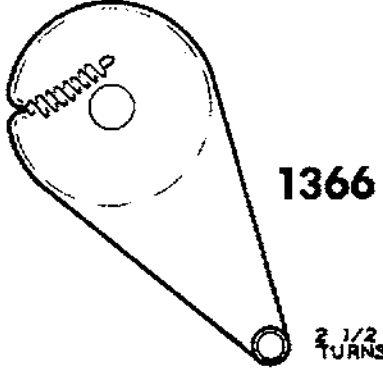
TUNING GANG FULLY CLOSED

1364

3 1/2
TURNS

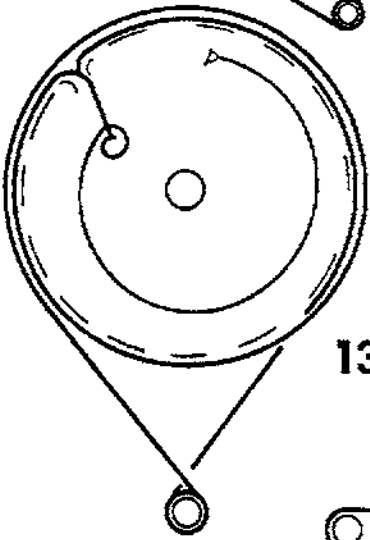
1365

2 1/2
TURNS



1366

2 1/2
TURNS



1367

TUNING GANG FULLY CLOSED

1 1/2
TURNS

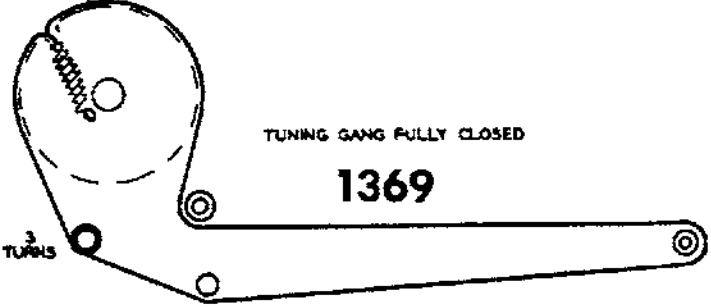
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2 1/2
TURNS

TUNING GANG FULLY CLOSED

1369

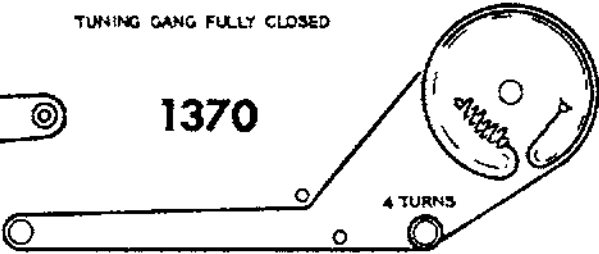


3
TURNS

TUNING GANG FULLY CLOSED

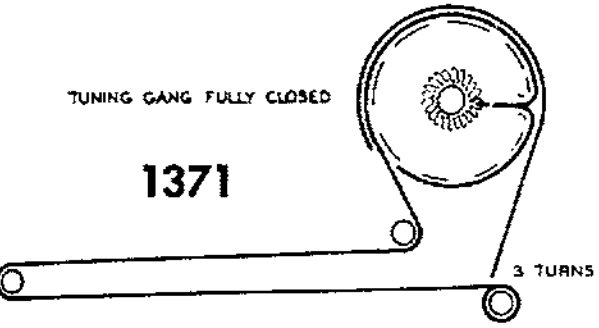
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4 TURNS



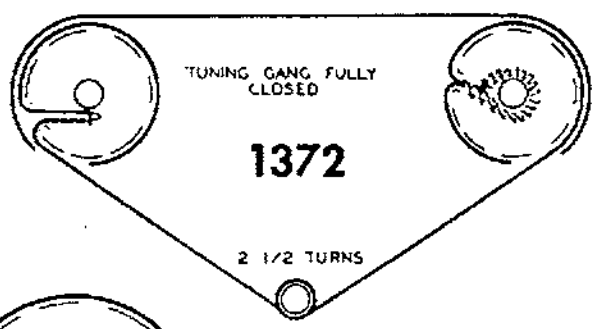
TUNING GANG FULLY CLOSED

1371



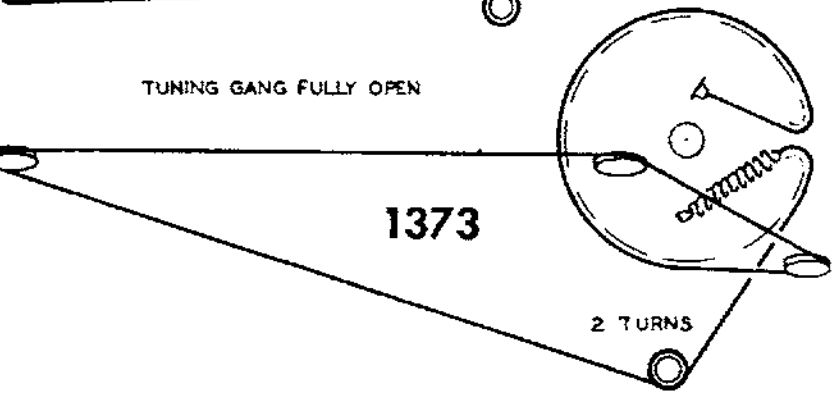
TUNING GANG FULLY CLOSED

1372



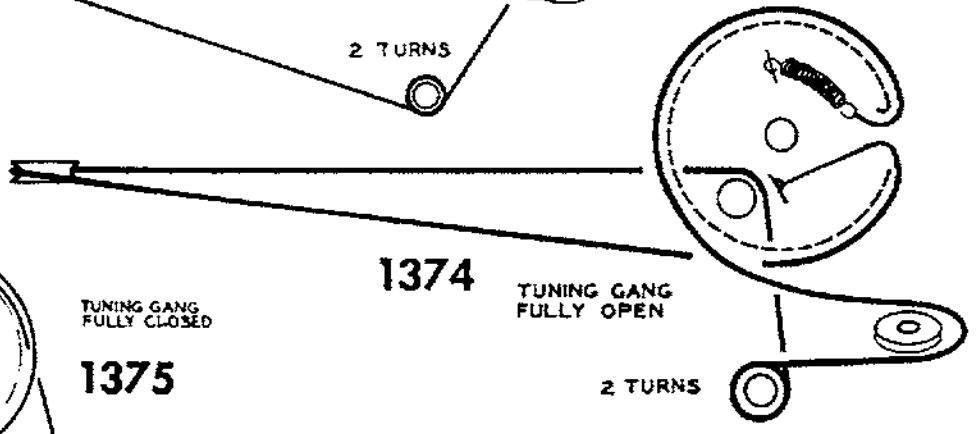
TUNING GANG FULLY OPEN

1373



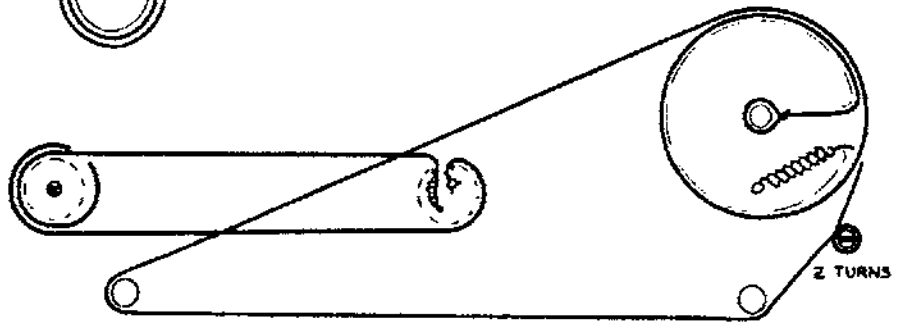
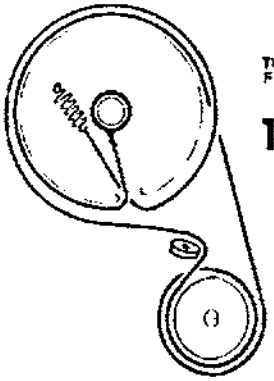
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TUNING GANG FULLY OPEN



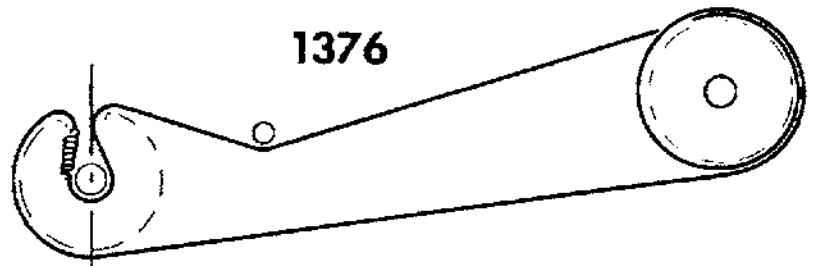
TUNING GANG FULLY CLOSED

1375



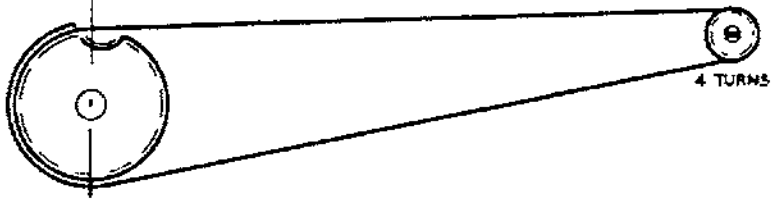
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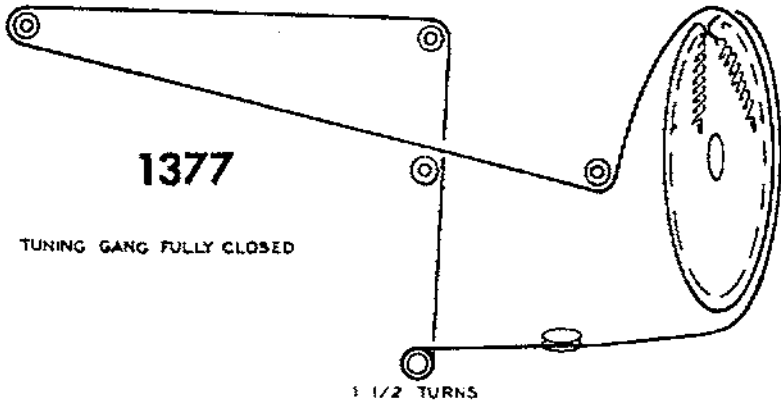
FINE TUNING



CHANNEL SELECTOR

4 TURNS



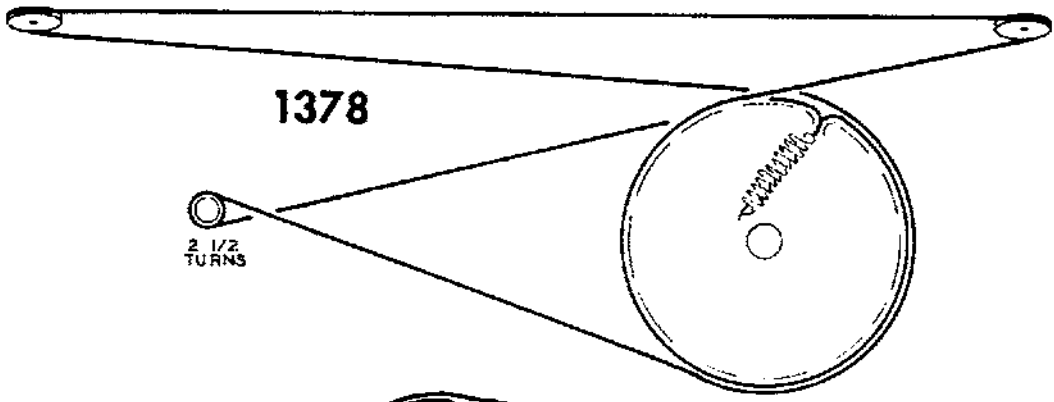


1377

TUNING GANG FULLY CLOSED

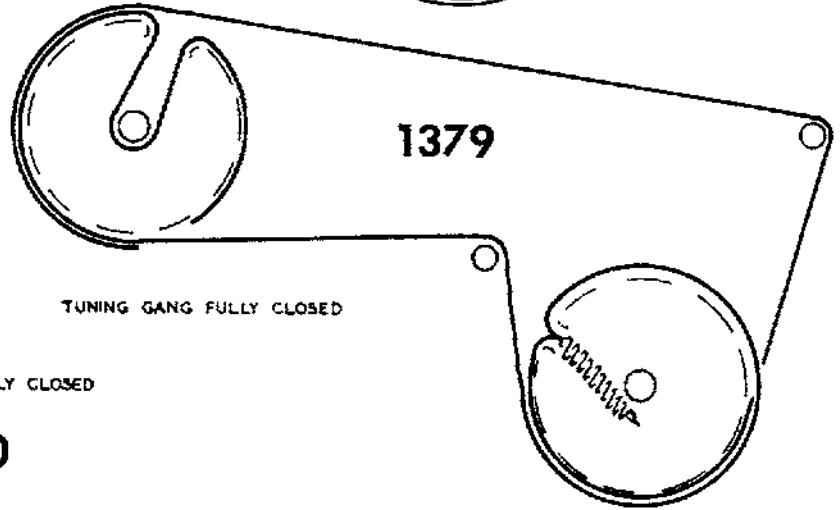
1 1/2 TURNS

TUNING GANG FULLY CLOSED



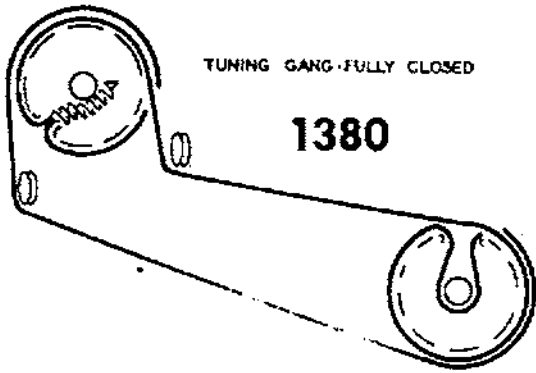
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2 1/2 TURNS



1379

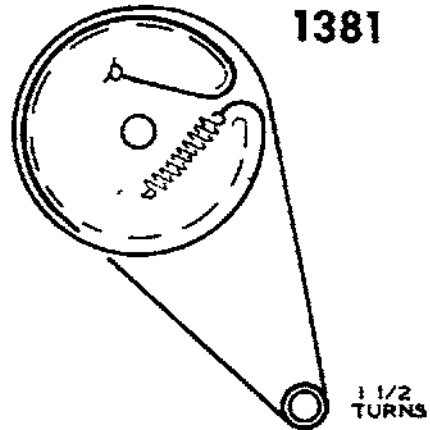
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

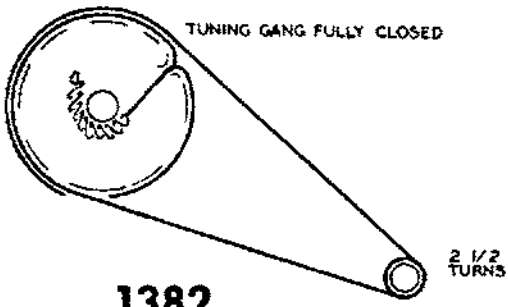
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TUNING GANG FULLY CLOSED



1381

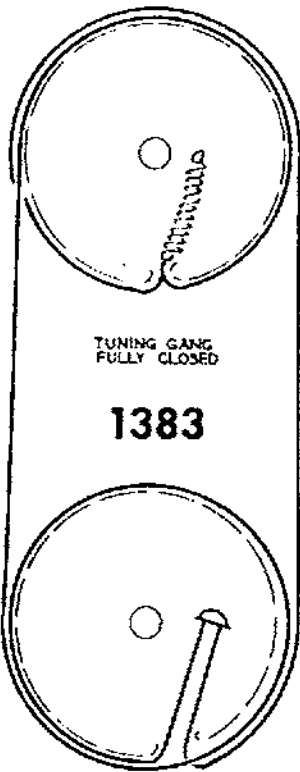
1 1/2 TURNS



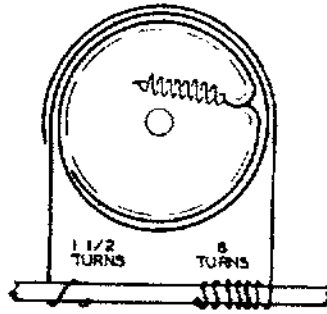
TUNING GANG FULLY CLOSED

1382

2 1/2 TURNS

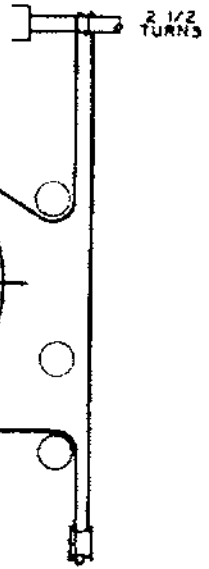


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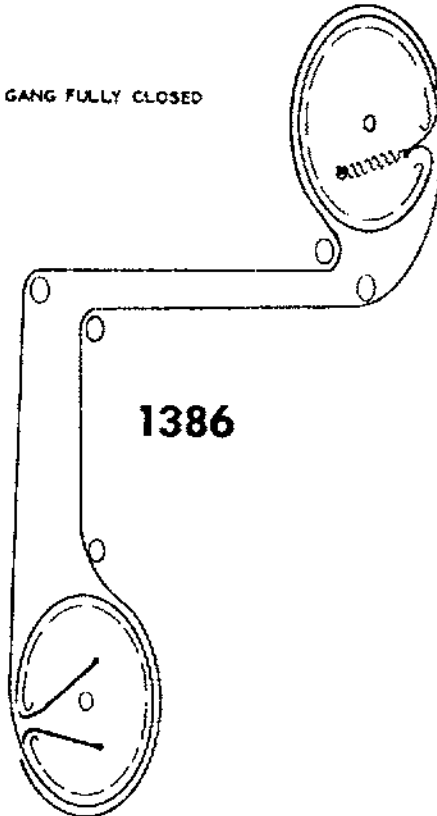
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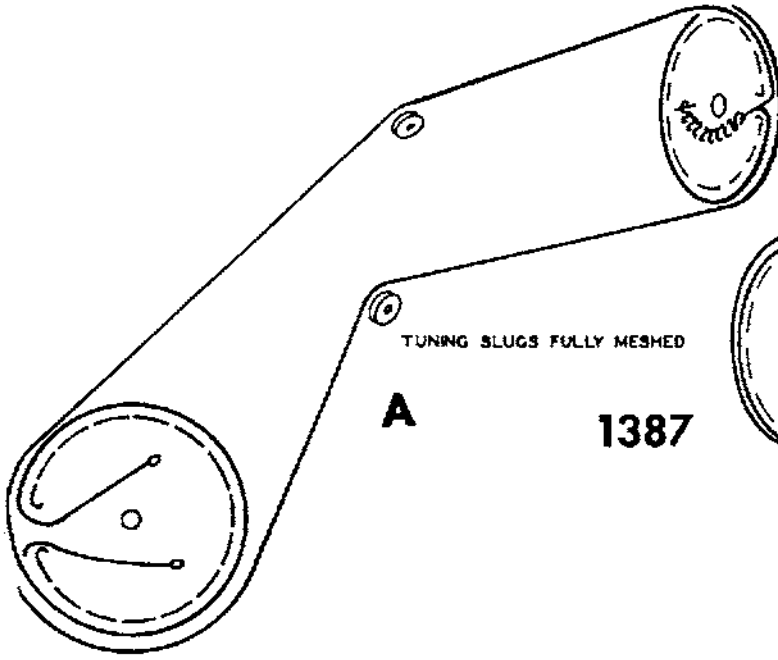
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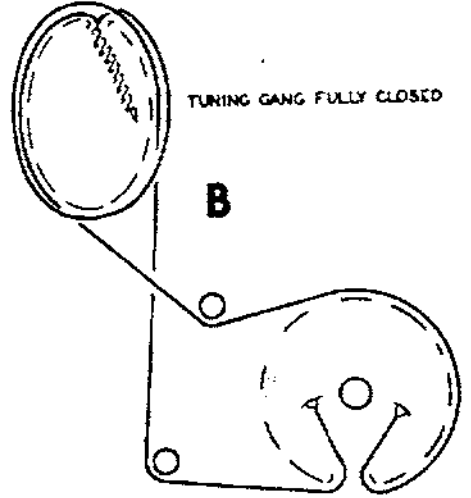
TUNING GANG FULLY CLOSED





A

1387

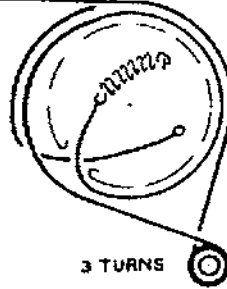


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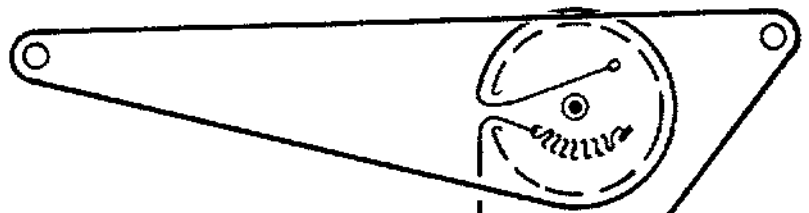


TUNING GANG FULLY CLOSED

1388

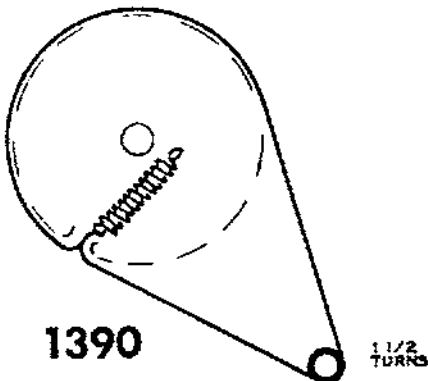


TUNING GANG FULLY CLOSED

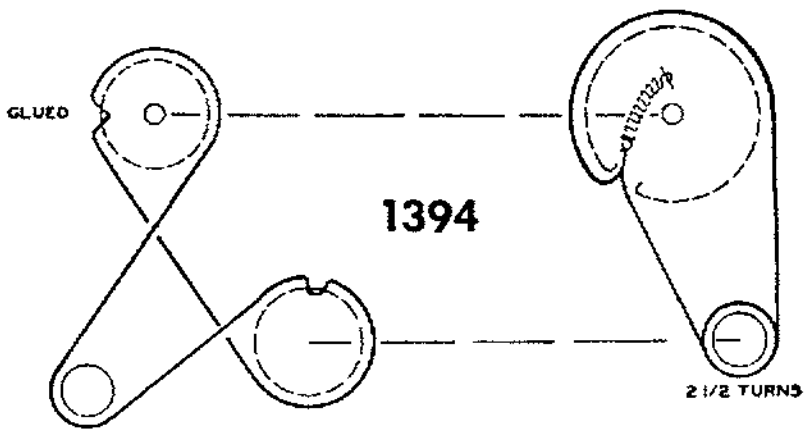
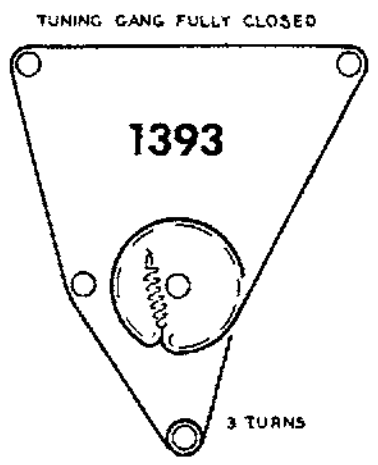
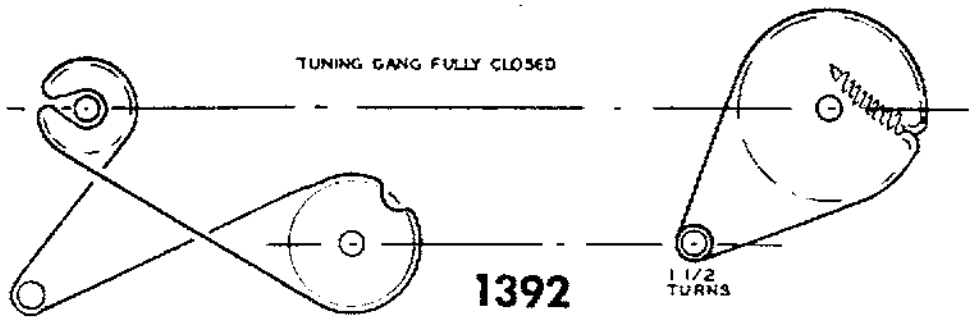
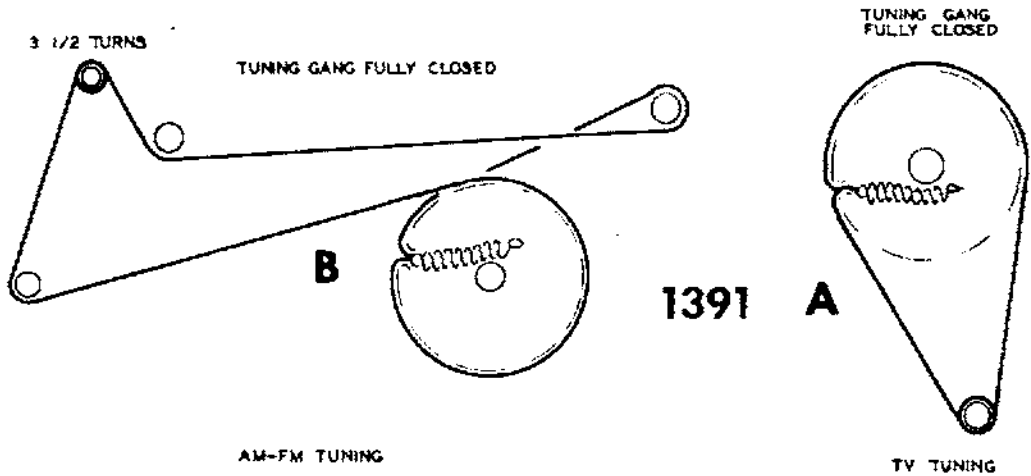


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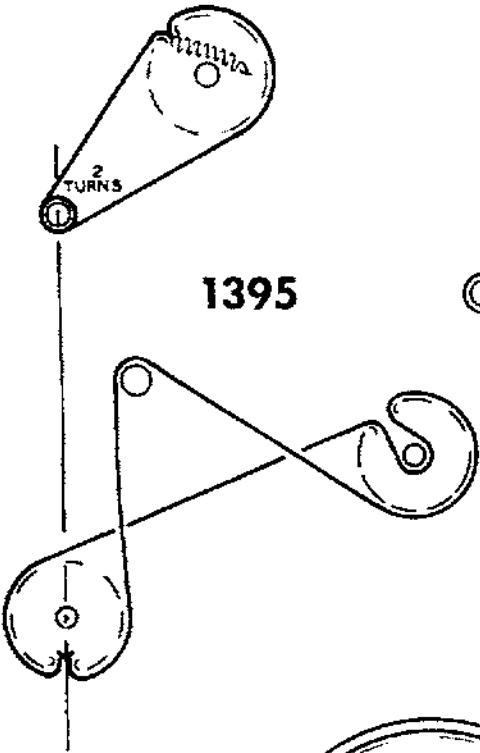
3 1/2 TURNS



1390

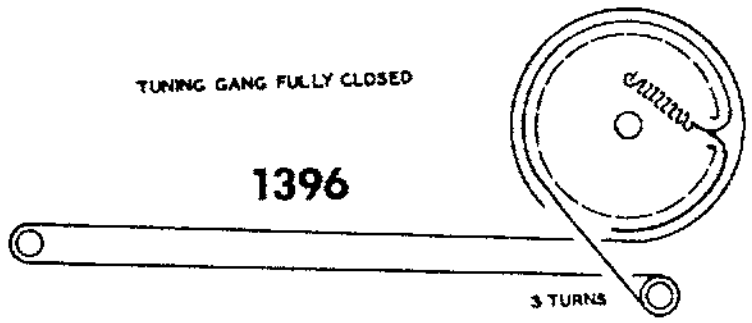


TUNING GANG FULLY CLOSED



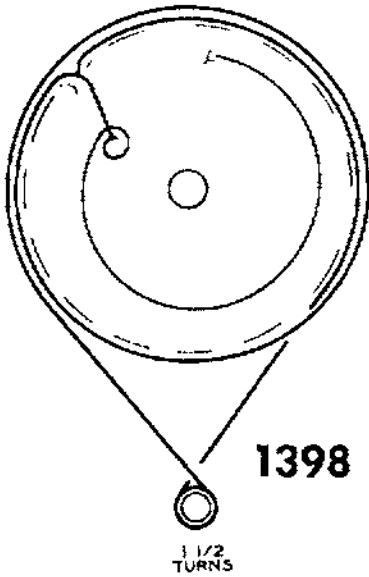
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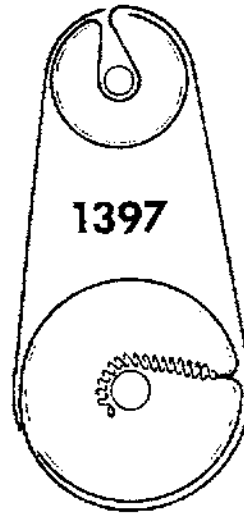
1396

3 TURNS

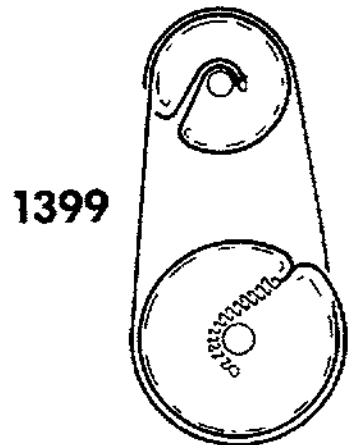


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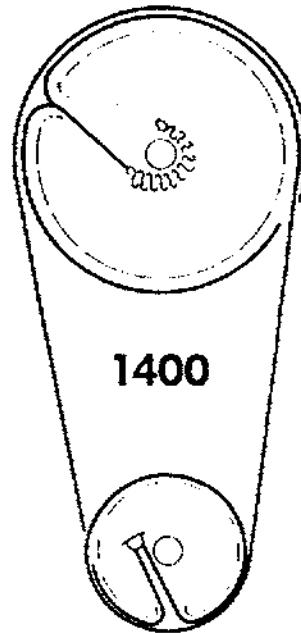
1 1/2 TURNS



1397

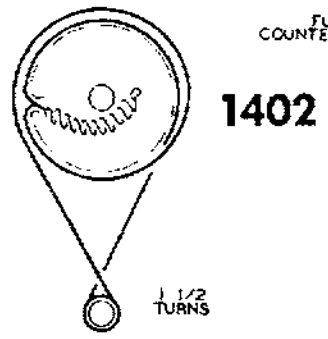
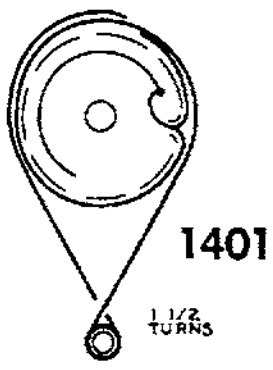


1399

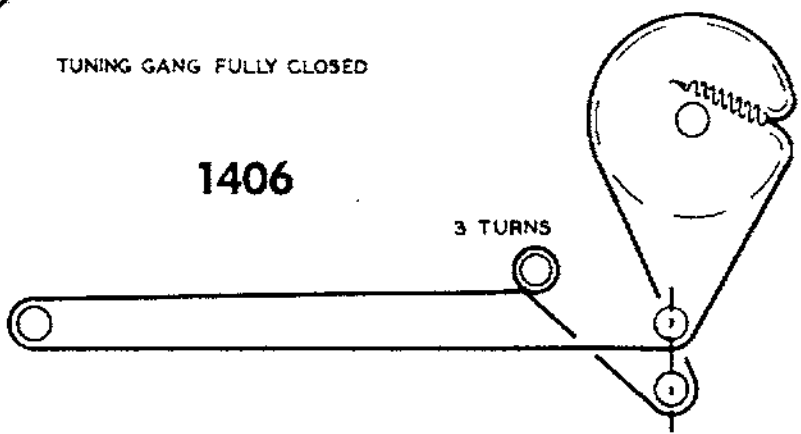
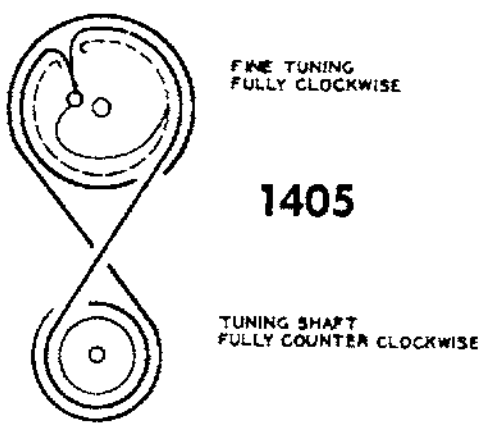
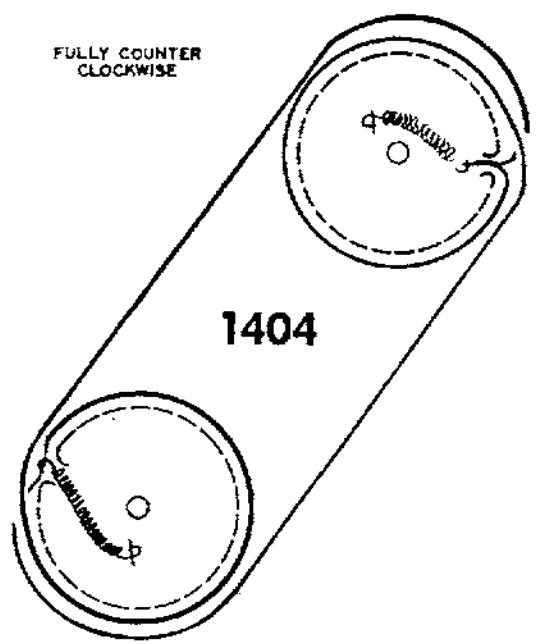
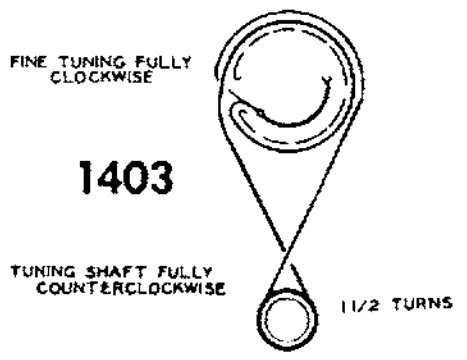


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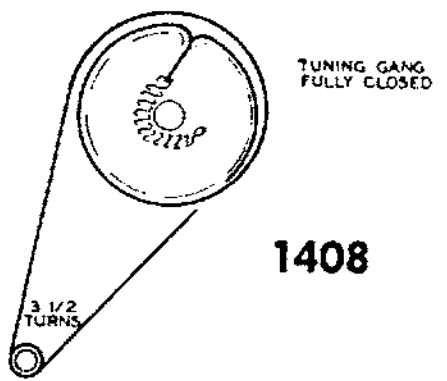
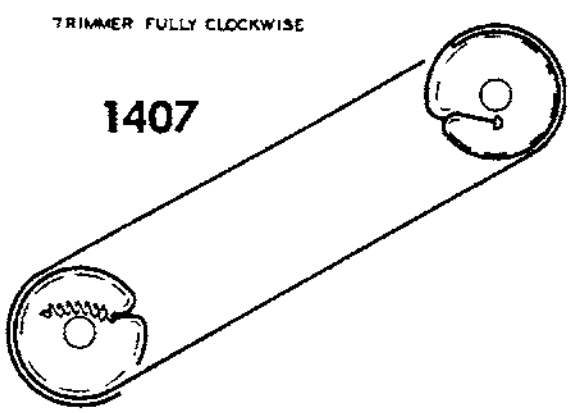
FINE TUNING CONTROL



FULLY COUNTERCLOCKWISE FINE TUNING FULLY CLOCKWISE

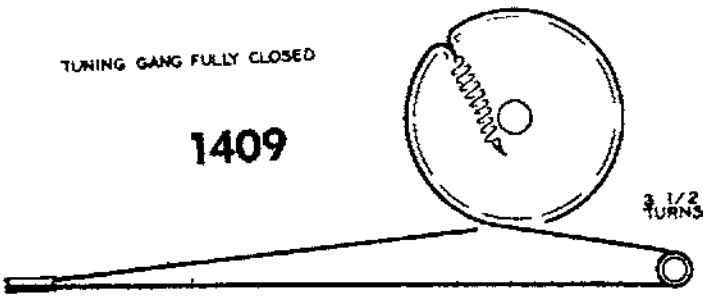


TUNING GANG FULLY CLOSED



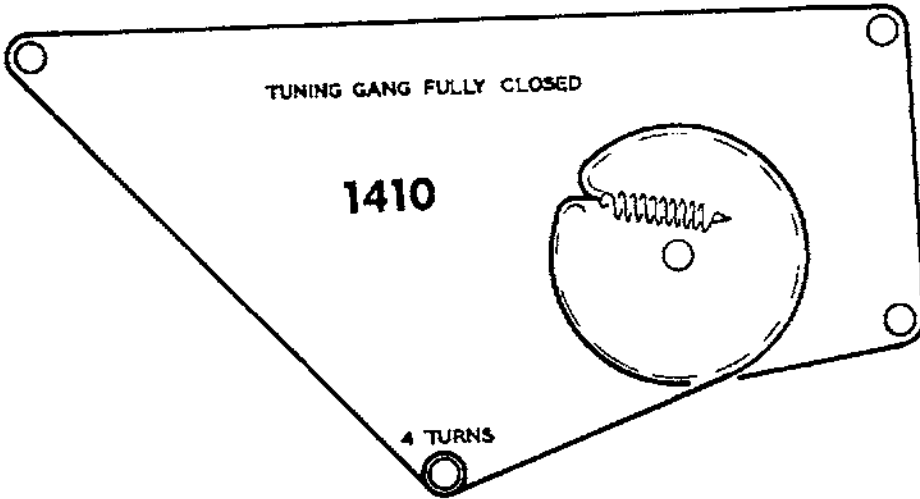
TUNING GANG FULLY CLOSED

1409



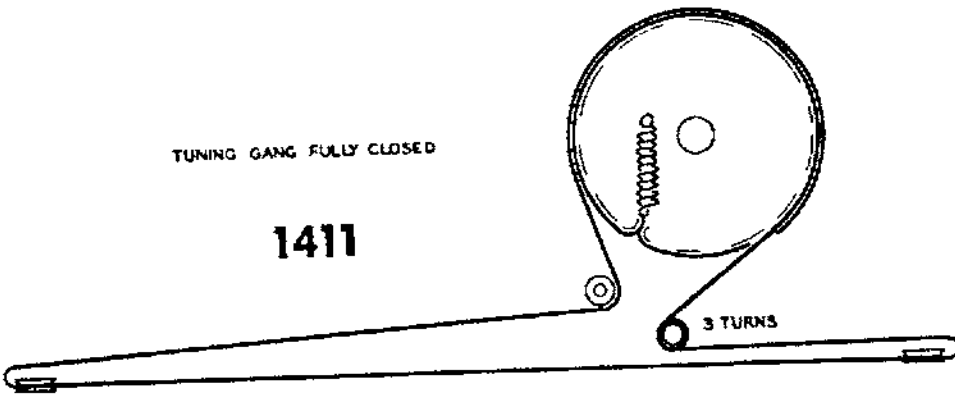
TUNING GANG FULLY CLOSED

1410



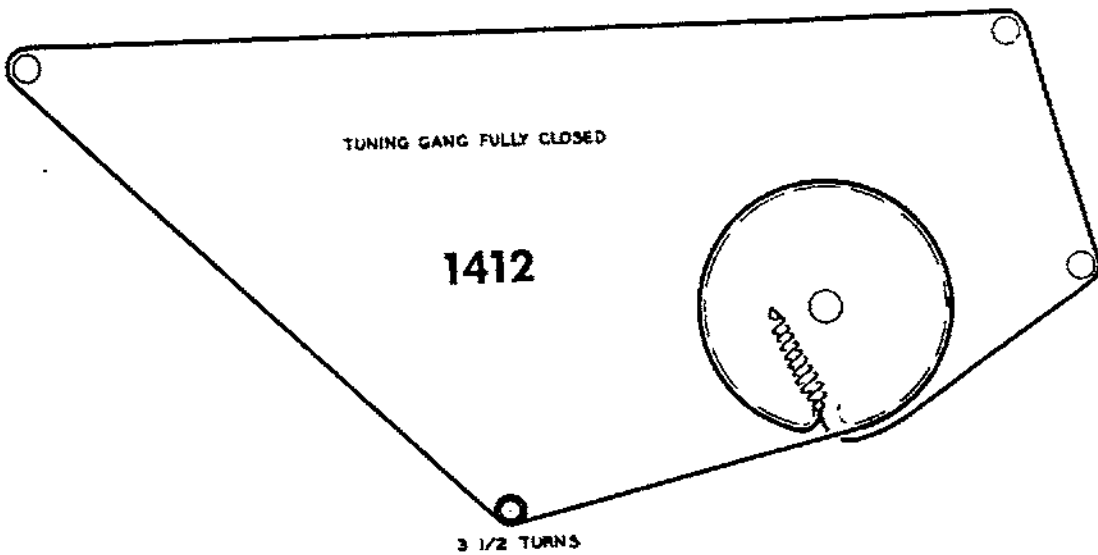
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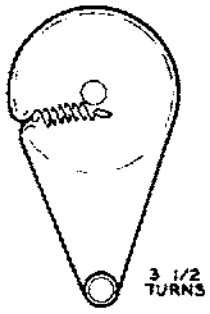
1411



TUNING GANG FULLY CLOSED

1412



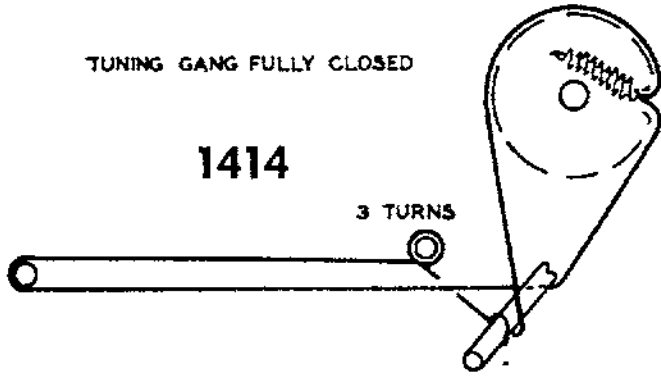


TUNING GANG FULLY CLOSED

1413

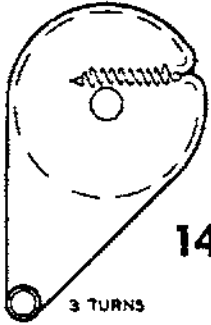
TUNING GANG FULLY CLOSED

1414

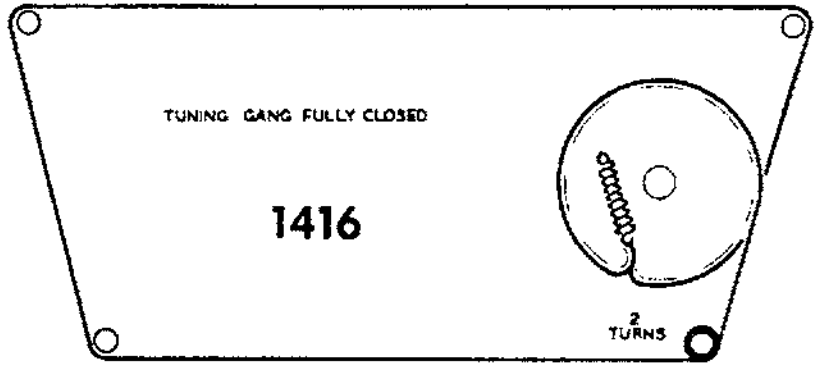


3 TURNS

TUNING GANG FULLY CLOSED



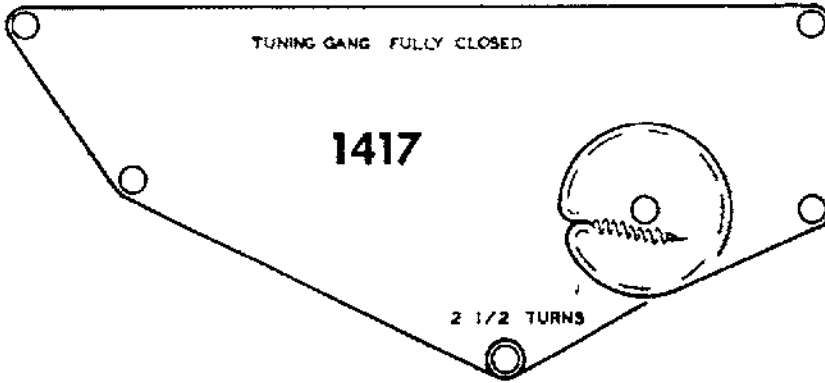
1415



TUNING GANG FULLY CLOSED

1416

2 TURNS



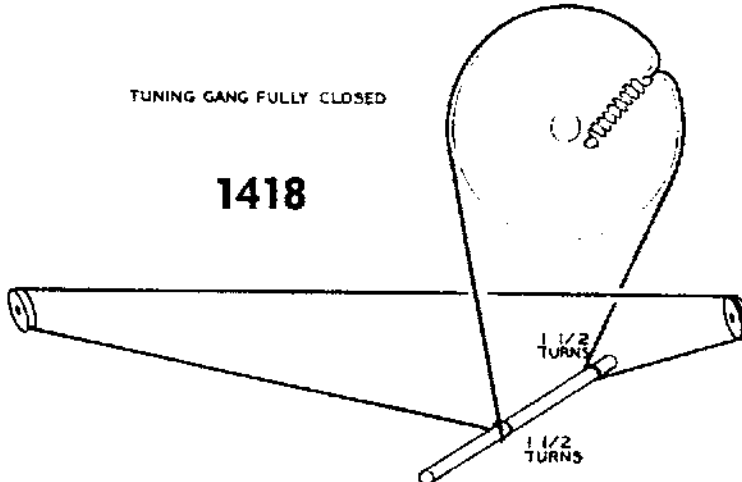
TUNING GANG FULLY CLOSED

1417

2 1/2 TURNS

TUNING GANG FULLY CLOSED

1418

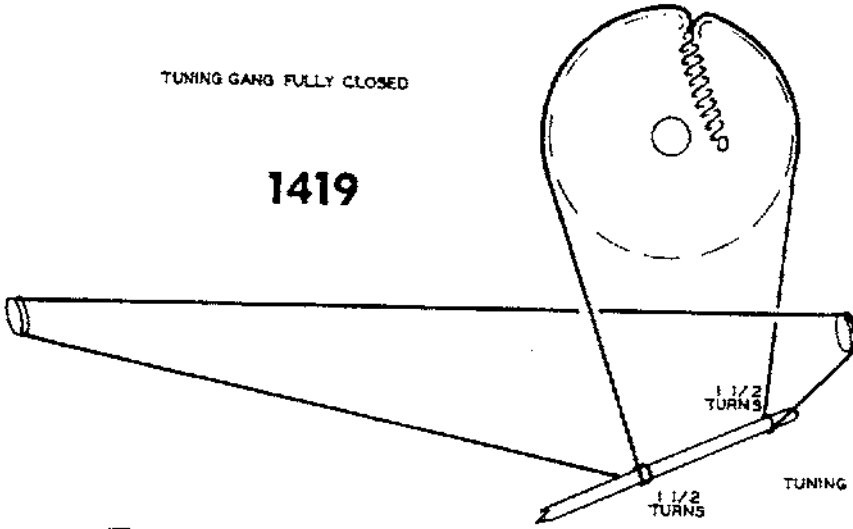


1 1/2 TURNS

1 1/2 TURNS

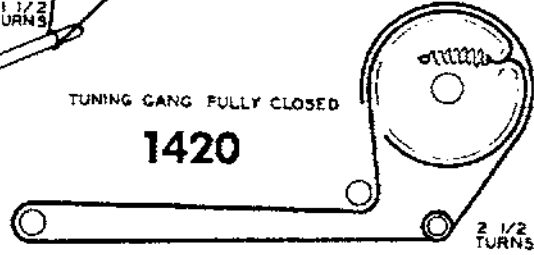
TUNING GANG FULLY CLOSED

1419



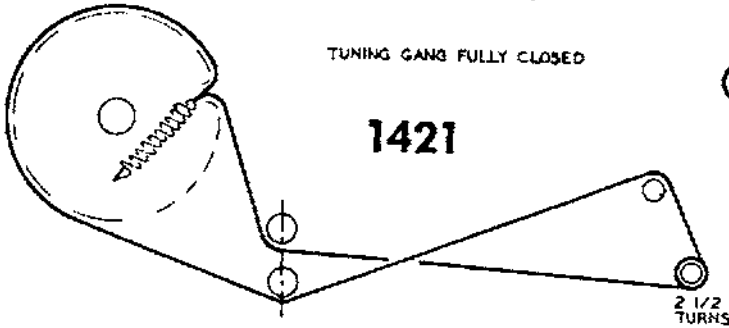
TUNING GANG FULLY CLOSED

1420



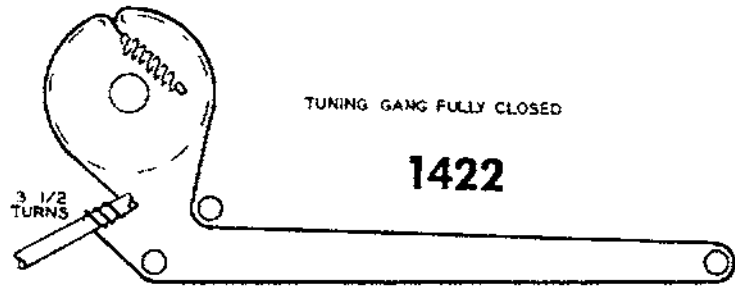
TUNING GANG FULLY CLOSED

1421



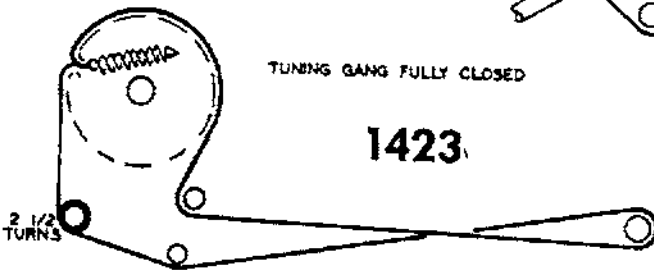
TUNING GANG FULLY CLOSED

1422



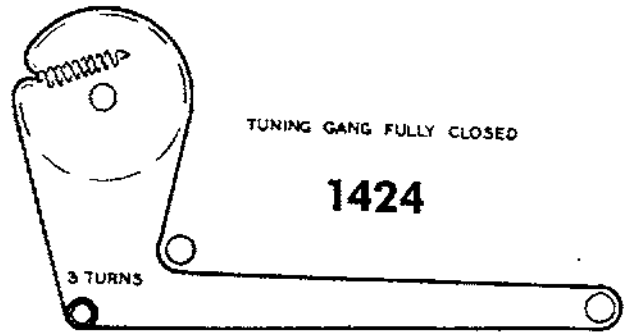
TUNING GANG FULLY CLOSED

1423



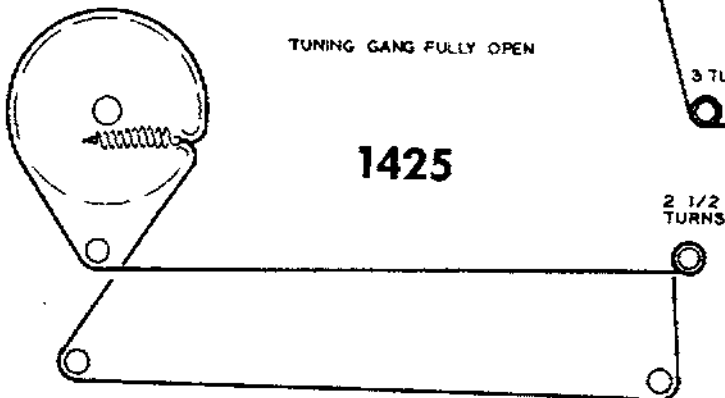
TUNING GANG FULLY CLOSED

1424



TUNING GANG FULLY OPEN

1425



TUNING GANG FULLY CLOSED

1426

3 1/2
TURNS

TUNING GANG FULLY OPEN

1427

1 1/2
TURNS

1/2
TURN

TUNING GANG FULLY CLOSED

1428

3 1/2
TURNS

TUNING GANG
FULLY CLOSED

1429

2 1/2
TURNS

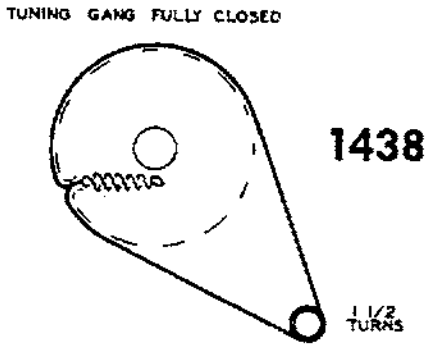
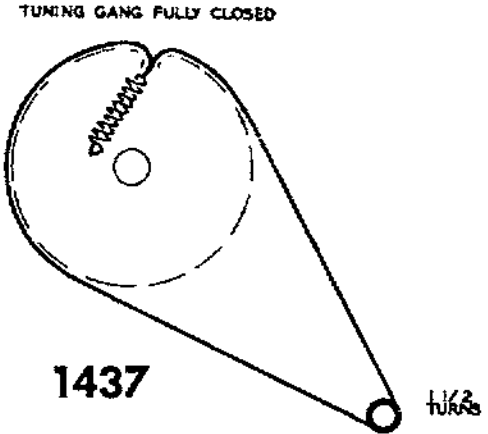
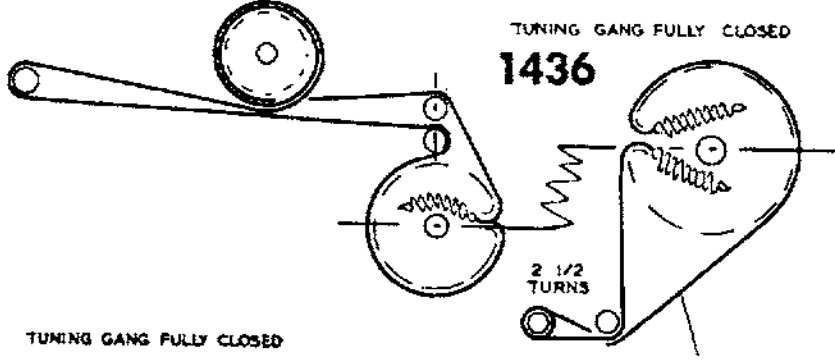
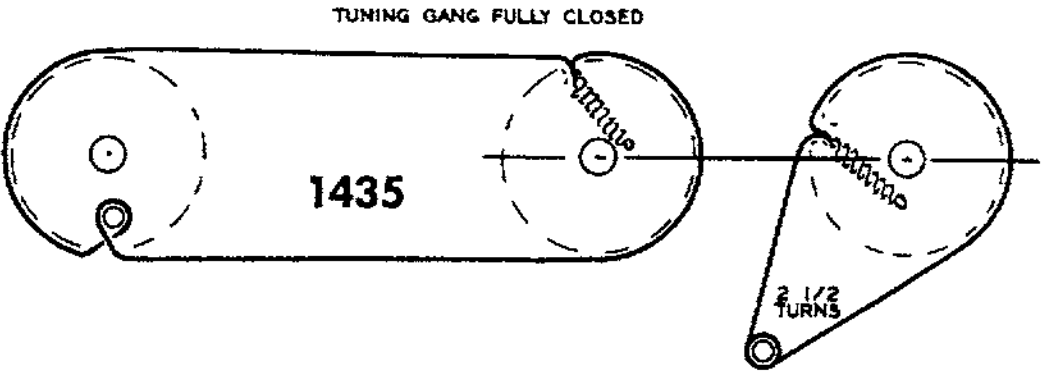
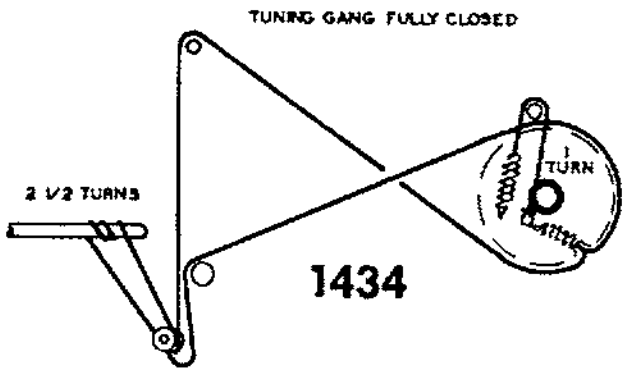
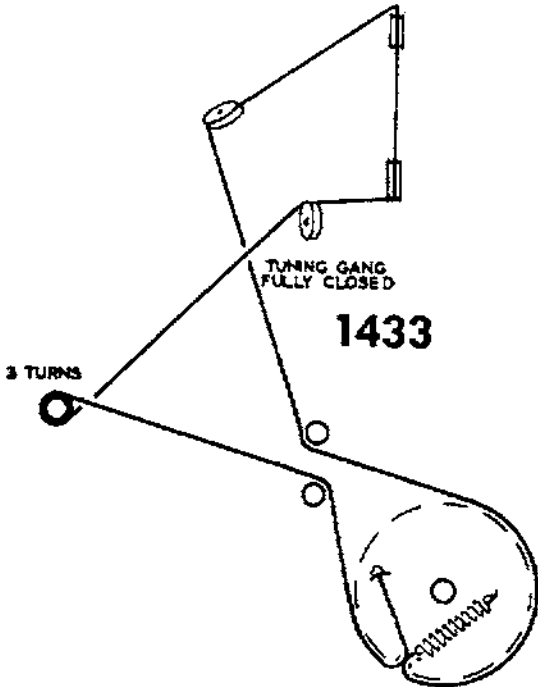
TRIMMER
FULLY CLOSED

1430

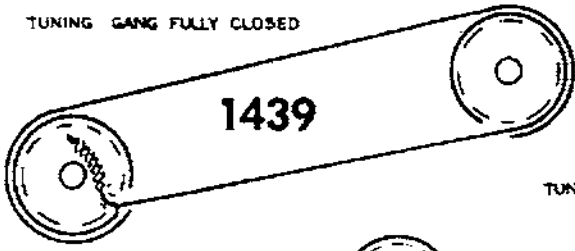
COUNTER CLOCKWISE
POSITION

1431

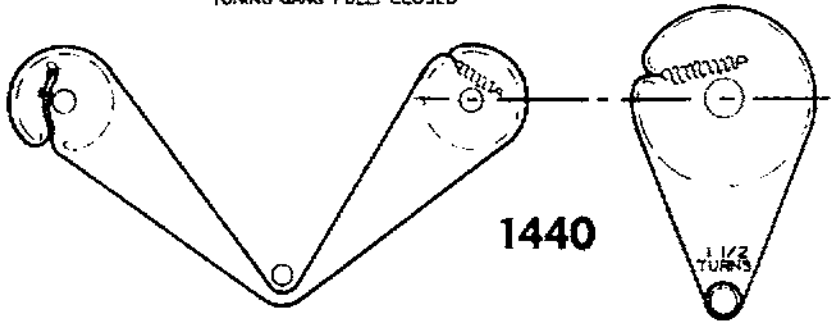
1432



TUNING GANG FULLY CLOSED

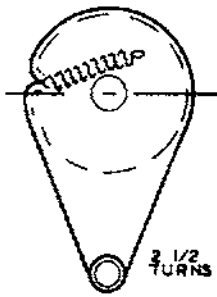


TUNING GANG FULLY CLOSED

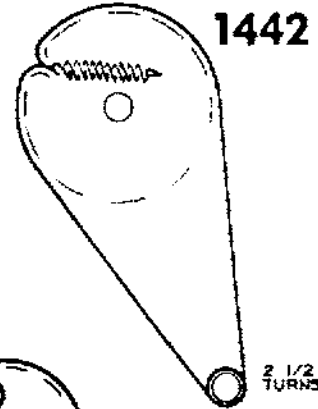
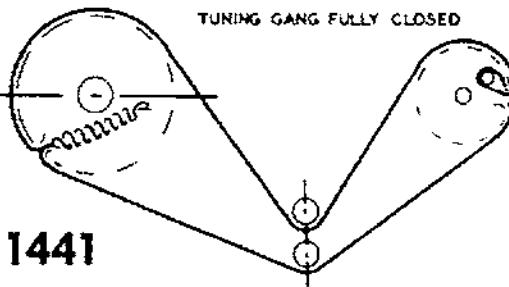


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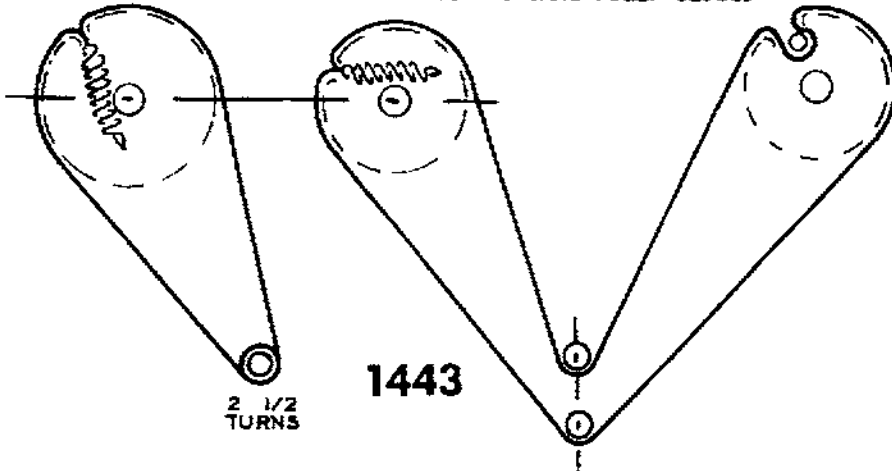
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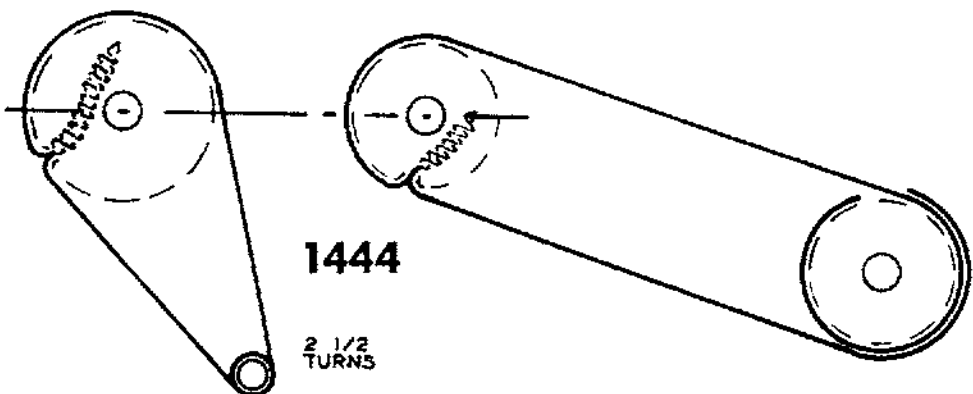
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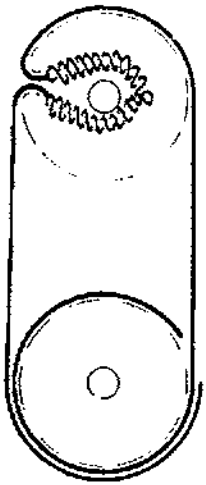


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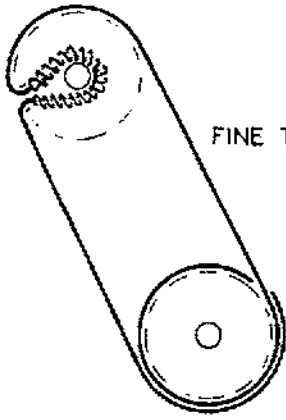


TUNING GANG FULLY CLOSED



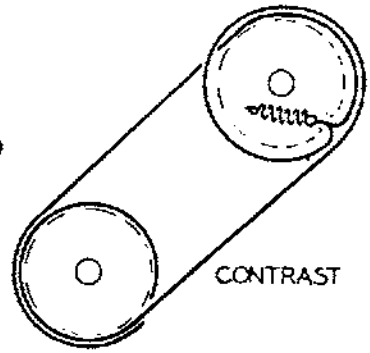


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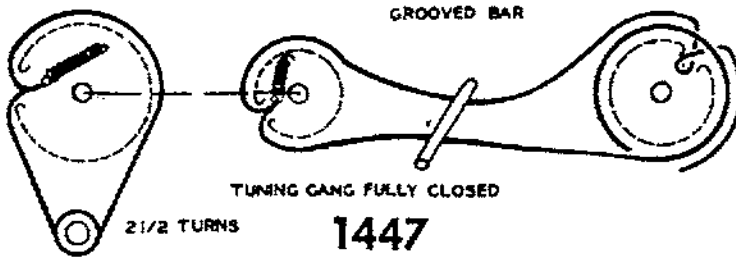


FINE TUNING

1446



CONTRAST

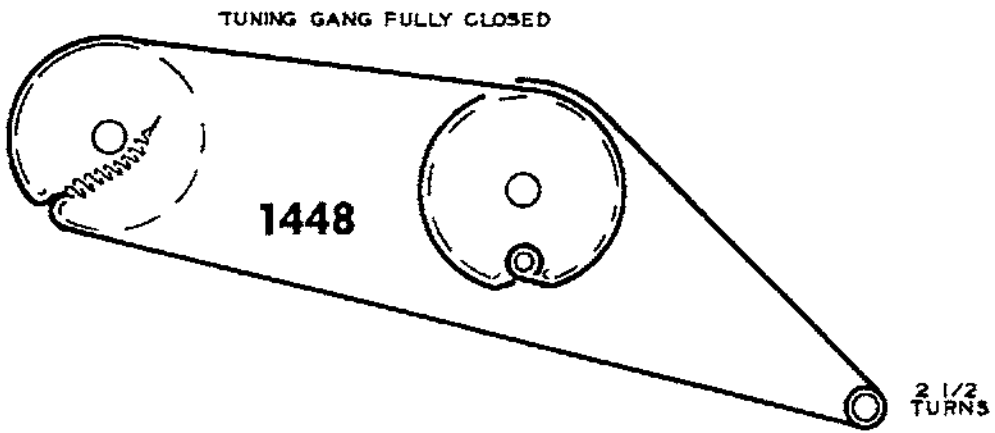


GROOVED BAR

TUNING GANG FULLY CLOSED

2 1/2 TURNS

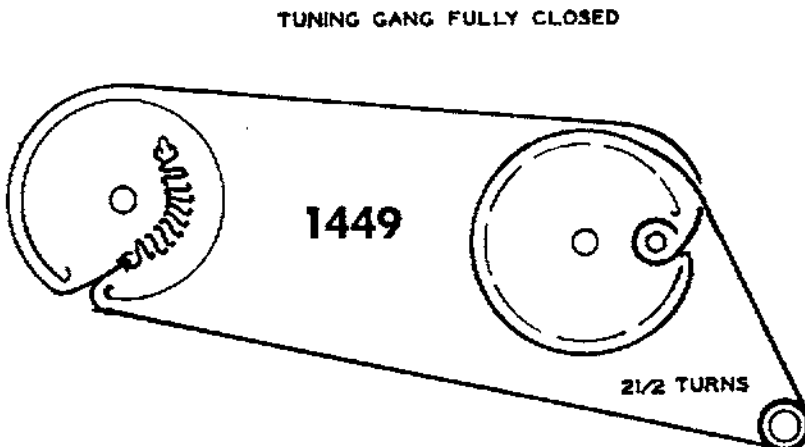
1447



TUNING GANG FULLY CLOSED

1448

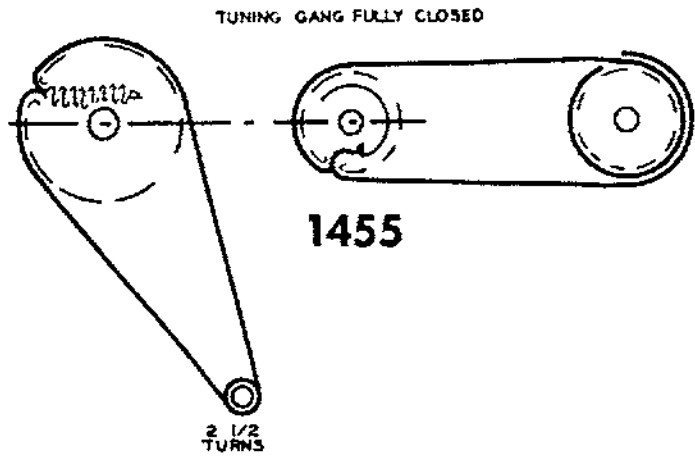
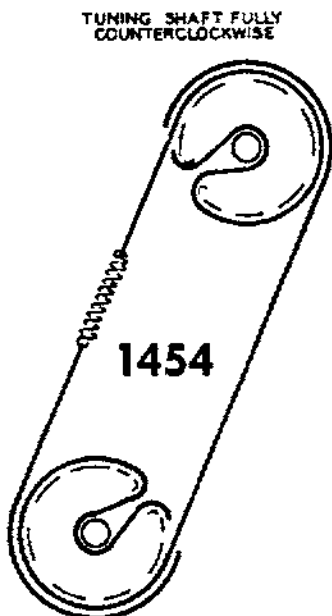
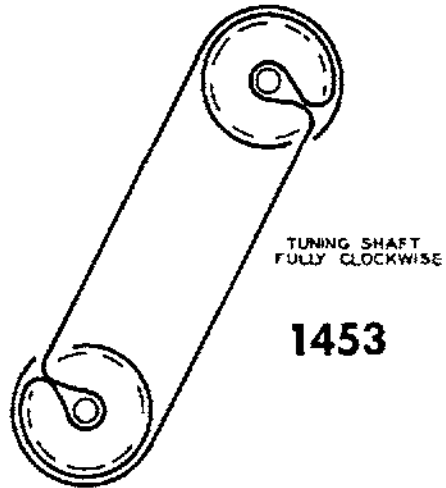
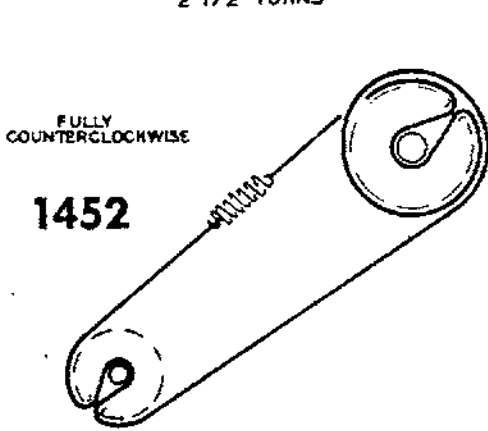
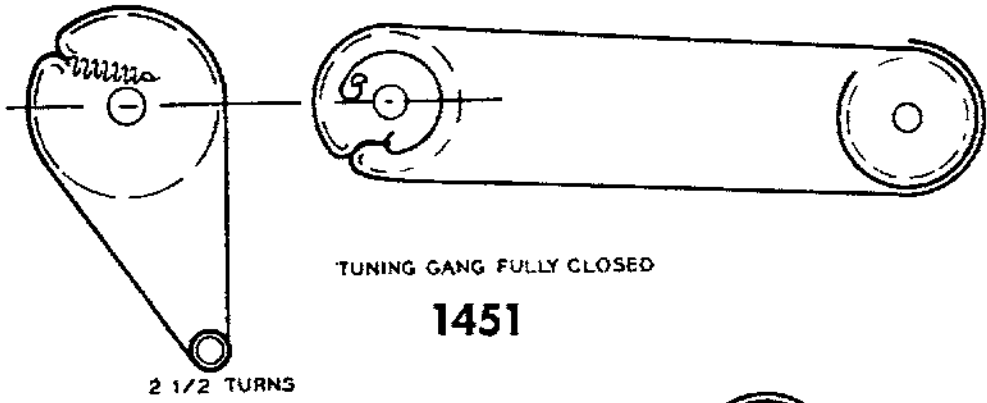
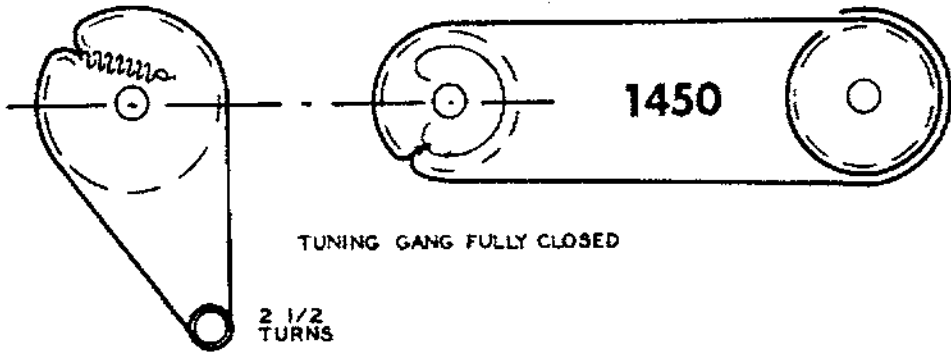
2 1/2 TURNS



TUNING GANG FULLY CLOSED

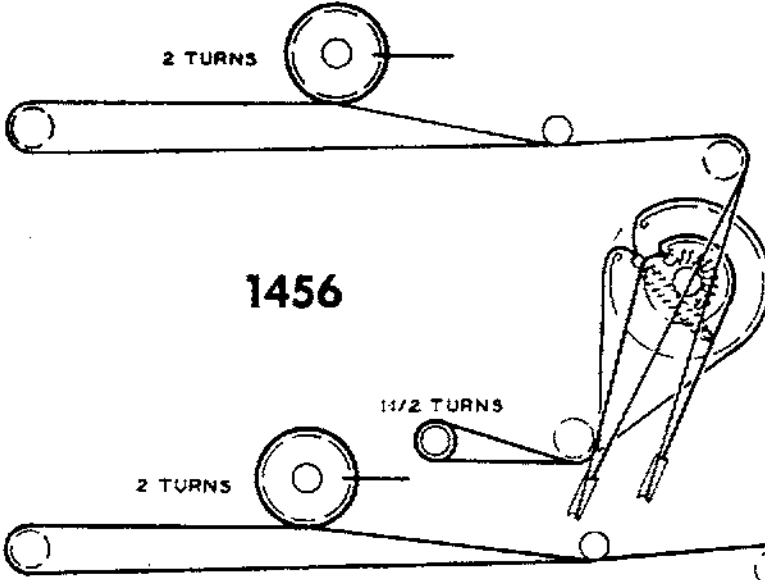
1449

2 1/2 TURNS



TUNING GANG FULLY CLOSED

2 TURNS



1456

1 1/2 TURNS

2 TURNS

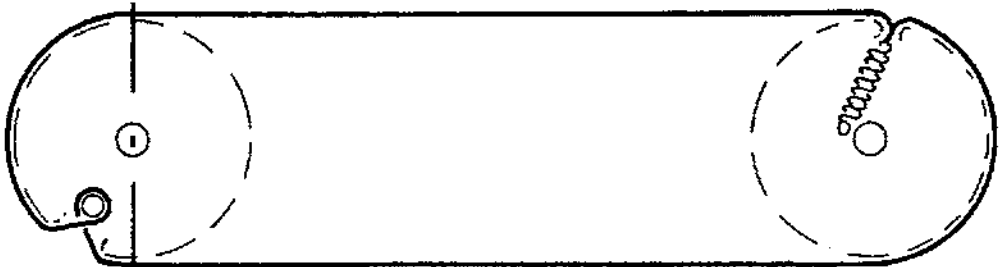
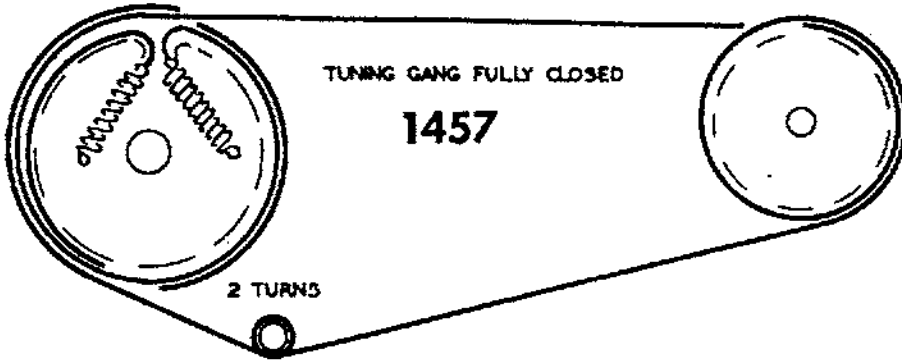
TUNING GANG FULLY CLOSED

1 1/2 TURNS

TUNING GANG FULLY CLOSED

1457

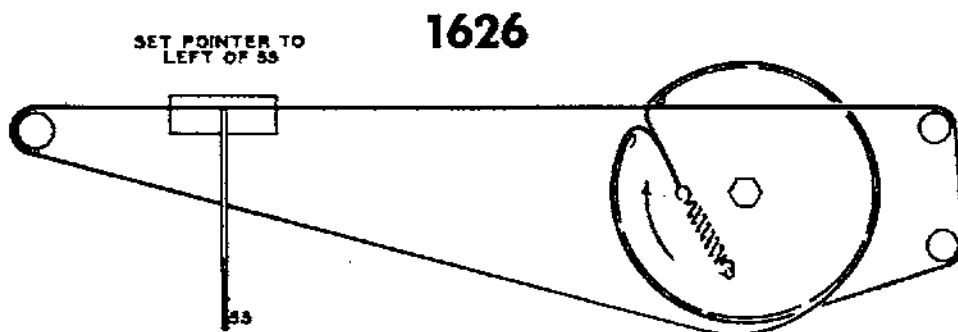
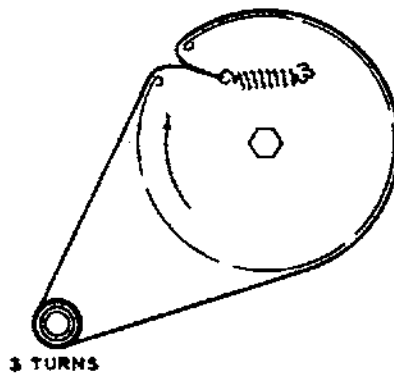
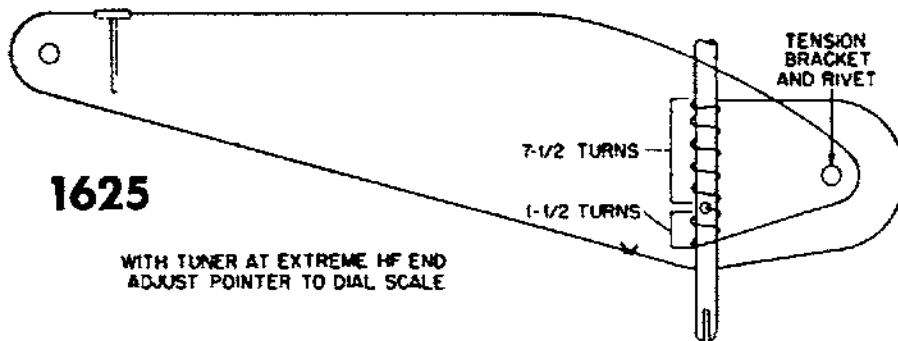
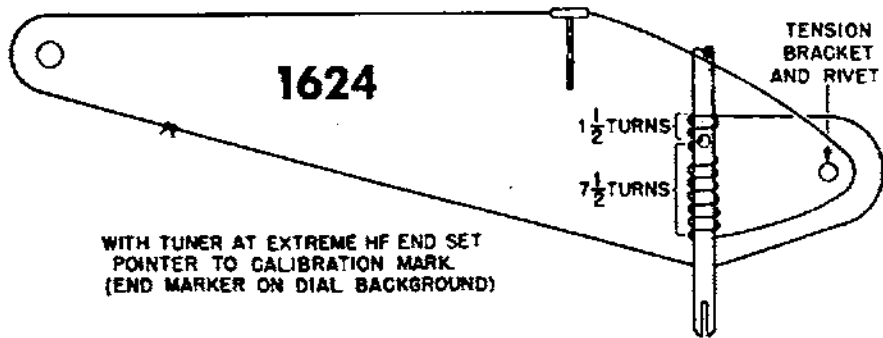
2 TURNS

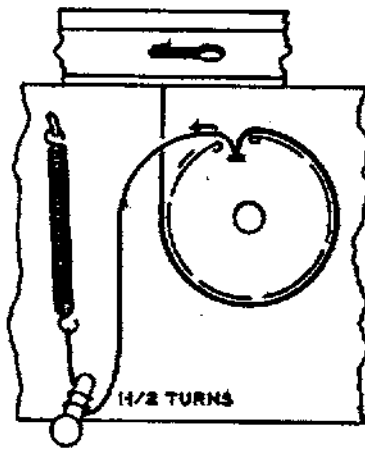


TUNING GANG FULLY CLOSED

1458

1 1/2 TURNS





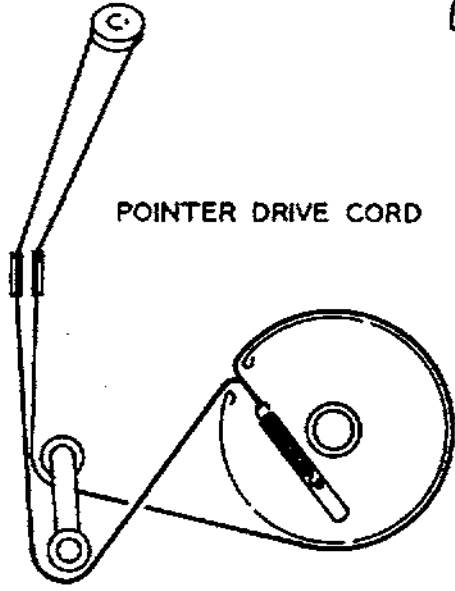
F M PULLEY
DRIVE CORD

POINTER DRIVE CORD

PULLEY DRIVE CORD

1627

DRIVE PULLEY
GANG FULLY CLOSED

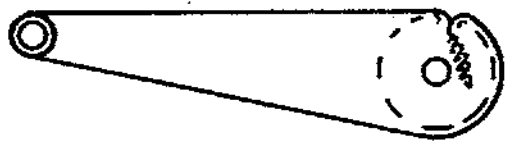
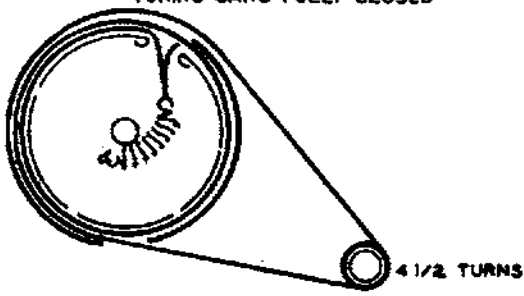


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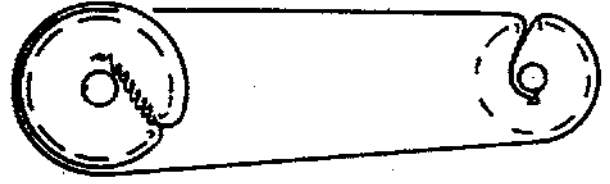
TUNING GANG FULLY CLOSED

1629

3 TURNS



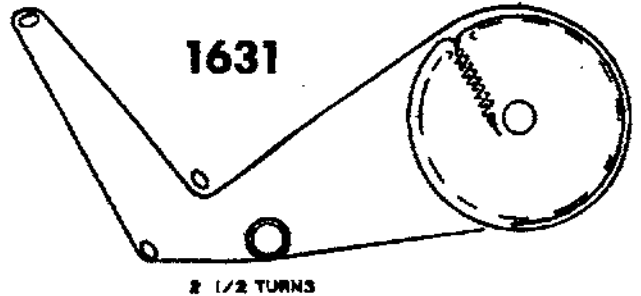
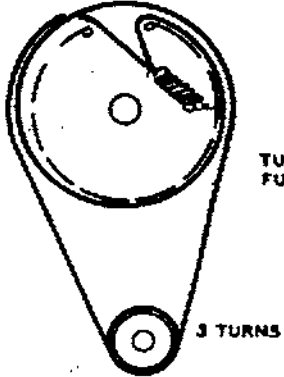
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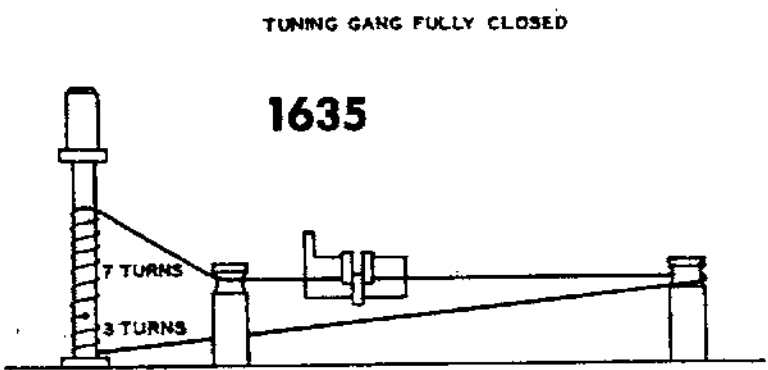
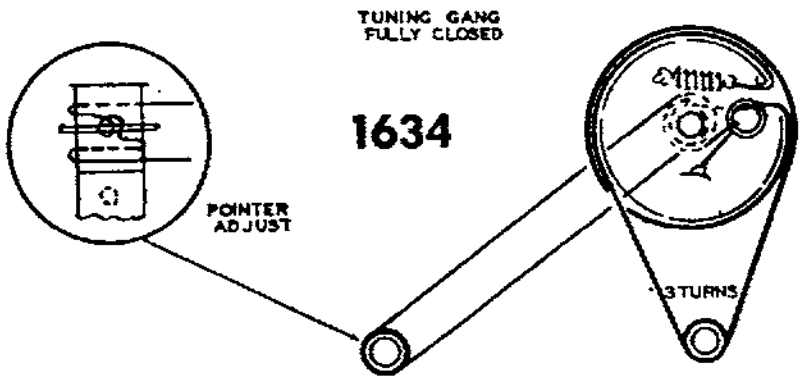
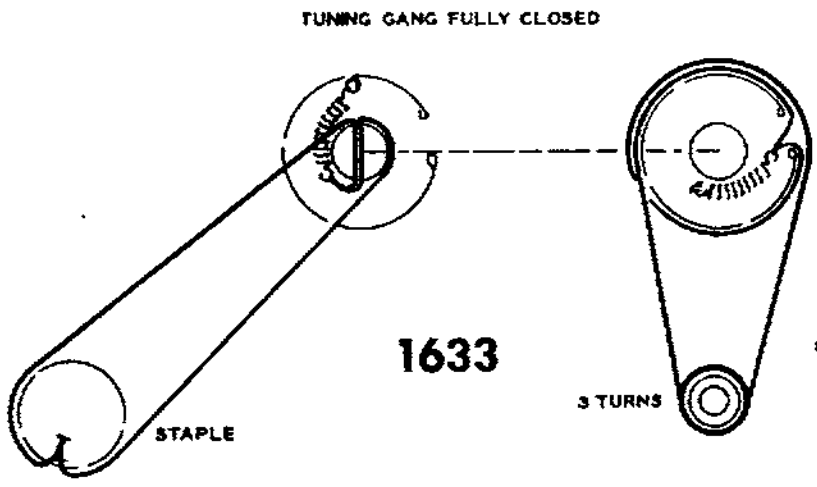
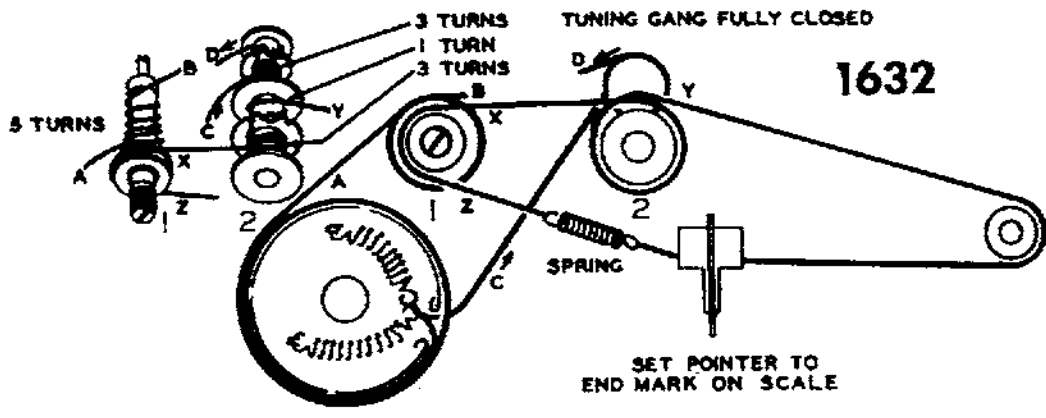
TUNING GANG FULLY CLOSED

1631

TUNING GANG
FULLY CLOSED



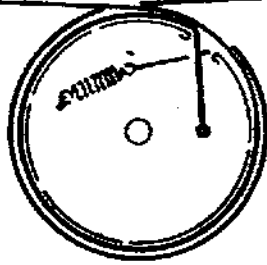
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TUNING GANG FULLY CLOSED

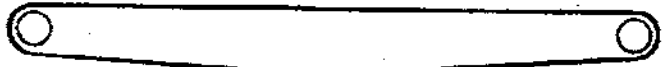


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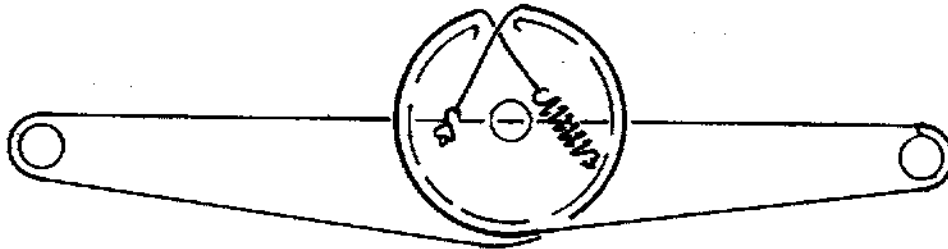


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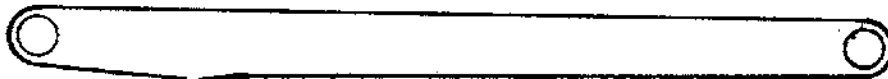
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

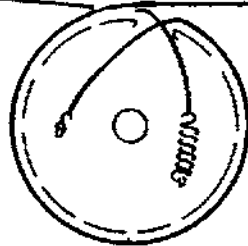


MAIN TUNING



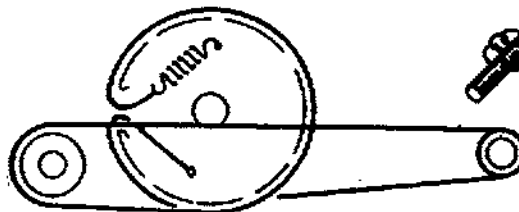
TUNING GANG FULLY CLOSED

1638



BANDSPREAD

TUNING GANG FULLY CLOSED



1639

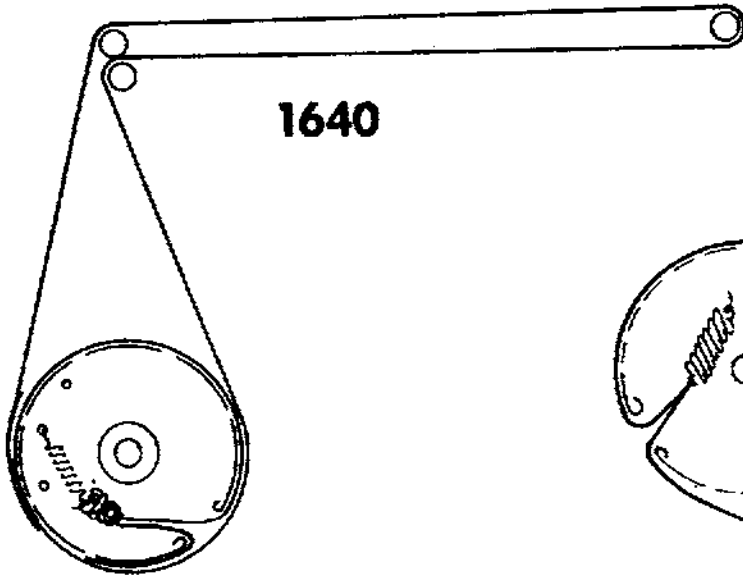


1. Length of cord 38" including clip at one end and loop in other. Measure 16 3/4" from clip end and mark this point. Loop cord at mark and push thru hole in shaft. Bring ends of cord thru loop as shown and pull taut keeping marked point over hole.

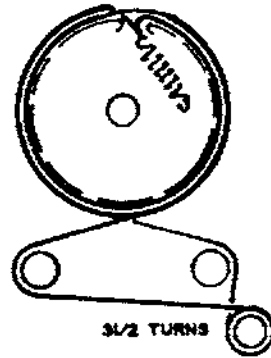
2. Wind clip end of cord 6 1/2 turns around shaft and with tuning capacitor at maximum hook clip to large pulley. Turn capacitor to minimum allowing other end of cord to wind itself around shaft.

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

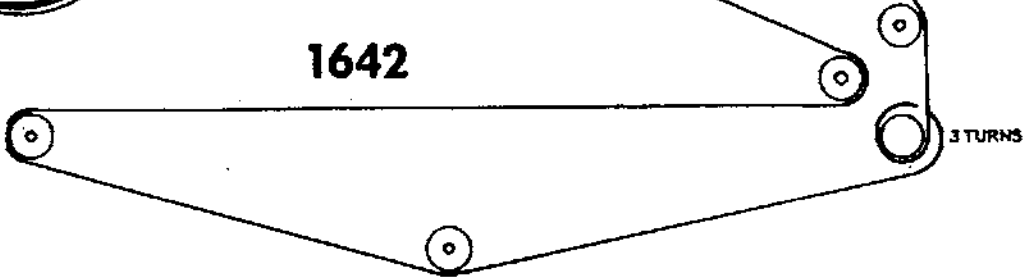
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

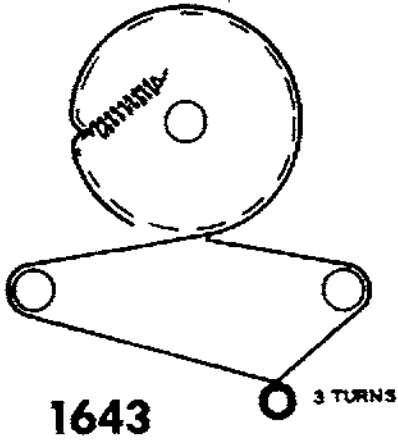


1642



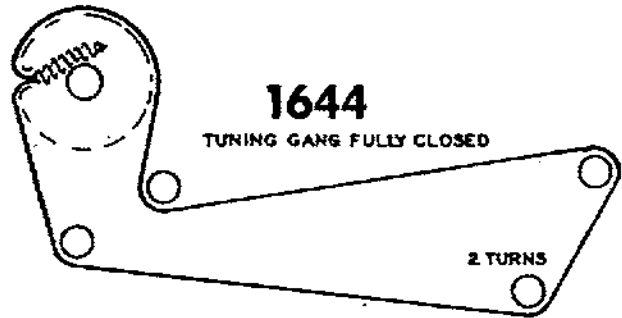
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED



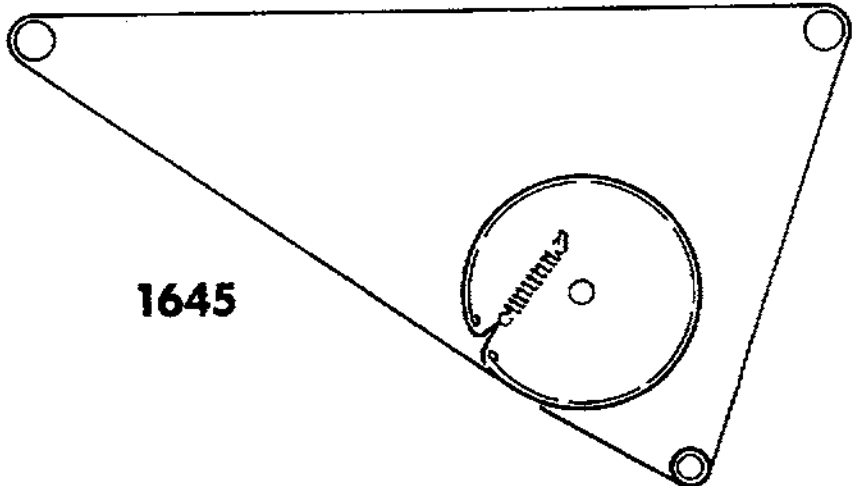
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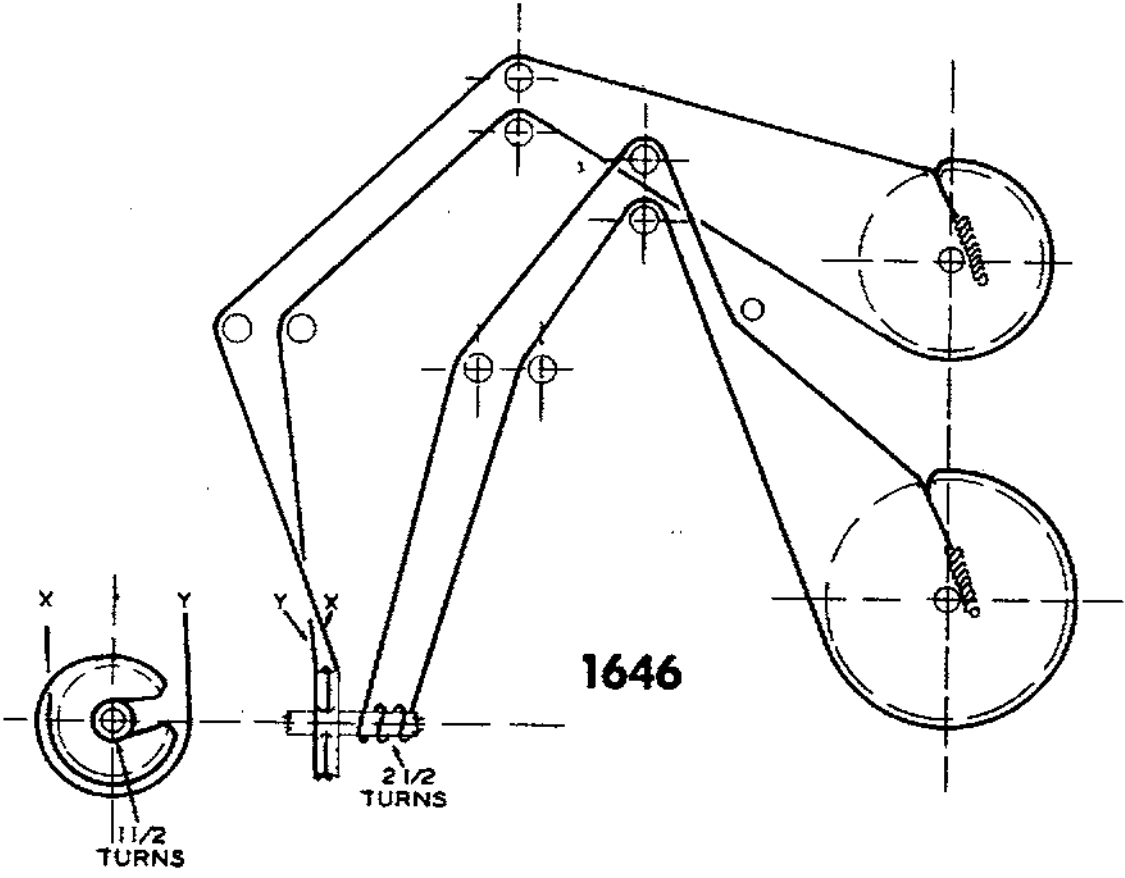


TUNING GANG FULLY CLOSED

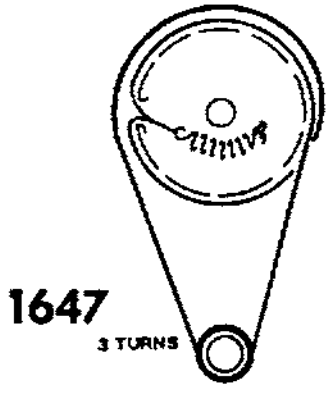
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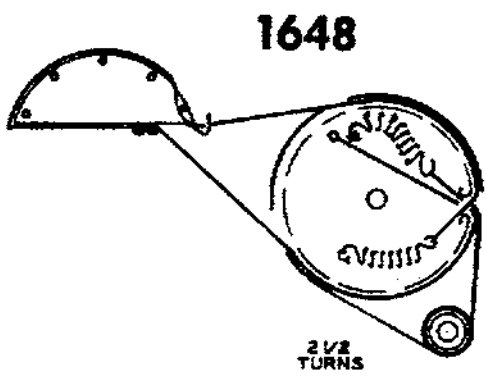
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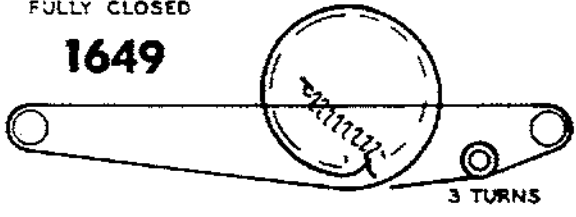
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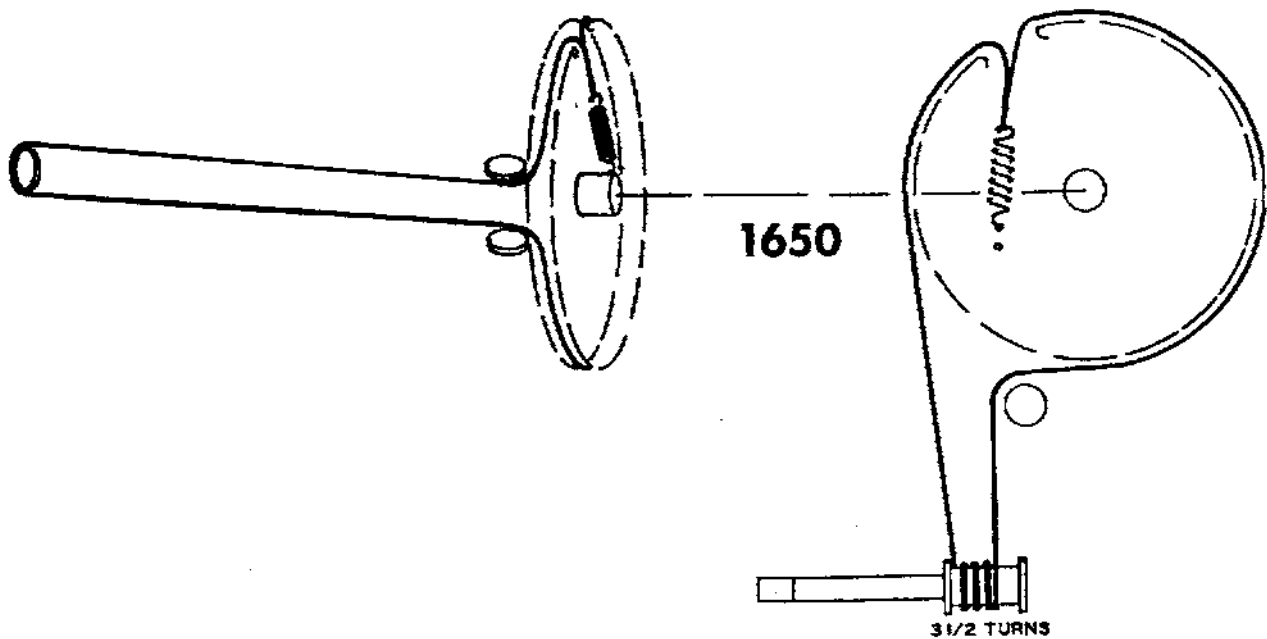
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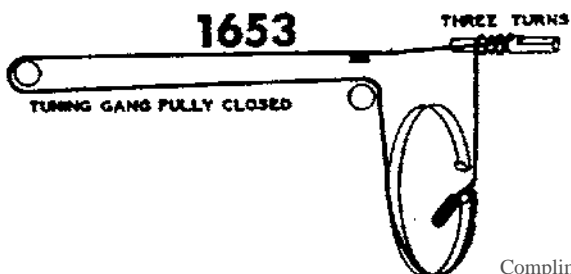
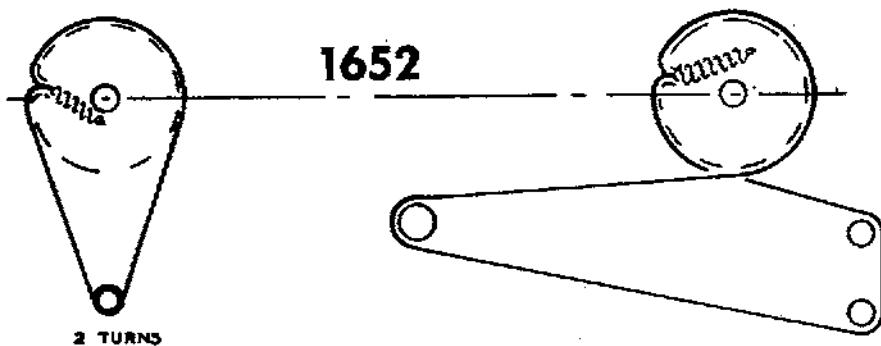
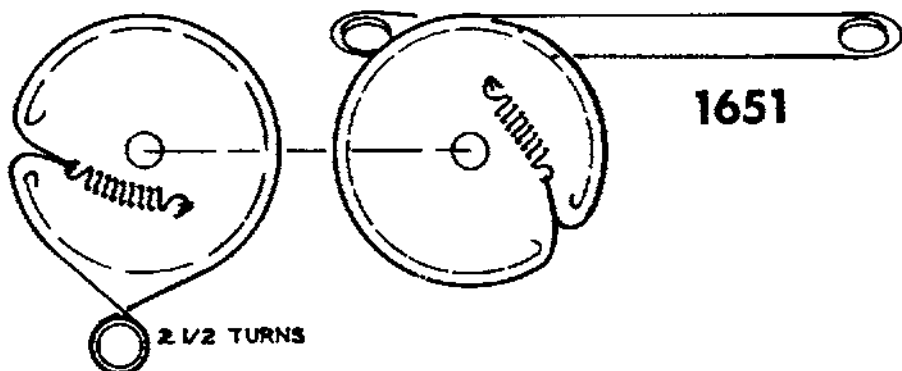
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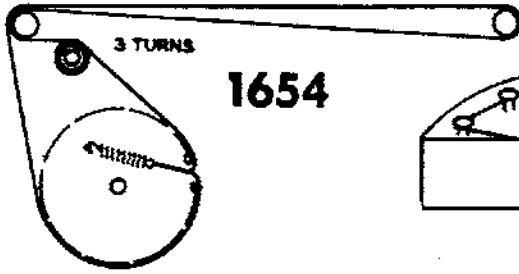
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

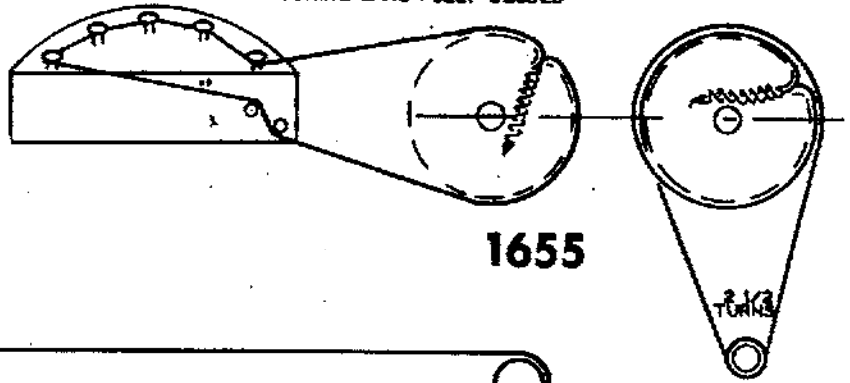


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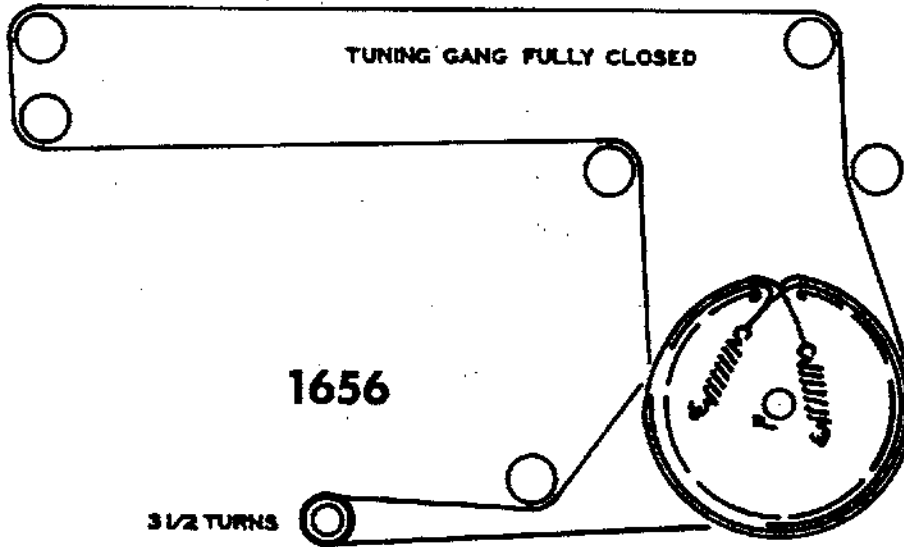
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TUNING GANG FULLY CLOSED



1655

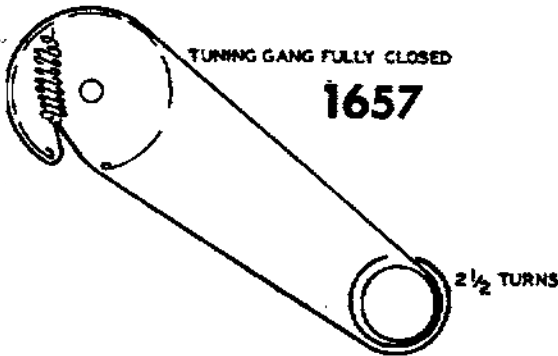
TUNING GANG FULLY CLOSED



1656

3 1/2 TURNS

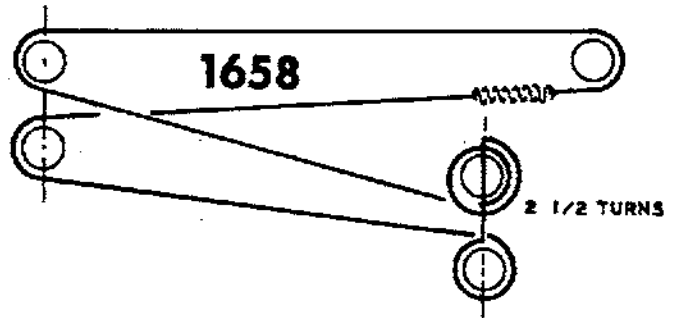
TUNING GANG FULLY CLOSED



1657

2 1/2 TURNS

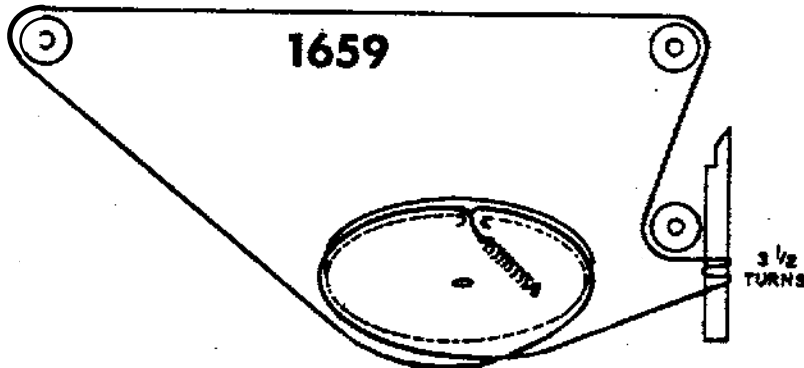
TUNING GANG FULLY CLOSED



1658

2 1/2 TURNS

TUNING GANG FULLY OPEN



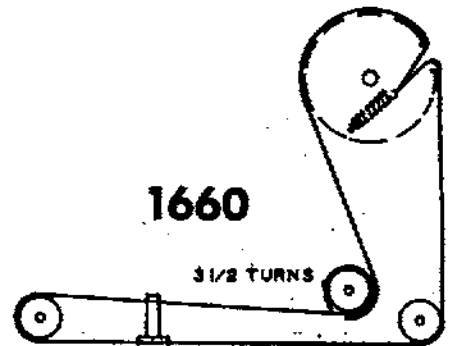
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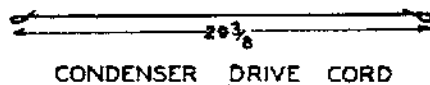
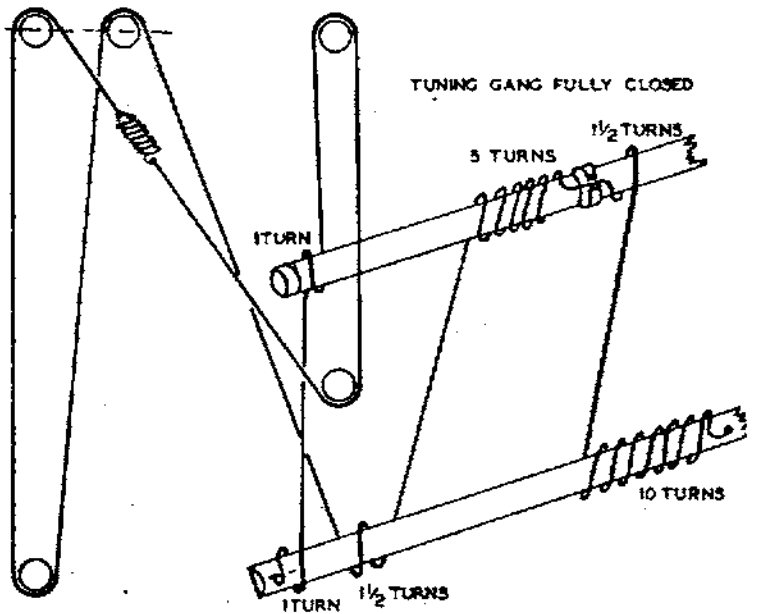
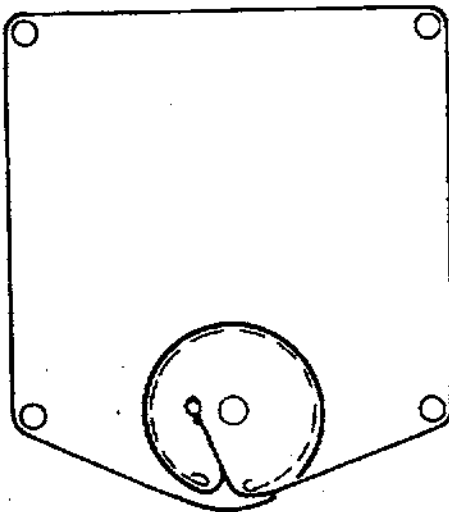
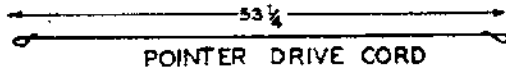
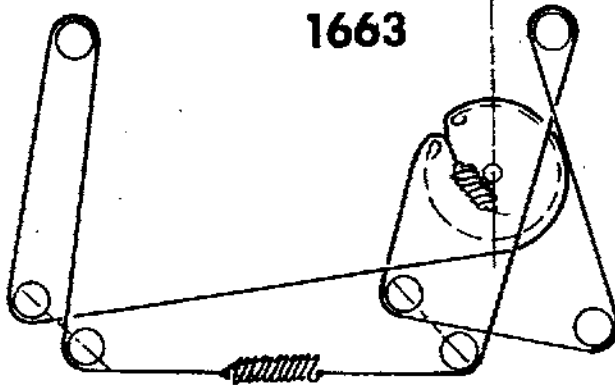
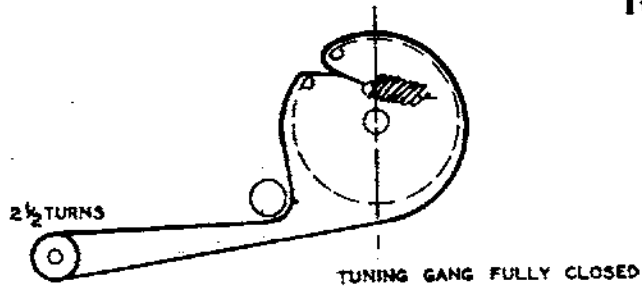
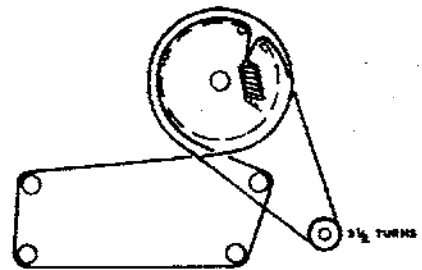
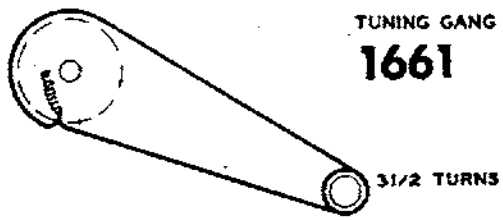
3 1/2 TURNS

1660

3 1/2 TURNS

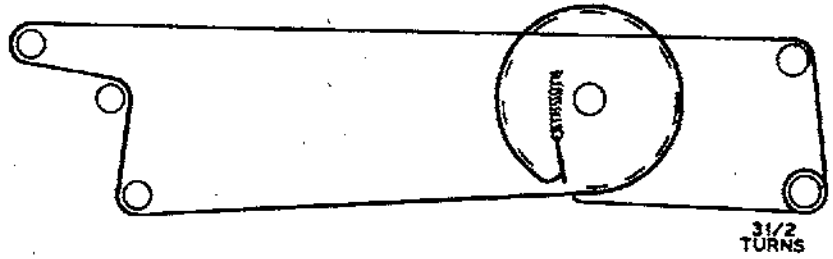
TUNING GANG FULLY CLOSED





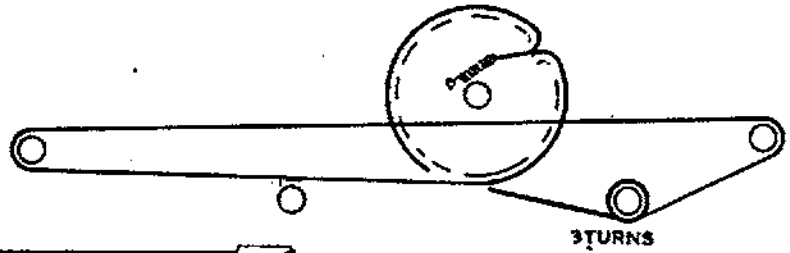
1664

TUNING GANG FULLY CLOSED



3 1/2 TURNS

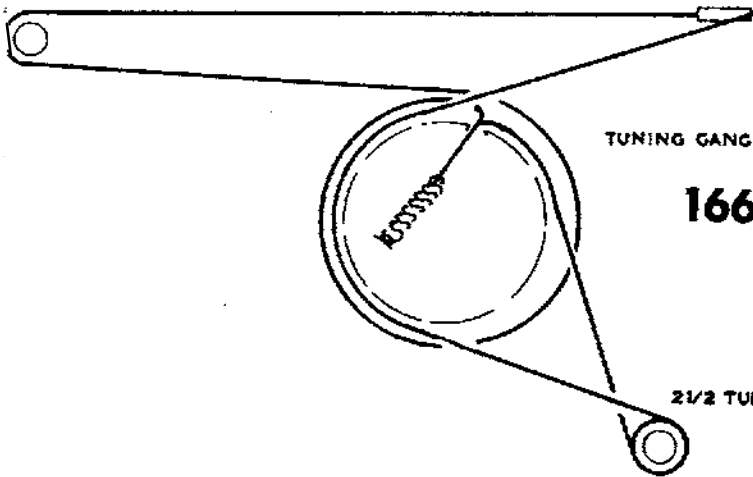
1665



3 TURNS

TUNING GANG FULLY CLOSED

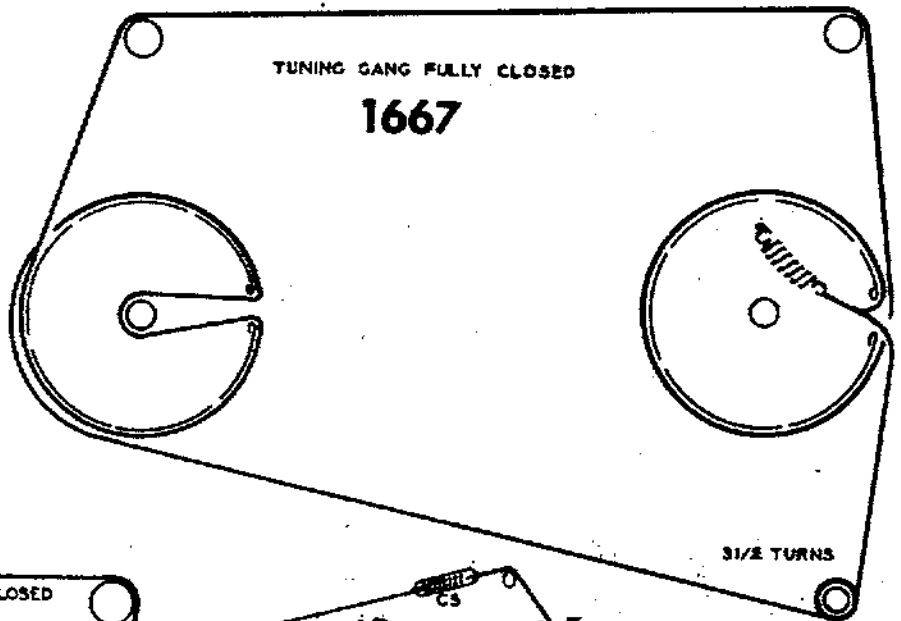
1666



2 1/2 TURNS

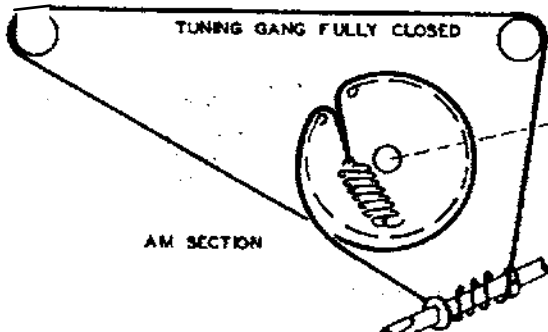
TUNING GANG FULLY CLOSED

1667

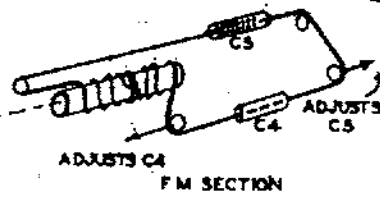


3 1/2 TURNS

TUNING GANG FULLY CLOSED

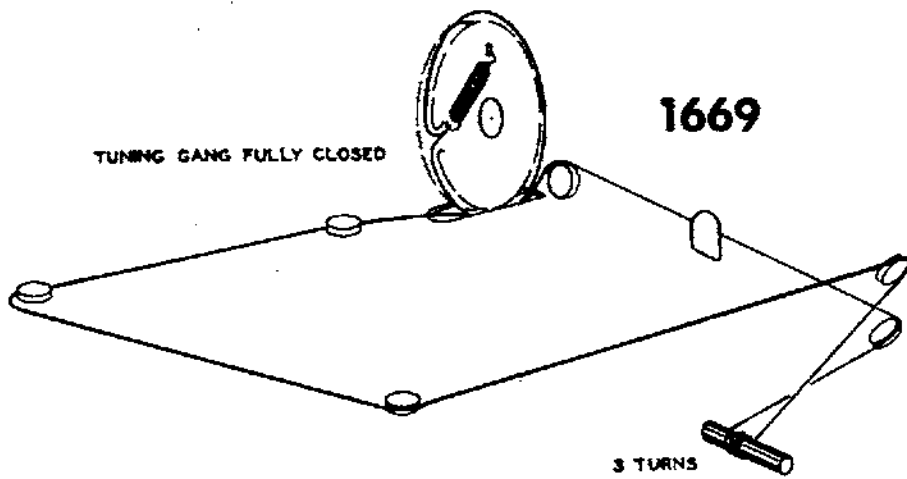


AM SECTION



ADJUSTS C4
FM SECTION
ADJUSTS C5

1668

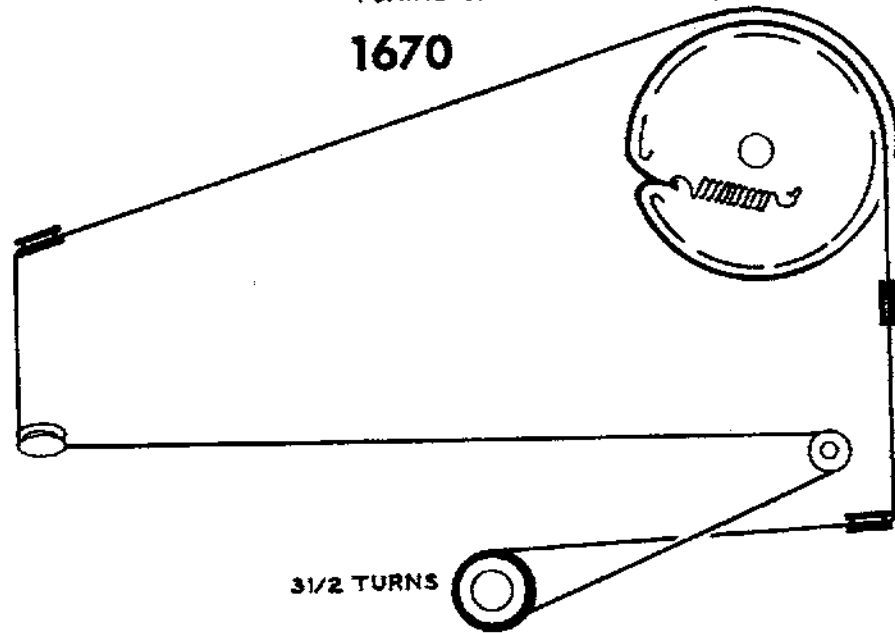


1669

TUNING GANG FULLY CLOSED

3 TURNS

TUNING GANG FULLY CLOSED

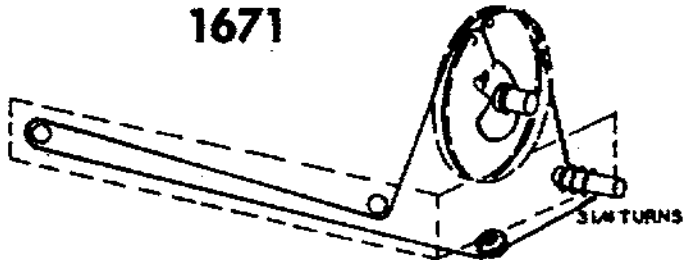


1670

3 1/2 TURNS

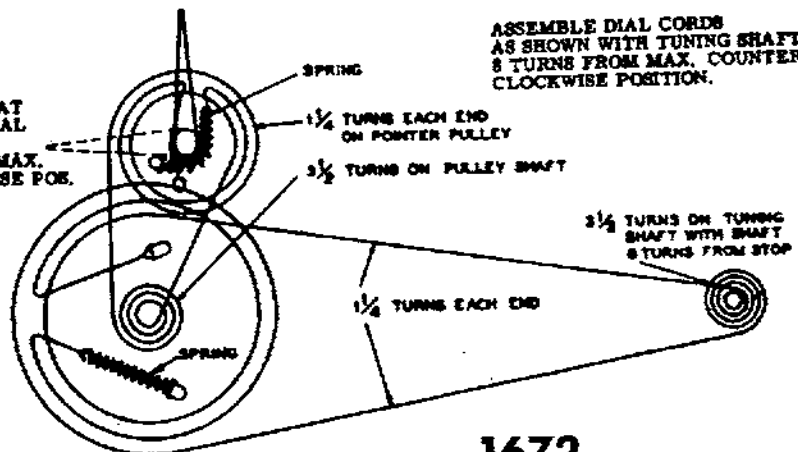
TUNING GANG FULLY CLOSED

1671



3 1/4 TURNS

LOCATE POINTER AT INDEX MARK ON DIAL BACK PLATE WITH TUNING SHAFT IN MAX. COUNTERCLOCKWISE POS.



ASSEMBLE DIAL CORDS AS SHOWN WITH TUNING SHAFT 8 TURNS FROM MAX. COUNTERCLOCKWISE POSITION.

SPRING

1 1/4 TURNS EACH END ON POINTER PULLEY

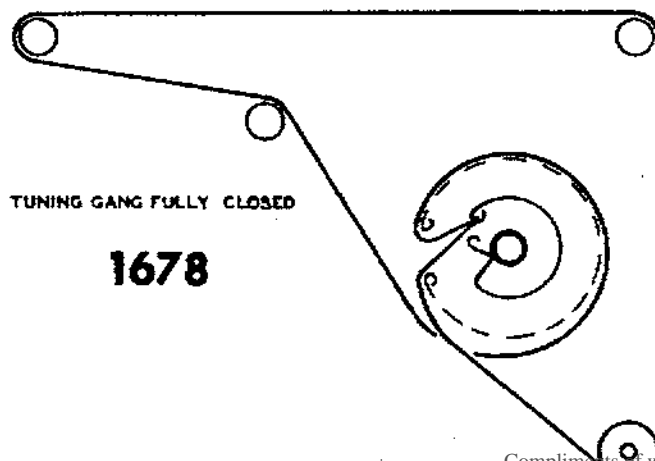
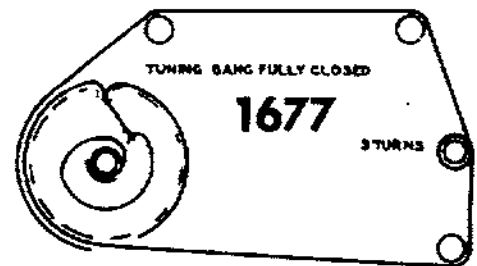
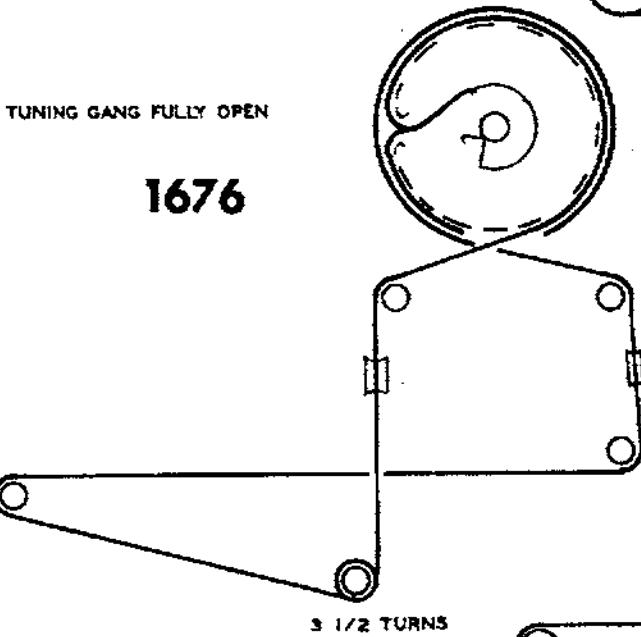
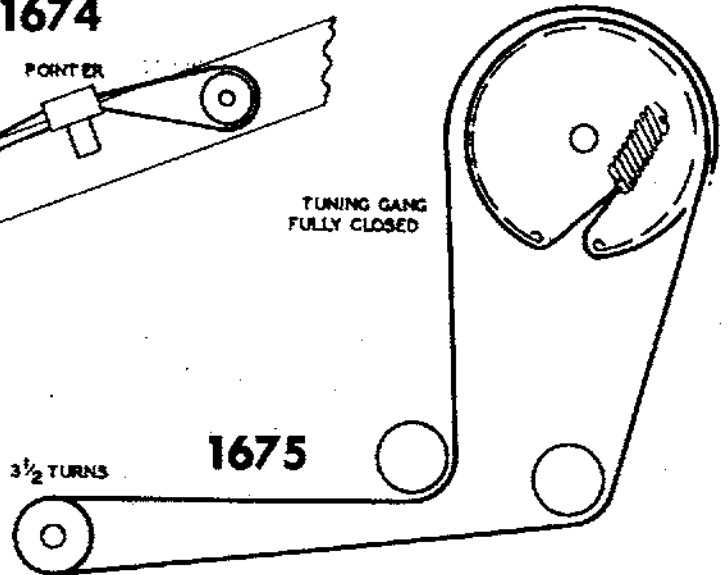
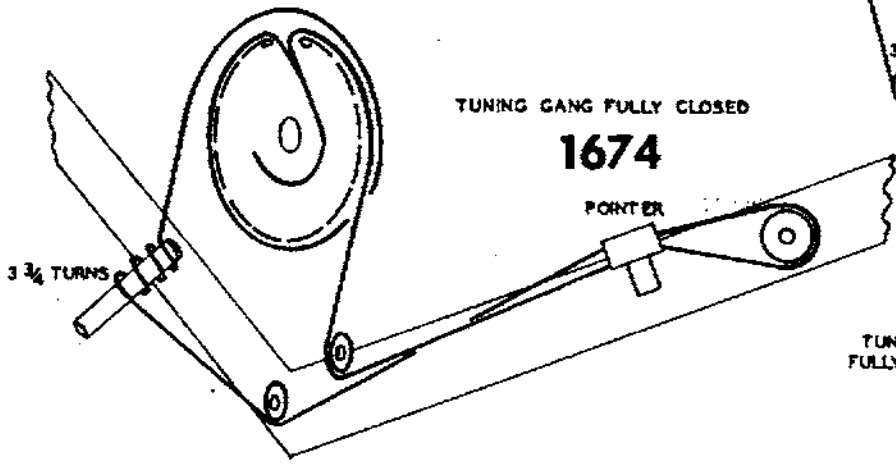
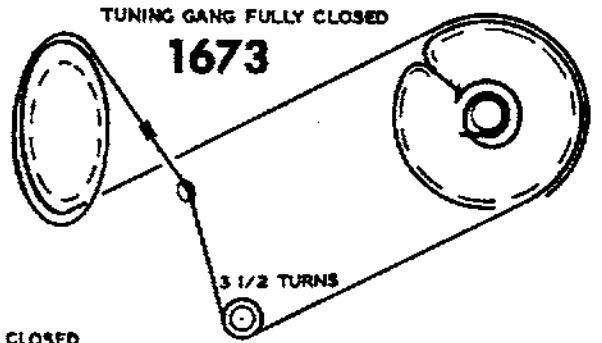
3 1/2 TURNS ON PULLEY SHAFT

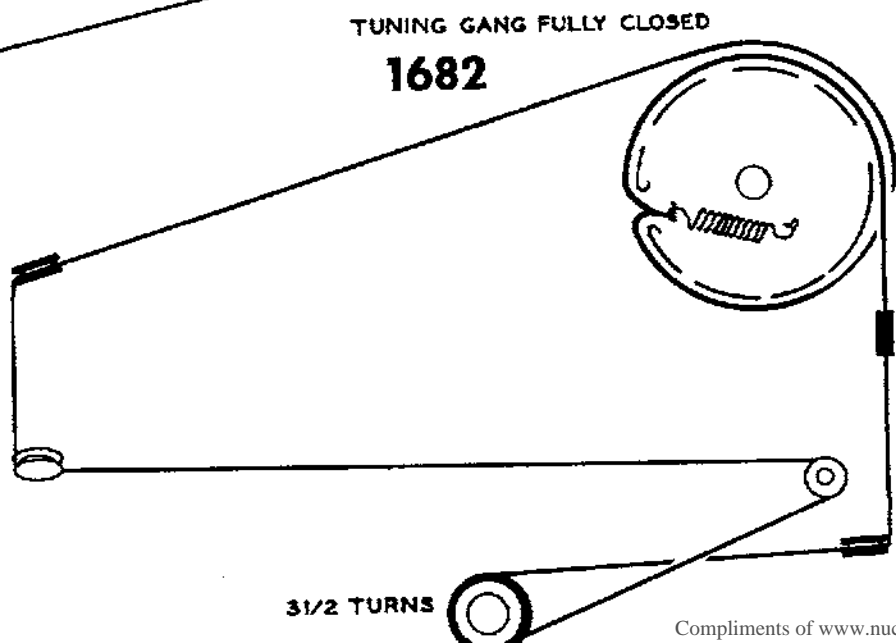
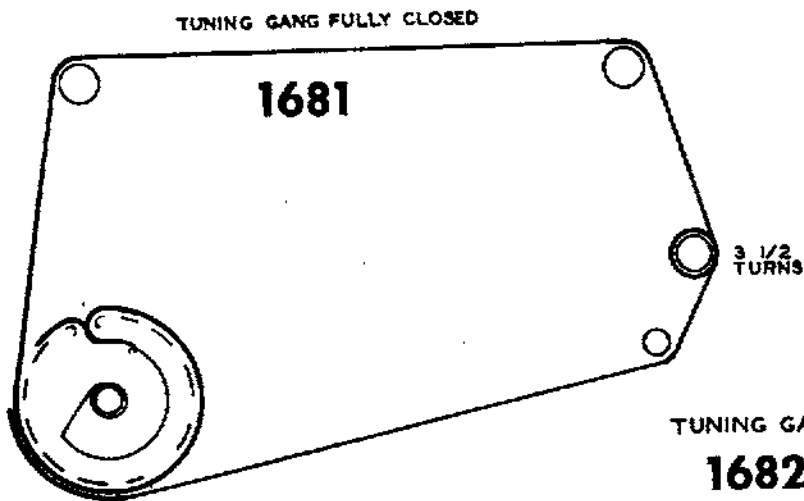
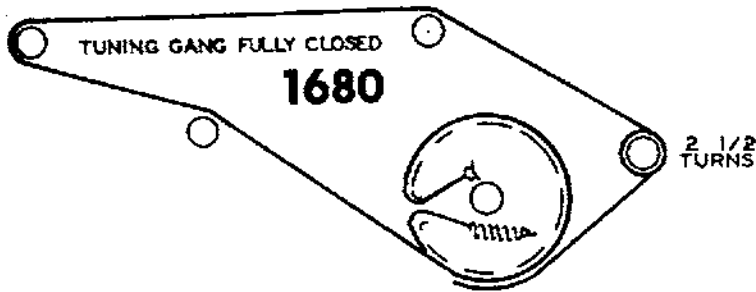
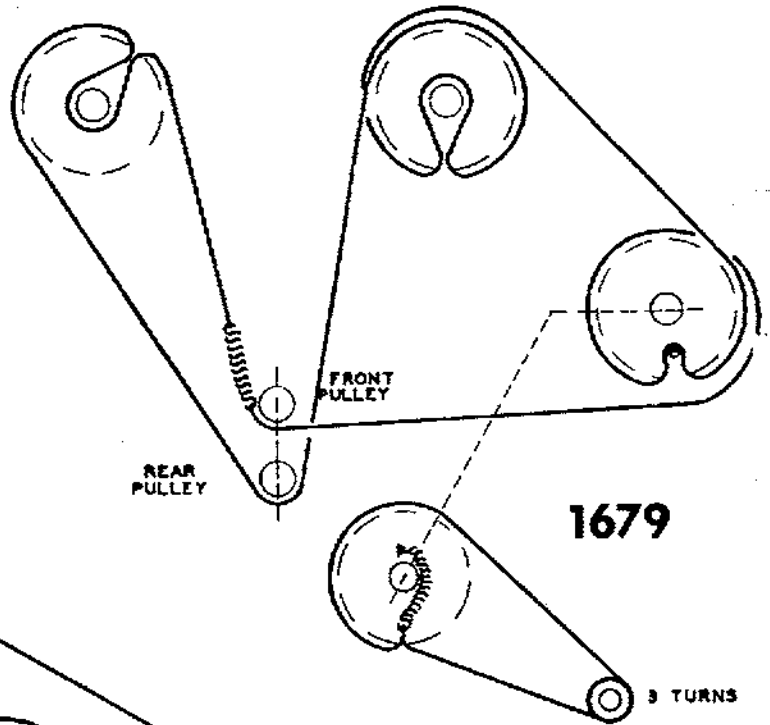
3 1/4 TURNS ON TUNING SHAFT WITH SHAFT 8 TURNS FROM STOP

1 1/4 TURNS EACH END

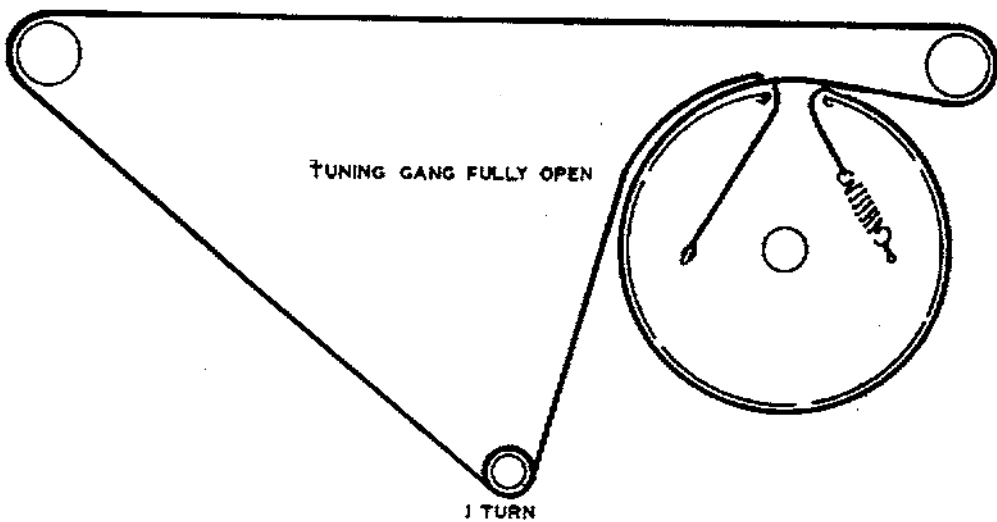
SPRING

1672



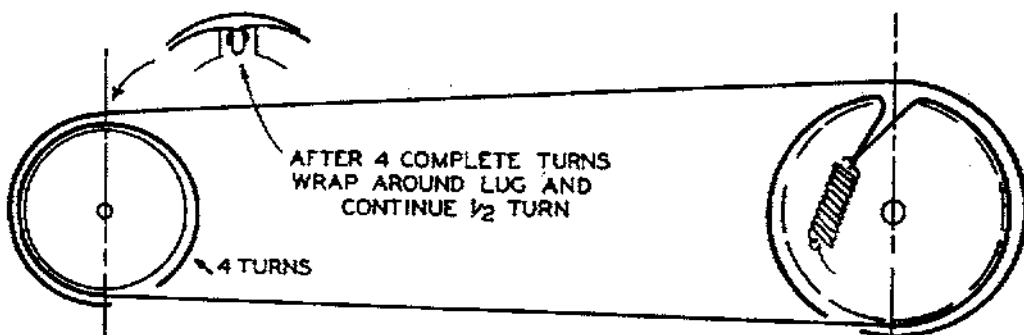
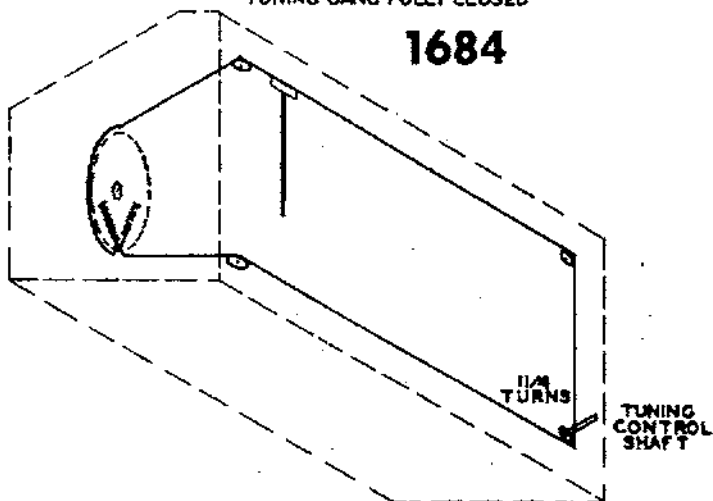


1683

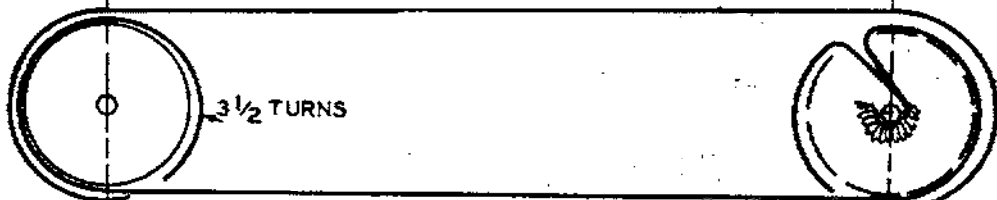


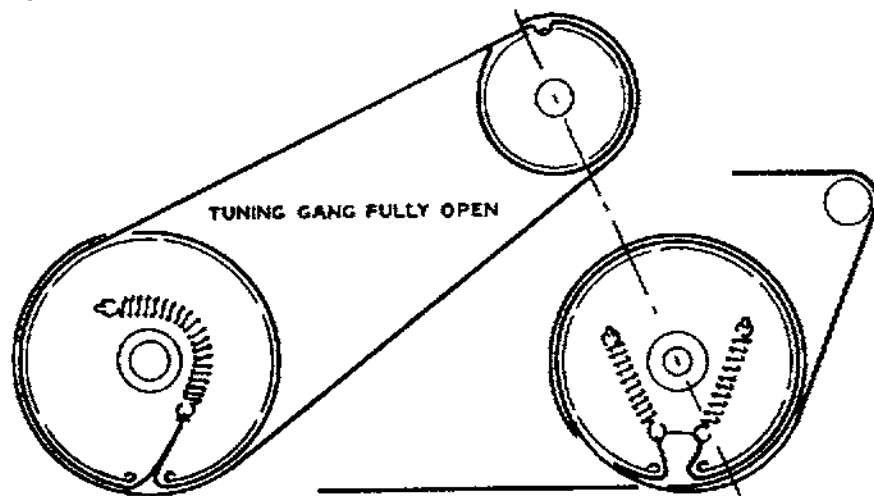
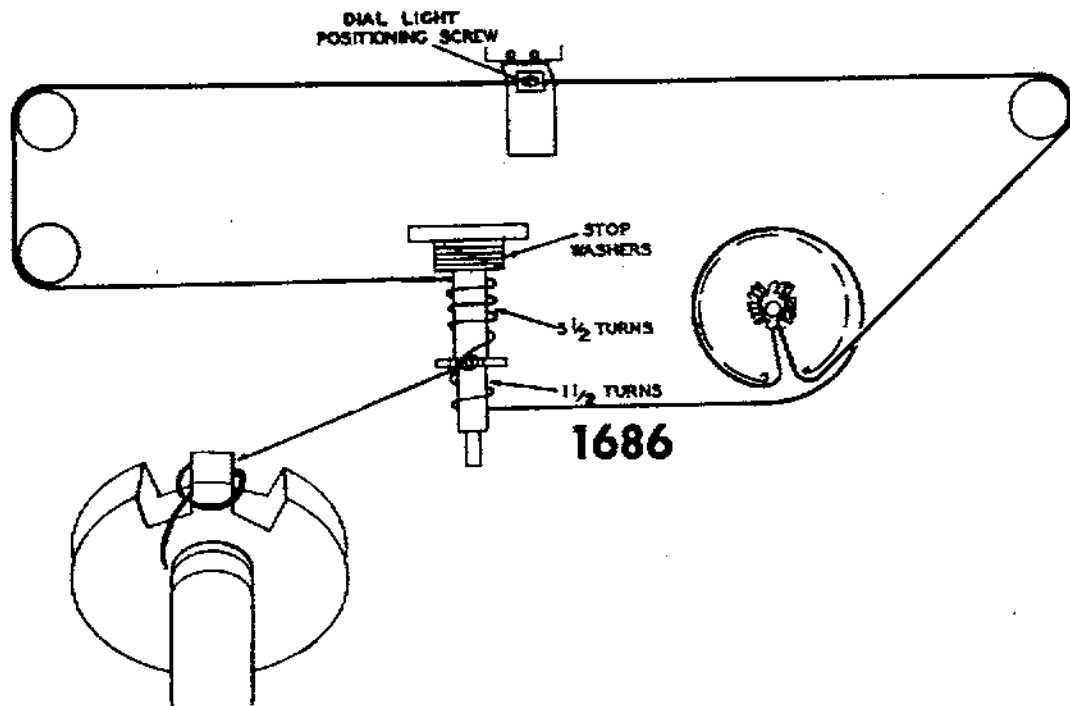
TUNING GANG FULLY CLOSED

1684



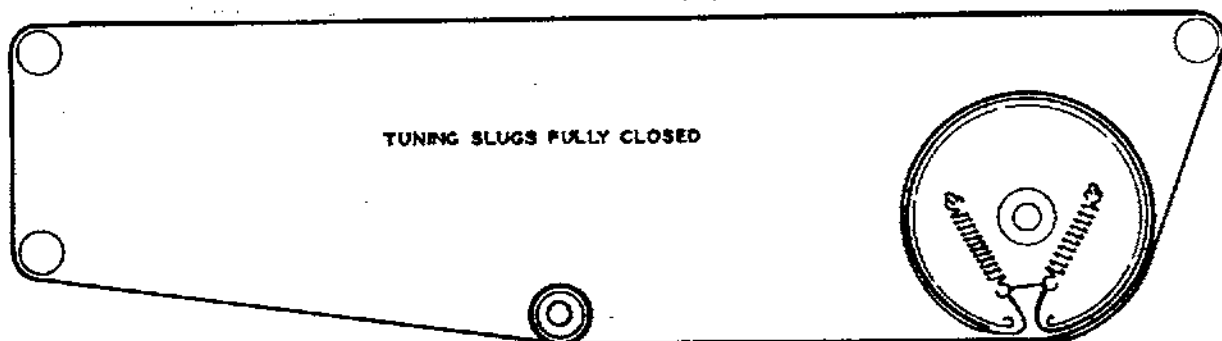
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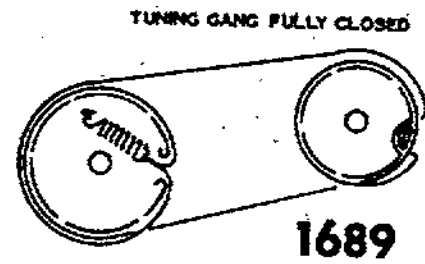
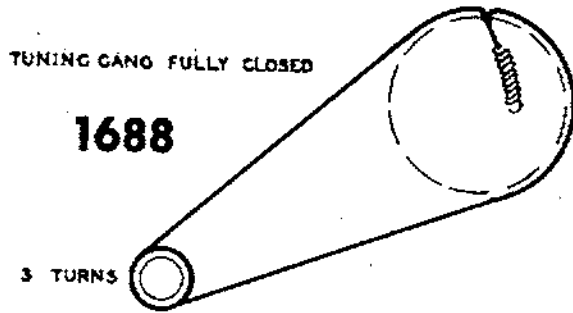


RADIO DRIVE CORD STRINGING
AM TUNER CORD DRIVE

1687

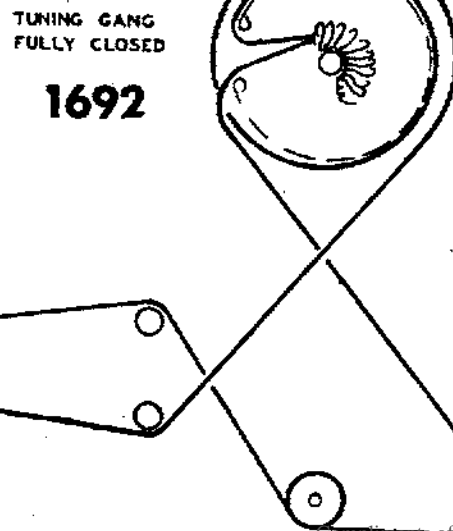
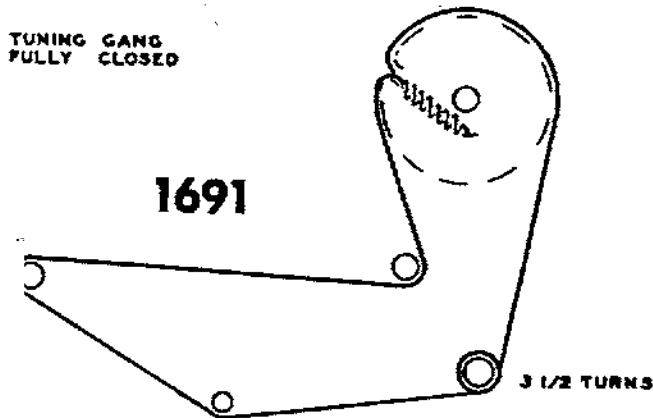
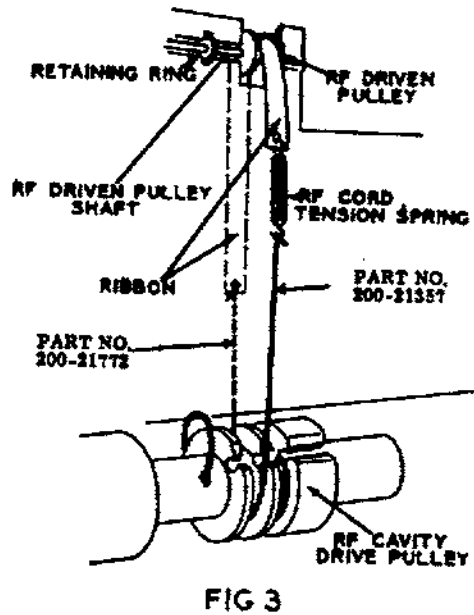
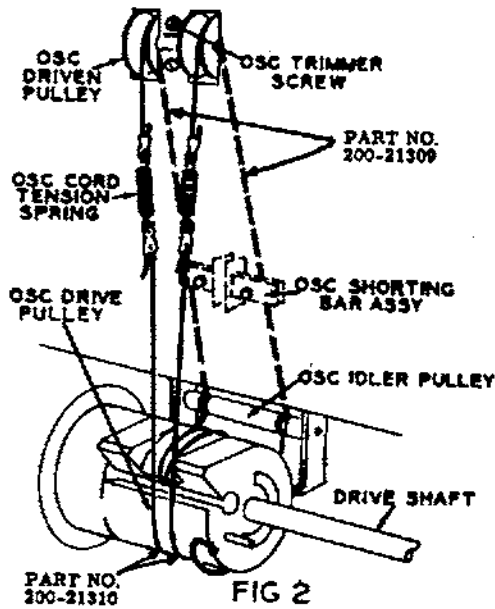


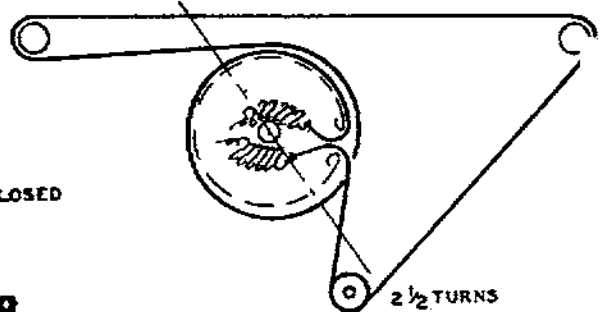
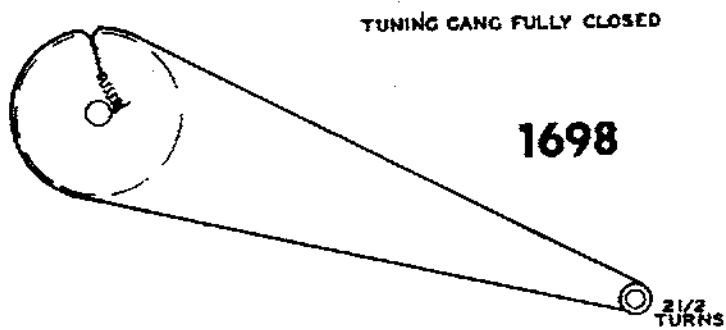
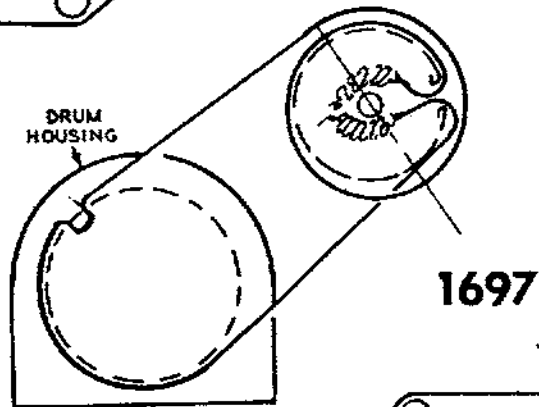
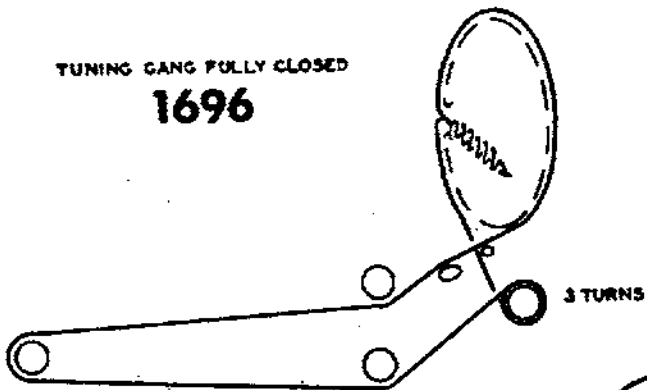
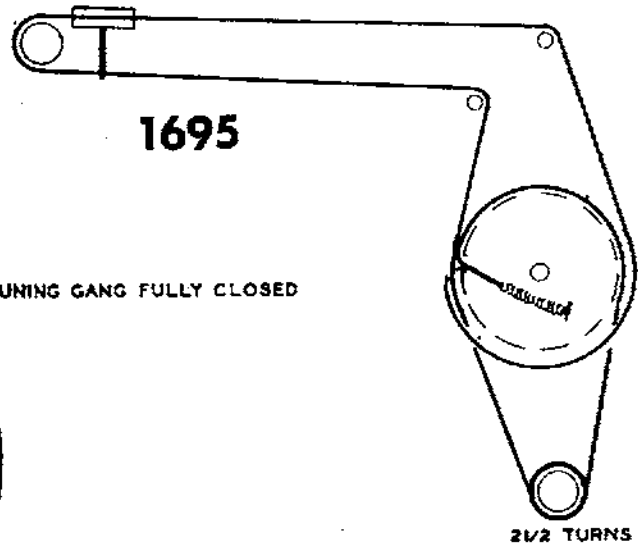
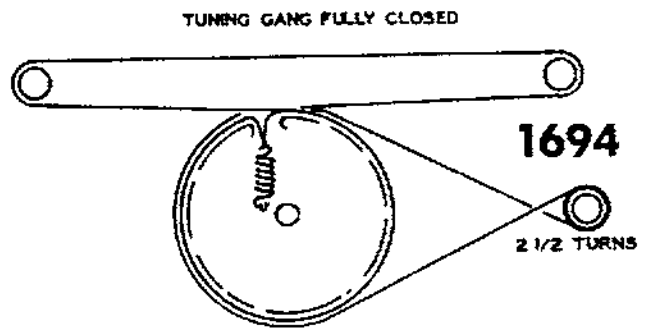
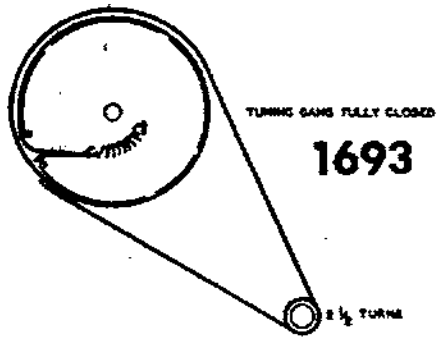
TV TUNING DRIVE CORD STRINGING



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

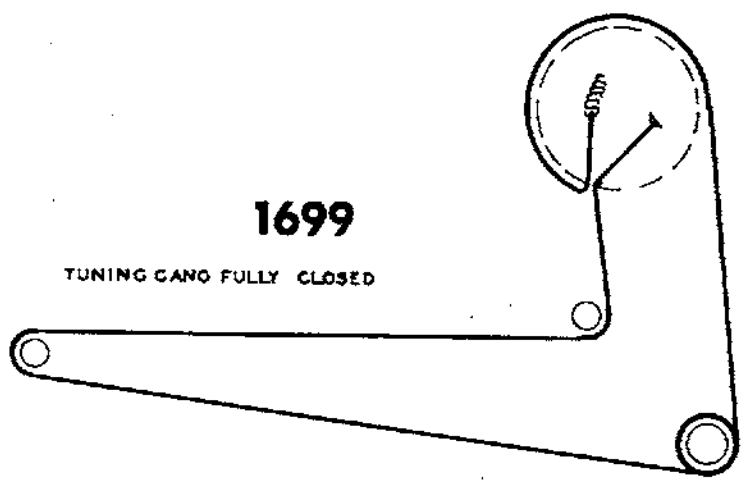
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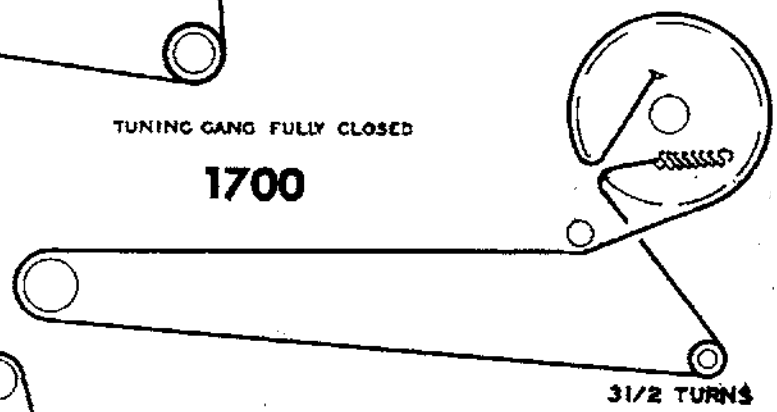
1699

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

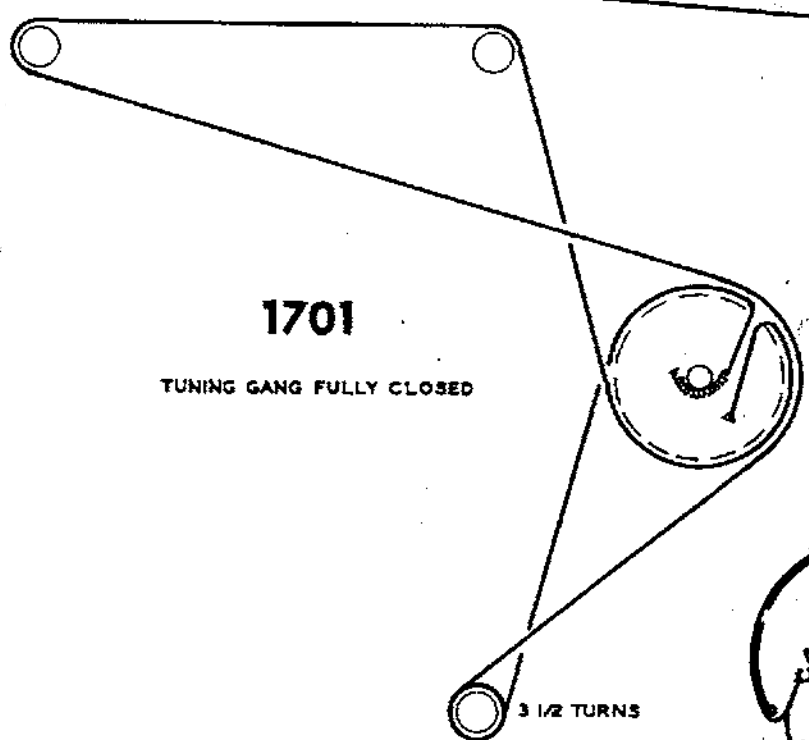
1700



3 1/2 TURNS

1701

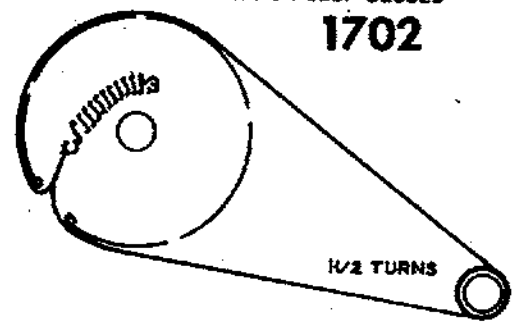
TUNING GANG FULLY CLOSED



3 1/2 TURNS

TUNING GANG FULLY CLOSED

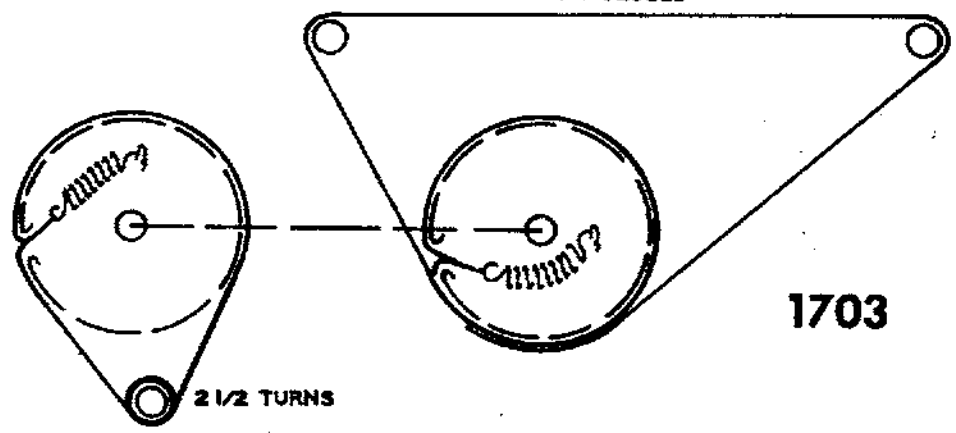
1702



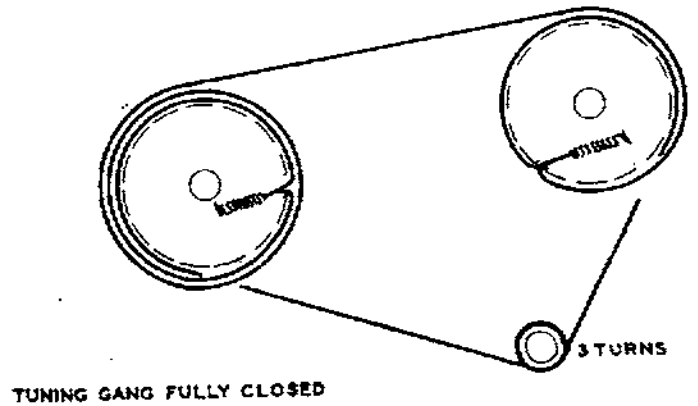
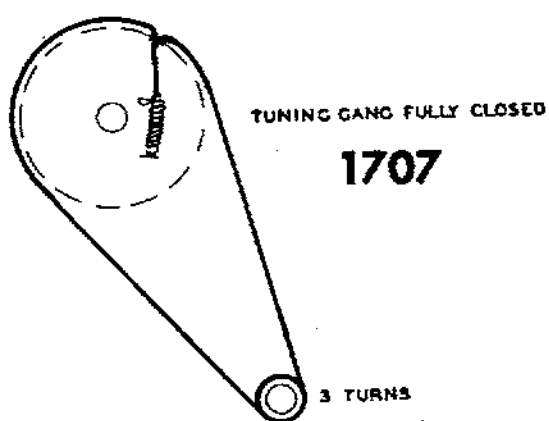
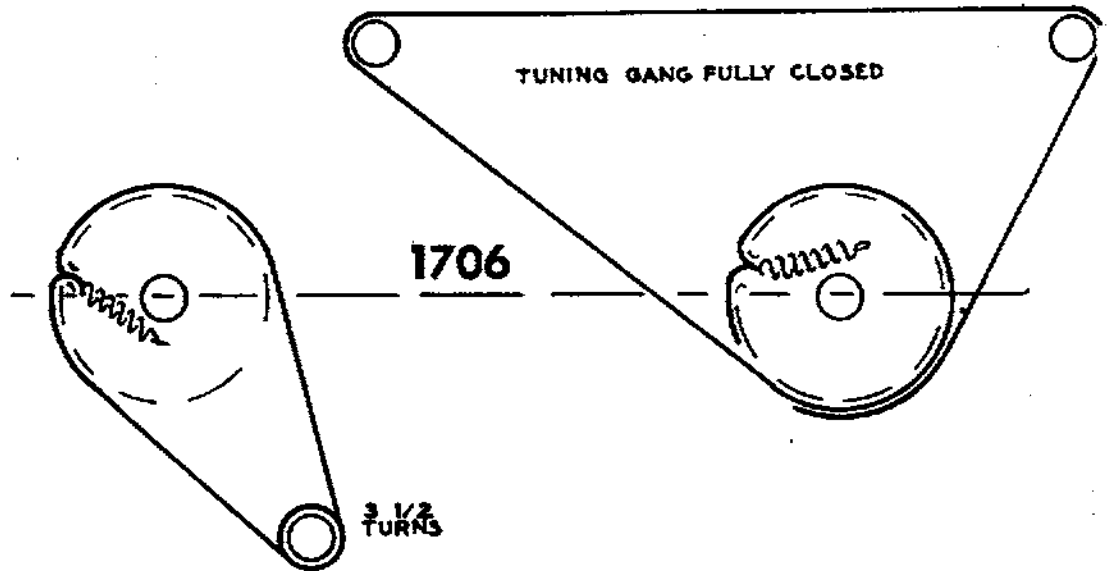
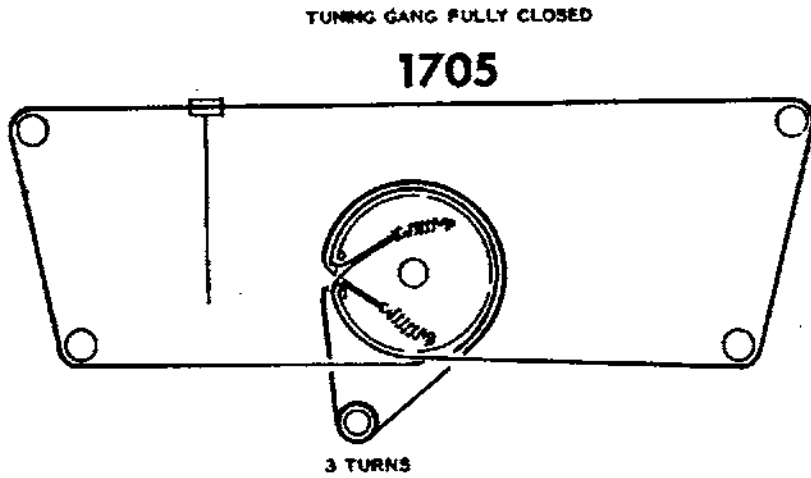
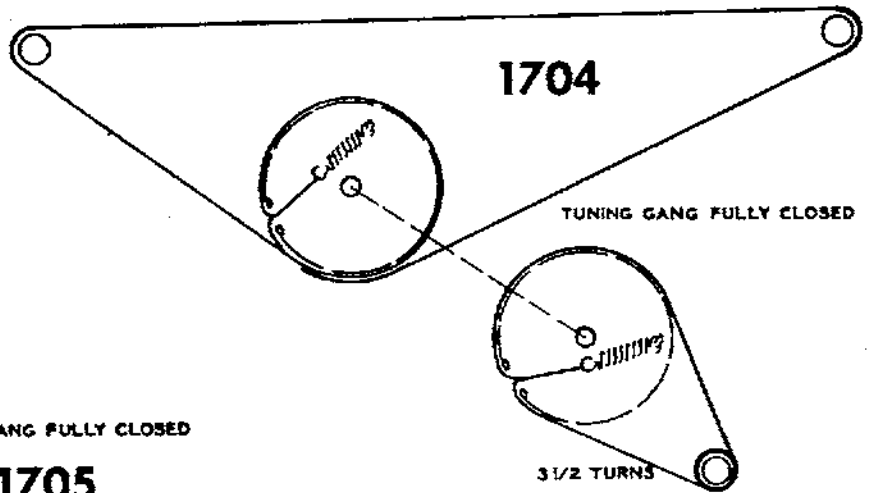
1/2 TURNS

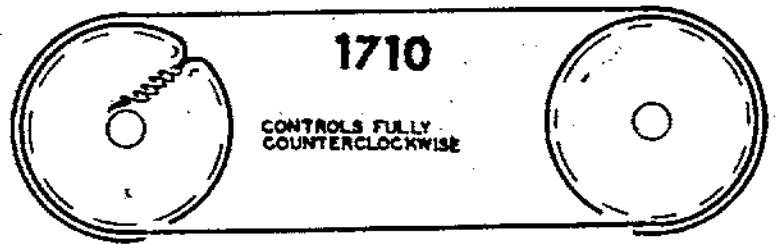
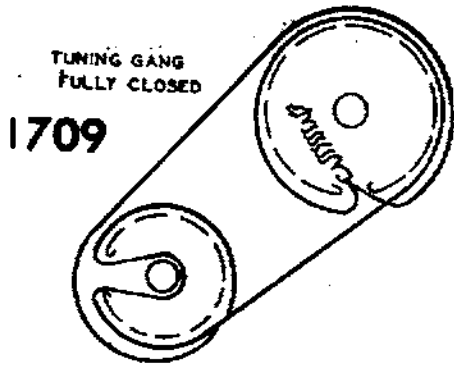
TUNING GANG FULLY CLOSED

1703



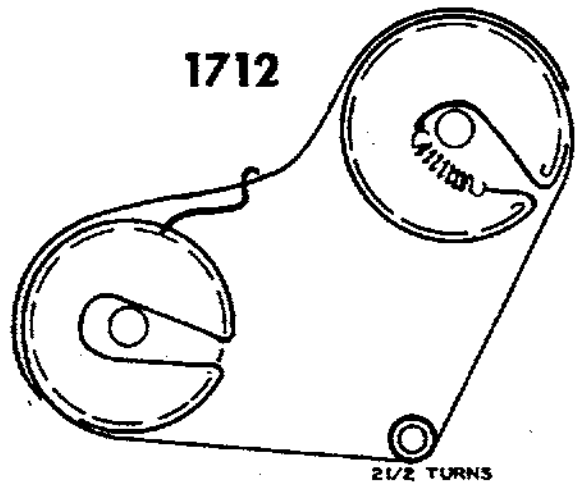
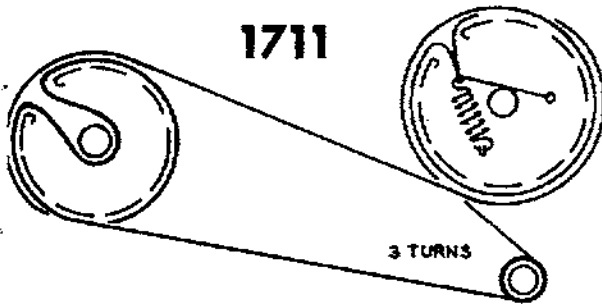
2 1/2 TURNS





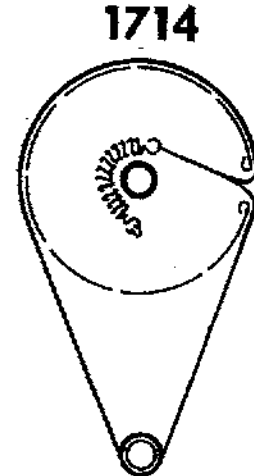
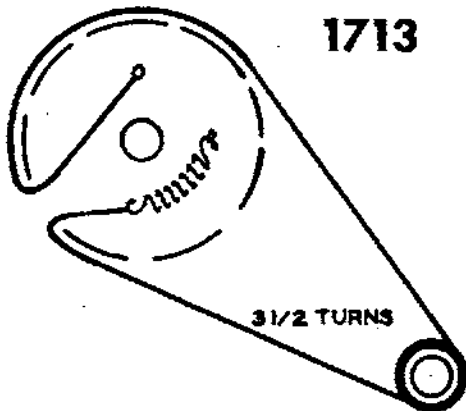
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED



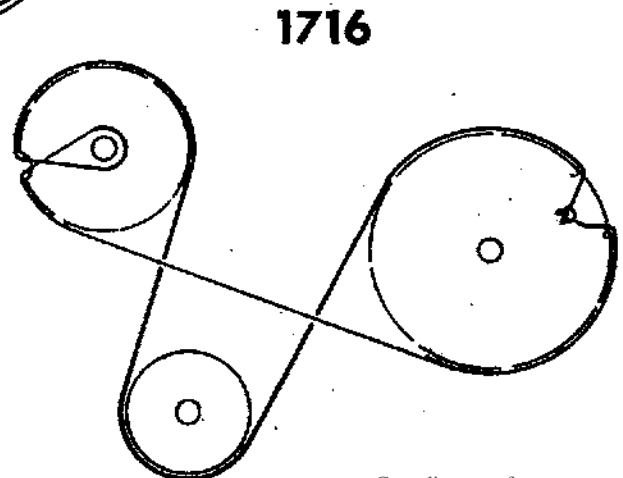
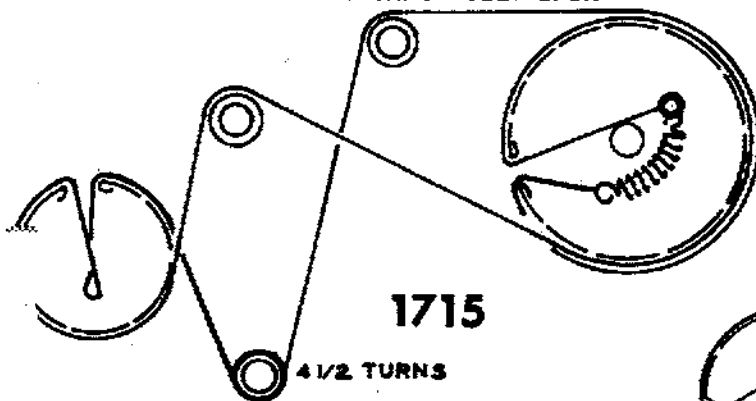
TUNING GANG FULLY CLOSED

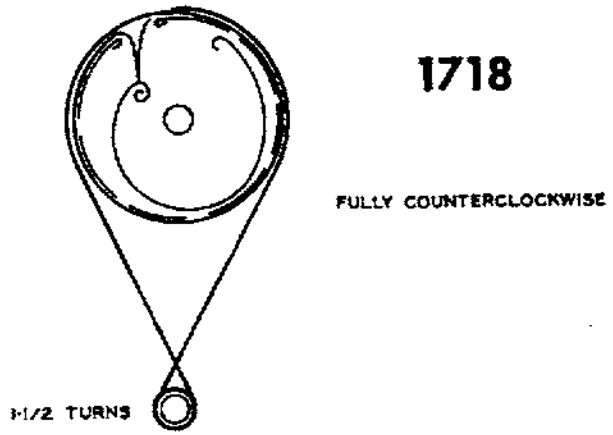
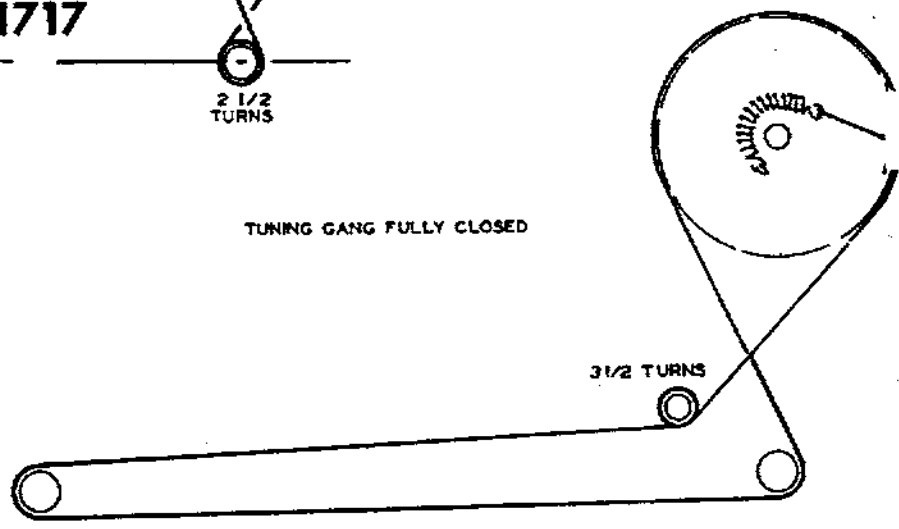
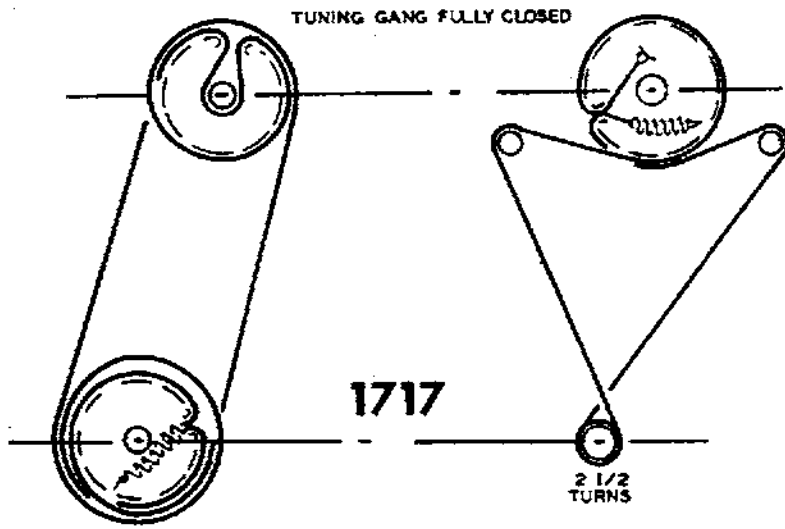
TUNING GANG FULLY CLOSED



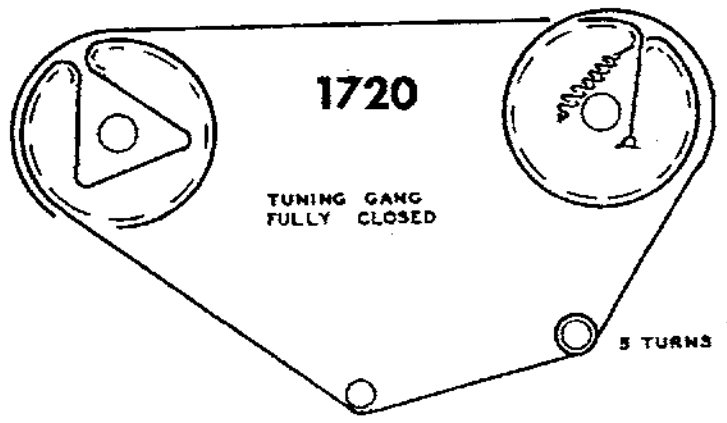
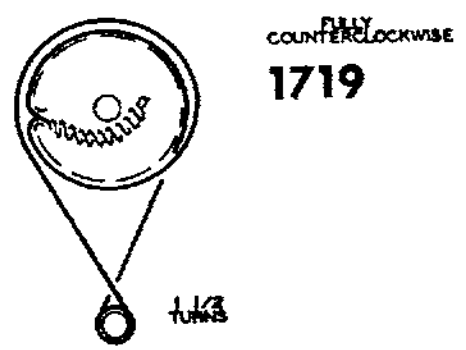
TUNING GANG FULLY OPEN

TUNING GANG FULLY CLOSED

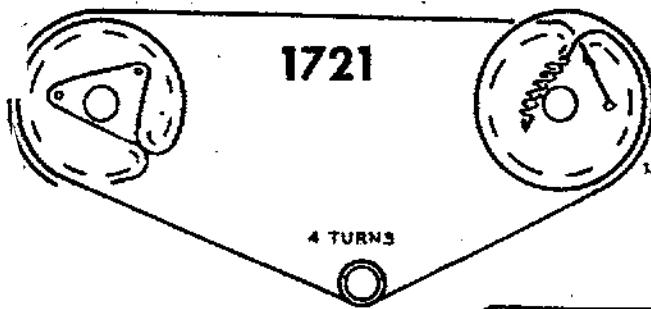




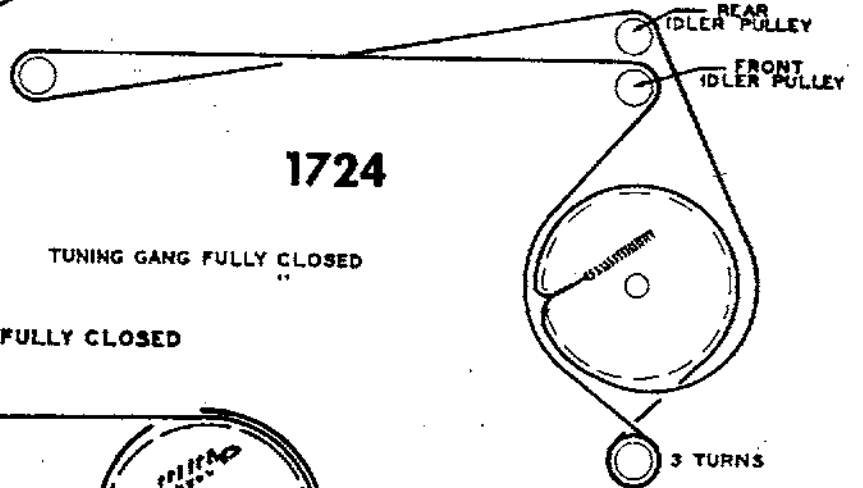
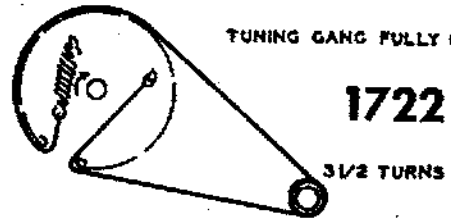
FINE TUNING DRIVE CORD STRINGING



TUNING GANG FULLY CLOSED

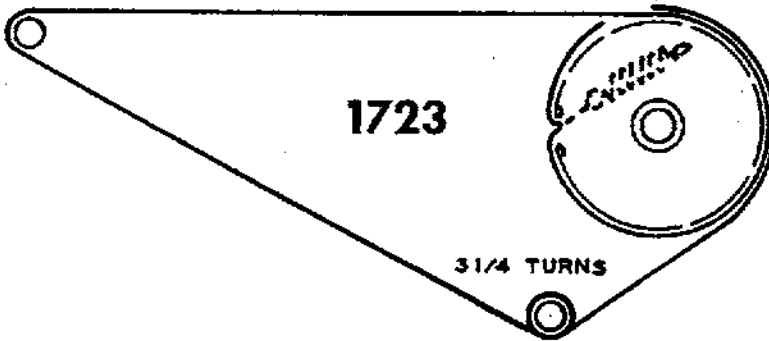


TUNING GANG FULLY CLOSED



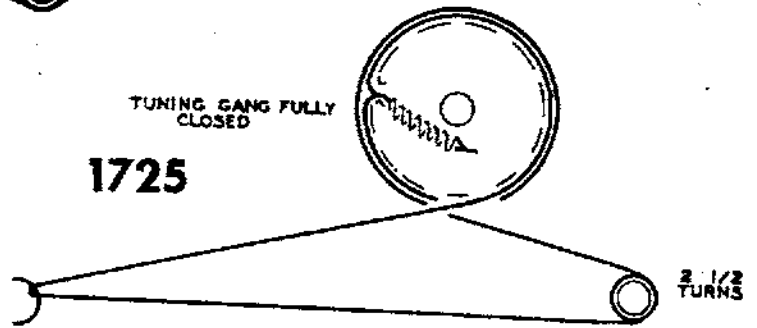
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED



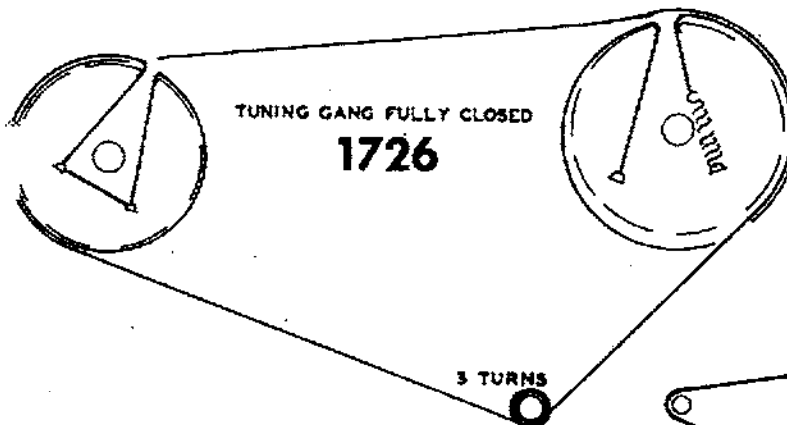
TUNING GANG FULLY CLOSED

1725



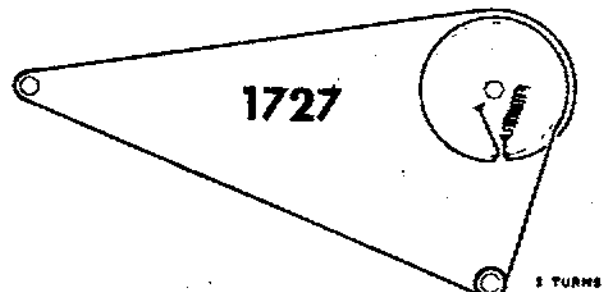
TUNING GANG FULLY CLOSED

1726



TUNING GANG FULLY CLOSED

1727



TUNING GANG FULLY CLOSED

3 1/2
TURNS

1728

TUNING GANG FULLY CLOSED

1729

3/2 TURNS

1730

TUNING GANG FULLY OPEN

4 TURNS

3 1/2 TURNS

TUNING GANG
FULLY CLOSED

1731

SPRING

TUNING GANG FULLY CLOSED

1732

2 1/2 TURNS

TUNING GANG FULLY CLOSED

1733

2 1/2 TURNS

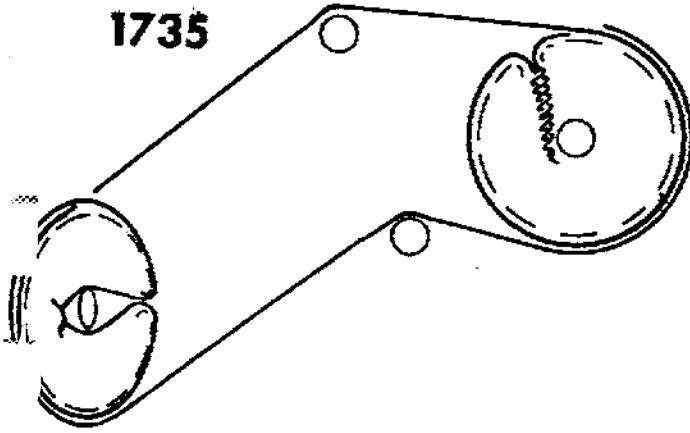
TUNING GANG FULLY CLOSED

1734

1 1/2 TURNS

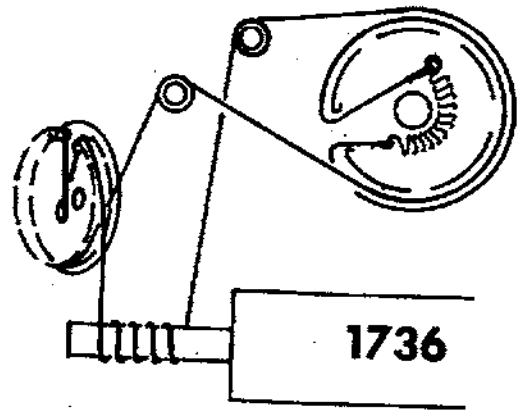
TUNING GANG FULLY CLOSED

1735



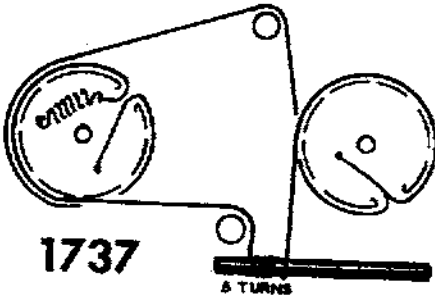
TUNING GANG FULLY OPEN

1736



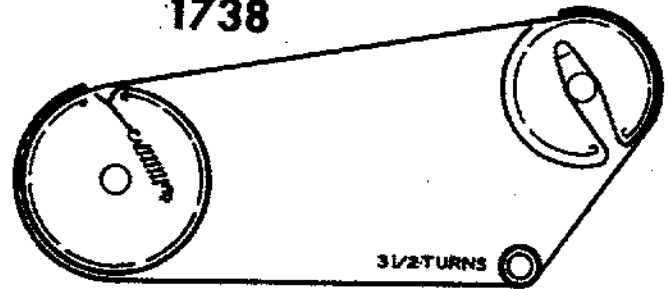
TUNING GANG FULLY CLOSED

1737



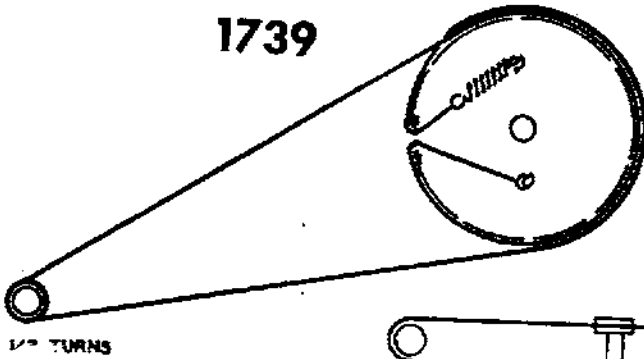
TUNING GANG FULLY CLOSED

1738



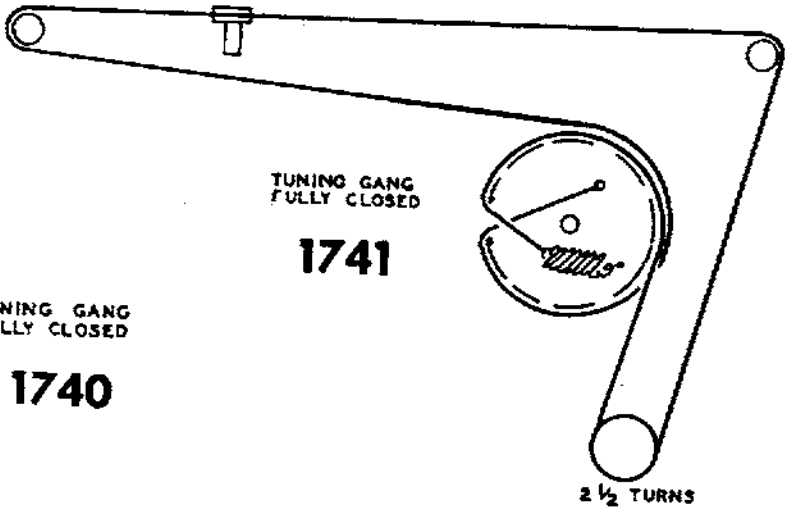
TUNING GANG FULLY CLOSED

1739



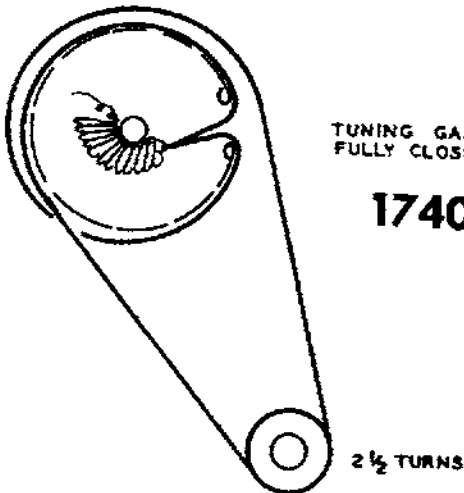
TUNING GANG FULLY CLOSED

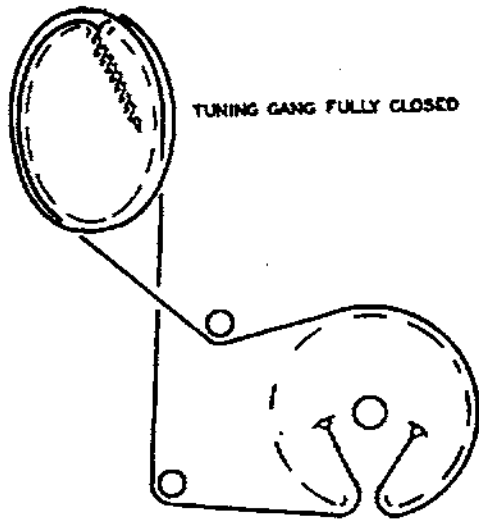
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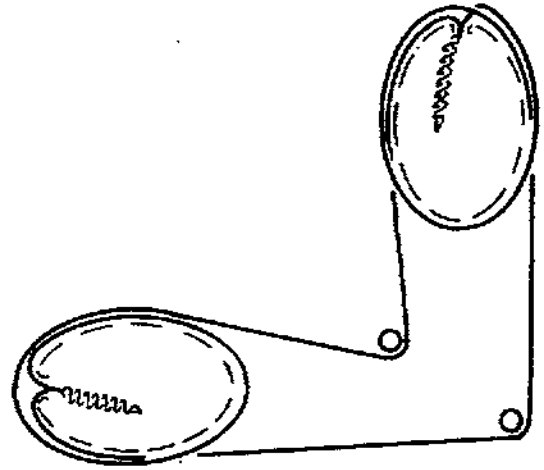
TUNING GANG FULLY CLOSED

1740



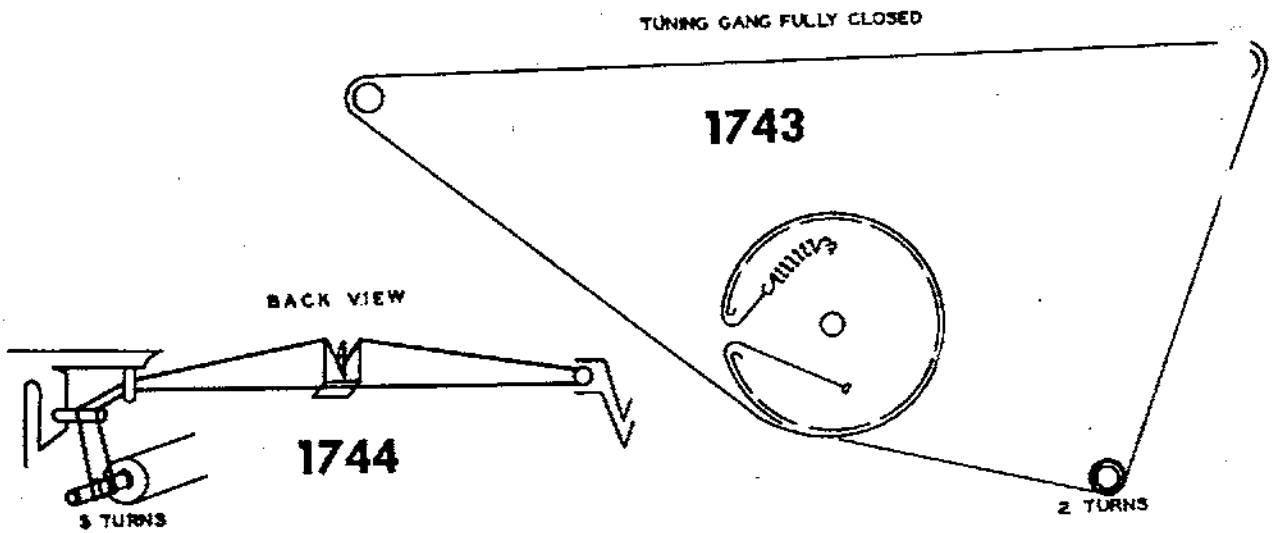


1742



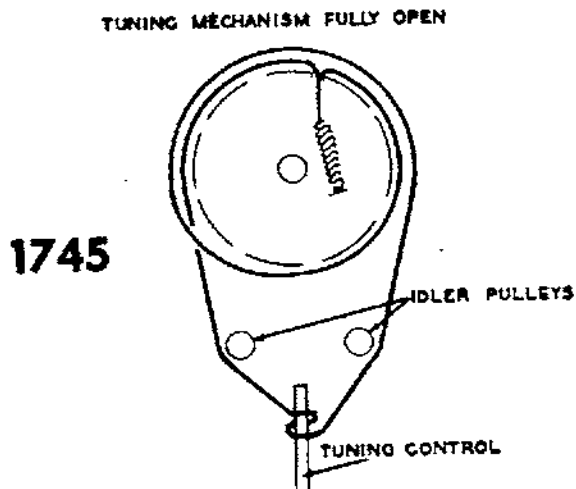
RADIO
DIAL CORD STRINGING

TV DRIVE
CORD STRINGING

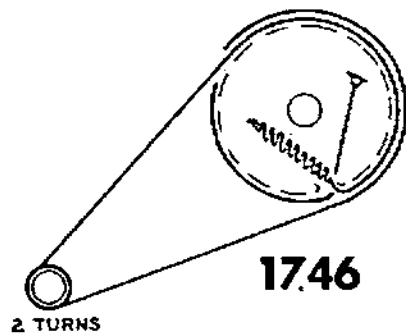


1744

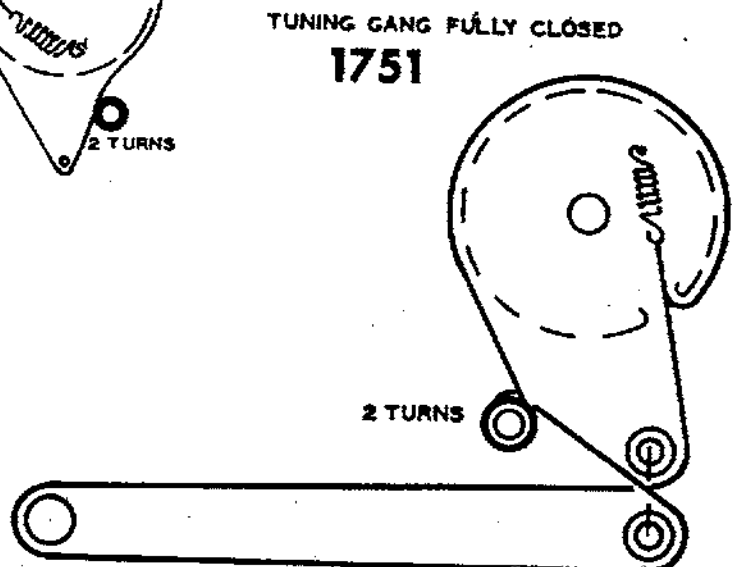
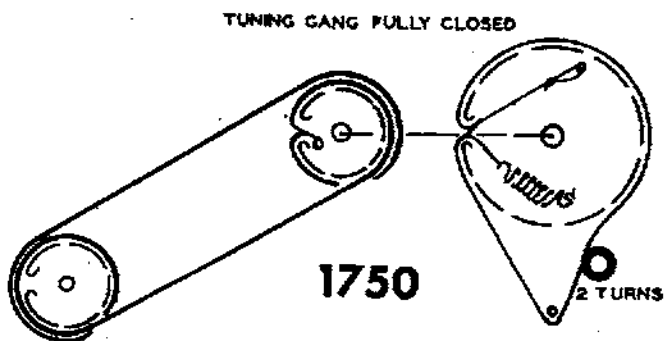
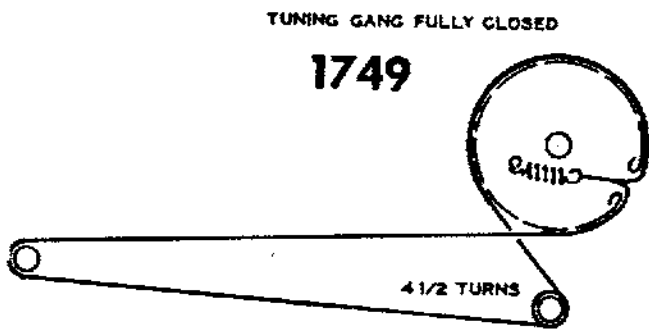
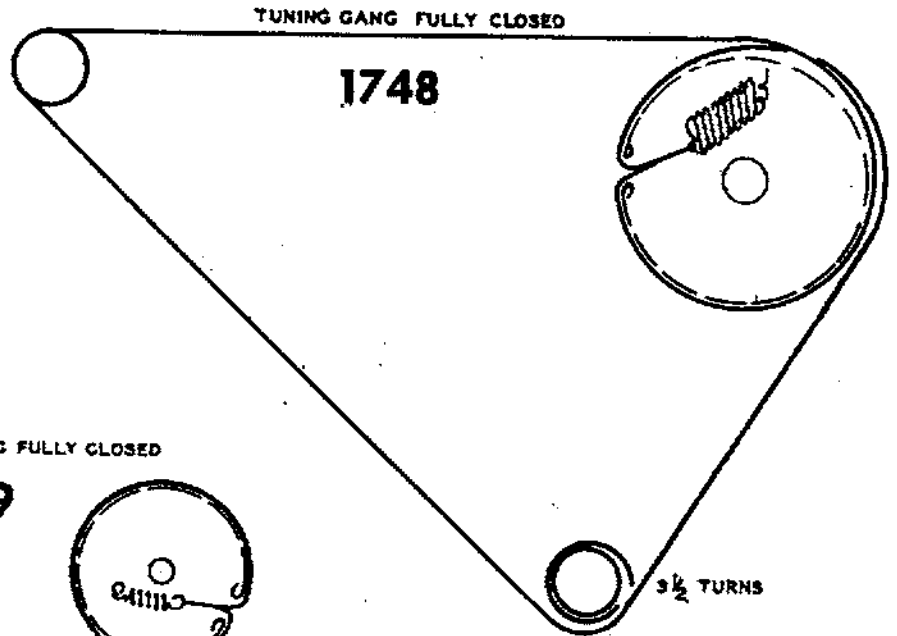
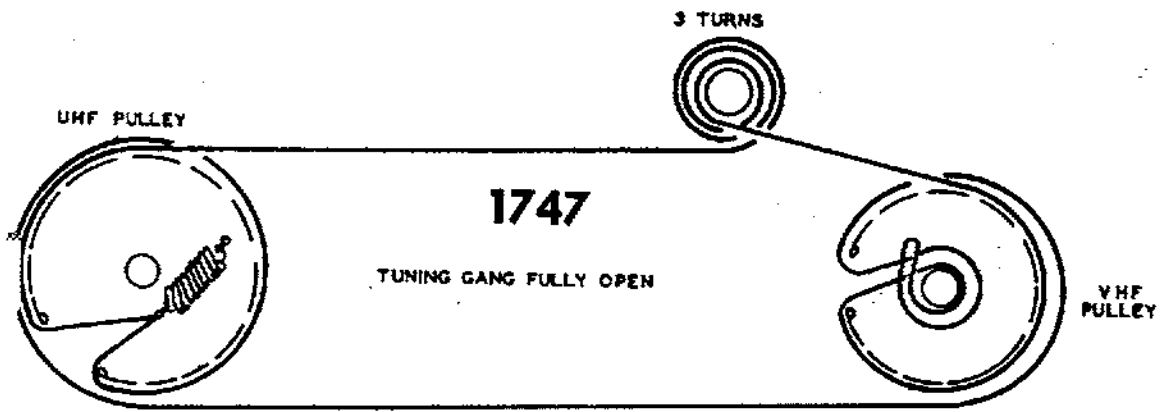
1743



1745

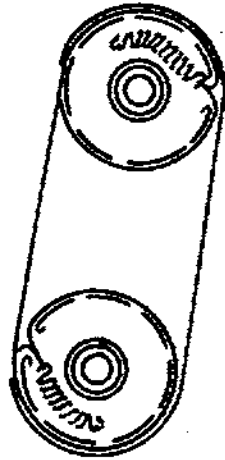


1746



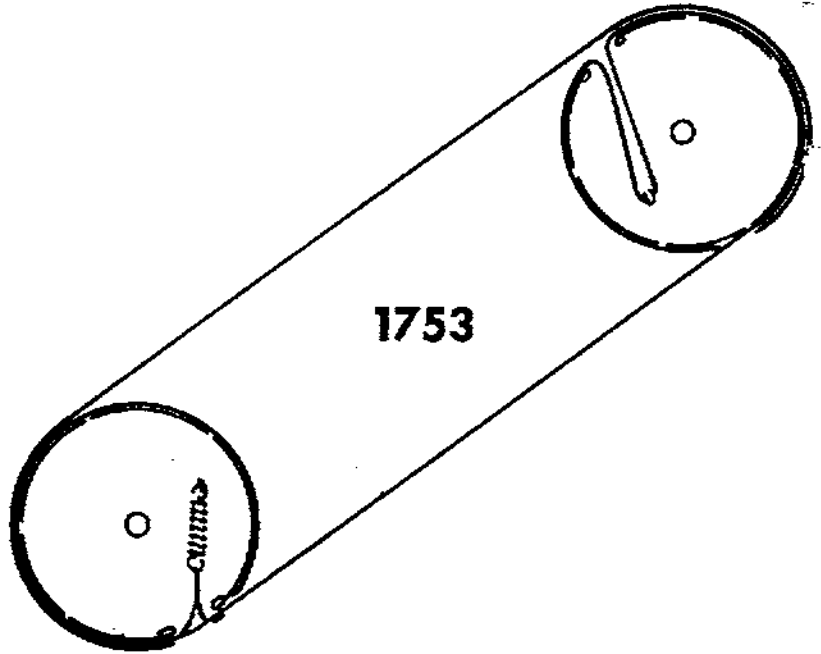
BOTH PULLEYS SHOWN IN MAX. COUNTERCLOCKWISE POSITION.

1752



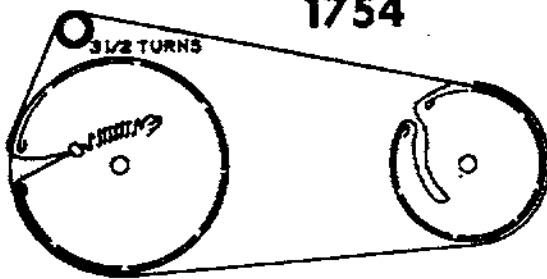
FINE TUNING FULLY COUNTERCLOCKWISE

1753

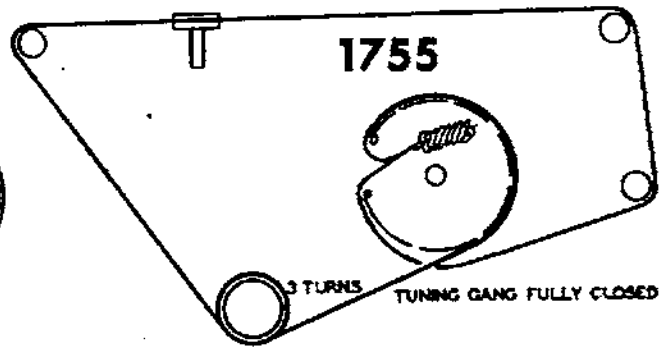


TUNING GANG FULLY CLOSED

1754

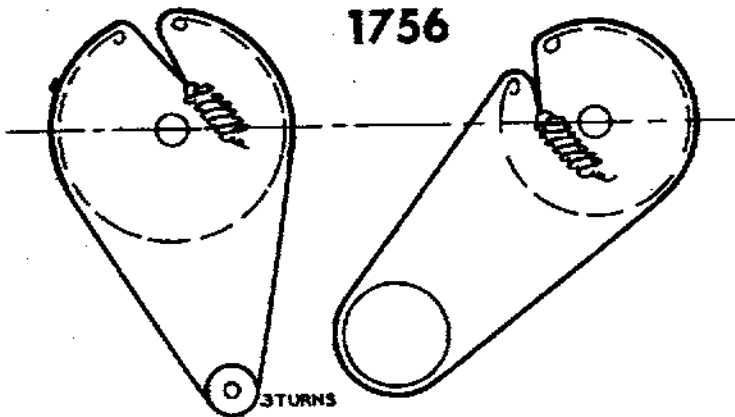


1755



TUNING GANG FULLY CLOSED

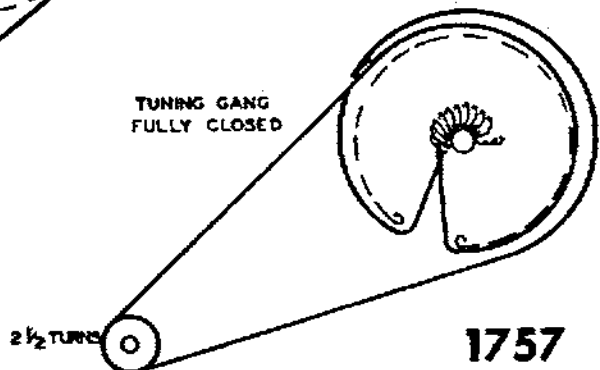
1756



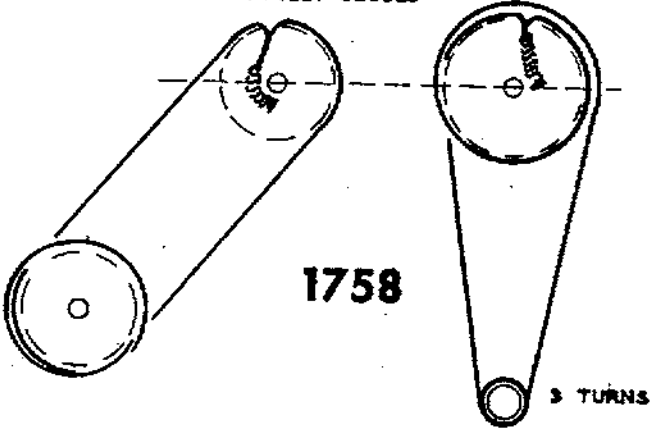
TUNING GANG FULLY CLOSED

2 1/2 TURNS

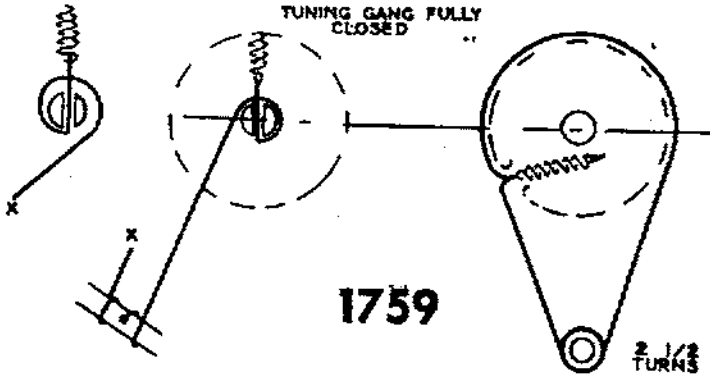
1757



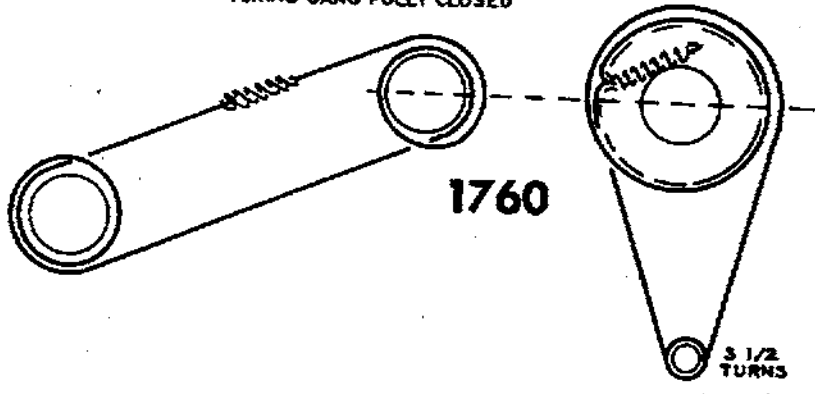
TUNING GANG FULLY CLOSED



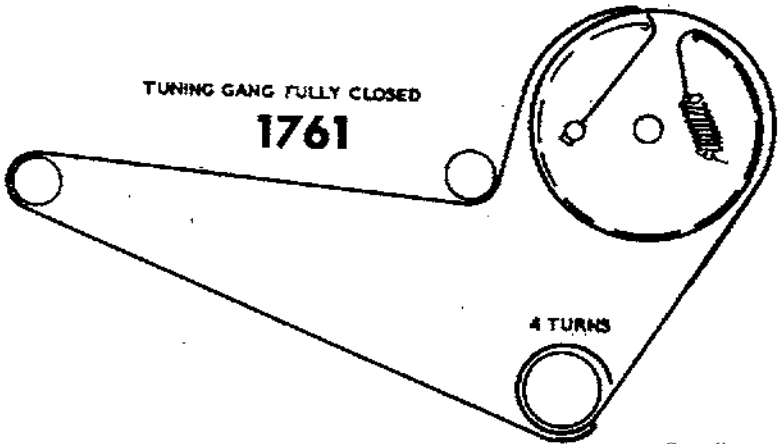
TUNING GANG FULLY CLOSED

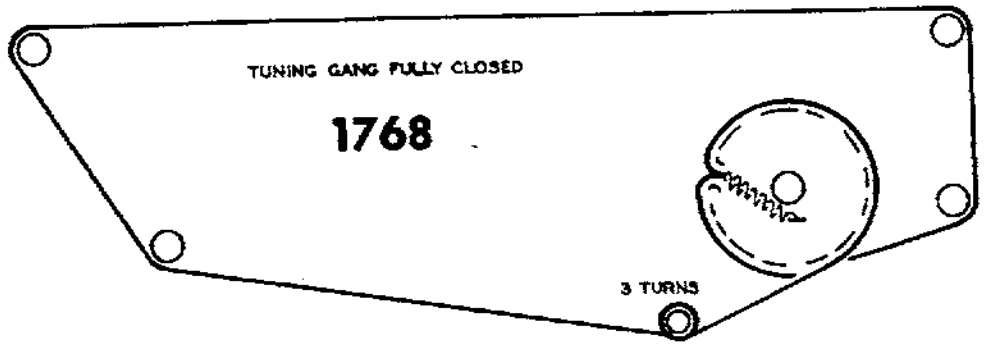
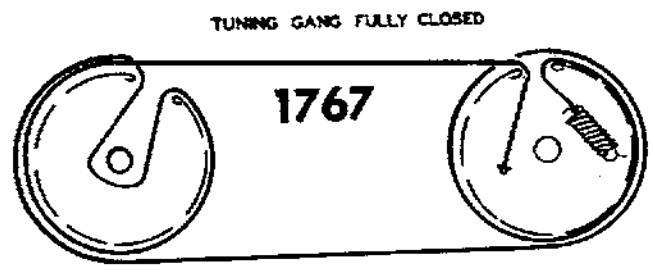
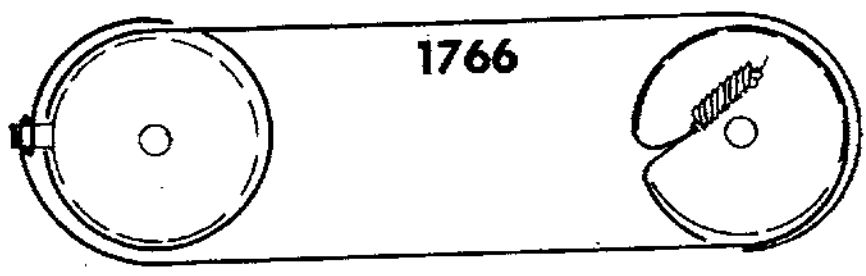
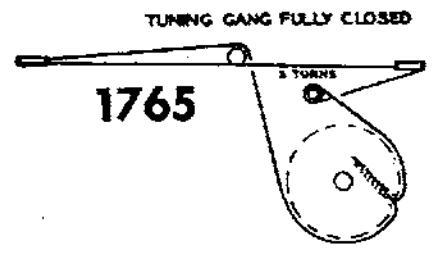
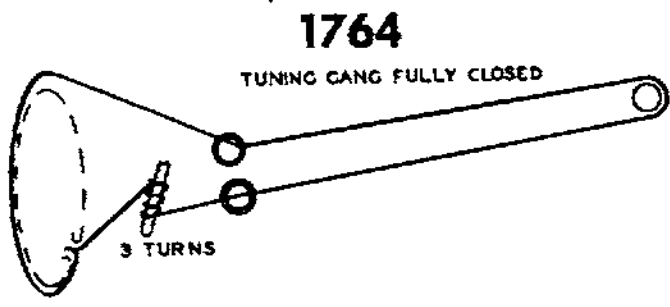
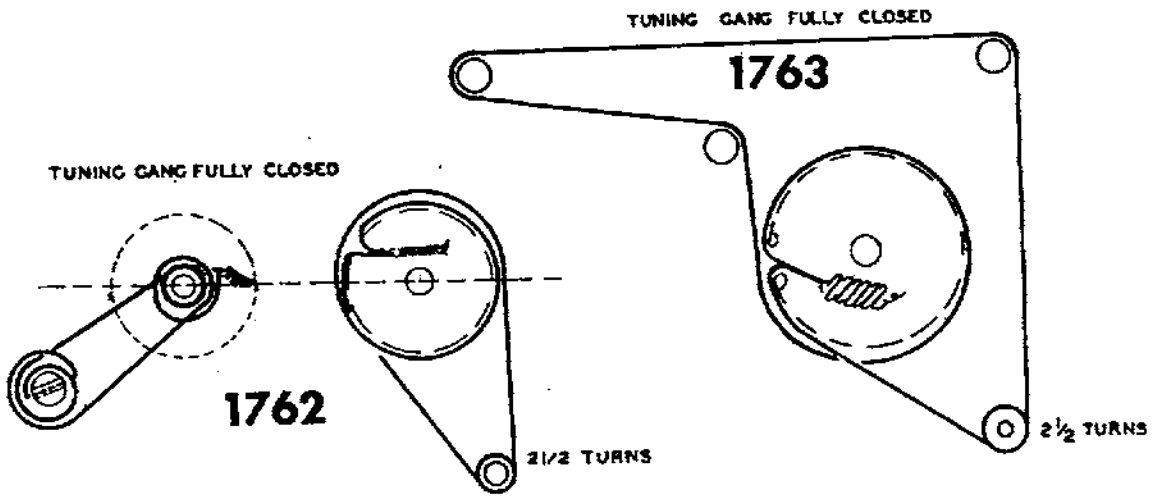


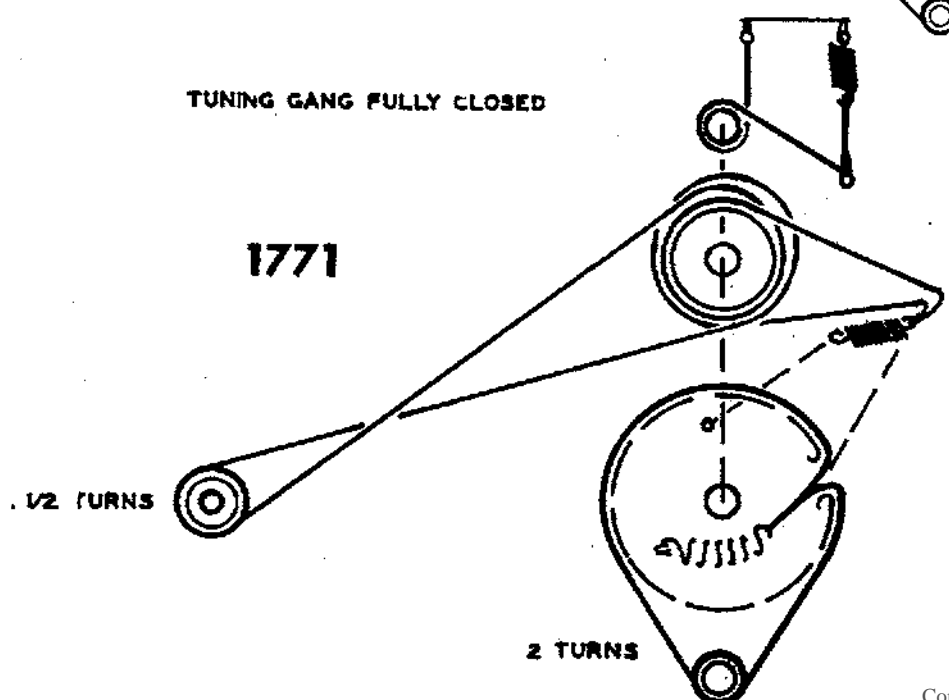
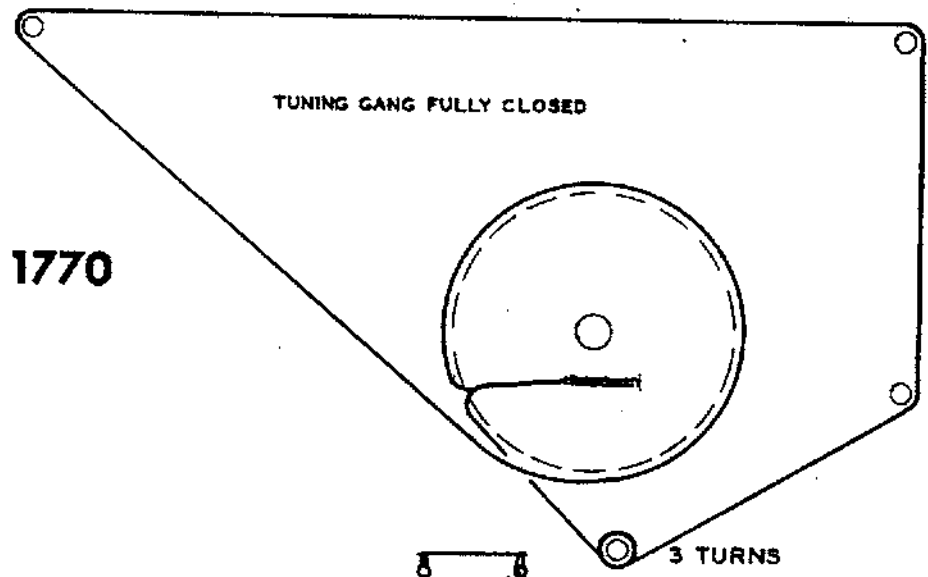
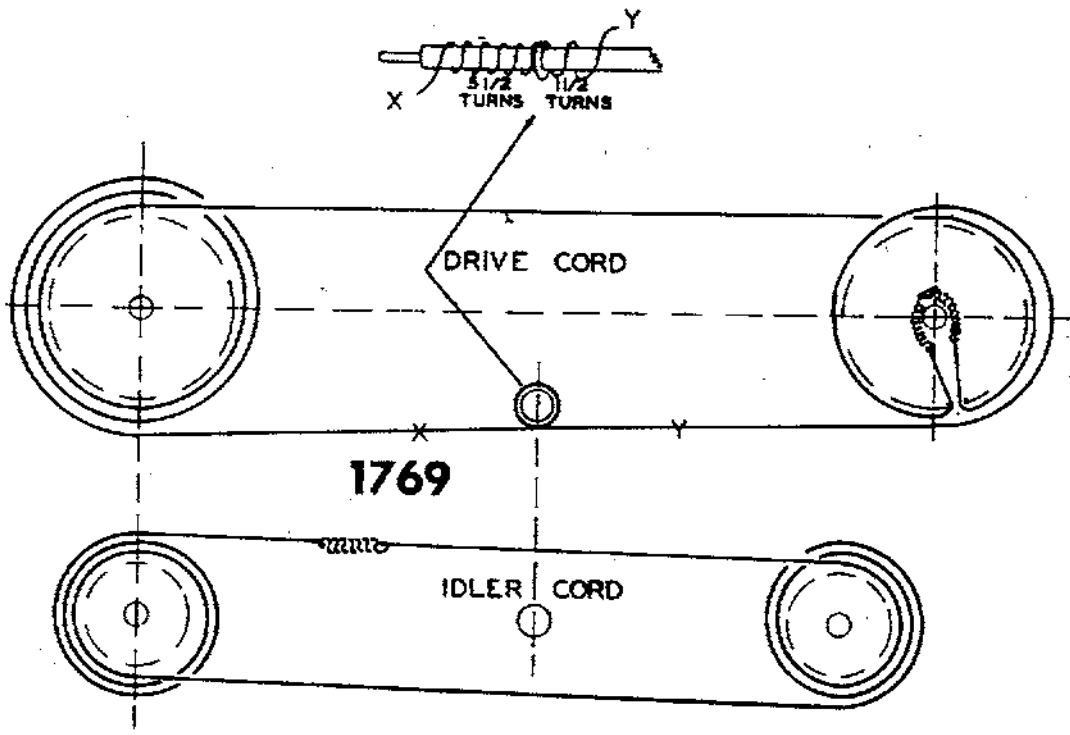
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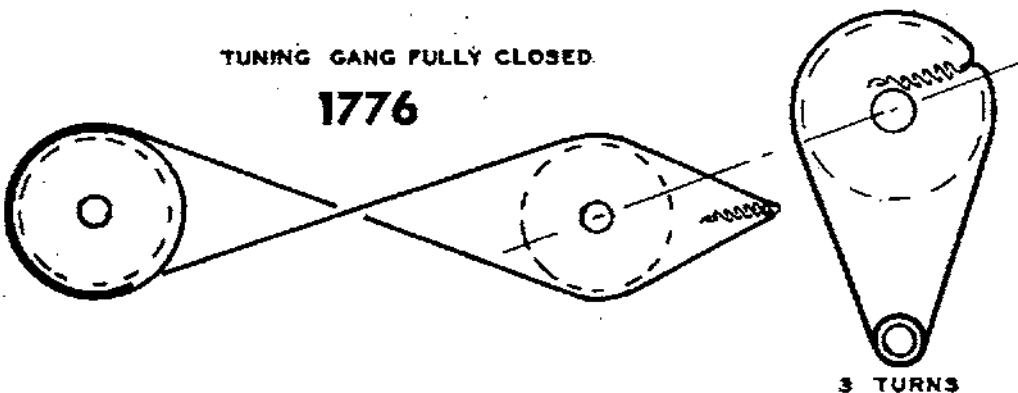
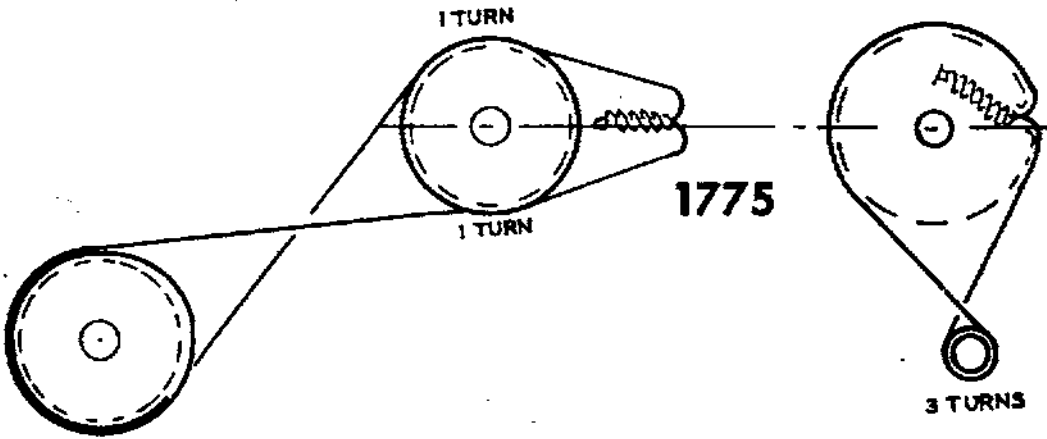
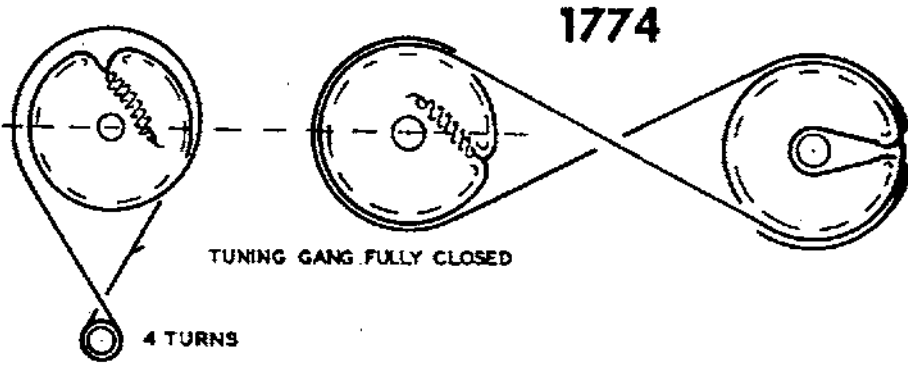
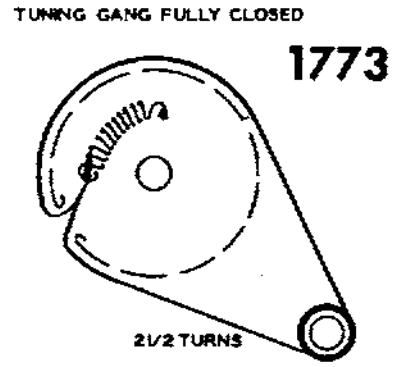
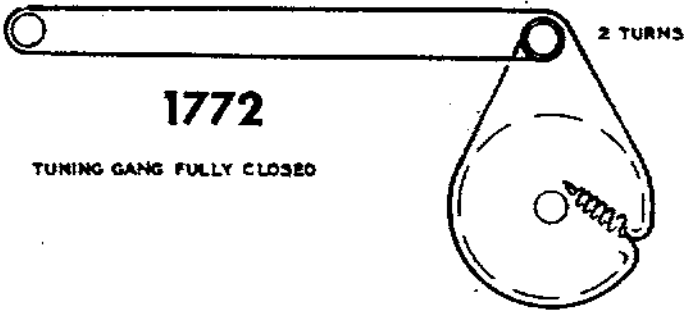


TUNING GANG FULLY CLOSED



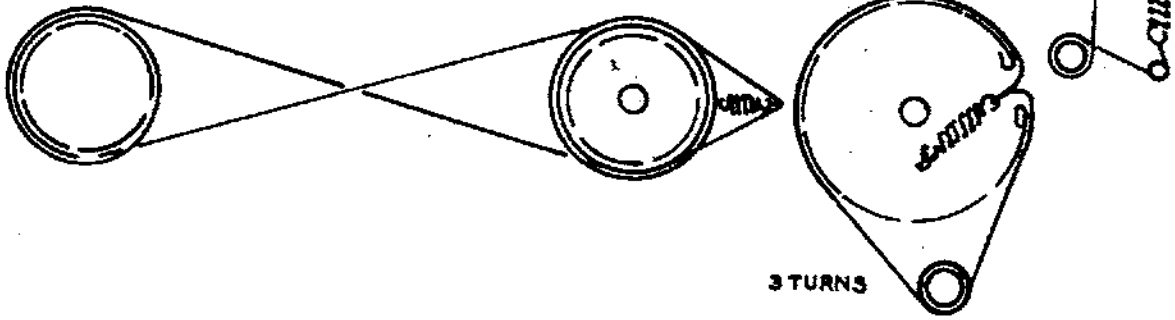






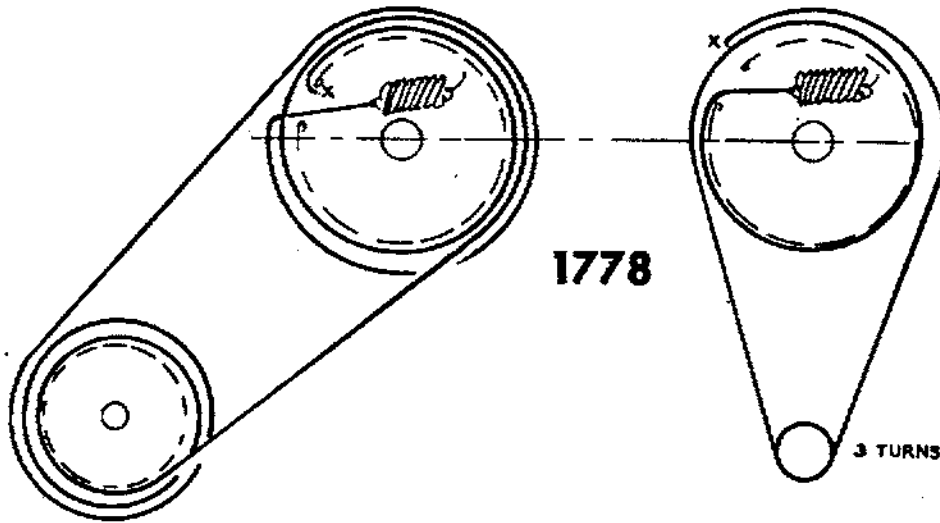
TUNING GANG FULLY CLOSED

1777



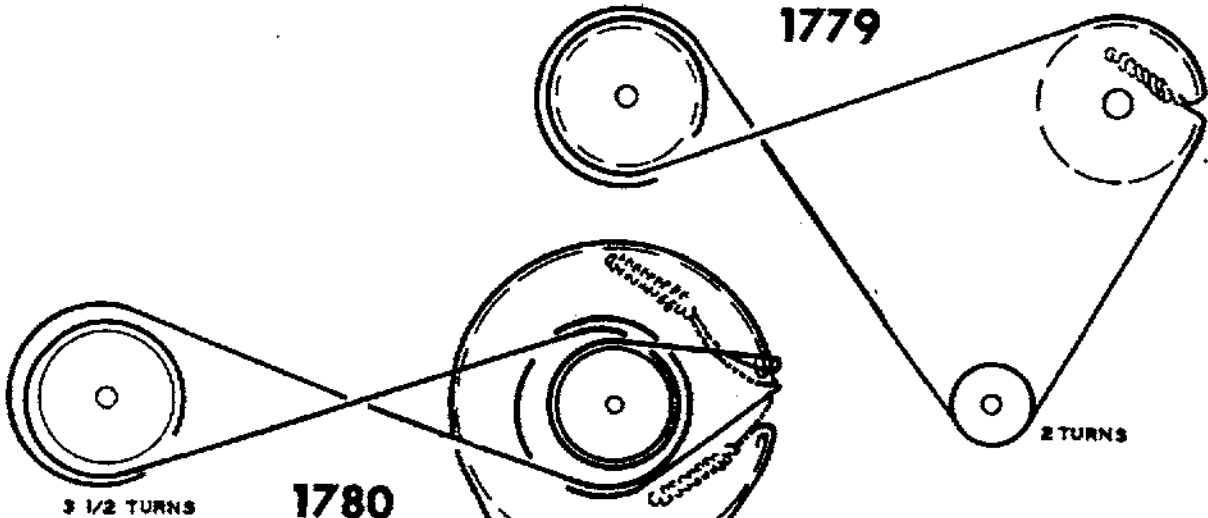
TUNING GANG FULLY CLOSED

1778



TUNING GANG FULLY CLOSED

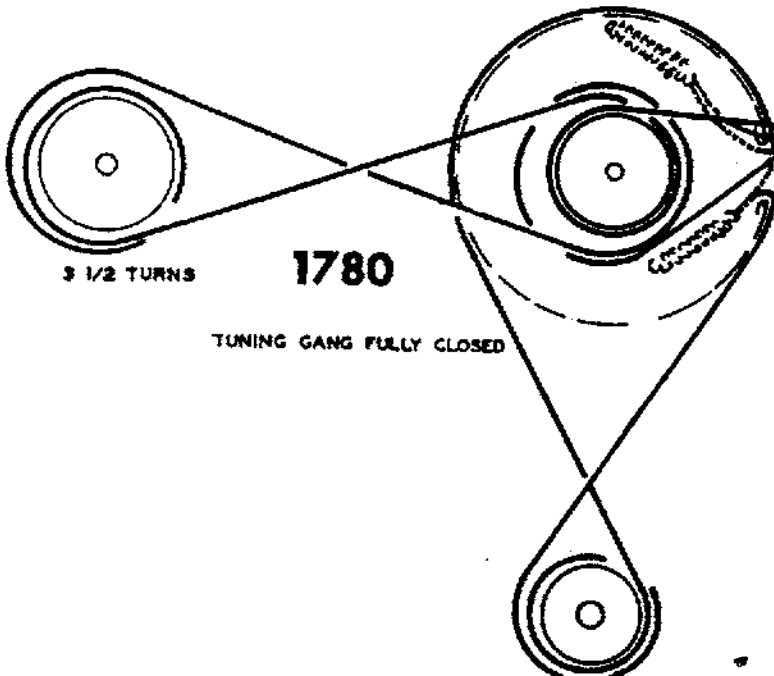
1779



3 1/2 TURNS

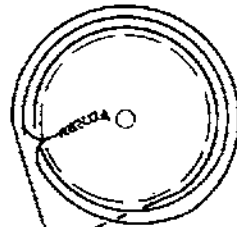
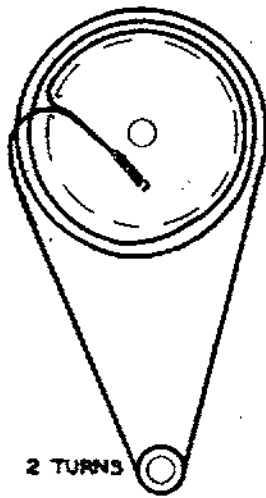
1780

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

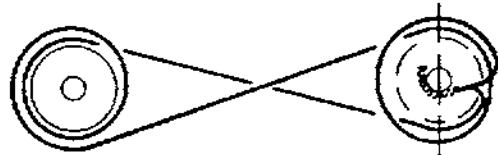
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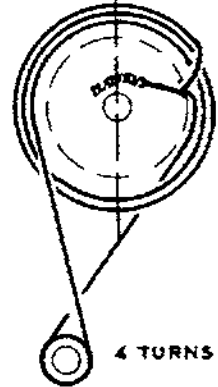
1782

3 TURNS

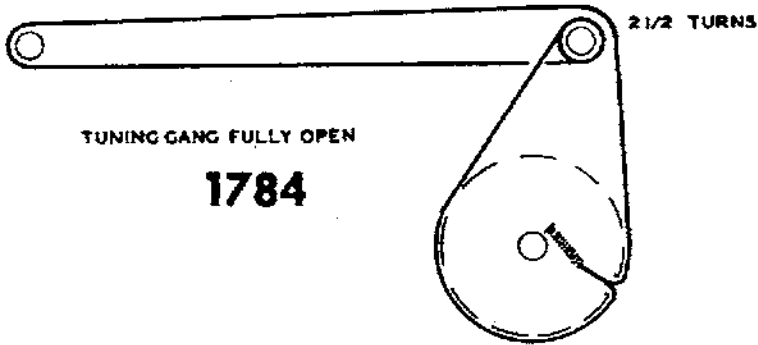


1783

TUNING GANG FULLY CLOSED



4 TURNS

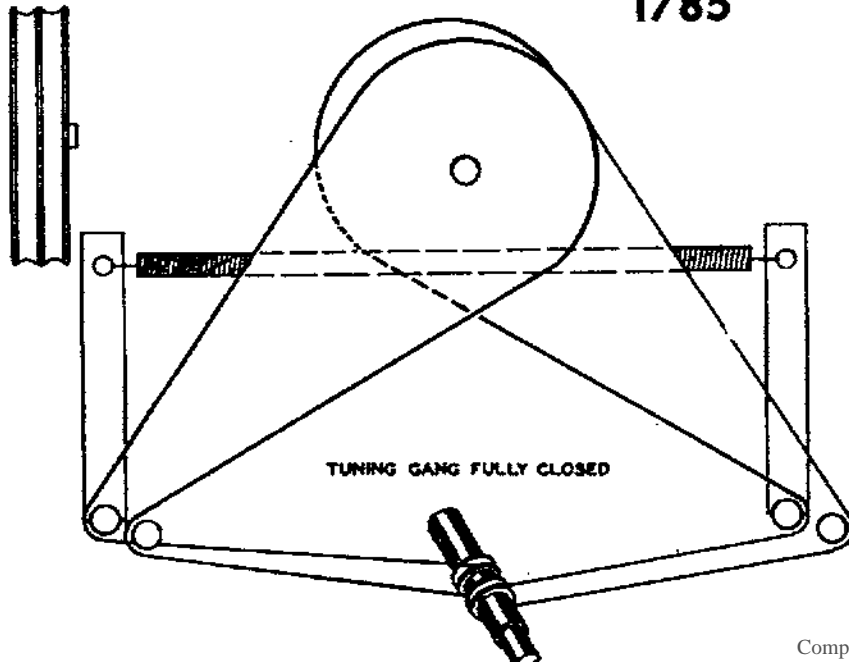


2 1/2 TURNS

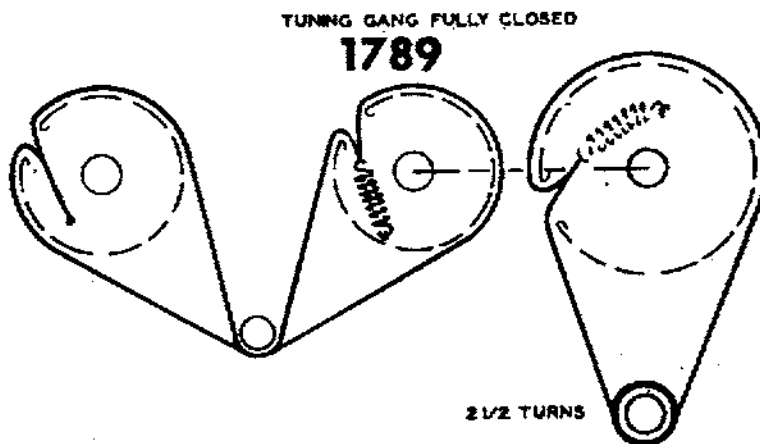
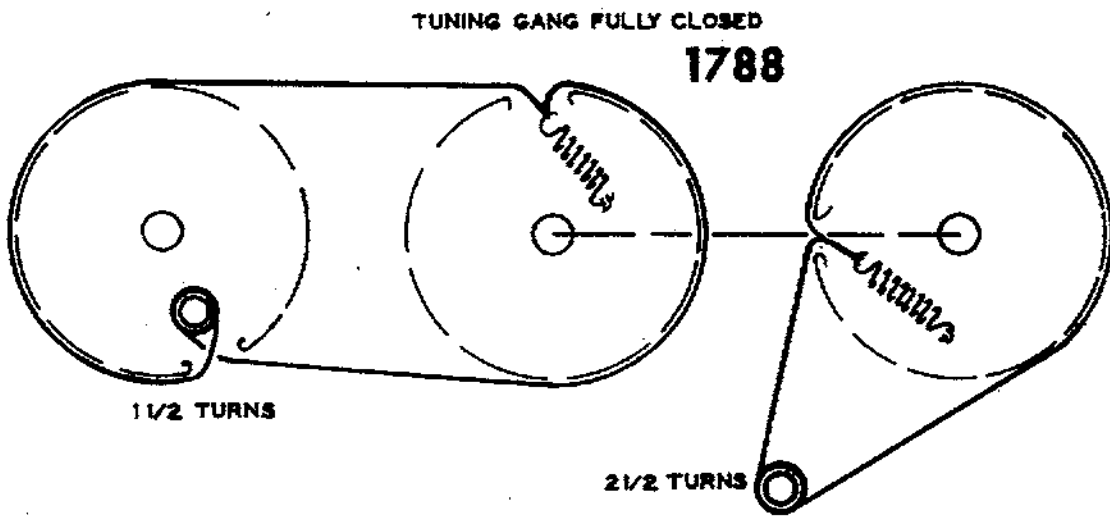
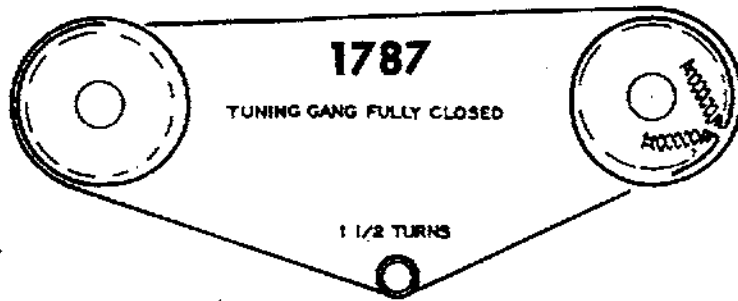
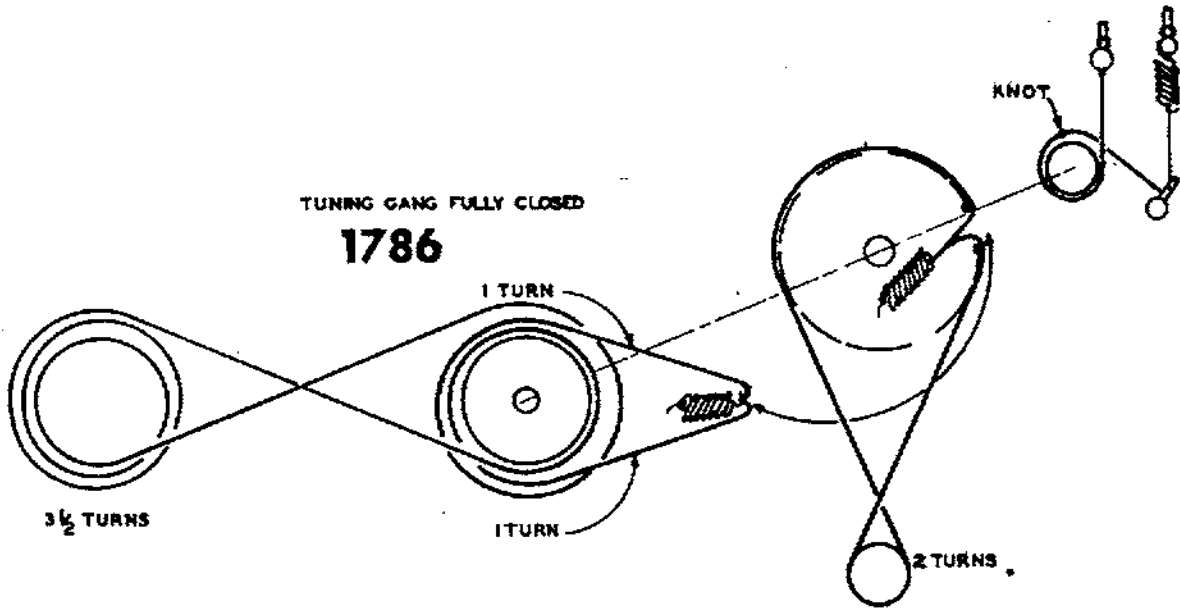
TUNING GANG FULLY OPEN

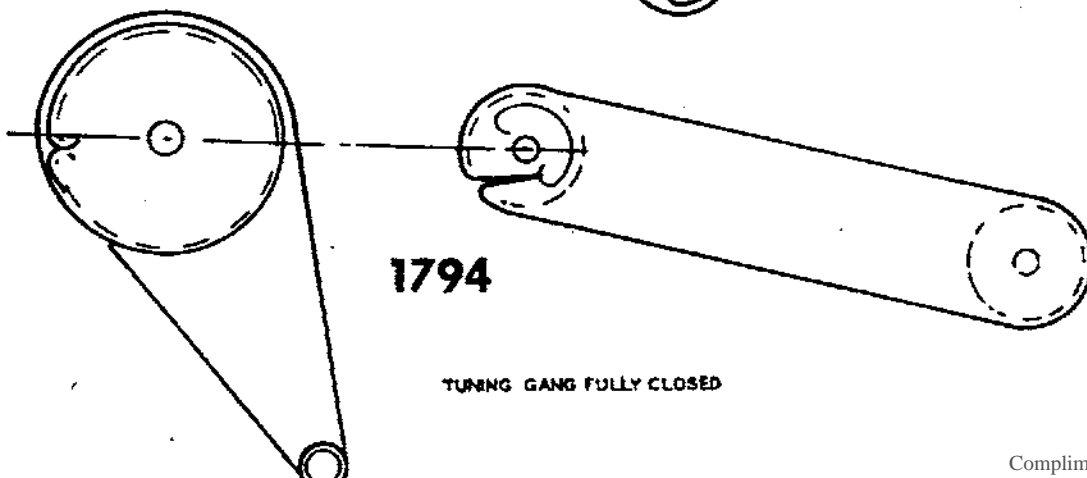
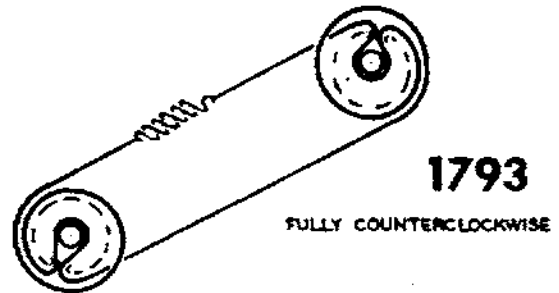
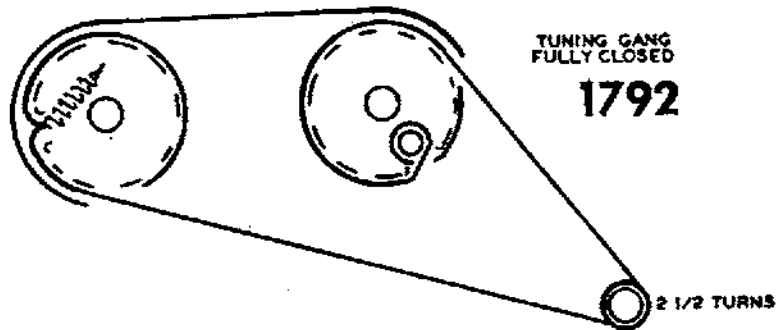
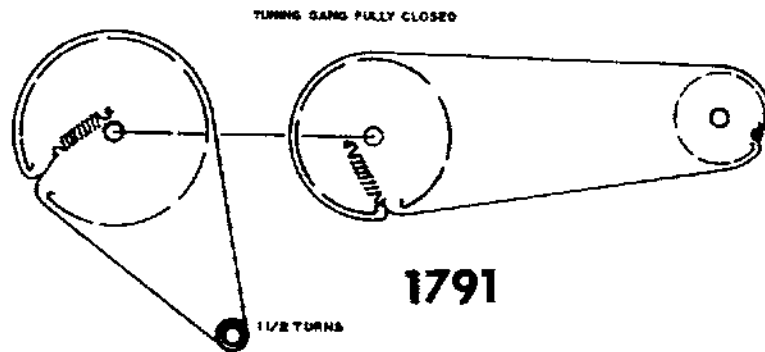
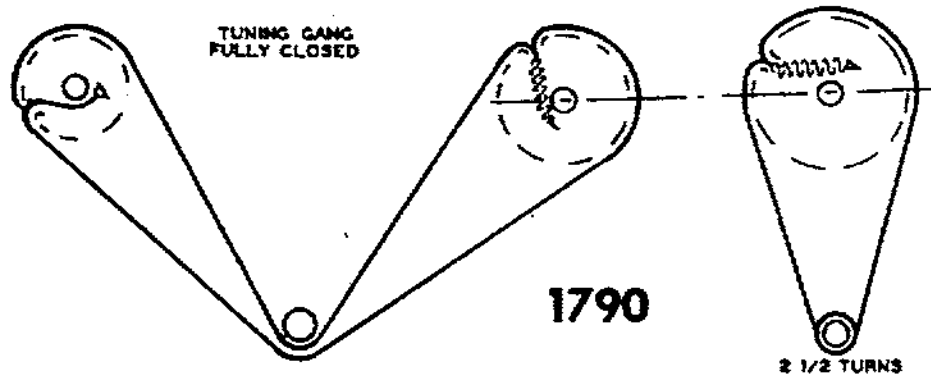
1784

1785



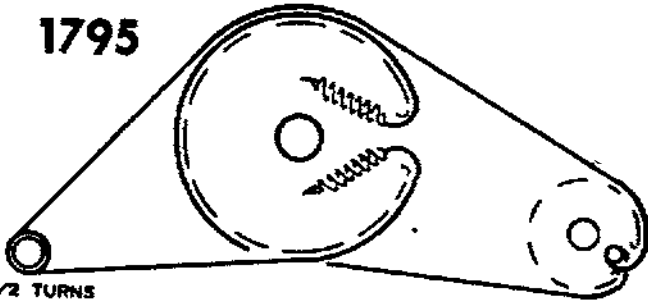
TUNING GANG FULLY CLOSED





TUNING GANG FULLY CLOSED

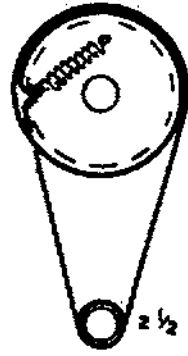
1795



2 1/2 TURNS

TUNING GANG FULLY CLOSED

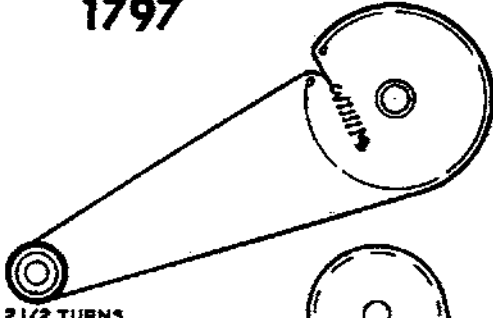
1796



2 1/2 TURNS

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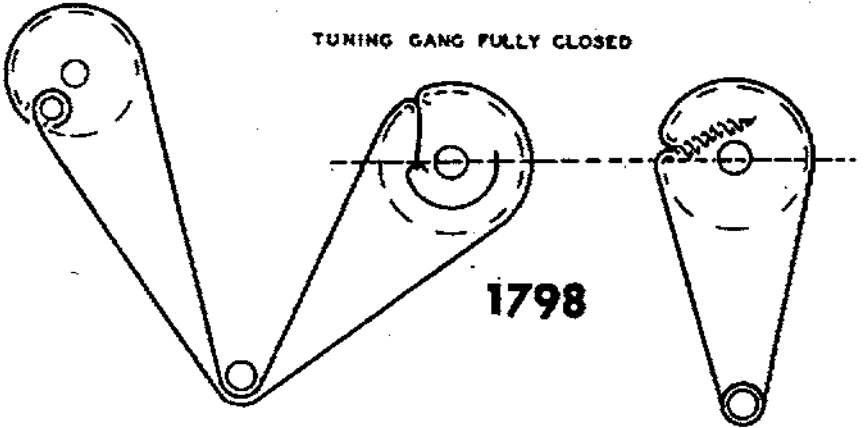
1797



2 1/2 TURNS

TUNING GANG FULLY CLOSED

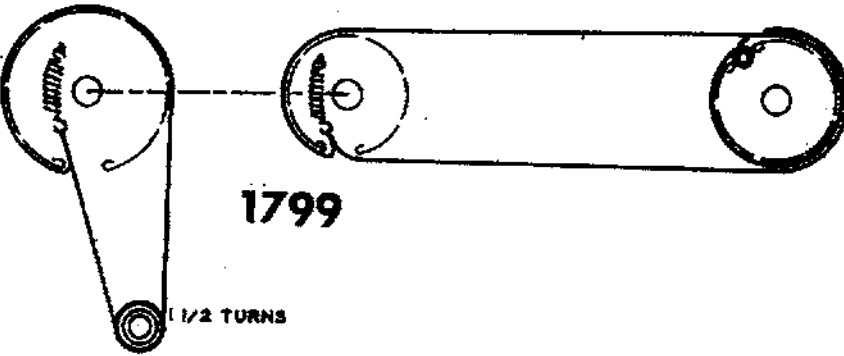
1798



2 1/2 TURNS

TUNING GANG FULLY CLOSED

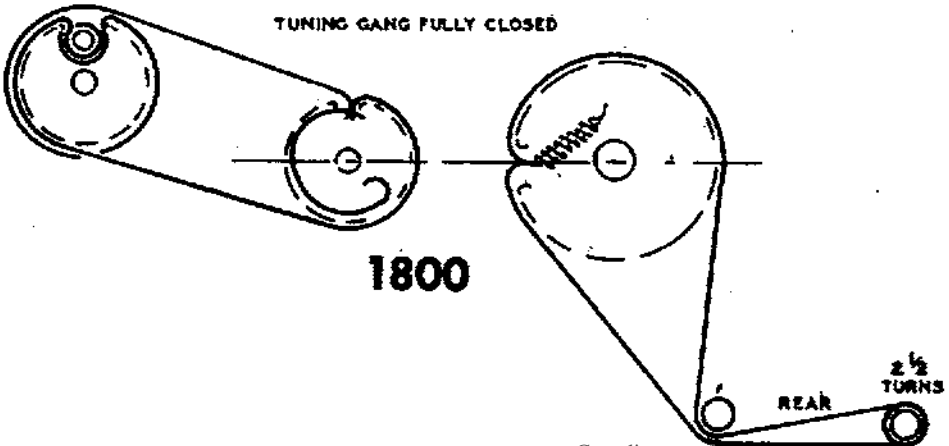
1799



1 1/2 TURNS

TUNING GANG FULLY CLOSED

1800

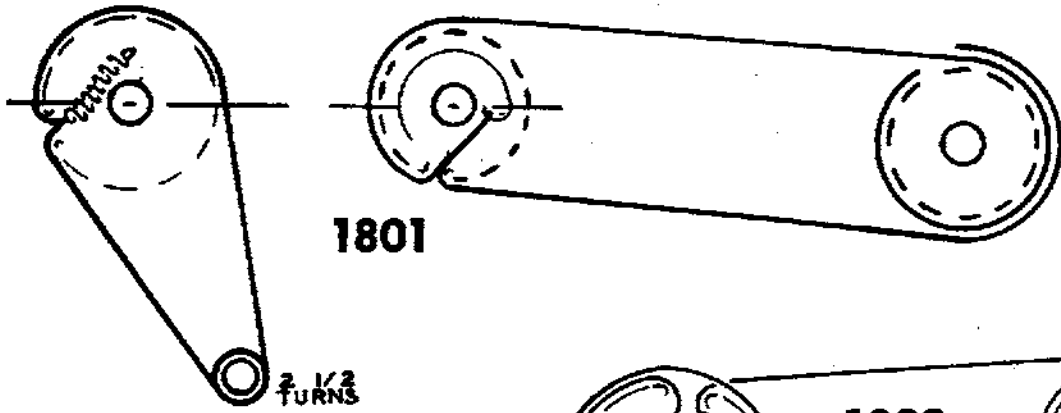


2 1/2 TURNS

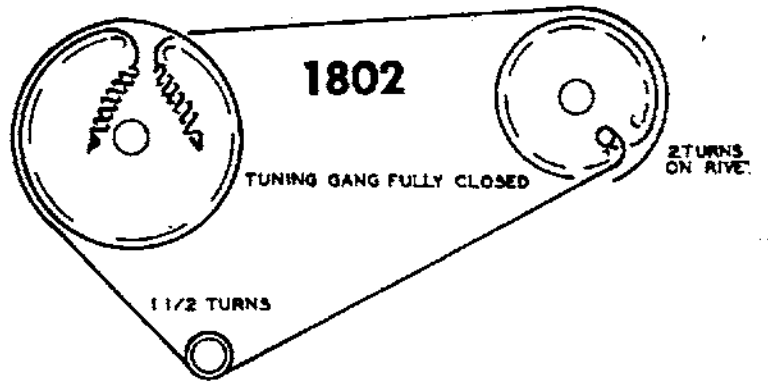
REAR

FRONT

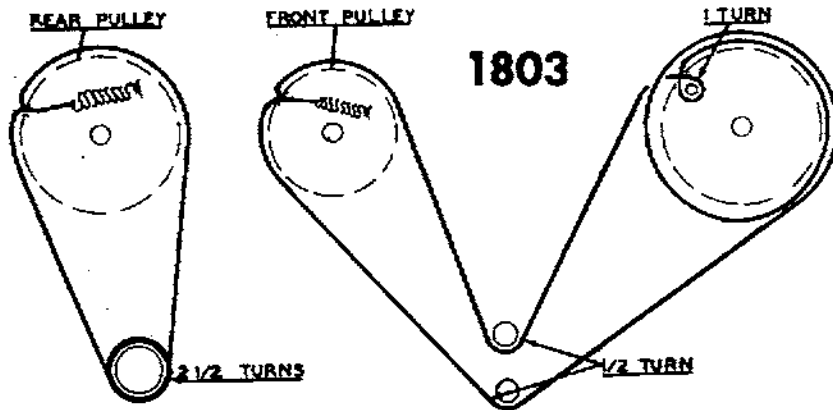
TUNING GANG FULLY CLOSED



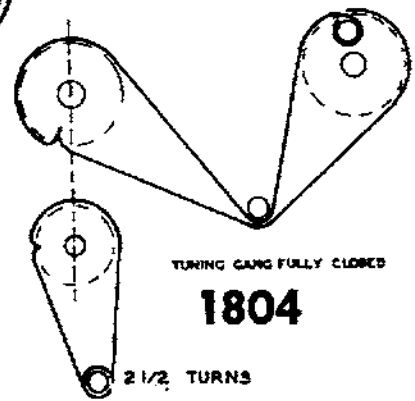
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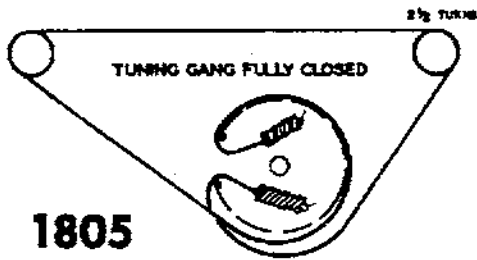
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1803

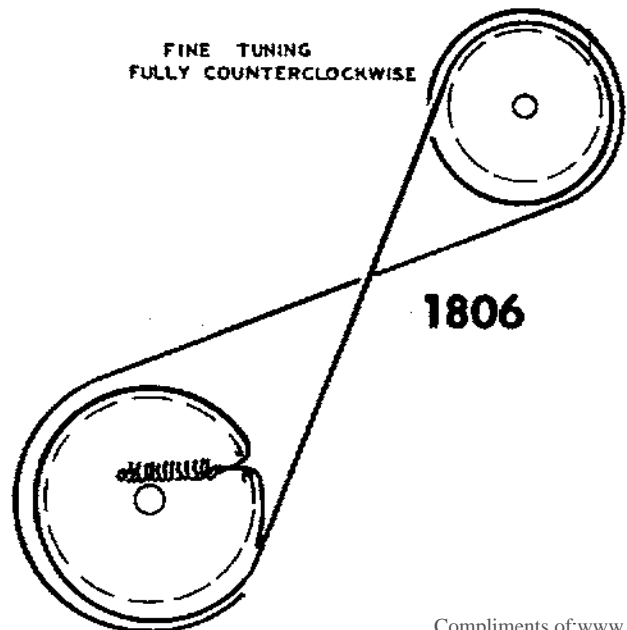


1804



1805

FINE TUNING FULLY COUNTERCLOCKWISE



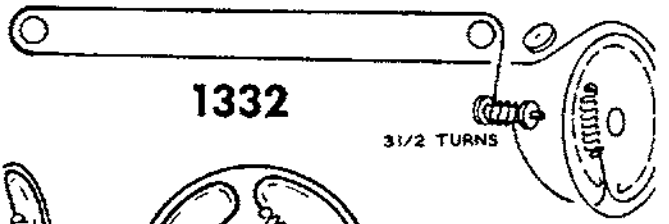
1806

VOL. CONT. COUNTER-CLOCKWISE



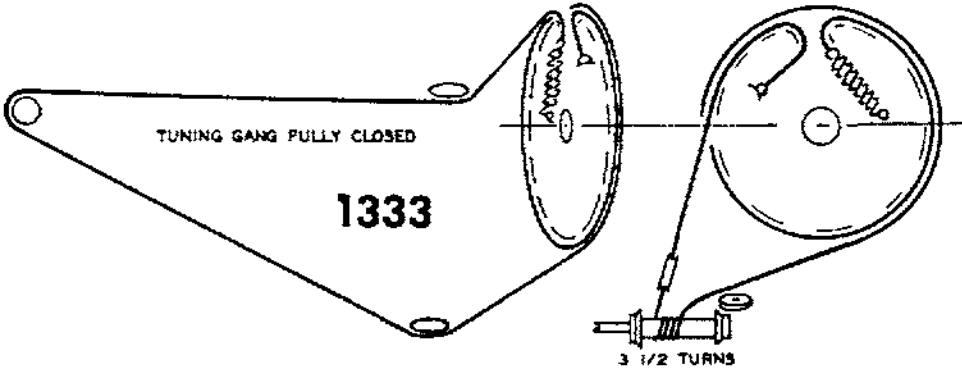
1807

TUNING GANG FULLY CLOSED



1332

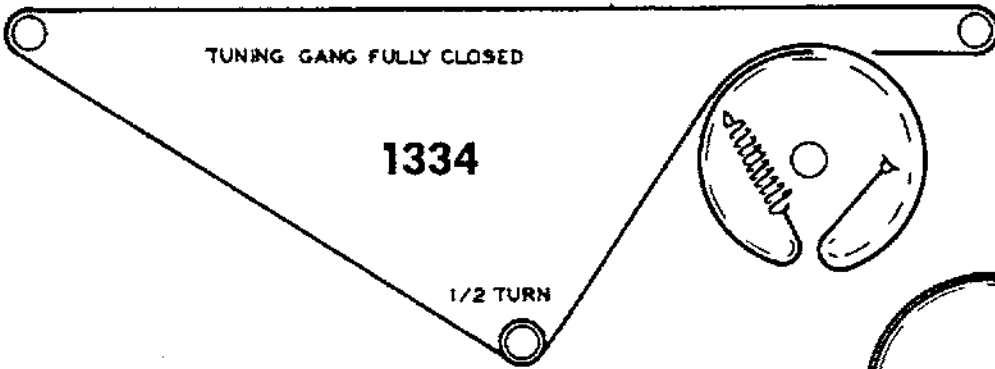
3 1/2 TURNS



TUNING GANG FULLY CLOSED

1333

3 1/2 TURNS



TUNING GANG FULLY CLOSED

1334

1/2 TURN

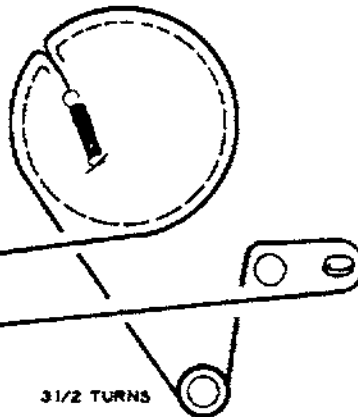
TUNING GANG FULLY CLOSED

1335

3 TURNS

TUNING GANG FULLY CLOSED

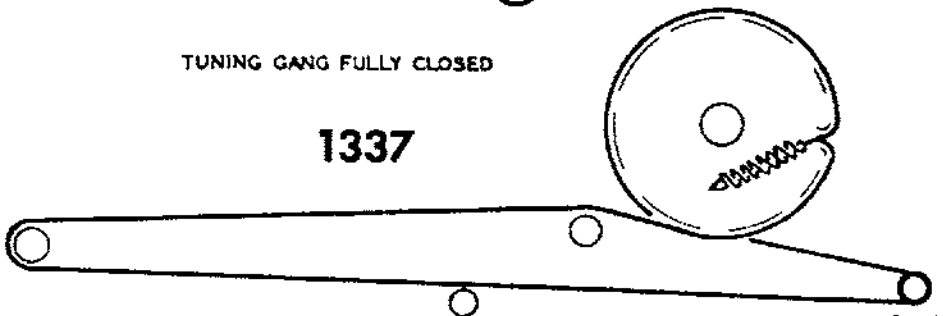
1336



3 1/2 TURNS

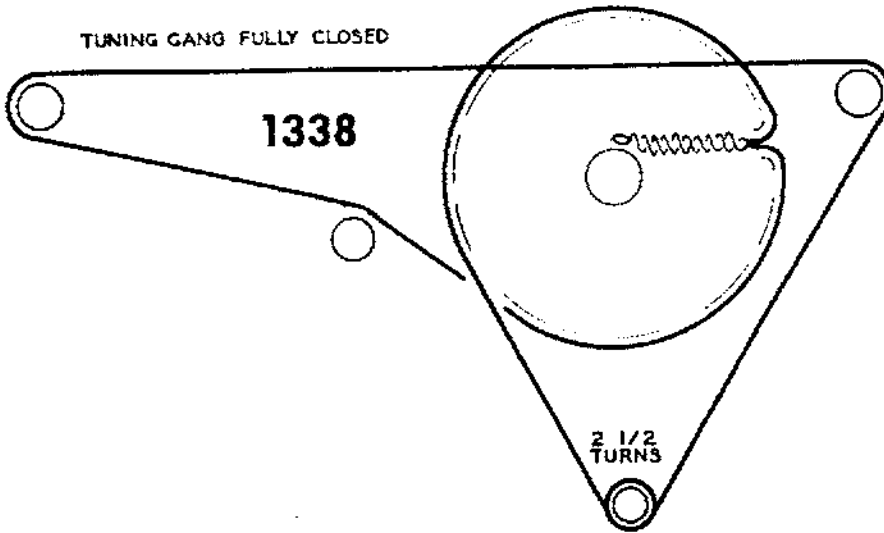
TUNING GANG FULLY CLOSED

1337

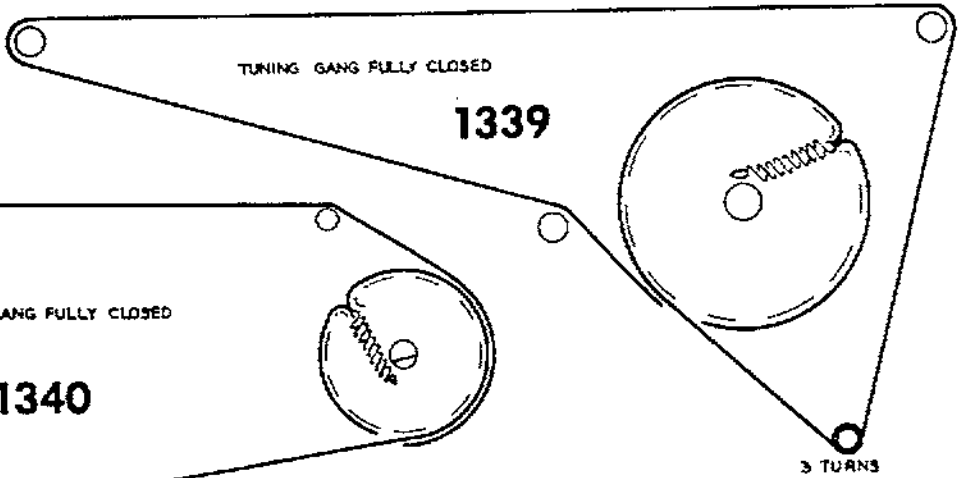


2 1/2 TURNS

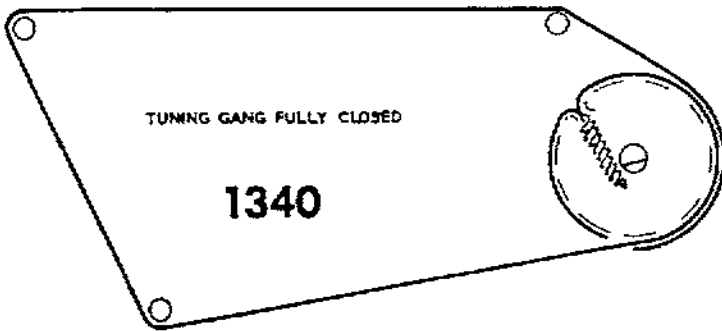
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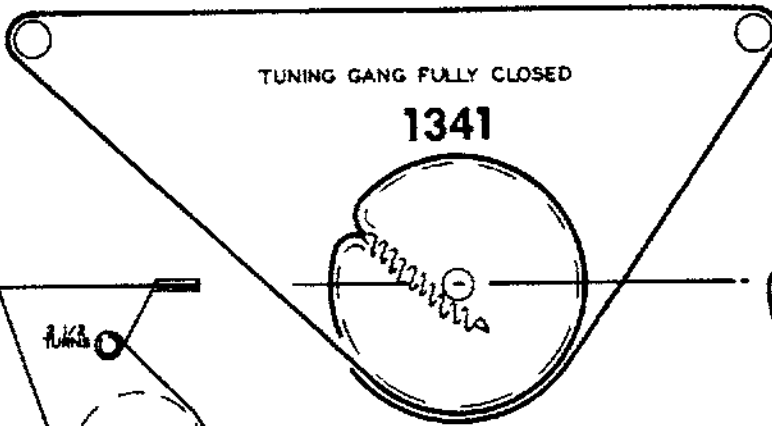
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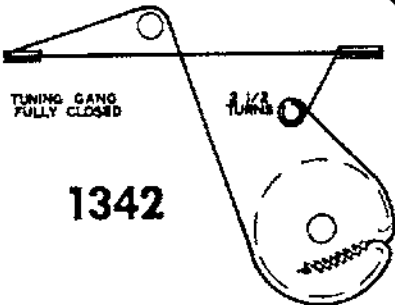
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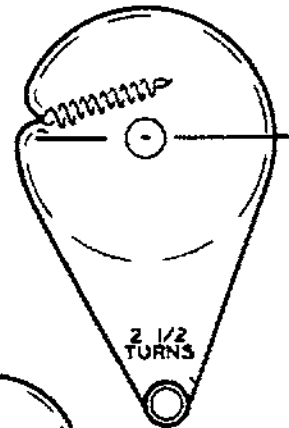
TUNING GANG FULLY CLOSED



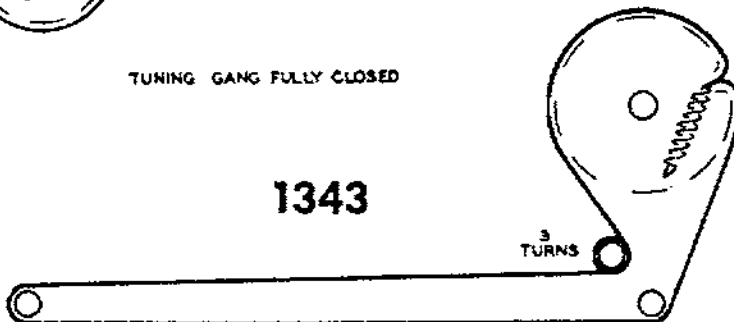
TUNING GANG FULLY CLOSED



2 1/2 TURNS

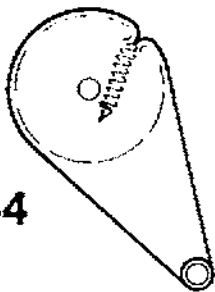


TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

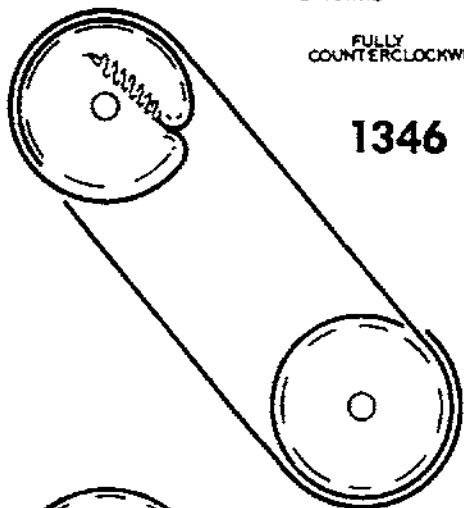
1344



3 TURNS

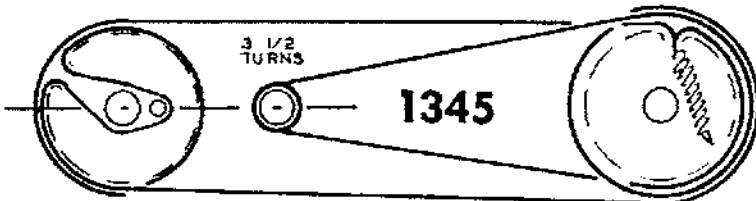
FULLY COUNTERCLOCKWISE

1346



TUNING GANG FULLY CLOSED

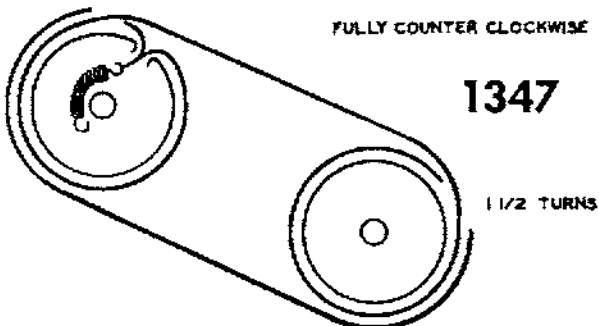
1345



3 1/2 TURNS

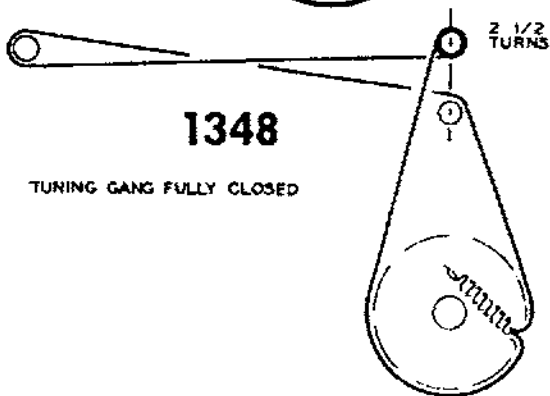
FULLY COUNTER CLOCKWISE

1347



1 1/2 TURNS

1348

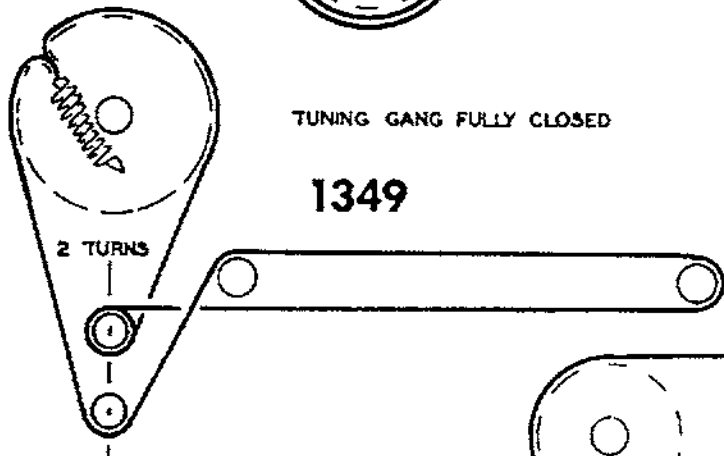


2 1/2 TURNS

TUNING GANG FULLY CLOSED

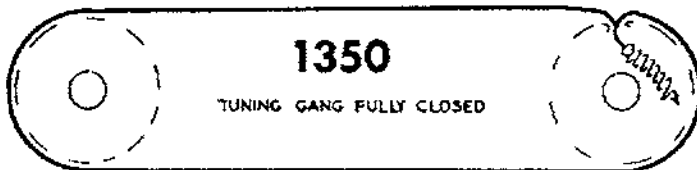
TUNING GANG FULLY CLOSED

1349



2 TURNS

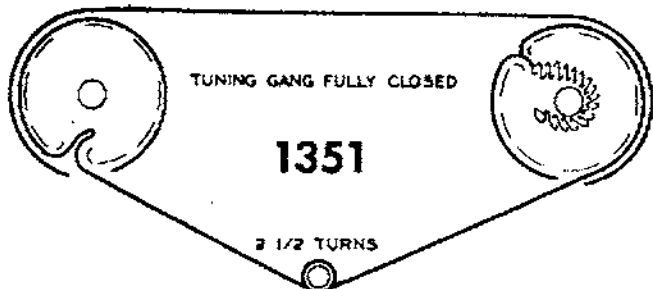
1350



TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

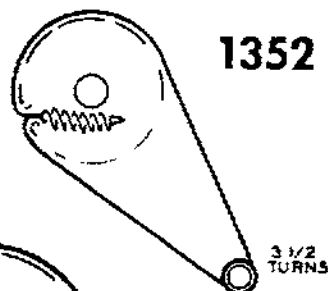
1351



2 1/2 TURNS

TUNING GANG FULLY CLOSED

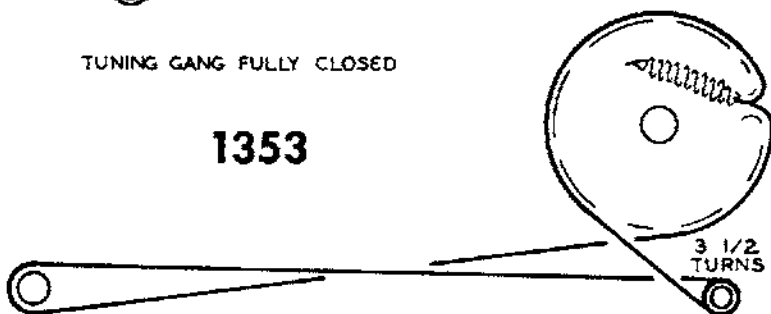
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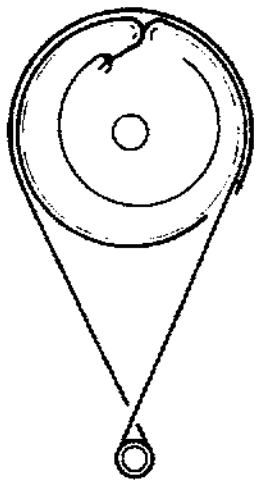
3 1/2 TURNS

TUNING GANG FULLY CLOSED

1353

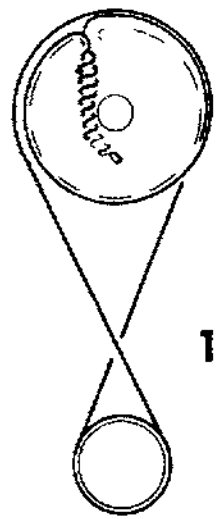


3 1/2 TURNS



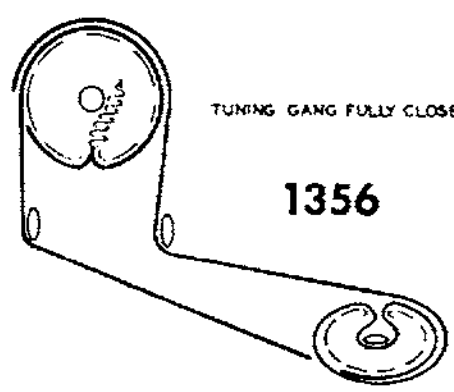
1 1/2 TURNS

1354



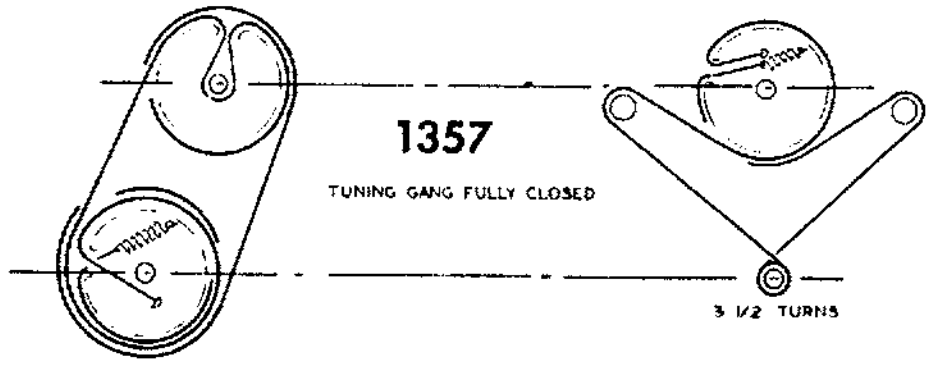
1 1/2 TURNS

1355



TUNING GANG FULLY CLOSED

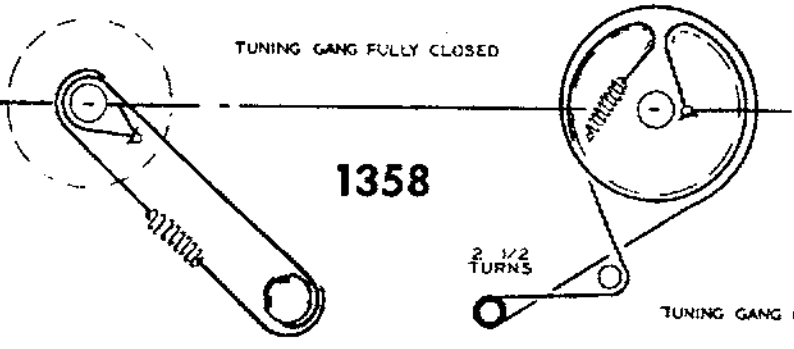
1356



1357

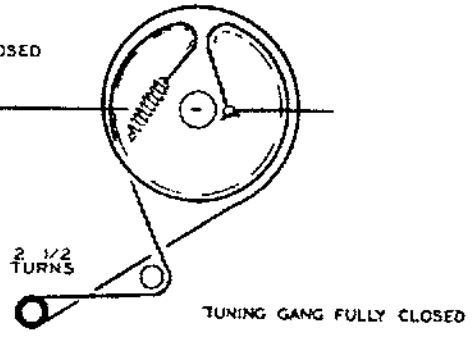
TUNING GANG FULLY CLOSED

3 1/2 TURNS



TUNING GANG FULLY CLOSED

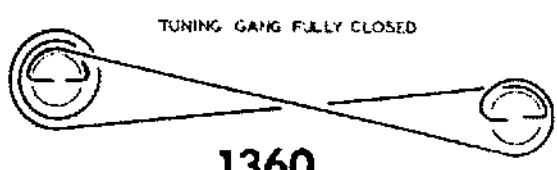
1358



2 1/2 TURNS

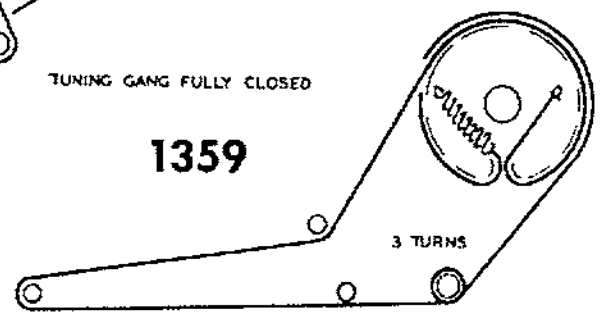
TUNING GANG FULLY CLOSED

1359



TUNING GANG FULLY CLOSED

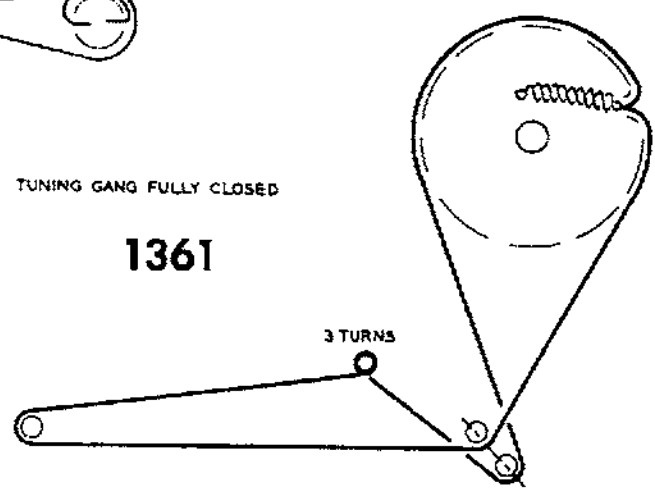
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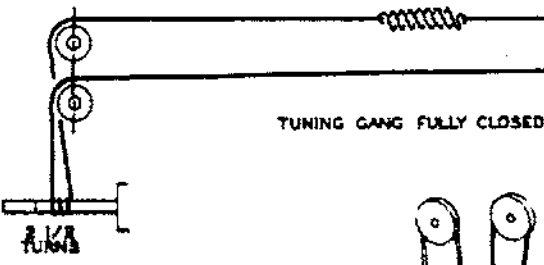
3 TURNS

TUNING GANG FULLY CLOSED

1361

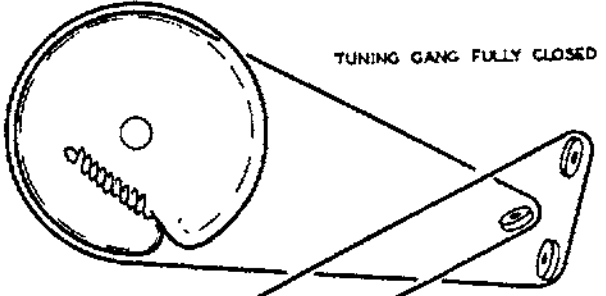


3 TURNS



1362

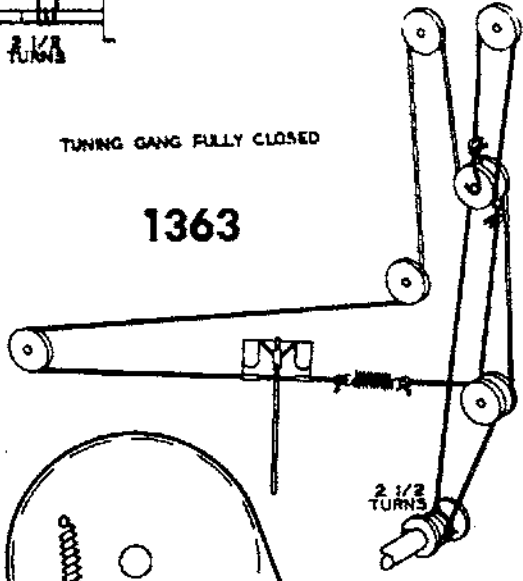
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

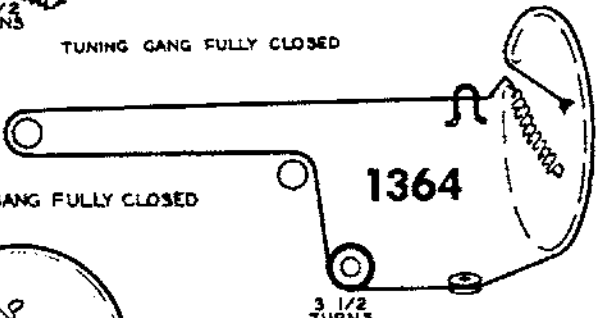
TUNING GANG FULLY CLOSED

1363



3 1/2
TURNS

TUNING GANG FULLY CLOSED

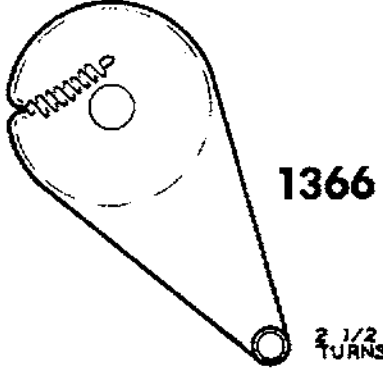


TUNING GANG FULLY CLOSED

1364

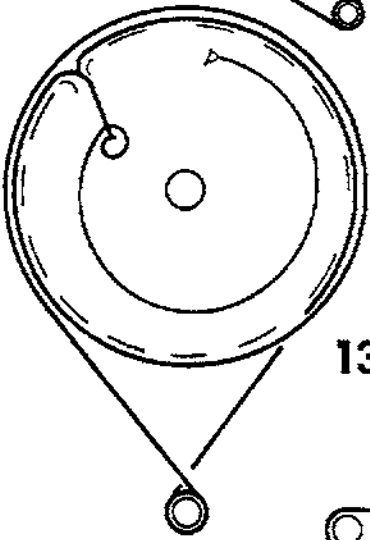
1365

2 1/2
TURNS



1366

2 1/2
TURNS

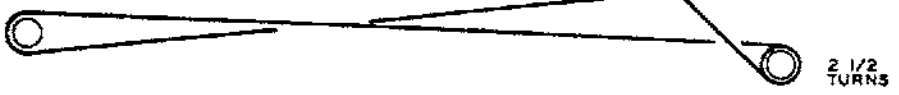


1367

TUNING GANG FULLY CLOSED

1 1/2
TURNS

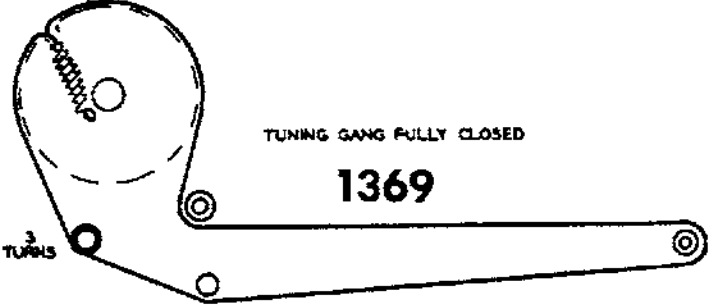
1368



2 1/2
TURNS

TUNING GANG FULLY CLOSED

1369



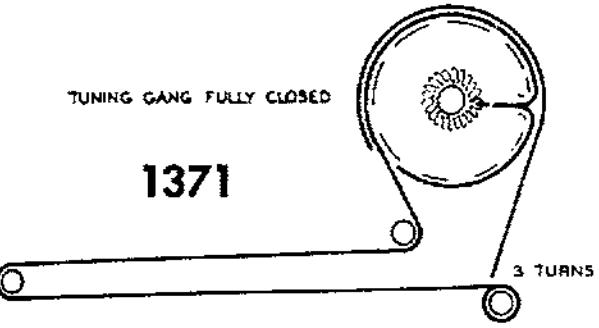
TUNING GANG FULLY CLOSED

1370

4 TURNS

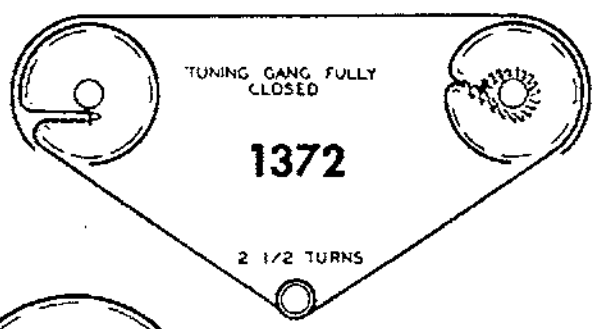
TUNING GANG FULLY CLOSED

1371



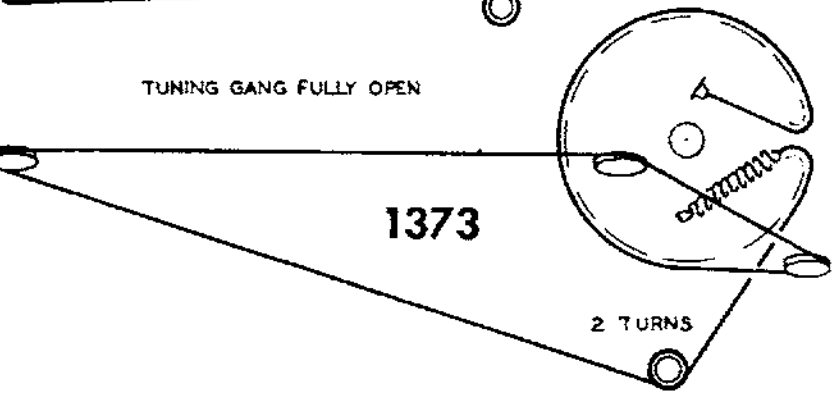
TUNING GANG FULLY CLOSED

1372



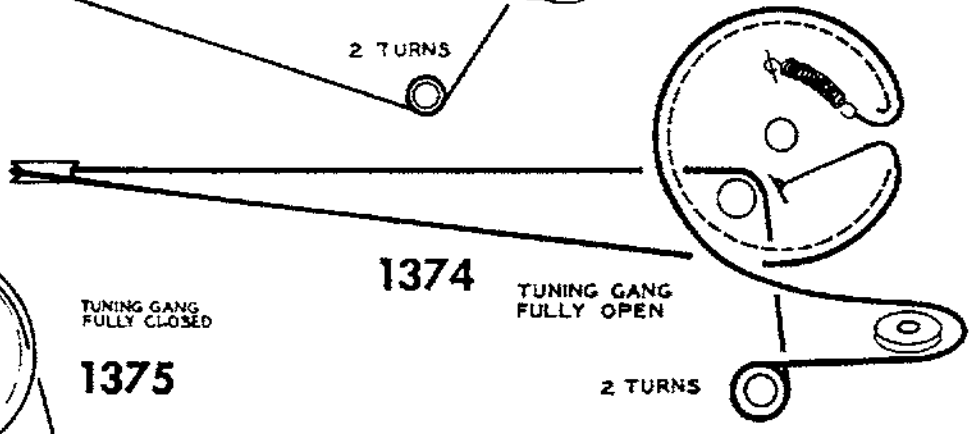
TUNING GANG FULLY OPEN

1373



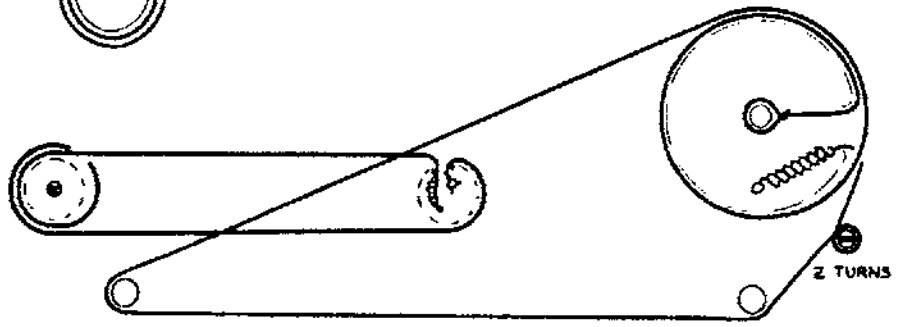
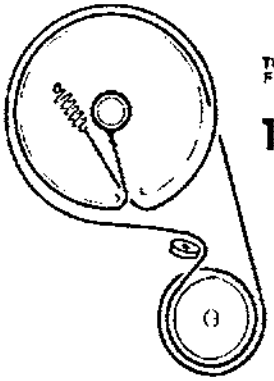
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TUNING GANG FULLY OPEN



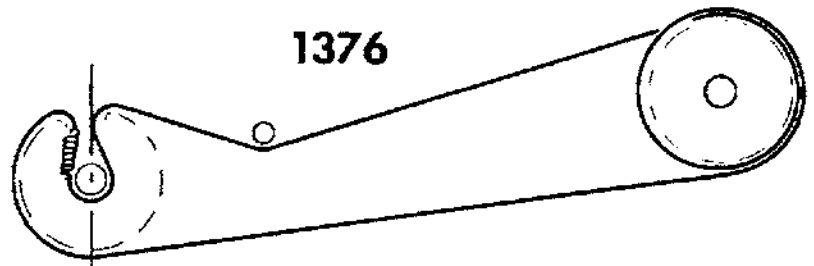
TUNING GANG FULLY CLOSED

1375



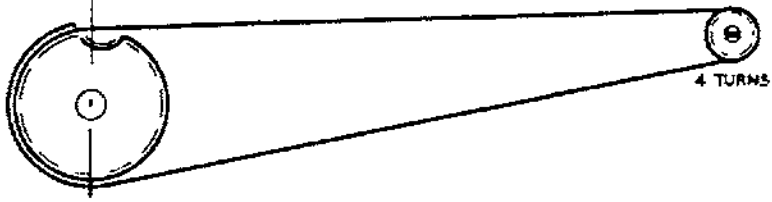
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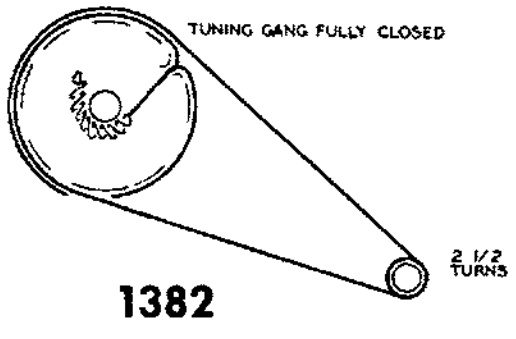
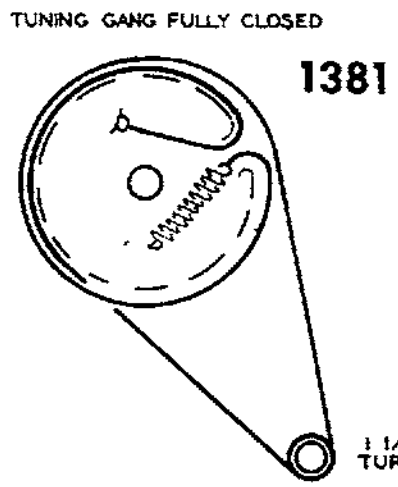
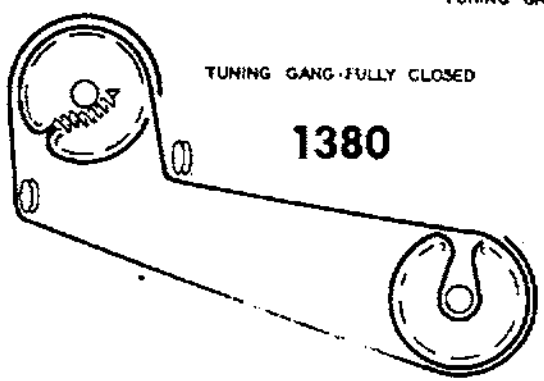
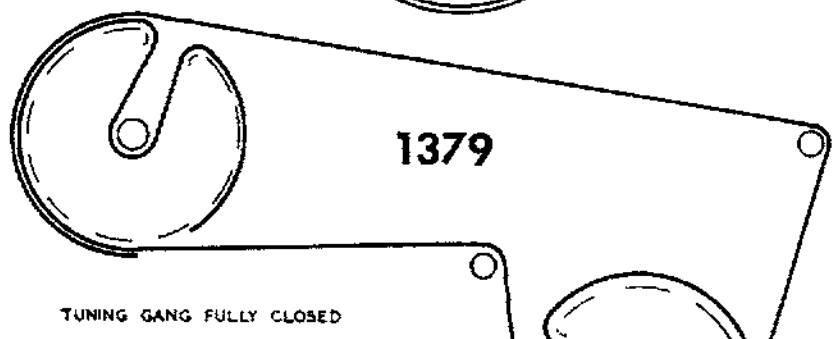
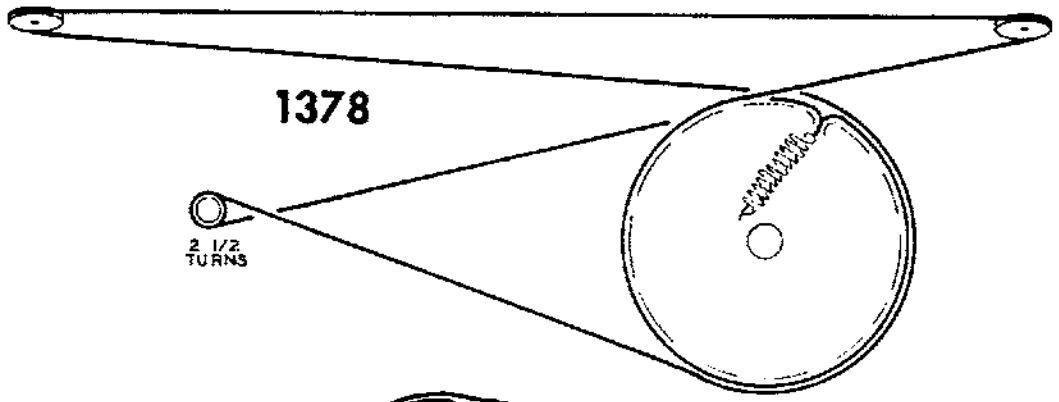
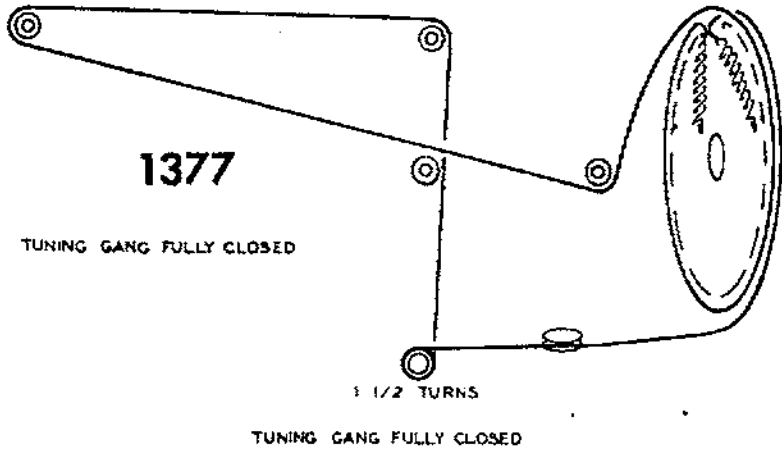
FINE TUNING

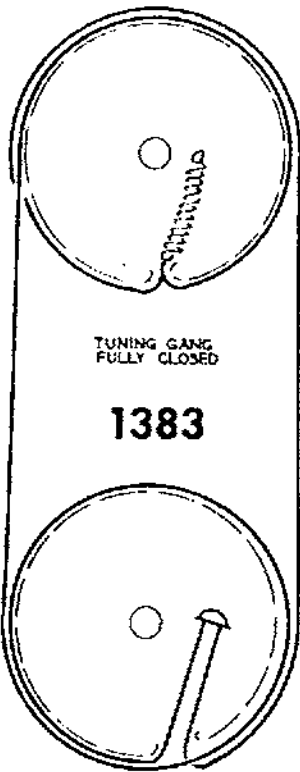


CHANNEL SELECTOR

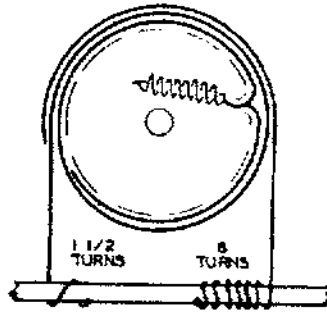
4 TURNS





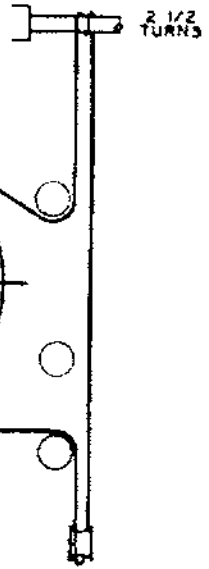


1383



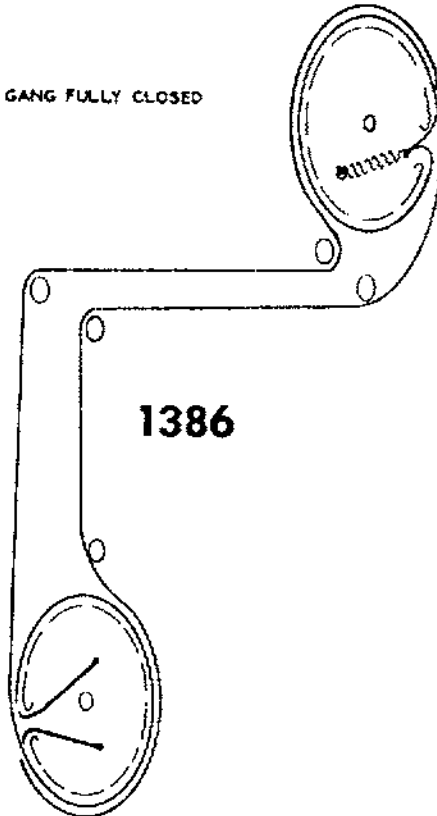
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1385

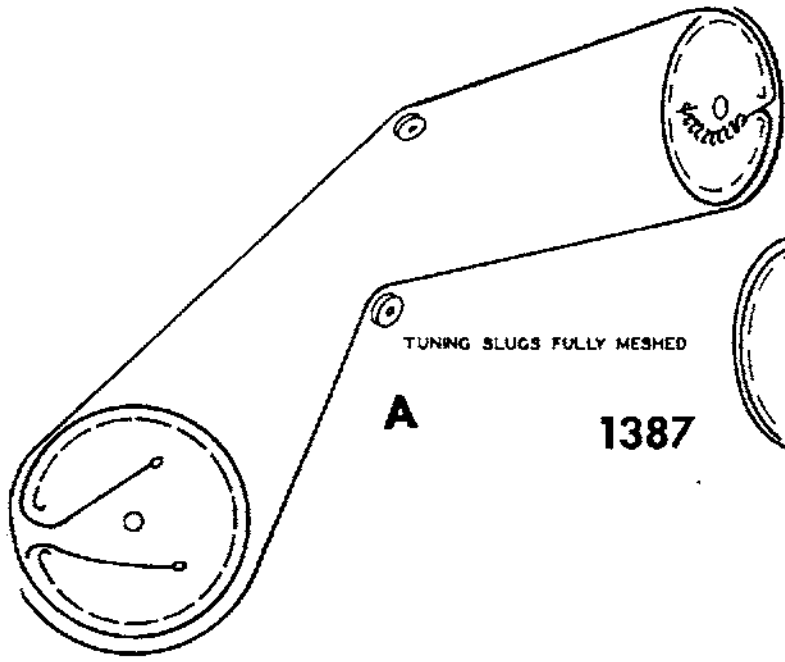


TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

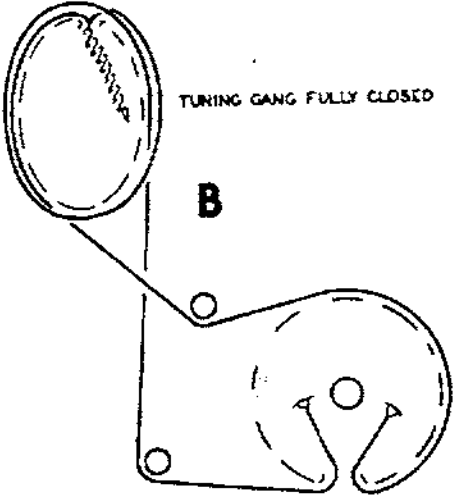


1386



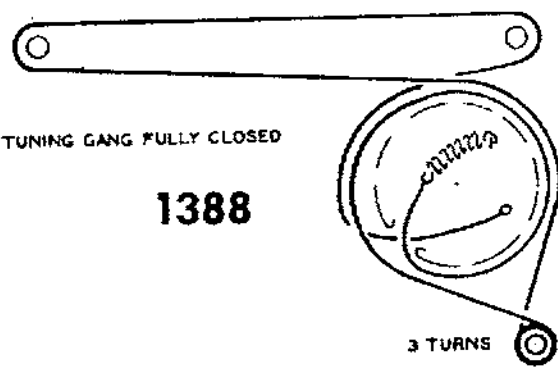
A

1387



TUNING GANG FULLY CLOSED

B

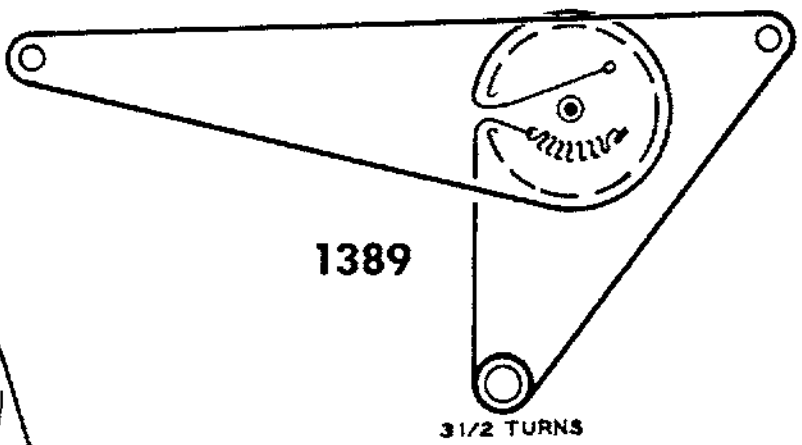


TUNING GANG FULLY CLOSED

1388

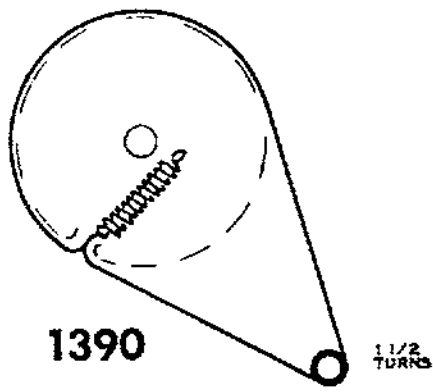
3 TURNS

TUNING GANG FULLY CLOSED



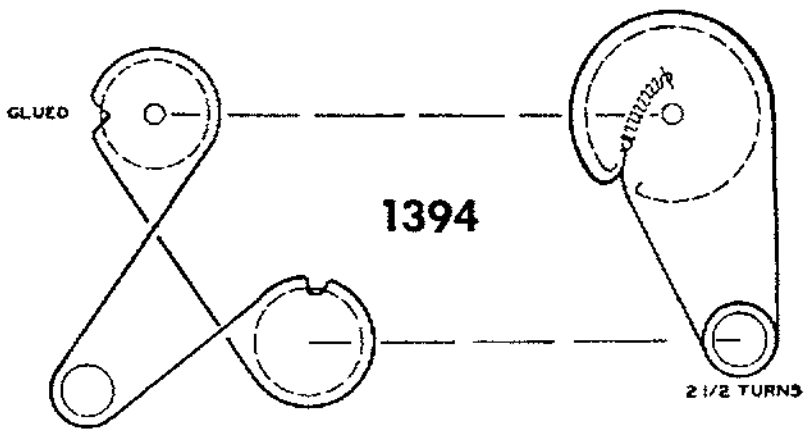
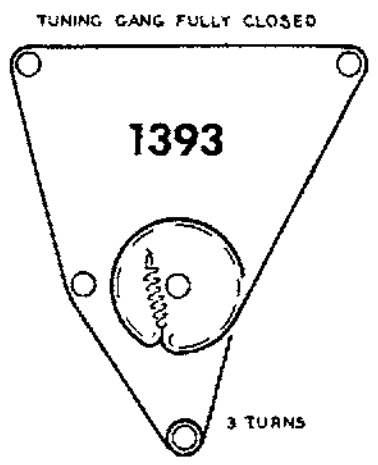
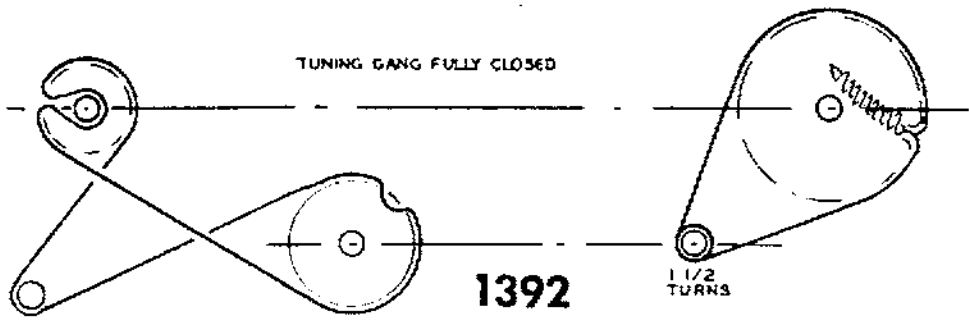
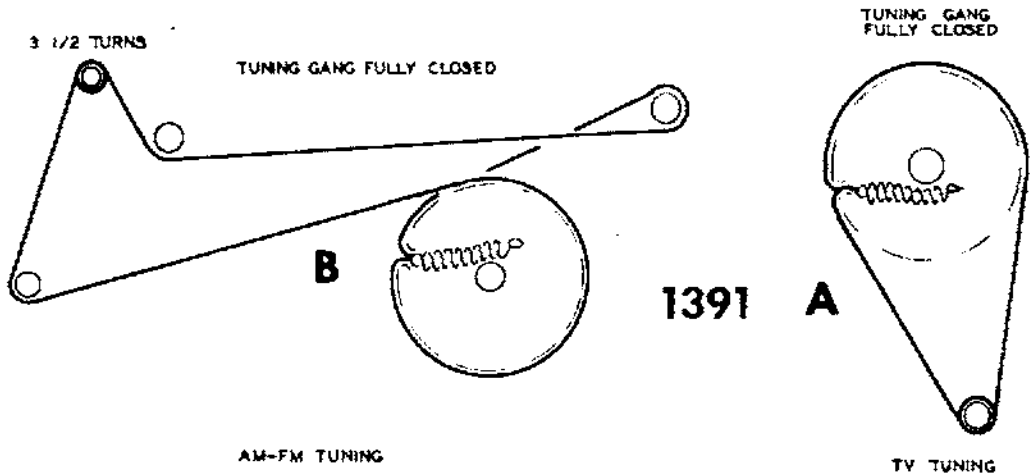
1389

3 1/2 TURNS

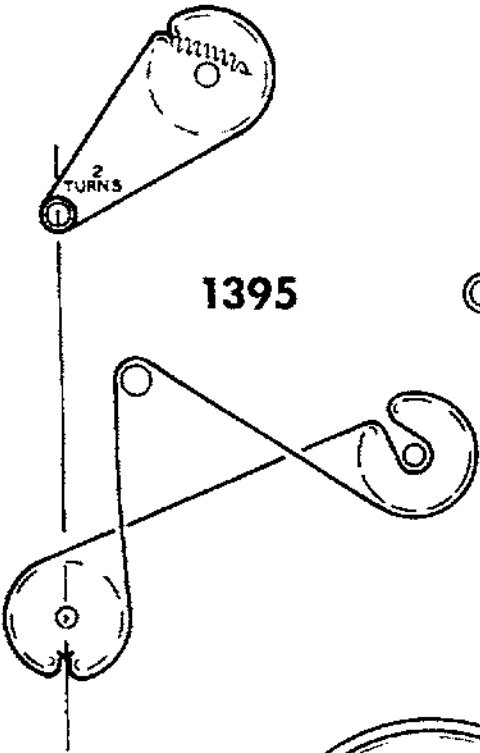


1390

1 1/2 TURNS

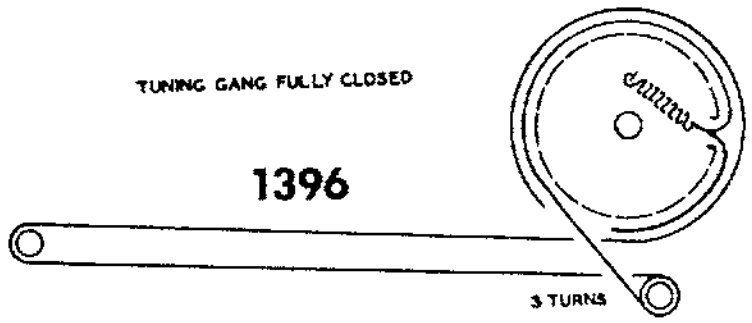


TUNING GANG FULLY CLOSED

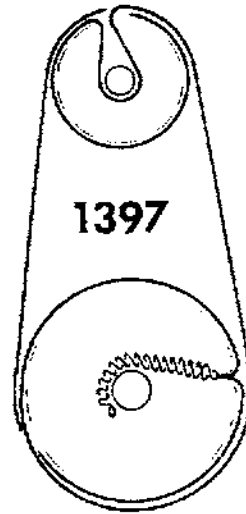


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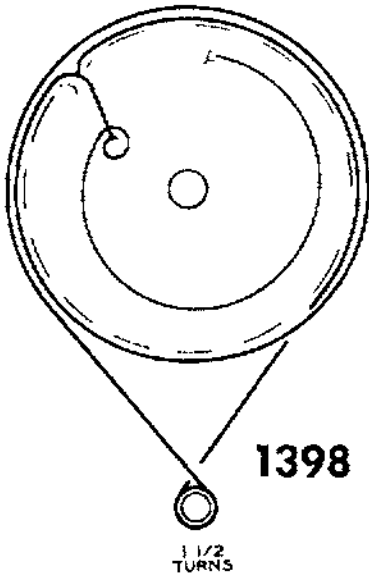
TUNING GANG FULLY CLOSED



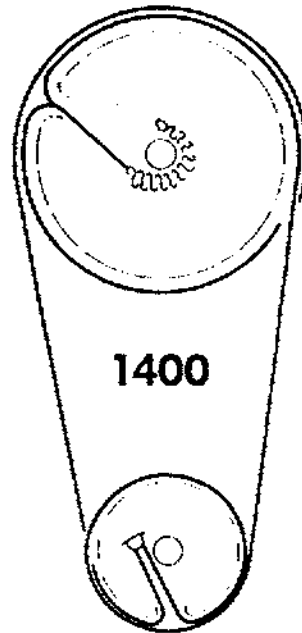
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1397



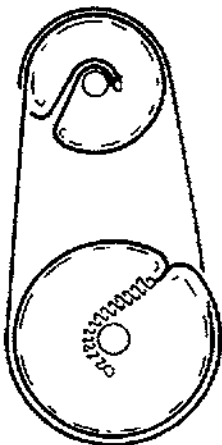
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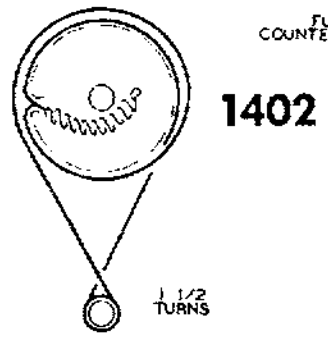
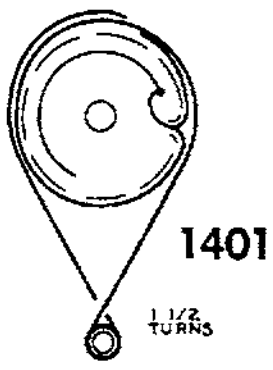


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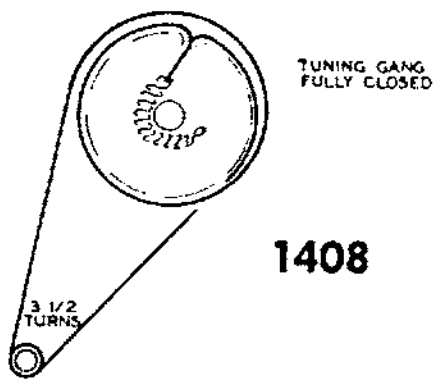
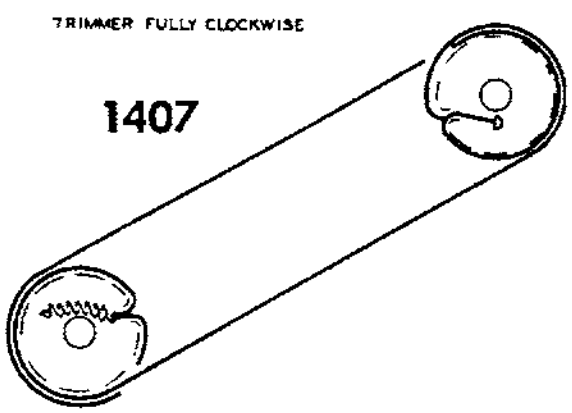
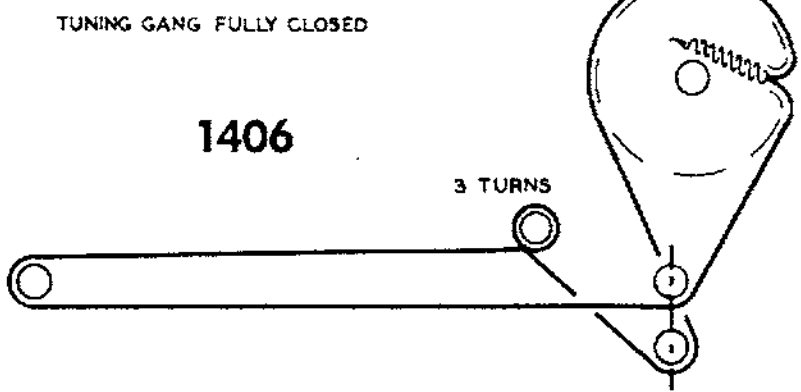
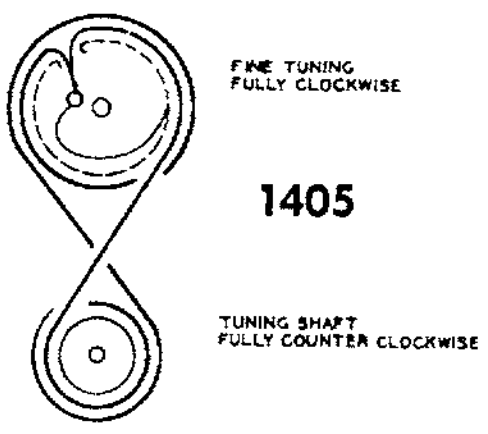
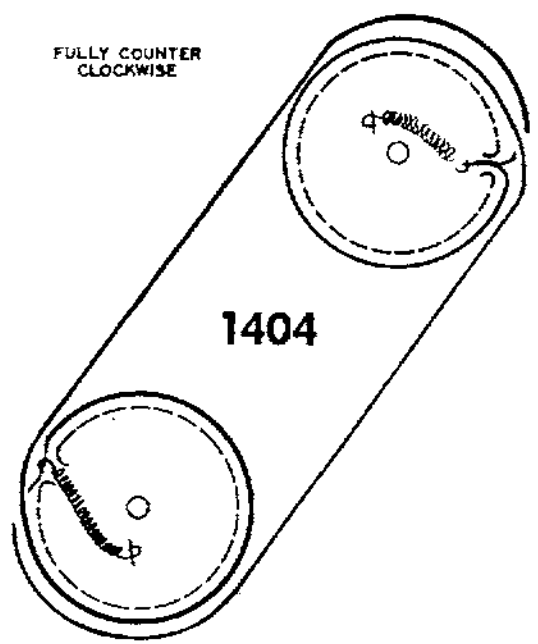
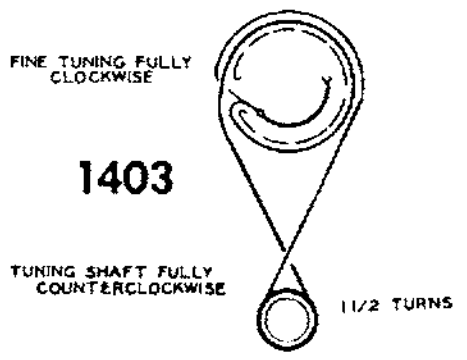
FINE TUNING CONTROL

1399



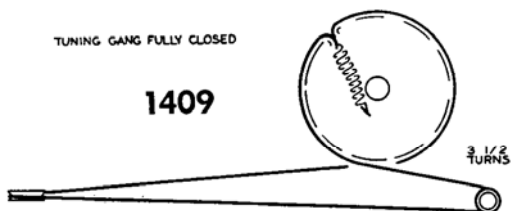


FULLY COUNTERCLOCKWISE FINE TUNING FULLY CLOCKWISE



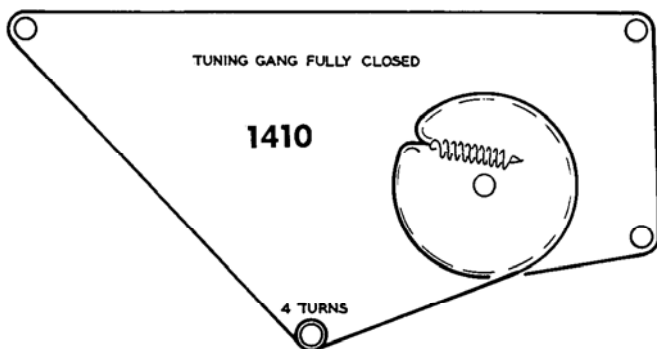
TUNING GANG FULLY CLOSED

1409



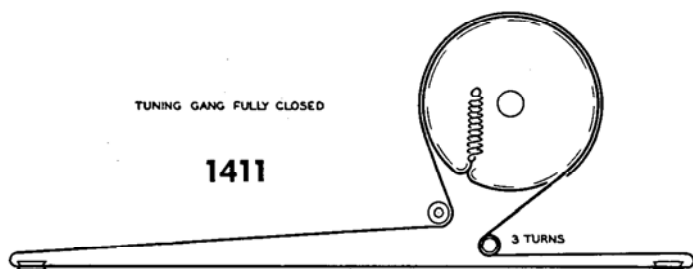
TUNING GANG FULLY CLOSED

1410



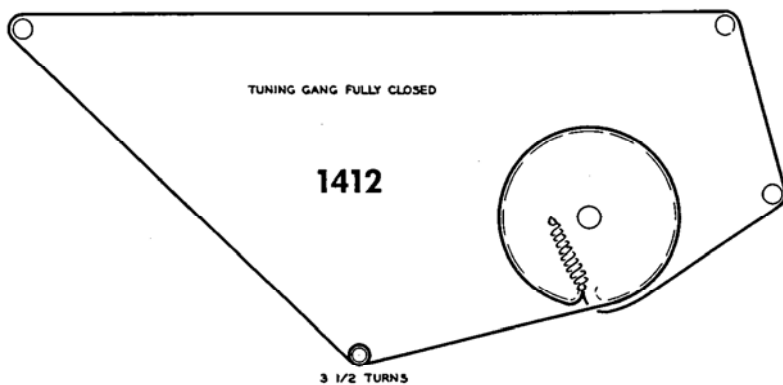
TUNING GANG FULLY CLOSED

1411



TUNING GANG FULLY CLOSED

1412





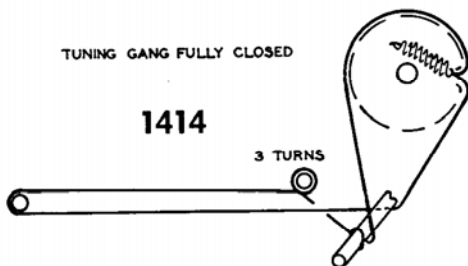
TUNING GANG FULLY CLOSED

1413

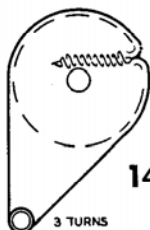
TUNING GANG FULLY CLOSED

1414

3 TURNS



TUNING GANG FULLY CLOSED

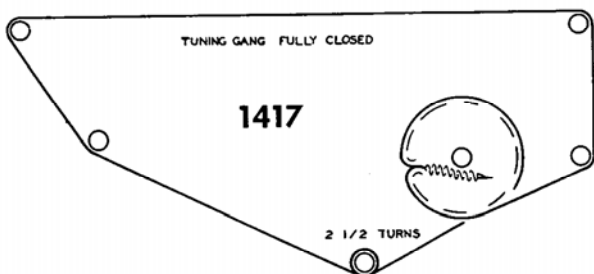
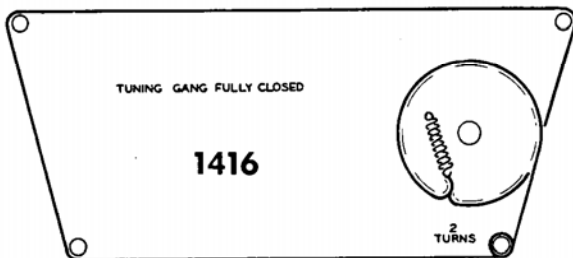


1415

TUNING GANG FULLY CLOSED

1416

2 TURNS



TUNING GANG FULLY CLOSED

1417

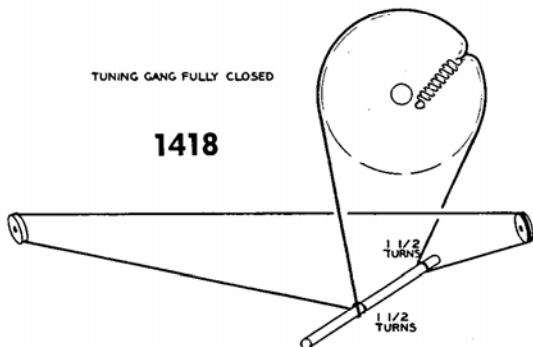
2 1/2 TURNS

TUNING GANG FULLY CLOSED

1418

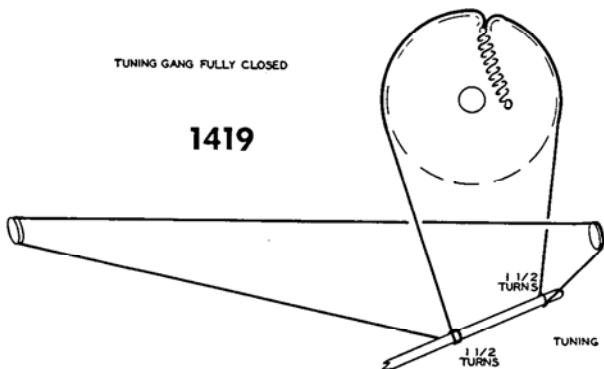
1 1/2 TURNS

1 1/2 TURNS



TUNING GANG FULLY CLOSED

1419



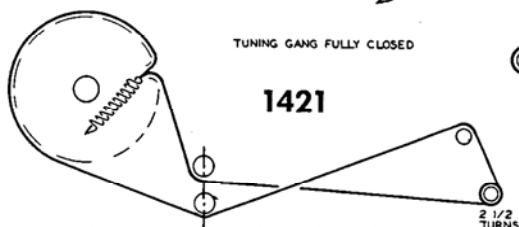
TUNING GANG FULLY CLOSED

1420



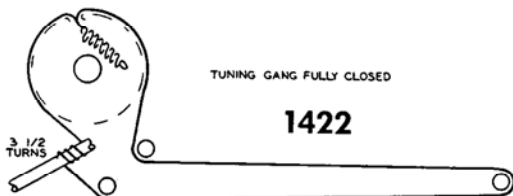
TUNING GANG FULLY CLOSED

1421



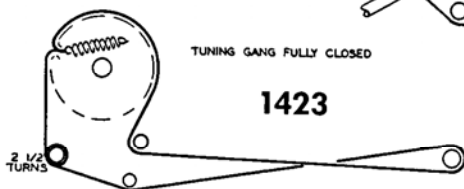
TUNING GANG FULLY CLOSED

1422



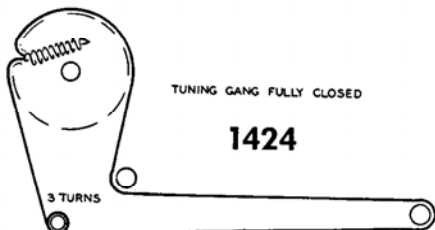
TUNING GANG FULLY CLOSED

1423



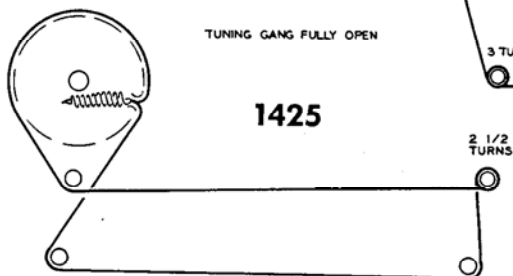
TUNING GANG FULLY CLOSED

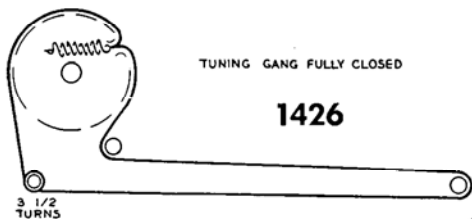
1424



TUNING GANG FULLY OPEN

1425

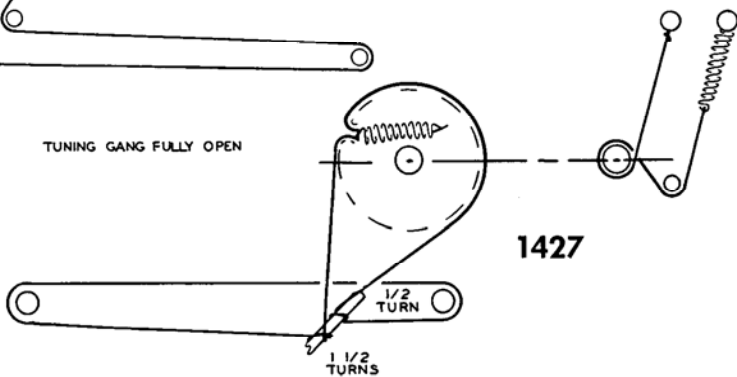




TUNING GANG FULLY CLOSED

1426

3 1/2
TURNS

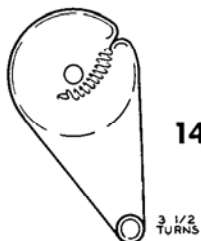


TUNING GANG FULLY OPEN

1427

1 1/2
TURNS

TUNING GANG FULLY CLOSED

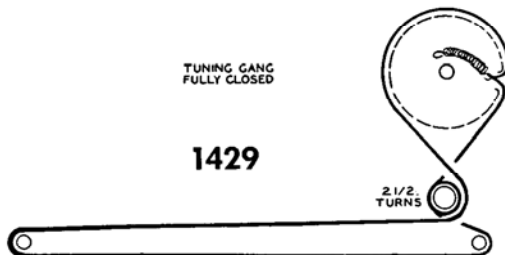


1428

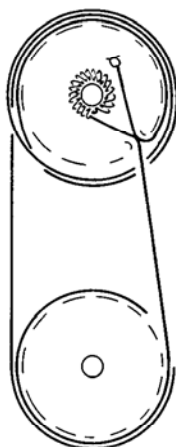
3 1/2
TURNS

TUNING GANG
FULLY CLOSED

1429

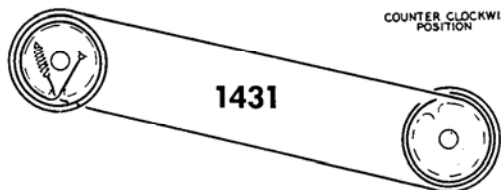


2 1/2
TURNS



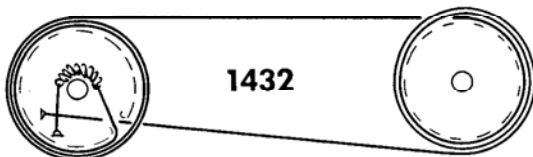
TRIMMER
FULLY CLOSED

1430

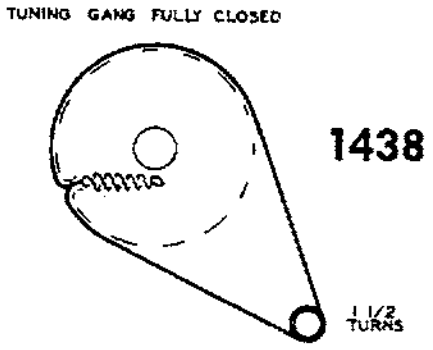
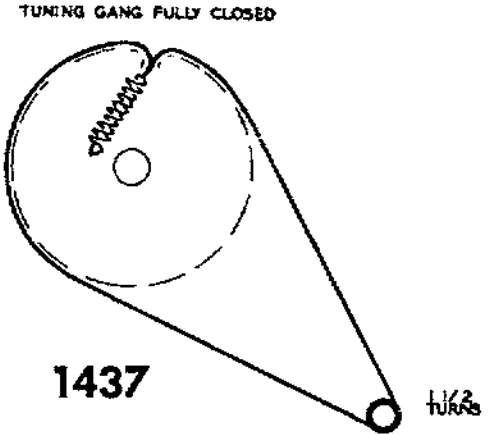
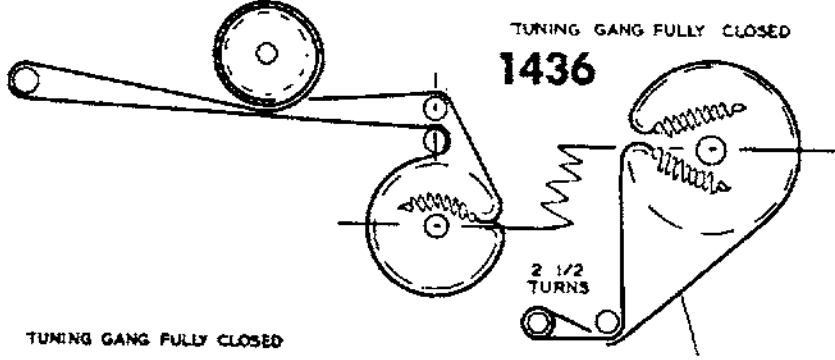
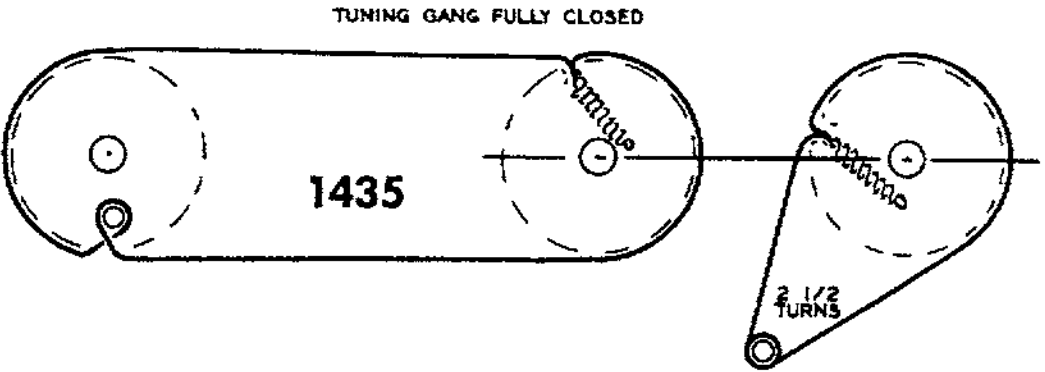
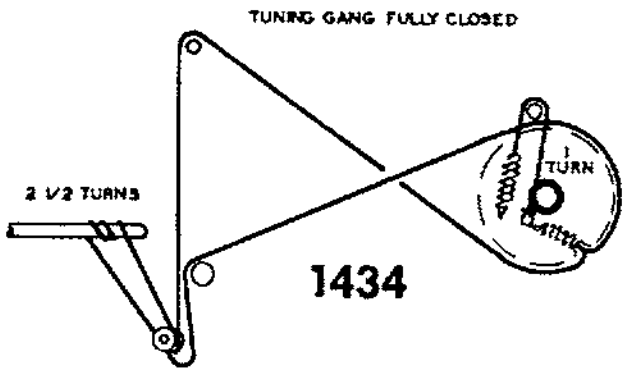
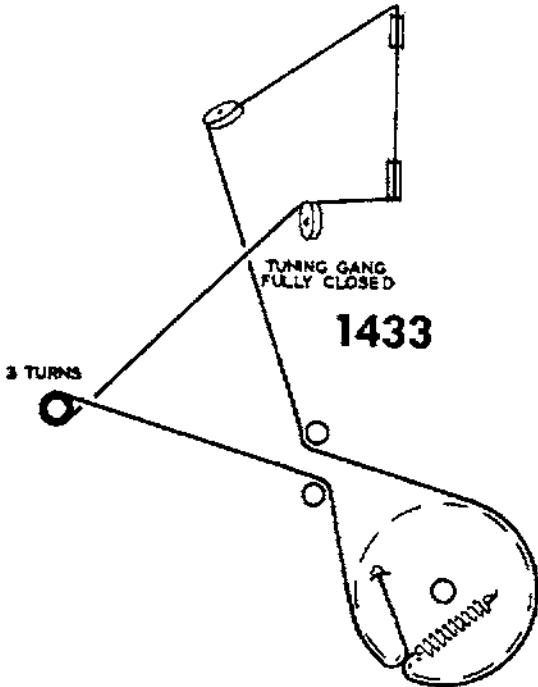


COUNTER CLOCKWISE
POSITION

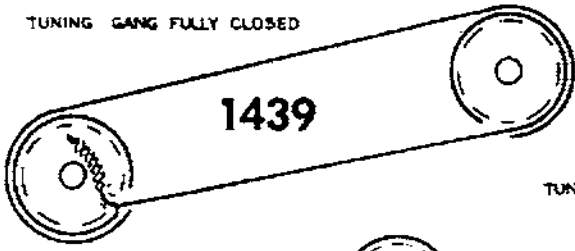
1431



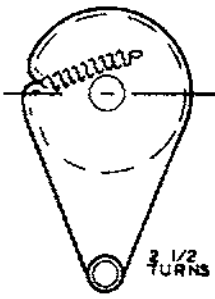
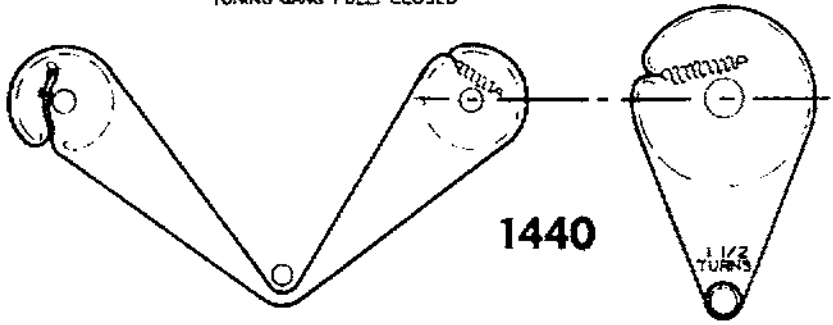
1432



TUNING GANG FULLY CLOSED

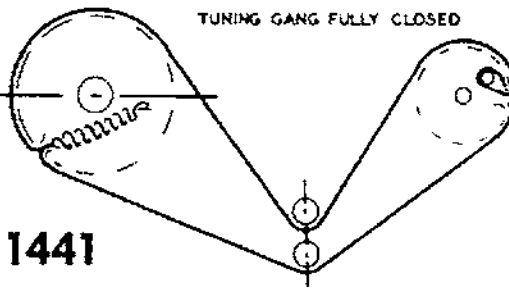


TUNING GANG FULLY CLOSED

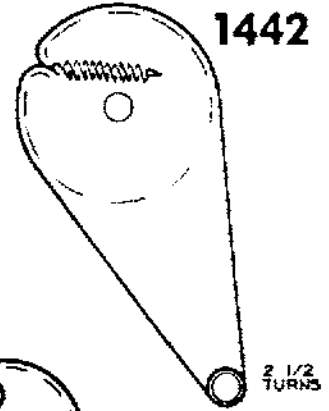


1441

TUNING GANG FULLY CLOSED

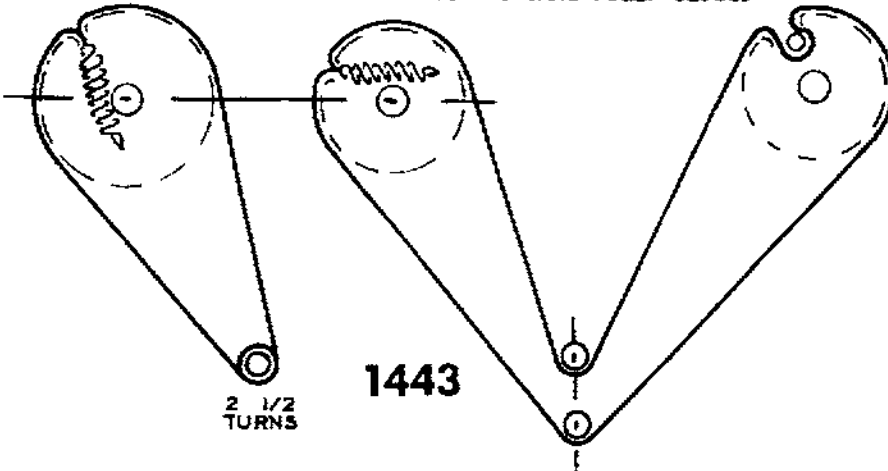


TUNING GANG FULLY CLOSED



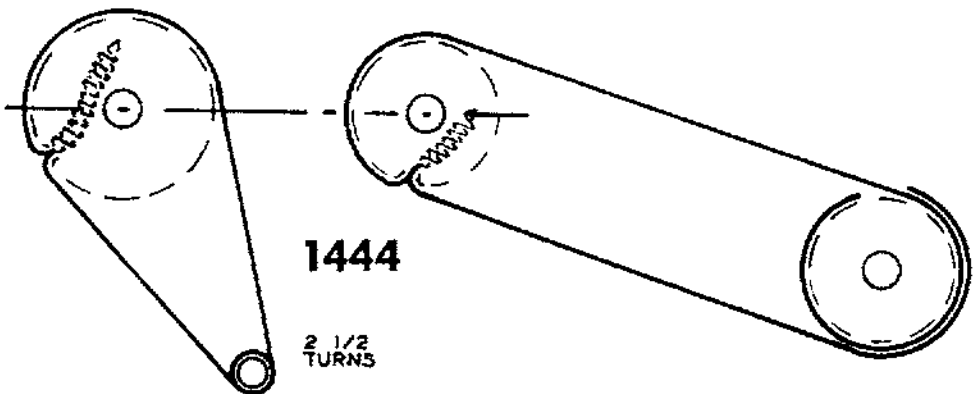
1442

TUNING GANG FULLY CLOSED

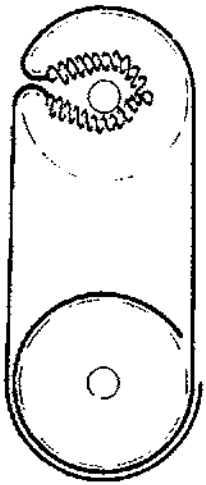


1443

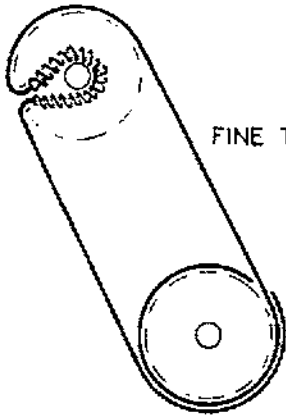
TUNING GANG FULLY CLOSED



1444

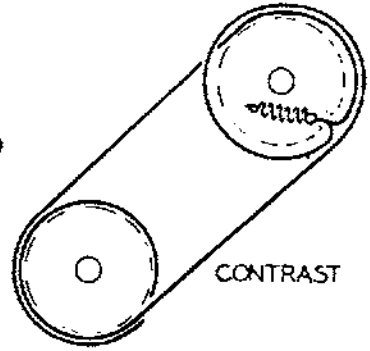


1445

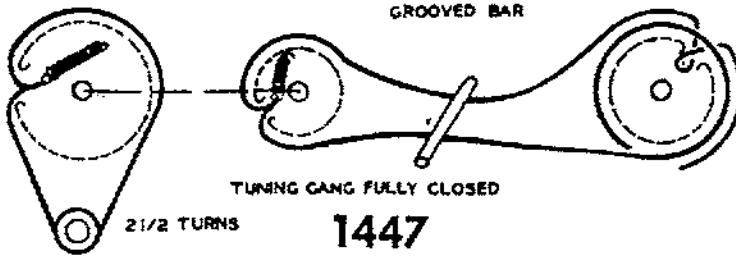


FINE TUNING

1446



CONTRAST

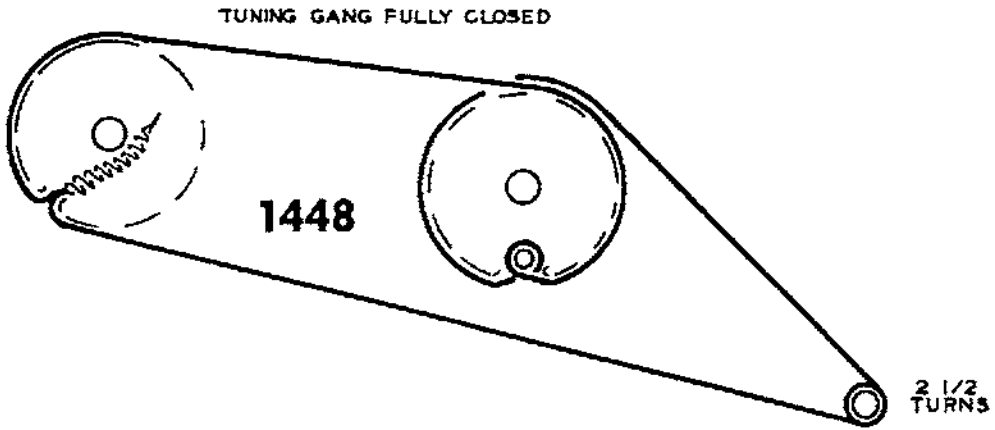


GROOVED BAR

TUNING GANG FULLY CLOSED

2 1/2 TURNS

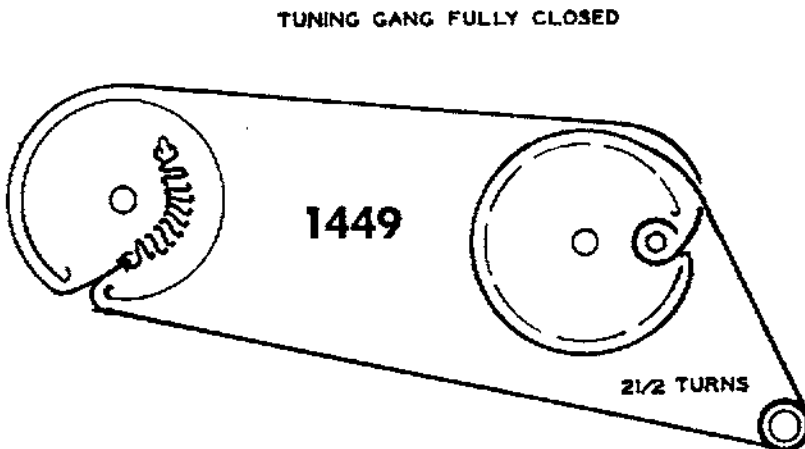
1447



TUNING GANG FULLY CLOSED

1448

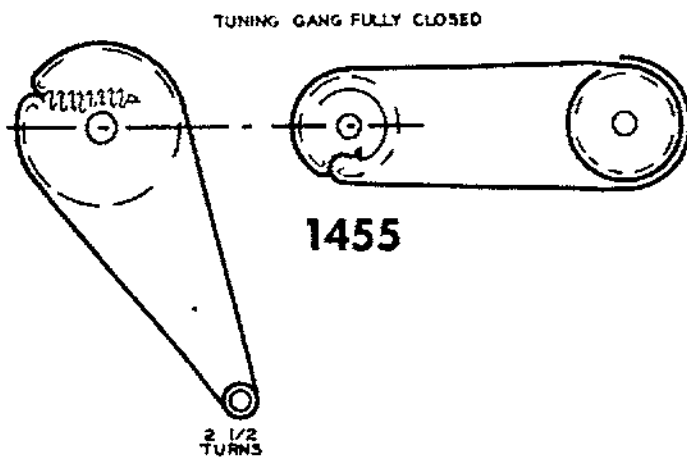
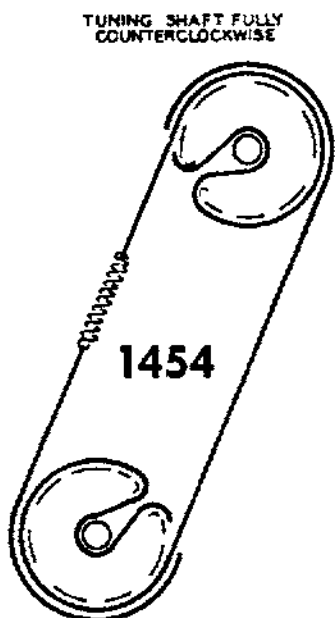
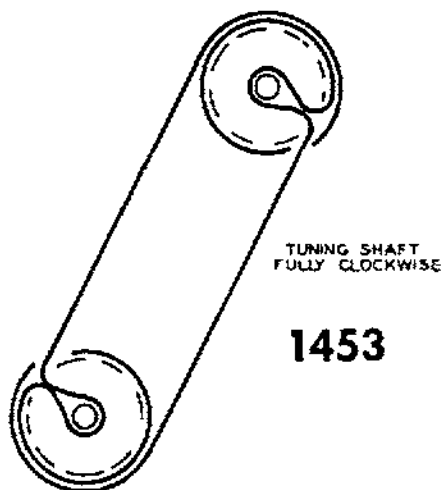
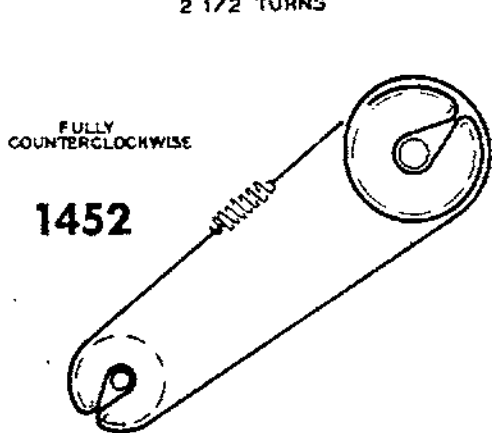
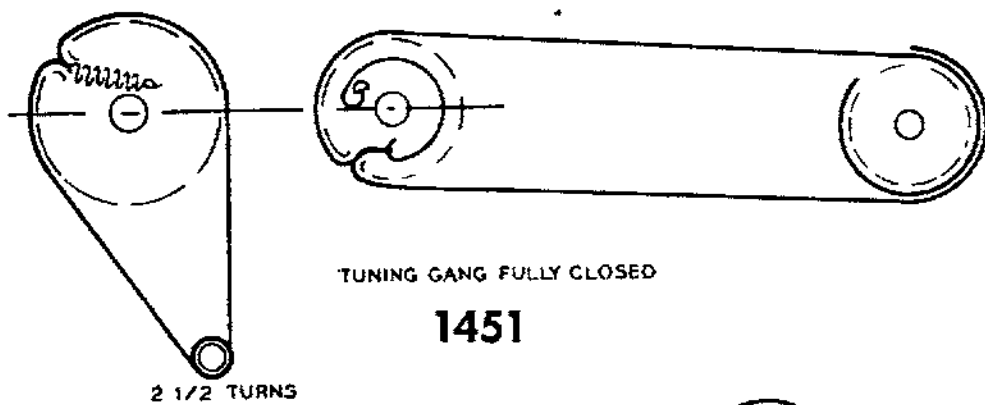
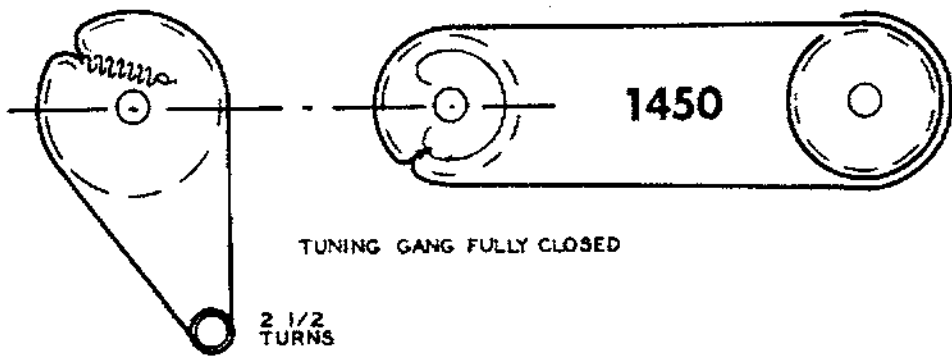
2 1/2 TURNS



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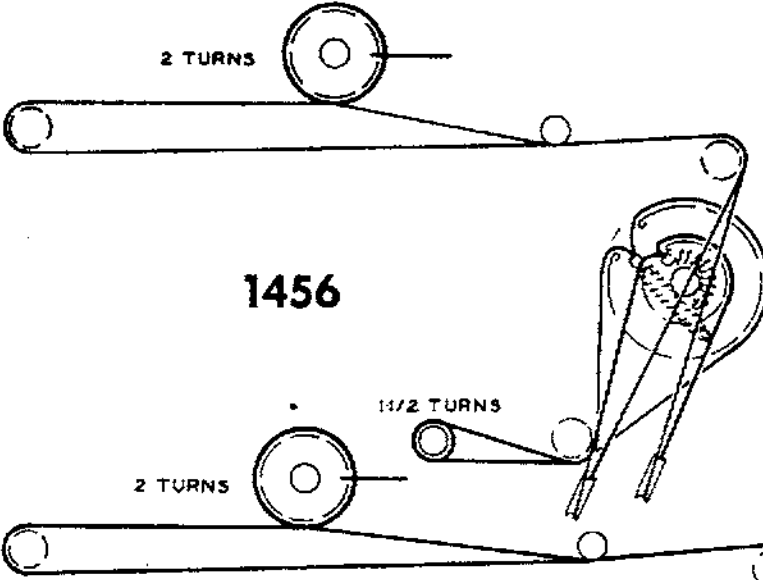
1449

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TUNING GANG FULLY CLOSED

2 TURNS



1456

1 1/2 TURNS

2 TURNS

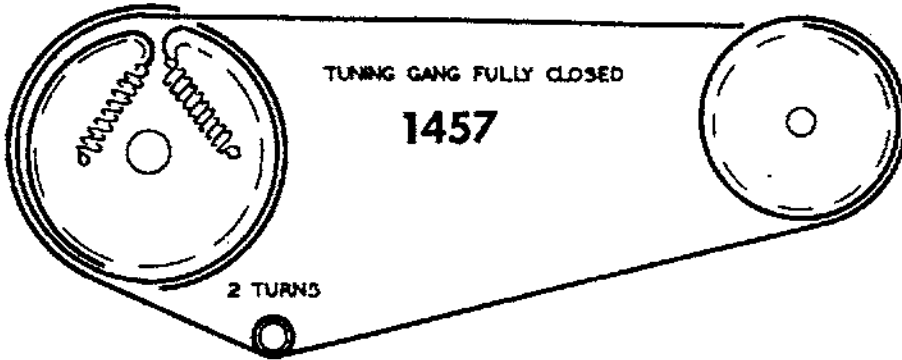
TUNING GANG FULLY CLOSED

1 1/2 TURNS

TUNING GANG FULLY CLOSED

1457

2 TURNS

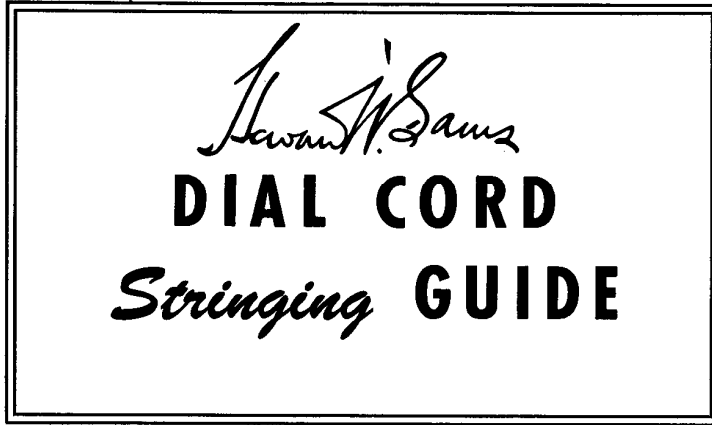


TUNING GANG FULLY CLOSED

1458

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\$1.00



DC-6

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* Signifies Coverage in this Volume

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74BR1513B	2	586
74BR1514B	2	586
74BR2001A,B	2	587
74BR2701A	2	588
74KR1210A	2	589
74KR2706B	2	590
74KR2713A	2	591
74WG1052B	1	67
74WG1056A	2	593
74WG1207B	1	69
74WG1509A, 74WG1510A	2	594
74WG1511B, 74WG1512B	1	68
74WG1802A, 74WG1803A	2	595
74WG1804C	1	71
74WG1807A,B	1	71
74WG2002A	2	594
74WG2004A	2	595
74WG2007B,C, 74WG2009B, 74WG2010B	1	68
74WG2500A	1	57
74WG2504A,B,C	2	596
74WG2505A	1	70
74WG2700A,B	1	57
74WG2704A,B,C	2	596
74WG2709A	2	597
84CAA3967A	3	1105
84HA1529A, 84HA1530A	3	1106
84KR1520A	2	592
84WG2015A	2	598

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AIRLINE (cont'd)		
84WG2506	2	601
84WG2506B	2	599
84WG2712A,B	2	600
84WG2714A,F,G,H,J	2	601
84WG2718A,B	2	600
84WG2720A	2	600
84WG2721A,B	2	601
84WG2724A	2	600
84WG2728A	2	600
84WG2732A,B	2	600
84WG2734A	2	600
93WG510	1	72
93WG754, 93WG755	1	74
93WG800	1	74
93WG1102	1	80
93WG1103, 93WG1104	1	46
93WG1110	1	80
94BR-1533A	3	1107
94BR-2740A,-2741A,B	3	1108
94GAA3654A	3	1109
94GSE-2735A,-2736A	3	1110
94WG-1509A	3	1111
94WG-1804D	3	1112
94WG-1811A	3	1113
94WG-2742A,C,D	3	1114
94WG-2745A	3	1115
94WG-2746A,B,-2747A	3	1114
94WG-2748A,C, 94WG-2748A	3	1116
94WG-3006A	3	1117
94WG-3016A,B,C	3	1117
94WG-3028A	3	1117
ALGENE		
AR5U	2	555
AR6U	2	555
ALLIED RADIO (See Knight)		
ALLSTATE		
6240	5	1837
6264, 6266	5	1838
6284	5	1839
6286-4, 6287-4	5	1840
6330	5	1841
Chassis		
528.6264, 528.6266	5	1838
528.6284	5	1839
528.6288-4	5	1840
528.6287-4	5	1840
528.62400	5	1837
528.63300	5	1841
ALTEC LANSING		
ALC-101	3	1118
303A	4	1505
304A	6	2216*
AMC		
20CD2B, 20C2B, 20T2B, 21CD2A, 21C2A	5	2007
125P	1	82
126	1	76
AMERICAN COMMUNICATIONS (See Liberty)		
AMERICAN MOTORS		
8990377 (6MR)	6	2240*
8990455 (7MR)	6	2240*
A. M. I. (Automatic Musical Instruments)		
PBA (Mark 1)	6	2334*
ANDREA		
BT-VK12	3	1119
C-VN21	5	1842

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CO-U15	2	602
CO-VK15, CO-VK16	3	1120
CO-VK125	3	1119
CO-VL19	4	1506
CO-VP21	6	2241*
CRP-24W	6	2352*
C-VK126	3	1119
T-16	2	603
T-U15	2	602
T-U16	2	603
T-VK12	3	1119
T-VN21	5	1842
T-VK127B,M	3	1119
W69P	6	2361*
2C-VN21	5	1842
101X	6	2352*
ANSLEY		
53	2	604
APEX		
4B5	2	574
APPROVED ELECTRONIC INSTRUMENT CORP.		
FM Tuner	2	605
A-710	4	1507
ARCADIA		
37D14-600	1	78
ARIA		
554-I-61A	1	79
ARTHUR ANSLEY		
R-1	4	1508
ARTONE		
524	3	1121
ARVIN		
15-550KB-UHF	5	1842
21-550KBU,KMU	5	1844
21-551TBU,TMU	5	1844
21-552KBU,KMU	5	1844
21-553TBU,TMU	5	1844
140P	2	606
150TC,151TC	2	607
152T,153T	2	608
160T,161T	2	609
182TFM	2	610
240P,241P,244P	2	611
250P	2	612
280TFM,281TFM	2	614
350-PB,-PL, 351-PB,-PL, 352-PL,353-PL	3	1122
355T,356T,357T	3	1123
358T	2	606
450T,451T	3	1124
460T,461T	3	1125
462-CB,472-CM	3	1126
480TFM,481TFM	3	1127
482CFB,482CFM	3	1128
547, A	2	614
551T	4	1590
552AN,N	1	77
553	4	1510
554CCB,554CCM	4	1509
555, A	1	77
558	1	81
580TFM	4	1511
581TFM	5	1845
582CFB,582CFM	4	1512
650-P	4	1513
651T	5	1846
652-P,654-P	4	1513
655SWT	4	1511

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657-T	4	1514
664, A	1	6
665	1	83
753T	5	1847
758T	5	1848
760T	5	1849
780TFM	5	1845
857T	5	1850
858T, 859T	5	1851
955T, 956T	6	2163*
956T1	6	2405*
957T	6	2221*
958T	6	2177*
2120CM, 2121TM	3	1129
2123TM, 2124CCM,		
2126CM	3	1129
2160, 2161,		
2162, 2164	3	1130
2410P	2	611
2563, 2564	6	2314*
3561	6	2325*
4080T, 4081T	3	1131
5561	6	2310*
5578	6	2409*
6173TM-UHF	4	1515
6213TB-UHF,		
6213TM-UHF	4	1516
6215CB-UHF,		
6215CM-UHF	4	1515
6640	1	6
7210CB-UHF,		
7210CM-UHF	4	1515
7212CF-UHF,		
7212MEA-UHF	4	1515
7214CM-UHF,		
7216CB-UHF	4	1515
7218CB-UHF,		
7218CM-UHF	4	1515
7219CM-UHF	4	1515
7276CB-UHF,		
7279CM-UHF	5	1852
9210CB-UHF,		
9210CM-UHF	5	1852
9211TB-UHF	5	1853
9212CF-UHF,		
9212MEA-UHF	5	1852
9213TM-UHF,		
9215CM-UHF	5	1853
9216CB-UHF,		
9216CM-UHF	5	1852
9218CM-UHF	5	1852
9219CM-UHF	5	1852
9240CB-UHF,		
9240CM-UHF	5	1852
9245CM-UHF	5	1853
9577	6	2377*
Chassis		
RE-202	1	77
RE-204	1	81
RE-206, -1, -2	1	6
RE-209	2	606
RE-213	3	1123
RE-228, -1	2	607
RE-229	1	83
RE-231	1	77
RE-232	2	609
RE-233	2	608
RE-237	2	610
RE-242	2	614
RE-243, RE-244	2	611
RE-248	2	612
RE-253	2	613
RE-254, -255, -256,		
-259	2	611
RE-267-1, -2	3	1122
RE-273	3	1123
RE-277, RE-277-1	3	1127
RE-277-2	3	1122
RE-281	3	1124
RE-284	3	1125
RE-287-1	3	1126
RE-288-1	3	1128
RE-292	4	1513
RE-297	4	1509
RE-306	4	1509
RE-307	4	1514

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RE-308	4	1510
RE-310	4	1512
RE-313	4	1511
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RE-327	4	1511
RE-333	5	1845
RE-342	5	1849
RE-348	5	1847
RE-350	5	1848
RE-374	5	1851
RE-378	5	1850
RE-392	6	2163*
RE-393	6	2221*
RE-397	6	2177*
TE-282	3	1131
TE-289, 2, -3	3	1129
TE-300, TE-332	3	1130
TE-340, -1, -2	4	1515
TE-341, -2	5	1852
TE-342	4	1515
TE-395, -1	5	1852
TE-382	5	1853
TE-383, -1, -2, -3	5	1852
TE-373	5	1853
TE-379	5	1844
1.40300	6	2314*
1.40400	6	2314*
1.40600	6	2325*
1.40800	6	2310*
1.41700	6	2377*
1.42400	6	2405*
1.43500	6	2409*
ASTATIC		
CB-1	5	1854
UHF	5	1855
ATLAS		
AB-45	1	73
AUDAR		
AV-7T	4	1516
PR-6	1	84
PR-6A	1	85
AUTOMATIC		
Tom Boy	2	555
Tom Thumb Buddy	2	615
Tom Thumb		
Camera-Radio	2	618
Tom Thumb Jr	2	555
Tom Thumb Jr	2	616
C51	4	1517
C54	4	1518
C-80	1	86
C-60X	2	555
C-300	3	1075
C-351	4	1519
CL-152B, M	4	1520
CM-333	5	1919
D-200	3	1132
D-251	4	1521
DM-132	5	1836
F-100	3	1133
F-151	4	1522
F-152	6	2233*
F-241	6	2245*
M-86	2	618
P-651	4	1523
PM-236	5	1856
MM-430	5	1857
S-551	4	1522
TR-12	5	1858
TV-9490	3	1134
TV-1649, TV-1650,		
TV-1651	4	1524
601, 602 (Series A)	1	73
601, 602 (Series B)	2	555
612X, 613X	1	73
614X, 616X	1	86
620	1	87
640 (Series B)	1	73
660, 662, 666	2	619

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AUTOMATIC (cont'd)		
720	2	620
AVIOLA		
509	1	88
601	1	89
608	1	91
612	1	89
618	1	91
BELL SOUND		
PA-3715-B,		
PA-3725-B,		
PA-3750-B	5	1859
2210	5	1860
2255	5	1861
3715	2	621
3715-B	5	1859
3725	2	621
3725-B	5	1859
3728	2	621
3750	2	621
3750-B	5	1859
BELLTONE		
500	1	90
BELMONT		
A6D110	1	94
4B17	1	93
4B112, 4B113	1	65
4BA1, 4BA2	1	48
5D16	1	48
5D110	2	622
5D128	1	96
5DA1	1	48
5P19	1	95
6D111 (Series A & B)	1	92
6D120	2	623
8A59	1	66
533 (Series B & C)	1	43
716	1	48
BENDIX		
FB21CU	4	1525
FM21C, FM21CU	4	1525
FM27C	4	1525
HB21C, HB21CU	4	1525
HB27C	4	1525
HM21C, HM21CU	4	1525
KM21CU	4	1525
PAR-80	2	624
TB21CU, TB24DS	4	1525
TM17C, TM21CU,		
TM24DS, DU	4	1525
0526, 0526A, B, C, D, E, F	1	97
0626A	1	97
55L2, 55L3	2	625
55P2, 55P3	2	625
55X4	2	626
65P4	2	627
75B5, 75M5, 75MB,		
75P6	2	629
75W5	2	628
95B3, 95M3, 95M9	2	628
110, 110W, 111,		
111W, 112	2	625
114, 115	2	625
300, 300W, 301, 302	2	627
415A	2	630
528MA, MB, MC	2	631
613	2	632
826A	1	97
836A, B, C	1	98
846A	1	99
856A	1	100
676B, C, D	1	101
697A	2	633
736B	1	100
753F, M, W	4	1526
847B, S	1	100
951, 951W	3	1135
1217, B	2	635

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BENDIX (cont'd)		
1217D	2	636
1516, 1519	2	637
1521	2	637
1524, 1525	2	637
1531	2	638
1533	2	638
6100	3	1136
Chassis		
C-19	4	1526
T14-3, T14-10, -11	4	1525
BLONDER TONGUE		
BTU-2	5	1862
BRAUM		
HM2, HM3	6	2375*
MMS	6	2375*
MS3	6	2375*
Super 99	6	2375*
TS2	6	2375*
BREWSTER		
9-1084, 9-1085, 9-1086	1	103
BROOKS LABORATORIES, INC.		
ST10	4	1527
ST-10A	5	1863
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ST-15A	5	1864
BROWNING		
L-300	6	2178*
L-500	6	2186*
PF-12	2	639
RJ-12	2	639
RJ-12A	2	640
RJ-12B	4	1528
RJ-14A	2	640
RJ-20A	3	1137
RJ-42	5	1865
RJ-43	5	1866
RJ-48	5	1867
RJ-49 (AM)	5	1867
RJ-49 (FM)	5	1868
RV-10	2	641
RV-10A	3	1138
RV-11	2	641
RV-31	4	1529
RV-32	5	1869
BRUNSWICK		
A1020	1	102
A2020	1	102
A2600	1	107
A2700	1	102
A3720	1	102
DJ683	2	642
C-3300	2	642
D-1000, D-1100	2	643
D-6876	2	644
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T-9000	2	643
512, 513, 812, 816	4	1530
1680	1	107
1700	1	102
2600	1	107
2689	1	107
5000	2	645
5125, 8165, 8125, 8165	4	1530
BUICK		
980690, 980733	1	104
980744, 980745	1	104
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100, 110	6	2362*

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300 Series	6	2357*
BUTLER BROS. (See Air Knight or Sky Rover)		
CAPEHART		
C-14	5	1870
P-213	5	1871
RP-152	4	1531
RP-153	5	1872
RP-154B,M	5	1873
RP-254	5	1872
T-54	5	1874
T-522	4	1532
1T174B-1, BS-1, M-1, MS-1, S-1	5	1875
1T174-1	5	1875
2T214B-1, BS-1, D-1, MD-1, MS-1, M-1, S-1	5	1875
2T214-1	5	1875
4C174M-1, MS-1	5	1875
5C214B-1, D-1, MD-1, M-1	5	1875
5C214-1	5	1875
7B214B-1, D-1, M-1	5	1875
7B214-1	5	1875
9F214BD-1, MD-1	5	1875
9F214-1	5	1875
11F244B-1, M-1	5	1875
11F244-1	5	1875
11RP-125F	5	1873
12F274M-1	5	1875
14W214-1	5	1875
15W214BD-1, MD-1	5	1875
15W214-1	5	1875
18T244BS-1, ES-1, M-1, MS-1, S-1	5	1875
18T244-1	5	1875
17RPQ155F	6	2140*
18W214FD-1	5	1875
19C214M-1, MD-1	5	1875
19K75	6	2229*
21T214ES-1	5	1875
22K75	6	2229*
23C214B-1, M-1	5	1875
35P7	3	1139
68P66BNL	6	2257*
325F, M, 326M, 332B, M, 334M	3	1140
1005B, M, W	3	1141
1006B, M, W	3	1141
1007AM	4	1533
3011B, M, 3012B, M	3	1140
Chassis		
C-318	4	1533
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CR-129	5	1873
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CR-204	6	2229*
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CT-123, CT-124	5	1875
CT-127, CT-129	5	1875
CT-131, CT-134	5	1875
CT-144, CT-146	5	1875
CX-37-1 Series	5	1875
CAVALIER		
6A2	5	1876
CBS COLUMBIA		
C220	6	2271*
C230, C231, C232	6	2271*
C240	6	2271*
USC627, USC628	6	2263*
USC631, USC632, USC633	6	2263*
USC634, USC635, USC636	6	2263*
U3T602	6	2263*
U3T615, U3T616	6	2263*

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CBS COLUMBIA (cont'd)		
U3T621, U3T622, U3T623, U3T624	6	2263*
U22C05	6	2164*
U22C07, B	6	2164*
U22T09, B, EB	6	2164*
U22T19, B	6	2164*
U22TK301	6	2187*
U22TK321	6	2187*
U23C49, U23C59	6	2164*
U23C8013, U23C8014	6	2187*
U23T15, U23T19 (Ch. 922-7)	6	2164*
U23TK001, U23TK002, U23TK003, U23TK004	6	2187*
U23TS005, U23TS006, U23TS007, U23TS008	6	2187*
6K321U, 6K322U	6	2263*
6K327U, 6K328U	6	2263
6T301U	6	2263*
6T303U, 6T304U	6	2263*
7K325U, 7K326U	6	2278*
7K329U, 7K330U	6	2278*
7K332U, 7K333U, 7K334U	6	2278*
7T307U	6	2278*
7T309U, 7T310U	6	2278*
22CK09, 22CK10	6	2187*
22CX1, 22CX2, 22CX3, 22CX4	6	2142*
22K38	5	1877
22TK301	6	2187*
22TK321	6	2187*
22TX1, 22TX2	6	2142*
23CK011, 23CK012	6	2187*
23CS013, 23CS014	6	2187*
23TK001, 23TK002, 23TK003, 23TK004	6	2187*
23TS005, 23TS006, 23TS007, 23TS008	6	2187*
2001 (UHF Conv.)	4	1535
Chassis		
616	6	2271*
636	6	2271*
656	6	2271*
921-11, -13, -21	6	2164*
922-7	6	2164*
1601, 1602	6	2142*
1603, 1604, 1605	6	2187*
1606, 1607, 1608	6	2187*
2002	6	2263*
3002	6	2278*
3012	6	2278*
CENTURY (20th)		
100X, 101, 104	1	73
CHANCELLOR		
35P	2	574
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985538	1	105
985696	1	108
985697	1	106
985792	1	109
985793	1	110
985794	1	109
986146	2	646
986516	4	1536
986669	5	1878
986771	5	1879
987088	5	1880
987573	6	2345*
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CISCO		
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C108	1	13
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11305	1	90
11801, 11802V-M	2	647
12110M	2	648
12310W	2	649
12708	2	619
13101	2	579
14601	2	574
CLEARSONIC		
5C86	1	11
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75A-1	2	850
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629	1	112
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340	6	2145*
530	6	2326*
CONCORD		
CD61P	1	79
6C51B,W	1	6
6D51B	1	117
6D51I	1	117
6D51W	1	117
6D51B	1	120
6D51B	1	120
6D61P	1	79
6D61X	1	120
6D82W	1	114
6E51B	1	18
6F26W	1	119
6T81W	2	555
7G26C	1	38
1-402, 1-403	2	614
1-411	2	574
1-501	1	18
1-504	2	651
1-509, 1-510	1	6
1-516, 1-517	2	652
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1-606	2	568
1-808	1	119
1-809	2	555
1-611	2	653
1-1201	2	654
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A-11, A-11PH	1	118
B6	1	122
B11	1	118
L5	1	122
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CO-OP		
6AWC2, 6AWC3	2	855
6A47WCR, 6A47WT,		
6A47WTR	2	855
CORONADO		
RA1-9243A,B,		
RA1-9244A,B,		
RA1-9245A,B,		
RA1-9246A,B	6	2176*

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CORONADO (cont'd)		
RA33-9856D	5	1881
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RA44-8341A	6	2175*
RA48-8342A	6	2318*
RA48-8352A	6	2320*
05RA1-43-7755A,		
05RA1-43-7755B	3	1144
05RA1-43-9901A	3	1145
05RA2-43-8230A	4	1538
05RA2-43-8515A	3	1146
05RA4-43-9876A	3	1147
05RA37-43-8360A	3	1148
15RA1-43-7654A	4	1539
15RA1-43-7902A	3	1149
15RA33-43-8365	4	1540
15RA37-43-9230A	4	1540
15TV1-43-8958A,B	4	1541
15TV1-43-9020A,B,		
15TV1-43-9021A,B	4	1541
15TV2-43-9101A,		
15TV2-43-9102A,		
(Radio Ch.)	4	1542
15TV4-43-8948A,		
15TV4-43-8949A	4	1543
35RA2-43-5101A	4	1544
35RA4-43-8866A	5	1883
35RA37-43-8355	5	1884
35TV2-43-9023A	5	1885
35TV2-43-9050A	5	1885
35TV2-43-9061A	5	1885
43-5005	2	656
43-631	1	13
43-6451	1	134
43-6485	2	657
43-7601, 43-7601B	1	38
43-7602	1	38
43-7651, 43-7652	1	66
43-7851	2	599
43-8180	1	121
43-8180	1	11
43-8213	1	124
43-8240, 43-8241	1	127
43-8305	1	71
43-8312A	1	68
43-8330	1	123
43-8351, 43-8352	1	126
43-8353, 43-8354	2	658
43-8420	2	659
43-8470	1	71
43-8471	1	71
43-8576	1	125
43-8685	1	125
43-9198	1	128
43-9201	2	622
45RA1-43-7666A	5	1882
45TV2-43-9023B	5	1834
45TV2-43-9061B	5	1834
45TV2-43-9064A	5	1834
45TV13-43-9038A	5	1886
45TV13-43-9081A	5	1886
94RA1-43-7656A,		
94RA1-43-7657A	3	1150
94RA1-43-7751A	3	1151
94RA1-43-8510A,		
94RA1-43-8511A	3	1152
94RA1-43-8510B,		
94RA1-43-8511B	3	1153
94RA31-43-9841A	3	1154
94RA33-43-8130C,		
94RA33-43-8131C	3	1155
7656A, 7657A	3	1150
7751	3	1151
7755A,B	3	1144
7901A	3	1145
7902A	3	1149
8130C, 8131C	3	1155
8360A	3	1148
8510A, 8511A	3	1152
8510B, 8511B	3	1153
8515	3	1146
9841A	3	1154
9876A	3	1147
CORONET		
C-2	1	130

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CRAFTSMEN (Also See Radio Craftmen)		
C900	5	1887
C1000	5	1888
CP-14, CP-18, CP-19	6	2354*
CT-2	6	2329*
CT-3	6	2295*
CT-4	6	2354*
CTA-5	6	2354*
CROMWELL		
1020	3	1158
CROSLEY		
BC-13B,M,BC-15M	6	2323*
BT-15M	6	2323*
D-25BE,CE,GN,MN,		
TN, WE	4	1545
DC-11B,M,DC-13M	6	2347*
DC-15M,DC-17B	6	2347*
DC-19N	6	2347*
DT-13B,M	6	2347*
DU-17CDB,CDM,		
CHB,CHM,CHN,		
(Ch. 356-1,-2)	4	1546
DU-17CDB,CDM	4	1546
(Ch. 356-3,-4)	4	1546
DU-17CHNI	4	1546
DU-17COB,COM	4	1546
(Ch. 356-1,-2)	4	1546
DU-17COL,COM,		
(Ch. 356-3,-4)	4	1546
DU-17CPD,PHM,		
PHB,PHM,PHN,		
PHNI	4	1547
DU-17TOB,TOL,TOLI,		
TOM	4	1546
DU-20CDM,CHB,		
COB,COM	4	1546
DU-21CDM1,CDN,		
CHM,COB,COL,		
COLB,COM	4	1546
E10BE,CT,RD,WE	4	1548
E15BE,CE,SL,TN,WE	4	1549
E30BE,GN,MN,TN	4	1550
EU-17COLBU,COLU	5	1889
EU-17COM	4	1546
EU-17TOB	4	1546
EU-17TOB,TOLU	5	1889
EU-17TOM	4	1546
EU-21CDB	4	1546
EU-21CDLBU,CDLU	5	1889
EU-21CDM,CDN	4	1546
EU-21COB	4	1546
EU-21COLBU,COLU	5	1889
EU-21COMa	4	1546
EU-21COSBU,COSU	5	1889
EU-21TOB,TOLU	5	1889
F-17TOLBU,-1,TOLU		
-1, TOSBU,TOSU	5	1889
F-21CDLBU,-1,CDLU,		
-1,COLBU,-1,COLU	5	1889
F-21TOLBU,-1,TOLU		
-1	5	1889
F-21TOSBU,TOSU	5	1889
F-24CDB,CDMU	5	1889
F-24COLU	5	1889
F-24PDBU,PDUM		
(TV Ch.)	5	1889
F-27COB,COMU	5	1889
G-17TOB,TOMU,		
TOWU	5	1890
G-21TOB TOMU	5	1890
GF-21CDLU,CDMU,		
COBU	5	1889
H-17TOB,TOMU,		
TOWU	5	2269
H-21COB,COMU,		
COSBU,COWU	5	1890
H-21HCBU,HCWU	5	1890
H-21TOB,TOMU,		
TOMUF,TOWU,		
TOWUF	5	1890
J-21CABU,J-21CAMU	6	2269*
J-21CKBF	6	2210*
J-21CKBU	6	2211*
J-21CKGF	6	2210*

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J-21CKGU	6	2211*
J-21CKHF	6	2210*
J-21CKHU	6	2211*
J-21CKMF	6	2210*
J-21CKMU	6	2211*
J-21CSKMF	6	2210*
J-21CTKMF	6	2210*
J-21CTKMU	6	2211*
J-21LKBF	6	2210*
J-21LKBU	6	2211*
J-21LPKBF	6	2210*
J-21LPKBU	6	2211*
J-21LPKMF	6	2210*
J-21LPKMU	6	2211*
J-21RABU, RAMU	6	2211*
J-21TABU, TAMU,	6	2269*
TAWU	6	2269*
J-21TJBU, TJMU	5	1890
J-21TKBF	6	2210*
J-21TKBU	6	2211*
J-21TKDBF	6	2210*
J-21TKDBU	6	2211*
J-21TKDMF	6	2210*
J-21TKDMU	6	2211*
J-21TKLBF	6	2210*
J-21TKLBU	6	2211*
J-21TKLMF	6	2210*
J-21TKLMU	6	2211*
J-21TKMF	6	2210*
J-21TKMU	6	2211*
J-21TOWU	5	1890
JC-3BK, BN, TN, WE	6	2284*
9-101, 9-102	2	860
9-103, 9-104W	2	861
9-113, 9-114W	2	861
9-117	2	865
9-118W	2	865
9-119, 9-120W	2	860
9-121, 9-122W	2	862
9-201, 9-202M, 9-203B	2	863
9-207M	2	864
9-209	2	865
9-212M, 9-213B	2	865
9-302	2	866
10-135, 10-136E,		
10-137, 10-138,		
10-139, 10-140	3	1157
10-307M, 10-308,		
10-309	3	1158
11-100U, 11-101U,		
11-102U, 11-103U,		
11-104U, 11-105U	3	1159
11-106U, 11-107U,		
11-108U, 11-109U	4	1549
11-126U, 11-127U,		
11-128U, 11-129U	3	1160
11-207MU, 11-208BU	4	1551
11-550MU, 11-560BU	4	1549
46FA, 46FB	1	6
56FA, 56FB, 56FC	2	595
56PA, 56PB	1	11
56TA, 56TA-L,		
56TC, 56TC-L	1	73
56TD	2	667
56TG	1	131
56TJ	1	129
56TL-L, 56TN,		
56TN-L, 56TP	1	73
56TC	2	668
56TR, 56TS	1	133
56TU	1	131
67TW	1	73
68CP, 68CR	2	670
68TA, 68TW	2	660
68CR, 68CS	1	132
67CO	2	671
68CR	2	671
68TA, 68TC	2	672
106CS	1	66
148CS, 148CP,		
148CQ	2	673
154927 (UHF Conv.)	4	1552
Chassis		
R-104	6	2284*
10E, 10E-1	4	1548
15-20E	4	1549
30E, 30E-1	4	1550

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285	3	1157
301	3	1159
302	4	1549
311	4	1545
312	3	1160
356-1, -2, -3, -4	4	1546
357, -1	4	1546
359, 360, 361	4	1546
380, 381, 383, 384	4	1546
393, 394, 396	5	1889
402-1, 403-1, 404-1	5	1889
411-1, 412-1	5	1889
416-1	5	1889
426	5	1890
431-2	5	1890
432	6	2269*
472	6	2210*
473	6	2211*
476	6	2210*
477	6	2211*
484	6	2269*
490	6	2323*
494	6	2347*
DALBAR		
100	1	134
400	1	11
1000	1	134
Barcombo Jr.	1	134
Barcombo Sr.	1	134
DAVID BOGEN		
AMB91	4	1553
FM50	6	2272*
FM400A	5	1891
FM801	4	1553
R300	5	1892
R501	2	567
R604	4	1553
R620	6	2384*
R660	6	2270*
R701	5	1893
R710	6	2270*
R755	5	1894
R765	6	2136*
R775	6	2394*
RR29, W	6	2224*
RR500	5	1892
RR501	6	2270*
RR550	6	2258*
UCT	5	1895
UCT-1	5	1896
DEARBORN		
100	2	614
DELCO		
R1175	1	135
R1176, R1177	1	136
R1178, R1179	1	139
R1181	1	136
R1206, R1207, R1208,		
R1209	1	138
R1212	1	137
R1214	1	140
R1216, R1217	1	141
R1220	1	142
R1227, R1228, R1229	1	143
R1230A, R1231A,		
R1232A	1	73
R1233	2	574
R1234, R1235	1	143
R1236, R1237	2	674
R1238	2	574
R1242	2	669
R1243	2	675
R1244, R1245, R1246	2	676
R1251, R1252, R1253,		
R1254, R1255	2	677
R1408	1	73
DETROLA		
554	1	79

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DETROLA (cont'd)		
558, 558-1-49A	1	145
568, 568-13-221D	1	14
571, 571A, 571AL,		
571AX, 571B, 571BL,		
571BX, 571L, 571X	1	117
572	1	144
572-220-226A	1	114
576, 576-1-6A	1	144
579	1	120
582	1	14
610A, 611A	2	678
7156	2	679
7270	1	146
DEWALD		
A500, A500I, A500W	1	148
A501, A502, A503	1	148
A504, A505	1	149
A507	2	680
A509	2	681
A514	2	682
A802, A805, A808	1	150
B-400	2	682
B-402	2	683
B-403	2	627
B-504	2	684
B-506	2	685
B-510, B-512	2	686
B-612	2	687
B-614	2	688
D-5517A	4	1554
D-508	3	1162
D-517	3	1161
D-518	3	1163
D-519	2	685
D-616	3	1164
DT-120, DT-122	3	1165
DT-161	3	1165
DT-162R, DT-163A	3	1166
DT-190D	3	1166
DT-1020, DT-1020A	3	1165
DT-1030, DT-1030A	3	1165
DT-X-160	3	1165
E-520	3	1167
E-522	4	1555
E-170	3	1166
ET-140R, ET-141R	3	1166
ET-171, ET-172	3	1166
ET-190D	3	1166
F-405	4	1556
F-523	4	1555
H-300	5	1897
511	3	1168
DUMONT		
RA-103D, RA-104A	3	1169
RA-109-A3	3	1170
RA-109-A7	3	1170
RA-110A	3	1169
RA-112-A1, -A2,		
-A3, -A4, -A5, -A6		
(Below Serial No.		
126293)	4	1557
RA-112-A1, -A2, -A3,		
-A4, -A5, -A6 (Above		
Serial No. 126293)	4	1558
RA-113-B1, -B2, -B3,		
-B4, -B5, -B6, -B7,		
-B8 (Below Serial		
No. 135323)	4	1557
RA-113-B1, -B2, -B3,		
-B4, -B5, -B6, -B7,		
-B8 (Above Serial		
No. 135323)	4	1558
RA-119A	4	1559
RA-166, RA-167,		
RA-168, RA-169,		
RA-170, RA-171	4	1580
RA-302	5	1898
RA-307	5	1899
RA-322	5	1900
RA-376, RA-379	6	2366*
DYNAVOX		
3-P-801	2	689

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ECA			EMERSON (cont'd)			EMERSON (cont'd)		
101,102	1	19	528	2	694	809A	5	1907
104	1	18	530	2	695	810B	5	1908
105	1	151	531,532,533	1	162	844	6	2315*
106	1	18	534	2	693	847	6	2316*
108	1	154	535	1	159	851B,852B,853B	6	2368*
131	1	19	536,536A	2	696	1001G,1002,1003	1	169
132	2	690	537	2	694	1003G	5	1903
201	1	152	539	1	159	1013C	5	1904
204	2	574	540A	1	185	1041F,1046F,1047F	6	2186*
			541	1	73	1051D,1055F	6	2186*
ECHOPHONE			543,544	1	159	1075F	6	2185*
			546	2	695	1075H	6	2186*
EC112	1	153	547A	2	697	1085F	6	2185*
EC113	1	153	550 (Ch. 120058)	2	693	1144D,1145D	5	1907
EC306	1	157	551A	2	696	1213	6	2393*
EC403,EC404	2	677	552	1	159	1229	6	2393*
EC600	1	147	553A	2	696	1239	6	2393*
EX306	1	157	557B	2	698	1245,1247	6	2393*
			558	2	699	1273,1275	6	2393*
EDWARDS			559A,560	2	697	1281	6	2393*
Fidelotuner	2	691	563	3	1171	2057,2059	6	2393*
			567 (Ch. 120042)	1	165	2061,2063	6	2393*
			568A	2	700			
ELCAR			570	3	1172	Chassis		
			573B	2	701	120000	1	11
602	1	155	574	3	1172	120002	1	158
			575	3	1173	120003	1	160
ELECTRO			576A	2	702	120006	1	162
			577B	2	702	120007	2	693
B20	1	163	578	2	697	120012-B	2	701
			583	2	701	120016	2	697
ELECTROMATIC			584	2	699	120025-B	3	1174
606A,607A	1	156	585,586	3	1174	120029	1	11
			587	3	1175	120030	2	555
ELECTRONIC LABS.			588	2	697	120036	2	696
			597	3	1176	120038	2	694
76E,76K	1	167	602	2	703	120039-B	2	701
76RU	1	161	604A	2	702	120041	1	158
76W	1	167	613A	3	1177	120042	1	165
710B,710M	1	167	621 (Ch. 120098-B)	3	1178	120043	2	694
710PB,710PC	2	692	622 (Ch. 120098-P)	3	1178	120046	1	159
710T,710W	1	167	628	3	1178	120048-B	2	698
7701	1	167	630	3	1178	120049	2	695
			634B	3	1179	120050	2	697
ELECTRO-TONE			635	3	1180	120056	2	693
555	1	18	636A	3	1175	120058	2	699
706	1	18	640	3	1181	120059	2	697
712	1	18	641B	3	1182	120069-A	2	702
			642 (Ch. 120117-A)	3	1183	120072-A	2	703
			643A	3	1184	120082-A	2	703
			645	3	1185	120088-B	3	1174
ELECTRO-VOICE			646A,646B	3	1186	120090-B,-D	3	1174
			652 (Ch. 120032-B)	3	1187	120098-B	3	1178
3303,3304	6	2385*	653 (Ch. 120080-B)	3	1188	120098-P	3	1178
			653B	4	1561	120099-B	3	1178
EMERSON			656,657B	3	1189	120130-B	4	1563
DS365,DS372	1	164	661B	4	1562	120132-B	3	1187
EQ366,EQ410	1	166	665B (Radio Ch.)	4	1563	120134B,-G,-H	4	1562
ER369,ER370	1	166	666B (Ch. 120132-B)	3	1190	120136-B	4	1561
EV384	1	166	667B,668B	4	1562	120150-B	4	1566
FH413	1	162	671B	3	1191	120151-B	4	1567
FH440	1	162	672B	3	1192	120174-B	5	1903
FJ412	1	160	674B	4	1562	120175-B	5	1901
FW423	1	160	677B,678B	4	1562	120176-B	5	1902
GB439,GB441	1	162	679B	4	1563	120177-B	5	1902
GH437,GH447,			684B,685B	4	1562	120180-D	5	1904
GH2-447	1	160	691B	4	1561	120189-B	5	1906
501,502,503,504	1	111	695B	4	1564	120193-B,-F	5	1903
505 (Ch. 120002			703B (Ch. 120097-B)	4	1565	120195-D	5	1904
& 120041)	1	158	718B	4	1566	120197-B,-D	5	1903
506	1	160	724B	4	1567	120198-D	5	1904
507,509,510,510A,511	1	158	744B	5	1901	120199-B	5	1905
511 (Ch. 120010)	1	73	745B,746B	5	1902	120209-D,-F	5	1903
512(Ch.120006)	1	162	752A,B	5	1903	120211-D,-F	5	1904
512 (Ch. 120056)	2	693	755A,B	5	1903	120221-A	5	1907
514	2	693	759C,761C	5	1904	120222-B	5	1908
515 (Ch. 120056)	2	693	768A,C	5	1903	120238-F	6	2166*
518	1	162	770C,772A	5	1903	120238-H	6	2165*
518 (Ch. 120056)	2	693	774A	5	1903	120249-D	6	2166*
518	1	162	776A (TV Ch.)	5	1903	120279-B	5	1907
518	1	158	778B	5	1905	120309	6	2315*
519	2	555	784A	5	1903	120327-B	6	2366*
520	1	11	784E,G,K	5	1903	120328	6	2316*
522,523	1	158	785C,E,K	5	1904	120334	6	2366*
524	1	170	793E,794A	5	1903	120335-B	6	2366*
525	1	159	799E	5	1903	120344-G	6	2393*
			808B	5	1906	120352-G	6	2393*

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120354-G	6	2393*
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EMPRESS		
55, 56	1	174
ESPEY		
RR13, RR13L	1	168
7B	2	567
7C	4	1566
18B	3	1193
31	3	1194
100, 101	5	1909
201	5	1910
300, 901	5	1911
400	5	1957
401	5	2143*
500	6	1957
511C, 512B	4	1568
524	3	1193
581	1	73
651,652,653	1	15
700	5	1909
710	5	1911
751	3	1193
6511,-2,-S, 6514, 6516, 6517, 6520, -2, 6521, 6533	1	15
6540, 6541, 6542, 6545, 6546, 6547, 6560	1	15
6611, 6612, 6613, 6614, 6615	1	172
6630, 6631, 6632, 6634, 6635	1	172
7541	1	15
FADA		
H-274T, H-276T	5	1912
H-442C, H-542C	5	1912
P100	2	704
P130	3	1195
S4C20, S4C40, S4T15, S4T30	4	1569
S6C55, S6C70, S6T65	3	1196
S7C20, S7C30, S7C70, S7T65	3	1196
S9C10	3	1196
S20T20	3	1196
S1060, S1065	3	1196
UDL2100T	5	1913
UH17KD	6	2161*
UH17LO	6	2161*
UH17L1, UH17L2, EB	6	2161*
UH21KA	6	2161*
UH21K1, UH21K1LO	6	2161*
UH21L1, UH21L2, EB, LO	6	2161*
UH21T	5	1913
U1700CD, U1770CD	5	1914
U2100C, T, U2150C	5	1913
602	1	178
605, 606	1	185
609, 610	1	73
637	1	175
652	1	171
700	2	705
711	2	574
740	2	574
795	2	706
830	3	1197
845	3	1198
855	3	1199
1000 Series	1	173
1001	1	175

FARNSWORTH

BC66	1	176
CR103, RC105	1	177
BC601, BC601X	1	186
BK106, BK107, BK108	1	177
BK110, BK111, BK112	1	188
BK802	1	186
BK8025, BK8025X	1	186

FARNSWORTH (cont'd)

BT20	1	73
BT22	1	176
BT52, BT53, BT54	1	73
BT55, BT56, BT61, B163	1	176
BT600, BT600X	1	186
CC70	1	187
CK58, CK66	1	179
CK73, CK74, CK75	1	187
CK111	1	177
CT50, CT51, CT52, CT53, CT54	1	179
CT61, CT62, CT63, CT64	1	179
DK73, DK75	1	187
EC260	1	28
EK-081, EK-082, EK-083	2	707
EK-262, EK-263, BL, WL	1	28
EK-264, BL, WL, EK-265	1	28
EK-681	2	707
ET-060, ET-061, ET-062, ET-063, ET-064, ET-065, ET-066	1	180
GK-100, GK-102, GK-103, GK-104	2	707
GK-111, GK-112, GK-114, GK-115	2	707
GK-140, GK-141, GK-142, GK-143, GK-144	2	708
GT-060, GT-061, GT-064, GT-065	2	709
Chassis		
150	1	180
152, 153	1	28
156, 157	2	707
158, 159	1	180
162	1	28
170	2	707
193, 194	2	707
201	2	707
216	2	707

FEDERAL

1030T	1	138
1040T, 1040TB	2	710
1540T	1	138

FERRAR

C81-B	1	184
T61-B	2	711

FIRESTONE

4-A-2	1	21
4-A-3	2	560
4-A-10	2	712
4-A-11	2	713
4-A-12	2	714
4-A-15	2	715
4-A-17	2	716
4-A-20	1	20
4-A-21	1	22
4-A-21X	1	24
4-A-22	1	22
4-A-22X	1	24
4-A-23	1	25
4-A-24	1	23
4-A-25	1	26
4-A-26	2	717
4-A-27	2	718
4-A-31	1	26
4-A-37	1	27
4-A-41	2	719
4-A-42	2	644
4-A-60	2	720
4-A-61	2	721
4-A-66	3	1200
4-A-71	2	722
4-A-78, 4-A-79	3	1201

FIRESTONE (cont'd)

4-A-85	3	1202
4-A-86	3	1203
4-A-86 (Late)	4	1570
4-A-87	3	1204
4-A-108	4	1571
4-A-110	4	1520
4-A-113, 4-A-114	5	1915
4-A-115	5	1916
4-A-127, 4-A-128	5	1917
4-A-133	5	1918
4-A-143	6	2163*
4-A-147, 4-A-148	6	2208*
4-A-153	6	2325*
4-A-154	6	2302*
4-A-159	6	2314*
4-A-162	6	2177*
4-B-1, 4-B-2	1	28
4-B-56	3	1133
4-B-57	3	1075
4-B-58	3	1132
4-B-60	4	1522
4-B-61	4	1519
4-B-62, 4-B-67	4	1522
4-B-69	5	1858
4-B-71	5	1856
4-B-72	5	1919
4-B-74	5	1920
4-B-77	6	2153*
4-B-78	6	2179*
4-C-3, 4-C-6	1	36
4-C-16, 4-C-17	3	1205
4-C-18	3	1206
4-C-21	4	1517
4-C-24	5	1921
4-C-30	6	2296*
4-C-34	6	2331*
13-G-3	3	1207
13-G-4	3	1206
13-G-33	3	1209
13-G-48	4	1572
13-G-57	4	1573
13-G-128, 13-G-129, 13-G-130, 13-G-132	5	1834
13-G-145, 13-G-146	5	1834
S7400-4, -5, -7	1	33
FISHER		
FM-40	6	2393*
FM-80	5	1922
104R, 50RT	5	1923
70RT	5	1924

FLUSH WALL

5P (Early)	2	614
5P (Late)	5	1925

FORD

7070 (51A-18805-B2)	2	723
5BF (FDH-18805-B1)	5	1926
5MF (FDH-18805-B2)	5	1927
5MF8 (FDH-18805-A2)	5	1926
6MF080	1	181

FREED EISEMANN

46	1	193
717, 760	5	1928

**GAMBLE SKOGMO
(Also See Coronado)**

C4B15, C4B16	1	48
C5D14	1	40
C5D16	1	48
15C8A	1	191
15C8B	1	190
864	1	80
3128 (Late)	1	182
4132	1	182
4184	1	183
4956	1	45

GAROD

5A-1	2	724
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GAROD (cont'd)		
5A-2	1	192
5A-3	2	725
5A-4	2	726
5A1-Y	1	189
5D,5D-2	1	194
5D-3,5D-3A	2	727
5D-4,5D-5	2	728
5RC-1	2	726
6A-2	2	724
6AU-1	1	82
6BU-1A	1	195
6DPS,6DPS-A	1	196
10TZ,10TZ1,10TZ2, 10TZ3,10TZ4,10TZ5	2	729
11FMP	2	730
12TZ,12TZ1,12TZ2, 12TZ3,12TZ4,12TZ5, 12TZ6A,12TZ7A	2	729
15TZ,15TZ6,15TZ7	2	729
82B	2	661
306	2	731
900TV,910TV, 1000TV,1001TV	2	732
1100TVP,1110TVP, 1200TVP,1210TVP	2	732
GENERAL ELECTRIC		
G61	1	197
G64,G65	1	200
G66,G68,G69	1	197
G75	1	200
G78	1	197
G85	1	198
G86	1	197
G95	1	202
G99	1	198
GDE-73	1	204
GE-52	1	206
GE-73,GE-78	1	204
GE-83,GE-96	1	205
H73,H77,H78, H79,H87	1	203
H18,H118	1	203
H600,H600U,H601	1	207
H610,H610U,H611	1	207
H620,H620U,H621,H622, H623,H625	1	208
H630,H630U,H631, H632,H632U,H633	1	208
H634	1	203
H638,H640	1	203
H708	1	209
H736	1	209
HE74,HE74L	1	204
HE100,HE100H, HE100L,HE100LH	1	199
HE105,HE105L	1	199
HE740,HE740L	1	204
H7119	1	203
H737	1	209
H7905,HK908,HJ908B	1	203
HJ1005	1	203
HJ1205	1	203
J62,J63	1	210
J64	1	211
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J620	1	210
J644	1	212
J709	1	209
J718,J728	1	211
J805,J808,J809, J818,J828	1	211
J1106,J1108	1	211
JE81	1	213
JE101,JE107	1	215
JE810	1	213
L600,L601,L610,L611	1	212
L631,L642,L643	1	212
L650,L651,L652	1	214
L653	1	212
L660	1	214
L663,L673,L674	1	212

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GENERAL ELECTRIC (cont'd)		
LF115,LF116	1	216
LFC1118,LFC1128, LFC1228	1	216
UHF-17C127	6	2250*
UHF-17T15, UHF-17T17	6	2250*
UHF-21C114, UHF-21C115, UHF-21C116, UHF-21C117	6	2250*
UHF-21C119, UHF-21C120, UHF-21C121	6	2250*
UHF-21C225, UHF-21C226, UHF-21C227, UHF-21C228, UHF-21C229, UHF-21C230, UHF-21C231, UHF-21C232, UHF-21C233	6	2250*
UHF-21T10, UHF-21T11, UHF-21T12	6	2250*
UHF-21T15, UHF-21T19	6	2250*
UHF-21T20, UHF-21T21	6	2250*
X115,X125,X145	1	220
X225A,X225V	1	212
10C101,10C102,10T1, 10T4,10T5,10T6	3	1210
12C101,12C102,12C108, 12C107,12C107B, 12C108,12C108B, 12C109,12C109B	3	1210
12T1, 12T3,12T3B,12T4, 12T4B	3	1211
14C102,14C103	3	1211
14P1210-UHF, 14P1211-UHF, 14P1212-UHF	6	2195*
14T2,14T3	3	1211
14T007-UHF, 14T008-UHF, 14T009-UHF, 14T010-UHF, 14T011-UHF, 14T012-UHF, 14T014-UHF	6	2195*
16C103	3	1211
16C110,16C111	3	1211
16C113	3	1211
16C115,16C116,16C117, 16T1,16T3,16T3, 16T4,16T5	3	1211
17C101,17C102	3	1211
17C103,17C104, 17C105,17C107, 17C108,17C109, 17C112,17C114	4	1574
17P1328-UHF, 17P1329-UHF, 17P1330-UHF, 17P1331-UHF	6	2195*
17T1,17T2,17T3,17T4, 17T5,17T6,17T7	4	1574
17T14-UHF	6	2137*
17T16-UHF	6	2137*
17T20-UHF	5	1929, 1930
17T21,17T22	6	2147*
17T21-UHF, 17T22-UHF	6	2147*, 2274*
17T025-UHF, 17T026-UHF, 17T027-UHF	6	2289*
20	1	210
21C40-UHF	5	1931
21C108-UHF	6	2137
21C12-UHF, 21C104-UHF	5	1929, 1930

Name & Model or Chassis No.	Vol. No.	Diag. No.
GENERAL ELECTRIC (cont'd)		
21C106,21C107, 21C108,21C109	6	2147
21C106-UHF,21C107- UHF,21C108-UHF, 21C109-UHF	6	2147, 2274
21C110,21C111,21C112, 21C113	6	2147*
21C123,21C124	6	2147*
21C123-UHF,21C124- UHF	6	2147*, 2274*
21C125,21C126,21C127	6	2147*
21C125-UHF, 21C126-UHF, 21C127-UHF	6	2147*, 2274*
21C130-UHF, 21C131-UHF	5	1931
21C133-UHF, 21C134-UHF	6	2273*
21C135-UHF, 21C136-UHF	6	2273*
21C137-UHF, 21C138-UHF	6	2297*
21C141-UHF, 21C142-UHF	6	2274*
21C143-UHF, 21C144-UHF	6	2297*
21C151-UHF, 21C152-UHF	5	1931
21C156-UHF, 21C157-UHF	6	2297*
21C158-UHF, 21C159-UHF	6	2297*
21C160-UHF, 21C161-UHF	6	2297*
21C162-UHF	6	2297*
21C172-UHF	6	2297*
21C238-UHF	6	2137*
21C240-UHF, 21C241-UHF (Early)	5	1929, 1930
21C240-UHF, 21C241-UHF (Late)	5	1929, 1932
21C347-UHF, 21C348-UHF	5	1930
21C349-UHF	5	1930
21C350-UHF, 21C351-UHF	5	1930
21C1449-UHF, 21C1450-UHF	6	2195*
21C1545-UHF	6	2274*
21C1547-UHF, 21C1548-UHF, 21C1549-UHF	6	2274*
21C1550-UHF, 21C1551-UHF	6	2274*
21C1552-UHF, 21C1553-UHF	6	2274*
21C1554-UHF, 21C1555-UHF	6	2274*
21C1556-UHF, 21C1560-UHF	6	2274*
21C1562-UHF, 21C1564-UHF	6	2274*, 2274*
21T7-UHF,21T18-UHF, 21T22-UHF,21T23-UHF	5	1929, 1930
21T24-UHF,21T25-UHF	5	1929, 1930
21T26-UHF, 21T27-UHF (Early)	5	1929, 1930
21T26-UHF, 21T27-UHF (Late)	5	1929, 1932
21T28-UHF	6	2137*
21T30-UHF,21T31-UHF	5	1930
21T32,21T33	6	2147*
21T32-UHF,21T33-UHF	6	2147*, 2274*
21T35,21T36,21T37	6	2147*

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GENERAL ELECTRIC (cont'd)		
21T35-UHF,		
21T36-UHF,		
21T37-UHF	6	2147*
21T038,21T039	6	2147*
21T041,21T042,21T043	6	2147*
21T045-UHF,		
21T048-UHF	6	2274*
21T050-UHF	6	2297*
21T054-UHF,		
21T055-UHF	6	2297*
21T058-UHF		
21T057-UHF	6	2297*
21T060-UHF		
21T061-UHF	6	2297*
21T1439-UHF	6	2195*
21T1539-UHF,		
21T1540-UHF	6	2274*
21T1541-UHF,		
21T1542-UHF	6	2274*
21T1543-UHF,		
21T1544-UHF	6	2274*
24C180,24C181	6	2147*
24C182-UHF,		
24C183-UHF	6	2297*
24C1860-UHF,		
24C1861-UHF	6	2274*
24C1870-UHF,		
24C1871-UHF	6	2274*
24T070,24T071	6	2147*
35	1	215
40	1	216
41,42,43,44,45	2	793
50	1	218
100,101	1	217
102,102W	2	794
103,105	1	217
106	1	221
107,107W	2	734
114,114W,115,115W	2	734
118	2	735
119M,119W	2	735
123,124	3	1212
131	2	735
135,136	3	1213
143	3	1214
145	2	736
150	2	737
160	2	738
165	3	1215
180	1	219
200,201,203,205,		
205M	1	222
210,211,212	2	739
218,218 "H"	3	1216
219,220,221	1	227
226	3	1217
230	1	225
234	2	740
260	1	225
280	2	678
303	1	223
304	2	741
321	1	224
326,327	1	226
354,355	2	742
356,357,358	2	743
376,377,378	2	744
400,401	3	1218
404,405	3	1219
408	3	1220
409	4	1575
410	3	1219
411	3	1218
412	4	1576
412F	4	1577
414	4	1576
414F	4	1577
415	4	1576
415F	4	1577
416	4	1576
416F	4	1577
417	1	230
422,423	4	1578
427,428,429	5	1933
430	4	1576
431,432	5	1934

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GENERAL ELECTRIC (cont'd)		
440	5	1935
442,443,444	5	1933
446,447,448	5	1936
465,466,467	6	2225*
475,476,477	6	2188*
480	6	2156*
502	2	733
535	4	1579
546,547,548,549	4	1580
551,552	4	1581
564,565,566	5	1937
572,573,574,575	5	1938
577,578	5	1939
580,581,582	5	1940
590	5	1941
600	3	1221
601,603,604	3	1222
605,606,607,608	4	1582
610,611	4	1583
612,613	5	1942
614	4	1584
630,631,632	5	1943
650	3	1223
741	4	1585
752,753	3	1224
754	4	1586
755	3	1225
757	3	1225
800A,B,C,D	3	1226
805,806,807,809	3	1226
810	4	1587
811	3	1227
		A&B
814 (Fine Tuning)	3	1227A
814 (Focus Control)	3	1228
817	3	1226
821	3	1226
830,835,840	3	1229
860,861,862	6	2359*
911,H,912,913	6	2201*
911D,912D,913D	6	2379*
914D	6	2379*
920,921	6	2205*
GENERAL IMPLEMENT		
9A5	2	574
GENERAL TELEVISION		
1A5,2A5,3A5,5A5	1	73
9A5	2	574
14A4F	1	6
15A5,17A5,19A5,		
21A4,22A5C,23A6	1	73
4B5	2	574
5B5G,5B5Y	2	745
9B6P	2	574
24B6,25B5	2	574
GILFILLAN		
56A,56B,56BC-1,		
56BCR,56C,56D,56E	1	73
58M,58W	2	555
66A,66AM	1	229
68B	1	73
66D,66DM	1	229
66P,66PM	1	231
68BD	2	746
68F	2	747
68C,68P,68U	2	748
108-48	2	749
GLOBE		
5BP1	1	233
6AP1	1	228
6DI	1	232
6P1	1	228
6U1	1	232
7CP1	2	614
62C	1	237
456	2	750
457	2	560
500	2	751
517	2	752

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GLOBE (cont'd)		
551	1	711
552	2	753
553	2	614
GON-SET		
10-11 (Meter Converter)	2	889
GOODRICH (Also See Mantola)		
92-523,92-524,		
92-525,92-526,		
92-527,92-528	4	1588
GRANCO		
LCU	5	1944
MTU	5	1945
T160	6	2195*
T270	6	2306*
610	5	1946
620V	6	2275*
720	6	2148*
730P,740P	6	2279*
750	6	2281*
760,770,780	6	2306*
GRANTLINE		
500,501	1	234
501-7	2	754
508-7	2	755
510-A	2	756
605,606 (Series A)	1	92
651	1	15
5610	2	757
6547	1	15
GROMMES		
GRT-1	6	2196*
GUILD		
484	6	2199*
556	6	2205*
665	6	2205*
HALLICRAFTERS		
CA-2,CA-2A,CA-4	2	758
S-38	1	235
S-38B	3	1230
S-38C (Run 2)	4	1589
S-40	1	236
S-40A	2	759
S-40B	3	1231
S-41B,S-41G,S-41W	1	242
S-47	2	677
S-51	2	555
S-52	2	759
S-53	2	760
S-53A,AU	4	1590
S-55,S-56	2	761
S-58,S-59	2	762
S-72	3	1232
S-72L	4	1591
S-76,S-78U	4	1592
S-77	4	1593
S-78	3	1233
S-78A	4	1594
S-80	4	1595
S-81,S-82	4	1596
S-94	6	2197*
S-95 (Run 1)	6	2197*
ST-74	3	1234
ST-83	5	1947
SX-42	2	763
SX-43	2	764
SX-71	3	1235
SX-99,SX-99U (Mark I)	6	2190*
TW-500,TW-600	5	1948
TW-1000	5	1949
TW-2000	5	1950
5R10	3	1236
5R10A	4	1597

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HALLICRAFTERS (cont'd)			HARVEY-WELLS			HOFFMAN (cont'd)		
5R30, A, 5R31A, 5R32, A, 5R33, A, 5R34, A	4	1598	ATR-3-6	2	765	W1201U	6	2378*
5R40, 5R41, 5R42	6	2168*	ATR-3-12	2	765	W1251U	6	2378*
5R50, 5R51, 5R52	4	1598				W3201U	6	2359*
5R60, 5R61	5	1951	HOFFMAN			W3214U	6	2359*
8R40, 8R40C	4	1599	A-200	1	239	W3251U	6	2378*
17K111B, M	6	2170*	A-202	1	240	W3311U, W3321U	6	2378*
17T101B, M	6	2170*	A-300	1	82	21B907, 21M906, 21P908	5	1954
17T171B, M	6	2170*	A-309	1	240	Chassis		
21K141B, M	6	2170*	A-401	1	82	102	1	82
21K151M	6	2170*	A-501	1	241	103	1	239
21K200B	6	2157*	A-700	1	238	108ST	1	241
21K201B	6	2157*	B-400	1	244	110S	1	238
		2158*	B-1000	1	18	114	1	18
21K210M	6	2157*	B1161U	6	2359*	119	1	240
21K211M	6	2157*, 2158*	B1191U	6	2378*	123	2	767
21K220B	6	2157*	B1201U, B1211U	6	2378*	323U, 324U	6	2359*
21K221B	6	2157*, 2158*	B1231U, B1241U	6	2378*	326U	6	2368*
21K230M	6	2157*	B2021U	6	2378*	329U	6	2378*
21K231M	6	2157*, 2158*	B3191U	6	2359*	331U, 332U	6	2378*
21T121B, M	6	2170*	B3201U	6	2359*	420U	6	2359*
21T161B, M	6	2170*	B3234U	6	2378*	421U	6	2378*
24K240B, M	6	2157*	B3241U, B3251U	6	2378*	706U	6	2359*
24K241B, M	6	2157*, 2158*	B3261U, B3271U	6	2378*			
24K250B, M	6	2157*	B3291U	6	2378*	HOTPOINT		
27K251B, M	6	2157*, 2158*	B3304U	6	2378*	14S201-UHF, 14S202-UHF, 14S203-UHF, 14S204-UHF	6	2274*
400, 406, 409, 410, 411, 412	2	877	B3311U, B3321U	6	2378*	14S206-UHF	6	2195*
611, 612	5	1952	B3364U	6	2378*	14S207-UHF	6	2195*
621, 622	5	1952	B4041U, B4061U	6	2359*	17S301-UHF	6	2289*
680, 681	3	1237	BG1151U	6	2359*	17S302-UHF	6	2289*
690	3	1237	BT1144U	6	2363*	17S305-UHF	6	2195*
715, A, 716	3	1237	BW1144U	6	2363*	17S306-UHF	6	2195*
730, 731	3	1237	C-501	2	766	21S400-UHF	6	2195*
740, 741	3	1237	C-502	2	767	21S401-UHF, 21S402-UHF, 21S403-UHF	6	2297*
810A, 811, 815, 818, 820, 822	3	1238	C-503	2	766	21S405-UHF	6	2195*
860, 861	3	1238	C-504	2	767	21S406-UHF	6	2274*
870, 871	3	1238	C-505, C-507	2	766	21S451-UHF	6	2297*
880	3	1238	C-511	2	768	21S452-UHF	6	2297*
1005, 1006, 1015, 1016, 1017, 1018, 1019	4	1600	C-512	2	767	21S455-UHF	6	2274*
1025	4	1601	C-514	2	767	21S456-UHF	6	2274*
1621, 1622	5	1953	CI006, CI007	2	767	21S501-UHF	6	2297*
17811-H, 17816, 17817, 17824-A, 17906, 17930, 17931, 17932, 17933, 17934	4	1602	GT1144U	6	2363*	21S502-UHF	6	2297*
20282C	4	1602	K1151U	6	2359*	21S505-UHF	6	2195*
20990, 20990S, 20994	4	1601	K1191U	6	2378*	21S506-UHF	6	2195*
21923, 21928, 21940, 21980	4	1602	K1211U	6	2378*	21S507-UHF	6	2274*
Chassis			K1231U, K1241U	6	2378*	21S508-UHF	6	2274*
A1100D	4	1600	M1161U	6	2359*	21S551-UHF	6	2297*
A1400D	6	2157*, 2158*	M1191U	6	2378*	21S552-UHF	6	2297*
B1300D	6	2170*	M1201U, M1211U	6	2378*	21S553-UHF	6	2274*
B1400D	6	2157*, 2158*	M1231U, M1241U	6	2378*	21S554-UHF	6	2274*
C1400D	6	2157*, 2158*	M1251U	6	2378*	21S555-UHF	6	2274*
D1300D	6	2170*	M2021U	6	2359*	21S556-UHF	6	2274*
D1400D	6	2170*	M3151U	6	2359*	21S605-UHF	6	2274*
FI300D	6	2170*	M3181U	6	2359*	21S606-UHF	6	2274*
HI300D	6	2170*	M3201U	6	2359*	24S801-UHF, 24S802-UHF	6	2297*
Z1000D	4	1600	M3214U	6	2359*			
			M3234U	6	2359*	HOWARD		
			M3241U, M3251U	6	2378*	4BT	1	171
			M3261U, M3271U	6	2378*	220, 221	1	171
			M3311U, M3321U	6	2378*	270, 271	1	171
			M3364U	6	2378*	300 Series	1	243
			MA041U, MA061U	6	2359*	307-A, 207TPP-2	1	243
			MG1151U	6	2359*	430 (Series 2)	1	246
			P1151U	6	2359*	438	1	246
			P1201U, P1211U	6	2378*	460	1	250
			P1231U, P1251U	6	2378*	472AC, 472AF, 472C	2	769
			P3214U	6	2359*	472F	2	770
			P3234U	6	2378*	474	2	555
			P3241U, P3251U	6	2378*	482, 482A	2	761
			P3261U, P3271U	6	2378*	500 Series	1	245
			P3281U	6	2378*	718FM	1	249
			P3304U	6	2378*	765, 768, 780	1	248
			P3311U, P3321U	6	2378*	806, 808	1	247
			P3364U	6	2378*	808 (Series X)	1	259
			PT1144U	6	2363*	810	1	247
			SG1144U	6	2359*	885, 868	1	255
			SP1161U	6	2359*	901A-E, -H, -I, -M, -P, -W	1	73
			SP2021U	6	2359*	906, 906C	1	253
			SP3151U, SP3161U	6	2359*	909M	2	771
			SP3181U	6	2359*			
			SP3201U	6	2359*			
			SP4041U, SP4061U	6	2359*			
			W1161U	6	2359*			

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HOWARD (cont'd)			KNIGHT (cont'd)			MAGNAVOX (cont'd)		
920	1	73	94SX703	6	2290*	CR-189A, CR-189B	1	267
HUDSON			94SX711	6	2313*	CR-190	1	271
DB39	1	256	94SX728	5	1960	CR-190A, CR-190B	2	780
DB40	1	252	94SX730	6	2311*	CR-192A, CR-192B	1	267
SA39	1	256	97-870	3	1248	CR-193	1	263
SA40	1	252	200	5	1957	CR-197C	2	781
JACKSON			449	3	1249	CR-198A, CR-198B,		
150,153	3	1239	511B	3	1250	CR-198C	1	263
254	4	1603	722	5	1909	CR-200A, B, C, D, E, F	2	782
255	4	1604	LAFAYETTE			CR-207A, B, C, D	2	781
350	3	1240	B33	1	6	CR-208A, B	2	783
JEFFERSON TRAVIS			B112	1	41	CR-330AA-1	5	1982
MR-2B, MR-3	1	251	B195	1	183	CR-700	5	1963
JEWEL			BB9 (A)	1	191	CR-702A, B	5	1964
500A, B, C, 501A, B, C,			BB9 (B)	1	190	CR-703, A, B, BB	8	2191*
502A, B, C, 503A, B, C,			FA15W, FA15Y	1	257	CR-712AA	6	2207*
504A, B, C, 505A, B, C	1	18	J62, J62C	1	237	CR-714AA	6	2300*
960, 960U, 961	3	1241	MC10B, MC10Y	1	11	CR-715AA, AB, BB	6	2207*
5020, 5020U	3	1242	MC11, MC12	2	777	CR-716AA	6	2191*
5057U	3	1243	MC13	1	11	CR-717	6	2287*
KAPPLER			LEARADIO			CR-718, CR-721	6	2298*
102T	2	772	R971	2	778	CR-722	6	2297*
KARADIO			RM402C	2	779	CR-723	6	2277*
M80B	5	1955	561, 562, 563	1	260	CR-724	6	2207*
1276	3	1244	565, 565BL, 566, 567, 568	1	260	CR-726	6	2277*
KNIGHT			661	1	270	CR-730	6	2277*
D-182	1	249	1281PC	2	761	CR-741	6	2207*
D-197	1	249	6610PC, 6611PC,			MAGUIRE		
SX6L727	5	1909	661PC	1	270	500B1, 500BW, 500DI,		
SX11L719	5	1911	6614, 6615, 6616,			500DW	1	269
SX14L721	5	1956	6617PC, 6619	1	260	561B1, 561BW, 561DI,		
SX19L720	5	1957	LEWYT			561DW	1	269
4D-450	2	633	615A	1	265	571	2	784
4G-420	3	1245	711	2	560	661, 661A	1	269
5A-150, 5A-152,			LEXINGTON			700A, 700E	1	268
5A-154	1	15	6545	1	15	MAJESTIC		
5A-190	1	11	LIBERTY			4P1	5	1965
5B-180	1	18	A6K, A6P	1	264	5A410, 5A430	1	272
5B-175, 5B-176	1	16	6K	1	264	5A445, 5A445R	2	614
5B-185	2	773	507A	1	264	5AK711, 5AK731,		
5C-290	2	573	LINCOLN			5AK780	2	785
5D-250, 5D-251	2	370	S13L-N	1	185	5C-2, 5C-3	4	1609
5D-455	2	572	LINCOLN (Allied Radio Corp.)			5LA5, 5LA6	3	1251
5F-565	2	574	5A-110	1	26	5LA7, 5LA8	3	1252
5J705	4	1605	LYRIC			6FM714	2	786
5K715	4	1606	548T, 548TY, 548TW	1	73	6FM773	2	787
6A-122	1	254	MADISON-FIELDING			7C432, 7C447	1	274
6A-127	1	261	FM-15	6	2410*	7FM677, 7FM688	2	787
6A-195	1	16	MAGIC TONE			7JL777R	2	788
6B-122	1	254	500, 501	1	19	7JL866	2	788
6B-127	1	261	MAGNAVOX			7P420	2	789
6C-225	2	578	Chassis			7S433, 7S450, 7S470	2	790
6D-225, 6D-226	2	578	5B01A, 5B05A	2	785	7YR752	2	791
6D-235	2	745	6B02D	2	786	7YR753, 7YR772	2	789
6D-360	2	949	6B11D	2	787	8FM744, 8FM775,		
6G-400	3	1249	7B04A	2	791	8FM776, 8FM889	2	792
6H-580	3	1246	7B09A, 7B09A1	2	789	8JL885	2	793
6K718	5	1958	7C11D	2	787	8S452, 8S473	1	273
7B-220	2	754	7C25A	2	788	12FM475, 12FM778,		
7D-405	2	774	8B06D, 8B07D, 8B08D,			12FM779, 12FM895	2	794
8B-210	1	258	8C07D	2	792	20FP88, 20PP89,		
8D-340	2	645	12B26E, 12C22E	2	794	(Radio Ch.)	4	1610
8G-200, 8G-201	5	1247	4501, 4504	2	272	21P62, 21P63,		
10B-249	2	775	4506	2	614	(Series 110, 111)	5	1966
11C-300	2	645	4702, 4703	2	790	80FMP2	4	1610
11D-302	2	587	4705	2	789	Chassis		
12H810	4	1607	4706, 4707	1	274	5B01A, 5B05A	2	785
19F-492, 19F-497,			4708R	2	788	6B02D	2	786
19F-498	2	776	MAGNAD			6B11D	2	787
20H811	4	1607	CMUA-422AA	5	1961	7B04A	2	791
93-326	4	1608	CMUA-435AA,			7B09A, 7B09A1	2	789
94S445	5	1559	CMUA-436AA	5	1961	7C11D	2	787
94SX702	6	2313*	CMUA-440AA,			7C25A	2	788
			CMUA-441AA,			8B06D, 8B07D, 8B08D,		
			CMUA-442AA,	6	2167*	8C07D	2	792
			CMUA-455A,			12B26E, 12C22E	2	794
			CMUA-456AA	5	1961	4501, 4504	2	272
			CMUD-477AA	6	2230*	4506	2	614
			CR-101, CR-101M	1	262	4702, 4703	2	790
			CR-108M	1	266	4705	2	789
			CR-122	1	266	4706, 4707	1	274
			CR-187, CR-188	1	263	4708R	2	788

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MAJESTIC (cont'd)			MERCURY (cont'd)			MOTOROLA (cont'd)		
4810	1	273	2701	5	1993	CTM4, A	6	2171*
4810B	2	793	Chassis			CTM6	6	2385*
41201	2	794	155	4	1615	FD-5, FD-7	1	279
MALLORY			200-11	4	1616	GMT2M, HJ2M, HN2M	4	1624
TV-101	4	1535	MIDLAND			HN4M6	5	1977
MANTOLA			M6B			HN53M6	5	1977
R459	1	118	1	1	278	KR2M	4	1624
R643	1	4	MIDWEST			NH6	1	279
R652, R652N	1	6	KD-16	5	1969	OE2M	4	1624
R654-PM, -PV	1	275	P6, PB6	1	276	OE6	1	279
R655W	1	275	R12, RG12, RT12	2	808	PC2M	4	1624
R662, R662N	1	6	R16, RG16	2	808	PC6	1	279
R664PM, PV, W	2	795	RN-16	5	1969	PD2M	4	1624
R7543	1	73	RT-16	2	808	SR0B	3	1960
R75143	2	574	S8, S78	1	282	SR1B	3	1262
R75152	2	796	S12, SG12, ST12	2	809	SR2M (Early)	4	1625
R75343	2	574	S16, SG16, ST16	2	809	SR2M (Late)	4	1624
R76143	2	574	TM8	1	282	SR52M6	5	1977
R76162	2	796	MINERVA			VF102, VF102A,		
R76262	2	797	L-702	1	171	VF102C	2	814
R78162	2	798	L-728	1	19	VF103, VF103M	3	1261
R76262	2	797	W-117	1	6	VK101, VK101M	2	814
R78162	2	798	W-117-3	1	11	VT101	2	814
24B6	2	574	W-702-B	1	171	Y14P3-1, -2, Y14P4-1	6	2349*
92-529	4	1611	W710, W710A	1	281	Y14P5-1, -2, -3, Y14P6-1	6	2349*
MASCO			W-728	1	19	Y14P7-1, -2, Y14P8-1, -2	6	2349*
AFR	6	2328*	410, 411	2	810	Y14P10-1, -1A, -2, -2A,	6	2345*
AMF, AMP	6	2231*	702H, 702H-1	2	810	Y14P11-1, -1A, -2, -2A,	6	2345*
RK-58LR	4	1612	729	2	704	Y17P1-1A, -2A	6	2386*
MASON			MITCHELL			Y17P2-1A	6	2386*
45-1A, 45-1B, 45-1P	1	73	1254	4	1617	Y17T27CH, Y17T28-1,		
45-3, 45-4, 45-5	1	73	1278	5	1970	-2, -3	6	2355*
MATTISON			1287	5	1971	Y17T30CHA,		
630DXM, 630MDXL	5	1967	MONITOR			Y17T31GPA	6	2386*
MAYFAIR			M510	2	811	Y21C7BG, MG	6	2324*
510, 510W	2	799	M3070	2	812	Y21CT2B, M	6	2324*
520, 520W	2	799	RA50	2	813	Y21F5, B (Radio Ch.)	5	1937
530, 530W	2	799	TA56M, TW56M	1	129	Y21F5B, BA, W, WA	6	2386*
550, 550W	2	799	MONITORADIO			Y21K45B, BA, M, MA	6	2324*
MECK			AR-1, AR-3	4	1618	Y21K53B, BA, M, MA	6	2324*
CD-500, CE-500	2	800	AR-4	6	2182*	Y21K54B, M	6	2324*
CR-500	2	801	DR-200	5	1972	Y21K56B, M,		
EF-730, EG-731	3	1253	M-51A	4	1619	Y21K57B, M, MCH	6	2324*
MM510T, MM512T,			M-101	4	1618	Y21K58B, M,		
MM516C, MM516T	3	1254	MR-10	6	2348*	Y21K59M, MCH	6	2384*
PM-5C5-DW10			MR-32	5	1973	Y21K67B, M	6	2324*
PM-5C5-PW10	1	6	MR-33	6	2348*	Y21K70B, M	6	2388*
RC-5C5-F	1	6	MONTGOMERY WARD (See Airline)			Y21K73B, BA, M, MA	6	2388*
RC-8A7-P6	2	802	MOPAR			Y21K75B, BA, CW, CWA,		
XOB, XQA, XQR, XRA,			600, 601, 602	1	112	M, MA	6	2388*
XRPT, XSA, XSP, XTA,			620, 621	6	2307*	Y21K76B, BA, CW, CWA,		
XTR, XX900	3	1254	802	1	111	M, MA	6	2388*
4C7	2	803	802 Revised	1	111	Y21K77B, M	6	2388*
6A8-W4	1	187	805	3	1258	Y21K80CW, CWA,		
9030	5	1968	808, 809	3	1259	Y21K81B, M	6	2388*
MEDCO (See Telesonic)			812	4	1620	Y21T32B, BA, CH, CHA,		
MEISSNER			814	4	1621	MGA	6	2324*
4E	4	1613	819	4	1620	Y21T33B, BG, CH, MG	6	2324*
8BT	4	1614	829	5	1974	Y21T34B, BA, M, MA	6	2324*
8C	2	804	830	5	1975	Y21T35B, M,		
9AJ	3	1255	MOTOROLA			Y21T36B, M	6	2324*
9-1085	1	6	BK2M	4	1622	Y21T37B, M	6	2387*
9-1091A, 9-1091B	2	805	CR-6	1	279	Y21T40B, BGA,		
9-1091C	3	1256	CR-8	1	280	MG, MGA	6	2388*
9-1093	2	806	CR-76	2	815	Y21T42B, BA, M, MA	6	2388*
16A	3	1257	CTM3	5	1976	V21V1W, WA	6	2388*
2961 Series	2	807	CT1M	4	1623	Y24K13B, M	6	2324*
MERCURY (Pacific Mercury)			CT2M	4	1622	Y24K14B, M	6	2324*
2081, 2181 (Radio Ch.)	4	1615	CT5M	1	279	Y24T5BG, MG	6	2324*
2217, 2218, S, 2224,	4	1616	CT-6	4	1622	Y24T6B, M	6	2324*
2284	4	1616	CT2M6	5	1977	YA21C5B, MC	6	2324*
						YA21F6W, Y	6	2324*
						YA21K54B, M,	6	2324*
						YA21K56B, M,		
						YA21K57B, M, MCH	6	2324*
						YA21K58B, M,		
						YA21K59M, MCH	6	2324*
						YA21K60B, M,		
						YA21K61MCH, W	6	2324*
						YA21K62M, CW,		
						YA21K63CW,	6	2324*
						YA21K67B, M, Y	6	2324*
						YA21T33BG, CH, MG	6	2324*
						YA21T35B, M,		
						YA21T36B, M	6	2324*
						YA24K14B, M,		
						YA24K15M, MCH	6	2324*

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5C1,5C2,5C3,5C4,5C5,5C6	3	1262
5H1U,5H2U,5H3U	3	1263
5M,5M-12	6	2144*
5X1U,5X2U,5X3U	3	1264
5X2U,5X22U,5X23U	3	1265
6F11,6F1B	3	1266
6L1,6L2	3	1267
6TAS8	6	2144*
6K1U,6K2U	3	1268
7F11,B	3	1269
7Mx	6	2353*
8FM21,8FM21B	3	1270
9FM21,9FM21B	3	1271
9-24,9-24A	1	285
9-44	1	288
16-C	1	284
16F1,BH,H	3	1280
17-D	1	287
17F1A,B,BA,17F2W,WA	3	1281
17F3B,BA,17F4,A,17F5,A,B,BA	3	1281
17F11(Radio Ch.)	4	1626
17F12,A,B,BA	4	1626
17F13,B,17F13BC,17F13C	4	1626
18-O,18-B	1	289
21F1,B	4	1627
21F5,B(Radio Ch.)	5	1978
25-F	1	290
26-C,26-C7	1	291
27-D,27-D6	1	293
28-O,29-B,29-B6	1	291
30-P	1	291
35-F	1	294
35-N	1	292
36-C1,36-C2	1	295
37-D1,37-D2	1	296
38-O	1	291
39-B1,39-B2	1	291
40-P	1	286
43-H	1	297
44-K	1	298
45-B12	1	158
45-N	1	299
47B11	2	816
51-A,51-C	1	73
51F11	1	300
51F12	1	301
51R11	1	300
52-C	1	73
52C1,52C1A,52C6	4	1628
52H11U,52H12U,52H13U,52H14U	4	1629
53-A,-C	1	73
53H1,53H2,53H3,53H4	5	1978
53LC1,53LC2,53LC3	5	1980
53K1,53X2,53X3,53X4	5	1981
54-A,-C	1	73
55F11	1	303
55X11	1	302
55X11A	1	304
55X12	1	302
55X12A	1	304
55X13	1	302
55X13A	1	304
56W1,B	6	2206*
56X1,56X2,56X3	6	2214*
56X11	2	669
57W1,B,MC	6	2206*
57K1,57X2	6	2206*
57K11,57K12	2	817
58A11,58A12	2	669
58K11,58K12	2	818
59H11U,59H12U	3	1272
59X11,59X121	3	1273
59X21U,59X221U	3	1274
60-XW	1	301
61-A,61-B	1	305
61-C,61-D	1	306
61-E	1	305
61-F	1	307
61T21	1	308
61T23	1	314
61X11,61X12,61X13	1	301
62-A,62-B	1	305

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62C1,62C1A,62C2,62C2A,62C3,62C3A	4	1630
62CW1	4	1631
62-E	1	305
62-F1	1	312
62L1U,62L2U,62L3U	4	1632
62X11U,62X12U,62X13U	4	1633
62X21	5	1982
63-A,63-E	1	305
63L8	5	1983
63L1,63L2,63L3	5	1984
63X1,A,63X2,63X3	5	1985
63X21	5	1986
64X1,64X2	5	1987
65F11,65F12	1	303
65F21	1	309
65L1,65L2	6	2172*
65T21,65T21B	1	310
65X11,65X11A,65X12,65X12A,65X13,65X13A,65X14,65X14A,65X14B	1	19
66C1,66C2	6	2236*
66K1,66K2	6	2214*
67C1,67C2	6	2236*
67F11,67F12,67F12B	2	819
67F14	2	820
67F16B	2	821
67L11	2	822
67K1,67K2	6	2206*
67K11,67K12,67K13	2	820
67X2M21	2	823
68F11,68F12,68F14,68F14B,68F14M	2	819
68T11,68X11,68X11A,68X12,68X12A	2	825
69L11	3	1275
69X11,69X121	3	1276
71-A	1	313
72-C	1	311
72X2M21,72X2M22	4	1634
75F21	1	315
75F31B,75F31A,75F31B	2	826
75F31	2	826
77FM21,77FM22,77FM22M,77FM22WM,77FM23	2	823
77X2M21,77X2M22,77X2M22B	2	823
78F11,78F11M,78FM12M,78FM21,78FM21M,78FM22M	2	827
79X2M21,79X2M22	3	1277
81-C	1	306
81F21,81F22	1	308
81K31	1	316
82-A	1	317
83F1	1	312
83K1	1	321
85F21,85K21	1	309
85FM21	2	827
85F1,85F31,85F31B,85F33	1	320
89FM21R	3	1278
101F21,101R21	1	319
103CK2	1	318
103F,103F2	1	312
103K1	1	322
107F31,107F31B	2	828
250,251	1	325
395,395-12	5	1988
396,396-12	6	2284*
401A,412	4	1635
506,506-12	6	2286*
Chassis		
AS-22	1	279
HS-2	1	19
HS-8	1	158
HS-22,HS-26	1	309
HS-30,HS-31	1	303
HS-32	1	310
HS-36,HS-36A	2	826
HS-36,HS-39	1	320
HS-50	1	304
HS-52	1	309

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MOTOROLA (cont'd)		
HS-58	2	820
HS-59	2	822
HS-60	2	817
HS-63	2	819
HS-64	2	823
HS-69	2	821
HS-72	2	816
HS-87	2	828
HS-89	2	823
HS-91	1	315
HS-94	2	869
HS-97	2	823
HS-98	2	826
HS-102	2	823
HS-108	2	814
HS-119	2	824
HS-122	2	820
HS-124	2	819
HS-125	2	818
HS-127,HS-127A	2	825
HS-128,HS-132,HS-133	2	827
HS-137	2	814
HS-144	2	825
HS-150,HS-155	2	827
HS-158	2	869
HS-168	3	1277
HS-170	3	1276
HS-175	3	1275
HS-180	3	1273
HS-181	3	1276
HS-192	3	1274
HS-210	3	1272
HS-226	3	1267
HS-228	3	1262
HS-230	3	1279
HS-234	3	1280
HS-243	3	1264
HS-244	3	1263
HS-245	3	1268
HS-246	3	1271
HS-247	3	1270
HS-253	3	1281
HS-258	3	1262
HS-269	3	1265
HS-261	3	1281
HS-262	3	1262
HS-264	3	1266
HS-265	3	1269
HS-270,HS-271,HS-272	3	1262
HS-289	4	1630
HS-302	4	1626
HS-303	4	1634
HS-308	4	1632
HS-309,HS-310	4	1628
HS-313	4	1629
HS-314	4	1633
HS-316	4	1627
HS-319	4	1626
HS-324	4	1631
HS-326	5	1982
HS-335	5	1985
HS-336	5	1981
HS-337	5	1979
HS-347	5	1980
HS-361	5	1984
HS-385	5	1986
HS-415	5	1983
HS-440	5	1987
HS-456	6	2172*
HS-456	6	2206*
HS-456	6	2236*
HS-477	6	2214*
HS-478	6	2214*
HS-525,HS-526	6	2206*
HS-529	6	2236*
OB	3	1260
QTS-502,Y	5	1978
R16M6	5	1977
TS-3,TS-5,TS-7	2	814
TS-8	3	1261
TS-422Y	6	2355*
TS-423Y	6	2349*
TS-425Y	6	2358*
TS-426Y	6	2358*
TS-428Y	6	2358*
TS-537Y,TS-538Y	6	2344*
TS-539Y	6	2344*
TS-542Y	6	2358*

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MOTOROLA (cont'd)			OLYMPIC (cont'd)			PHILCO (cont'd)		
TS-544Y	6	2388*	8-451	2	838	CR-8	2	852
TS-905Y	6	2355*	8-533V,8-533W	2	839	CR-9	2	853
TTS-423Y	6	2349*	8-618	2	840	CR-12	2	852
TTS-537Y,TTS-539Y,			8-925,8-934,8-936	2	841	CR-501,CR-503,		
TS-539Y	6	2324*	9-435V,W	4	1641	CR-505	3	1288
VTS-538Y,VTS-539Y	6	2324*	17K141,17K42,			E-748	6	2392*
WTS-423Y,WTS-425Y	6	2349*	17K50(Radio Ch.)	4	1642	E-818	6	2392*
WTS-537Y,WTS-538Y	6	2324*	20K43,20K51,21K61,			E-976	6	2380*
WTS-539Y	6	2324*	21K62,21K63B	4	1642	E4208S	6	2370*
WTS-544Y	6	2388*	21K223,21K225	6	2150*	E4605,C,T	6	2370*
1B	3	1282	21K239	6	2150*	E4607,L,T	6	2370*
MURPHY			51-421W	4	1643	E6606	6	2370*
113,122	1	258	110	6	2246*	E6608TN	6	2370*
NATIONAL			489	4	1644	E6610L,M	6	2370*
Criterion	5	1989	505,B	5	1992	RT-14	5	2002
HRO-50	3	1283	572B,M	5	1992	UE4202,UE4203	6	2336*
HRO-50R1	4	1636	574	6	2150*	UE4204,L,UE4205L,M	6	2336*
HRO-60	4	1637	575	6	2212*	UE4205S,SD,SL,STM	6	2336*
NC-33	2	829	576,577	6	2150*	UE4207SC	6	2336*
NC-46	1	326	PACKARD-BELL			UE4208S	6	2370*
NC-57	2	830	5DA	1	73	UE4600,UE4601SL,SM	6	2336*
NC-98	5	1990	5DB	2	574	UE4602,L,TL,TM	6	2336*
NC-108R,NC-108T	2	831	5FP	1	73	UE4603L,M,UE4604,		
NC-125R	4	1638	5RC1	6	2387*	HM	6	2336*
NC-2-40DR,			5RC3,5RC4	6	2387*	UE4605,C,T	6	2370*
NC-2-40DT	2	832	10RP1,10RP2	6	2247*	UE4606L,M,T,TL	6	2336*
SW-54	4	1639	11RP3	6	2247*	UE4607,L,T	6	2370*
NATIONAL UNION			100	2	574	UE4608	6	2336*
571,571A,571B	1	117	551,551-D	1	333	UE4610N	6	2336*
G-613	1	324	556	1	333	UE4612G	6	2336*
G-618	1	189	561,563	1	330	UE4614S,SL	6	2336*
NEWCOMB			566	1	333	UE4700N	6	2336*
CO-100	6	2261*	568	1	73	UE4800,UE4802M,L	6	2336*
CO-200	6	2261*	571,572	2	842	UE4804L	6	2336*
CO-712	6	2340*	651	1	333	UE6200	6	2336*
NORDIC			661	1	331	UE6404M,L	6	2336*
501F55	6	2149*	662	1	332	UE6602L,M,T,TL	6	2336*
OLDSMOBILE			673A,673B	2	843	UE6604L,M,T	6	2370*
982160	1	323	682	2	845	UE6606	6	2371*
982282	1	327	671	2	845	UE6608TN	6	2370*
982375	1	323	851	1	332	UE6610L,M	6	2370*
982543,982579	4	1640	872	2	846	UN6-100	1	336
OLYMPIC			880,880A	2	843	UN6-450,UN6-500	1	335
"Cremona" 5804T/W	6	2402*	881A,881B	2	847	UT-21A	5	2003
"Cremona" 5805T/W	6	2402*	884,892	3	1284	UT-21B	5	2004
"Kolbold" 5720W	6	2404*	1052	1	334	18BU3000,18BU3001	5	1995
"Magnet" 5735W	6	2402*	1054B	1	337	18BU3002	5	2005
"Meteor" 5781W	6	2407*	1063	1	272	18BU3100,L,HM	5	1995
"Moderna" 5783W	6	2407*	1181,1181A	3	1285	18BU3102,L	5	2005
C21BG15,C21BG16	6	2246*	1273	2	848	18BU3104	5	1995
C24BH22,C24BH24	6	2246*	1472	2	849	18D3020C,UG,UM	6	2192*
HF500	5	1991	2301-TV(Radio Ch.)	3	1286	18D3122U	6	2192*
K21BG12,K21BG13,			2303(Radio Ch.)	3	1286	22BU4000	5	1995
K21BG14	6	2241*	2311,2811A(Radio Ch.)	4	1645	22BU4002,22BU4004	5	2005
K24BH31,K24BH32,			2801-TV,			22BU4008,22BU4009	5	1995
K24BH33	6	2246*	2801A-TV(Radio Ch.)	3	1286	22BU4100,L	5	1995
T21BG10	6	2246*	2803TV	3	1287	22BU4101	5	1995
6-501,6-501VU,			FEDERSON			22BU4102,L	5	2005
6-501WU	1	328	AFM-2A	6	2248*	22BU4106	5	2005
6-502,6-502P,6-502U	1	328	AFM	5	1994	22BU4108	5	1995
6-503	1	328	PHILCO			22DU4109HM	5	2005
6-504,6-504L	1	6	A-T2294	4	1646	22BU4110,L	5	1995
6-601V,6-601W,6-602	1	329	A-U7272	5	1995	22BU4302	5	1995
6-604 Series	2	833	B570,B574	5	1996	22BU4303	5	1995
6-606,6-606A,6-606U	1	272	B652	5	1997	22BU4304,22BU4306,		
6-617,6-617U	1	329	B714,X	5	1996	22BU4307HM	5	2005
7-421V,7-421W,7-421X	2	834	B956	5	1998	22C4016,22C4020	5	2006
7-435V,7-435W	2	834	B1349,B1352	5	1999	22C4119,22C4120,L	5	2006
7-526	2	704	B1752,B1753	5	1999	22C4123,22C4124,L	5	2006
7-532V,7-532W	2	833	B1756	5	2000	22C4126,L,22C4128M,		
7-537	2	835	C-656 (Codes 121 &			22C4129	5	2006
7-822,7-838	2	774	129)	6	2141*	22C4132L	5	2006
7-724,7-728	2	836	C667	5	2001	22C4310,L,22C4312,L	5	2006
7-925,7-934,7-936	2	837	C-4808	5	1999	22D4029G,L,22D4030E,		
			C-4808	1	111	L,UE,U,L	6	2192*
			C-4608 Revised	1	111	22D4033G,L	6	2192*
			CR-2	2	850	22D4034,L	6	2215*
			CR-4,CR-6	2	851	22D4041,L	6	2215*
						22D4131,L	6	2192*
						22D4134,L	6	2215*

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PHILCO (cont'd)		
22D4135	6	2192*
22D4136, L, U, UL, XL, XW	6	2192*
22D4137, L		
22D4138, L, U, UL	6	2192*
22D4139, L, UX, UXKL	6	2192*
22D4140, L	6	2215*
22D4144, L	6	2215*
22D4150, L, U, UL	6	2192*
22D4151, L, 22D4152, HM, M	6	2215*
22D4153, L, X, XL		
22D4154, U	6	2192*
22D4155, L	6	2192*
22D4156, L, 22D4157	6	2215*
22D4158, U	6	2192*
22D4159, 22D4160, L, X, XL	6	2215*
22D4161, L, 22D4165	6	2215*
22D4170, L, 22D4171, L, 22D4172, L	6	2192*
22D4320L, M, T, W	6	2192*
22D4321L, M, T, W	6	2192*
22D4324HM, M	6	2215*
22D4326	6	2215*
22D4420, L, 22D4422	6	2215*
22D5100, 22D5102, L, M	6	2203*
24BU0106, L	5	2005
24B8300	5	2005
24C6005	6	2192*
24C6010, 24C6012	6	2154*
24C6105M, 24C6108	6	2192*
24C6109, L, 24C6110, L	6	2154*
24C6112	6	2154*
24C6310	6	2154*
24D6018	6	2215*
24D6120L, M, 24D6122L, M	6	2215*
39-40, 39-45	1	339
39-55	1	342
39-116	1	342
39-770	1	338
40-110	1	341
40-190, 40-195, 40-140, 40-145	1	340
40-150, 40-155	1	344
40-158	1	348
40-160, 40-165	1	345
40-170CS	1	340
40-180, 40-185, 40-190	1	344
40-195, 40-200, 40-201	1	338
40-205, 40-215, 40-216, 40-217	1	342
40-503, 40-506, 40-507	1	340
40-516	1	342
40-525, 40-526, 40-527	1	340
40-710, 40-715	1	351
40-725, 40-748, 40-755, 40-756, 40-780	1	349
40-2710	1	351
40-2720, 40-2780	1	349
41-235, 41-235	1	350
41-260, 41-265	1	353
41-260, 41-265	1	352
41-260, 41-265, 41-267, 41-290	1	353
41-295	1	338
41-296	1	353
41-300, 41-315X	1	338
41-316	1	342
41-608, 41-609	1	355
41-610, 41-611	1	353
41-616	1	342
41-629	1	353
41-712, 41-713	1	354
41-714	1	346
41-722, 41-745, 41-758, 41-759	1	347
41-788	1	356
42PT-2, 42PT-4, 42PT-7	1	343
42-121	1	363
42-122	1	358
42-123	1	361
42-124, 42-125, 42-126	1	364
42-35	1	357
42-380	1	363
42-395	1	383

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PHILCO (cont'd)		
42-400	1	338
42-706	1	343
42-724	1	360
42-730	1	366
42-760, 42-761, 42-762	1	359
42-788	1	358
42-1002	1	362
42-1003, 42-1005	1	367
42-1008, 42-1009M, 42-1009W	1	365
42-1012, 42-1013M, 42-1013W	1	368
42-1015, 42-1016	1	338
46-131	1	370
46-131 Revised	2	854
46-132	1	371
46-142	2	854
46-200, 46-200-1, 46-201, 46-202, 46-250, 46-250-1	1	173
46-251	1	372
46-350	1	373
46-420, 46-420-1	1	377
46-421, 46-421-1	1	374
46-427	1	375
46-480	1	376
46-1201	1	379
46-1203	1	378
46-1209	1	380
46-1213	1	382
46-1226	1	380
47-204, 47-205	2	745
47-1227	2	855
47-1230	2	856
48-141, 48-145	2	857
48-150	2	858
48-200, 48-200-1, 48-206, 48-214, 48-225, 48-230	2	560
48-250, 48-250-1	2	859
48-300, 48-360	2	860
48-460, 48-460-1	2	861
48-461	2	859
48-464	2	862
48-472-1	2	863
48-472 Revised	2	864
48-475	2	865
48-482	2	866
48-485	2	867
48-1201	2	868
48-1253	2	869
48-1256	2	870
48-1260	2	868
48-1262	2	867
48-1263	2	871
48-1264	2	872
48-1266	2	856
48-1270	2	873
48-1274, 48-1276	2	874
48-1282	2	867
48-1284	2	875
48-1286	2	867
48-1290	2	873
48-2500, 48-2500-5	3	1289
49-101	3	1290
49-500, 49-500-1	2	745
49-503	2	560
49-504, 49-504-1	2	859
49-505	2	876
49-506	2	745
49-601, 49-602	2	877
49-605, 49-607	2	878
49-900E, 49-900-1	2	879
49-902	2	745
49-904	2	880
49-905	2	881
49-906	2	882
49-909	2	883
49-1076, 49-1077 (Radio Ch.)	3	1291
49-1100	2	887
49-1101	2	883
49-1175 (Code 122 & Code 124)	1	364
49-1278 (Code 123)	1	357
49-1279, 49-1280	3	1291
49-1401	2	884

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PHILCO (cont'd)		
49-1405	2	885
49-1475, 49-1480 (Codes 121A or B, 123A or B, 123TA or B)	3	1292
49-1600, 49-1601, 49-1602, 49-1603, 49-1604, 49-1605	2	886
49-1606, 49-1607	2	883
49-1613	3	1293
50-T701, 50-T702	4	1647
50-T1104, 50-T1105, 50-T1106	3	1294
50-T1400, 50-T1401, 50-T1402	3	1294
50-T1403, 50-T1404, 50-T1406 (Codes 123, 124, 125)	3	1294
50-T1406 (Codes 121 & 122)	3	1294
50-T1430	3	1294
50-T1432 (Code 122)	3	1294
50-T1432 (Code 124)	3	1294
50-T1476, 50-T1477	3	1295
50-T1478, 50-T1482	3	1295
50-T1481, 50-T1482	3	1295
50-T1484	3	1295
50-520, 50-520-1	3	1296
50-522, 50-522-1	3	1296
50-524	3	1297
50-526	3	1298
50-620	3	1299
50-621	3	1300
50-920, 50-921, 50-922	3	1301
50-925, 50-926	3	1302
50-1420, 50-1421, 50-1422, 50-1423	3	1303
50-1720	3	1304
50-1721, 50-1723, 50-1724	3	1305
50-1727	3	1306
51-T1443PL, PM, PW (Radio Ch.)	3	1307
51-T1872, 51-T1874, L, 51-T1875, 51-T1876	3	1308
51-T2175, 51-T2176	3	1309
51-530	3	1310
51-629	3	1311
51-631	3	1312
51-632	3	1311
51-930, 931, 932	4	931
51-934	3	1313
51-1330	4	1649
51-1730, (L)	4	1650
51-1731, 51-1732	3	1314
51-1733, (L)	4	1651
51-1734	4	1651
52-540, -1, 52-541, -1, 52-542-1	4	1652
52-640, -641	4	1653
52-643	4	1654
52-940, -941, -942	4	1655
52-944	4	1656
52-1340	4	1649
53-T2295, T2286, T2287	4	1646
53-561, -562	4	1657
53-563	4	1658
53-566	4	1659
53-651	4	1653
53-652	5	1997
53-656, -658	4	1660
53-702, -706, -707	4	1657
53-800, -804	4	1661
53-950, -952, -954	4	1662
53-956	5	1998
53-958	4	1663
53-960	4	1664
53-1350, -1750	4	1665
53-1754	4	1666
Chassis		
R-181U, D-161	5	1995
R-191U, D-191	5	2005
R-201, D-201	5	1995
R-207, D-208	5	2005
TV-125U	6	2303*
TV-300U, TV301U	5	2006

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PHILCO (cont'd)			PURITAN			RCA VICTOR (cont'd)		
TV-304U	6	2192*	501	1	385	U-217E	1	443
TV-330U, TV-332U	6	2192*	501X	1	124	U-128, U-129	1	414
TV-350U	5	2006	502	1	385	U-130	1	390
TV-354U	6	2154*	502X	1	124	U-132, U-134	1	401
TV-390U, TV-392U	6	2215*	503, 503W	1	389	V-101	1	440
TV-394U, TV-396U	6	2215*	504, 504W	1	387	V-102	1	413
TV-400U	5	2006	506, 506X, 507, 507W	1	20	V-140	1	446
7L40AU, U, 7L41AU, U	6	2336*	508	1	25	V-170, V-175	1	413
7L45AU, U	6	2336*	509	2	893	V-200	1	447
7L70	6	2370*	515	2	894	V-201	1	139
7L70U	6	2370*, 2371*				V-205	1	447
7L71	6	2370*	RCA VICTOR			V-209, V-210	1	142
7L71U	6	2370*, 2371*	A55	3	1317	V-215, V-219,		
7P50AU, U, 7P51AU, U	6	2336*	A-82	4	1869	V-221, V-225	1	142
PHILHARMONIC			A-106	3	1318	V-300, V-301, V-302	1	447
100C	2	887	A-108	4	1870	V-405	1	447
100T	2	888	BK-42, BT-42	1	427	VHR-202, VHR-207	1	447
149C, 249C	2	889	BX6	3	1319	VHR-212	1	142
349C	2	890	BX55, BX57	3	1320	VHR-307, VHR-407	1	447
920, 924	5	2007	B-52	1	419	X-55, X-60	1	107
5000, 5200, 5201, 5250	4	1530	E-80	1	43	X711	3	1322
5400, 5401, 5450	4	1530	HF-2, HF-4	1	390	1R81	4	1873
5600, 5601, 5650	4	1530	HF-6, HF-8	1	401	1X591, 1X592	4	1871
5700, 5700RT, 5701, 5750, 5750RT	4	1530	K-50	1	107	2BX63	4	1874
5800	4	1530	K-60	1	434	2C521, 2C522,		
6810	1	196	K-61	1	107	2C527	4	1875
8701, 8702, 8703	1	196	K-62, K-81, K-82	1	434	2S7	5	2014
8710, 8711, 8712	1	196	K-105	1	434	2S10	4	1876
9120, 9121, 9820, 9821	5	2007	M-50, M-60	1	409	2X87	4	1877
PHILLIPS PETROLEUM CO. (See Woolaroc)			M-70	1	439	2X81, 2X82, 2X821	4	1878
PILOT			MF-15107	5	2012	2X F91, 2X F931,		
AF-605	4	1887	FX600	4	1871	2X F932, 2X F933,		
AF-723, U	5	2008	Q-14, Q-12	1	397	2X F934	4	1879
AF-724	6	2226*	Q-15, Q-15E	1	412	3BX871	6	2262*
AF-821A, U	4	1868	Q-16, Q-16E, Q-17	1	418	3R F91	5	2016
AF-824	5	2009	Q-18	1	398	4C871, 4C872	5	2017
AF-825	6	2148*	Q-22, Q-22A	1	391	4T141	3	1323
AF-850	6	2148*	Q-23	1	416	4X641	5	2018
AF-860	5	2010	Q-24	1	391	4X661	5	2019
FM-607	5	2011	Q-25	1	420	4X511	5	2020
HF-56	6	2148*	Q-26	1	396	5BX41	5	2021
T-411-U	1	391	Q-27	1	420	5C581	5	2022
T-500	1	73	Q-30, Q-31	1	423	5C591, 5C592	5	2022
T-510, T-511	1	73	Q-33	1	399	5Q5, 5Q6, 5Q8	1	398
T-521	1	383	Q-44	1	426	5Q12, 5Q12A	1	400
T-530	1	393	QB-1, QB-2	1	391	5Q55, 5Q56, 5Q66	1	398
T-601	2	614	QB-3	1	399	5X560, 5X562, 5X563	5	2023
T-741	2	891	QB-5	1	397	6BY4A, B	6	2222*
POLICALARM			QB-6, QB-9	1	391	6HF1, 6HF2	6	2285*
PR-8	3	1315	QH-51C	1	428	6HF3	6	2232*
PR-9	6	2329*	QK-23	1	392	6Q1	1	400
PR-31	3	1316	QU-2C, QU-2M	1	392	6Q1, 6Q4, 6Q4X	1	402
PONTIAC			QU-3C, QU-3M	1	396	6Q7, 6Q8, 6QK3	1	400
983867	1	384	QU-5	1	402	6T84	3	1323
983879	1	386	QU-7, QU-8	1	407	6XD5	6	2193*
983880	1	394	QU-51M	1	328	7B1T10K	6	2254*
983775	1	386	QU-52C, QU-52M	1	392	7BX8J, 7BX8L	6	2305*
983910	1	108	QU-55	1	430	7BX9H	6	2305*
983911	1	386	QU-56C, QU-56M	1	432	7HFR-1	6	2344*
984170	1	108	ST-1	5	2012	7QB, 7QBK	1	403
984171	1	386	SVT-1	5	2013	7Q4, 7Q4X, 7QK4	1	405
PORTO BARDIO			T-55, T-56, T-60,			7T143 (Radio Ch.)	3	1327
PA510, PB520	2	892	T-62, T-63	1	107	8BT10K	6	2254*
PREMIER			T-64, T-65, T-80	1	433	8BX6, 8BX65	2	895
15LW	1	127	TA-126, TA-129,			8CTEE, FE, LE	6	2330*
PURE OIL (See Puritan)			TA-169	3	1321	8C8DE, JJ, ME	6	2330*
			TRK-5	1	395	8QB, 8QBK	1	403
			TRK-9, TRK-12	1	410	8Q1	1	406
			TRK-90, TRK-120	1	410	8Q2	1	404
			TT-5	1	395	8Q4	1	406
			U-10, U-12, U-20	1	107	8QU5C, 8QU5M	1	404
			U-25, U-26	1	395	8R71, 8R72, 8R74,		
			U-30	1	414	8R75, 8R76	2	896
			U-40, U-42, U-43	1	107	8RF13	6	2344*
			U-44, U-45	1	425	8TK29 (Radio Ch.)	3	1324
			U-50	1	400	8TK320	3	1324
			U-55	4	1872	8TR29	3	1324
			U-119	1	443	8TV321, B, 8TV323, B	3	1325
			U-121	1	395	8V90, 8V91	2	897
			U-123 (1 band)	1	443	8V111, 8V112	2	897
			U-123 (2 band)	1	441	8X8D, J, L, N	6	2331*
			U-124, U-125	1	395	8X53	2	898
			U-126	1	414	9BX56	3	1326
						9M1, 9M2	1	409
						9QK, 9Q1	1	408
						9Q4	1	405
						9T89	3	1327

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RCA VICTOR (cont'd)

9T147	3	1327
9TW333	3	1325
9W101,9W102,		
9W103,9W105	3	1328
9X561,9X562	3	1329
9X571,9X572	3	1329
9X641,9X642	3	1330
9X651,9X652	3	1331
9Y7	4	1680
9Y51	3	1352
9Y510,9Y511	3	1352
10Q1	1	406
10X	1	411
11KX,11QU,11Q4	1	414
11X1	1	411
12AX,12AX2	1	411
12QK,12QU,12QA	1	414
12X,12X2	1	411
14AX,14AX2,14X,14X2	1	411
15X	1	397
16K,16T2,16T3,16T4	1	413
16X4	1	415
16X11,16X13,16X14	1	397
17K	1	139
17S349U,17S350U,		
17S351U	5	2024
17S360U	5	2024
17S7090U,17S7092U,		
17S7093U	6	2374*
17S7099U	6	2374*
17T352U,17T361U	5	2024
18T	1	139
19K	1	417
21CD7995,U		
21CD7997,U	6	2301*
21CD7915,U		
21CD7916,U		
21CD7917,U	6	2301*
21CD7935,U		
21CD7936,U	6	2327*
21CD7956,U		
21CD7958,U	6	2327*
21CD7975,U	6	2327*
21CD7996,U		
21CD7999,U	6	2327*
21CS7815,U		
21CS7817,U	6	2301*
21CT8600U,21CT8661U,		
21CT8662U	5	2026
21CT8663U,21CT8664U	5	2026
21CT8735,U		
21CT8737,U	6	2301*
21CT8755,U		
21CT8787,U	6	2301*
21CT8865,U		
21CT8866,U	6	2301*
21CT8867,U		
21D346U	5	2025
21D627U	5	2026
21D641,U,21D645,U	6	2202*
21D647,U,21D648,U	6	2202*
21D652,U	6	2202*
21D667,U	6	2202*
21D670,U	6	2202*
21D7174,U,21D7175,U	6	2301*
21D7176,U,21D7177,U	6	2301*
21D7215,U,21D7216,U,		
21D7217,U	6	2301*
21D7235,U,21D7237,U	6	2301*
21D7425,U	6	2301*
21D7445,U,21D7446,U,		
21D7447,U	6	2301*
21D7479,U	6	2301*
21D7485,U,21D7487,U,		
21D7488,U	6	2301*
21D7505,U,21D7506,U,		
21D7507,U	6	2301*
21PD8115,U	6	2397*
21S348KU	5	2027
21S355KU,21S357KU	5	2027
21S362KU,21S367KU,		
21S369KU	5	2027
21S501U,21S502U	5	2026
21S503NU,U		
21S504NU,U	5	2026
21S505U,		
21S506NU,U,		
21S507NU,U	5	2026

RCA VICTOR (cont'd)

21S510NU,21S511NU	5	2026
21S516NU,21S517U,		
21S518U,21S519NU,U	5	2026
21S521NU,U		
21S522NU,U		
21S523NU,U	5	2026
21S525U,21S526NU,U	5	2026
21S537NU,U	5	2026
21S548,N,NU,U		
(Radio Ch.)	5	2026
21S548NU,U		
(TV Ch.)	5	2026
21S5022U,21S5251U,		
21S5252U	5	2024
21T197DE,21T242	4	1676
21T244	4	1681
21T385,U,21T386,U	6	2301*
21T387,U,21T388,U	6	2301*
21T835,U	6	2202*
21T8602U,21T8603U	6	2183*
21T8607U	6	2183*
21T86114U,21T86115U	6	2183*
21T86117U	6	2183*
21T86125,U,21T86127,U	6	2202*
21T86225U,21T86227U	6	2183*
21T86255U,21T86256U,		
21T86257U	6	2183*
21T7112,U,21T7113,U	6	2301*
21T7117,U	6	2301*
21T7152,U,21T7153,U	6	2301*
21T7157,U	6	2301*
21T7352,U,21T7355,U,		
21T7357,U	6	2301*
21T7375S,G,G,U,U		
21T7377,G,G,U,U	6	2301*
21T7385,U,21T7386,U	6	2301*
21T7387,U,21T7388,U	6	2301*
21T7415,U,21T7416,U,		
21T7417,U	6	2301*
21T7427,U	6	2301*
21T8221,U,21T8222,U	6	2301*
21T8225,U,21T8226,U,		
21T8227,U	6	2397*
21T8245,U,21T8246,U,		
21T8247,U	6	2397*
21T8475,U,21T8477,U,		
21T8478,U	6	2397*
24D542U,24D543U,		
24D544U	5	2026
24D655U,24D658,U	6	2202*
24D673U,24D676,U	6	2202*
24D679,U	6	2202*
24D7295U,24D7296,U,		
24D7297,U	6	2301*
24D7315,U,24D7317,U	6	2301*
24D7545,U,24D7547,U	6	2301*
24D7566,U,24D7568,U	6	2301*
24D7587,U	6	2301*
24D7705U,24D7706,U,		
24D7708,U	6	2301*
24S512U,24S513U,		
24S514U	5	2026
24S529U,24S531U,		
24S532U	5	2026
24T8142,U	6	2202*
24T8285U,24T8287,U,		
24T7727U,24T77275,U,		
24T77277,U	6	2301*
25BK	1	418
25BT2	1	419
25BT3	1	418
26B P	1	421
26X1,26X3,26X4	1	397
27K	1	422
28T	1	139
28X,28X5	1	140
29K,29K2	1	141
34X,35X	1	397
36X	1	397
45-W-10	4	1682
45X18	1	424
55AU	1	429
55F,55FA	1	419
55U	1	429
56X,56X2,56X3	1	431
56X5,56X10,56X11	1	397
58AV,58V,59AV,59V1	1	142
64F1,64F2,64F3	1	138

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RCA VICTOR (cont'd)

65AU	1	429
65BR9	2	899
65U	1	429
65X1,65X2	1	138
66BX	1	435
66X1,66X2,66X3,66X4,		
66X9	1	436
66X11,66X12,66X13,		
66X14,66X15	2	900
67AV1,67V1	1	437
68R1,68R2,68R3,68R4	2	901
75X11,75X12	2	902
77U	2	903
77V1	2	904
77V2	2	905
94BK2,94BT2	1	442
95T5,95T5LW	1	443
96BK6,96BT6	1	442
96E	1	443
96E2	1	395
96K,96K2,96K5,96K6	1	395
96T,96T1	1	443
96T2,96T3	1	395
96T4,96T5,96T6	1	441
96T7	1	395
96X1,96X2,96X3,96X4	1	444
96X11,96X12,		
96X13,96X14	1	444
97E,97K,97KG,97K2	1	395
97T,97T2	1	395
97X	1	443
97Y	1	396
98EY	1	395
98K	1	414
98K2,98T,98T2	1	395
98X,98YK	1	395
99K,99T	1	414
110K,110K2,111K	1	445
211K	1	141
515	1	397
516,517,522,526,527	1	411
610V1,610V2	2	906
612V1,612V2,612V3	1	448
648PTK,648PV		
(Radio Ch.)	3	1333
710V2	2	906
711V1,711V2,711V3	2	907
730TV1,730TV2		
(Radio Ch.)	2	906
910KG,911K	1	414

Chassis

CTC5,A	6	2301*
CTC5AA,AB	6	2327*
CTC5B,C,D,E,N,P,R,T	6	2301*
CTC5U,W	6	2327*
KC870	4	1672
KC878H,J	5	2024
KC884H,K	5	2026
KC888F,H	5	2027
KC886J,JK,KX,L,LX,		
KM,MX,V,VAX	5	2026
KC890A,C	5	2026
KC890B	5	2026
KC892D,DX,E,EX,F,FX,		
H,HX,M,MX,NU	5	2026
KC896A,C,E	6	2183*
KC897A,AA,AB,AC,		
AD,D,E,F,H,J,K,N,P,		
T,U,W	6	2202*
KC898A,C,E,F	6	2301*
KCS103A,B,C,D,N,P,		
R,T	6	2301*
KCS104A,AA,AB,AC,AD,		
AE,AF,B,E,F,H,		
J,K,L	6	2301*
KCS107A,B,C,D	6	2397*
RC-604,RC-605	1	142
RC-606	1	437
RC-606C	2	905
RC-608	2	901
RC-610,RC-610A,		
RC-610B	2	906
RC-613A	2	906
RC-615	2	904
RC-616,RC-616A	2	895
RC-616B,C	3	1327

Name & Model or Chassis No.	Vol. No.	Disg. No.
RCA VICTOR (cont'd)		
RC-616H	2	897
RC-616,K	3	1325
RC-616N	3	1325
RC-618,RC-618A (Model 8V90)	2	897
RC-618,RC-618B, RC-618C (Model 9W101)	3	1328
RC-622	3	1318
RC-1004E	1	419
RC-1011	1	431
RC-1017,RC-1017A	1	429
RC-1023B	1	397
RC-1034	1	136
RC-1037,RC-1037A	1	436
RC-1038,RC-1038A	1	435
RC-1040,RC-1040A	2	895
RC-1045	2	899
RC-1046	2	900
RC-1050,RC-1050B	2	900
RC-1057A	2	903
RC-1057B	4	1680
RC-1060,RC-1060A	2	896
RC-1064(Model 8X53)	2	898
RC-1064(Model 65X1)	1	138
RC-1068	3	1326
RC-1070A	3	1322
RC-1077,A,B	3	1332
RC-1079,A,B,C	3	1329
RC-1079K,L	4	1671
RC-1082	3	1319
RC-1085,A	3	1331
RC-1085B	4	1678
RC-1087	3	1317
RC-1088,A	3	1320
RC-1090	3	1323
RC-1092	3	1327
RC-1094	4	1669
RC-1096	4	1670
RC-1096A	4	1682
RC-1102	4	1673
RC-1110	4	1671
RC-1111,A	4	1676
RC-1115	4	1674
RC-1117A	4	1677
RC-1117B	4	1676
RC-1117C	4	1677
RC-1117D	5	2014
RC-1120,A	4	1675
RC-1121,A	4	1679
RC-1125	6	2262*
RC-1129	5	2016
RC-1134	5	2020
RC-1140	5	2018
RC-1141	5	2019
RC-1142	5	2017
RC-1146A	6	2193*
RC-1148A	5	2022
RC-1150	5	2023
RC-1153,A	6	2222*
RC-1154,A	6	2265*
RC-1155	6	2232*
RC-1156,A	6	2254*
RC-1162,RC-1163	6	2305*
RC-1166	6	2330*
RC-1167,A	6	2331*
RC-1168,A	6	2344*
RK-121	1	448
RK-121A	3	1233
RK-135,RK-135A, RK-135A-1	3	1324
RK-135D	3	1321
RK-191	5	2028
RS-1147	5	2021
5378	6	2374*
RADIOLA		
61-1,61-2,61-3,61-5	1	397
61-8,61-9	2	898
61-10	1	397
752U	2	908
76ZX11,76ZX12	2	909
RADIO CRAFTSMEN (Also See Craftsmen)		
RC-1 (Tuner)	2	910

Name & Model or Chassis No.	Vol. No.	Disg. No.
RADIO CRAFTSMEN (cont'd)		
RC-10	3	1334
10	4	1683
800	4	1684
RADIONIC		
6W	1	167
Y62N,Y728	2	911
RADIO RECEPTOR		
C-1709-P	5	2029
HF155	6	2184*
HF255	6	2237*
HF355	6	2259*
RAY ENERGY		
AD	1	449
AD4	1	453
SRB-1X	1	450
RAYTHEON		
C-1735A,C-1736A	4	1685
C-2108A,C-2110A, C-2111A	4	1686
C-2112A,C-2113A, C-2114A,C-2115A, C-2116A,C-2118A	4	1687
C-2137A,C-2138A	5	2030, 2031
C-2401A,C-2402A	5	2031
CR-41,A,CR-42,A, CR-43,A	4	1688
FR81A,FR82A	5	2032
M-2131A	5	2030, 2031
PR-51,A	5	2033
RC-1618A,B, RC-1619A,B	3	1336
RC-1718A,B, RC-1719A,B	3	1336
RC-1720A	4	1689
UC-2139A,UC-2141A, UC-2142A	5	2030
UC-2144A,UC-2145A	5	2030
UC-2167C,UC-2168	6	2151*
UC-2403A,UC-2404A, UC-2405A,UC-2406A	5	2030
UHF-100	4	1690
UM-2133A,UM-2134A, UM-2135A,UM-2136A	5	2030
UM-2182C,G,UM-2183A, C, K	6	2151*
5R-10B,5R-11W, 5R-12R	6	2162*
10AXF43	3	1335
Chassis		
4P12,A	5	2033
5D166	6	2162*
9AF25A	6	2032*
21T8	6	2030*
21T11	6	2030*, 2031*
21T26AGH	6	2151*
21T193AGH	6	2151*
21T274AGH	6	2151*
24T2	5	2030
24T3	5	2031
RECORDIO		
6B10,6B20,6B30,6B32	1	451
7D42,7D44	2	912
7E40,7E44	2	913
9G10	3	1337
9G40M,9G42	3	1338
9H40B	3	1339
Chassis		
7D1	2	912
REGAL		
BP48	2	914
C-527	4	1691

Name & Model or Chassis No.	Vol. No.	Disg. No.
REGAL (cont'd)		
CR-761	2	915
CR-762	4	1692
L76	1	171
P-175	4	1693
W700,W800,W801	1	171
W900,W901	1	454
17HD36,19C36,19D36, 20C36,20D36,20HD36 (Radio Ch.)	4	1694
205	2	916
271	4	1693
575	4	1695
747	2	917
777	2	918
1049	1	452
1107	2	919
1500	2	920
1749	2	921
1877	4	1696
7251	2	922
REGENCY		
RC-600	4	1697
REMLER		
MP-5-5-3	1	173
5300B,5300B1,53001	2	923
5310	2	924
5400,5410	2	925
5500,5505,5510,5515, 5520,5530,	2	926
6000	3	1340
ROLAND		
5P4	5	2034
5T2M	4	1698
5T5	5	2035
5T6	6	2227*
5T7,5T9	6	2213*
5X1,5X2,5X3,5X4	5	2036
5X6U	6	2228*
6P2	5	2034
6T1M	4	1699
6T6	6	2242*
8FT1M	4	1700
8XF6	4	1701
8XF3-M,8XF4-M	5	2037
10TF1	5	2038
10XF1	5	2039
10XF2	6	2208*
ROYAL		
AN150	4	1702
SCOTT (E. H.)		
16A	2	927
310	4	1703
510	3	1341
515	4	1704
800-B	1	458
1000	4	1705
1510	4	1706
2000	5	2040
2510	5	2041
9052	5	2042
SCOTT (H. H.)		
310-A	6	2180*
SENTINEL		
L-2841,L-284NA, L-284N1L-284NR, L-284W	2	928
1U-284GA	2	928
1U-2841,1U-284NA, 1U284N1,1U-284W	1	26
1U-285,1U-285P	1	261
1U-2931	1	459
1U-293CT	2	929
1U-293T,1U-293W	1	459

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SENTINEL (cont'd)		
IU-2941, IU-294N		
IU-294T, IU-294W	1.	459
IU-312PC, IU-312PW	3.	1342
IU-3131, IU-313W	2.	935
IU-314F, IU-314I		
IU-314W	2.	928
IU-316PM, IU-316PT	2.	937
IU-335PG, PI, PM, PW	3.	1343
IU-338-I, IU-338-R		
IU-338-W	3.	1345
IU-339-K	3.	1345
IU-340-C	3.	1345
IU-343	4.	1707
IU-344	4.	1708
IU-345P	4.	1709
IU-416	3.	1346
IU-419, IU-420	3.	1346
IU-420B	3.	1347
IU-423, IU-423B		
IU-423-17	3.	1347
IU-424, IU-424-17	3.	1347
IU-425	3.	1347
IU-428, IU-429, IU-430		
IU-431, IU-432		
IU-435	3.	1347
IU-438, IU-439, IU-440		
IU-441, IU-443		
IU-444, IU-446		
IU-447, -A, IU-448		
-A, IU-449, -A, IU-450		
-A, IU-451, -A	4.	1710
IU-520, IU-521		
IU-522, IU-523		
IU-525	5.	2043
IU-542	5.	2043
IU-562, IU-564	5.	2043
IU-581, IU-582		
IU-584, IU-585	5.	2044
IU-921, IU-924		
IU-991	5.	2045
IU-1202C, IU-1205C		
IU-1208C	6.	2243*
IU-1212, IU-1215		
IU-1218	6.	2243*
263, 264, 273	1.	459
284CA	2.	928
284I, 284NA		
284NI, 284W	1.	261
285P	1.	23
292K	1.	454
293 Series	1.	459
293CT	1.	459
293I	2.	929
293T, 293W	1.	459
294I, 294N, 294T	1.	459
295T	2.	930
296B, 296M	2.	775
302-I, 302-T, 302-W	2.	932
305-I, 305-I-3, 305-W		
305-W3	2.	933
309-I, 309-N		
309-R, 309-W	2.	934
313-I, 313-W	2.	935
314-E, 314-I, 314-W	2.	928
315-I, 315-W	2.	929
316PM, 316PT	2.	937
332	3.	935
333	2.	929
335PC, PI, PM, PW	3.	1343
338-I, 338-R, 338-W	3.	1344
339-K	3.	1345
340-C	3.	1345
343	4.	1707
344	4.	1708
345P	4.	1709
416, 419, 420	3.	1346
420B	3.	1347
423, 423B, 423-17	3.	1347
424, 424-17	3.	1347
425, 428, 429, 430, 431		
432, 435	3.	1347
438, 439, 440, 441, 443		
444, 446, 452, 453	4.	1710
Chassis		
CR-739	6.	2207*

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SETCHELL CARLSON		
418	1.	192
427	2.	938
437	2.	939
447	2.	940
458-RD	3.	1346
469	3.	1349
570	3.	1350
SIGNAL		
AF252	2.	942
241	2.	941
341-A, 341-T	2.	943
SILVERLINE		
63A, 64	5.	2046
SILVERTONE		
R-381	1.	460
R-1161	1.	458
5,6	4.	1711
10,11	4.	1712
15,16,18	4.	1713
25,27	4.	1714
41,41A	3.	1351
51,53	3.	1352
54,56	3.	1352
64,65,67	3.	1353
69	4.	1715
102A	4.	1716
106,107(Ch. 132.889-2)	4.	1717
112	3.	1354
120	3.	1354
125	3.	1355
141(Ch. 132.889-2)	4.	1717
143,143A	3.	1356
144(Radio Ch.)	4.	1718
150-14,163-16	4.	1719
179-16,180-16,194-16		
195-16	3.	1357
220,222,223,224	3.	1358
225	3.	1359
771	1.	458
1017,1018	4.	1720
1040,A,1045,A	4.	1721
1052,A,1053,A,1054,A,1055,A	4.	1722
1058,1059		
1062,1063	4.	1723
1771	1.	458
1781,1781A	1.	462
2003,2004,2005,2006	4.	1724
2009,2010,2011,2012,2013	4.	1725
2011	1.	73
2014,2015,2018		
(Ch. 132.021)	4.	1722
2014,2015,2016		
(Ch. 132.40500)	6.	2244*
2022	4.	1722
2023,2024,2025		
2026,2027	4.	1712
2028	4.	1726
2051	1.	73
2056,2060,2061	4.	1727
2063,2064	4.	1723
2200,2202,2203	4.	1728
2225	4.	1729
2276,2277	5.	2047
2411	1.	73
2461	1.	458
2511	1.	73
2761	1.	458
3004	5.	2048
3025,2026,3027	5.	2049
3040	4.	1730
3040A	5.	2050
3045,3046	4.	1730
3052,3053,3054,3055	5.	2051
3058,3059,3063		
3064,3067	5.	2052
3068	5.	2053
3106	4.	1515
3109,3110B,3112B	5.	2054
3136	5.	2077

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SILVERTONE (cont'd)		
3150L,3151B,C	5.	2054
3170D	5.	2054
3175	4.	1515
3181,3185	5.	2077
3306,3309,3308	5.	2055
3376,3377	5.	2047
3376,3377	5.	2056
4016,4017	5.	2057
4025,4026	5.	2058
4041,B	5.	2059
4045A,B,C		
4046A,B,C	5.	2060
4056,4057	5.	2061
4068A	5.	2062
4111	5.	2054
4112B	5.	1844
4113,4114,4115,4116		
4117,4118,4119	5.	2054
4126,4127	5.	2054
4127A	5.	2063
4128,4129	5.	2054
4131,4139	5.	2054
4140D,4143D		
4145D,4149	5.	2054
4150D,4153D,4155D	5.	2054
4200	5.	2064
4204,4206	5.	2065
4225	5.	2066
4608,4609	1.	461
4628,4629	1.	461
4636,4639	1.	461
4646,4649	1.	461
4666	1.	465
4667	1.	463
4686	1.	465
4728,4748	1.	461
4766	1.	465
4767,4777	1.	463
4791,4792	1.	465
4798	1.	463
5016,5017	6.	2173*
5045,5046	5.	2067
5101,A	5.	2068
5106,5107,A,5112A,C	5.	2068
6113B	5.	1844
5115,A,B,C,D		
5117,A,C,D	5.	2068
5125,5127,A,B,C		
5129,A,B,C,D		
5131,A,B,C,D	5.	2068
5227	5.	2069
5502	1.	466
5511,5511-A	1.	460
5571,5571-A	1.	460
5581	1.	458
5601-A	1.	460
5621	1.	458
6006,6009	1.	464
6011,6012	1.	467
6014,6015	6.	2244*
6016	1.	464
6016(Ch.132.820)	2.	944
6016(Ch.132.40500)	6.	2244*
6017,6018,6019	1.	464
6020,6021	6.	2198*
6022	1.	464
6025,6026	6.	2252*
6036,6038	1.	470
6045	6.	2249*
6046	1.	464
6046(Ch.528.34900)	6.	2249*
6047,6048,6049	1.	464
6050	1.	6
6051,6052	1.	468
6062,6063,6064	6.	2381*
6066A	6.	2396
6067	6.	2381*
6068	1.	464
6068(Ch.528.39800)	6.	2396*
6069A	1.	464
6069	1.	464
6069(Ch.528.39800)	6.	2396*
6069A	6.	2396*
6071	1.	6
6072	1.	469
6074,6079	1.	470
6092,6093	1.	466

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SILVERTONE (cont'd)		
6100	1	73
6104,6105	1	466
6106A,6111A	2	945
6111	1	466
6122,6132	1	464
6136,6138	1	470
6146,6148	1	464
6157	1	473
6158	1	464
6190-A	1	474
6200-A	1	475
6220,6220-A	1	475
6230,6230-A	1	477
6285-A	1	478
6286,6287	4	1731
6293	3	1360
6301	1	474
6303	1	476
6320	1	480
6321,6322,6323,6324	1	471
6325,6335,6336,6337	1	472
6346,6346A	1	472
6359,6360,6361,6362,6363,6364	1	472
6368,6379,6380,6381,6382	1	472
6407,6408,6409	1	472
6421,6424	1	471
6425,6435,6436,6437,6438,6438-A,6438-B,6439,6439-A,6440,6441	1	471
6446	1	472
6447	1	471
6449	1	460
6490,6490-A	1	472
6495,6497	1	472
6551,6561	1	462
6621,6661	1	462
6721,6751,6751-A	1	462
6761,6761-A	1	462
6921	1	462
6950	5	2070
7006,7007	6	2299*
7010(Ch.132.40000)	6	2314*
7011,7012	6	2314*
7020	6	2335*
7021	1	461
7021,7022	6	2335*
(Ch. 528.46600)	6	2335*
7025 (Ch.132.807-2)	2	946
7025,7026,7027,7028	6	2319*
(Ch. 528.46700)	6	2319*
7034	1	479
7035	6	2350*
7037	1	483
7038	1	484
7045,7046	6	2312*
7046	1	483
7049	1	466
7053,A,AB,B	6	2372*
7054(Ch.101.808)	1	489
7054,A,AB,B	6	2372*
(Ch. 528.47300)	6	2372*
7057,7058	6	2356*
7061,A,7062,A,7063	6	2350*
7065	1	73
7065(Ch.528.47800)	6	2337*
7066	1	73
7066(Ch.528.47800)	6	2337*
7067	1	466
7067(Ch.528.46220)	6	2350*
7068	1	466
7068(Ch.528.46220)	6	2350*
7069,7070	1	483
7071	1	487
7080(Ch.101.809)	1	486
7080(Ch.101.809-2)	2	947
7080-A	2	947
7085	2	948
7086	2	949
7090	1	488
7100	1	485
7102	2	948
7103	2	949
7104,7106	1	491
7111	2	950

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SILVERTONE (cont'd)		
7112	1	491
7115,7116,7117	1	490
7167,7168	1	466
7200,7202	6	2300*
7210	2	951
7220	1	475
7222	6	2308*
7224	6	2389*
7226(Ch.101.819A)	2	952
7226(Ch.528.45800)	6	2396*
7228	1	410
7228(Ch.528.46700)	6	2399*
7230	1	395
7245	1	492
7905	1	396
7915	1	408
8005	2	953
8009	6	2406*
8010(Ch.132.840)	2	954
8010(Ch.528.50144)	6	2406*
8011,8012	6	2406*
8020	2	955
8021,8022,8023	6	2406*
8024	3	1361
8025(Ch.478.206-1)	3	1361
8025,8026,8027	6	2403*
(Ch. 528.53090)	6	2403*
8050	2	958
8051	2	957
8055,8066	6	2337*
8080	2	958
8083,8083-A,	2	947
8084,8084-A	2	959
8090	2	959
8100,8101,8101-A,	2	947
8101-B,8101-C	2	960
8103	2	947
8105,8105A	2	947
8124,8125,8126,	2	947
8127,A,B,C,	2	961
8128,A,B,C	2	961
8132,8133	3	1362
8200,8201	1	475
8210	3	1363
8220,8221,8222	1	475
8224	6	2389*
8226	6	2396*
8230,8231	2	952
9005,9006	3	1364
9022	3	1365
9101,9102	2	947
9105	3	1366
9115,9116	3	1367
9122	3	1362
9133,9134	3	1368
9270	3	1379
9280	3	1370
41122,41292,41312,A	5	2068
Chassis		
100.111	3	1356
100.174	5	2053
100.176	5	2062
100.201	4	1715
100.425-2,-4,-6	5	2077
101.660-1A	1	73
101.662-1B	1	73
101.662-2D,	1	466
101.662-3C	1	466
101.662-4E	1	466
101.662-5F	2	945
101.665-1B	1	478
101.672-1A,	1	466
101.672-1B	1	466
101.773	2	961
101.800-1	1	475
101.800-1A	1	475
101.800-3	1	475
101.801-1A	1	475
101.802,101.802-1	1	477
101.807,101.807A	1	481
101.808	1	489
101.809	1	486
101.809-1A,	1	486
101.809-1B	2	947
101.809-2,	2	947
101.809-3C	2	947

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SILVERTONE (cont'd)		
101.810	1	488
101.811	1	485
101.813	2	958
101.814,101.814-1A	2	949
101.817	2	483
101.819A	2	952
101.820	2	951
101.821	2	959
101.822,101.822A	2	962
101.825,101.825-1A,	1	490
101.825-1B	1	490
101.829	2	947
101.829-1	3	1362
101.831,101.831A,	2	961
101.831-1	2	961
101.833	2	947
101.835	2	952
101.839	2	957
101.846	3	1362
101.852	2	958
101.859	3	1368
101.859-1,101.859-2	3	1353
101.860	4	1723
101.860-3	5	2052
101.861,-1	4	1727
101.864,101.866	3	1362
110.451,110.452	1	466
110.454	1	469
110.466,110.466-1	2	949
110.473	2	960
132.011,-1,	4	1722
132.012,-1,132.021	4	1725
132.022	4	1725
132.024,-1,-2	4	1724
132.025-3	4	1727
132.026-6	5	2061
132.027	4	1722
132.045,-1	4	1725
132.053,132.056	5	2051
132.066	5	2049
132.067	5	2065
132.067-2	2	946
132.816,132.816A	1	467
132.820	1	464
132.825-4	1	6
132.826-1	1	6
132.839	2	953
132.840	2	954
132.841	2	955
132.858	3	1364
132.871	3	1365
132.875	3	1366
132.877	4	1713
132.881	4	1711
132.884,-1,-2	4	1713
132.887	3	1352
132.888	3	1352
132.889,-2	4	1717
132.890	3	1357
132.896-1	4	1712
132.08500	5	1844
132.09000,132.09001	6	2198*
132.36900	6	2299*
132.40000	6	2314*
132.40200	6	2300*
132.40500	6	2244*
132.42800	6	2406*
135.245	3	1351
434.140	2	950
456.150-14,-18,-61	5	2047
456.200-111,-112,-113,-114,-115,-121,-122,-123,-124,-125	5	2056
478.206-1	3	1361
478.222,478.224	3	1367
478.240	4	1718
478.257	3	1355
478.289	3	1354
478.311	3	1354
478.319,478.338	4	1719
528.168	3	1370
528.171-1	3	1359
528.173	3	1358
528.194	4	1721
528.210,-1	4	1720
528.229	4	1728
528.230	4	1728

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SILVERTONE (cont'd)		
528.233	4	1729
528.233,528.254	4	1730
528.259	5	2055
528.261,528.263,-1,-2, 528.264,-1,-2, 528.266,-1	5	2054
528.268	5	2063
528.270,528.286	5	2054
528.304,-1	5	2059
528.306	5	2058
528.307	5	2066
528.311	5	2060
528.312,-1	5	2050
528.6266,-1,-3, 528.6267,-1,-3	4	1731
528.6295-2	3	1360
528.31500,528.31600, 528.31700	5	2068
528.33200	5	2069
528.33800,528.33900	5	2068
528.34200	5	2068
528.34600,528.34601, 528.34602,528.34603	5	2068
528.34900	5	2067
528.34900	6	2249*
528.39800	6	2398*
528.39900	6	2381*
528.40400	6	2252*
528.40700	6	2398*
528.45800	6	2396*
528.46000,528.46001	6	2356*
528.46200,528.46220	6	2350*
528.46400	6	2389*
528.46800	6	2355*
528.46700,528.46701	6	2319*
528.47200	6	2312*
528.47300	6	2372*
528.47800	6	2357*
528.48000	6	2306*
528.48700,528.48701	6	2399*
528.53040	6	2408*
528.53090	6	2303*
547.245	3	1389
549.100-3	4	1716
725.101-1	5	2070
757.110	4	1734
757.130	5	2048
757.140	5	2064
757.150	5	2057
757.15001	6	2173
SIMPLON		
CA-5	2	963
WVY2	1	494
SKY KNIGHT		
CB-500-P	1	6
SKY ROVER		
N5-RD-250, N5-RD-251	1	20
SONORA		
RB-207,RBU-176	1	451
RCU-208	1	495
RDU-209	1	189
RET-210	2	964
RGMF-212,RGMF-230	2	955
RKRU-215	1	498
RMR-219,RMR-220	1	496
RMR-245	1	496
RQU-222	1	501
RX-223	1	497
WBRU-239	2	966
WDU-233,WDU-249	2	967
WEU-262	2	968
WKRU-254A, WLRU-219A, WLRU-220A	2	970
WLRU-254A	2	970
100	2	971
101,102	2	972
171,172	3	1371

Name & Model or Chassis No.	Vol. No.	Diag. No.
SONORA (cont'd)		
306	3	1372
314,315,379	5	2071
389,390	5	2072
401	2	969
441,442	5	2071
458,459	5	2073
477,478	5	2071
502	6	2296*
568	6	2352*
585	6	2332*
604	6	2296*
606	6	2323*
615	6	2323*
SOUND, INC.		
5R2	2	973
SPARTAN		
Chassis		
CR-712	6	2207*
CR-741AA	6	2207*
SPARTON		
4AW17,4AW17A	2	974
5AM26PS	1	500
5A116	2	974
5AW06	1	503
5AW16	2	974
6AM06	2	975
6AW26PA	1	502
6-6EA	2	976
7AM46,8AM46	1	499
10AB76-PA, 10AM76-PA, 10BM76-PA, 10BW76-PA	1	504
100,101	2	974
121	2	977
141	2	977
141A	3	1373
141XX	3	1374
150,151,152,155	3	1375
1000,1001,1003	2	978
1005,1006,1007,1008	2	979
1010	2	980
1015	1	504
1020,1021,1023	2	978
1030,1030A, 1031,1031A	2	981
1051,1052	2	982
1058,1059,1060, 1061,1064,1072	2	977
1080	3	1376
1080A	3	1373
1081	3	1376
1081A	3	1373
1210,1211	3	1374
4900TV (Radio Ch.) 4916,4917,4918 (Radio Ch.)	4	1732
5082,5083 (Radio Ch.) 5088,5089,5090 (Radio Ch.)	3	1374
5189,5183,5188,5189 (Radio Ch.)	3	1374
22312,22313, 23322,23323	5	2074
24542,25544	5	2075
Chassis		
PC-5-6-26	1	502
4E10	3	1375
5A7	2	974
5-06	1	503
5-16	2	974
5-26PS	1	500
6B9	2	982
6L8	2	981
6S10	4	1732
6-06	2	975
7L7	2	980
7-46	1	499
8L9	2	977
8L10	3	1373

Name & Model or Chassis No.	Vol. No.	Diag. No.
SPARTON (cont'd)		
8W10	3	1374
8-46	1	499
8-57	2	979
9L8A	3	1376
10-77PA	1	504
12L7	2	978
29U213	5	2074
29U273	5	2075
417,417A	2	974
666A	2	976
STARRETT		
Gotham	3	1377
John Hancock	3	1378
STEELMAN		
AF1100	4	1733
3A18U	6	2228*
3AR3	5	2076
3AR6-1,3AR6U-1	6	2228*
3AR6UA-8	6	2228*
6000	4	1734
STEWART WARNER		
A51T1,A51T2, A51T3,A51T4	1	515
A61CR1,A61CR2, A61CR3,A61CR4	2	985
A61P1,A61P2,A61P3	2	986
A72T1,A72T2, A72T3,A72T4	2	987
A92CR3,A92CR3S, A92CR6,A92CR6S	2	720
B51T1,B51T2,B51T3	2	988
B61T1,B61T2	2	717
B72CR1	2	990
C51T1,C51T2	2	989
R3581,R3589	1	513
R3861,R3869	1	513
01-8H	1	509
01-8A,01-8B,01-8C	1	509
01-8D,01-8DX	1	507
01-8F,01-8F9	1	509
01-8G,01-8GZ	1	507
01-8CT,01-8CT-Z, 01-9A,01-9A-Z	1	506
010-6AX,010-6BX, 010-6CX	1	509
11-6U,11-6U-Z	1	505
11-7A1,11-7A9	1	508
11-8D,11-8F,11-8R	1	510
11-8R8,11-8R9	1	508
11-9B,11-9B-Z	1	506
11-10A	1	510
21C-9325F,G	5	2077
21C-9340E,K,KB,L, LB,M,MB,P	5	2077
21T-9340A,B,D,R,RB, S,T	5	2077
51T46,51T56	2	983
51T126,51T136, 51T146,51T176	1	20
61T16,61T26	1	20
61TR36,61TR46	1	511
62T16	1	512
62T36	1	20
62TC16,62TC26, 62TC36	1	512
72CR16,72CR26	1	510
205GA,205GZ	1	513
9000-B,9001-C, 9001-D,9001-E, 9001-F,9002	1	20
9002A,9002B, 9002P,9002R	2	984
9003	1	514
9004	1	510
9005-A,9005-B	1	14
9007-A,9007-F, 9007-G	1	516
9014-E	1	20
9017	1	20
9104-A,-B,-C	3	1379
9108A,B,9113A	3	1380

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STEWART WARNER		
9121-A,-B,9122-A	4	1735
9150-B,-D,-DZ	4	1736*
9151-A	3	1381
9152-A,-B,-C	3	1382
9154-C,-CZ	4	1737
9161-A,-B,-C	4	1738
9162A,B,9164-A,-B	4	1739
9165-A,-B	4	1740
9182-C,-H,-J	5	2078
9203-A (Radio Ch.)	4	1735

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STRATOVOX		
579-1-58A	1	120

Name & Model or Chassis No.	Vol. No.	Diag. No.
STROMBERG-CARLSON		
AWP-8	6	2181*
HFRP	6	2217*
K-22CB,CM,HB,HCB, HCM,HCW,HM,HW, TB,TM,TQ	6	2185*
KH-22CB,CM,HB,HCB, HCM,HCW,HM,HW, TB,TM,TQ	6	2185*
SR-401	4	1741
SR-406 (Series 103)	5	2079
SR-407	6	2343*
SR-407	6	2338*
TC-10	3	1383
TC-19	3	1384
TS-15,TS-16,TS-125	3	1385
16CM,16TM	3	1386
16RP (TV Ch.)	3	1386
16RP (Radio Ch.)	2	997
17CM,17TM	3	1386
17RP (TV Ch.)	3	1386
17RP (Radio Ch.)	2	997
21TM,TQ,22TM,TQ	5	2080
24 Series	4	1742
116CM,116TM	3	1386
116RP (TV Ch.)	3	1386
116RP (Radio Ch.)	2	997
117 Series	3	1387A
119CDM,CM,119M5A, D,G,I,M,R,119PM2 (TV Chassis)	3	1387A
119M5A,D,G,I,M,R, 119PM2 (Radio Ch.)	3	1387B
621A Series,622Series	5	2080
624 Series	5	2080
625 Series (TV Ch.)	5	2080
625 Series (Radio Ch.)	5	2082
1100-H,1100-HI	1	517
1101-HB,1101-HI, 1101-HM	1	454
1101-HPW	2	885
1101-HW,1101-HY	1	454
1105 (Series 10-11)	1	519
1110PTW (Series 10)	1	519
1121 (Series 10-11-12)	1	520
1121-HW,1121-LW, 1121M1-0,1121-M2-W, 1121-M2-Y	1	520
1121-PFM,1121-PFW, 1121-PGM,1121-PGW, 1121-PLM,1121-PLW, 1121-PSM	1	520
1135-PFM,1135-PLM, 1135-PLW	2	992
1200	2	991
1202	2	993
1204	2	994
1210M2-M, 1210M2-W, 1210M2-Y	2	995
1210-PGM,1210-PLM, 1210-PGW	2	995
1220 Series	2	996
1235 Series	2	992
1400	2	991
1407-PFM, 1407-PLM	2	997
1500	3	1388
1507	3	1389
1608	3	1743

Name & Model or Chassis No.	Vol. No.	Diag. No.
STUDEBAKER		
AC-2113	4	1744
AC-2301	4	1745
SUPREME		
750	2	998
SUTCO		
21-A (UHF Conv.)	4	1746

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SWANK		
DU101	1	521

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SYLVANIA		
C32M	4	1535
1-075	3	1390
1-076	3	1391
A&B		
1-090	3	1391A
1-113,1-114	3	1390
1-124,1-125	3	1390
1-125-1	3	1392
1-128	3	1391
A&B		
1-177	3	1390
1-197	3	1390
1-197-1	3	1392
1-210	3	1390
1-245,1-246	3	1390
1-245-1,1-246-1	3	1392
1-247	3	1391A
17P101, J Series	6	2382*
17P102 Series,		
17P103 Series	6	2382*
17P201 Series	6	2382*
21C401 Series	6	2287*
21C402 Series	6	2159*
21C404 Series,		
21C405 Series,	6	2287*
21C407 Series,		
21C408 Series,		
21C408 Series	6	2382*
21C501 Series,		
21C502 Series	6	2218*
(Ch. 1-533-2)		
21C501 Series,		
21C502 Series,		
21C502 Series,	6	2287*
(Ch. 1-533-4)		
21C506 Series,		
21C509 Series,		
21C510 Series	6	2287*
21C512 Series,		
21C513 Series	6	2382*
21C601 Series	6	2218*
21C605 Series,		
21C607 Series	6	2382*
21D802 Series	6	2382*
21P101 Series	6	2382*
21T101 Series,		
21T102 Series	6	2287*
21T103 Series	6	2159*
21T104 Series,		
21T105 Series,		
21T106 Series	6	2287*
21T107 Series,		
21T108 Series	6	2287*
21T110 Series	6	2287*
21T113 Series,		
21T114 Series,		
21T115 Series	6	2382*
21T201 Series	6	2218*
(Ch. 1-533-2)		
21T201 Series	6	2287*
(Ch. 1-533-4)		
21T206 Series	6	2287*
21T207 Series,		
21T208 Series	6	2287*
21T21 Series	6	2287*
21T211 Series	6	2382*
21T213 Series	6	2287*
21T301 Series	6	2287*
21T303 Series	6	2287*
24C402 Series	6	2287*
24C601 Series	6	2218*
24C603 Series	6	2287*

Name & Model or Chassis No.	Vol. No.	Diag. No.
SYLVANIA (cont'd)		
24T101 Series	6	2287*
24T201 Series	6	2287*
24T301 Series		
(Ch. 1-533-2)		
24T301 Series	6	2218*
(Ch. 1-533-8)		
105BU,105MU	4	1747
105-14"U" Series	5	2083
120BU,120MU	4	1747
120-14"U" Series	5	2083
126BU,126LU,126MU	4	1747
172KU,172MU,175BU, 175LU,175MU	4	1747
175-18"U" Series	5	2083
176BU,176MU,177BU, 177MU	4	1747
178B,178BU,178M, 178MU	4	1747, 1748
300"U" Series, 301"U" Series	5	2083
306"U" Series	5	2083
325"U" Series,		
326"U" Series	5	2083
331"U" Series,		
336"U" Series	5	2084
372"U" Series,		
373"U" Series	5	2083
375"U" Series,		
376"U" Series	5	2083
377"U" Series,		
386BU,MU	5	2084
410"U" Series	5	2083
511"U" Series	5	2085
514"U" Series	5	2086
518"U" Series	5	2086
529"U" Series	5	2083
540B,BA,540H,HA, 540M,MA	3	1393
541B,H,M,542BR,CH,GR, RE,YE	4	1749
543	5	2087
548	5	2086
593	5	2087
596BU,596MU	5	2088
598	5	2086
612"U" Series	6	2159*
614"U" Series	6	2159*
622"U" Series	6	2159*
1110X	3	1394
1202DG,PI,TU	6	2284*
1210X	3	1394
2301DG,H	6	2365*
2302DG,H,PI	6	2333*
5130B,M,W,		
5140B,M	3	1395
5150M	3	1396
5848	5	2086
7110XFA,7120MFA, 7130MFA	3	1396
7140MA,7140WA	3	1396
7150M	3	1396
7160B	3	1396

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Chassis		
1-108	3	1391
A&B		
1-139	3	1390
1-168	3	1391A
1-186	3	1392
1-274	3	1395
1-290	3	1396
1-357	3	1395
1-381	3	1394
1-437	3	1396
1-442	3	1396
1-504-1,-2,-4	4	1747
1-508-1,-2,-3	4	1747
1-510-1,-2,-4	4	1747
1-512-2,1-513-2,-4	5	2084
1-514-4,-6,1-518-2,-6	5	2083
1-522-2	5	2088
1-526-2,-4,-6	6	2159*
1-527-2	5	2085
1-530-2,-4,-6	5	2083
1-532-4,-6	6	2287*
1-533-2	6	2218*

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

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

TELESONIC		
1635	1	6
1636	2	999
1642	1	167
1643	2	1000

TELEPHONE		
TV-208	3	1397
TV-238TR	3	1396
TV-220	3	1398
TV-250	3	1399
TV-254,TV-255		
TV-256	3	1399
TV-282	3	1400
TV-283	3	1399
TV-284	3	1398
TV-285	3	1399
TV-300,TV-301(Ch.TW)	3	1401
TV-304,TV-305 (Ch. TX)	3	1401
TV-306,TV-307		
TV-308	3	1398
TV-314	3	1402
TV-416	3	1403
TV-318,TV-322		
TV-323	3	1404
TV-324,TV-325		
TV-328	3	1405
TV-328,TV-329	3	1405
TV-330,TV-331		
TV-332,TV-333	3	1398
TV-335,TV-338	3	1405
TV-340,TV-345,TV-348, TV-349,TV-352	3	1405
TV-358,TV-359	3	1405
100,100A,101	2	1001
109	1	258
111,113	2	1001
117-A	1	258
122,123,125,127		
130,131	2	1001
133,134	1	258
135	1	260
138	2	1002
142,143,144,145	2	1003
148	2	1004
150	2	1005
156	2	1006
157	2	1005
158	2	1008
159	2	1007
160	2	1009
161,162	2	1005
166,167,168	2	1005
171	2	1005
172	2	1006
174	2	1005
176	2	1006
185	2	1010
186	2	1008
206	3	1406
228	4	1750
235	4	1751

Chassis		
Series A	2	1001

TELEPHONE (cont'd)		
Series AA	2	1007
Series AE	2	1005
Series AH	2	1010
Series AT	2	1008
Series BL	4	1750
Series BQ	4	1751
Series C,CA,D	1	258
Series H	1	260
Series J	1	258
Series N	2	1002
Series R	2	1003
Series S	2	1004
Series T	2	1005
TAC	3	1398
TAH	3	1403
TAJ	3	1402
TAM	3	1404
TAO	3	1398
TAP,TAP-1,TAP-2	3	1405
TS	3	1399
TW, TX	3	1401
TY, TZ	3	1398
Series U	2	1006
Series Y	2	1009

TELEVOX		
RP	2	1011

TEMPLE		
E510	1	189
E511	1	11
E519	1	189
F611	1	324
F616	1	523
F617	1	524
G410	2	893
G513	2	1012
G515,G616	1	189
G518	2	564
G521	2	565
G522	2	564
G619	2	1013
G622	2	1014
G721,G722,G723	2	1015
G724	2	966
G725	2	967
G1430	2	1016
H822	2	1014

TEMPOTONE		
500E Series	1	269

TRAV-LER		
12150,12150A	3	1407
14B50,A,14C50,A	3	1407
16G50A,16R50A		
16T50A	3	1407
20A50	4	1752
55-37,55-38	5	2089
62R50,63R50	4	1752
64R50,-1,-2		
65G50,-1,-2		
75A50,-1,-2	4	1752
219-8A,-8B	4	1753
521-R90,521-R91	6	2160*
621-R40	6	2160*
5000,5000-I	1	11
5002	1	73
5007,5006,5009,5010, 5011,5012	1	18
5015,5019	2	572
5020	1	73
5021	2	936
5022	3	1408
5027	2	571
5028,5029	2	574
5030,5031	2	572
5036	2	1017
5051	2	936
5060,5061	3	1409
5066	2	1005
5091	5	2091
5170	4	1754
5301	6	2092*

TRAV-LER (cont'd)		
5310	6	2093*
5372	6	2094*
5510	6	2180*
6040	2	1018
8050	2	1019

TRUTONE

D705	1	80
D934	1	466
D1015,D1016	1	40
D1034A,B,C	3	1410
D1042	1	45
D1046A,B,C,D	3	1410
D1070	1	43
D1117	1	525
D1118	1	182
D1124	1	48
D1145	1	41
D1172,D1176	1	41
D1202	1	182
D1215	1	40
D1224	1	48
D1234A,B,D1240A	4	1753
D1435A,D1436A	5	2095
D1612	2	591
D1644	1	38
D1645	1	39
D1747,D1748	2	588
D1752	2	798
D1835	2	1020
D1836,A	2	599
D1840	2	870
D1845	2	596
D1846A,B,C	2	599
D1949,D1950	2	1021
D1982(Radio Ch.)	3	1411
D1994(Radio Ch.)	3	1412
D2017,D2018	3	1413
D2020	3	1414
D2025A	3	1413
D2027A	3	1415
D2102A,B,D2103A,B	4	1756
D2127	1	182
D2133	1	525
D2145	4	1757
D2149	1	41
D2210,D2211	1	40
D2214A	4	1758
D2224	1	389
D2226	4	1759
D2237A	4	1760
D2261	1	48
D2263	4	1761
D2325-A	4	1762
D2383	4	1763
D2385	5	2096
D2410A,D2411A, D2412A,D2413A	5	2097
D2410B,D2411B, D2412B,D2413B	5	2098
D2418A,D2419A, D2420A	5	2099
D2483	5	2100
D2553A	5	2101
D2560A	5	2102
D2610,D2611	1	20
D2612,D2613	1	57
D2615	1	529
D2616	1	528
D2616B	2	1022
D2619	2	1023
D2620	1	531
D2621	1	530
D2622	1	275
D2623	1	18
D2624	1	78
D2626	2	1024
D2630	1	78
D2634	1	125
D2640	2	1025

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TRUTONE (cont'd)			VOGUE			WESTINGHOUSE (cont'd)		
D2642	1	275	553R,554R	1	11	H-186M,H-187	2	1049
D2644	1	13				H-188	2	1037
D2645	1	68	WALGREEN			H-190,H-191,A	2	1050
D2661	1	527				H-195	2	1048
D2663	1	4	568	1	14	H-198	3	1419
D2665	2	1026	571	1	117	H-202	2	1051
D2692	2	1027				H-203	3	1418
D2710	2	1028	WATTERSON			H-204	2	1051
D2718	2	1029				H-207AM	3	1418
D2745	1	38	4581,RC4581	1	73	H-207A(DX),H-207B(DX)	3	1419
D2748	2	1030	4582	1	11	(Radio Ch.)	3	1418
D2801A,D2802,A	6	2395*	A8C-4591A	1	73	H-212	3	1418
D2810	2	1031	4780	1	555	H-214,A	3	1420
D2815	2	1032	4800	2	1039	H-217,A,B(Radio Ch.)	3	1419
D2819	2	1032				H-220	2	1050
D2919	2	1033	WECOR			H-251	3	1432
D2963	3	1416				H-300T5,H-301T5	3	1421
D3120A	4	1764	1691	6	3255*	H-302P5	3	1422
D3130A,B	4	1765				H-303P4,H-304P4	3	1423
D3210A	4	1766	WELLS-GARDNER			H-307T7,H308T7	3	1419
D3265A	4	1767	A10 Series	1	61	H-309P5,H-309P5U	3	1424
D3619	1	95	A20 Series	1	64	H-310T5,H-310T5U	3	1425
D3630,N	1	73	A22 Series,			H-311T5,H-311T5U	3	1425
D3720	2	1034	A23 Series,			H-312P4,H-312P4U	3	1426
D3721	2	1035	A24 Series	1	60	H-313P4,H-313P4U	3	1427
D3722	2	811	S2	1	64	H-314P4,H-314P4U	3	1428
D3789A	6	2390*	T3 Series	1	64	H-315P4,H-315P4U	3	1428
D3809,D3810	2	633	WG-30A8-A-496	5	2105	H-316C7,H-317C7	3	1427
D3840	2	1036	IA17	1	46	H-318T5,U,H-320T5,U	3	1428
D4320,B,D4321,A	5	1881	IA29	1	45	H-321T5,U,H-322T5,U	3	1428
D4425B,D4426A	5	1881	IA62 Series,IA62-4	1	183	H-323T5,U	3	1428
D4620	2	656	IA63 Series,IA63-3,			H-324T7,H-325T7,U,		
D4623A,D4624A,	6	2304*	IA63-4	1	183	H-326C7	3	1427
D4818	2	580	5A25S	1	72	H-327T6U	3	1429
D5606A,D5609A	6	2268*	6A43,6A44	1	41	H-328C7,U	4	1771
2D1093A	3	1417	6A65 Series	1	47	H-331P4,U,H-332P4	4	1772
2D1094A	3	1410	6B10,6B16,6B18	1	532	H-334T7U,UR,		
2D1194A(Radio Ch.)	4	1768	7A40,7A41	1	45	H-335T7U	4	1771
2D1315A	4	1769	7A66	1	526	H-336T5U,H-337T5U	3	1428
2D1316A	5	1829,	7D11 Series	1	182	H-338T5U,H-341T5U	4	1773
2D1325A	4	1769	8A20,8A31	1	45	H-342P5U	4	1774
2D1326A	5	1829,	8A51 Series	1	45	H-345T5,H-346T5	4	1773
2D1331A,B,2D1336A	5	1834	37A10-551-S	6	2176*	H-348P5,H-349P5	4	1774
2D1344A,B	4	1770	37A10-551-S	6	2176*	H-350T7,H-351T7	4	1775
2D1353A	5	2104	237A10-553-S	6	2176*	H-354C7	4	1776
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2D2313C	5	2103	WESTINGHOUSE			H-382T5,H-383T5	4	1781
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Z515, W, Y	6	2138*
Z519P, R, V, W, Y	6	2209*
Z519F, G, R, W	6	2341*
Z2292C, C, Z, U, E, Z, U,		
RZ, RZ, R, Y, Z, Y, Z, U	6	2373*
Z2243E, E, Z, U, R, Z, R, Z, U	6	2373*
Z2244E, E, Z, U, R, Z, R, Z, U	6	2373*
Z2249E, E, Z, U, R, Z, R, Z, U	6	2373*
Z2251E, E, Z, U, R, Z, R, Z, U	6	2373*
Z2281E, E, Z, U, R, Z, R, Z, U	6	2373*
Z3000E, E, Z, U, R, Z, R, Z, U	6	2373*
Z3001E, E, Z, U, R, Z, R, Z, U	6	2373*
Z3004E, E, Z, U, R, Z, R, Z, U	6	2373*
Z3008E, E, Z, U, R, Z, R, Z, U	6	2373*
4G903, 4G903Y	3	1456
4K016, 4K035	1	542
5D011, 5D027	1	542
5D810	2	555
5G003	1	544
5G003Z, Z, Z	2	1056

Name & Model or Chassis No.	Vol. No.	Diag. No.
ZENITH (cont'd)		
5G036	2	1057
5R080, 5R086	1	544
6D014, W	1	542
6D015, Y	1	544
6D029, G	1	542
6D031	1	544
6D815, W, Y	1	1058
6G001, Y	1	544
6G004Y	1	543
6G008	2	555
6G301	2	1059
6MF590, 6MF591	1	548
6MF593	1	545
6MN495, 6MN496	1	547
6MN595	1	546
6R084	1	549
6R087	1	542
6R886	2	1058
7H820, W	2	1060
7H822, W, Z	2	555
7H918	3	1457
7H920, W	3	1443
7H921, 7H922	3	1442
7ML592	1	550
7MN596	1	546
7R887	2	1061
8G005Y	1	542
8G005YT(Z1), (Z2)	2	1057
8H023	1	552
8H032, 8H033	1	552
8H034	1	551
8H050, 8H051, 8H052,		
8H061	1	552
8H632, 8H631	2	1062
9H079, E, R, 9H082R,		
9H065R, 9H088R	1	542
9H881, 9H882R, 9H885,		
9H888R	2	1062
9H995	3	1458
12H090, 12H091,		
12H092, 12H093,		
12H094	1	35
14H789	2	1063
28T964R (Radio Ch.)	3	1437
37T966RLP (Radio Ch.)	3	1458
37T968RLP (Radio Ch.)	3	1458
42T969RLP (Radio Ch.)	3	1437
Chassis		
4C52, 4C53	1	542
4F40	3	1458
4H40	4	1787
4J40	4	1795
4J60T	4	1796
4L03	5	2130
4L42	5	2120
5C01, Z, 5C02, Z,		
5C04, 5C40	1	544
5C40Z, Z, Z	2	1056
5C51	2	1057
5E02	2	555
5G01	3	1438
5G02	3	1437
5G03	3	1439
5G40	3	1435
5G41	3	1436
5H01	3	1442
5H40	4	1789
5H41	4	1787
5J03	4	1797
5K02	4	1802
5K03	4	1797
5K04	4	1803
5L03, 5L06, 5L07	5	2123
5L08	5	2125
5L09	5	2124
5L41	5	2121
5L42	5	2122
5R03	6	2138*
5R07	6	2138*
5T04	6	2155*
5X06, 5X07	6	2209*
5Z06	6	2138*
5Z07	6	2209*
6A40, 6A41	6	2387
6C01	1	542
6C05, Z	1	544

* Signifies Coverage in this Volume

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ZENITH (cont'd)			ZENITH (cont'd)			ZENITH (cont'd)		
6C21	1	549	7H04	3	1448	12X20	6	2219*
6C22	1	542	7H04Z	3	1449	12Z20	6	2360*
6C40	1	544	7H04Z2	4	1792	13D22	2	1063
6C41	1	543	7J03	4	1800	17Z31,U,17Z32,QQU,U	6	2373*
6C50	2	555	7K01	4	1803	17Z34Q,QU	6	2373*
6E02,8E05	2	1058	7K20	4	1805	19K20,19K22,-3,		
6E40	2	1059	7L05	5	2128	19K23,19K24-3	4	1806
6G01	3	1441	7T02,7T04	6	2194*	19L25,19L26,		
6G05	3	1440	7X03	6	2204*	19L27,19L28	5	2119
6G05Z1	4	1790	7Y02	6	2280*	19M20,U,Z,19M21,U,		
6G20	3	1451	7Y03	6	2283*	U,Z,Z	5	2133
6H01	3	1447	7Y04	6	2280*	19R20,U,19R21,U,		
6H02	4	1791	7Z20	6	2283*	19R22,U	5	1934
6J02	4	1799	8C01	1	551	20H20,20J21,20J22	4	1793
6J03	4	1787	8C20	1	552	20M20,U,Z,20M21,U,		
6J05	4	1798	8C21	1	542	U,Z,Z	5	2119
6K02	4	1804	8C40	1	542	21J20,21J21	4	1793
6K03	4	1797	8C40T(21),(22)	2	1067	21K20	4	1806
6L03	5	2123	8E20	2	1062	21K20-3	5	2119
6L20	5	2127	8G20	3	1444	21L21	5	2119
6L40	5	2126	8H20	3	1451	22H20	3	1452
6R03	5	2131	8H20 Revised	3	1450	22L20	5	2119
6Z05	6	2341*	8H20Z	4	1801	23G22,23G23		
7E01	2	1060	8L20	5	2130	(Fine Tuning)	3	1446
7E02,Z	2	555	8L21	5	2129	23G22,23G23(Vol. Cont.)	4	1807
7E22	2	1061	8T01	5	2135	23H22,Z	3	1453
7F01	3	1443	8Y02	6	2239*	24G20,-OX	3	1445
7F02	3	1442	9E21	2	1062	24G21,-OX	3	1445
7F03	3	1457	9E21Z	3	1458	24G22,24G23,24G24,		
7F04	3	1442	10H20Z	4	1794	24G25(Fine Tuning)	3	1445
7G01,Z	3	1443	10L20	5	2130	24G22,24G23,24G24,		
7G02	3	1442	11C21	1	35	24G25(Vol. Cont.)	4	1807
7G04	3	1442	11M20	5	2117	24H20	3	1454
7H02	3	1448	11Z20	6	2360*	25K20	4	1806
7H02Z,7H02Z1	4	1792	12R20,12R21	5	2118	26G20	3	1446

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AIRLINE

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

ALLIED (See Knight)

ALLSTATE

5098, 5099 7 2572
6225 8 2651
6256 8 2651

Chassis

528,55040, 528,55041 8 2651*

ALTEC LANSING

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

AMPEX

502 8 2642*

ANDREA

Chassis

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

ARVIN

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

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

ARVIN (Continued)

Chassis

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

ATR

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

AUTOMATIC

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

BELL SOUND

2520 7 2510
2521 8 2631*
3070 8 2709*

BLAUPUNKT

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

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

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

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

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

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

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

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

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

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

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

<u>Name Model or Chassis No.</u>	<u>Vol. No.</u>	<u>Diag No.</u>
HOFFMAN - Chassis (Continued)		
334U	7	2436
1116	7	2462
1119	8	2618*
1120	8	2741*
1126	8	2618*
1130	8	2750*
HOTPOINT		
14S208-UHF	7	2464
14S209-UHF	7	2464
17S320-UHF	7	2491
17S321-UHF	7	2491
17S322-UHF	7	2491
21S412-UHF	7	2491
21S415-UHF	7	2560
21S416-UHF	7	2560
21S420-UHF	7	2491
21S421-UHF	7	2491
21S530-UHF	7	2491
21S531-UHF	7	2491
21S532-UHF	7	2491
21S533-UHF	7	2491
21S560-UHF	7	2560
21S561-UHF	7	2560
21S630-UHF	7	2491
21S631-UHF	7	2491
KNIGHT		
KN-100	7	2468
KN-110	7	2469
KN-120	8	2652*
KN-130	8	2560*
KN-140	8	2623*
92SU421	8	2650*
92SU423	8	2652*

<u>Name Model or Chassis No.</u>	<u>Vol. No.</u>	<u>Diag No.</u>
KNIGHT (Continued)		
92SX401	7	2468
92SX403	7	2469
92SX405	7	2476
92SX410	7	2482
LA FAYETTE		
LT-25	8	2585*
LT-40	8	2590*
LT-70, LT-75	8	2585*
LT-99	8	2608*
MADISON-FIELDING		
330	7	2559
MAGNAVOX		
CR-745AA, BB, CR-746AA	8	2603*
R-50-01AA	7	2514
51-01, 51-02	8	2599*
51-03AA, BA	7	2511
51-04	8	2599*
51-05AA	7	2511
51-07	8	2599*
51-08AA	7	2511
51-11	8	2599*
54-03-00, 54-03-10, 54-03-21	8	2616*
54-04-00, 54-01-10, 5404-21	8	2616*
57-01-00, 57-01-10, 57-01-11	8	2616*
57-02-00, 57-02-11	8	2616*
58-01-00	8	2655*
59-00-00, 59-01-00, 59-02-00, 59-03-00	8	2634*
McINTOSH		
MR-55	8	2632*

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

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

Name Model or Chassis No.	Vol. No.	Diag No.
MOTOROLA (Continued)		
HS-710	8	2613*
HS-759	8	2695*
HS-776	8	2780*
HS-783 A,B	8	2742*
HS-786 A,B	8	2742*
PTX-546Y	7	2508
TS-425Y	8	2358
TS-433Y	8	2771*
TS-551Y	7	2508
TS-552	7	2578
TS-552Y	7	2579
TS-553Y	7	2579
TS-556Y	8	2659*
TS-558Y	8	2681*
TS-561Y	8	2577*
TS-564Y	8	2727*
VTS-556Y	8	2659*
WTS-551Y	7	2508
WTS-553	7	2578
MUNTZ		
21CP-3B.M	8	2779*
804	7	2512
806S	7	2570
MURASONDE		
XT8200,ST8400	8	2591*
NUTONE		
2015, 2016	7	2552
OLDMOBILE		
989131	7	2439

Name Model or Chassis No.	Vol. No.	Diag No.
OLYMPIC		
A590	8	2583*
GB374	8	2625*
GB375	8	2699*
GB376	8	2666*
KB216BG,MG,WG	8	2744*
KB218BG,MG,WG	8	2744*
KB219BG,CG,MG,WG	8	2744*
KD222PG	8	2744*
KD223B,MG,WG	8	2744*
KH434BG,MG	8	2744*
KH437BG,MG	8	2744*
412	7	2550
441	7	2549
552	8	2712*
555	8	2662*
589	8	2583*
592,593,594	8	2583*
682,683	8	2583*
688	8	2633*
689M	8	2583*
694	8	2645*
695,696,697,700	8	2692*
730	8	2645*
5711W	7	2524
5806T/W	7	2429
5920	8	2600*
52804, 52805	7	2504
PACEMAKER		
2216	8	2676*
2222	8	2667*

Name Model or Chassis No.	Vol. No.	Diag No.
PACKARD-BELL		
PR-2	8	2724*
PT-1	8	2724*
RPC-1	8	2646*
		2723*
RPC-2, RPC-3	8	2724*
		2123
RPT-1	8	2724*
5R6	8	2696
5RC7	8	2696*
6R1,6RC1	7	2495
7R2,7R3	8	2656*
11RP6S,11RP7S,77RP6S,1		
1RP9S	8	2646*
21K2	8	2734*
Chassis		
7R2	8	2656*
7TU-3	8	2734-
		2723*
8TU-1, 9TU-1	8	2724*
11HF1S	8	2646*
PHILCO		
F-963	7	2421
F-964	7	2534
F-1802	7	2537
F-1803	7	2537
F-1808	7	2537
F4216, L	7	2580
F4623	7	2580
F4626,L,M	7	2580
F4627L	7	2580
F6624T, TL	7	2449
G-963	7	2421
G-1707,S	8	2757*
G-1807S,G-1809S,G-1811S,G-1813S	8	2663*
G-1907S	8	2663*

Name Model or Chassis No.	Vol. No.	Diag No.
PHILCO (Continued)		
H-973	8	2765*
HFT-1	7	2537
RT-150	8	2757*
RT-202,-1,-2,-3,-4	8	2663*
T-9 (Codes R4 & R6)	7	2544
UF4216, L	7	2580
UF4623	7	2580
UF4627,L	7	2580
UF6624T,TL	7	2449
UG3050B,G,GL	7	2566
UG3052BL,L,WL	7	2566
UH3046AQ,GL,GT	8	2745*
UH3047GT,TC,WC	8	2745*
UH3052BL,L,WL	8	2745*
RT-200,RT-201	7	2537
8L71,U	7	2580
8L72,U	7	2449
8L73,U	7	2580
9H25U	7	2566
10H25U	8	2745*
PILOT		
C-1075, C-1076	7	2561
FA-540	7	2561
FA-550	7	2530
FA-670	8	2707*
FA-680	8	2706*
FA-690	8	2706*
FM-530	7	2551
FM-660	8	2707*
HF-30	7	2545
HF-42	7	2545

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

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

Name	Model or Chassis No.	Vol. No.	Diag No.
SHERWOOD			
	S-2000	7	2423
	S-3000	7	2442
	S-3000 II	8	2708*
SILVERTONE			
	7,8,9,10	8	2793*
	11,12,13	8	2653*
	19,20,21,22	8	2793*
	25,26	8	2751*
	28	8	2767*
	39,40,41,42,43,44,45	8	2697*
	52	8	2775*
	54	8	2775*
	55,56	8	2688*
	55A, 56A	8	2781*
	58,59	8	2694*
	63,64	8	2688*
	63A, 64A	8	2781*
	65,66,67	8	2759*
	69,70,71	8	2700*
	69A,70A,71A	8	2762*
	73,74,75	8	2731*
	222	8	2760*
	800,580,068,007	7	2419
	801,380,148,015	7	2424
	8041	7	2505
	8044,A,8045,A,8046A	8	2620*
	8050	7	2506
	8052,8053,8054	8	2620*
	8055,A,8056,A	7	2531
	8055B,8056B	8	2609*
	80,578,058	8	2620*
	8059,A	7	2415
	8060,A,8061,A	7	2415

Name	Model or Chassis No.	Vol. No.	Diag No.
SILVERTONE (Continued)			
	8069	7	2415
	8200	7	2430
	8202	7	2430
	8228,8229	7	2470
	9007,9008,9009,9010	8	2626*
	9011,9012,9013	8	2653*
	9014,9015,9016	8	2644*
	9021,9022,9023	7	2546
	9024,9025	7	2576
	9027,9028,9029 (Ch.528.53410,411)	8	2601*
	9027,9028,9029 (Ch.528.53730)	8	2697*
	9032,9033,9034	7	2507
	9035,9036	8	2668*
	9037,9038	8	2668*
	9041,9042,9043	7	2507
	9045,9046	7	2577
	9049,9051	8	2671*
	9053,9054	8	2620*
	9055,9056	7	2415
	9057,A,9058,A, 9059,A,9060,A	7	2553
	9061,9062	7	2496
	9200,9201	8	2672*
	9226	8	2702*
Chassis			
	132.42700	7	2419
	132.42900	7	2424
	132.43100	7	2470
	132.43200	7	2430
	132.43201	7	2430
	132.43202	7	2430
	132.43203	7	2430
	132.44500,132.44501	8	2653*
	132.44900	8	2672*
	132.45600	8	2626*

Name Model or Chassis No.	Vol. No.	Diag No.
SILVERTONE - Chassis (Continued)		
132.45601,132.45602	8	2793*
132.45700	8	2644*
132.45701	8	2793*
132.48400	8	2751*
132.48500	8	2775*
132.48900	8	2767*
528.53010	7	2531
528.53080	7	2506
528.53120	7	2505
528.53150	7	2415
528.53160	8	2697*
528.53300	7	2546
528.53320	7	2553
528.53321	7	2553
528.53322	7	2553
528.53323,528.53324	7	2553
528.53330	7	2415
528.53360	7	2507
528.53370	7	2577
528.53380	7	2496
528.53410,528.53411	8	2601*
528.53420	7	2576
528.53430,528.53431	8	2702*
528.53450	8	2609*
528.53490,528.53491	8	2671*
528.53510,528.53520	8	2688*
528.53550	8	2759*
528.53560	8	2700*
528.53570	8	2731*
528.53640	8	2694*
528.53680	8	2760*
528.53700,528.53730	8	2697*
528.53810,528.53820	8	2781*
528.53830	8	2782*

Name Model or Chassis No.	Vol. No.	Diag No.
SONIC		
19C	8	2768*
1020, 1021	8	2768*
2011, 2020, 2021	8	2768*
Chassis		
19	8	2768*
SONY TFM		
	8	2743*
STEEMAN		
2-6511	8	2726*
2-6531	8	2726*
4AR8	7	2563
4AR10,-1	7	2547
4AR11	7	2563
4AR12	7	2571
STROMBERG-CARLSON		
ASR-433,ASR-444	8	2769*
FR-711C,K,M	7	2497
SR-882,SF-692	8	2769*
SFR-684,SFR-694	8	2769*
SR-402	7	2420
SR-403B	7	2440
SR-440	8	2769*
STUDEBAKER		
AC-2905	7	2474
SYLVANIA		
17PL110QU,SU	7	2567
17P112,17P113,17P114	7	2567
17P206U Series	7	2567
21C414 Series	7	2535

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

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

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

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

Name Model or Chassis No.	Vol. No.	Diag No.
WILLYS		
815395	7	2474
ZENITH		
A516G,L,W	7	2519
A519F,V,Y	7	2519
A624G,Y,W	7	2519
A723F.R,W	7	2431
A724G,L,Y	7	2431
A730E.ER	7	2341
A2329J,JU	7	2412
A2329R,RU	7	2455
A2330E,EU,H,HU,R,RU	7	2412
A2358E,EU,R,RU	7	2412
A2359E,EU,H,HU,R,RU	7	2412
A2360M,MU,R,RU	7	2455
A3010E,H,R (Ch,19A20,Q,U)	7	2412
A3010E,H,R (Ch,19A30,Q,U)	7	2455
A3011E,Y(Ch,19A20,Q,U)	7	2412
A3011E,Y(Ch,19A30,Q,U)	7	2455
A3012H,R(Ch,19A20,Q,U)	7	2412
A3012H,R(Ch,19A30,Q,U)	7	2455
A3013H(Ch,19A20,Q,U)	7	2412
A3013H(Ch,19A30,Q,U)	7	2455
A3014H,R(Ch,19A20,Q,U)	7	2412
A3014H,R(Ch,19A30,Q,U)	7	2455
A4007H,R(Ch,19A30,Q,U)	7	2412
A4007E,R(Ch,19A30,Q,U)	7	2455
A4012H,R(Ch,19A20,Q,U)	7	2412
A4012H,R(Ch,19A30,Q,U)	7	2455
B728C,F,W	8	2606*
B2329R,RU	7	2455
B2330E,EU,EUD,R,RU,RU D	7	2455

Name Model or Chassis No.	Vol. No.	Diag No.
ZENITH (Continued)		
B2335EU,EUD,RU,RUD,U, UD	7	2455
B2358EU,EUD,RU,RUD	7	2455
B2359EU,EUD,U,UD	7	2455
B2360M,MU,MUD,R,RU,RU D	7	2455
B3010E,H,R	7	2455
B3011,E,Y	7	2455
B3012H,R	7	2455
B3013H	7	2455
B3014H,R	7	2455
B4007E,R	7	2455
B4012H,R	7	2455
C624C,V,W	8	2732*
C724G,L,P	8	2715*
C725C,F,L	8	2715*
C730E,R	8	2715*
C835E,H,R,W	8	2762*
C845L,M,W,Y	8	2762*
C3014H,R	7	2412
C4007E,R	7	2412
C2330E,EU,P,RU	7	2412
C2358E,EU,R,RU,W,WU	7	2412
C2359E,EU,W,WU	7	2412
C2360M,MU,R,RU	7	2412
C3010E,H,R	7	2412
C3011E,W,Y	7	2412
C3012H,R	7	2412
C3013H	7	2412
C4012H,R	7	2412
E2458EU,RU,WU,E2460M U,RU	8	2789*
E3012HU,RU,E3013HU	8	2789*
E3014WU,RU,E3015HU	8	2789*
HR1178RD	7	2494

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

ZENITH (Continued)

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

Chassis

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

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

ZENITH - Chassis (Continued)

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