

INSTALLING THE DIAL CORD

Chrysler Model C-1708

Lincoln Models

L-1760, L-1761

Ford Model

F-1740

When installing new dial cords on the custom built radios, follow the procedure given below:

CHRYSLER MODEL C-1708

1. Remove the top cover, bottom cover and front housing.
2. Turn the radio upside down with the control shafts in front.
3. Turn the tuning control shaft **CLOCKWISE** to the stop position.
4. Hook the spring on one end of the cord.
5. Hook a paper clip through the eyelet of the cord to which the spring is attached and fasten the clip to the dial mounting bracket.
6. Place the long end of the cord over the rear wooden pulley. Wrap seven turns of cord **CLOCKWISE** around the back portion of the tuning shaft. Pass the cord through the slot in the collar of the shaft and wrap $\frac{3}{4}$ of a turn **CLOCKWISE** around the shaft in front of the collar. Run the cord over the front wooden pulley and fasten the other end of the cord to the spring. Then force the cord over the metal pulley at the top of the scale bracket.
7. Place the pointer on the dial cord and slide it to the first line above the 1500 mark.
8. Remove the paper clip and recheck the pointer setting, using a broadcast signal or a Philco Signal Generator. Slide the pointer along the dial cord to the correct frequency.
9. Replace the front housing and the top and bottom covers.

FORD MODEL F-1740 — LINCOLN MODELS L-1760 and L-1761

1. Remove the tuning condenser assembly from the front casting of the radio.
2. Remove the dial and shaft assembly from the tuning condenser bracket.
3. Remove the dial drum from the knob and shaft assembly.
4. Place the tuning condenser unit on the bench with the bracket to the back and the metal pulley facing up. The tuning condenser plates must be in mesh.
5. Connect one end of the cord to the link and hook the link on the right tab on the inside of the pulley. Feed the cord through the slot in the pulley and wrap one turn of cord **CLOCKWISE** around the pulley, keeping the cord to the right of the guide pin on the tuning condenser.
6. Hold the dial drum with the left hand and wrap two turns of cord **COUNTER-CLOCKWISE** around the spool, keeping the cord to the left of the pin in the spool. Loop one turn of cord around the pin. Then wrap one turn **COUNTER-CLOCKWISE** around the spool, keeping the cord to the right of the pin in the spool.
7. Place the knob and shaft on the spool, with the pin on the spool nearest to the knob and with the thin washer on the left side of the knob and the thick washer on the right side. Place the shaft in the grooves on the tuning condenser bracket.
8. Bring the cord **COUNTER-CLOCKWISE** around the idler pulley on the bracket and wrap five turns of cord **CLOCKWISE** around the knob shaft. Be sure the washer is against the end of the bracket.
9. Bring the cord **CLOCKWISE** around the pulley on the tuning condenser and connect the end of the cord to the link on the drum.
10. Hook the closed end of the tension spring to the tab on the left side of the pulley and hook the other end to both ends of the cord where it enters the pulley.
11. Replace the tuning condenser assembly.