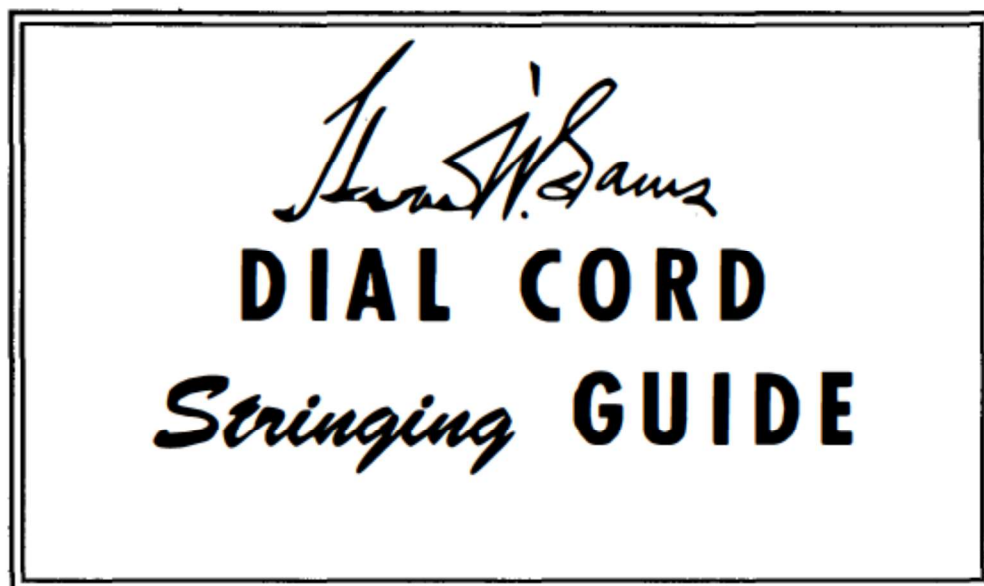


\$1.00



**DC-6**







Name&Model or Chassis No.	Vol. No.	Diag. No.	Name&Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
<b>ADMIRAL (cont'd)</b>			<b>AIRCATTLE (cont'd)</b>			<b>AIRLINE (cont'd)</b>		
520M11, 520M12, 520M15, 520M16, 520M17	4	1473, 1474	139144	2	580	14WG690	1	50
521M15A, 521M16A, 521M17A	4	1473, 1474	149654	3	1096	14WG737	1	52
<b>AEROMOTIVE</b>			150084	3	1097	14WG739	1	47
181-AD	1	11	<b>AIR CHIEF (See Firestone)</b>			14WG740, 14WG741	1	52
<b>AIRADIO</b>			<b>AIR KING</b>			14WG756, 14WG757	1	56
SU 41D, SU-52, B, C	1	12	A-501, A-502	2	581	14WG808M, MA, 14WG808W, WA	1	56
3100	2	563	A-510	2	574	14WG1202B, 14WG1203B, M, W	1	54
<b>AIRCATTLE</b>			A 511, A-512	2	582	15BR-1536B,		
C 300	3	1075	A 600	2	583	15BR-1537B	4	1485
G-518, G 518	2	564	A-604	3	1098	15BR-1543A, B,		
G 521	2	585	A-625	2	583	15BR-1544A, B	4	1486
G-724	2	566	A 650	2	584	15BR-1547A	4	1487
G-725	2	567	17K1C	4	1483	15BR-1548A, 15BR-1549A	4	1488
REV-248	3	1076	4601	1	30	15BR-2756B,		
PX	1	13	4603	1	31	15BR-2757A	4	1489
WEU-262	3	1077	4604, D	1	34	15BR-3035A	4	1490
9	2	568	4607, 4608	1	32	15GSE-2764A	4	1491
102B	3	1078	4609, 4610	1	30	15WG-1545A, B, 15WG-1546A, B	4	1492
106B	1	11	4700	2	585	15WG-2745C	3	1104
171, 172	3	1080	4704	1	37	15WG-2749E, F, 15WG-2752D, E	4	1493
198	3	1081	4705, 4706	1	35	15WG-2758A	4	1494
201	3	1082	4708	1	37	15WG-3050A, B	4	1495
350	3	1083	<b>AIR KNIGHT</b>			25BR-1542A	4	1498
472.254	4	1476	CA500	1	6	25BR-3058A, B, 25BR-3061A, 25BR-3067A, 25BR-3068A, 25BR-3069A	4	1497
568	1	14	N5 RD291	1	6	25GHM 1073A	5	1828
572	2	569	<b>AIRLINE</b>			25GSE 1555A, B, 25GSE-1556B, 25GSE-1557B	4	1498
602 182144	3	1084	GSE 1806A, GSE 1607A	5	1823	25GSE-3065A	4	1499
602-PR-8.1	3	1085	GSE-1625A, GSE-1626A	6	2235*	25GSL-1814A	4	1500
606-400WB	3	1086	GSL-1079A	6	2139*	25WG-1570A, B, C, 25WG-1571A, B, 25WG-1572A, B	4	1501
607-314, -315	3	1087	GSL-1581A, GSL-1582A	5	1824	25WG-1573A	4	1502
610.C.351	4	1477	GTM-1653A, GTM-1654A	6	2376*	25WG-2758B	4	1494
610.CL152B, M	4	1478	WG-1572C	5	1825	25WG-2758C, D	4	1503
610.F100	4	1479	WG 1635A, WG 1636A	6	2174*	25WG-2765D, E	4	1494
610.F151	4	1480	WG-1637A	6	2339*	25WG-2766A, B	4	1503
610.H400	4	1481	WG-2602A, B, WG 2603A, B	6	2176*	25WG-3060A	4	1504
610.P-651.1	4	1481	WG-2618A, B, WG 2619A, B	6	2176*	25WG-3070A	4	1504
610.S500	4	1480	WG 2638A, WG-2639A	6	2176*	35BR-1557A, 35BR-1558A, 35BR-1559A	5	1827
610.W-100	5	1817	04BR511A, 04BR512A	1	40	35BR 3158A, 35BR-3167A, 35BR-3168A, 35BR-3169A	5	1828, 1829
651	1	15	04BR515A, B	1	43	35BR-6796A	5	1830
652.5 TSE, V	5	1818	04WG468	1	38	35GHM-1073B, C	5	1826
652.5X5	5	1819	04WG568, 04WG569, B	1	39	35GHM-1074A	5	1831
652.6 TIE, V	4	1482	04WG619, 04WG621, 04WG621N1	1	41	35GSE-1555C, 35GSE-1556C	4	1498
652.8 TFI	5	1820	04WG672	1	42	35GSL-2770A	5	1832
738.5400, UL	5	1821	04WG673, 04WG674	1	44	35WG-1573B	5	1833
782.FM-99-AC	5	1822	04WG695	1	45	35WG-2767A	5	2105
5000, 5001	1	11	04WG727, 04WG728, 04WG732	1	45	35WG 3171A, B	5	1834
5002	1	16	04WG803	1	44	35WG 3173A, B	5	1834
5003, 5004, 5005, 5006	1	17	04WG804	1	45	35WG-3175A	5	1834
5008, 5009	2	570	04WG1108A	1	46	35WG-3177A	5	1834
5010, 5011, 5012	1	18	05GSE 3030A, B, C	3	1099	35WG-3179A	5	1834
5015.1	3	1088	05GSE 3037A, -3042A	3	1099	45 BR 3186A	5	2031
5020	1	16	05WG-1813A	3	1100	54BR1501A, 54BR1502A	1	40
5022	3	1089	05WG-2748F, 05WG-2749D	3	1101	54BR1503A, B, C	1	58
5024	2	571	05WG-2752	3	1102	54BR1504A, B, C	1	58
5025	2	572	05WG 3038A, -3045A	3	1103	54BR1505A, B	1	55
5027	2	573	14BR474	1	48	54BR1506A, B	1	55
5028, 5029	2	574	14BR521A, 14BR522A	1	40	54KP1209A, B	1	53
5036	3	1090	14BR523A	1	48	54WG1801A, B	1	6
5044	3	1091	14BR613A	1	48	54WG2007A, B	1	6
6050	3	1092	14BR624A	1	48	54WG2500A, 54WG2700A	1	57
8053	3	1093	14BR1474	1	48	61-6787	5	1835
8514, 8541, 8544	1	15	14WG469	1	47	61-6792	5	1836
8547	1	15	14WG518, 14WG519	1	6	61-6793	5	1919
8611, 8612, 8613, 8630, 8631, 8632, 8634, 8635	1	19	14WG610B, 14WG611B	1	49	61-6794	5	1856
7553	2	575	14WG624A, 14WG625A, 14WG628A	1	11	61-6795	5	1857
90091	3	1094	14WG680	1	42			
10002	2	576	14WG683A	1	51			
10003-1	2	560						
108014, 108504	2	577						
121104	3	1095						
127084	2	578						
131504	2	579						
138104	2	578						

\* Signifies Coverage in this Volume



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<b>AIRLINE (cont'd)</b>			<b>AIRLINE (cont'd)</b>			<b>ANDREA (cont'd)</b>		
61-12601	5	1858	84WG2506	2	601	CO U15	2	602
62-123	1	11	84WG2506B	2	599	CO-VK15, CO-VK16	3	1120
62-131, 133	1	11	84WG2712A,B	2	600	CO-VK125	3	1119
62-142	1	11	84WG2714A,F,G,H,J	2	601	CO-VL19	4	1506
62-144	1	11	84WG2718A,B	2	600	CO-VP21	6	2241*
62-152	1	11	84WG2720A	2	600	CRP 24W	6	2352*
62-158	1	11	84WG2721A,B	2	601	C-VK126	3	1119
62-237	1	11	84WG2724A	2	600	T 16	2	603
62-239	1	11	84WG2728A	2	600	T U15	2	602
62-270	1	59	84WG2732A,B	2	600	T-U16	2	603
62-292	1	11	84WG2734A	2	600	T-VK12	3	1119
62-294	1	11	93WG510	1	72	T VN21	5	1842
62-303	1	59	93WG754, 93WG755	1	74	T-VK127B,M	3	1119
62-309	1	59	93WG800	1	74	W69P	6	2361*
62-321	1	59	93WG1102	1	80	2C-VN21	5	1842
62-347	1	59	93WG1103, 93WG1104	1	46	101X	6	2352*
62-373, 374	1	11	93WG1110	1	80			
62-417	1	59	94BR-1533A	3	1107			
62-443	1	59	94BR-2740A,-2741A,B	3	1108	<b>ANSLEY</b>		
62-447	1	59	94GAA3654A	3	1109	53	2	604
62-449	1	59	94GSE-2735A, 2736A	3	1110			
62-451	1	59	94WG-1509A	3	1111	<b>APEX</b>		
62-471,-472	1	61	94WG-1804D	3	1112	4B5	2	574
62-704,-705,-706, -707,-708, 709, -710,-711,-712	1	60	94WG-1811A	3	1113			
62-752,-753	1	64	94WG-2742A,C,D	3	1114	<b>APPROVED ELECTRONIC INSTRUMENT CORP.</b>		
62-901	1	64	94WG-2745A	3	1115	FM Tuner	2	605
62-910	1	60	94WG 2748A,B,-2747A	3	1114	A-710	4	1507
64BR1051A,B	1	62	94WG 2748A,C, 94WG-2749A	3	1116			
64BR1205A	1	65	94WG-3008A	3	1117	<b>ARCADIA</b>		
64BR1206A	1	65	94WG-3016A,B,C	3	1117	37D14-600	1	78
64BR1208A	1	63	94WG-3028A	3	1117			
64BR1503,B	1	58				<b>ARIA</b>		
64BR1504,B	1	58	<b>ALGENE</b>			554-1-61A	1	79
64BR1513A,B	2	586	AR5U	2	555			
64BR1514A,B	2	586	AR8U	2	555	<b>ARTHUR ANSLEY</b>		
64BR1808A	1	66				R 1	4	1508
64BR2200A	1	63	<b>ALLIED RADIO (See Knight)</b>					
64BR2701A	1	66				<b>ARTONE</b>		
64WG1052A	1	67	<b>ALLSTATE</b>			524	3	1121
64WG1207B	1	69	6240	5	1837			
64WG1511A,B	1	68	6264, 6266	5	1838	<b>ARVN</b>		
64WG1512A,B	1	68	6284	5	1839	15-550KB-UHF	5	1842
64WG1801C	1	6	6286-4, 6287 4	5	1840	21-550KBU,KMU	5	1844
64WG1804A,B,C	1	71	6330	5	1841	21-551TBU,TMU	5	1844
64WG1807A,B	1	71				21-552KBU,KMU	5	1844
64WG1809A,B	1	68	<b>Chassis</b>			21-553TBU,TMU	5	1844
64WG2007A,B	1	6	528.6264, 528.6266	5	1838	140P	2	606
64WG2009A,B	1	68	528.6284	5	1839	150TC, 151TC	2	607
64WG2010B	1	68	528.6286-4,			152T, 153T	2	608
64WG2500A	1	57	528.6287-4	5	1840	160T, 161T	2	609
64WG2700A,B	1	57	528.62400	5	1837	182TFM	2	610
74BR1513B	2	586	528.63300	5	1841	240P, 241P, 244P	2	611
74BR1514B	2	586				250P	2	612
74BR2001A,B	2	587	<b>ALTEC LANSING</b>			280TFM, 281TFM	2	614
74BR2701A	2	588	ALC-101	3	1118	350-PB,-PL, 351-PB,-PL, 352-PL, 353-PL	3	1122
74KR1210A	2	589	303A	4	1505	355T, 356T, 357T	3	1123
74KR2706B	2	590	304A	6	2216*	358T	2	608
74KR2713A	2	591				450T, 451T	3	1124
74WG1052B	1	67	<b>AMC</b>			460T, 461T	3	1125
74WG1056A	2	593	20CD2B, 20C2B, 20T2B, 21CD2A, 21C2A	5	2007	462 CB, 472-CM	3	1126
74WG1207B	1	69	125P	1	82	480TFM, 481TFM	3	1127
74WG1509A, 74WG1510A	2	594	126	1	76	482CFB, 482CFM	3	1128
74WG1511B, 74WG1512B	1	68				547, A	2	614
74WG1802A, 74WG1803A	2	595	<b>AMERICAN COMMUNICATIONS (See Liberty)</b>			551T	4	1590
74WG1804C	1	71	<b>AMERICAN MOTORS</b>			552AN,N	1	77
74WG1807A,B	1	71	8990377 (6MR)	6	2240*	553	4	1510
74WG2002A	2	594	8990455 (7MR)	6	2240*	554CCB, 554CCM	4	1509
74WG2004A	2	595				555, A	1	77
74WG2007B,C	1	6	<b>A. M. I. (Automatic Musical Instruments)</b>			558	1	81
74WG2009B, 74WG2010B	1	68	<b>PBA (Mark I)</b>	6	2334*	580TFM	4	1511
74WG2500A	1	57	<b>ANDREA</b>			581TFM	5	1845
74WG2504A,B,C	2	596	BT-VK12	3	1119	582CFB, 582CFM	4	1812
74WG2505A	1	70	C VN21	5	1842	650-P	4	1513
74WG2700A,B	1	57				651T	5	1846
74WG2704A,B,C	2	596				652 P, 654-P	4	1513
74WG2709A	2	597				655SWT	4	1511
84GAA3967A	3	1105						
84HA1529A, 84HA1530A	3	1106						
84KR1520A	2	592						
84WG2015A	2	598						

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<b>ARVIN (cont'd)</b>			<b>ARVIN (cont'd)</b>			<b>AUTOMATIC (cont'd)</b>		
657-T	4	1514	RE-308	4	1510	720	2	620
664, A	1	6	RE-310	4	1512	<b>AVIOLA</b>		
665	1	83	RE-313	4	1511	509	1	88
753T	5	1847	RE-323	5	1846	601	1	89
759T	5	1848	RE-327	4	1511	608	1	91
760T	5	1849	RE-333	5	1845	612	1	89
780TFM	5	1845	RE-342	5	1849	618	1	91
857T	5	1850	RE-348	5	1847	<b>BELL SOUND</b>		
858T, 859T	5	1851	RE-350	5	1848	PA-3715-B,		
955T, 956T	6	2163*	RE 374	5	1851	PA-3725 B,		
958T1	6	2405*	RE-378	5	1850	PA-3750-B	5	1859
957T	6	2221*	RE 392	6	2163*	2210	5	1860
958T	6	2177*	RE-393	6	2221*	2255	5	1861
2120CM, 2121TM	3	1129	RE-397	6	2177*	3715	2	621
2123TM, 2124CCM,			TE-282	3	1131	3715-B	5	1859
2126CM	3	1129	TE-289-2,-3	3	1129	3725	2	621
2160, 2161,			TE 290	3	1130	3725-B	5	1859
2162, 2164	3	1130	TE 330, TE-332	4	1515	3728	2	621
2410P	2	611	TE-340, 1,-2	5	1852	3750	2	621
2563, 2564	6	2314*	TE 341, 2	4	1515	3750 B	5	1859
3561	6	2325*	TE-395, 1	5	1852	<b>BELLTONE</b>		
4080T, 4081T	3	1131	TE-362	5	1853	500	1	90
5561	6	2310*	TE-363, 1,-2,-3	5	1852	<b>BELMONT</b>		
5578	6	2409*	TE-373	5	1853	A6D110	1	94
6173TM-UHF	4	1515	TE-379	5	1844	4B17	1	93
6213TB-UHF,			1.40300	6	2314*	4B112, 4B113	1	65
6213TM-UHF	4	1516	1.40400	6	2314*	4BA1, 4BA2	1	48
6215CB-UHF,			1.40600	6	2325*	5D16	1	48
6215CM-UHF	4	1515	1.40800	6	2310*	5D110	2	622
6640	1	6	1.41700	6	2377*	5D128	1	96
7210CB-UHF,			1.42400	6	2405*	5DA1	1	48
7210CM-UHF	4	1515	1.43500	6	2409*	5P19	1	95
7212CFP-UHF,			<b>ASTATIC</b>			6D111 (Series A & B)	1	92
7212MEA UHF	4	1515	CB 1	5	1854	6D120	2	623
7214CM-UHF,			UHF	5	1855	8A59	1	66
7216CB UHF,	4	1515	<b>ATLAS</b>			533 (Series B & C)	1	43
7218CB-UHF,			AB-45	1	73	716	1	48
7218CM-UHF	4	1515	<b>AUDAR</b>			<b>BENDIX</b>		
7219CM-UHF	4	1515	AV-7T	4	1516	FB21CU	4	1525
7276CB-UHF,			PR-6	1	64	FM21C, FM21CU	4	1525
7279CM-UHF	5	1852	PR 6A	1	85	FM27C	4	1525
9210CB-UHF,			<b>AUTOMATIC</b>			HB21C, HB21CU	4	1525
9210CM-UHF	5	1852	Tom Boy	2	555	HB27C	4	1525
9211TB-UHF	5	1853	Tom Thumb Buddy	2	615	HM21C, HM21CU	4	1525
9212CFP UHF,			Tom Thumb			KM21CU	4	1525
9212MEA-UHF	5	1852	Camera-Radio	2	616	PAR-80	2	624
9213TM-UHF,			Tom Thumb Jr	2	555	TB21CU, TB24DS	4	1525
9215CM-UHF	5	1853	B-44	2	616	TM17C, TM21CU,		
9216CB-UHF	5	1852	C51	4	1517	TM24DS, DU	4	1525
9218CB-UHF,			C54	4	1518	0526, 0526A, B, C, D, E, F	1	97
9218CM UHF	5	1852	C-80	1	86	0626A	1	97
9219CM UHF	5	1852	C-60X	2	555	55L2, 55L3	2	625
9240CB-UHF,			C 300	3	1075	55P2, 55P3	2	625
9240CM UHF	5	1852	C-351	4	1519	55X4	2	626
9245CM-UHF	5	1853	CL-152B, M.	4	1520	65P4	2	627
9577	6	2377*	CM-333	5	1919	75B5, 75M5, 75M8,		
<b>Chassis</b>			D-200	3	1132	75P6	2	629
RE-202	1	77	D-251	4	1521	75W5	2	628
RE 204	1	81	DM-132	5	1836	95B3, 95M3, 95M9	2	628
RE 206,-1,-2	1	6	F-100	3	1133	110, 110W, 111,		
RE-209	2	606	F-151	4	1522	111 W, 112	2	625
RE-213	3	1123	F-152	6	2233*	114, 115	2	625
RE-228,-1	2	607	F-241	6	2245*	300, 300W, 301, 302	2	627
RE-229	1	83	M-86	2	618	416 A	2	630
RE-231	1	77	P-651	4	1523	526MA, MB, MC	2	631
RE-232	2	609	PM 236	5	1856	613	2	632
RE-233	2	608	MDM-430	5	1857	626 A	1	97
RE 237	2	610	S-551	4	1522	636A, B, C	1	98
RE-242	2	614	TR 12	5	1858	646 A	1	99
RE-243, RE-244	2	611	TV P490	3	1134	656 A	1	100
RE-248	2	612	TV-1649, TV-1650,			676B, C, D	1	101
RE-253	2	613	TV-1651	4	1524	697A	2	633
RE-254,-255,-256,			601, 602 (Series A)	1	73	736B	1	100
259	2	611	601, 602 (Series B)	2	555	753F, M, W	4	1526
RE 267-1, 2	3	1122	612X, 613X	1	73	847B, S	2	634
RE-273	3	1123	614X, 616X	1	86	951, 951W	3	1135
RE-277, RE-277 1	3	1127	620	1	87	1217, B	2	635
RE-277-2	3	1122	640 (Series B)	1	73			
RE 281	3	1124	660, 662, 666	2	619			
RE-284	3	1125	<b>* Signifies Coverage in this Volume</b>					
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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<b>BENDIX (cont'd)</b>			<b>BULOVA (cont'd)</b>			<b>CBS COLUMBIA (cont'd)</b>		
1217D	2	636	300 Series	6	2357*	U3T621,U3T622, U3T623,U3T624	6	2263*
1518, 1519	2	637				U22C05	6	2164*
1521	2	637	<b>BUTLER BROS.</b>			U22C07,B	6	2164*
1524, 1525	2	637	(See Air Knight or Sky Rover)			U22T09,B,EB	6	2164*
1531	2	638	<b>CAPEHART</b>			U22T19,B	6	2164*
1533	2	638	C-14	5	1870	U22TK301	6	2187*
6100	3	1136	P-213	5	1871	U22TK321	6	2187*
<b>Chassis</b>			RP-152	4	1531	U23C49,U23C59	6	2164*
C-19	4	1526	RP 153	5	1872	U23C8013, U23C8014	6	2187*
T14-3, T14-10,-11	4	1525	RP 154B,M	5	1873	U23T15, U23T19 (Ch. 922-7)	6	2164*
<b>BLONDER TONGUE</b>			RP 254	5	1872	U23TK001, U23TK002, U23TK003, U23TK004	6	2187*
BTU 2	5	1862	T-54	5	1874	U23T8005, U23T8006, U23T8007, U23T8008	6	2187*
<b>BRAUN</b>			T-522	4	1532	6K321U, 6K322U	6	2363*
HM2, HM3	6	2375*	1T174 B-1, BS-1, M-1, MS-1, S-1	5	1875	6K327U, 6K328U	6	2263*
MM3	6	2375*	1T174-1	5	1875	6T301U	6	2263*
MS3	6	2375*	2T214B-1, BS-1, D-1, MD-1, MS-1, M-1, S-1	5	1875	6T303U, 6T304U	6	2263*
Super 99	6	2375*	2T214-1	5	1875	7K325U, 7K326U	6	2278*
TS2	6	2375*	4C174M-1, MS 1	5	1875	7K329U, 7K330U	6	2278*
<b>BREWSTER</b>			5C214B-1, D 1, MD-1, M-1	5	1875	7K332U, 7K333U, 7K334U	6	2278*
9-1084, 9-1085, 9-1086	1	103	5C214-1	5	1875	7T307U	6	2278*
<b>BROOKS LABORATORIES, INC.</b>			7H214B 1, D-1, M-1	5	1875	7T309U, 7T310U	6	2278*
ST10	4	1527	7H214-1	5	1875	22CK009, 22CK010	6	2187*
ST-10A	5	1863	9F214BD-1, MD 1	5	1875	22CX1, 22CX2, 22CX3, 22CX4	6	2142*
ST 14A	4	1527	9F214 1	5	1875	22K38	5	1877
ST-15A	5	1864	11F244B 1, M 1	5	1875	22TK301	6	2187*
<b>BROWNING</b>			11F244-1	5	1875	22TK321	6	2187*
L-300	6	2178*	11RP-125F	5	1873	22TX1, 22TX2	6	2142*
L-500	6	2186*	12F274M-1	5	1875	23CK011, 23CK012	6	2187*
PF-12	2	639	14W214-1	5	1875	23CS013, 23CS014	6	2187*
RJ-12	2	639	15W214BD 1, MD-1	5	1875	23TK001, 23TK002, 23TK003, 23TK004	6	2187*
RJ-12A	2	640	15W214-1	5	1875	23T8005, 23T8006, 23T8007, 23T8008	6	2187*
RJ-12B	4	1528	16T244BS-1, ES-1, M-1, MS-1, S-1	5	1875	2001 (UHF Conv.)	4	1535
RJ-14A	2	640	16T244-1	5	1875	<b>Chassis</b>		
RJ-20A	3	1137	17RPQ155F	6	2140*	616	6	2271*
RJ 42	5	1866	18W214FD-1	5	1875	636	6	2271*
RJ 43	5	1866	19C214M-1, MD-1	5	1875	656	6	2271*
RJ-48	5	1867	19K75	6	2229*	921-11, -13, -21	6	2164*
RJ-49 (AM)	5	1867	21T214ES 1	5	1875	922-7	6	2164*
RJ-49 (FM)	5	1868	22K75	6	2229*	1601, 1602	6	2142*
RV-10	2	641	23C214B-1, M-1	5	1875	1603, 1604, 1605	6	2187*
RV-10A	3	1138	35P7	3	1139	1606, 1607, 1608	6	2187*
RV-11	2	641	88P66BNL	6	2257*	2002	6	2263*
RV 31	4	1529	325F, M, 326M, 332B, M, 334M	3	1140	3002	6	2278*
RV-32	5	1869	1005B, M, W	3	1141	3012	6	2278*
<b>BRUNSWICK</b>			1006B, M, W	3	1141	<b>CENTURY (20th)</b>		
A1020	1	102	1007AM	4	1533	100X, 101, 104	1	73
A2020	1	102	3011B, M, 3012B, M	3	1140	<b>CHANCELLOR</b>		
A2600	1	107	<b>Chassis</b>			35P	2	574
A2700	1	102	C-318	4	1533	<b>CHEVROLET</b>		
A3720	1	102	CR-85	5	1871	985538	1	105
DJ683	2	642	CR-129	5	1873	985696	1	108
C-3300	2	642	CR-147	5	1872	985697	1	106
D 1000, D-1100	2	643	CR 200	6	2140*	985792	1	109
D 6876	2	644	CR 204	6	2229*	985793	1	110
T 4000, T 4000 1/2	2	644	CT-27, CT-38, CT-45	4	1534	985794	1	106
T 6000, S, SS, SK, T-6000 1/2	2	644	CT 108, CT-110	5	1875	986146	2	646
T 9000	2	643	CT-112, CT-116	5	1875	986516	4	1536
512, 513, 812, 816	4	1530	CT-112, CT-116	5	1875	986669	5	1878
1680	1	107	CT-123, CT-124	5	1875	986771	5	1879
1700	1	102	CT-127, CT-129	5	1875	987088	5	1880
2600	1	107	CT 131, CT-134	5	1875	987573	6	2345*
2689	1	107	CT-144, CT-146	5	1875	<b>CHRYSLER (See Mopar)</b>		
5000	2	645	CX-37-1 Series	5	1875	<b>CISCO</b>		
5125, 6165, 8125, 8165	4	1530	<b>CAVALIER</b>			1A5	2	574
<b>BUICK</b>			6A2	5	1876	9A5	1	73
980690, 980733	1	104	<b>CBS COLUMBIA</b>			<b>CLARION</b>		
980744, 980745	1	104	C220	6	2271*	C100, C101	1	11
<b>BULOVA</b>			C230, C231, C232	6	2271*			
100, 110	6	2362*	C240	6	2271*			
			U3C627, U3C628	6	2263*			
			U3C631, U3C632, U3C633	6	2263*			
			U3C634, U3C635, U3C636	6	2263*			
			U3T602	6	2263*			
			U3T615, U3T616	6	2263*			

\* Signifies Coverage in this Volume







Name&Model or Chassis No.	Vol. No.	Diag. No.
<b>CROSLEY (cont'd)</b>		
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	2269*
J-21TABU, TAMU, 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-8BK, 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	595
9-118W	2	860
9-119, 9-120W	2	560
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, 56TB-L, 56TC, 56TC-L	1	73
56TD	2	867
56TG	1	131
56TJ	1	129
56TL-L, 56TN, 56TN-L, 56TP	1	73
56TQ	2	868
56TR, 56TS	1	133
56TU	1	131
67TW	1	73
68CP, 68CR	2	870
68TA, 68TW	2	860
68CR, 68CS	1	132
87CQ	2	871
88CR	2	871
88TA, 88TC	2	872
106CS	1	66
146CS, 148CP, 148CQ	2	873
154927 (UHF Conv.)	4	1552
<b>Chassis</b>		
R-104	6	2284*
10E, 10E-1	4	1548
15-20E	4	1549
30E, 30E-1	4	1550

Name&Model or Chassis No.	Vol. No.	Diag. No.
<b>CROSLEY (cont'd)</b>		
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
418-1	5	1889
426	5	1890
431, -2	5	1890
432	6	2269*
472	8	2210*
473	6	2211*
476	6	2210*
477	6	2211*
484	8	2269*
490	6	2323*
494	6	2347*
<b>DALBAR</b>		
100	1	134
400	1	11
1000	1	134
Barcombo Jr.	1	134
Barcombo Sr.	1	134
<b>DAVID BOGEN</b>		
AM901	4	1553
FM50	6	2272*
FM400A	5	1891
FMB01	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
<b>DEARBORN</b>		
100	2	814
<b>DELCO</b>		
R1175	1	135
R1178, 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
<b>DETROLA</b>		
554	1	79

Name&Model or Chassis No.	Vol. No.	Diag. No.
<b>DETROLA (cont'd)</b>		
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
<b>DEWALD</b>		
A500, A500L, A500W	1	148
A501, A502, A503	1	148
A504, A505	1	149
A507	2	680
A509	2	681
A514	2	682
A602, A605, A608	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-E517A	4	1554
D-508	3	1161
D-517	3	1162
D-518	3	1163
D-519	2	865
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	1556
H-300	5	1897
511	3	1168
<b>DUMONT</b>		
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	4	1560
RA-170, RA-171	4	1560
RA-302	5	1898
RA-307	5	1899
RA-322	5	1900
RA-378, RA-379	6	2368*
<b>DYNAVOX</b>		
3-P-801	2	689



Name&Model or Chassis No.	Vol. No.	Diag. No.	Name&Model or Chassis No.	Vol. No.	Diag. No.	Name&Model or Chassis No.	Vol. No.	Diag. No.
<b>ECA</b>			<b>EMERSON (cont'd)</b>			<b>EMERSON (cont'd)</b>		
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	189
132	2	690	537	2	694	1003G	5	1903
201	1	152	539	1	159	1013C	5	1904
204	2	574	540A	1	165	1041F,1045F,1047F	6	2166*
<b>ECHOPHONE</b>			541	1	73	1051D,1055F	6	2166*
EC112	1	153	543,544	1	159	1075F	6	2165*
EC113	1	153	546	2	695	1075H	6	2166*
EC306	1	157	547A	2	697	1085F	6	2165*
EC403,EC404	2	677	550 (Ch. 120056)	2	693	1144D,1145D	5	1907
EC800	1	147	551A	2	696	1213	6	2393*
EX306	1	157	552	1	159	1229	6	2393*
<b>EDWARDS</b>			553A	2	696	1239	6	2393*
Fidelotuner	2	691	557B	2	698	1245,1247	6	2393*
<b>ELCAR</b>			558	2	699	1273,1275	6	2393*
602	1	155	559A,560	2	697	1281	6	2393*
<b>ELECTRO</b>			563	3	1171	2057,2059	6	2393*
B20	1	163	567 (Ch. 120042)	1	165	2061,2063	6	2393*
<b>ELECTROMATIC</b>			568A	2	700	<b>Chassis</b>		
606A,607A	1	156	570	3	1172	120000	1	11
<b>ELECTRONIC LABS.</b>			573B	2	701	120002	1	158
76E,76K	1	167	574	3	1172	120003	1	160
76RU	1	161	575	3	1173	120006	1	162
76W	1	167	576A	2	702	120007	2	693
710B,710M	1	167	577B	2	702	120012-B	2	701
710PB,710PC	2	692	578	2	697	120016	2	697
710T,710W	1	167	583	2	701	120025-B	3	1174
7701	1	167	584	2	699	120029	1	11
<b>ELECTRO-TONE</b>			585,586	3	1174	120030	2	555
555	1	18	587	3	1175	120036	2	696
706	1	18	588	2	697	120038	2	694
712	1	18	597	3	1176	120039-B	2	701
<b>ELECTRO-VOICE</b>			602	2	703	120041	1	158
3303,3304	6	2385*	604A	2	702	120042	1	165
<b>EMERSON</b>			613A	3	1177	120043	2	694
DS365,DS372	1	164	621 (Ch. 120098-B)	3	1178	120046	1	159
EQ368,EQ410	1	166	622 (Ch. 120098-P)	3	1178	120048-B	2	698
ER369,ER370	1	166	628	3	1178	120049	2	695
EV384	1	166	630	3	1178	120050	2	697
FB413	1	162	634B	3	1179	120056	2	693
FB440	1	162	635	3	1180	120058	2	699
FJ412	1	160	636A	3	1175	120059	2	697
FW423	1	180	640	3	1181	120069 A	2	702
GB439,GB441	1	162	641B	3	1182	120072-A	2	703
GH437,GH447, GH2-447	1	160	642 (Ch. 120117-A)	3	1183	120082-A	2	703
501,502,503,504	1	11	643A	3	1184	120088-B	3	1174
505 (Ch. 120002 & 120041)	1	158	645	3	1185	120090-B,-D	3	1174
506	1	160	646A,646B	3	1186	120098-B	3	1178
507,509,510,510A,511	1	158	652 (Ch. 120032 B)	3	1187	120098-P	3	1178
511 (Ch. 120010)	1	73	653 (Ch. 120080-B)	3	1188	120099-B	3	1178
512 (Ch. 120006)	1	162	653B	4	1561	120130-B	4	1563
513 (Ch. 120056)	2	693	656,657B	3	1189	120132-B	3	1187
514	2	693	661B	4	1562	120134B,-G,-H	4	1562
515 (Ch. 120056)	2	693	665B (Radio Ch.)	4	1563	120136-B	4	1561
515	1	162	666B (Ch. 120132-B)	3	1190	120150-B	4	1566
516 (Ch. 120056)	2	693	667B,668B	4	1562	120151-B	4	1567
516	1	162	671B	3	1191	120174-B	5	1903
519	2	555	672B	3	1192	120175-B	5	1901
520	1	11	674B	4	1562	120176-B	5	1902
521,523	1	158	677B,678B	4	1562	120177-B	5	1902
524	1	170	679B	4	1563	120180-D	5	1904
525	1	159	684B,685B	4	1562	120189-B	5	1906
			691B	4	1561	120193-B,-F	5	1903
			695B	4	1564	120195 D	5	1904
			703B (Ch. 120097-B)	4	1565	120197-B,-D	5	1903
			718B	4	1566	120198-D	5	1904
			724B	4	1567	120199 B	5	1905
			744B	5	1901	120209-D,-F	5	1903
			745B,746B	5	1902	120211-D,-F	5	1904
			752A,B	5	1903	120221-A	5	1907
			755A,B	5	1903	120222-B	5	1908
			759C,761C	5	1904	120238-F	6	2166*
			768A,C	5	1903	120238-H	6	2165*
			770C,772A	5	1903	120249-D	6	2166*
			774A	5	1903	120279-B	5	1907
			776A (TV Ch.)	5	1903	120309	6	2315*
			778B	5	1905	120327-B	6	2366*
			784A	5	1903	120328	6	2316*
			784E,G,K	5	1903	120334-B	6	2366*
			785C,E,K	5	1904	120335-B	6	2366*
			793E,794A	5	1903	120344-G	6	2393*
			799E	5	1903	120352-G	6	2393*
			808B	5	1906			

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<b>EMERSON (cont'd)</b>			<b>FARNSWORTH (cont'd)</b>			<b>FIRESTONE (cont'd)</b>		
120354-G	6	2393*	BT20	1	73	4-A-85	3	1202
120361-G	6	2393*	BT22	1	176	4-A-86	3	1203
<b>EMPRESS</b>			BT52,BT53,BT54	1	73	4-A-86 (Late)	4	1570
55, 56	1	174	BT55,BT56,BT61,BT63	1	176	4-A-87	3	1204
<b>ESPEY</b>			BT600,BT600X	1	186	4-A-108	4	1571
RR13, RR13L	1	168	CC70	1	187	4-A-110	4	1520
7B	2	567	CK58,CK66	1	179	4-A-113,4-A-114	5	1915
7C	4	1568	CK73,CK74,CK75	1	187	4-A-115	5	1916
18B	3	1193	CK111	1	177	4-A-127,4-A-128	5	1917
31	3	1194	CT50,CT51,CT52,	1	179	4-A-133	5	1918
100, 101	5	1909	CT53,CT54	1	179	4-A-143	6	2163*
201	5	1910	CT61,CT62,CT63,	1	179	4-A-147,4-A-148	6	2208*
300, 301	5	1911	CT64	1	179	4-A-153	6	2325*
400	5	1957	DK73,DK75	1	187	4-A-154	6	2302*
401	6	2143*	EC260	1	28	4-A-159	6	2314*
500	5	1957	EK-081,EK-082,	2	707	4-A-162	6	2177*
511 C, 512B	4	1568	EK-083	2	707	4-B-1,4 B-2	1	29
524	3	1193	EK-262,EK-263,BL,	1	28	4-B-56	3	1133
581	1	73	WL	1	28	4-B-57	3	1075
651,652,653	1	15	EK-264,BL,WL,	1	28	4-B-58	3	1132
700	5	1909	EK-265	1	28	4-B-60	4	1522
710	5	1911	EK-681	2	707	4-B-61	4	1519
751	3	1193	ET-060,ET-061,	1	180	4-B-62,4-B-67	4	1522
6511,-2,-S, 8514,	1	15	ET-062,ET-063,	1	180	4-B-69	5	1858
6516,6517,6520,	1	15	ET-064,ET-065,	1	180	4-B-71	5	1856
-2, 6521,6533	1	15	ET-066	1	180	4-B-72	5	1919
6540, 6541, 6542, 6545,	1	15	GK-100,GK-102,	2	707	4-B-74	5	1920
6546, 6547, 6560	1	15	GK-103,GK-104	2	707	4-B-77	6	2153*
6611, 6612, 6613,	1	172	GK-111,GK-112,	2	707	4-B-78	6	2179*
6614, 6615	1	172	GK-114,GK-115	2	707	4-C-3,4-C-6	1	36
6630, 6631, 6632,	1	172	GK-140,GK-141,	2	708	4-C-16,4-C-17	3	1205
6634, 6635	1	172	GK-142,GK-143,	2	708	4-C-18	3	1206
7541	1	15	GK-144	2	708	4-C-21	4	1517
<b>FADA</b>			GT-060,GT-061,	2	709	4-C-24	5	1921
H-274T, H-276T	5	1912	GT-064,GT-065	2	709	4-C-30	6	2296*
H-442C, H-542C	5	1912	<b>Chassis</b>			4-C-34	6	2321*
P100	2	704	150	1	180	13-G-3	3	1207
P130	3	1195	152,153	1	28	13-G-4	3	1208
S4C20,S4C40,	4	1589	156,157	2	707	13-G-33	3	1209
S4T15,S4T30	4	1589	158,159	1	180	13-G-48	4	1572
S6C55,S6C70,S6T65	3	1196	162	1	28	13-G-57	4	1573
S7C20,S7C30,	3	1196	170	2	707	13-G-128,13-G-129,	5	1834
S7C70,S7T65	3	1196	193,194	2	707	13-G-130,13-G-132	5	1834
S9C10	3	1196	201	2	707	13-G-145,13-G-146	5	1834
S20T20	3	1196	216	2	707	S7400-4,-5,-7	1	33
S1060,S1065	3	1196	<b>FEDERAL</b>			<b>FISHER</b>		
UDL2100T	5	1913	1030T	1	138	FM-40	6	2293*
UH17KD	8	2161*	1040T,1040TB	2	710	FM-80	5	1923
UH17LO	6	2161*	1540T	1	138	50R,50RT	5	1923
UH17L1,UH17L2,EB	6	2161*	<b>FERRAR</b>			70RT	5	1924
UH21KA	6	2161*	C81-B	1	184	<b>FLUSH WALL</b>		
UH21K1,UH21K1LO	6	2161*	T61-B	2	711	5P (Early)	2	614
UH21L1, UH21L2,	6	2161*	<b>FIRESTONE</b>			5P (Late)	5	1925
EB,LO	6	2161*	4-A-2	1	21	<b>FORD</b>		
UH21T	5	1913	4-A-3	2	560	7070 (51A-18805-B2)	2	723
U1700CD,U1770CD	5	1914	4-A-10	2	712	5BF (FDH-18805-B1)	5	1926
U2100C,T, U2150C	5	1913	4-A-11	2	713	5MF (FDH-18805-B2)	5	1927
602	1	178	4-A-12	2	714	5MF8 (FDH-18805-A2)	5	1926
605,606	1	185	4-A-15	2	715	6MF080	1	181
609,610	1	73	4-A-17	2	716	<b>FREED EISEMANN</b>		
637	1	175	4-A-20	1	20	46	1	193
652	1	171	4-A-21	1	22	717,750	5	1928
700	2	705	4-A-21X	1	24	<b>GAMBLE SKOGMO</b>		
711	2	574	4-A-22	1	22	<i>(Also See Coronado)</i>		
740	2	574	4-A-22X	1	24	C4B15,C4B16	1	48
795	2	706	4-A-23	1	25	C5D14	1	40
830	3	1197	4-A-24	1	23	C5D16	1	48
845	3	1198	4-A-25	1	26	15C6A	1	191
855	3	1199	4-A-26	2	717	15C6B	1	190
1000 Series	1	173	4-A-27	2	718	864	1	80
1001	1	175	4-A-31	1	28	3128 (Late)	1	182
<b>FARNSWORTH</b>			4-A-37	1	27	4132	1	182
BC66	1	176	4-A-41	2	719	4164	1	183
CB103,BC105	1	177	4-A-42	2	644	4956	1	45
BC601,BC601X	1	186	4-A-60	2	720	<b>GAROD</b>		
BK106,BK107,BK108	1	177	4-A-61	2	721	5A-1	2	724
BK110,BK111,BK112	1	188	4-A-66	3	1200			
BK602	1	186	4-A-71	2	722			
BK8025,BK8025X	1	186	4-A-78,4-A-79	3	1201			

\* Signifies Coverage in this Volume



Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.		
<b>GAROD (cont'd)</b>			<b>GENERAL ELECTRIC (cont'd)</b>			<b>GENERAL ELECTRIC (cont'd)</b>				
5A-2	1	192	LF115, LF116	1	216	21C106, 21C107, 21C108, 21C109	6	2147		
5A-3	2	725	LFC1118, LFC1128, LFC1228	1	216	21C108-UHF, 21C107- UHF, 21C108-UHF, 21C109-UHF	6	2147, 2274		
5A-4	2	726	UHF-17C127	6	2250*	21C110, 21C111, 21C112, 21C113	6	2147*		
5AP1-Y	1	189	UHF-17T15, UHF-17T17	6	2250*	21C123, 21C124 21C123-UHF, 21C124- UHF	6	2147*		
5D, 5D-2	1	194	UHF-21C114, UHF-21C115, UHF-21C116, UHF-21C117	6	2250*	21C125, 21C128, 21C127 21C125-UHF, 21C126-UHF, 21C127-UHF	6	2147*, 2274*		
5D-3, 5D-3A	2	727	UHF-21C119, UHF-21C120, UHF-21C121	6	2250*	21C130-UHF, 21C131-UHF	5	1931		
5D-4, 5D-5	2	728	UHF-21C225, UHF-21C226, UHF-21C227, UHF-21C228, UHF-21C229, UHF-21C230, UHF-21C231, UHF-21C232, UHF-21C233	6	2250*	21C133-UHF, 21C134-UHF 21C135-UHF, 21C138-UHF	6	2273*		
5RC-1	2	726	UHF-21T10, UHF-21T11, UHF-21T12	6	2250*	21C137-UHF, 21C138-UHF	6	2273*		
6A-2	2	724	UHF-21T15, UHF-21T19, UHF-21T20, UHF-21T21	6	2250*	21C141-UHF, 21C142-UHF, 21C143-UHF, 21C144-UHF	6	2274*		
6AU-1	1	82	X115, X125, X145 X225A, X225V	1	212	21C151-UHF, 21C152-UHF	5	1931		
6BU-1A	1	195	10C101, 10C102, 10T1, 10T4, 10T5, 10T6	3	1210	21C156-UHF, 21C157-UHF	6	2297*		
6DPS, 6DPS-A	1	196	12C101, 12C102, 12C105 12C107, 12C107B, 12C108, 12C108B, 12C109, 12C109B	3	1210	21C158-UHF, 21C159-UHF	6	2297*		
10TZ, 10TZ1, 10TZ2, 10TZ3, 10TZ4, 10TZ5	2	729	12T1 12T3, 12T3B, 12T4, 12T4B	3	1211	21C160-UHF, 21C161-UHF	6	2297*		
11FMP	2	730	14C102, 14C103 14P1210-UHF, 14P1211-UHF, 14P1212-UHF	8	2195*	21C162-UHF 21C172-UHF	6	2297*		
12TZ, 12TZ1, 12TZ2, 12TZ3, 12TZ4, 12TZ5, 12TZ6A, 12TZ7A	2	729	14T2, 14T3 14T007-UHF, 14T008-UHF, 14T009-UHF, 14T010-UHF, 14T011-UHF, 14T012-UHF, 14T014-UHF	6	2195*	21C172-UHF 21C238-UHF	6	2297*		
15TZ, 15TZ6, 15TZ7	2	729	16C103 16C110, 16C111 16C113 16C115, 16C116, 16C117 16T1, 16T2, 16T3, 16T4, 16T5	3	1211	21C240-UHF, 21C241-UHF (Early) . . .	5	1929, 1930		
62B	2	661	17C101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C241-UHF (Late) . . .	5	1929, 1932		
306	2	731	17P1328-UHF, 17P1329-UHF, 17P1330-UHF, 17P1331-UHF	6	2195*	21C347-UHF, 21C348-UHF 21C349-UHF	5	1930 1930		
900TV, 910TV, 1000TV, 1001TV	2	732	17T1, 17T2, 17T3, 17T4, 17T5, 17T6, 17T7 17T14-UHF 17T16-UHF 17T20-UHF	4	1574	21C350-UHF, 21C351-UHF 21C350-UHF, 21C351-UHF	5	1930		
1100TVP, 1110TVP, 1200TVP, 1210TVP	2	732	17T15, 17T16, 17T7 17T14-UHF 17T16-UHF 17T20-UHF	6	2137*, 2137*, 1929, 1930	21C440-UHF, 21C450-UHF 21C1545-UHF 21C1547-UHF, 21C1548-UHF, 21C1549-UHF	6	2195*, 2274*		
<b>GENERAL ELECTRIC</b>			<b>GENERAL ELECTRIC</b>			<b>GENERAL ELECTRIC</b>				
G81	1	197	17T21, 17T22 17T21-UHF, 17T22-UHF	6	2147*, 2274*	21C1550-UHF, 21C1551-UHF 21C1552-UHF, 21C1553-UHF	6	2274*, 2274*		
G64, G65	1	200	17T25, 17T26, 17T27 17T28, 17T29, 17T30, 17T31, 17T32, 17T33, 17T34, 17T35, 17T36, 17T37, 17T38, 17T39, 17T40, 17T41, 17T42, 17T43, 17T44, 17T45, 17T46, 17T47, 17T48, 17T49, 17T50, 17T51, 17T52, 17T53, 17T54, 17T55, 17T56, 17T57, 17T58, 17T59, 17T60, 17T61, 17T62, 17T63, 17T64, 17T65, 17T66, 17T67, 17T68, 17T69, 17T70, 17T71, 17T72, 17T73, 17T74, 17T75, 17T76, 17T77, 17T78, 17T79, 17T80, 17T81, 17T82, 17T83, 17T84, 17T85, 17T86, 17T87, 17T88, 17T89, 17T90, 17T91, 17T92, 17T93, 17T94, 17T95, 17T96, 17T97, 17T98, 17T99, 17T100	211	17T025-UHF, 17T026-UHF, 17T027-UHF	6	2269*	21C1554-UHF, 21C1555-UHF 21C1556-UHF 21C1560-UHF, 21C1562-UHF	6	2274*, 2274*
G66, G68, G69	1	197	17T101, 17T102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1563-UHF, 21C1564-UHF, 21C1565-UHF 21C1566-UHF	6	2274*, 2274*		
G75	1	200	17T103, 17T104, 17T105, 17T106, 17T107, 17T108, 17T109, 17T110, 17T111, 17T112, 17T113, 17T114, 17T115, 17T116, 17T117, 17T118, 17T119, 17T120, 17T121, 17T122, 17T123, 17T124, 17T125, 17T126, 17T127, 17T128, 17T129, 17T130, 17T131, 17T132, 17T133, 17T134, 17T135, 17T136, 17T137, 17T138, 17T139, 17T140, 17T141, 17T142, 17T143, 17T144, 17T145, 17T146, 17T147, 17T148, 17T149, 17T150, 17T151, 17T152, 17T153, 17T154, 17T155, 17T156, 17T157, 17T158, 17T159, 17T160, 17T161, 17T162, 17T163, 17T164, 17T165, 17T166, 17T167, 17T168, 17T169, 17T170, 17T171, 17T172, 17T173, 17T174, 17T175, 17T176, 17T177, 17T178, 17T179, 17T180, 17T181, 17T182, 17T183, 17T184, 17T185, 17T186, 17T187, 17T188, 17T189, 17T190, 17T191, 17T192, 17T193, 17T194, 17T195, 17T196, 17T197, 17T198, 17T199, 17T200	211	17T025-UHF, 17T026-UHF, 17T027-UHF	6	2269*	21C1567-UHF, 21C1568-UHF 21C1569-UHF 21C1570-UHF	6	2274*, 2274*
G78	1	197	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1571-UHF, 21C1572-UHF 21C1573-UHF, 21C1574-UHF	6	2274*, 2274*		
G85	1	198	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1575-UHF, 21C1576-UHF 21C1577-UHF, 21C1578-UHF	6	2274*, 2274*		
G86	1	197	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1579-UHF, 21C1580-UHF 21C1581-UHF, 21C1582-UHF	6	2274*, 2274*		
G95	1	202	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1583-UHF, 21C1584-UHF 21C1585-UHF, 21C1586-UHF	6	2274*, 2274*		
G99	1	198	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1587-UHF, 21C1588-UHF 21C1589-UHF, 21C1590-UHF	6	2274*, 2274*		
GDE-73	1	204	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1591-UHF, 21C1592-UHF 21C1593-UHF, 21C1594-UHF	6	2274*, 2274*		
GE-52	1	206	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1595-UHF, 21C1596-UHF 21C1597-UHF, 21C1598-UHF	6	2274*, 2274*		
GE-73, GE-78	1	204	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1599-UHF, 21C1600-UHF 21C1601-UHF, 21C1602-UHF	6	2274*, 2274*		
GE-93, GE-96	1	205	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1603-UHF, 21C1604-UHF 21C1605-UHF, 21C1606-UHF	6	2274*, 2274*		
H73, H77, H78, H79, H87	1	203	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1607-UHF, 21C1608-UHF 21C1609-UHF, 21C1610-UHF	6	2274*, 2274*		
H116, H116	1	203	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1611-UHF, 21C1612-UHF 21C1613-UHF, 21C1614-UHF	6	2274*, 2274*		
H600, H600U, H601 H610, H610U, H611	1	207	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1615-UHF, 21C1616-UHF 21C1617-UHF, 21C1618-UHF	6	2274*, 2274*		
H620, H620U, H621, H622, H623, H625	1	208	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1619-UHF, 21C1620-UHF 21C1621-UHF, 21C1622-UHF	6	2274*, 2274*		
H630, H630U, H631, H632, H632U, H633	1	208	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1623-UHF, 21C1624-UHF 21C1625-UHF, 21C1626-UHF	6	2274*, 2274*		
H634	1	203	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1627-UHF, 21C1628-UHF 21C1629-UHF, 21C1630-UHF	6	2274*, 2274*		
H638, H640	1	203	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1631-UHF, 21C1632-UHF 21C1633-UHF, 21C1634-UHF	6	2274*, 2274*		
H708	1	209	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1635-UHF, 21C1636-UHF 21C1637-UHF, 21C1638-UHF	6	2274*, 2274*		
H736	1	209	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1639-UHF, 21C1640-UHF 21C1641-UHF, 21C1642-UHF	6	2274*, 2274*		
HE74, HE74L HE100, HE100H, HE100L, HE100LH	1	199	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1643-UHF, 21C1644-UHF 21C1645-UHF, 21C1646-UHF	6	2274*, 2274*		
HE105, HE105L HE740, HE740L	1	204	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1647-UHF, 21C1648-UHF 21C1649-UHF, 21C1650-UHF	6	2274*, 2274*		
HJ119	1	203	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1651-UHF, 21C1652-UHF 21C1653-UHF, 21C1654-UHF	6	2274*, 2274*		
HJ737	1	209	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1655-UHF, 21C1656-UHF 21C1657-UHF, 21C1658-UHF	6	2274*, 2274*		
HJ905, HK908, HJ908B	1	203	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1659-UHF, 21C1660-UHF 21C1661-UHF, 21C1662-UHF	6	2274*, 2274*		
HJ1005	1	203	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1663-UHF, 21C1664-UHF 21C1665-UHF, 21C1666-UHF	6	2274*, 2274*		
HJ1205	1	203	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1667-UHF, 21C1668-UHF 21C1669-UHF, 21C1670-UHF	6	2274*, 2274*		
J62, J63	1	210	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1671-UHF, 21C1672-UHF 21C1673-UHF, 21C1674-UHF	6	2274*, 2274*		
J64	1	211	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1675-UHF, 21C1676-UHF 21C1677-UHF, 21C1678-UHF	6	2274*, 2274*		
J71	1	211	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1679-UHF, 21C1680-UHF 21C1681-UHF, 21C1682-UHF	6	2274*, 2274*		
J105	1	211	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1683-UHF, 21C1684-UHF 21C1685-UHF, 21C1686-UHF	6	2274*, 2274*		
J602, J603	1	212	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109, 17C112, 17C114	4	1574	21C1687-UHF, 21C1688-UHF 21C1689-UHF, 21C1690-UHF	6	2274*, 2274*		
J614	1	212	17T101, 17C102 17C103, 17C104, 17C105, 17C107, 17C108, 17C109,							



Name&Model or Chassis No.	Vol. No.	Diag. No.
<b>GENERAL ELECTRIC (cont'd)</b>		
21T35-UHF,		
21T36-UHF,		
21T37-UHF	6	2147*
		2274*
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	8	2274*
21T1543-UHF,		
21T1544-UHF	6	2274*
24C180,24C181	6	2147*
24C182-UHF,		
24C183-UHF	6	2297*
24C1860-UHF,		
24C1661-UHF	6	2274*
24C1670-UHF,		
24C1671-UHF	6	2274*
24T070,24T071	6	2147*
35	1	215
40	1	216
41,42,43,44,45	2	733
50	1	218
100,101	1	217
102,102W	2	734
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
135,138	3	1213
143	3	1214
145	2	736
150	2	737
160	2	738
185	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
228	3	1217
250	1	225
254	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

Name&Model or Chassis No.	Vol. No.	Diag. No.
<b>GENERAL ELECTRIC (cont'd)</b>		
440	5	1935
442,443,444	5	1933
446,447,448	5	1936
465,466,467	6	2225*
475,476,477	6	2188*
480	8	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
805,806,807,808	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	2369*
911,H,912,913	6	2201*
911D,912D,913D	6	2379*
914D	6	2379*
920,921	6	2205*
<b>GENERAL IMPLEMENT</b>		
9A5	2	574
<b>GENERAL TELEVISION</b>		
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
<b>GILFILLAN</b>		
56A,56B,56BC-1,		
56BCR,56C,56D,56E	1	73
58M,58W	2	555
66A,66AM	1	229
66B	1	73
66D,66DM	1	229
66P,66PM	1	231
68BD	2	746
68F	2	747
66C,66P,66U	2	748
108-48	2	749
<b>GLOBE</b>		
5BP1	1	233
6AP1	1	228
6D1	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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<b>GLOBE (cont'd)</b>		
551	1	11
552	2	753
553	2	614
<b>GON-SET</b>		
10-11(Meter Converter)	2	689
<b>GOODRICH (Also See Mantrol)</b>		
92-523,92-524,		
92-525,92-526,		
92-527,92-528	4	1588
<b>GRANCO</b>		
LCU	5	1944
MTU	5	1945
T160	6	2195*
T270	8	2306*
610	5	1946
620V	6	2275*
720	6	2148*
730P,740P	6	2279*
750	6	2281*
760,770,780	6	2306*
<b>GRANTLINE</b>		
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
6610	2	757
6547	1	15
<b>GROMMES</b>		
GRT-1	6	2196*
<b>GUILD</b>		
484	6	2199*
556	6	2205*
665	6	2205*
<b>HALLICRAFTERS</b>		
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	877
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-76U	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-84	6	2197*
S-85(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

\* Signifies Coverage in this Volume



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<b>HALLICRAFTERS (cont'd)</b>		
5R30, A, 5R31A, 5R32, A, 5R33, A, 5R34, A	4	1598
5R40, 5R41, 5R42	6	2169*
5R50, 5R51, 5R52	4	1598
5R60, 5R61	5	1951
8R40, 8R40C	4	1599
17K111B, M	6	2170*
17T101B, M	6	2170*
17T171B, M	6	2170*
21K141B, M	6	2170*
21K151M	6	2170*
21K200B	6	2157*
21K201B	6	2157*, 2158*
21K210M	6	2157*
21K211M	6	2157*, 2158*
21K220B	6	2157*
21K221B	6	2157*, 2158*
21K230M	6	2157*
21K231M	6	2157*, 2158*
21T121B, M	6	2170*
21T161B, M	6	2170*
24K240B, M	6	2157*
24K241B, M	6	2157*, 2158*
24K250B, M	6	2157*
27K251B, M	6	2157*, 2158*
400, 406, 409, 410, 411, 412	2	877
611, 612	5	1952
621, 622	5	1952
680, 681	3	1237
690	3	1237
715, A, 716	3	1237
730, 731	3	1237
740, 741	3	1237
810A, 811, 815, 818, 820, 822	3	1238
880, 881	3	1238
870, 871	3	1238
880	3	1238
1005, 1006, 1015, 1016, 1017, 1018, 1019	4	1600
1025	4	1601
1621, 1622	5	1953
17811-H, 17816, 17817, 17824-A, 17906, 17930, 17931, 17932, 17933, 17934	4	1602
20823C	4	1602
20990, 20990S, 20994	4	1601
21923, 21928, 21940, 21980	4	1602
<b>Chassis</b>		
A1100D	4	1600
A1400D	6	2157*, 2158*
B1300D	6	2170*
B1400D	6	2157*
C1400D	6	2157*, 2158*
D1300D	6	2170*
D1400D	6	2157*
F1300D	6	2170*
H1300D	6	2170*
Z1000D	4	1600
<b>HARMON KARDON</b>		
A-200	6	2251*
A-310	6	2260*
A-400	6	2278*
D-200	6	2278*
D-1100	6	2256*
FM-100	6	2317*
T-100	6	2342*
T-120	6	2317*
T-1040	6	2401*
TA-10	6	2342*
TA-120	6	2346*
TA-1040	6	2386*

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<b>HARVEY-WELLS</b>		
ATR-3-6	2	765
ATR 3-12	2	765
<b>HOFFMAN</b>		
A-200	1	239
A-202	1	240
A-300	1	82
A-309	1	240
A-401	1	82
A-501	1	241
A-700	1	238
B-400	1	244
B-1000	1	18
B1161U	6	2359*
B1191U	6	2378*
B1201U, B1211U	6	2378*
B1231U, B1241U	6	2378*
B1251U	6	2378*
B2021U	6	2359*
B3151U	6	2359*
B3191U	6	2359*
B3201U	6	2359*
B3234U	6	2378*
B3241U, B3251U	6	2378*
B3261U, B3271U	6	2378*
B3291U	6	2378*
B3304U	6	2378*
B3311U, B3321U	6	2378*
B3364U	6	2378*
B4041U, B4061U	6	2359*
BG1151U	6	2359*
BT1144U	6	2363*
BW1144U	6	2363*
C-501	2	766
C-502	2	767
C-503	2	766
C-504	2	767
C-506, C-507	2	768
C-511	2	766
C-512	2	767
C-513	2	766
C-514	2	767
C1006, C1007	2	767
GT1144U	6	2363*
K1151U	6	2359*
K1191U	6	2378*
K1211U	6	2378*
K1231U, K1241U	6	2378*
M1161U	6	2359*
M1191U	6	2378*
M1201U, M1211U	6	2378*
M1231U, M1241U	6	2378*
M1251U	8	2378*
M2021U	6	2359*
M3151U	6	2359*
M3181U	6	2359*
M3201U	6	2359*
M3214U	6	2359*
M3234U	6	2359*
M3241U, M3251U	6	2378*
M3261U, M3271U	6	2378*
M3304U	8	2378*
M3311U, M3321U	8	2378*
M3364U	6	2378*
M4041U, M4061U	6	2359*
MG1151U	6	2359*
P1151U	6	2359*
P1201U, P1211U	6	2378*
P1231U, P1251U	6	2378*
P3214U	6	2359*
P3234U	6	2378*
P3241U, P3251U	6	2378*
P3281U, P3271U	6	2378*
P3281U	6	2378*
P3304U	6	2378*
P3311U, P3321U	6	2378*
P3364U	6	2378*
PT1144U	6	2363*
SG1144U	6	2363*
SP1161U	6	2359*
SP2021U	6	2359*
SP3151U, SP3161U	6	2359*
SP3181U	6	2359*
SP3201U	6	2359*
SP4041U, SP4061U	6	2359*
W1161U	6	2359*

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<b>HOFFMAN (cont'd)</b>		
W1201U	6	2378*
W1251U	6	2378*
W3201U	6	2359*
W3214U	6	2359*
W3251U	6	2378*
W3311U, W3321U	6	2378*
21B907, 21M906, 21P908	5	1954
<b>Chassis</b>		
102	1	82
103	1	239
108ST	1	241
110S	1	238
114	1	18
119	1	240
123	2	767
323U, 324U	6	2359*
326U	6	2369*
329U	6	2378*
331U, 332U	6	2378*
420U	6	2359*
421U	6	2378*
706U	6	2359*
<b>HOTPOINT</b>		
14S201-UHF, 14S202-UHF, 14S203-UHF, 14S204-UHF	6	2274*
14S206-UHF, 14S207-UHF	6	2196*
17S301-UHF, 17S302-UHF	6	2289*
17S305-UHF, 17S306-UHF	6	2196*
21S400-UHF, 21S401-UHF, 21S402-UHF, 21S403-UHF	6	2297*
21S405-UHF, 21S406-UHF	6	2196*
21S451-UHF, 21S452-UHF	6	2274*
21S455-UHF, 21S456-UHF	6	2274*
21S501-UHF, 21S502-UHF	6	2297*
21S505-UHF, 21S506-UHF	6	2196*
21S507-UHF, 21S508-UHF	6	2274*
21S551-UHF, 21S552-UHF	6	2297*
21S553-UHF, 21S554-UHF	6	2274*
21S555-UHF, 21S556-UHF	6	2274*
21S605-UHF, 21S606-UHF	6	2274*
24S801-UHF, 24S802-UHF	6	2297*
<b>HOWARD</b>		
4BT	1	171
220, 221	1	171
270, 271	1	171
300 Series	1	243
307-4, 207TP-2	1	243
430 (Series 2)	1	246
438	1	246
460	1	250
472AC, 472AF, 472C	2	769
472F	2	770
474	2	555
482, 482A	2	761
500 Series	1	245
718 FM	1	249
765, 768, 780	1	248
806, 808	1	247
808 (Series X)	1	259
810	1	247
865, 868	1	256
901A-E, -H, -L, -M, -P, -W	1	73
906, 906C	1	253
909M	2	771

\* Signifies Coverage in this Volume



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<b>HOWARD (cont'd)</b>			<b>KNIGHT (cont'd)</b>			<b>MAGNAVOX (cont'd)</b>		
920	L	73	945X703	6	2290*	CR-189A, CR-189B	1	267
<b>HUDSON</b>			945X711	6	2313*	CR-190	1	271
DB39	L	256	945X728	5	1960	CR-190A, CR-190B	2	780
DB40	L	252	945X730	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
<b>JACKSON</b>			449	3	1249	CR-198A, CR-198B,		
150,153	3	1239	511B	3	1250	CR-198C	1	263
254	4	1803	722	5	1909	CR-200A, B, C, D, E, F	2	782
255	4	1804	<b>LAFAYETTE</b>			CR-207A, B, C, D	2	781
350	3	1240	B33	1	6	CR-208A, B	2	783
<b>JEFFERSON TRAVIS</b>			B112	1	41	CR-330AA-1	5	1962
MR-2B, MR-3	1	251	B196	1	183	CR-700	5	1963
<b>JEWEL</b>			BB9 (A)	1	191	CR-702A, B	5	1964
500A, B, C, 501A, B, C,	1	18	BB9 (B)	1	190	CR-703, A, B, BB	6	2191*
502A, B, C, 503A, B, C,	3	1241	FA15W, FA15Y	1	257	CR-712AA	6	2207*
504A, B, C, 505A, B, C	3	1242	J82, J82C	1	237	CR-714AA	6	2207*
960, 960U, 961	3	1243	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	2267*
<b>KAPPLER</b>			<b>LEARADIO</b>			CR-718, CR-721	6	2298*
102T	2	772	R971	2	778	CR-722	6	2297*
<b>KARADIO</b>			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*
<b>KNIGHT</b>			661	1	270	CR-730	6	2277*
D-182	1	249	1281PC	2	761	CR-741	6	2207*
D-197	1	249	6610PC, 6611PC,			<b>MAGUIRE</b>		
SX8L727	5	1909	661PC	1	270	500BI, 500BW, 500DI,		
SX11L719	5	1911	6614, 6615, 6616,	1	260	500DW	1	269
SX14L721	5	1956	6617PC, 6619	1	260	561BI, 561BW, 561DI,		
SX19L720	5	1957	<b>LEWYT</b>			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,			<b>LEXINGTON</b>			700A, 700E	1	268
5A-154	1	15	6545	1	15	<b>MAJESTIC</b>		
5A-190	1	11	<b>LIBERTY</b>			4PI	5	1986
5B-160	1	18	A6K, A6P	1	264	5A410, 5A430	1	273
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	<b>LINCOLN</b>			5AK780	2	785
5D-250, 5D-251	2	570	S13L-N	1	185	5C-2, 5C-3	4	1609
5D-455	2	572	<b>LINCOLN (Allied Radio Corp.)</b>			5LA5, 5LA6	3	1251
5F-565	2	574	5A-110	1	28	5LA7, 5LA8	3	1252
5J705	4	1805	<b>LYRIC</b>			6FM714	2	788
5K715	4	1806	546T, 546TY, 546TW	1	73	6FM773	2	787
6A-122	1	254	<b>MADISON-FIELDING</b>			7C432, 7C447	1	274
6A-127	1	261	FM-15	6	2410*	7FM877, 7FM888	2	787
6A-195	1	16	<b>MAGIC TONE</b>			7JK777R	2	788
6B-122	1	254	500, 501	1	19	7JL866	2	786
6B-127	1	261	<b>MAGNAVOX</b>			7P420	2	789
6C-225	2	578	Chassis			7S433, 7S450, 7S470	2	790
6D-225, 6D-226	2	578	CMUA-422AA	5	1961	7YR752	2	791
6D-235	2	745	CMUA-435AA,			7YR753, 7YR772	2	789
6D-360	2	649	CMUA-436AA	5	1961	8FM744, 8FM775,		
6G-400	3	1249	CMUA-440AA,			8FM776, 8FM899	2	792
6H-580	3	1246	CMUA-441AA,			8JL885	2	793
6K716	5	1956	CMUA-442AA	6	2167*	88452, 88473	1	273
7B-220	2	754	CMUA-455AA,			12FM475, 12FM778,		
7D-405	2	774	CMUA-456AA	5	1961	12FM779, 12FM895	2	794
8B-210	1	258	CMUA-477AA	6	2230*	20FP88, 20PP89,		
8D-340	2	645	CR-101, CR-101M	1	262	(Radio Ch.)	4	1610
8G-200, 8G-201	3	1247	CR-108M	1	266	21P62, 21P63,		
10B-249	2	775	CR-122	1	268	(Series 110, 111)	5	1966
11C-300	2	645	CR-187, CR-188	1	263	80FMP2	4	1610
11D-302	2	597	<b>MAGNAVOX</b>			<b>Chassis</b>		
12H610	4	1807	CMUA-422AA	5	1961	5B01A, 5B05A	2	765
19F-492, 19F-497,			CMUA-435AA,			6B02D	2	786
19F-498	2	776	CMUA-436AA	5	1961	6B11D	2	787
20H611	4	1807	CMUA-440AA,			7B04A	2	791
93-326	4	1808	CMUA-441AA,			7B09A, 7B09A1	2	789
948445	5	1559	CMUA-442AA	6	2167*	7C11D	2	787
945X702	6	2313*	CMUA-455AA,			7C25A	2	788
			CMUA-456AA	5	1961	8B06D, 8B07D, 8B08D,		
			CMUD-477AA	6	2230*	8C07D	2	792
			CR-101, CR-101M	1	262	12B26E, 12C22E	2	794
			CR-108M	1	266	4501, 4504	1	272
			CR-122	1	268	4506	2	614
			CR-187, CR-188	1	263	4702, 4703	2	790
						4705	2	789
						4706, 4707	1	274
						4708R	2	788

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<b>MAJESTIC (cont'd)</b>			<b>MERCURY (cont'd)</b>			<b>MOTOROLA (cont'd)</b>		
4810	1	273	2701	5	1993	CTM4,A	6	2171*
4810B	2	793				CTM6	6	2285*
41201	2	794	Chassis			FD-6,FD-7	1	279
<b>MALLORY</b>			155	4	1615	GMT2M,HJ2M,HN2M	4	1624
<b>TV-101</b>			200-11	4	1616	HN4M6	5	1977
<b>MANTOLA</b>			<b>MIDLAND</b>			HN53M6	5	1977
R459	1	118	M6B	1	278	KR2M	4	1624
R643	1	4	<b>MIDWEST</b>			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	PCS	1	279
R664PM,PV,W	2	795	RN-16	5	1969	PD2M	4	1624
R7543	1	73	RT-16	2	808	SR0B	3	1260
R75143	2	574	S8,ST8	1	282	SR1B	3	1282
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	<b>MINERVA</b>			VF102,VF102A,		
R76262	2	797	L-702	1	171	VF102C	2	814
R76162	2	798	L-728	1	19	VF103,VF103M	3	1261
24B6	2	574	W-117	1	6	VK101,VK101M	2	814
92-529	4	1611	W-117-3	1	11	VT101	2	814
<b>MASCO</b>			W-702-B	1	171	Y14P3-1,-2,Y14P4-1	6	2349*
AFR	6	2328*	W710,W710A	1	281	Y14P5-1,-2,-3,Y14P6-1	6	2349*
AMF,AMP	6	2231*	W-728	1	19	Y14P7-1,-2,Y14P8-1,-2	6	2349*
RK-58LR	4	1612	410,411	2	810	Y14P10-1,-1A,-2,-2A,		
<b>MASON</b>			702H,702H-1	2	810	Y14P11-1,-1A,-2,-2A	6	2345*
45-1A,45-1B,45-1P	1	73	729	2	704	Y17P1-1A,-2A	6	2388*
45-3,45-4,45-5	1	73	<b>MITCHELL</b>			Y17P2-1A	6	2388*
<b>MATTISON</b>			1254	4	1617	Y17T27CH,Y17T28-1,-2,-3	6	2355*
630DXM,630MDXL	5	1967	1278	5	1970	Y17T30CHA,		
<b>MAYFAIR</b>			1287	5	1971	Y17T31GPA	6	2388*
510,510W	2	799	<b>MONITOR</b>			Y21C7BG,MG	6	2324*
520,520W	2	799	M510	2	811	Y21CT2B,M	6	2355*
530,530W	2	799	M3070	2	812	Y21F5,B (Radio Ch.)	5	1937
550,550W	2	799	RA50	2	813	Y21F8B,BA,W,WA	6	2388*
<b>MECK</b>			TA56M,TW56M	1	129	Y21K45B,BA,M,MA	6	2324*
CD-500,CE-500	2	800	<b>MONITORADIO</b>			Y21K53B,BA,M,MA	6	2324*
CR-500	2	801	AR-1,AR-3	4	1618	Y21K54B,M	6	2324*
EF-730,EG-731	3	1253	AR-4	6	2182*	Y21K56B,M,		
MM510T,MM512T,			DR-300	5	1972	Y21K57B,M,MCH	6	2324*
MM516C,MM516T	3	1254	M-51A	4	1619	Y21K58B,M,		
PM-5C5-DW10,			M-101	4	1618	Y21K59M,MCH	6	2324*
PM-5C5-PW10	1	6	MR-10	6	2348*	Y21K67B,M	6	2388*
RC-5C5-P	1	6	MR-32	5	1973	Y21K70B,M	6	2388*
RC-6A7-P6	2	802	MR-33	6	2348*	Y21K73B,BA,M,MA	6	2388*
XCB,XQA,XQR,XRA,			<b>MONTGOMERY WARD (See Airline)</b>			Y21K75B,BA,CW,CWA,		
XRPT,XSA,XSPT,XTA,			<b>MOPAR</b>			M,MA	6	2388*
XTR,XX900	3	1254	600,601,602	1	112	Y21K76B,BA,CW,CWA,		
4C7	2	803	620,621	6	2307*	M,MA	6	2388*
6A6-W4	1	187	802	1	111	Y21K77B,M	6	2388*
9030	5	1968	802 Revised	1	111	Y21K80C,CWA,		
<b>MEDCO (See Teleonic)</b>			805	3	1258	Y21K81B,M	6	2388*
<b>MEISSNER</b>			808,809	3	1259	Y21T32B,BA,CH,CHA,		
4E	4	1613	812	4	1620	MGA	6	2324*
8BT	4	1614	814	4	1621	Y21T33B,BG,CH,MG	6	2324*
8C	2	804	819	4	1620	Y21T34B,BA,M,MA	6	2324*
9AJ	3	1255	829	5	1974	Y21T35B,M,		
9-1085	1	6	830	5	1975	Y21T35B,M	6	2324*
9-1091A,9-1091B	2	806	<b>MOTOROLA</b>			Y21T37B,M	6	2387*
9-1091C	3	1256	BK2M	4	1622	Y21T40BG,BGA,		
9-1093	2	806	BK-6	1	279	MG, MGA	6	2388*
16A	3	1257	CR-6	1	280	Y21T42B,BA,M,MA	6	2388*
2961 Series	2	807	CR-76	2	815	Y21V1W,WA	6	2388*
<b>MERCURY (Pacific Mercury)</b>			CTM3	5	1976	Y24K13B,M	6	2324*
2081,2181 (Radio Ch.)	4	1615	CT1M	4	1623	Y24K14B,M	6	2324*
2217,2218,8,2224,			CT2M	4	1622	Y24T5BG,MG	6	2324*
2284	4	1616	CT-6	1	279	Y24T6B,M	6	2324*
			CT52M6	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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<b>MOTOROLA (cont'd)</b>			<b>MOTOROLA (cont'd)</b>			<b>MOTOROLA (cont'd)</b>		
YA24T6B,M	6	2324*	62C1,62C1A,62C2,62C2A,			HS-58	2	820
5C1,5C2,5C3,5C4,			62C3,62C3A	4	1630	HS-59	2	822
5C5,5C6	3	1262	62CW1	4	1631	HS-60	2	817
5H11U,5H12U,5H13U	3	1263	62-E	1	305	HS-63	2	819
5M,5M-12	6	2144*	62-F1	1	312	HS-64	2	823
5X11U,5X12U,5X13U	3	1264	62LU,62L2U,62L3U	4	1632	HS-69	2	821
5X21U,5X22U,5X23U	3	1265	62X11U,62X12U,			HS-72	2	816
6F11,6F11B	3	1266	62X13U	4	1633	HS-87	2	828
6L1,6L2	3	1267	62X21	5	1982	HS-89	2	823
6TAS8	6	2144*	63-A,63-E	1	305	HS-91	1	315
6X11U,6X12U	3	1268	63L88	5	1983	HS-94	2	669
7F11,B	3	1269	63L1,63L2,63L3	5	1984	HS-97	2	823
7MX	6	2353*	63X1,A,63X2,63X3	5	1986	HS-98	2	826
8FM21,8FM21B	3	1270	63X21	5	1986	HS-102	2	823
9FM21,9FM21B	3	1271	64X1,64X2	5	1987	HS-108	2	814
9-24,9-24A	1	285	65F11,65F12	1	303	HS-119	2	824
9-44	1	288	65F21	1	309	HS-122	2	820
16-C	1	284	65L1,65L2	6	2172*	HS-124	2	819
16F1,BH,H	3	1280	65T21,65T21B	1	310	HS-125	2	818
17-D	1	287	65X11,65X11A,65X12,			HS-127,HS-127A	2	825
17F1A,B,BA,			65X12A,65X13,			HS-128,HS-132,HS-133	2	827
17F2W,WA	3	1281	65X13A,65X14,			HS-137	2	814
17F3B,BA,17F4,A,			65X14A,65X14B	1	19	HS-144	2	825
17F5A,B,BA	3	1281	66C1,66C2	6	2236*	HS-150,HS-155	2	827
17F11(Radio Ch.)	4	1626	66X1,66X2	6	2214*	HS-158	2	869
17F12A,B,BA	4	1626	67C1,67C2	6	2236*	HS-168	3	1277
17F13,B,17F13BC,			67F11,67F12,67F12B	2	819	HS-170	3	1278
17F13C	4	1626	67F14	2	820	HS-175	3	1275
18-O,18-B	1	289	67F16BN	2	821	HS-180	3	1273
21F1,B	4	1627	67L11	2	822	HS-181	3	1276
21F5,B(Radio Ch.)	5	1978	67X1,67X2	6	2206*	HS-192	3	1274
25-F	1	290	67X11,67X12,67X13	2	820	HS-210	3	1272
26-C,26-C7	1	291	67XM21	2	823	HS-226	3	1267
27-D,27-D6	1	293	68F11,68F12,68F14,			HS-228	3	1262
28-O,28-B,28-B6	1	291	68F14B,68F14M	2	819	HS-230	3	1279
30-P	1	291	68T11,68X11,68X11A,			HS-234	3	1280
35-F	1	294	68X12,68X12A	2	825	HS-243	3	1264
35-N	1	292	69L11	3	1275	HS-244	3	1263
36-C1,36-C2	1	296	69X11,69X121	3	1276	HS-245	3	1268
37-D1,37-D2	1	295	71-A	1	313	HS-246	3	1271
38-O	1	291	72-C	1	311	HS-247	3	1270
39-B1,39-B2	1	291	72XM21,72XM22	4	1634	HS-253	3	1281
40-P	1	285	75F21	1	315	HS-258	3	1262
43-H	1	297	75F31,75F31A,			HS-259	3	1265
44-K	1	298	75F31B	2	826	HS-261	3	1281
45-B12	1	158	76F31	2	826	HS-262	3	1262
45-N	1	299	77FM21,77FM22,			HS-264	3	1266
47B11	2	816	77FM22M,77FM22WM,			HS-265	3	1269
51-A,51-C	1	73	77FM23	2	823	HS-270,HS-271,HS-272	3	1262
51F11	1	300	77XM21,77XM22,			HS-299	4	1630
51F12	1	301	77XM22B	2	823	HS-302	4	1626
51R11	1	300	78F11,78F11M,78FM12M,			HS-303	4	1634
52-C	1	73	78FM21,78FM21M,			HS-308	4	1632
52C1,52C1A,52C6	4	1628	78FM22M	2	827	HS-309,HS-310	4	1628
52H11U,52H12U,			79XM21,79XM22	3	1277	HS-313	4	1629
52H13U,52H14U	4	1629	81-C	1	306	HS-314	4	1633
53-A,-C	1	73	81F21,81F22	1	308	HS-316	4	1627
53H1,53H2,53H3,53H4	5	1978	81K31	1	316	HS-319	4	1626
53LC1,53LC2,53LC3	5	1980	82-A	1	317	HS-324	4	1631
53X1,53X2,53X3,53X4	5	1981	83F1	1	312	HS-326	5	1982
54-A,-C	1	73	83K1	1	321	HS-335	5	1985
55F11	1	303	85F21,85K21	1	309	HS-336	5	1981
55X11	1	302	88FM21	2	827	HS-337	5	1979
55X11A	1	304	93F1	1	312	HS-347	5	1980
55X12	1	302	95F31,95F31B,95F33	1	320	HS-361	5	1984
55X12A	1	304	99FM21R	3	1278	HS-385	5	1986
55X13	1	302	101F21,101R21	1	319	HS-415	5	1983
55X13A	1	304	103CK2	1	318	HS-440	5	1987
56W1,B	6	2206*	103F,103F2	1	312	HS-455	6	2172*
56X1,56X2,56X3	6	2214*	103K1	1	322	HS-456	6	2206*
58X11	2	669	107F31,107F31B	2	828	HS-458	6	2236*
57W1,B,MC	6	2206*	250,251	1	325	HS-477	6	2214*
57X1,57X2	6	2206*	395,395-12	5	1988	HS-478	6	2214*
57X11,57X12	2	817	396,396-12	6	2264*	HS-525,HS-526	6	2206*
58A11,58A12	2	669	401A,412	4	1635	HS-529	6	2236*
58X11,58X12	2	818	506,506-12	6	2286*	CE	3	1260
59H11U,59H12U	3	1272				QTS-502,Y	5	1978
59X11,59X121	3	1273				R16M6	5	1977
59X21U,59X22IU	3	1274				TS-3,TS-5,TS-7	2	814
60-XW	1	301				TS-8	3	1261
61-A,61-B	1	305				TS-422Y	6	2355*
61-C,61-D	1	306				TS-423Y	6	2349*
61-E	1	305				TS-425Y	6	2358*
61-F	1	307				TS-426Y	6	2388*
61T21	1	308				TS-428Y	6	2388*
61T23	1	314				TS-537Y,TS-538Y	6	2324*
61X11,61X12,61X13	1	301				TS-539Y	6	2324*
62-A,62-B	1	305				TS-542Y	6	2388*
			<b>Chassis</b>					
			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-38,HS-39	1	320			
			HS-50	1	304			
			HS-52	1	309			

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<b>MOTOROLA (cont'd)</b>			<b>OLYMPIC (cont'd)</b>			<b>PHILCO (cont'd)</b>		
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, TS-539Y	6	2324*	8-925,8-934,8-936	2	841	CR-501,CR-503, CR-505	3	1288
VTS-538Y,VTS-539Y	6	2324*	9-435V,W	4	1641	E-748	6	2392*
WTS-423Y,WTS-425Y	6	2349*	17K41,17K42, 17K50(Radio Ch.)	4	1642	E-818	6	2392*
WTS-537Y,WTS-538Y	6	2324*	20K43,20K51,21K61, 21K62,21K63B	4	1642	E-976	6	2380*
WTS-539Y	6	2324*	21K223,21K225	6	2150*	E4208S	6	2370*
WTS-544Y	6	2388*	21K239	6	2150*	E4605,C,T	6	2370*
1B	3	1282	51-421W	4	1643	E4607,L,T	6	2370*
<b>MURPHY</b>			110	6	2246*	E6606	6	2370*
113,122	1	258	489	4	1644	E6608TN	6	2370*
<b>NATIONAL</b>			505,B	5	1992	E6610L,M	6	2370*
Criterion	5	1989	572B,M	5	1992	RT-14	5	2002
HRO-50	3	1283	574	6	2150*	UE4202,UE4203	6	2336*
HRO-50R1	4	1636	575	6	2150*	UE4204,L,UE4205L,M	6	2336*
HRO-60	4	1837	576,577	6	2150*	UE4206S,SD,SL,STM	6	2336*
NC-33	2	829	<b>PACKARD BELL</b>			UE4207SC	6	2370*
NC-46	1	326	5DA	1	73	UE4208S	6	2370*
NC-57	2	830	5D8	2	574	UE4600,UE4601SL,SM	6	2336*
NC-98	5	1990	5FP	1	73	UE4602,L,TL,TM	6	2336*
NC-108R,NC-108T	2	831	5RC1	6	2367*	UE4603L,M,UE4604, HM	6	2336*
NC-125	4	1638	5RC3,5RC4	6	2367*	UE4605,C,T	6	2370*
NC-2-40DR, NC-2-40DT	2	832	10RP1,10RP2	6	2247*	UE4606L,M,T,TL	6	2336*
SW-54	4	1639	11RP2	6	2247*	UE4607,L,T	6	2370*
<b>NATIONAL UNION</b>			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-619	1	189	561,563	1	330	UE4614S,SL	6	2336*
<b>NEWCOMS</b>			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	UE8200	6	2336*
<b>NORDIC</b>			661	1	331	UE8404M,L	6	2336*
501F55	6	2149*	662	1	332	UE8602L,M,T,TL	6	2336*
<b>OLDSMOBILE</b>			673A,673B	2	843	UE8604L,M,T	6	2336*
982160	1	323	682	2	844	UE8606	6	2370*
982282	1	327	771	2	845	UN6-100	1	336
982375	1	323	861	1	332	UN6-450,UN6-500	1	335
982543,982579	4	1640	872	2	846	UT-21A	5	2003
<b>OLYMPIC</b>			880,880A	2	843	UT-21B	5	2004
"Cremona" 5804T/W	6	2402*	881A,881B	2	847	18BU3000,18BU3001	5	1995
"Cremona" 5805T/W	6	2402*	884,892	3	1284	18BU3002	5	2005
"Kolbold" 5720W	6	2404*	1052	1	334	18BU3100,L,HM	5	1995
"Magnet" 5735W	6	2402*	1054B	1	337	18BU3102,L	5	2005
"Meteor" 5781W	6	2407*	1063	1	272	18BU3104	5	1995
"Moderna" 5783W	6	2407*	1181,1181A	3	1285	18D3020UC,UG,UM	6	2192*
C21BG15,C21BG16	6	2246*	1273	2	848	18D3122U	6	2192*
C24BH22,C24BH24	6	2246*	1472	2	849	22BU4000	5	1995
HF500	5	1991	2301-TV(Radio Ch.)	3	1286	22BU4002,22BU4004	5	2005
K21BG12,K21BG13, K21BG14	6	2241*	2303(Radio Ch.)	3	1286	22BU4008,22BU4009	5	1995
K24BH31,K24BH32, K24BH33	6	2246*	2311,2811A(Radio Ch.)	4	1645	22BU4100,L, 22BU4101	5	1995
T21BG10	6	2246*	2801-TV, 2801A-TV(Radio Ch.)	3	1286	22BU4102,L, 22BU4106	5	2005
6-501,6-501VU, 6-501WU	1	328	2803TV	3	1287	22BU4108	5	1995
6-502,6-502P,6-502U	1	328	<b>PEDERSON</b>			22BU4109HM	5	2006
6-503	1	328	AFM-2A	6	2248*	22BU4110,L	5	1995
6-504,6-504L	1	6	<b>PENTRON</b>			22BU4302	5	2005
6-601V,6-601W,6-602	1	329	AFM	5	1994	22BU4303	5	1995
6-604 Series	2	833	<b>PHILCO</b>			22BU4304,22BU4306, 22BU4307HM	5	2005
6-606,6-606A,6-606U	1	272	A-T2294	4	1046	22BU4308	5	1995
6-617,6-617U	1	329	A-UT2272	5	1995	22C4016,22C4020	5	2006
7-421V,7-421W,7-421X	2	834	B570,B574	5	1996	22C4119,22C4120,L	5	2006
7-435V,7-435W	2	834	B652	5	1997	22C4123,22C4124,L	5	2006
7-526	2	704	B714,X	5	1996	22C4126,L,22C4128M, 22C4129	5	2006
7-532V,7-532W	2	833	B956	5	1998	22C4132L	5	2006
7-537	2	835	B1349,B1352	5	1999	22C4310,L,22C4312,L	5	2006
7-622,7-638	2	774	B1752,B1753	5	1999	22D4029G,L,22D4030E, L,UE,UL	6	2192*
7-724,7-728	2	836	B1756	5	2000	22D4033G,L	6	2192*
7-925,7-934,7-936	2	837	C-686 (Codes 121 & 125)	6	2141*	22D4034,L	6	2215*
			C687	5	2001	22D4041,L	6	2215*
			C1348	5	1999	22D4131,L	6	2192*
			C-4608	1	111	22D4134,L	6	2215*
			C-4608 Revised	1	111			
			CR-2	2	850			
			CR-4,CR-6	2	851			

\* Signifies Coverage in this Volume



Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
<b>PHILCO (cont'd)</b>			<b>PHILCO (cont'd)</b>			<b>PHILCO (cont'd)</b>		
22D4135	6	2192*	42-400	1	338	49-1405	2	885
22D4136,L,U,UL,XL, XW	6	2192*	42-706	1	343	49-1475,49-1480 (Codes 121A or B, 123A or B, 123TA or B)	3	1292
22D4137,L, 22D4138,L,U,UL	6	2192*	42-724	1	360	49-1600,49-1601, 49-1602,49-1603, 49-1604,49-1605	2	886
22D4139,L,UX,UXL	6	2192*	42-730	1	366	49-1606,49-1607	2	883
22D4140,L	6	2215*	42-760,42-761,42-762	1	359	49-1613	3	1293
22D4144,L	6	2215*	42-788	1	356	50-T701,50-T702	4	1647
22D4150,L,U,UL	6	2192*	42-1002	1	362	50-T1104,50-T1105, 50-T1106	3	1294
22D4151,L,22D4152, HM,M	6	2192*	42-1003,42-1006	1	367	50-T1400,50-T1401, 50-T1402	3	1294
22D4153,L,X,XL, 22D4154,U	6	2215*	42-1008,42-1009M, 42-1009W	1	365	50-T1403,50-T1404, 50-T1406 (Codes 123, 124, 125)	3	1294
22D4155,L	6	2192*	42-1012,42-1013M, 42-1013W	1	368	50-T1406 (Codes 121 & 122)	3	1294
22D4156,L,22D4157	6	2215*	42-1015,42 1016	1	338	50-T1430	3	1294
22D4158,U	6	2192*	46-131	1	370	50-T1432 (Code 122)	3	1294
22D4159,22D4160,L, X,XL	6	2215*	46-131 Revised	2	854	50-T1432 (Code 124)	3	1294
22D4161,L,22D4165	6	2215*	46-132	1	371	50-T1476,50-T1477, 50-T1478,50-T1482	3	1295
22D4170,L,22D4171,L, 22D4172,L	6	2192*	46-142	2	854	50-T1481,50-T1482, 50-T1484	3	1295
22D4320L,M,T,W	6	2192*	46-200,46-200-I, 46-201,46-202, 46-203	1	173	50-520,50-520-I	3	1296
22D4321L,M,T,W	6	2192*	46-250,46-250-I, 46-251	1	372	50-522,50-522-I, 50-524	3	1297
22D4324HM,M	6	2215*	46-350	1	373	50-528	3	1298
22D4328	6	2215*	46-420,46-420-I	1	377	50-620	3	1299
22D4420,L,22D4422	6	2215*	46-421,46-421-I	1	374	50-621	3	1300
22D5100,22D5102,L,M	6	2203*	46-427	1	375	50-920,50-921,50-922	3	1301
24BU6106,L	5	2005	46-480	1	376	50-925,50-926	3	1302
24B6300	5	2005	46-1201	1	379	50-1420,50-1421, 50-1422,50-1423	3	1303
24C6005	6	2192*	46-1203	1	378	50-1720	3	1304
24C6010,24C6012	6	2154*	46-1209	1	380	50-1721,50-1723, 50-1724	3	1306
24C6105M,24C6108	6	2192*	46-1213	1	382	50-1727	3	1306
24C6109,L,24C6110,L	6	2154*	46-1226	1	380	51-T1443PL,PM, PW (Radio Ch.)	3	1307
24C6112	6	2154*	47-204,47-205	2	745	51-T1872,51-T1874,L, 51-T1875,51-T1876	3	1308
24C6310	6	2154*	47-1227	2	855	51-T2175,51-T2176	3	1309
24D6018	6	2215*	47-1230	2	856	51-530	3	1310
24D6120L,M, 24D6122L,M	6	2215*	48-141,48-145	2	857	51-629	3	1311
39-40,39-45	1	339	48-150	2	858	51-631	3	1312
39-55	1	342	48-200,48-200-I, 48-206,48-214, 48-225,48-230	2	560	51-632	3	1311
39-116	1	342	48-250,48-250-I	2	859	51-930,-931,-932	4	931
39-770	1	338	48-300,48-360	2	860	51-934	3	1313
40-110	1	341	48-460,48-460-I	2	861	51-1330	4	1649
40-130,40-135, 40-140,40-145	1	340	48-461	2	859	51-1730,(L)	4	1650
40-150,40-155	1	344	48-464	2	862	51-1731,51-1732	3	1314
40-158	1	348	48-472-I	2	863	51-1733,(L), 51-1734	4	1651
40-160,40-165	1	345	48-472 Revised	2	864	52-540,-I,52-541,-I, 52-542-I	4	1652
40-170CS	1	340	48-475	2	885	52-640,-641	4	1653
40-180,40-185,40-190	1	344	48-482	2	886	52-643	4	1654
40-195,40-200,40-201	1	338	48-485	2	867	52-940,-941,-942	4	1655
40-205,40-215, 40-216,40-217	1	342	48-1201	2	868	52-944	4	1656
40-503,40-506,40-507	1	340	48-1253	2	869	52-1340	4	1649
40-516	1	342	48-1256	2	870	53-T2295, T2286, T2287	4	1646
40-525,40-526,40-527	1	340	48-1260	2	868	53-561,-562	4	1657
40-710,40-715	1	351	48-1262	2	867	53-563	4	1658
40-725,40-748,40-755, 40-756,40-780	1	349	48-1263	2	871	53-566	4	1659
40-2710	1	351	48-1264	2	872	53-651	4	1653
40-2725,40-2780	1	349	48-1266	2	856	53-652	5	1997
41-230,41-235	1	350	48-1270	2	873	53-656,-658	4	1660
41-250,41-255	1	353	48-1274,48-1276	2	874	53-702,-706,-707	4	1657
41-260,41-265	1	352	48-1282	2	887	53-800,-804	4	1661
41-280,41-285, 41-287,41-290	1	353	48-1284	2	872	53-950,-952,-954	4	1662
41-295	1	338	48-1286	2	856	53-956	5	1998
41-296	1	353	48-1270	2	873	53-958	4	1663
41-300,41-315X	1	338	48-1260	2	868	53-960	4	1664
41-316	1	342	48-1262	2	867	53-1350,-1750	4	1665
41-608,41-609	1	355	48-1263	2	871	53-1754	4	1666
41-810,41-811	1	353	48-1264	2	872	<b>Chassis</b>		
41-816	1	342	48-1266	2	856	R-181U,D-181	5	1995
41-629	1	353	48-1270	2	873	R-191U,D-191	5	2005
41-712,41-713	1	354	48-1274,48-1276	2	874	R-201,D-201	5	1995
41-714	1	346	48-1282	2	887	R-207,D-208	5	2005
41-722,41-745, 41-758,41-759	1	347	48-1284	2	872	TV-123U	6	2303*
41-788	1	356	48-1266	2	856	TV-300U,TV301U	5	2008
42PT-2,42PT-4, 42PT-7	1	343	48-1268	2	856			
42-121	1	363	48-1270	2	873			
42-122	1	358	48-1274,48-1276	2	874			
42-123	1	361	48-1282	2	887			
42-124,42-125,42-126	1	364	48-1284	2	872			
42-35	1	357	48-1266	2	856			
42-380	1	363	48-1270	2	873			
42-395	1	383	48-1274,48-1276	2	874			
			48-1282	2	887			
			48-1284	2	872			
			48-1266	2	856			
			48-1270	2	873			
			48-1274,48-1276	2	874			
			48-1282	2	887			
			48-1284	2	872			
			48-1266	2	856			
			48-1270	2	873			
			48-1274,48-1276	2	874			
			48-1282	2	887			
			48-1284	2	872			
			48-1266	2	856			
			48-1270	2	873			
			48-1274,48-1276	2	874			
			48-1282	2	887			
			48-1284	2	872			
			48-1266	2	856			
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			48-1274,48-1276	2	874			
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			48-1266	2	856			
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			48-1274,48-1276	2	874			
			48-1282	2	887			
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			48-1266	2	856			
			48-1270	2	873			
			48-1274,48-1276	2	874			
			48-1282	2	887			
			48-1284	2	872			
			48-1266	2	856			
			48-1270	2	873			



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<b>PHILCO (cont'd)</b>			<b>PURITAN</b>			<b>RCA VICTOR (cont'd)</b>		
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	388	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*	<b>RCA VICTOR</b>			V-205	1	447
7L71	6	2370*	A55	3	1317	V-209,V-210	1	142
7L71U	6	2370*, 2371*	A-82	4	1669	V-215,V-219, V-221,V-225	1	142
7P50AU,U,7P51AU,U	6	2336*	A-106	3	1318	V-300,V-301,V-302	1	447
<b>PHILHARMONIC</b>			A-108	4	1670	V-405	1	447
100C	2	887	BK-42,BT-42	1	427	VHR-202,VHR-207	1	447
100T	2	888	BX6	3	1319	VHR-212	1	142
149C,249C	2	889	BX55,BX57	3	1320	VHR-307,VHR-407	1	447
349C	2	890	B-52	1	419	X-55,X-60	1	107
920,924	5	2007	E-80	1	43	X711	3	1322
5000,5200,5201,5250	4	1530	HF-2,HF-4	1	390	1R81	4	1673
5400,5401,5450	4	1530	HF-6,HF-8	1	401	1X591,1X592	4	1671
5600,5801,5650	4	1530	K-50	1	107	2EX63	4	1674
5700,5700RT,5701, 5750,5750RT	4	1530	K-60	1	434	2C521,2C522, 2C527	4	1675
5800	4	1530	K-81	1	107	287	5	2014
8810	1	196	K-62,K-81,K-82	1	434	2810	4	1676
8701,8702,8703	1	196	K-105	1	434	2U87	4	1677
8710,8711,8712	1	196	M-50,M-60	1	409	2X61,2X62,2X621	4	1678
9120,9121,9820,9821	5	2007	M-70	1	439	2XF91,2XF931, 2XF932,2XF933, 2XF934	4	1679
<b>PHILLIPS PETROLEUM CO.</b> (See Woolaroc)			MI-12107	5	2012	3BX671	6	2262*
<b>PILOT</b>			PX600	4	1671	3RF91	5	2016
AF-605	4	1667	Q-11,Q-12	1	397	4C671,4C672	5	2017
AF-723,U	5	2008	Q-14,Q-14E, Q-15,Q-15E	1	412	4T141	3	1323
AF-724	6	2226*	Q-16,Q-16E,Q-17	1	416	4X641	5	2018
AF-821A,U	4	1688	Q-18	1	398	4X661	5	2019
AF-824	5	2009	Q-22,Q-22A	1	391	4X511	5	2020
AF-825	8	2146*	Q-23	1	416	5BX41	5	2021
AF-850	6	2146*	Q-24	1	391	5C581	9	2022
AF-880	5	2010	Q-25	1	420	5C591,5C592	5	2022
FM-807	5	2011	Q-26	1	396	5Q5,5Q6,5Q8	1	398
HF-56	6	2146*	Q-27	1	420	5Q12,5Q12A	1	400
T-411-U	1	381	Q-30,Q-31	1	423	5Q65,5Q66,5Q66	1	398
T-500	1	73	Q-33	1	399	5X580,5X582,5X583	5	2023
T-510,T-511	1	381	Q-44	1	426	6BY4A,B	6	2222*
T-521	1	383	QB-1,QB-2	1	391	6HF1,6HF2	6	2265*
T-530	1	393	QB-3	1	399	6HFS	6	2232*
T-801	2	614	QB-5	1	397	6QU	1	400
T-741	2	891	QB-6,QB-9	1	391	6Q1,6Q4,6Q4X	1	402
<b>POLICALARM</b>			QH-51C	1	428	6Q7,6Q8,6QK8	1	400
PR-8	3	1315	QK-23	1	392	6T84	3	1323
PR-9	6	2329*	QU-2C,QU-2M	1	392	6XD5	6	2193*
PR-31	3	1316	QU-3C,QU-3M	1	396	7BT10K	6	2254*
<b>PONTIAC</b>			QU-5	1	392	7BX8J,7BX8L	6	2305*
983667	1	384	QU-7,QU-8	1	407	7BX9H	6	2305*
983679	1	386	QU-51M	1	428	7HFR-1	6	2344*
983680	1	394	QU-52C,QU-52M	1	392	7QB,7QBK	1	403
983775	1	386	QU-55	1	430	7Q4,7Q4X,7QK4	1	405
983910	1	108	QU-56C,QU-56M	1	432	7T143 (Radio Ch.)	3	1327
983911	1	386	ST-1	5	2012	8BT10K	6	2254*
984170	1	108	SVT-1	5	2013	8EX6,8EX65	2	895
984171	1	386	T-55,T-56,T-60, T-62,T-63	1	107	8C7EE,FE,LE	6	2330*
<b>PORTO BARDIO</b>			T-64,T-65,T-80	1	433	8C8DE,JJ,ME	6	2330*
PA510,PB520	2	892	TA-128,TA-129, TA-169	3	1321	8QB,8QBK	1	403
<b>PREMIER</b>			TRK-5	1	395	8Q1	1	406
15LW	1	127	TRK-9,TRK-12	1	410	8Q2	1	404
<b>PURE OIL (See Puritan)</b>			TRK-90,TRK-120	1	410	8Q4	1	406
			TT-5	1	395	8QU5C,8QU5M	1	404
			U-10,U-12,U-20	1	107	8RT1,8RT2,8RT4, 8RT5,8RT6	2	896
			U-25,U-26	1	395	8RF13	6	2344*
			U-30	1	414	8TK29 (Radio Ch.)	3	1324
			U-40,U-42,U-43	1	107	8TK320	3	1324
			U-44,U-45	1	425	8TR29	3	1324
			U-50	1	400	8TV321,B,8TV323,B	3	1325
			U-70	4	1672	8V90,8V91	2	897
			U-115	1	443	8V111,8V112	2	897
			U-119	1	395	8X8D,J,L,N	6	2331*
			U-121	1	443	8X53	2	898
			U-122E	1	395	9BX56	3	1328
			U-123 (1 band)	1	443	9M1,9M2	1	409
			U-123 (2 band)	1	441	9QK,9Q1	1	408
			U-124,U-125	1	395	9Q4	1	406
			U-126	1	414	9T89	3	1327

\* Signifies Coverage in this Volume







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<b>RCA VICTOR (cont'd)</b>		
RC-616H	2	897
RC-616J,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	138
RC-1037,RC-1037A	1	138
RC-1038,RC-1038A	1	436
RC-1040,RC-1040A	1	435
RC-1040C	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 18X53)	2	896
RC-1064(Model 165X1)	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*
<b>RADIOLA</b>		
61-1,61-2,61-3,61-5	1	397
61-8,61-9	2	898
61-10	1	397
75ZU	2	908
76ZX11,76ZX12	2	909
<b>RADIO CRAFTSMEN (Also See Craftsmen)</b>		
RC-1 (Tuner)	2	910

Name&Model or Chassis No.	Vol. No.	Ding. No.
<b>RADIO CRAFTSMEN (cont'd)</b>		
RC 10	3	1334
10	4	1683
800	4	1684
<b>RADIONIC</b>		
6W	1	167
Y62N,Y728	2	911
<b>RADIO RECEPTOR</b>		
C-1709-P	5	2029
HF155	6	2184*
HF255	6	2237*
HF355	6	2259*
<b>RAY ENERGY</b>		
AD	1	449
AD4	1	453
SRB-1X	1	450
<b>RAYTHEON</b>		
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	1669
UC-2139A,UC-2141A, UC-2142A	5	2030
UC-2144A,UC-2145A	5	2030
UC-2167,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, G, K	6	2151*
5R-10B,5R-11W, 5R-12R	6	2162*
10AXF43	3	1335
<b>Chassis</b>		
4P12,A	5	2033
5D166	6	2162*
9AF25A	6	2032*
21T8	6	2030*
21T11	6	2030*, 2031*
Z1T26AGH	6	2151*
21T193AGH	6	2151*
21T274AGH	6	2151*
24T2	5	2030
24T3	5	2031
<b>RECORDIO</b>		
6B10,6B20,6B30,6B32	1	451
7D42,7D44	2	912
7E40,7E44	2	913
9G10	3	1337
9G40M,9G42	3	1338
9H40B	3	1339
<b>Chassis</b>		
7D1	2	912
<b>REGAL</b>		
BP48	2	914
C-527	4	1691

Name&Model or Chassis No.	Vol. No.	Ding. No.
<b>REGAL (cont'd)</b>		
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
<b>REGENCY</b>		
RC-600	4	1697
<b>REMLER</b>		
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
<b>ROLAND</b>		
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
8XFM	4	1701
8XF3-M,8XF4-M	5	2037
10TF1	5	2038
10XF1	5	2039
10XF2	6	2208*
<b>ROYAL</b>		
AN150	4	1702
<b>SCOTT (E. H.)</b>		
16A	2	927
310	4	1703
510	3	1341
515	4	1704
800-B	1	456
1000	4	1705
1510	4	1706
2000	5	2040
2510	5	2041
9052	5	2042
<b>SCOTT (H. H.)</b>		
310-A	6	2180*
<b>SENTINEL</b>		
L-284I,L-284NA, L-284NI,L-284NR, L-284W	2	928
1U-284GA	2	928
1U-284I,1U-284NA, 1U284NI,1U-284W	1	26
1U-285,1U-285P	1	261
1U-293I	1	459
1U-293CT	2	929
1U-293T,1U-293W	1	459

\* Signifies Coverage in this Volume



Name&Model or Chassis No.	Vol. No.	Diag. No.
<b>SENTINEL (cont'd)</b>		
1U-2941,1U-294N, 1U-294T,1U-294W	1	459
1U-312PG,1U-312PW	3	1342
1U-313I,1U-313W	2	935
1U-314E,1U-314I, 1U-314W	2	928
1U-316PM,1U-316PT	2	937
1U-335PG,PI,PM,PW	3	1343
1U-338-I,1U-338-R, 1U-338-W	3	1345
1U-339-K	3	1345
1U-340-C	3	1345
1U-343	4	1707
1U-344	4	1708
1U-345P	4	1709
1U-416	3	1346
1U-419,1U-420	3	1348
1U-420B	3	1347
1U-423,1U-423B, 1U-423-17	3	1347
1U-424,1U-424-17	3	1347
1U-425	3	1347
1U-428,1U-429,1U-430, 1U-431,1U-432, 1U-435	3	1347
1U-438,1U-439,1U-440, 1U-441,1U-443, 1U-444,1U-446, 1U-447,-A,1U-448, -A,1U-449,-A,1U-450, -A,1U-451,-A	4	1710
1U-520,1U-521, 1U-522,1U-523, 1U-525	5	2043
1U-542	5	2043
1U-562,1U-564	5	2043
1U-581,1U-582, 1U-584,1U-585	5	2044
1U-921,1U-924, 1U-991	5	2045
1U-1202C,1U-1206C, 1U-1208C	6	2243*
1U-1212,1U-1215, 1U-1218	6	2243*
263,264,273	1	459
284GA	2	928
284I,284NA, 284NI,284W	1	26
285P	1	261
289T	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-T,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	2	935
333	2	929
335PG,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
<b>Chassis</b>		
CR-739	6	2207*

**SEYCHELL CARLSON**

Name&Model or Chassis No.	Vol. No.	Diag. No.
418	1	192
427	2	938
437	2	939
447	2	940
458-RD	3	1348
469	3	1349
570	3	1350
<b>SIGNAL</b>		
AF252	2	942
241	2	941
341-A,341-T	2	943
<b>SILVERLINE</b>		
63A,64	5	2046
<b>SILVERTONE</b>		
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
2014,2015,2016, (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

**SILVERTONE (cont'd)**

Name&Model or Chassis No.	Vol. No.	Diag. No.
3150L,3151B,C	5	2054
3170D	5	2054
3175	4	1515
3181,3185	5	2077
3200,3202,3203	5	2055
3276,3277	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
4088A	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
4638,4639	1	461
4648,4649	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
5101A	5	2068
5106,5107,A,5112A,C	5	2068
5113B	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
5681	1	458
5601-A	1	460
5621	1	458
6008,6009	1	464
6011,6012	1	467
6014,6015	6	2244*
6016	1	464
6016(Ch.132.820)	2	944
6018(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	2398
6067	6	2381*
6068	1	464
6068(Ch.528.39800)	6	2398*
6068A	6	2398*
6069	1	464
6069(Ch.528.39800)	6	2398*
6069A	6	2398*
6071	1	6
6072	1	469
6074,6079	1	470
6092,6093	1	466

\* Signifies Coverage in this Volume



Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.	Name & Model or Chassis No.	Vol. No.	Diag. No.
<b>SILVERTONE (cont'd)</b>			<b>SILVERTONE (cont'd)</b>			<b>SILVERTONE (cont'd)</b>		
6100	1	73	7112	1	491	101.810	1	488
6104, 6105	1	466	7115, 7116, 7117	1	490	101.811	1	485
6106A, 6111A	2	965	7167, 7168	1	466	101.813	2	956
6111	1	466	7200, 7202	6	2300*	101.814, 101.814-1A	2	948
6122, 6132	1	464	7210	2	951	101.817	1	463
6136, 6138	1	470	7220	1	475	101.819A	2	952
6146, 6148	1	464	7222	6	2308*	101.820	2	951
6157	1	473	7224	6	2389*	101.821	2	959
6168	1	464	7226 (Ch. 101.819A)	2	952	101.822, 101.822A	2	962
6190	1	474	7226 (Ch. 528.45600)	6	2396*	101.825, 101.825-1A,		
6200-A	1	475	7226	1	410	101.825-1B	1	490
6220, 6220-A	1	475	7228 (Ch. 528.48700)	6	2399*	101.829	2	947
6230, 6230-A	1	477	7230	1	395	101.829-1	3	1362
6285-A	1	478	7245	1	492	101.831, 101.831A,		
6286, 6287	4	1731	7905	1	396	101.831-1	2	961
6293	3	1360	7915	1	408	101.833	2	947
6301	1	474	8005	2	953	101.835	2	952
6303	1	476	8009	6	2406*	101.839	2	957
6320	1	480	8010 (Ch. 132.840)	2	954	101.846	3	1362
6321, 6322, 6323, 6324	1	471	8010 (Ch. 528.50144)	6	2406*	101.852	2	958
6325, 6335, 6336, 6337	1	472	8011, 8012	6	2406*	101.859	3	1368
6346, 6346A	1	472	8020	2	955	101.859 1, 101.859 2	3	1353
6359, 6360, 6361, 6362,			8021, 8022, 6023	6	2408*	101.860	4	1723
6363, 6364	1	472	8024	3	1361	101.860-3	5	2052
6368, 6379, 6380,			8025 (Ch. 478.206-1)	3	1361	101.861, -1	4	1727
6381, 6382	1	472	8025, 8026, 8027			101.864, 101.866	3	1362
6407, 6408, 6409	1	472	(Ch. 528.53090)	6	2403*	110.451, 110.452	1	468
6421, 6424	1	471	8050	2	956	110.454	1	469
6425, 6435, 6436, 6437,			8051	2	957	110.466, 110.466-1	2	949
6438, 6438-A, 6438-B,			8065, 8066	6	2337*	110.473	2	960
6439, 6439-A, 6440,			8080	2	958	132.011, -1,		
6441	1	471	8083, 8083-A,			132.012-1, 132.021	4	1722
6446	1	472	8084, 8084-A	2	947	132.022	4	1725
6447	1	471	8090	2	959	132.024, 1, -2	4	1724
6449	1	460	8100, 8101, 8101-A,			132.026-3	4	1727
6490, 6490-A	1	472	8101-B, 8101-C	2	947	132.028 6	5	2061
6495, 6497	1	472	8103	2	960	132.027	4	1722
6551, 6561	1	482	8105, 8105A	2	947	132.045, -1	4	1515
6621, 6661	1	482	8124, 8125, 8126,			132.053, 132.056	5	2051
6721, 6751, 6751-A	1	482	8127, A, B, C,			132.066	5	2049
6761, 6761-A	1	482	8128, A, B, C	2	961	132.067	5	2065
6921	1	482	8132, 8133	3	1362	132.807-2	2	946
6950	5	2070	8200, 8201	1	475	132.816, 132.816A	1	467
7006, 7007	6	2299*	8210	3	1363	132.820	1	464
7010 (Ch. 132.40000)	6	2314*	8220, 8221, 8222	1	475	132.825-4	1	6
7011, 7012	6	2314*	8224	6	2389*	132.826-1	1	6
7020	6	2335*	8226	6	2396*	132.839	2	953
7021	1	481	8230, 8231	2	952	132.840	2	954
7021, 7022			9005, 9006	3	1364	132.841	2	955
(Ch. 528.46600)	6	2335*	9022	3	1365	132.858	3	1364
7025 (Ch. 132.607-2)	2	946	9101, 9102	2	947	132.871	3	1365
7025, 7026, 7027,			9105	3	1366	132.875	3	1366
(Ch. 526.46700)	6	2319*	9115, 9116	3	1367	132.877	4	1713
7034	1	479	9122	3	1362	132.881	4	1711
7035	6	2350*	9133, 9134	3	1368	132.884, -1, -2	4	1713
7037	1	483	9270	3	1379	132.887	3	1352
7038	1	484	9280	3	1370	132.888	3	1352
7045, 7046	6	2312*	41122, 41292, 41312, A	5	2068	132.889, -2	4	1717
7048	1	483				132.890	3	1357
7049	1	466	<b>Chassis</b>			132.896, -1	4	1712
7053, A, AB, B	6	2372*	100.111	3	1356	132.08500	5	1844
7054 (Ch. 101.808)	1	469	100.174	5	2053	132.09000, 132.09001	6	2198*
7054, A, AB, B			100.176	5	2062	132.39900	6	2299*
(Ch. 528.47300)	6	2372*	100.201	4	1715	132.40000	6	2314*
7057, 7058	6	2356*	100.425-2, -4, -8	5	2077	132.40200	6	2300*
7061, A, 7062, A, 7063	6	2350*	101.660-1A	1	73	132.40500	6	2244*
7065	1	73	101.662-2B,			132.42600	6	2406*
7065 (Ch. 528.47800)	6	2337*	101.662-2D,			135.245	3	1351
7066	1	73	101.662-3C	1	466	434.140	2	950
7066 (Ch. 528.47800)	6	2337*	101.662-4E,			456.150-14, 18, -61	5	2047
7067	1	466	101.662-5F	2	945	456.200-111, -112, -113,		
7067 (Ch. 528.46220)	6	2350*	101.666-1B	1	478	-114, -115, -121, -122,		
7068	1	466	101.672-1A,			-123, -124, 125	5	2056
7068 (Ch. 528.46220)	6	2350*	101.672-1B	1	466	478.206-1	3	1361
7069, 7070	1	483	101.773	2	961	478.222, 478.224	3	1367
7071	1	487	101.800-1,			478.240	4	1718
7080 (Ch. 101.809)	1	486	101.800-1A	1	475	478.257	3	1355
7080 (Ch. 101.809-2)	2	947	101.800-3	1	475	478.289	3	1354
7080-A	2	947	101.801-1A	1	475	478.311	3	1354
7085	2	948	101.802, 101.802-1	1	477	478.319, 478.338	4	1719
7086	2	949	101.807, 101.807A	1	481	528.168	3	1370
7090	1	488	101.808	1	489	528.171-1	3	1359
7100	1	485	101.809	1	486	528.173	3	1358
7102	2	948	101.809 1A,			528.194	4	1721
7103	2	949	101.809-1B	2	947	528.210, -1	4	1720
7104, 7106	1	491	101.809-2,			528.229	4	1728
7111	2	950	101.809-3C	2	947	528.230	4	1726

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<b>SILVERTONE (cont'd)</b>			<b>SONORA (cont'd)</b>			<b>SPARTON (cont'd)</b>		
528.233	4	1729	306	3	1372	8W10	3	1374
528.253,528.254	4	1730	314,315,379	5	2071	8-48	1	499
528.259	5	2055	389,390	5	2072	8-57	2	979
528.261,528.263,-1,-2, 528.264,-1,-2, 528.266,-1	5	2054	401	2	989	9L8A	3	1376
528.268	5	2063	441,442	5	2071	10-77PA	1	504
528.270,528.286	5	2054	458,459	5	2073	12L7	2	978
528.304,-1	5	2059	477,478	5	2071	29U213	5	2074
528.308	5	2058	502	6	2296*	29U273	5	2075
528.307	5	2066	568	6	2332*	417,417A	2	974
528.311	5	2050	585	6	2332*	666A	2	976
528.312,-1	5	2060	604	6	2296*	<b>STARRETT</b>		
528.6286,-1,-3, 528.6287,-1,-3	4	1731	806	6	2323*	Gotham	3	1377
528.6293-2	3	1360	815	6	2323*	John Hancock	3	1378
528.31500,528.31600, 528.31700	5	2066	<b>SOUND, INC.</b>			<b>STEELMAN</b>		
528.33200	5	2069	5R2	2	973	AF1100	4	1733
528.33800,528.33900	5	2068	<b>SPARTAN</b>			3A18U	6	2228*
528.34200	5	2068	Chassis			3AR3	5	2076
528.34600,528.34601, 528.34602,528.34603	5	2068	CR-712	6	2207*	3AR6-1,3AR6U-1	6	2228*
528.34900	5	2067	CR-741AA	6	2207*	3AR8UA-8	6	2228*
528.34900	6	2249*	<b>SPARTON</b>			6000	4	1734
528.39800	6	2398*	4AW17,4AW17A	2	974	<b>STEWART WARNER</b>		
528.39900	6	2381*	5AM26PS	1	500	A51T1,A51T2, A51T3,A51T4	1	515
528.40400	6	2252*	5A116	2	974	A61CR1,A61CR2, A61CR3,A61CR4	2	985
528.40700	6	2398*	5AW06	1	503	A61P1,A61P2,A61P3	2	986
528.45800	6	2398*	5AW16	2	974	A72T1,A72T2, A72T3,A72T4	2	987
528.46000,528.46001	6	2358*	6AM06	2	975	A92CR3,A92CR3S, A92CR6,A92CR6S	2	720
528.46200,528.46220	6	2350*	6AW26PA	1	502	B51T1,B51T2,B51T3	2	988
528.46400	6	2389*	6-66A	2	976	B61T1,B61T2	2	717
528.46600	6	2335*	7AM46,8AM46	1	499	B72CR1	2	990
528.46700,528.46701	6	2319*	10AB78-PA, 10AM78-PA, 10BM76-PA, 10BW76-PA	1	504	C51T1,C51T2	2	989
528.47200	6	2312*	100,101	2	974	R3581,R3589	1	513
528.47300	6	2372*	121	2	977	R3861,R3869	1	513
528.47800	6	2337*	141	2	977	01-5H	1	509
528.48000	6	2308*	141A	3	1373	01-6A,01-6B,01-6C	1	509
528.48700,528.48701	6	2399*	141XX	3	1374	01-6D,01-6DX	1	507
528.53040	6	2408*	150,151,152,155	3	1375	01-6F,01-6F9	1	509
528.53090	6	2303*	1000,1001,1003	2	978	01-6G,01-6GZ	1	507
547.245	3	1389	1005,1006,1007,1008	2	979	01-8C7,01-8C7-Z, 01-9A,01-9A-Z	1	506
549.100-3	4	1716	1010	2	980	010-6AX,010-6BX, 010-6CX	1	509
725.101-1	5	2070	1015	1	504	11-6U,11-6U-Z	1	505
757.110	4	1734	1020,1021,1023	2	978	11-7A1,11-7A9	1	508
757.130	5	2048	1030,1030A, 1031,1031A	2	981	11-8D,11-8F,11-8R	1	510
757.140	5	2064	1051,1052	2	982	11-8R8,11-8R9	1	508
757.150	5	2057	1058,1059,1060, 1061,1064,1072	2	977	11-9B,11-9B-Z	1	506
757.15001	6	2173	1080	3	1376	11-10A	1	510
<b>SIMPLON</b>			1080A	3	1373	21C-9325F,G	5	2077
CA-5	2	963	1081	3	1376	21C-9340E,K,KB,L, LB,M,MB,P	5	2077
WV72	1	494	1081A	3	1373	21T-9340A,B,D,R,RE, S,T	5	2077
<b>SKY KNIGHT</b>			1210,1211	3	1374	51T46,51T56	2	983
CB-500-P	1	6	4900TV (Radio Ch.)	3	1376	51T126,51T136, 51T146,51T176	1	20
<b>SKY ROVER</b>			4916,4917,4918 (Radio Ch.)	4	1732	61T16,61T26	1	20
N5-RD-250, N5-RD-251	1	20	(Radio Ch.)	3	1374	61TR36,61TR46	1	511
<b>SONORA</b>			5082,5083 (Radio Ch.)	3	1374	62T16	1	512
RB-207,RBU-176	1	451	5088,5089,5090 (Radio Ch.)	3	1374	62T36	1	20
RCU-208	1	495	5182,5183,5188,5189 (Radio Ch.)	3	1374	62TC16,62TC26, 62TC36	1	512
RDU-209	1	189	22312,22313, 23322,23323	5	2074	72CR16,72CR26	1	510
RET-210	2	964	24542,25544	5	2075	205GA,205GZ	1	513
RGMF-212,RGMF-230	2	965	<b>Chassis</b>			9000-B,9001-C, 9001-D,9001-E, 9001-F,9002	1	20
RKRU-215	1	498	PC-5-6-26	1	502	9002A,9002B, 9002P,9002R	2	984
RMR-219,RMR-220	1	496	4E10	3	1375	9003	1	514
RMR-245	1	496	5A7	2	974	9004	1	510
RQU-222	1	501	5-06	1	503	9005-A,9005-B	1	14
RX-223	1	497	5-16	2	974	9007-A,9007-F, 9007-G	1	516
WBRU-239	2	966	5-26PS	1	500	9014-E	1	20
WDU-233,WDU-249	2	967	6B9	2	982	9017	1	20
WEU-262	2	968	6L8	2	981	9104-A,-B,-C	3	1379
WKRU-254A	2	969	6S10	4	1732	9106A,B,9113A	3	1380
WLRU-219A, WLRU-220A	2	970	6-06	2	975			
WLRU-254A	2	970	7L7	2	980			
100	2	971	7-46	1	499			
101,102	2	972	8L9	2	977			
171,172	3	1371	8L10	3	1373			

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<b>STEWART WARNER</b>		
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
<b>STRATOVOX</b>		
579-1-58A	1	120
<b>STROMBERG-CARLSON</b>		
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-405 (Series 103)	5	2079
SR-406	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,119MSA, D,G,I,M,R,119RPM2 (TV Chassis)	3	1387A
119M5A,D,G,I,M,R, 119RPM2 (Radio Ch.)	3	1387B
621A Series,622 Series	5	2081
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
1808	4	1743

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<b>STUDEBAKER</b>		
AC-2113	4	1744
AC-2301	4	1745
<b>SUPREME</b>		
750	2	998
<b>SUTCO</b>		
21-A (UHF Conv.)	4	1746
<b>SWANK</b>		
DUI01	1	521
<b>SYLVANIA</b>		
C92M	4	1535
1-075	3	1390
1-076	3	1391
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
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, 21C409 Series	6	2382*
21C501 Series, 21C502 Series (Ch. 1-533-2)	6	2218*
21C501 Series, 21C502 Series, (Ch. 1-533-4)	6	2287*
21C508 Series, 21C509 Series, 21C510 Series	6	2287*
21C512 Series, 21C513 Series	6	2282*
21C601 Series, 21C605 Series, 21C607 Series	6	2287*
21D802 Series	6	2382*
21P101 Series, 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, 21T113 Series, 21T114 Series, 21T115 Series	6	2382*
21T201 Series (Ch. 1-533-2)	6	2218*
21T201 Series (Ch. 1-533-4)	6	2287*
21T206 Series, 21T207 Series, 21T208 Series	6	2287*
21T211 Series, 21T213 Series, 21T301 Series, 21T303 Series	6	2287*
24C402 Series, 24C601 Series, 24C603 Series	6	2287*

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<b>SYLVANIA (cont'd)</b>		
24T101 Series	6	2287*
24T201 Series	6	2287*
24T301 Series (Ch. 1-533-2)	6	2218*
24T301 Series (Ch. 1-533-8)	6	2287*
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, 377 "U" Series	5	2083
386BU,MU	5	2084
410 "U" Series	5	2083
511 "U" Series	5	2085
514 "U" Series	5	2085
518 "U" Series	5	2086
529"U" Series	5	2083
540B,B,A,540H,H,A, 540M,MA	3	1393
541B,H,M,542BR,C,H,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	2264*
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
7180B	3	1396
<b>Chassis</b>		
1-108	3	1391
1-139	3	1390
1-168	3	1391A
1-186	3	1392
1-274	3	1396
1-290	3	1395
1-357	3	1396
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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<b>SYLVANIA (cont'd)</b>		
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	1748
1-615-1	6	2364*
1-615-2	6	2365*
<b>TELEFUNKEN</b>		
"Elite"	6	2294*
"Jubilee"	6	2282*
"Operetta"	6	2291*
"Opus No. 6"(Ch.A,B)	6	2288*
"Opus No. 7"	6	2288*
<b>TELESONIC</b>		
1635	1	6
1636	2	999
1642	1	187
1643	2	1000
<b>TELEPHONE</b>		
TV-208	3	1397
TV-208TR	3	1398
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-326	3	1405
TV-328,TV-329	3	1405
TV-330,TV-331, TV-332,TV-333	3	1398
TV-335,TV-336	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	280
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
198	2	1008
208	3	1406
228	4	1750
235	4	1751
<b>Chassis</b>		
Series A	2	1001

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<b>TELEPHONE (cont'd)</b>		
Series AA	2	1007
Series AE	2	1006
Series AH	2	1010
Series AT	2	1008
Series BL	4	1750
Series BQ	4	1751
Series C,C,A,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	1406
TS	3	1399
TW,TX	3	1401
TY,TZ	3	1398
Series U	2	1006
Series Y	2	1009
<b>TELEVOX</b>		
RP	2	1011
<b>TEMPLE</b>		
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,G516	1	189
G518	2	564
G521	2	565
G522	2	564
G619	2	1013
G622	2	1014
G721,G722,G723	2	1015
G724	2	566
G725	2	567
G1430	2	1016
H622	2	1014
<b>TEMPOTONE</b>		
500E Series	1	269
<b>TRAVLER</b>		
12L50,12L50A	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
5007,5008,5009,5010, 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*

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<b>TRAVLER (cont'd)</b>		
5310	6	2093*
5372	6	2094*
5510	6	2160*
6040	2	1018
6050	2	1019
<b>Chassis</b>		
11A2	4	1753
32A1	4	1752
104,105	1	18
109	1	73
800	2	936
<b>TRUETONE</b>		
D706	1	80
D934	2	466
D1015,D1016	1	40
D1084A,B,C	3	1410
D1042	1	45
D1046A,B,C,D	3	1410
D1070	1	43
D1117	1	325
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	1755
D1435A,D1436A	5	2095
D1612	2	591
D1644	1	189
D1645	1	38
D1747,D1748	2	588
D1752	2	798
D1835	2	1020
D1836,A	2	599
D1840	2	610
D1845	2	596
D1846A,B,C	2	599
D1949,D1950	2	1021
D1992(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	526
D2145	4	1757
D2149	1	41
D2210,D2211	1	40
D2214A	4	1758
D2224	1	182
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	527
D2612,D2613	1	20
D2615	1	529
D2616	1	528
D2616B	2	1022
D2619	2	1023
D2620	2	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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D2642	1	275
D2644	1	13
D2645	1	88
D2661	1	527
D2663	1	4
D2665	2	1026
D2692	2	1027
D2710	2	1028
D2718	2	1029
D2745	1	38
D2748	2	1030
D2801A, D2802, A	6	2395*
D2810	2	1031
D2815	2	1032
D2819	2	1033
D2919	2	1033
D2963	3	1416
D3120A	4	1764
D3130A, B	4	1765
D3210A	4	1766
D3285A	4	1767
D3619	1	95
D3630, N	1	73
D3720	2	1034
D3721	2	1035
D3722	2	811
D3789A	6	2390*
D3809, D3810	2	633
D3840	2	1036
D4320, B, D4321, A	5	1881
D4425B, D4426A	5	1881
D4620	2	656
D4623A, D4624A, D4625A, D4626A	6	2304*
D4818	2	580
D6806A, D6809A	6	2268*
2D1093A	3	1417
2D1094A	3	1410
2D1194A (Radio Ch.)	4	1768
2D1315A	4	1769
2D1316A	5	1829, 2103
2D1325A	4	1769
2D1326A	5	1829, 2103
2D1331A, B, 2D1336A	5	1834
2D1344A, B	4	1770
2D1353A	5	2104
2D1359A	5	2077
2D1415A, 2D1416A, 2D1426A	5	1829
2D2312A	4	1769
2D2313A	5	1829, 2103
2D2313C	5	1829
2D2314A	4	1769
2D2315A	5	1829, 2103
2D2321A	4	1769
2D2334A	5	1834
2D2414A, 2D2415A, 2D2422A, B	5	1829
3D6000	5	1829
<b>ULTRADYNE</b>		
L-46	1	35
<b>UNITONE</b>		
88	1	171
<b>U. S. TELEVISION (Clearsonic)</b>		
5-16 Series, 5-46 Series	1	174
5A66, 5B66, 5C66, 5D66MPA	2	1037
8-16M	2	1038
<b>VAN-CAMP</b>		
576-1-6A	1	144
<b>VIEWTONE</b>		
RC-201A, RRC-201	1	173

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553R, 554R	1	11
<b>WALGREEN</b>		
568	1	14
571	1	117
<b>WATTERSON</b>		
4581, RC4581	1	73
4582	1	11
ARC-4591A	1	73
4782	1	555
4790	1	132
4800	2	1039
<b>WECOR</b>		
1691	6	2255*
<b>WELLS-GARDNER</b>		
A10 Series	1	61
A20 Series	1	64
A22 Series, A23 Series, A24 Series	1	60
S2	1	64
T3 Series	1	64
WG-30A8-A-496	5	2105
1A17	1	46
1A29	1	45
1A62 Series, 1A62-4	1	183
1A63 Series, 1A63-3, 1A63-4	1	183
5A258	1	72
6A43, 6A44	1	41
6A65 Series	1	47
6B10, 6B16, 6B18	1	532
7A40, 7A41	1	45
7A66	1	526
7D11 Series	1	182
8A30, 8A31	1	45
8A51 Series	1	41
37A10-551-S	6	2176*
37A10-562	6	2176*
237A10-553-S	6	2176*
237A10-564	6	2176*
321MS39-322, -372-2, -376-2	5	1834
2321MS39-324, -370, -396-1	5	1834
<b>WESTINGHOUSE</b>		
H-17TU15A, B, C, E, H-17TU17, A, B, C, E	6	2322*
H-17TU237A, H-17TU238, H-17TU239A	6	2322*
H-104, A, H-105, A, H-107, A, H-108, A, H-110, H-111	1	533
H-113, H-114, H-116, H-117, H-119	1	535
H-122	1	534
H-125, H-128	1	536
H-130	1	534
H-133	1	539
H-137, H-138	1	533
H-147	2	936
H-148, A	1	538
H-153, A	1	534
H-154	1	533
H-155, H-156	1	534
H-157	2	1040
H-161	2	1041
H-184	2	1042
H-165	2	1043
H-166, H-167	2	1042
H-168, A, B	2	1041
H-169	2	1044
H-171, A, C	1	534
H-178	2	1045
H-182	2	1046
H-183, A	2	1047
H-185	2	1048

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H-188	2	1037
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H-195	2	1048
H-198	3	1419
H-202	2	1051
H-203	3	1418
H-204	2	1051
H-207AM	3	1418
H-207A(DX), H-207B(DX) (Radio Ch.)	3	1419
H-212	3	1418
H-214, A	3	1420
H-217, A, B (Radio Ch.)	3	1419
H-220	2	1050
H-251	3	1432
H-300T5, H-301T5	3	1421
H-302P5	3	1422
H-303P4, H-304P4	3	1423
H-307T7, H-308T7	3	1419
H-309P5, H-309P5U, H-310T5, H-310T5U, H-311T5, H-311T5U	3	1425
H-312P4, H-312P4U, H-313P4, H-313P4U, H-314P4, H-314P4U, H-315P4, H-315P4U	3	1426
H-316C7, H-317C7	3	1427
H-318T5, U, H-320T5, U, H-321T5, U, H-322T5, U, H-323T5, U	3	1428
H-324T7, H-325T7, U, H-326C7	3	1427
H-327T6U	3	1429
H-328C7, U	4	1771
H-331P4, U, H-332P4	4	1772
H-334T7U, UR, H-335T7U	4	1771
H-336T5U, H-337T5U	3	1428
H-338T5U, H-341T5U	4	1773
H-342P5U	4	1774
H-345T5, H-346T5	4	1773
H-348P5, H-349P5	4	1774
H-350T7, H-351T7	4	1775
H-354C7	4	1776
H-357C10	4	1777
H-359T5, H-360T5	4	1778
H-361T6	4	1779
H-368P5, H-369P5	4	1774
H-370T7, H-371T7	4	1780
H-382T5, H-383T5, H-385T5, H-386T5, H-387T5, H-388T5	4	1782
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H-393T6	4	1783
H-397T6, H-398T5, H-400P4, H-401P4, H-402P4, H-403P4	4	1784
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H-443T5, H-444T5, A, H-445T5, A, H-446T5, A	5	2111
H-457T6, H-458T6, H-459T6, H-460T6	5	2112
H-468R6, H-469R6, H-468R6	5	2112
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H-536T6	6	2168*
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H-600T16, H-601K12, H-602K12	3	1430
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H-609T10	3	1432	V2137	3	1418	G2441,R,G2442E,R, G2448R(Fine Tuning)	3	1445
H-611C12,H-615C12	3	1433	V-2137-2	3	1419	G2441,R,G2442E,R, G2448R(VolCont)	4	1807
H-633C17,H-634C17	3	1434	V-2137-5U	4	1771	G2454R,-ROX	3	1445
H-660C17,H-661C17 (Radio Ch.)	4	1777	V-2148	3	1421	G2951,R,OX,ROX, G2952,R,OX,ROX	3	1446
H-667T17,H-668T17, (Ch.V-2217-2)	4	1785	V-2150-41	3	1430	G2957,R,G2958R (Fine Tuning)	3	1445
H-673K21,H-676T21, (Ch.V-2217-2)	4	1785	V-2150-61,A,B	3	1430	G2957,R,G2958R, (Vol. Cont)	4	1807
H-678K17, H-679K17, (Ch. V-2217-2)	4	1785	V-2150-81,-82,-84	3	1432	G2957,R,G2958R (Radio Ch.)	3	1451
H-681T17, (Ch.V-2217-2)	4	1785	V-2150-91A,-94,-94C	3	1432	G3059,R,G3062 (Fine Tuning)	3	1445
H-688K24,H-689T16, H-690K21, (Ch.V-2117-2)	4	1785	V-2151-1	3	1422	G3059,R,G3062 (Vol. Cont)	4	1807
H-692T21,H-695K21, H-699K17, (Ch.V-2217-2)	4	1785	V-2152-01	3	1431	G3059R,G3062	3	1451
H-700T17,H-701T17, H-701K21	4	1785	V-2152-18	3	1433	H-401,G	4	1787
H-702K17,H-703K17, H-704T17,H-705K17	4	1785	V-2153	3	1423	H-500	4	1788
H-710T21,H-711T21, (Ch. V-2217-2)	4	1785	V-2153-1	3	1426	H-503,Y	4	1787
H-713K21,H-714K21, (Ch. V-2217-2)	4	1785	V-2156	3	1424	H511,H511W,H511Y	3	1442
H-715K21(Ch.V-2217-2)	4	1785	V-2156-1U	4	1774	H-615	4	1789
H-720K21,H-721K21, (Ch. V-2217-2)	4	1785	V-2156-2	5	2108	H-615Z1	4	1790
H-722K21 (Ch. V-2217-2)	4	1785	V-2157,U,-1,-1U	3	1428	H661E,H661R,H665, R, R,Z,Z	3	1447
H-730C21,H-732C21, H-733C21	4	1786	V-2157-2,-2U	3	1428	H-664	4	1791
H-1251	1	536	V-2157-3U	3	1429	H723	3	1448
WR-12X7	1	537	V 2157-4U	4	1773	H723Z	3	1449
WR-12X8	1	411	V-2157-6	4	1778	H-723Z2	4	1792
WR-12X9,WR-12X12	1	397	V 2157-10	4	1781	H724	3	1448
WR-12X14	1	415	V-2157-11,-12	4	1782	H-724Z,H-724Z1	4	1792
WR-12X15	1	137	V-2157 13,-14	5	2106	H725	3	1443
WR-12X16	1	140	V-2161,U	3	1425	H880,H880R	3	1450
WR-13X8	1	411	V-2164-2	4	1784	H880RZ	3	1451
WR-42X3	1	413	V-2173	3	1434	H2029R,H2030E, H2030R,H2041R, H2052R,H2053E	4	1793
WR-42X4,-42X5	1	437	V-2180-1	4	1775	H2226E,R,H2227E,R	3	1452
WR-42X7	1	413	V-2180-2	4	1776	H2250R,H2255E	3	1452
WR-42X14,-42X15	1	437	V-2180-3,-5	4	1777	H2328E,E,Z,R,RZ, H2329R,RZ, H2330E,R	3	1453
WR-42X42	1	446	V-2180-8	4	1780	H2341R	3	1453
WR-158	1	443	V-2180-9,-10	4	1786	H2352R,RZ,H2353E,E,Z	3	1453
WR-168,A	1	540	V-2180-13	5	2113	H2437E,R, H2438R,H2439R, H2443E,H2445R, H2447R,H2449E (TV Ch.)	3	1454
WR-170,-172,-175,-176	1	107	V-2181-1	4	1779	H3074	4	1794
WR-186	1	537	V-2182-2	4	1783	H3267R (TV Ch.)	3	1454
WR-258	1	443	V-2184-2	5	2107	H3267R (Radio Ch.)	3	1451
WR-260	1	541	V-2188-1	5	2109	H3273E,H3274R, H3284R	4	1794
WR-264	1	395	V-2189-2	5	2110	H3467R(TV Ch.)	3	1454
WR-270,WR-272	1	107	V-2189-4	5	2111	H3467R(Radio Ch.)	3	1455
WR-274	1	102	V-2189-7	6	2168*	H3469E(TV Ch.)	3	1454
WR-290	1	417	V-2214-1,V-2215-1	4	1785	H3469E(Radio Ch.)	3	1455
WR-366,-368,-370	1	420	V-2216-1,-2,-3,4,-5	4	1785	H3475R(TV Ch.)	3	1454
WR-372,-373	1	107	V-2217-1,-2,-3,-4,-5	4	1785	H3475R(Radio Ch.)	3	1455
WR-374	1	102	V-2218-1,-2,-11	4	1786	H3477R(TV Ch.)	3	1454
WR-388	1	417	V-2219-1	4	1785	H3477R(Radio Ch.)	3	1455
WR-473,-474	1	107	V-2229-1,-2,3	5	2112	H3478E(TV Ch.)	3	1454
WR-476	1	102	V-2229-5	5	2115	H3478E(Radio Ch.)	3	1455
WR-480,-482,-484	1	537	V-2236-1	5	2114	H3490EQ	4	1794
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V-2102,-1	1	533	V-2261-1	6	2238*	HF1180R	6	2380*
V-2103	1	534	V-2380-201	6	2322*	HF1182E	6	2360*
V-2103-3	3	1420	<b>WOOLAROC</b>			HF1284,E,G,L,Y	6	2360*
V-2107	1	539	3-1A,3-2A	1	20	HFM1184E	5	2117
V-2118	2	1041	3-3A	1	25	HFM1190R	5	2117
V-2119-1	2	1042	3-4A	1	516	HFR845R	6	2152*
V-2120	2	1043	3-5A	2	574	HFR1283E,HFR1286R	5	2118
V-2122	2	1040	3-6A/5	2	1052	HFR1290R	5	2118
V-2123	2	1045	3-9A,3-10A	1	385	HFX1283E	6	2219*
V-2124-1	2	1044	3-11A	1	387	HFX1284E	6	2266*
V-2127	2	1047	3-12A/3	2	1053	HFX1286R	6	2219*
V-2128,-1	2	1046	3-17A,3-18A	2	1054	J402	4	1795
V-2128-2	2	1051	3-20A	1	564	J420T	4	1796
V-2130-21DX,22DX	3	1419	3-29A	1	388	J514	4	1797
V-2131,-1	2	1048	3-70A	2	1055	J615,F,G,W,Y	4	1798
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V-2136	3	1419	A600,L	6	2387*	J880,J880R	4	1801
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			G516	3	1439			
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J2049R	4	1793
J2050R,J2051E, J2053R,J2054R J2055R	4	1793
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L566	5	2125
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M2237E,EU,EZ,R, RU,RZ	5	2119
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R1800EUZ,EZ,RUZ,RZ	5	2133
R1812E,EU,R,RU	5	2134
R1812EUZ,EZ,RUZ,RZ	5	2133
R2229E,EU,R,RU	5	2134
R2229EUZ,EZ,RUZ,RZ	5	2133
R2230E,EU,R,RU	5	2134
R2230EUZ,EZ,RUZ,RZ	5	2133
R2249E,EU,R,RU	5	2134
R2249EUZ,EZ,RUZ,RZ	5	2133
R2250E,EU,R,RU	5	2134
R2250EUZ,EZ,RUZ,RZ	5	2133
R2253M,MU,R2257E, EU,R,RU	5	2134
R2257EUZ,EZ,RUZ,RZ	5	2133
R2258E,EU,R,RU	5	2134
R2258EUZ,EZ,RUZ,RZ	5	2133
T522F,G,R,V,W	8	2138*
T524R,V,W	8	2138*
T545	8	2155*
T723,T724	8	2194*
T825F,G,R	8	2135*
X519F,G,R,W	6	2209*
X733G,R,Y	8	2204*
Y723G,R,W, Y724G,R,W	8	2280*
Y733G,R,Y	6	2283*
Y822E,R	8	2239*
Z515,W,Y	6	2138*
Z519P,R,V,W,Y	8	2209*
Z515F,G,R,W	8	2341*
Z2223CZ,CZU,EZ,EZU, RZ,RZU,YZ,YZU	8	2373*
Z2243EZ,EZU,RZ,RZU	8	2373*
Z2244EZ,EZU,RZ,RZU	8	2373*
Z2249EZ,EZU,RZ,RZU	8	2373*
Z2251EZ,EZU,RZ,RZU	8	2373*
Z2281EZ,EZU,RZ,RZU	8	2373*
Z3000EZ,EZU,RZ,RZU	8	2373*
Z3001EZ,EZU,RZ,RZU	6	2373*
Z3004EZ,EZU,RZ,RZU	6	2373*
Z3008EZ,EZU,RZ,RZU	8	2373*
4G903,4G903Y	3	1458
4K018,4K035	1	542
5D011,5D027	1	544
5D810	2	555
5G003	1	544
5G003Z,ZZ	2	1058

Name & Model or Chassis No.	Vol. No.	Diag. No.
<b>ZENITH (cont'd)</b>		
5G036	2	1057
5R080,5R086	1	544
6D014,W	1	542
6D015,Y	1	544
6D029,G	1	543
8D030	1	544
8D815,W,Y	2	1058
6G001,Y	1	544
8G004Y	1	543
8G036	2	555
6G801	2	1069
8MF590,8MF591	1	548
8MF593	1	545
8MN495,8MN496	1	547
8MN505	1	548
8R084	1	549
8R087	1	542
8R886	2	1058
7H820,W	2	1060
7H822,WZ,Z	2	555
7H918	3	1457
7H920,W	3	1443
7H921,7H922	3	1442
7ML592	1	550
7MN506	1	546
7R887	2	1061
8G005Y	1	542
8G005YT(Z1),(Z2)	2	1057
8H023	1	551
8H032,8H033	1	552
8H034	1	551
8H050,8H051,8H052, 8H061	1	552
8H832,8H861	2	1062
9H079,E,R,9H082R, 9H085R,9H088R	1	542
9H881,9H882R,9H885, 9H888R	2	1062
9H995	3	1458
12H090,12H091, 12H092,12H093, 12H094	1	35
14H789	2	1063
28T964R(Radio Ch.)	3	1437
37T996RLP(Radio Ch.)	3	1458
37T998RLPU(Radio Ch.)	3	1456
42T999RLP(Radio Ch.)	3	1437
<b>Chassis</b>		
4C52,4C53	1	542
4F40	3	1456
4H40	4	1787
4J40	4	1795
4J80T	4	1796
4L03	5	2130
4L42	5	2120
5C01,Z,5C02,Z, 5C04,5C40	1	544
5C40Z,ZZ	2	1056
5C51	2	1057
5E02	2	555
5G01	3	1438
5G02	3	1437
5G03	3	1439
5G40	3	1435
5G41	3	1436
5H01	3	1442
5H40	4	1789
5H41	4	1787
5J03	4	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	8	2138*
5R07	8	2138*
5T04	6	2155*
5X06,5X07	6	2209*
5Z06	8	2138*
5Z07	8	2209*
6A40,6A41	6	2387
8C01	1	542
8C05,Z	1	544

\* Signifies Coverage in this Volume



Name&Model or Chassis No.	Vol. No.	Diag. No.	Name&Model or Chassis No.	Vol. No.	Diag. No.	Name&Model or Chassis No.	Vol. No.	Diag. No.
<b>ZENITH (cont'd)</b>			<b>ZENITH (cont'd)</b>			<b>ZENITH (cont'd)</b>		
6C21	1	549	7H04	3	1446	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*
6E02,6E05	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*	UZ,Z	5	2133
8H01	3	1447	7Y04	8	2280*	19R20,U,19R21,U,		
8H02	4	1791	7Z20	6	2283*	19R22,U	5	1934
8J02	4	1799	8C01	1	551	20H20,20J21,20J22	4	1793
8J03	4	1797	8C20	1	552	20M20,U,Z,20M21,U,		
8J05	4	1798	8C21	1	542	UZ,Z	5	2119
8K02	4	1804	8C40	1	542	21J20,21J21	4	1793
8K03	4	1797	8C40T(Z1),(Z2)	2	1057	21K20	4	1806
8L03	5	2123	8E20	2	1062	21K20-3	5	2119
8L20	5	2127	8G20	3	1444	21L21	5	2119
8L40	5	2126	8H20	3	1451	22H20	3	1452
8R03	5	2131	8H20 Revised	3	1450	22L20	5	2119
8Z05	6	2341*	8H20Z	4	1801	23G22,23G23		
7E01	2	1060	8L20	5	2130	(Fine Tuning)	3	1445
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*	28K20	4	1806
7H02Z,7H02Z1	4	1792	12R20,12R21	5	2118	29G20	3	1446

\* Signifies Coverage in this Volume

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

**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.
<b>BLAUPUNKT (Continued)</b>			
	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
<b>BLONDER-TOUNGE</b>			
	R-98	8	2640*
	T-88	8	2640*
<b>BOGEN</b>			
	AM91	8	2678*
	FM51	8	2675*
	RB115	7	2539
	ST-662	8	2710*
	T661	8	2588*
<b>BRAUN</b>			
	MM4D	7	2465
	MM4LA	7	2465
	MM4W	7	2465
<b>Chassis</b>			
	RC-62	7	2465
<b>CAPITOL</b>			
	954,954C	8	2772*
<b>CHALLENGER</b>			
	RC412	8	2739*
	TC-100	7	2538
	TC200A	8	2682*

Name	Model or Chassis No.	Vol. No.	Diag No.
<b>CHALLENGER (Continued)</b>			
	TC-322	8	2728*
<b>CHANNEL MASTER</b>			
	65,126,514	8	2755*
<b>CHAPMAN</b>			
	CT-100	7	2557
<b>CHEVROLET</b>			
	987888	8	2636*
<b>COLUMBIA RECORDS</b>			
	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
<b>CONTINENTAL</b>			
	SW-7	8	2748*
	TR-215	8	2690*
	TR-300	8	2686*
<b>CORONADO</b>			
	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.
<b>CURTIS MATHES</b>			
	MD712	8	2749*
	MD912, MD1012	8	2749*
	MD1412, MD1512	8	2749*
	MD1612, MD1712	8	2749*
	315MS	8	2763*
<b>Chassis</b>			
	12B	8	2749*
<b>DELMONICO</b>			
	7XF3	8	2660*
<b>DEWALD</b>			
	L-803A	7	2500
	M-804	7	2500
	M-1000	8	2629*
<b>DUMONT</b>			
	RA-400, RA-401	7	2451
	RA-503	8	2607*
<b>DYNAMIC</b>			
	AF250PA	8	2654*
	A45-25R	8	2773*
	CT36-R	8	2773*
	CT44-25R	8	2773*
	SH48-25R	8	2773*
	T-2000	7	2558
<b>EICO HFT-90</b>			
		8	2720*
<b>EMERSON</b>			
	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.
<b>EMERSON (Continued)</b>			
	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
<b>Chassis</b>			
	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*
<b>EMUD</b>			
	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.
<b>ERIE</b>			
	EM-088-ER	8	2736*
<b>FIRESTONE</b>			
	4-A-166	7	2458
	4-A-168	7	2458
	4-A-3 (Code 334-8-OA16A/5P10A)	8	2630*
<b>FISHER</b>			
	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
<b>FONOVOX</b>			
	7060	7	2446
	9070	7	2556
<b>FORD</b>			
	74BT(FEM-18805-A)	7	2480
	84BT(FEM-18805-B)	7	
<b>GELOSO</b>			
	G-307	8	2614*
	G-533	8	2596*
<b>GENERAL ELECTRIC</b>			
	C415, A, B, C	7	2481

Name	Model or Chassis No.	Vol. No.	Diag No.
<b>GENERAL ELECTRIC (Continued)</b>			
	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 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*



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

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



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

Name	Model or Chassis No.	Vol. No.	Diag No.
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.
<b>MILLER</b>		
560	7	2569
<b>MONITORADIO</b>		
M-40	8	2722*
M-160	8	2722*
<b>MOPAR</b>		
701	9	2665*
<b>MONTGOMERY WARD (See Airline)</b>		
<b>MOTOROLA</b>		
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.
<b>MOTOROLA (Continued)</b>		
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



<u>Name Model or Chassis No.</u>	<u>Vol. No.</u>	<u>Diag No.</u>
<b>MOTOROLA (Continued)</b>		
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
<b>MUNTZ</b>		
21CP-3B.M	8	2779*
804	7	2512
806S	7	2570
<b>MURASONDE</b>		
XT8200,ST8400	8	2591*
<b>NUTONE</b>		
2015, 2016	7	2552
<b>OLDMOBILE</b>		
989131	7	2439

<u>Name Model or Chassis No.</u>	<u>Vol. No.</u>	<u>Diag No.</u>
<b>OLYMPIC</b>		
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
<b>PACEMAKER</b>		
2216	8	2676*
2222	8	2667*



<u>Name Model or Chassis No.</u>	<u>Vol. No.</u>	<u>Diag No.</u>	<u>Name Model or Chassis No.</u>	<u>Vol. No.</u>	<u>Diag No.</u>
PACKARD-BELL			PHILCO (Continued)		
PR-2	8	2724*	H-973	8	2765*
PT-1	8	2724*	HFT-1	7	2537
RPC-1	8	2646*	RT-150	8	2757*
		2723*			
RPC-2, RPC-3	8	2724*	RT-202,-1,-2,-3,-4	8	2663*
RPT-1	8	2724*	T-9 (Codes R4 & R6)	7	2544
5R6	8	2696	UF4216, L	7	2580
5RC7	8	2696*	UF4623	7	2580
6R1,6RC1	7	2495	UF4627,L	7	2580
7R2,7R3	8	2656*	UF6624T,TL	7	2449
11RP6S,11RP7S,77RP6S,1			UG3050B,G,GL	7	2566
1RP9S	8	2646*	UG3052BL,L,WL	7	2566
21K2	8	2734*	UH3046AQ,GL,GT	8	2745*
Chassis			UH3047GT,TC,WC	8	2745*
7R2	8	2656*	UH3052BL,L,WL	8	2745*
7TU-3	8	2734-			
		2723*	RT-200,RT-201	7	2537
8TU-1, 9TU-1	8	2724*	8L71,U	7	2580
11HF1S	8	2646*	8L72,U	7	2449
			8L73,U	7	2580
PHILCO			9H25U	7	2566
F-963	7	2421	10H25U	8	2745*
F-964	7	2534			
F-1802	7	2537	PILOT		
F-1803	7	2537	C-1075, C-1076	7	2561
F-1808	7	2537	FA-540	7	2561
F4216, L	7	2580	FA-550	7	2530
F4623	7	2580	FA-670	8	2707*
F4626,L,M	7	2580	FA-680	8	2706*
F4627L	7	2580	FA-690	8	2706*
F6624T, TL	7	2449	FM-530	7	2551
G-963	7	2421	FM-660	8	2707*
G-1707,S	8	2757*			
G-1807S,G-1809S,G-1811S,G-1813S	8	2663*	HF-30	7	2545
G-1907S	8	2663*	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.
<b>SHERWOOD</b>		
S-2000	7	2423
S-3000	7	2442
S-3000 II	8	2708*
<b>SILVERTONE</b>		
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.
<b>SILVERTONE (Continued)</b>		
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*
<b>Chassis</b>		
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

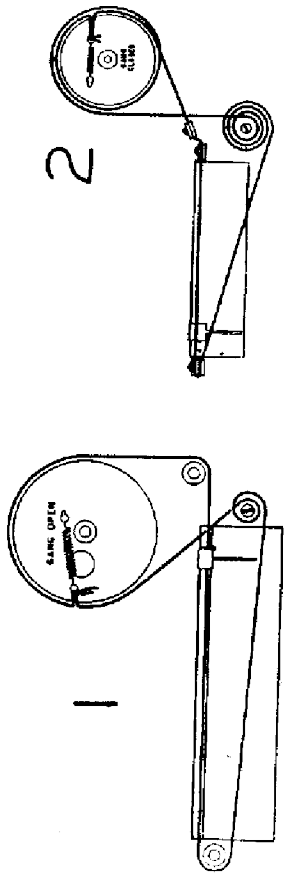
3B30,3B31	8	2624*
4B22,Z,4B23	8	2624*
5A07	7	2519
5A09	7	2519
6A03	7	2519
6C03	8	2732*
7A02	7	2431
7A03	8	2606*
7A04	7	2431
7A05	7	2431
7B31	8	2624*
7C02	8	2715*
7C05, 7C06	8	2715*
8B24	8	2624*
8C01,8C02	8	2762*
9B22,9B23	8	2624*
9B25	8	2426*
9B26	8	2738*

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

ZENITH - Chassis (Continued)

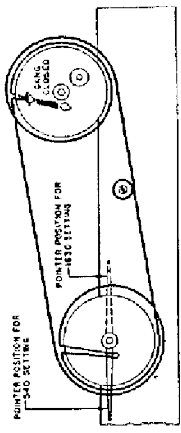
11A20,11A21	7	2494
12Z21	7	2416
16E27U	8	2789*
18C20,Q,QU	7	2412
18C24Q	7	2412
19A20,Q,U	7	2412
19A30,Q,U	7	2455
19B20,Q,U,UD	7	2455



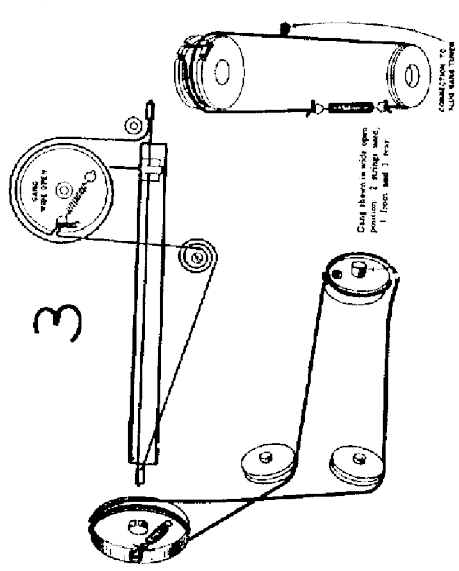


2

7

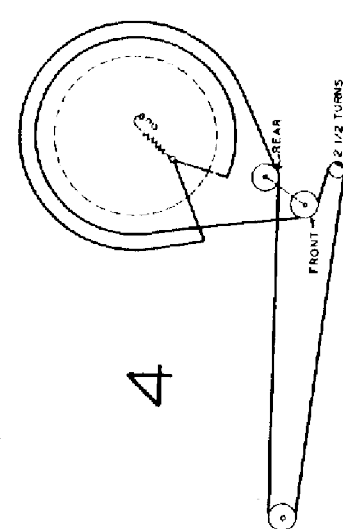
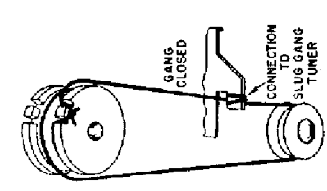
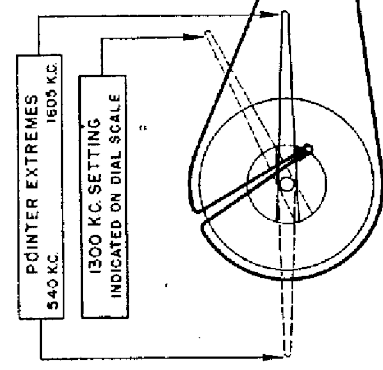


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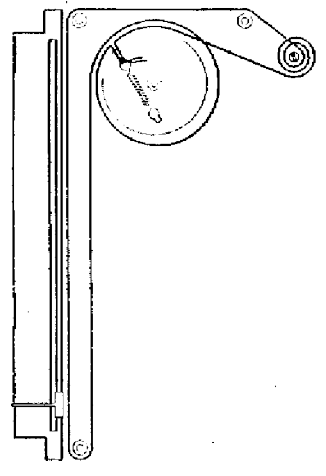
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9

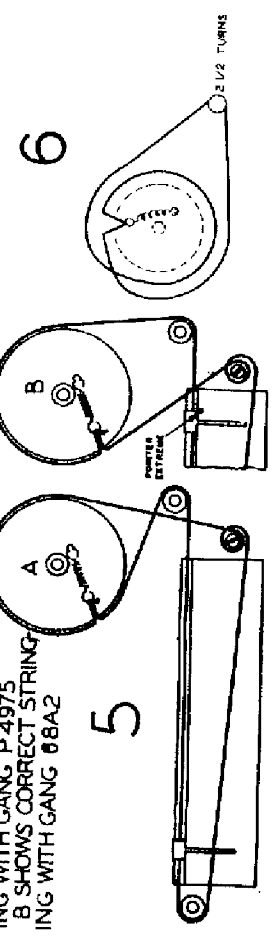


4

A SHOWS CORRECT STRINGING WITH GANG P 4975  
 B SHOWS CORRECT STRINGING WITH GANG 08A2

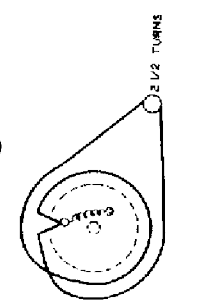


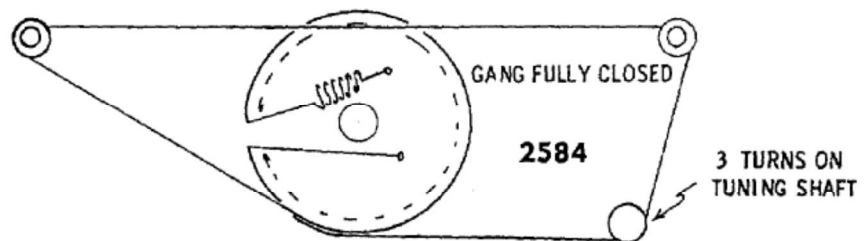
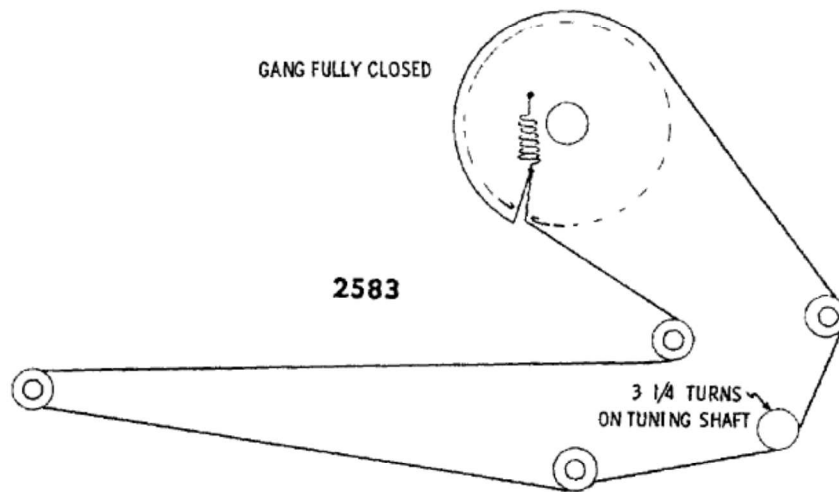
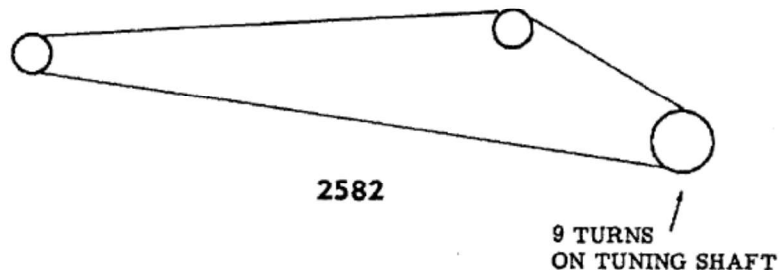
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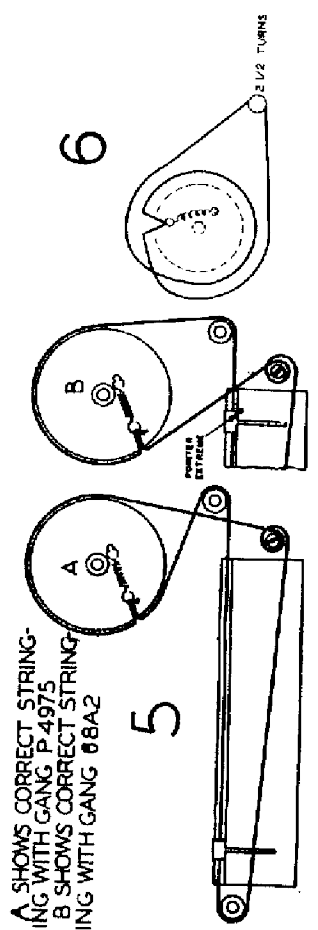
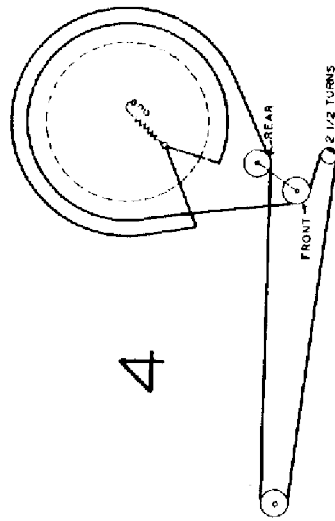
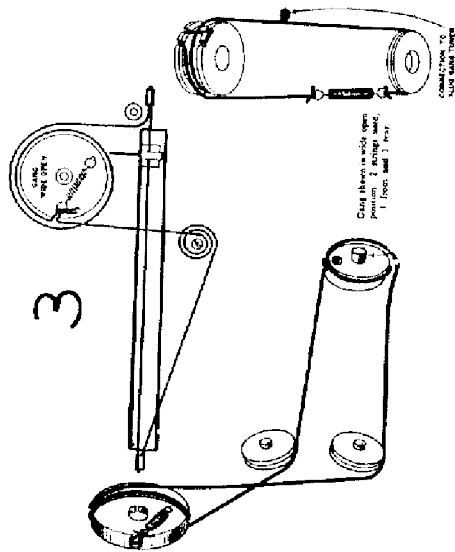
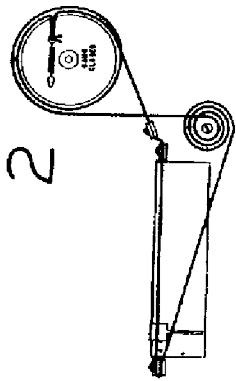
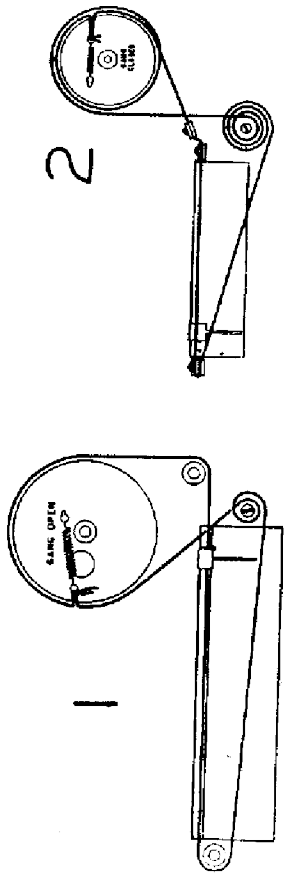
5

6

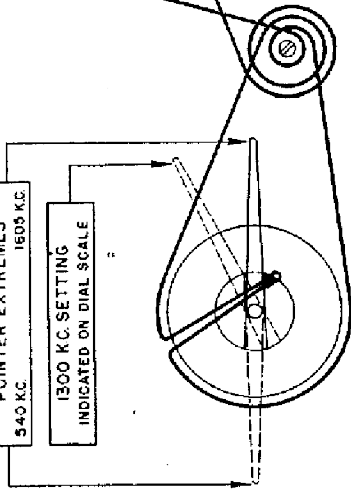
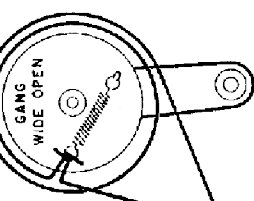
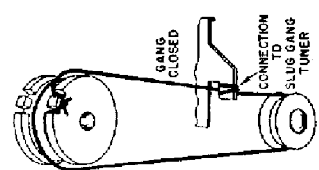
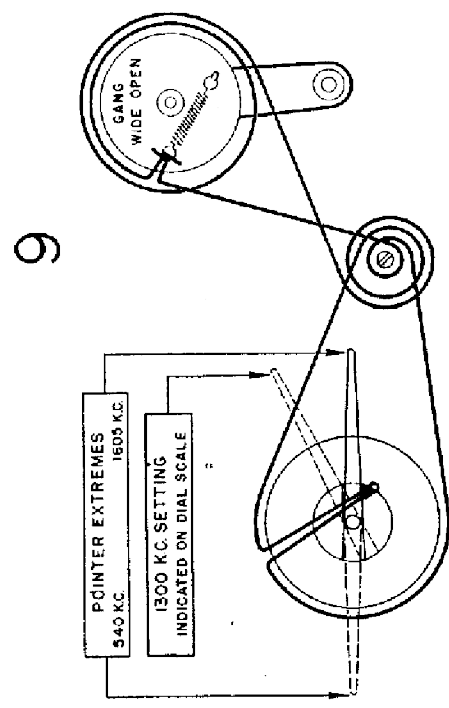
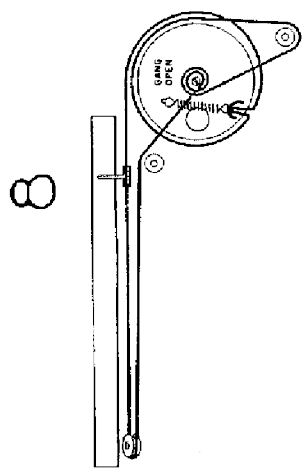
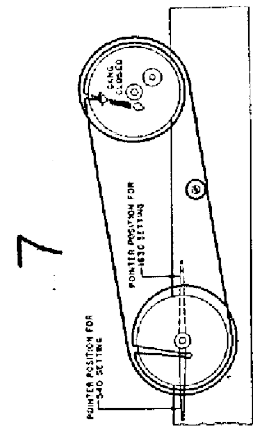




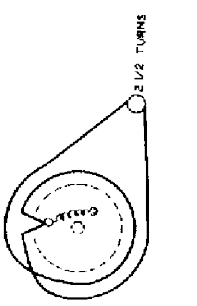
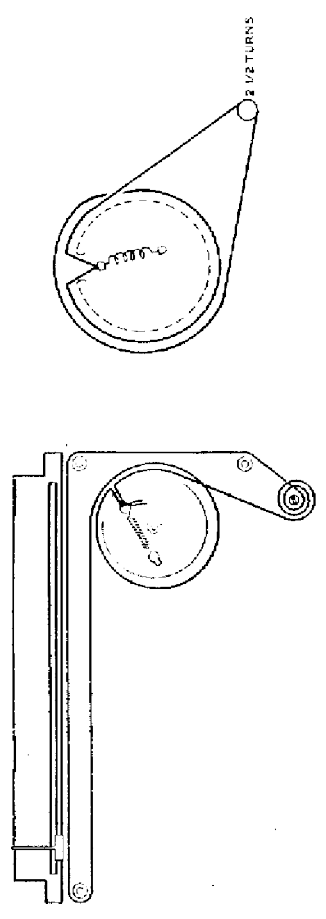




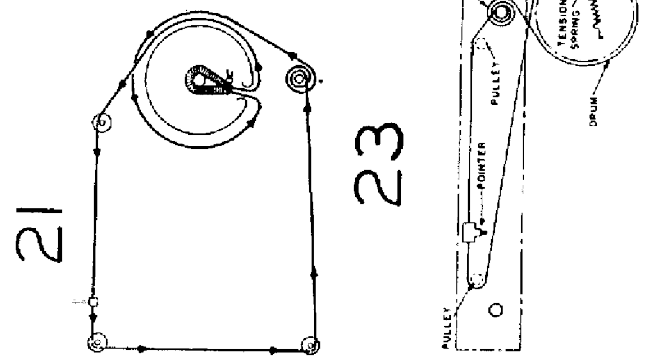
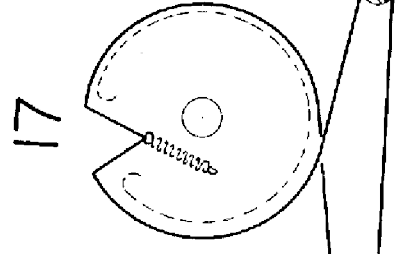
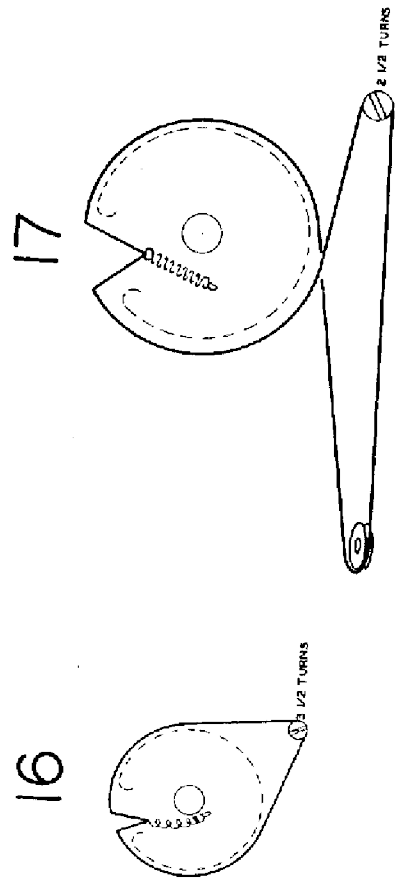
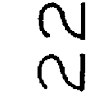
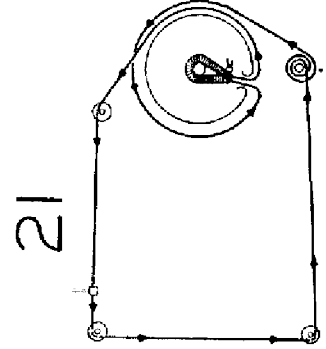
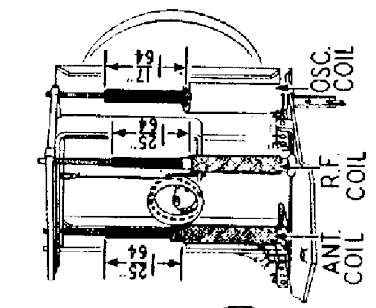
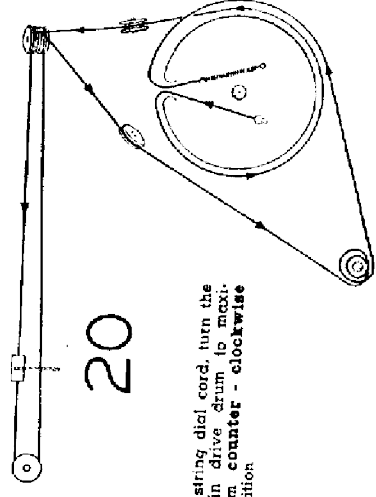
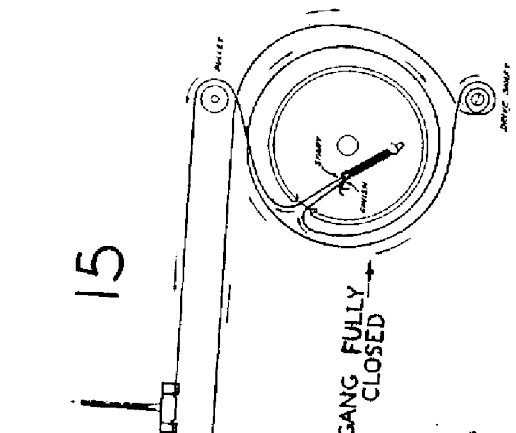
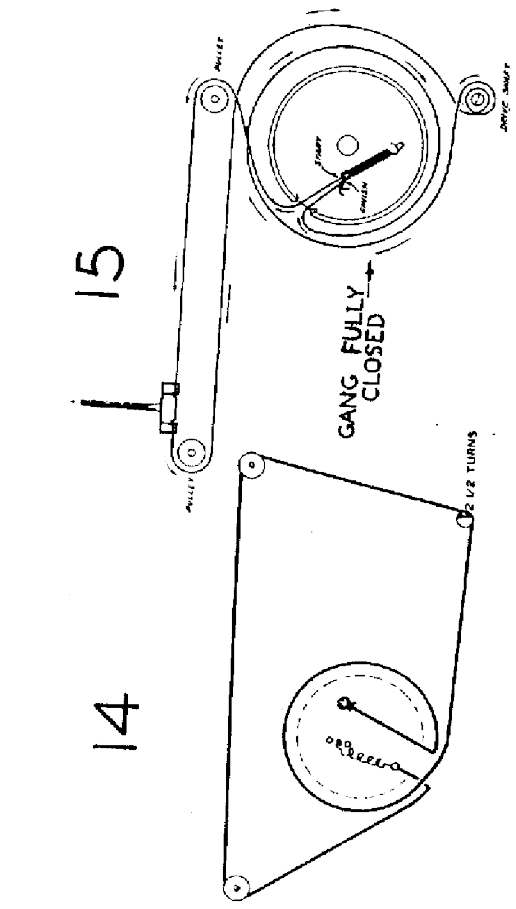
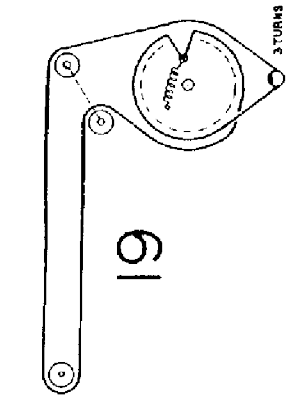
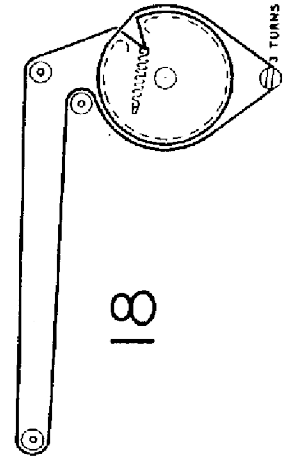
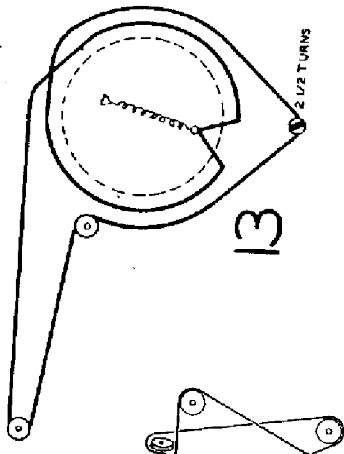
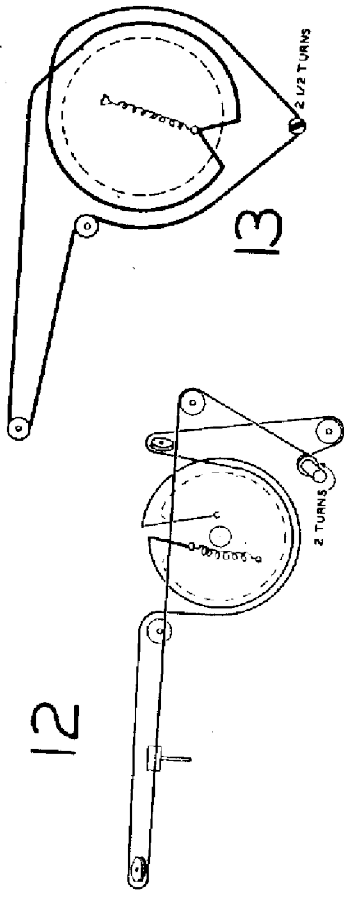
A SHOWS CORRECT STRINGING WITH GANG P 4975  
 B SHOWS CORRECT STRINGING WITH GANG 08A2



10

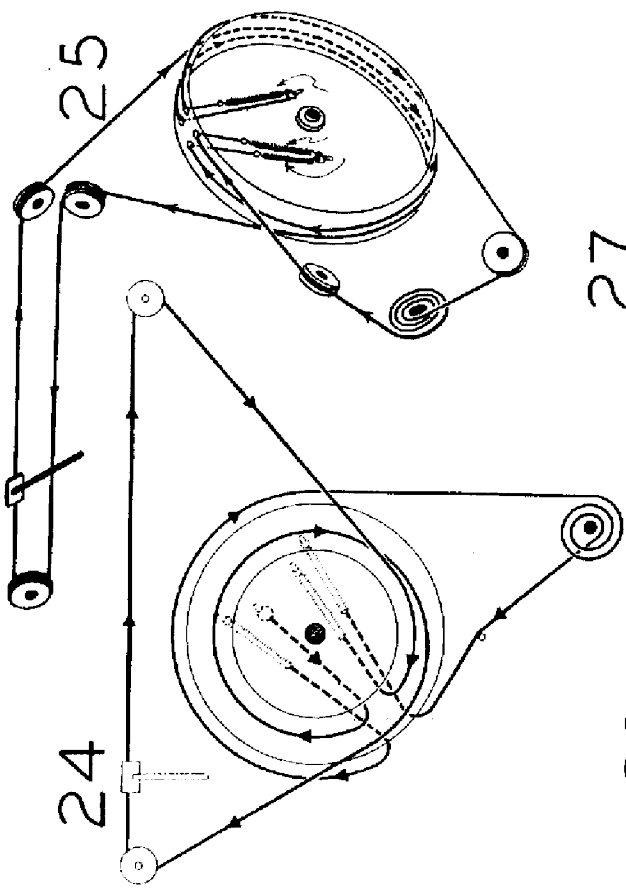


6



To string dial cord, turn the main drive drum to maximum counter - clockwise position



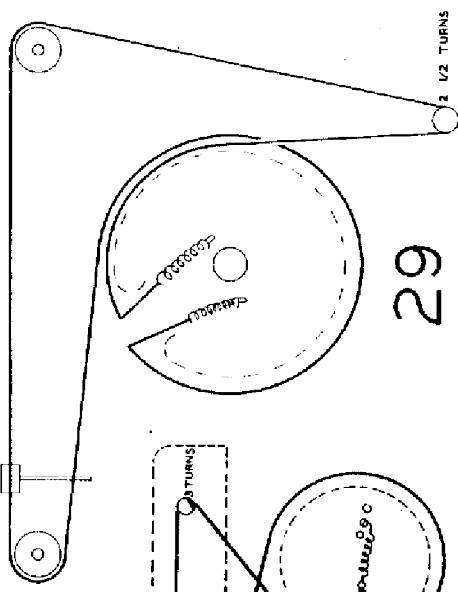


24

25

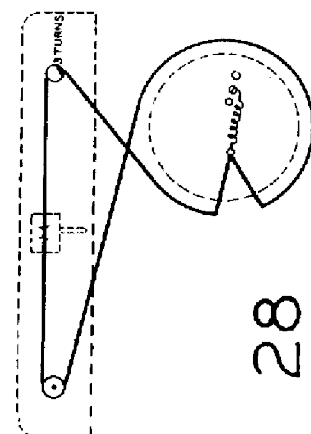
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27

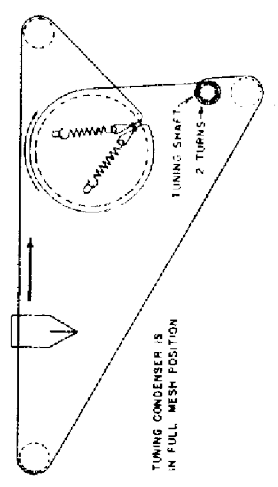


29

2 1/2 TURNS

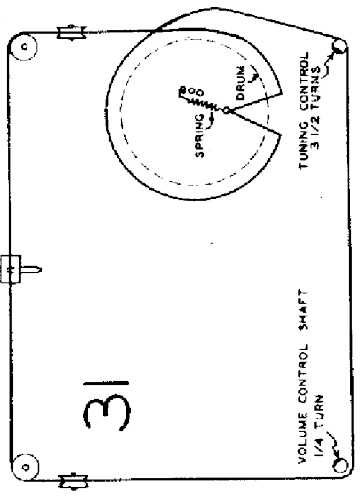


28



TUNING CONDENSER IS IN FULL MESH POSITION

TUNING SHAFT 2 TURNS

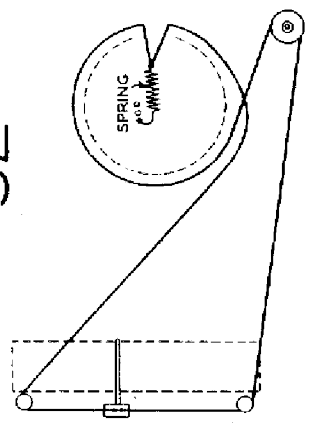


30

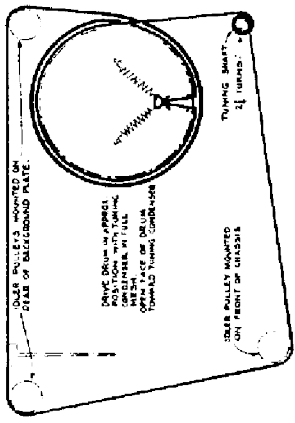
VOLUME CONTROL SHAFT 1/4 TURN

TUNING CONTROL 3 1/2 TURNS

31



32

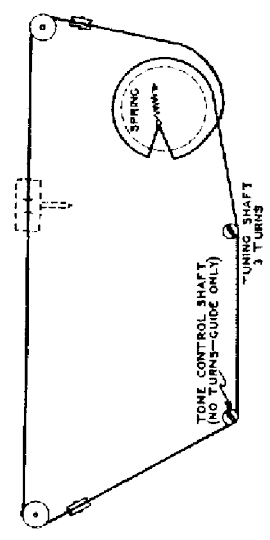


OLDER PULLEYS MOUNTED ON STEEL OF BACKGROUND PLATE.

THIS DRAWING APPLICABLE TO ALL MODELS OF THIS TYPE. OPERATE FROM THE FRONT OF DRUM. PULLABLE TUNING CONDENSER.

TUNING SHAFT 2 1/2 TURNS

33

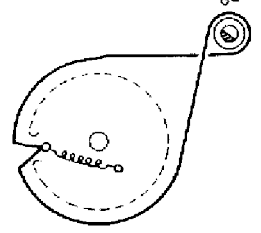


TONE CONTROL SHAFT (NO TURNS—GANG ONLY)

TUNING SHAFT 3 TURNS

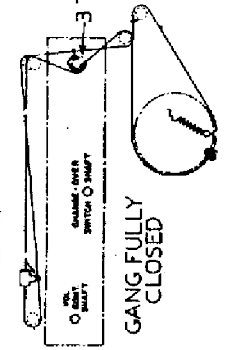
34

35



GROMMET ON SHAFT 7 TURNS

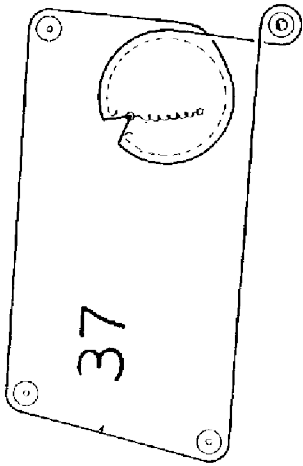
36



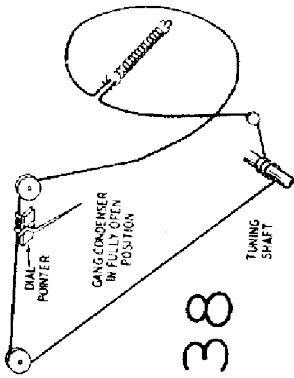
SHAME OVER SWITCH ON SHAFT

3 TURNS

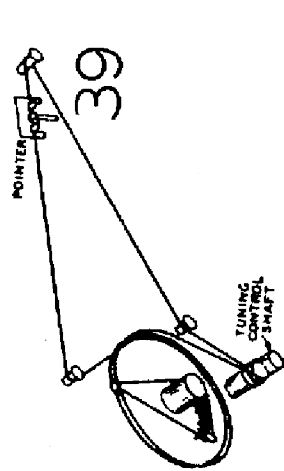
GANG FULLY CLOSED



37



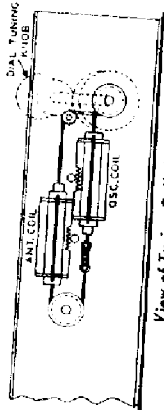
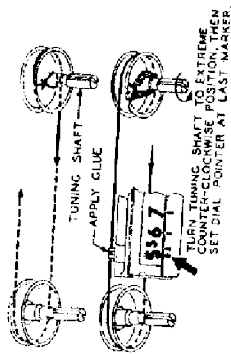
38



39

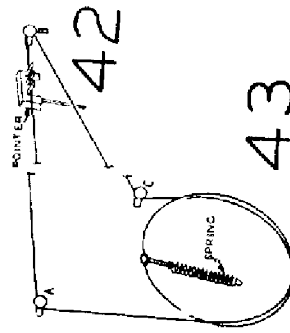
40

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



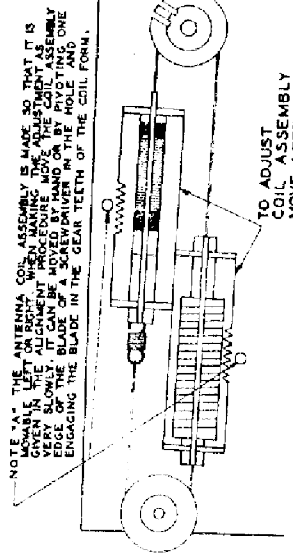
View of Tuning Coil Assembly

41



42

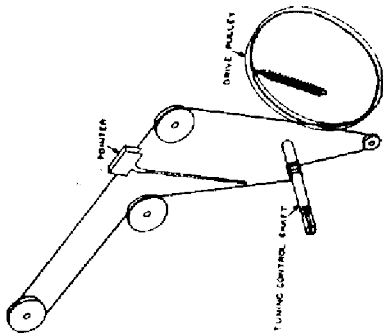
43



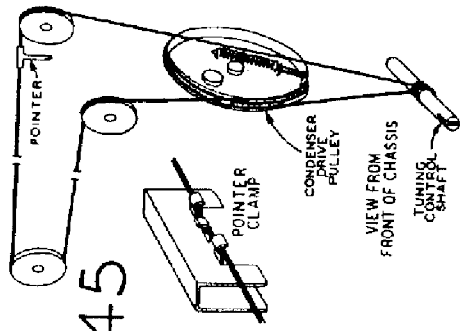
NOTE: "A" THE ANTENNA COIL ASSEMBLY IS LIKELY TO BE LEFT ON BACK WHEN MAKING THE ADJUSTMENT. MOVE THE COIL ASSEMBLY VERY SLOWLY IT CAN BE MOVED FURTHER. ONE EDGE OF THE BLADE OF A SCREWDRIVER ON THE MOVING ONE ENGAGING THE BLADE IN THE GEAR TEETH OF THE COIL FORM.

TO ADJUST COIL ASSEMBLY MOVE LEFT OR RIGHT

44

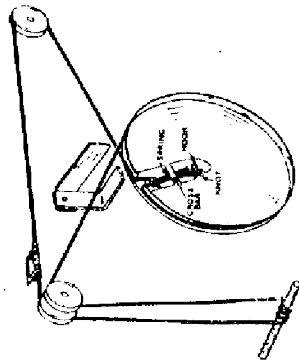


45

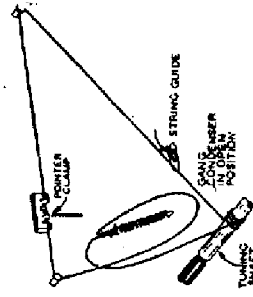


VIEW FROM FRONT OF CHASSIS

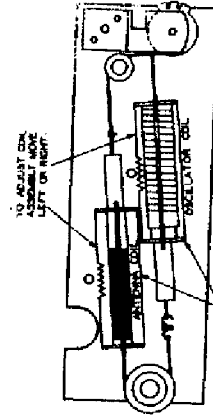
46



47



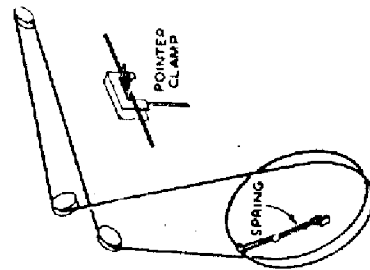
48



NOTE: IN ADJUSTING COIL ASSEMBLY, THE ADJUSTMENT SCREW IS MOVED LEFT OR RIGHT. WHEN MOVED LEFT OR RIGHT AS SHOWN IN THE ASSEMBLY VIEW ADJUST COIL ASSEMBLY LEFT OR RIGHT.

COIL ASSEMBLY VIEW

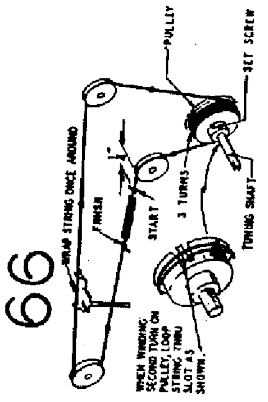
49



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



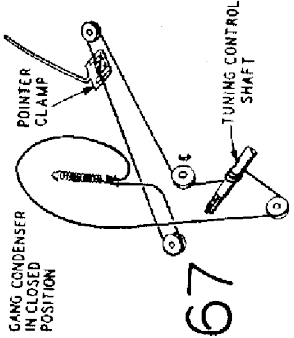
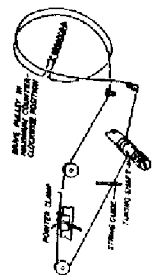




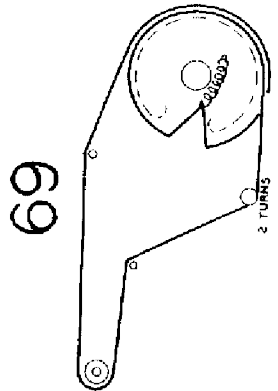
66

WHEN WRAPPING, HOLD TUNING SHAFT ON PULLEY TIGHTENING STRING THROUGH SLOT AS SHOWN.

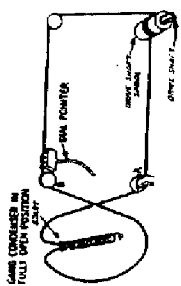
68



67



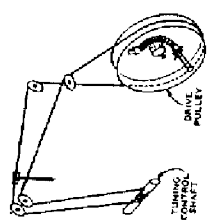
69



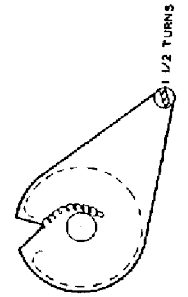
70

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

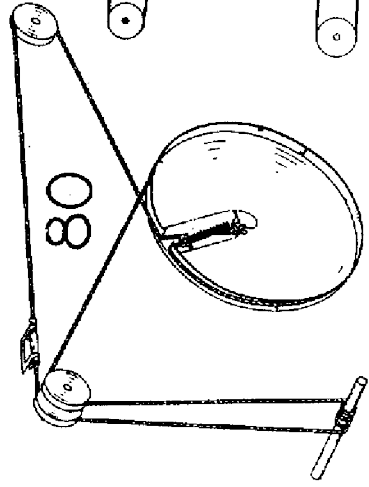
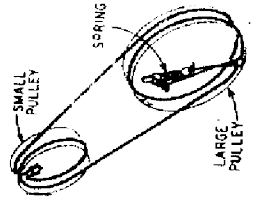
72



73

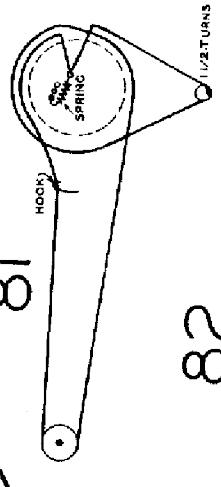


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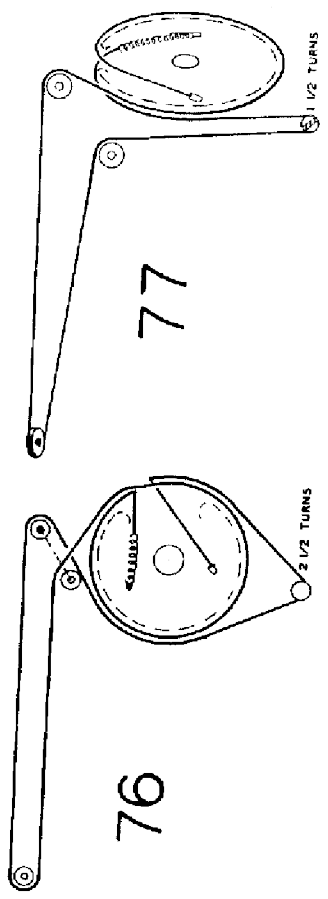
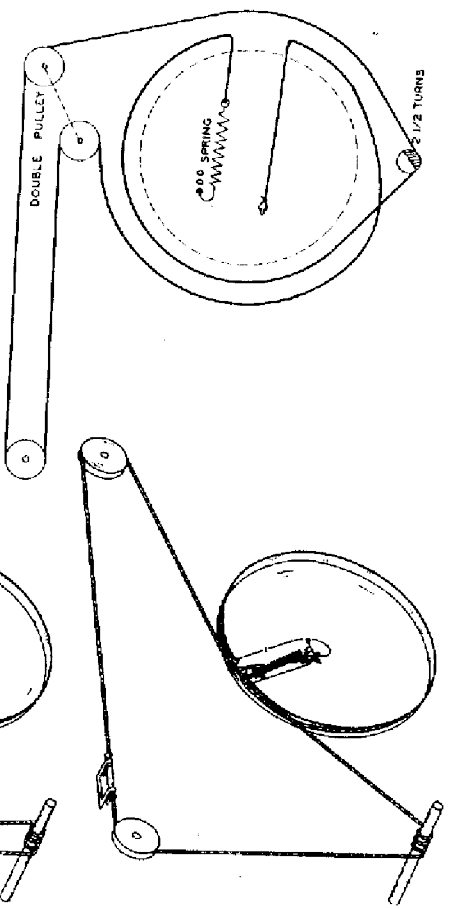


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81

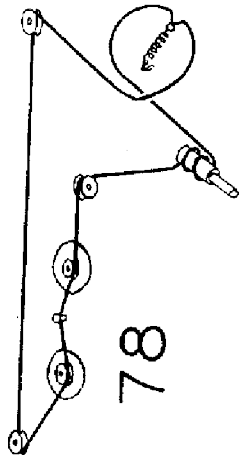


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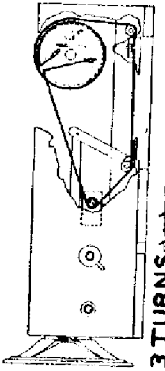
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77



78

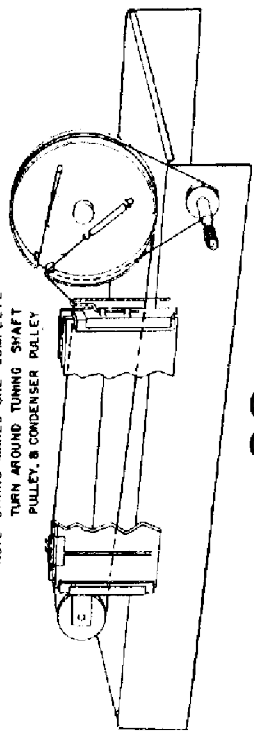
79



3 TURNS  
GANG SHOWN FULLY CLOSED

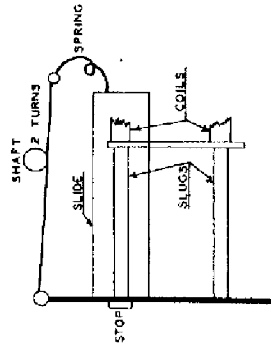


NOTE STRINGS MAKES ONE COMPLETE TURN AROUND TUNING SHAFT PULLEY, & CONDENSER PULLEY

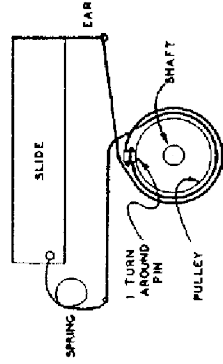


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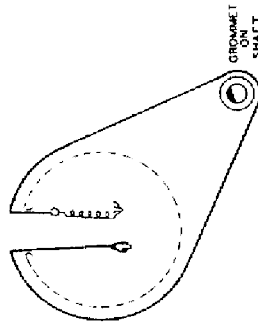
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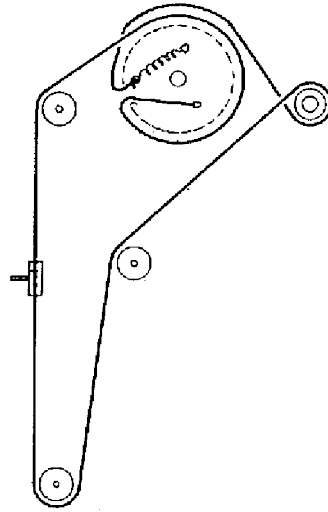
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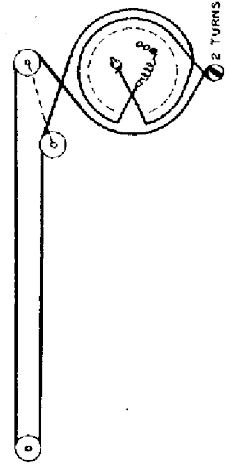
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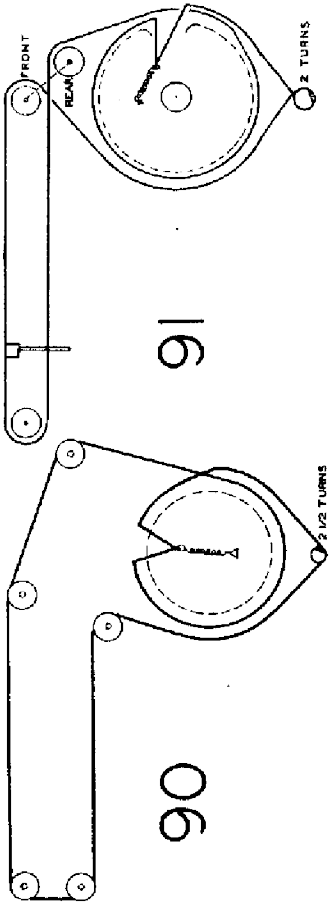
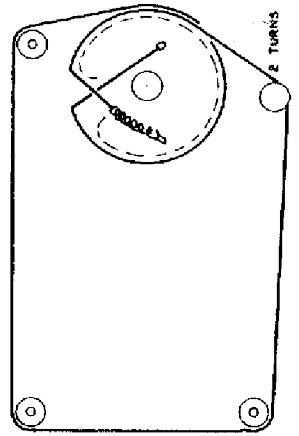
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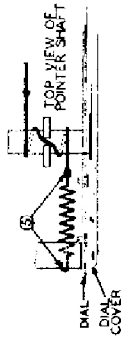


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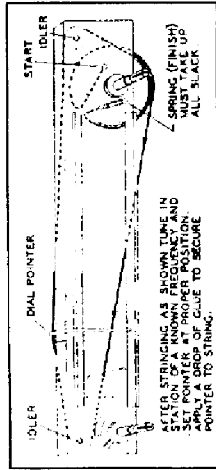
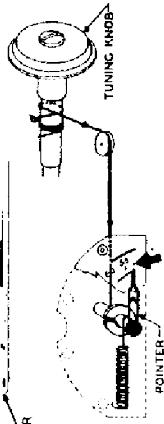


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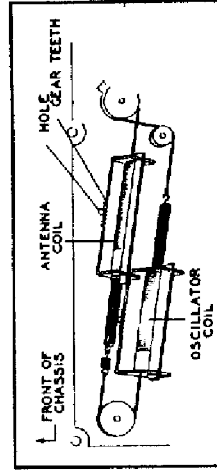
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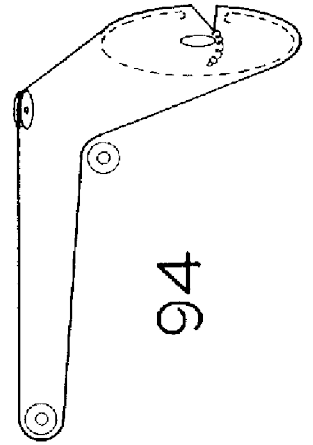
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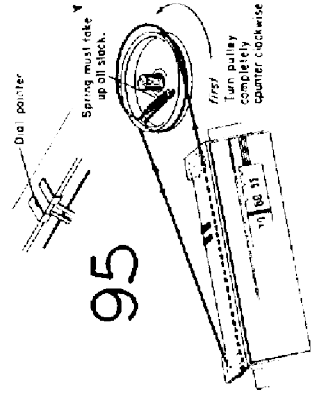
93



View of Coil Assembly



94

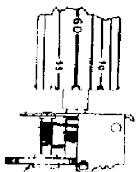


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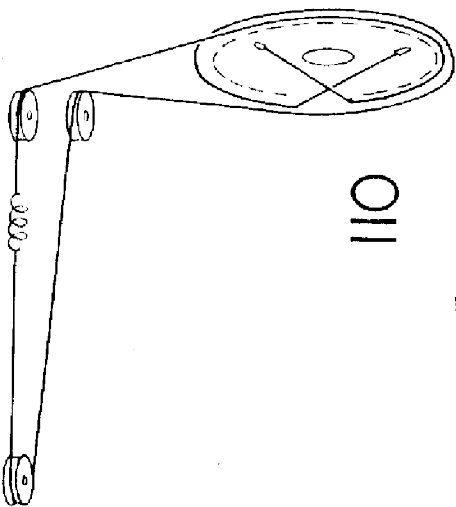




TUNING KINGS & SHAFT ASSEMBLY

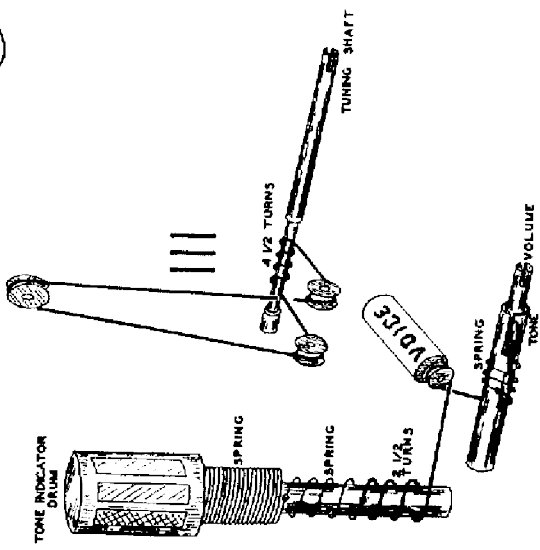
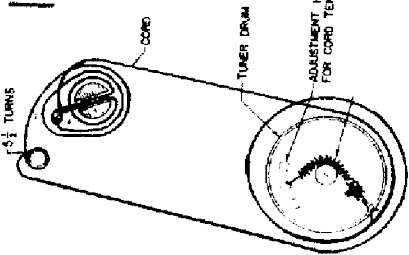


TO RECALIBRATE AFTER REPLACING DRIVE STRINGS, TUNE THE COILS FULLY IN THEN HOLD DRUM SHAFT STATIONARY WITH PLIERS, AND REVOLVE DIAL WITH FINGERS UNTIL THE 80 CALIBRATION LINE IS IN RELATION SHOWN TO BRACKET



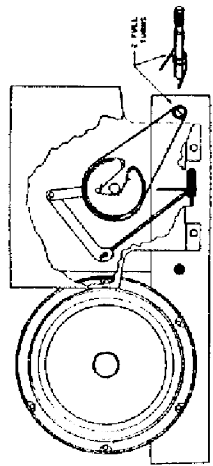
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109

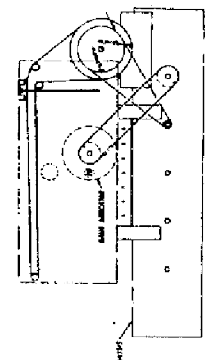


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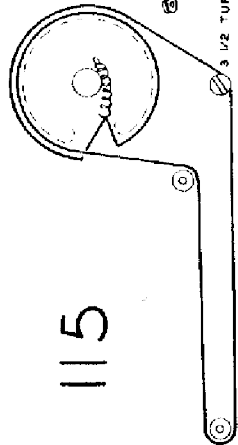
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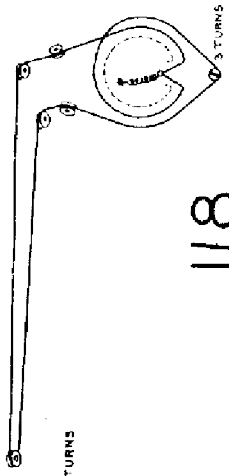
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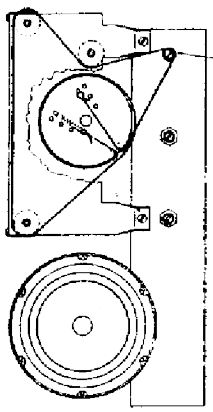
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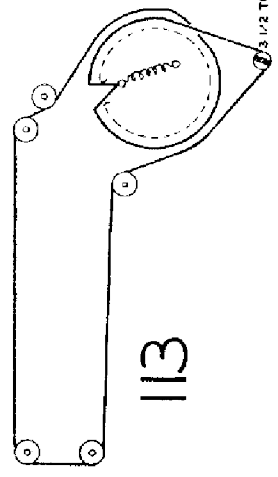
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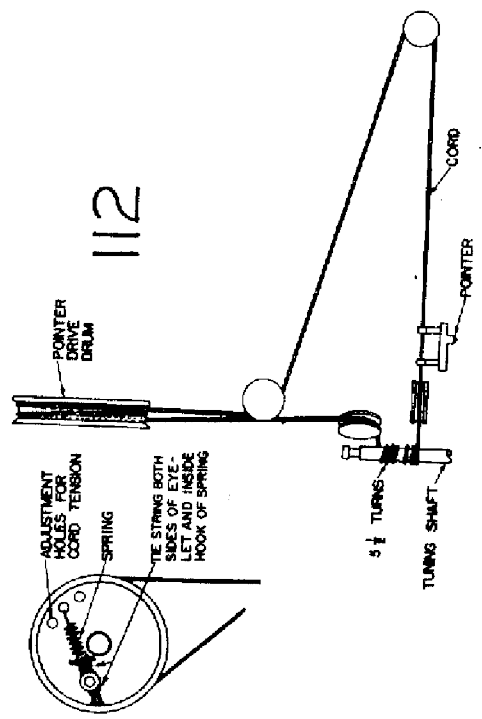
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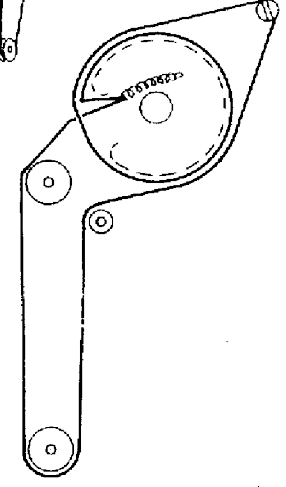


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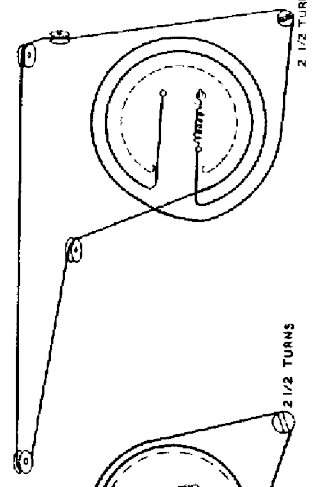


POSITION OF DRUM ASSEMBLY WITH COIL CORDS FULLY IN.

119

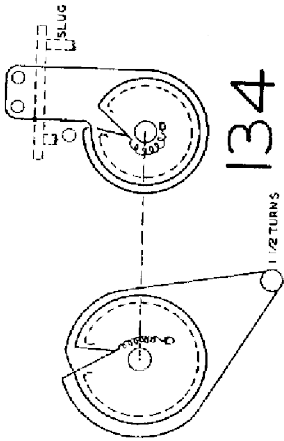


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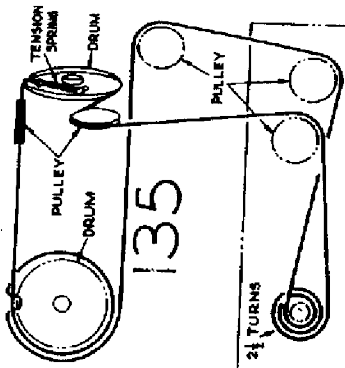




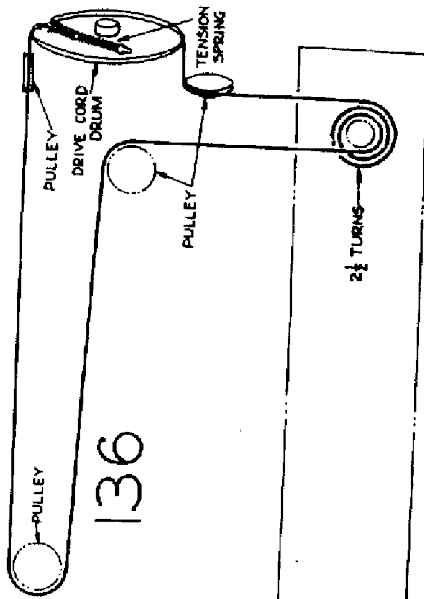




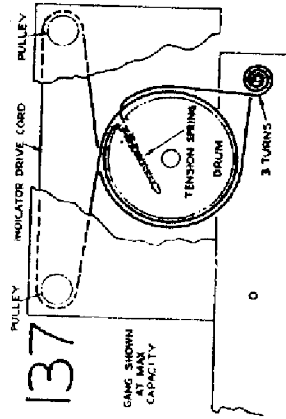
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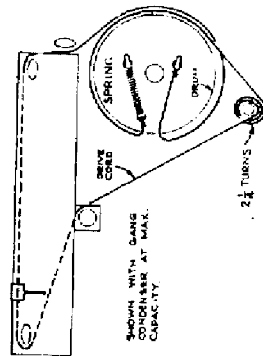
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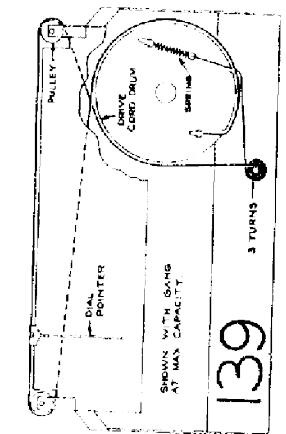
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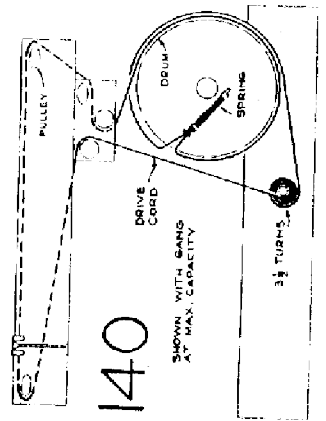
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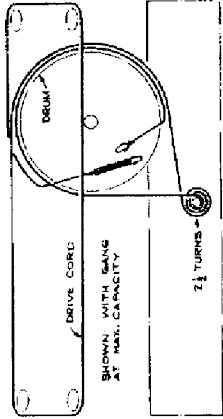
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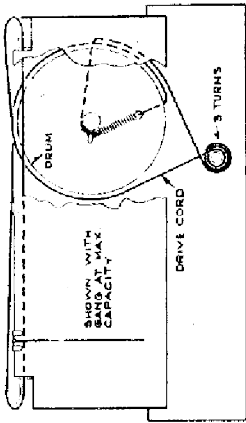
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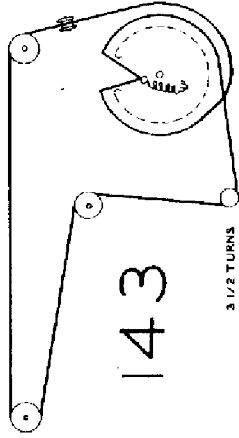
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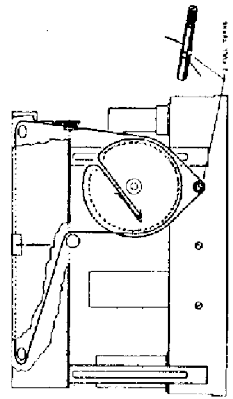
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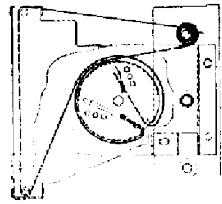
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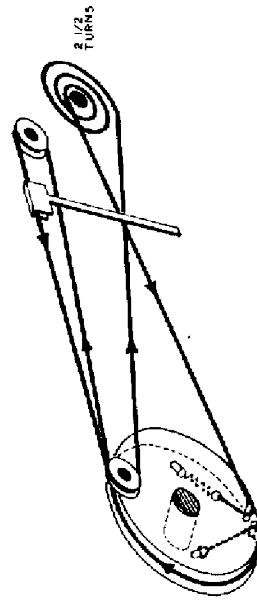
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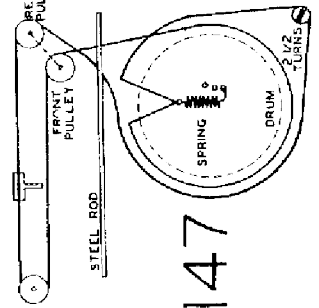
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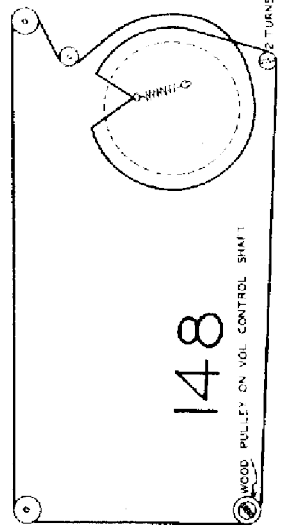
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146

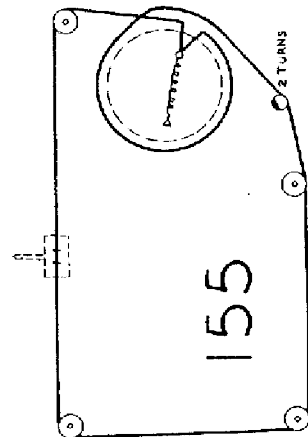
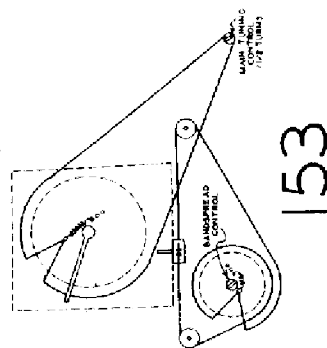
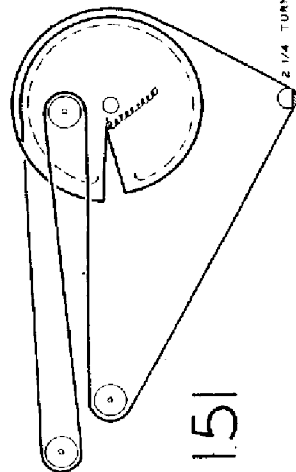
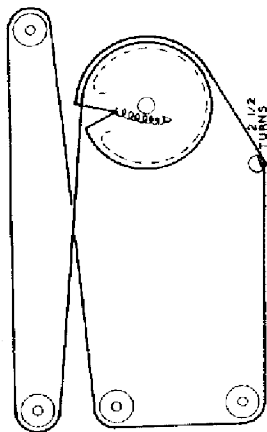
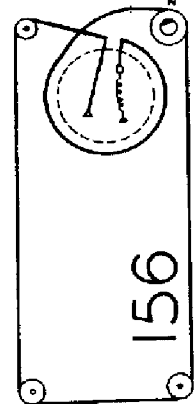
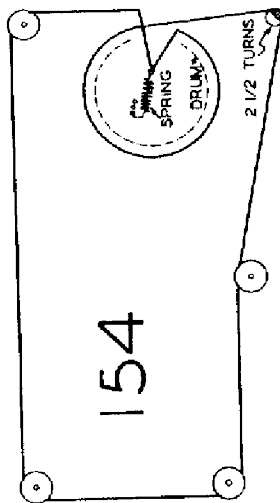
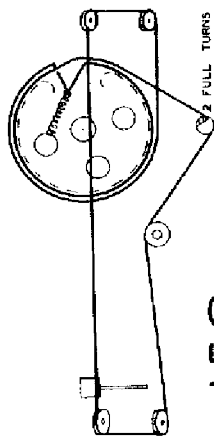
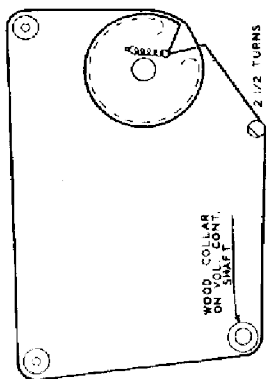
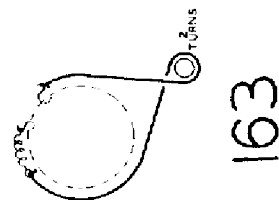
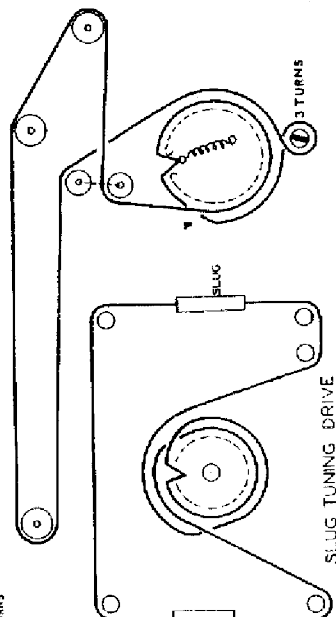
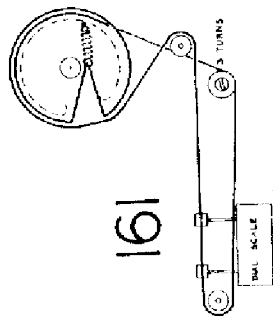
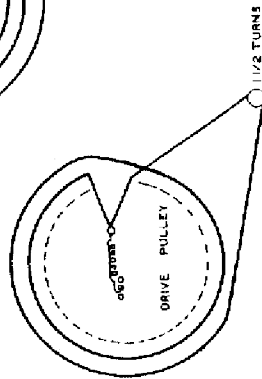
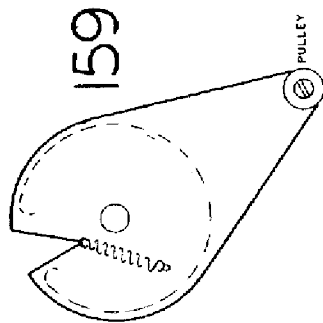
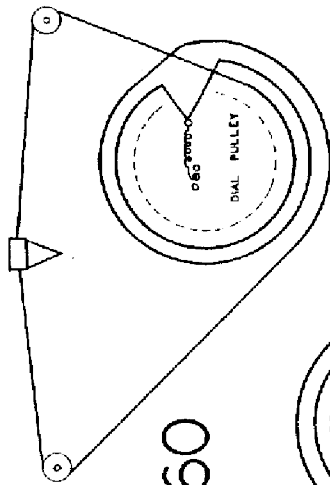
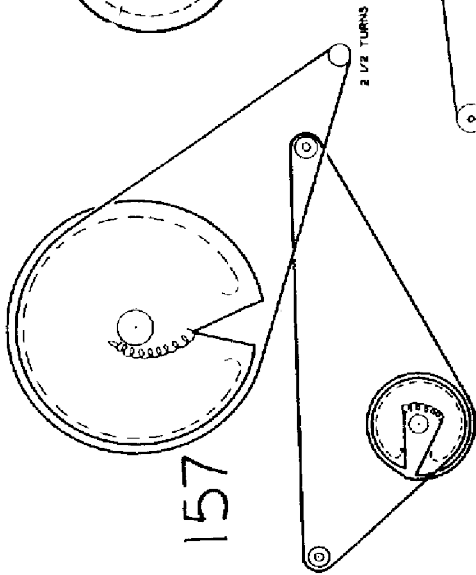
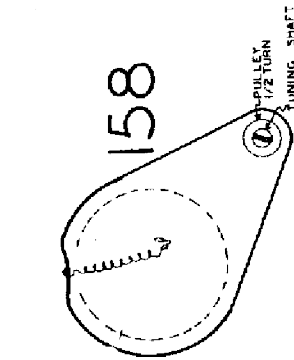


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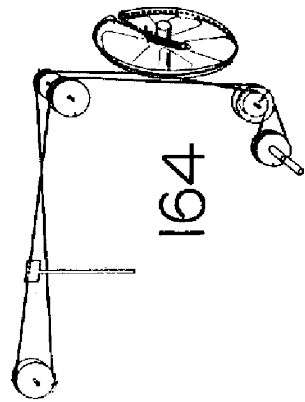


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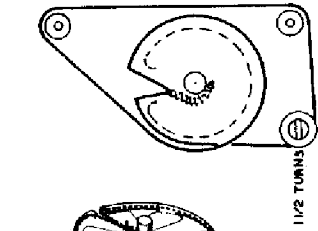
WOOD PULLEY ON YOL CONTROL SHANT



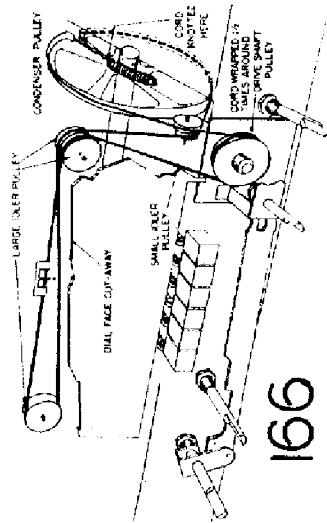




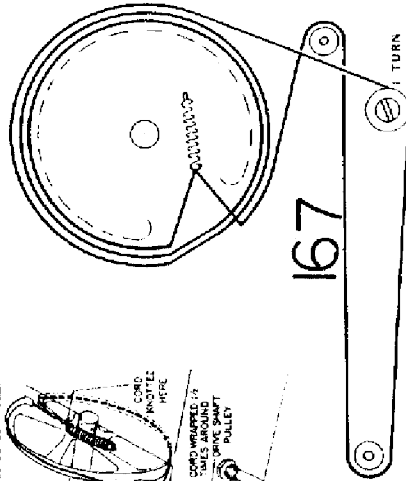
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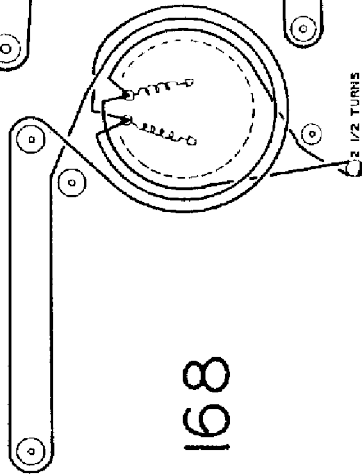
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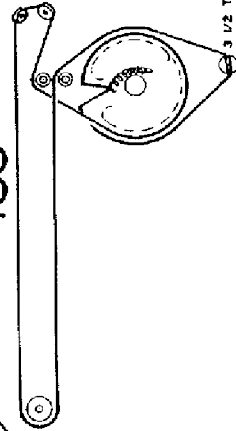
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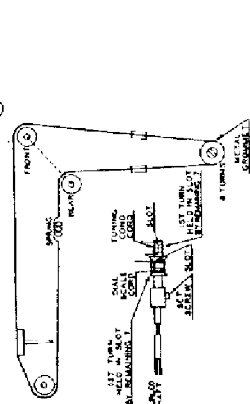
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168

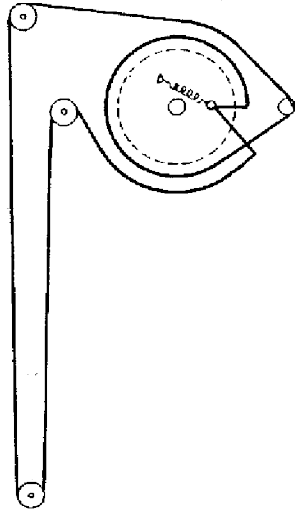


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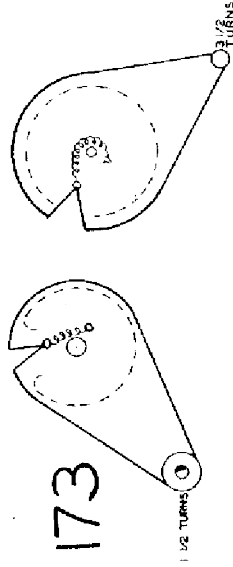


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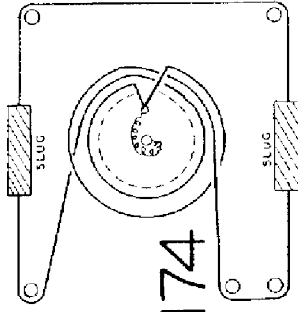
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172

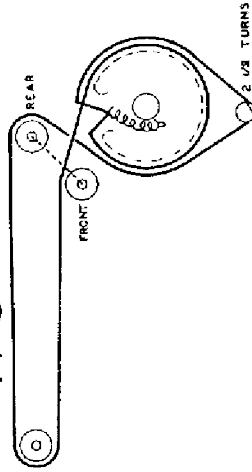


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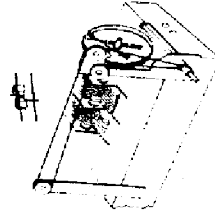


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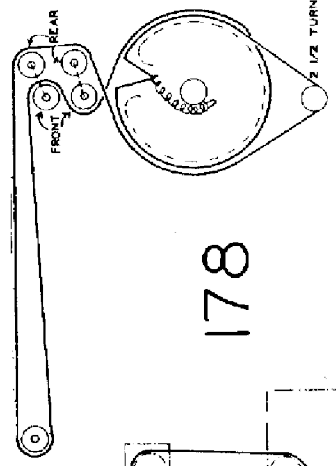
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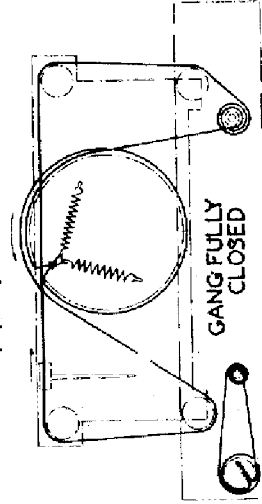
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177

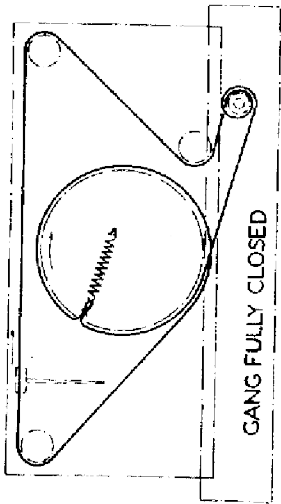


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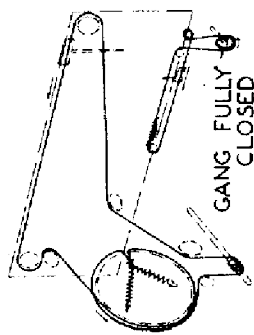


VOLUME CONTROL  
STRINGING  
OFF POSITION

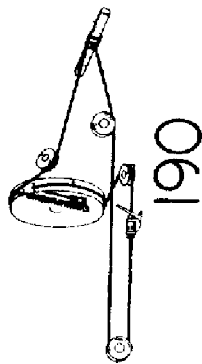
GANG FULLY  
CLOSED



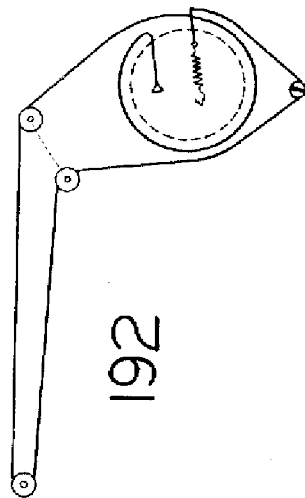
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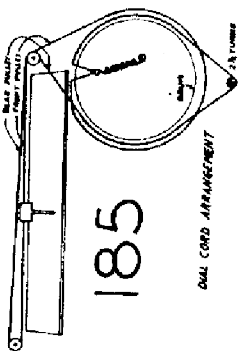
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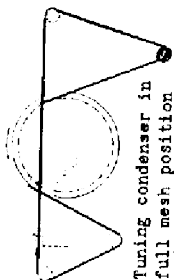


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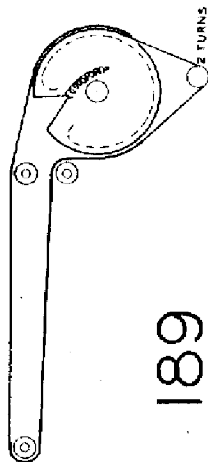
185

DIAL CORD ARRANGEMENT

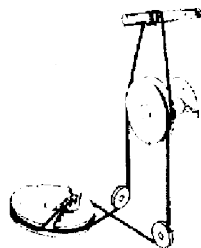


187

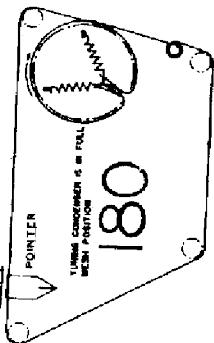
Tuning condenser in full mesh position



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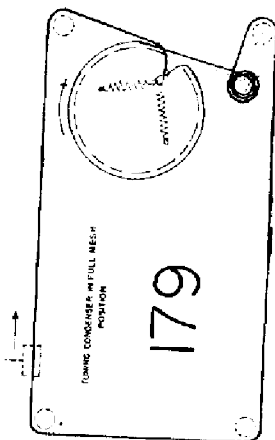
191



180

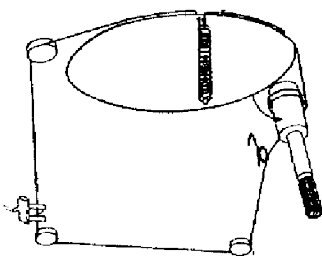
POINTER

TUNING CONDENSER IS IN FULL MESH POSITION

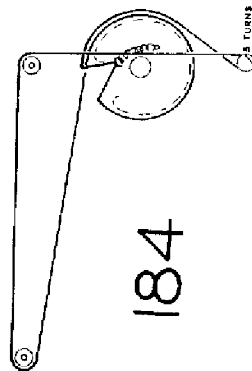


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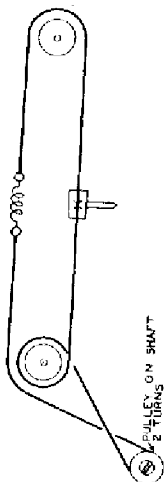
TUNING CONDENSER IN FULL MESH POSITION



182

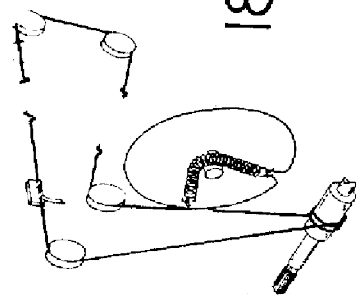


184



181

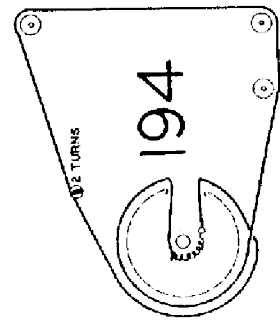
2 TURNS ON SHAFT



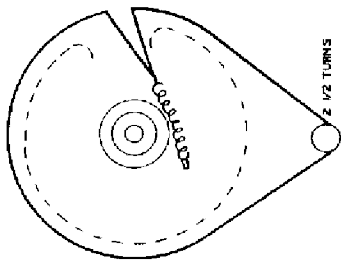
183

2 TURNS





FRONT VIEW  
PLATES MESHED



195

FRONT VIEW  
PLATES MESHED

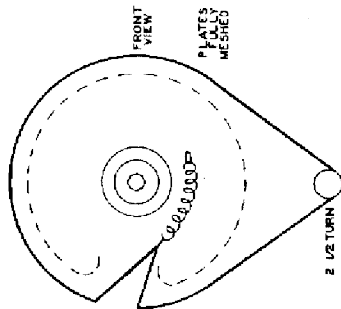
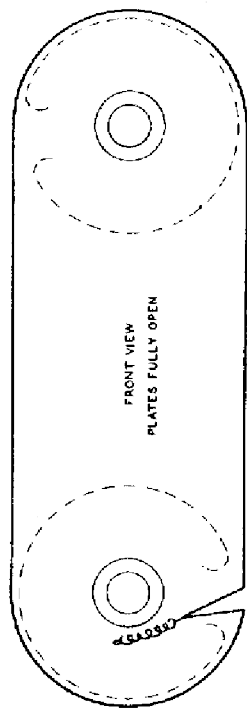


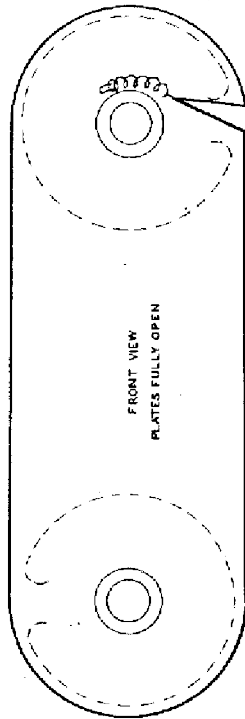
FIG. 1 DIAL DRIVE (A.M.)

FIG. 2 DIAL DRIVE (F.M.)



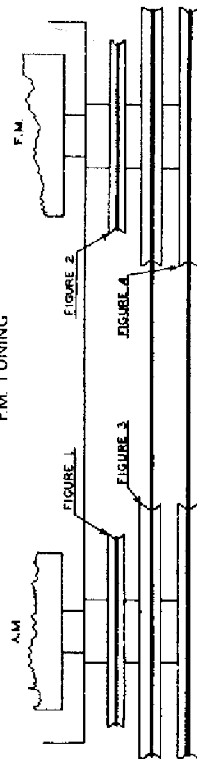
FRONT VIEW  
PLATES FULLY OPEN

FIG. 3 DIAL DRUMS  
A.M. TUNING

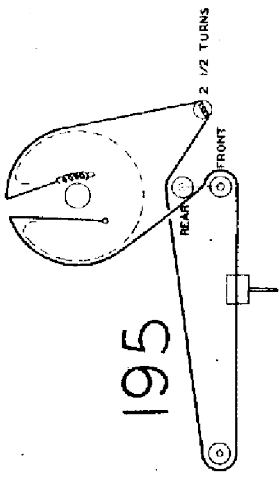


FRONT VIEW  
PLATES FULLY OPEN

FIG. 4 DIAL DRUMS  
F.M. TUNING



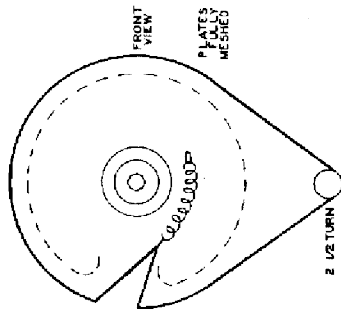
193



1/2 TURNS

194

FRONT VIEW  
PLATES MESHED



FRONT VIEW  
PLATES MESHED

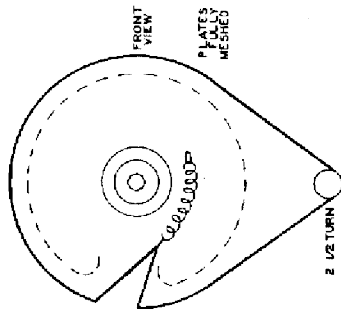
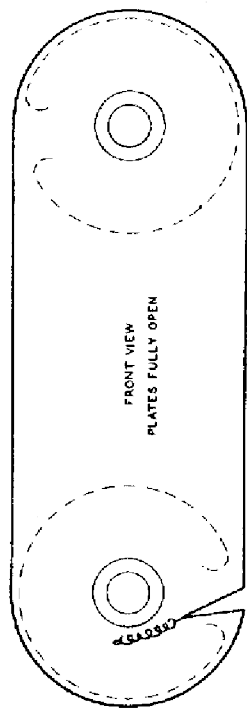


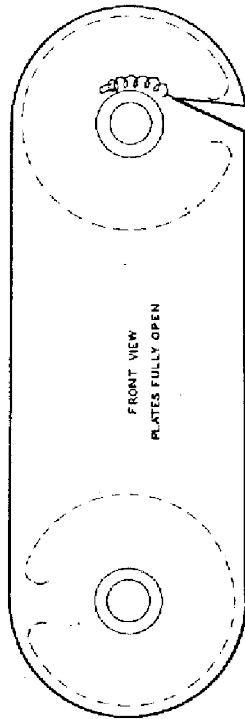
FIG. 1 DIAL DRIVE (A.M.)

FIG. 2 DIAL DRIVE (F.M.)



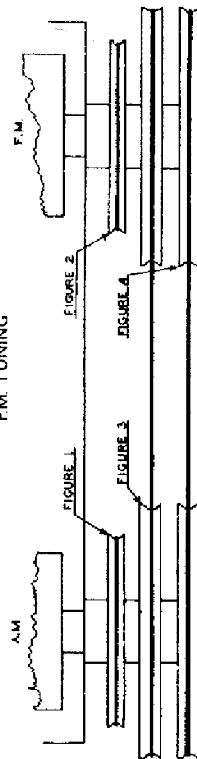
FRONT VIEW  
PLATES FULLY OPEN

FIG. 3 DIAL DRUMS  
A.M. TUNING

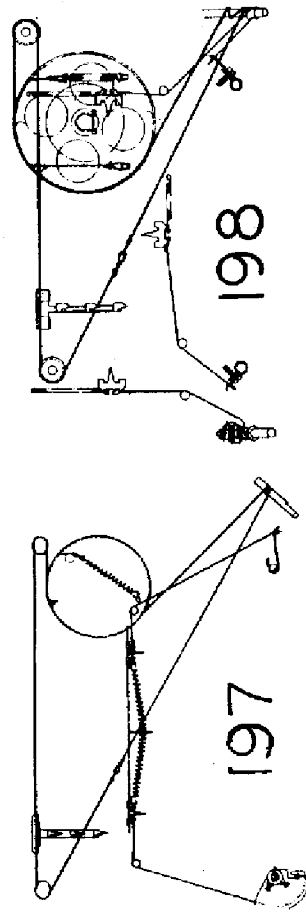


FRONT VIEW  
PLATES FULLY OPEN

FIG. 4 DIAL DRUMS  
F.M. TUNING



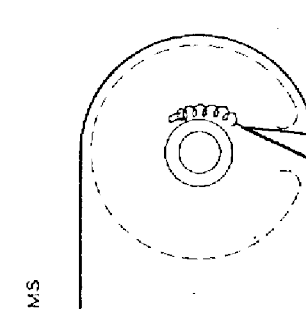
193



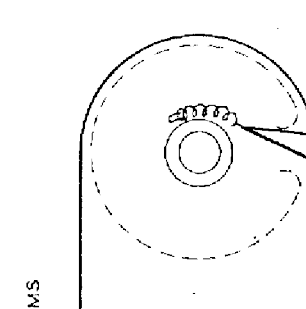
1/2 TURNS

194

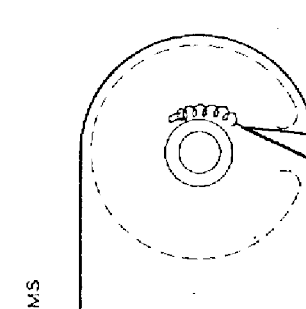
FRONT VIEW  
PLATES MESHED



FRONT VIEW  
PLATES MESHED

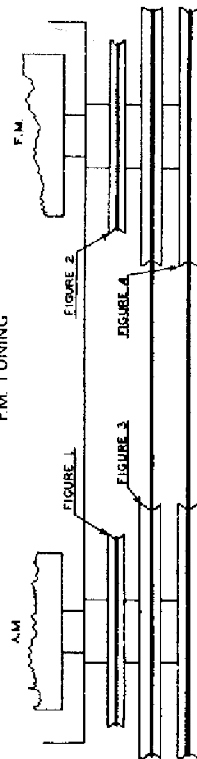


FRONT VIEW  
PLATES FULLY OPEN

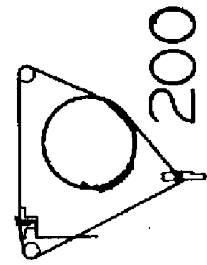


FRONT VIEW  
PLATES FULLY OPEN

FIG. 4 DIAL DRUMS  
F.M. TUNING



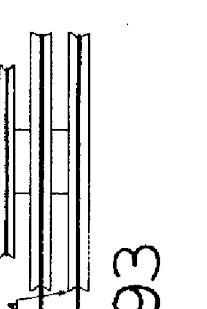
193



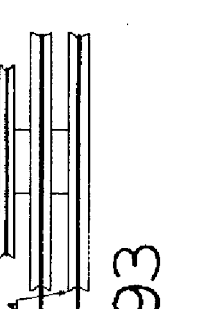
1/2 TURNS

194

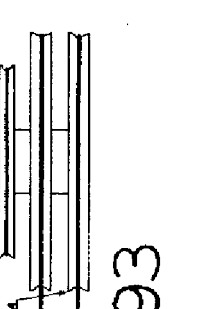
FRONT VIEW  
PLATES MESHED



FRONT VIEW  
PLATES MESHED



FRONT VIEW  
PLATES FULLY OPEN

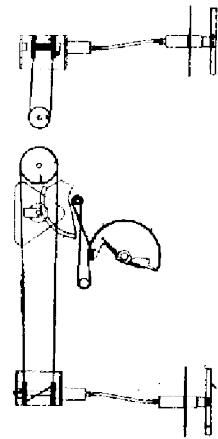


FRONT VIEW  
PLATES FULLY OPEN

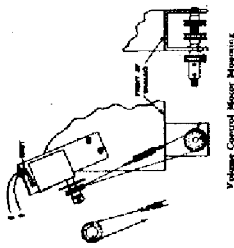
FIG. 4 DIAL DRUMS  
F.M. TUNING



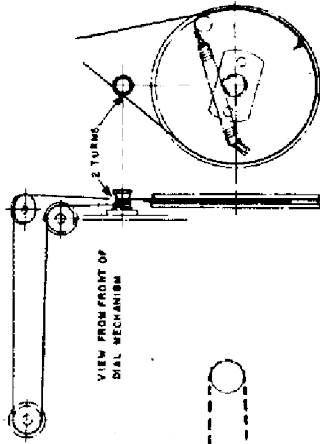
193



202

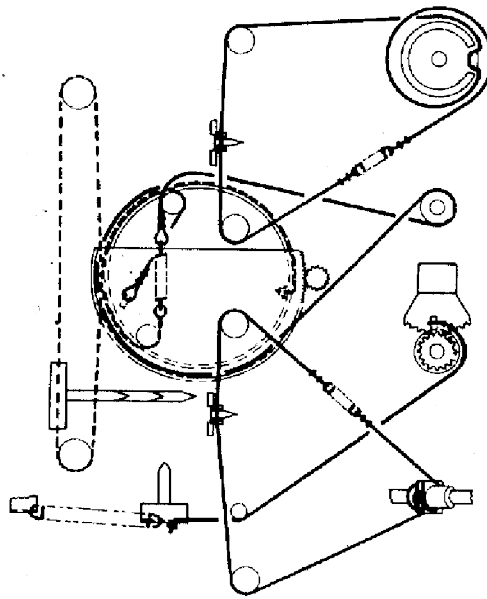


Volume Control Mechanism

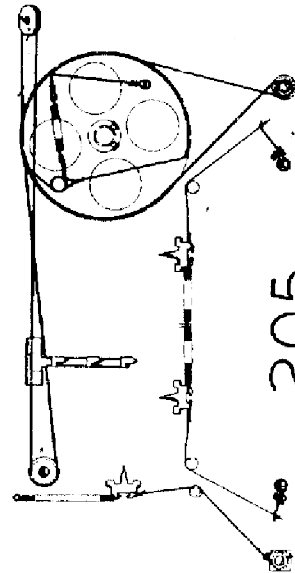


VIEW FROM FRONT OF DIAL MECHANISM

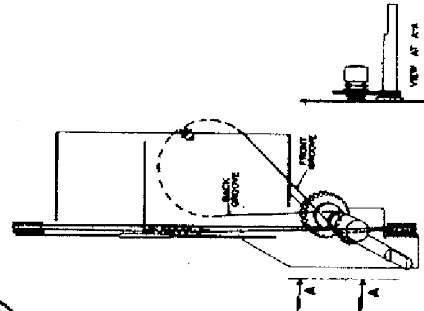
203



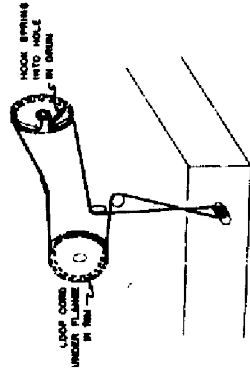
204



205

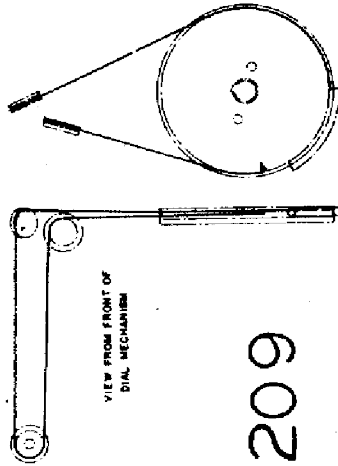


206



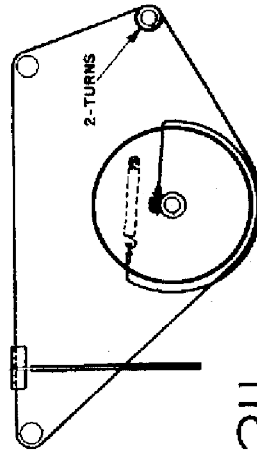
HOOK SHAPED UNDER FLANGE IN HOLE IN DIAL

207

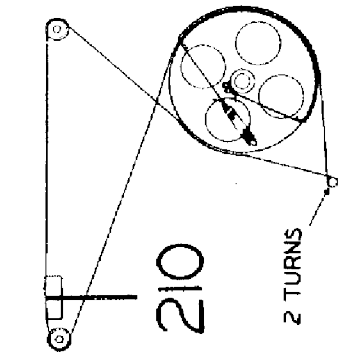


VIEW FROM FRONT OF DIAL MECHANISM

209

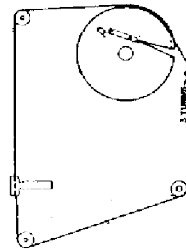


211

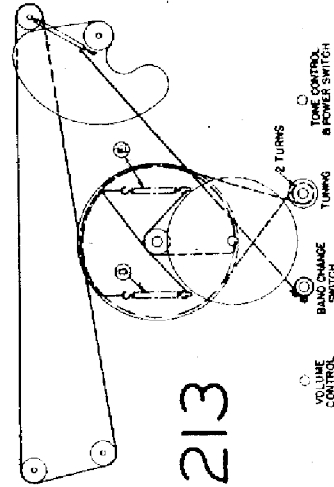


210

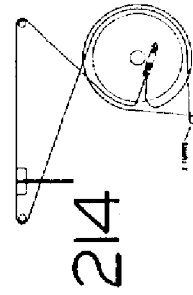
2 TURNS



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213

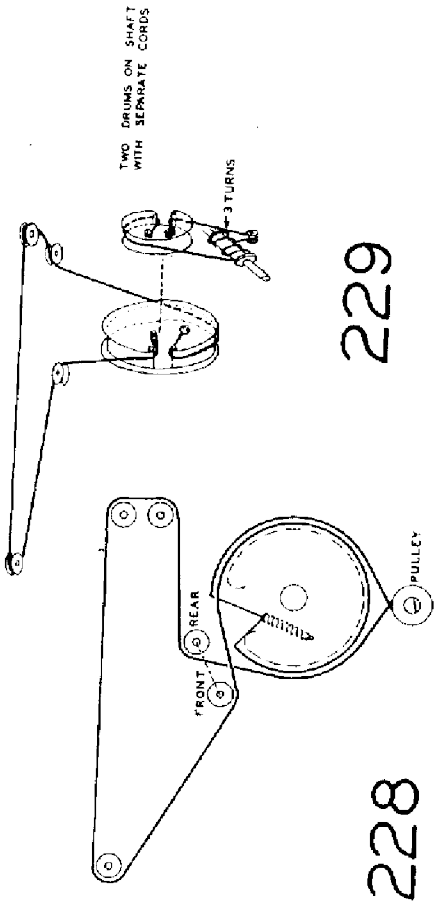


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VOLUME CONTROL  
BAND-CHANGE SWITCH  
TUNING  
2 TURNS  
TONE CONTROL  
& POWER SWITCH

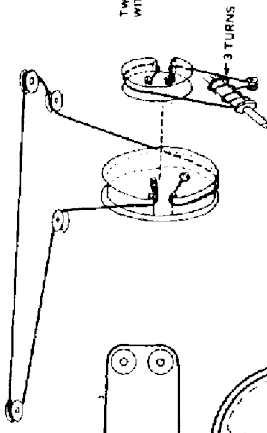




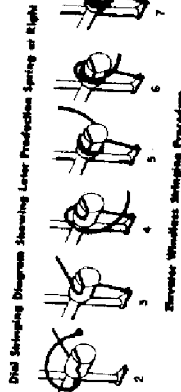
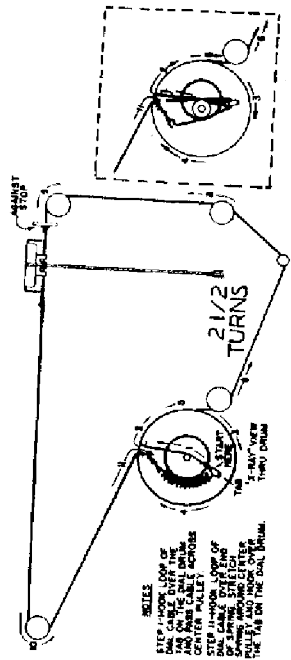


228

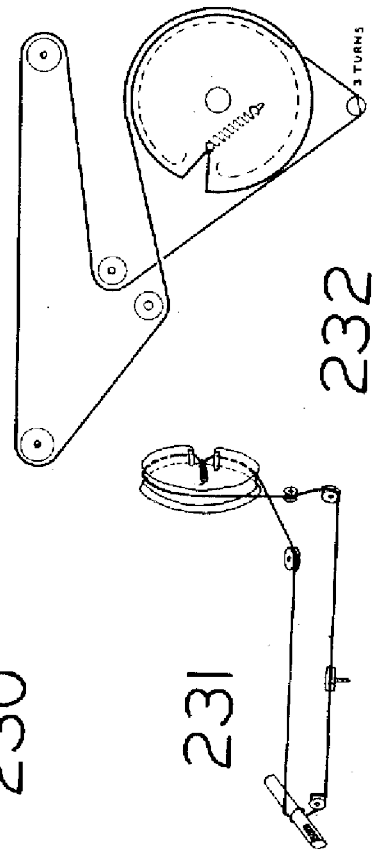
TWO DRUMS ON SHAFT WITH SEPARATE CORDS



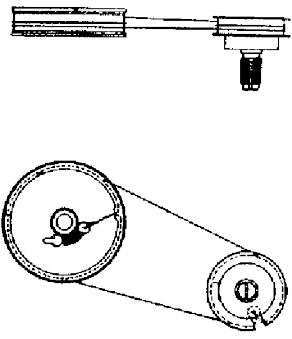
229



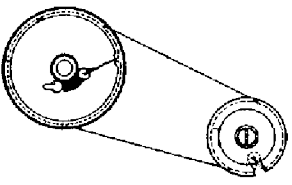
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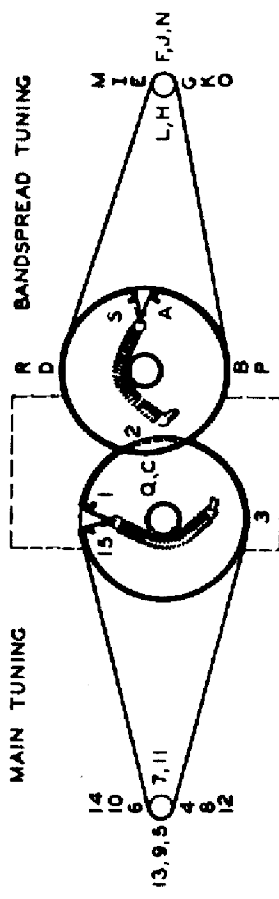
232



233

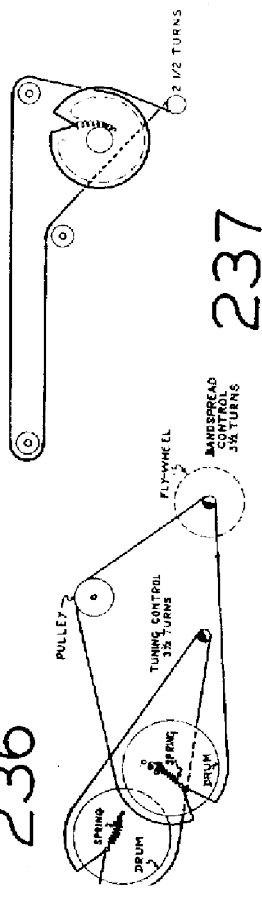


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TUNING CAPACITOR FULLY CLOSED (BOTH SECTIONS)

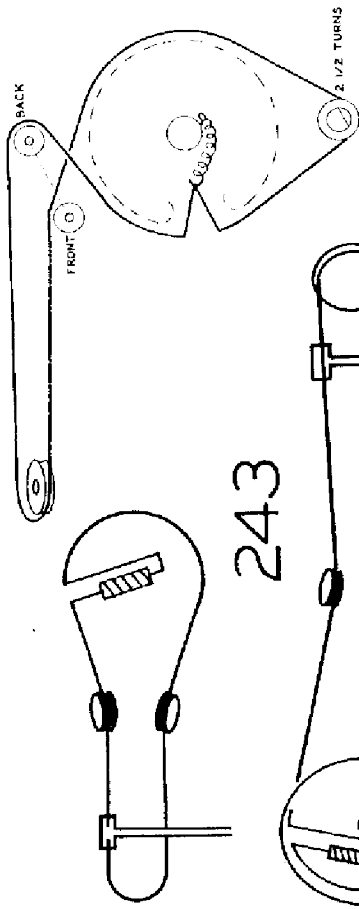
235



236

237



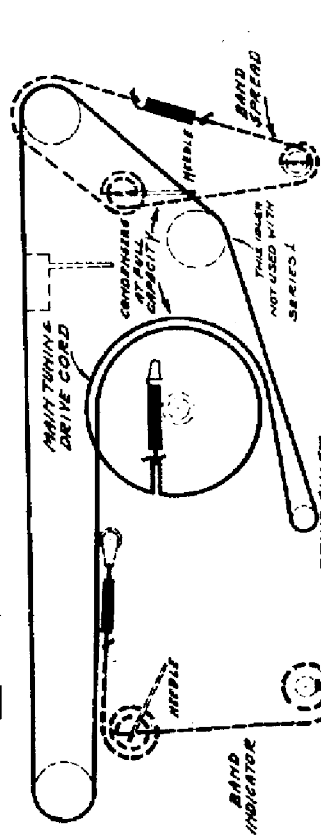


243



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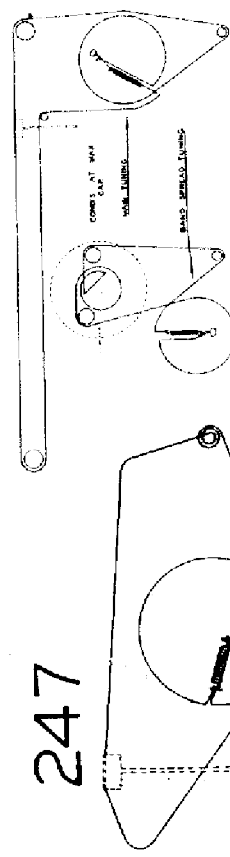
245



246

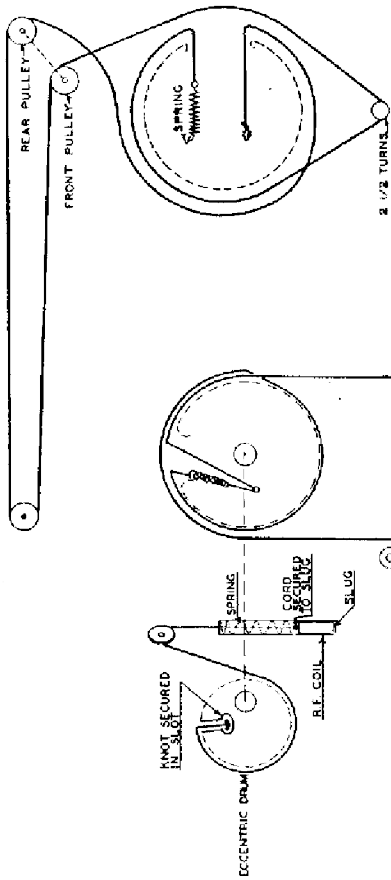
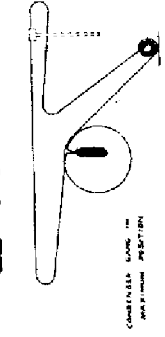
248

247



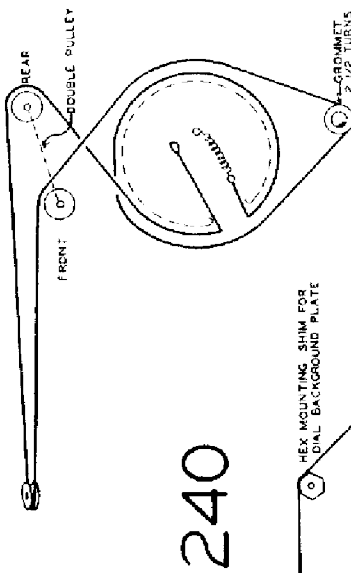
250

249



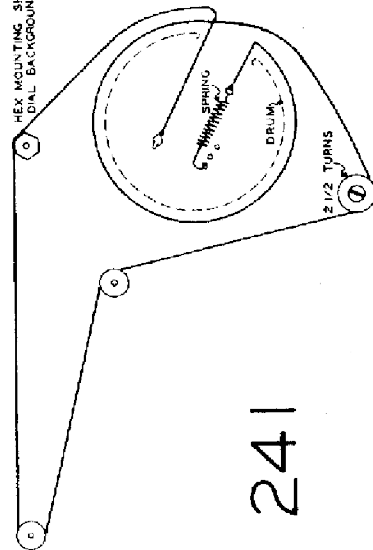
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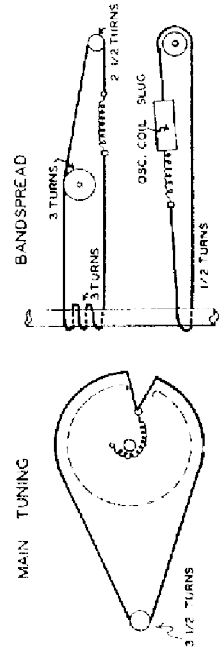
240

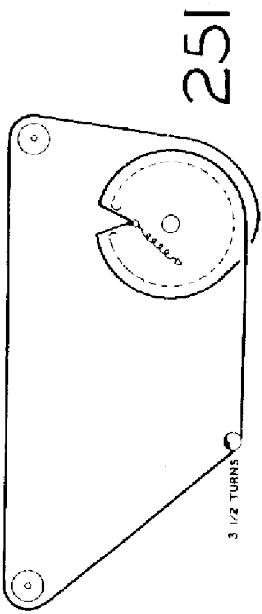
HEX MOUNTING SHIM FOR DIAL BACKGROUND PLATE



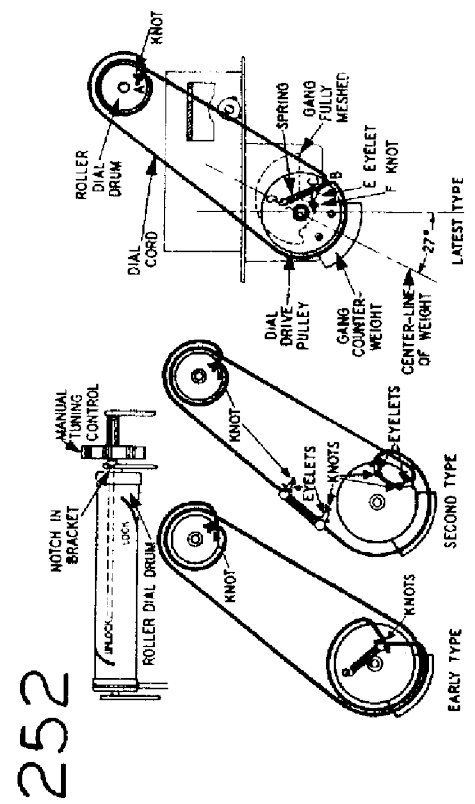
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242

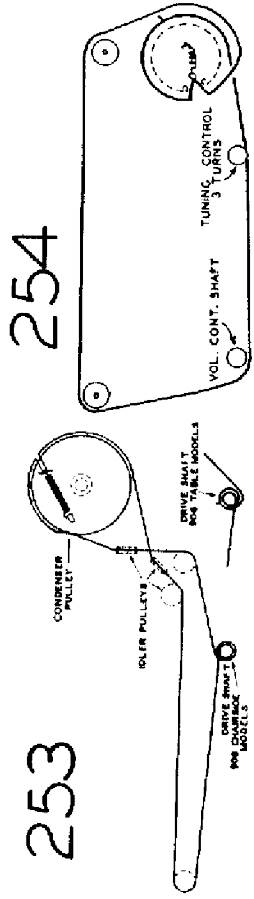




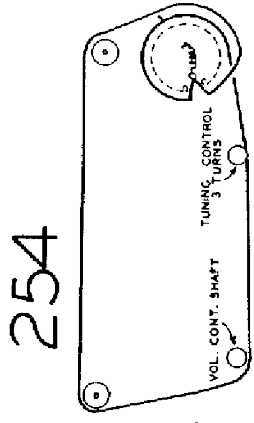
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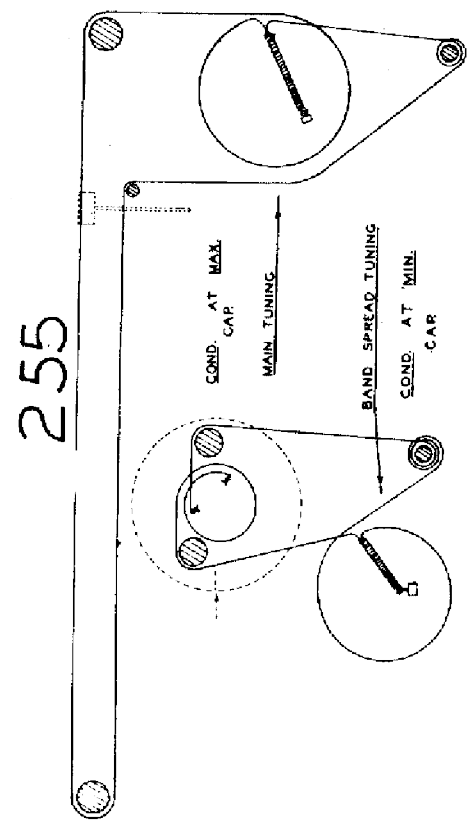
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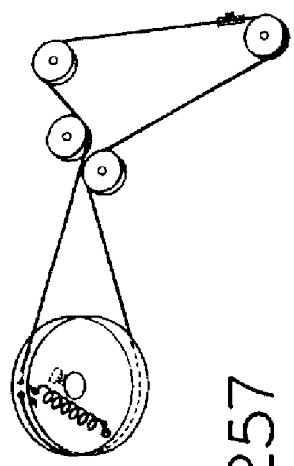
253



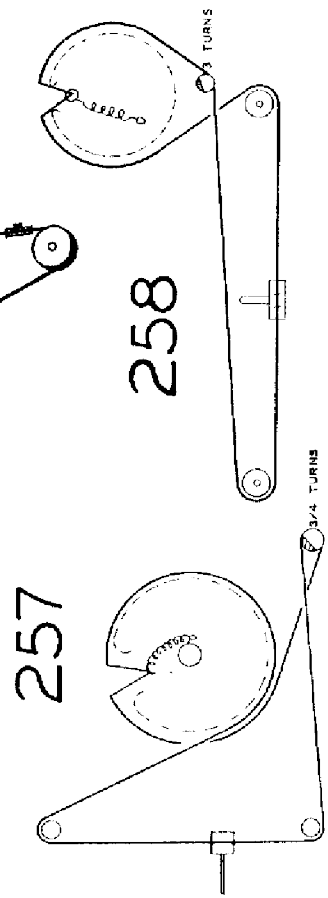
254



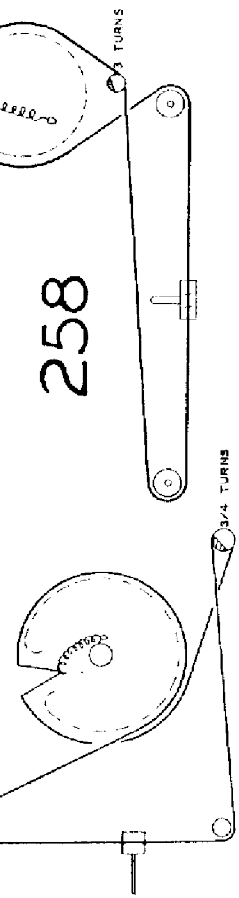
255



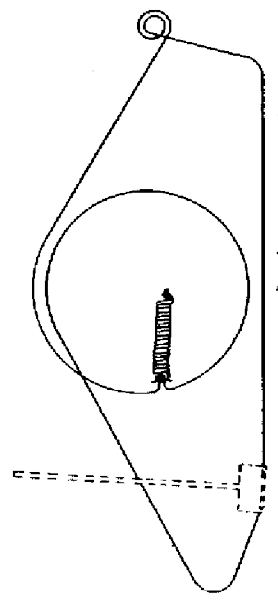
256



257

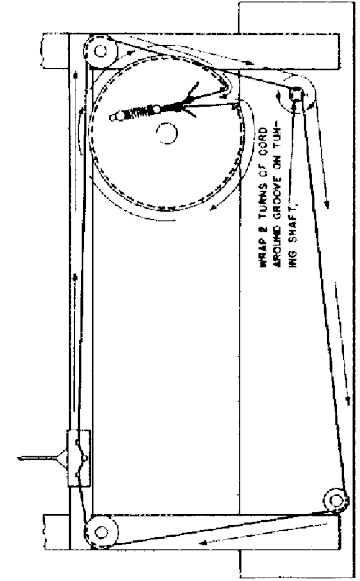


258

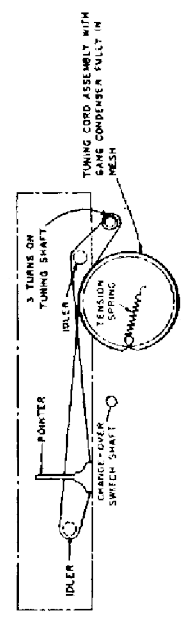


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Condenser gang in maximum position.

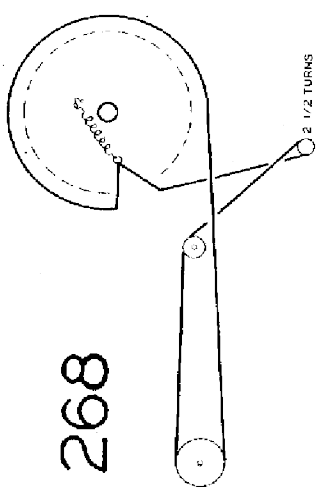


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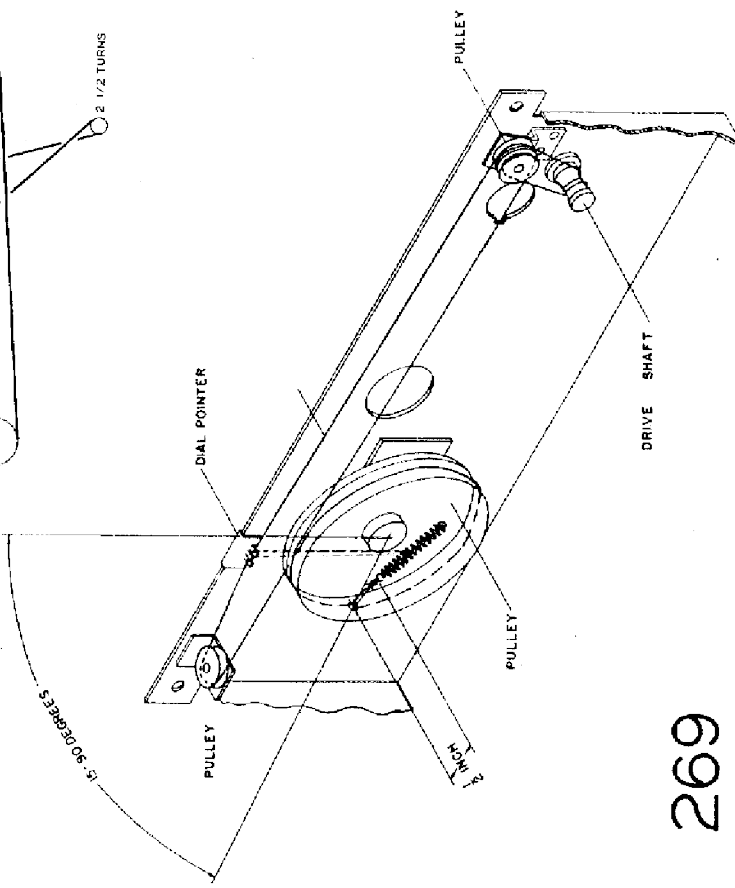


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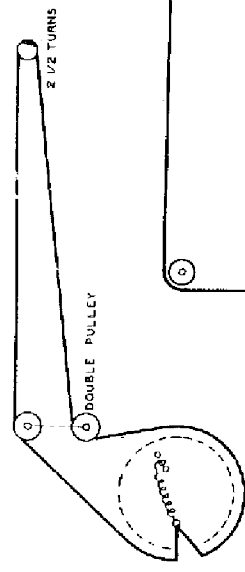




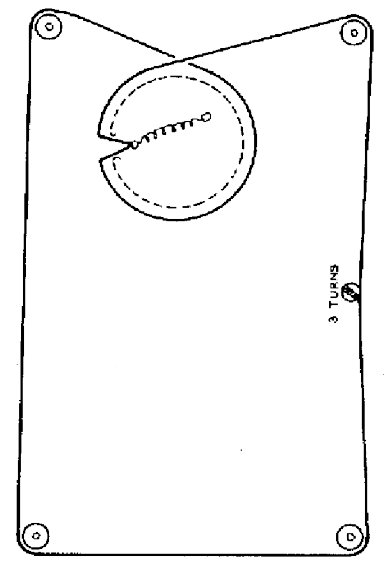
268



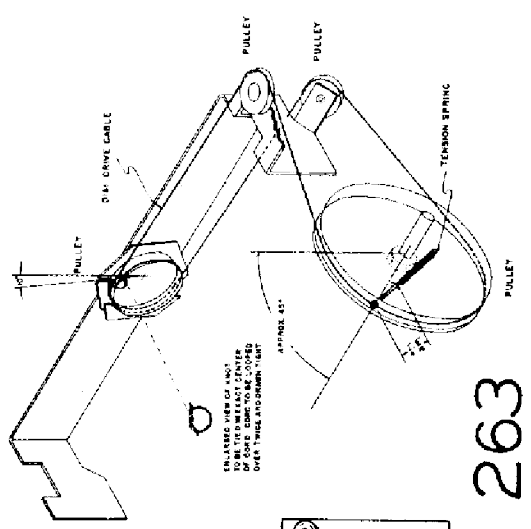
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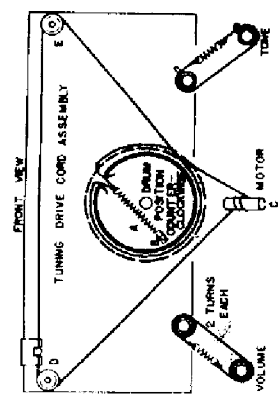
269



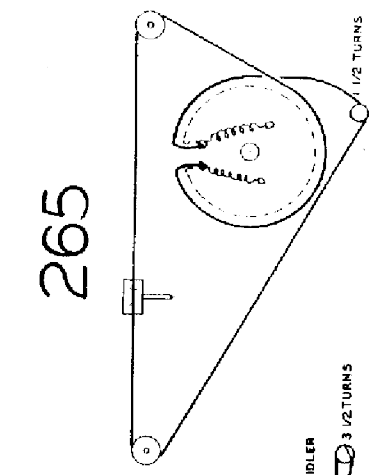
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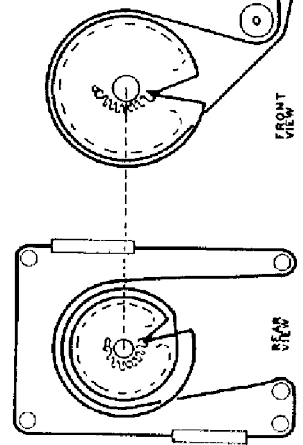
262



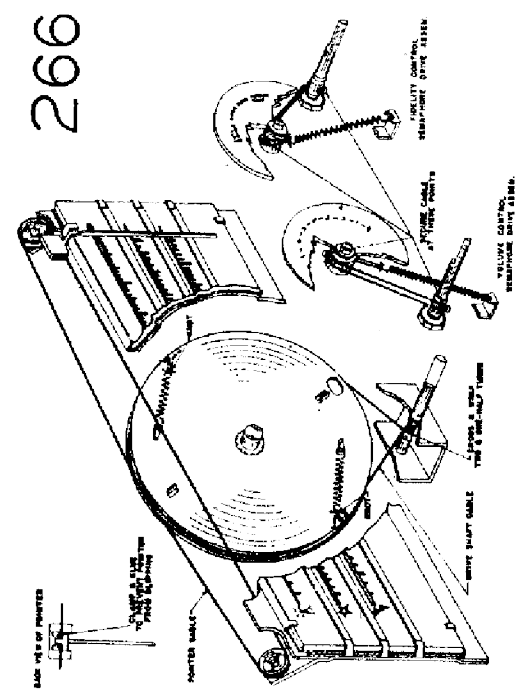
263



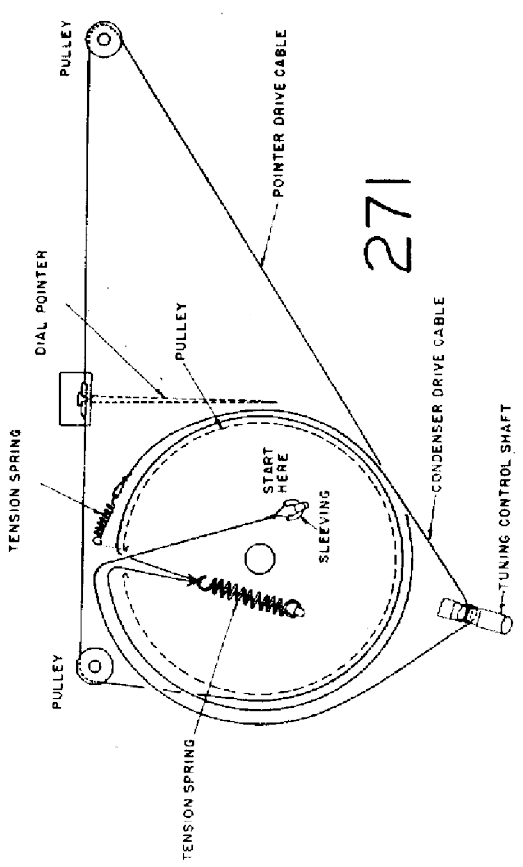
264



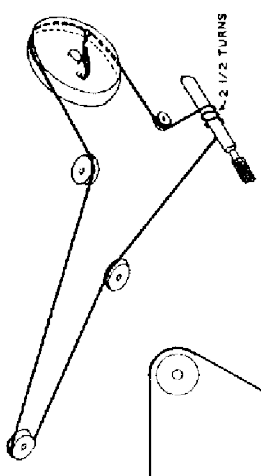
265



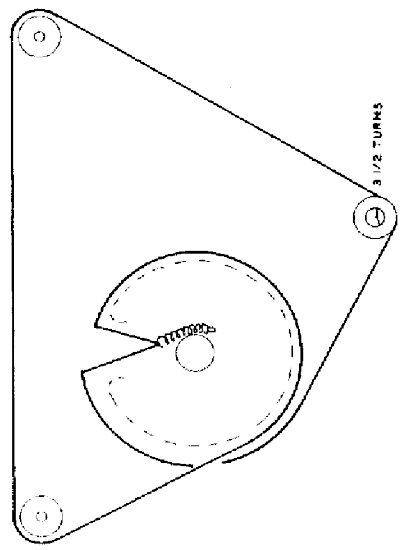
266



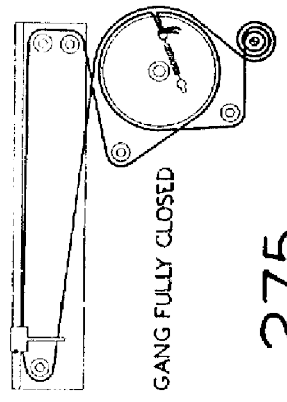
271



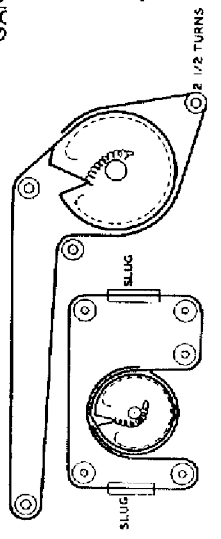
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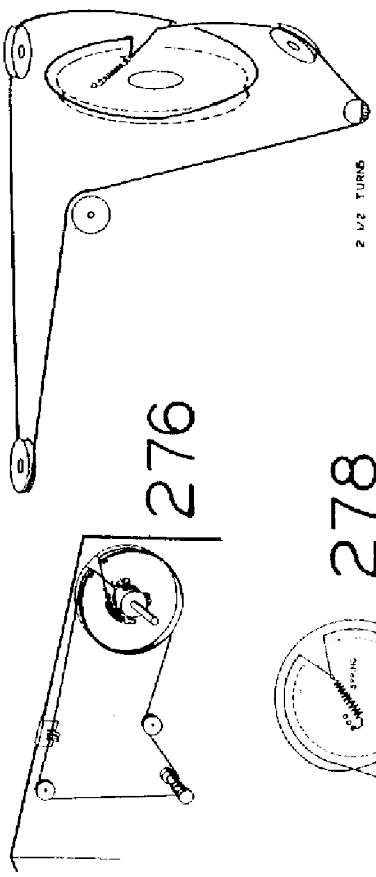
273



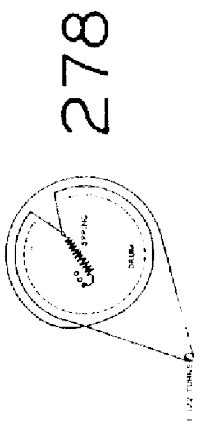
274



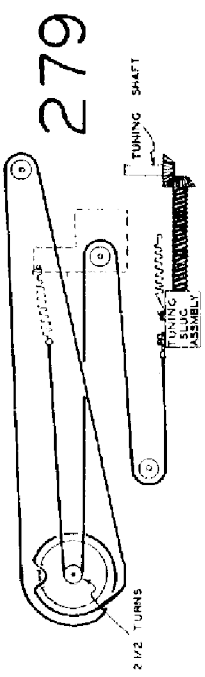
275



276

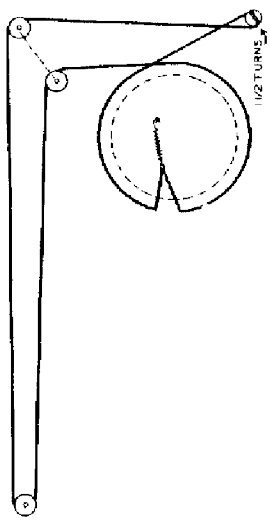


277

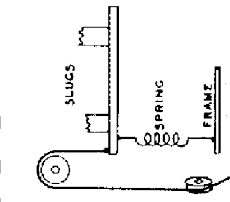


278

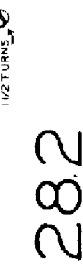
279



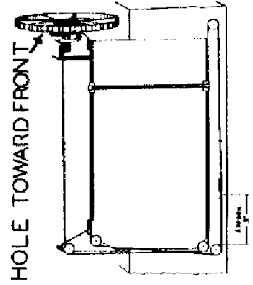
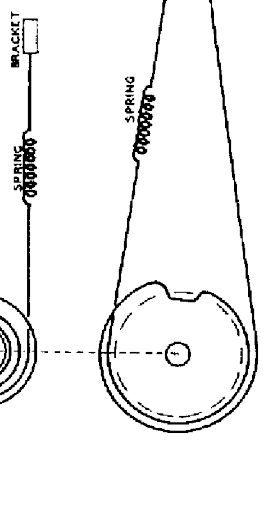
280



281



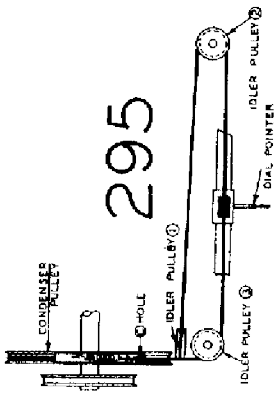
282



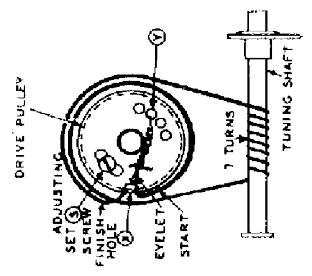
HOLE TOWARD FRONT



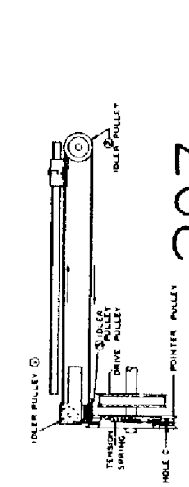
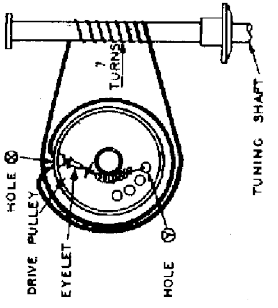




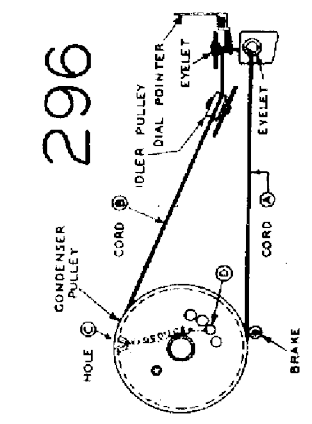
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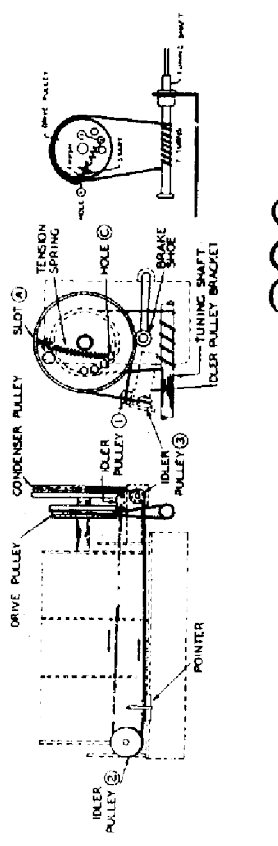
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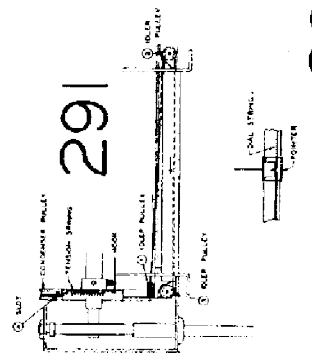
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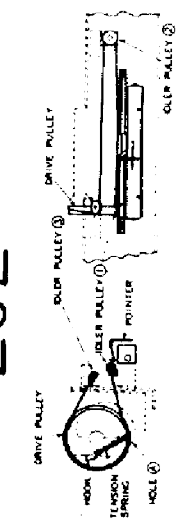
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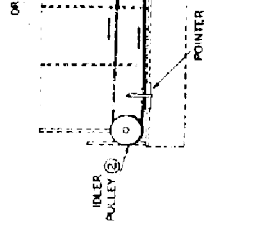
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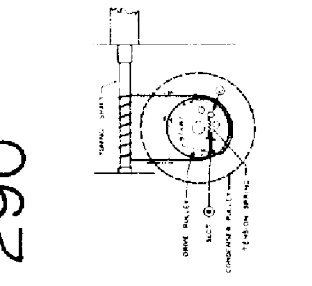
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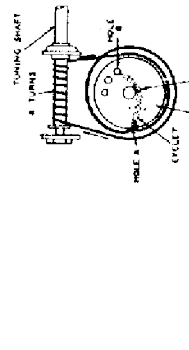
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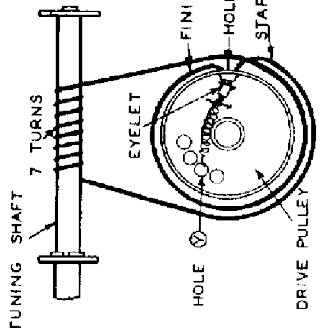
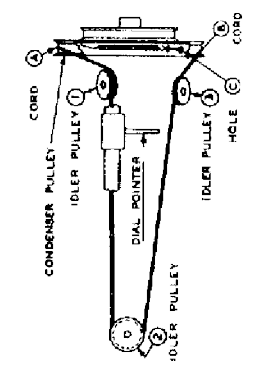
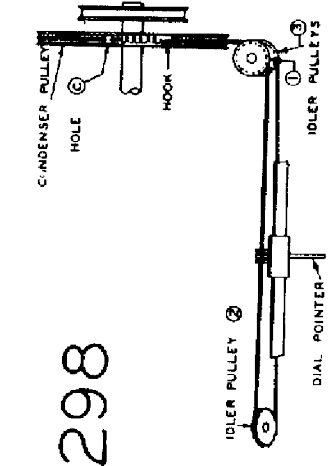
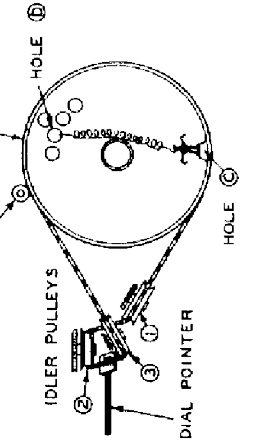
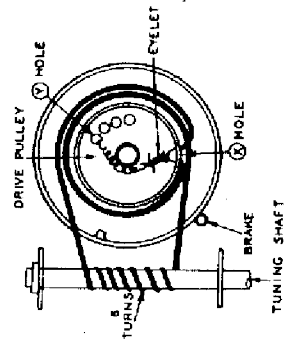
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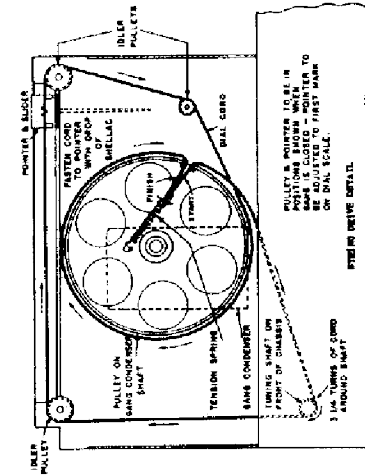


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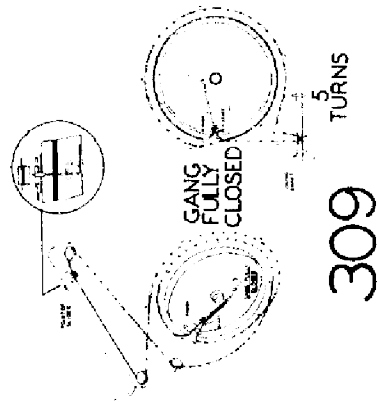




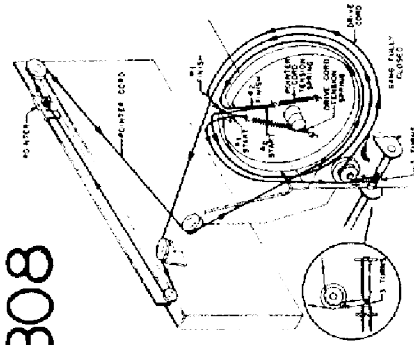




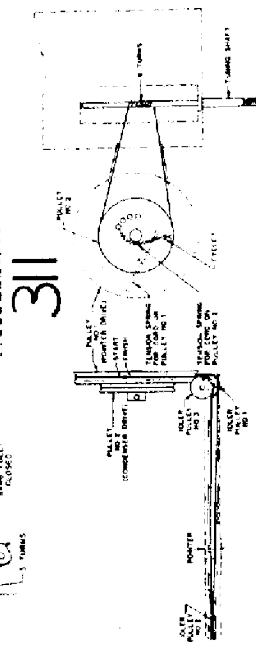
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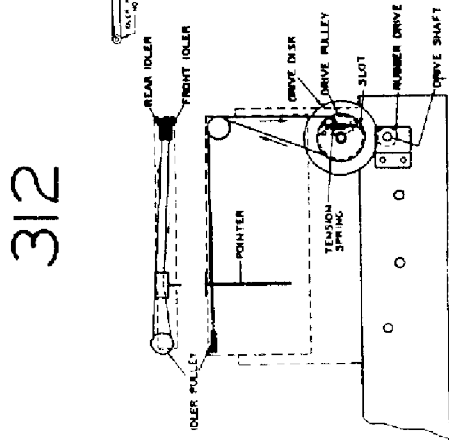
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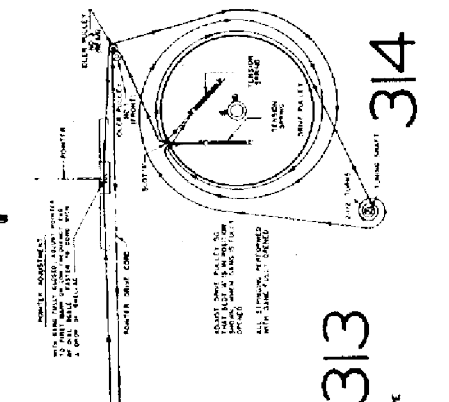
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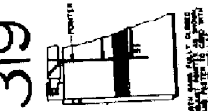
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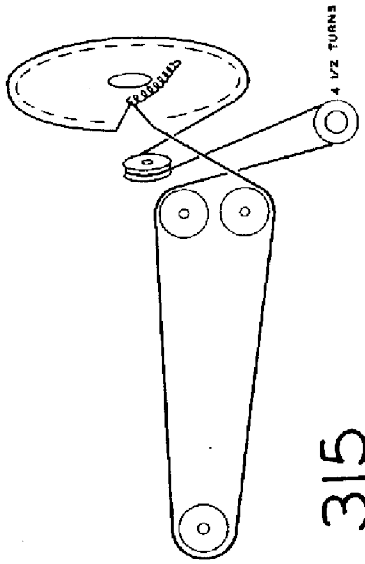
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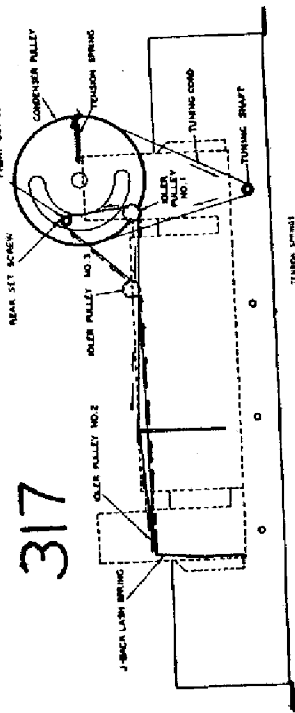
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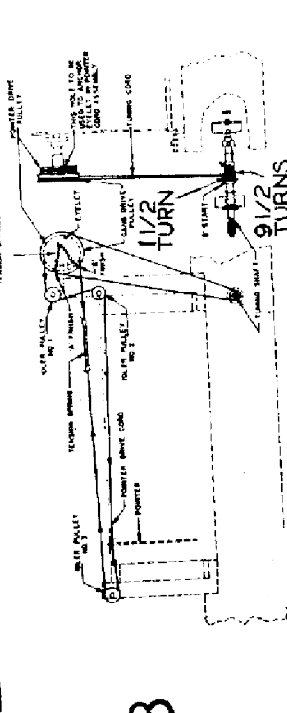
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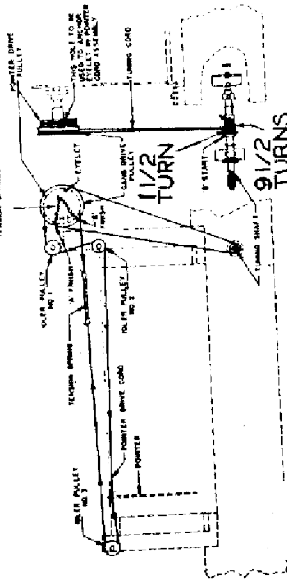
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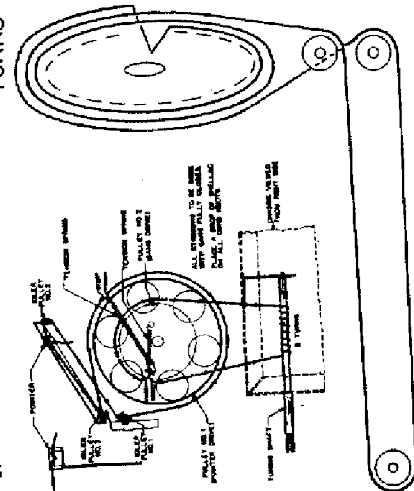
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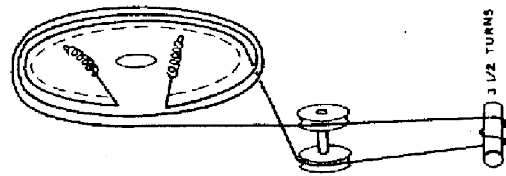
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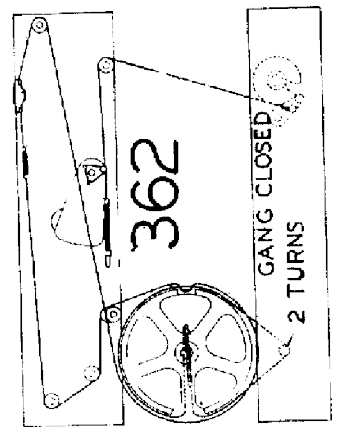
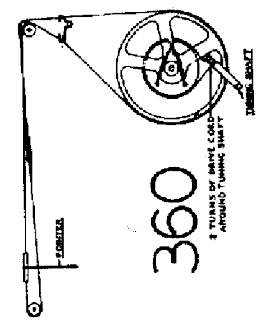
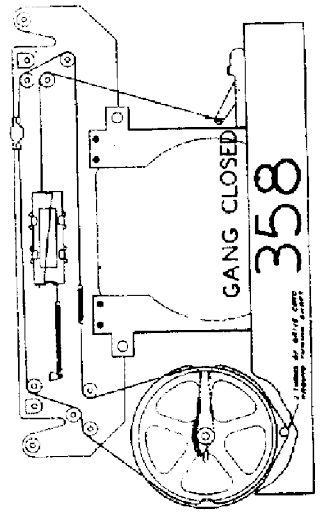
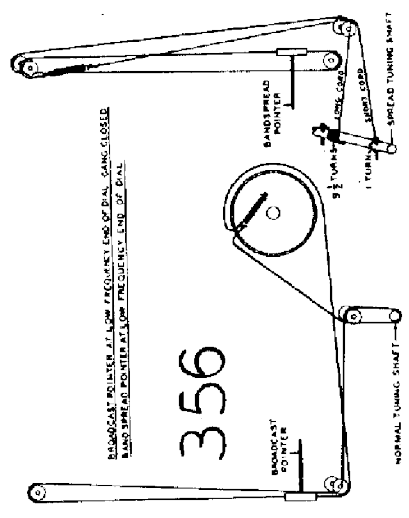
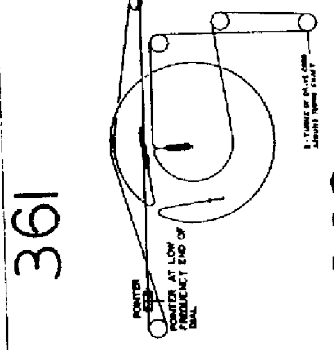
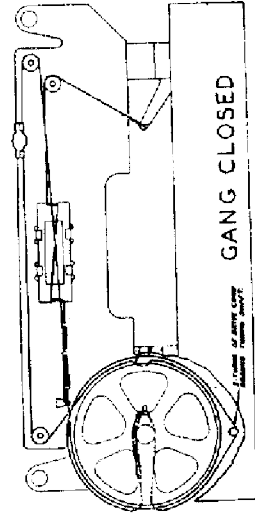
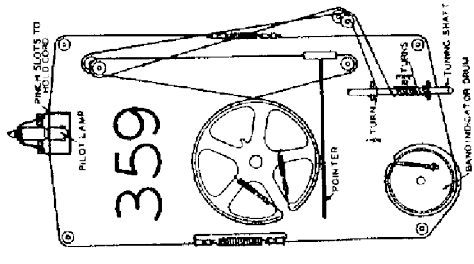
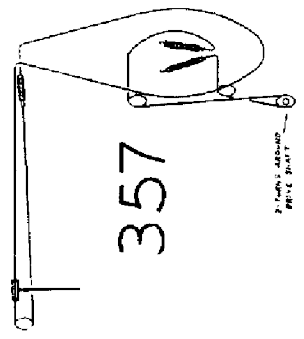
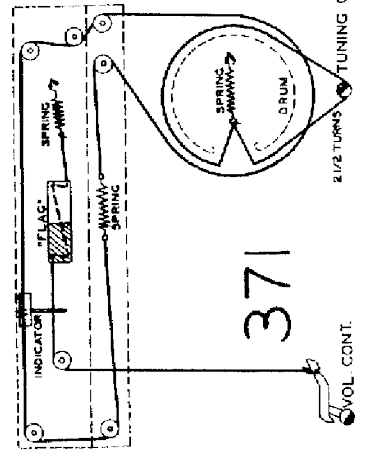
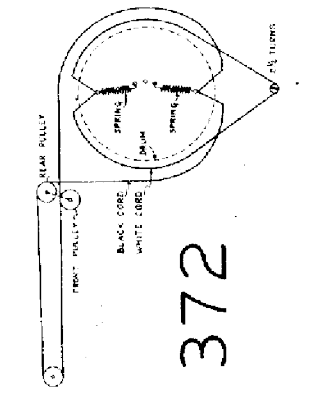
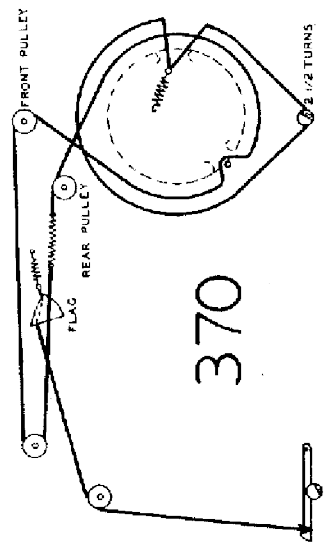
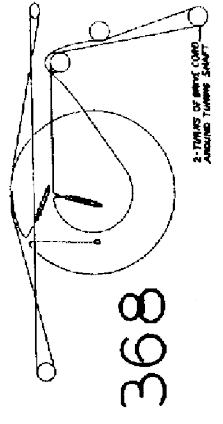
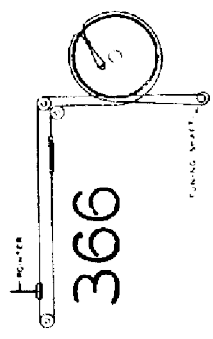
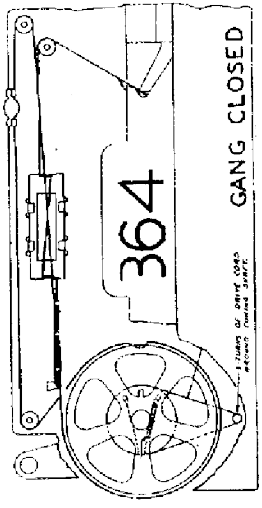
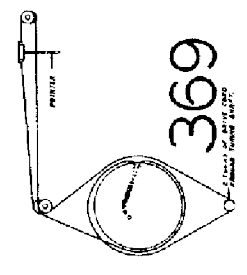
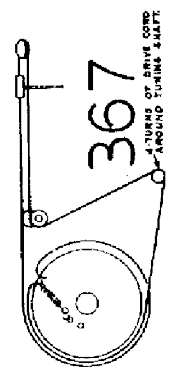
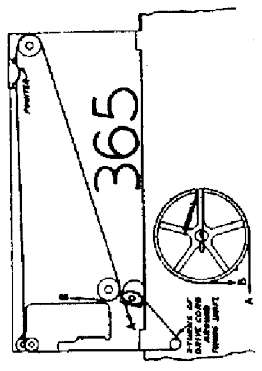


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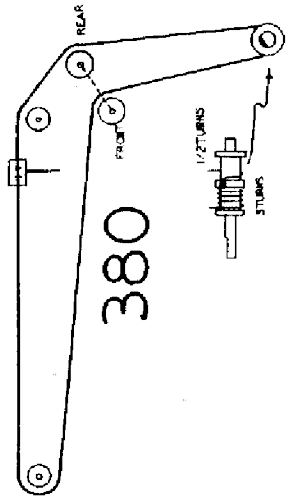




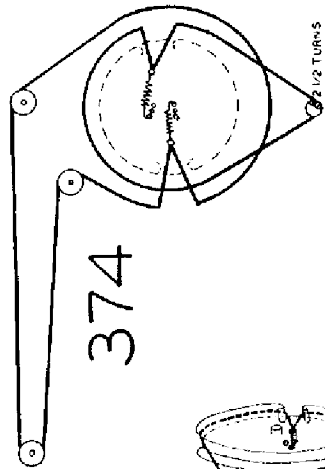






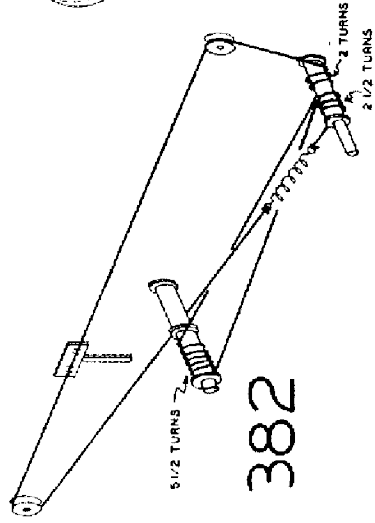
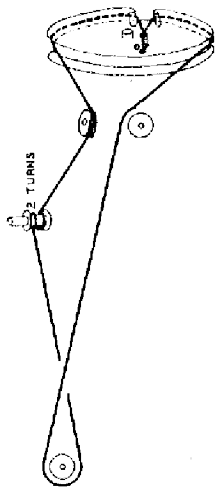


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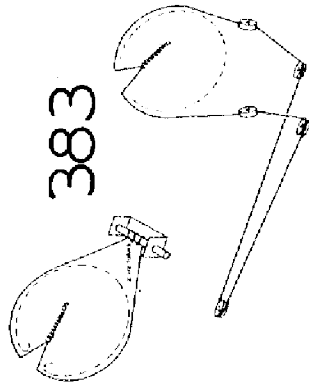


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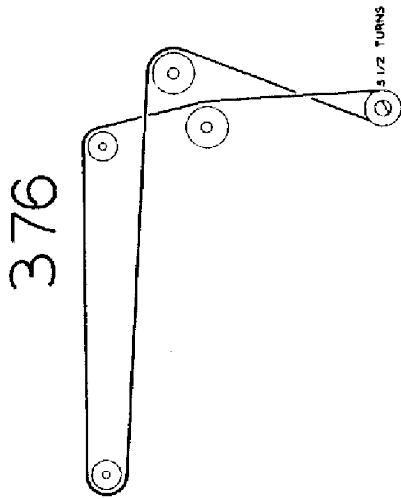
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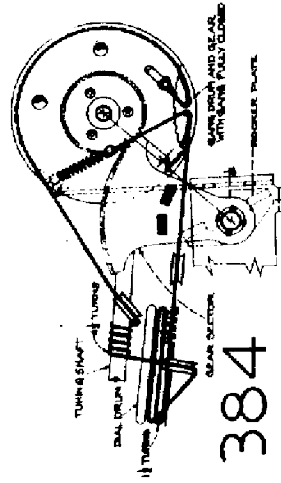
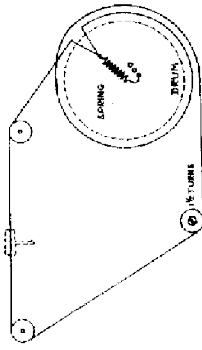


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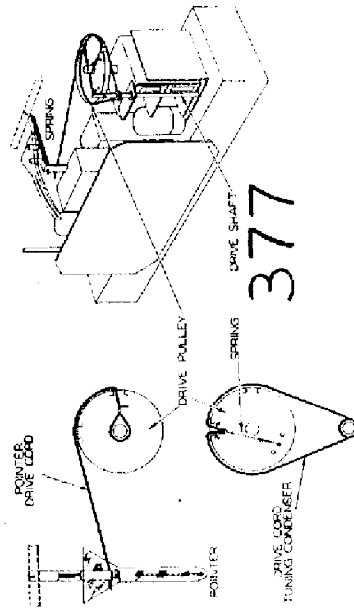


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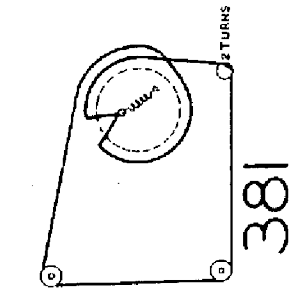
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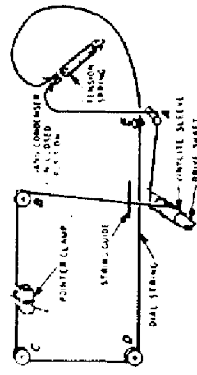
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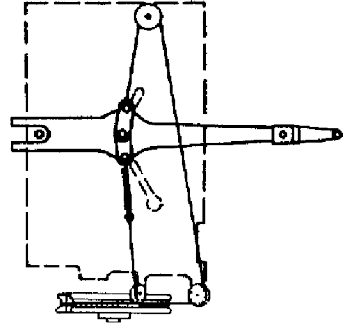
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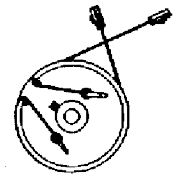
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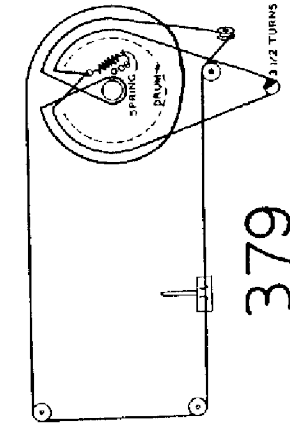
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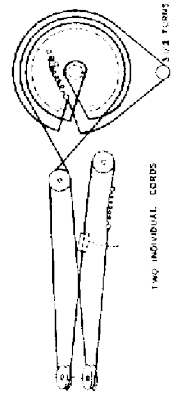
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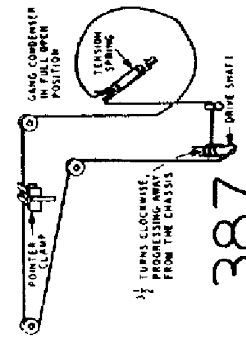
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379



378



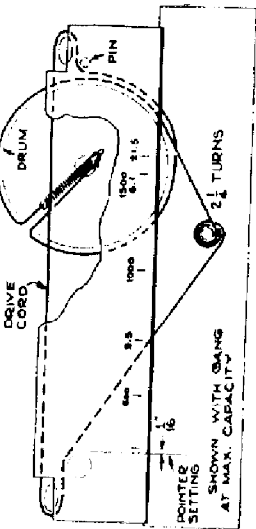
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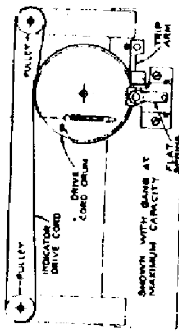
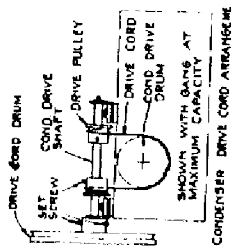




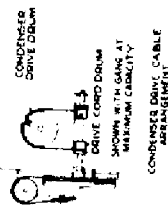




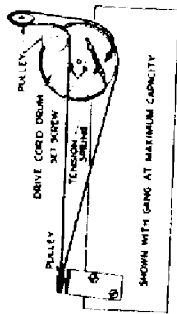
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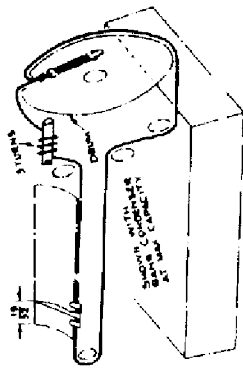
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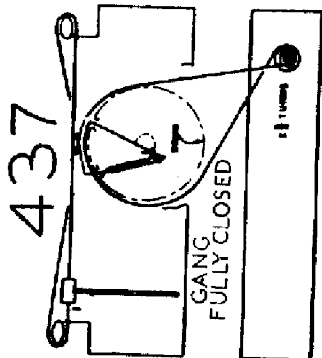
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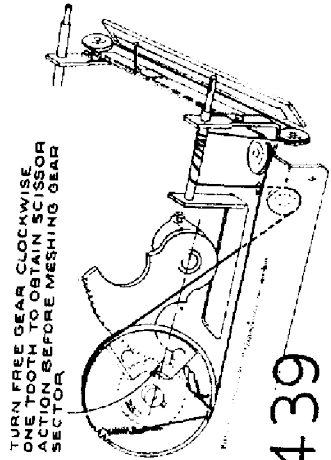
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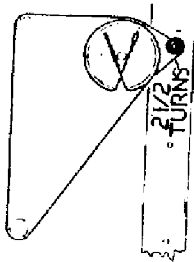
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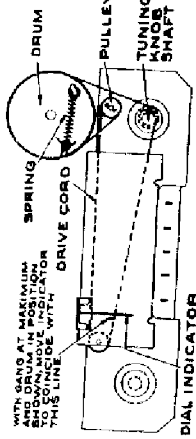
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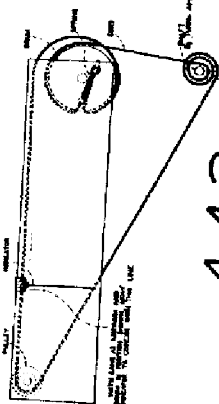
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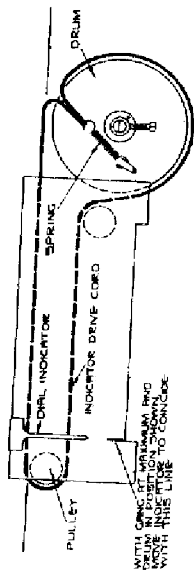
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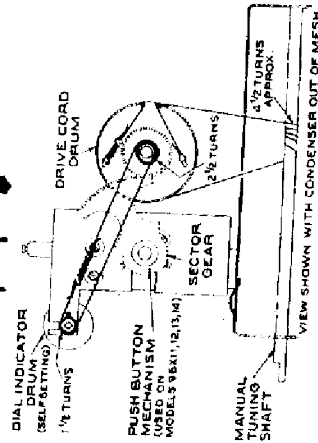


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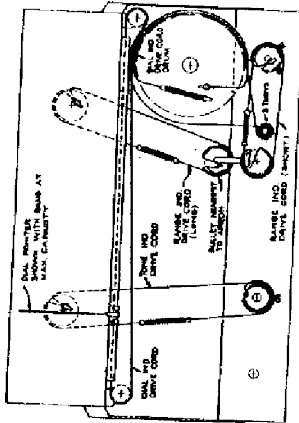


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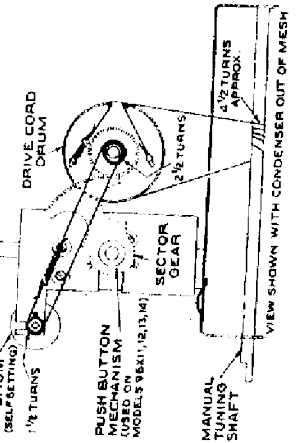
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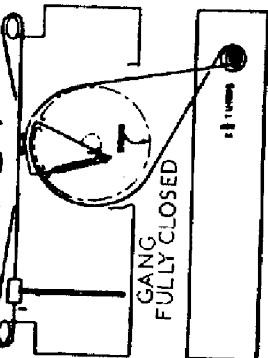
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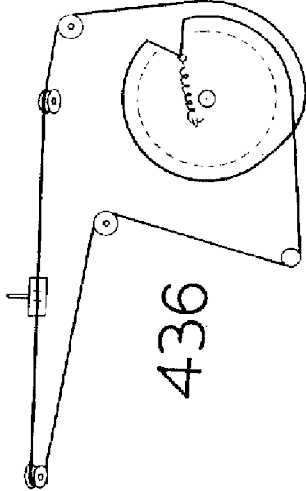
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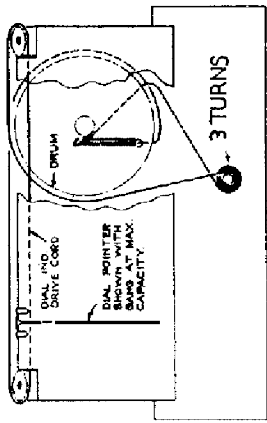
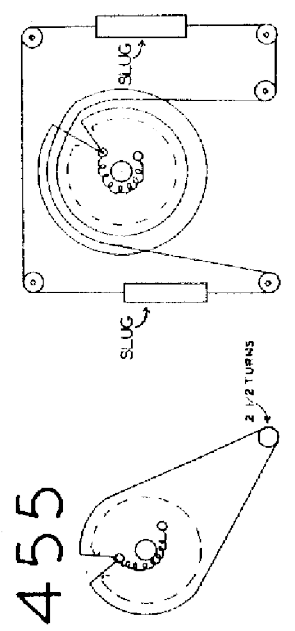
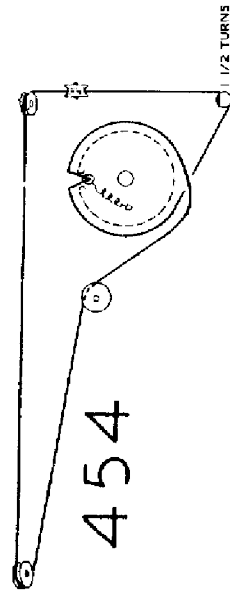
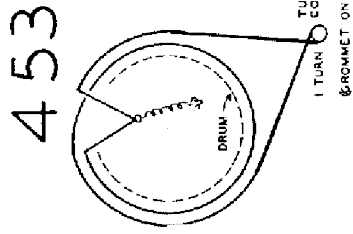
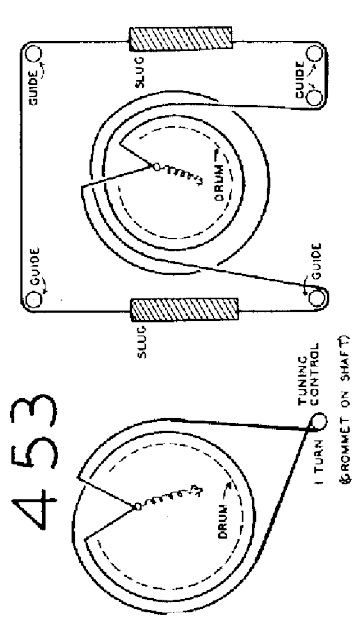
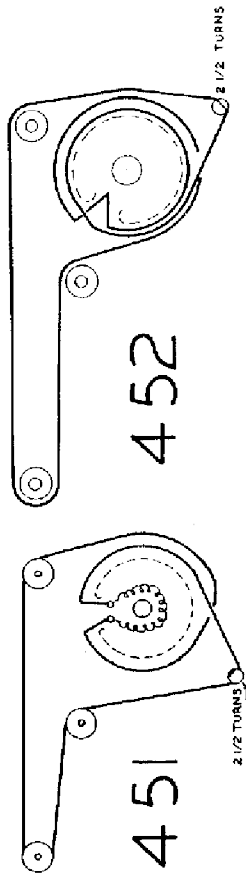
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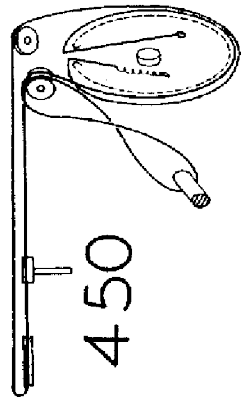
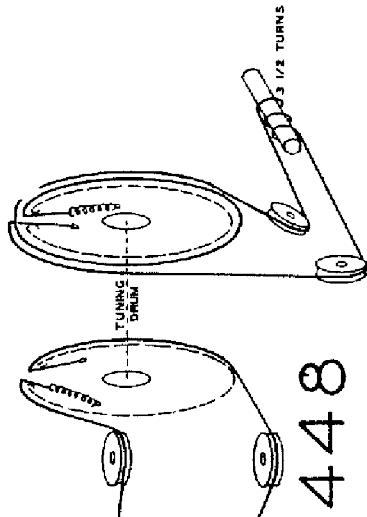
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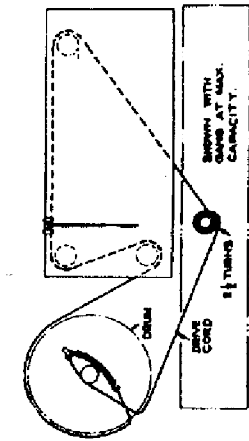
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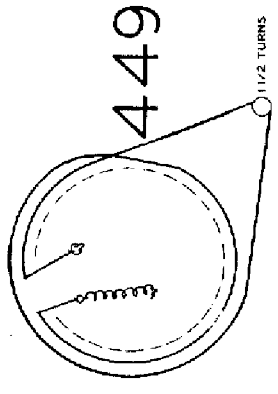
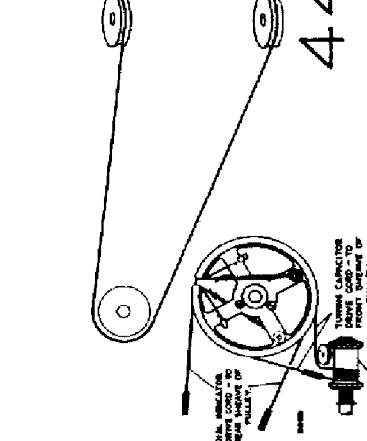
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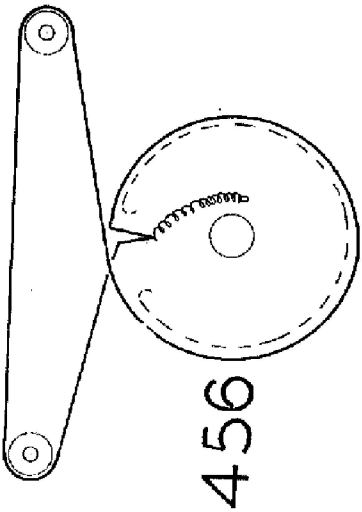
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450

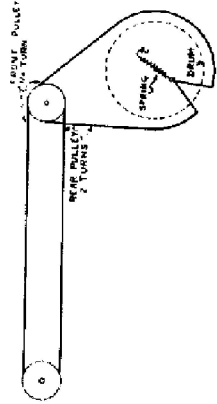
DRUM AND DRIVE CORD TO BE SHOWN AT MAX. CAPACITY.  
 DRIVE CORD TO BE SHOWN AT MAX. CAPACITY.  
 TUNING CONTROL TO BE SHOWN AT MAX. CAPACITY.  
 DRIVE CORD TO BE SHOWN AT MAX. CAPACITY.





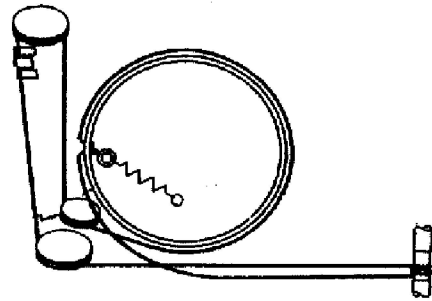
456

NOTE: E181 cord material is brown wire - .033 diameter.

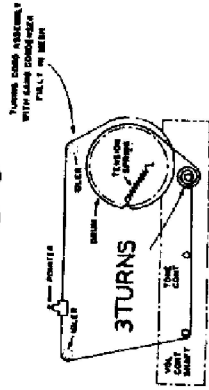


457

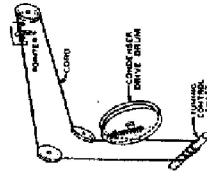
458



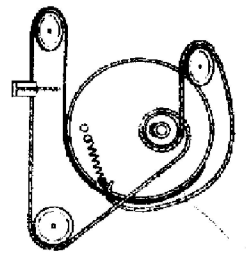
459



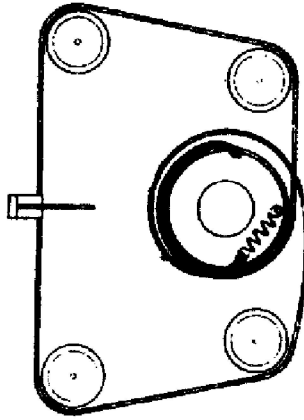
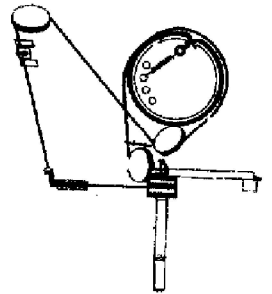
460



461

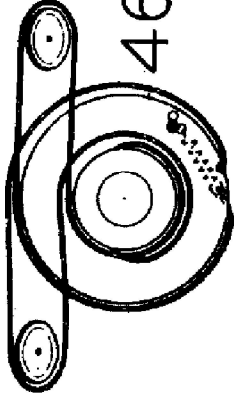


462



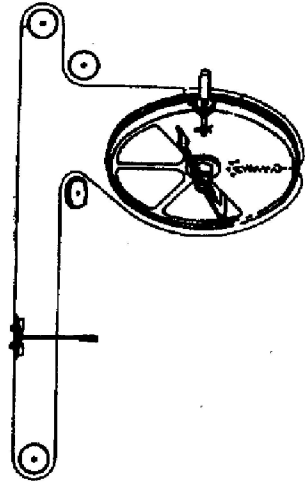
POINTNER DRIVE HOOKUP

463



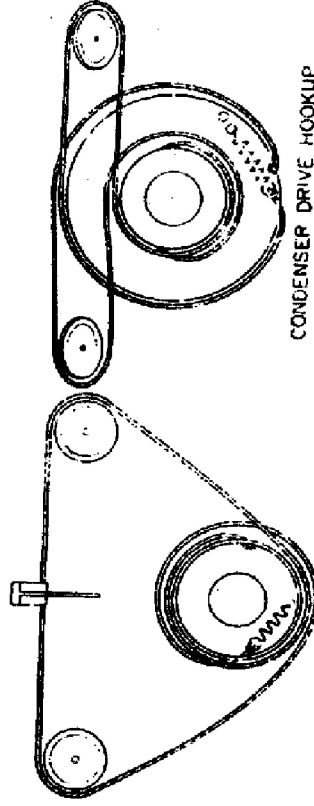
CONDENSER DRIVE HOOKUP

464



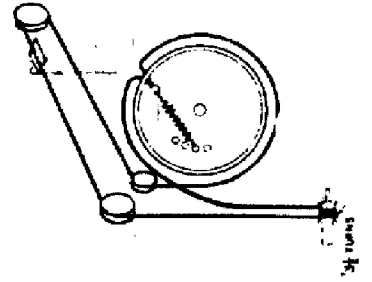
CONDENSER DRIVE HOOKUP

465

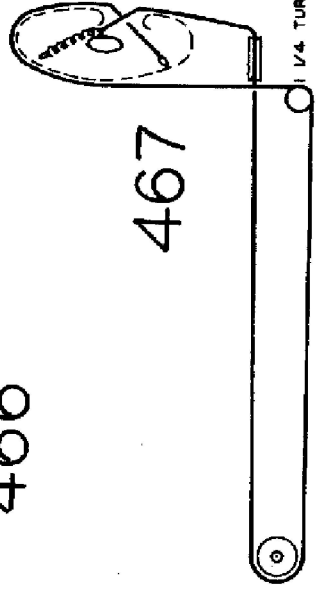


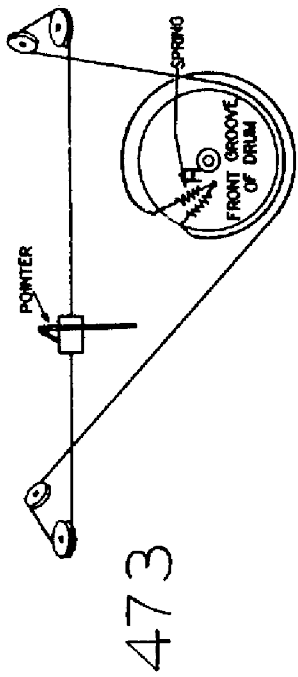
POINTNER DRIVE HOOKUP

466



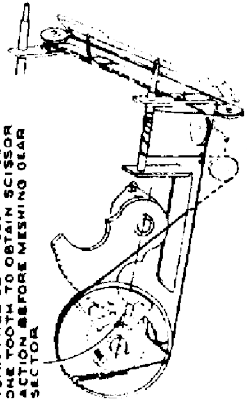
467



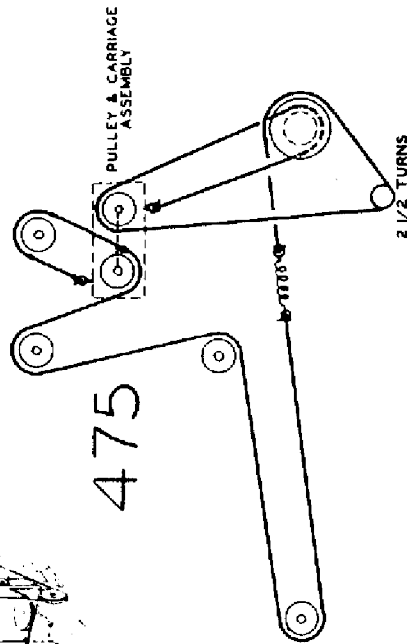


473

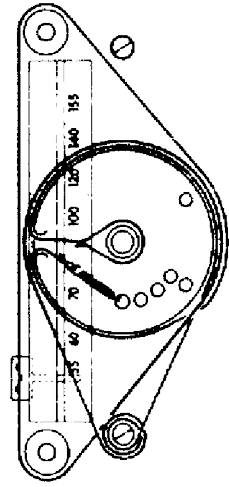
TURN ALL GEAR CLOCKWISE  
TO RELEASE GEAR FROM SCISSOR  
ACTION BEFORE MESHING GEAR  
SECTOR



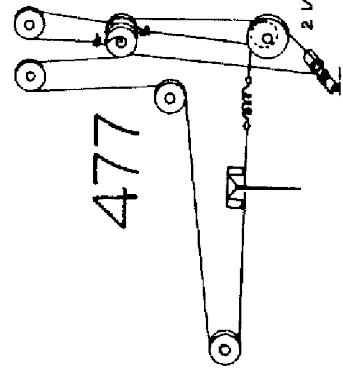
474



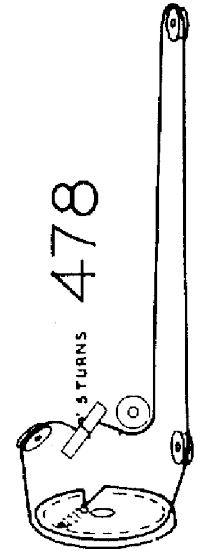
475



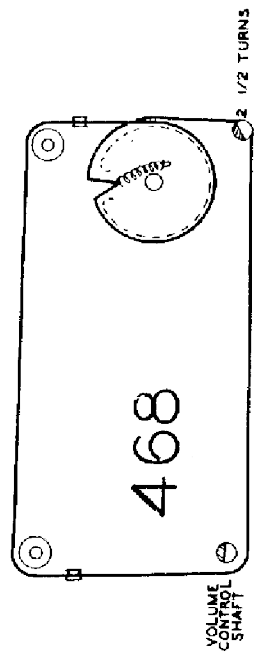
476



477

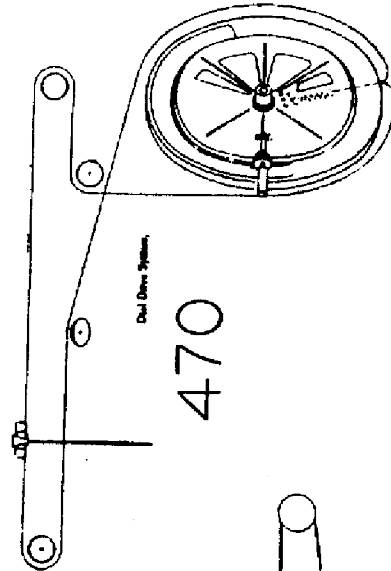
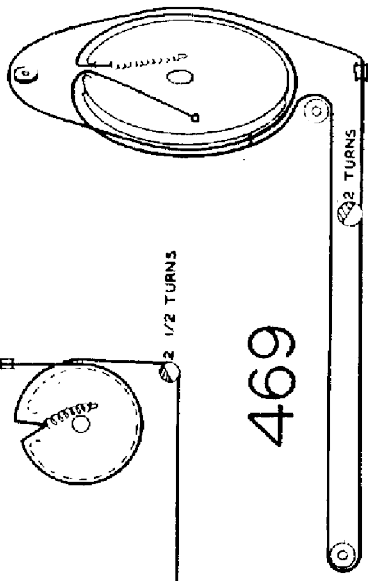


478

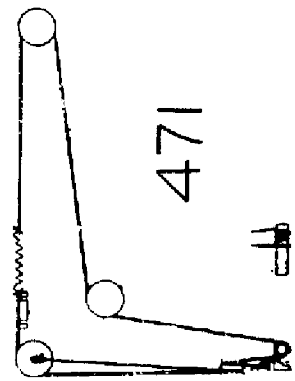


468

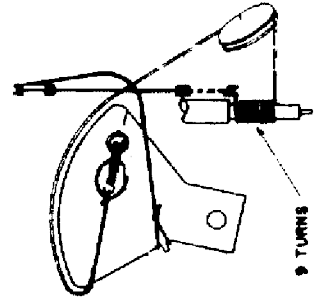
469



470



471

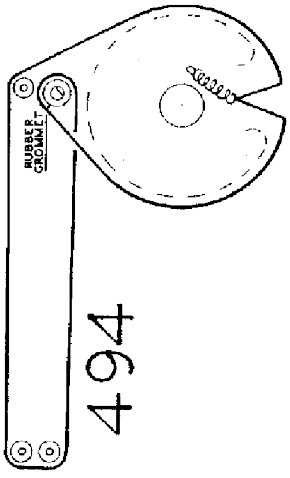


472

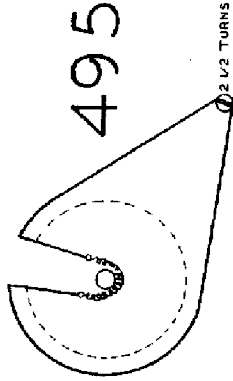




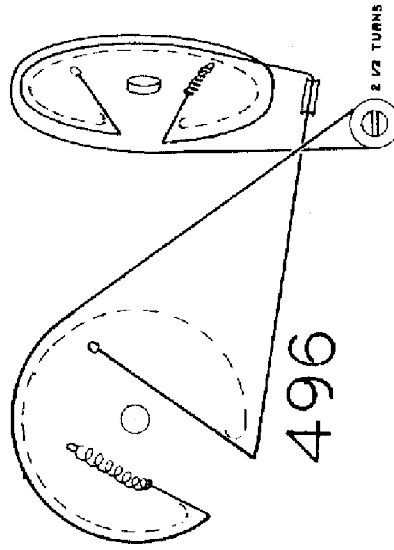




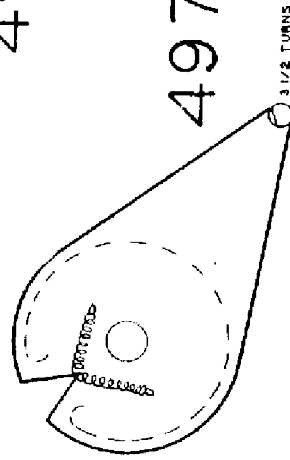
494



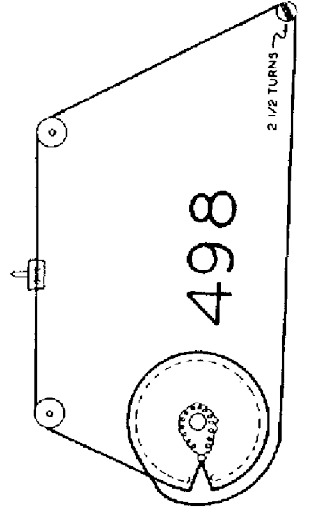
495



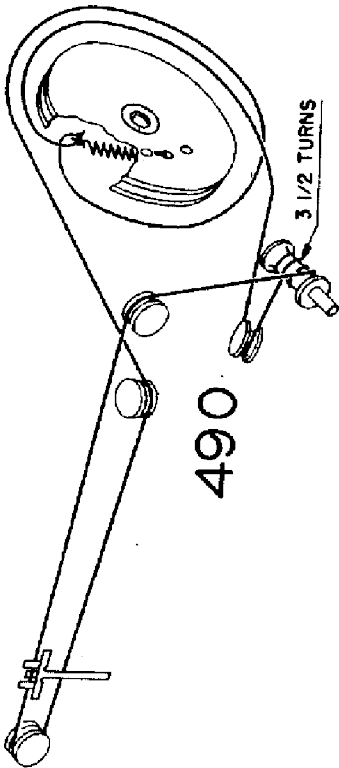
496



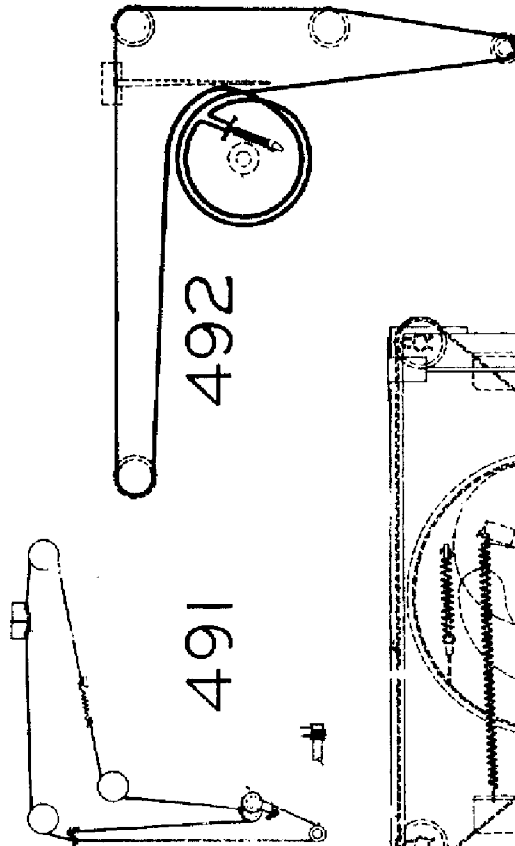
497



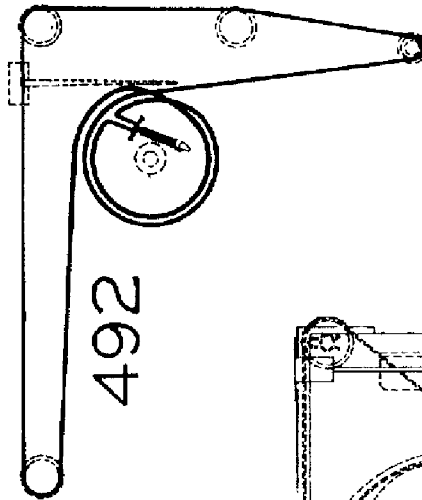
498



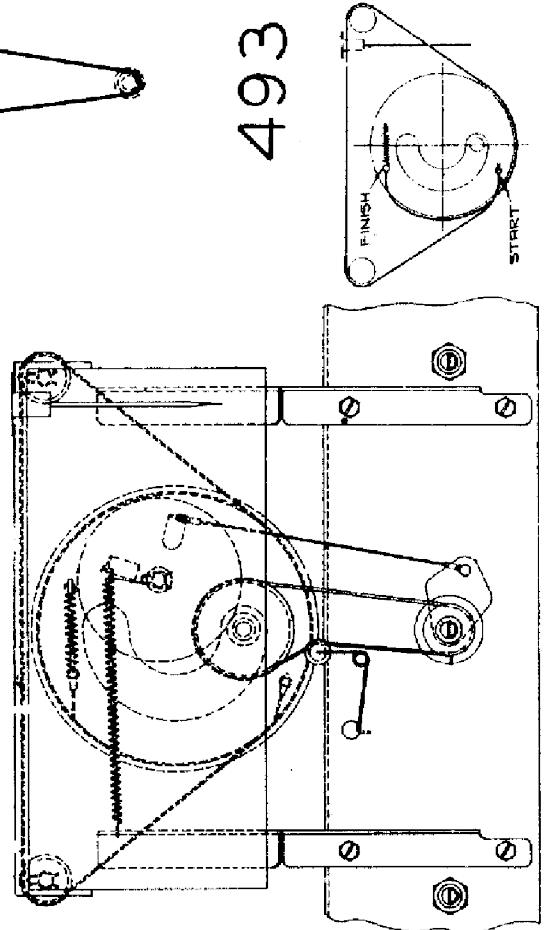
490



491



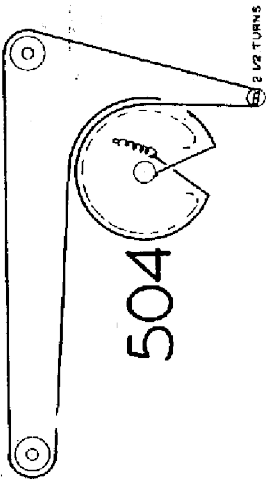
492



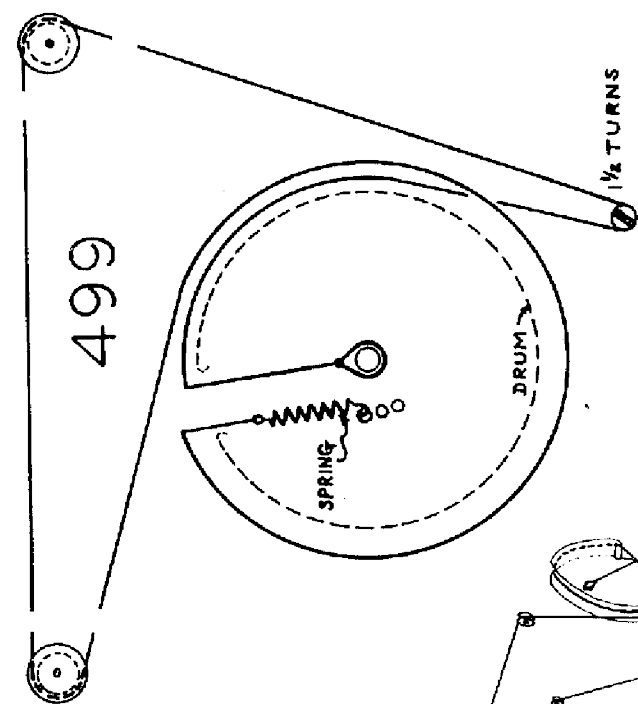
493

FINISH

START

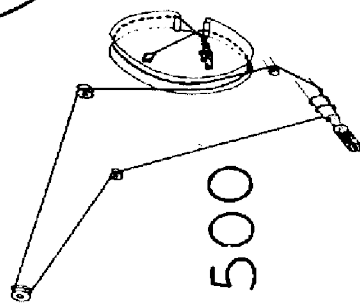


504

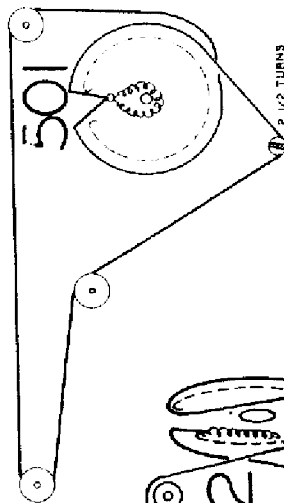


499

1 1/2 TURNS

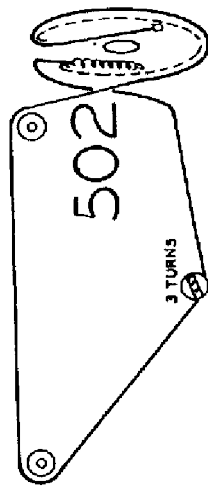


500



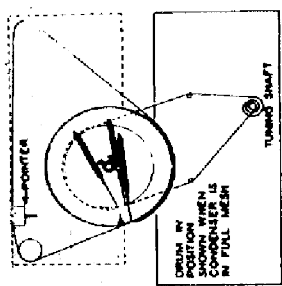
501

2 1/2 TURNS

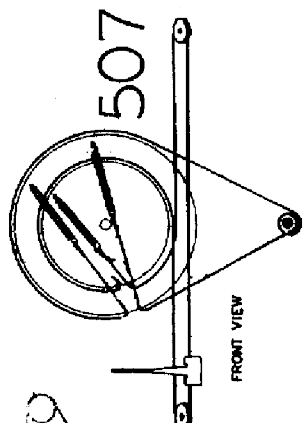


502

3 TURNS

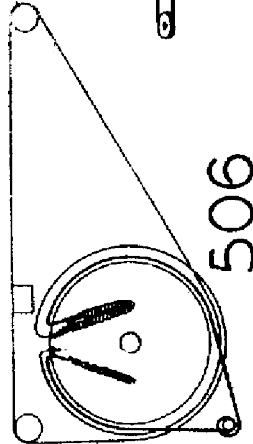


505

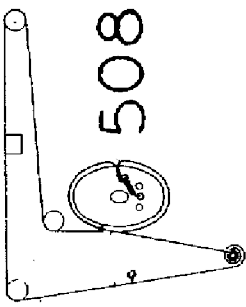


507

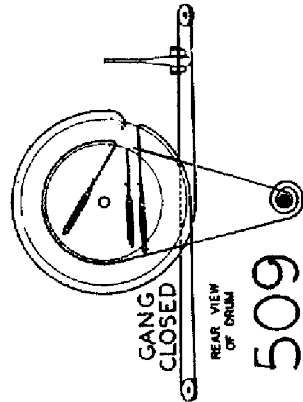
FRONT VIEW



506



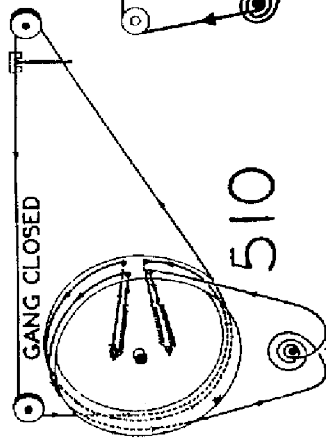
508



509

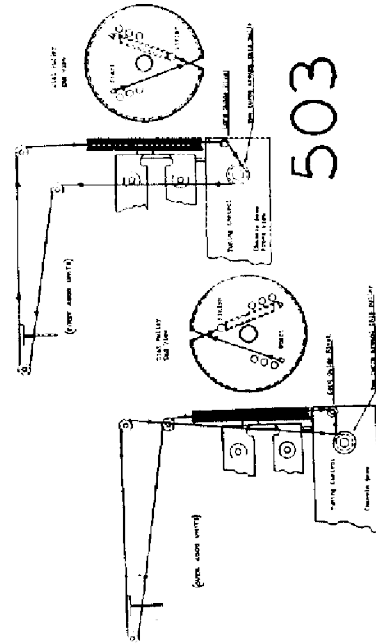
GANG CLOSED

REAR VIEW OF DRUM



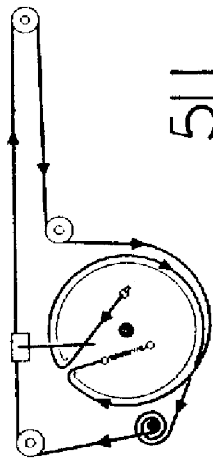
510

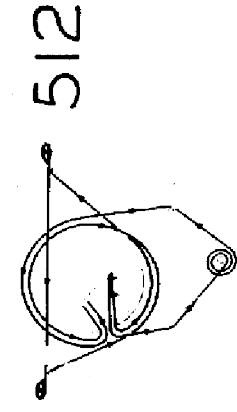
GANG CLOSED



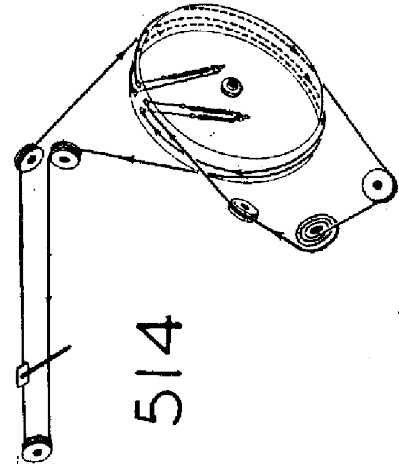
503

511

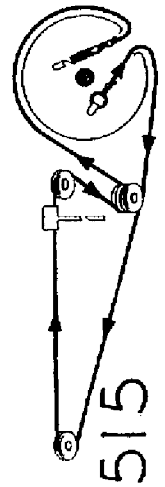




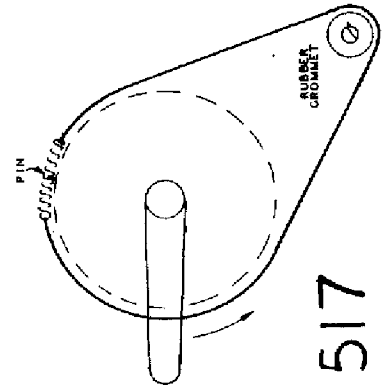
512



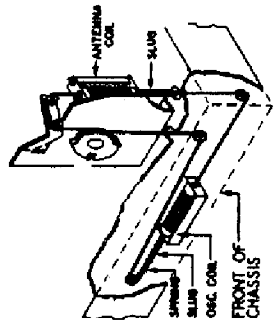
514



515

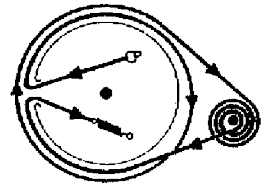
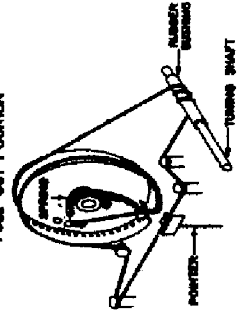


517

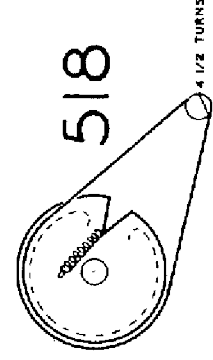


513

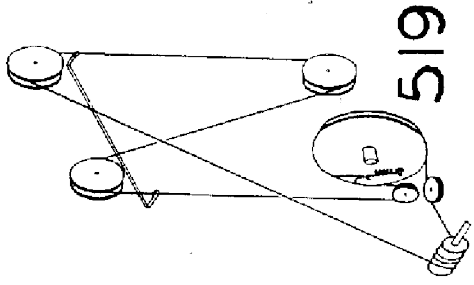
DRUM SHOWN WITH SLUGS IN FULL OUT POSITION



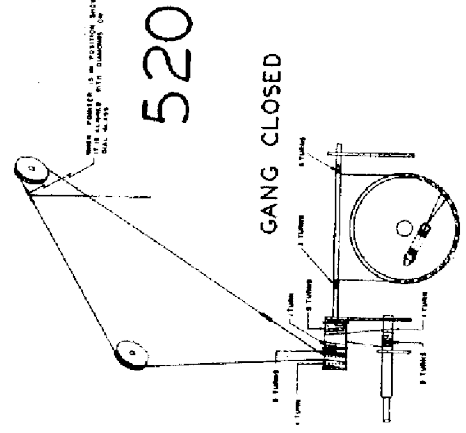
516



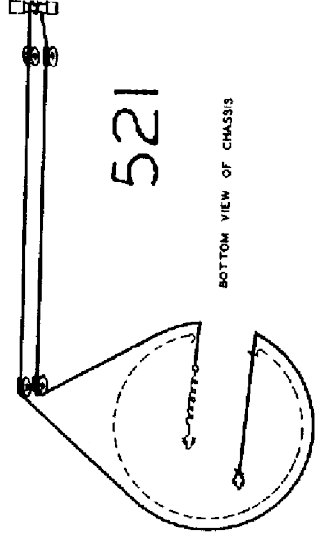
518



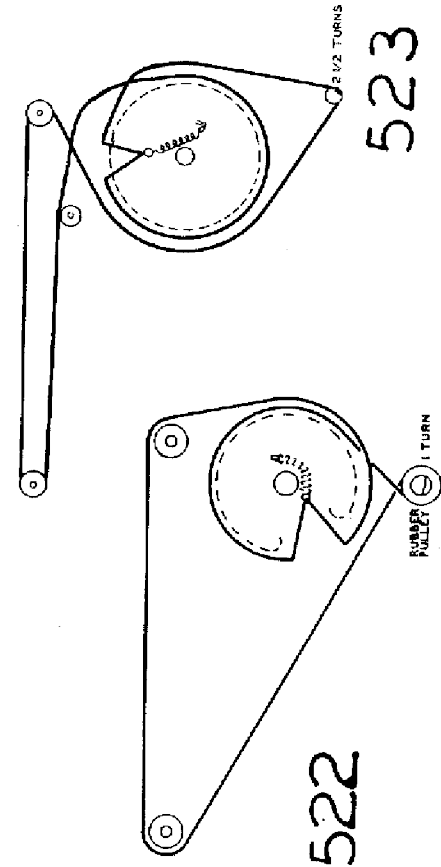
519



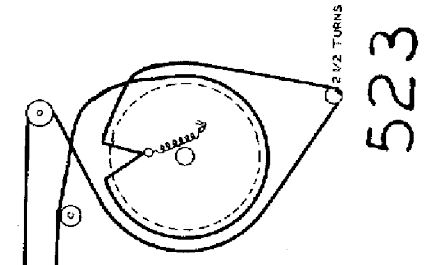
520



521

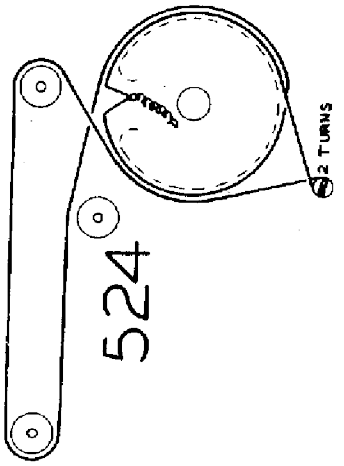


522

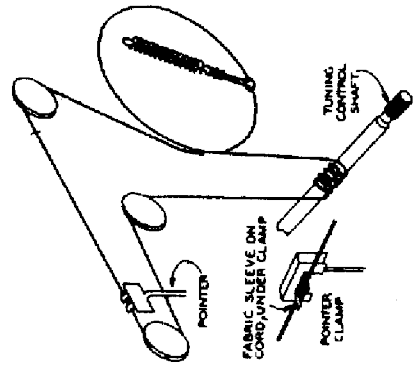


523

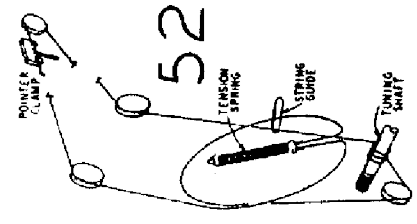




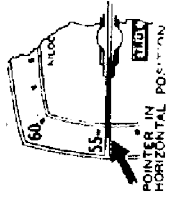
524



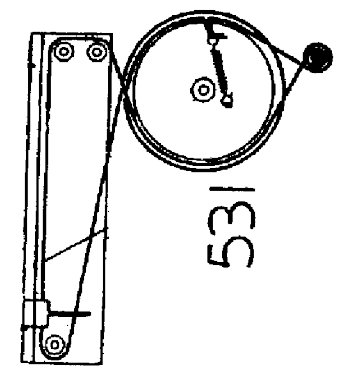
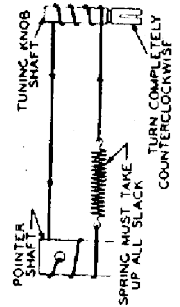
525



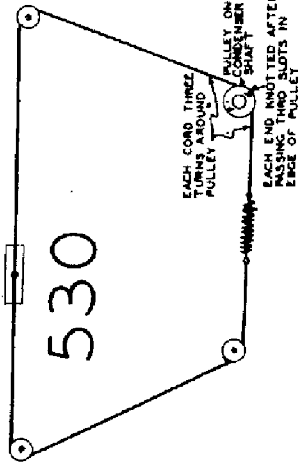
526



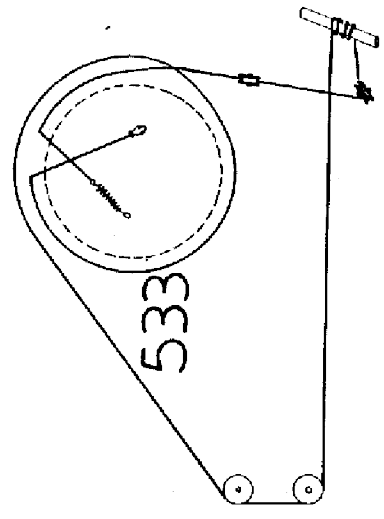
527



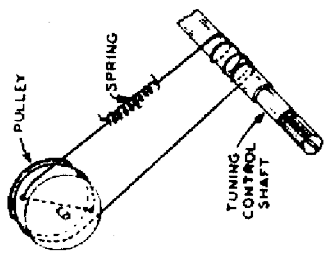
530



530

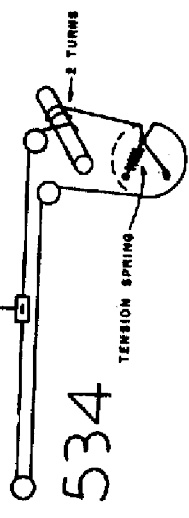


532

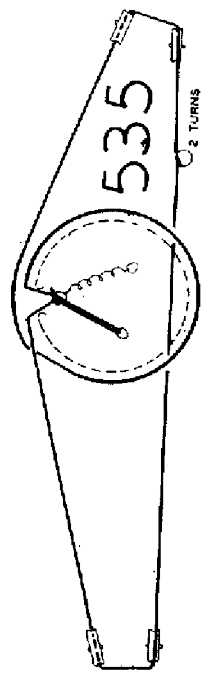


GANG CONDENSER IN CLOSED POSITION

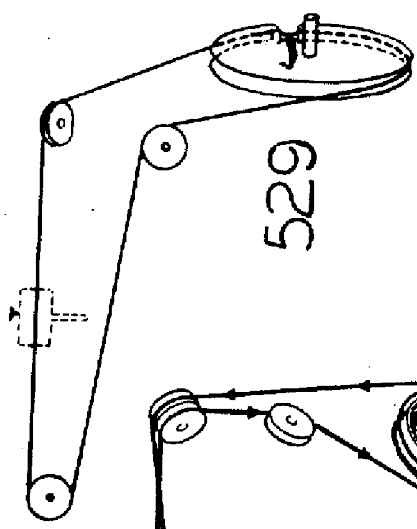
533



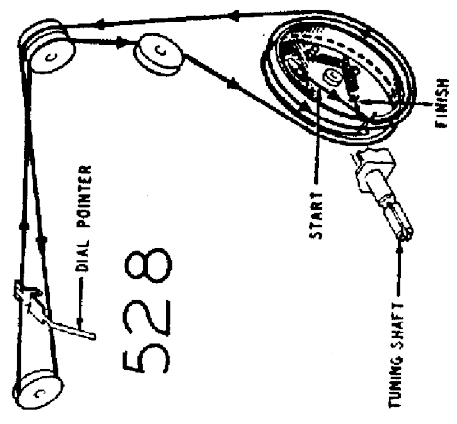
534



535

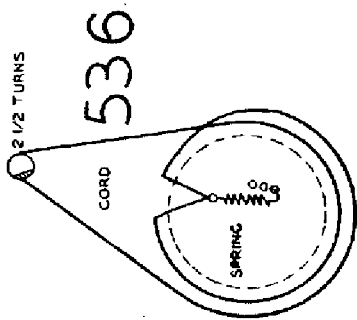


528

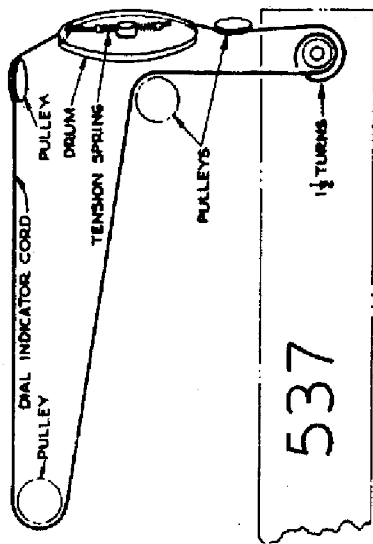


529

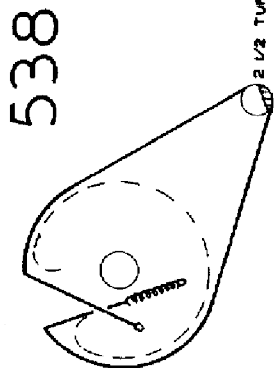
TUNING SHAFT



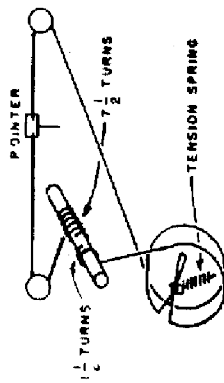
536



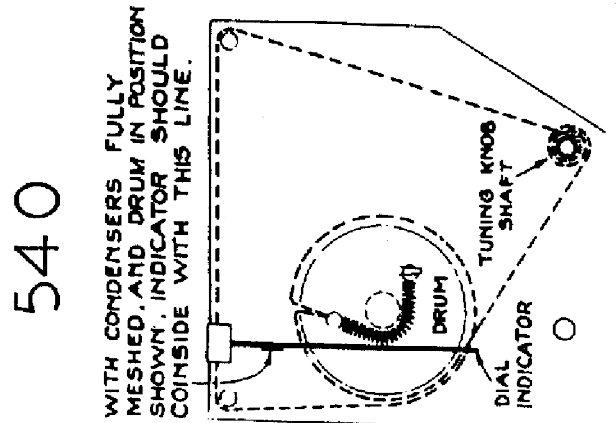
537



538

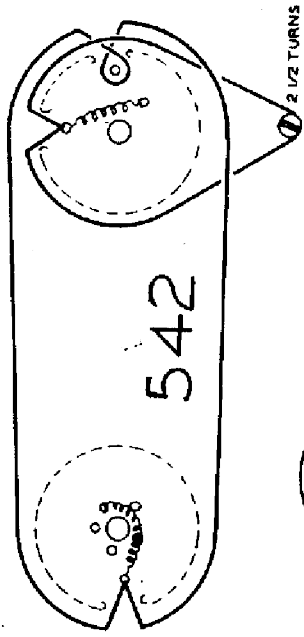


539

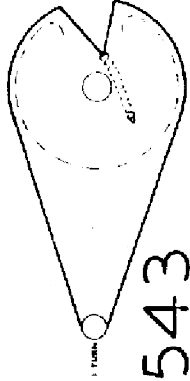


WITH CONDENSERS FULLY MESHED, AND DRUM IN POSITION SHOWN, INDICATOR SHOULD COINCIDE WITH THIS LINE.

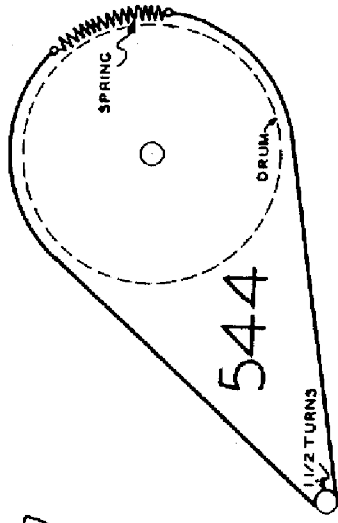
540



542

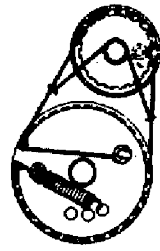


543

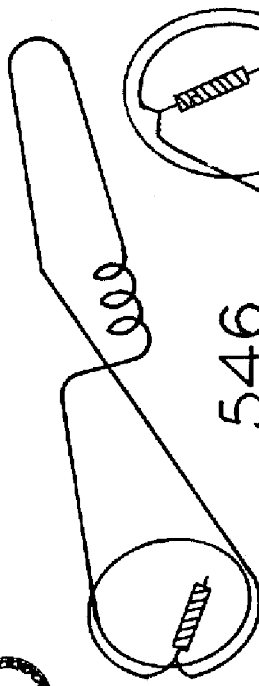


544

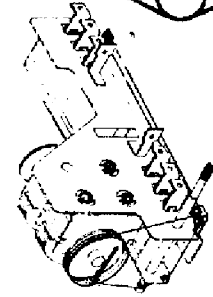
GANG MESHED DIAL AT 540 K.C.



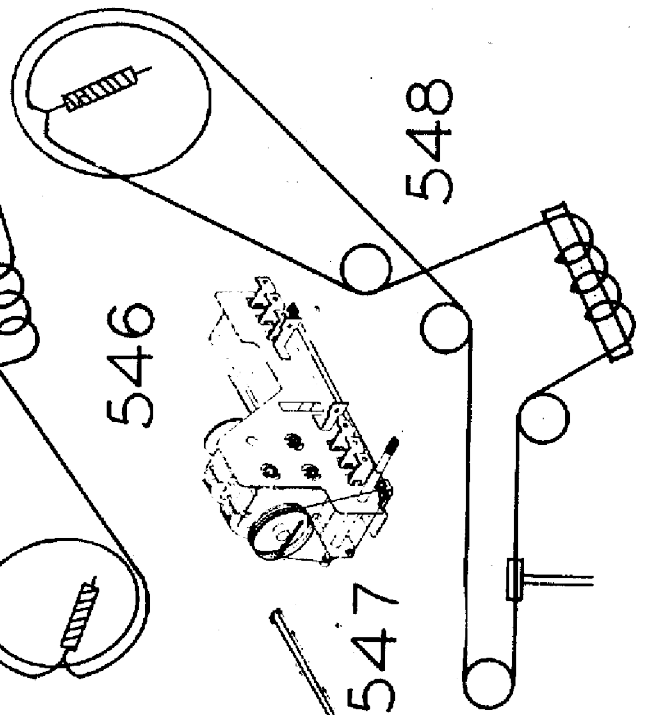
545



546

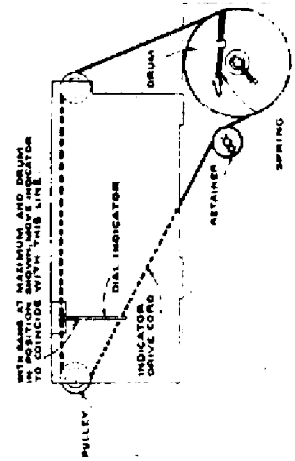


547



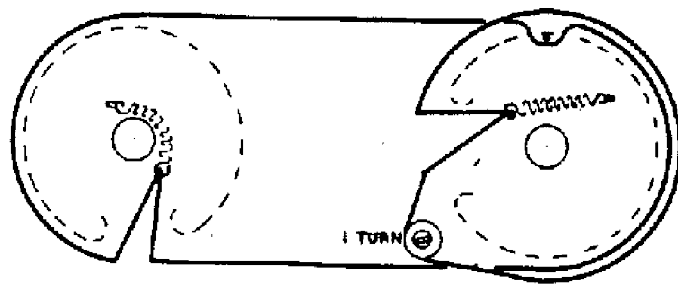
548

541

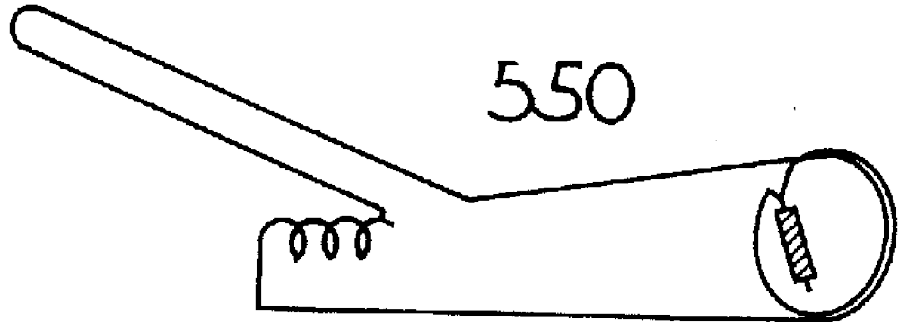


WITH GANG AT MAXIMUM AND DRUM TO COINCIDE WITH THIS LINE.

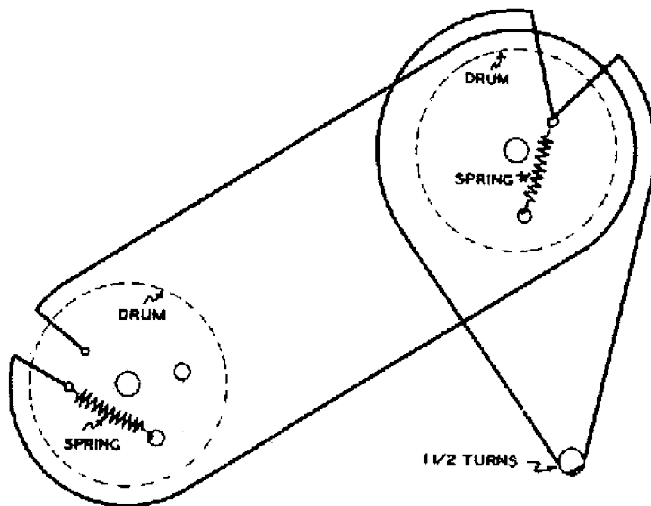
DRUM SHOWN WITH GANG AT MAXIMUM CAPACITY



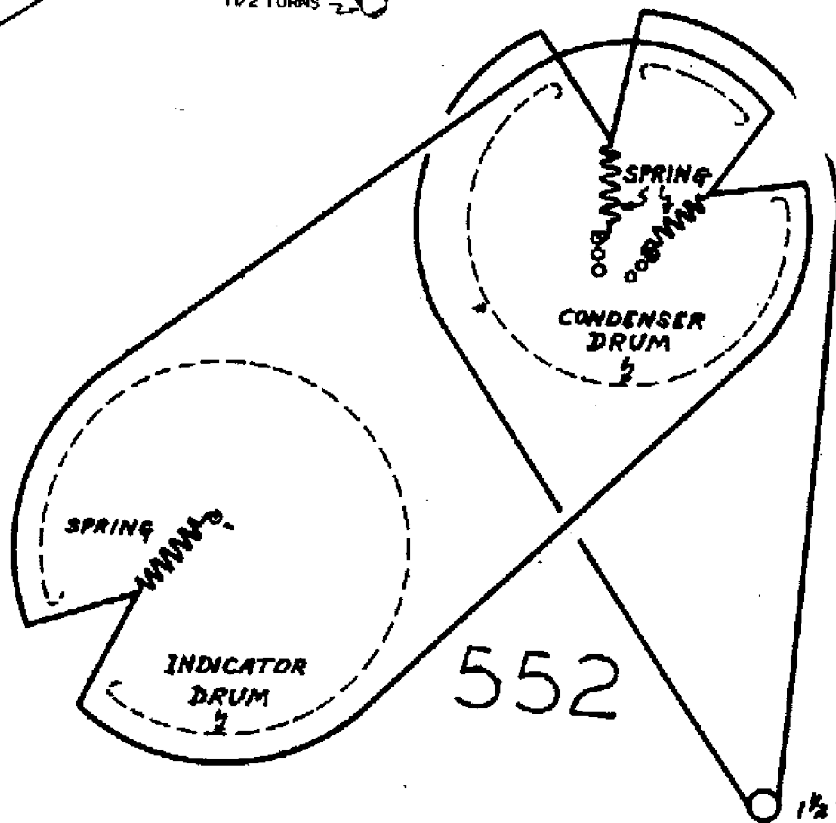
549



550

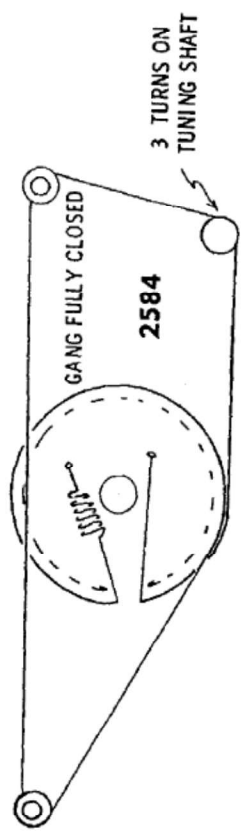
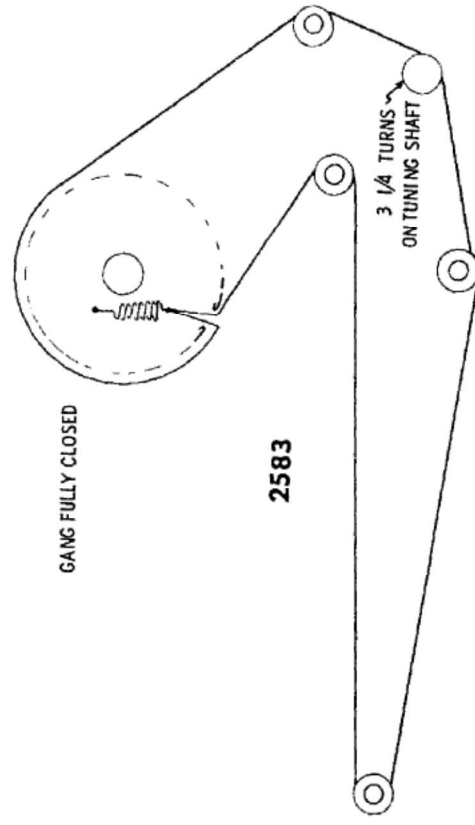
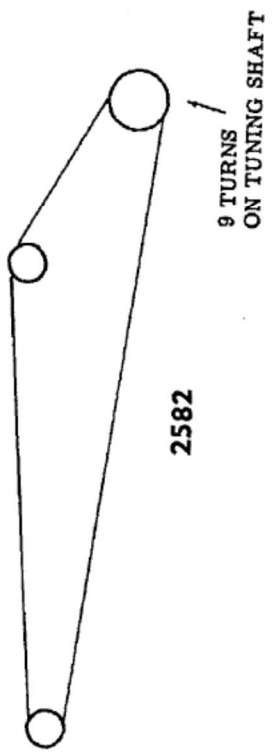


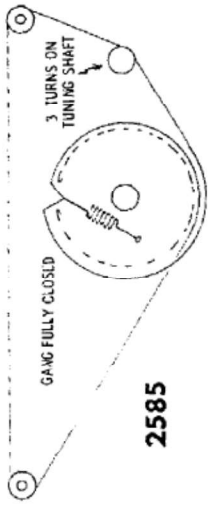
551



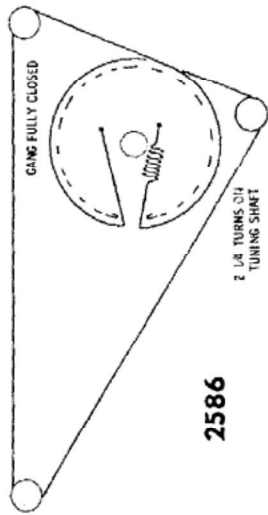
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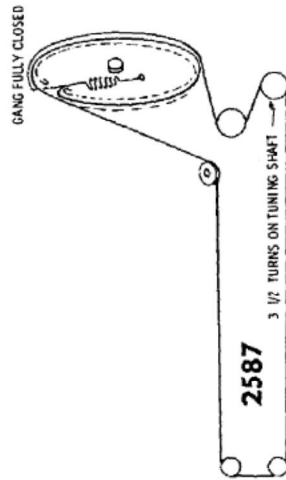




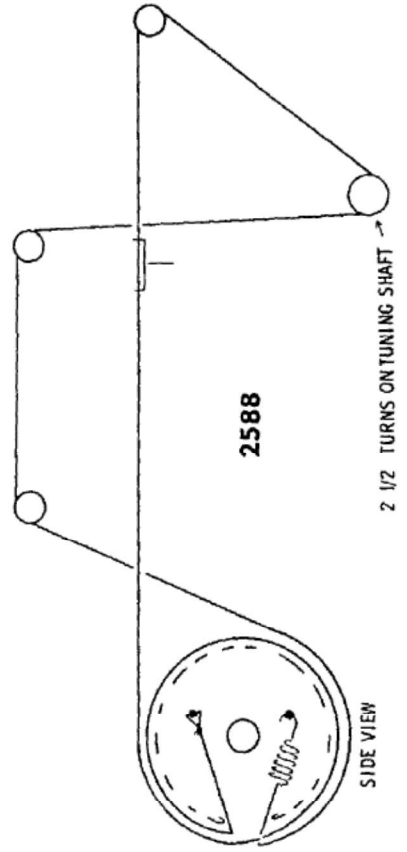
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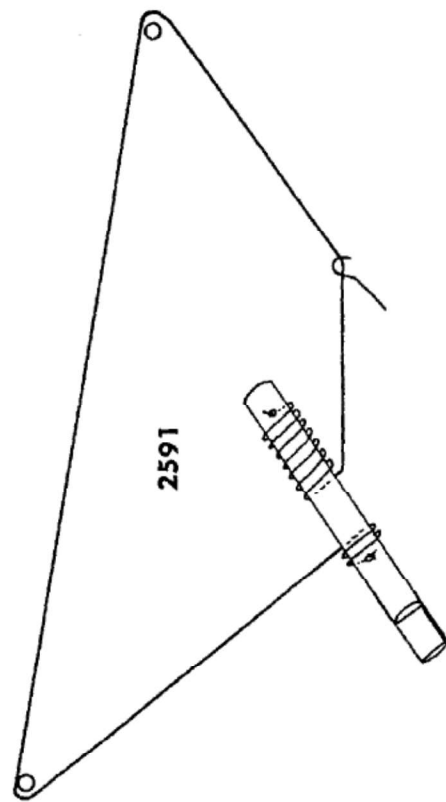
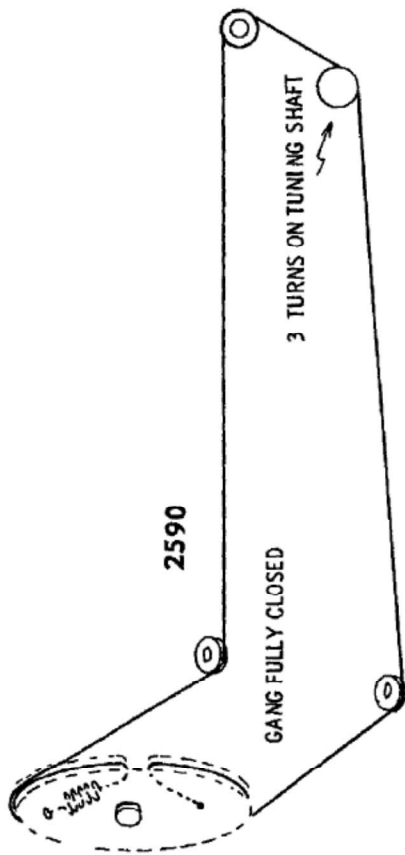
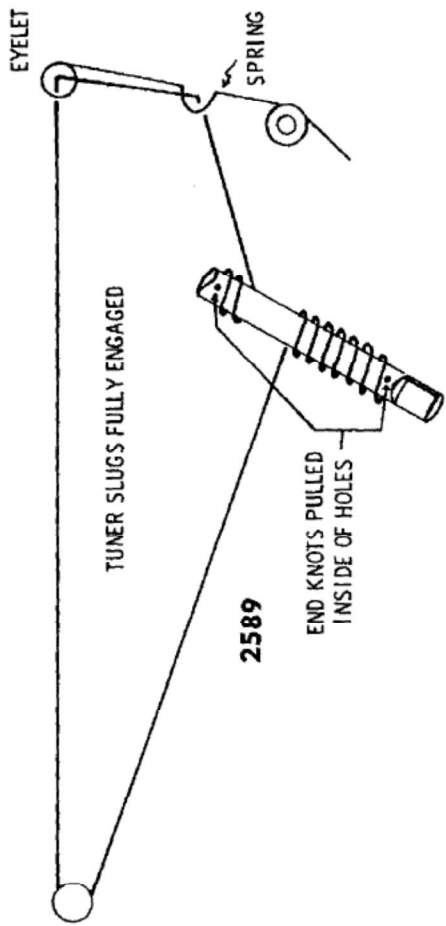
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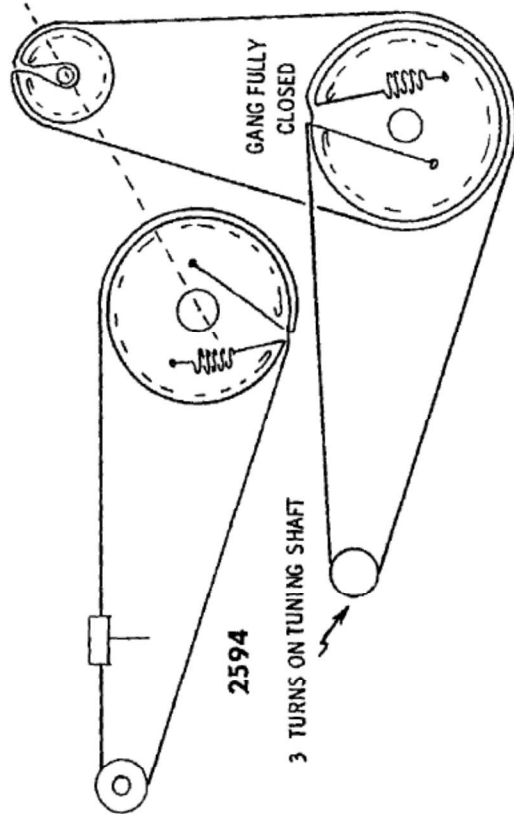
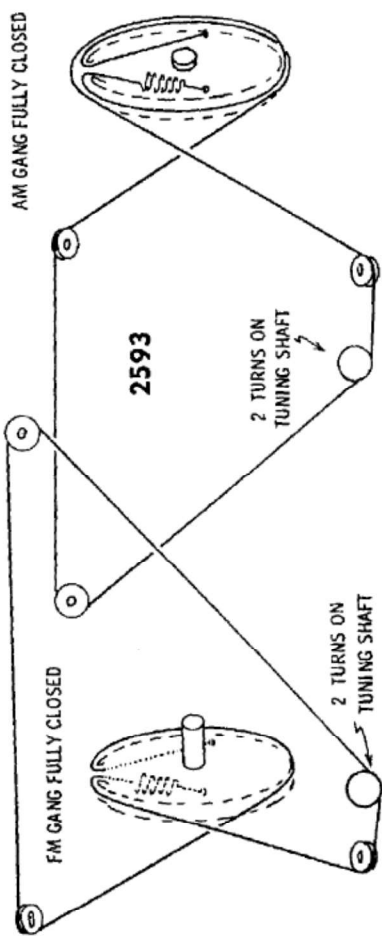
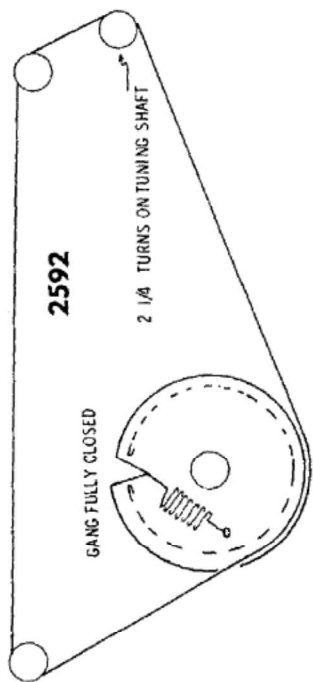
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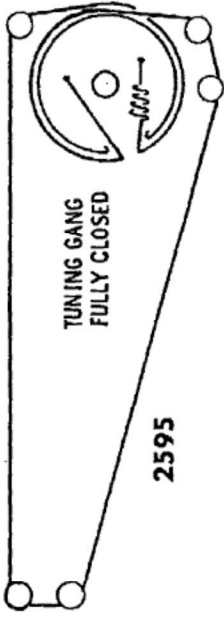


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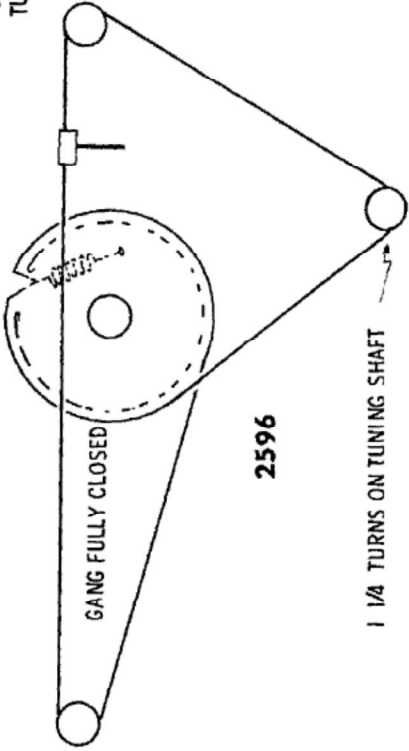






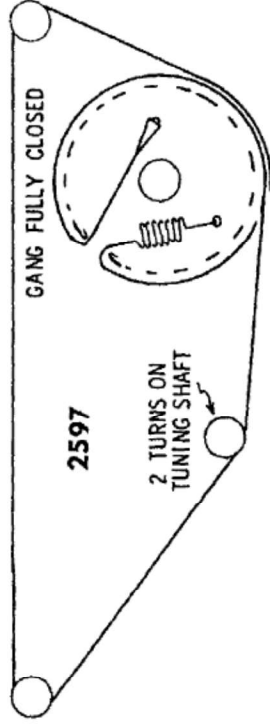
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3 TURNS ON TUNING SHAFT



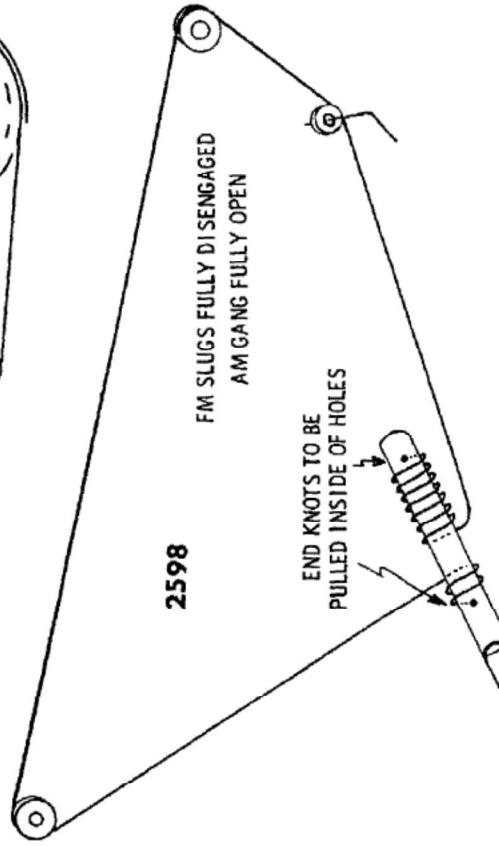
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1 1/4 TURNS ON TUNING SHAFT



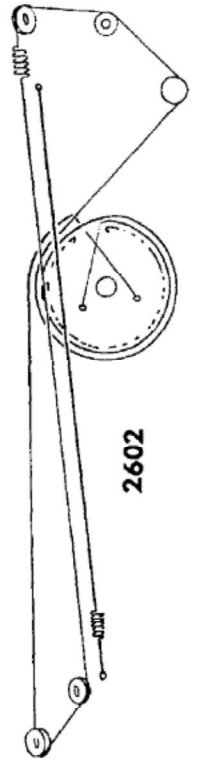
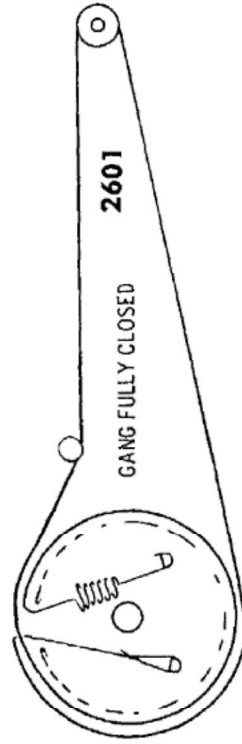
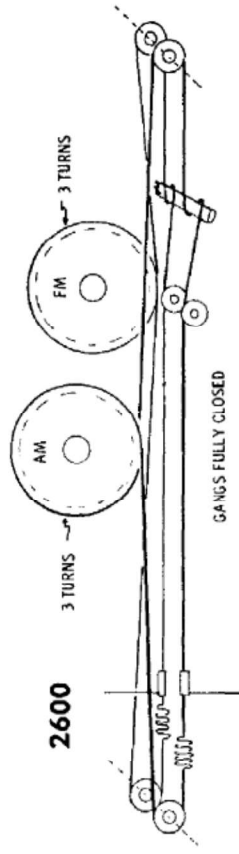
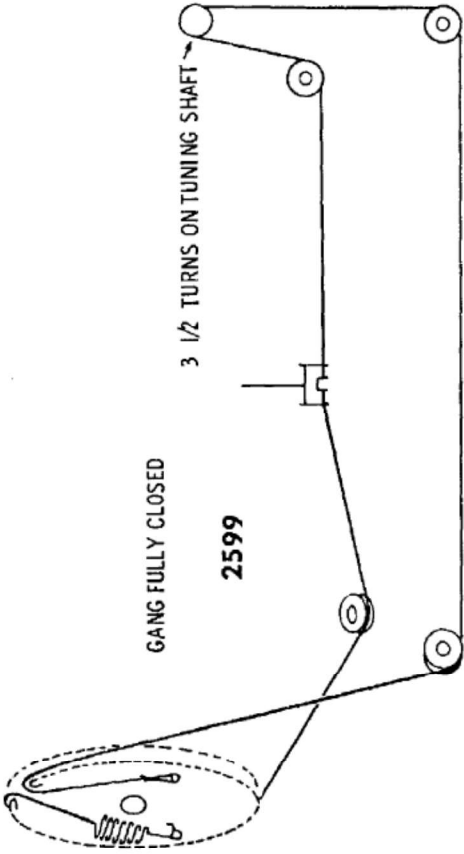
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2 TURNS ON TUNING SHAFT

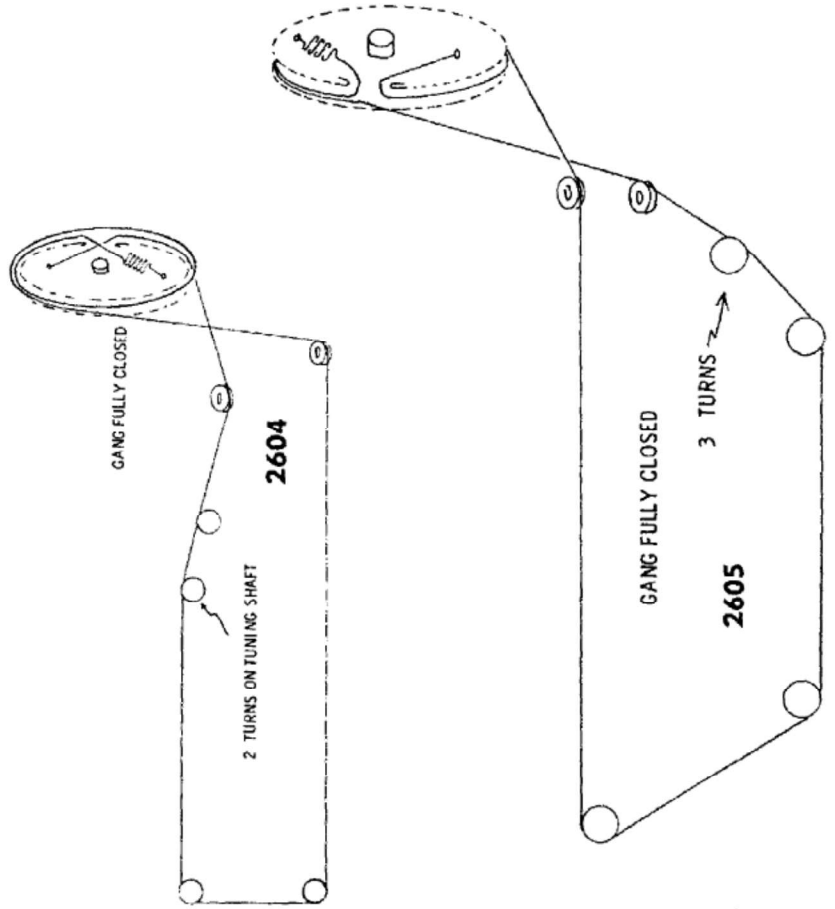
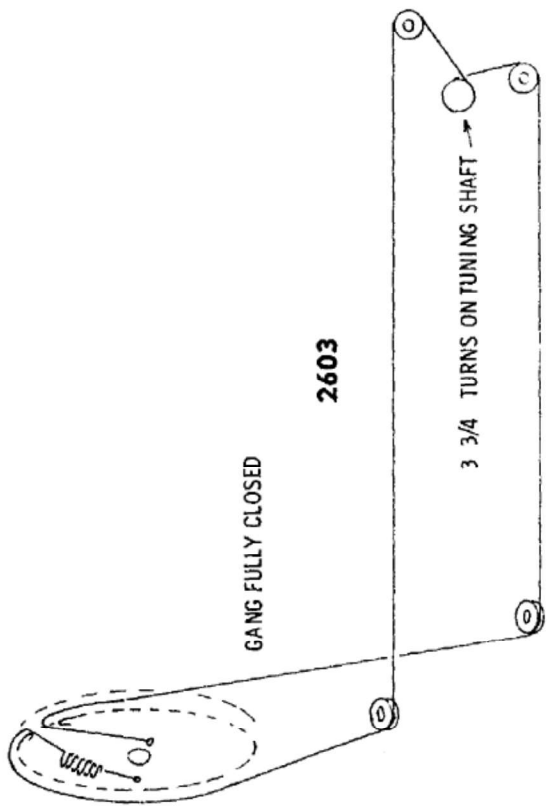


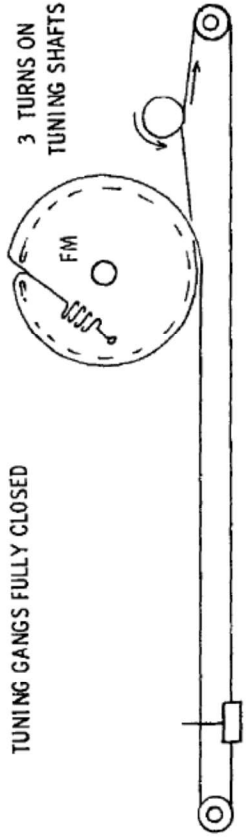
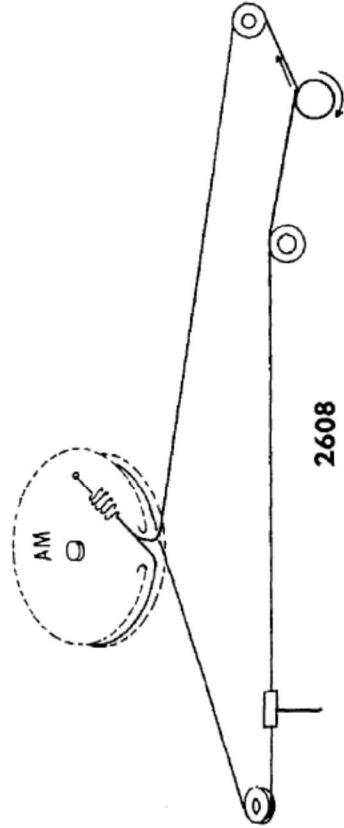
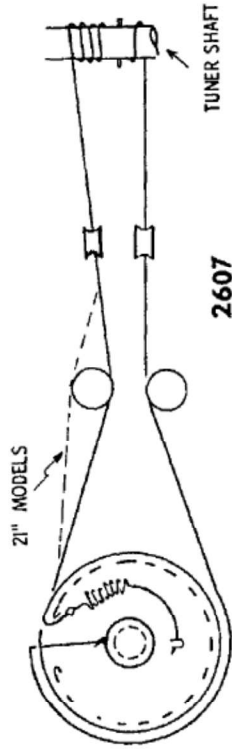
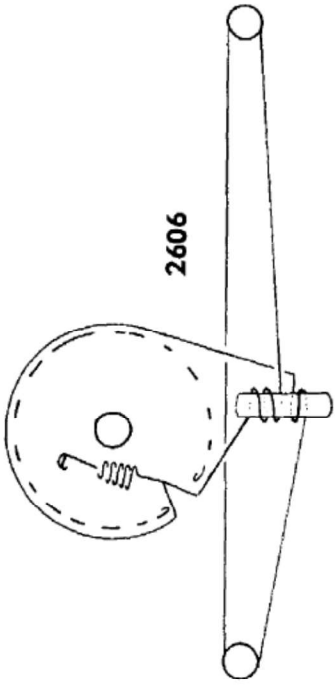
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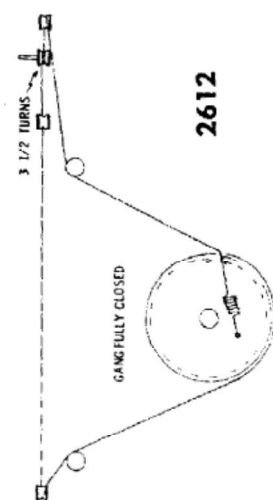
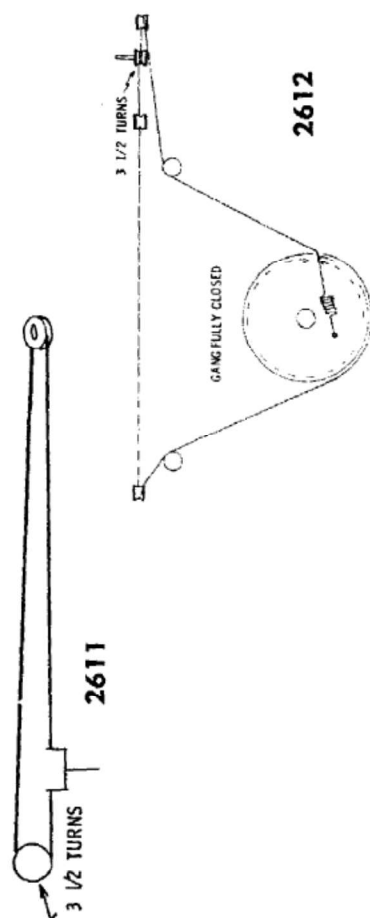
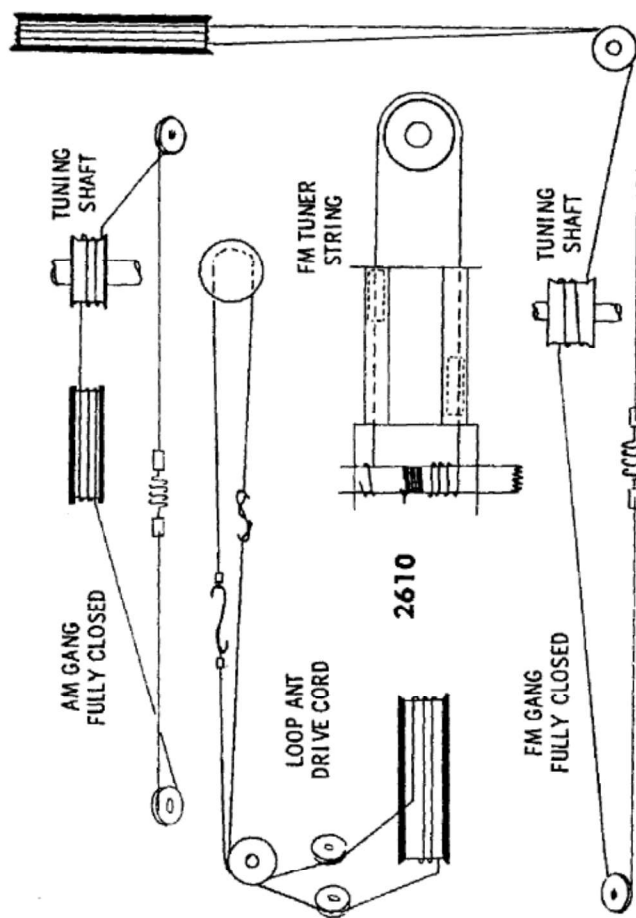
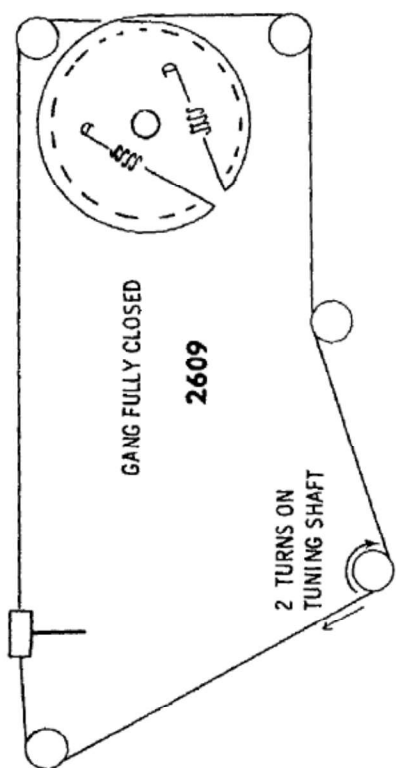
END KNOTS TO BE PULLED INSIDE OF HOLES



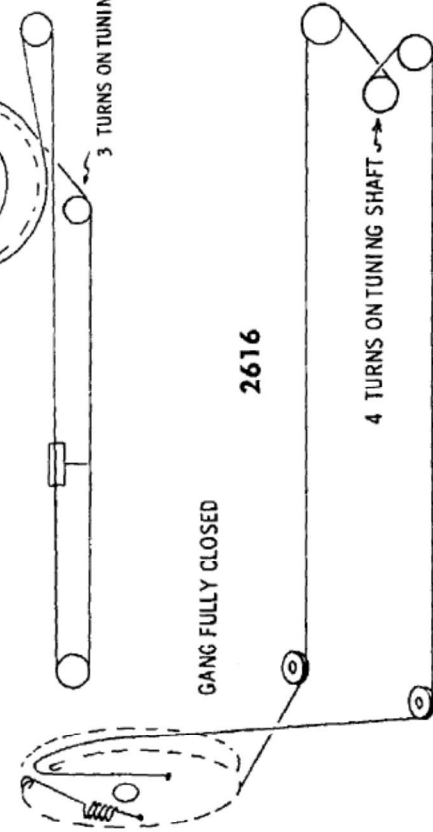
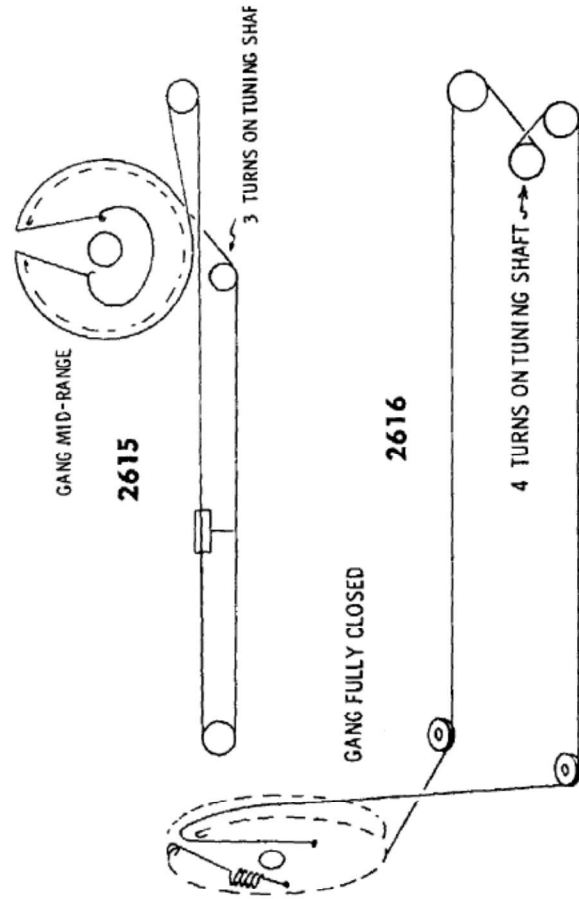
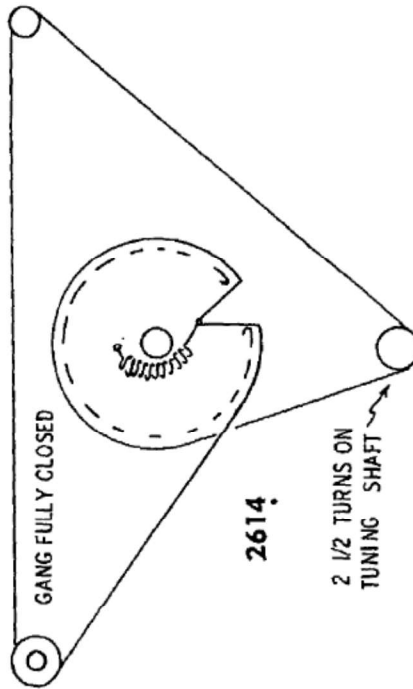
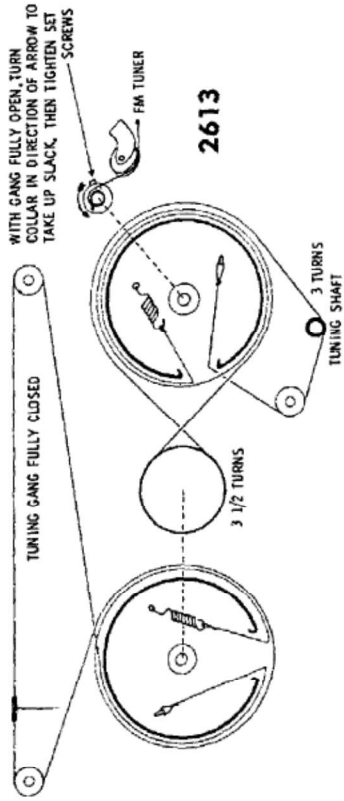


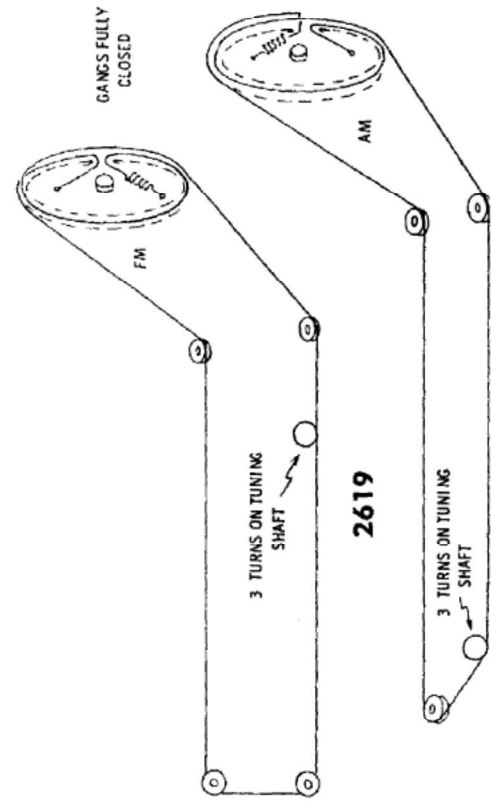
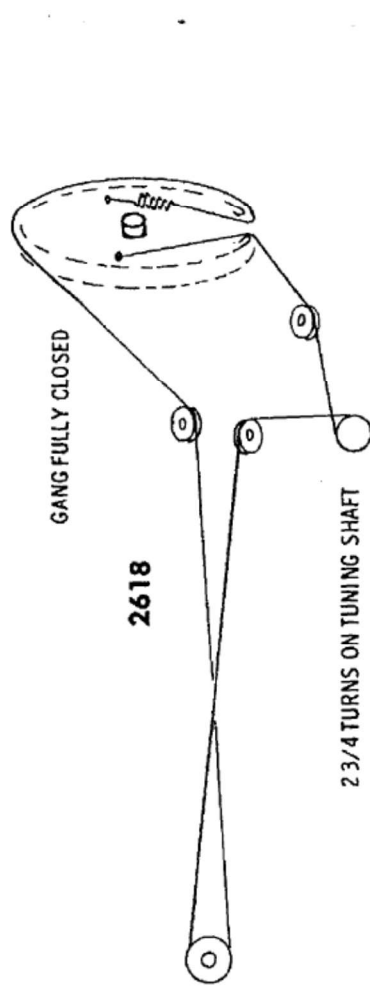
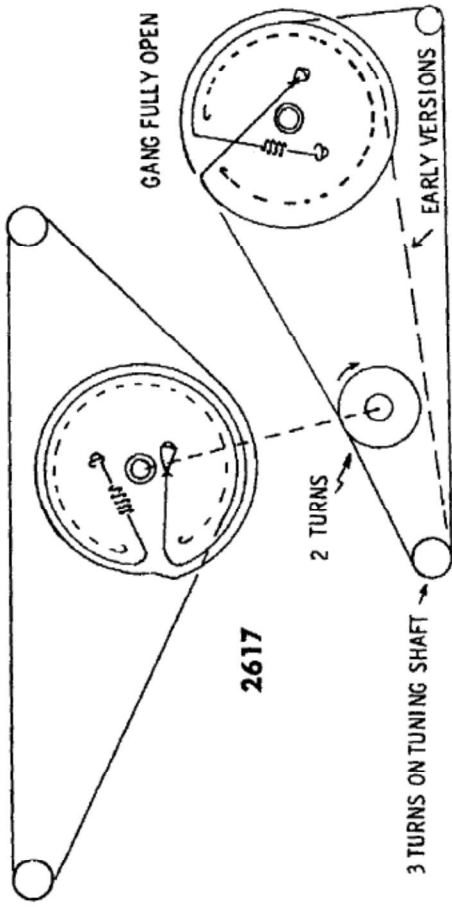


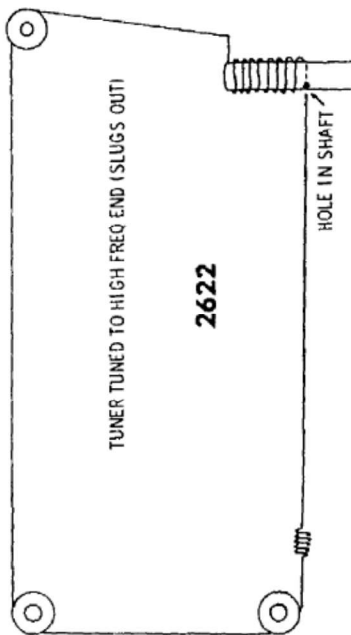
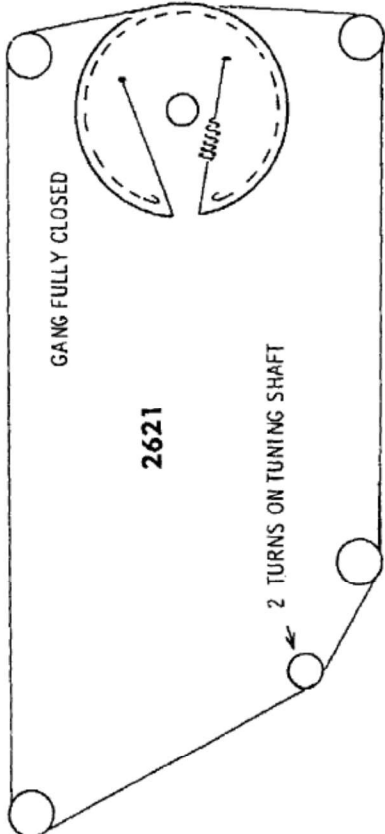
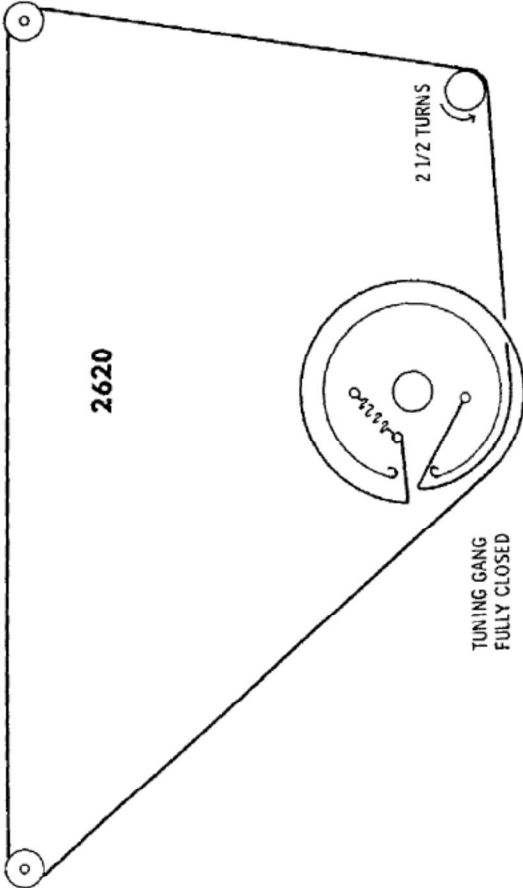




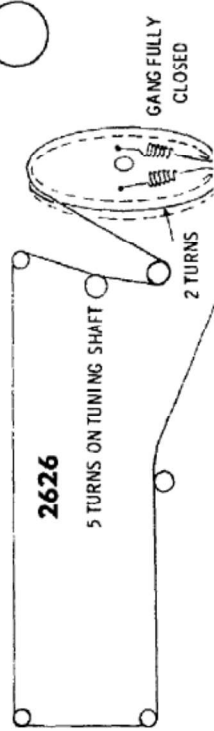
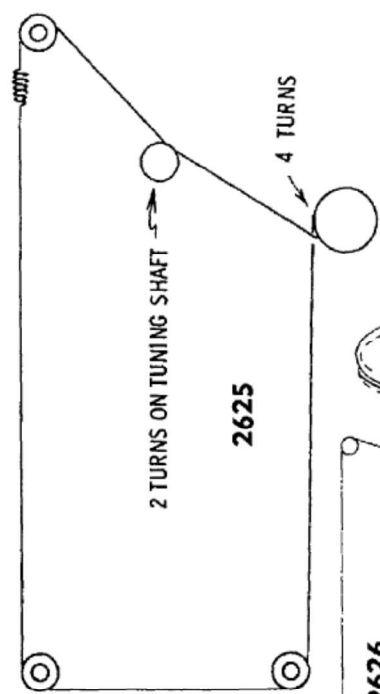
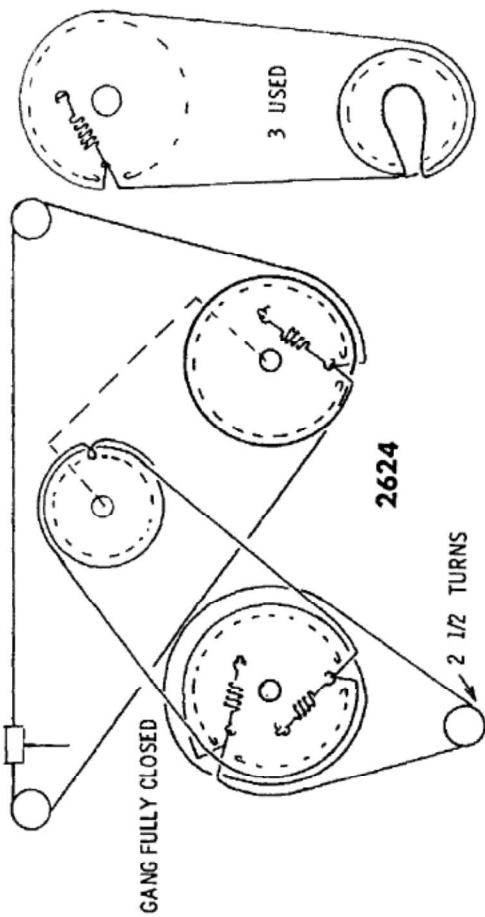
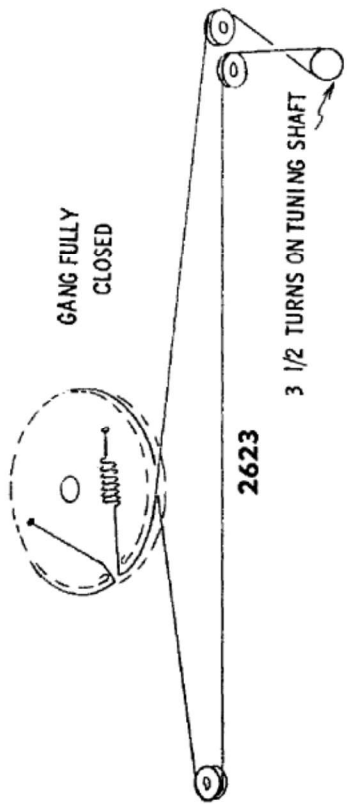


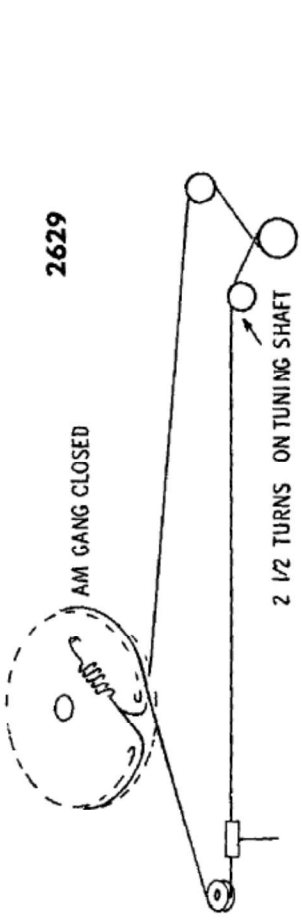
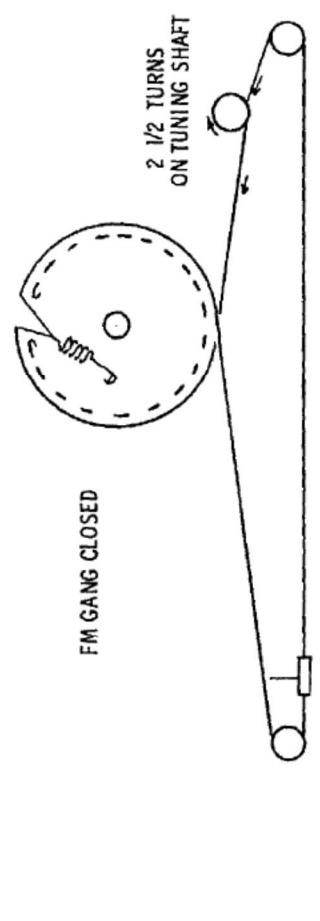
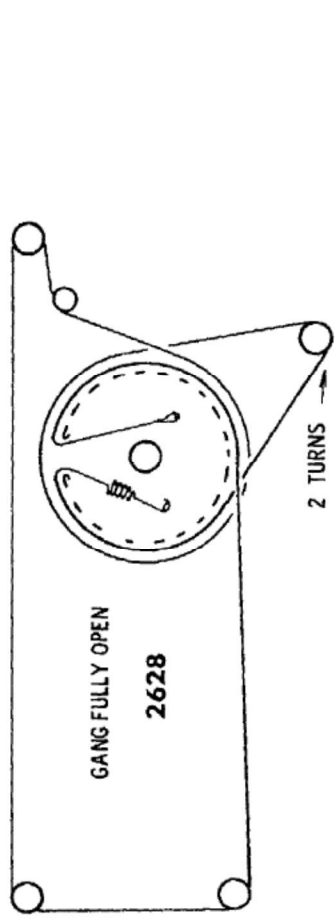
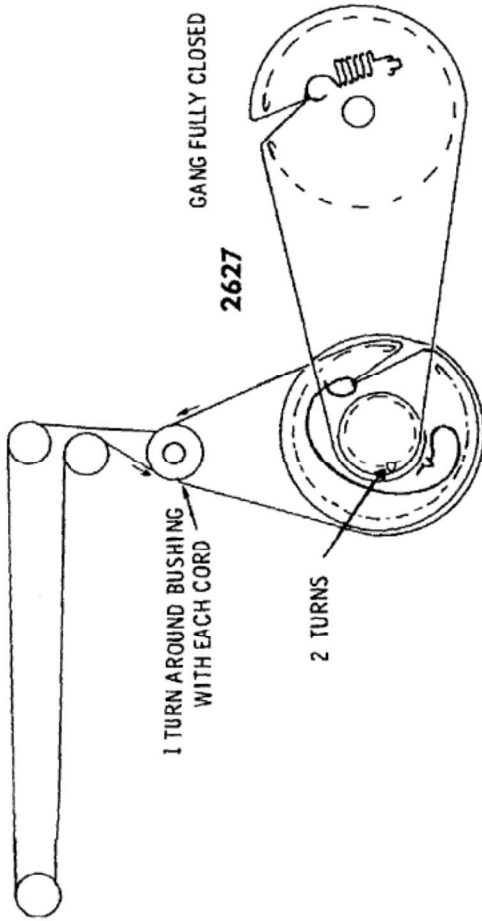


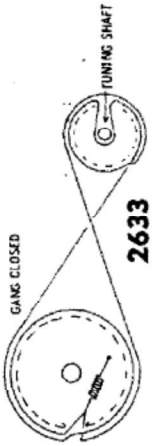
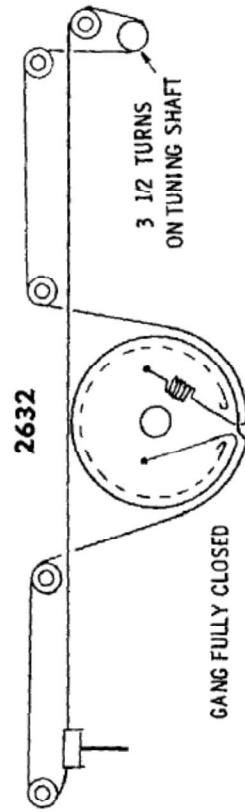
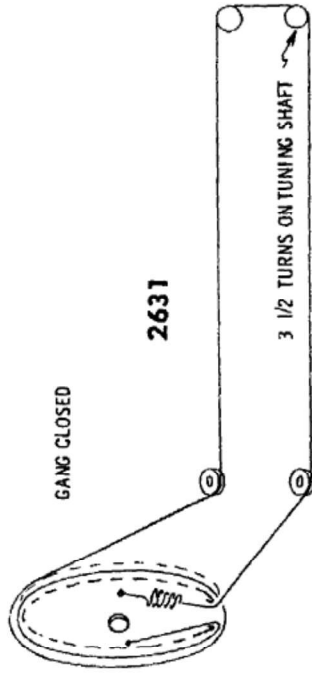
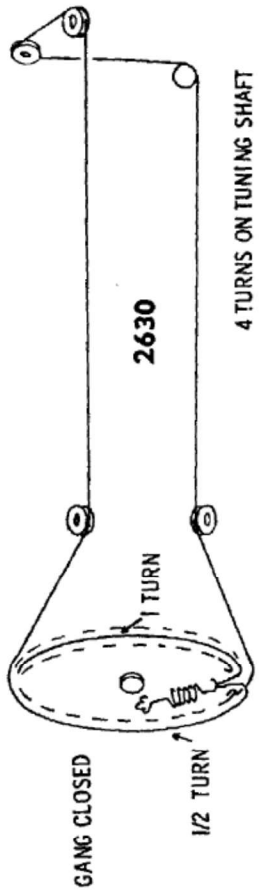




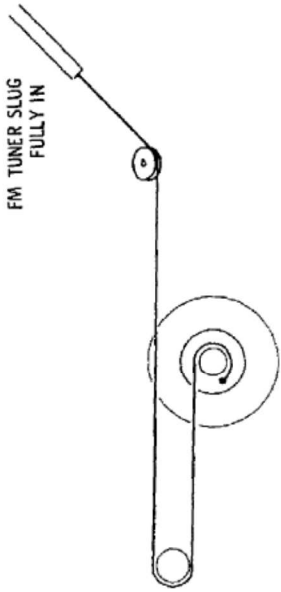




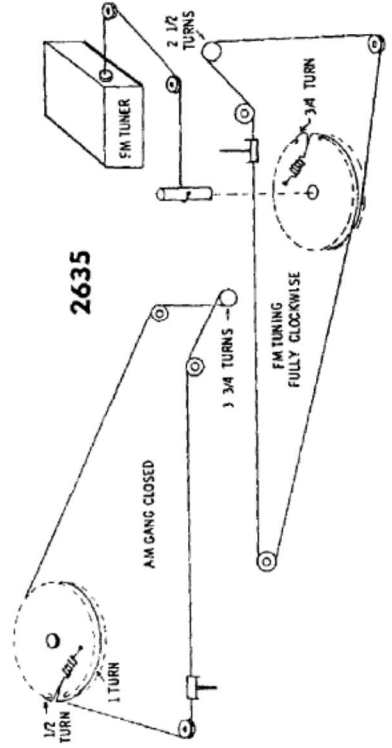
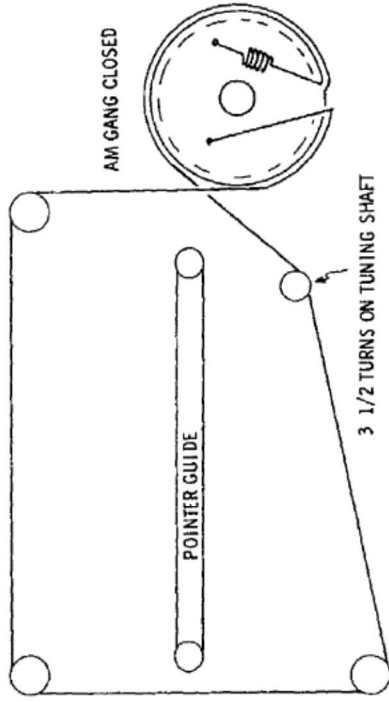








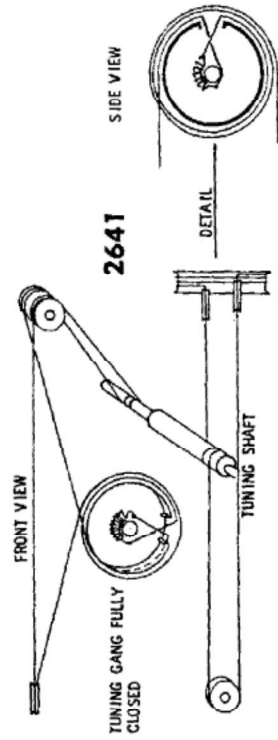
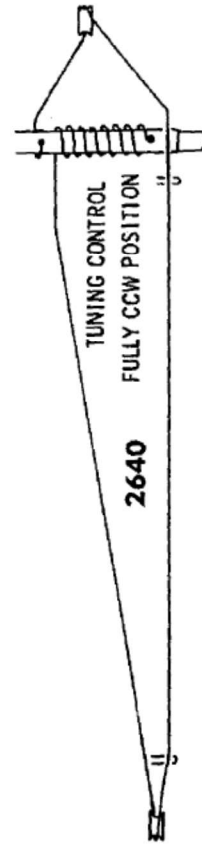
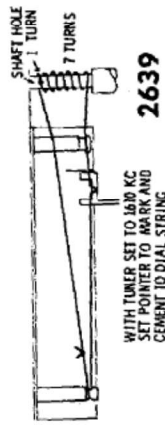
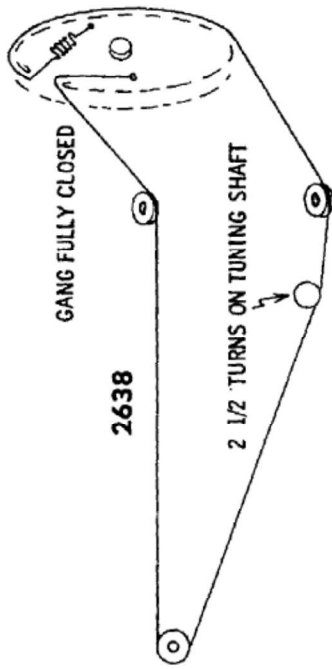
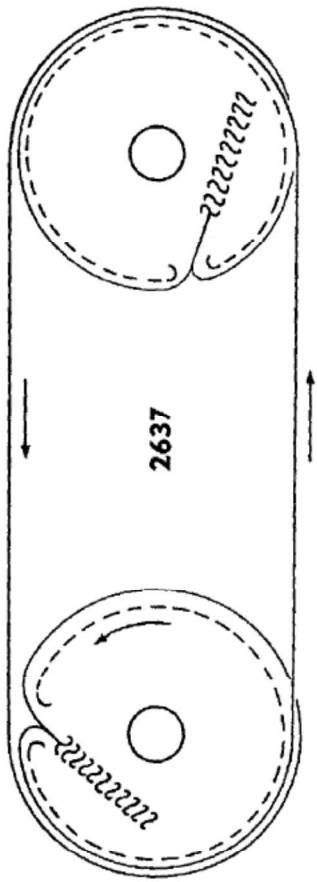
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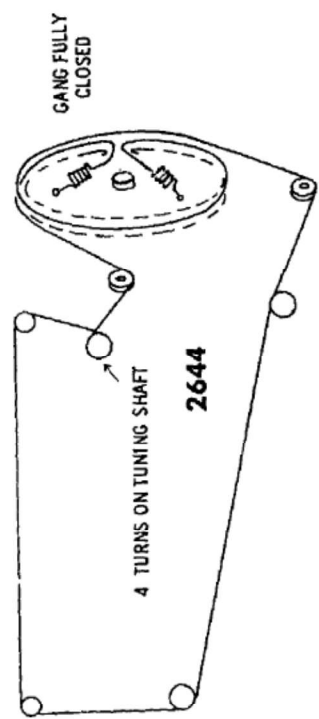
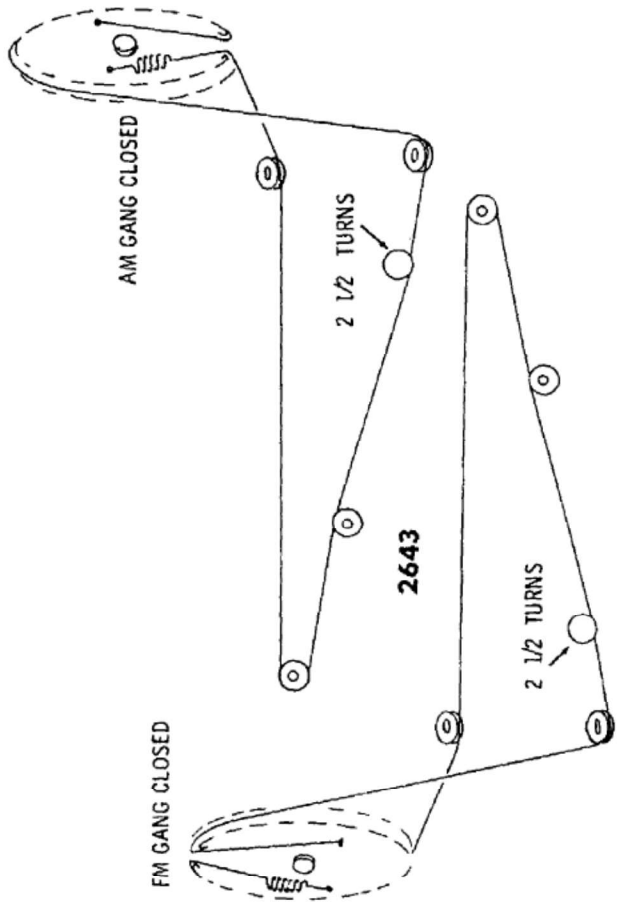
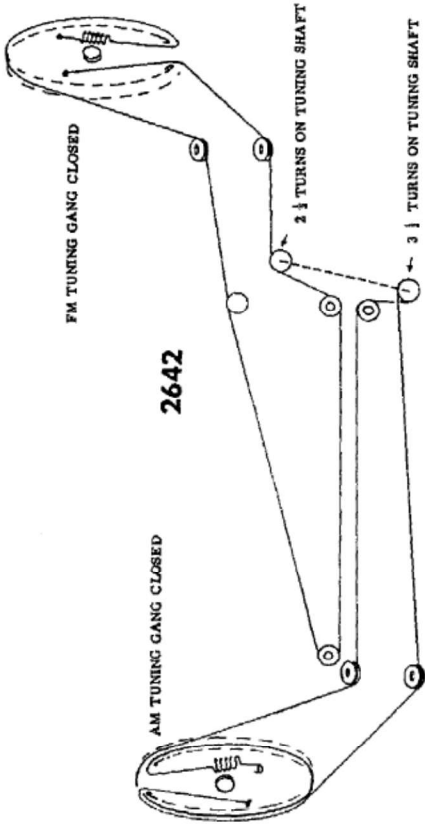


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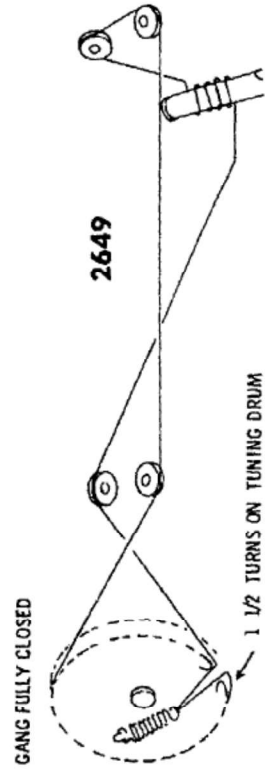
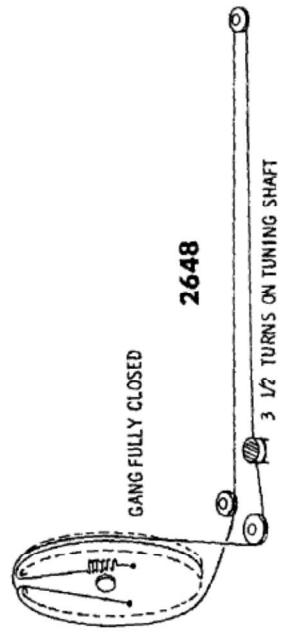
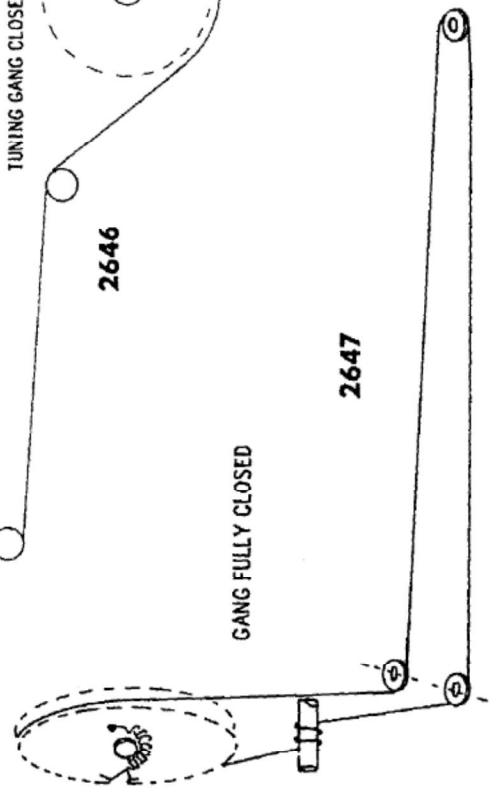
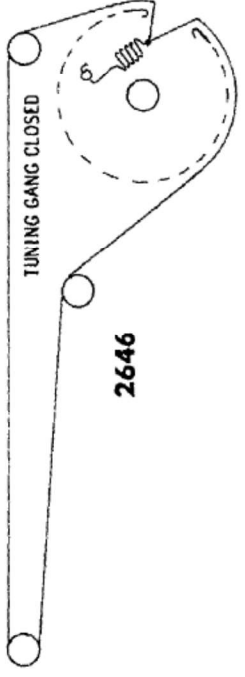
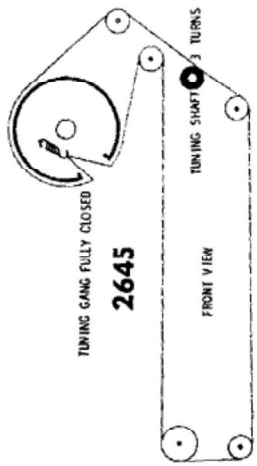
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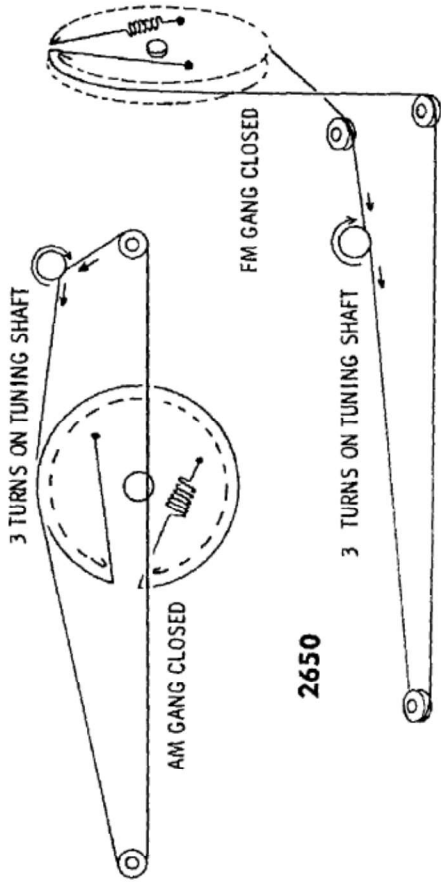




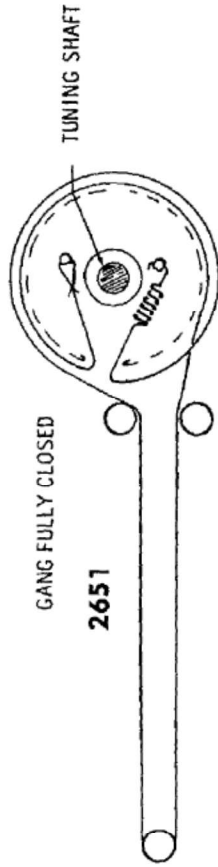




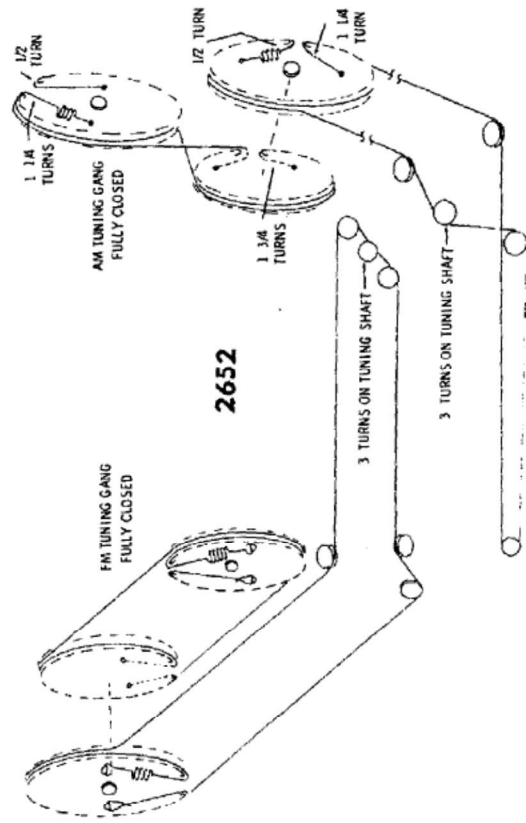




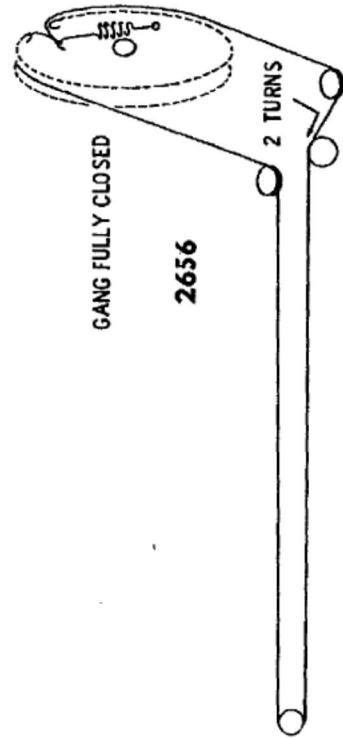
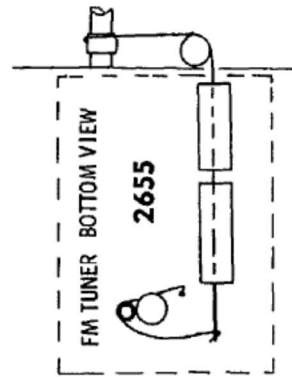
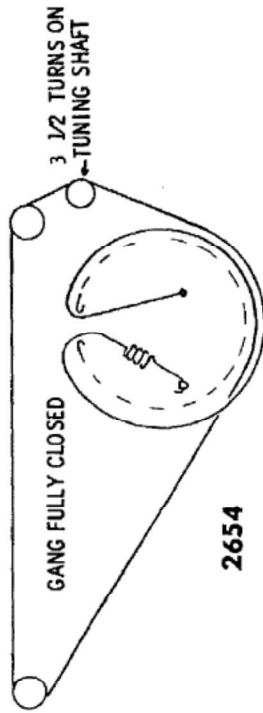
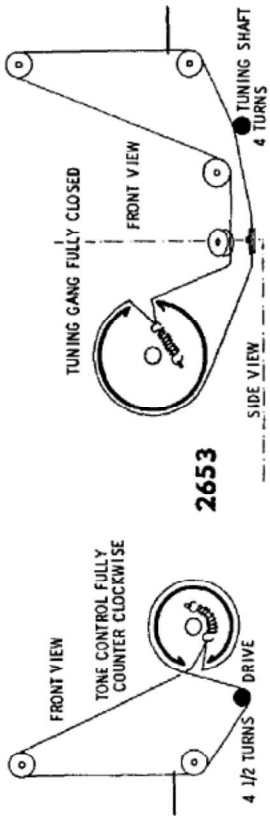
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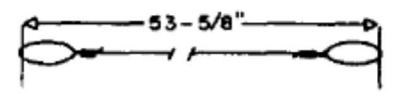
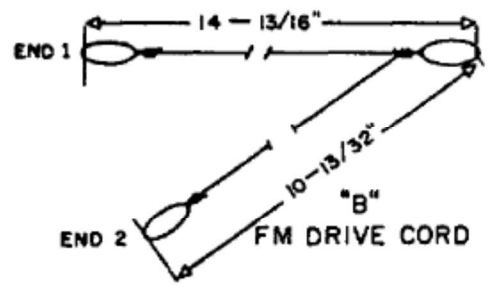
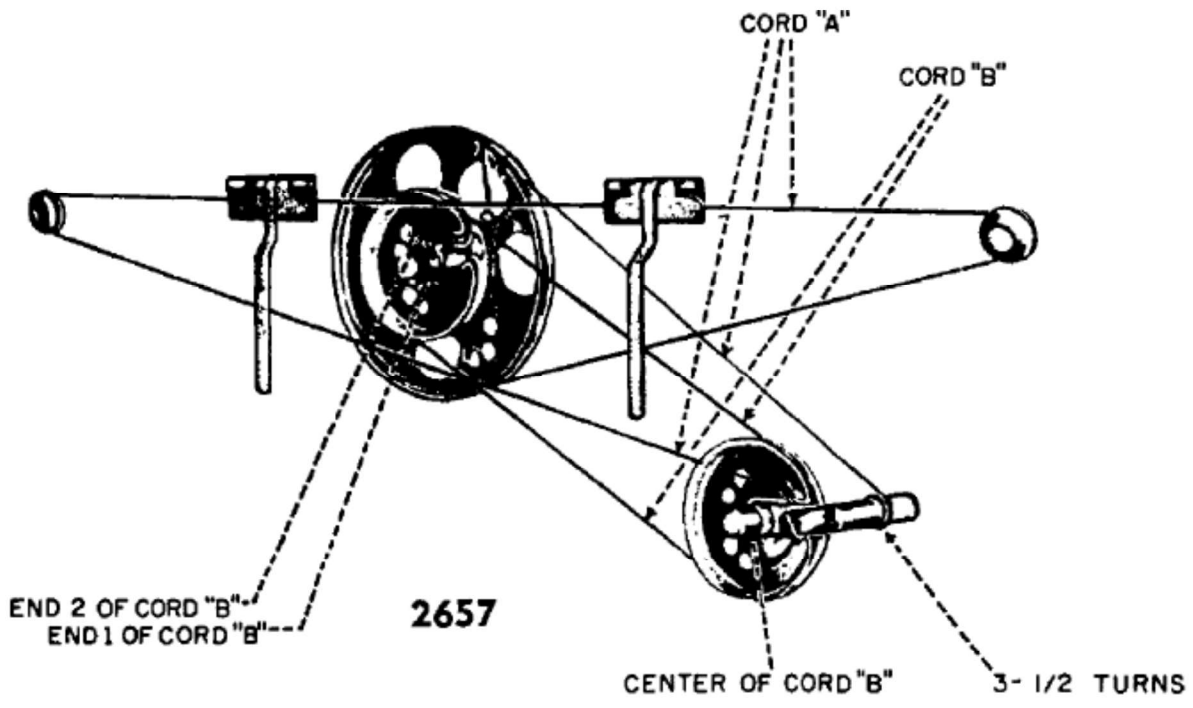


**2651**



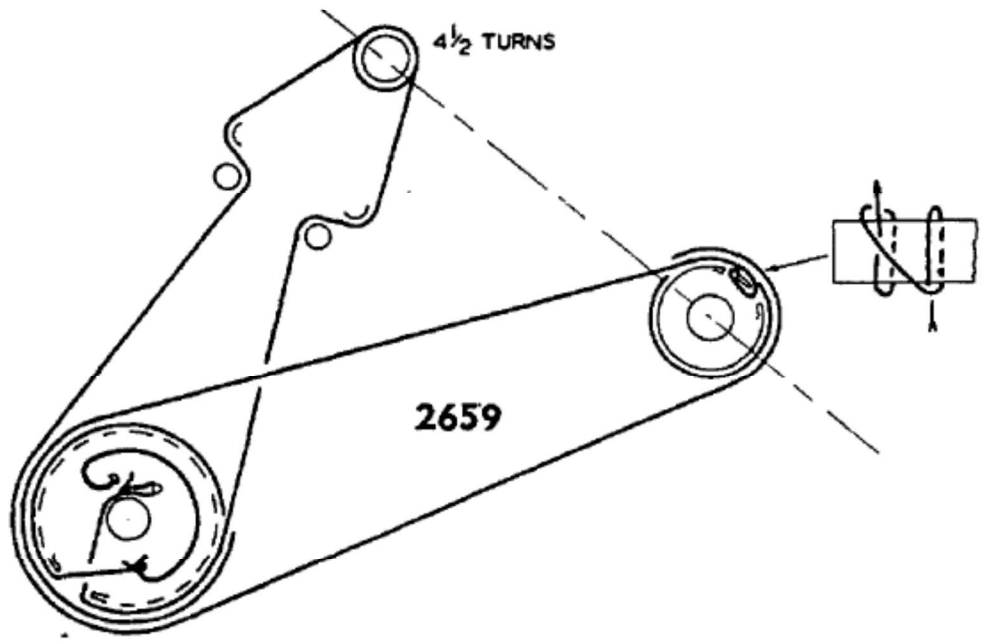
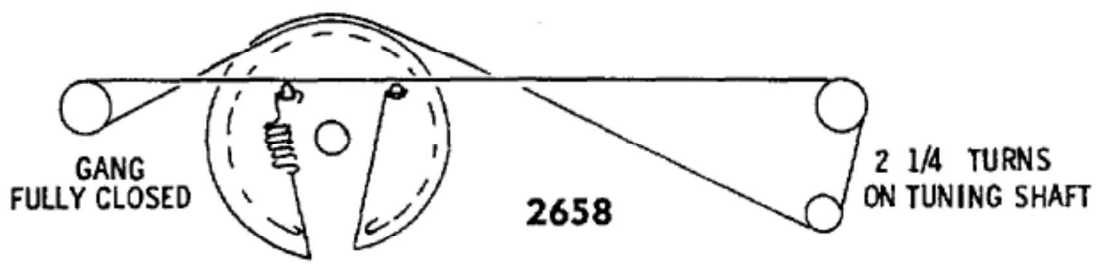
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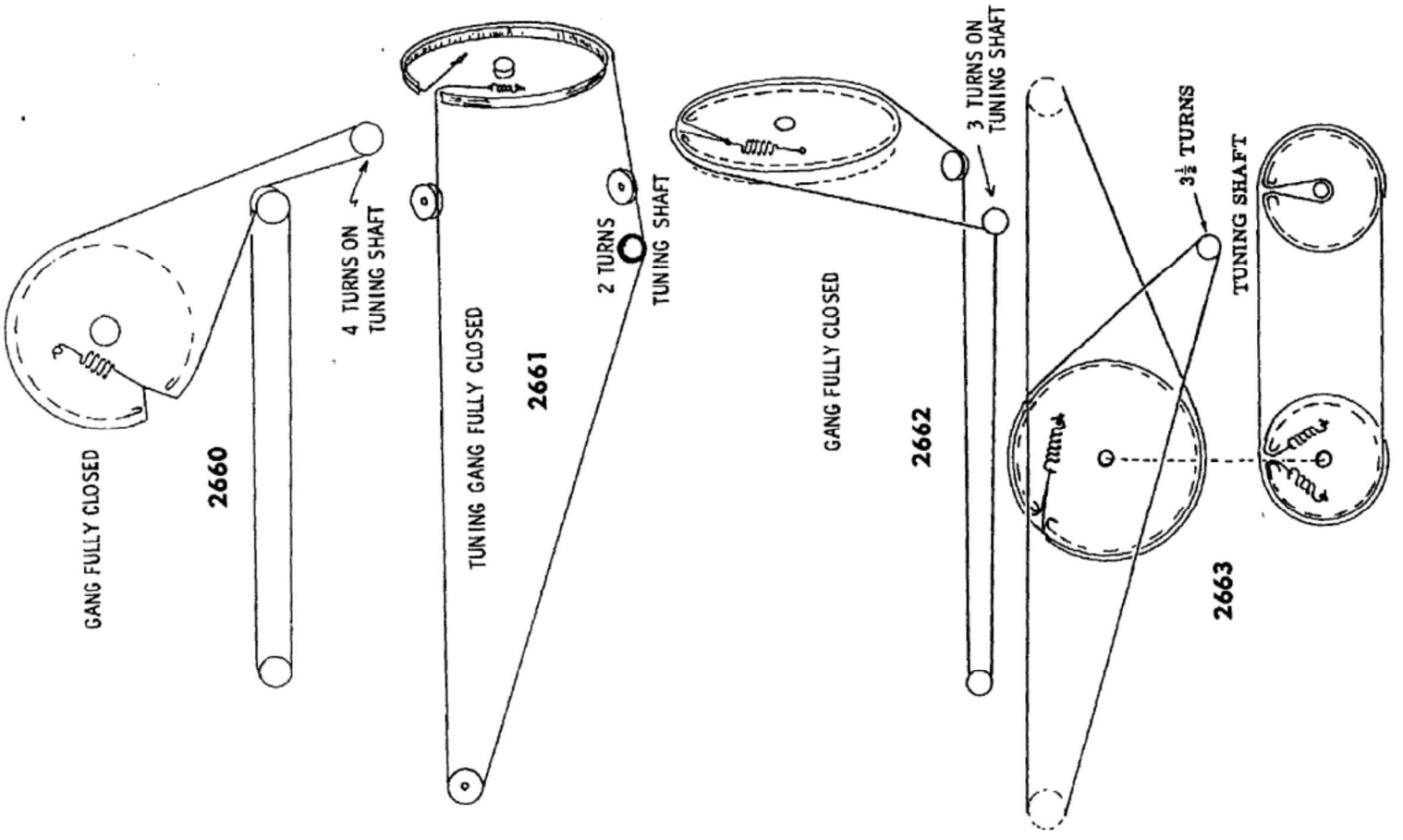


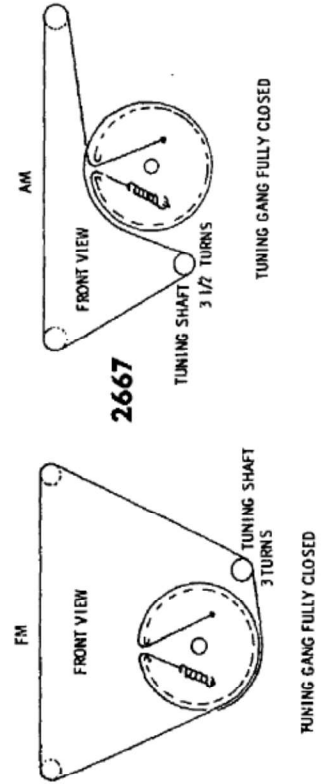
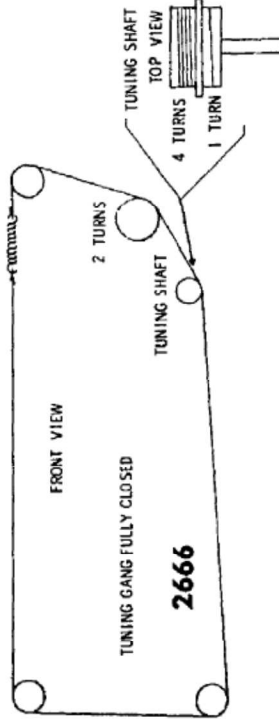
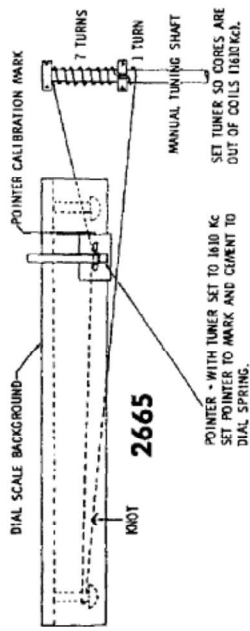
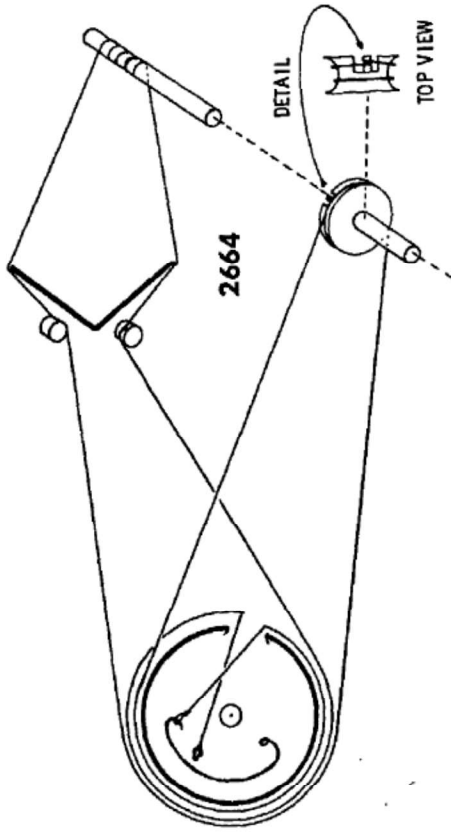
"A"

TUNING DRIVE CORD

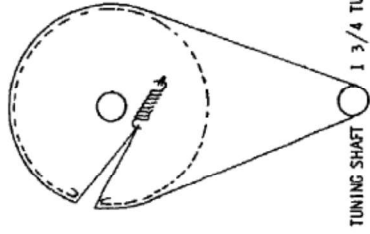




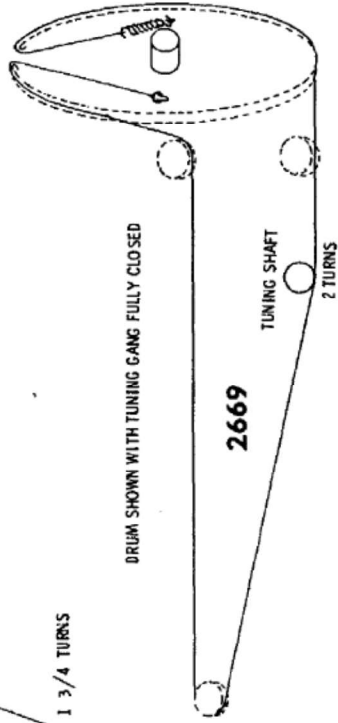




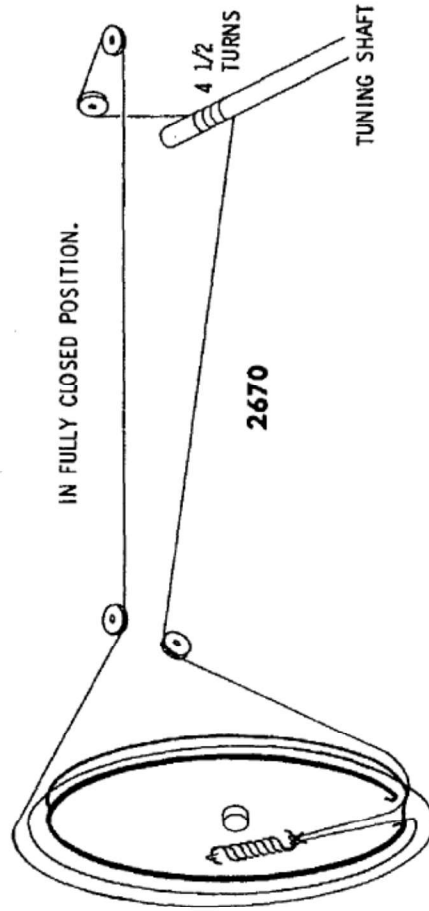
DRUM SHOWN WITH TUNING GANG FULLY CLOSED



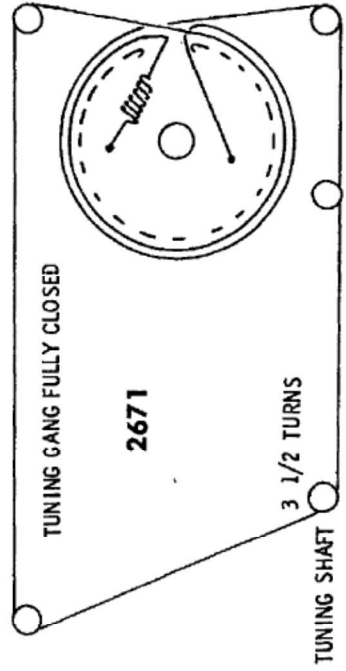
DRUM SHOWN WITH TUNING GANG FULLY CLOSED



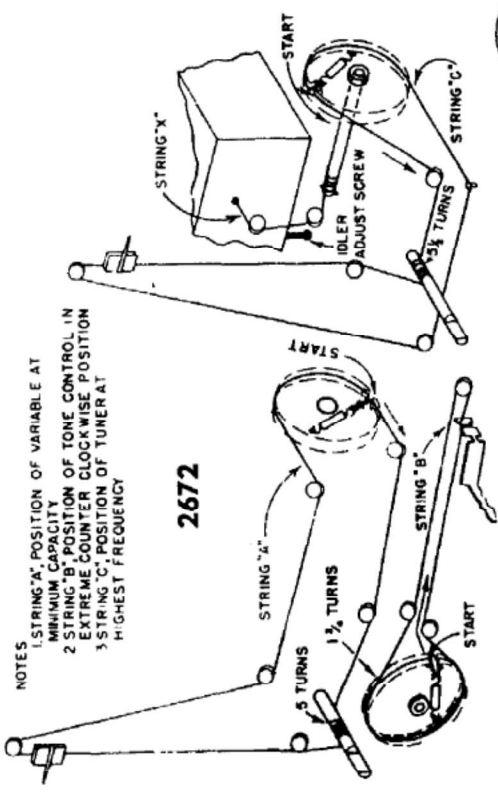
IN FULLY CLOSED POSITION.



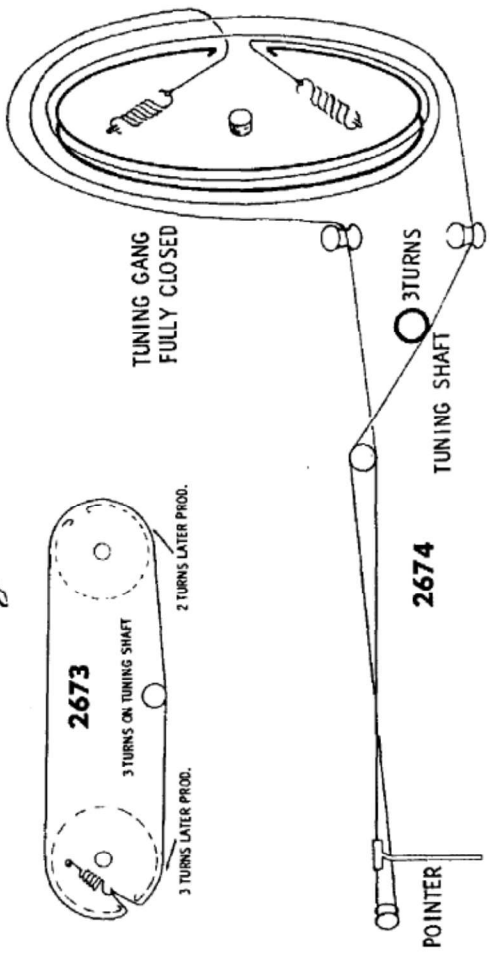
TUNING GANG FULLY CLOSED



- 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



2672



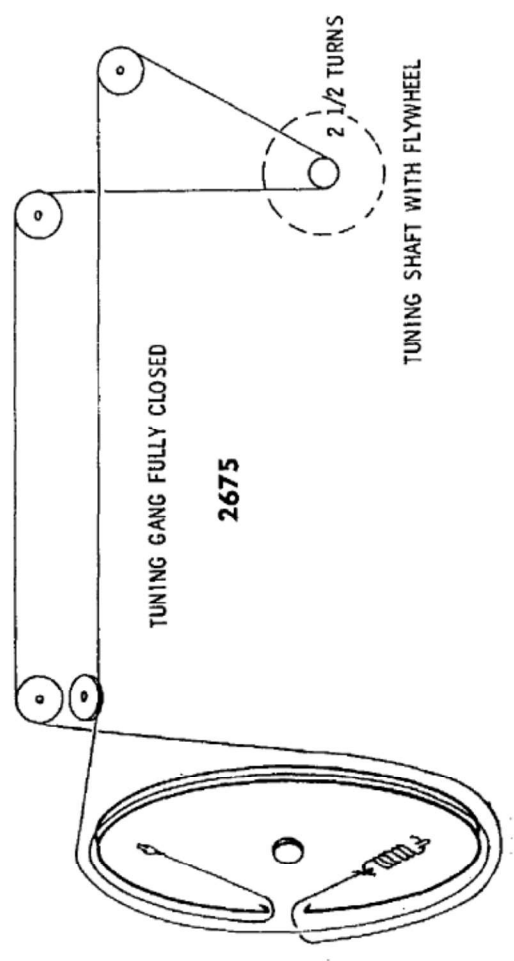
2673

TUNING GANG FULLY CLOSED

POINTER

2674

3 TURNS  
TUNING SHAFT

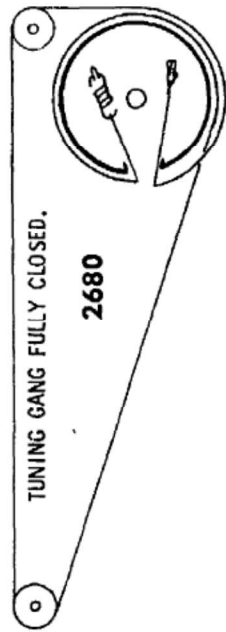
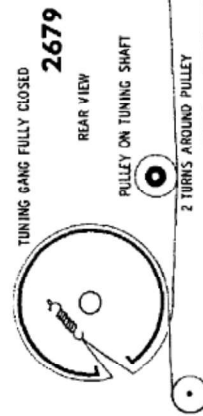
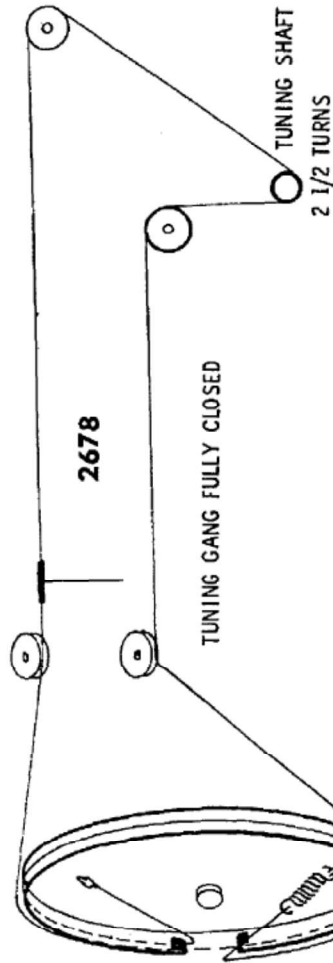
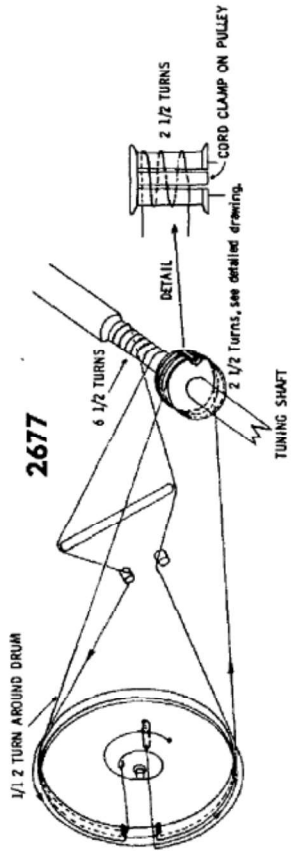
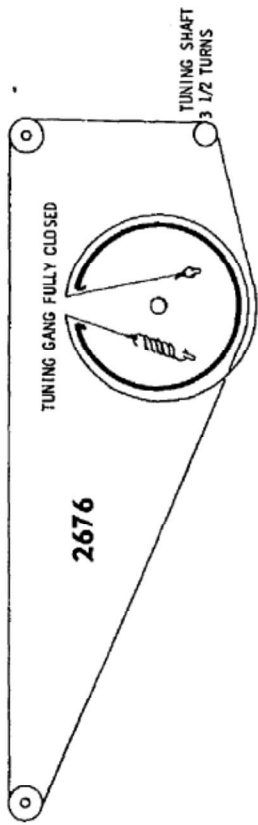


TUNING GANG FULLY CLOSED

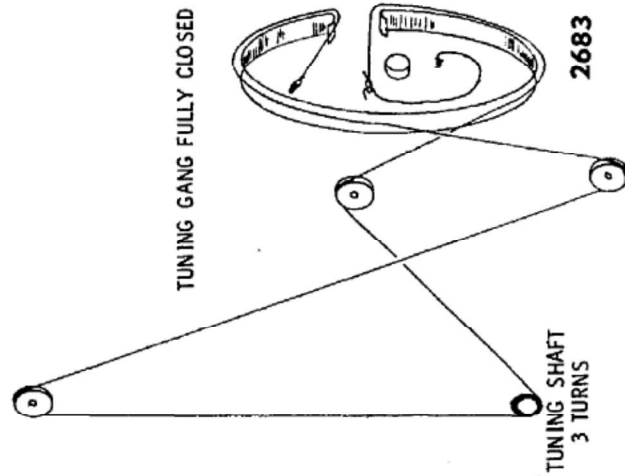
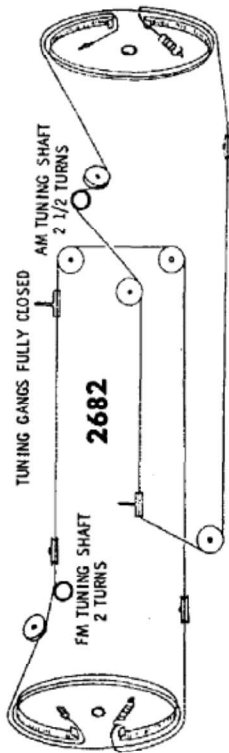
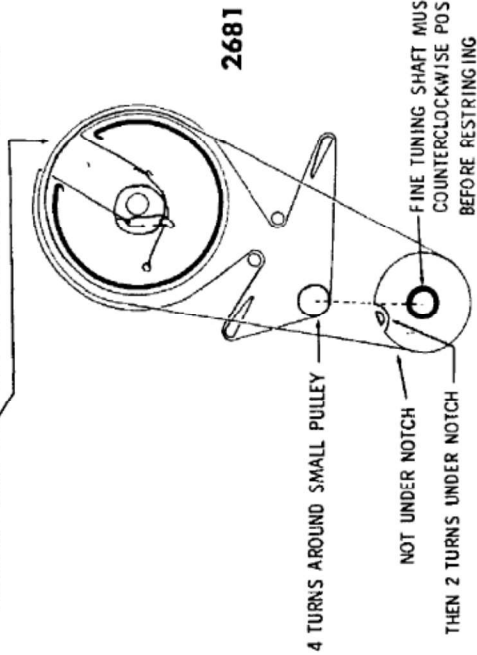
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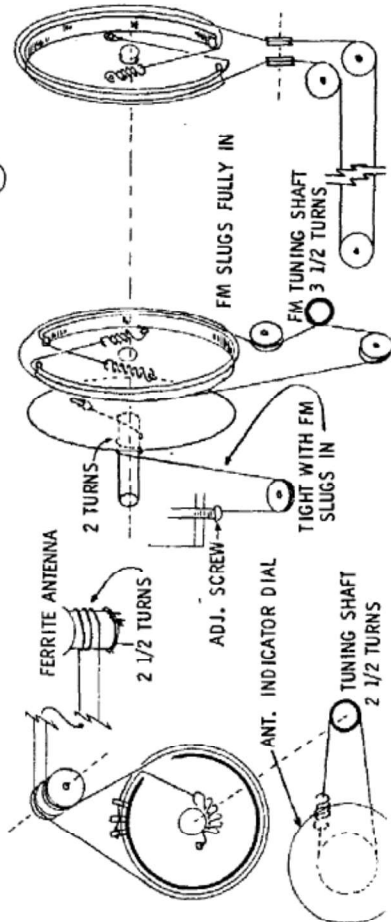
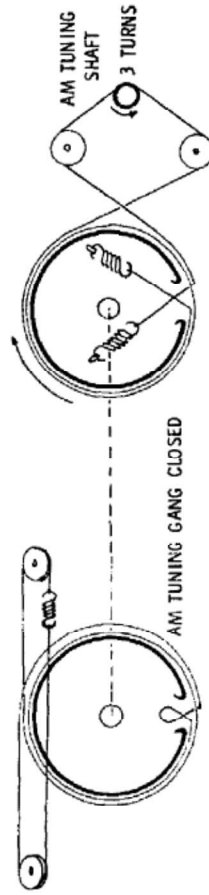
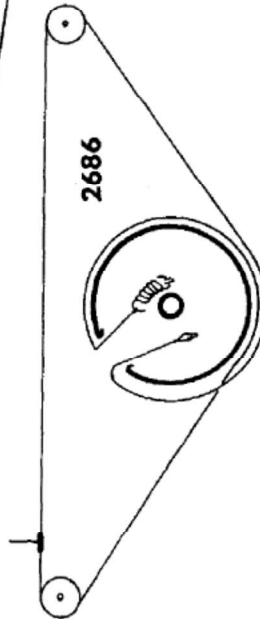
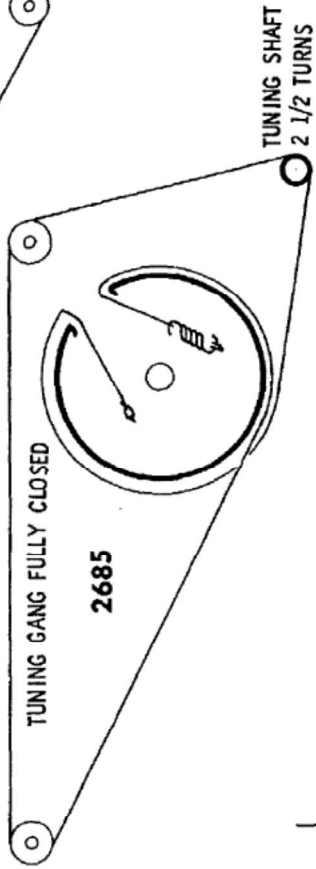
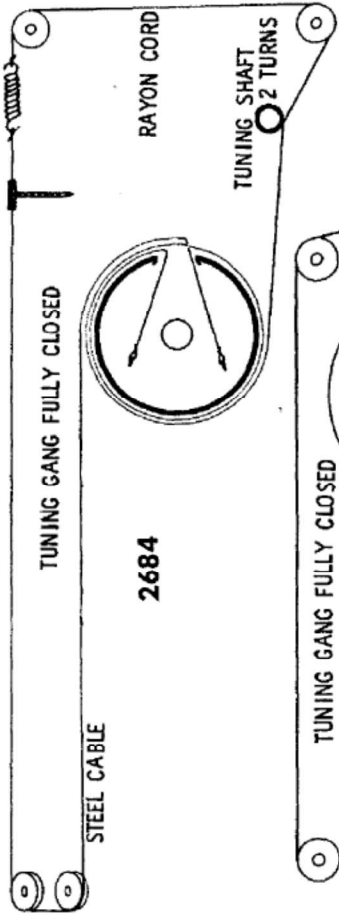
TUNING SHAFT WITH FLYWHEEL

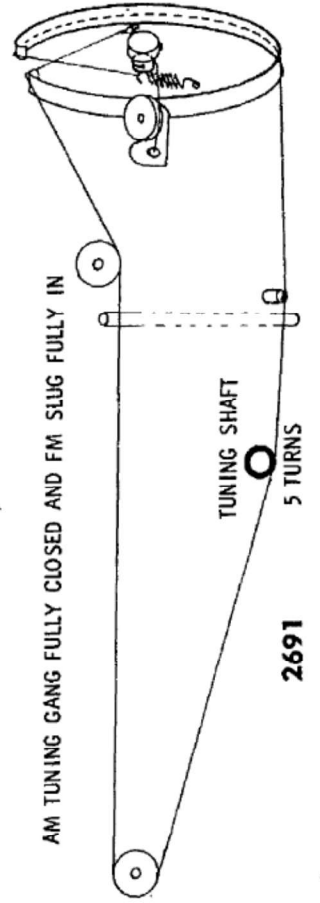
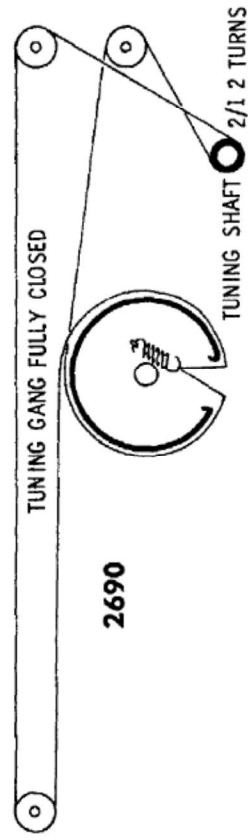
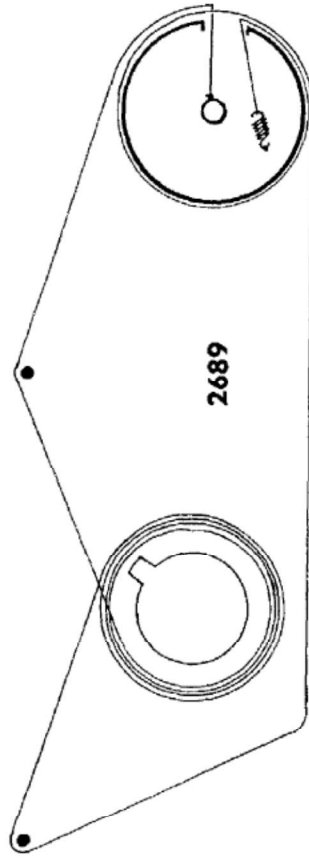
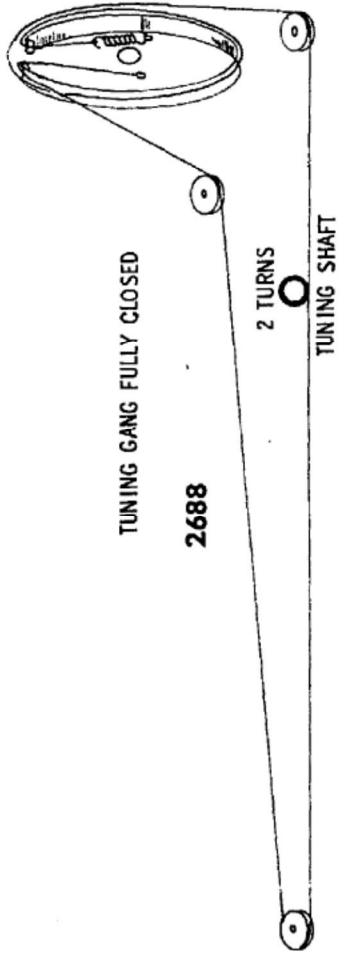




POSITION PULLEY OPENING AT 1:00 O'CLOCK BEFORE RESTRINGING



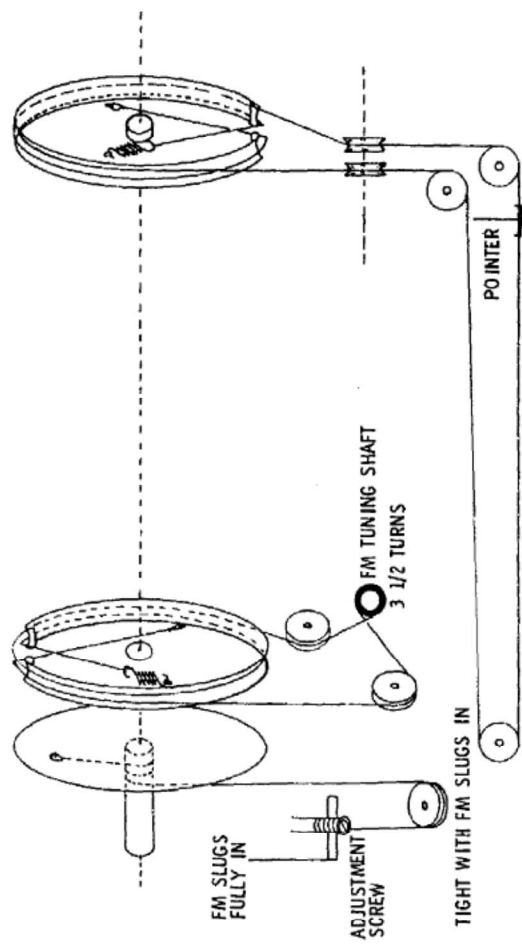




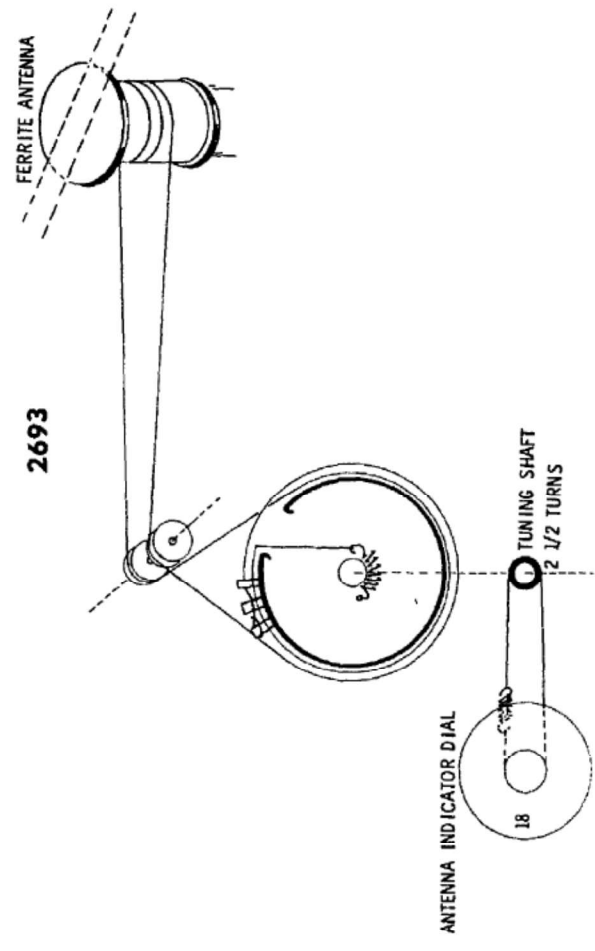




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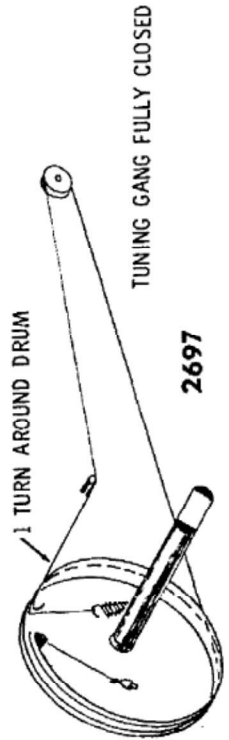
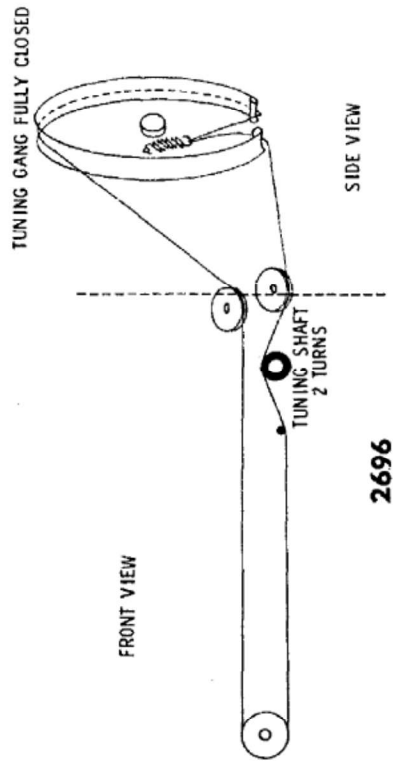
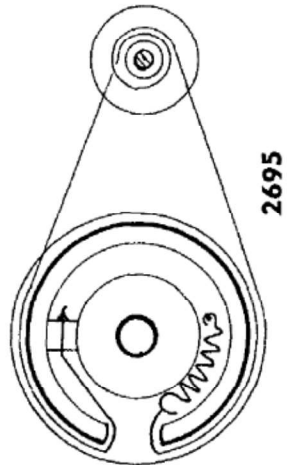
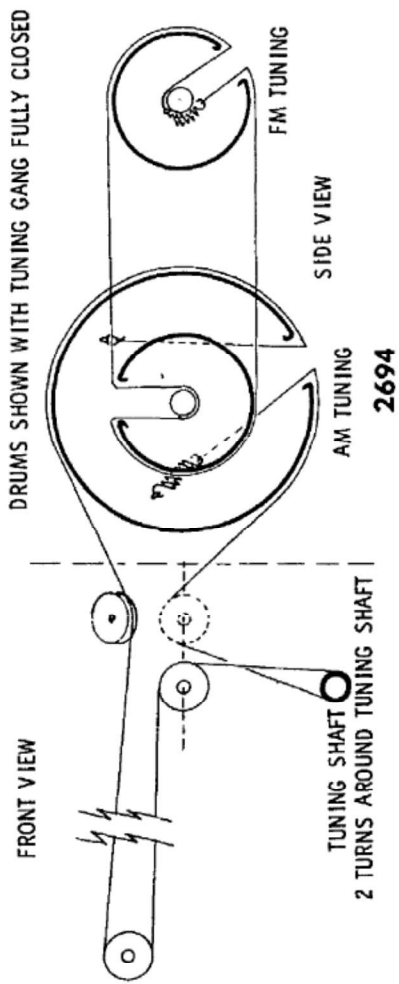


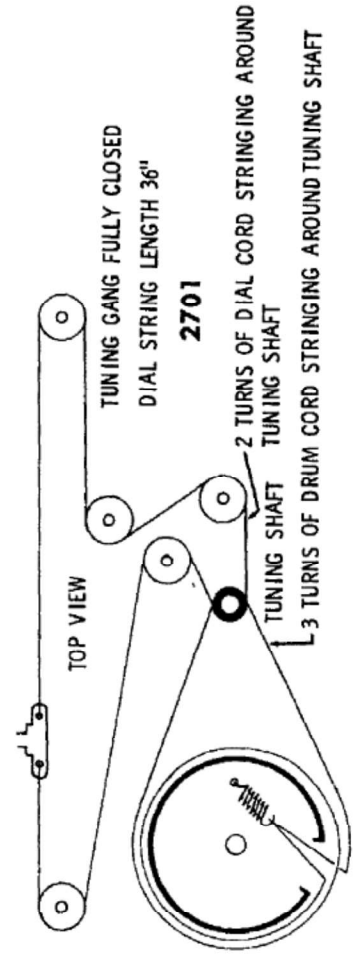
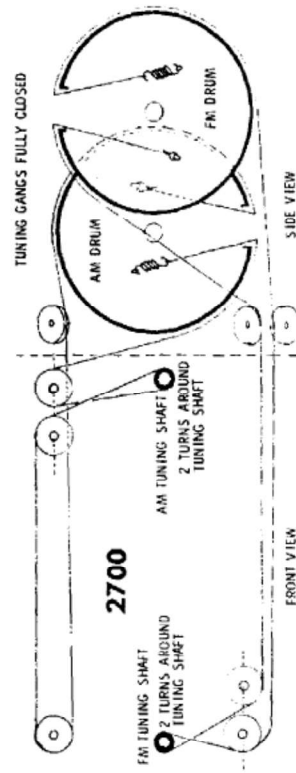
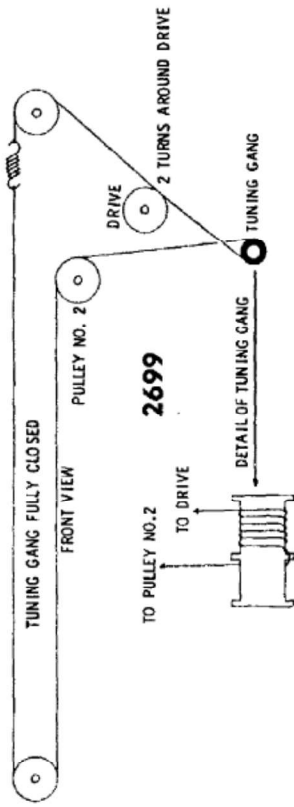
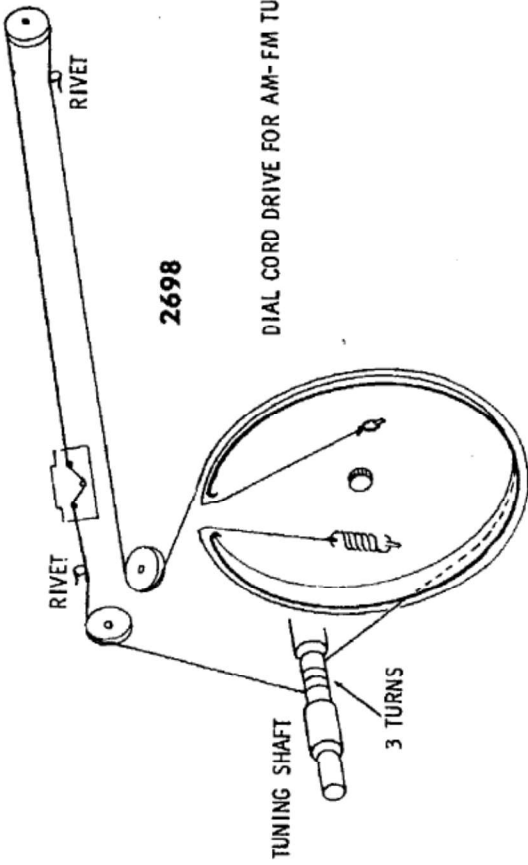
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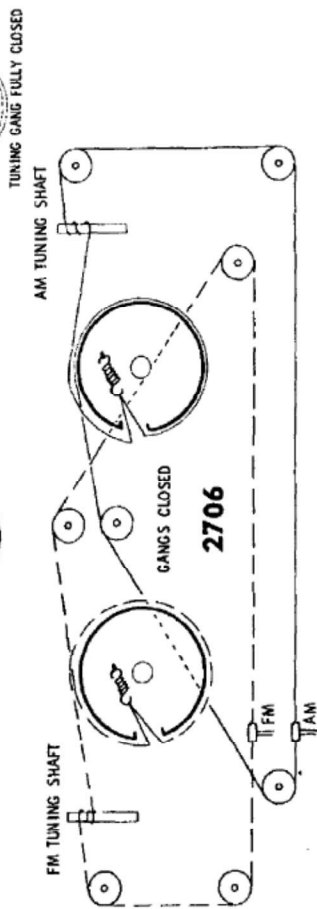
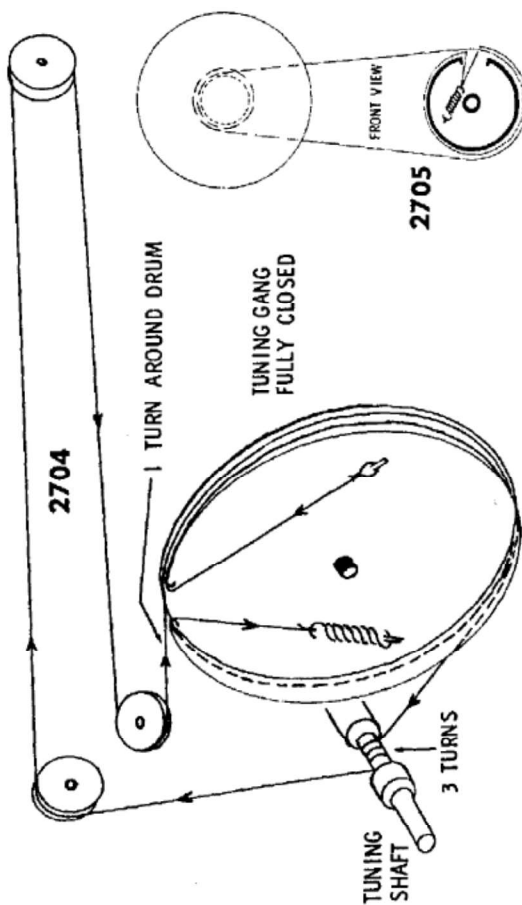
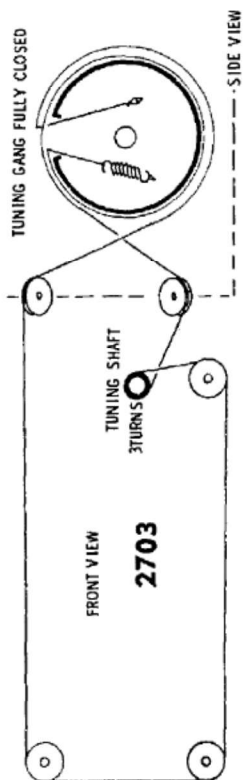
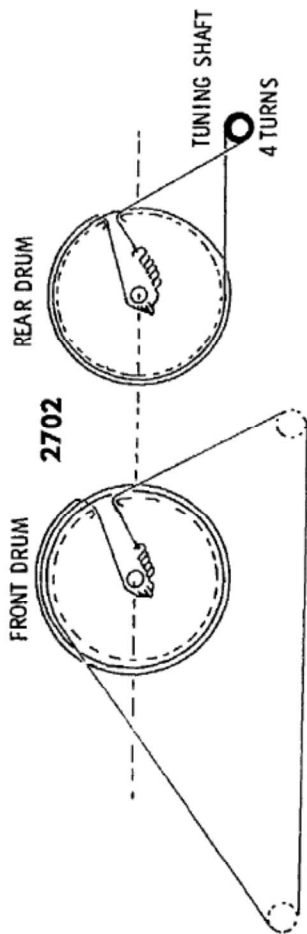
ANTENNA INDICATOR DIAL

18

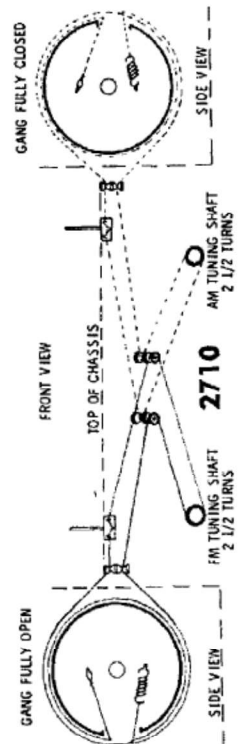
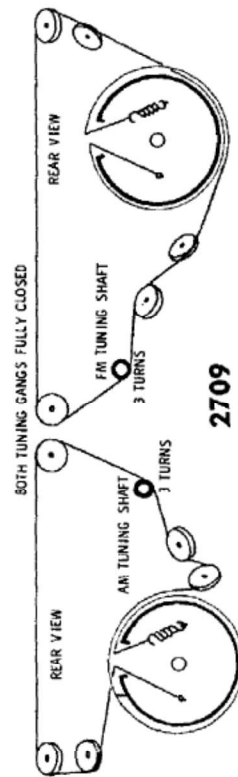
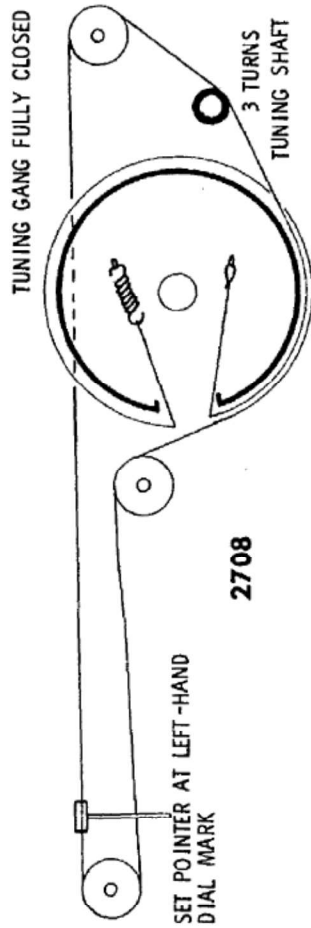
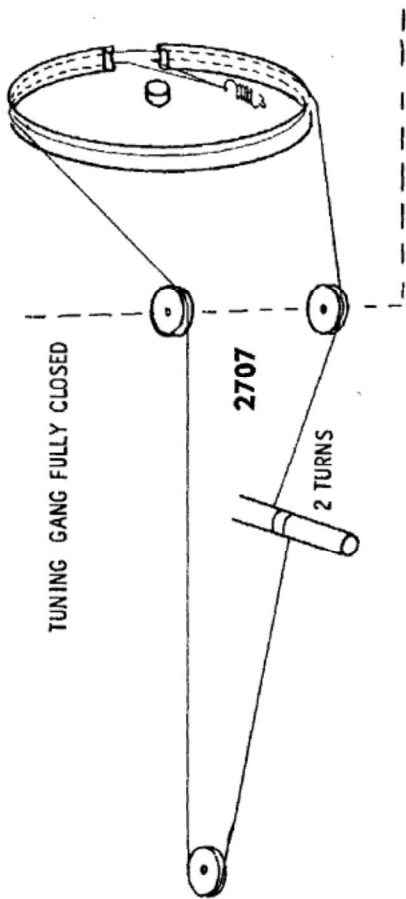


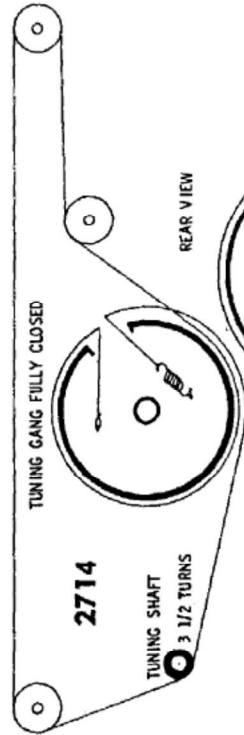
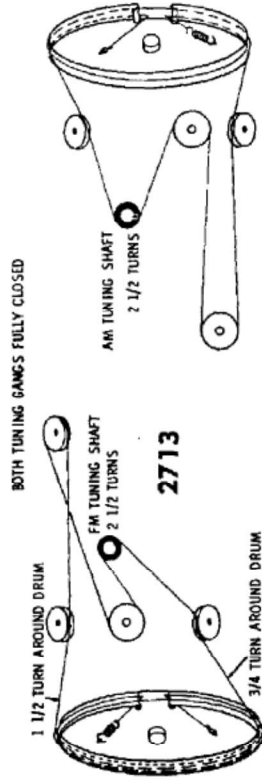
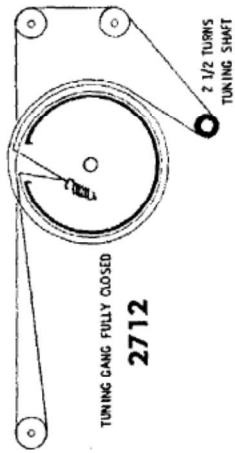
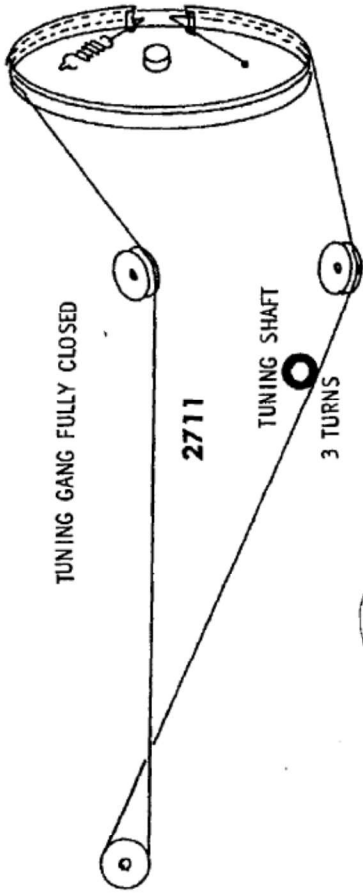


DRUM SHOWN WITH GANG FULLY CLOSED

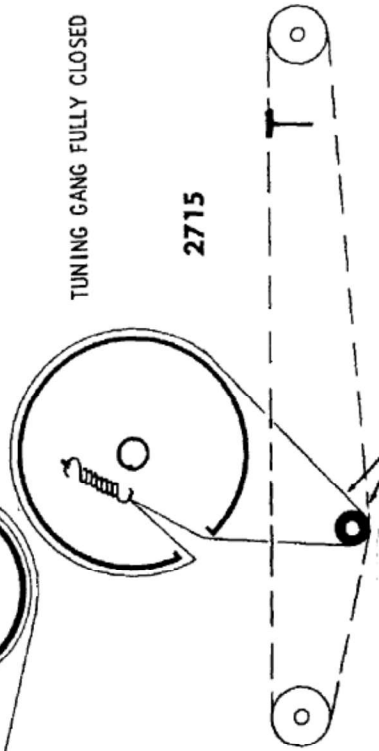


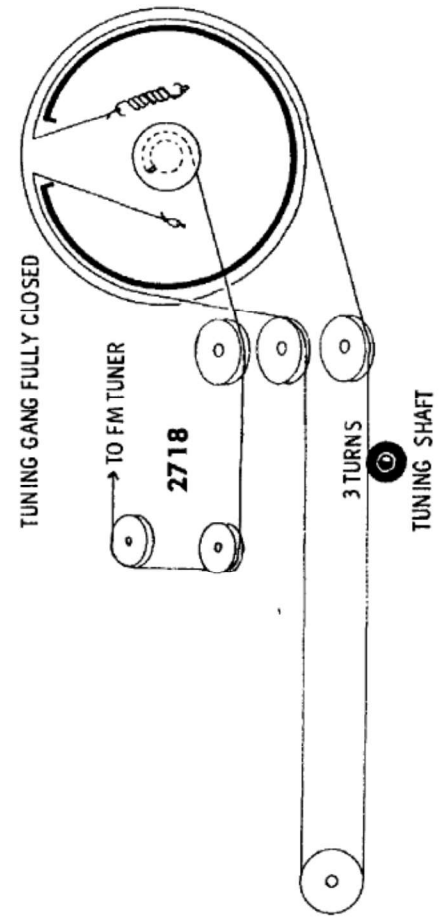
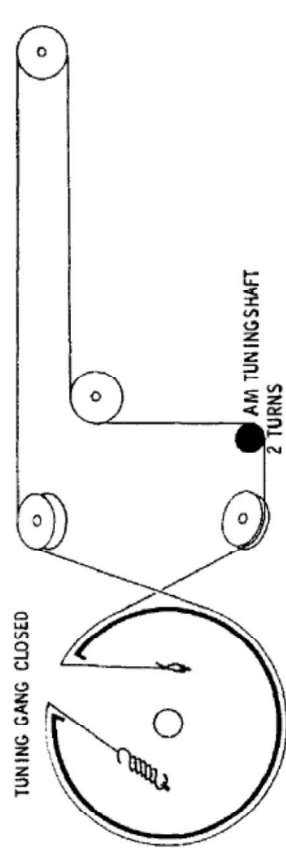
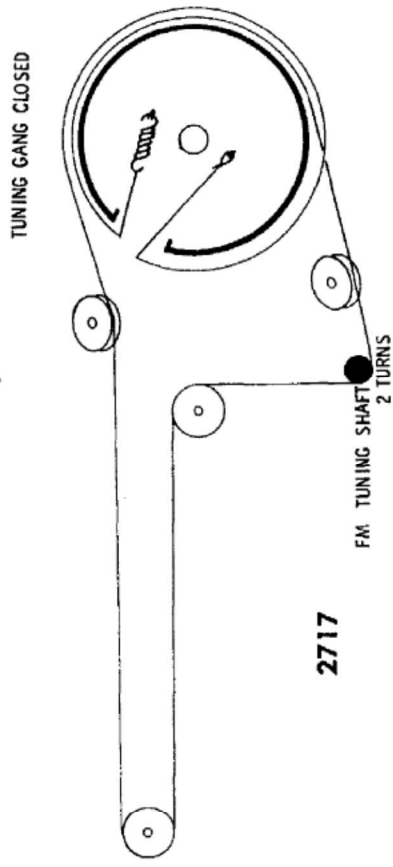
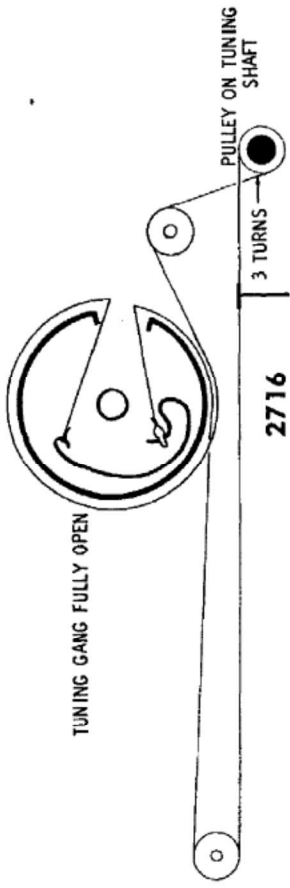


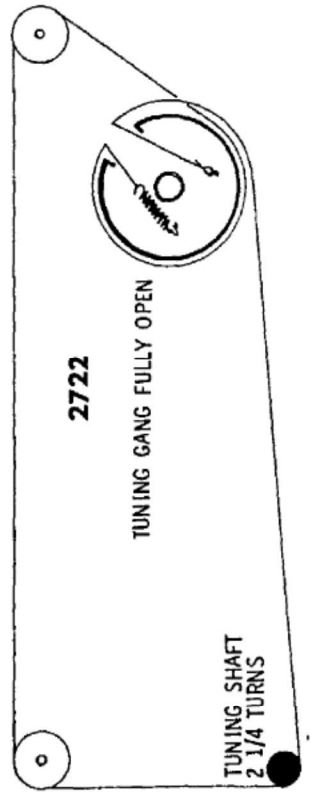
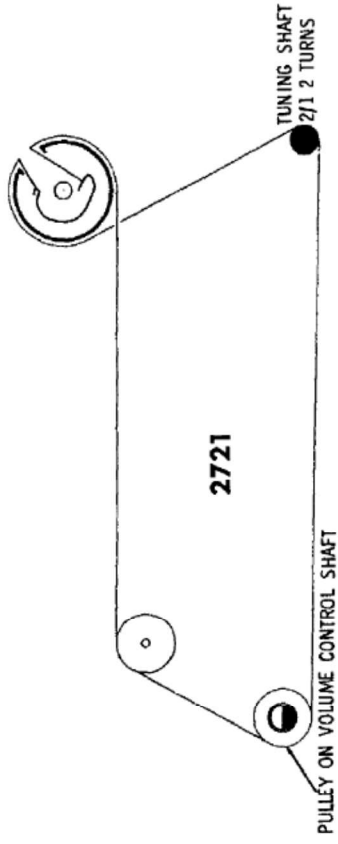
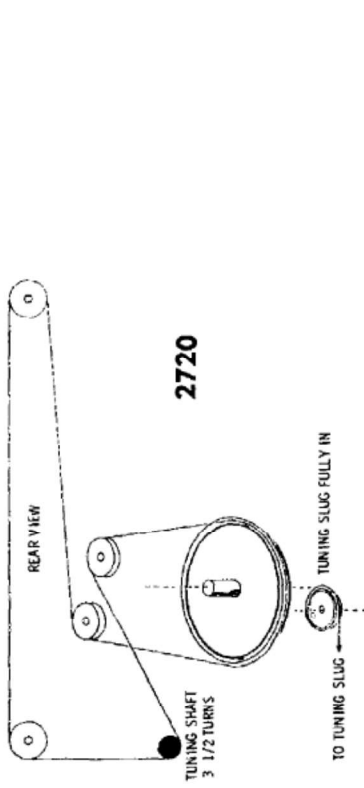
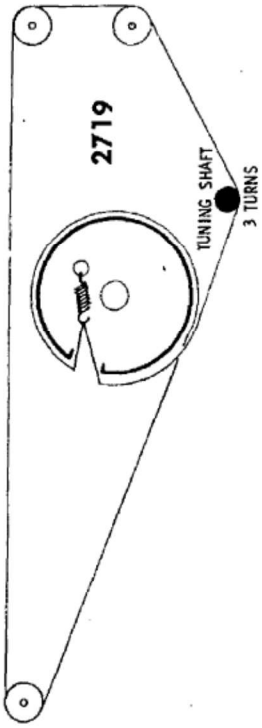




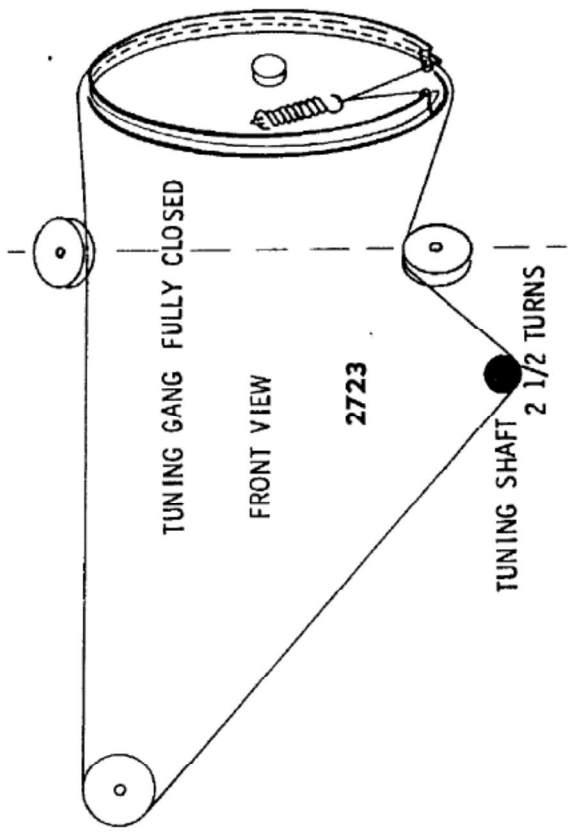
REAR VIEW





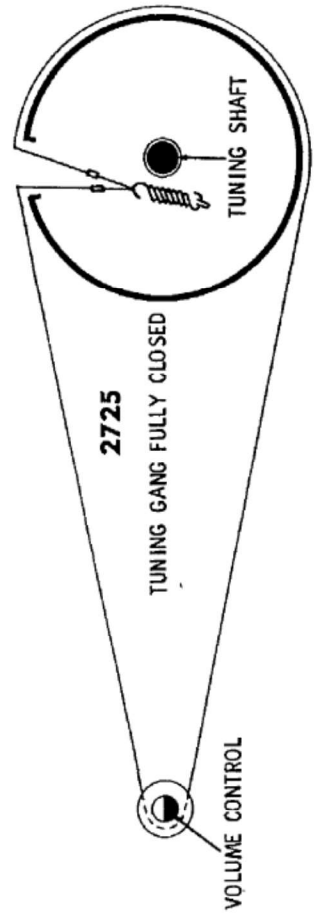
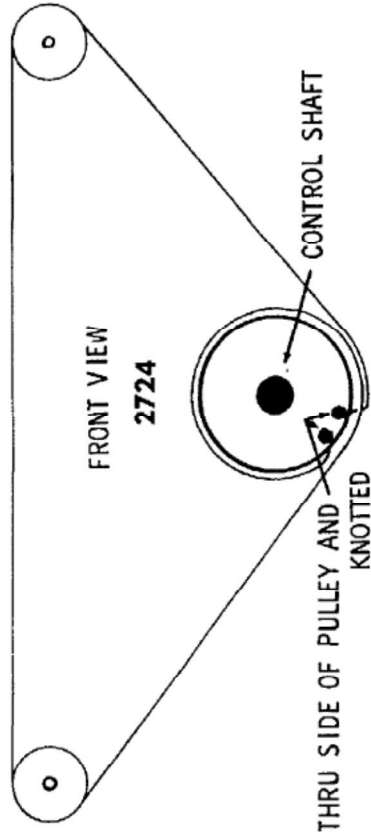


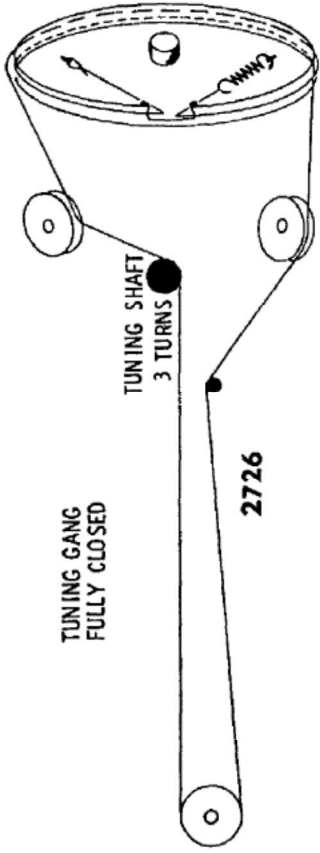




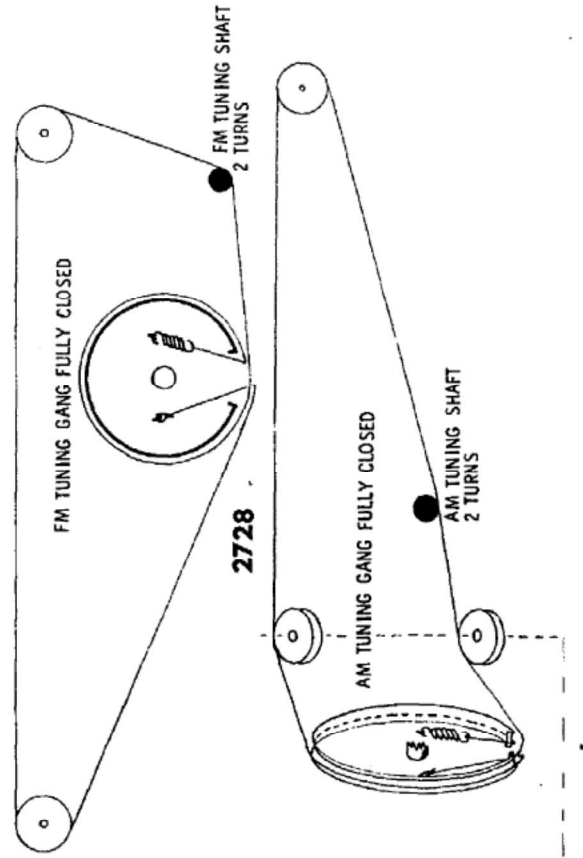
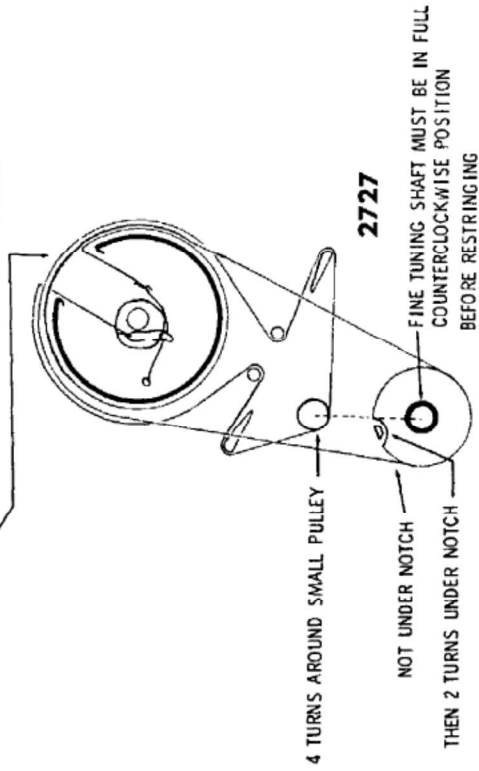
CORD STRINGING FOR BALANCE, BASS, TREBLE, LOUDNESS  
AND SELECTOR CONTROLS.

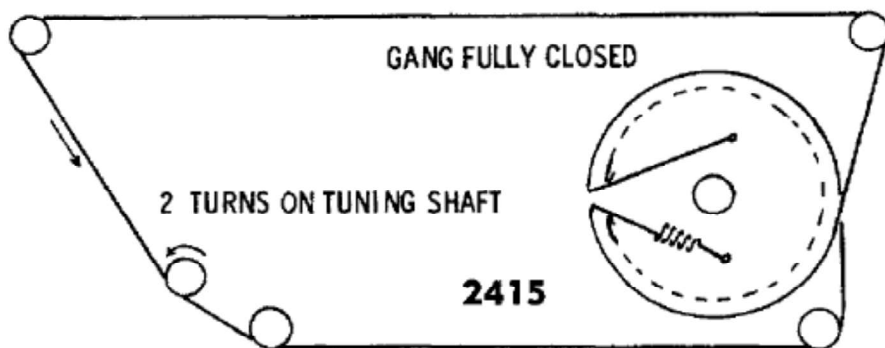
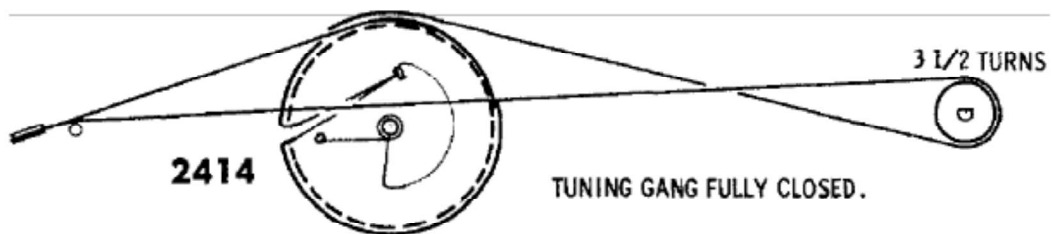
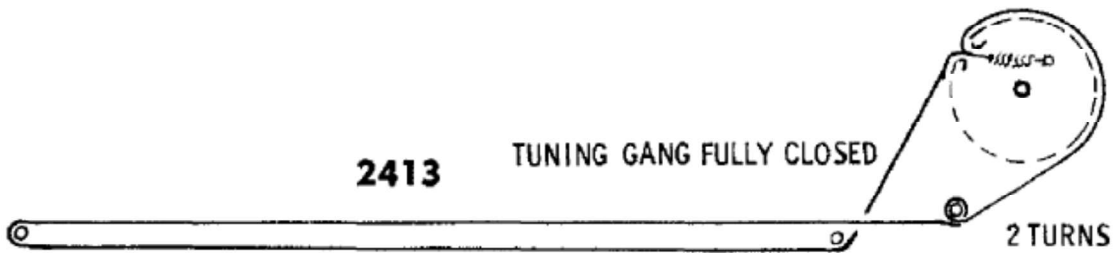
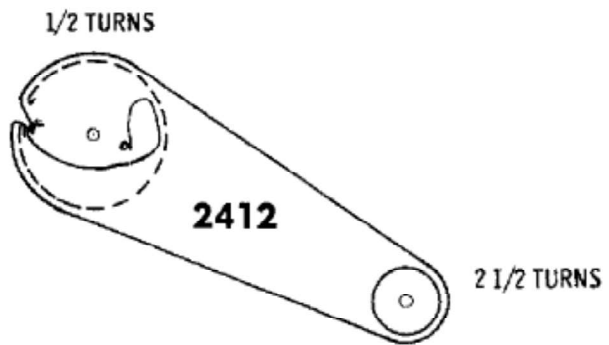
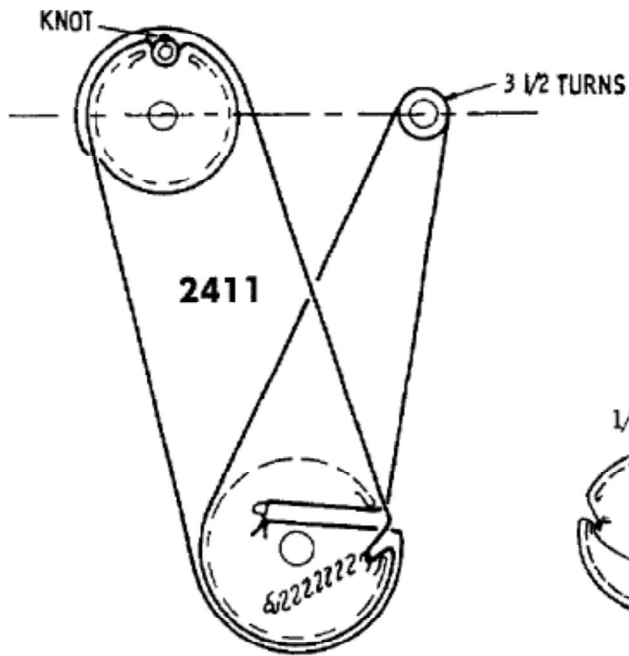
CONTROLS SET AT MINIMUM.

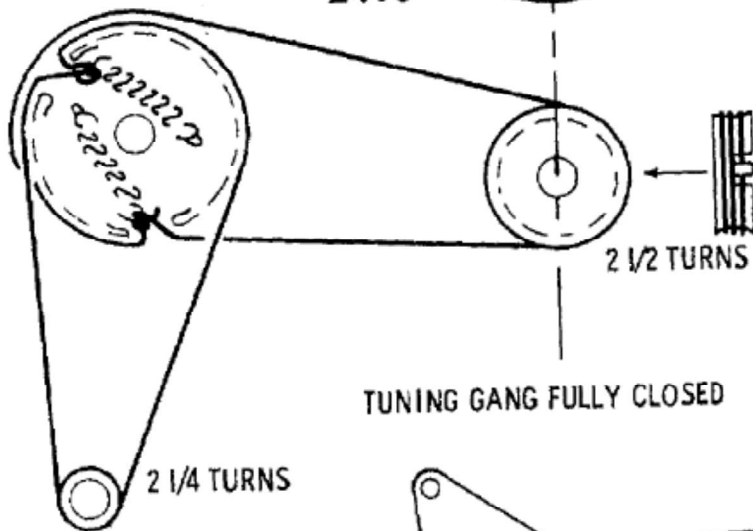
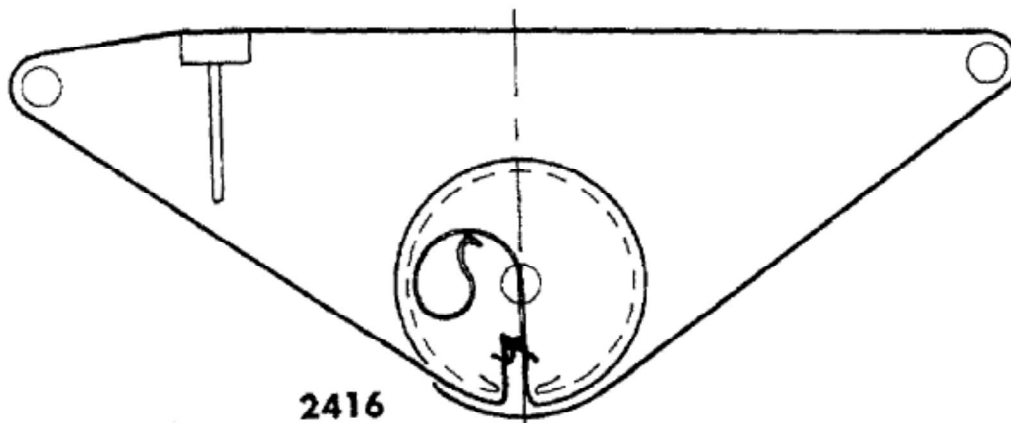




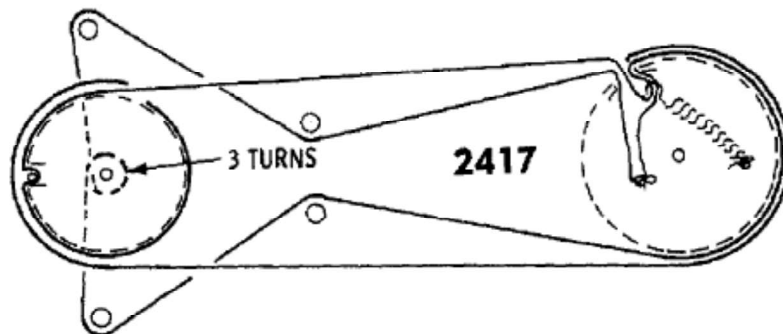
POSITION PULLEY OPENING AT 1:00 O'CLOCK BEFORE RESTRINGING



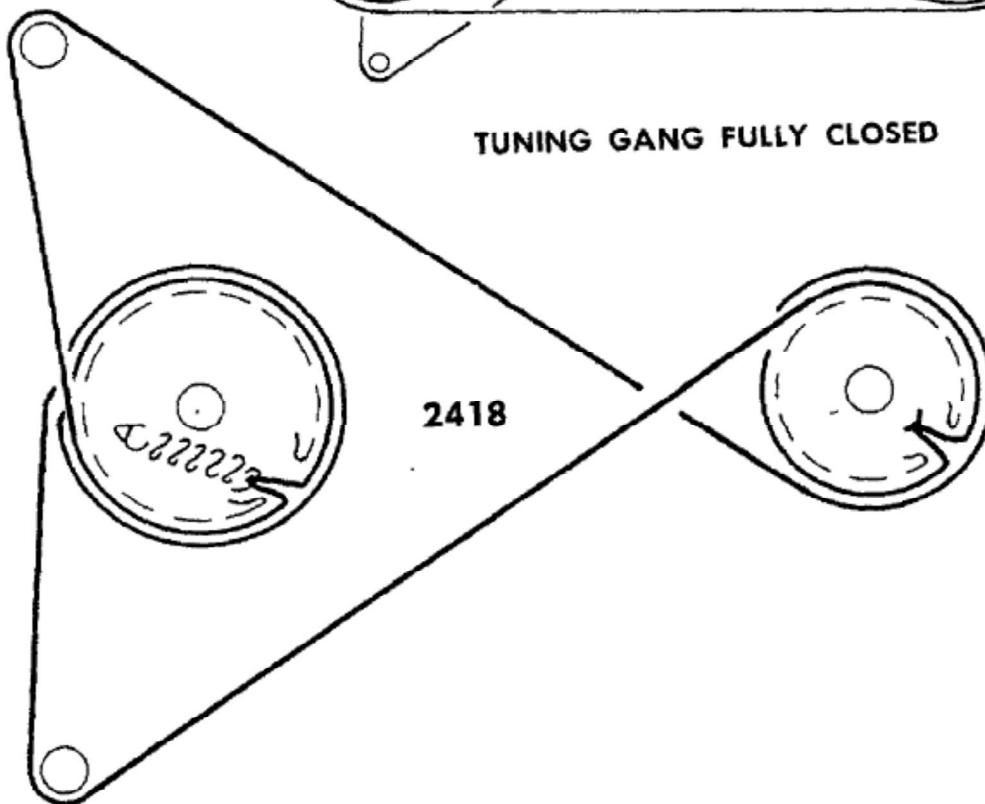




TUNING GANG FULLY CLOSED

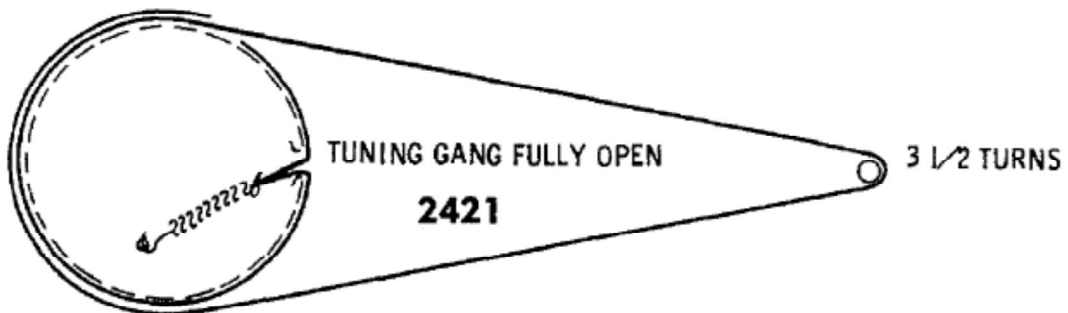
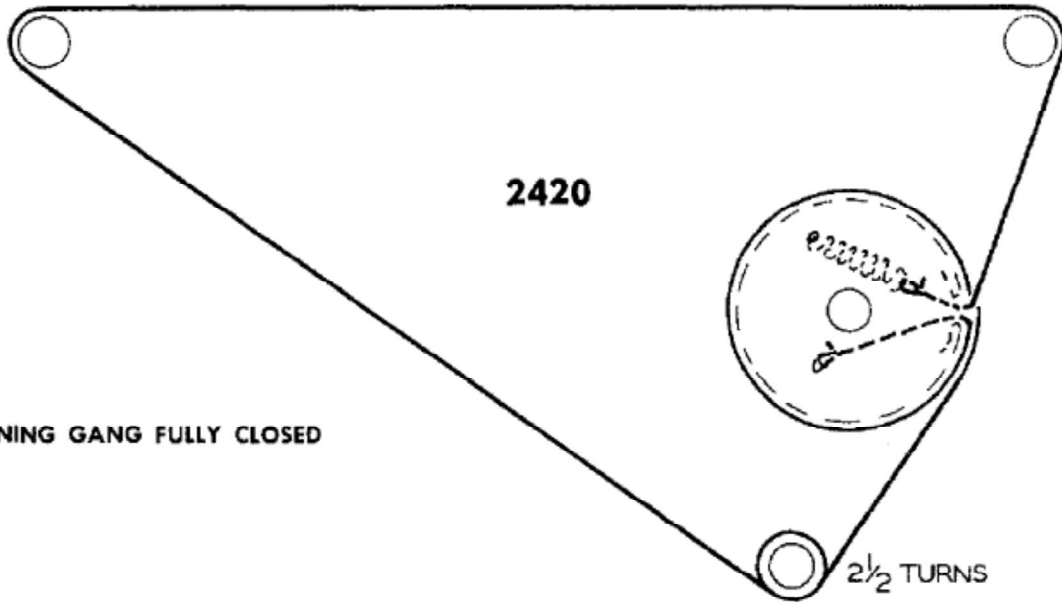
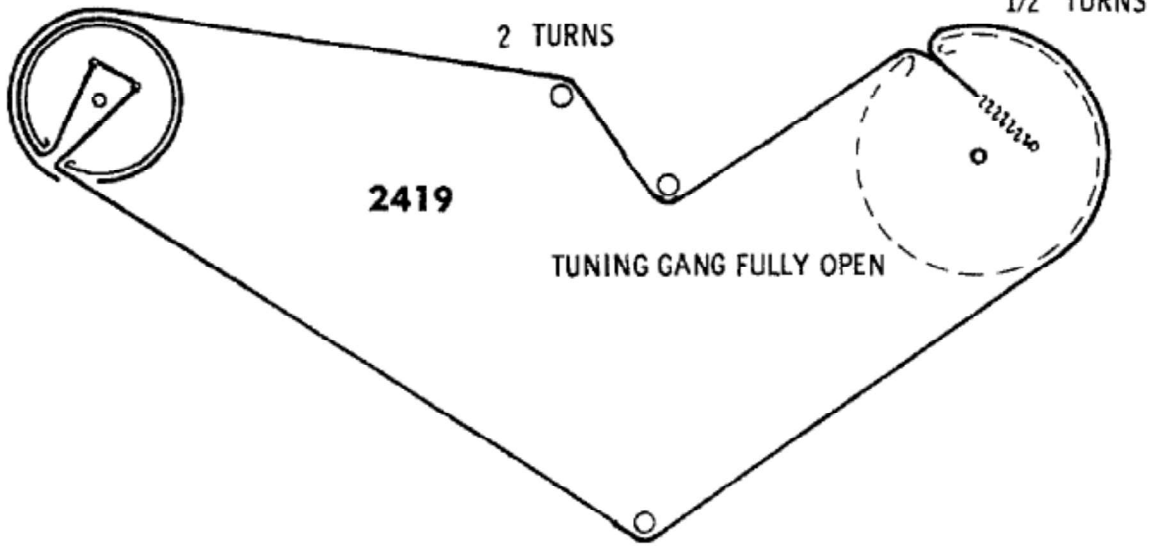


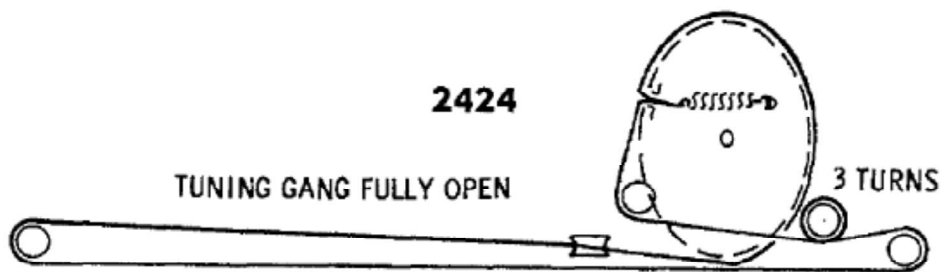
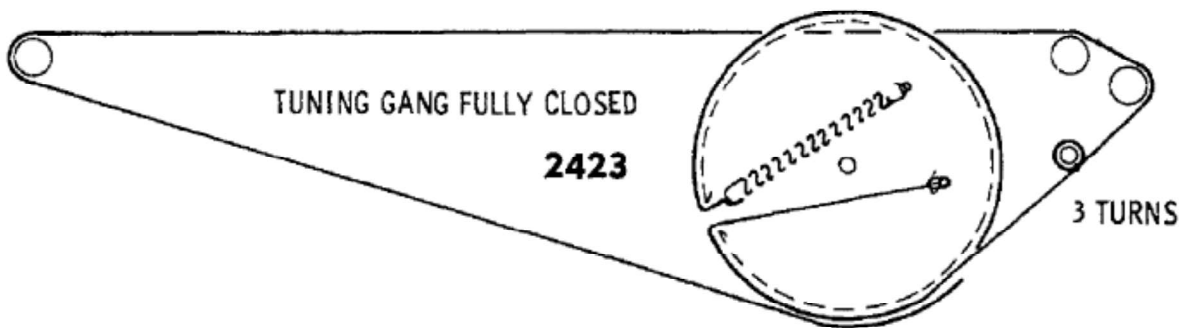
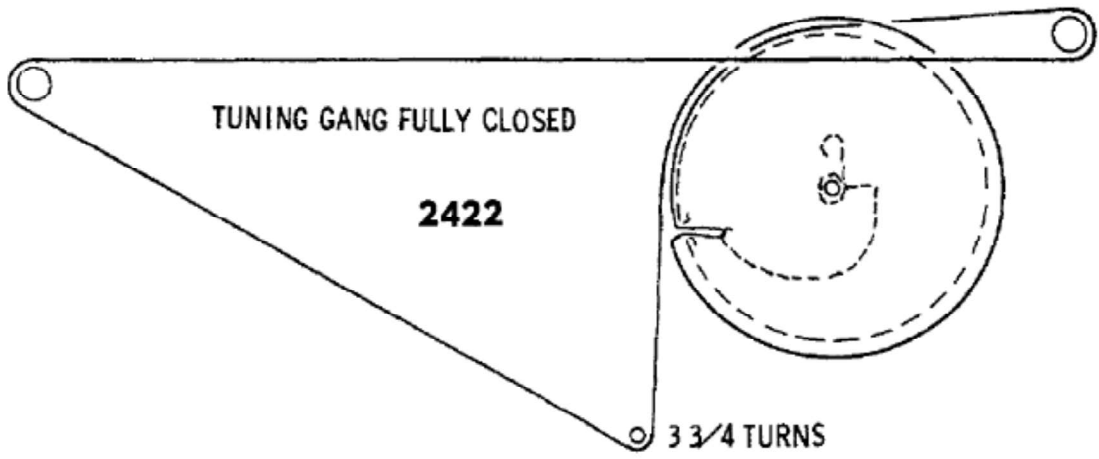
TUNING GANG FULLY CLOSED

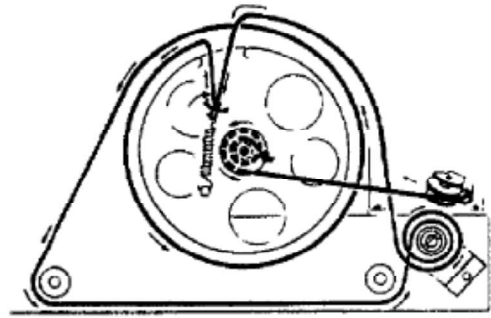
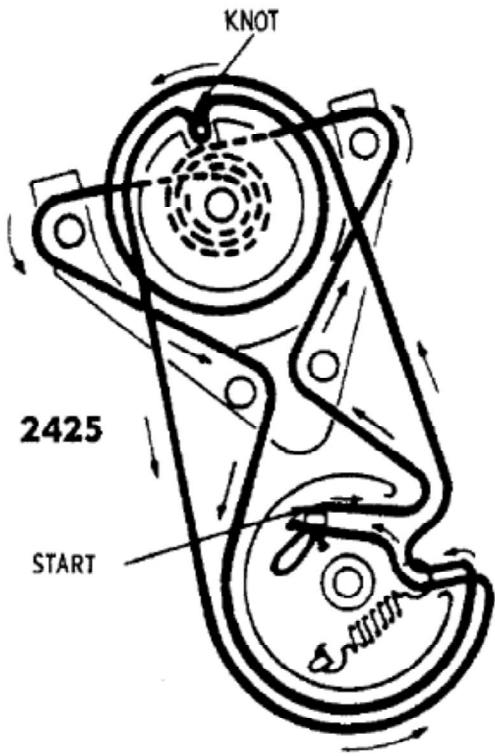




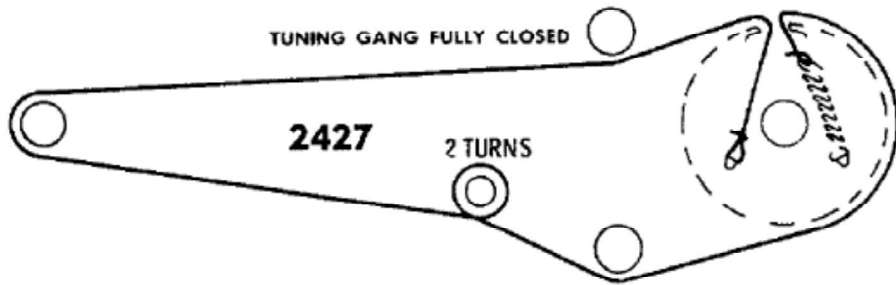
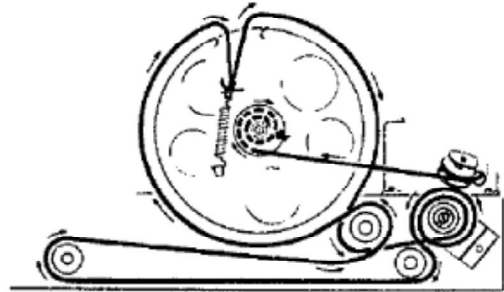
1 1/2 TURNS



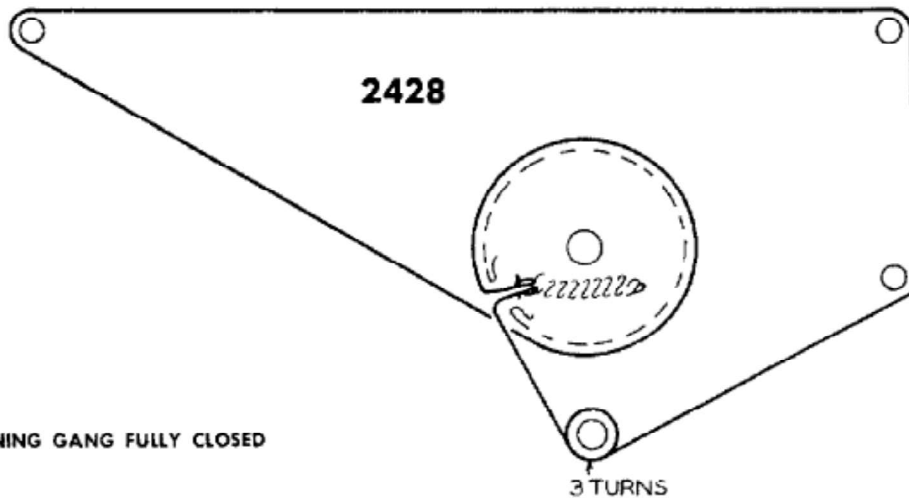


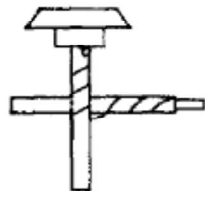


2426

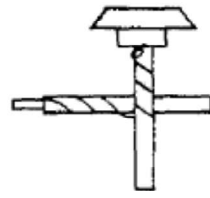


PULLEY  
SIDE VIEW

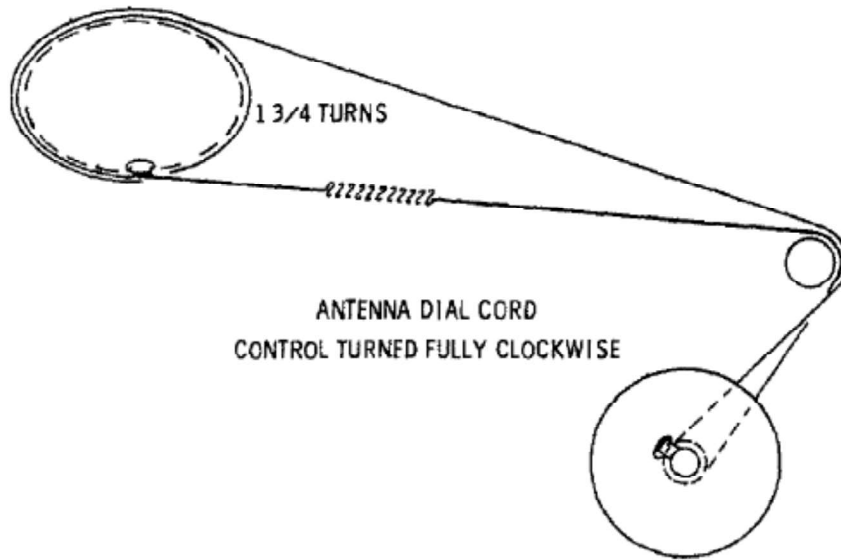




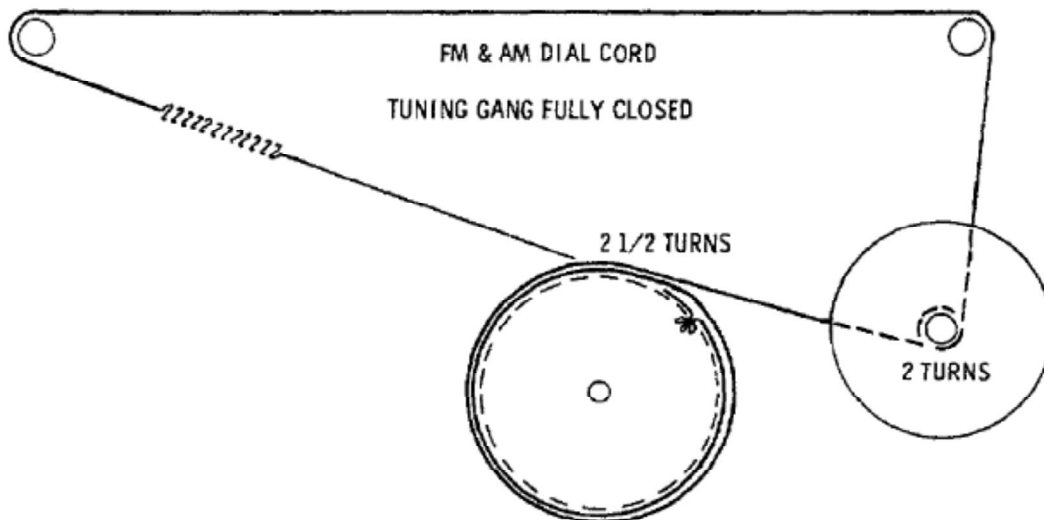
BASS



TREBLE



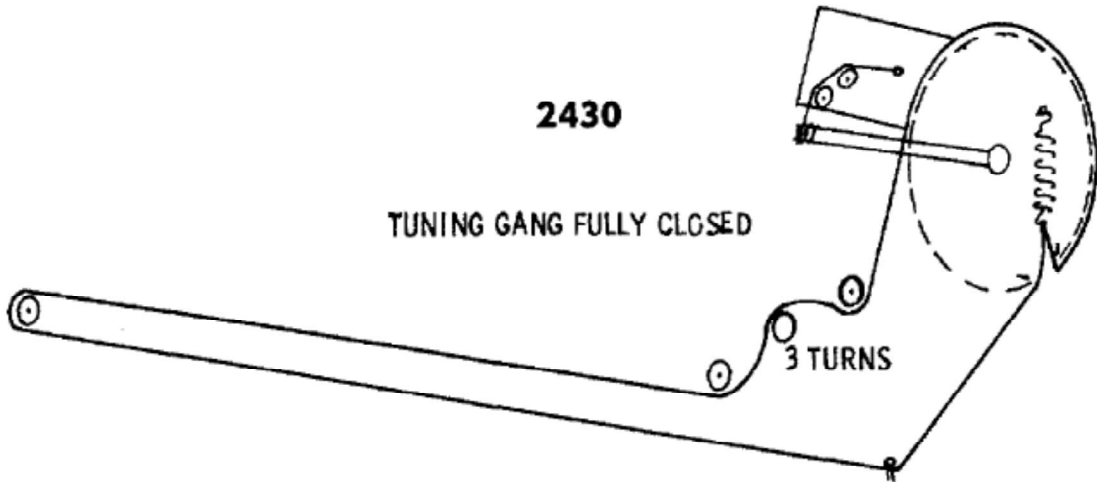
2429





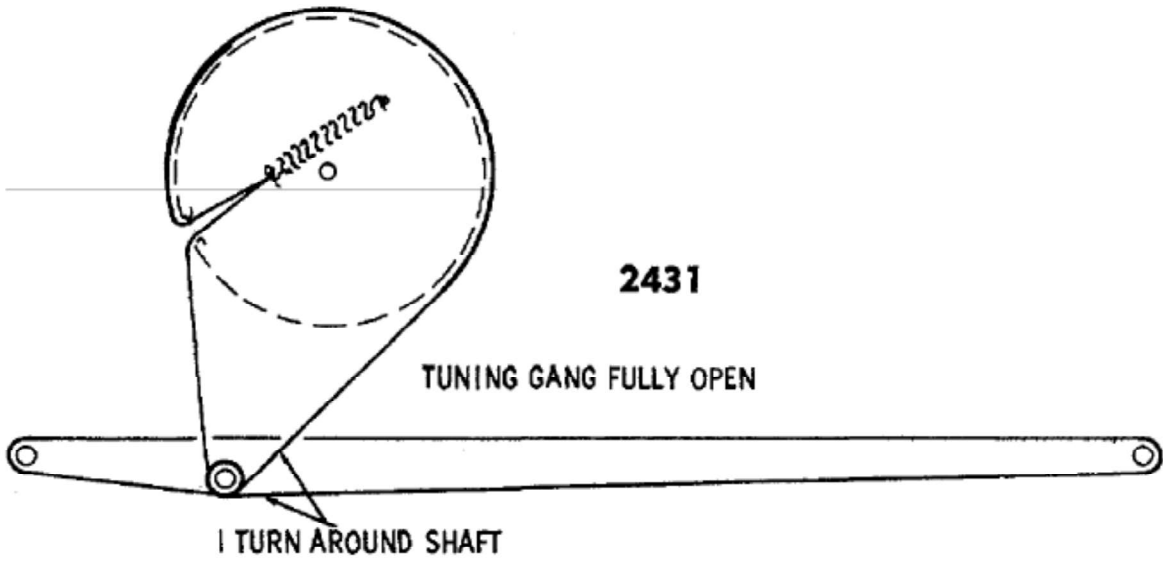
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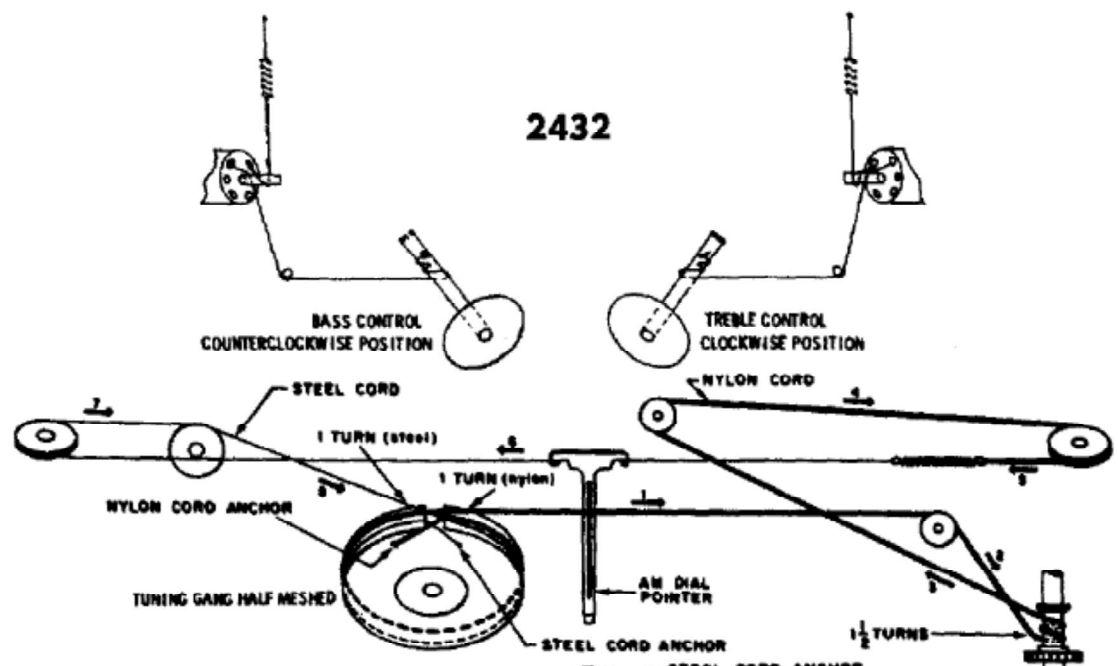
TUNING GANG FULLY CLOSED



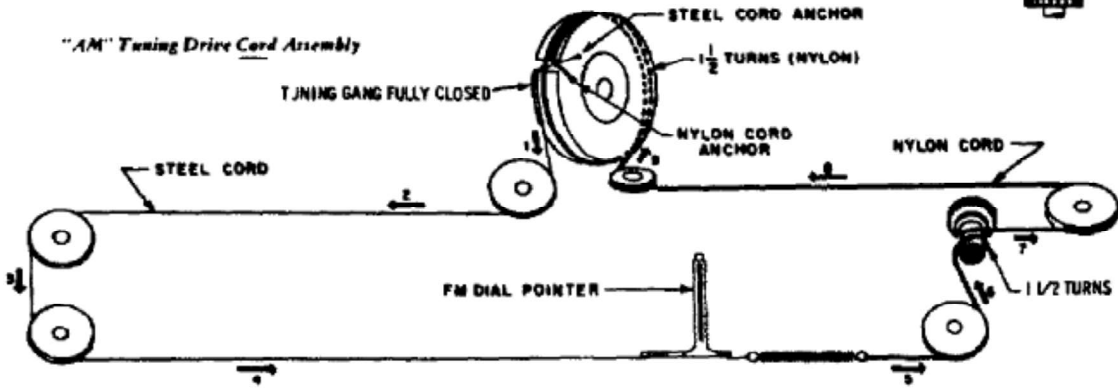
2431

TUNING GANG FULLY OPEN

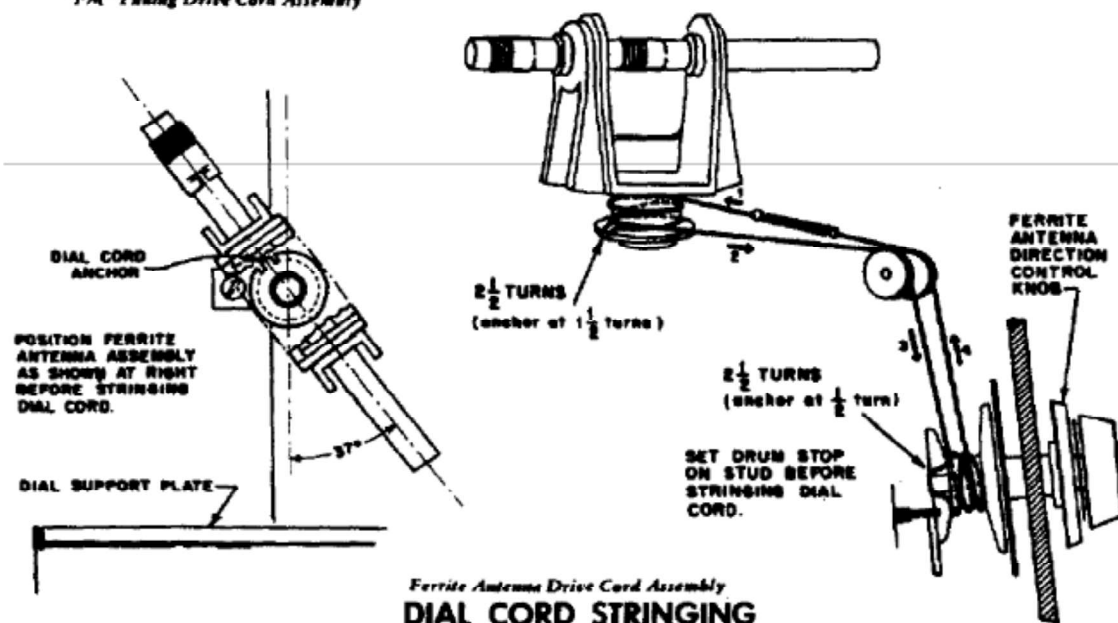




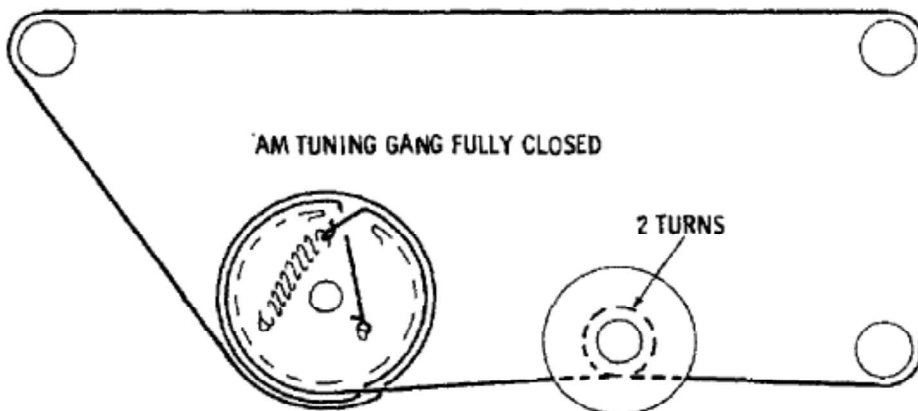
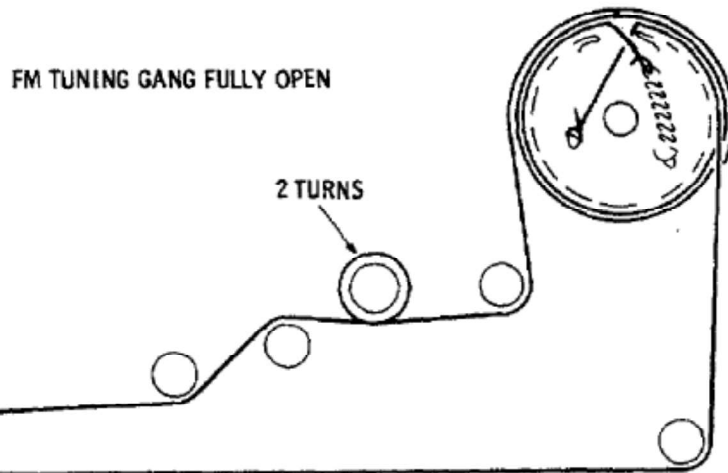
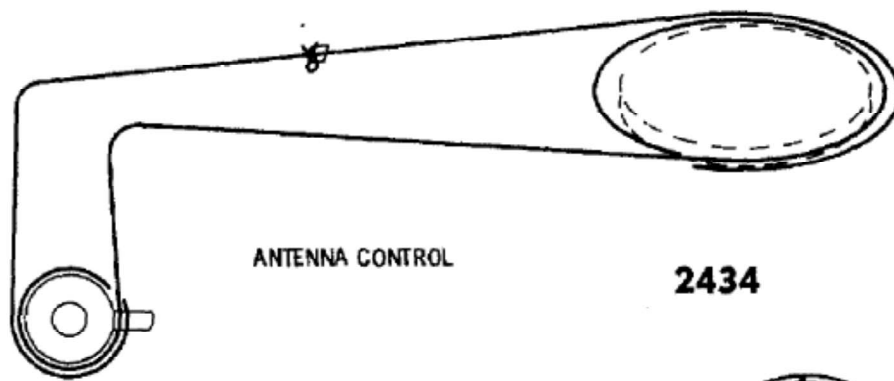
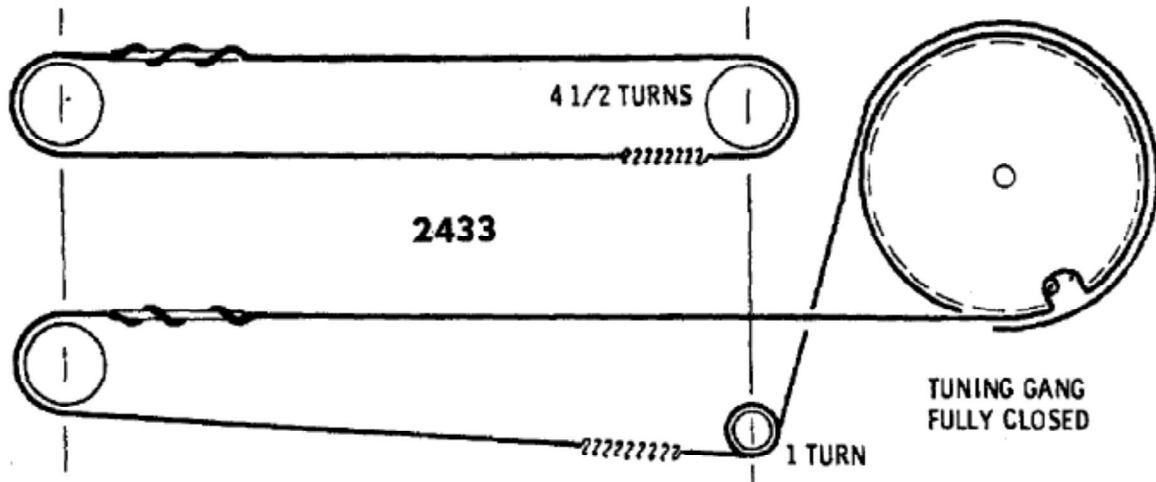
"AM" Tuning Drive Cord Assembly

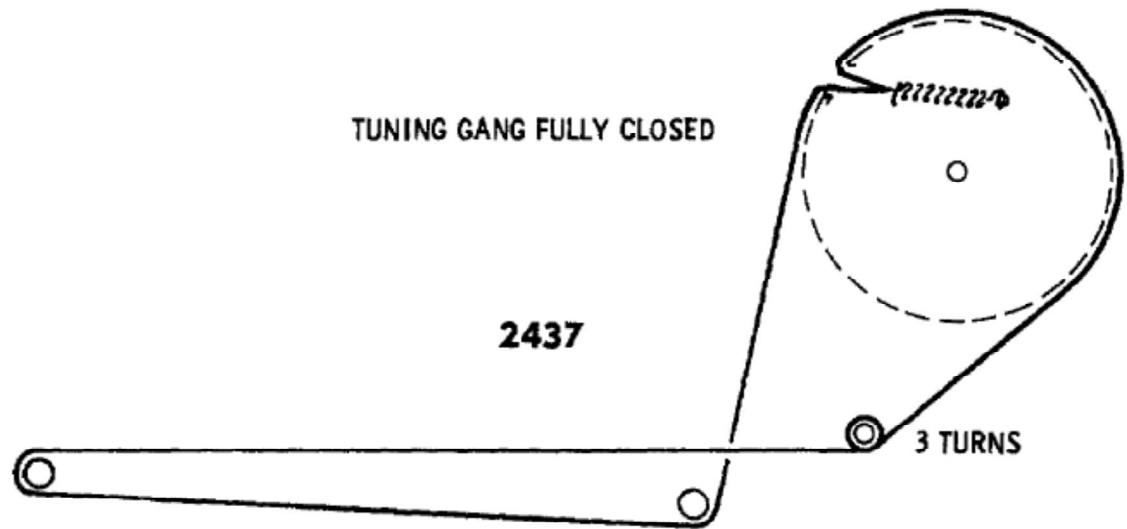
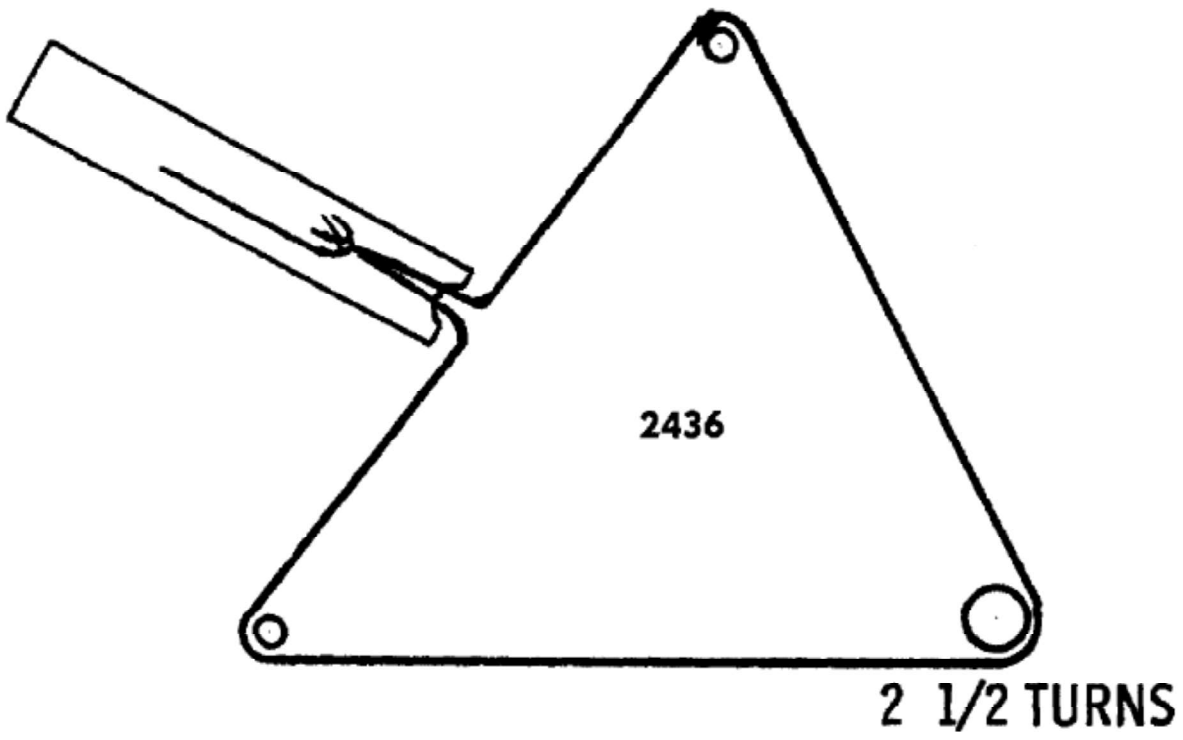
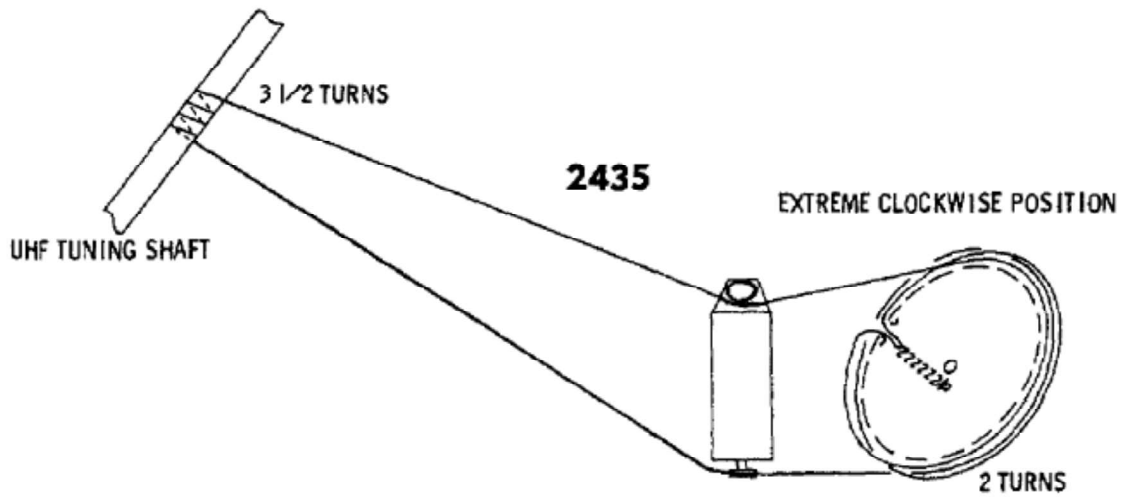


"FM" Tuning Drive Cord Assembly

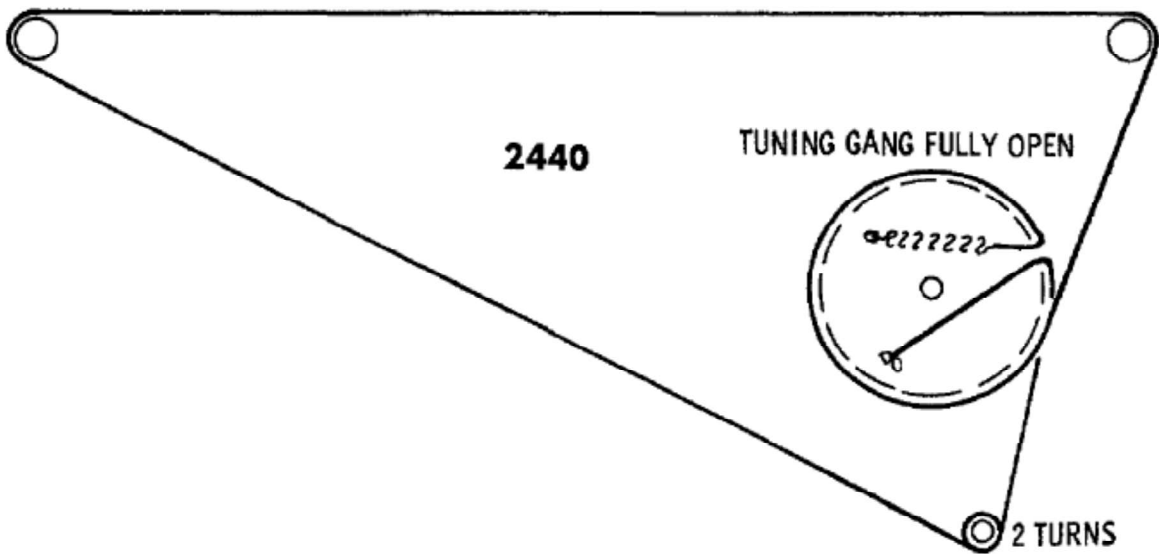
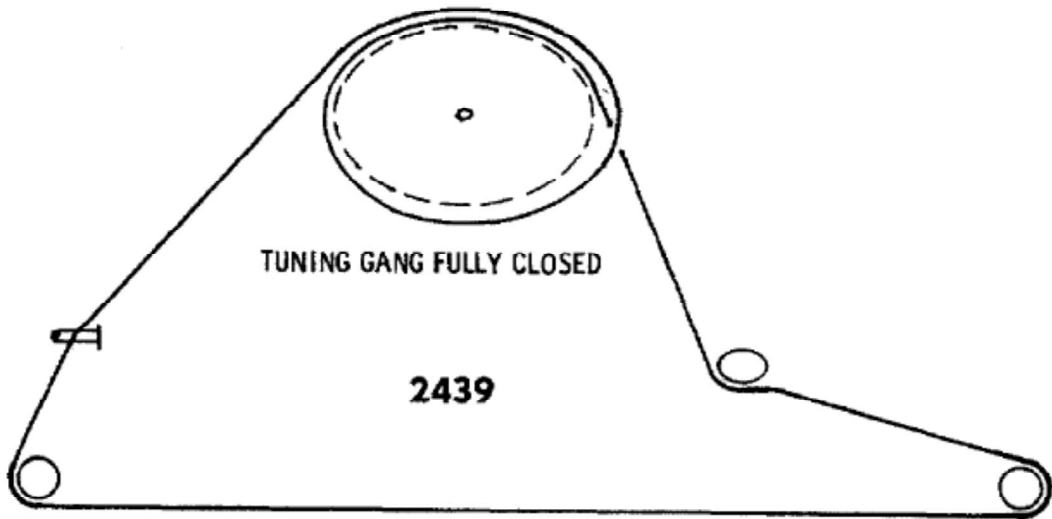
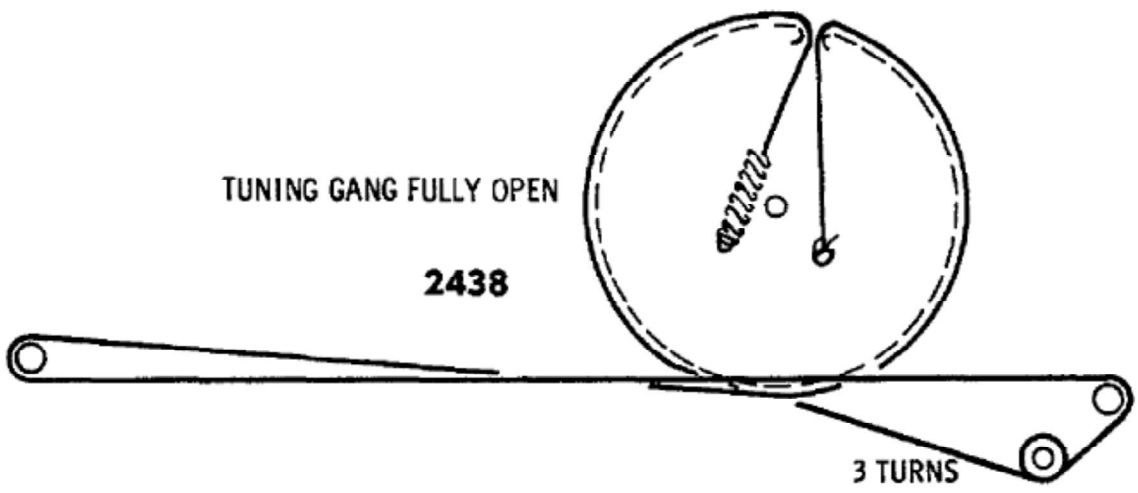


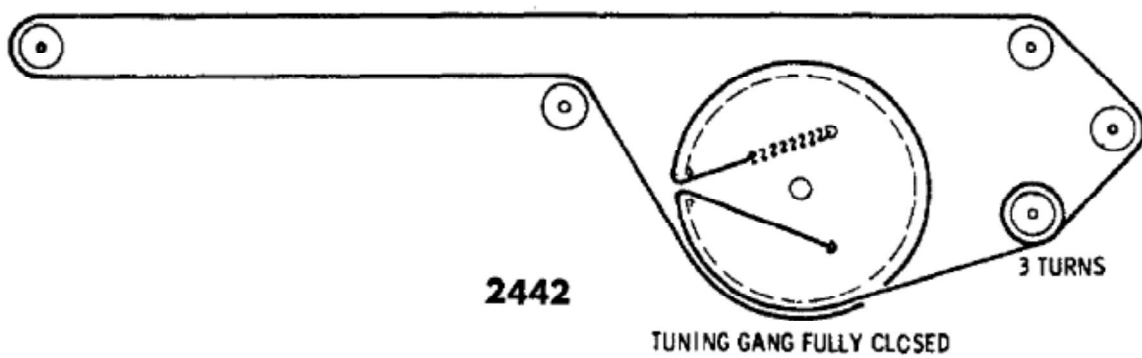
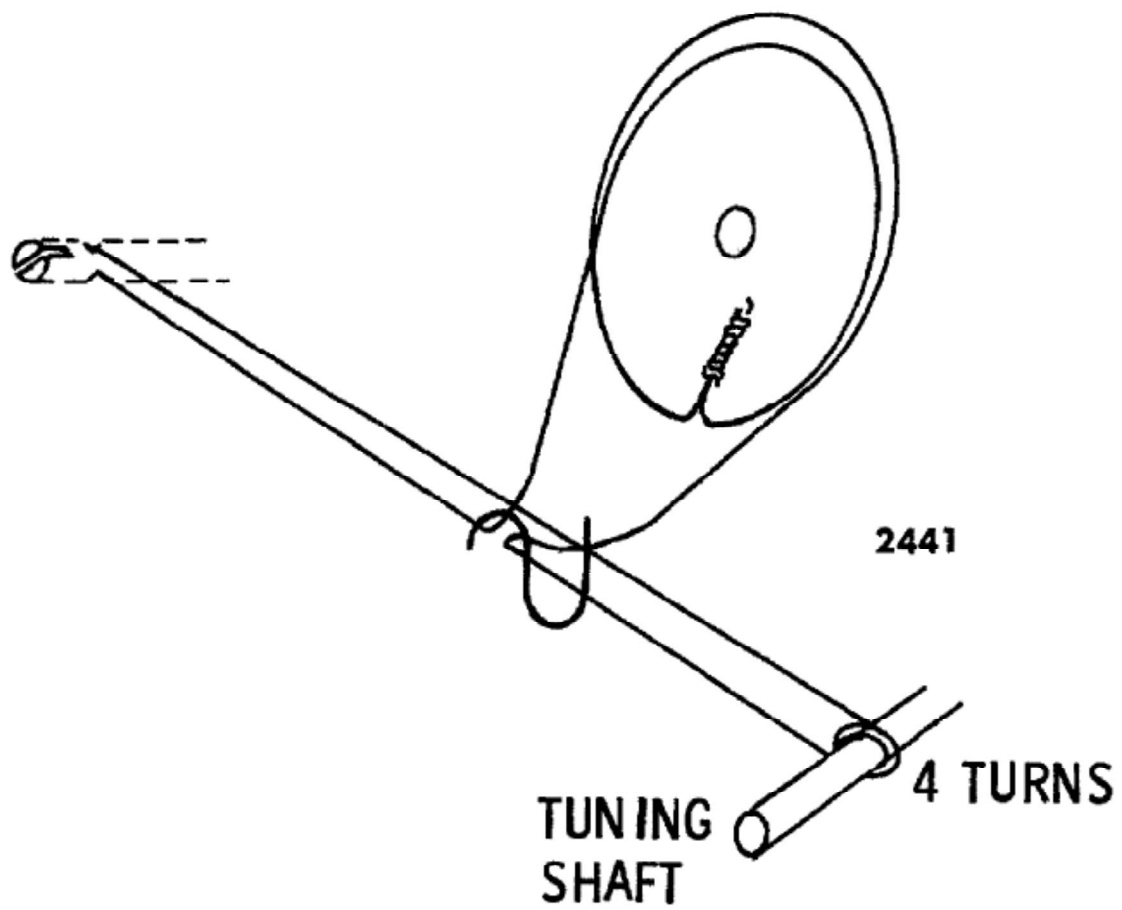
Ferrite Antenna Drive Cord Assembly  
DIAL CORD STRINGING



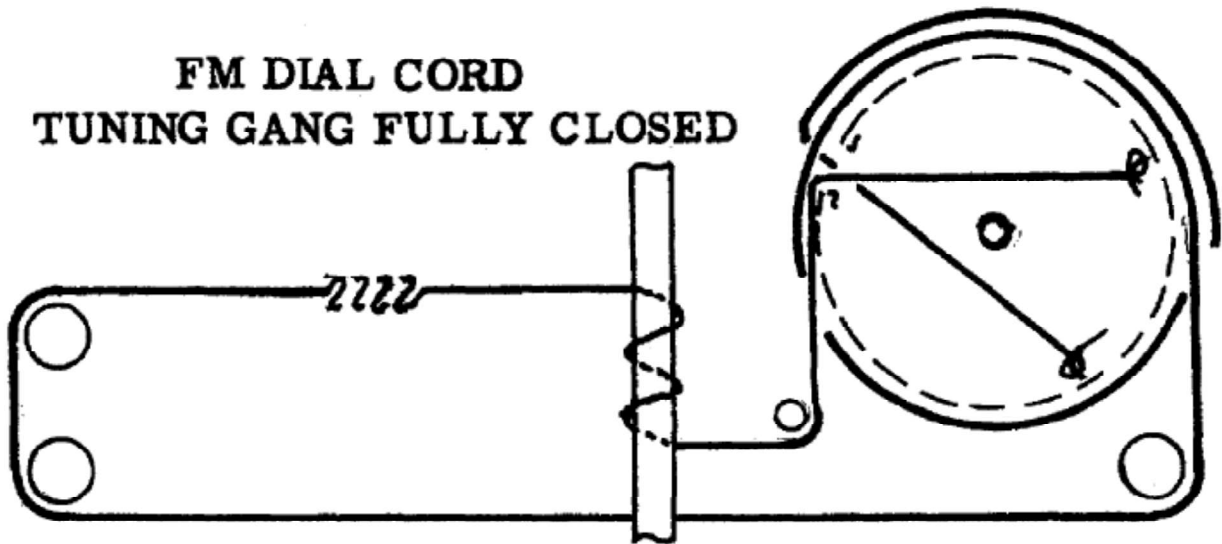




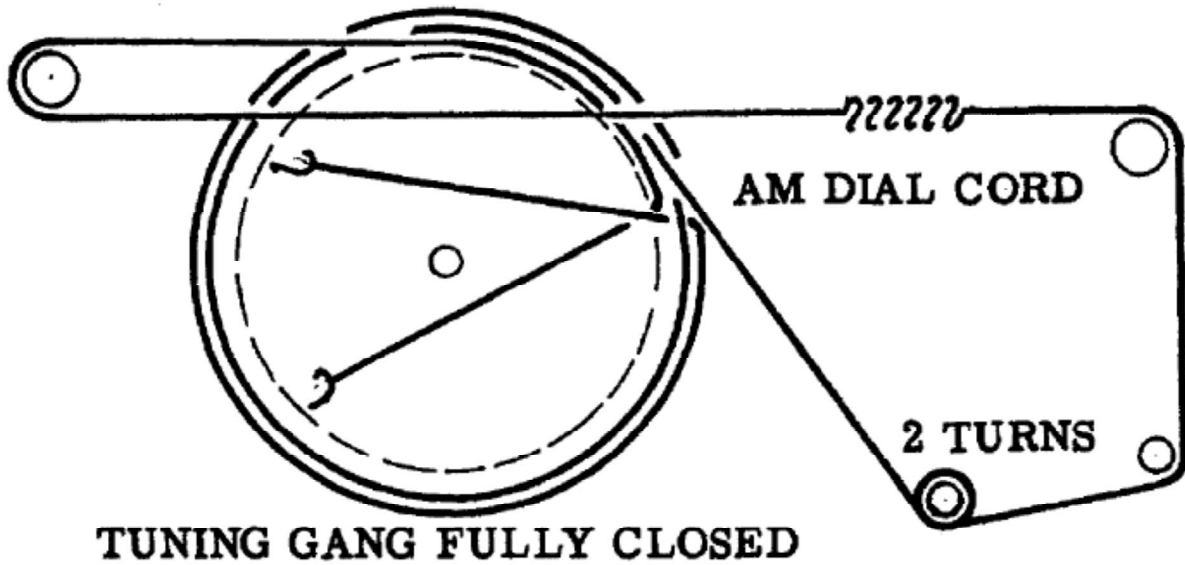




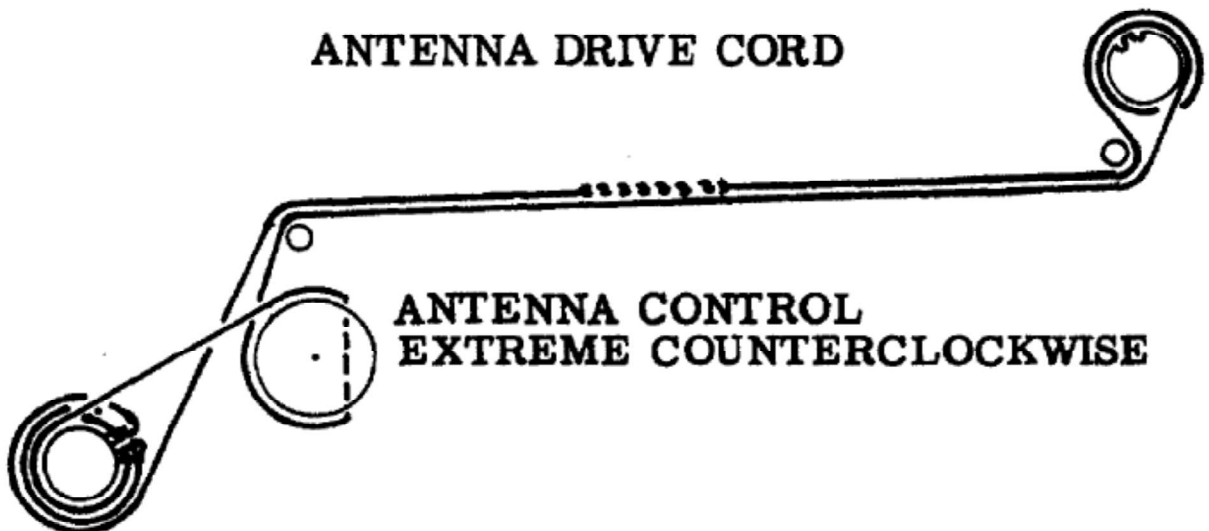
FM DIAL CORD  
TUNING GANG FULLY CLOSED

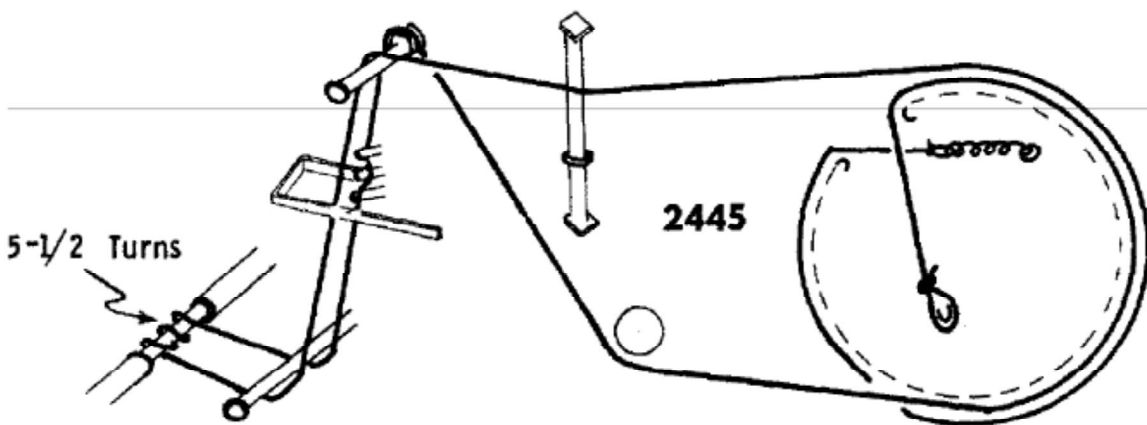
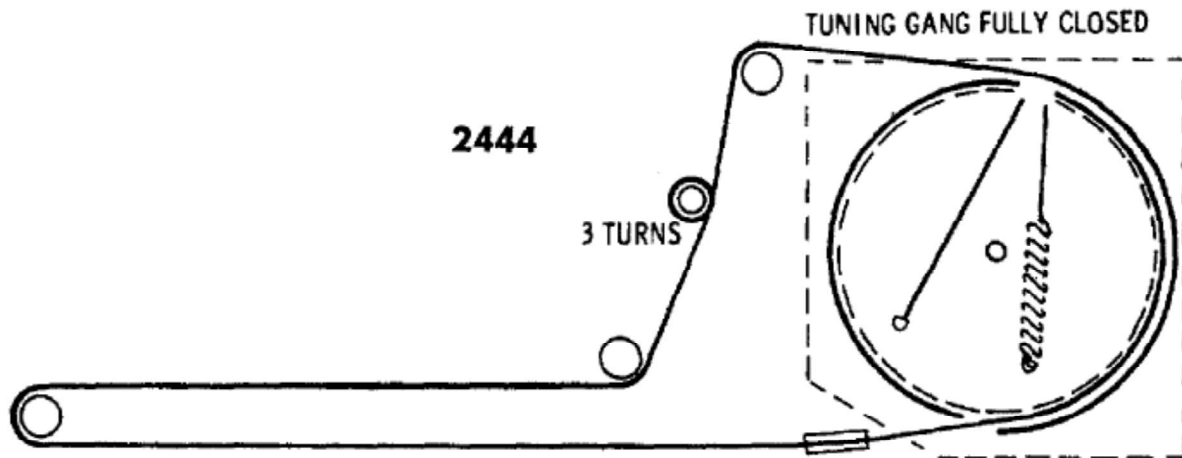


2443

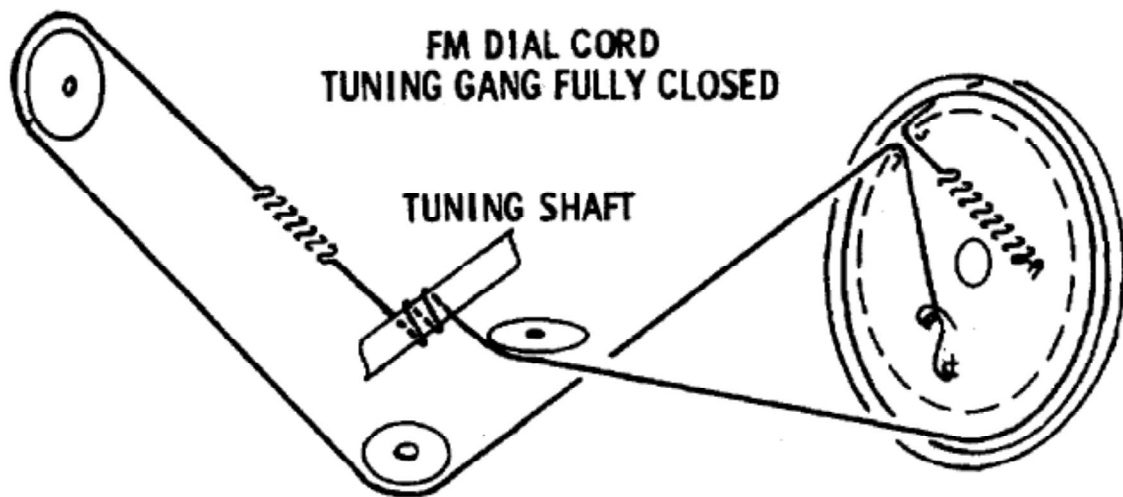


ANTENNA DRIVE CORD

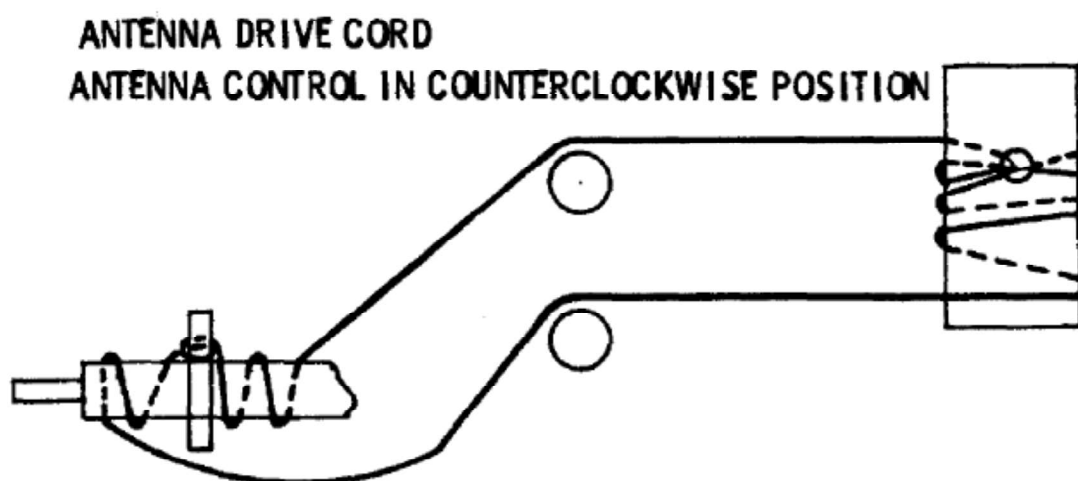
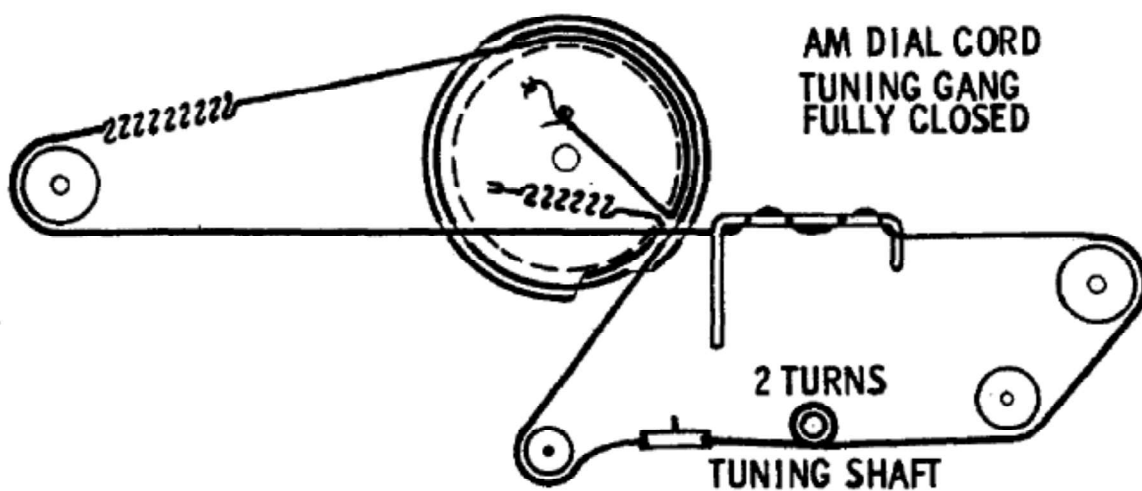


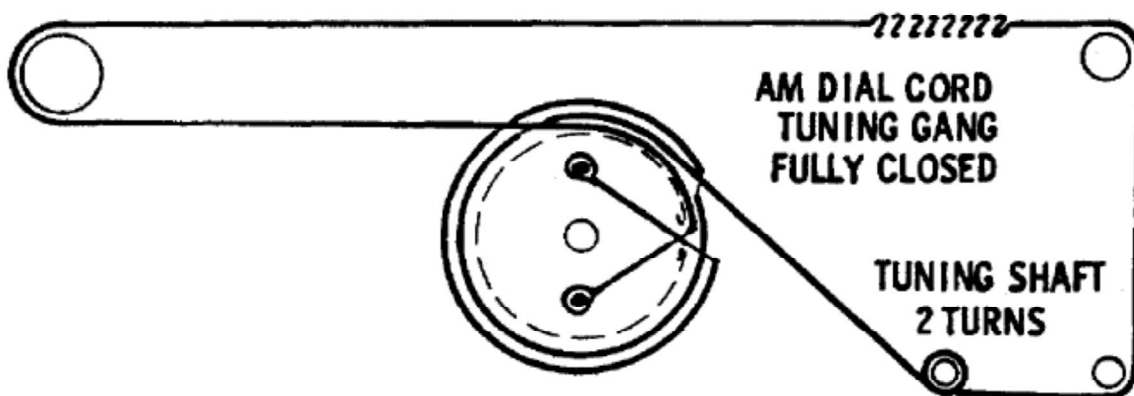
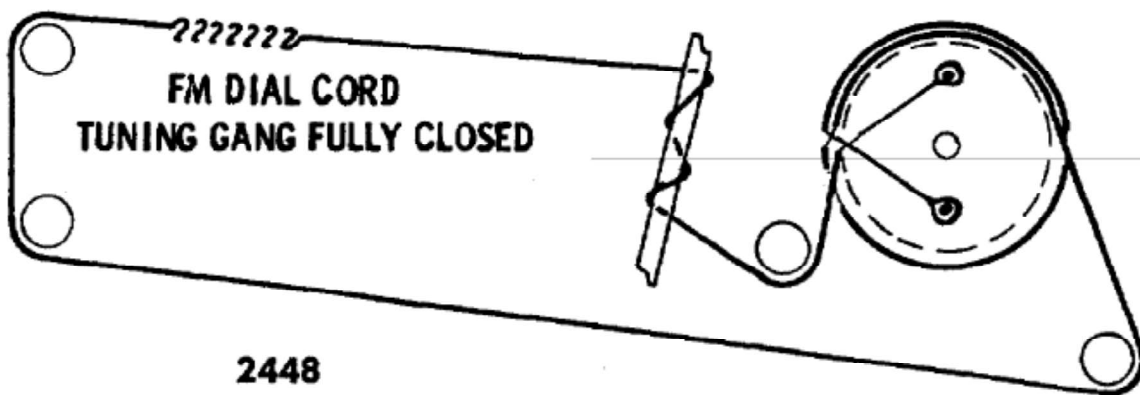
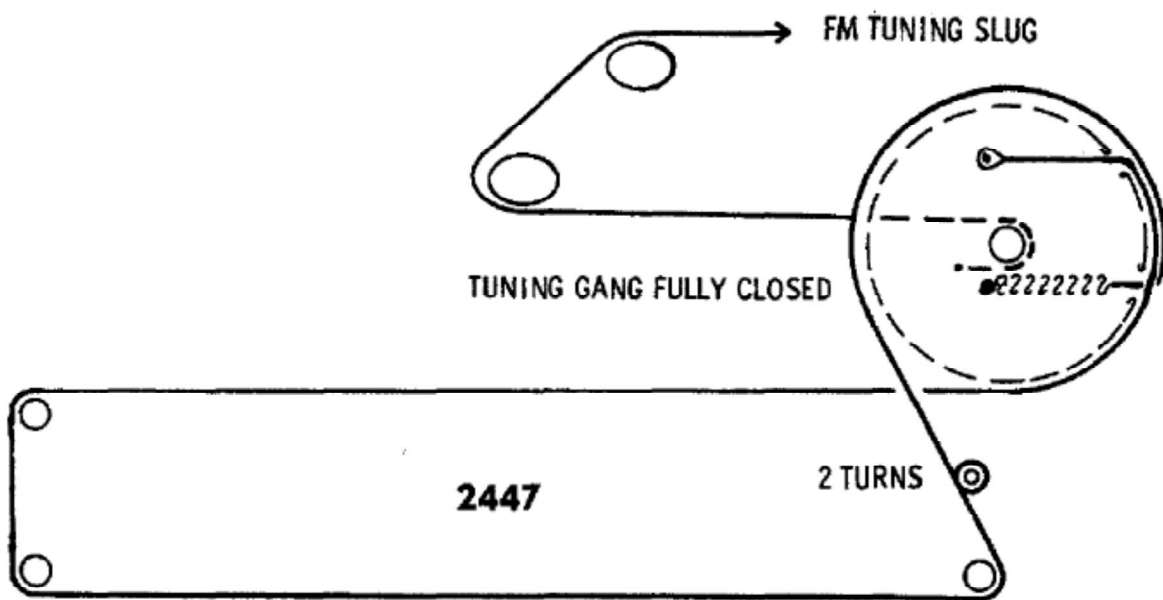


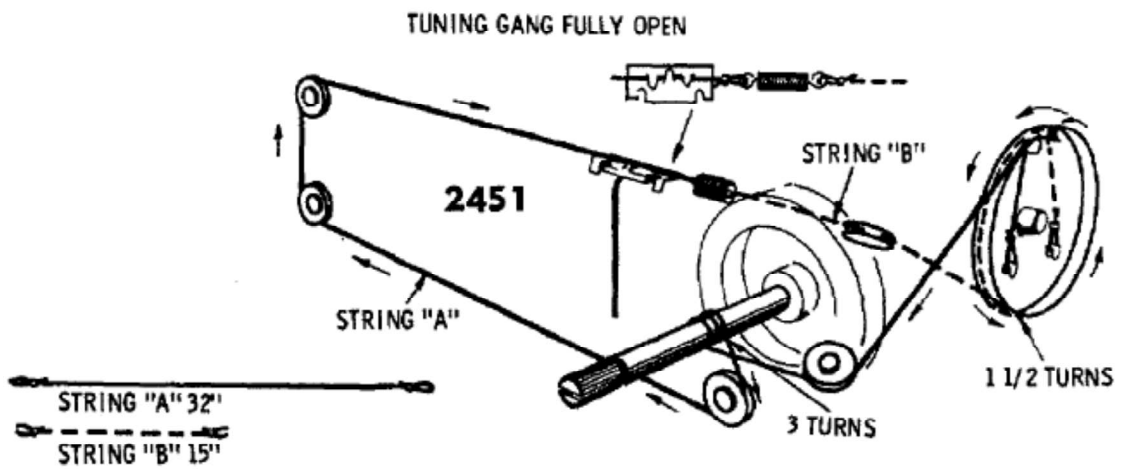
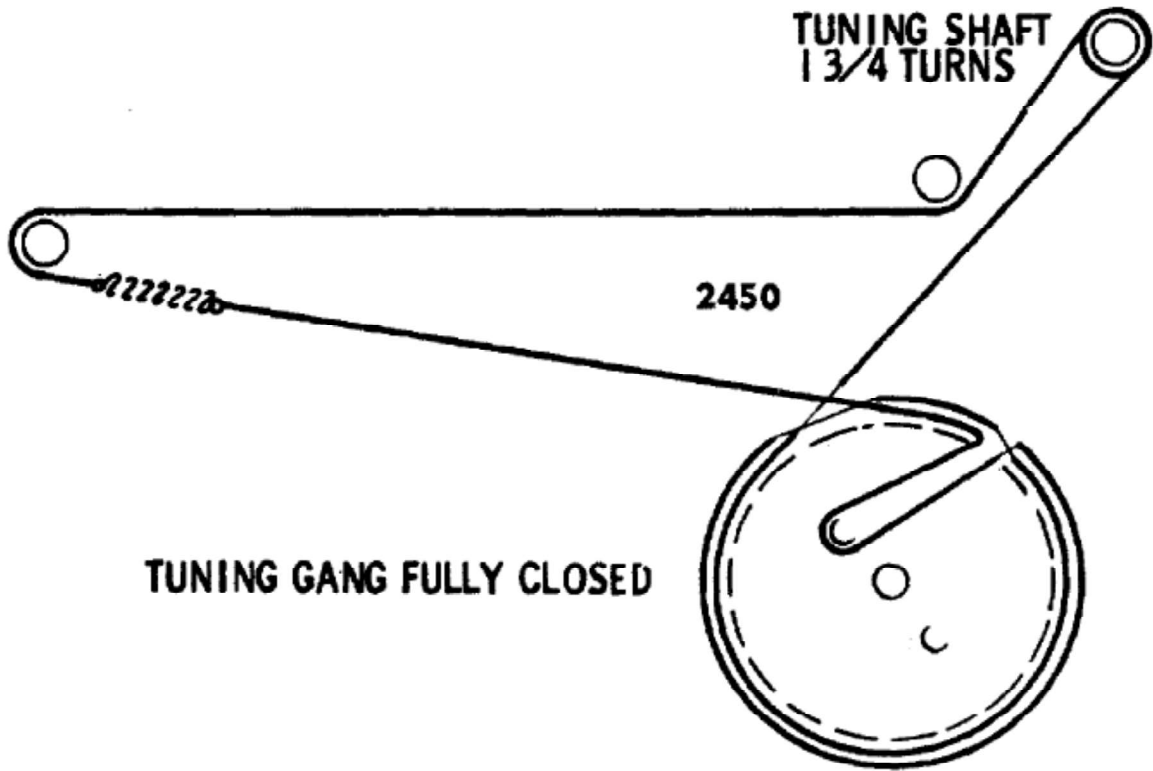
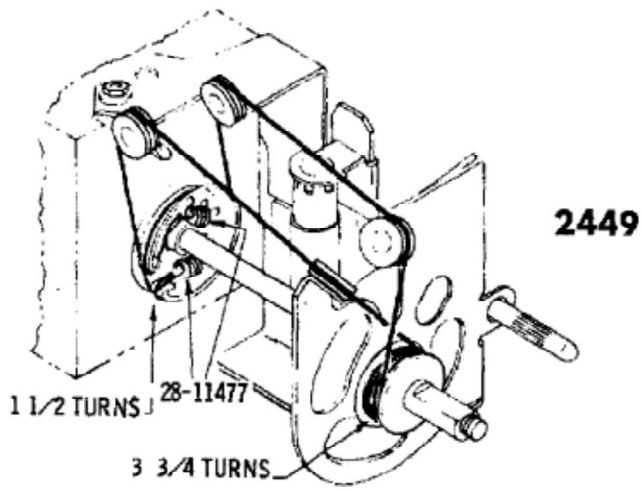


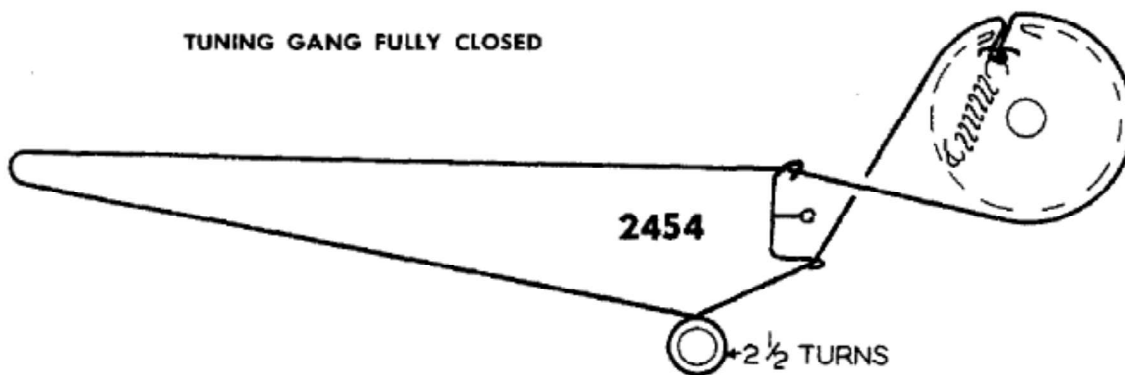
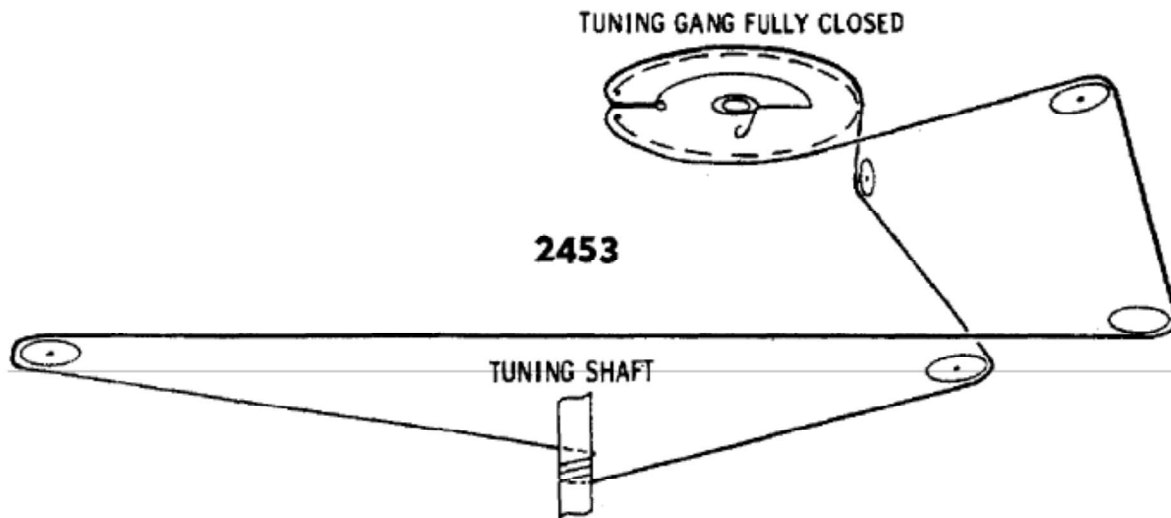
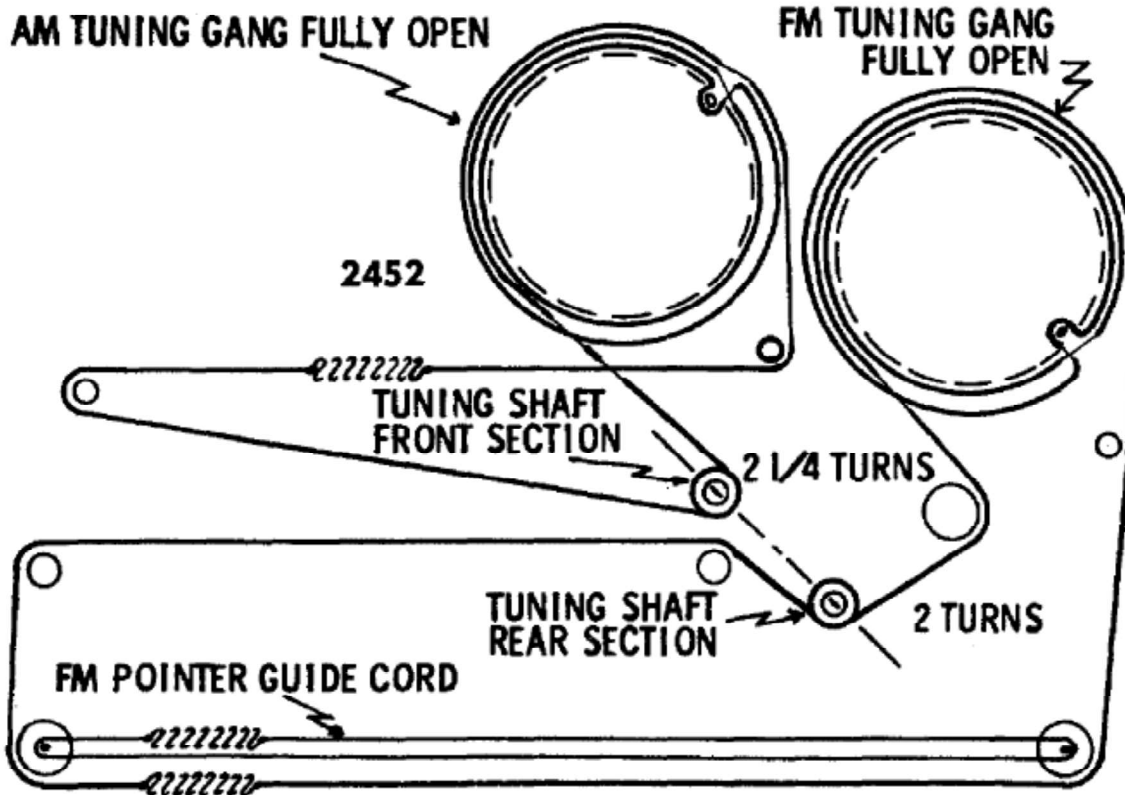


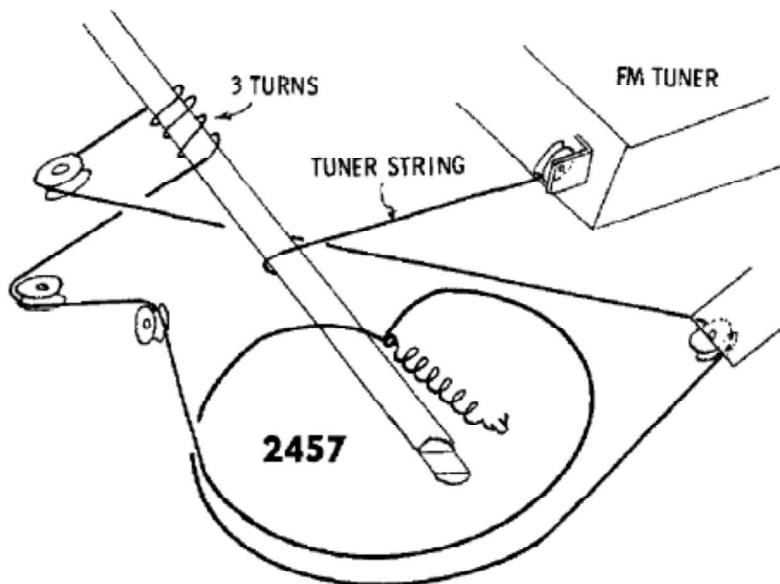
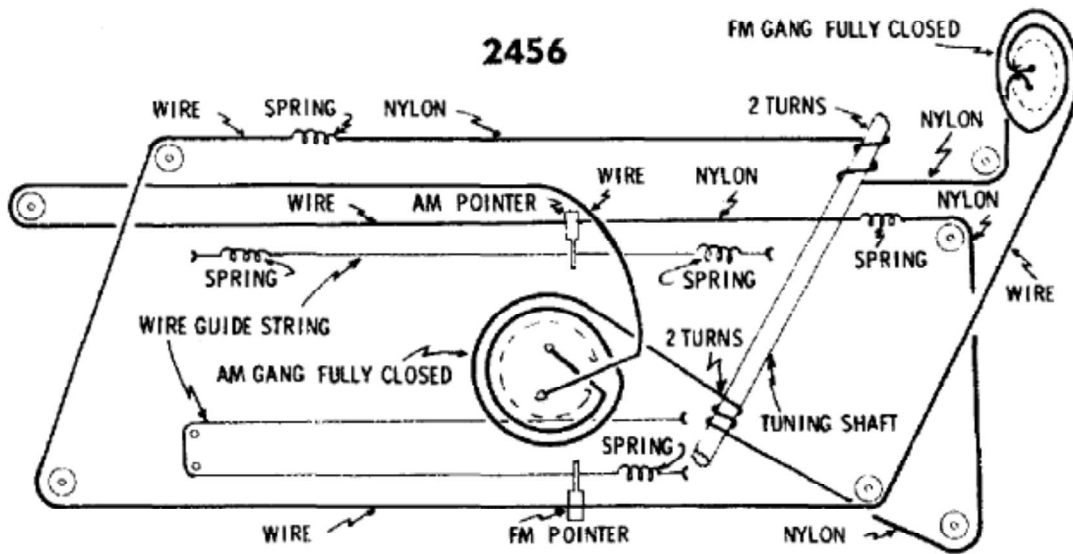
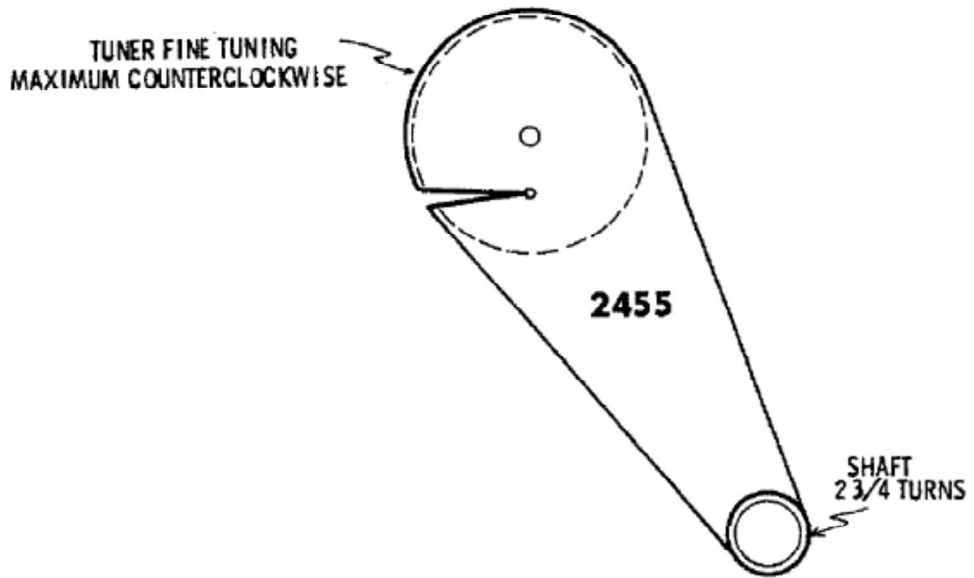
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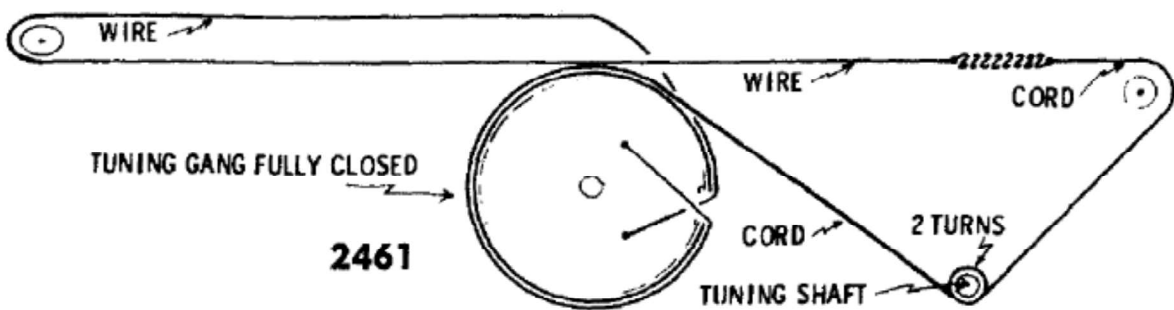
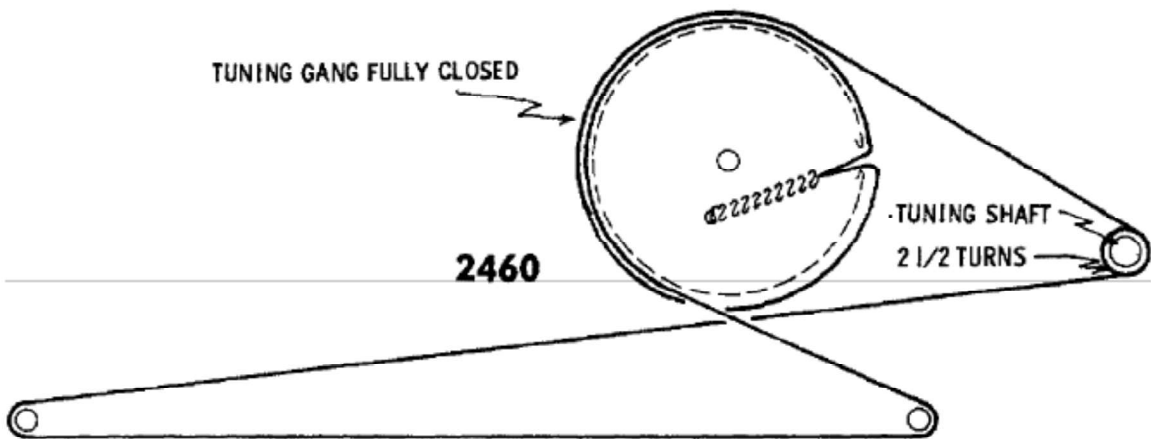
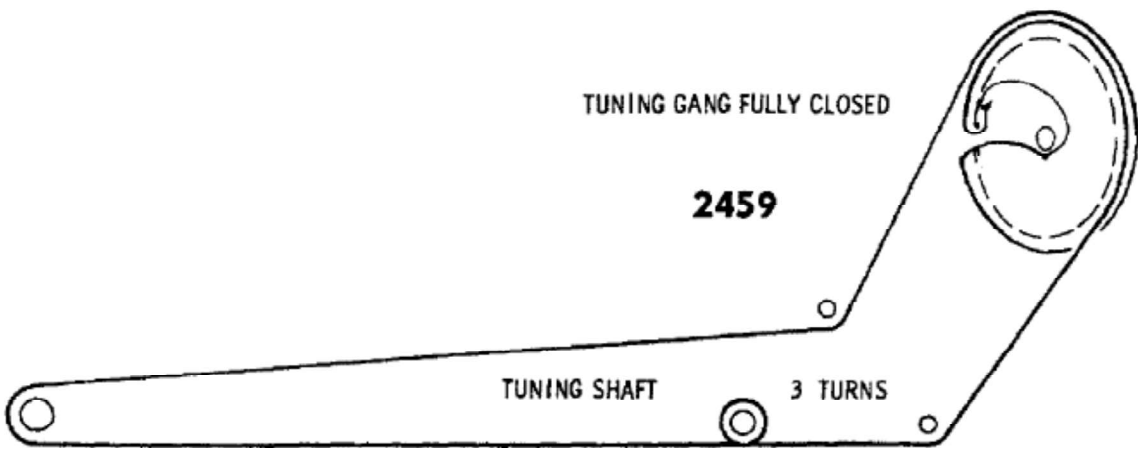
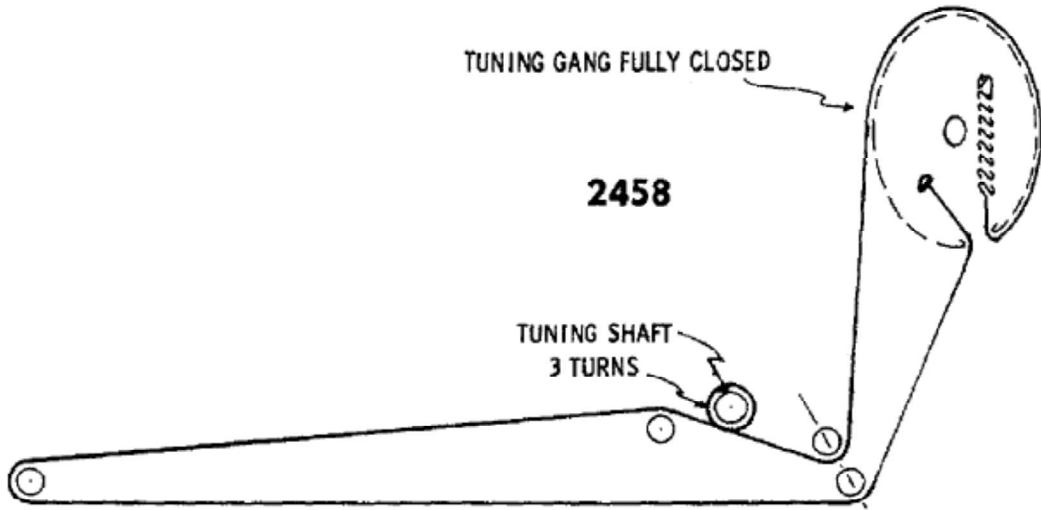


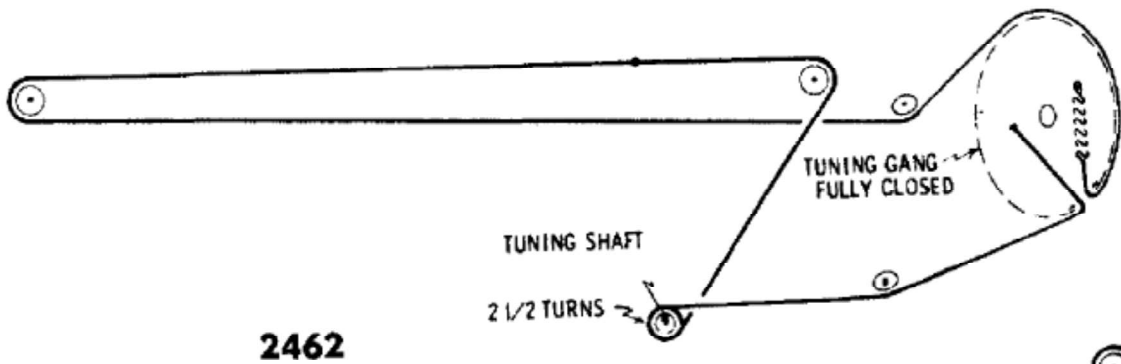




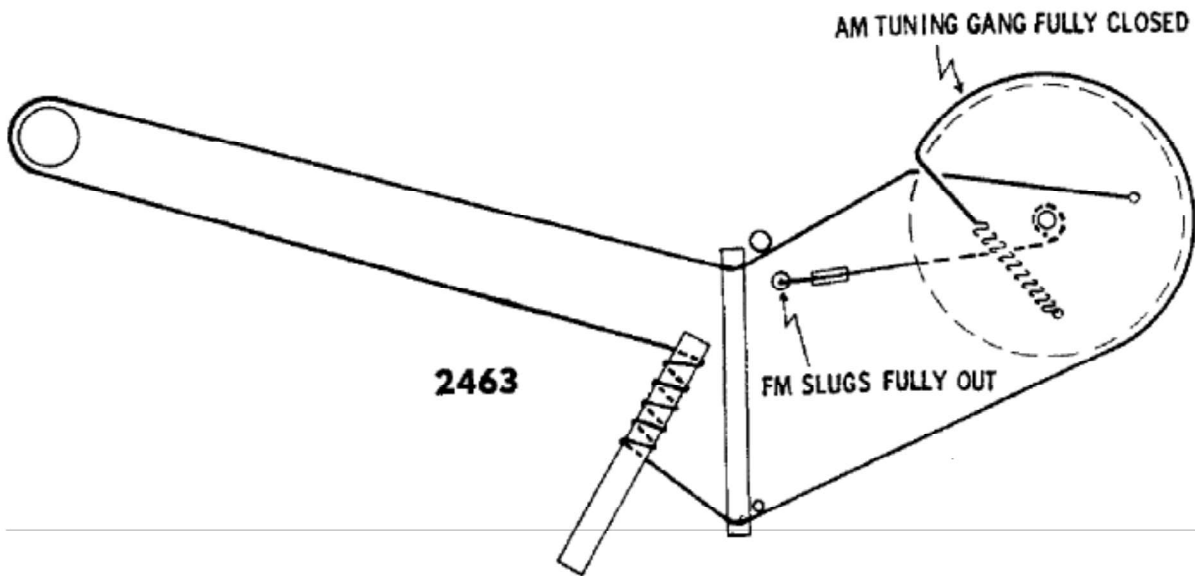
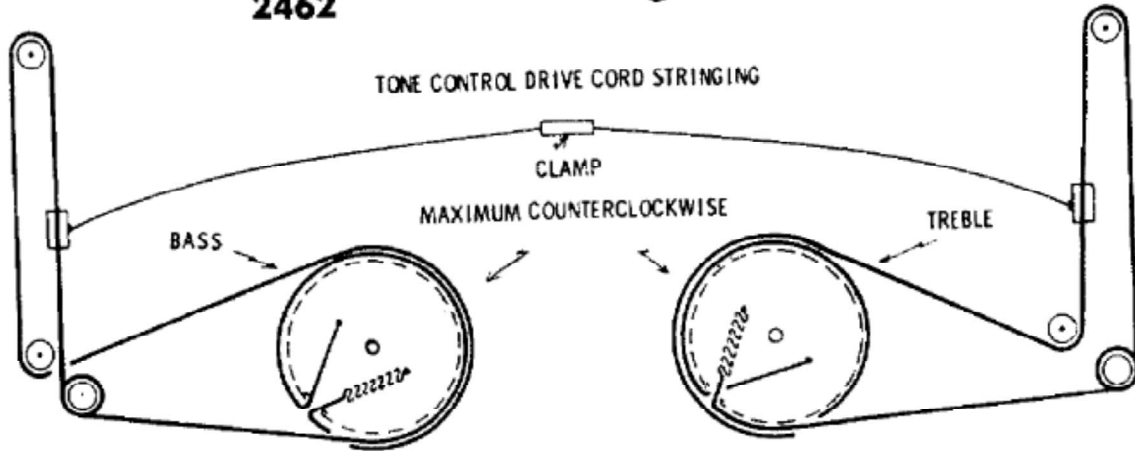




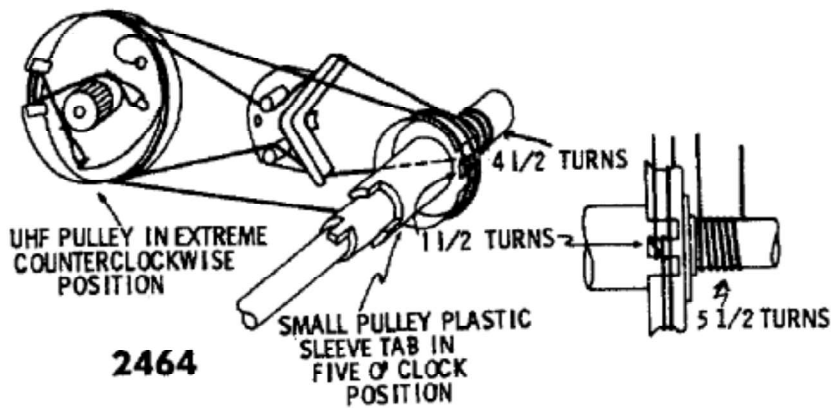




2462

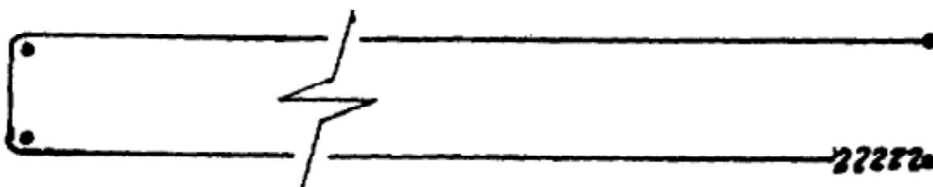
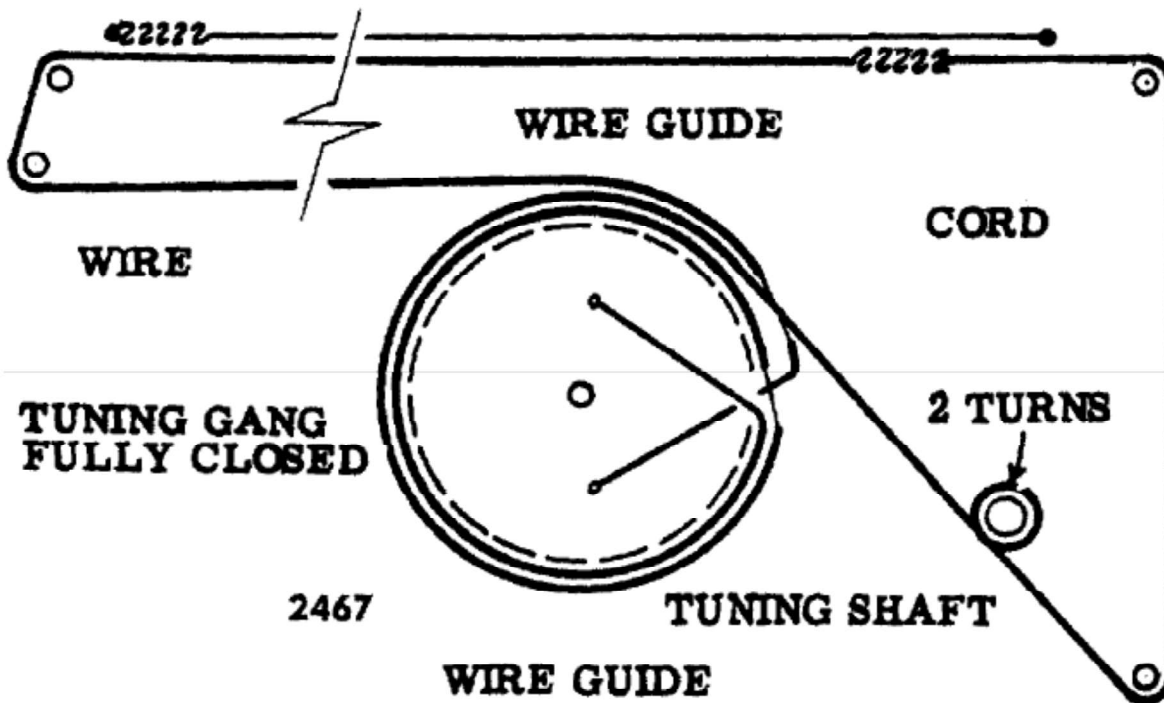
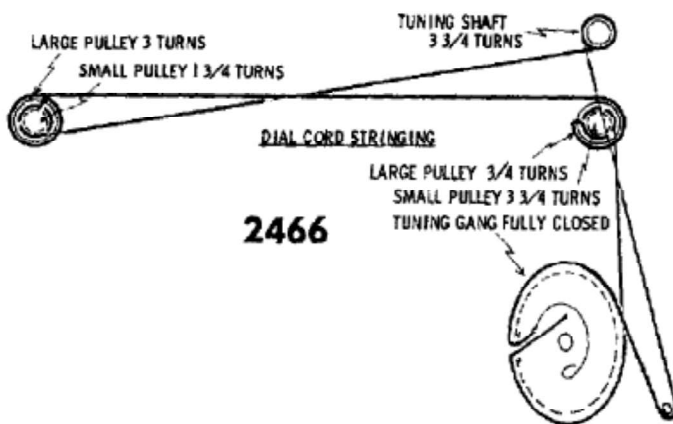
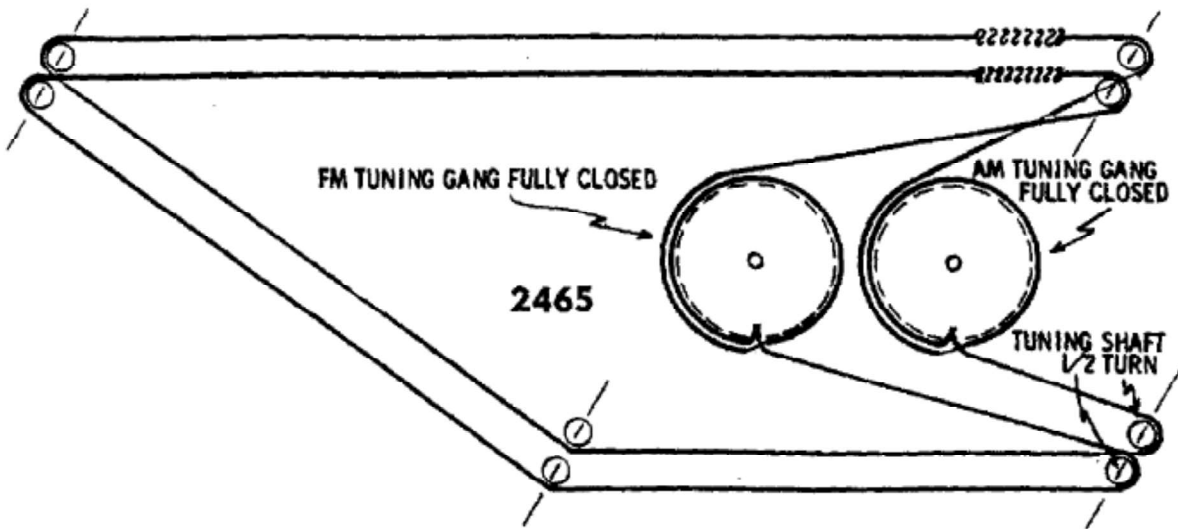


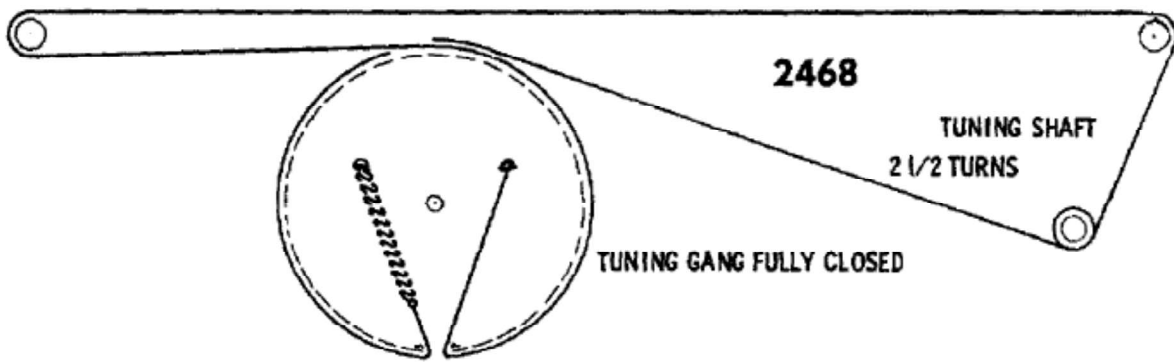
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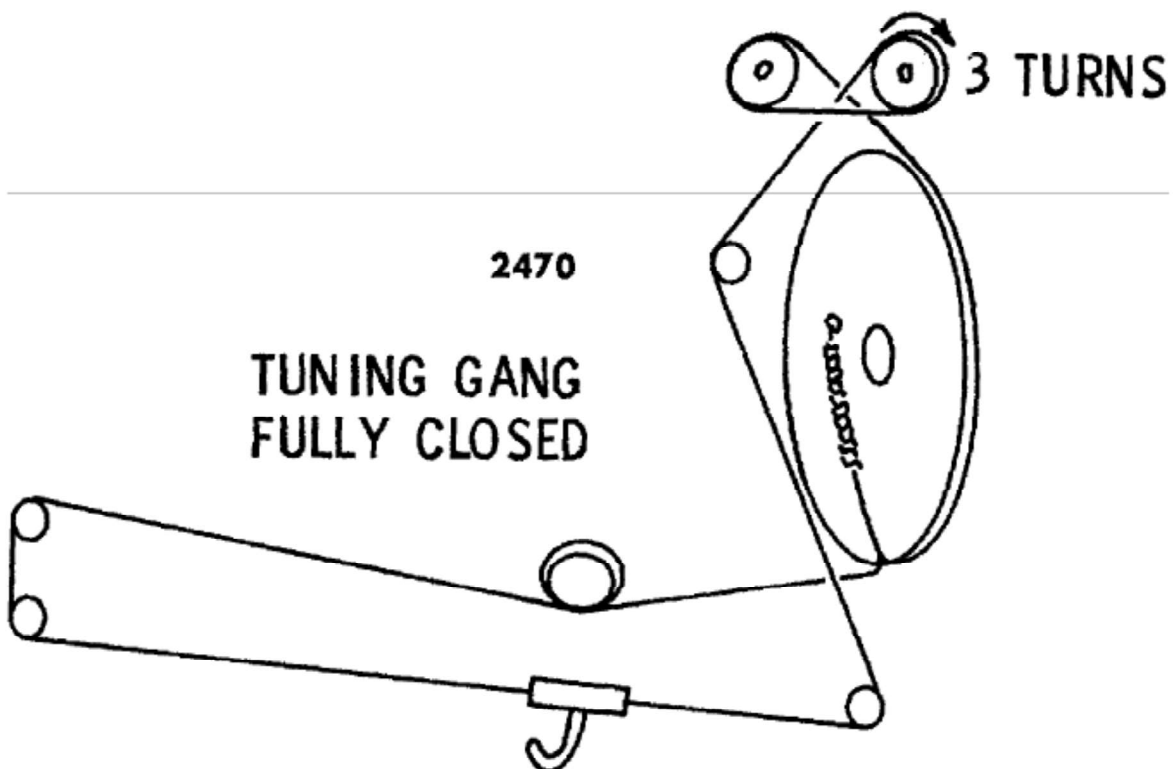
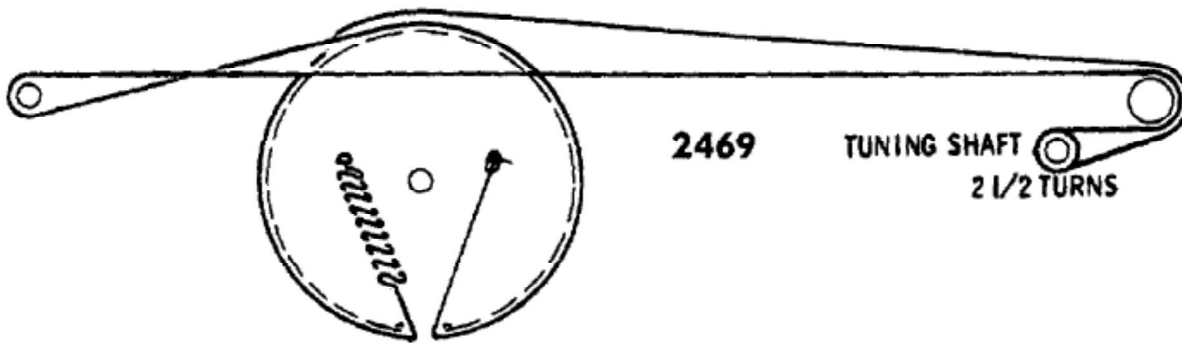
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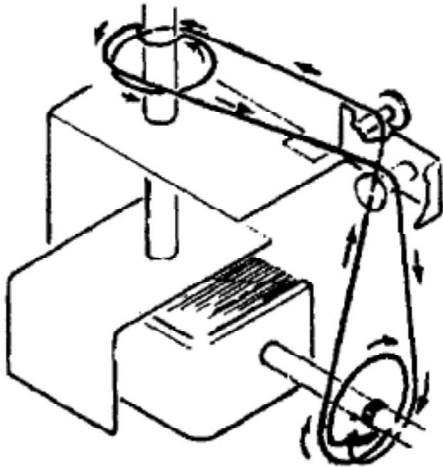
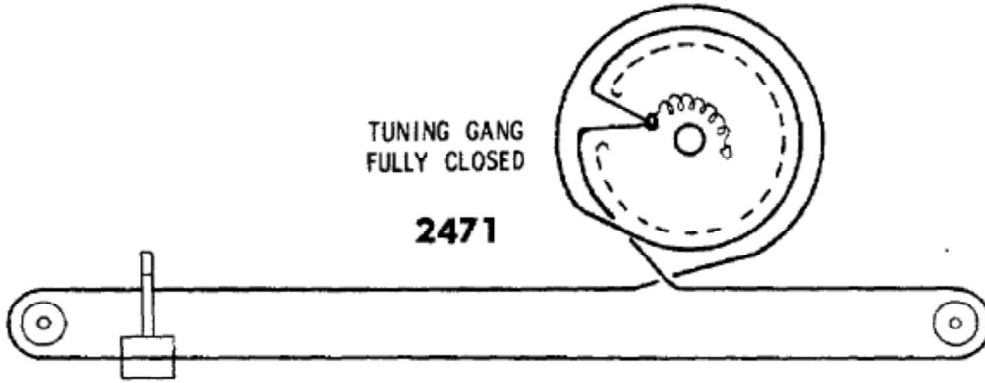


FM AM DIAL CORD  
TUNING GANG FULLY CLOSED



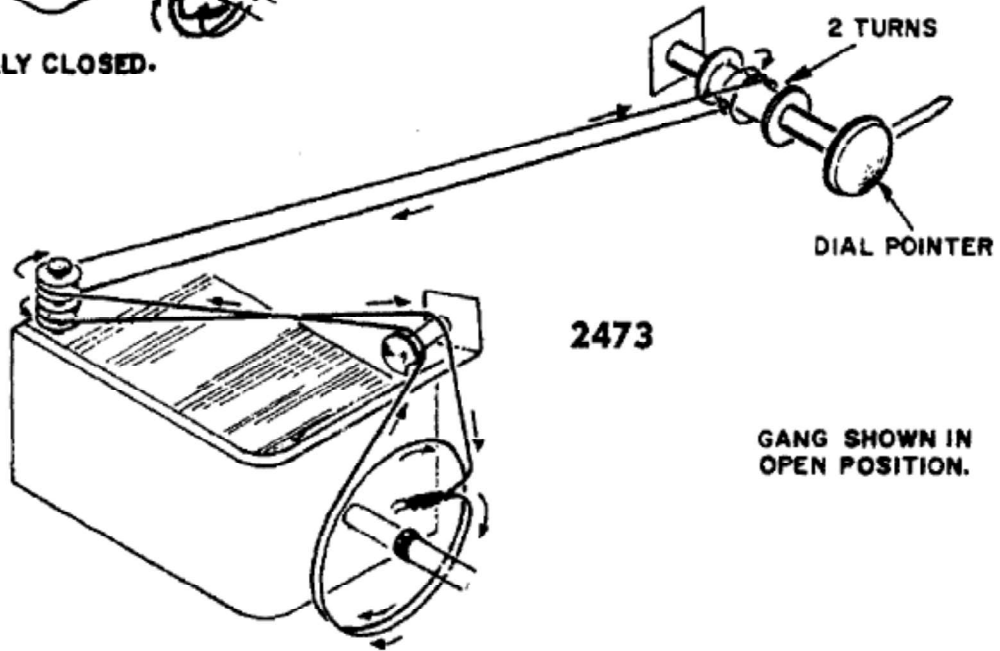
TUNING GANG  
FULLY CLOSED

2471



2472

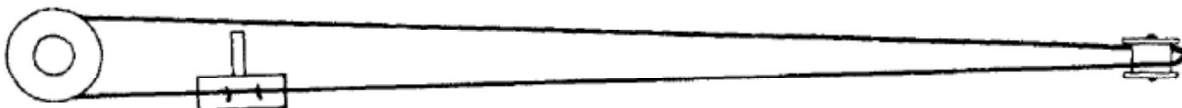
GANG FULLY CLOSED.



2473

GANG SHOWN IN  
OPEN POSITION.

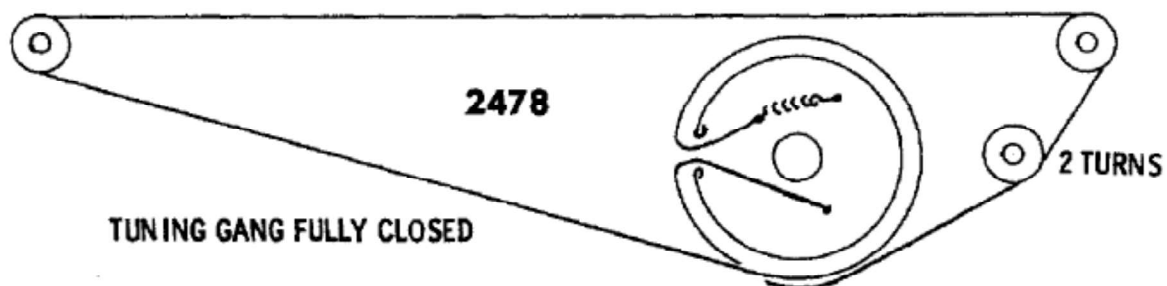
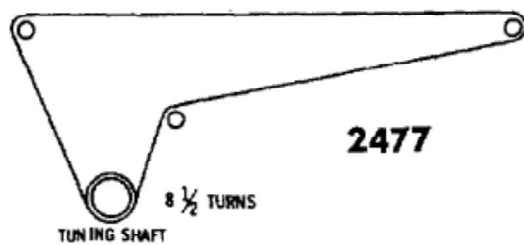
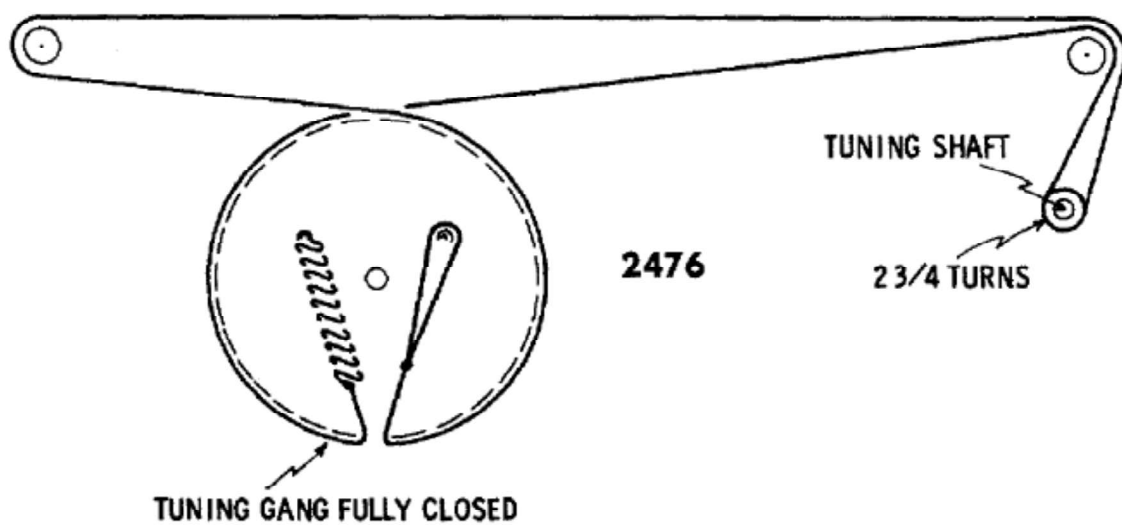
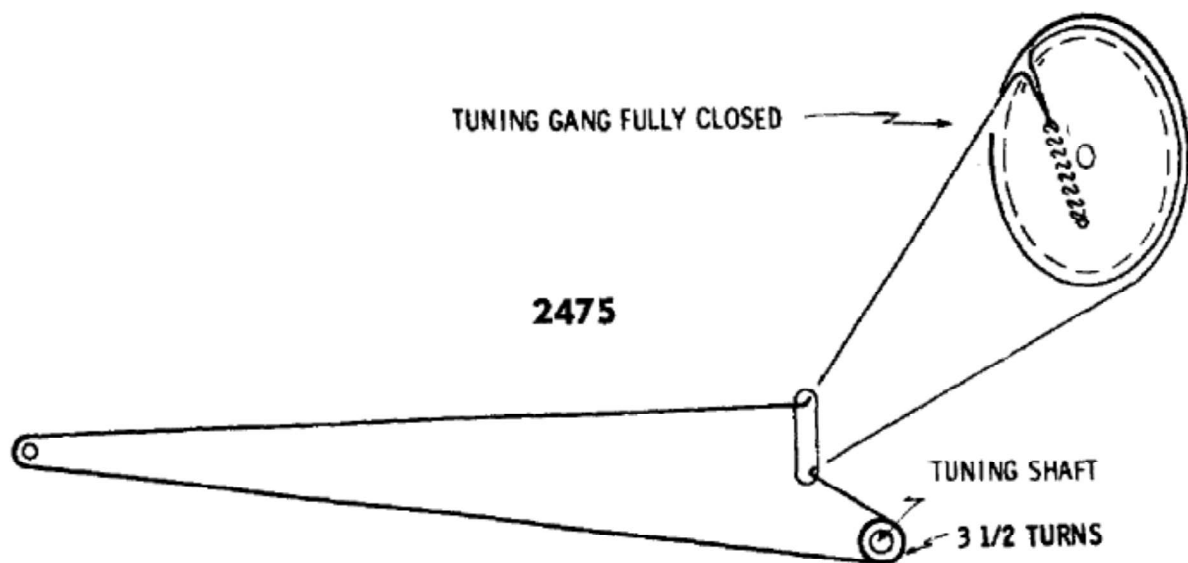
TUNING SHAFT  
8 Turns

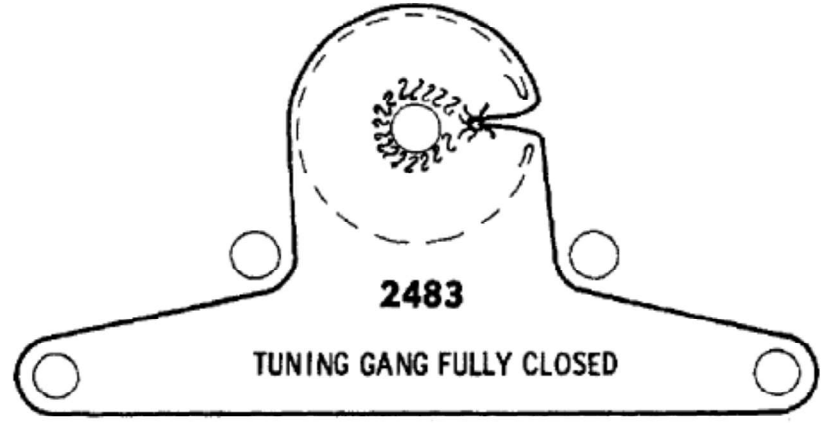
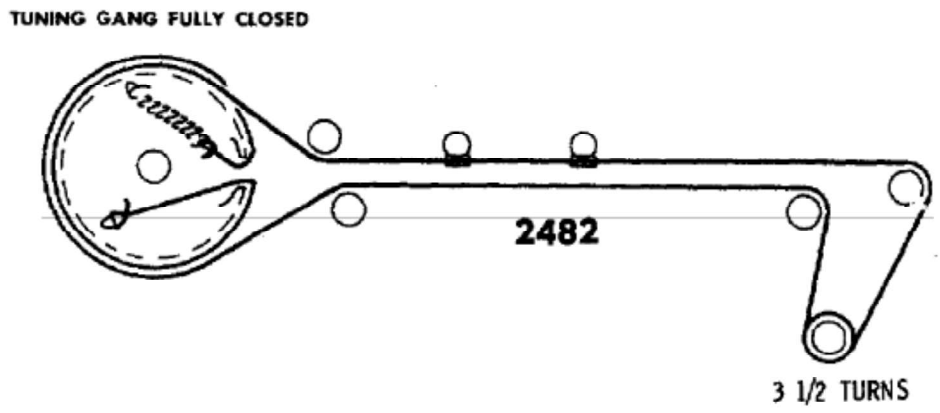
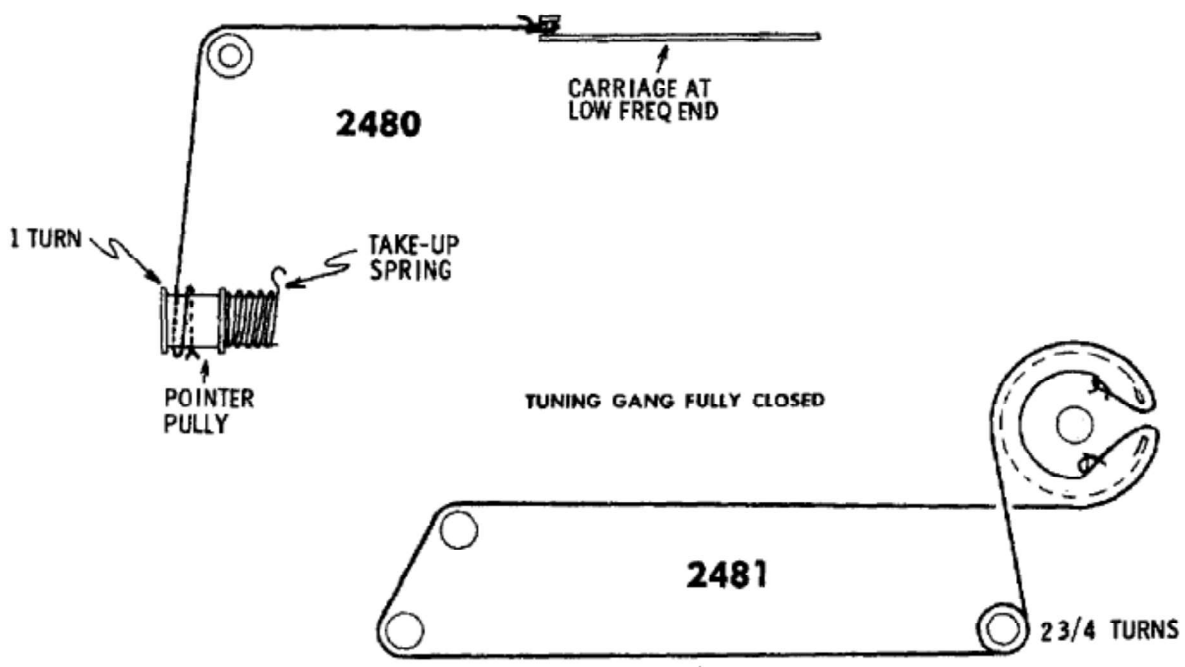
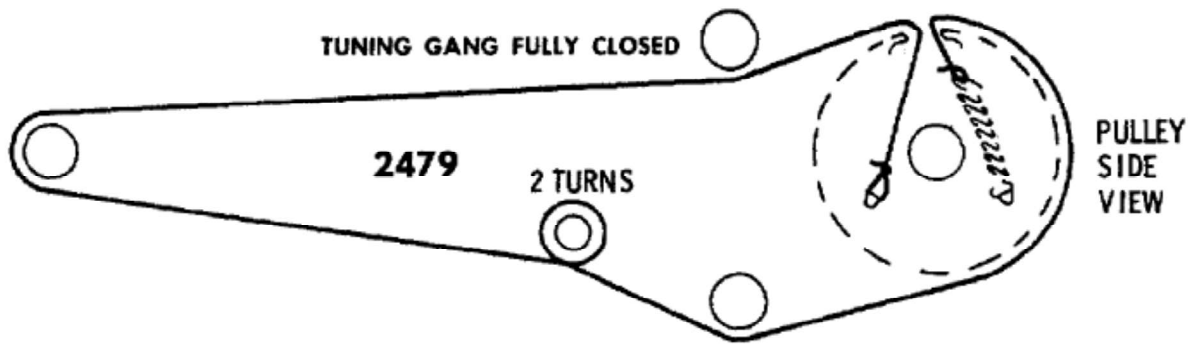


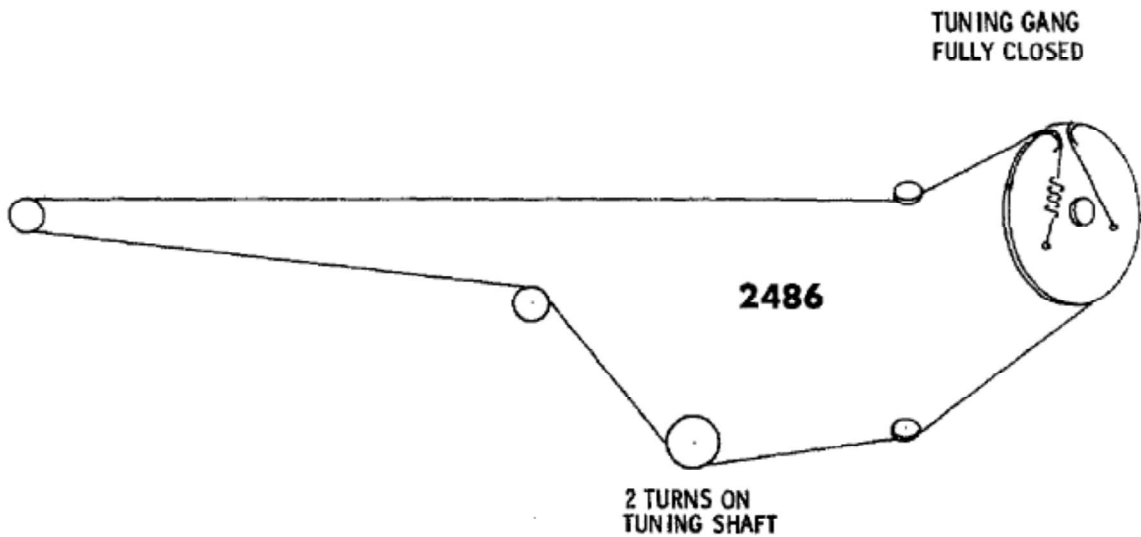
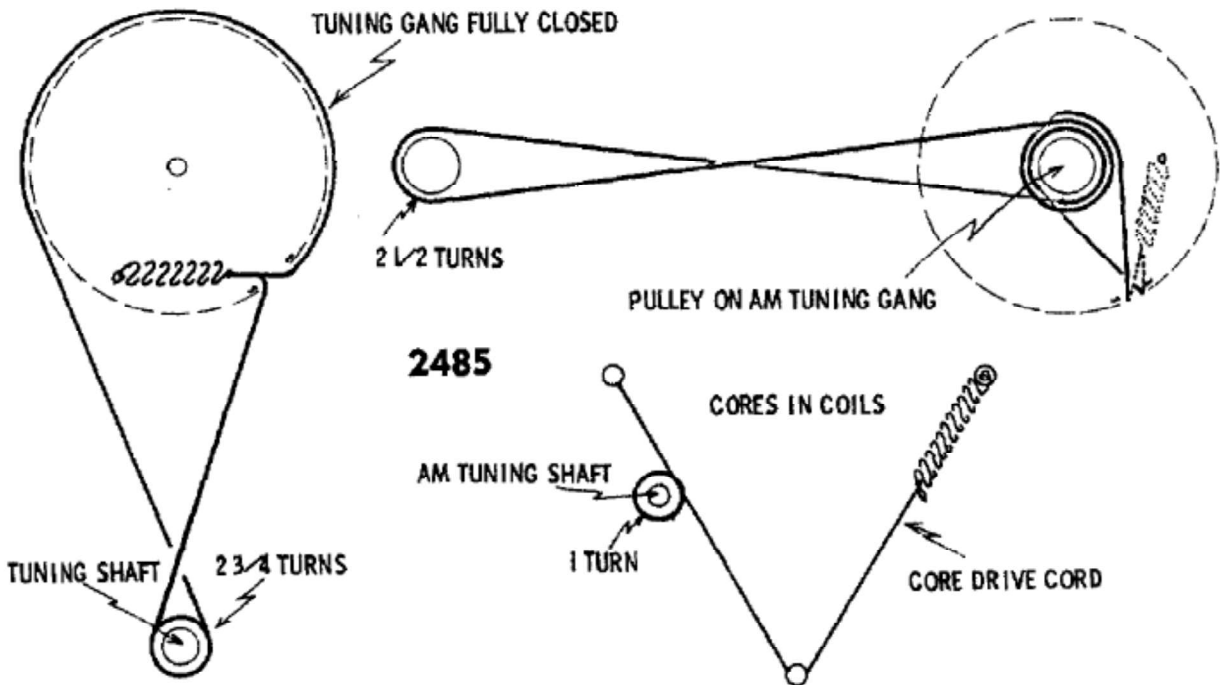
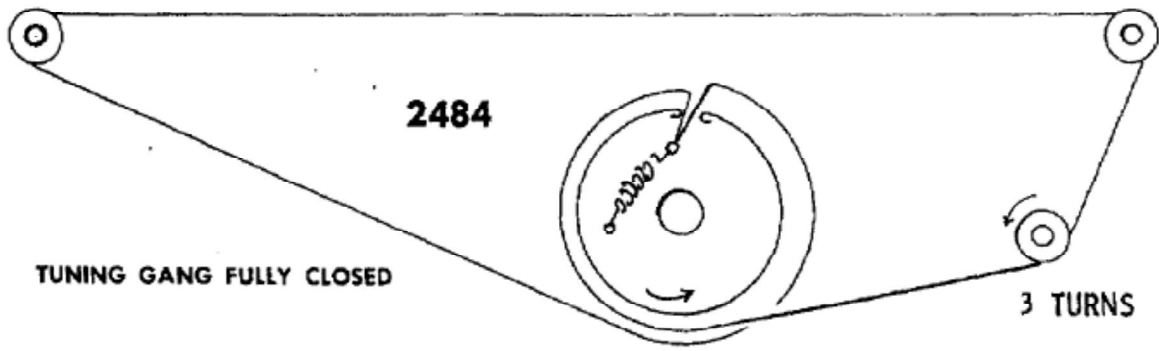
2474

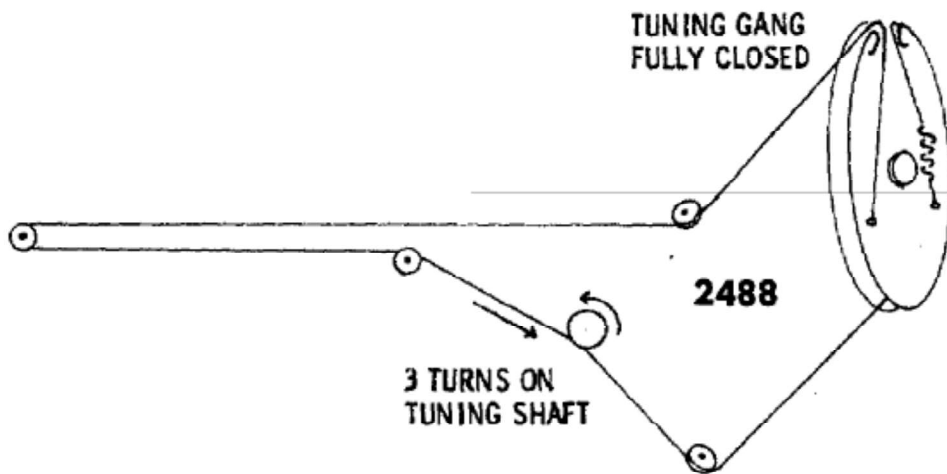
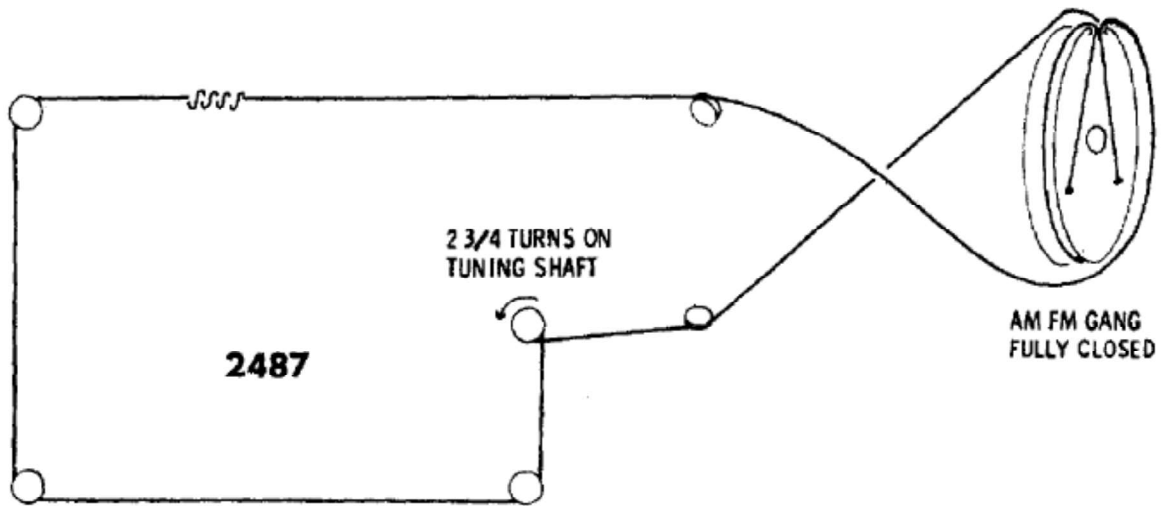
SLUGS ALL WAY OUT  
(Low Freq. End of Dial)

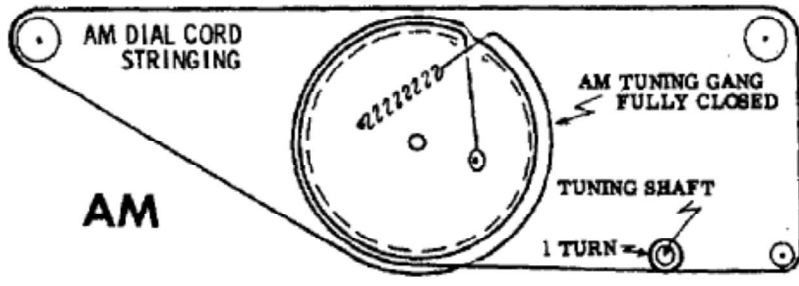




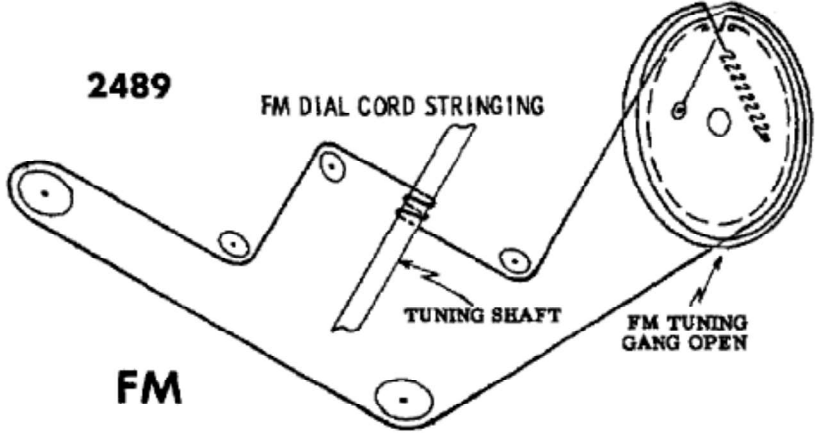




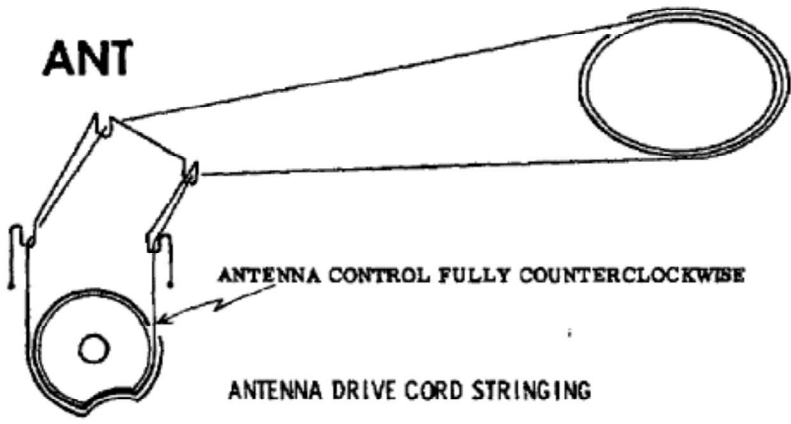




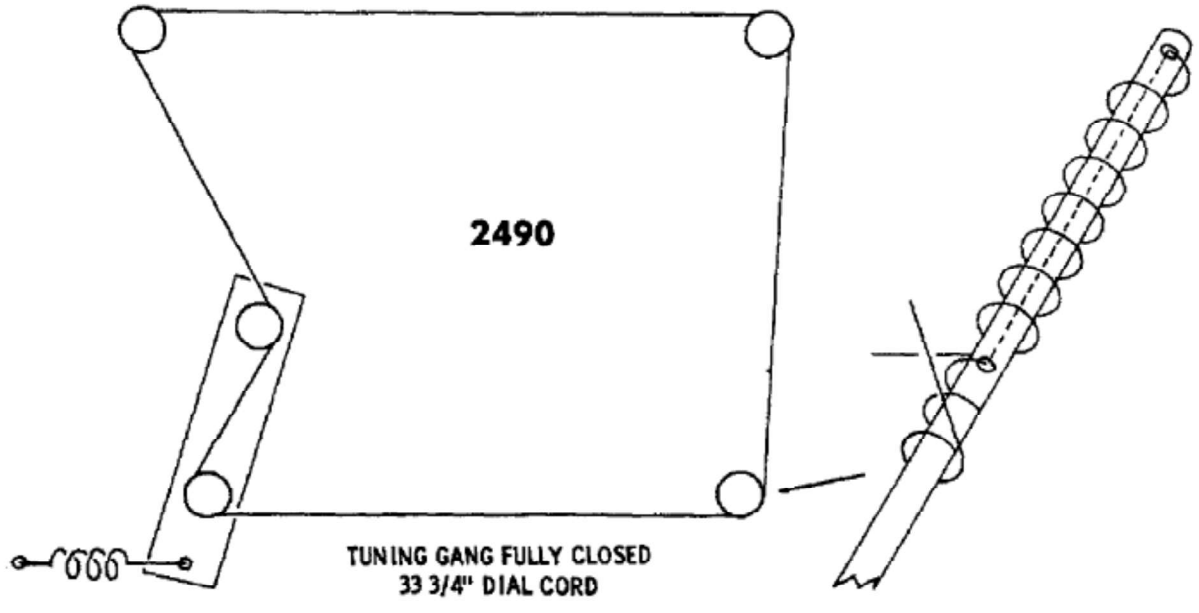
AM



FM

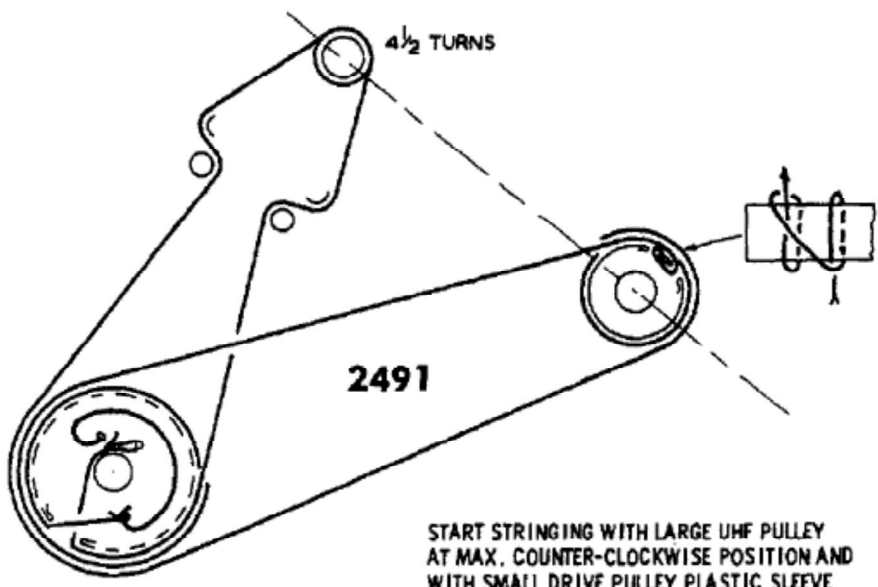


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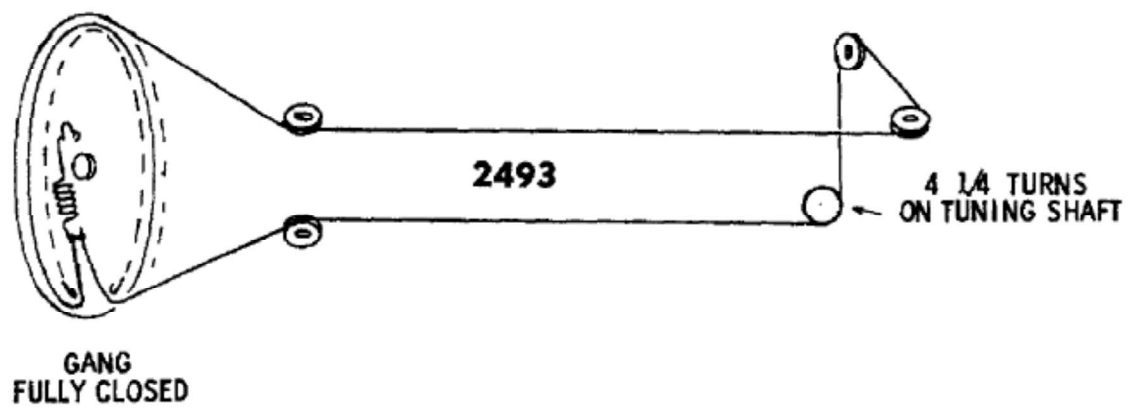
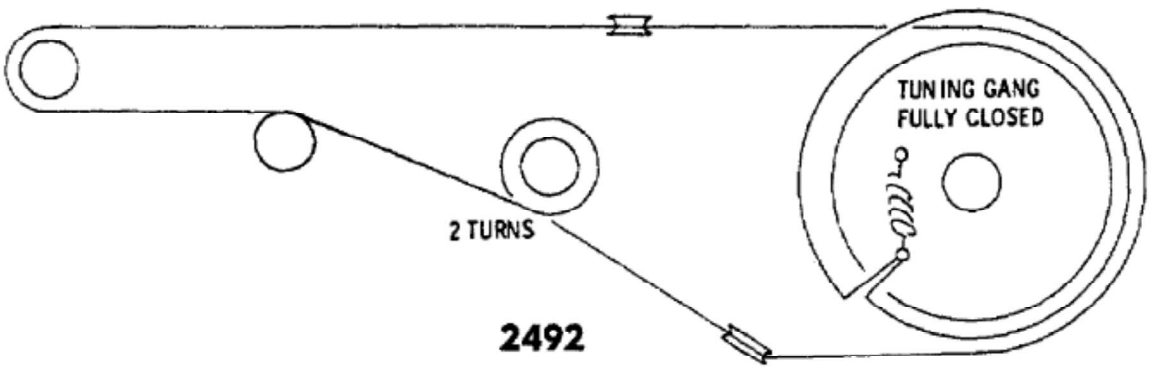


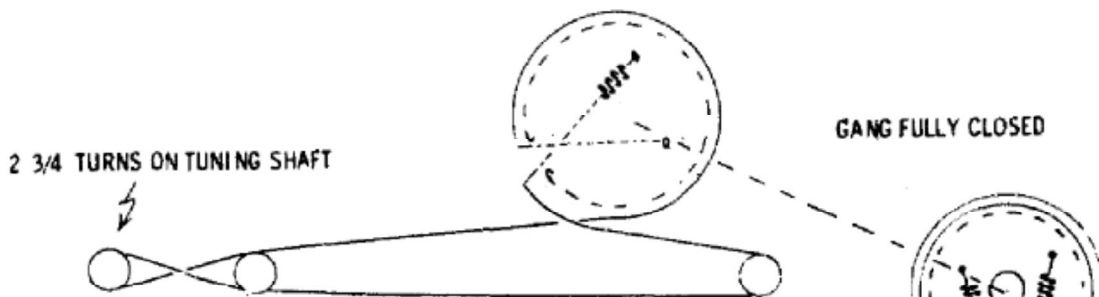
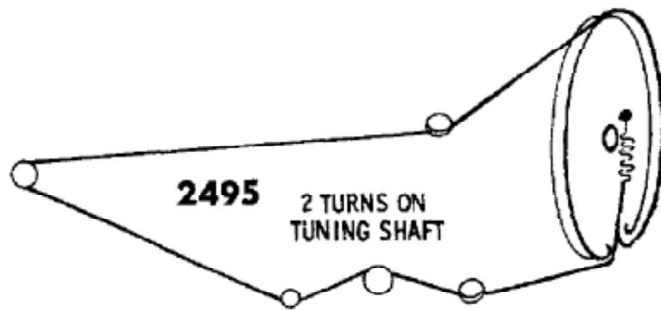
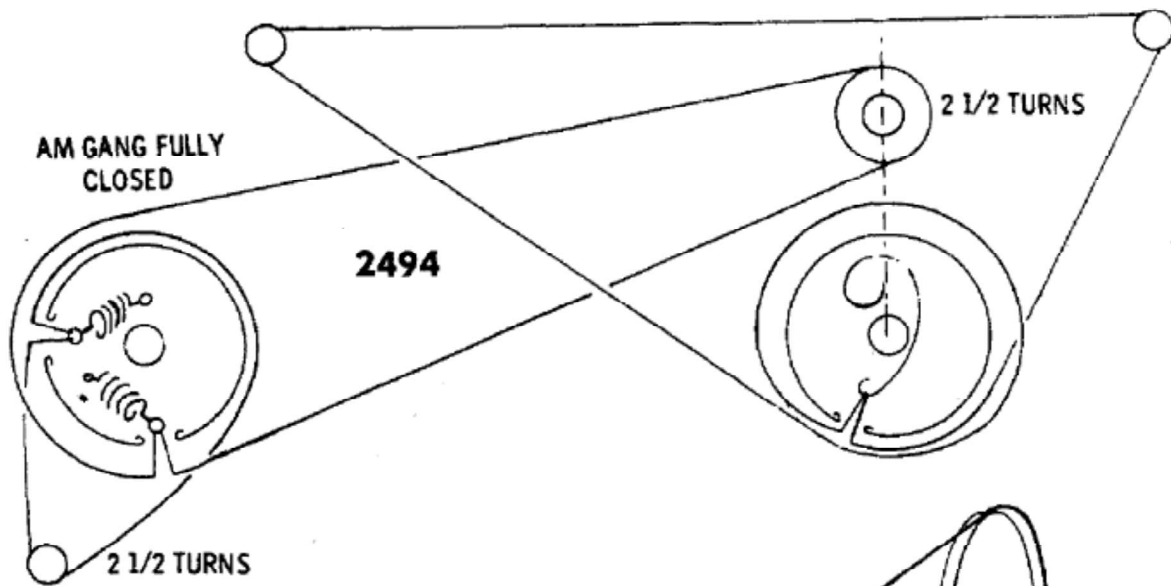
2490





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)



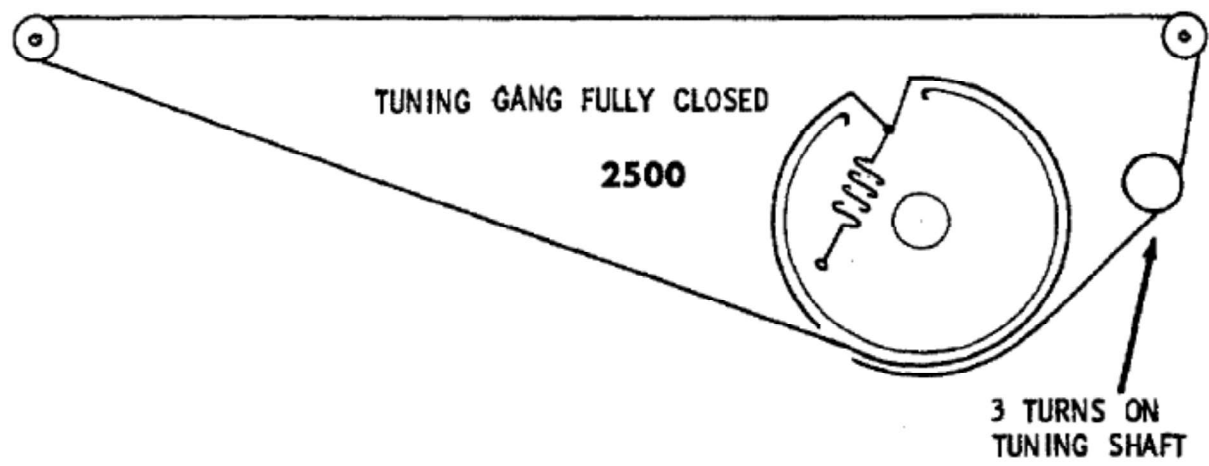
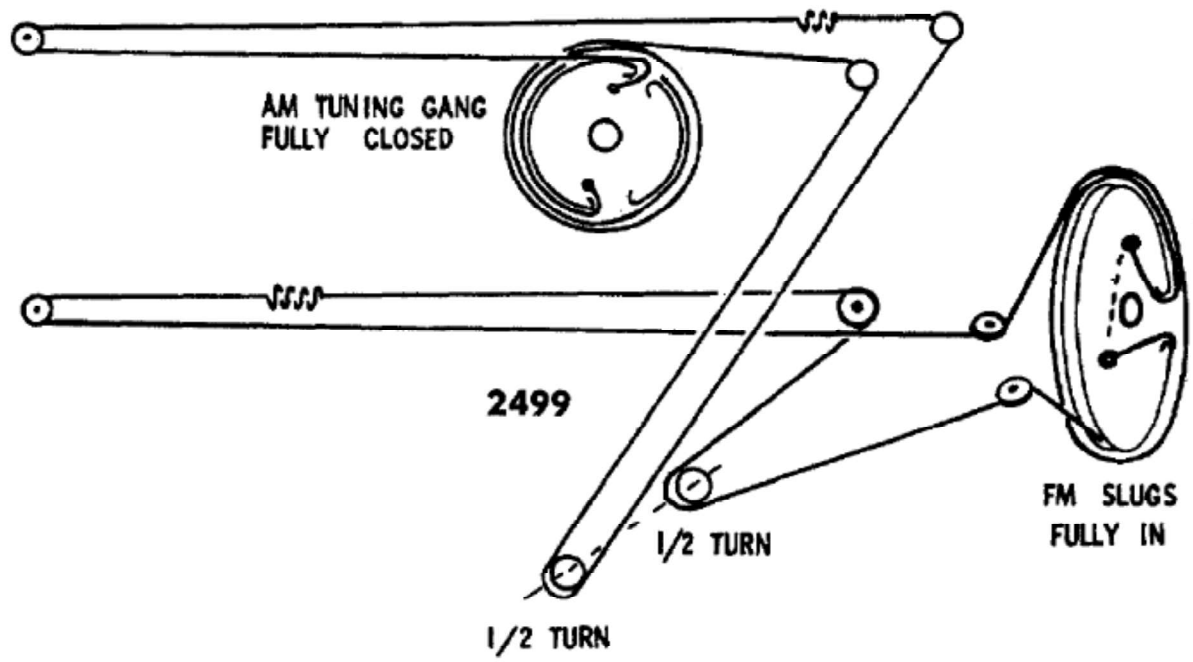
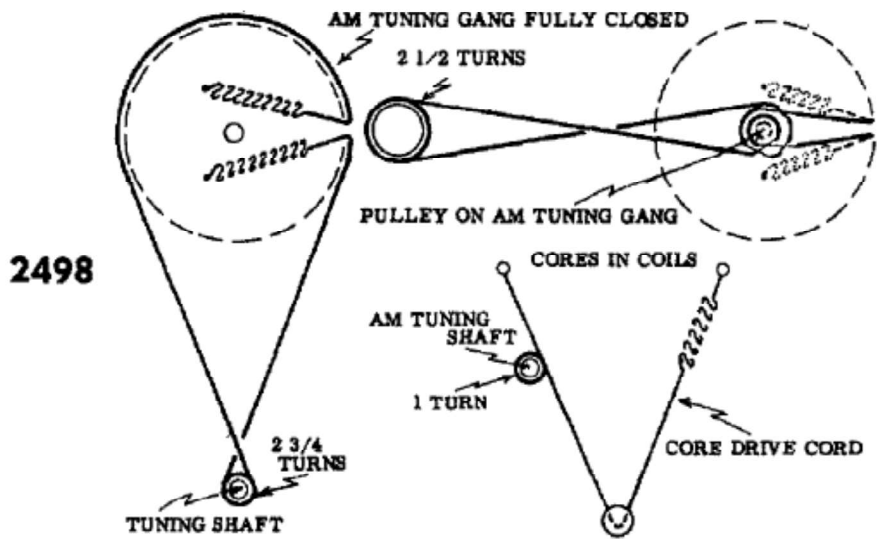


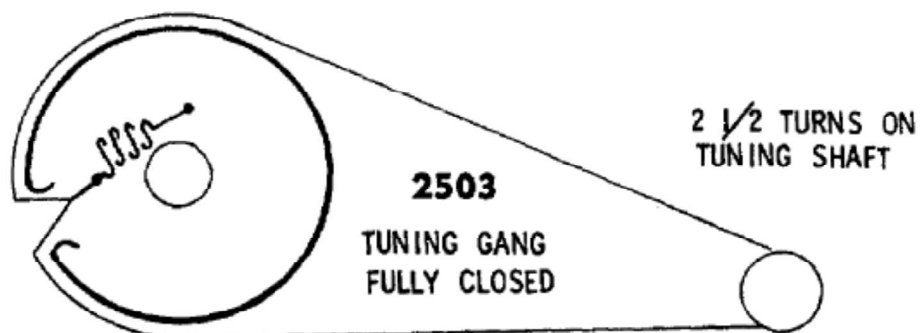
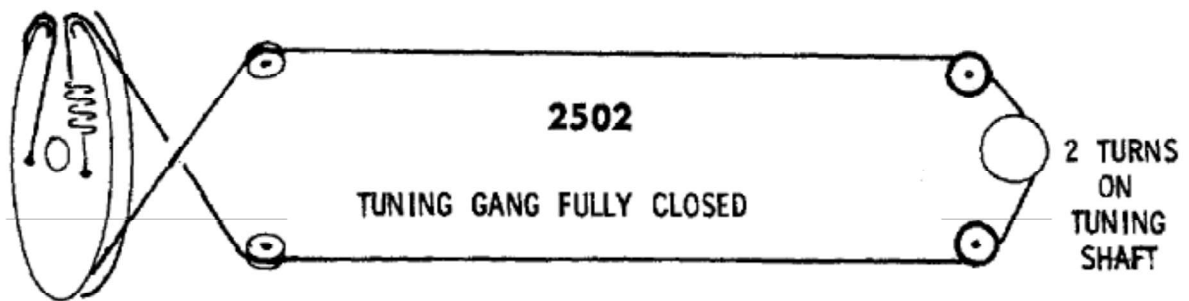
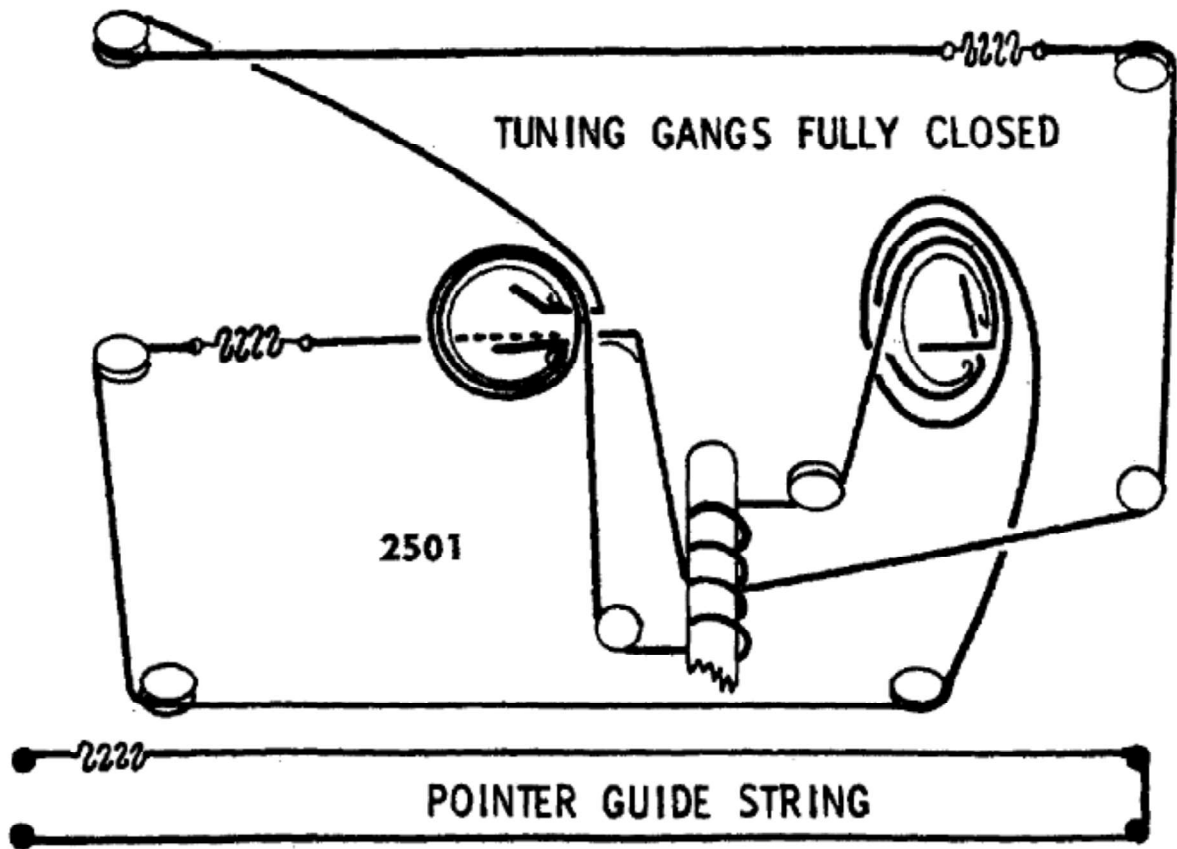
2496

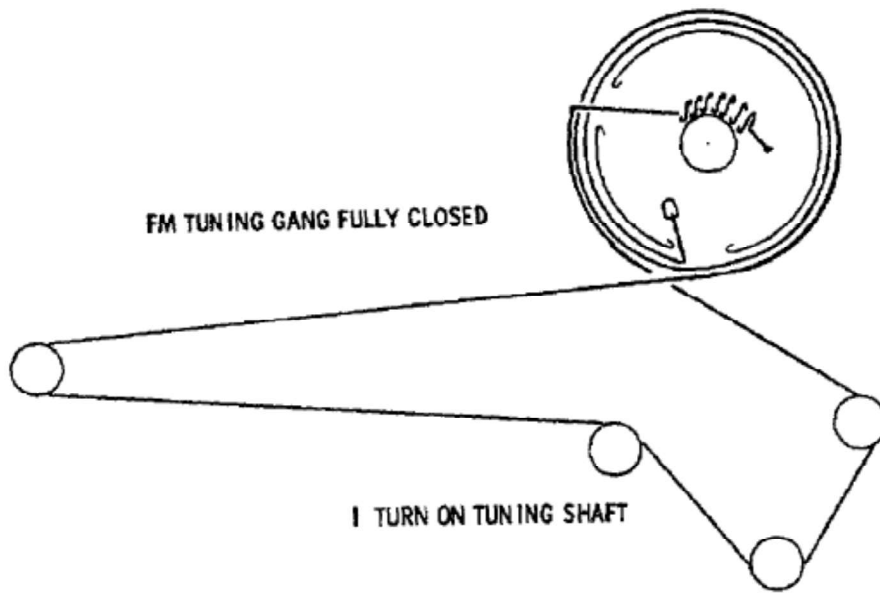
1 1/2 TURNS AROUND  
INDICATING DRUM  
WITH ONE TWIST AROUND  
LIP ON FIRST TURN



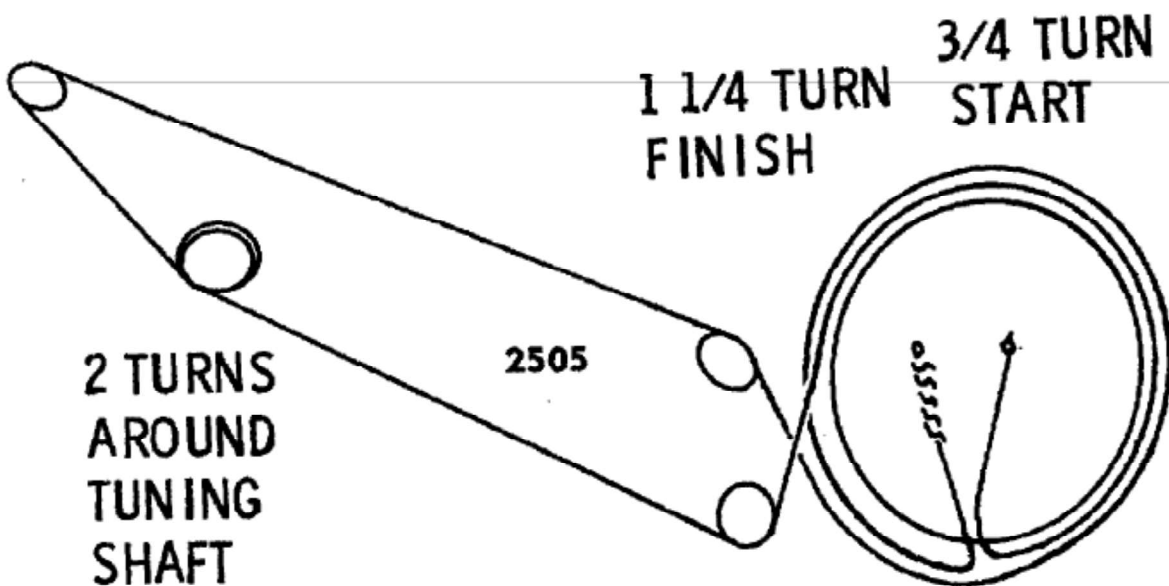
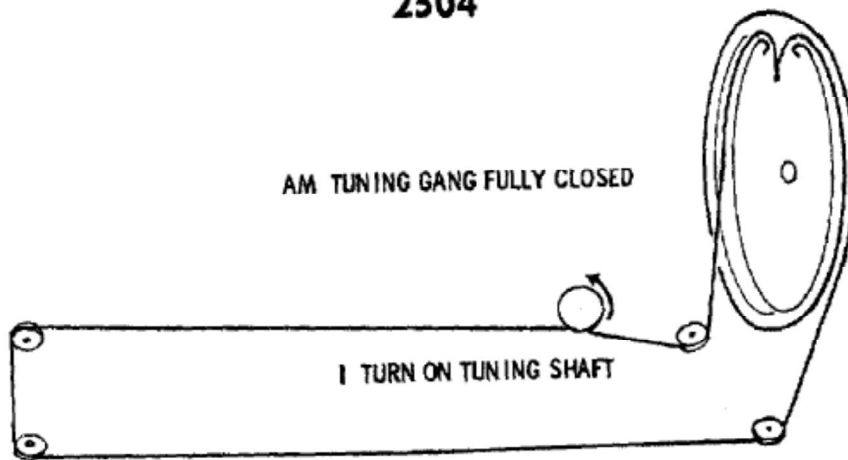
3 TURNS  
ON TUNING SHAFT



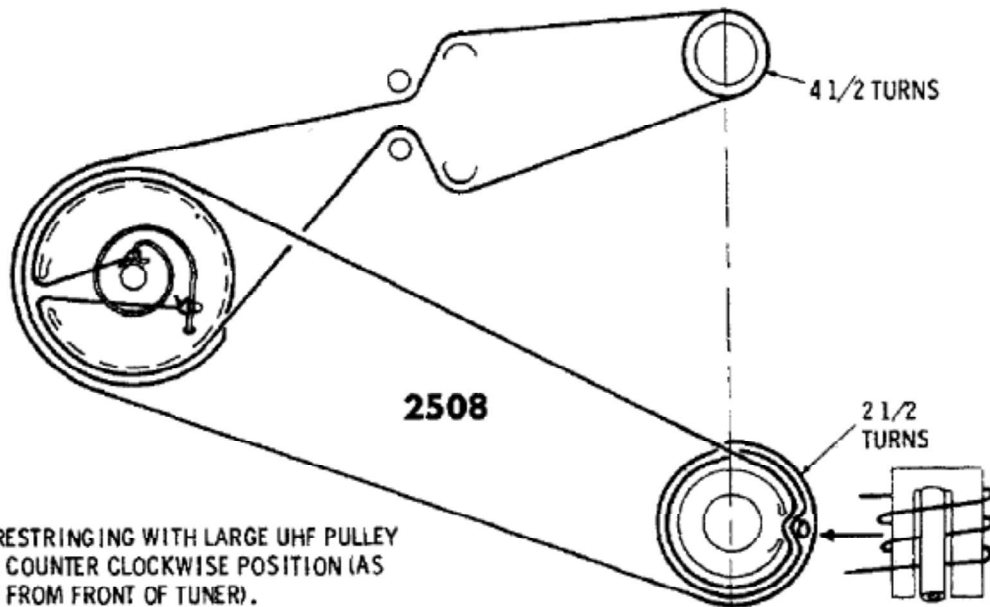
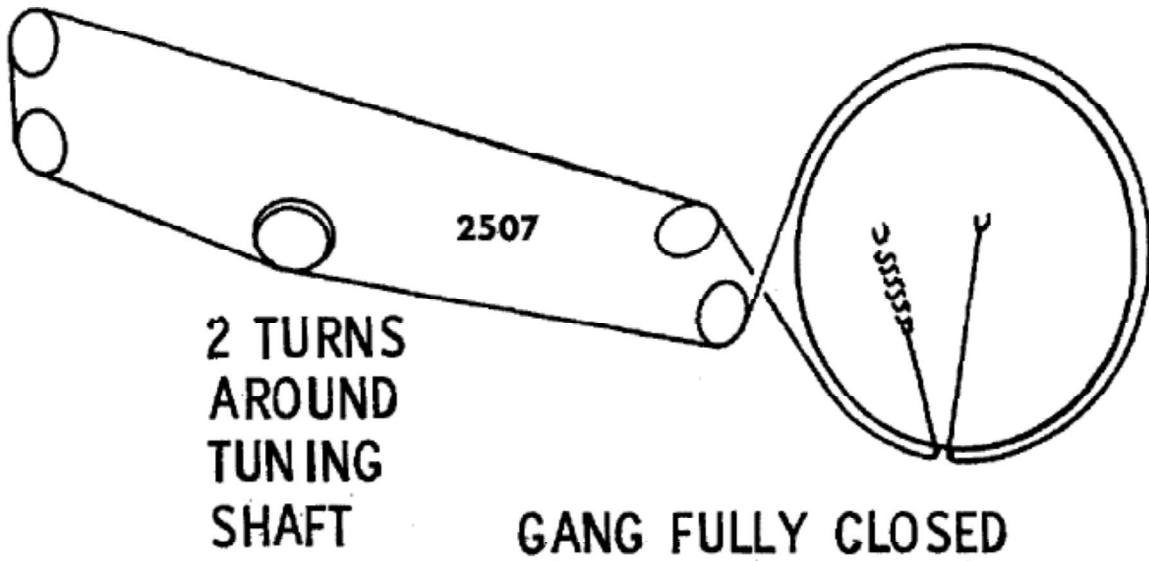
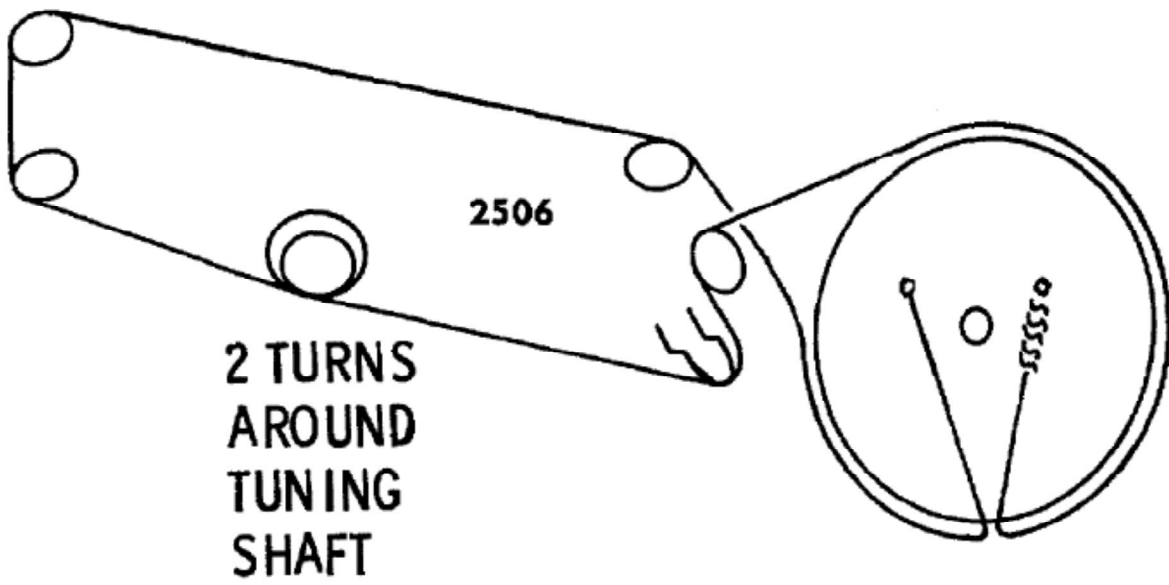


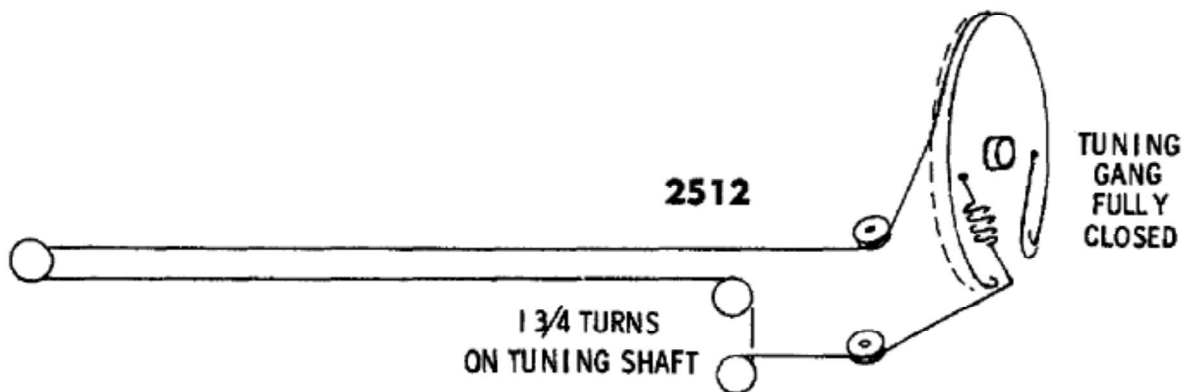
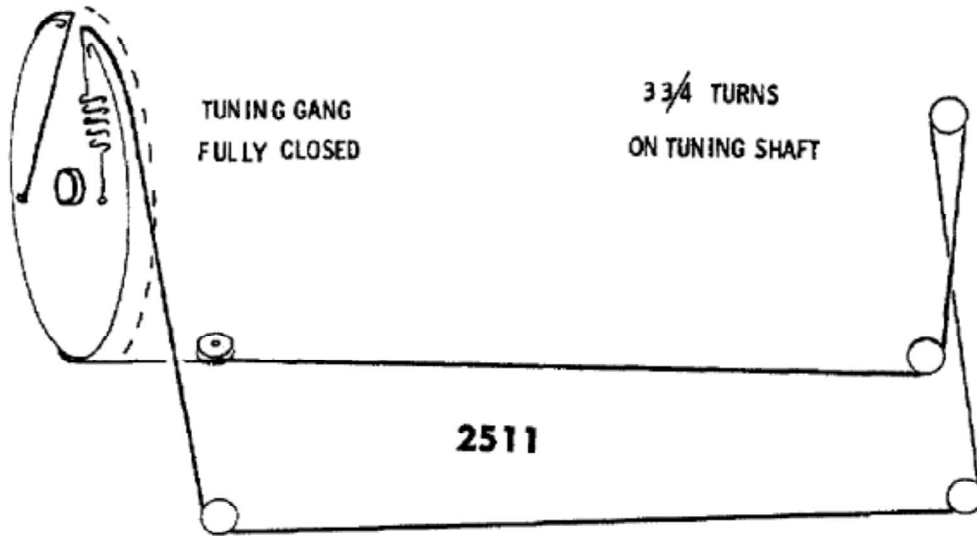
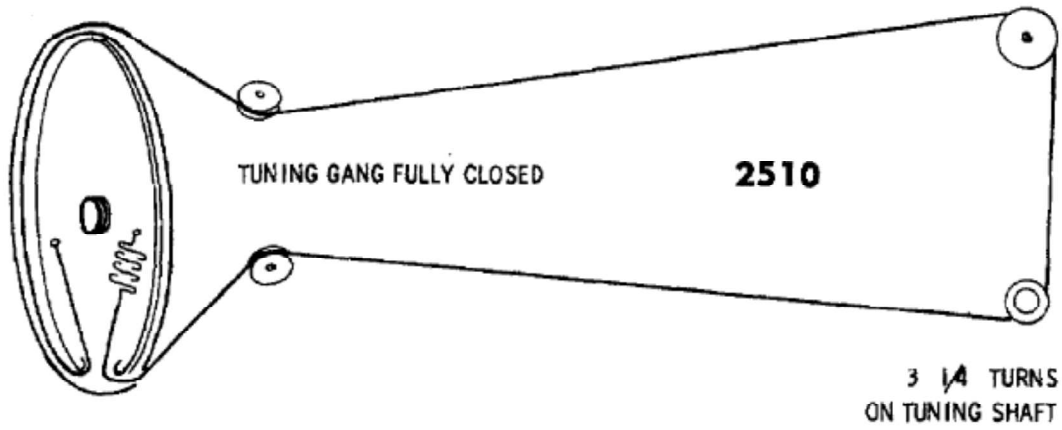
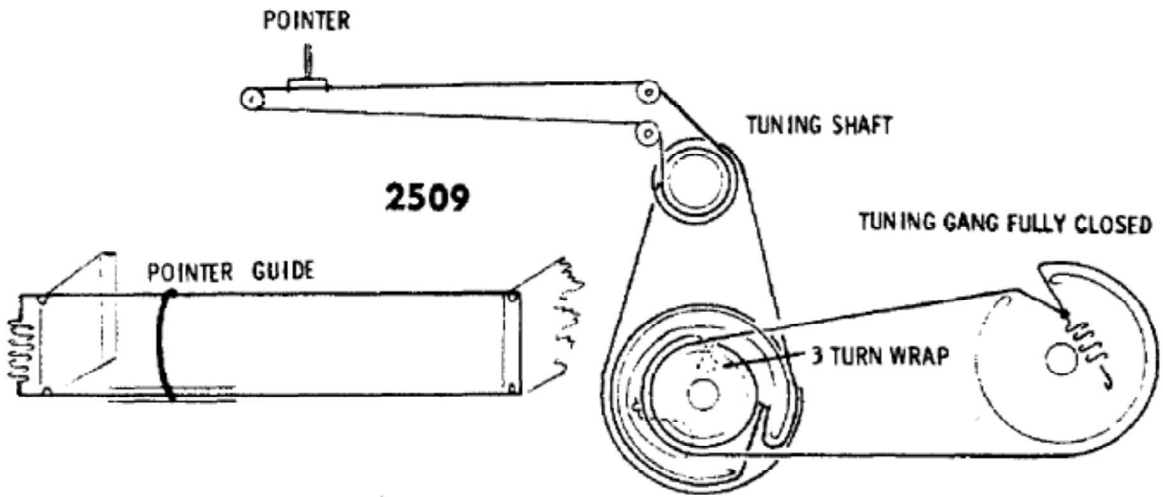


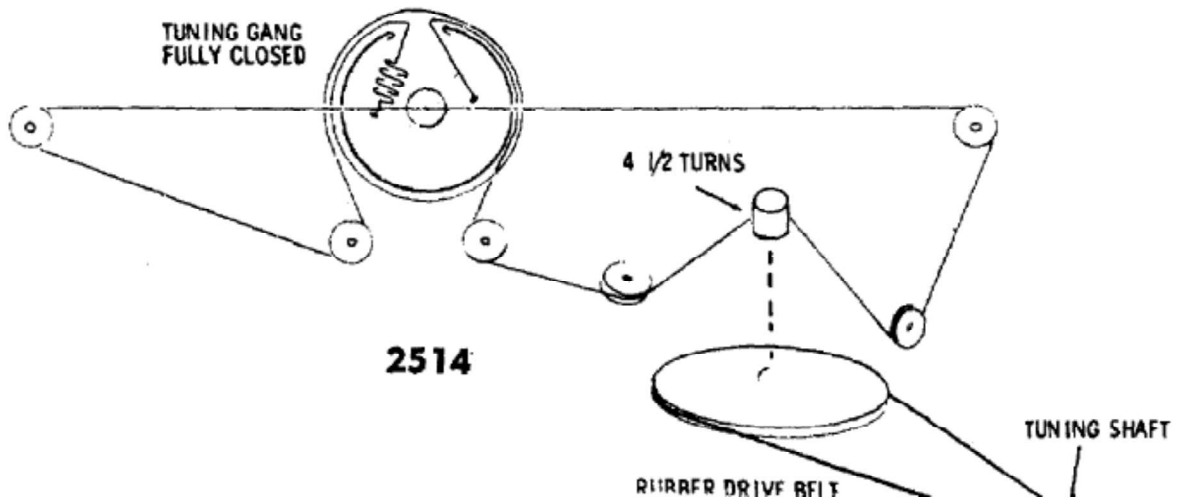
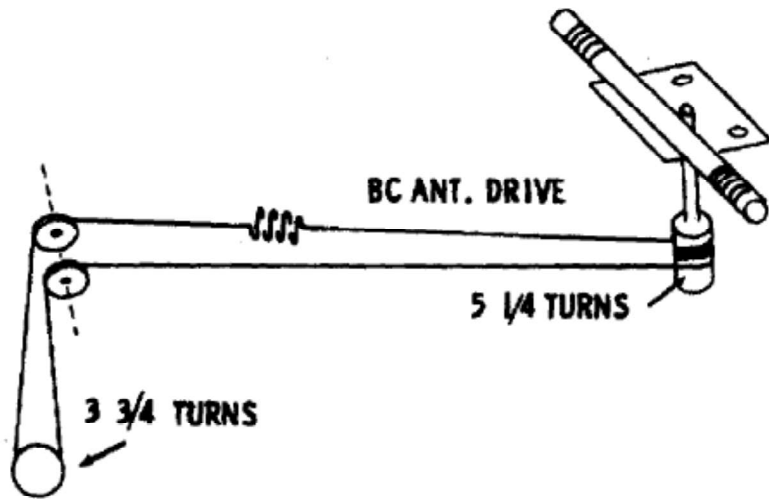
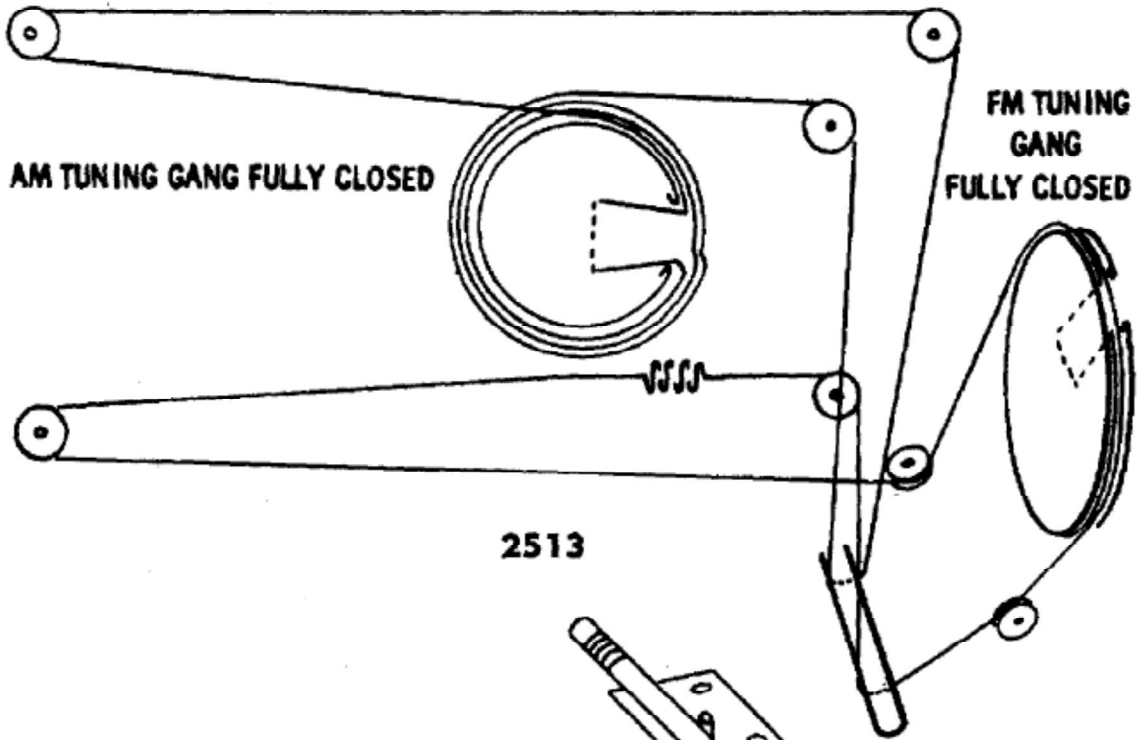
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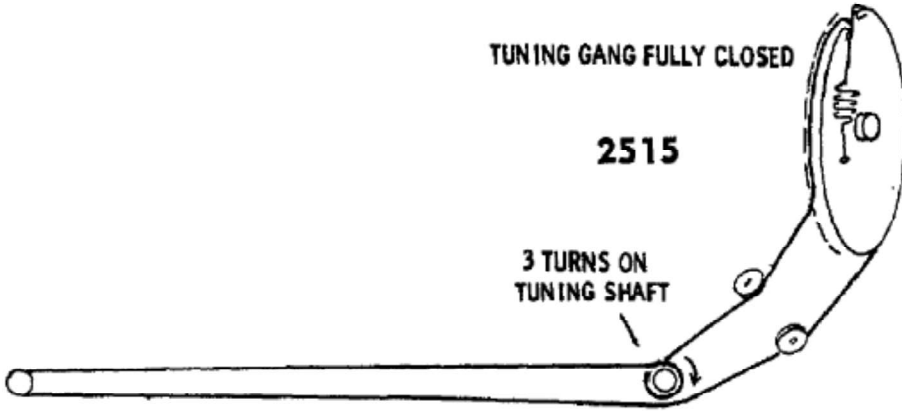




TUNING GANG FULLY CLOSED

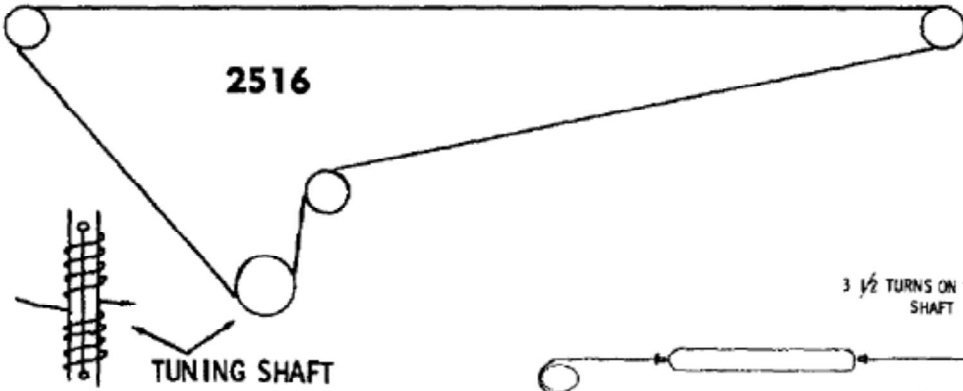
2515

3 TURNS ON  
TUNING SHAFT



2516

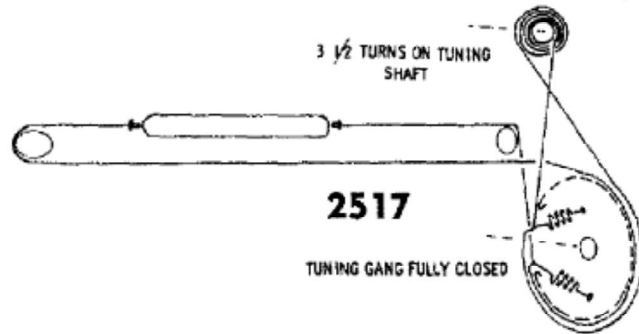
TUNING SHAFT



3 1/2 TURNS ON TUNING  
SHAFT

2517

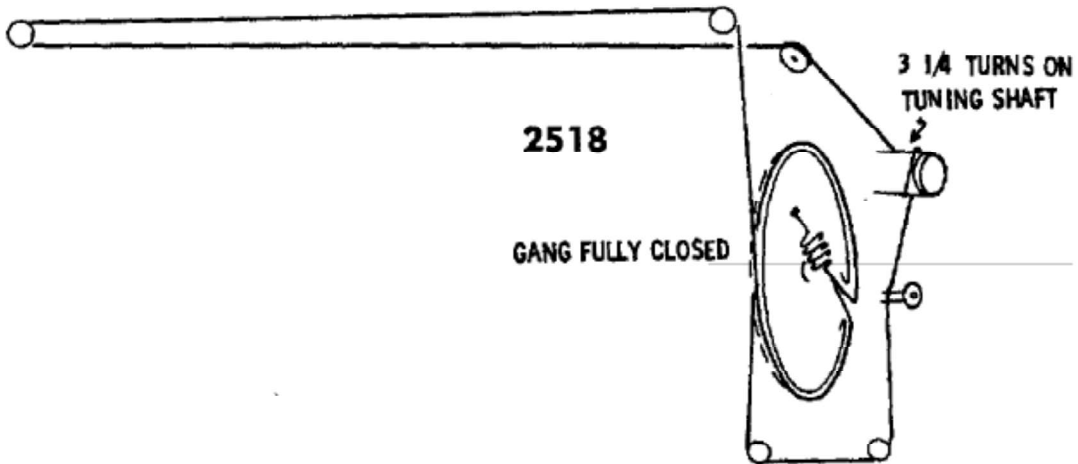
TUNING GANG FULLY CLOSED



2518

GANG FULLY CLOSED

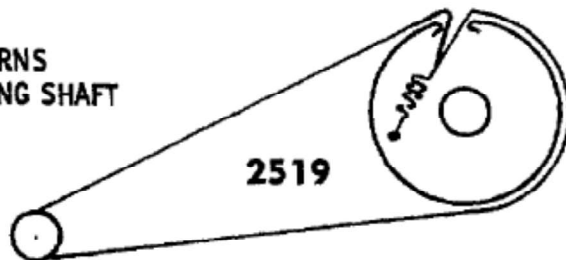
3 1/4 TURNS ON  
TUNING SHAFT

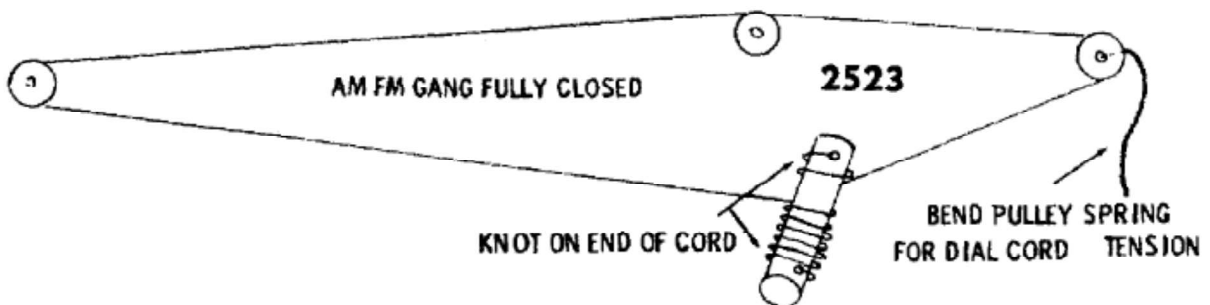
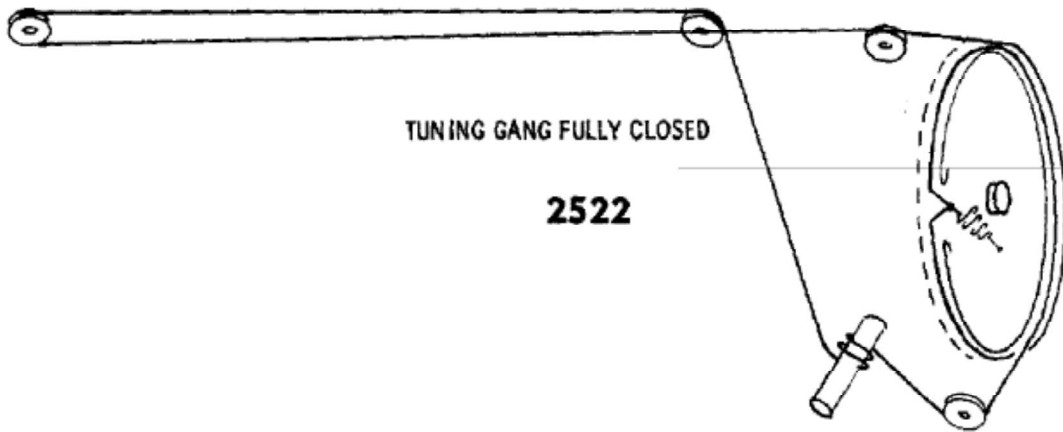
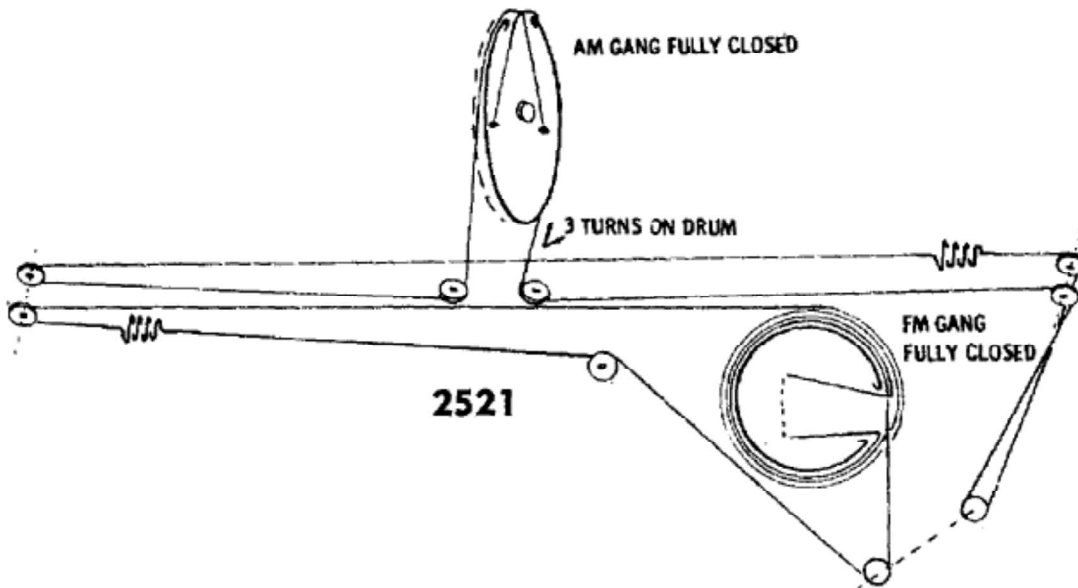
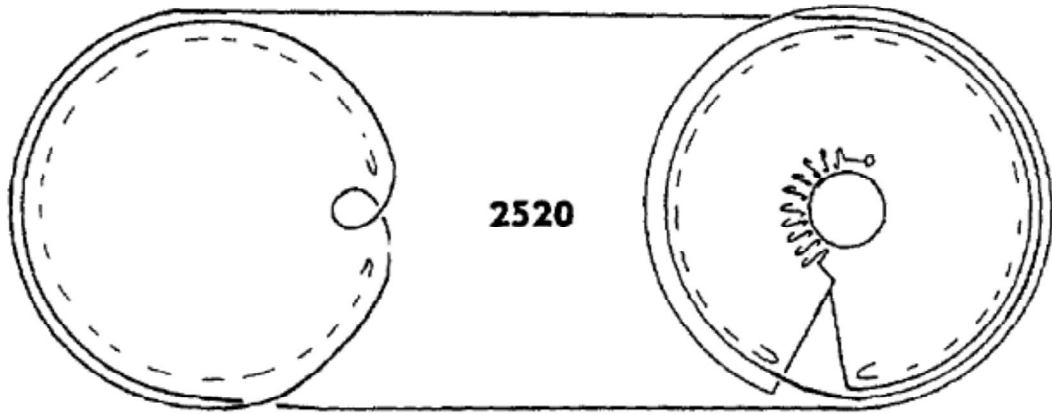


2 1/2 TURNS  
ON TUNING SHAFT

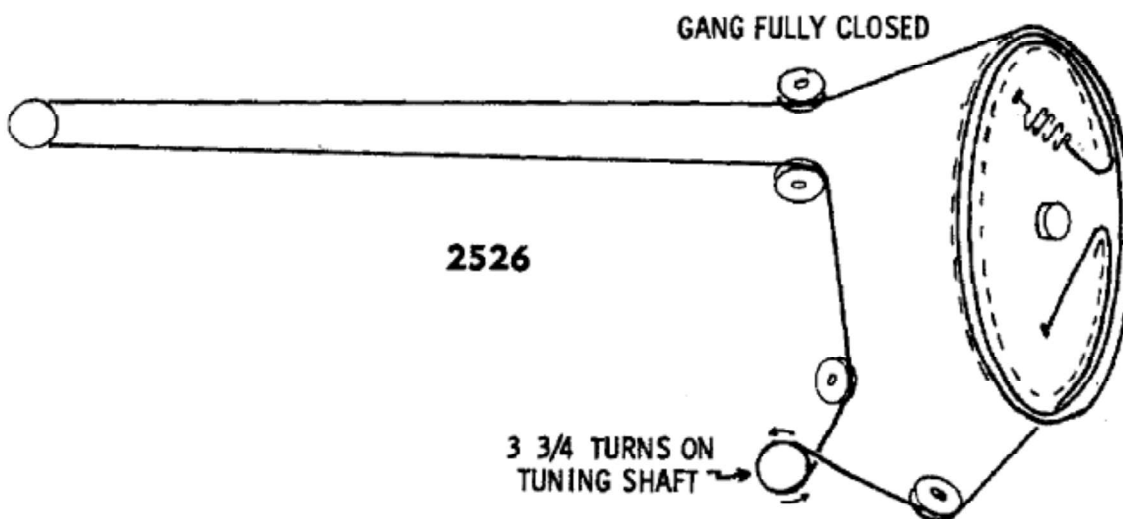
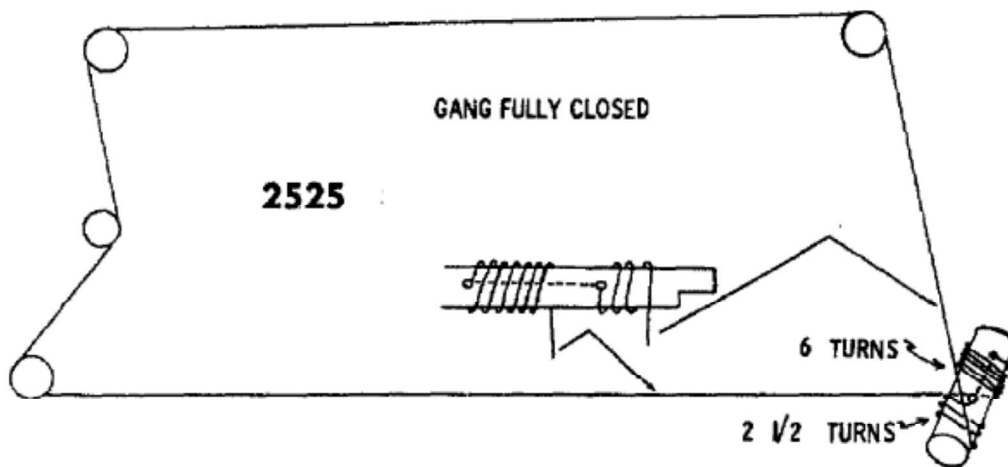
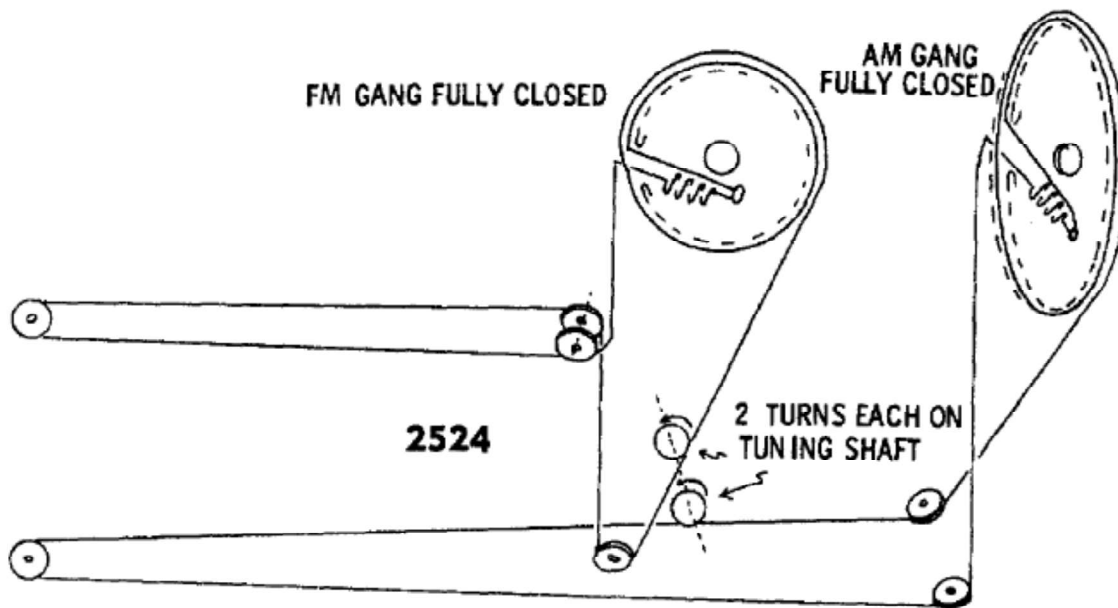
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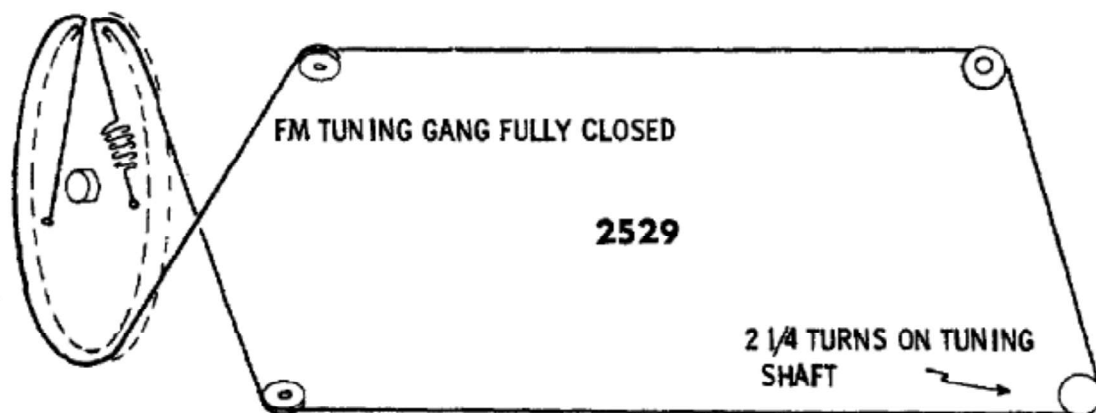
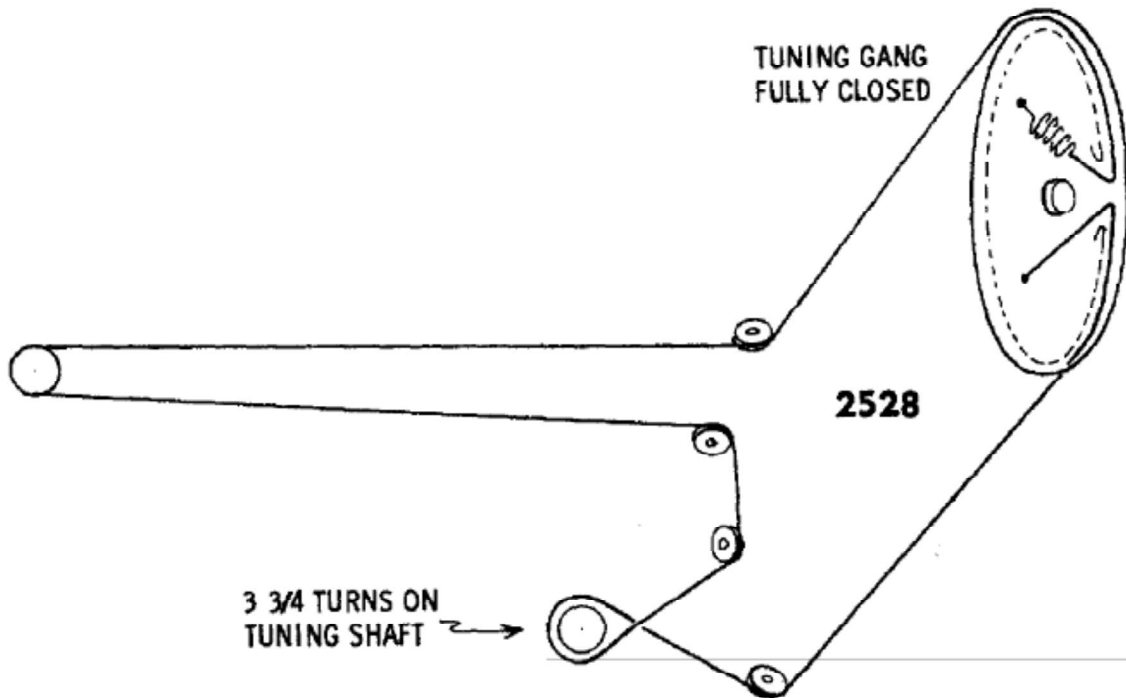
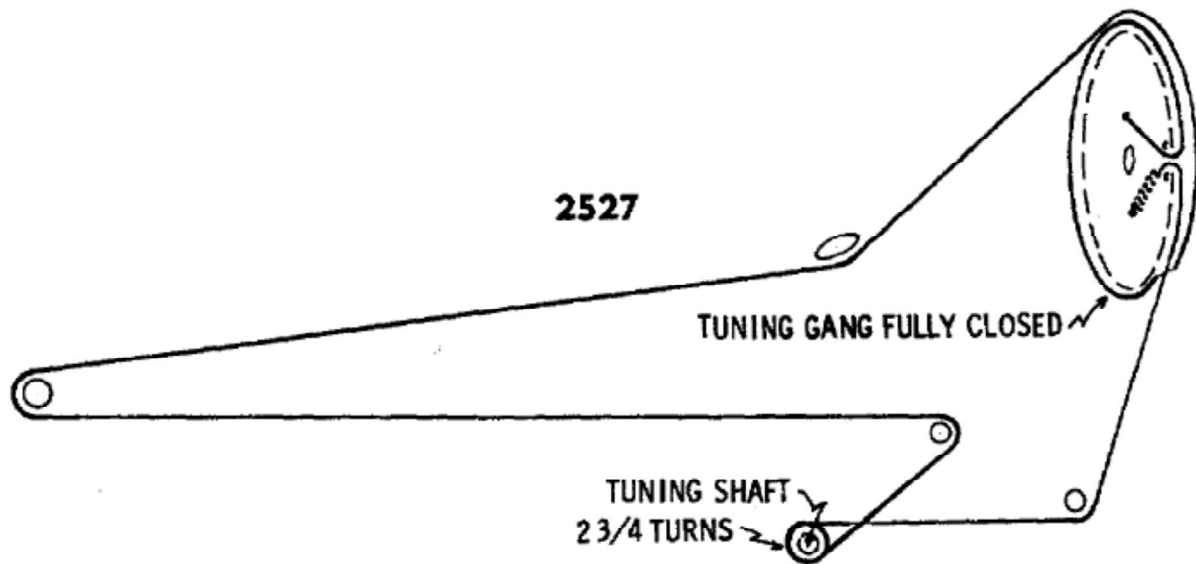
TUNING GANG  
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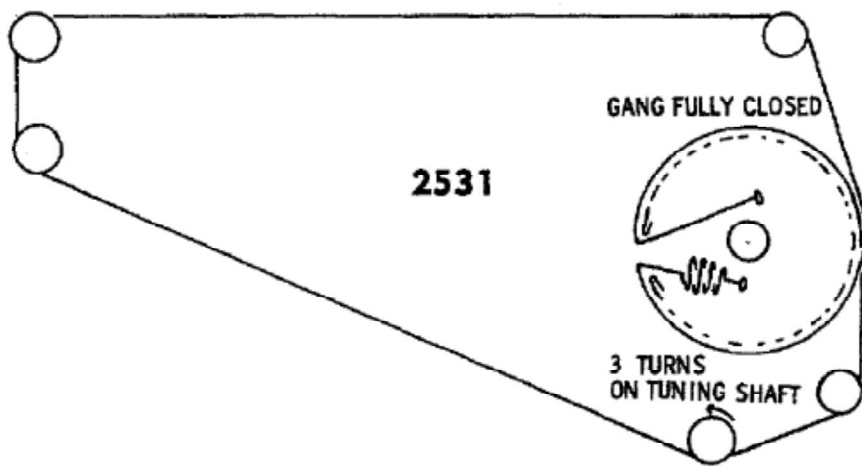
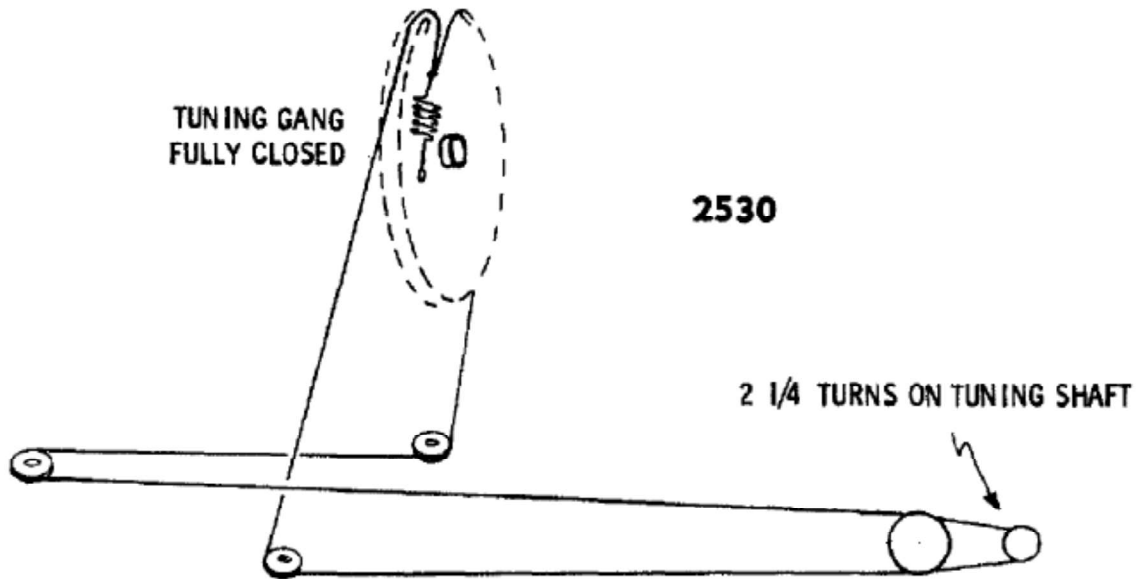


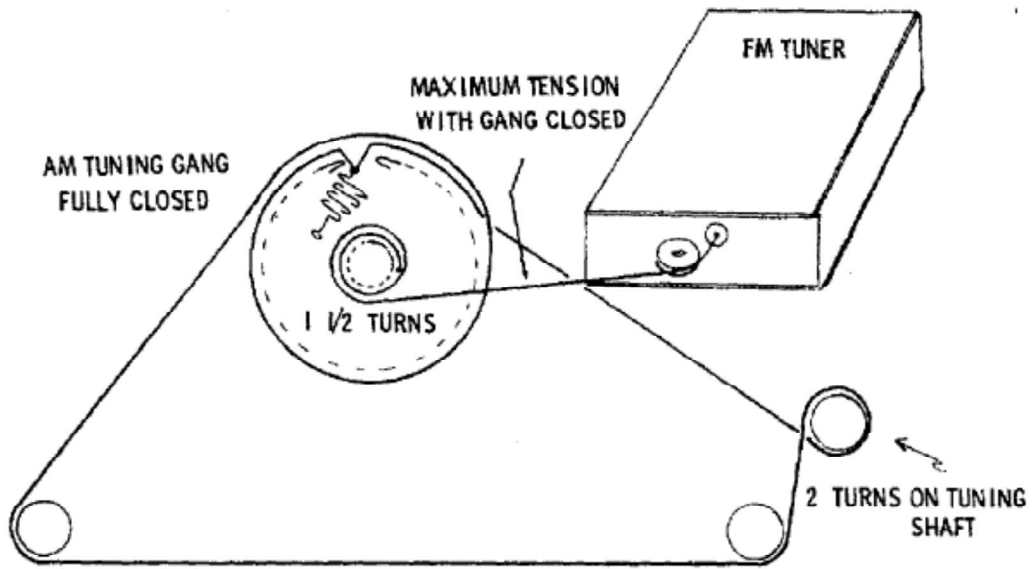




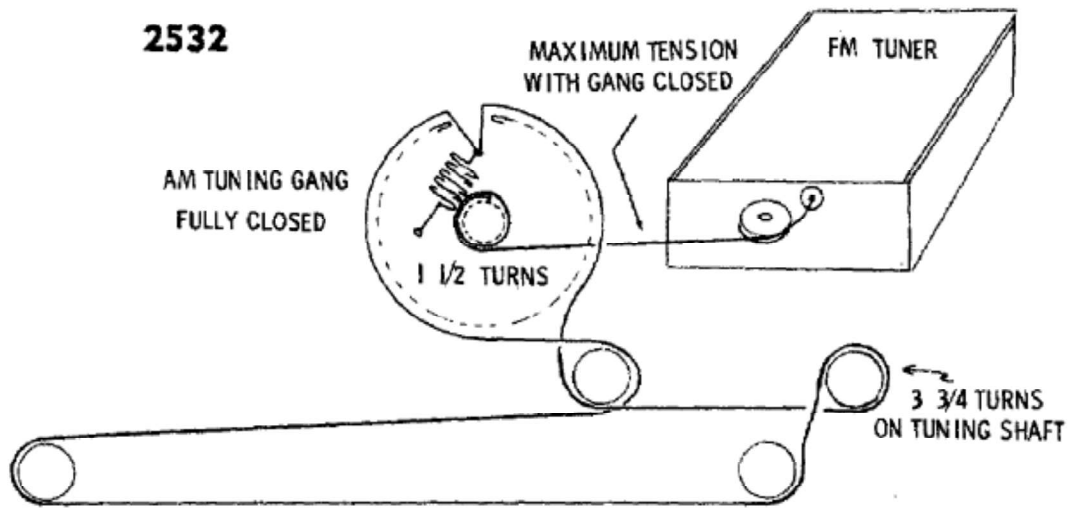








**EARLY MODELS**

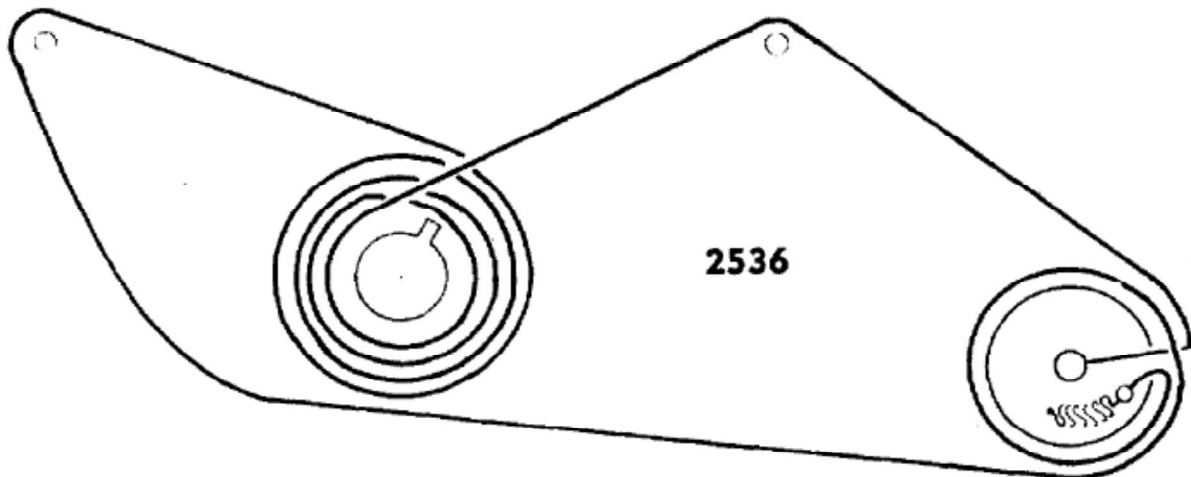
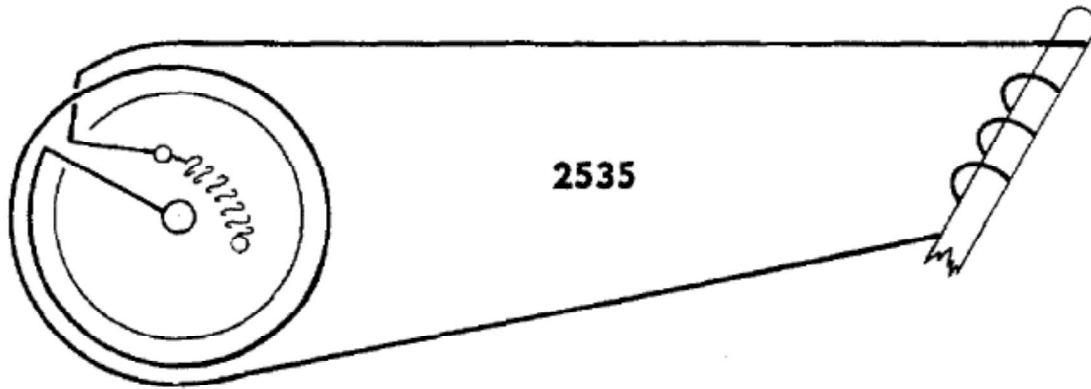
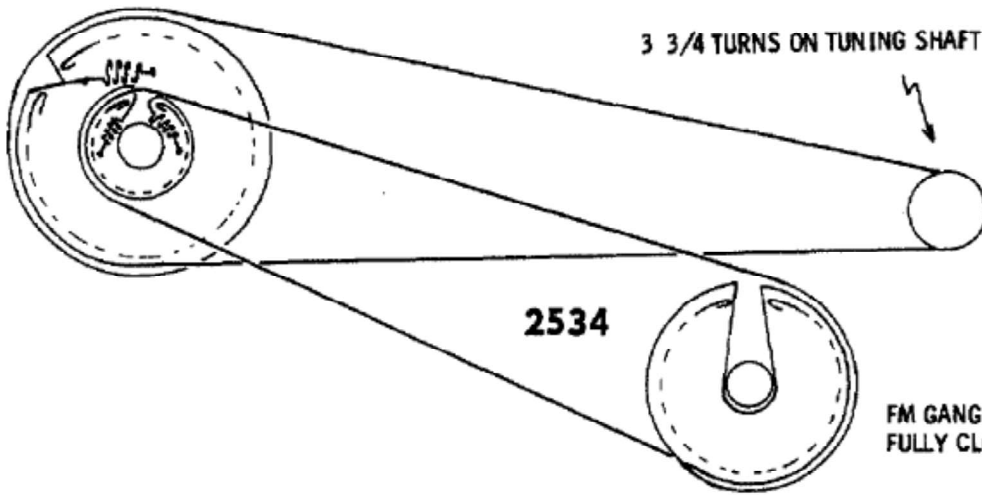


**LATE MODELS**

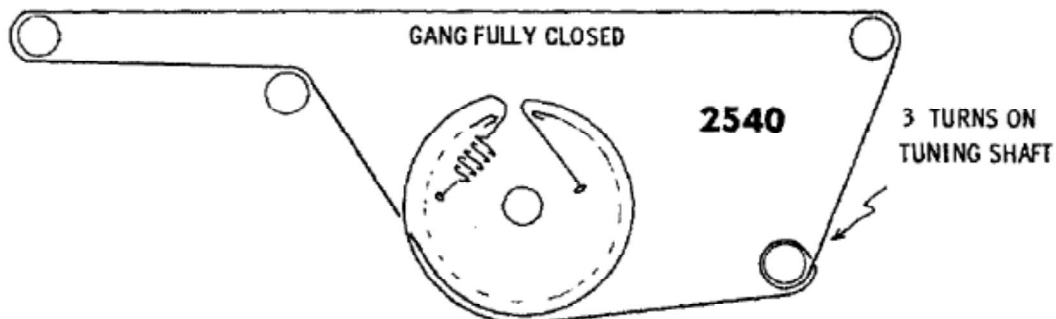
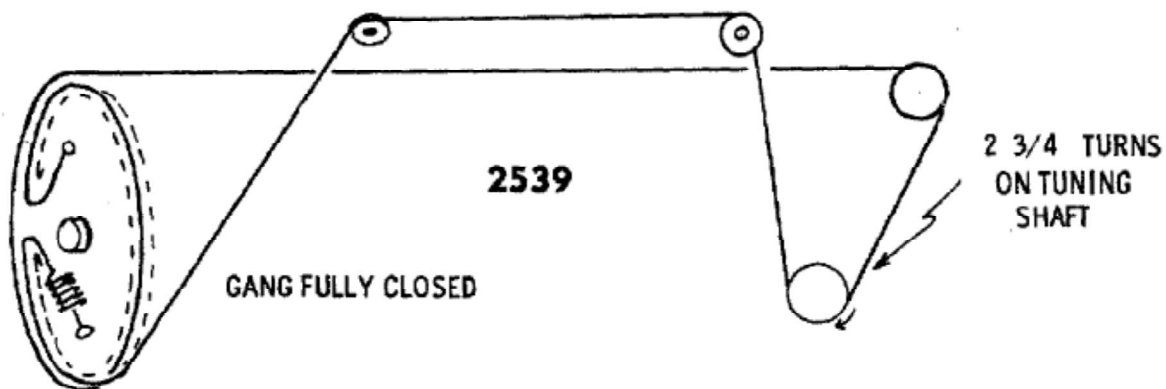
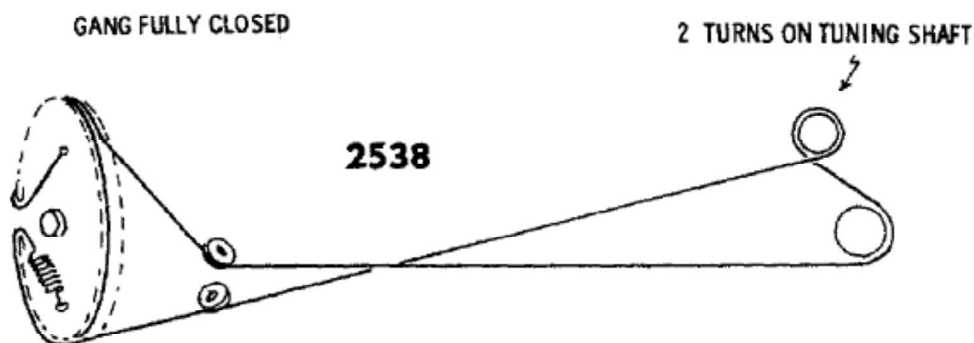
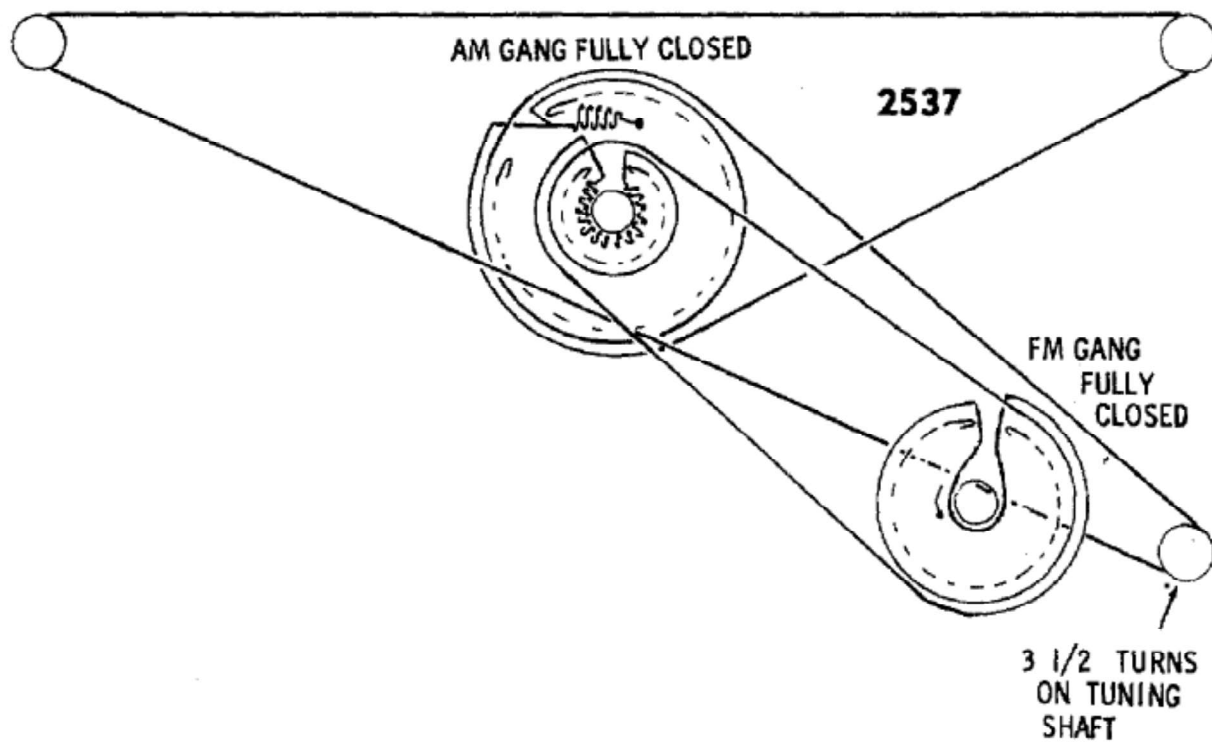


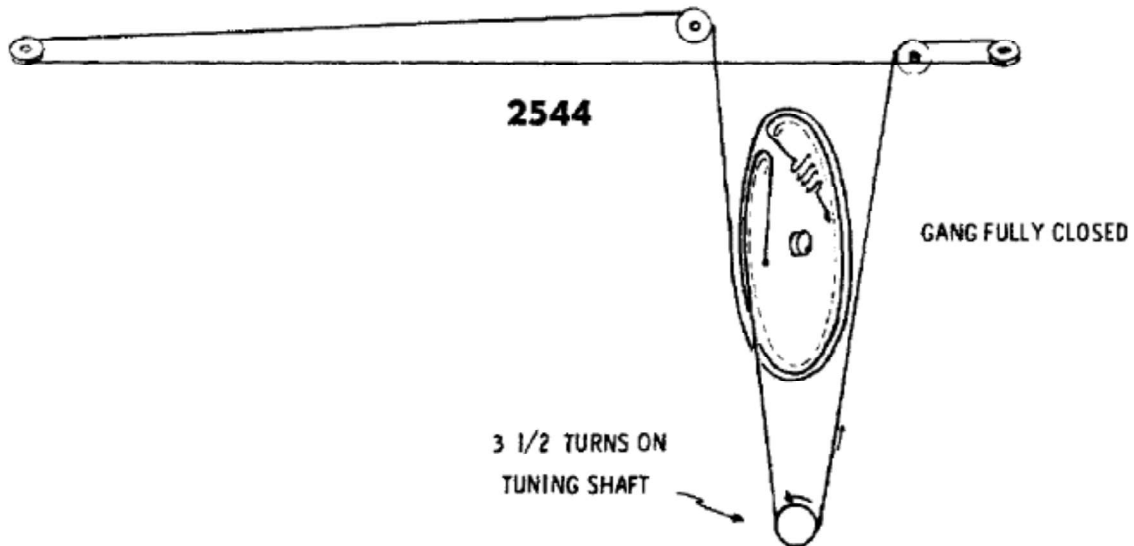
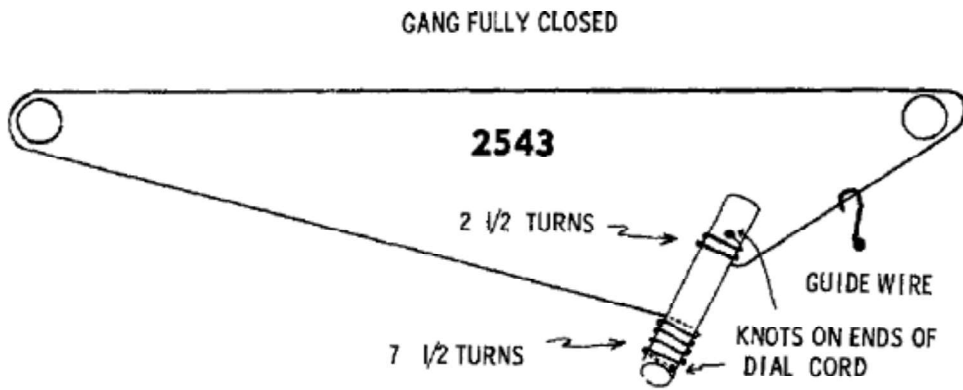
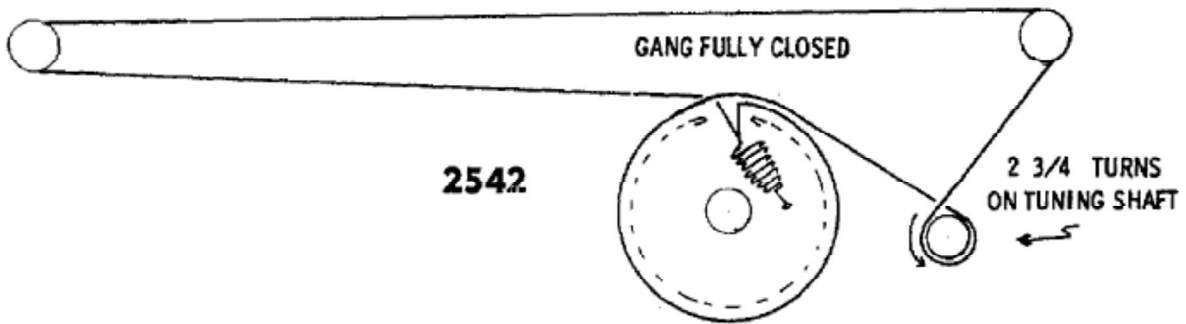
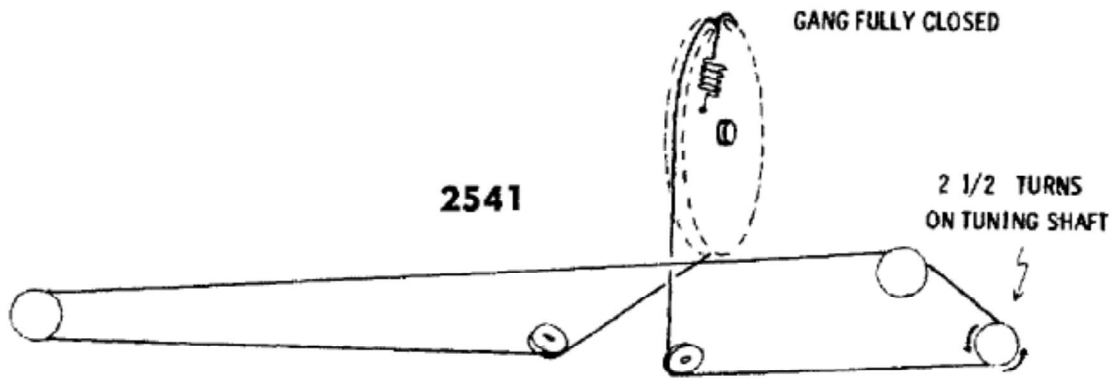
AM GANG  
FULLY CLOSED

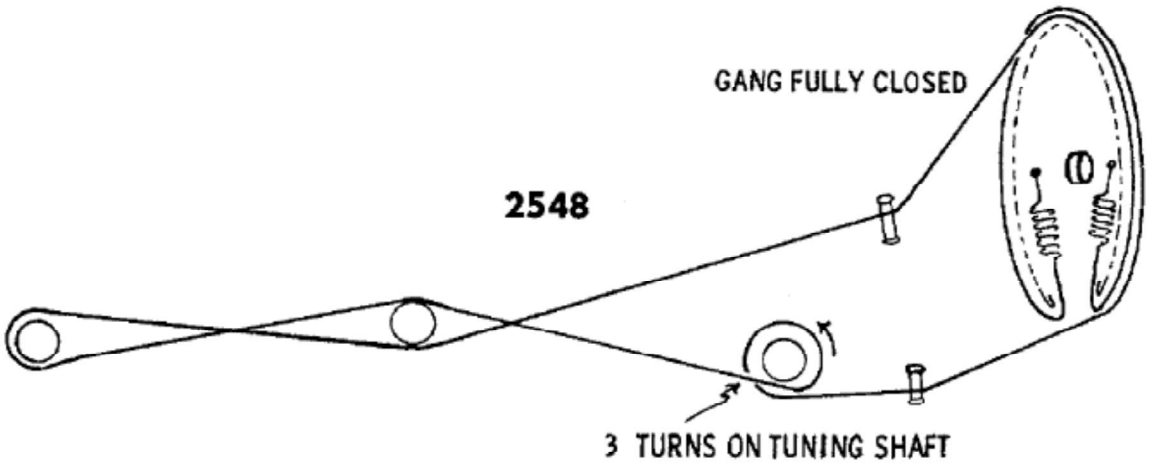
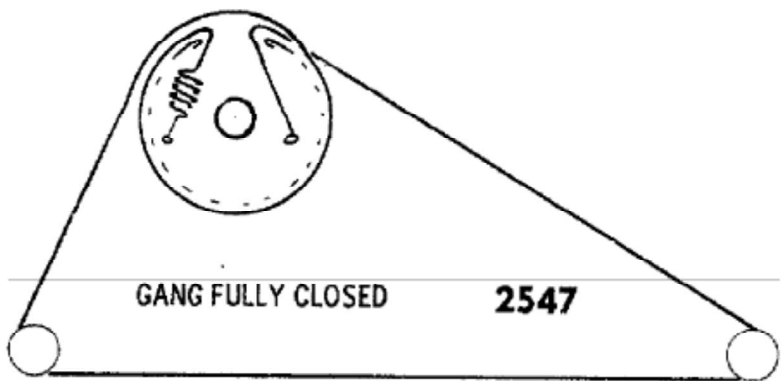
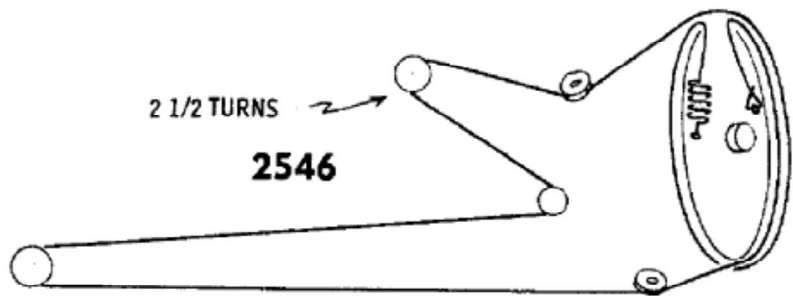
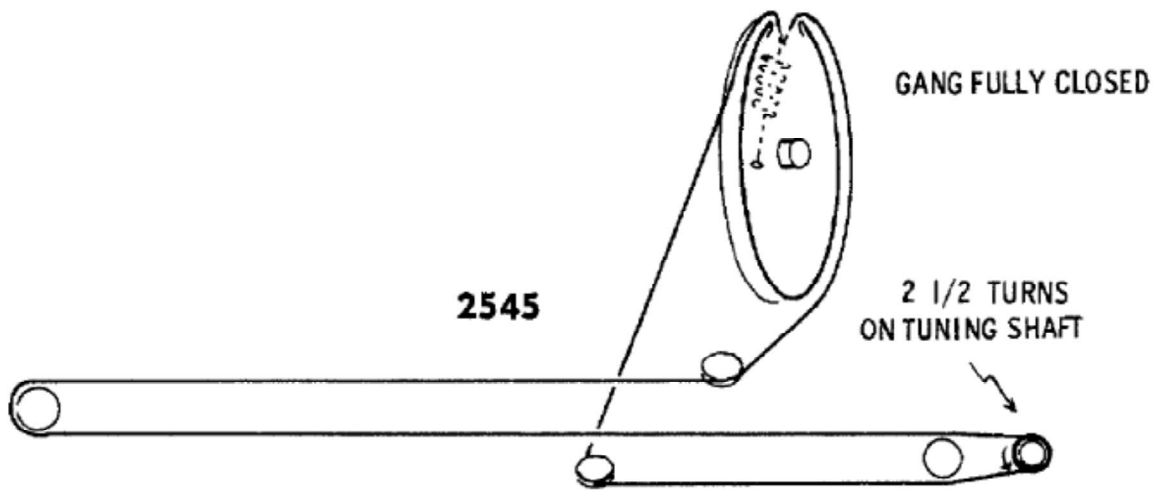
3 3/4 TURNS ON TUNING SHAFT

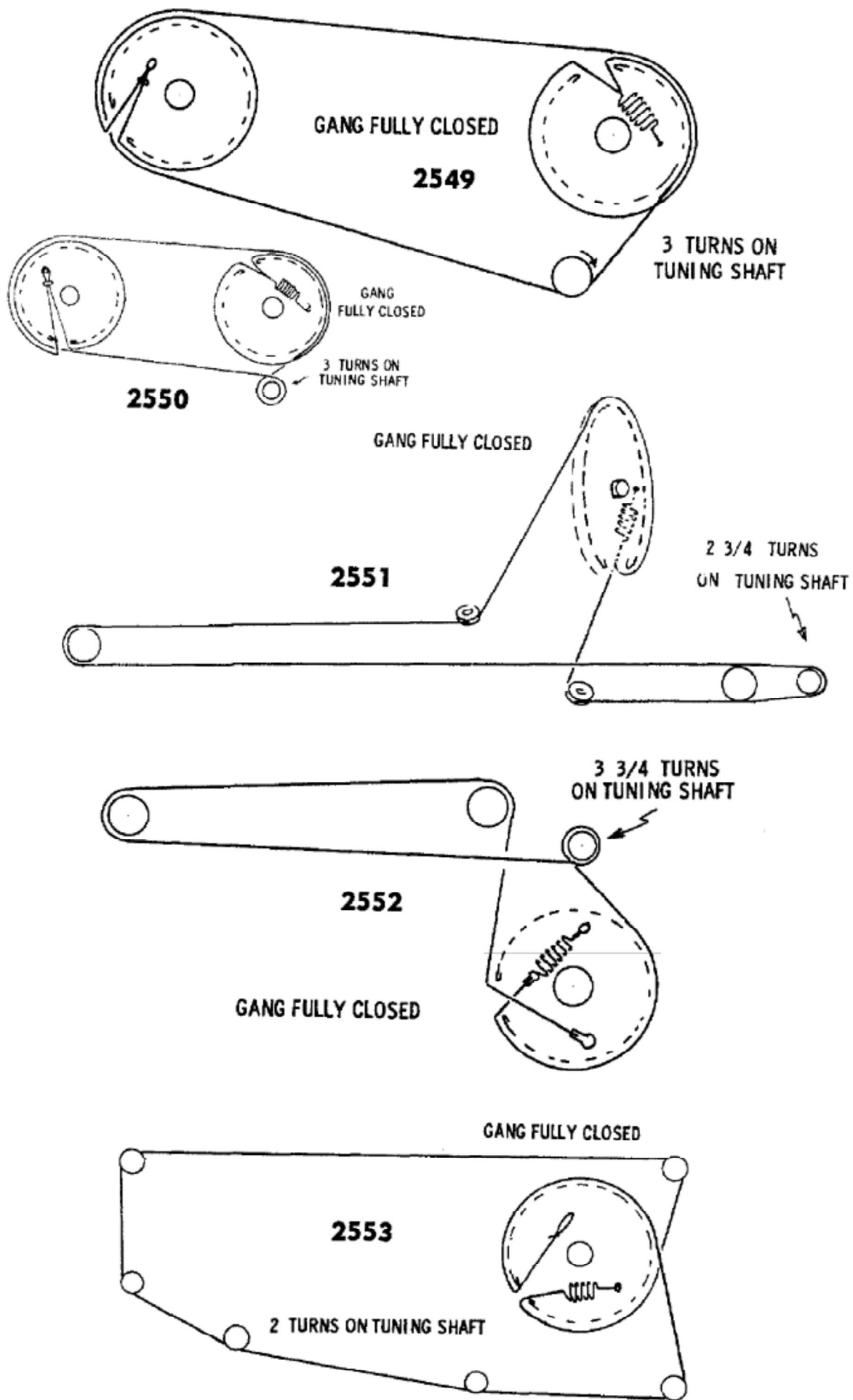




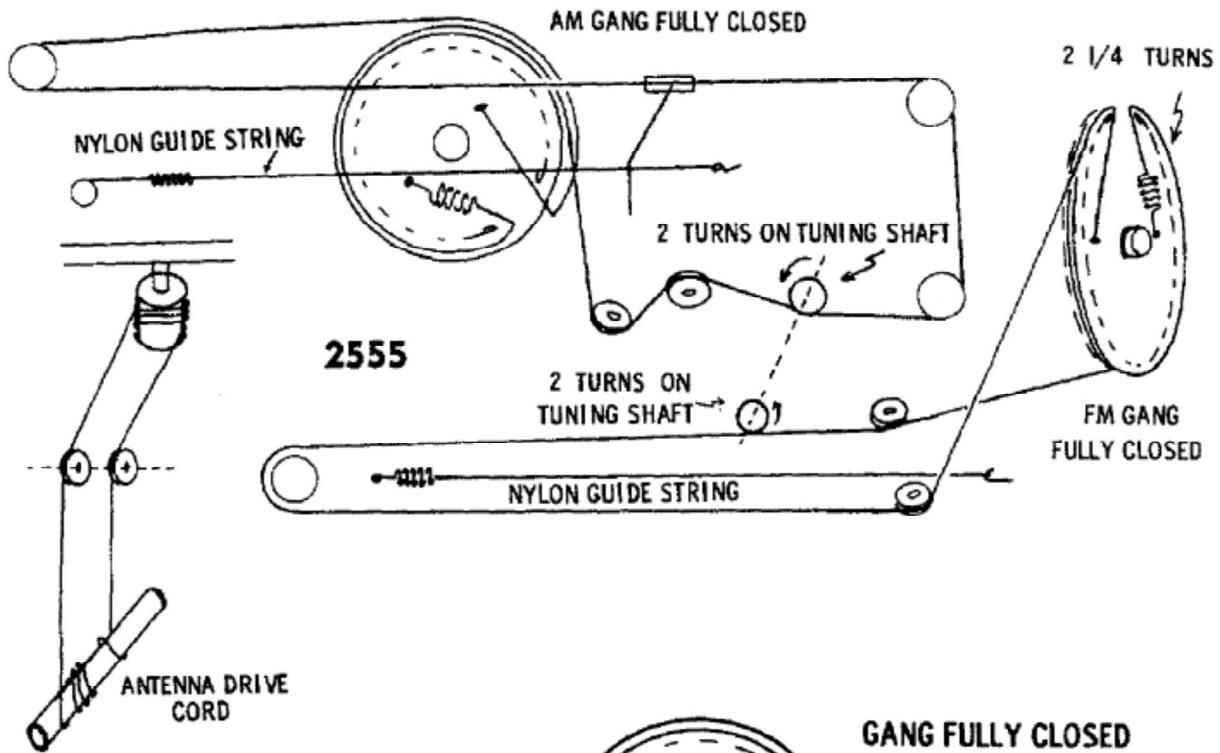
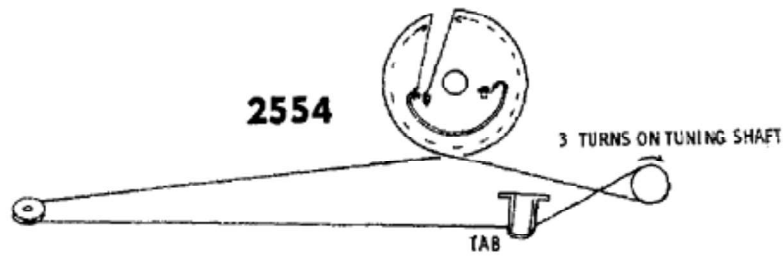








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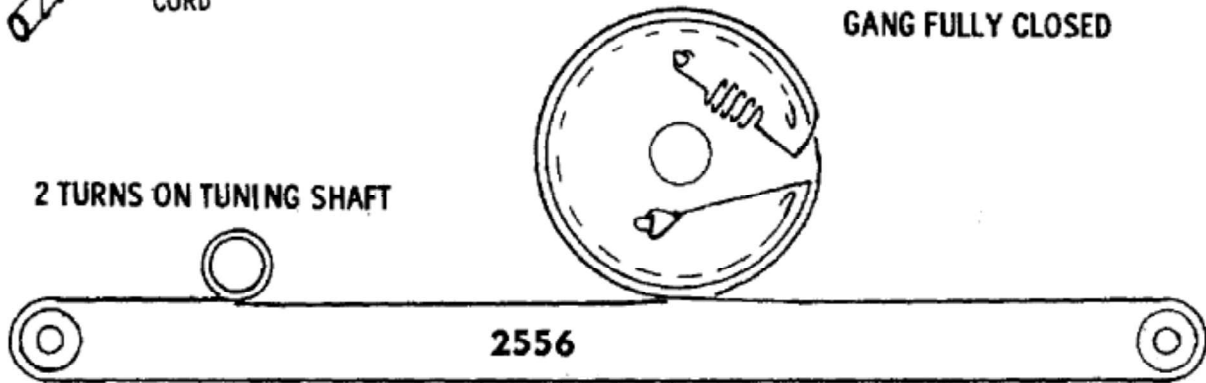


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GANG FULLY CLOSED

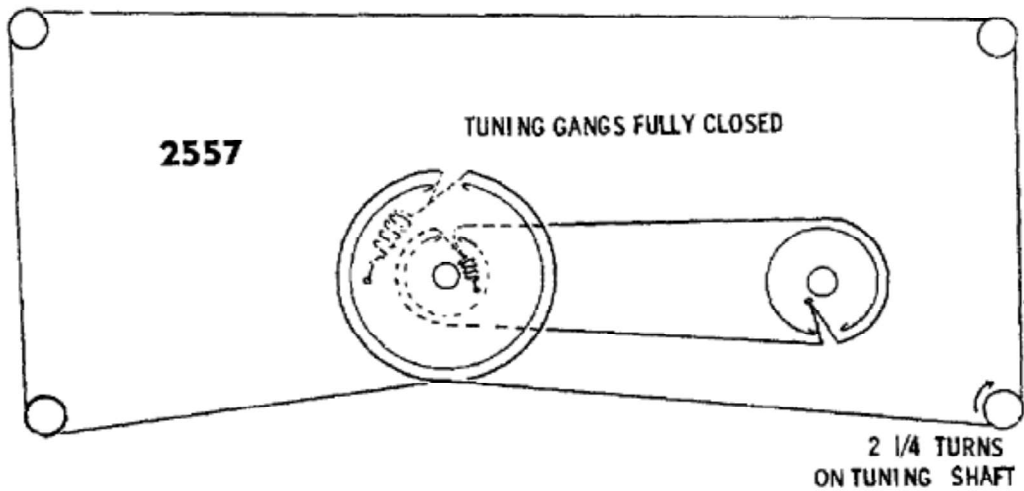
2 TURNS ON TUNING SHAFT

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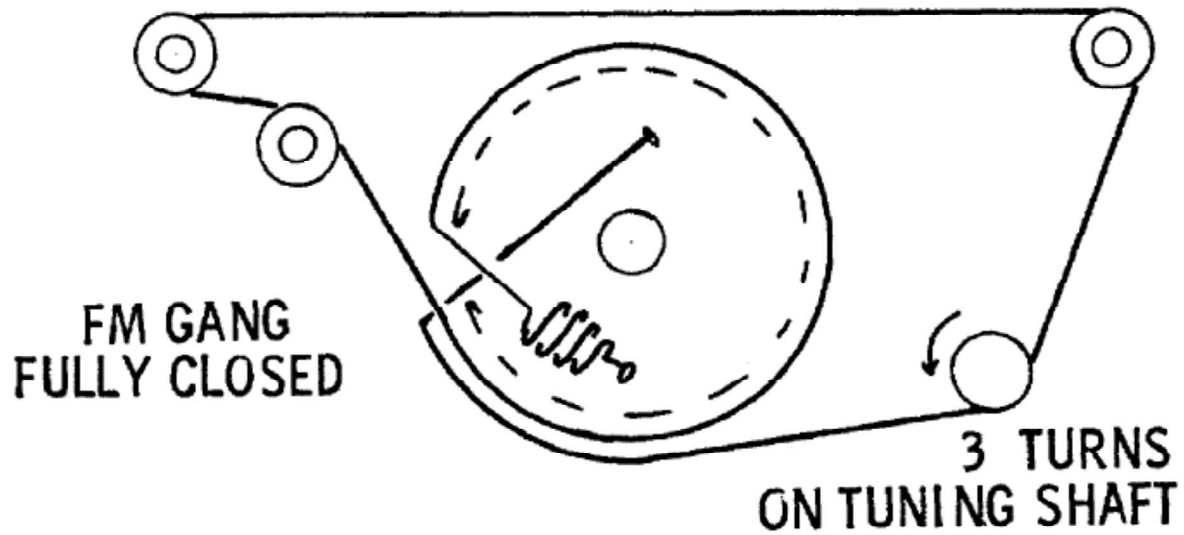
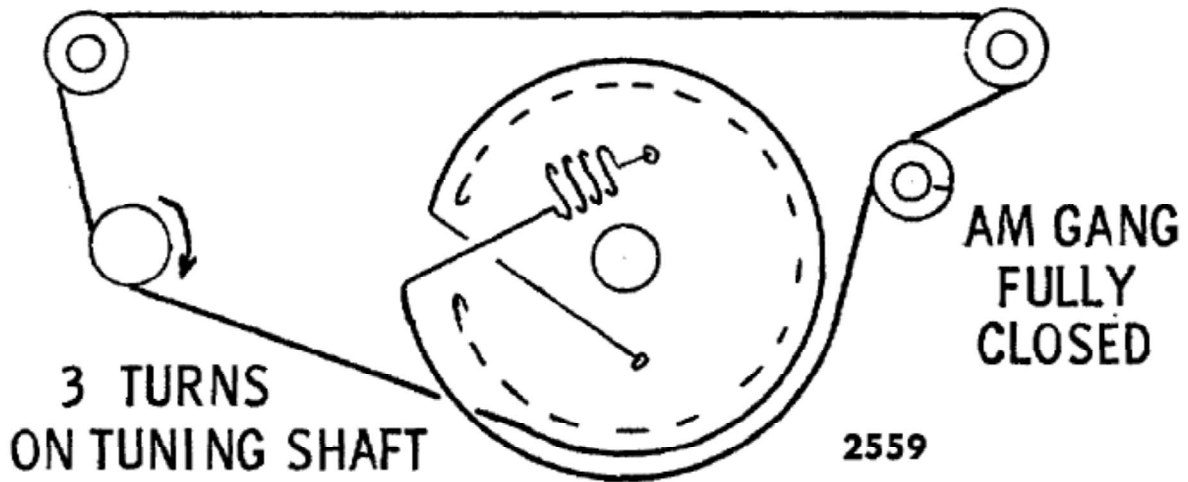
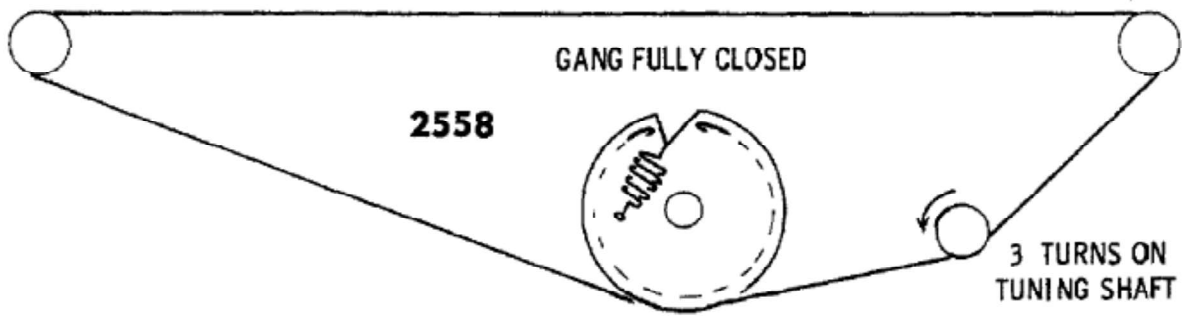


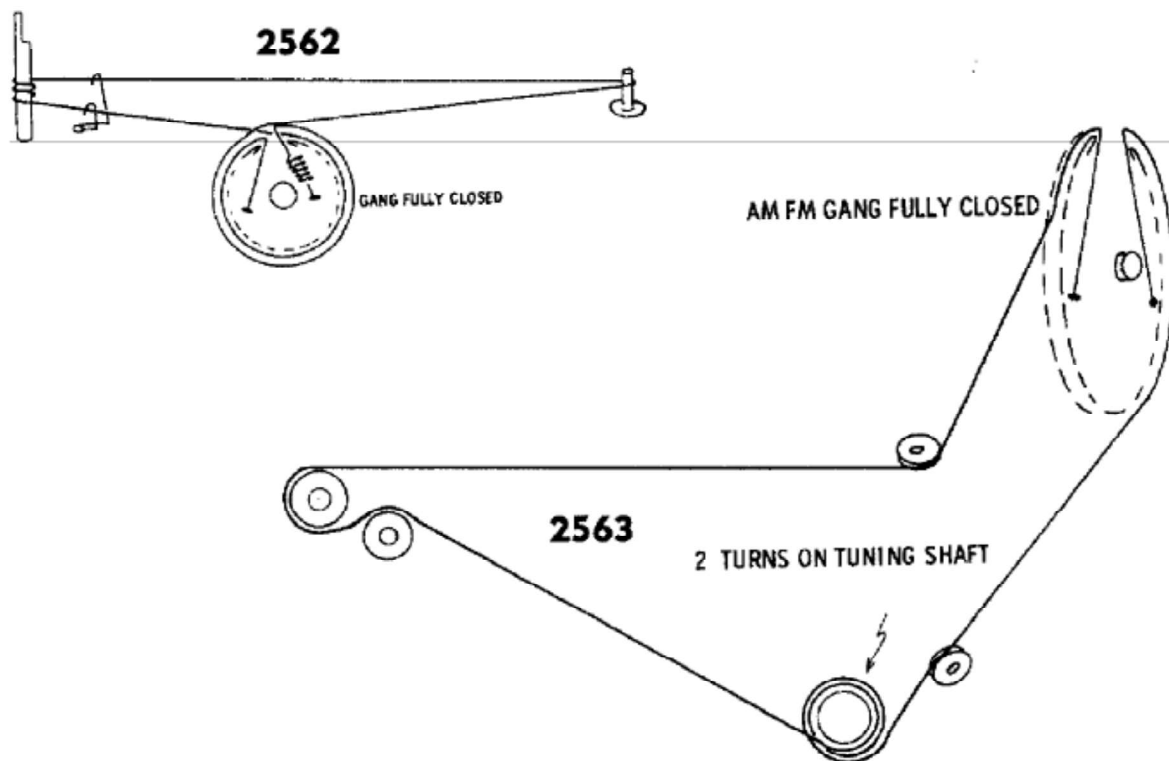
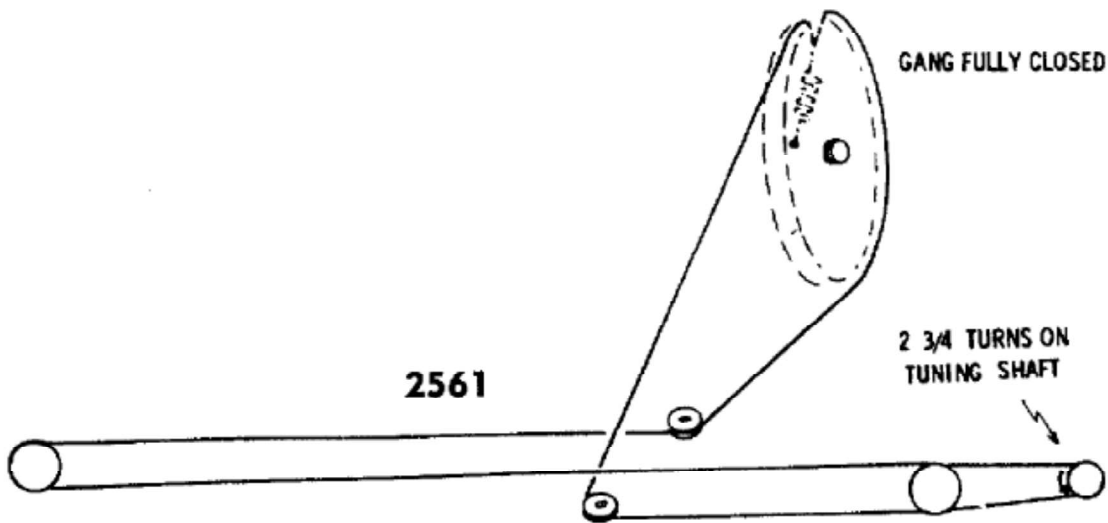
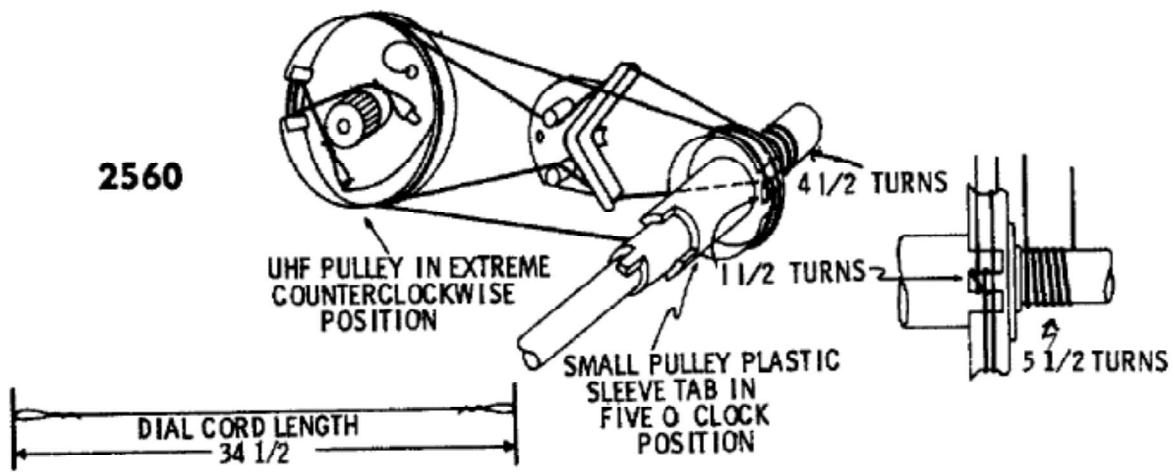
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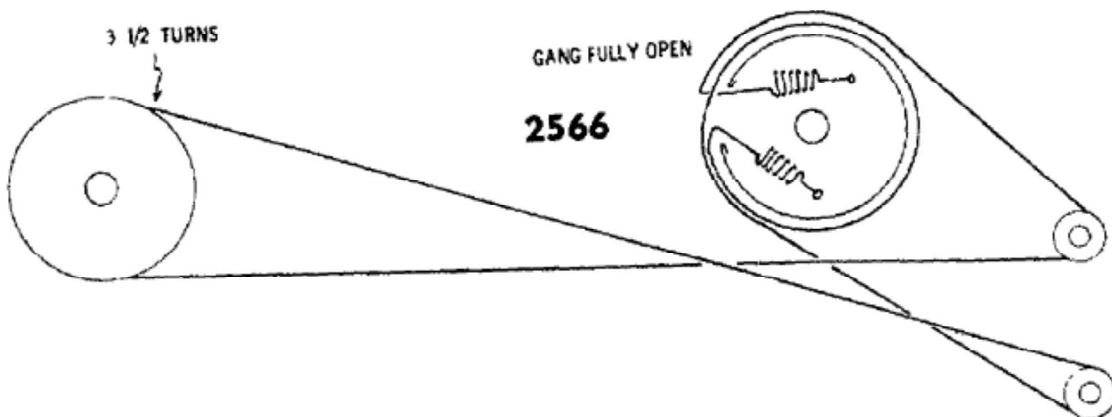
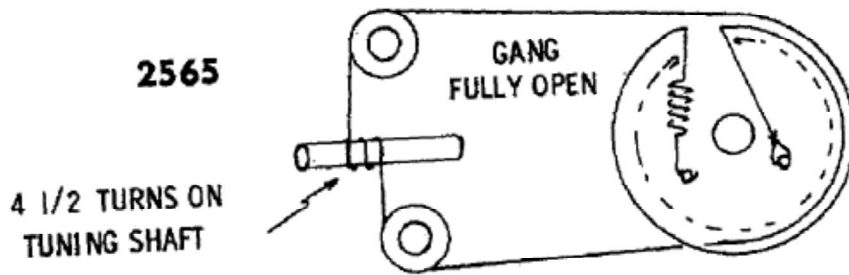
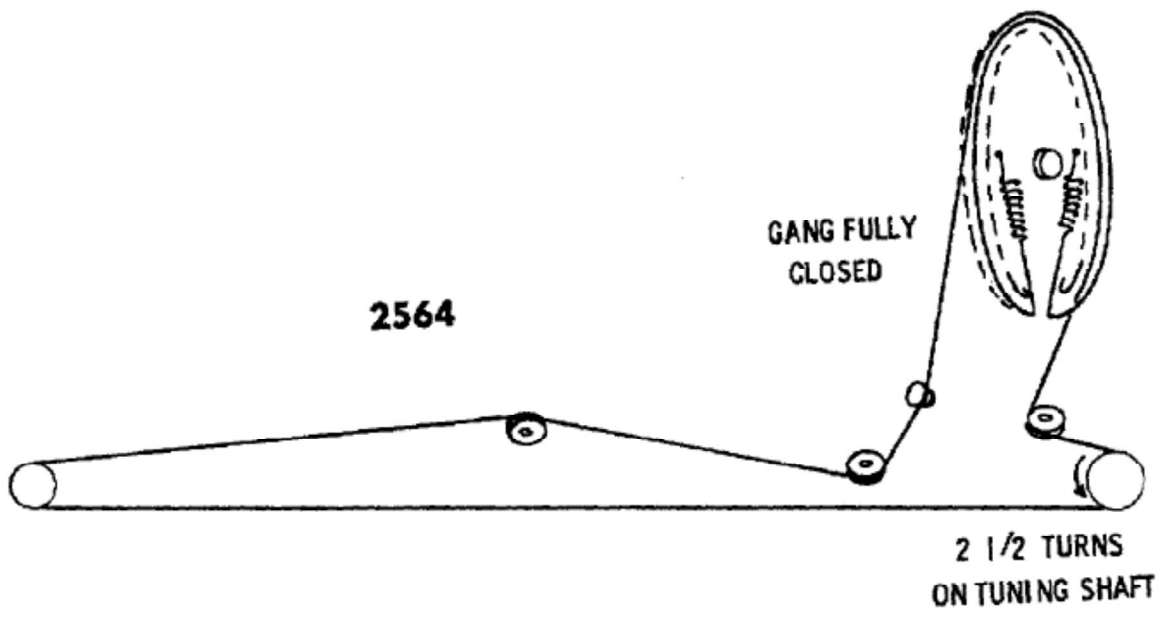
TUNING GANGS FULLY CLOSED

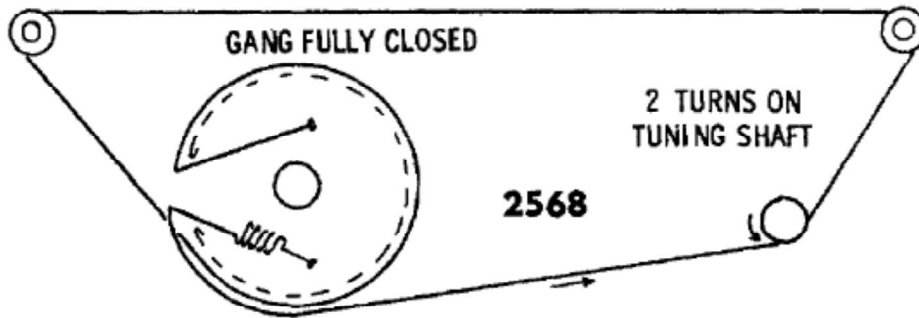
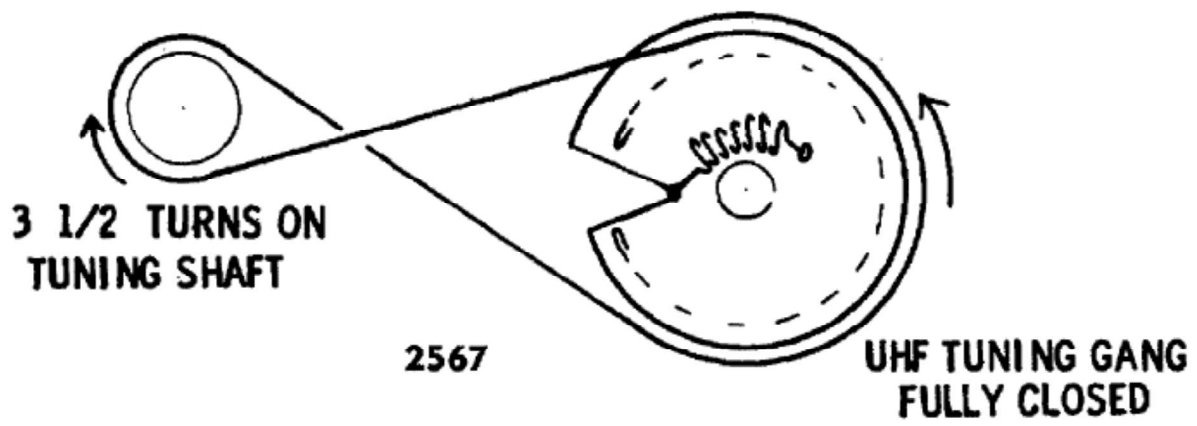




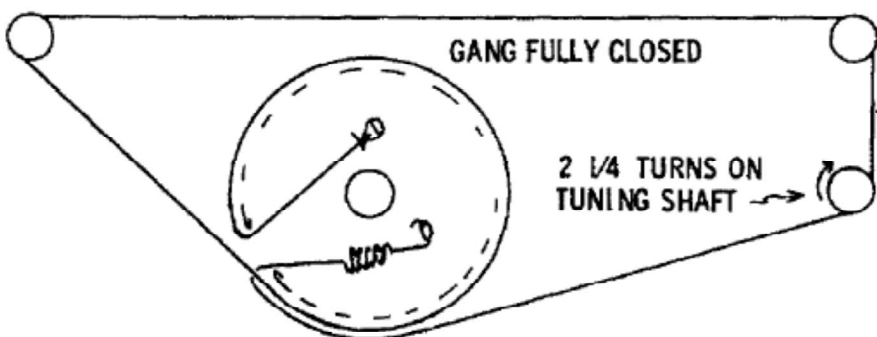


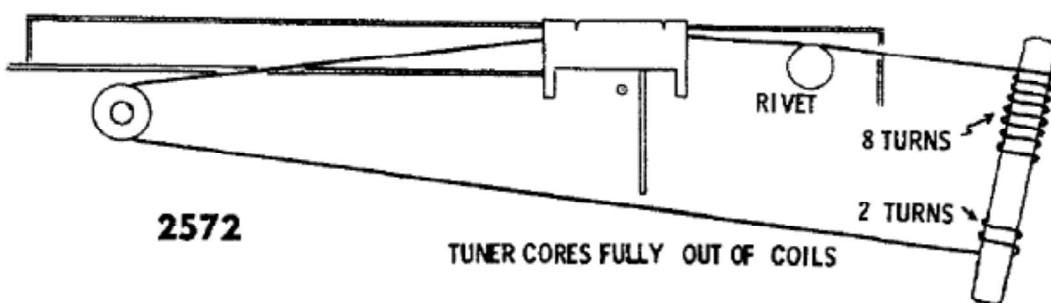
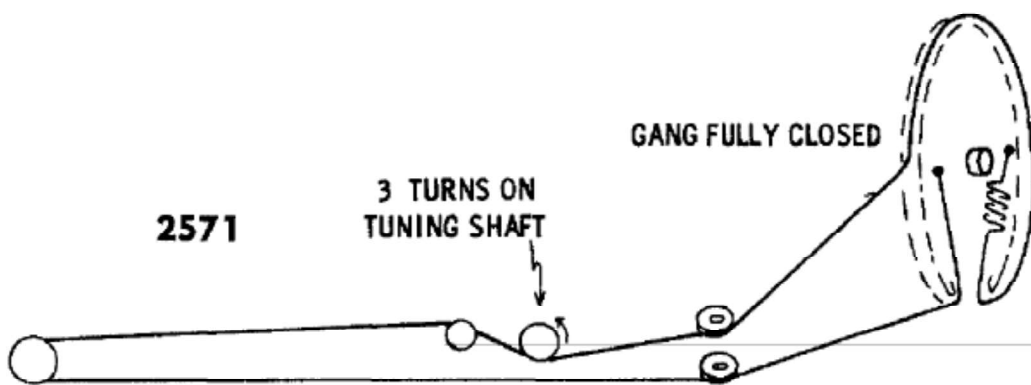
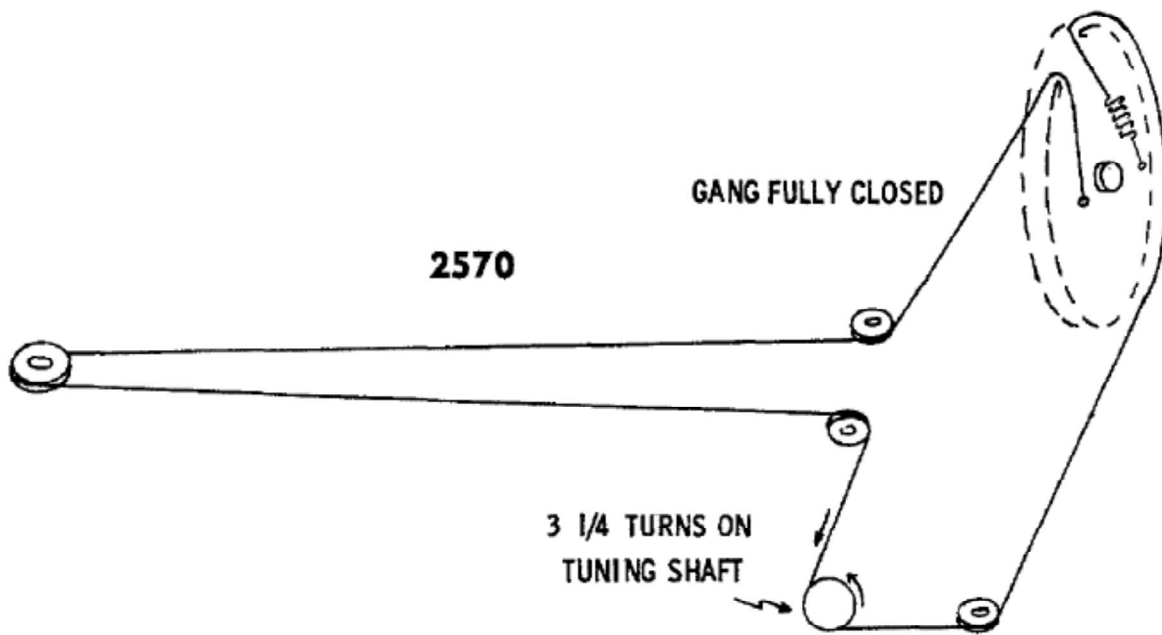




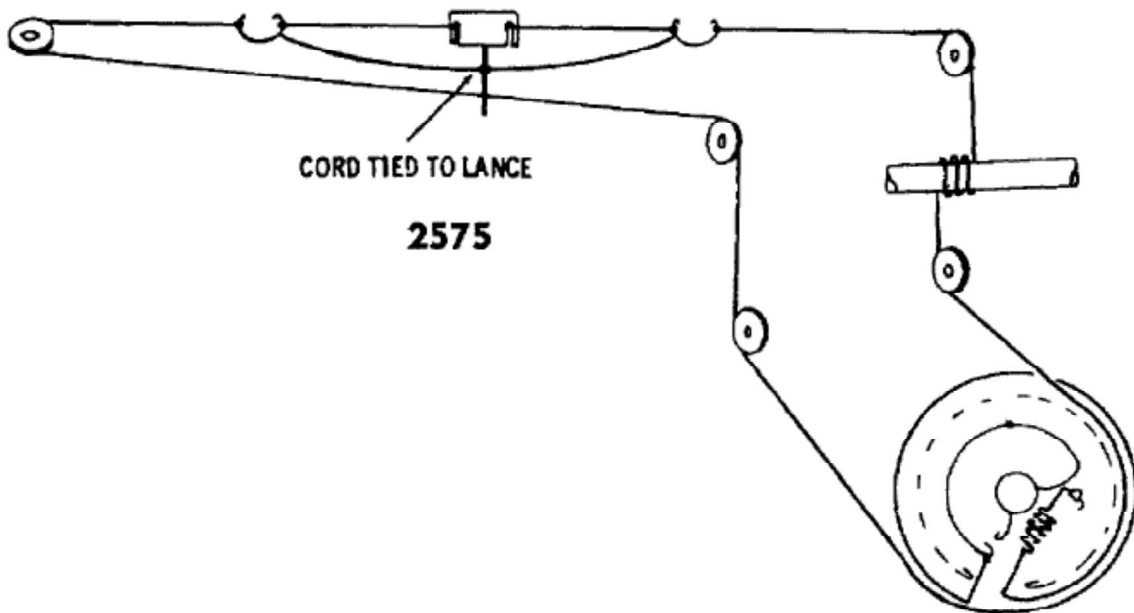
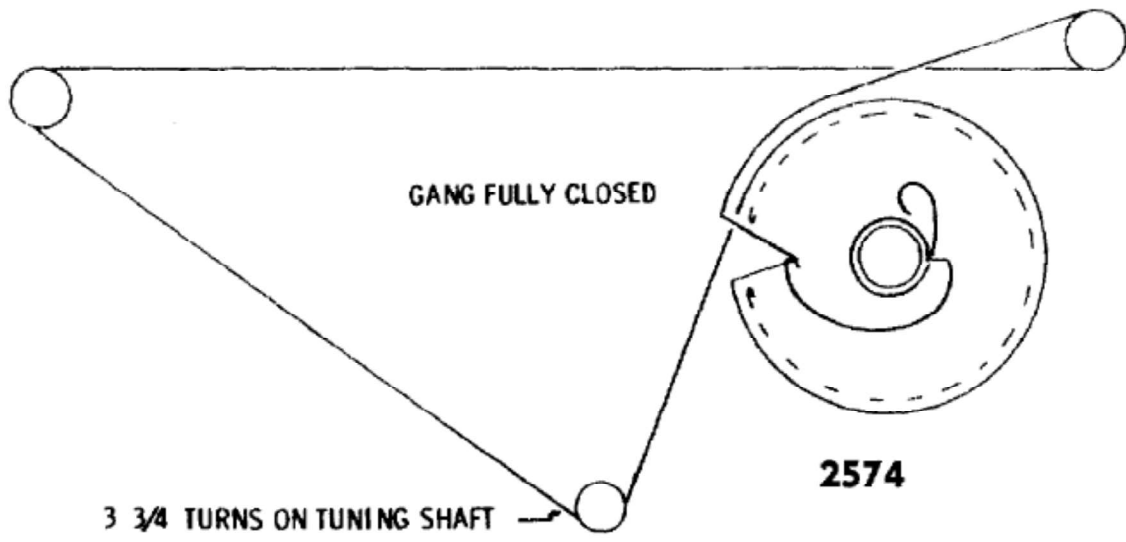
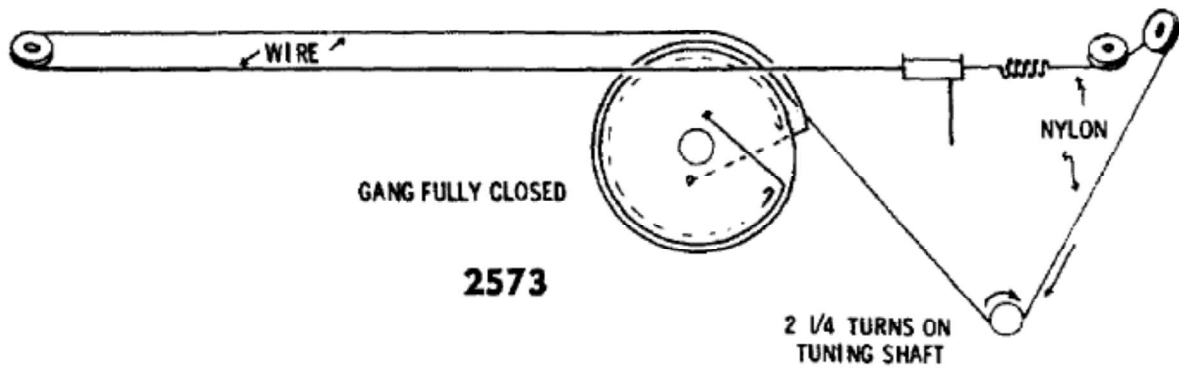


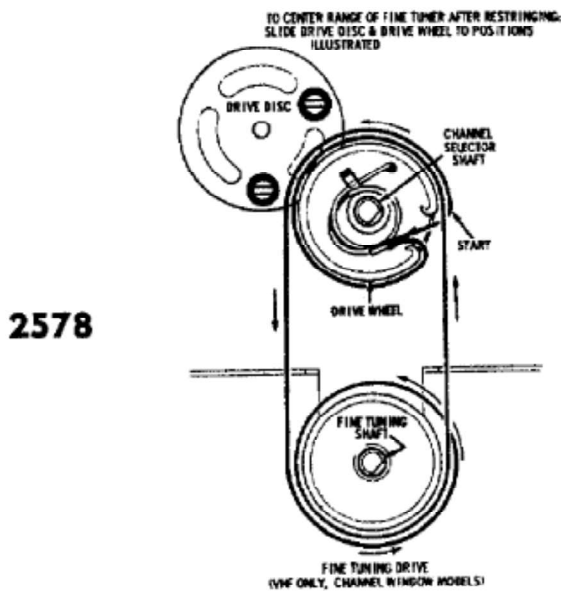
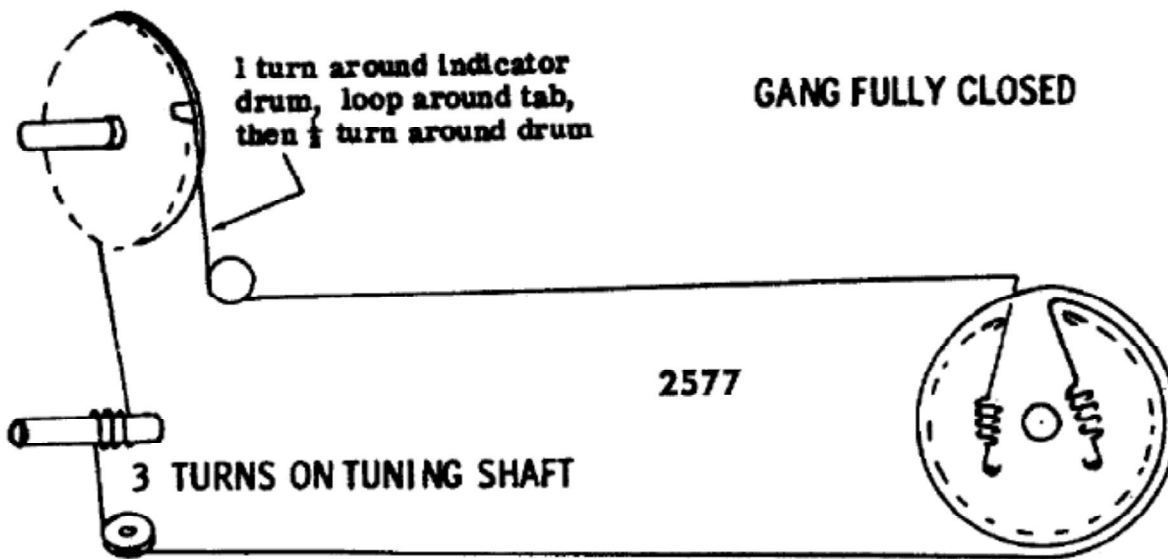
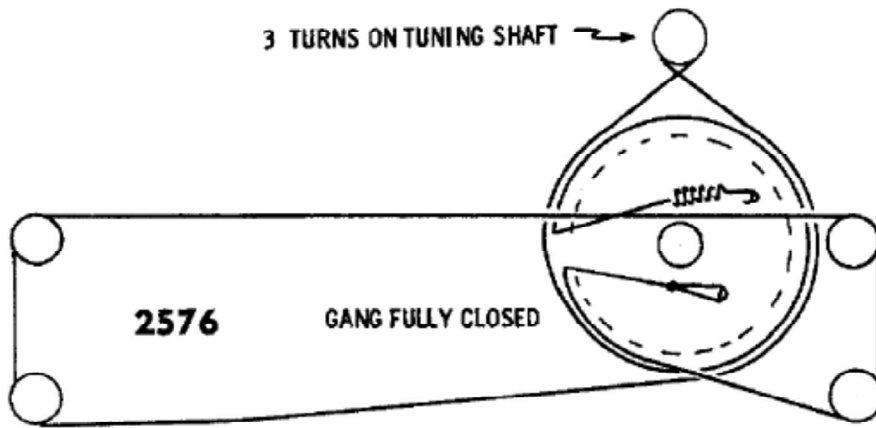
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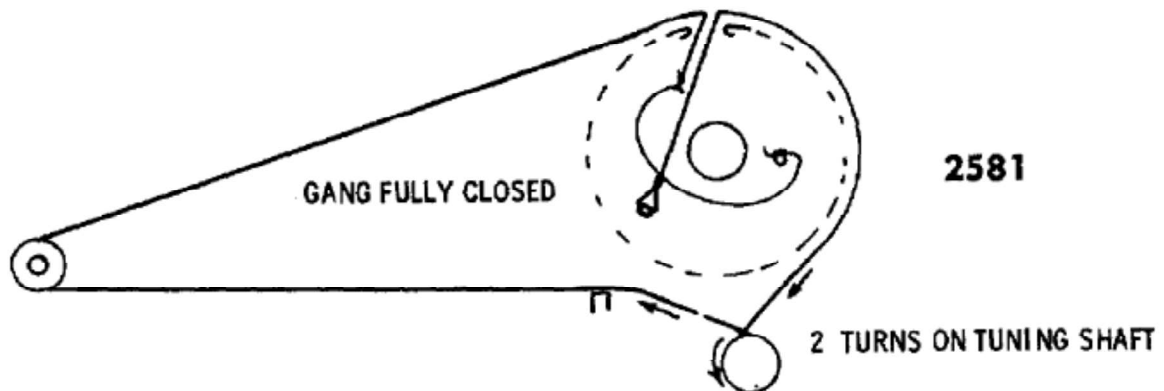
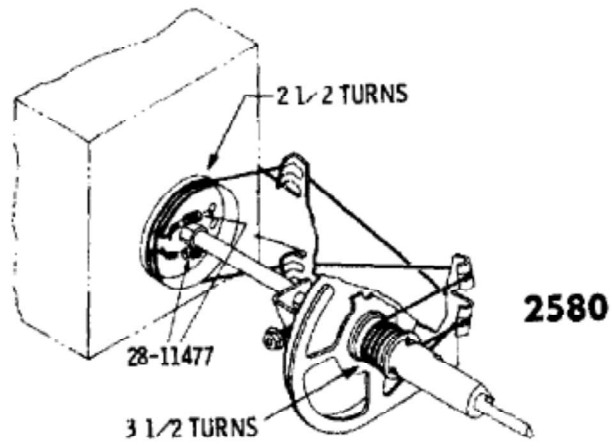
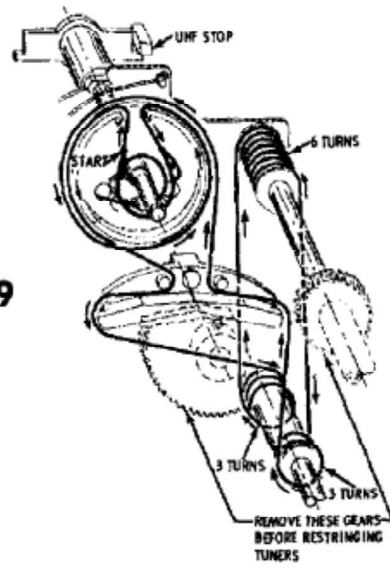


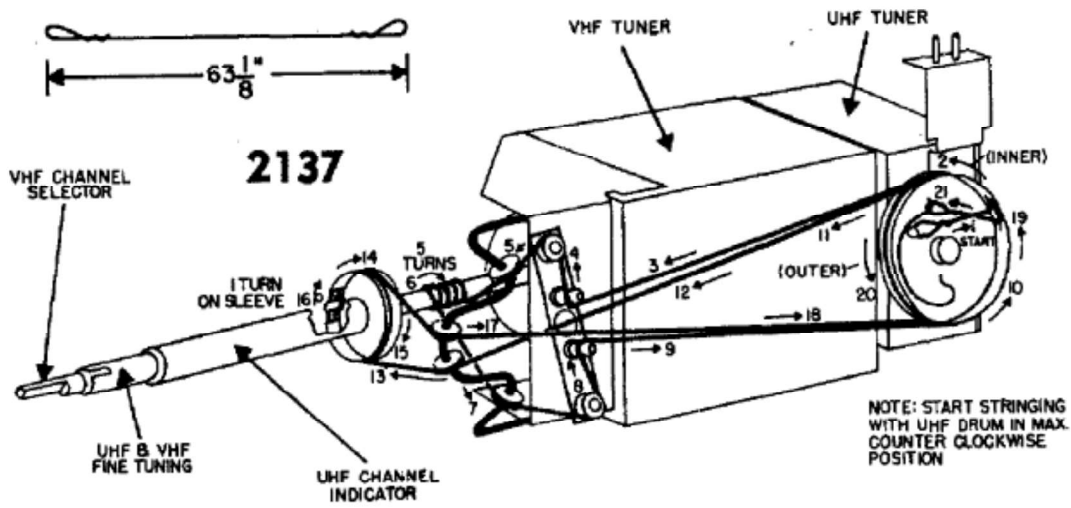
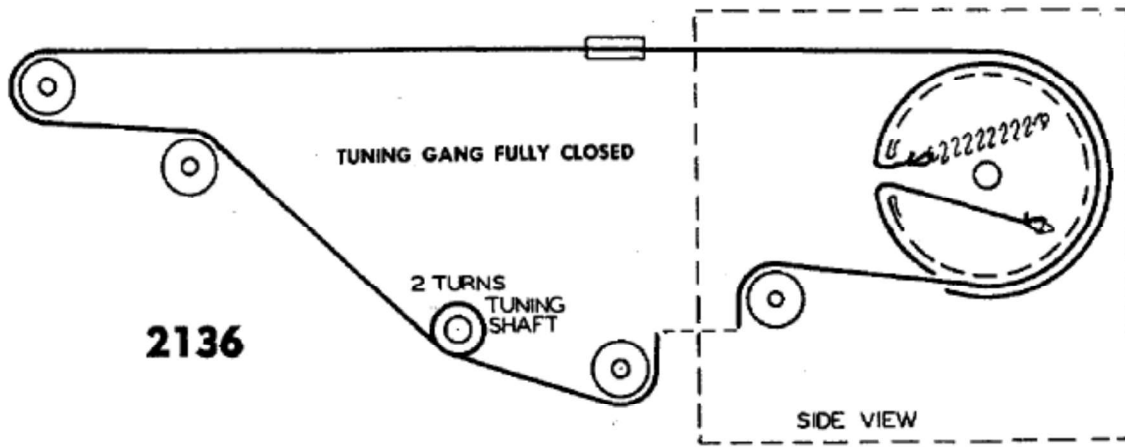






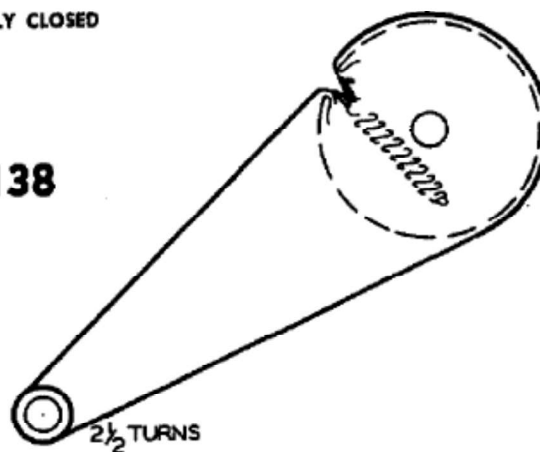
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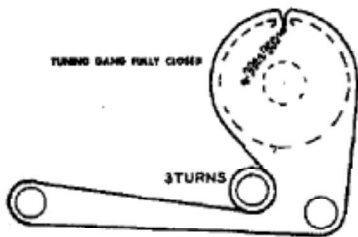
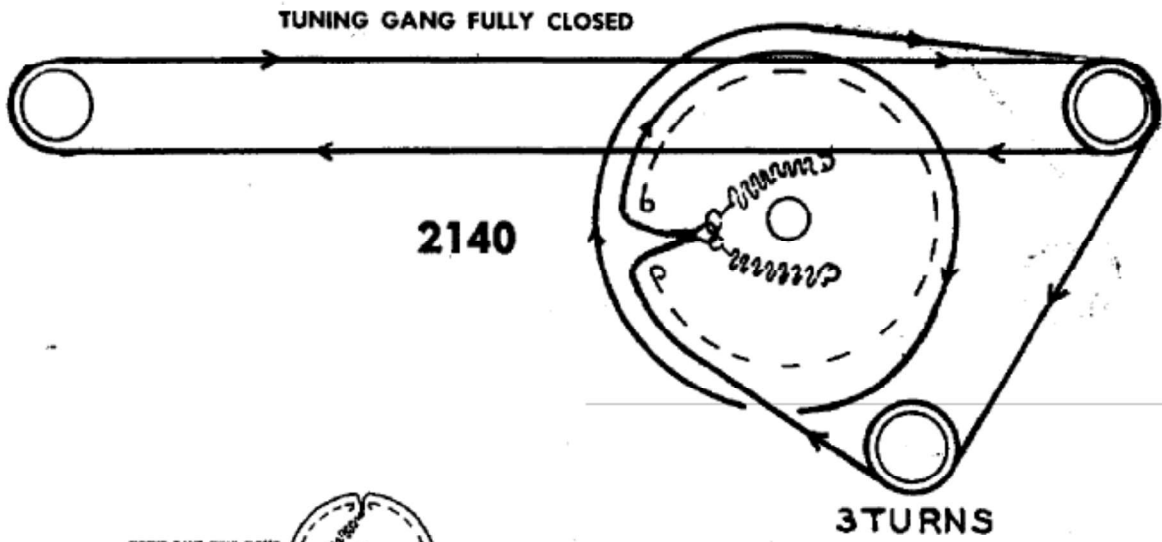
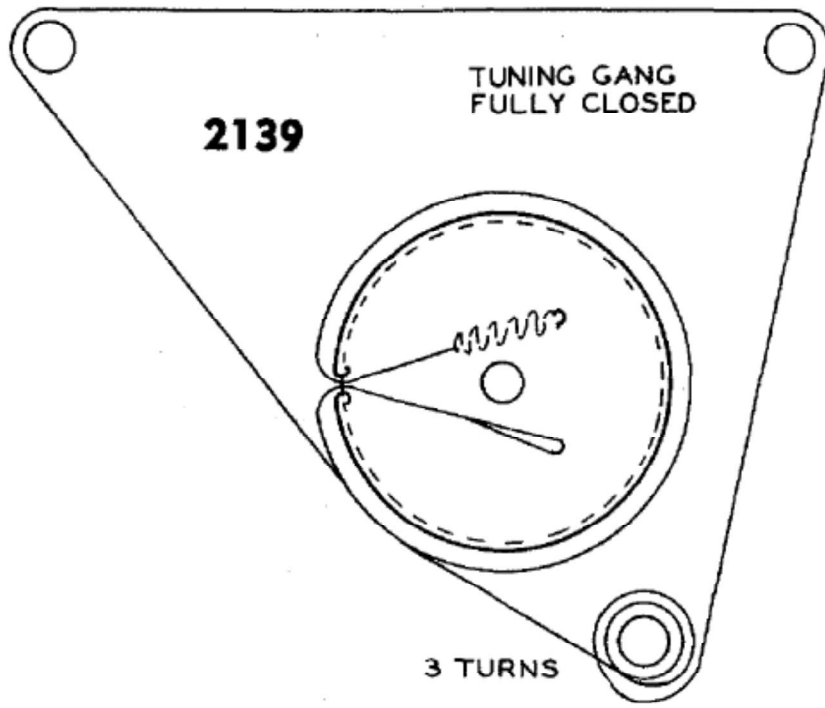




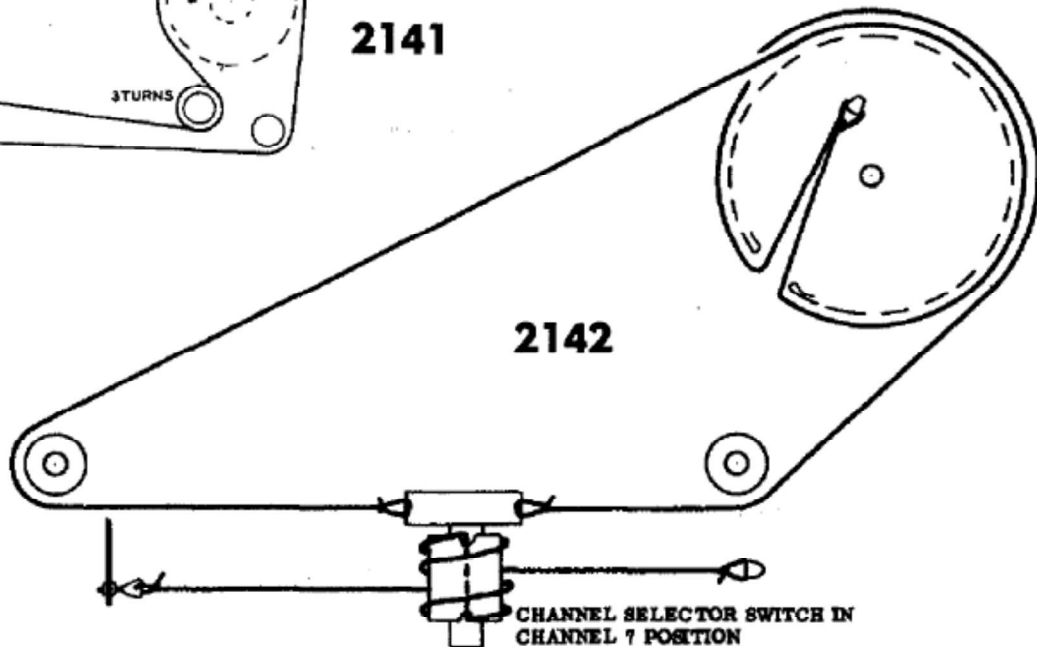
TUNING GANG FULLY CLOSED

2138

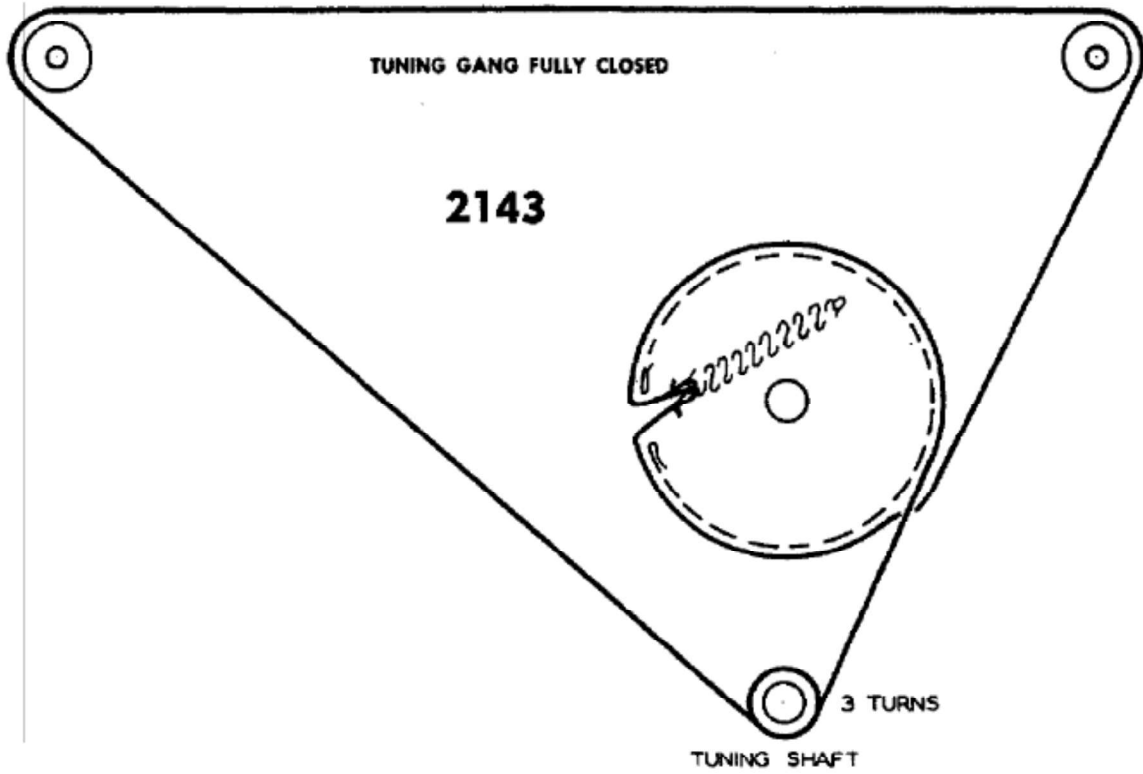




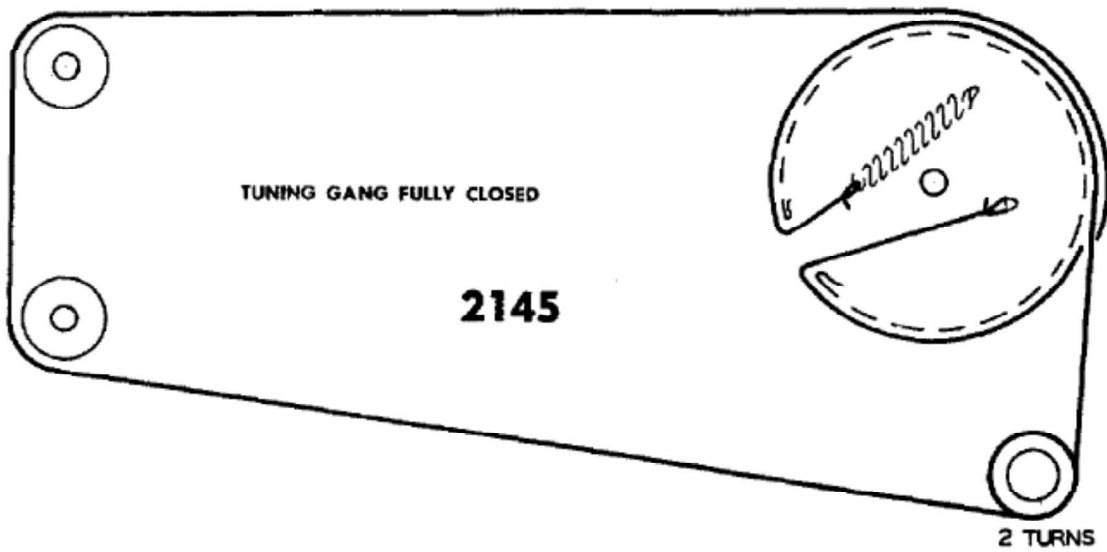
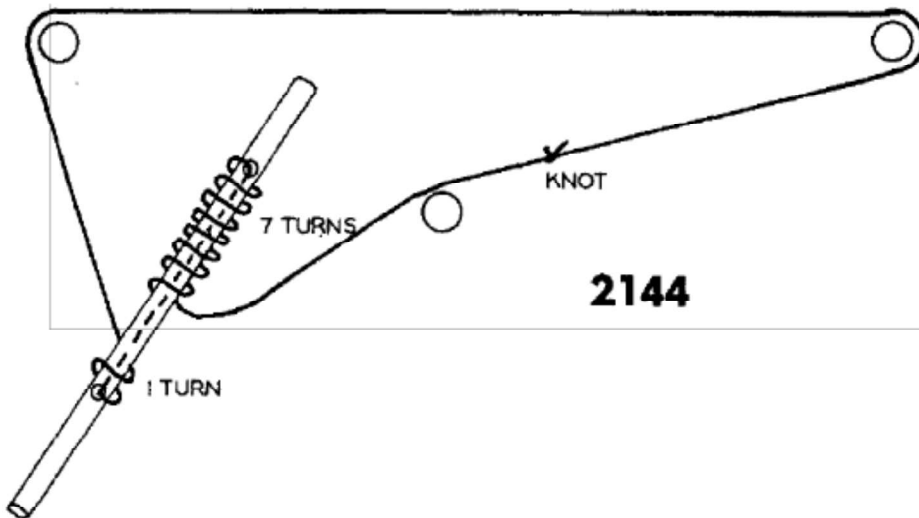
**2141**

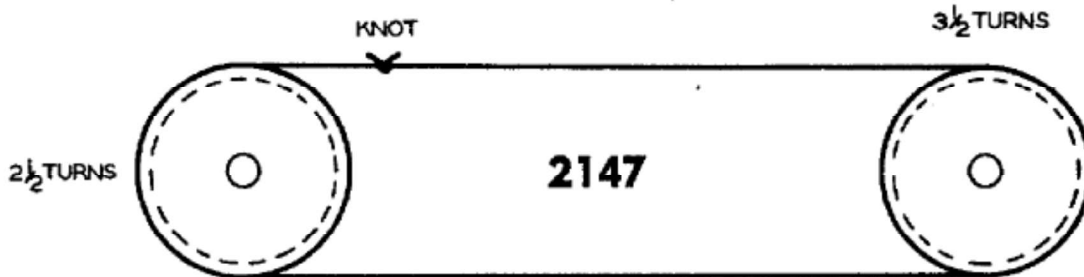
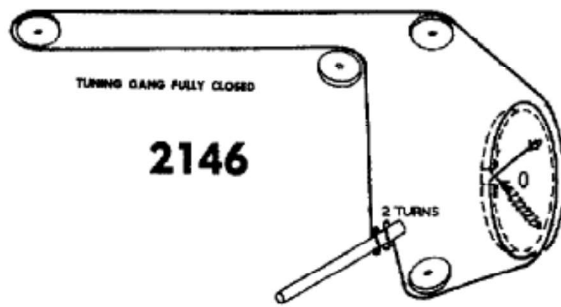




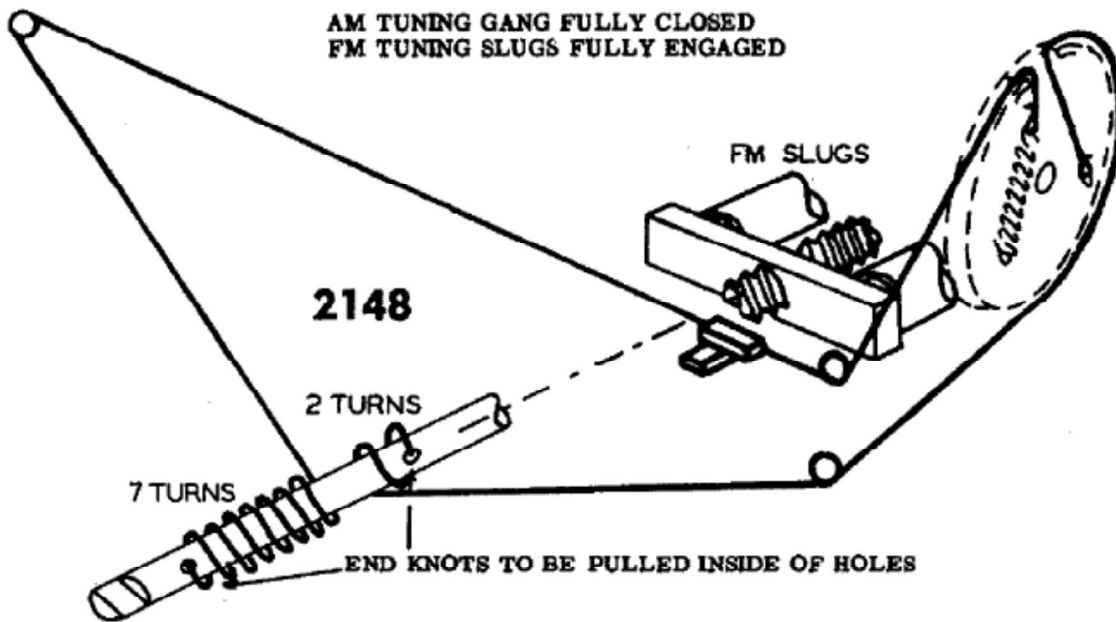


TUNING SLUGS FULLY IN COIL FORMS

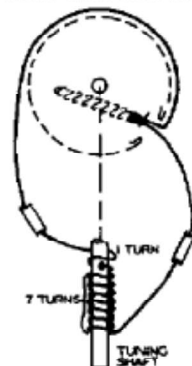


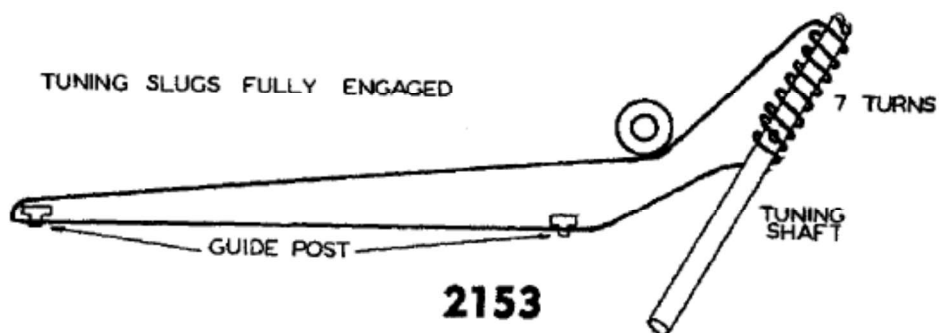
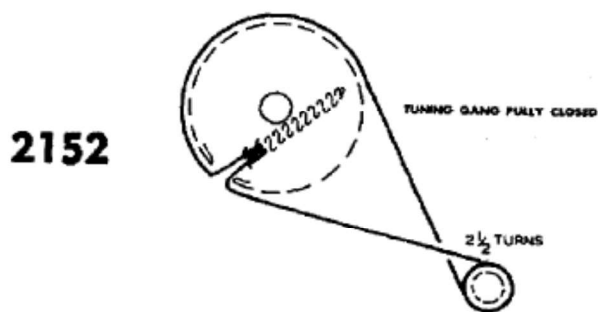
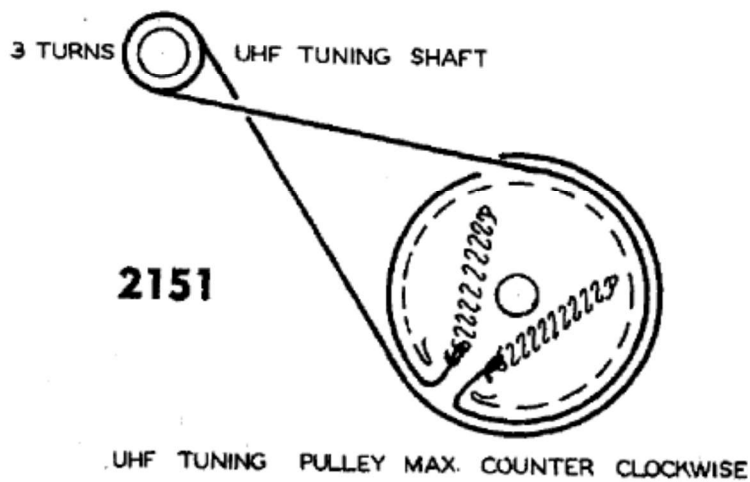
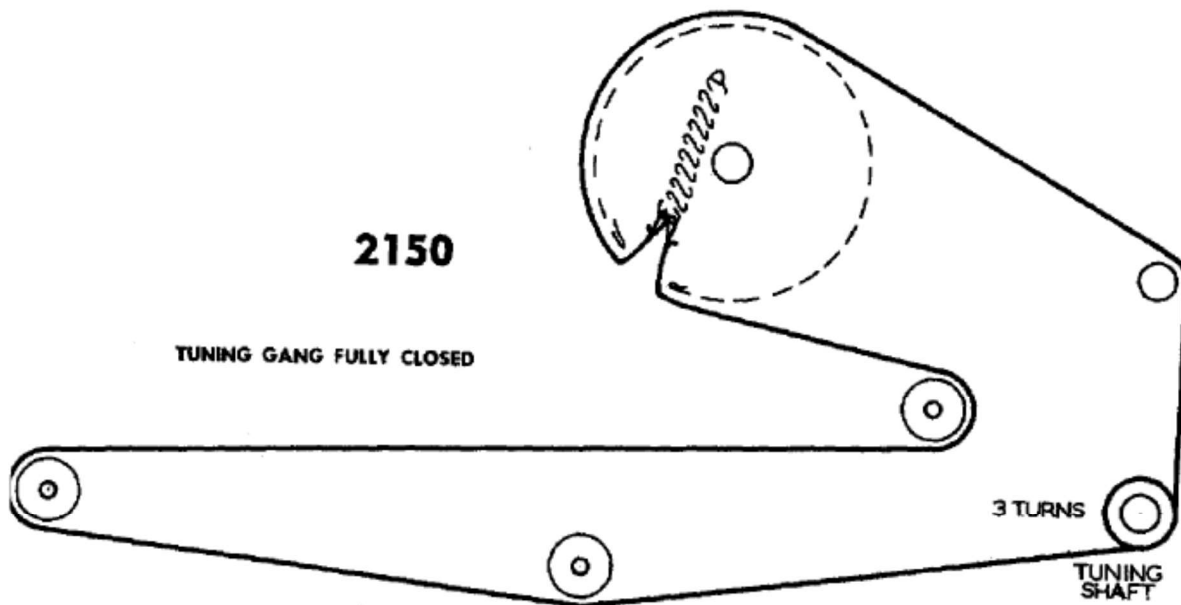


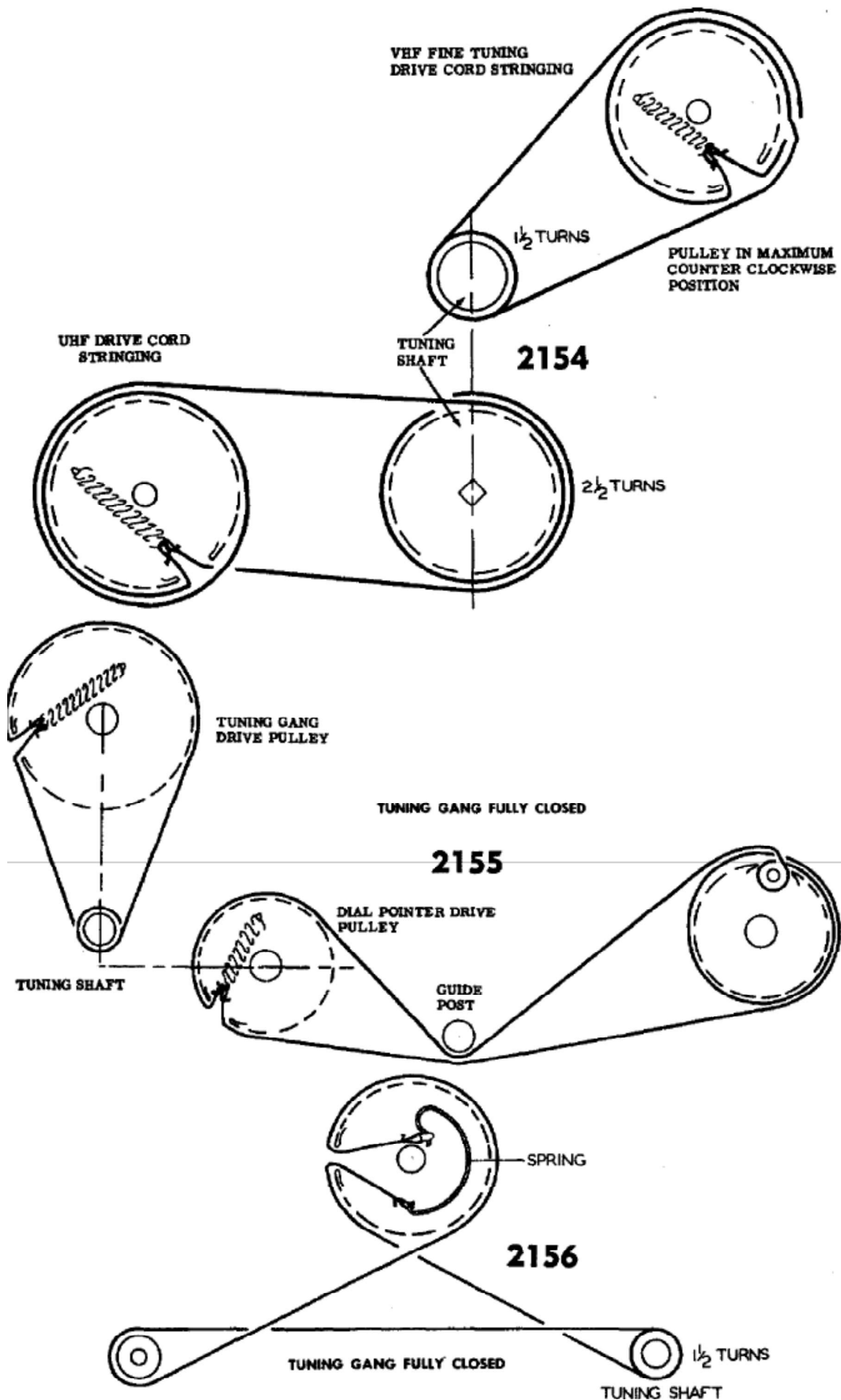
CONTRAST CONTROL DRIVE STRINGING  
CONTRAST CONTROL FULLY COUNTER CLOCKWISE POSITION



TUNING SLUGS FULLY ENGAGED

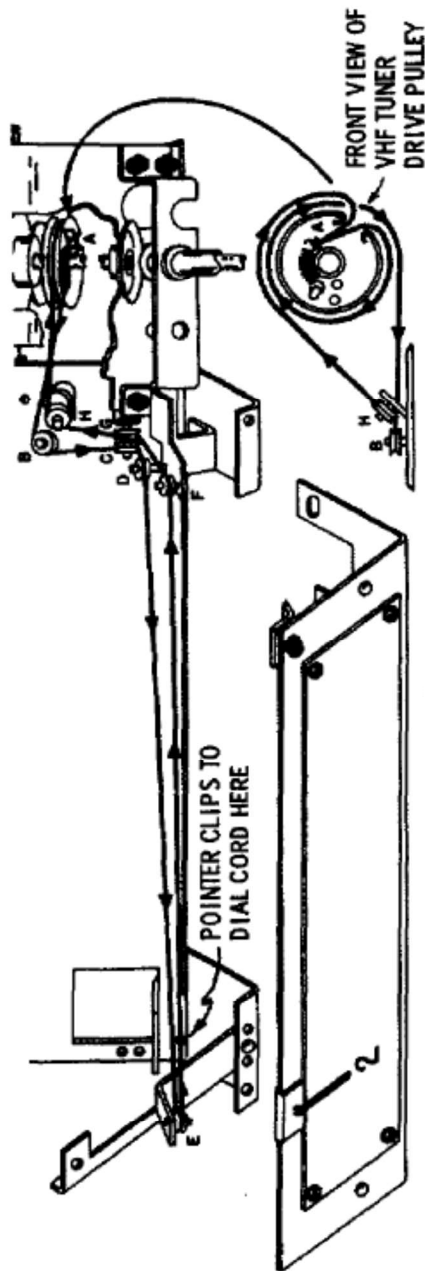






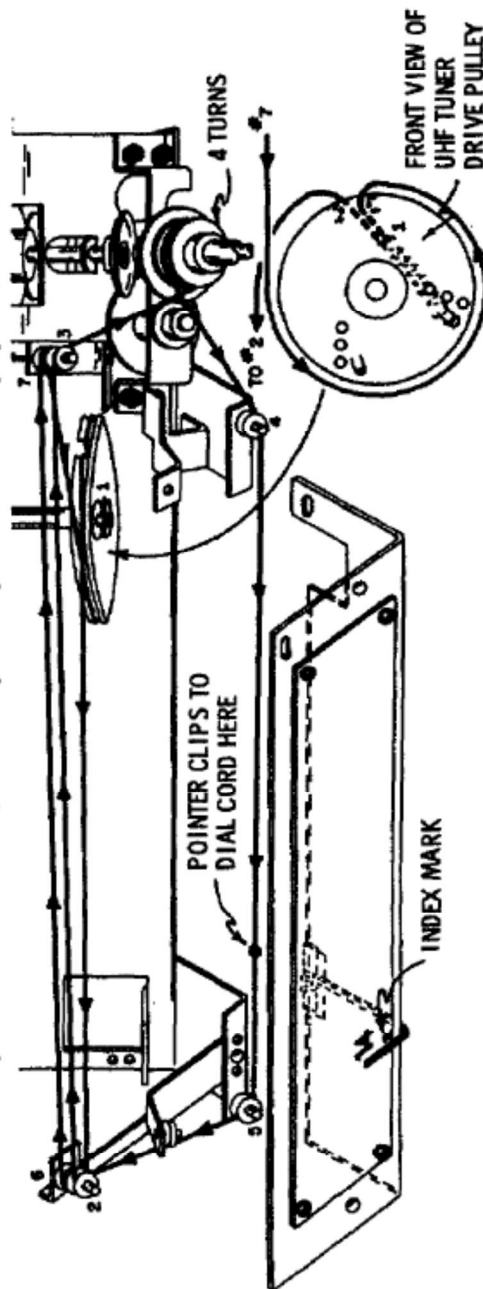
### VHF DRIVE CORD STRINGING

1. Cut a 52" 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.



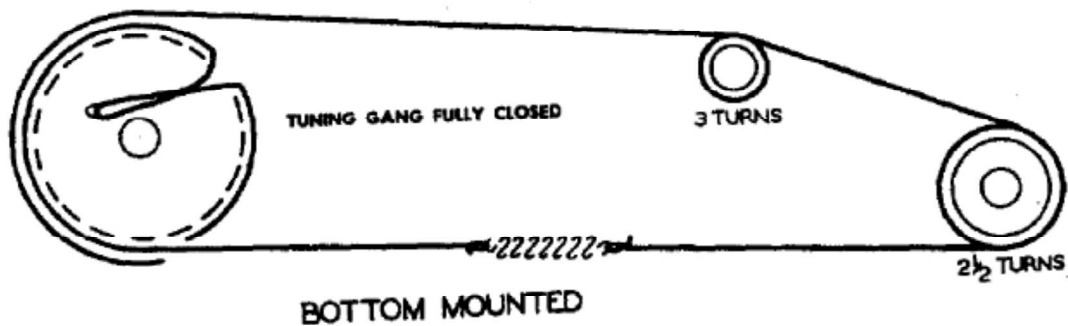
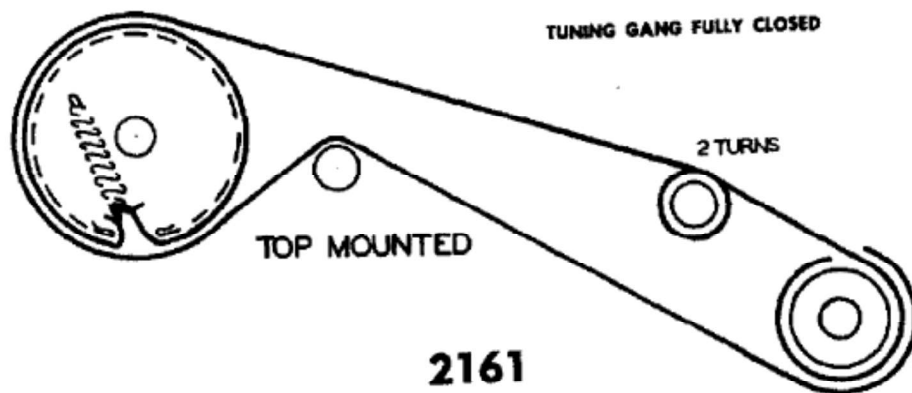
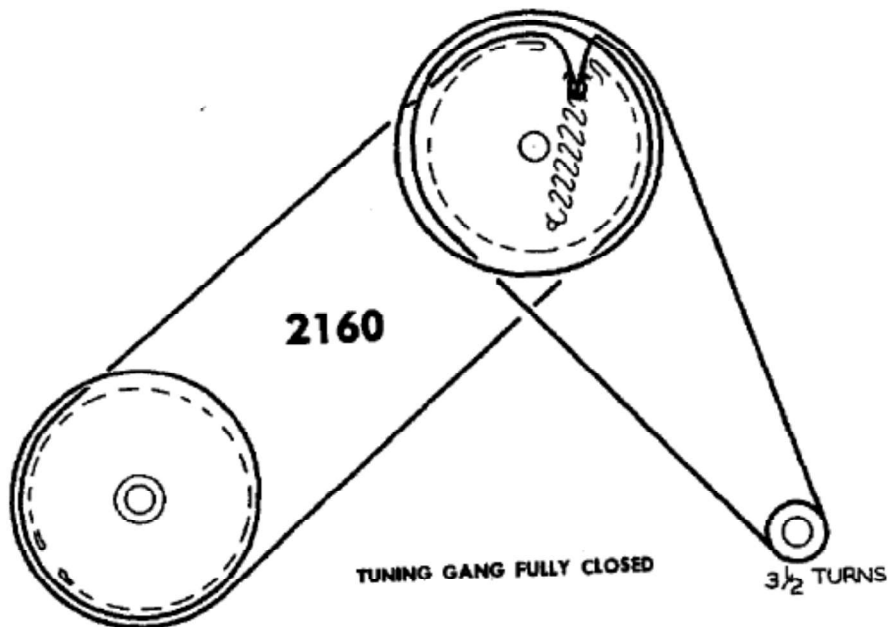
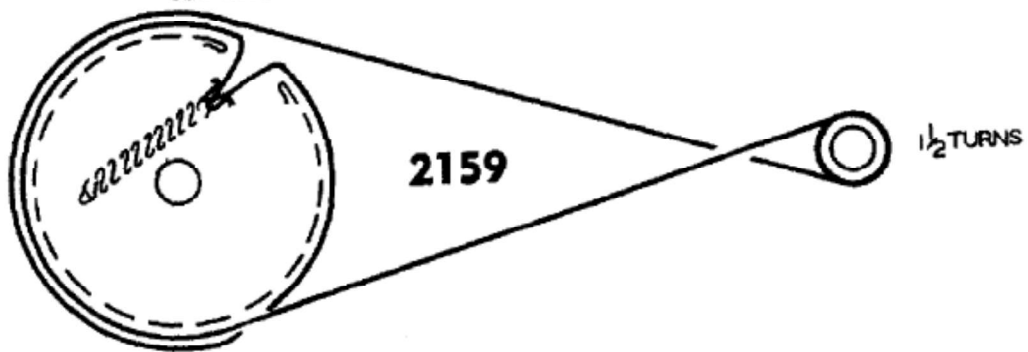
### UHF DRIVE CORD STRINGING

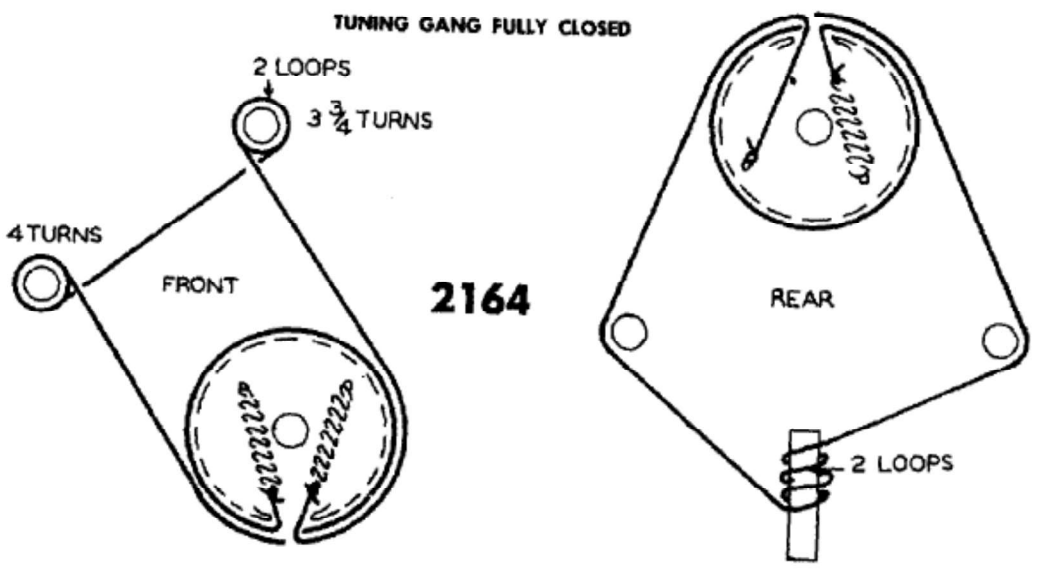
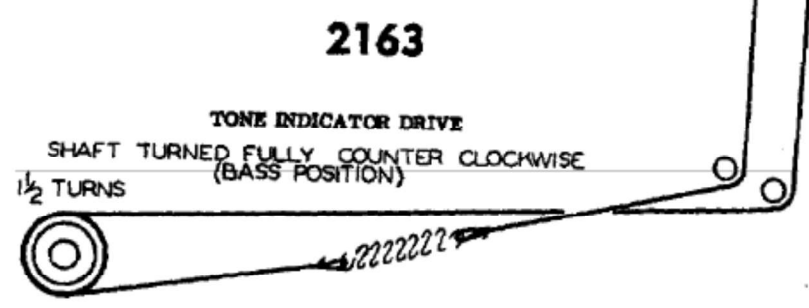
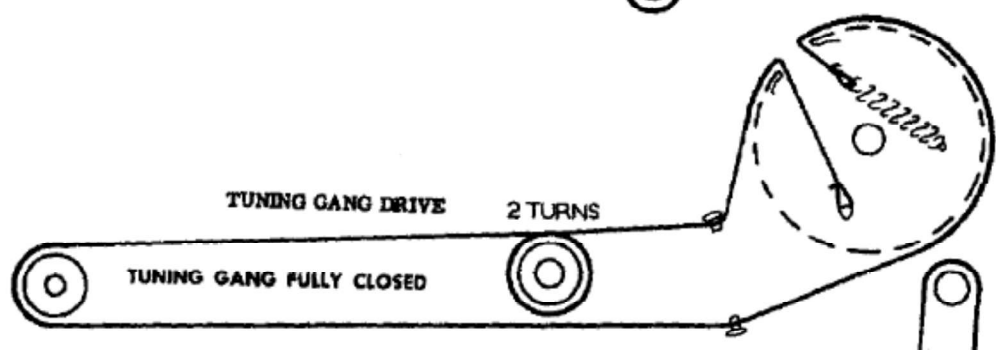
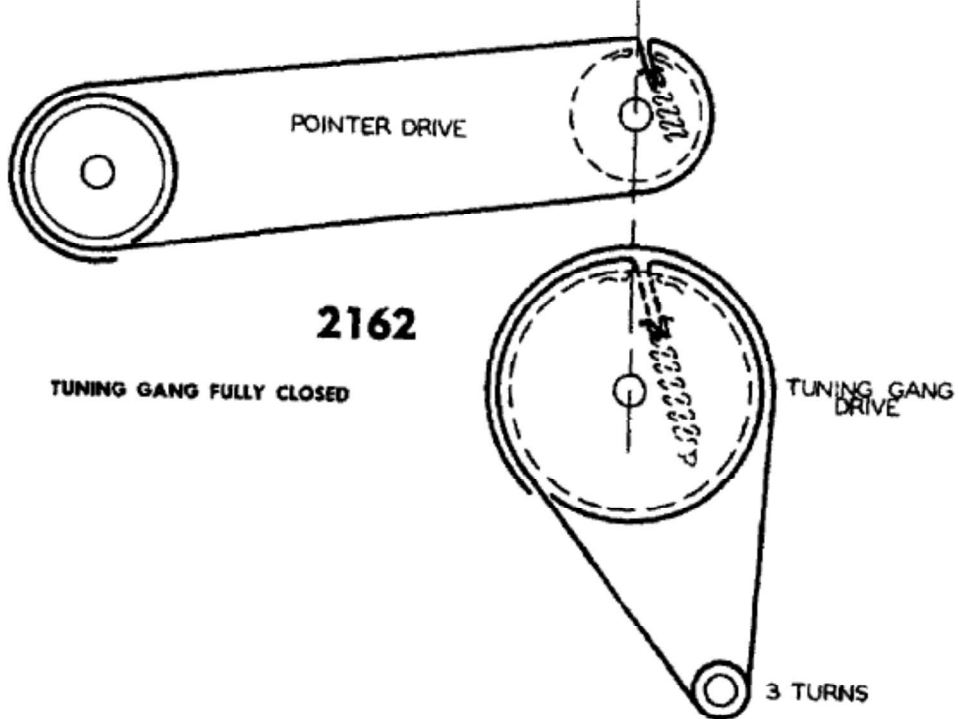
1. Cut an 80" length of dial cord and tie one end to the dial spring.
2. Turn the UHF tuner drive pulley to the full counter clockwise position (Channel 14).
3. Place the free end of the dial cord spring over the hook in the back side of the pulley.
4. Stretch the spring and pass the string out the the 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.

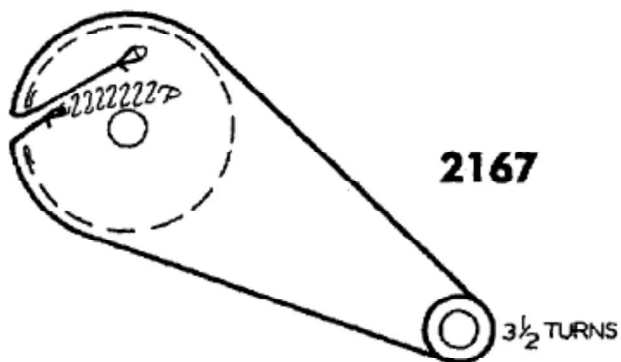
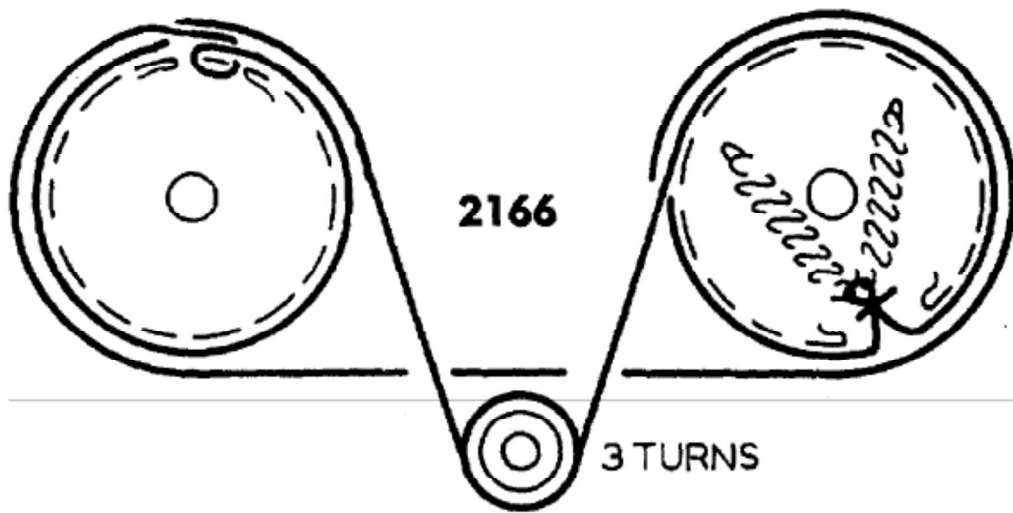
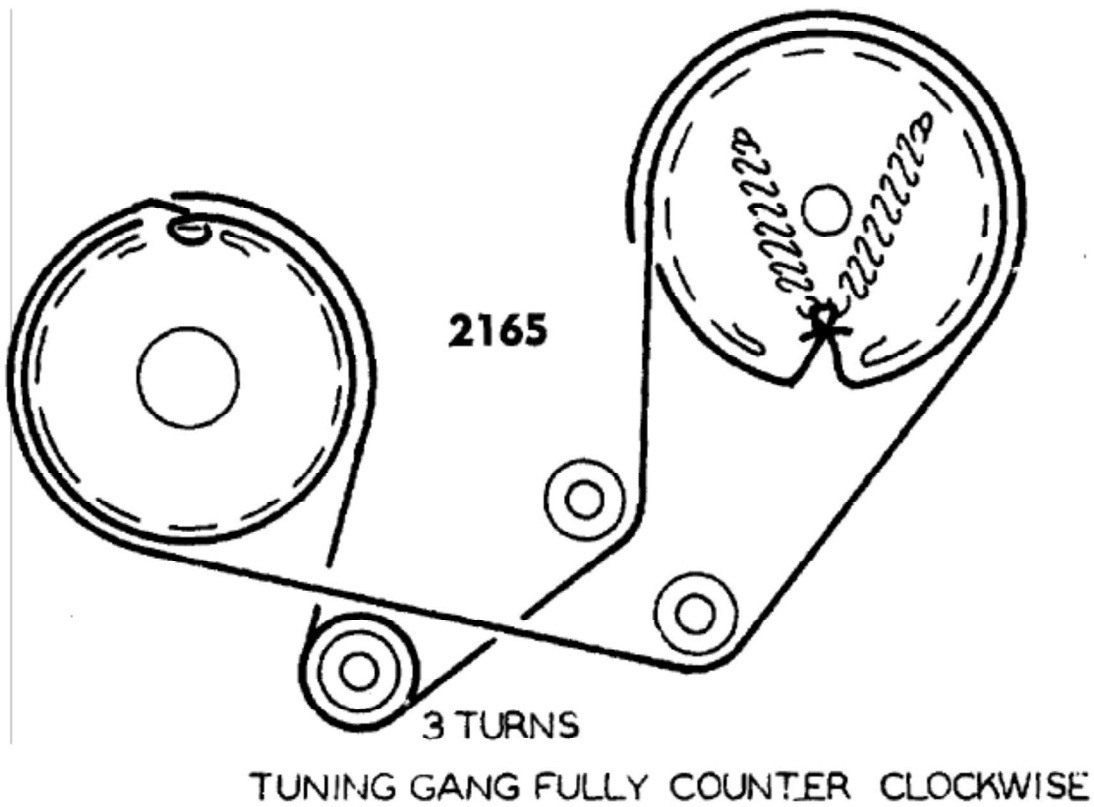




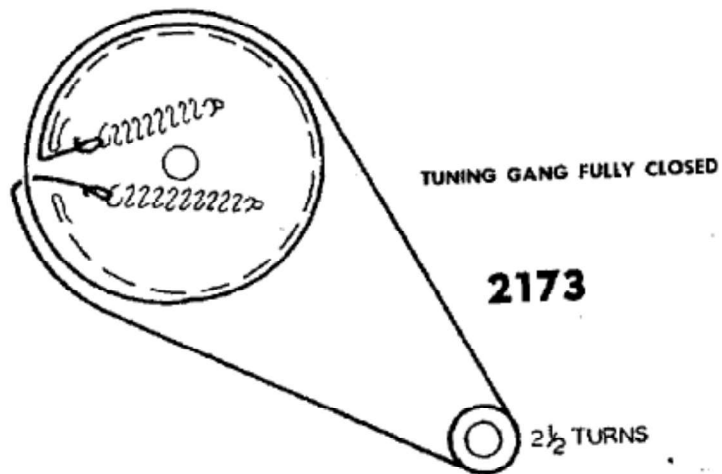
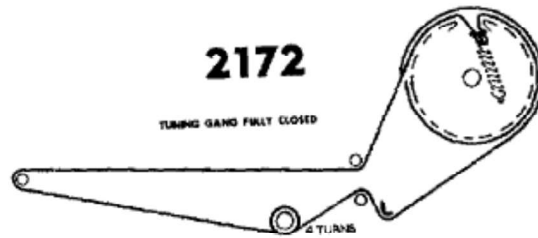
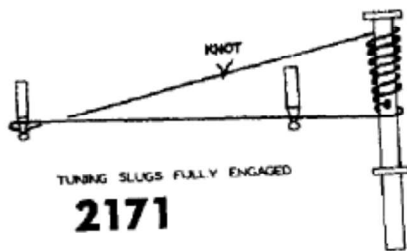
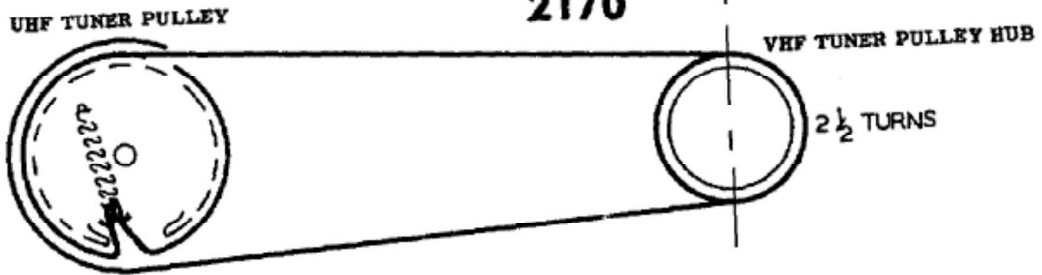
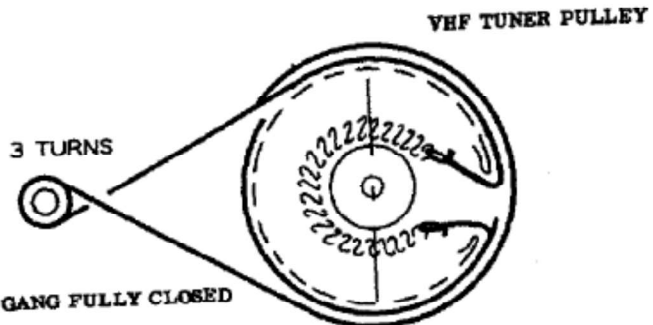
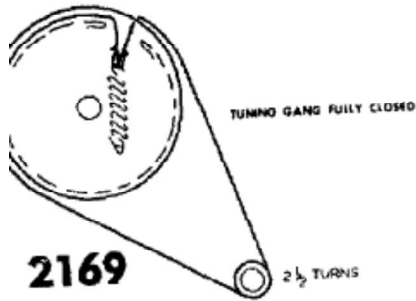
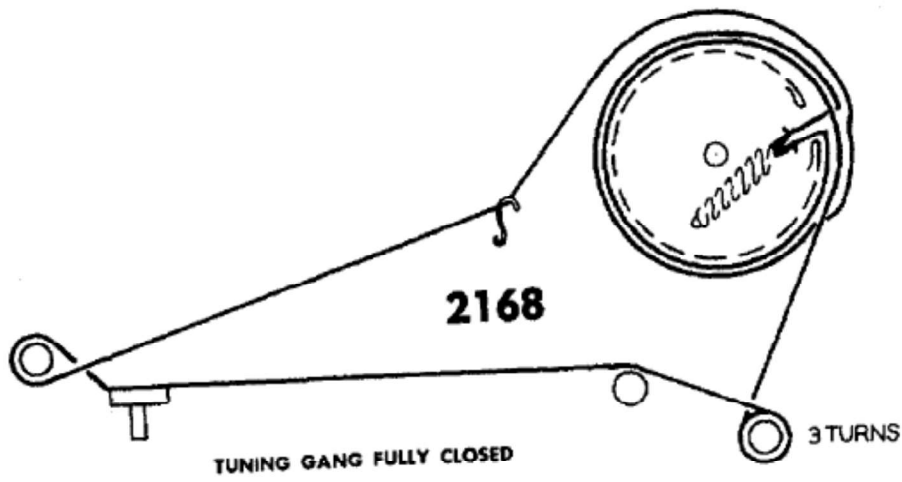
UHF TUNING PULLEY IN MAX. COUNTER CLOCKWISE POSITION.



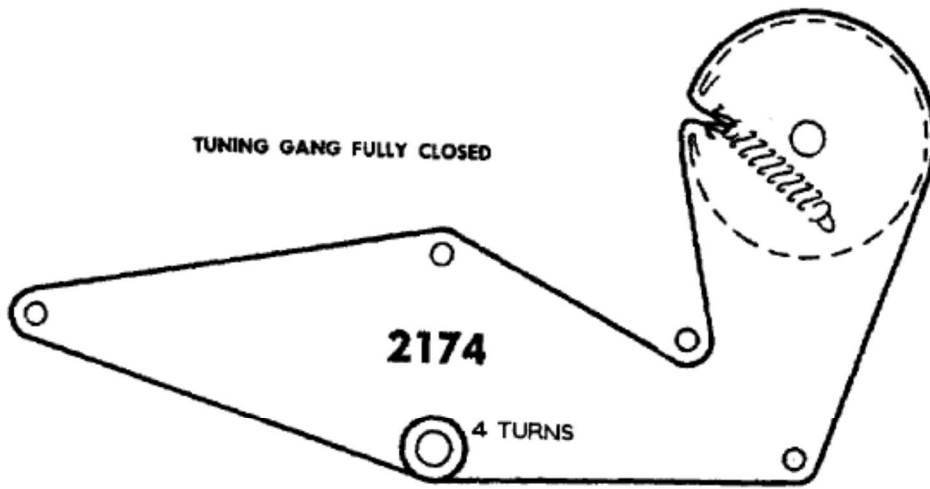




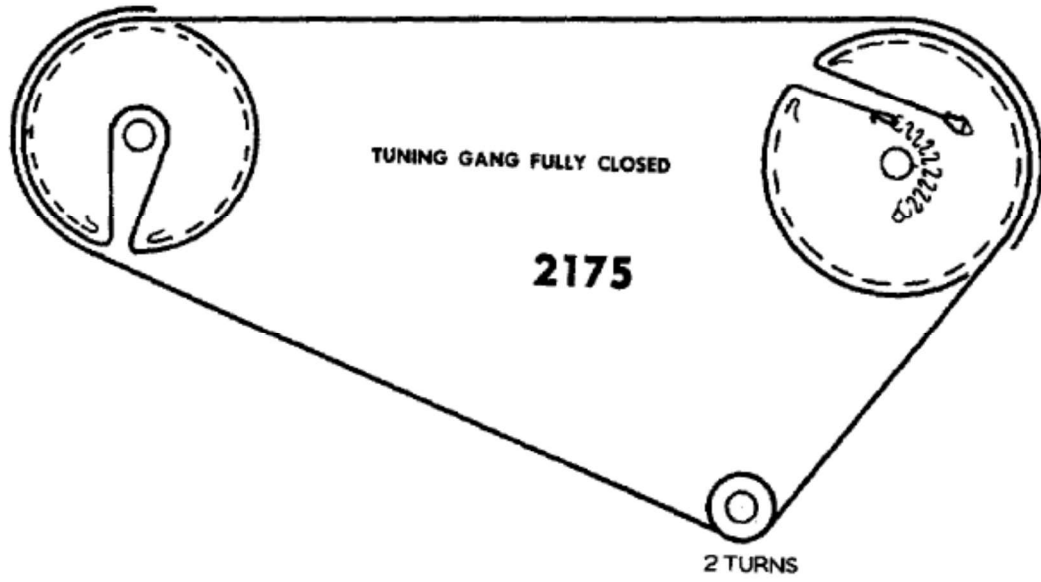
TUNING PULLEY MAX. COUNTER CLOCKWISE POSITION



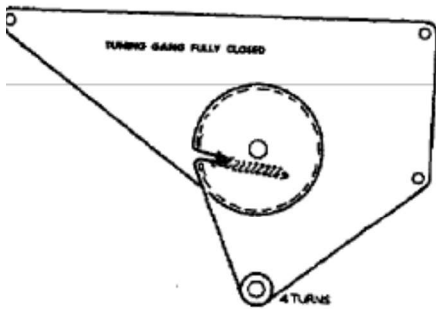
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

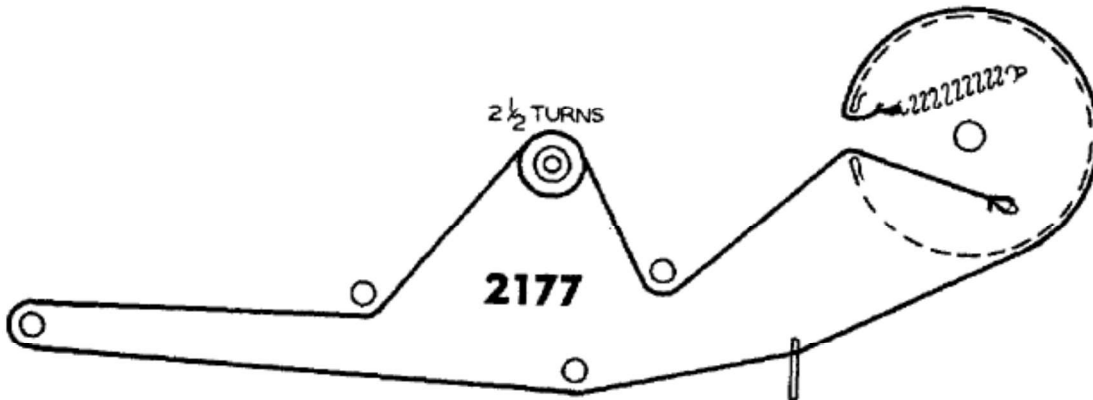


TUNING GANG FULLY CLOSED

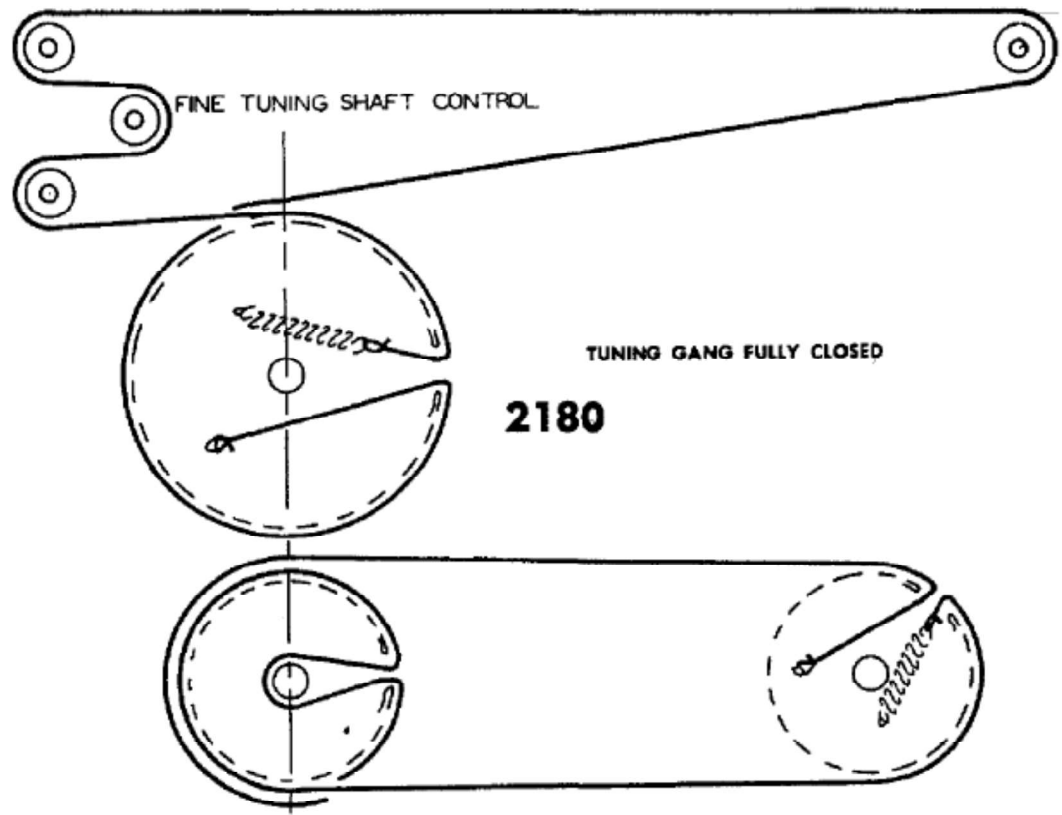
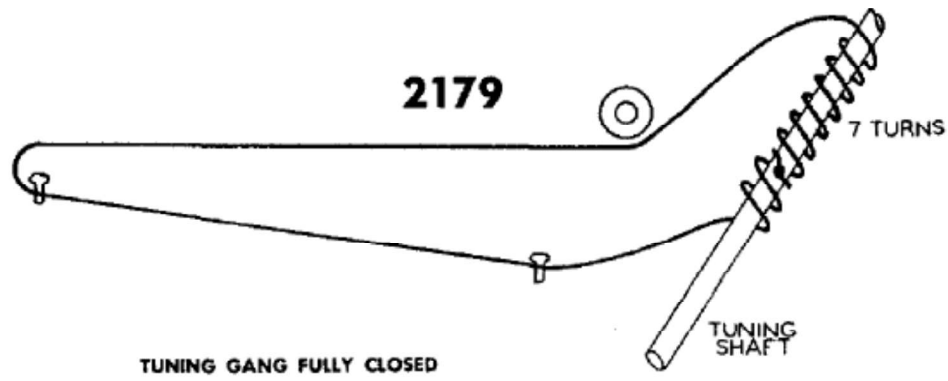
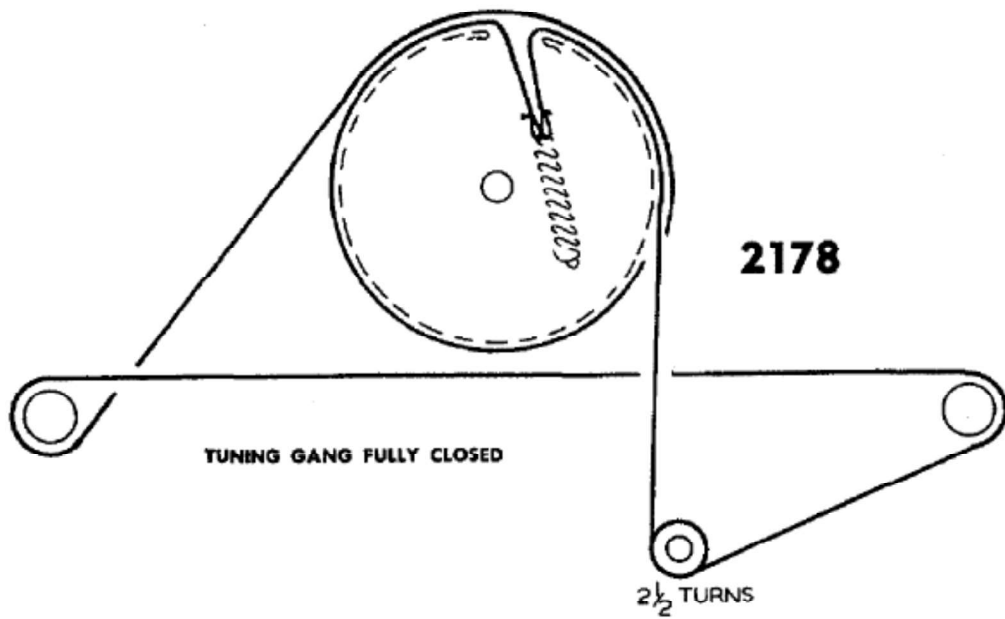


2176

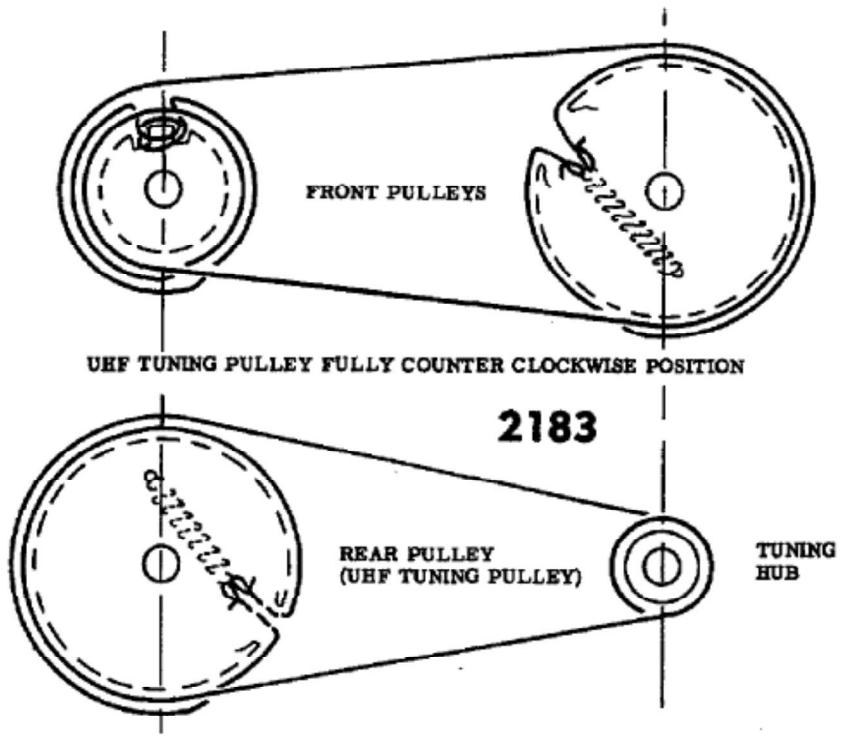
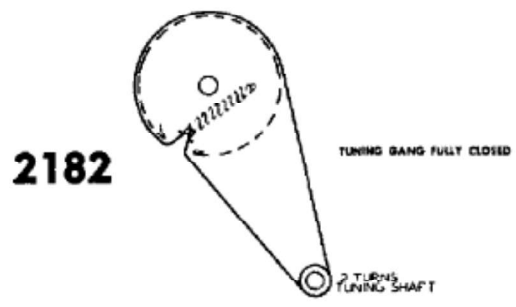
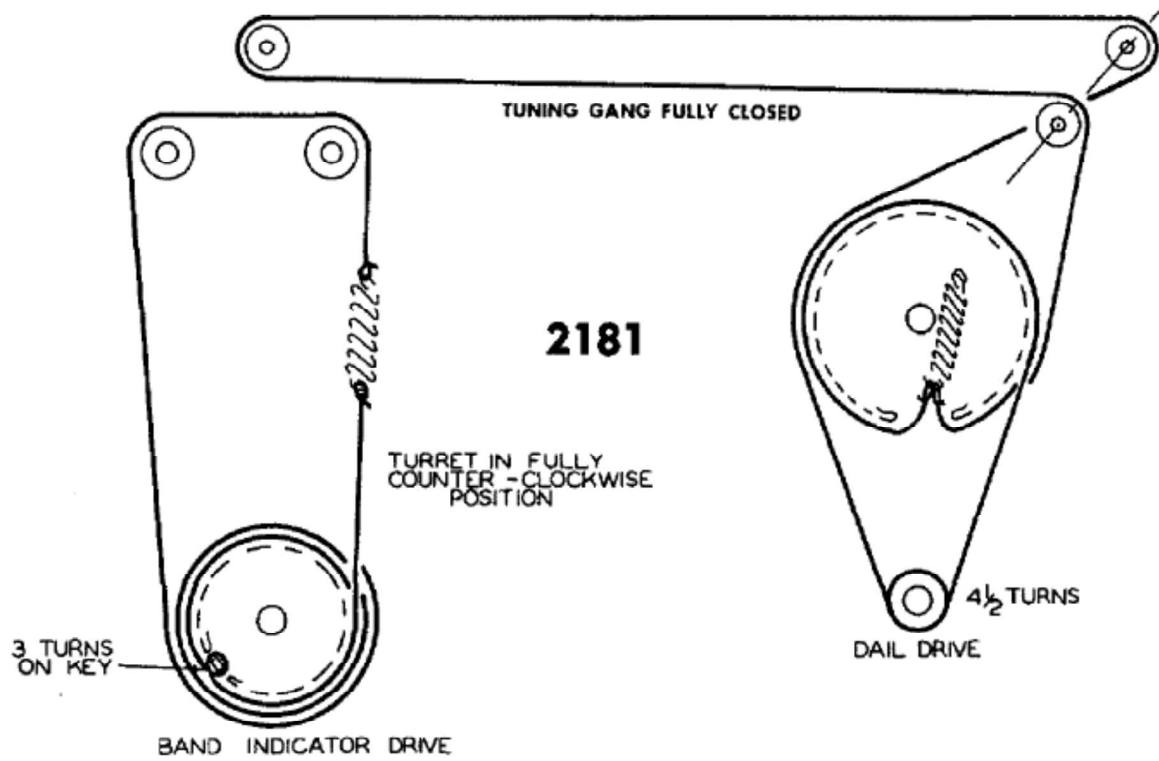
2 1/2 TURNS

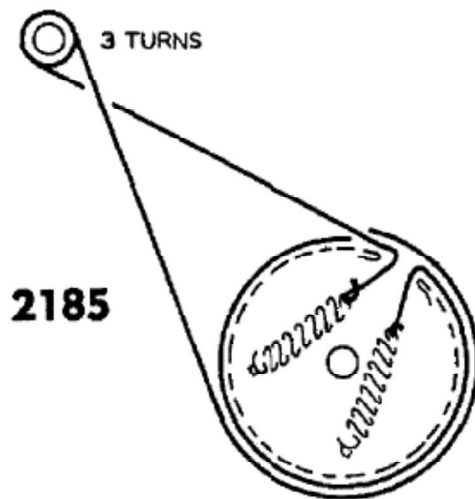
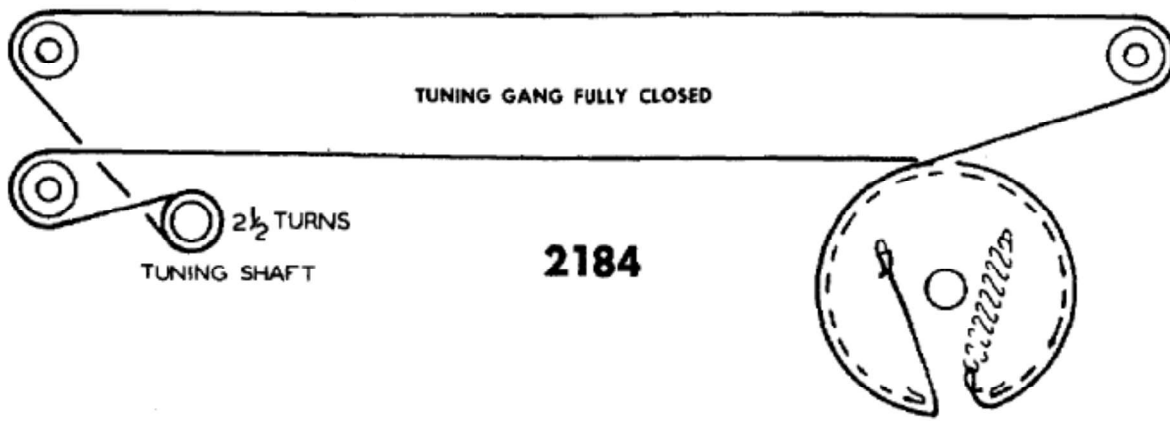


TUNING GANG FULLY CLOSED

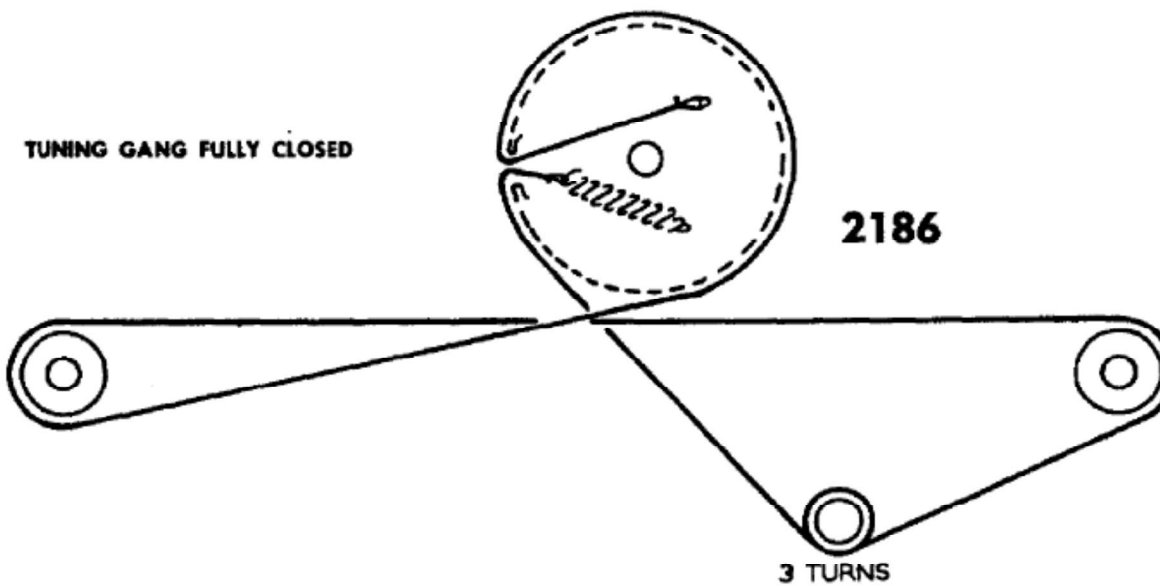


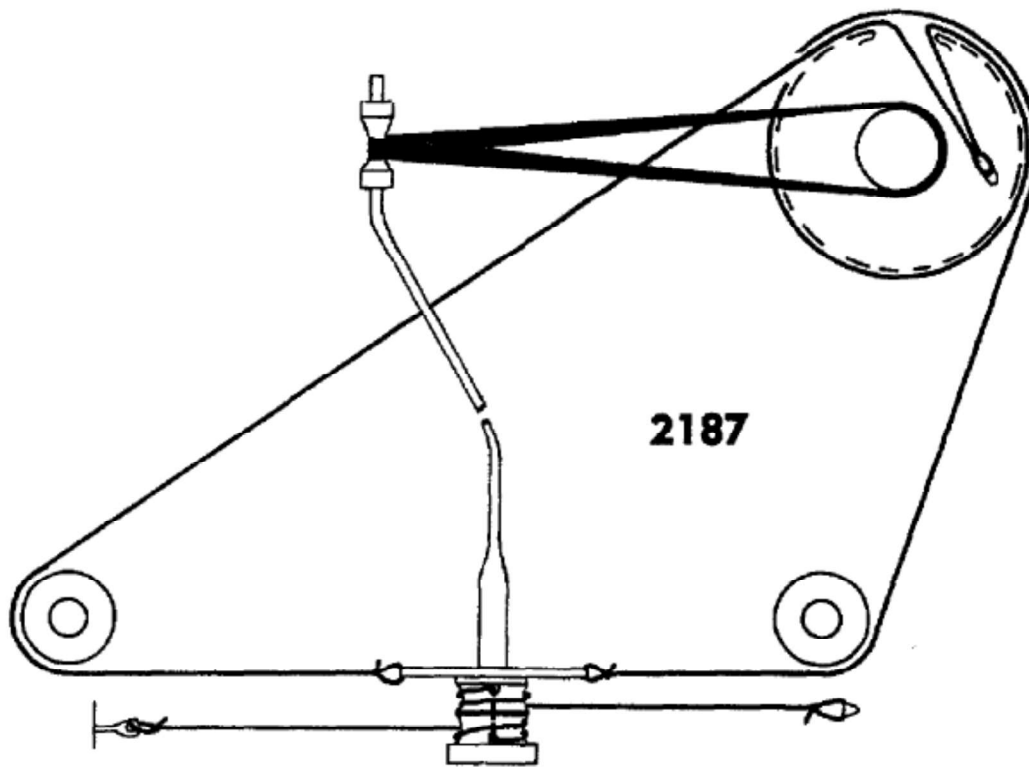




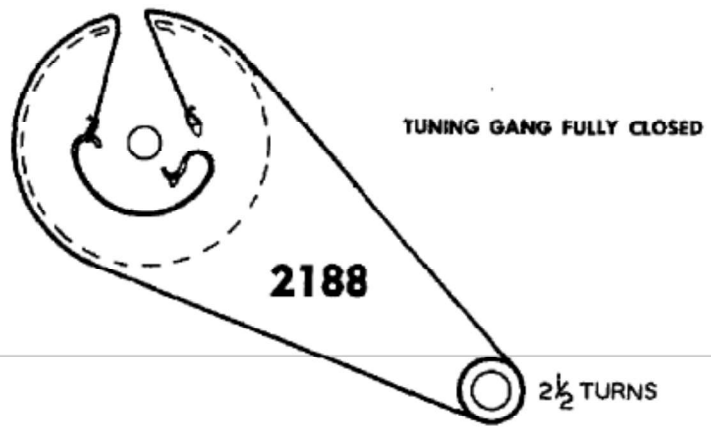


TUNING PULLEY IN MAX COUNTER CLOCKWISE POSITION





SHOWN IN CHANNEL #7 POSITION

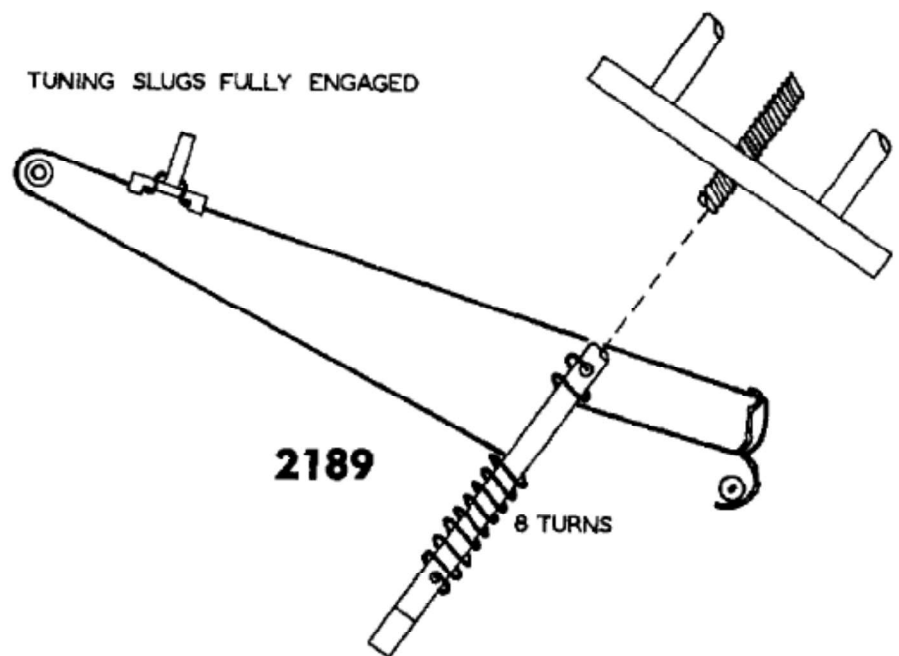


TUNING GANG FULLY CLOSED

2188

2 1/2 TURNS

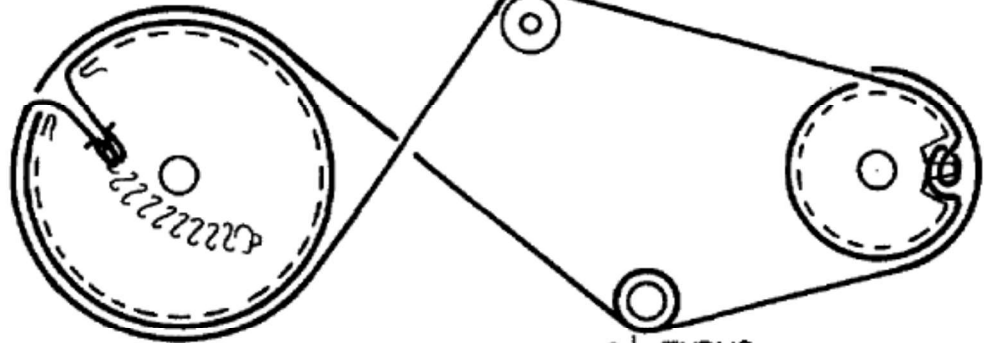
TUNING SLUGS FULLY ENGAGED



2189

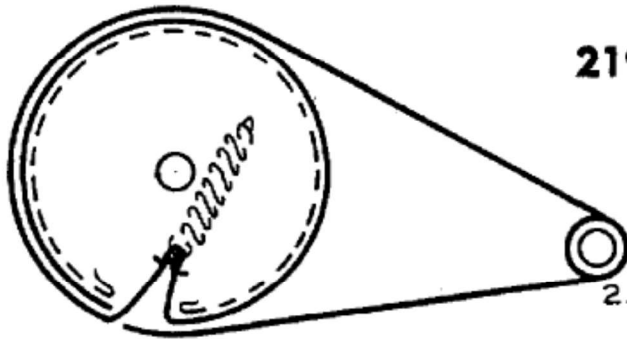
8 TURNS

BANDSPREAD DRIVE



2 1/2 TURNS

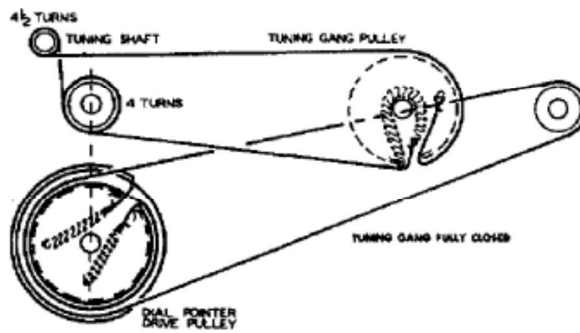
TUNING GANG DRIVE



2190

2 1/2 TURNS

TUNING GANG & BANDSPREAD GANG FULLY CLOSED

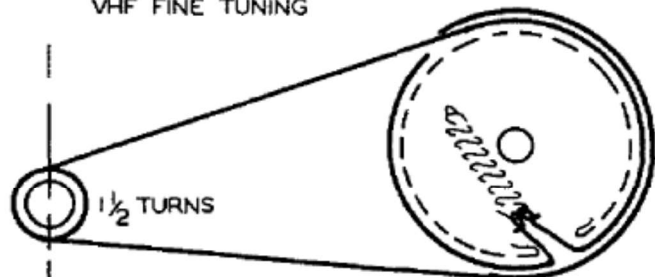
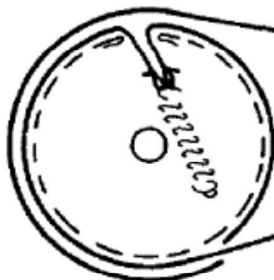


2191

VHF FINE TUNING

2192

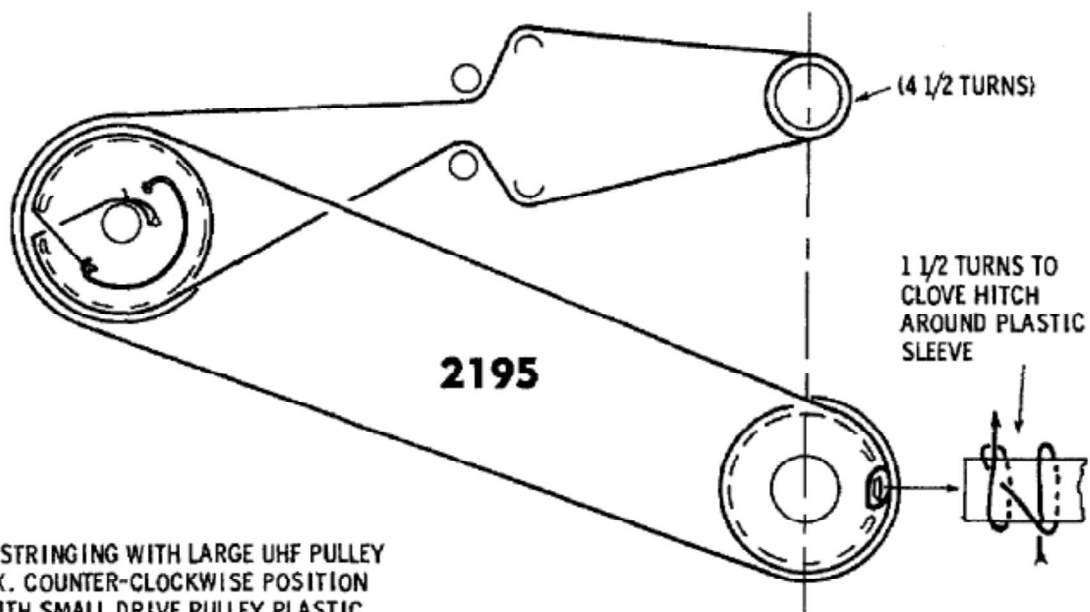
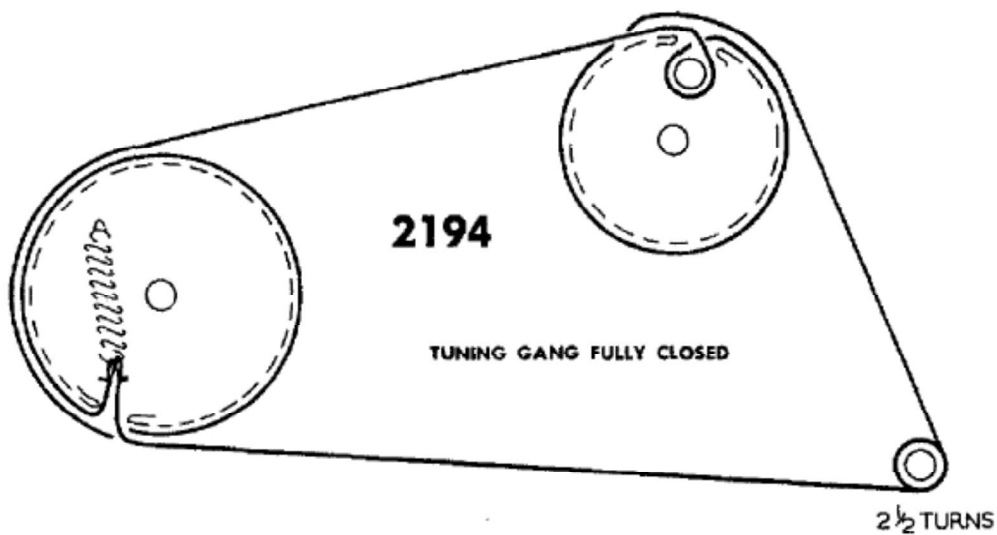
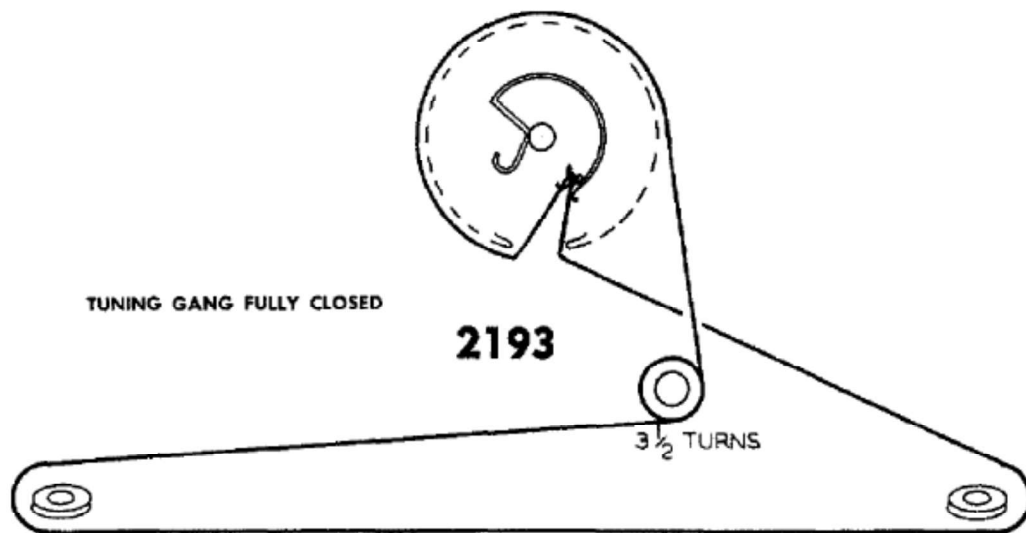
UHF TUNING PULLEY



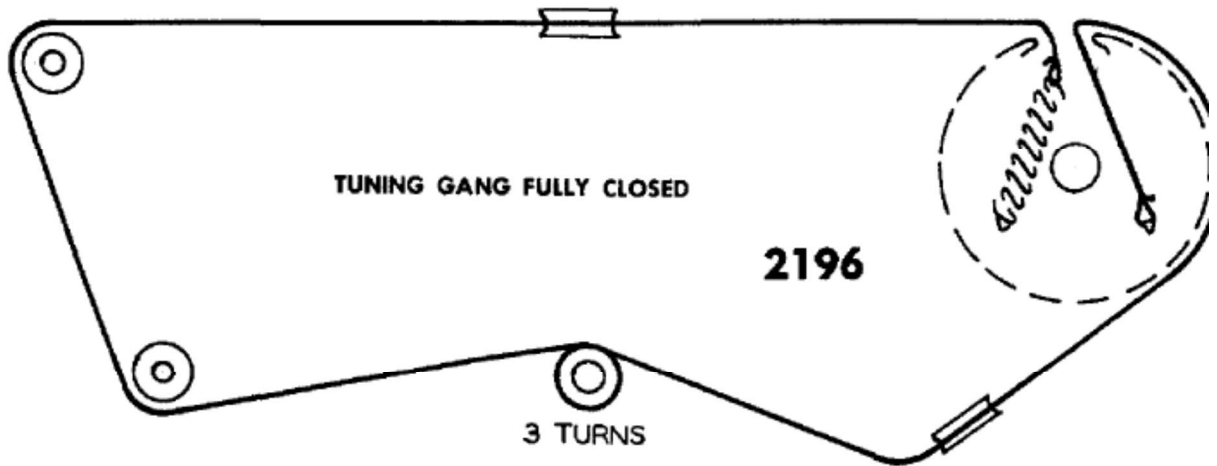
1 1/2 TURNS

VHF FINE TUNING PULLEY  
MAX. COUNTER CLOCKWISE POSITION

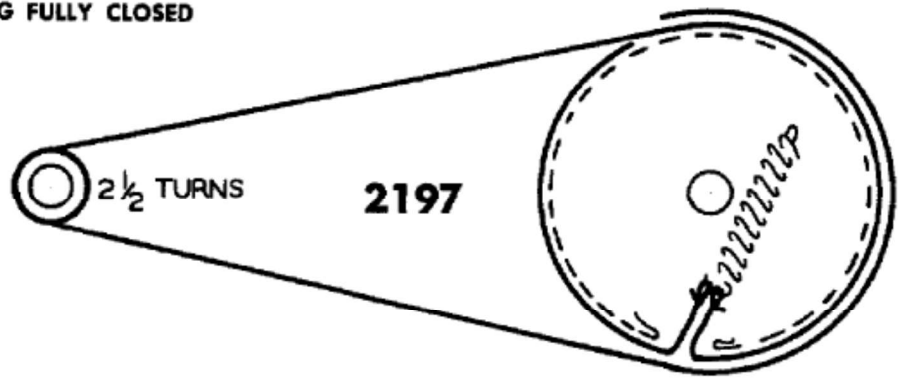
4 1/2 TURNS



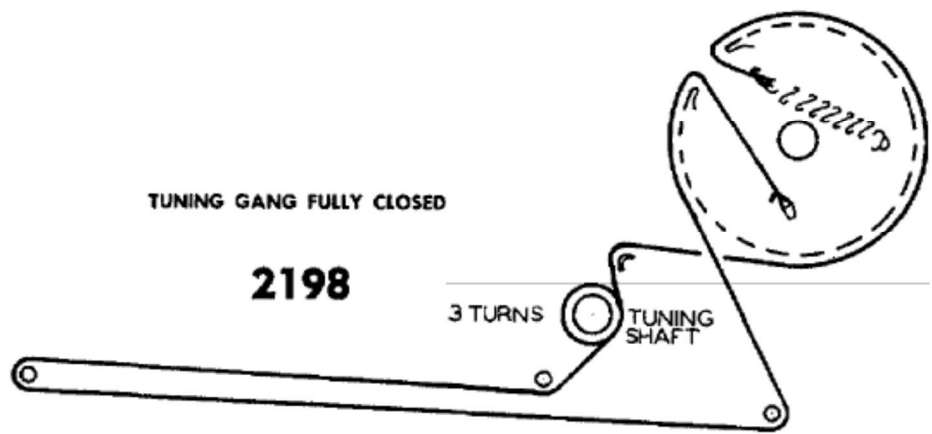
START STRINGING WITH LARGE UHF PULLEY AT MAX. COUNTER-CLOCKWISE POSITION AND WITH SMALL DRIVE PULLEY PLASTIC SLEEVE TAB AT 5 O'CLOCK (VIEWED FROM FRONT OF TUNER)



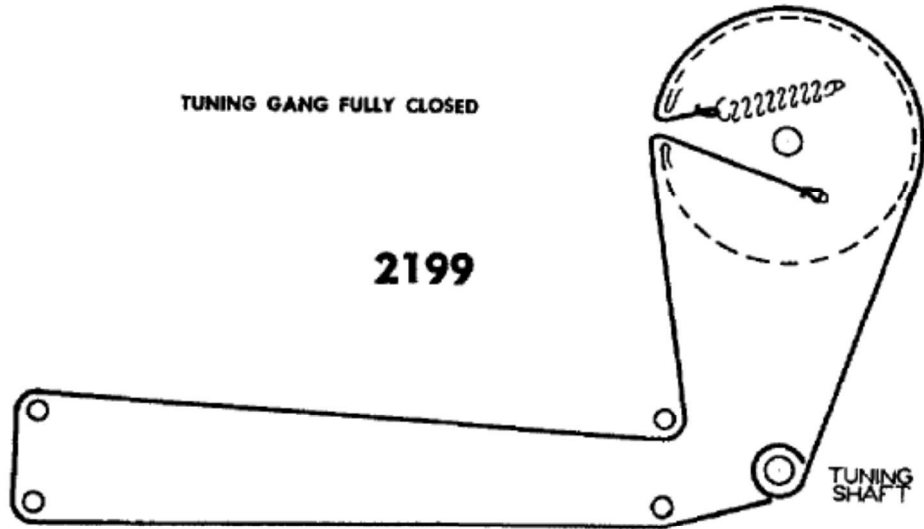
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



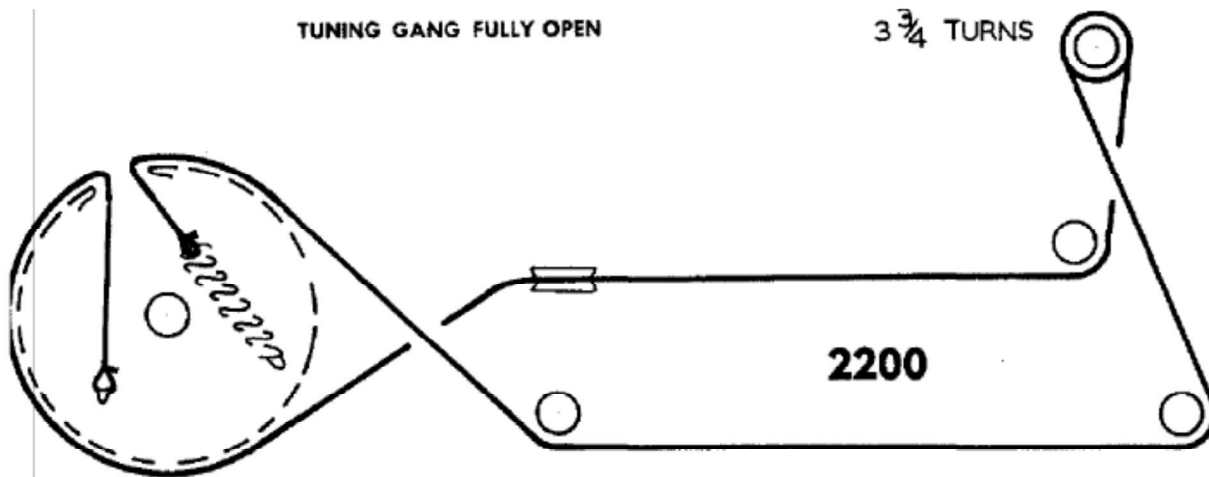
TUNING GANG FULLY CLOSED



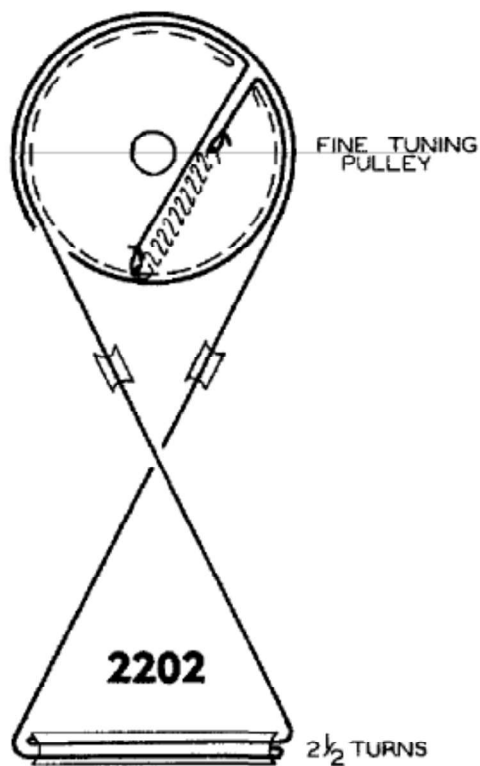
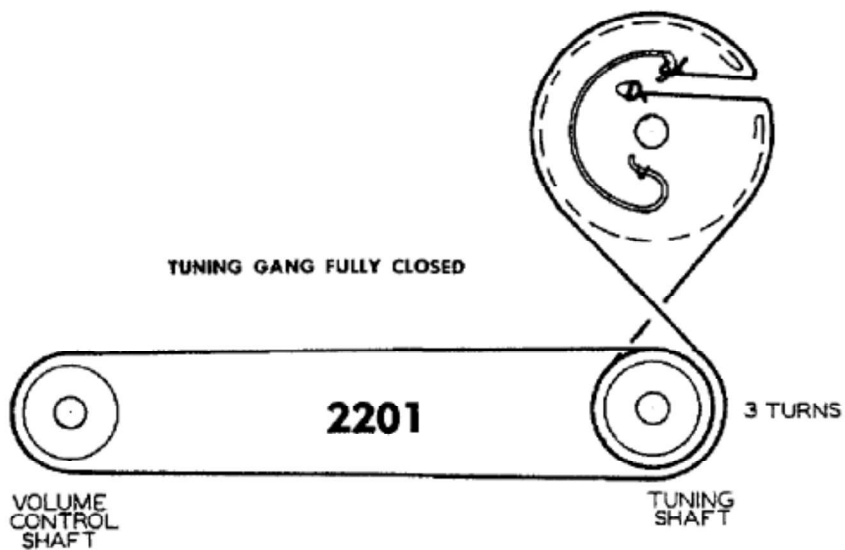


TUNING GANG FULLY OPEN

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

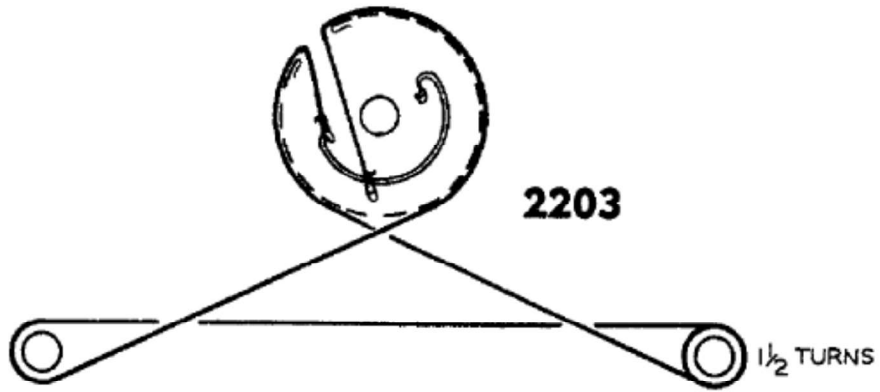


TUNING GANG FULLY CLOSED

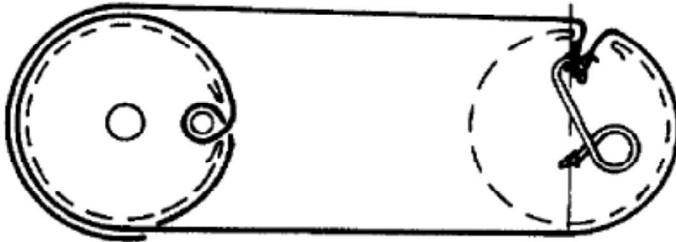


FINE TUNING PULLEY IN MAX. COUNTER CLOCKWISE POSITION

TUNING GANG FULLY CLOSED

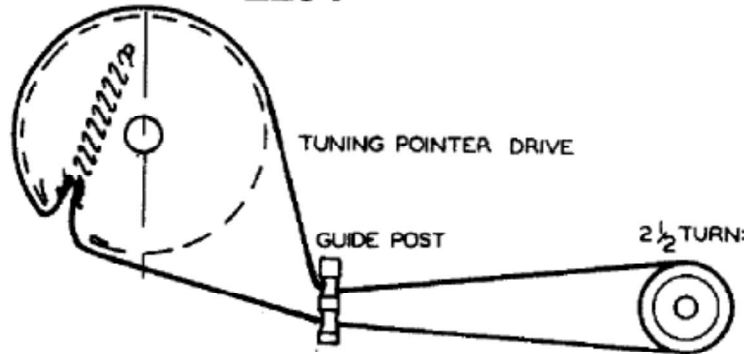


DIAL POINTER DRIVE



2204

TUNING GANG FULLY CLOSED



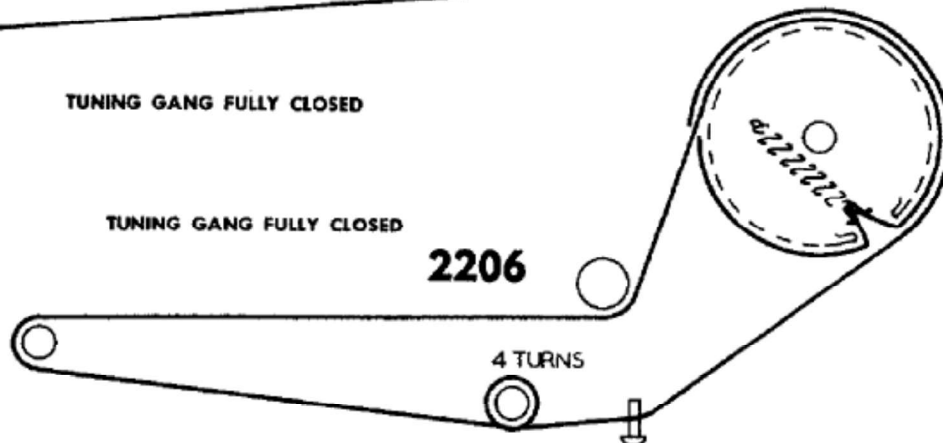
TUNING POINTER DRIVE

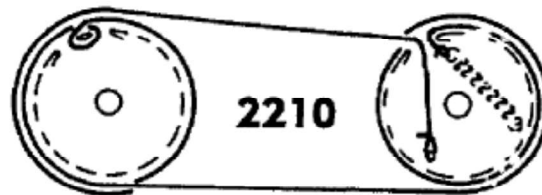
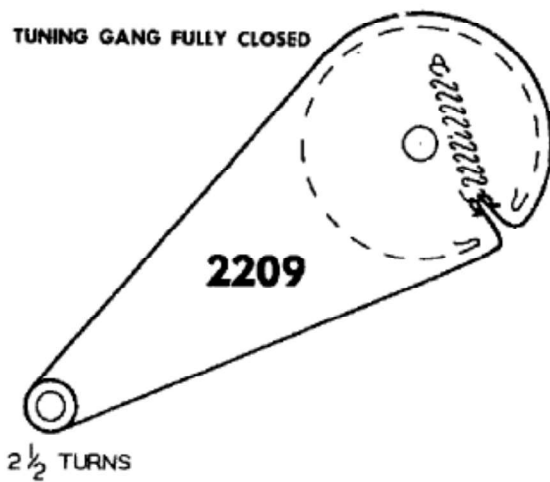
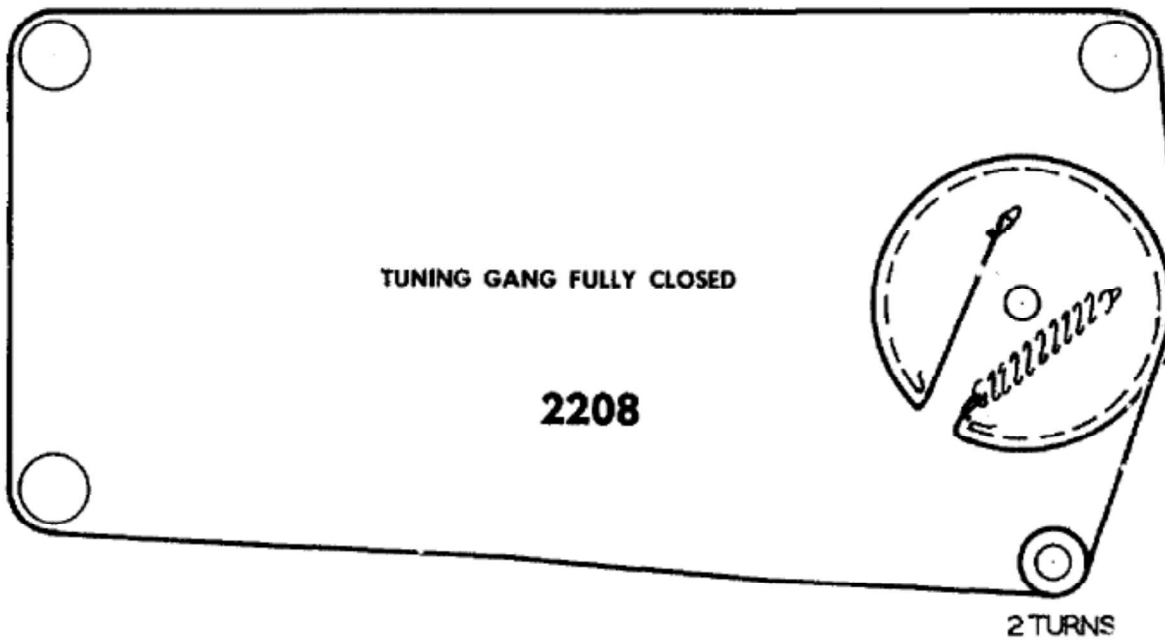
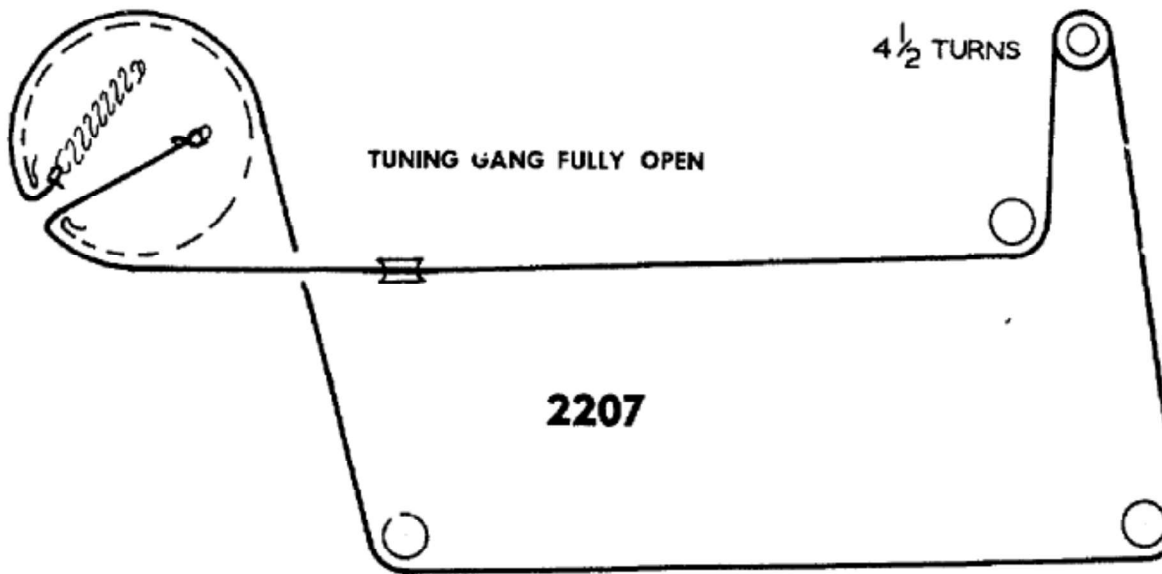
GUIDE POST

2 1/2 TURN:

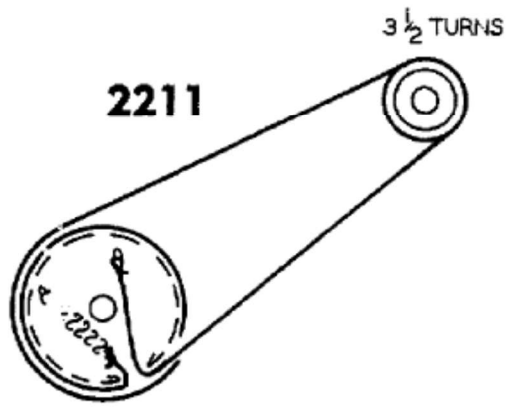
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

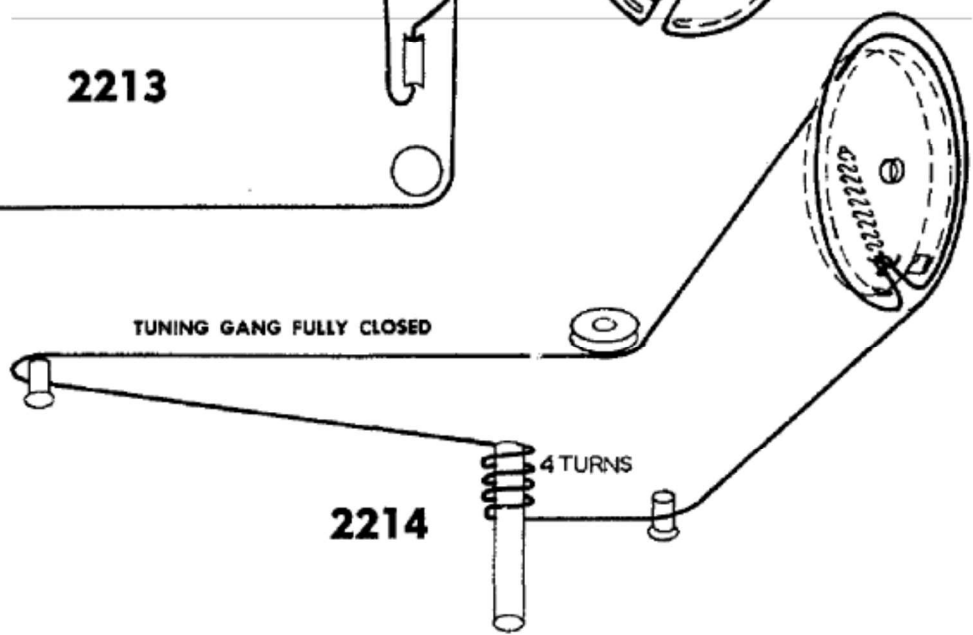
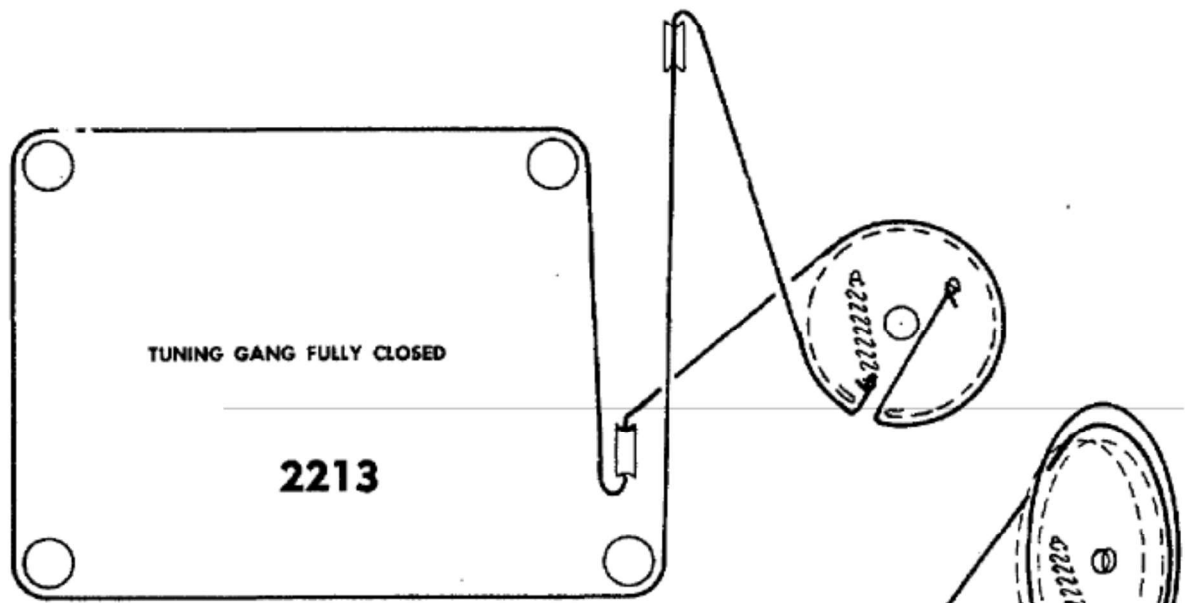
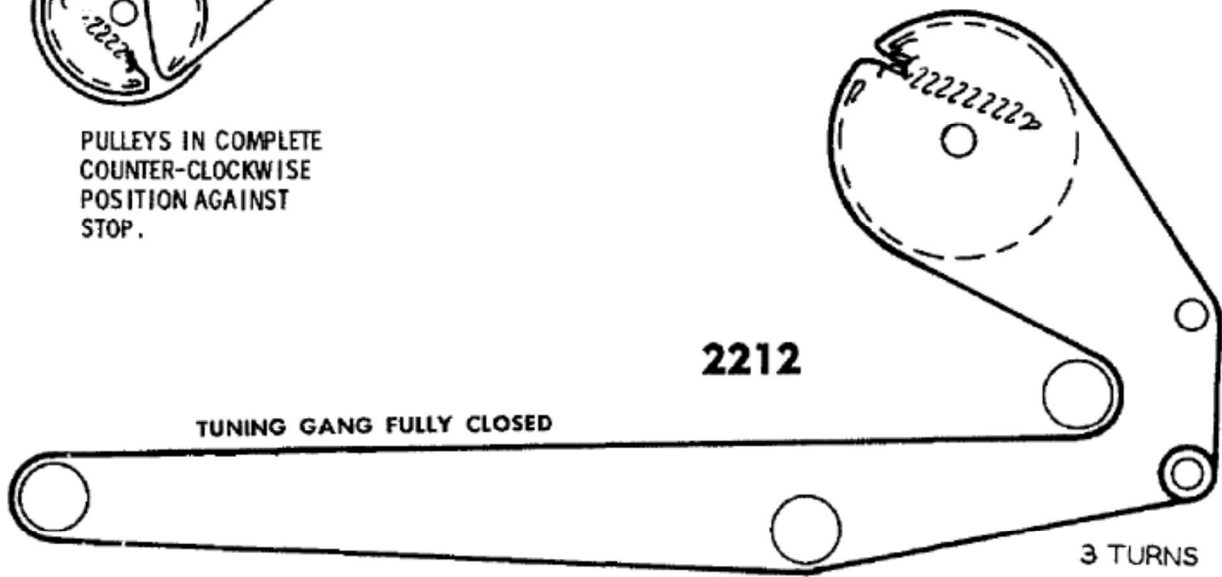




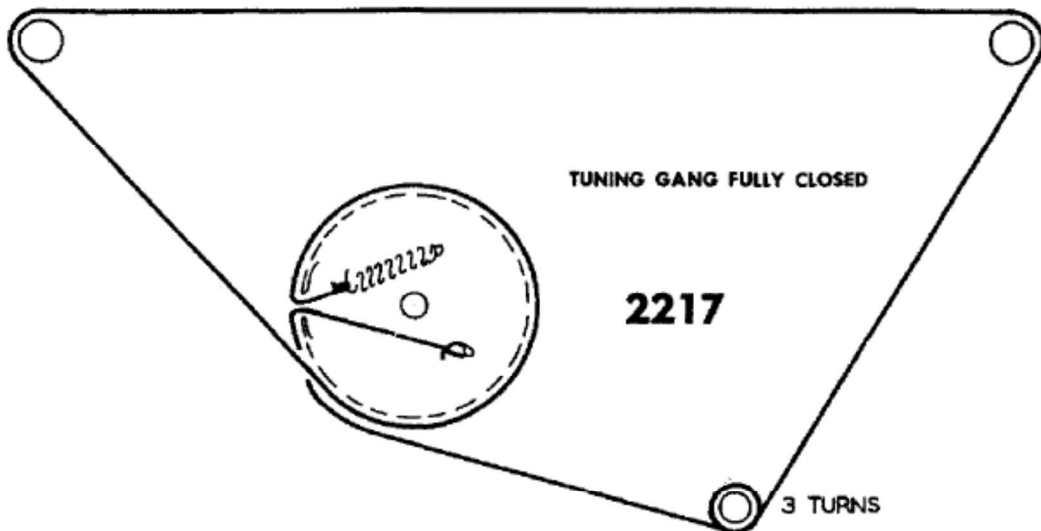
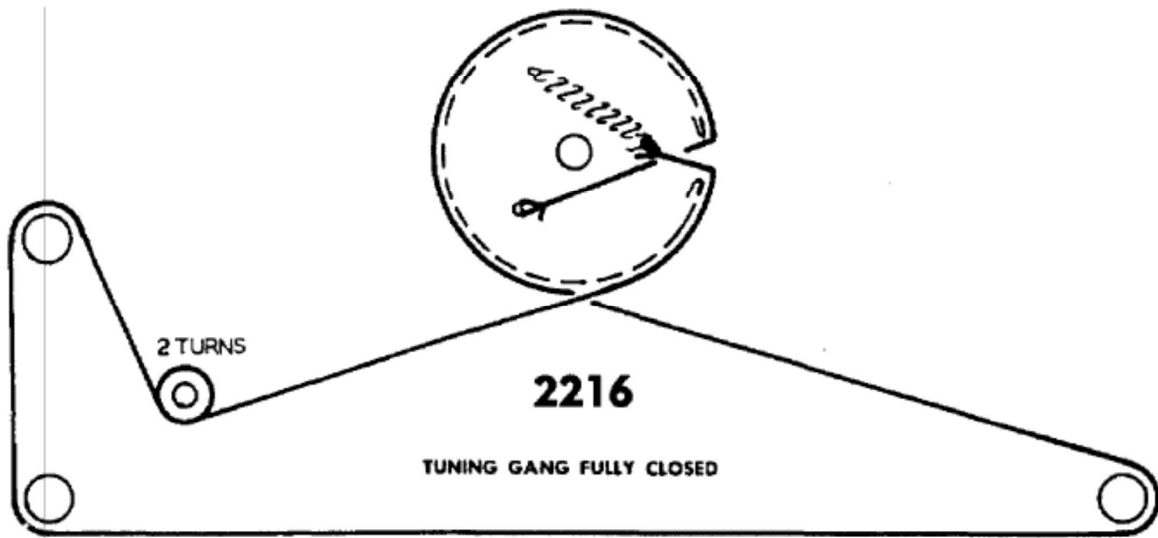
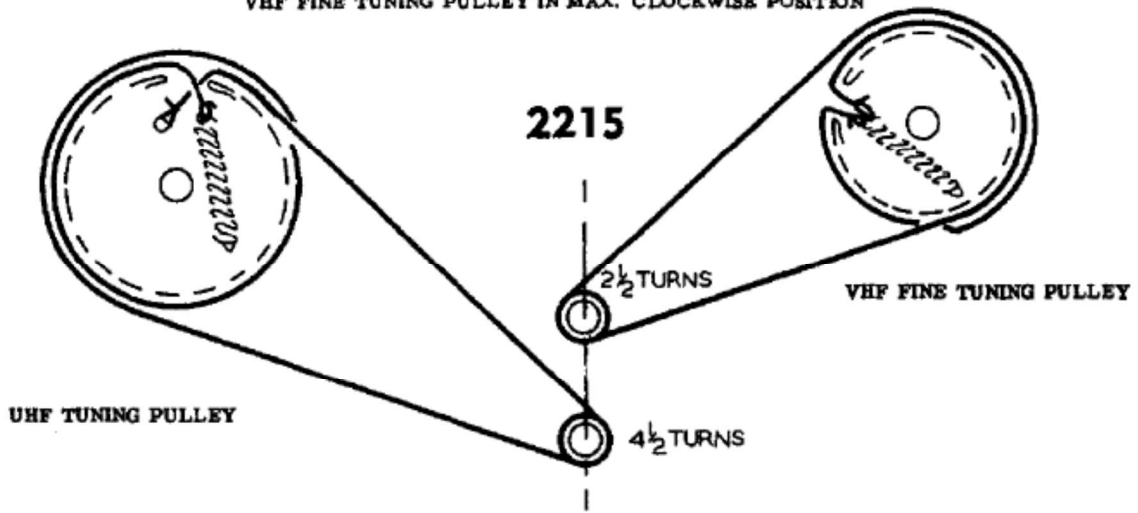
PULLEYS IN COMPLETE  
COUNTER-CLOCKWISE  
POSITION AGAINST  
STOP.



PULLEYS IN COMPLETE  
COUNTER-CLOCKWISE  
POSITION AGAINST  
STOP.

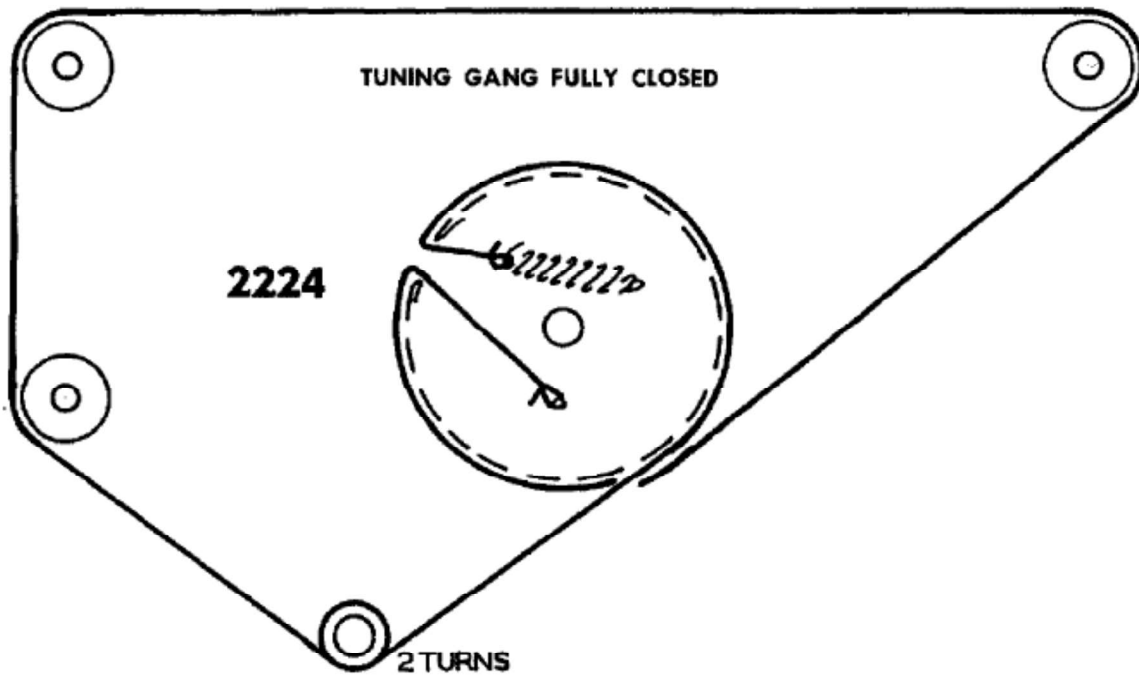
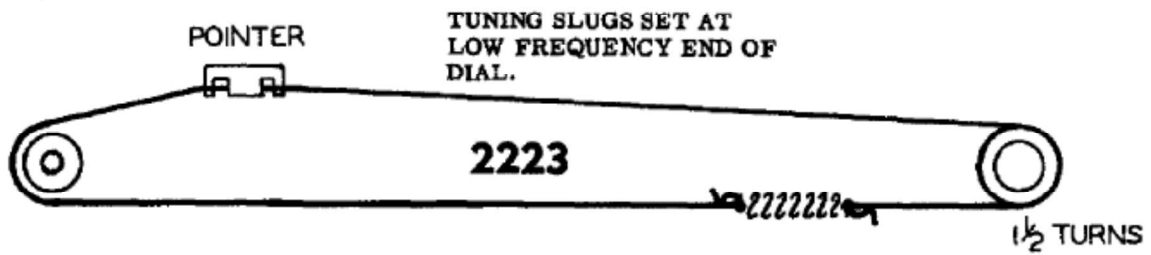
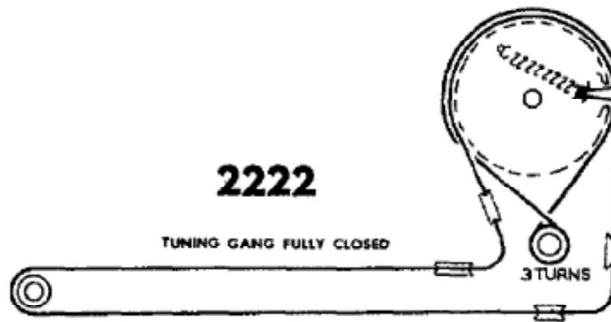
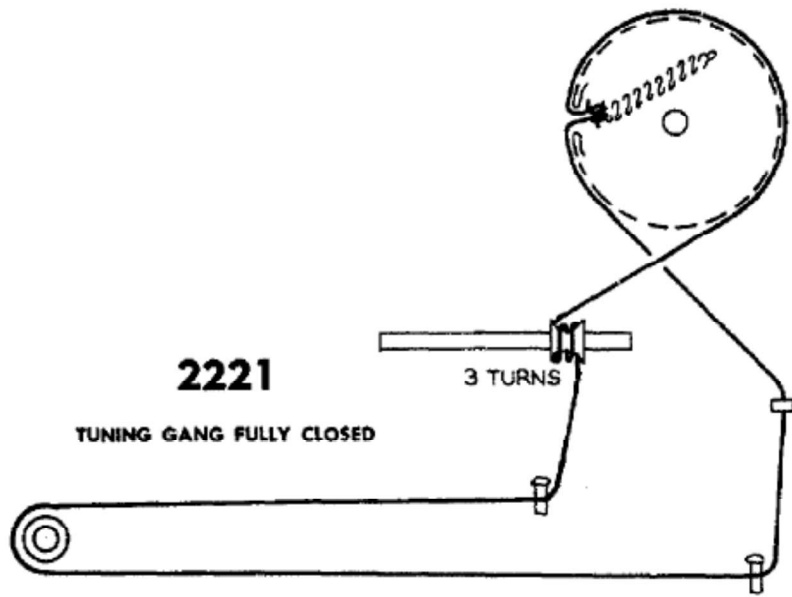


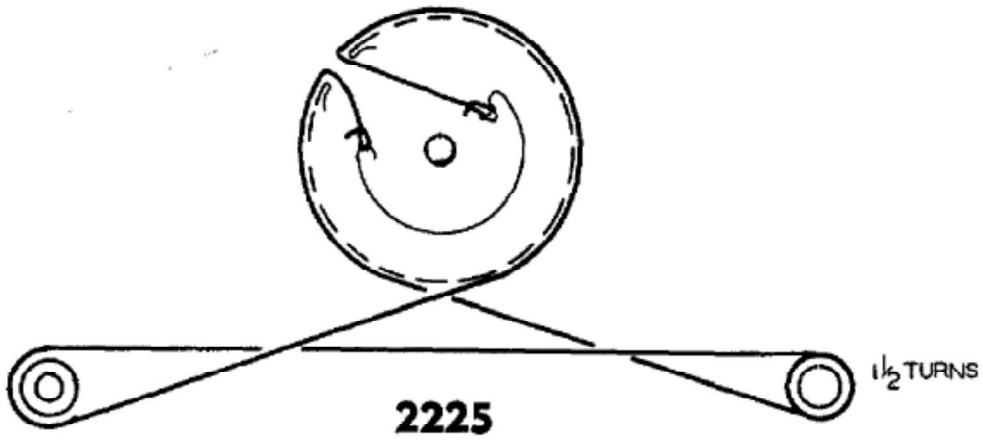
VHF FINE TUNING PULLEY IN MAX. CLOCKWISE POSITION



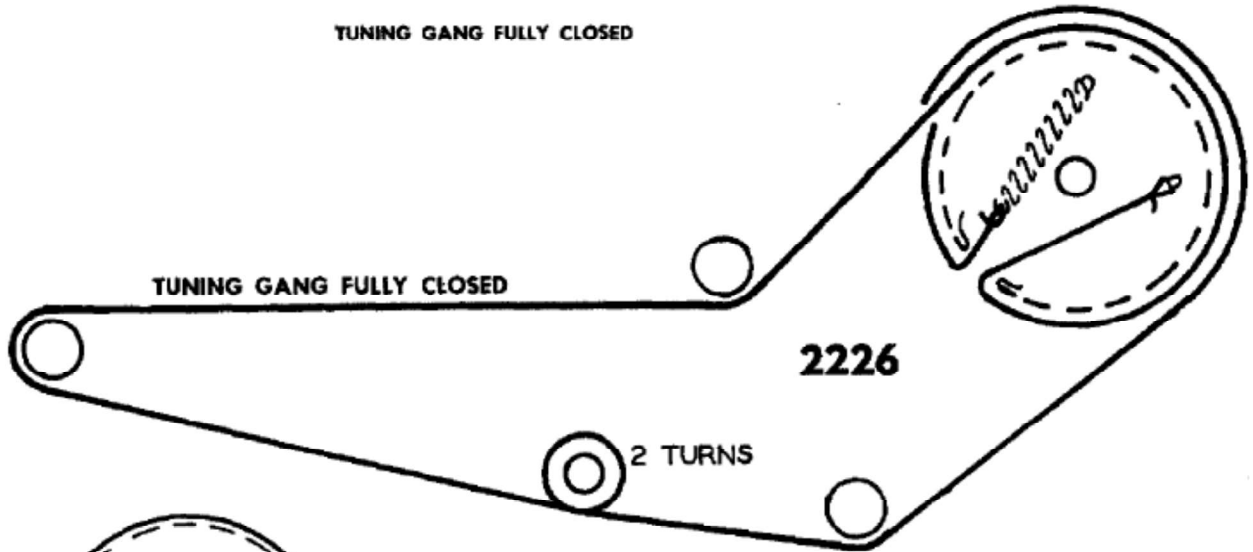




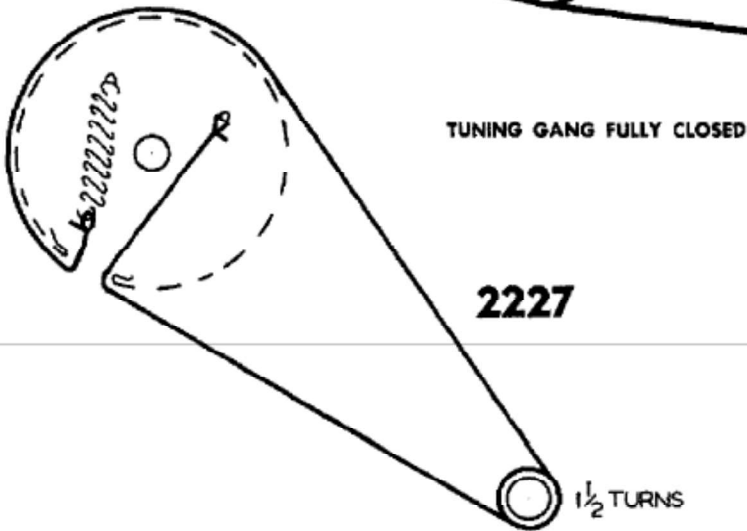




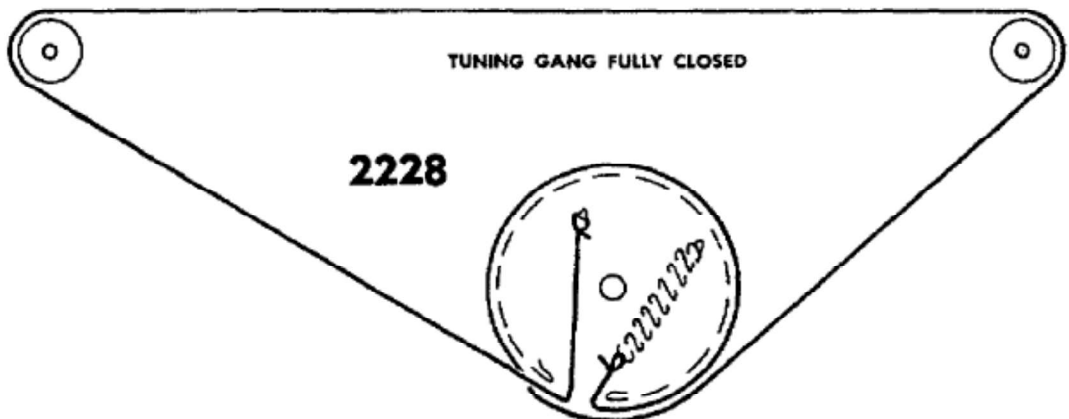
TUNING GANG FULLY CLOSED



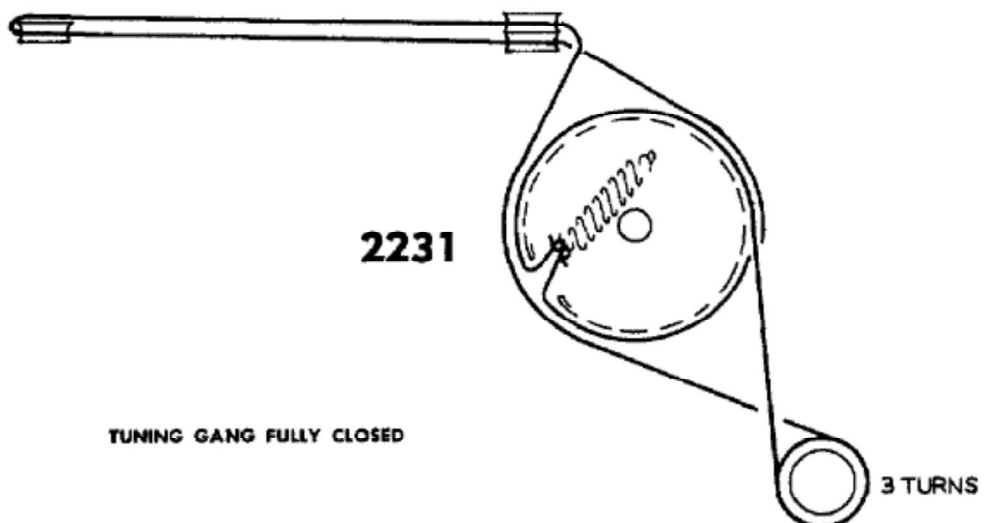
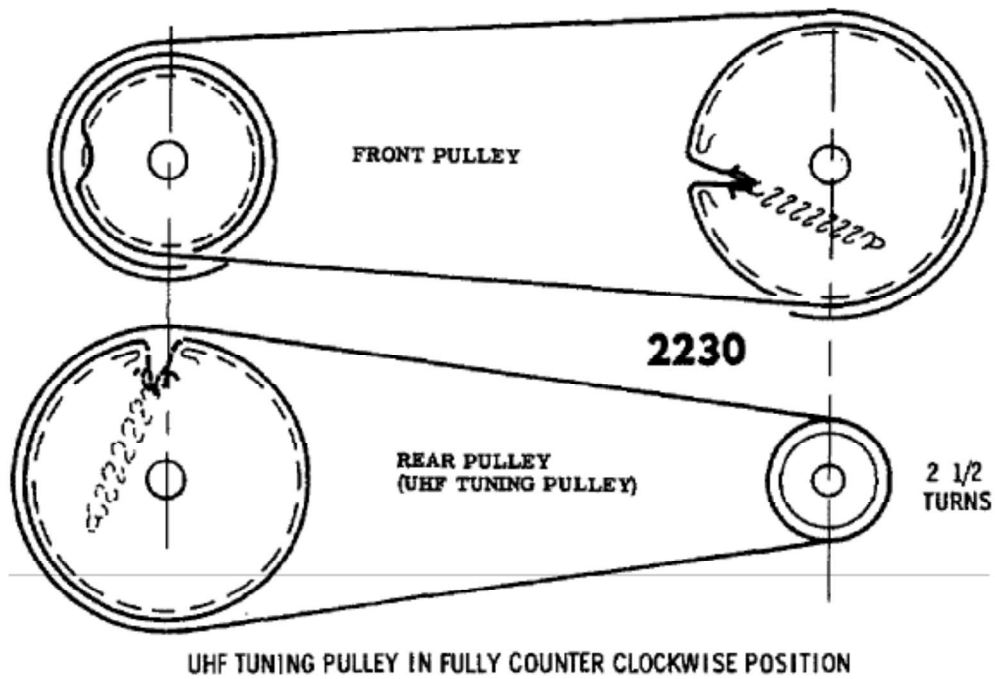
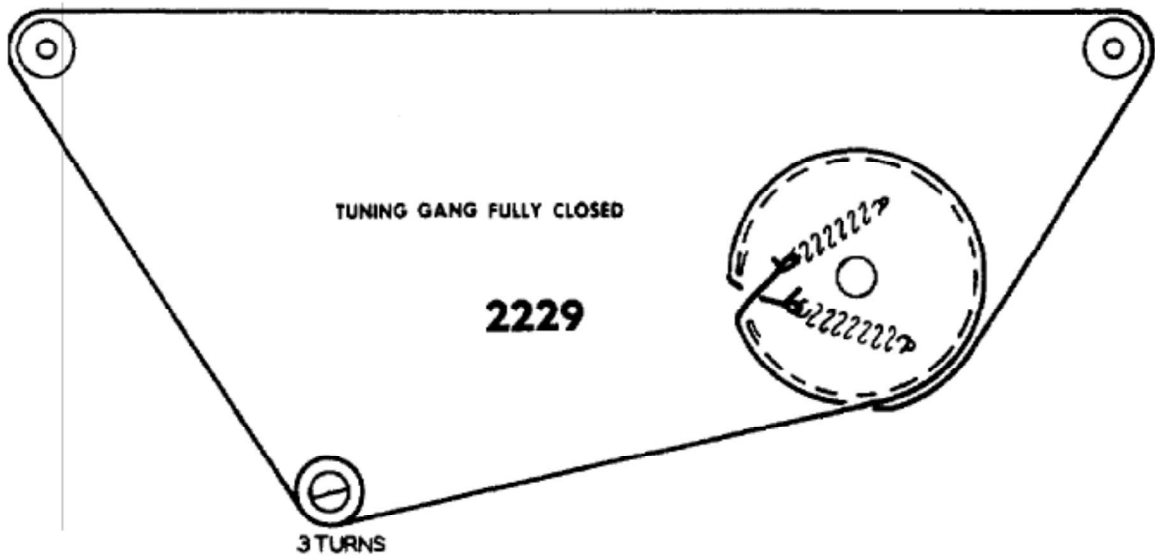
TUNING GANG FULLY CLOSED

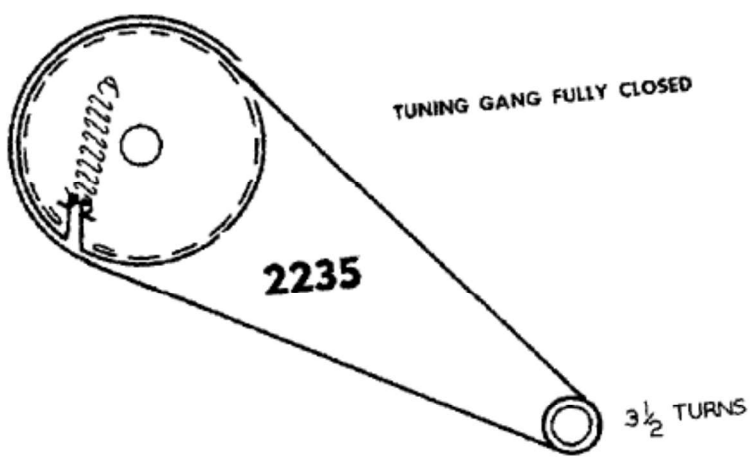
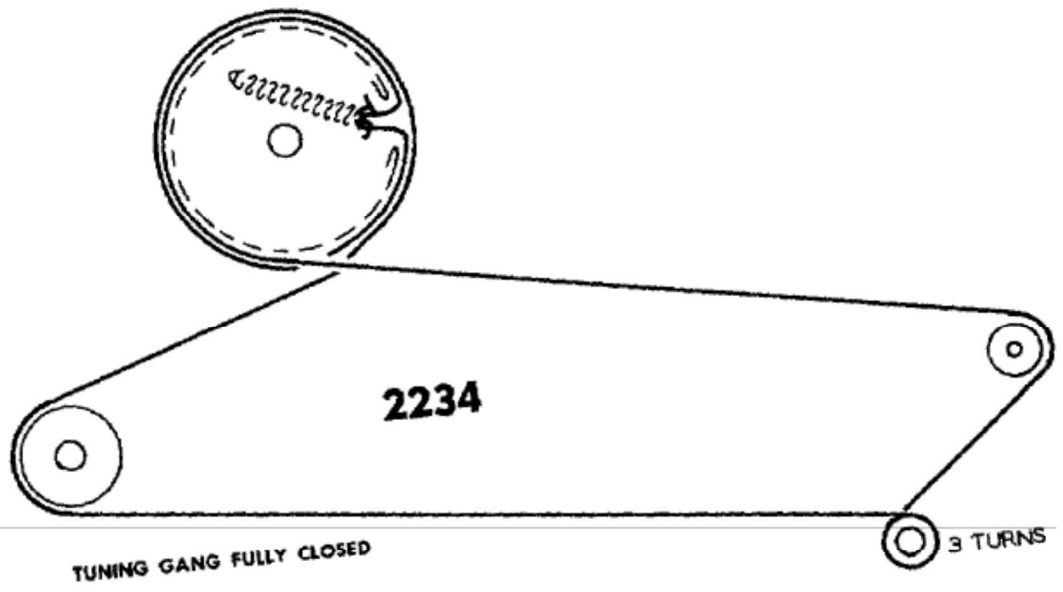
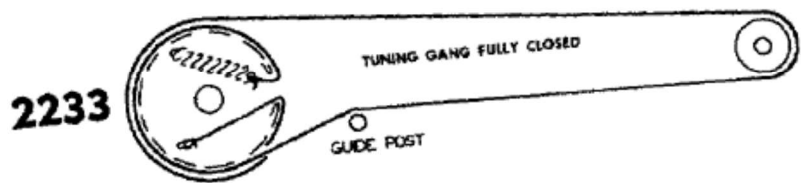
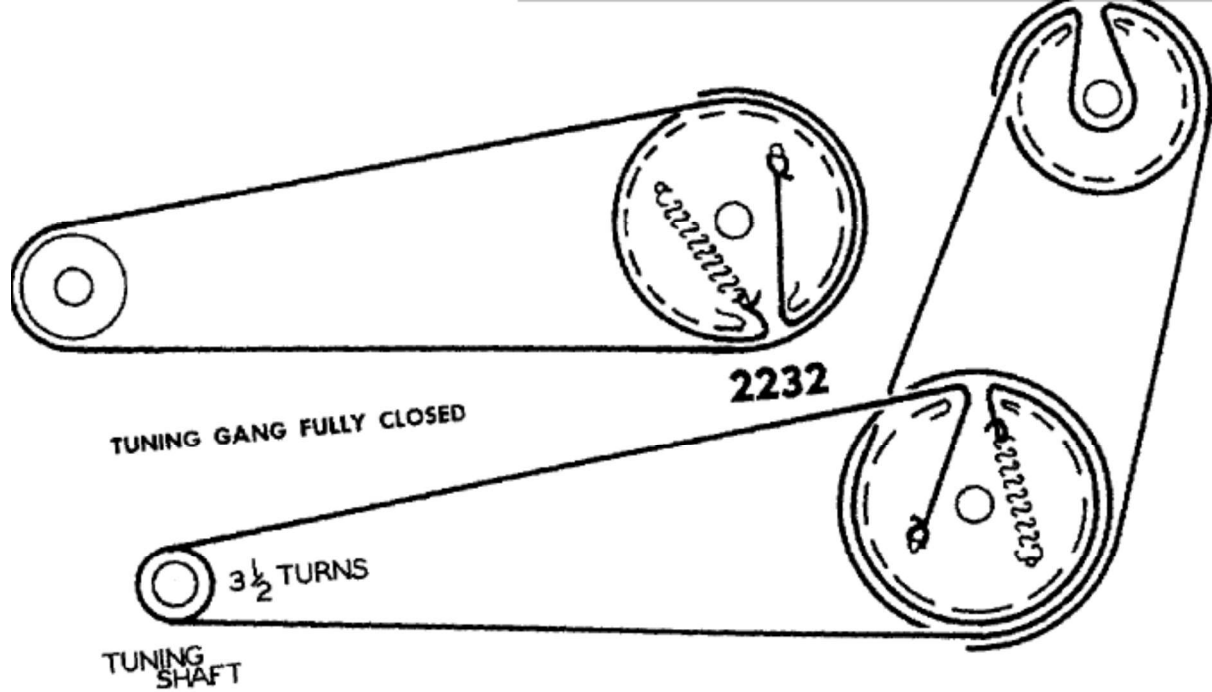


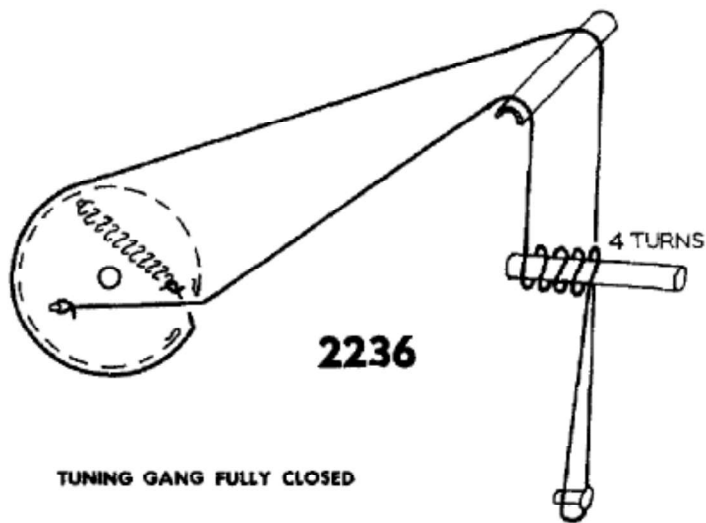
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



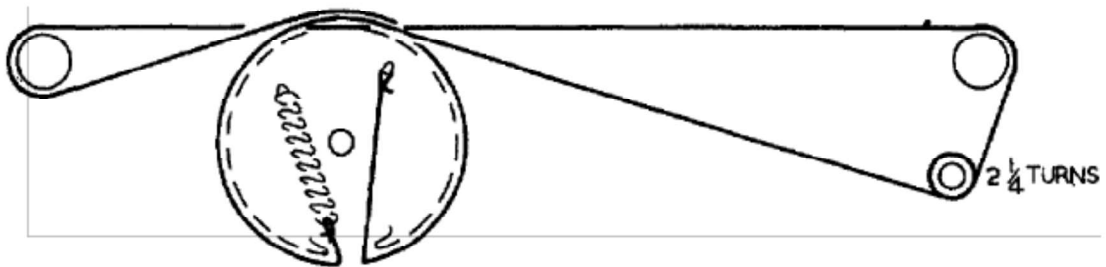




TUNING GANG FULLY CLOSED

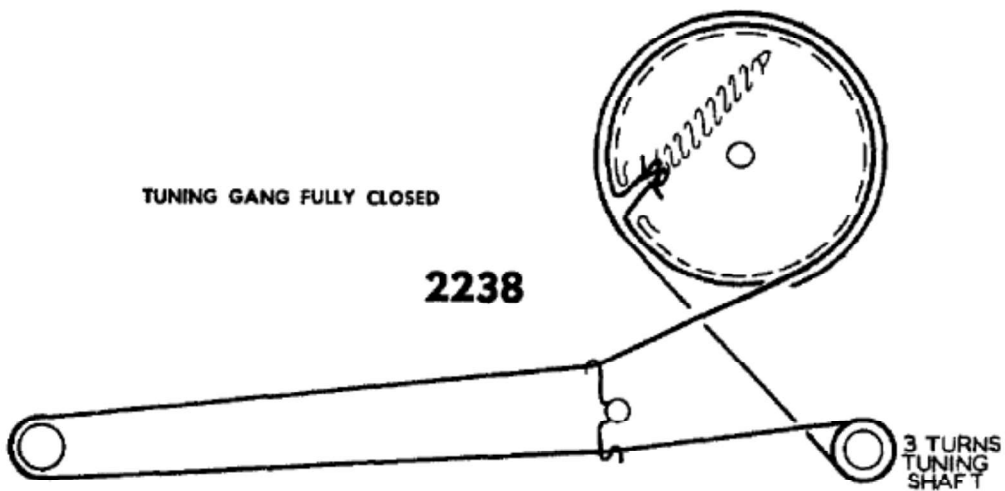
TUNING GANG FULLY CLOSED

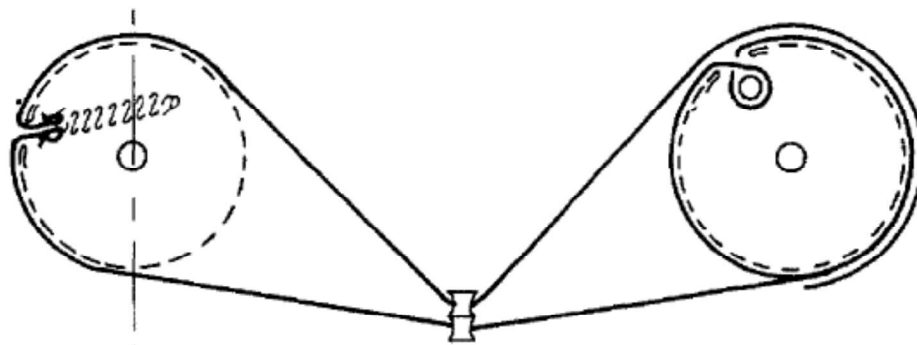
2237



TUNING GANG FULLY CLOSED

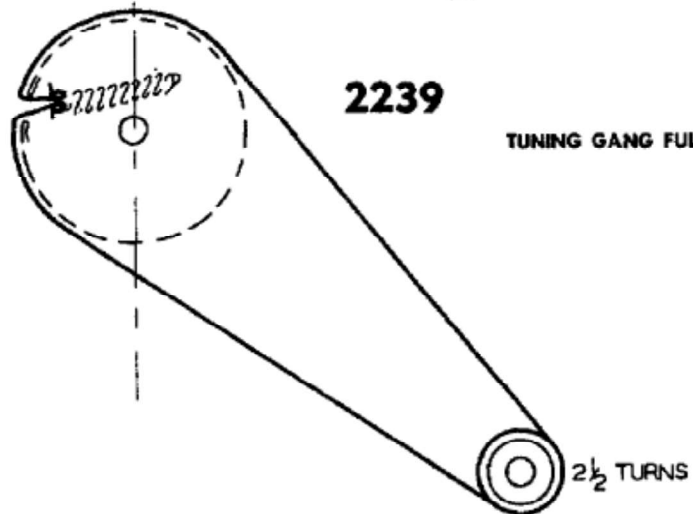
2238



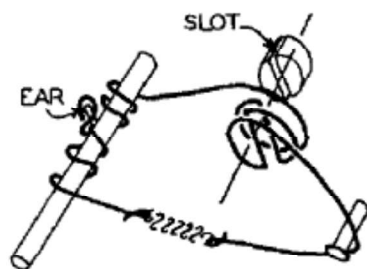


**2239**

TUNING GANG FULLY CLOSED



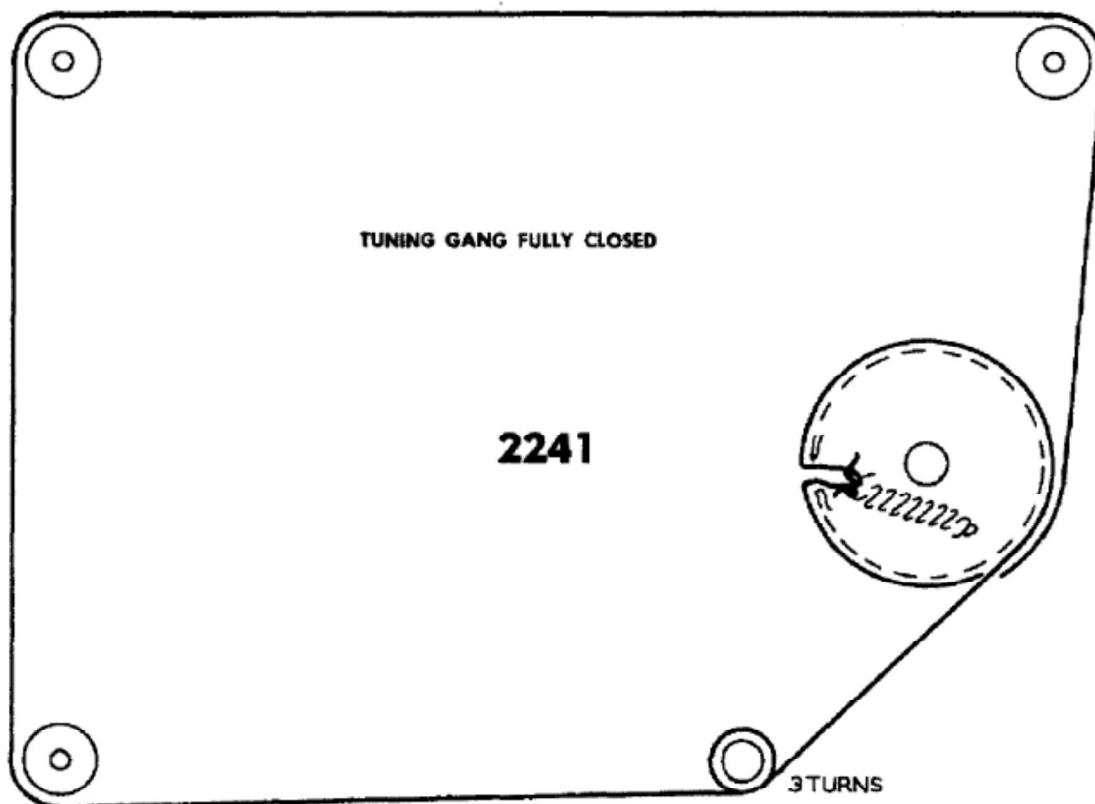
2 1/2 TURNS



**2240**

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

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

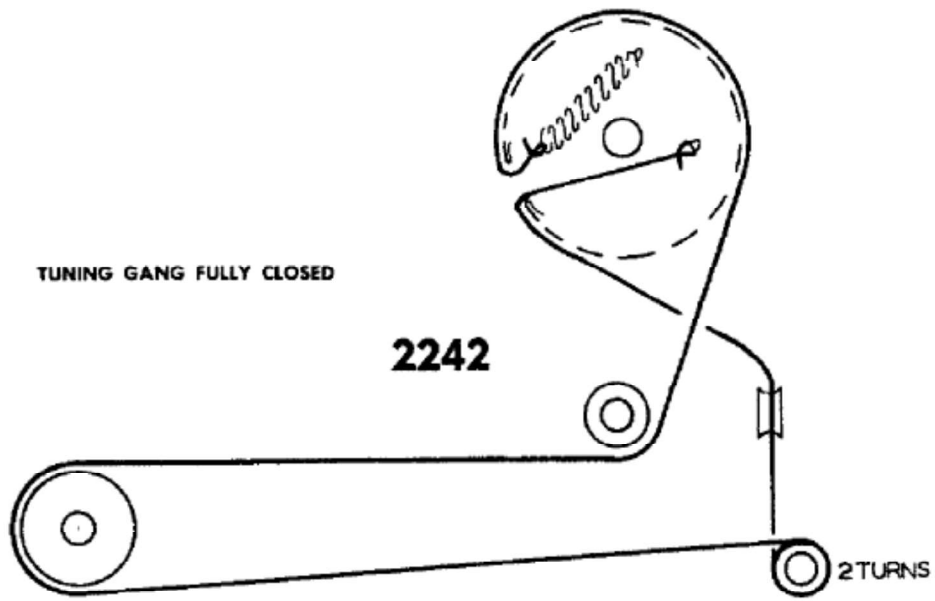
**2241**

3 TURNS



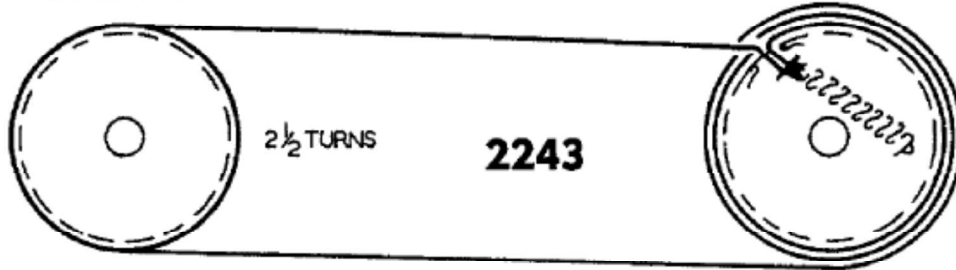
TUNING GANG FULLY CLOSED

2242



DRIVE PULLEY

CONTRAST CONTROL PULLEY

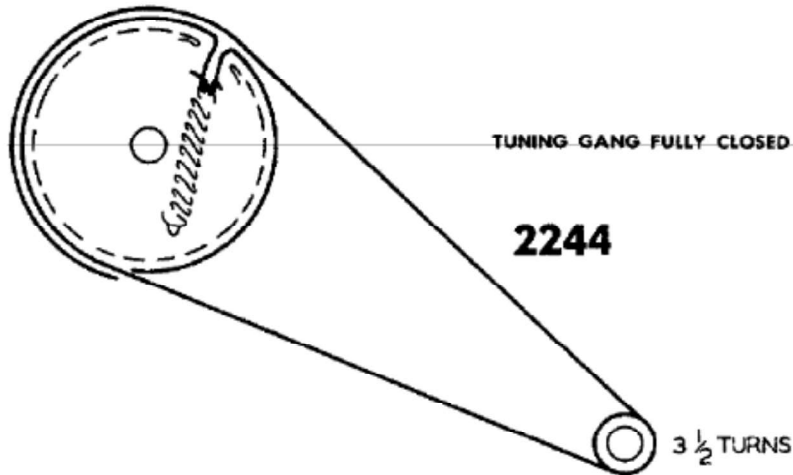


2243

CONTRAST CONTROL PULLEY IN MAX. COUNTER CLOCKWISE POSITION.

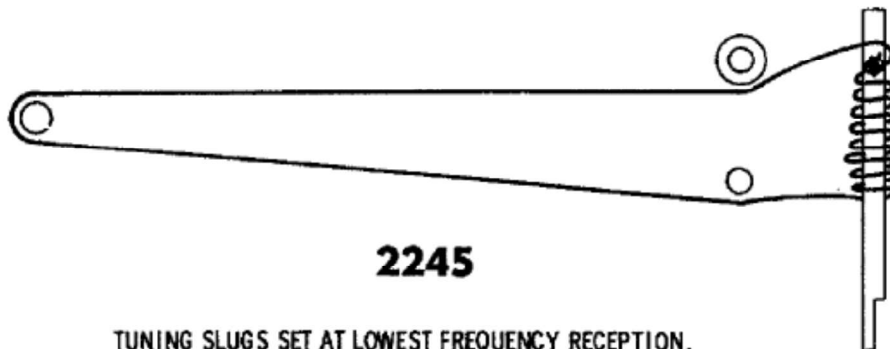
TUNING GANG FULLY CLOSED

2244

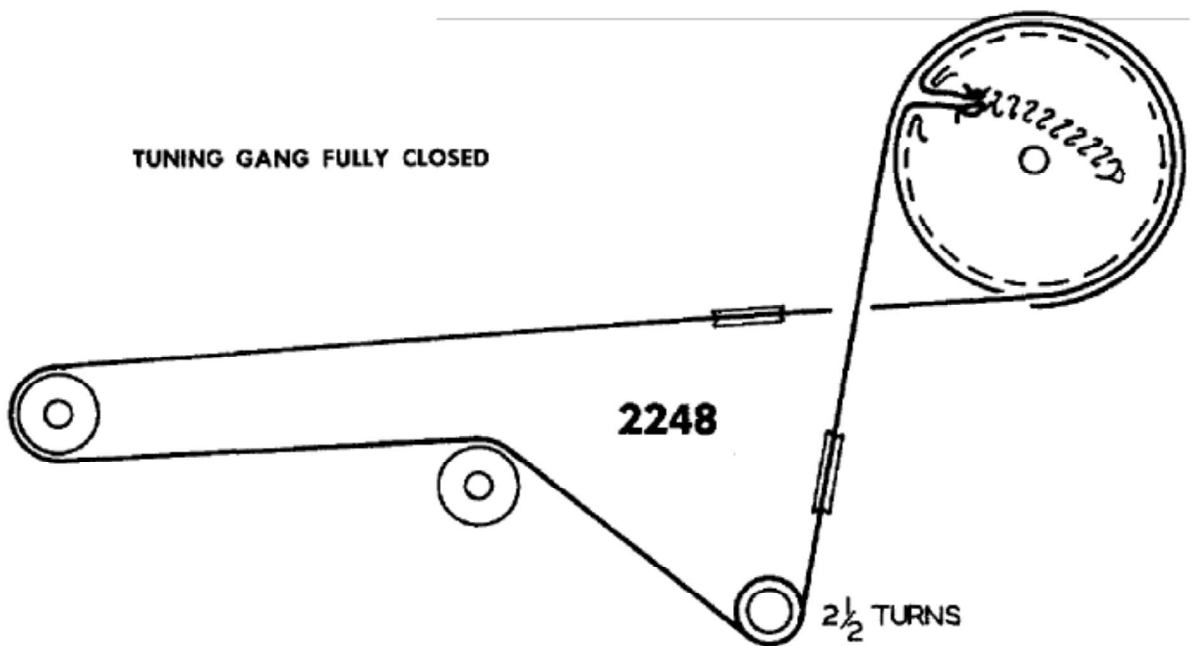
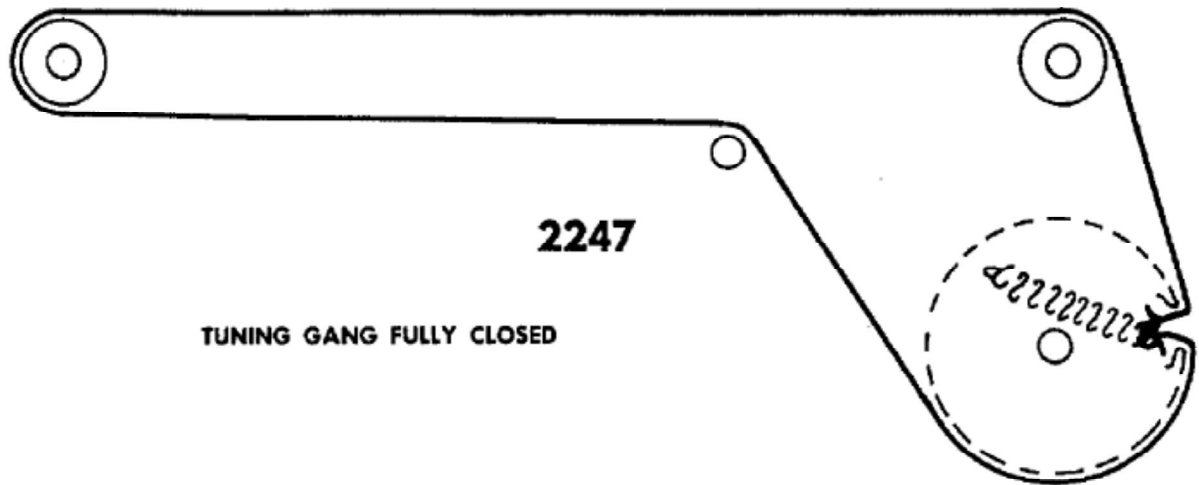
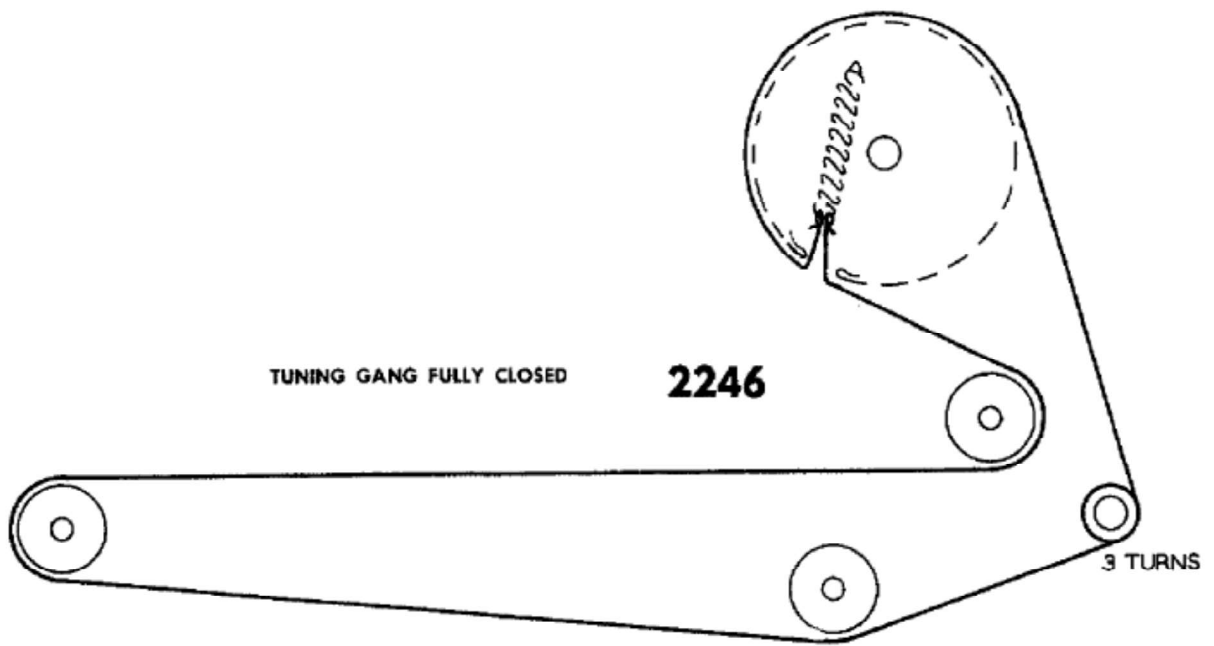


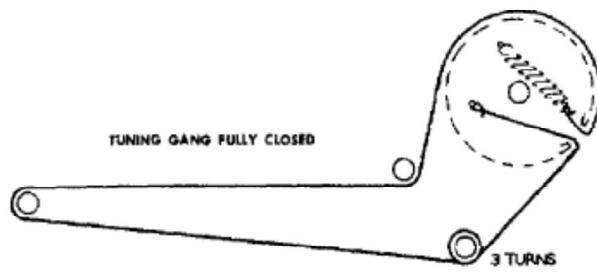
3 1/2 TURNS

2245

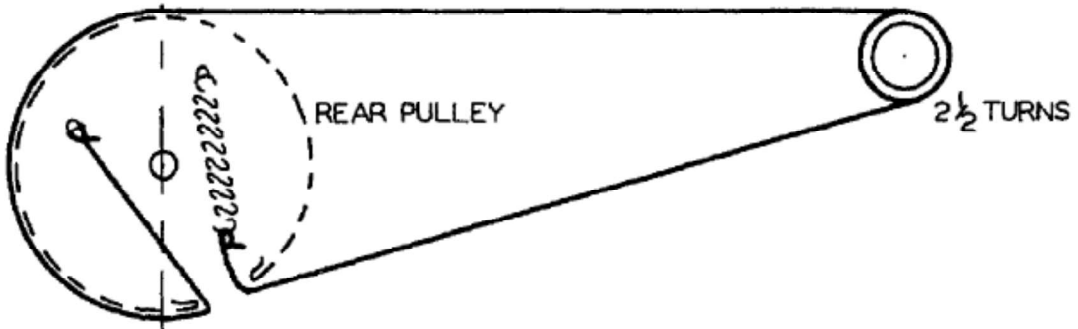


TUNING SLUGS SET AT LOWEST FREQUENCY RECEPTION.

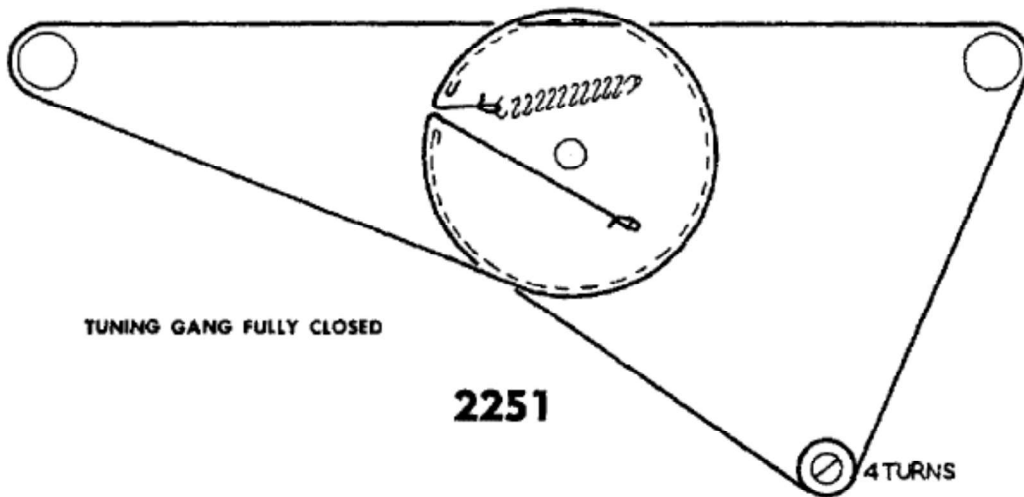
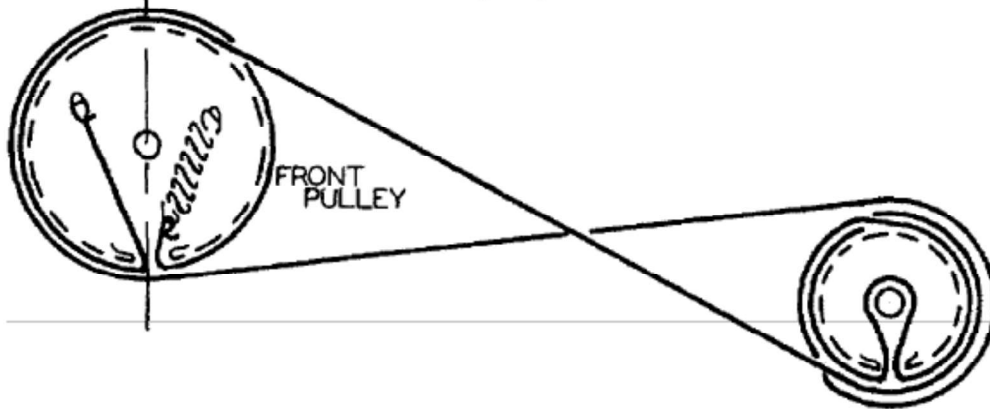




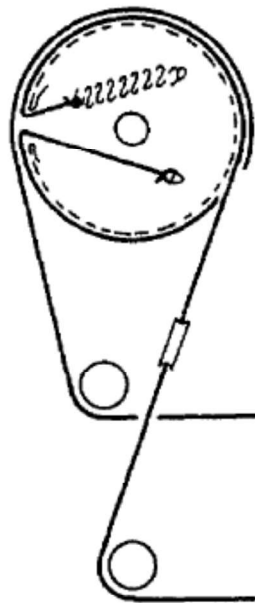
**2249**



**2250**



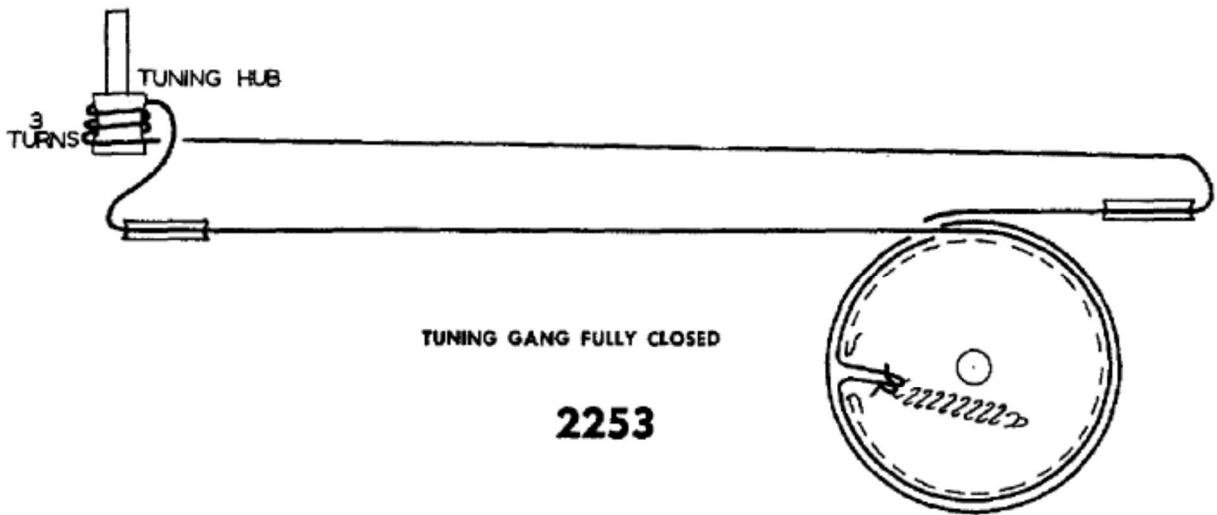
**2251**



TUNING GANG FULLY CLOSED

2252

2½ TURNS

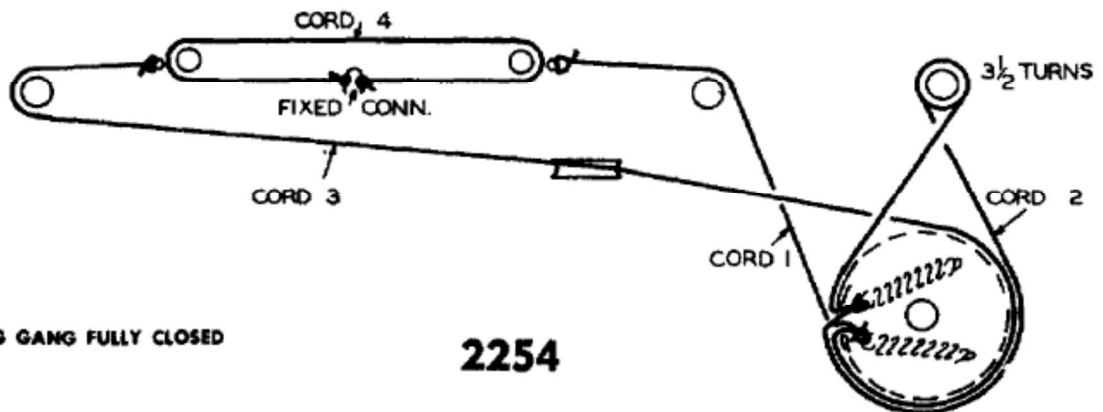


TUNING GANG FULLY CLOSED

2253

3 TURNS

TUNING HUB



TUNING GANG FULLY CLOSED

2254

3½ TURNS

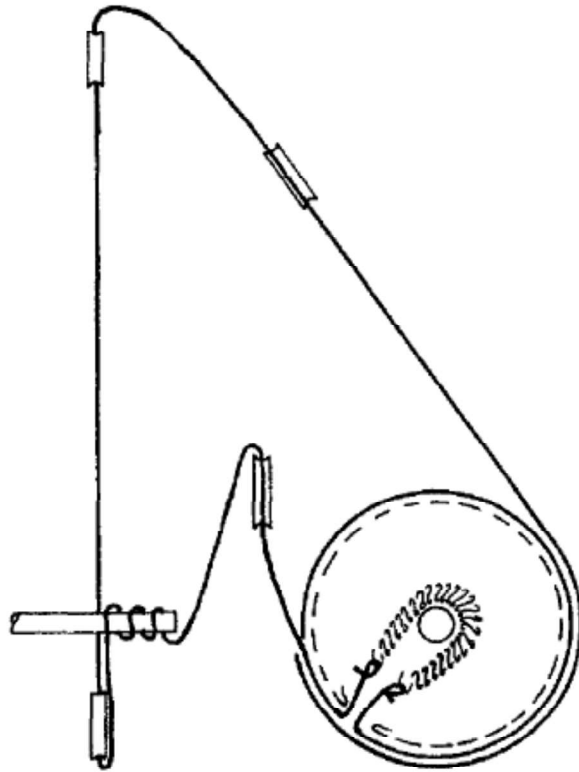
CORD 4

FIXED CONN.

CORD 3

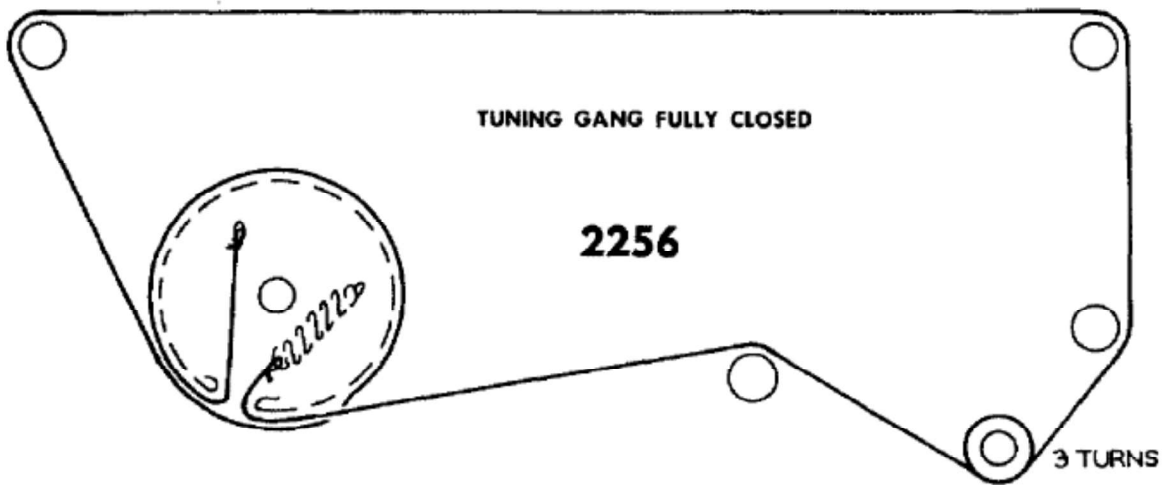
CORD 1

CORD 2



**2255**

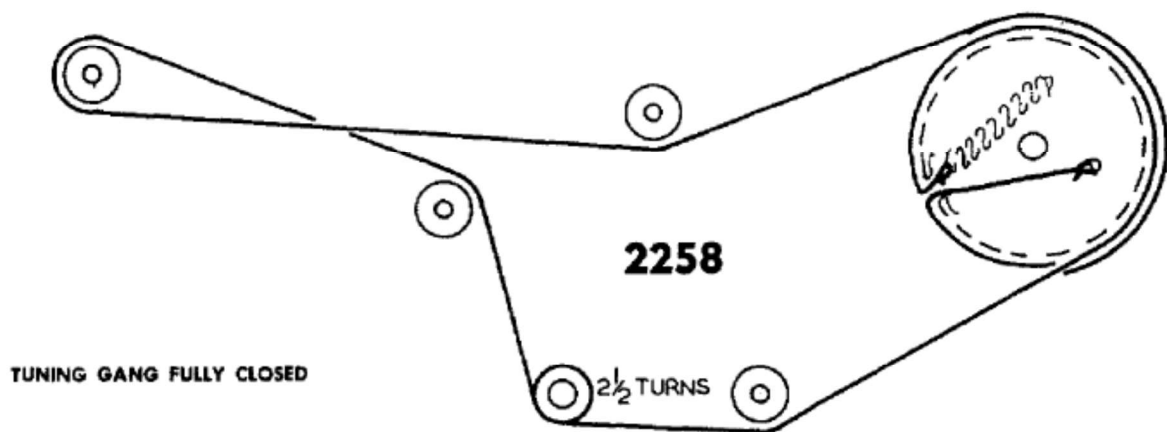
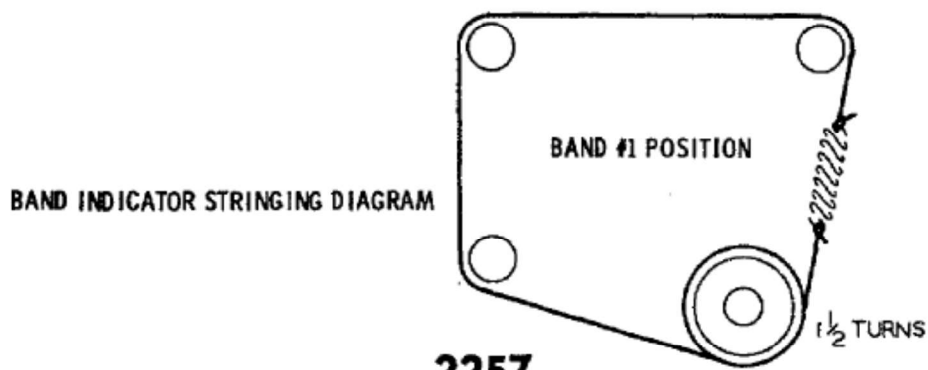
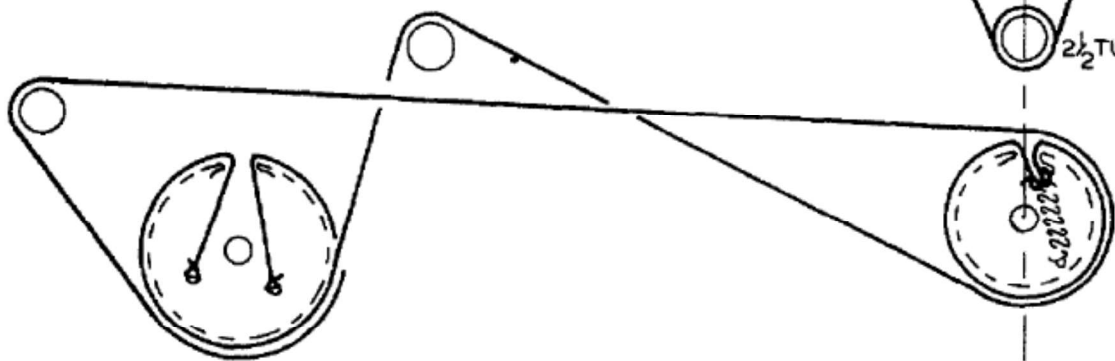
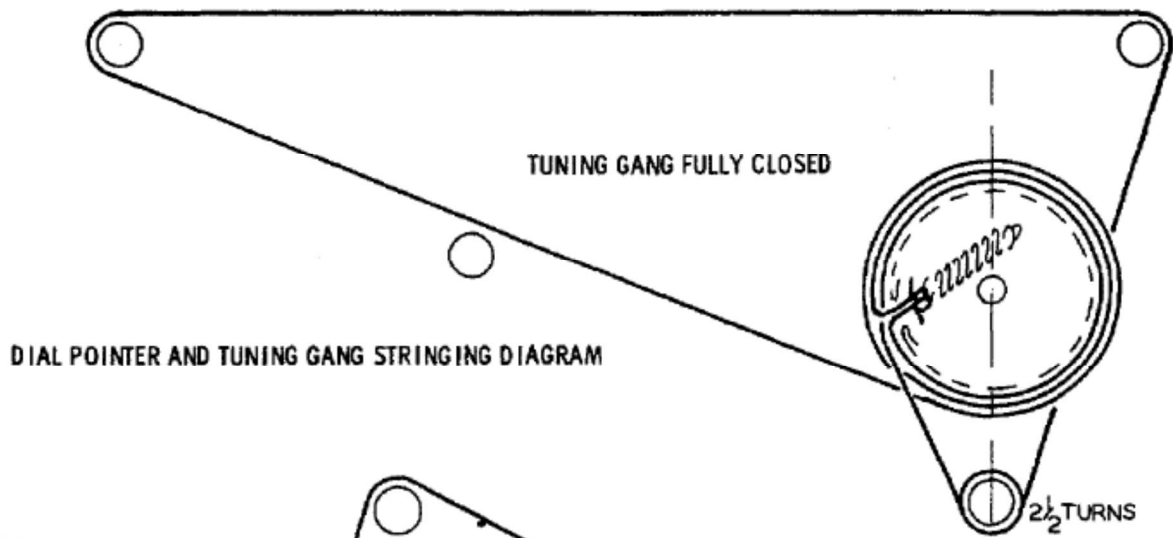
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

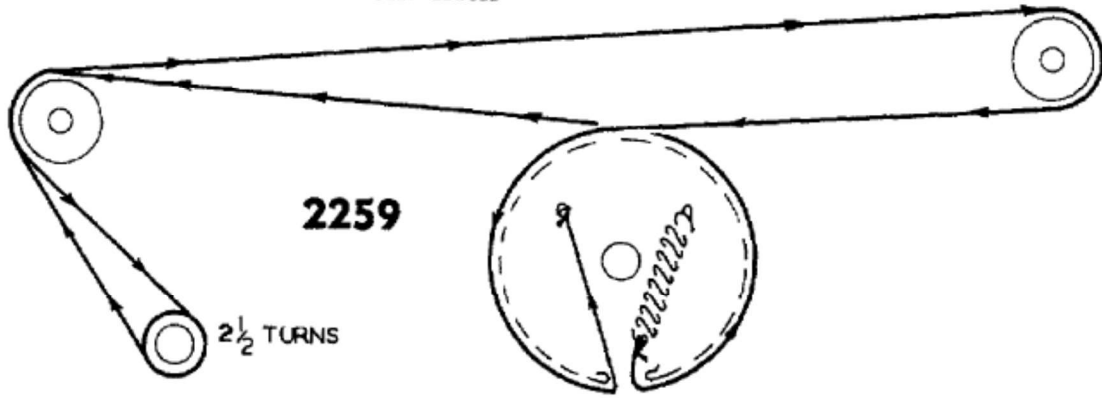
**2256**

3 TURNS

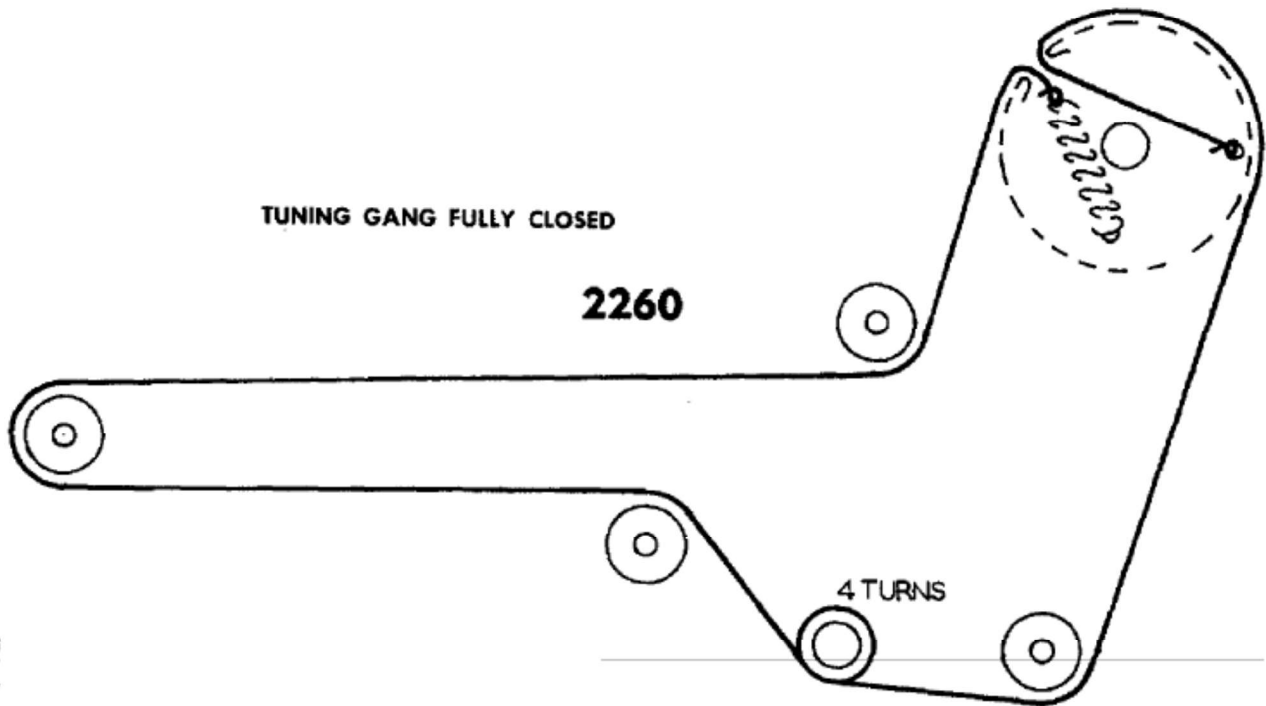




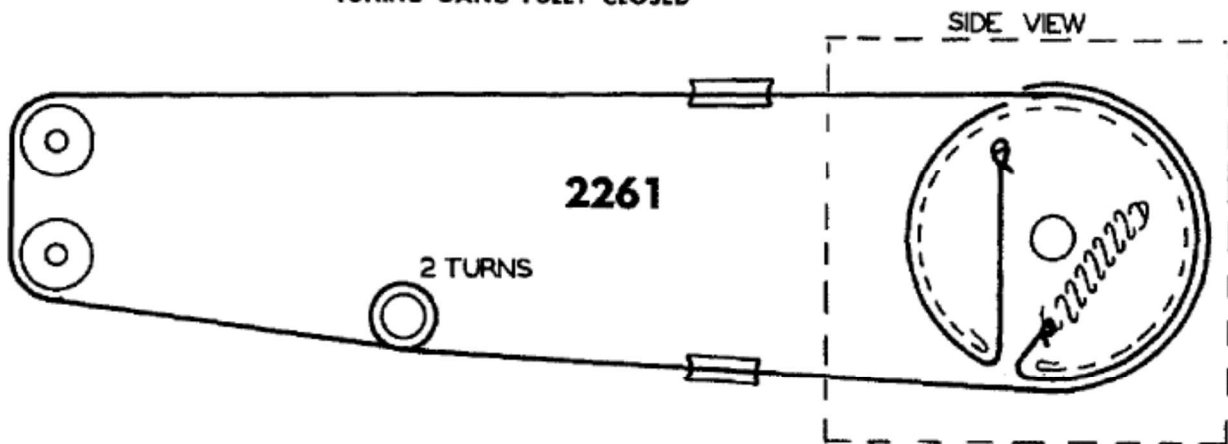
TUNING GANG FULLY CLOSED

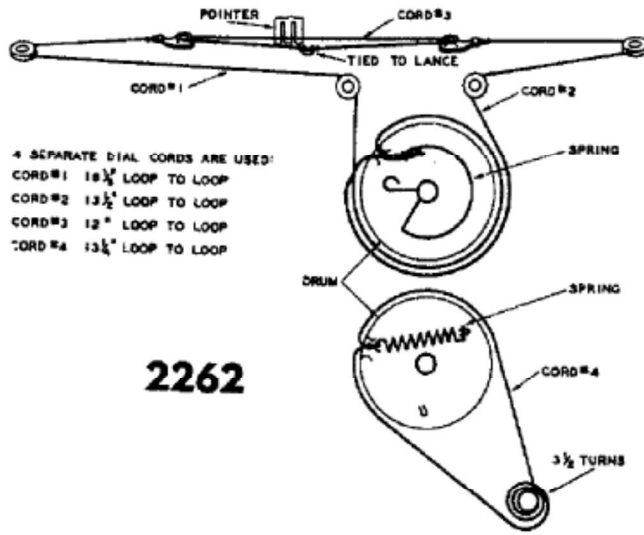


TUNING GANG FULLY CLOSED



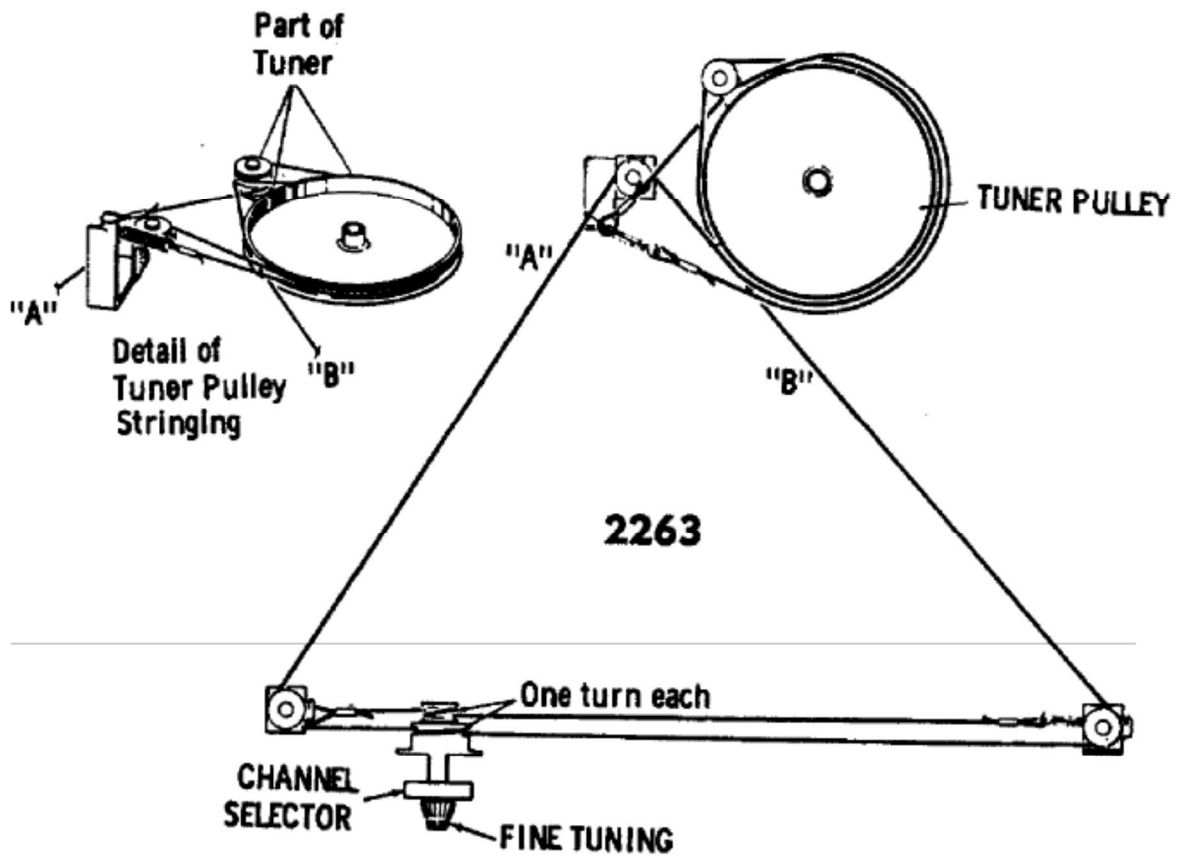
TUNING GANG FULLY CLOSED



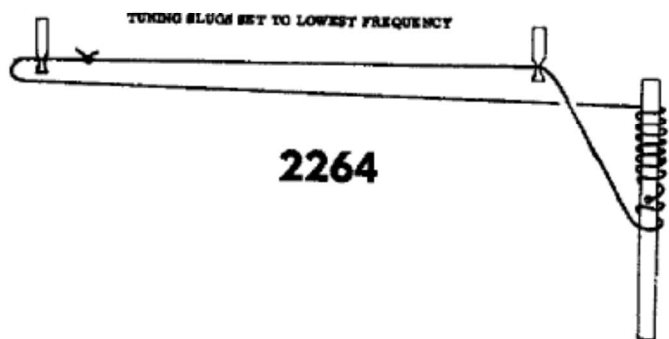


4 SEPARATE DIAL CORDS ARE USED:  
 CORD #1 18 1/2" LOOP TO LOOP  
 CORD #2 13 1/2" LOOP TO LOOP  
 CORD #3 12" LOOP TO LOOP  
 CORD #4 13 1/2" LOOP TO LOOP

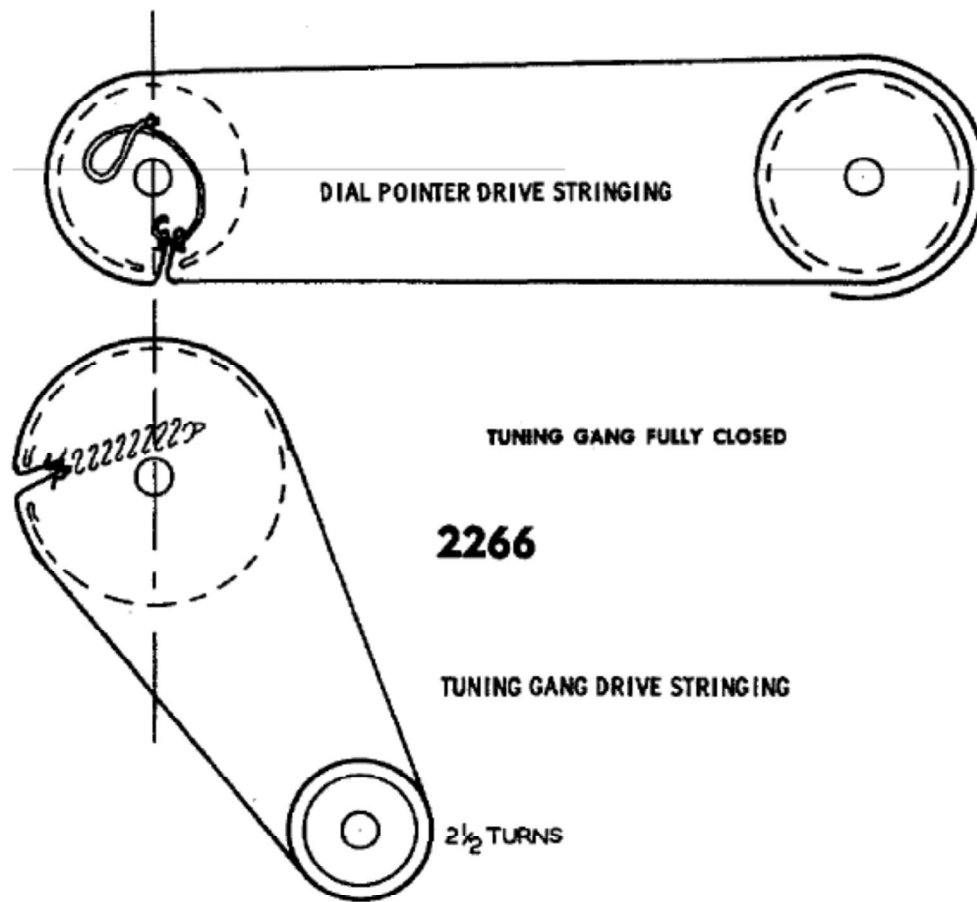
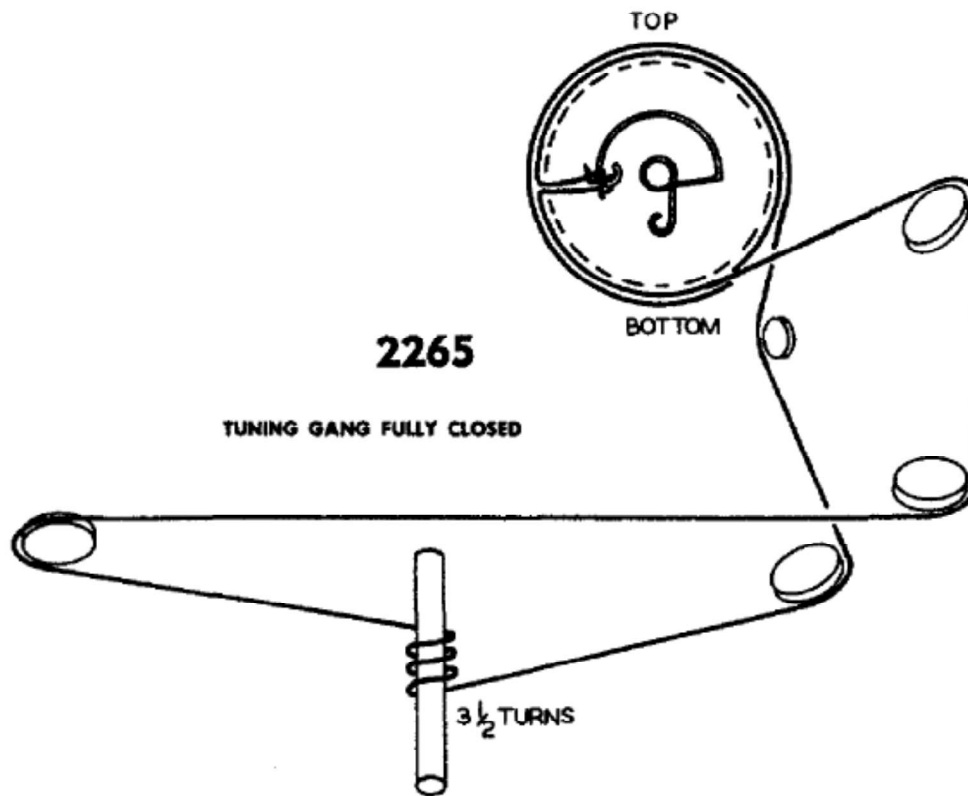
2262

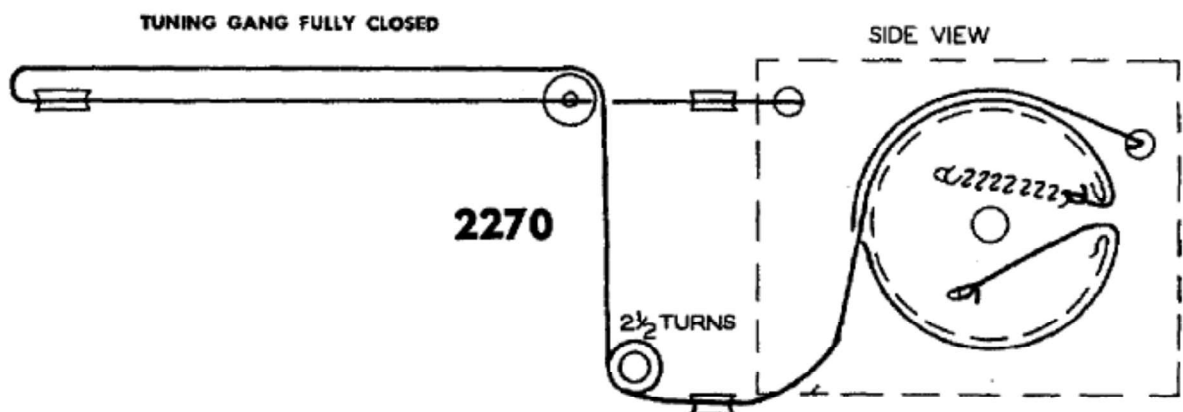
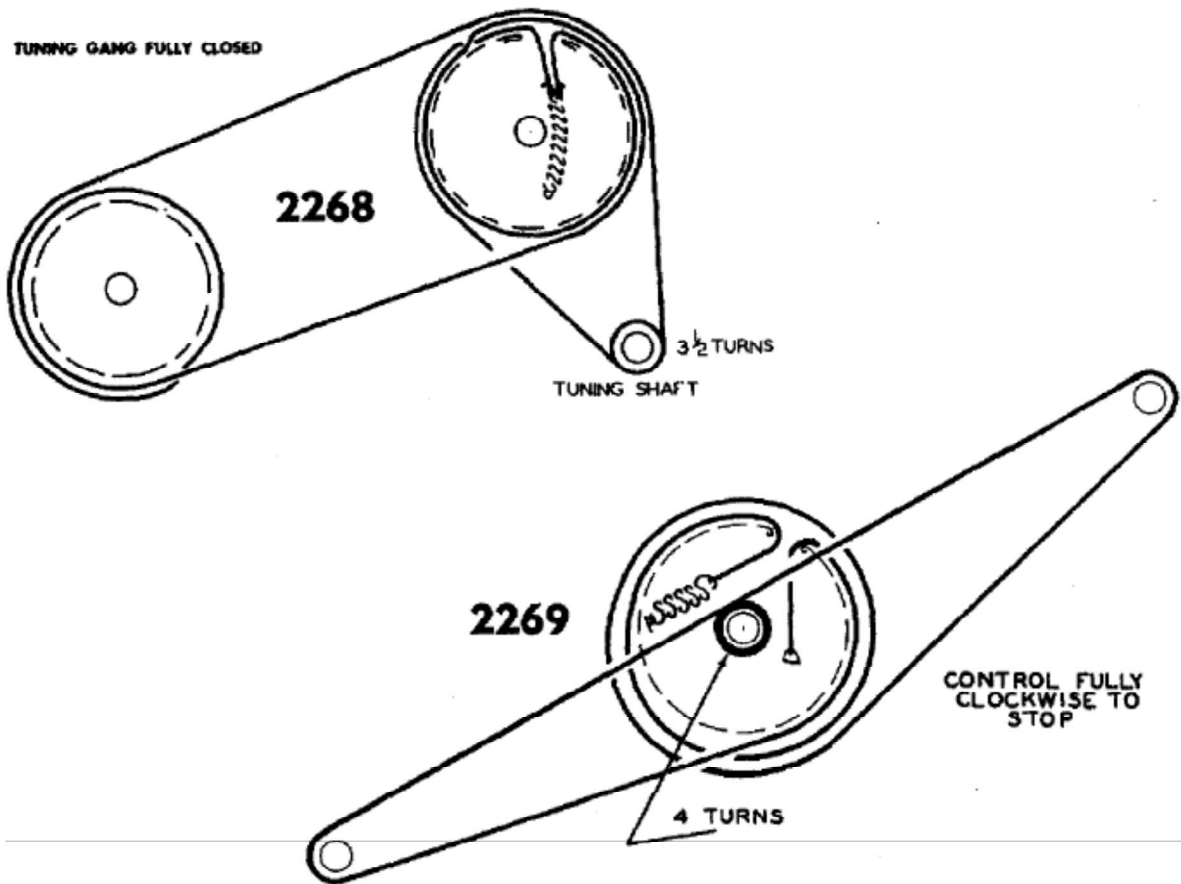
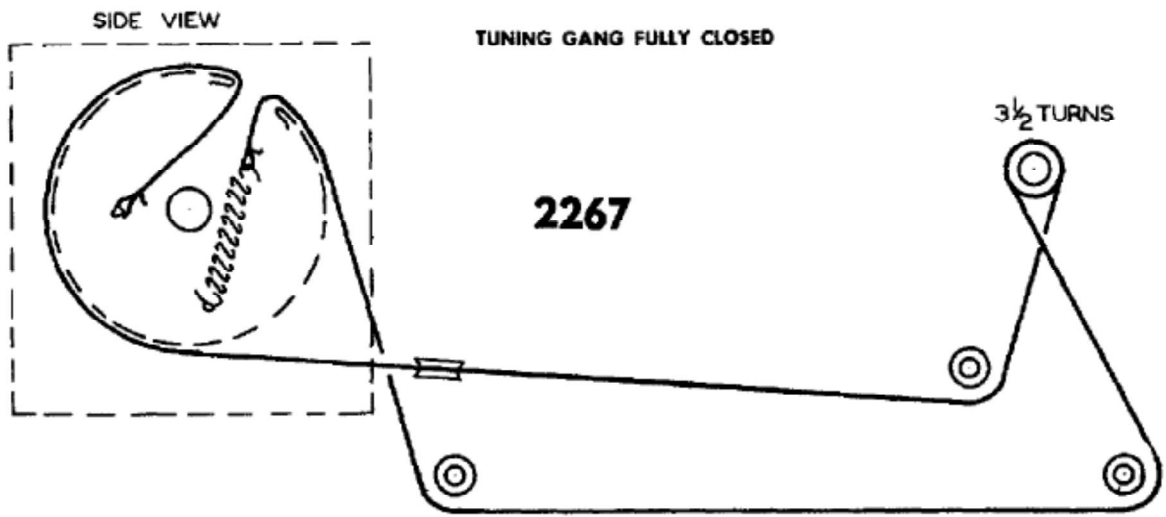


2263

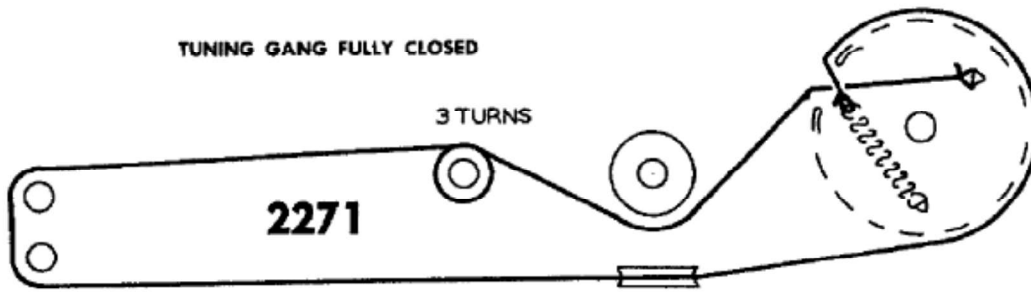


2264

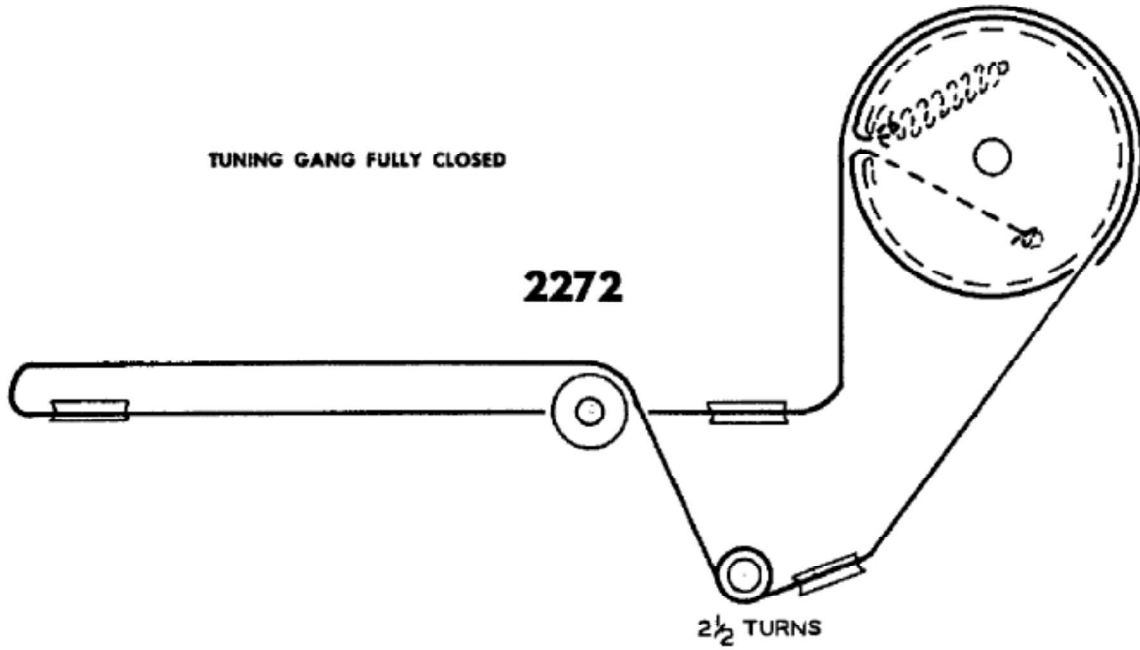




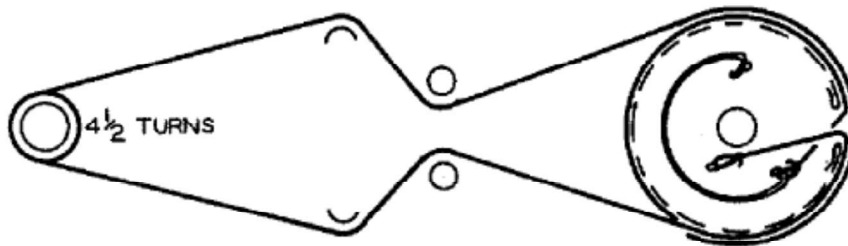
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



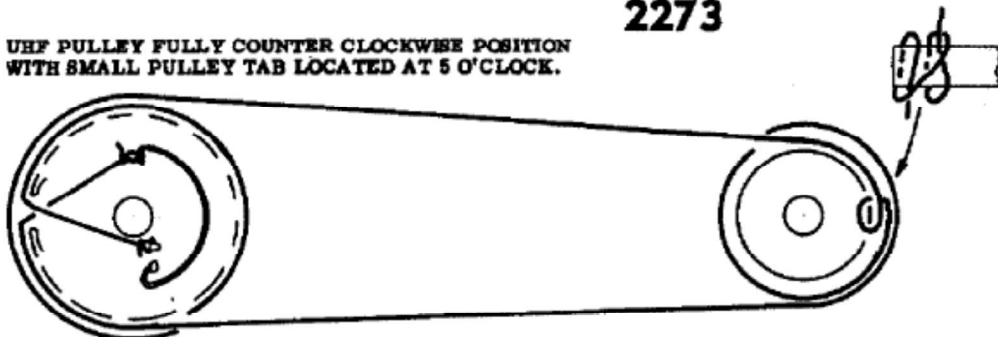
UHF PULLEY MAX. CLOCKWISE



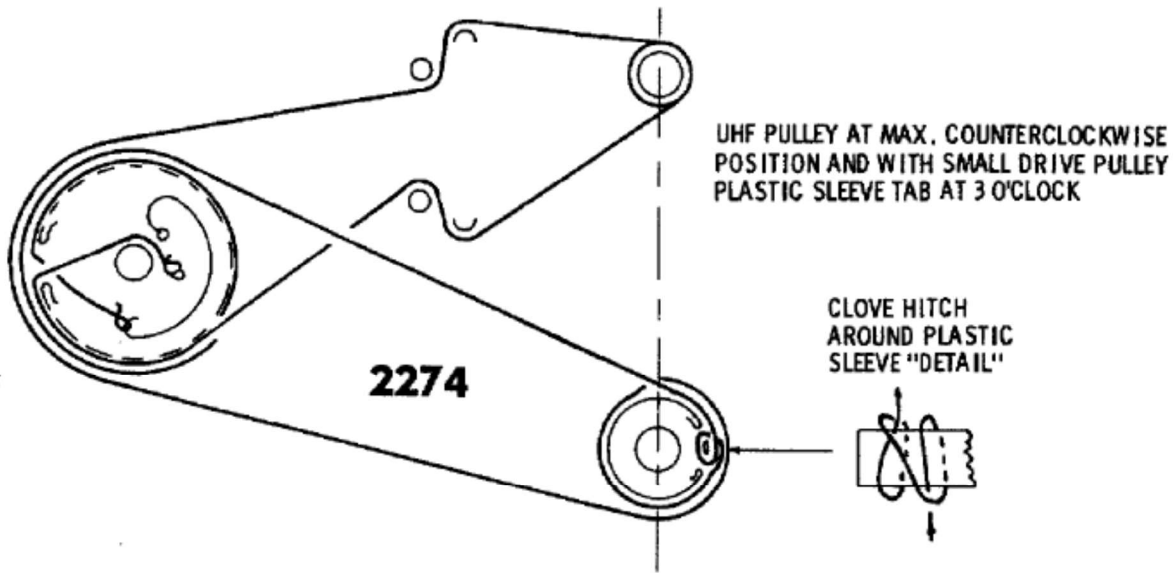
"REAR" UHF DIAL STRINGING (USED WITH VHF TUNER RJX-083)

**2273**

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

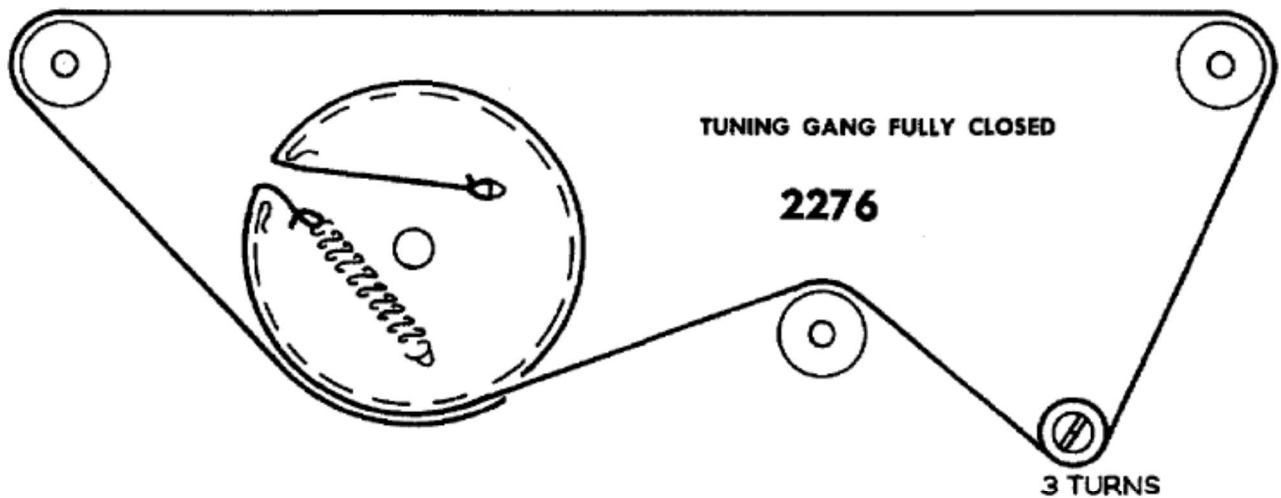
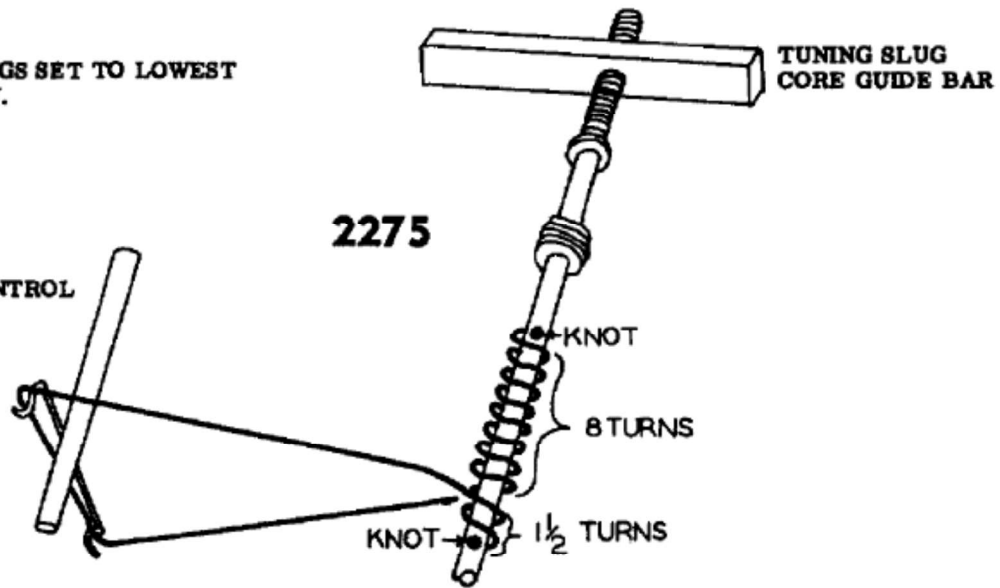


"FRONT" UHF DIAL STRINGING (USED WITH VHF TUNER RJX-083)

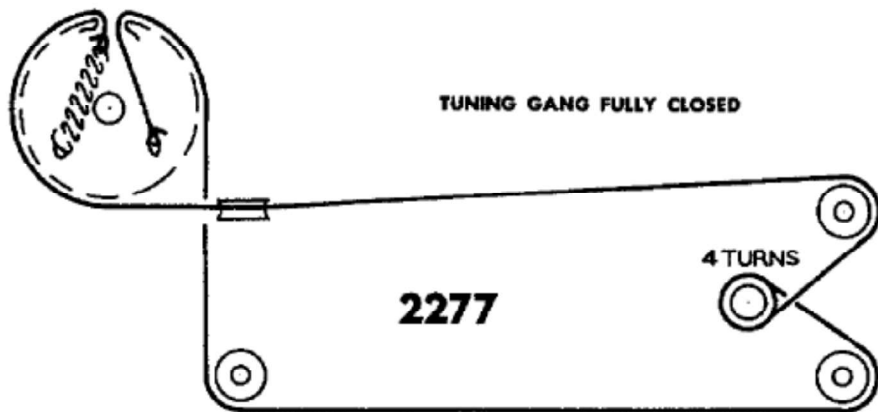


TUNING SLUGS SET TO LOWEST FREQUENCY.

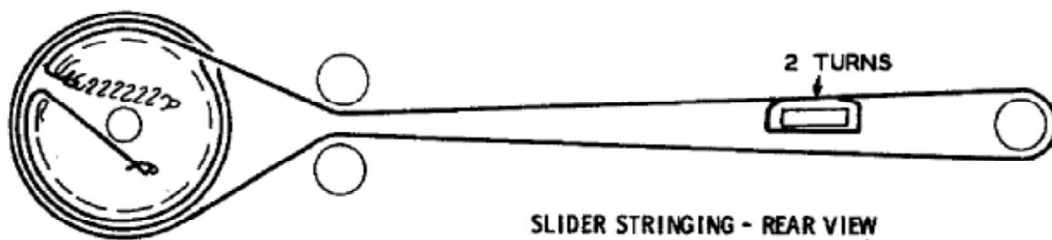
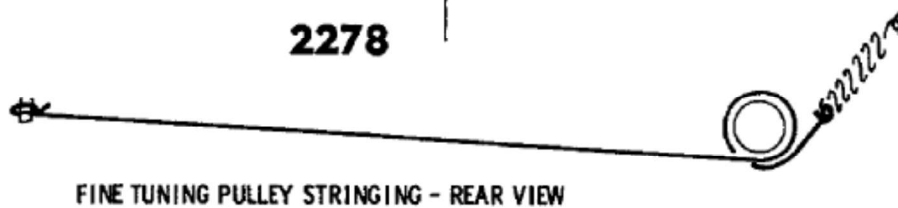
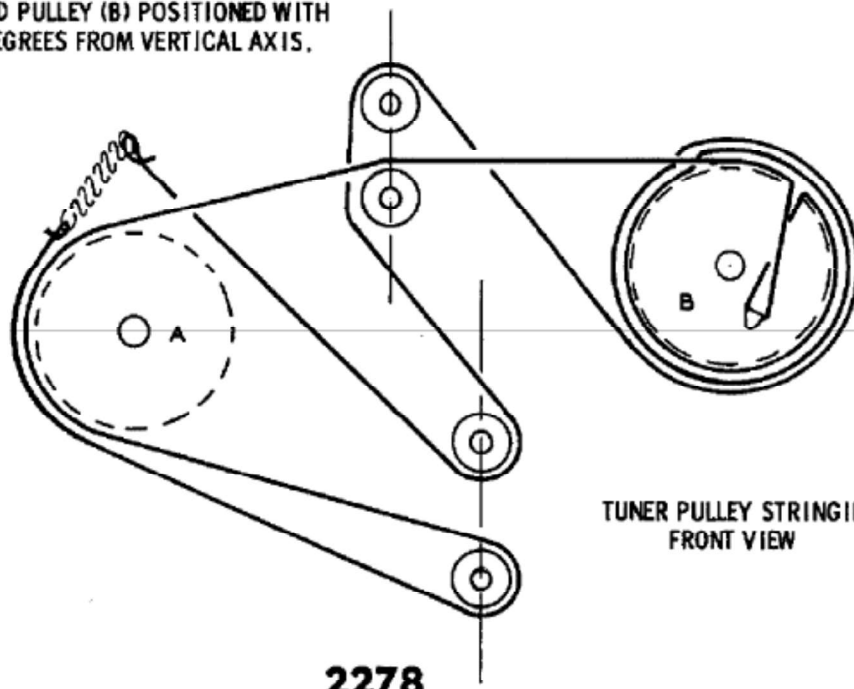
VOLUME CONTROL SHAFT



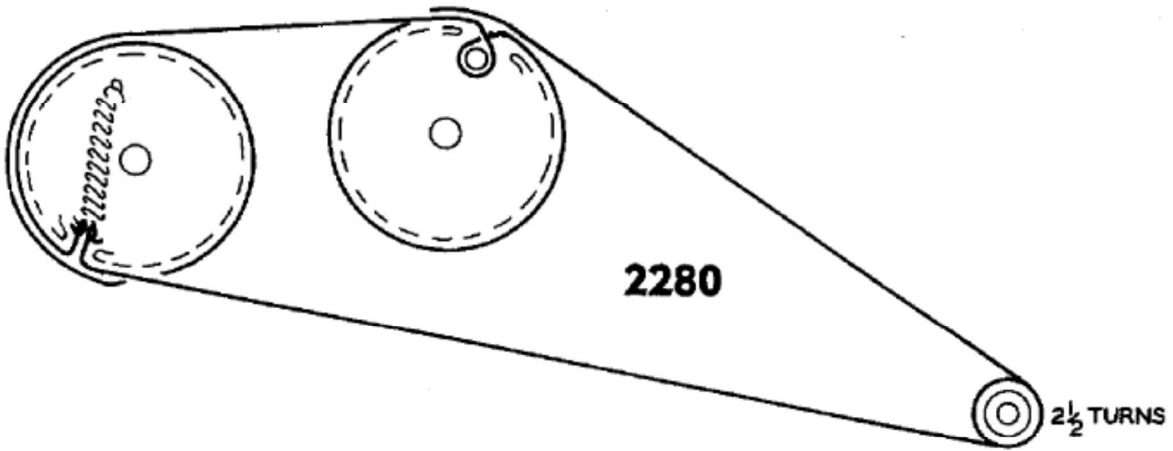
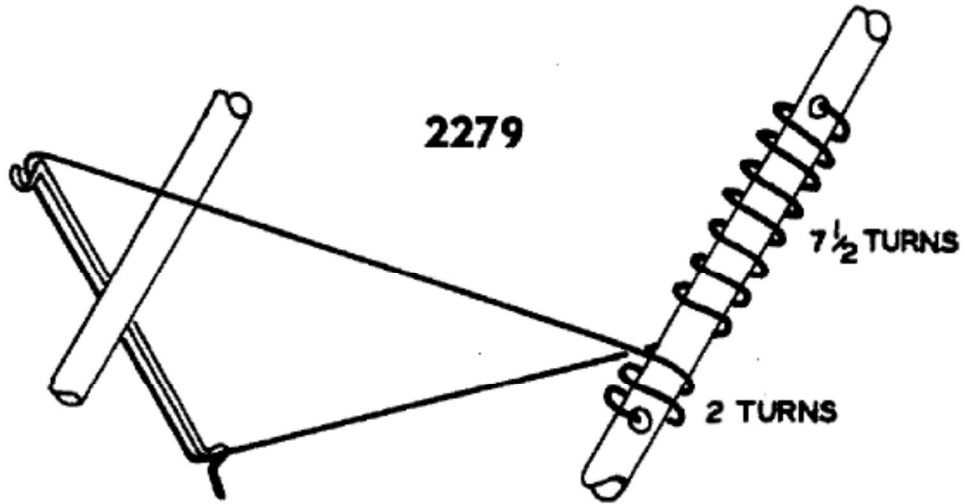




TUNER PULLEY (A) IN EXTREME COUNTER-CLOCKWISE POSITION, AND PULLEY (B) POSITIONED WITH OPENING 45-DEGREES FROM VERTICAL AXIS.

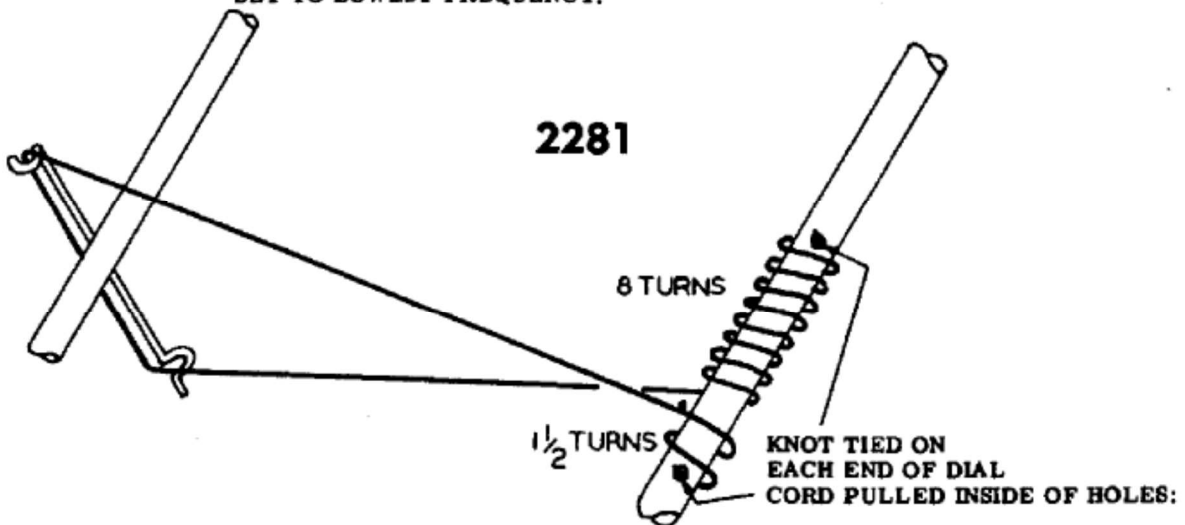


AM TUNING GANG FULLY CLOSED & FM TUNING SLUGS SET TO LOWEST FREQUENCY.  
KNOT TIED ON EACH END OF DIAL CORD PULLED INSIDE OF HOLES.

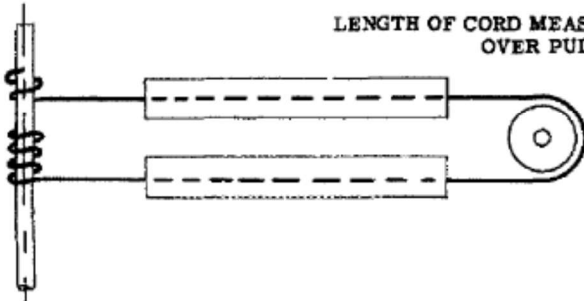


TUNING GANG FULLY CLOSED

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"

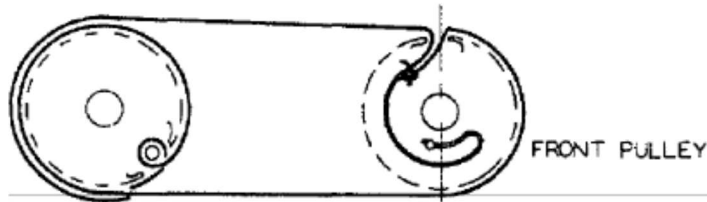
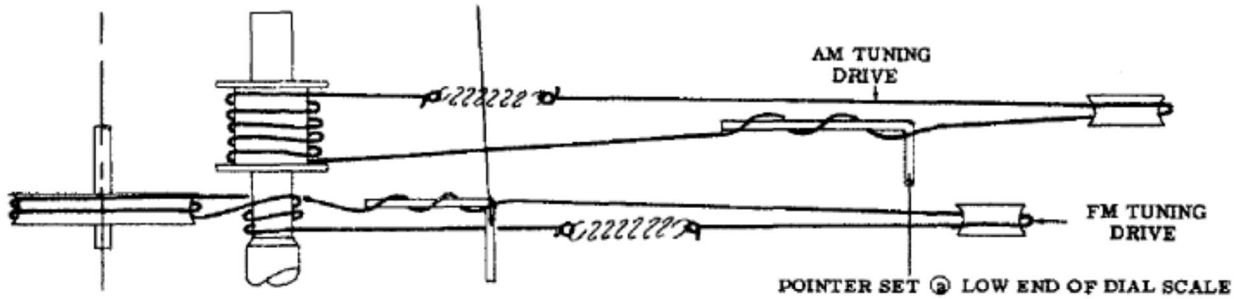


TUNING CORES SET TO  
HIGHEST FREQ. SETTING

TUNING GANG FULLY CLOSED

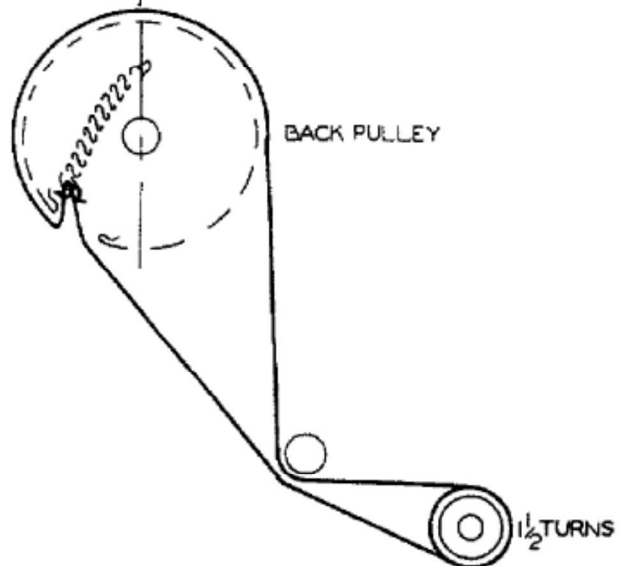
**2282**

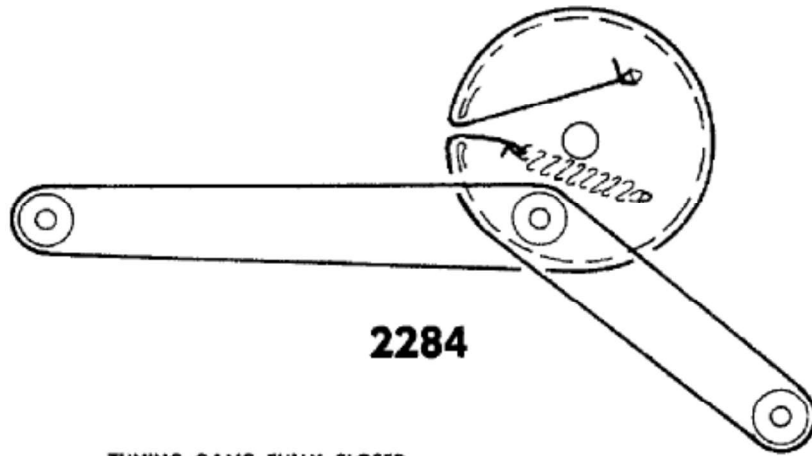
POINTER SET @ HIGH END OF DIAL SCALE



**2283**

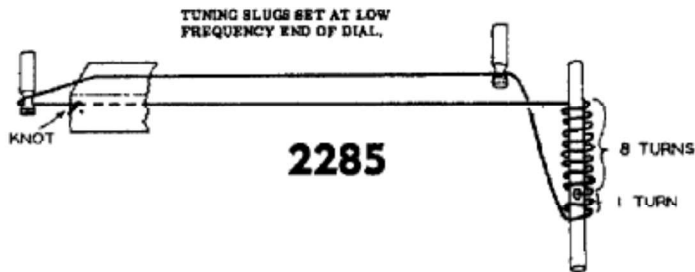
TUNING GANG FULLY CLOSED



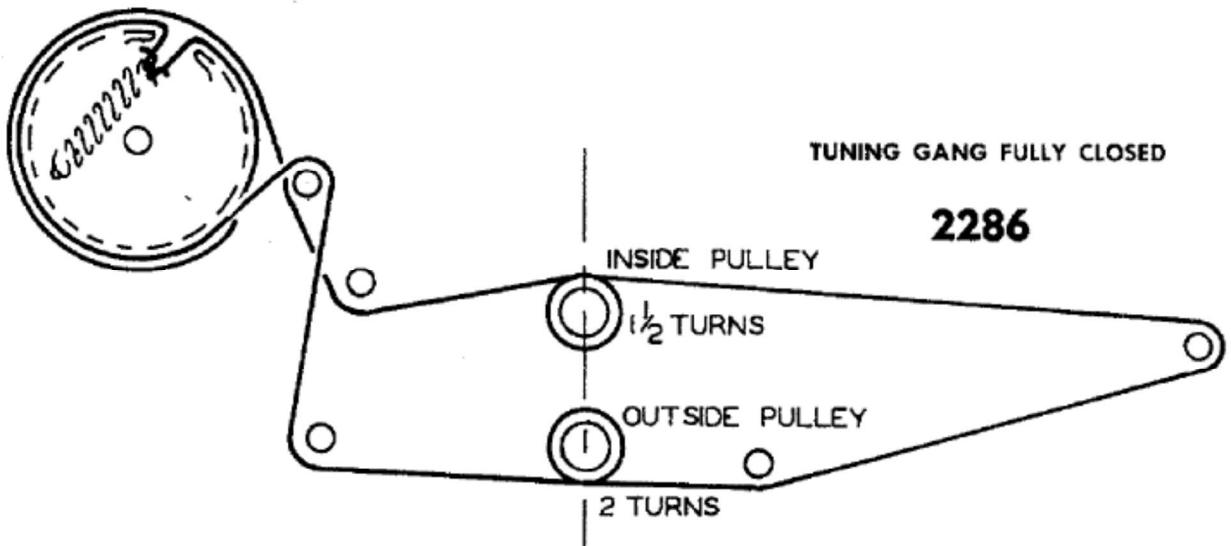


**2284**

TUNING GANG FULLY CLOSED



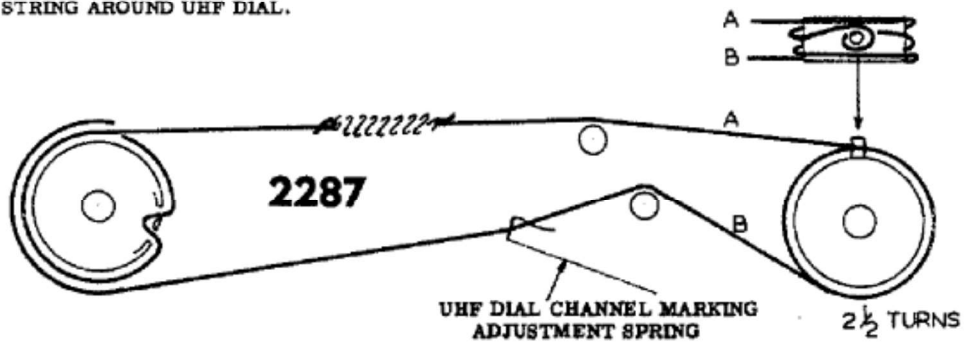
**2285**



TUNING GANG FULLY CLOSED

**2286**

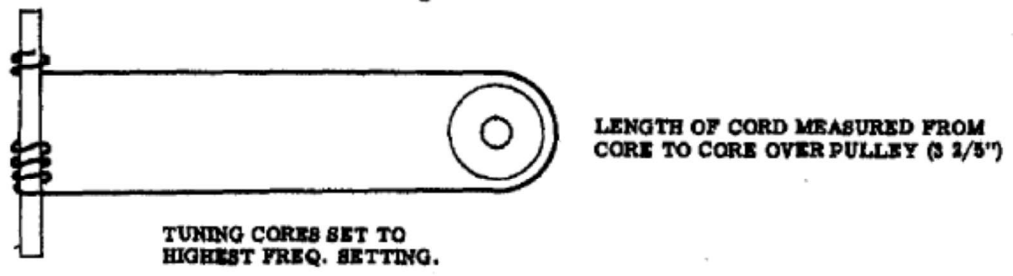
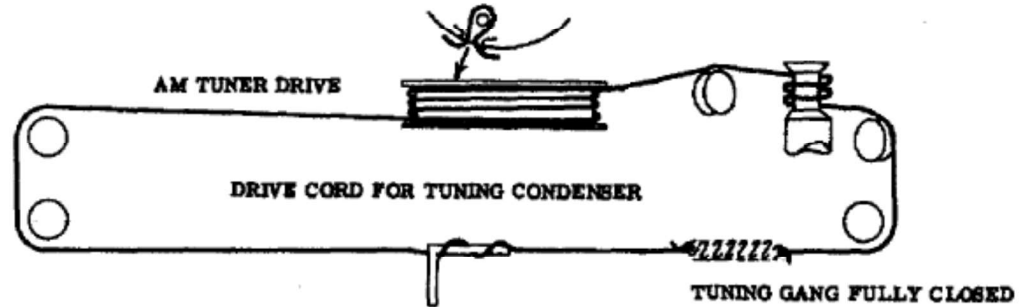
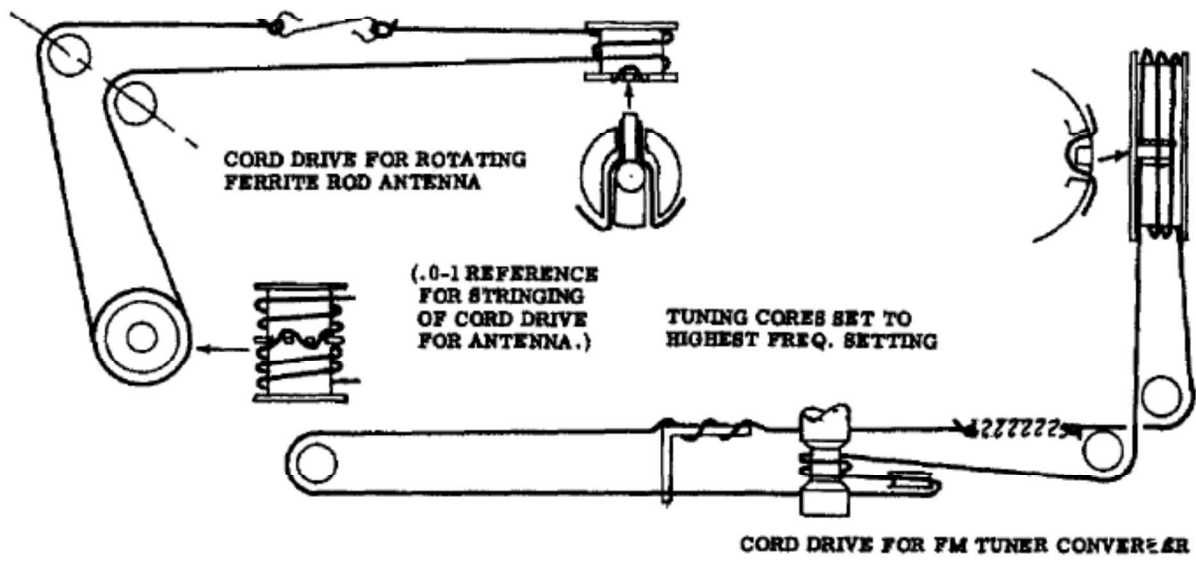
POSITION UHF DIAL WITH CHANNEL 46 MARKING CENTERED IN DIAL WINDOW BEFORE PLACING STRING AROUND UHF DIAL.



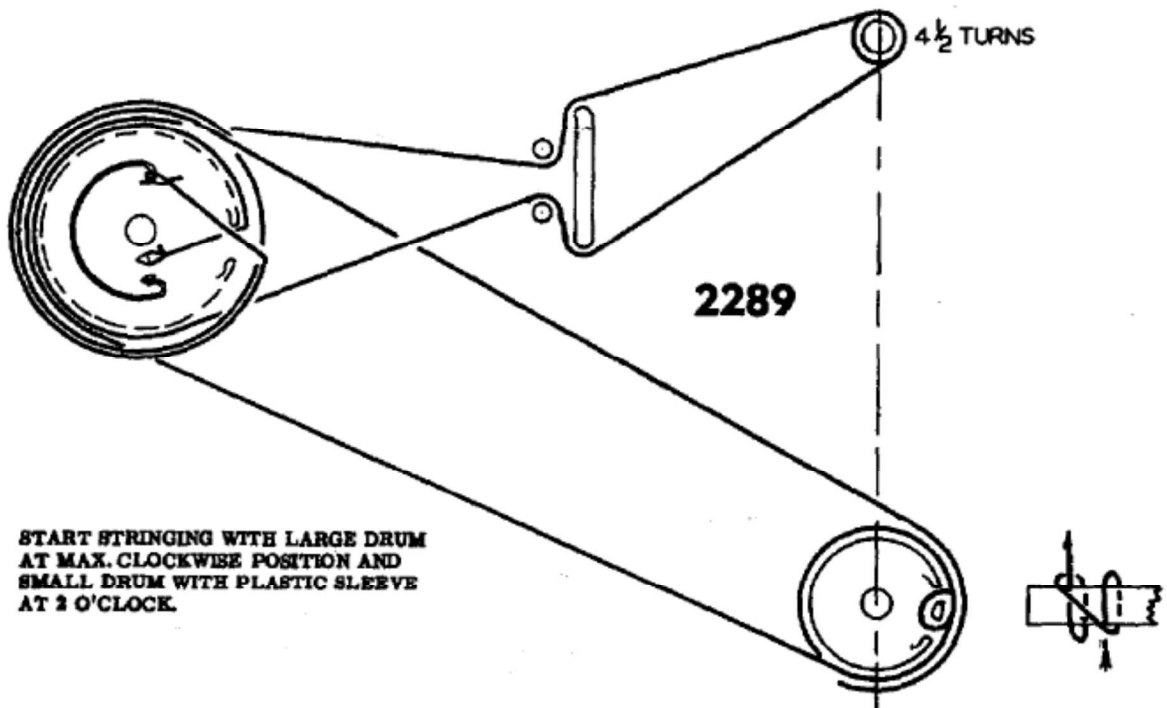
**2287**

UHF DIAL CHANNEL MARKING ADJUSTMENT SPRING

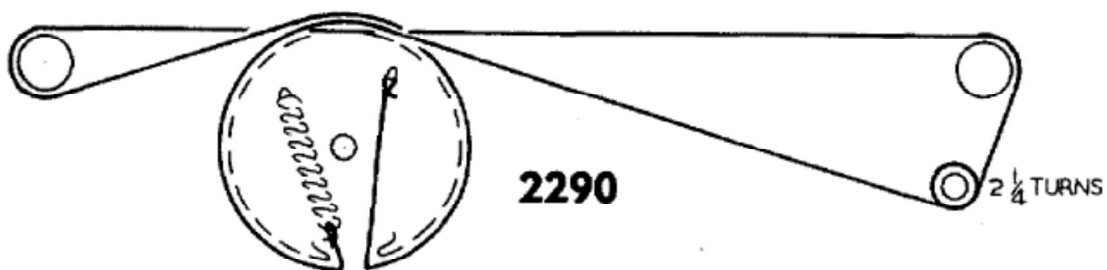
2 1/2 TURNS



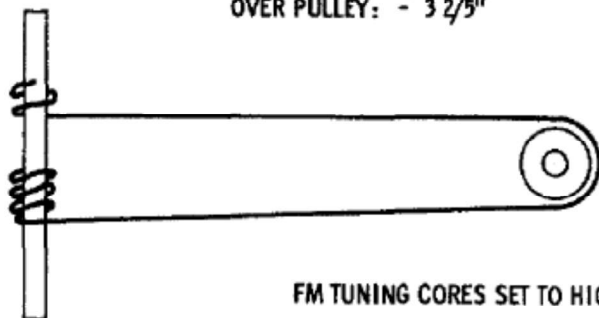
**2288**



TUNING GANG FULLY CLOSED

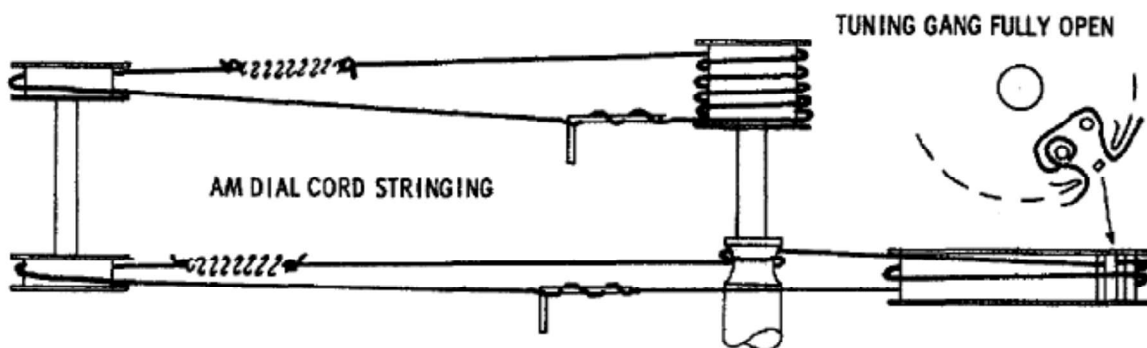


LENGTH OF CORD MEASURED FROM CORE TO CORE  
OVER PULLEY: - 3 2/5"

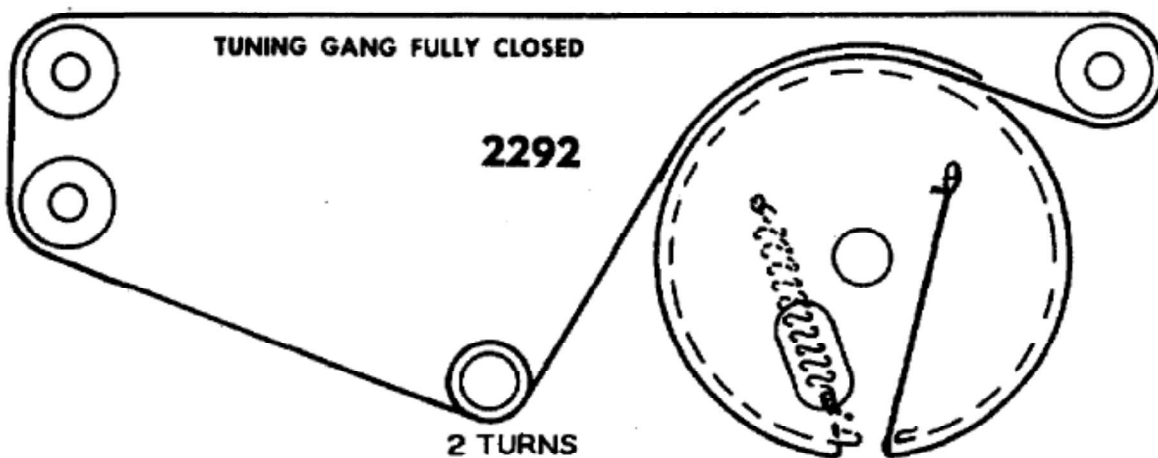


DRIVE-CORD WITH CORE IN THE F.M. - R.F. AND MIXER-STAGE

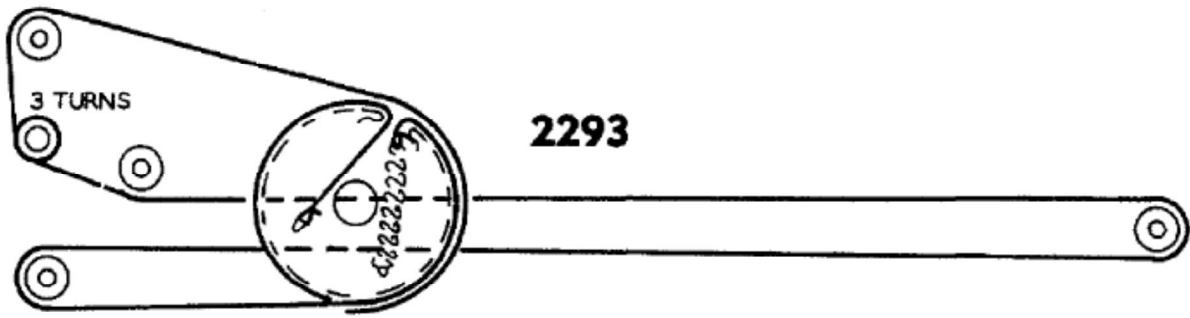
2291



FM TUNING CORES SET TO HIGHEST FREQ. SETTING



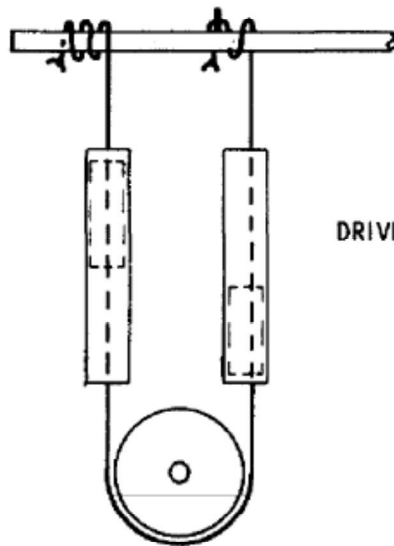




**2293**

TUNING GANG FULLY CLOSED

TUNING CORES SET TO LOWEST FREQUENCY SETTING.

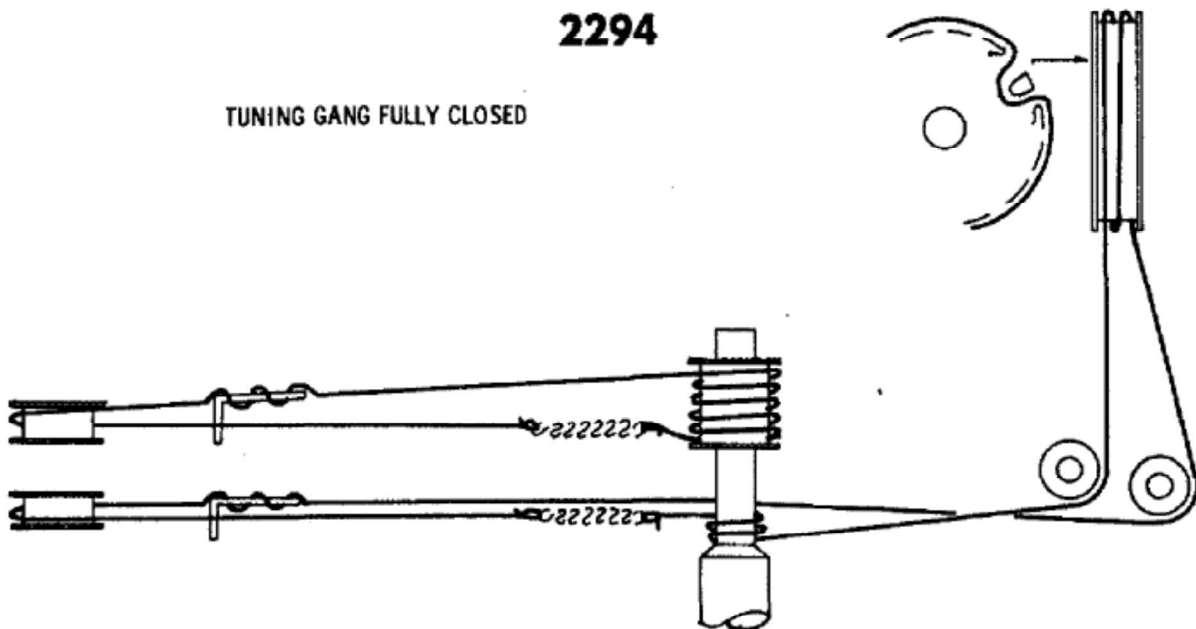


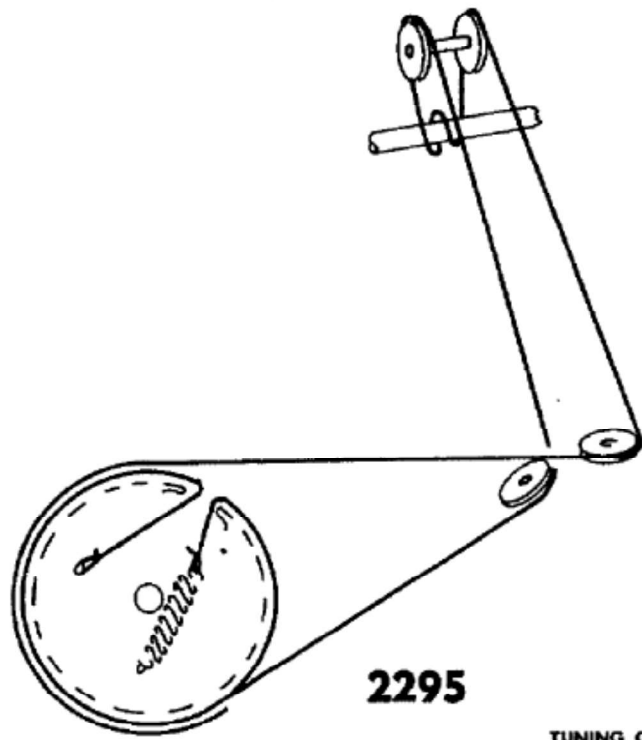
DRIVE CORD FOR FM TUNING CORES

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

**2294**

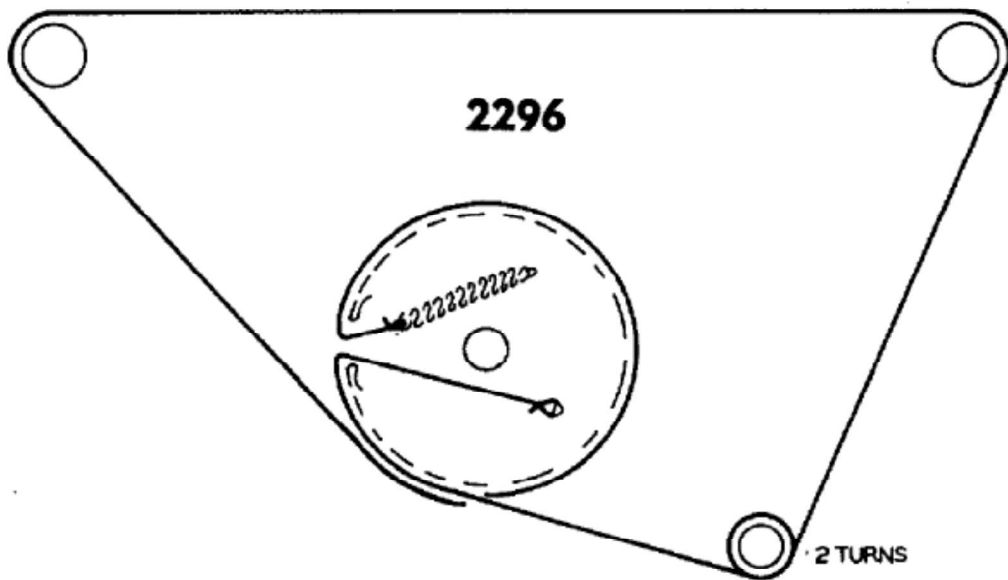
TUNING GANG FULLY CLOSED





**2295**

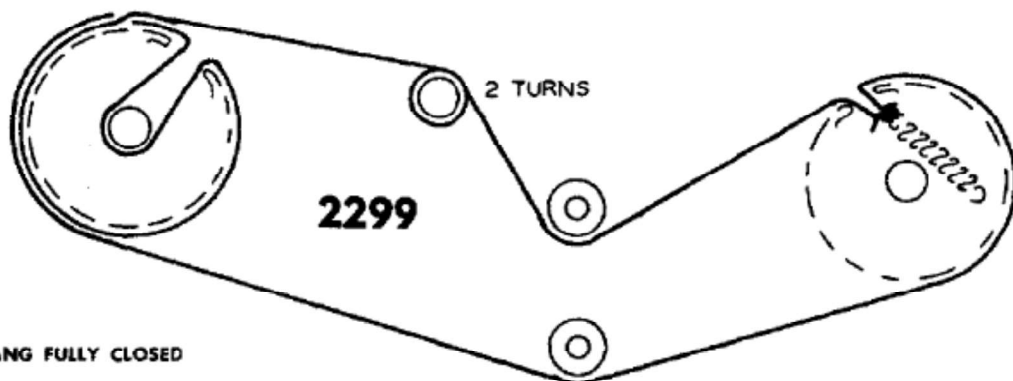
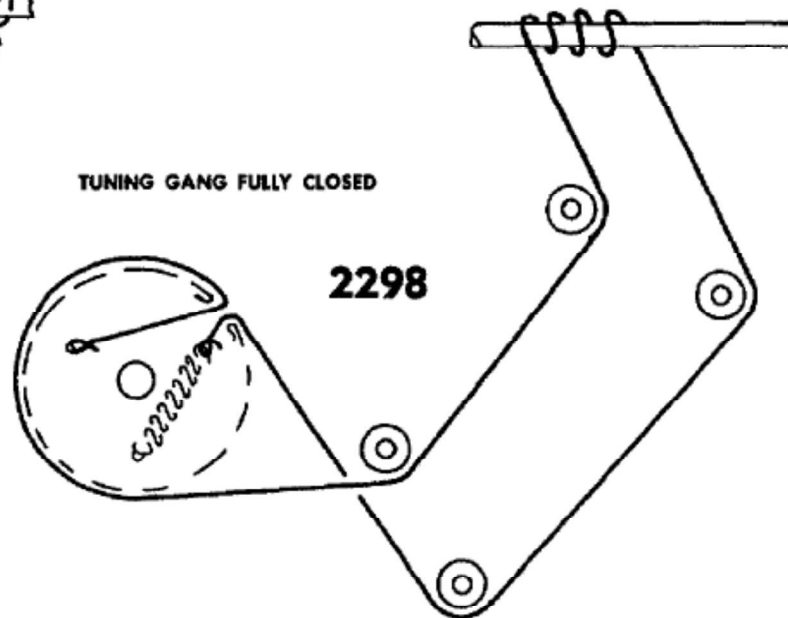
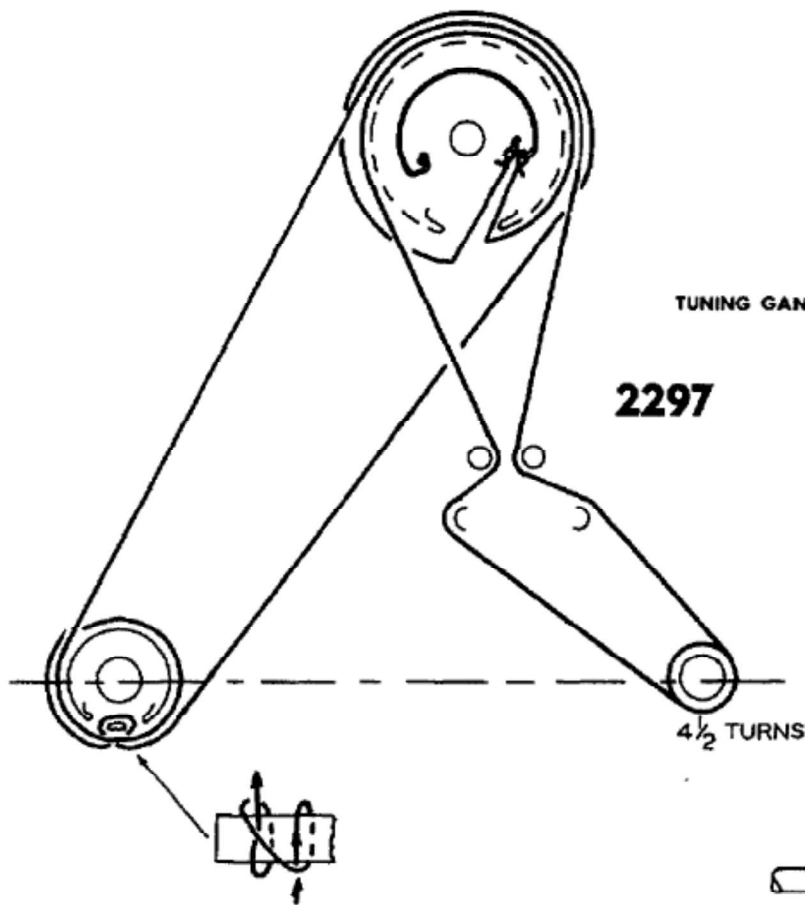
TUNING GANG FULLY CLOSED

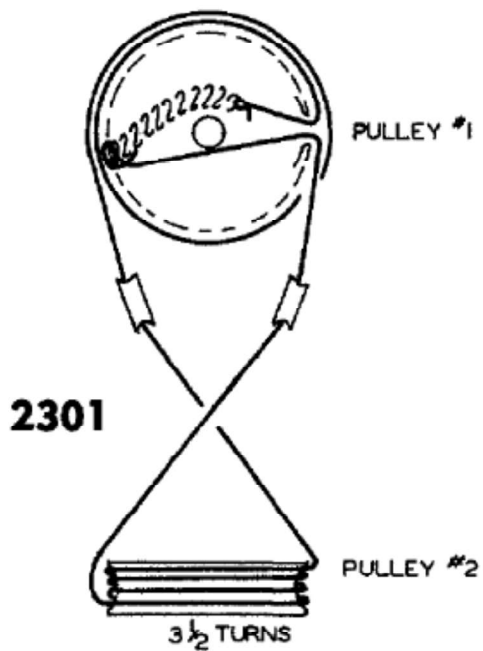
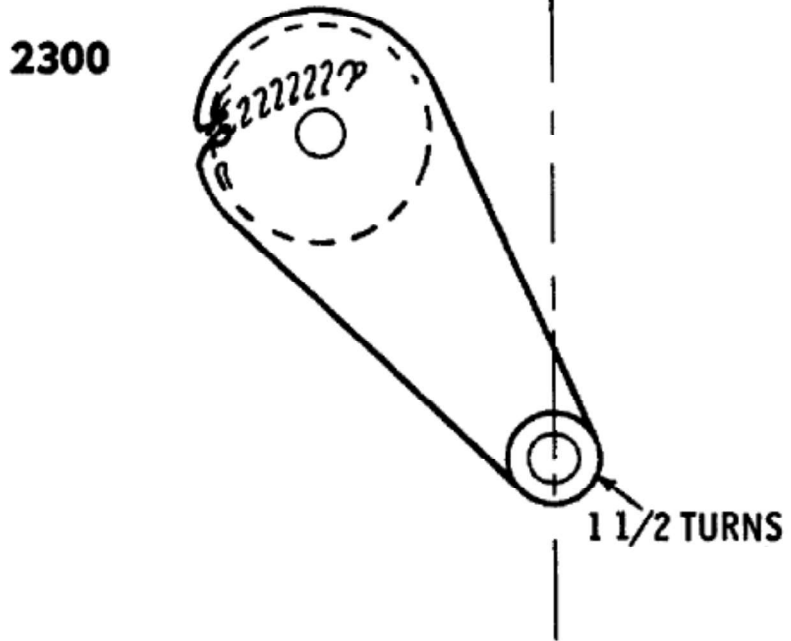
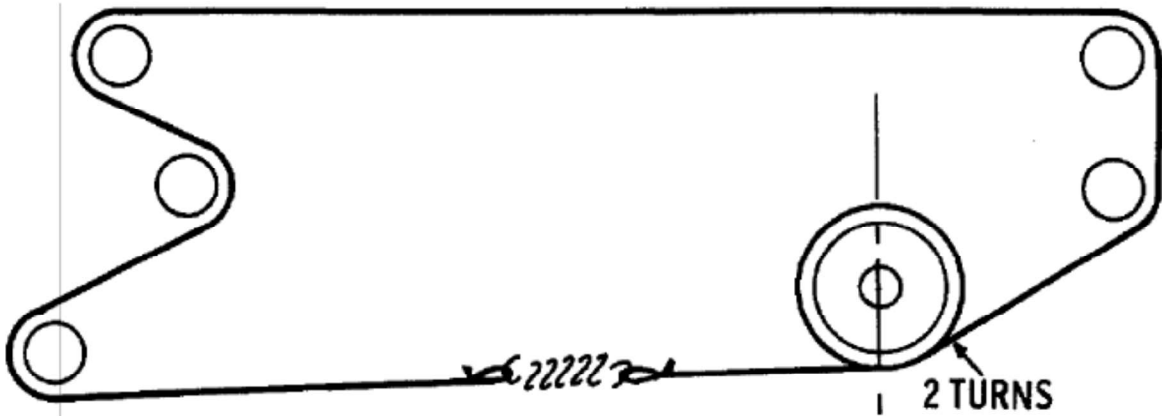


**2296**

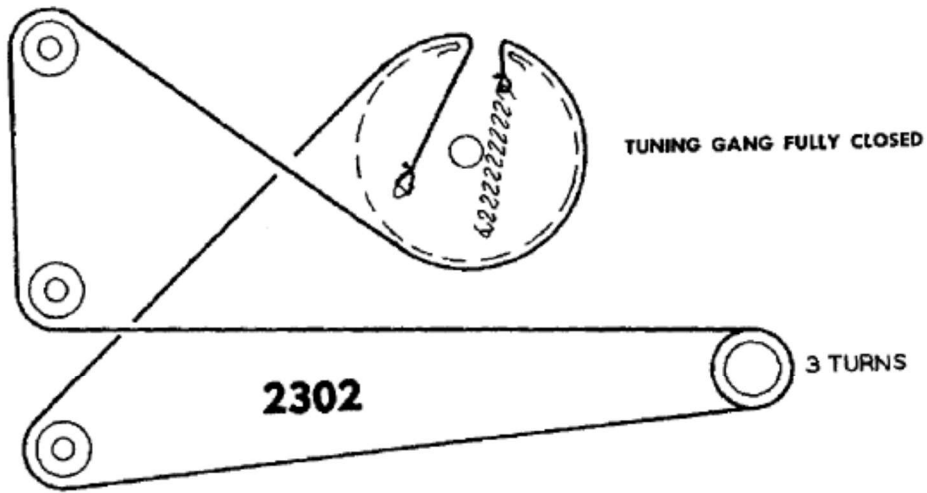
2 TURNS

TUNING GANG FULLY CLOSED

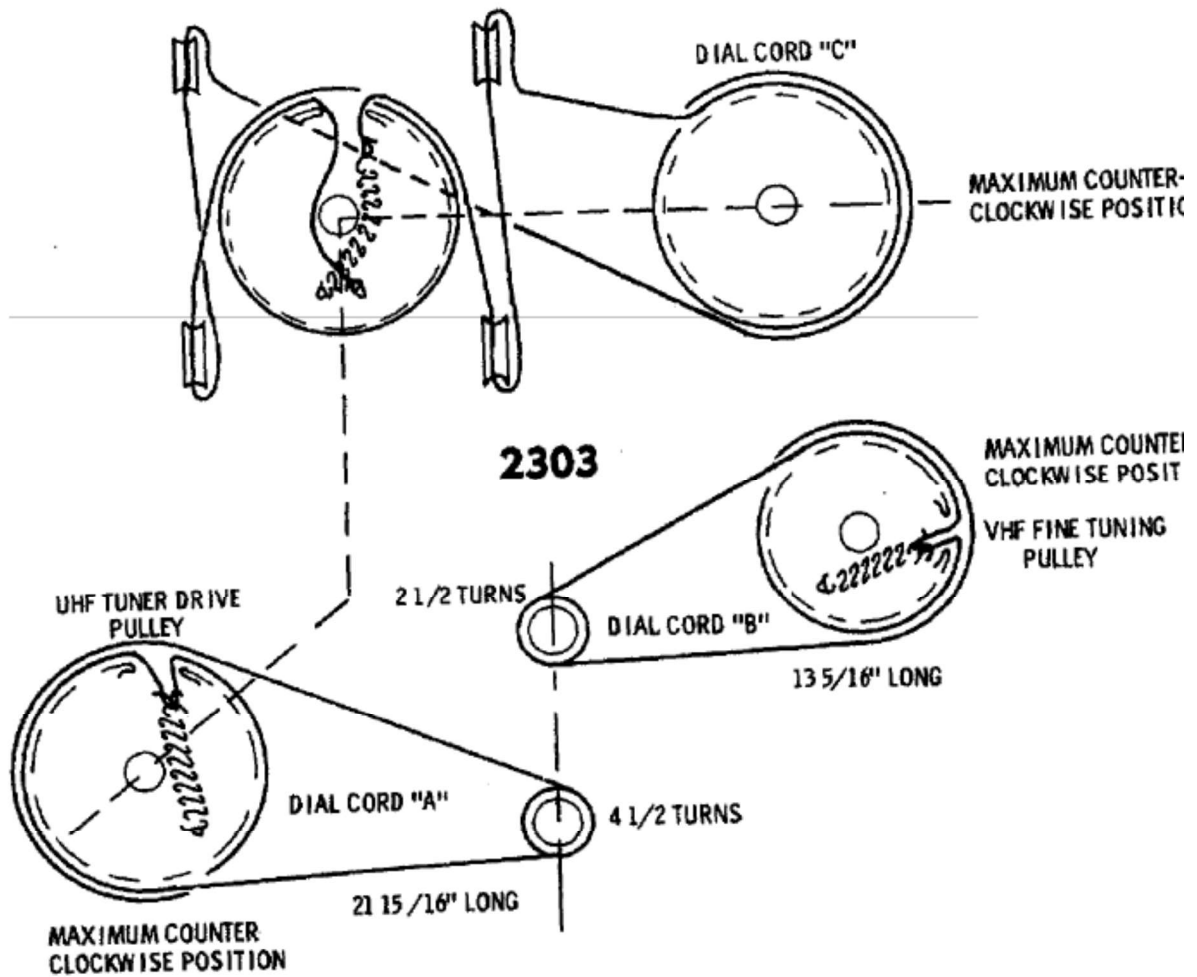




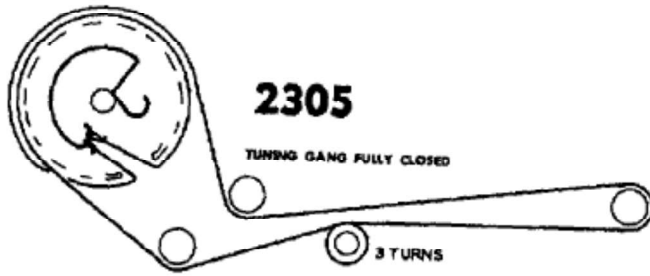
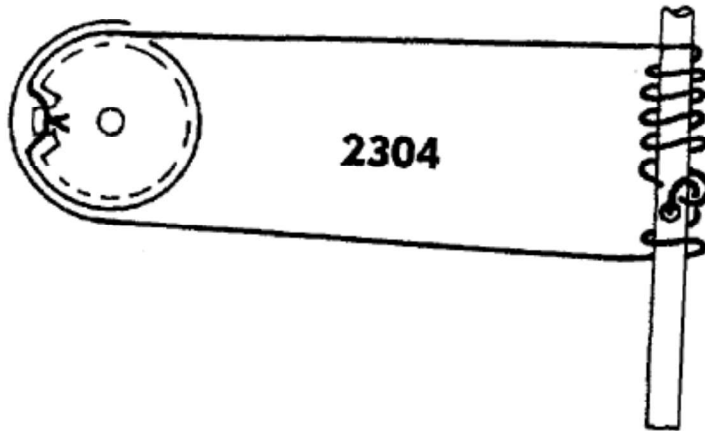
FINE TUNING SHAFT & PULLEY #1 IN MAX. CLOCKWISE POSITION.



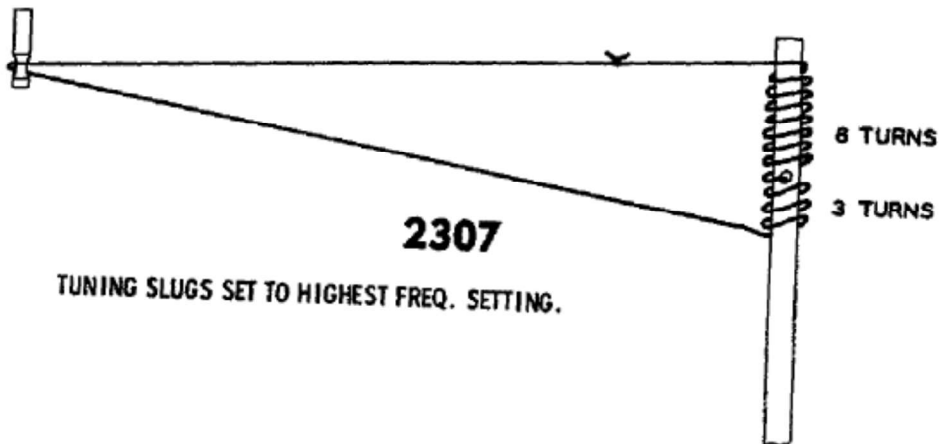
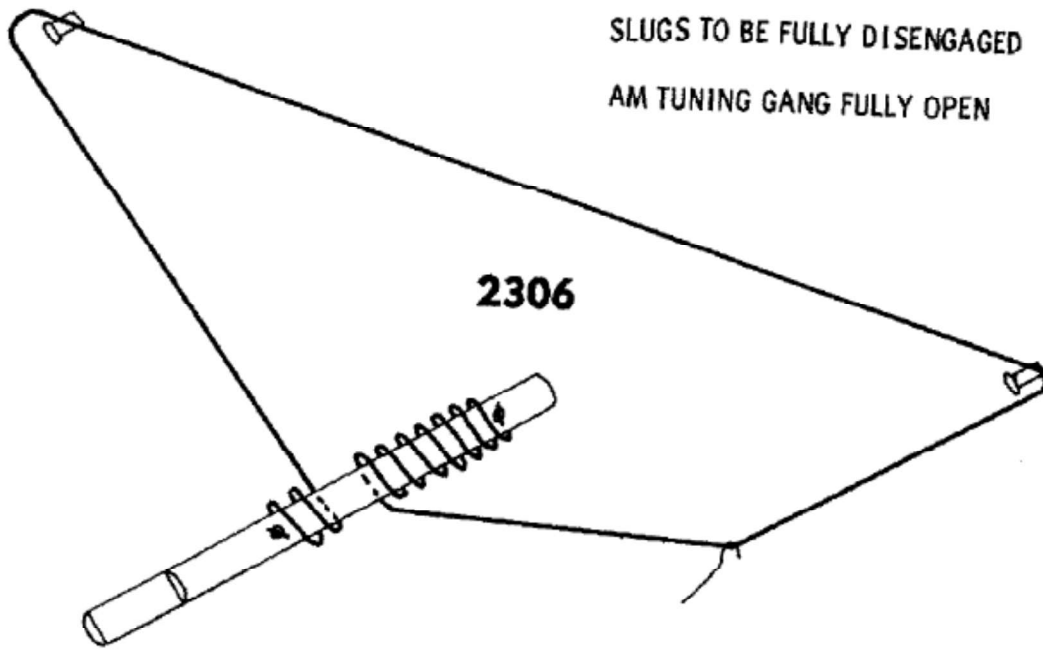
UHF TUNING PULLEYS



TUNING SLUGS SET AT LOWEST FREQUENCY.

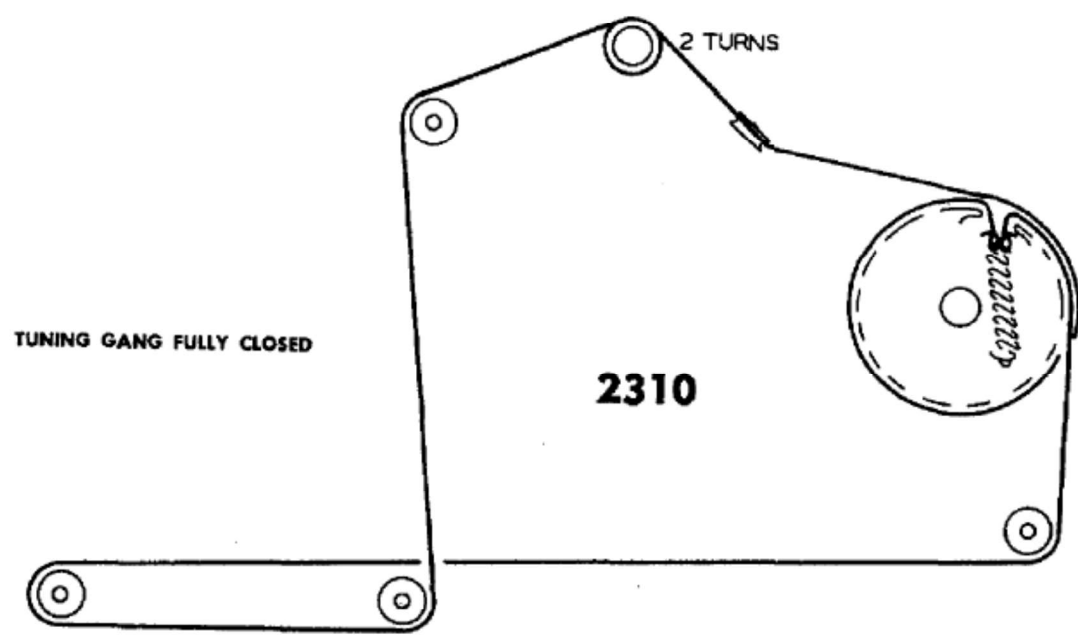
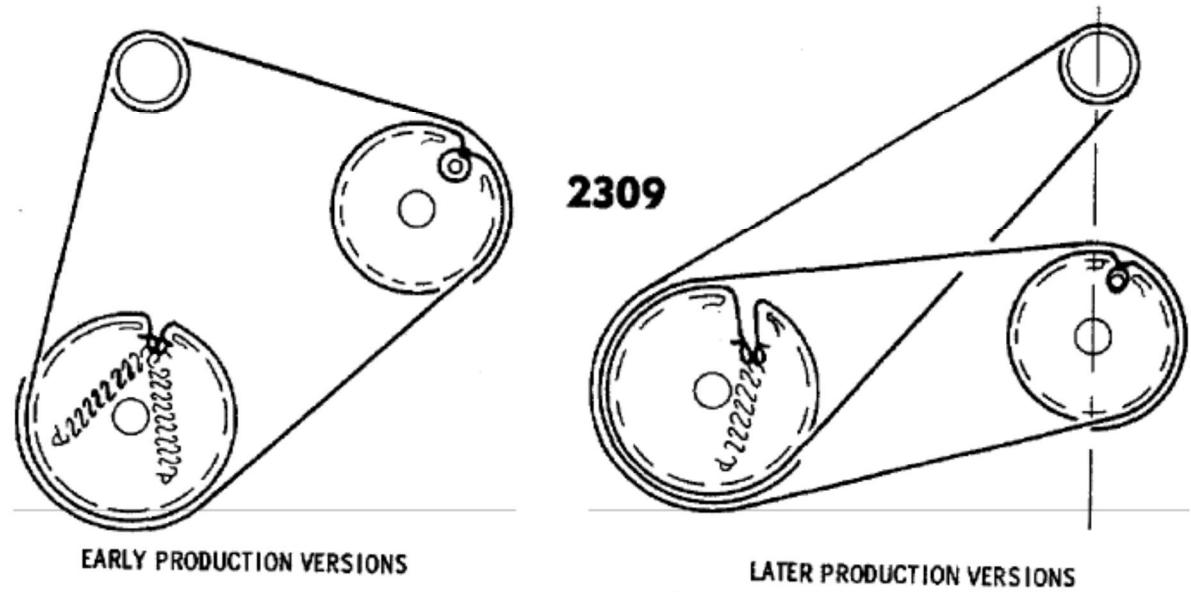
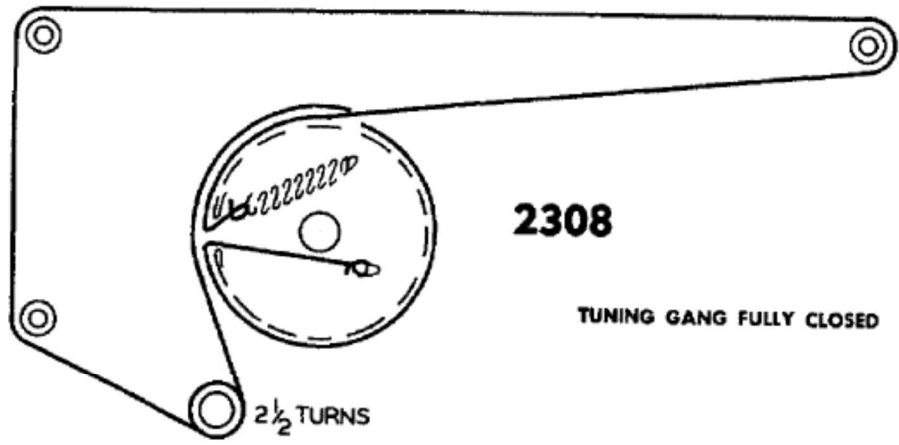


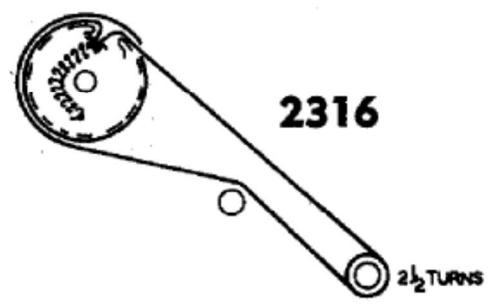
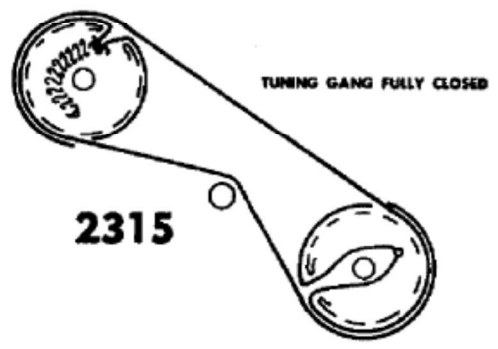
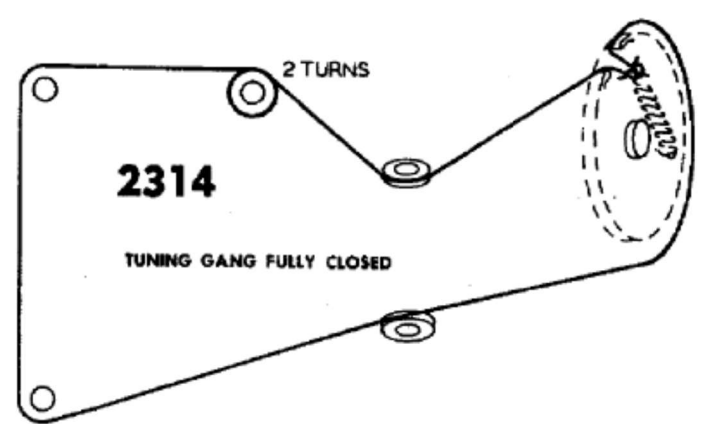
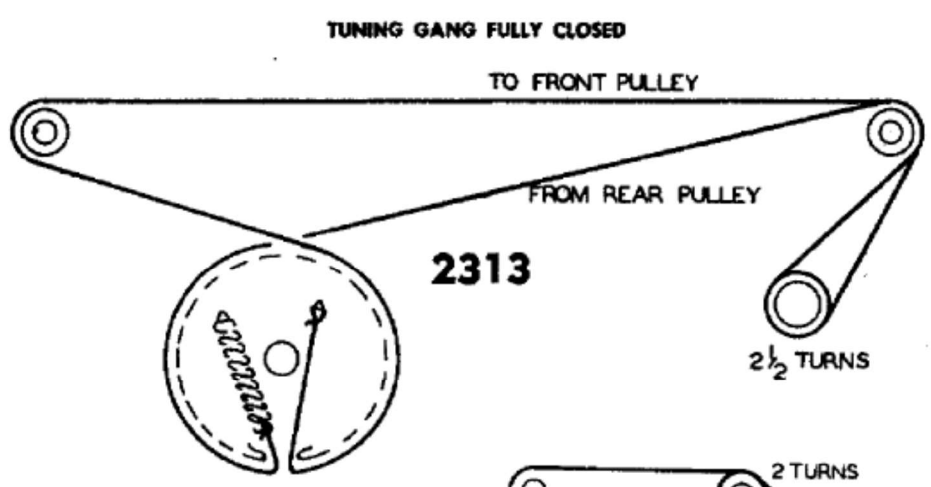
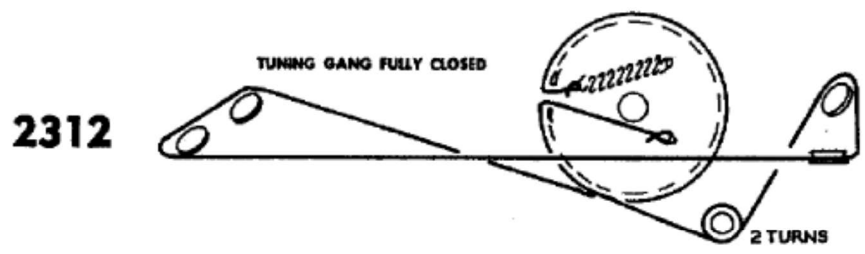
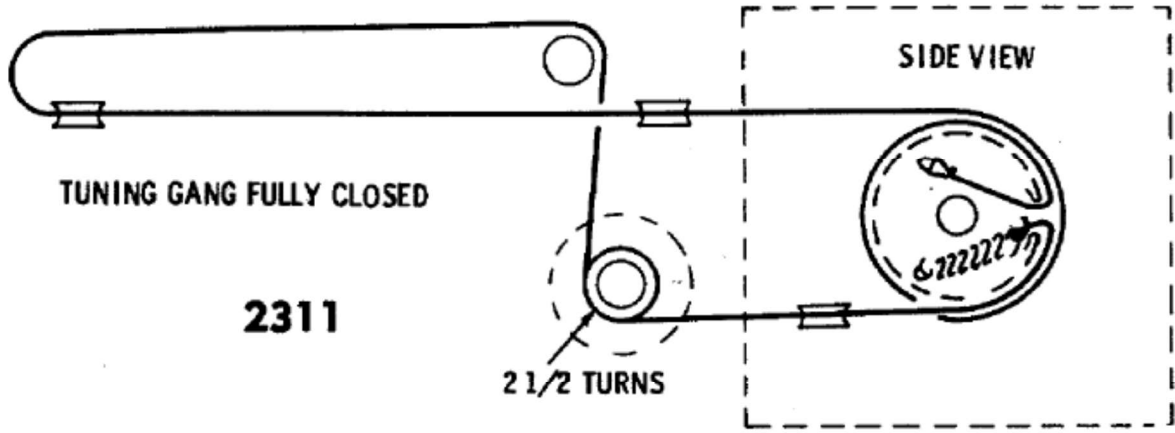
SLUGS TO BE FULLY DISENGAGED  
AM TUNING GANG FULLY OPEN



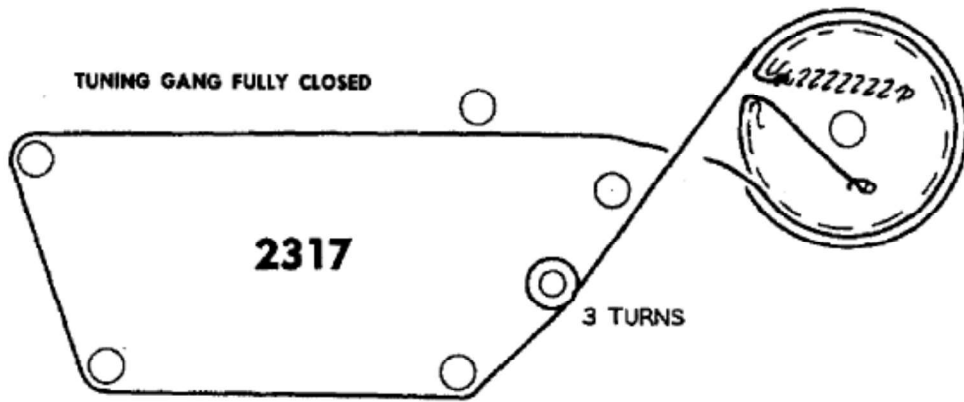
TUNING SLUGS SET TO HIGHEST FREQ. SETTING.







TUNING GANG FULLY CLOSED



**2317**

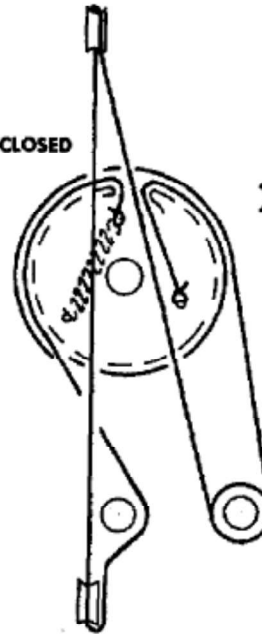


**2318**

TUNING GANG FULLY CLOSED

2 1/2 TURNS

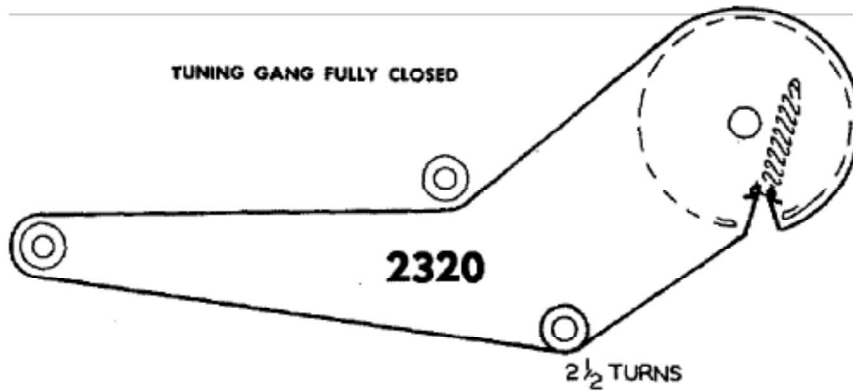
TUNING GANG FULLY CLOSED



**2319**

3 1/2 TURNS

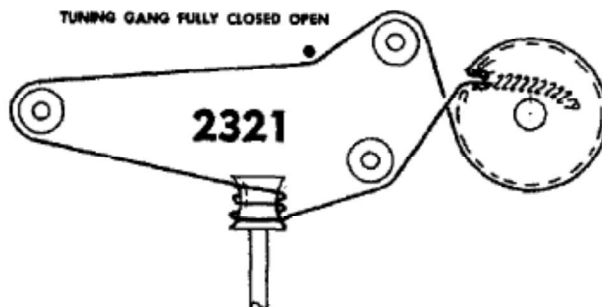
TUNING GANG FULLY CLOSED



**2320**

2 1/2 TURNS

TUNING GANG FULLY CLOSED OPEN

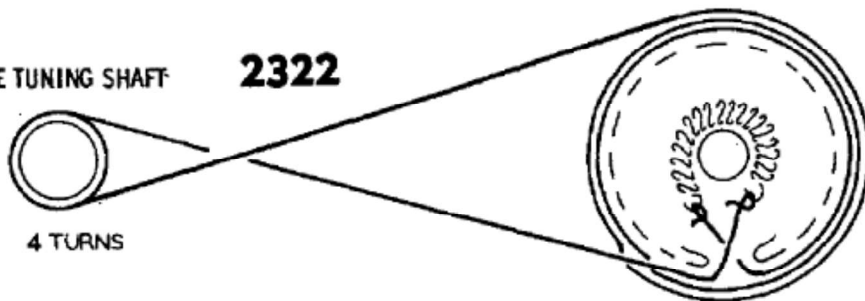


**2321**

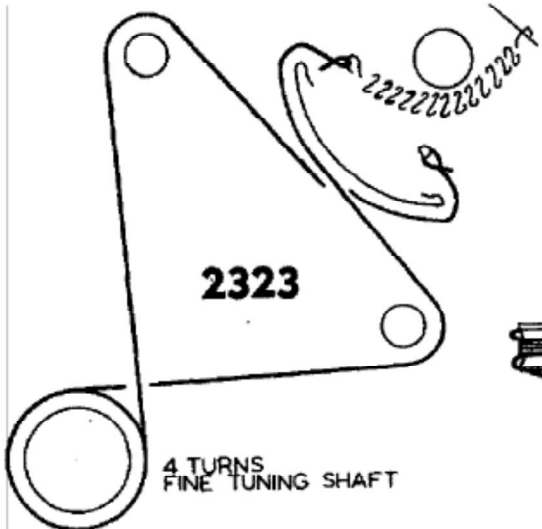
DIAL CORD PULLEY

FINE TUNING SHAFT

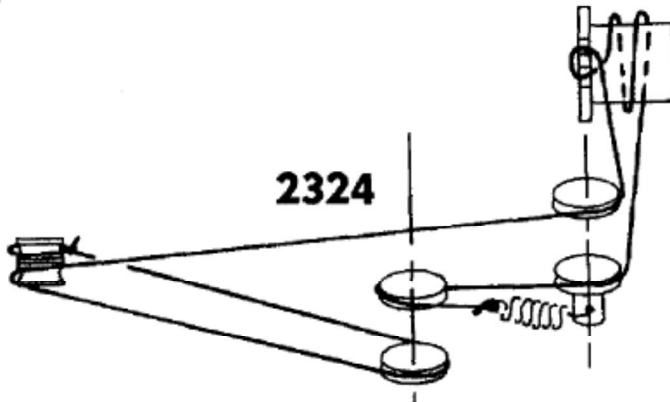
**2322**



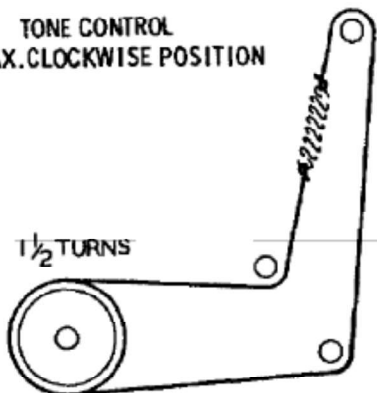
FINE TUNING ROTOR  
SET MIDWAY



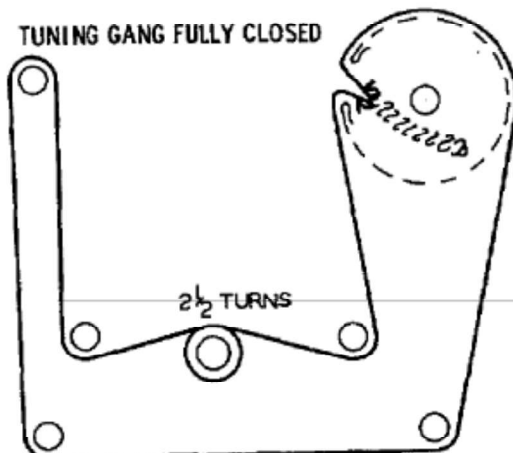
**2324**



tone control  
max. clockwise position



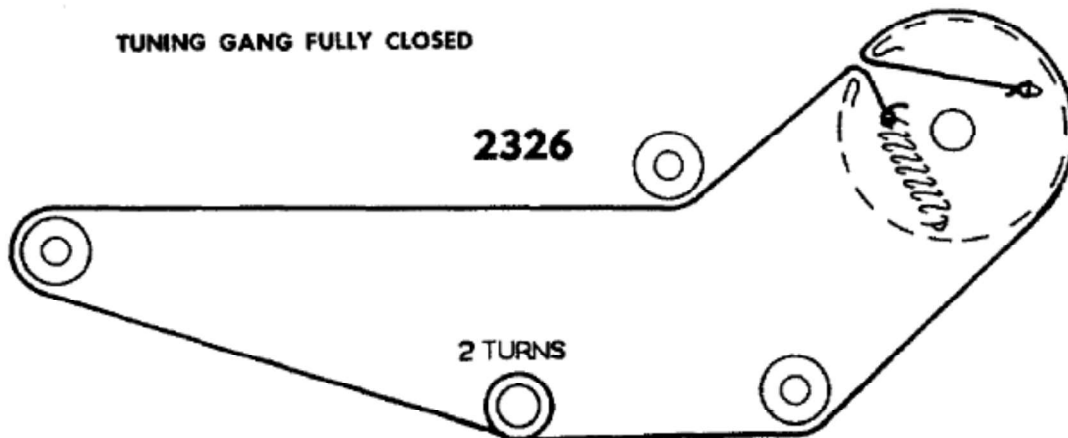
TUNING GANG FULLY CLOSED



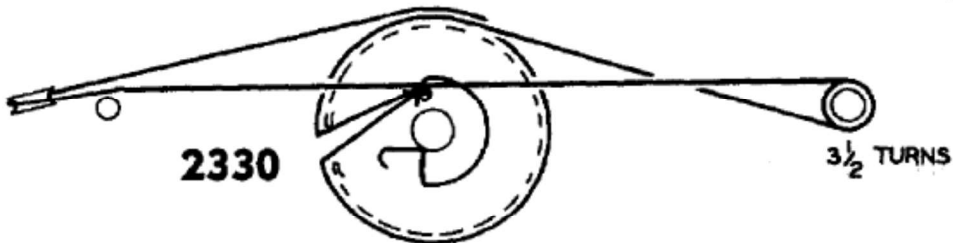
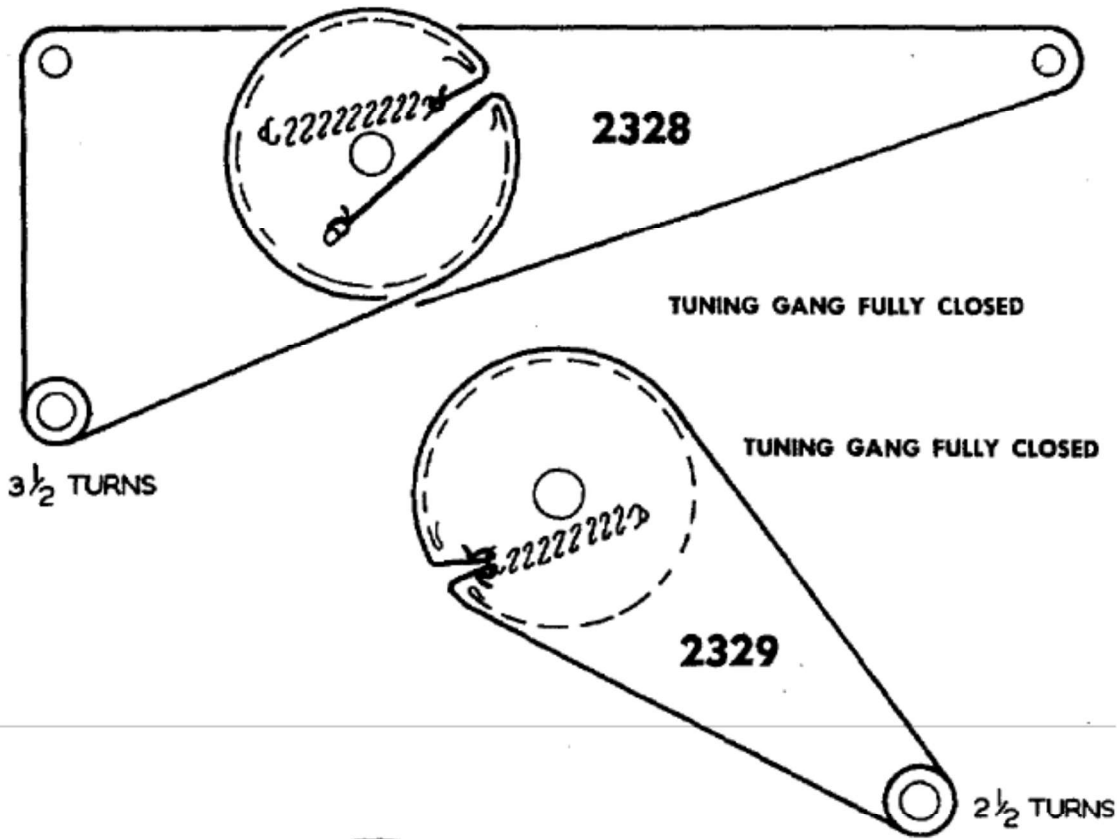
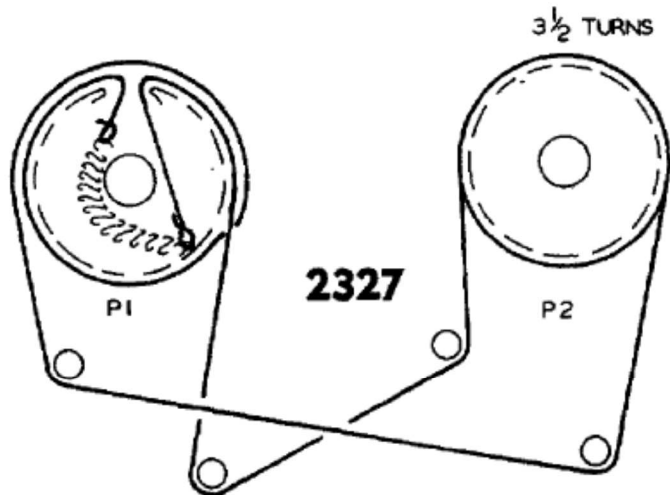
tone dial cord

tuning dial cord

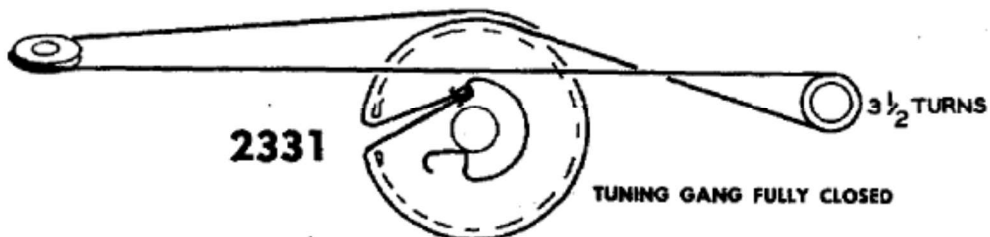
TUNING GANG FULLY CLOSED



TURN FINE TUNING SHAFT WITH  
PULLEY P1 FULLY CLOCKWISE



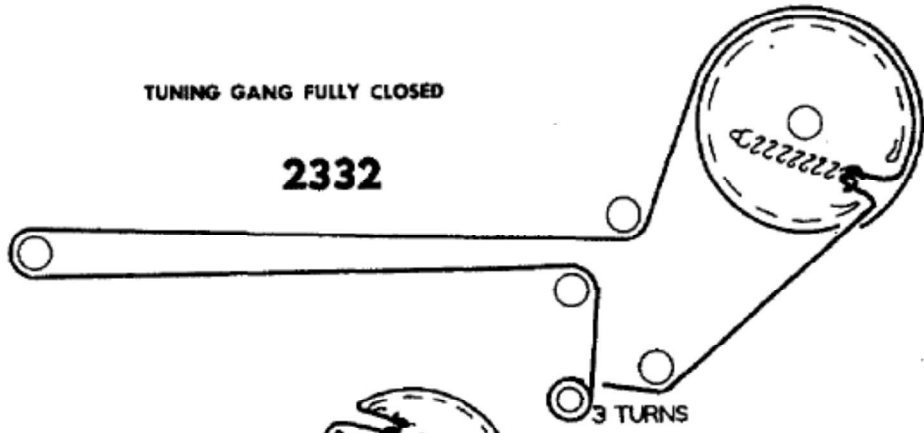
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

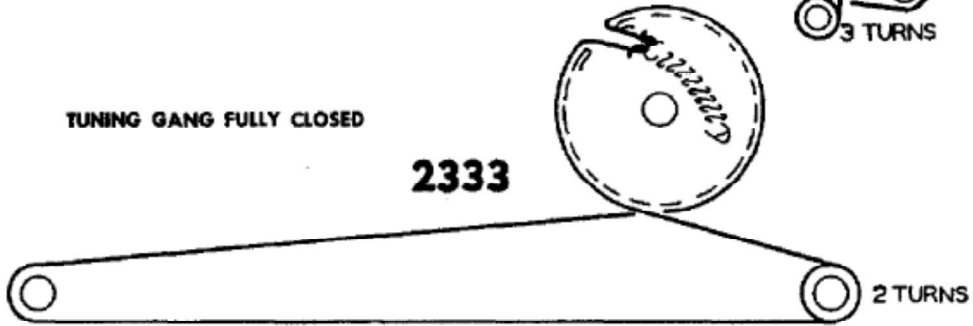
TUNING GANG FULLY CLOSED

**2332**



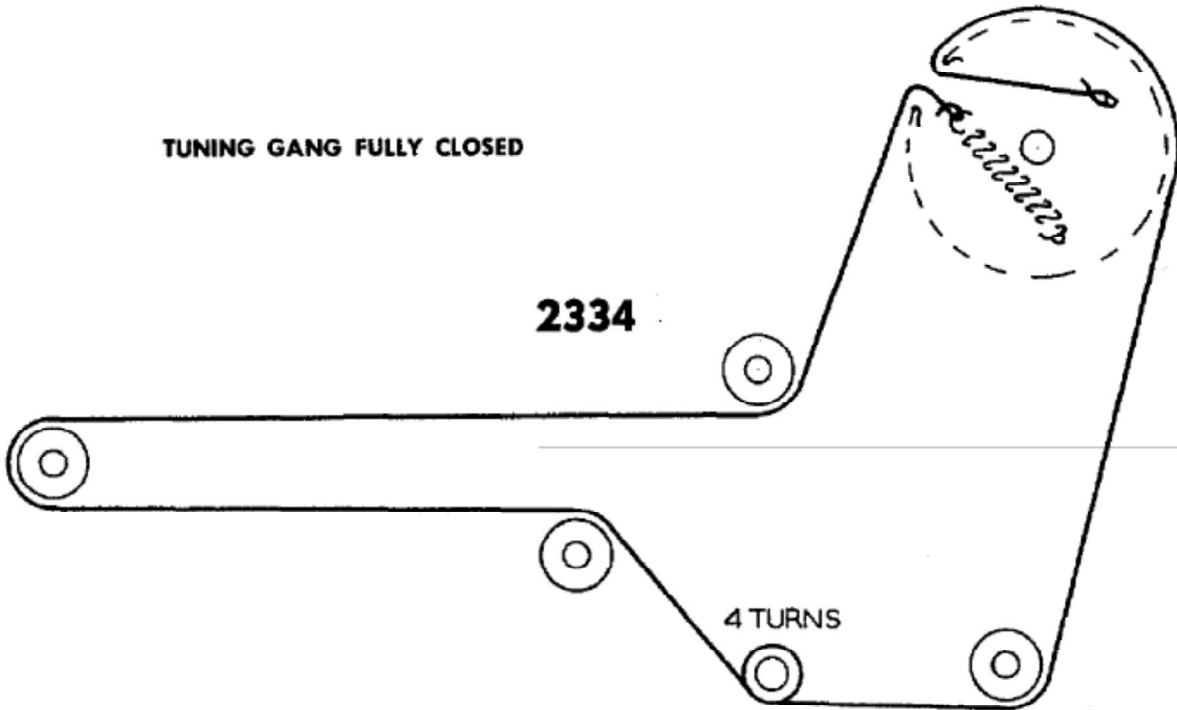
TUNING GANG FULLY CLOSED

**2333**



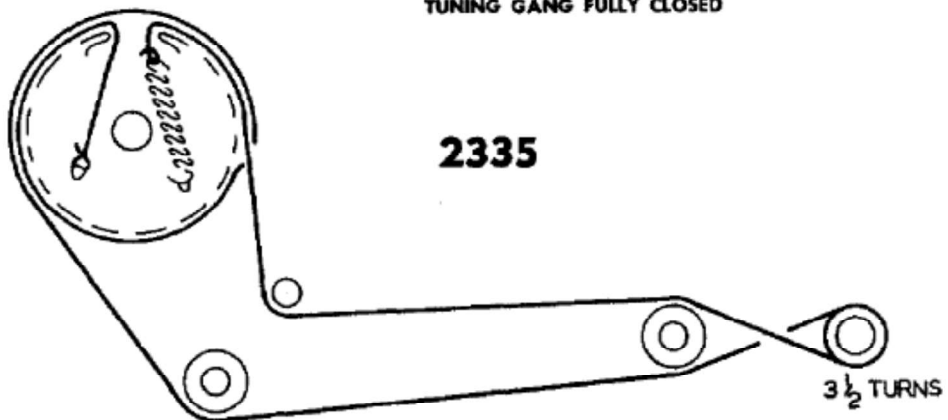
TUNING GANG FULLY CLOSED

**2334**



TUNING GANG FULLY CLOSED

**2335**





2336

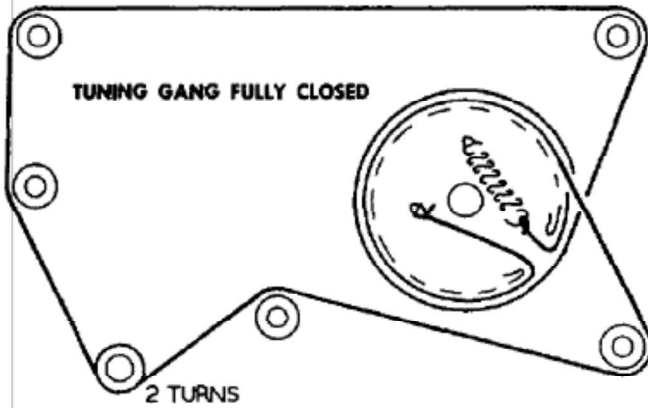
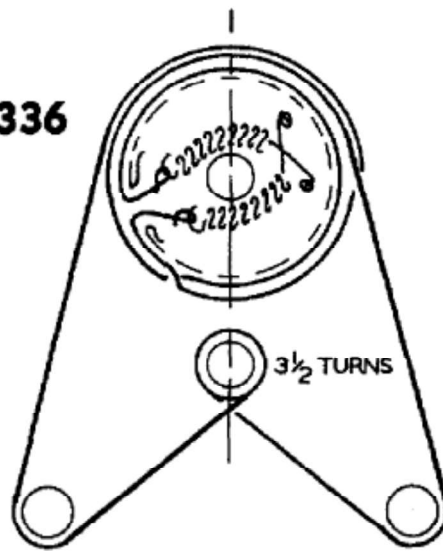


FIG. 1 STRINGING OF TUNING CONTROL

2337

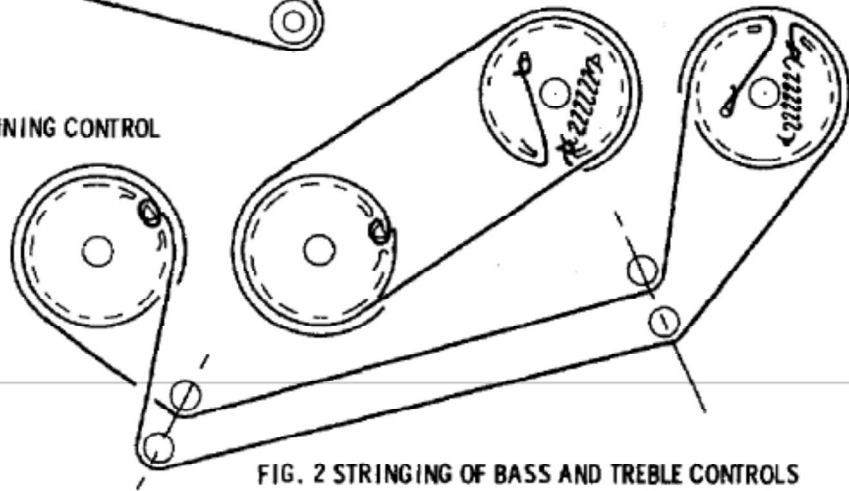


FIG. 2 STRINGING OF BASS AND TREBLE CONTROLS

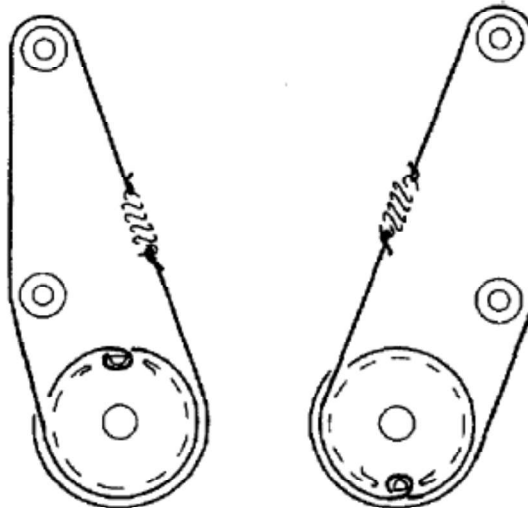
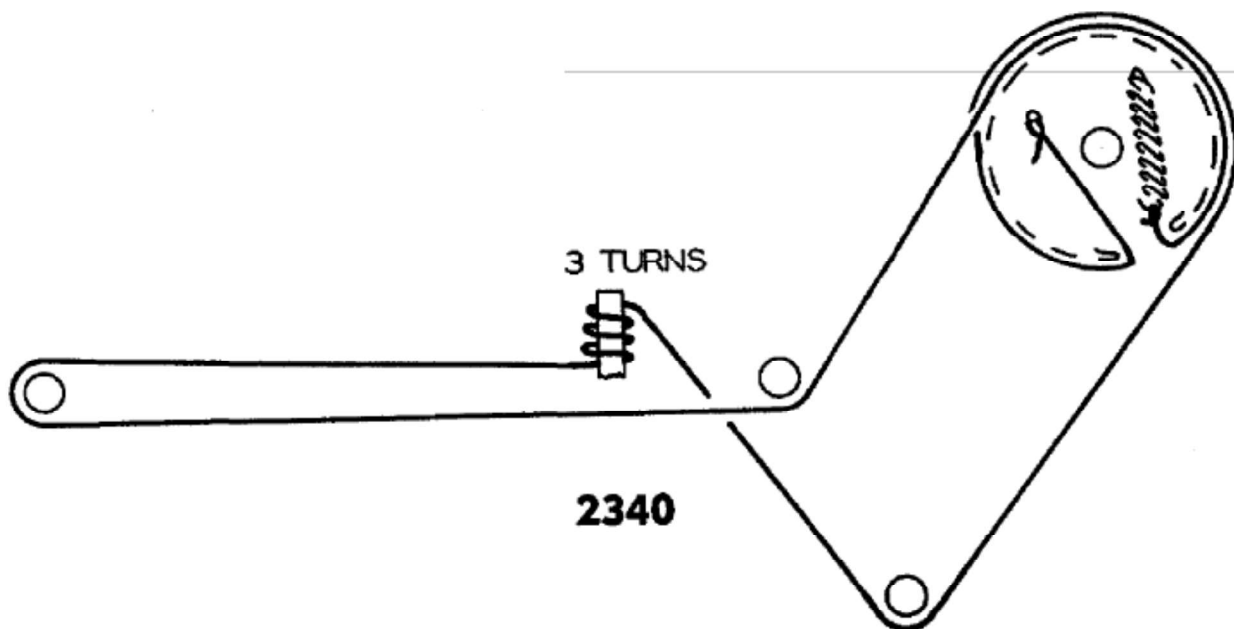
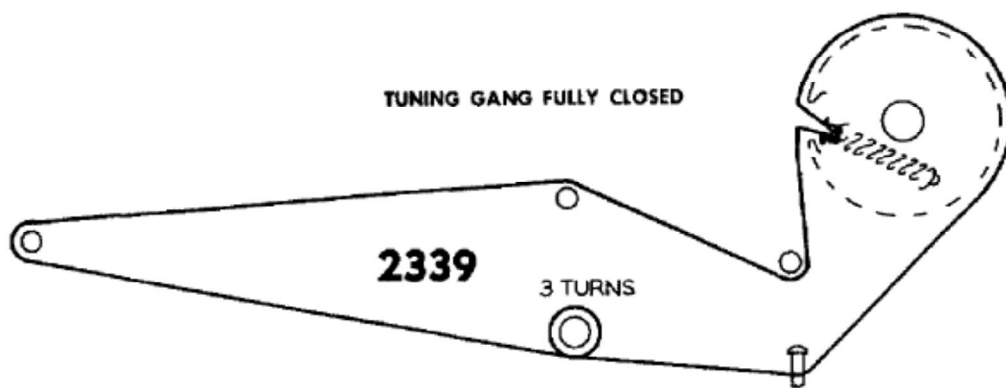
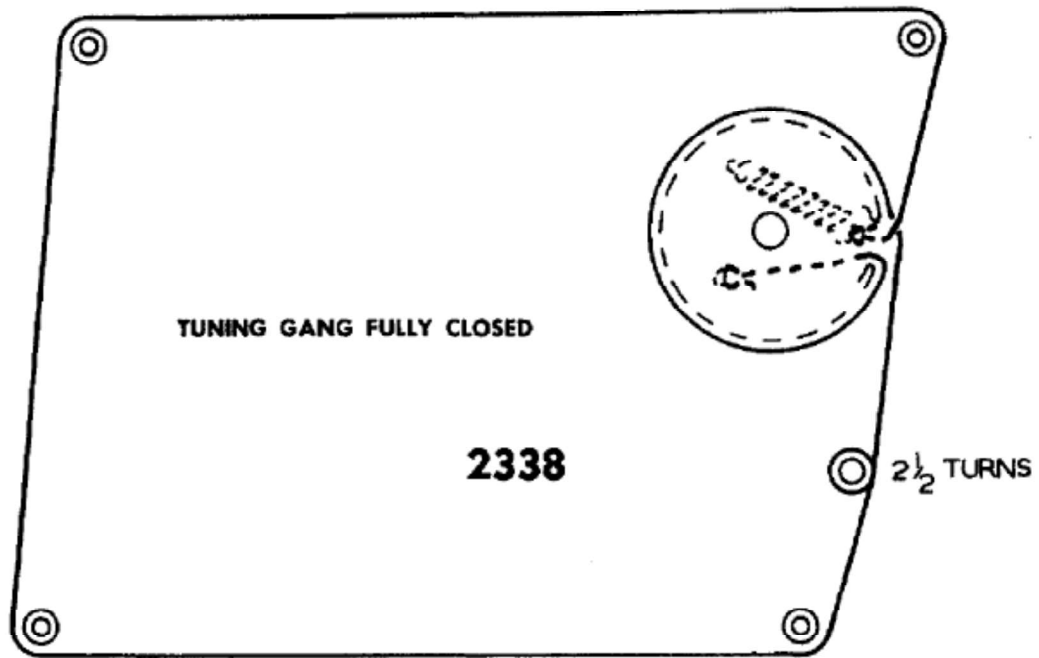
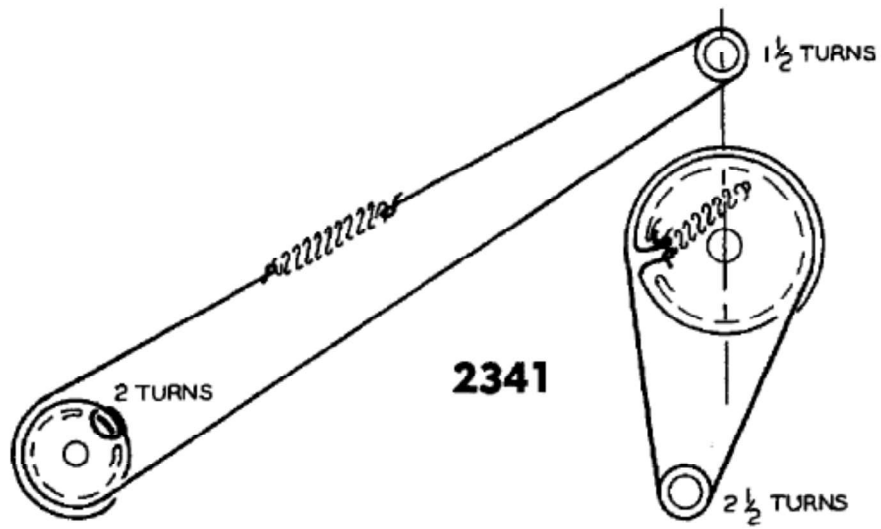
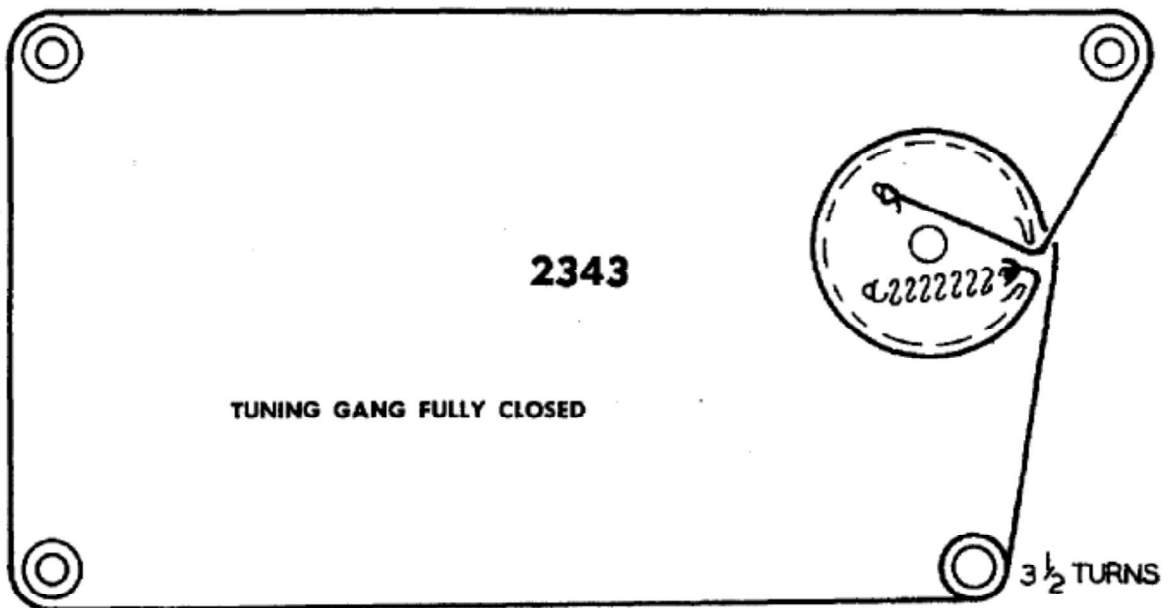
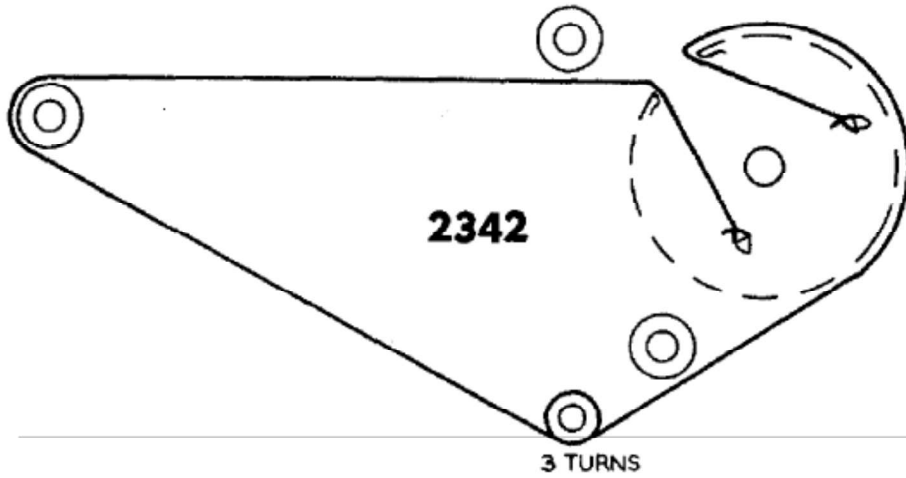


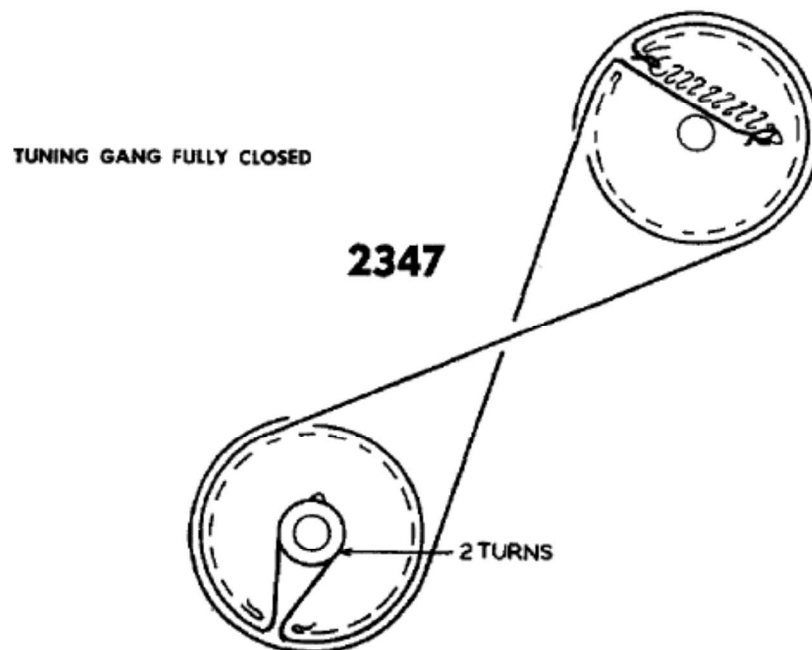
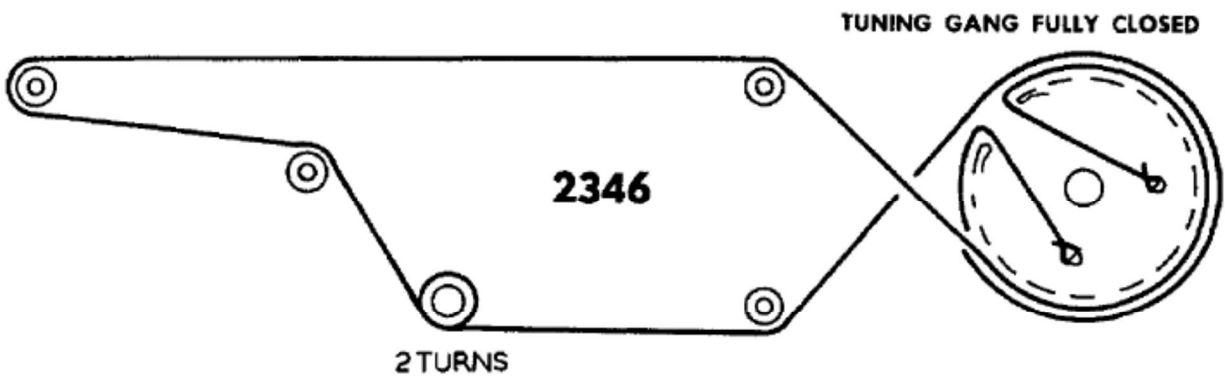
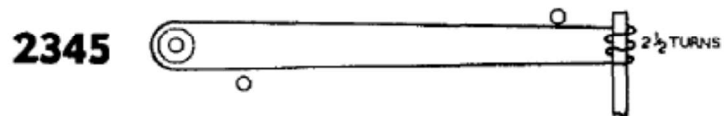
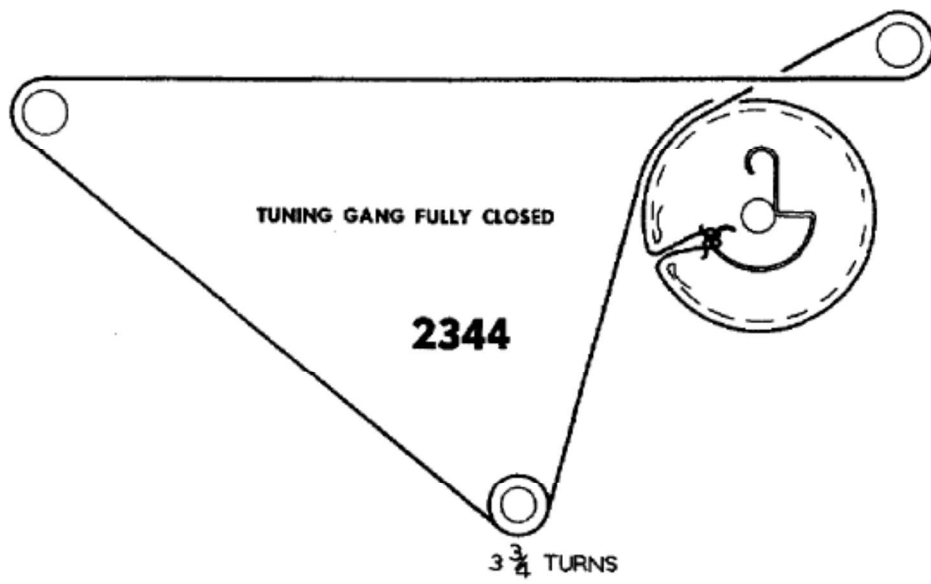
FIG. 3 STRINGING OF BASS & TREBLE POINTERS

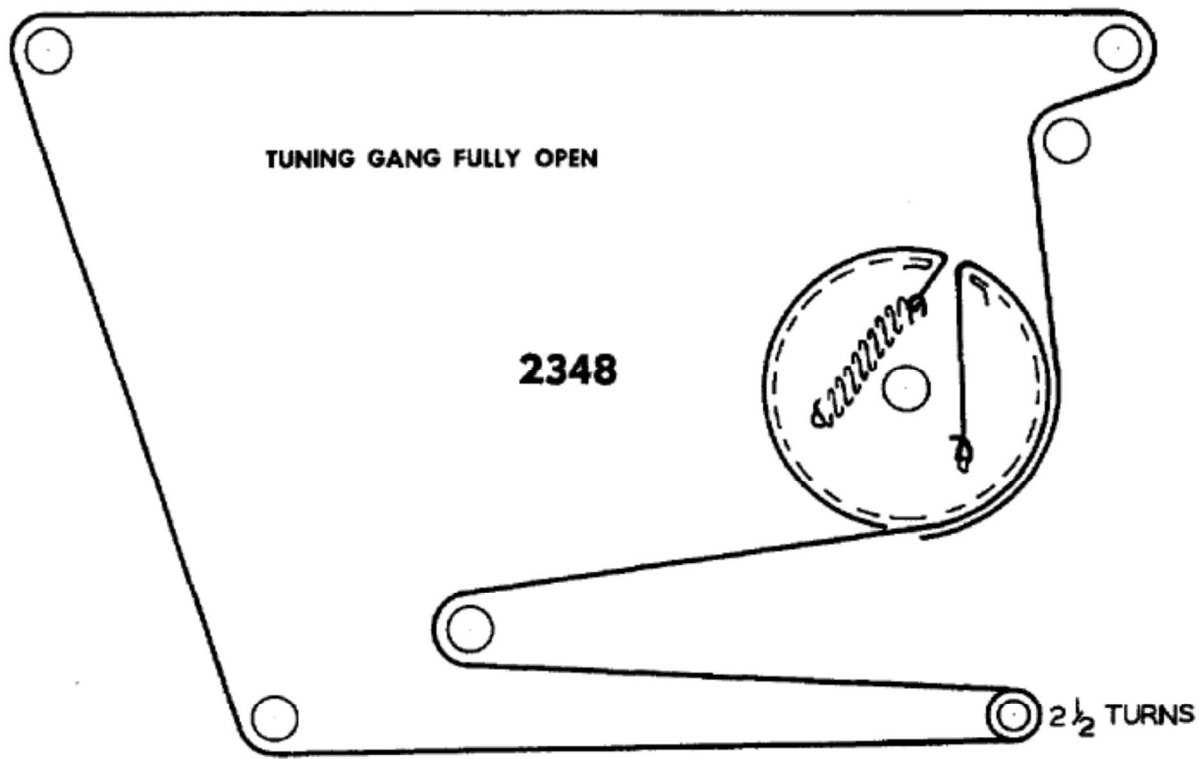




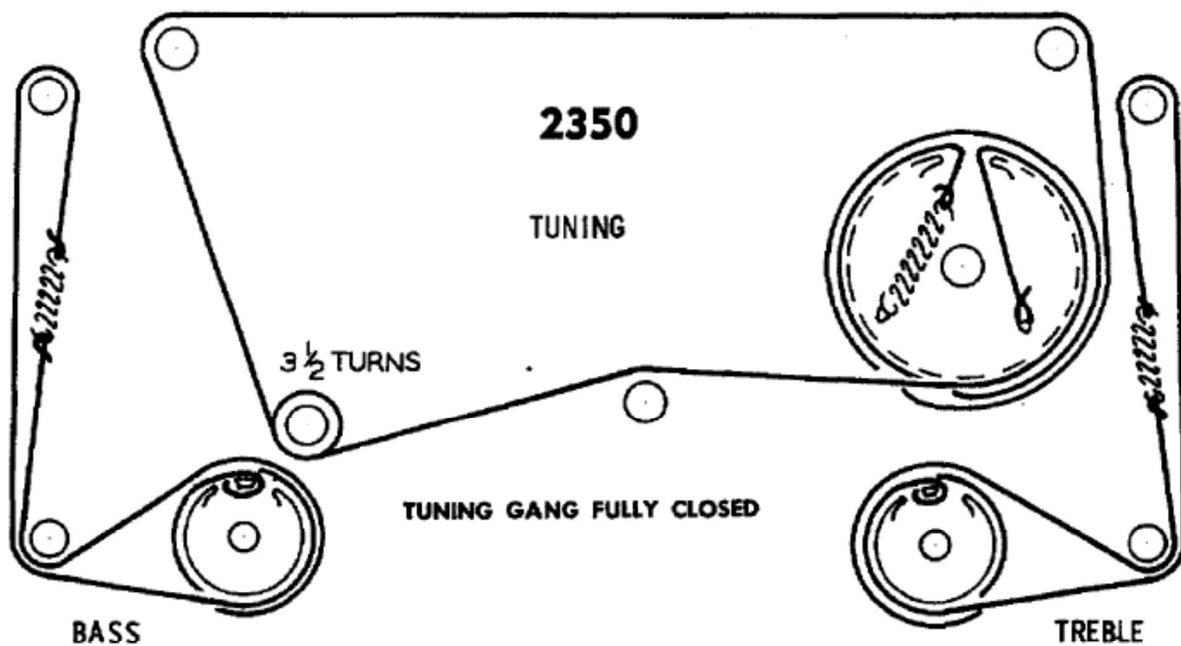
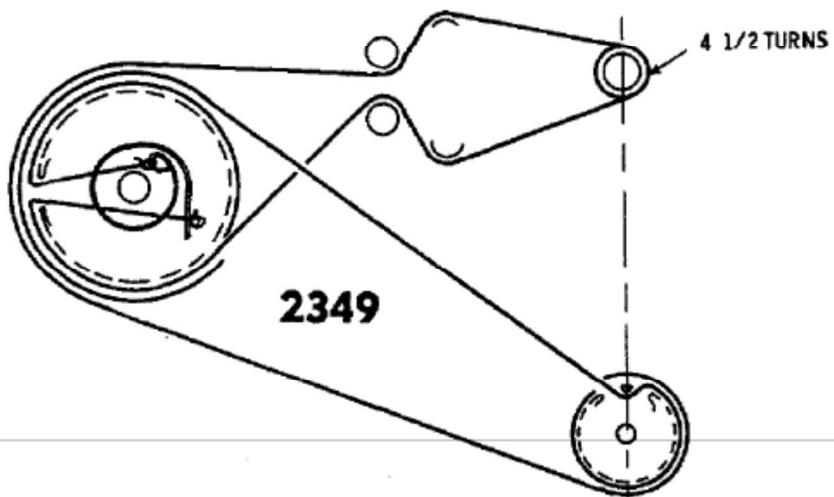
TUNING GANG FULLY CLOSED

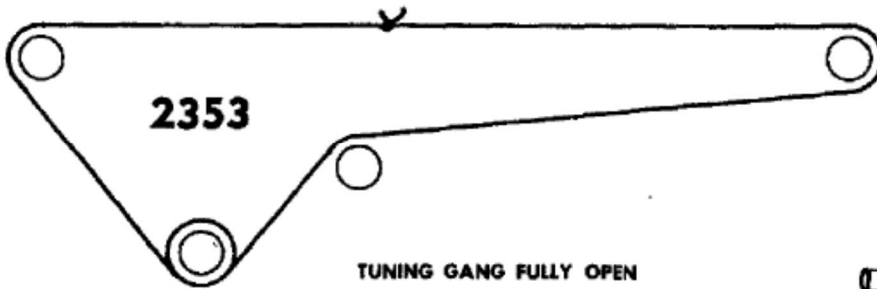
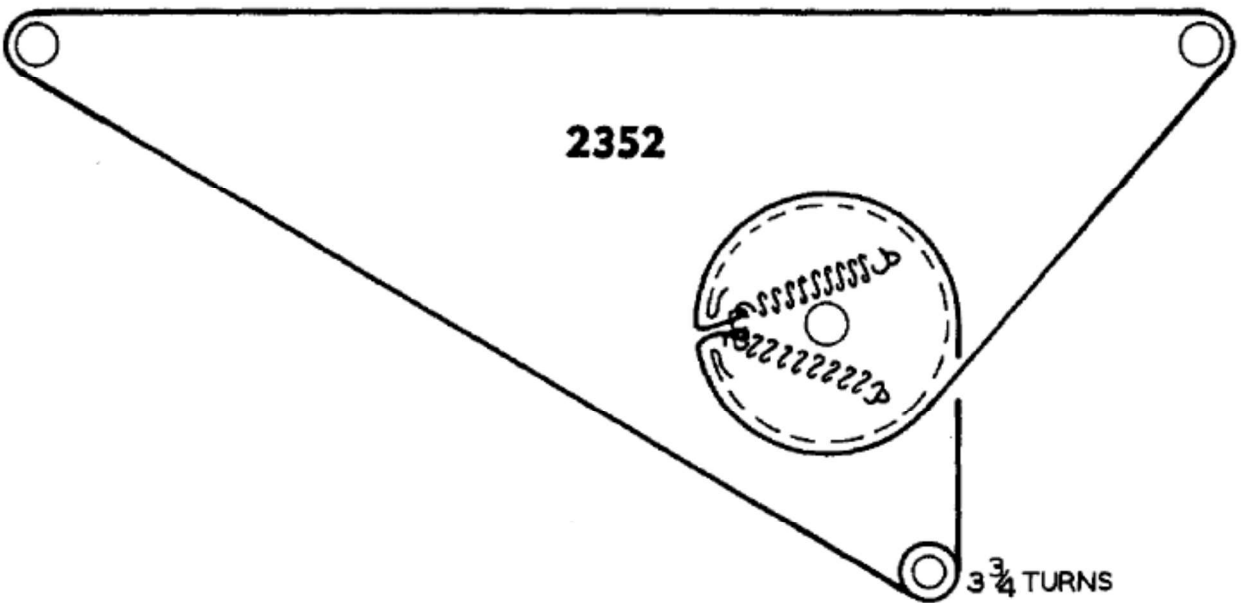
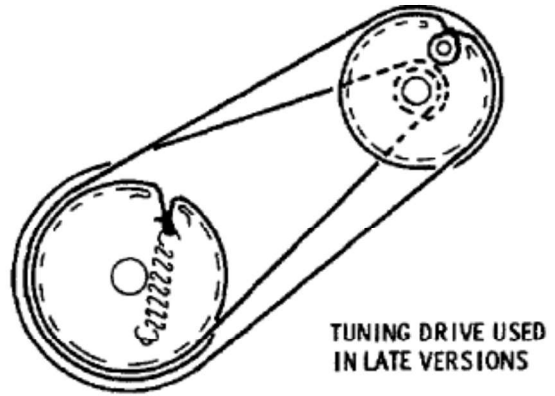
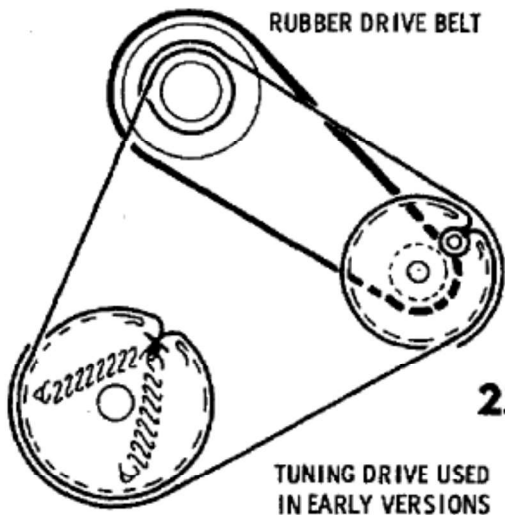




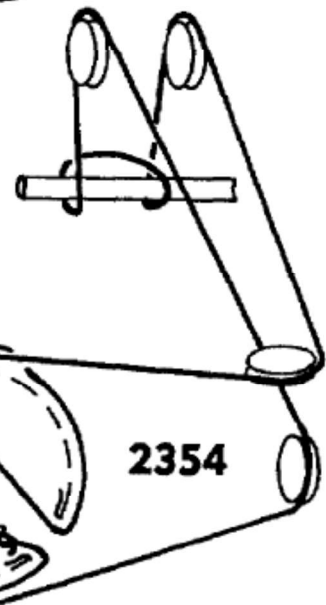


START RE-STRINGING WITH LARGE UHF PULLEY IN MAX. COUNTER-CLOCKWISE POSITION (AS VIEWED FROM FRONT OF TUNER.)



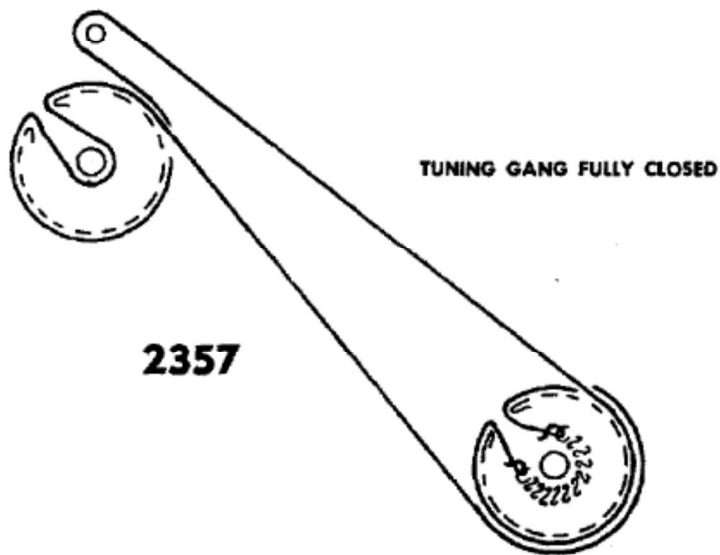
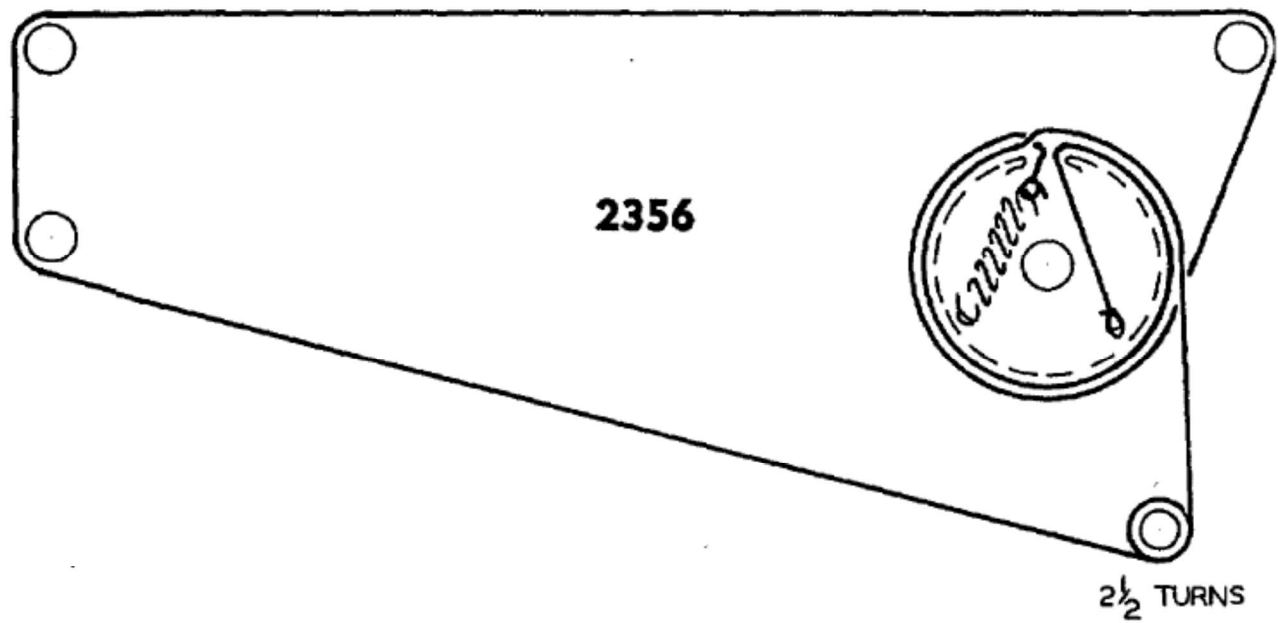
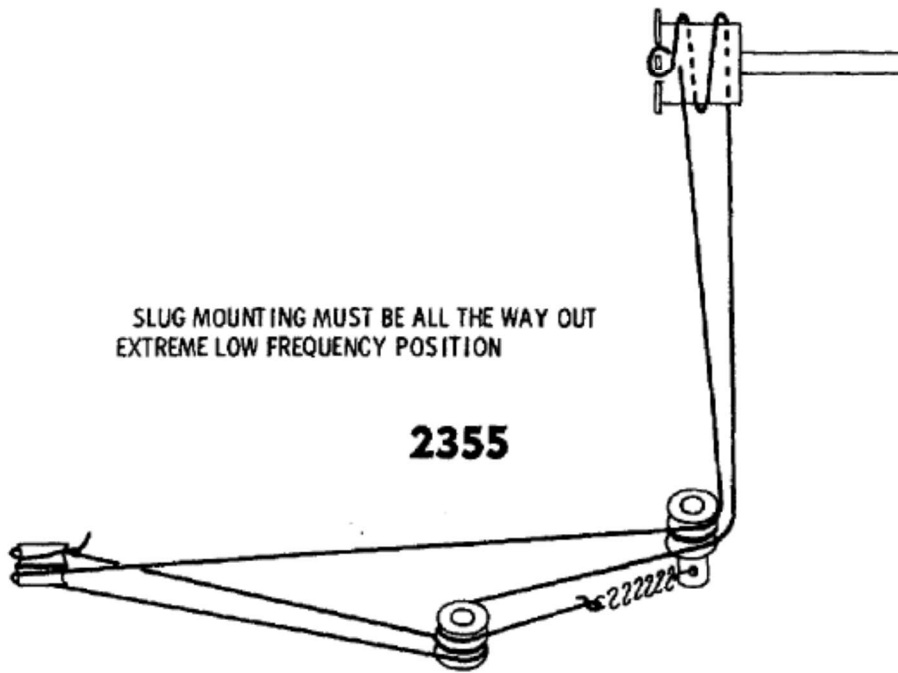


TUNING GANG FULLY CLOSED



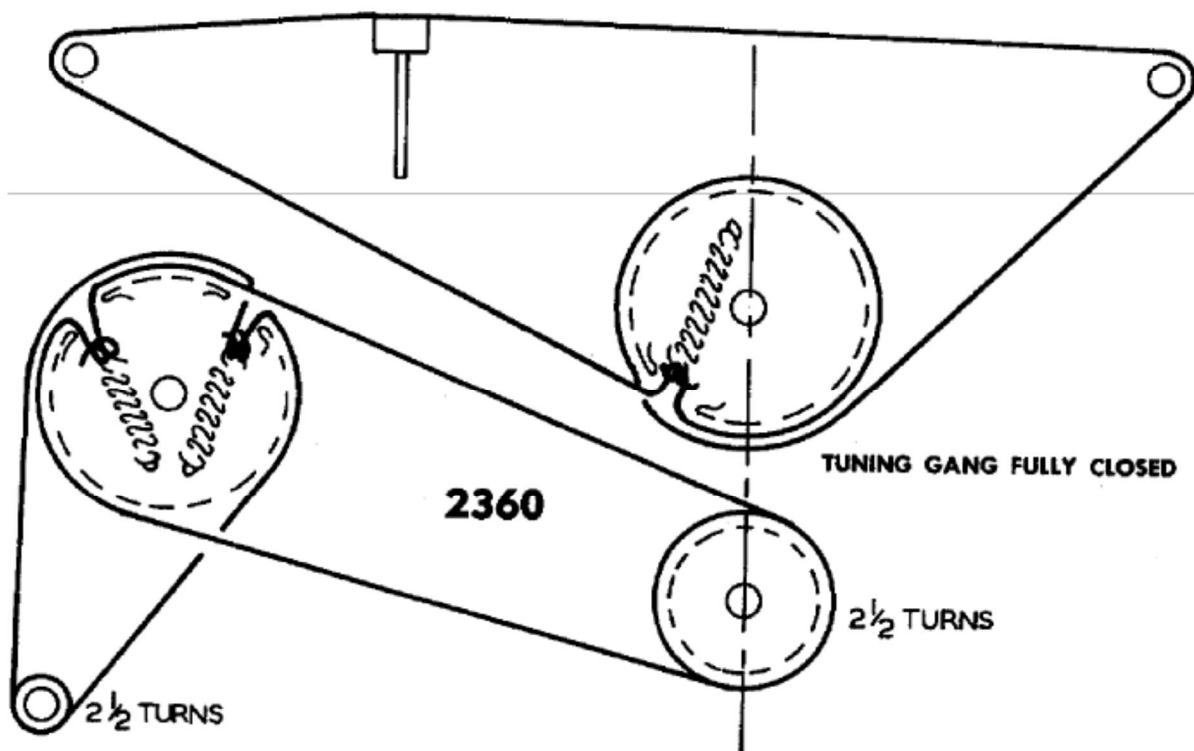
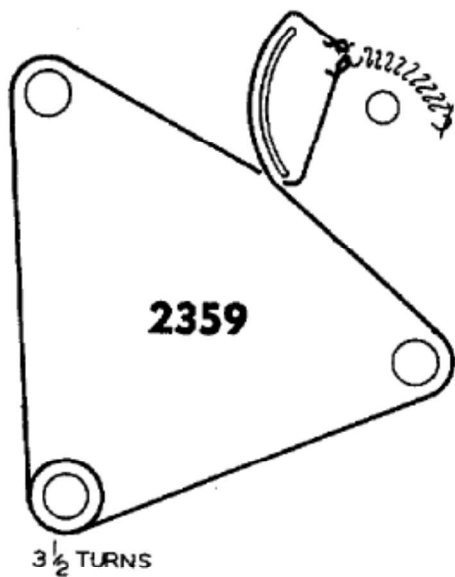
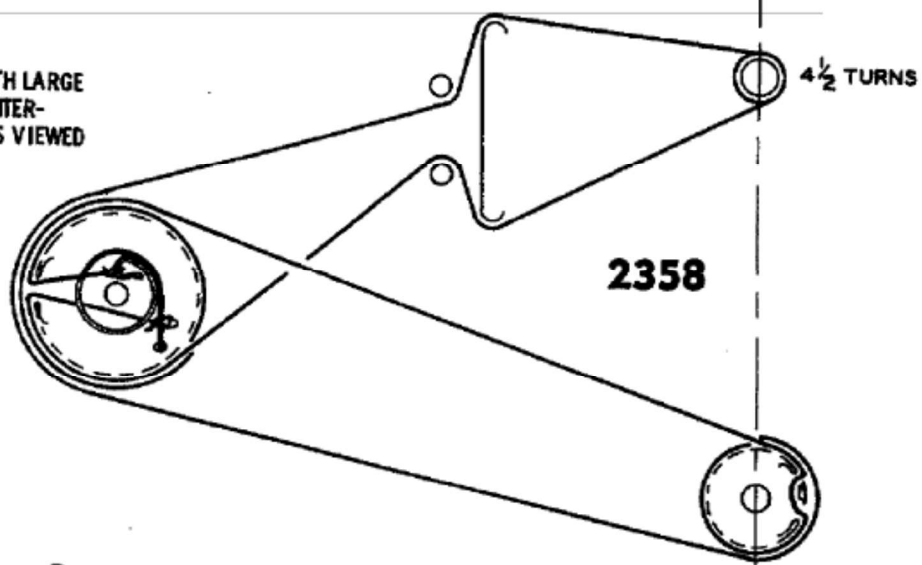
SLUG MOUNTING MUST BE ALL THE WAY OUT  
EXTREME LOW FREQUENCY POSITION

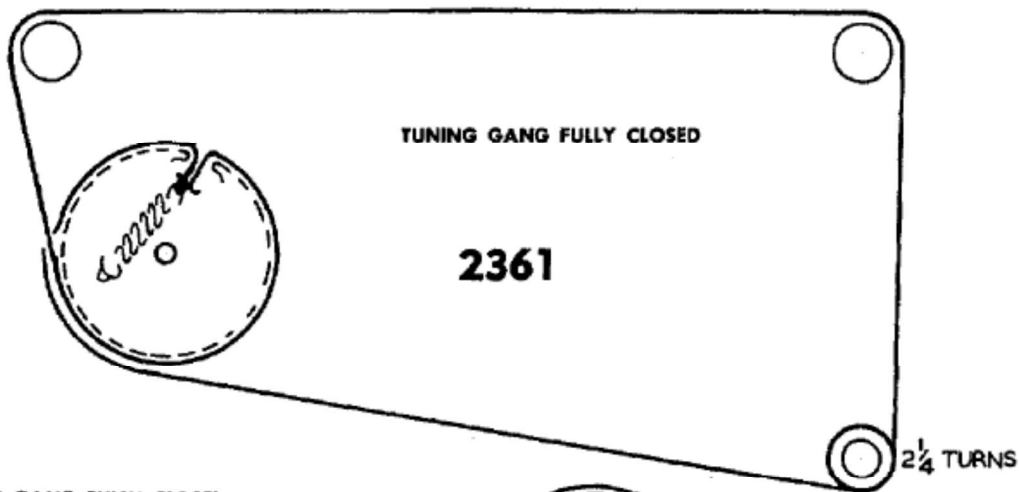
**2355**



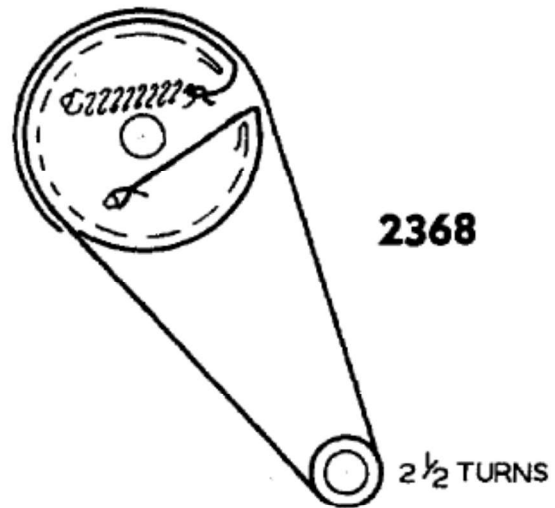
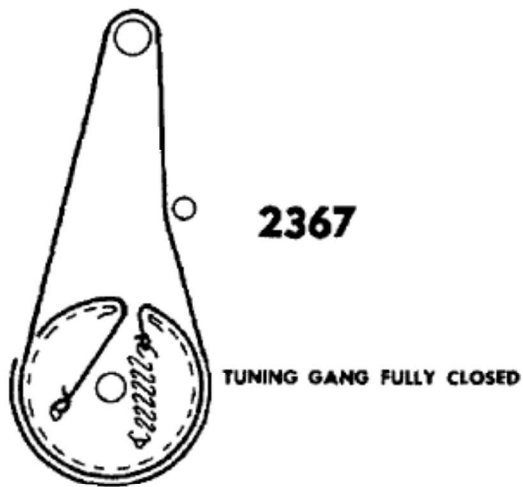
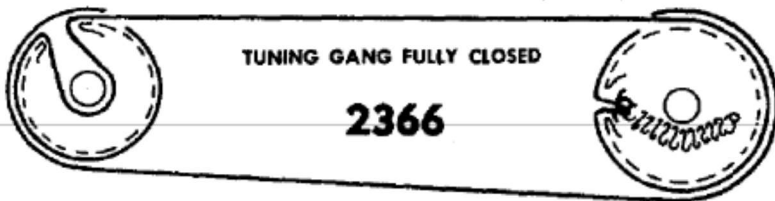
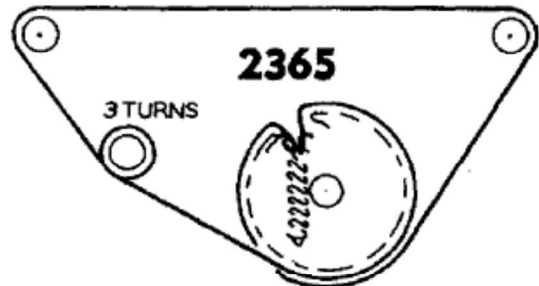
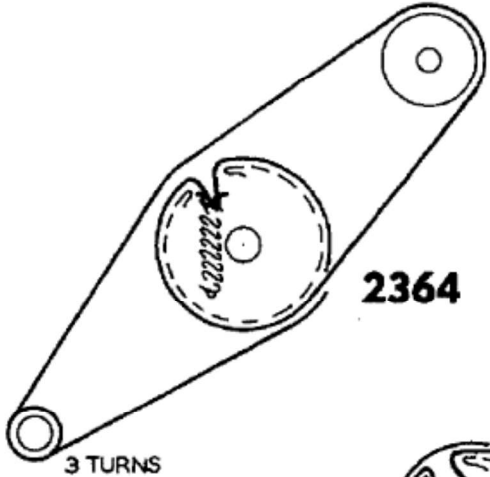
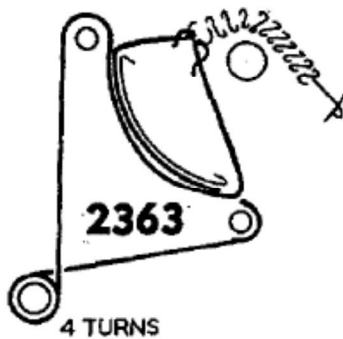
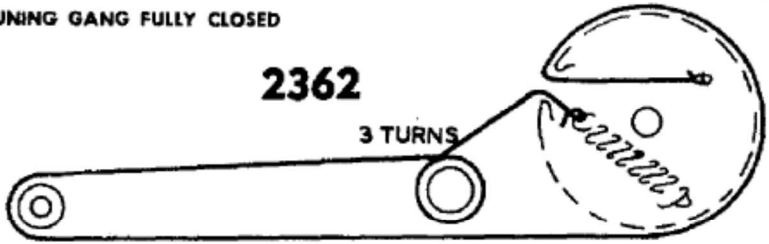


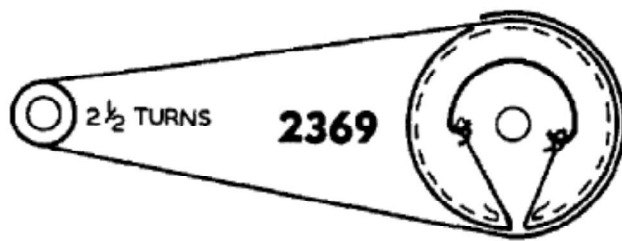
START RE-STRINGING WITH LARGE UHF PULLEY IN MAX COUNTER-CLOCKWISE POSITION (AS VIEWED FROM FRONT OF TUNER).



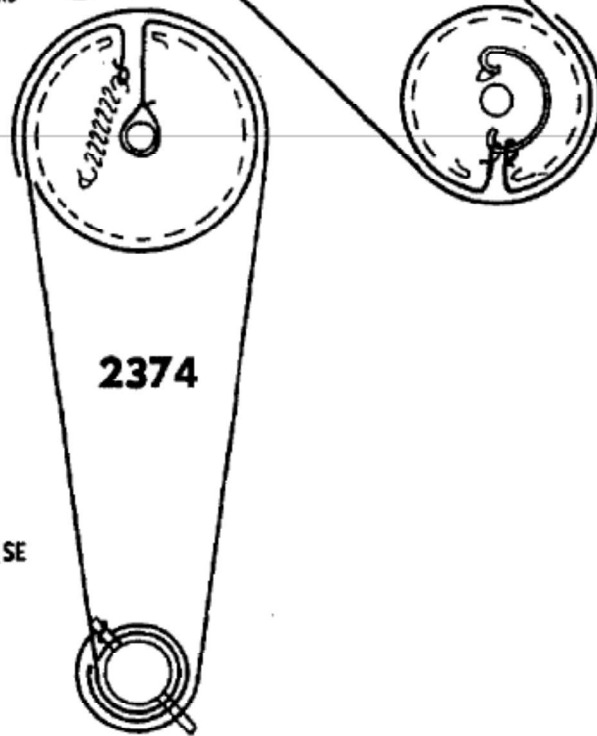
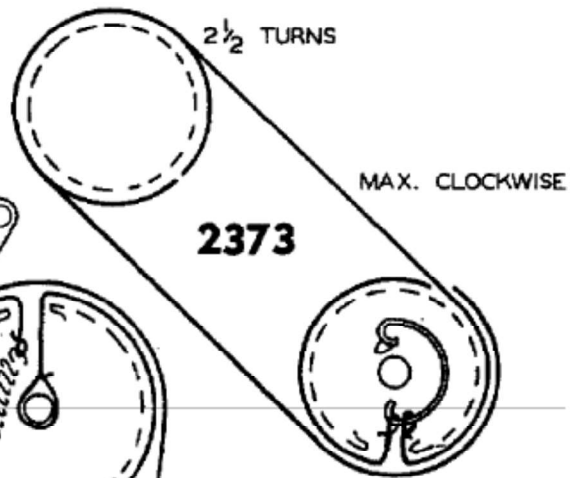
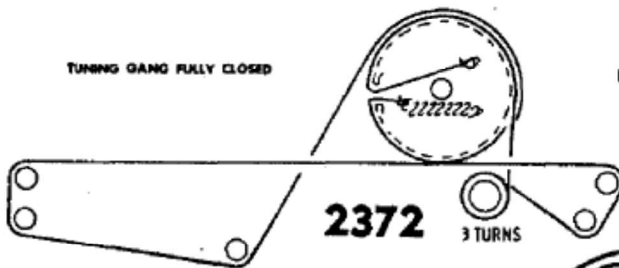
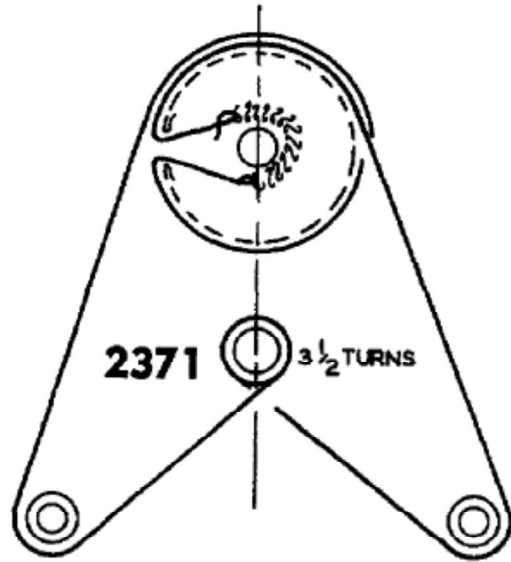
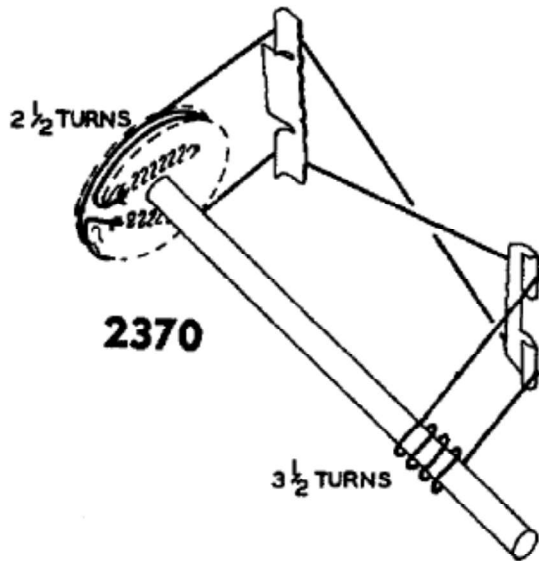


TUNING GANG FULLY CLOSED

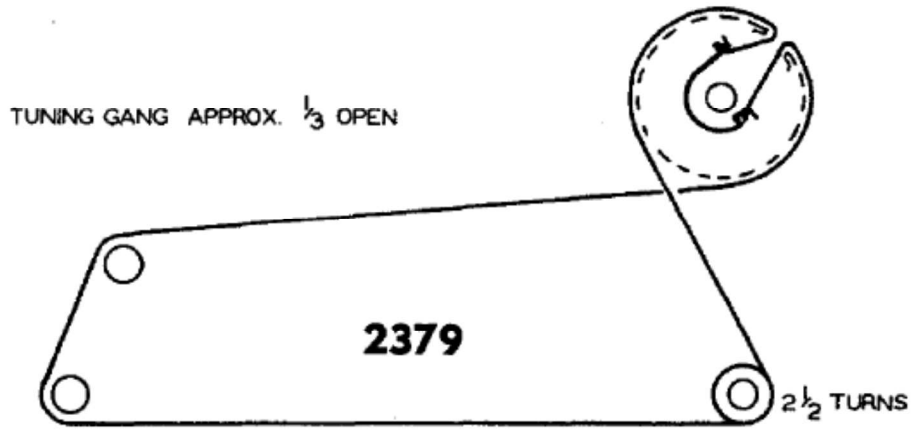
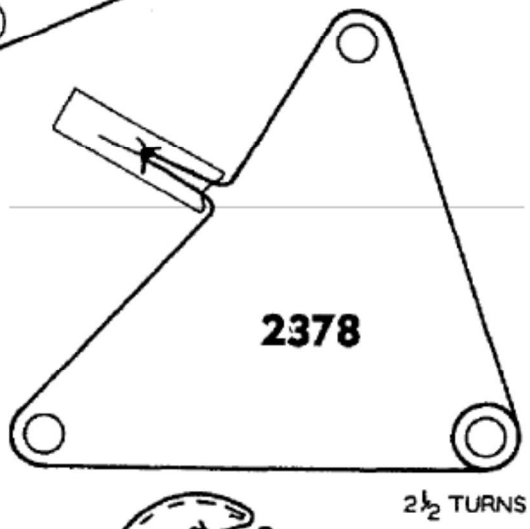
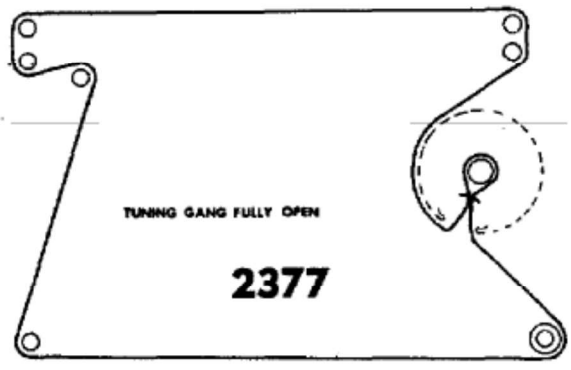
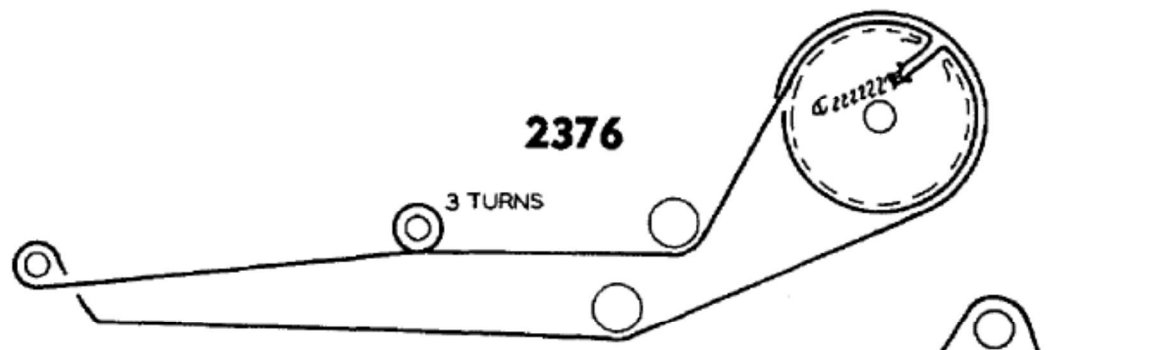
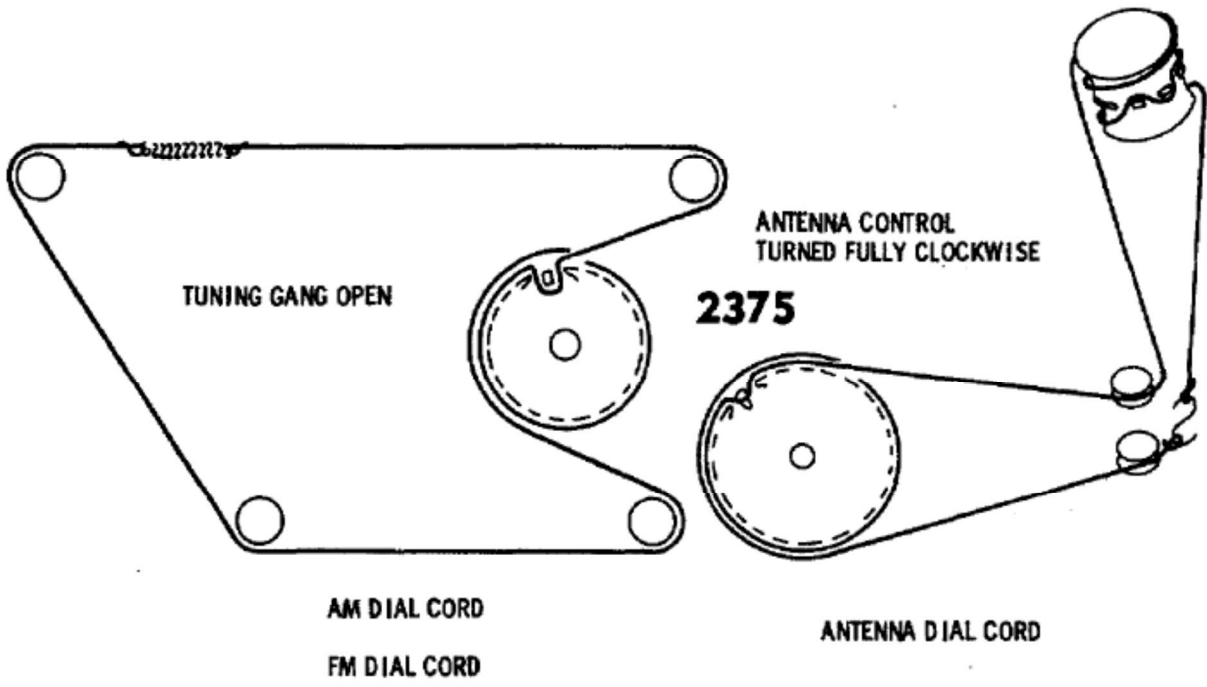


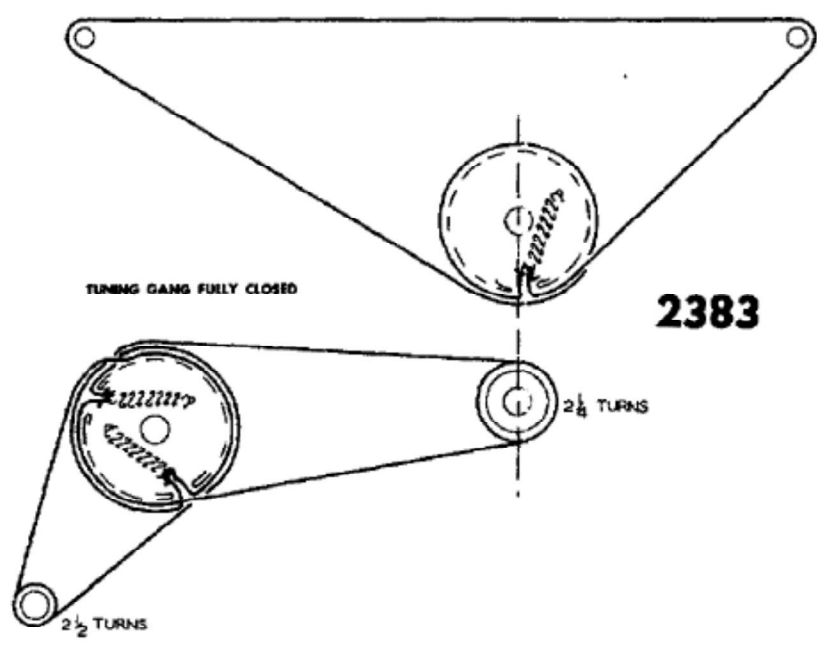
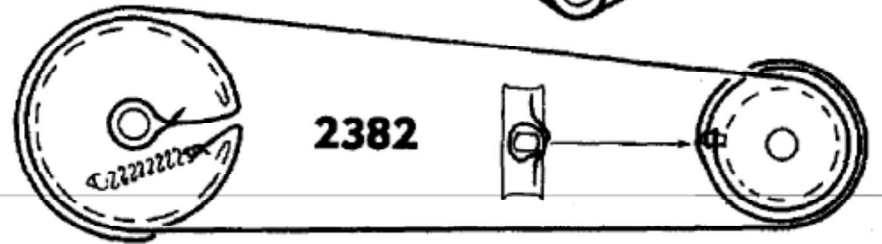
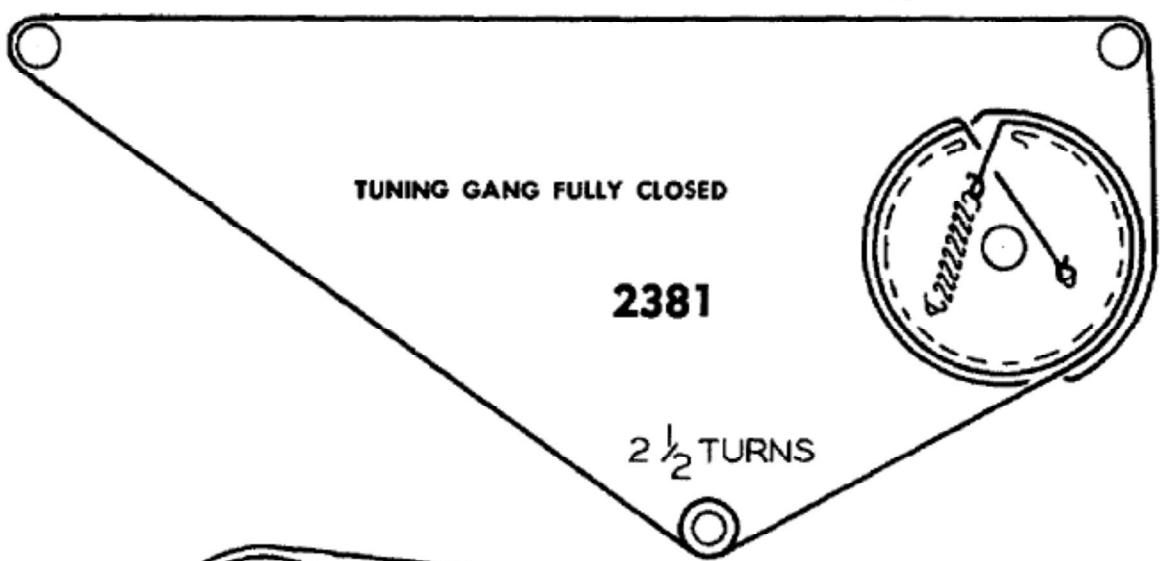
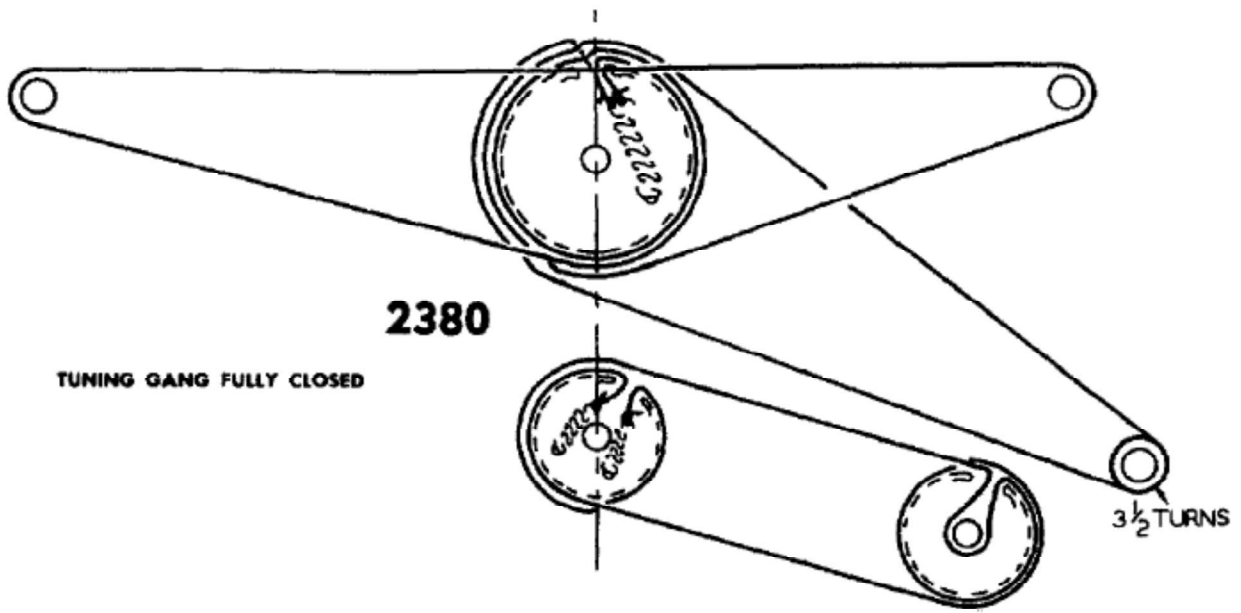


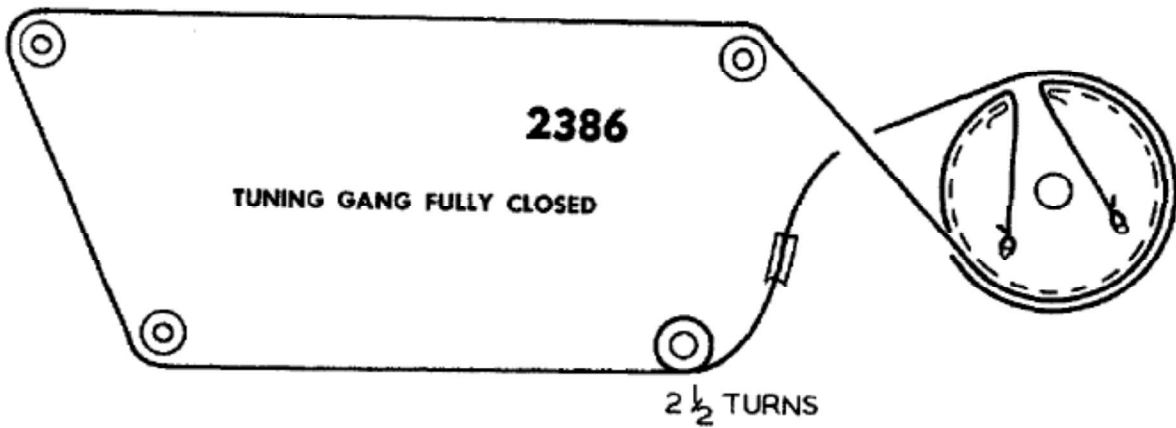
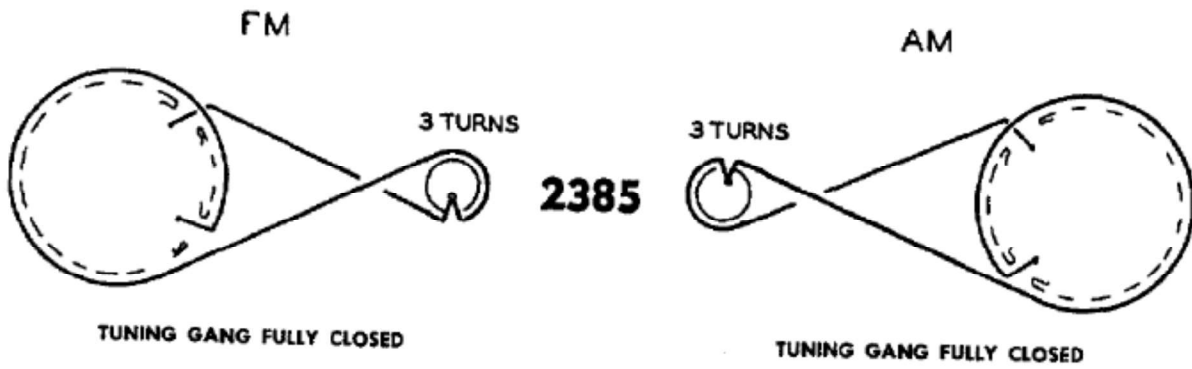
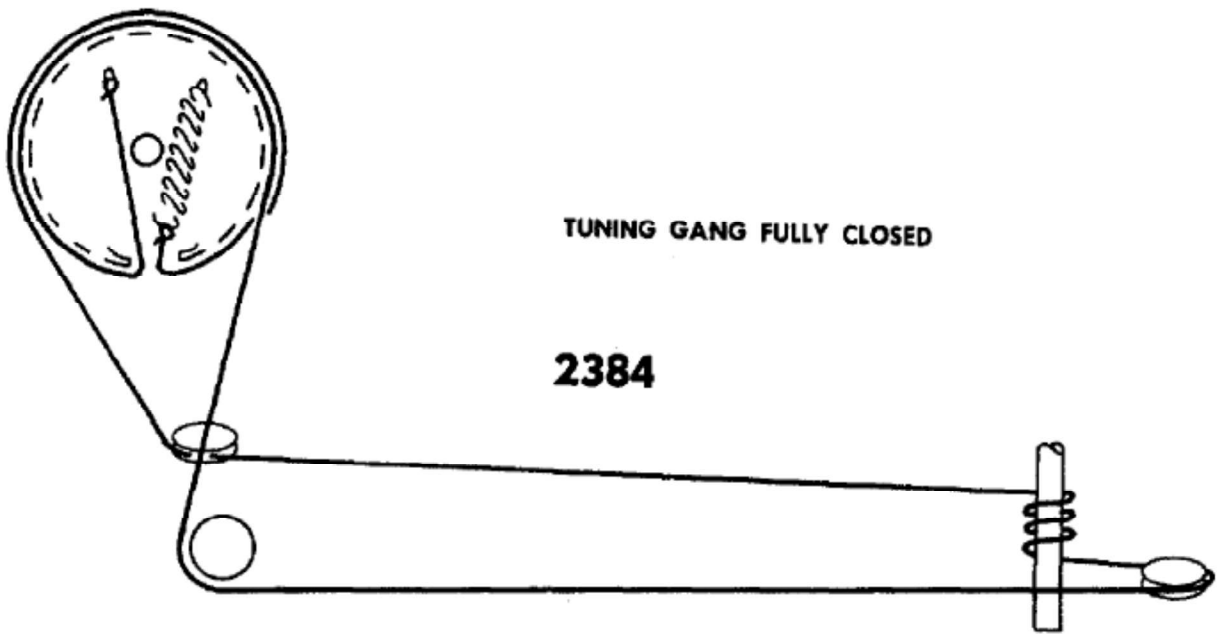
TUNING GANG FULLY CLOSED

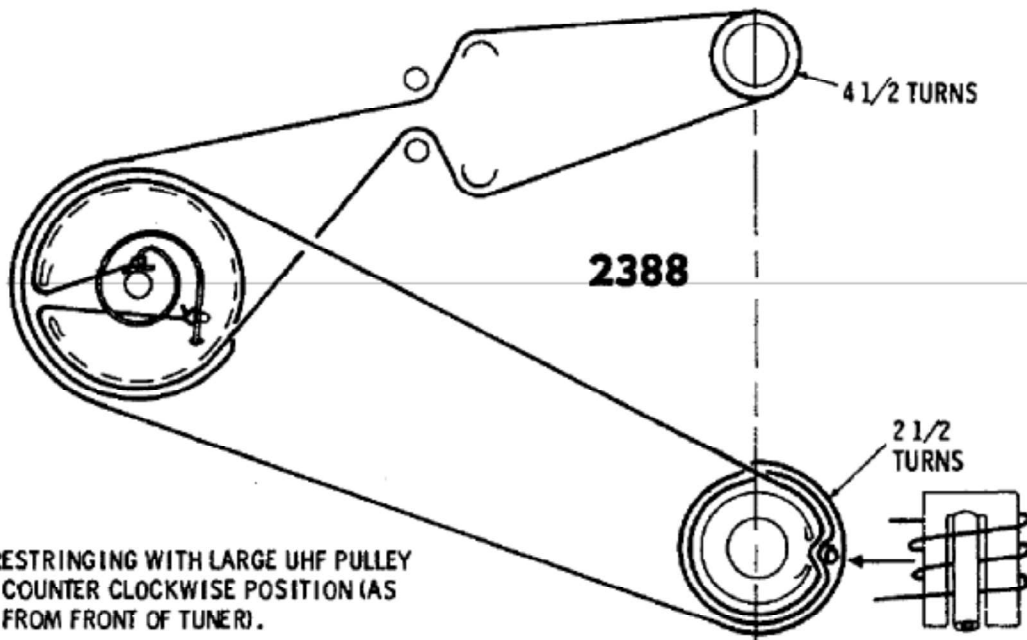
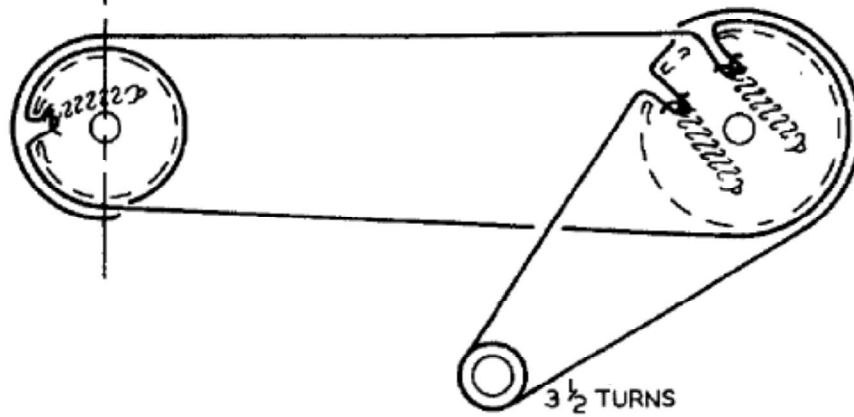
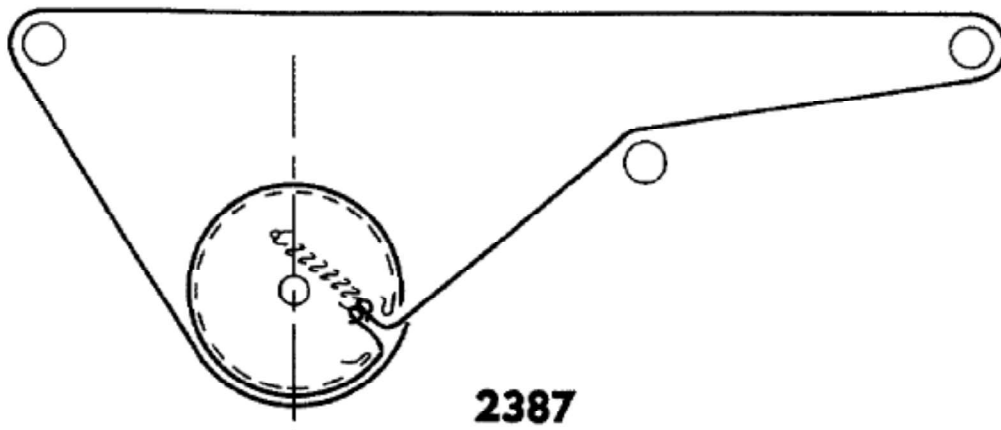


TURN BOTH FINE TUNING CAM  
AND UHF PULLEY FULLY COUNTER-CLOCKWISE

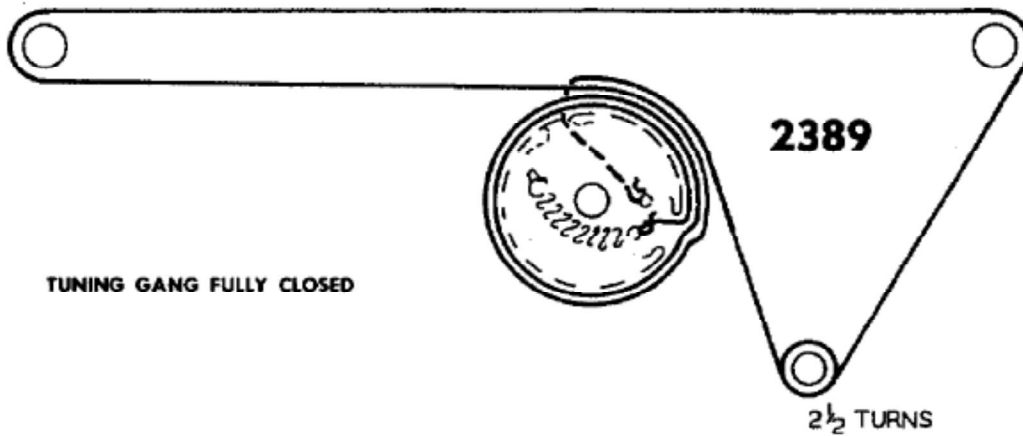






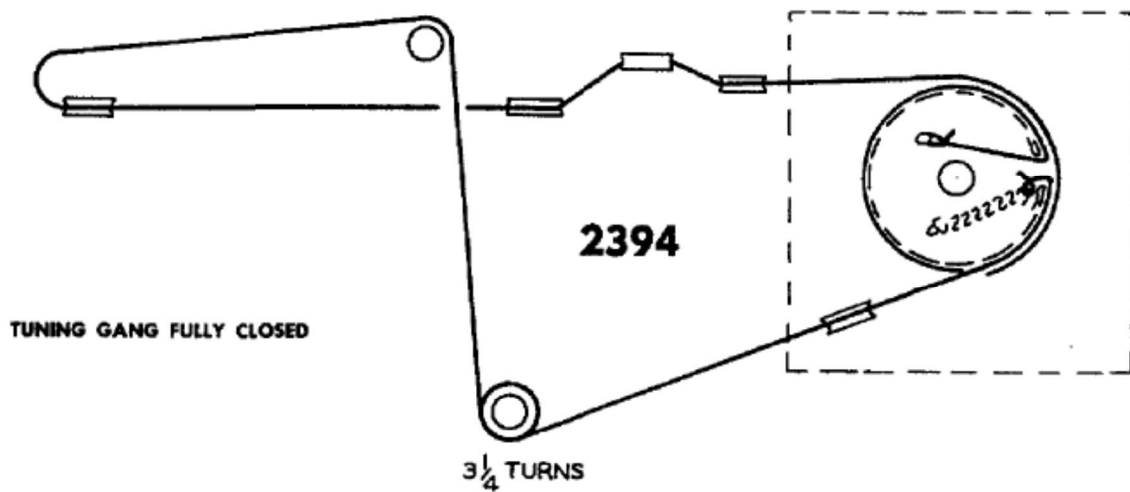
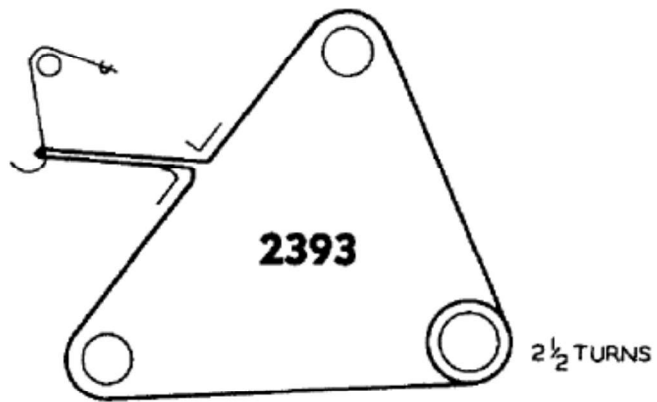
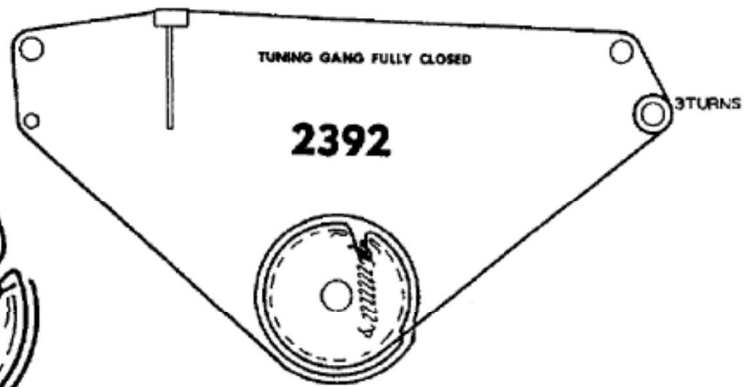
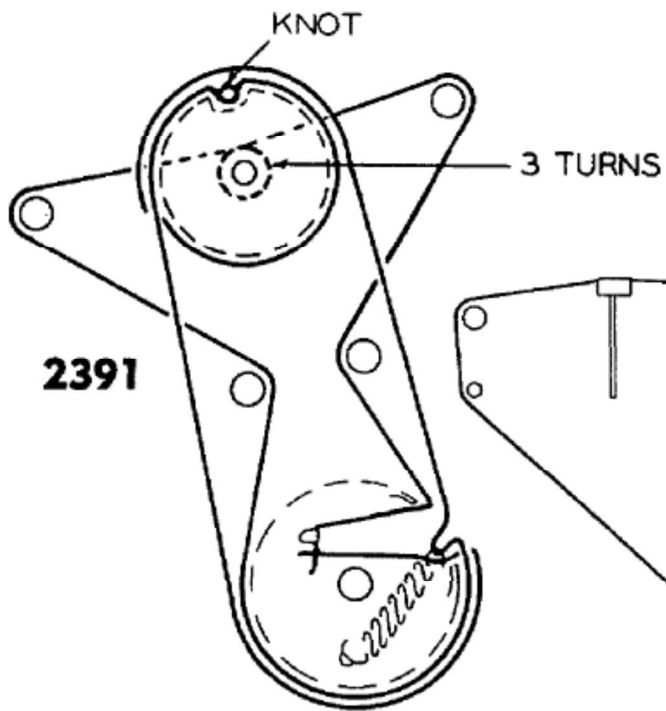
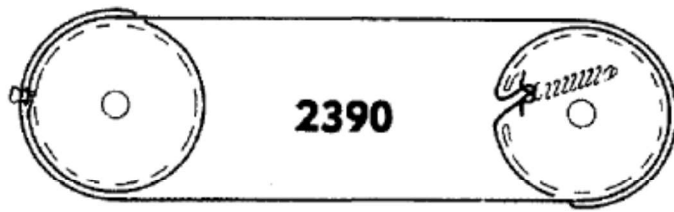


START RESTRINGING WITH LARGE UHF PULLEY IN MAX COUNTER CLOCKWISE POSITION (AS VIEWED FROM FRONT OF TUNER).



TUNING GANG FULLY CLOSED

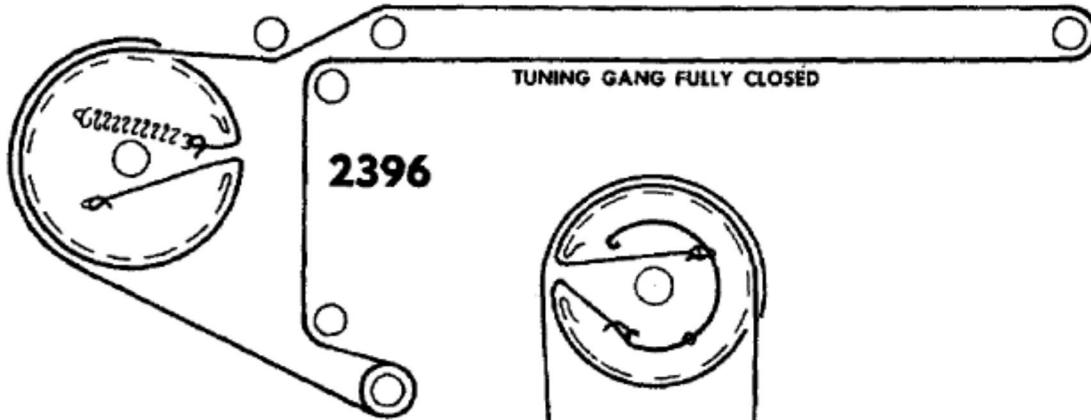




TUNING GANG FULLY CLOSED

**2395**

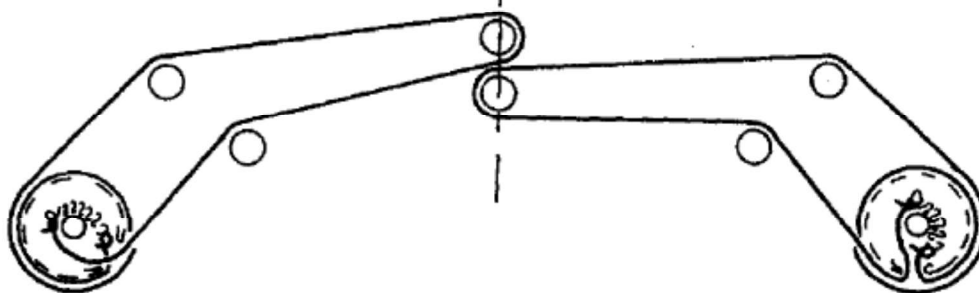
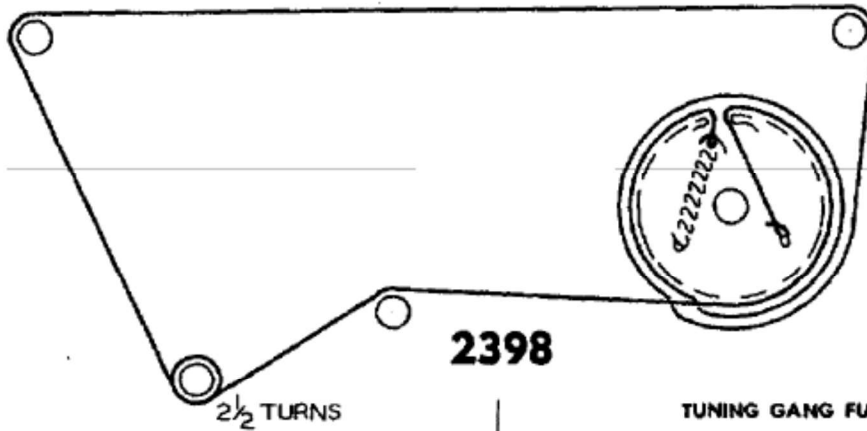
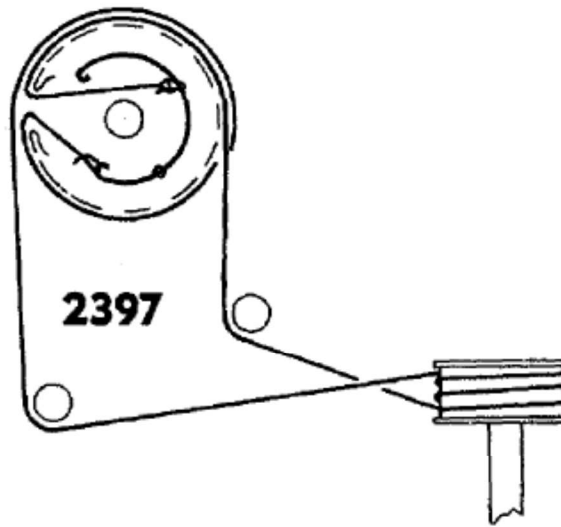
3 TURNS

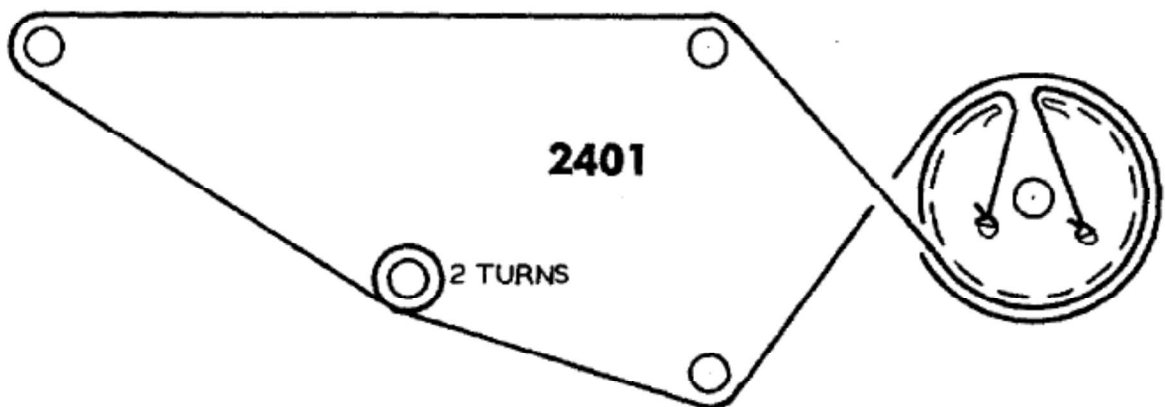
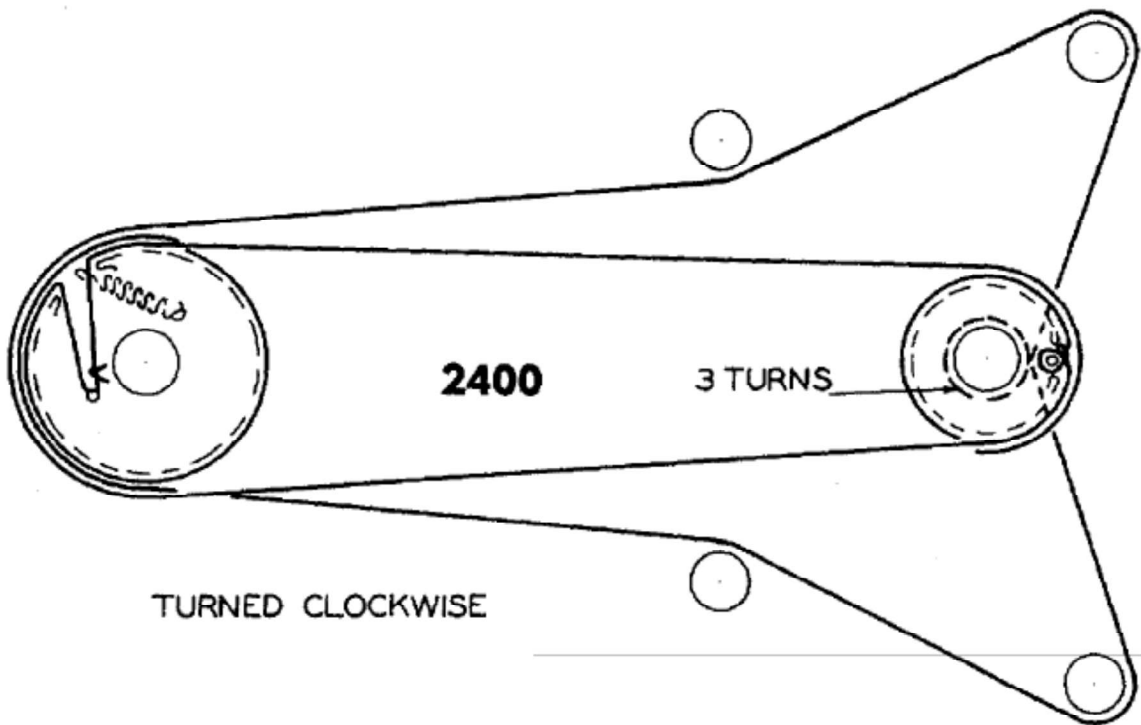
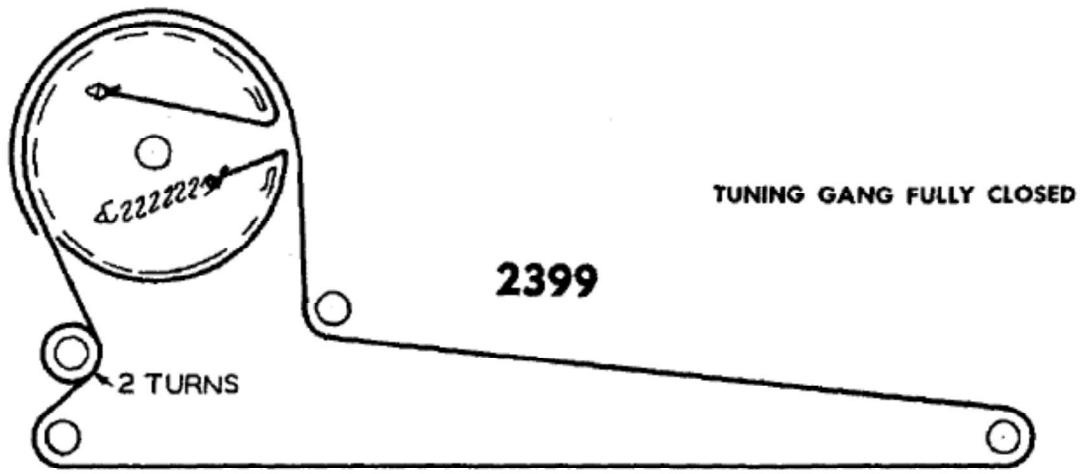


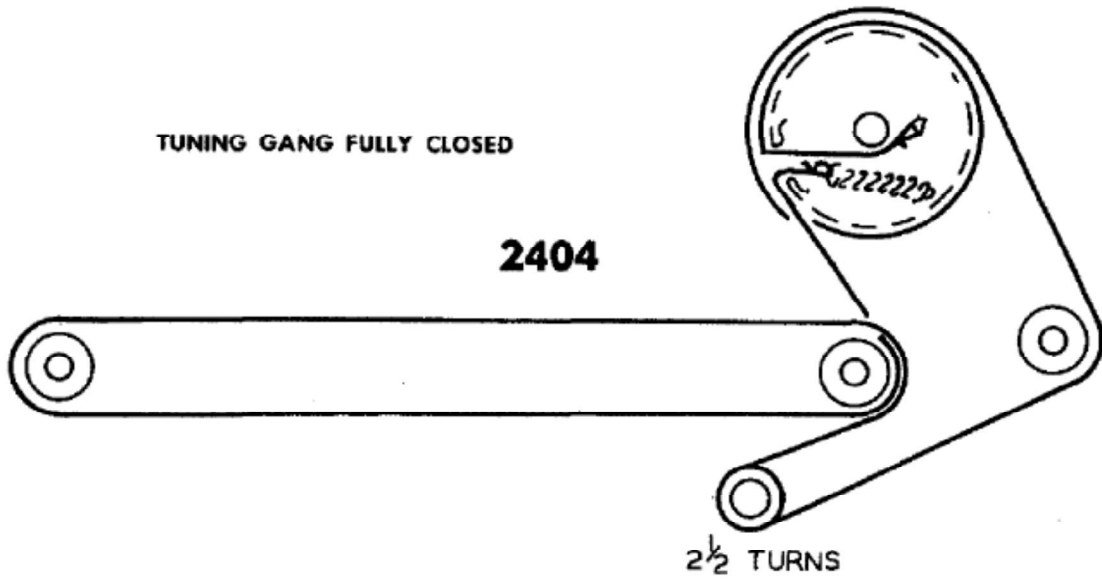
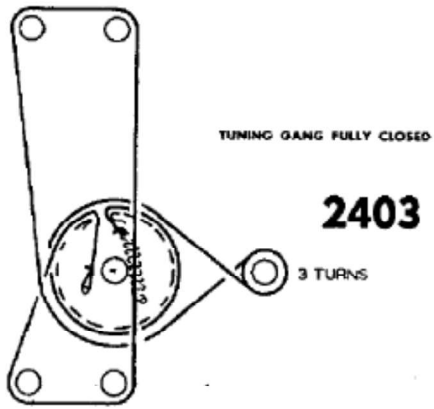
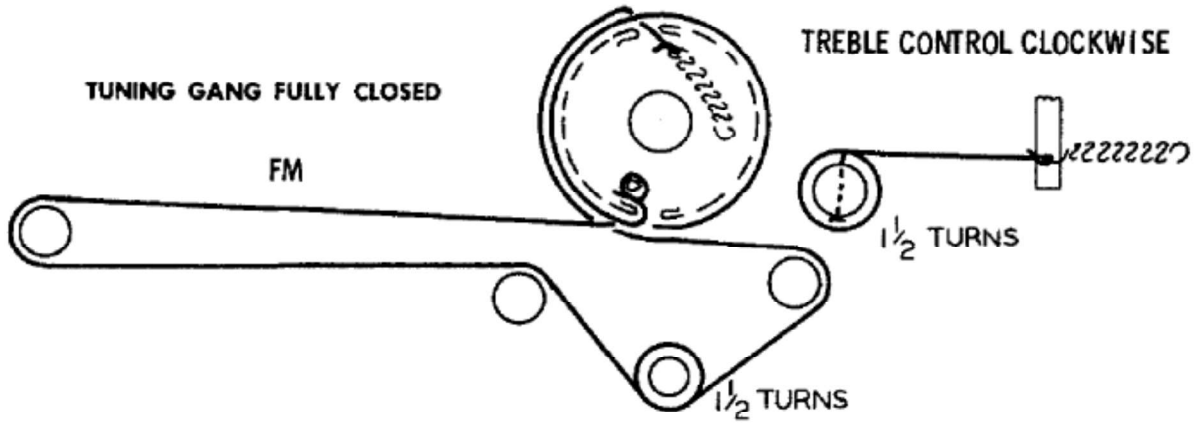
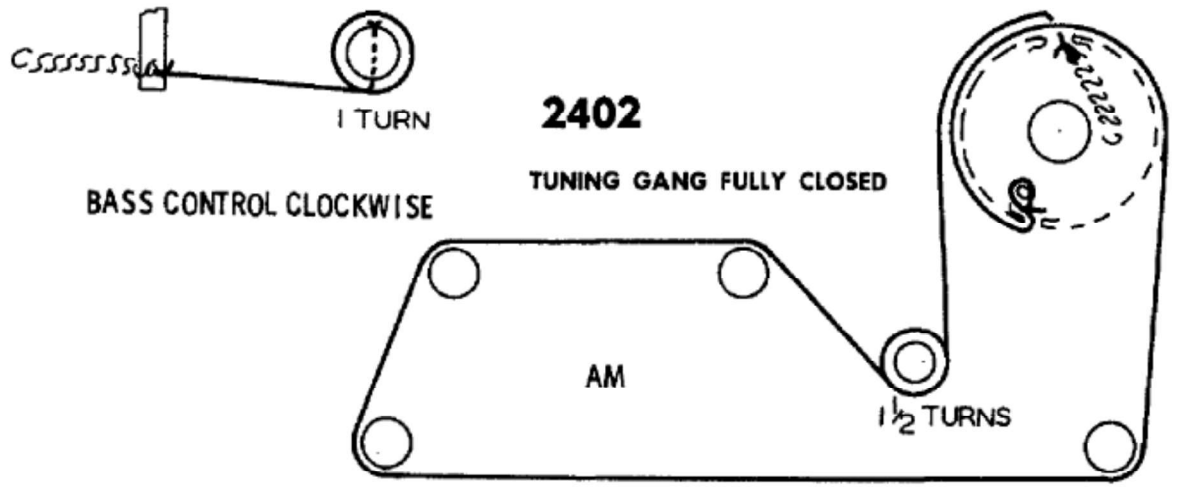
TUNING GANG FULLY CLOSED

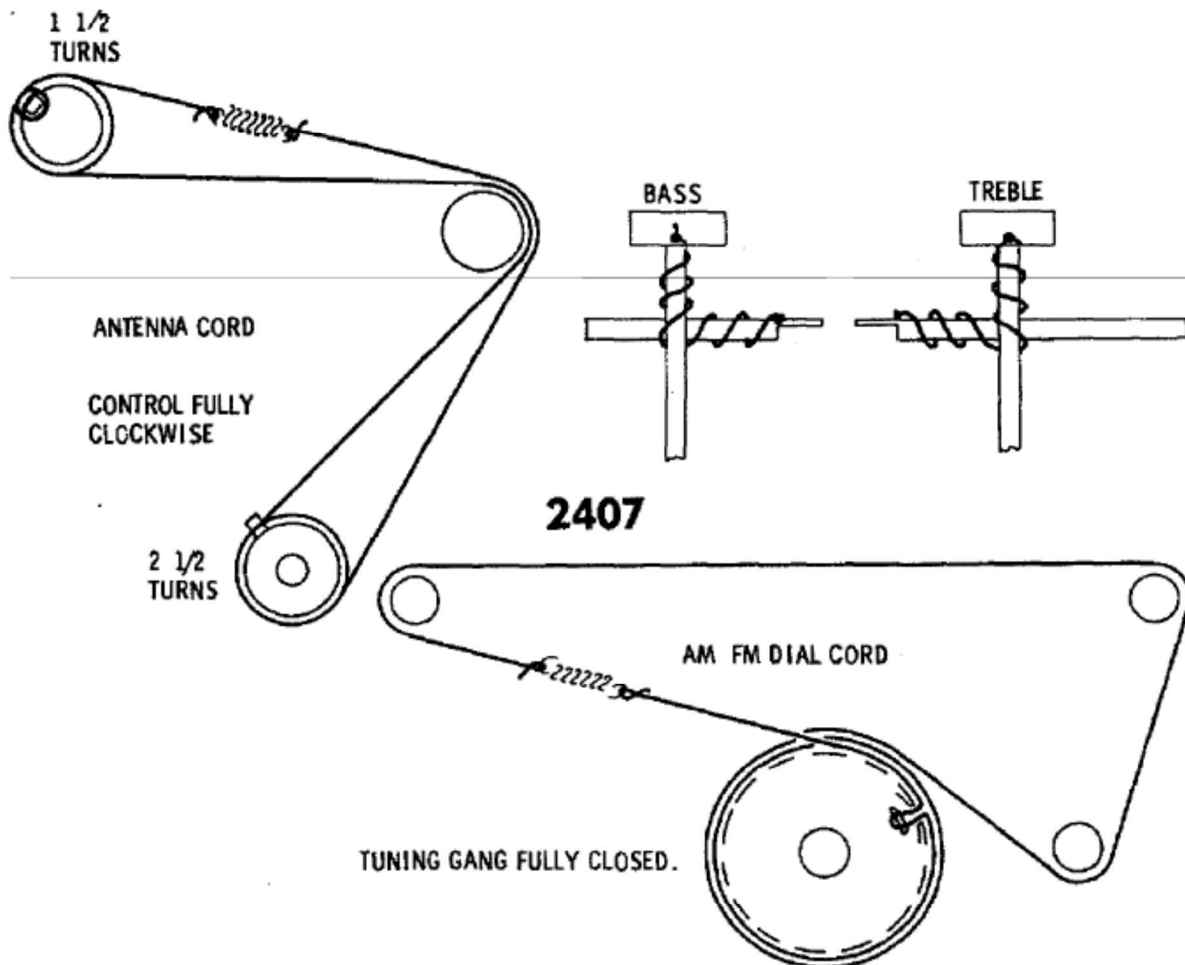
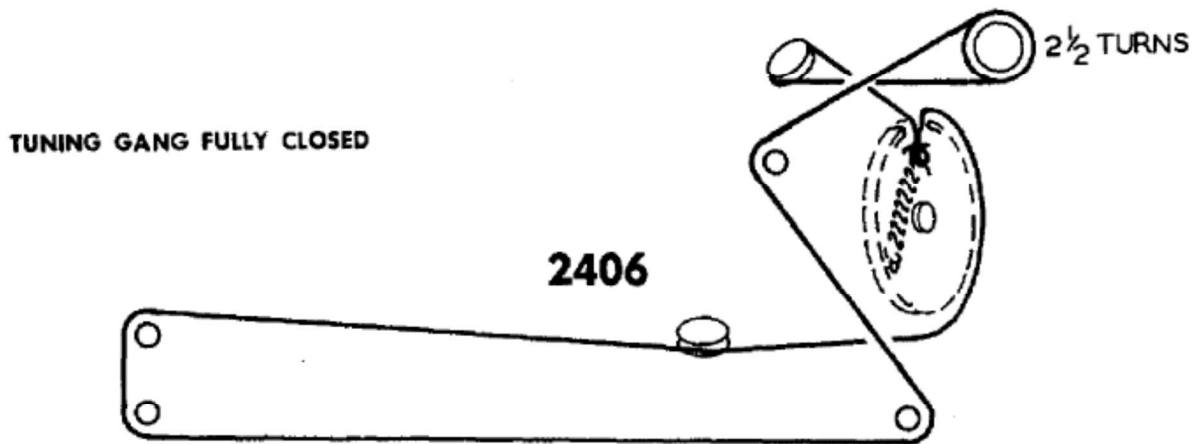
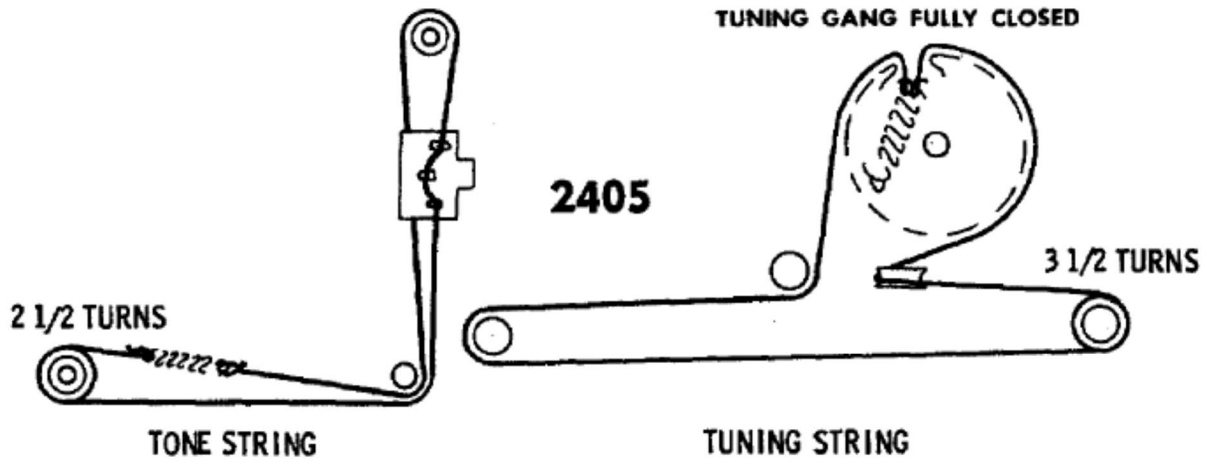
**2397**

3 1/2 TURNS



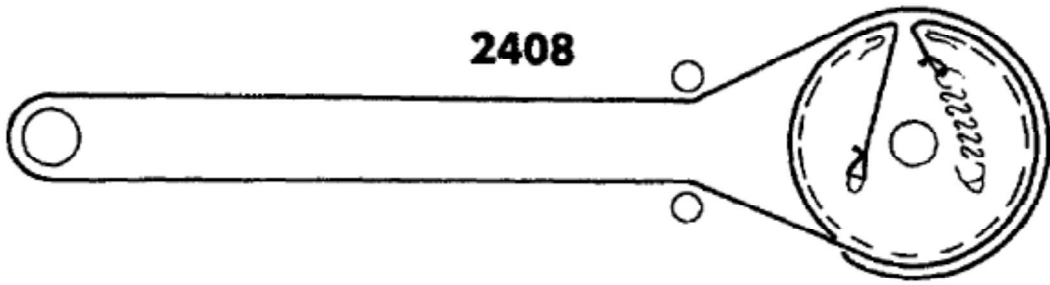






TUNING GANG FULLY CLOSED

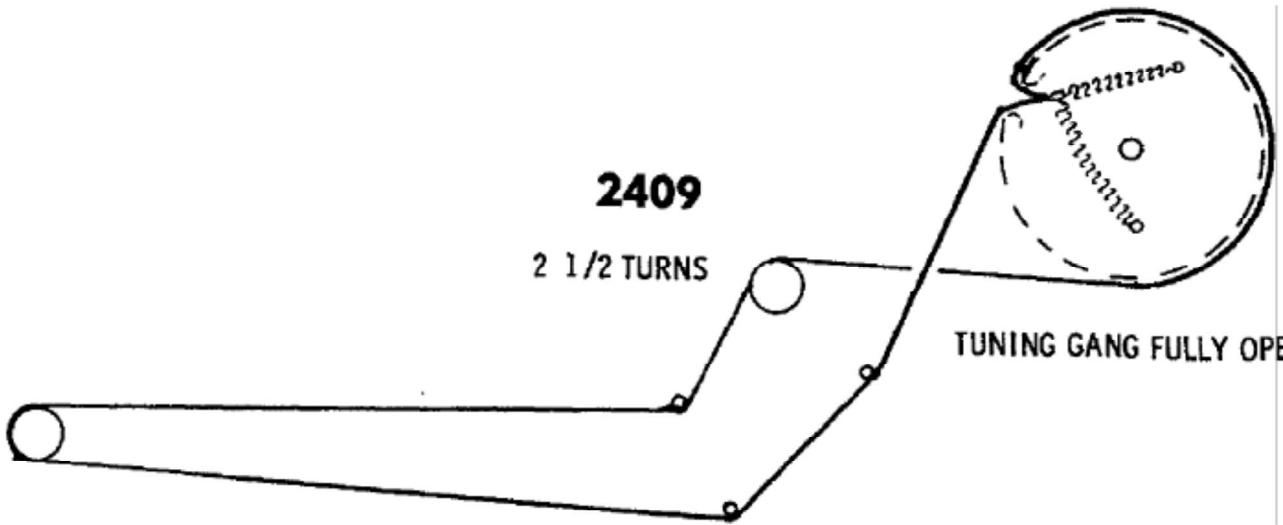
2408



2409

2 1/2 TURNS

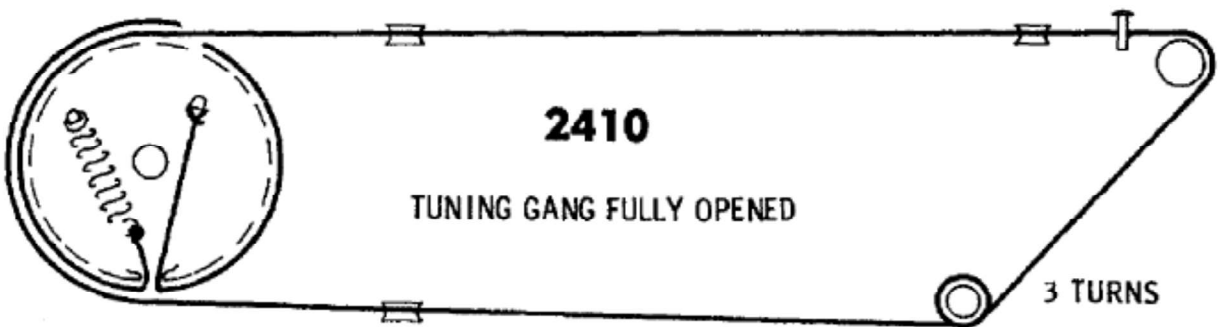
TUNING GANG FULLY OPEN

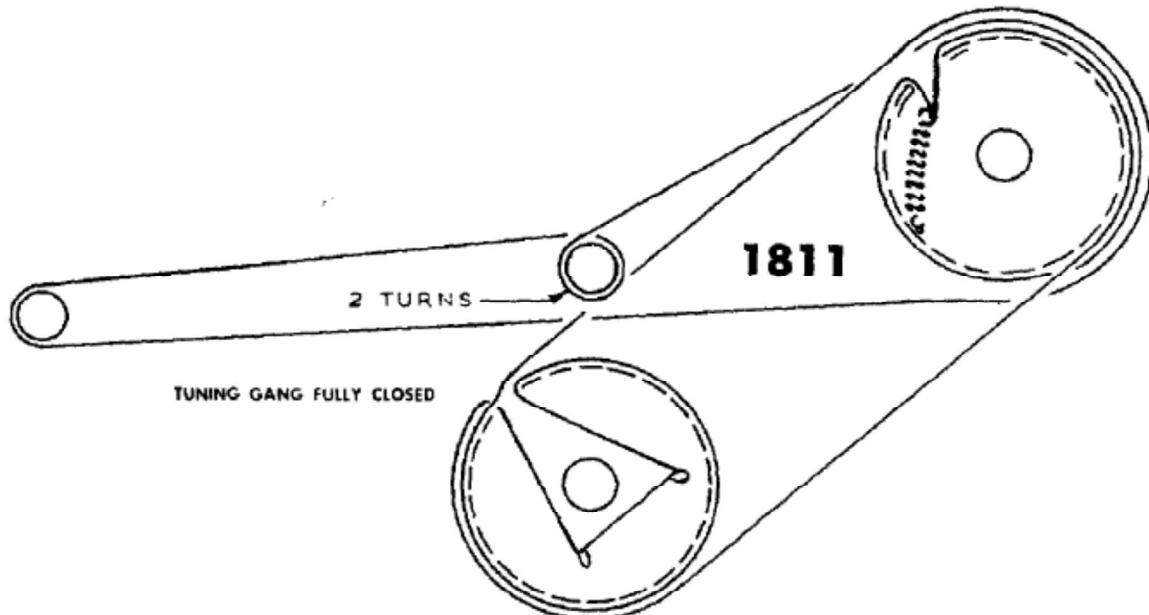
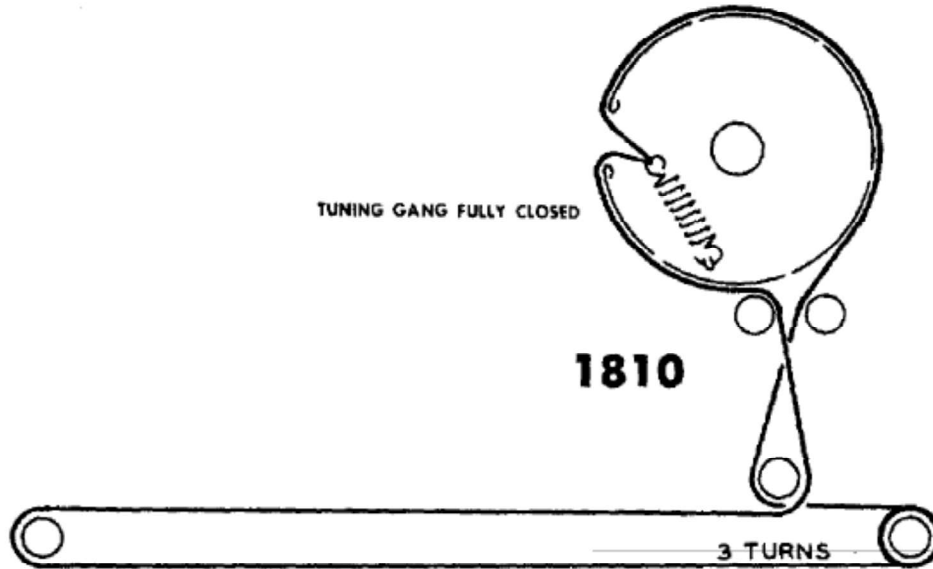
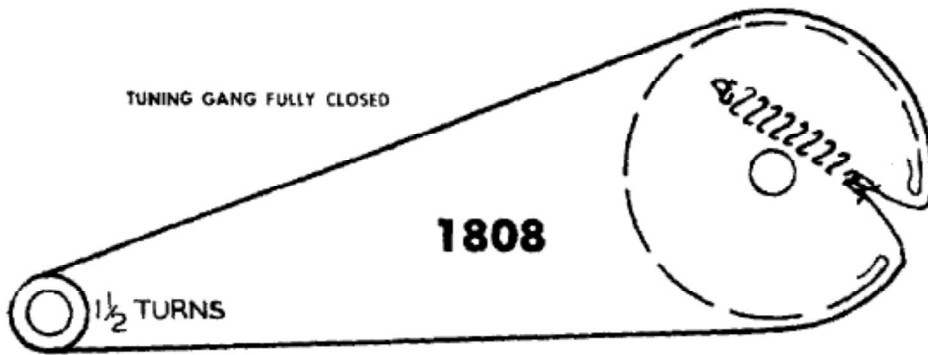


2410

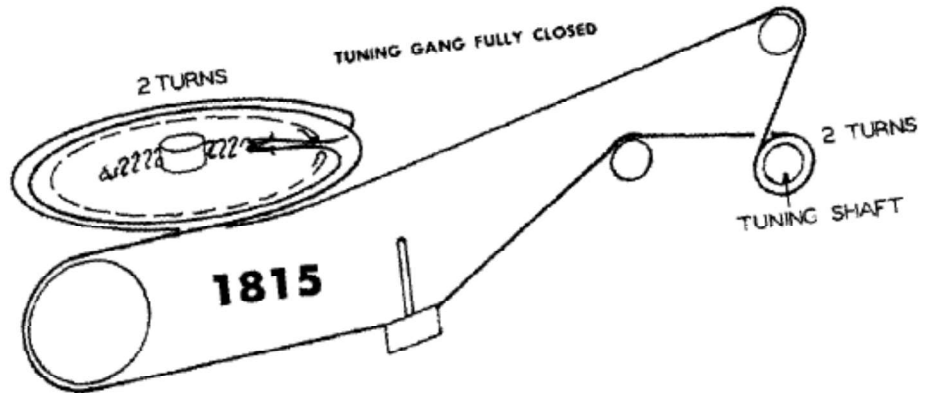
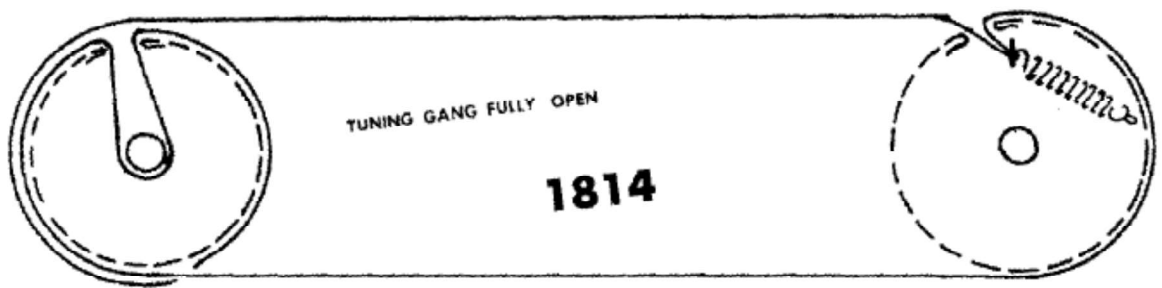
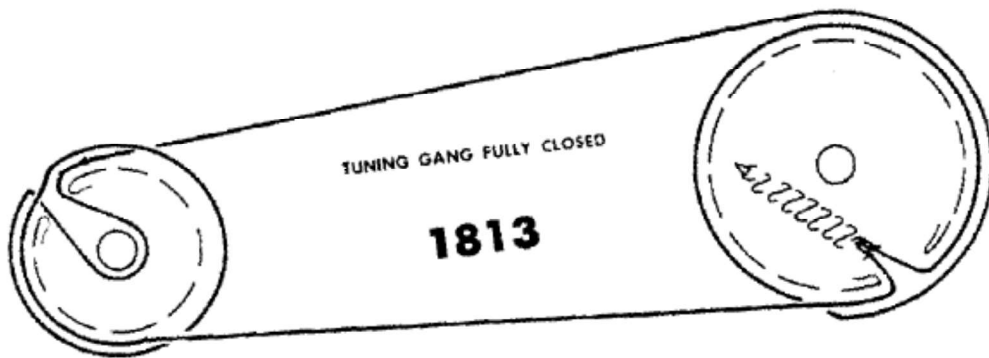
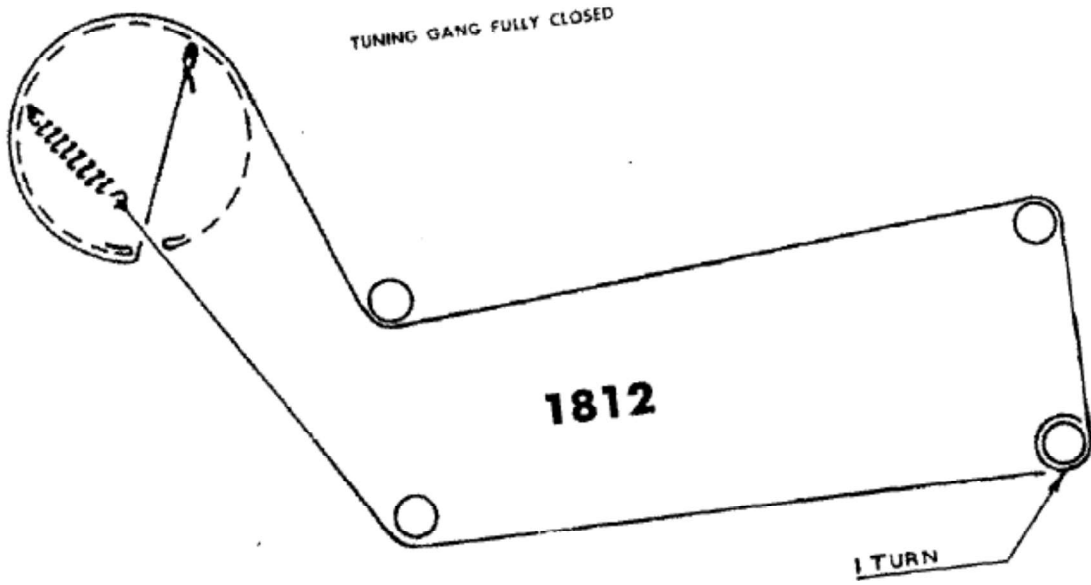
TUNING GANG FULLY OPENED

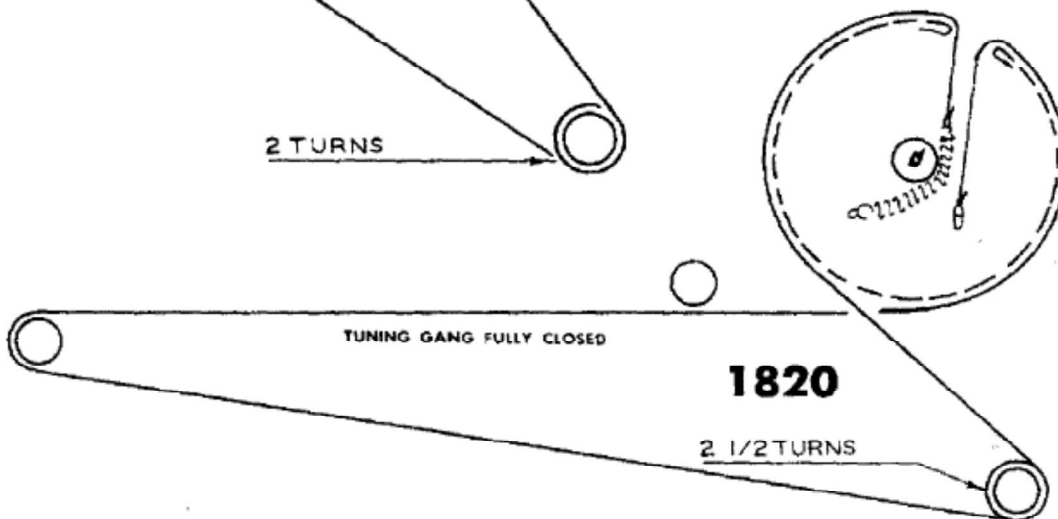
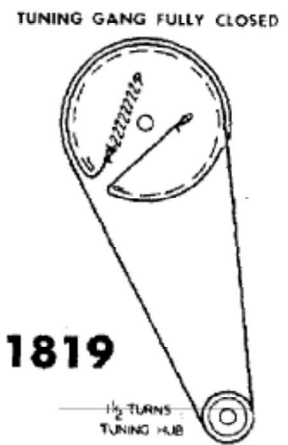
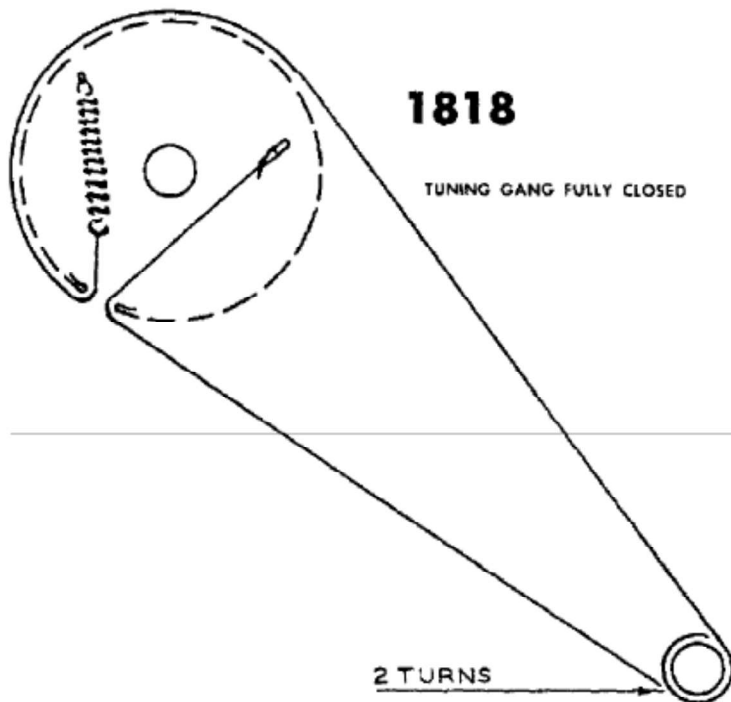
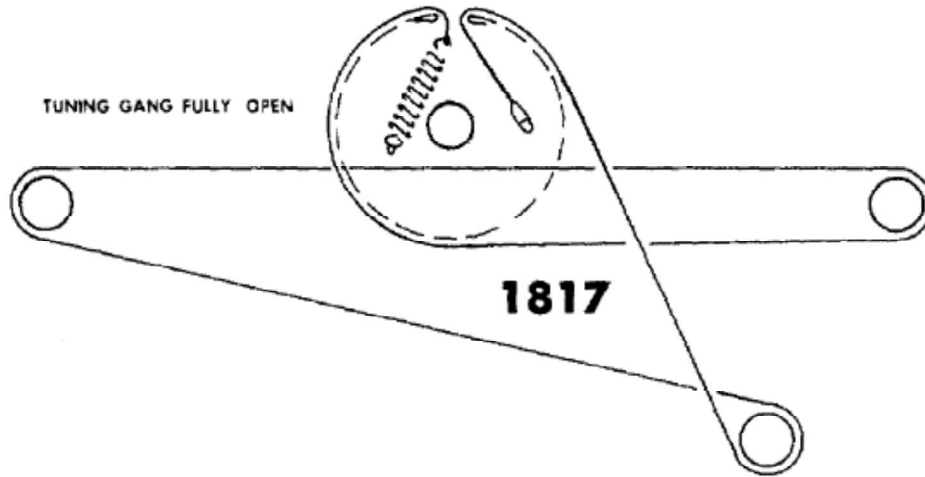
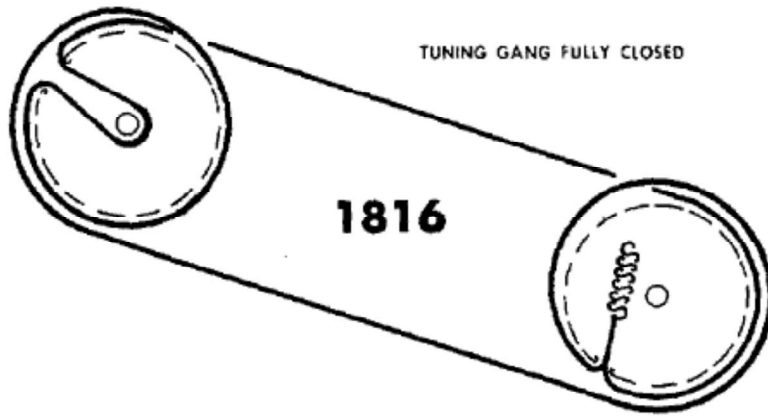
3 TURNS





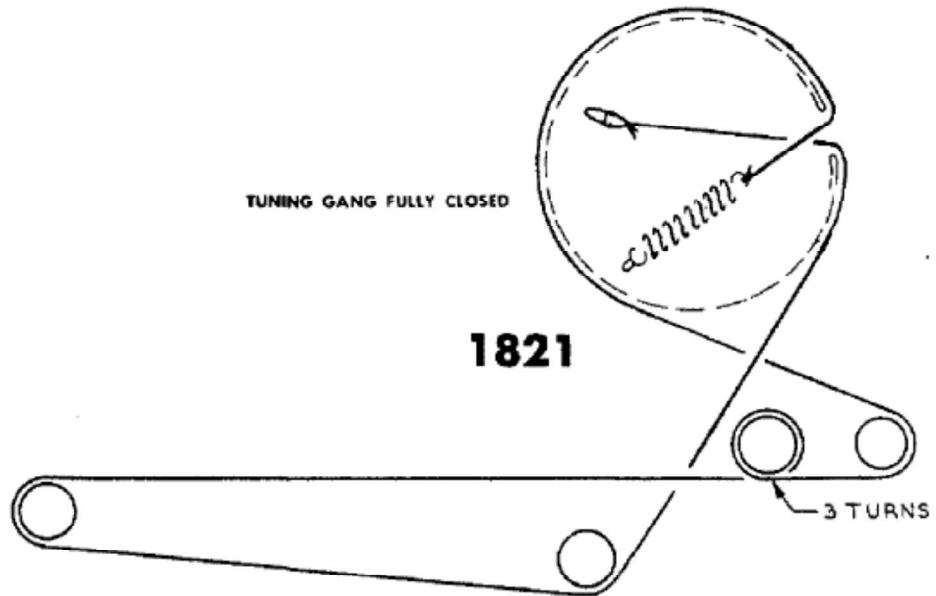






TUNING GANG FULLY CLOSED

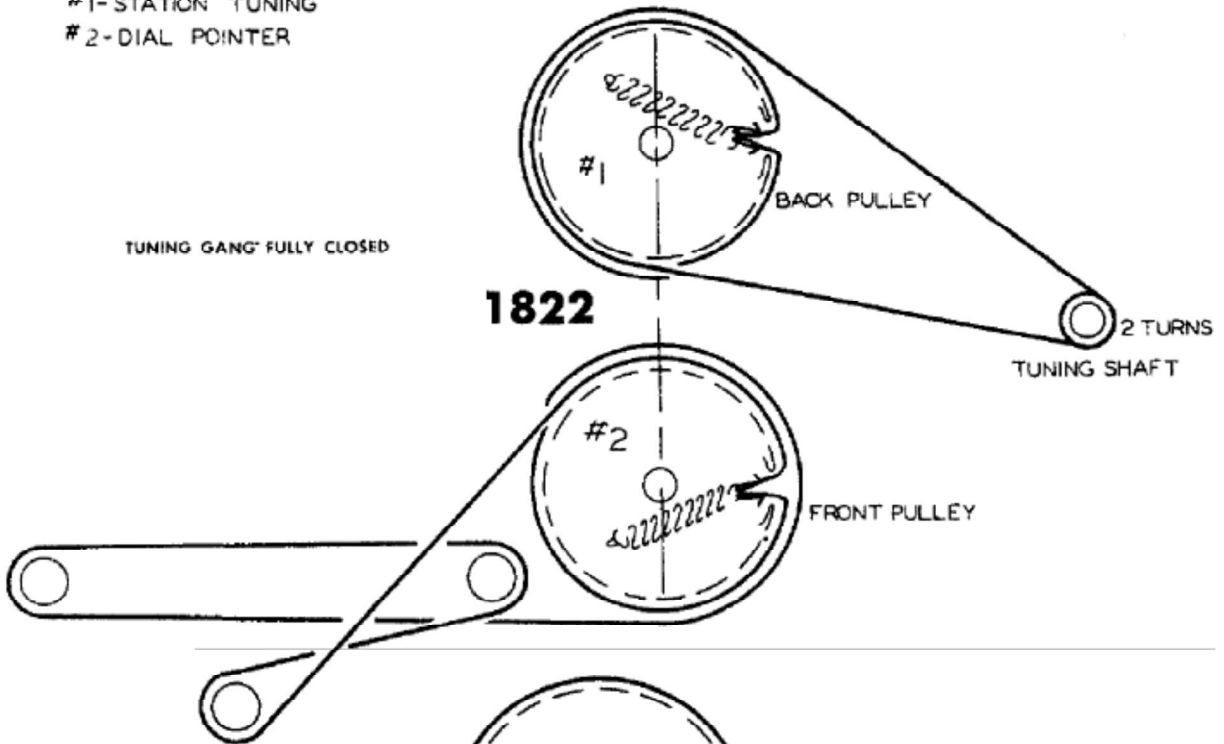
**1821**



#1-STATION TUNING  
#2-DIAL POINTER

TUNING GANG FULLY CLOSED

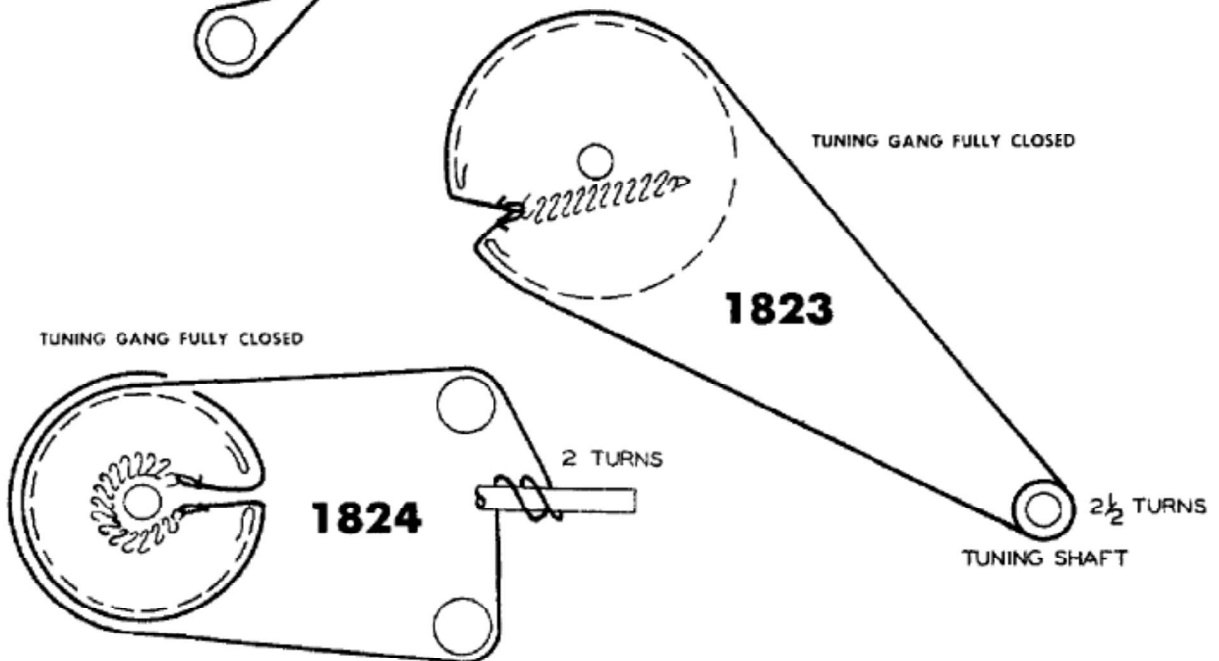
**1822**



TUNING GANG FULLY CLOSED

**1823**

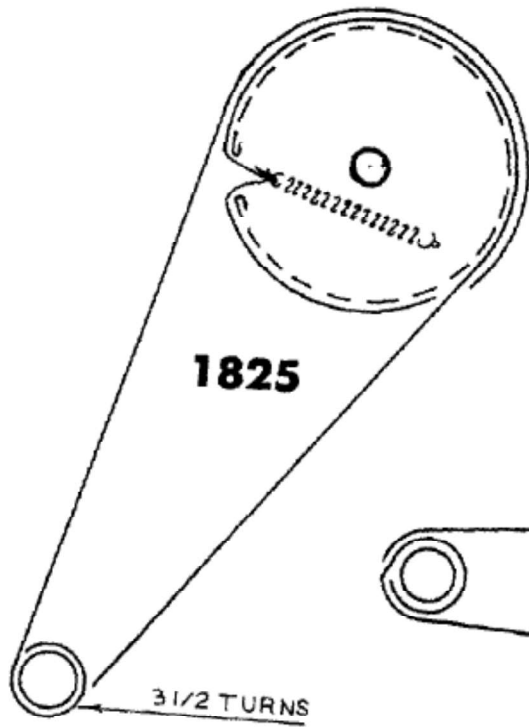
TUNING GANG FULLY CLOSED



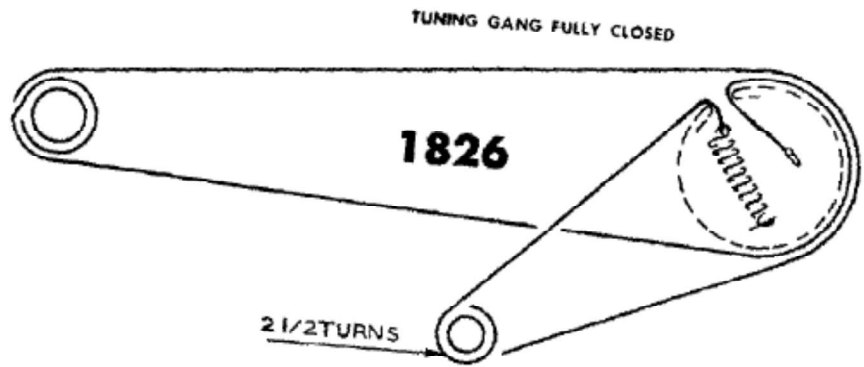
**1824**

2 TURNS

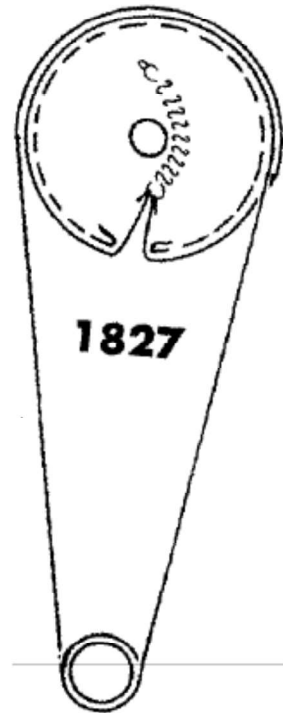
2 1/2 TURNS  
TUNING SHAFT



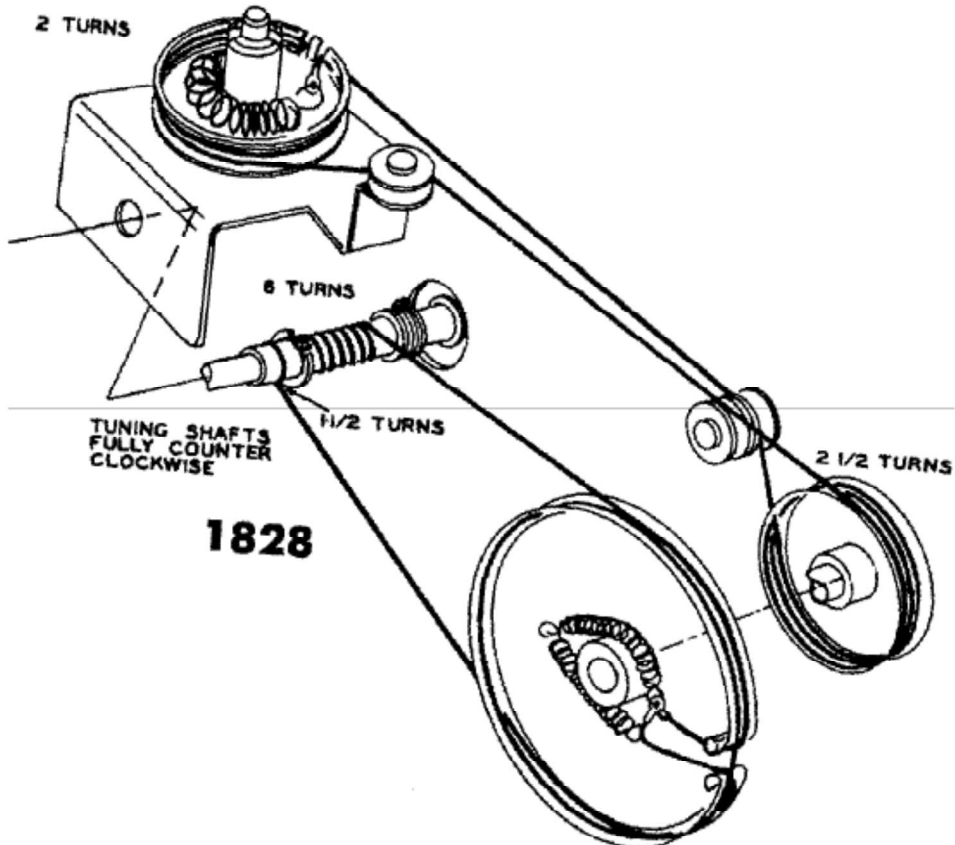
TUNING GANG FULLY CLOSED



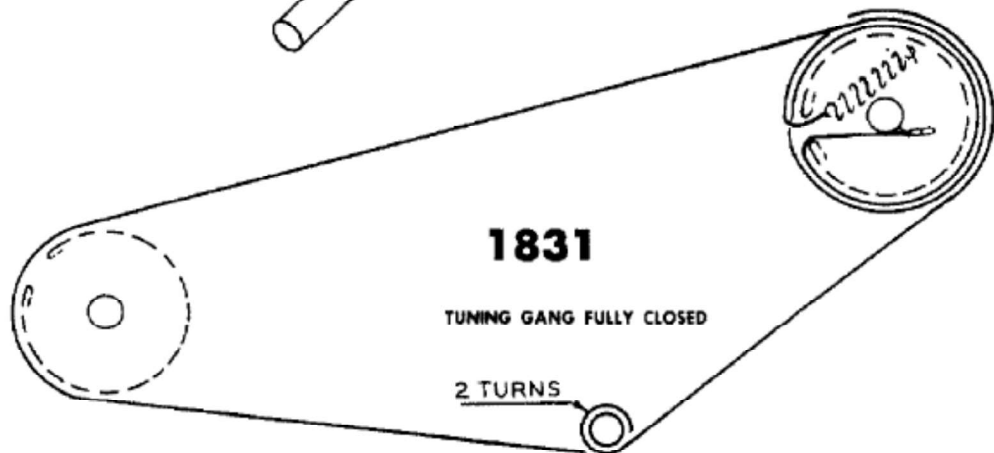
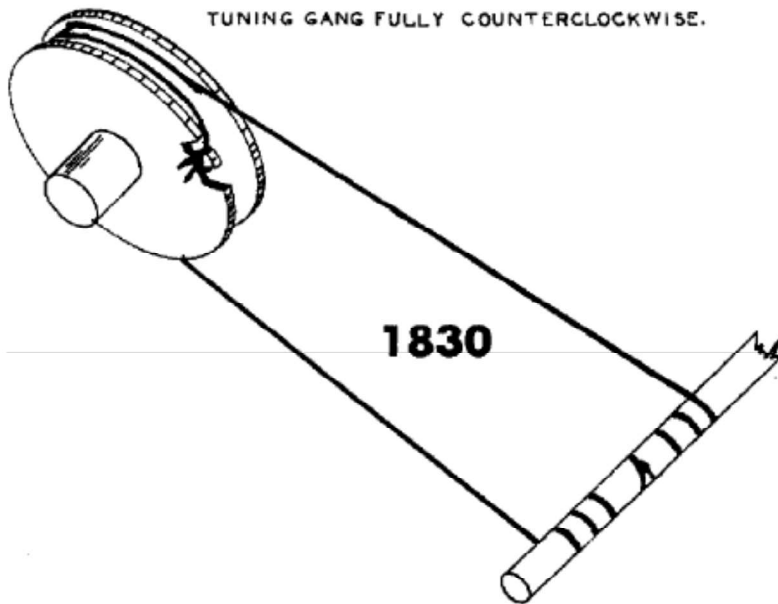
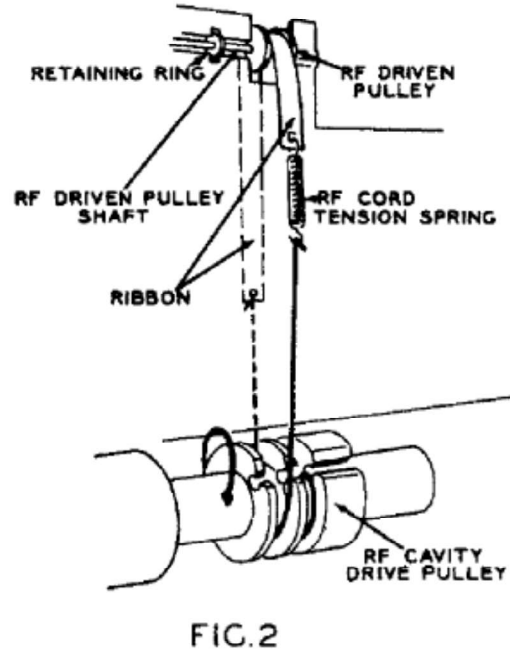
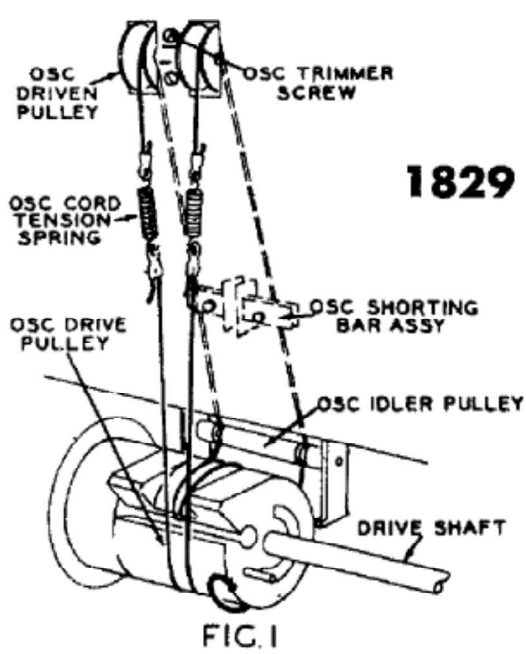
TUNING GANG FULLY CLOSED



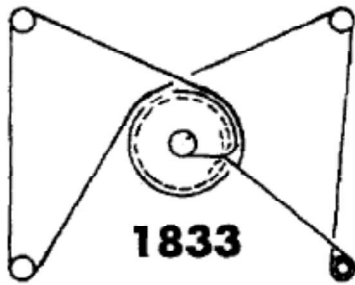
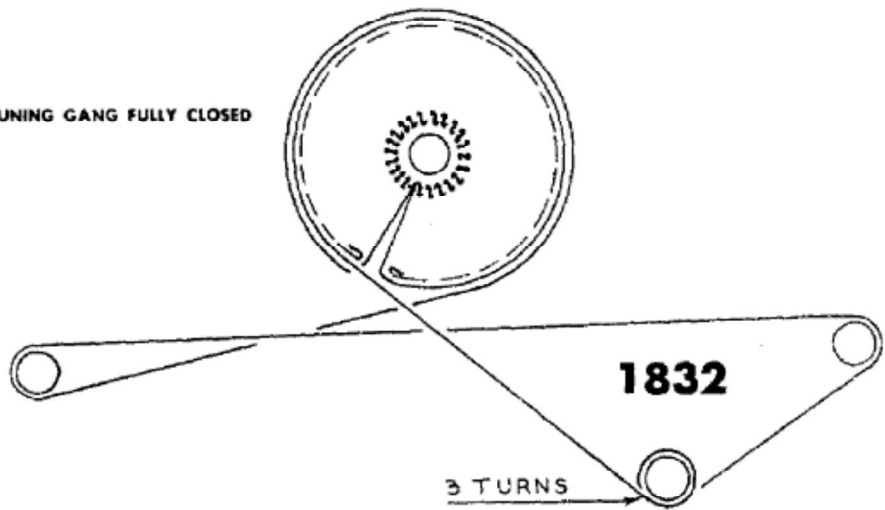
TUNING SHAFT FULLY CLOCKWISE



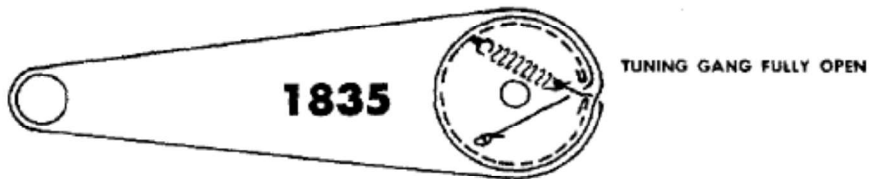
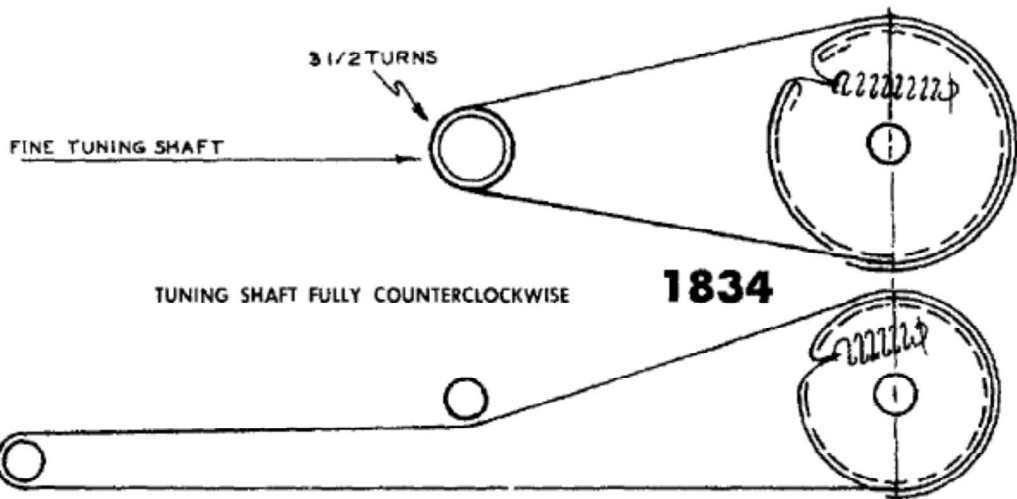
If for any reason the drive cord of either the RF or oscillator cavities need replacement, the exact cord and length are recommended. The cord used is of a special material which is not affected by temperature or moisture. Refer to the parts list for the correct replacement. The oscillator drive assembly 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.



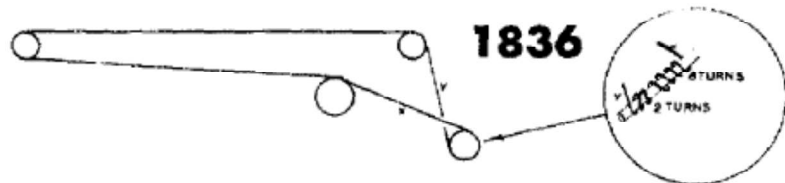
TUNING GANG FULLY CLOSED

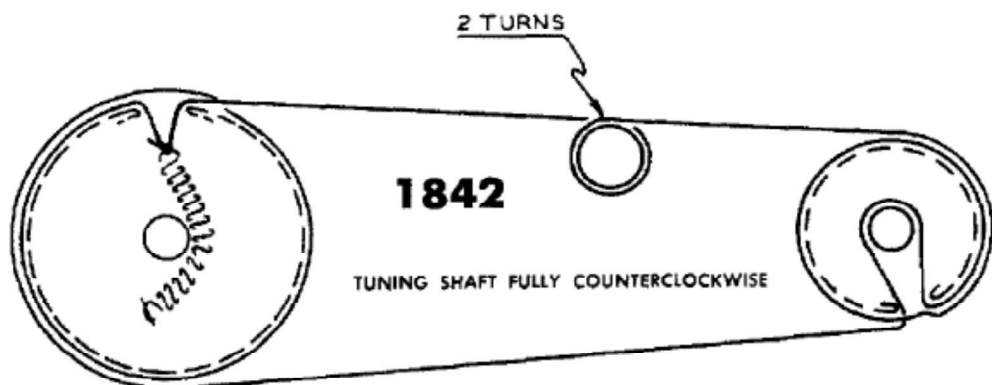
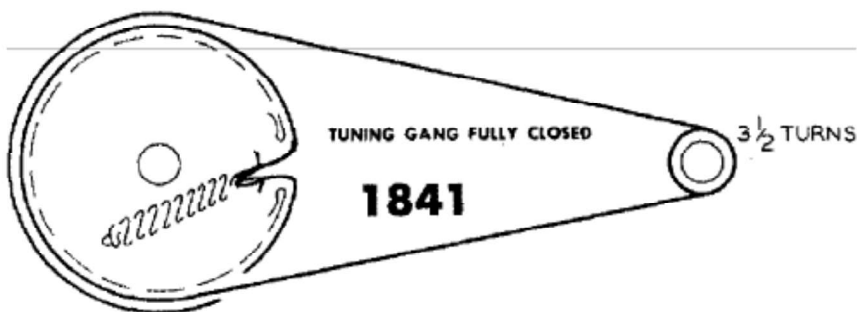
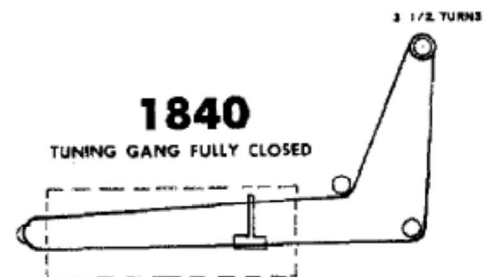
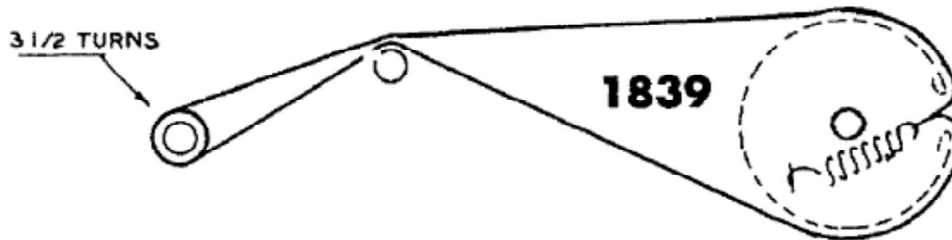
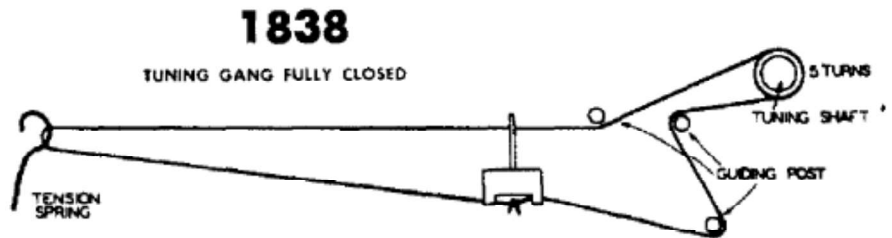
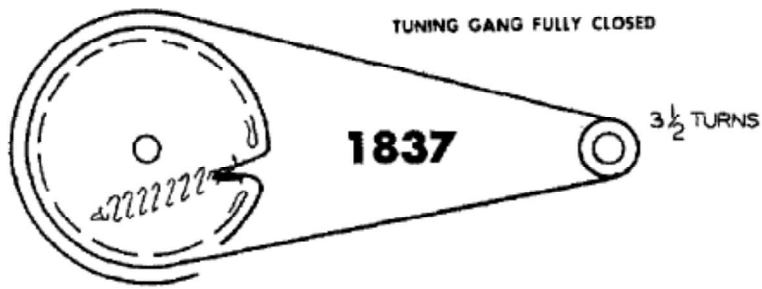


TUNING GANG FULLY CLOSED

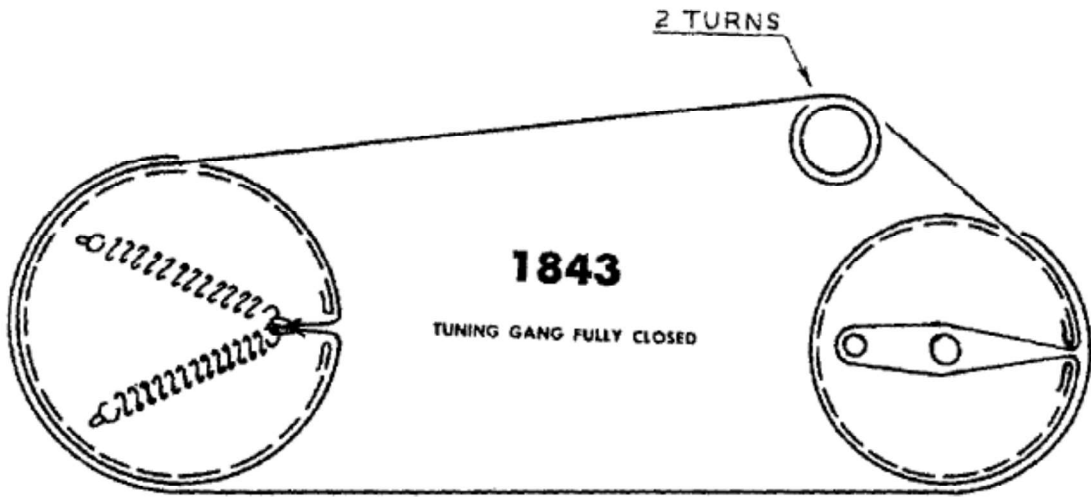


TUNING GANG FULLY CLOSED



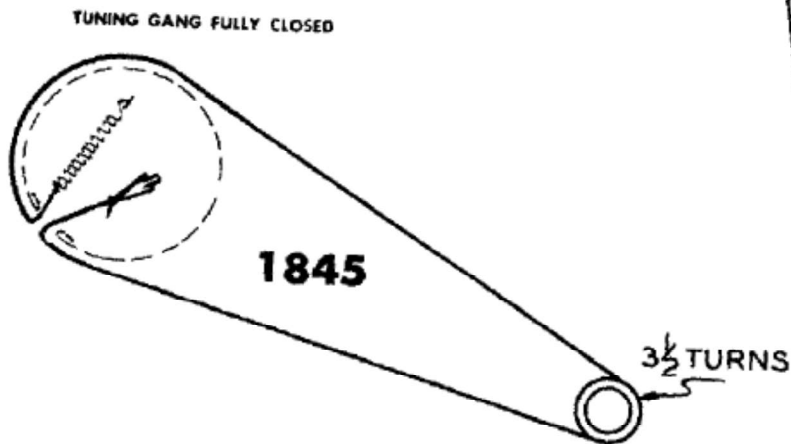
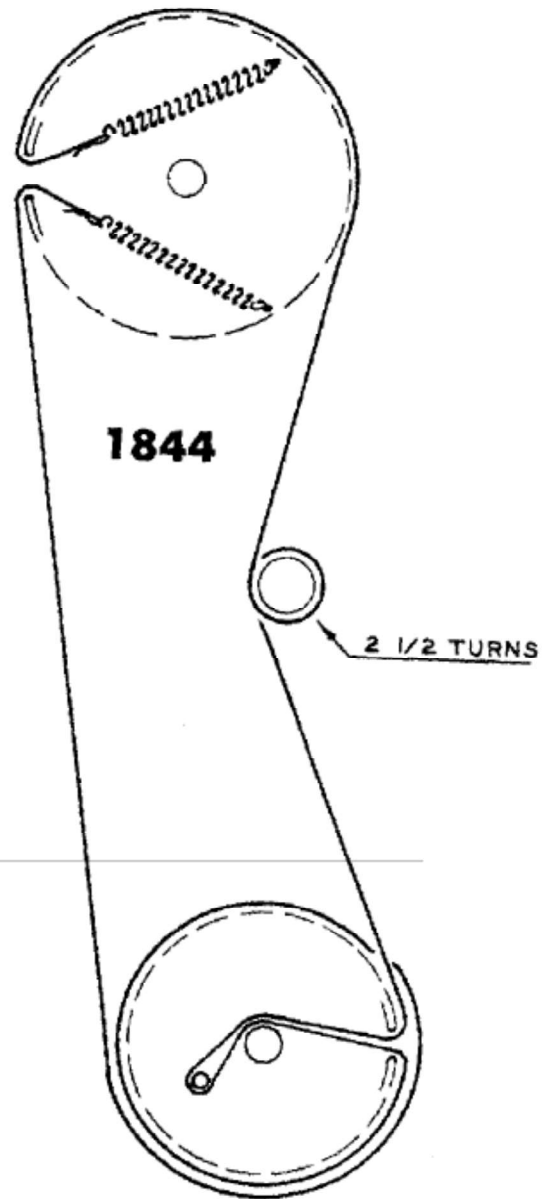


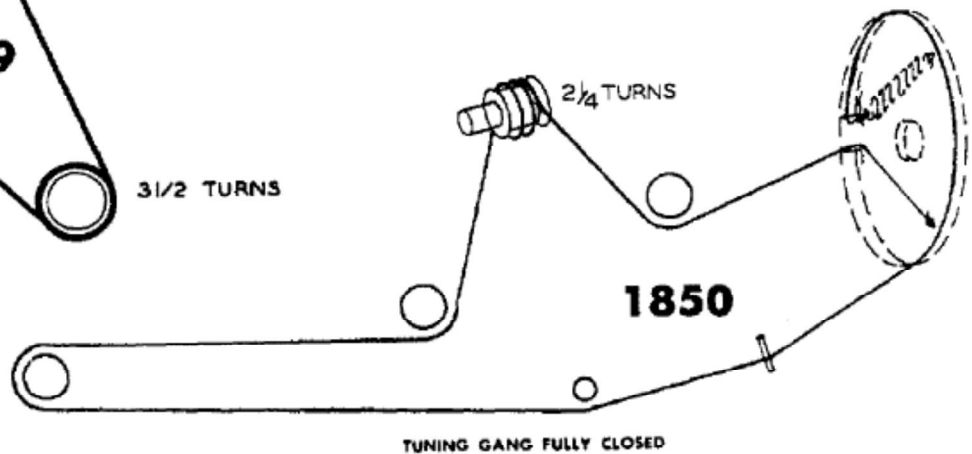
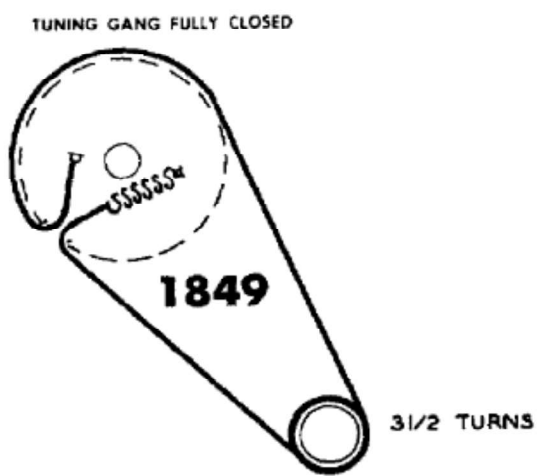
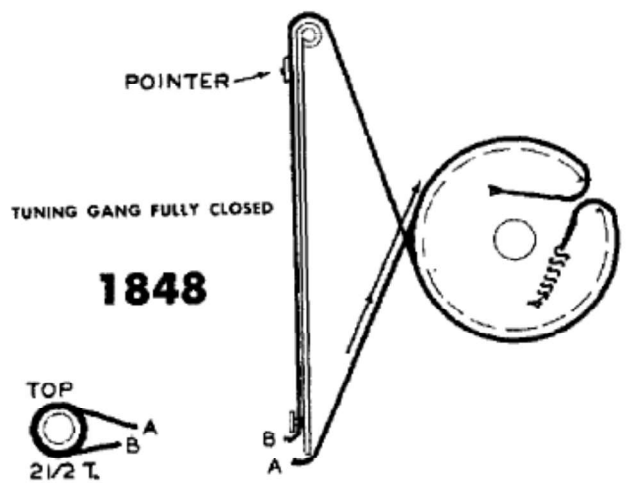
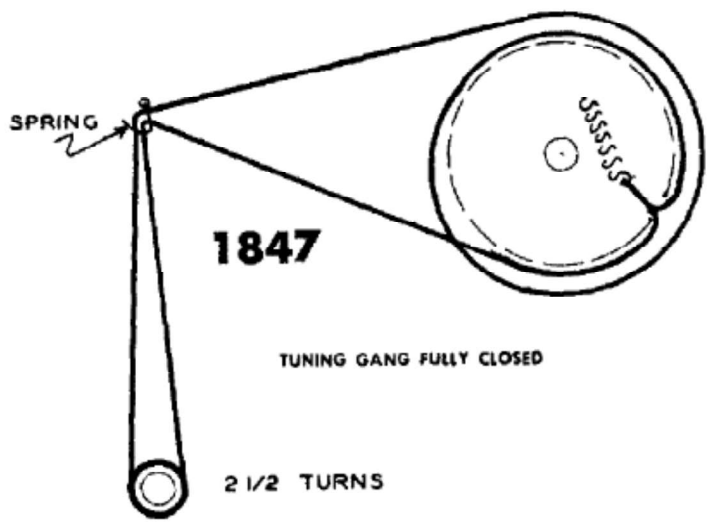
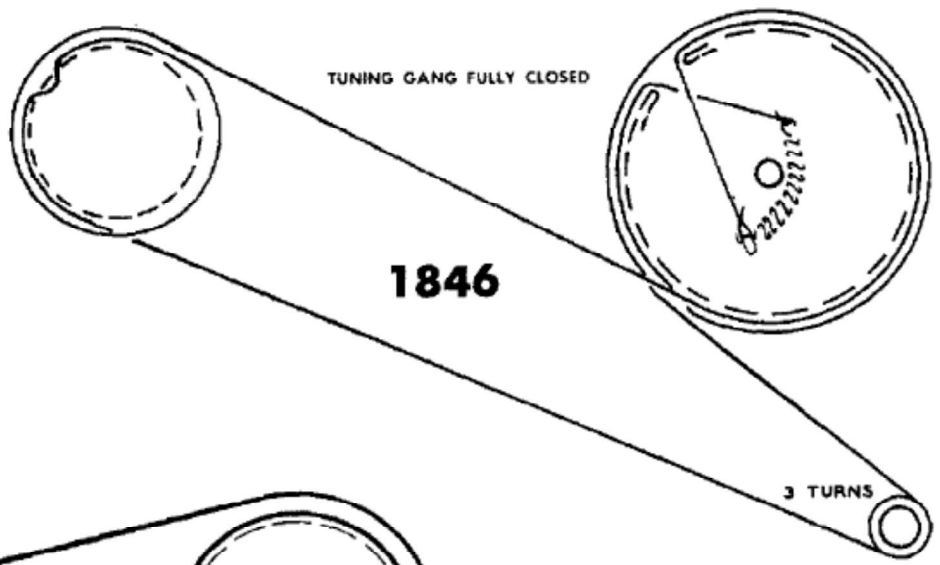


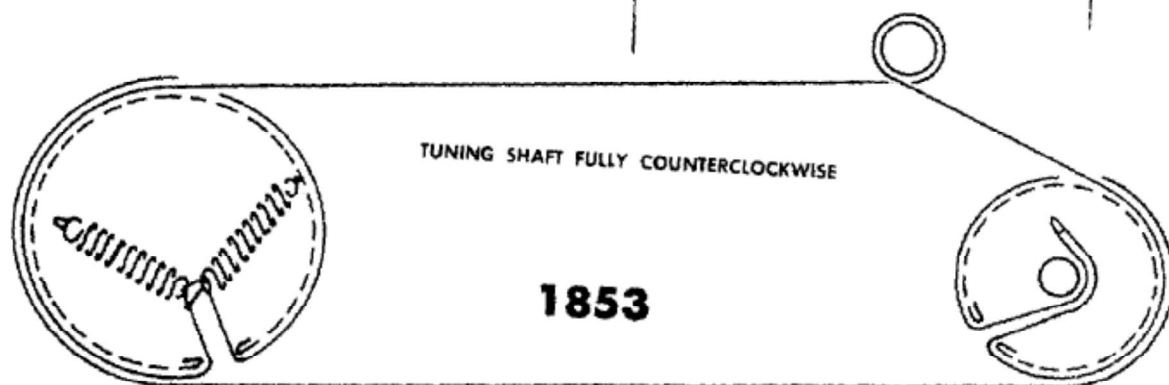
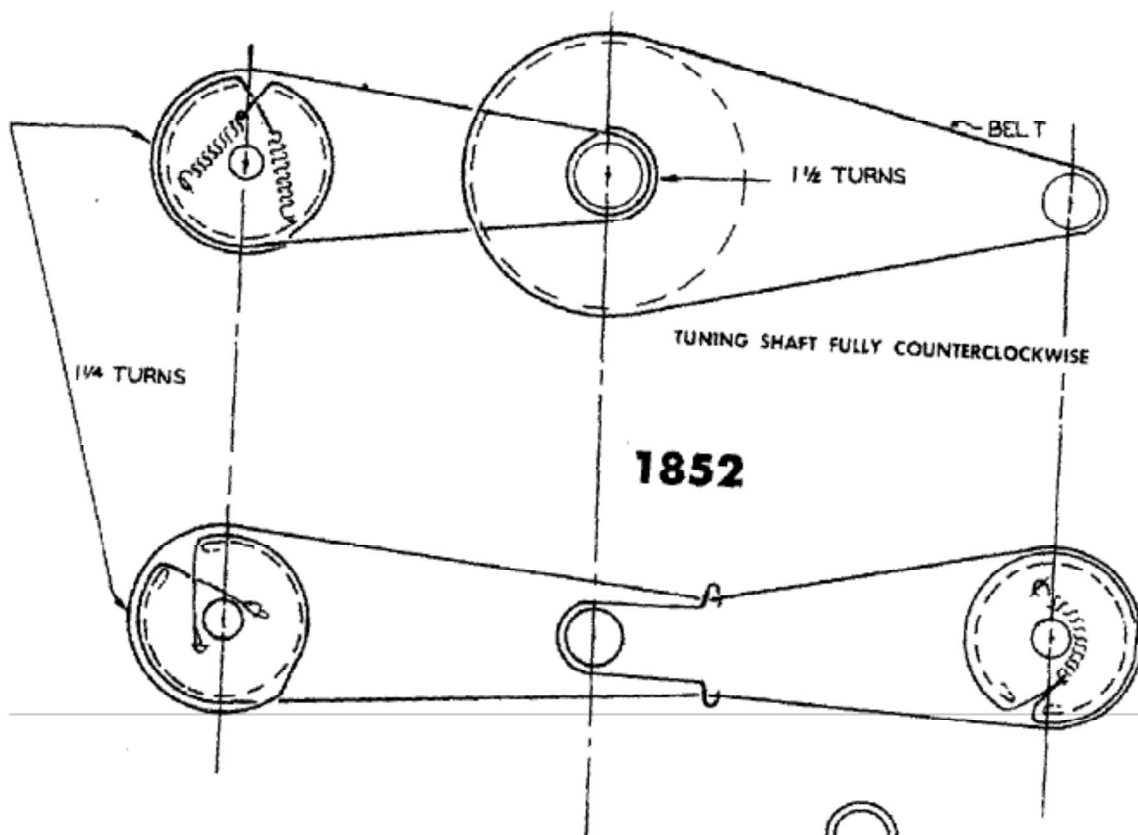
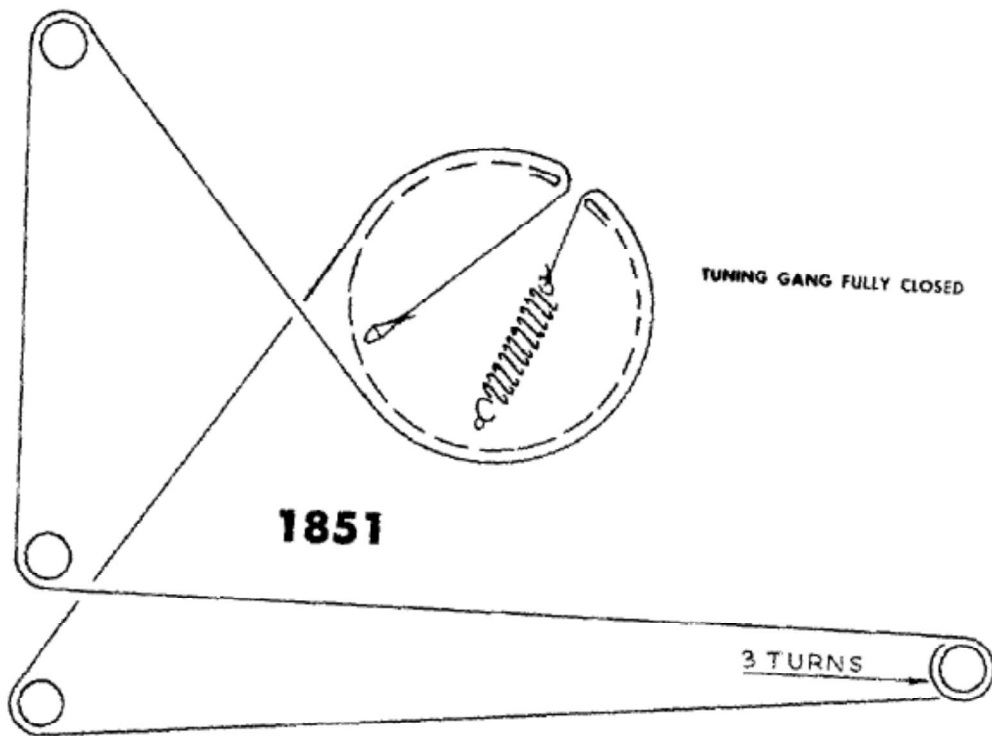


FINE TUNING IN MAX. COUNTER-  
CLOCKWISE POSITION.

UHF TUNING IN MAX. COUNTER-  
CLOCKWISE POSITION.





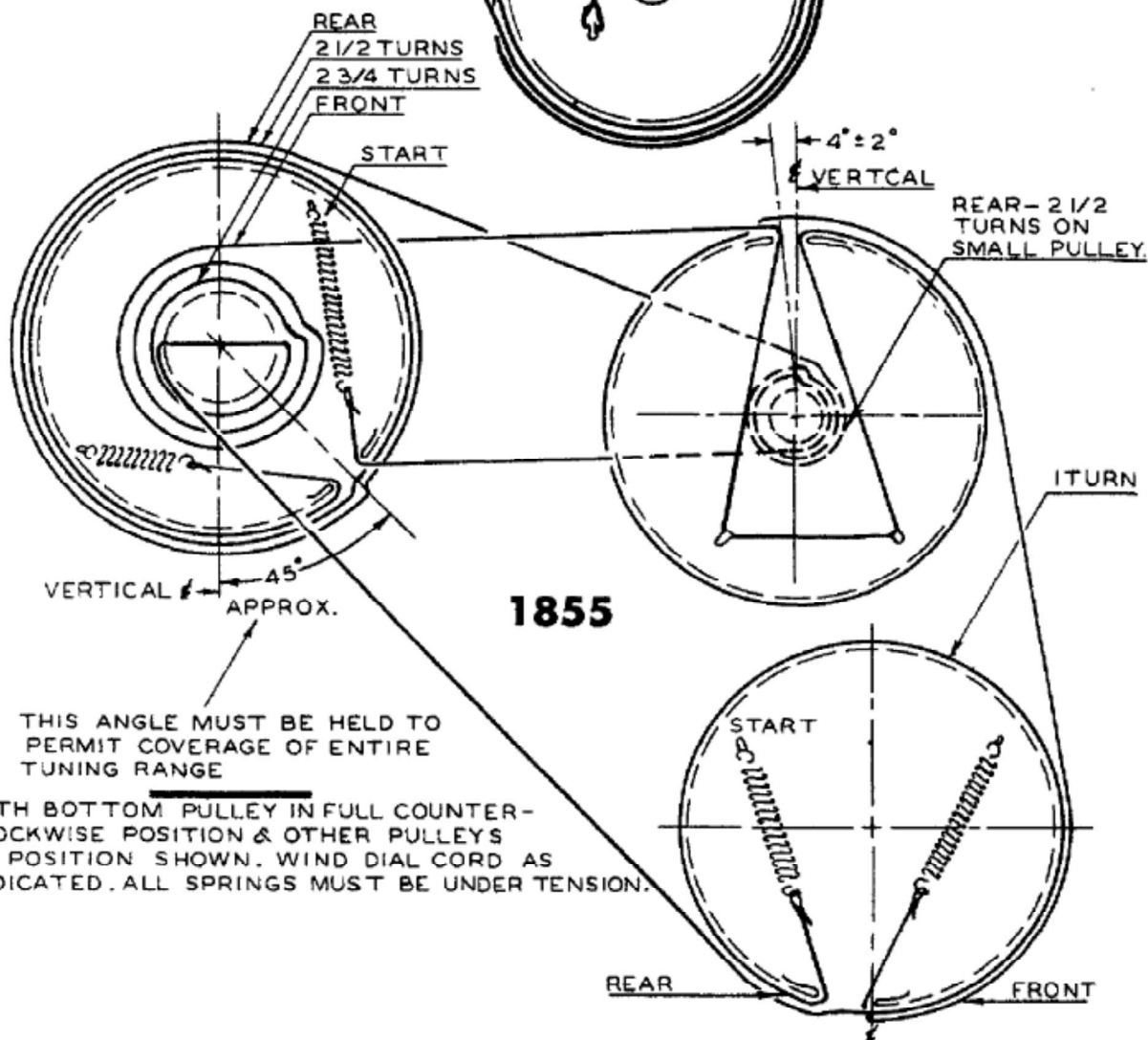


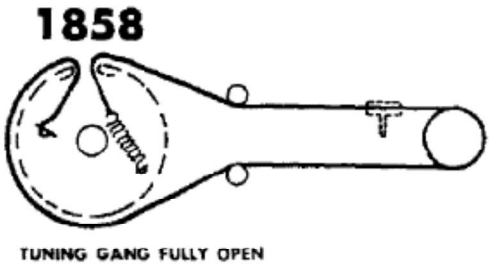
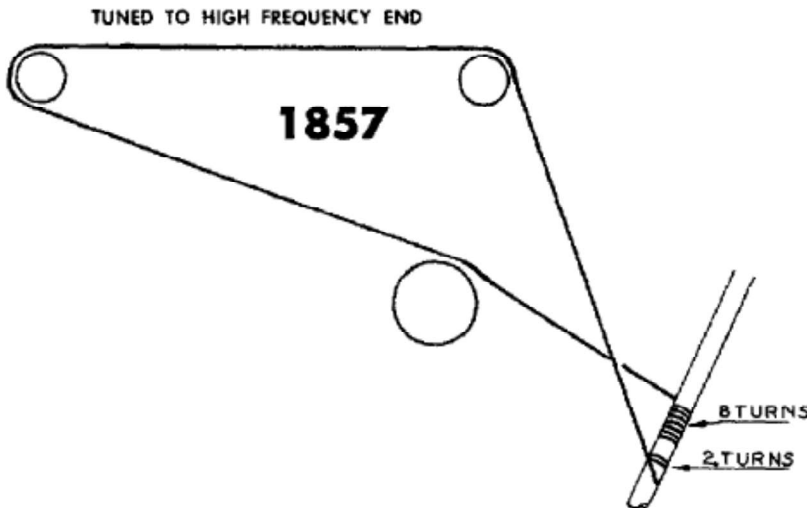
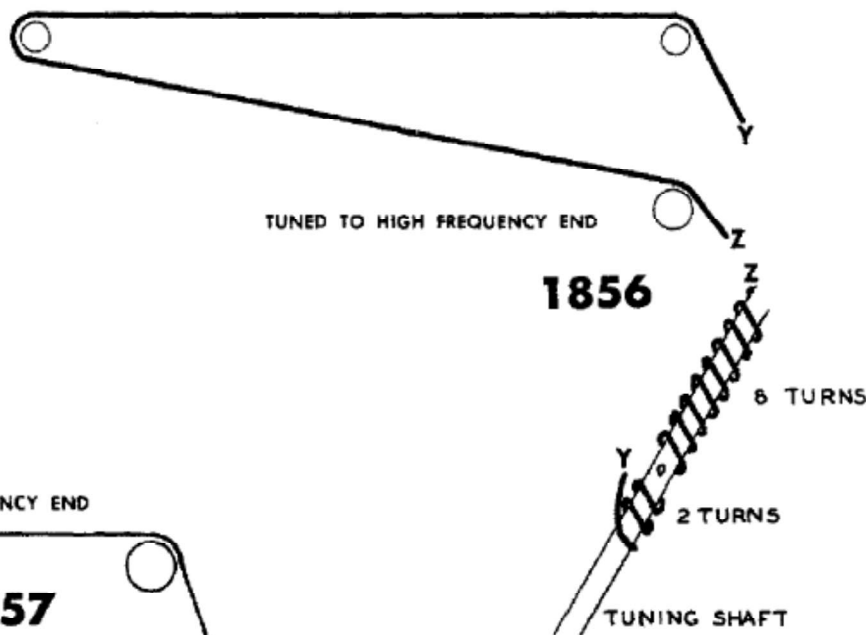
TUNER SET WITH PULLEY CUTOUTS FACING EACH OTHER

3 1/2 TURNS  
TUNING SHAFT-REAR

1854

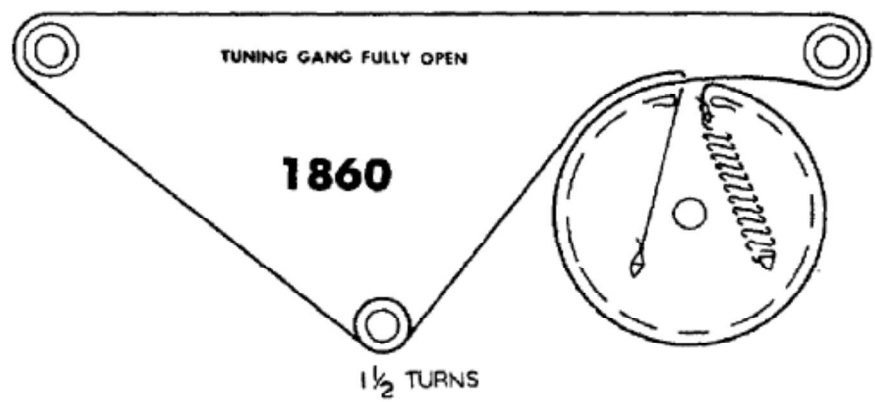
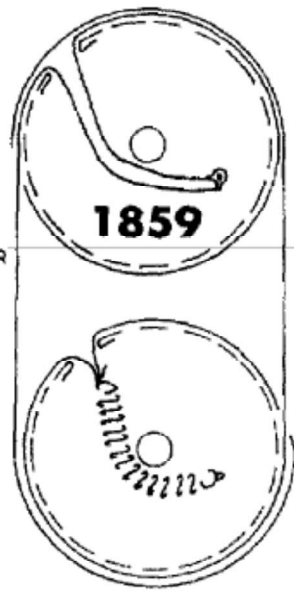
CONVERTER TUNER

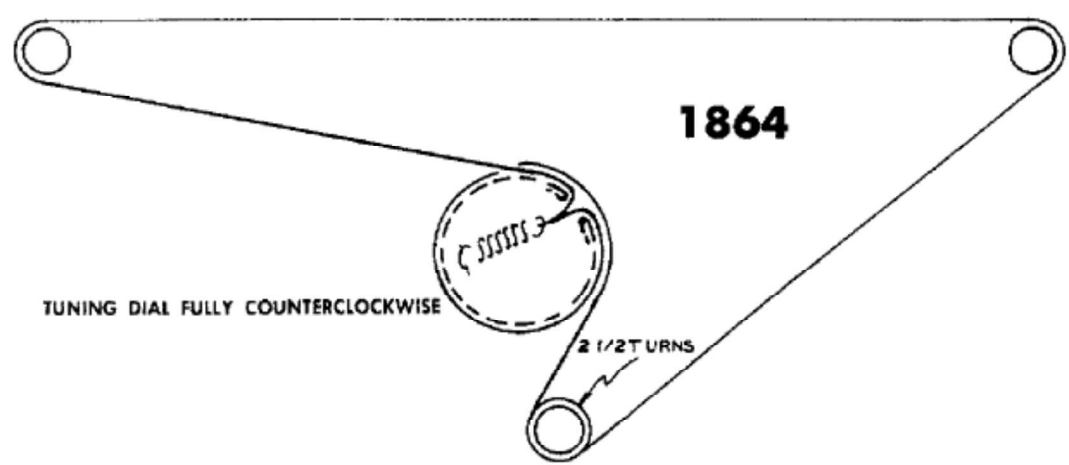
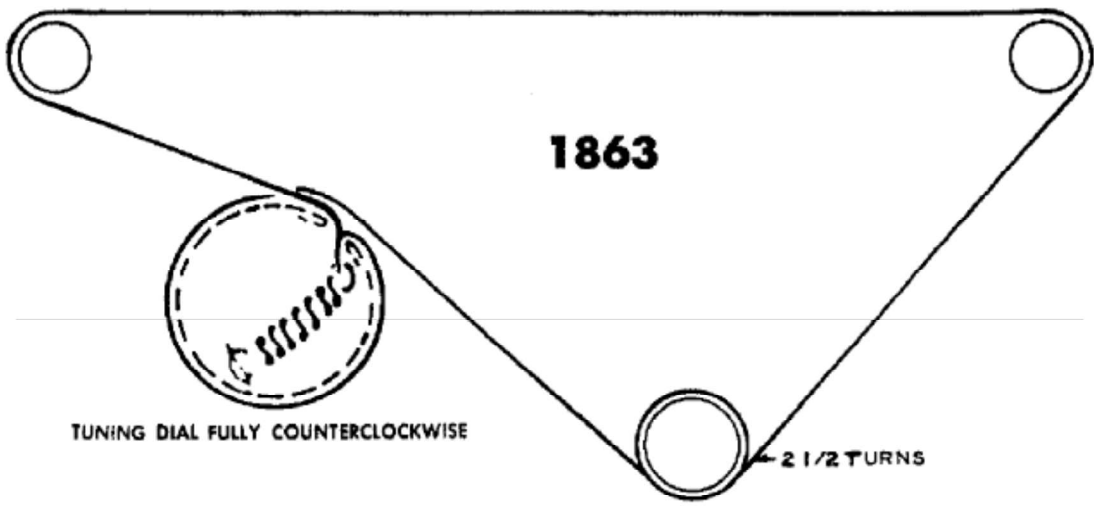
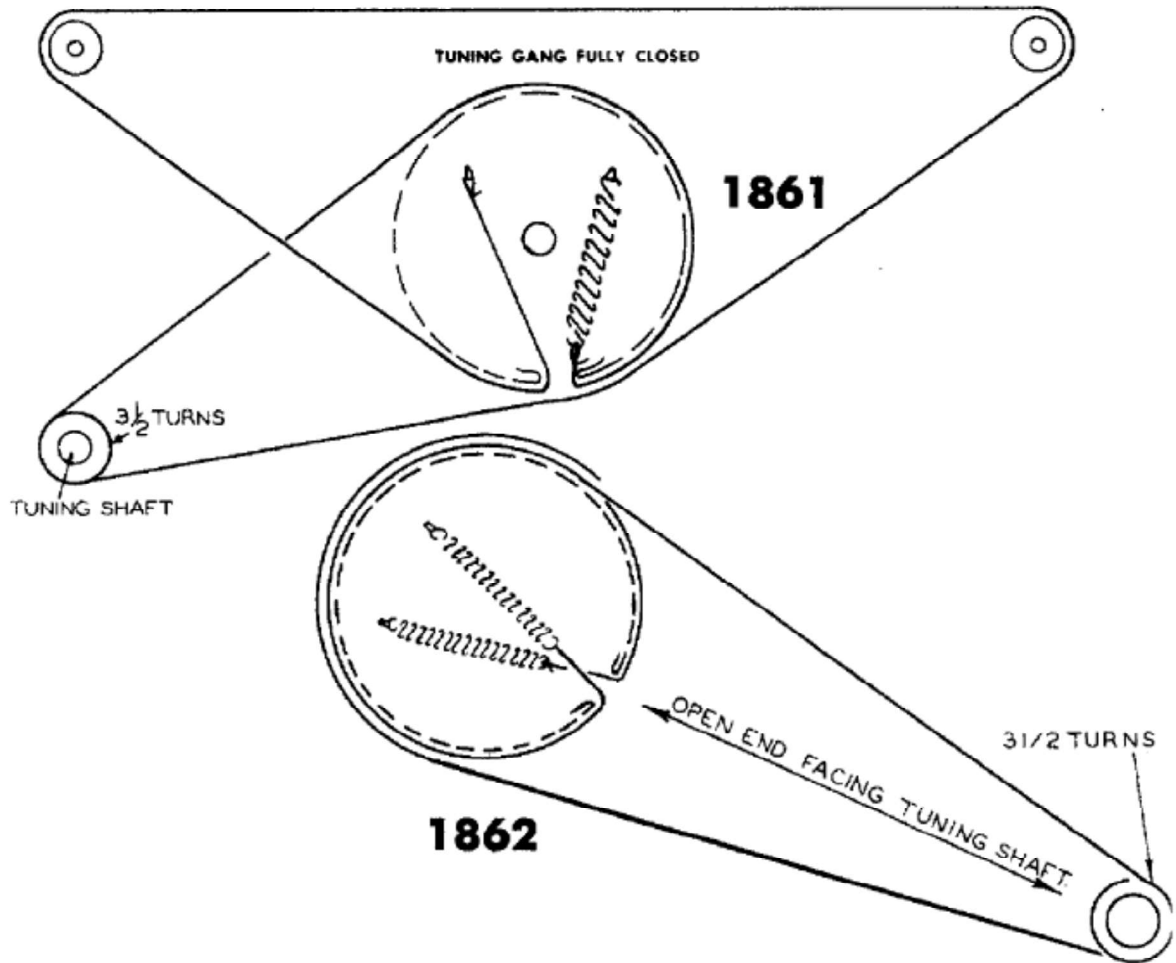


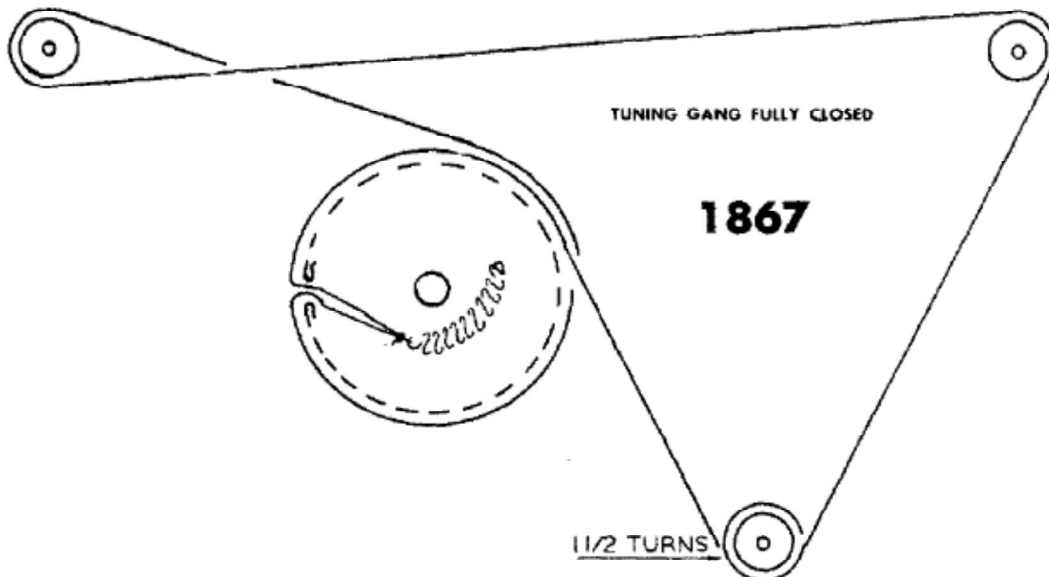
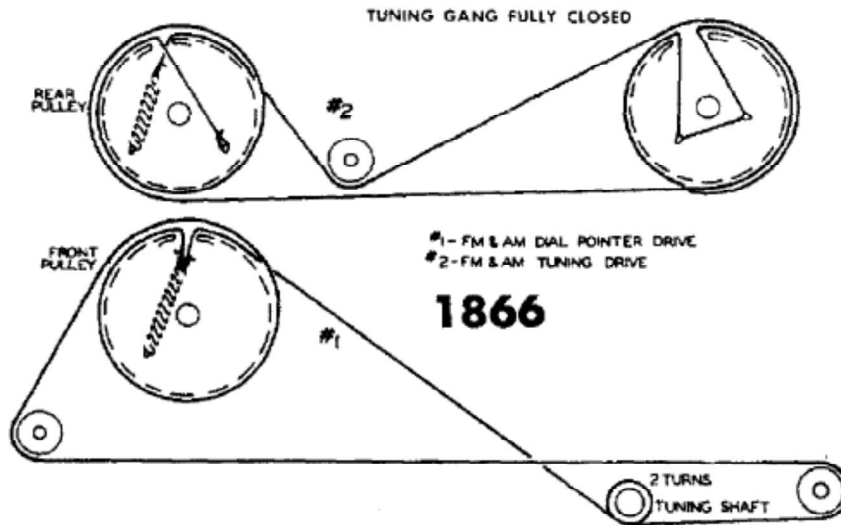
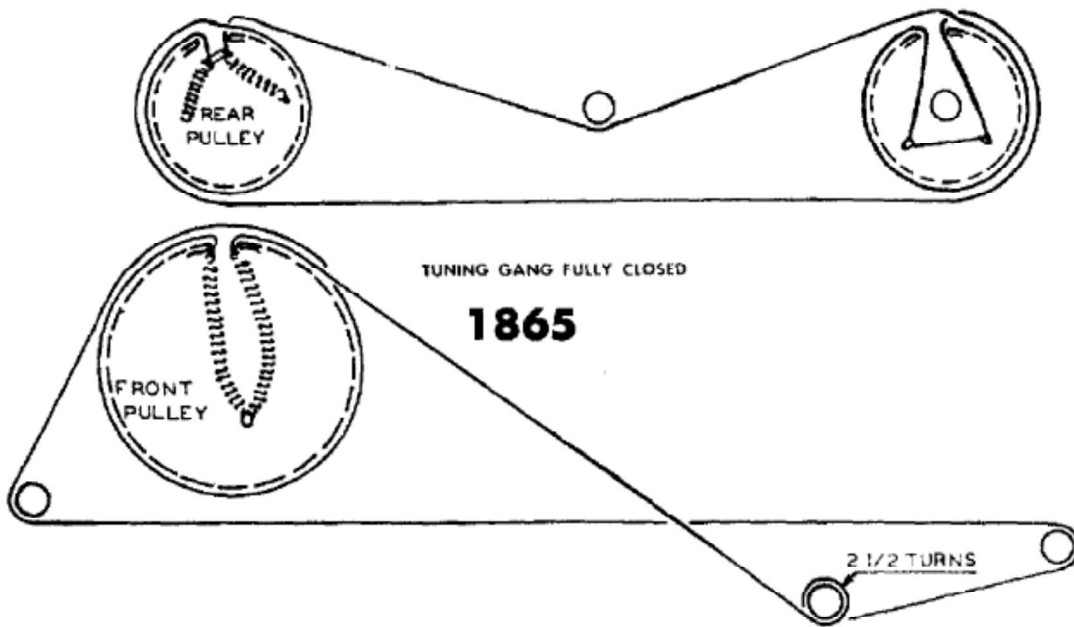


DIAL CORD STRINGING FOR ALL CONTROLS.

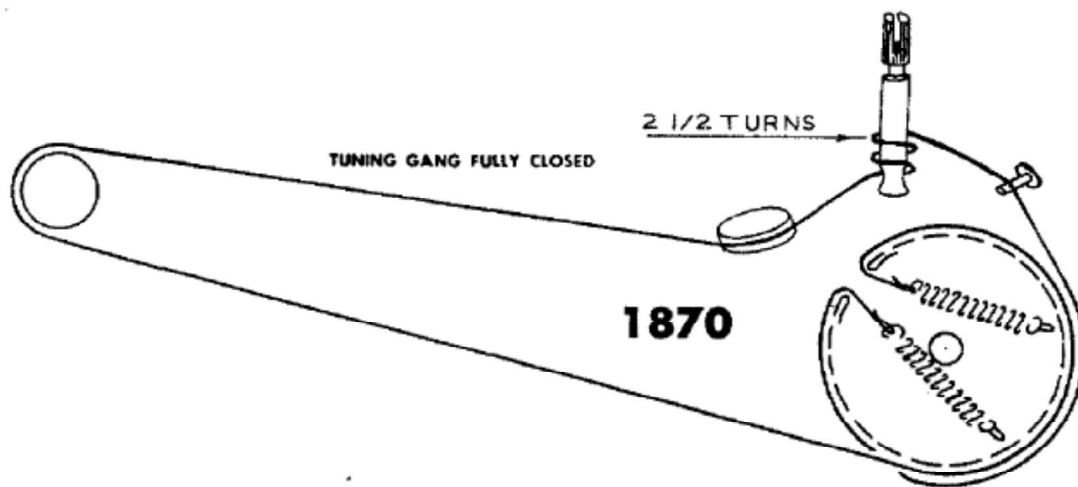
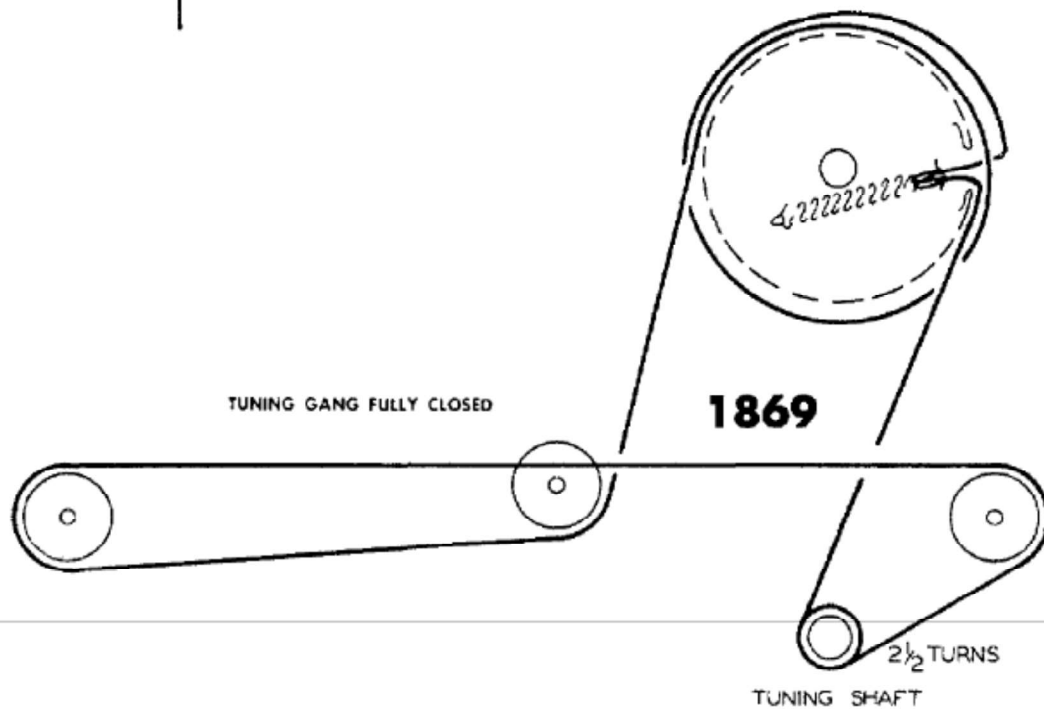
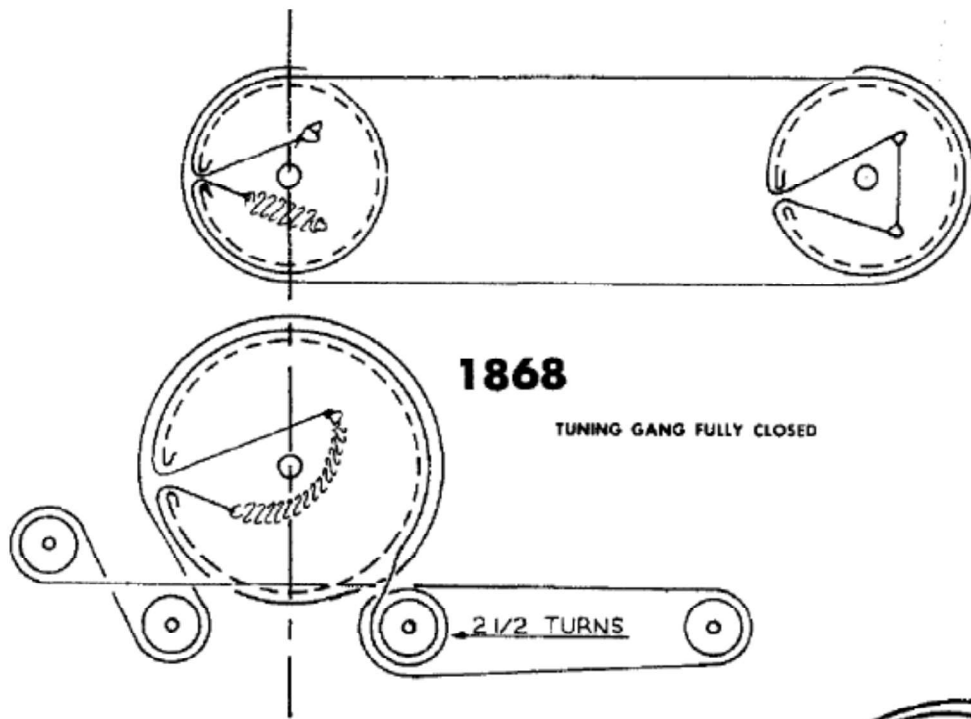
DIALS FULLY CLOCKWISE

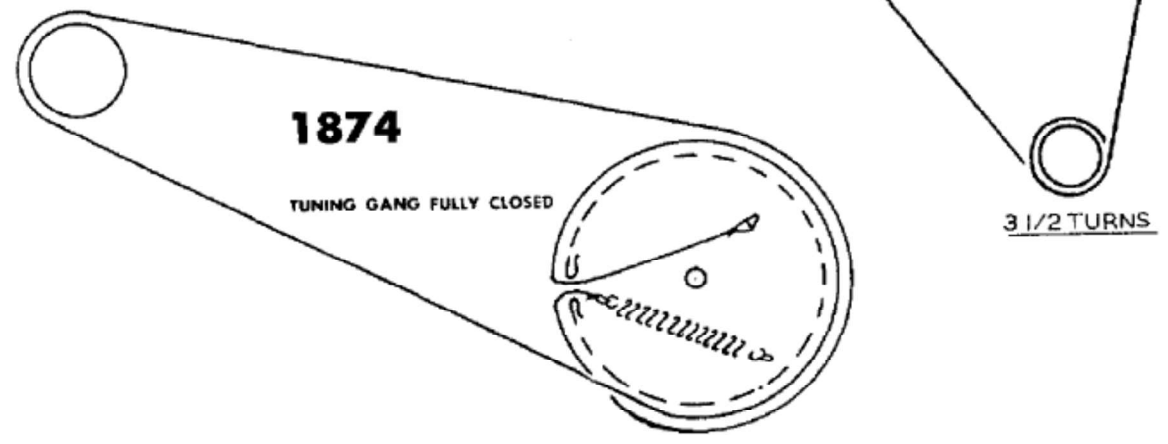
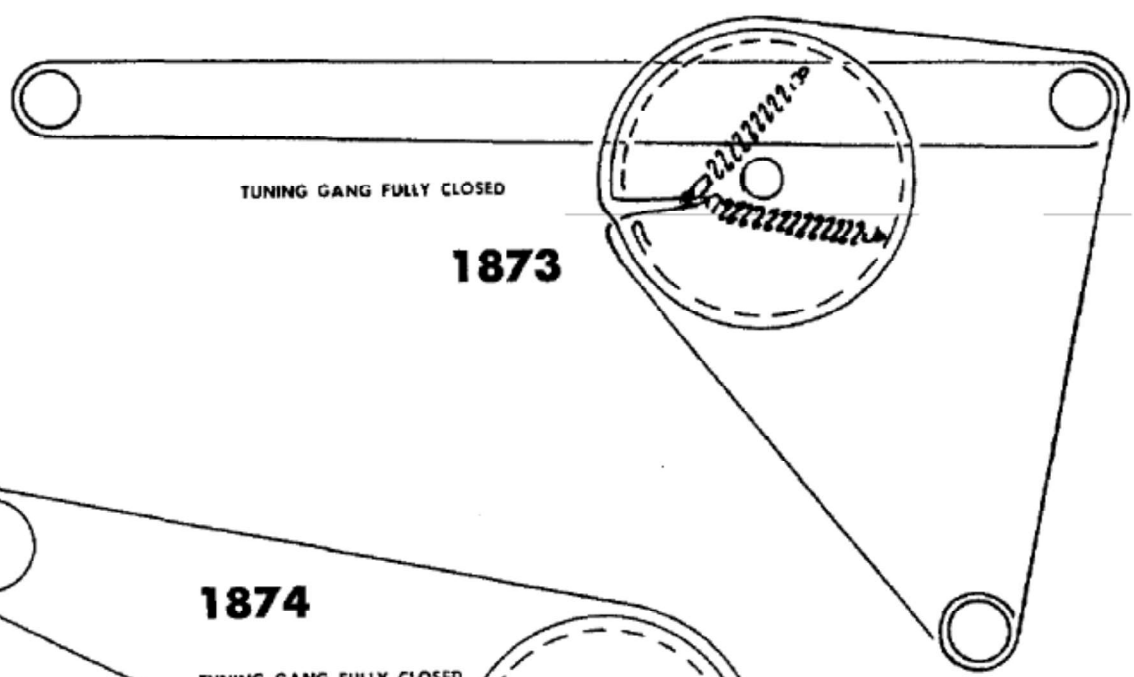
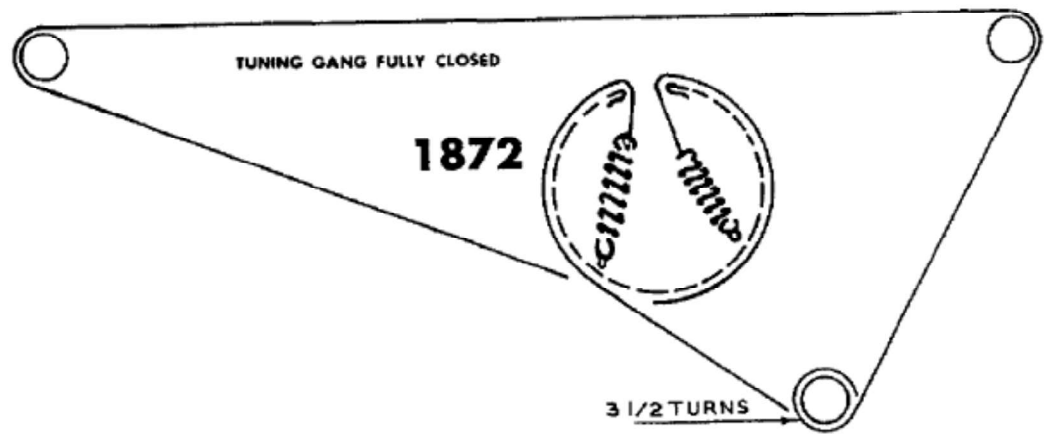
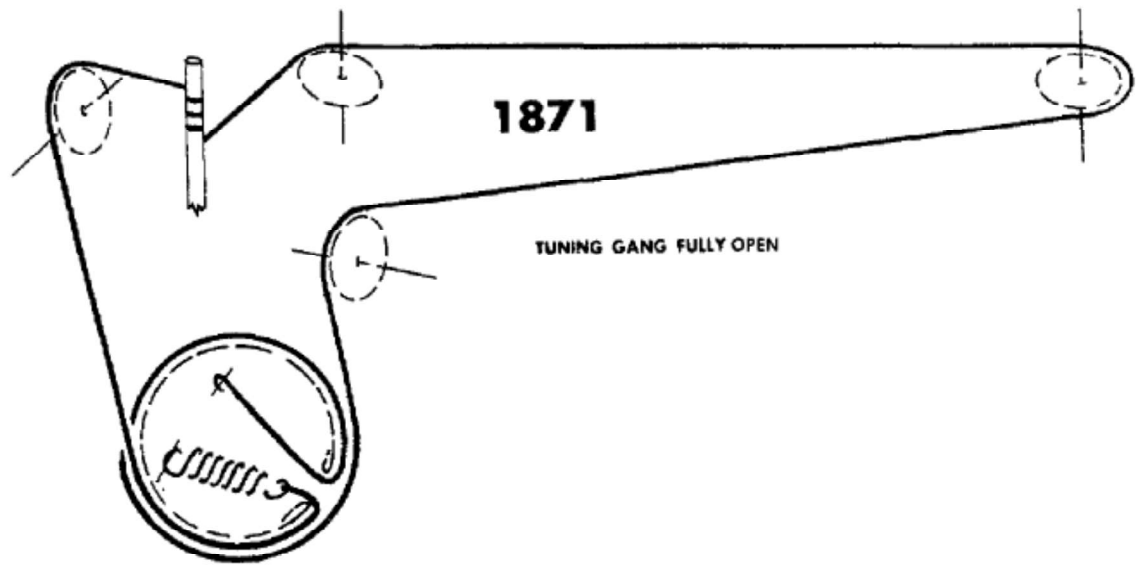




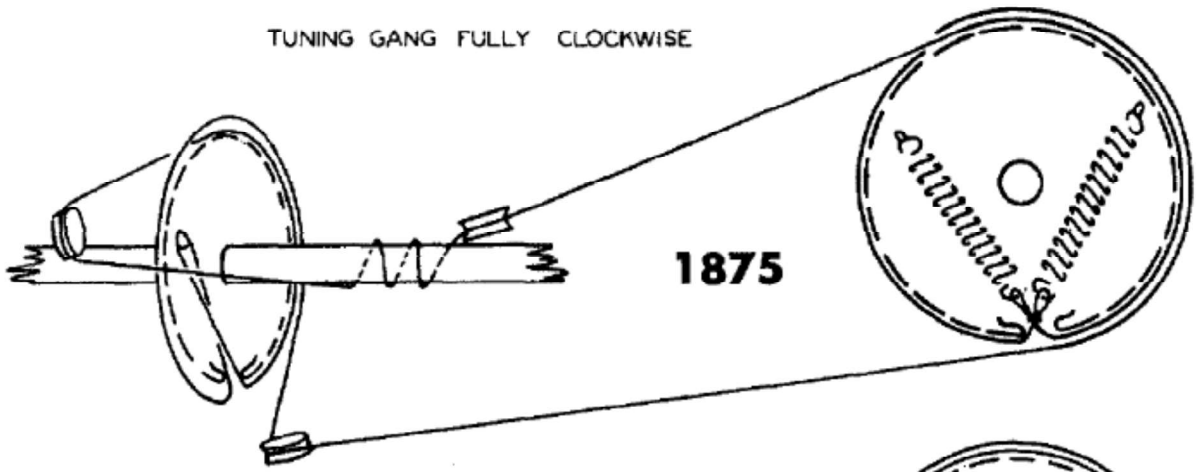




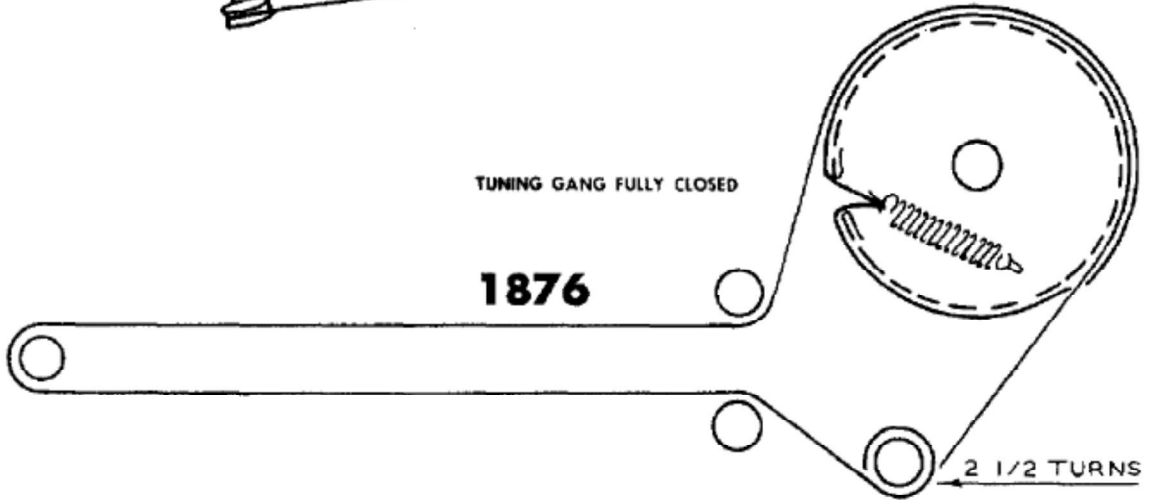




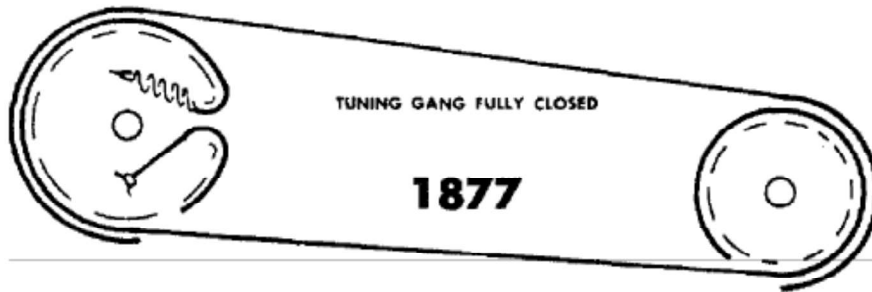
TUNING GANG FULLY CLOCKWISE



TUNING GANG FULLY CLOSED

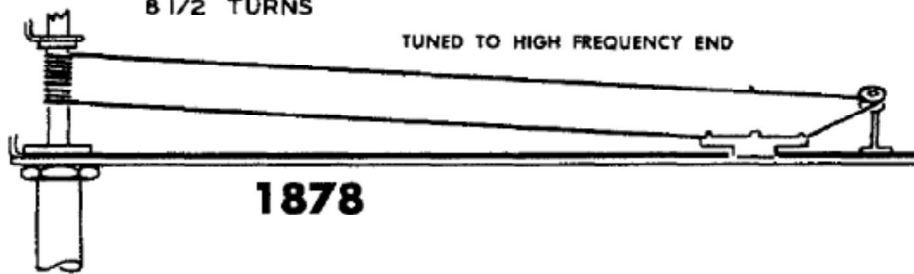


TUNING GANG FULLY CLOSED



8 1/2 TURNS

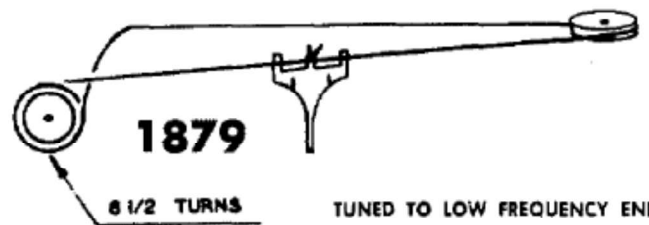
TUNED TO HIGH FREQUENCY END

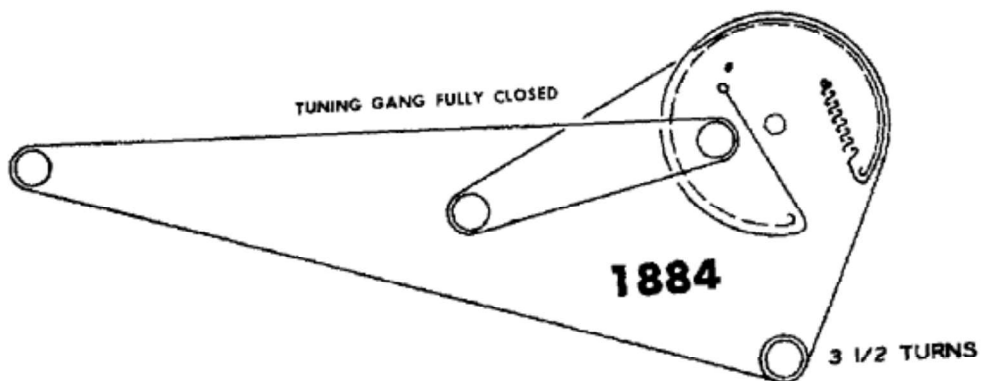
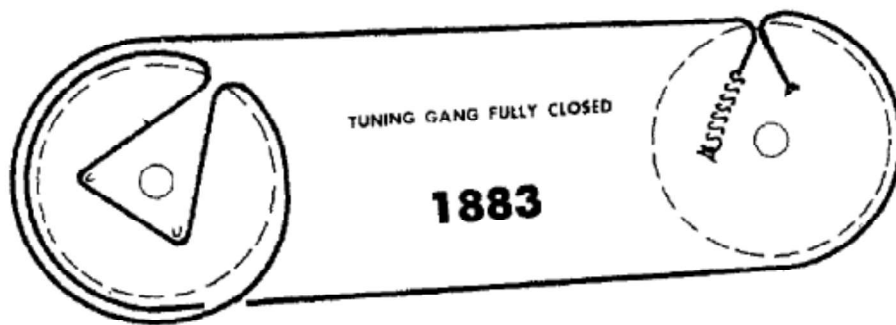
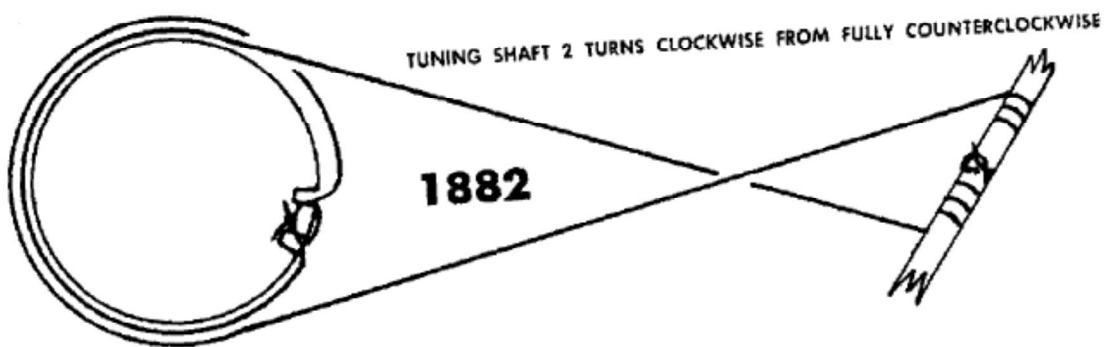
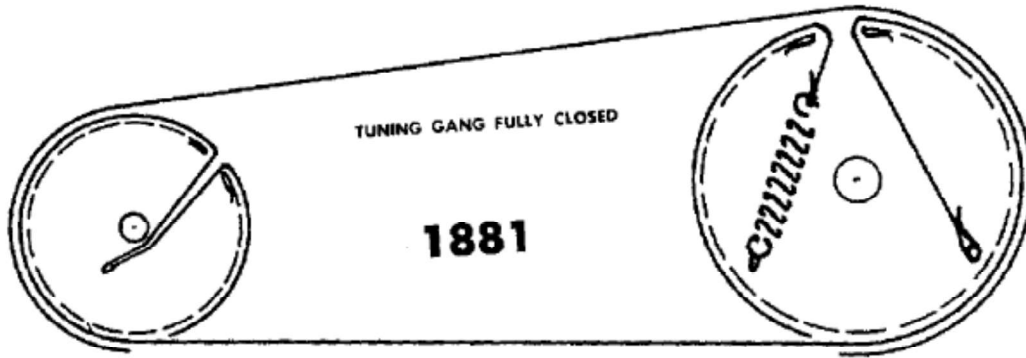
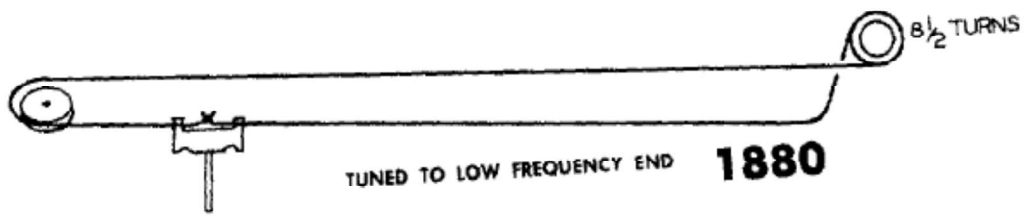


1879

8 1/2 TURNS

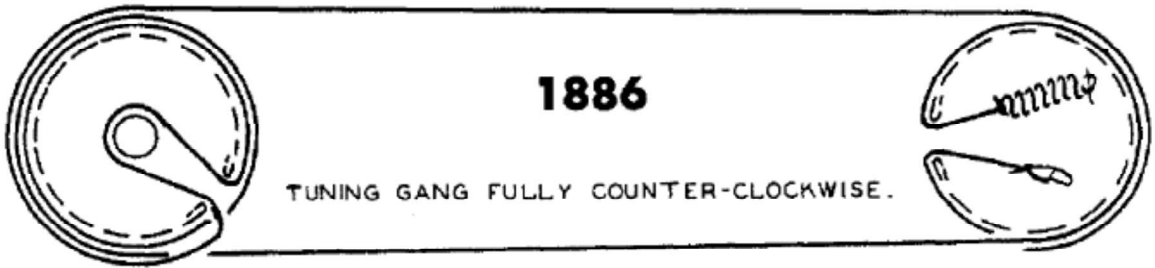
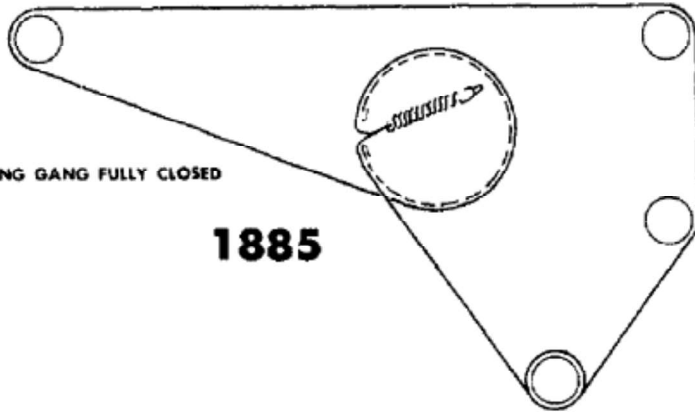
TUNED TO LOW FREQUENCY END





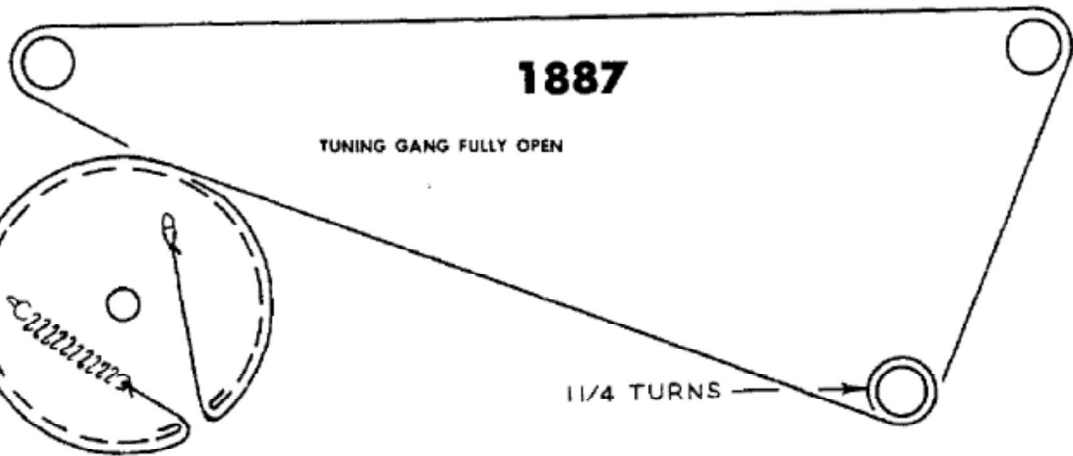
TUNING GANG FULLY CLOSED

**1885**



**1886**

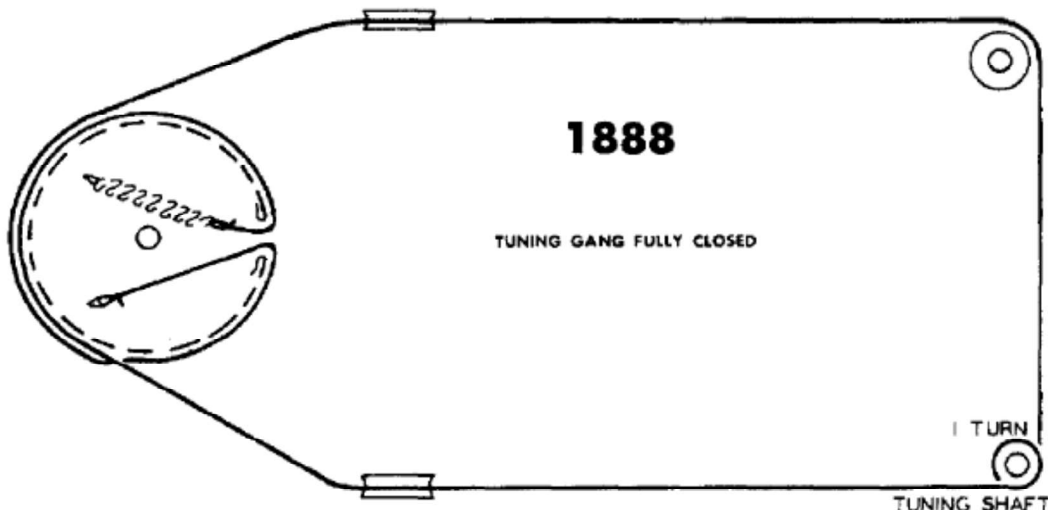
TUNING GANG FULLY COUNTER-CLOCKWISE.



**1887**

TUNING GANG FULLY OPEN

1/4 TURNS

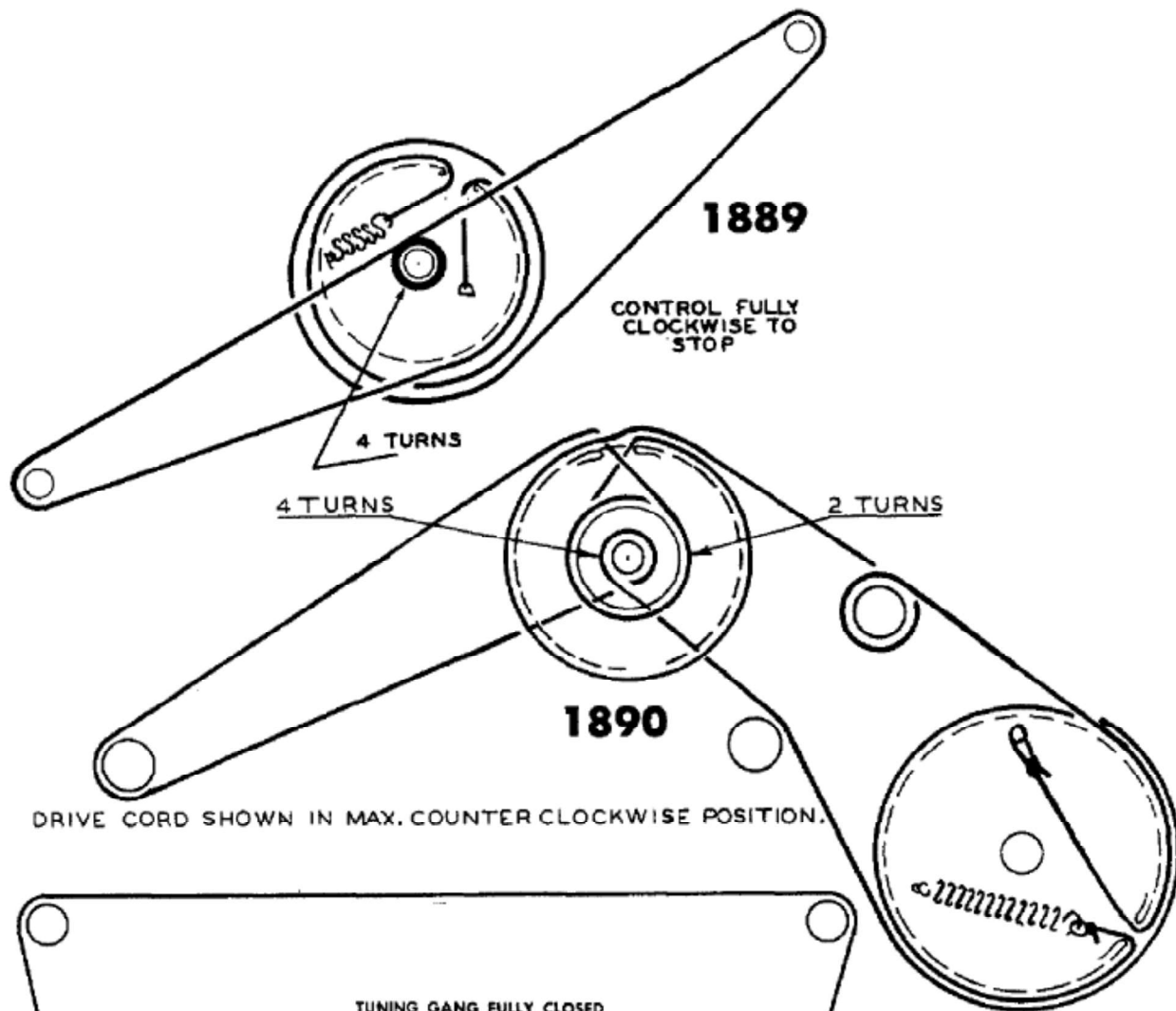


**1888**

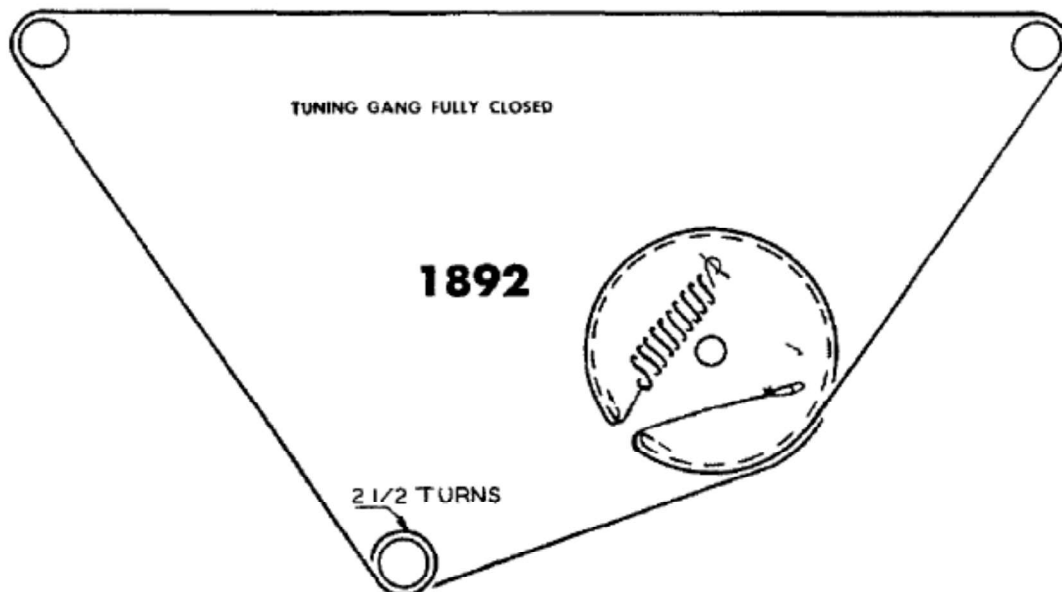
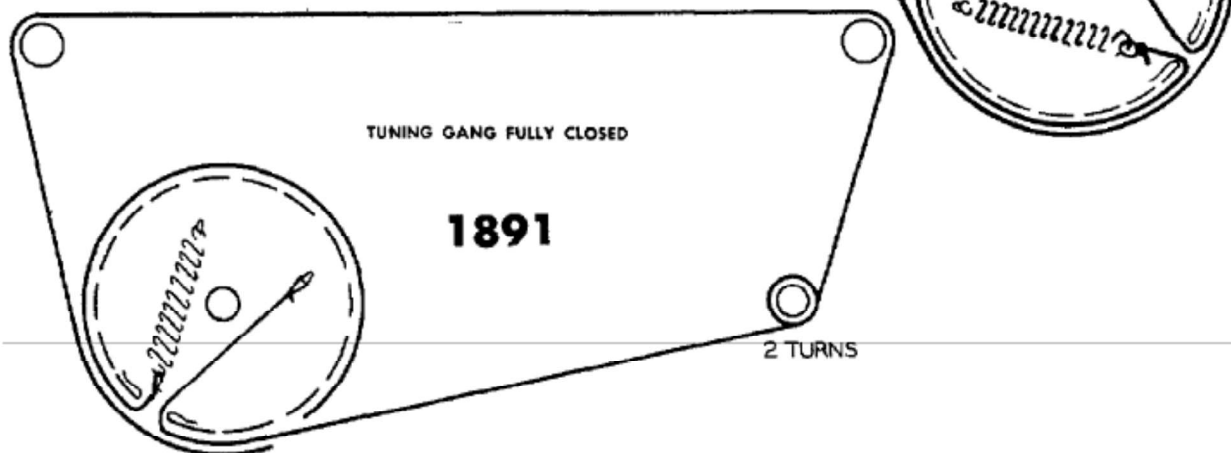
TUNING GANG FULLY CLOSED

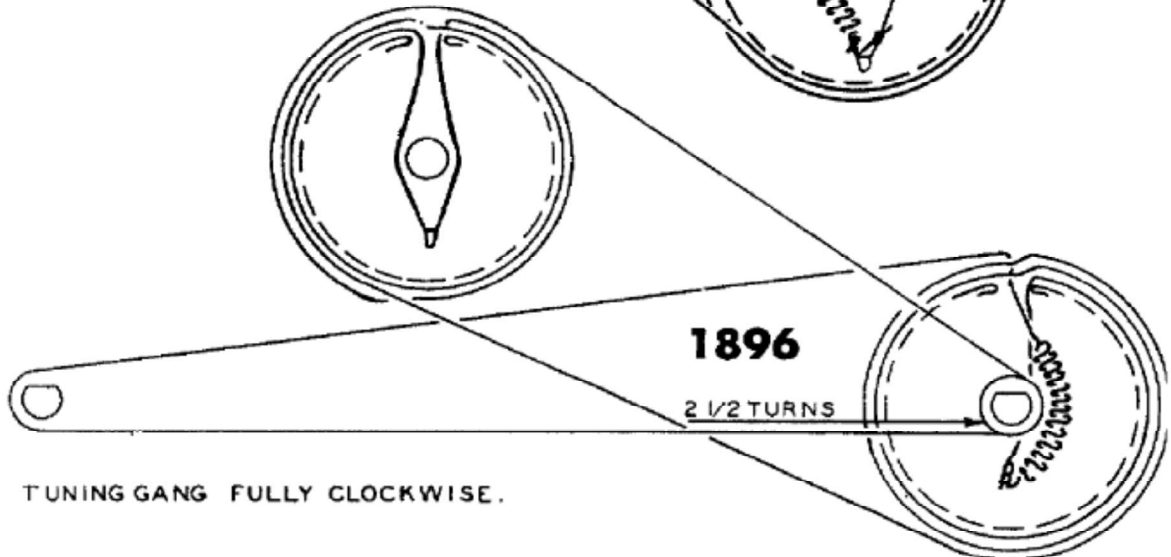
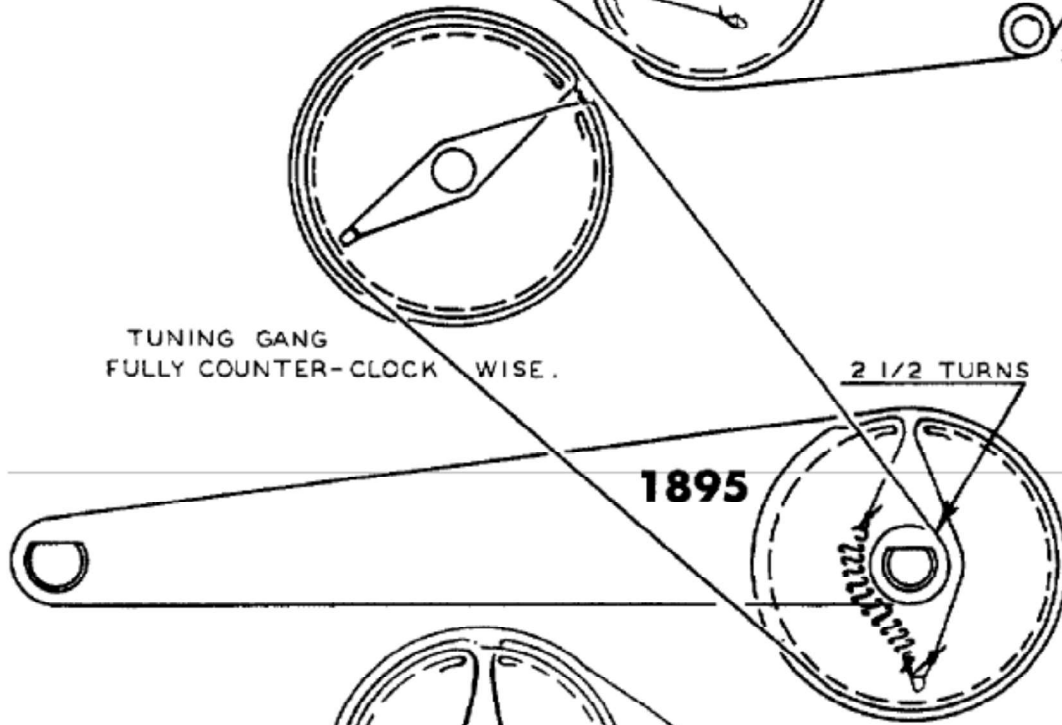
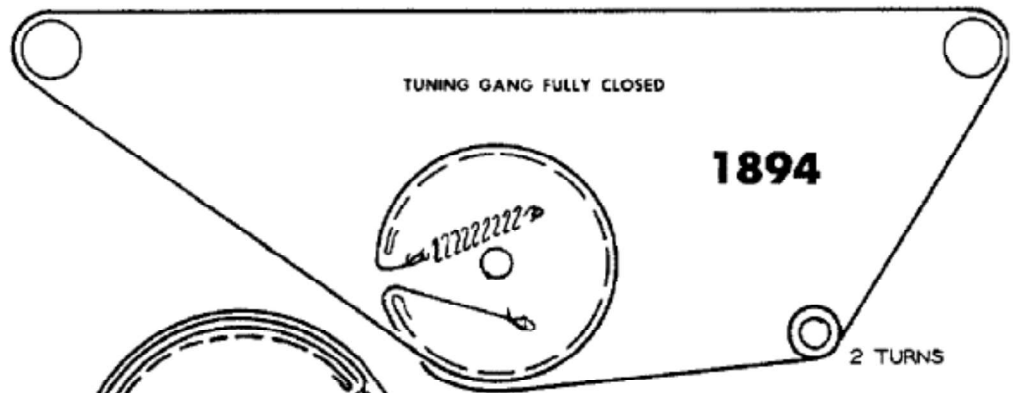
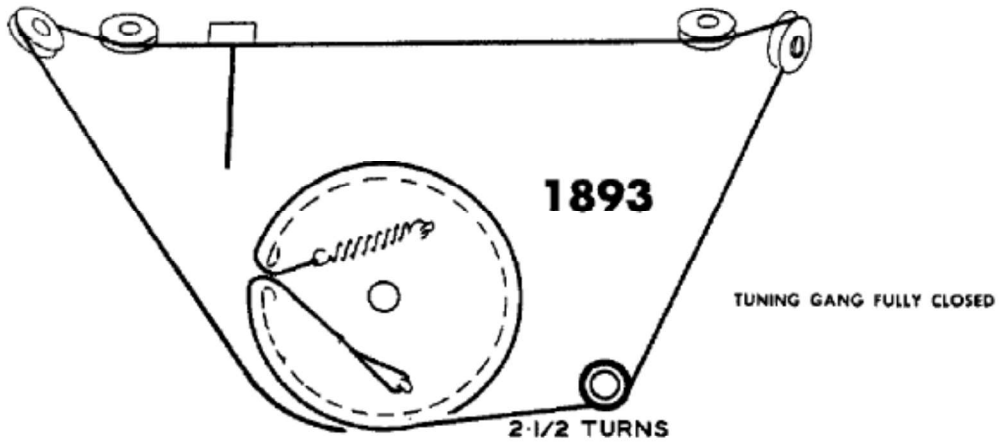
1 TURN

TUNING SHAFT

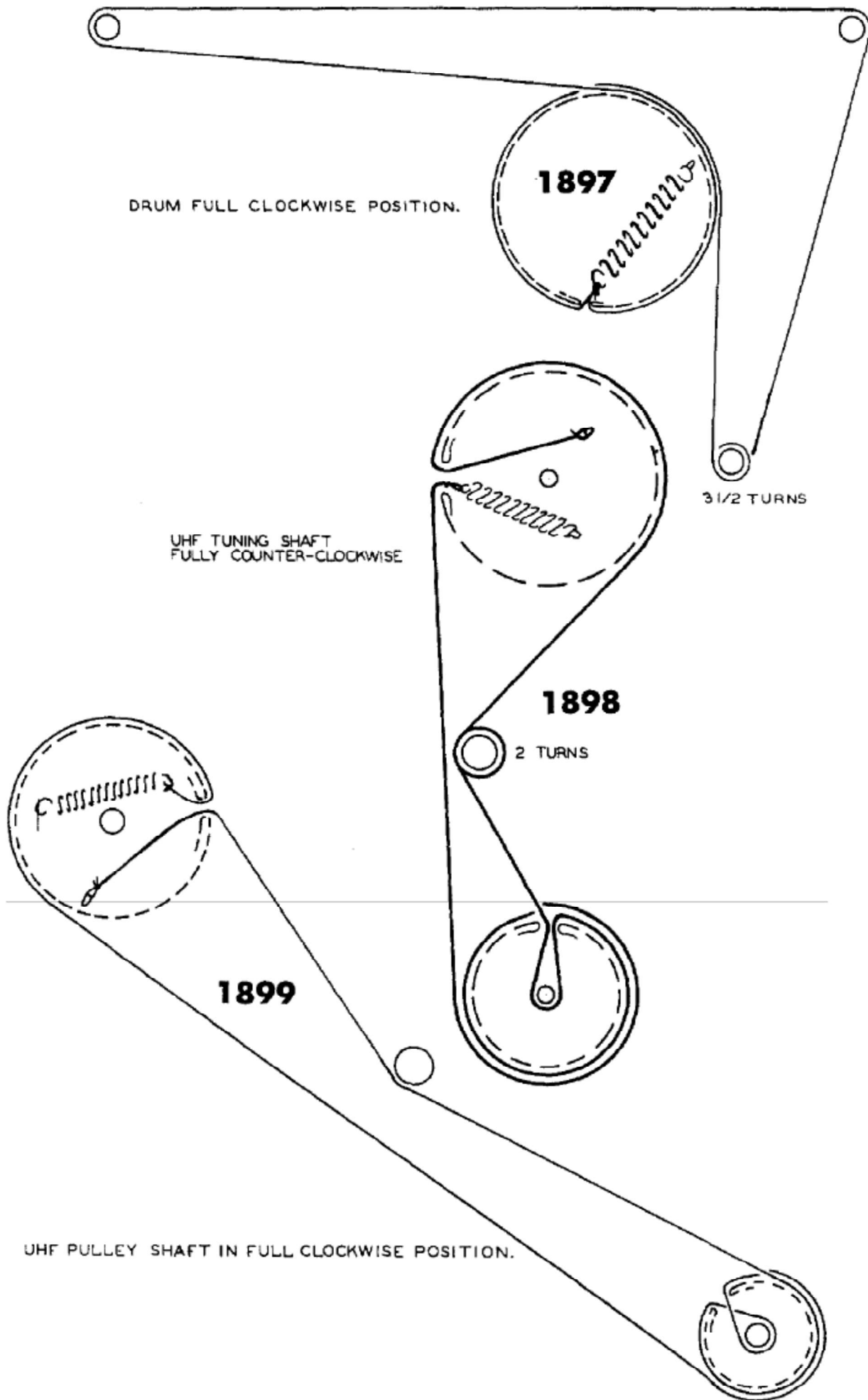


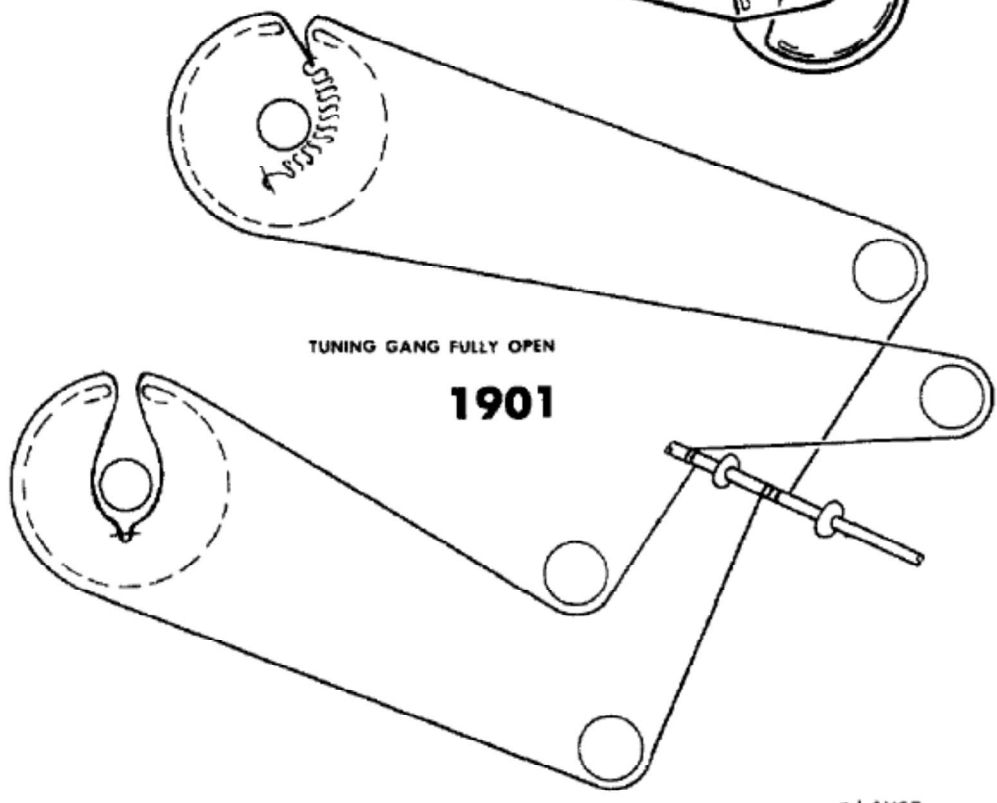
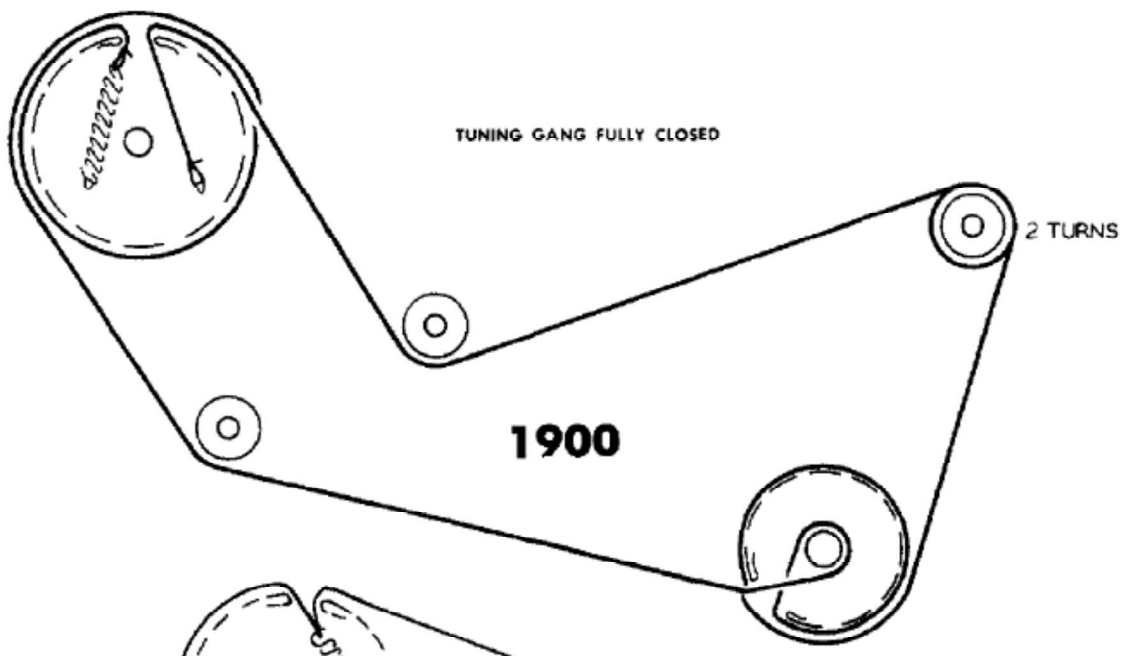
DRIVE CORD SHOWN IN MAX. COUNTER CLOCKWISE POSITION.



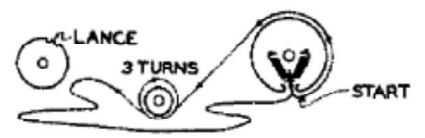
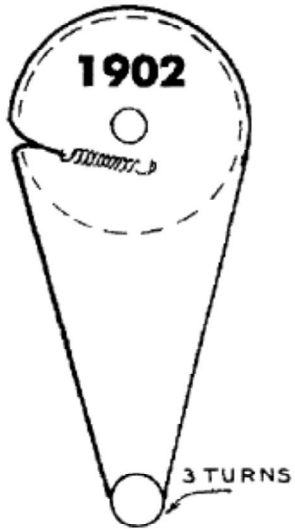




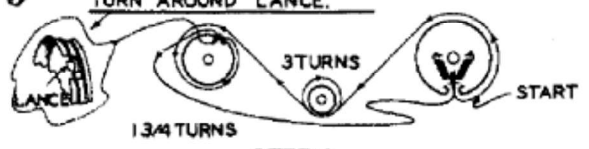




TUNING GANG FULLY CLOSED

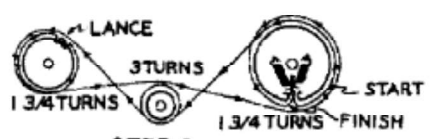


STEP 1  
1 1/2 MM SLEEVING - 1/4" LONG  
INSERTED ON LANCE BEFORE  
WRAPPING DIAL CORD ONE  
TURN AROUND LANCE.



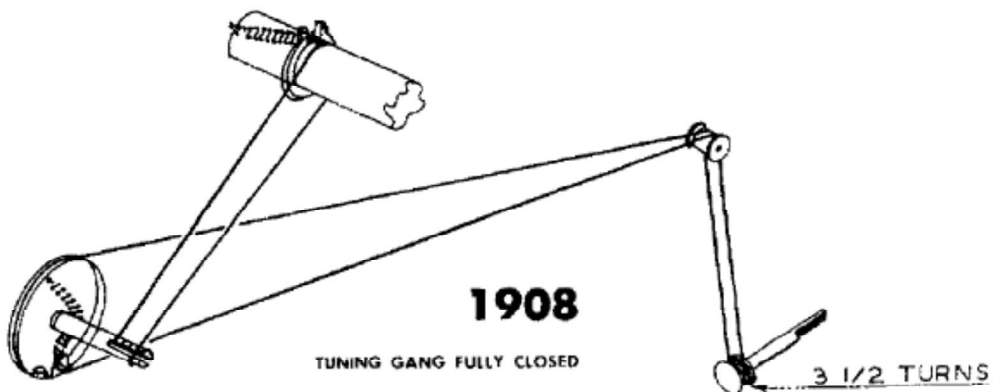
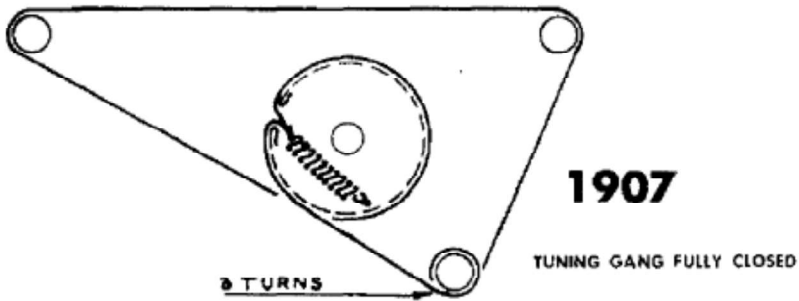
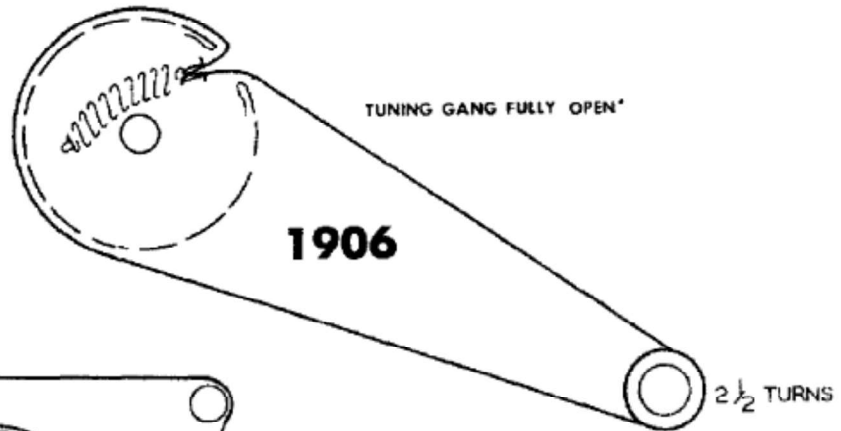
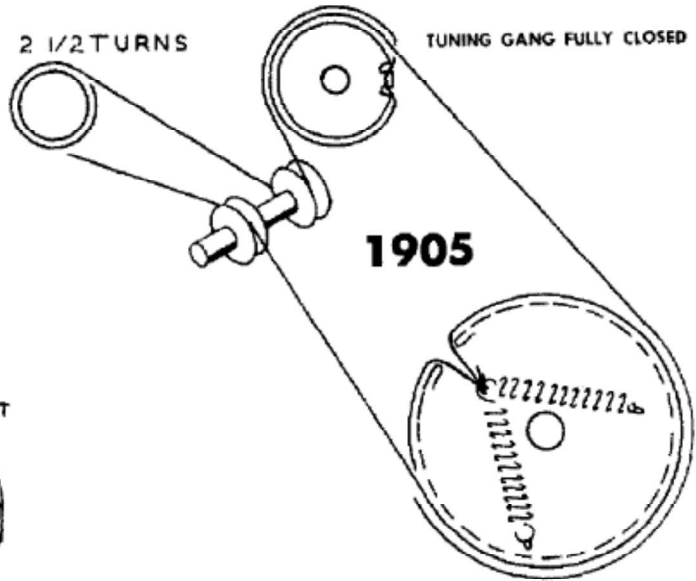
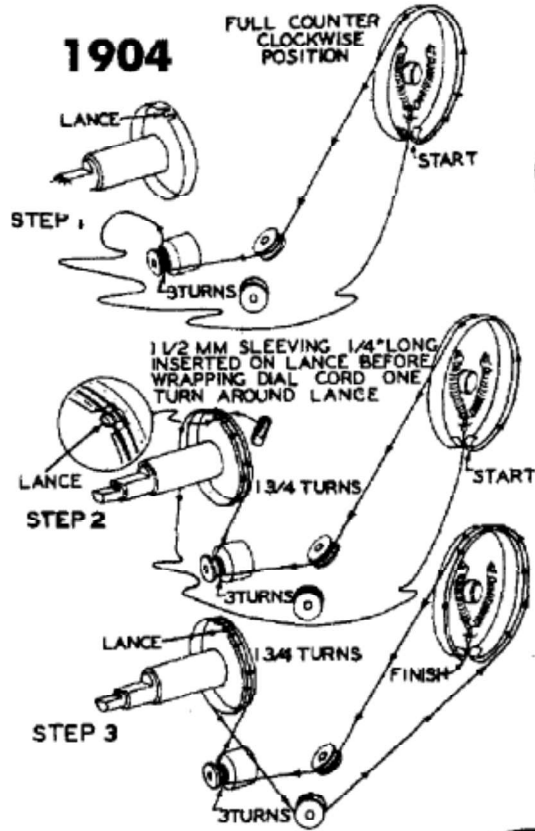
STEP 2

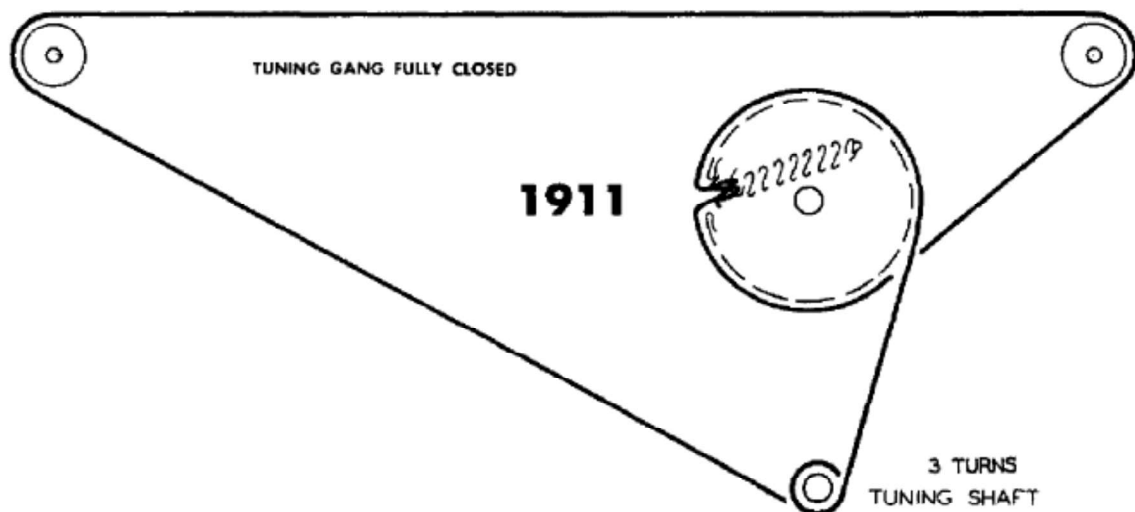
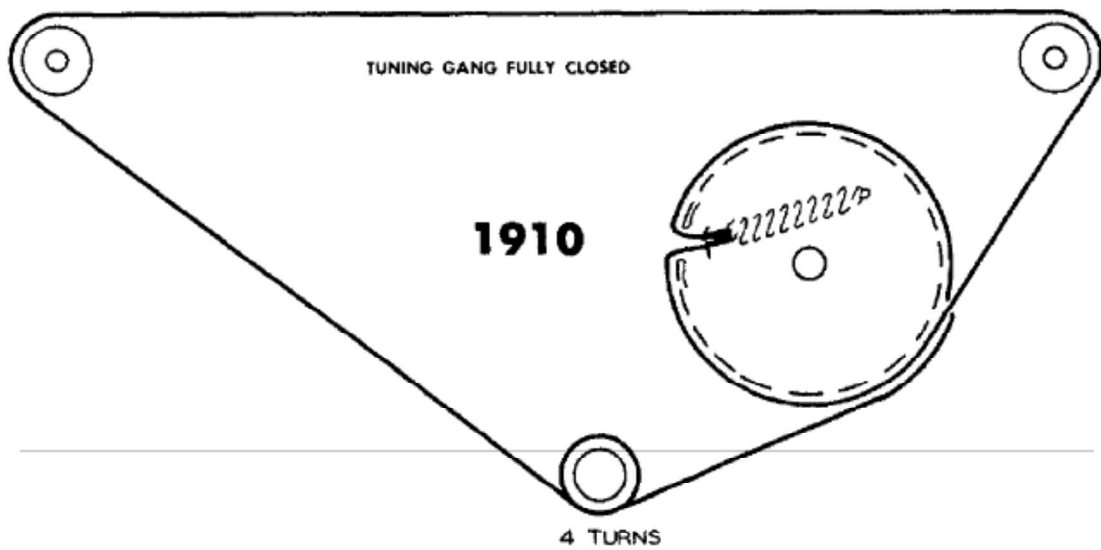
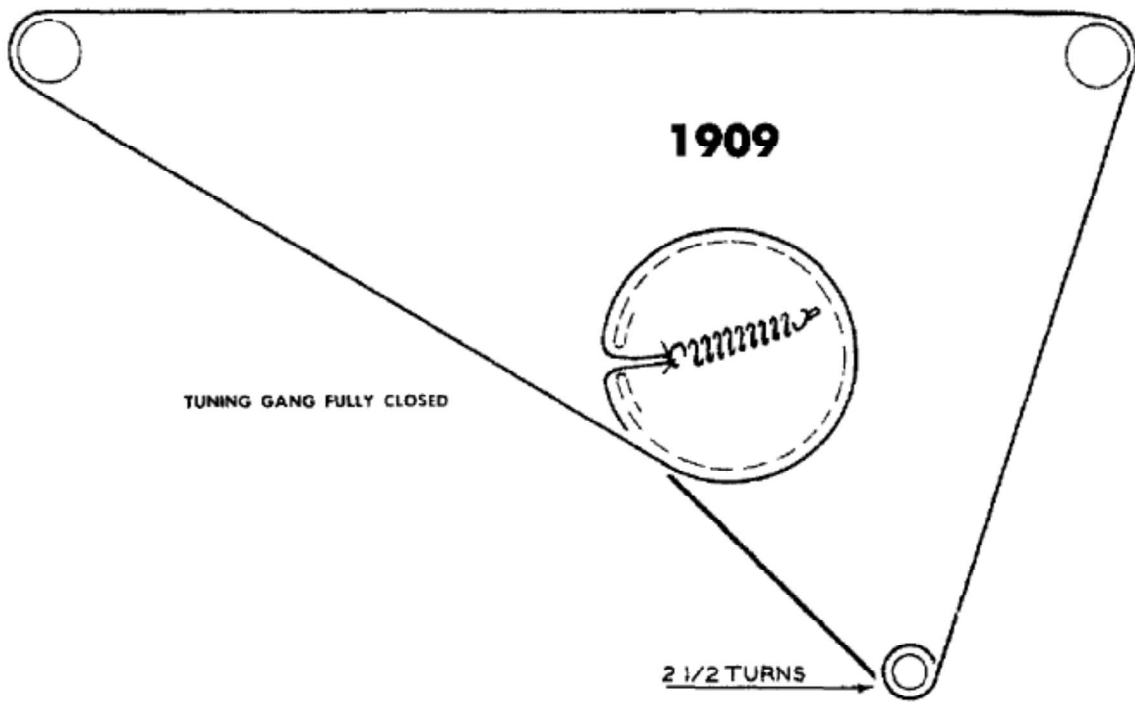
TUNING SHAFT FULLY COUNTERCLOCKWISE

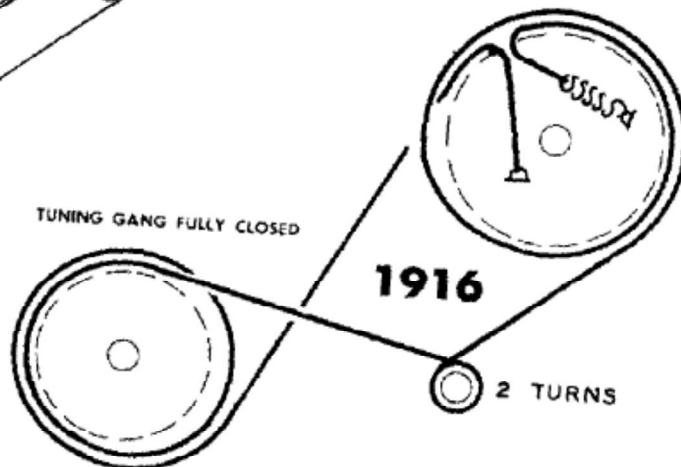
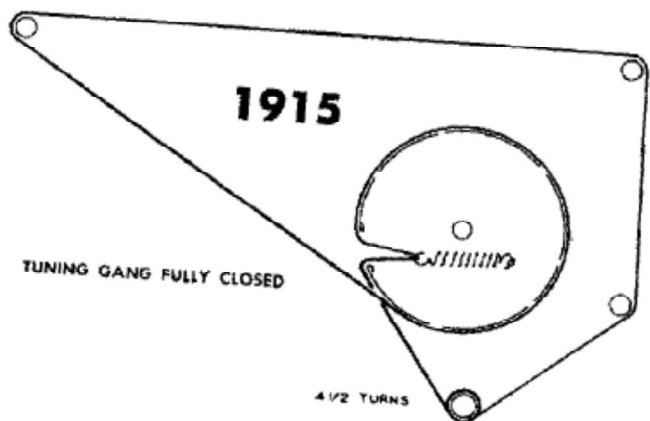
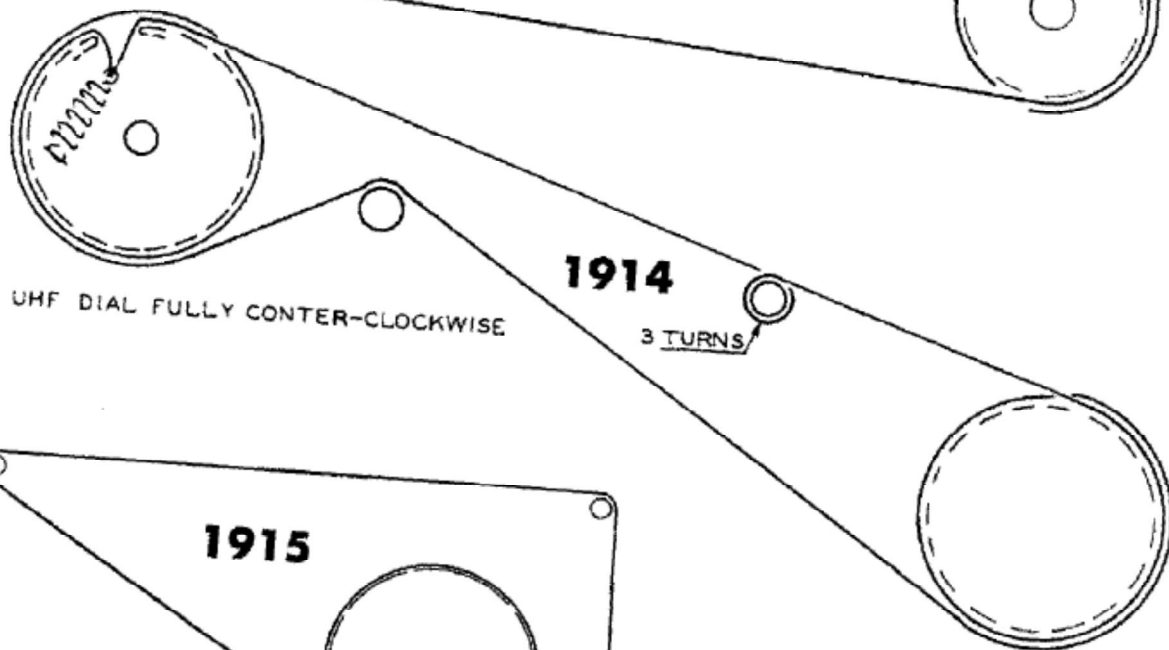
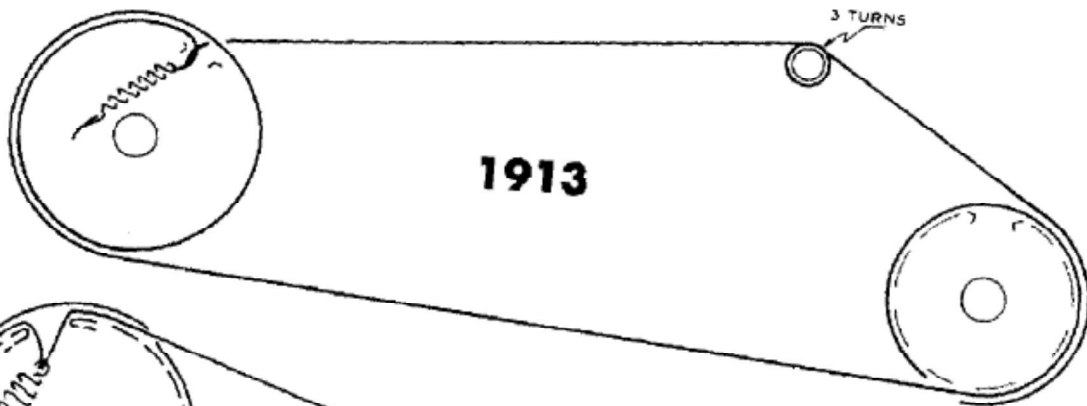
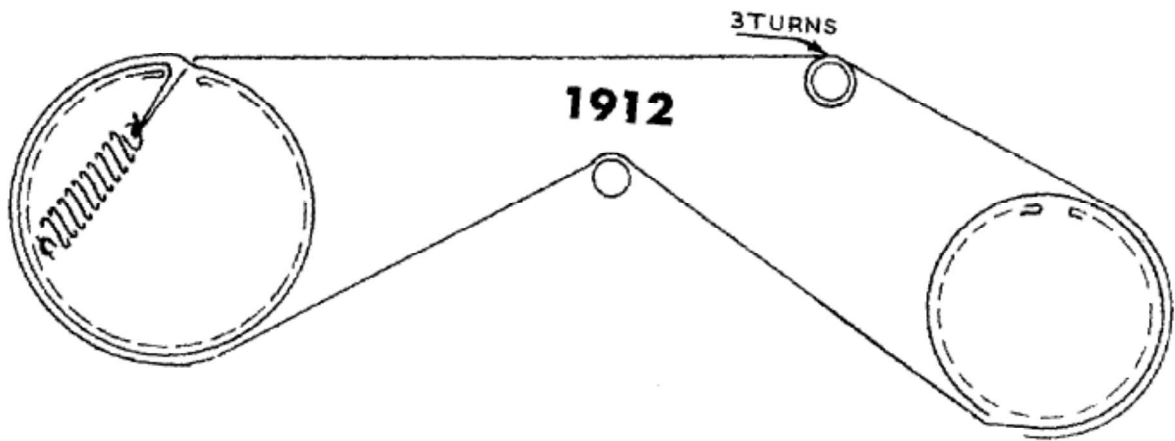


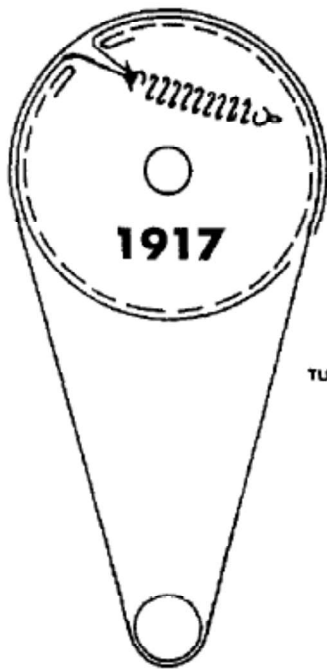
STEP 3

1903









1917

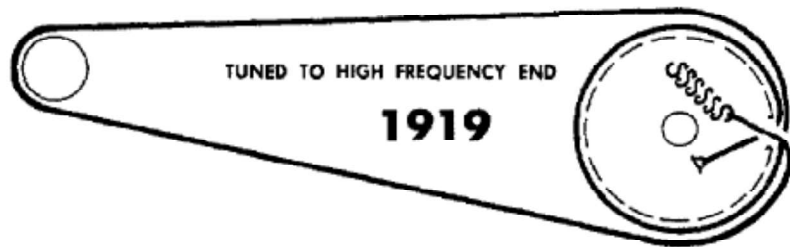
TUNING GANG FULLY . OPEN

TUNING GANG FULLY CLOSED



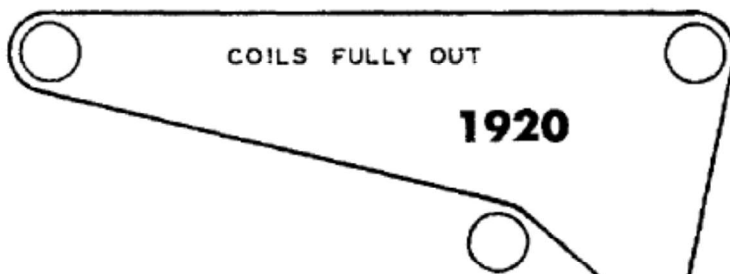
1918

1/2 TURNS



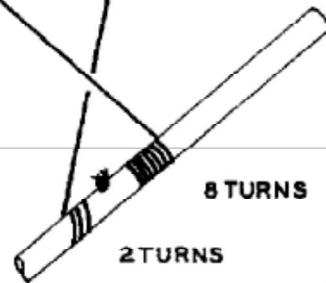
TUNED TO HIGH FREQUENCY END

1919



COILS FULLY OUT

1920



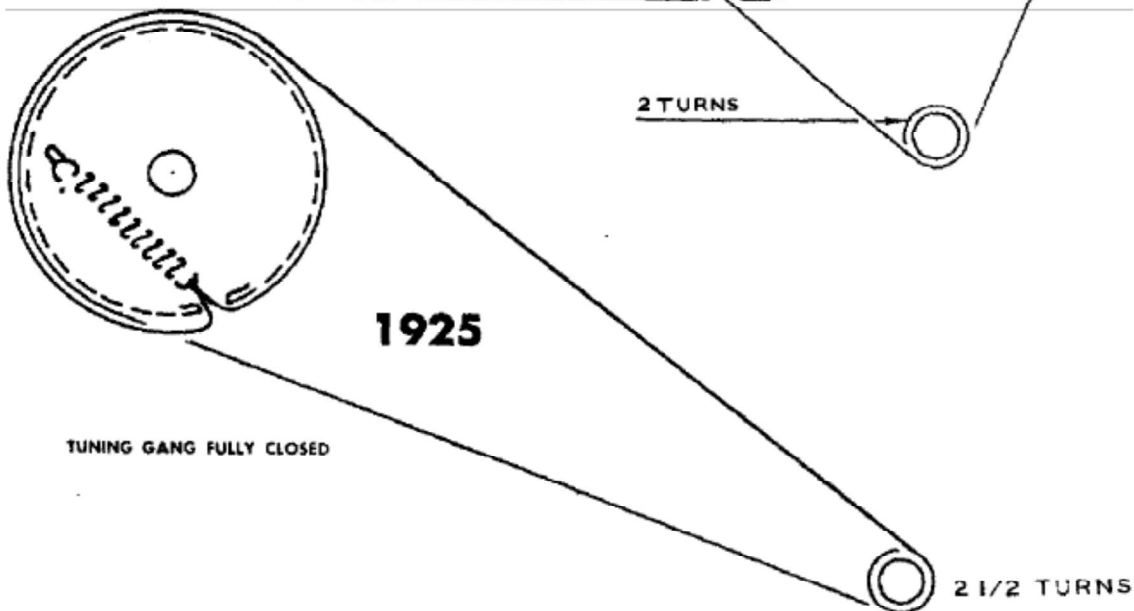
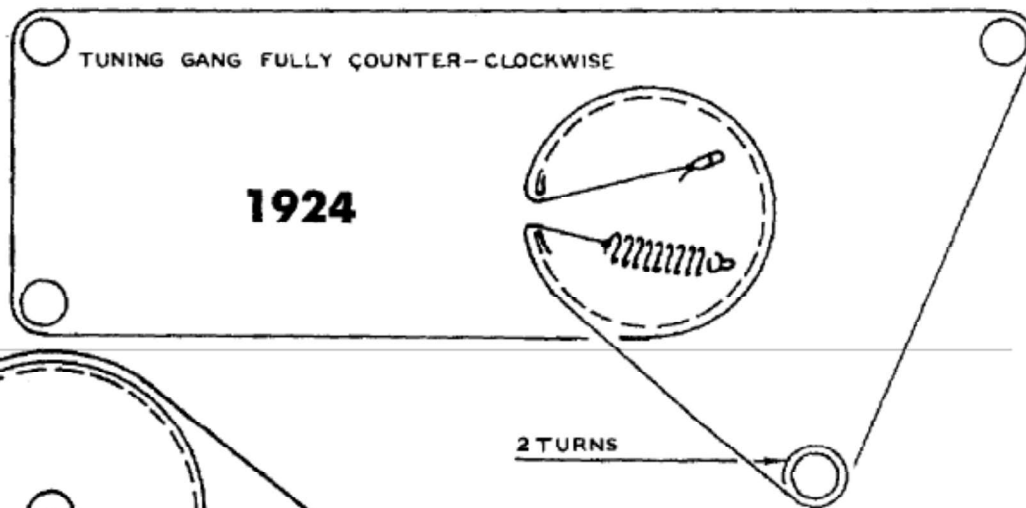
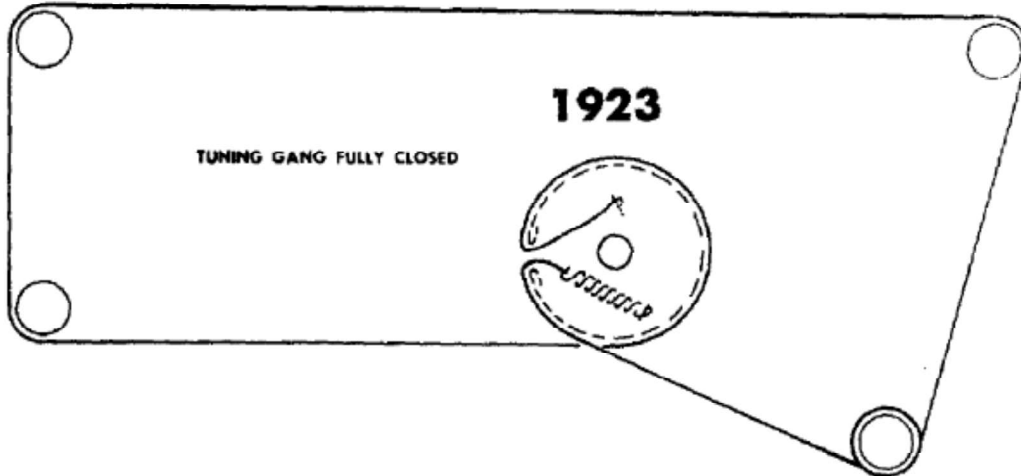
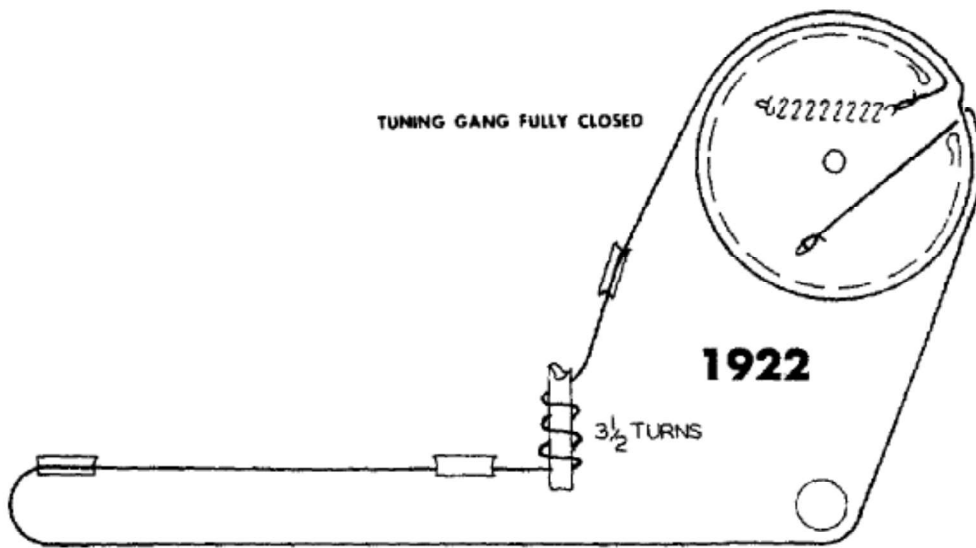
TUNING GANG FULLY OPEN

1921

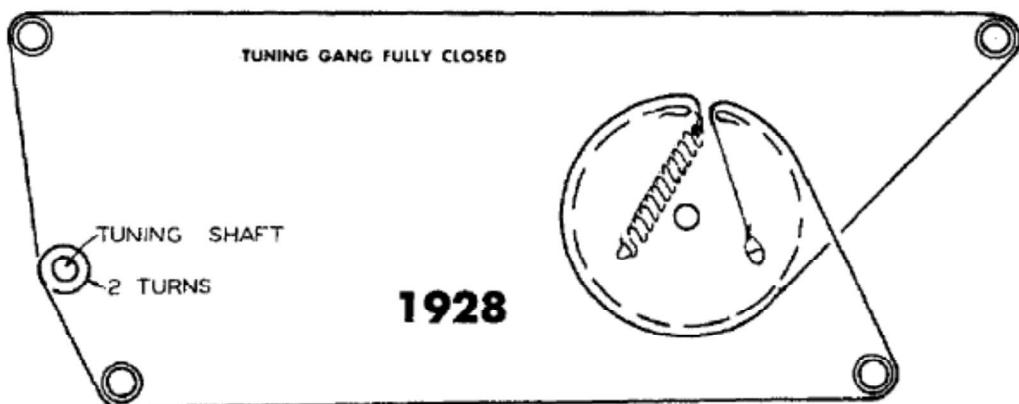
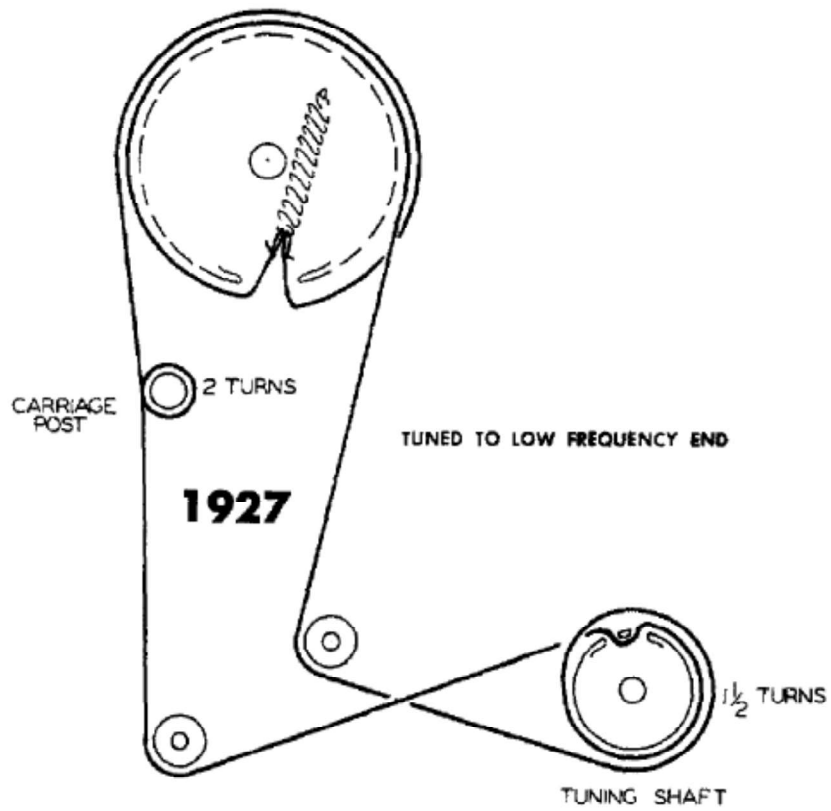
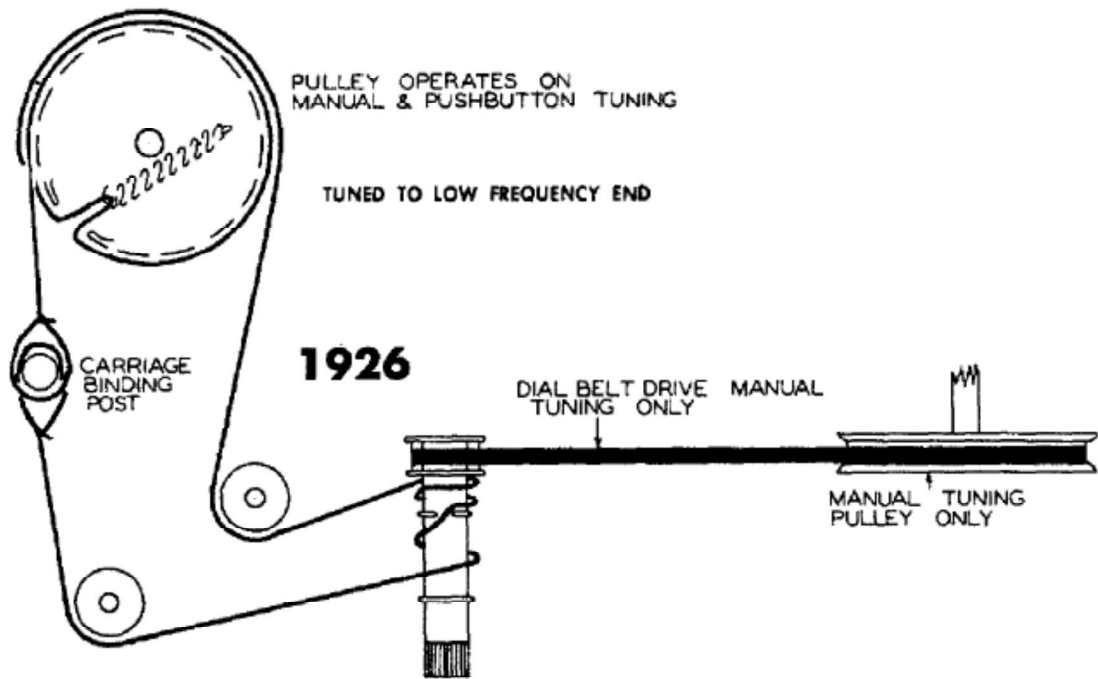
1 1/2 TURNS

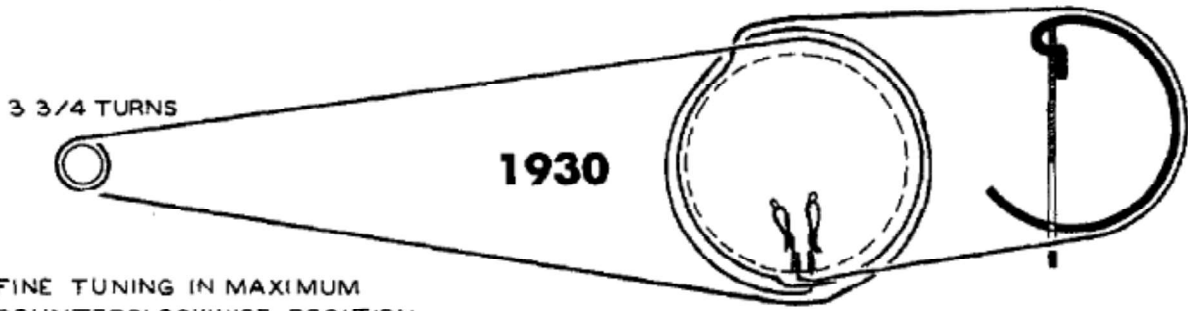
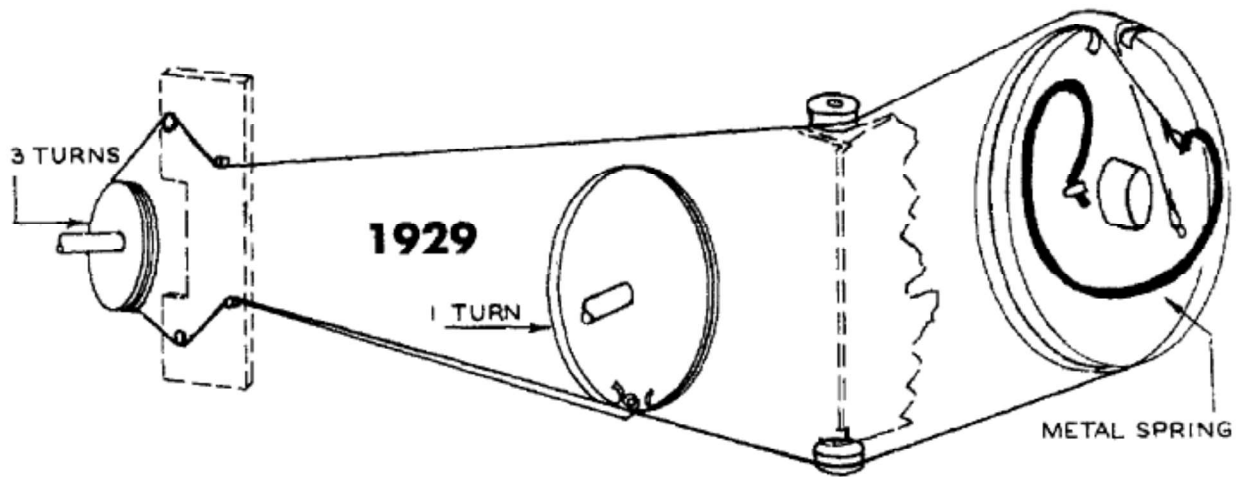
8 TURNS

2 TURNS



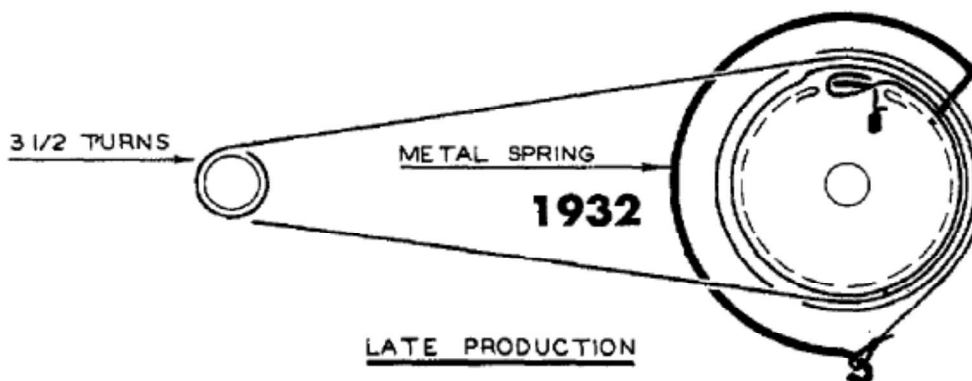
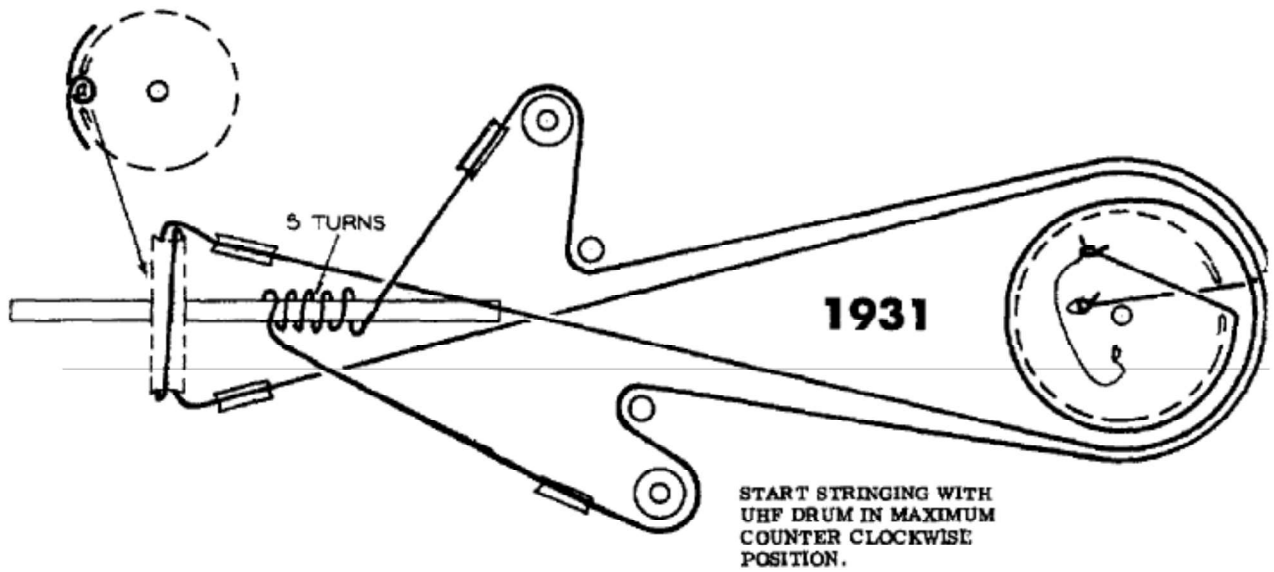




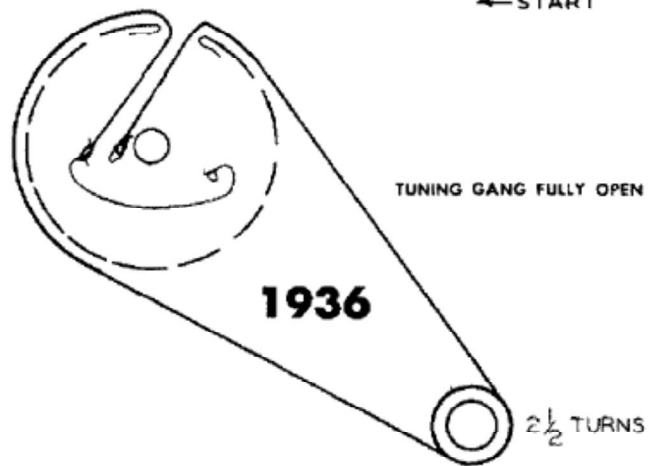
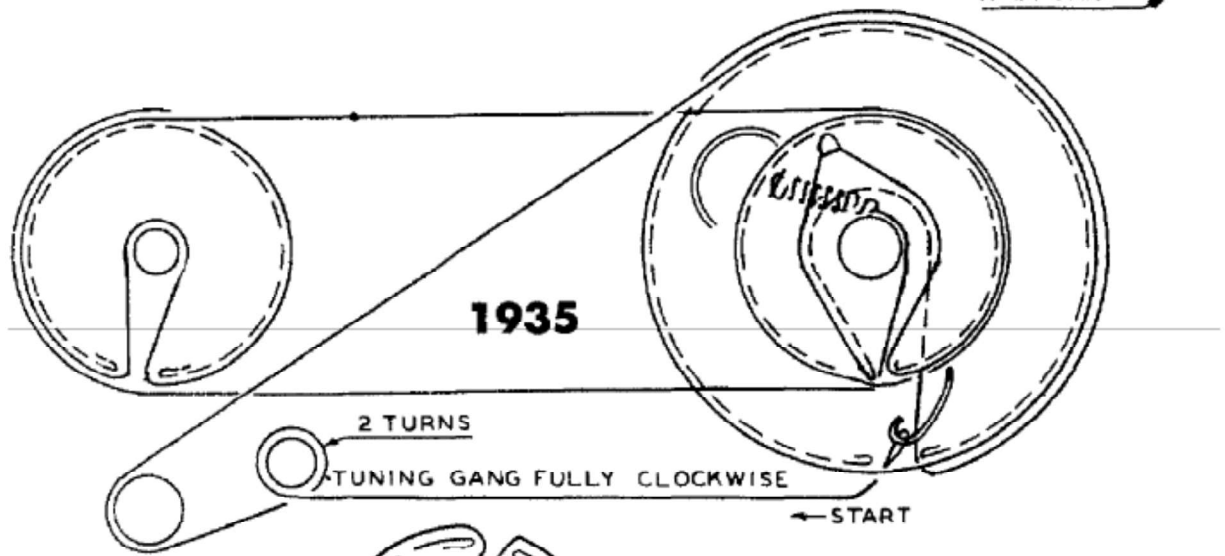
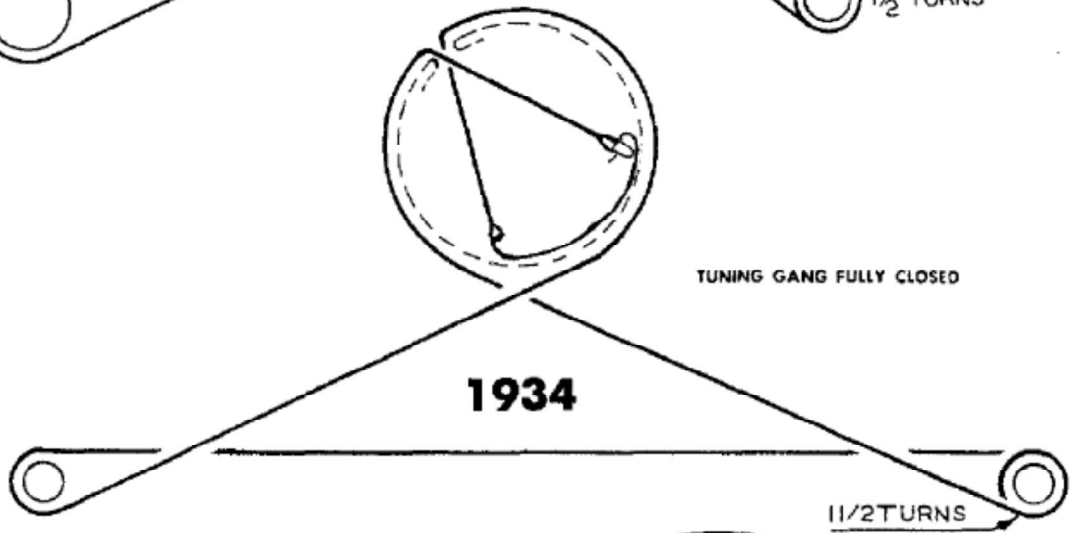
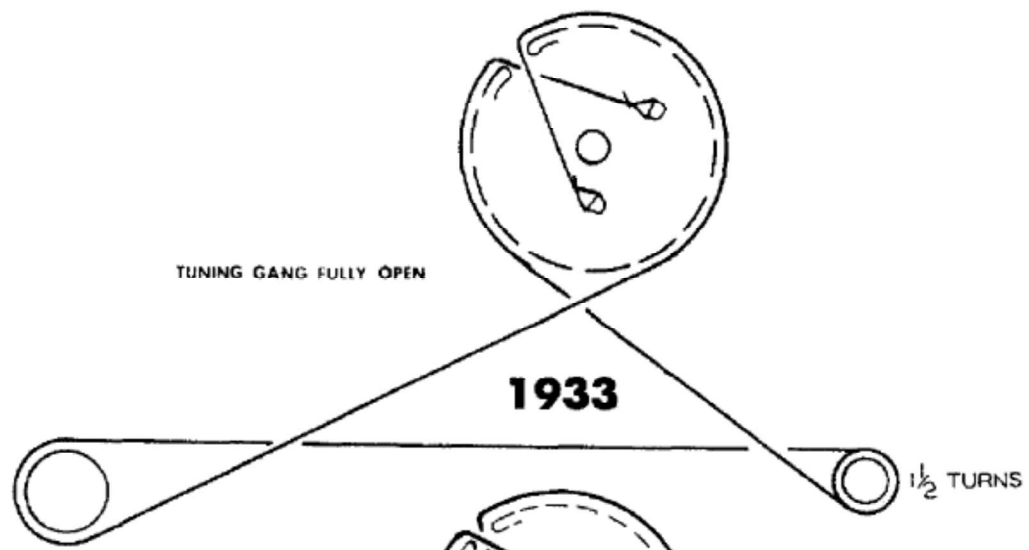


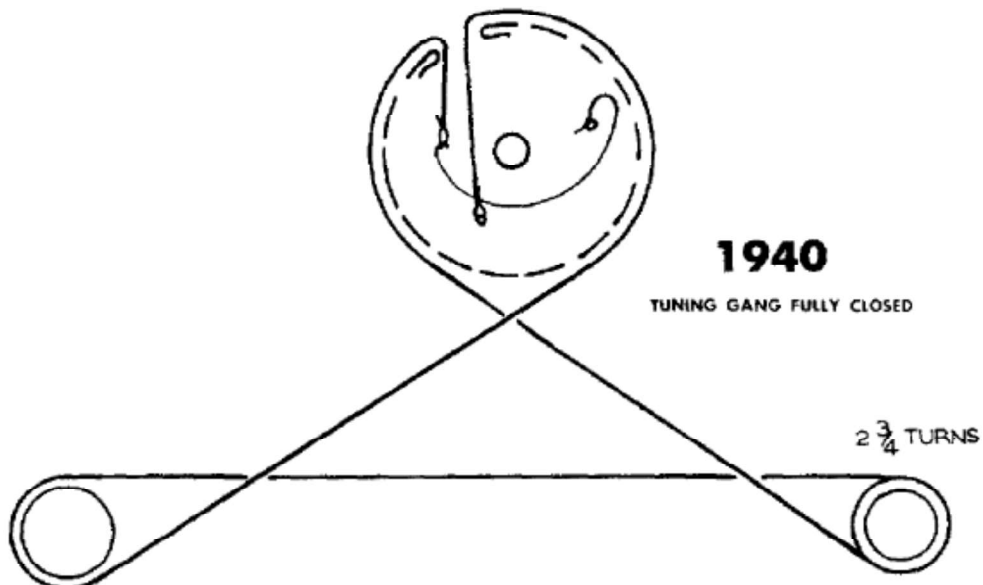
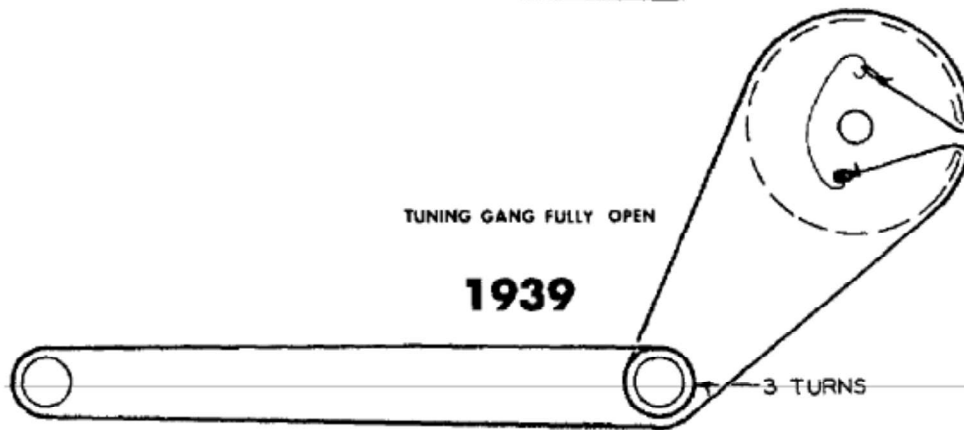
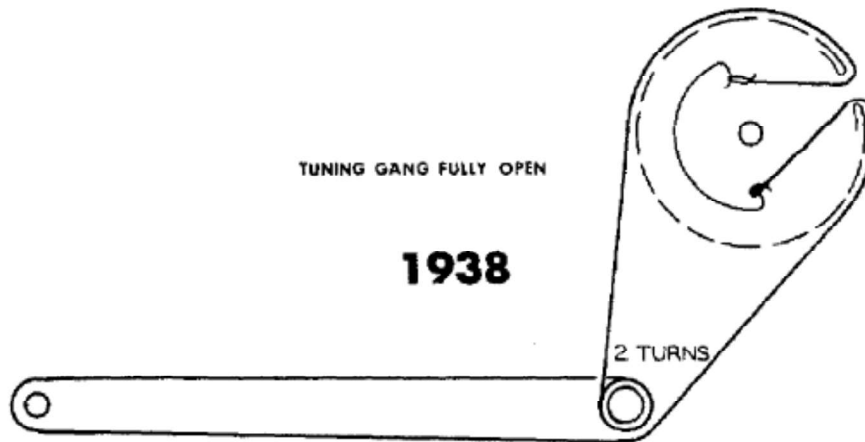
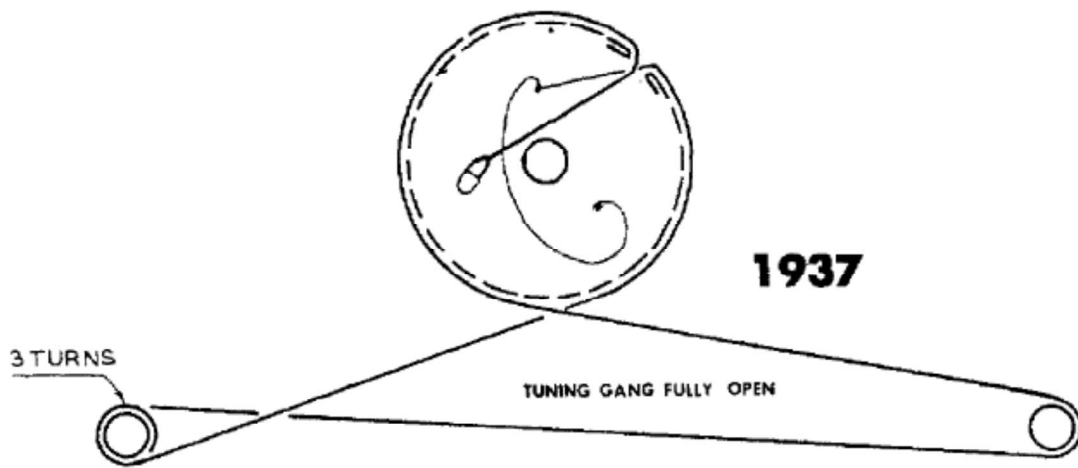
FINE TUNING IN MAXIMUM  
COUNTERCLOCKWISE POSITION.

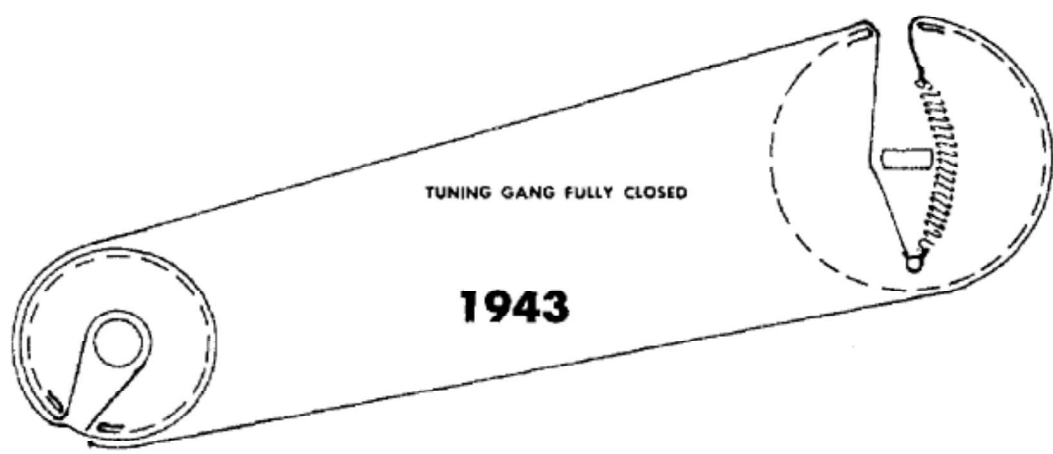
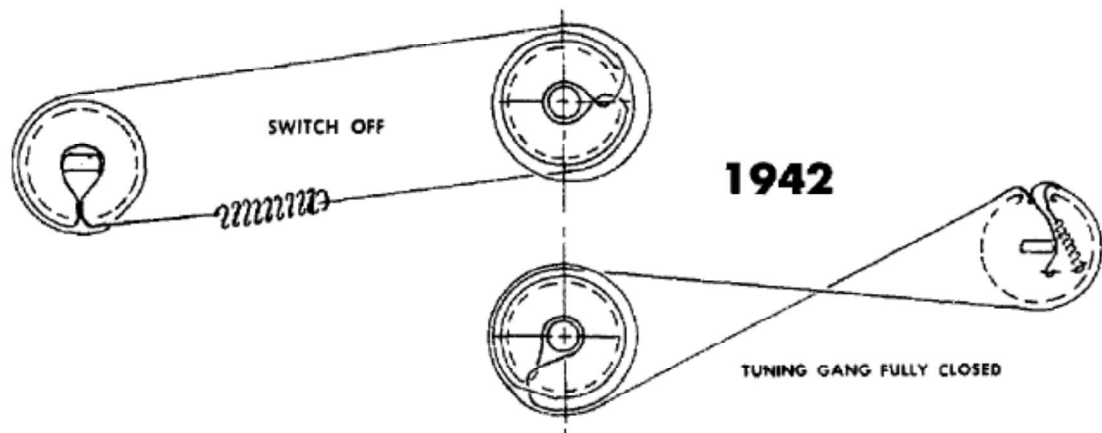
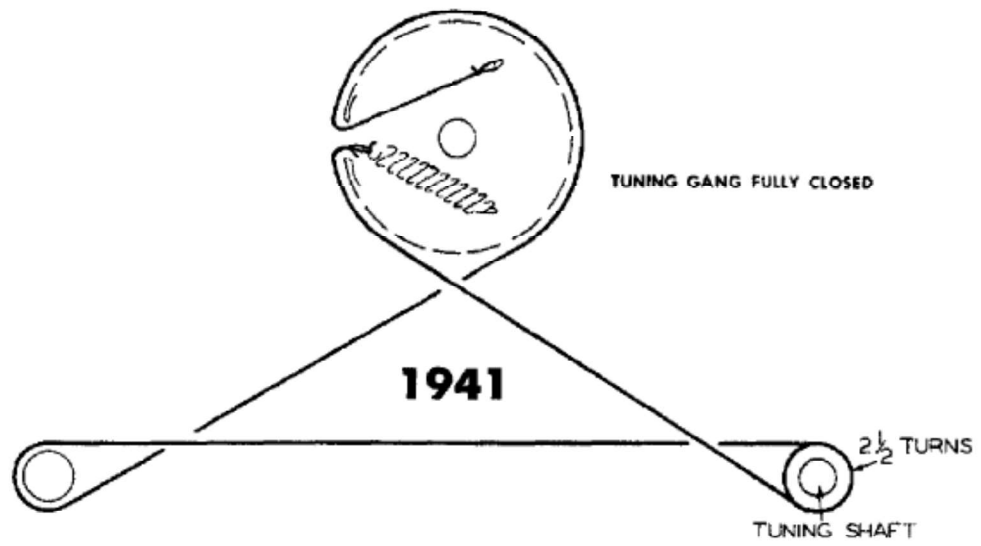
EARLY PRODUCTION

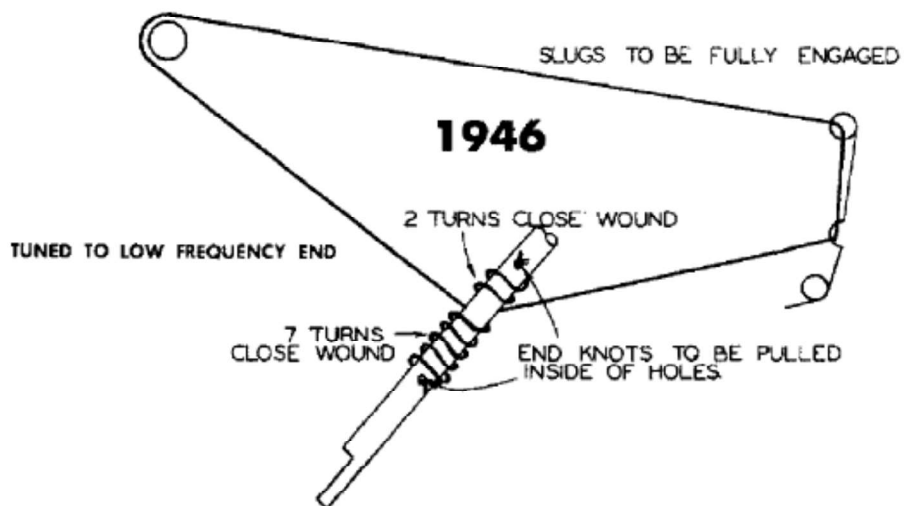
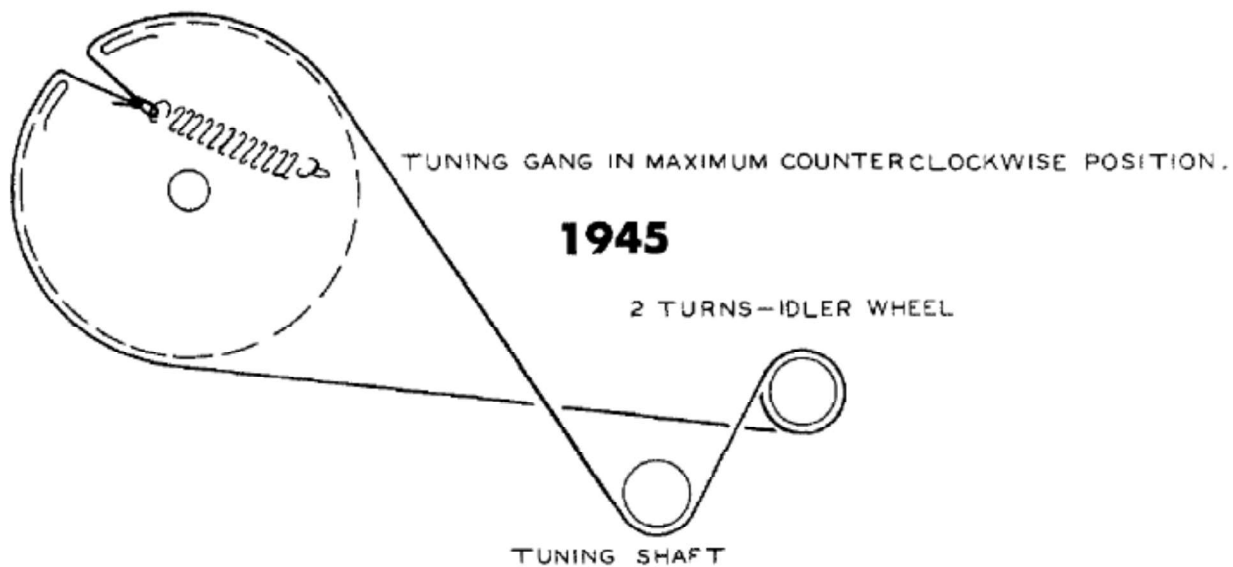
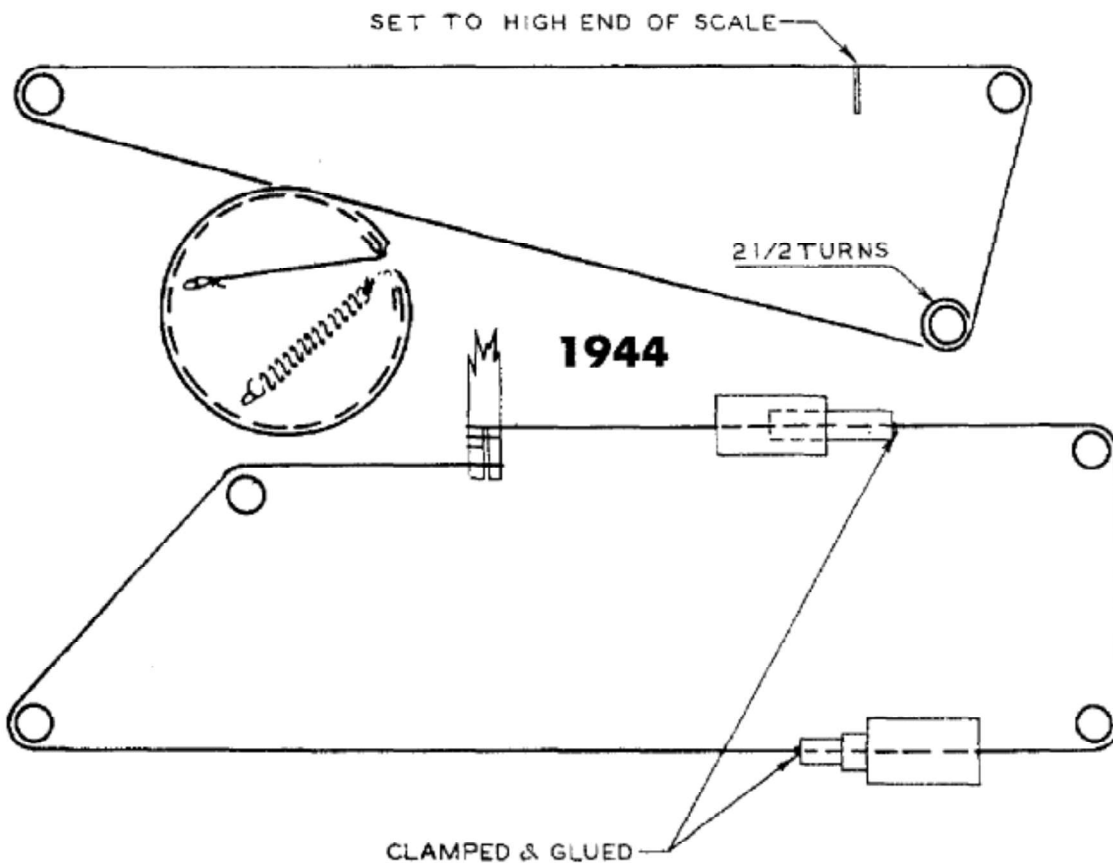


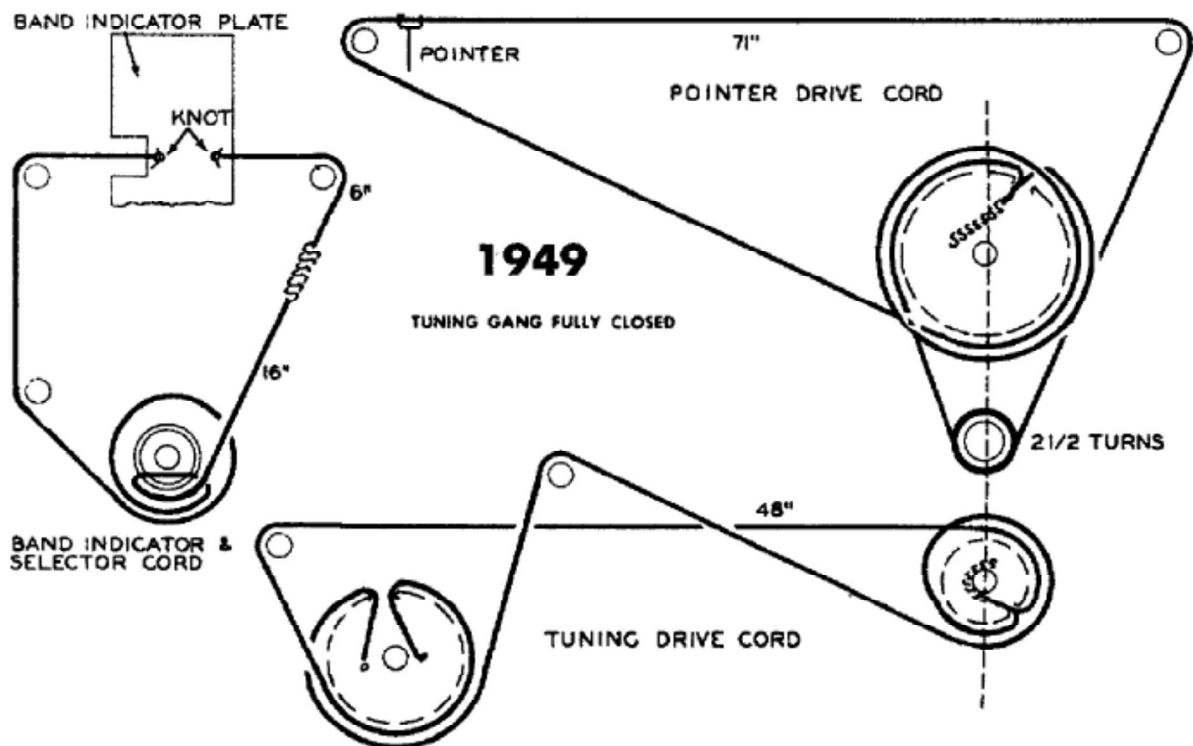
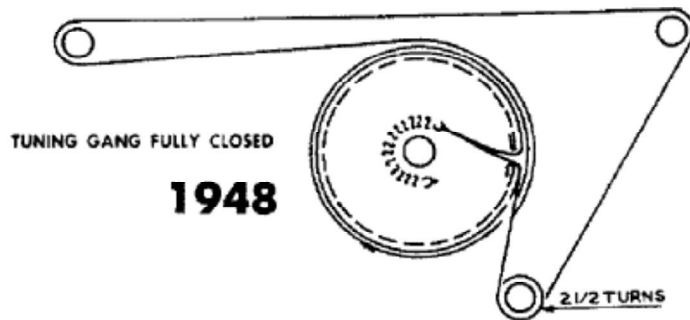
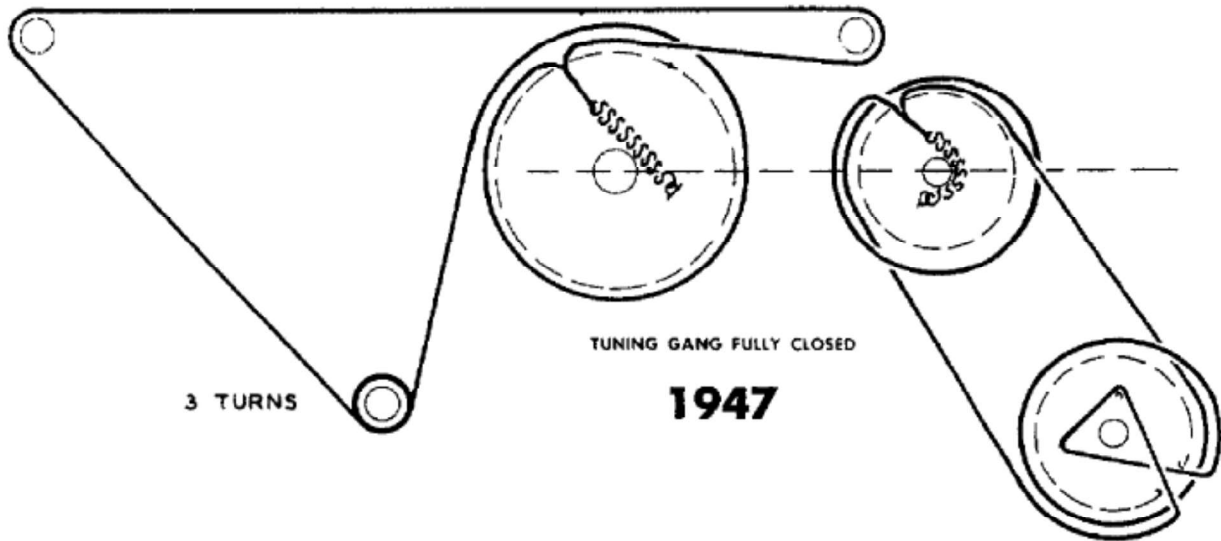
LATE PRODUCTION



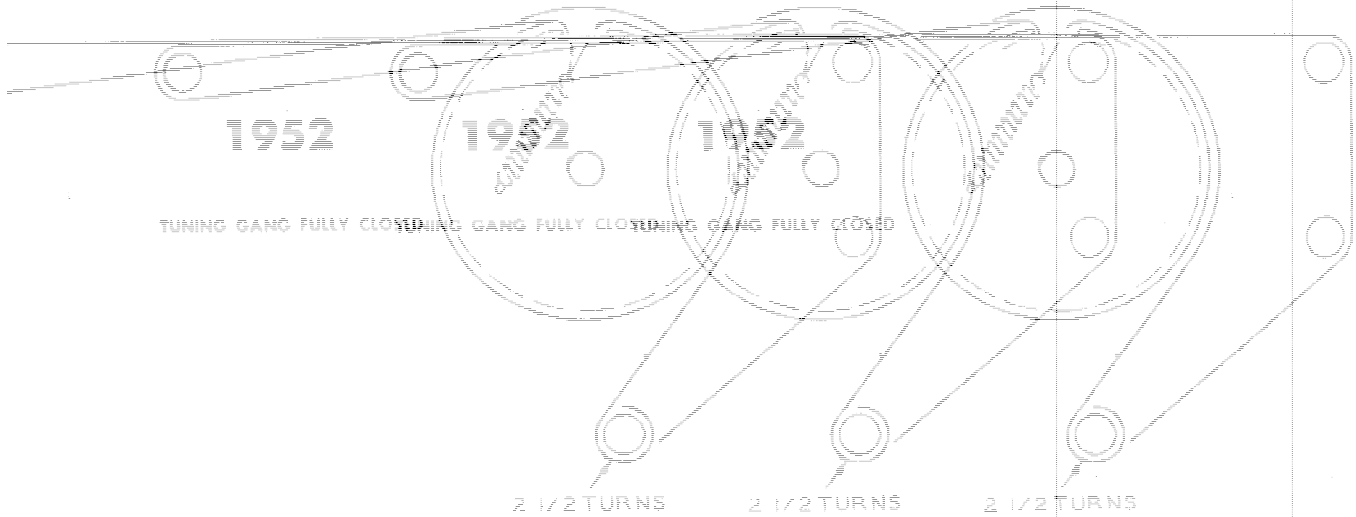
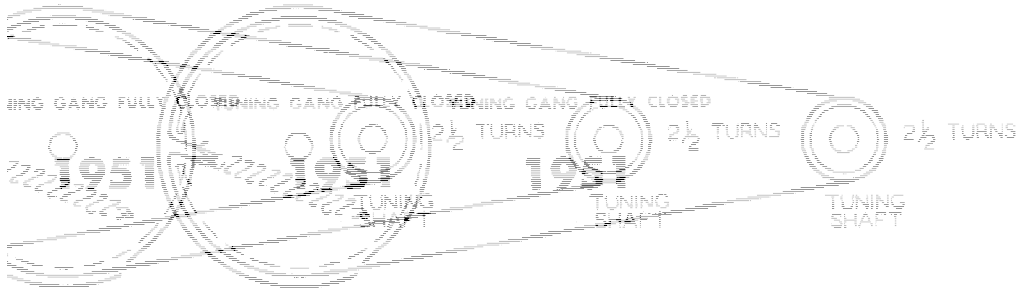
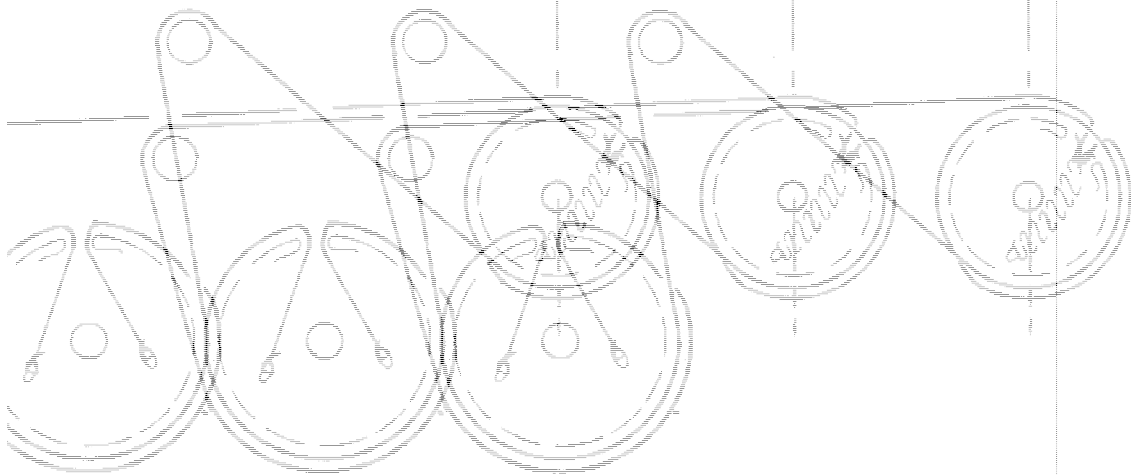
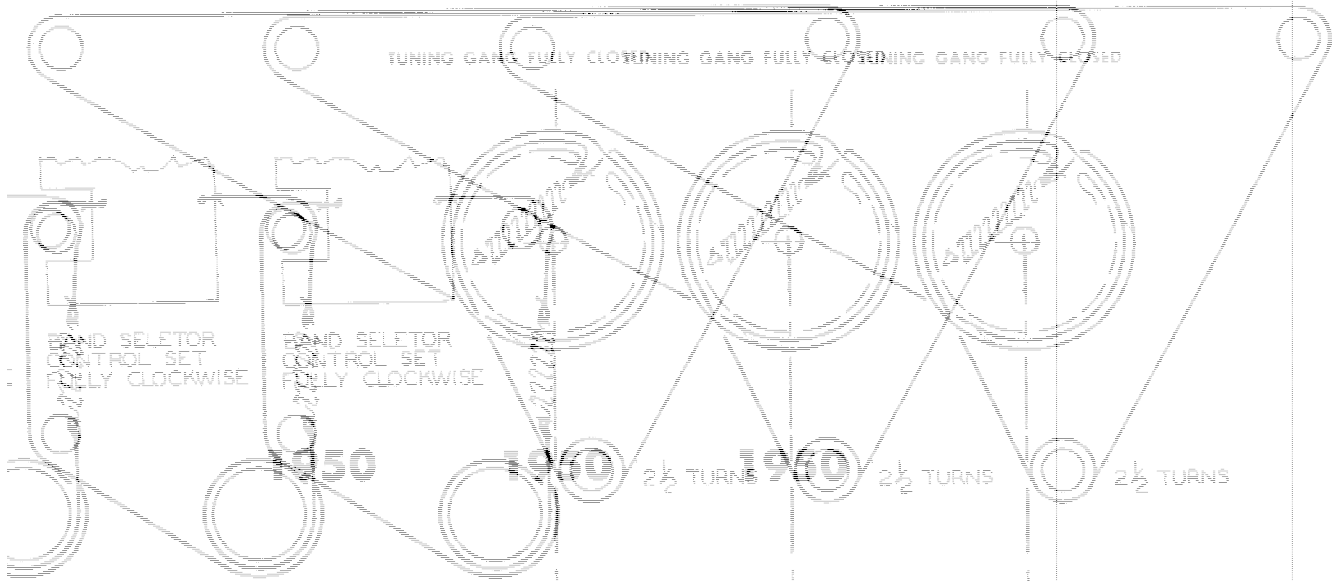


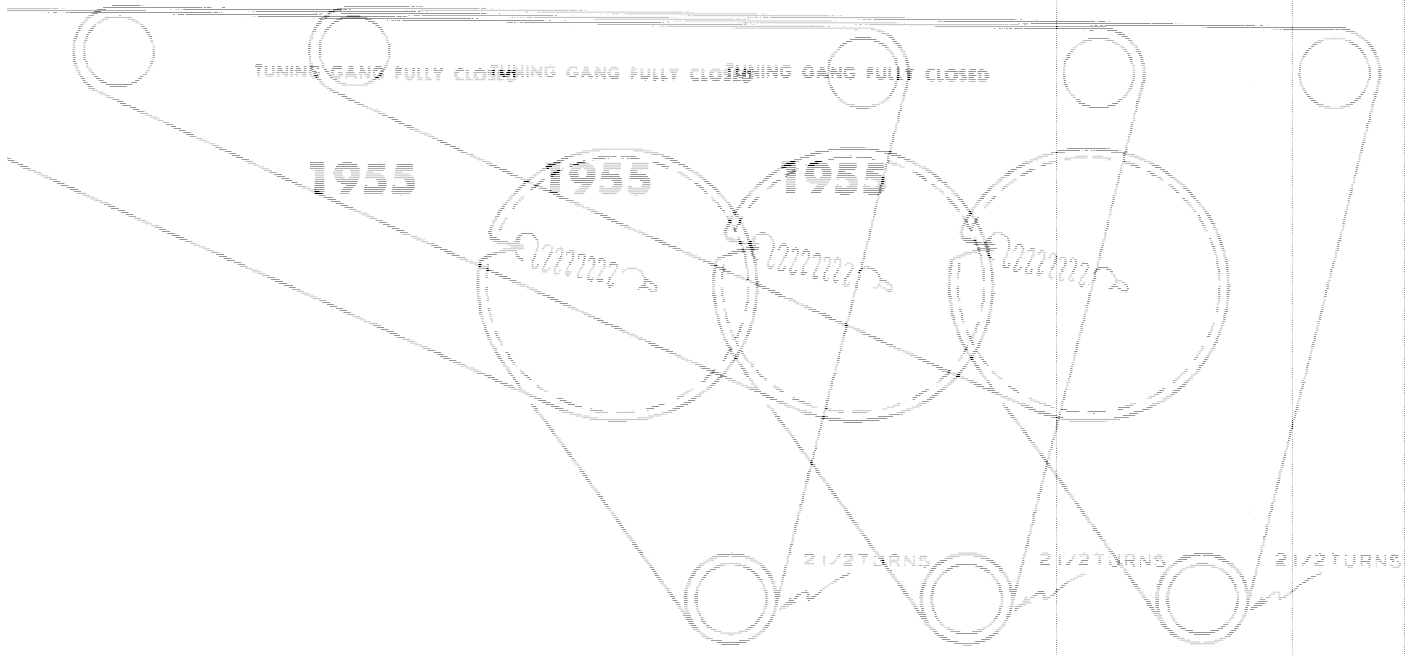
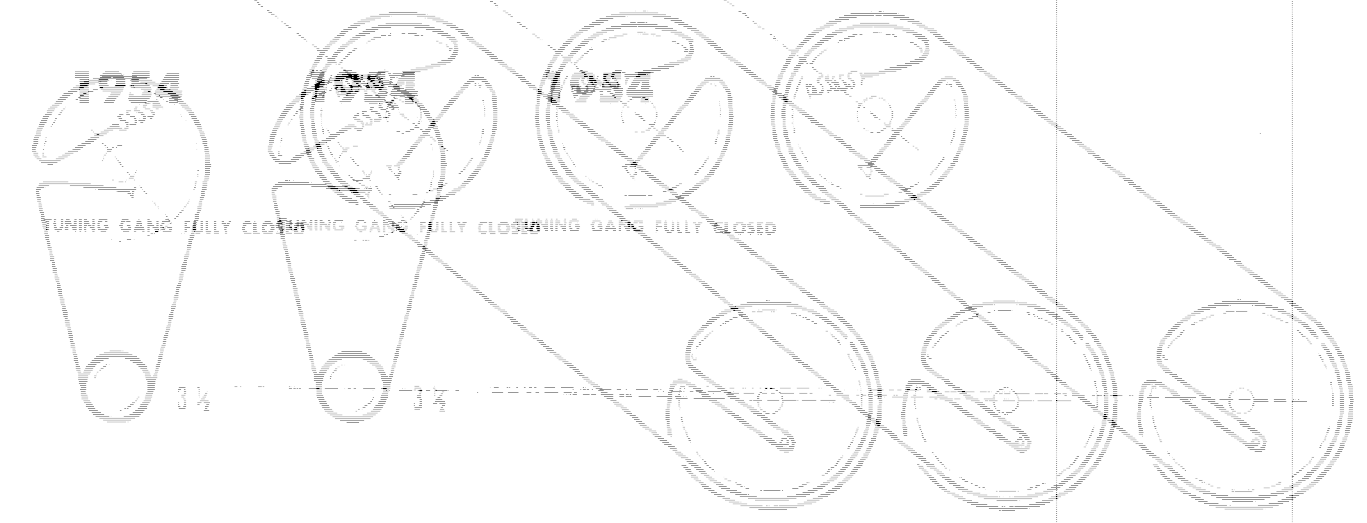
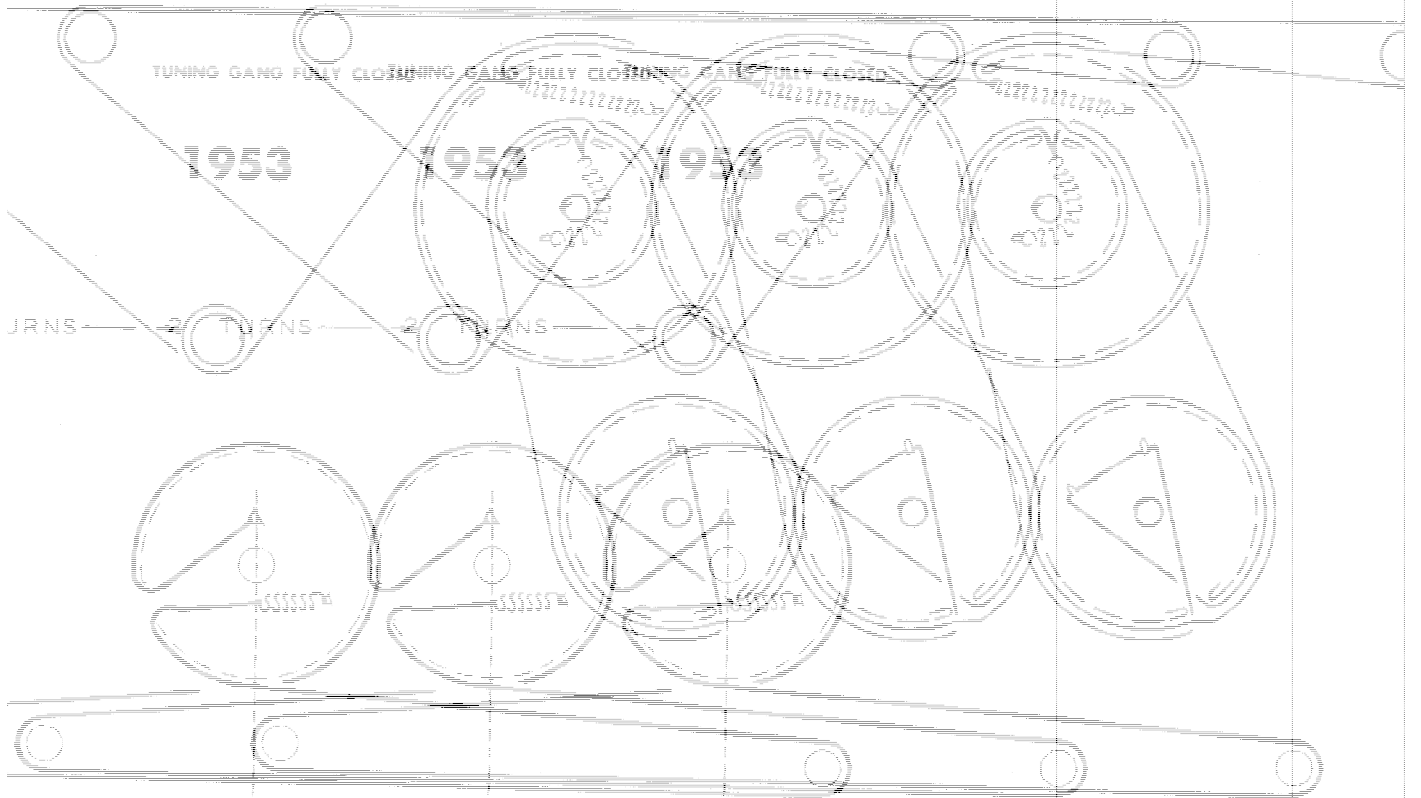












TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED

1956

1956 1956 1956

3 1/2 TURNS

3 1/2 TURNS

3 1/2 TURNS

1957

1957

1957

TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED

3 1/4 TURNS

3 1/4 TURNS

3 1/4 TURNS

TUNING GANG FULLY OPEN TUNING GANG FULLY OPEN

1958

1958

1959

1959

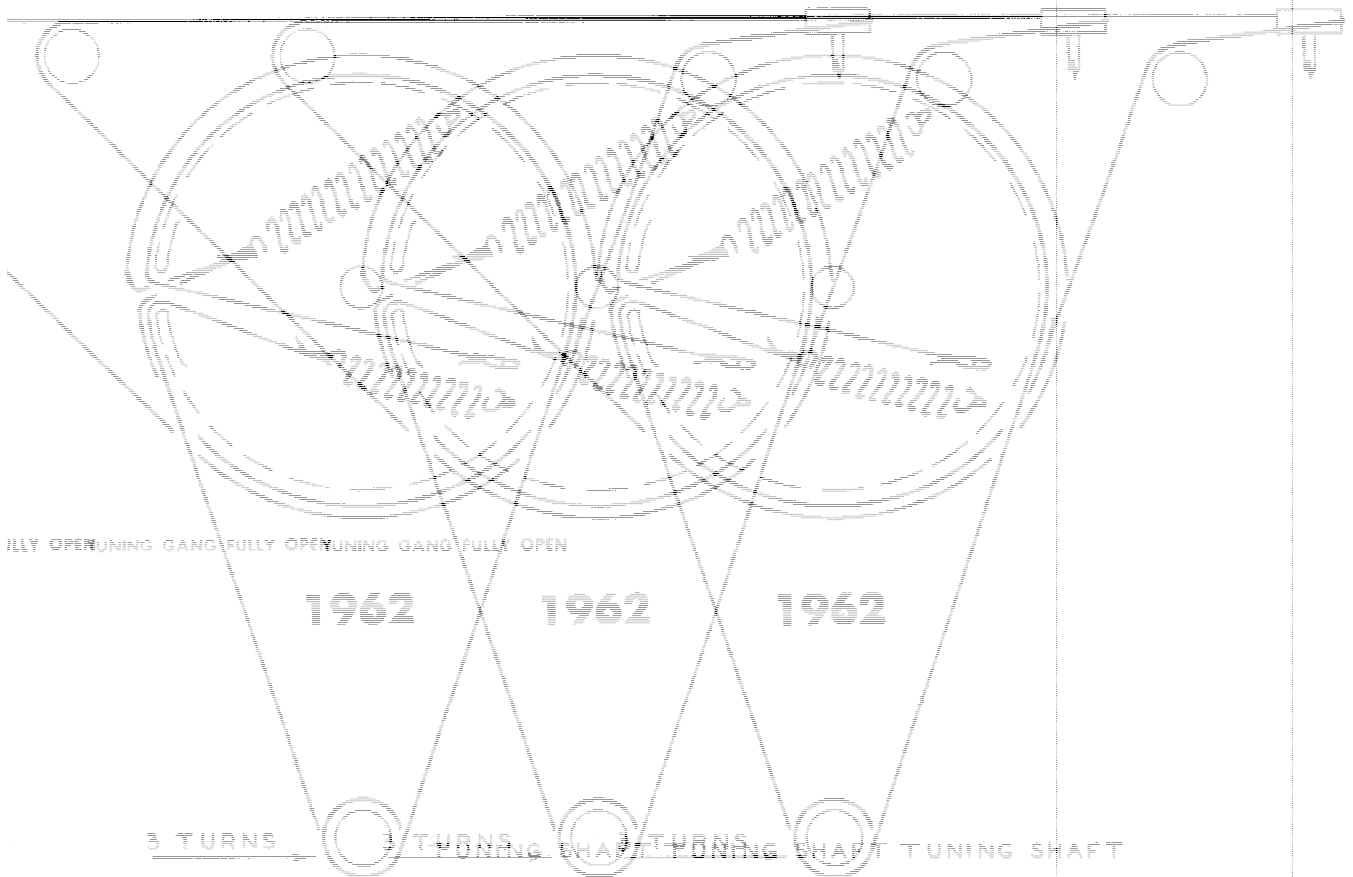
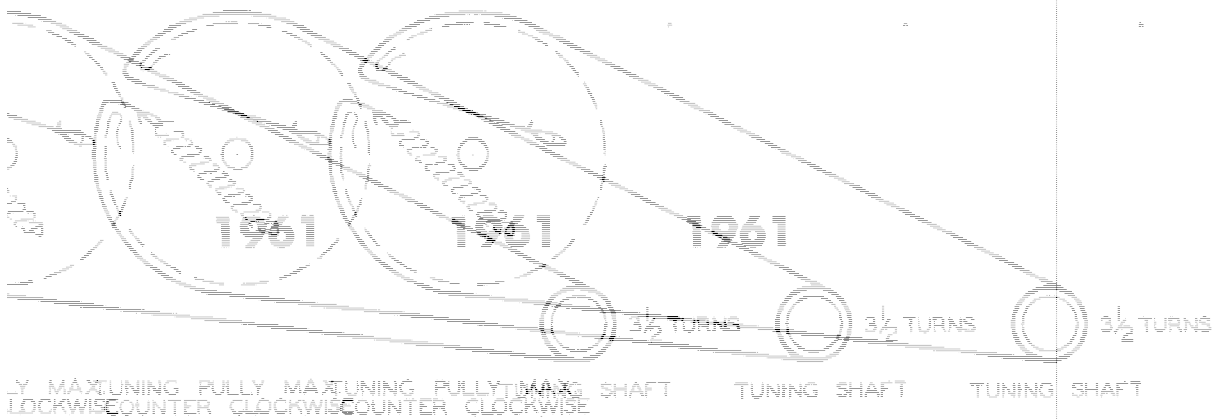
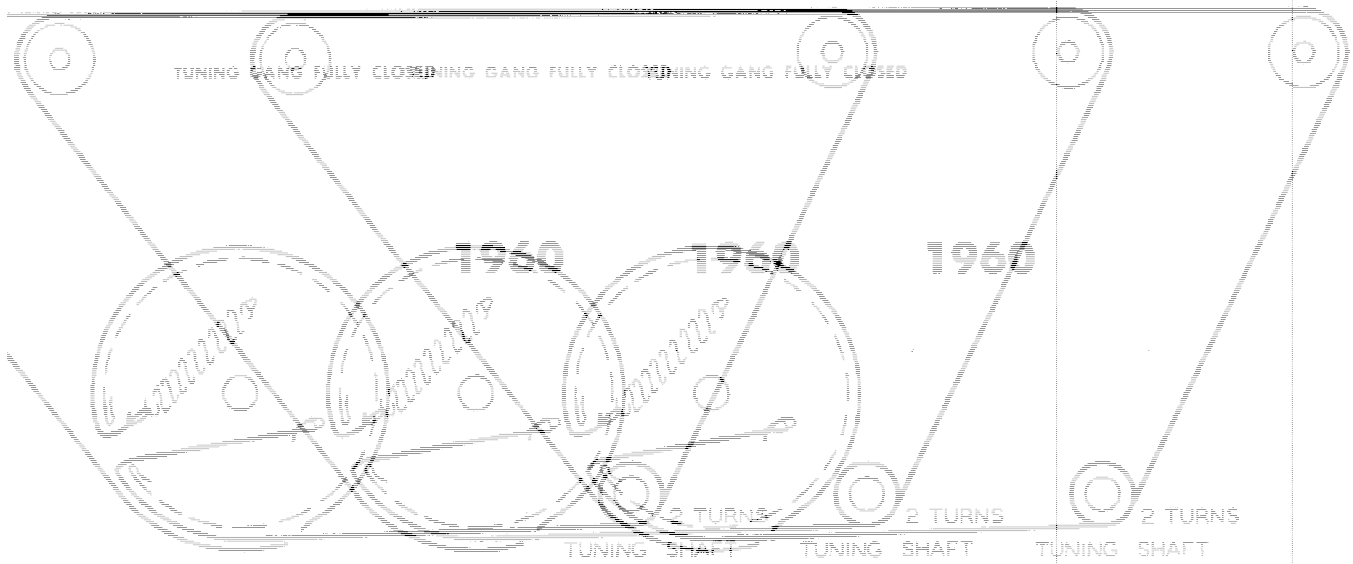
1959

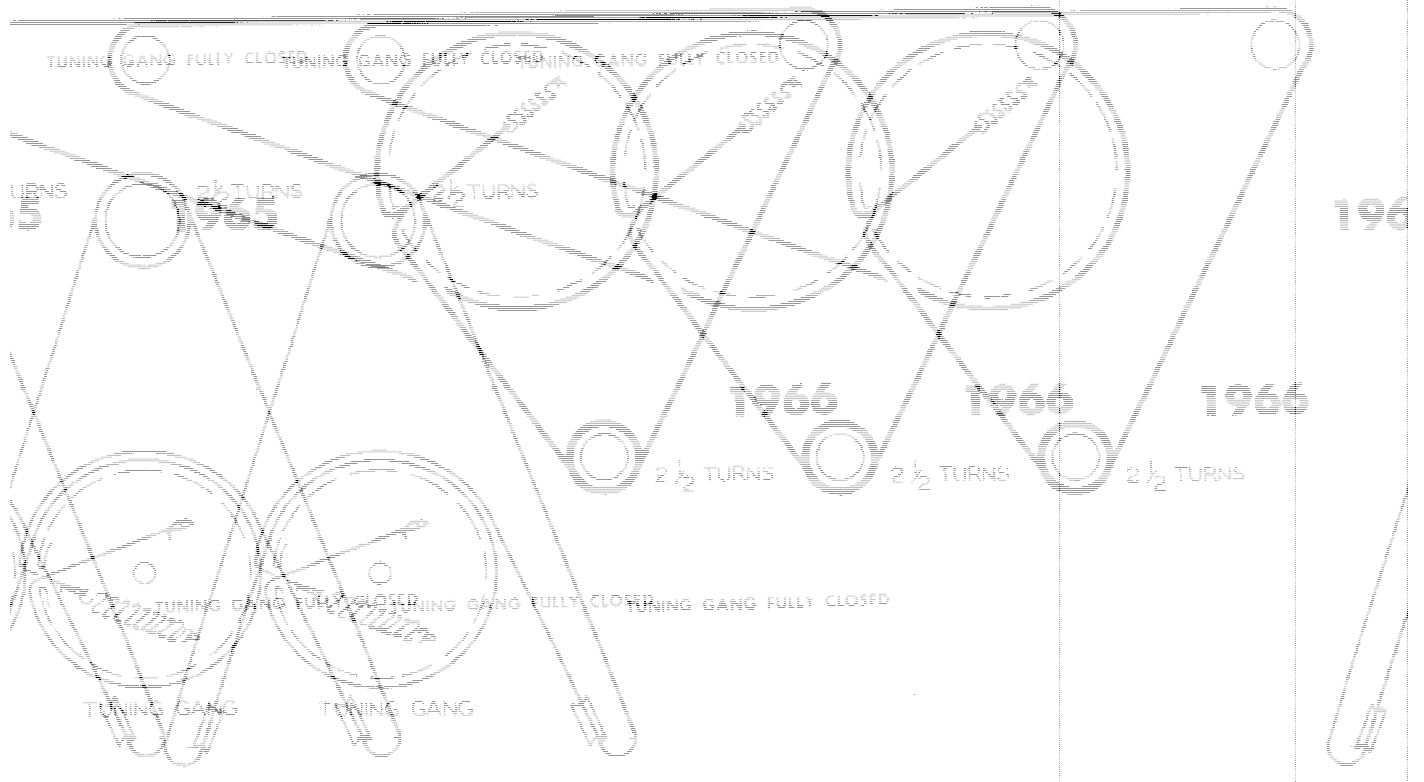
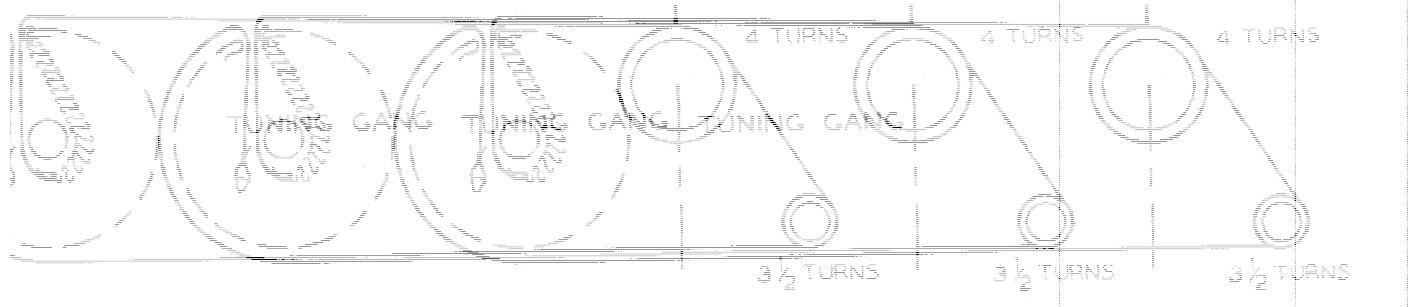
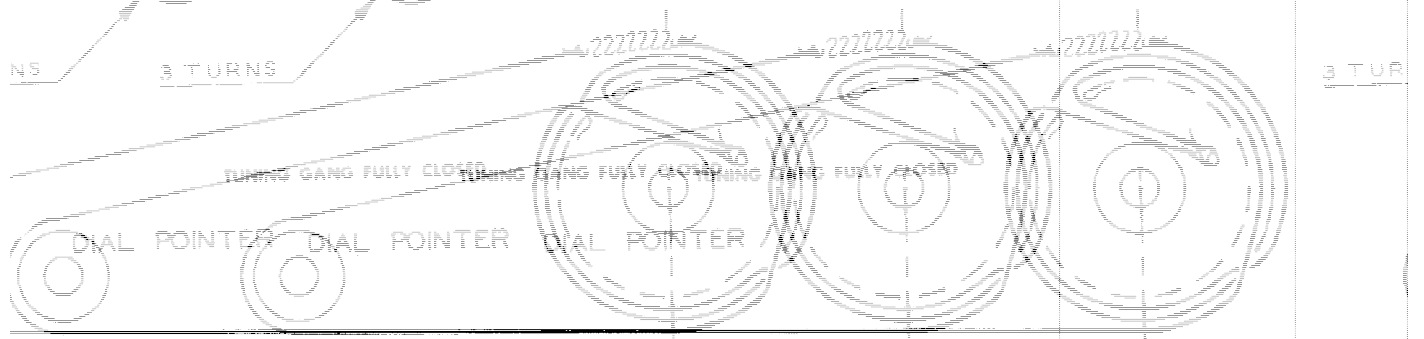
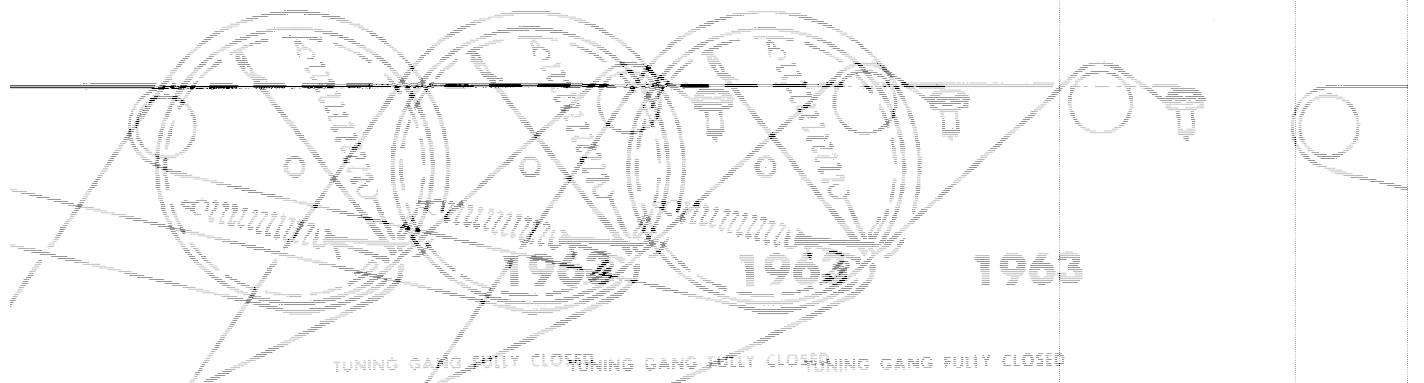
TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED

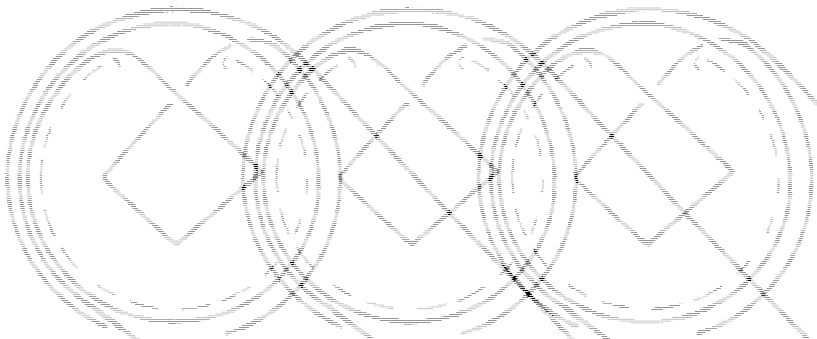
TUNING SHAFT

TUNING SHAFT

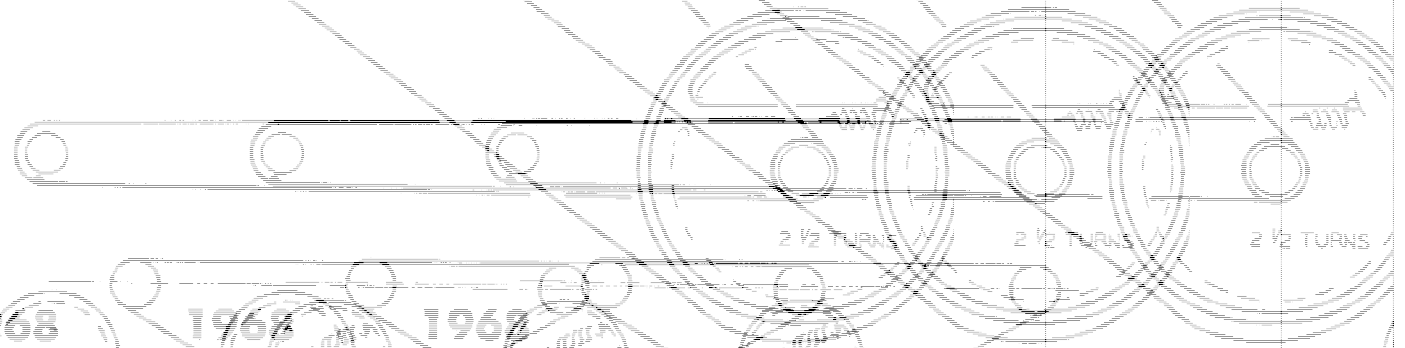
TUNING SHAFT



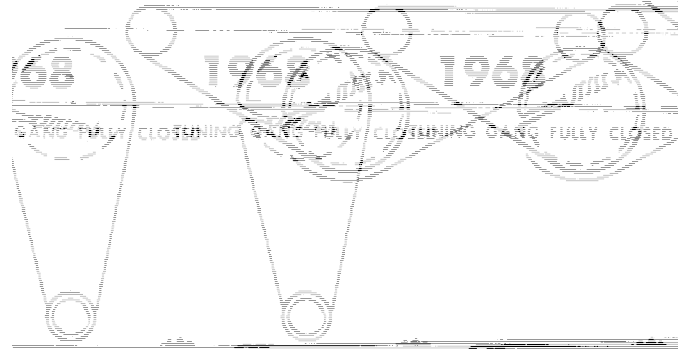




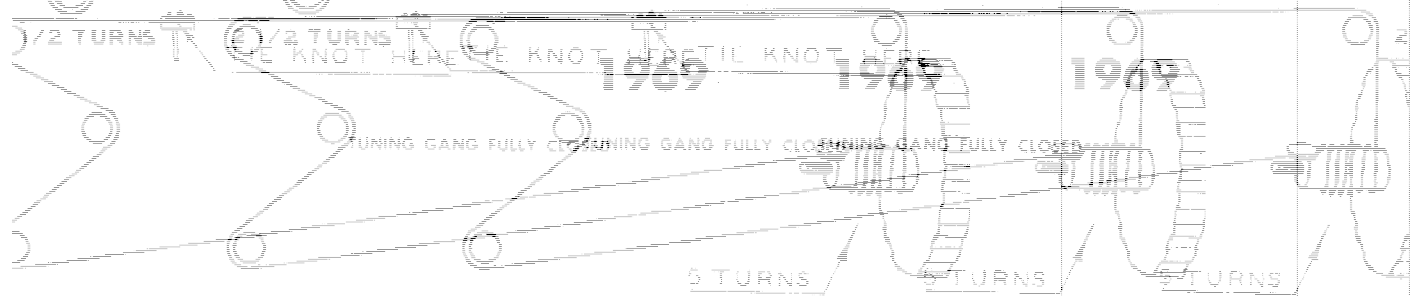
1967 1967 1967



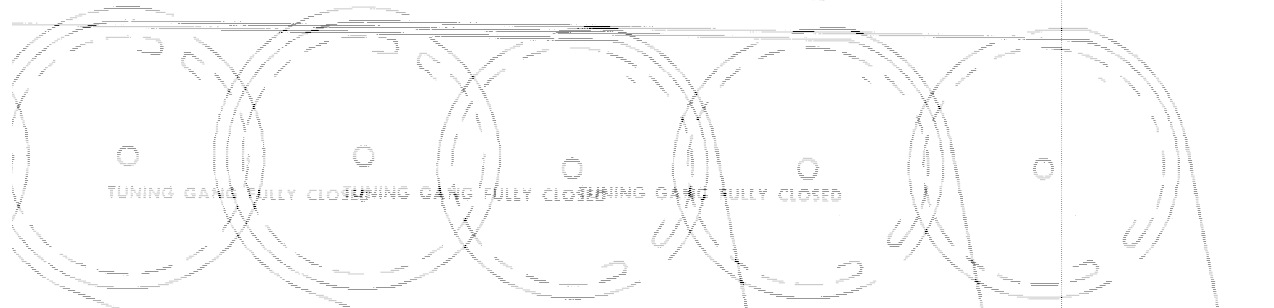
2 1/2 TURNS 2 1/2 TURNS 2 1/2 TURNS



68 1967 1967  
 GANG FULLY CLOSING GANG FULLY CLOSING GANG FULLY CLOSED

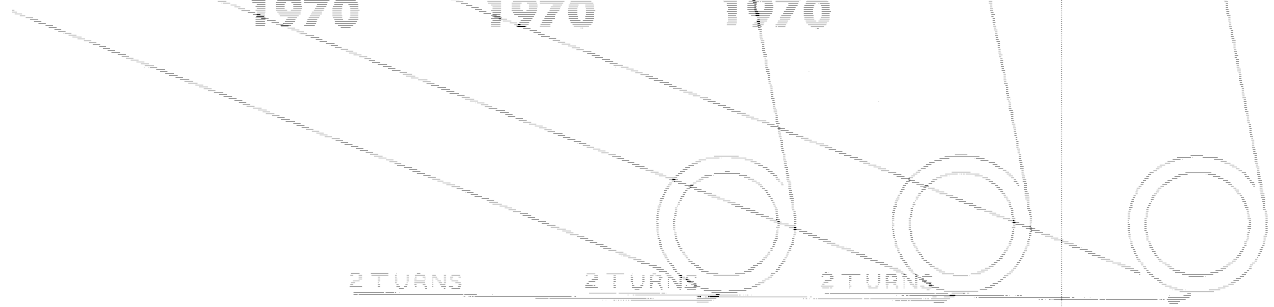


1/2 TURNS 1/2 TURNS 1/2 TURNS  
 TUNING GANG FULLY CLOSING GANG FULLY CLOSING GANG FULLY CLOSED  
 1969 1969 1969  
 5 TURNS 5 TURNS 5 TURNS

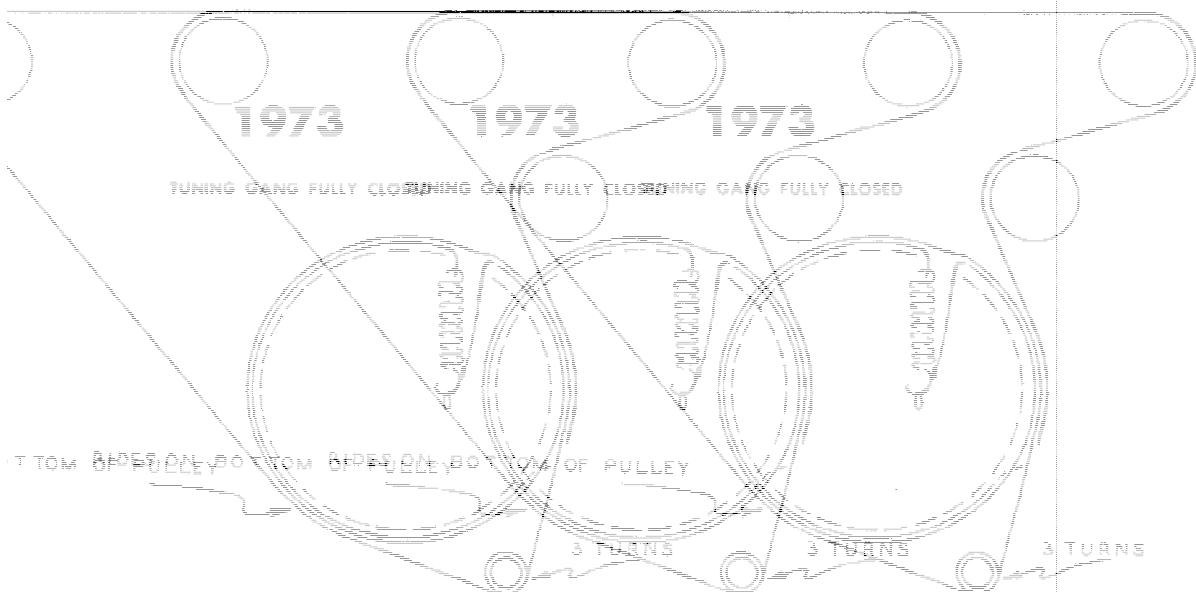
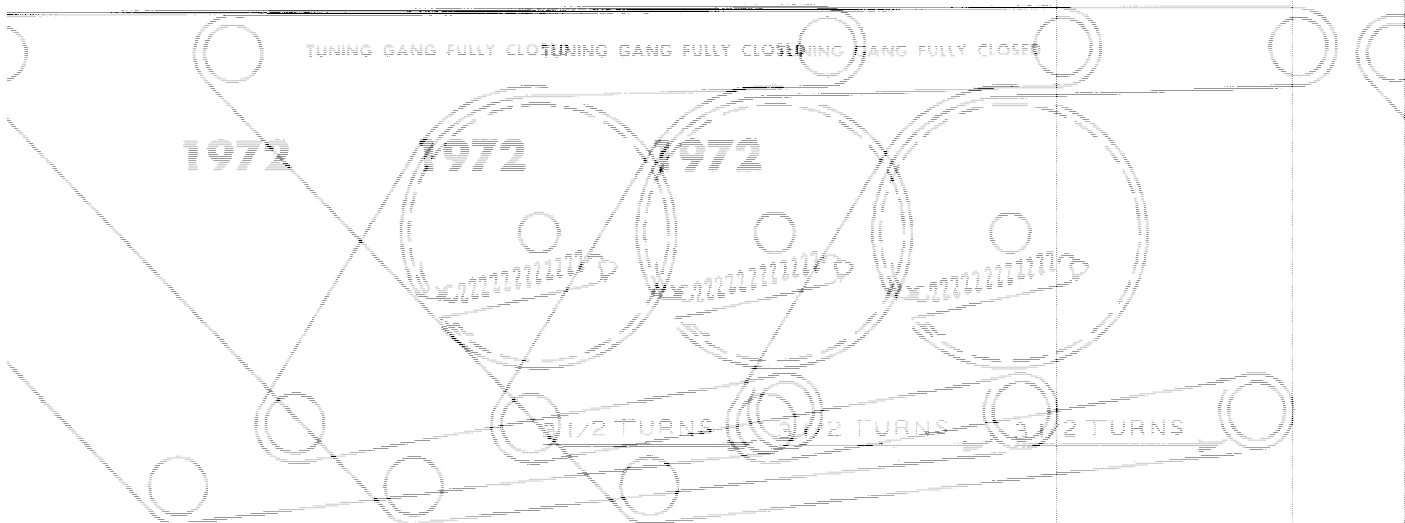
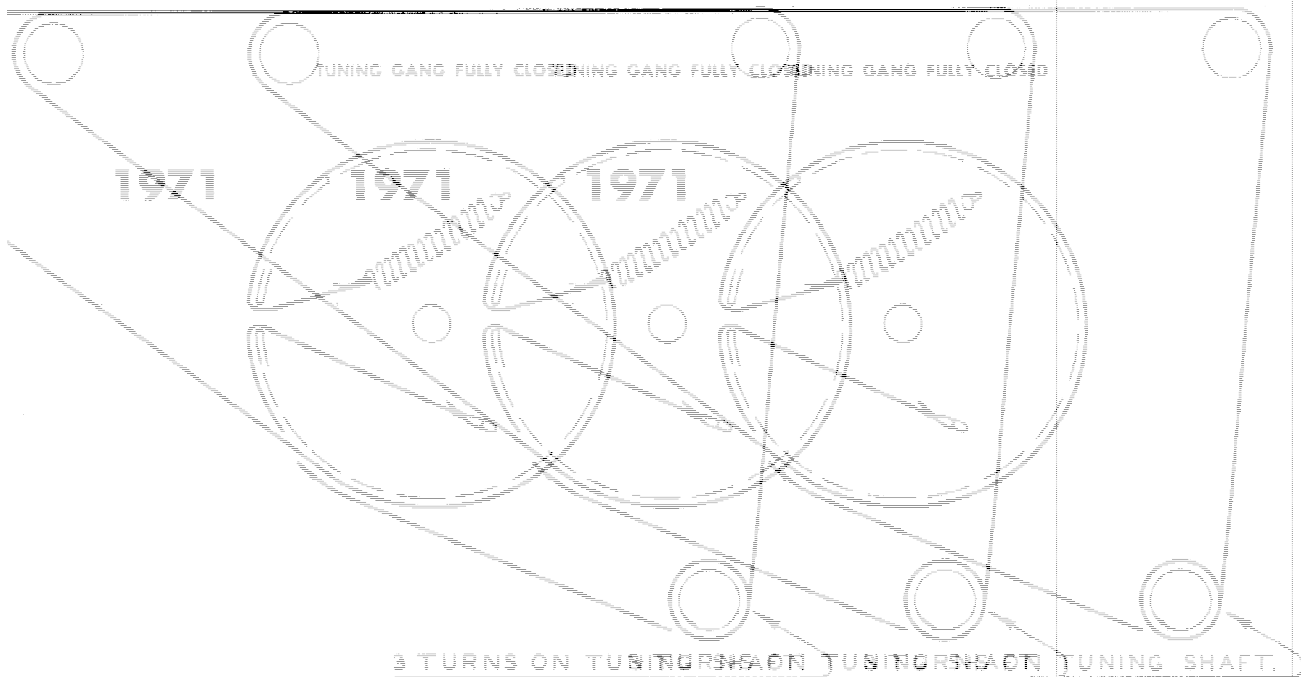


TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED

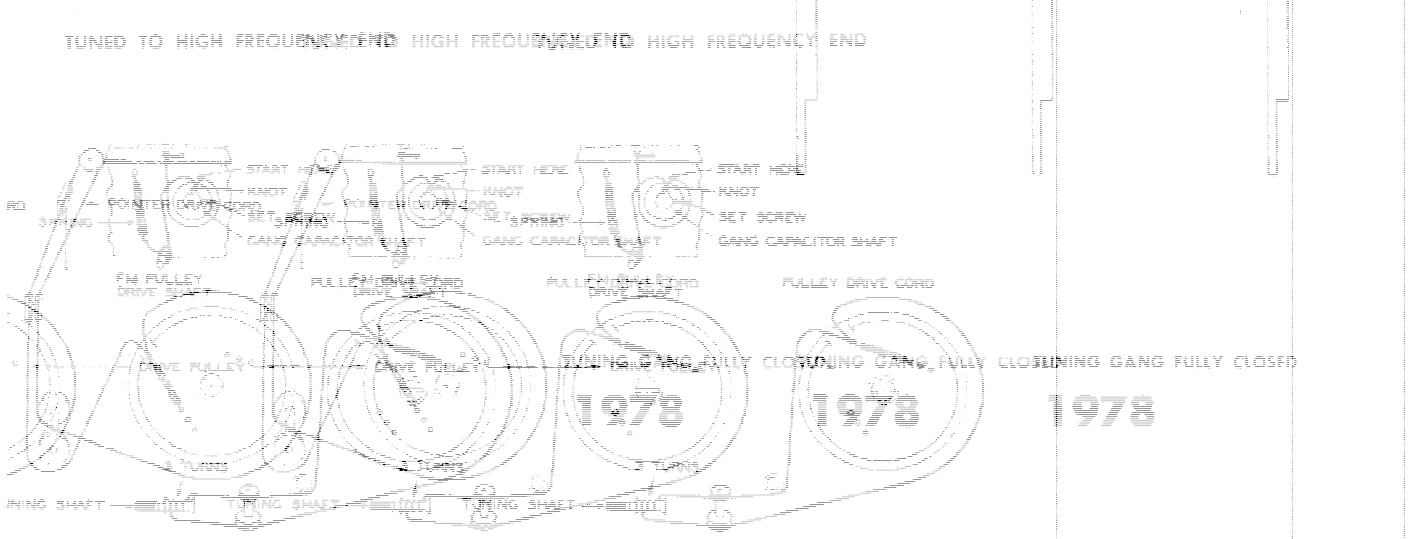
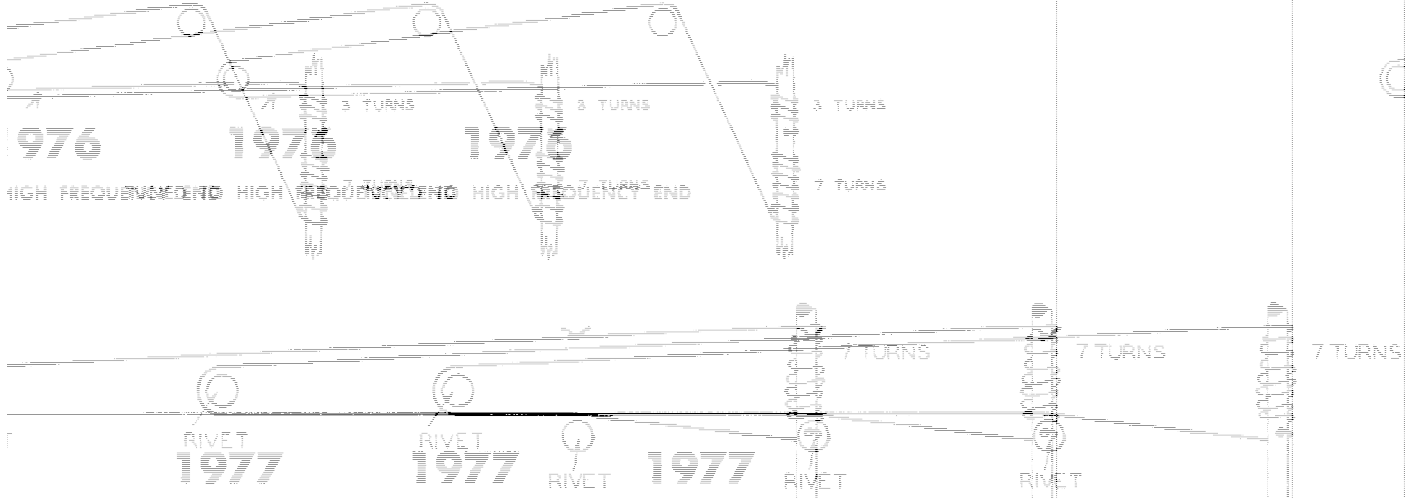
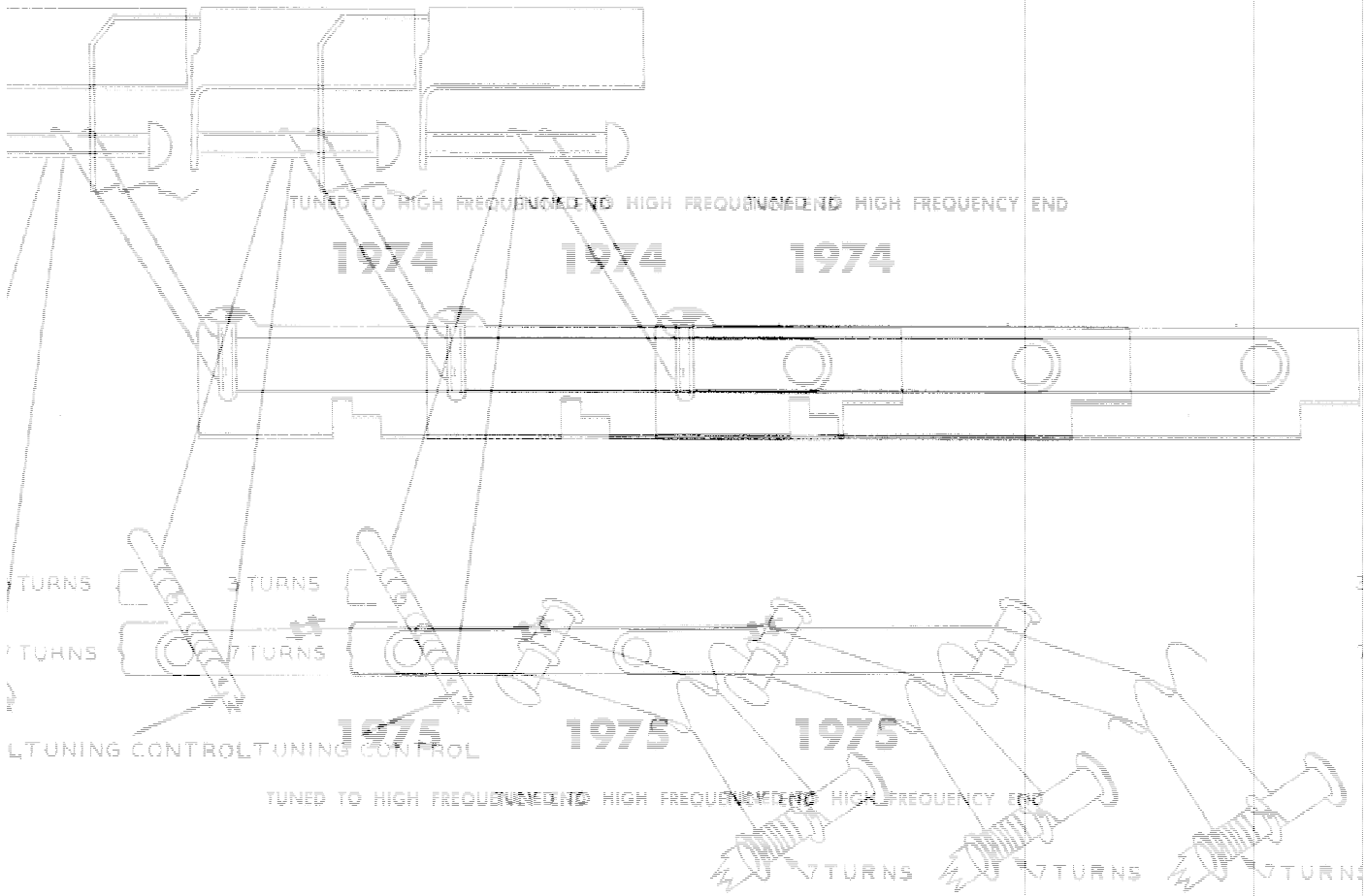
1970 1970 1970

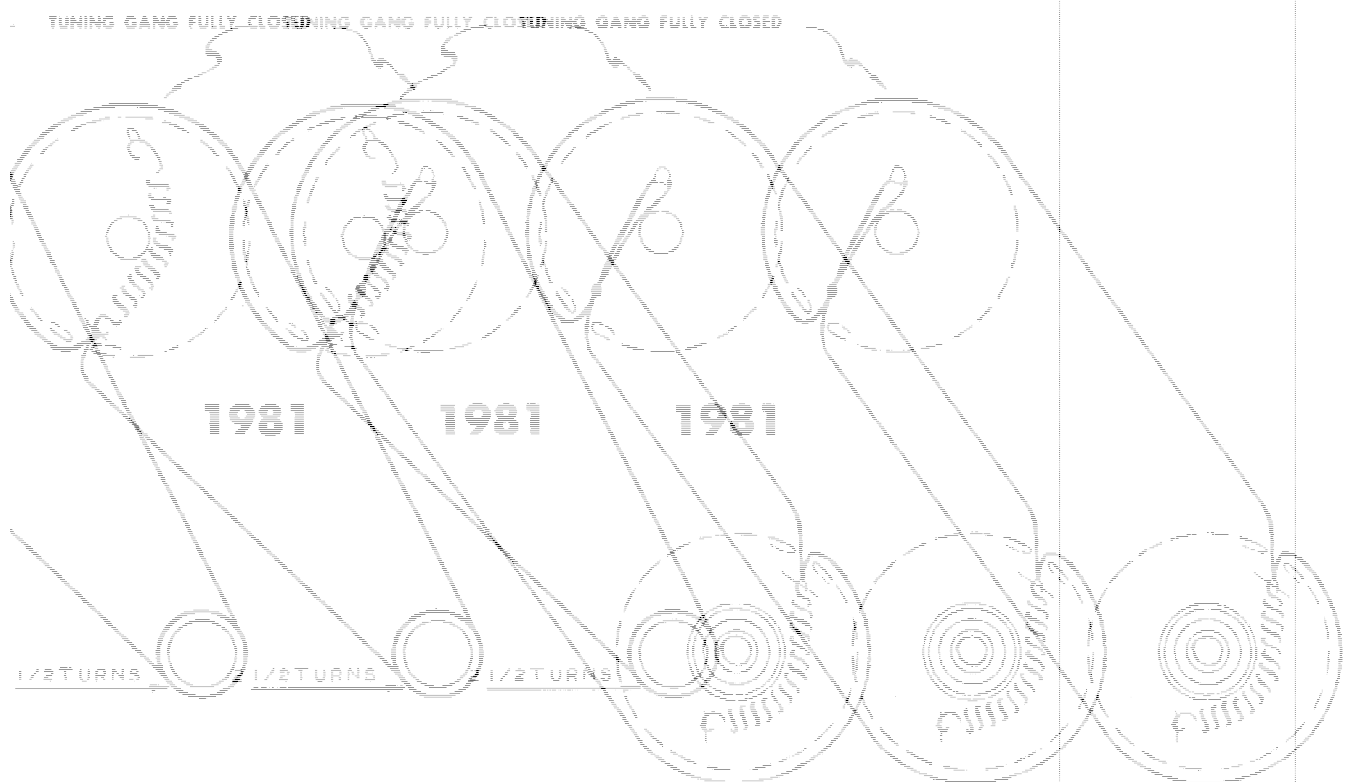
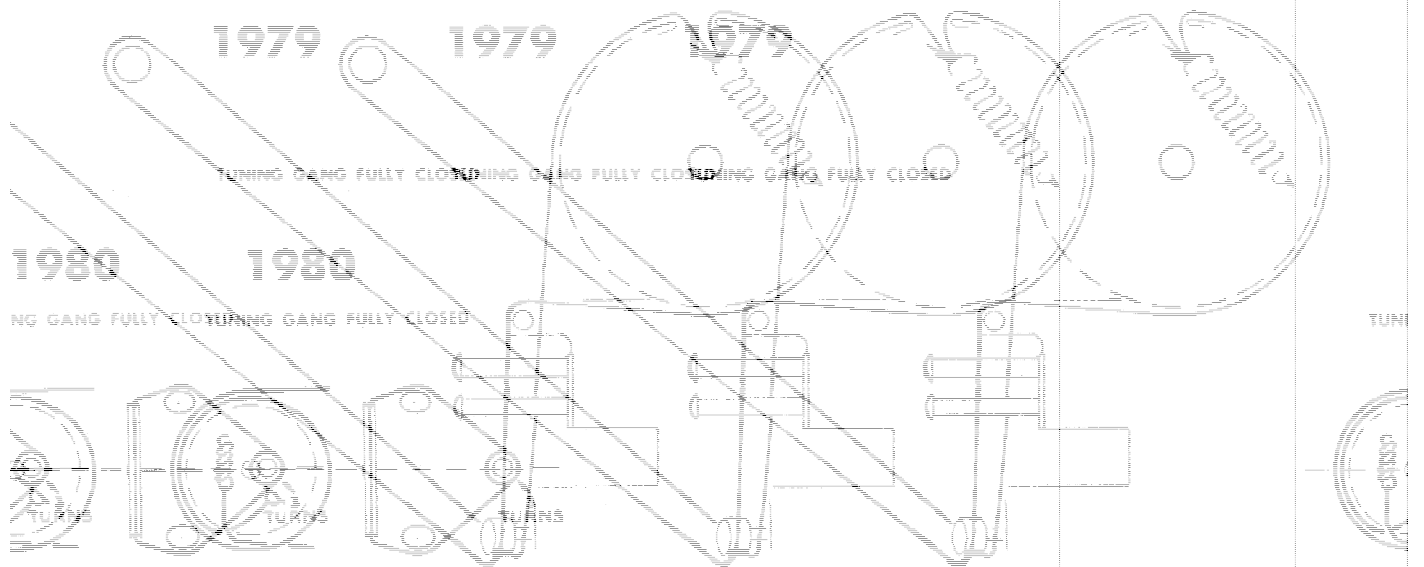
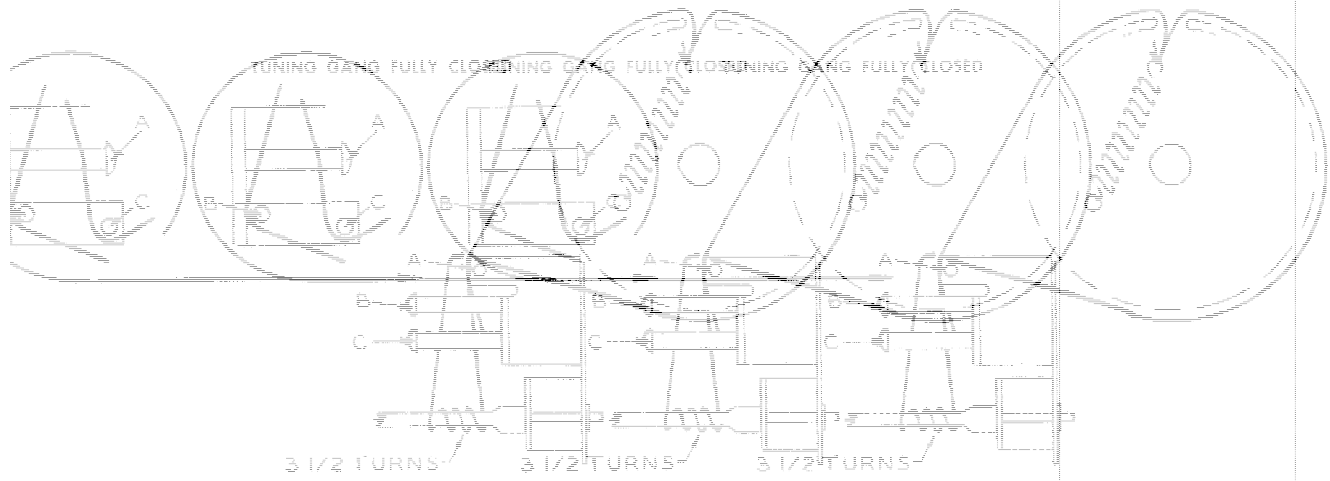


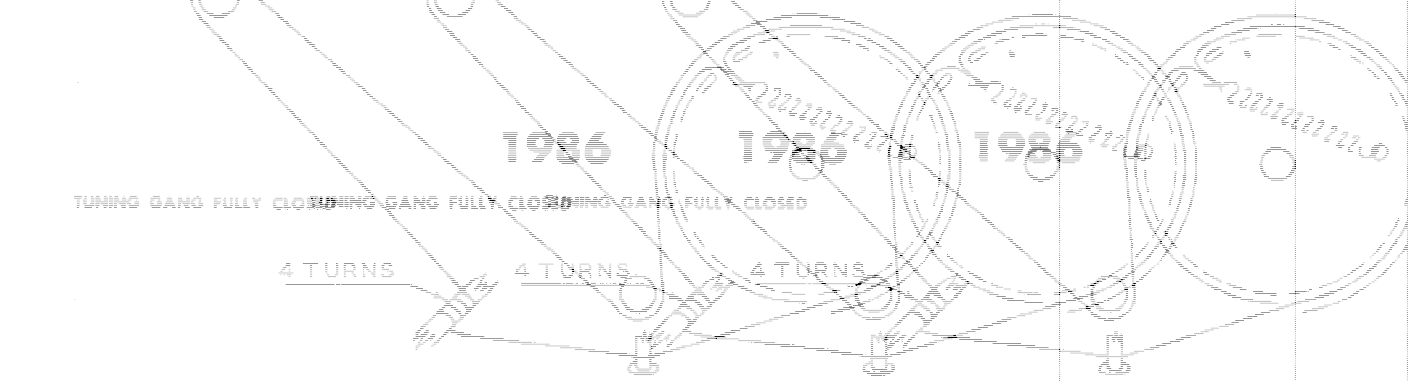
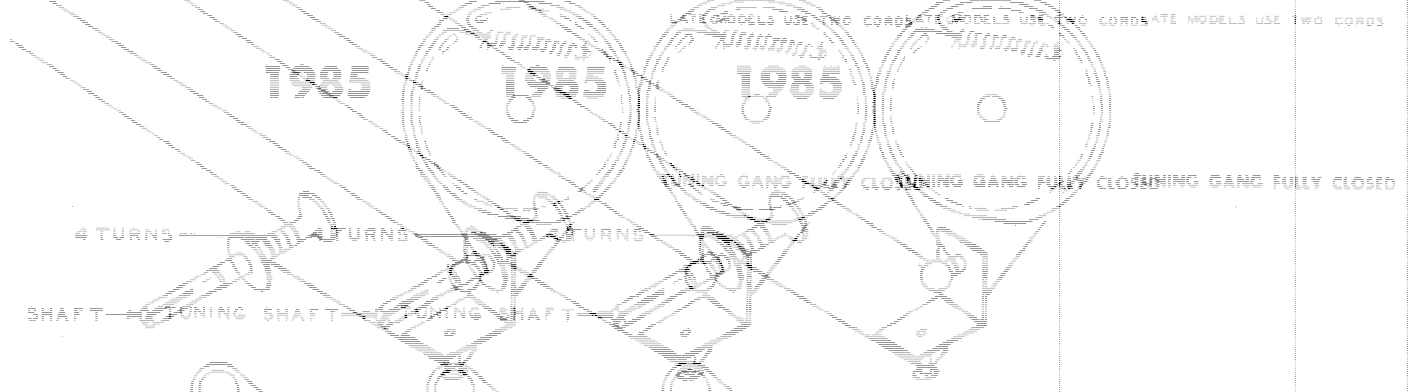
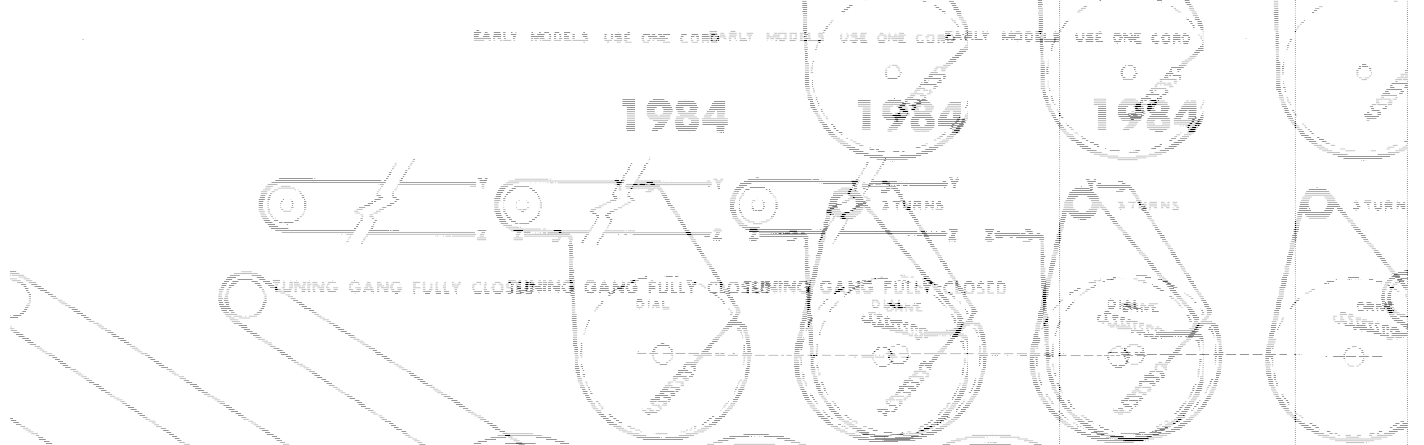
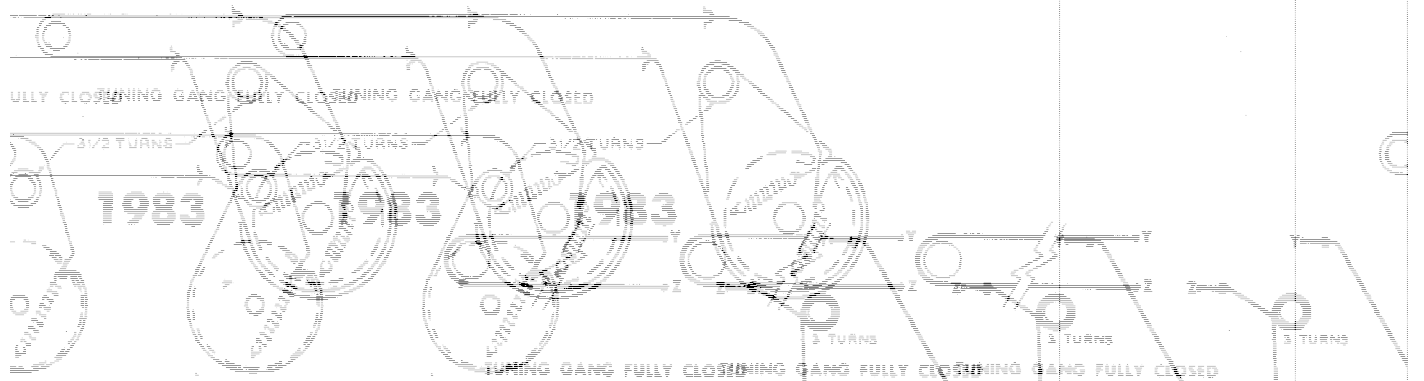
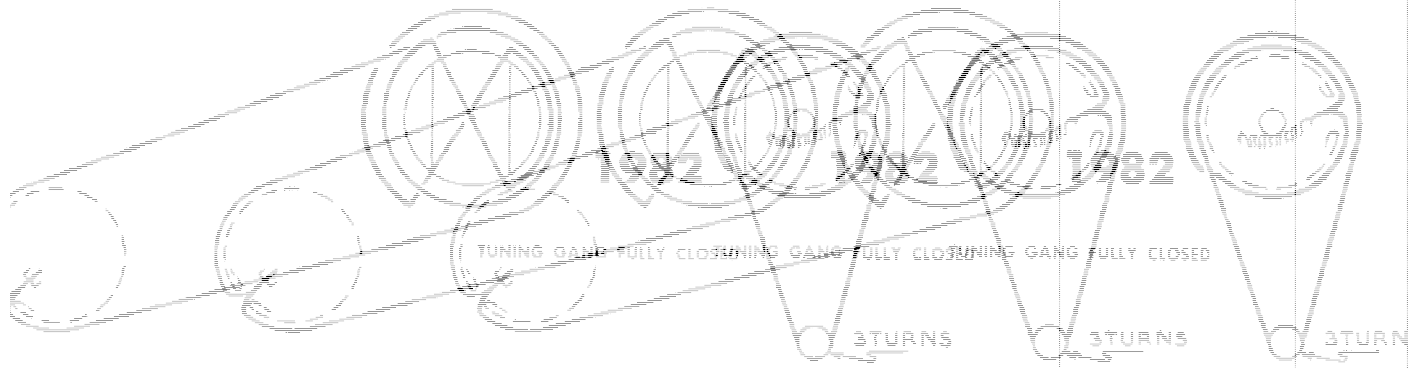
2 TURNS 2 TURNS 2 TURNS





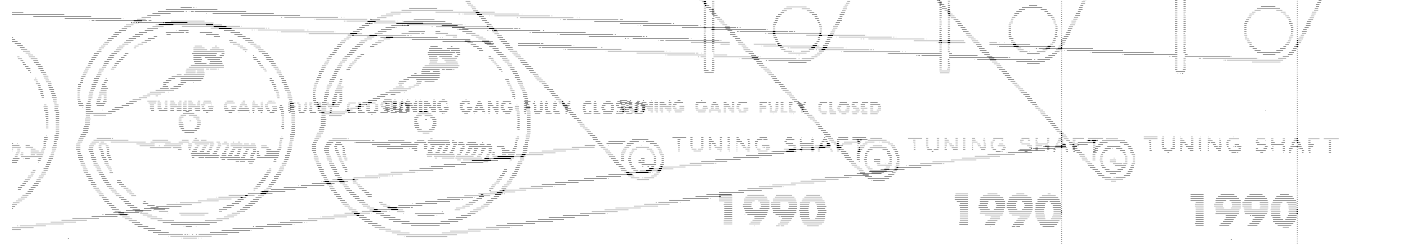






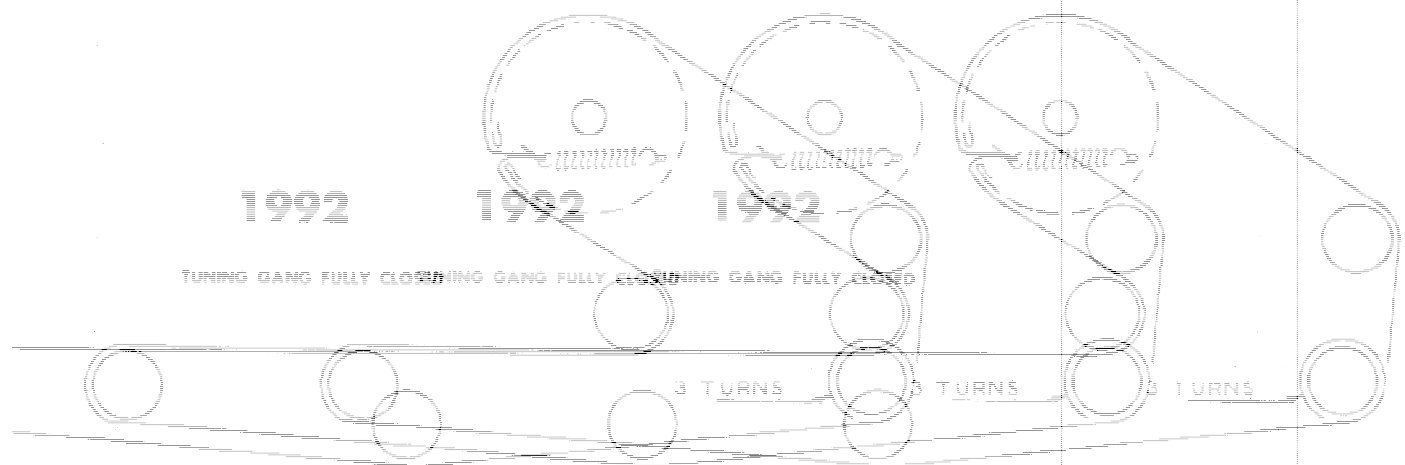
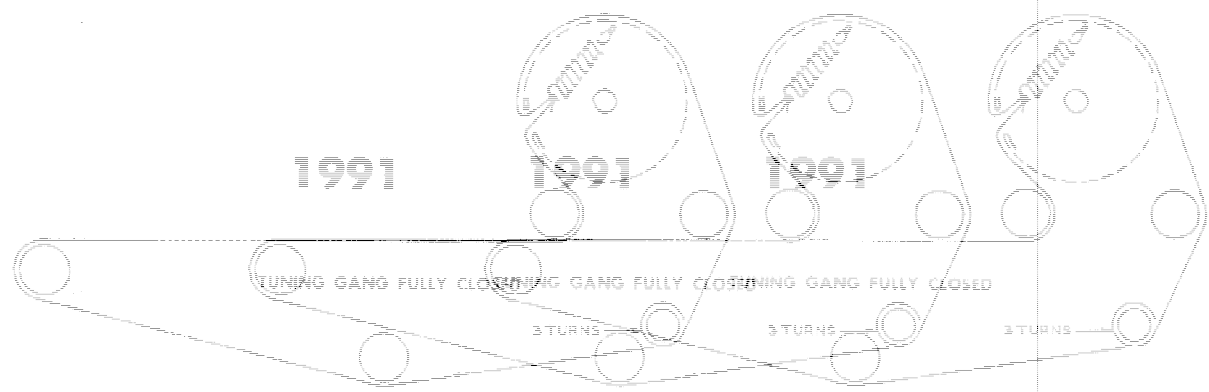


SPREAD DIALS SPREAD DIALS SPREAD DIAL  
 ) ASSEMBLY CORD ASSEMBLY CORD ASSEMBLY

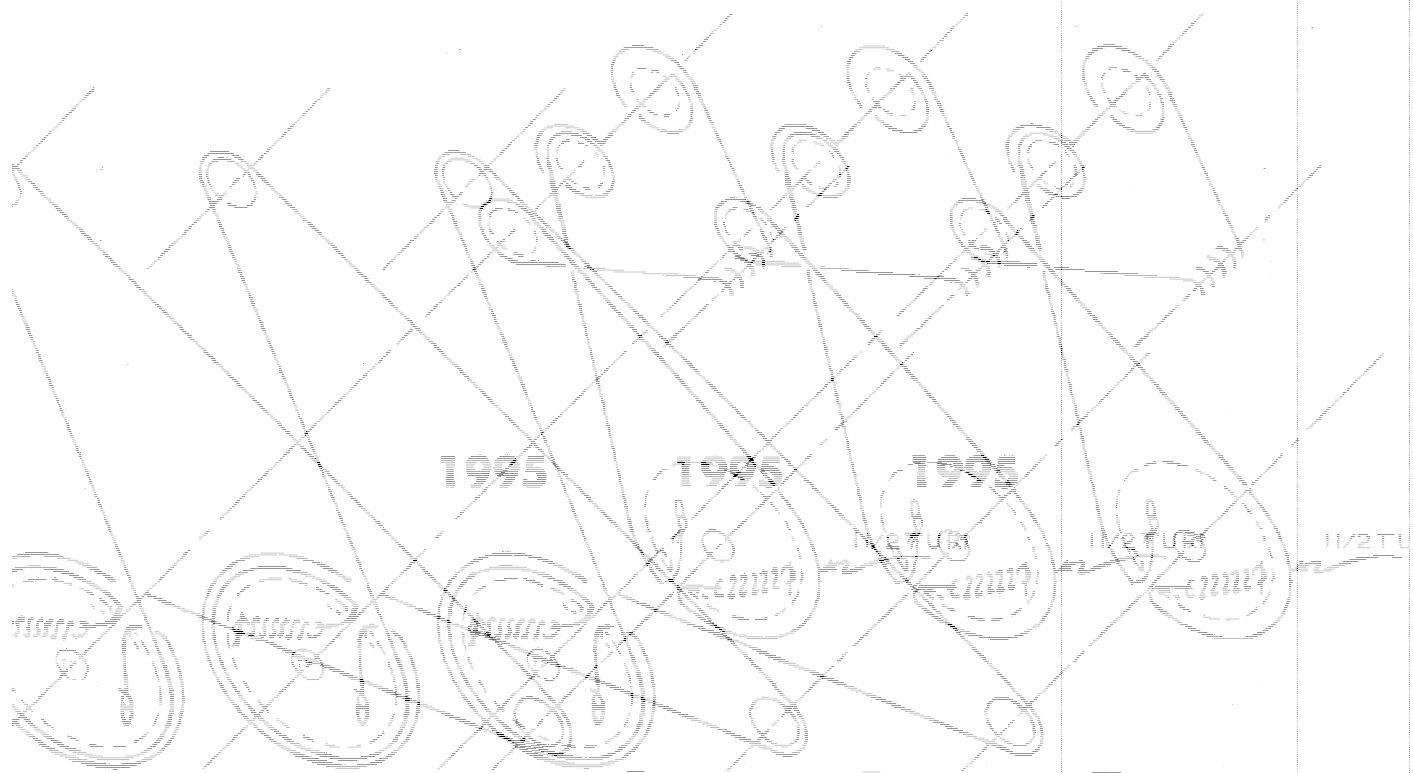


CORD LEGEND	CORD LEGEND	CORD LEGEND
CORD-B.S. DIAL-L = 57 3/8"	CORD-B.S. DIAL-L = 57 3/8"	CORD-B.S. DIAL-L = 57 3/8"
CORD-GC DIAL-L = 46"	CORD-GC DIAL-L = 46"	CORD-GC DIAL-L = 46"

OVERGENERAL COVERGENERAL COVERGENERAL COVER  
 ) ASSEMBLY CORD ASSEMBLY CORD ASSEMBLY







1995

1995

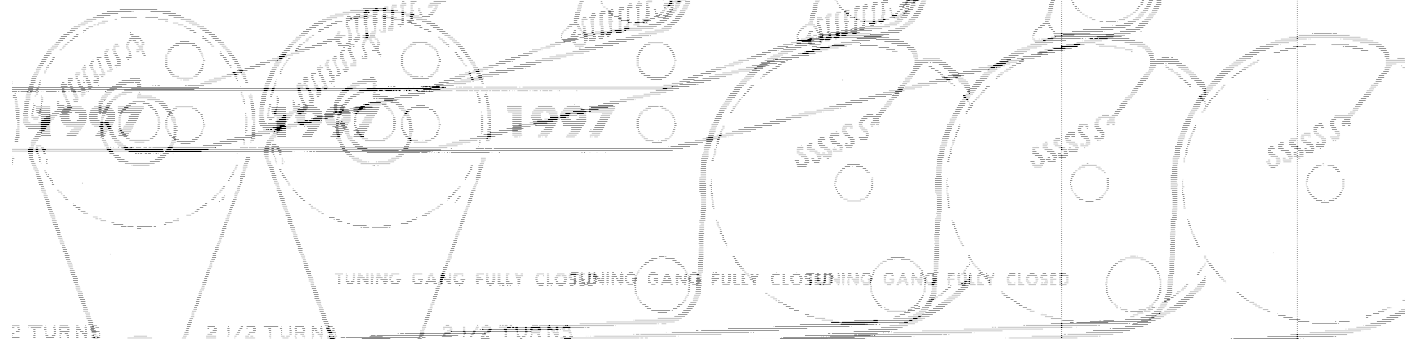
1995

1/2 TURNS

1/2 TURNS

1/2 TU

CLOSING GANG FULLY CLOSED



1997

1997

1997

1998

1998

1998

TUNING GANG FULLY CLOSING GANG FULLY CLOSING GANG FULLY CLOSING GANG FULLY CLOSING GANG FULLY CLOSING

2 TURNS

2 1/2 TURNS

2 1/2 TURNS

EDGE HOOK

GUIDE HOOK

GUIDE HOOK

3 1/2 TURNS

3 1/2 TURNS

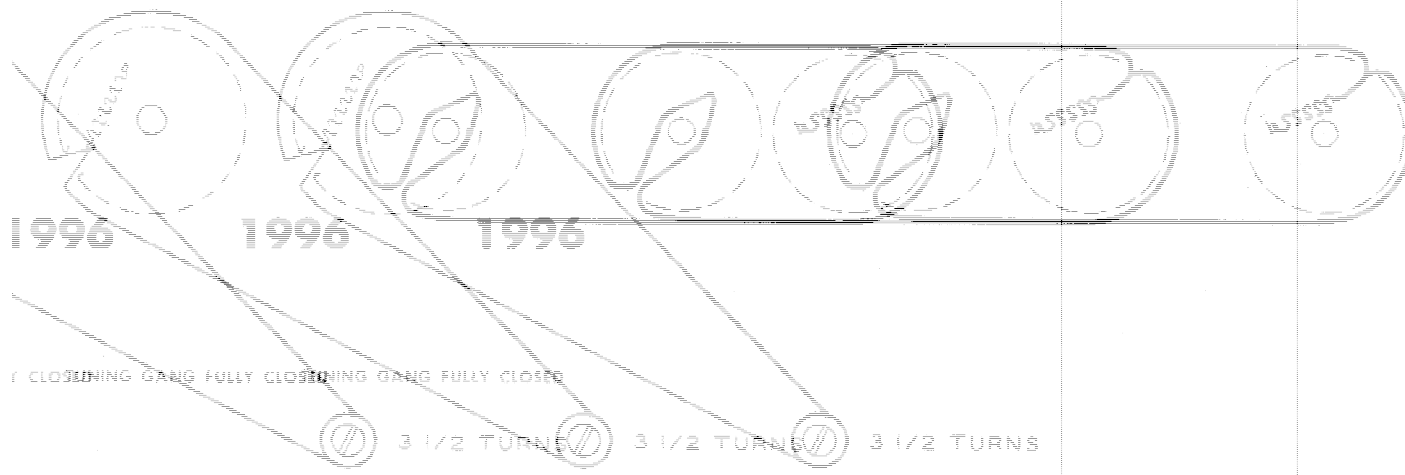
3 1/2 TURNS

1996

1996

1996

CLOSING GANG FULLY CLOSING GANG FULLY CLOSING GANG FULLY CLOSING



3 1/2 TURNS

3 1/2 TURNS

3 1/2 TURNS

1999

1999

1999

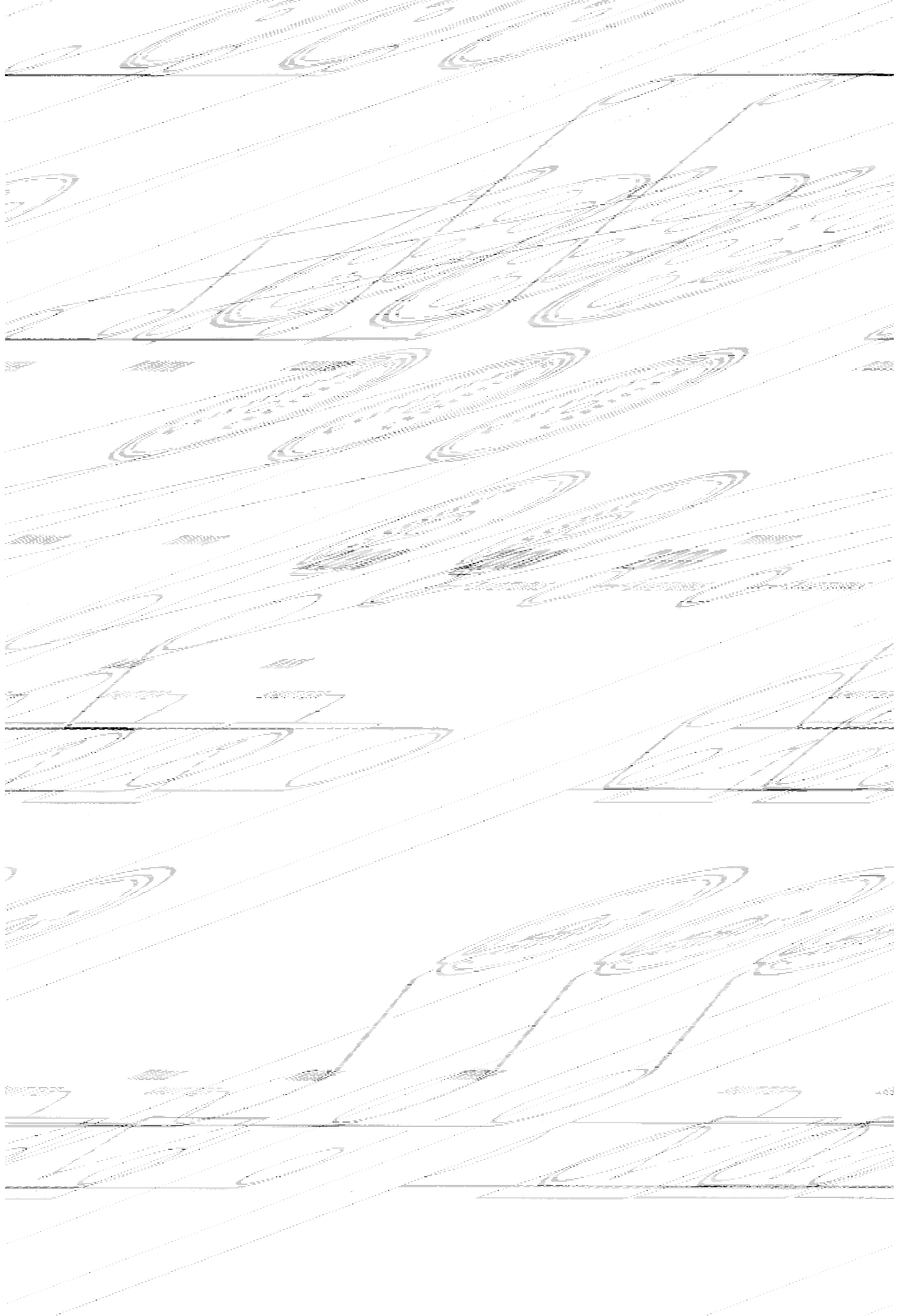
TUNING GANG FULLY OPENING GANG FULLY OPENING GANG FULLY OPENING GANG FULLY OPEN

3 TURNS

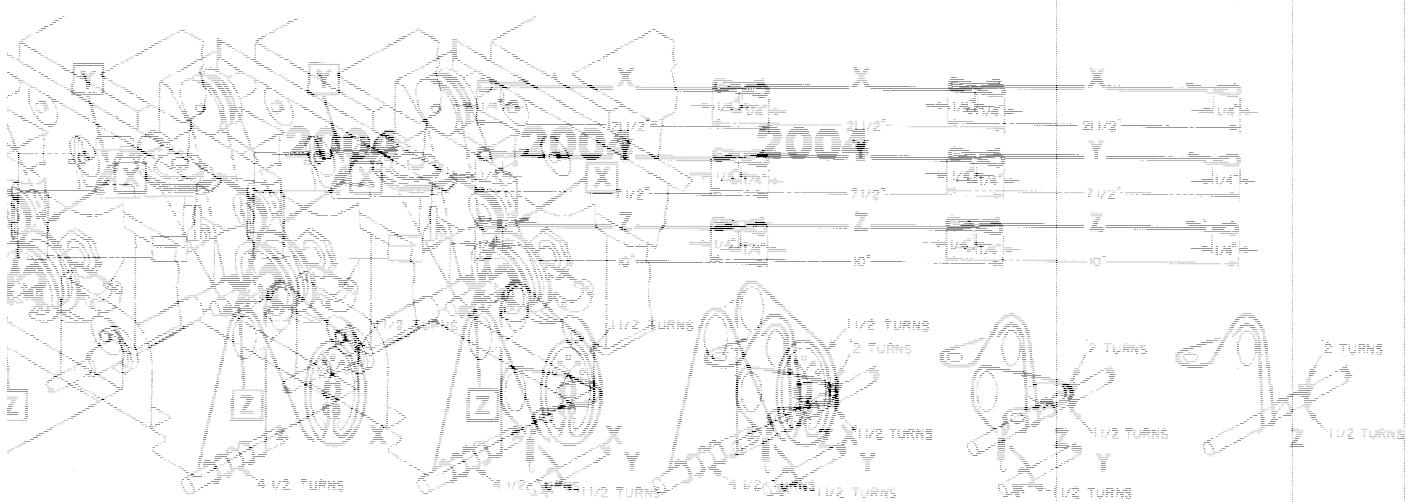
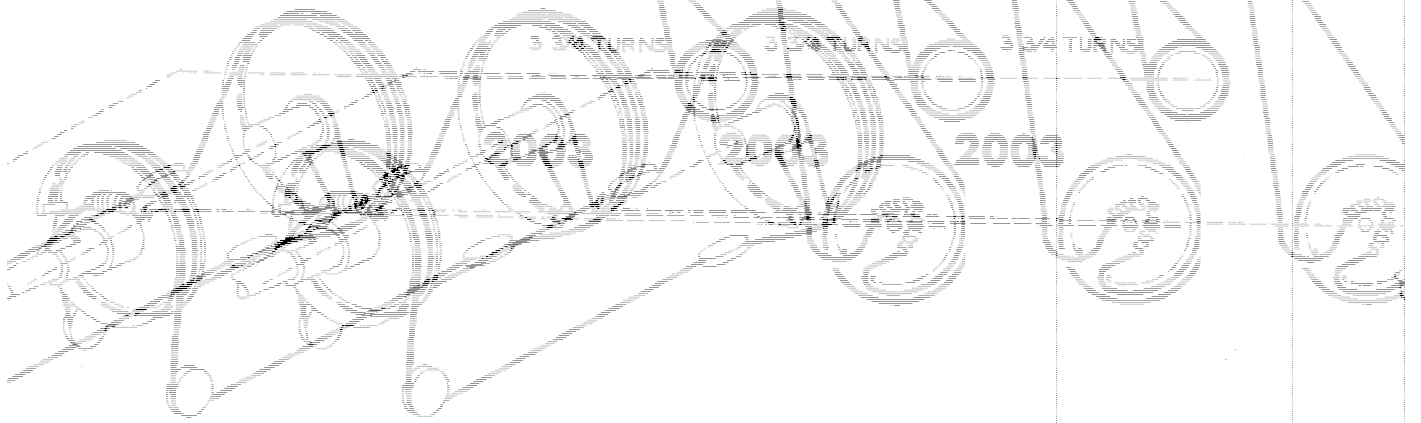
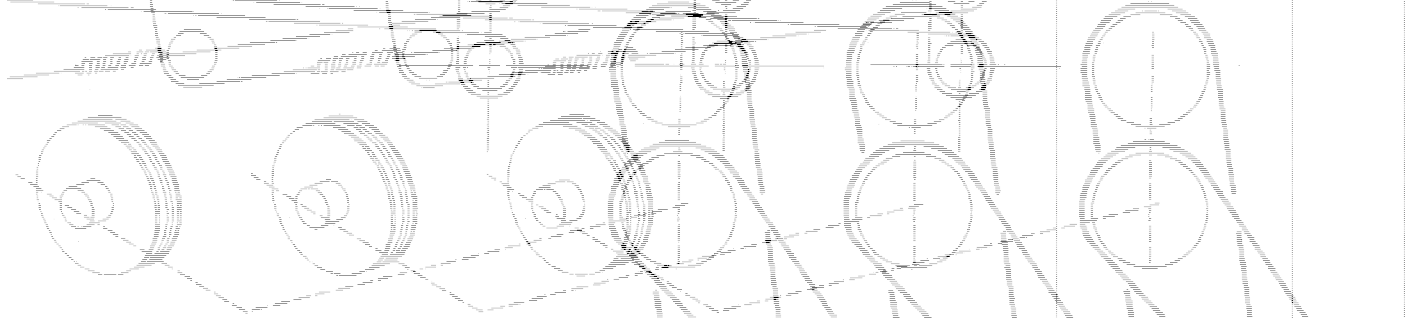
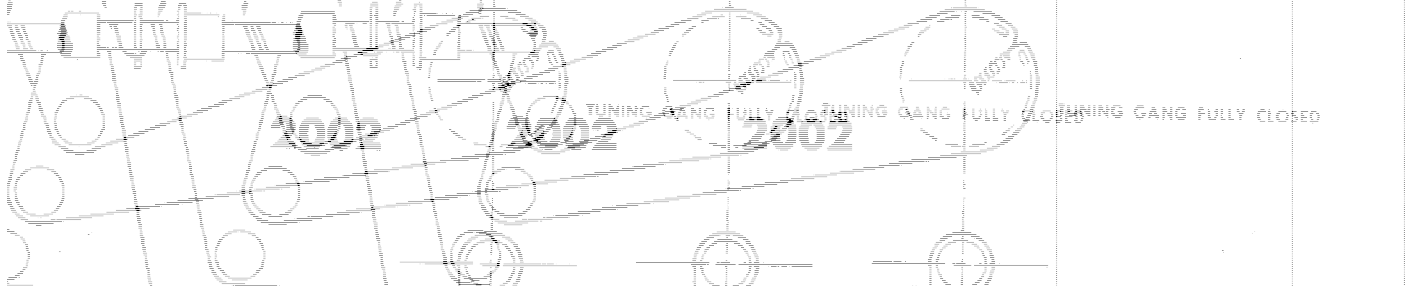
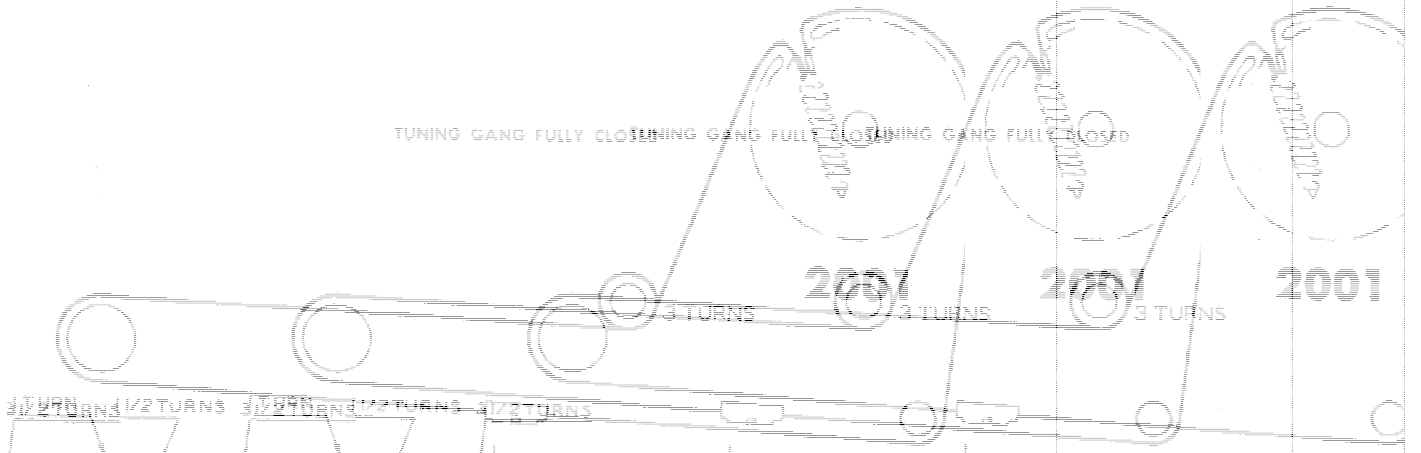
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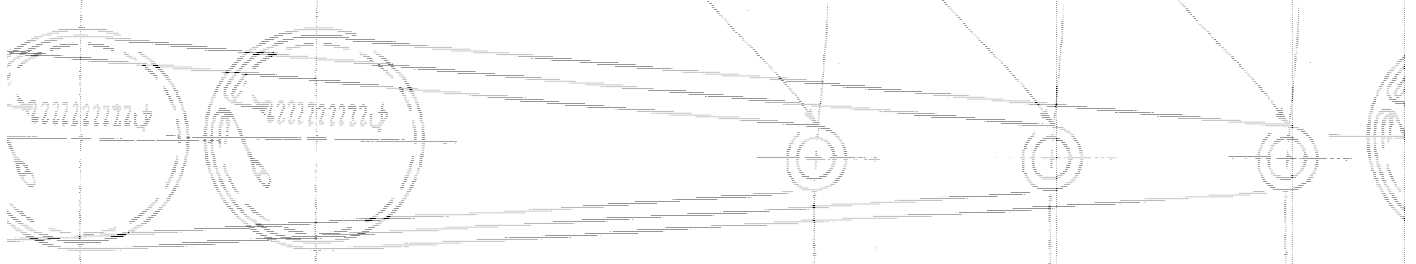
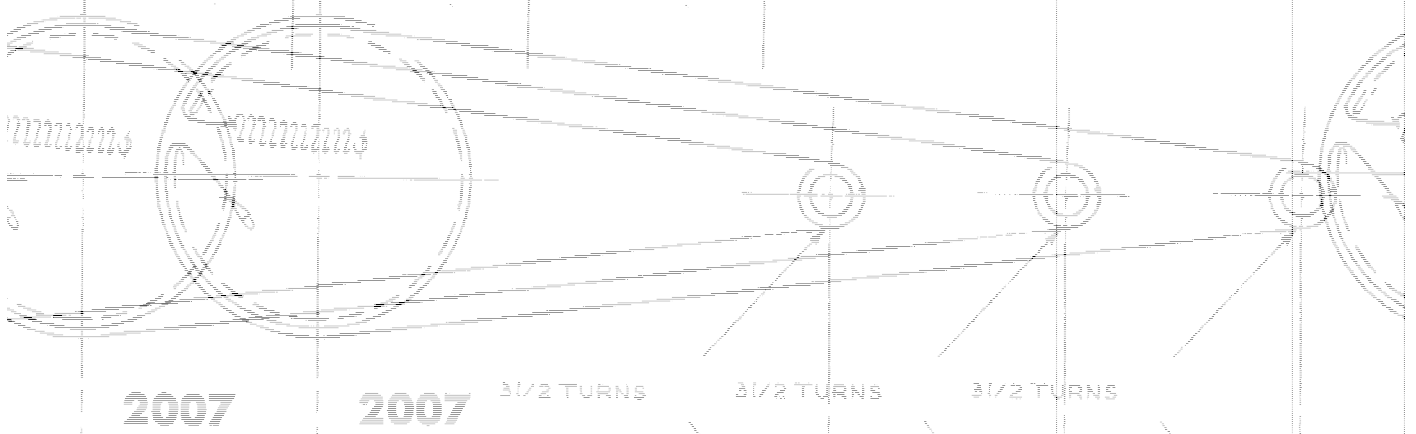
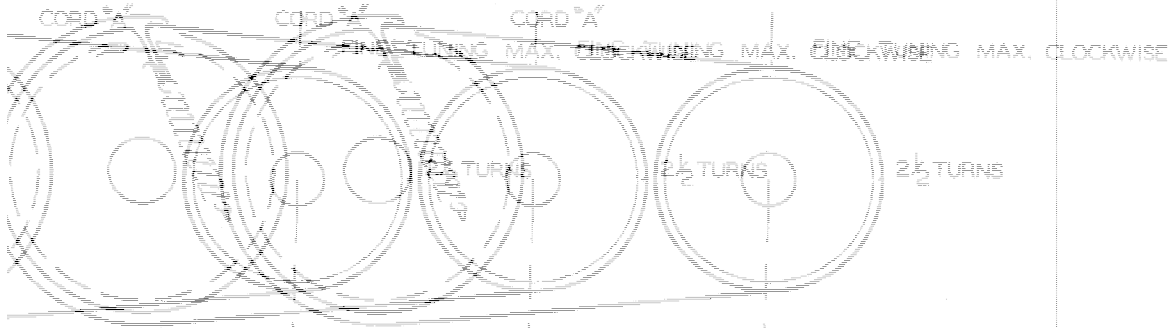
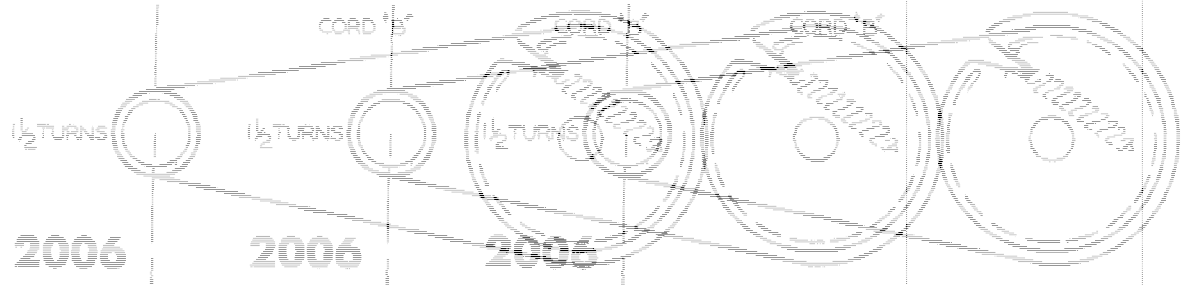
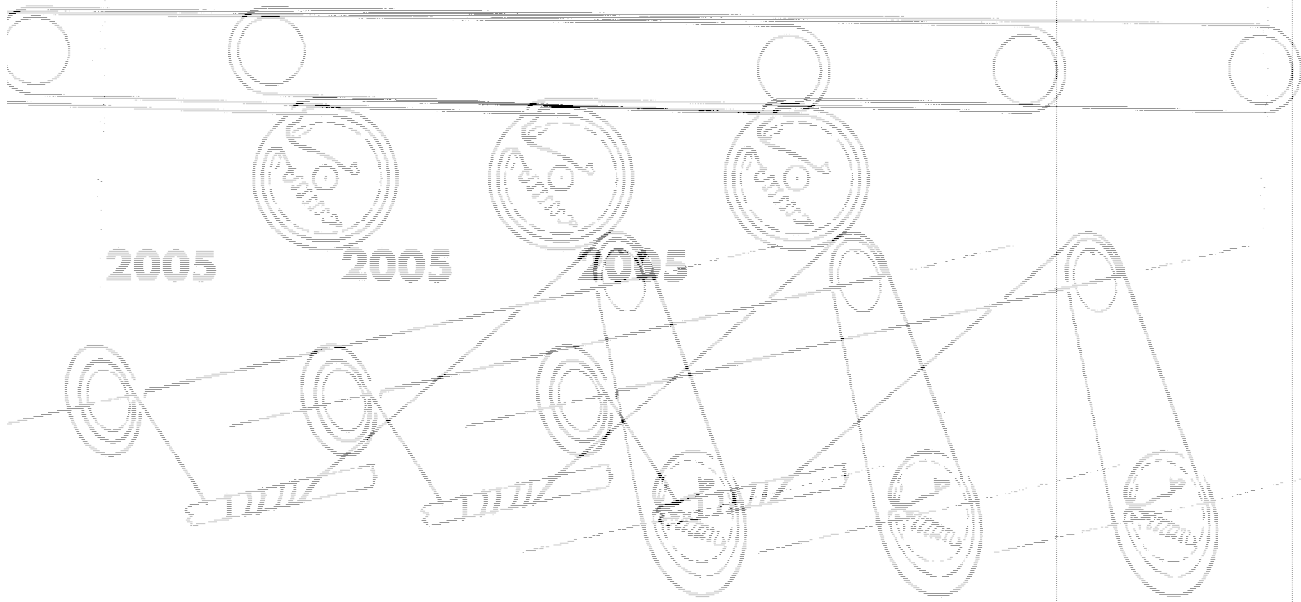
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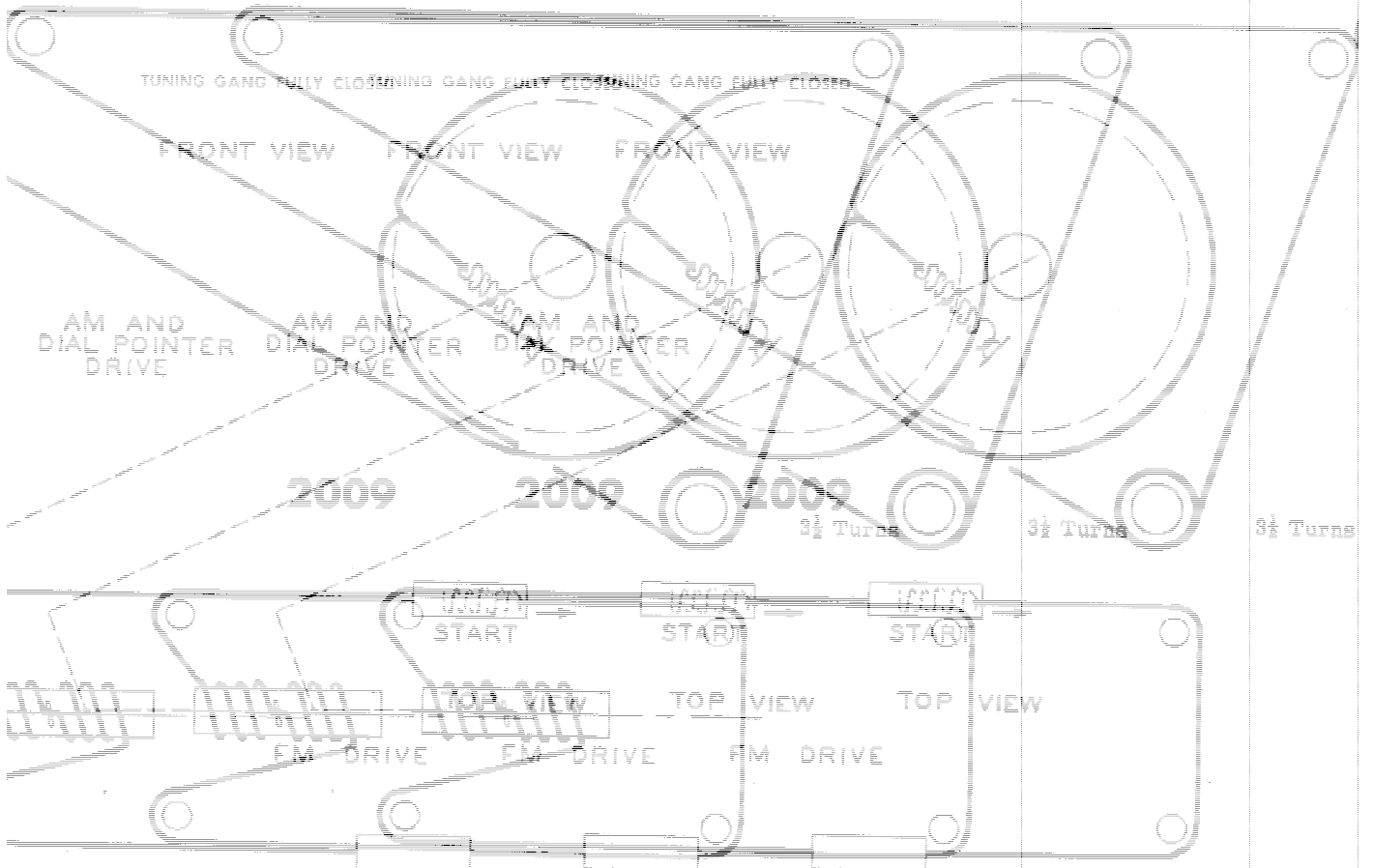
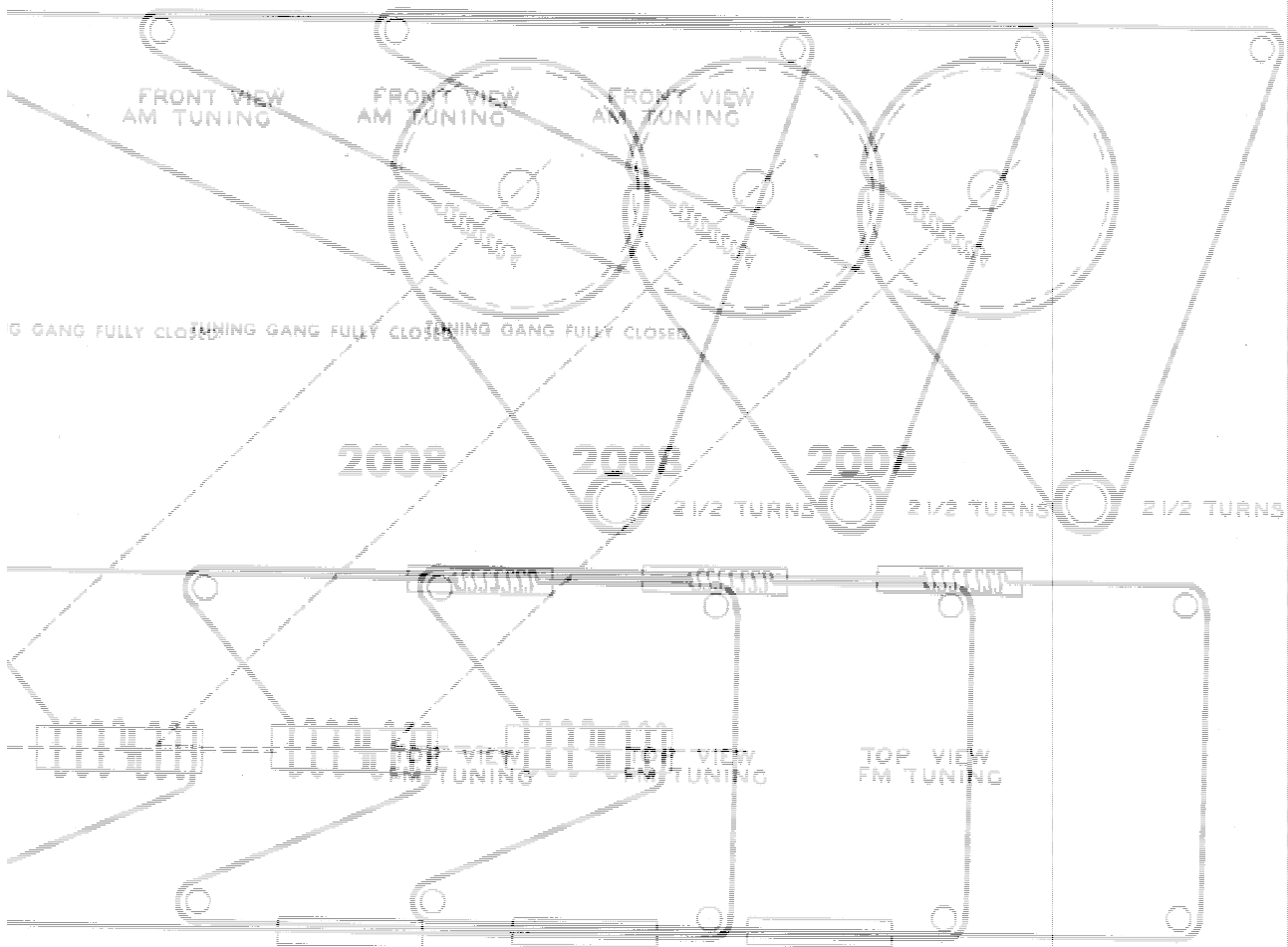


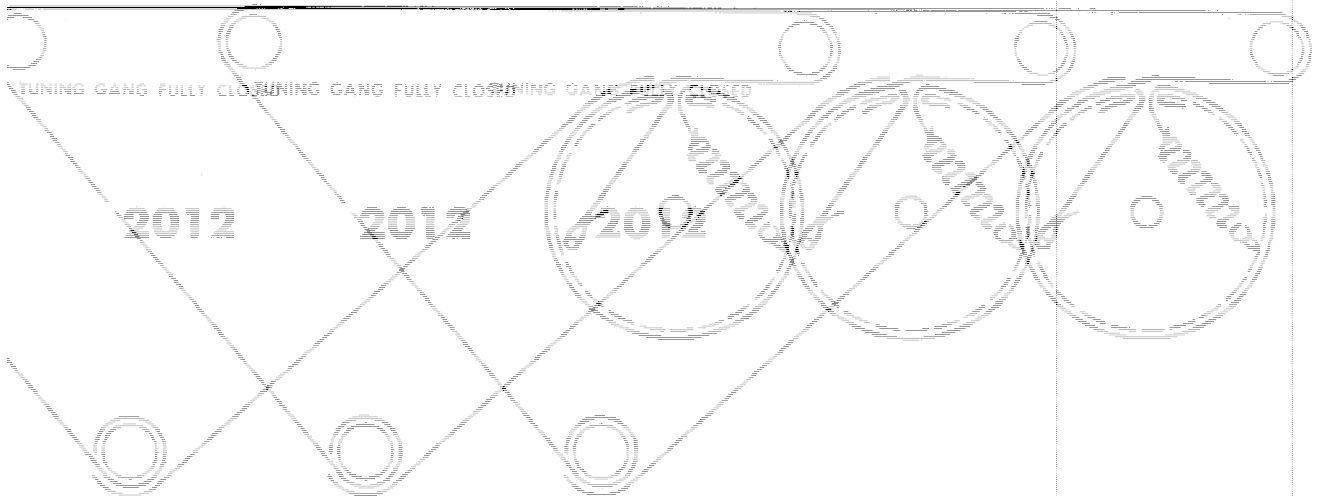
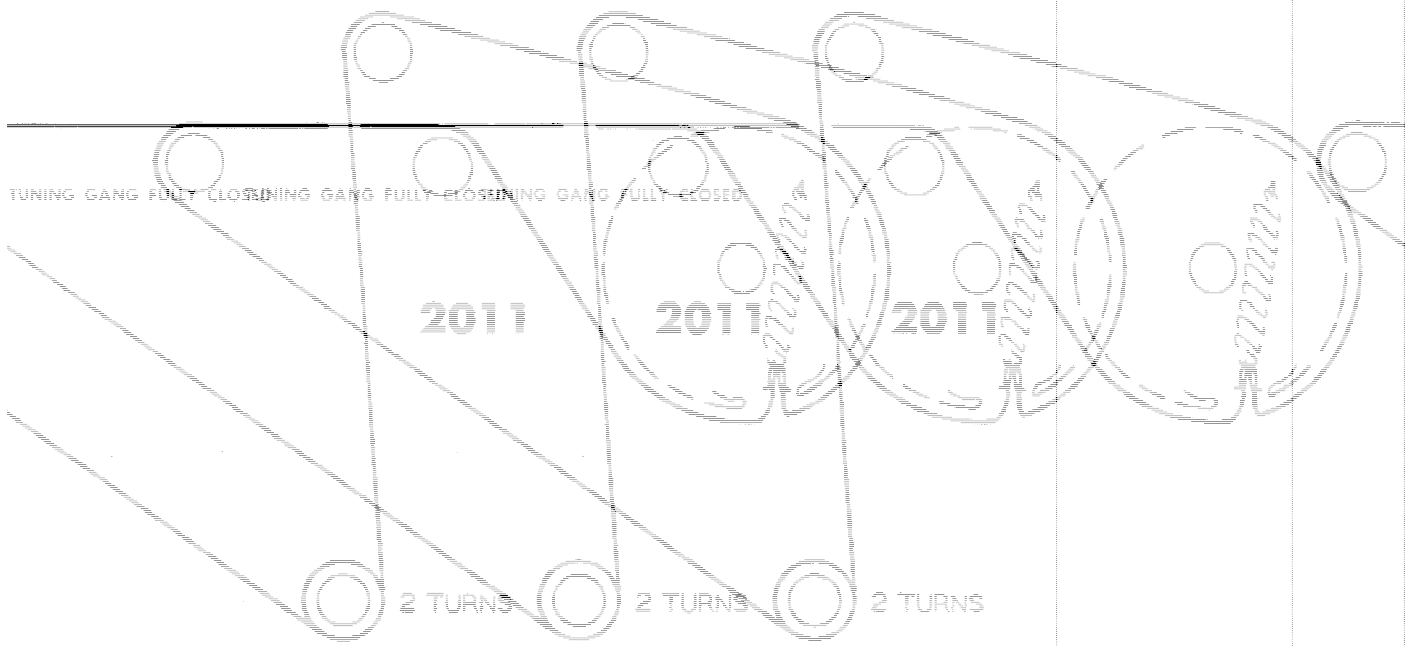
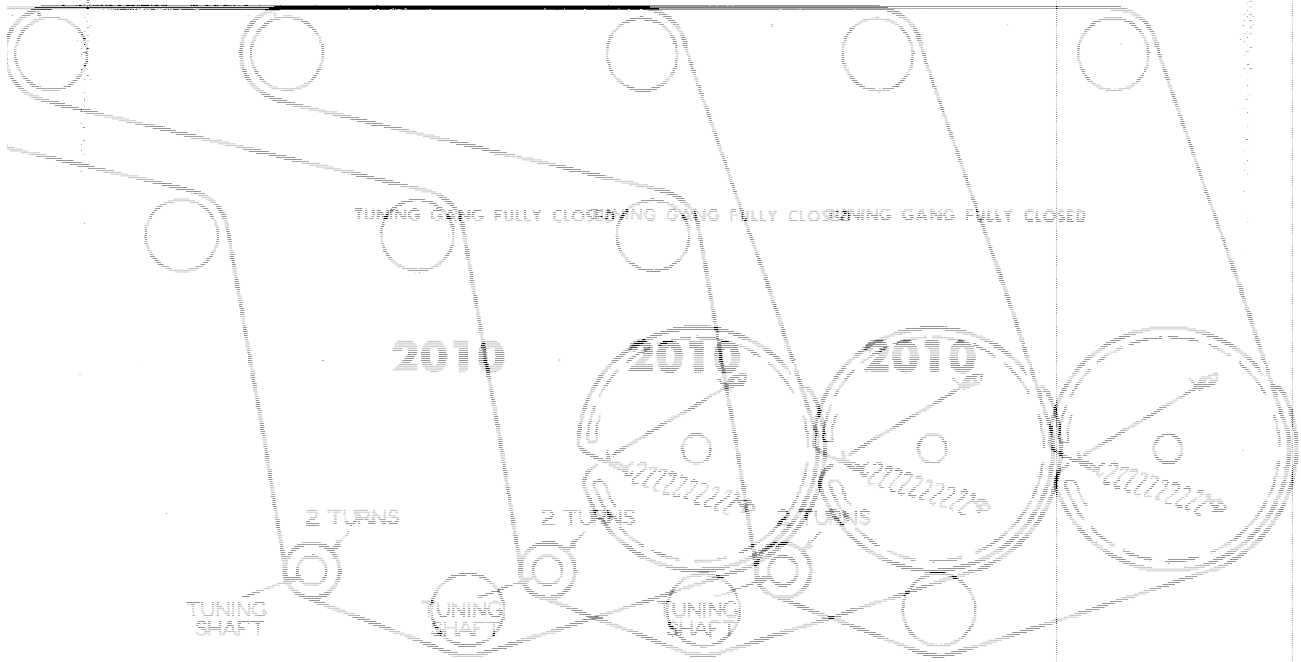


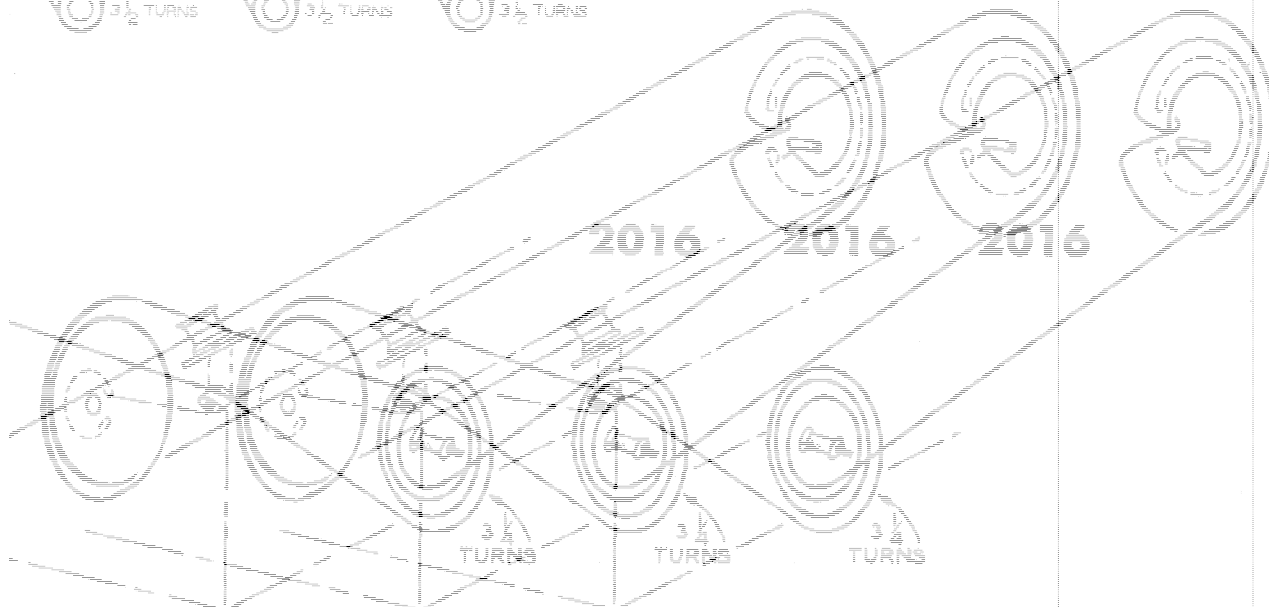
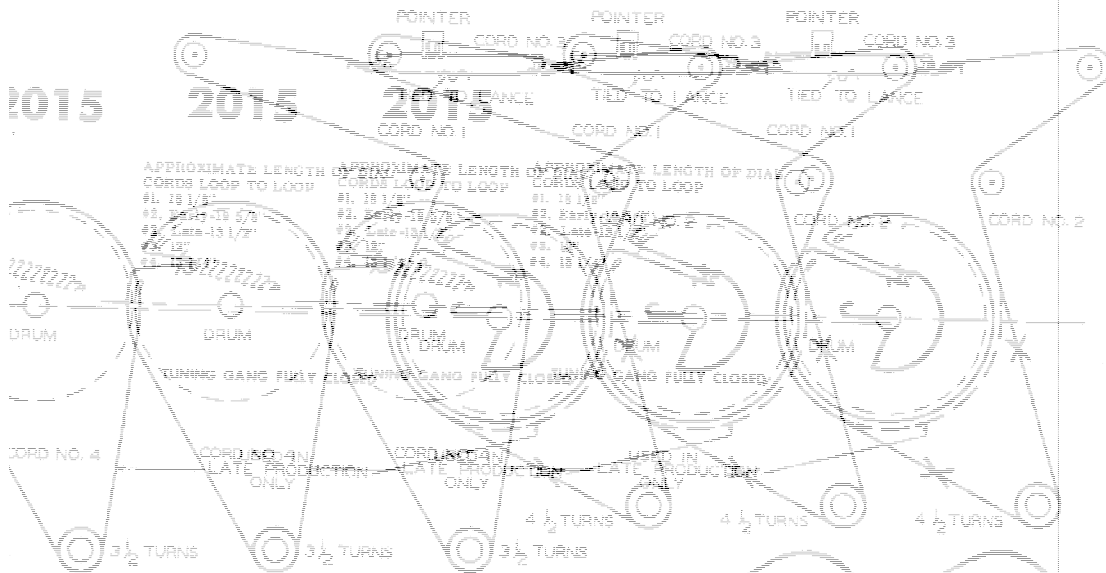
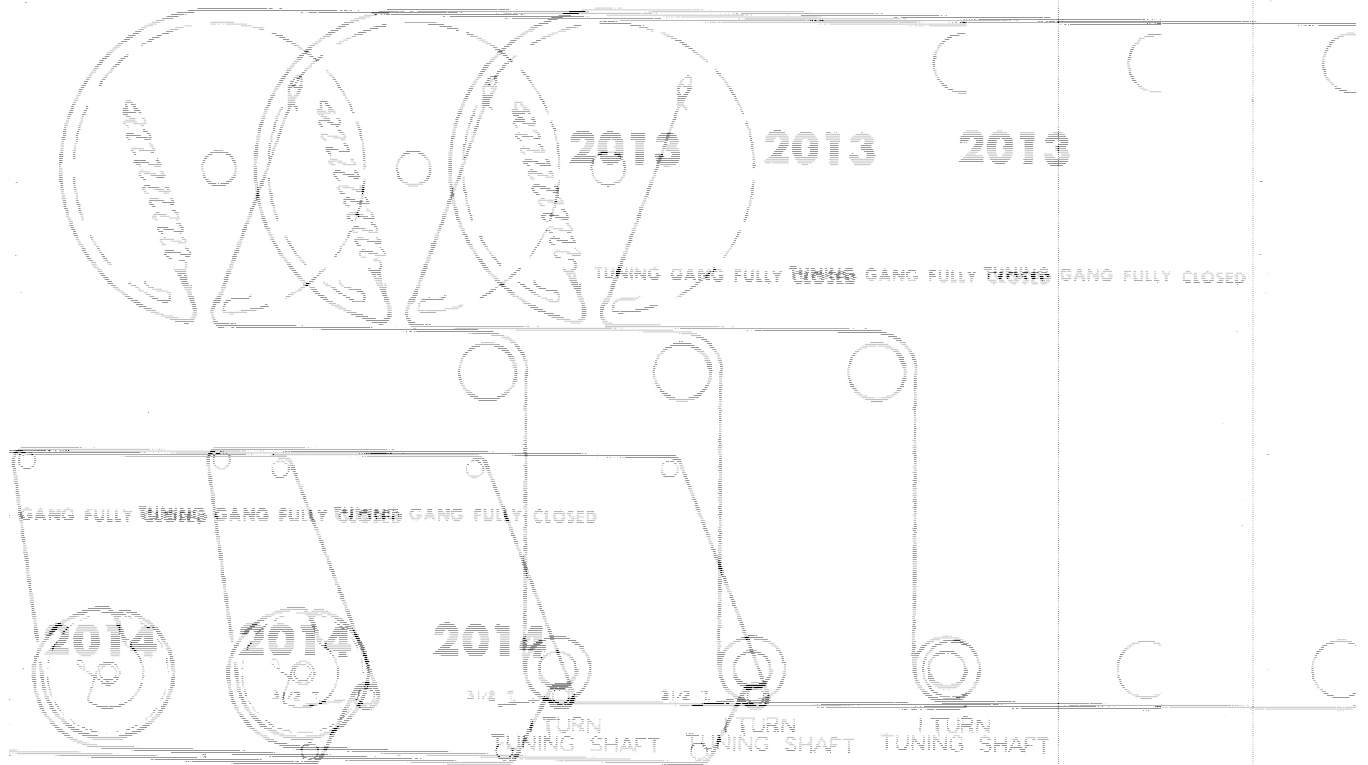
TUNING GANG FULLY CLOSED    TUNING GANG FULLY CLOSED    TUNING GANG FULLY CLOSED    TUNING GANG FULLY CLOSED

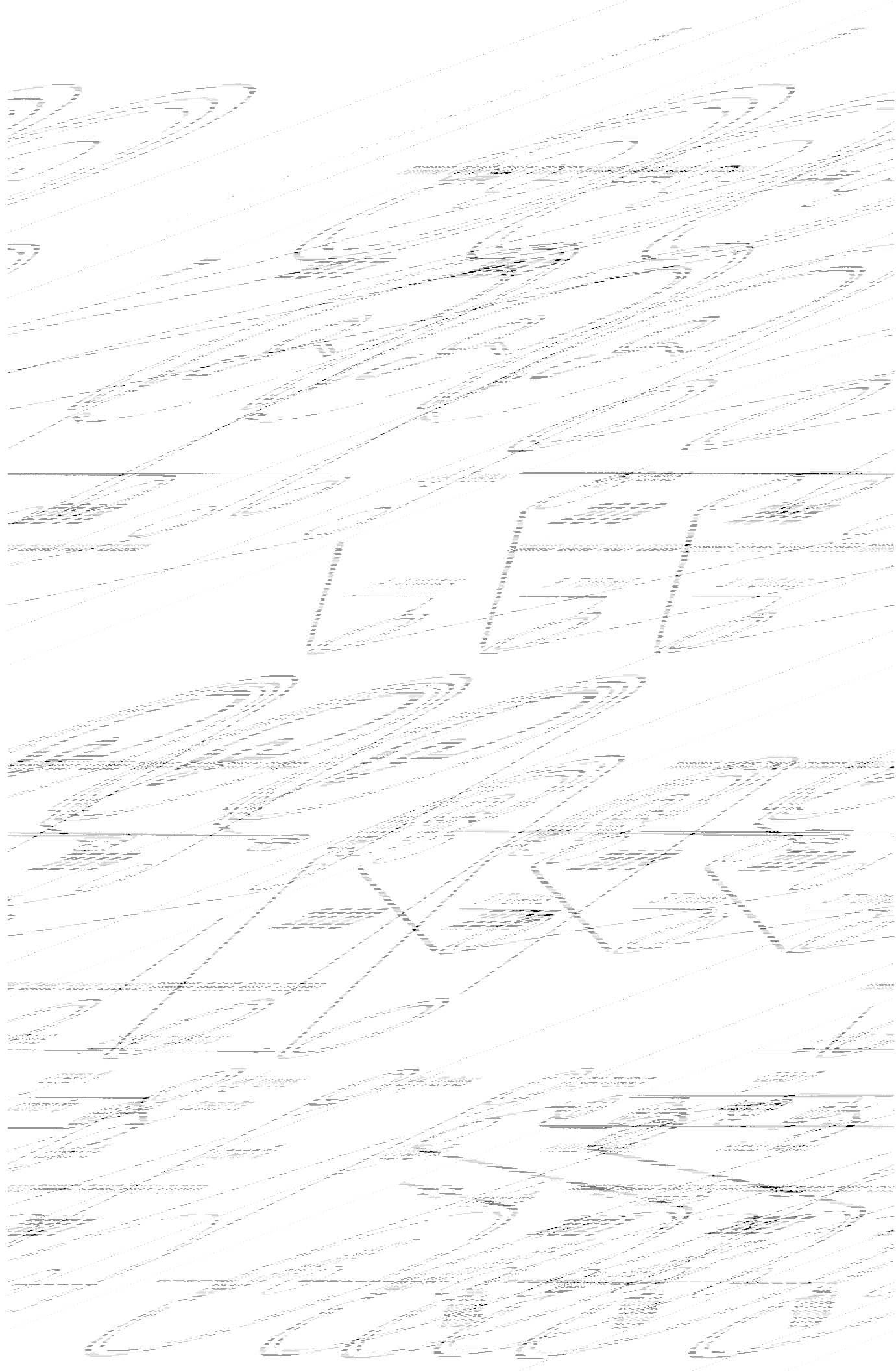




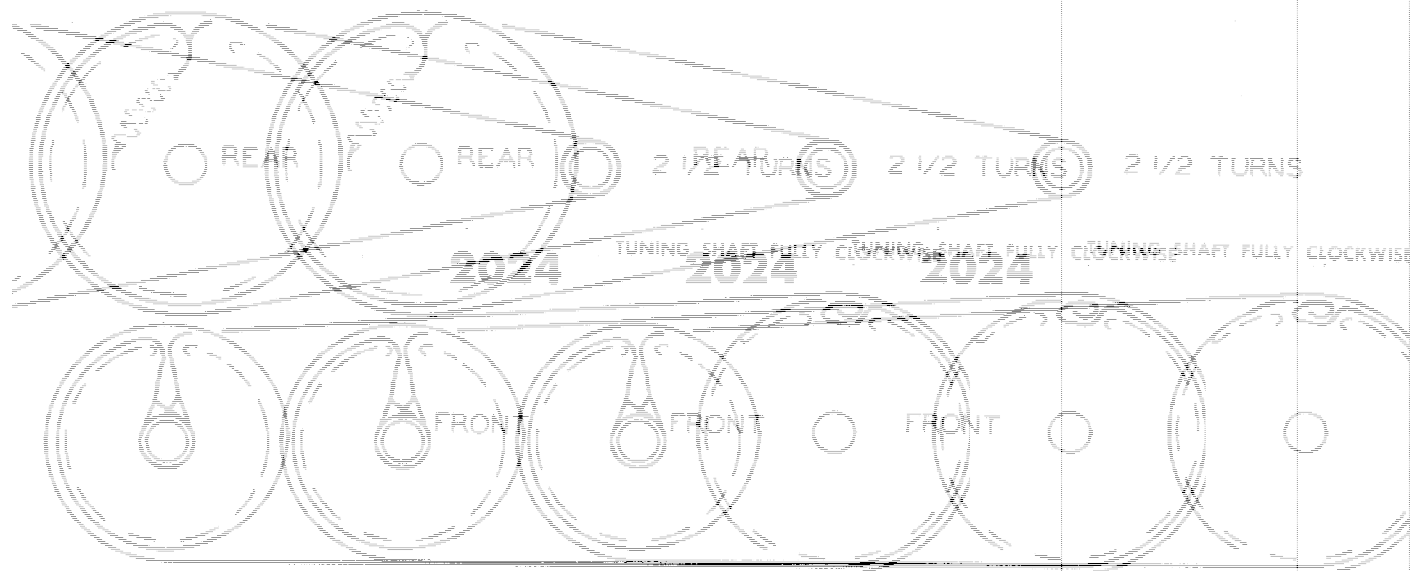
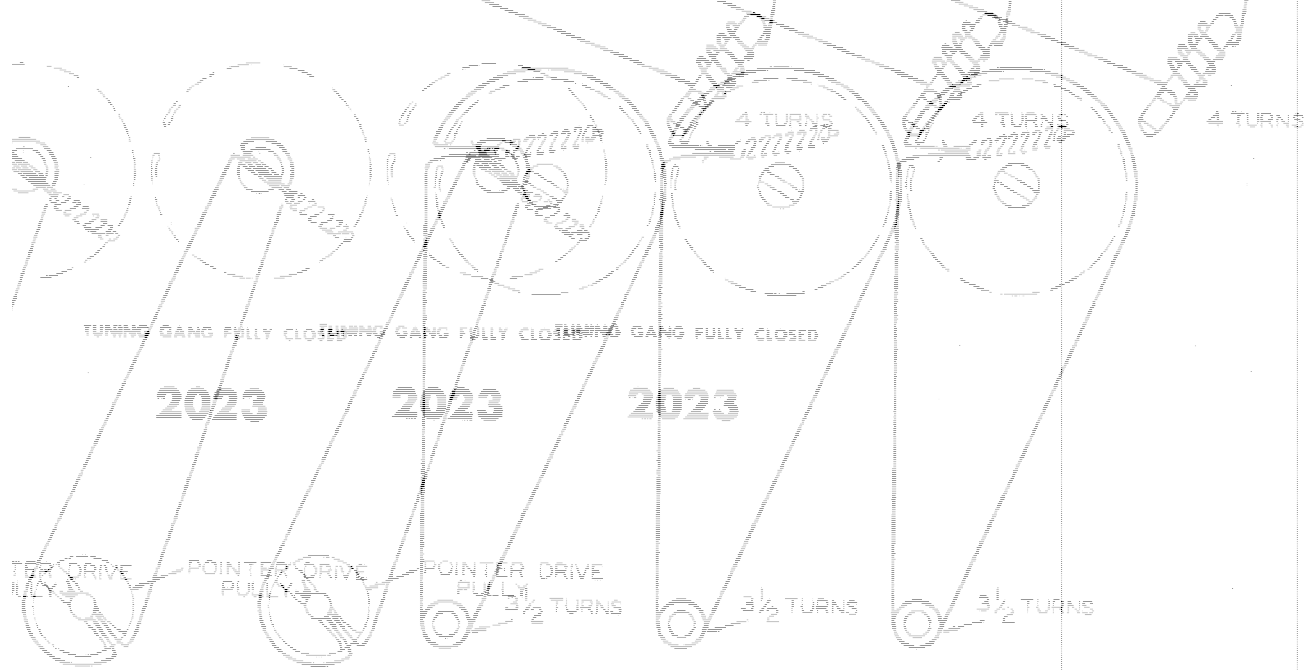
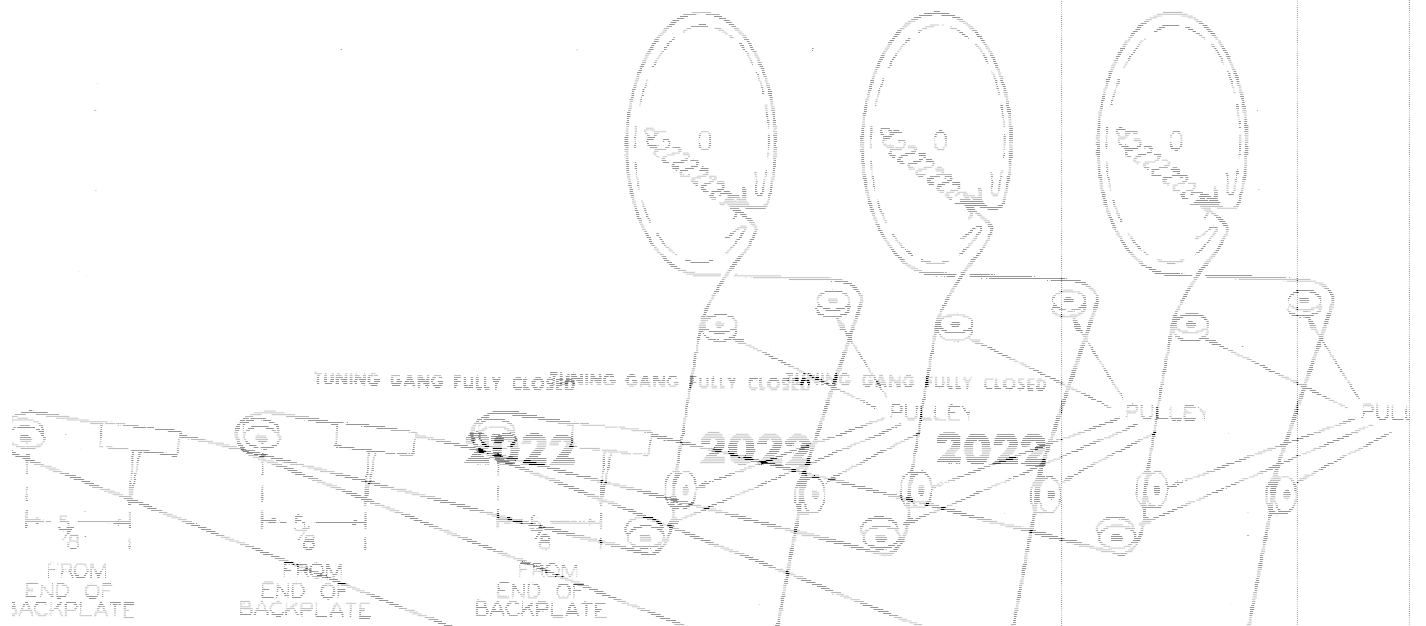












2025

2025

2025

TUNING GANG FULLY OPEN TUNING GANG FULLY OPEN TUNING GANG FULLY OPEN

3 1/2 TURNS

3 1/2 TURNS

3 1/2 TURNS

2 1/2 TURNS

2 1/2 TURNS

2 1/2 TURNS

FULLY POSITION WITH STUD AT TOP FULLY POSITION WITH STUD AT TOP FULLY POSITION WITH STUD AT TOP  
CLOCKWISE COUNTERCLOCKWISE COUNTERCLOCKWISE

2026

2026

URNS

2 1/2 TURNS

2 1/2 TU

TUNING SHAF FULLY COUNTERCLOCKWISE FULLY COUNTERCLOCKWISE FULLY COUNTERCLOCKWISE

2027

2027

2027

2 1/2 TURNS

2 1/2 TURNS

2 1/2 TURNS

2028

2028

2028

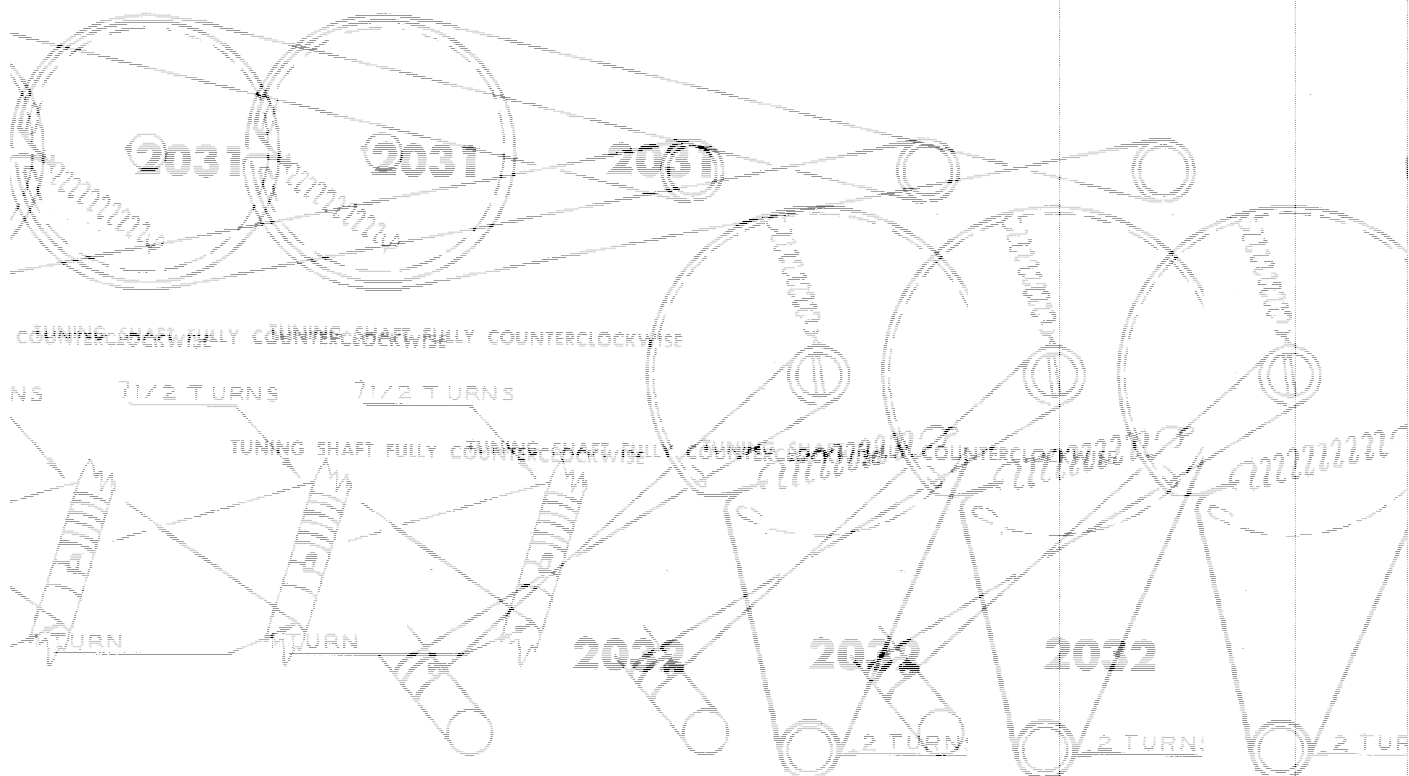
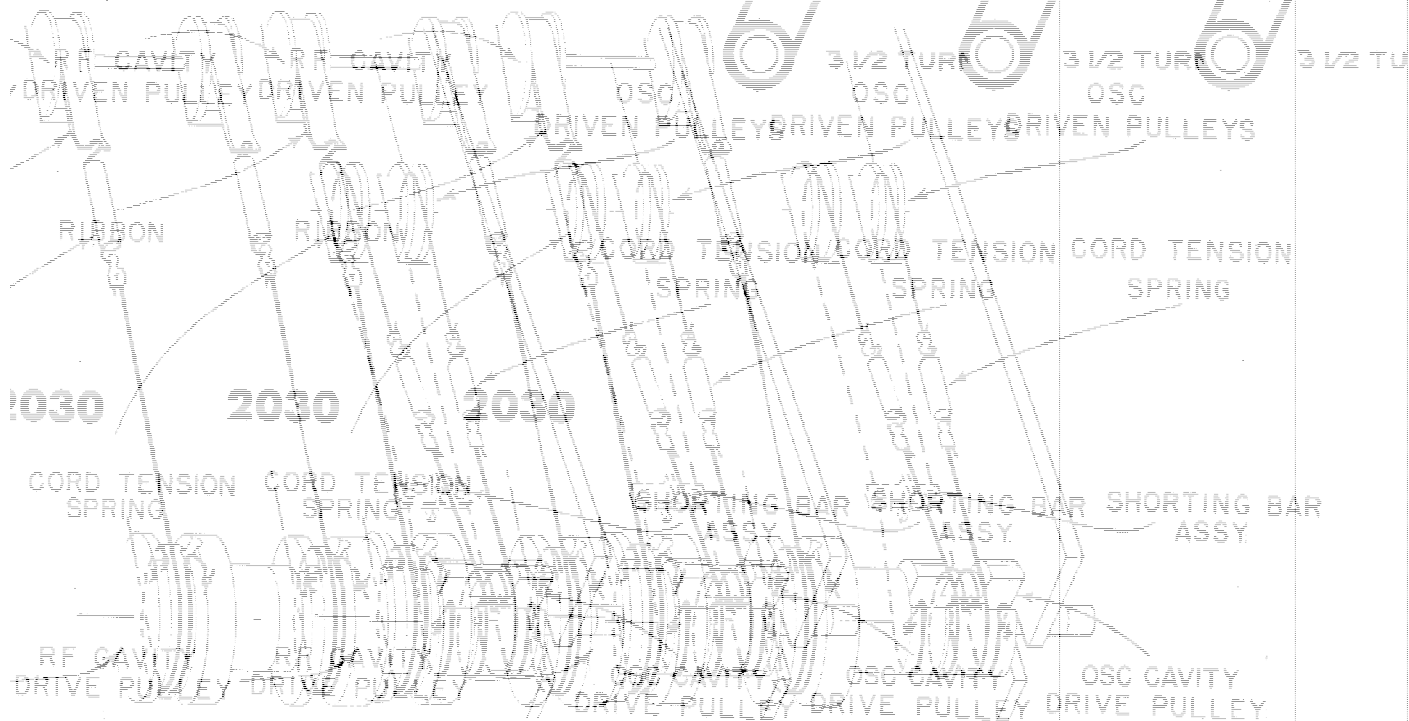
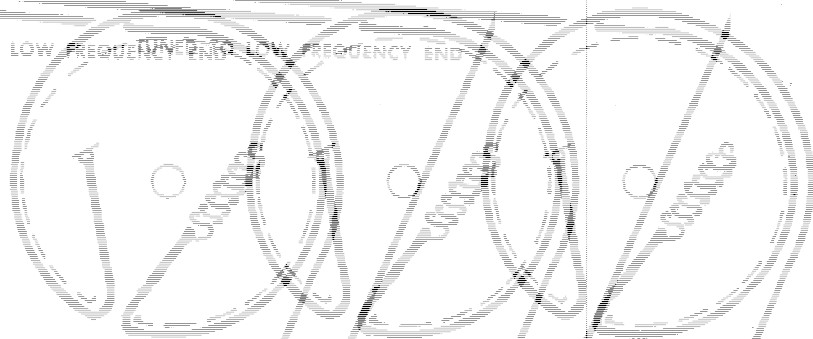
TUNING GANG FULLY CLOSING GANG FULLY CLOSING GANG FULLY CLOSING

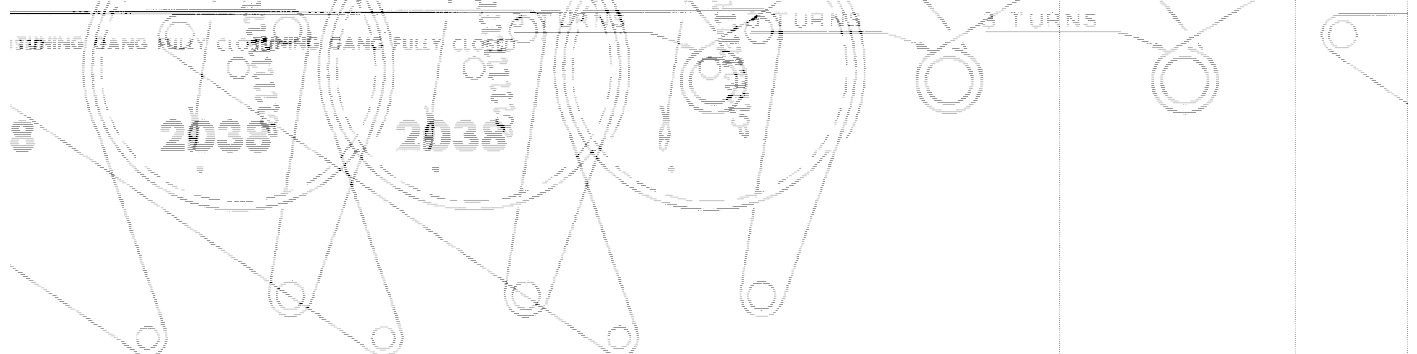
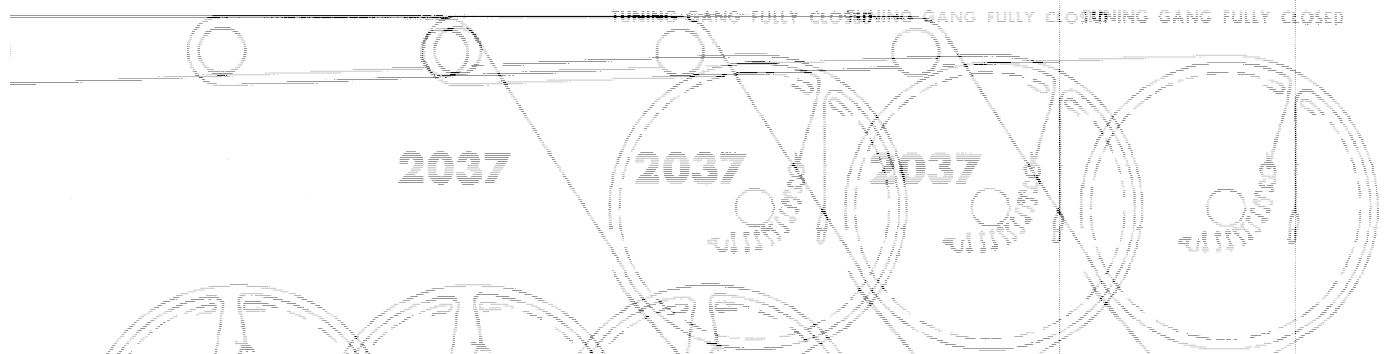
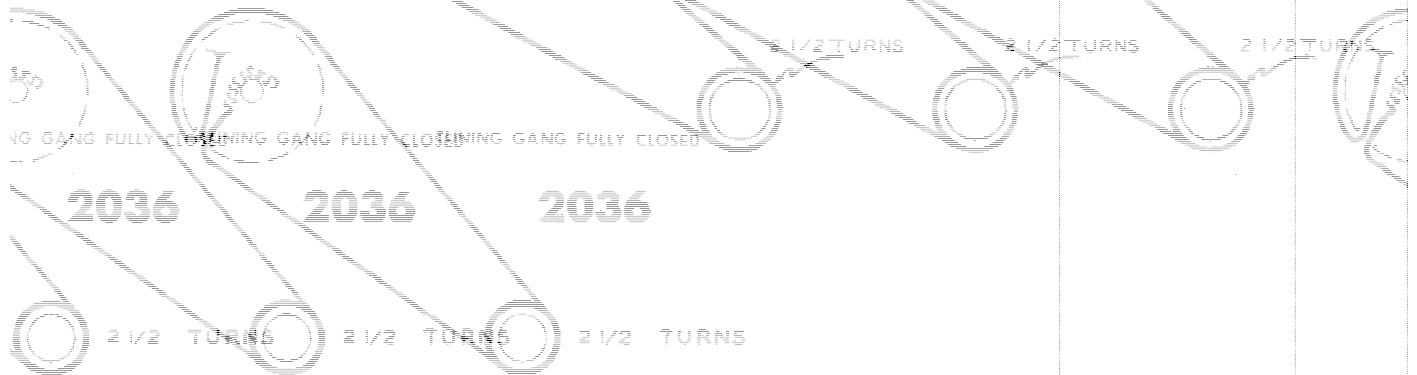
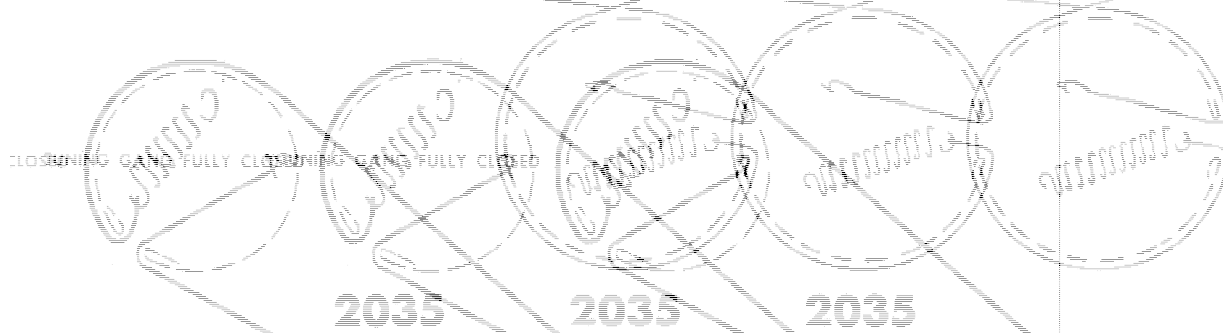
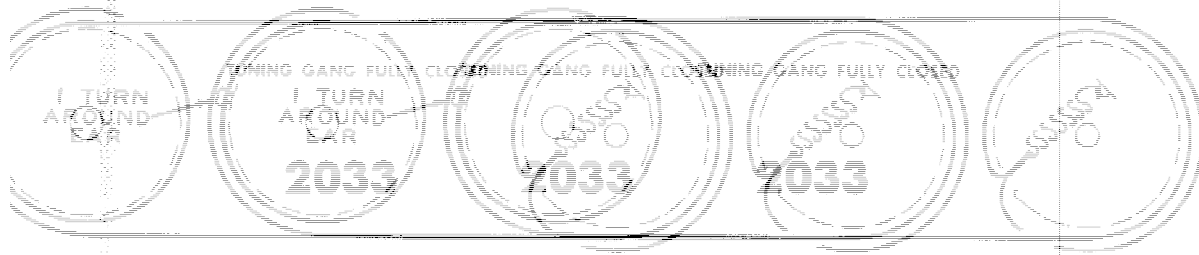
2029

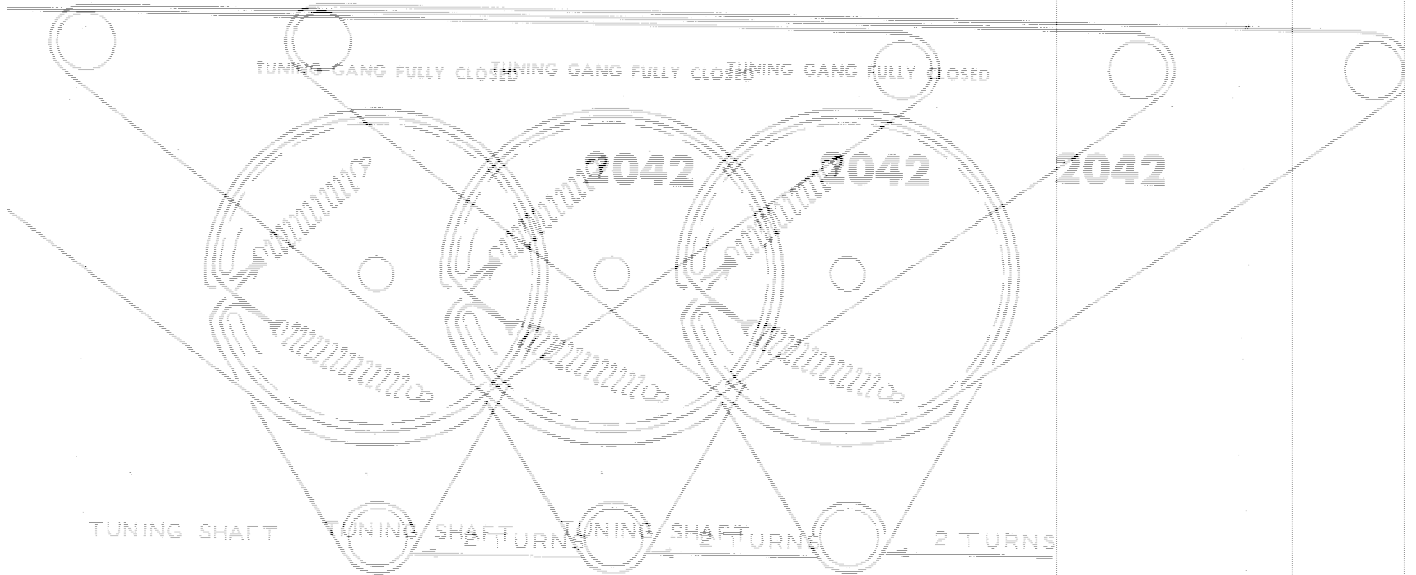
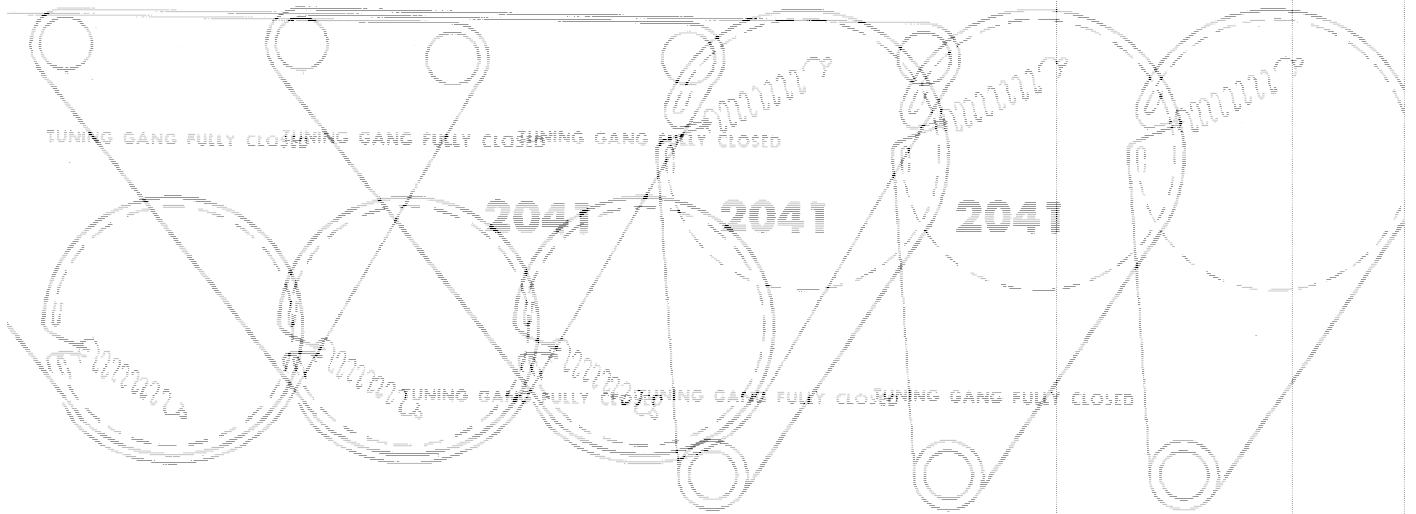
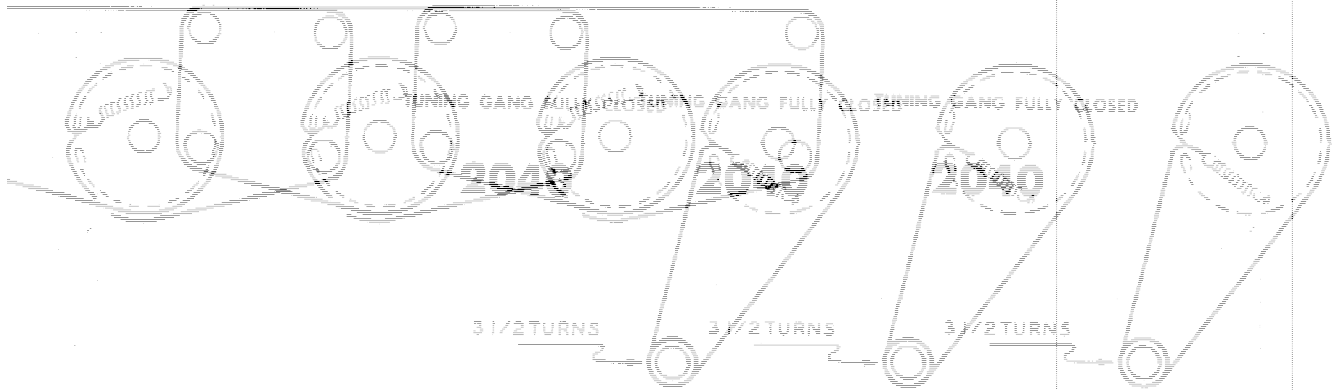
2029

2029

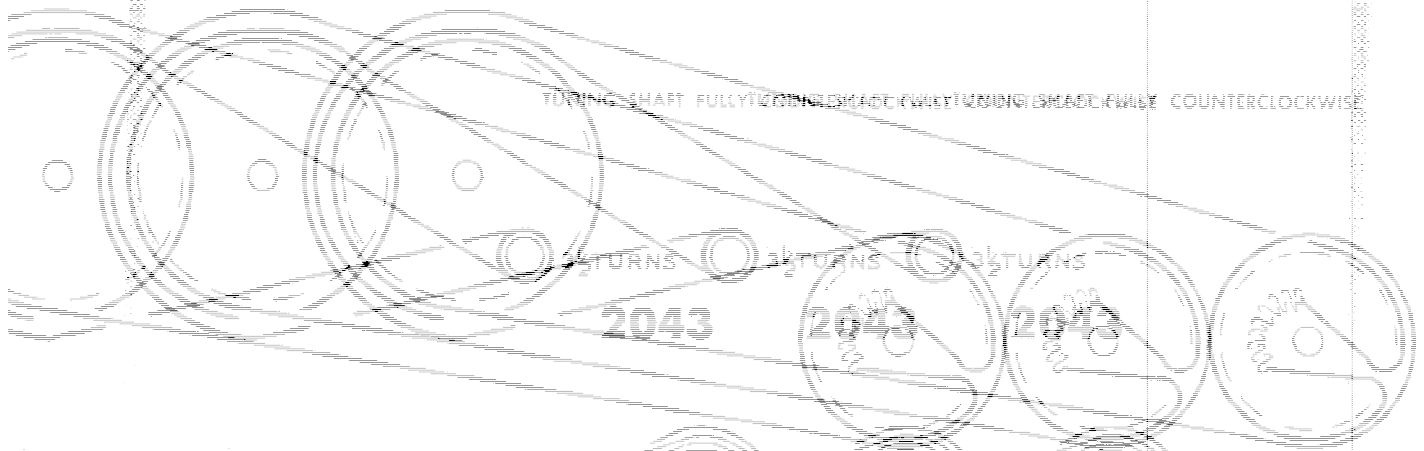
TUNED TO LOW FREQUENCY END TUNED TO LOW FREQUENCY END TUNED TO LOW FREQUENCY END



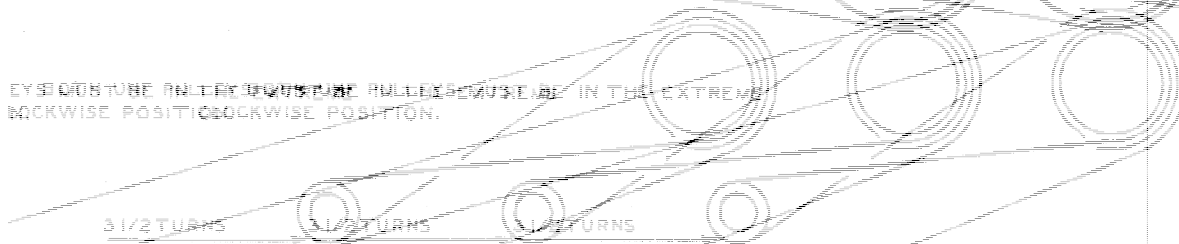




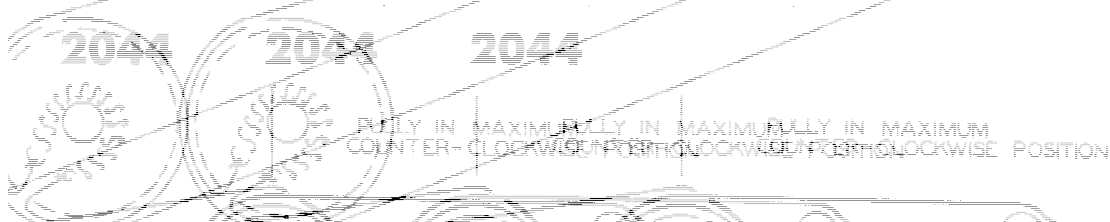
TUNING SHAF T FULLY CLOSD MACHINING MADE FULLY COUNTERCLOCKWISE



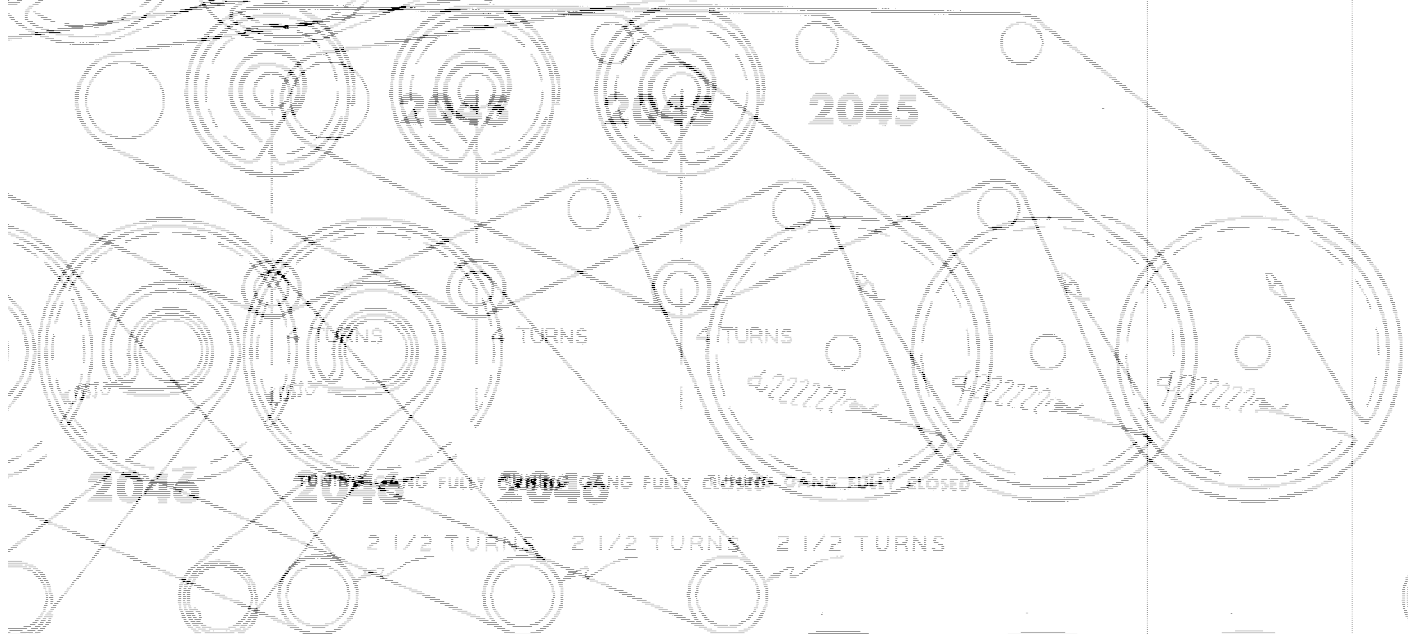
EYES SHOULD BE IN THE POSITION OF PULLEY SCREW IN THE EXTREME COUNTERCLOCKWISE POSITION.



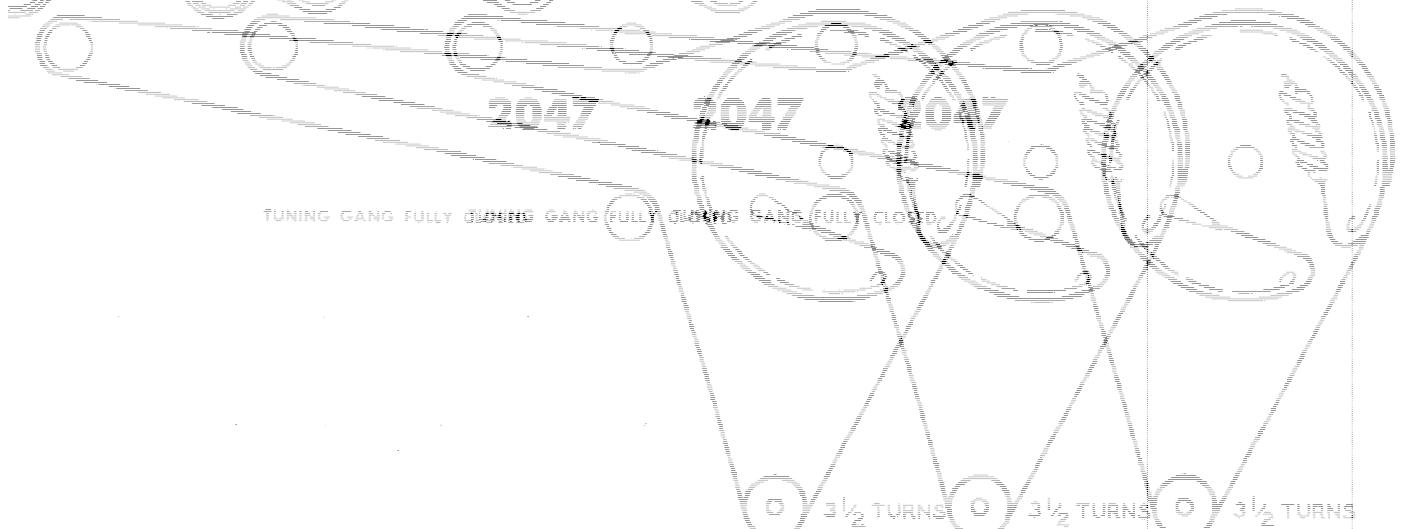
FULLY IN MAXIMUM COUNTER-CLOCKWISE POSITION FULLY IN MAXIMUM COUNTER-CLOCKWISE POSITION FULLY IN MAXIMUM COUNTER-CLOCKWISE POSITION

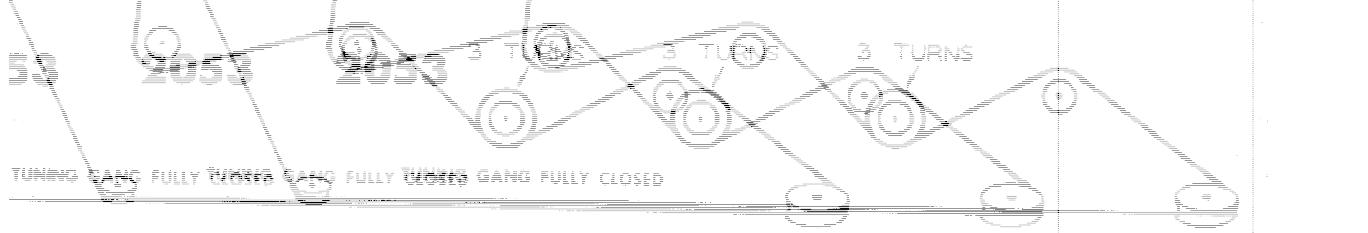
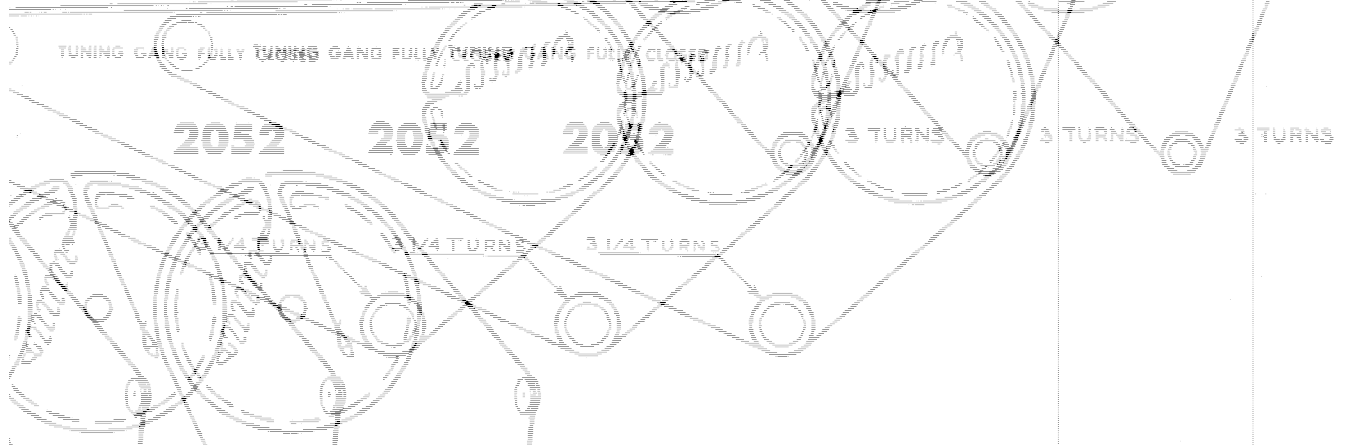
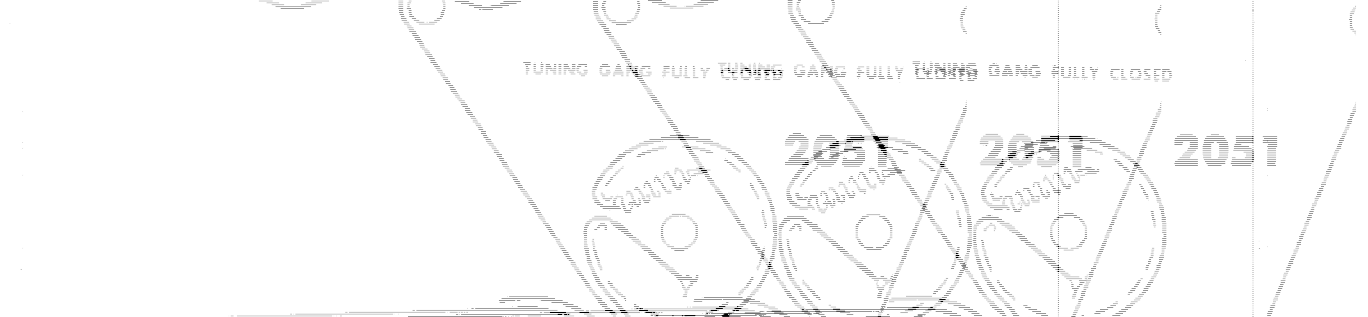
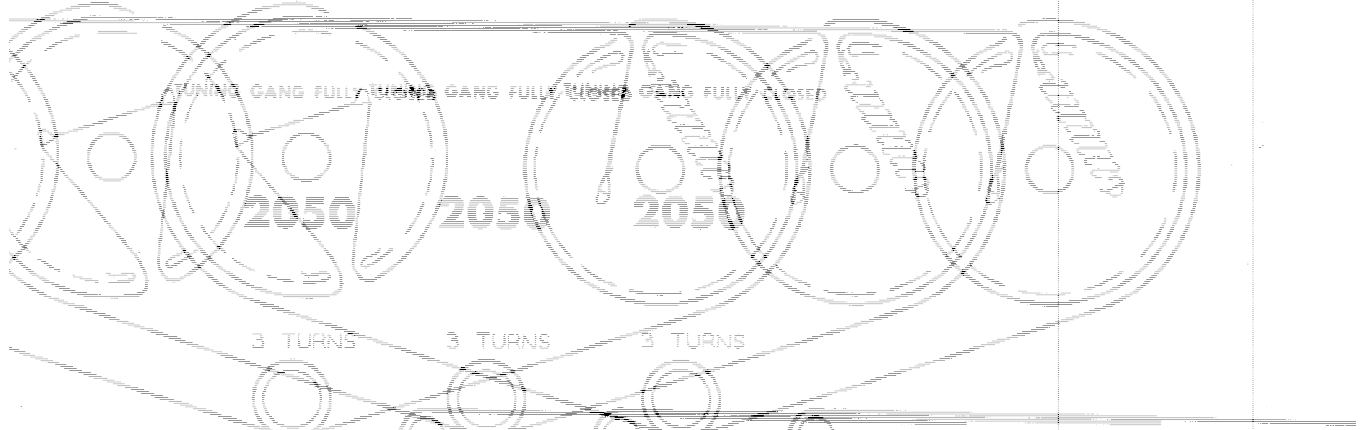
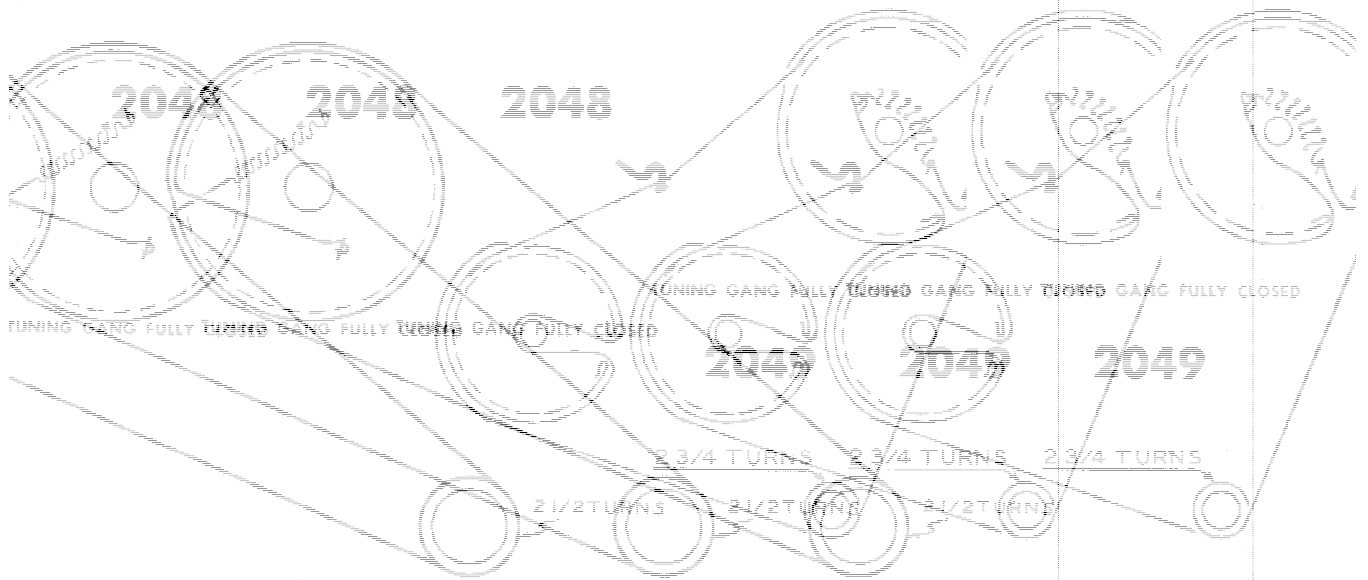


TUNING GANG FULLY OPENING GANG FULLY OPENING GANG FULLY CLOSED



TUNING GANG FULLY OPENING GANG FULLY OPENING GANG FULLY CLOSED





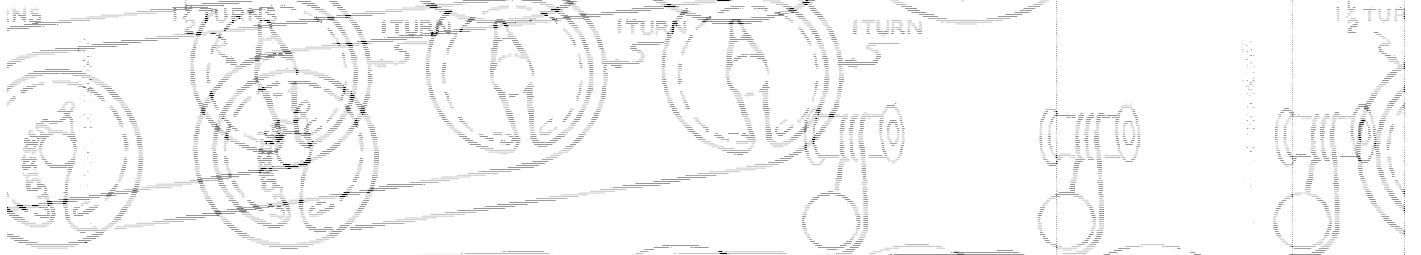


URNS 2 1/2 TURNS TUNING SHAFT FULLY COUNTERCLOCKWISE / FULLY COUNTERCLOCKWISE / FULLY COUNTERCLOCKWISE  
USE 2 COUNTERCLOCKWISE COUNTERCLOCKWISE COUNTERCLOCKWISE COUNTERCLOCKWISE  
1/2 TURNS 2 1/2 TURNS 2 1/2 TURNS 2 1/2 TURNS

**2054**

**2054**

**2054**



TUNING GANG FULLY CLOSED / TUNING GANG FULLY CLOSED / TUNING GANG FULLY CLOSED

**2055**

**2055**

**2055**

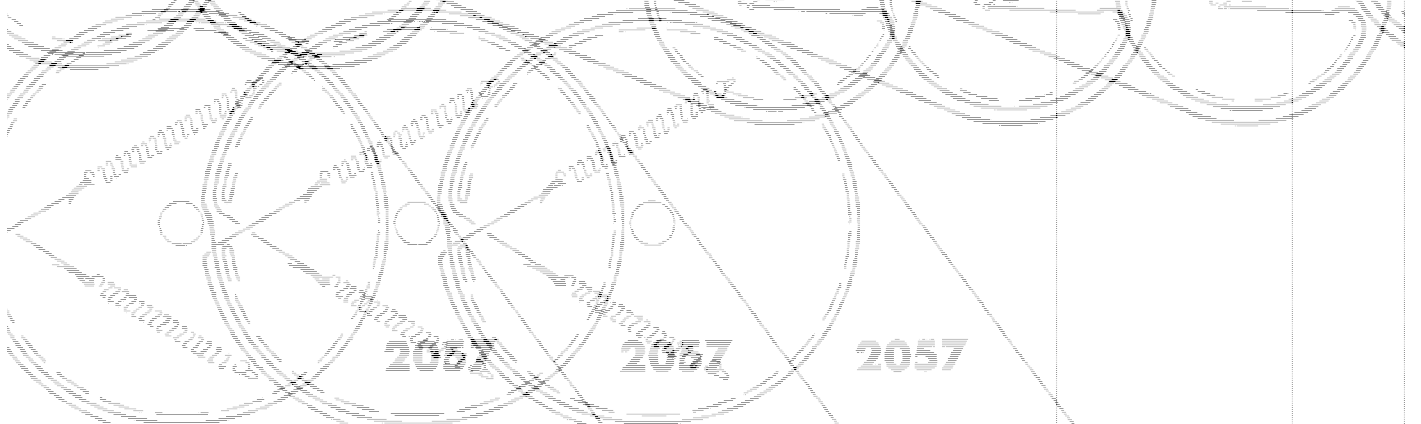
URNS 3 1/2 TURNS 3 1/2 TURNS

TUNING SHAFT FULLY CLOCKWISE / TUNING SHAFT FULLY CLOCKWISE / TUNING SHAFT FULLY CLOCKWISE

**2056**

**2056**

**2056**

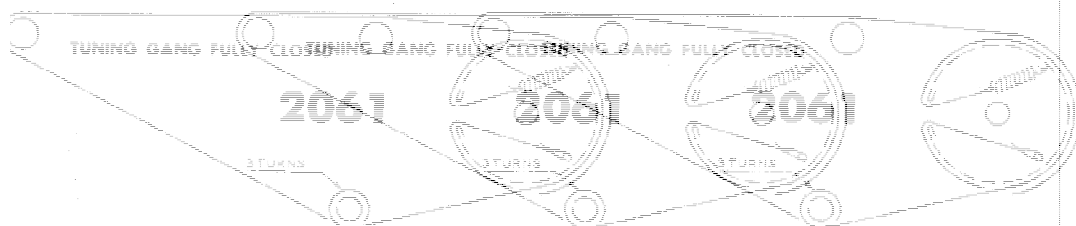
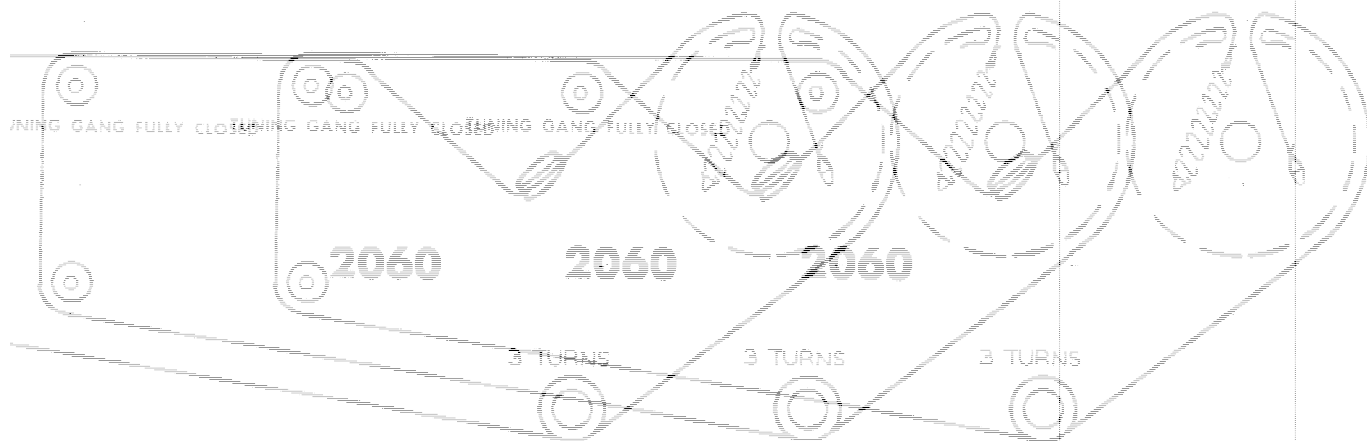
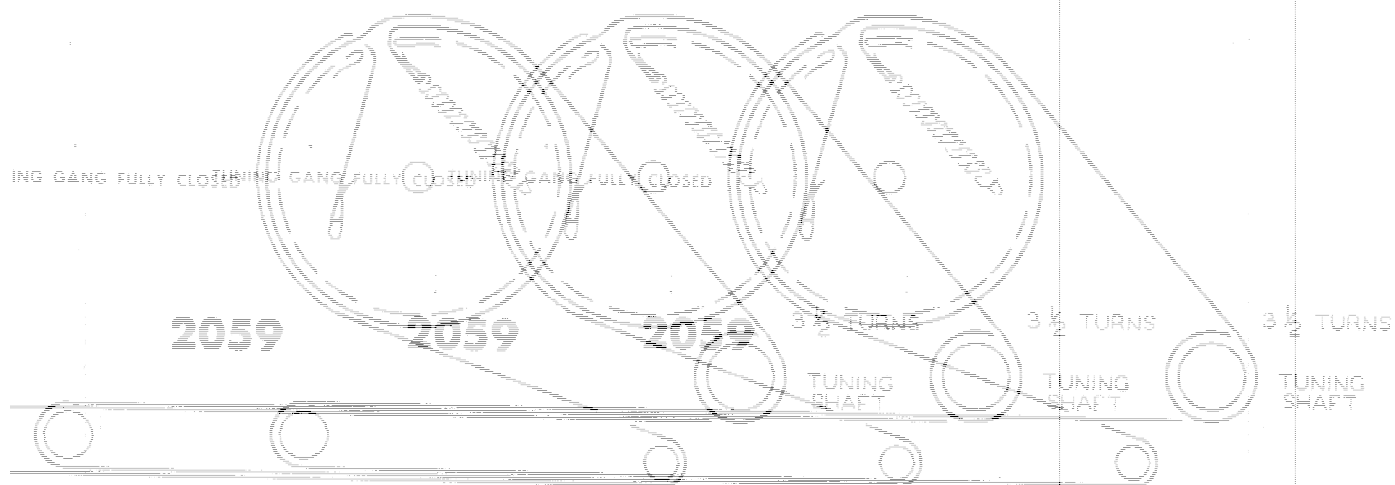
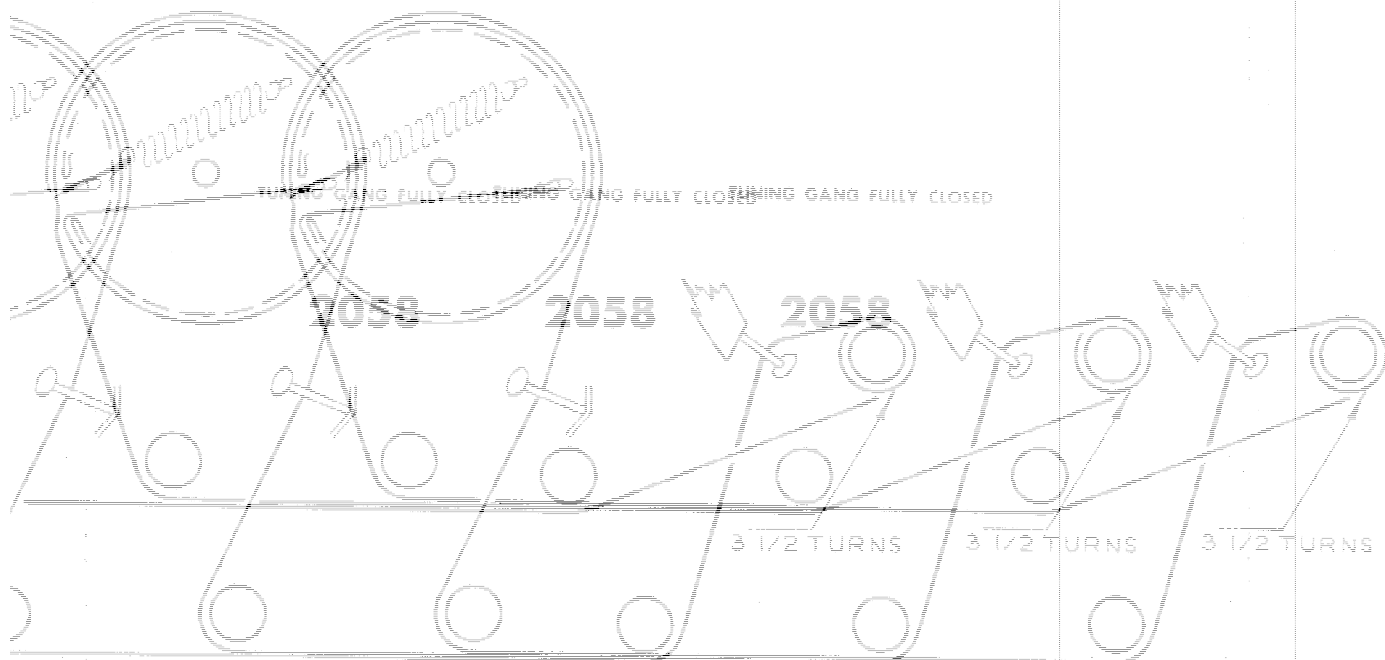


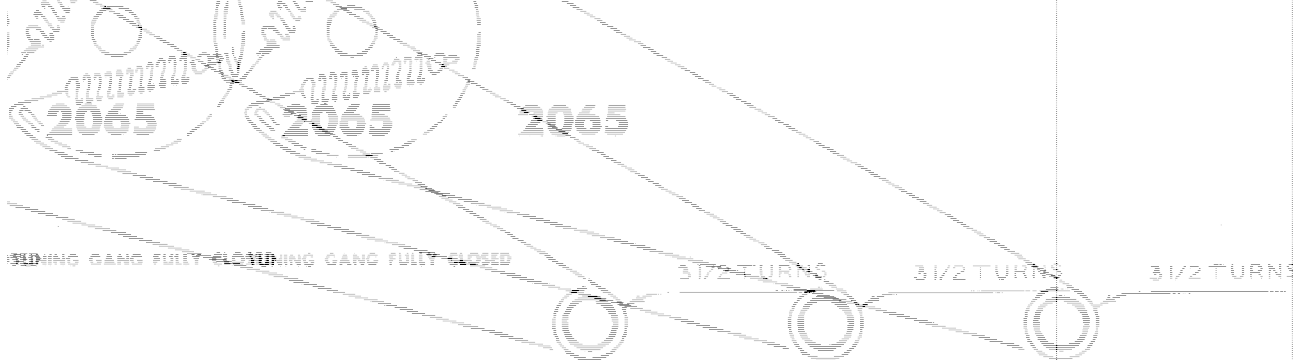
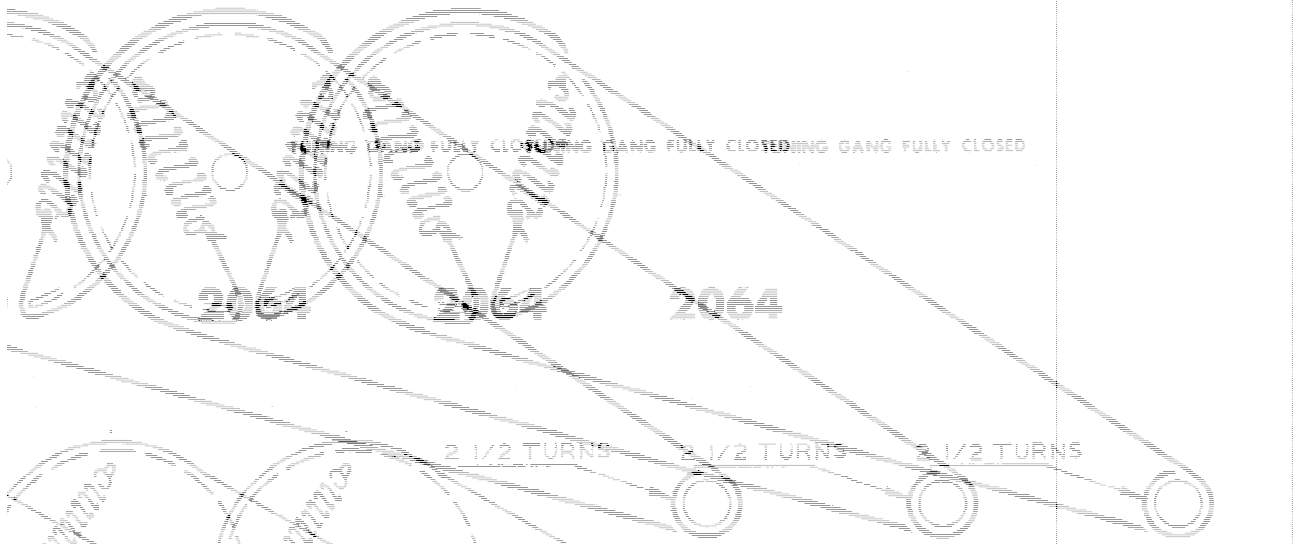
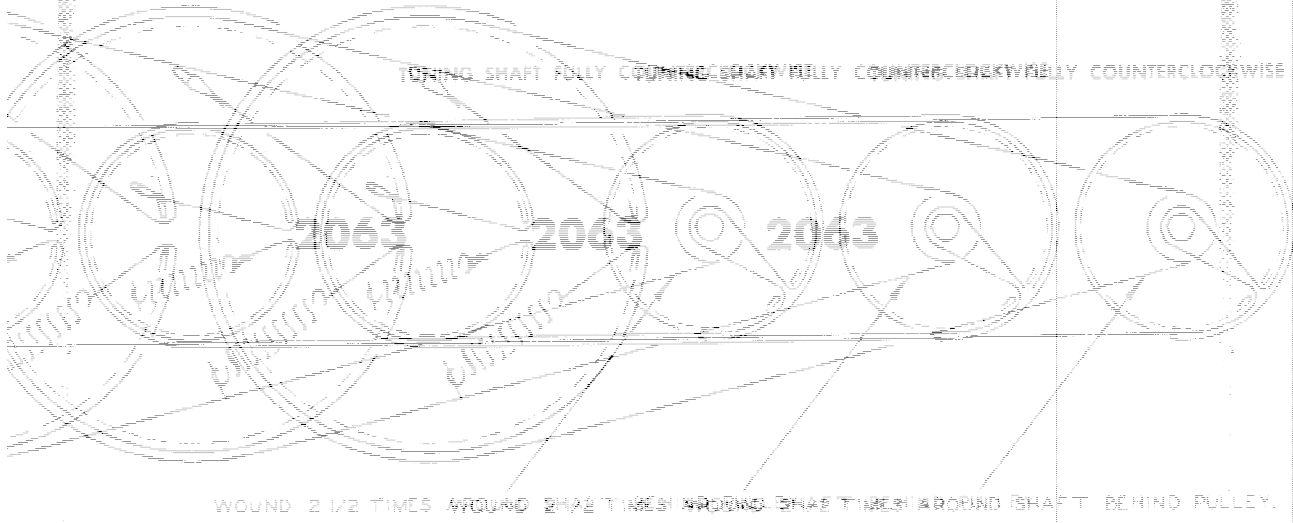
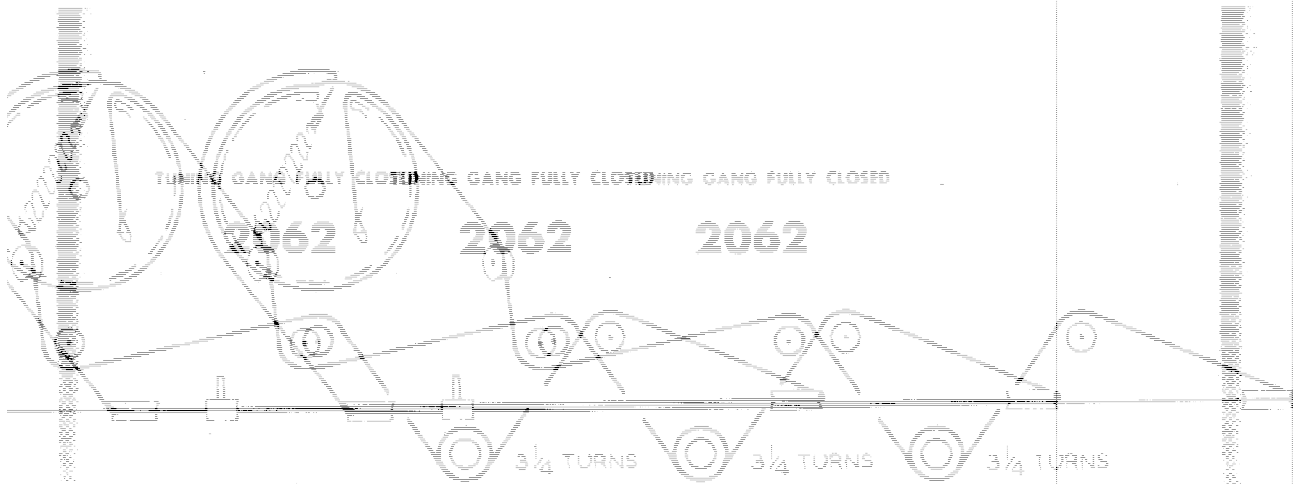
TUNING GANG FULLY CLOSED / TUNING GANG FULLY CLOSED / TUNING GANG FULLY CLOSED

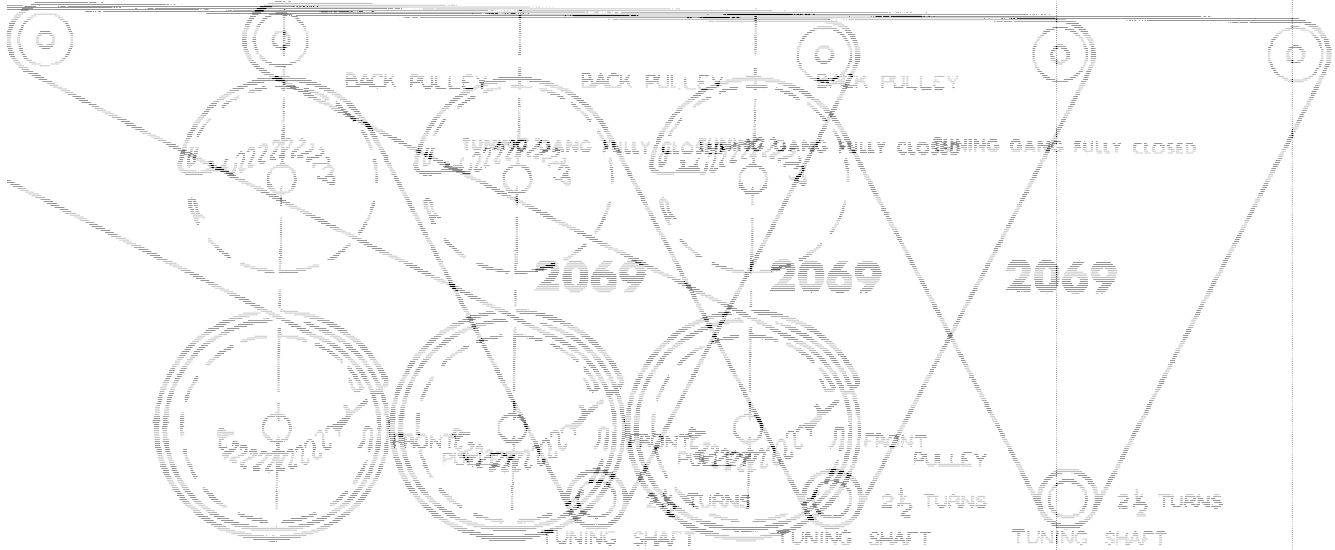
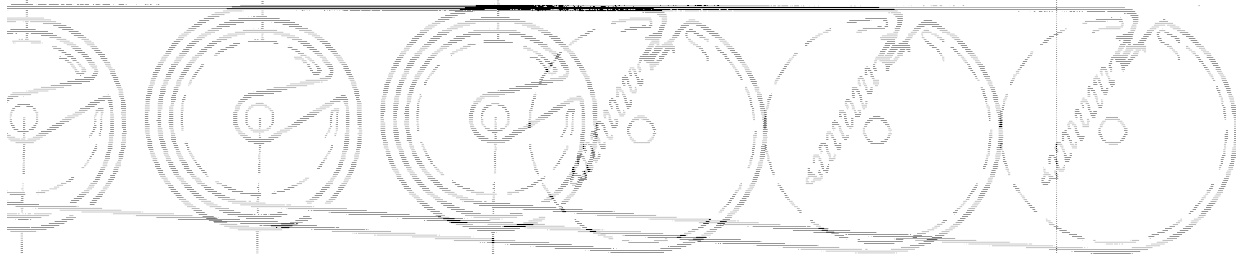
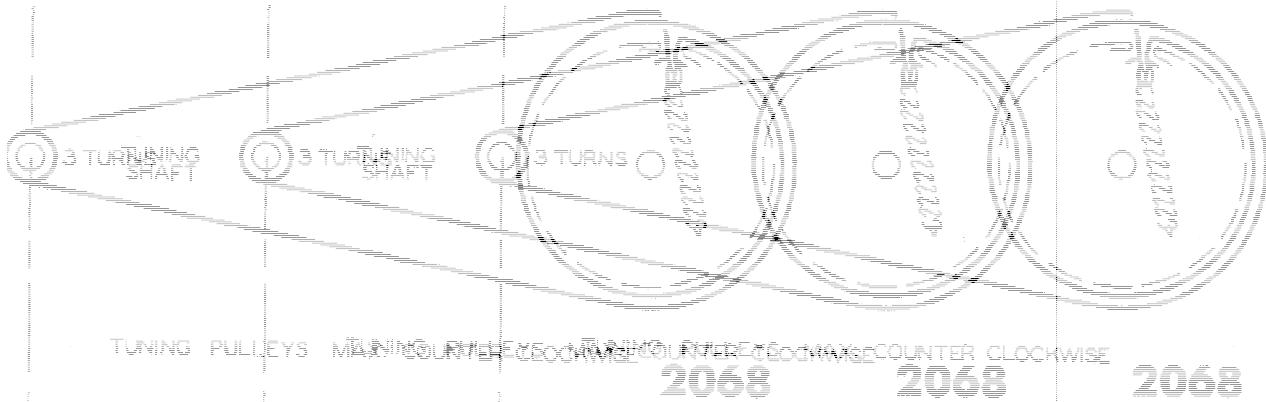
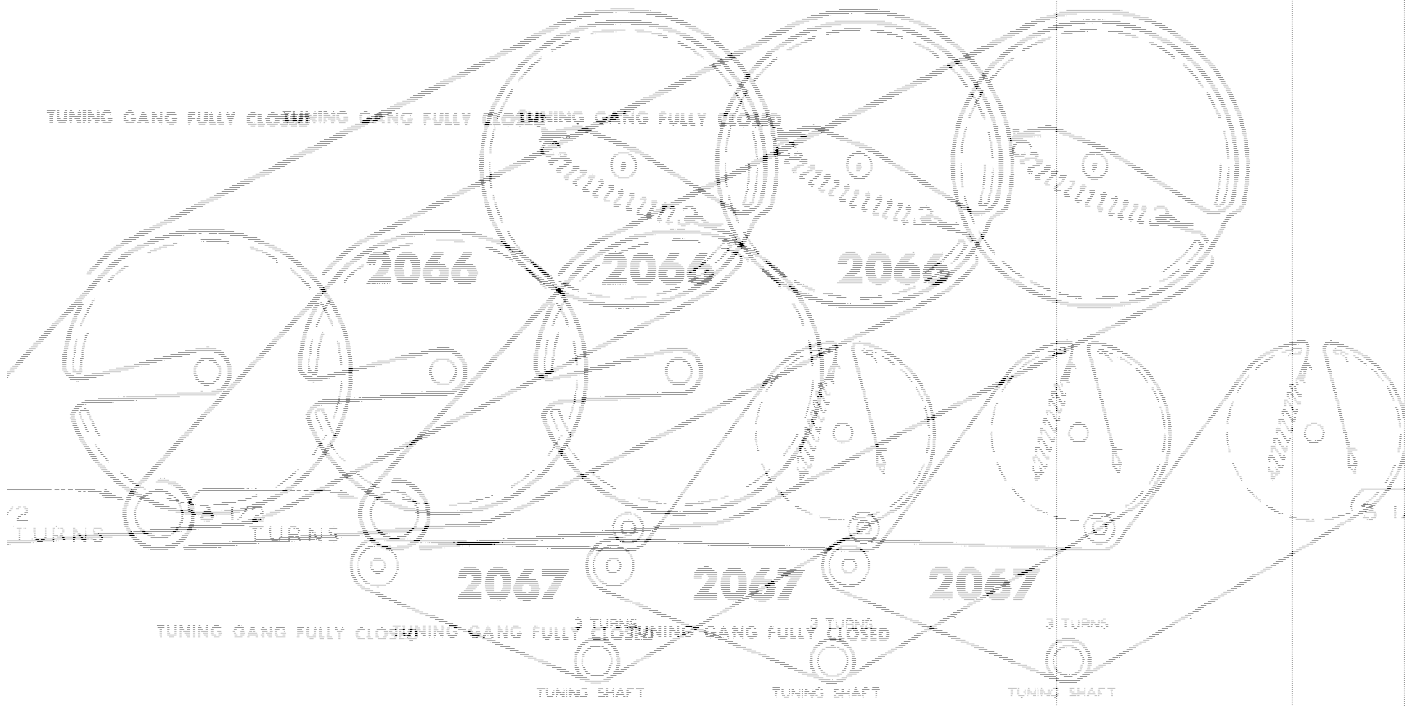
3 TURNS

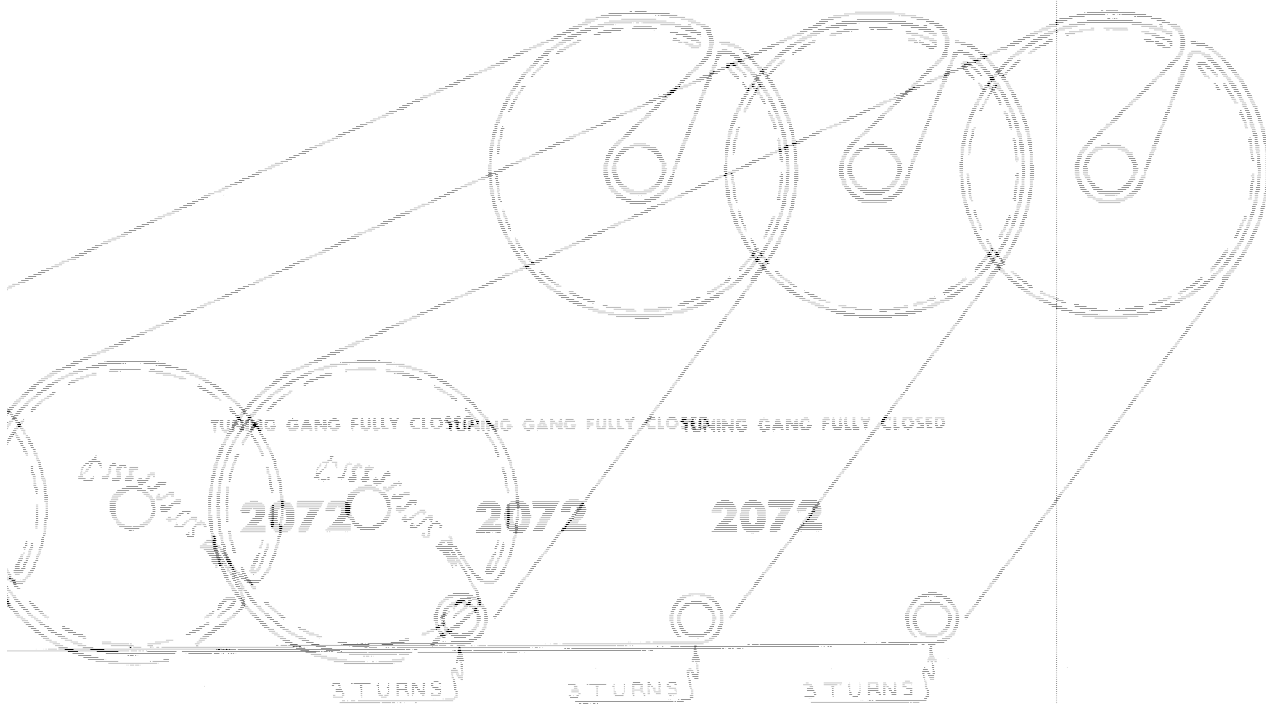
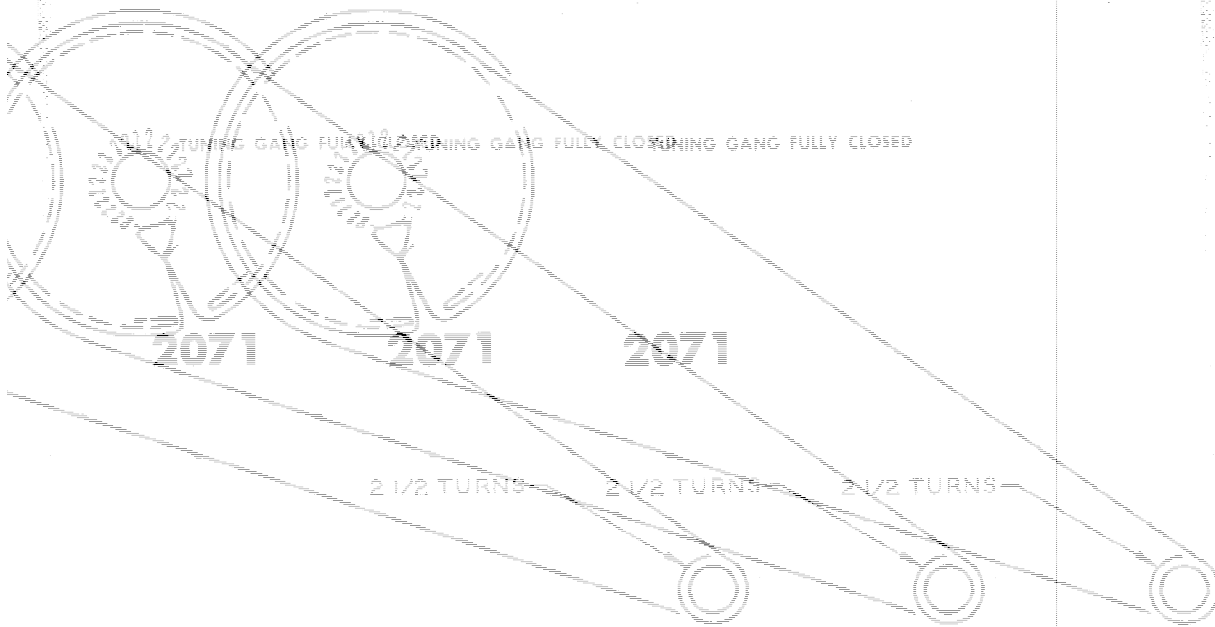
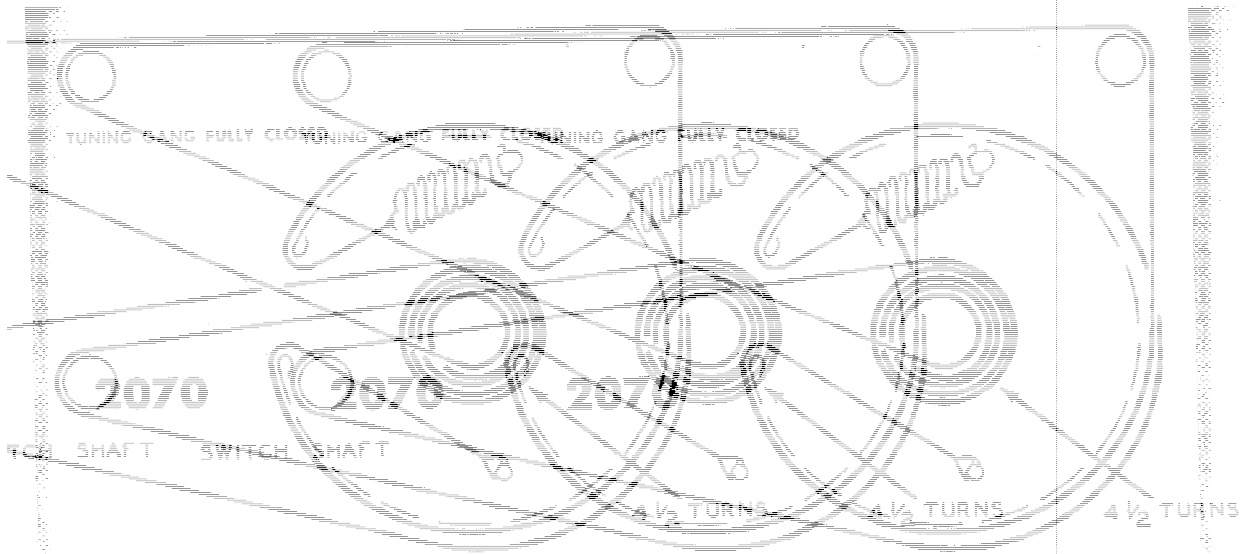
3 TURNS

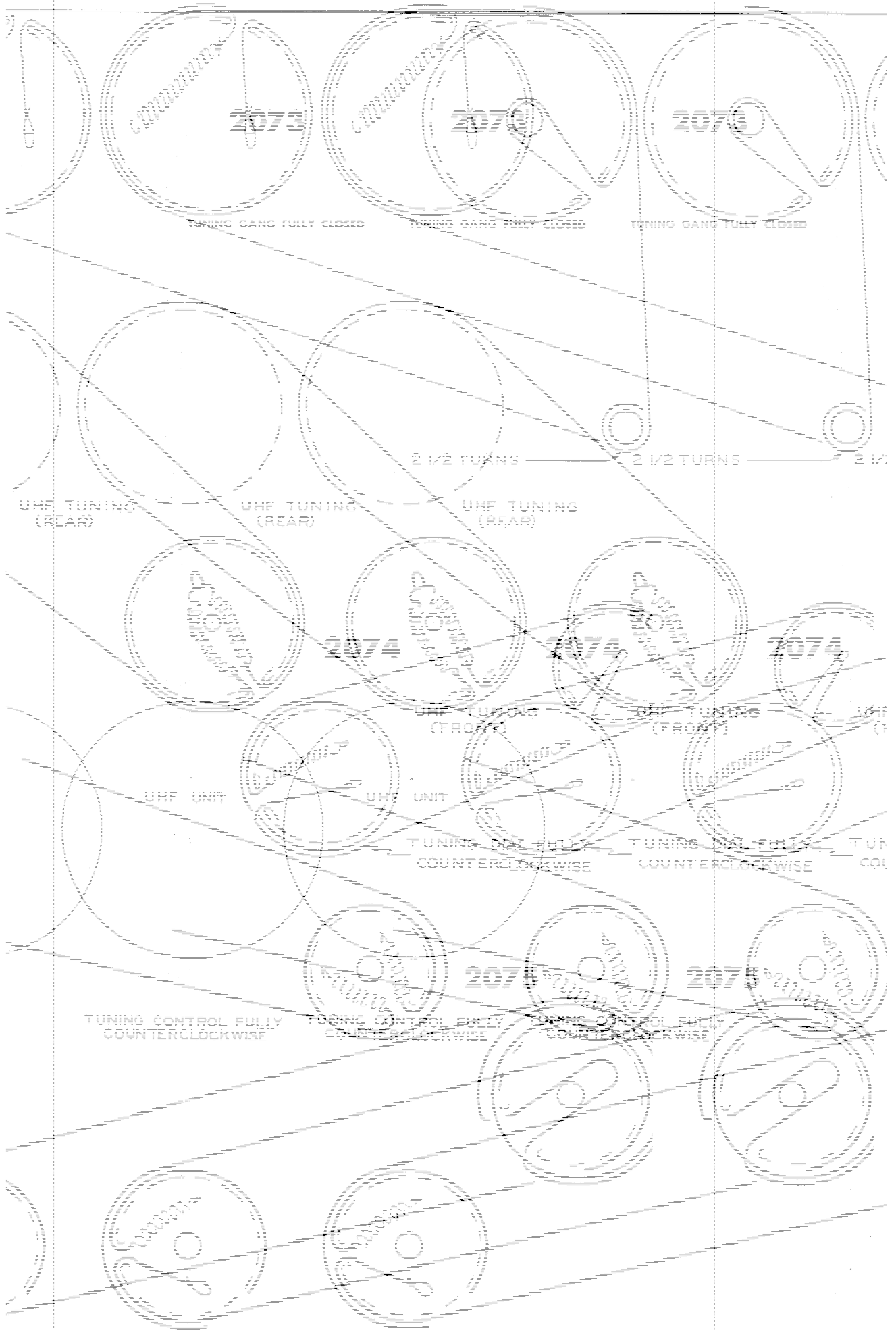
3 TURNS











2073

2073

2073

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

2 1/2 TURNS

2 1/2 TURNS

2 1/2

UHF TUNING (REAR)

UHF TUNING (REAR)

UHF TUNING (REAR)

2074

2074

2074

UHF TUNING (FRONT)

UHF TUNING (FRONT)

UHF (FRONT)

UHF UNIT

UHF UNIT

TUNING DIAL FULLY COUNTERCLOCKWISE

TUNING DIAL FULLY COUNTERCLOCKWISE

TUNING DIAL FULLY COUNTERCLOCKWISE

2075

2075

TUNING CONTROL FULLY COUNTERCLOCKWISE

TUNING CONTROL FULLY COUNTERCLOCKWISE

TUNING CONTROL FULLY COUNTERCLOCKWISE

2076



2076



2076



2076

TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED

2077

2077

2077

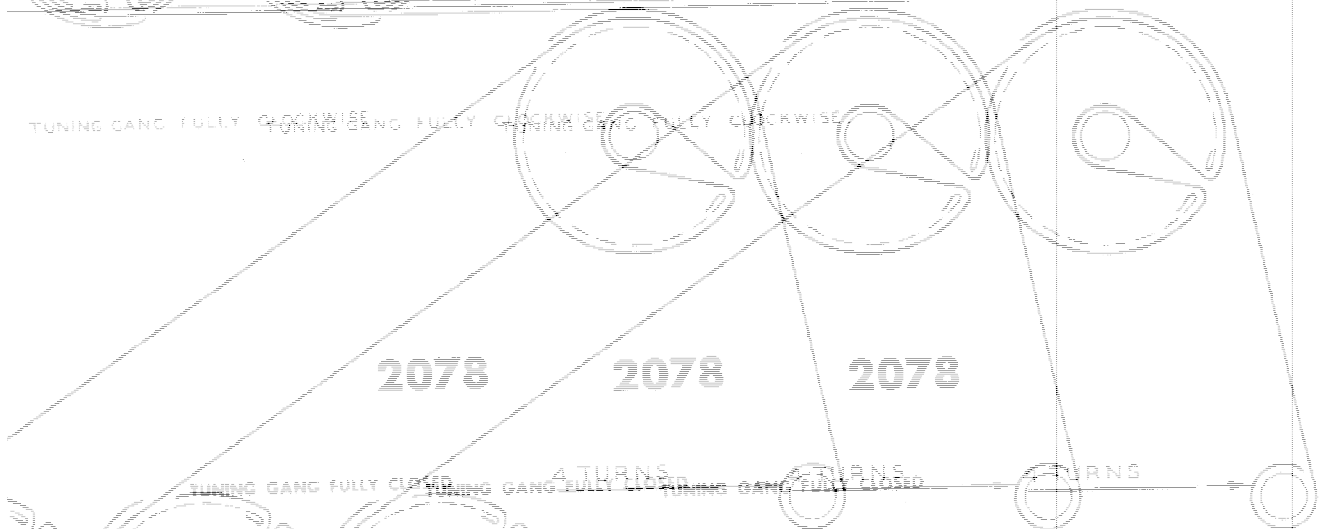


TUNING GANG FULLY COUNTERCLOCKWISE TUNING GANG FULLY COUNTERCLOCKWISE TUNING GANG FULLY COUNTERCLOCKWISE

2078

2078

2078

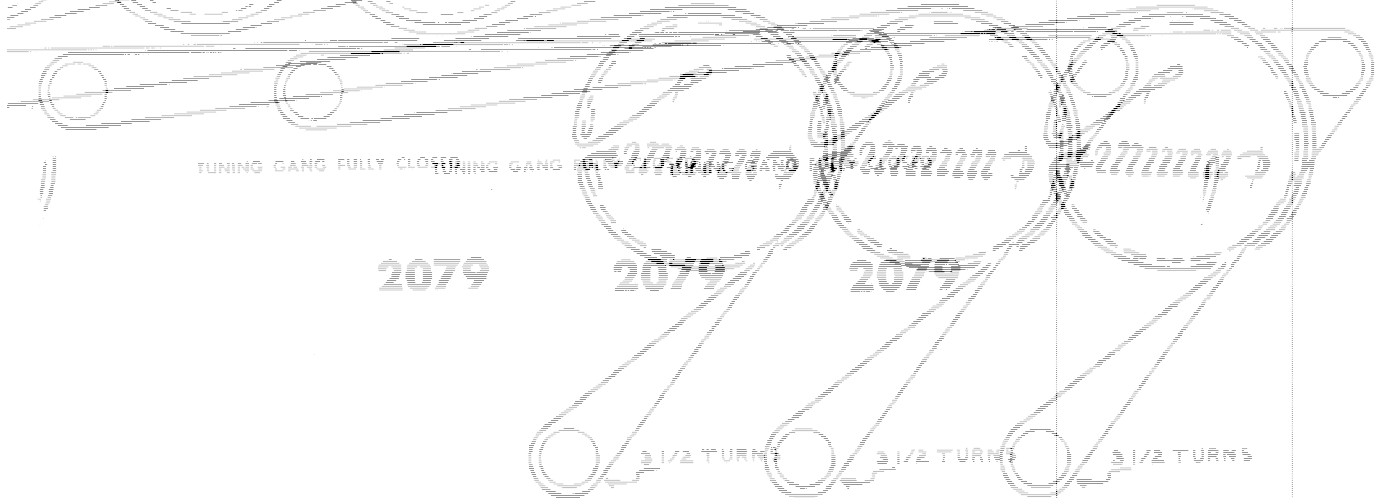


TUNING GANG FULLY CLOSED TUNING GANG FULLY COUNTERCLOCKWISE 4 TURNS TUNING GANG FULLY COUNTERCLOCKWISE 2 TURNS TUNING GANG FULLY COUNTERCLOCKWISE 2 TURNS

2079

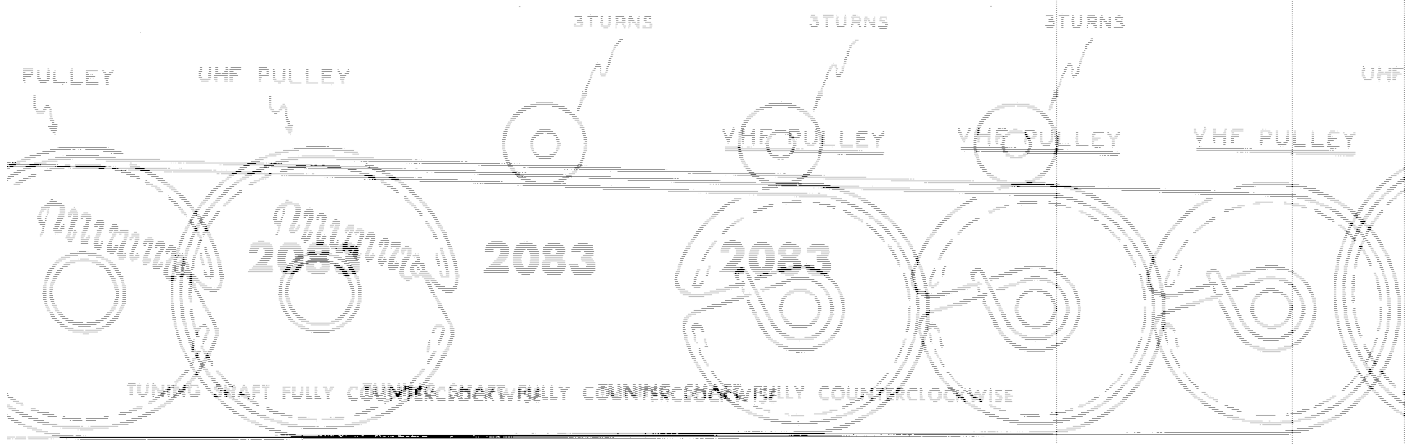
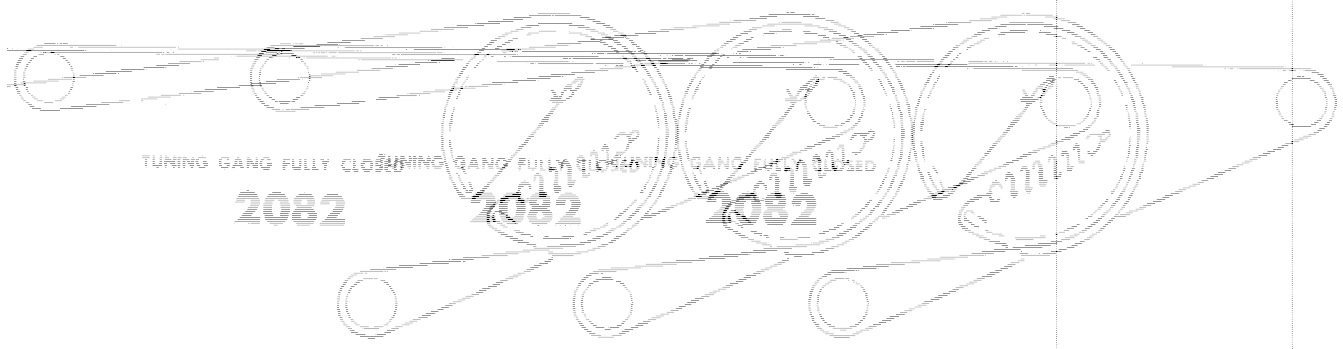
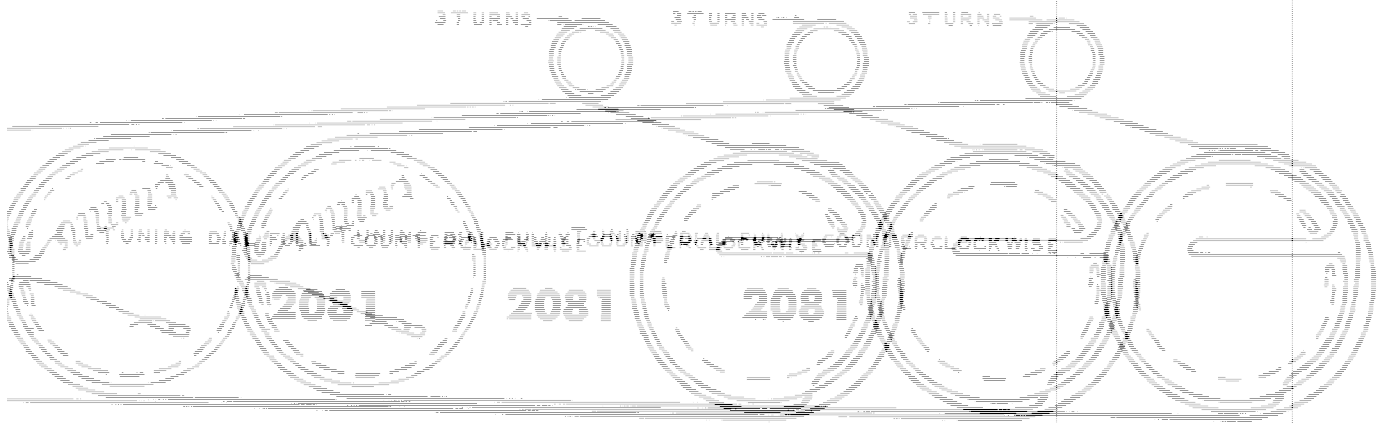
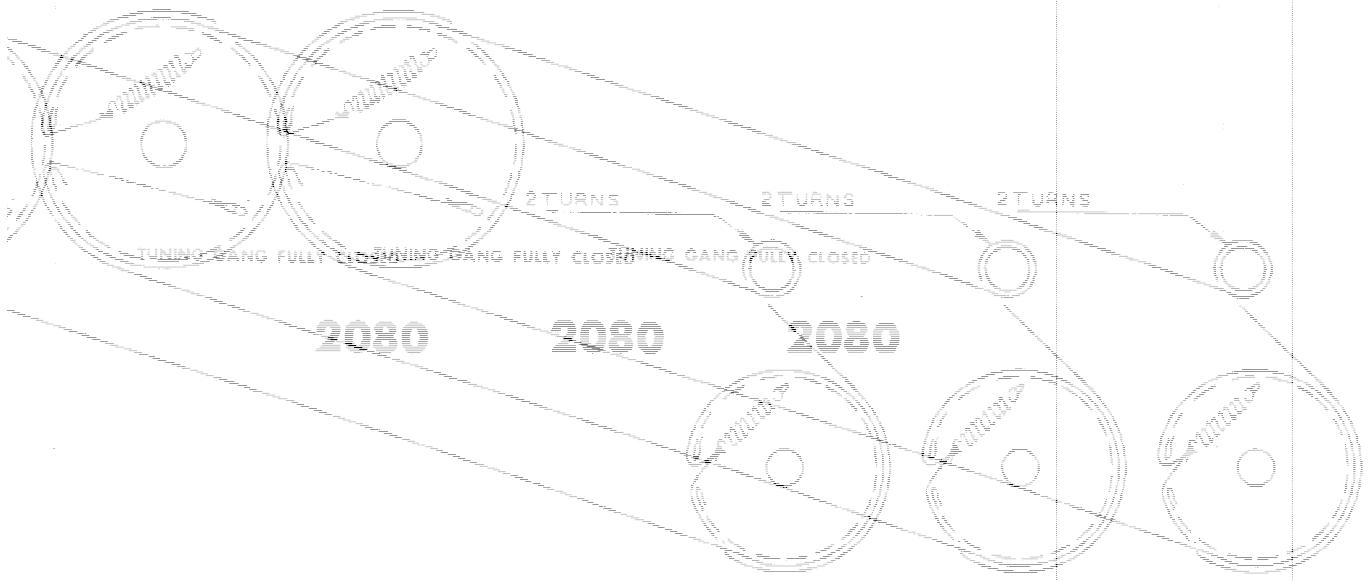
2079

2079

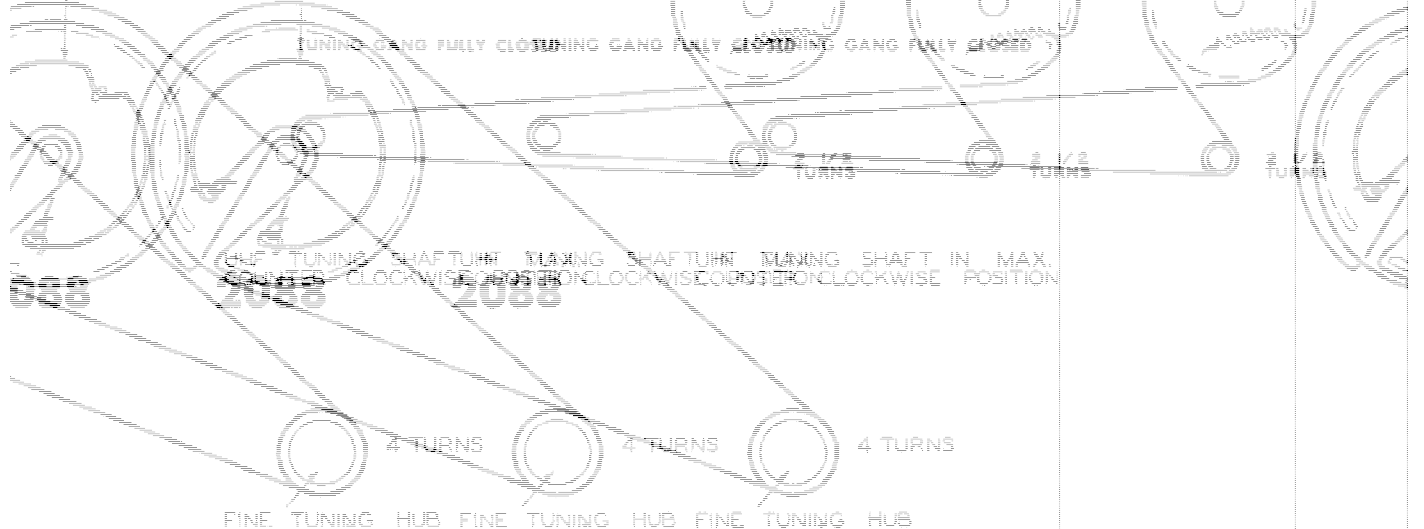
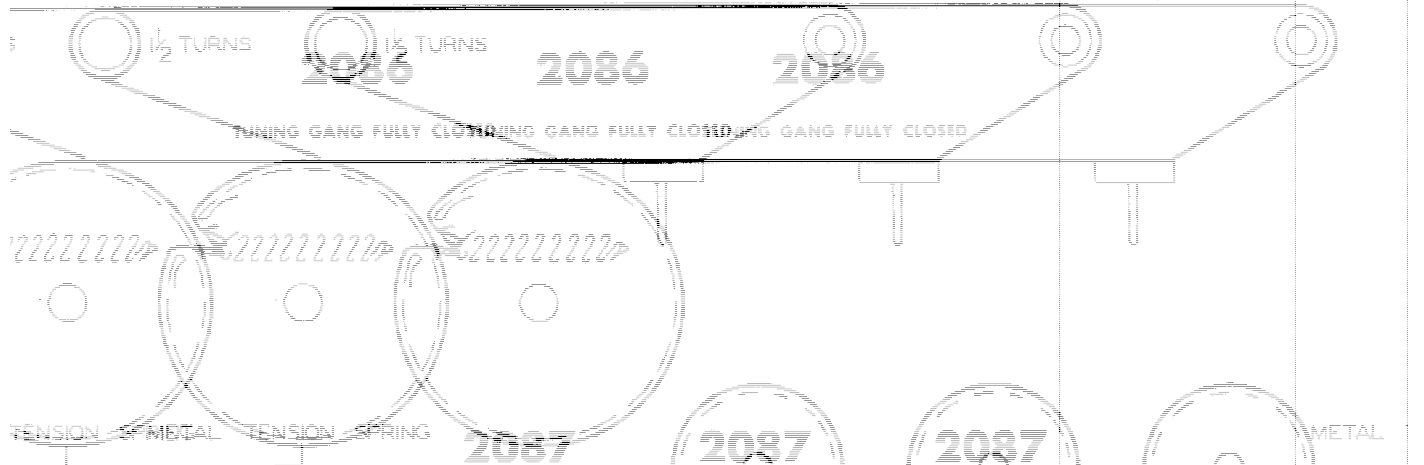
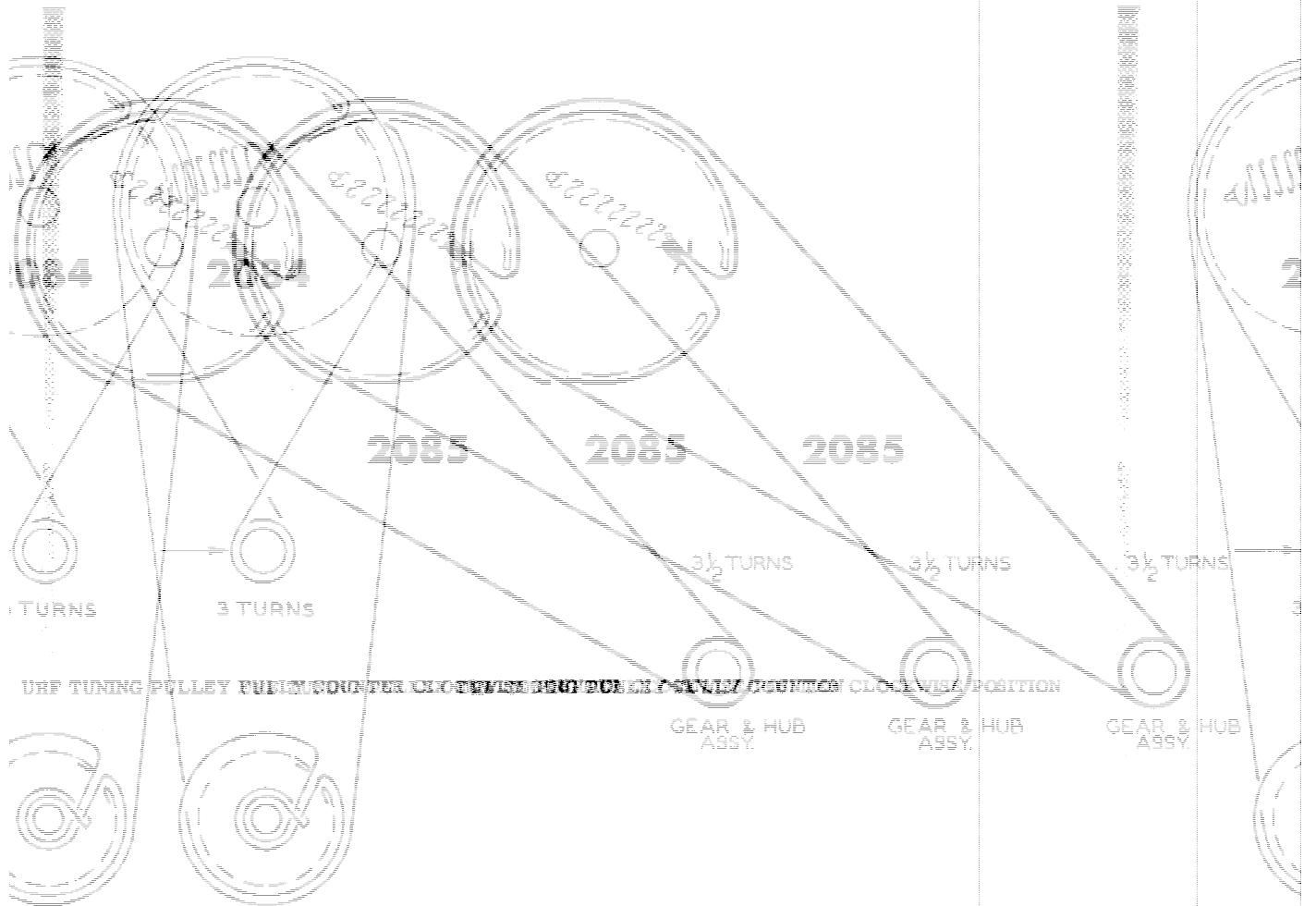


TUNING GANG FULLY CLOSED TUNING GANG FULLY COUNTERCLOCKWISE 2 TURNS TUNING GANG FULLY COUNTERCLOCKWISE 2 TURNS TUNING GANG FULLY COUNTERCLOCKWISE 2 TURNS

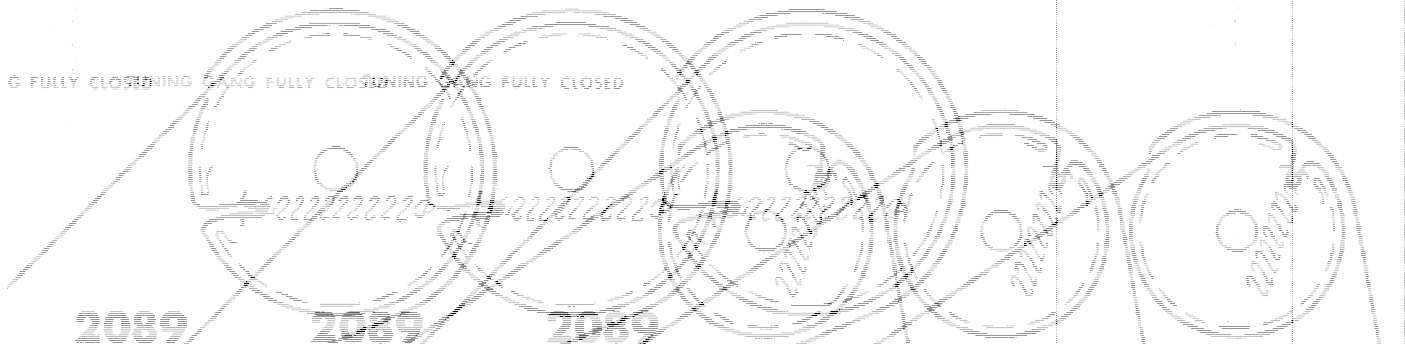
3 1/2 TURNS 3 1/2 TURNS 3 1/2 TURNS







0 FULLY CLOSED TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED

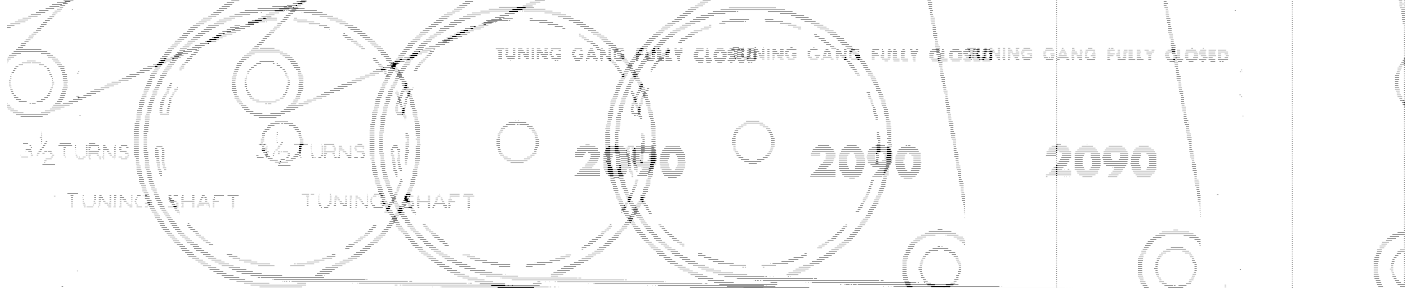


2089

2089

2089

TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED



3/2 TURNS

3/2 TURNS

2090

2090

2090

TUNING SHAFT

TUNING SHAFT

3 TURNS  
TUNING SHAF

3 TURNS  
TUNING SHAF

3 TURNS  
TUNING SHAF

TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED

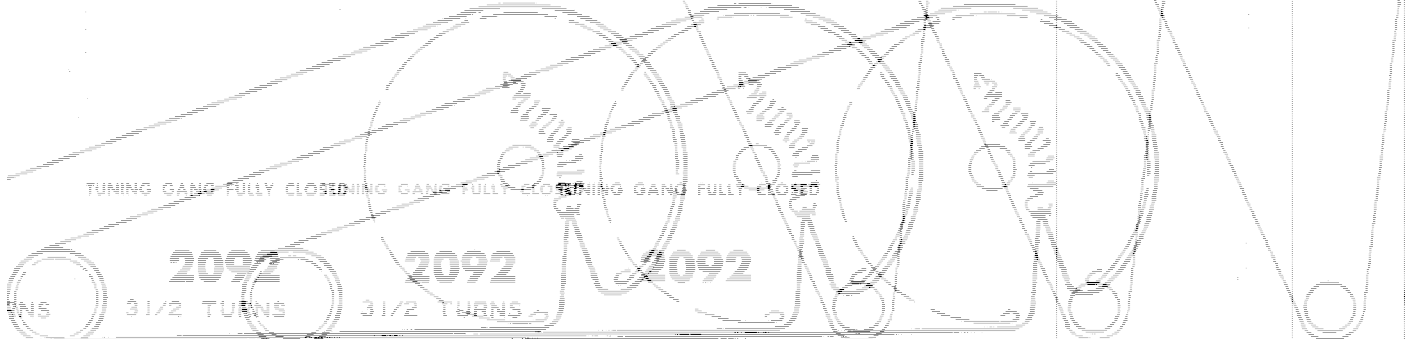


2091

2091

2091

TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED



2092

2092

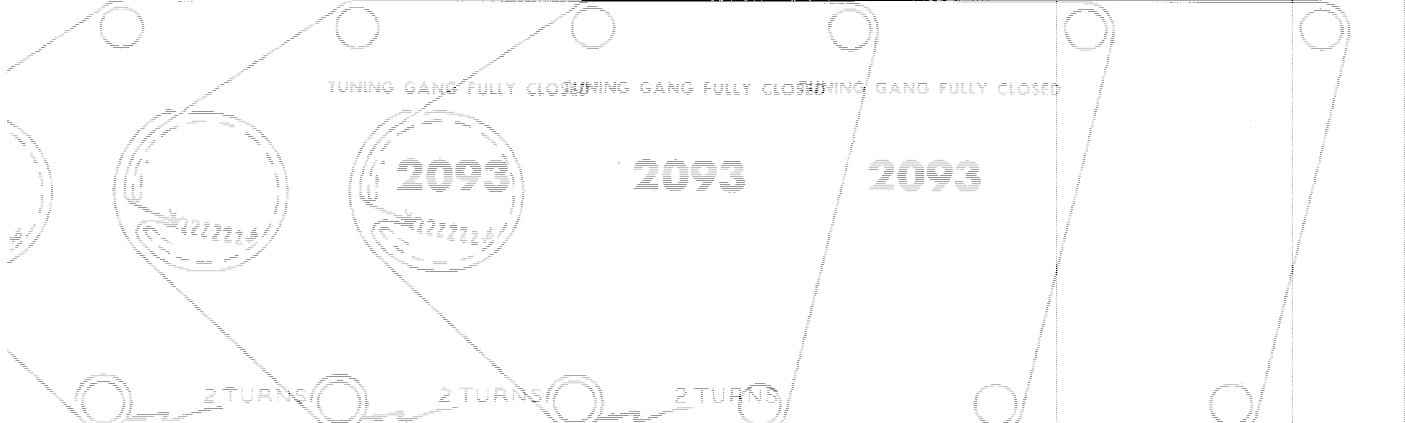
2092

3/2 TURNS

3/2 TURNS

3/2 TURNS

TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED TUNING GANG FULLY CLOSED



2093

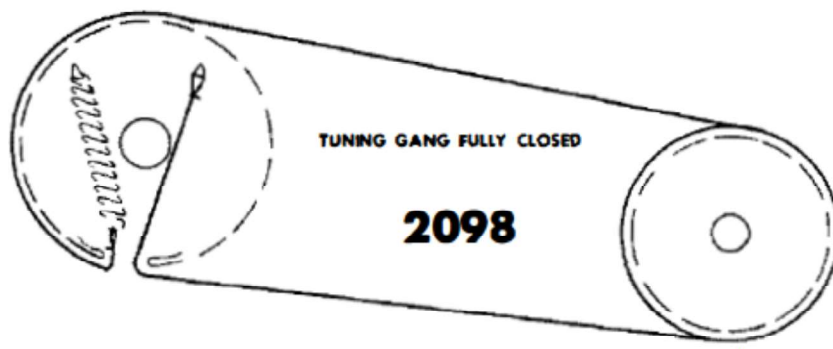
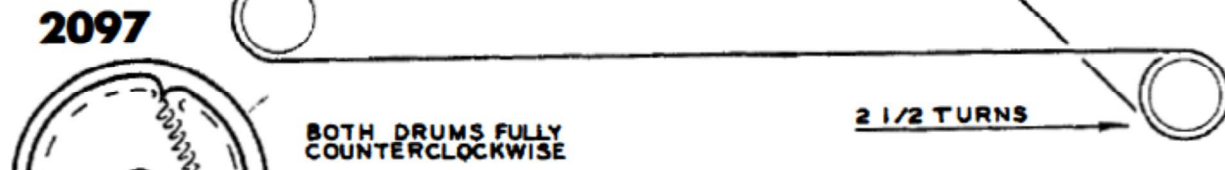
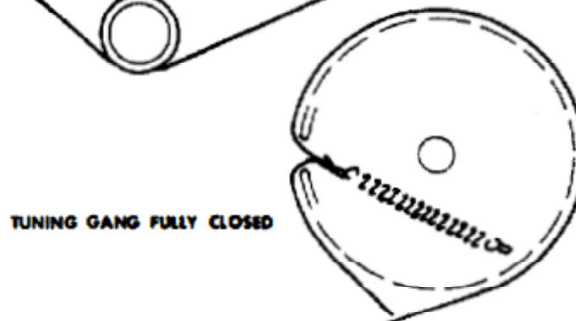
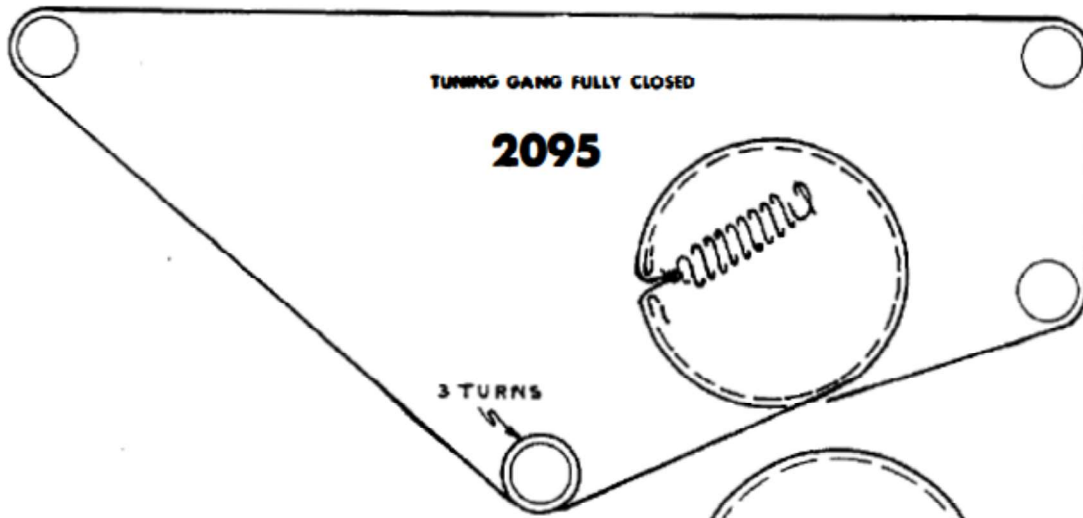
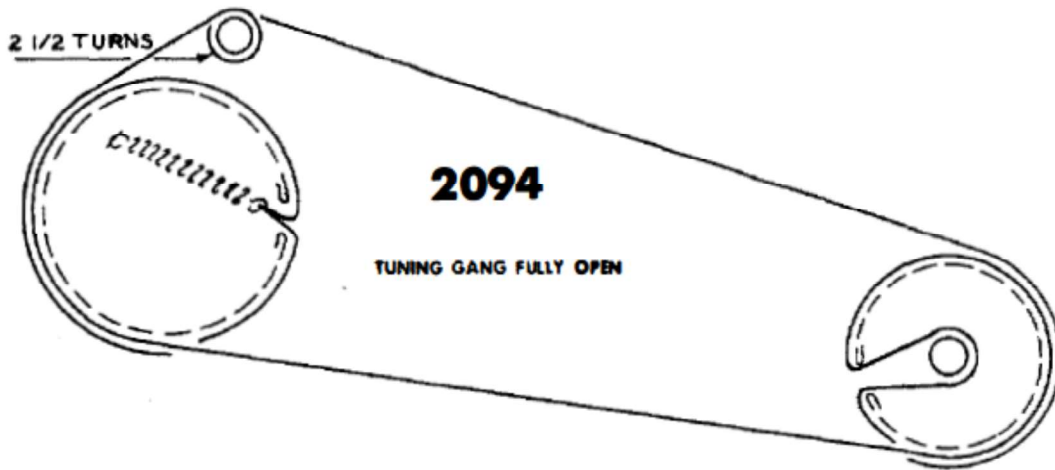
2093

2093

2 TURNS

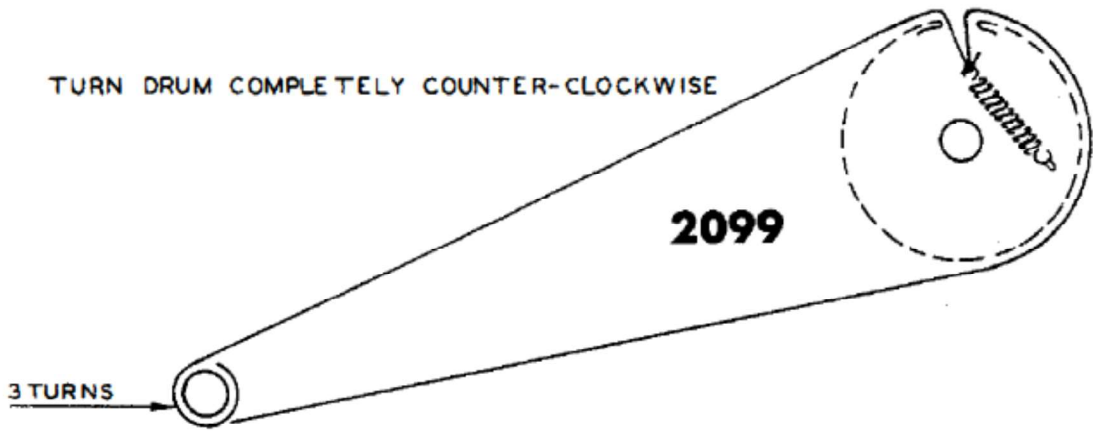
2 TURNS

2 TURNS

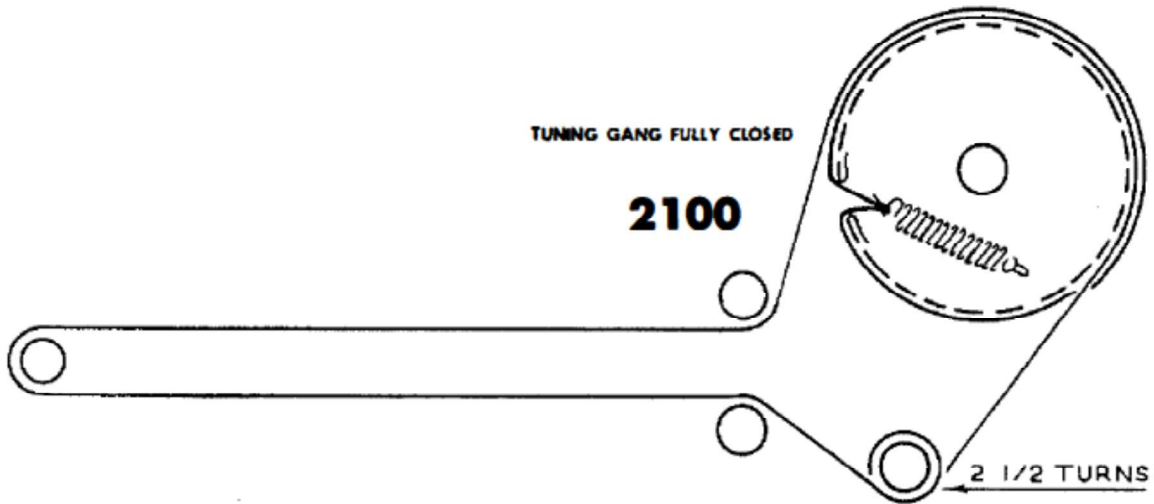


1/2 TURNS

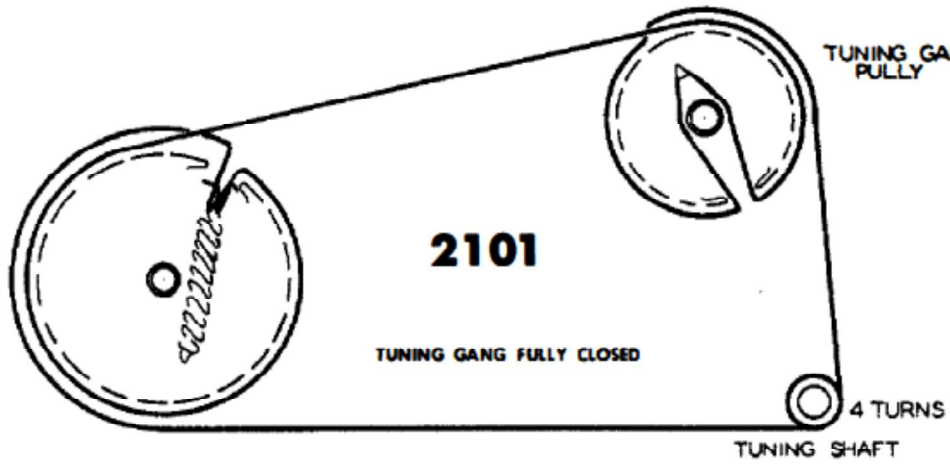
TURN DRUM COMPLETELY COUNTER-CLOCKWISE



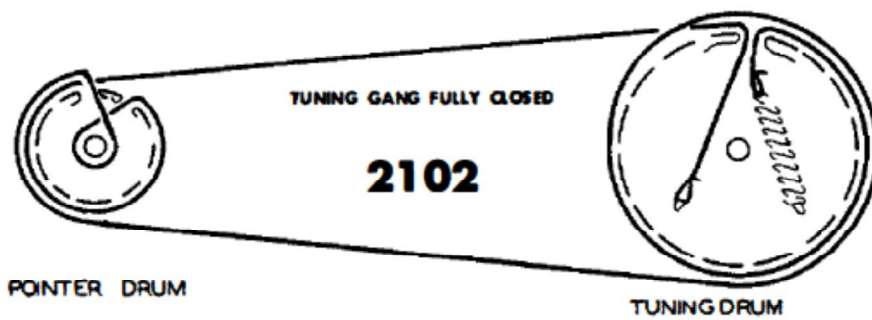
TUNING GANG FULLY CLOSED

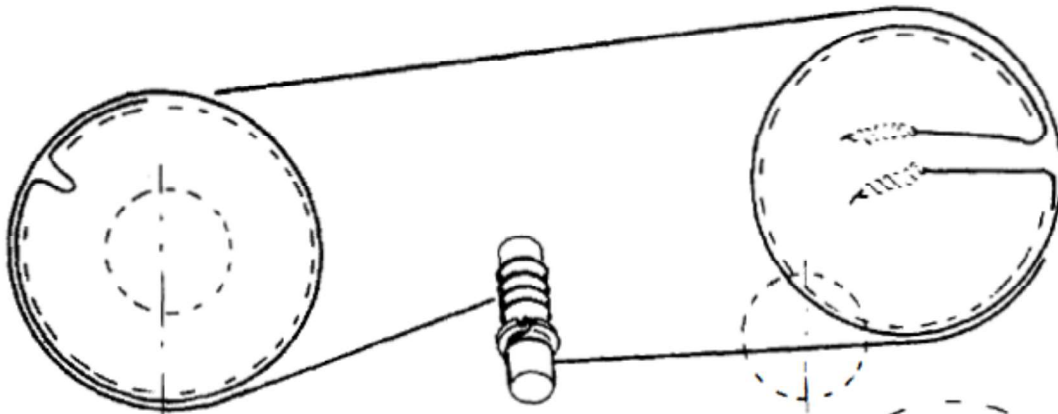


TUNING GANG PULLY

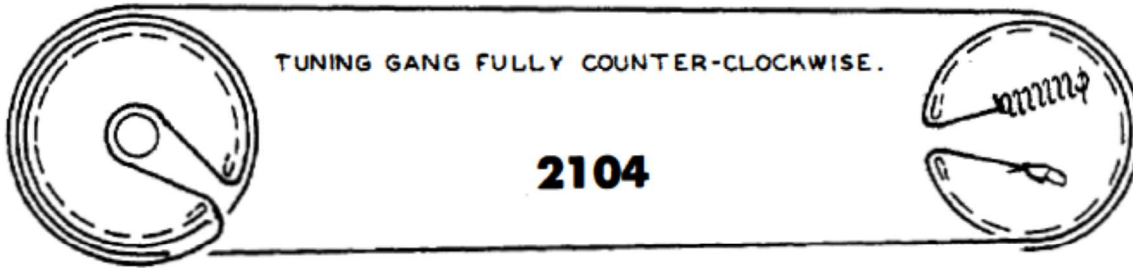
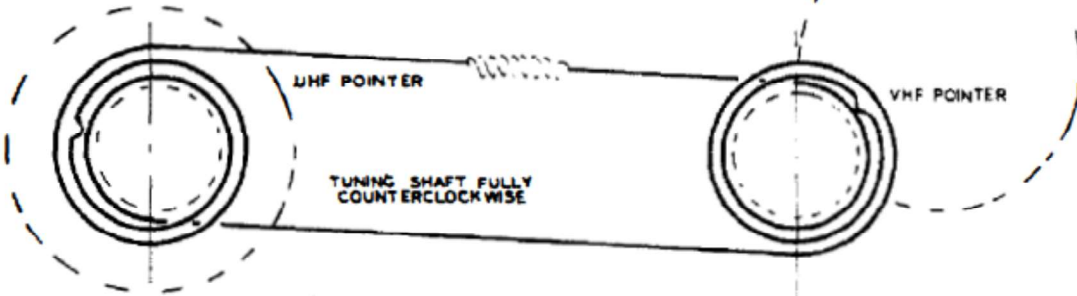


TUNING GANG FULLY CLOSED

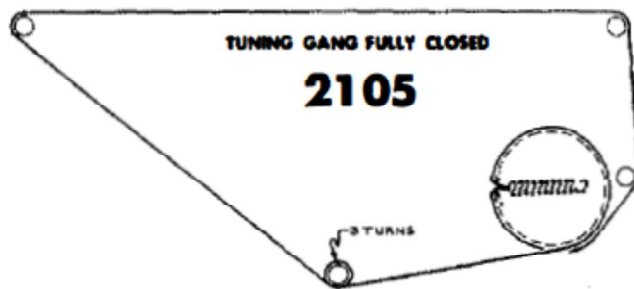




**2103**



**2104**



**2105**

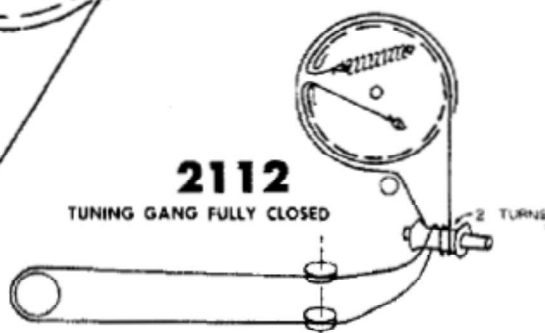
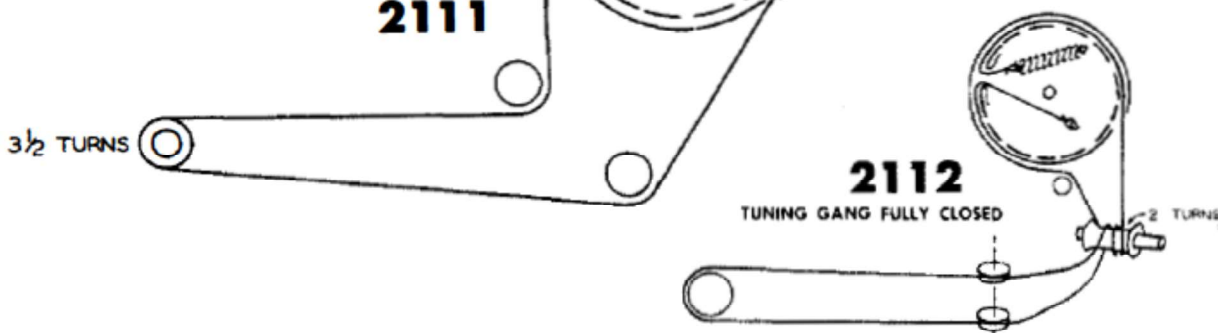
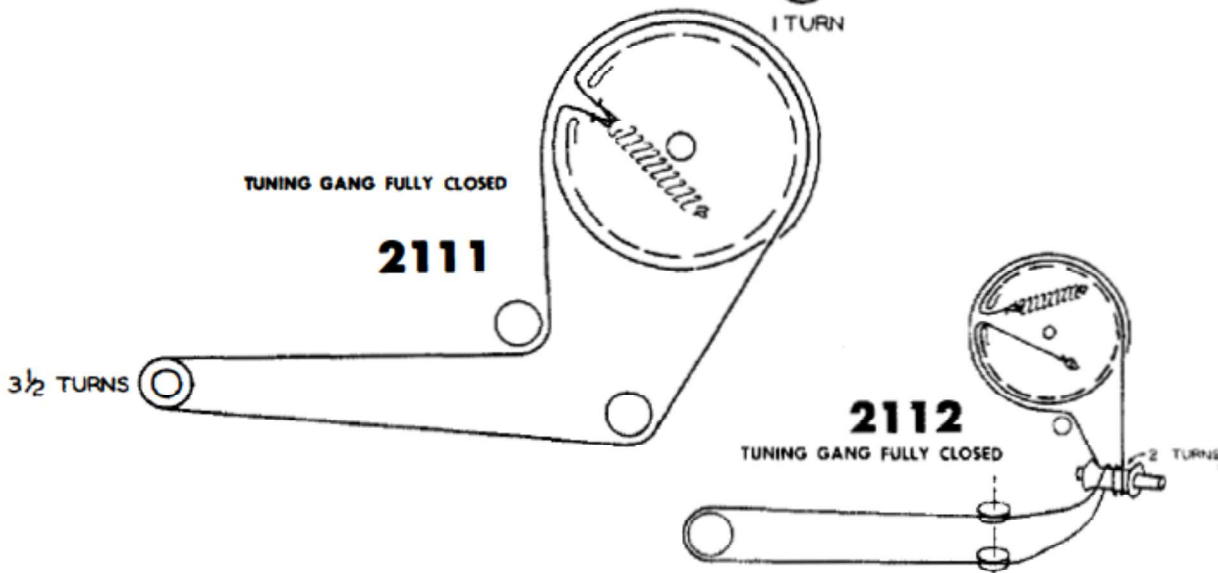
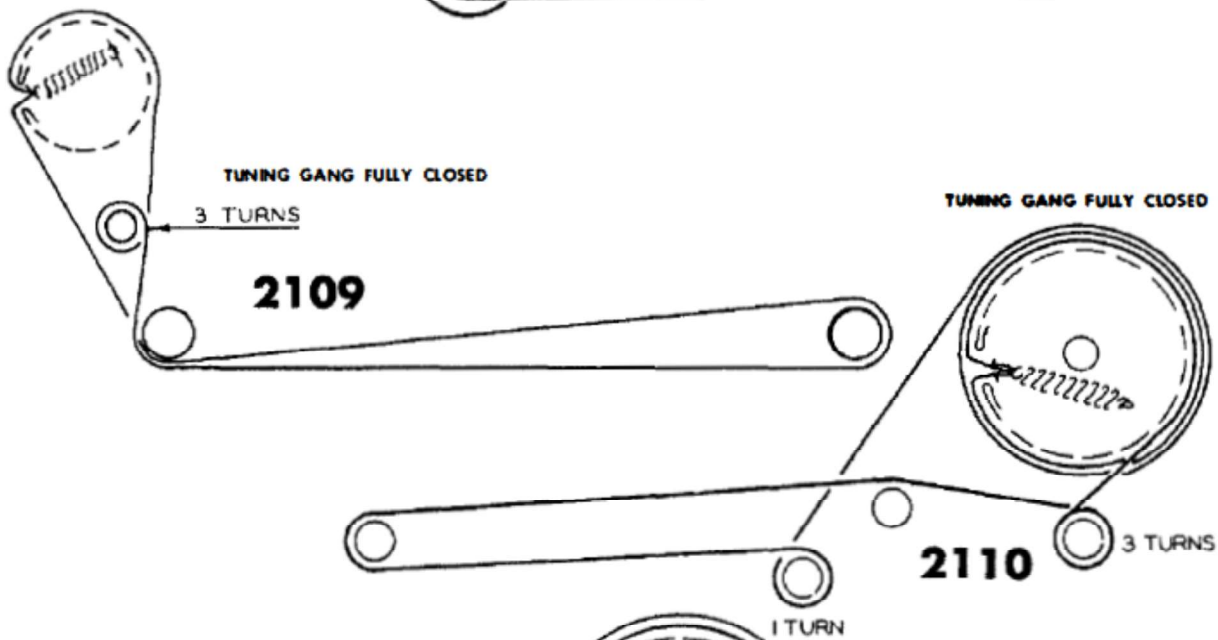
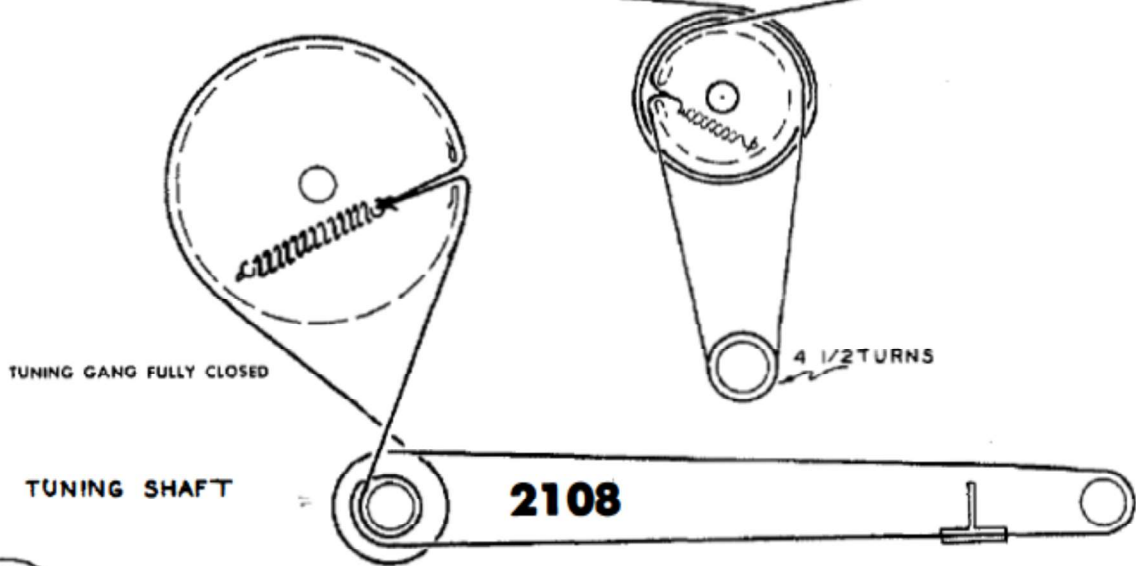
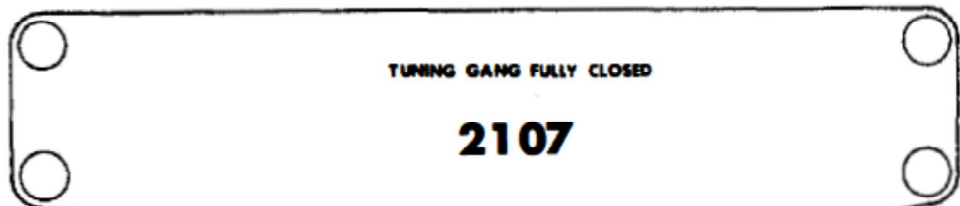


**2106**

TUNING GANG FULLY CLOSED -



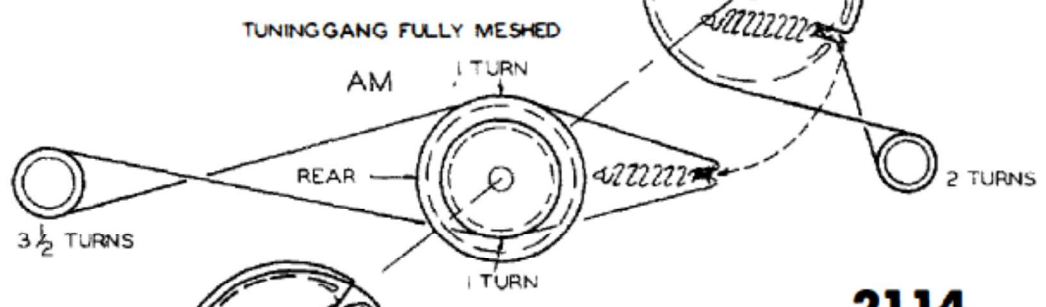
3 TURNS



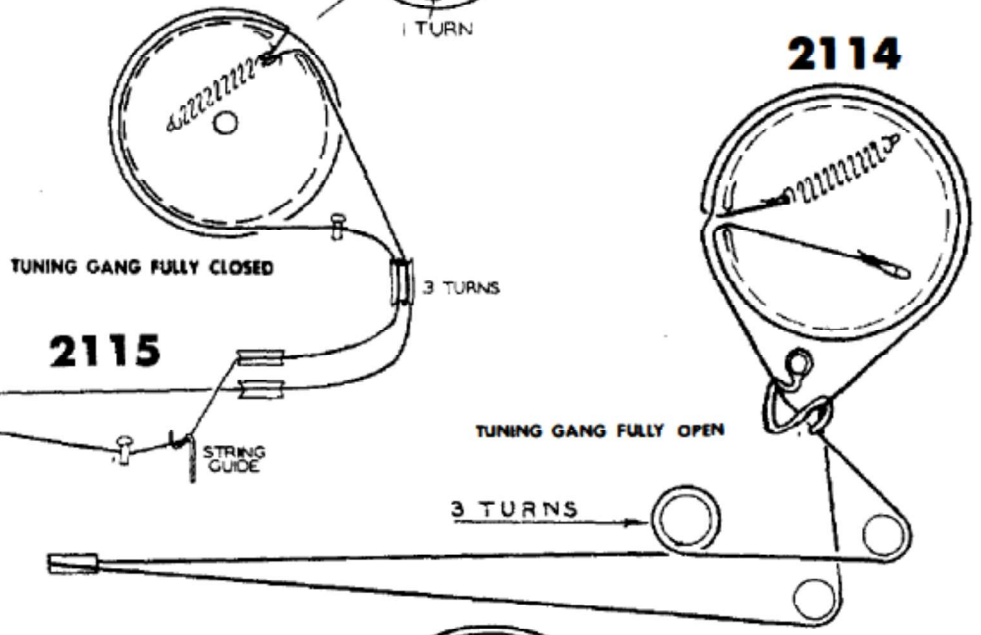


(FM TUNING SLUGS FULLY IN)  
 FM  
 KNOT  
 RIVET

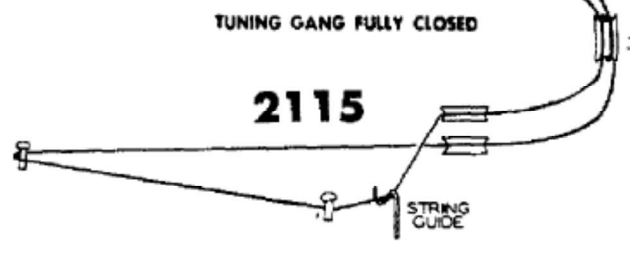
**2113**



**2114**

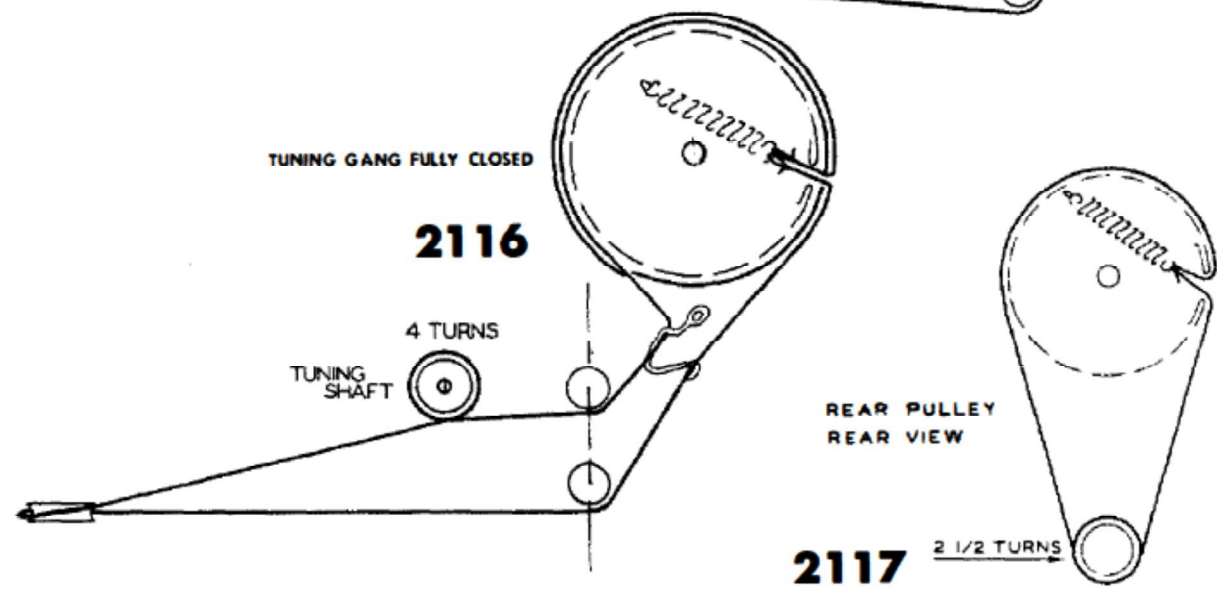


**2115**

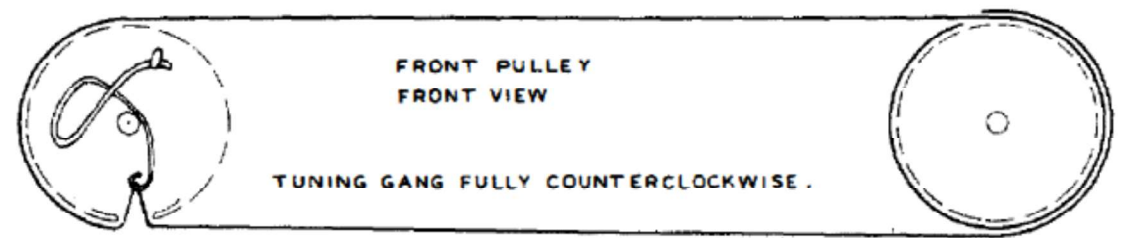


TUNING GANG FULLY CLOSED

**2116**



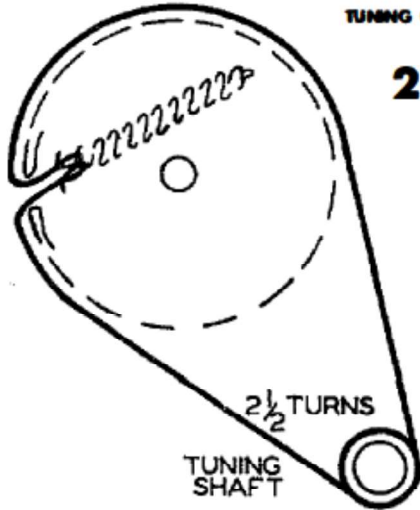
**2117**



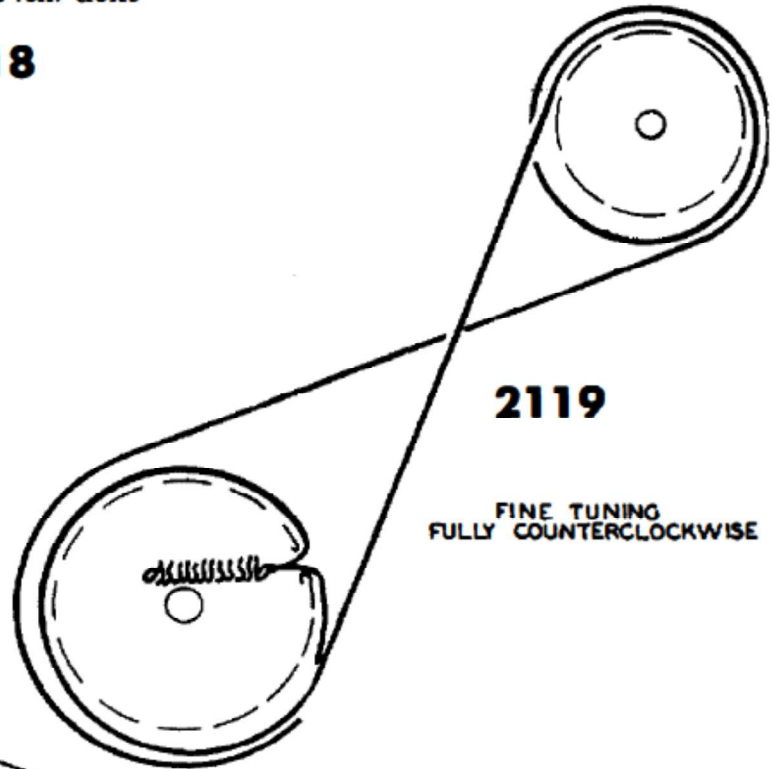


TUNING GANG FULLY CLOSED

**2118**

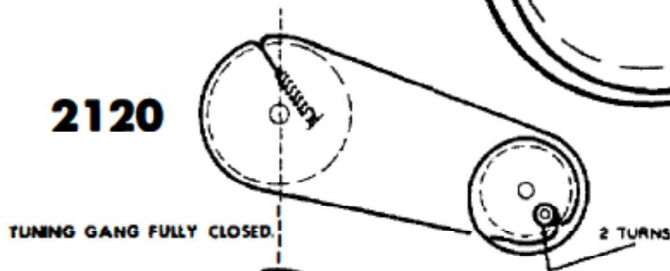


**2119**



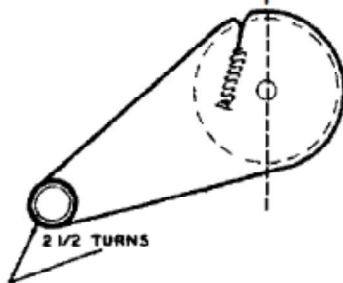
FINE TUNING  
FULLY COUNTERCLOCKWISE

**2120**



TUNING GANG FULLY CLOSED

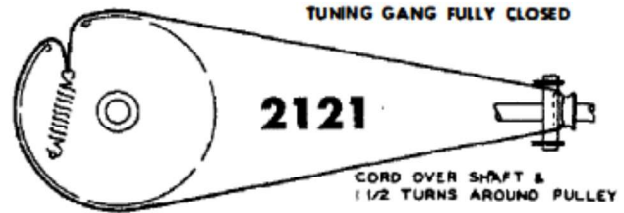
2 TURNS



2 1/2 TURNS

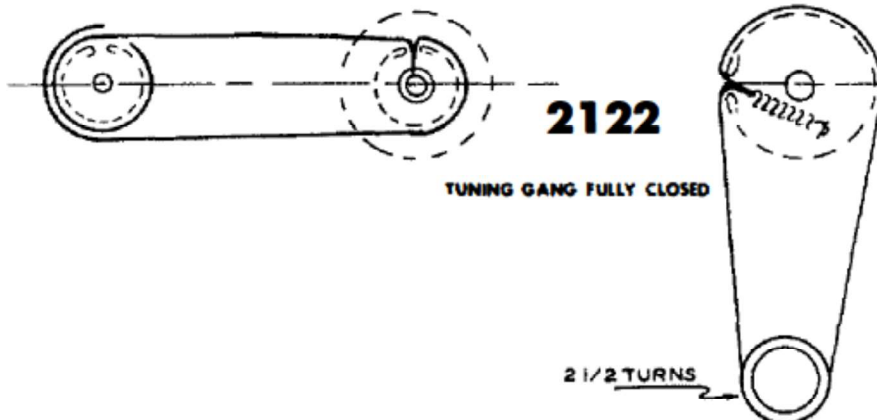
TUNING GANG FULLY CLOSED

**2121**



CORD OVER SHAFT &  
1 1/2 TURNS AROUND PULLEY

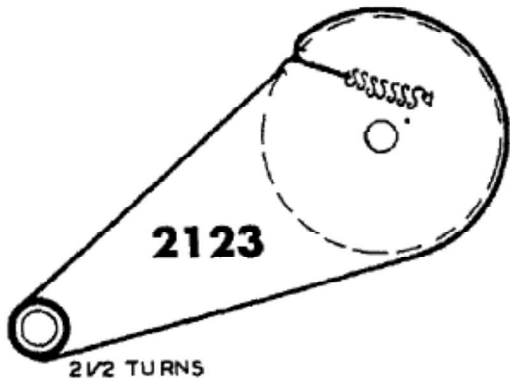
**2122**



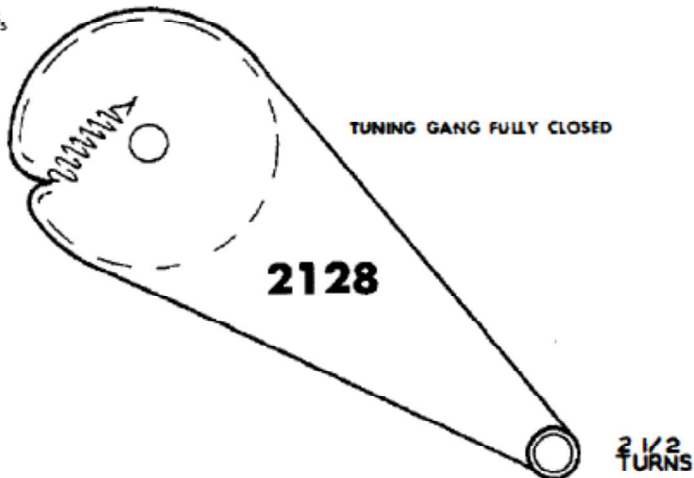
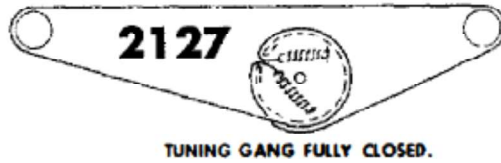
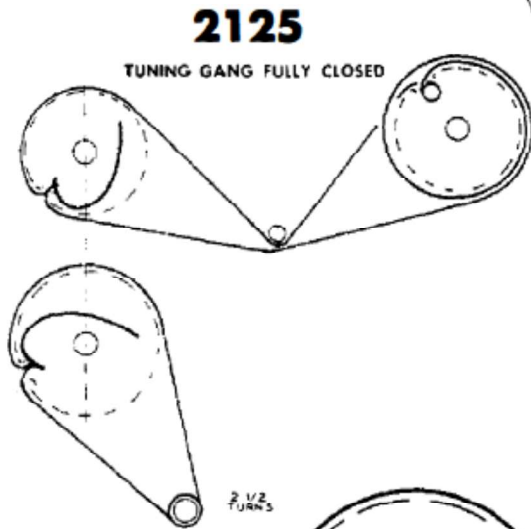
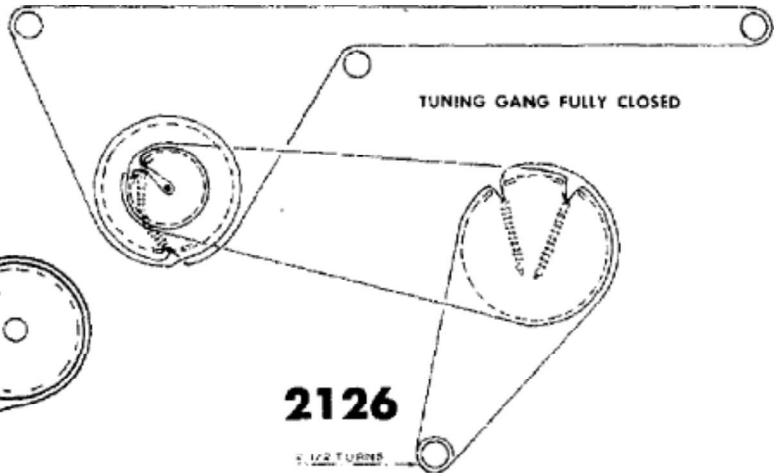
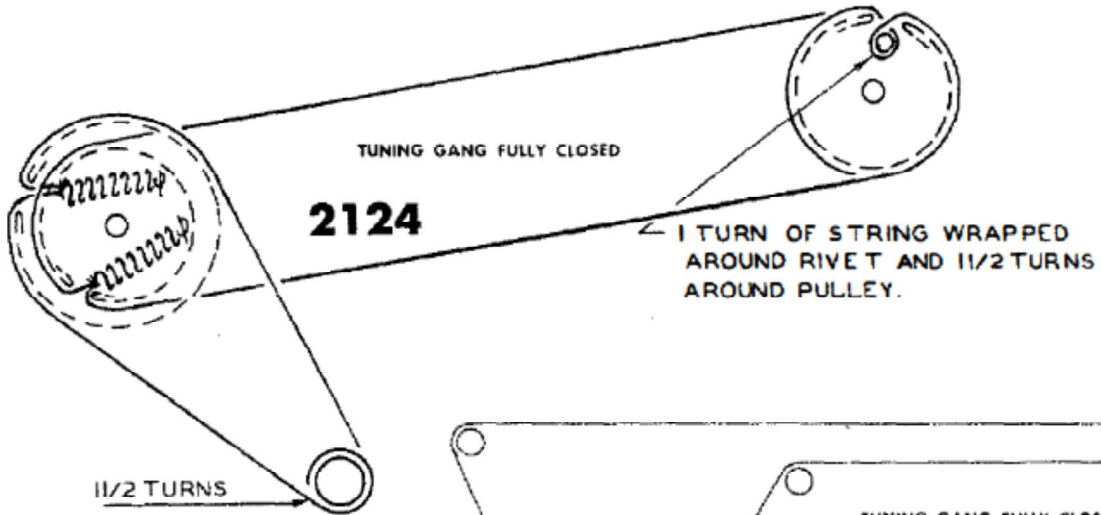
TUNING GANG FULLY CLOSED

2 1/2 TURNS

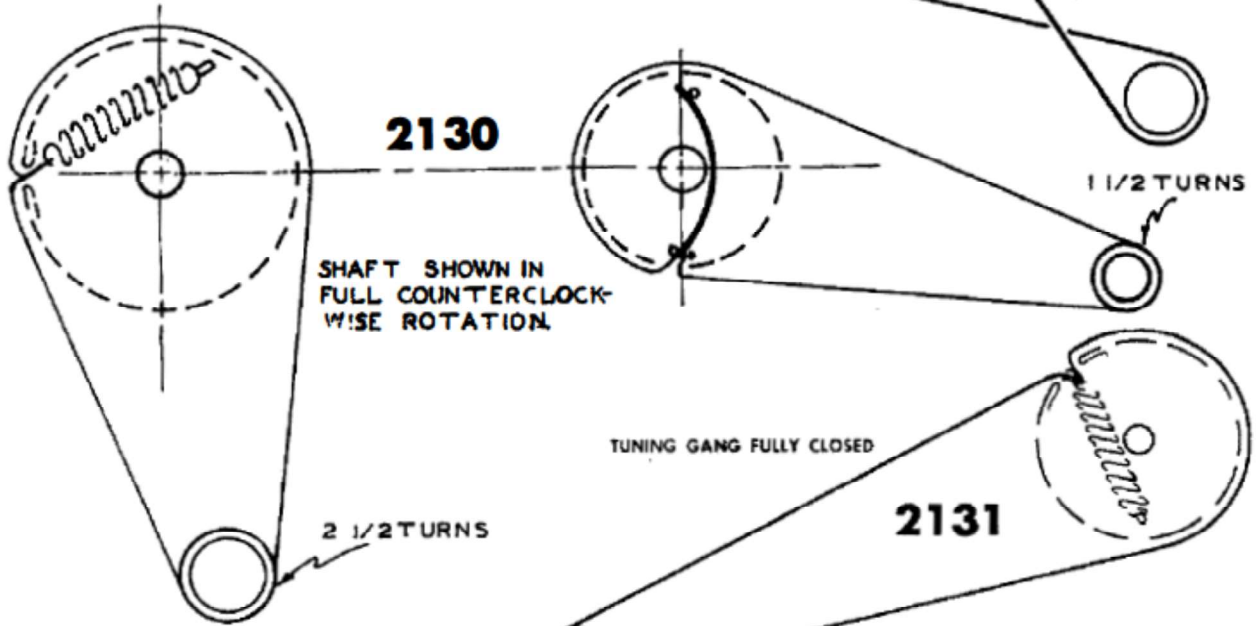
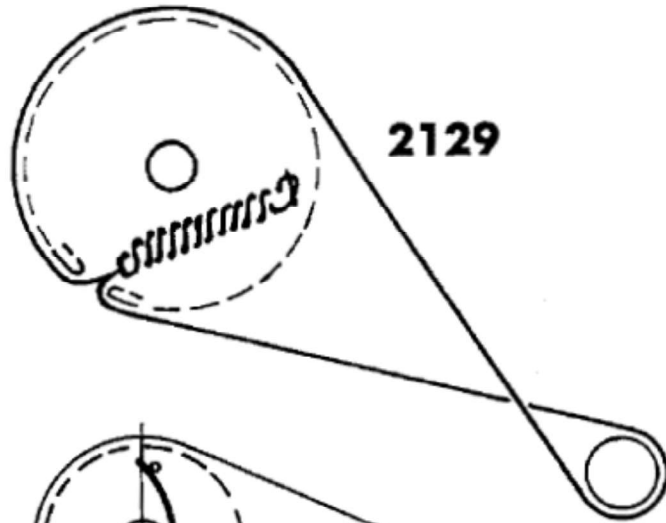




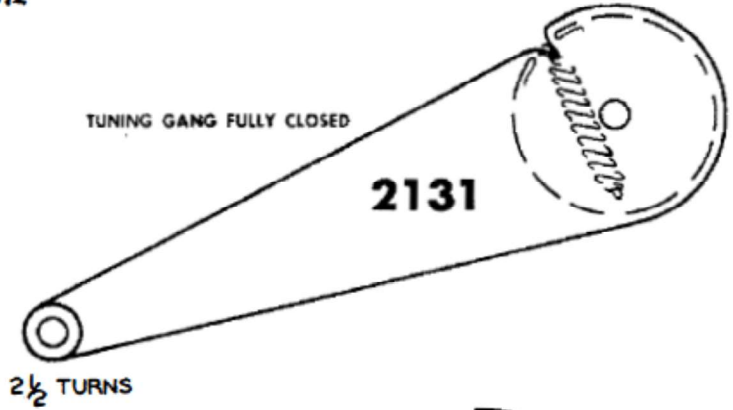
TUNING GANG FULLY CLOSED



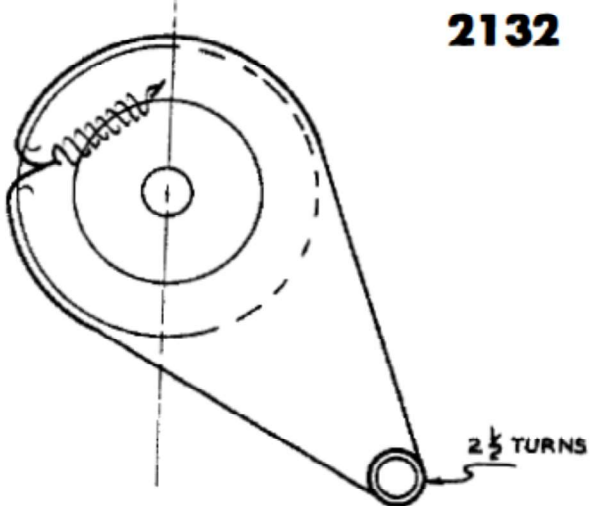
TUNING SHAFT FULLY CLOCKWISE



TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



HAF T IN MAXIMUM COUNTER CLOCKWISE POSITION.

FINE TUNING IN MAX COUNTER  
CLOCKWISE POSITION .

**2133**

**2134**

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

$\frac{1}{2}$  TURN

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

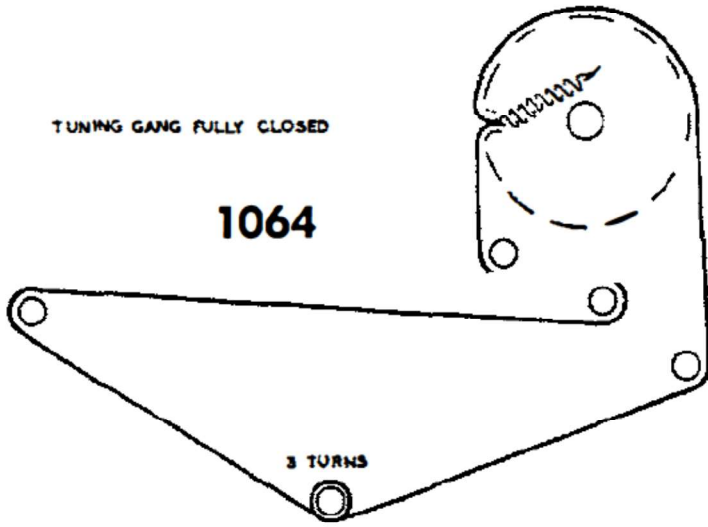
**2135**

TUNING GANG FULLY CLOSED

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

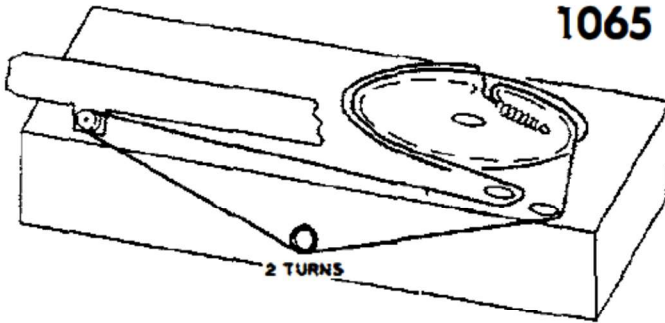
TUNING GANG FULLY CLOSED

1064



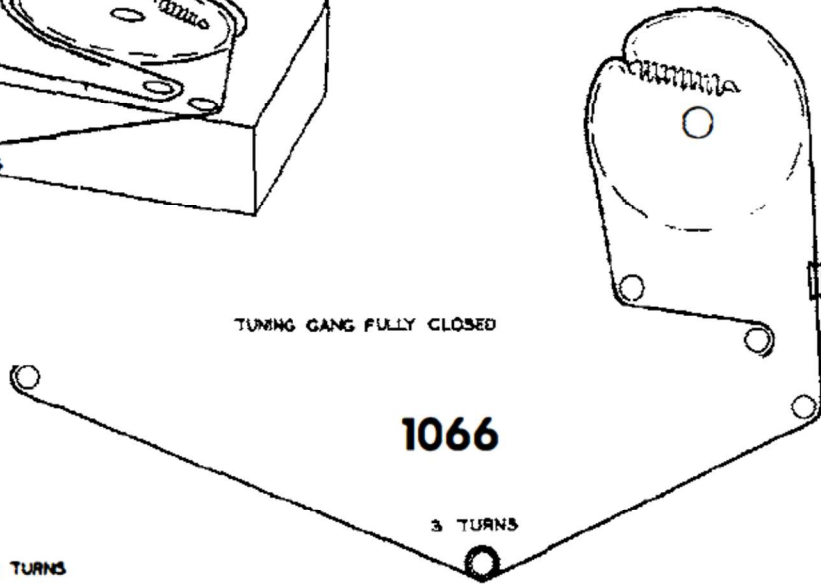
TUNING GANG FULLY CLOSED

1065



TUNING GANG FULLY CLOSED

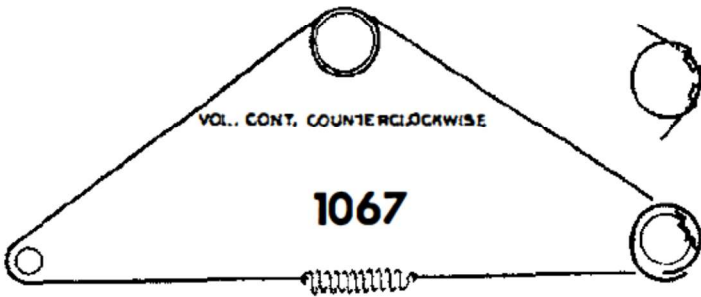
1066



2 TURNS

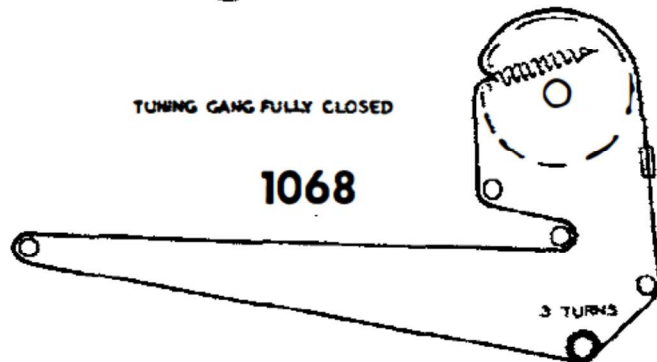
VOL. CONT. COUNTERCLOCKWISE

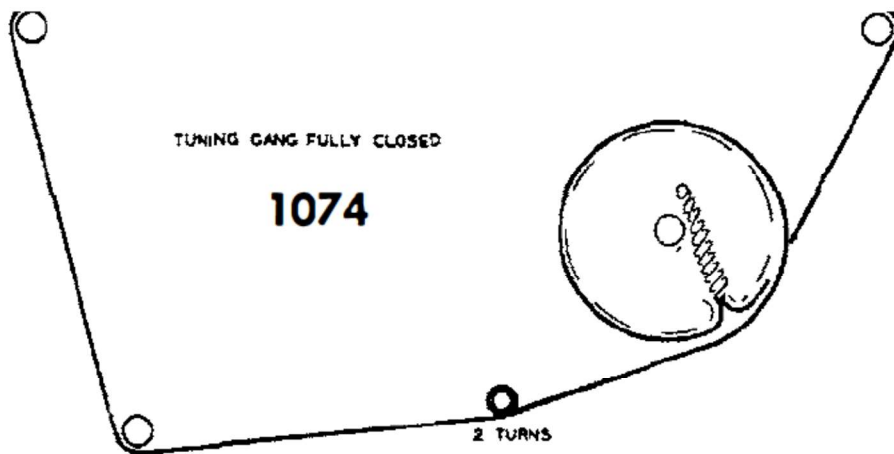
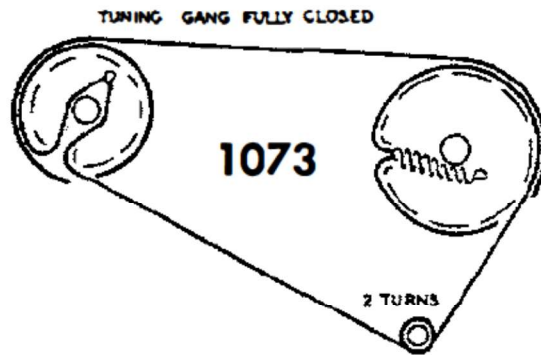
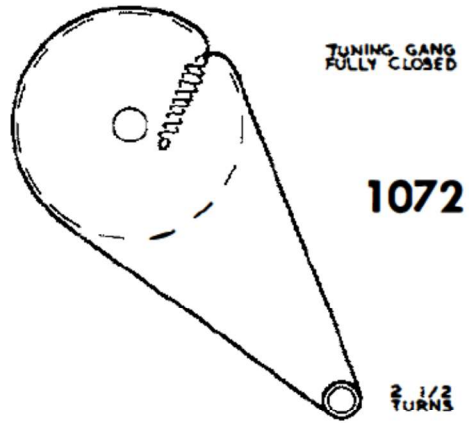
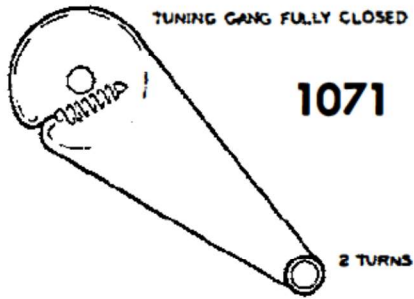
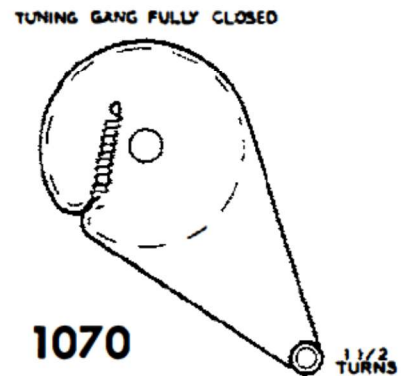
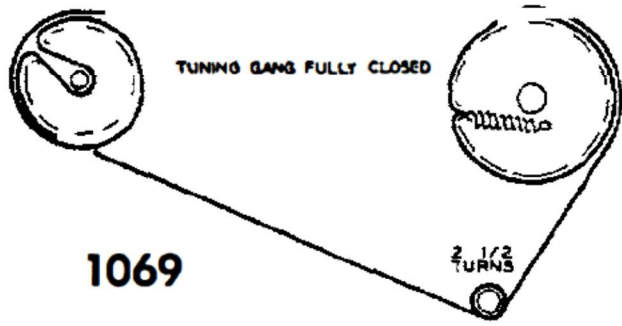
1067



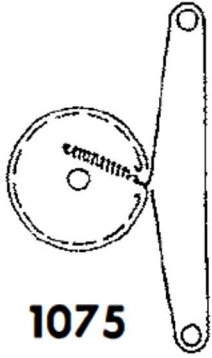
TUNING GANG FULLY CLOSED

1068

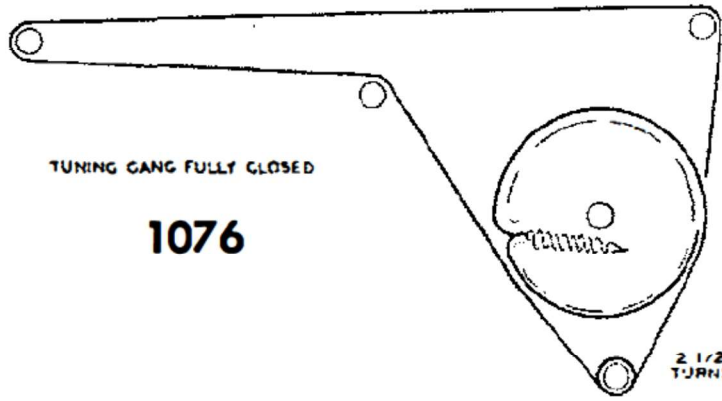




TUNING GANG FULLY CLOSED



1075

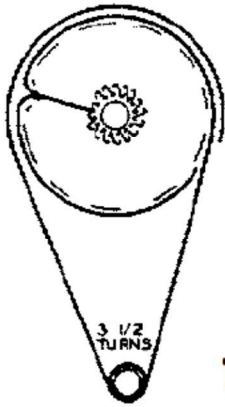


TUNING GANG FULLY CLOSED

1076

2 1/2  
TURNS

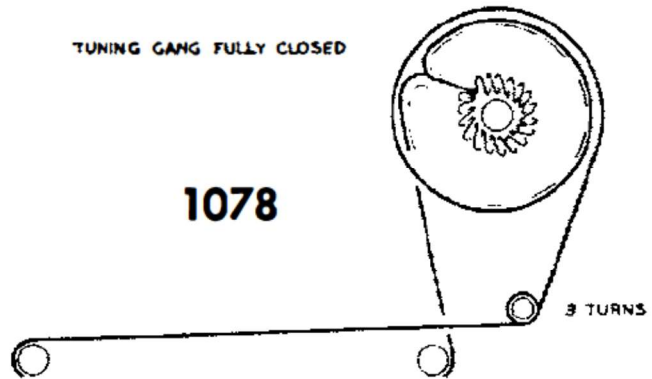
TUNING GANG FULLY CLOSED



1077

3 1/2  
TURNS

TUNING GANG FULLY CLOSED



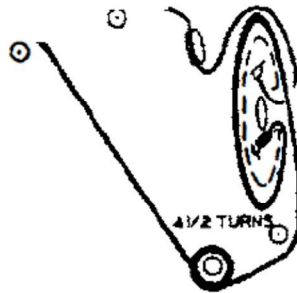
1078

3 TURNS

10

TUNING GANG  
FULLY CLOSED

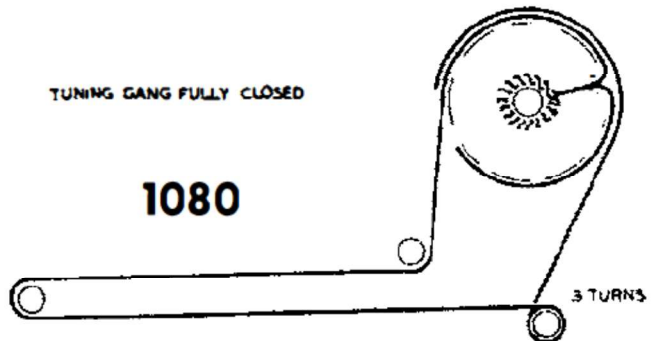
1079



1 1/2 TURNS

TUNING GANG FULLY CLOSED

1080

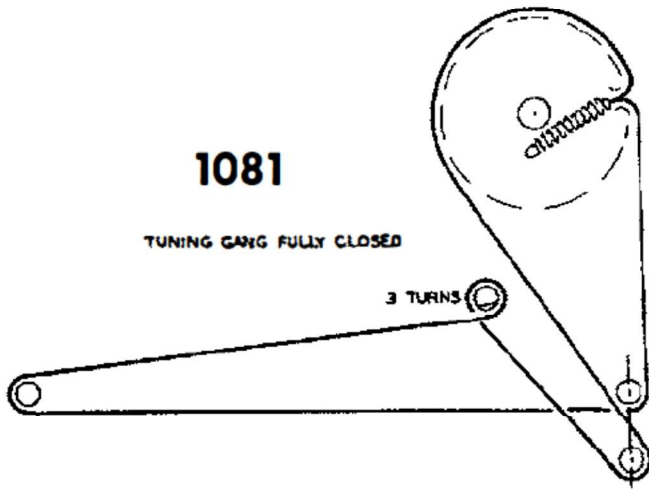


3 TURNS



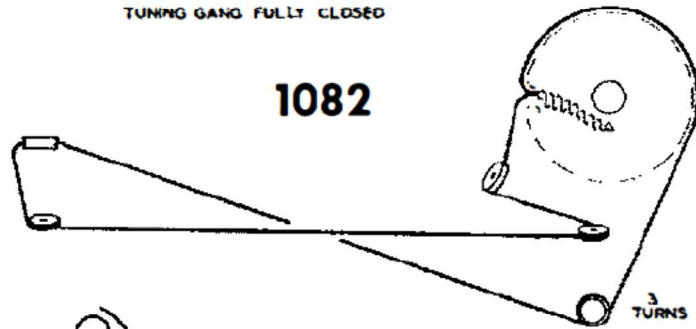
**1081**

TUNING GANG FULLY CLOSED



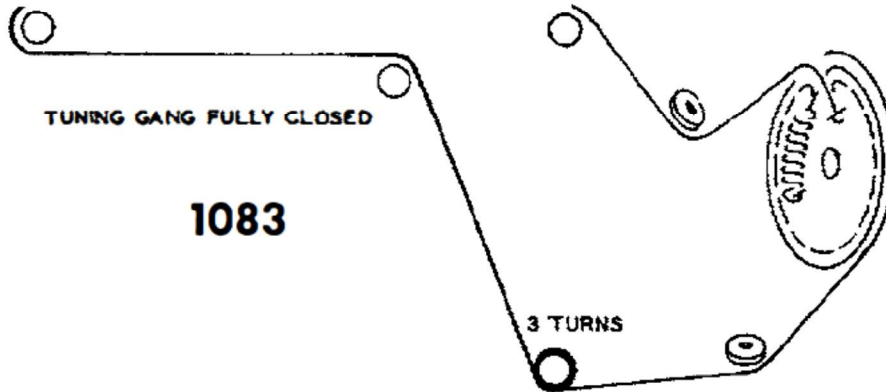
TUNING GANG FULLY CLOSED

**1082**



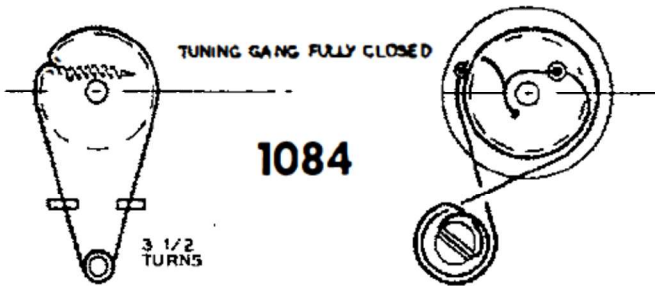
TUNING GANG FULLY CLOSED

**1083**



TUNING GANG FULLY CLOSED

**1084**



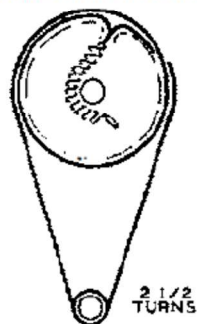
TUNING GANG FULLY CLOSED

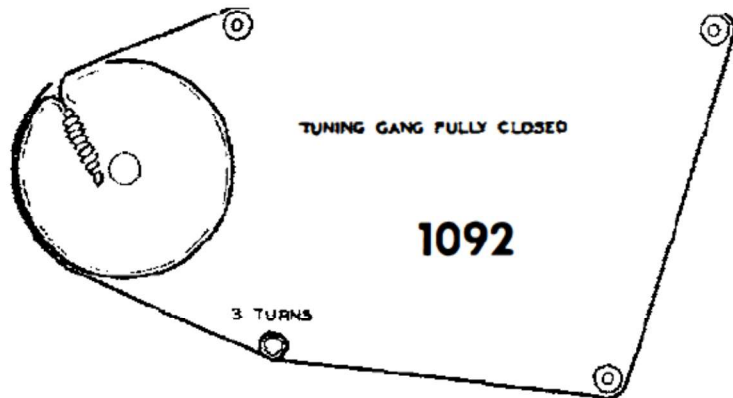
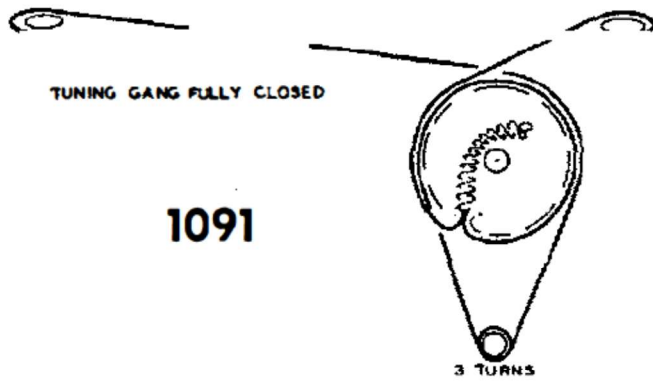
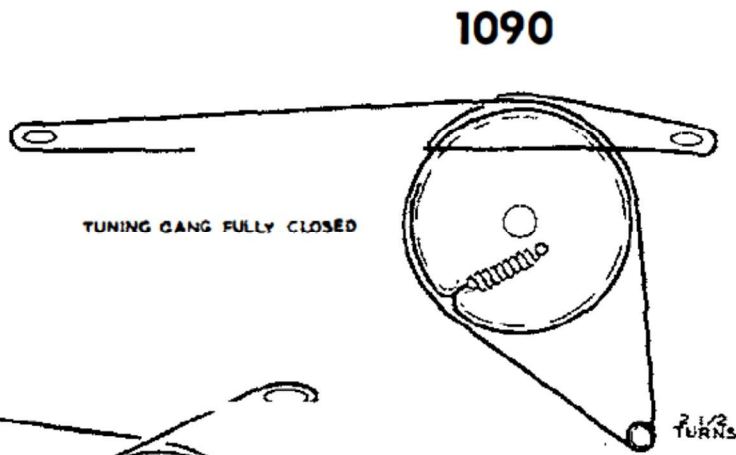
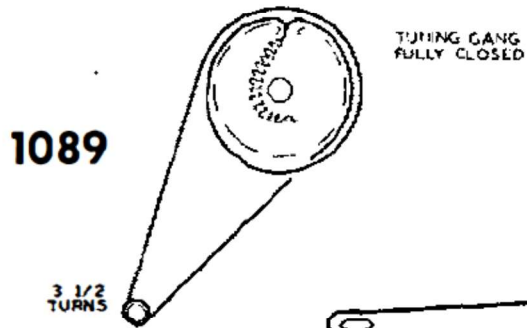
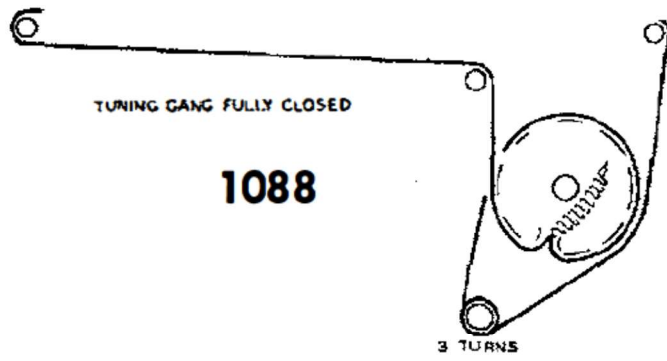
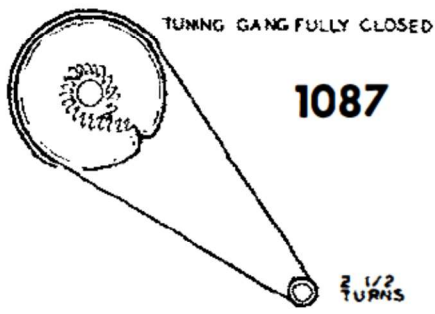
**1085**



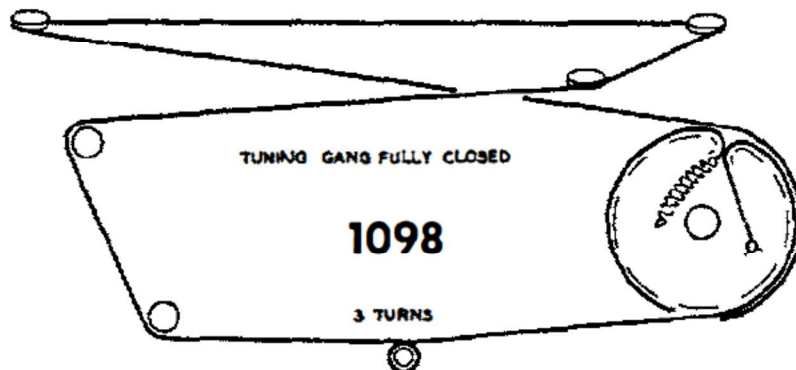
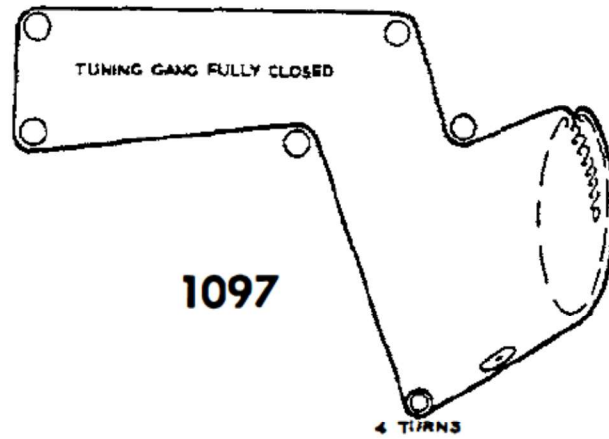
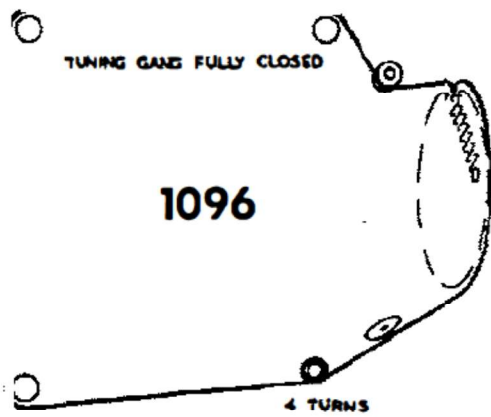
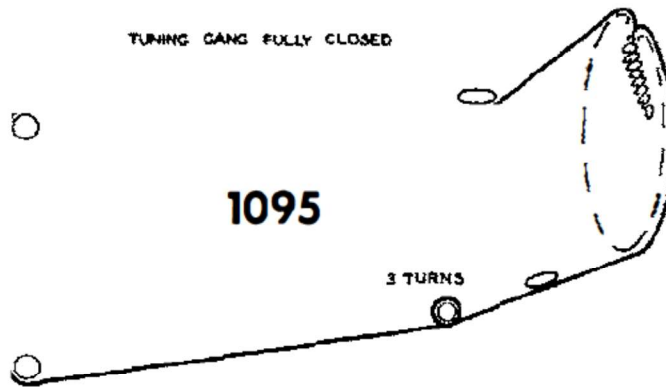
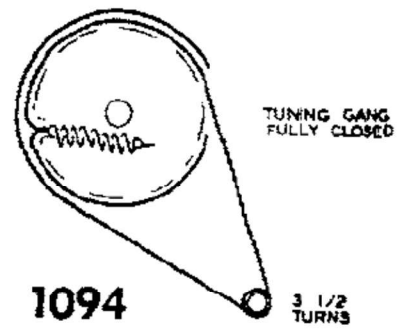
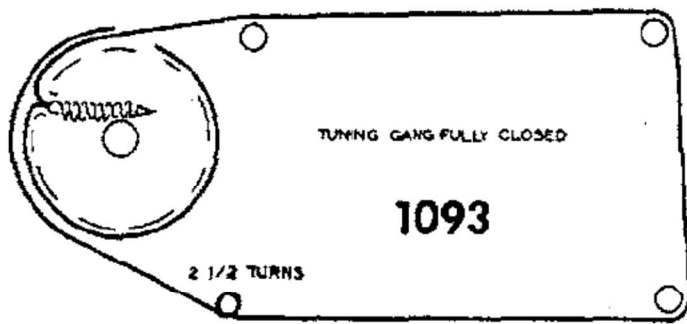
TUNING GANG FULLY CLOSED

**1086**

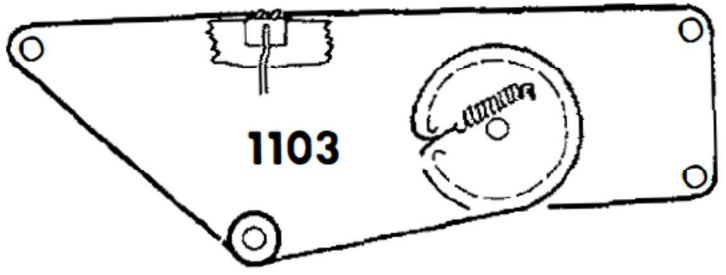
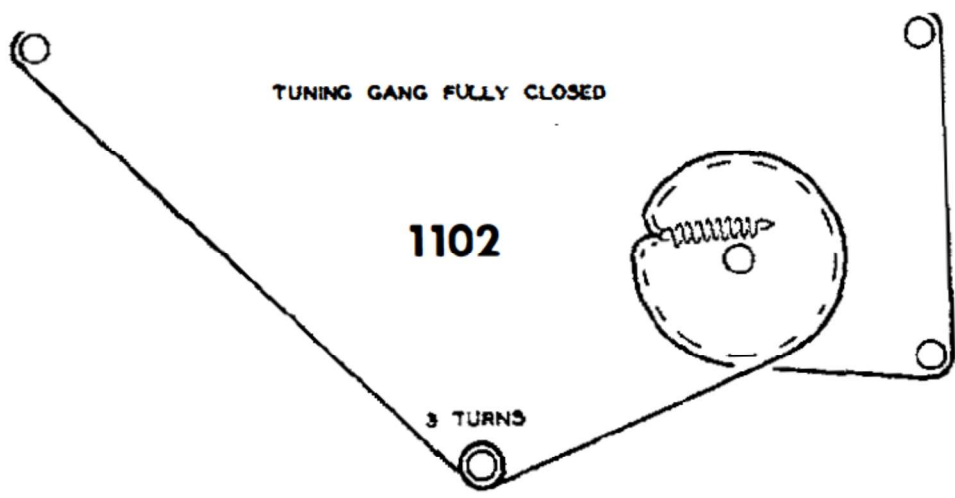
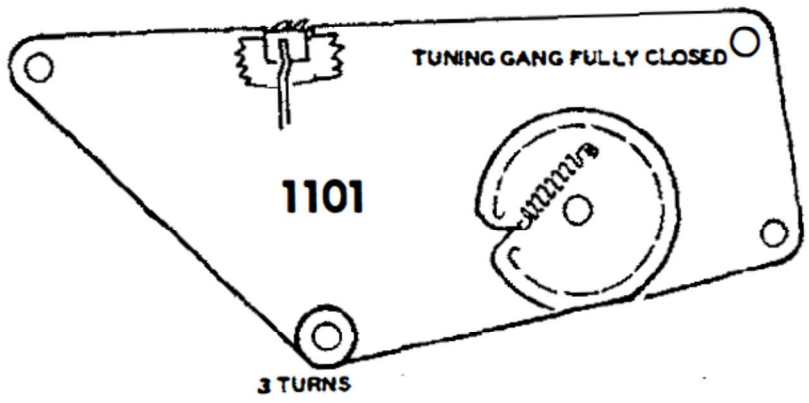
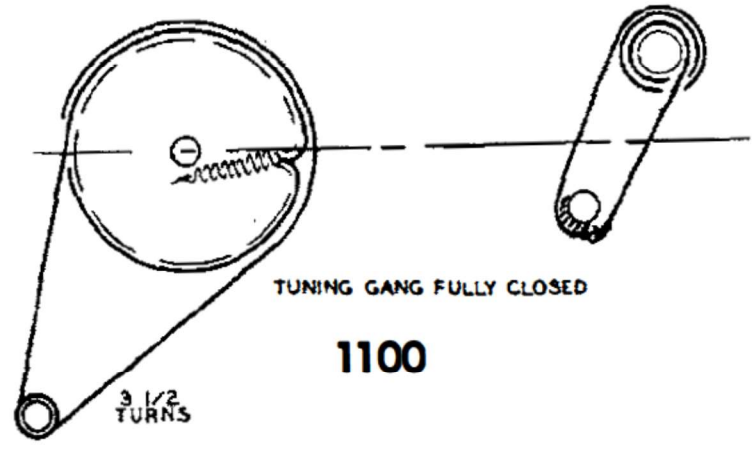
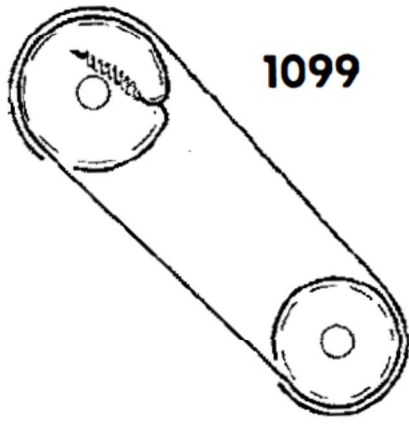


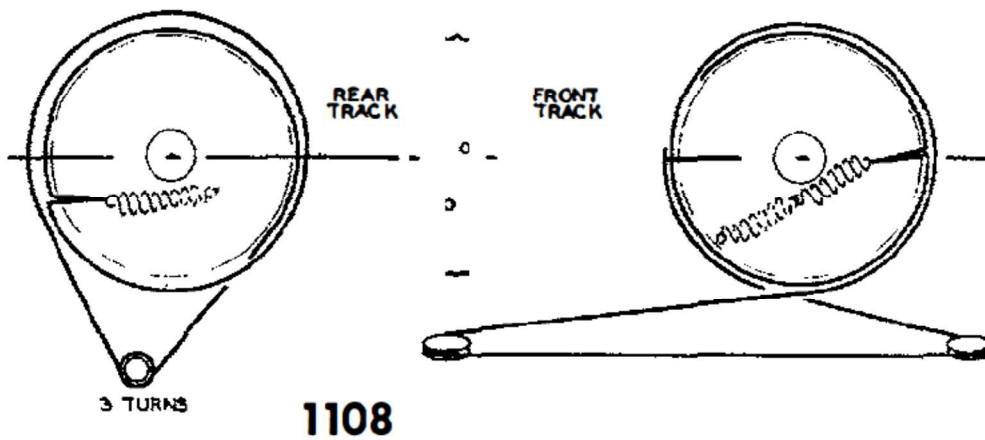
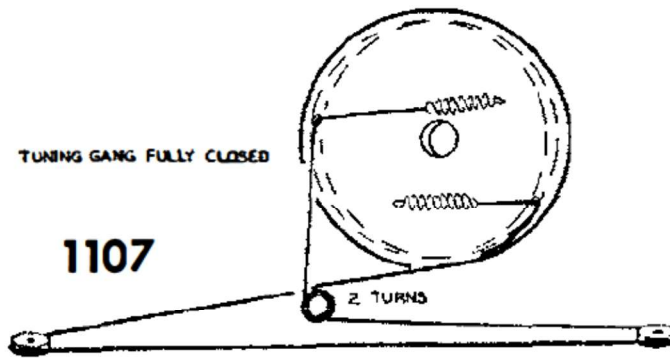
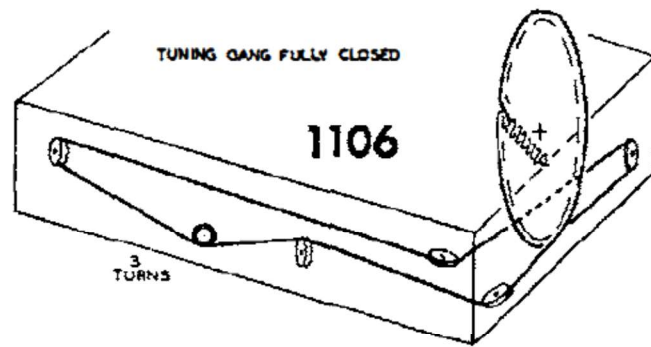
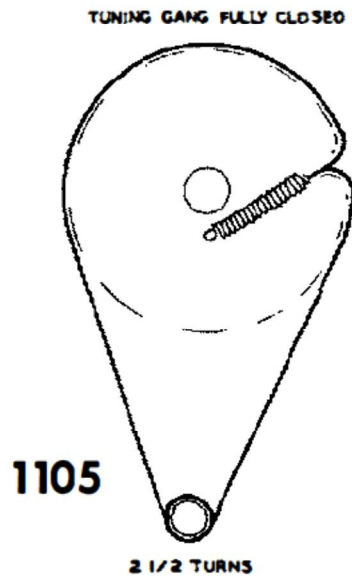
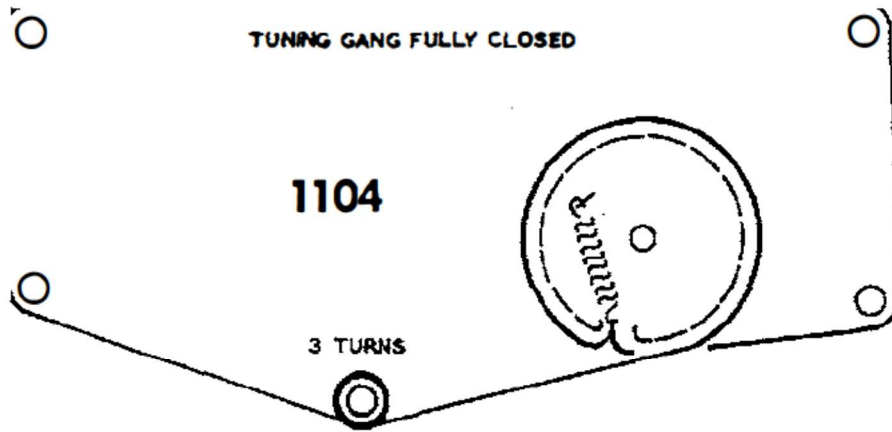




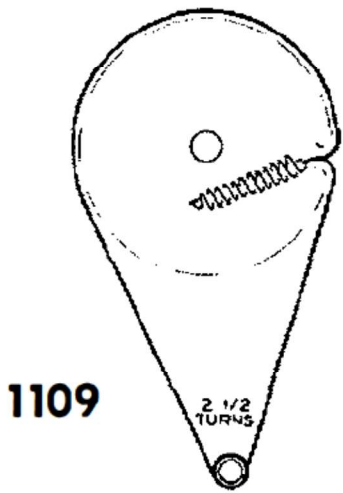


FULLY COUNTERCLOCKWISE

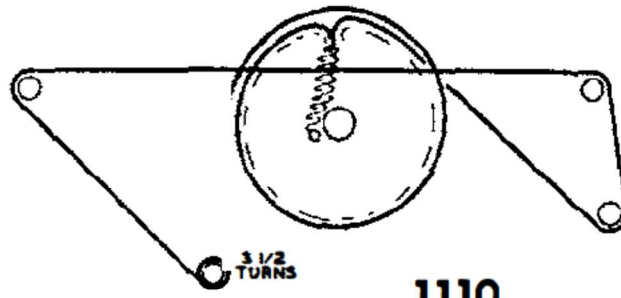




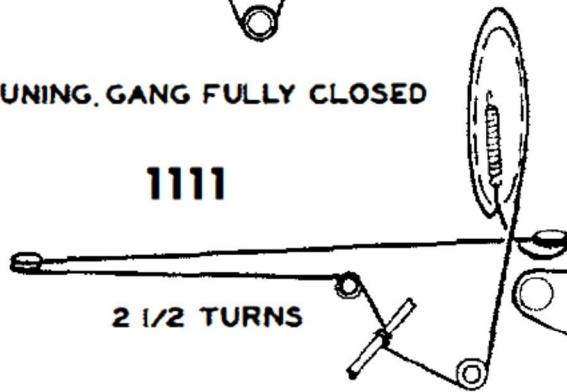
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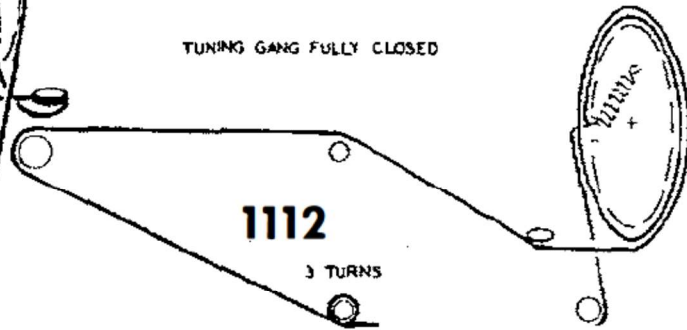
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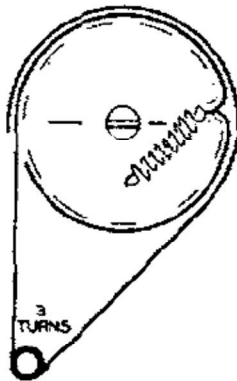
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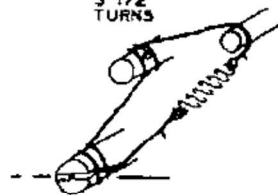
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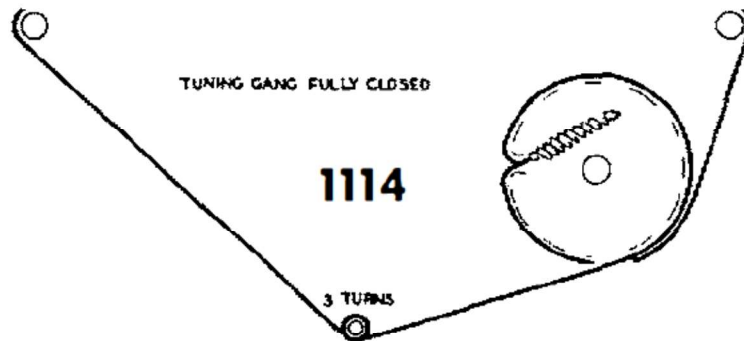
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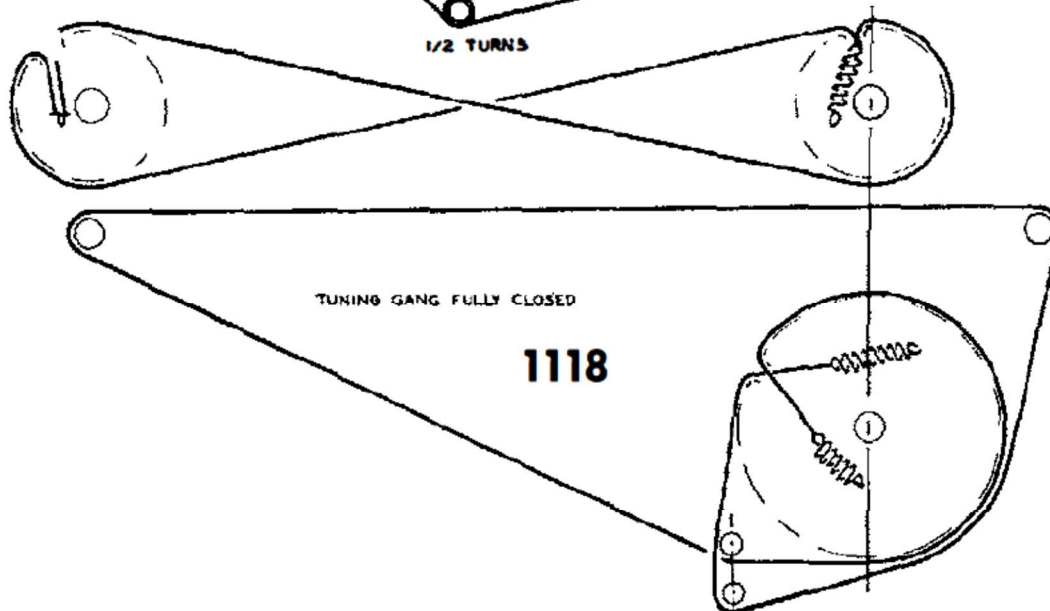
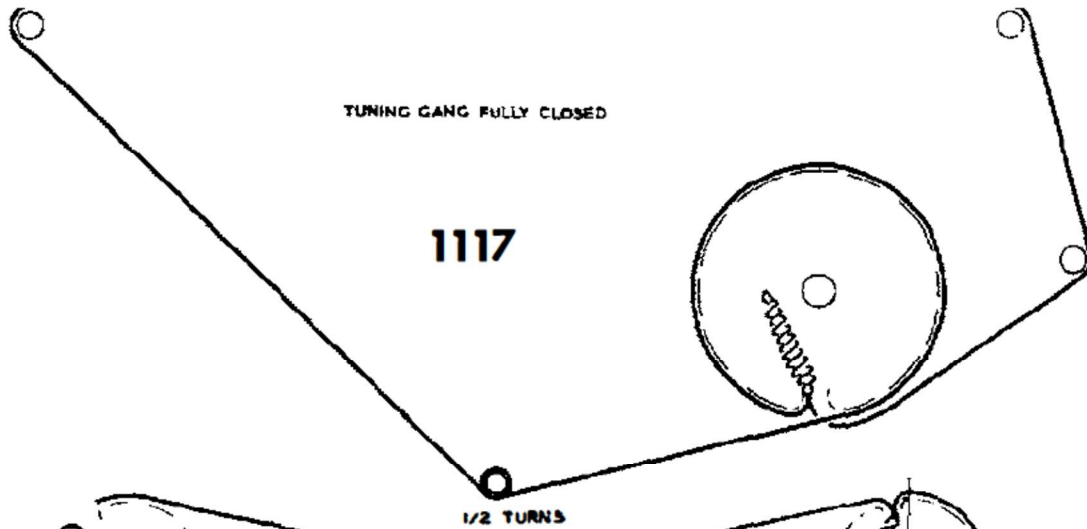
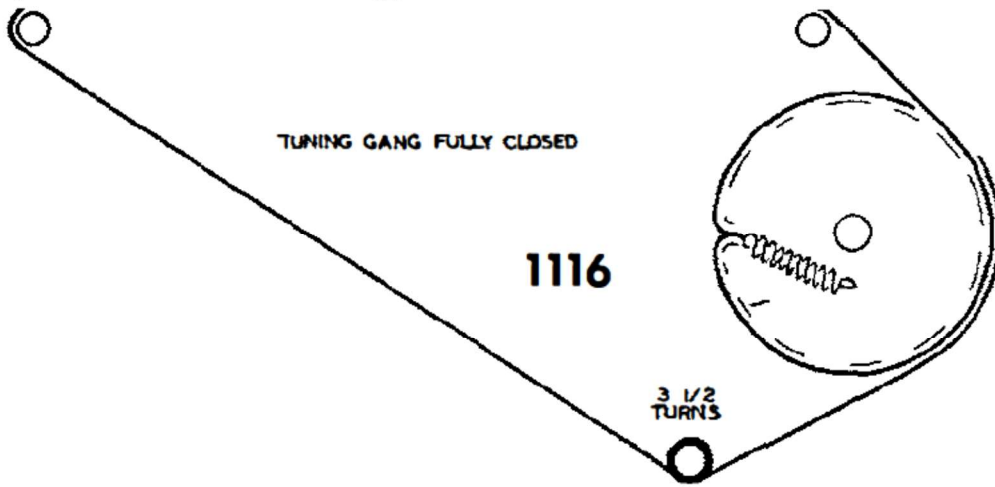
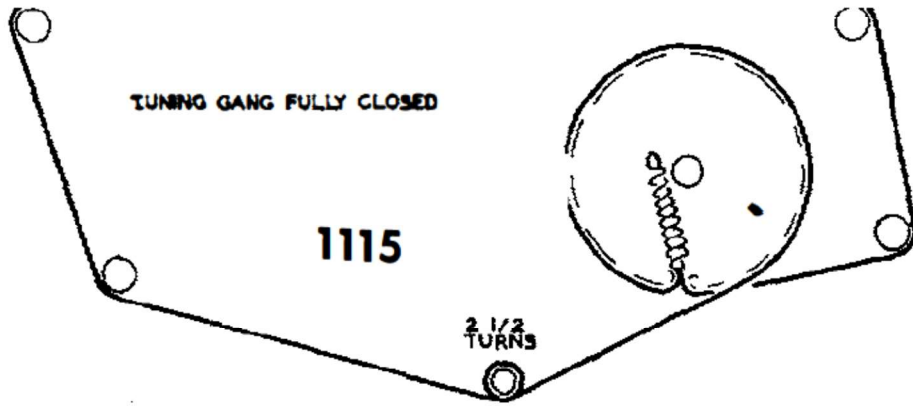


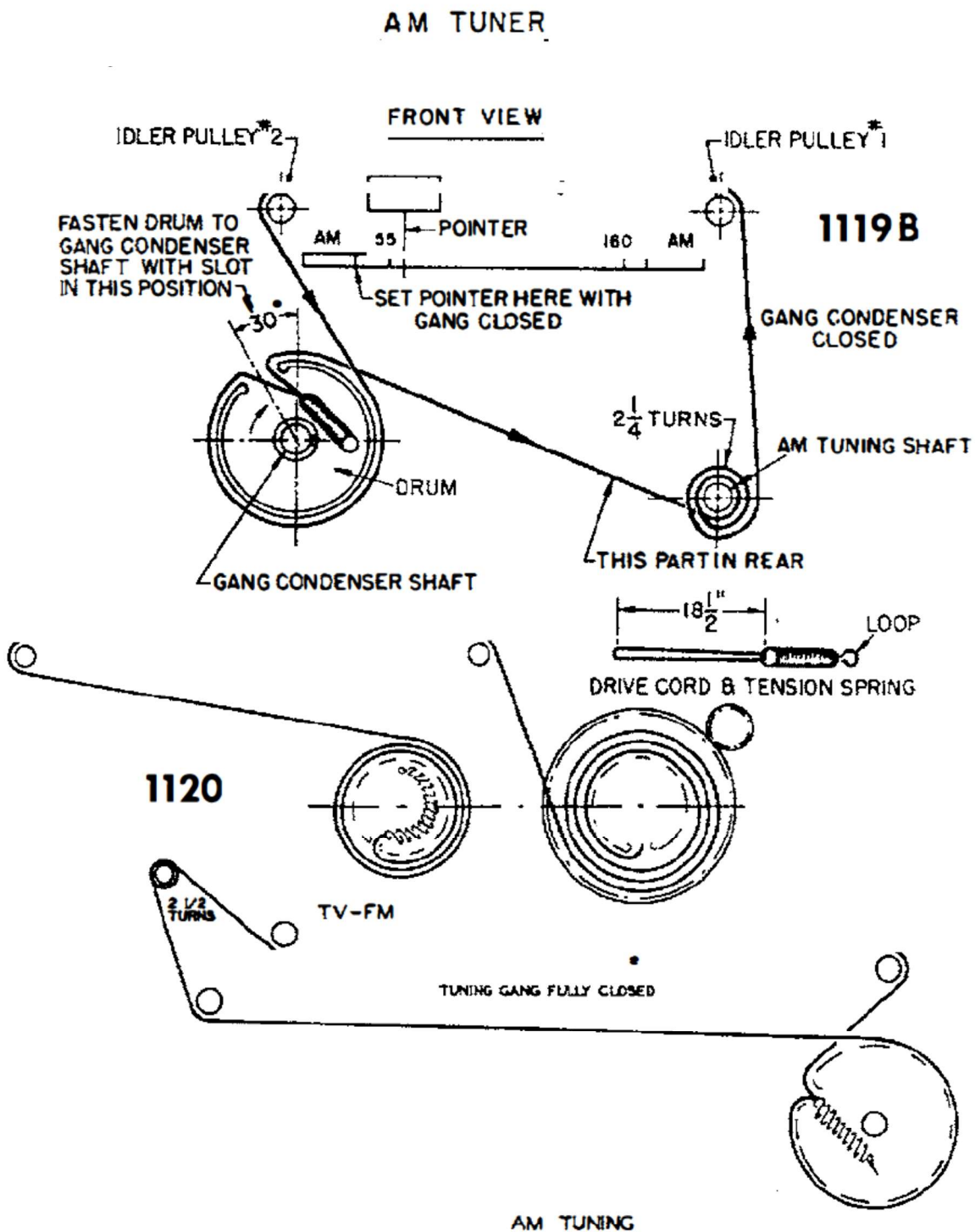
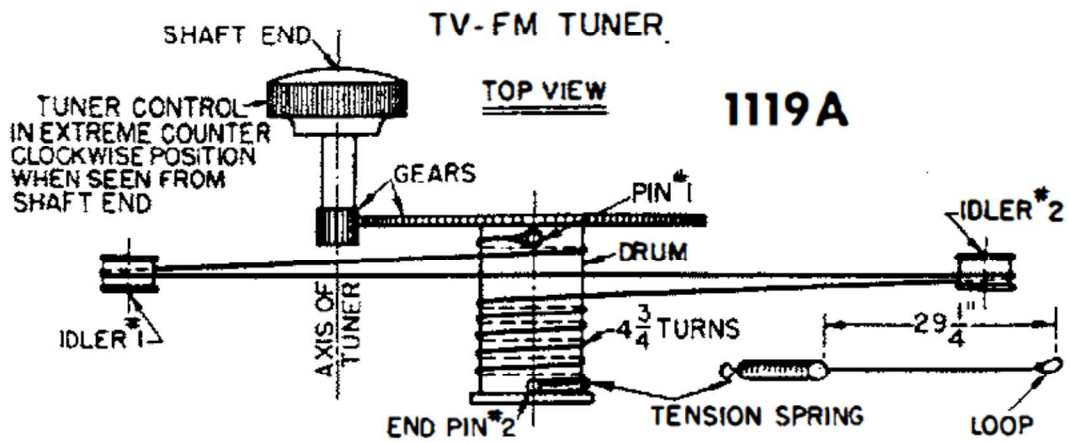
3 1/2 TURNS



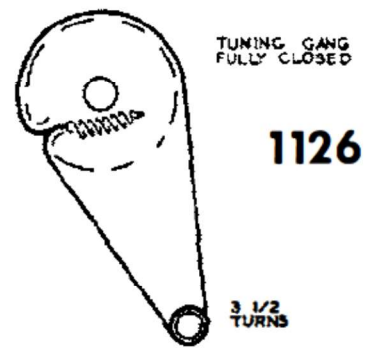
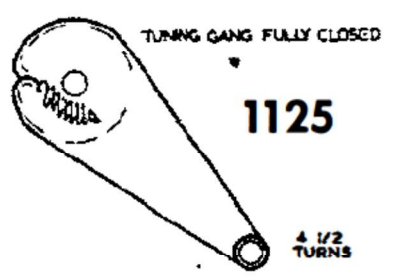
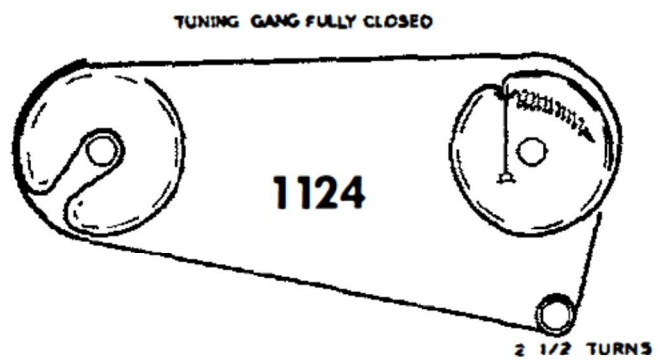
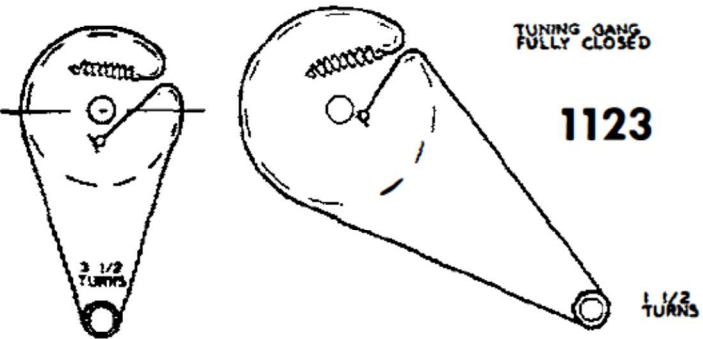
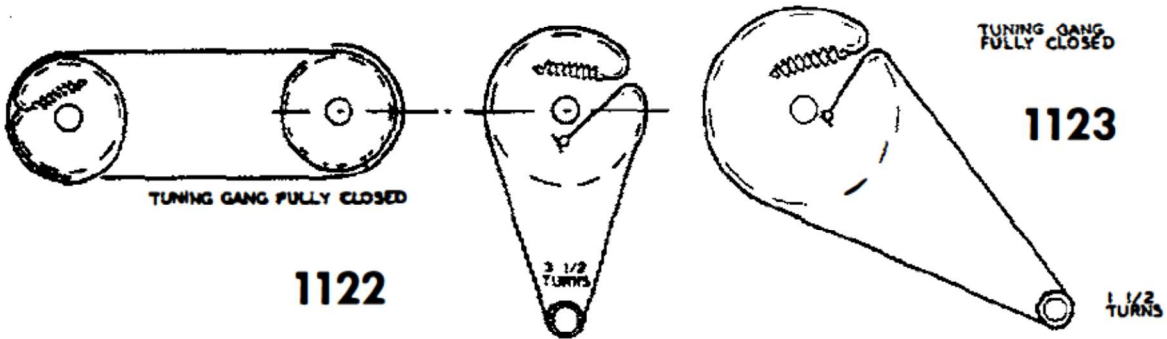
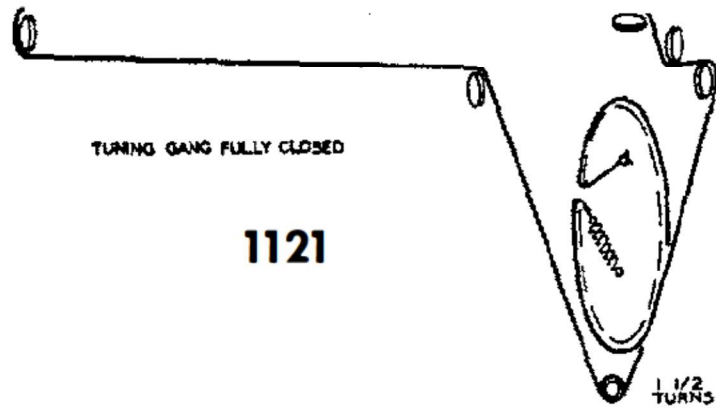
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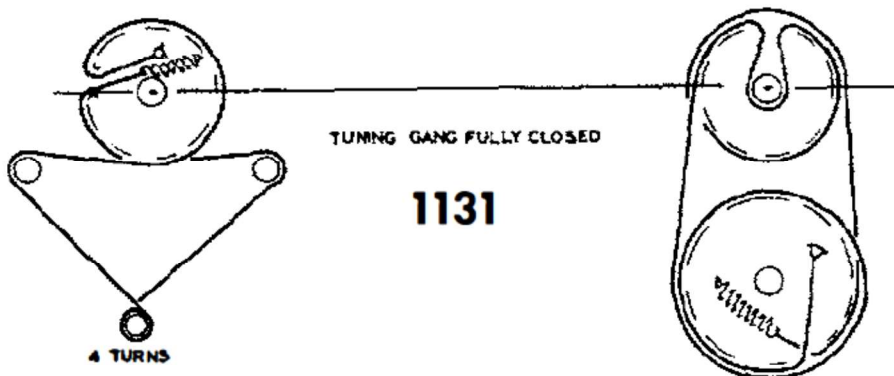
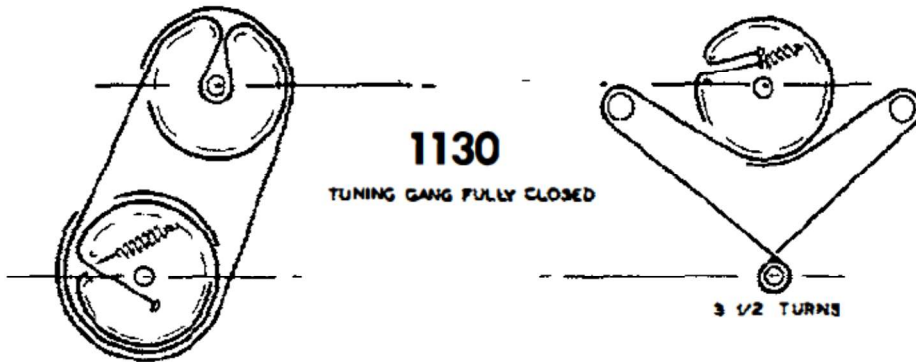
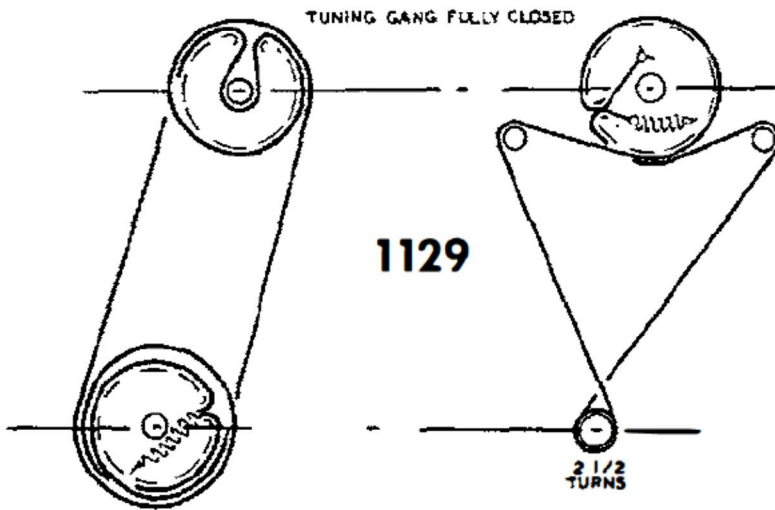
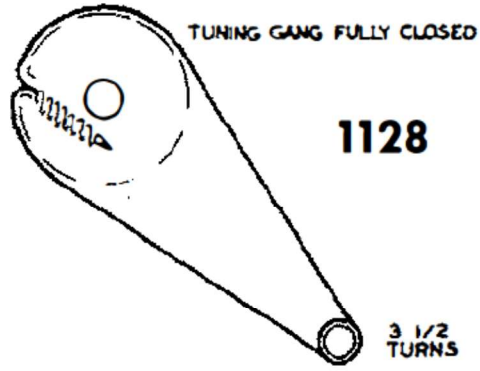
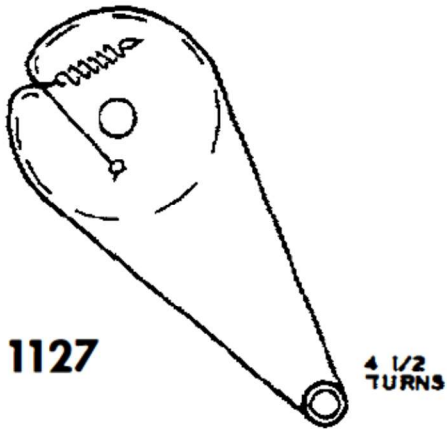




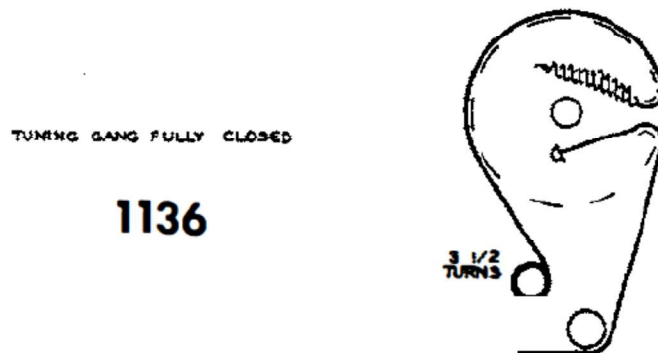
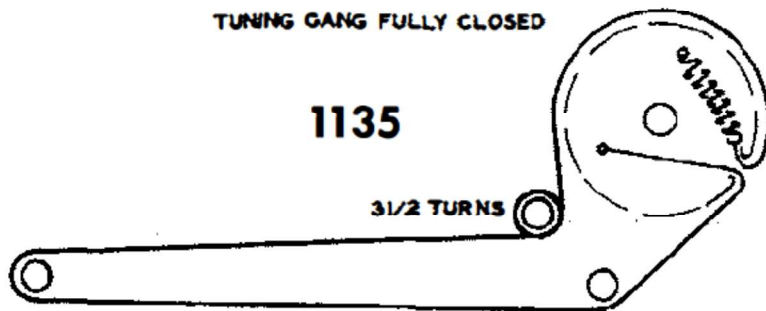
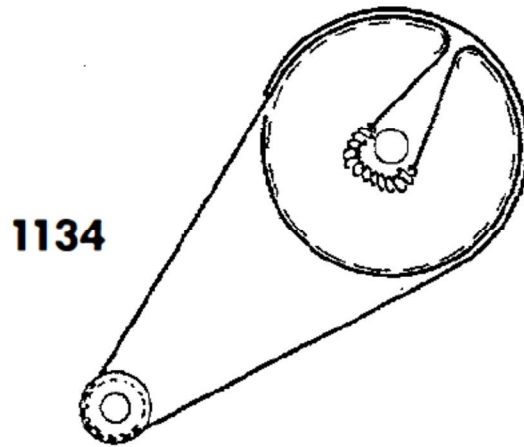
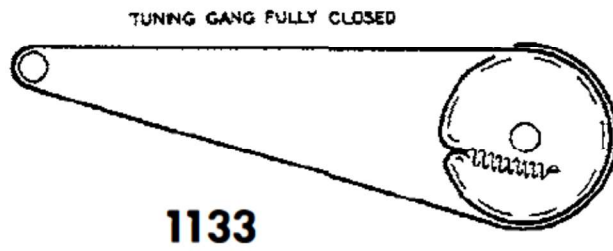
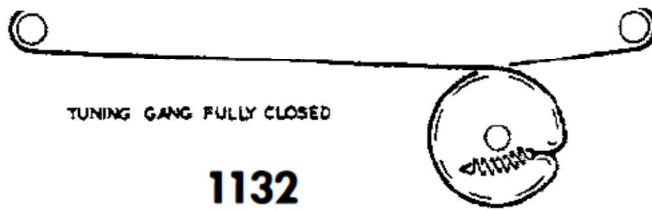


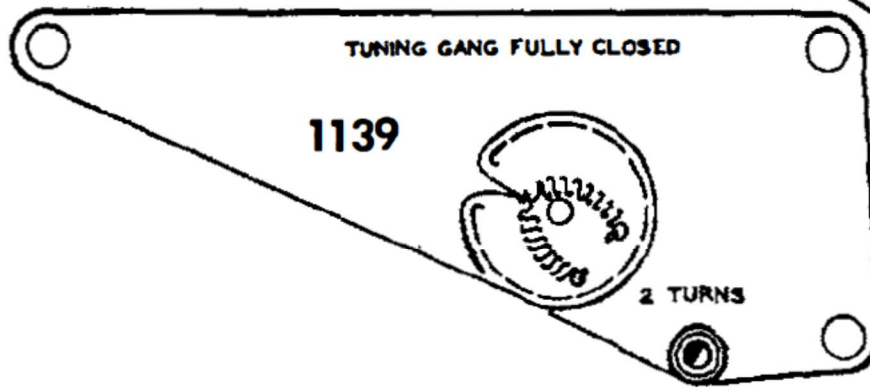
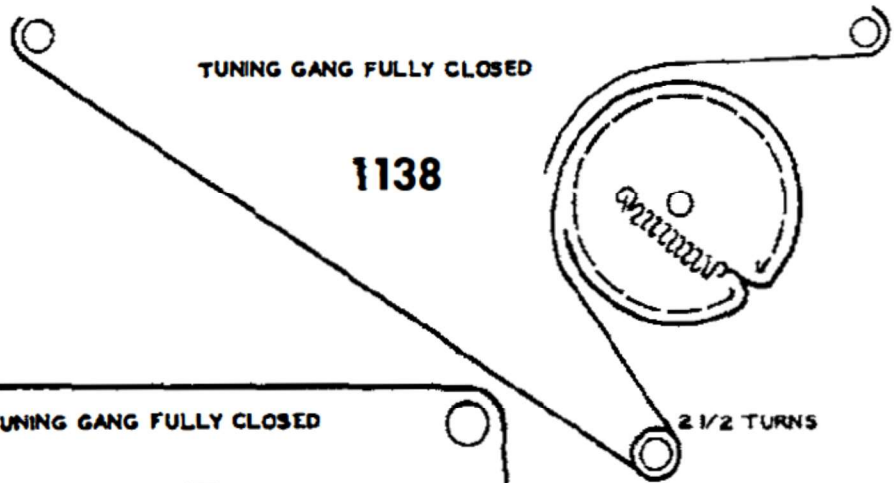
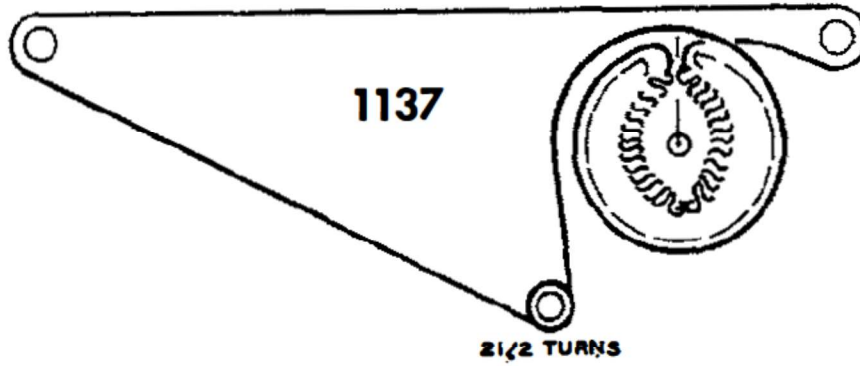
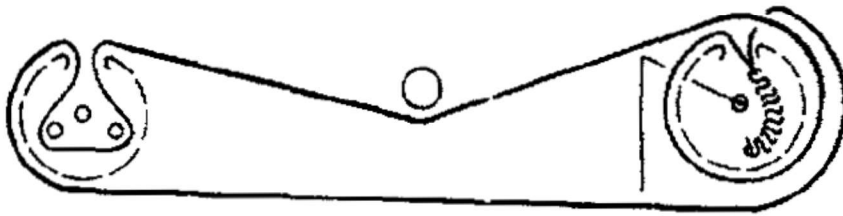


TUNING GANG FULLY CLOSED

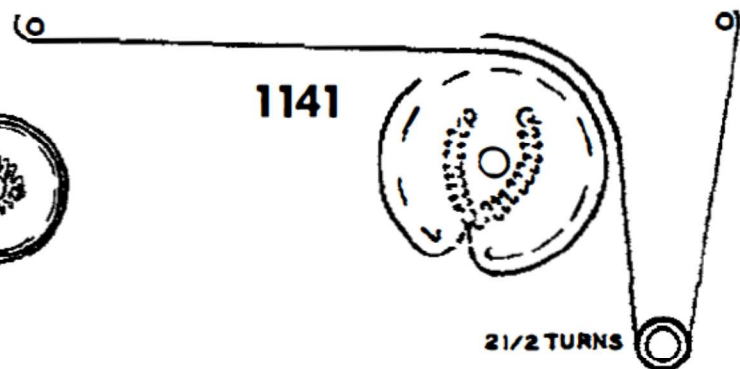
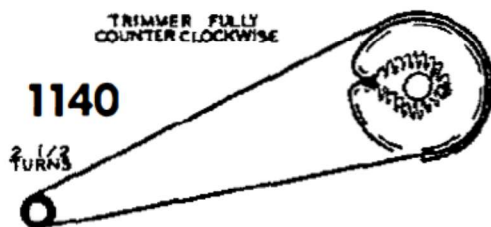




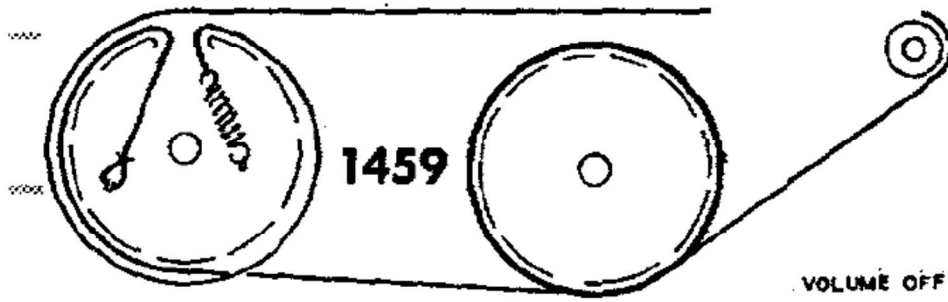




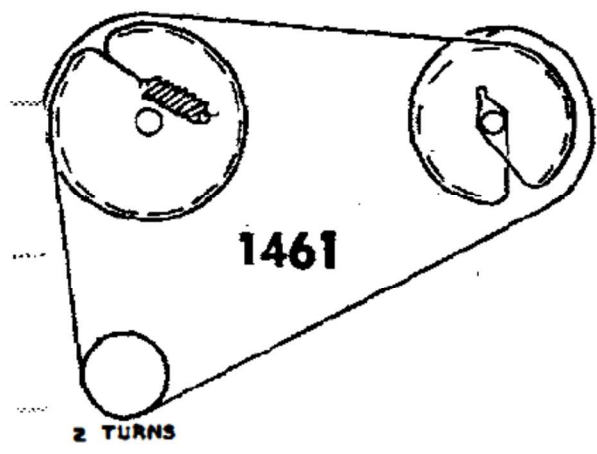
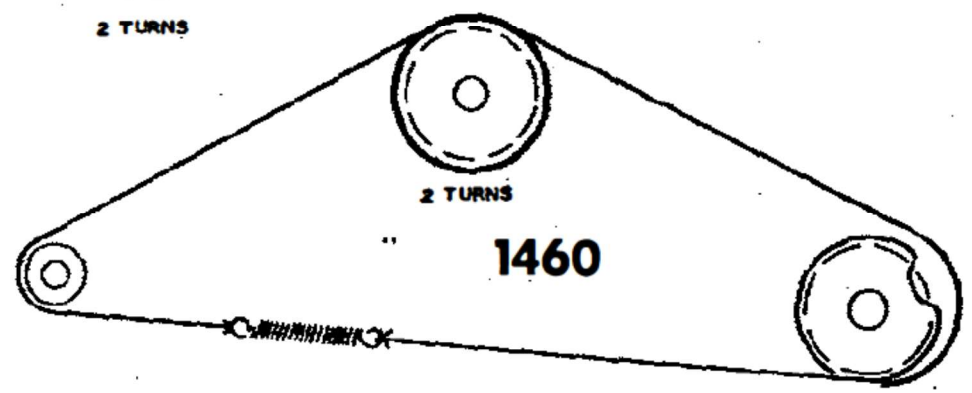
TUNING GANG FULLY CLOSED



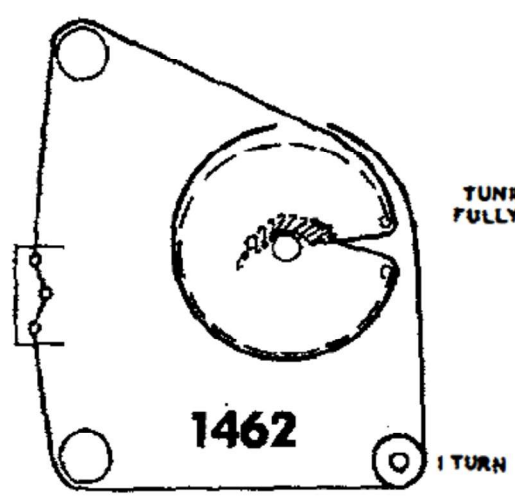
VOLUME OFF POSITION



VOLUME OFF POSITION

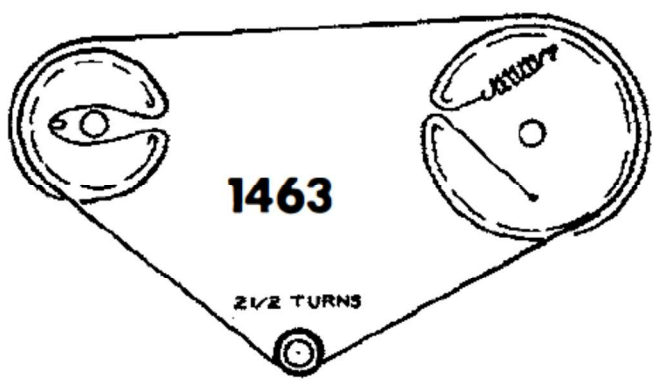


TUNING GANG FULLY CLOSED

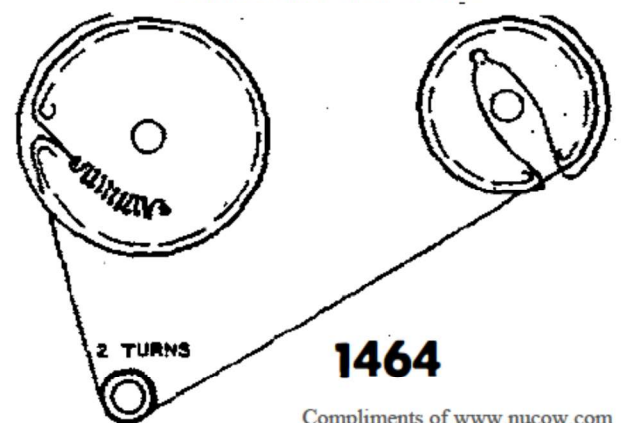


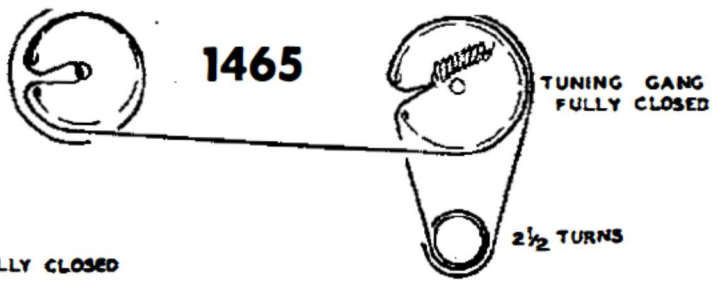
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

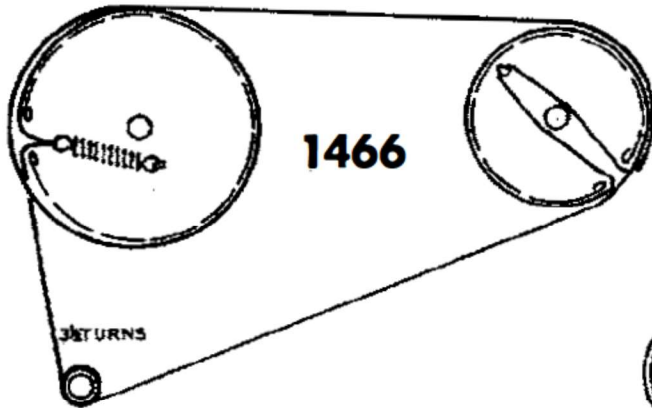


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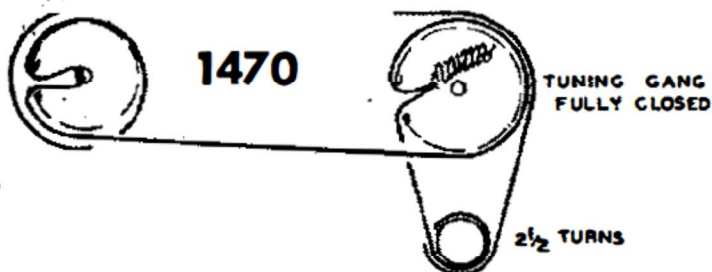
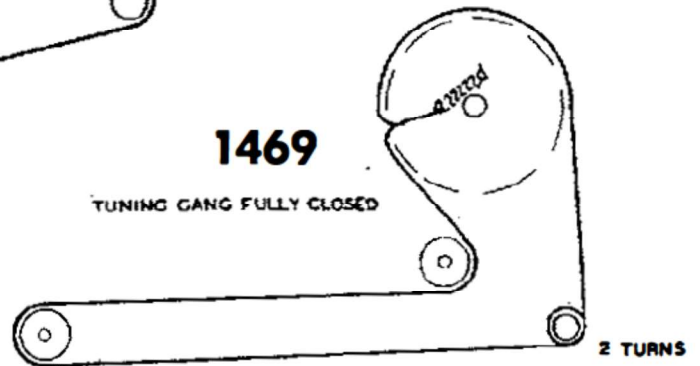
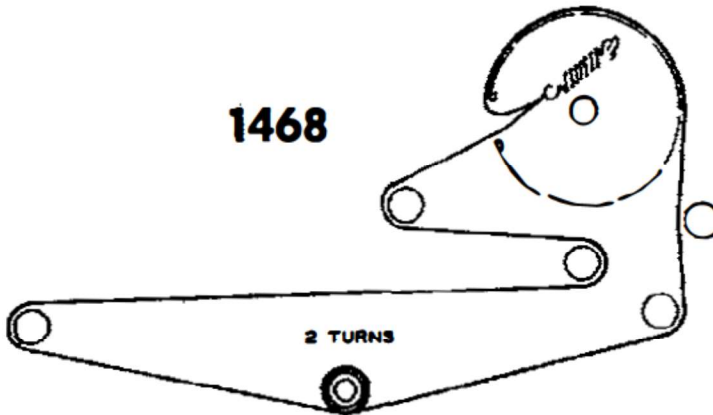
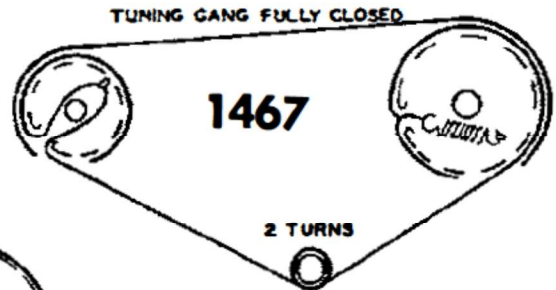




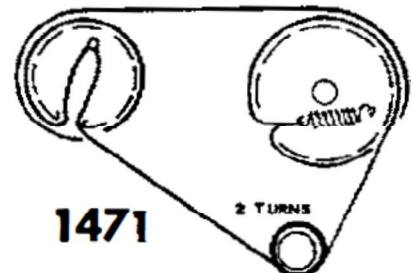
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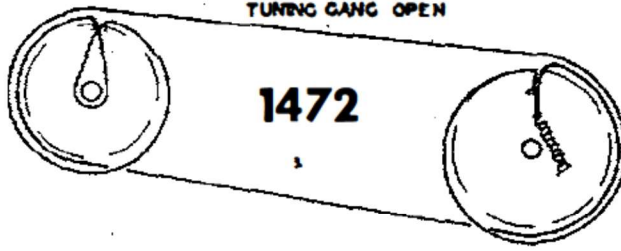
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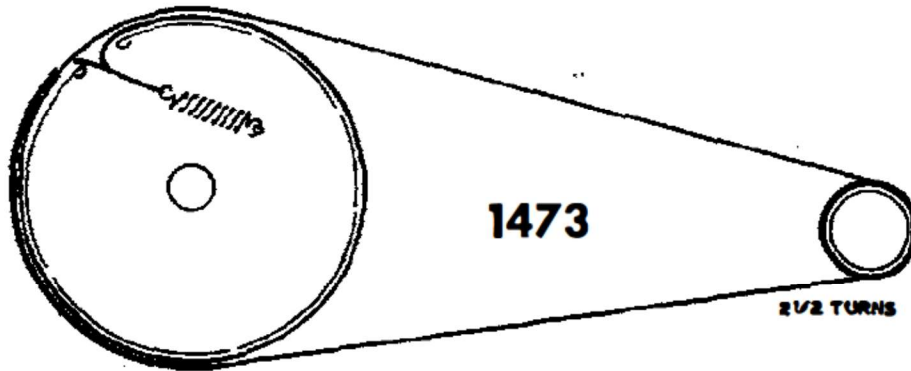
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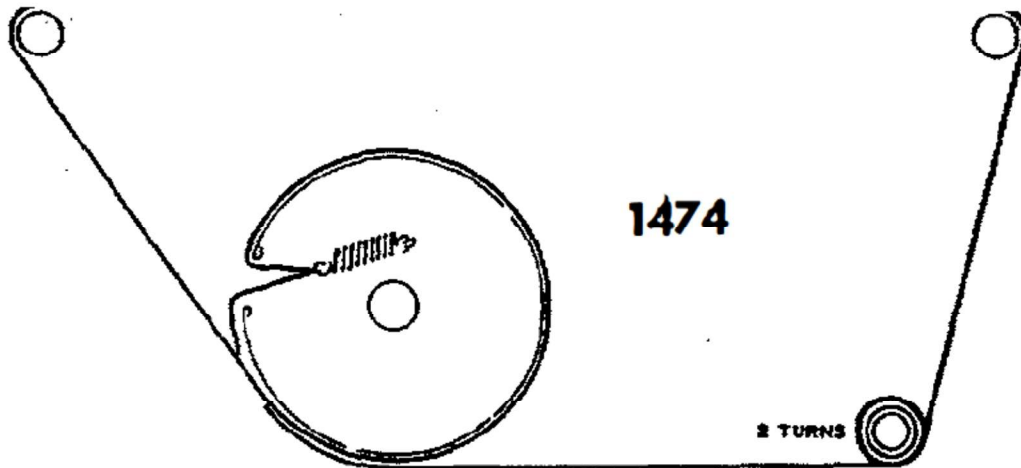
TUNING GANG OPEN



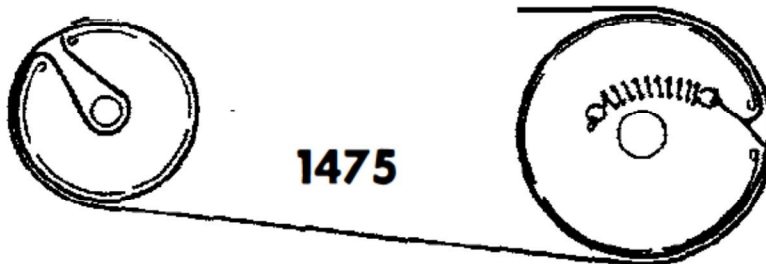
TONE CONTROL FULLY TO THE LEFT

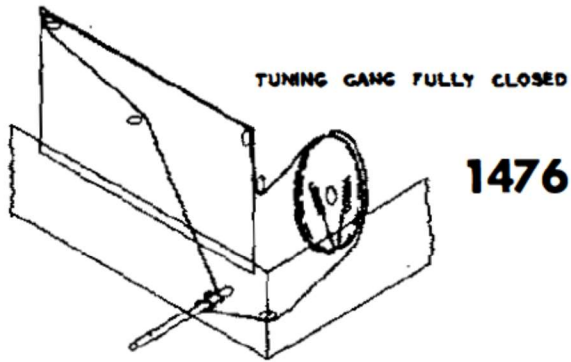


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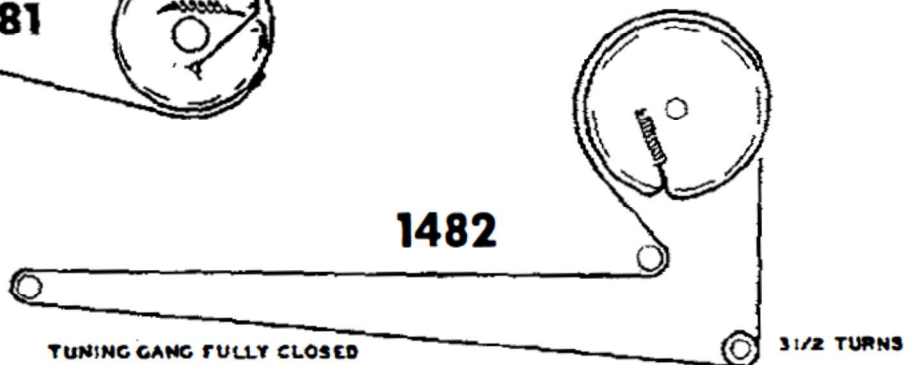
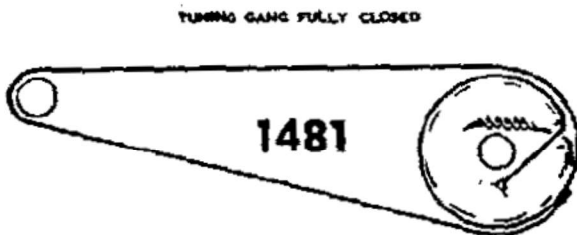
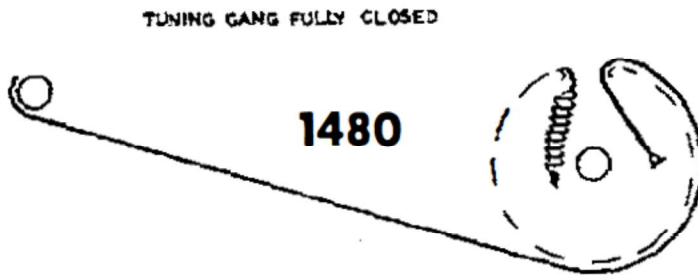
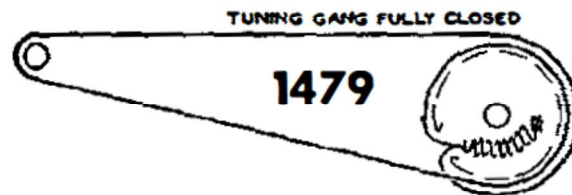
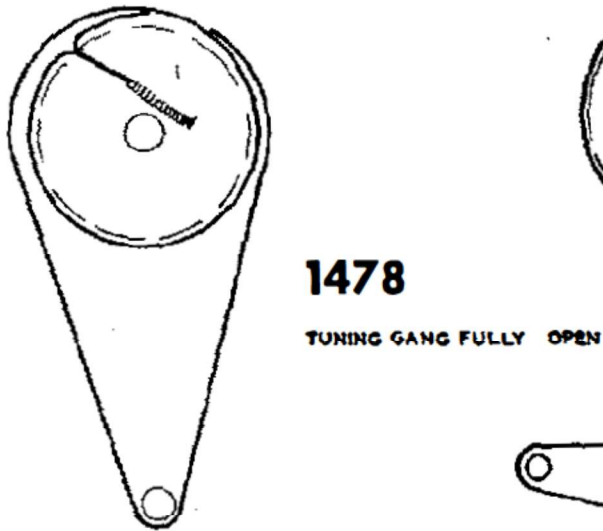
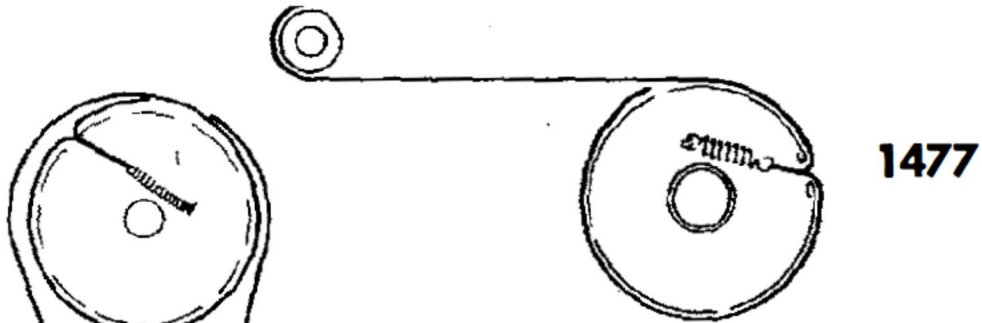


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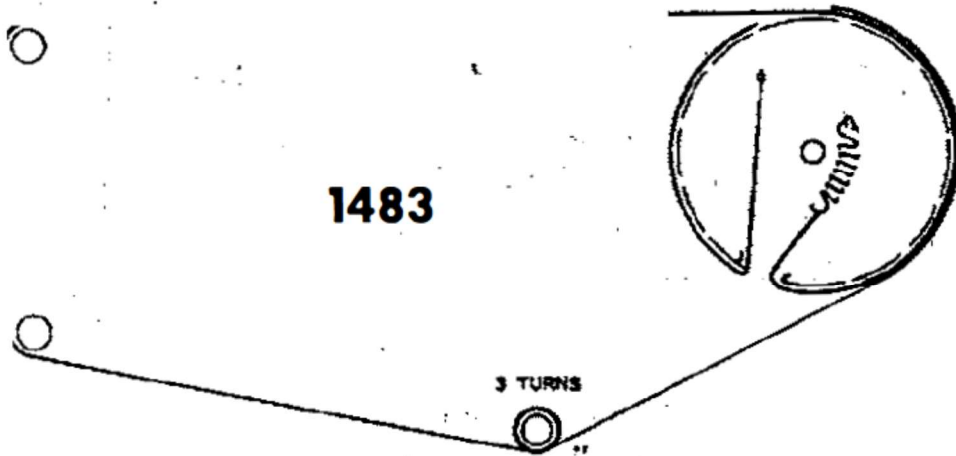
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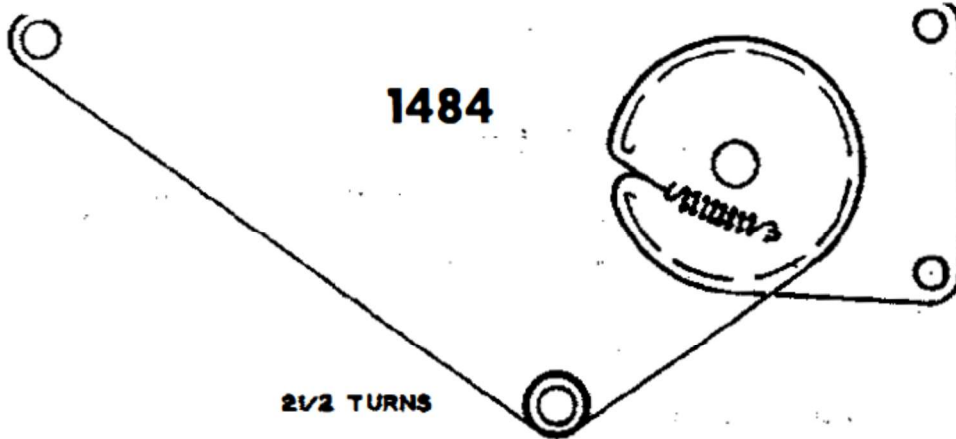
TUNING GANG FULLY CLOSED

1483



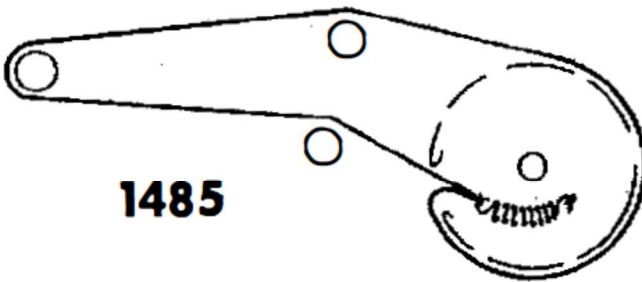
TUNING GANG FULLY CLOSED

1484



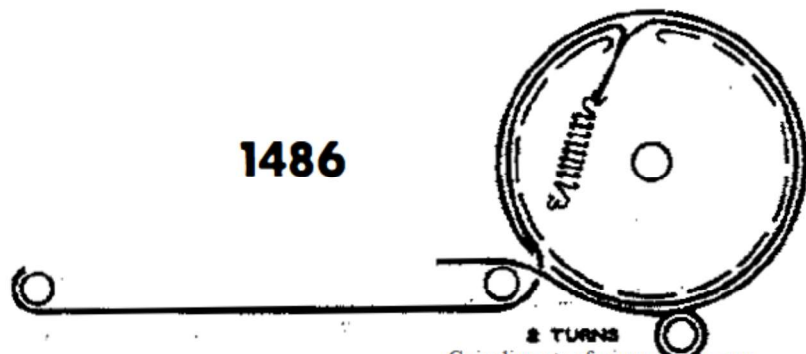
TUNING GANG FULLY CLOSED

1485



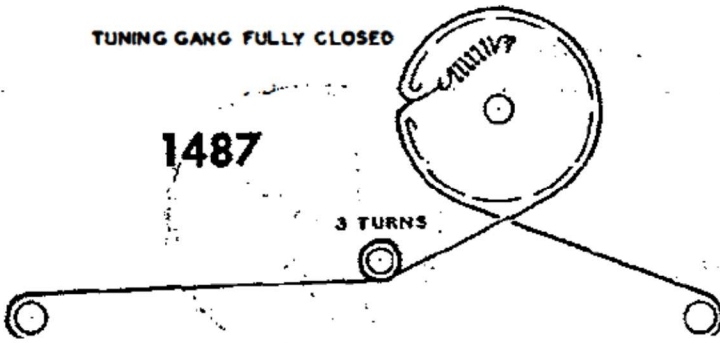
TUNING GANG FULLY CLOSED

1486



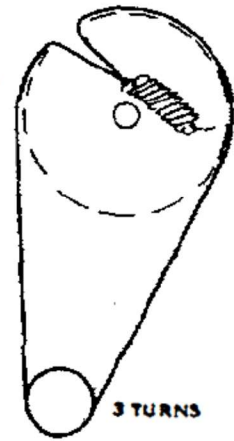
TUNING GANG FULLY CLOSED

1487



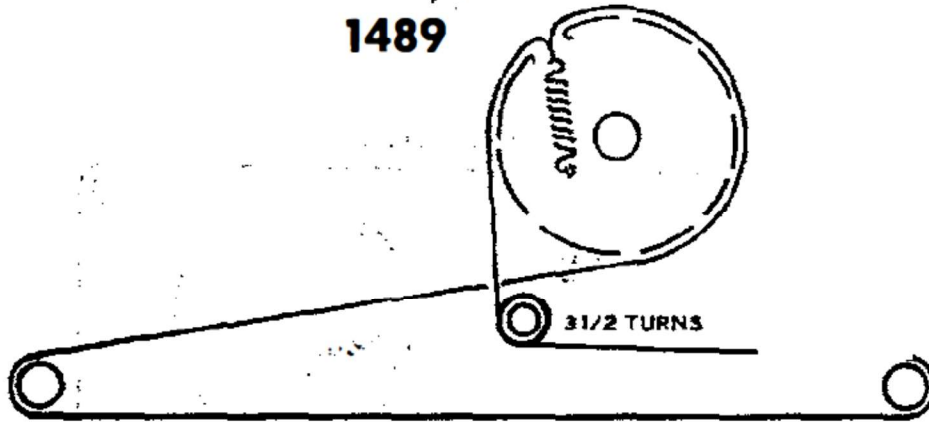
TUNING GANG FULLY CLOSED

1488



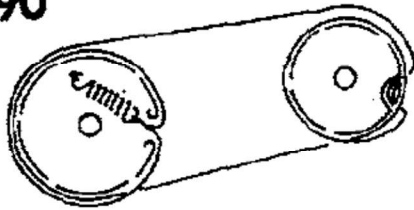
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1489



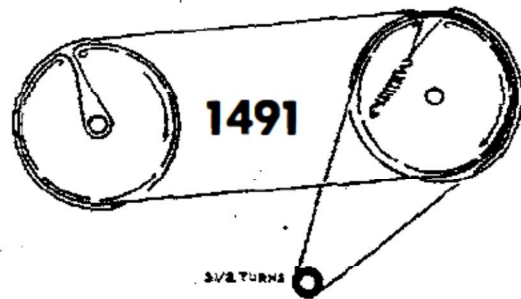
1490

TUNING GANG FULLY CLOSED



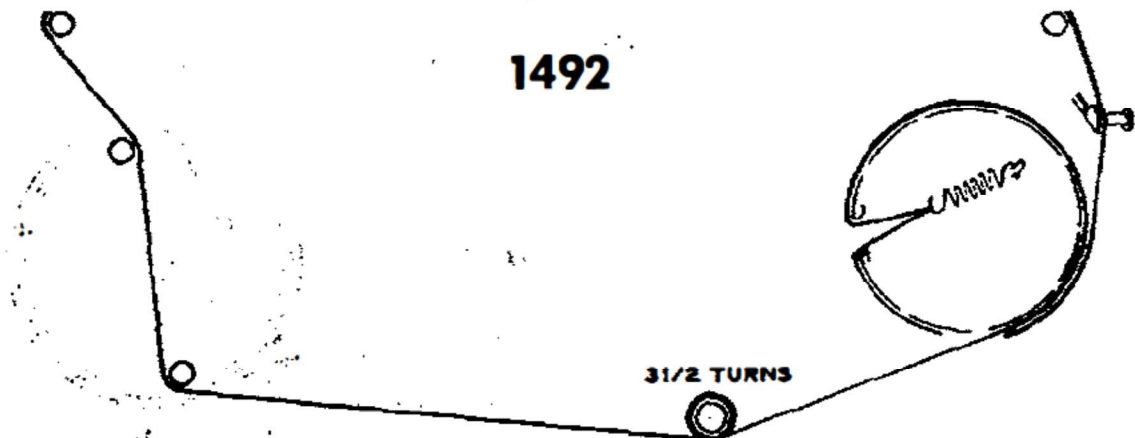
TUNING GANG FULLY CLOSED

1491



TUNING GANG FULLY CLOSED

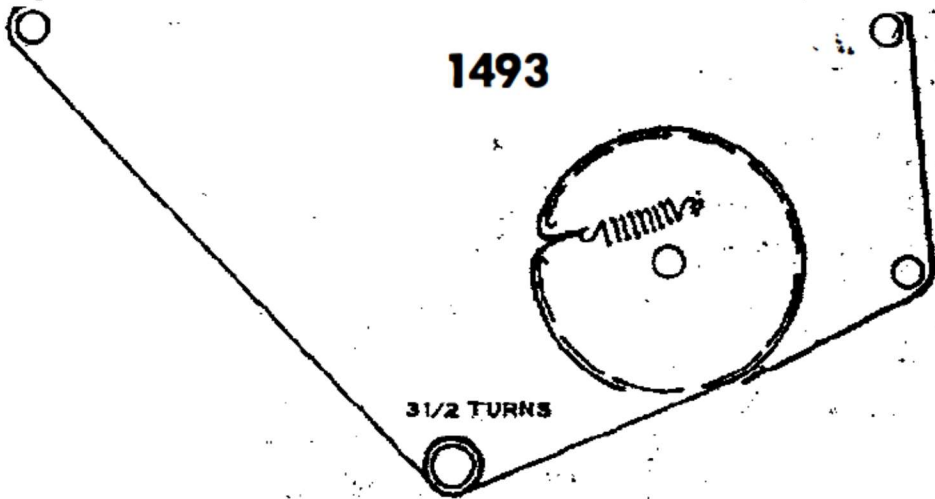
1492





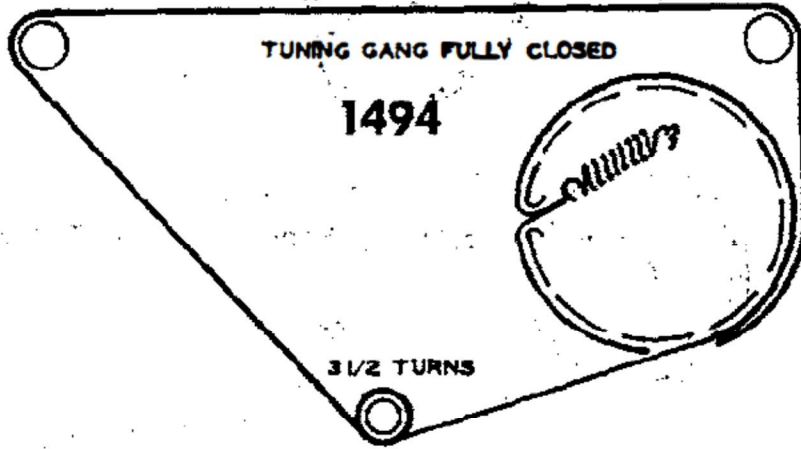
TUNING GANG FULLY CLOSED

1493



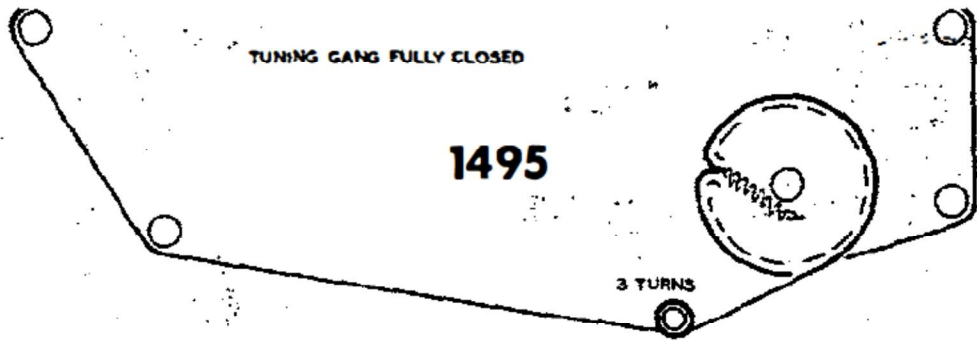
TUNING GANG FULLY CLOSED

1494



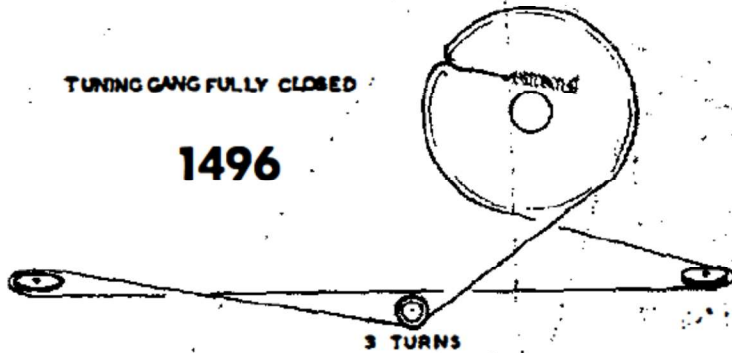
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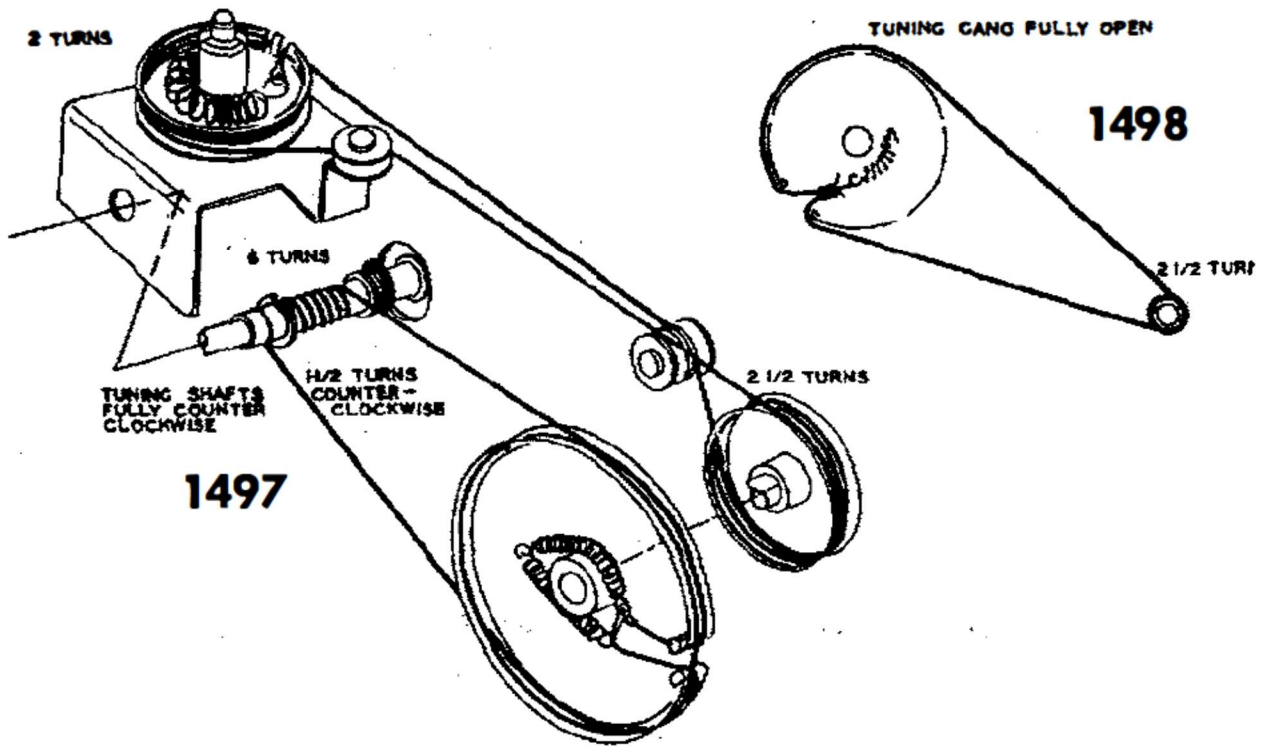
1495



TUNING GANG FULLY CLOSED

1496

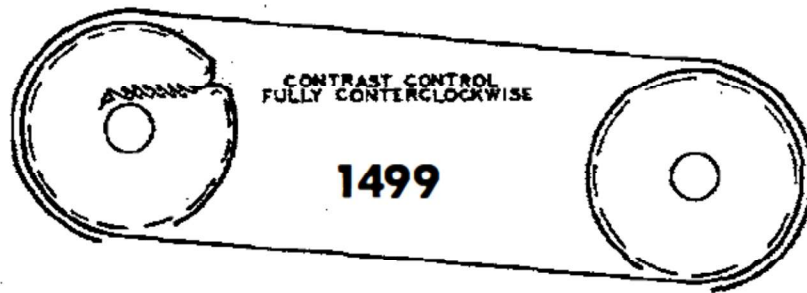




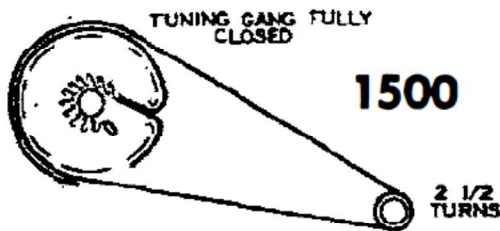
TUNING GANG FULLY OPEN

**1498**

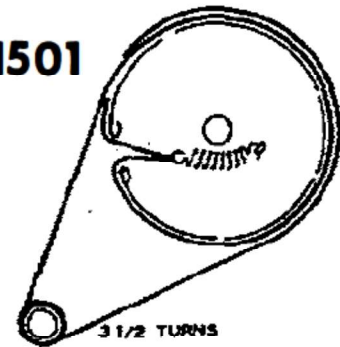
2 1/2 TURNS



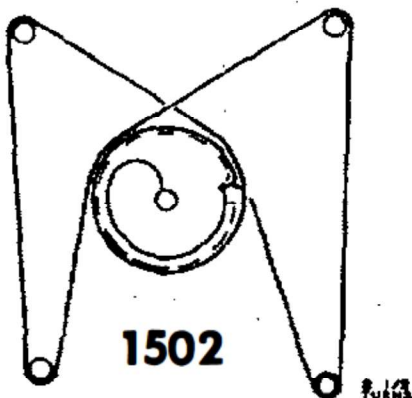
TUNING GANG FULLY CLOSED



**1501**

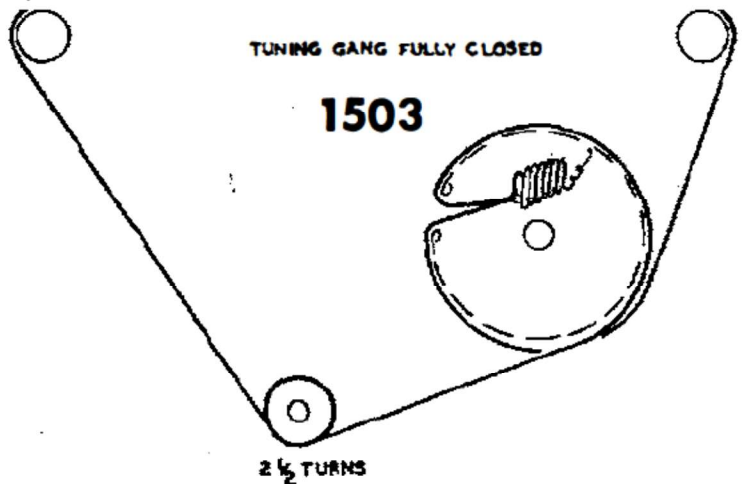


TUNING GANG FULLY CLOSED



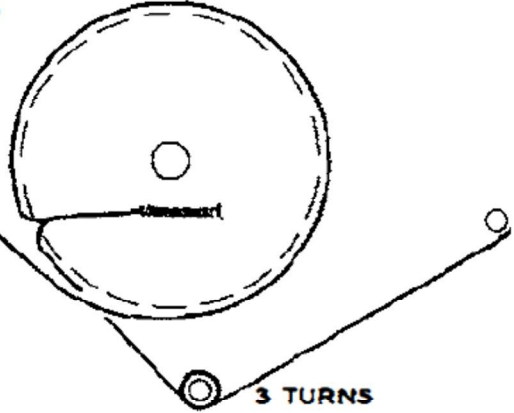
TUNING GANG FULLY CLOSED

**1503**



TUNING GANG FULLY CLOSED

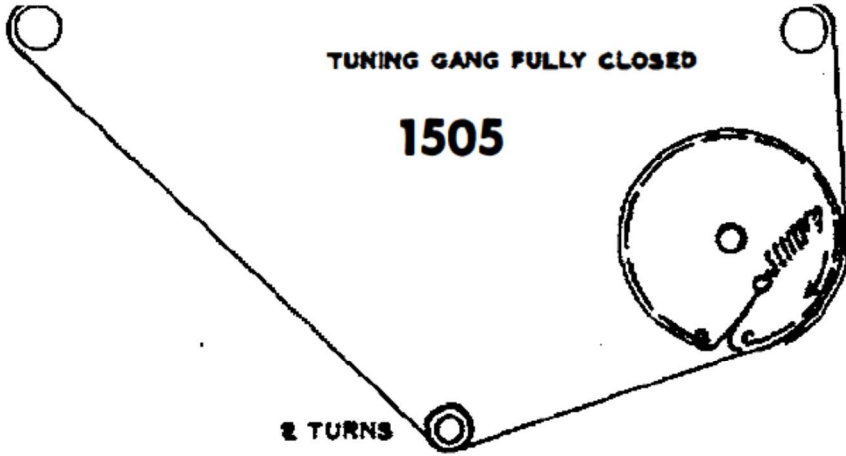
1504



3 TURNS

TUNING GANG FULLY CLOSED

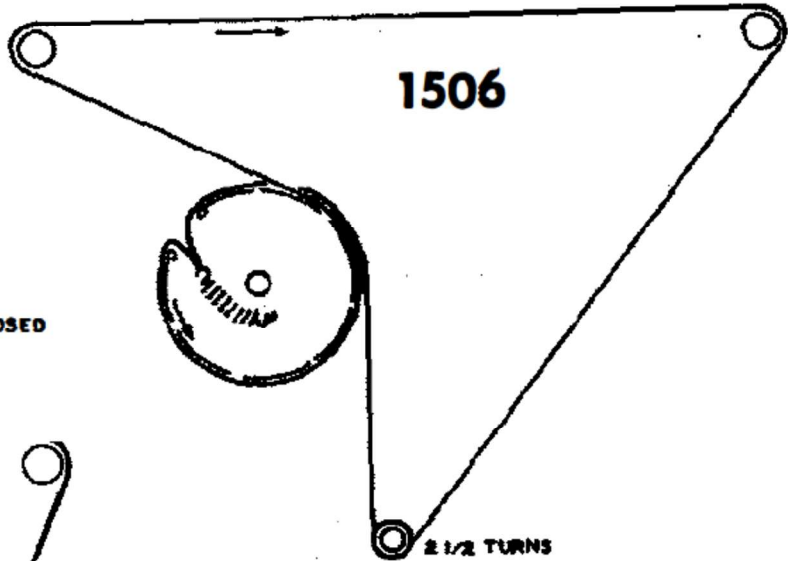
1505



2 TURNS

TUNING GANG FULLY CLOSED

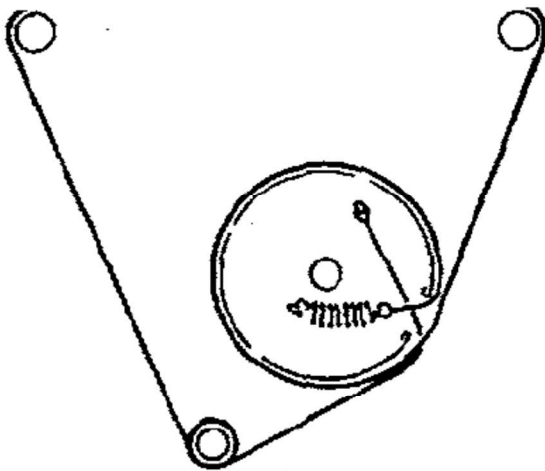
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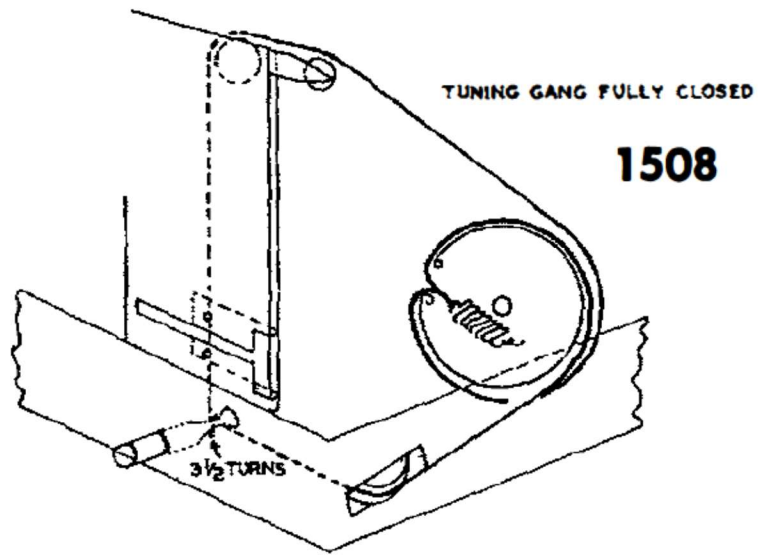
2 1/2 TURNS

TUNING GANG FULLY CLOSED

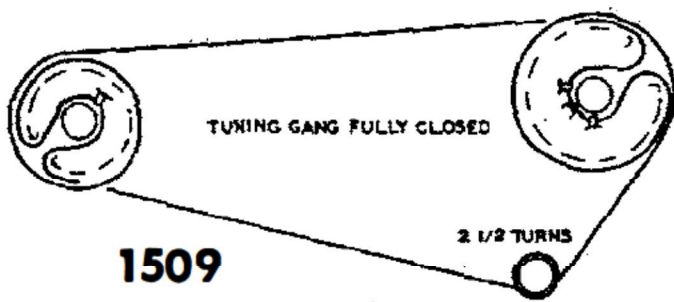
1507



4 1/2 TURNS



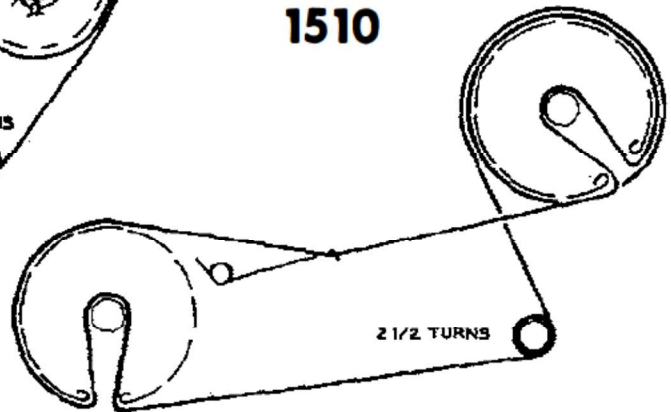
**1508**



**1509**

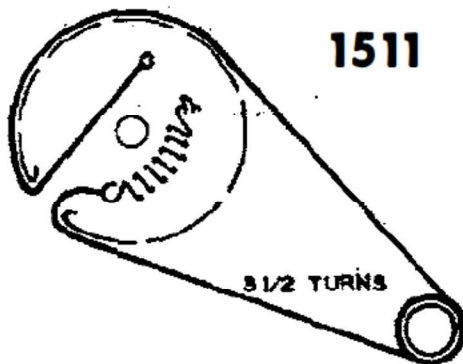
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**1510**



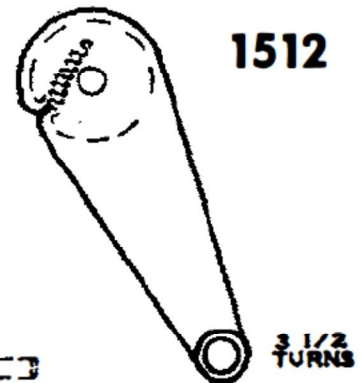
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**1511**



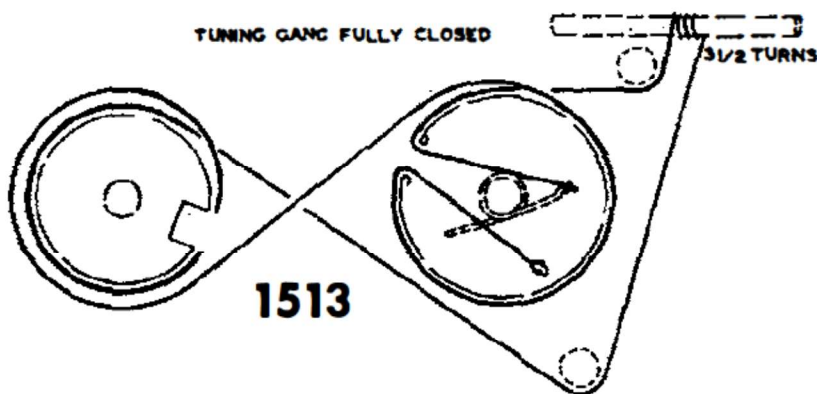
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**1512**



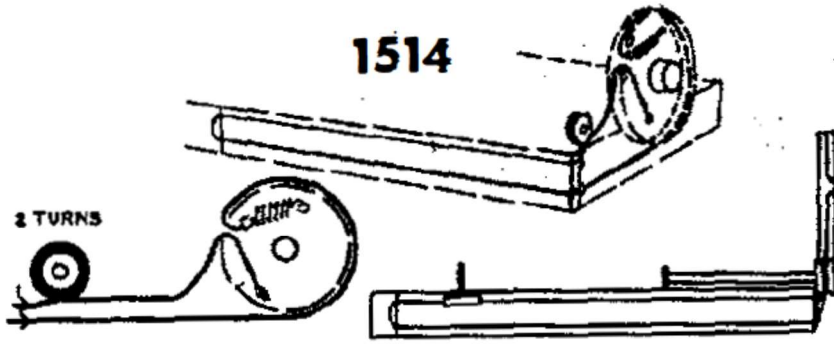
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**1513**

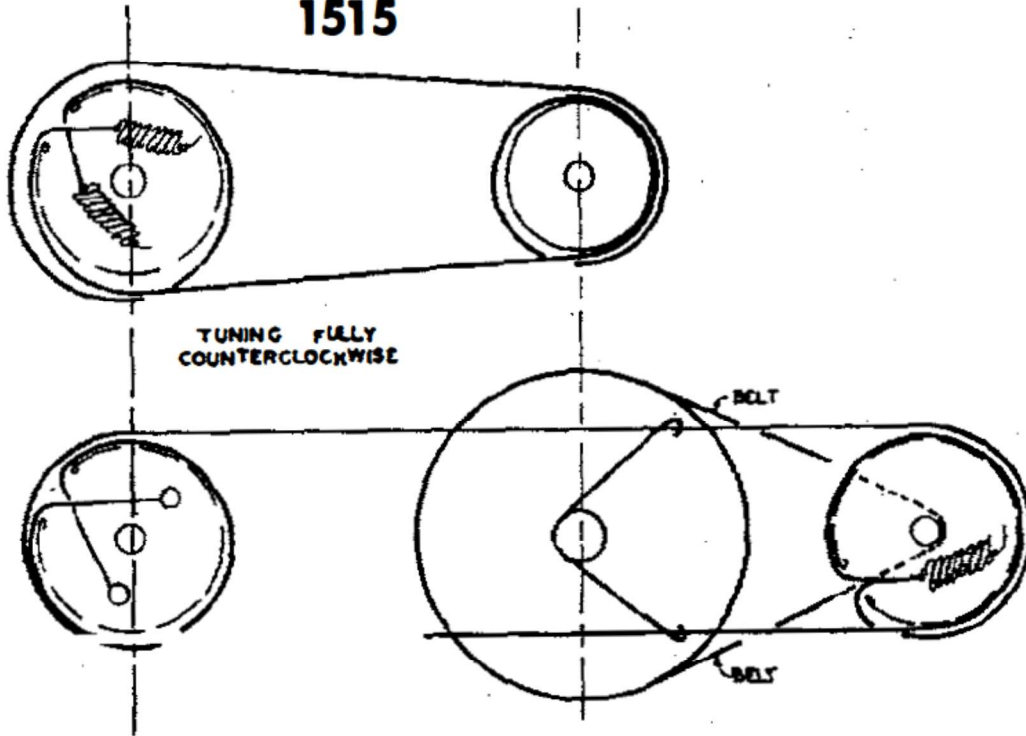


TUNING GANG FULLY CLOSED

1514



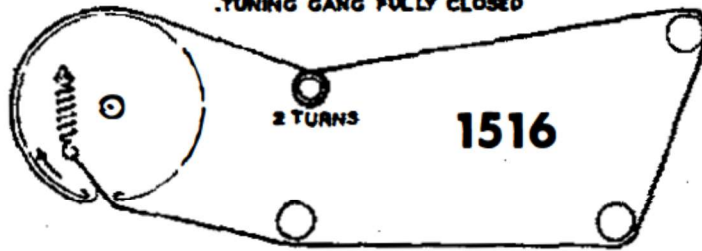
1515



TUNING GANG FULLY CLOSED

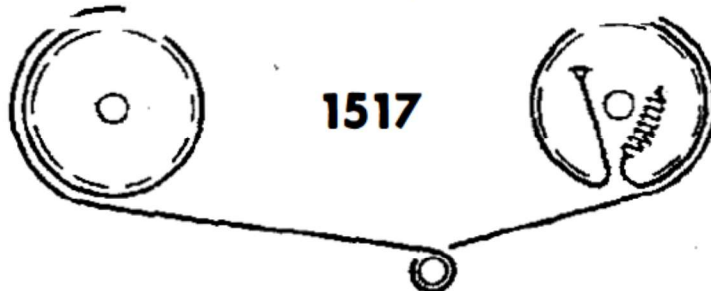
2 TURNS

1516



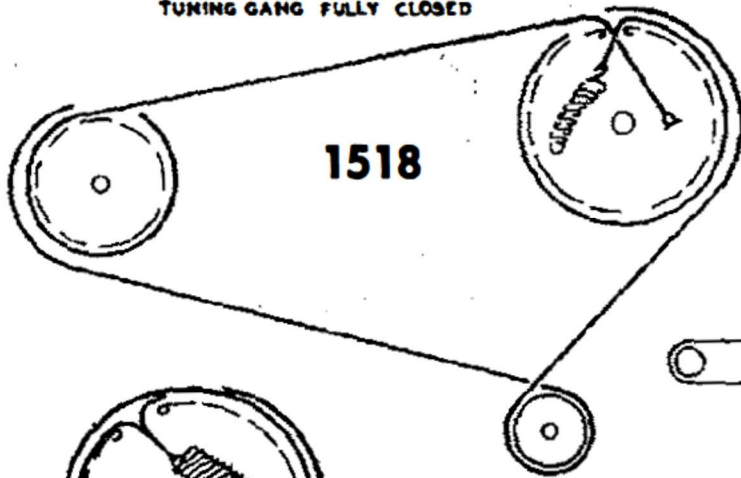
TUNING GANG FULLY CLOSED

1517





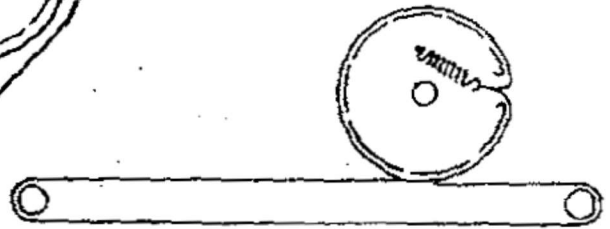
TUNING GANG FULLY CLOSED



1518

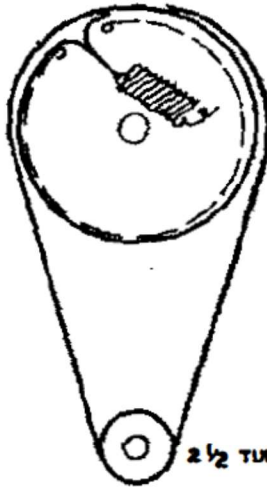
1519

TUNING GANG FULLY CLOSED



TUNING GANG FULLY OPEN

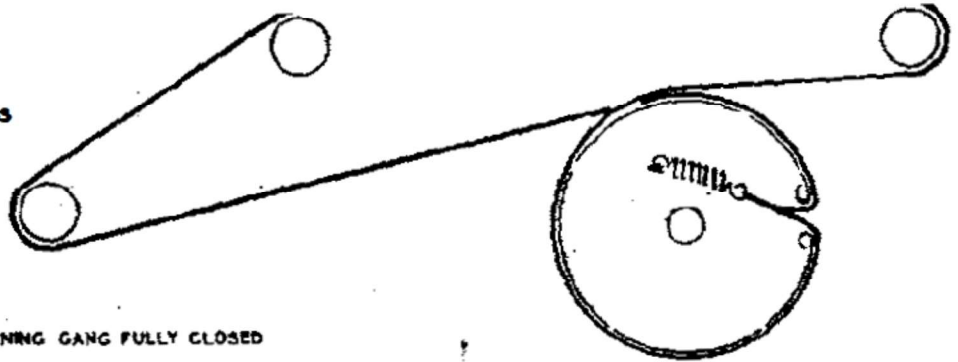
1520



2 1/2 TURNS

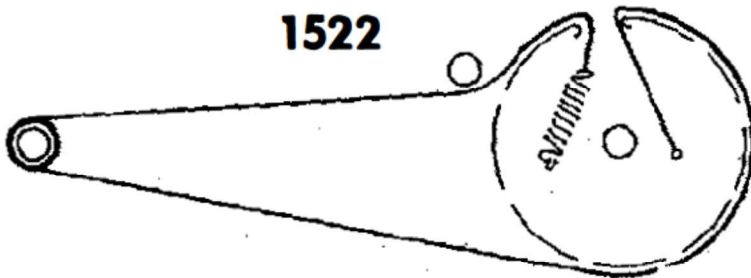
TUNING GANG FULLY CLOSED

1521



TUNING GANG FULLY CLOSED

1522



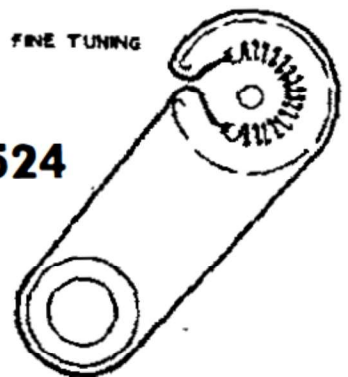
TUNING GANG FULLY OPEN

1523



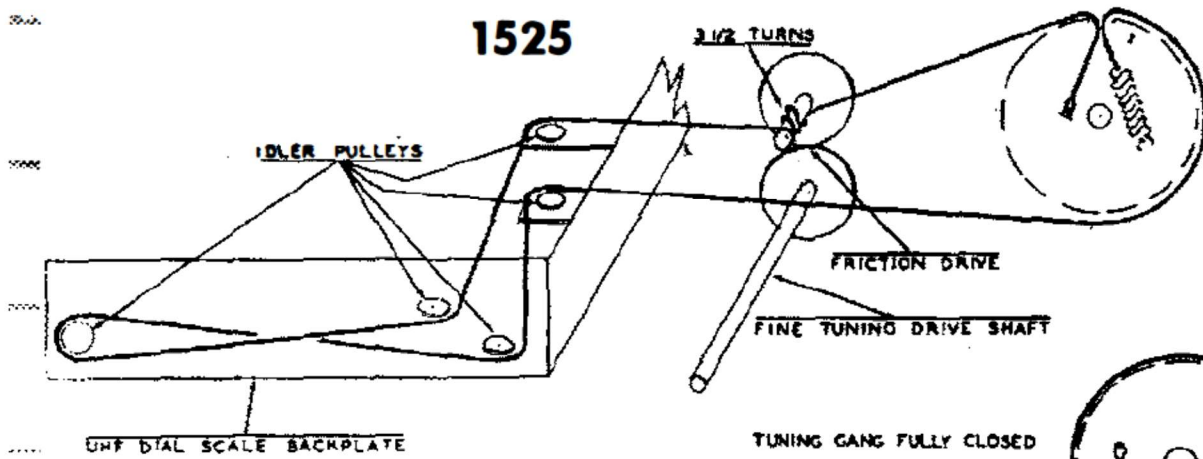
FINE TUNING

1524



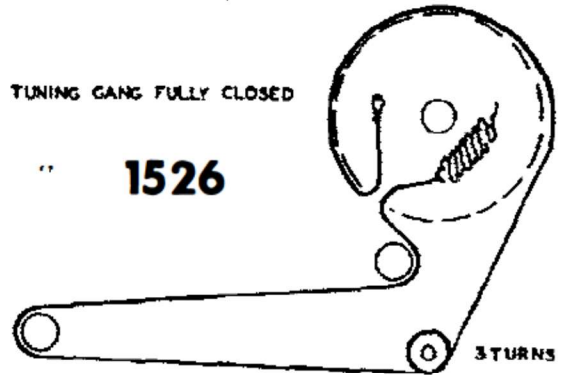
TUNING GANG FULLY CLOSED

1525



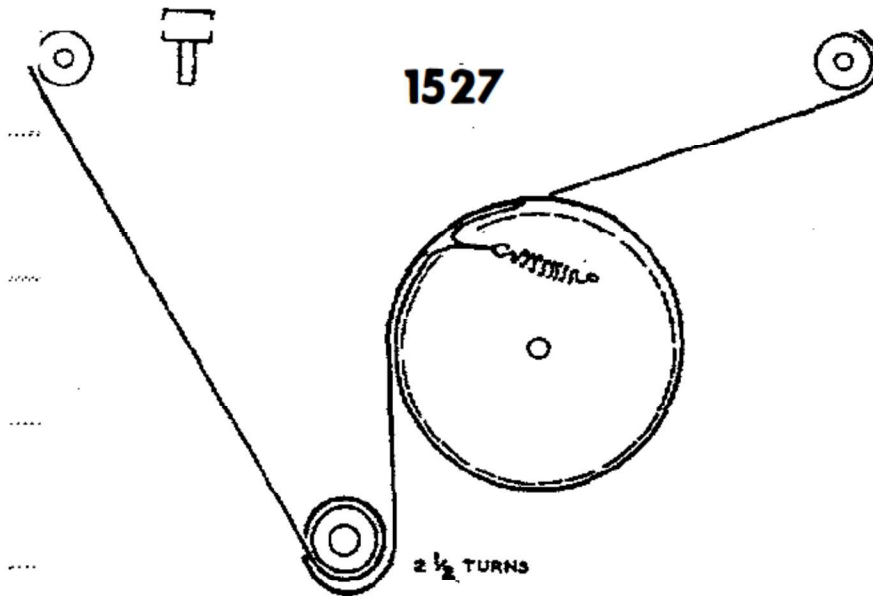
TUNING GANG FULLY CLOSED

1526



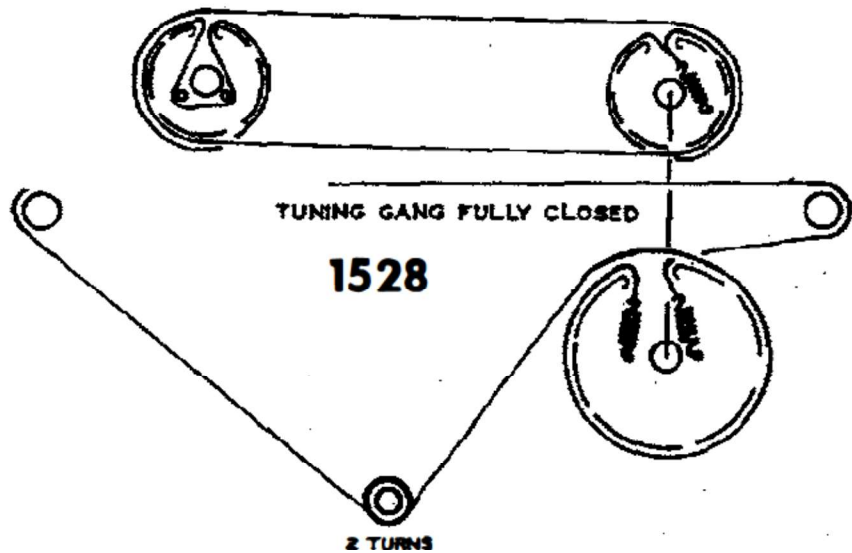
TUNING GANG FULLY CLOSED

1527



TUNING GANG FULLY CLOSED

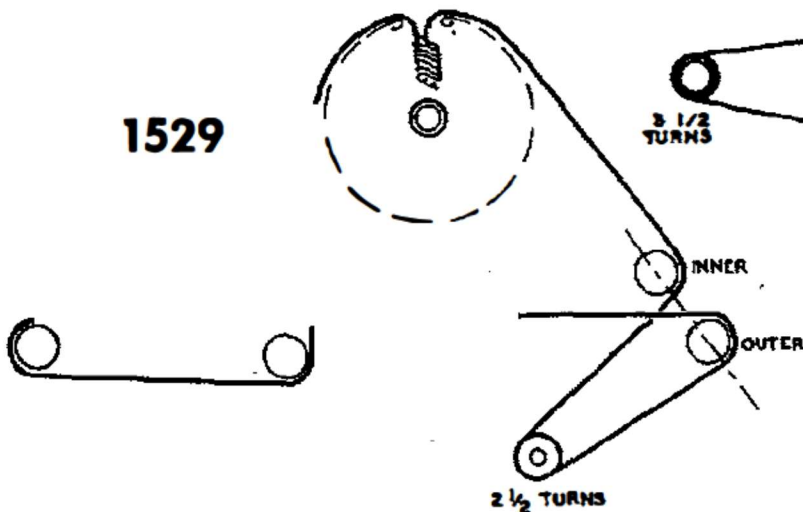
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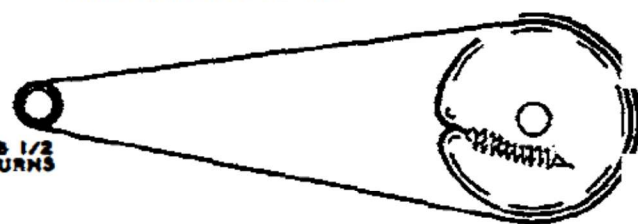
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

1529

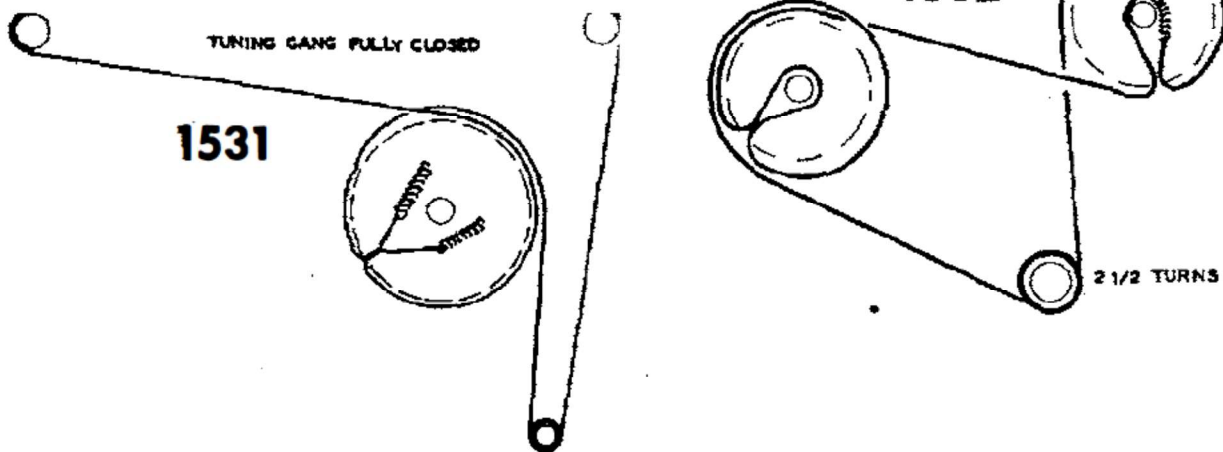


1530



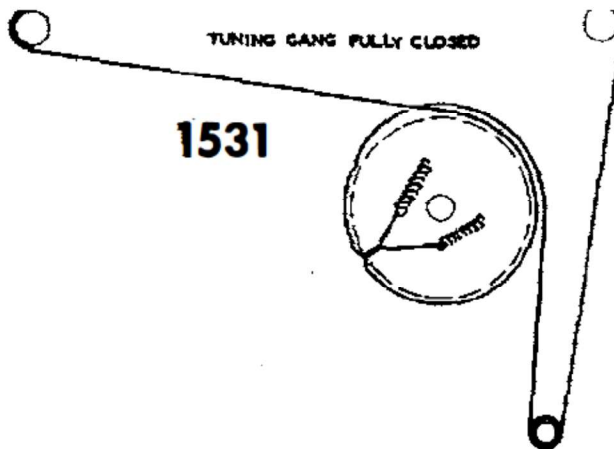
TUNING GANG FULLY CLOSED

1532



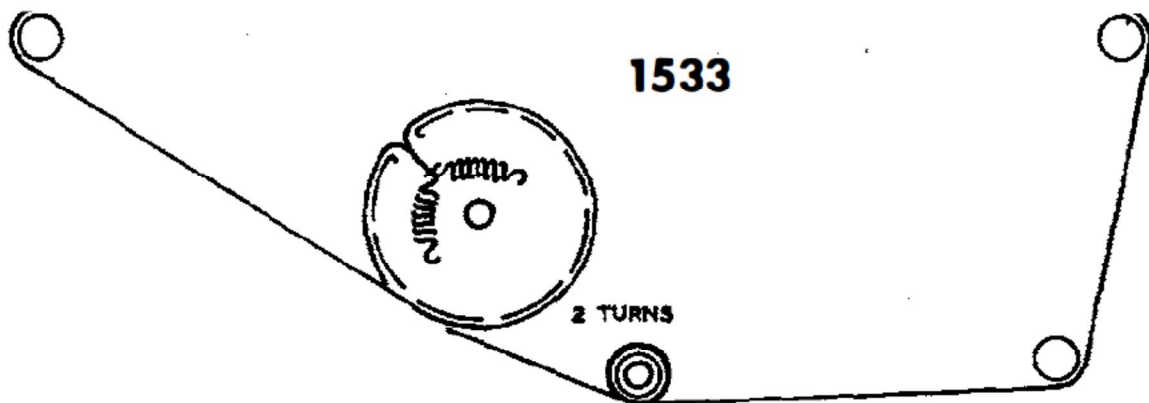
TUNING GANG FULLY CLOSED

1531



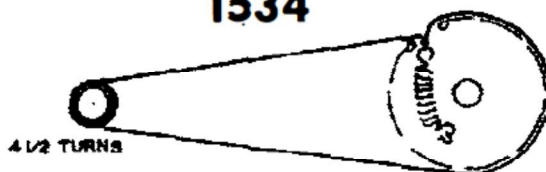
TUNING GANG FULLY CLOSED

1533

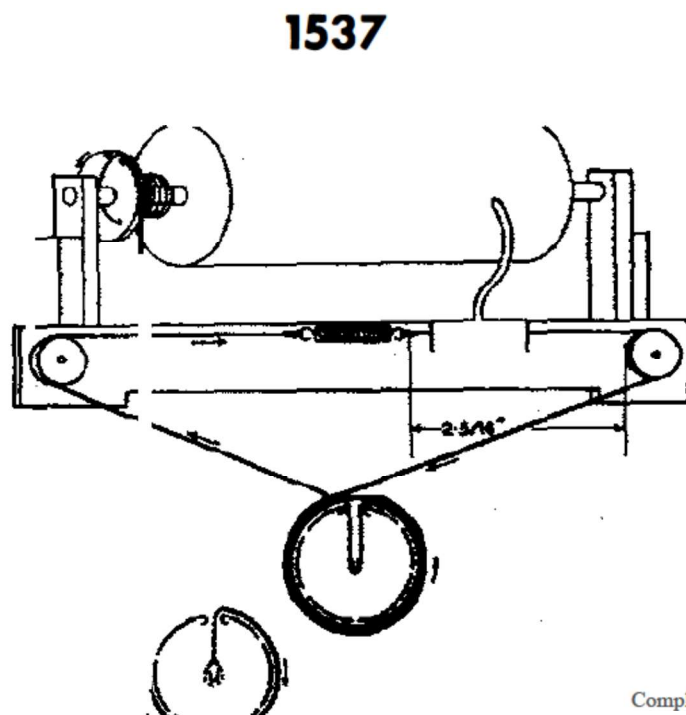
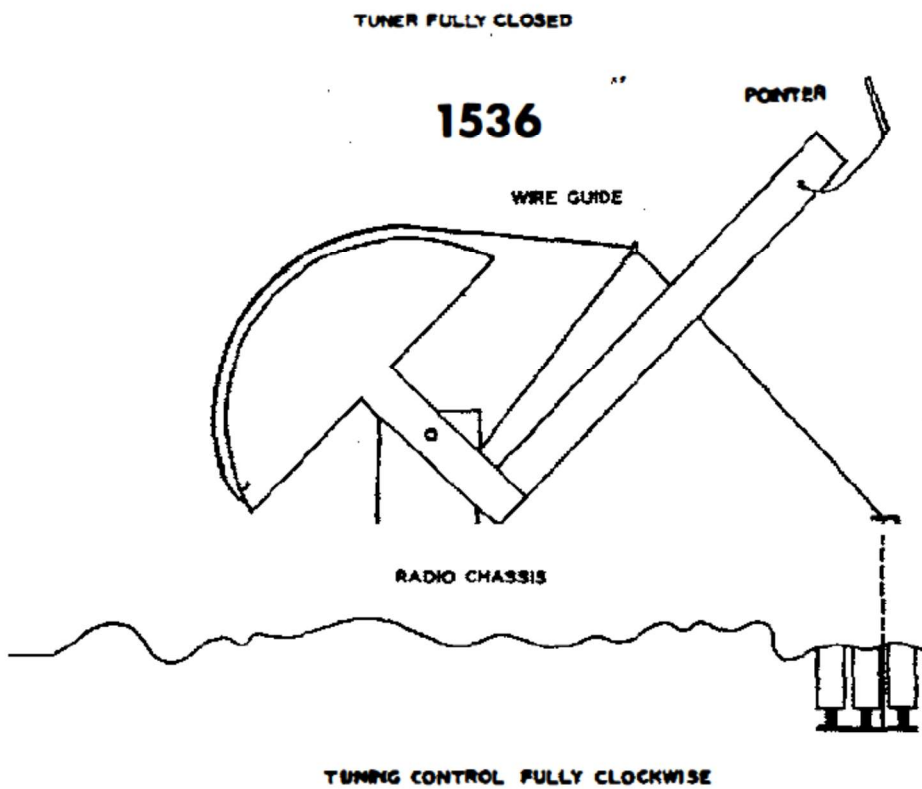
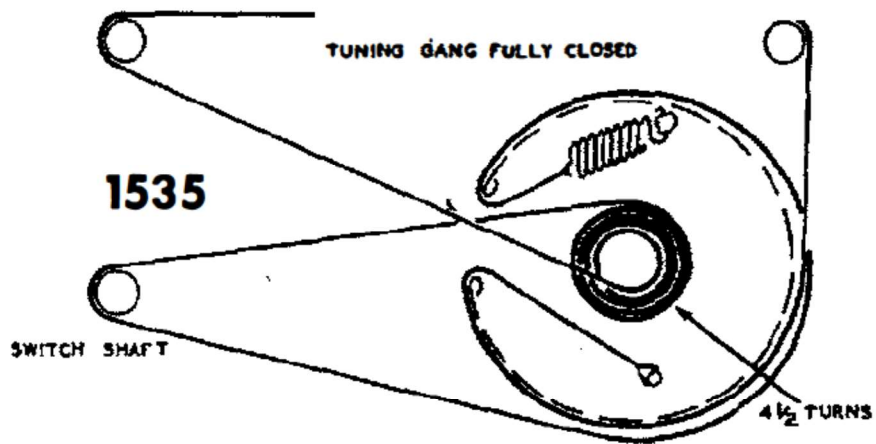


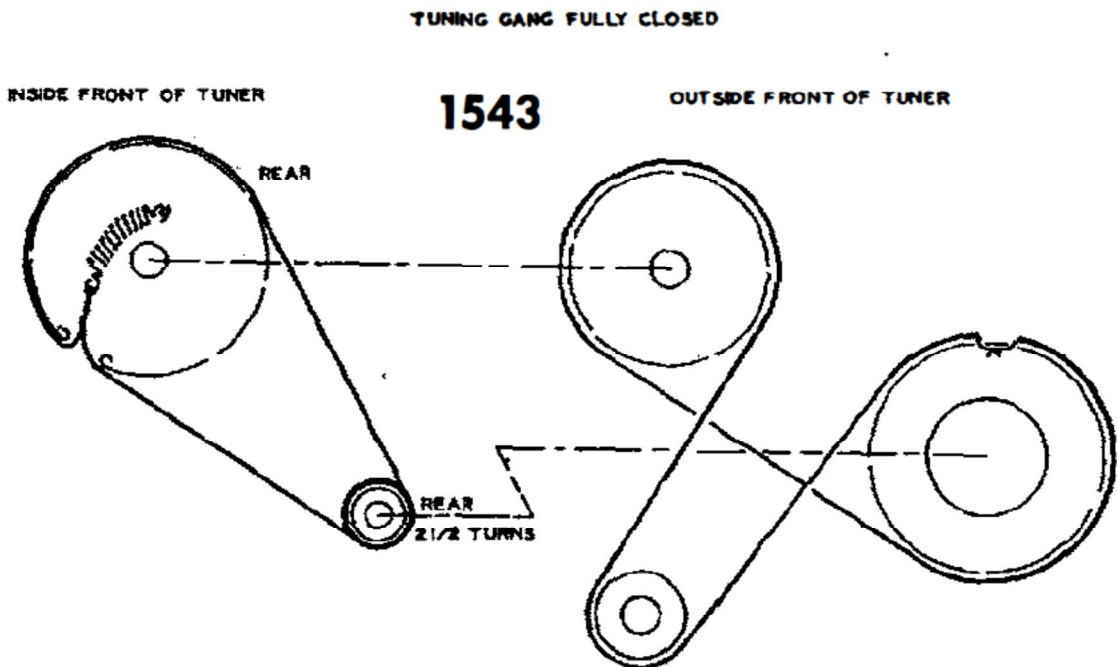
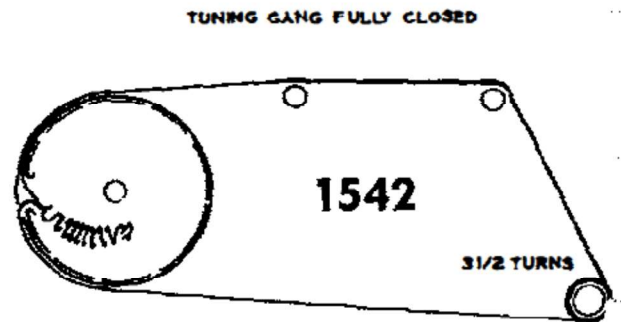
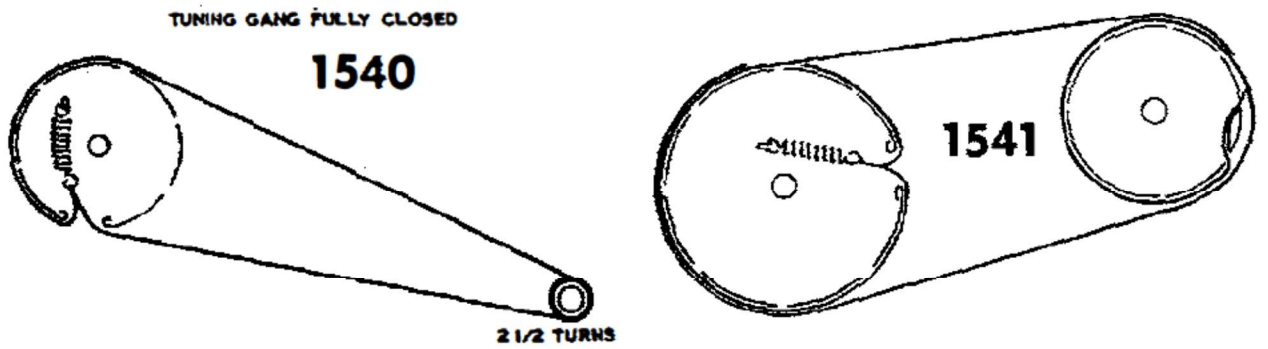
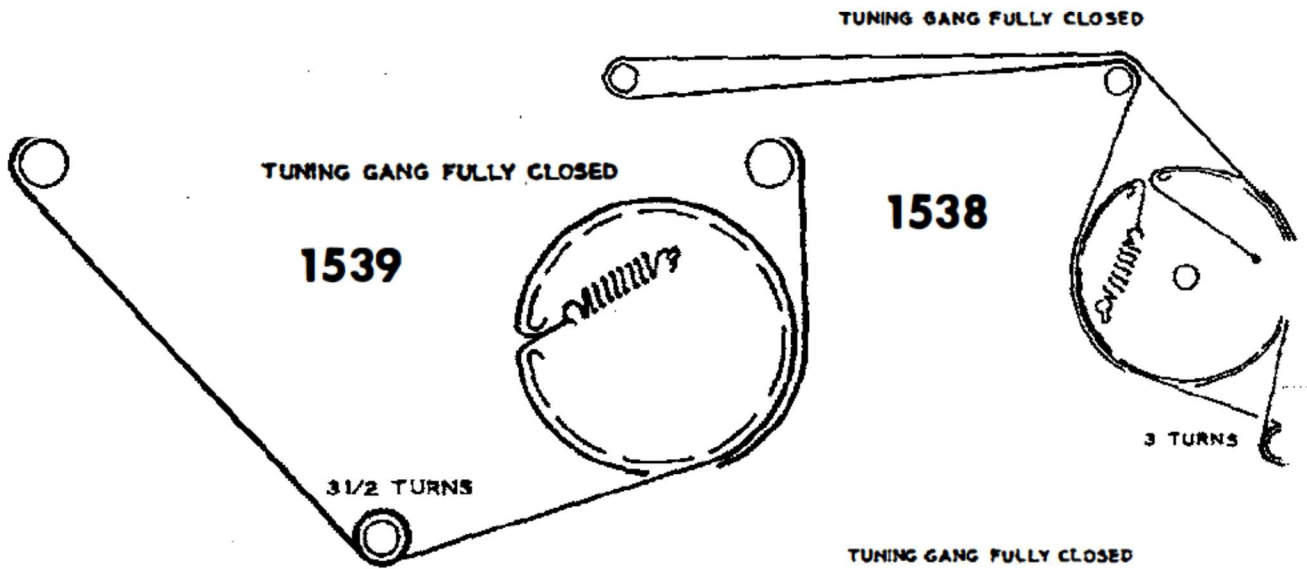
TUNING GANG FULLY CLOSED

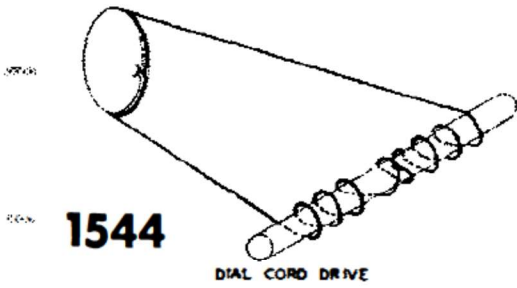
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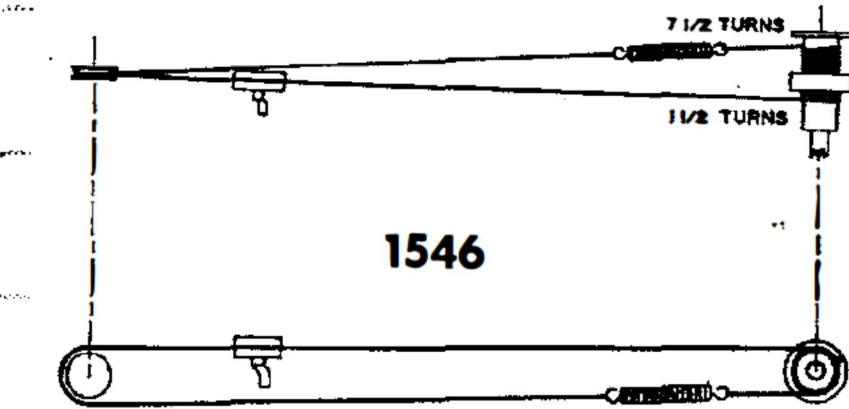
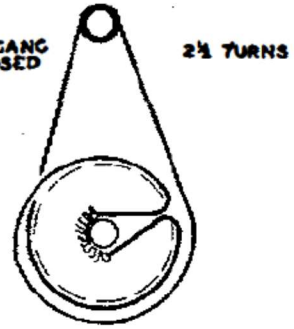


**1544**

DIAL CORD DRIVE

TUNING GANG FULLY CLOSED

**1545**

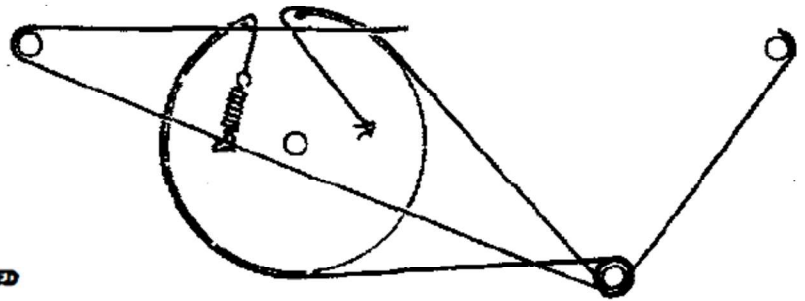


**1546**

TUNING UNIT IS FULLY COUNTERCLOCKWISE OR CHANNEL #2

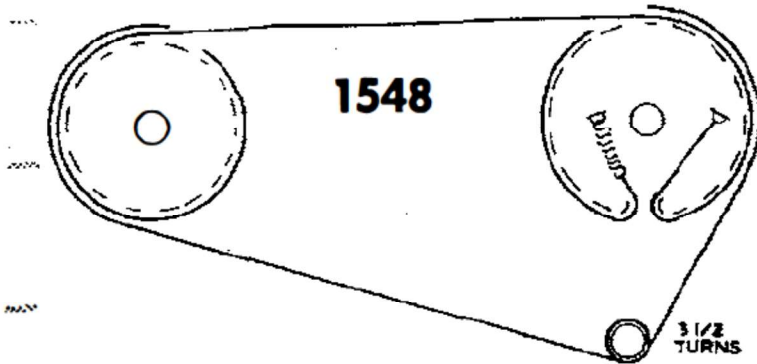
TUNING GANG FULLY CLOSED

**1547**



TUNING GANG FULLY CLOSED

4 TURNS



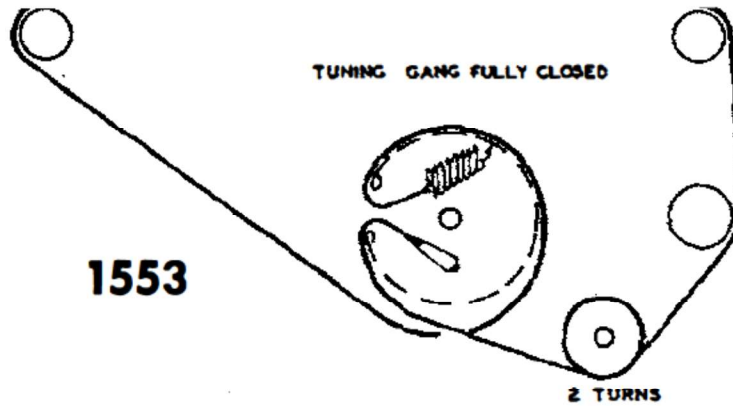
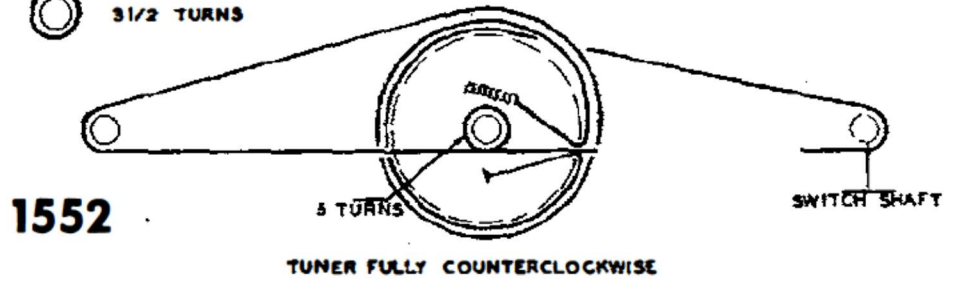
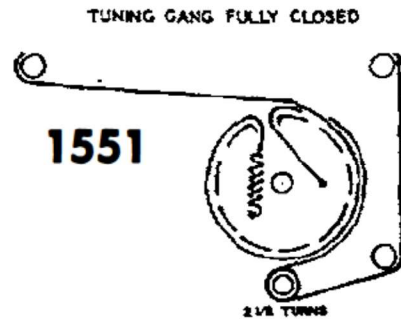
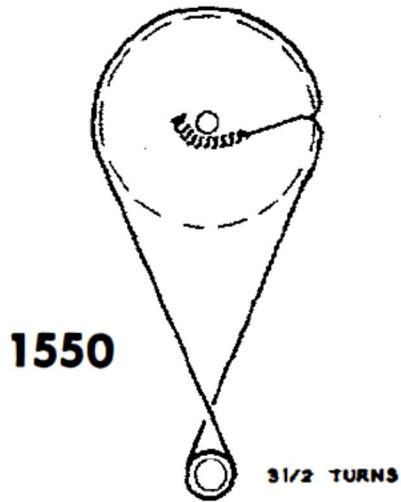
**1548**

3 1/2 TURNS

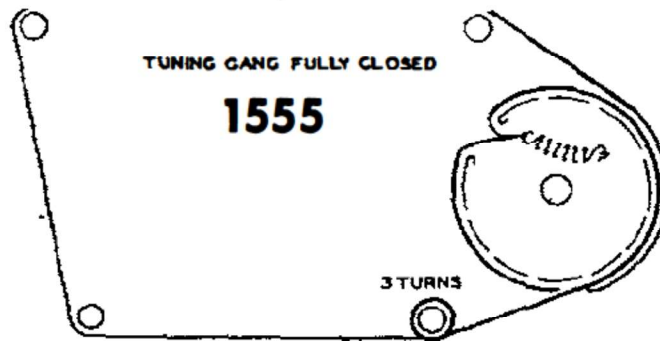
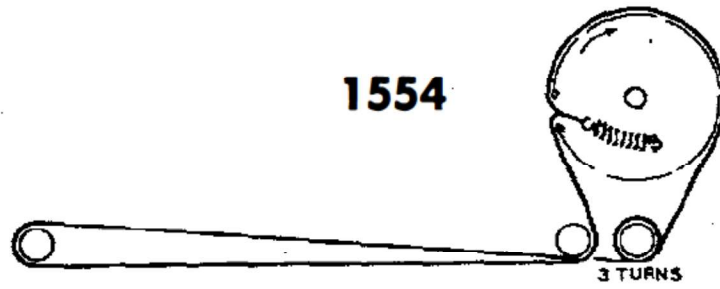
TUNING GANG FULLY CLOSED

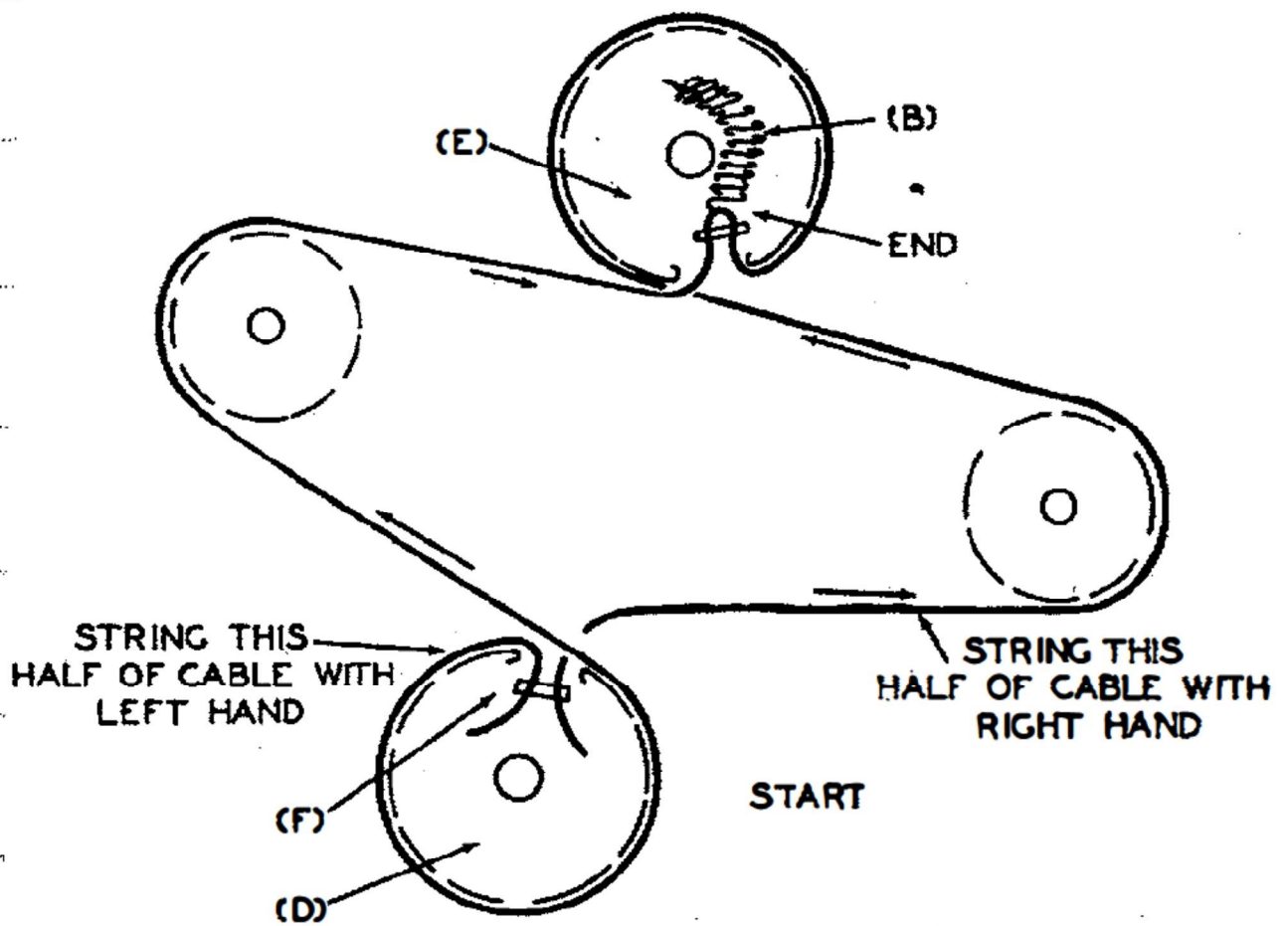
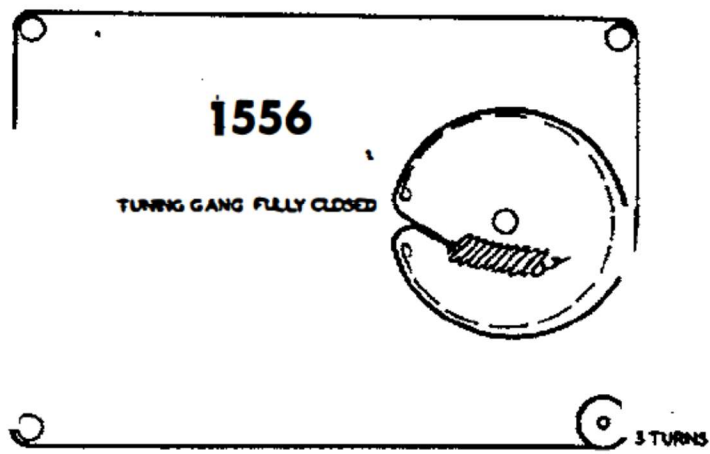
**1549**



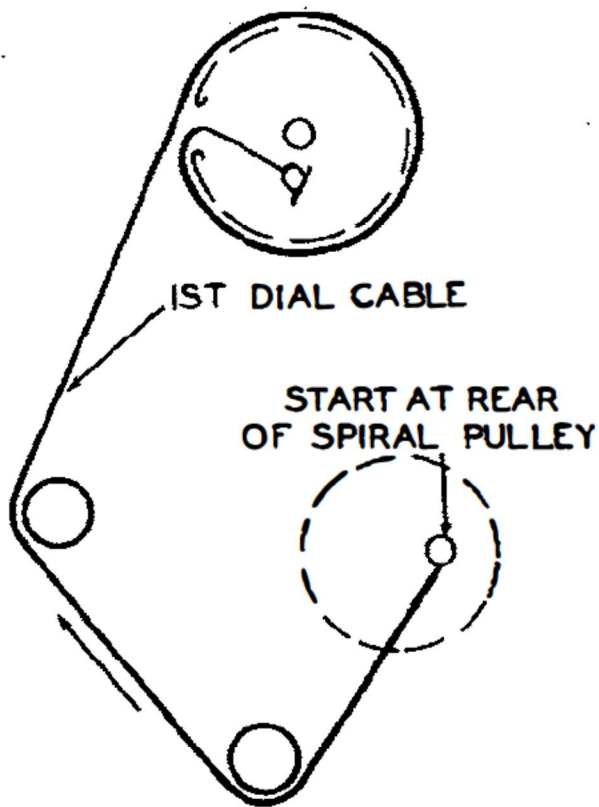


TUNING GANG FULLY CLOSED

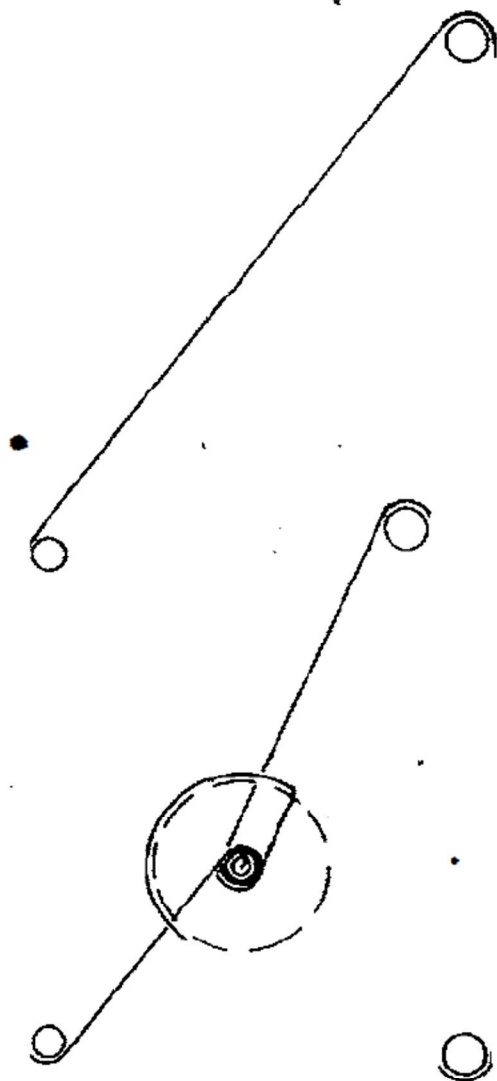
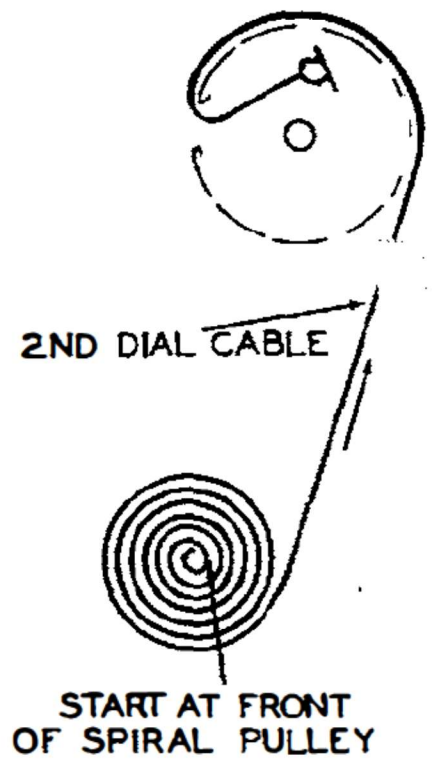




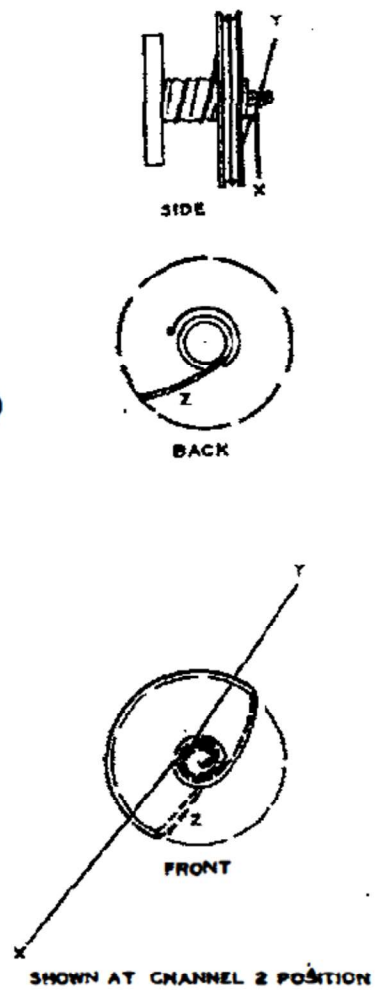
1557



1558

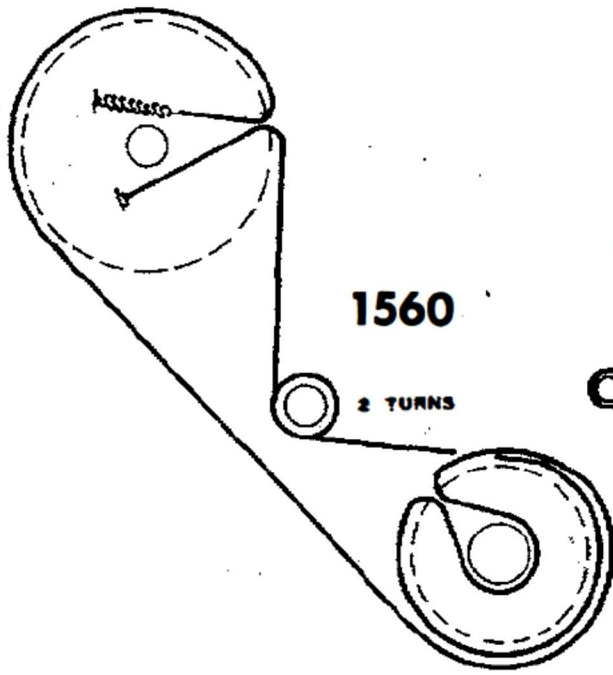


1559

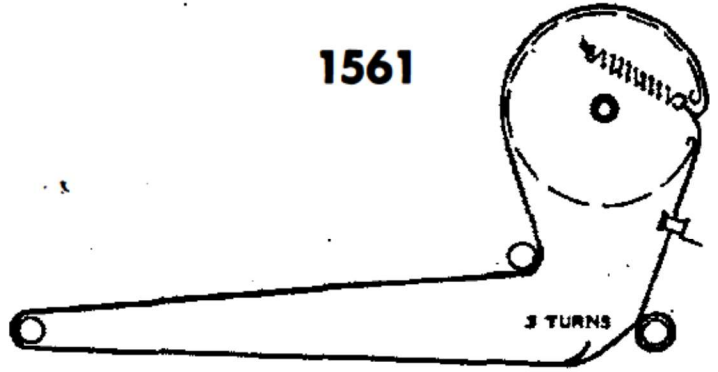




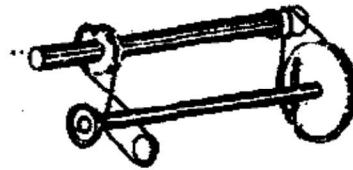
TUNING GANG FULLY CLOSED



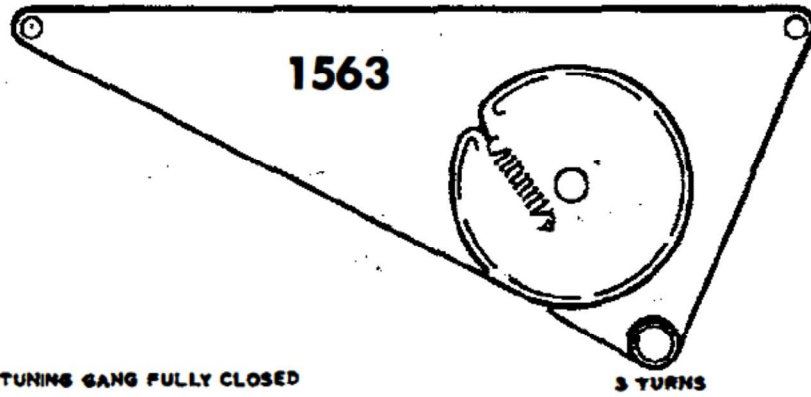
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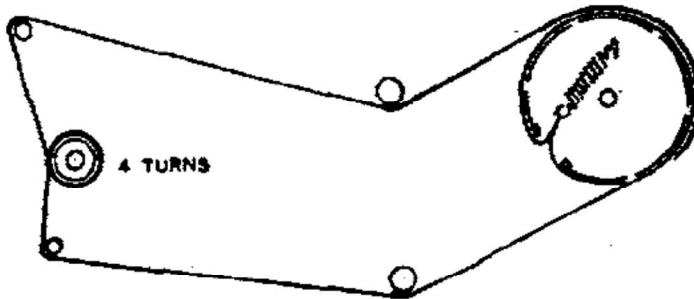
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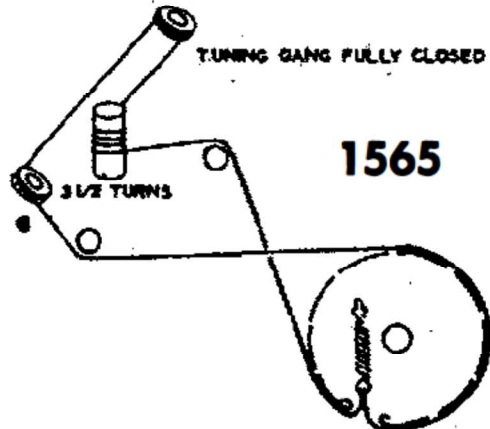
TUNING GANG FULLY CLOSED

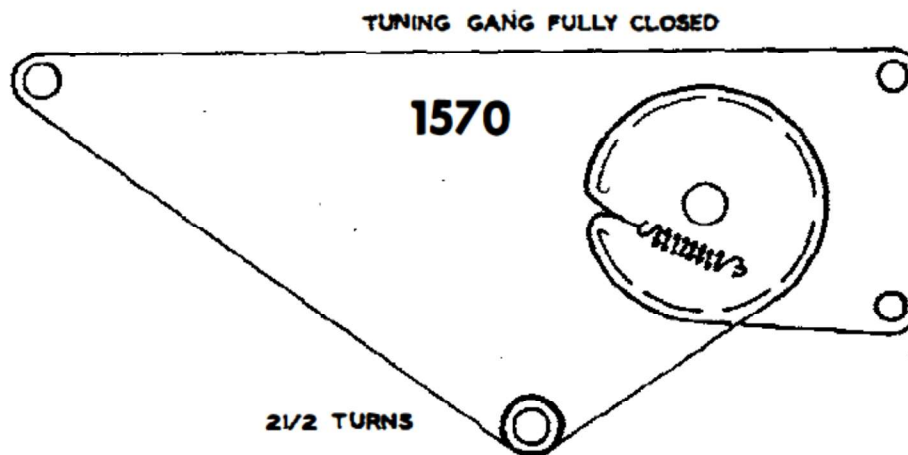
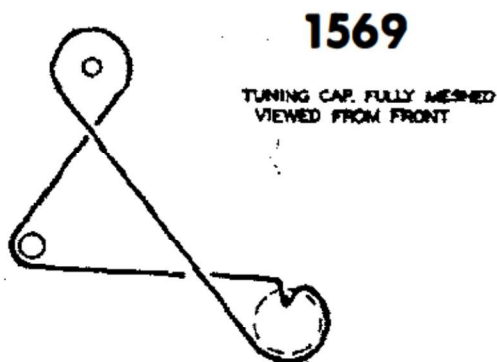
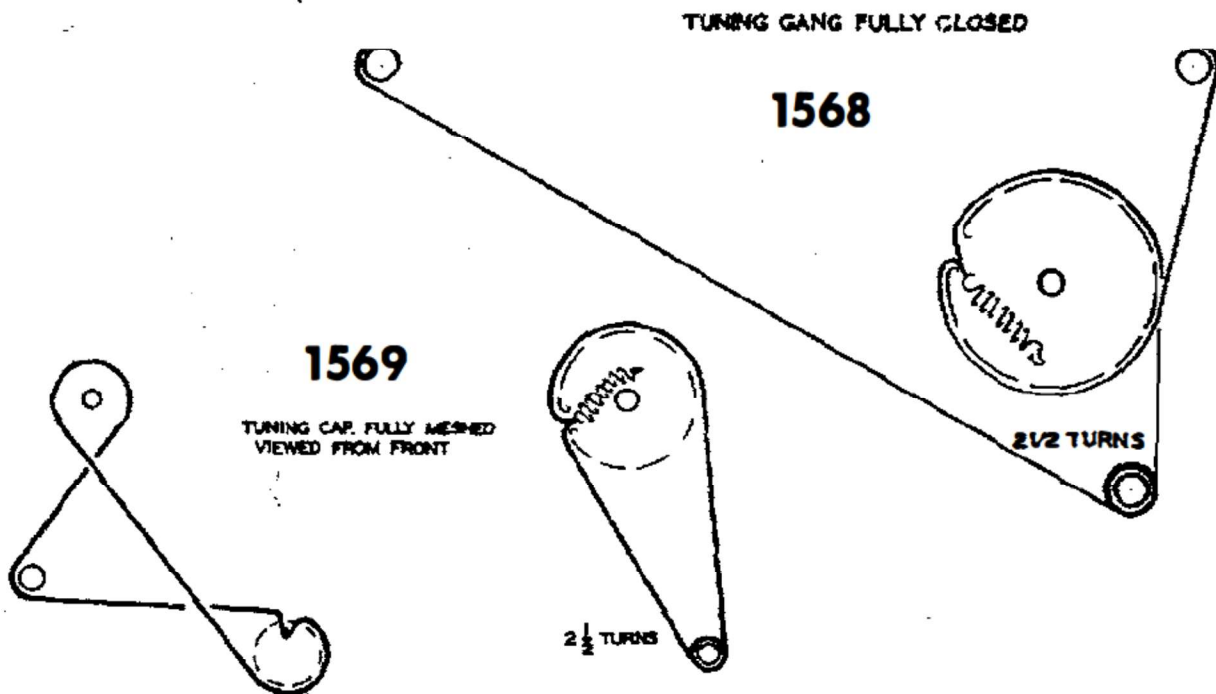
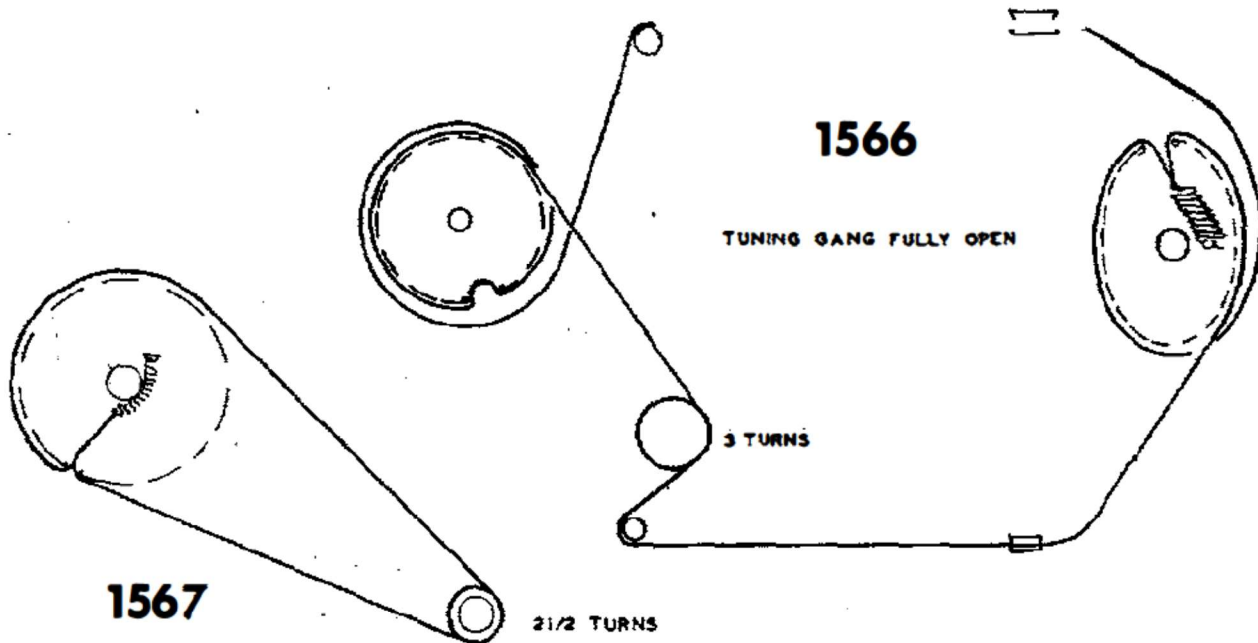


TUNING GANG FULLY CLOSED

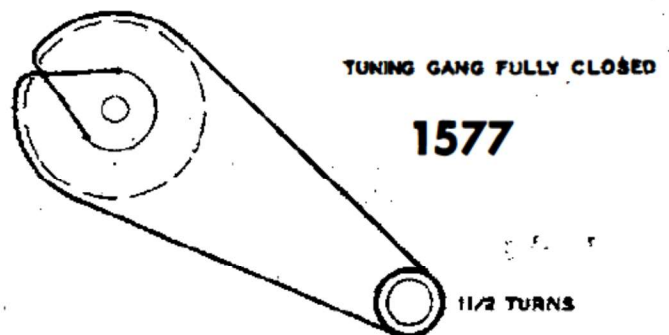
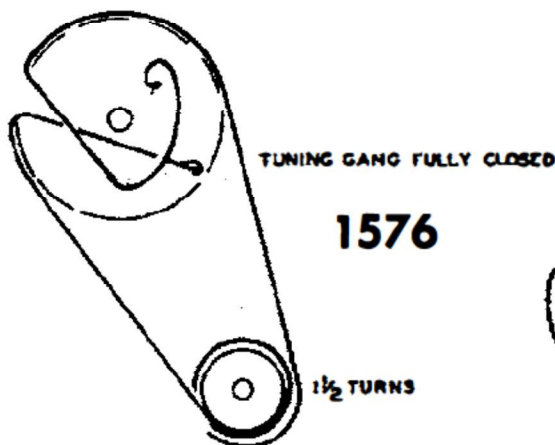
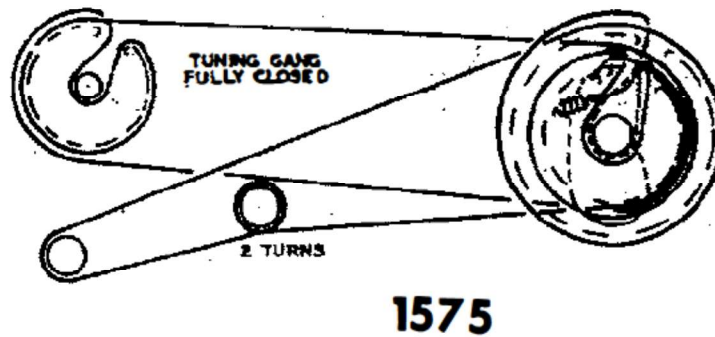
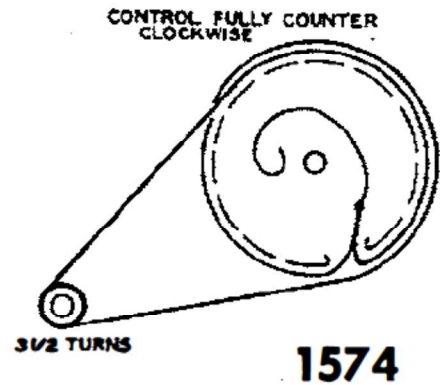
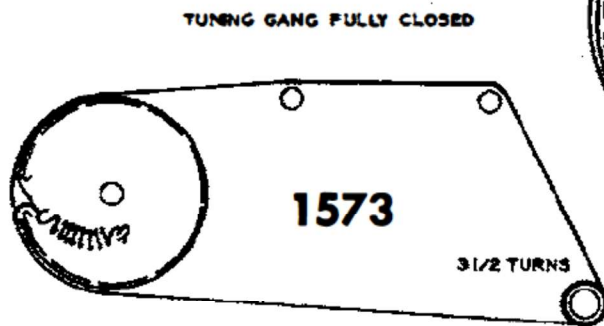
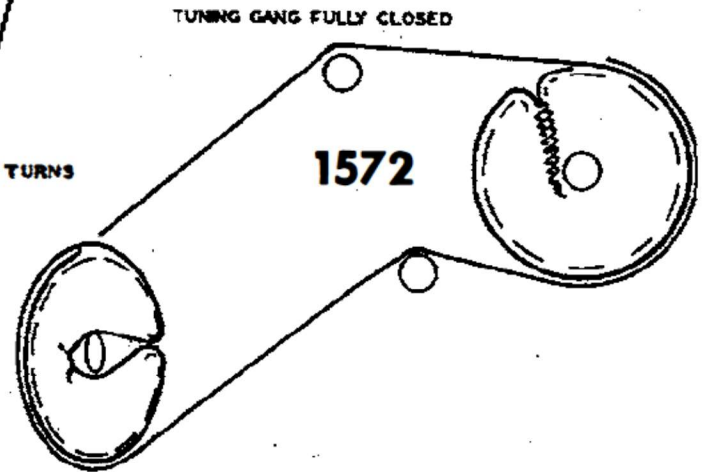
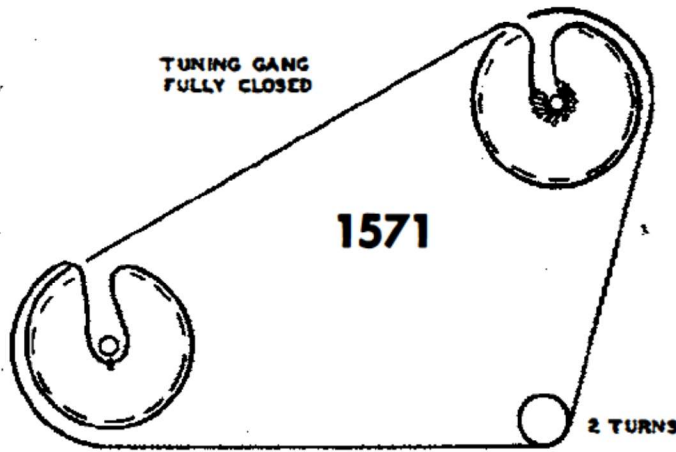


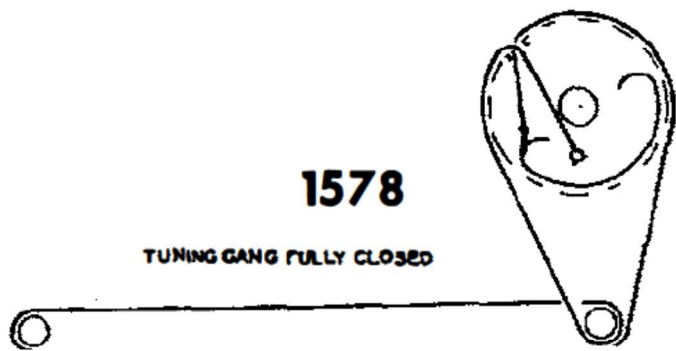
TUNING GANG FULLY CLOSED









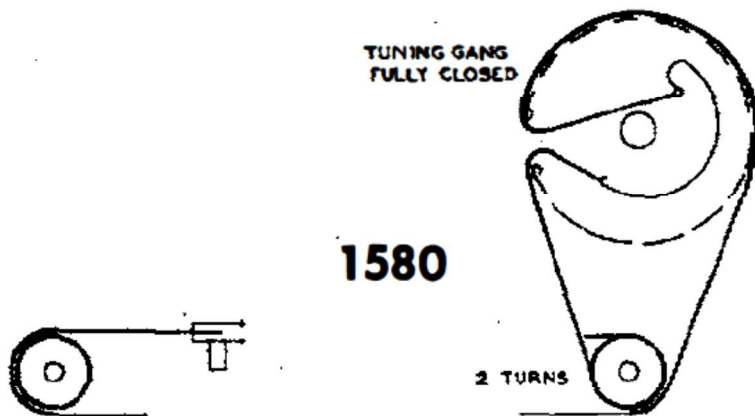


TUNING GANG FULLY CLOSED



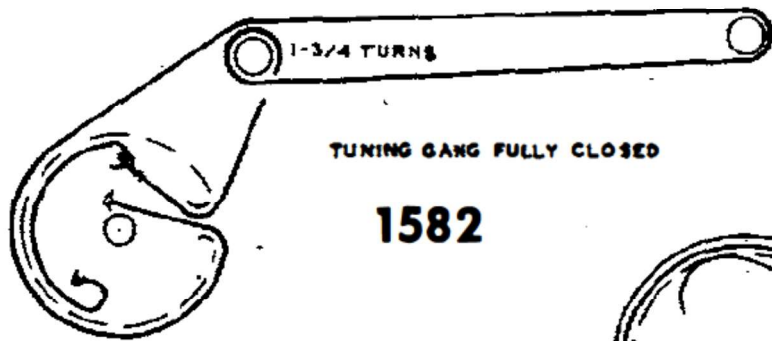
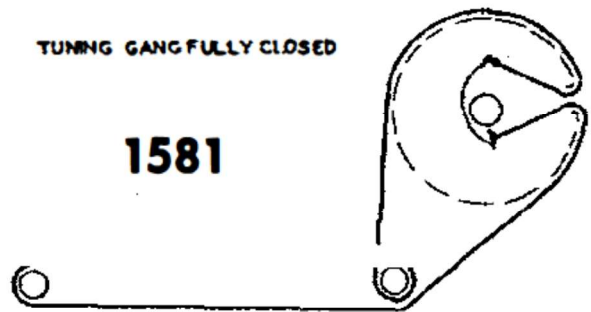
**1579**

2 1/2 TURNS



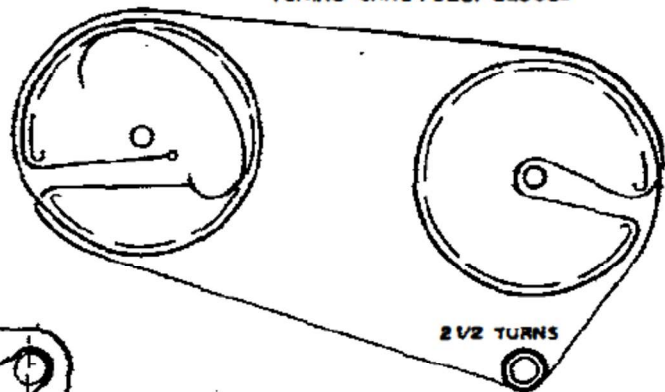
2 TURNS

TUNING GANG FULLY CLOSED

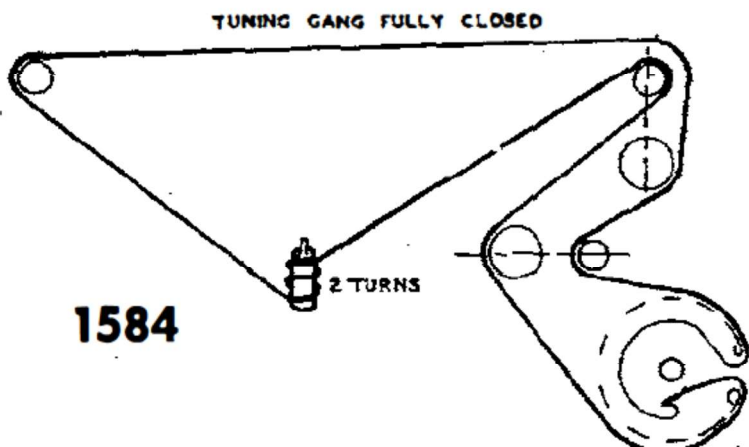


**1583**

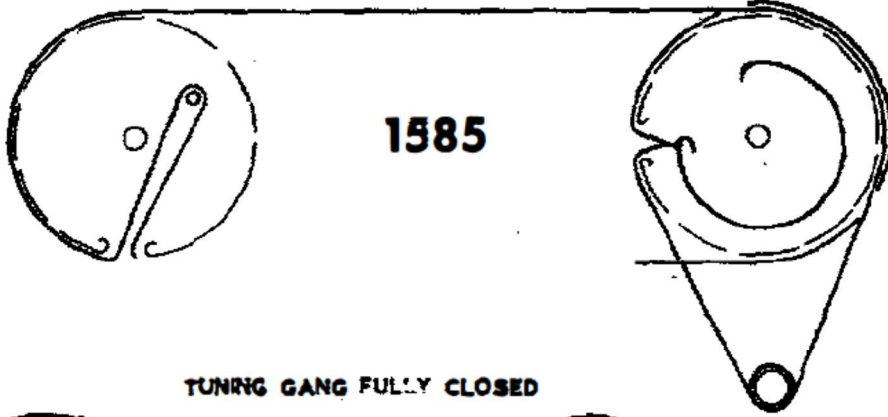
TUNING GANG FULLY CLOSED



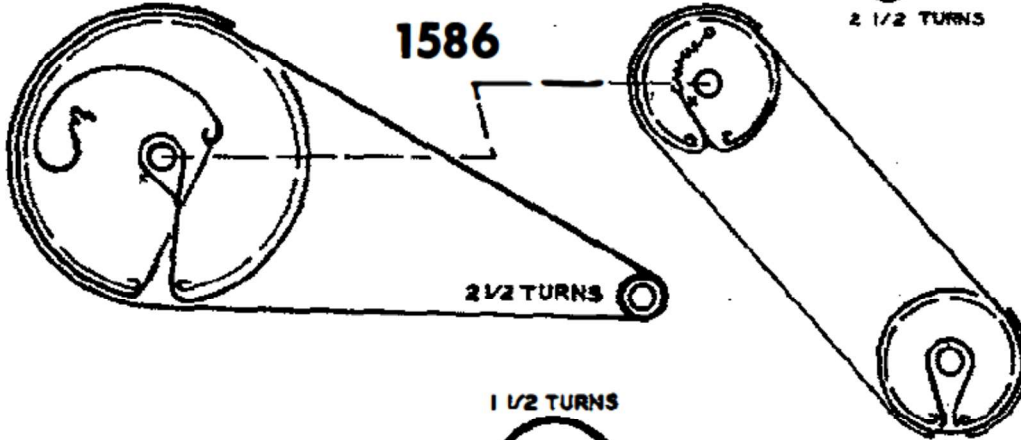
2 1/2 TURNS



TUNING GANG FULLY CLOSED

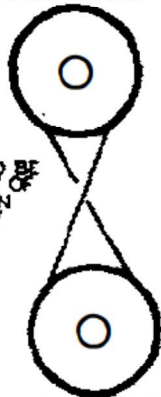


TUNING GANG FULLY CLOSED



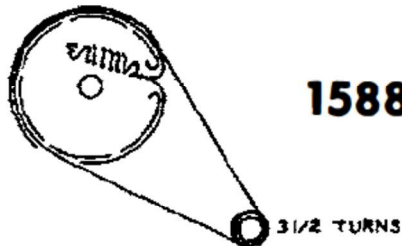
1 1/2 TURNS

LAP SHOULD BE AT MIDPOINT OF ROTATION ON TOP PULLEY



2 1/2 TURNS

TUNING GANG FULLY CLOSED

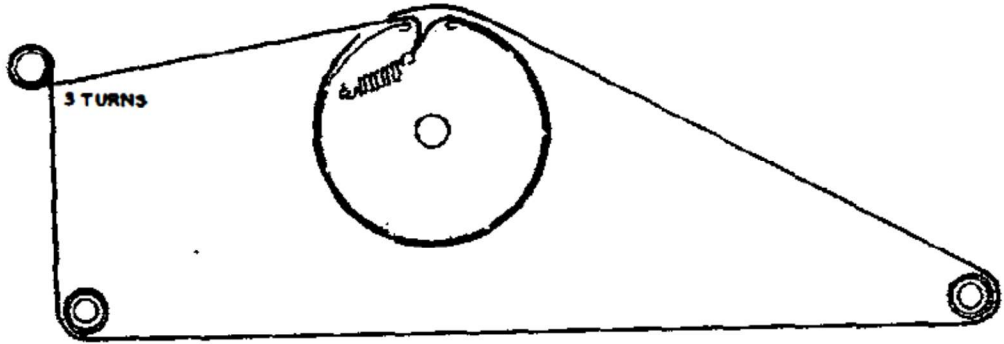


TUNING GANG FULLY CLOSED

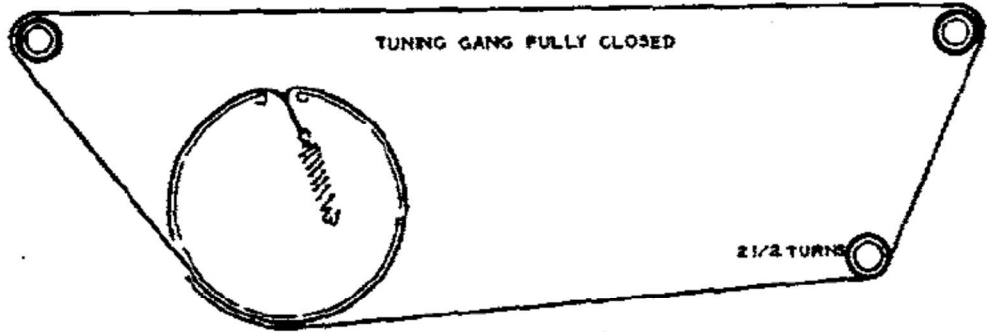


1589

BANDSPREAD GANG FULLY OPEN

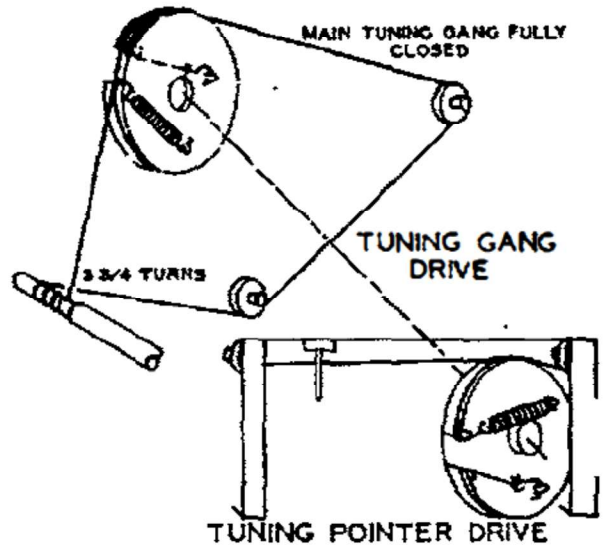
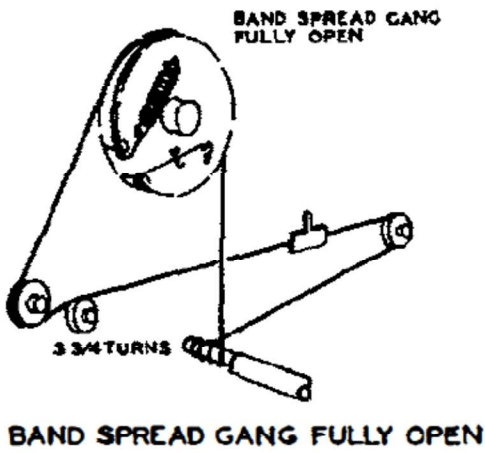


BANDSPREAD GANG CORD STRINGING DIAGRAM



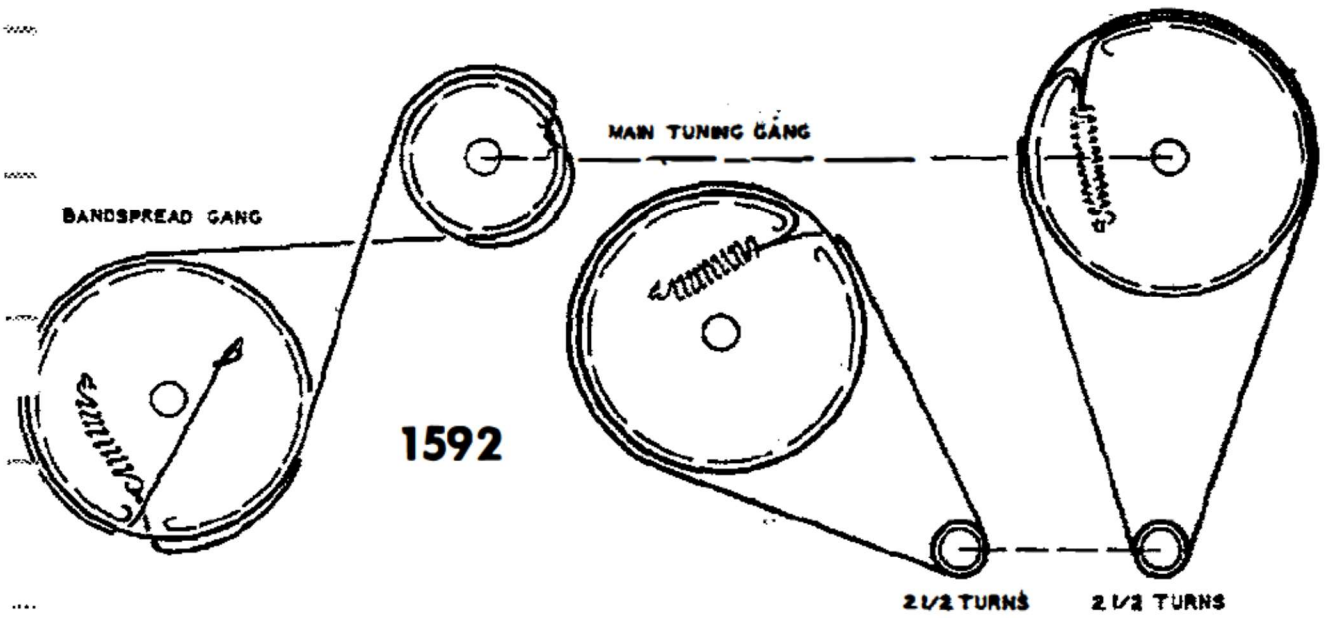
TUNING DIAL CORD STRINGING

1590



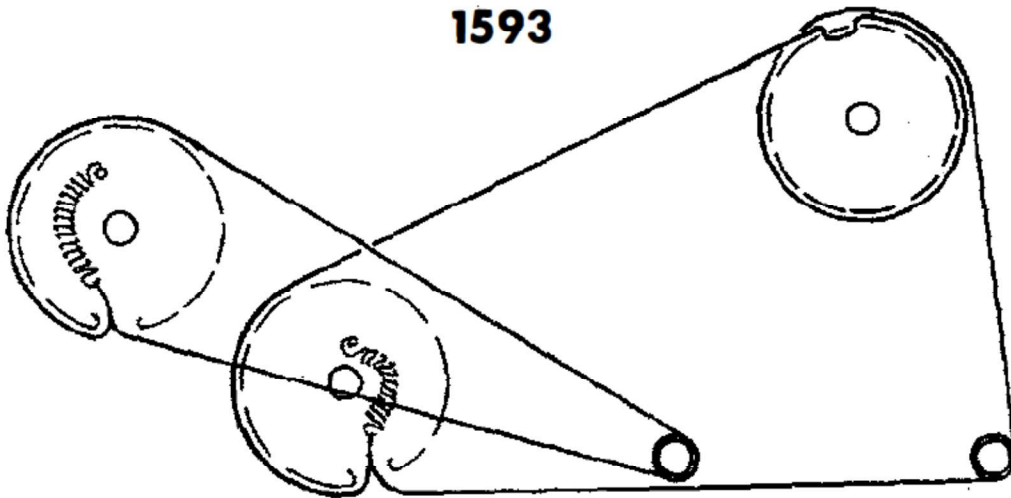
1591

MAIN TUNING & BANDSPREAD GANGS FULLY CLOSED



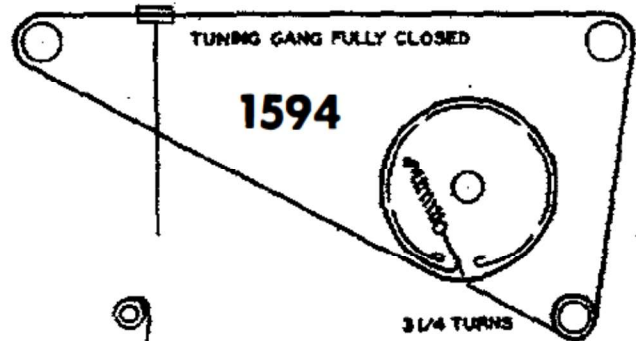
TUNING GANG FULLY CLOSED

1593



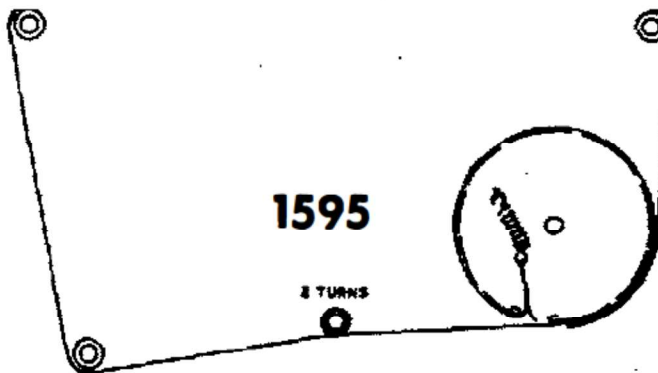
TUNING GANG FULLY CLOSED

1594



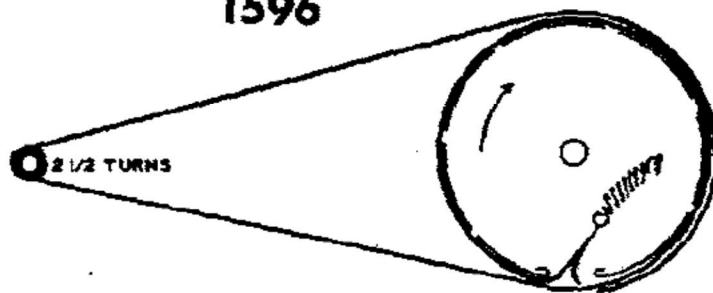
TUNING GANG FULLY CLOSED

1595



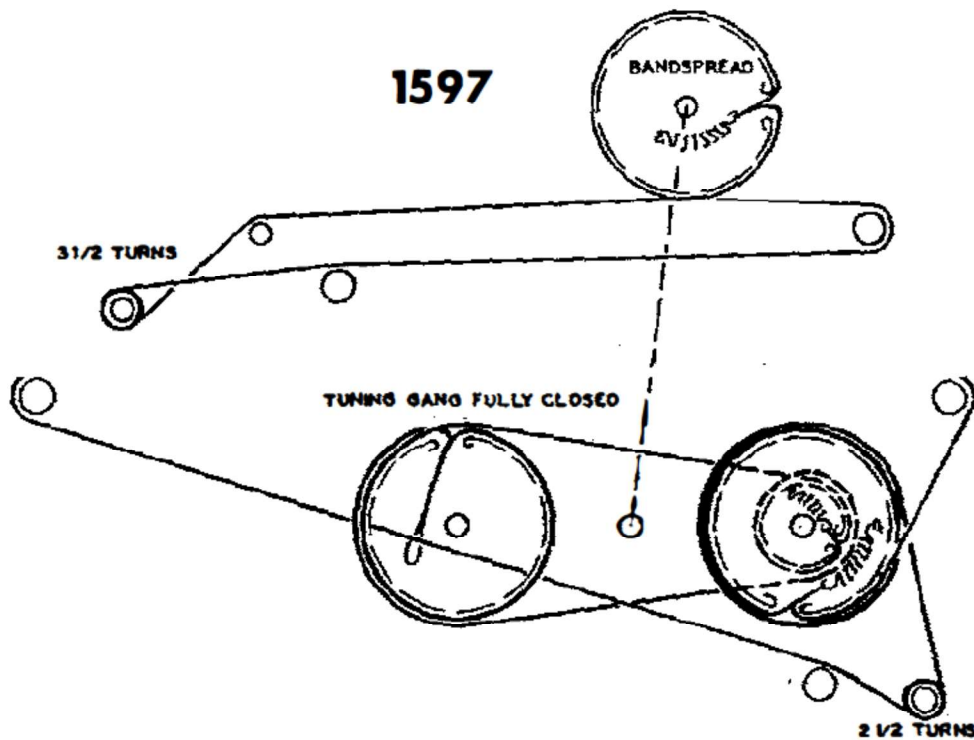
TUNING GANG FULLY CLOSED

1596



TUNING GANG FULLY CLOSED

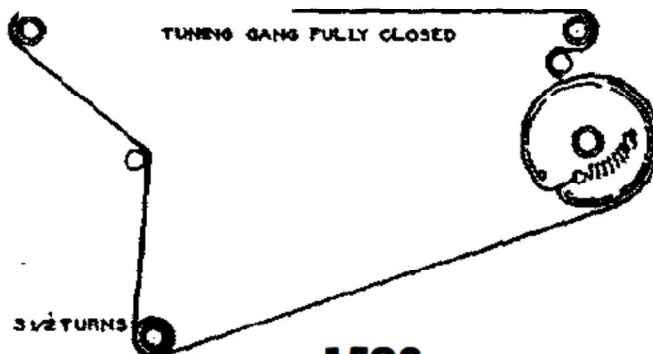
1597



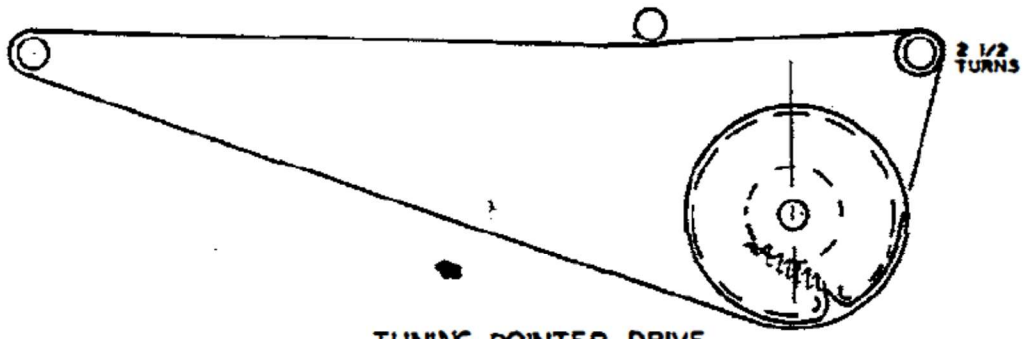
TUNING GANG FULLY CLOSED

3 1/2 TURNS

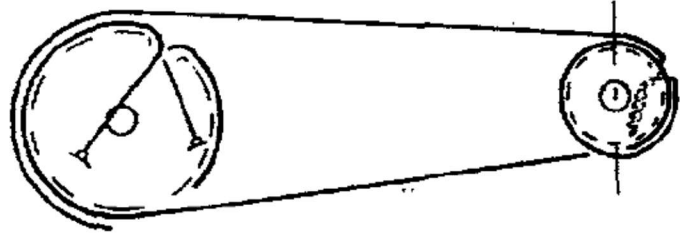
1598



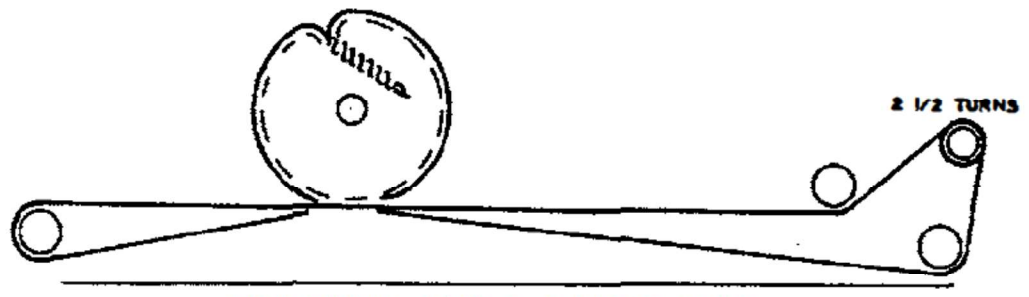




TUNING POINTER DRIVE

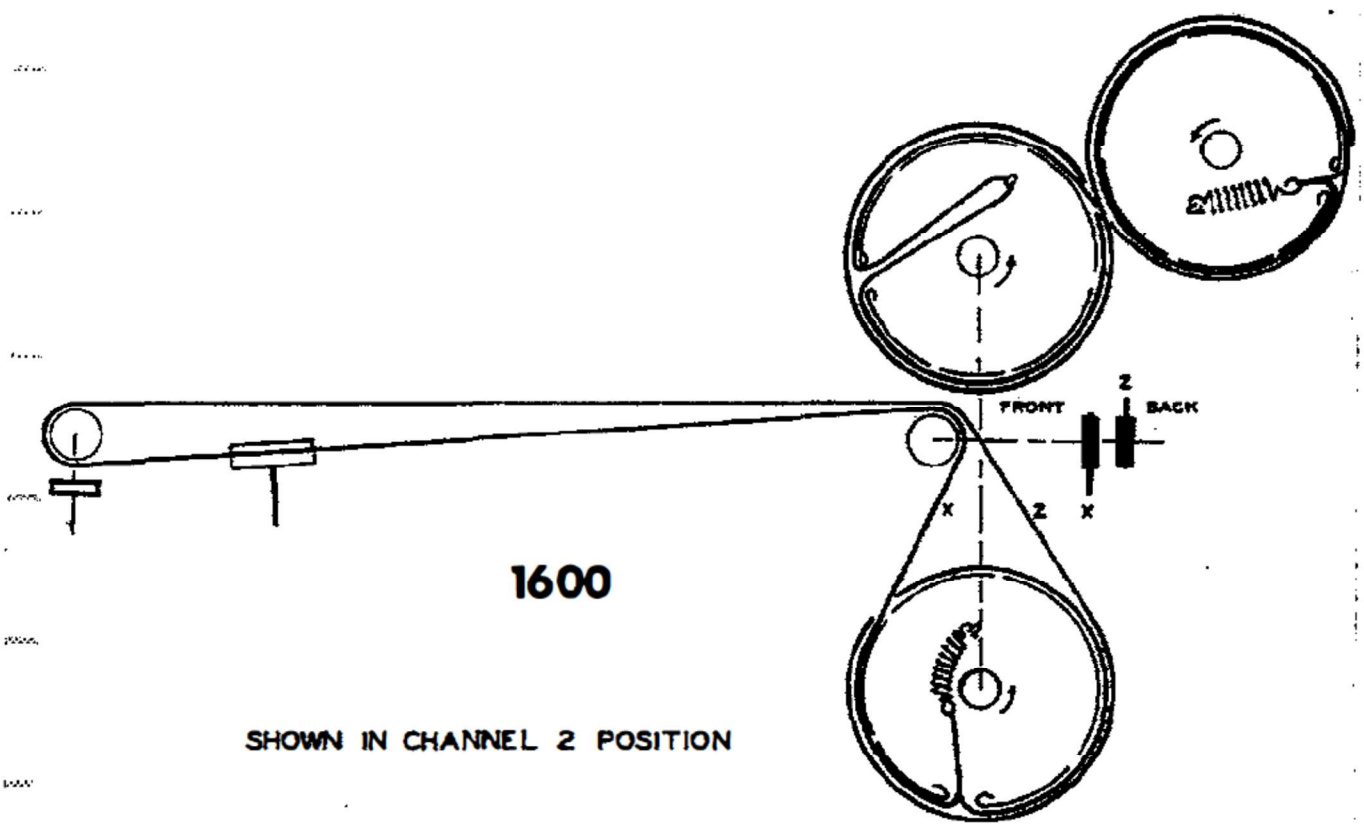


TUNING GANG DRIVE



BANDSPREAD GANG & POINTER DRIVE

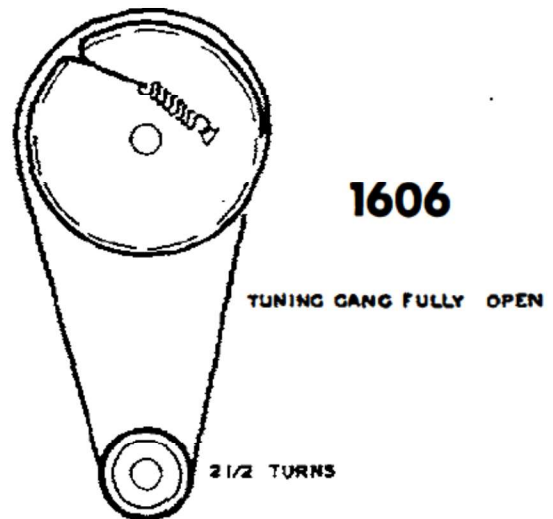
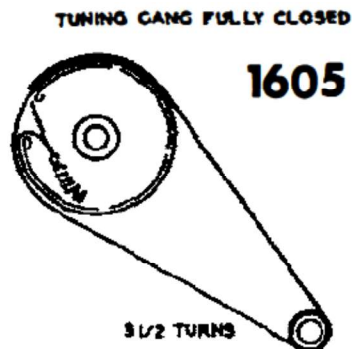
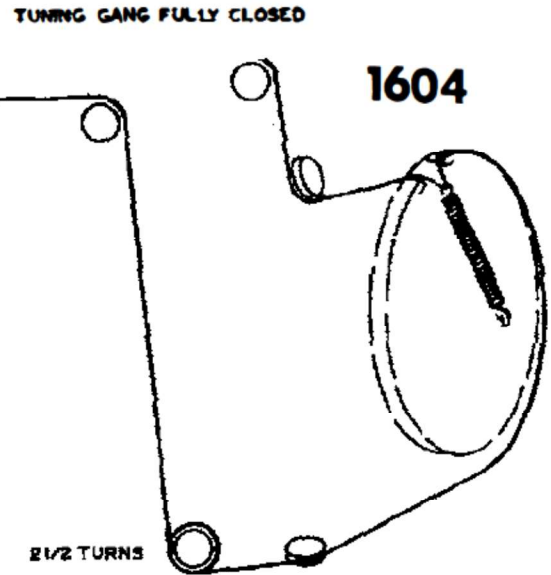
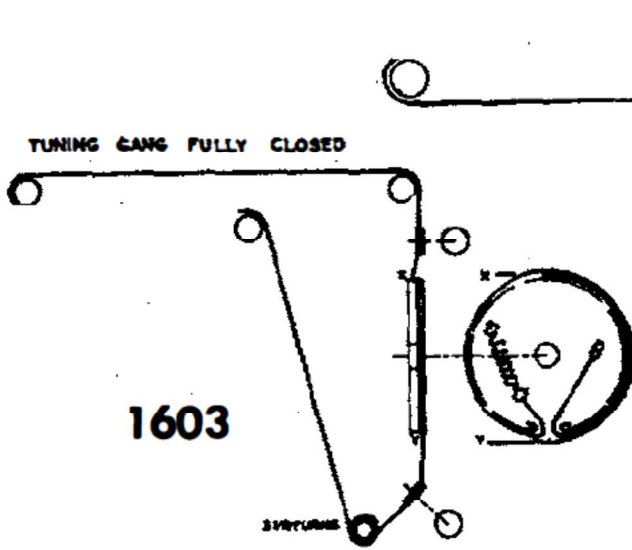
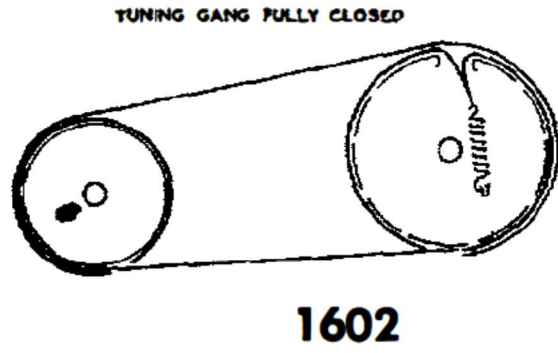
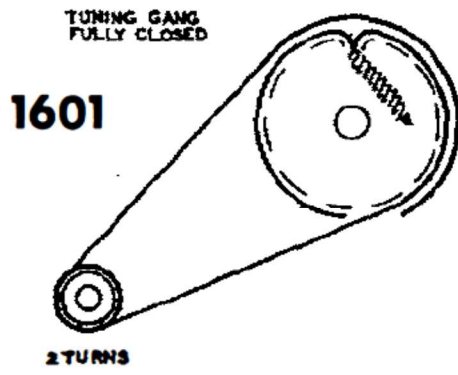
1599



1600

SHOWN IN CHANNEL 2 POSITION





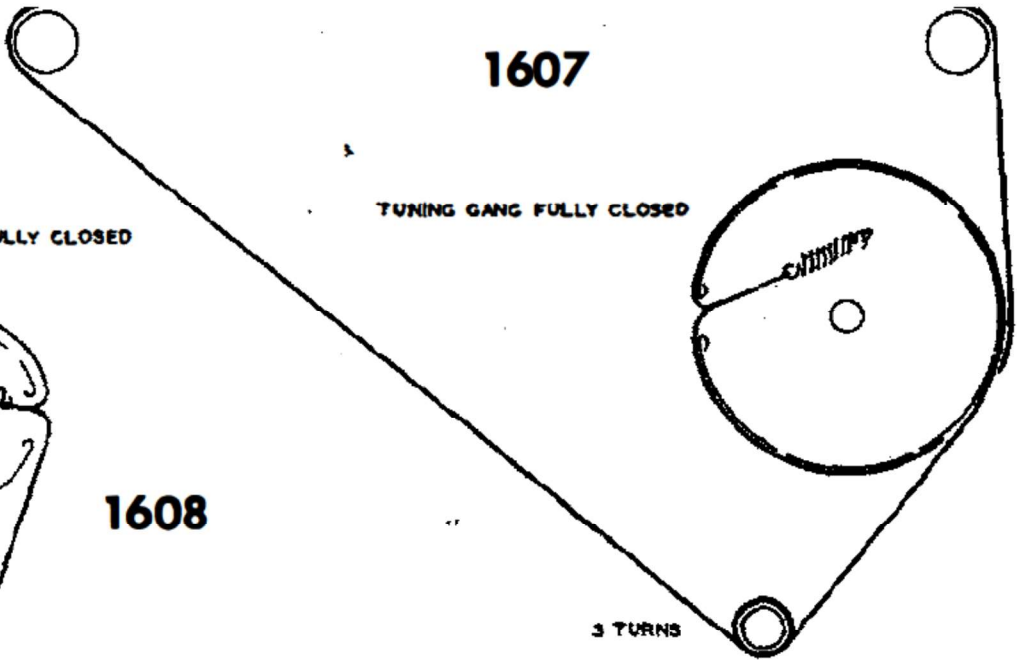


1608

2 1/2 TURNS

1607

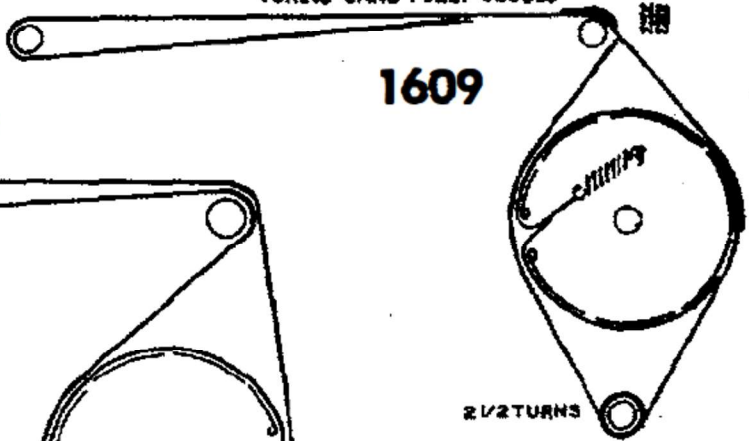
TUNING GANG FULLY CLOSED



3 TURNS

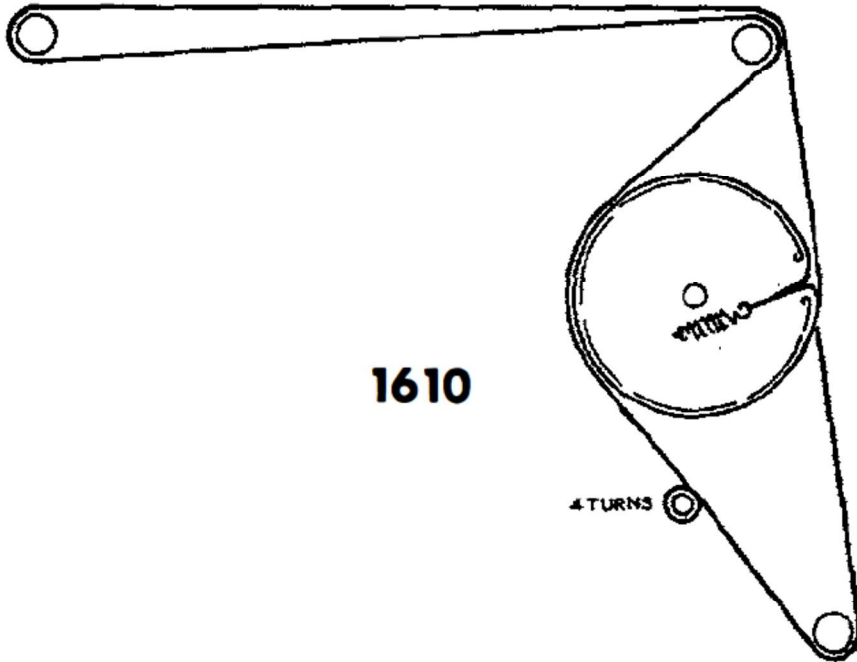
TUNING GANG FULLY CLOSED

1609



2 1/2 TURNS

TUNING GANG FULLY CLOSED



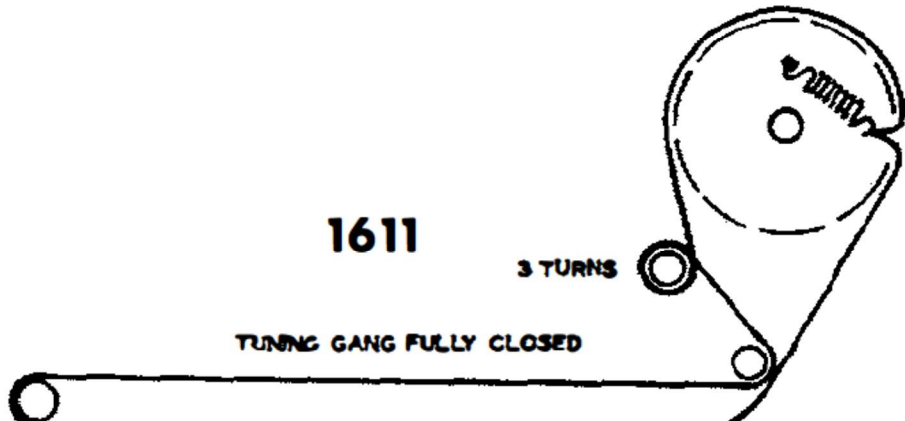
1610

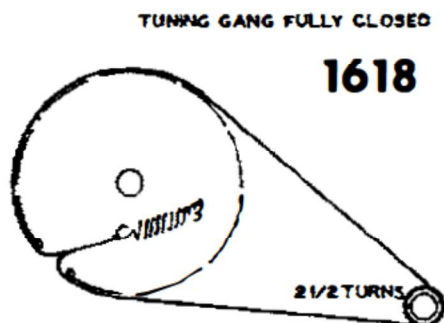
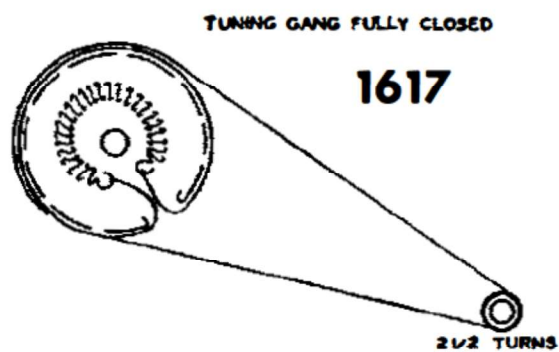
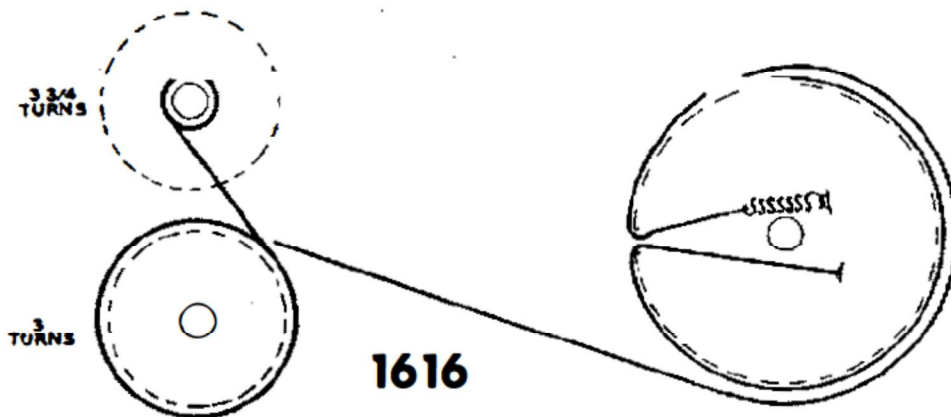
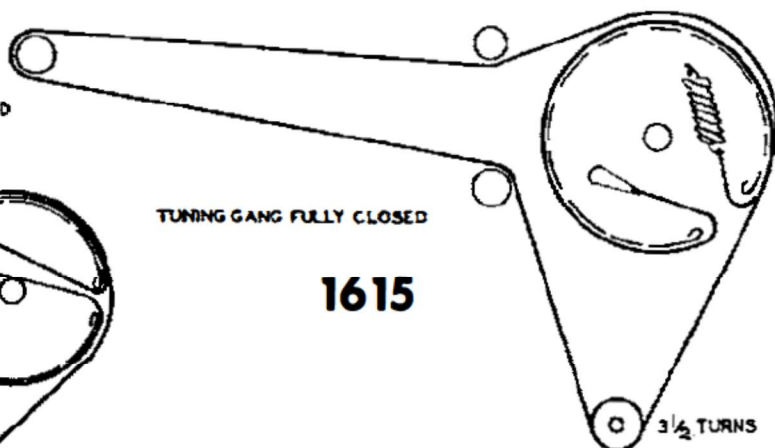
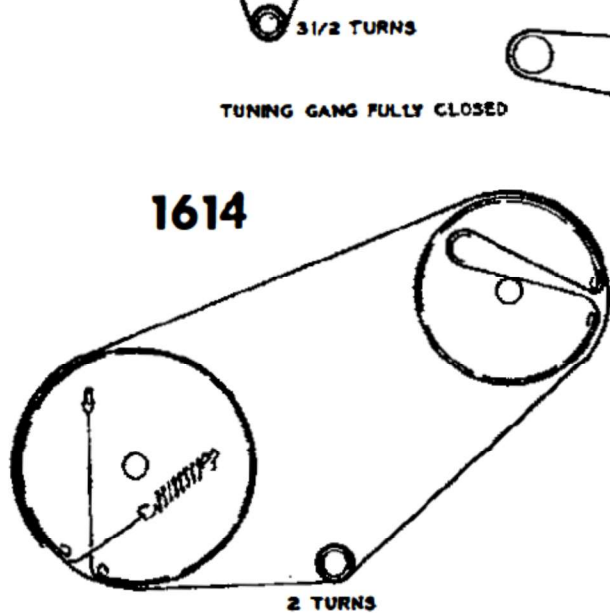
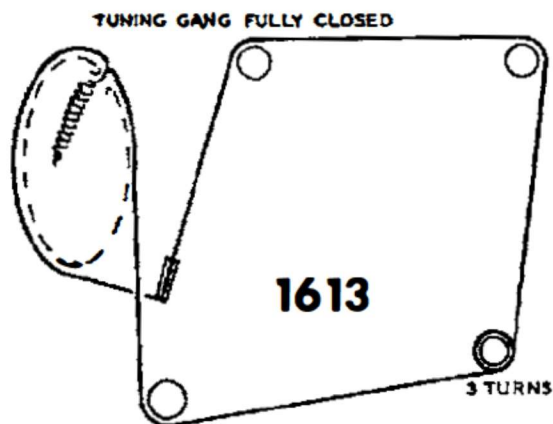
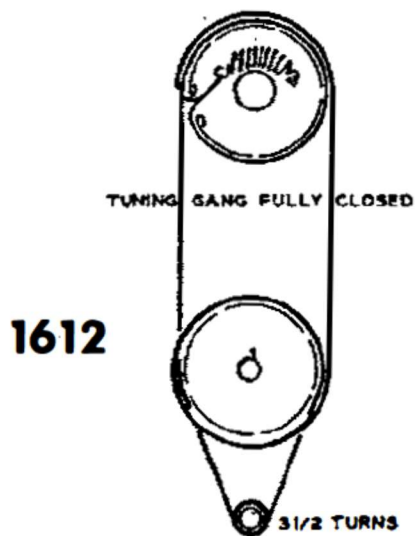
4 TURNS

1611

3 TURNS

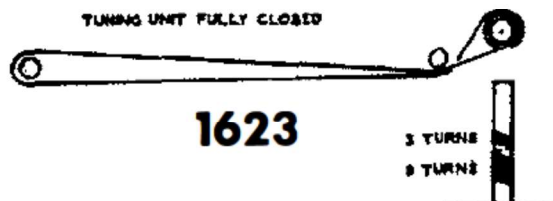
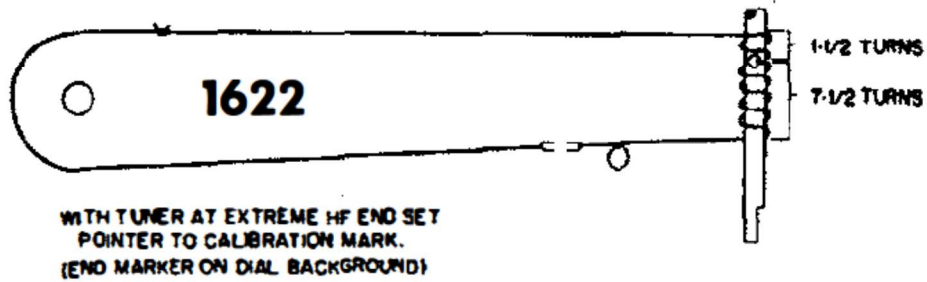
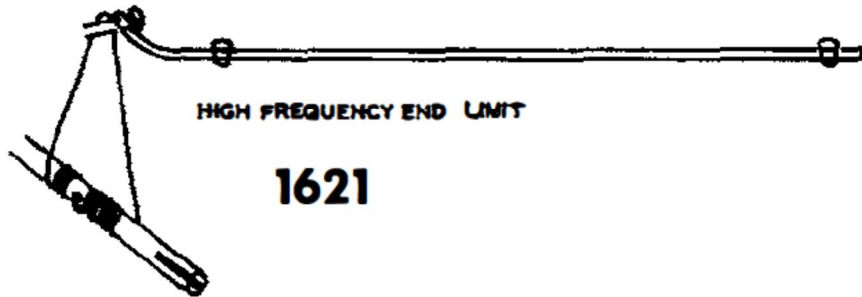
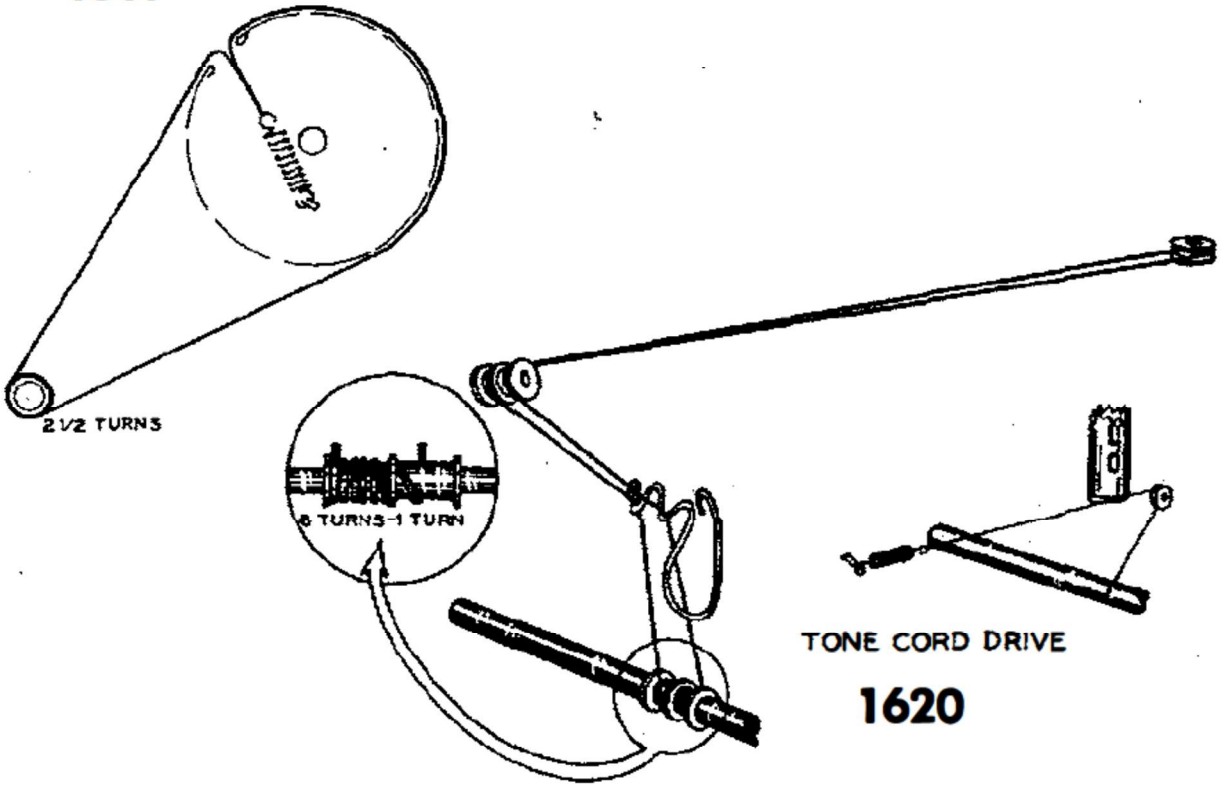
TUNING GANG FULLY CLOSED





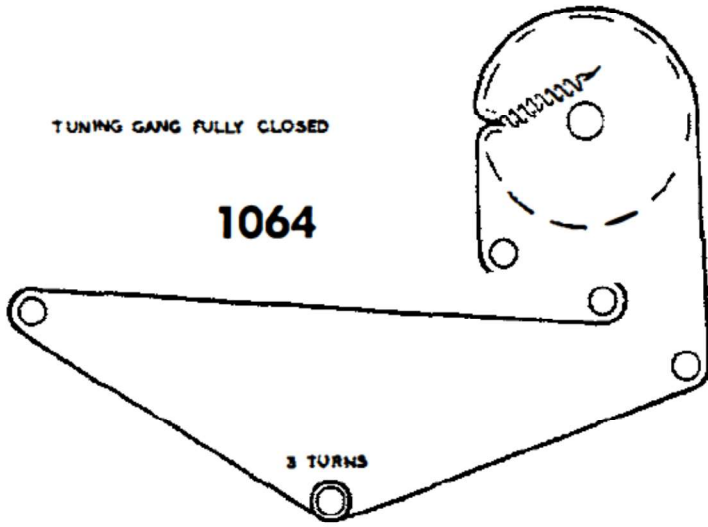
TUNING GANG FULLY CLOSED

1619



TUNING GANG FULLY CLOSED

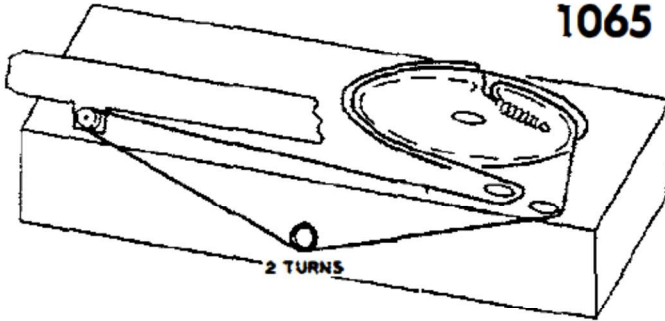
1064



3 TURNS

TUNING GANG FULLY CLOSED

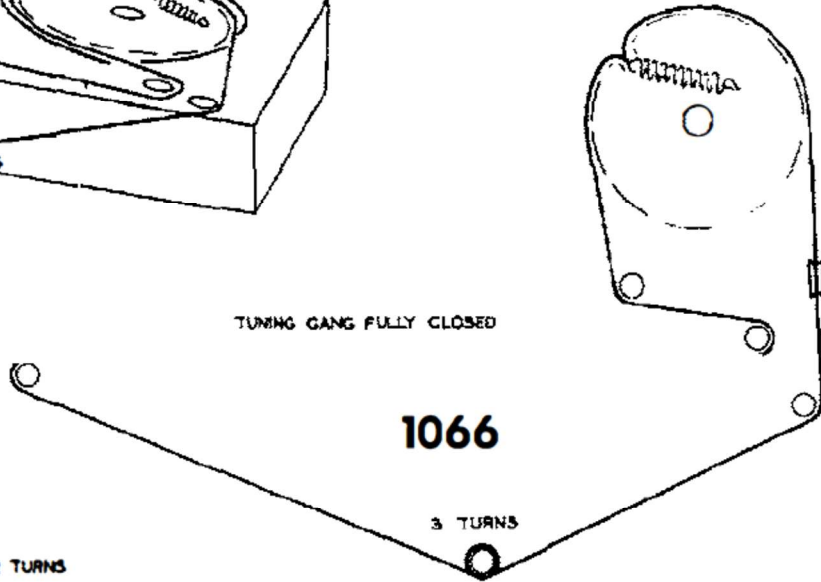
1065



2 TURNS

TUNING GANG FULLY CLOSED

1066

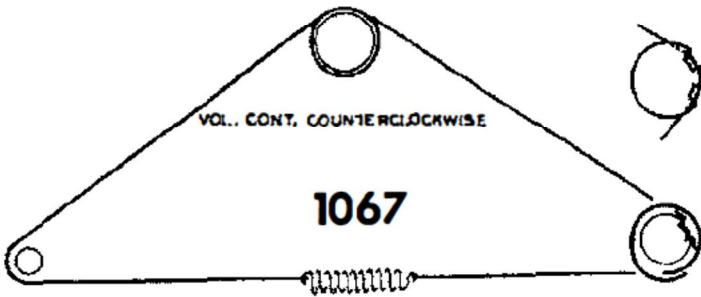


3 TURNS

2 TURNS

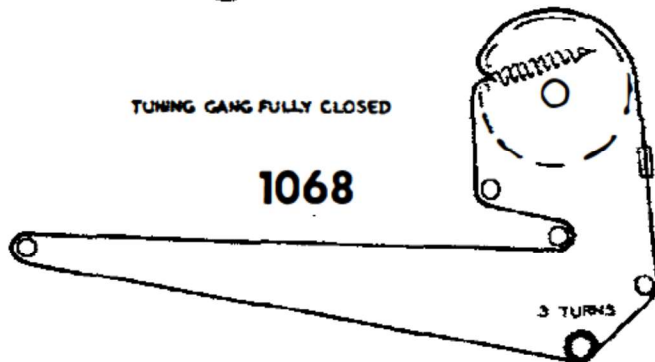
VOL. CONT. COUNTERCLOCKWISE

1067

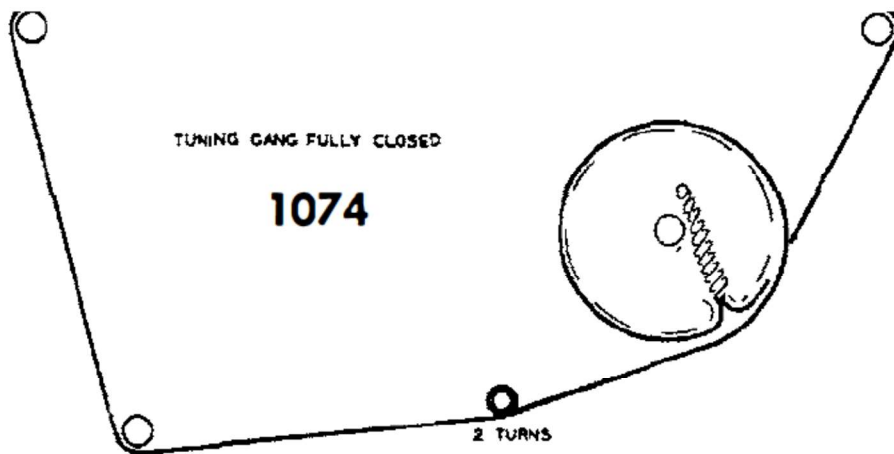
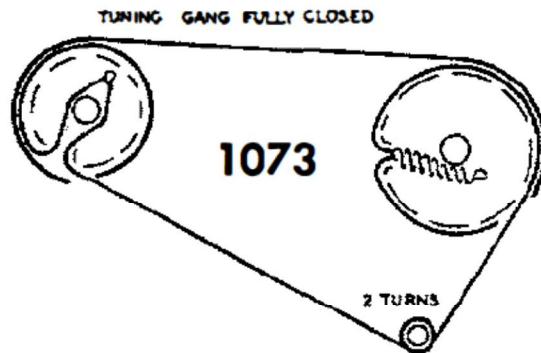
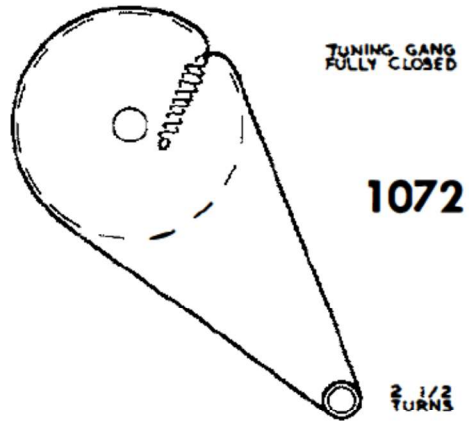
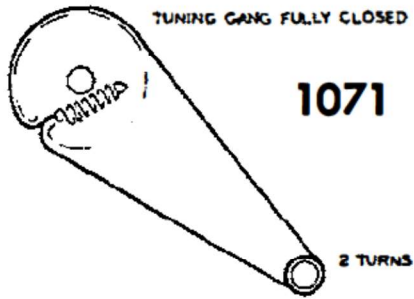
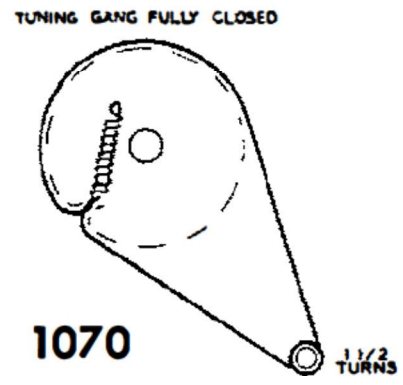
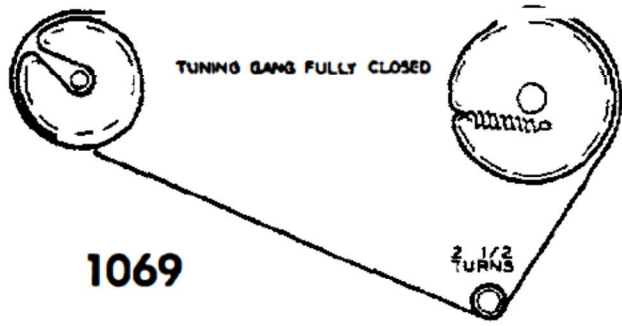


TUNING GANG FULLY CLOSED

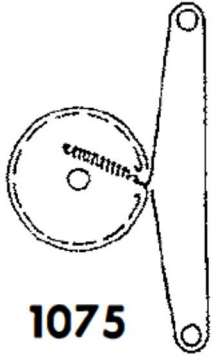
1068



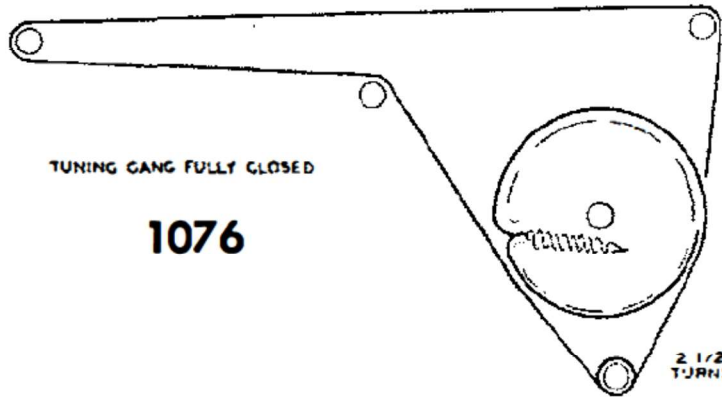
3 TURNS



TUNING GANG FULLY CLOSED



1075

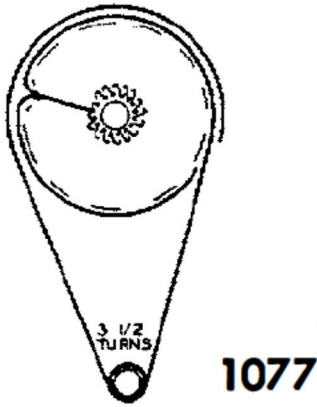


TUNING GANG FULLY CLOSED

1076

2 1/2  
TURNS

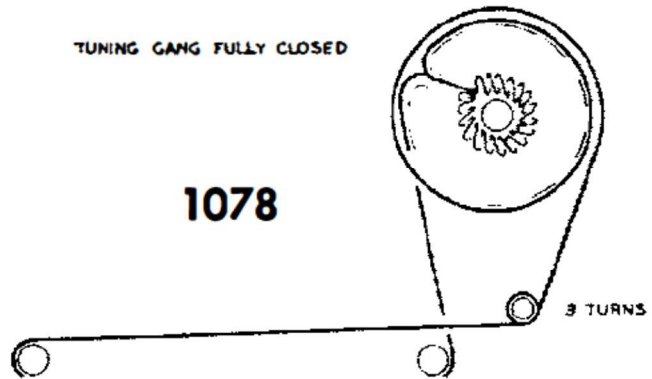
TUNING GANG FULLY CLOSED



1077

3 1/2  
TURNS

TUNING GANG FULLY CLOSED



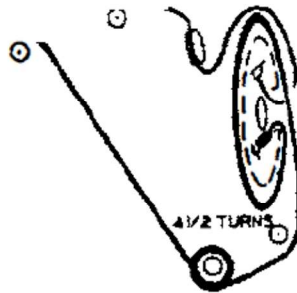
1078

3 TURNS

10

TUNING GANG  
FULLY CLOSED

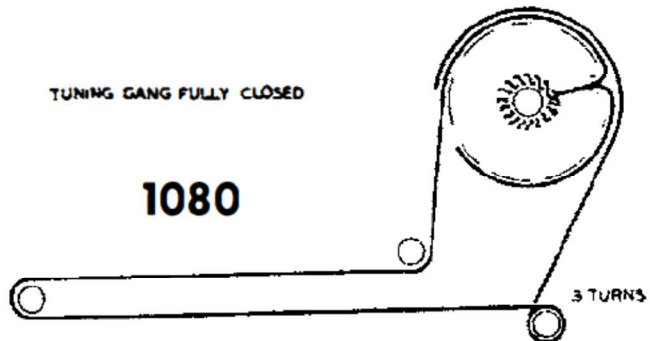
1079



1 1/2 TURNS

TUNING GANG FULLY CLOSED

1080

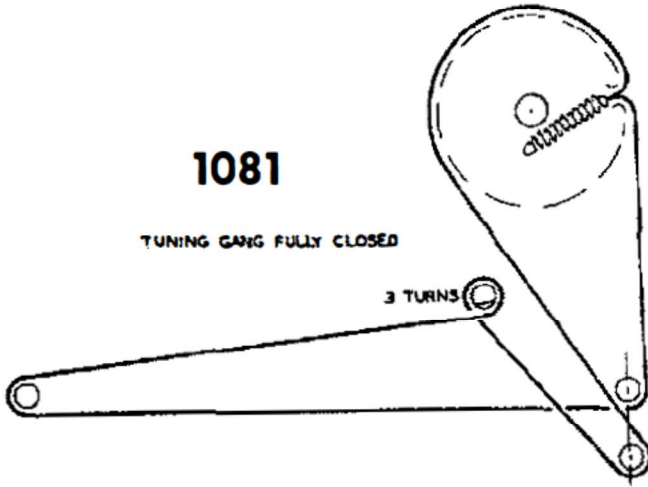


3 TURNS



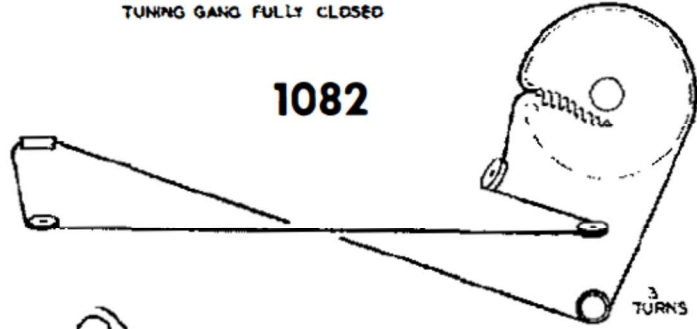
**1081**

TUNING GANG FULLY CLOSED



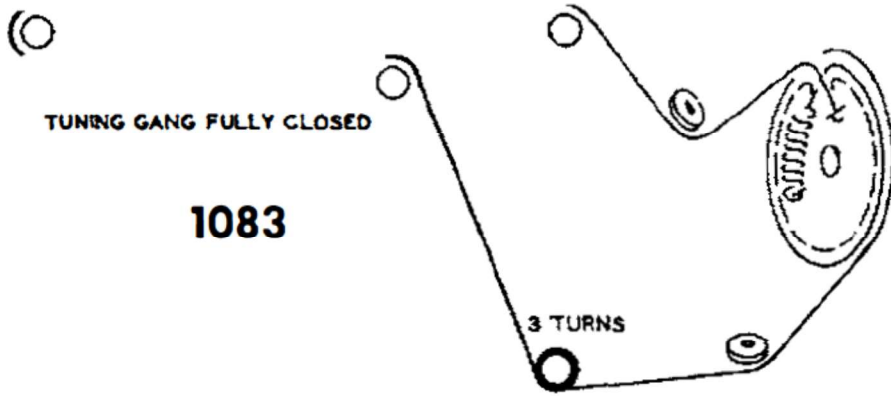
TUNING GANG FULLY CLOSED

**1082**



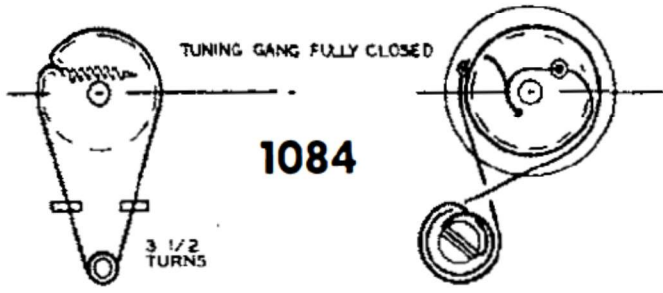
TUNING GANG FULLY CLOSED

**1083**



TUNING GANG FULLY CLOSED

**1084**



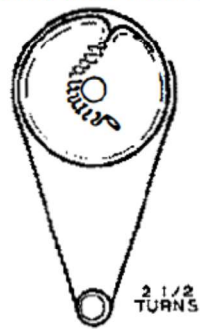
TUNING GANG FULLY CLOSED

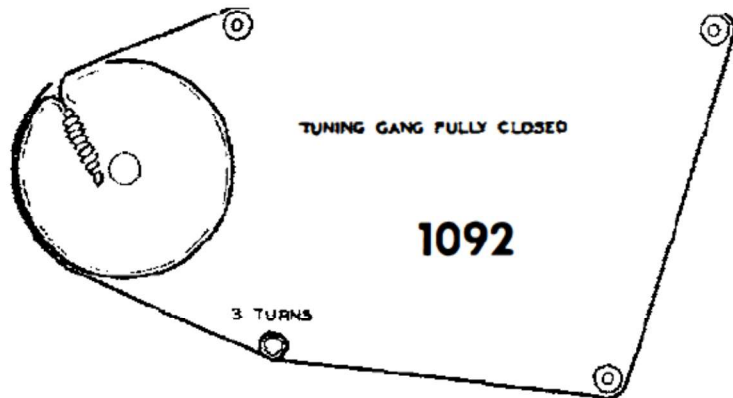
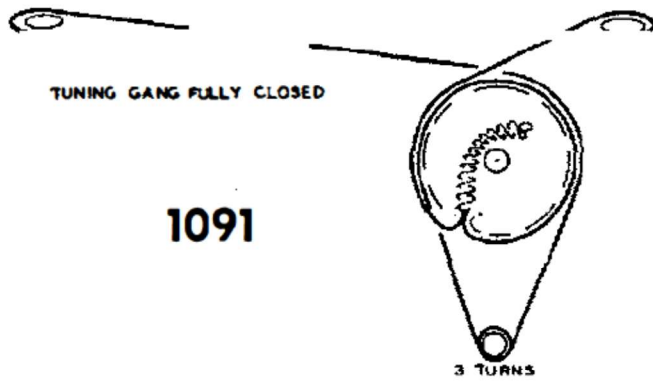
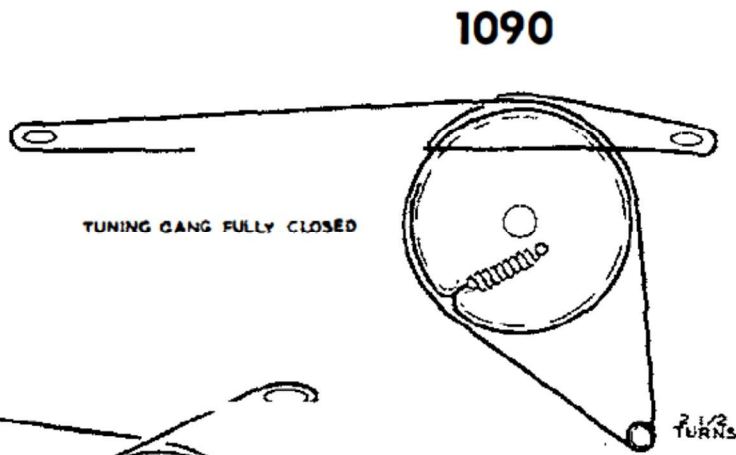
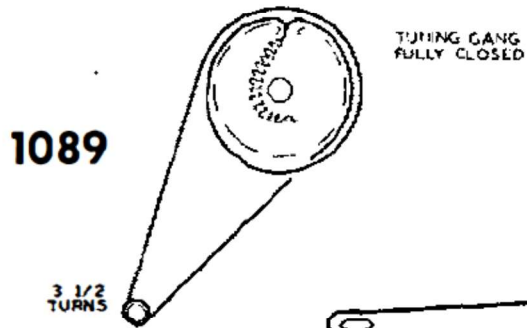
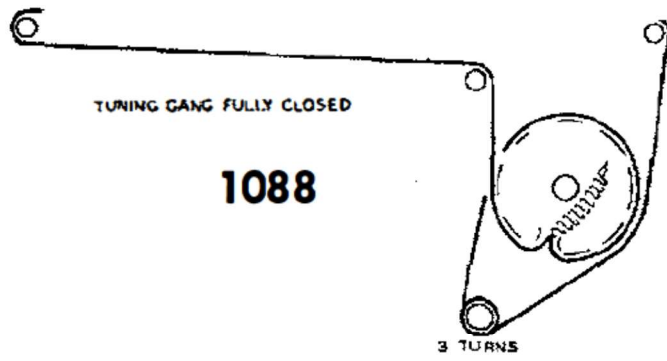
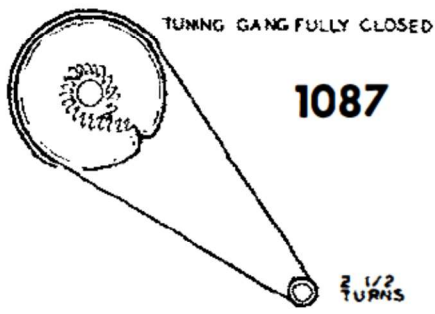
**1085**

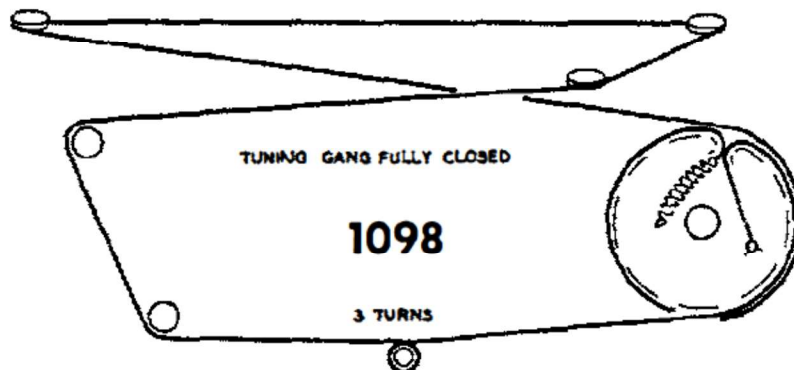
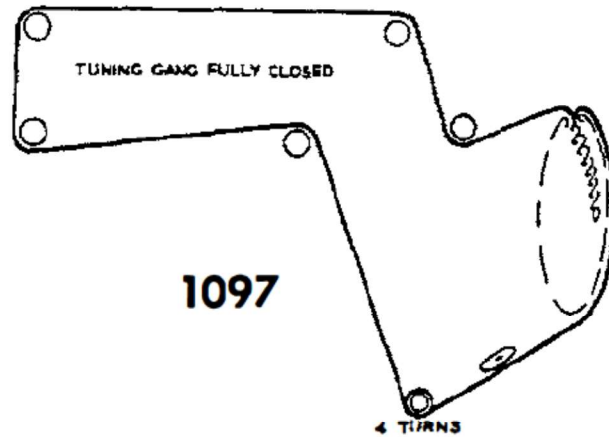
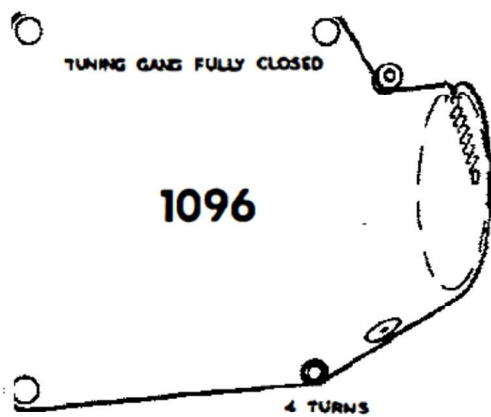
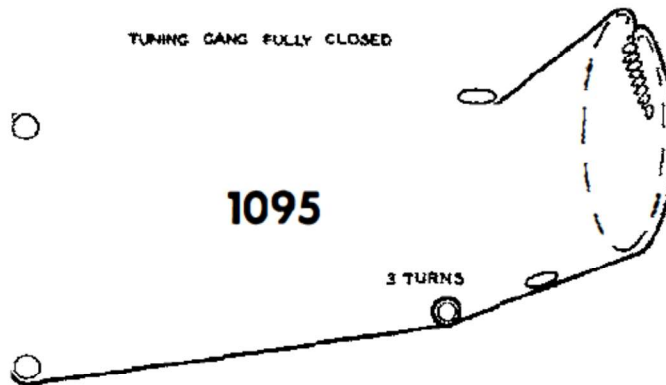
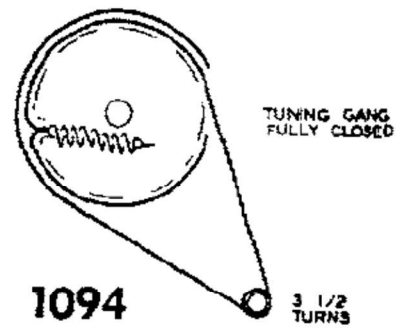
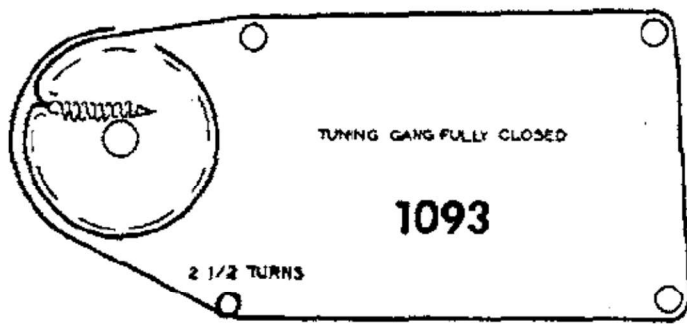


TUNING GANG FULLY CLOSED

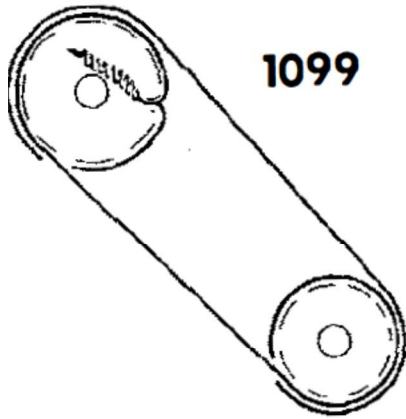
**1086**



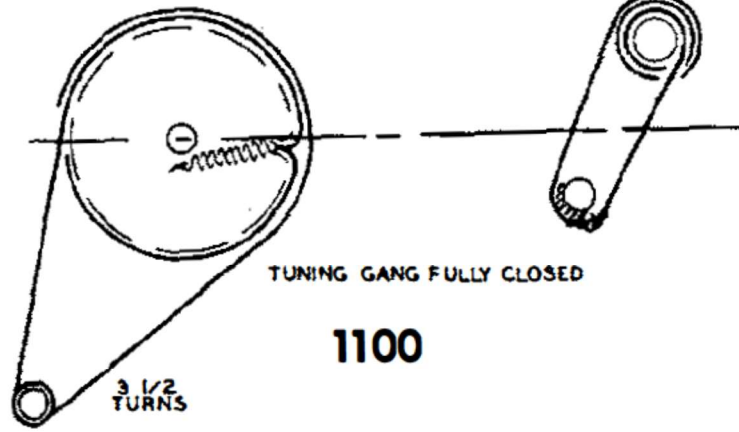




FULLY COUNTERCLOCKWISE



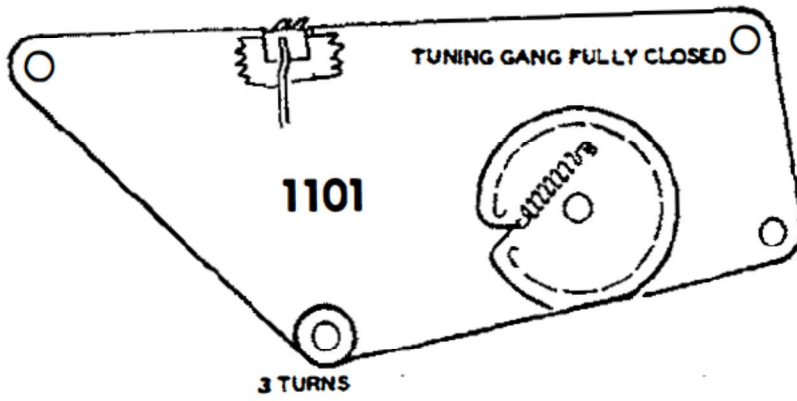
1099



TUNING GANG FULLY CLOSED

1100

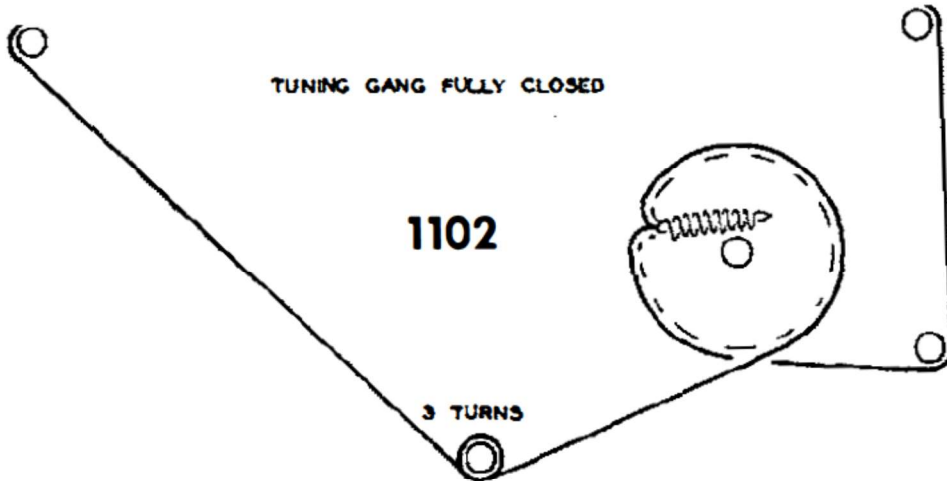
3 1/2  
TURNS



TUNING GANG FULLY CLOSED

1101

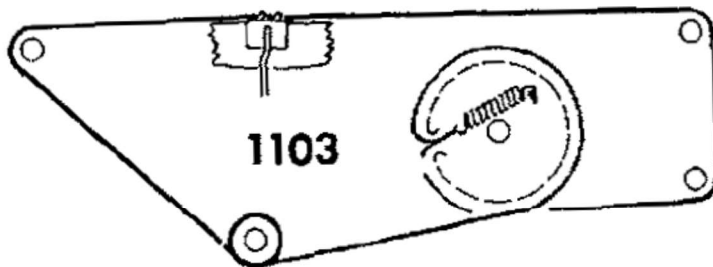
3 TURNS



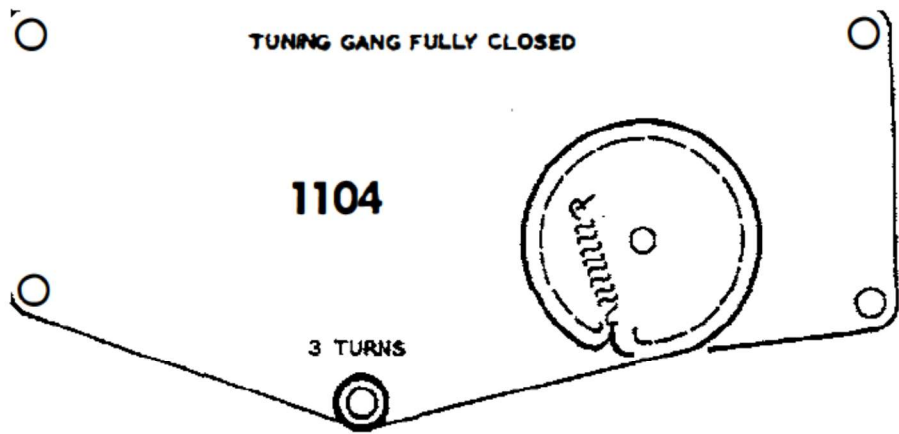
TUNING GANG FULLY CLOSED

1102

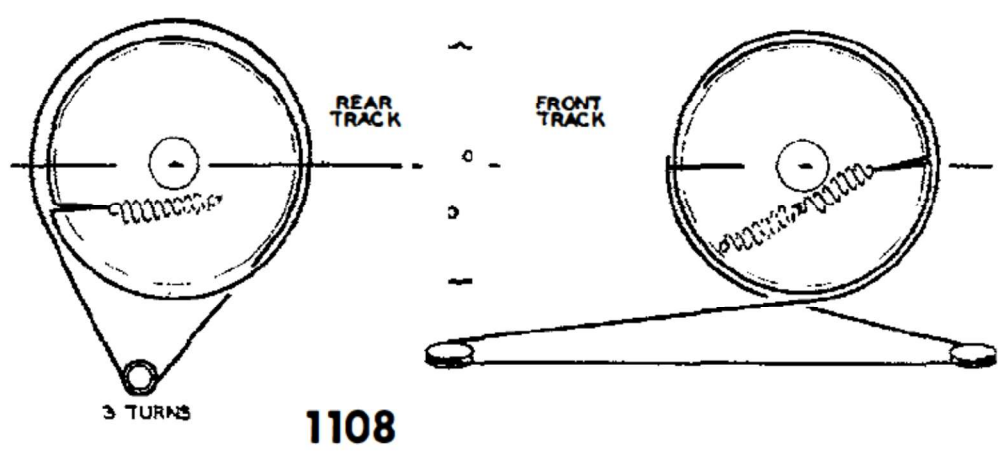
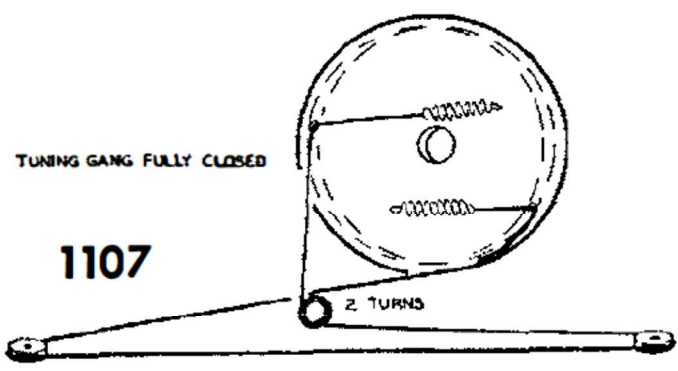
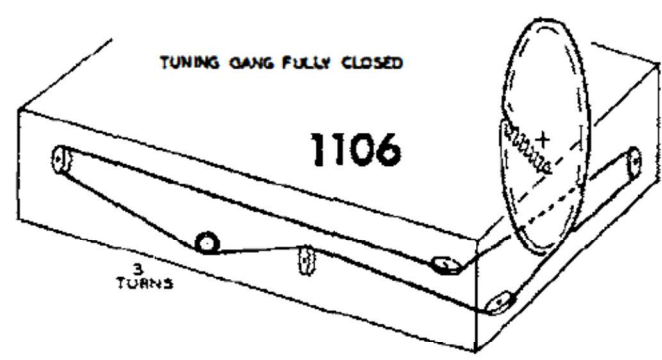
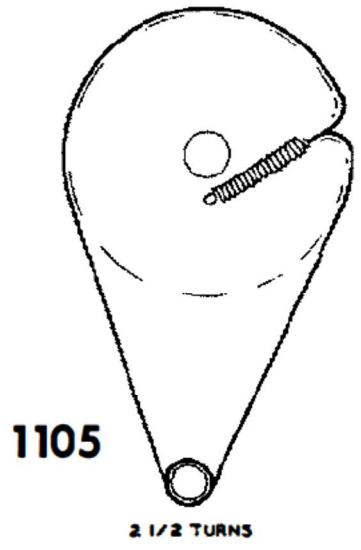
3 TURNS



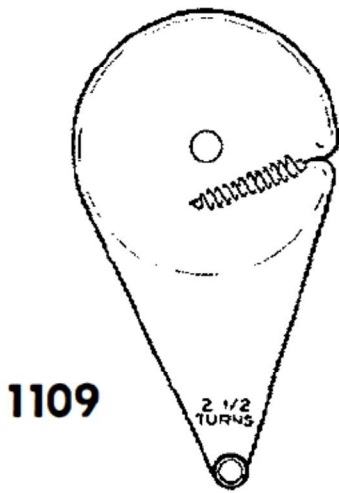
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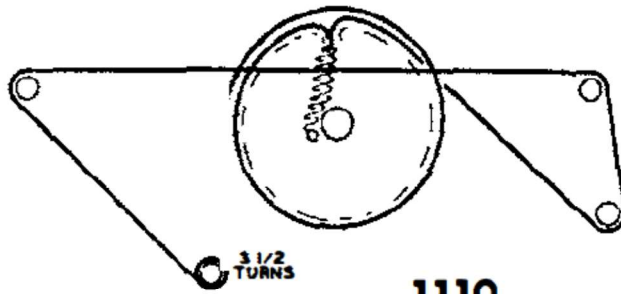
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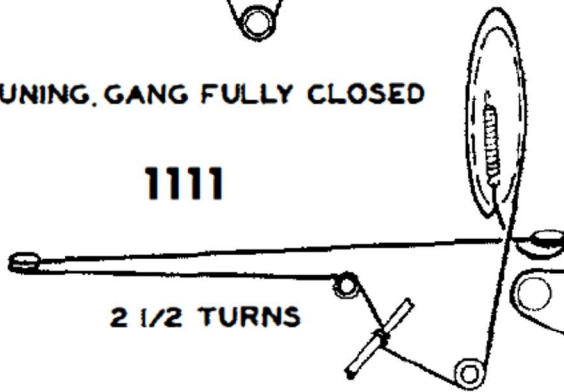
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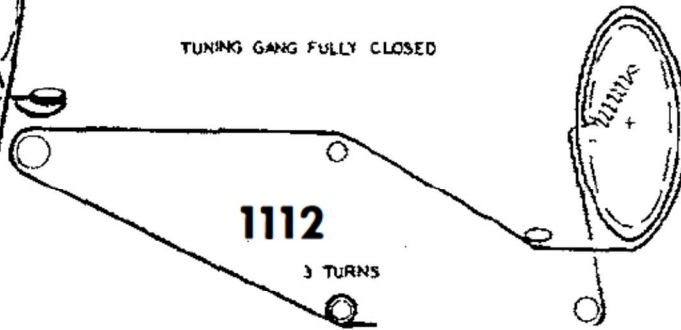
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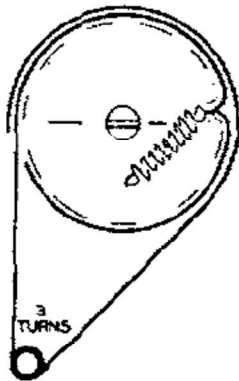
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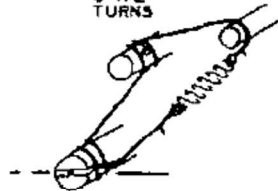
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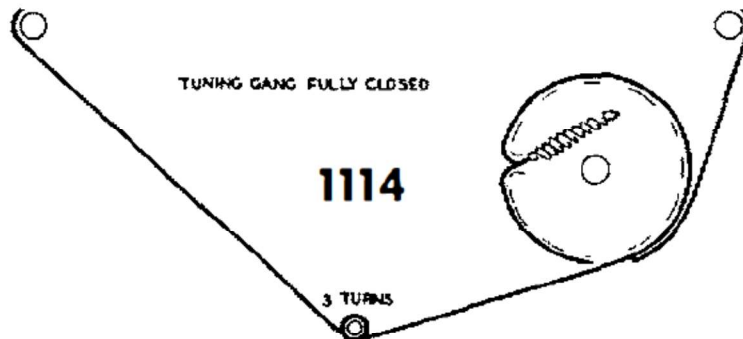
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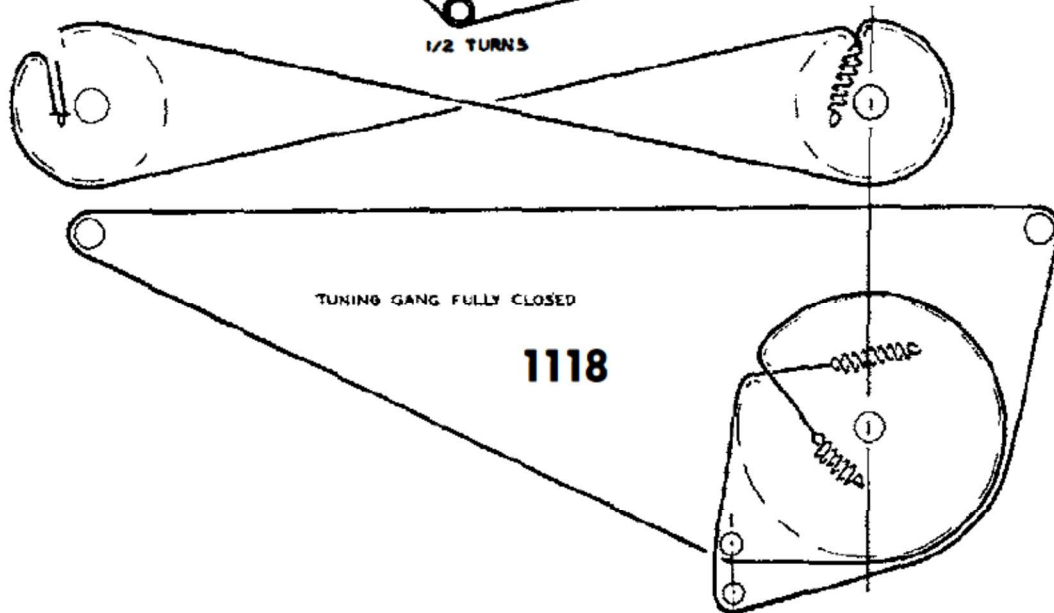
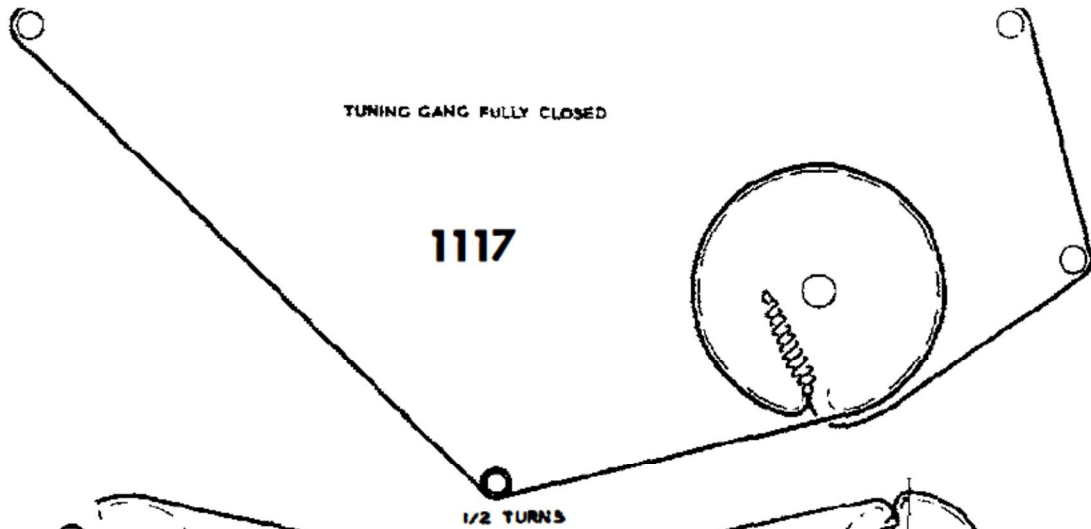
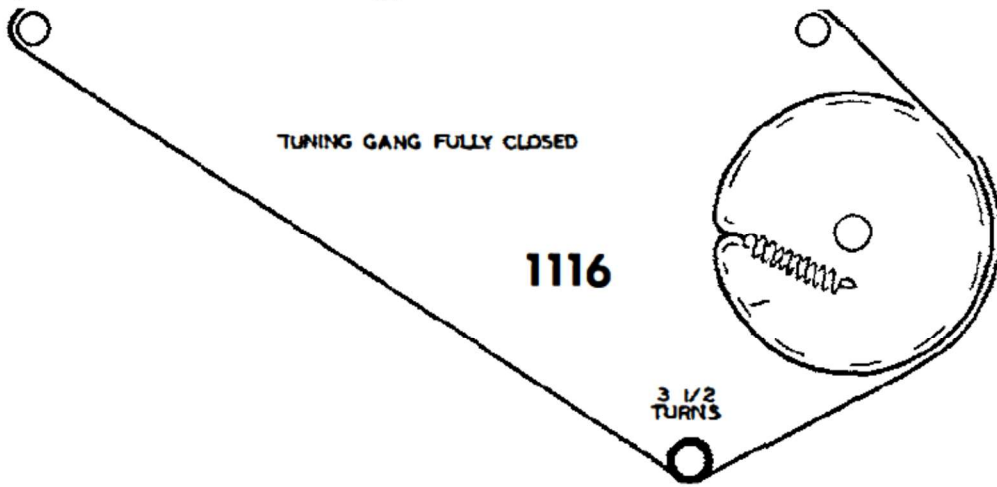
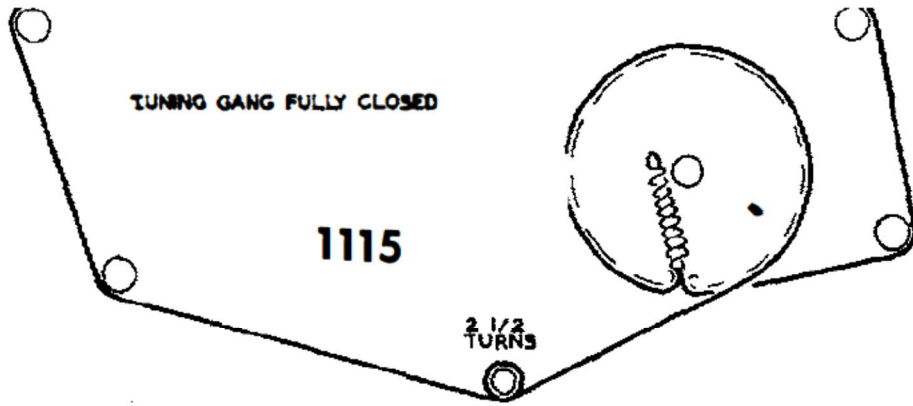


3 1/2 TURNS

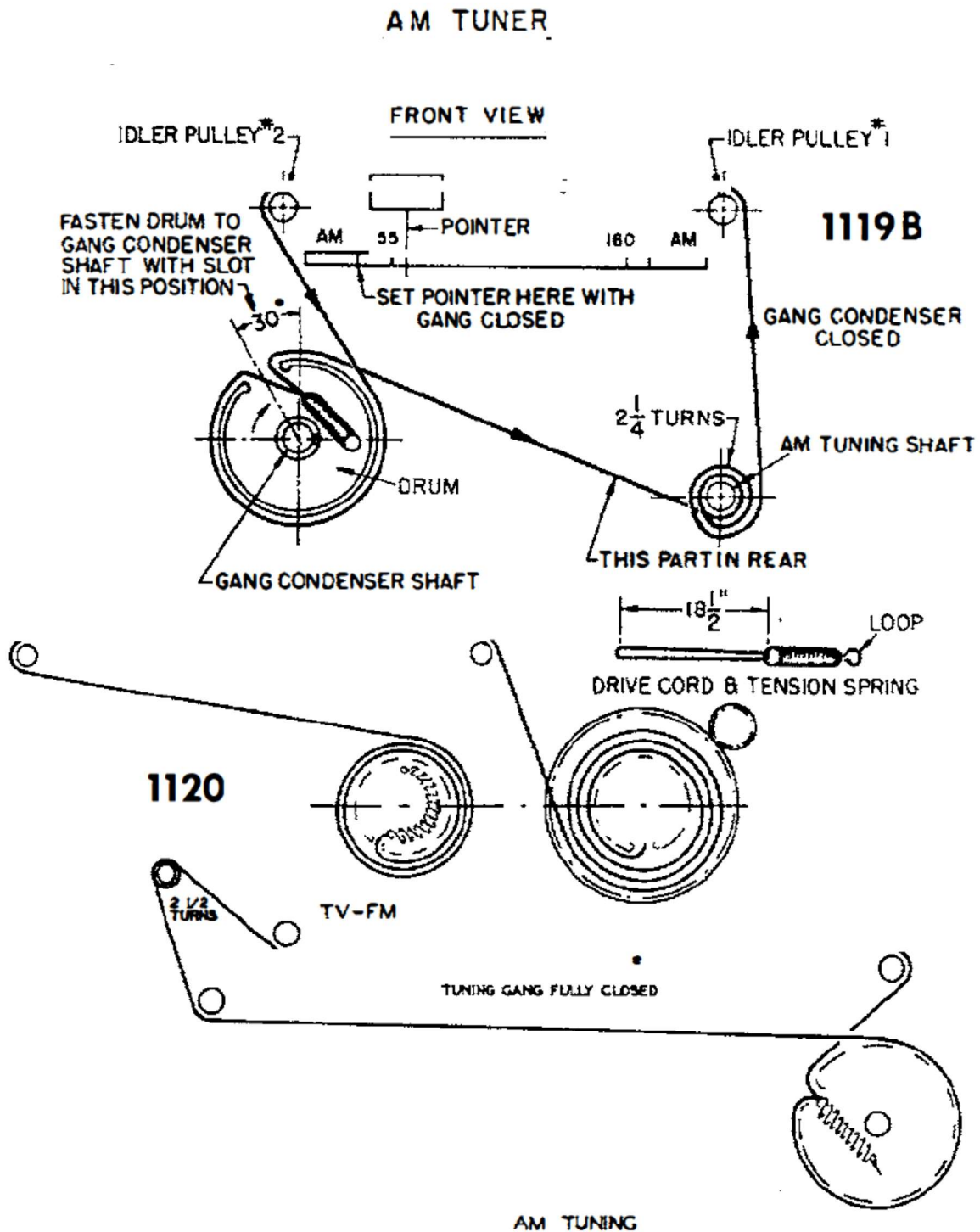
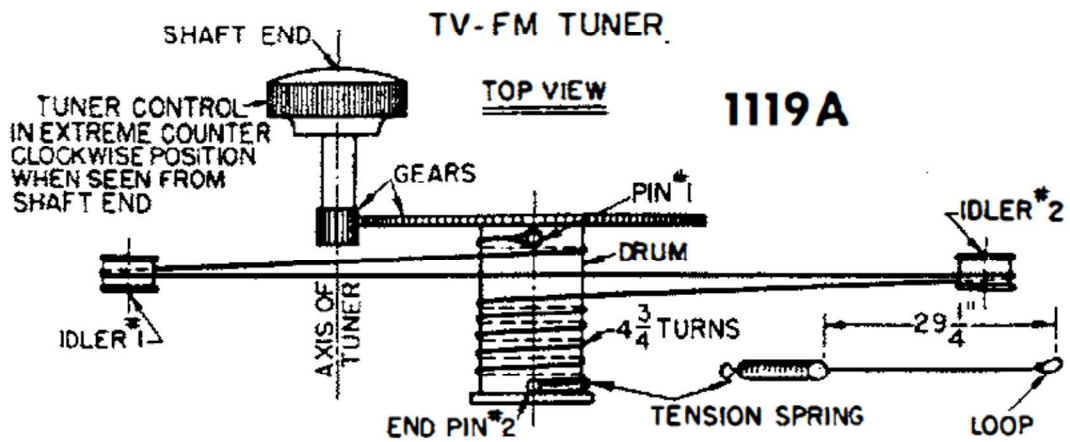


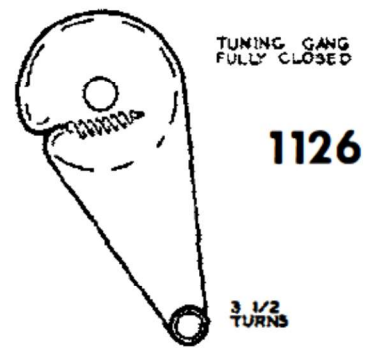
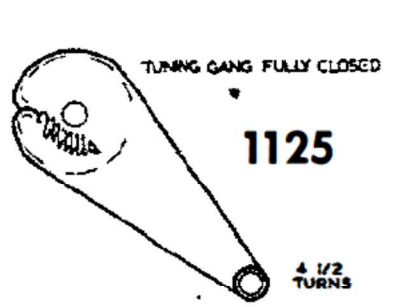
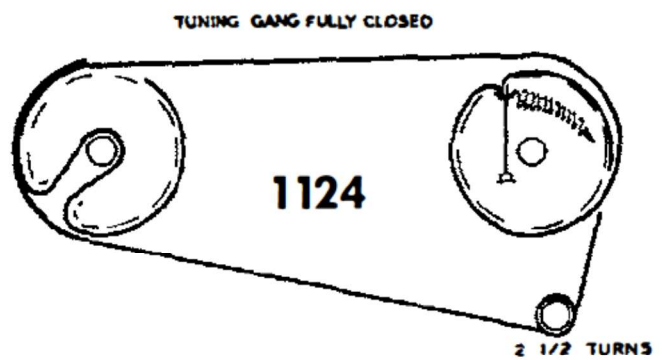
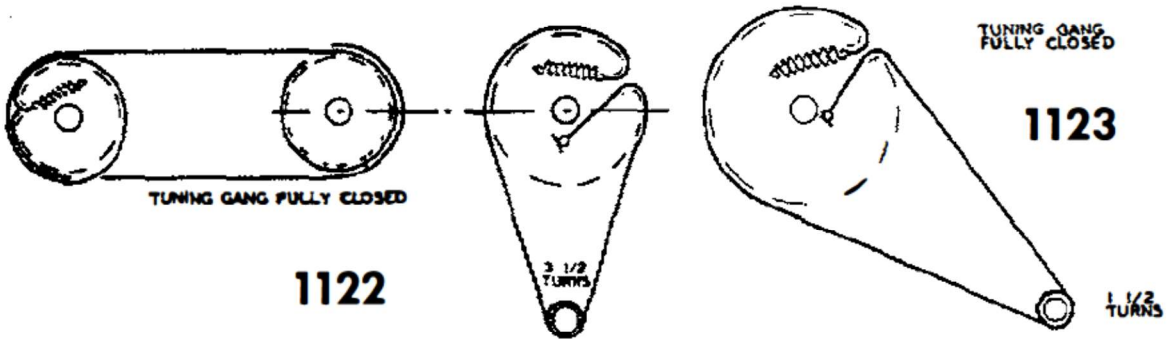
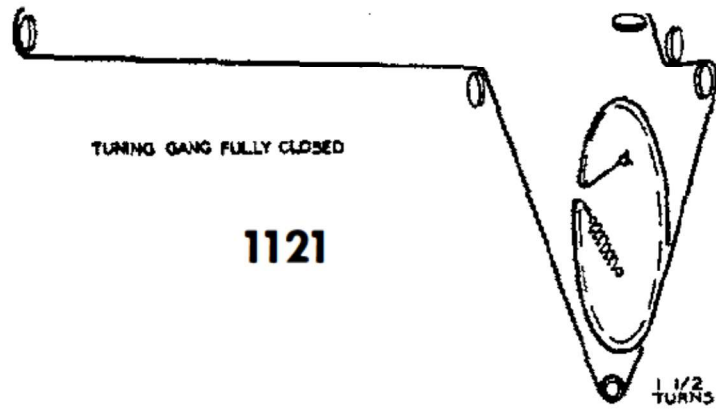
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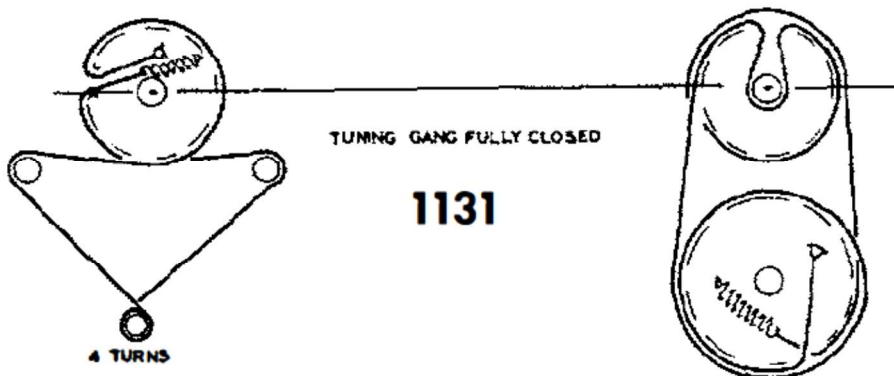
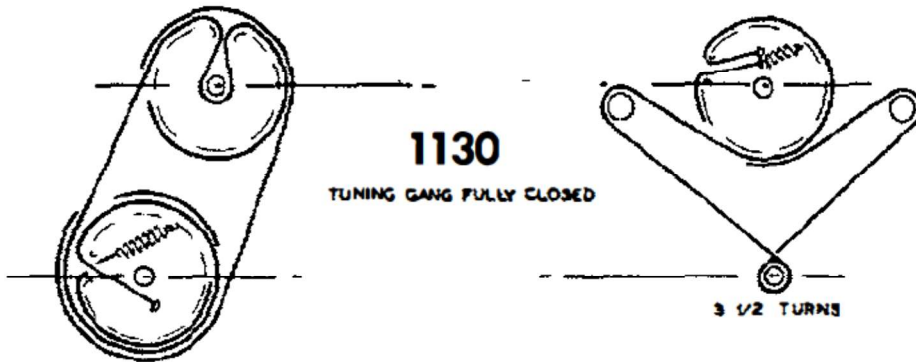
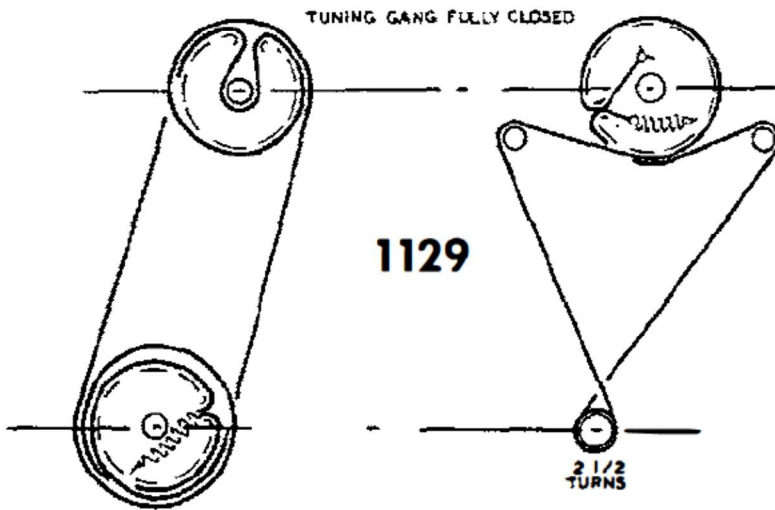
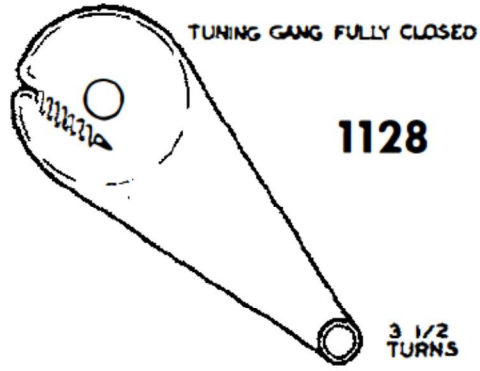
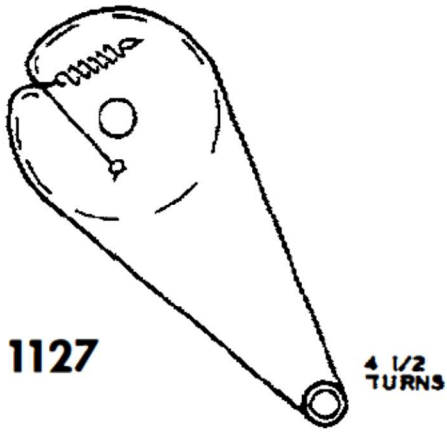


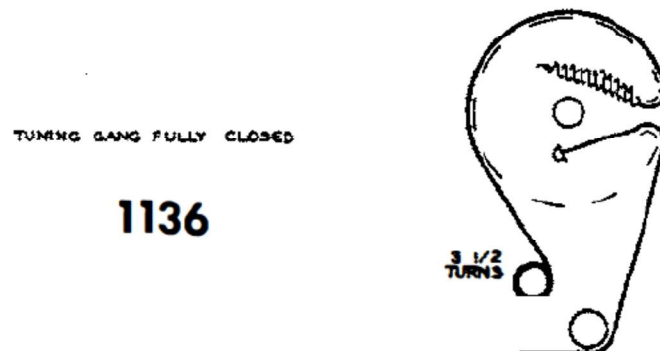
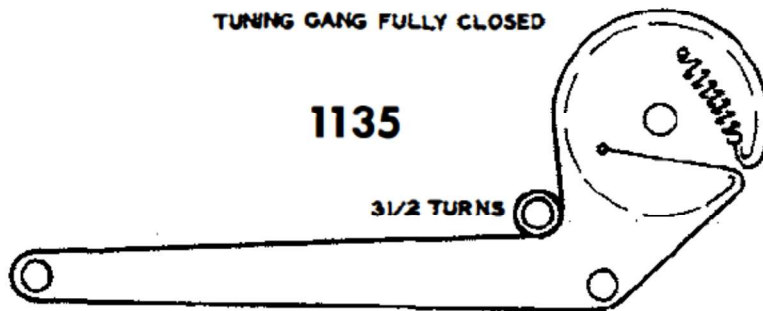
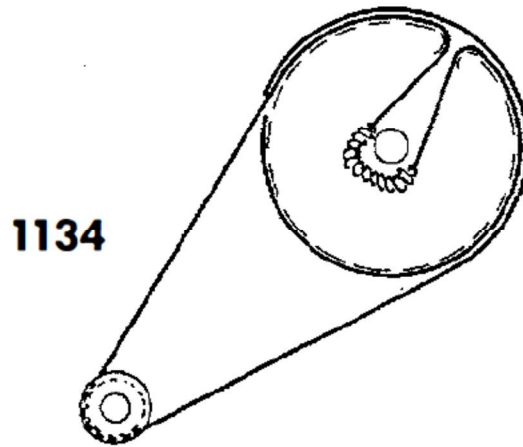
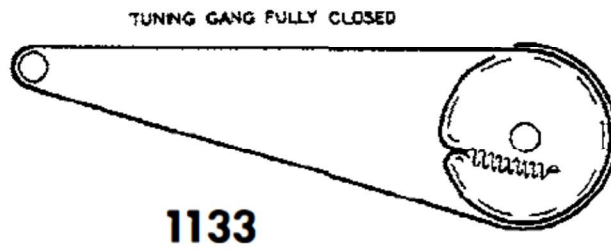
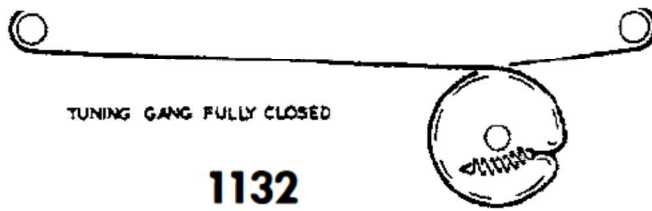


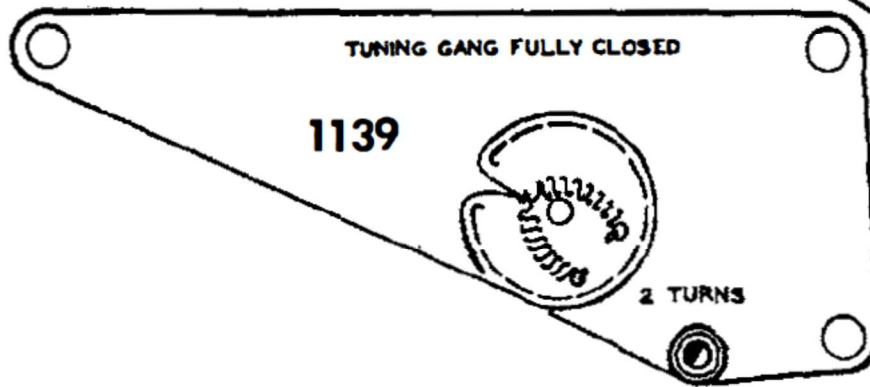
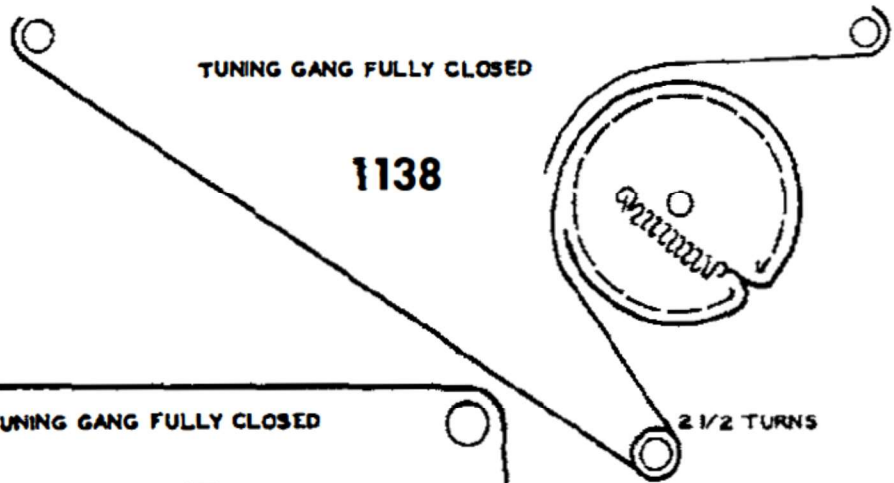
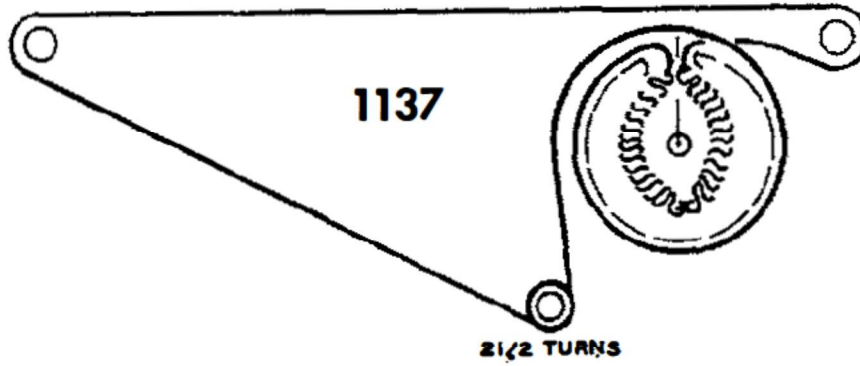
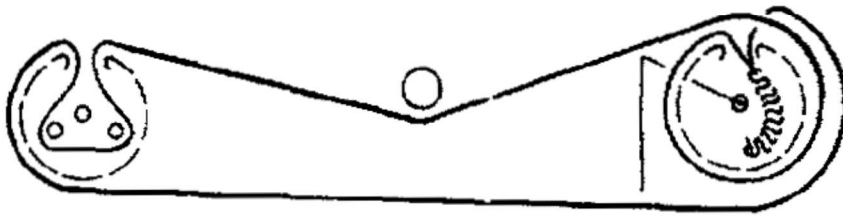




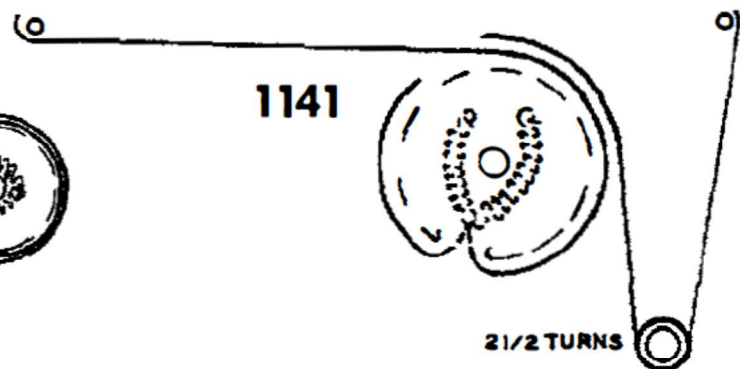
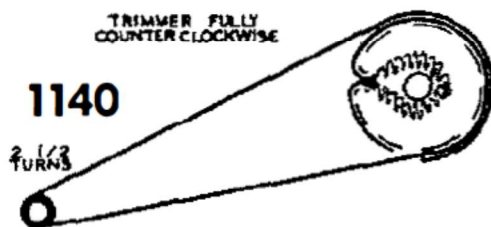
TUNING GANG FULLY CLOSED

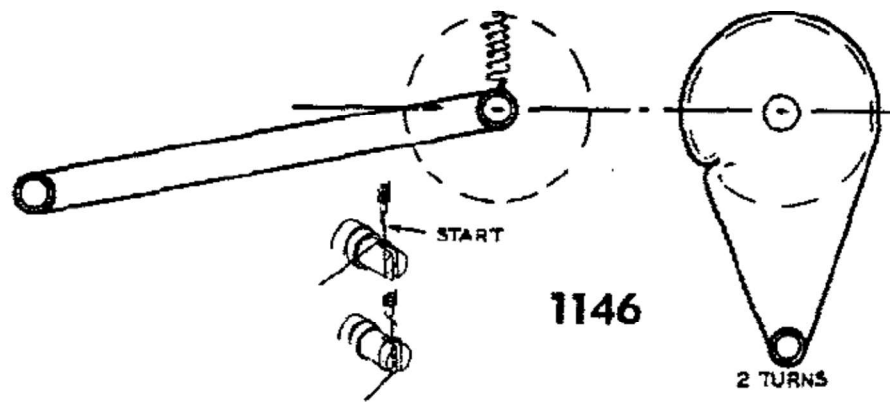
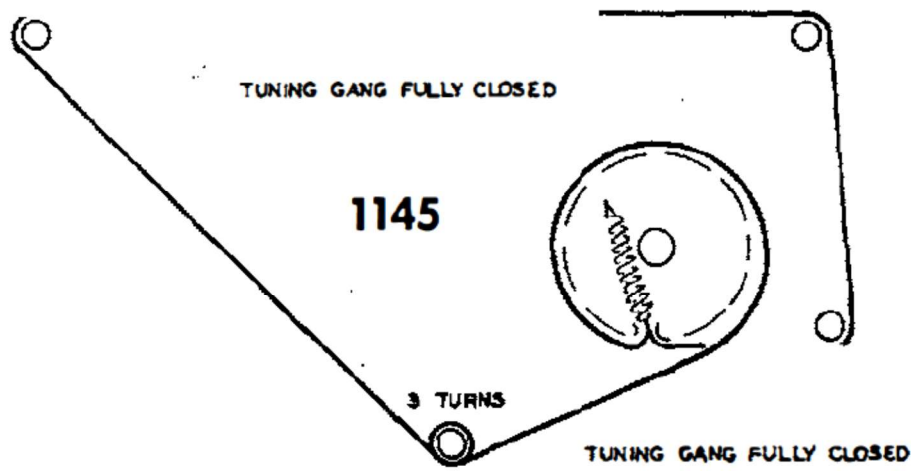
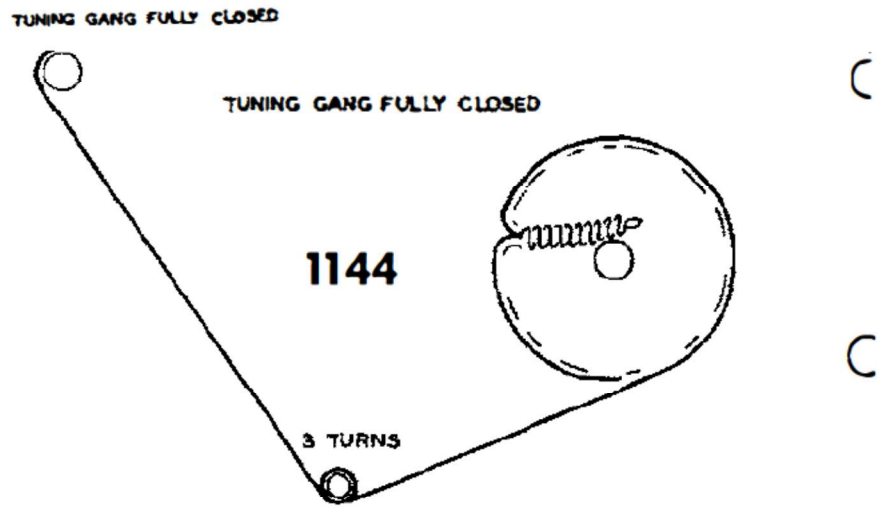
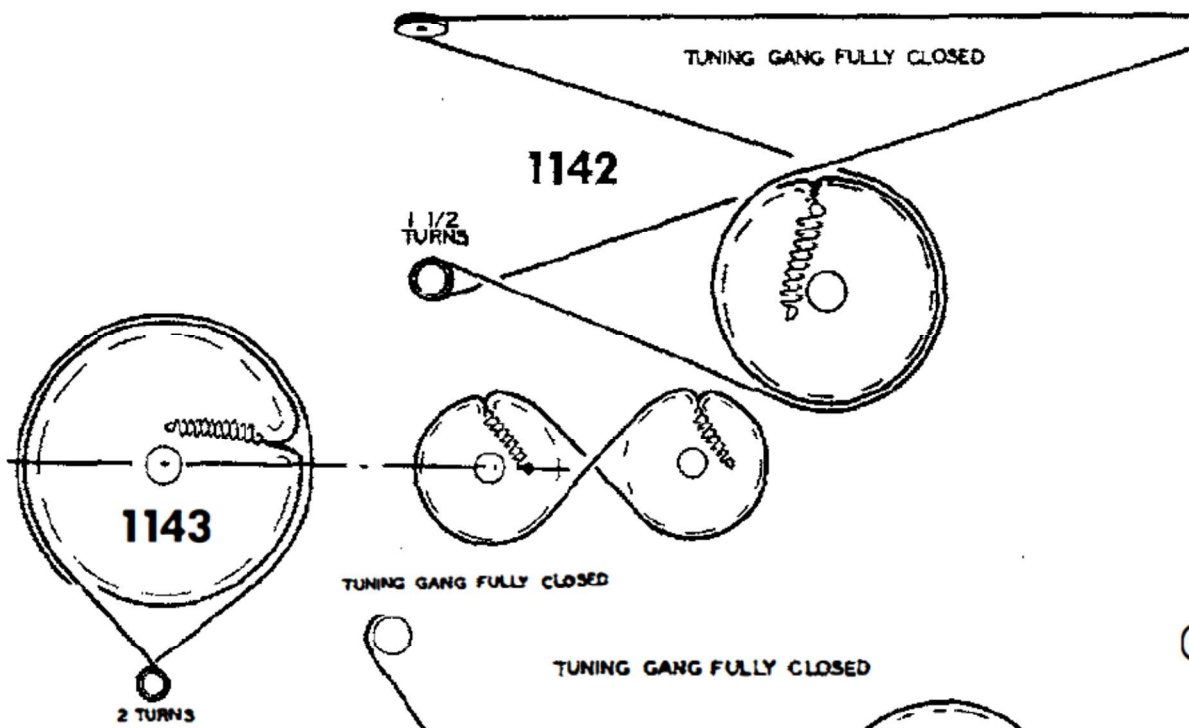




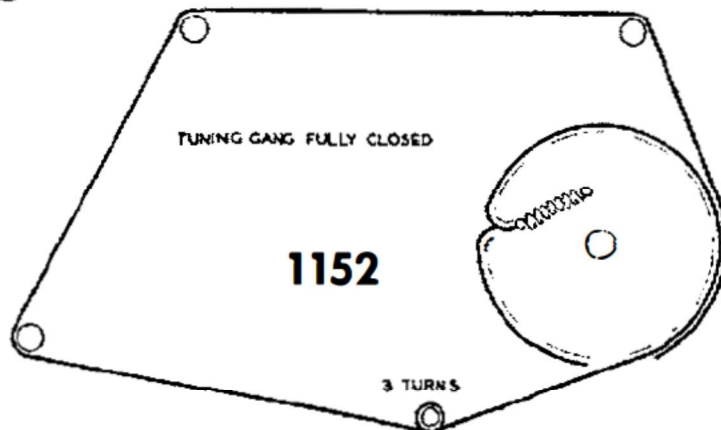
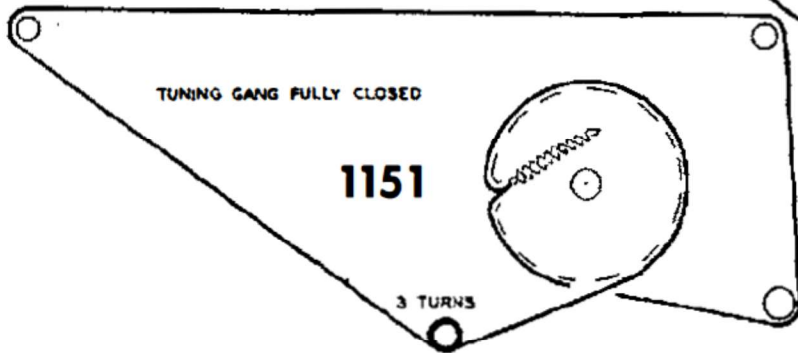
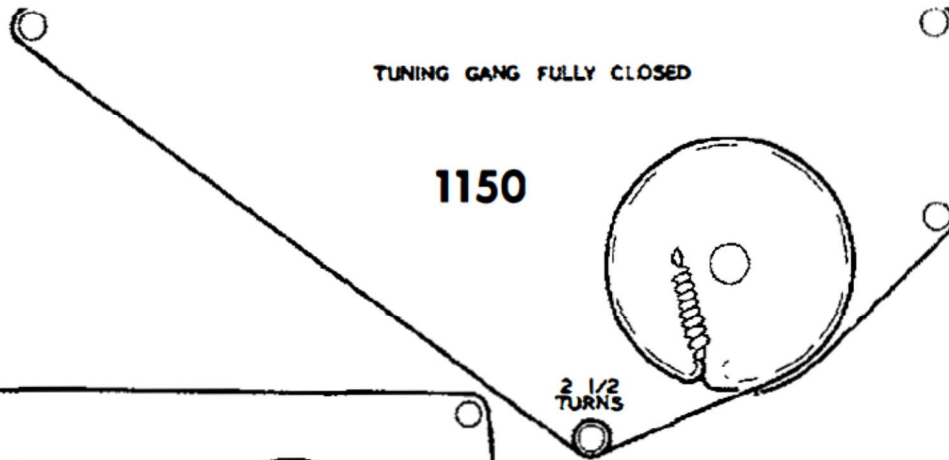
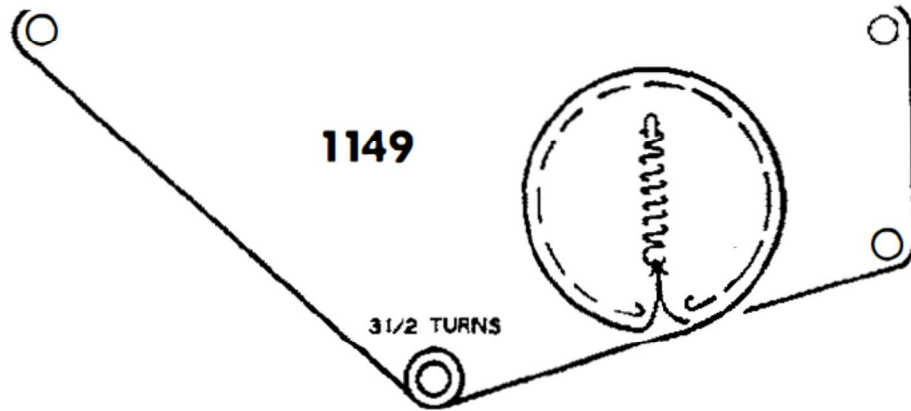
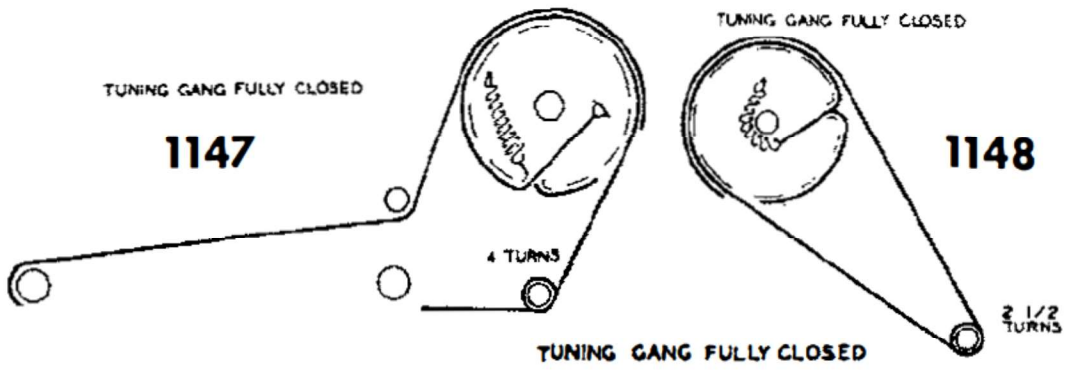


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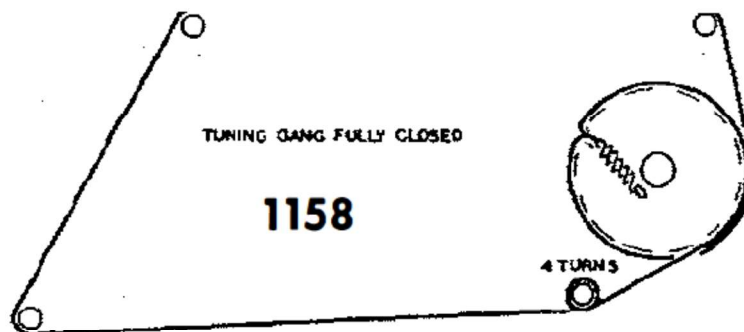
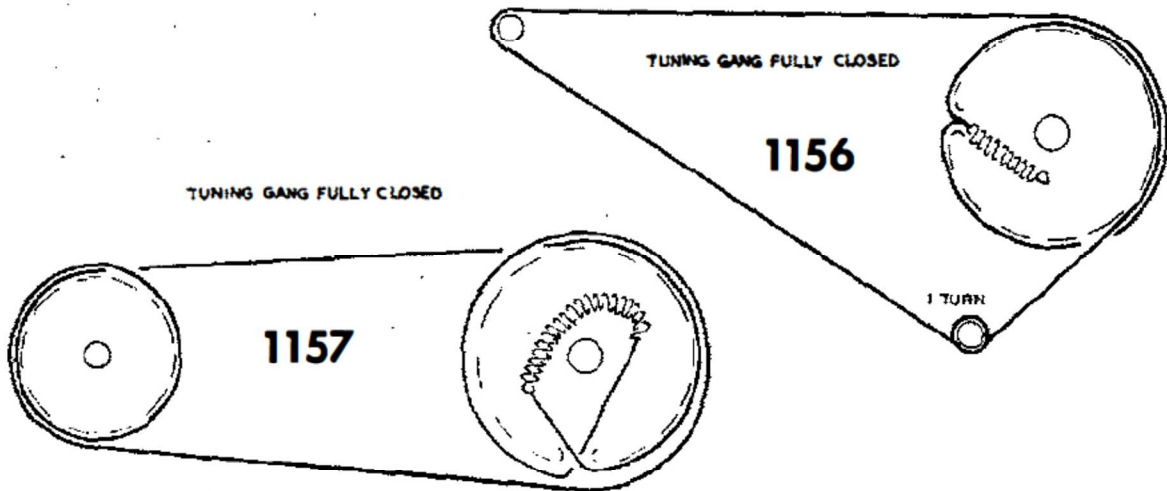
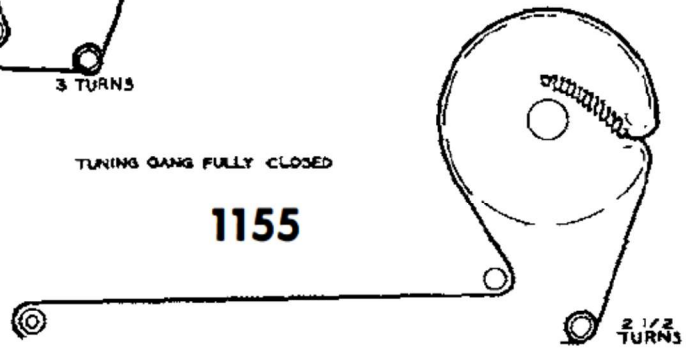
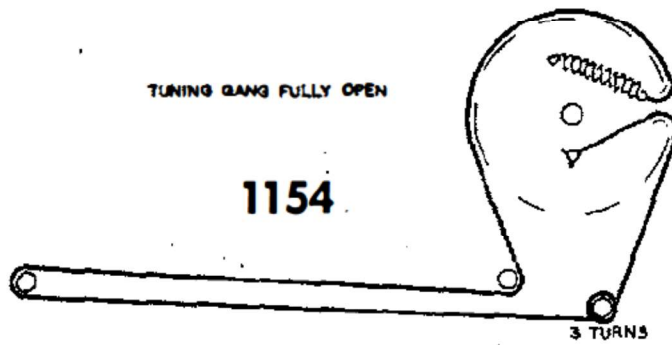
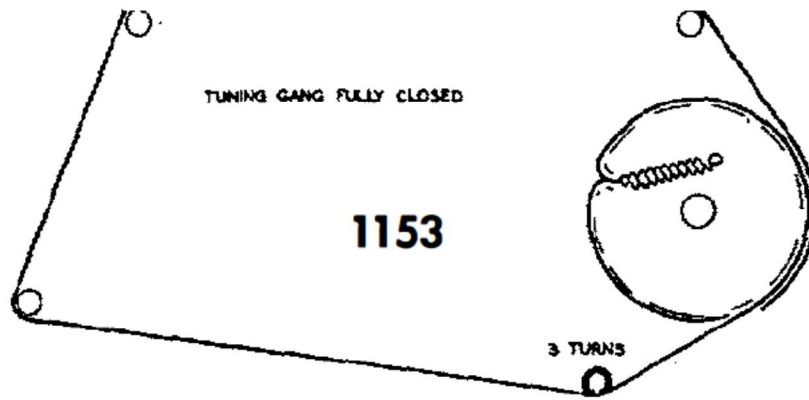




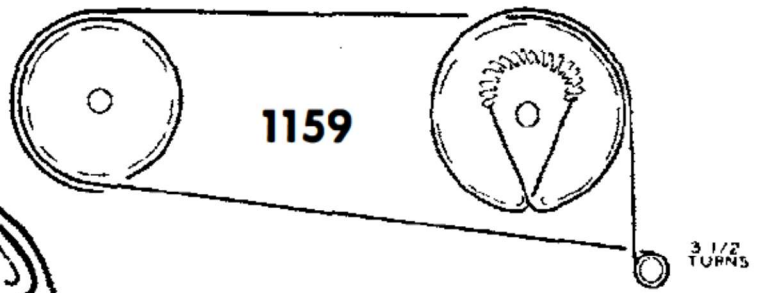






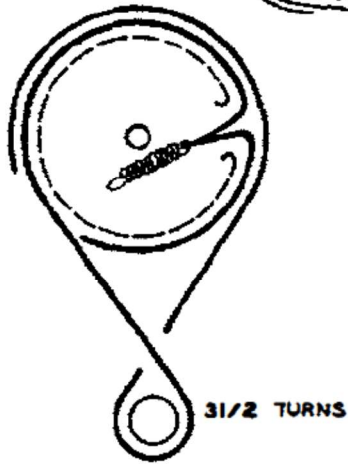


TUNING GANG FULLY CLOSED



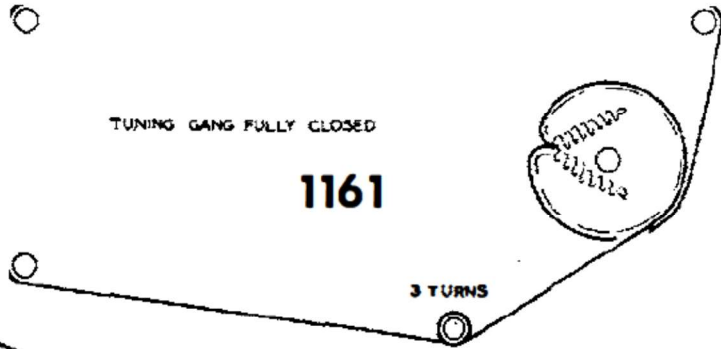
TUNING GANG FULLY CLOSED

1160



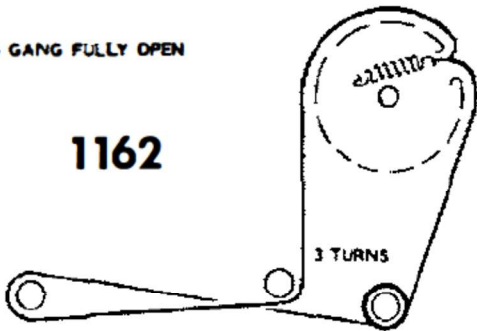
TUNING GANG FULLY CLOSED

1161



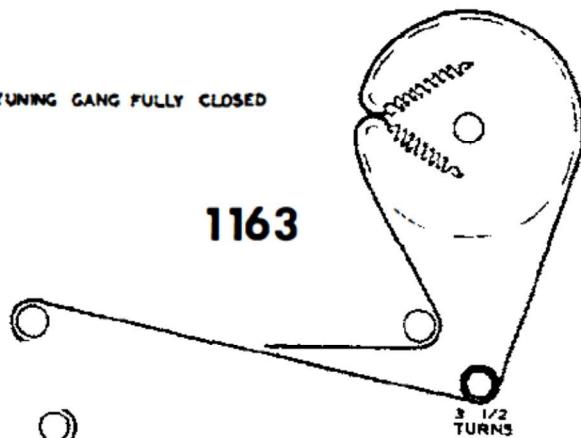
TUNING GANG FULLY OPEN

1162



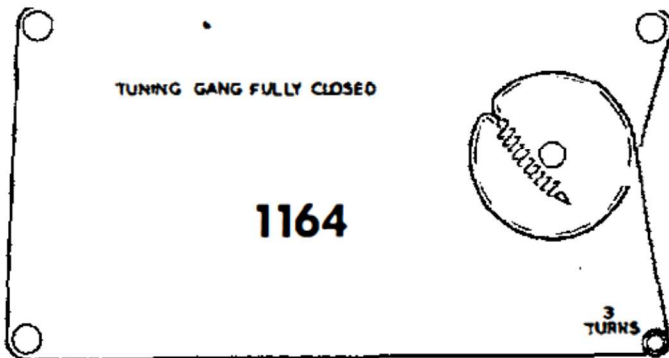
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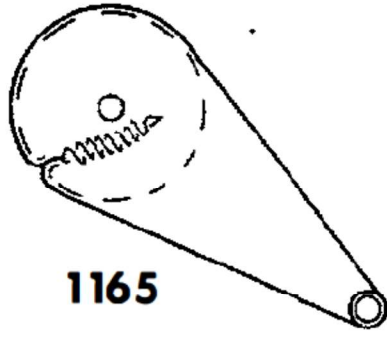
1163



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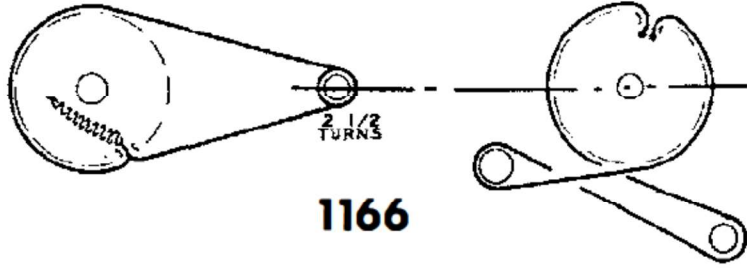
1164





1165

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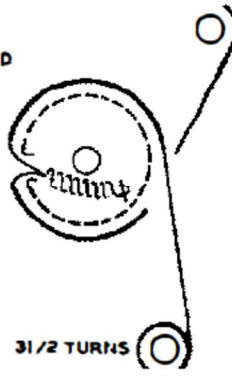


1166



TUNING GANG FULLY CLOSED

1167

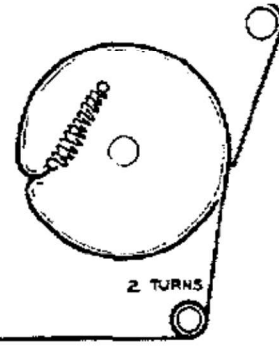


3 1/2 TURNS

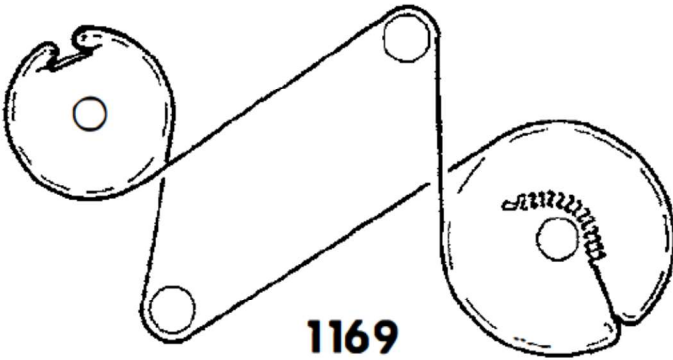


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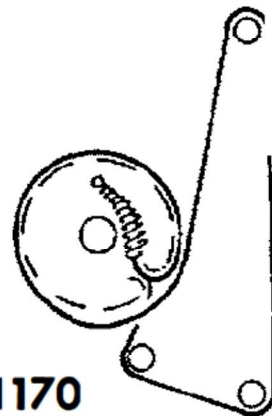
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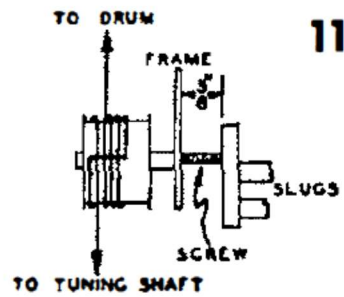
2 TURNS



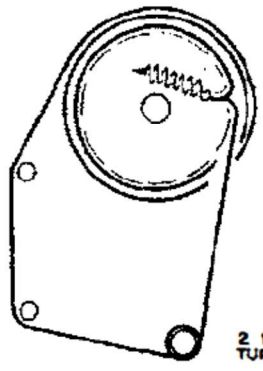
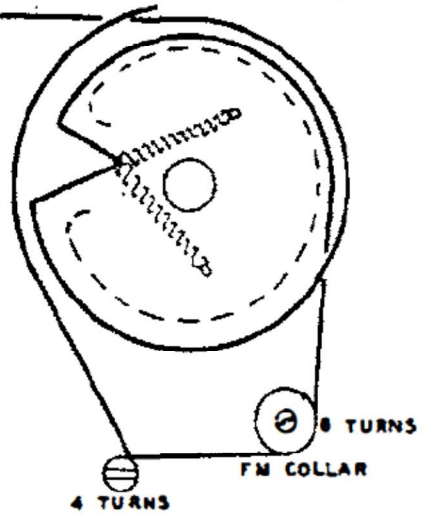
1169



1170



1171  
 DETAIL OF FM COLLAR  
 STRINGING AND CORRECT  
 SETTING OF SLUG TUNER  
 WITH TUNING CONTROL  
 FULLY COUNTER-CLOCKWISE.

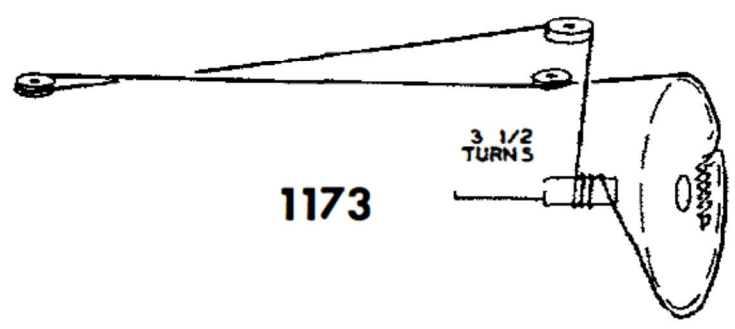


1172

2 1/2  
 TURNS

TUNING GANG FULLY CLOSED

TUNING GANG  
 FULLY CLOSED

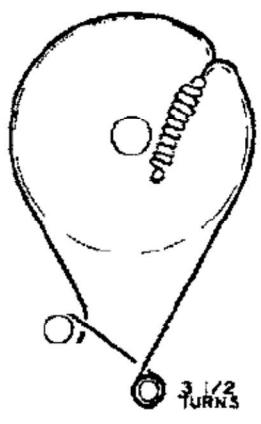


1173

3 1/2  
 TURNS

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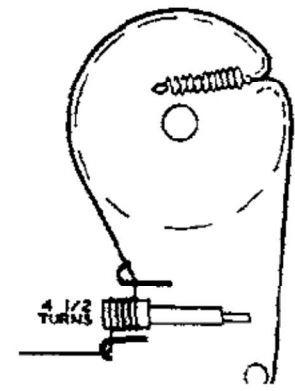
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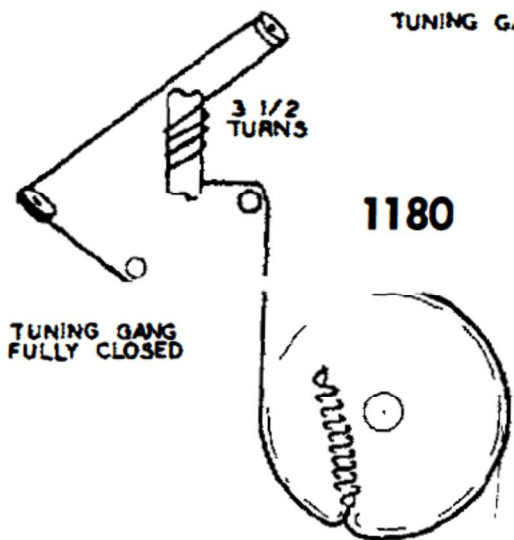
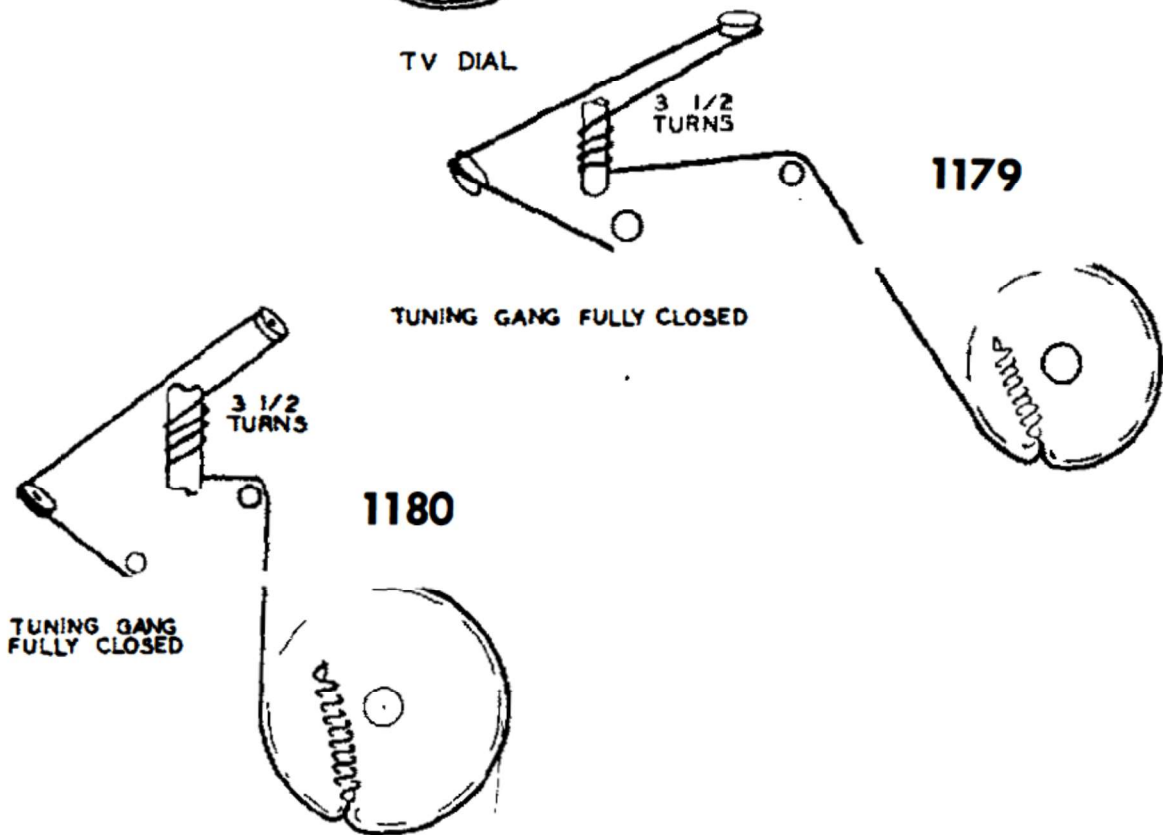
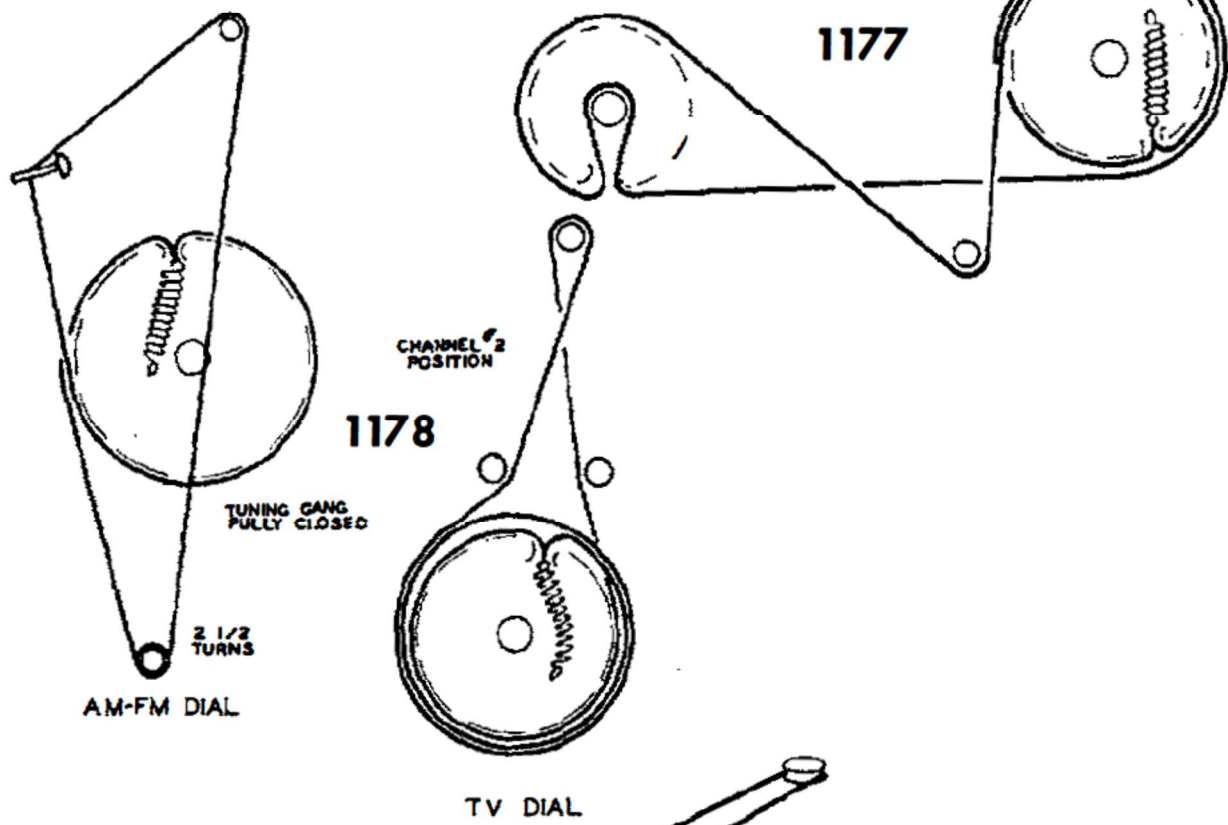
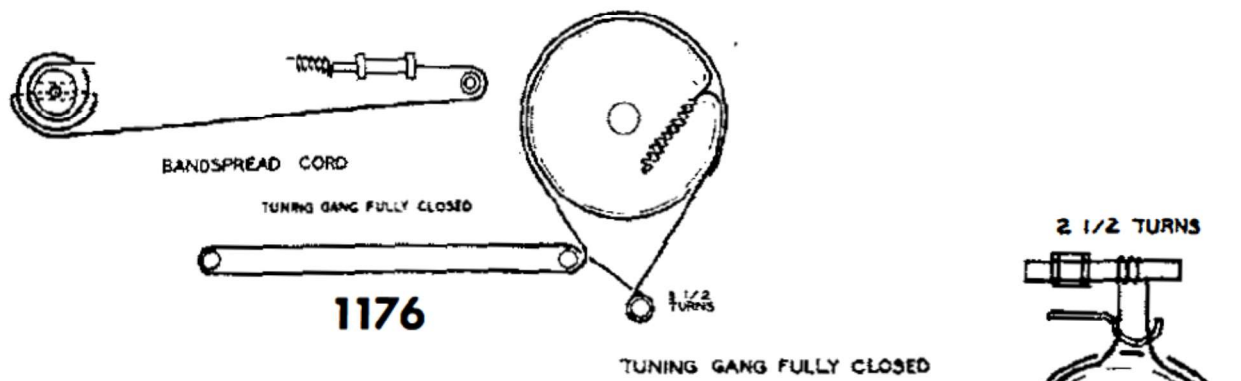
3 1/2  
 TURNS

TUNING GANG FULLY CLOSED

1175



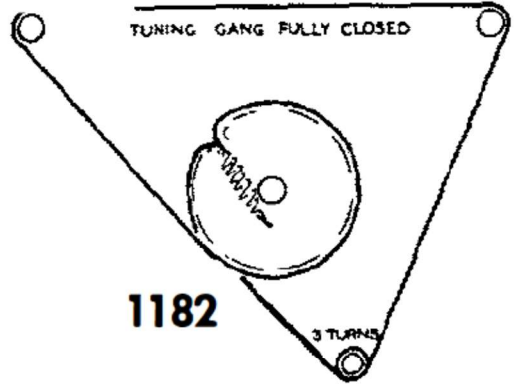
4 1/2  
 TURNS





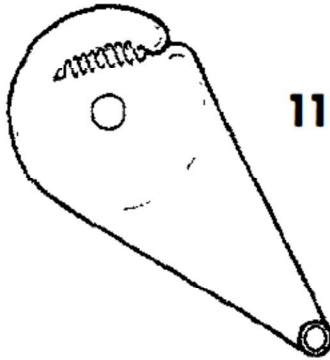
TUNING GANG FULLY CLOSED

1181



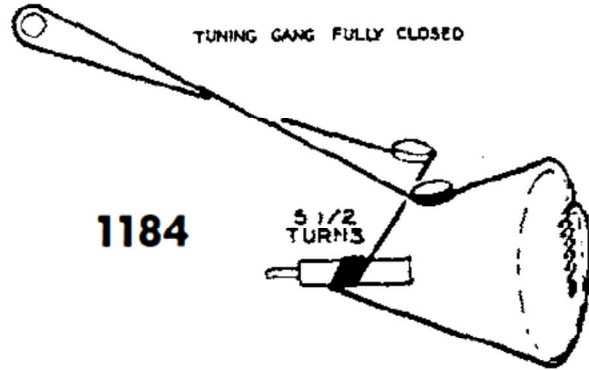
1182

TUNING GANG FULLY CLOSED



1183

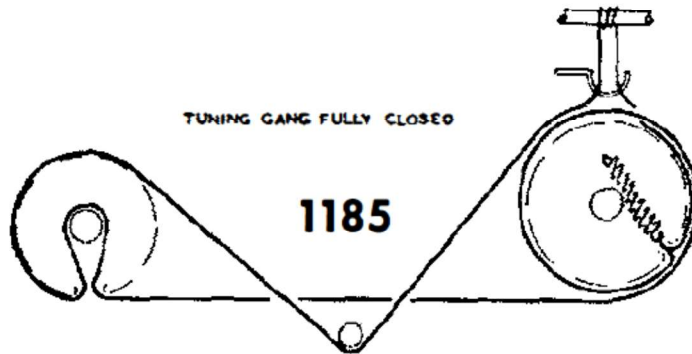
1/2 TURN



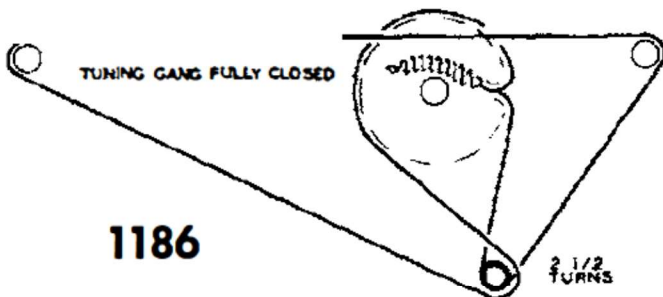
1184

5 1/2 TURNS

TUNING GANG FULLY CLOSED

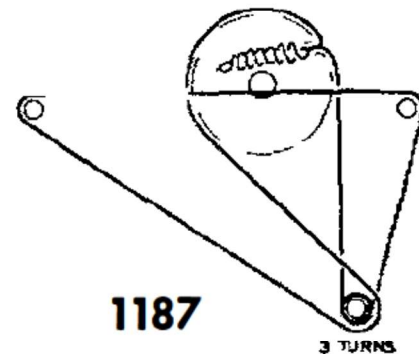


1185



1186

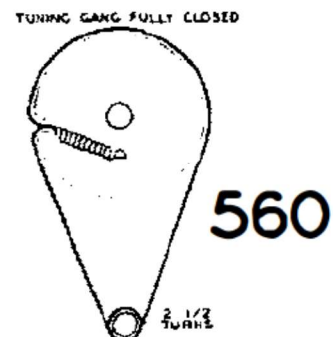
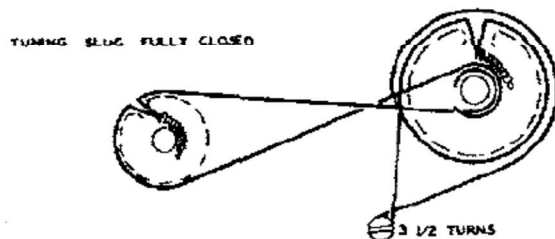
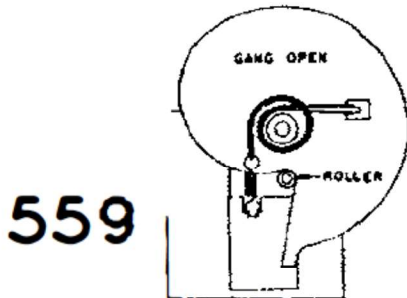
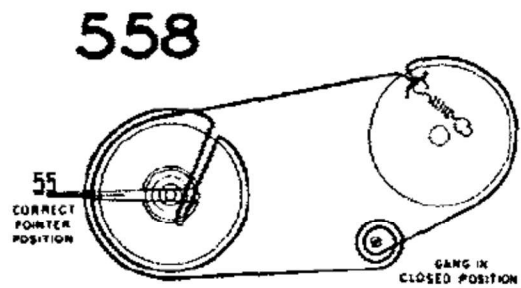
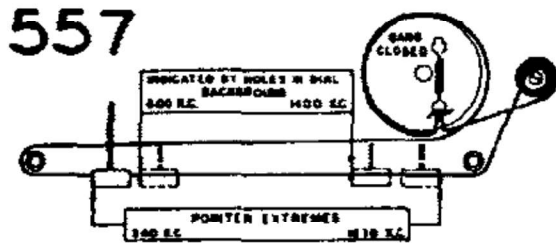
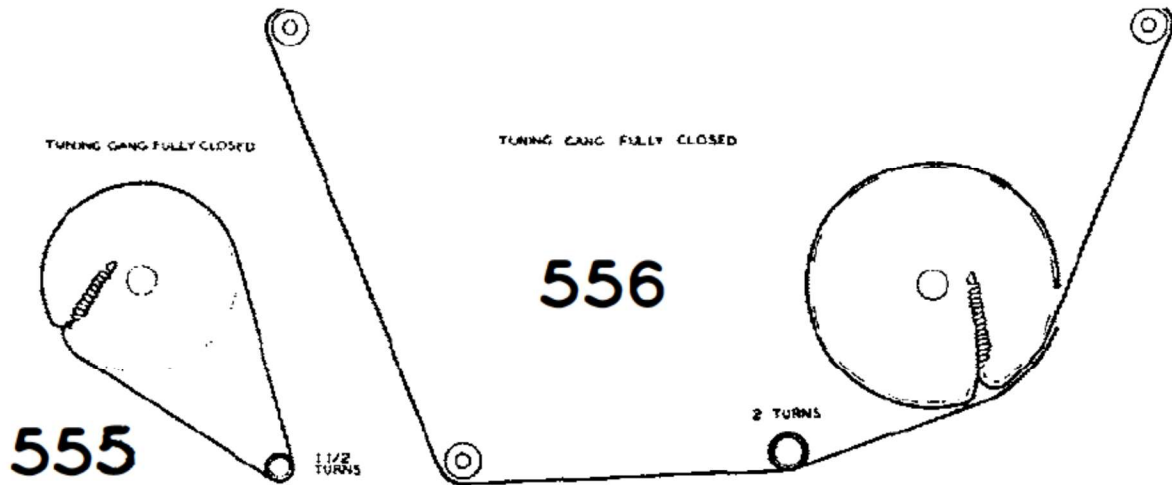
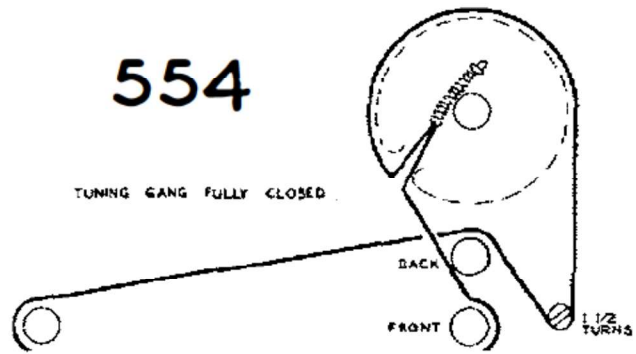
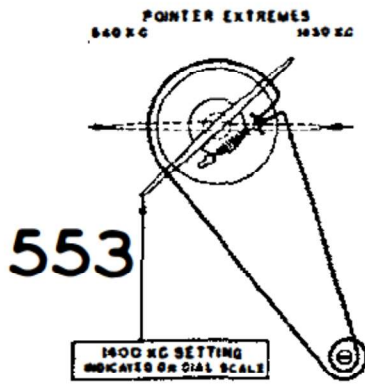
2 1/2 TURNS



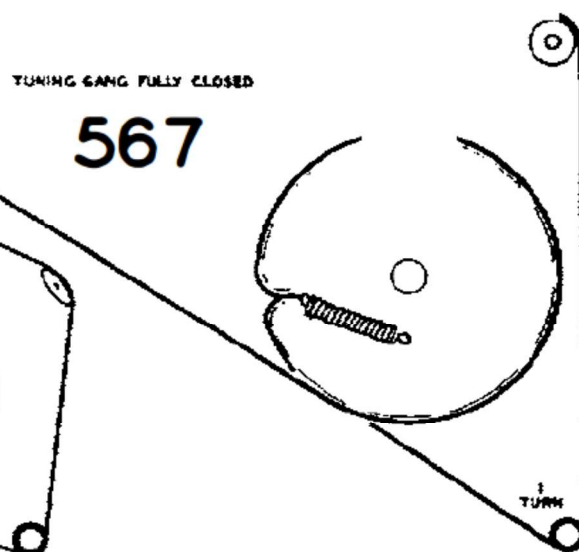
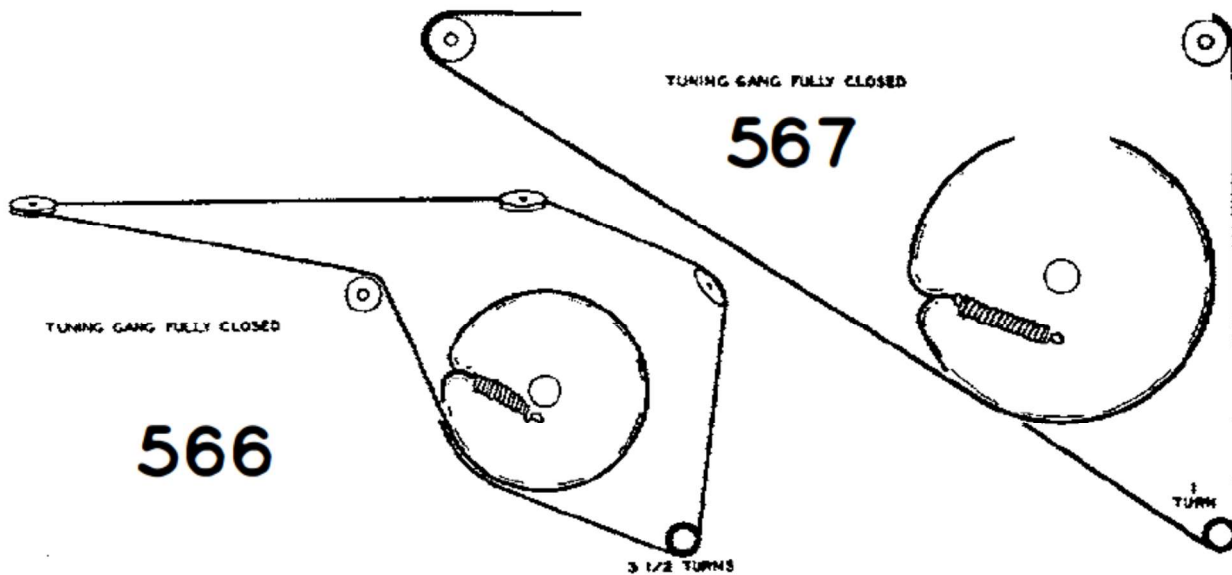
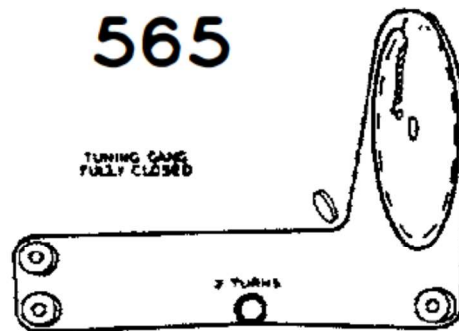
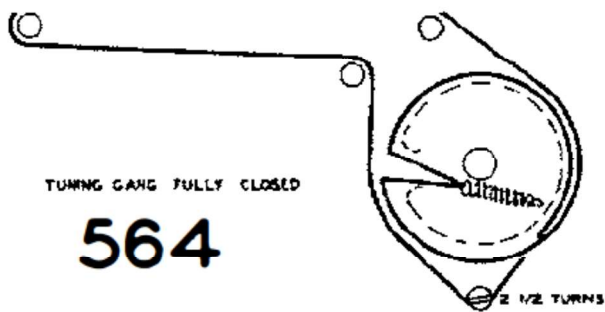
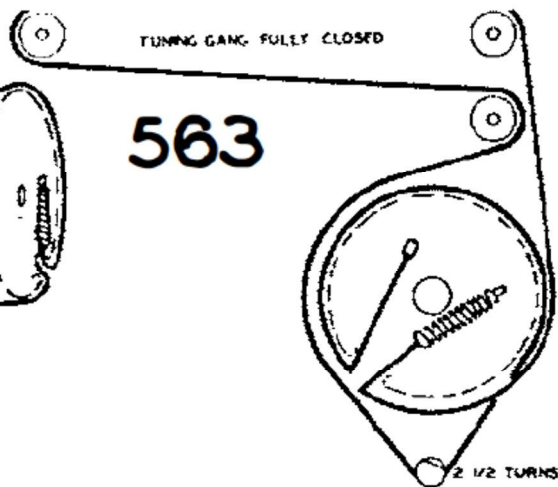
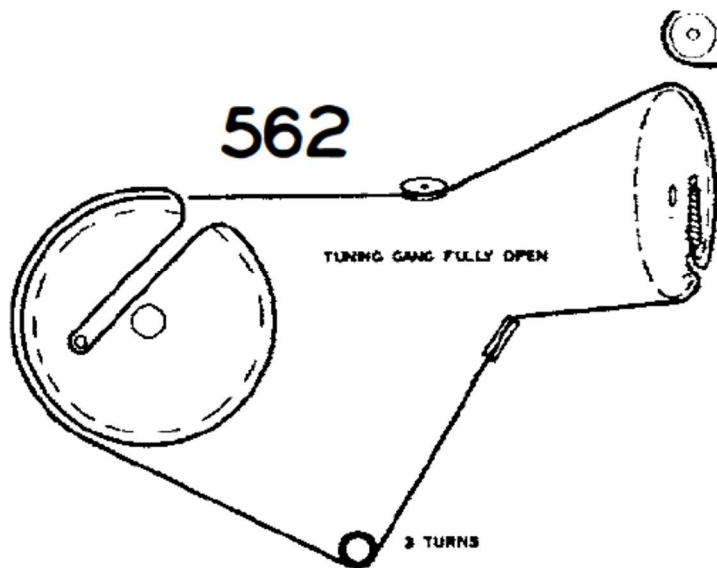
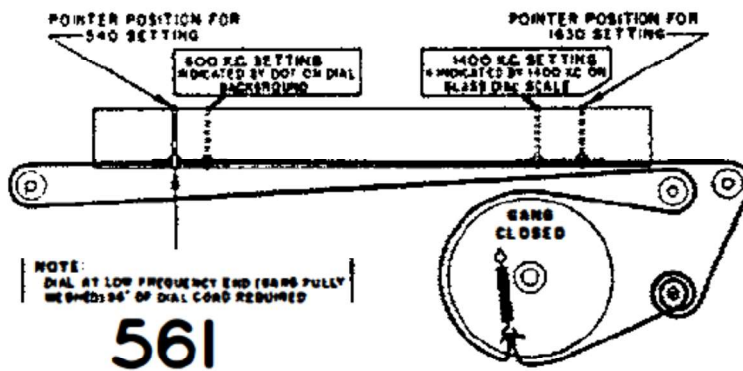
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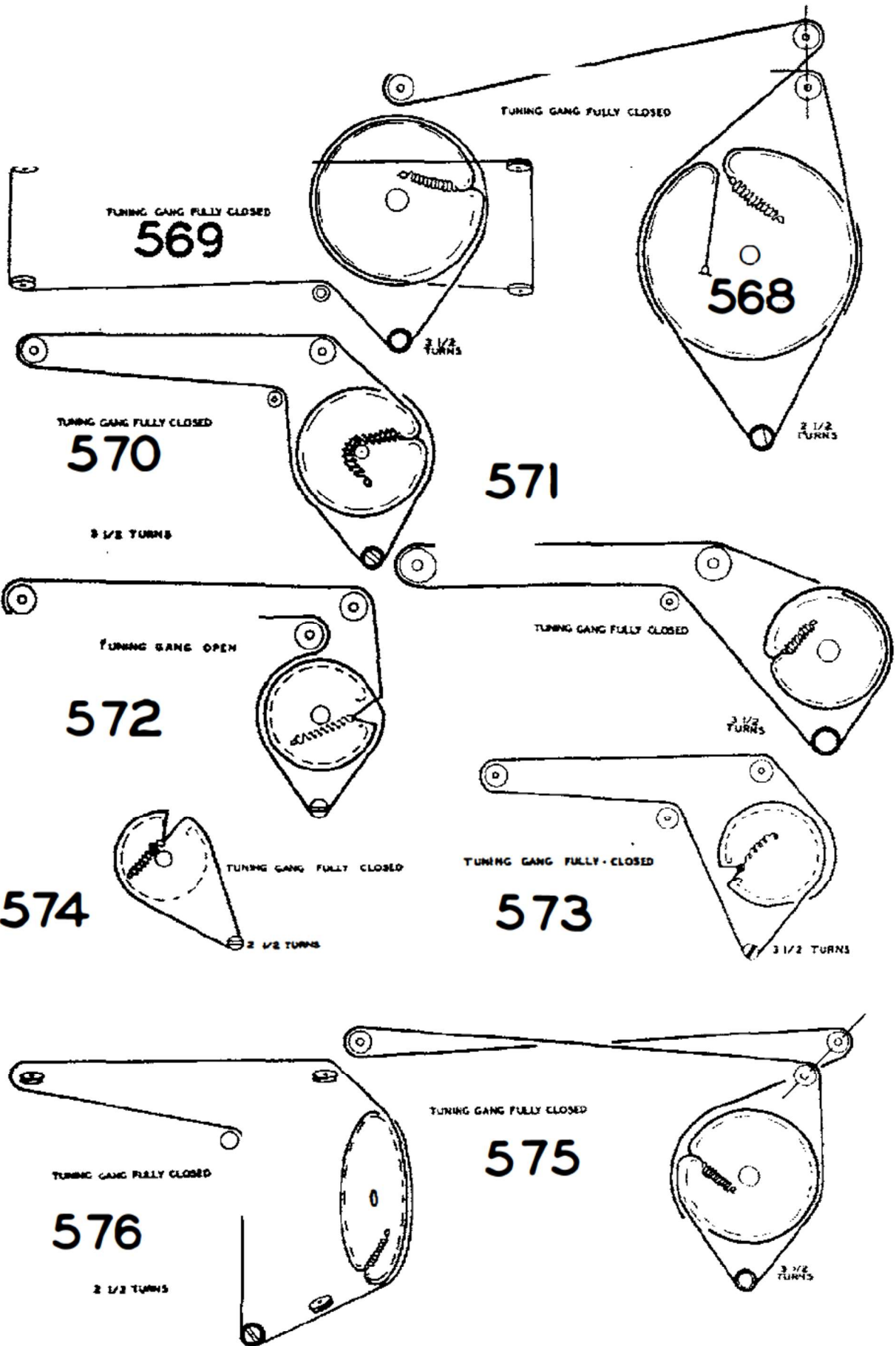
3 TURNS

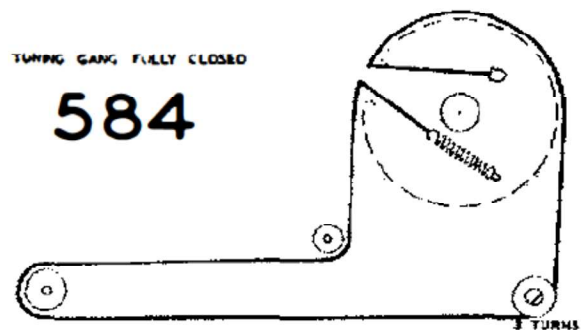
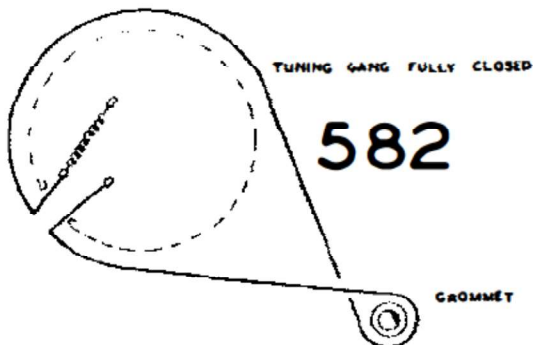
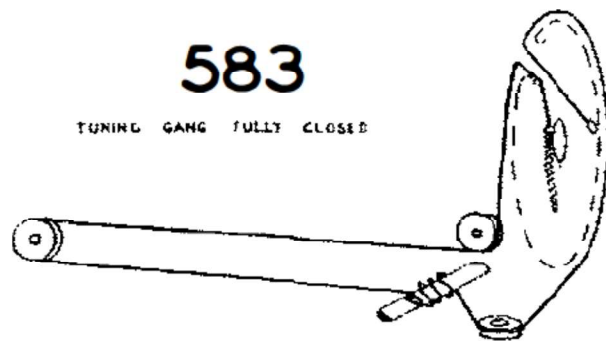
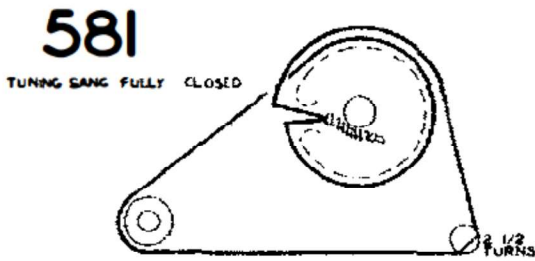
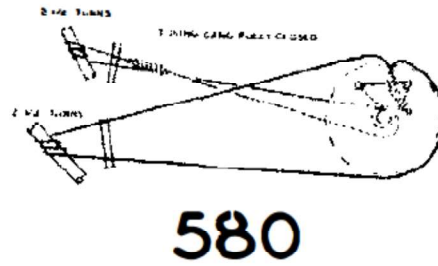
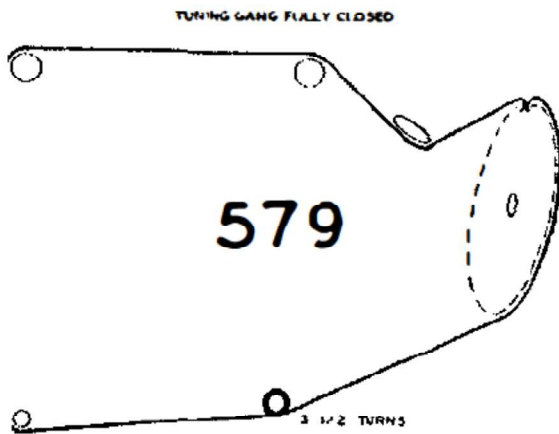
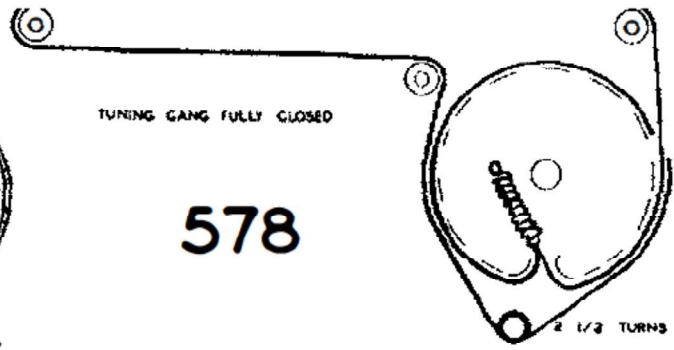
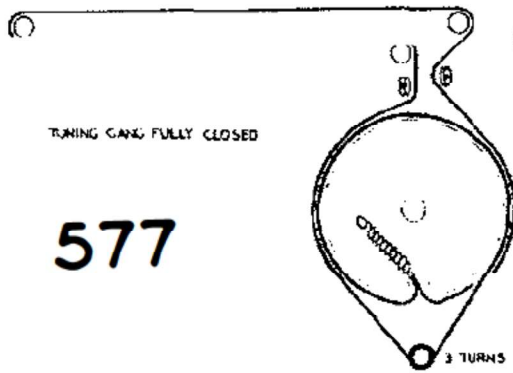






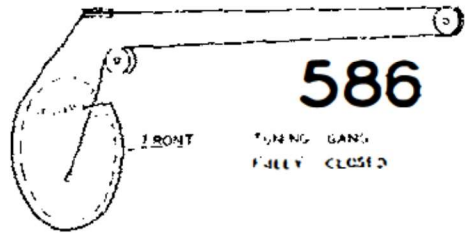
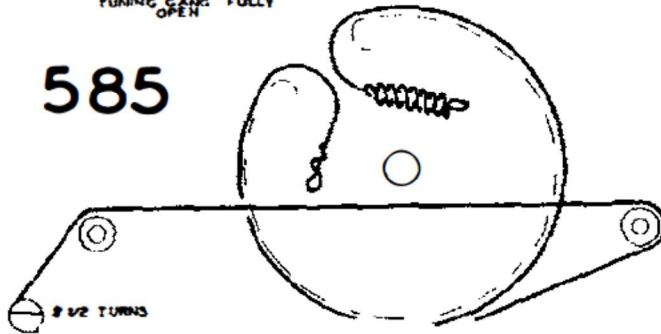






TUNING GANG FULLY OPEN

585

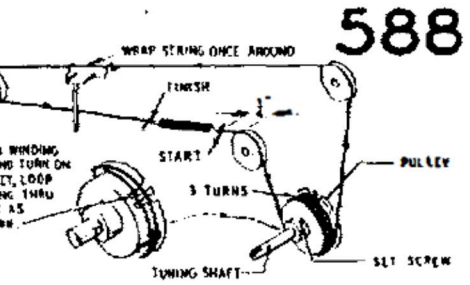
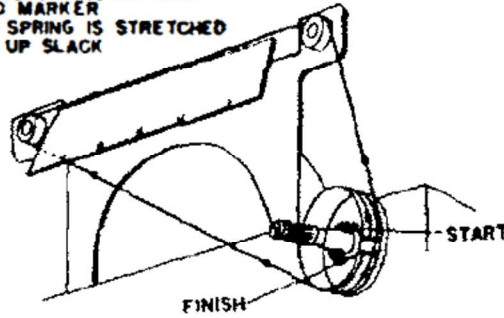


586

TUNING GANG FULLY CLOSED

- 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

587

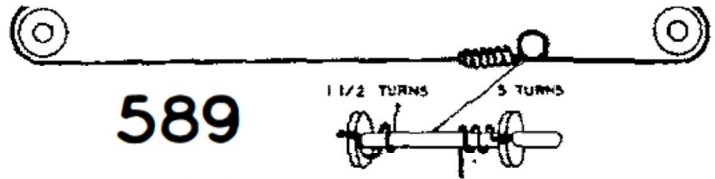


588

Replacing Dial Pointer Drive Cord

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

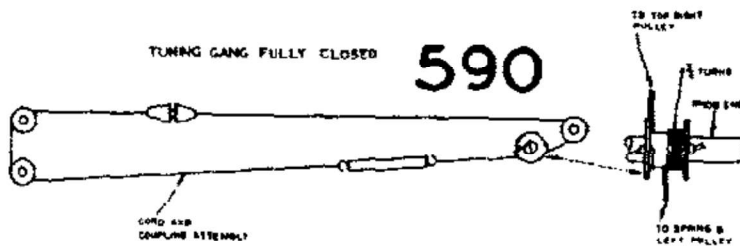
TUNING GANG FULLY CLOSED



589

TUNING GANG FULLY CLOSED

590



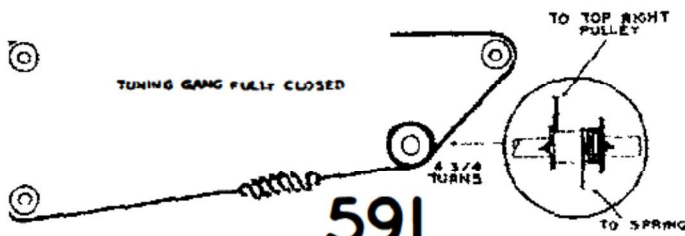
TUNING GANG FULLY OPEN

592



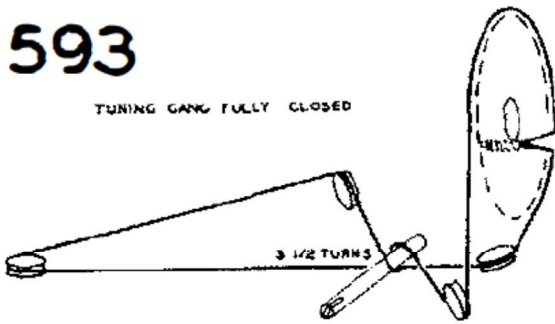
TUNING GANG FULLY CLOSED

591



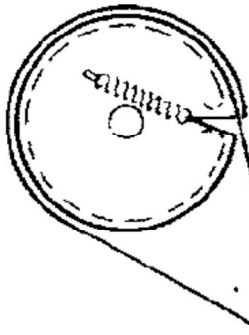
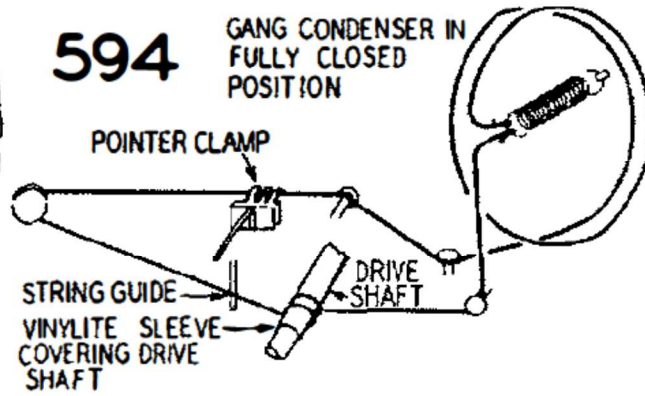
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TUNING GANG FULLY CLOSED



594

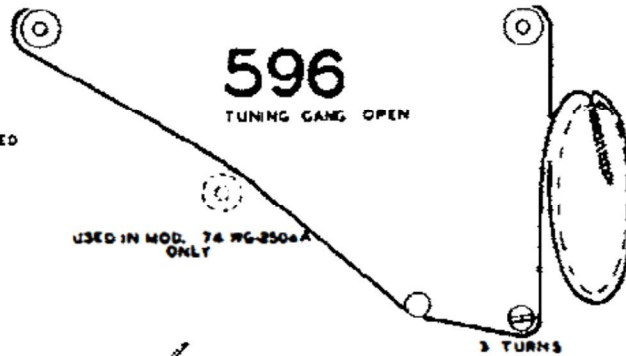
GANG CONDENSER IN FULLY CLOSED POSITION



595

TUNING GANG FULLY CLOSED

3 1/2 TURNS

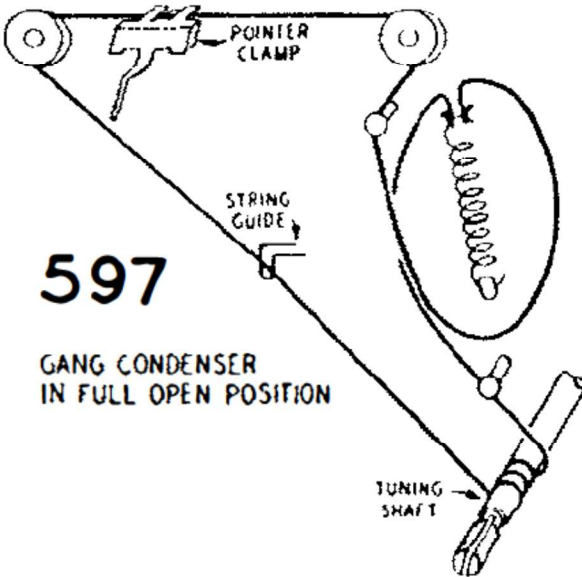


596

TUNING GANG OPEN

USED IN MOD. 74 WG-250-A ONLY

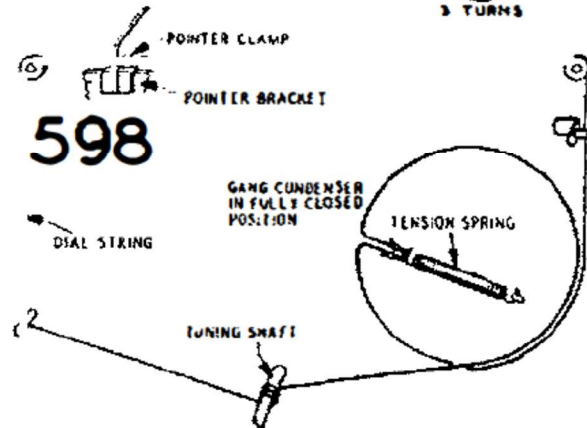
3 TURNS



597

GANG CONDENSER IN FULL OPEN POSITION

TUNING SHAFT



598

GANG CONDENSER IN FULLY CLOSED POSITION

TENSION SPRING

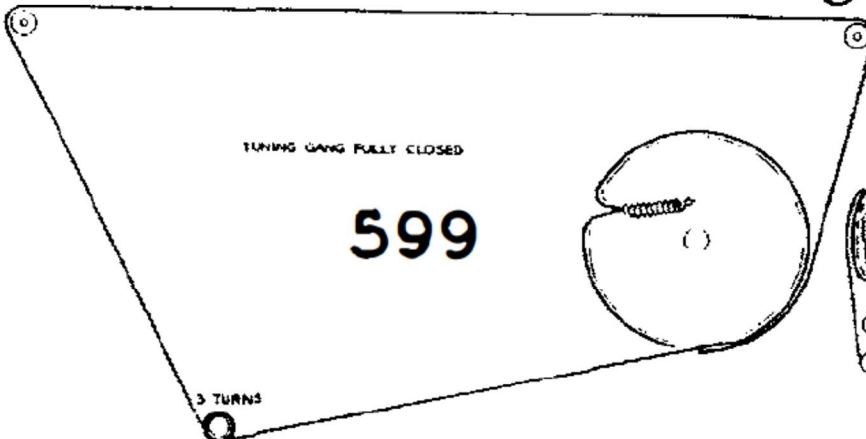
DIAL STRING

TUNING SHAFT



TUNING GANG FULLY OPEN

3 TURNS



TUNING GANG FULLY CLOSED

599

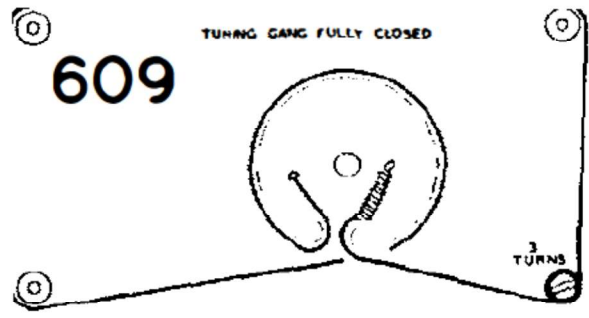
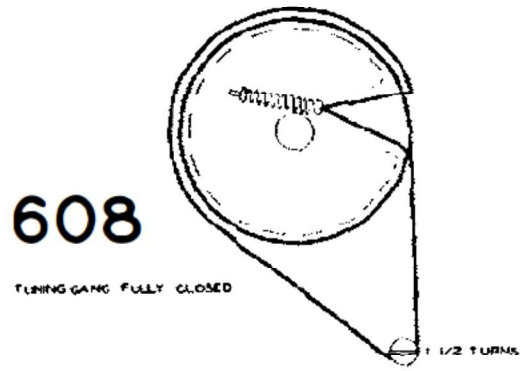
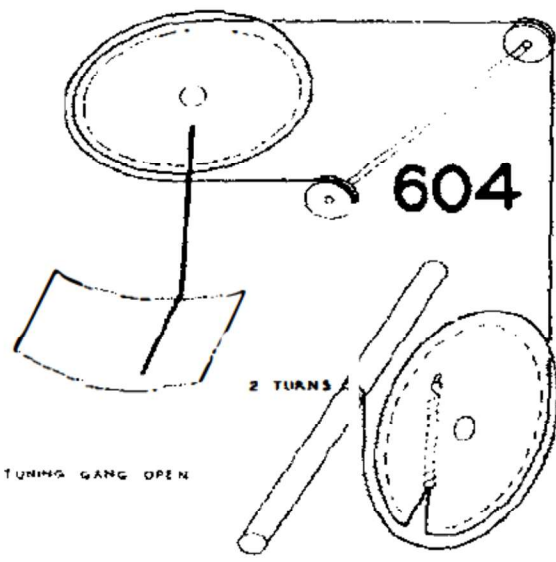
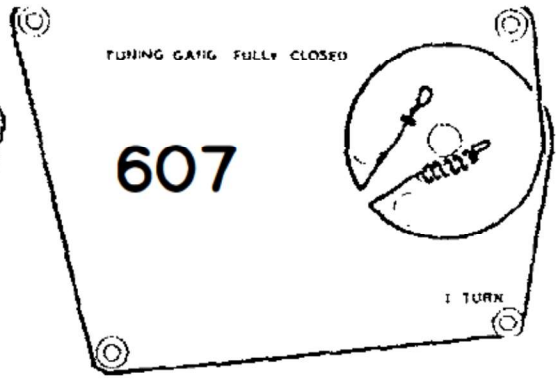
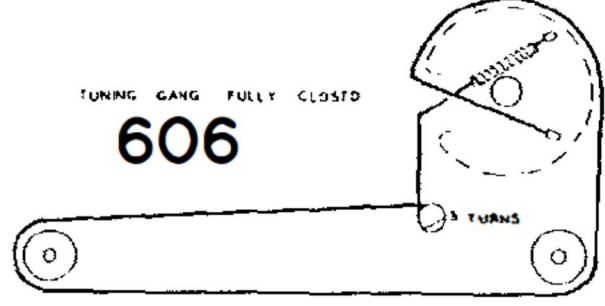
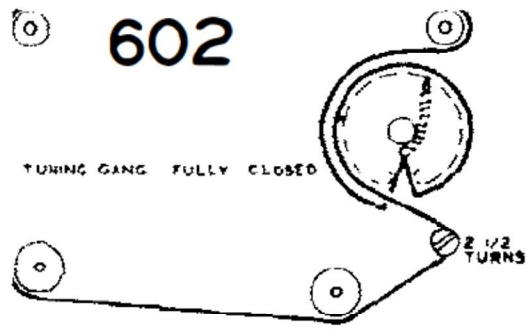
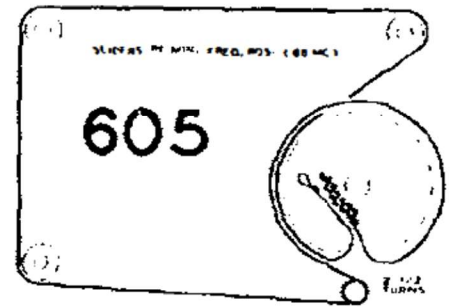
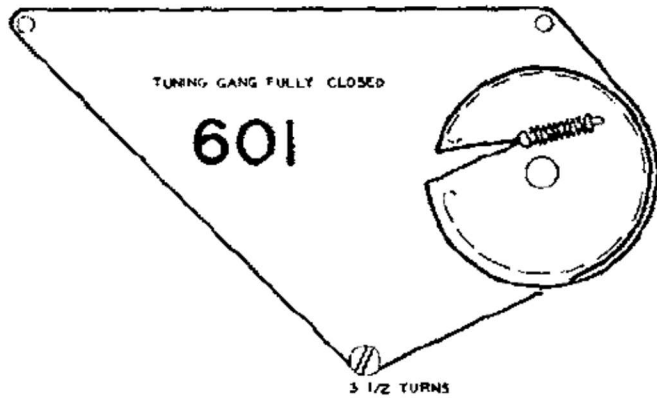
3 TURNS

600

DIAL PULLEY IN SHORT WAVE BAND POSITION.

BAND SW. PULLEY IN SHORT WAVE BAND POSITION.

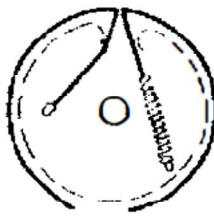






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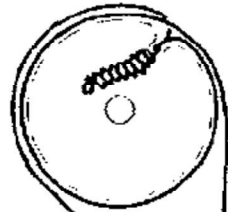
TUNING GANG FULLY CLOSED



2 1/2 TURNS



TUNING GANG FULLY CLOSED



614

2 1/2 TURNS



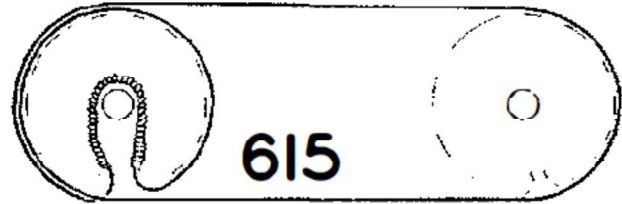
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TUNING GANG FULLY CLOSED



2 1/2 TURNS

TUNING GANG FULLY CLOSED



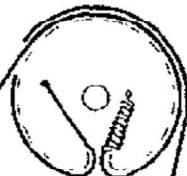
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TUNING GANG FULLY CLOSED

612

2 1/2 TURNS



TUNING GANG FULLY CLOSED



616



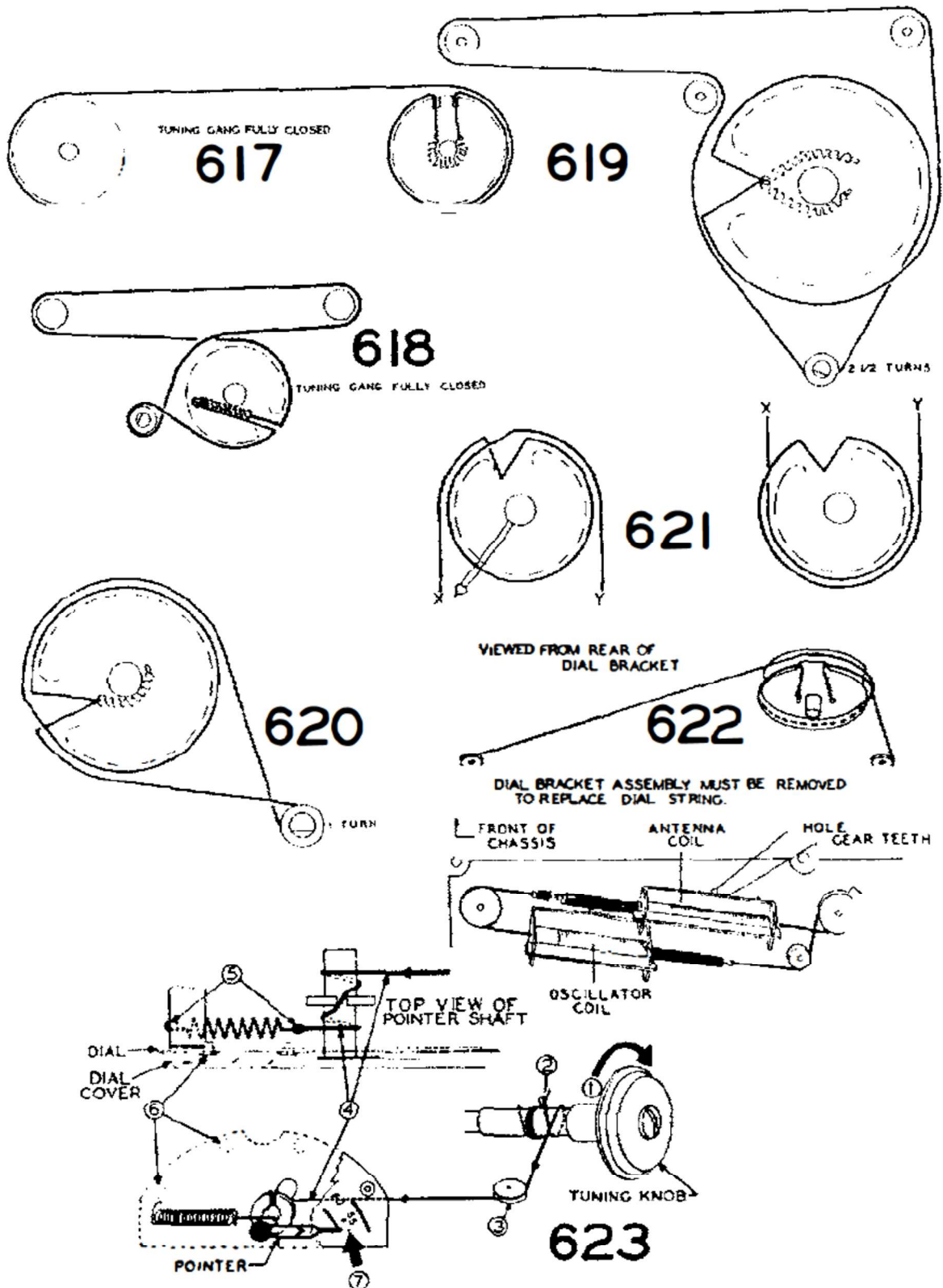
TUNING GANG FULLY CLOSED

613



2 1/2 TURNS

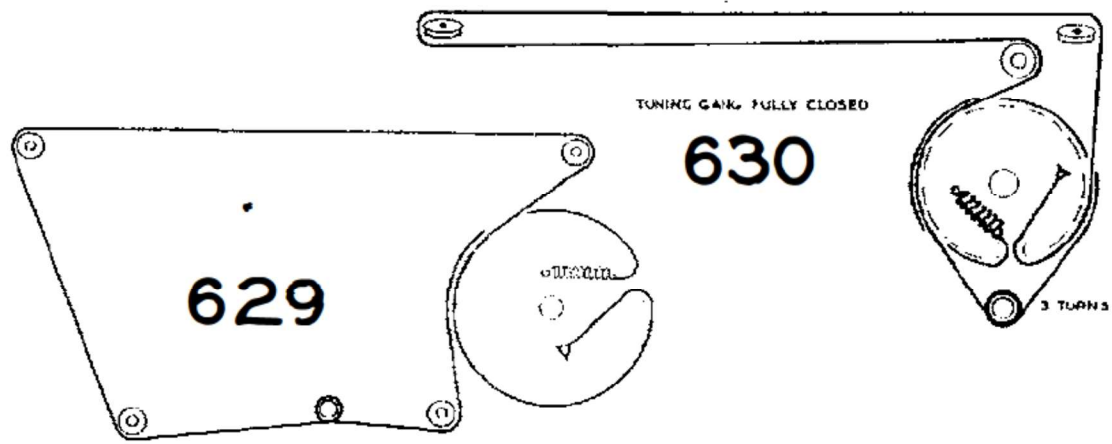
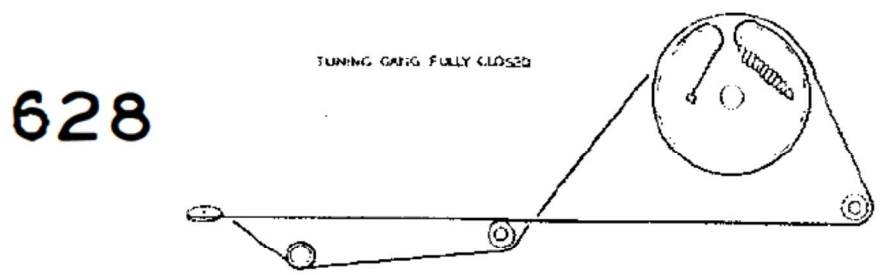
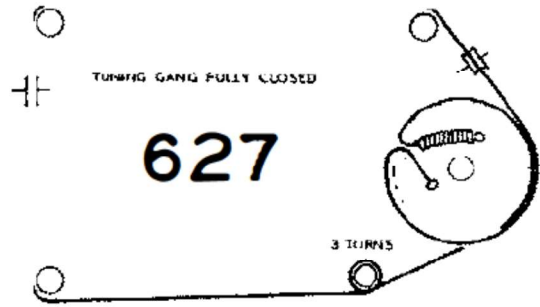
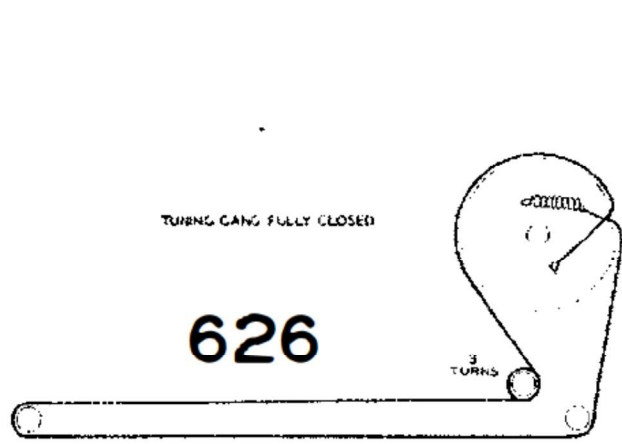
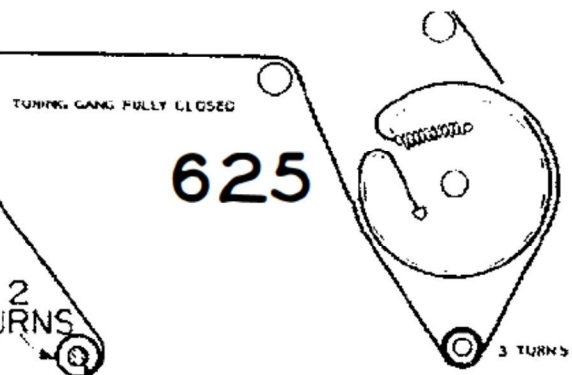
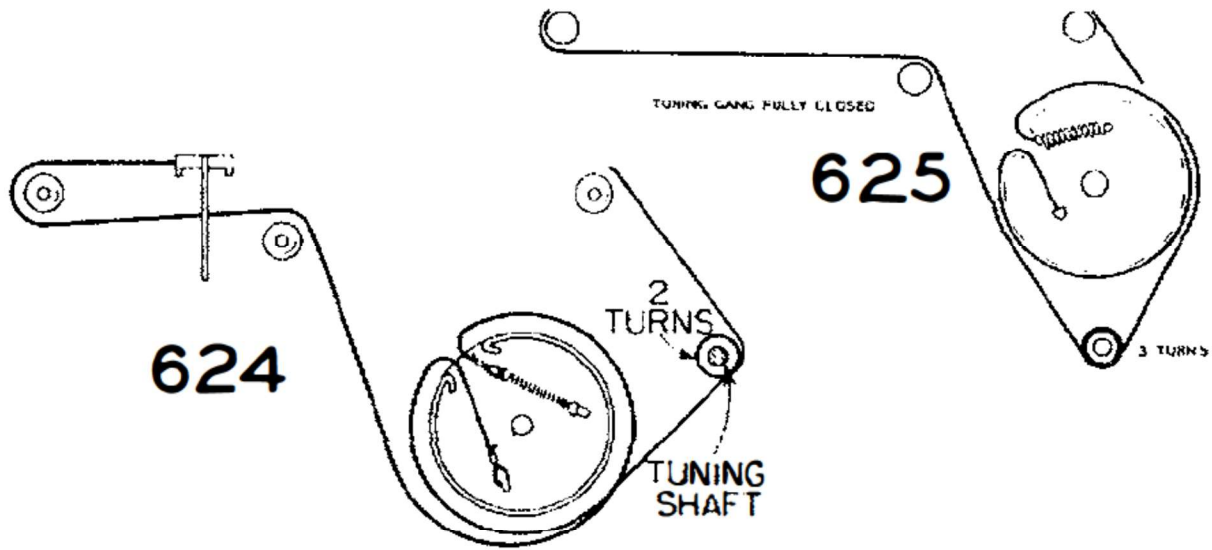


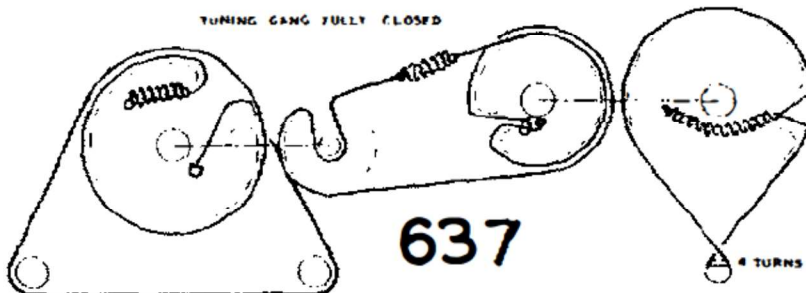
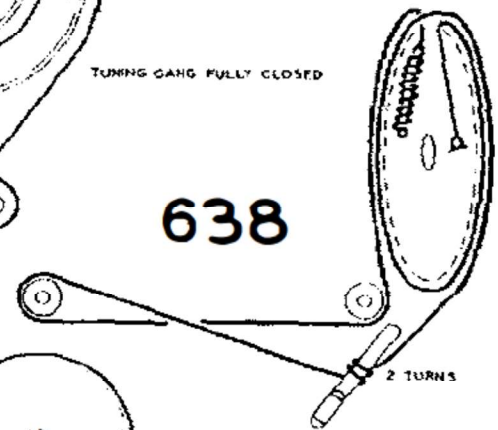
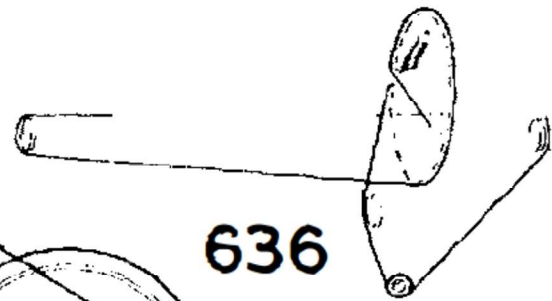
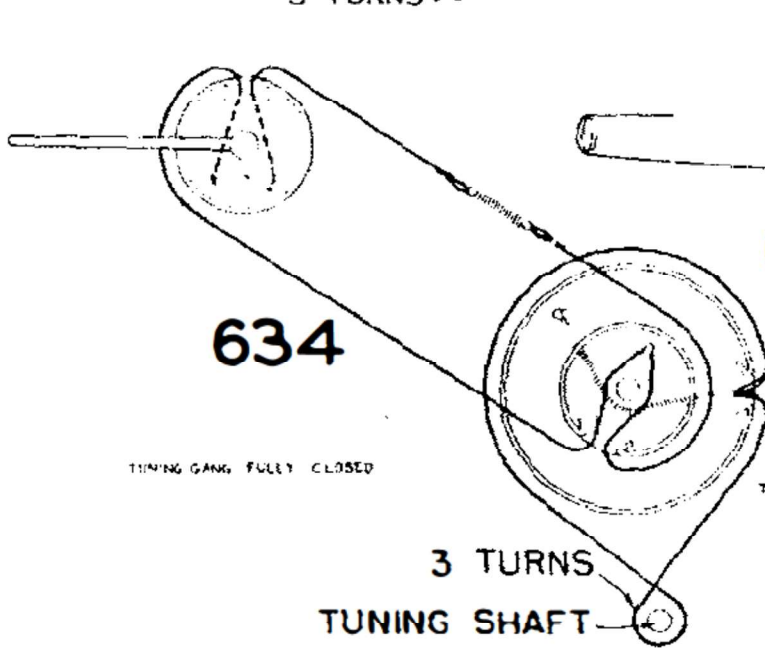
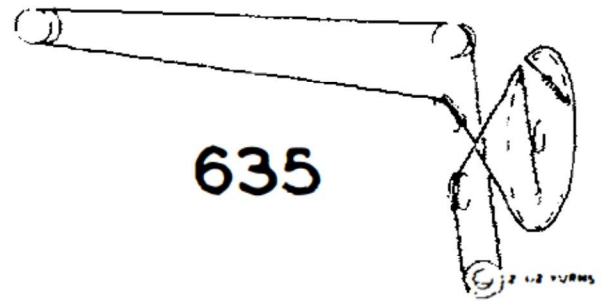
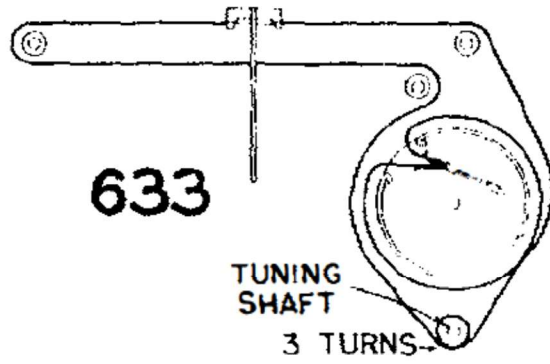
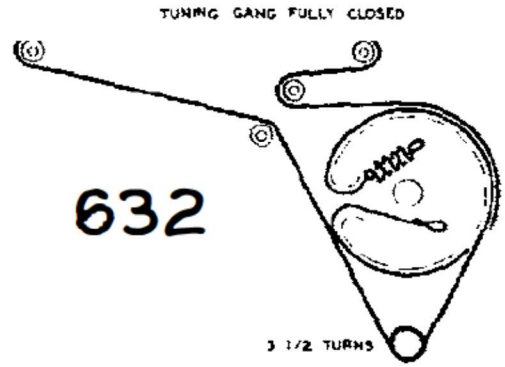
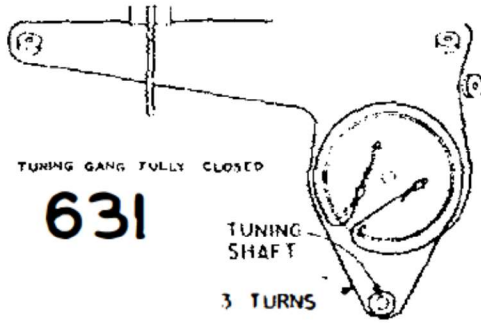


REPLACING DIAL POINTER DRIVE CORD

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

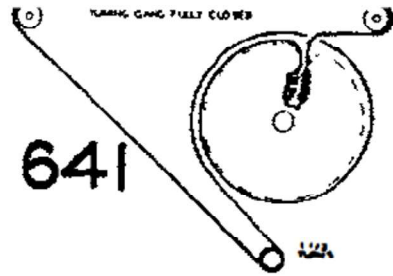
- 1 - Rotate tuning knob to extreme clockwise position.
- 2 - Tie cord to loop in spring as shown.
- 3 - Pass cord over idler pulley.
- 4 - Pass cord over pointer shaft; wind it one turn around shaft; pass it through key notch, then once more around shaft.
- 5 - Hook spring over end of dial support. Tie cord to spring. **WARNING:** Full contraction of spring must rotate pointer shaft at least the half turn.
- 6 - Release dial crystal by removing screw in rivets.
- 7 - Take side binding back in its original clockwise position. Then rotate pointer clockwise, against friction of shaft, until it is in a horizontal position, as shown.



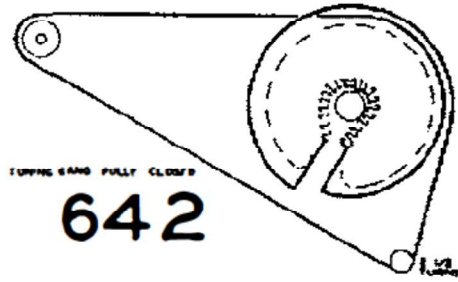
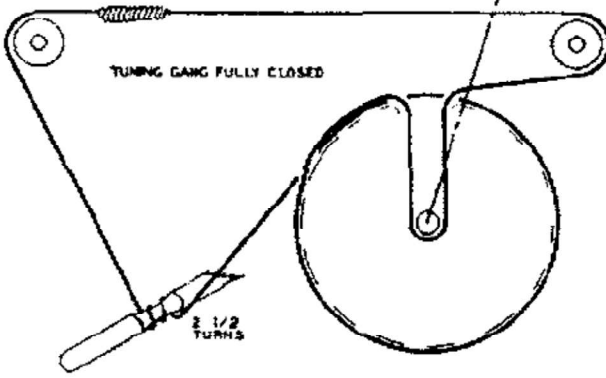




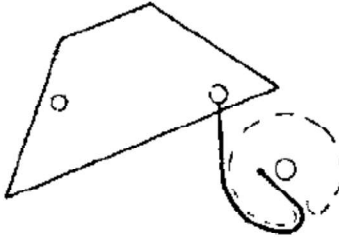
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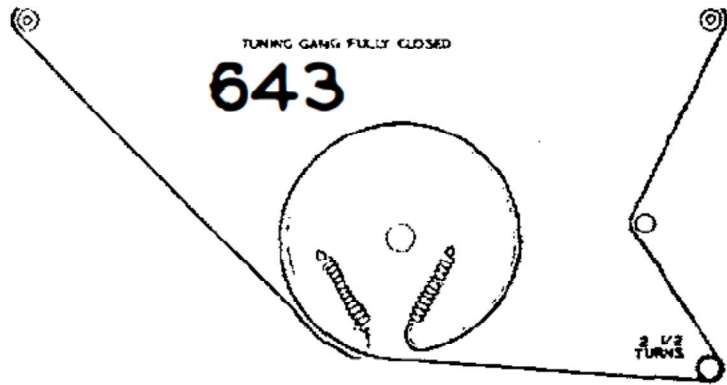
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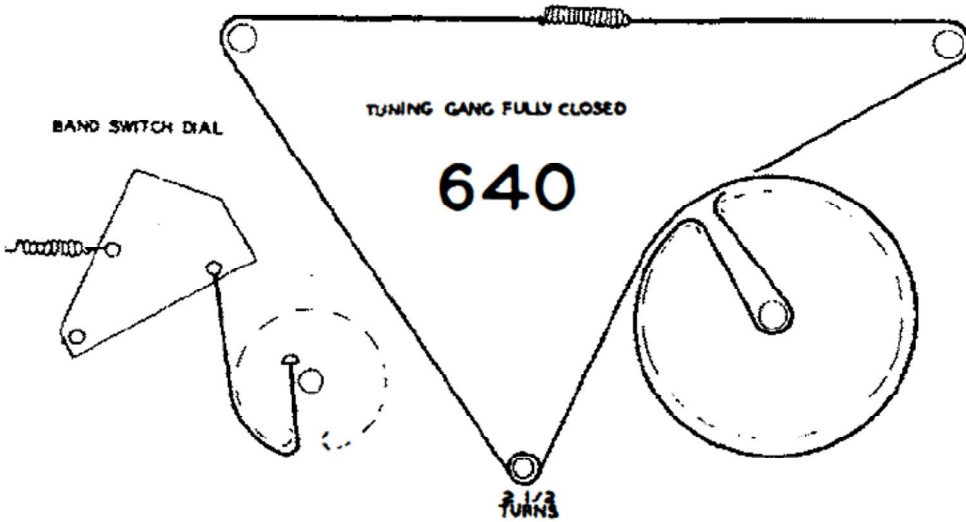
642



SWITCH SHOWN IN AM POSITION.

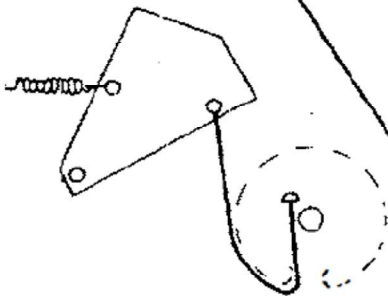


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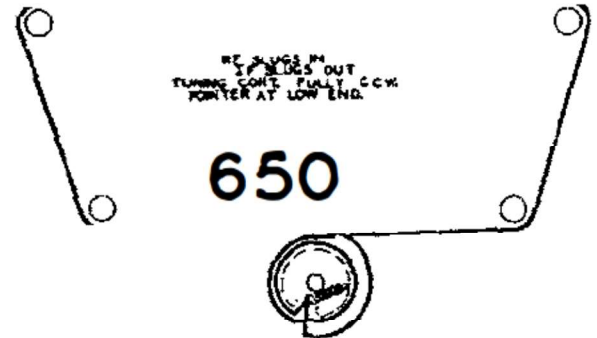
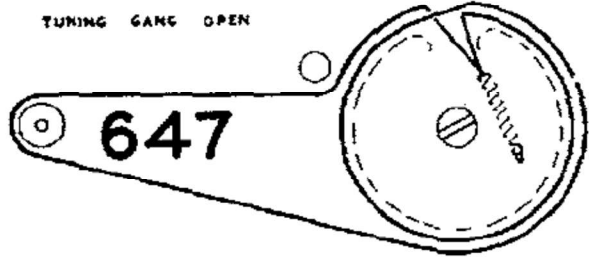
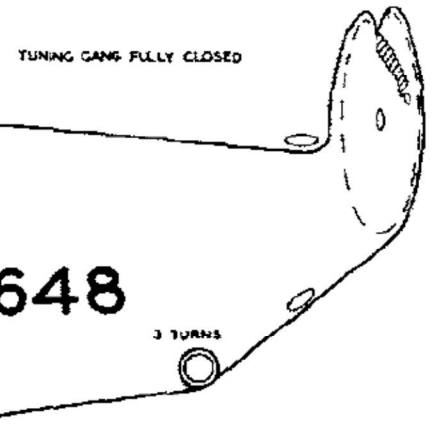
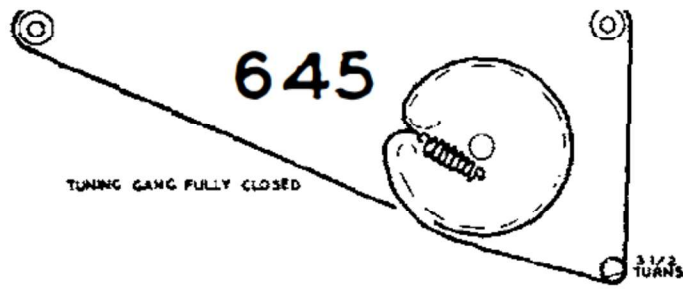
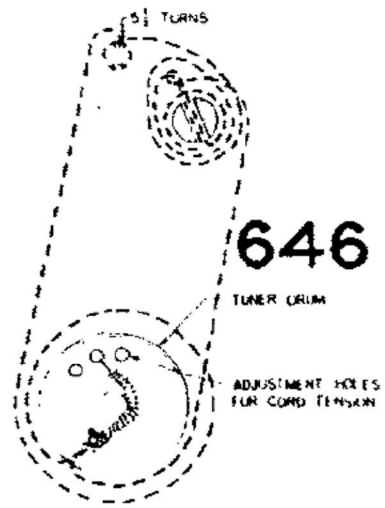
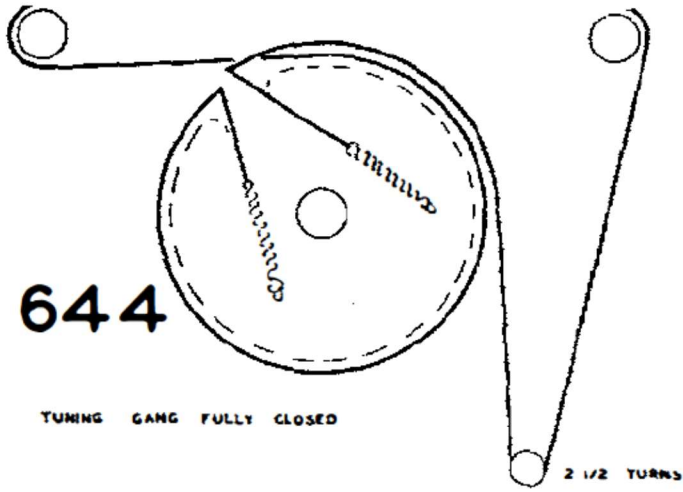


640

BAND SWITCH DIAL

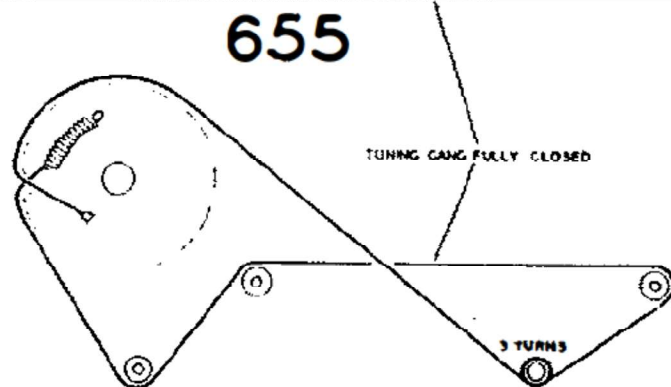
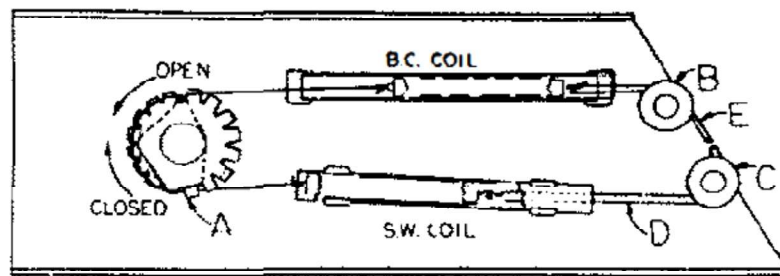
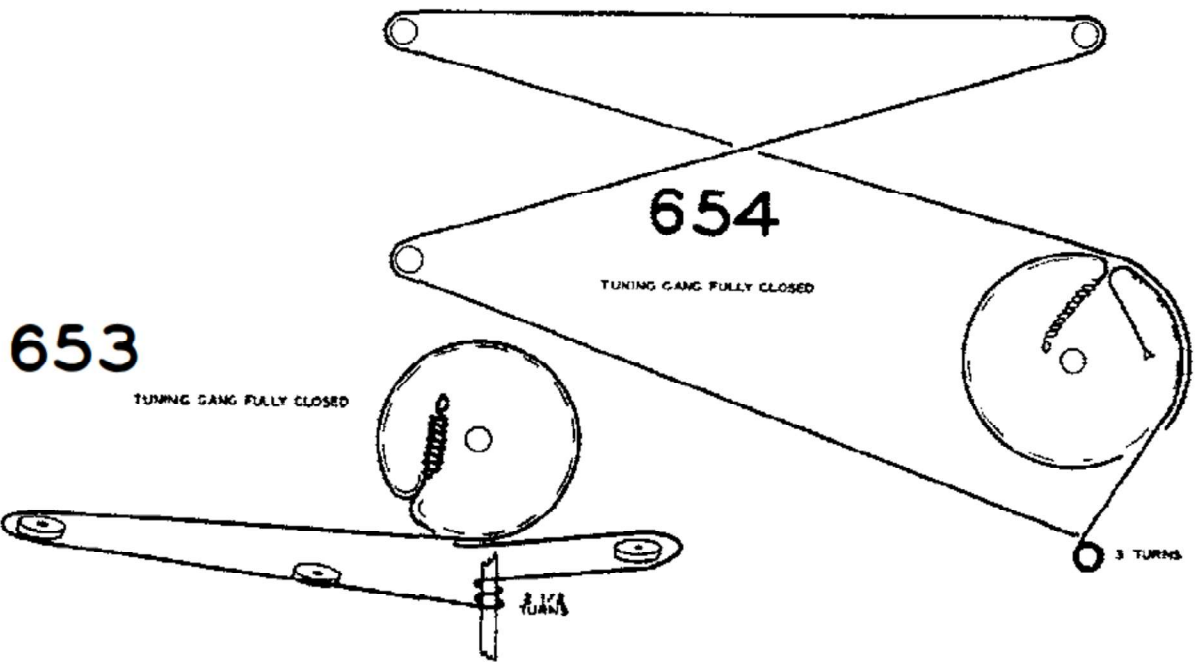
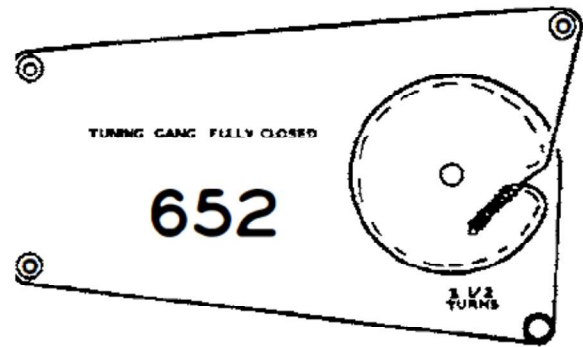
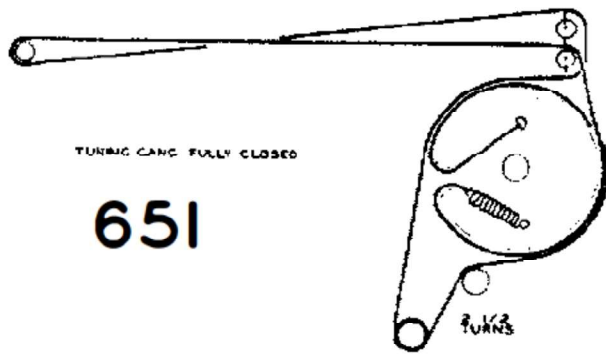


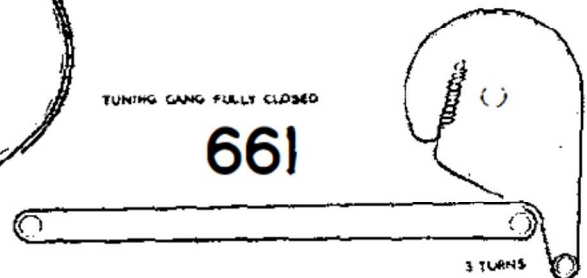
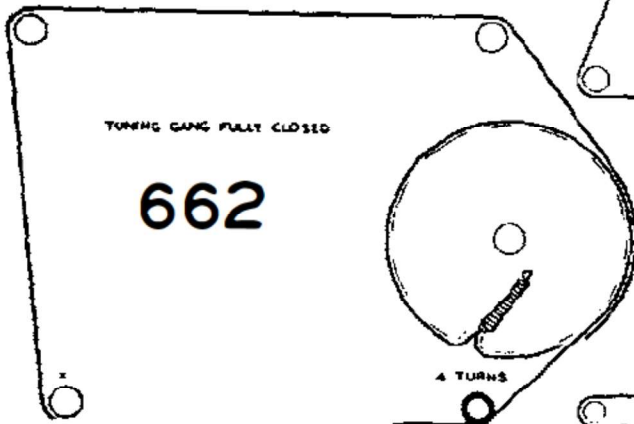
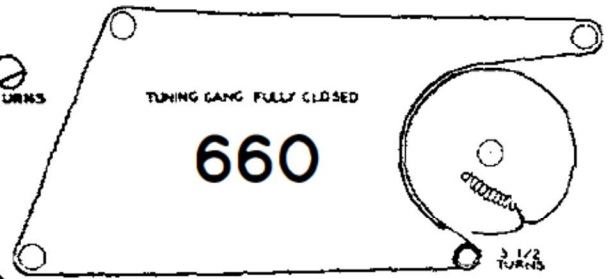
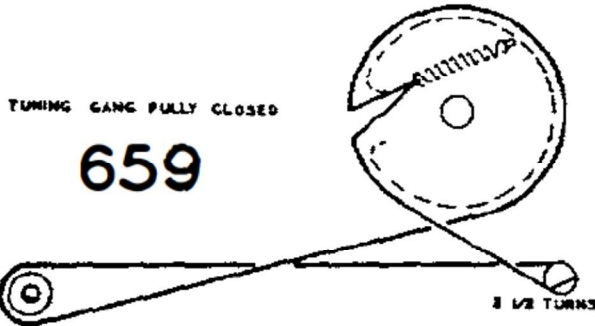
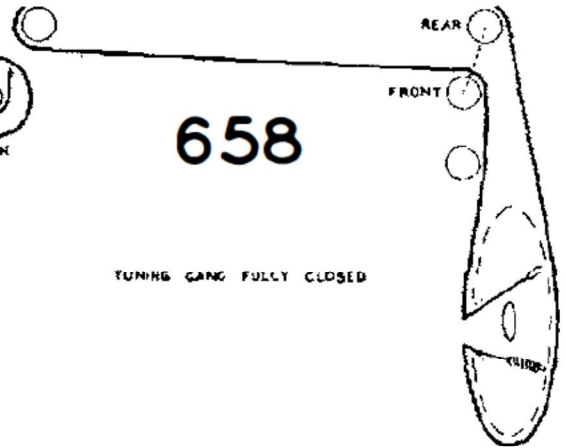
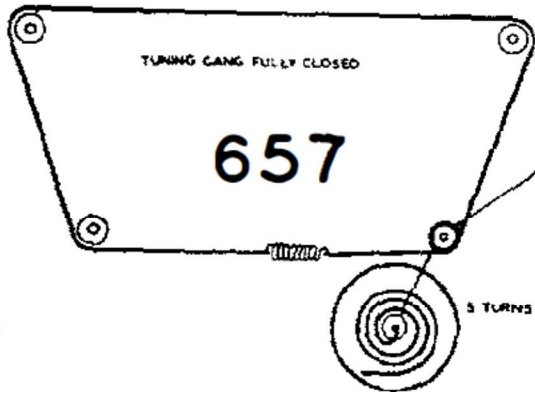
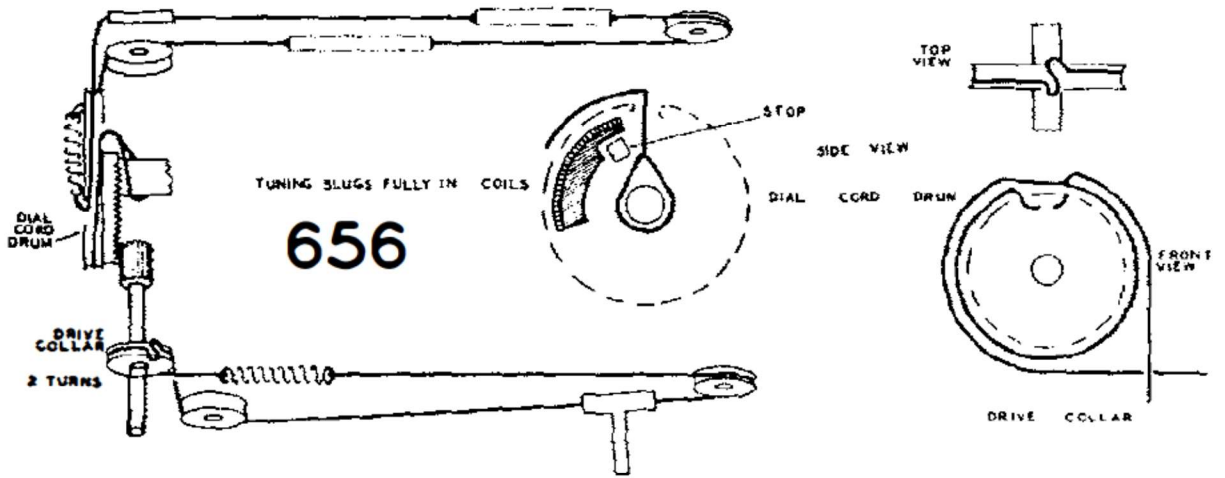
TURNS



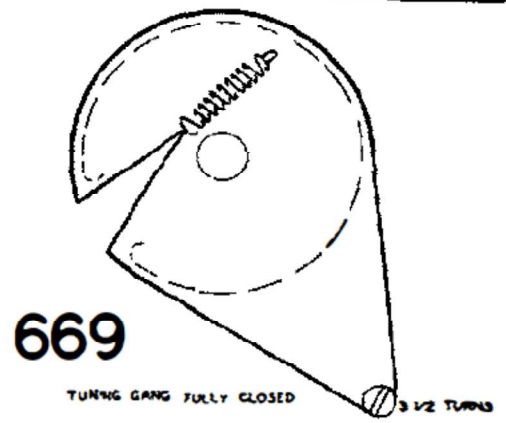
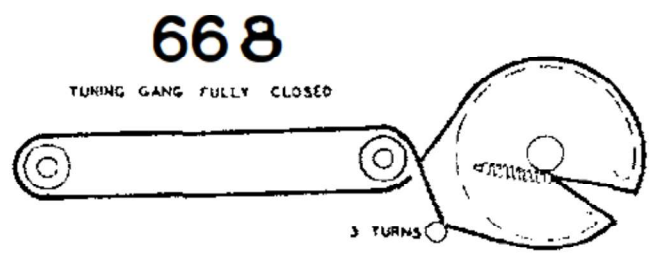
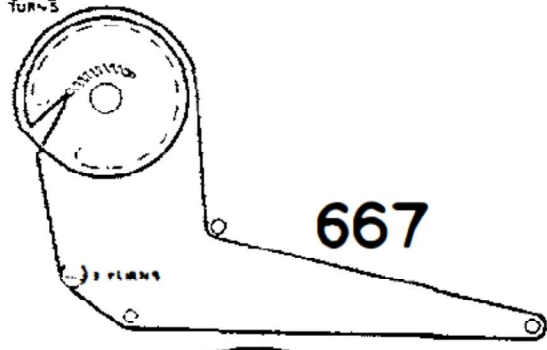
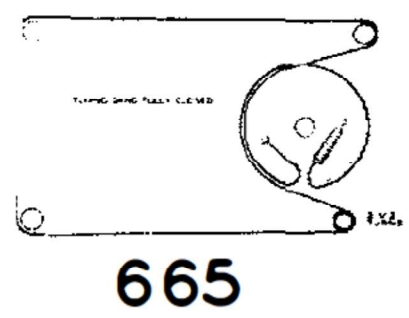
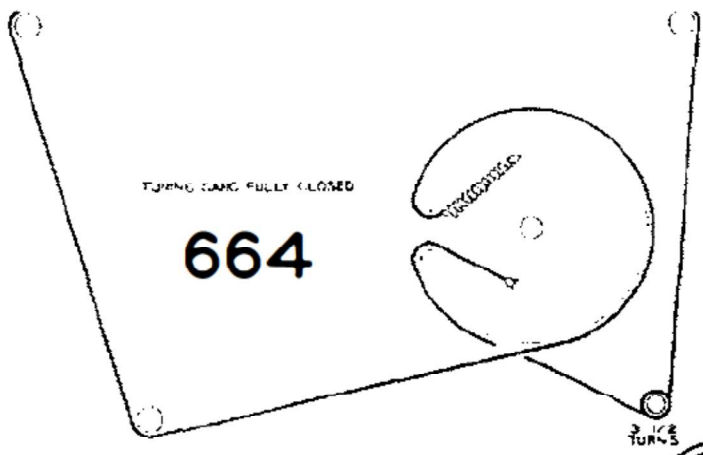
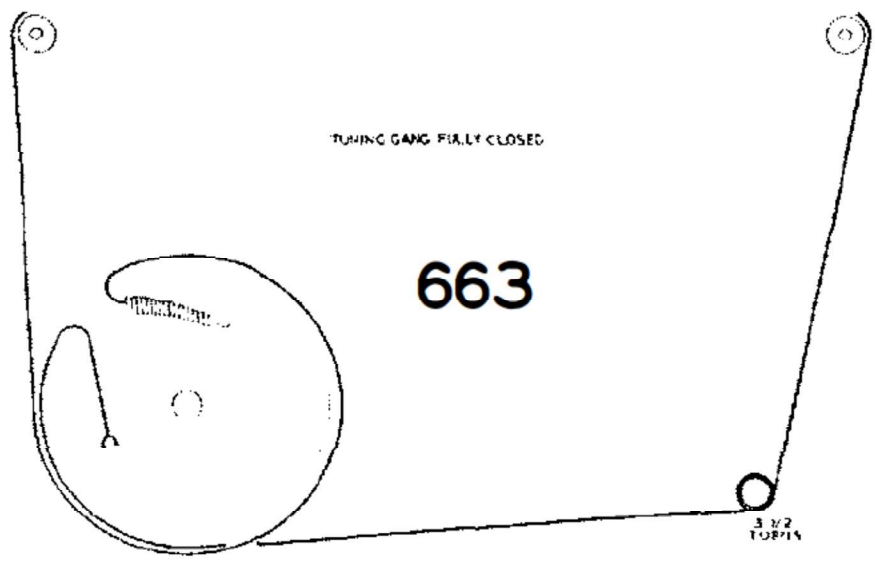
BE SURE IN  
TUNING GANG FULLY C.C.W.  
PORTER AT LOW END.

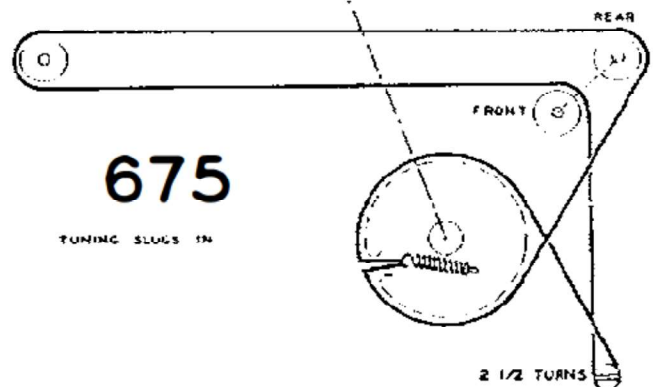
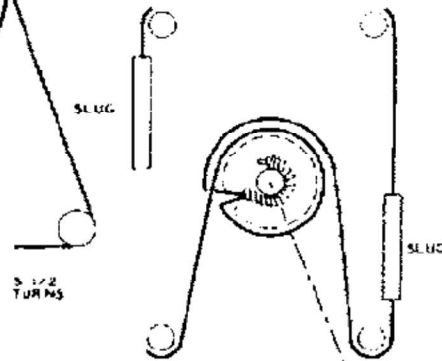
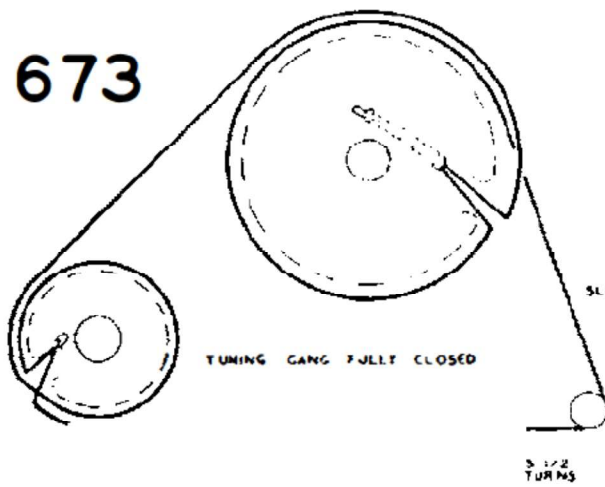
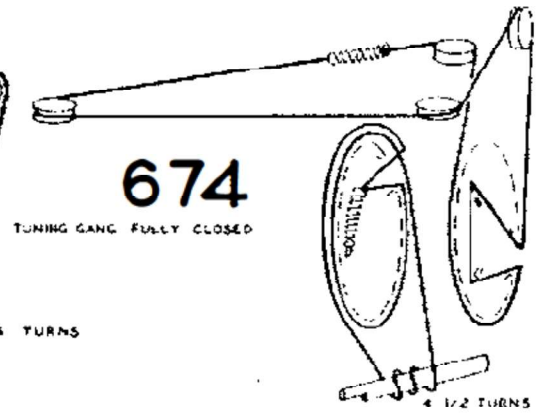
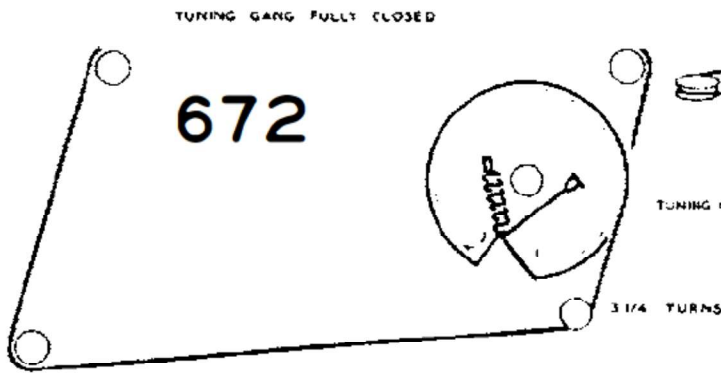
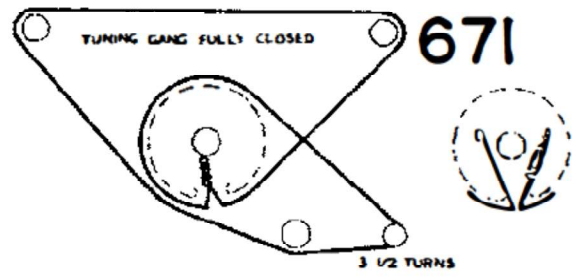
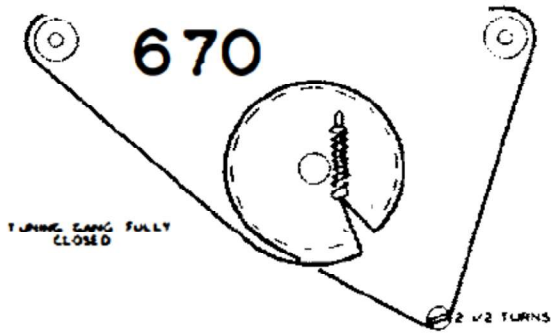




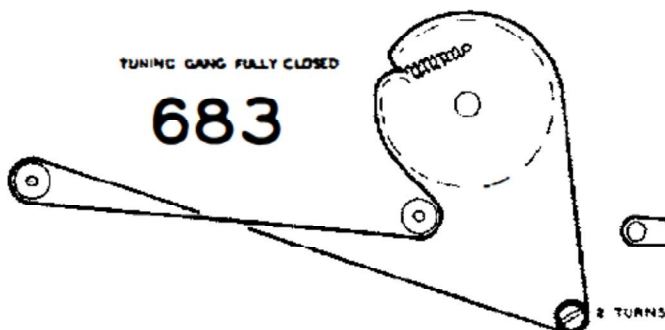
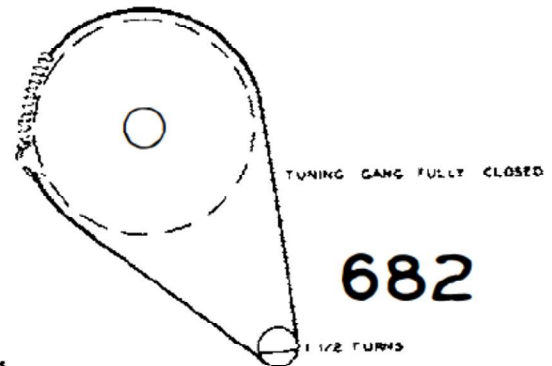
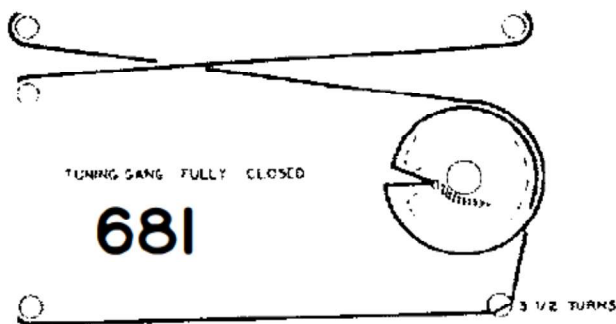
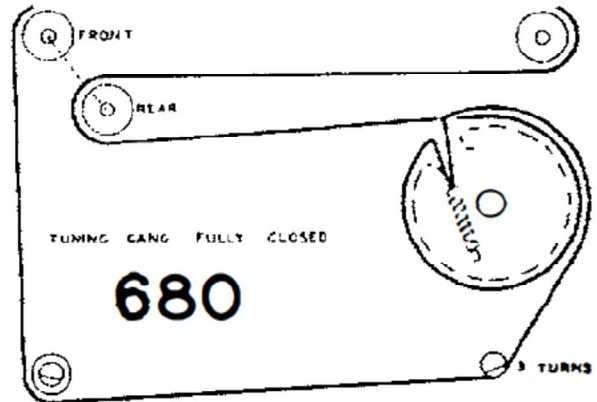
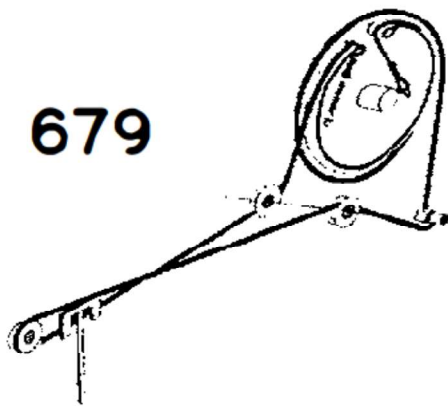
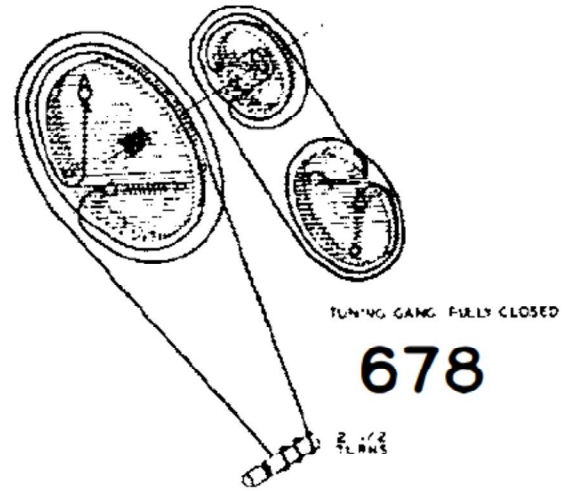
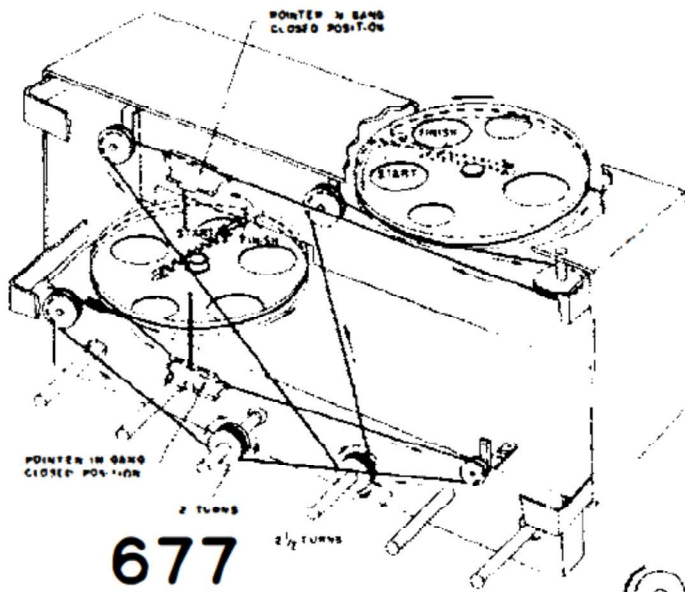






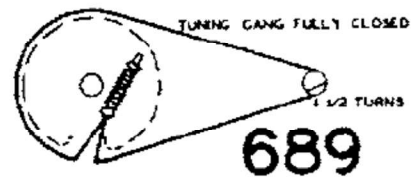
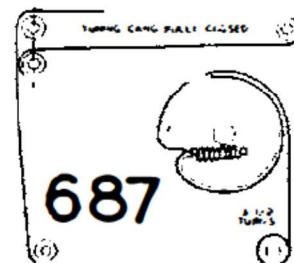
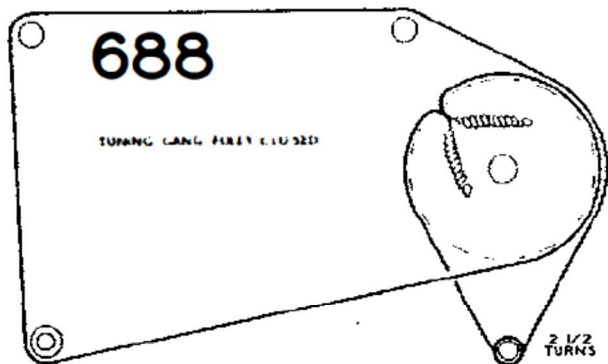
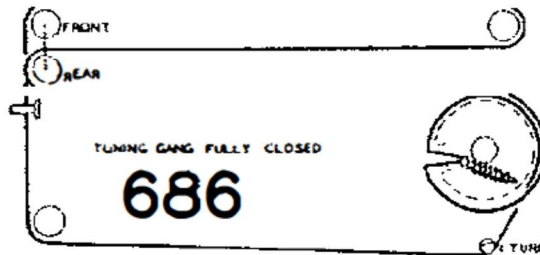
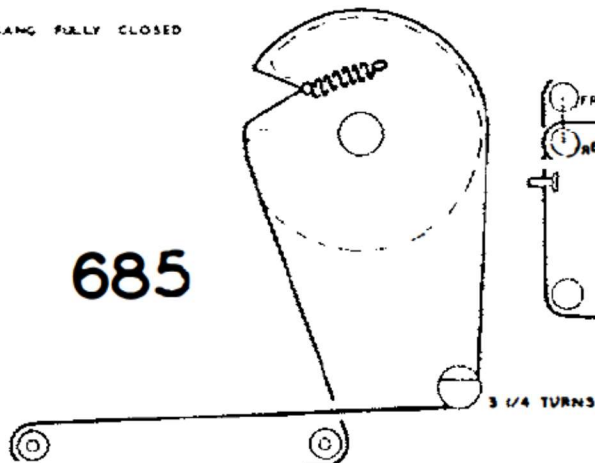


©



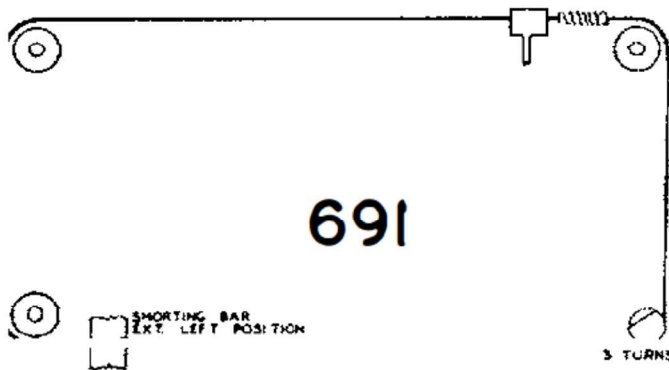
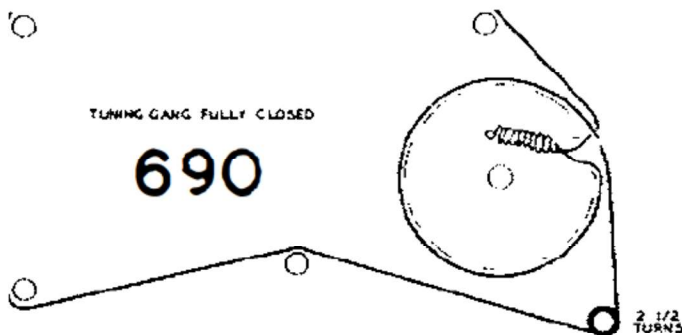
TUNING GANG FULLY CLOSED

685

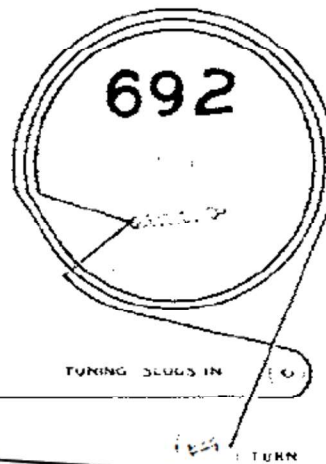


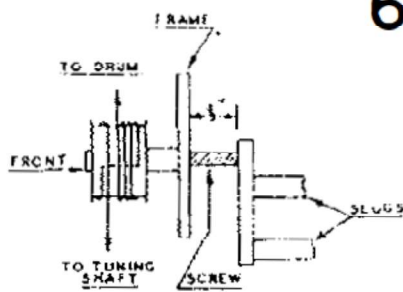
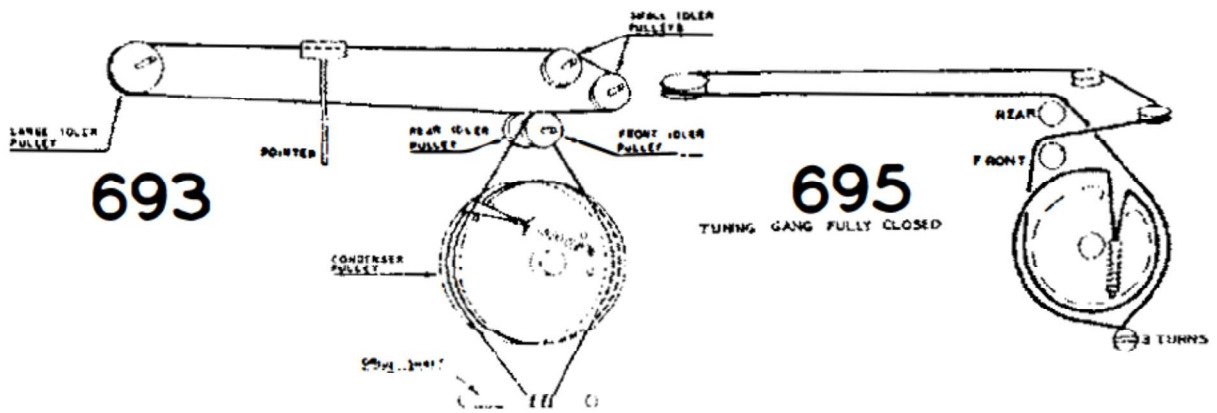
TUNING GANG FULLY CLOSED

690



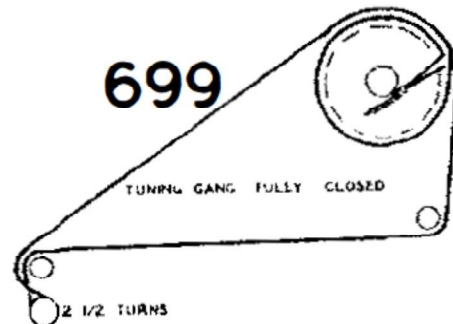
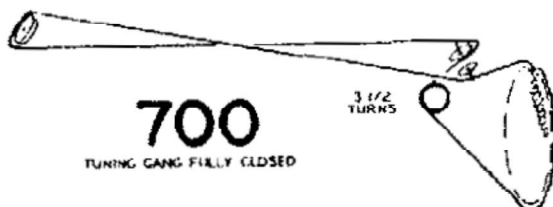
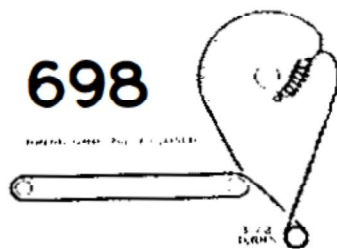
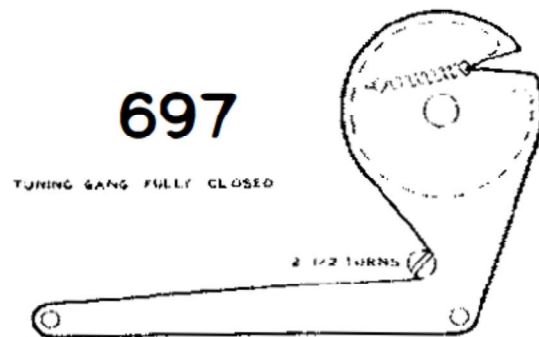
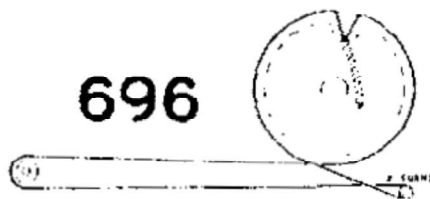
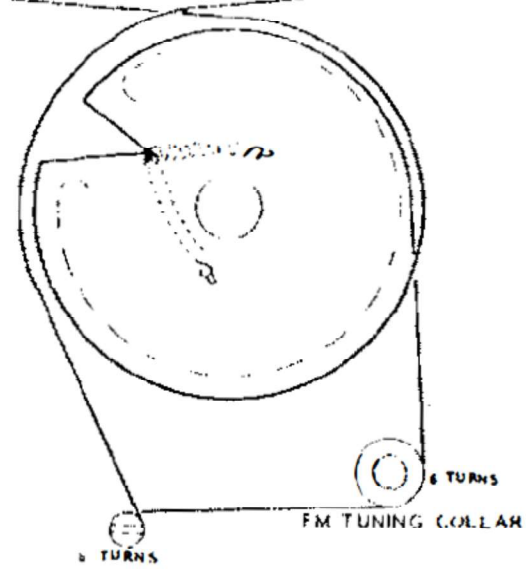
SHORTING BAR  
EXT. LEFT POSITION



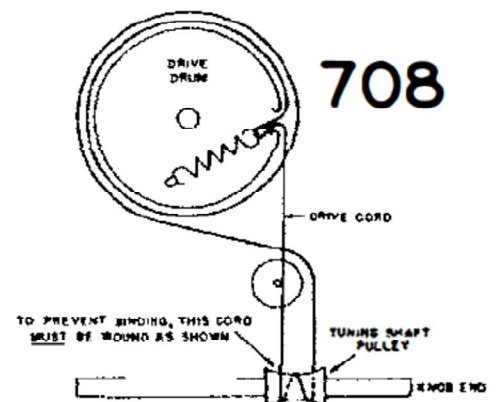
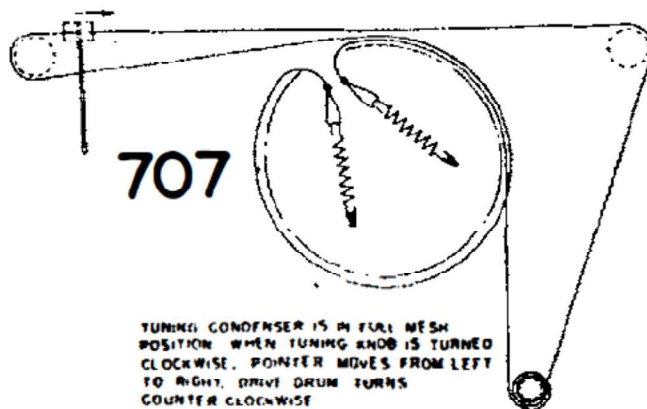
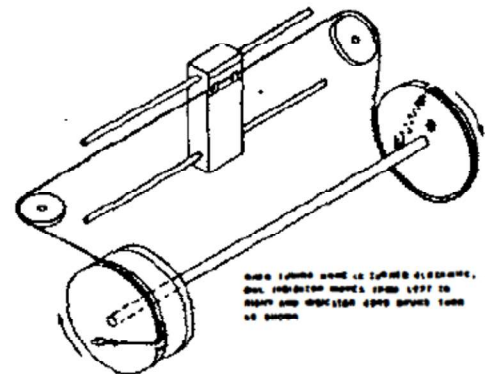
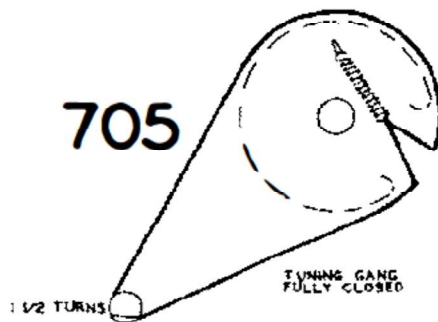
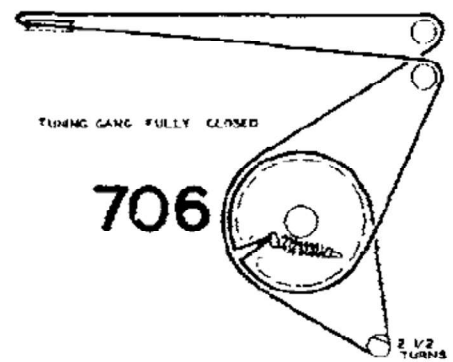
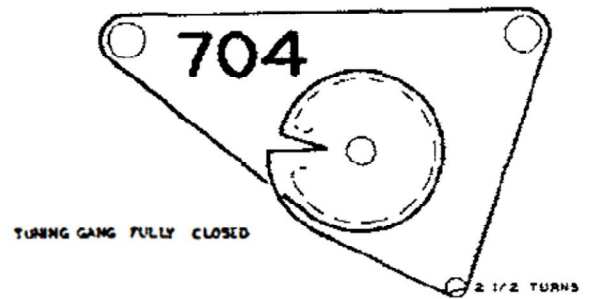
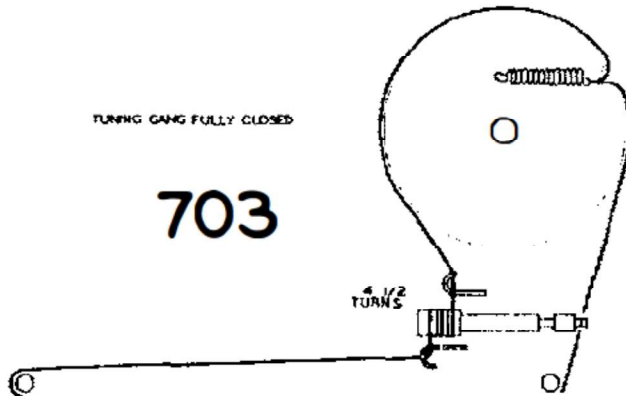
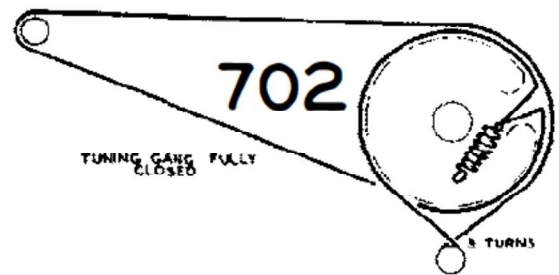
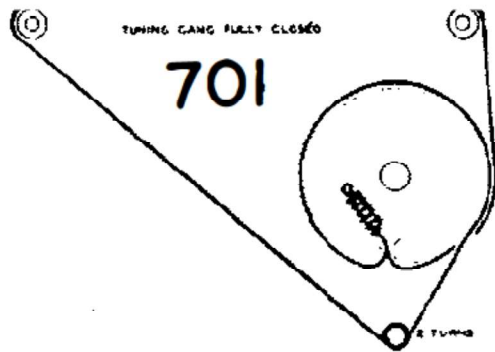


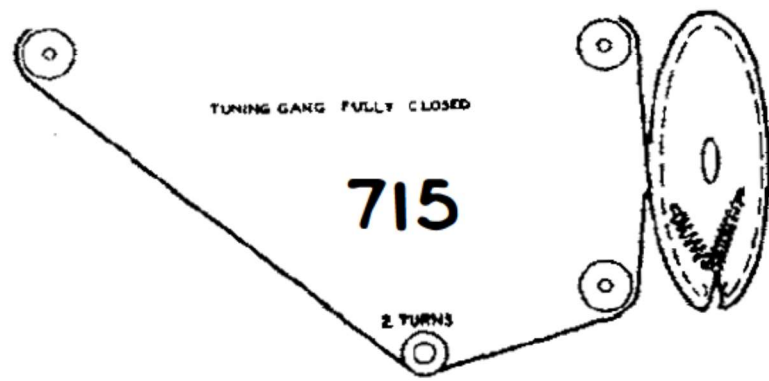
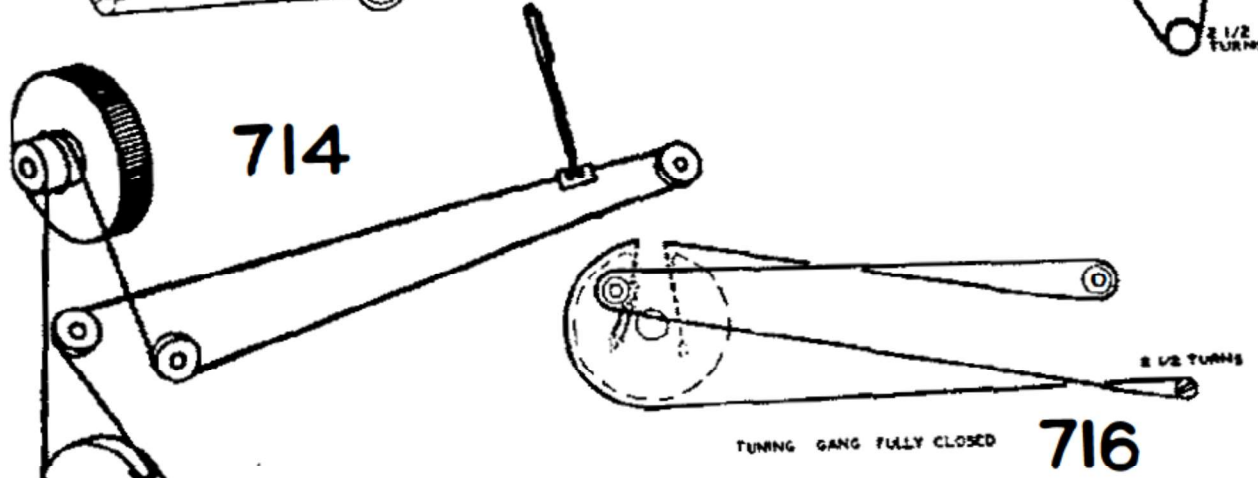
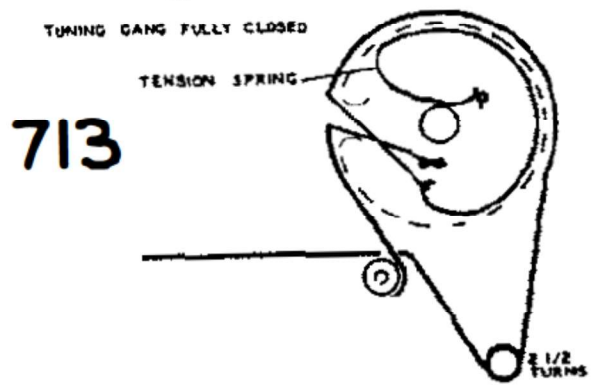
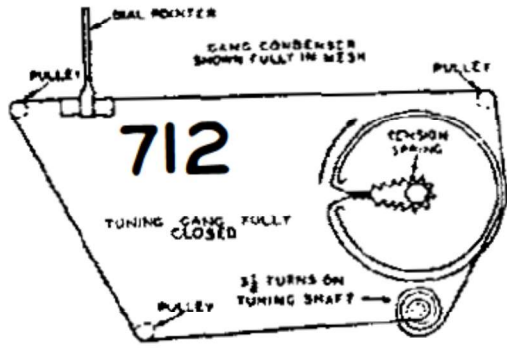
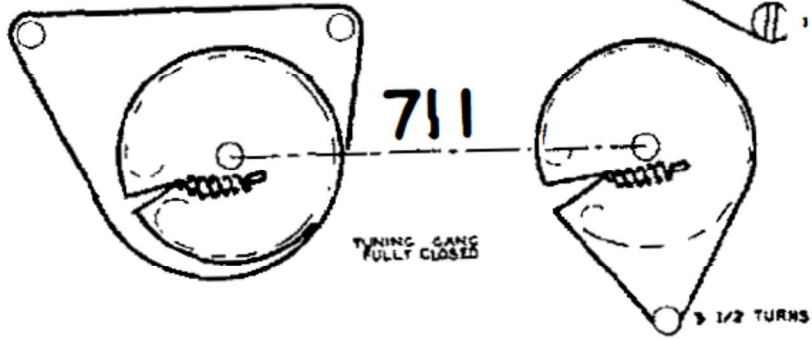
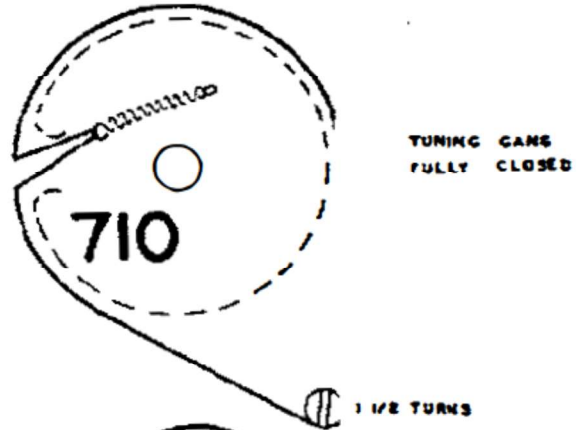
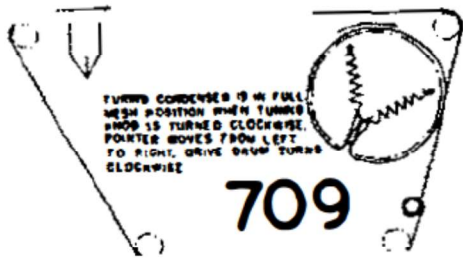
DETAIL OF FM COLLAR STRINGING AND CORRECT SETTING OF SLUG TUNER WITH TUNING CONTROL FULLY COUNTER-CLOCKWISE

694

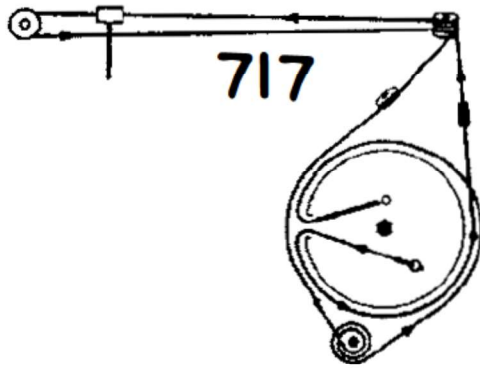








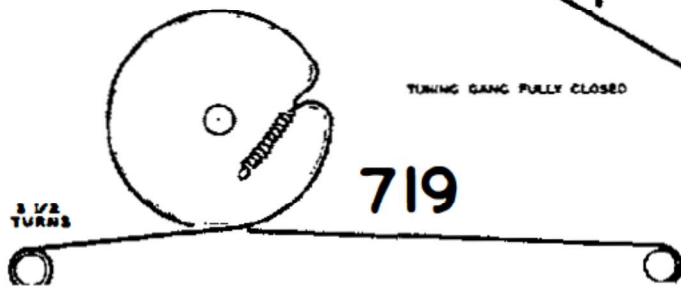
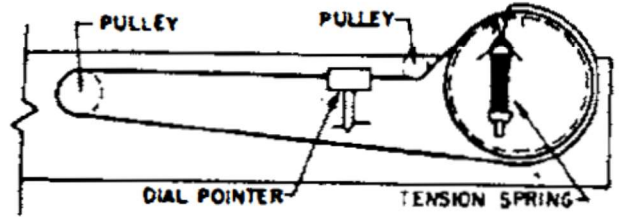




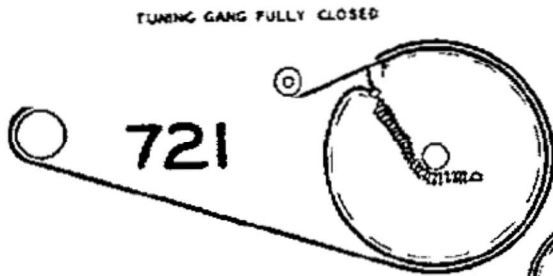
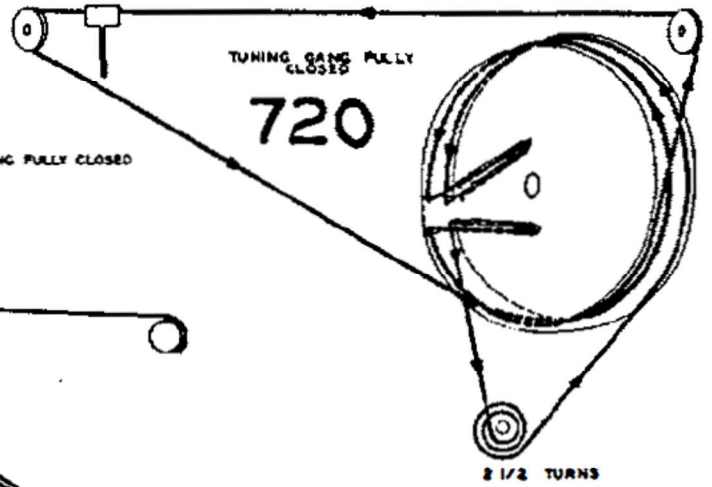
GANG CONDENSER  
SHOWN FULLY IN  
MESH

718

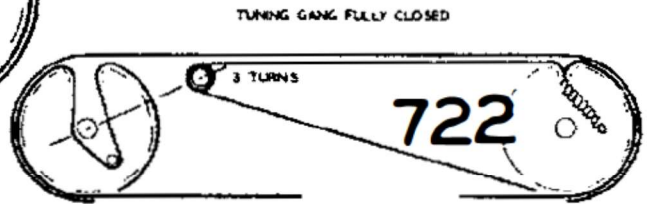
ONE COMPLETE TURN  
ON DRUM



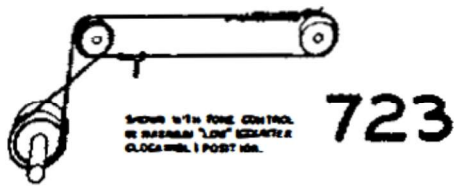
TUNING GANG FULLY CLOSED



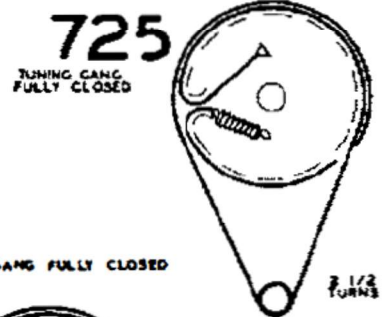
TUNING GANG FULLY CLOSED



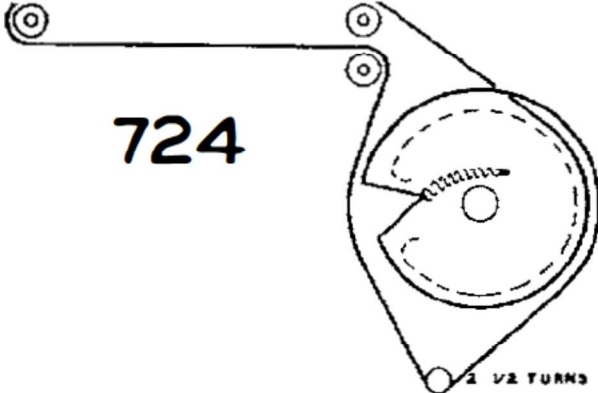
TUNING GANG FULLY CLOSED

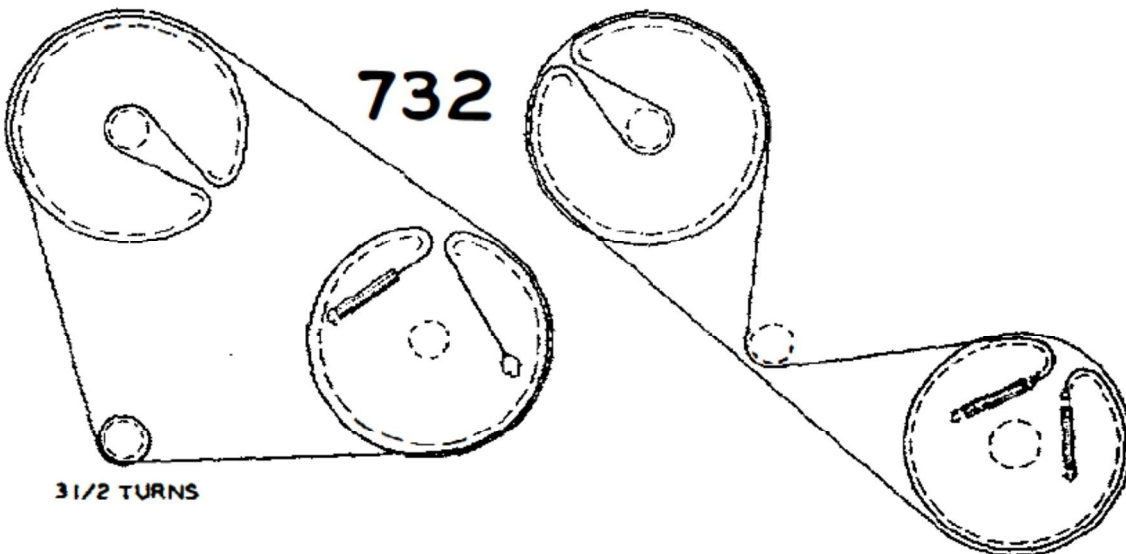
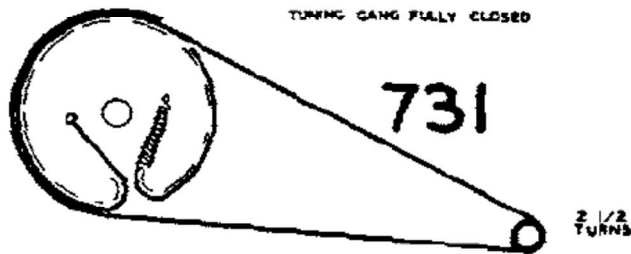
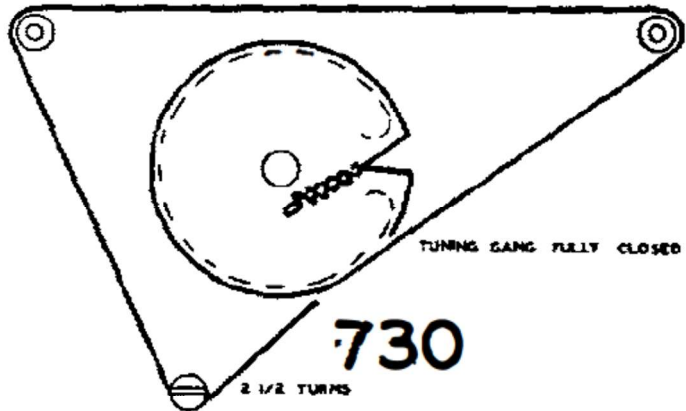
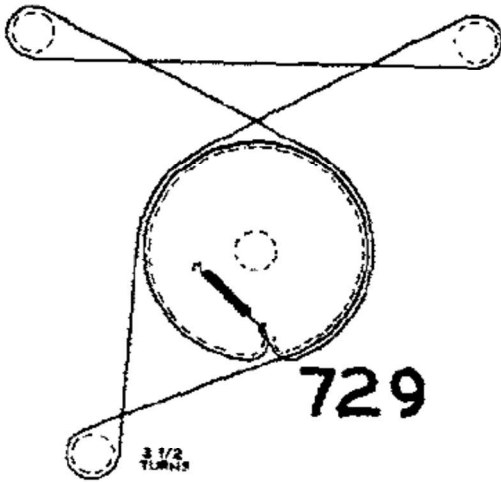
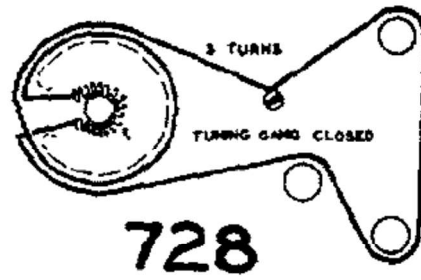
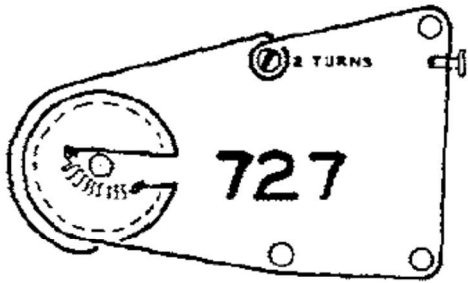


SHOWN WITH FINE CONTROL  
BE BARELY "LOW" INDICATE  
CLOCKWISE 1 POST 100.



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 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 eyelets so that they fall between pulleys A and B. When finished, crimp the eyelets on the cord in the proper positions to act as minimum and maximum stops for the tuning mechanism. Insert pins through the cord and pins to prevent eyelets from moving. Clip the pointer on the table halfway between the eyelets.

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

**Concluding Comments**

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

**Elevator Stringing**

Start by inserting the metallic cord in slot as shown in Step 1. Observe that the cord is measured five inches from end of loop to where it enters the slot. Now bring the loop end around the pulley counterclockwise, as in Step 2. Next, thread loop through hole in elevator top plate, fastening it to the hoist cord tension spring, as viewed in Step 3. Steps 4, 5, 6 and 7 show how the free end of cord progresses on the pulley, going clockwise and that each turn is laid progressively out in back of the other and in back of the vertical section, going to the tension spring in tuner plate. In step 8, pass the free end of cord down through the hole in cradle, trapping its end with long-nosed pliers and drawing tension on cord while raising 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.



**733**

REAR VIEW



2



EARLY PROD.  
1

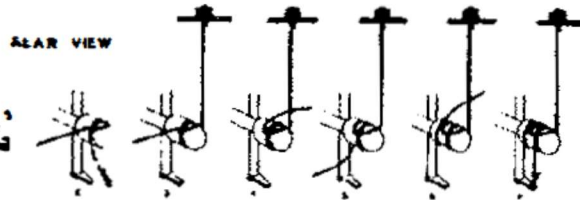


FIGURE 2  
Elevator Windings Stringing Procedure

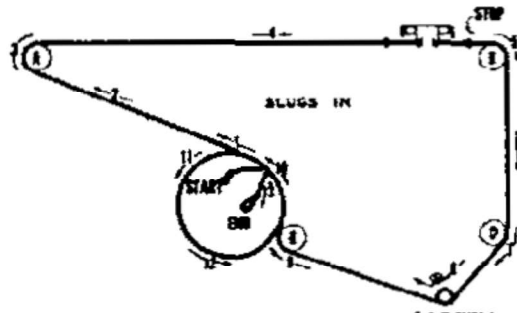
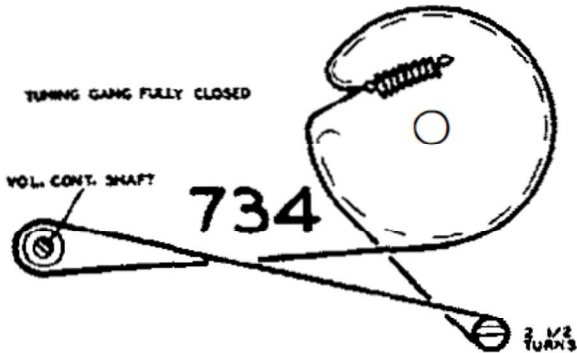


FIGURE 1



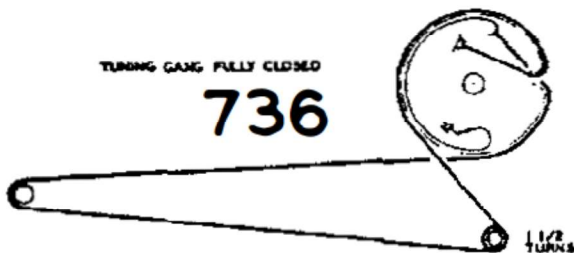
**734**

2 1/2 TURNS



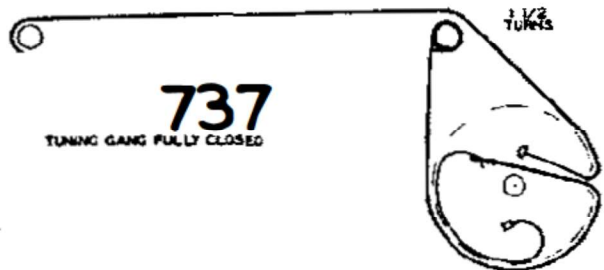
**735**

2 1/2 TURNS



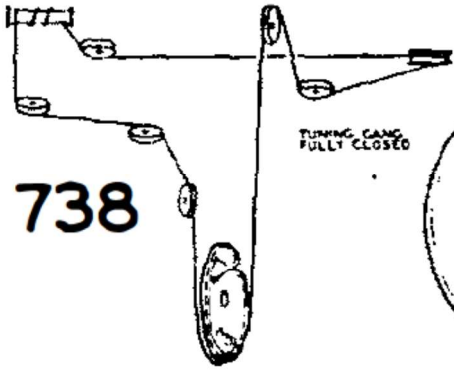
**736**

1 1/2 TURNS

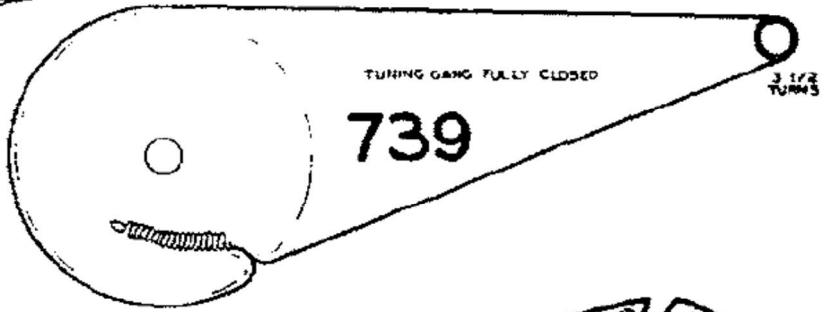


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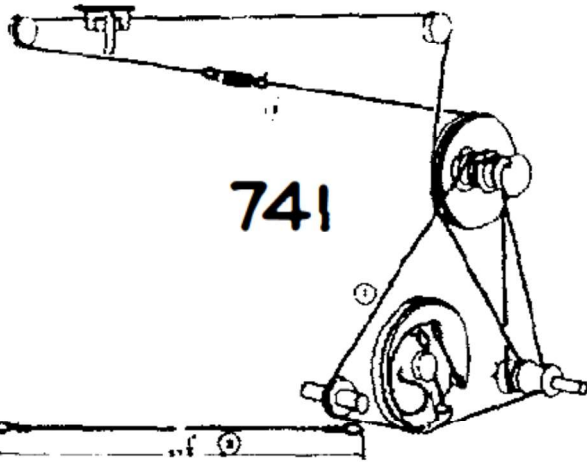
1 1/2 TURNS



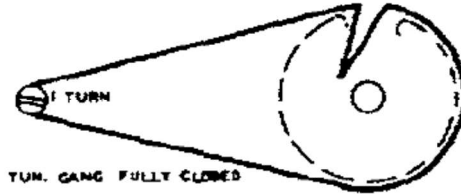
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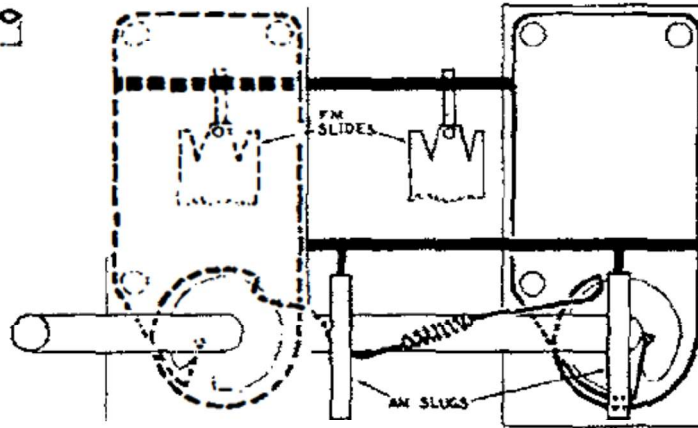
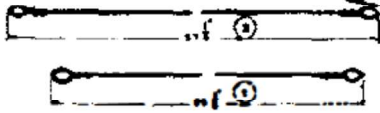
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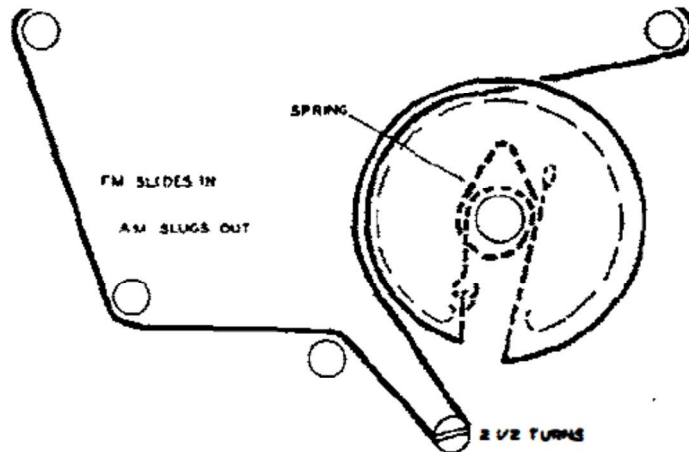
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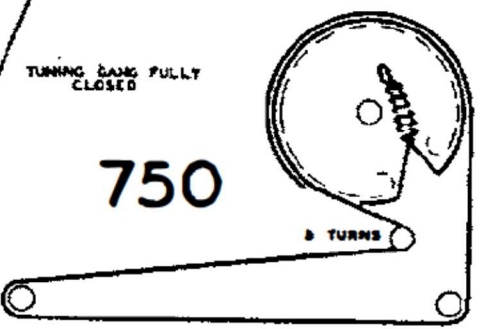
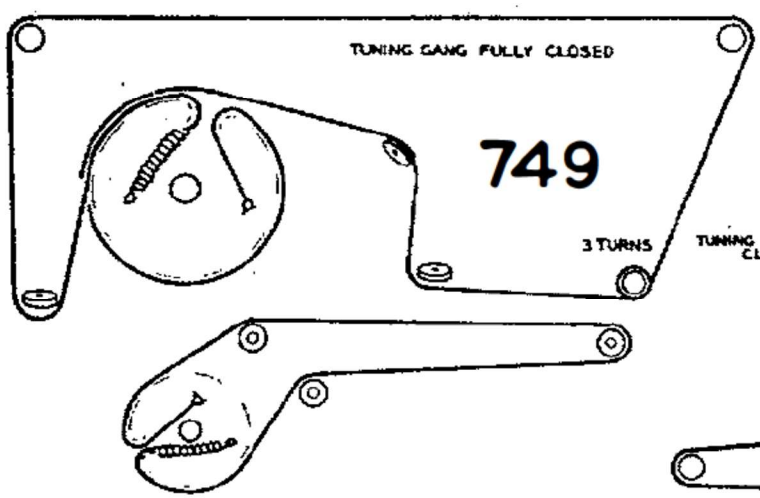
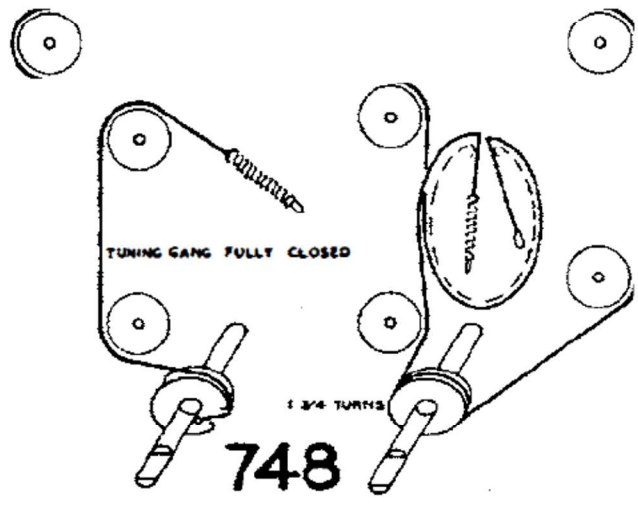
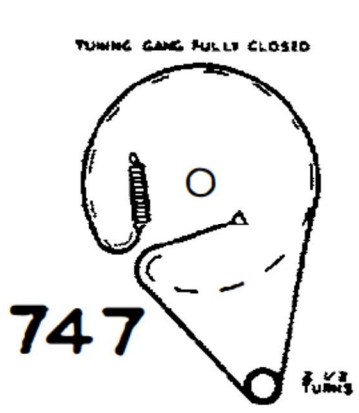
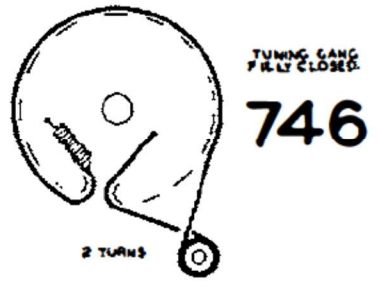
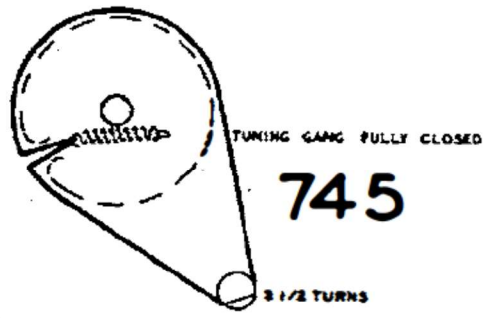
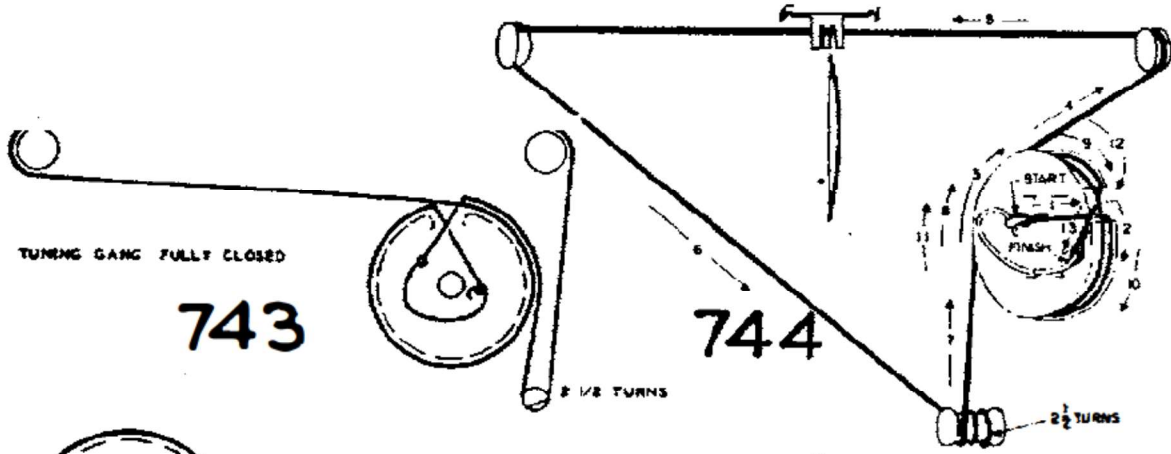
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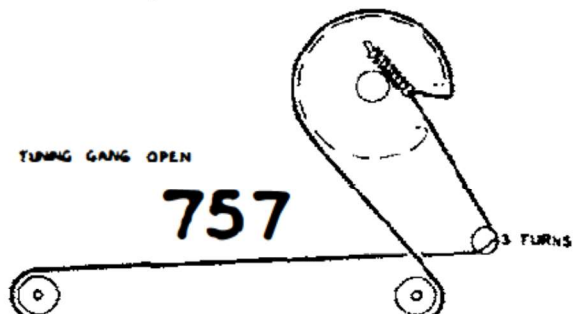
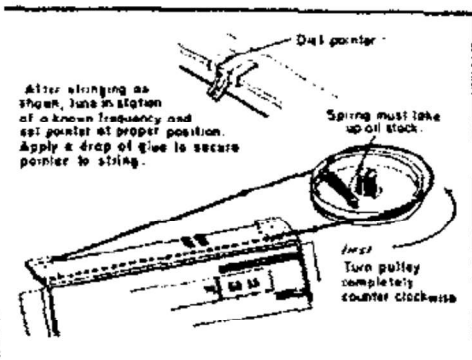
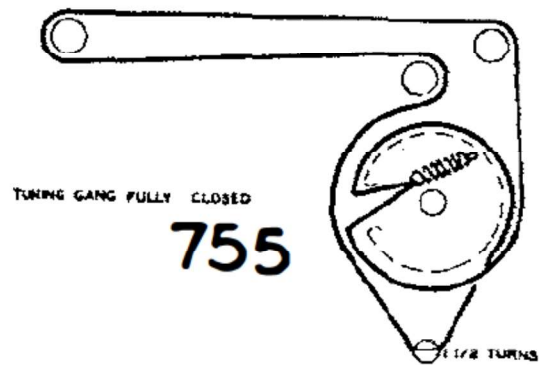
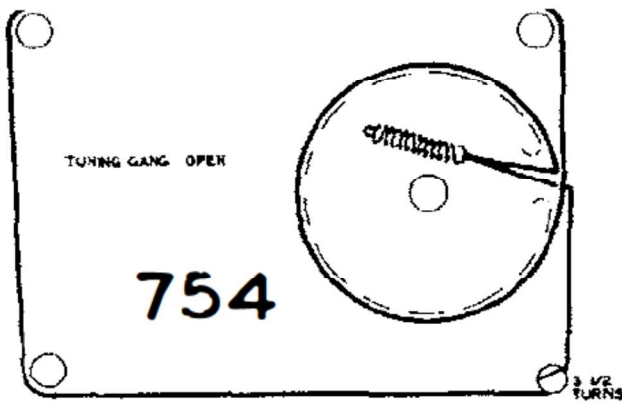
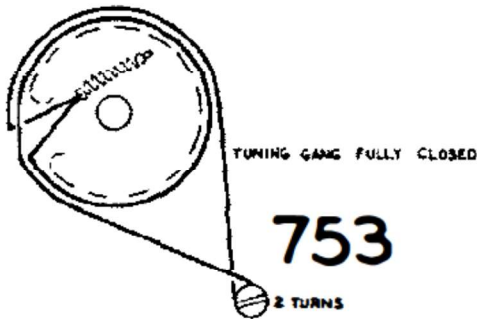
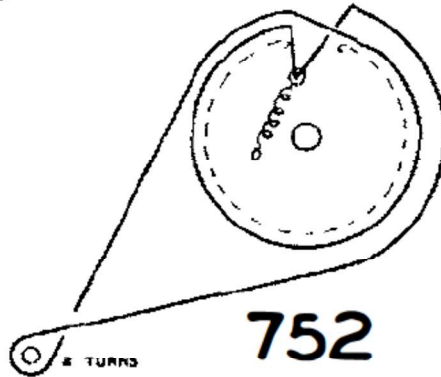
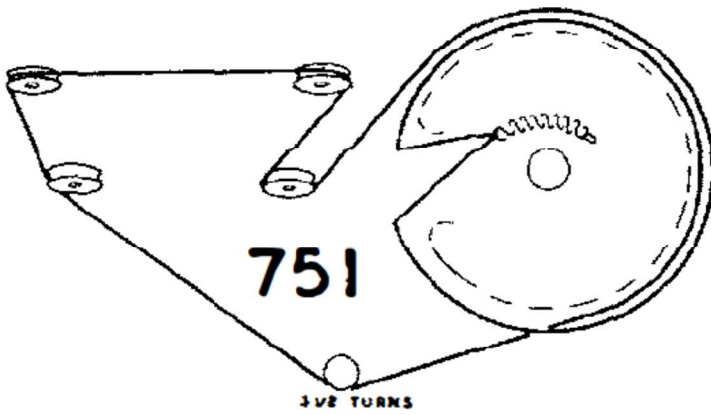


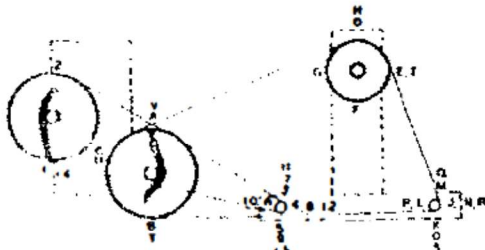
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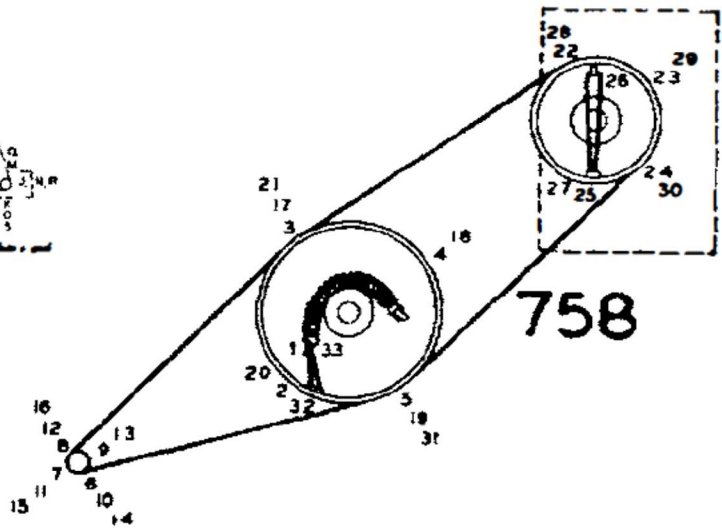






Old cable strapping procedure, main tuning is indicated by numbers and bandspread tuning is indicated by letters

**759**

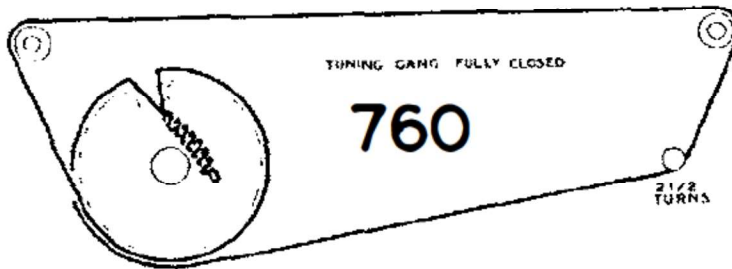


**758**

Use a 10' length of 10 lb. test steel cable and fasten one end of the cable to the pulley mounted on the hub of the bandswitch at position "1" on the dialface. Follow the numbers from "1" to "33", stretch the tension spring and fix cable securely. Cut off excess cable.

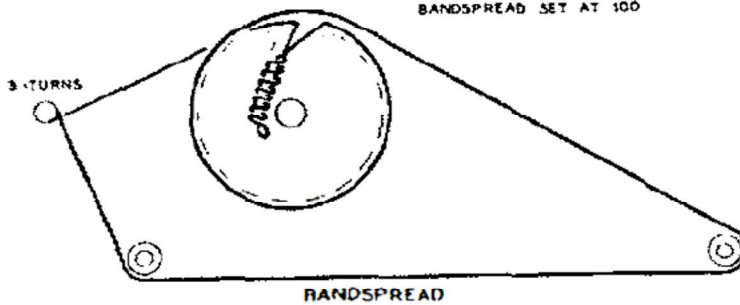
**761**

TUNING GANG FULLY CLOSED



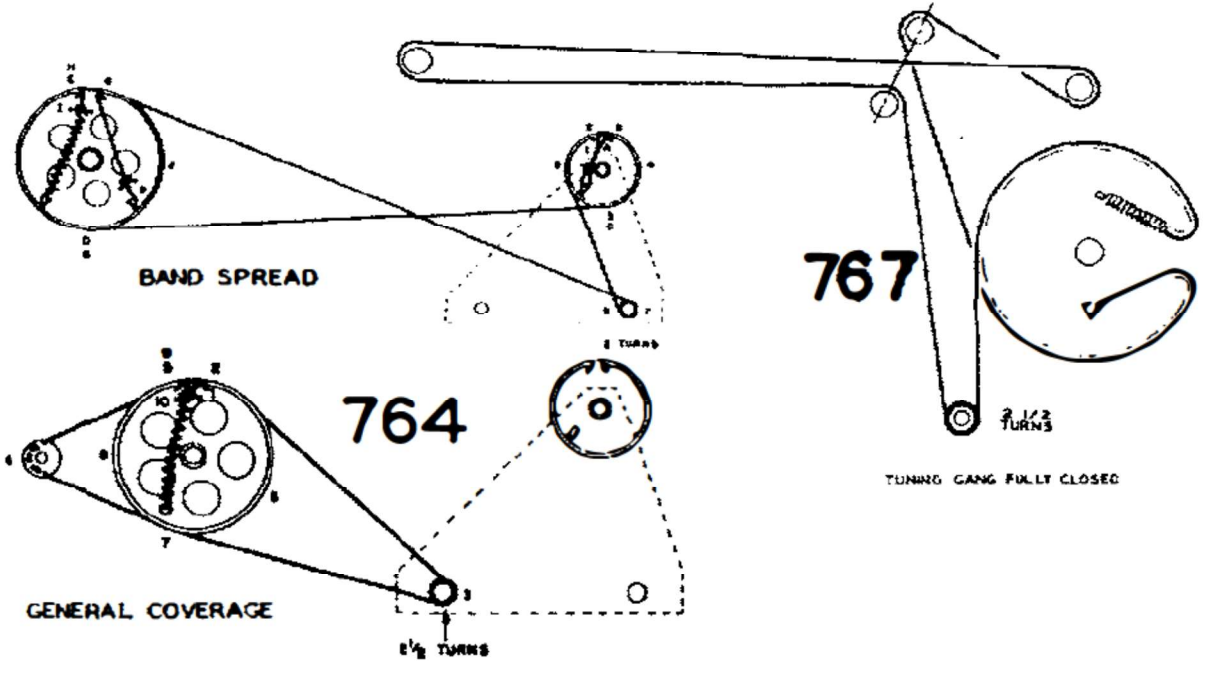
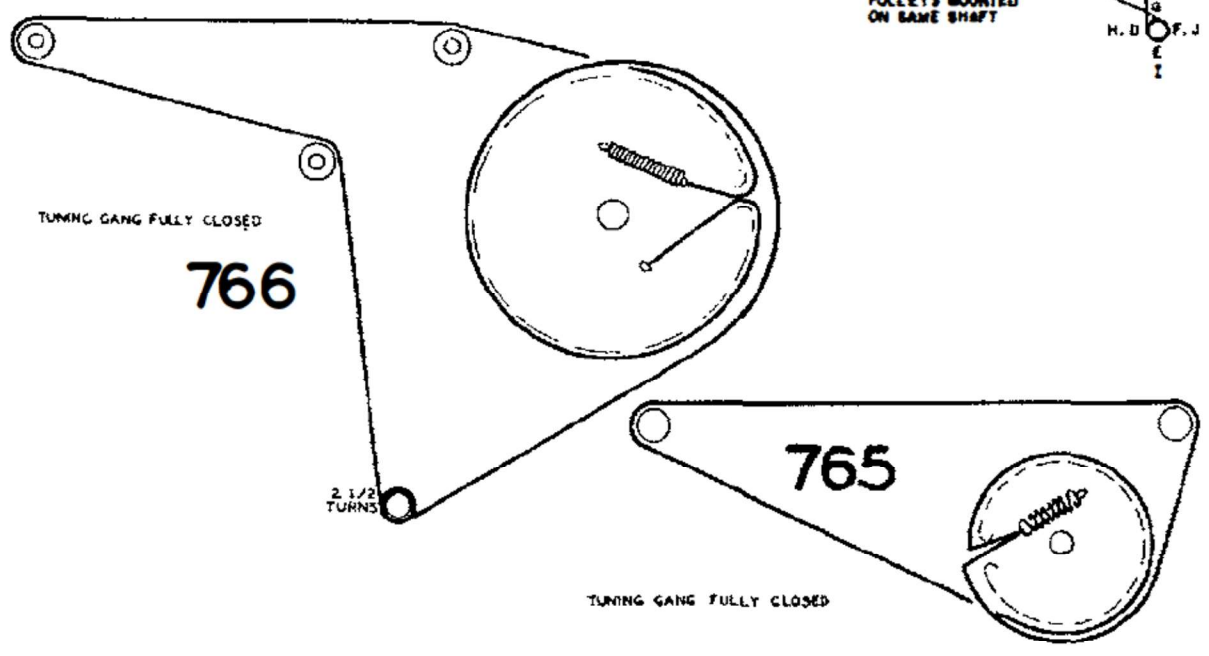
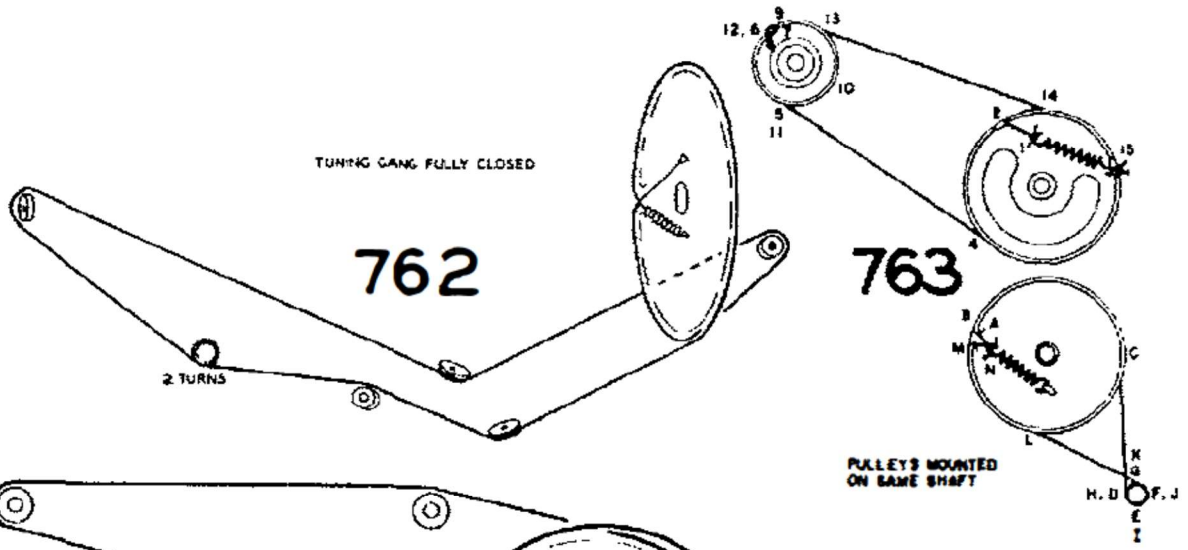
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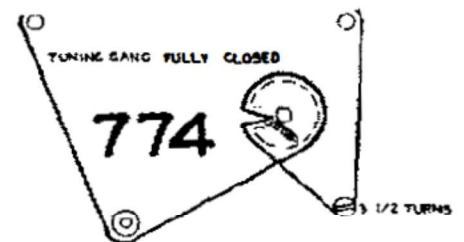
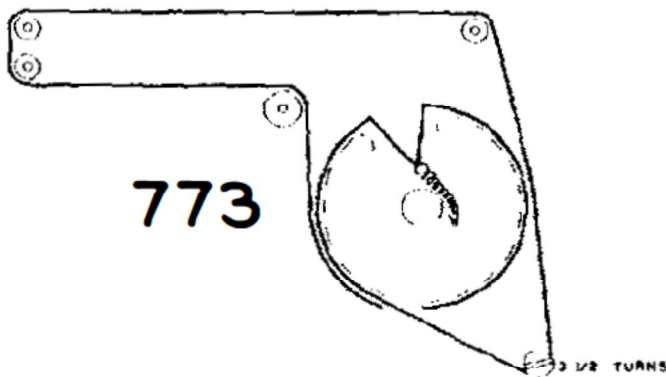
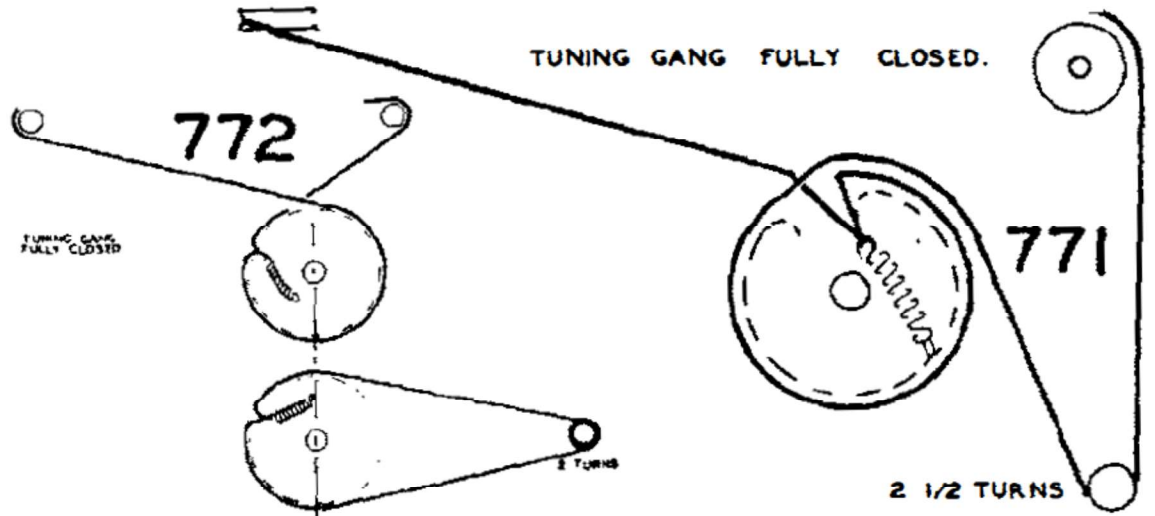
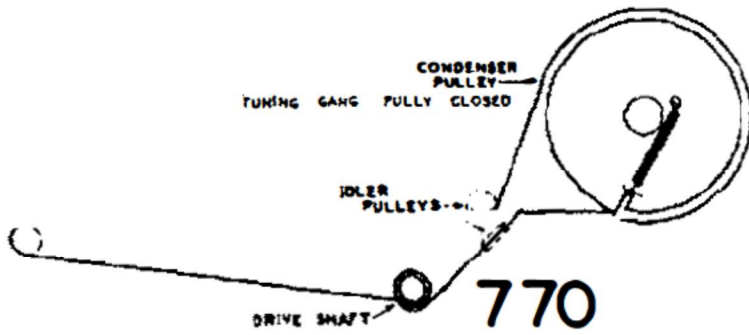
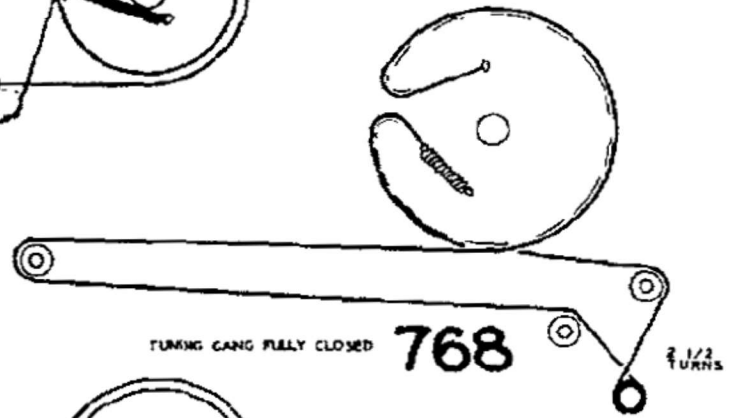
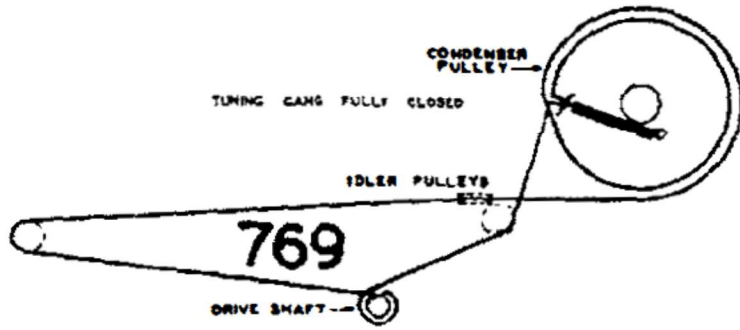
BANDSPREAD SET AT 100

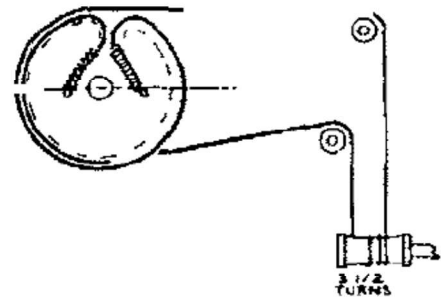
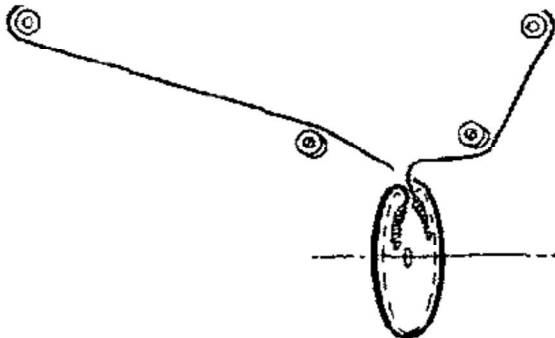
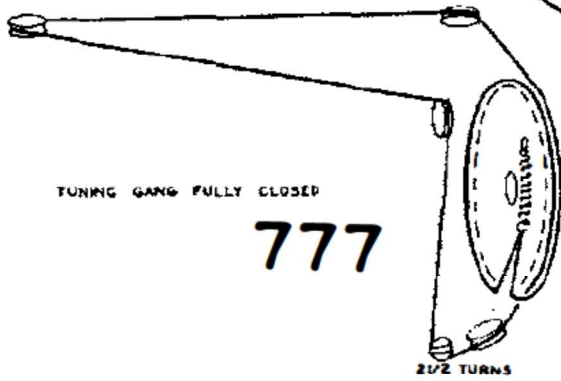
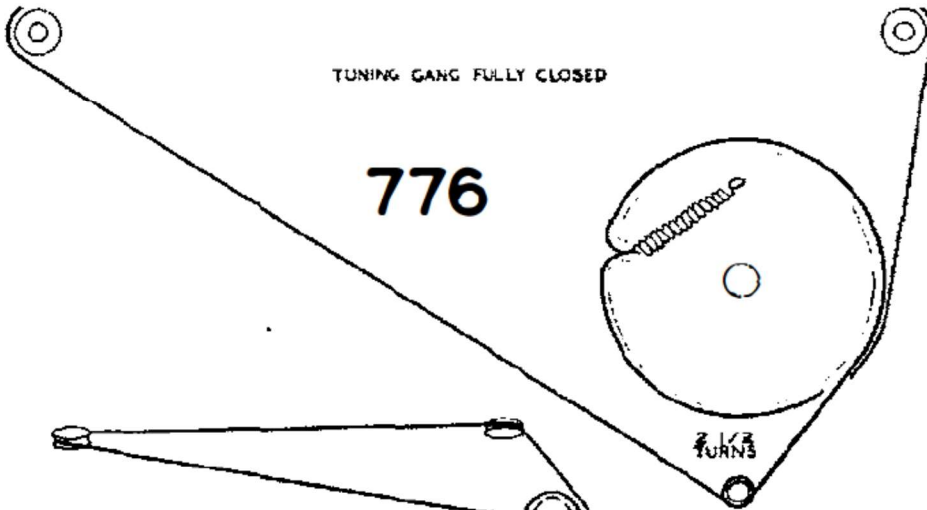
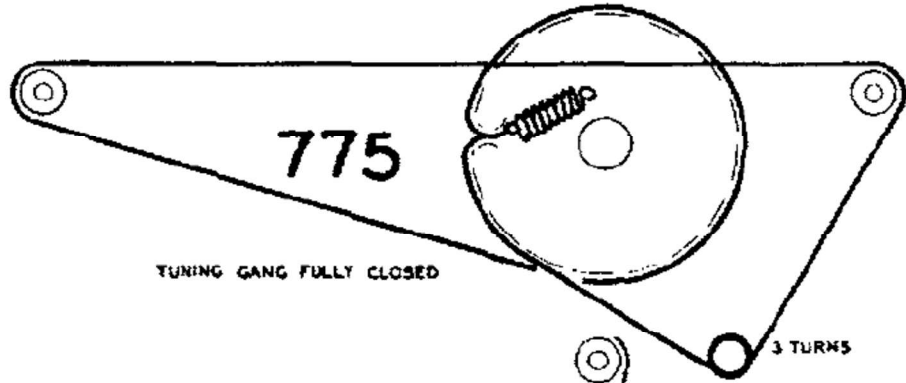


BANDSPREAD









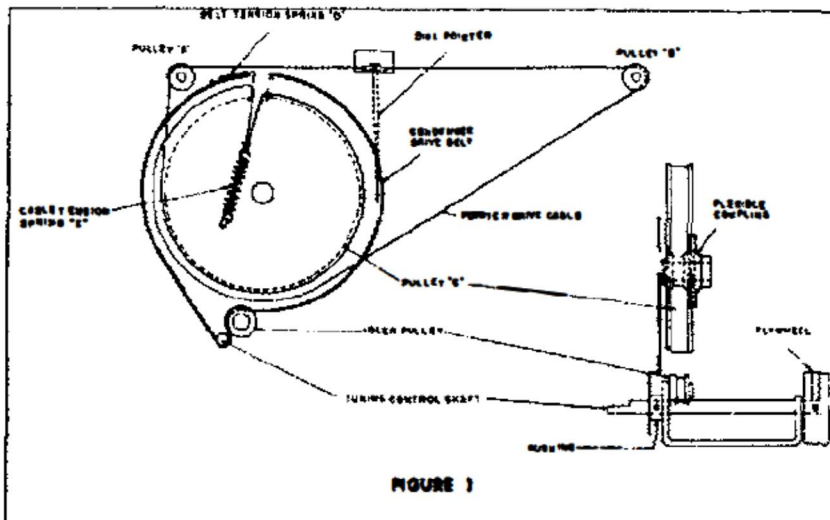


FIGURE 1

Two types of drive mechanism are used to transmit the motion from the dial tuning knob to the large pulley that is coupled to the condenser gang. These two arrangements are shown on Figures 1 and 2. The cable used to drive the dial pointer is strung the same on all CR-190A and CR-190B receivers. Separate instructions for installing a replacement belt or 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 side 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 10-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". Lace one end of tension spring "E" on the right-hand edge of the slot in Pulley "C"; thread the free end of the drive cable through the opposite end of spring "E" 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**—Rotate 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 "A" 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. Tie 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.

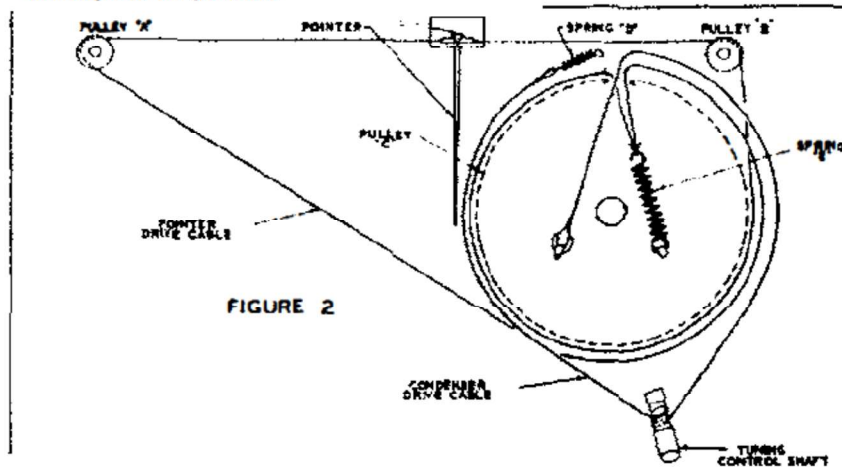
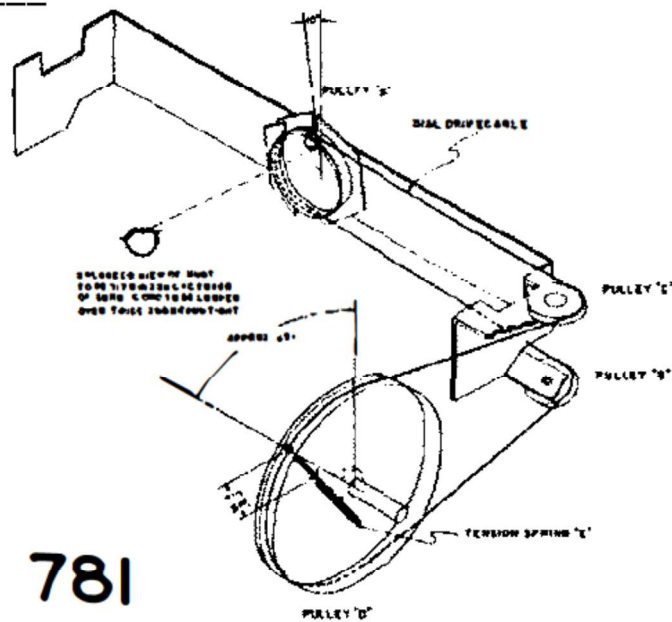


FIGURE 2





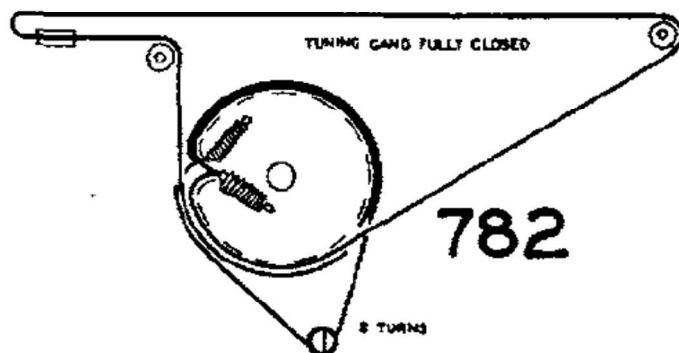
Rotate the brass pulley designated "A" in figure above until the dial pointer strikes the stop at the high frequency end of the dial calibration. In this condition the slot in pulley "A" should be approximately ten degrees to the left of being vertical—see figure above. If the slot in the pulley is in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

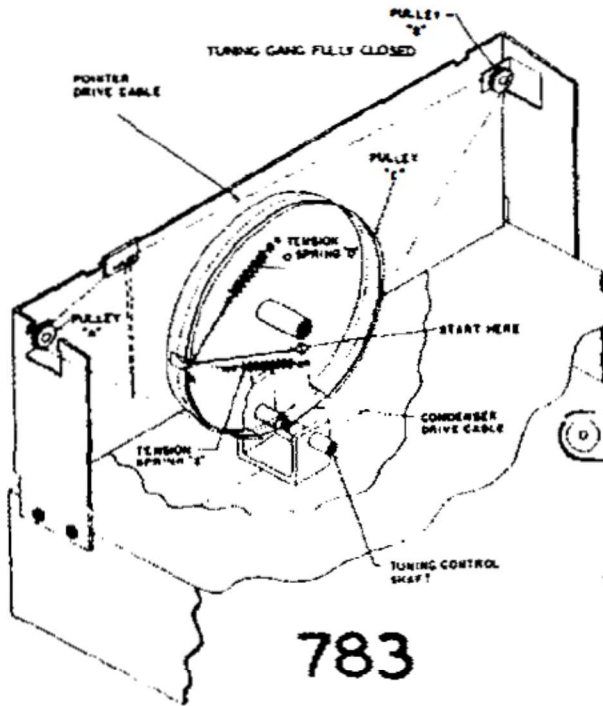
To correct this condition, first remove the glass dial and loosen the pointer screw. Then while holding pulley "A" so that its slot is approximately ten degrees to the left of vertical (when viewed from the rear) adjust the pointer until it is resting against the stop at the high frequency end of its 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 "C" and into the hole. Pull the cable taut and wrap the end around the small hook on pulley "D".

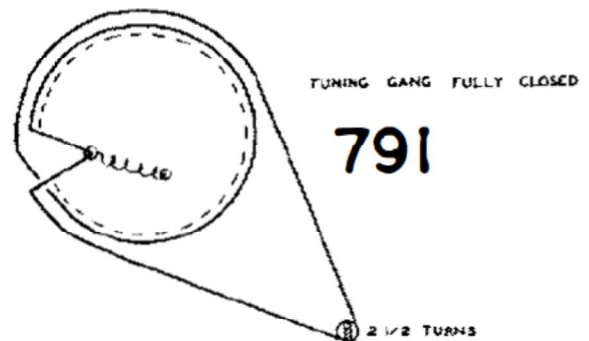
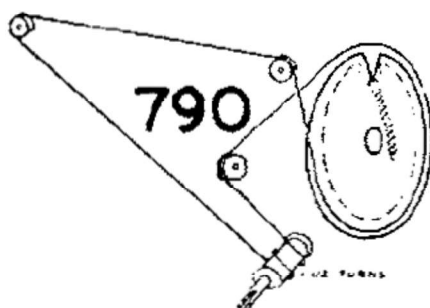
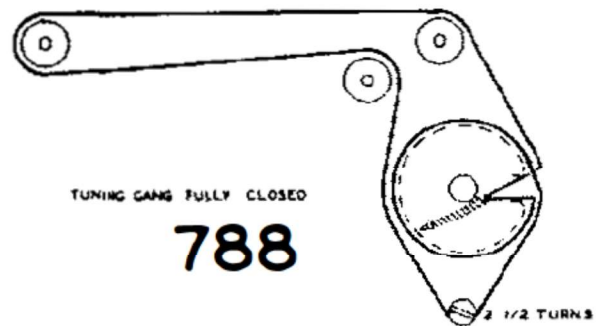
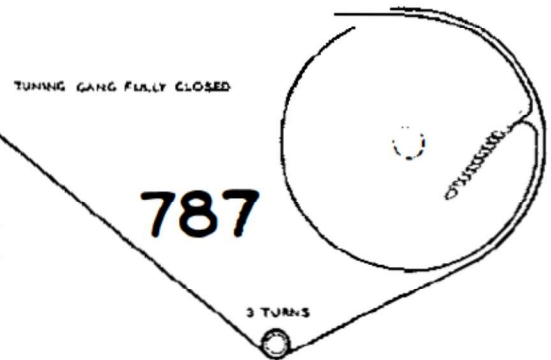
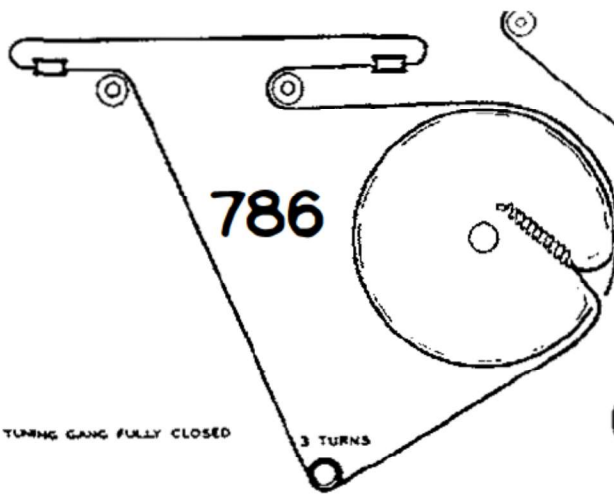
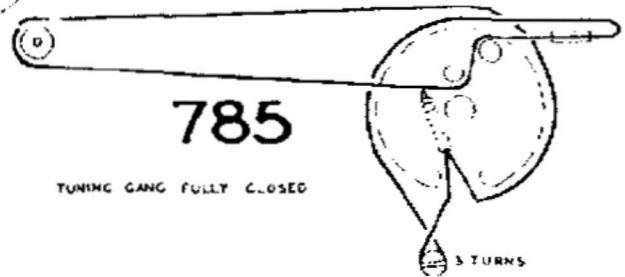
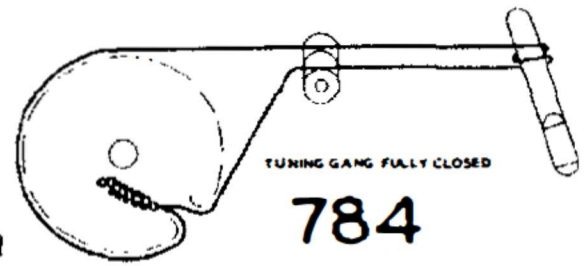
The remaining piece of cable should be wound around pulley "A" in the direction shown, for one complete turn, over the top of pulley "C", and over the top of pulley "D". Thread the end through the small hole in pulley "D" and pull both ends of the cable taut with one end of tension spring "E" fastened to the hook on pulley "D" face 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.

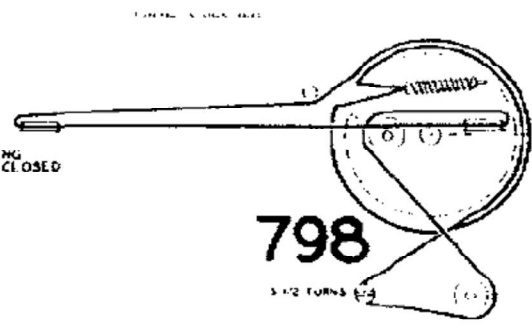
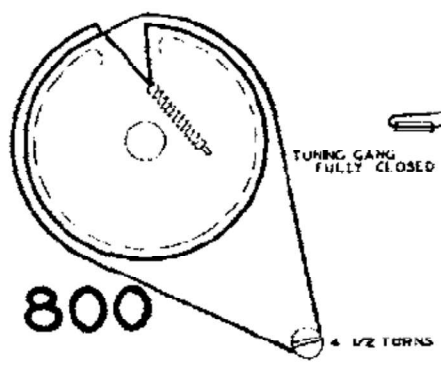
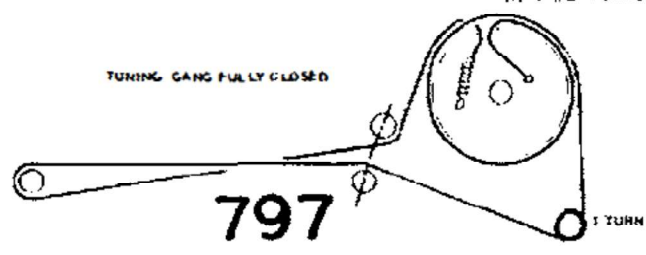
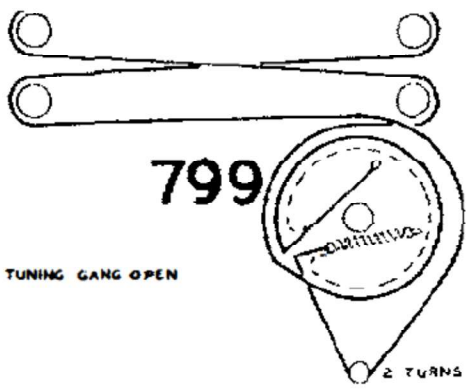
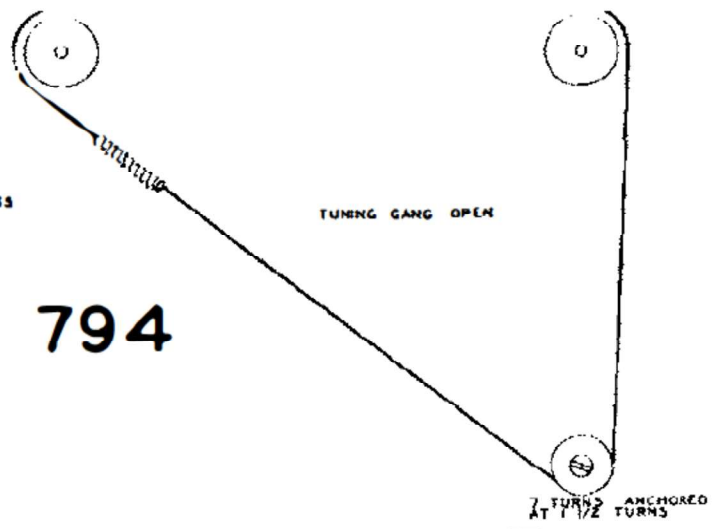
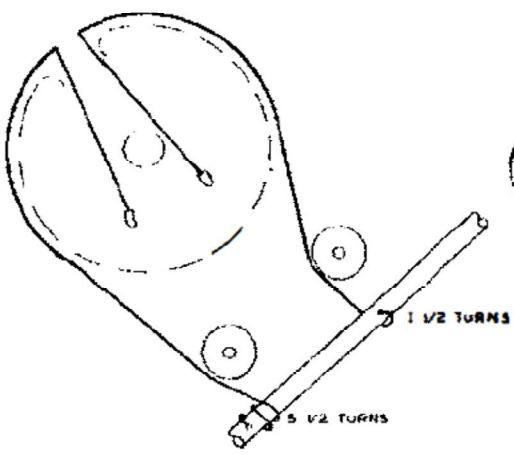
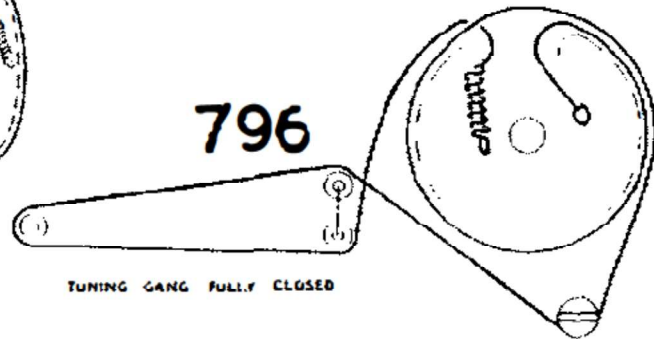
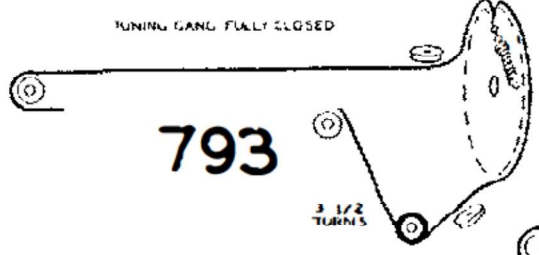
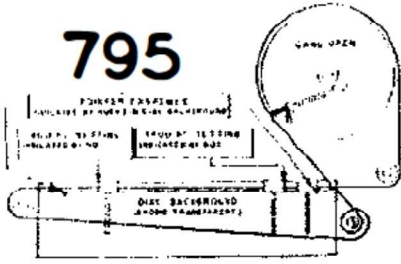
Now with the condenser gang completely meshed, check the position of the dial pointer. If it is not in line with the last calibration mark at the low frequency end of the dial, loosen the set screw in pulley "D" and turn it until the pointer is in the specified position. Be sure that the condenser gang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



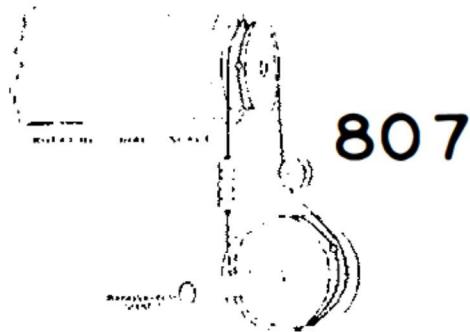
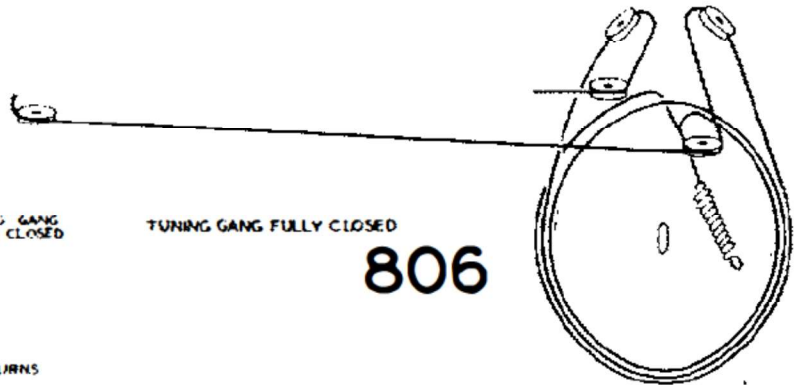
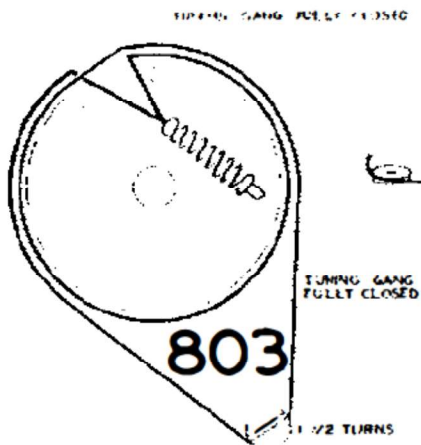
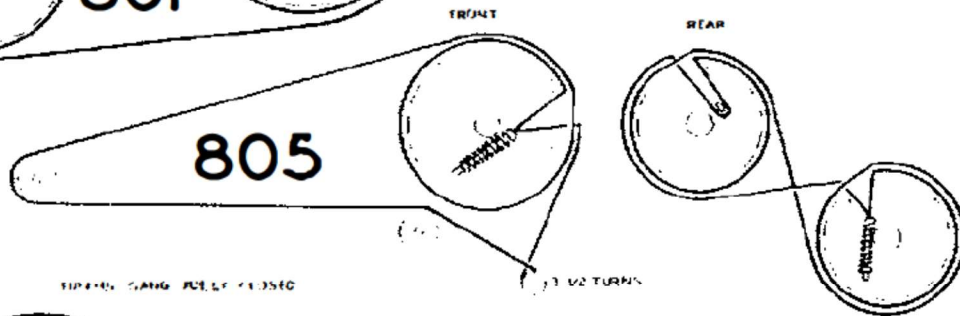
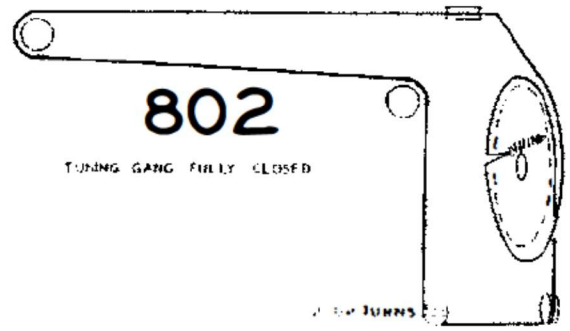
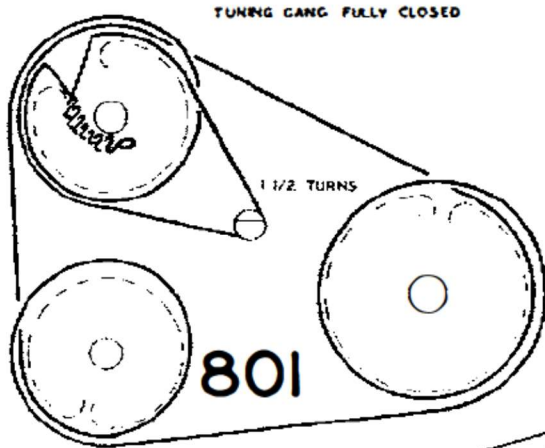


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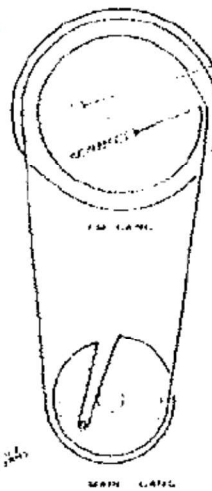




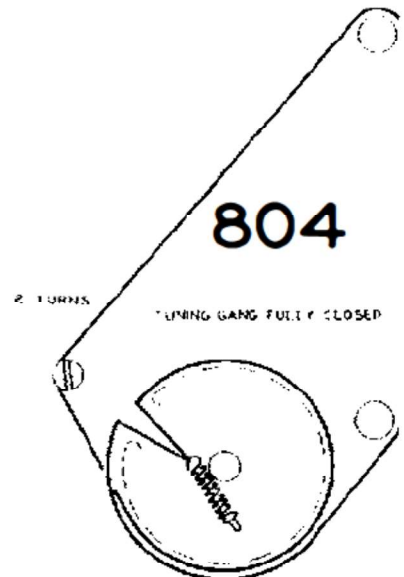
BANDSWITCH AND DIAL SCALE DRIVE



TUNING DIAL DRIVE



FM TUNER GANG DRIVE



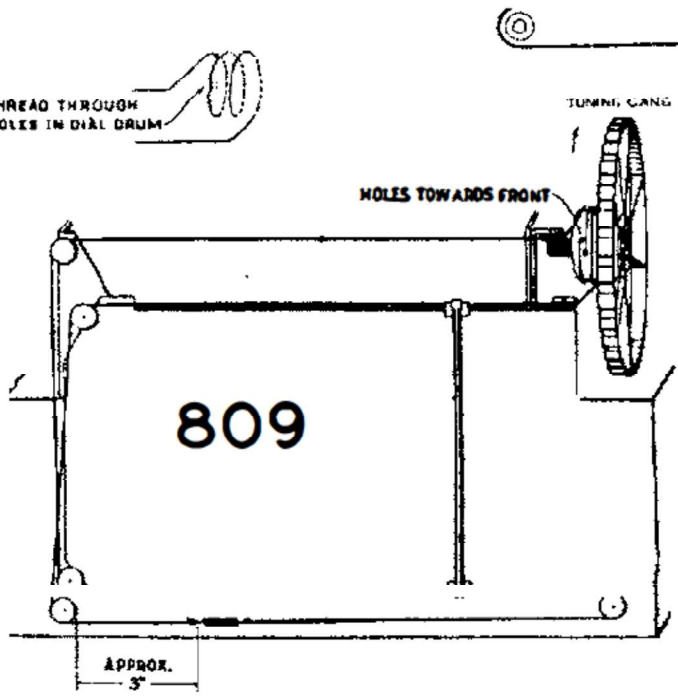
THREAD THROUGH HOLES IN DRUM.



808

TUNING GANG FULLY CLOSED

THREAD THROUGH HOLES IN DIAL DRUM



809

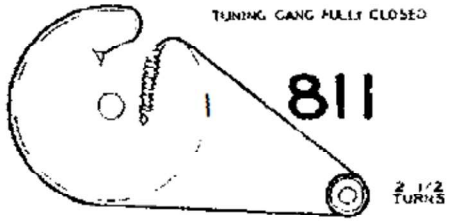
TUNING GANG FULLY CLOSED

HOLES TOWARDS FRONT

810

1 1/2 TURNS

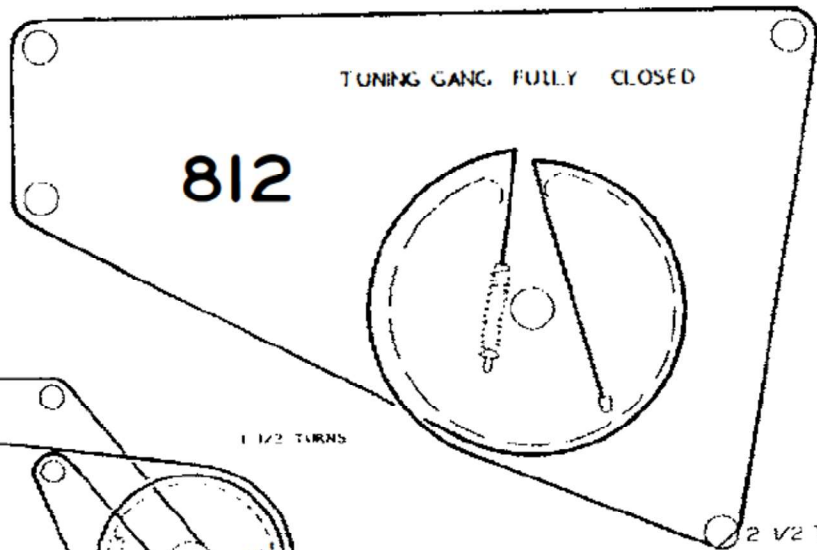
TUNING GANG FULLY CLOSED



811

2 1/2 TURNS

TUNING GANG FULLY CLOSED



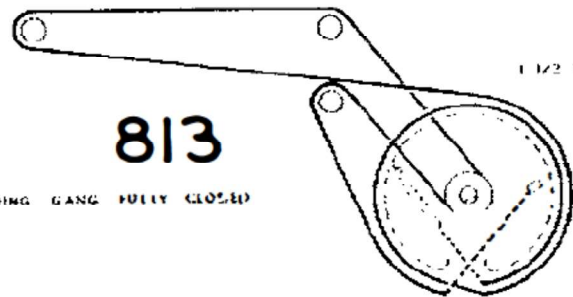
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1 1/2 TURNS

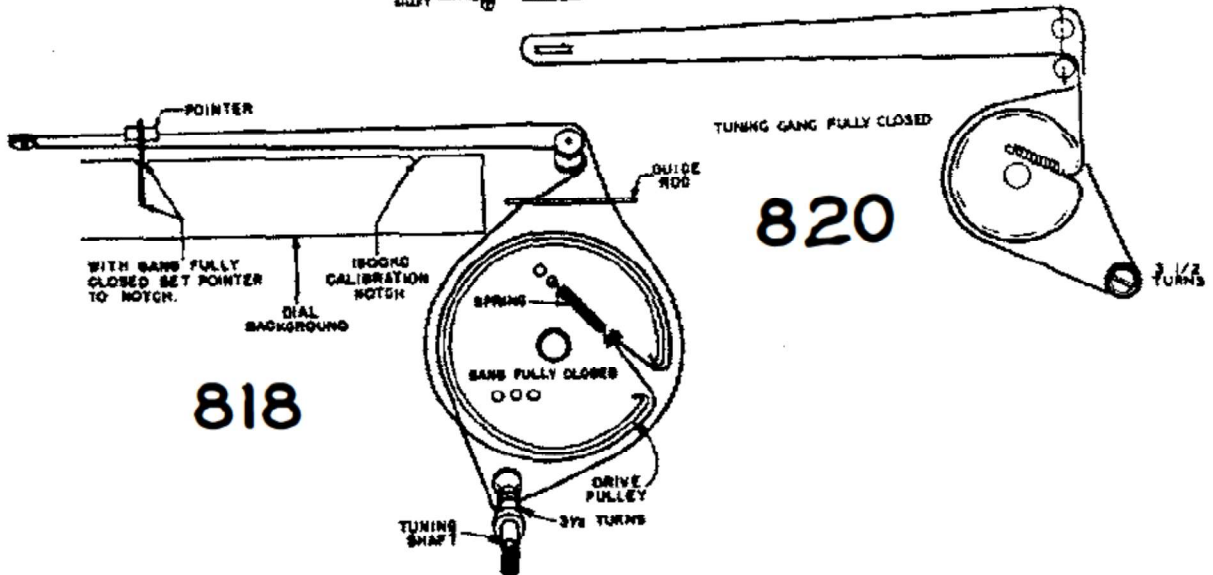
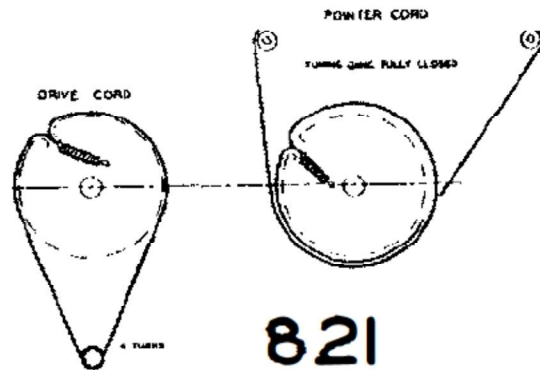
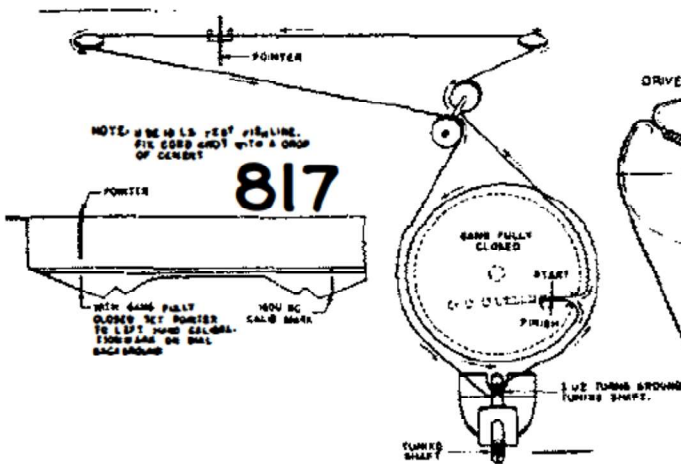
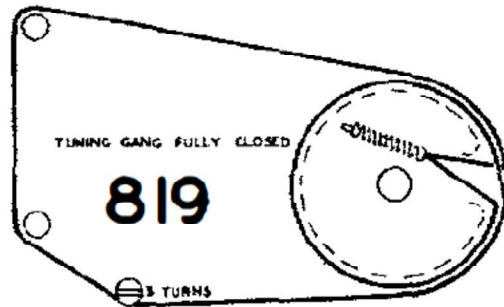
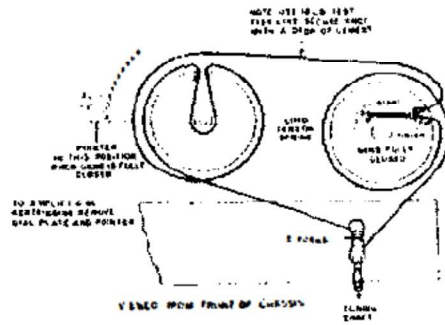
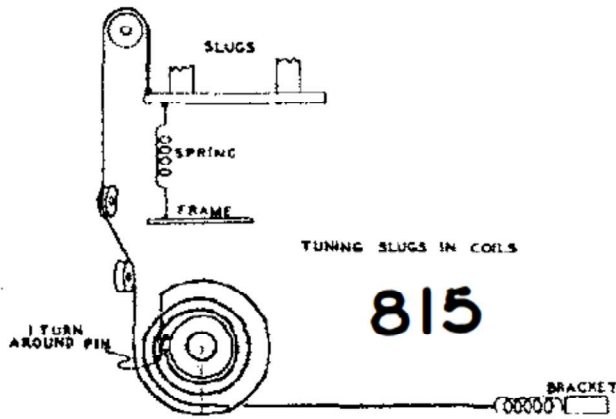
2 1/2 TURNS

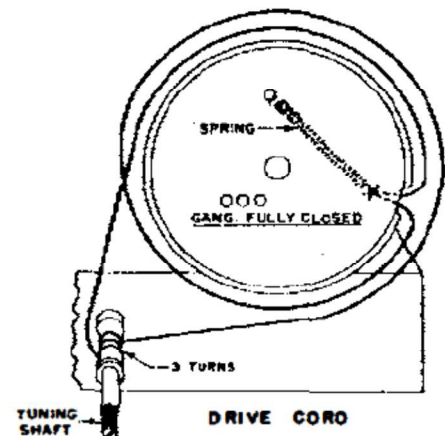
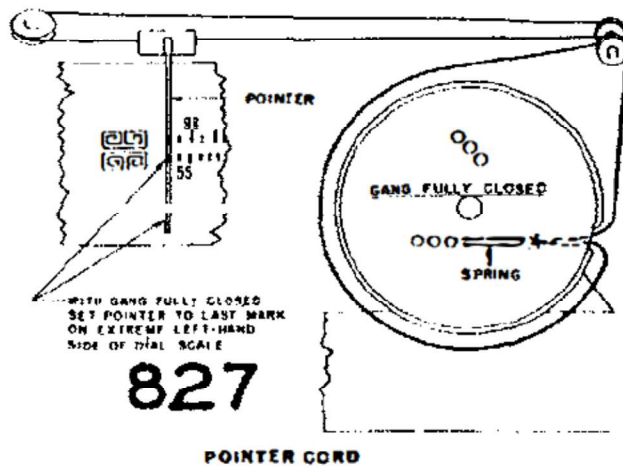
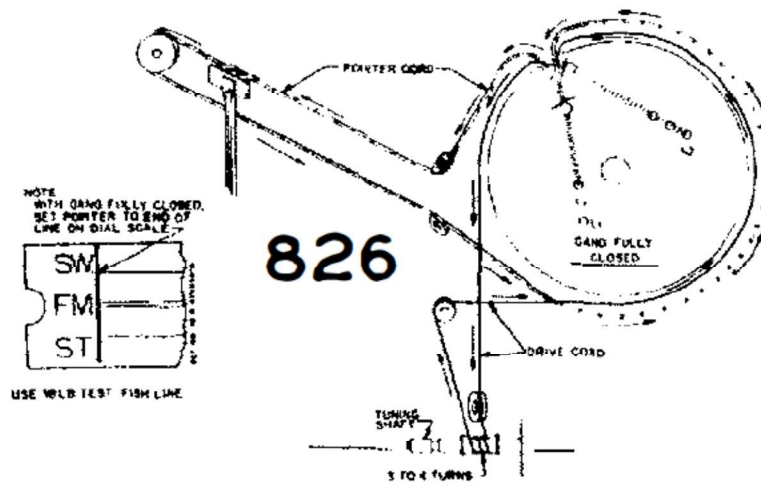
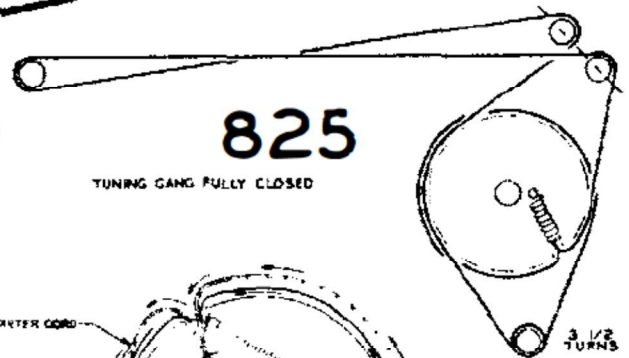
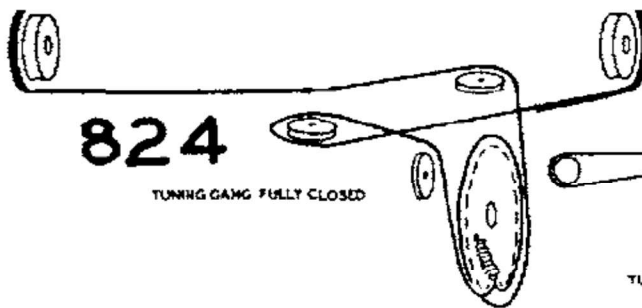
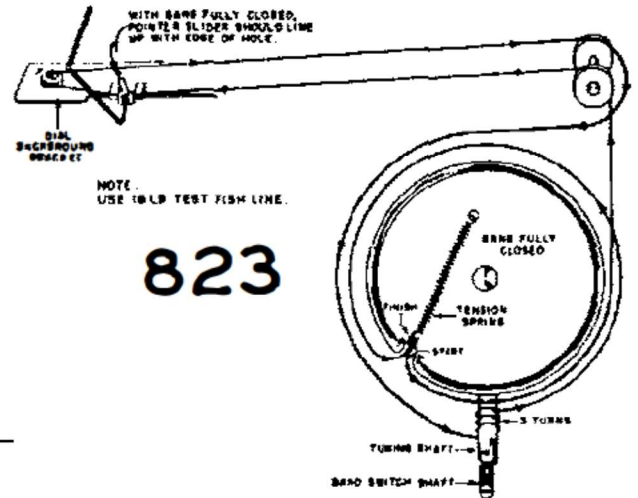
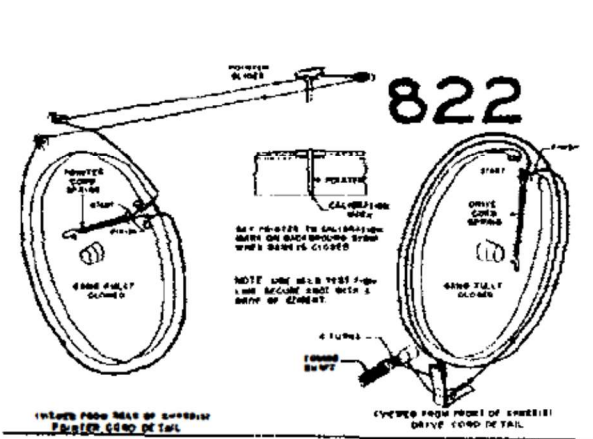
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TUNING GANG FULLY CLOSED

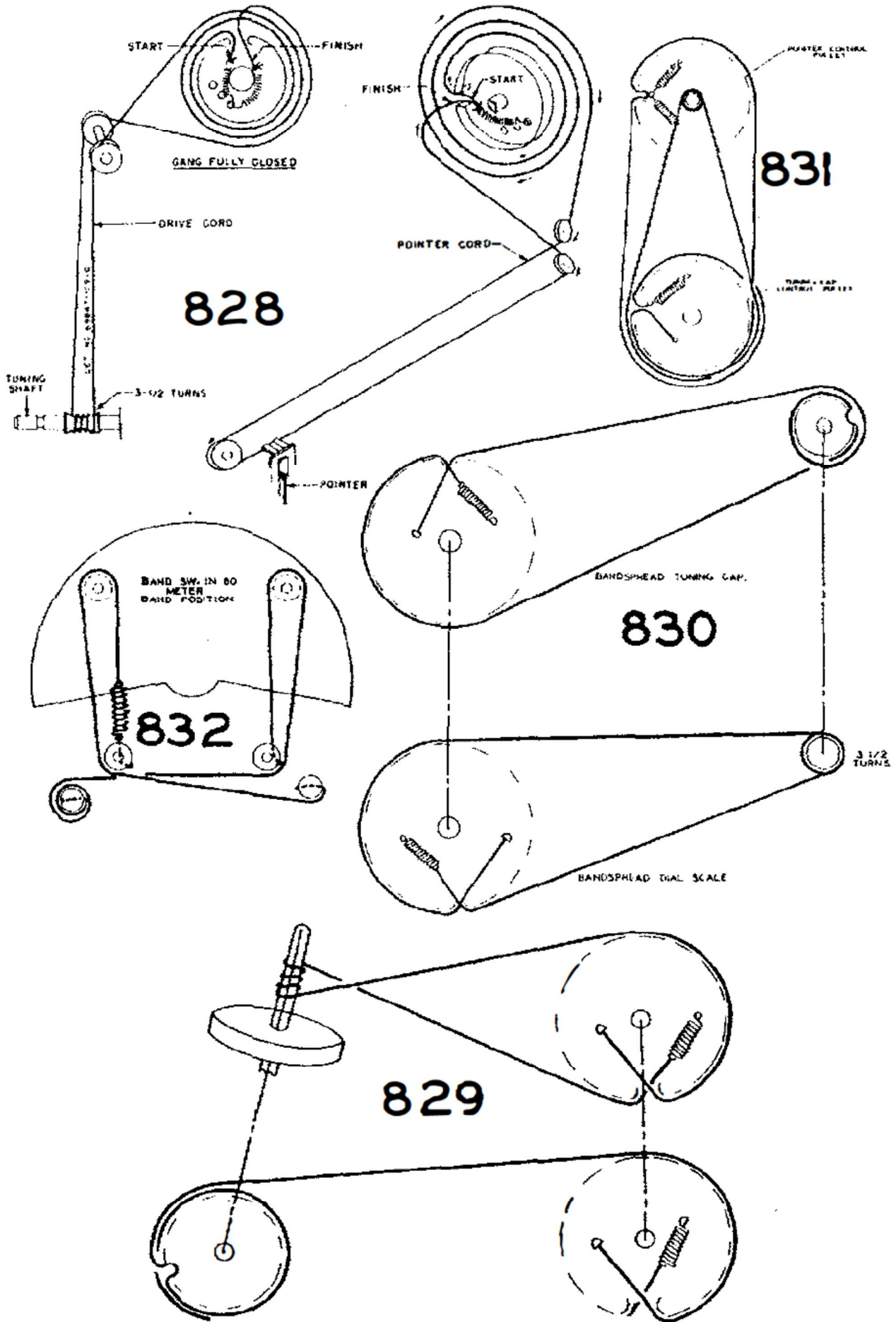


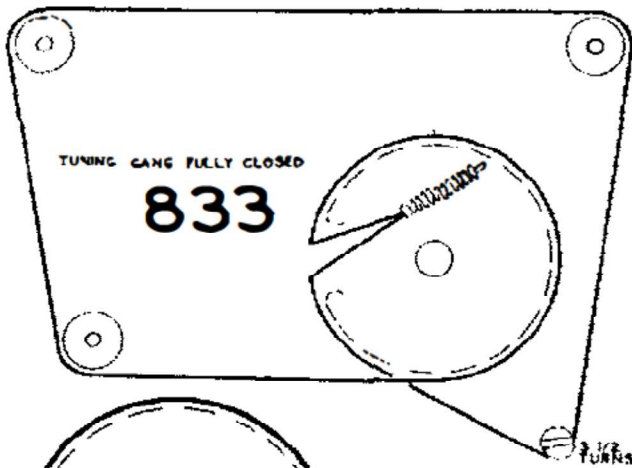




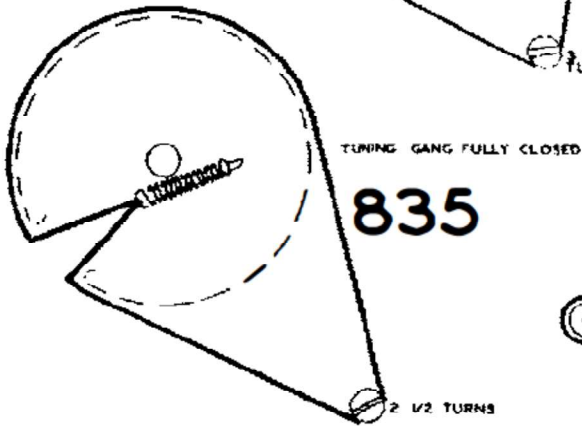
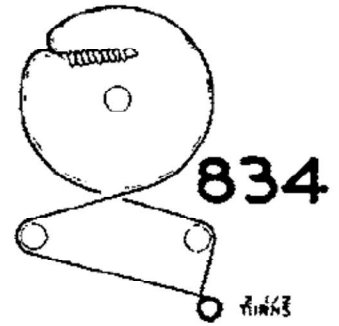




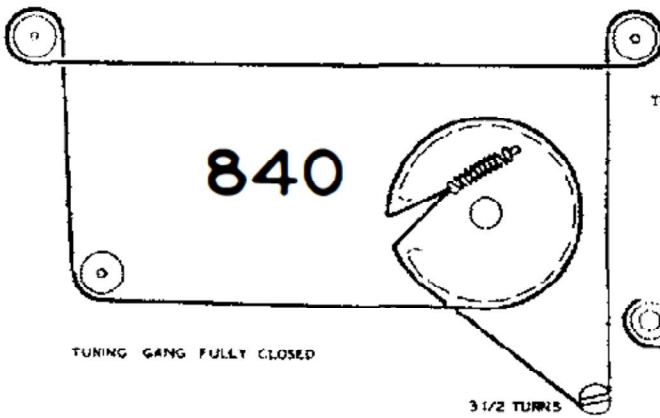
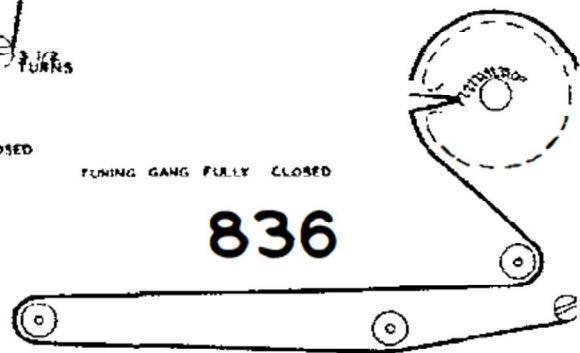




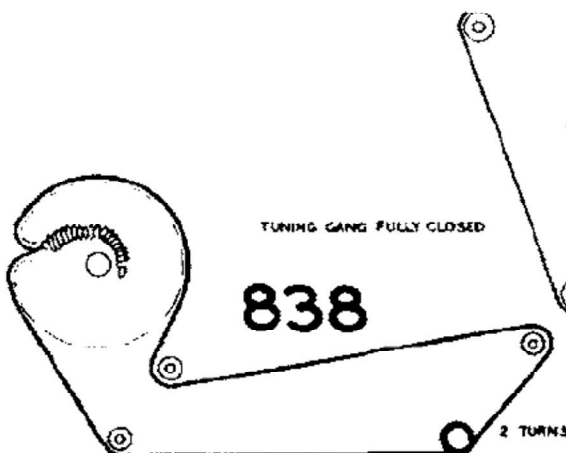
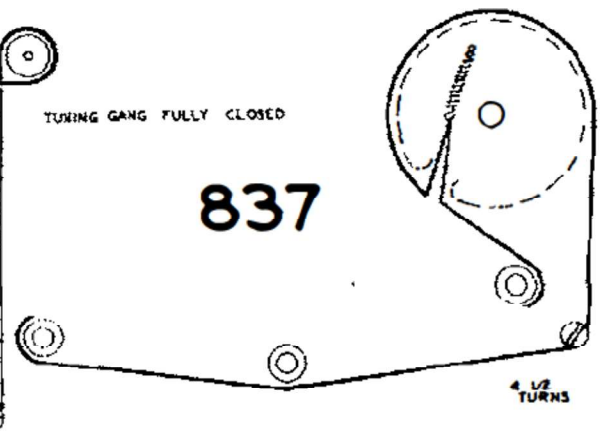
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

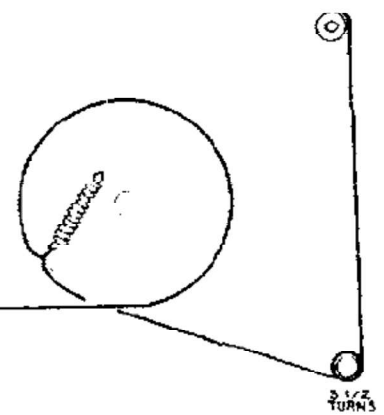


TUNING GANG FULLY CLOSED

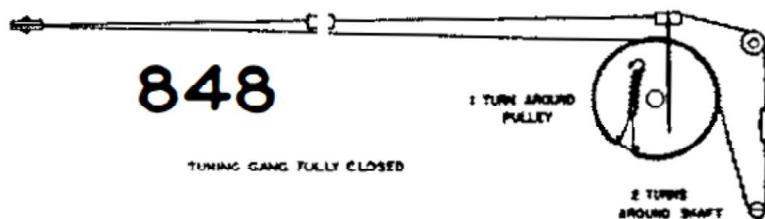
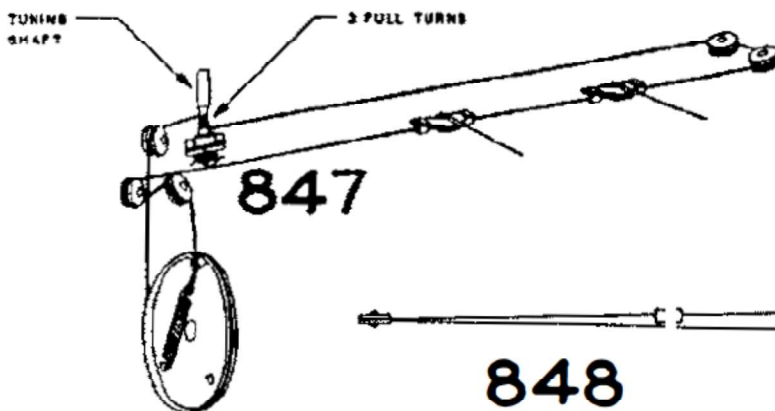
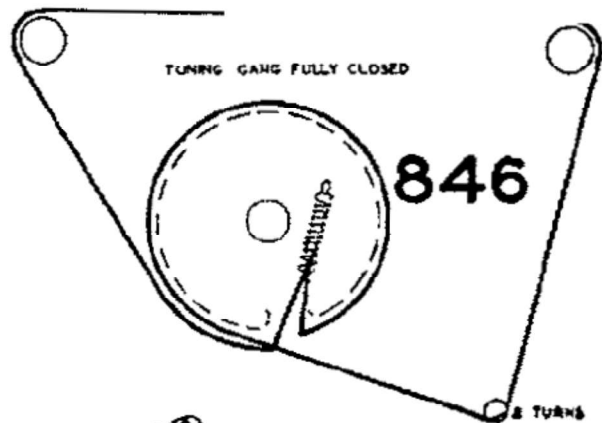
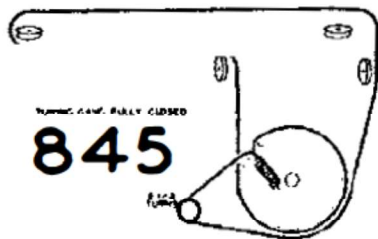
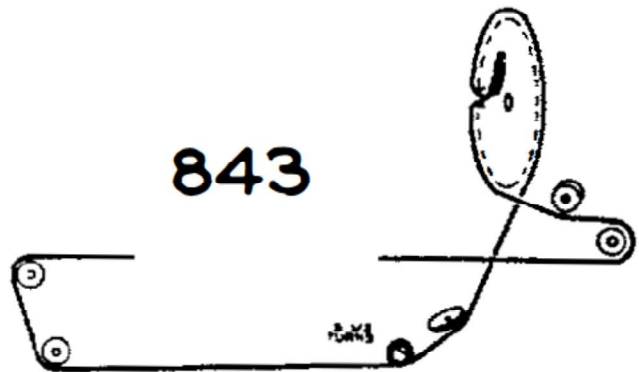
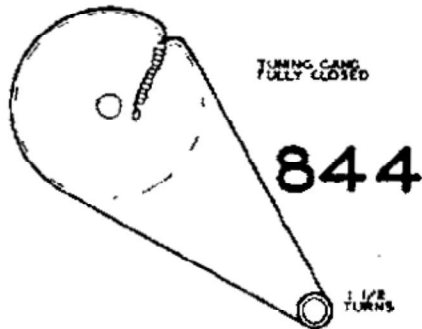
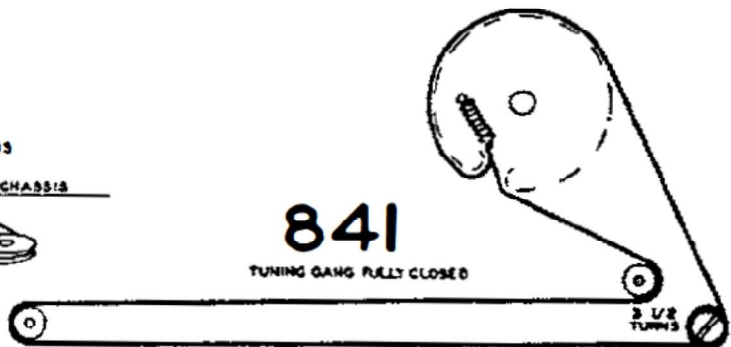
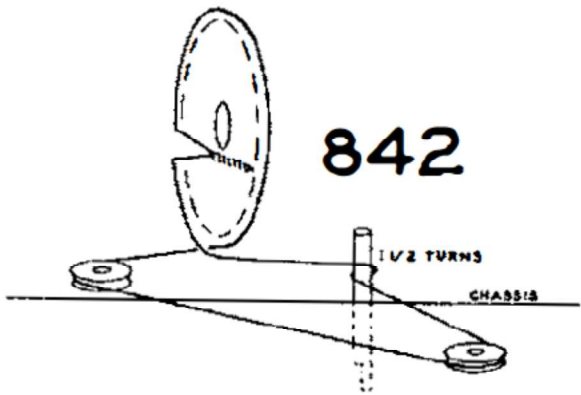


**839**

TUNING GANG FULLY CLOSED



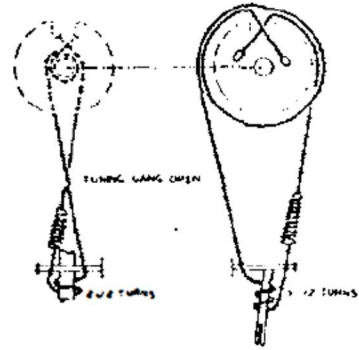
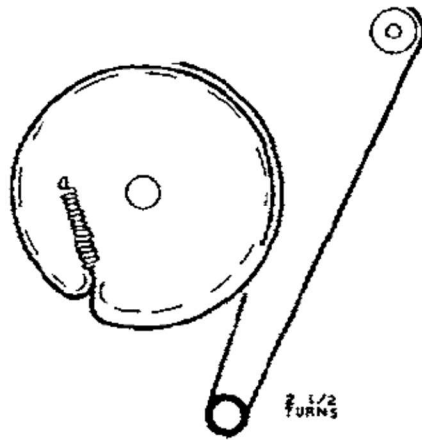




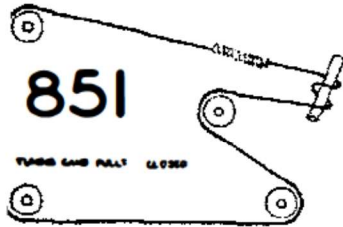


TUNING GANG FULLY CLOSED

849



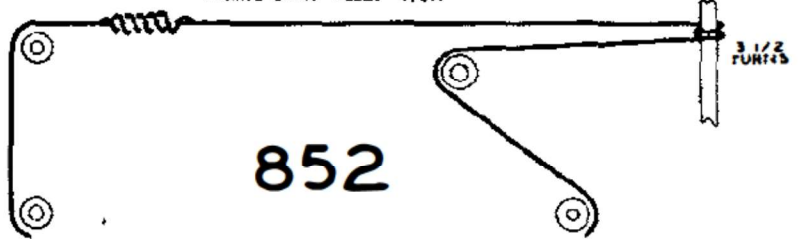
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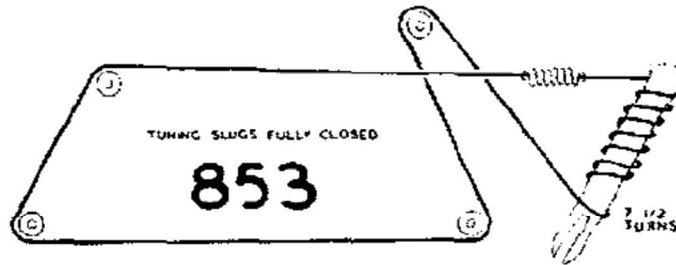
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TUNING GANG FULLY CLOSED

TUNING GANG FULLY OPEN



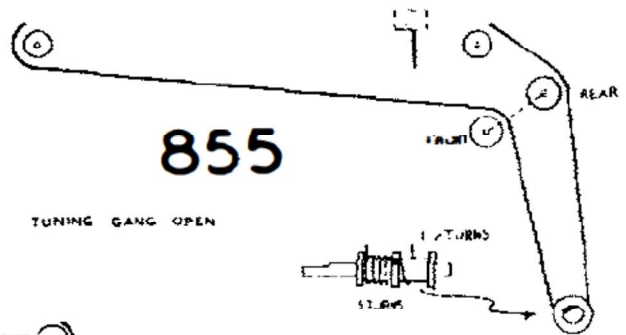
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TUNING SLUGS FULLY CLOSED

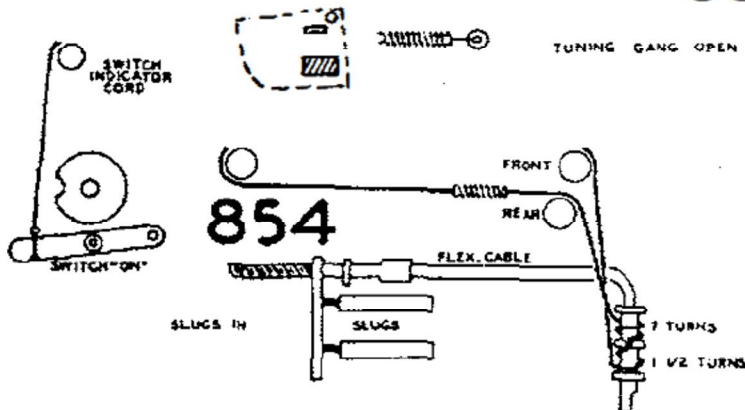
853

2 1/2 TURNS



855

TUNING GANG OPEN



854

SLUGS IN

SLUGS

FRONT

REAR

FLEX. CABLE

7 TURNS

1 1/2 TURNS

SWITCH INDICATOR CORD

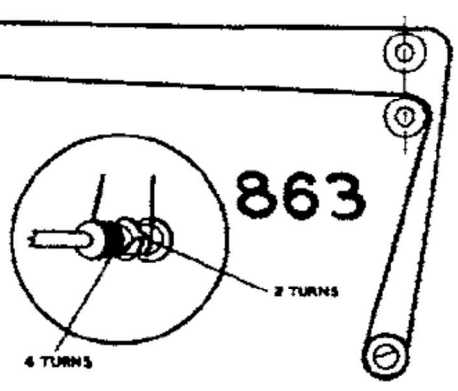
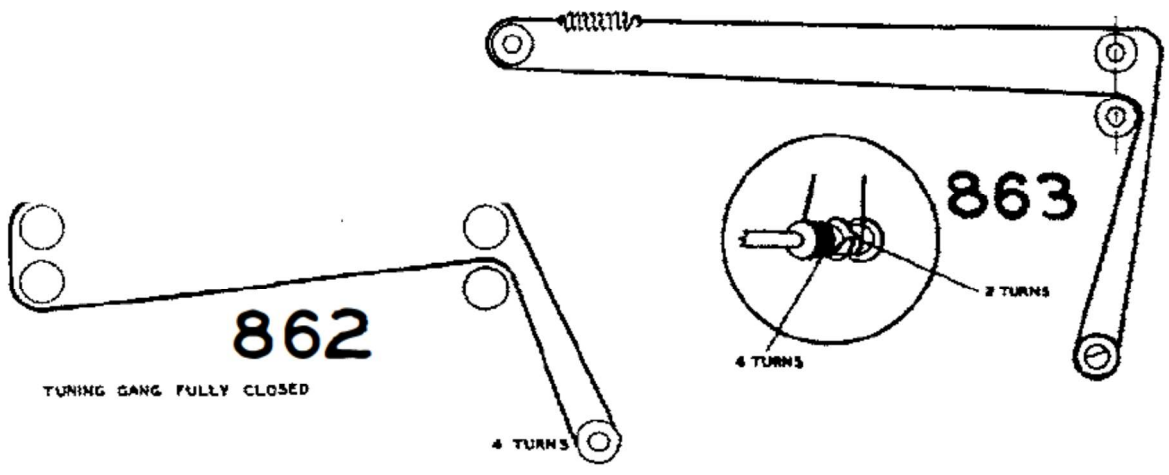
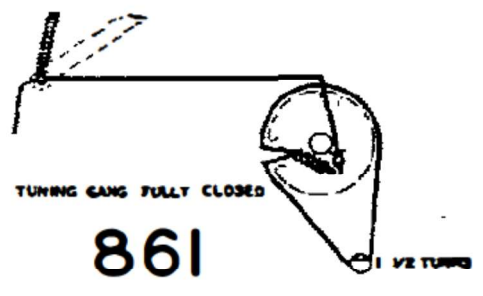
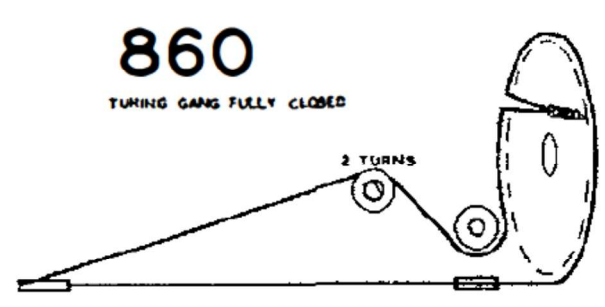
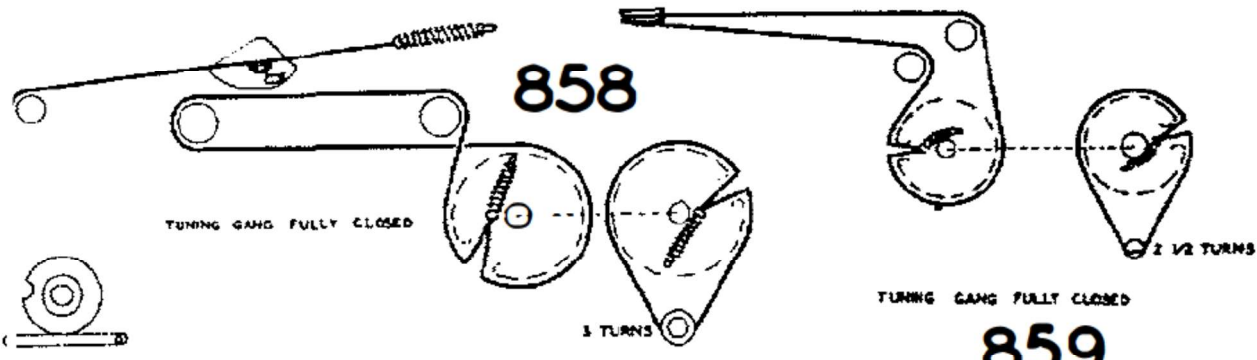
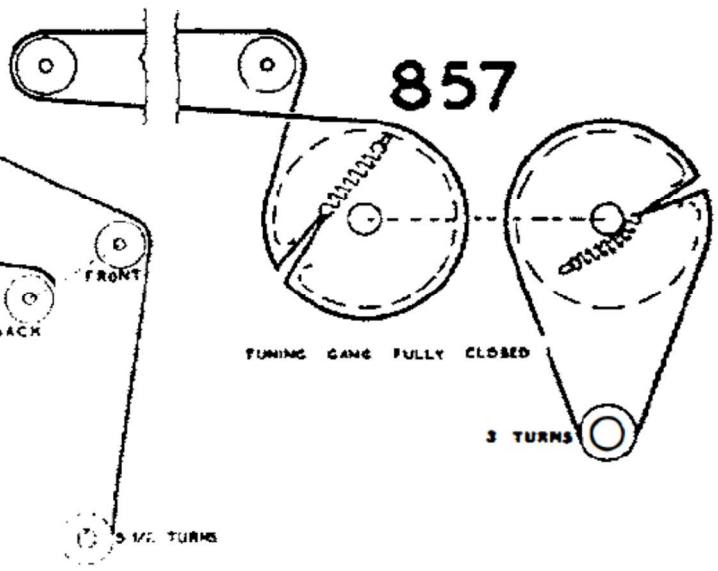
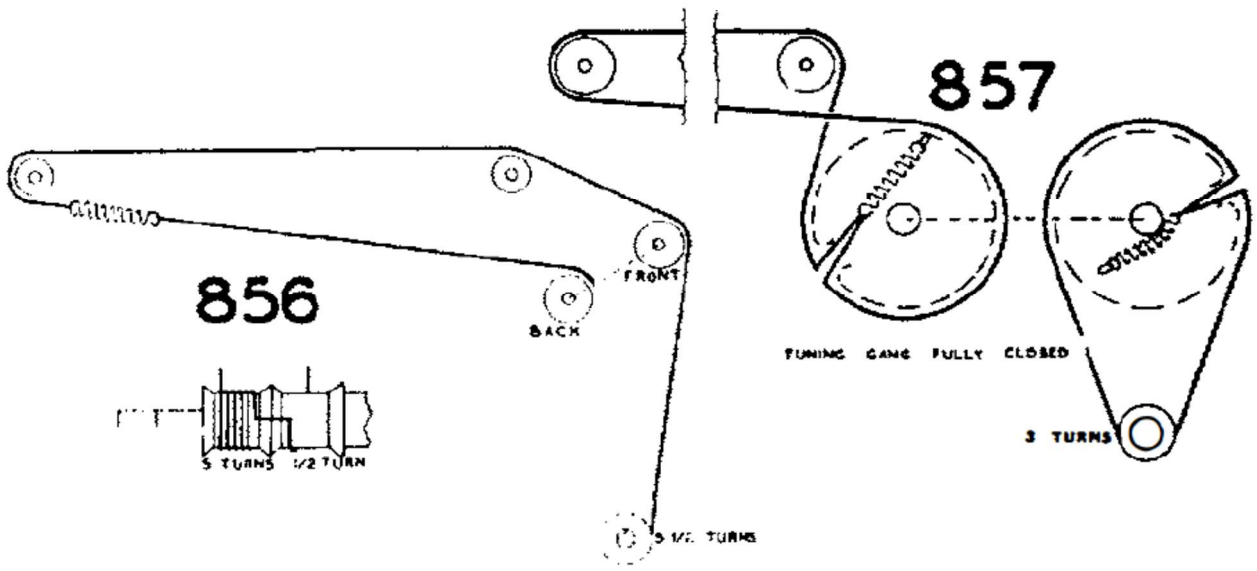
SWITCH ON

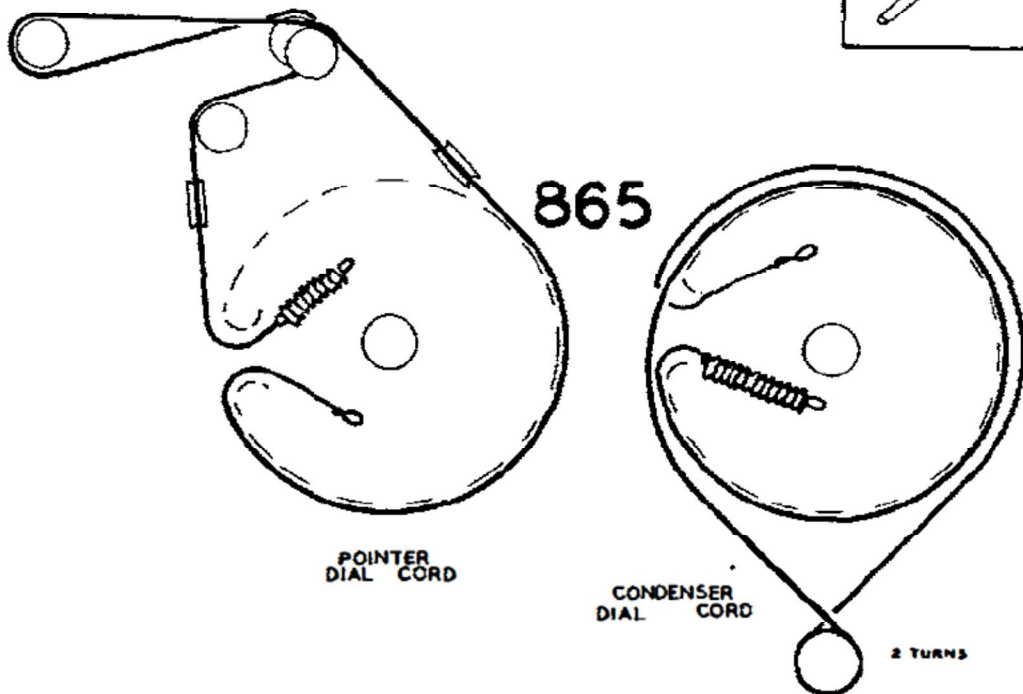
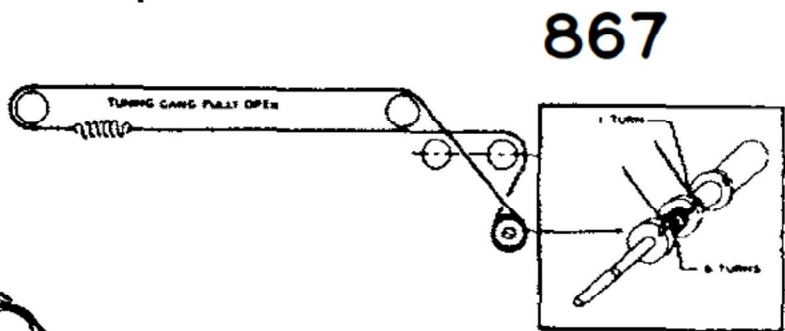
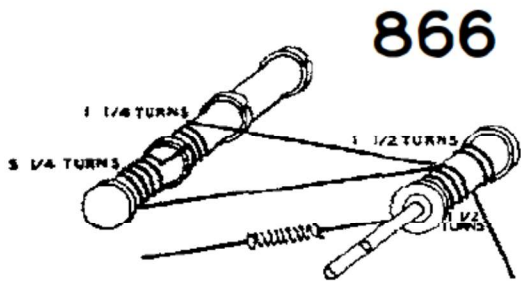
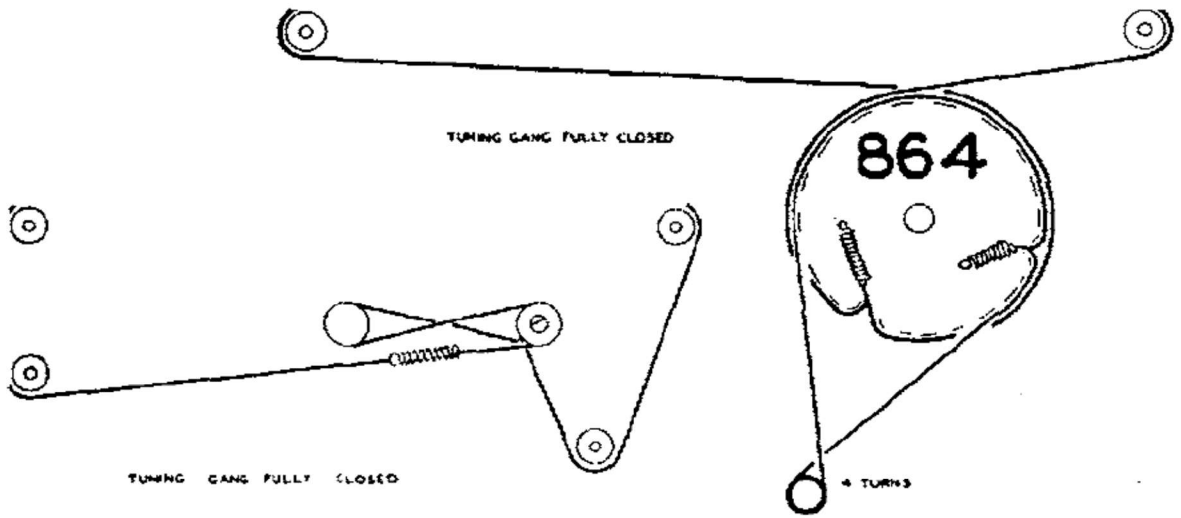
FRONT

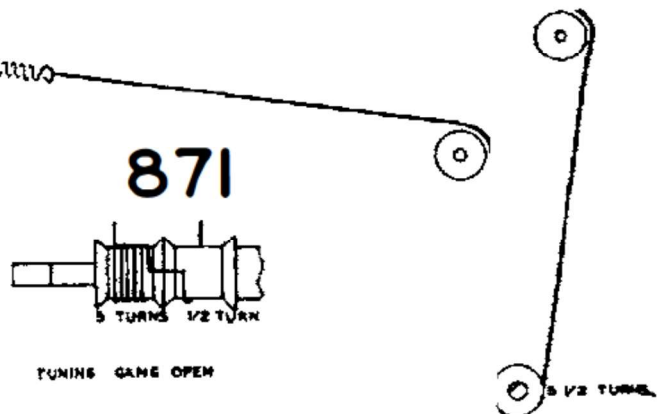
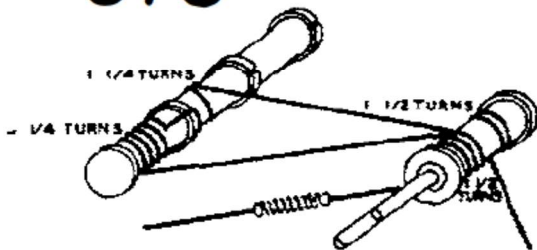
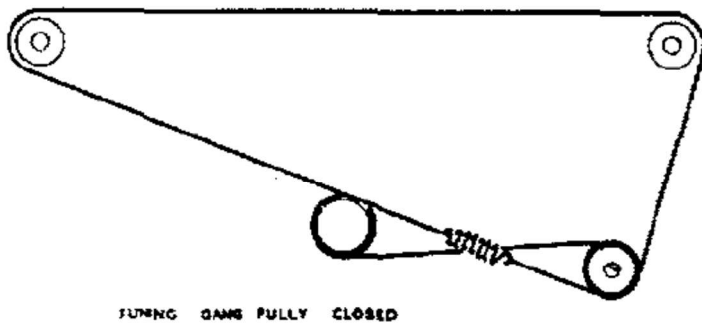
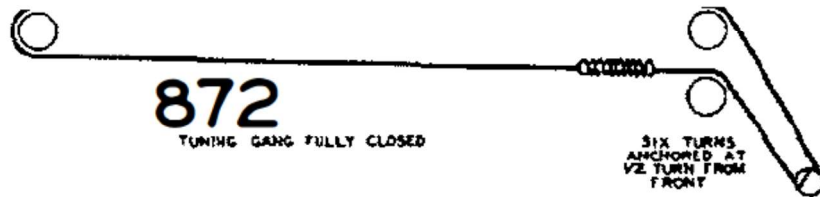
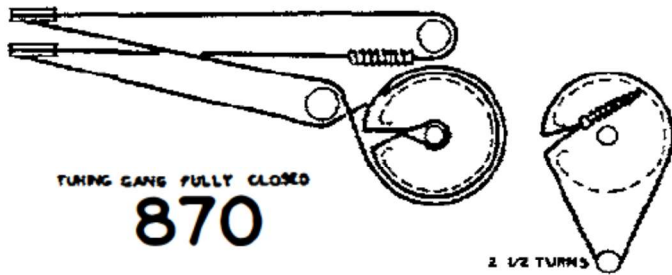
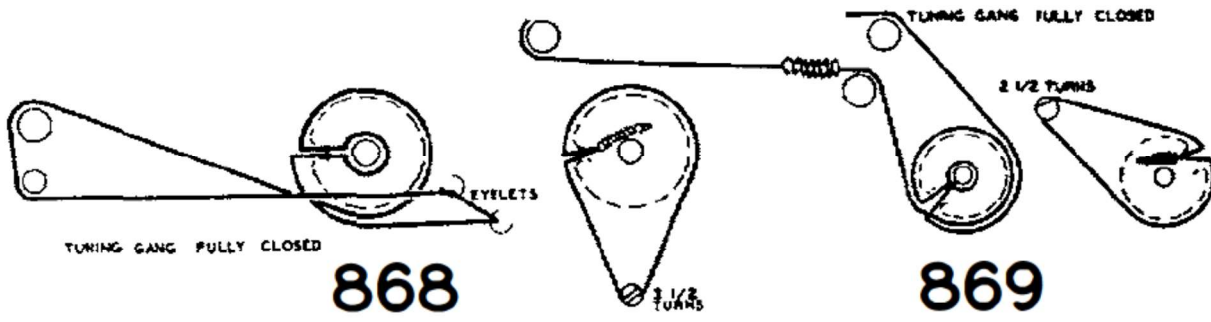
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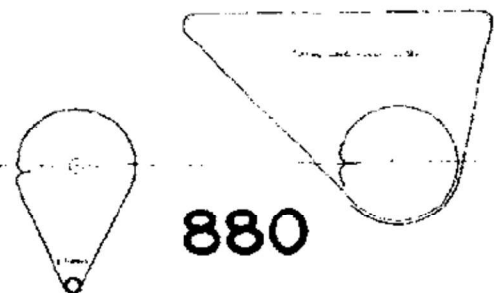
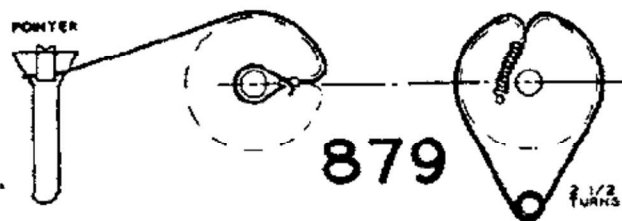
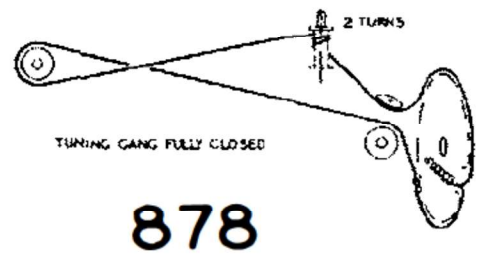
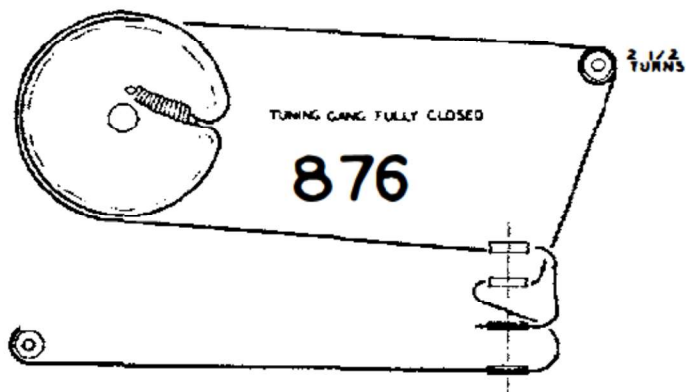
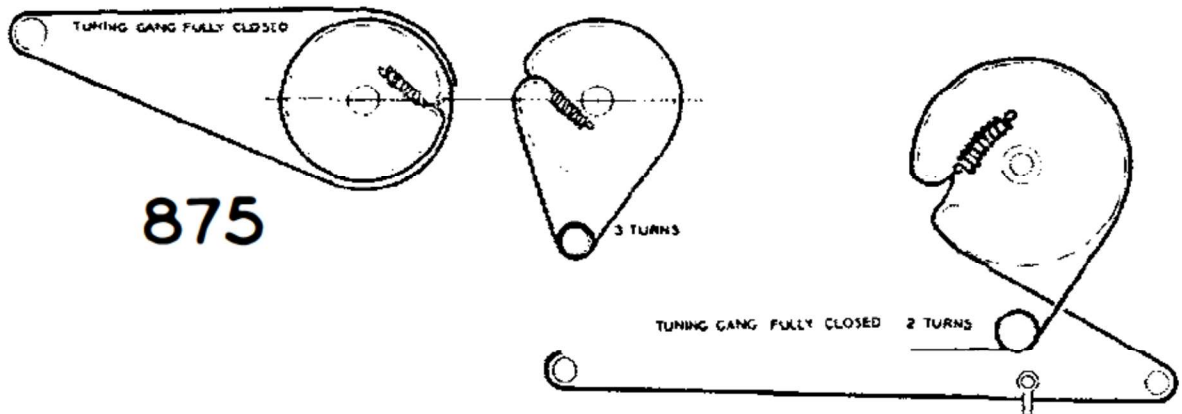
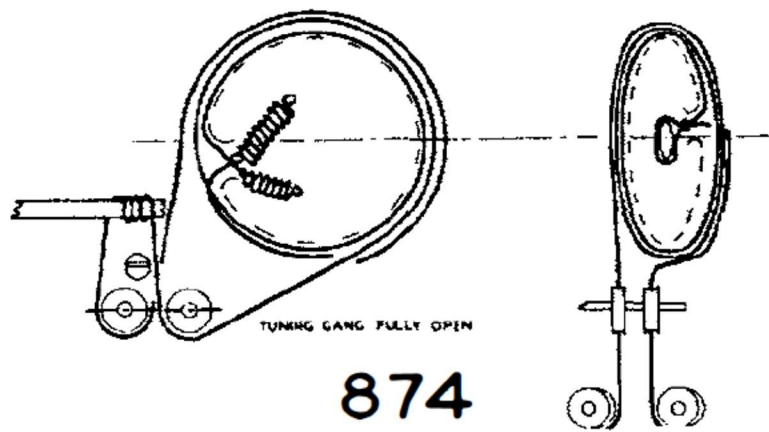
1 1/2 TURNS

SLUGS

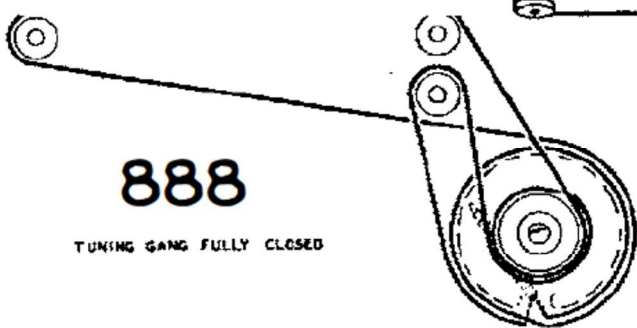
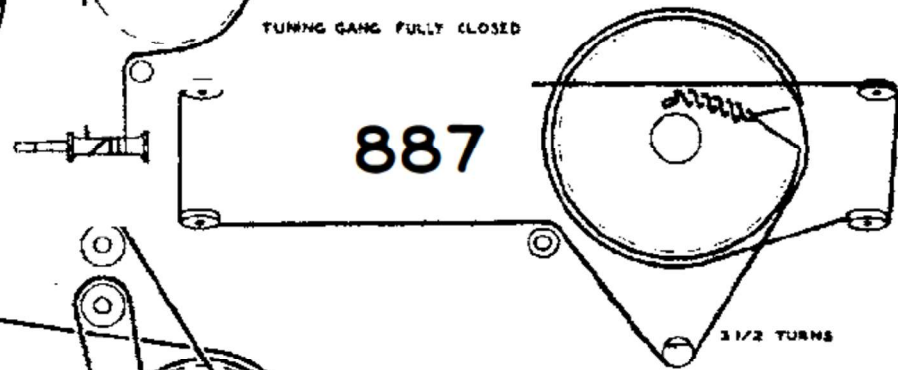
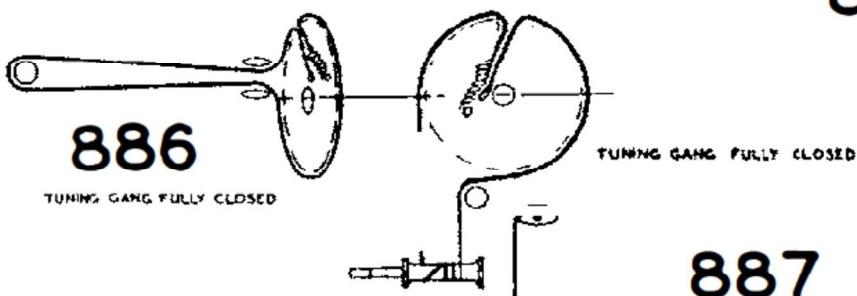
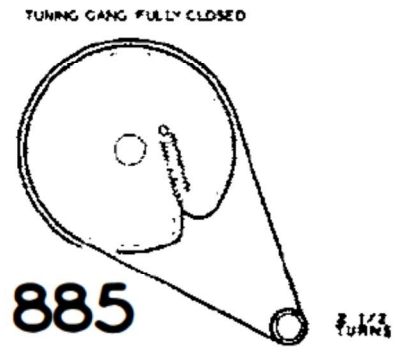
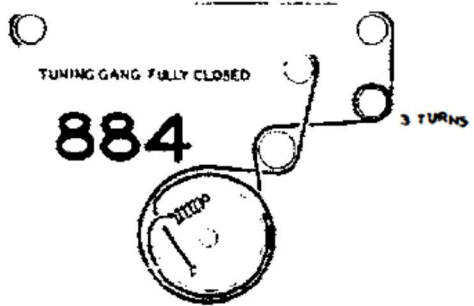
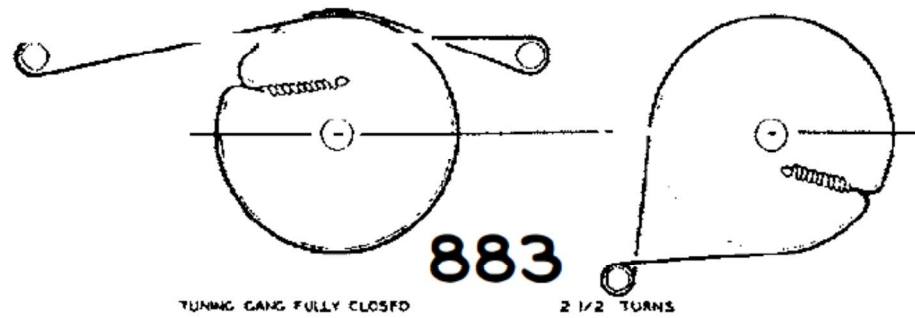
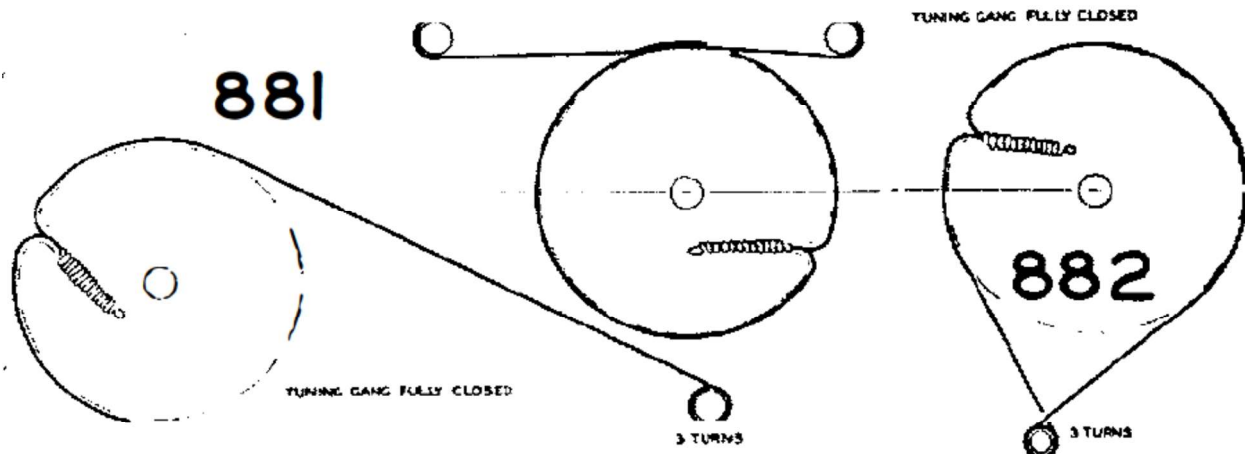




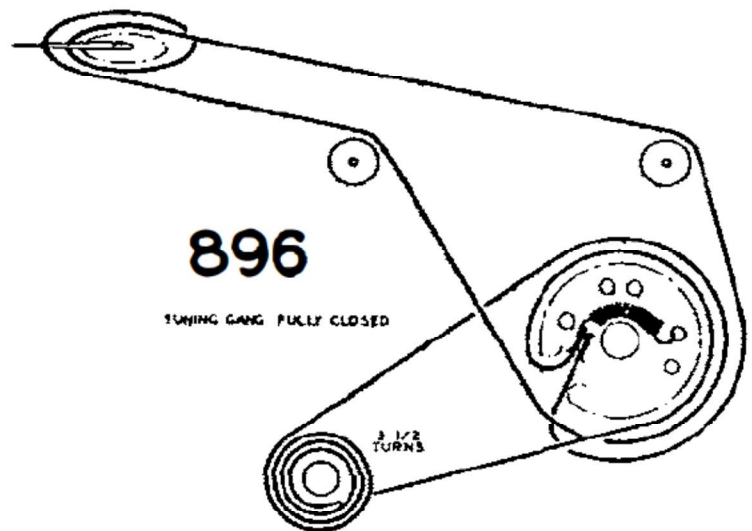
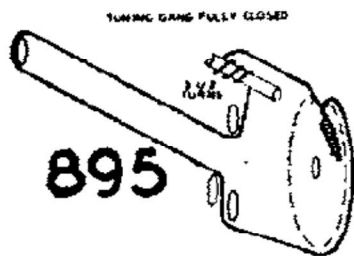
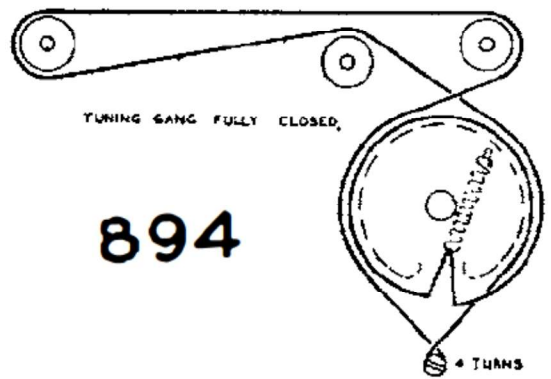
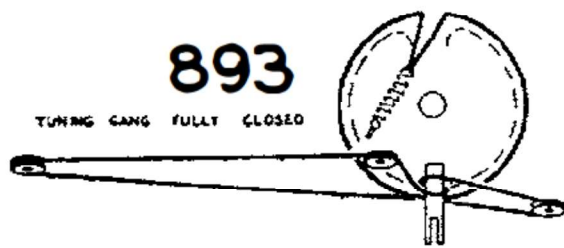
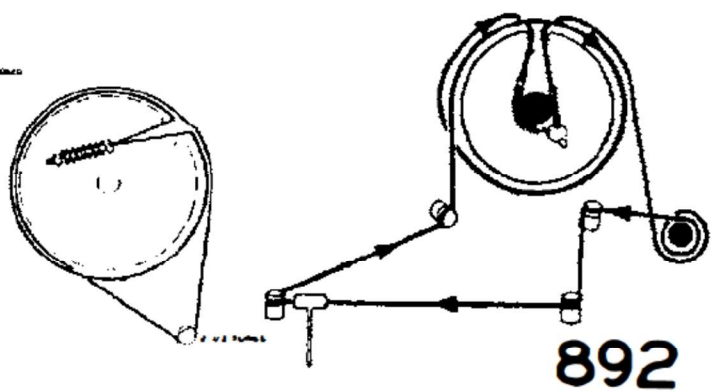
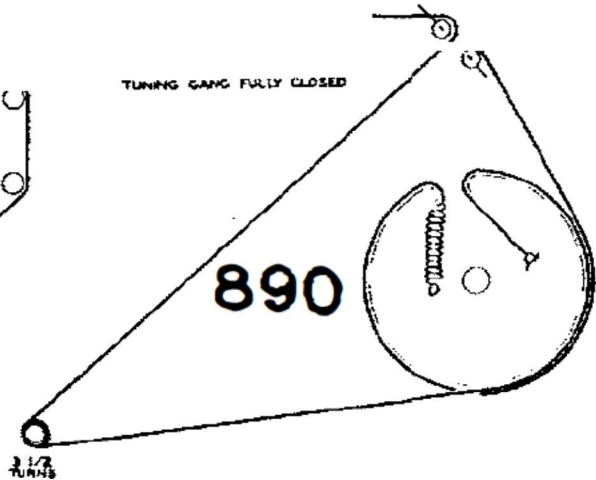
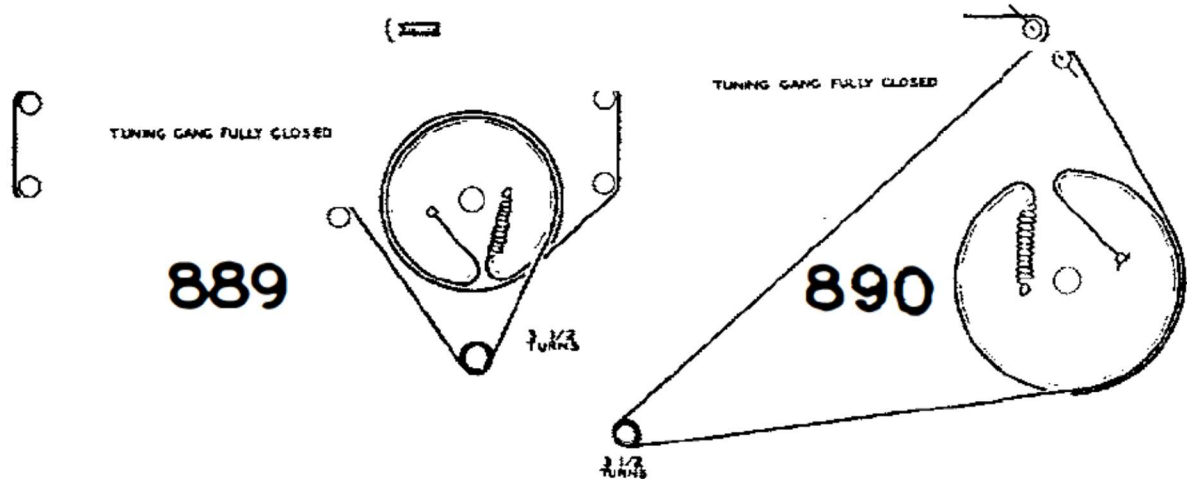


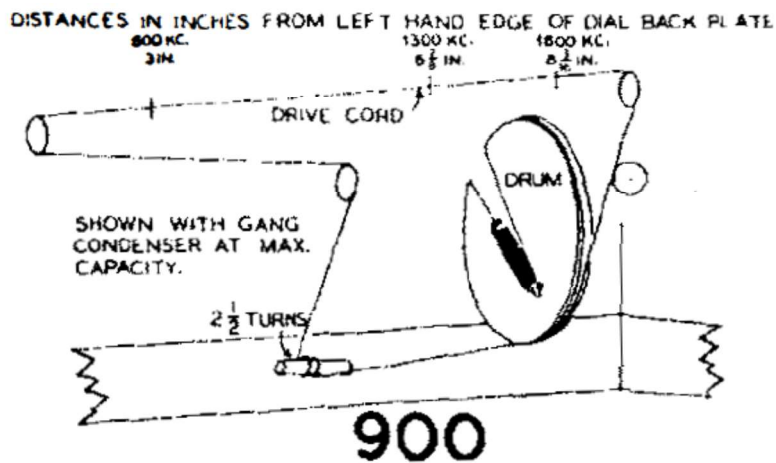
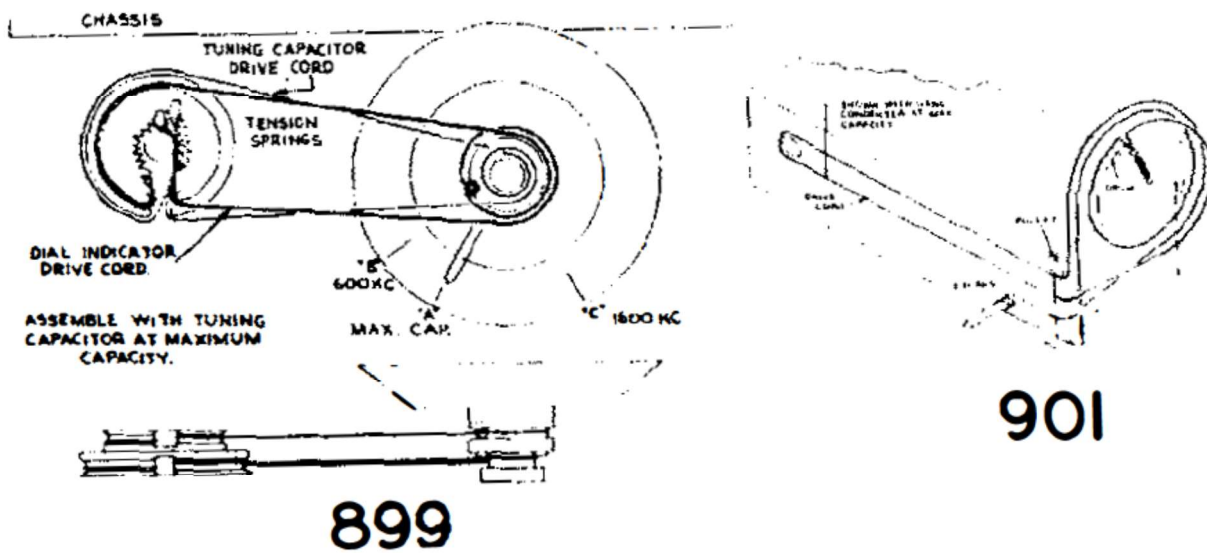
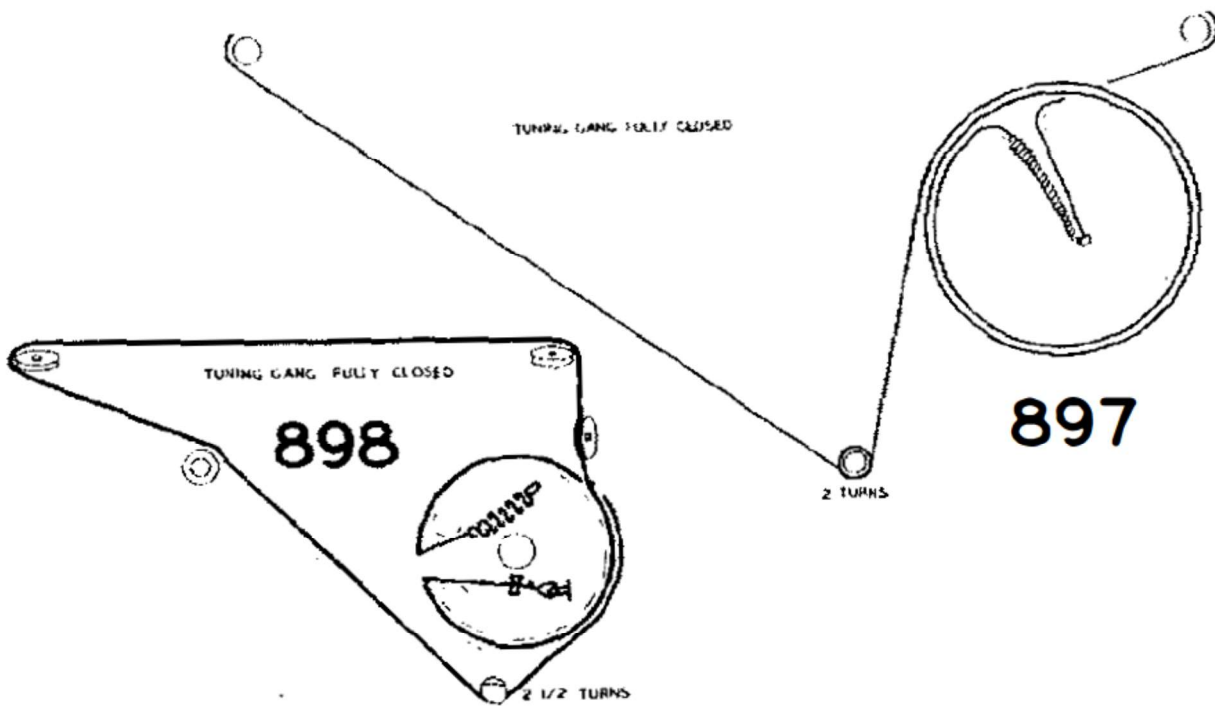


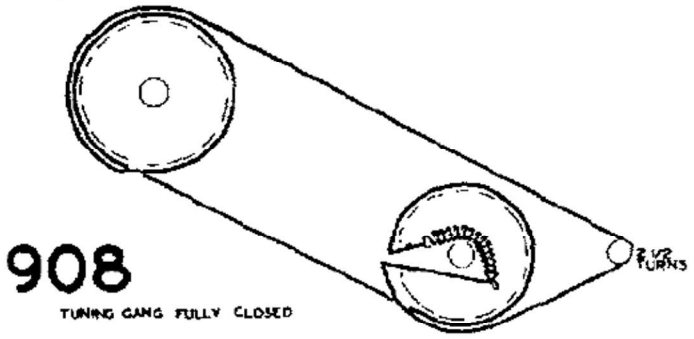
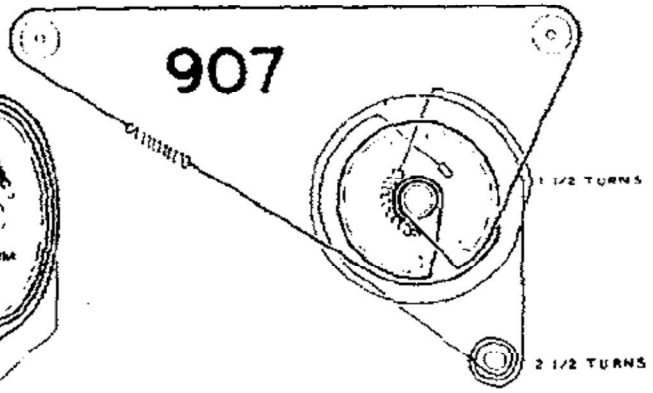
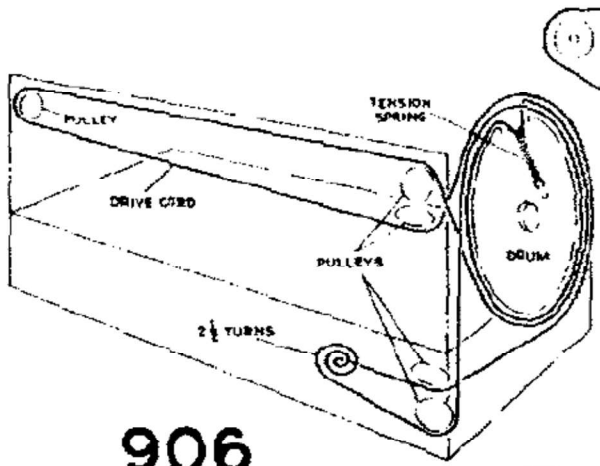
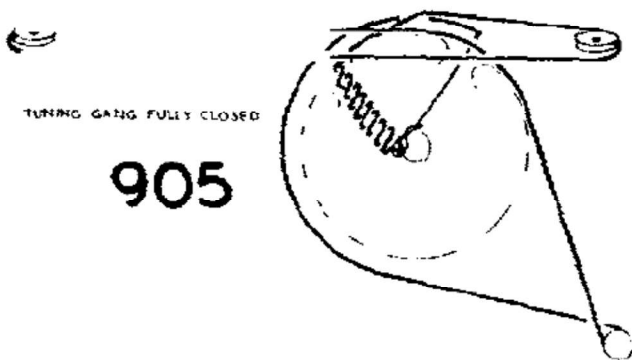
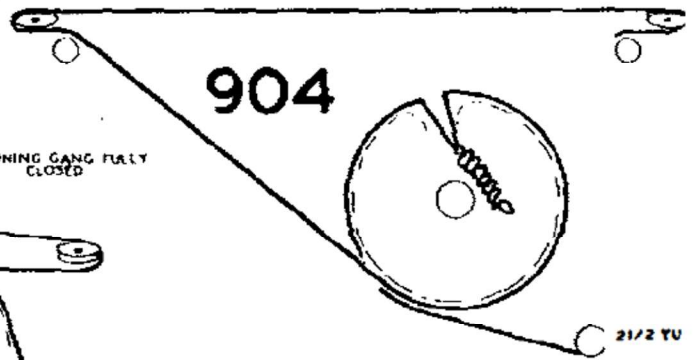
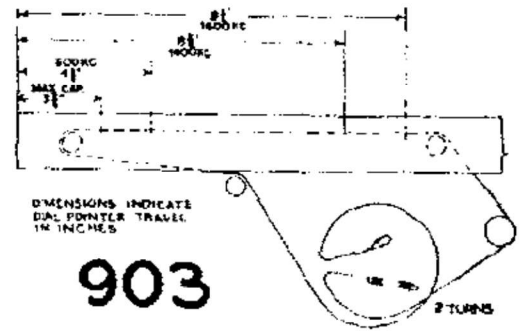
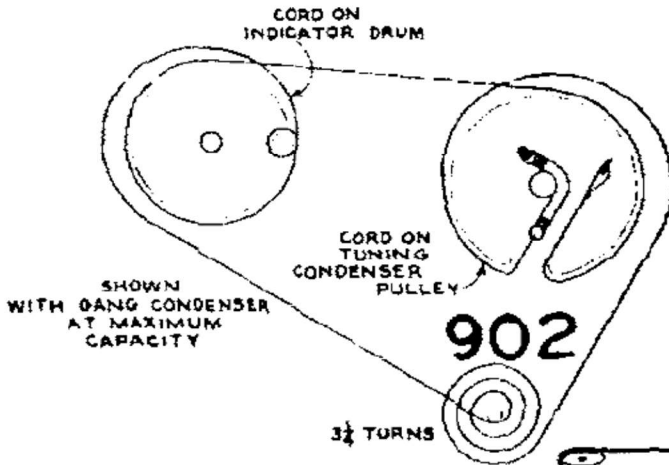


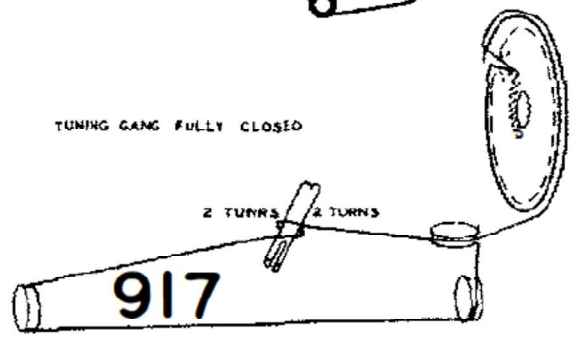
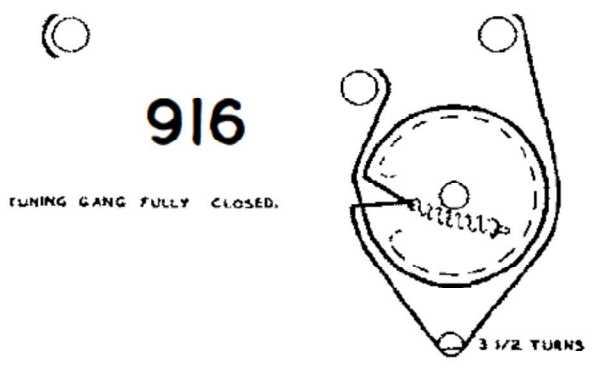
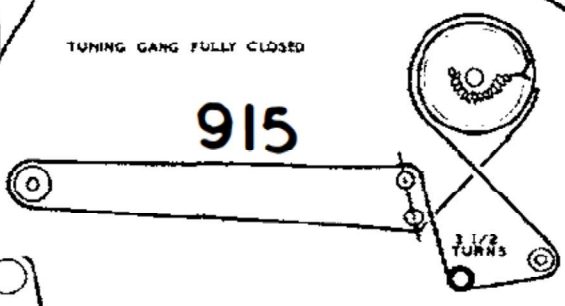
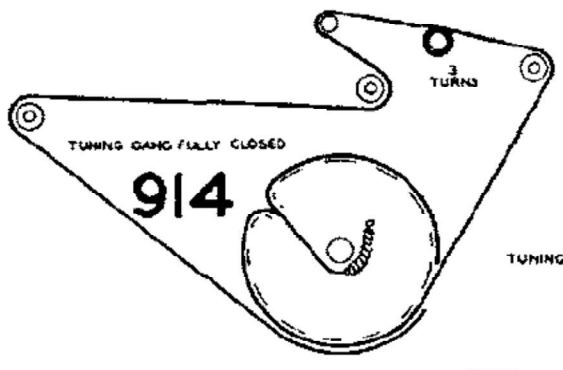
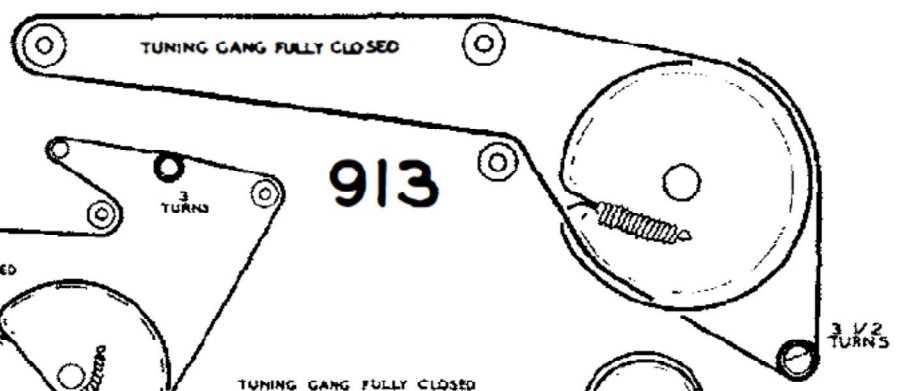
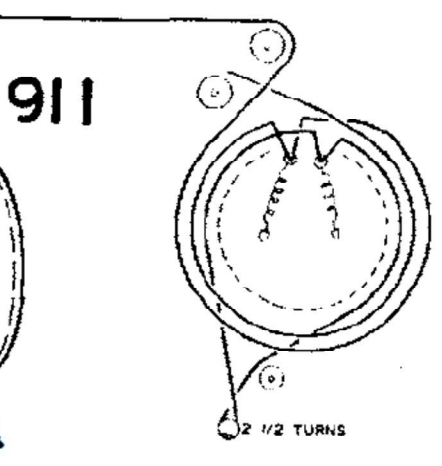
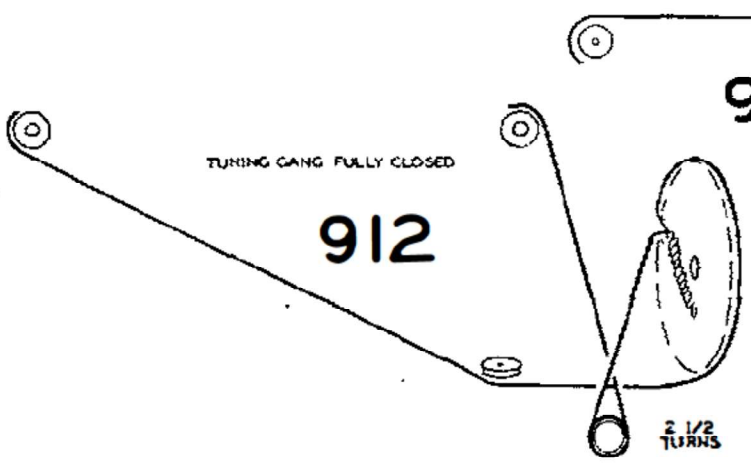
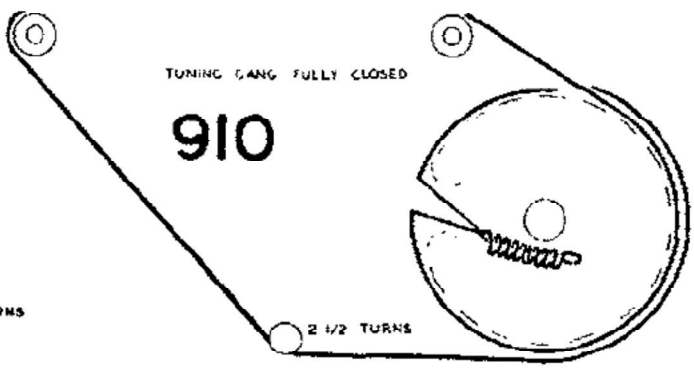
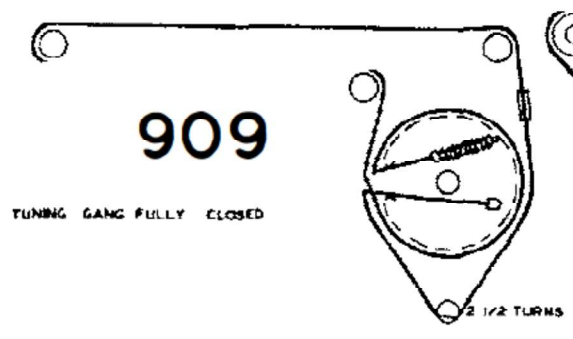


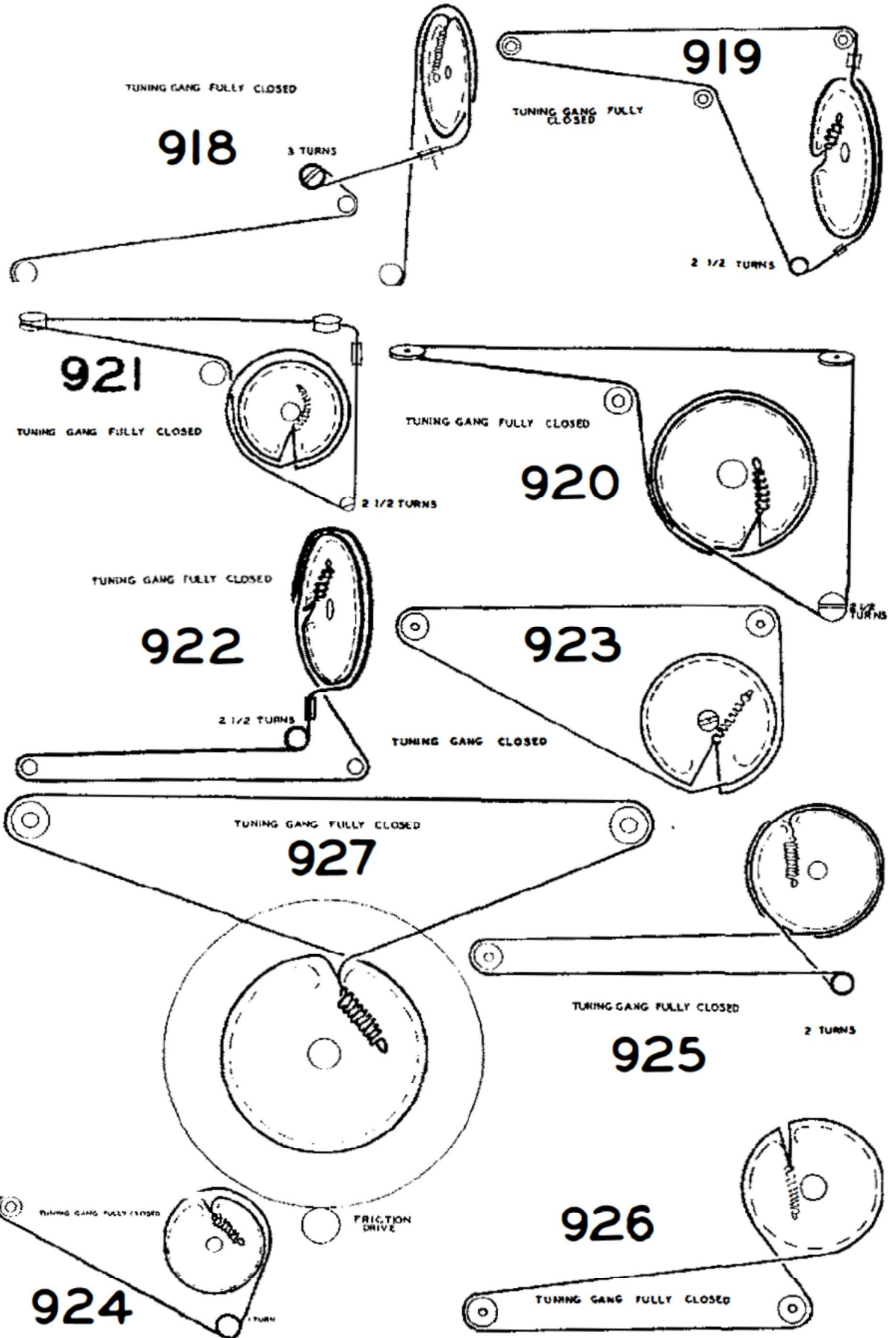




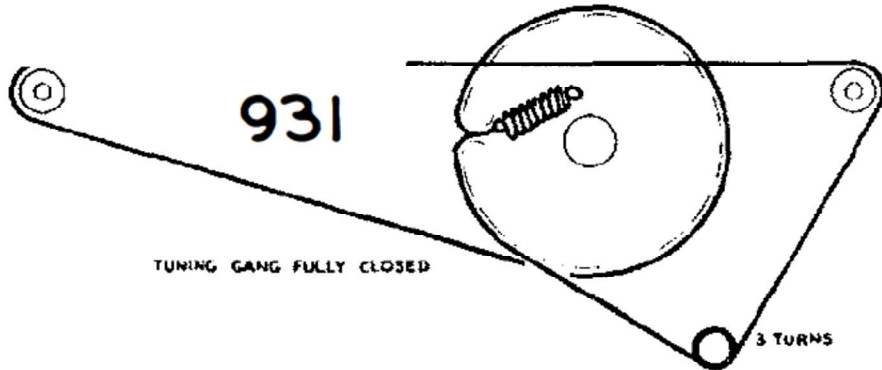
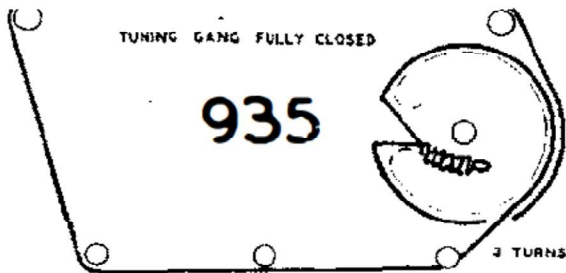
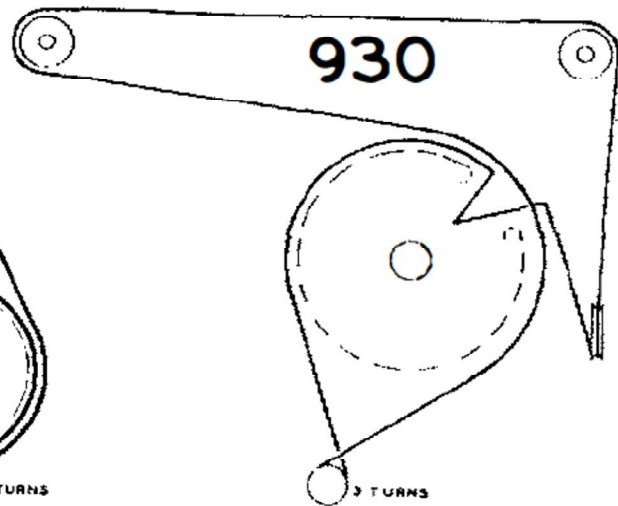
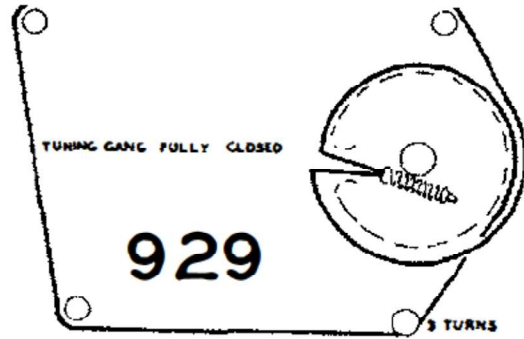
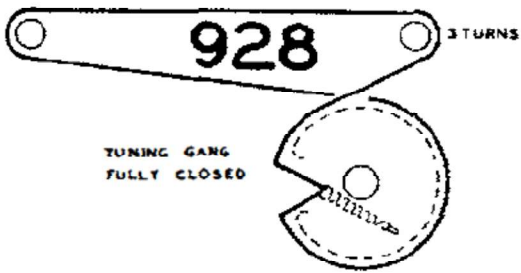




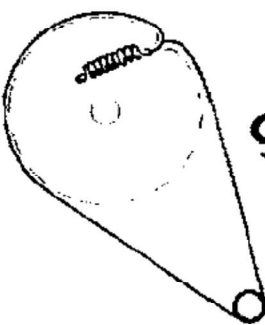




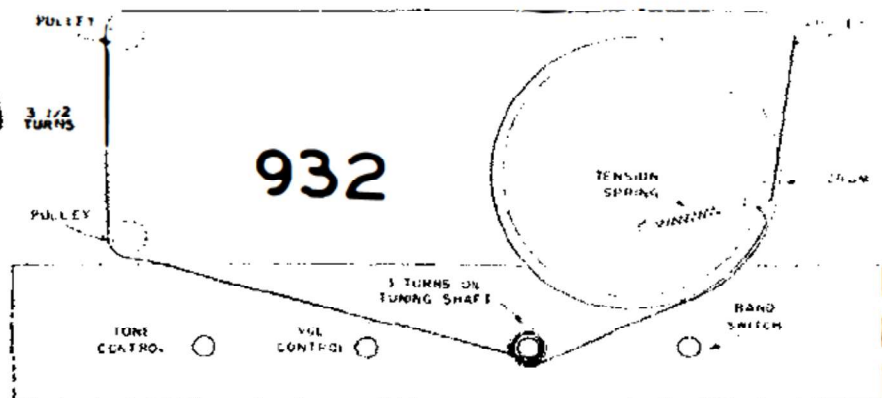


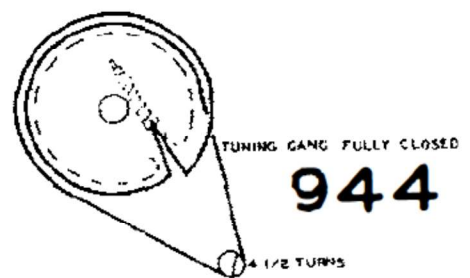
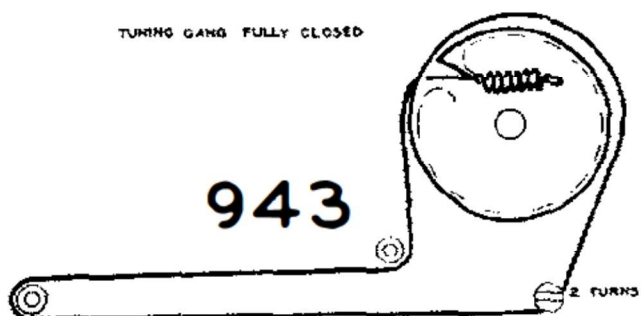
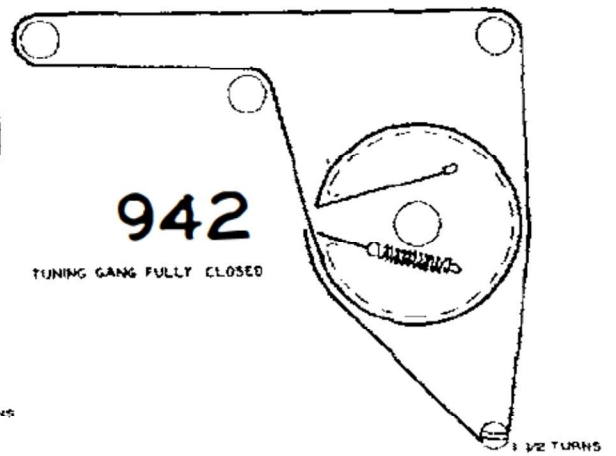
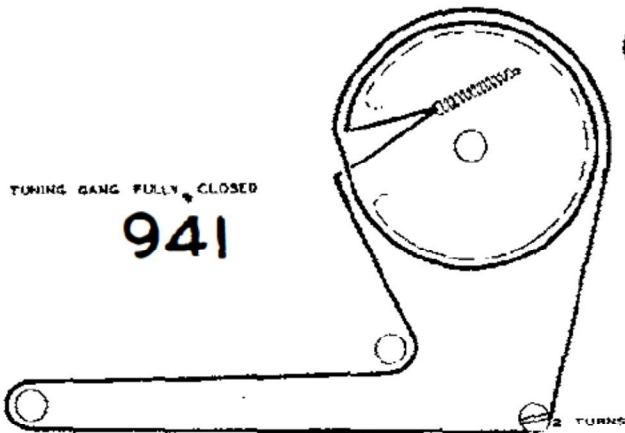
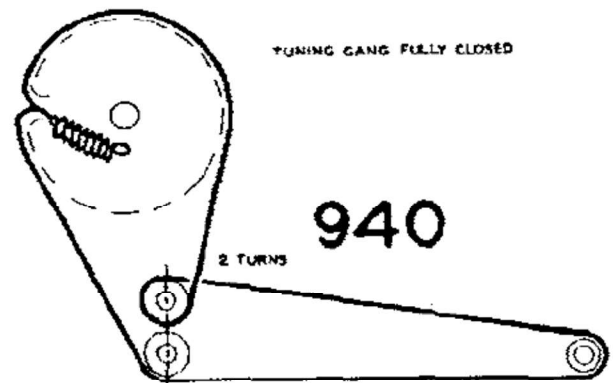
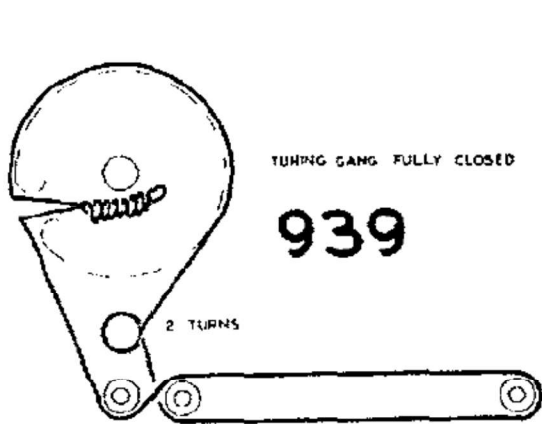
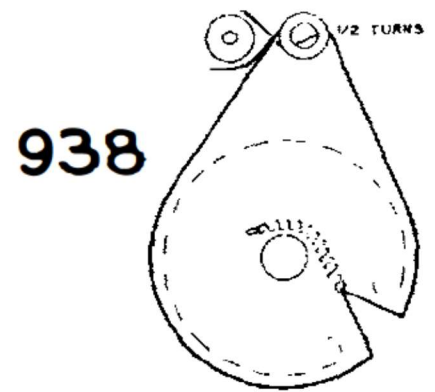
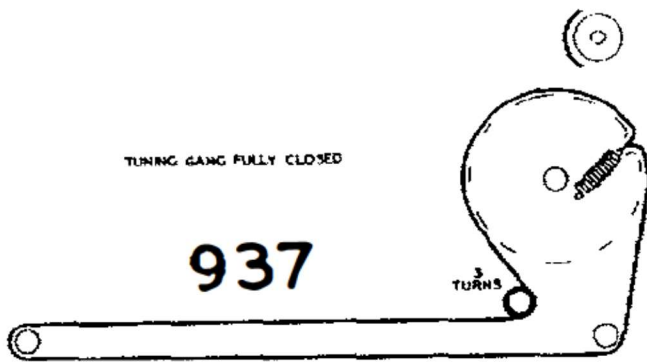


TUNING GANG FULLY CLOSED

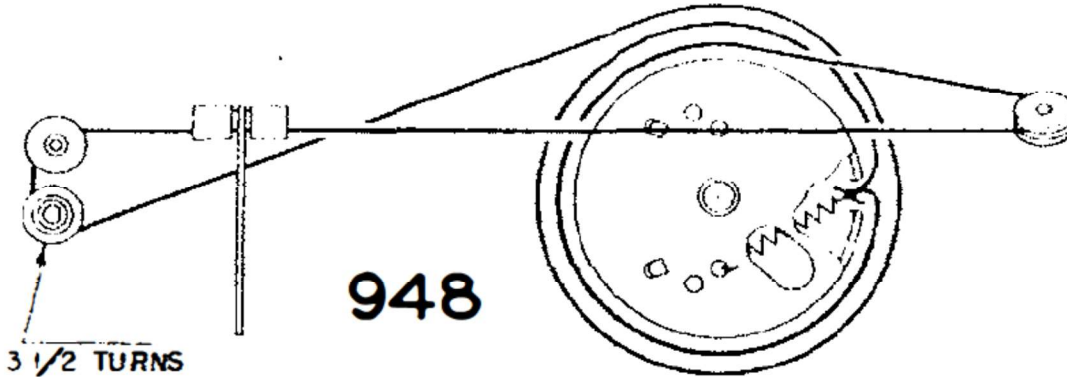
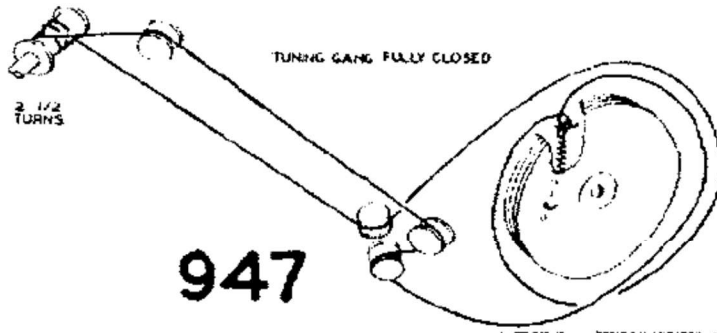
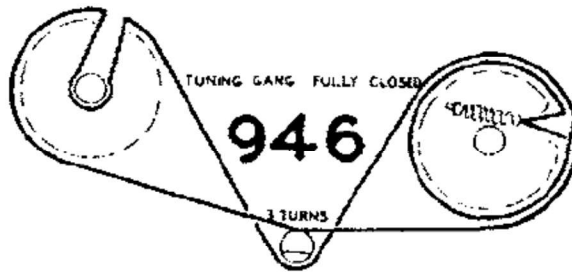
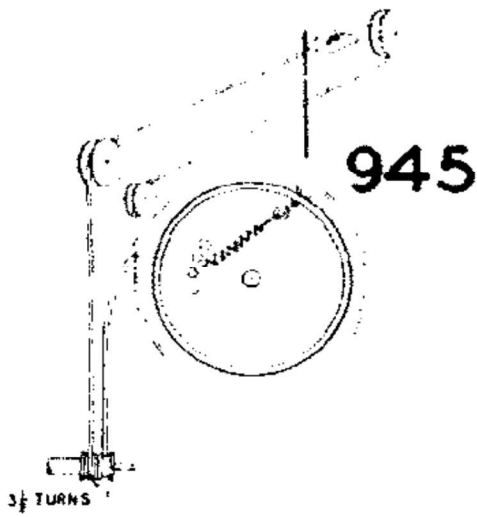


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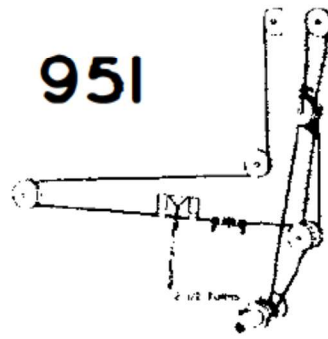
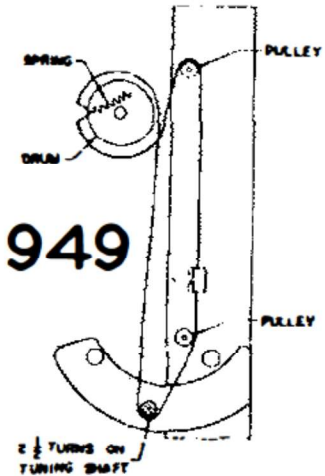
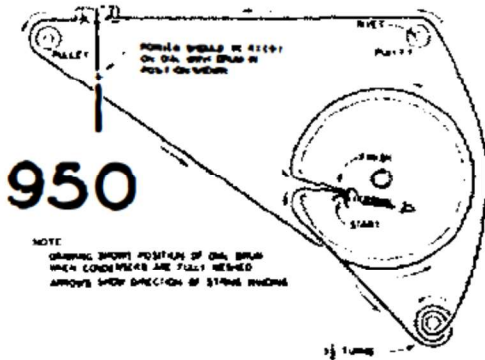


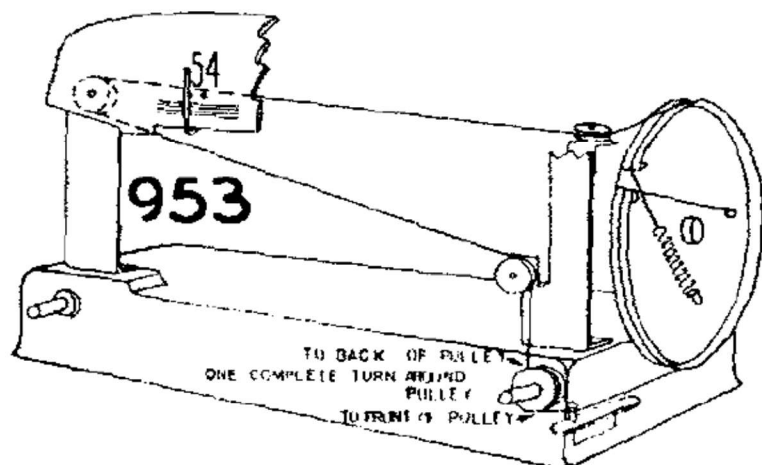






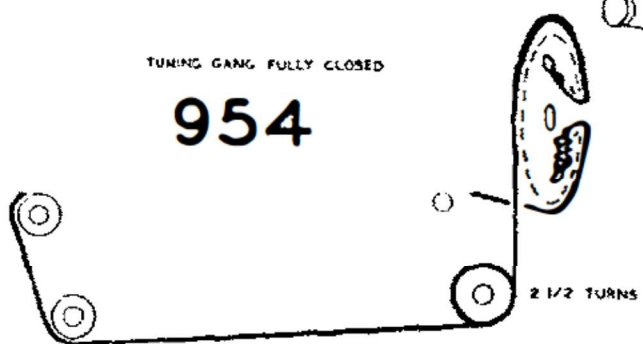
TUNING GANG FULLY CLOSED





953

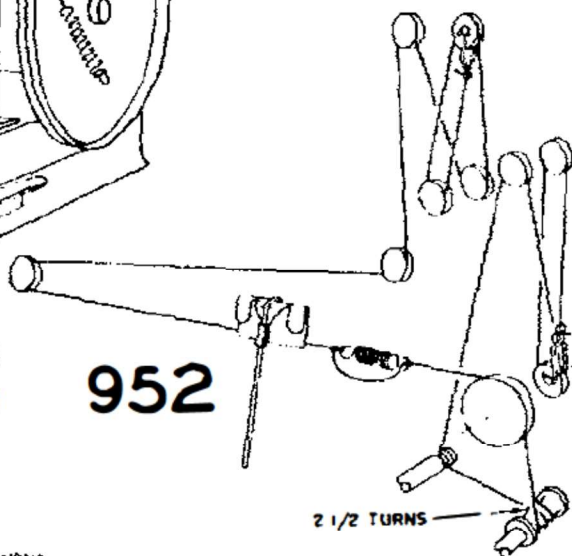
TO BACK OF PULLEY  
ONE COMPLETE TURN AROUND PULLEY  
TO FRONT OF PULLEY



TUNING GANG FULLY CLOSED

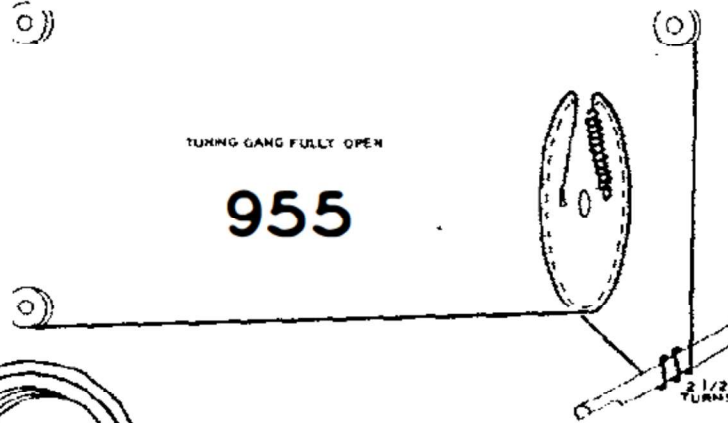
954

2 1/2 TURNS



952

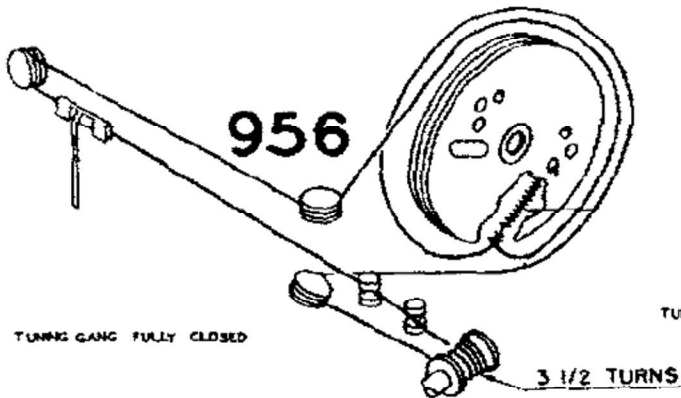
2 1/2 TURNS



TUNING GANG FULLY OPEN

955

2 1/2 TURNS



956

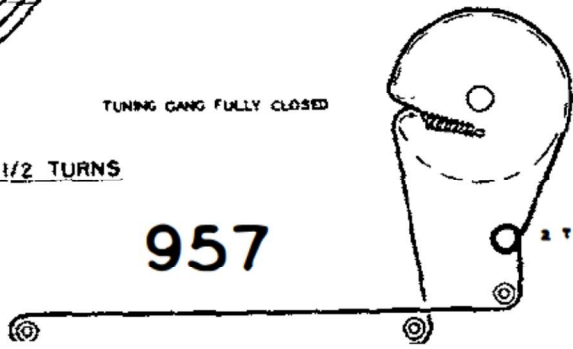
3 1/2 TURNS

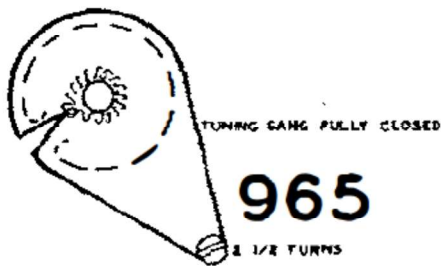
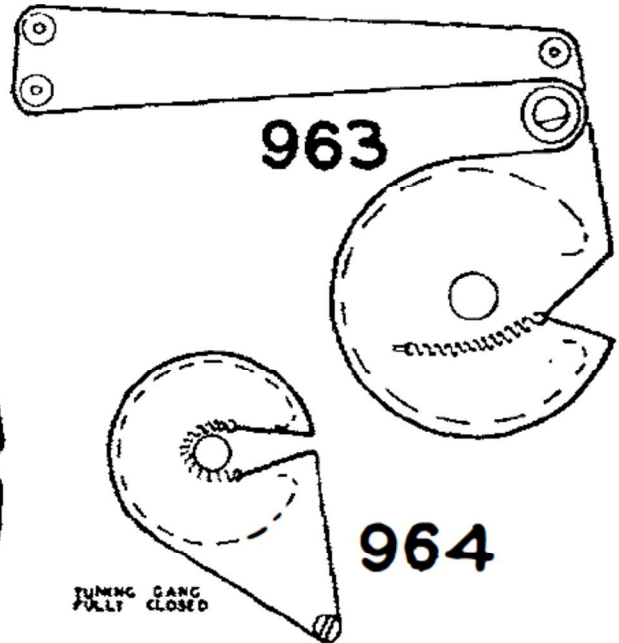
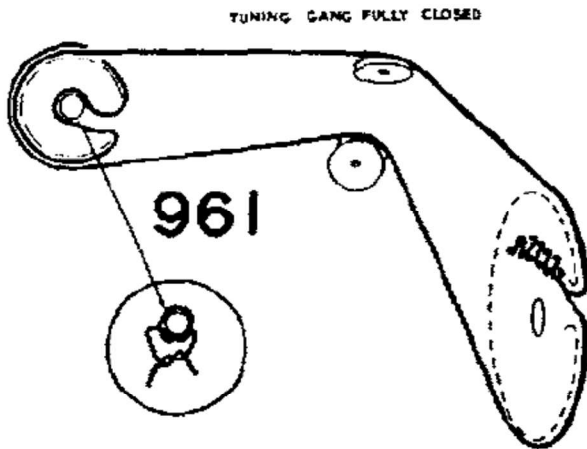
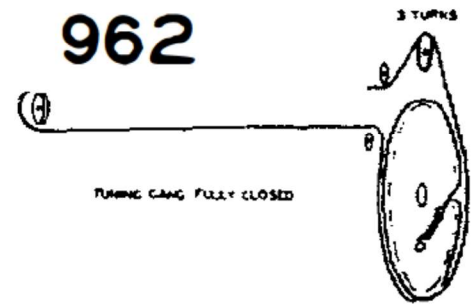
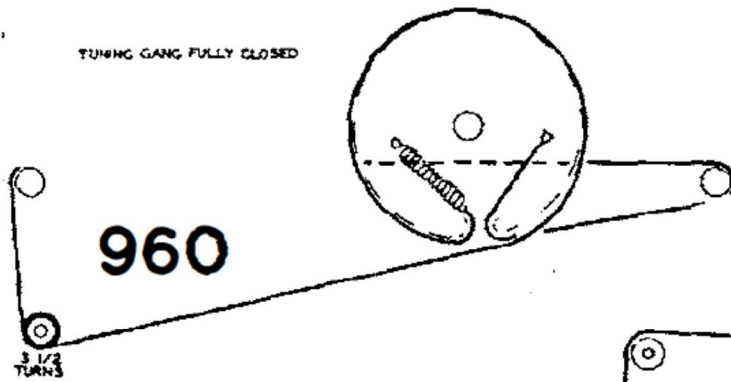
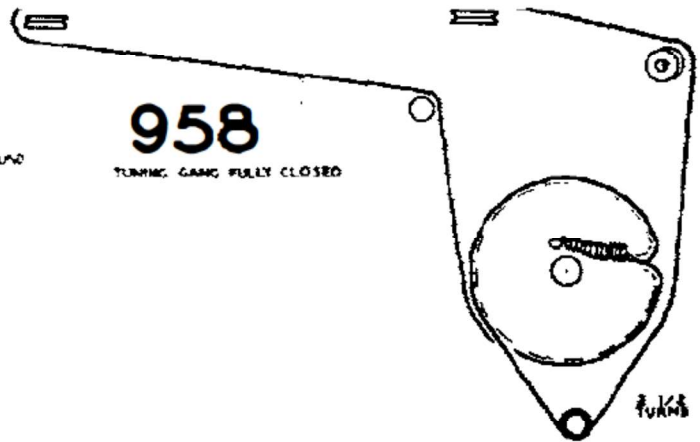
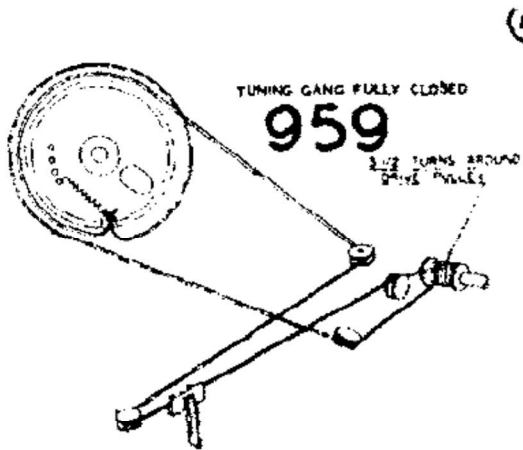
TUNING GANG FULLY CLOSED

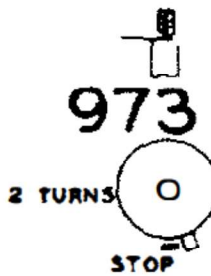
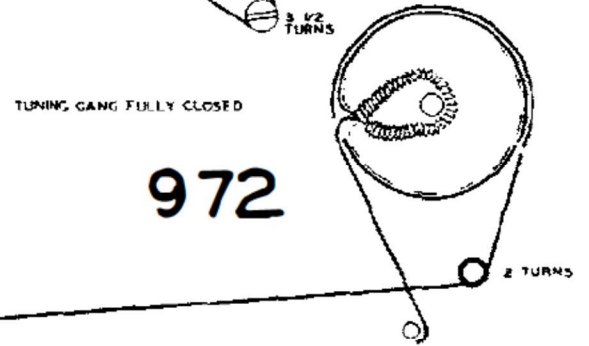
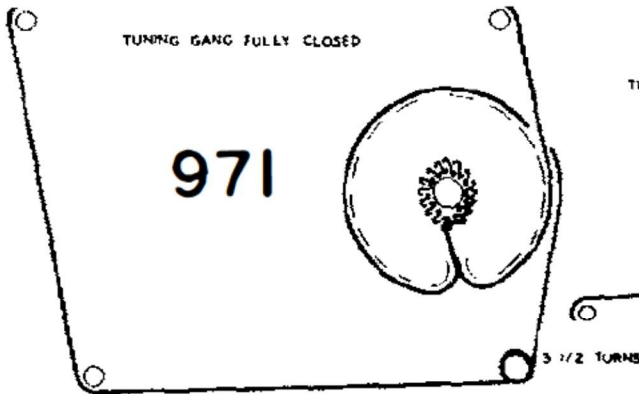
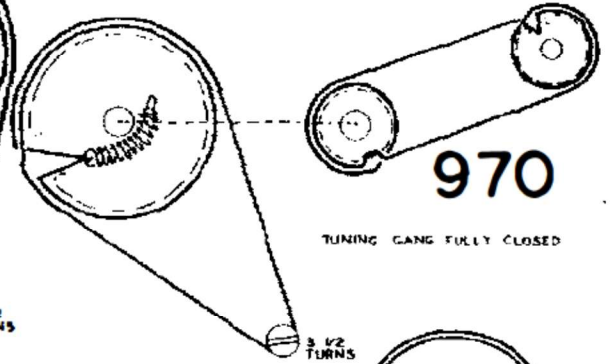
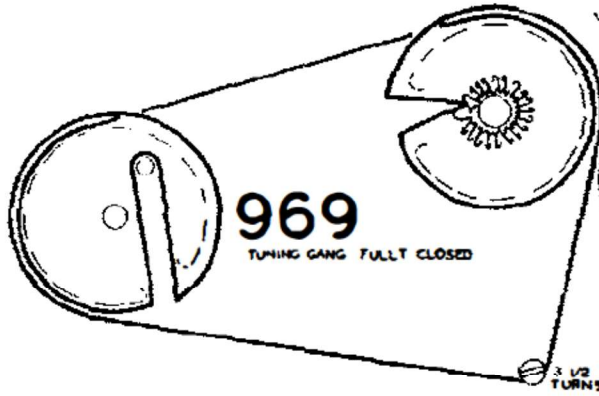
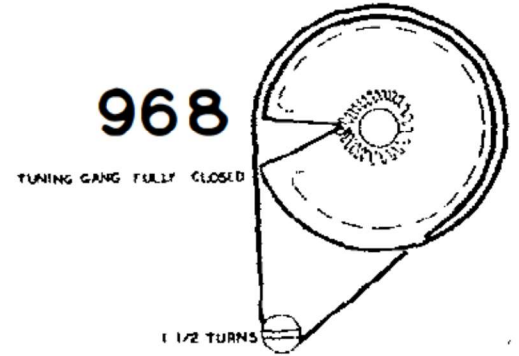
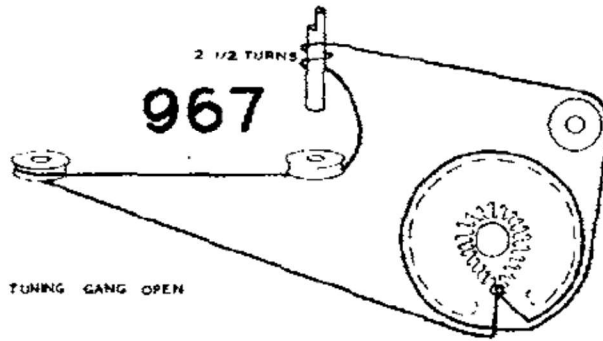
TUNING GANG FULLY CLOSED

957

2 TURNS



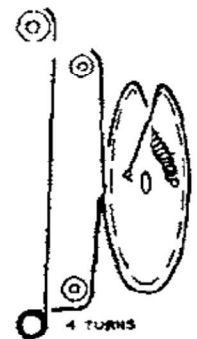




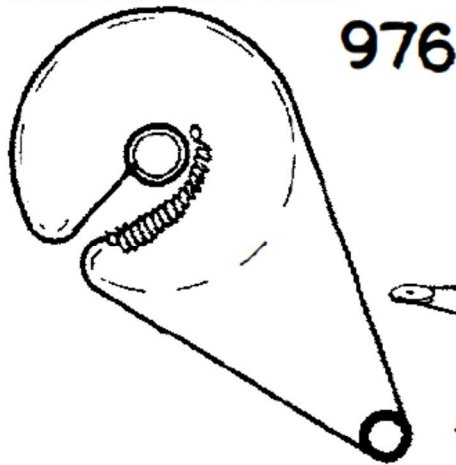
TUNING SLUGS FULLY IN COILS



**974**

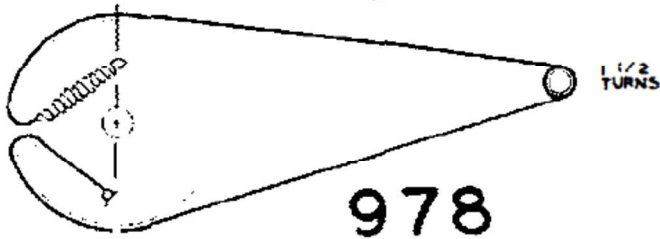
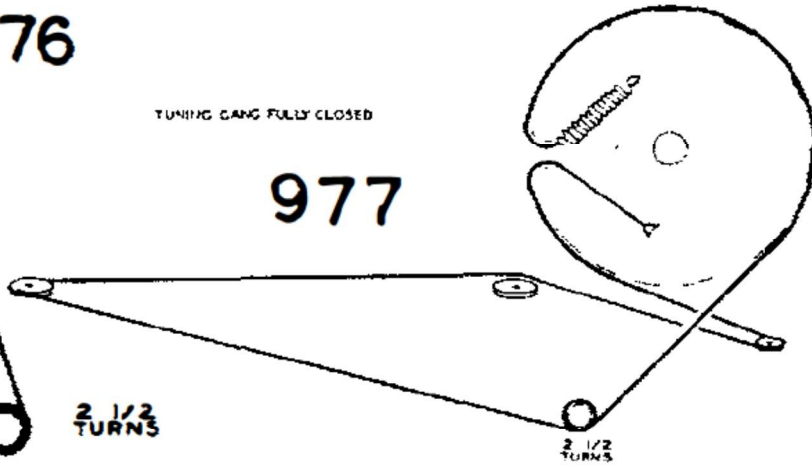


TUNING GANG FULLY CLOSED

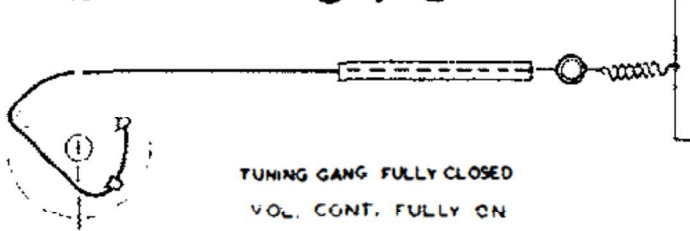


TUNING GANG FULLY CLOSED

977

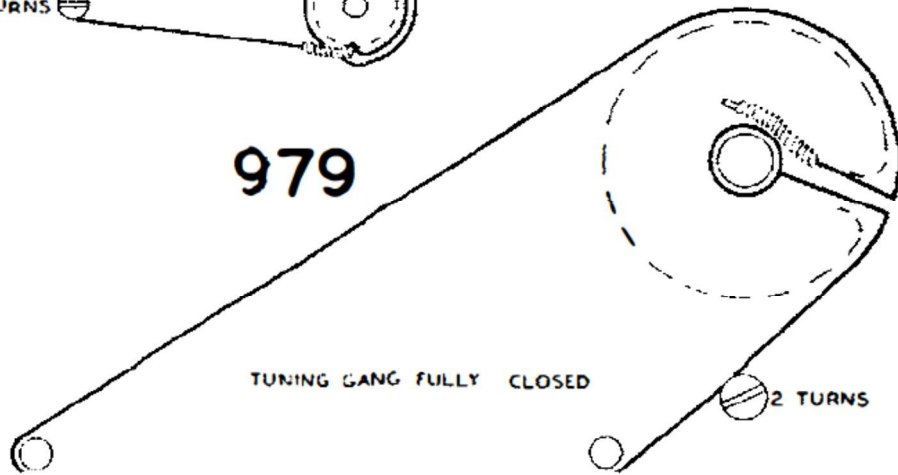


CHASSIS



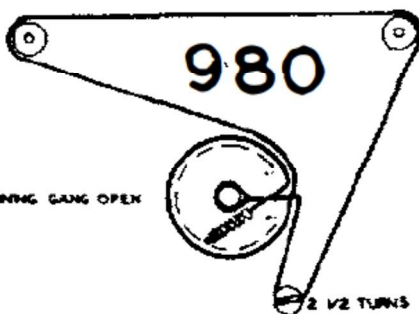
979

TUNING GANG FULLY CLOSED



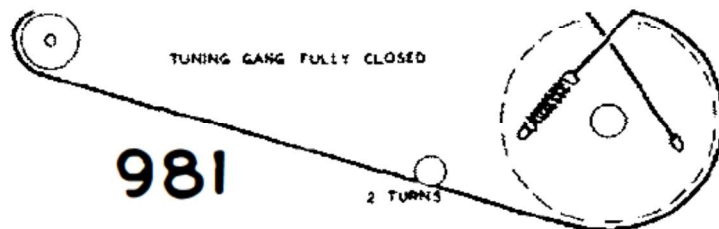
980

TUNING GANG OPEN

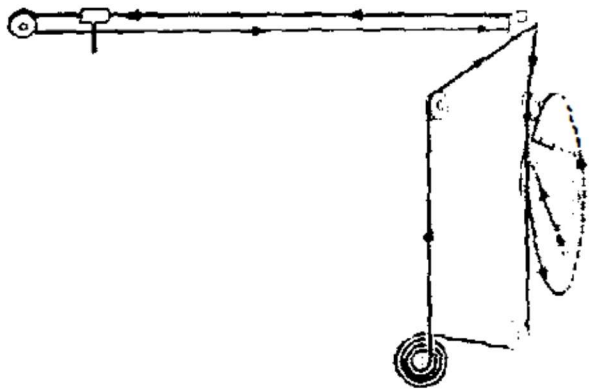


TUNING GANG FULLY CLOSED

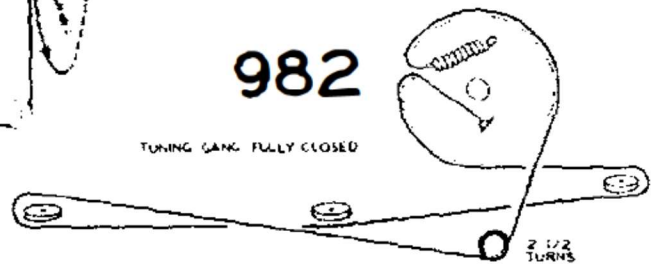
981







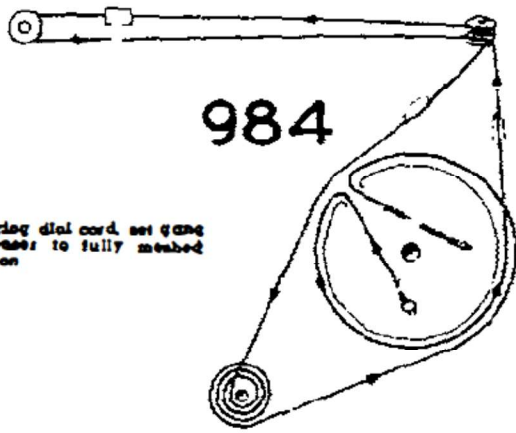
983



982

TUNING GANG FULLY CLOSED

2 1/2  
TURNS



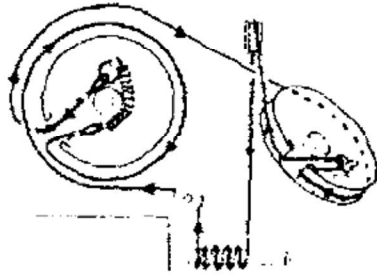
984

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

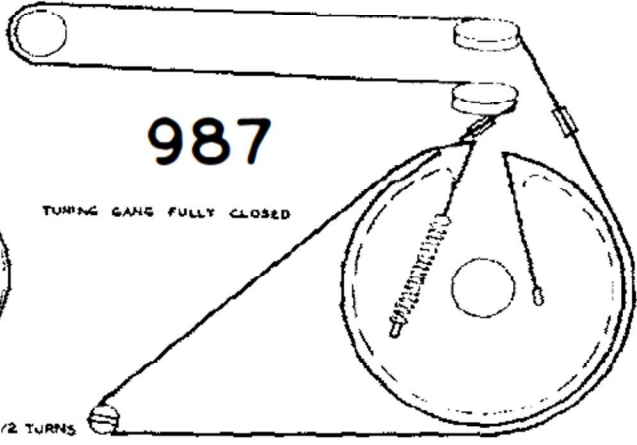


986

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



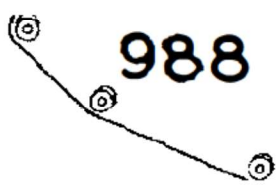
985



987

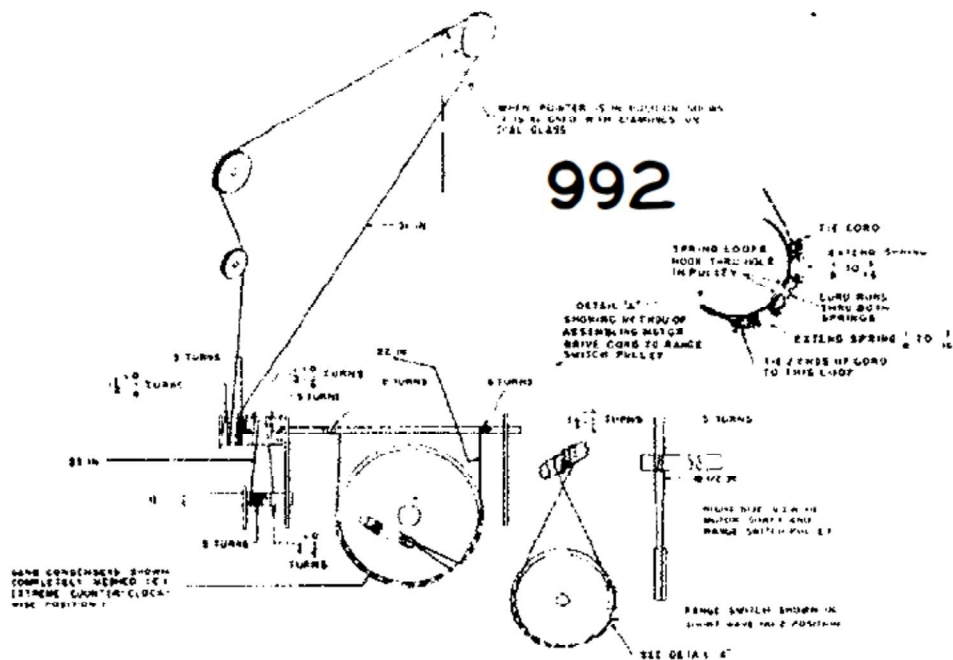
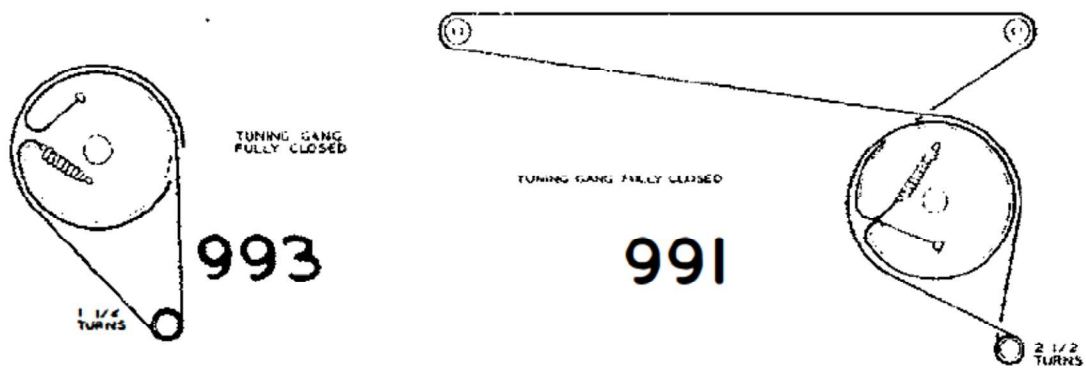
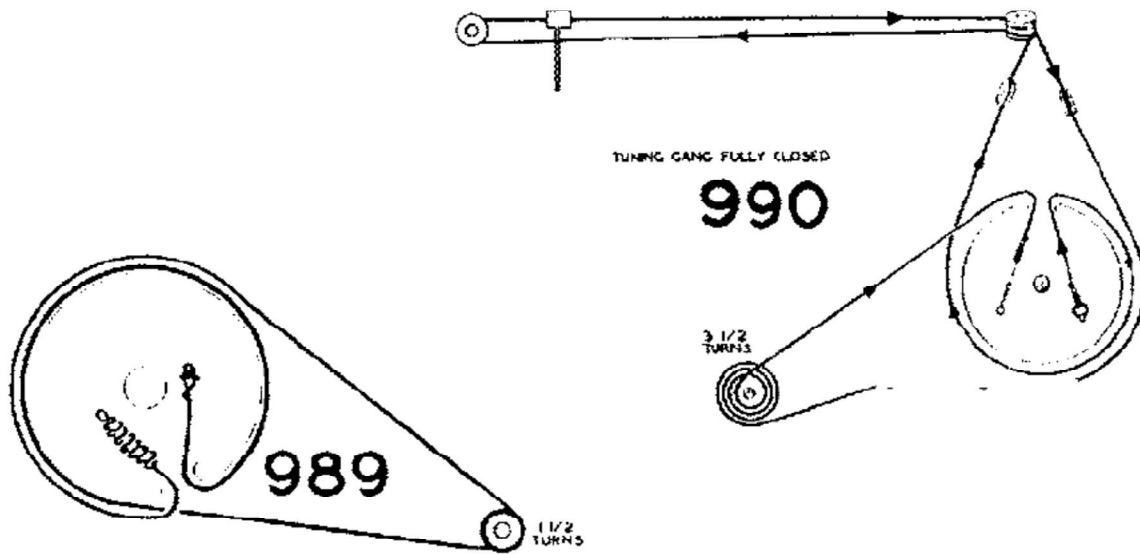
TUNING GANG FULLY CLOSED

1 1/2 TURNS

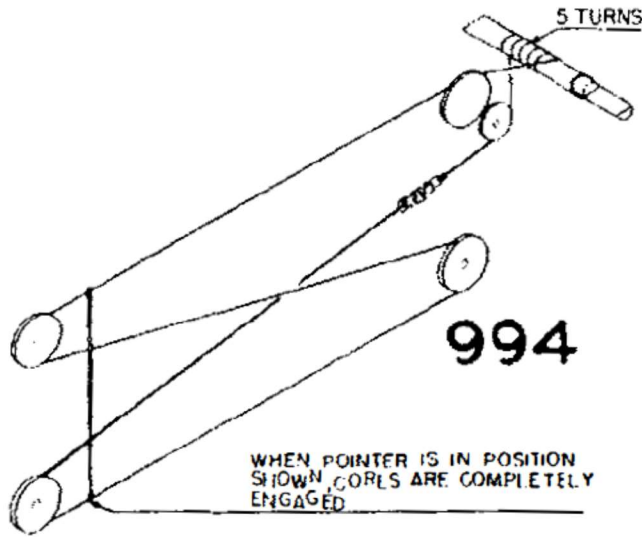


988

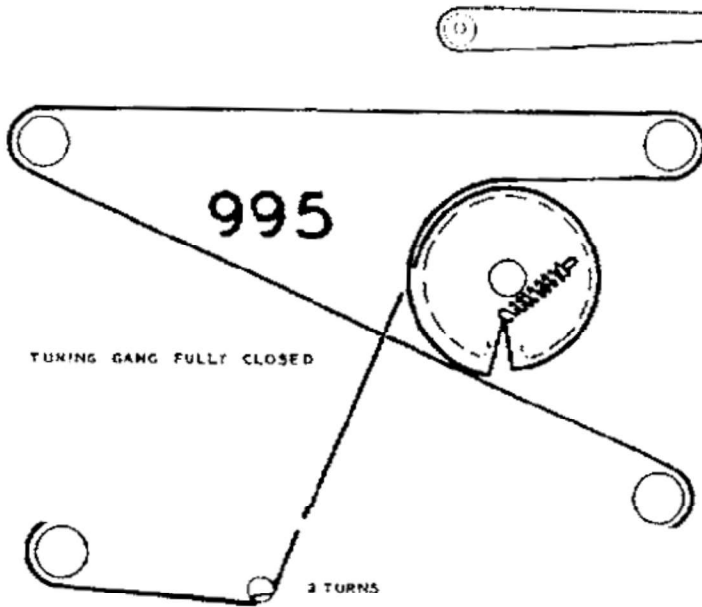
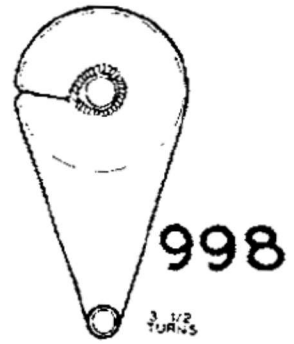
TUNING GANG FULLY CLOSED





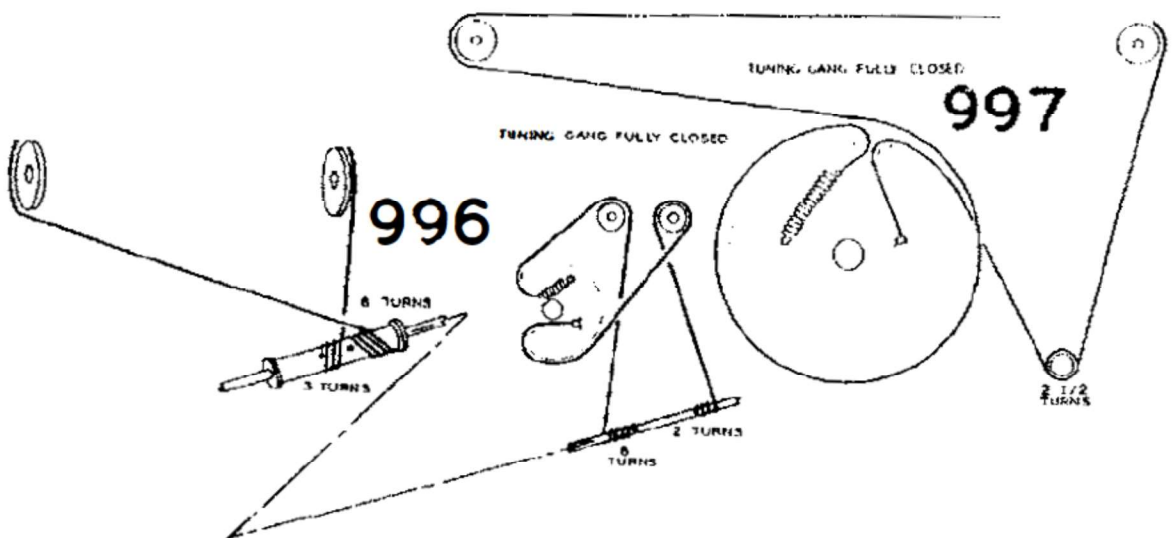
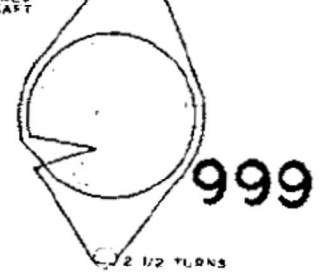


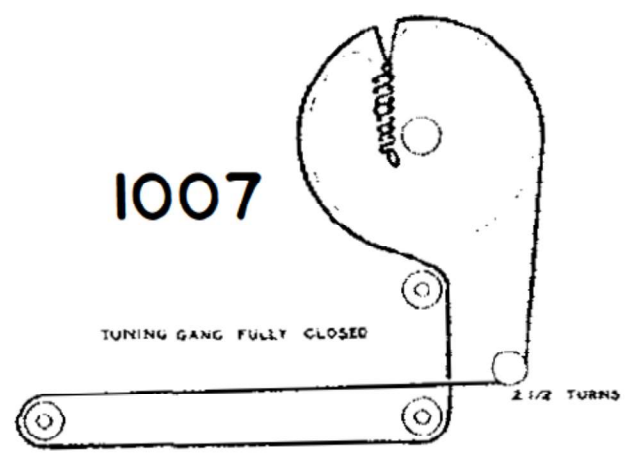
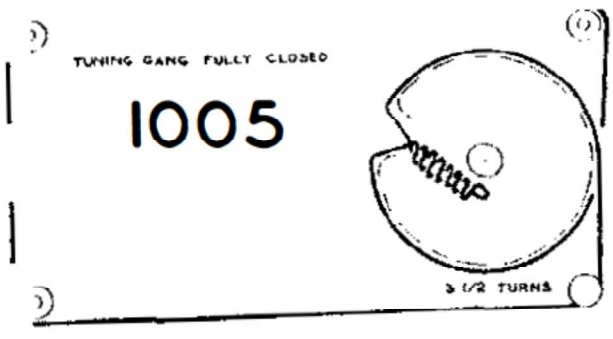
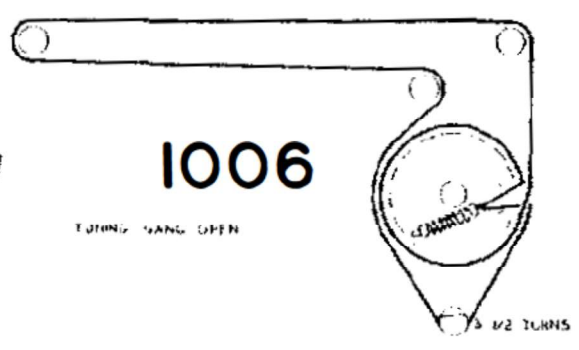
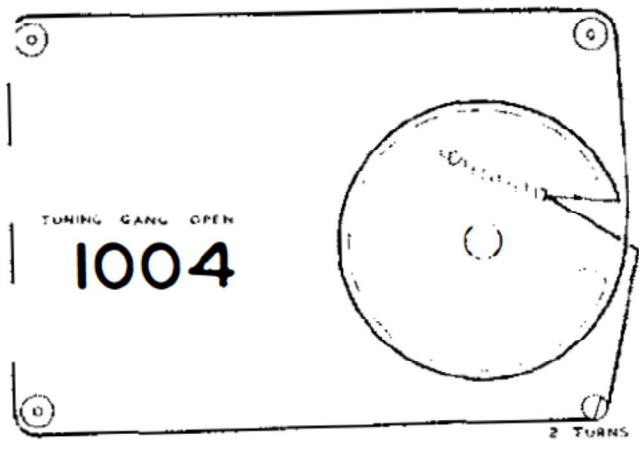
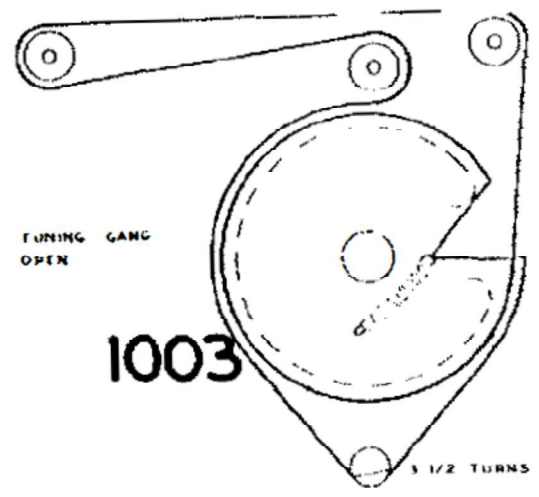
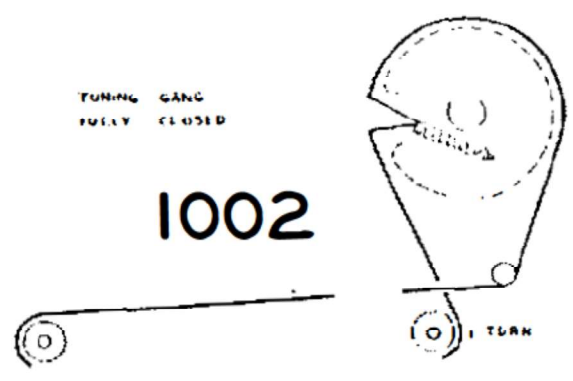
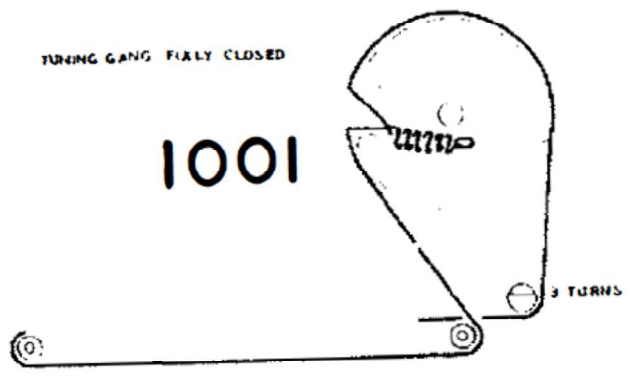
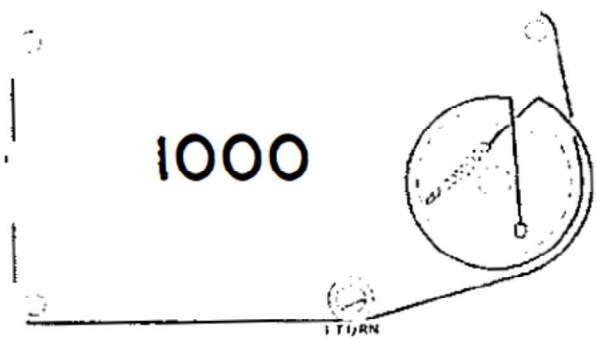
TUNING GANG FULLY CLOSED



FIXED SHAFT

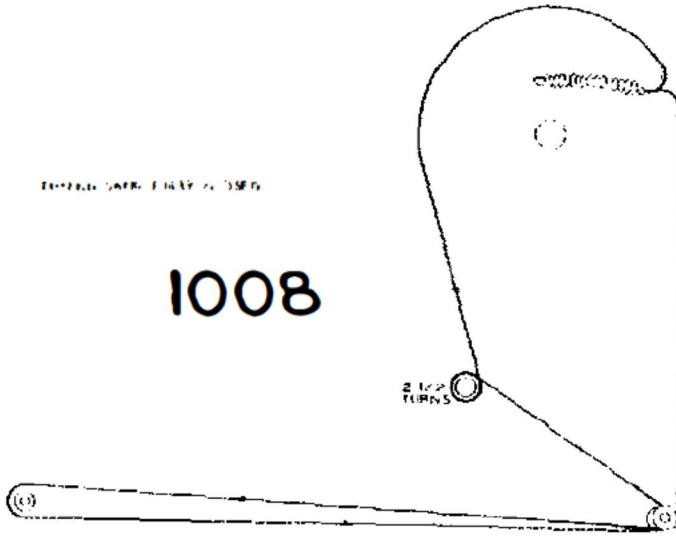
PULLEY ON SAME SHAFT





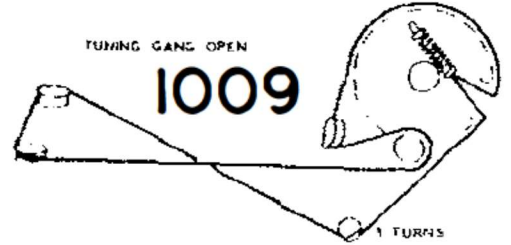
TUNING GANG FULLY CLOSED

1008



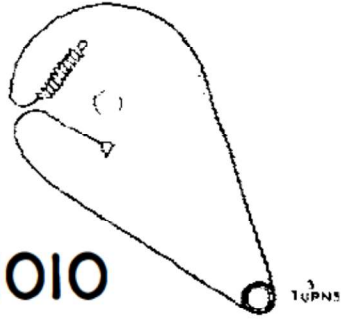
TUNING GANG OPEN

1009

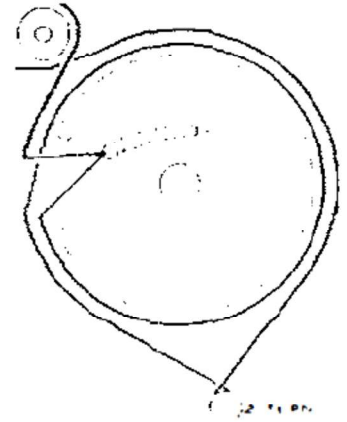


TUNING GANG FULLY CLOSED

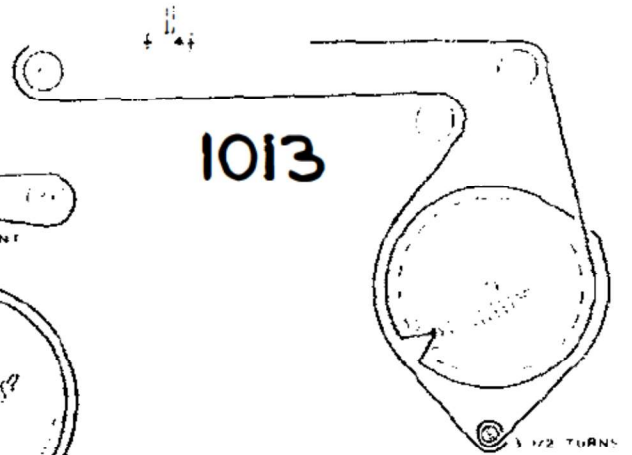
1010



1011

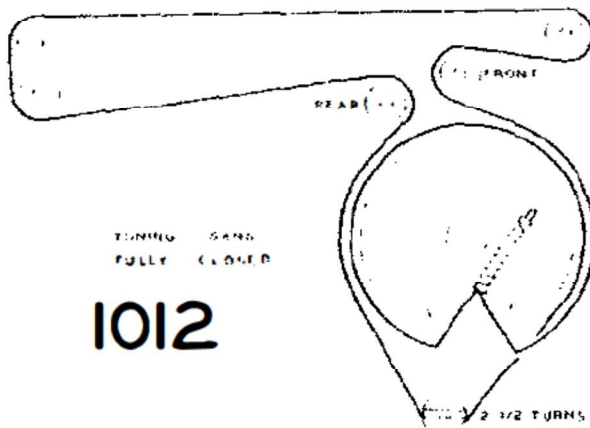


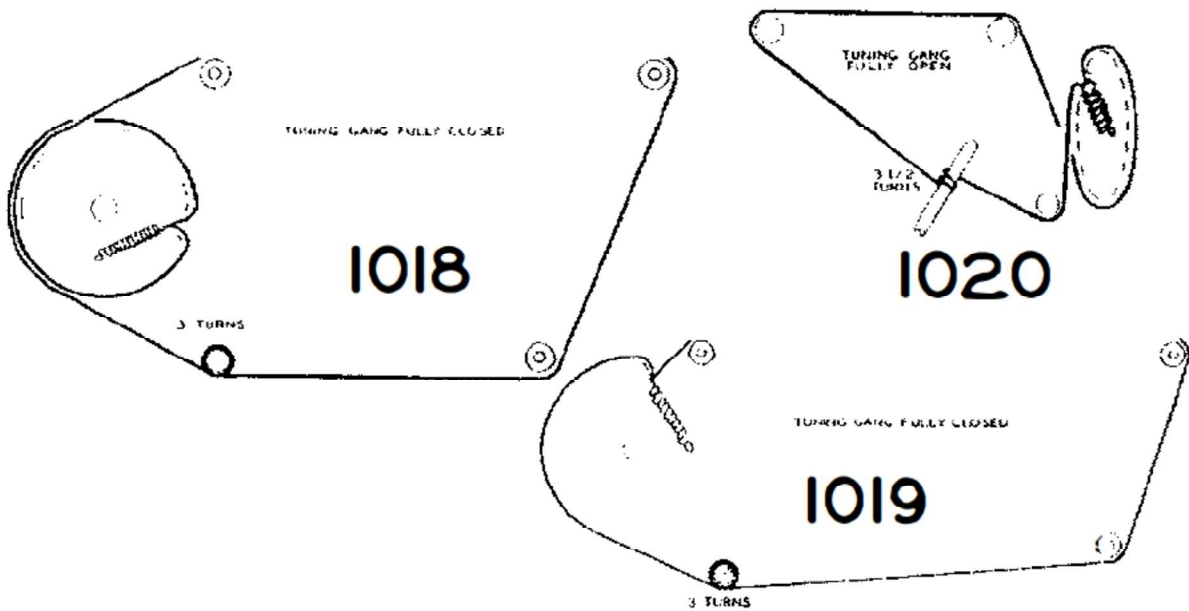
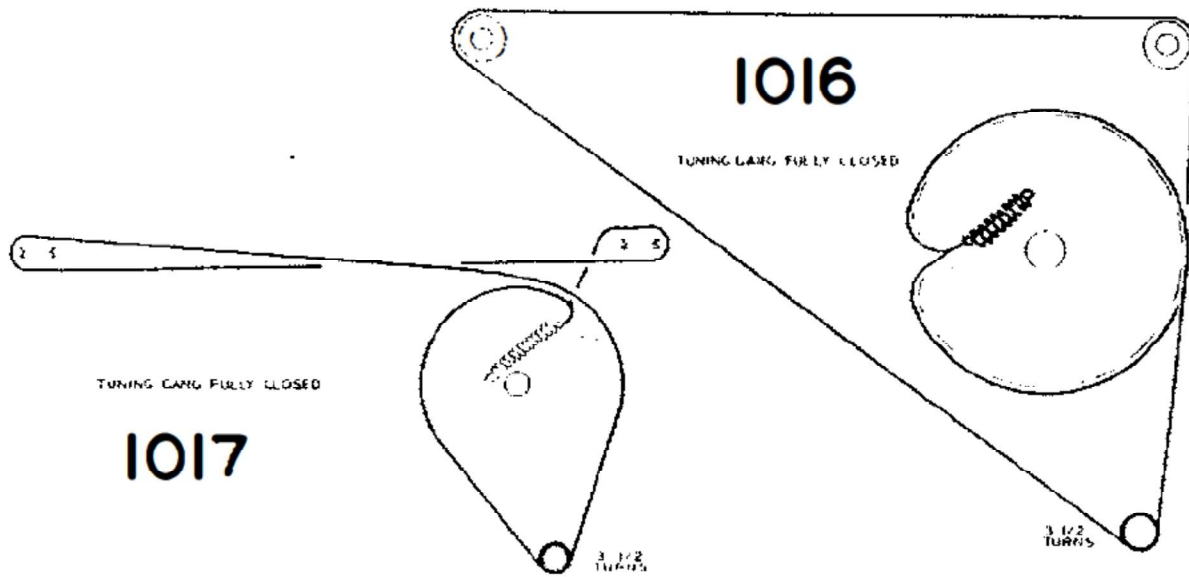
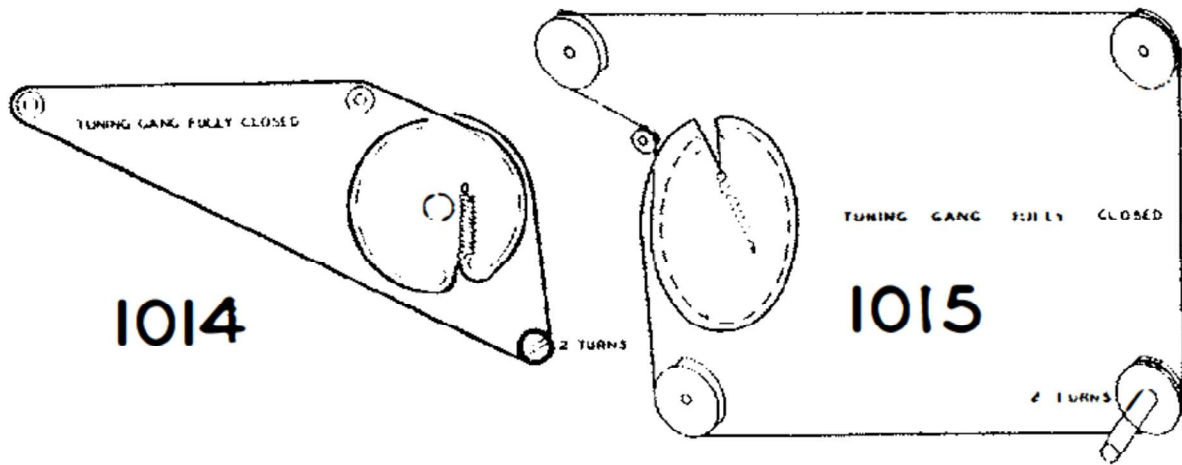
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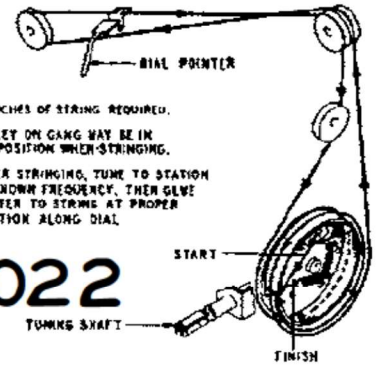
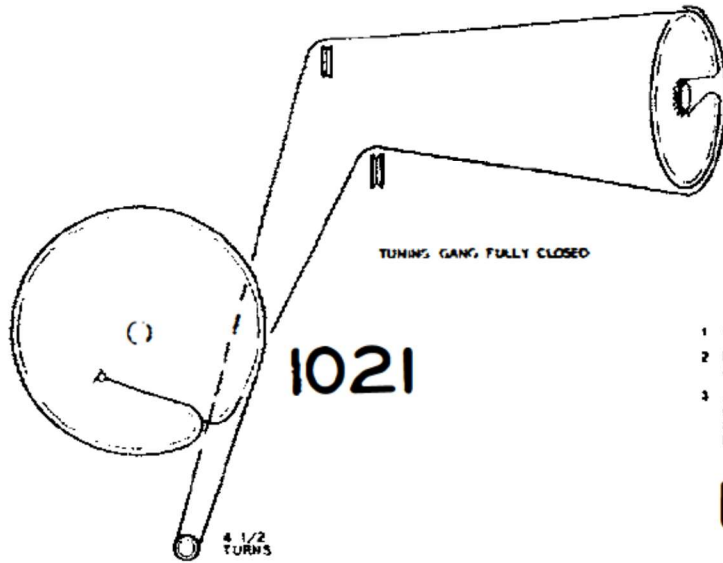


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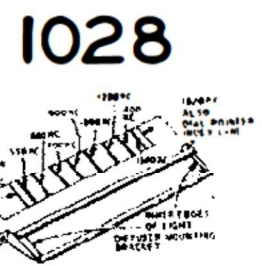
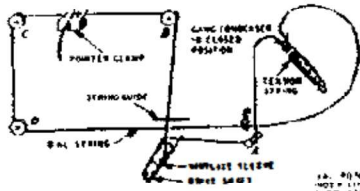
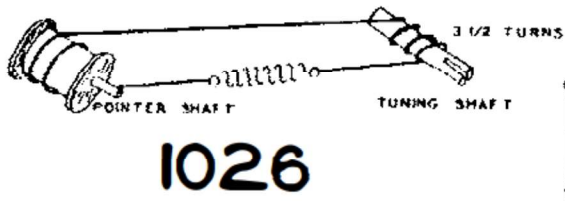
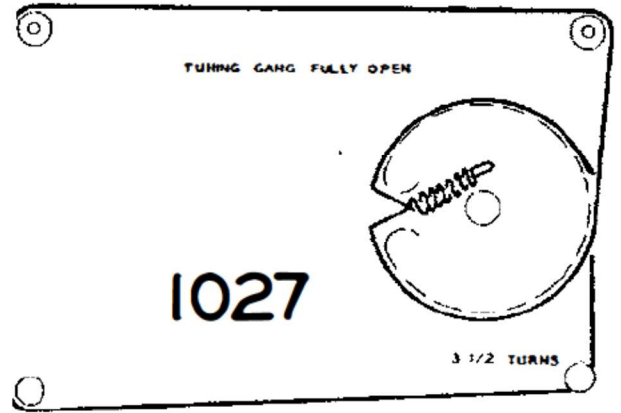
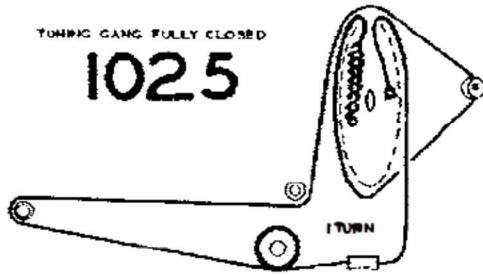
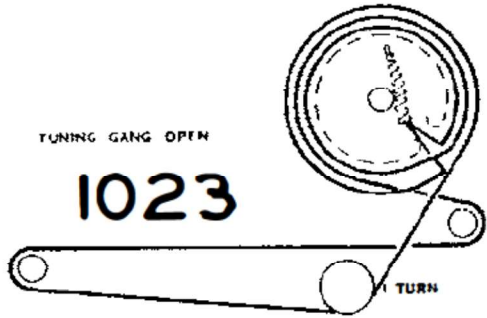
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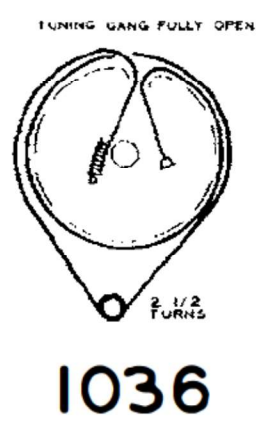
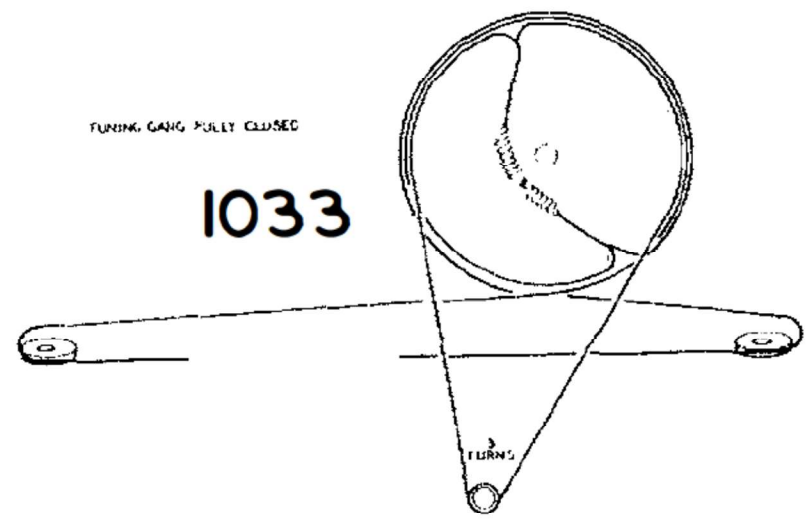
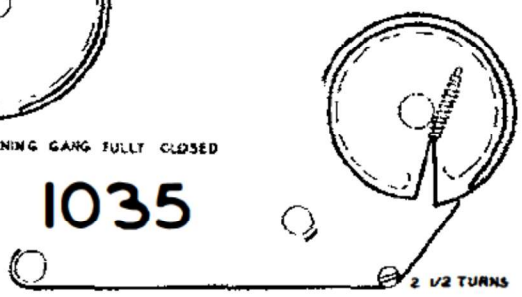
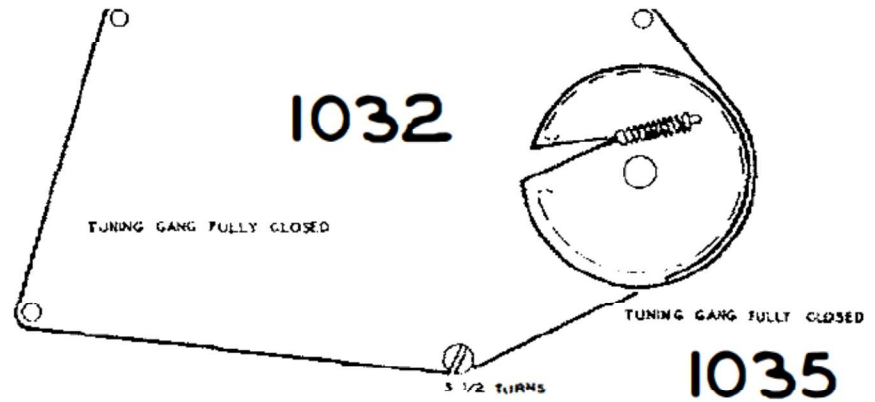
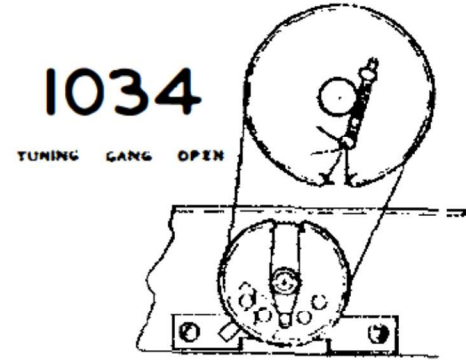
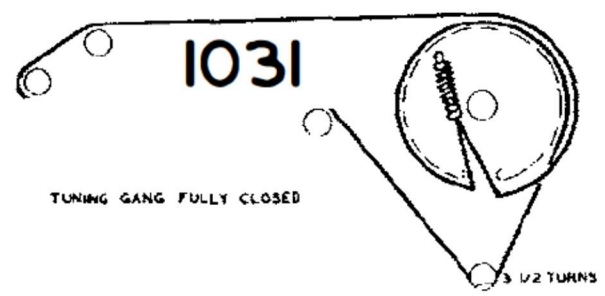
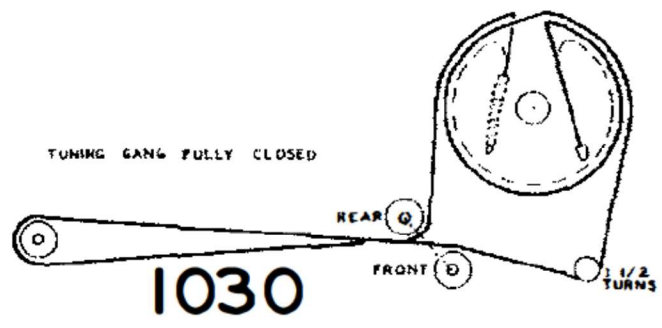
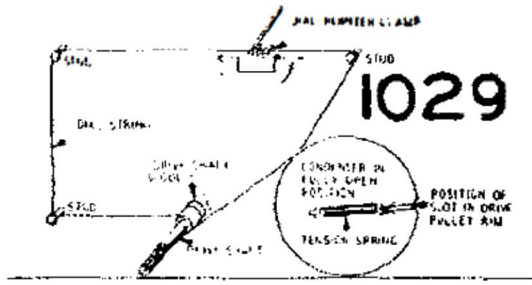




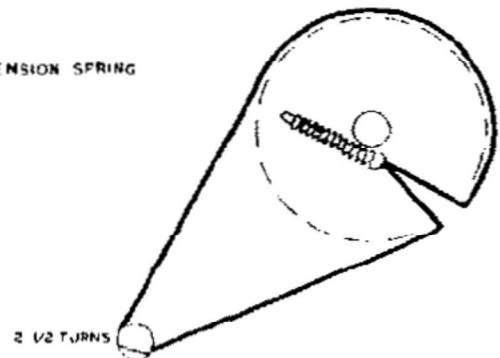
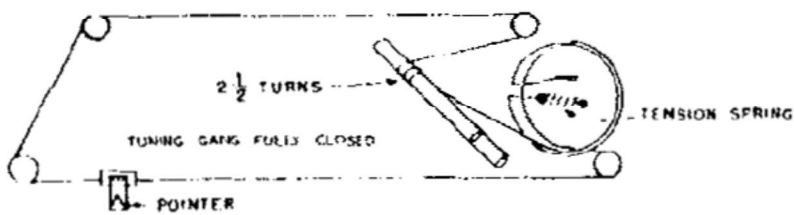
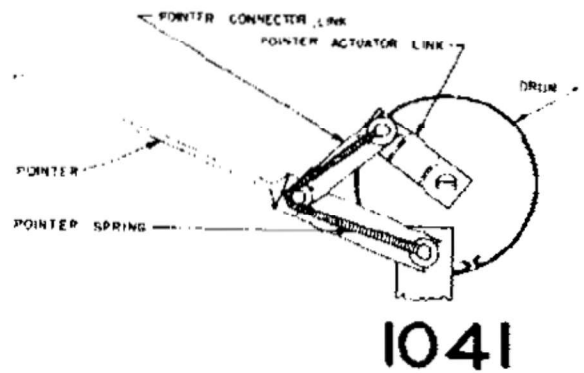
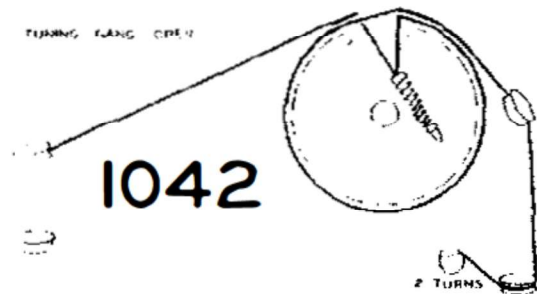
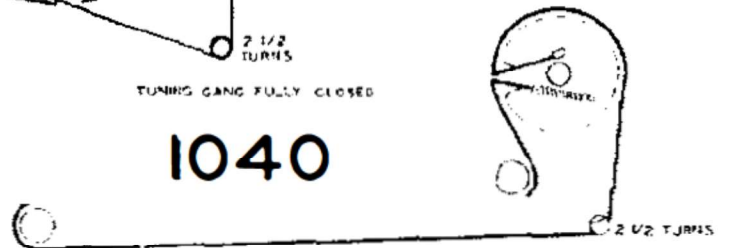
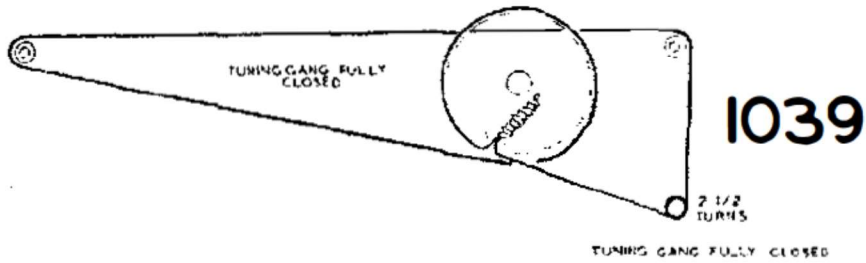
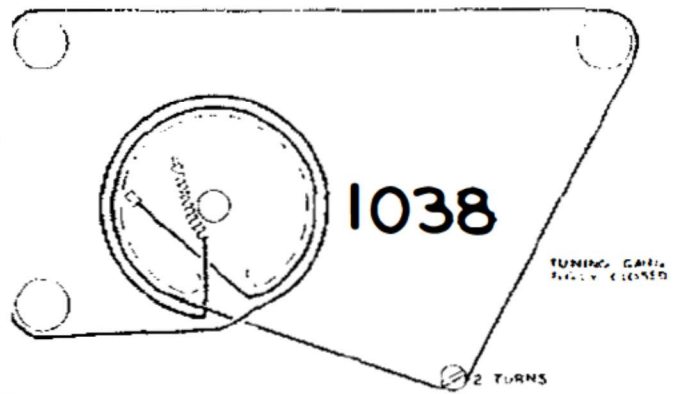
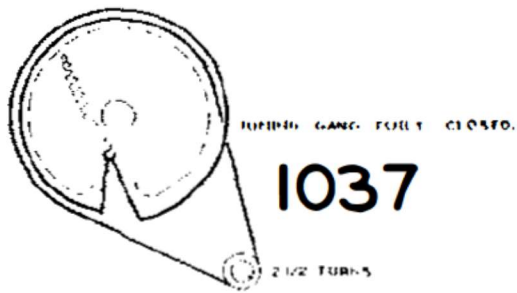


- 1 80 INCHES OF STRING REQUIRED.
- 2 PULLEY ON GANG MAY BE IN ANY POSITION WHEN STRINGING.
- 3 AFTER STRINGING, TUNE TO STATION OF KNOWN FREQUENCY, THEN GIVE POINTER TO STRING AT PROPER POSITION ALONG DIAL.



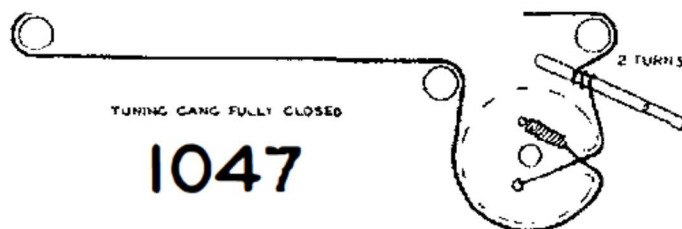
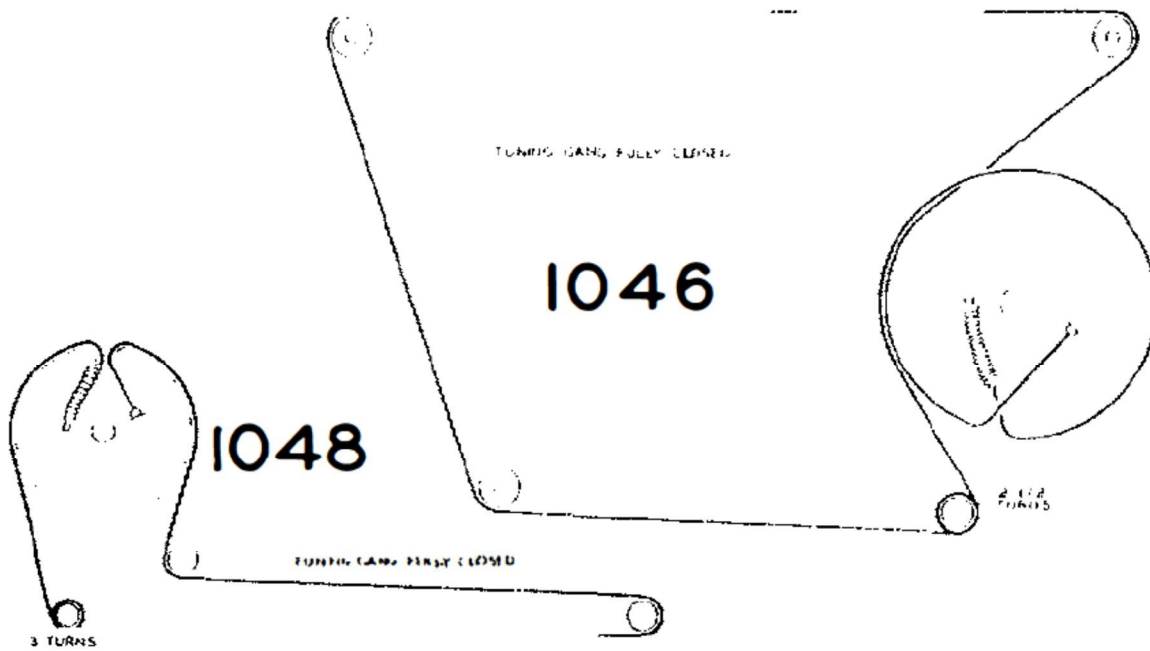
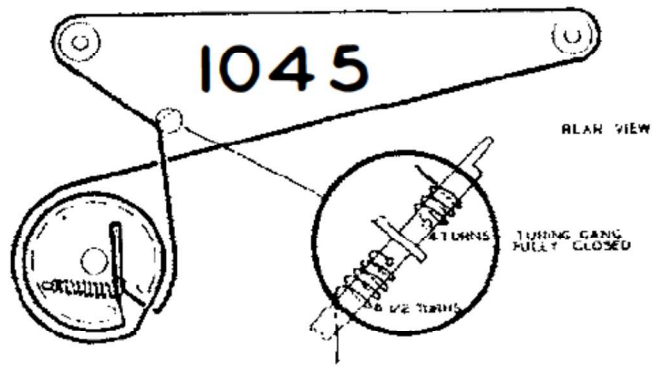
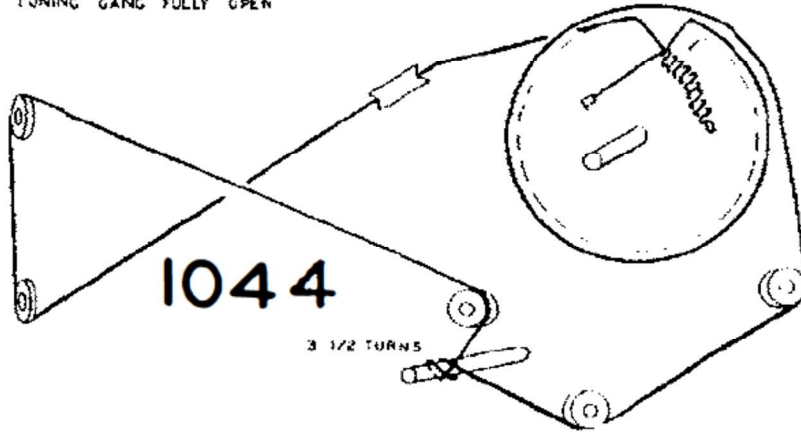


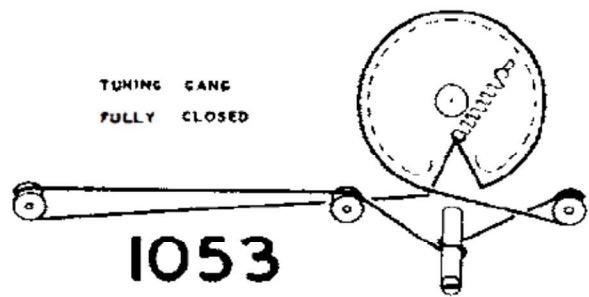
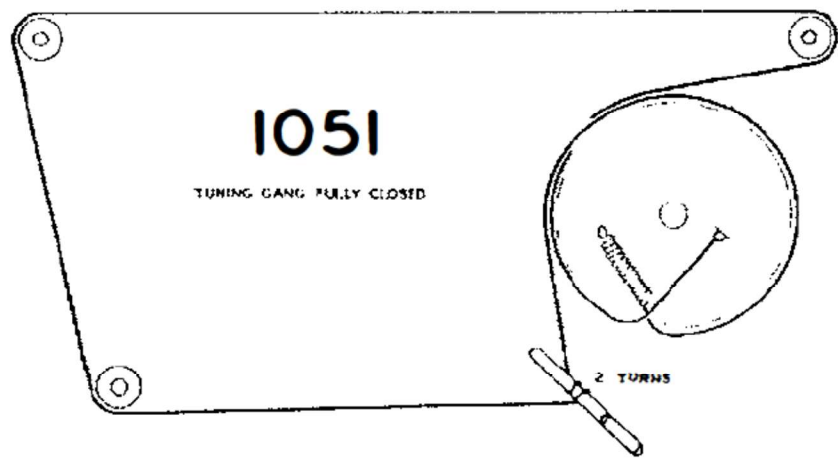
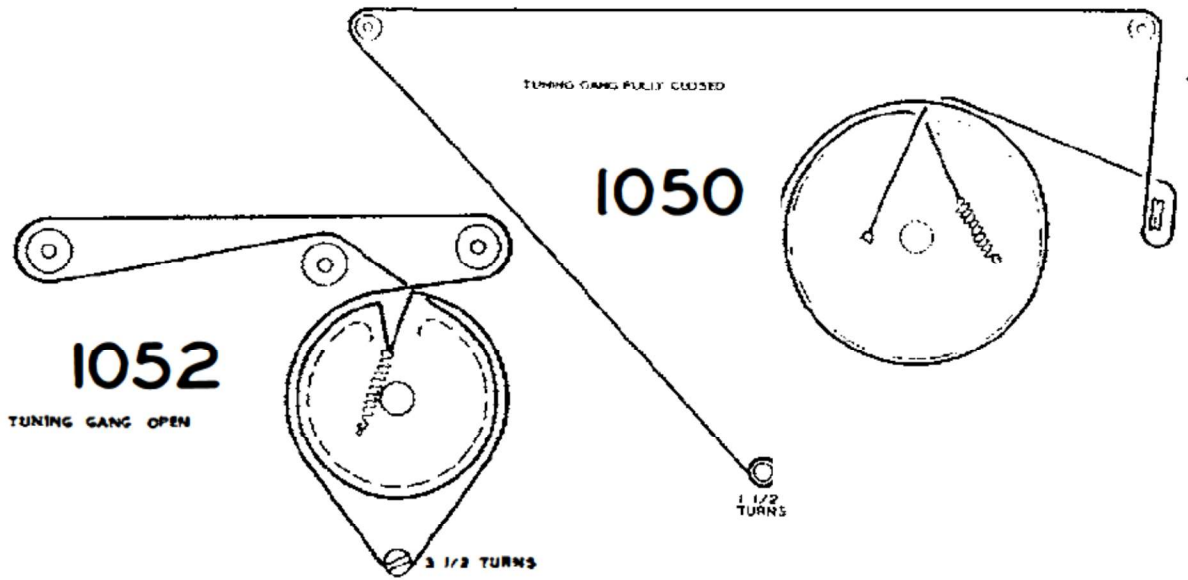
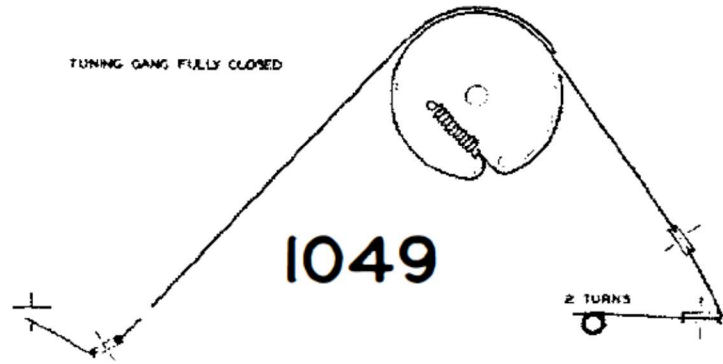


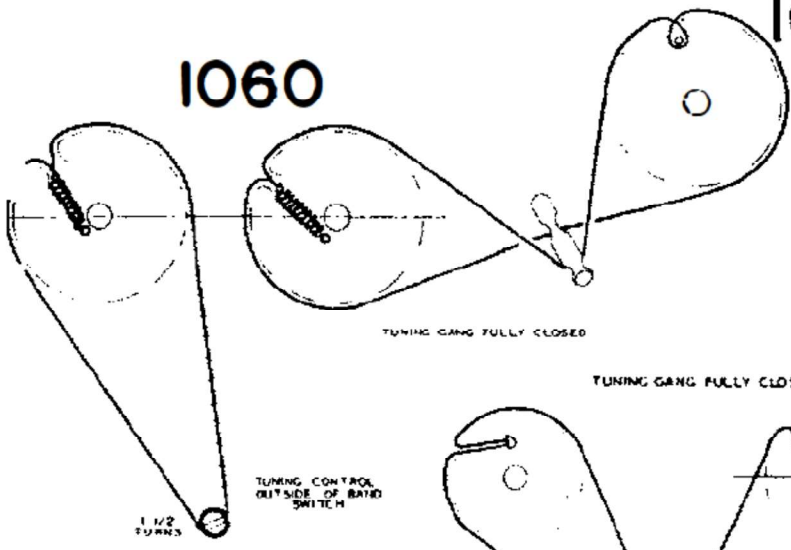
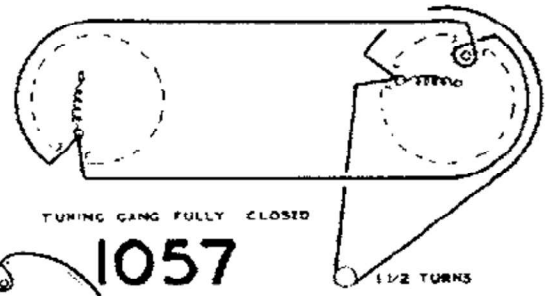
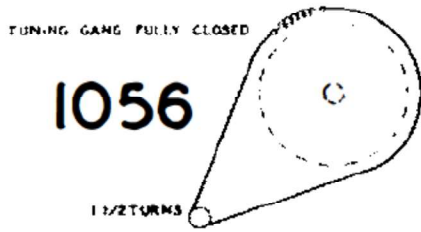
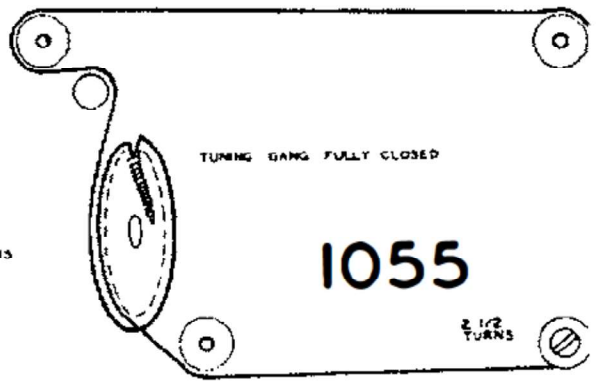
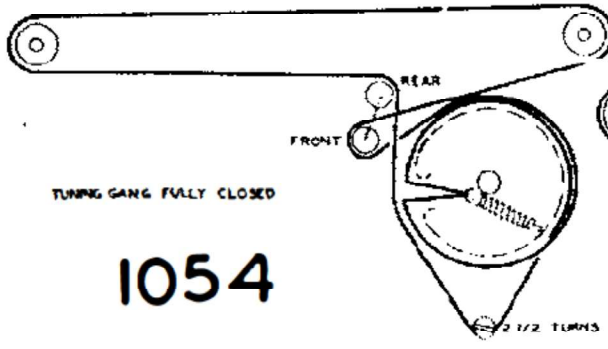




TUNING GANG FULLY OPEN



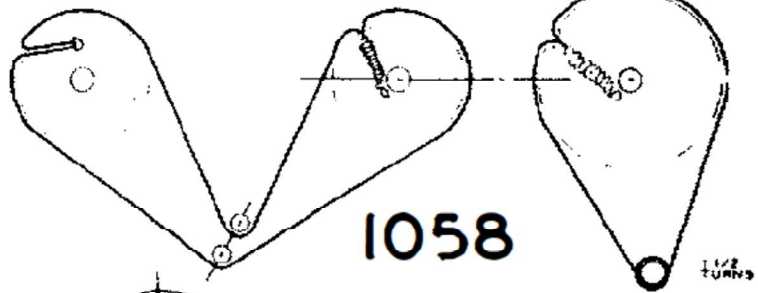




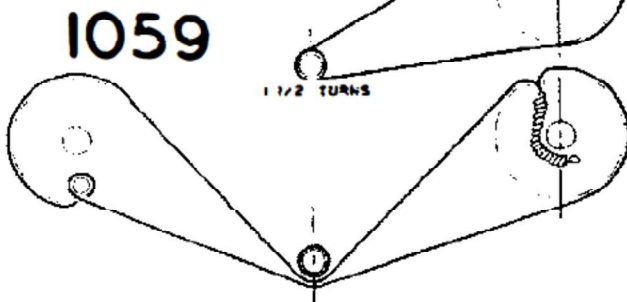
TUNING GANG FULLY CLOSED

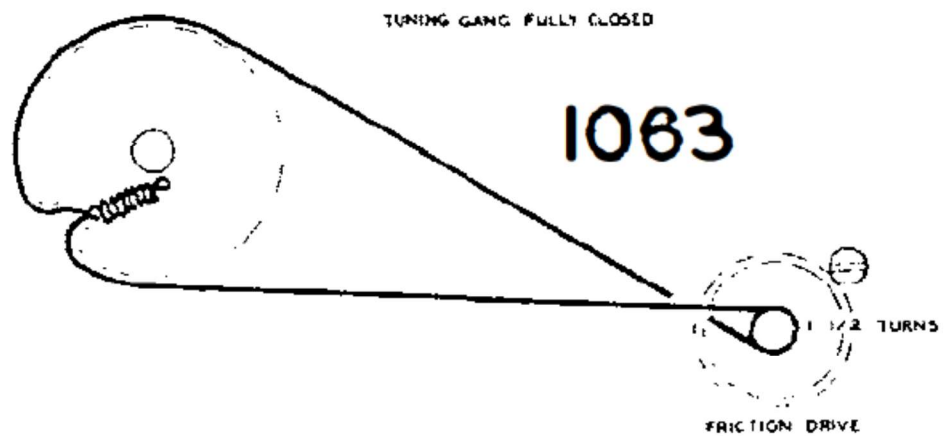
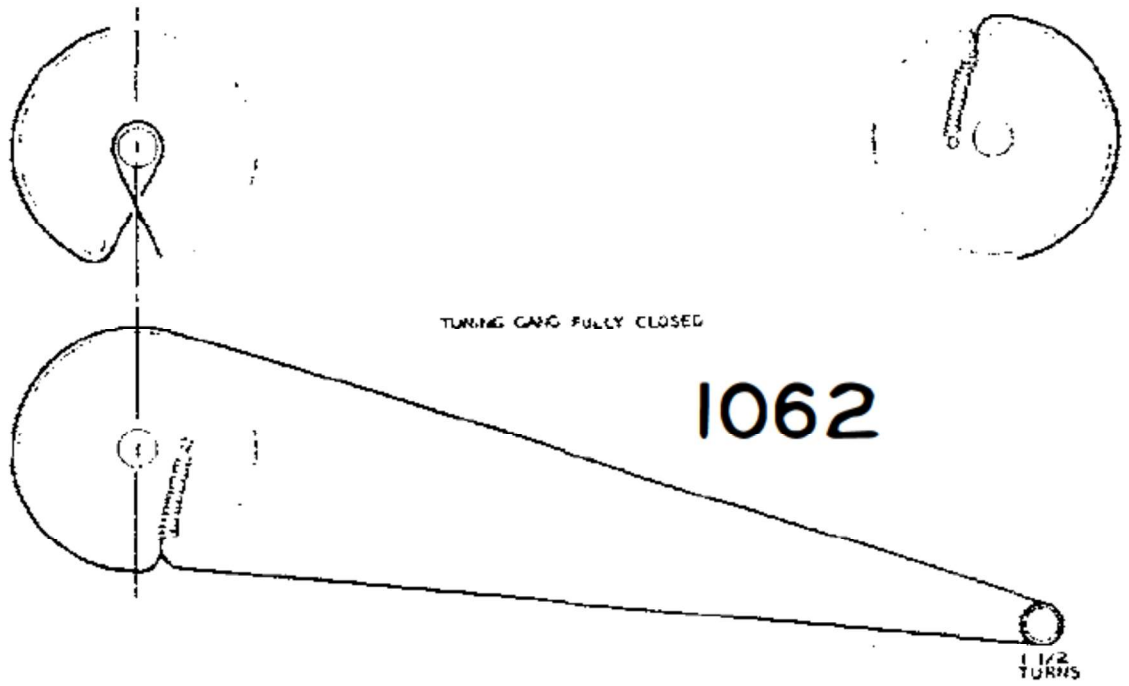
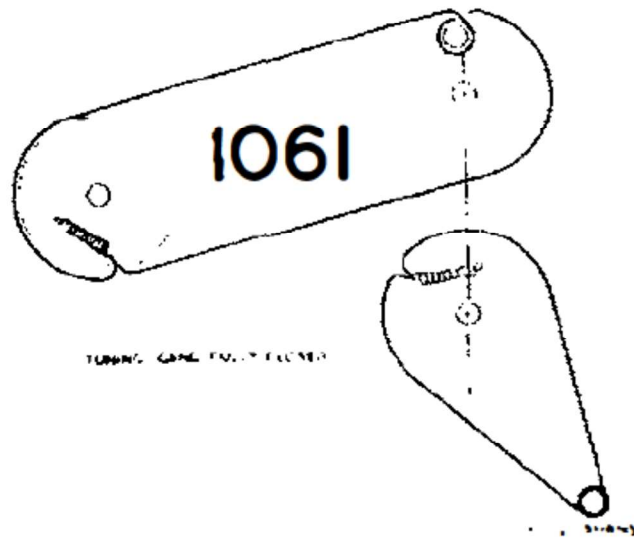
TUNING GANG FULLY CLOSED

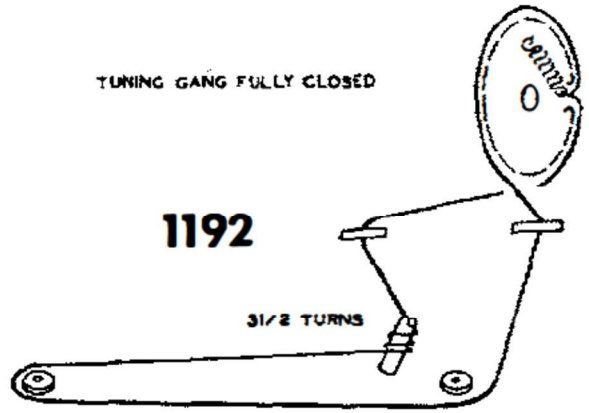
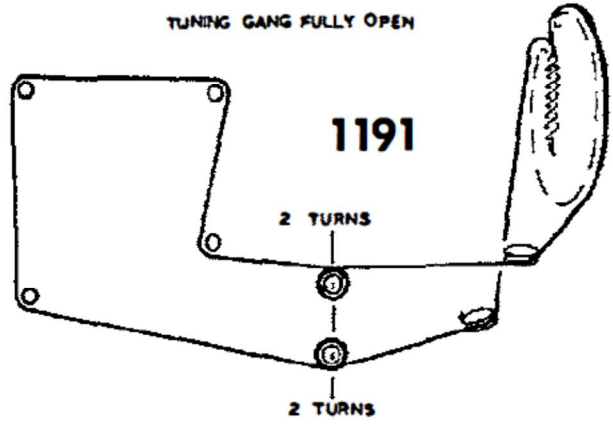
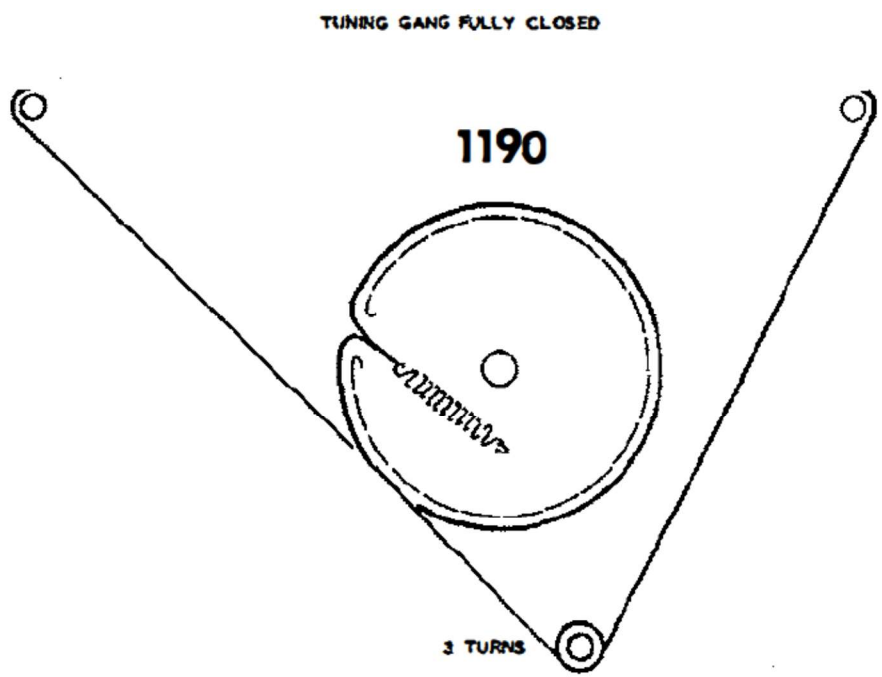
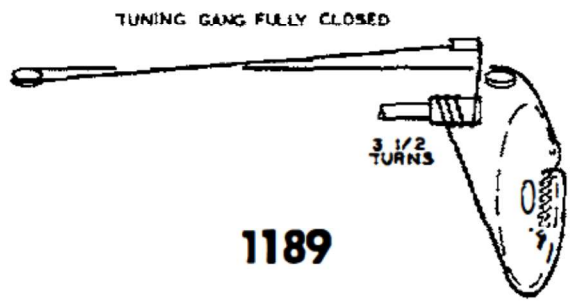
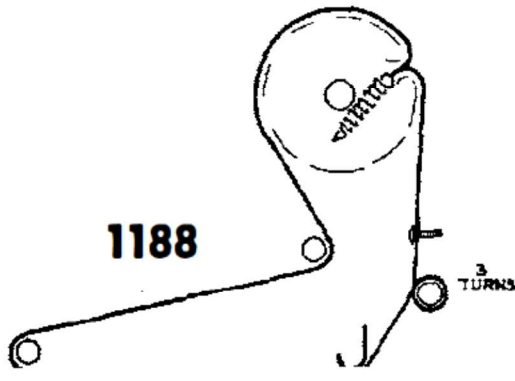
TUNING CONTROL  
OUTSIDE OF BAND  
SWITCH

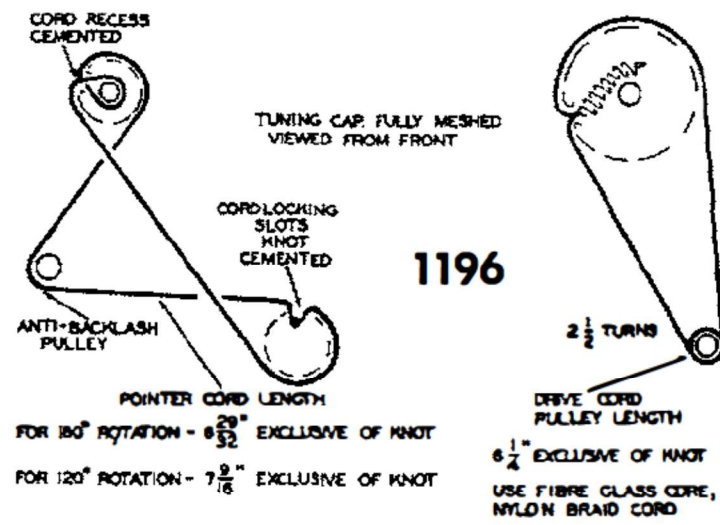
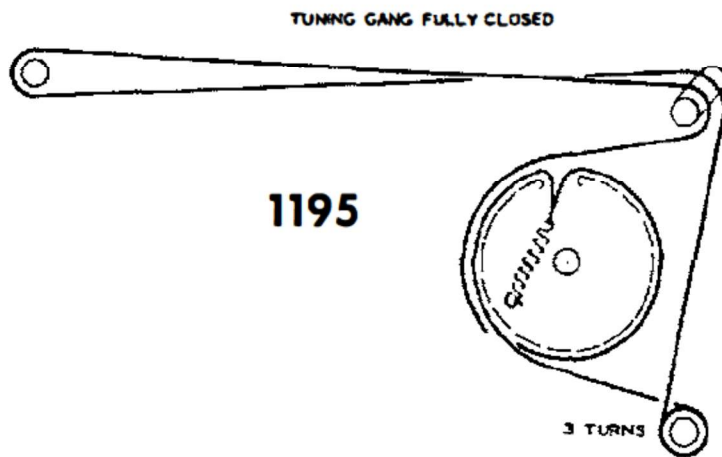
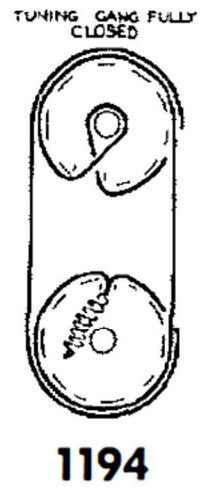
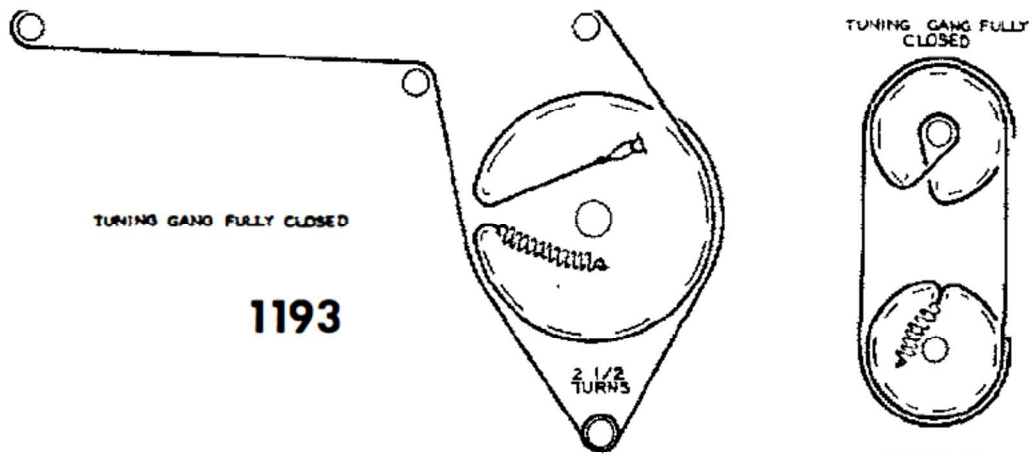


TUNING GANG FULLY CLOSED



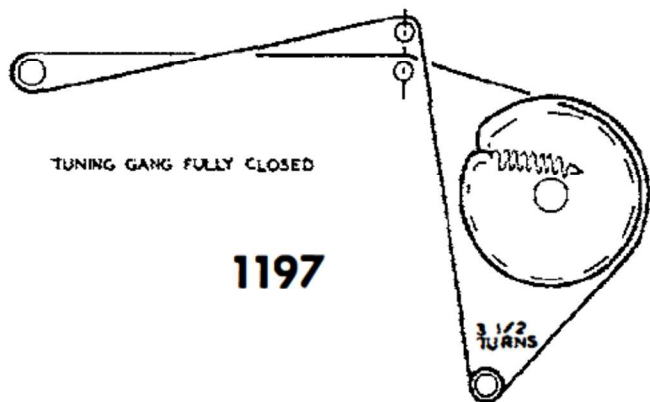






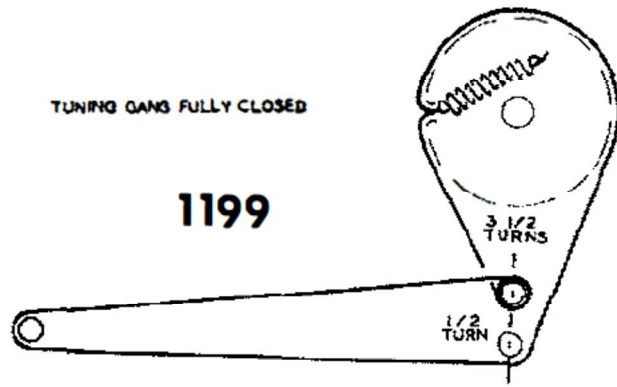
POINTER CORD LENGTH  
 FOR 180° ROTATION -  $6\frac{29}{32}$ " EXCLUSIVE OF KNOT  
 FOR 120° ROTATION -  $7\frac{9}{16}$ " EXCLUSIVE OF KNOT

DRIVE CORD PULLEY LENGTH  
 $6\frac{1}{4}$ " EXCLUSIVE OF KNOT  
 USE FIBRE GLASS CORE,  
 NYLON BRAID CORD

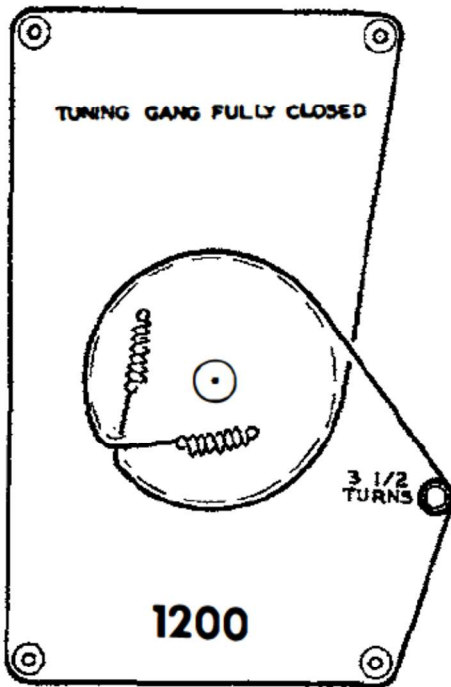




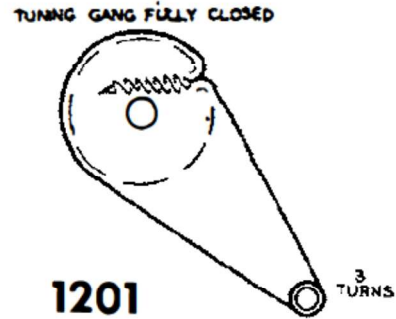
1198



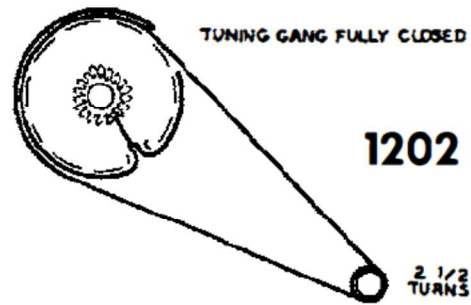
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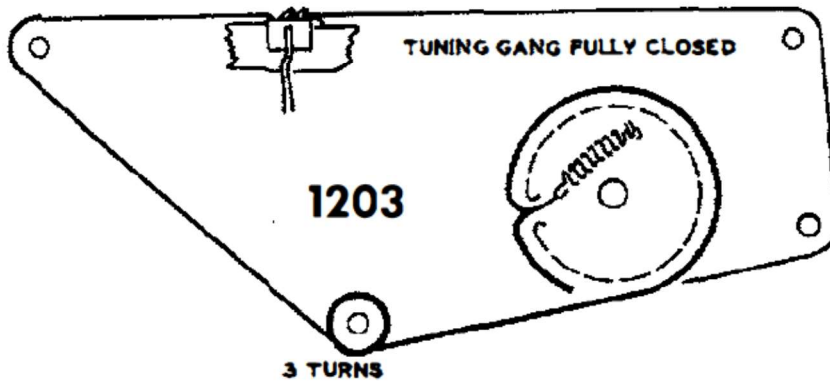
1200



1201



1202

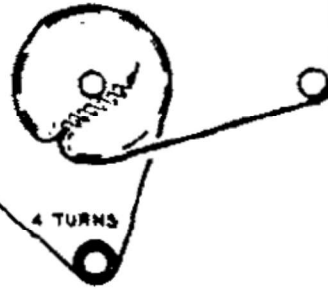


1203



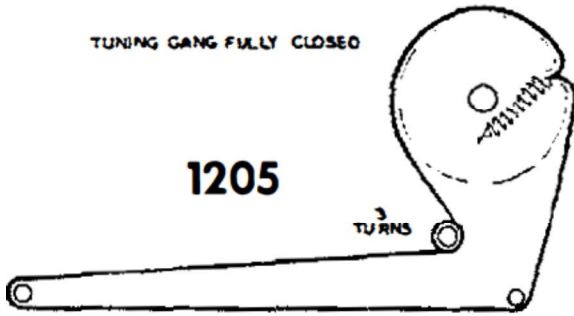
TUNING GANG FULLY CLOSED

1204



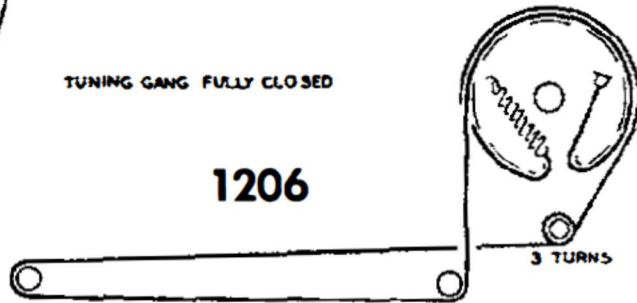
TUNING GANG FULLY CLOSED

1205

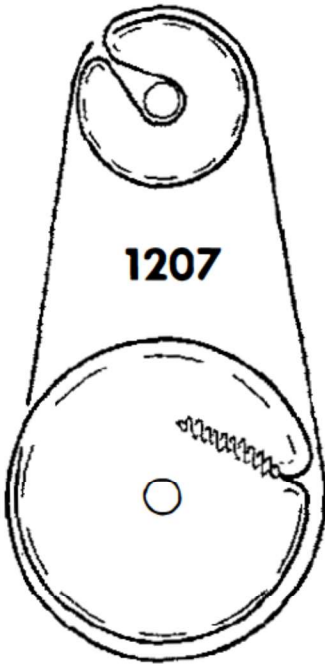


TUNING GANG FULLY CLOSED

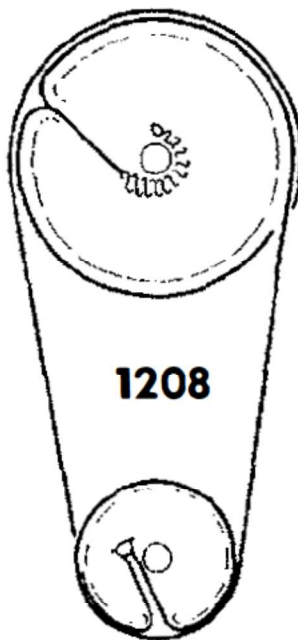
1206



1207

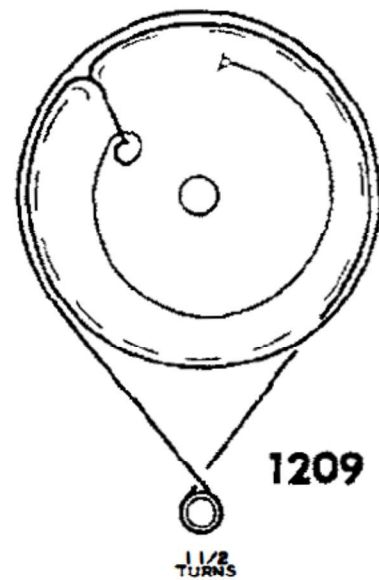


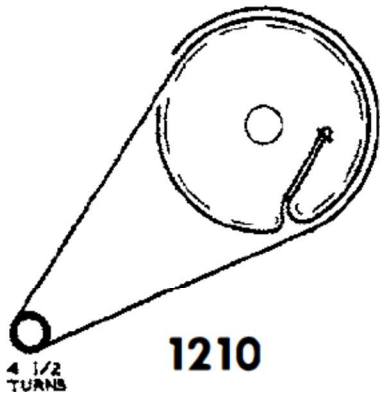
1208



FINE TUNING CONTROL

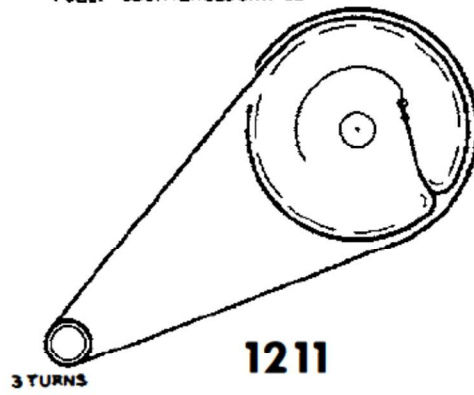
1209





**1210**

FULLY COUNTERCLOCKWISE

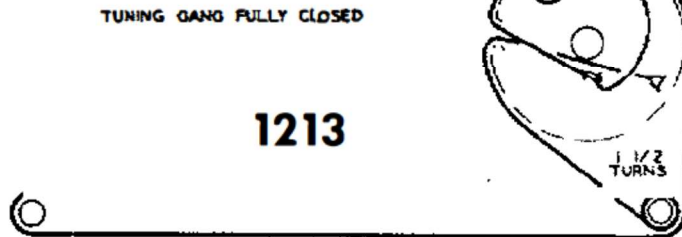


**1211**



TUNING GANG FULLY CLOSED

**1212**

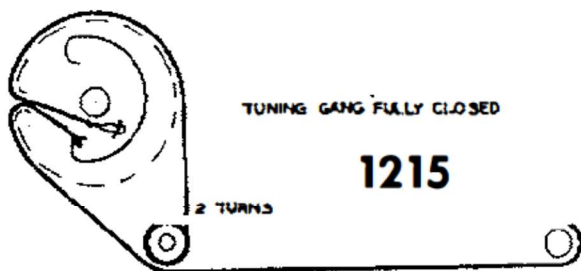
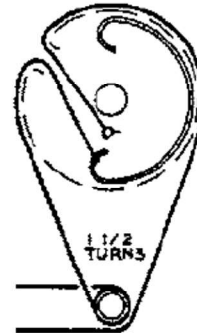


TUNING GANG FULLY CLOSED

**1213**

TUNING GANG FULLY CLOSED

**1214**



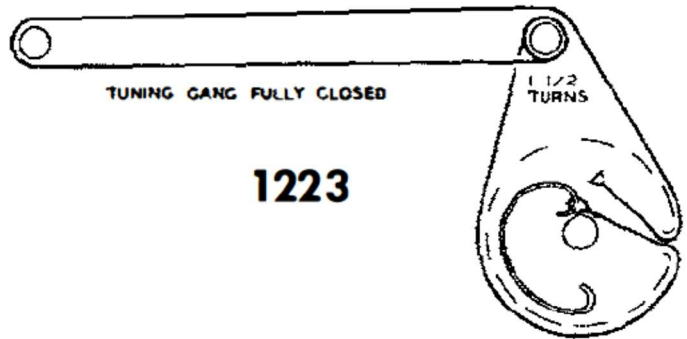
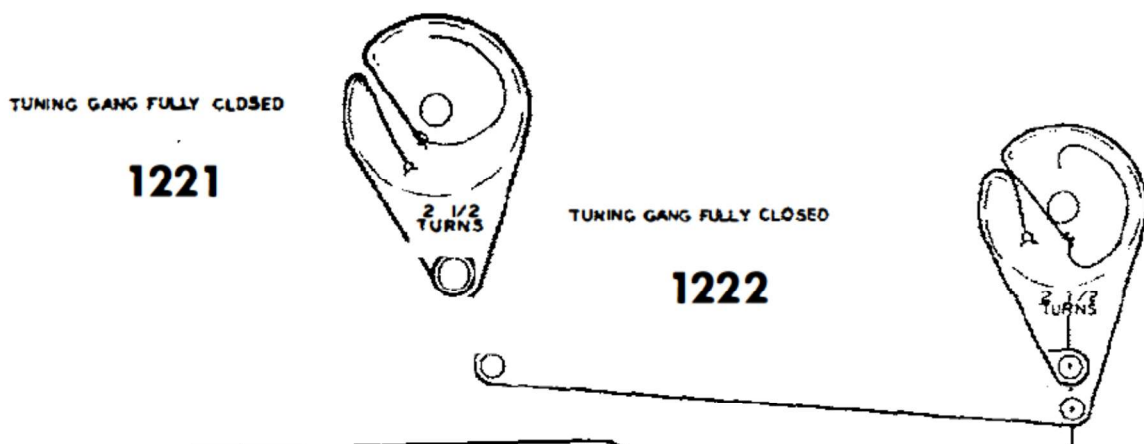
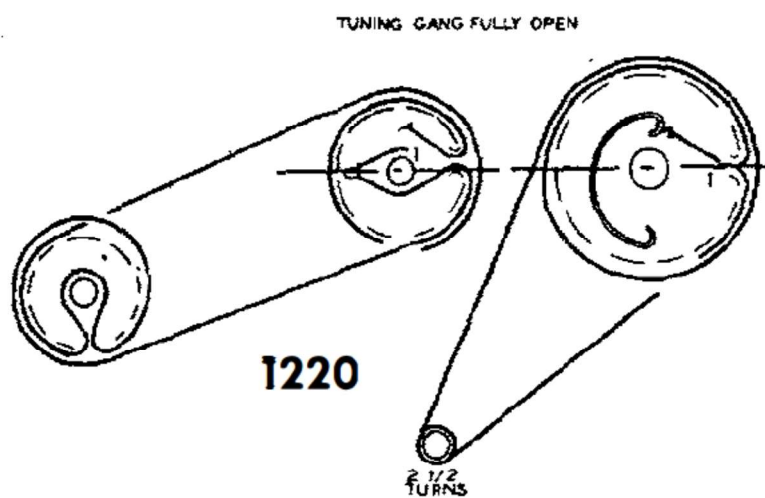
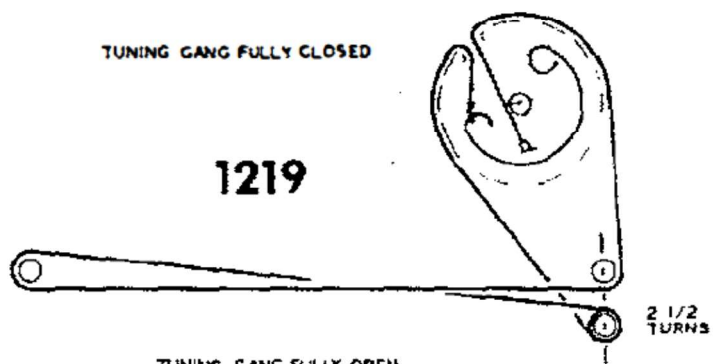
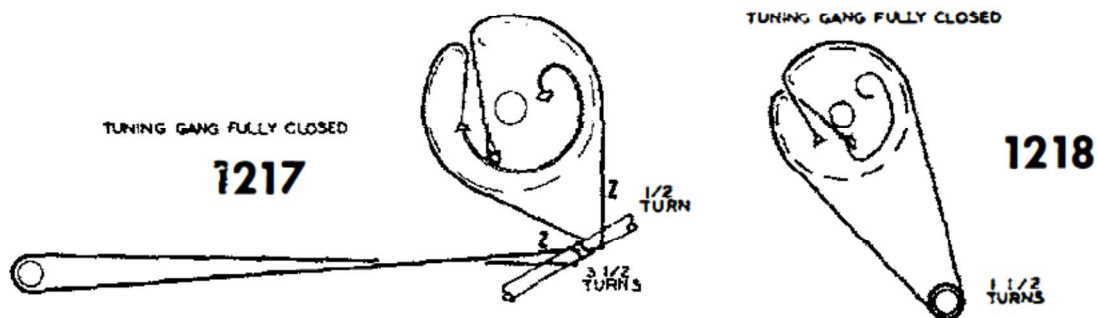
TUNING GANG FULLY CLOSED

**1215**

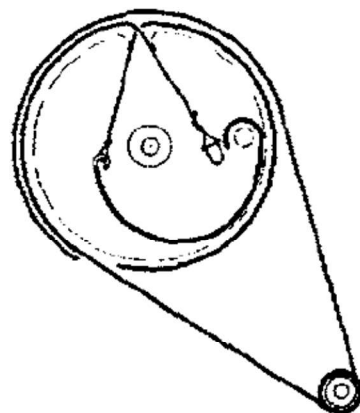
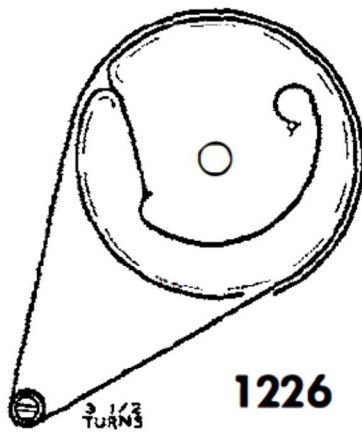
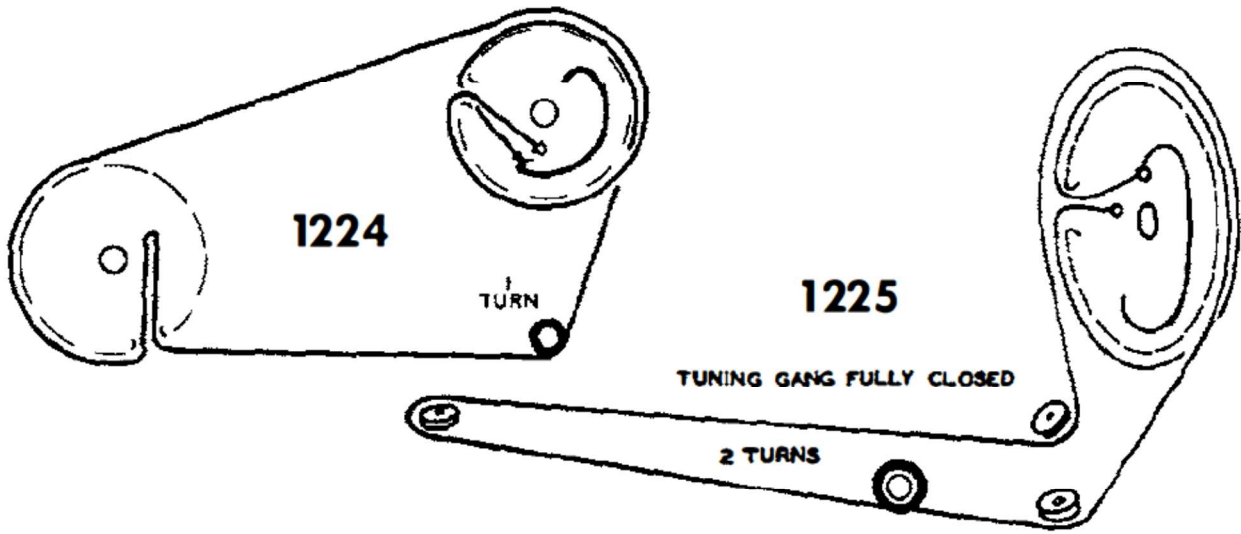
TUNING GANG FULLY CLOSED



**1216**

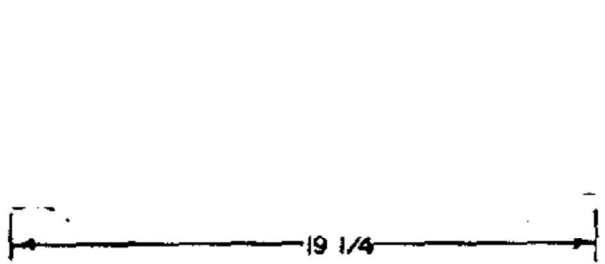
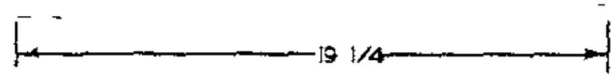


TUNING GANG FULLY CLOSED



CONTROL EXTREME  
CLOCKWISE

FINE TUNING  
CONTROL



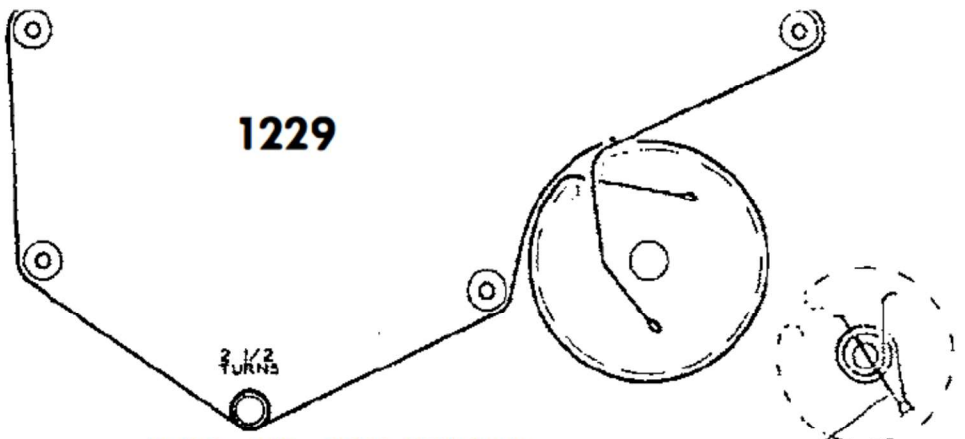
CONTROL EXTREME  
COUNTER - CLOCKWISE

FOCUS  
CONTROL

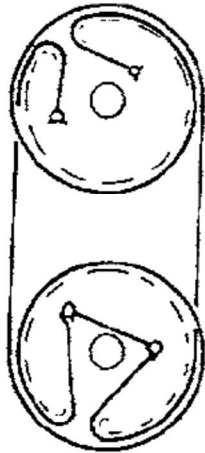
CONTROL EXTREME  
COUNTER - CLOCKWISE

FOCUS  
CONTROL

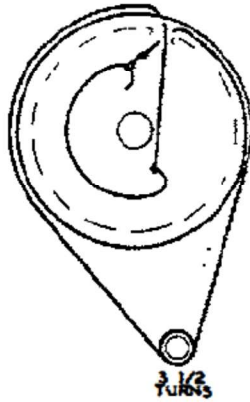
1229



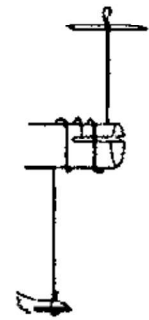
RADIO DIAL CORD STRINGING



FOCUS CORD STRINGING



FINE TUNING CORD STRINGING



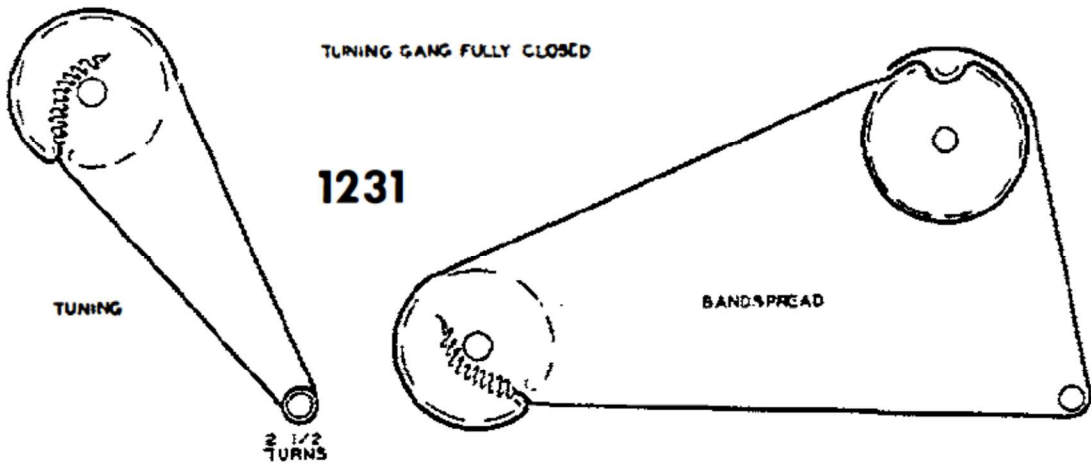
FM TUNER WINDLASS STRINGING

TUNING GANG FULLY CLOSED

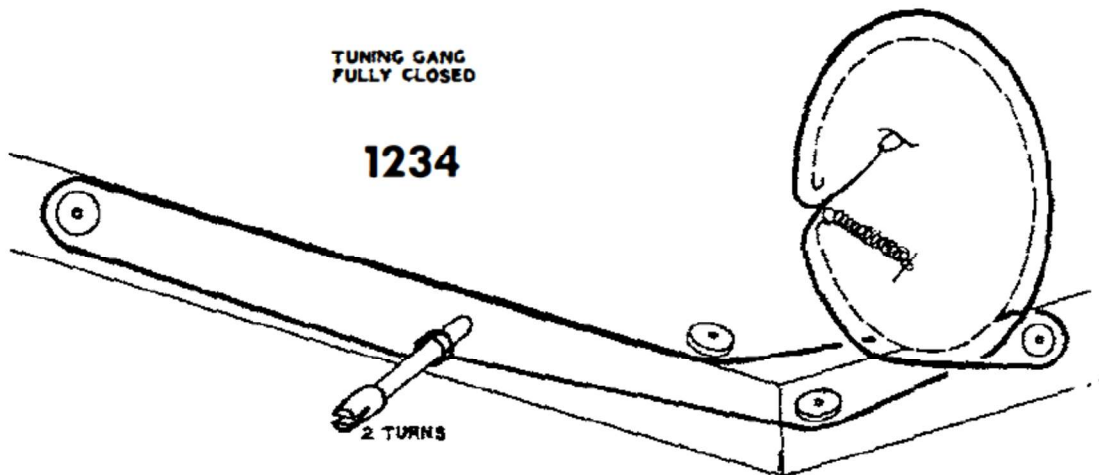
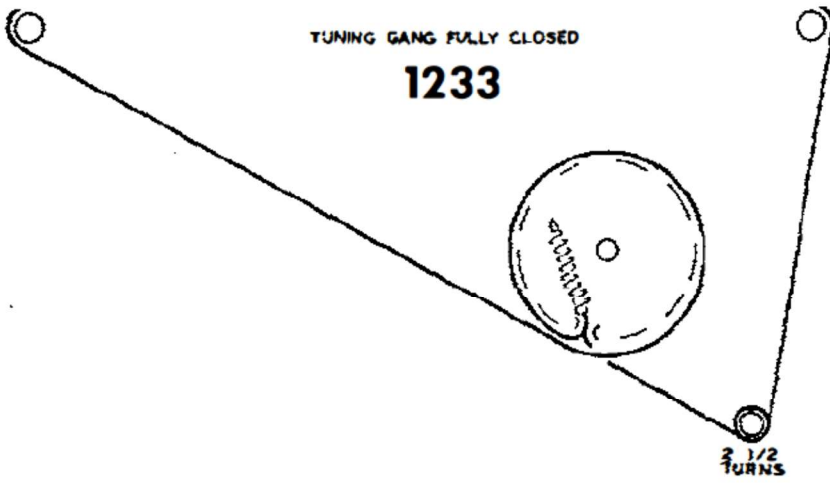
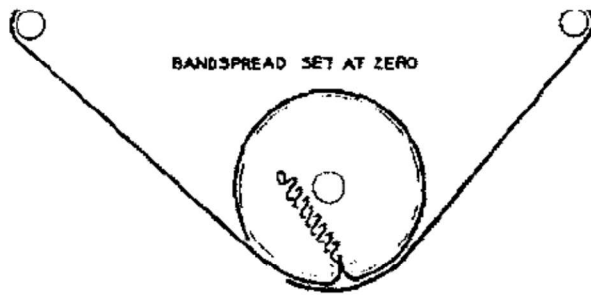
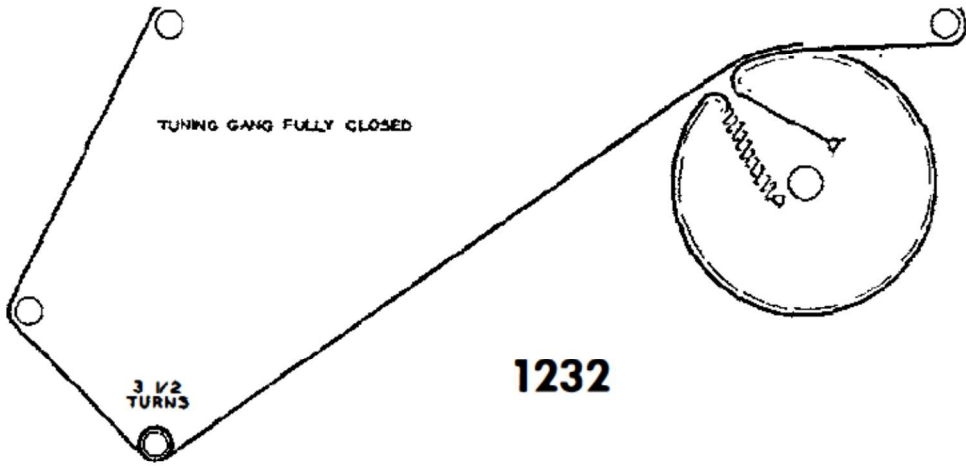


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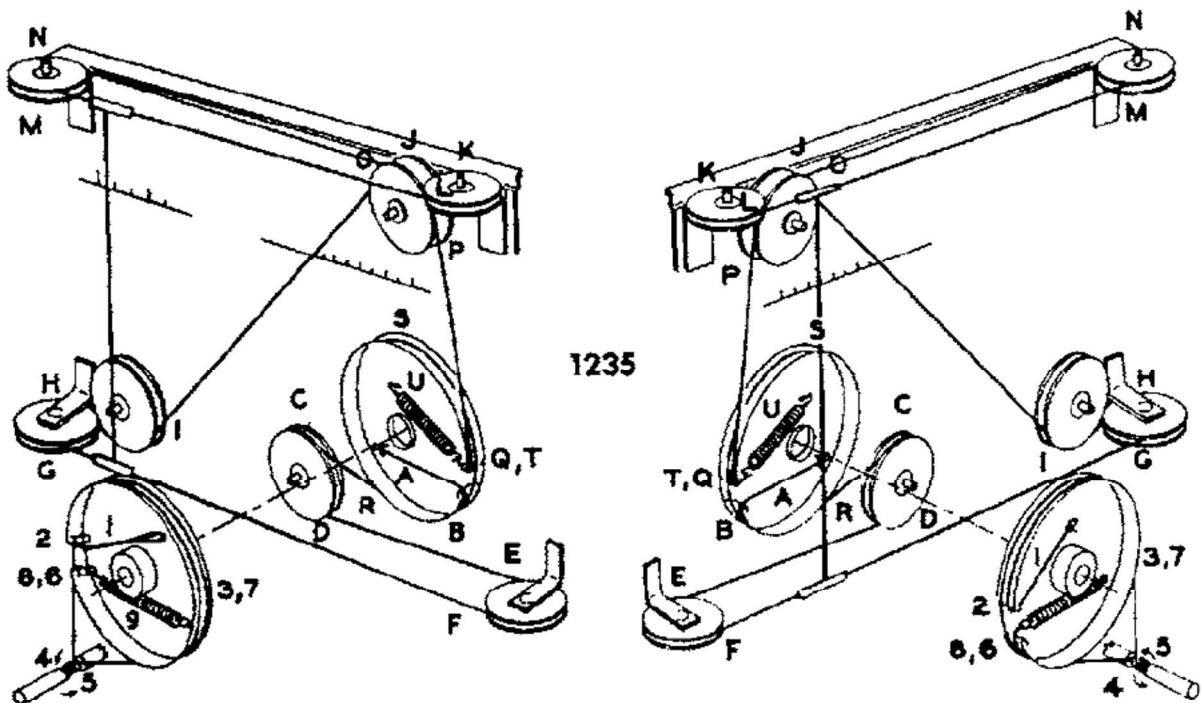
TUNING GANG FULLY CLOSED



1231







### RESTRINGING DIAL CORD

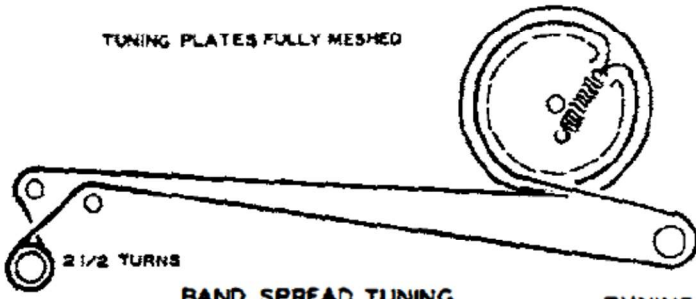
The dial drive system of the SX-71 consists of four separate spring drives. The two drive shaft string systems are identical; the two pointer drive systems are similar but right and left handed.

(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 56 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.

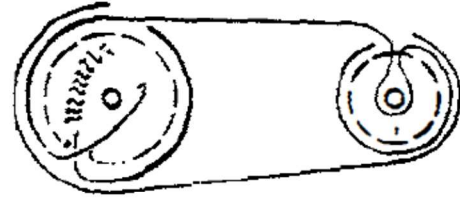


TUNING PLATES FULLY MESHED



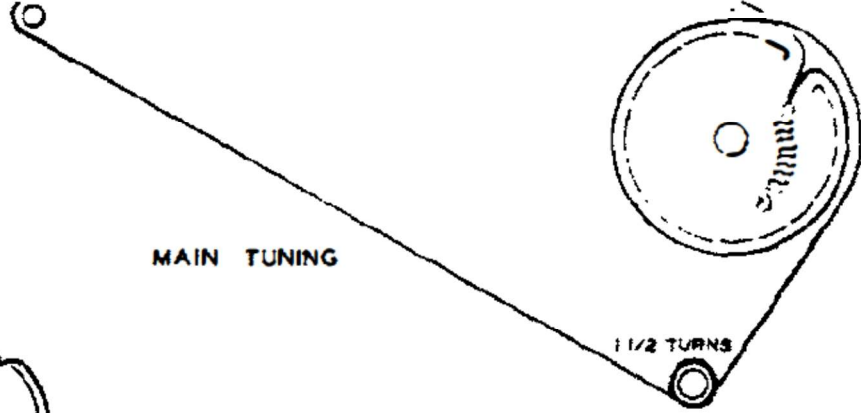
2 1/2 TURNS

BAND SPREAD TUNING



TUNING GANG FULLY CLOSED

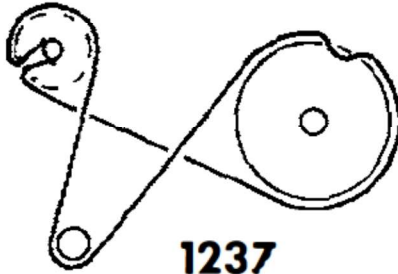
1236



MAIN TUNING

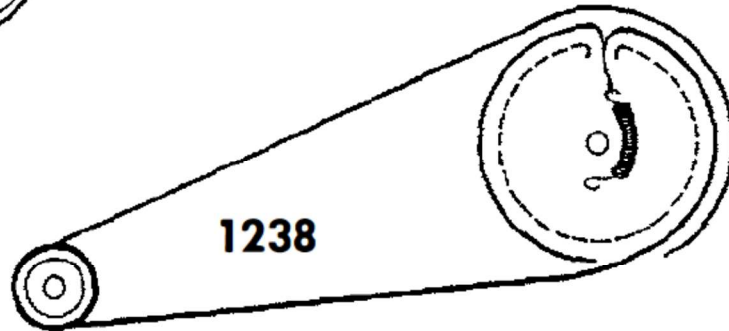
1 1/2 TURNS

TUNING GANG FULLY CLOSED



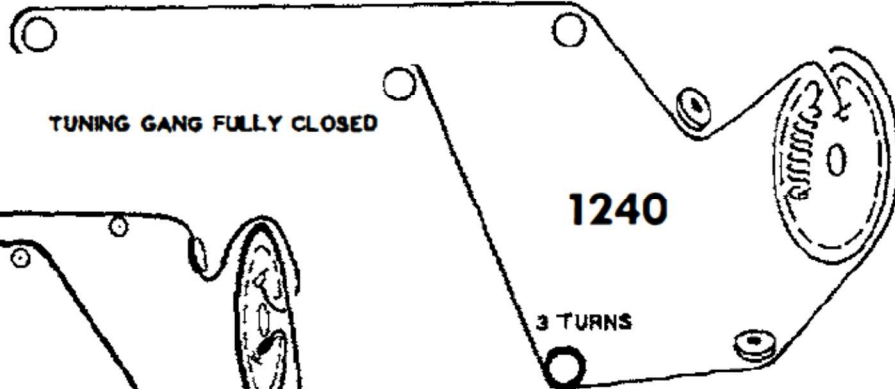
TUNING GANG FULLY CLOSED

1237



1238

1 1/2 TURNS



TUNING GANG FULLY CLOSED

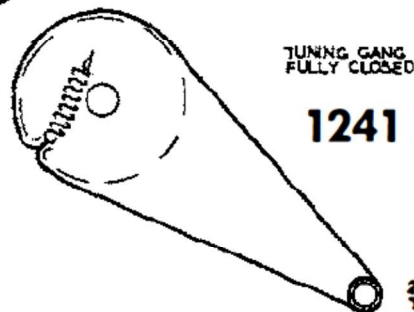
1240

3 TURNS

TUNING GANG FULLY CLOSED

1239

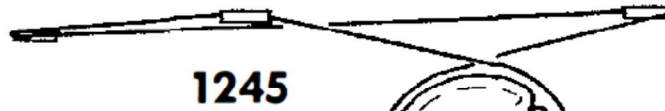
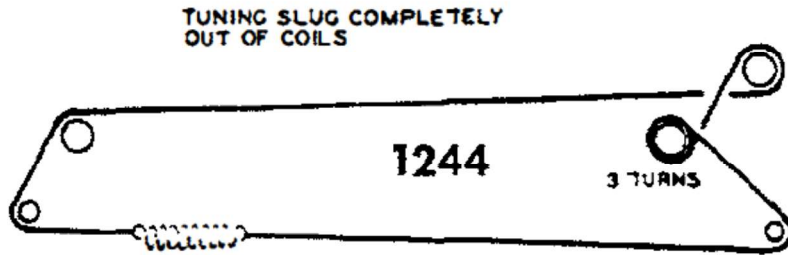
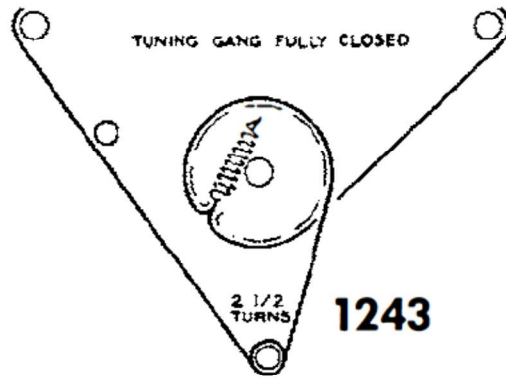
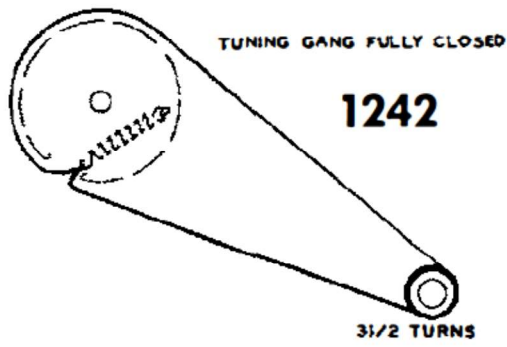
4 1/2 TURNS



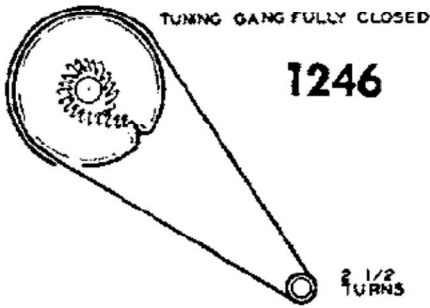
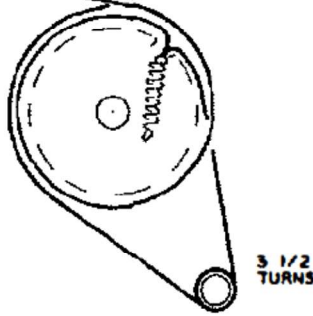
TUNING GANG FULLY CLOSED

1241

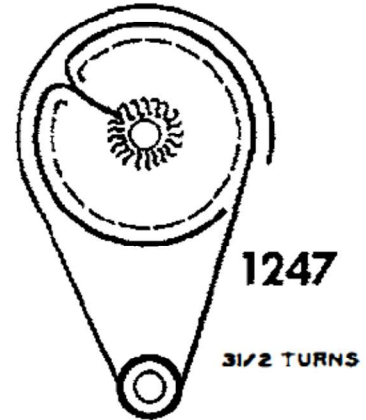
2 1/2 TURNS



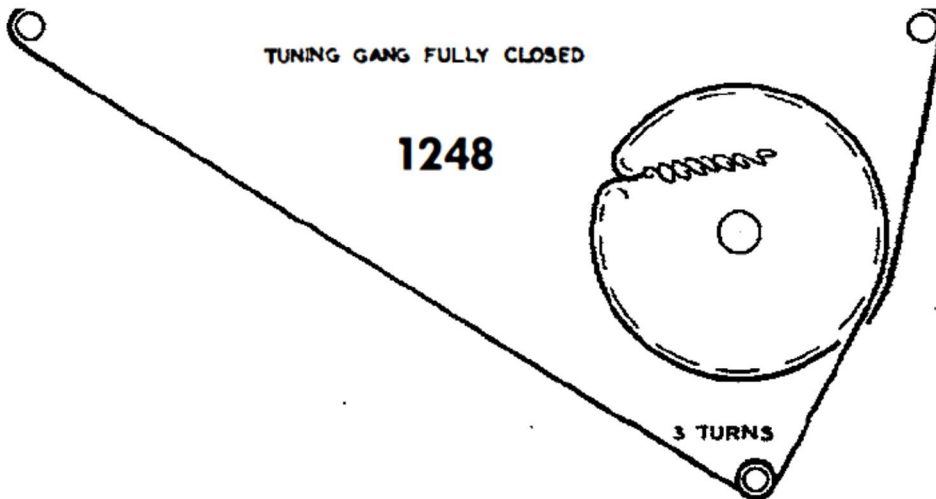
TUNING GANG FULLY CLOSED

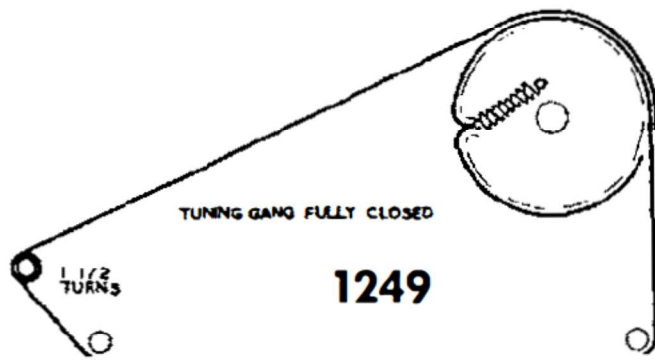


TUNING GANG FULLY CLOSED

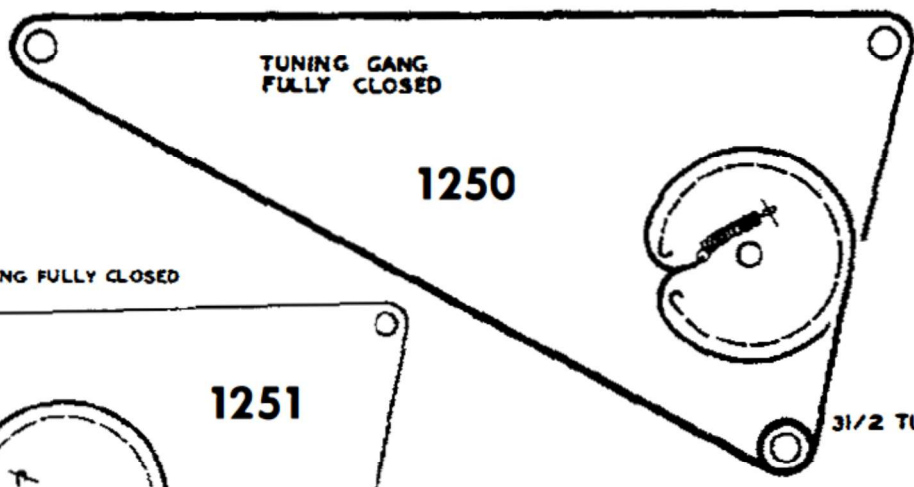


TUNING GANG FULLY CLOSED

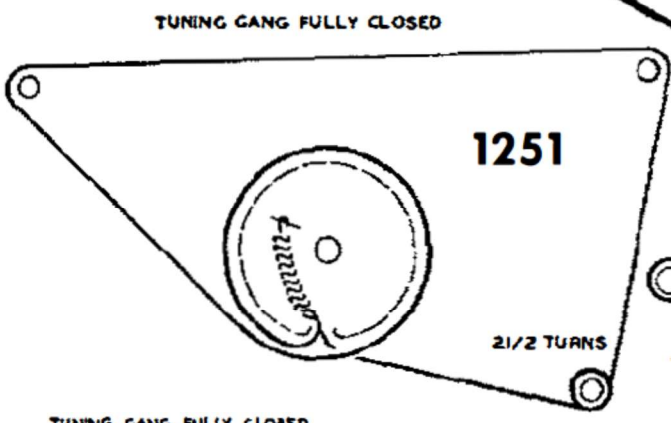




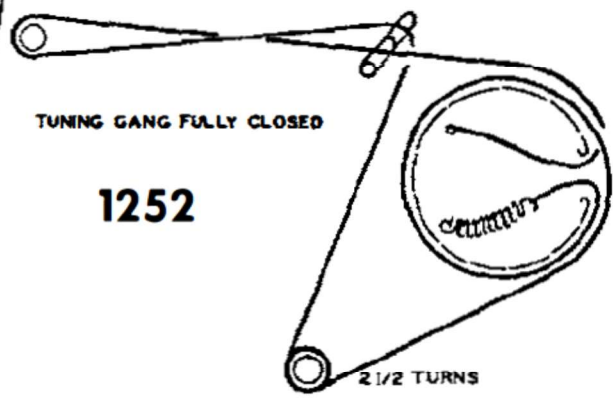
**1249**



**1250**

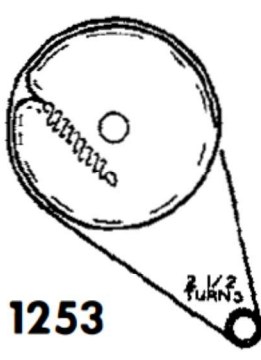


**1251**



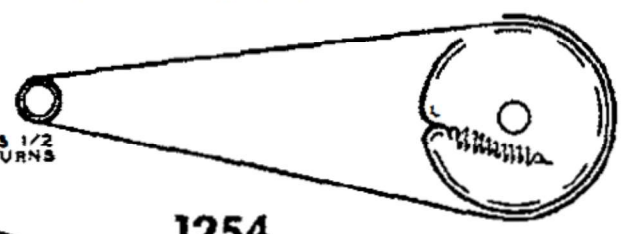
**1252**

TUNING GANG FULLY CLOSED



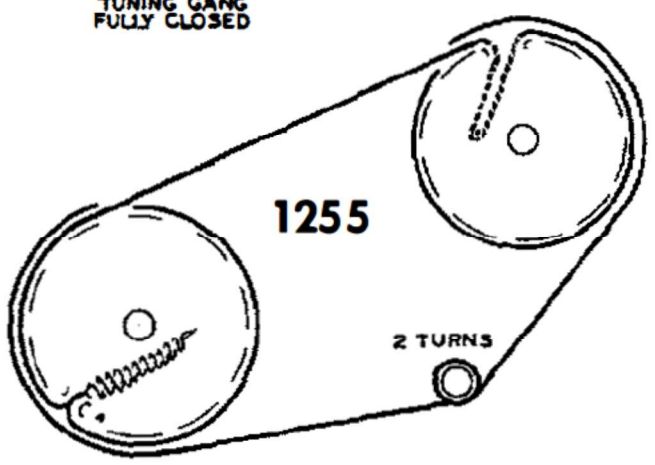
**1253**

TUNING GANG FULLY CLOSED



**1254**

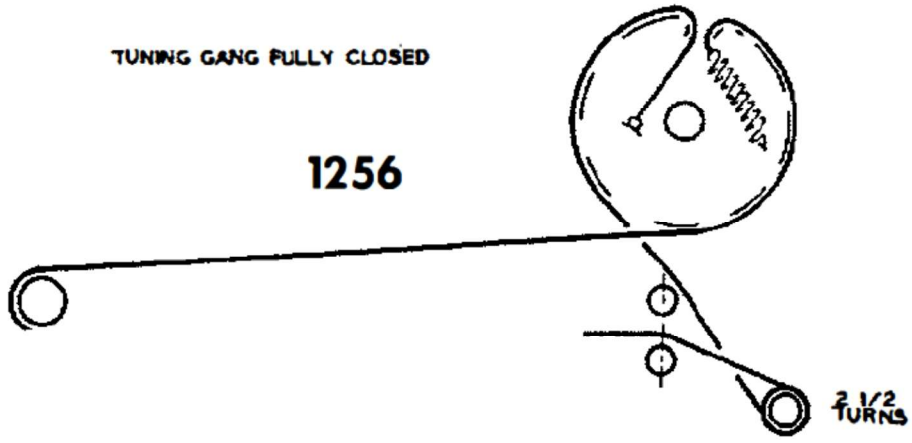
TUNING GANG FULLY CLOSED



**1255**

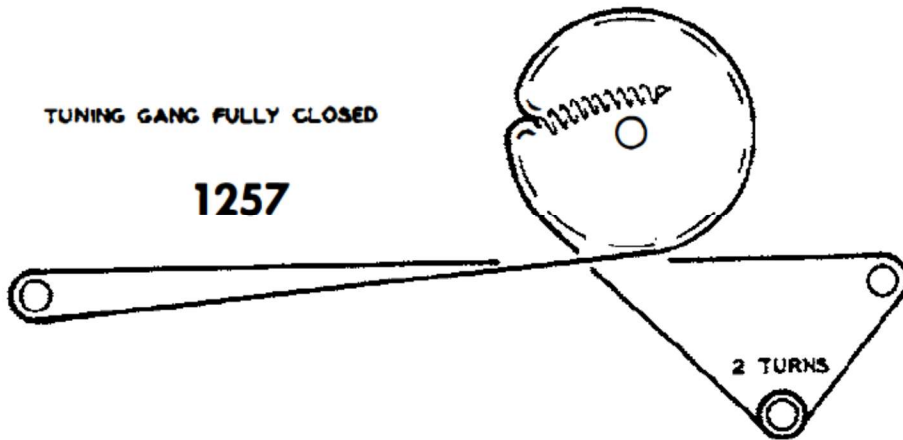
TUNING GANG FULLY CLOSED

1256



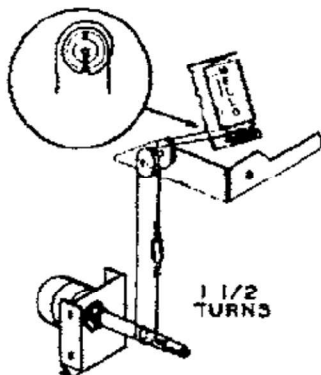
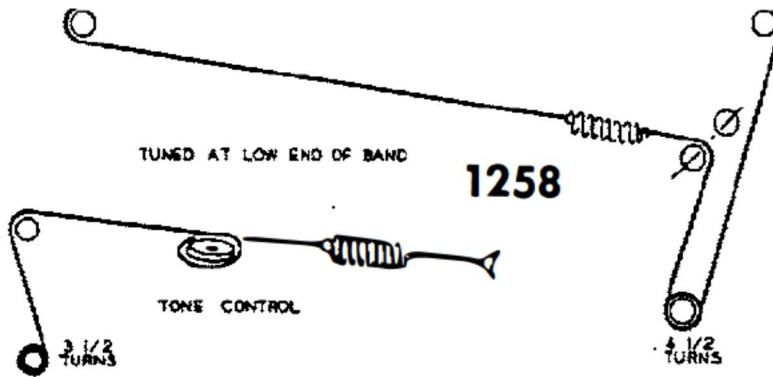
TUNING GANG FULLY CLOSED

1257

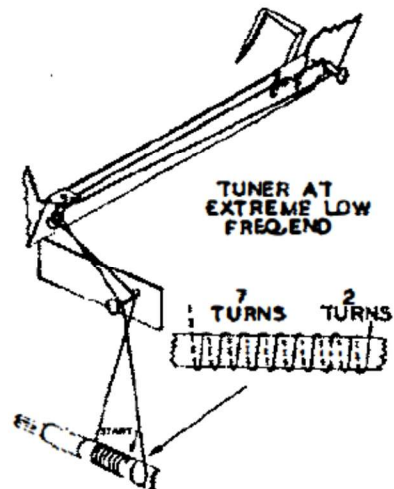


TUNED AT LOW END OF BAND

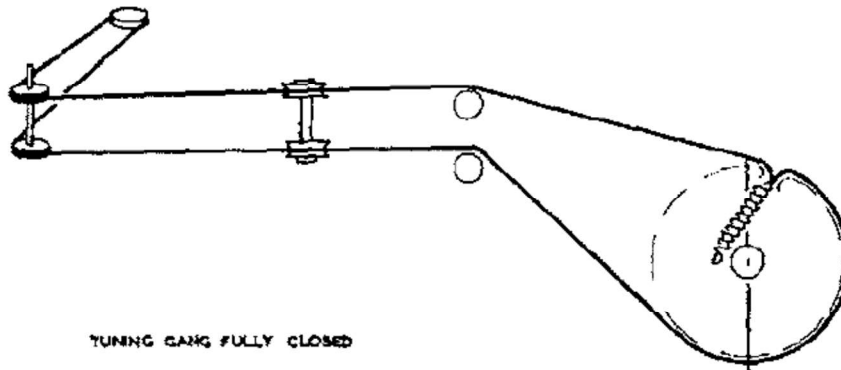
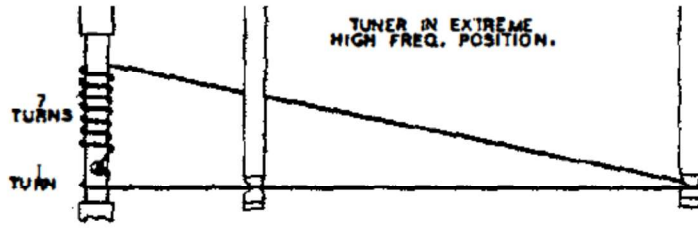
1258



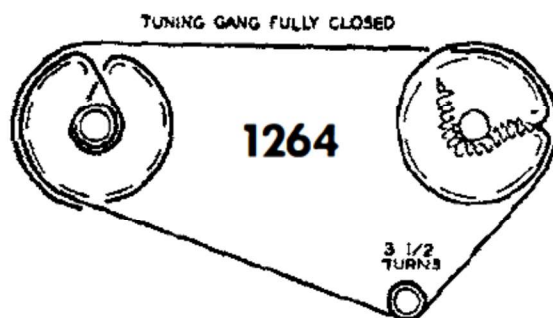
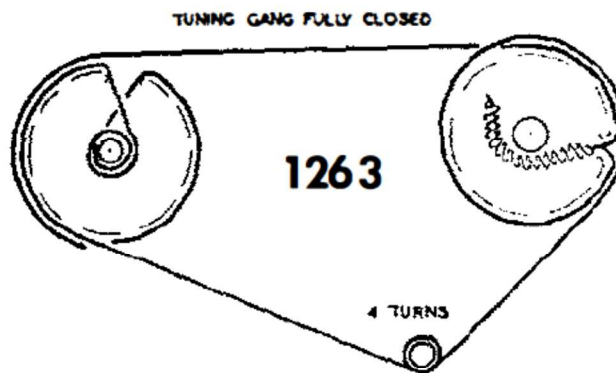
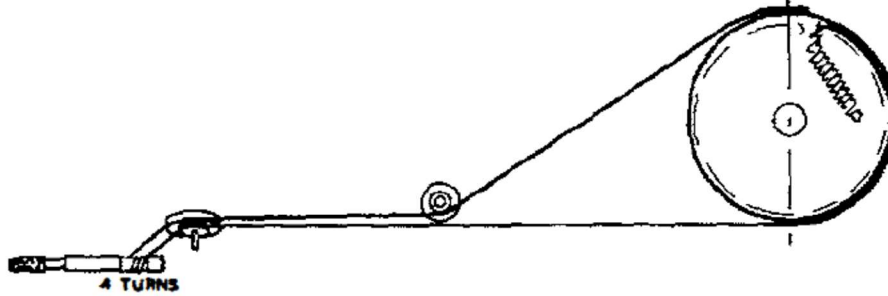
1259

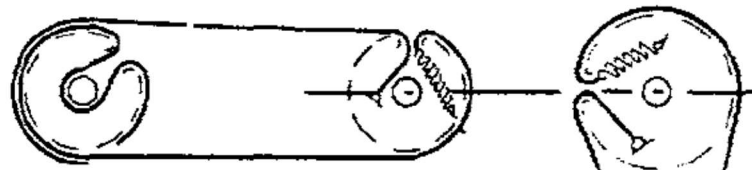


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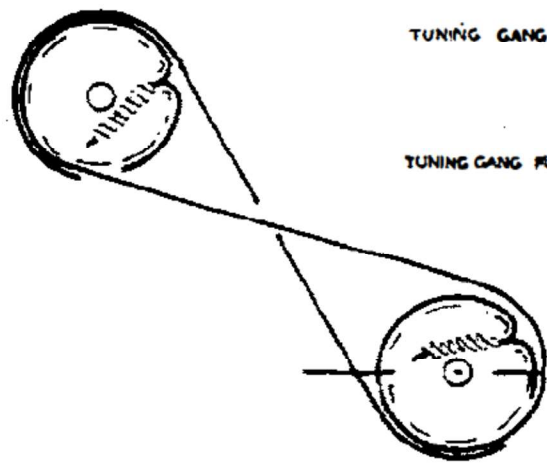


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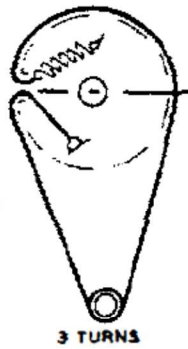




TUNING GANG FULLY CLOSED 1265

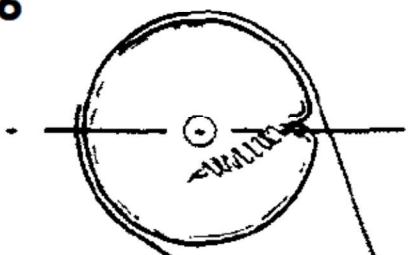
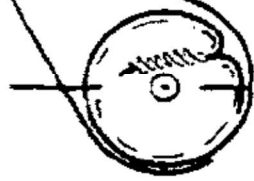


TUNING GANG FULLY CLOSED

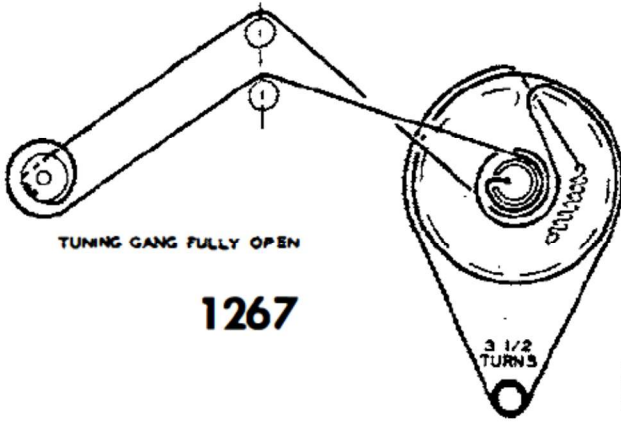


3 TURNS

1266



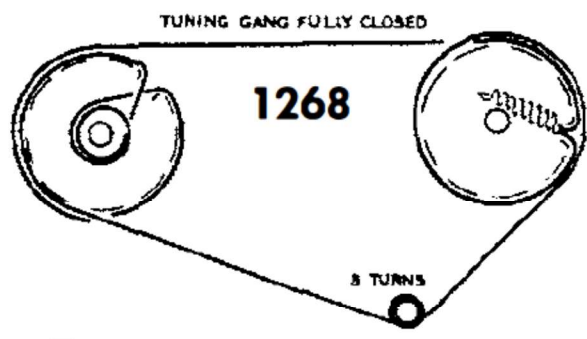
3 1/2 TURNS



TUNING GANG FULLY OPEN

1267

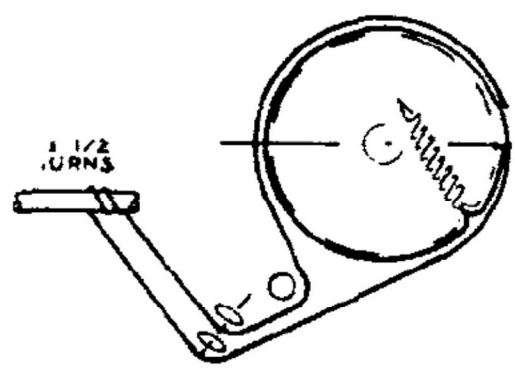
3 1/2 TURNS



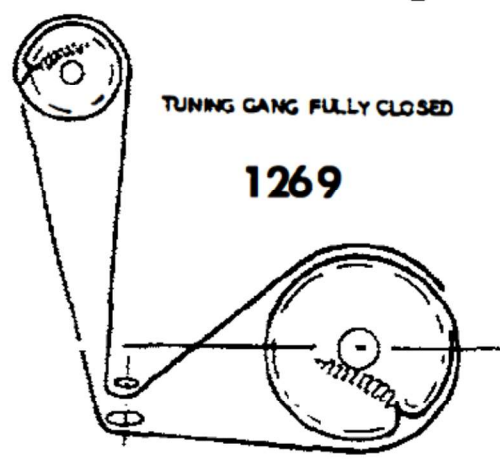
TUNING GANG FULLY CLOSED

1268

3 TURNS



3 1/2 TURNS



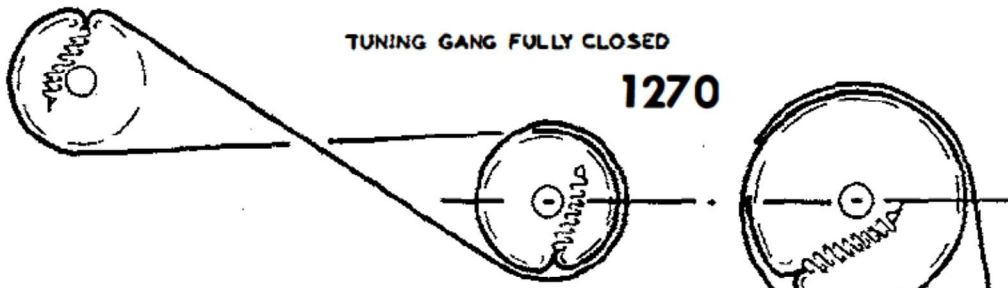
TUNING GANG FULLY CLOSED

1269

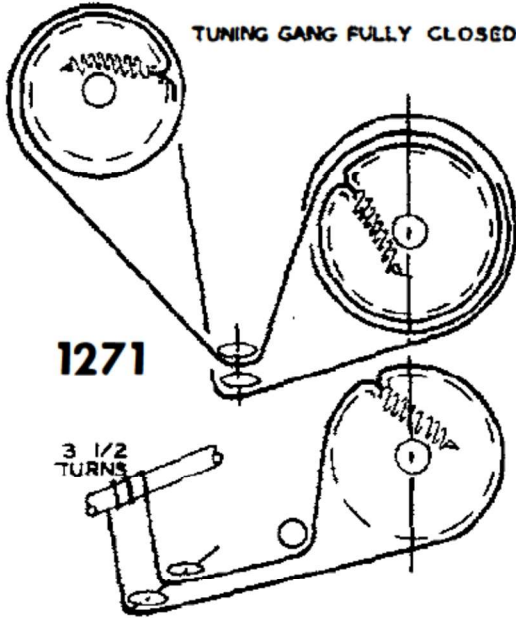


TUNING GANG FULLY CLOSED

1270



TUNING GANG FULLY CLOSED

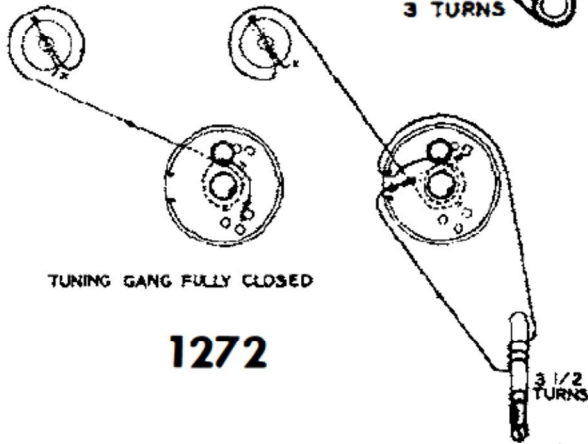


1271

3 1/2  
TURNS

TUNING GANG FULLY CLOSED

1272

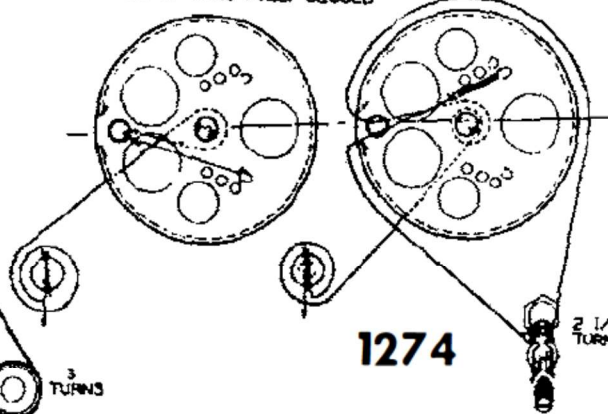


3 TURNS

3 1/2  
TURNS

TUNING GANG FULLY CLOSED

1274

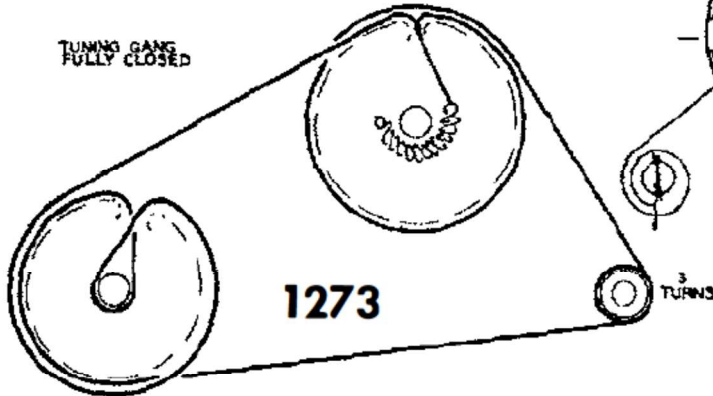


2 1/2  
TURNS

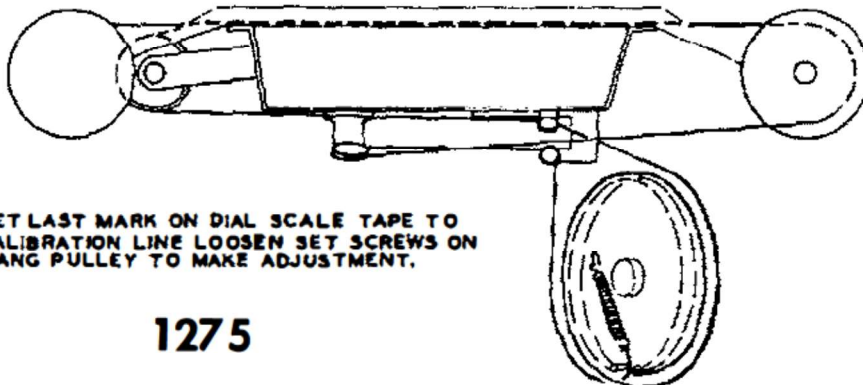
TUNING GANG  
FULLY CLOSED

1273

3  
TURNS



TUNING GANG FULLY CLOSED

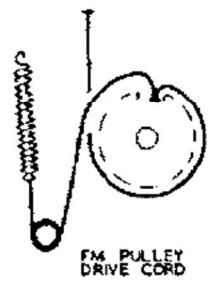
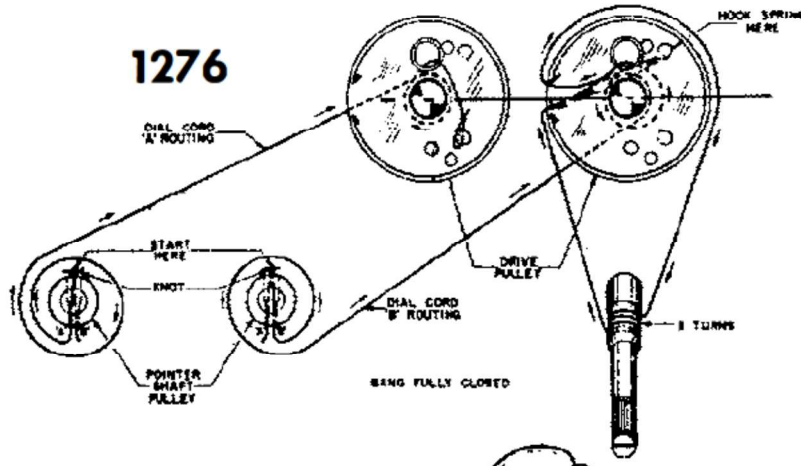


SET LAST MARK ON DIAL SCALE TAPE TO  
CALIBRATION LINE LOOSEN SET SCREWS ON  
GANG PULLEY TO MAKE ADJUSTMENT.

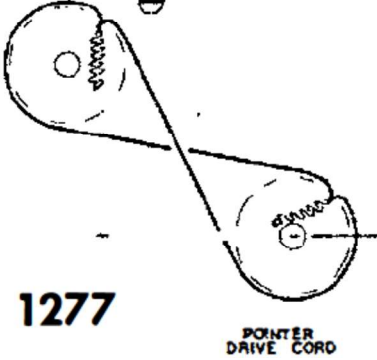
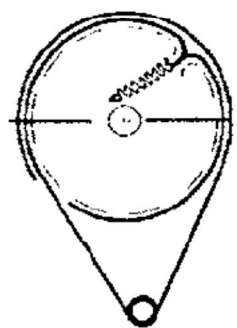
1275



1276

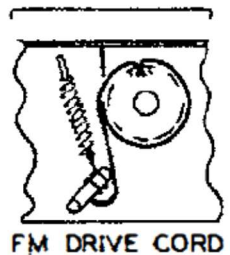
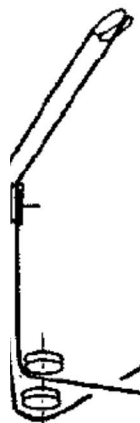
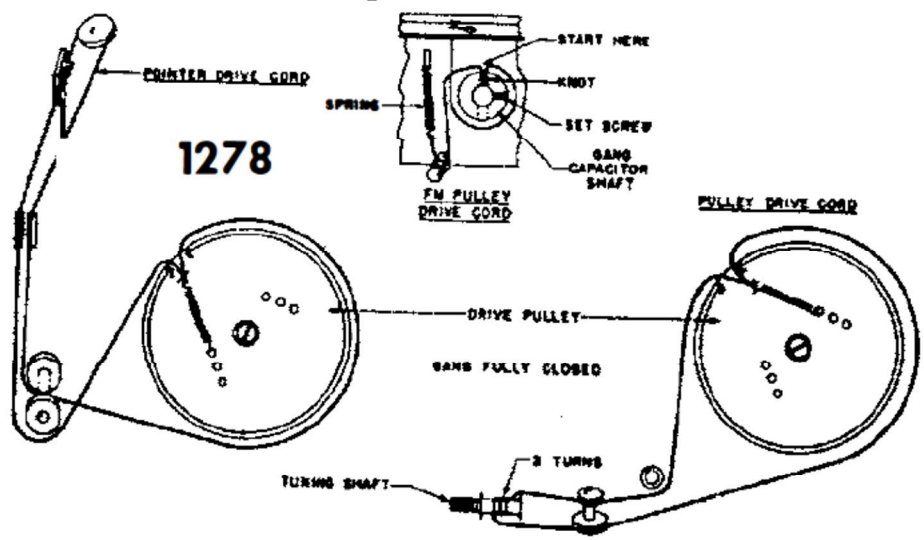


PULLEY DRIVE CORD



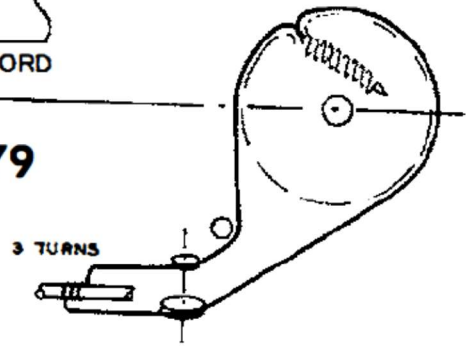
1277

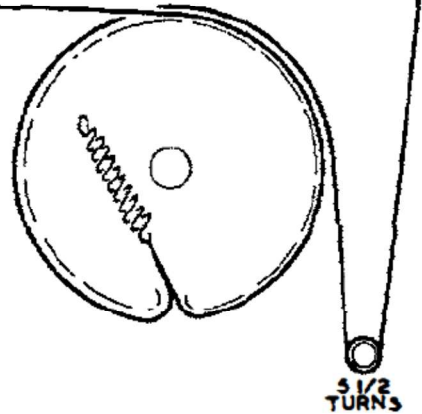
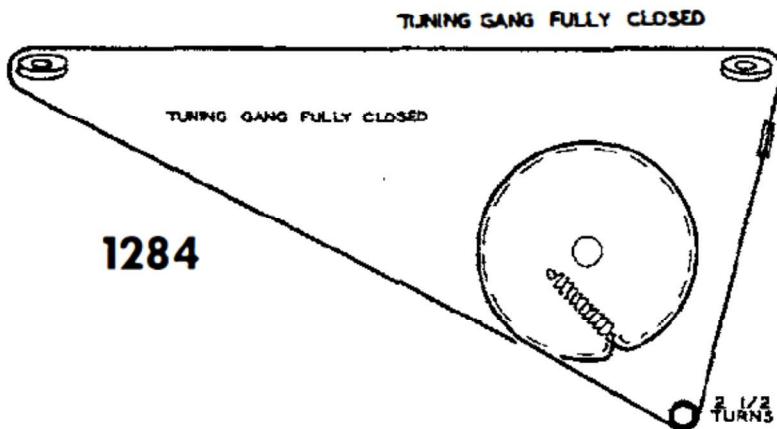
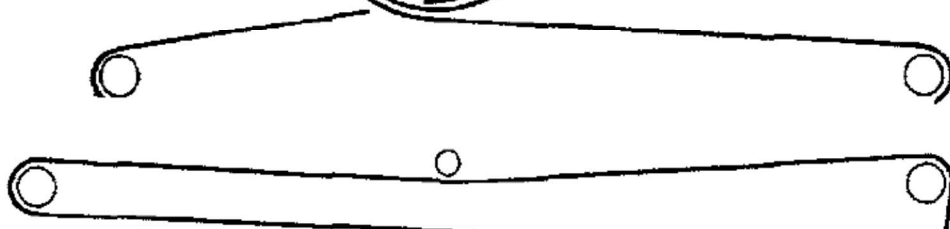
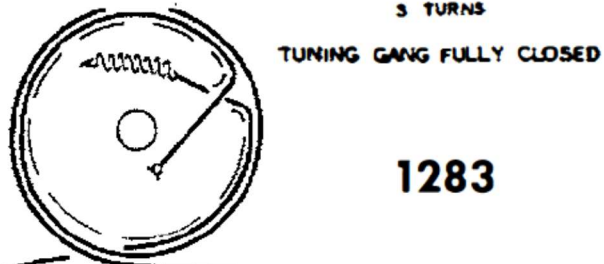
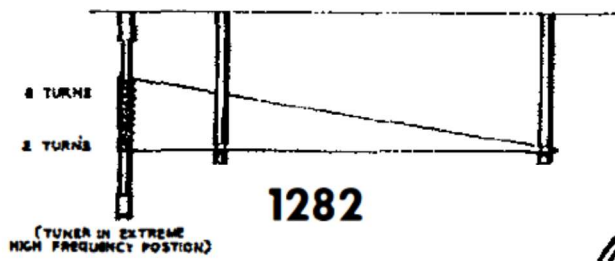
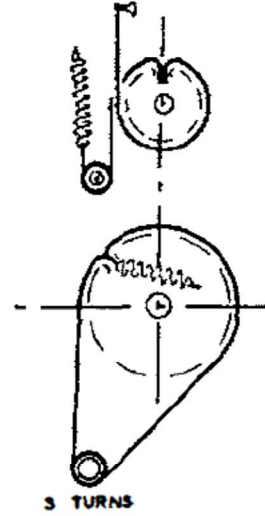
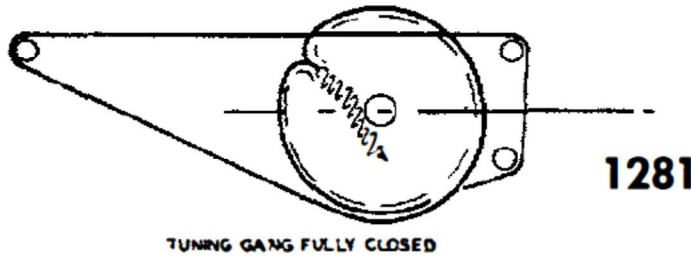
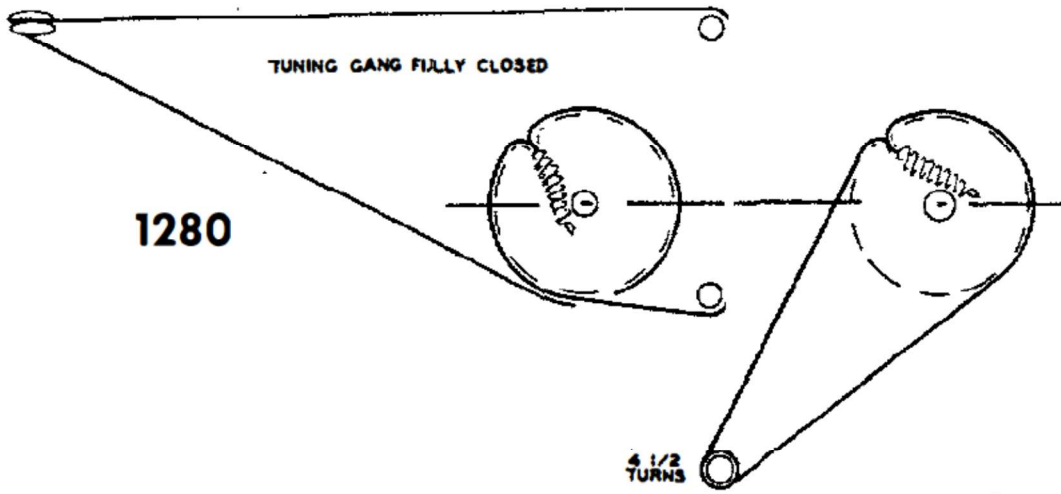
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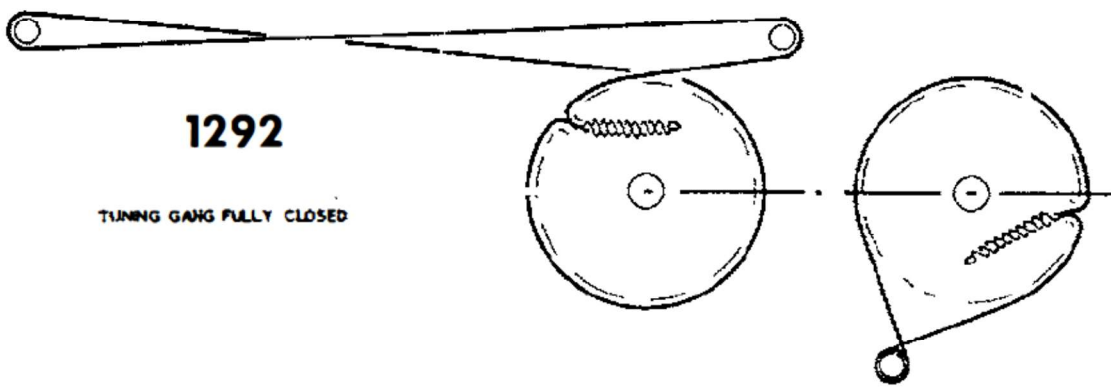
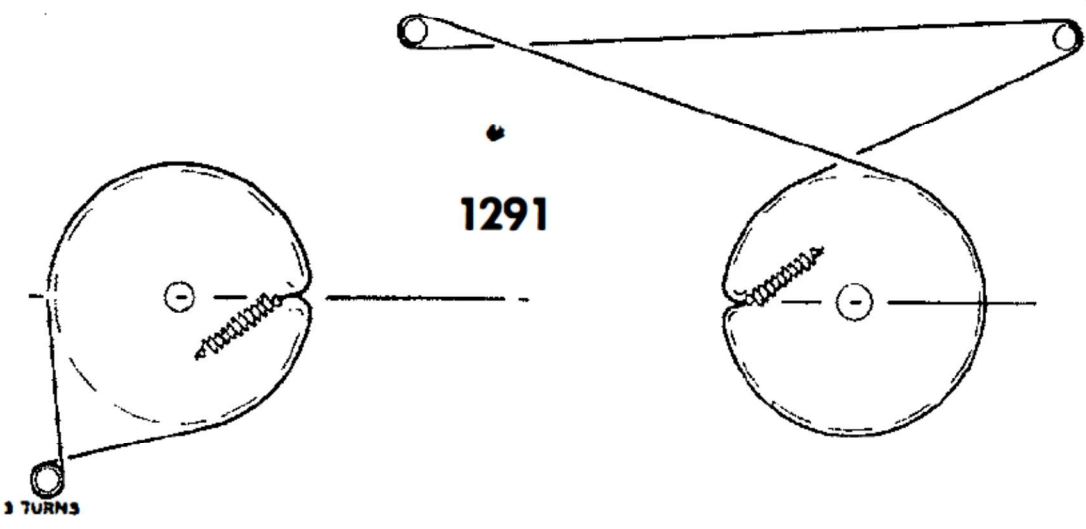
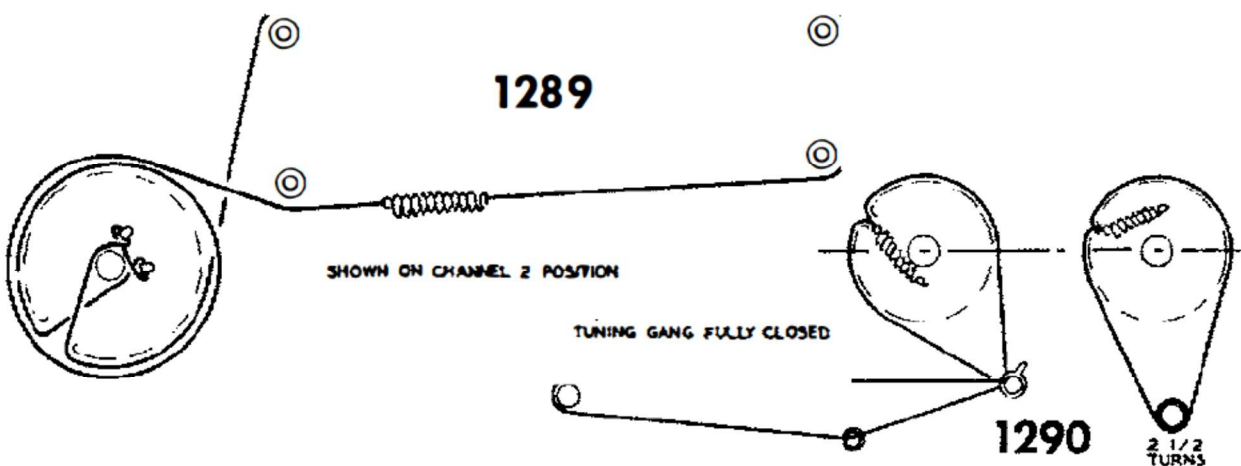
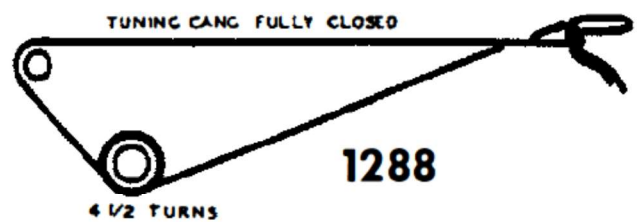
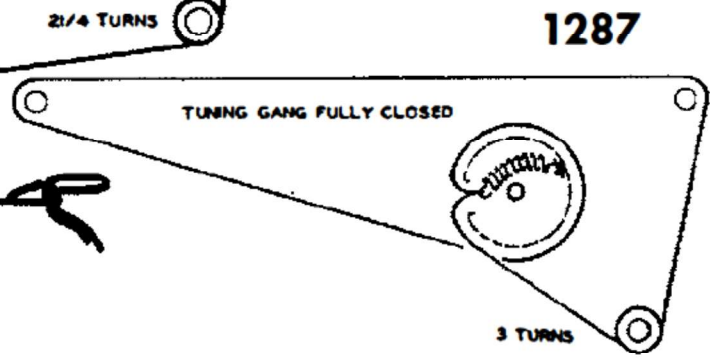
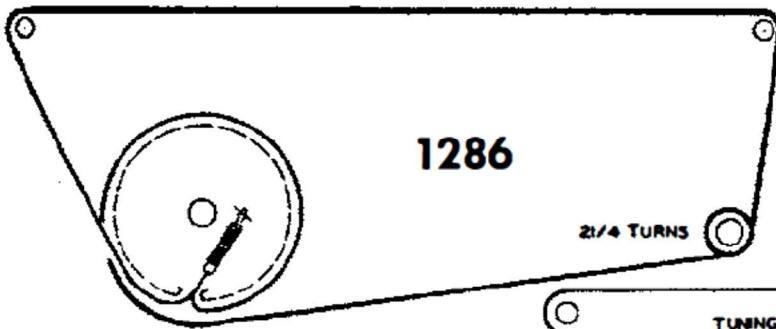


FM DRIVE CORD

1279

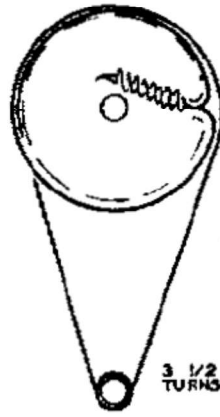
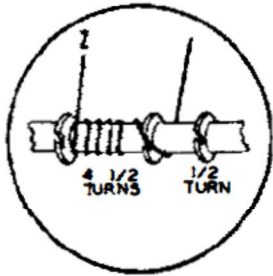








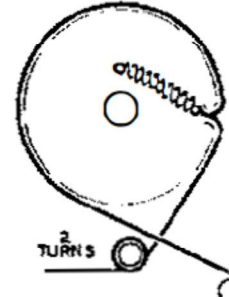
1293



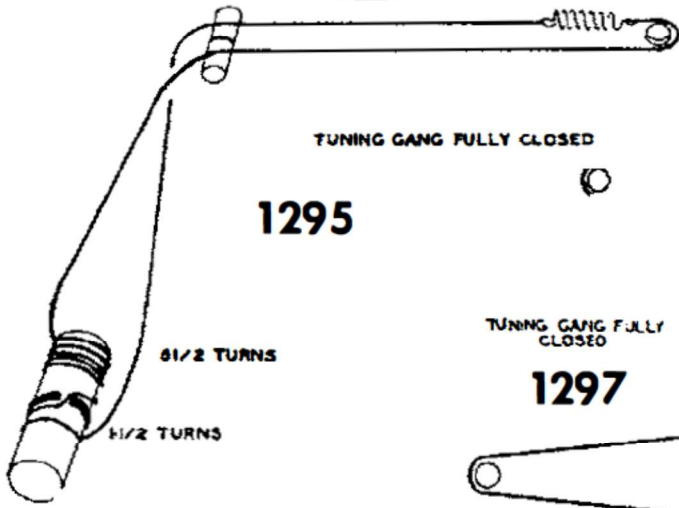
1294

3 1/2 TURNS

TUNING GANG FULLY CLOSED



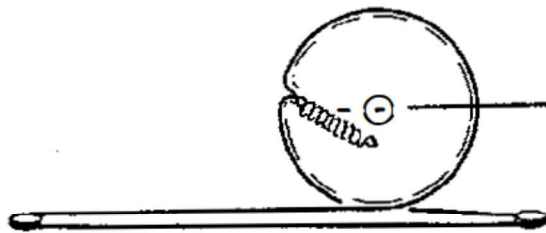
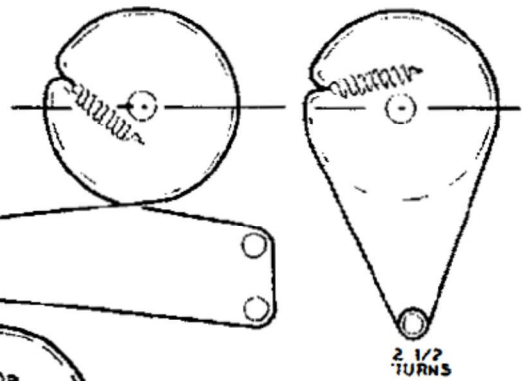
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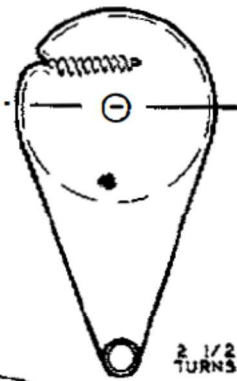
1295

TUNING GANG FULLY CLOSED

1297

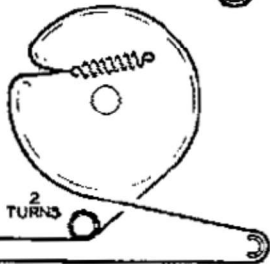


1298



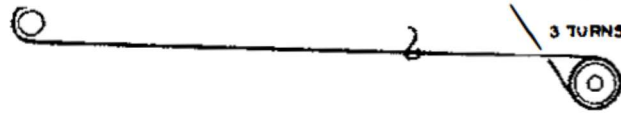
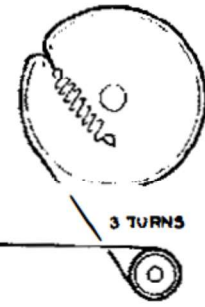
TUNING GANG FULLY CLOSED

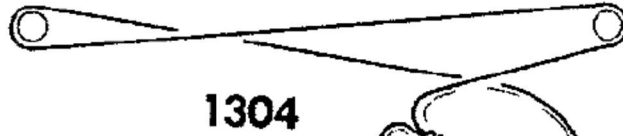
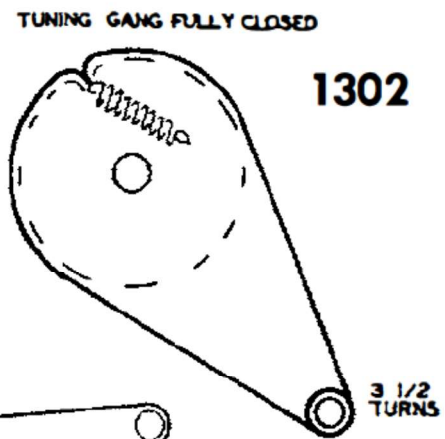
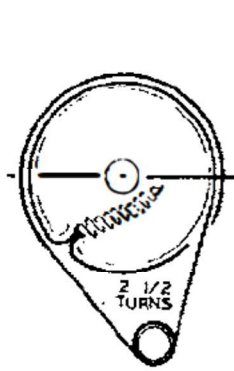
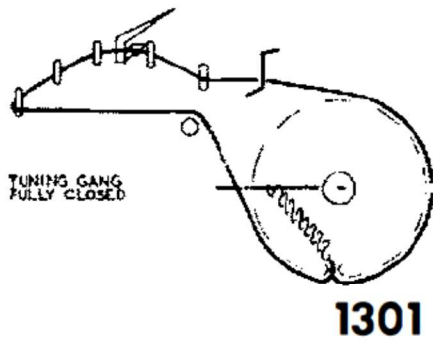
1299



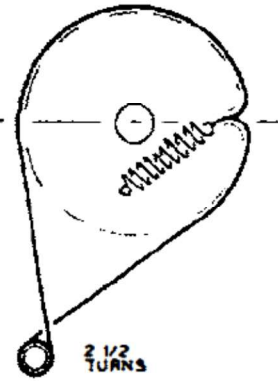
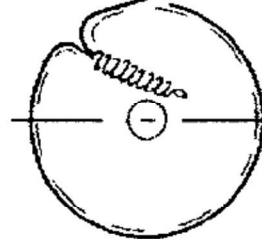
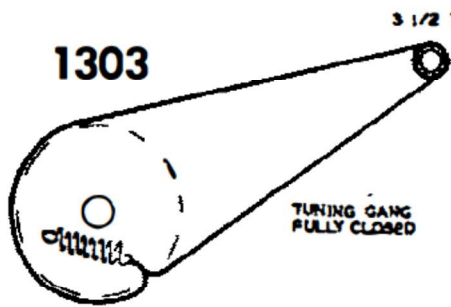
TUNING GANG FULLY CLOSED

1300

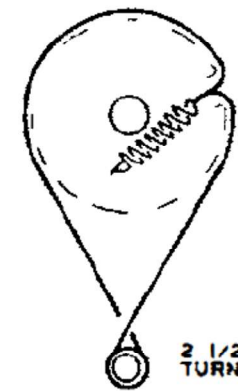
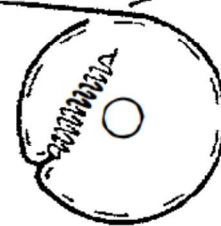




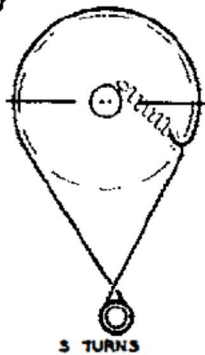
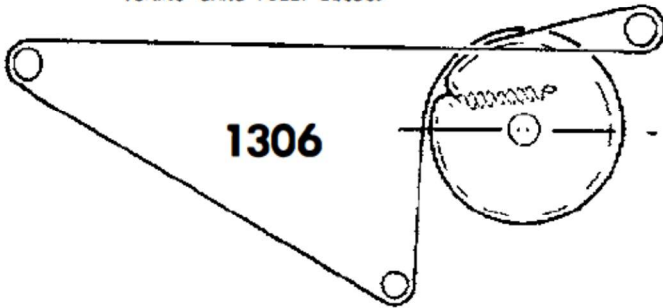
TUNING GANG FULLY CLOSED



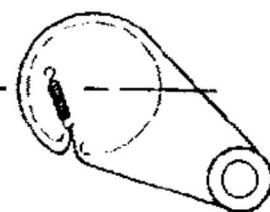
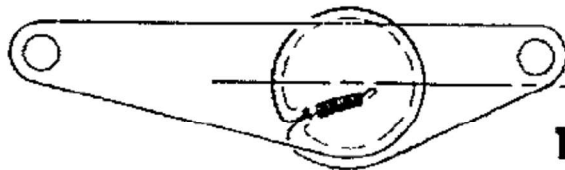
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

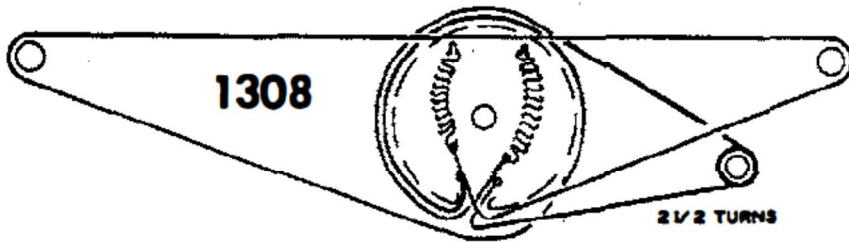


TUNING GANG FULLY CLOSED





TUNING GANG FULLY CLOSED



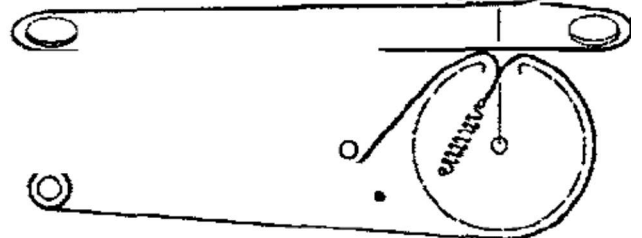
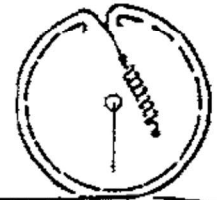
2 1/2 TURNS



### REMOTE CONTROL DRIVE CORD STRINGING

1309

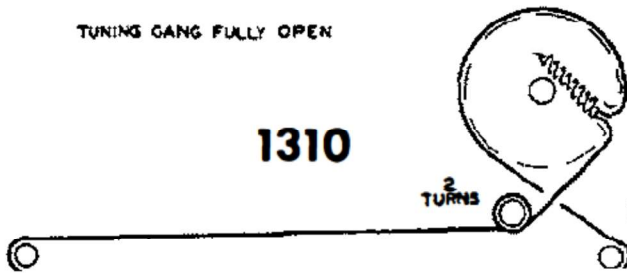
TUNING GANG FULLY CLOSED



TUNING GANG FULLY OPEN

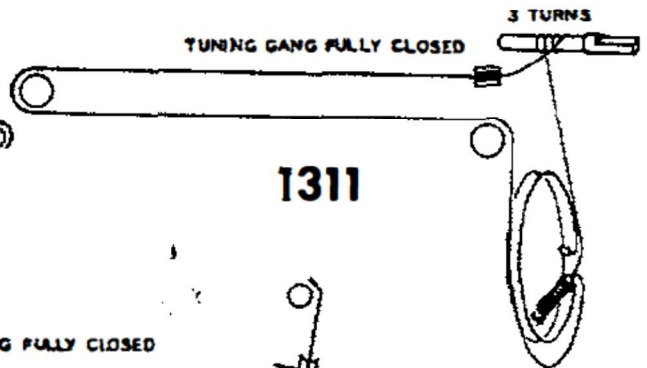
1310

2 TURNS



TUNING GANG FULLY CLOSED

3 TURNS

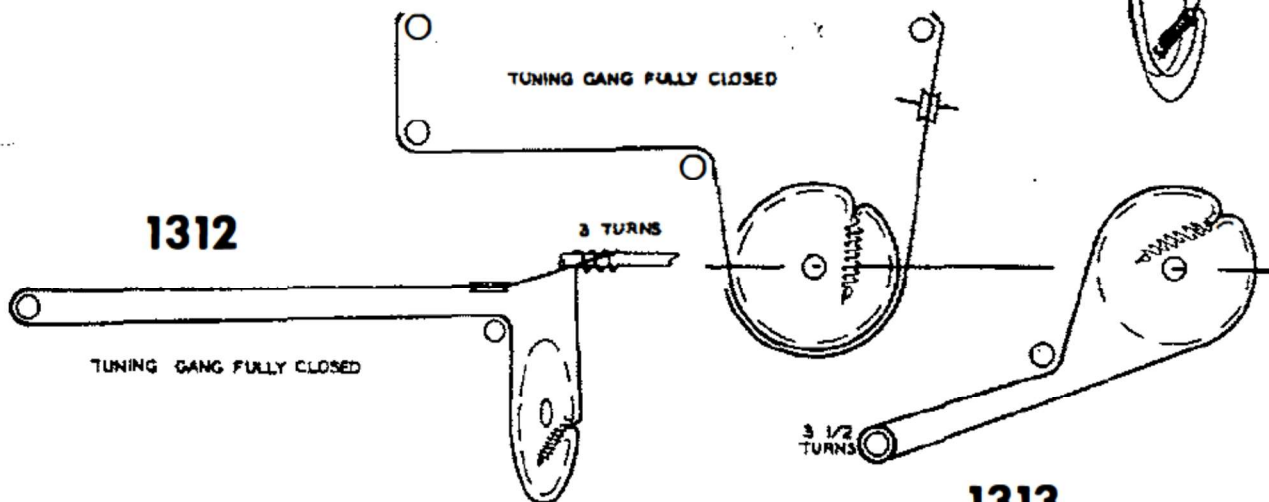


1311

TUNING GANG FULLY CLOSED

1312

3 TURNS



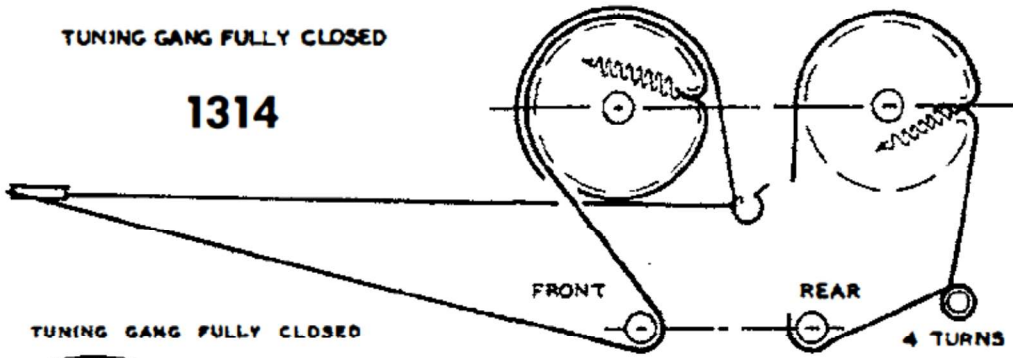
TUNING GANG FULLY CLOSED

3 1/2 TURNS

1313

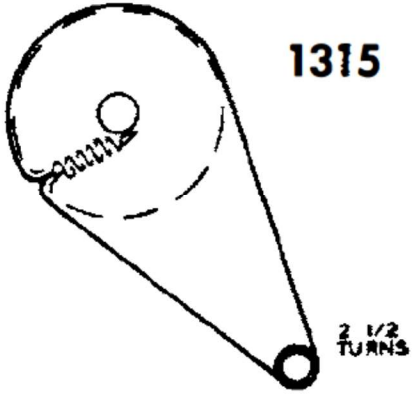
TUNING GANG FULLY CLOSED

1314



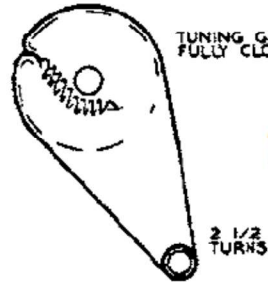
TUNING GANG FULLY CLOSED

1315



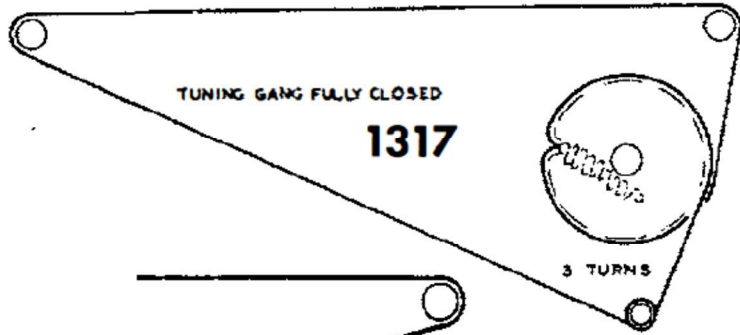
TUNING GANG FULLY CLOSED

1316



TUNING GANG FULLY CLOSED

1317

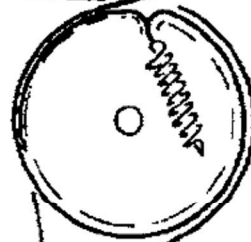


TUNING GANG FULLY CLOSED

1318



VOLUME CONTROL DRIVE

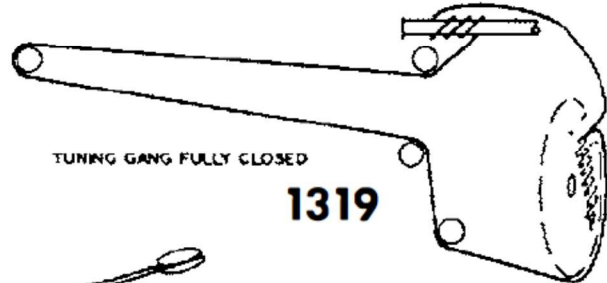


3 1/2 TURNS

3 TURNS

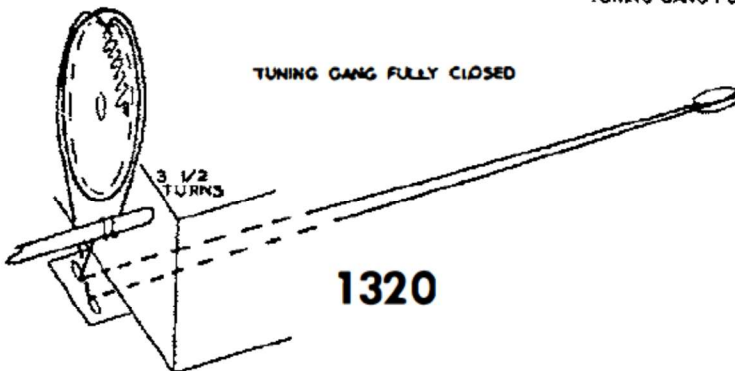
TUNING GANG FULLY CLOSED

1319

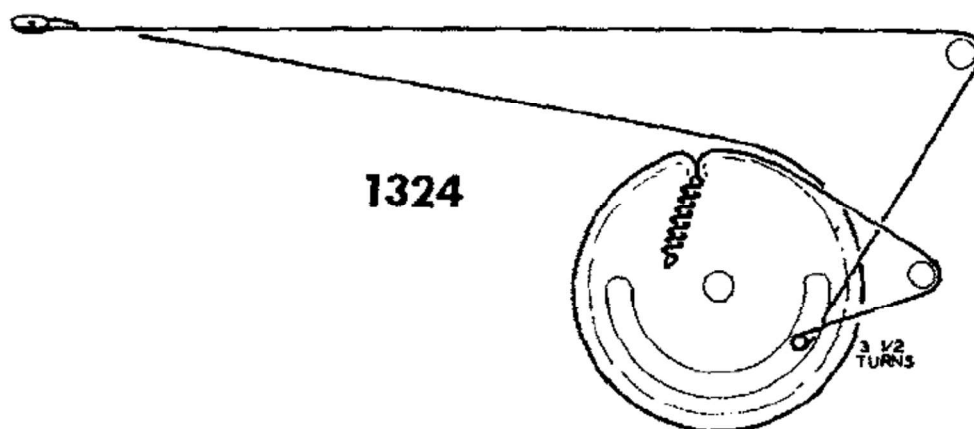
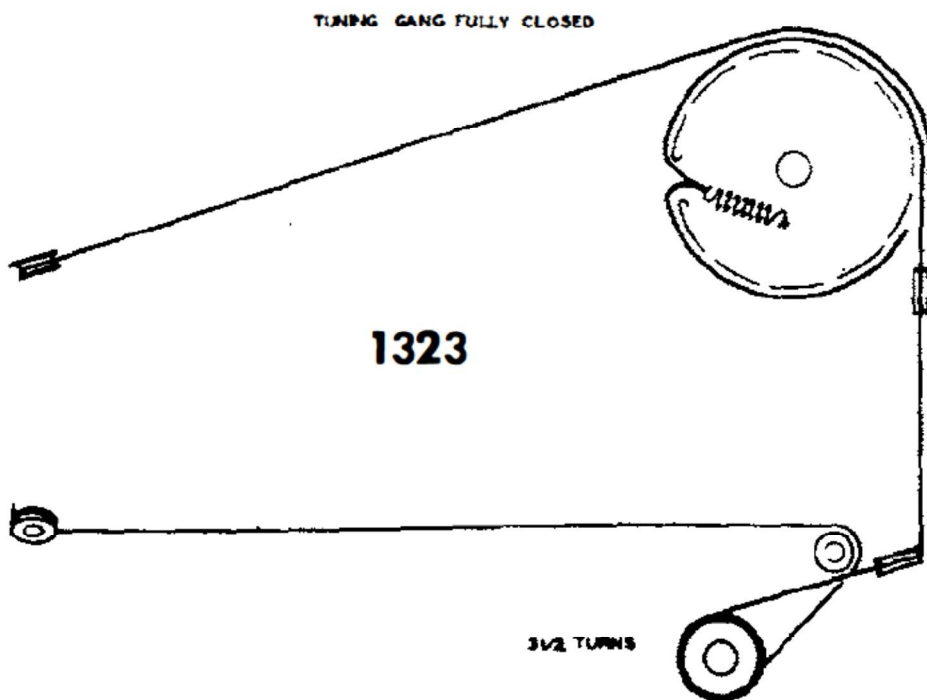
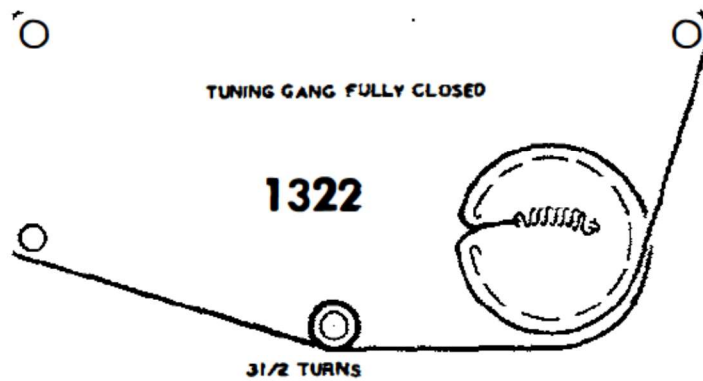
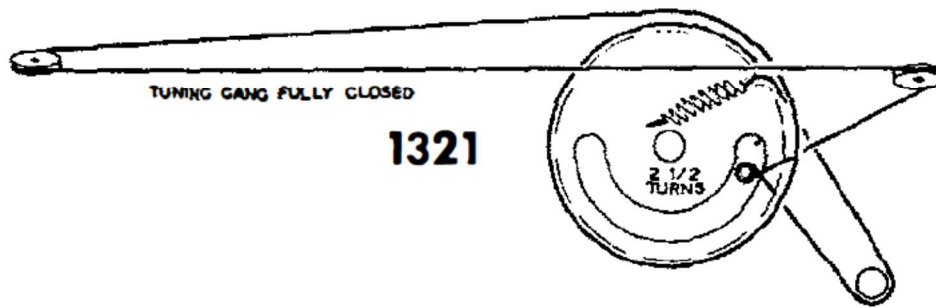


TUNING GANG FULLY CLOSED

1320







TUNING GANG FULLY CLOSED

1325

TUNING GANG FULLY CLOSED

1326

3 1/2  
TURNS

TUNING GANG FULLY CLOSED

2 1/2  
TURNS

1327

3 1/2  
TURNS

TUNING GANG FULLY CLOSED

1328

2 1/2  
TURNS

TUNING GANG FULLY CLOSED

1329

3 TURNS

1330

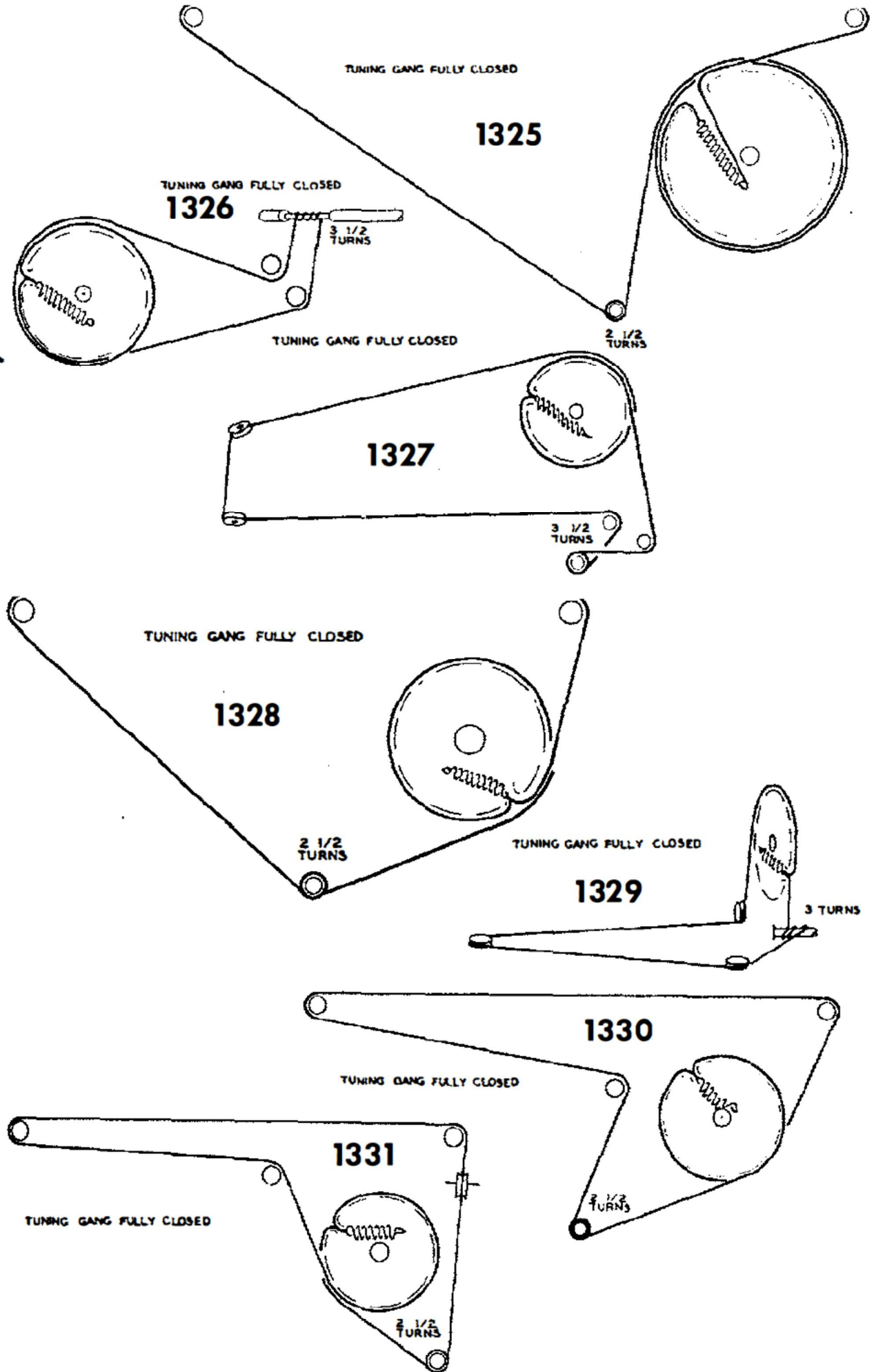
TUNING GANG FULLY CLOSED

1331

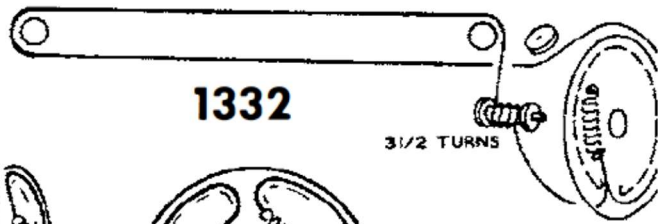
TUNING GANG FULLY CLOSED

2 1/2  
TURNS

1 1/2  
TURNS



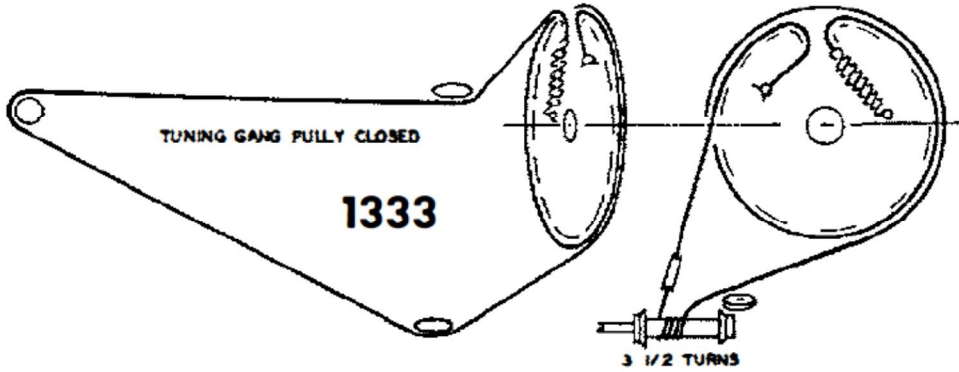
TUNING GANG FULLY CLOSED



1332

3 1/2 TURNS

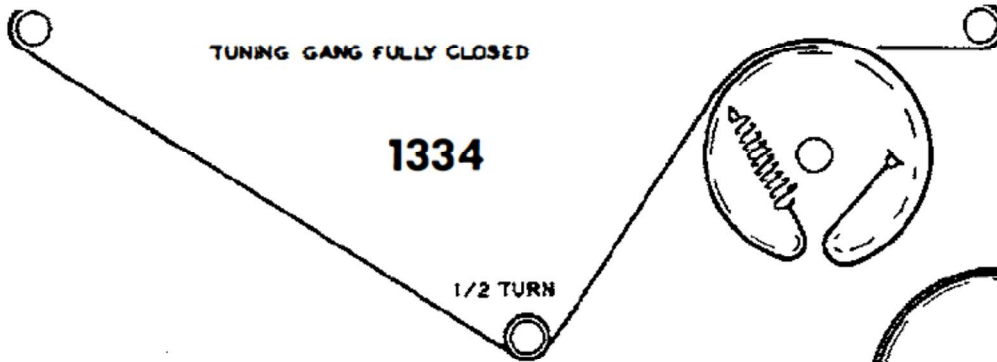
TUNING GANG FULLY CLOSED



1333

3 1/2 TURNS

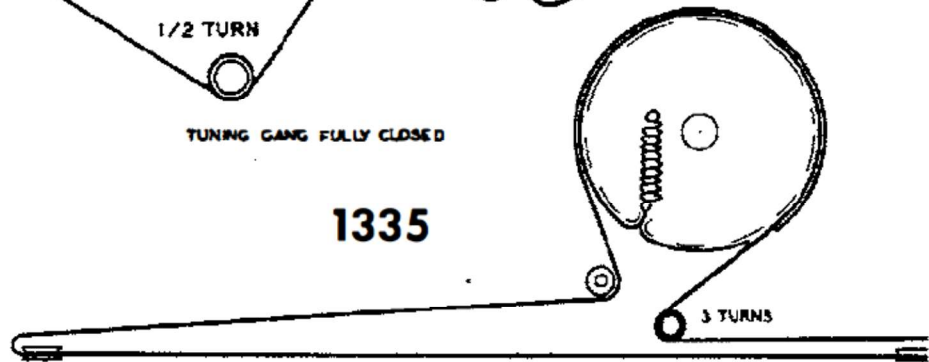
TUNING GANG FULLY CLOSED



1334

1/2 TURN

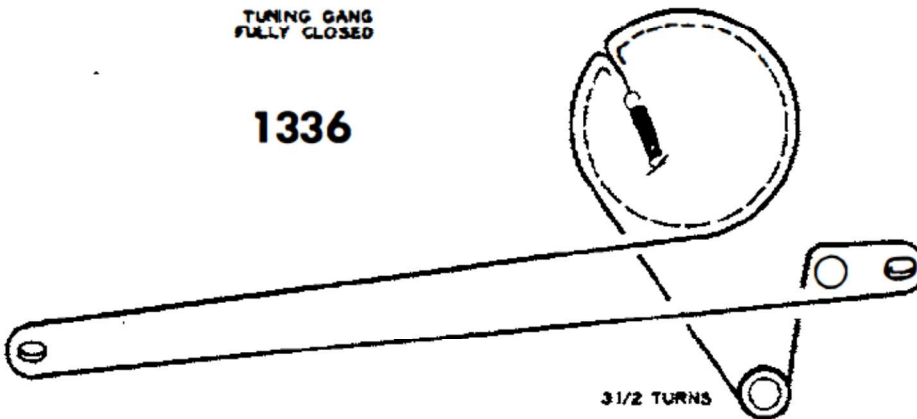
TUNING GANG FULLY CLOSED



1335

3 TURNS

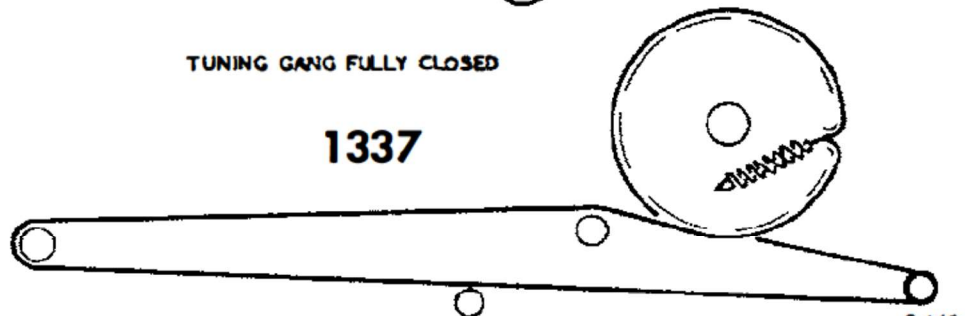
TUNING GANG FULLY CLOSED



1336

3 1/2 TURNS

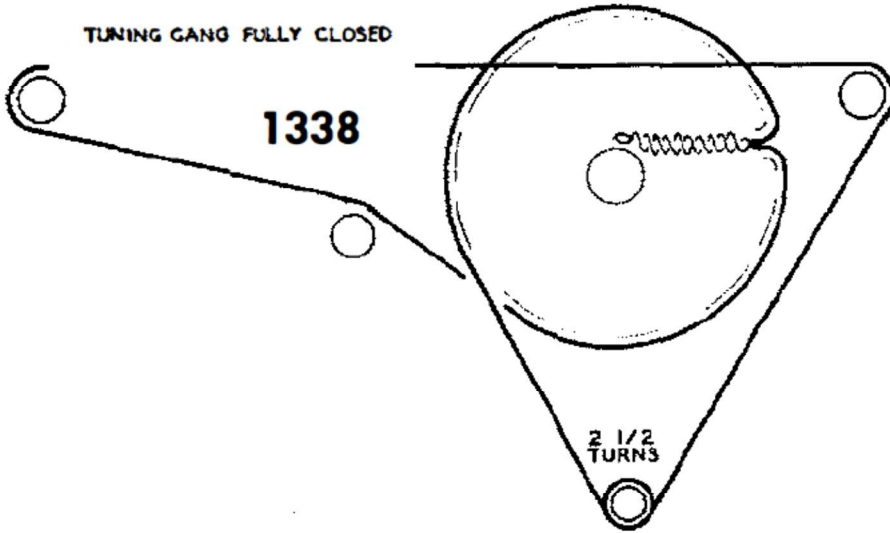
TUNING GANG FULLY CLOSED



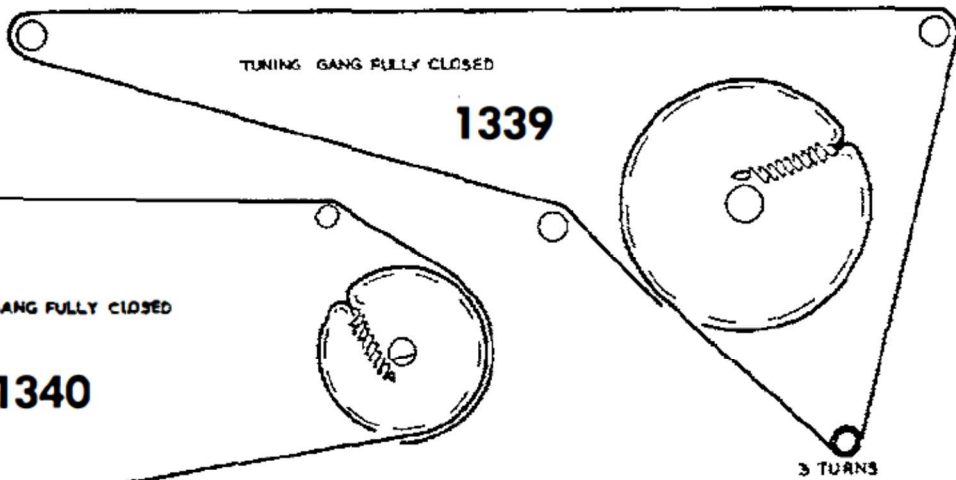
1337

2 1/2

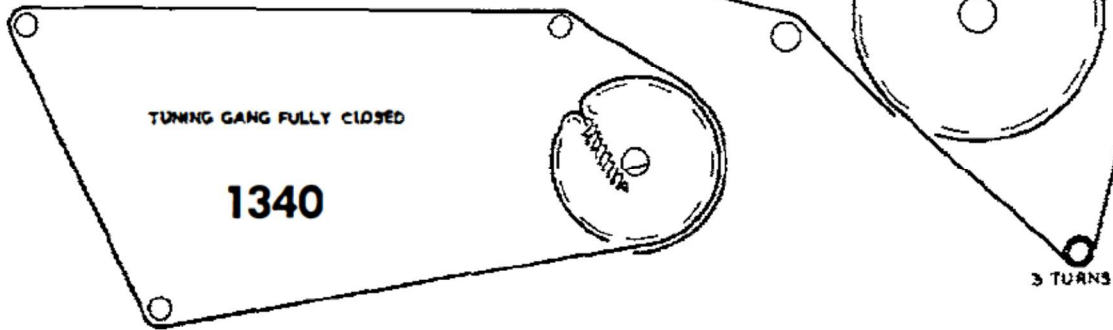
TUNING GANG FULLY CLOSED



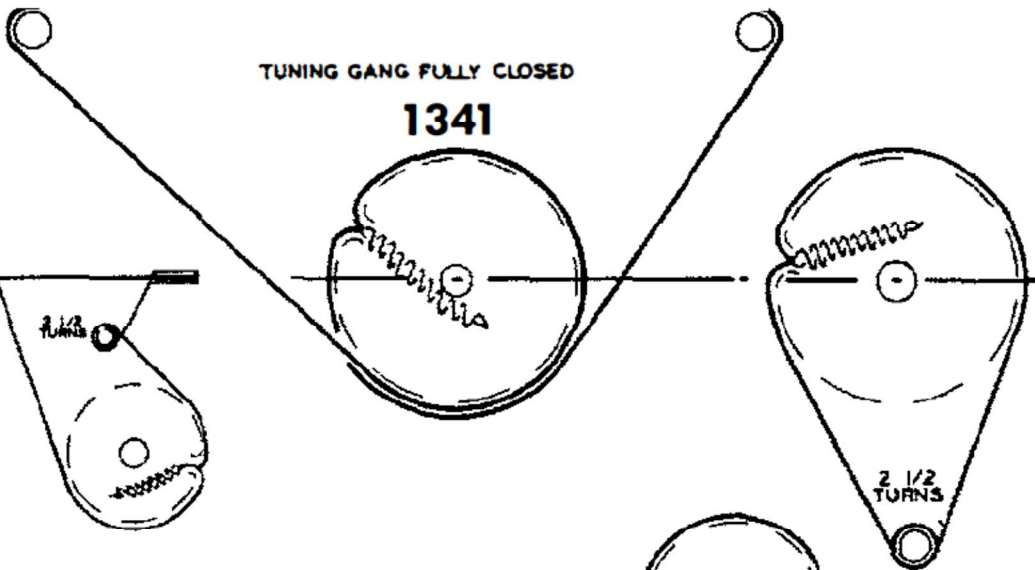
TUNING GANG FULLY CLOSED



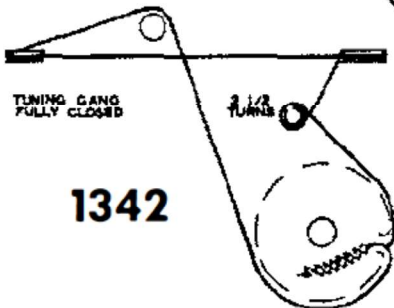
TUNING GANG FULLY CLOSED



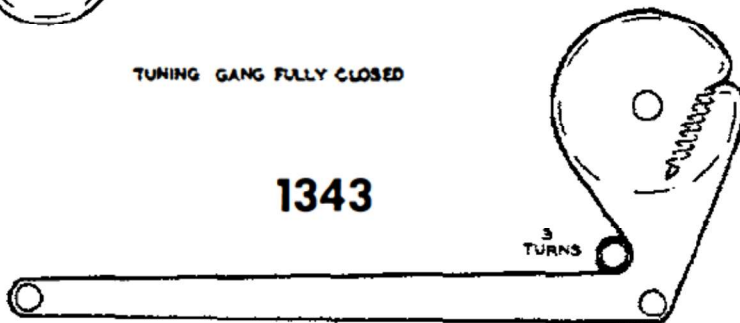
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

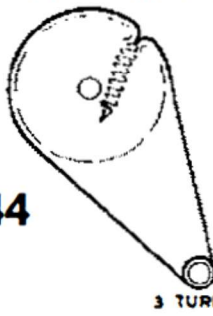


TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

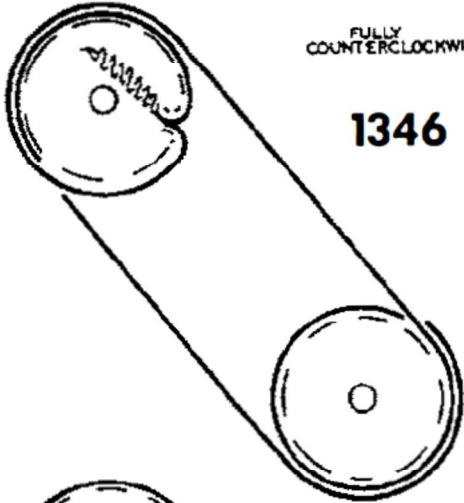
1344



3 TURNS

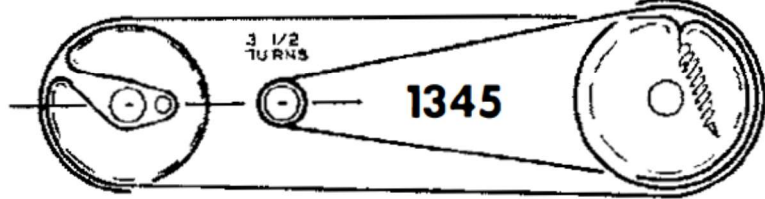
FULLY COUNTERCLOCKWISE

1346



TUNING GANG FULLY CLOSED

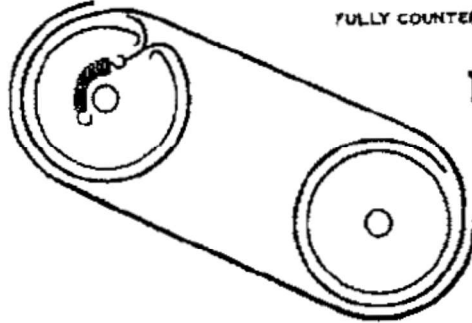
1345



3 1/2 TURNS

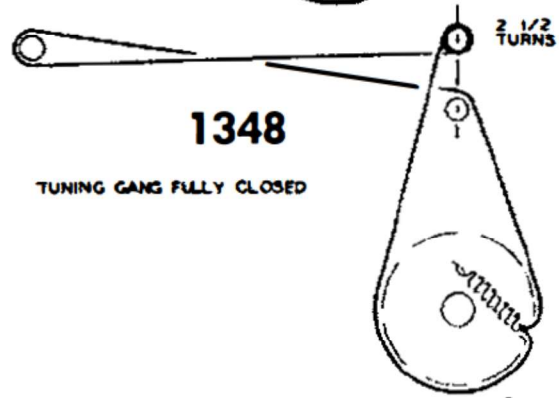
FULLY COUNTER CLOCKWISE

1347



1 1/2 TURNS

1348

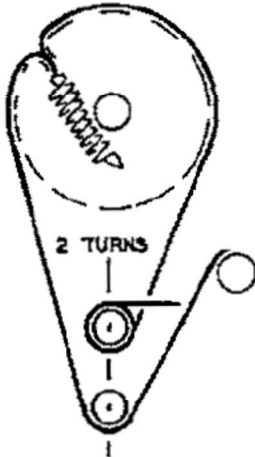


2 1/2 TURNS

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

1349



2 TURNS

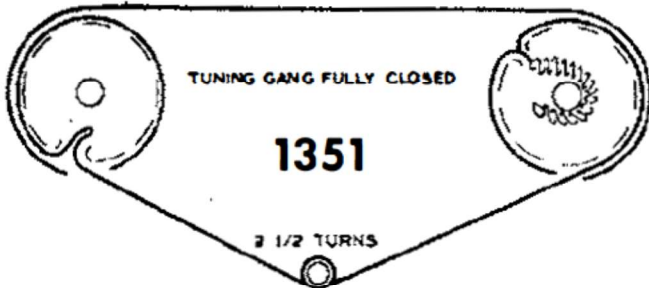
1350

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

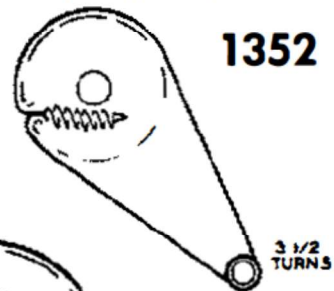
1351



2 1/2 TURNS

TUNING GANG FULLY CLOSED

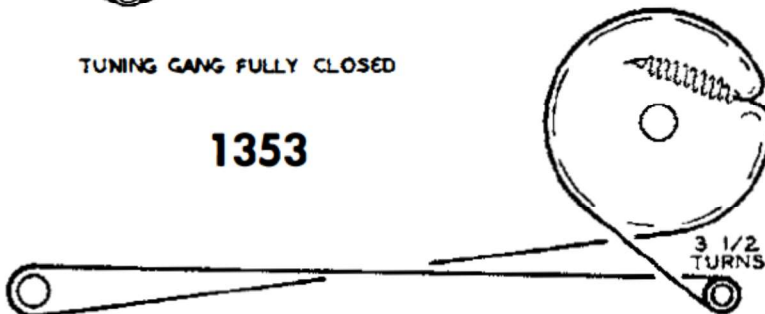
1352



3 1/2 TURNS

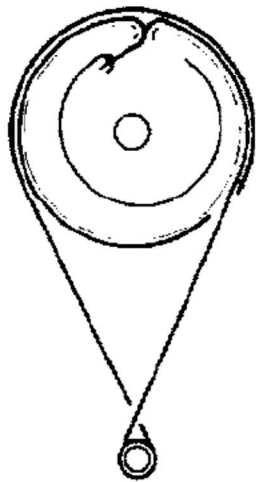
TUNING GANG FULLY CLOSED

1353



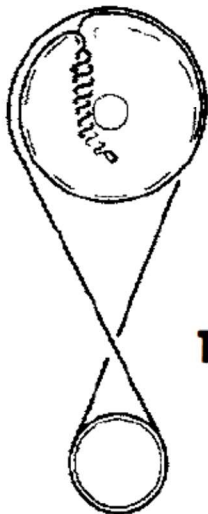
3 1/2 TURNS





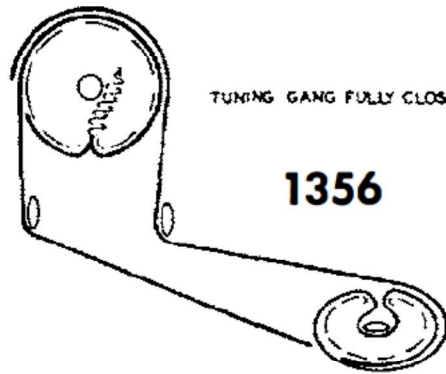
1 1/2 TURNS

**1354**



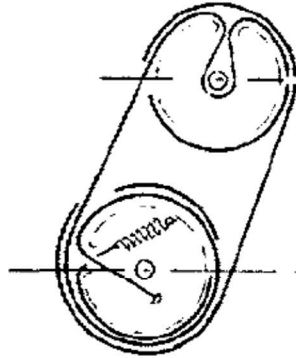
1 1/2 TURNS

**1355**



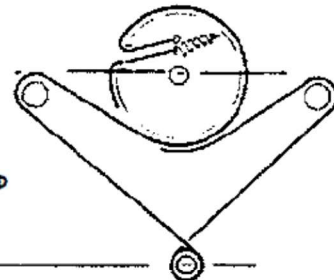
TUNING GANG FULLY CLOSED

**1356**

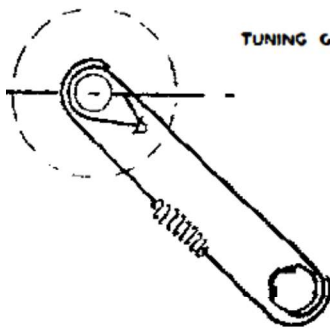


**1357**

TUNING GANG FULLY CLOSED

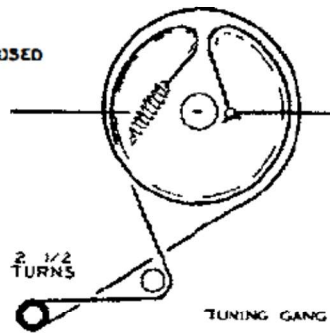


3 1/2 TURNS



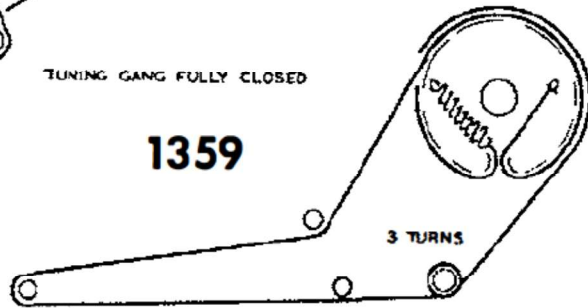
TUNING GANG FULLY CLOSED

**1358**



2 1/2 TURNS

TUNING GANG FULLY CLOSED



**1359**

3 TURNS

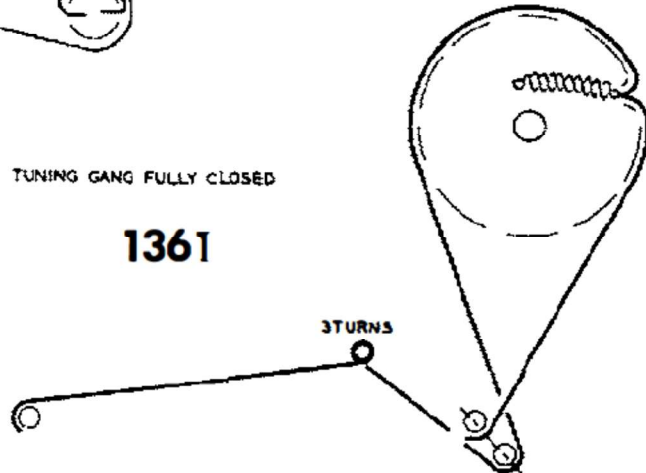


TUNING GANG FULLY CLOSED

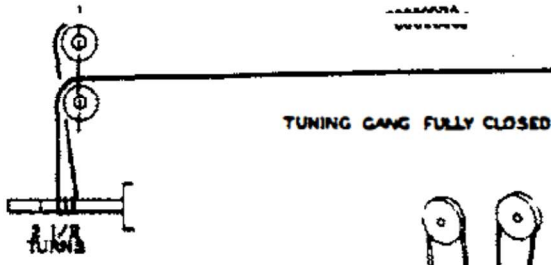
**1360**

TUNING GANG FULLY CLOSED

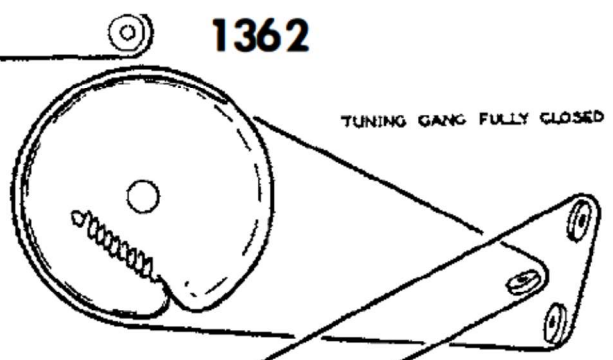
**1361**



3 TURNS

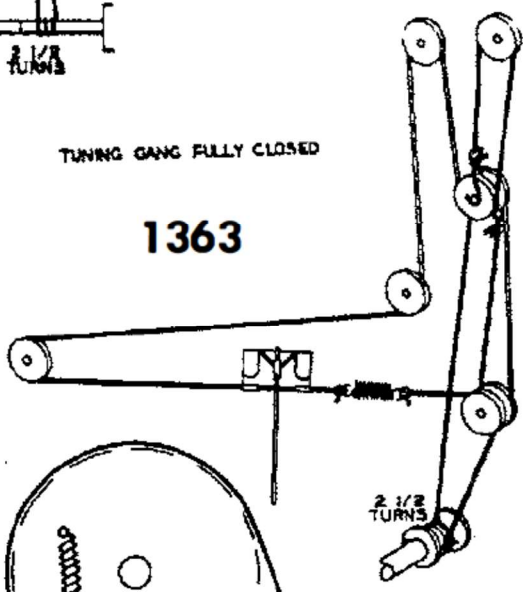


1362



TUNING GANG FULLY CLOSED

1363



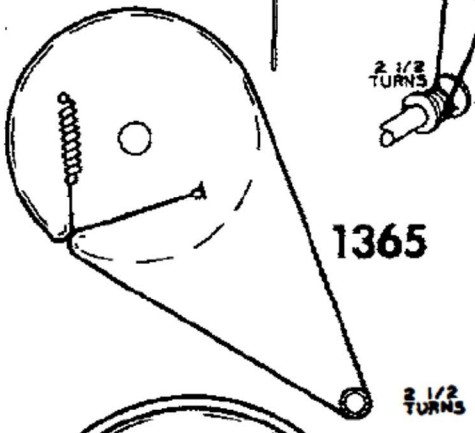
3 1/2  
TURNS

TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

1364

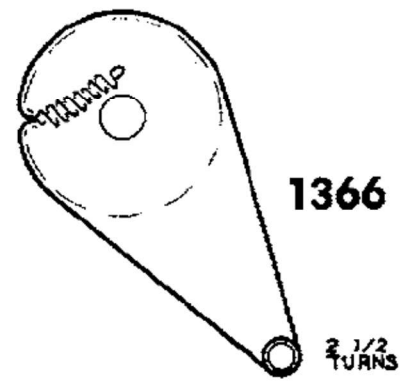
3 1/2  
TURNS



1365

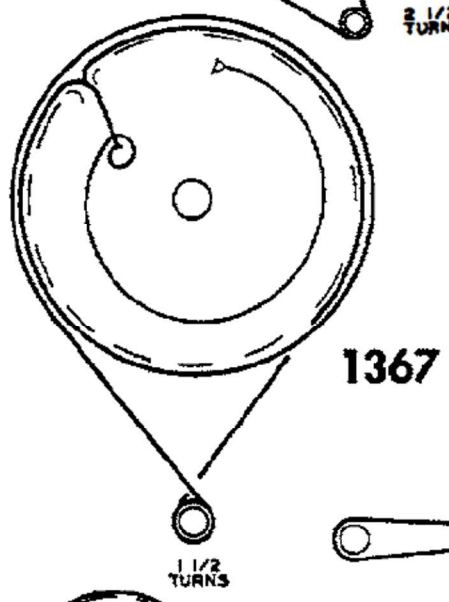
2 1/2  
TURNS

2 1/2  
TURNS



1366

2 1/2  
TURNS

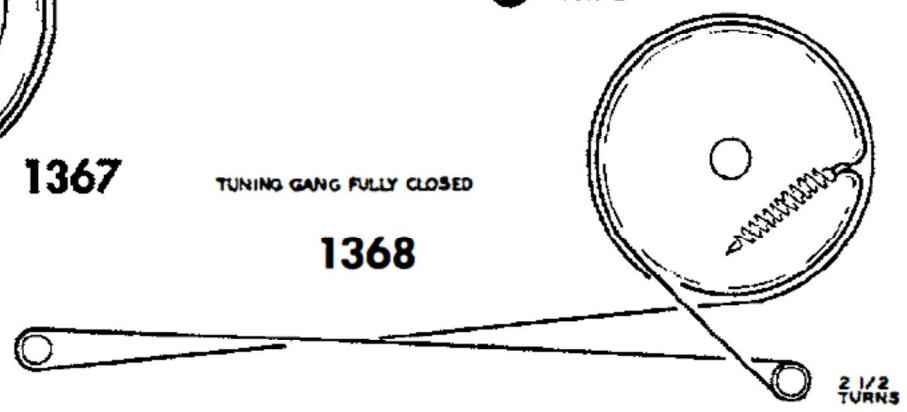


1367

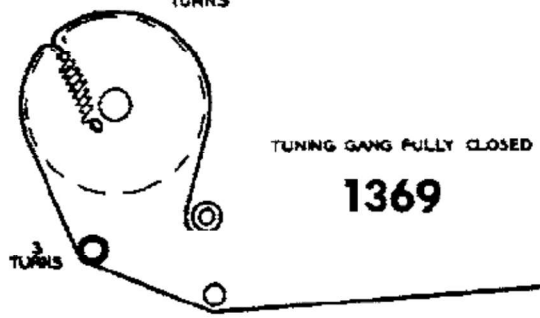
TUNING GANG FULLY CLOSED

1 1/2  
TURNS

1368



2 1/2  
TURNS

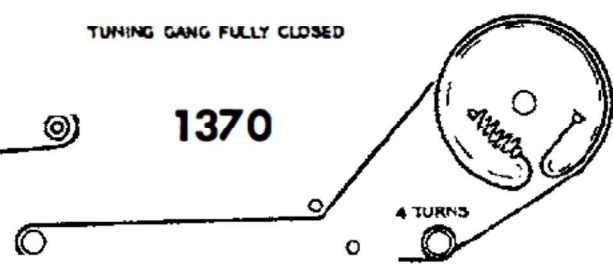


1369

2  
TURNS

TUNING GANG FULLY CLOSED

1370

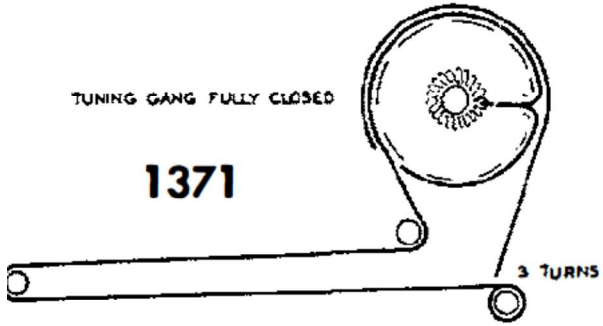


4  
TURNS



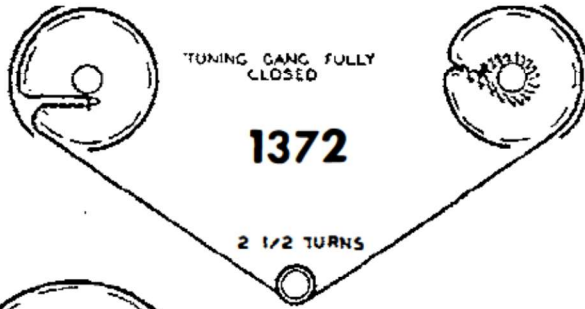
TUNING GANG FULLY CLOSED

1371



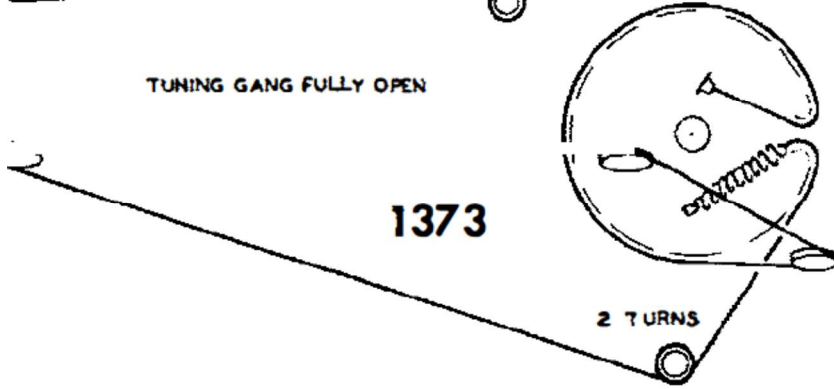
TUNING GANG FULLY CLOSED

1372



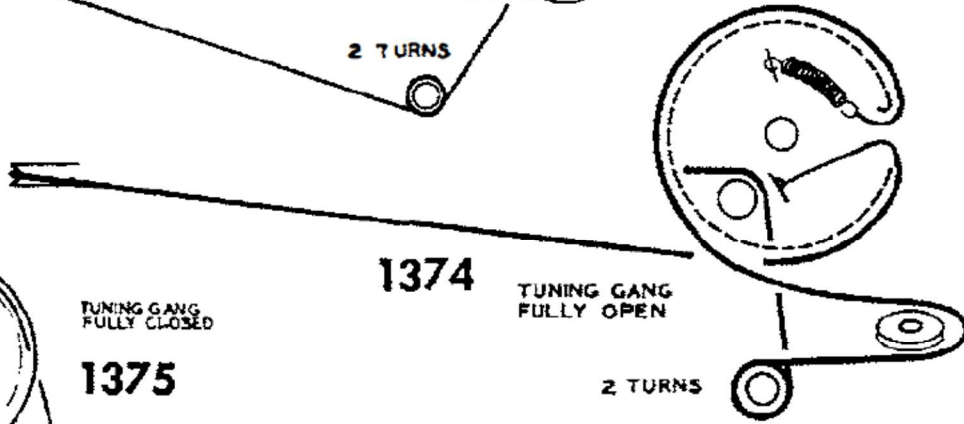
TUNING GANG FULLY OPEN

1373



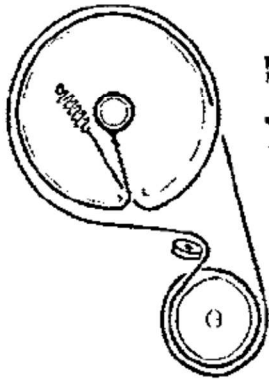
1374

TUNING GANG FULLY OPEN

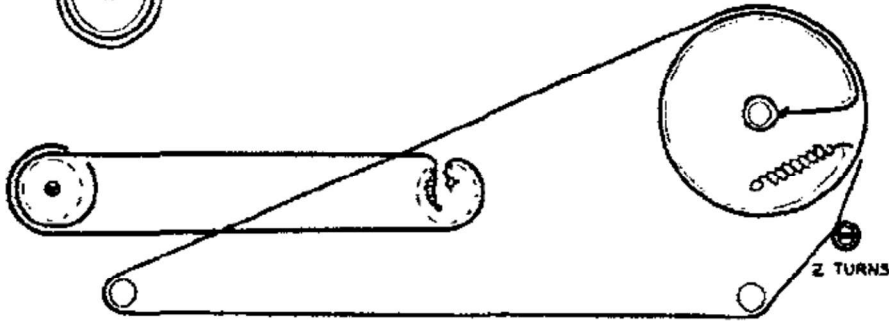


TUNING GANG FULLY CLOSED

1375

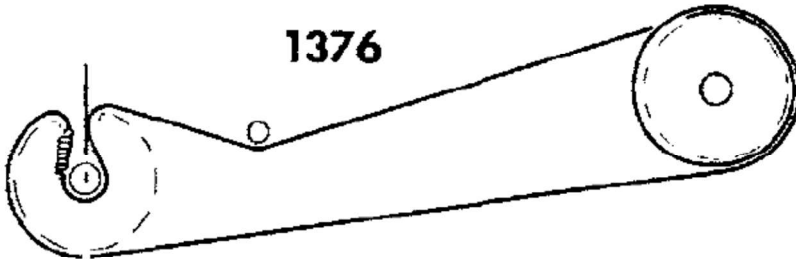


2 TURNS

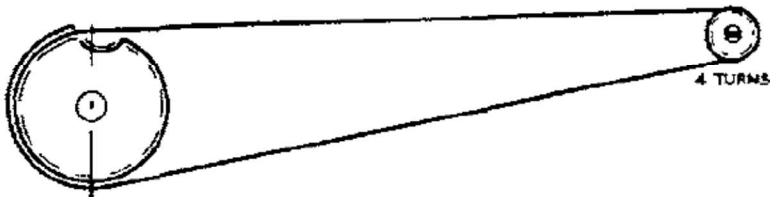


1376

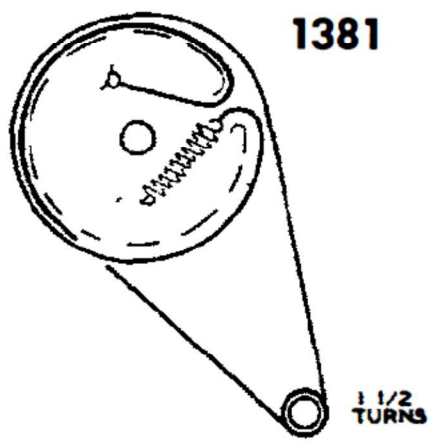
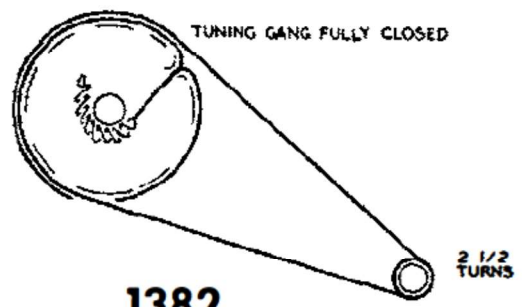
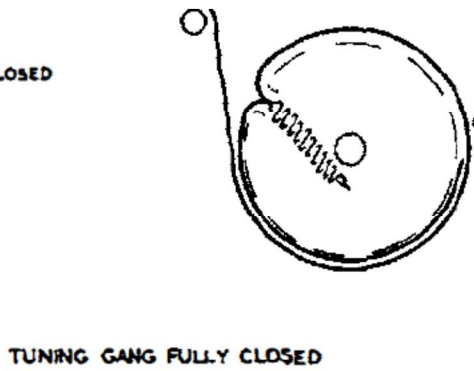
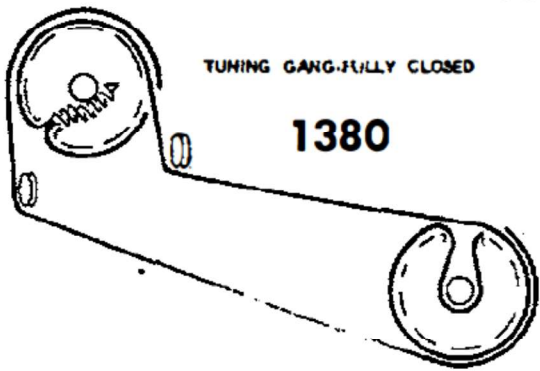
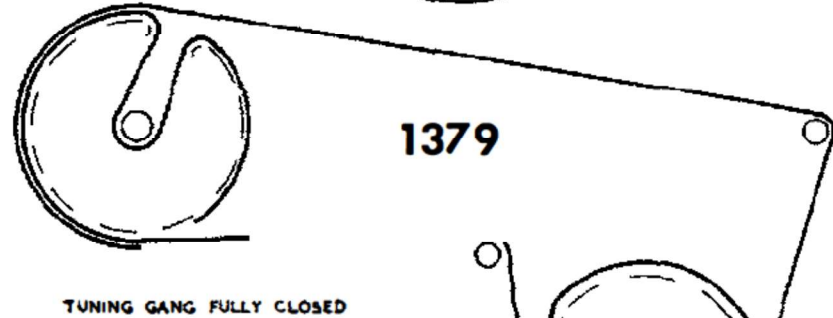
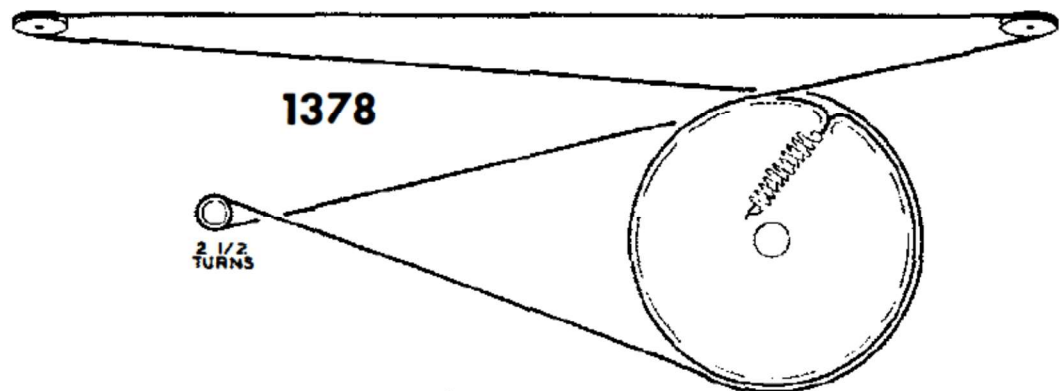
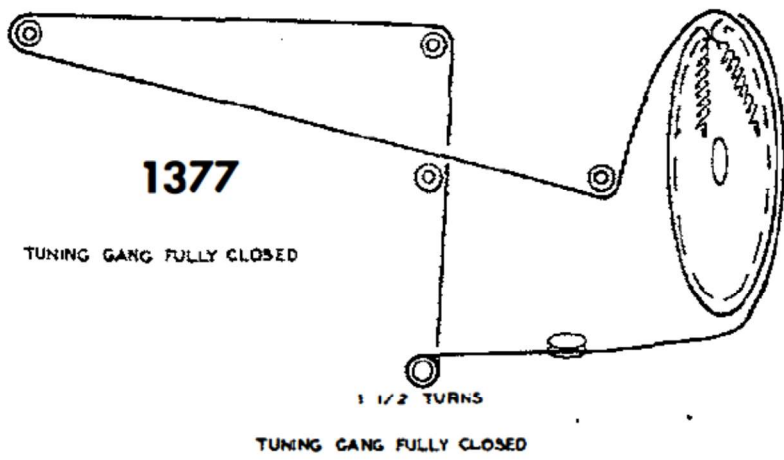
FINE TUNING

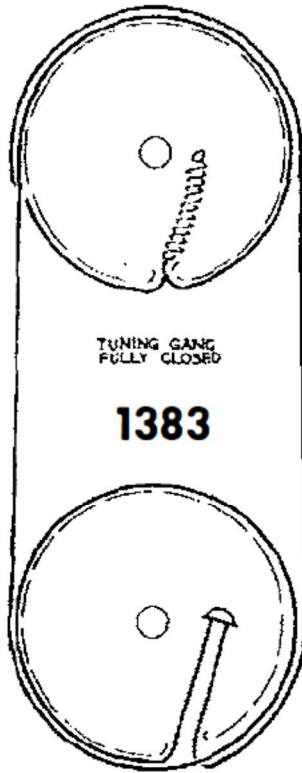


CHANNEL SELECTOR

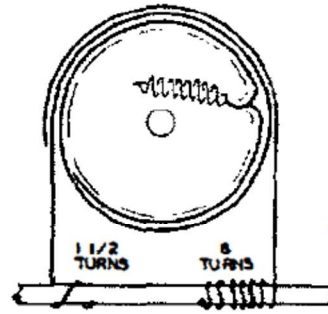


4 TURNS

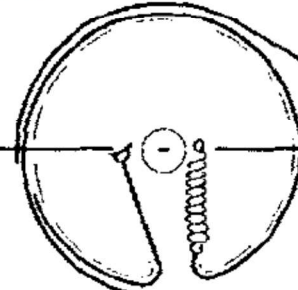
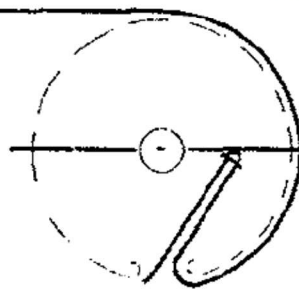
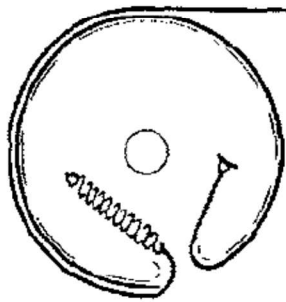




**1383**

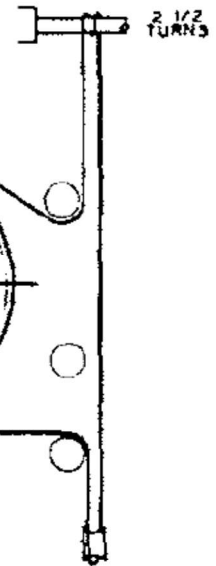


**1384**

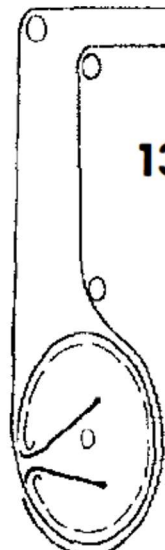


TUNING GANG FULLY CLOSED

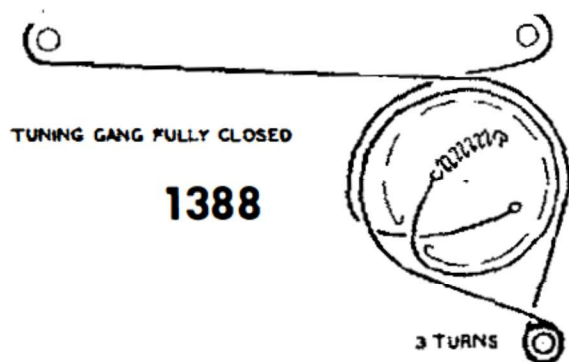
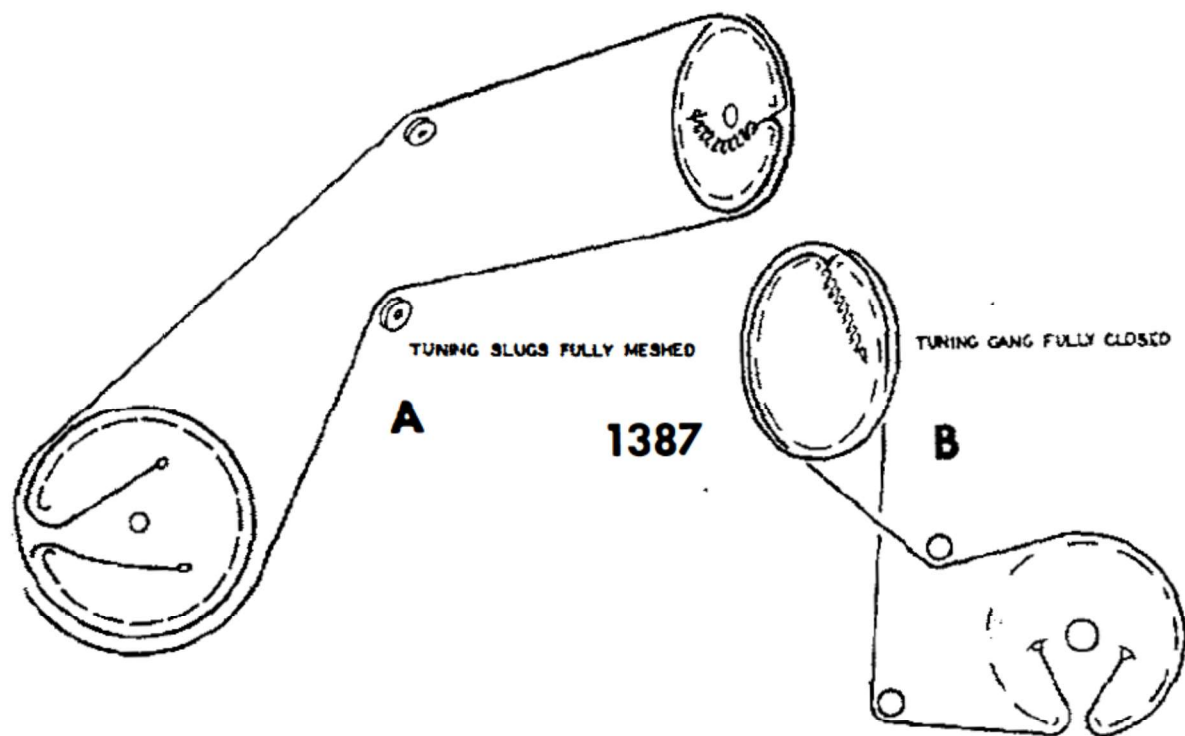
**1385**



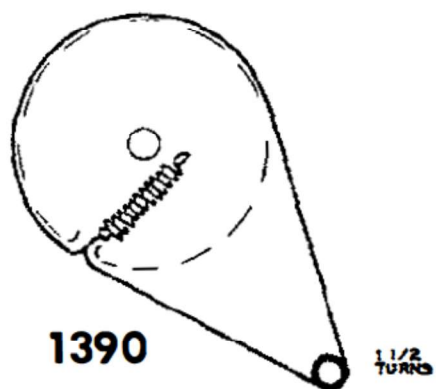
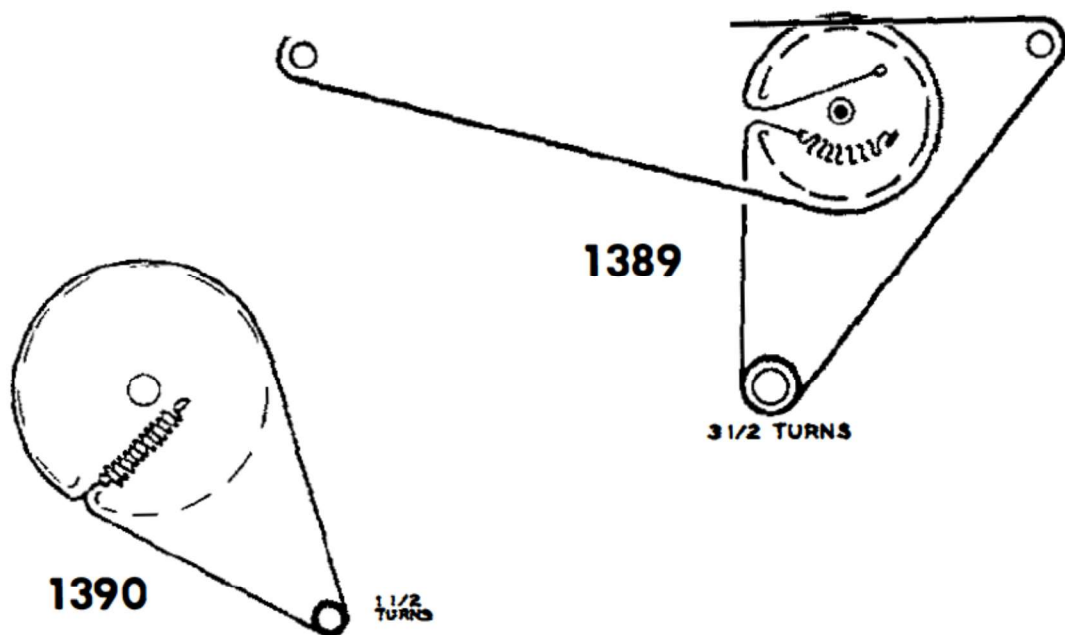
TUNING GANG FULLY CLOSED

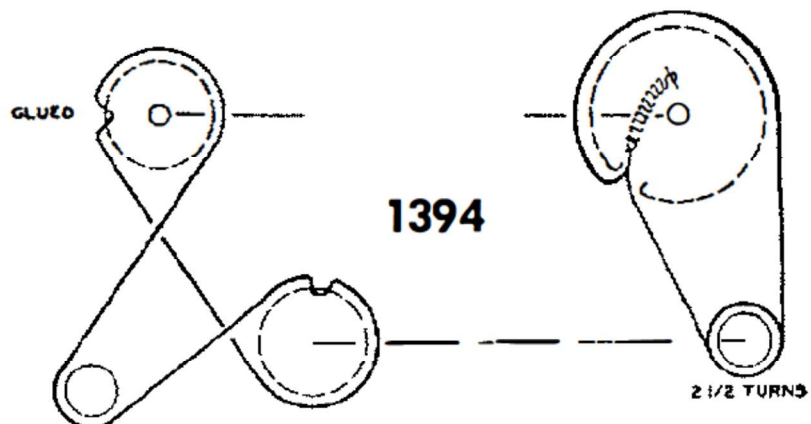
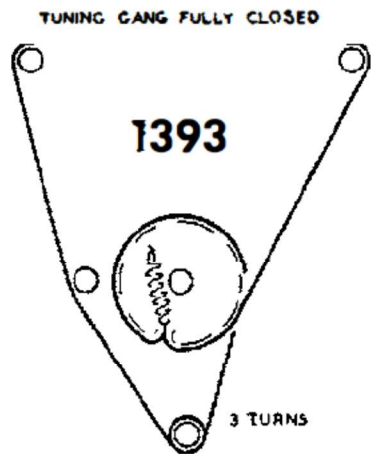
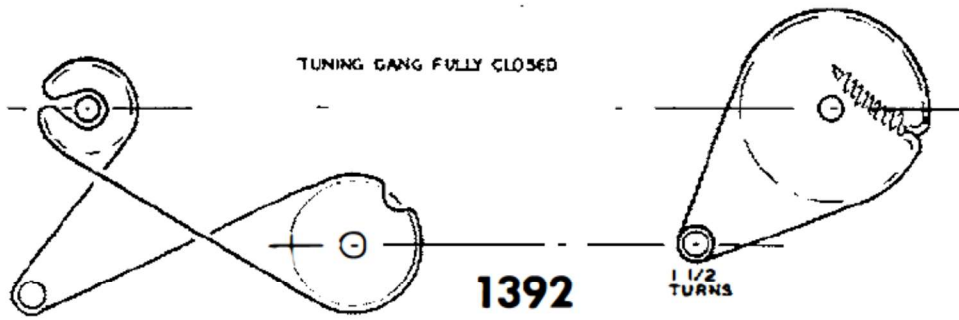
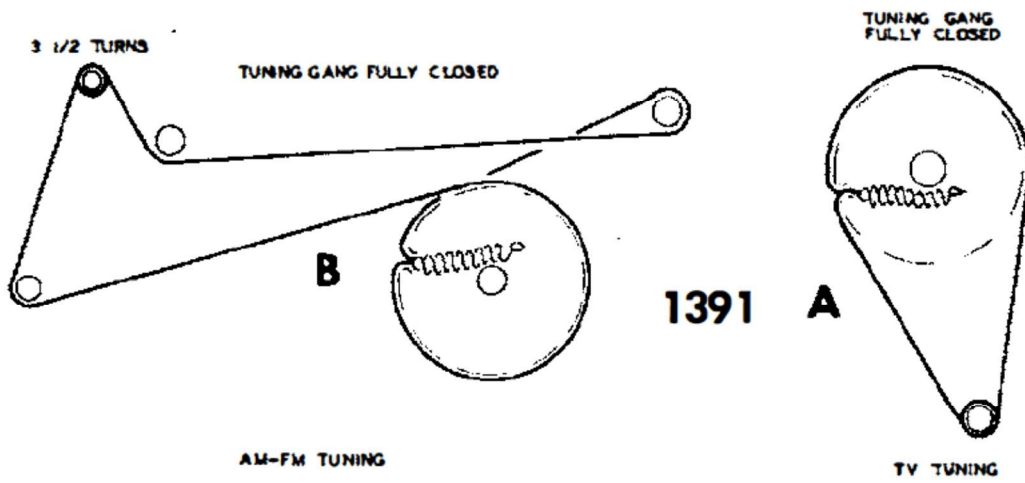


**1386**

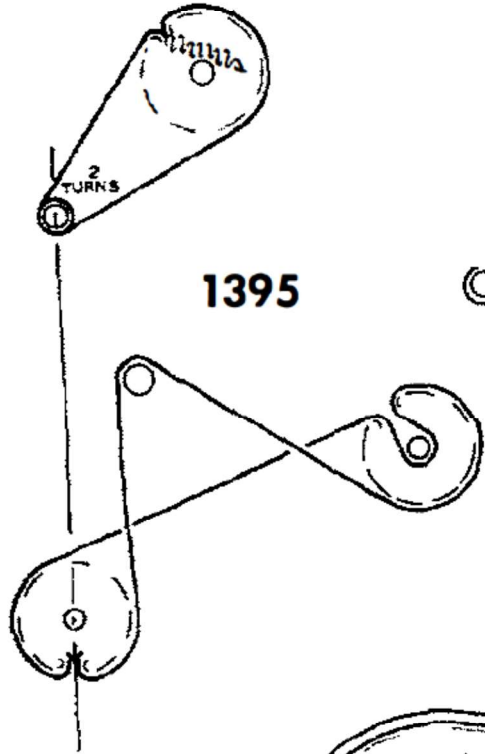


TUNING GANG FULLY CLOSED



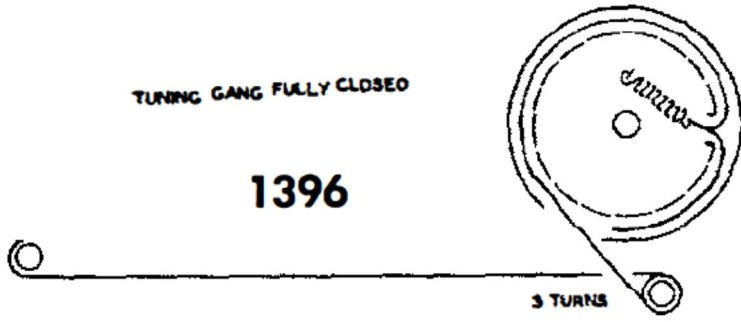


TUNING GANG FULLY CLOSED

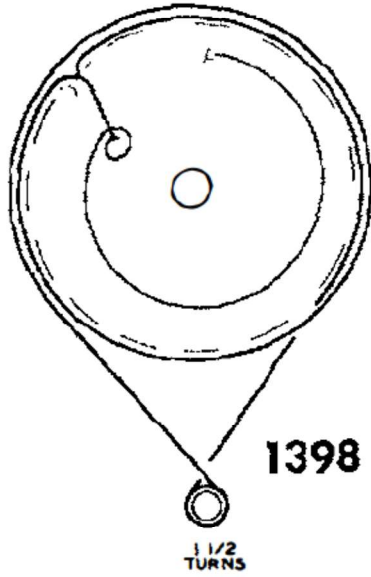


1395

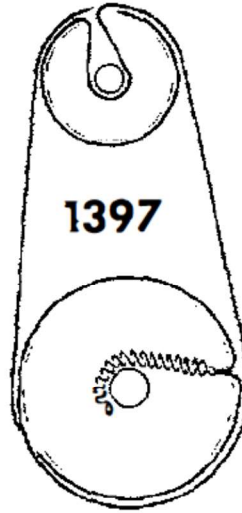
TUNING GANG FULLY CLOSED



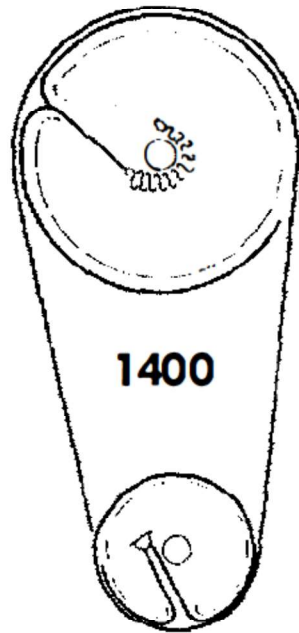
1396



1398



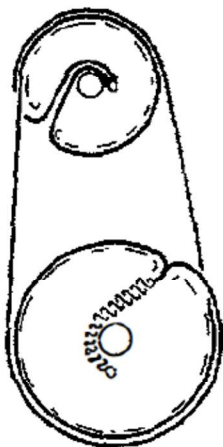
1397



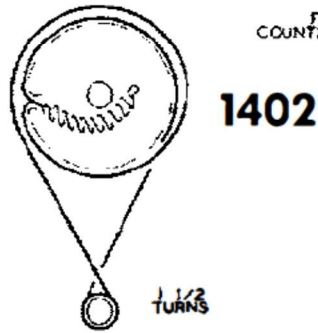
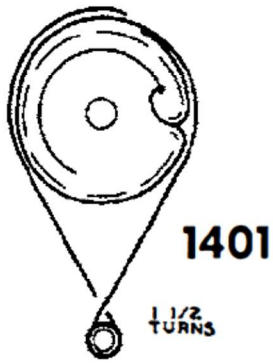
1400

FINE TUNING CONTROL

1399



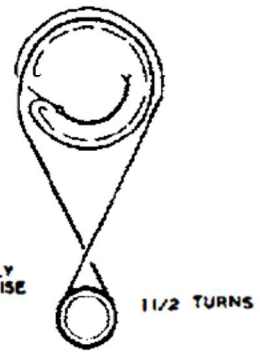




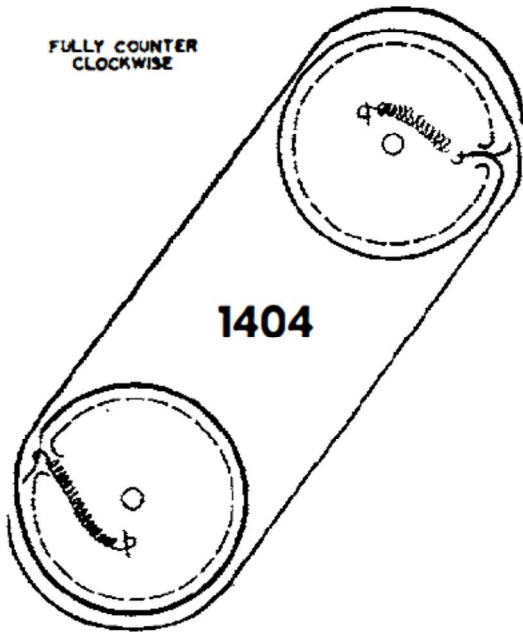
FULLY COUNTERCLOCKWISE FINE TUNING FULLY CLOCKWISE

1403

TUNING SHAFT FULLY COUNTERCLOCKWISE



FULLY COUNTER CLOCKWISE



1404

TUNING GANG FULLY CLOSED

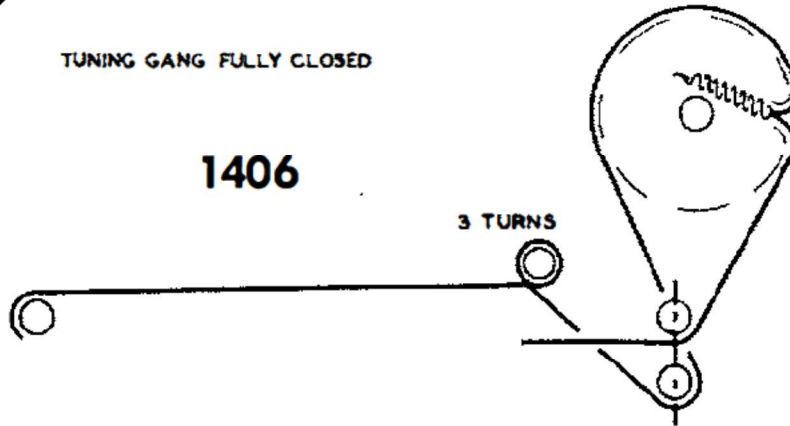


FINE TUNING FULLY CLOCKWISE

1405

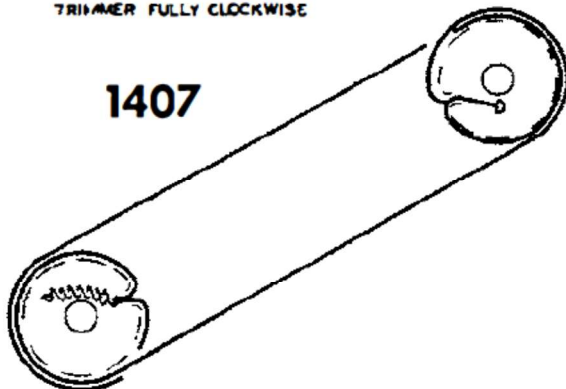
TUNING SHAFT FULLY COUNTER CLOCKWISE

1406



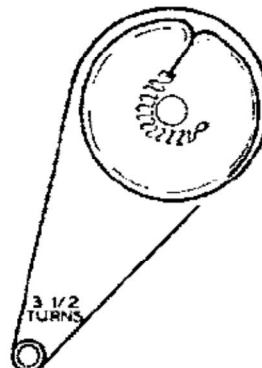
TRIMMER FULLY CLOCKWISE

1407



TUNING GANG FULLY CLOSED

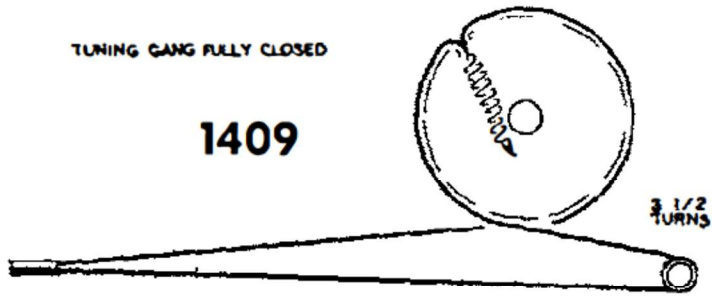
1408





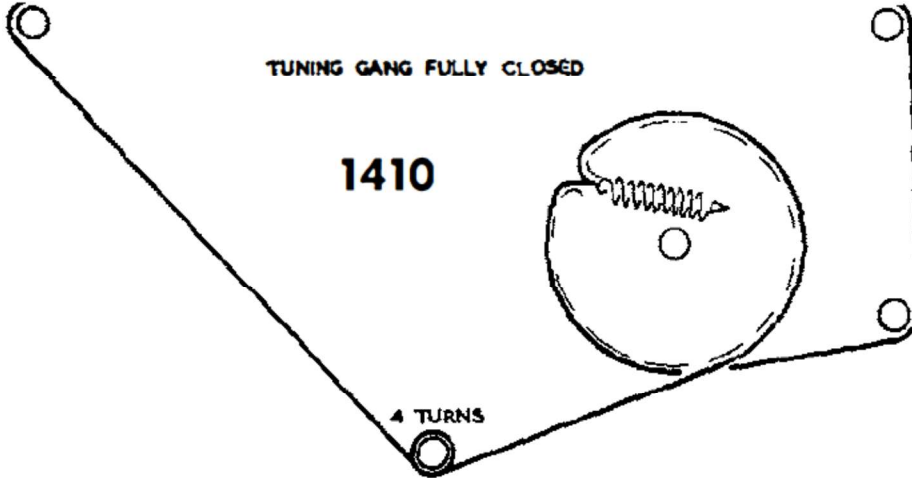
TUNING GANG FULLY CLOSED

1409



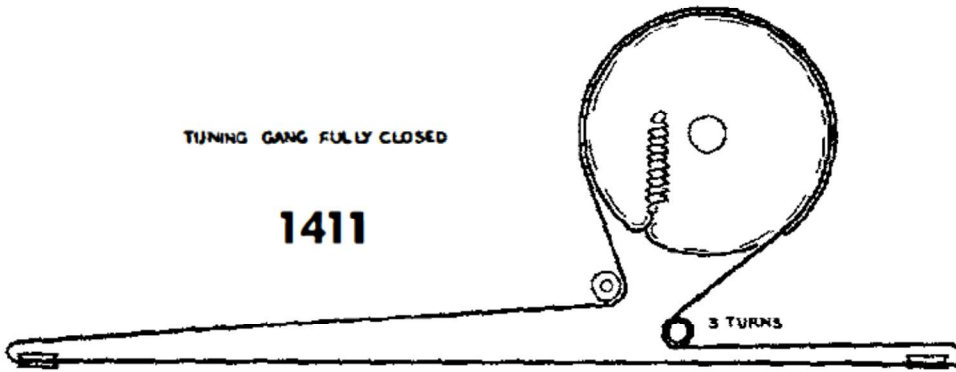
TUNING GANG FULLY CLOSED

1410



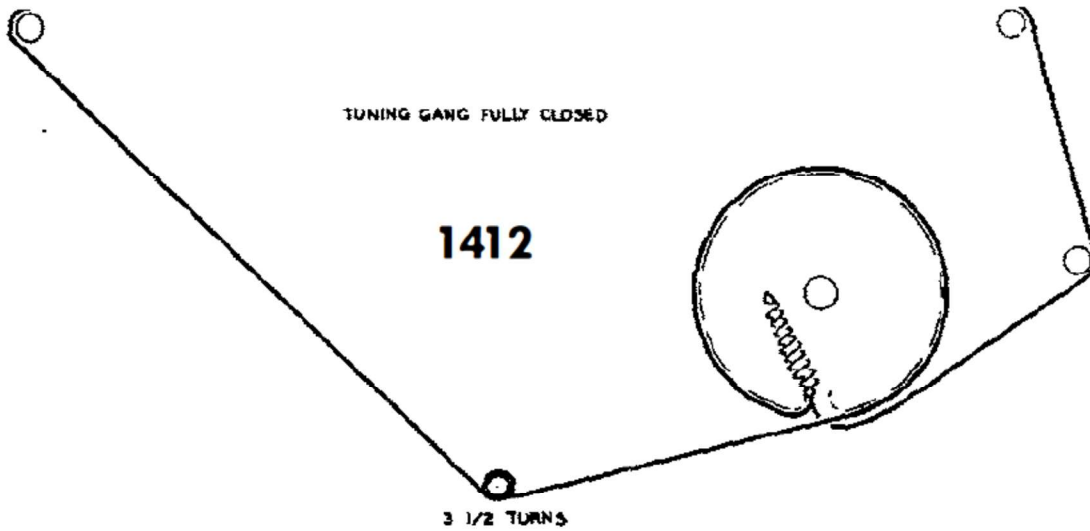
TUNING GANG FULLY CLOSED

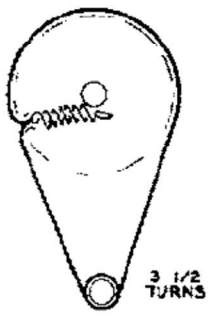
1411



TUNING GANG FULLY CLOSED

1412

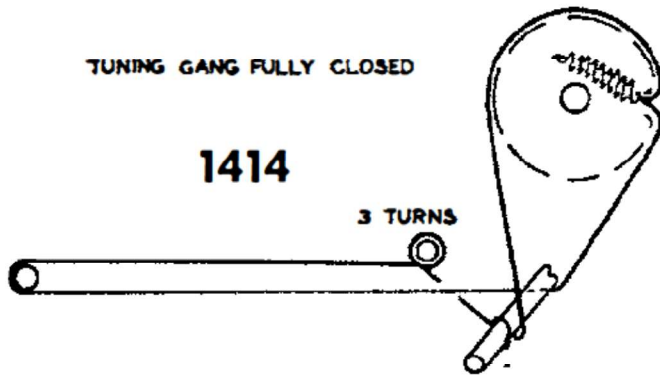




TUNING GANG FULLY CLOSED

1413

3 1/2  
TURNS

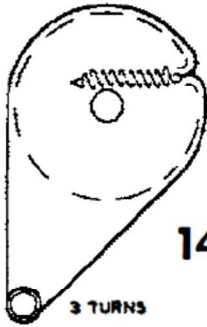


TUNING GANG FULLY CLOSED

1414

3 TURNS

TUNING GANG FULLY CLOSED



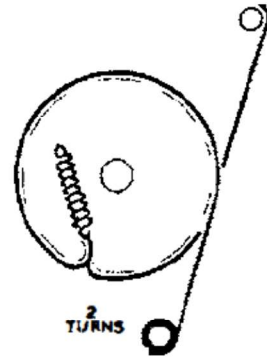
1415

3 TURNS

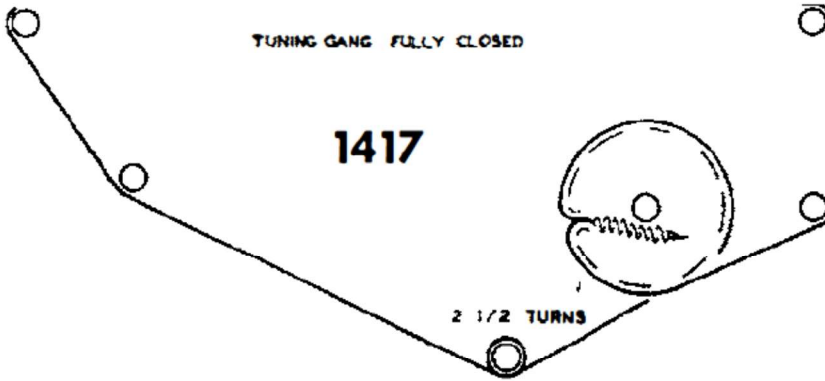


TUNING GANG FULLY CLOSED

1416



2  
TURNS



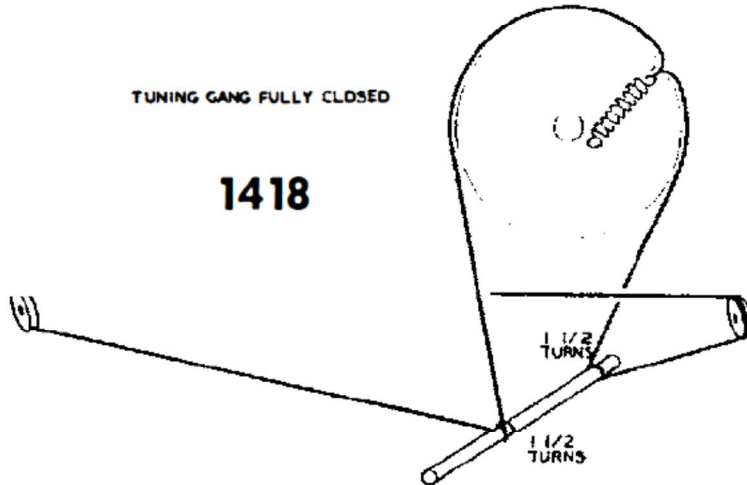
TUNING GANG FULLY CLOSED

1417

2 1/2 TURNS

TUNING GANG FULLY CLOSED

1418

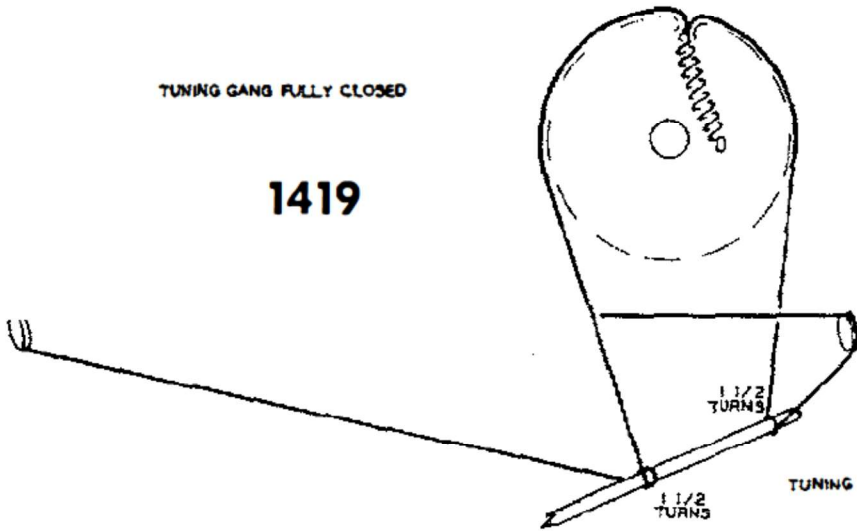


1 1/2  
TURNS

1 1/2  
TURNS

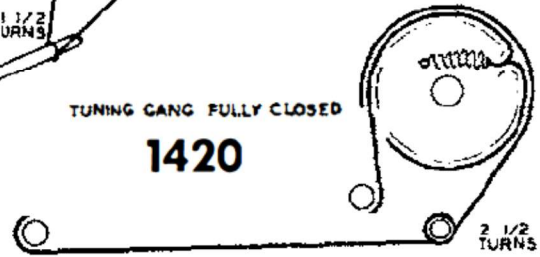
TUNING GANG FULLY CLOSED

1419



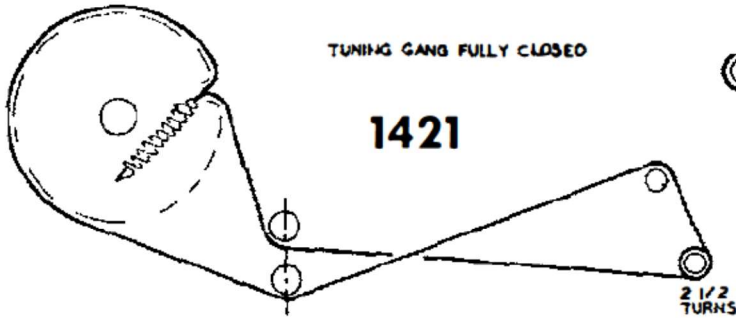
TUNING GANG FULLY CLOSED

1420



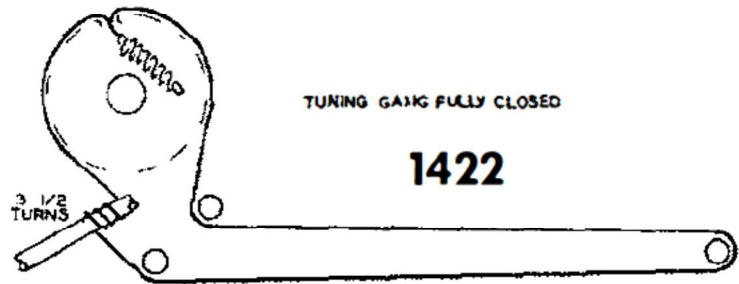
TUNING GANG FULLY CLOSED

1421



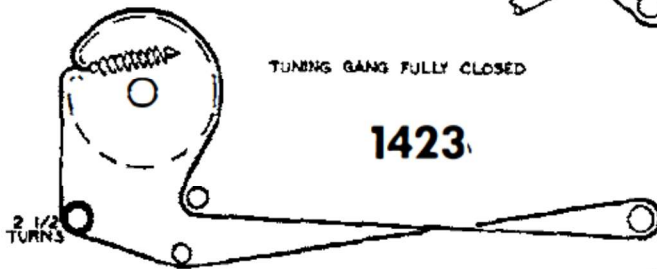
TUNING GANG FULLY CLOSED

1422



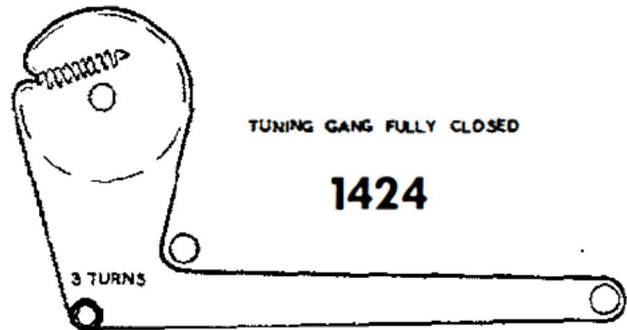
TUNING GANG FULLY CLOSED

1423



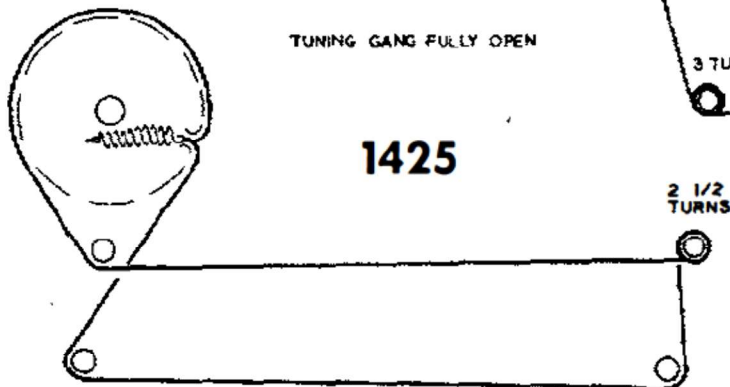
TUNING GANG FULLY CLOSED

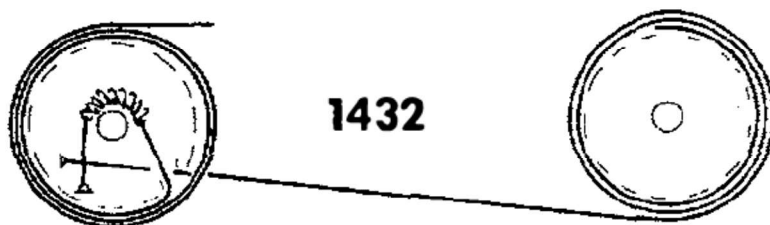
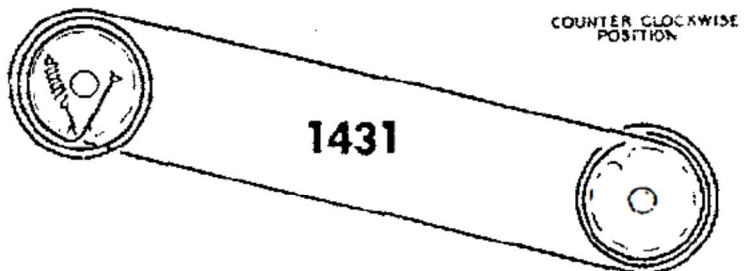
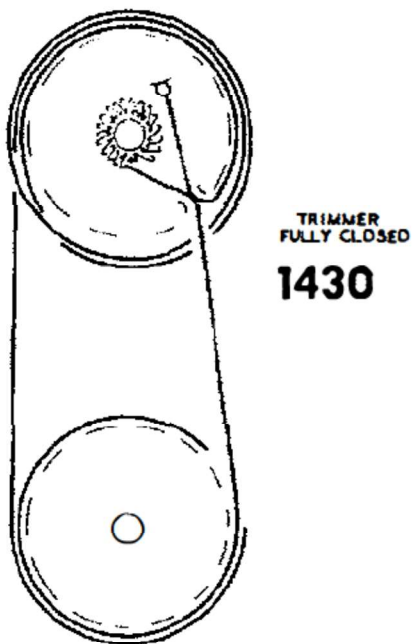
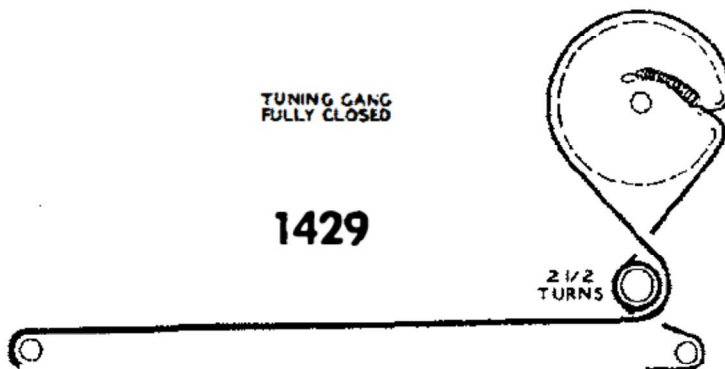
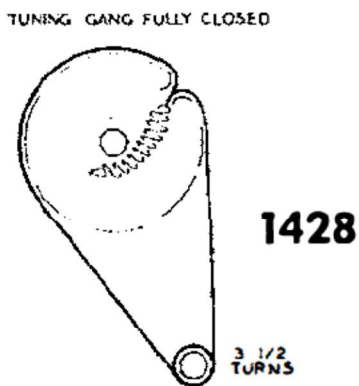
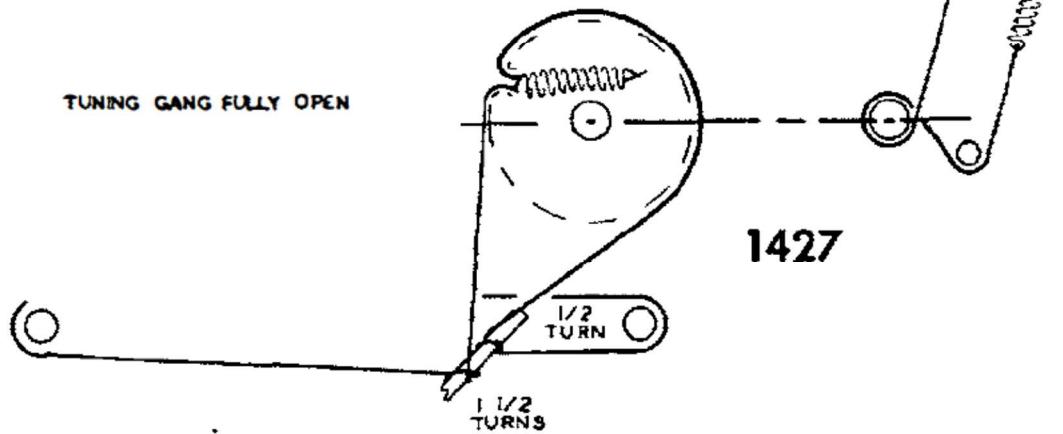
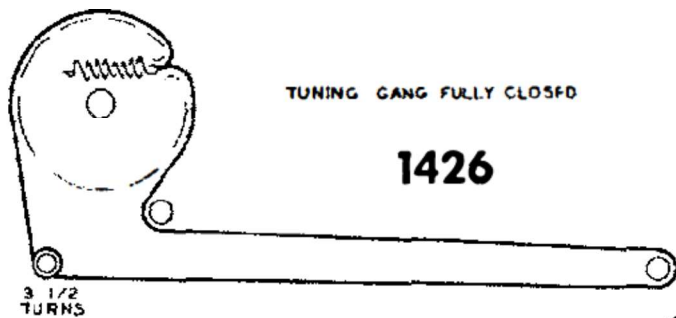
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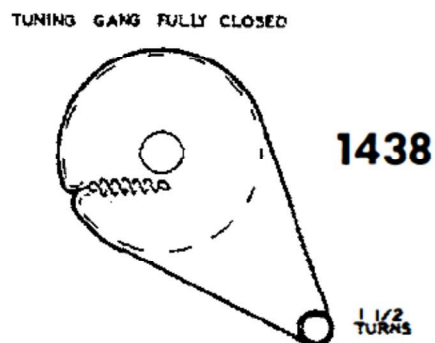
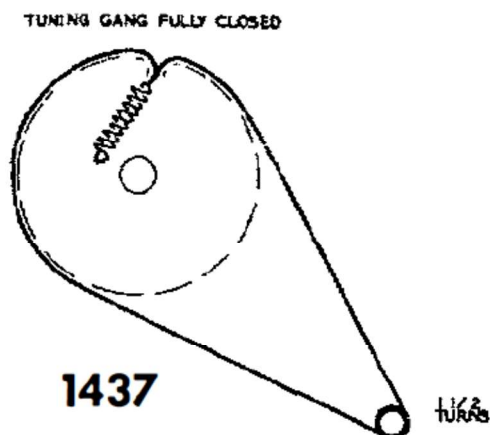
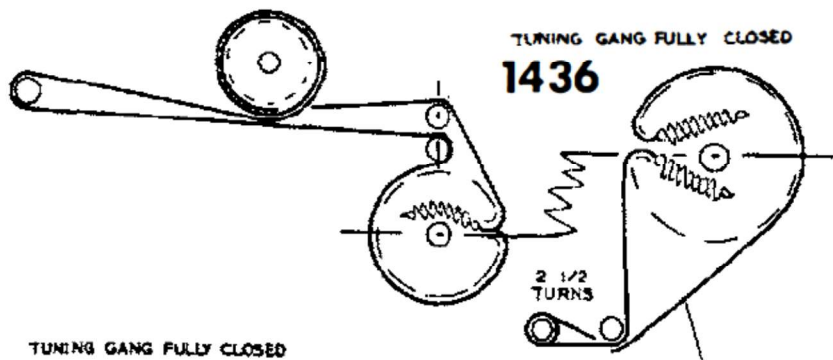
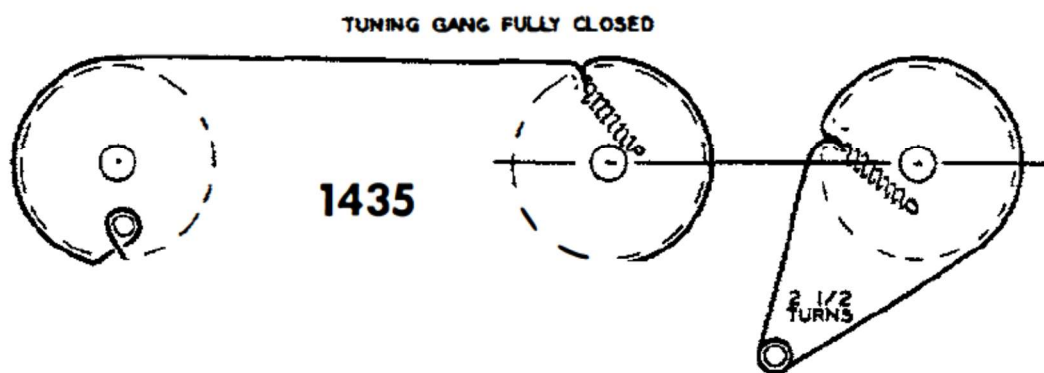
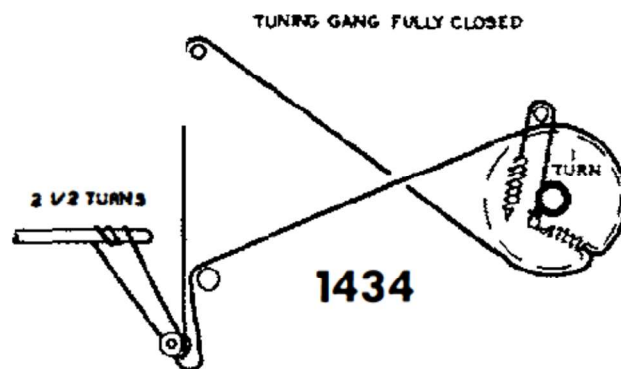
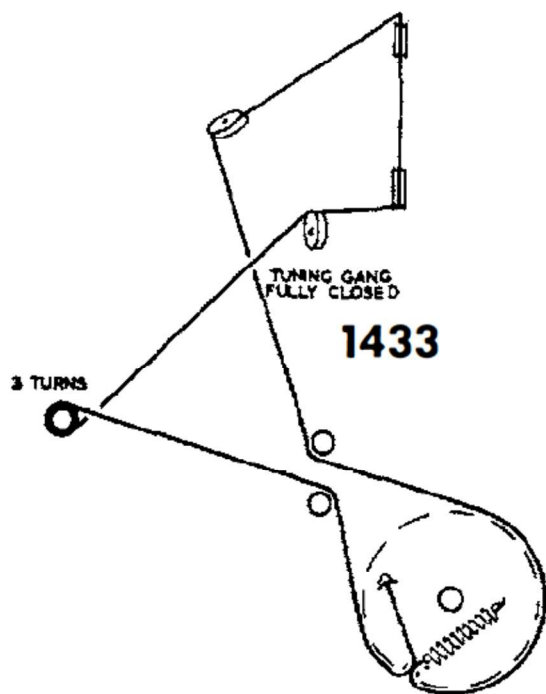


TUNING GANG FULLY OPEN

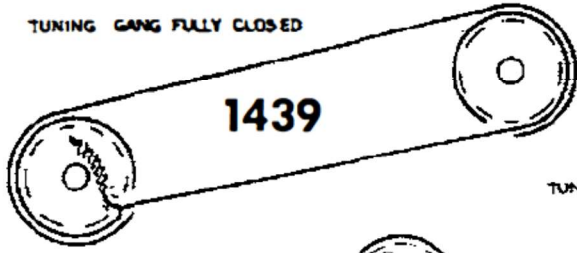
1425



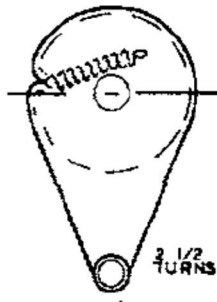
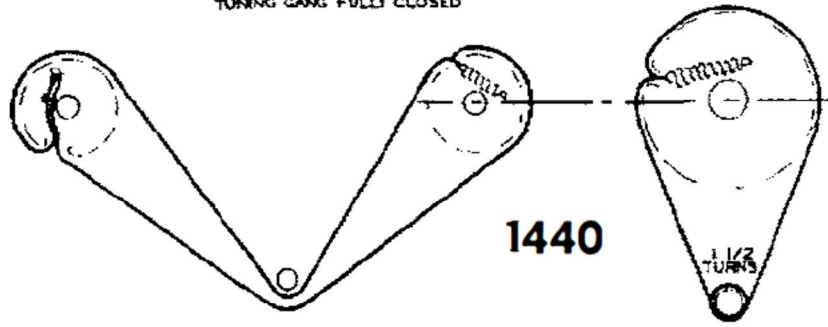




TUNING GANG FULLY CLOSED

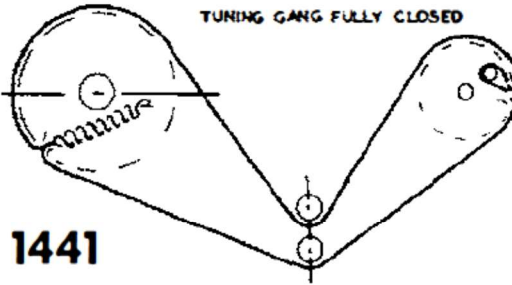


TUNING GANG FULLY CLOSED

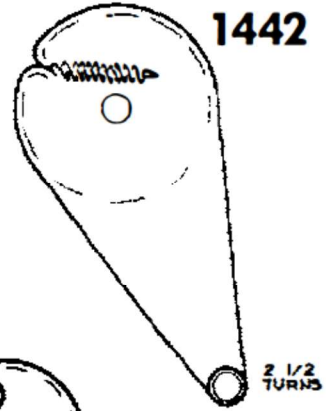


1441

TUNING GANG FULLY CLOSED

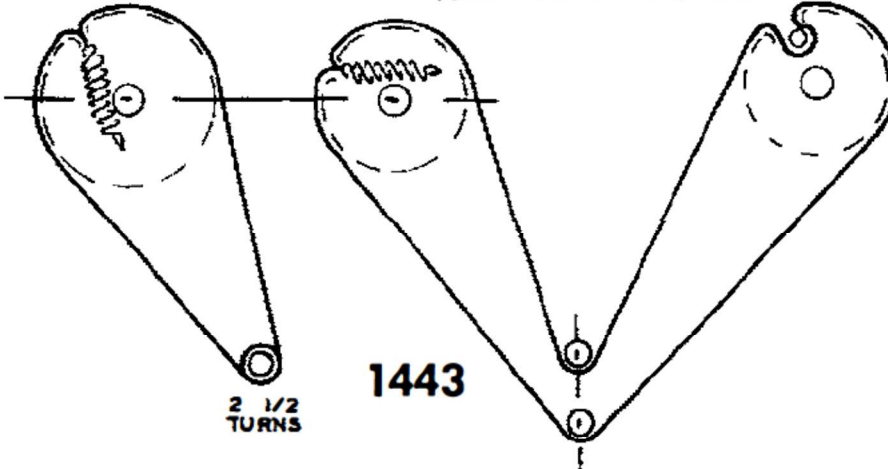


TUNING GANG FULLY CLOSED

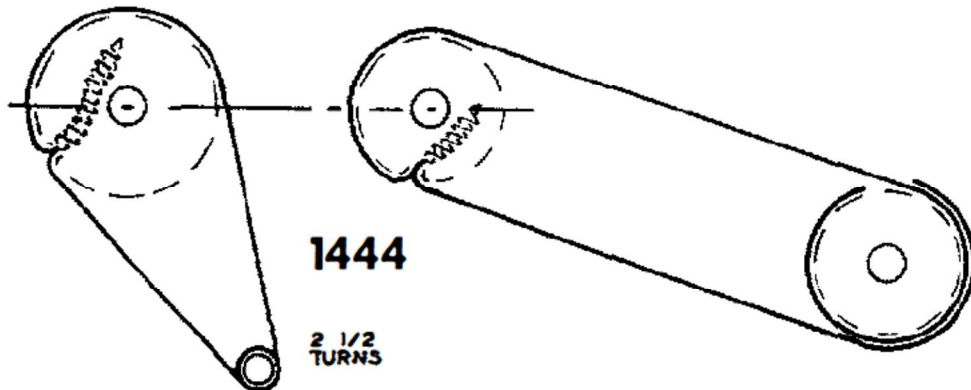


1442

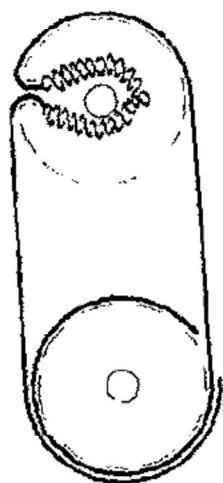
TUNING GANG FULLY CLOSED



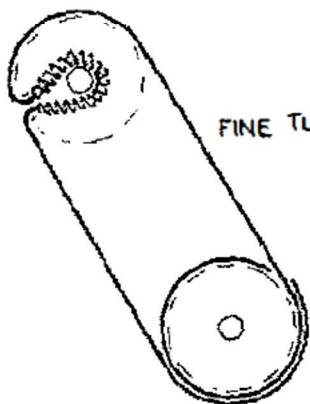
TUNING GANG FULLY CLOSED





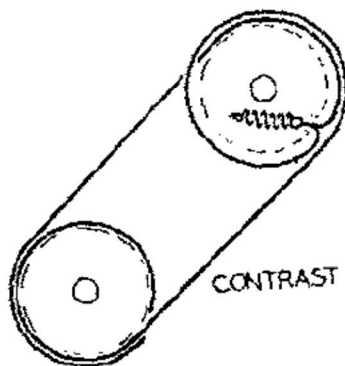


1445

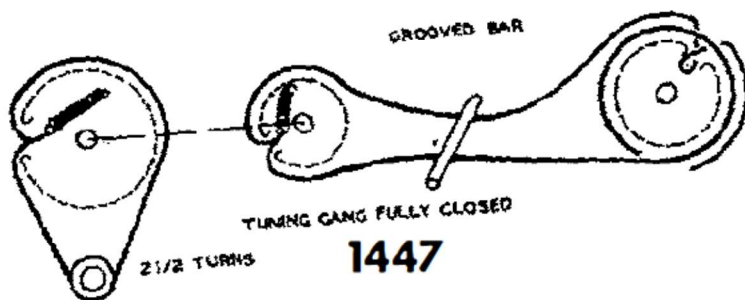


FINE TUNING

1446



CONTRAST

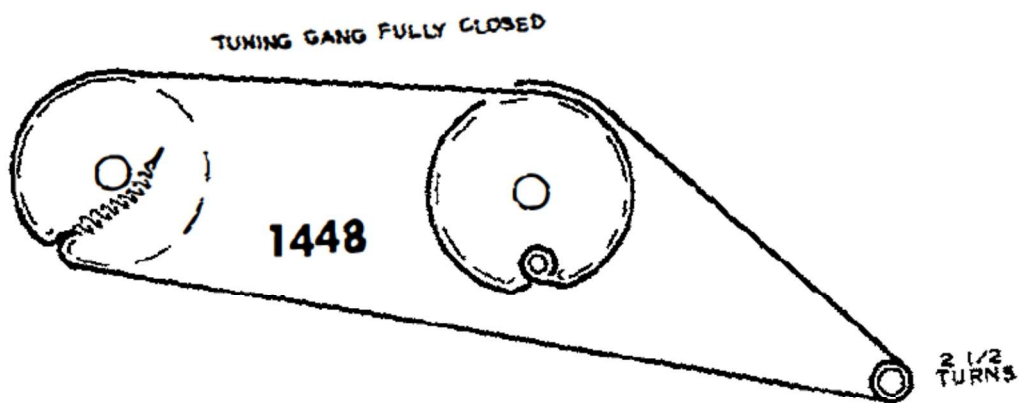


GROOVED BAR

TUNING GANG FULLY CLOSED

2 1/2 TURNS

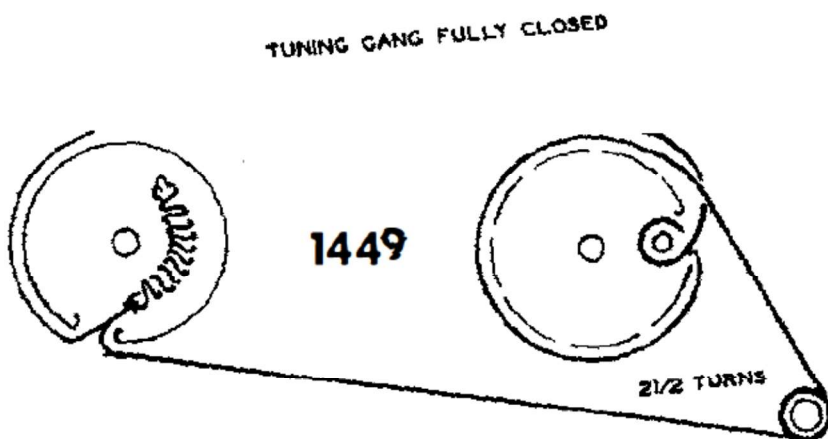
1447



TUNING GANG FULLY CLOSED

1448

2 1/2 TURNS

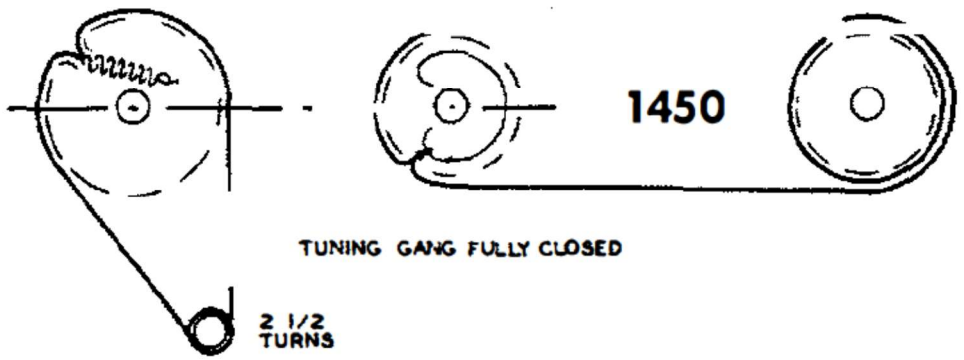


TUNING GANG FULLY CLOSED

1449

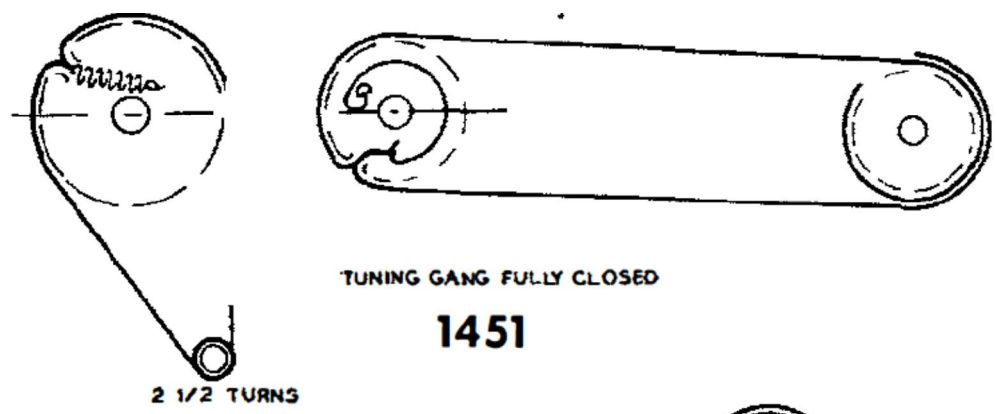
2 1/2 TURNS





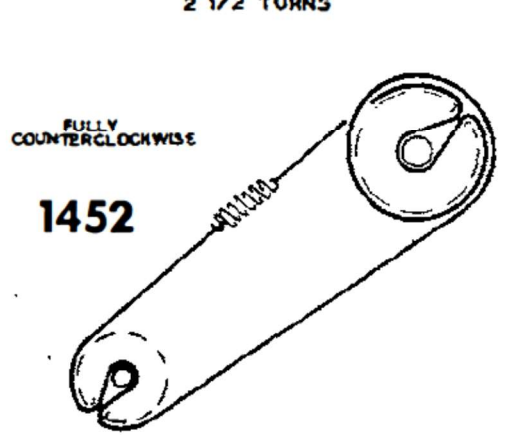
TUNING GANG FULLY CLOSED

2 1/2  
TURNS

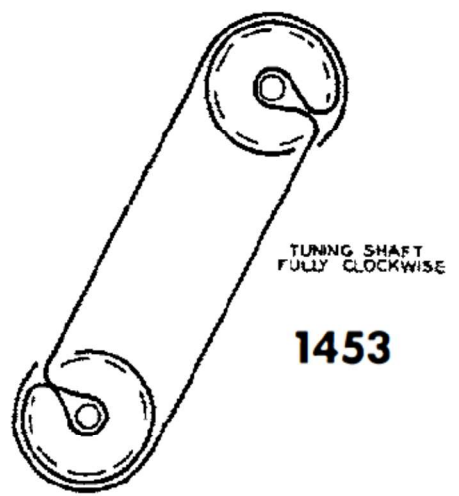


TUNING GANG FULLY CLOSED

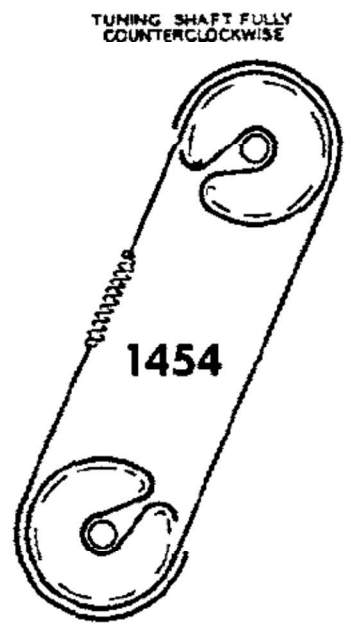
2 1/2  
TURNS



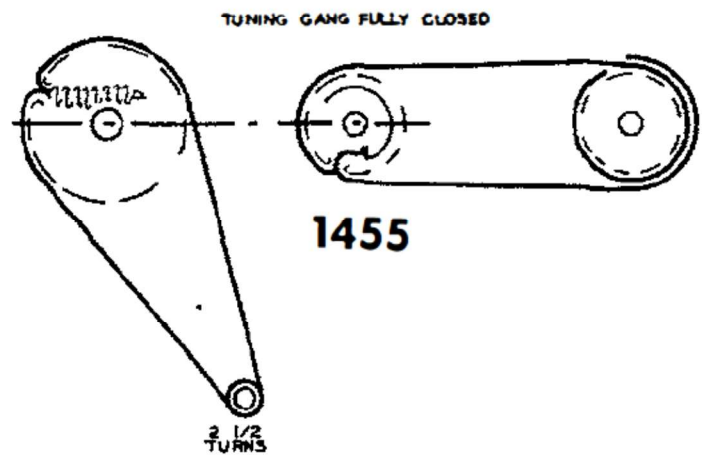
FULLY  
COUNTERCLOCKWISE



TUNING SHAFT  
FULLY  
CLOCKWISE



TUNING SHAFT FULLY  
COUNTERCLOCKWISE

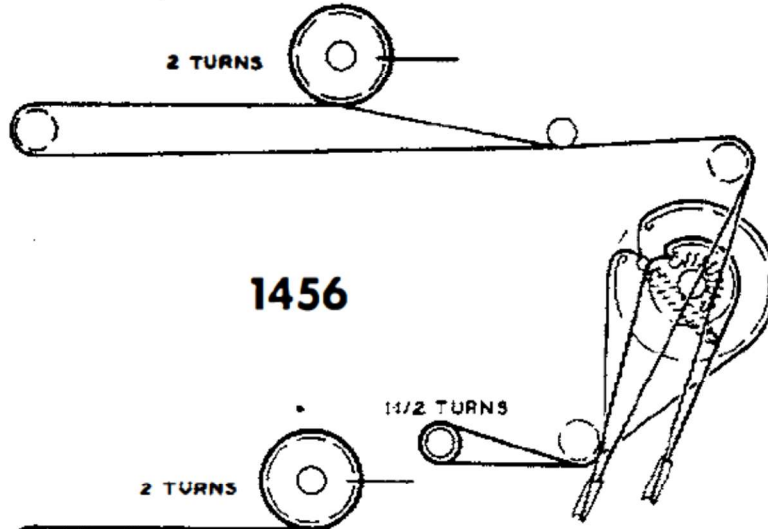


TUNING GANG FULLY CLOSED

2 1/2  
TURNS

TUNING GANG FULLY CLOSED

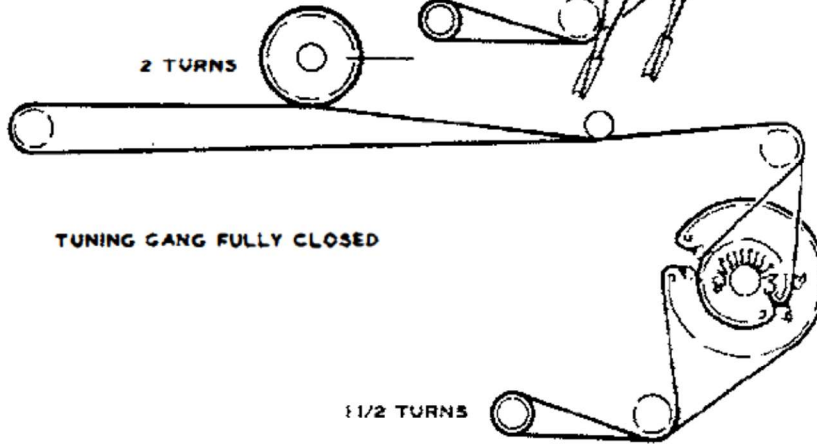
2 TURNS



1456

1 1/2 TURNS

2 TURNS



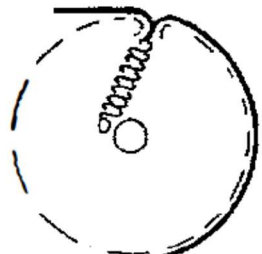
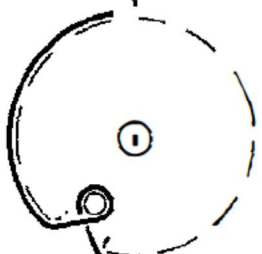
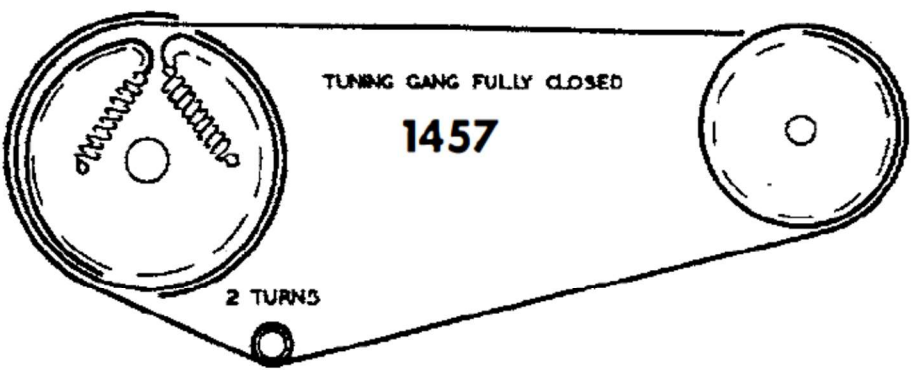
TUNING GANG FULLY CLOSED

1 1/2 TURNS

TUNING GANG FULLY CLOSED

1457

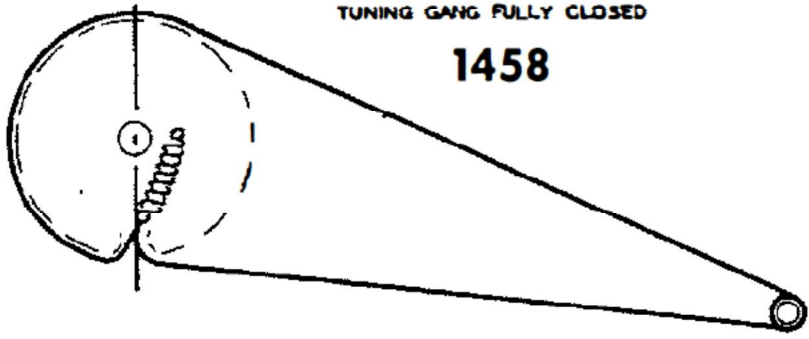
2 TURNS

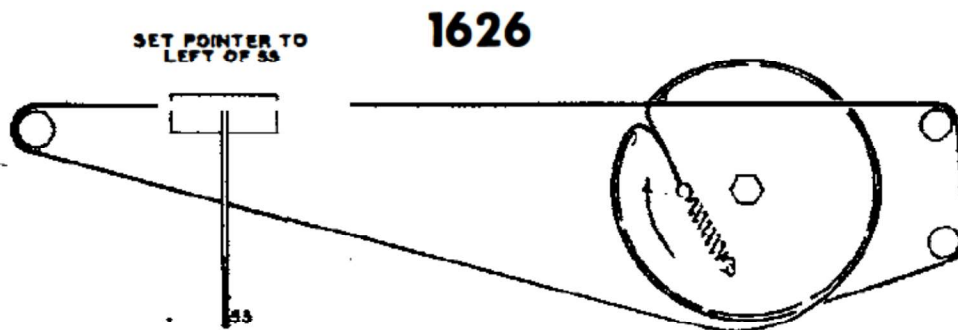
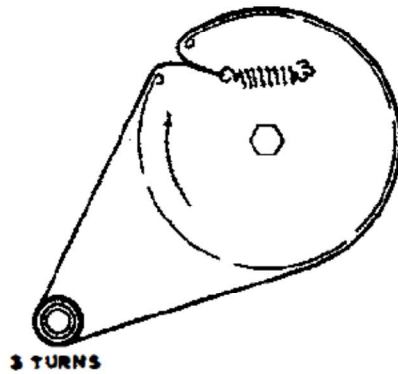
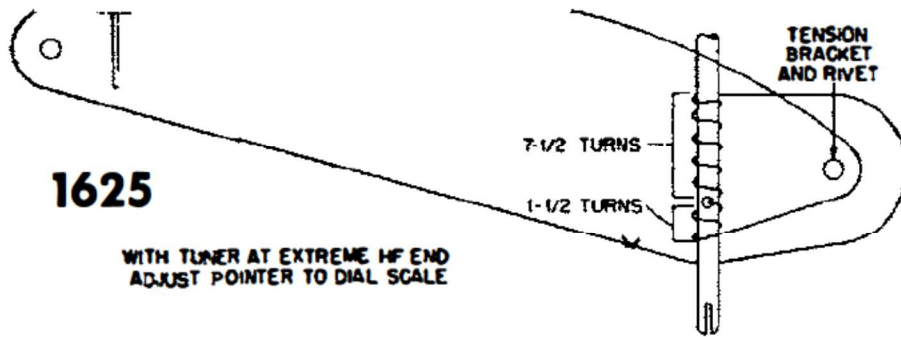
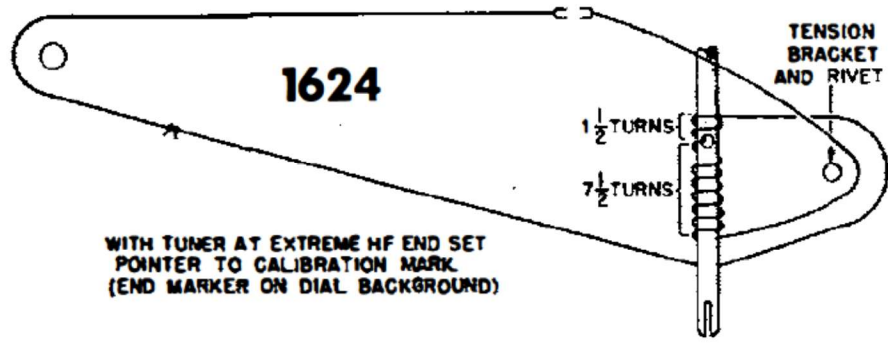


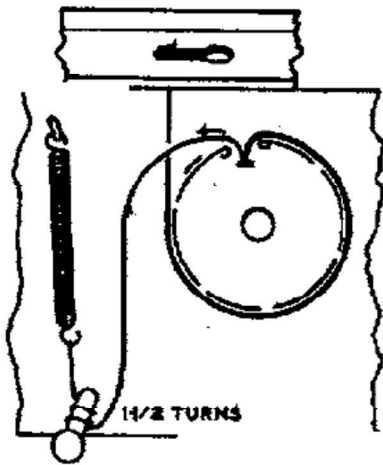
TUNING GANG FULLY CLOSED

1458

1 1/2 TURNS







FM PULLEY  
DRIVE CORD

"

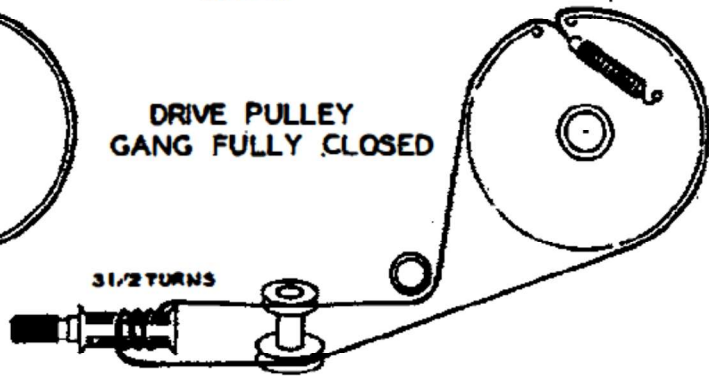


POINTER DRIVE CORD

PULLEY DRIVE CORD

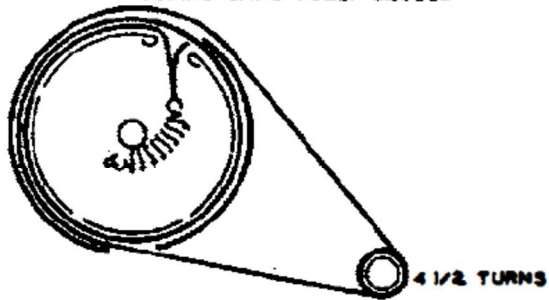
1627

DRIVE PULLEY  
GANG FULLY CLOSED



1628

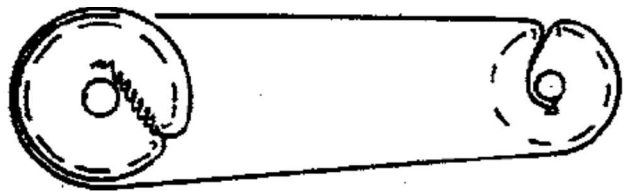
TUNING GANG FULLY CLOSED



3 TURNS

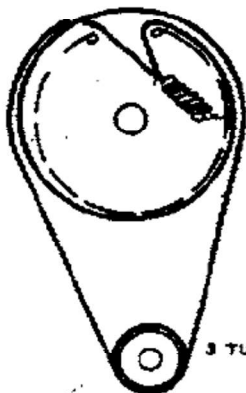
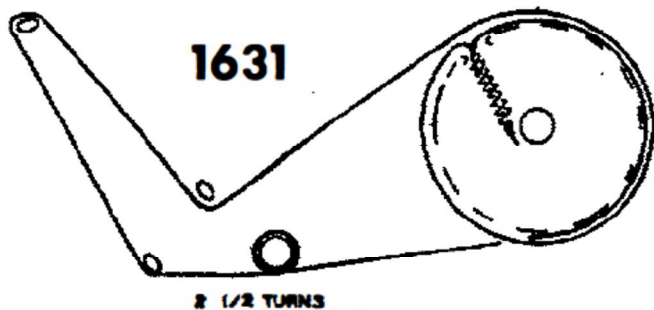
1629

TUNING GANG FULLY CLOSED

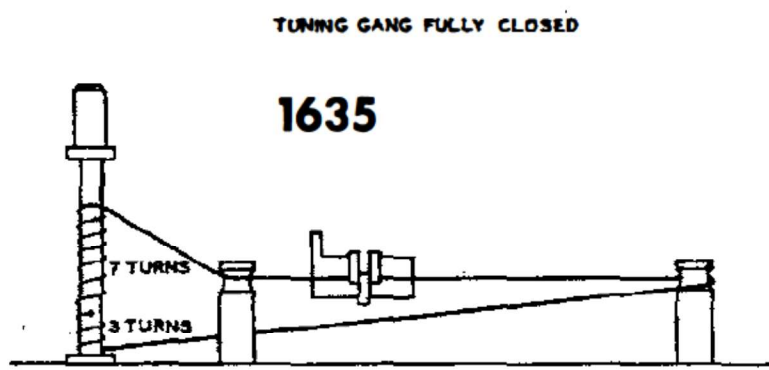
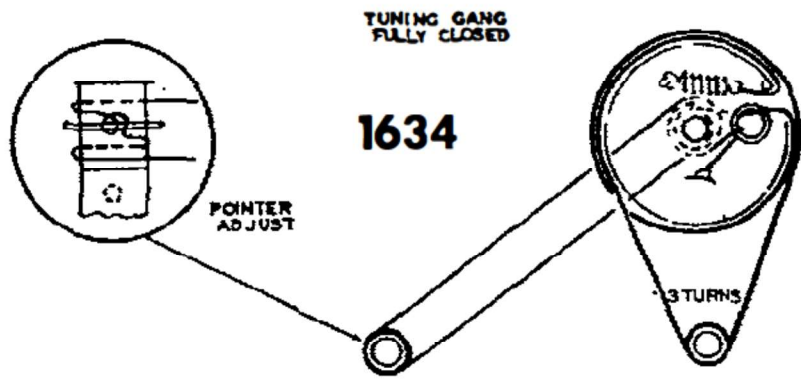
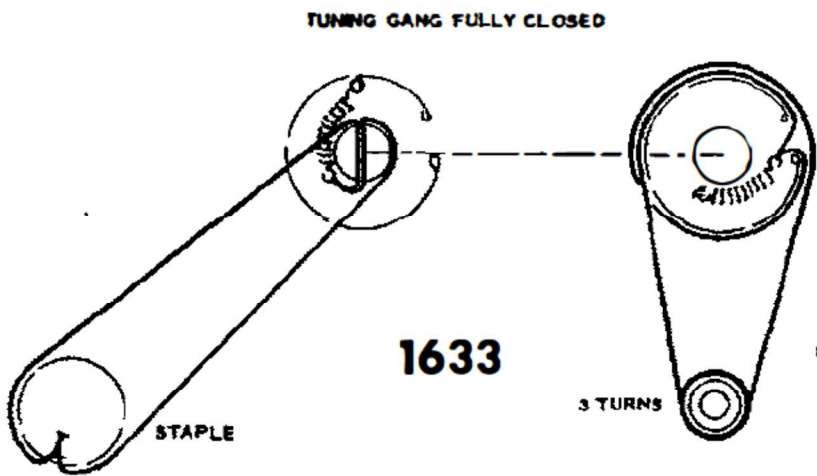
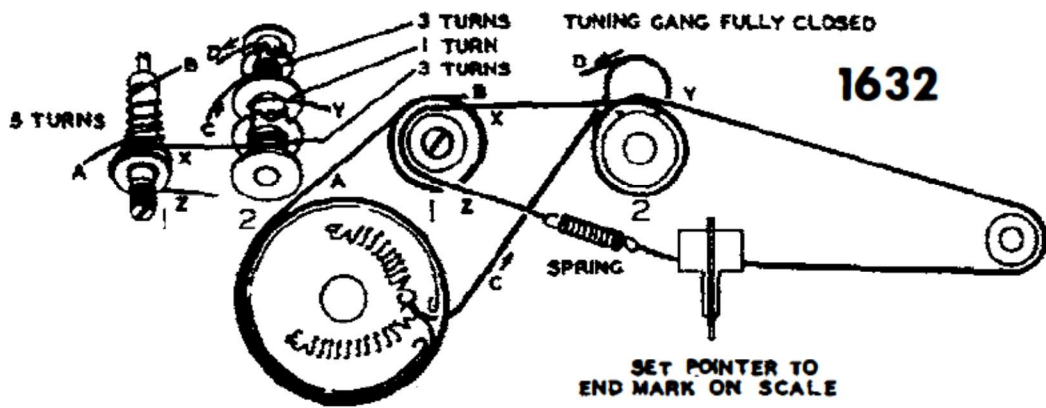


TUNING GANG FULLY CLOSED

1631



1630



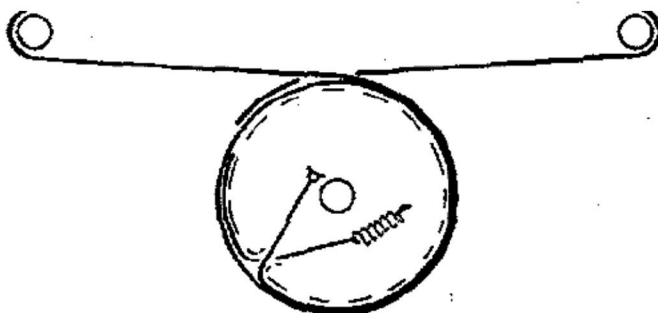
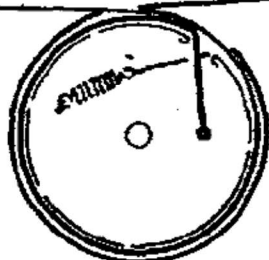
TUNING GANG FULLY CLOSED



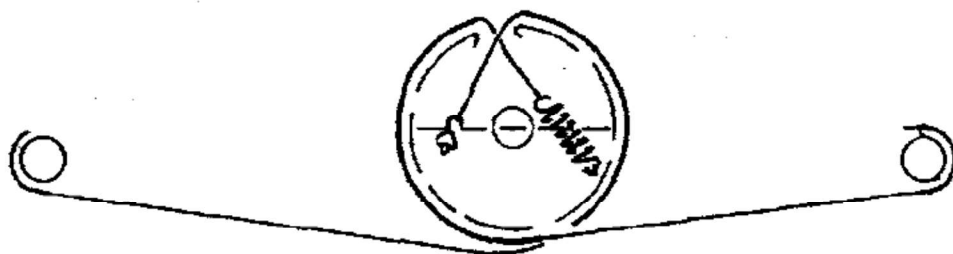
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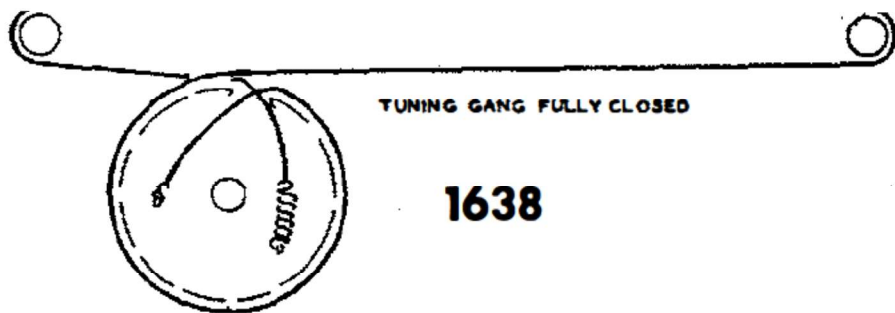
1636



TUNING GANG FULLY CLOSED



MAIN TUNING

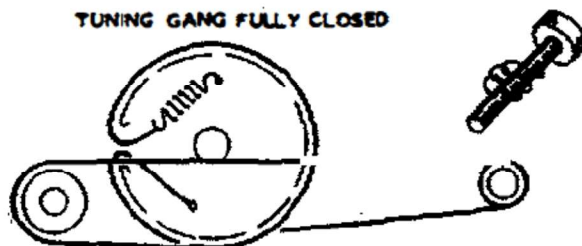


TUNING GANG FULLY CLOSED

1638

BANDSPREAD

TUNING GANG FULLY CLOSED



1639

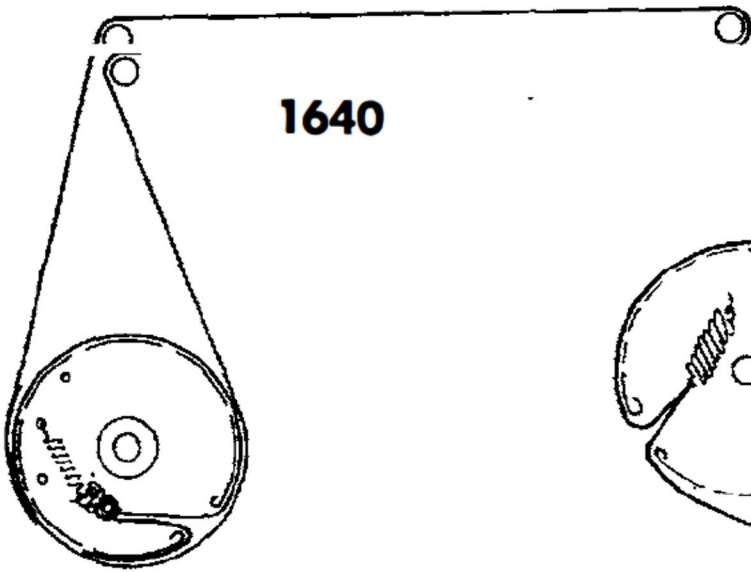
1. Length of cord 38" including clip at one end and loop in other. Measure 16 3/4" from clip end and mark this point. Loop cord at mark and push thru hole in shaft. Bring ends of cord thru loop as shown and pull fast keeping marked point over hole.

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

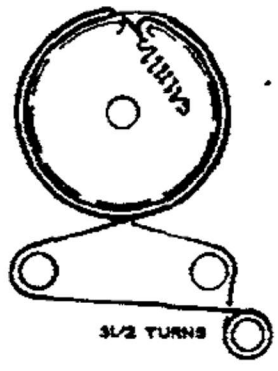


TUNING GANG FULLY CLOSED



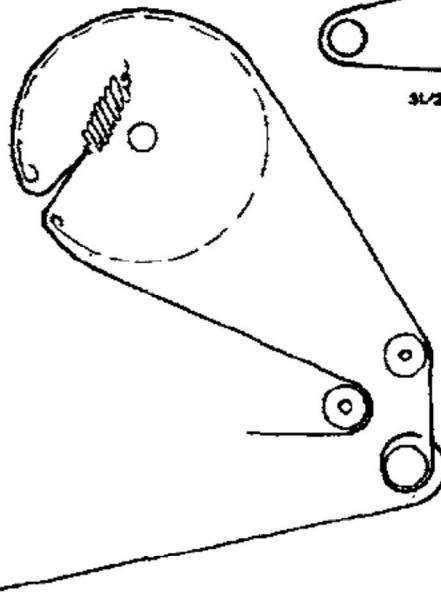
1640

TUNING GANG FULLY CLOSED



3 1/2 TURNS

1641

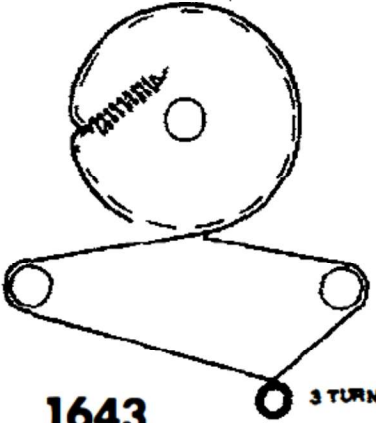


1642

3 TURNS

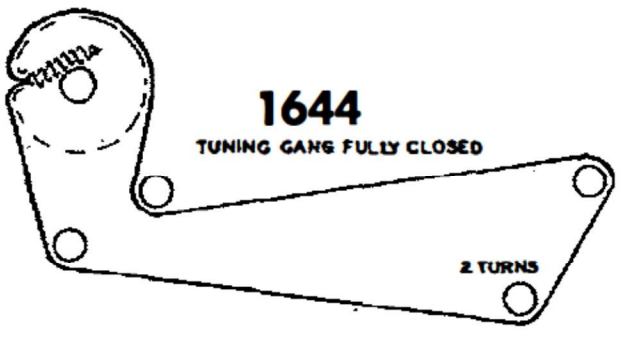
TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED



1643

3 TURNS

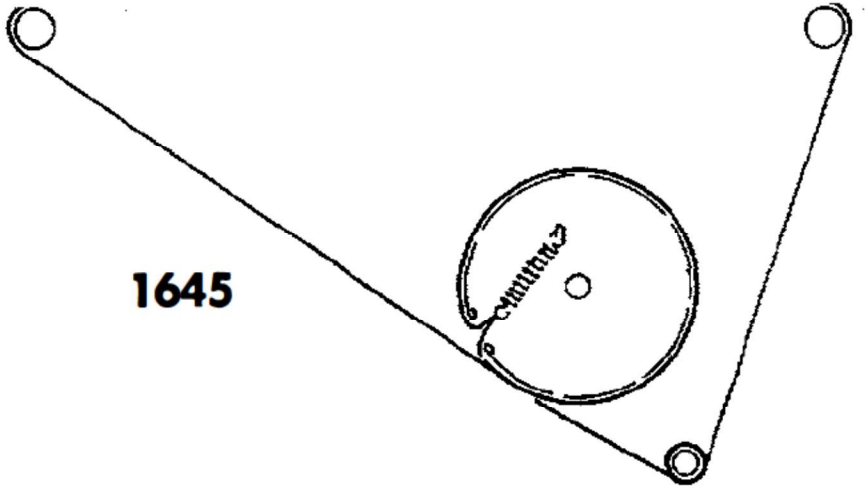


1644

TUNING GANG FULLY CLOSED

2 TURNS

TUNING GANG FULLY CLOSED

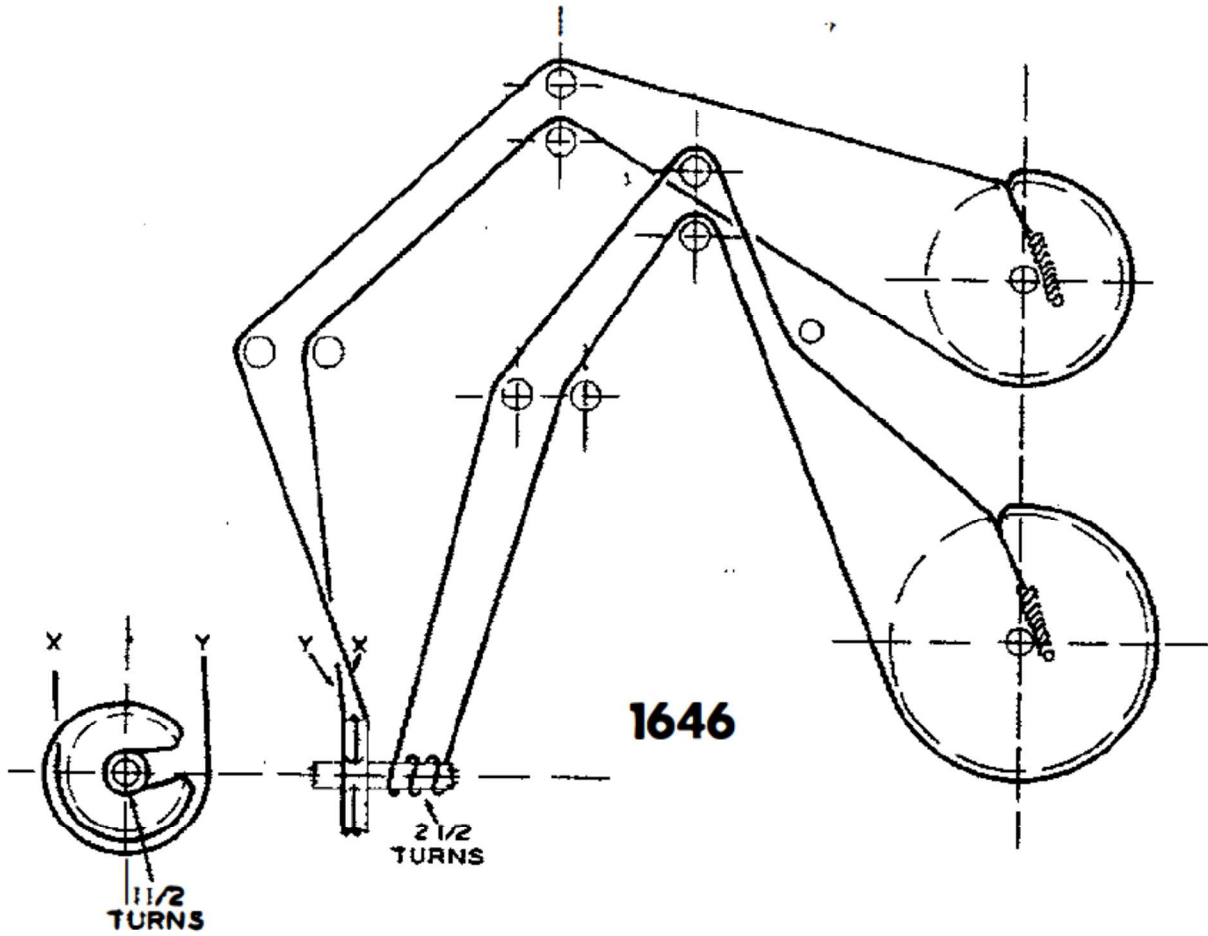


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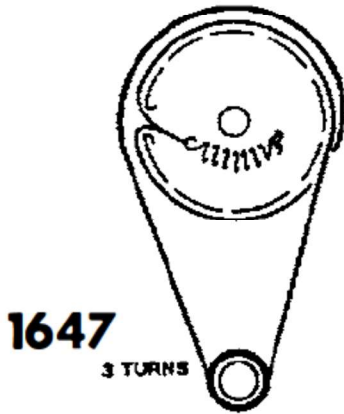
3 1/2 TURNS Compliments of



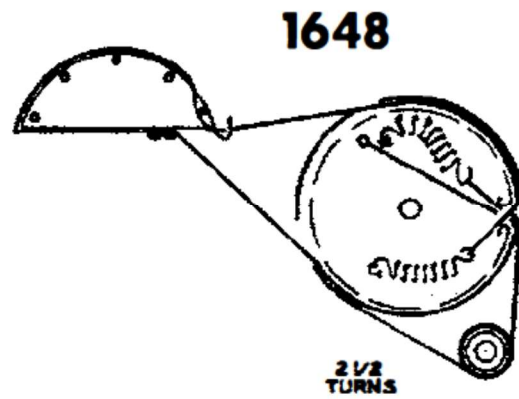
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



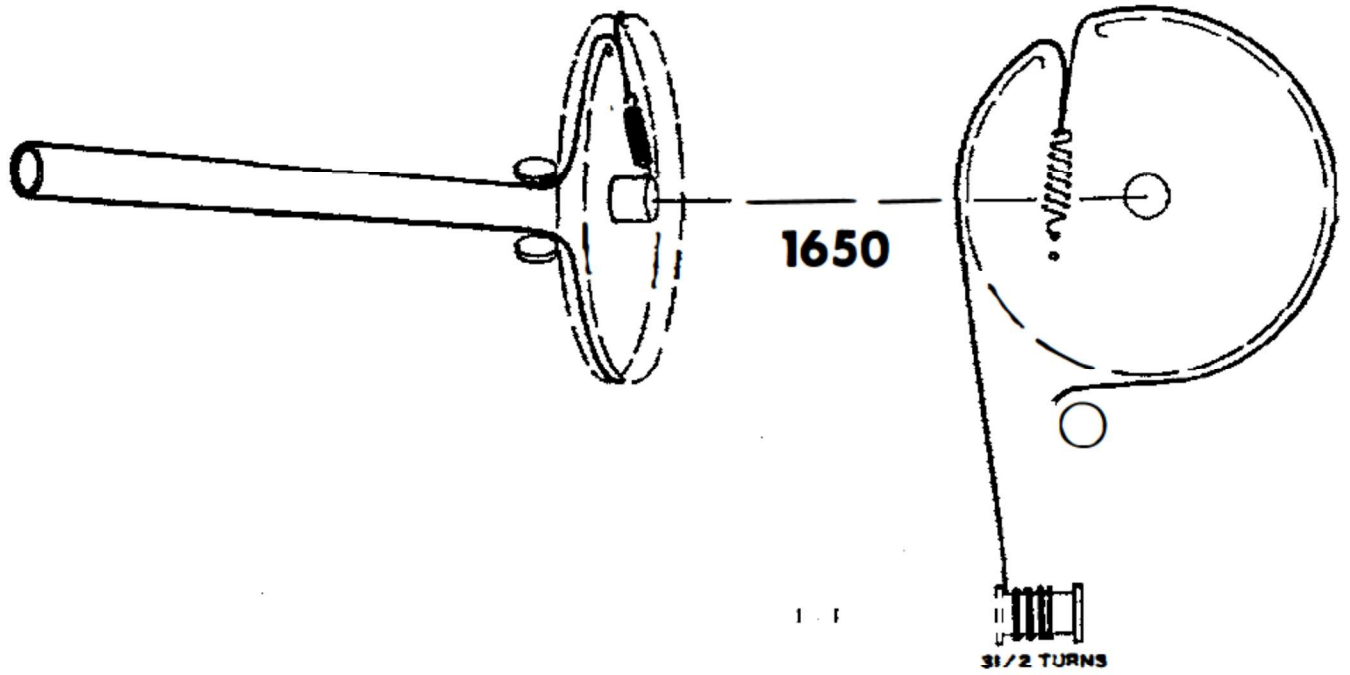
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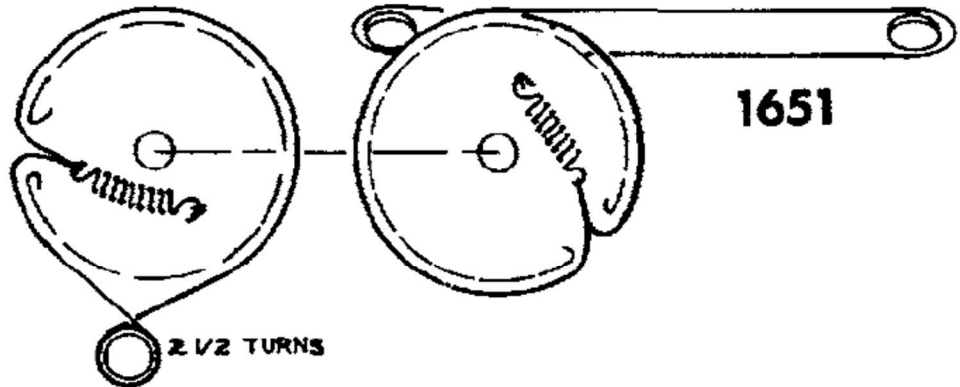
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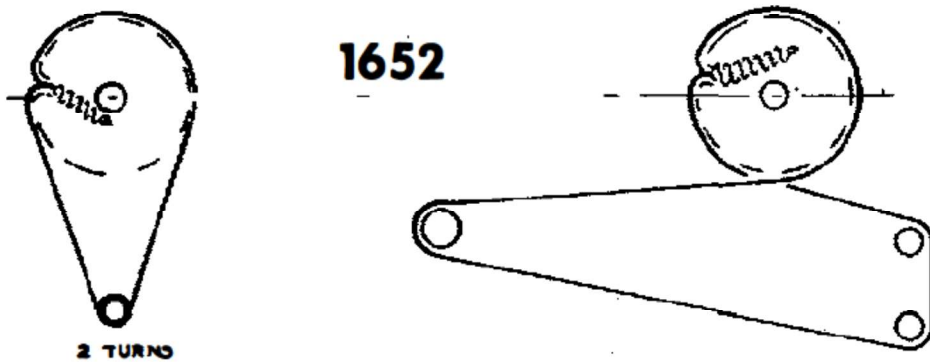
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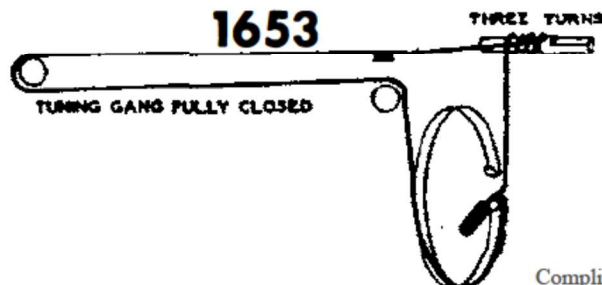
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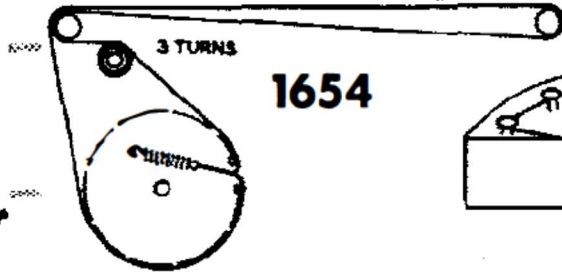
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1653

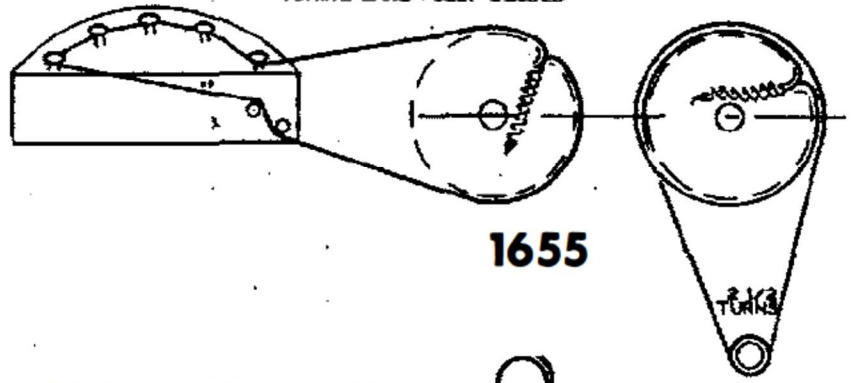


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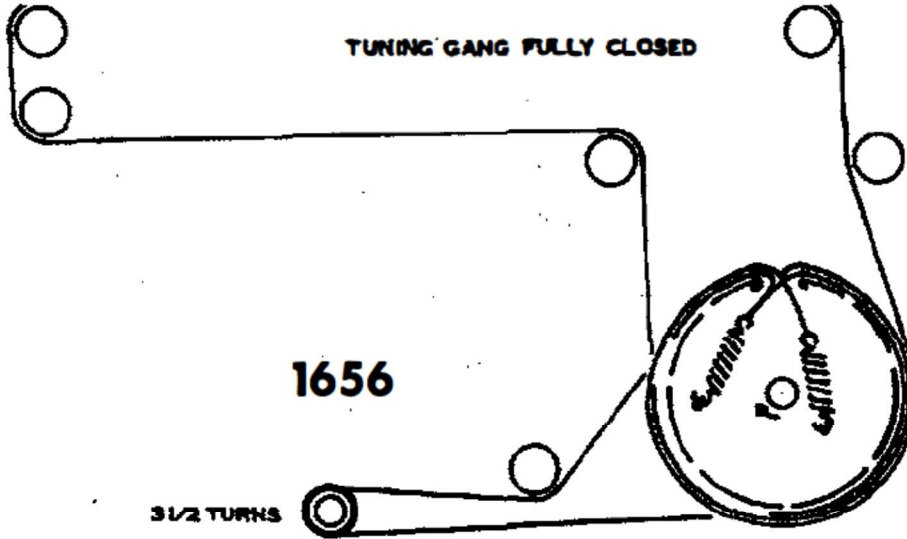
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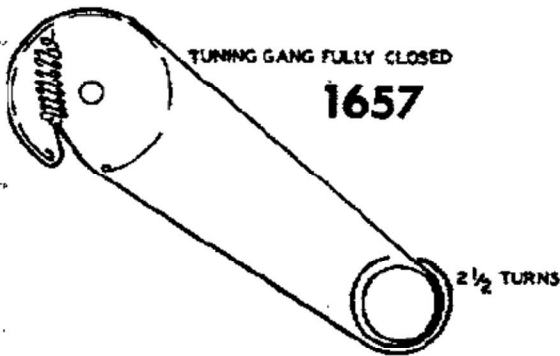
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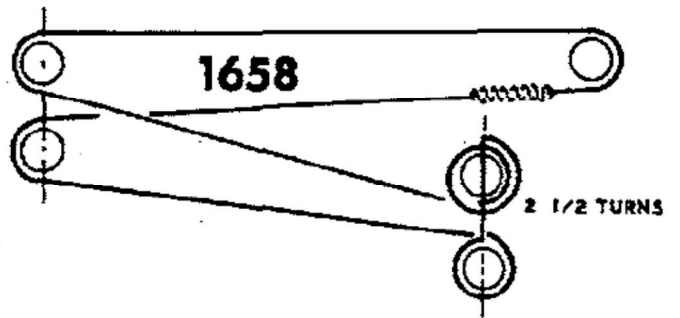
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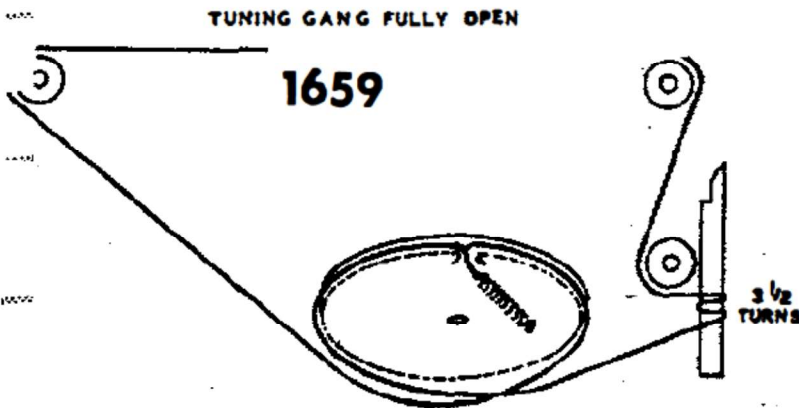
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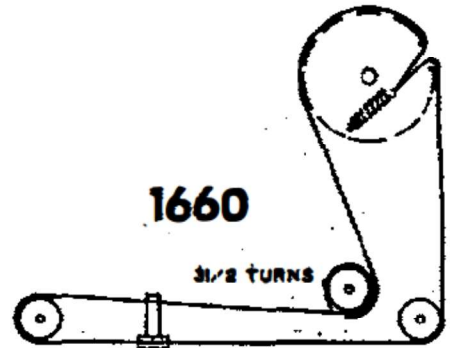
1658

TUNING GANG FULLY OPEN

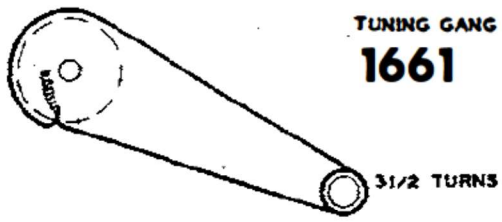


1659

1660



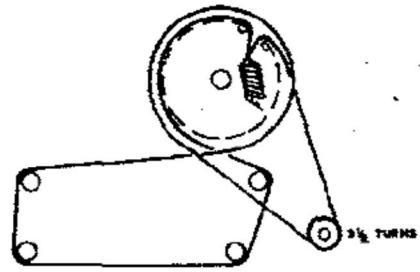
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

**1661**

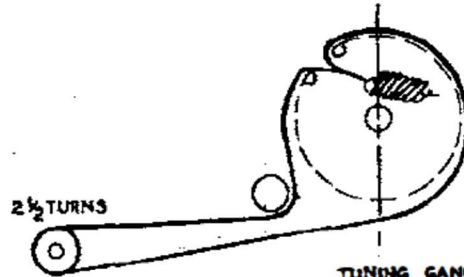
3 1/2 TURNS



TUNING GANG FULLY OPEN

**1662**

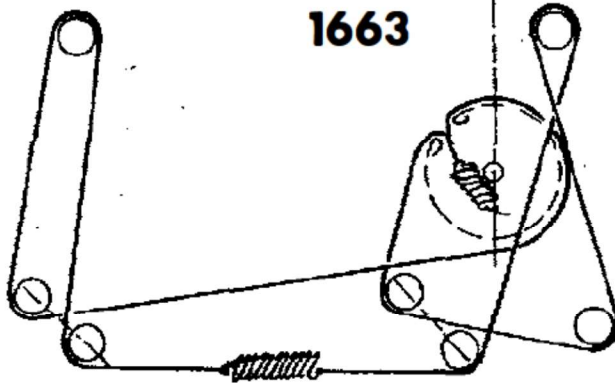
3 1/2 TURNS



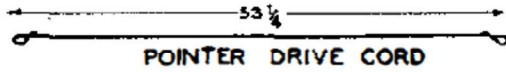
2 1/2 TURNS

TUNING GANG FULLY CLOSED

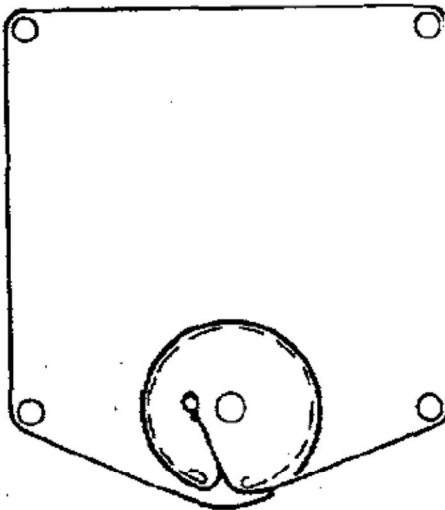
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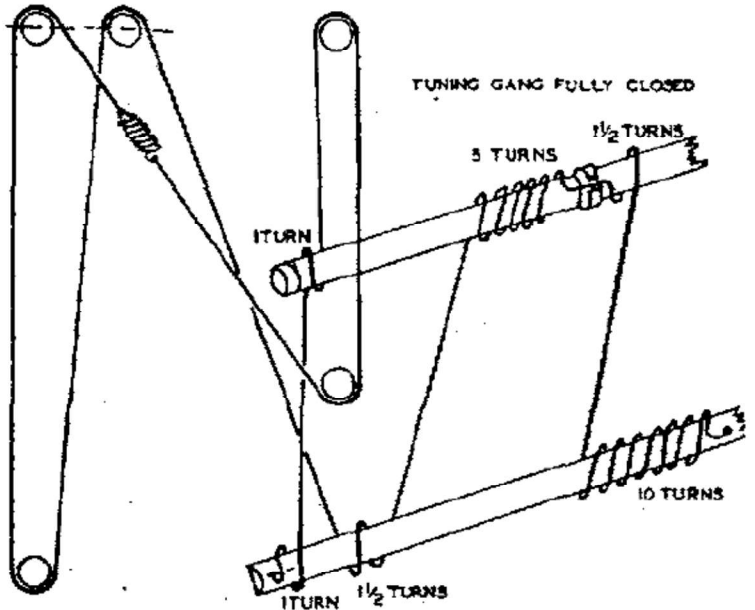
10 TURNS



53 1/4  
POINTER DRIVE CORD



31"  
BAND INDICATOR DRIVE CORD



TUNING GANG FULLY CLOSED

3 TURNS

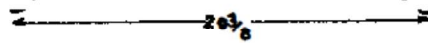
1 1/2 TURNS

1 TURN

10 TURNS

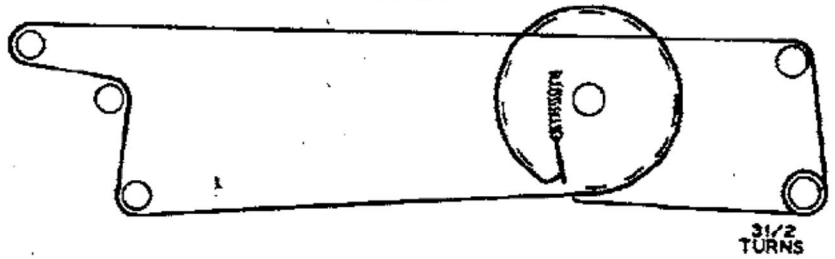
1 TURN 1 1/2 TURNS

**1664**

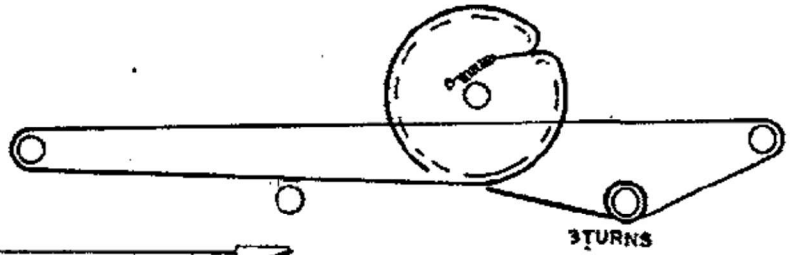


26 3/8  
CONDENSER DRIVE CORD

TUNING GANG FULLY CLOSED

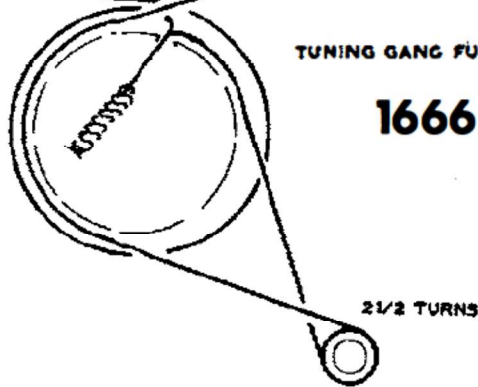


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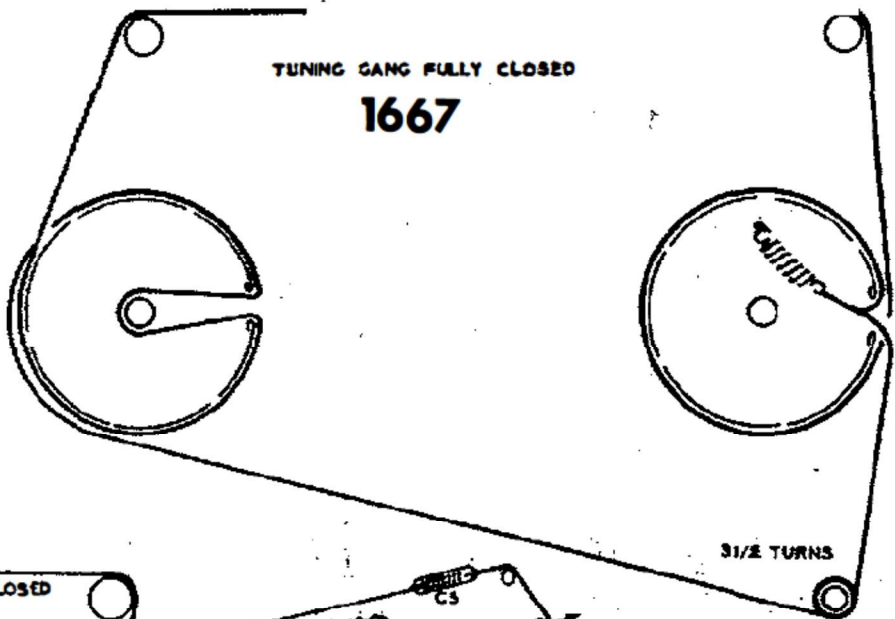
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1666



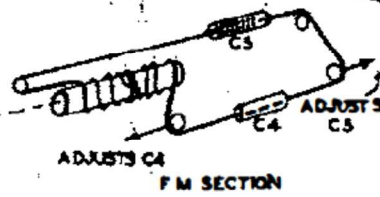
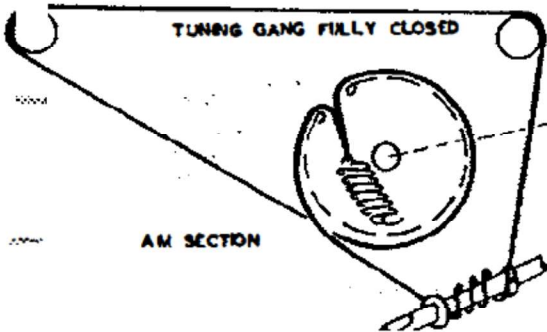
TUNING GANG FULLY CLOSED

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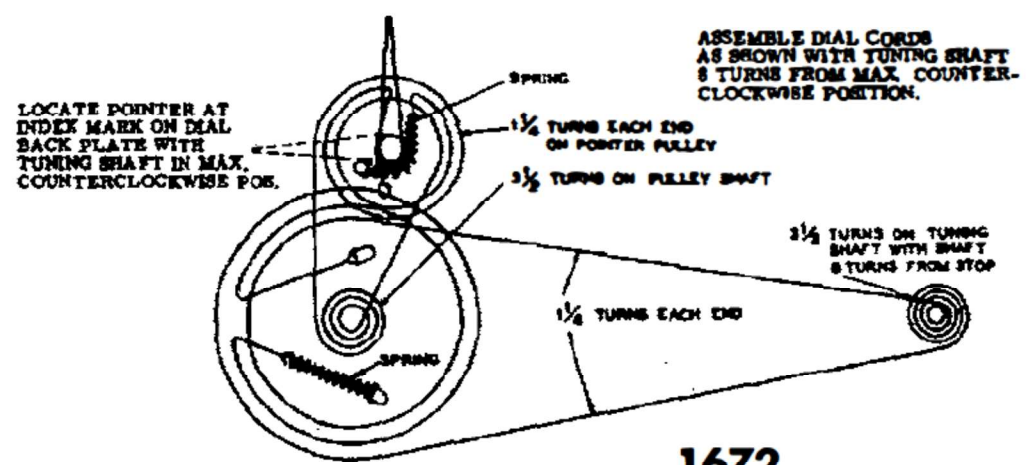
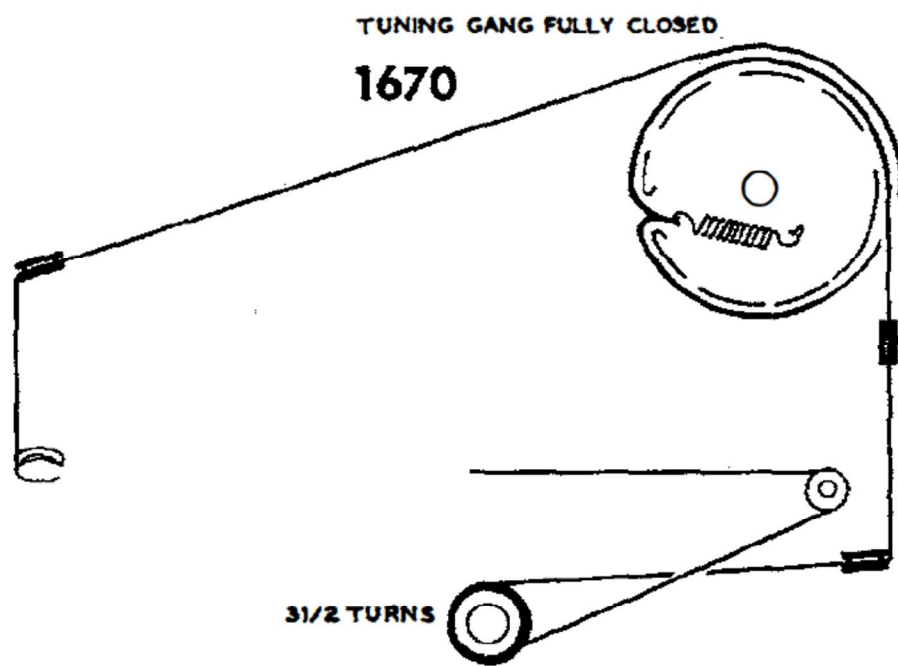
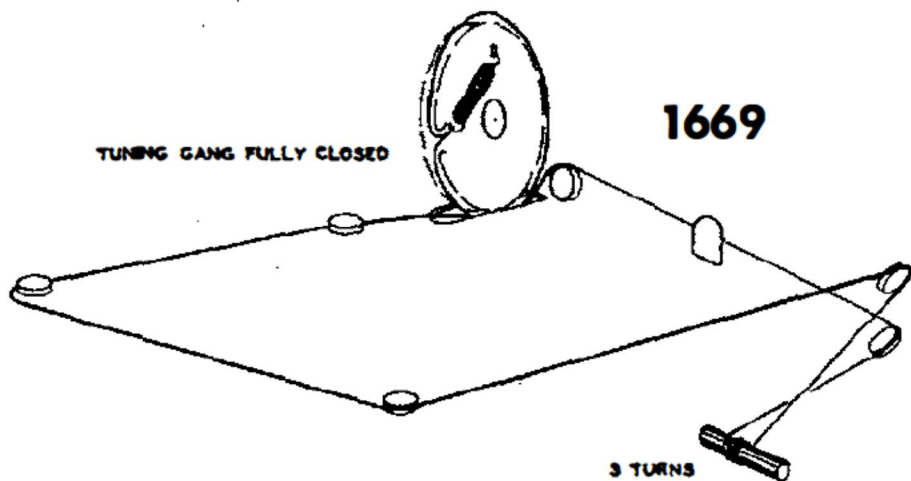


TUNING GANG FULLY CLOSED

AM SECTION



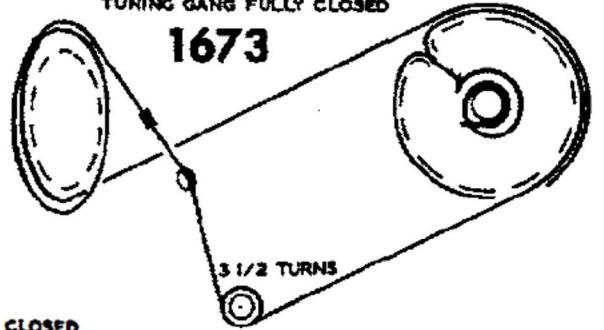
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TUNING GANG FULLY CLOSED

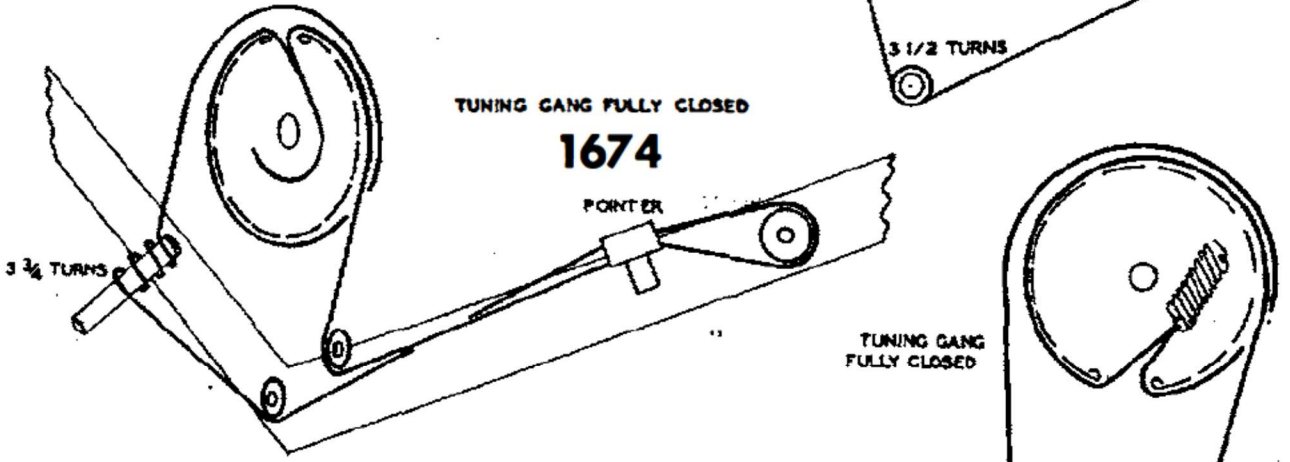
1673



3 1/2 TURNS

TUNING GANG FULLY CLOSED

1674



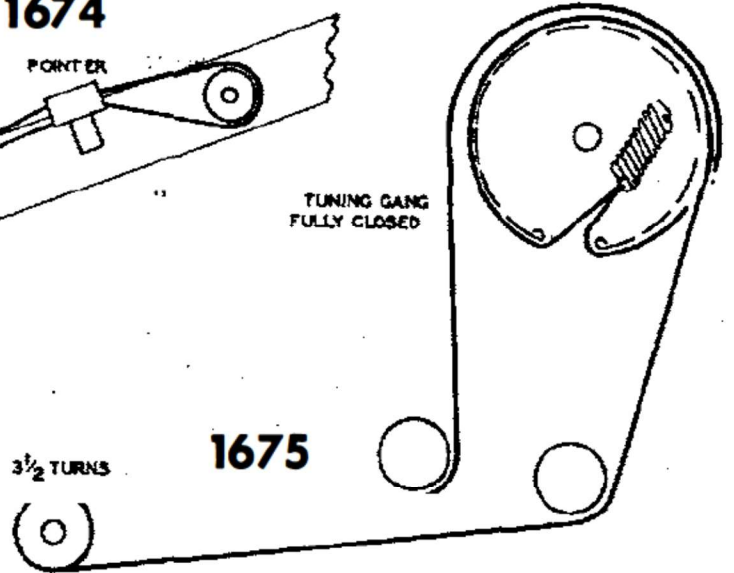
3 3/4 TURNS

POINTER

TUNING GANG FULLY CLOSED

3 1/2 TURNS

1675



TUNING GANG FULLY OPEN

1676

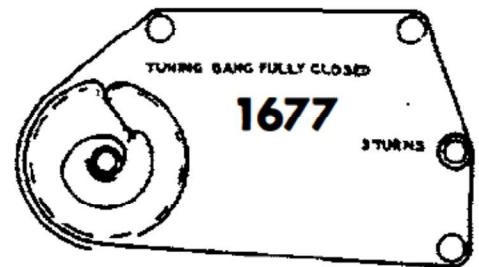


11

TUNING GANG FULLY CLOSED

1677

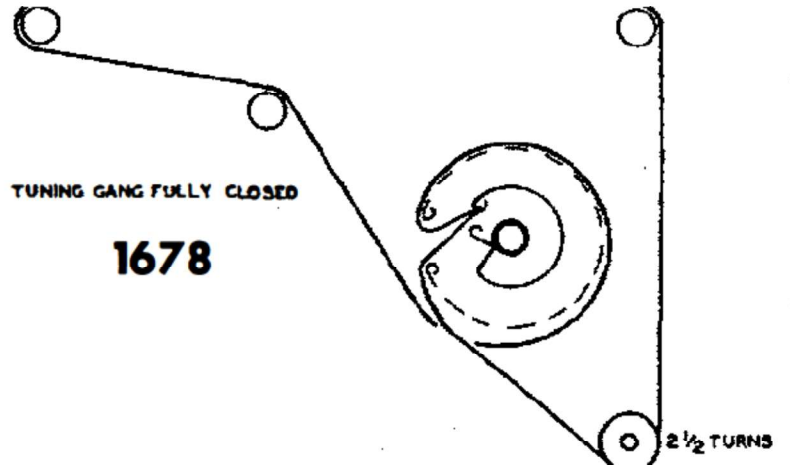
3 TURNS



3 1/2 TURNS

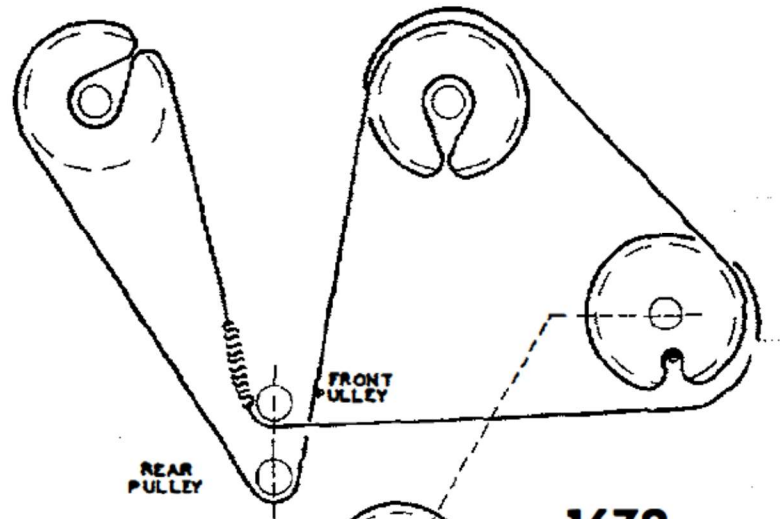
TUNING GANG FULLY CLOSED

1678

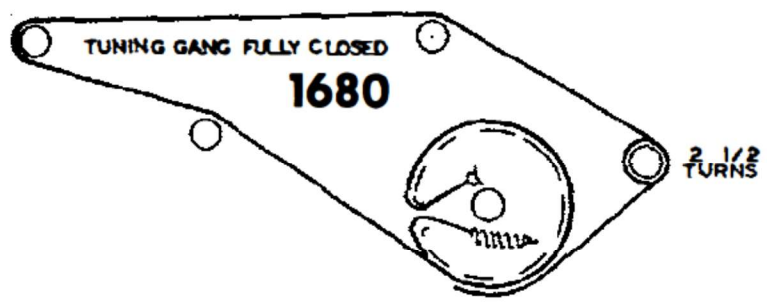
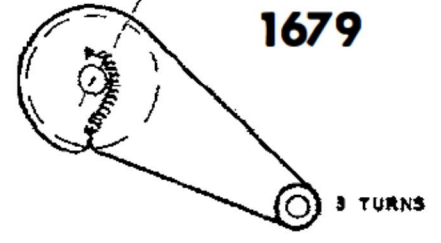


2 1/2 TURNS



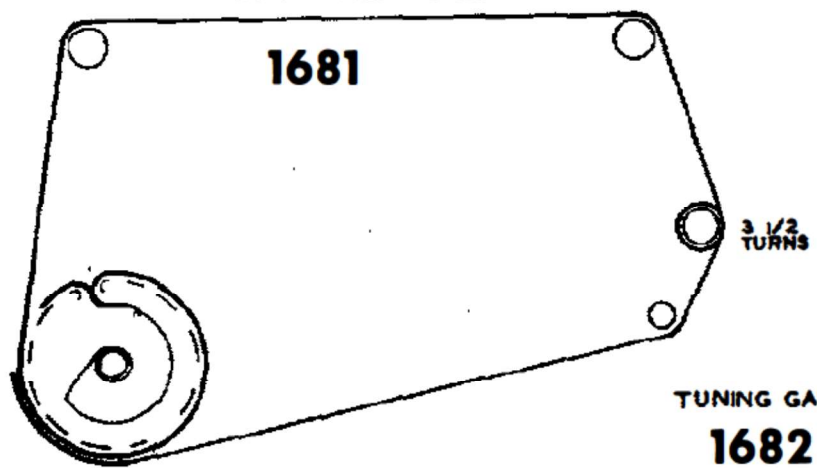


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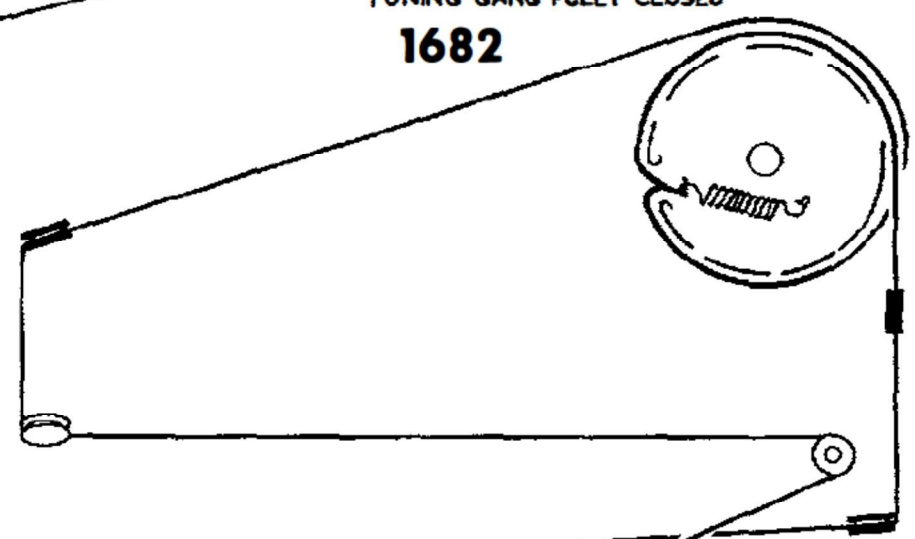
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**1681**



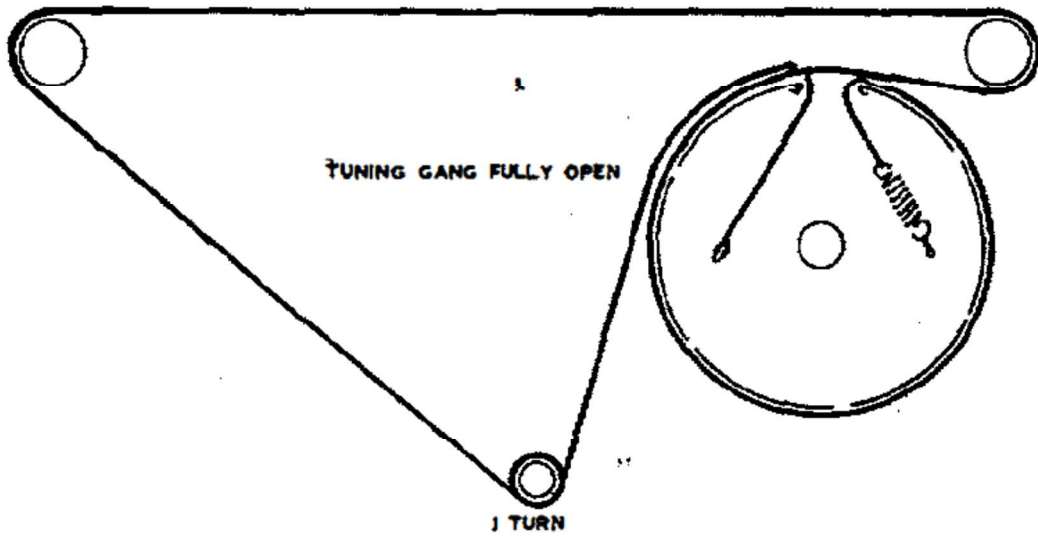
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**1682**



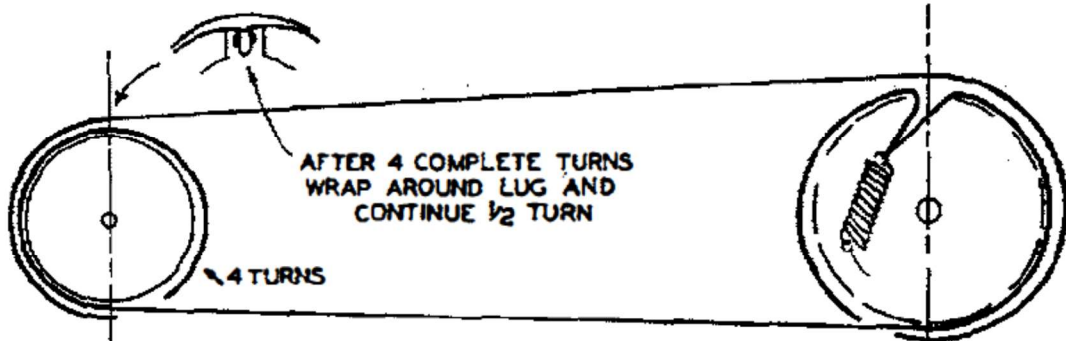
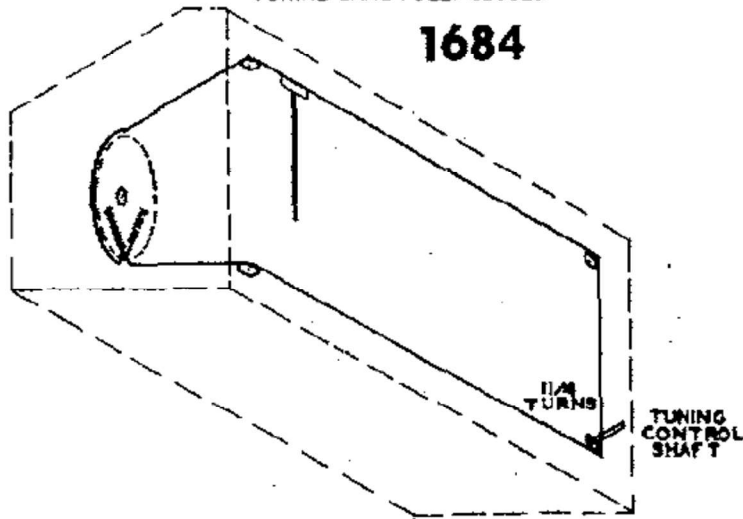
3 1/2 TURNS

1683

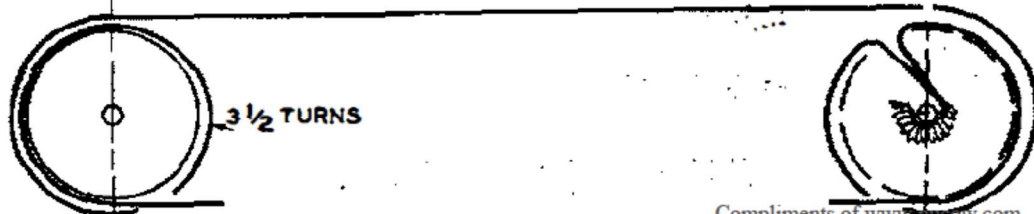


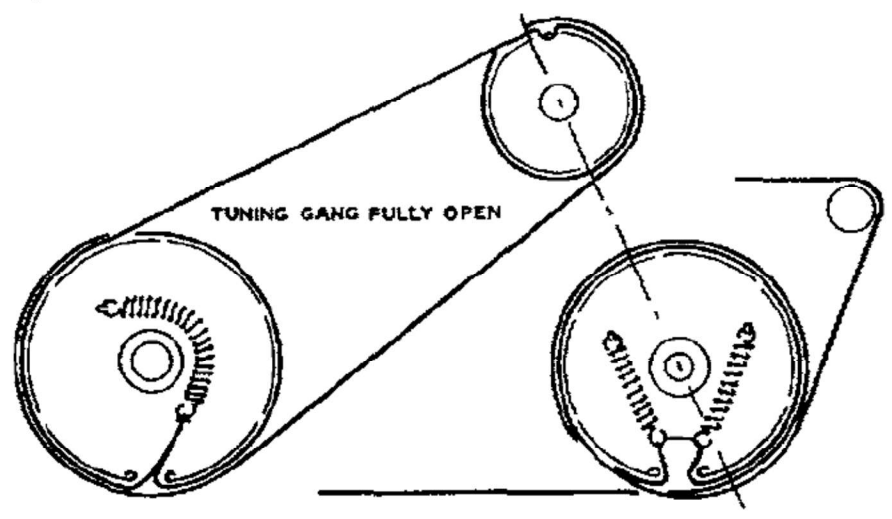
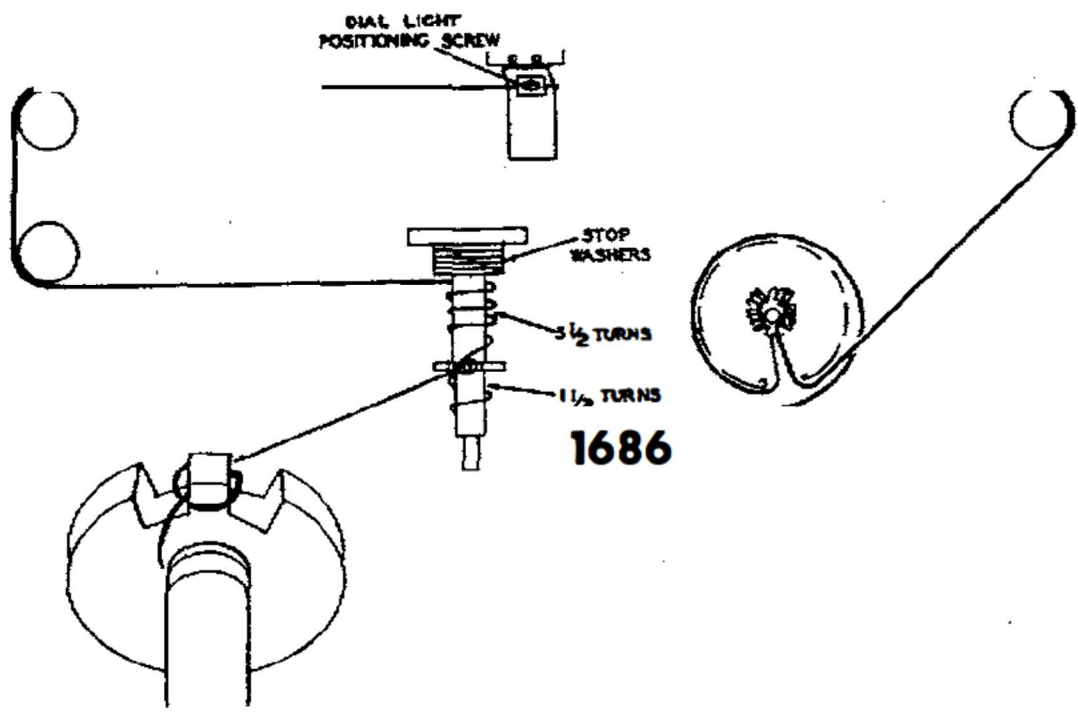
TUNING GANG FULLY CLOSED

1684



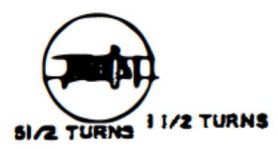
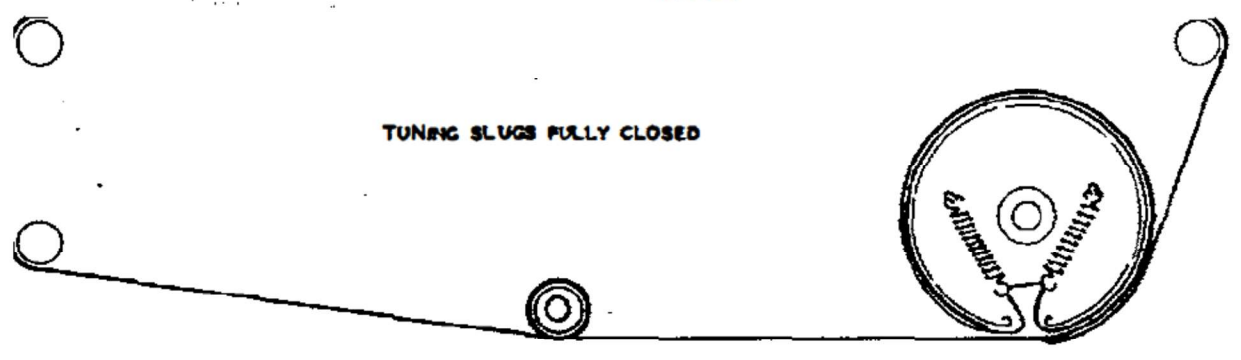
1685





RADIO DRIVE CORD STRINGING  
AM TUNER CORD DRIVE

**1687**

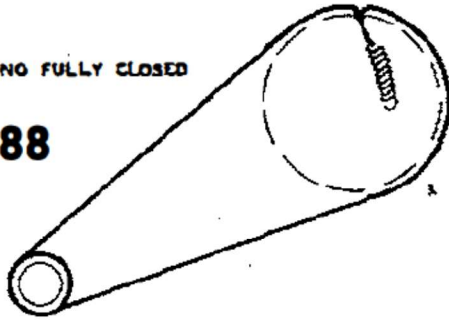


TV TUNING DRIVE CORD STRINGING

TUNING GANG FULLY CLOSED

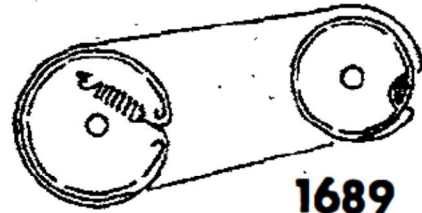
1688

3 TURNS



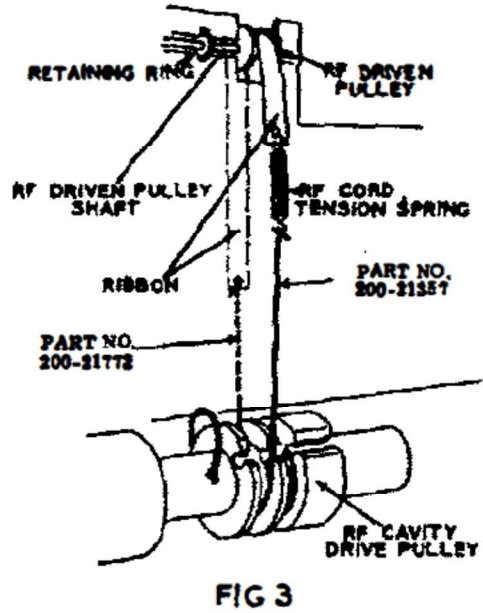
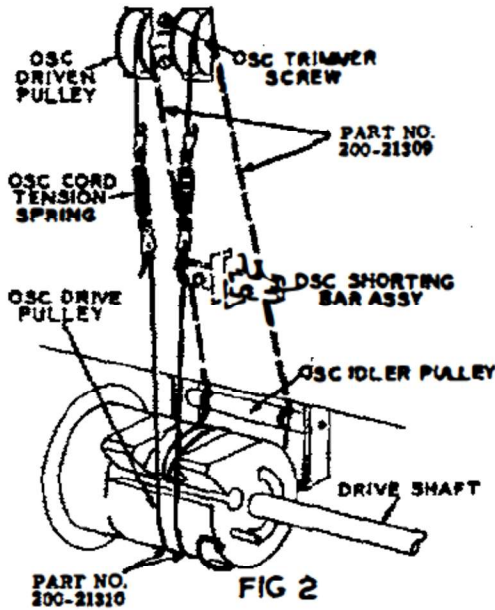
TUNING GANG FULLY CLOSED

1689



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.

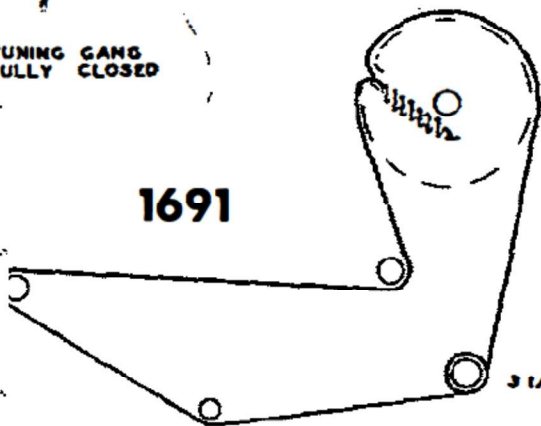
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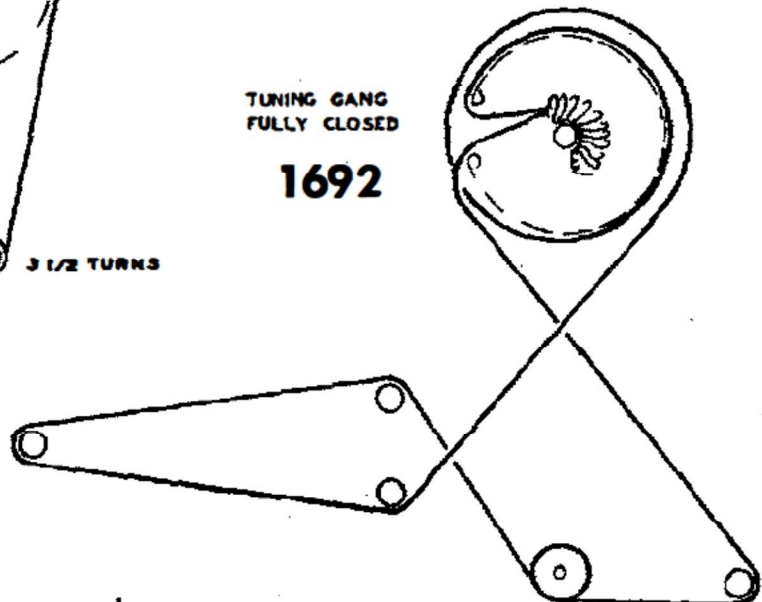
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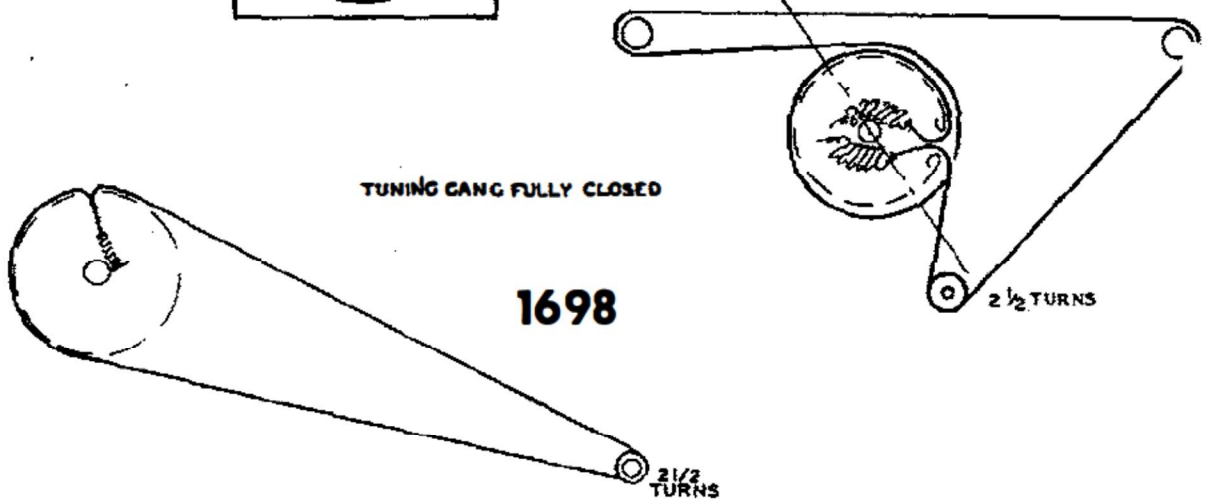
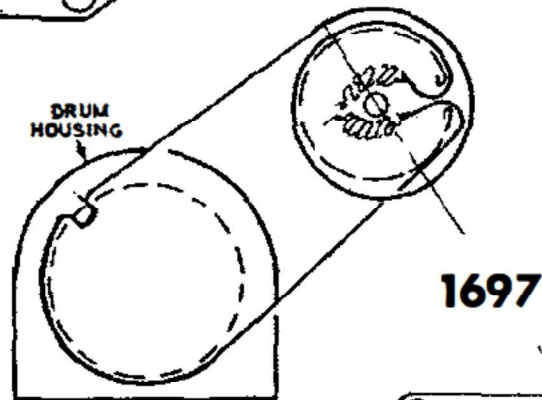
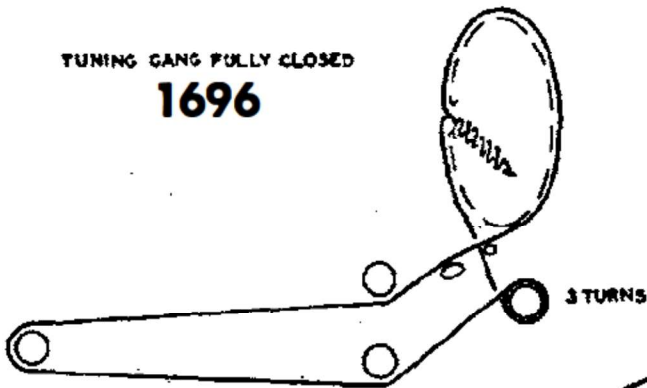
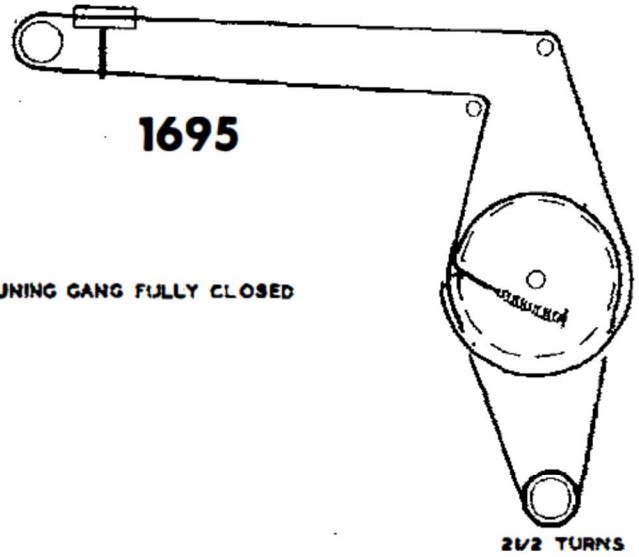
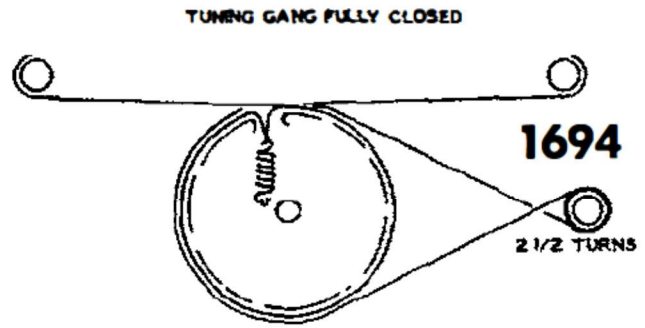
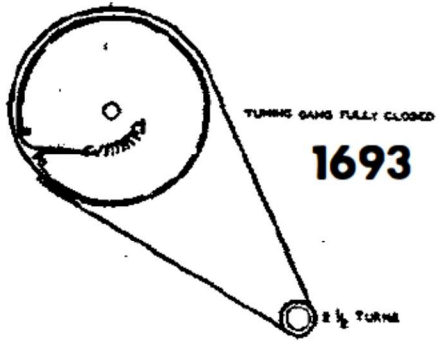
3 1/2 TURNS



TUNING GANG FULLY CLOSED

1692

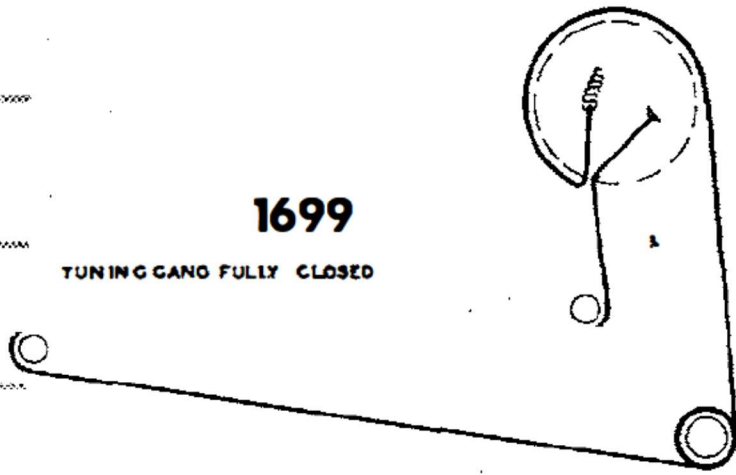






1699

TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

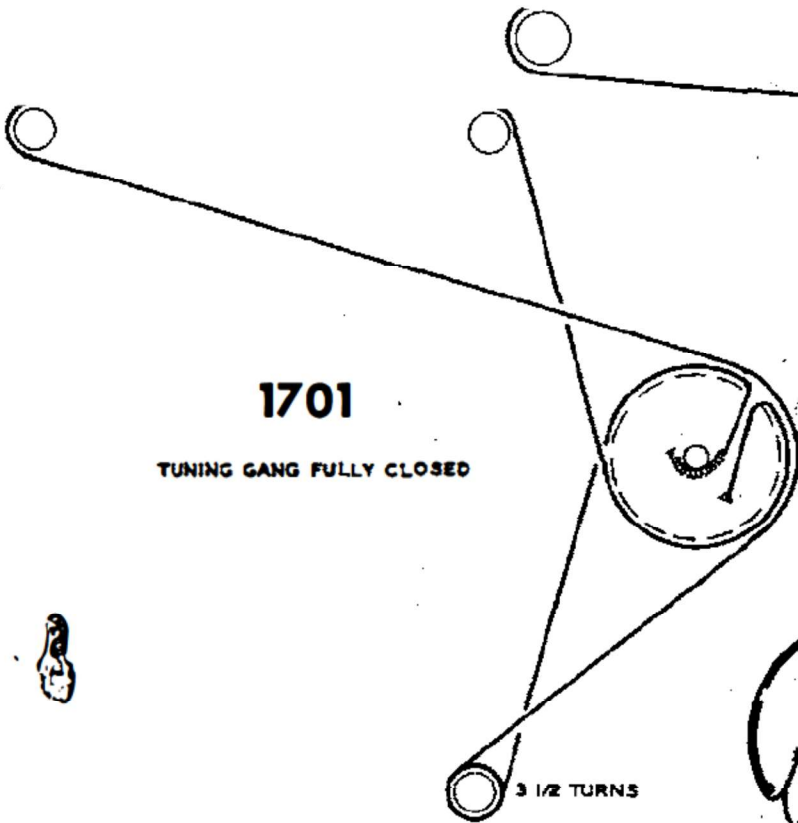
1700



3 1/2 TURNS

1701

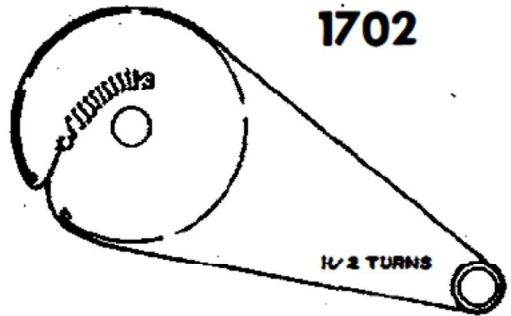
TUNING GANG FULLY CLOSED



3 1/2 TURNS

TUNING GANG FULLY CLOSED

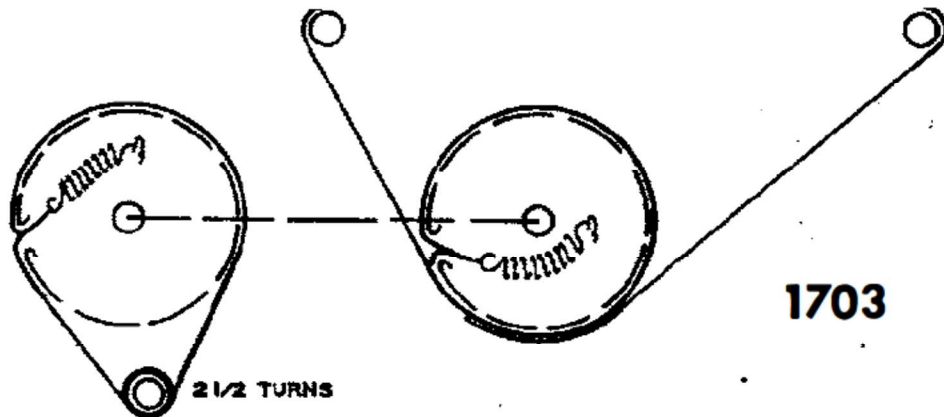
1702



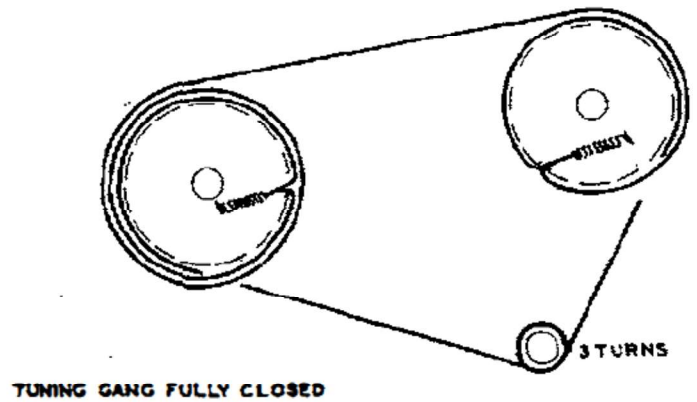
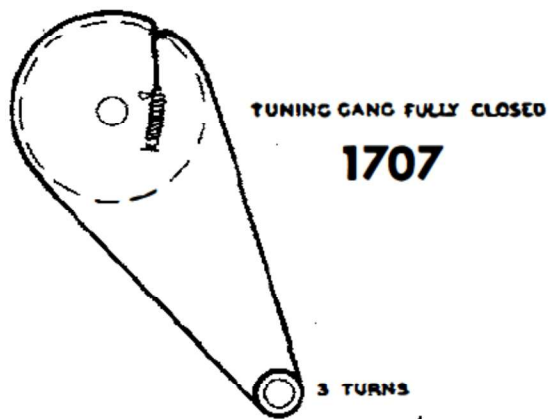
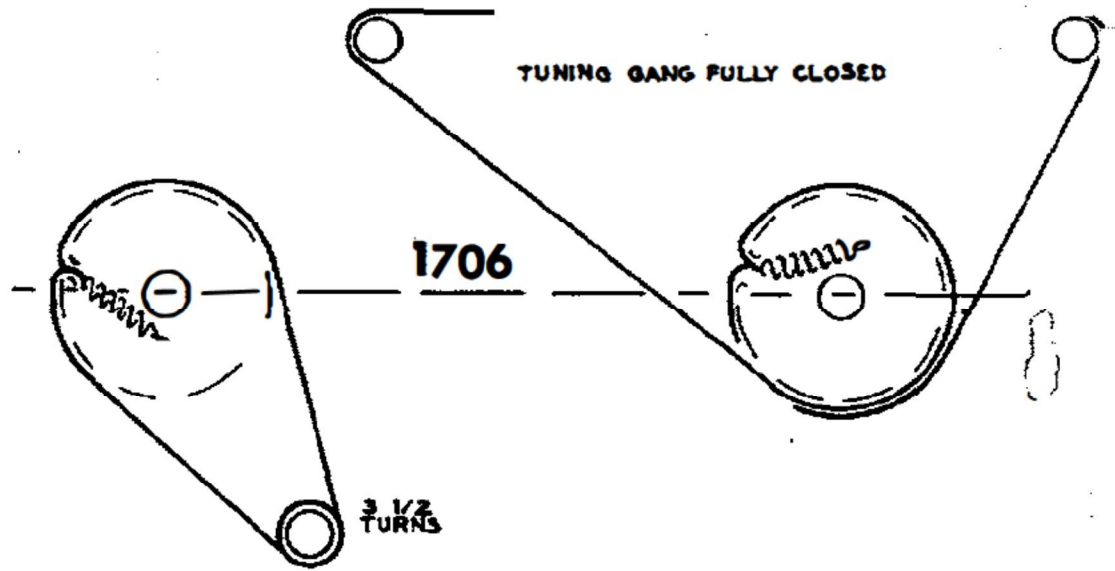
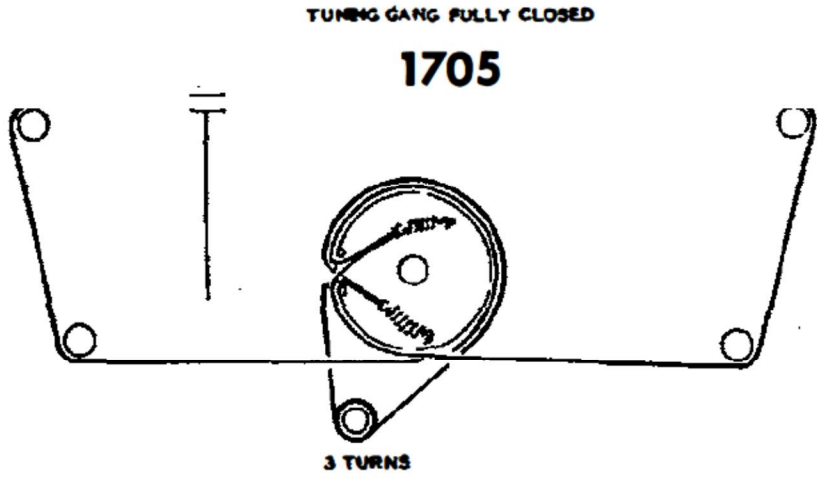
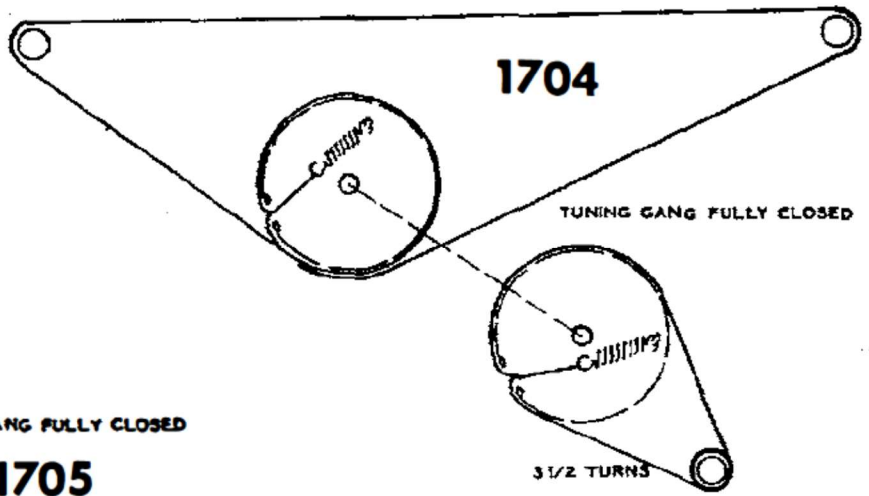
1 1/2 TURNS

TUNING GANG FULLY CLOSED

1703

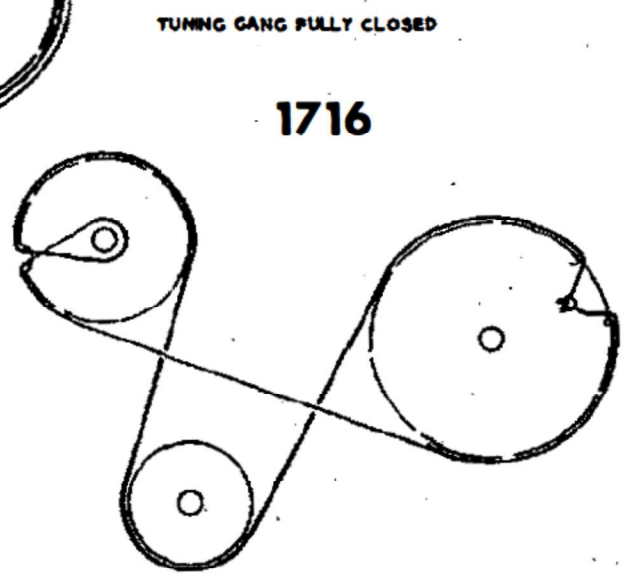
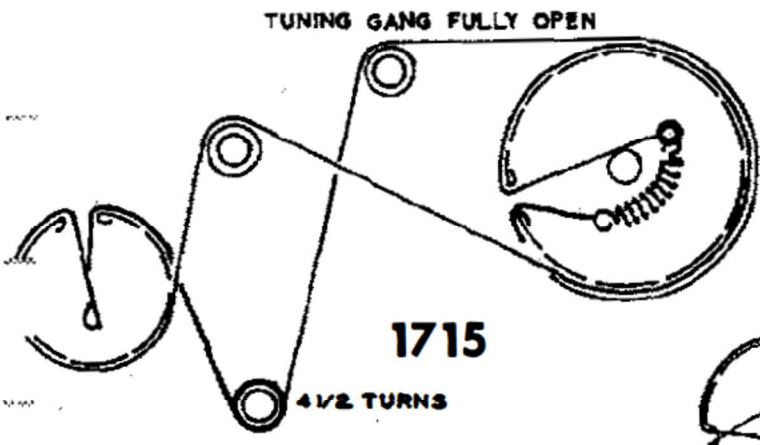
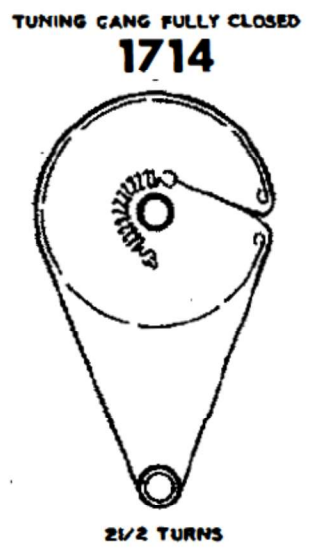
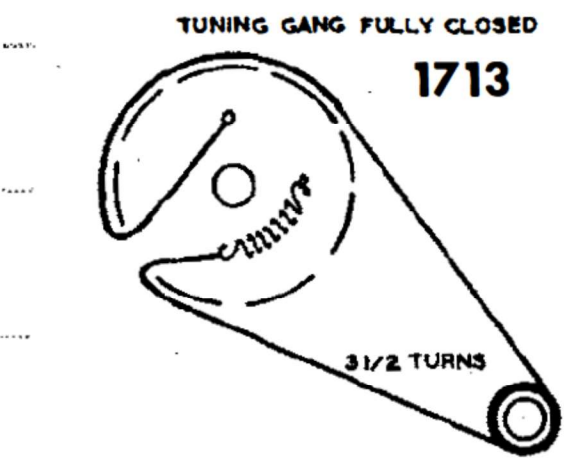
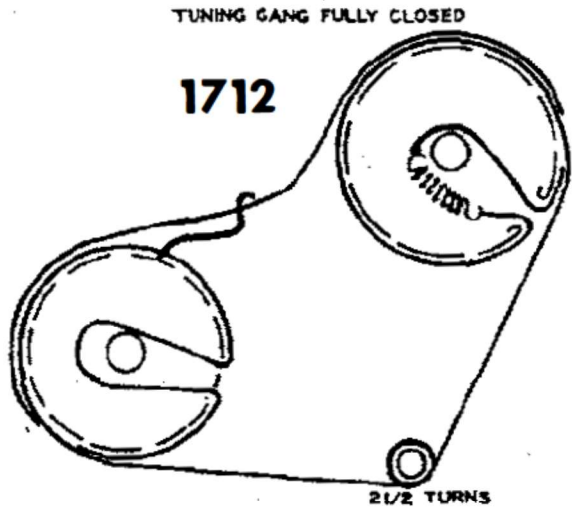
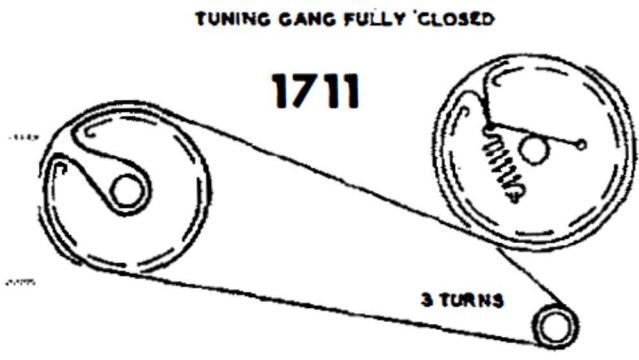
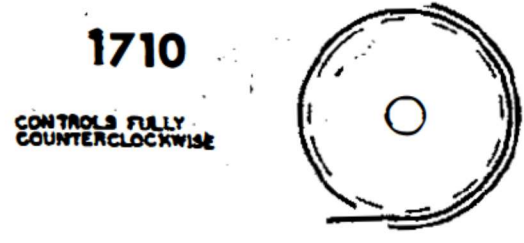
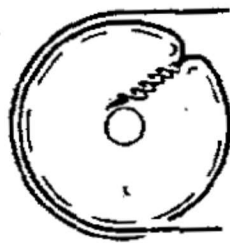
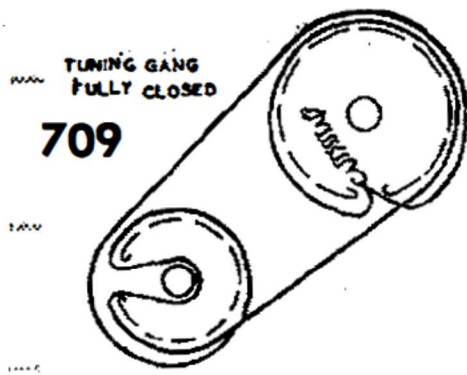


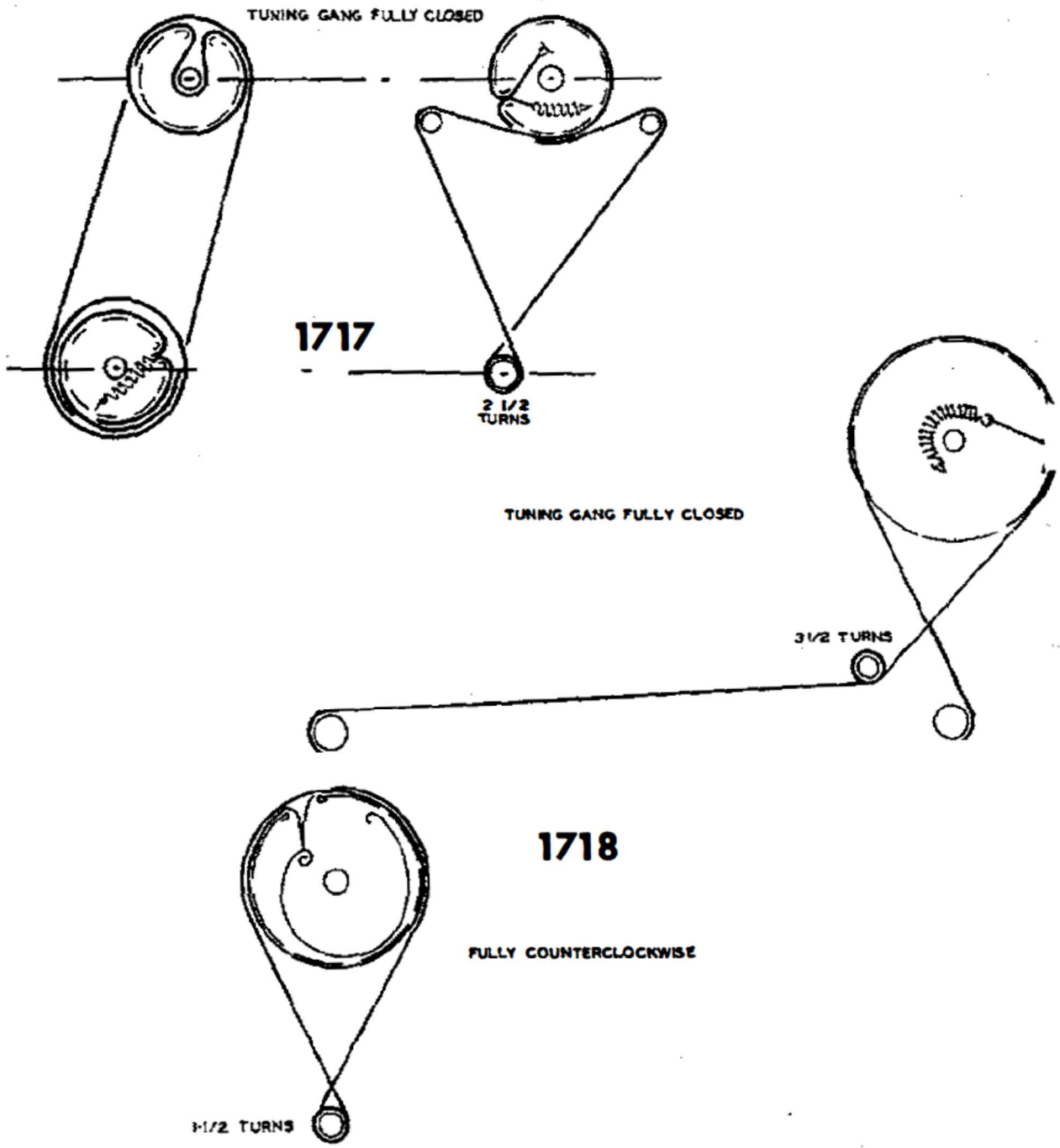
2 1/2 TURNS



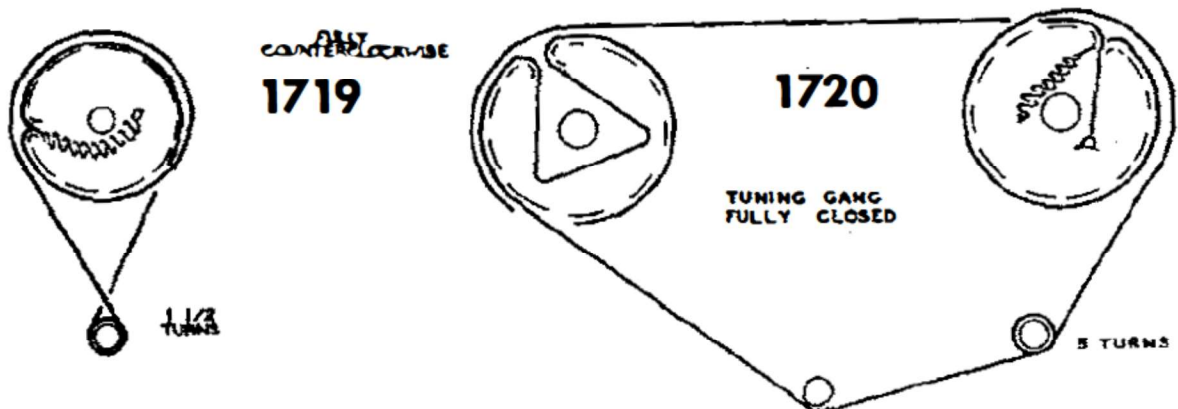
1708



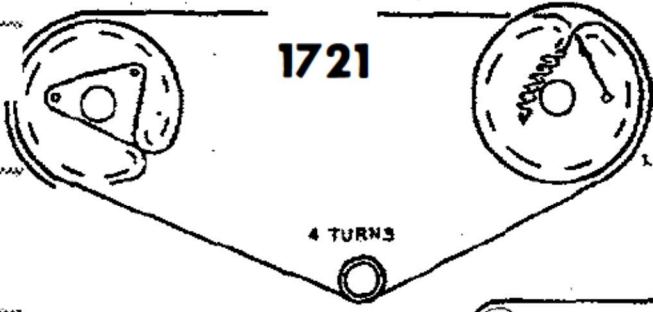




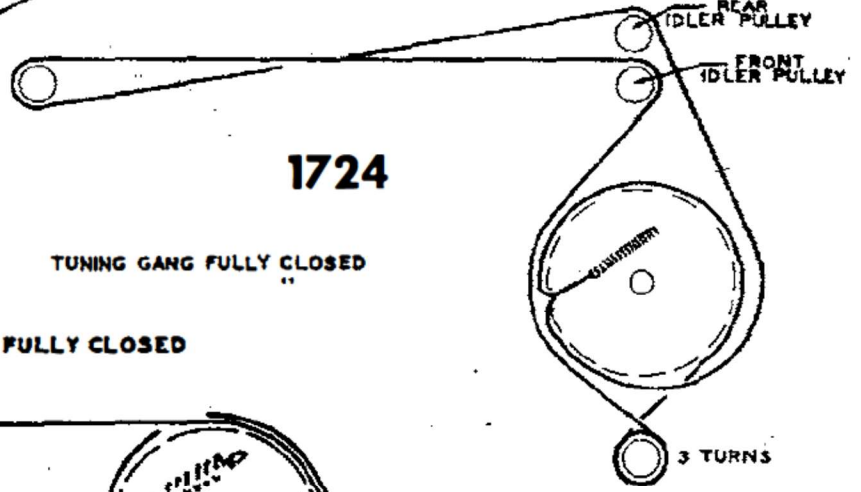
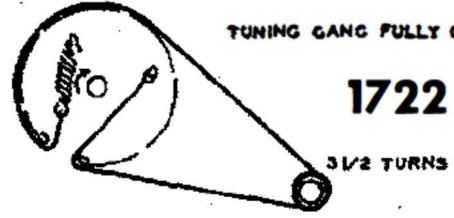
FINE TUNING DRIVE CORD STRINGING



TUNING GANG FULLY CLOSED

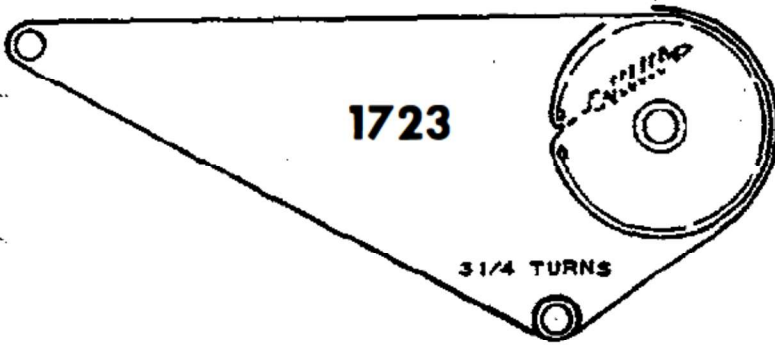


TUNING GANG FULLY CLOSED

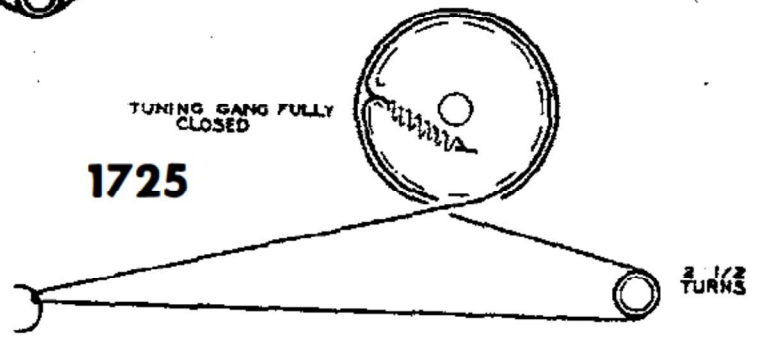


TUNING GANG FULLY CLOSED

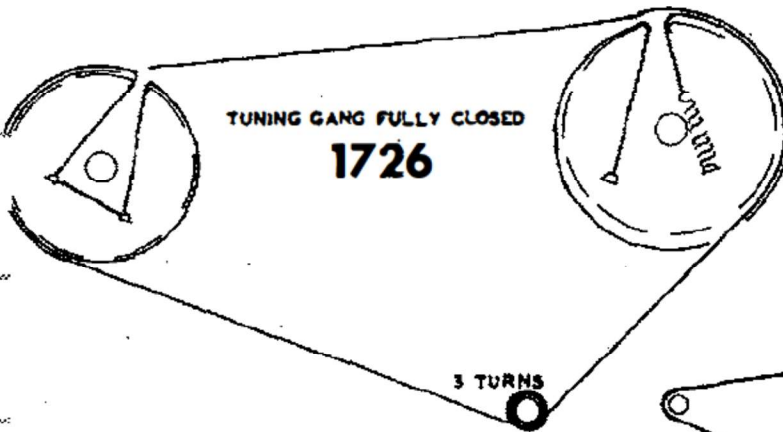
TUNING GANG FULLY CLOSED



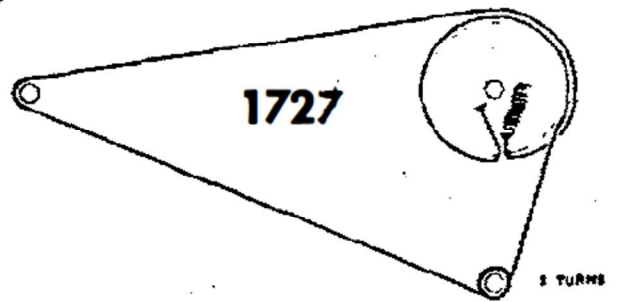
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED

3 1/2 TURNS

1728

TUNING GANG FULLY CLOSED

1729

3 1/2 TURNS

1730

TUNING GANG FULLY OPEN

4 TURNS

3 1/2 TURNS

TUNING GANG FULLY CLOSED

1731

SPRING

TUNING GANG FULLY CLOSED

1732

TUNING GANG FULLY CLOSED

1733

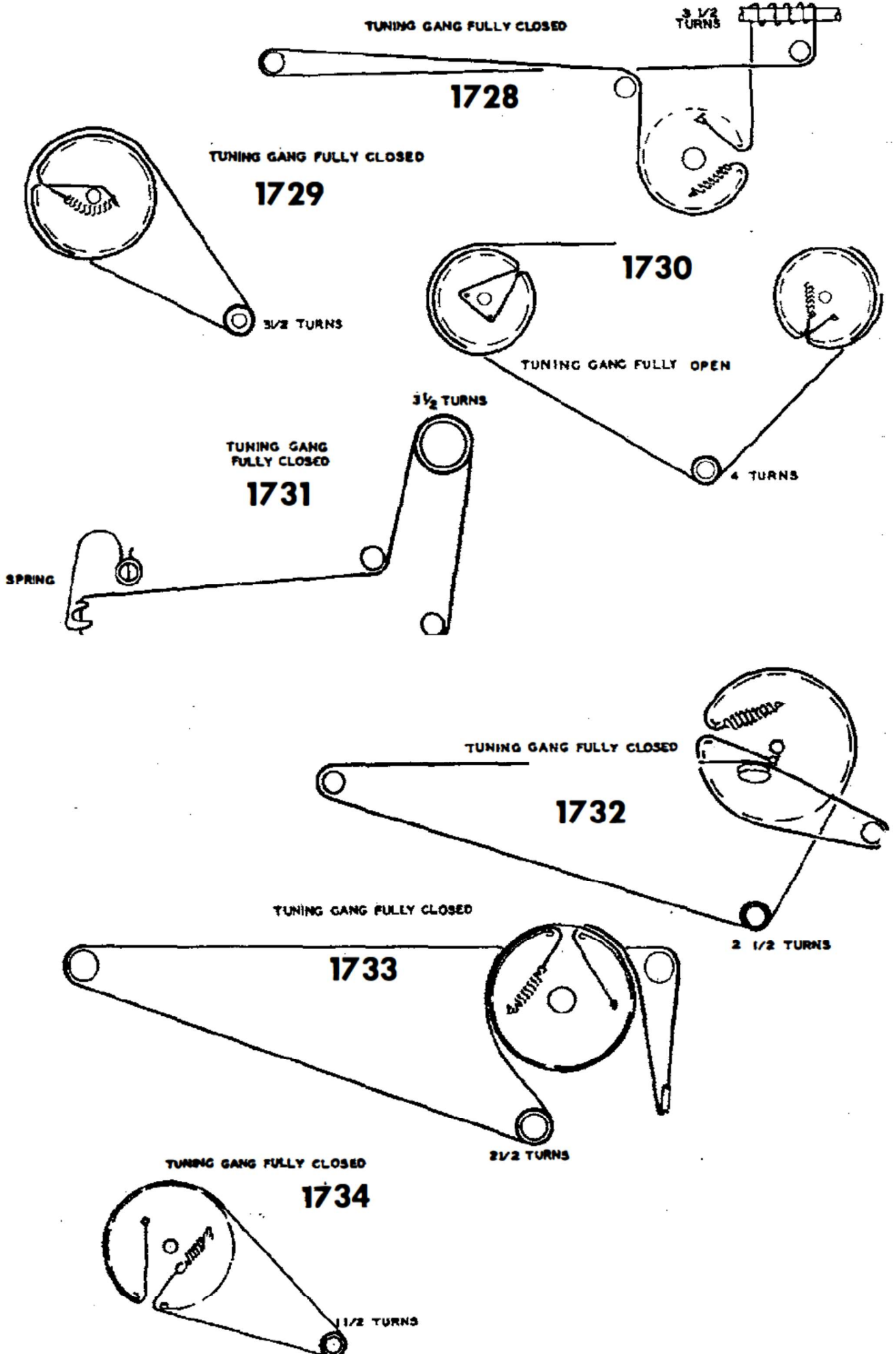
2 1/2 TURNS

2 1/2 TURNS

TUNING GANG FULLY CLOSED

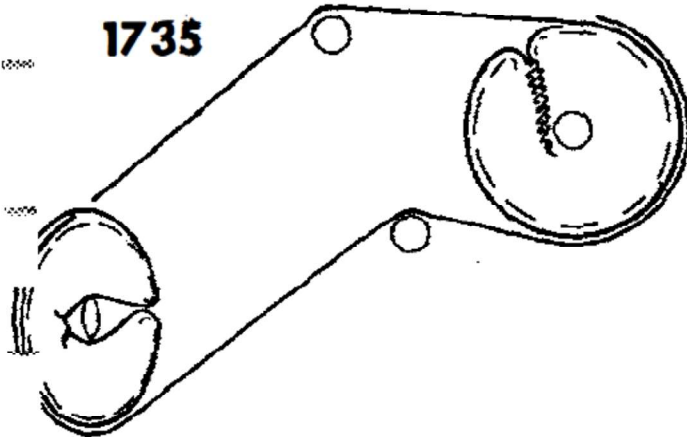
1734

1 1/2 TURNS



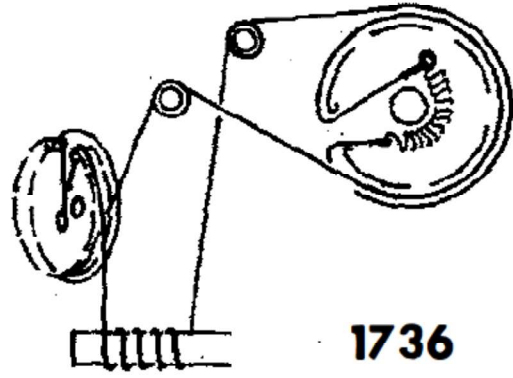
TUNING GANG FULLY CLOSED

1735



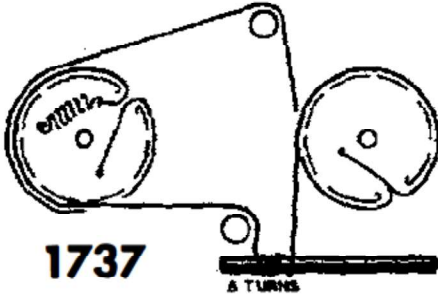
TUNING GANG FULLY OPEN

1736



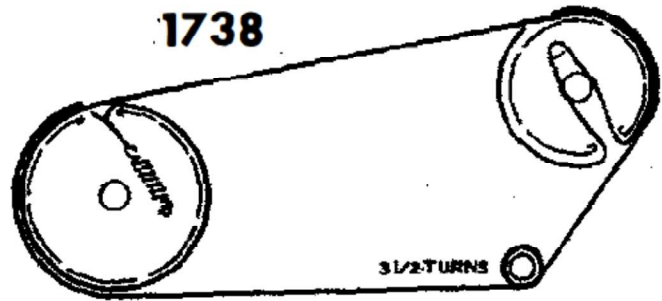
TUNING GANG FULLY CLOSED

1737



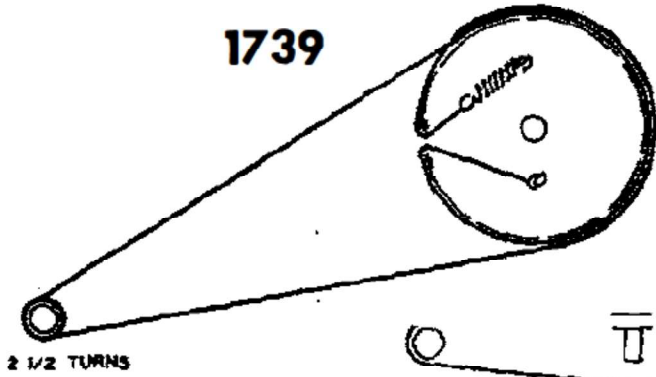
TUNING GANG FULLY CLOSED

1738



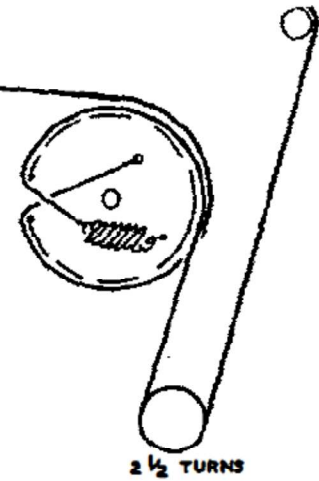
TUNING GANG FULLY CLOSED

1739



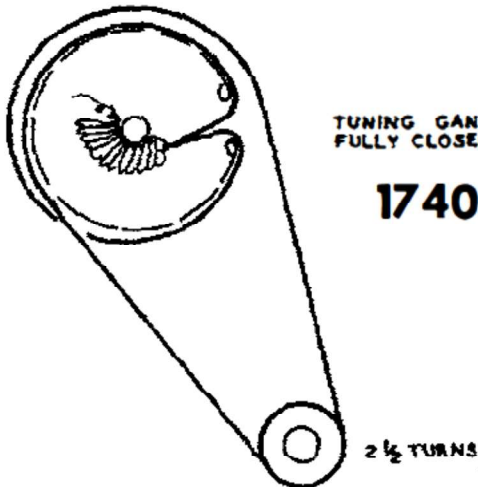
TUNING GANG FULLY CLOSED

1741

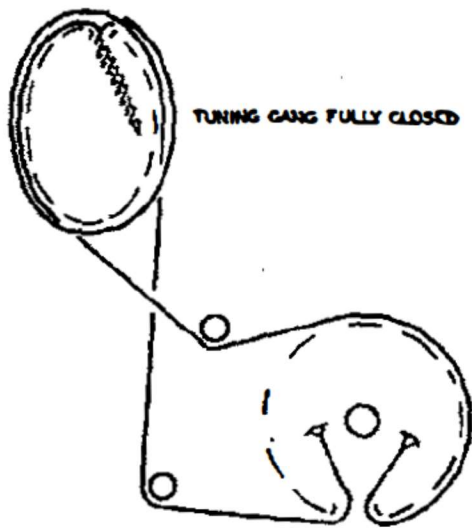


TUNING GANG FULLY CLOSED

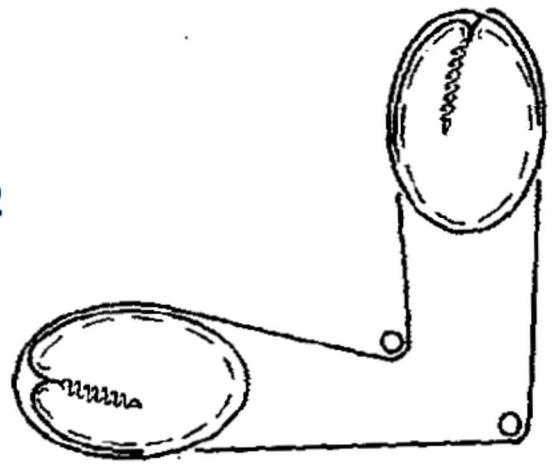
1740





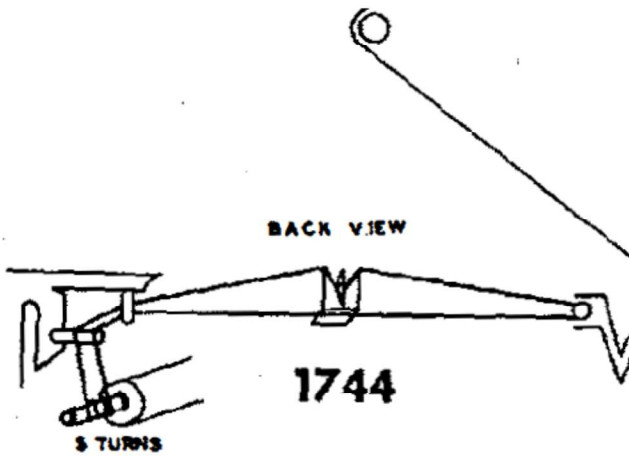


1742



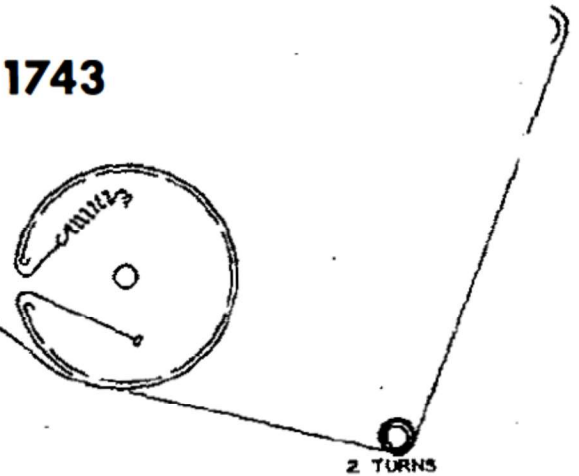
RADIO  
DIAL CORD STRINGING

TV DRIVE  
CORD STRINGING



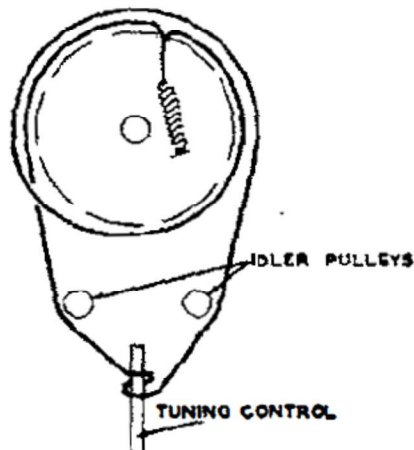
TUNING GANG FULLY CLOSED

1743



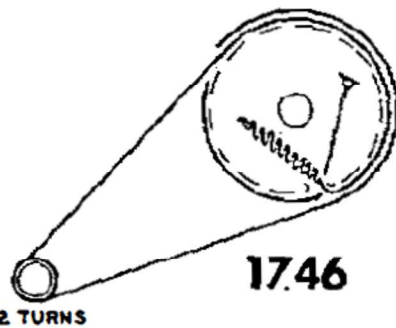
TUNING MECHANISM FULLY OPEN

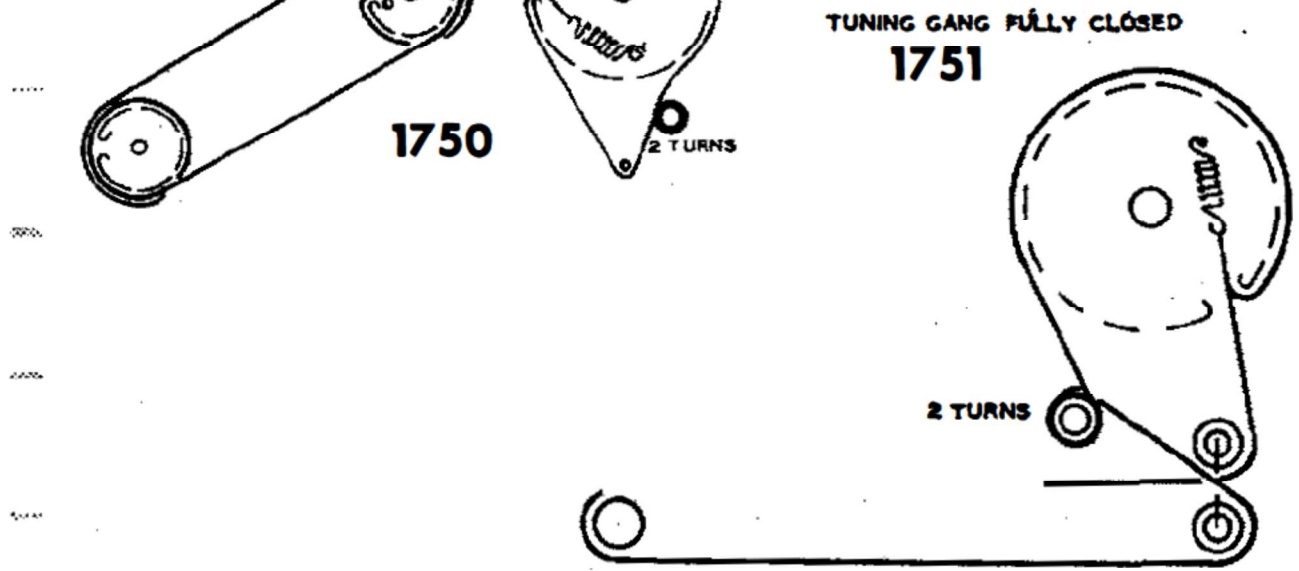
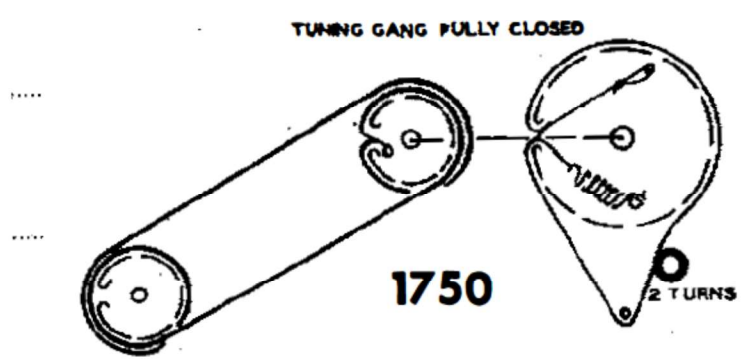
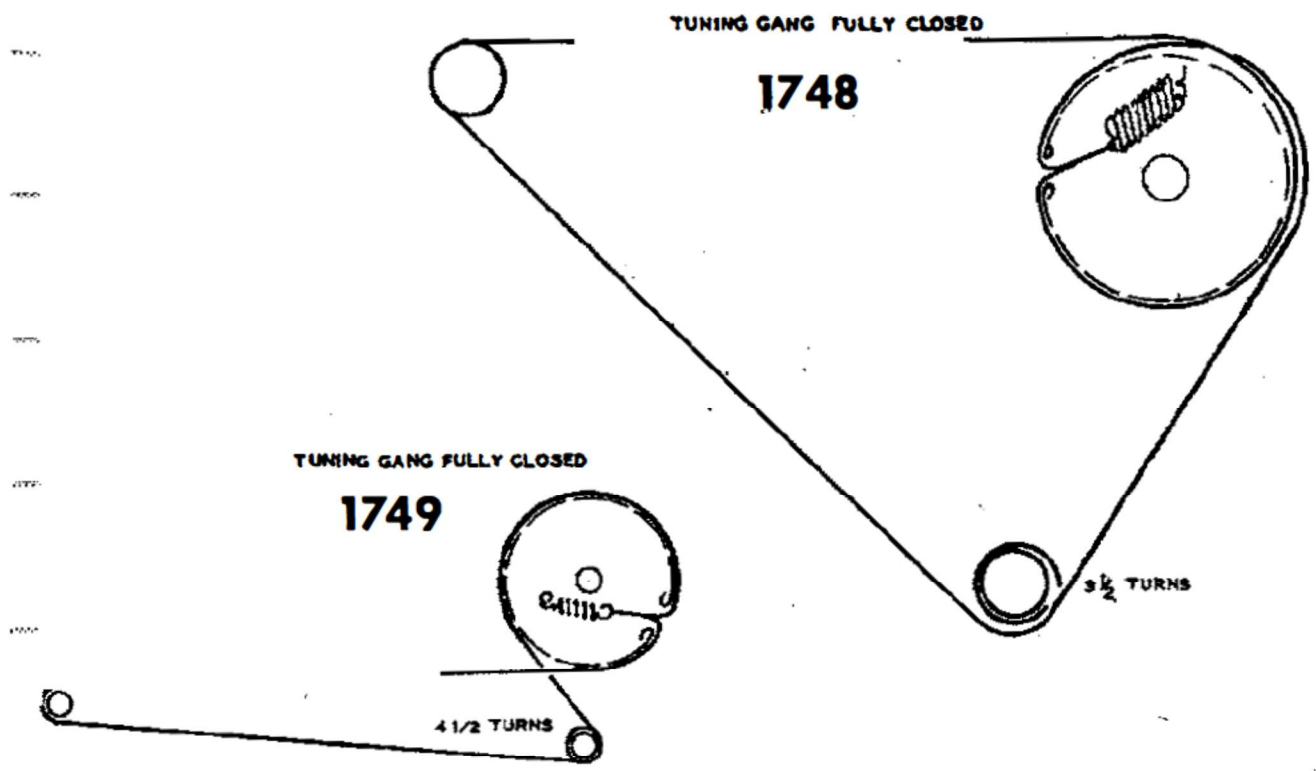
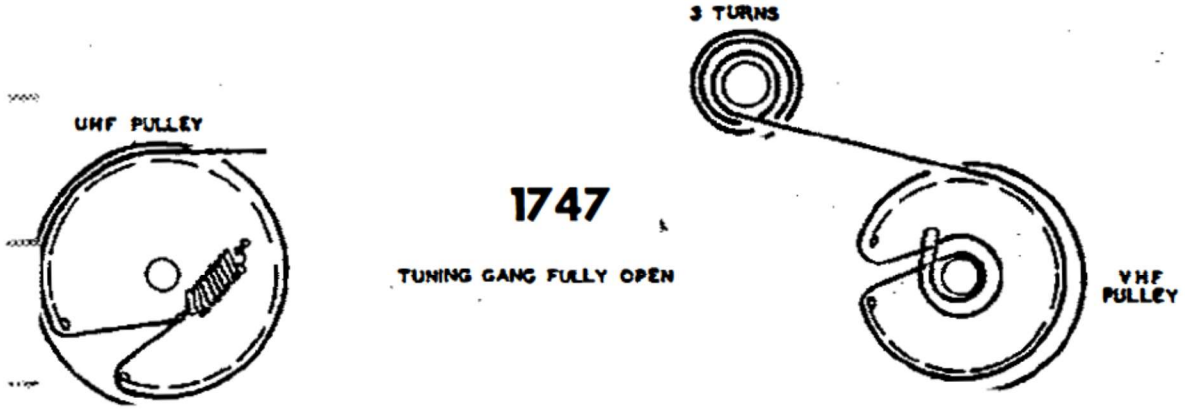
1745



2 TURNS

1746

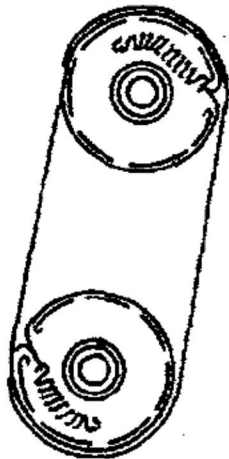






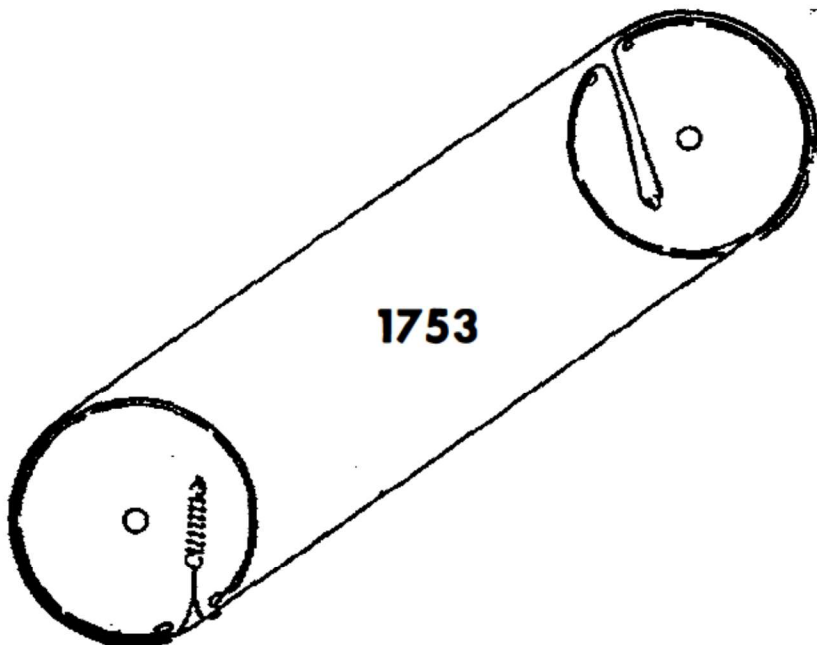
BOTH PULLEYS SHOWN IN MAX. COUNTERCLOCKWISE POSITION.

1752



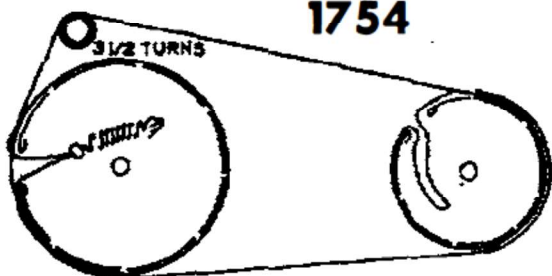
FINE TUNING FULLY COUNTERCLOCKWISE

1753

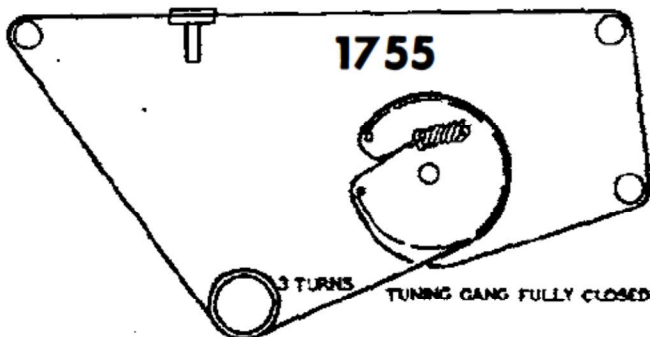


TUNING GANG FULLY CLOSED

1754



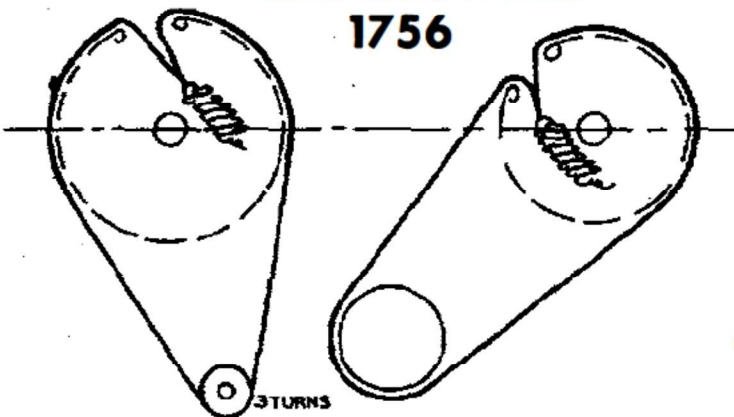
1755



TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

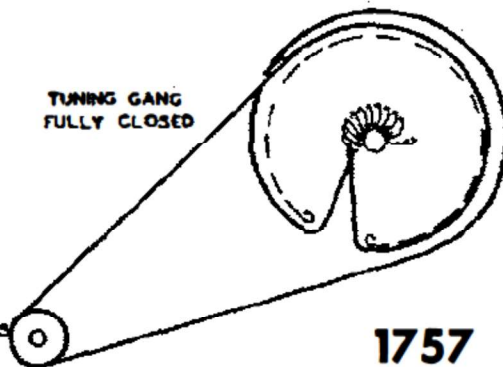
1756



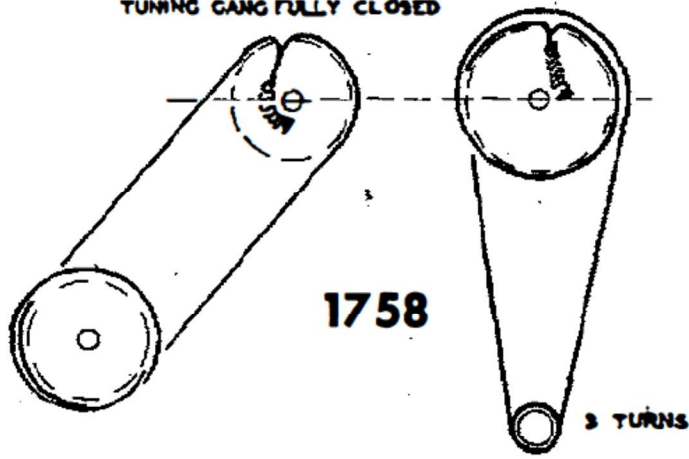
TUNING GANG FULLY CLOSED

2 1/2 TURNS

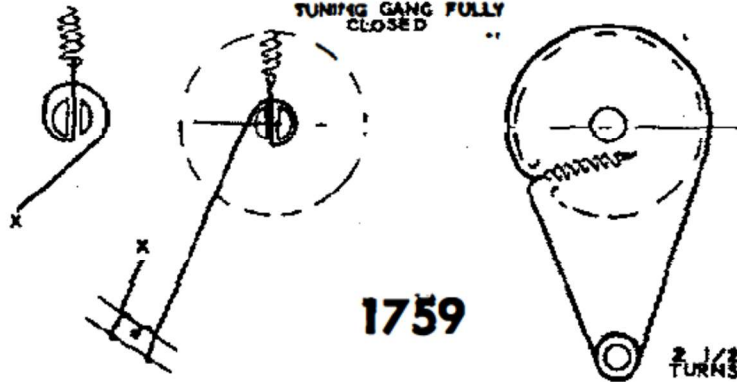
1757



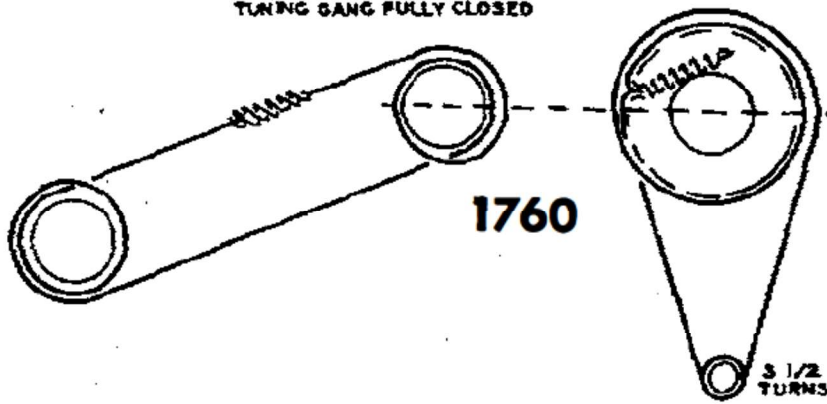
TUNING GANG FULLY CLOSED



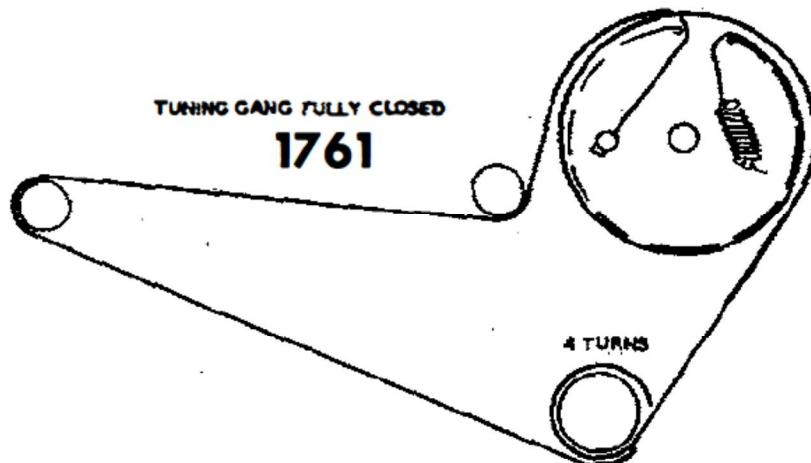
TUNING GANG FULLY CLOSED

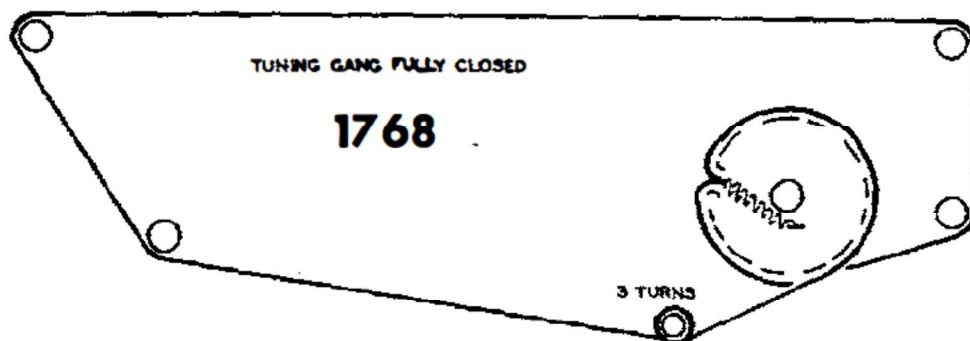
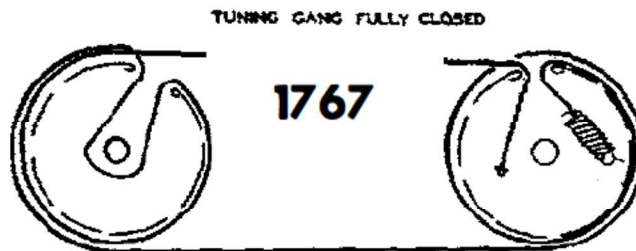
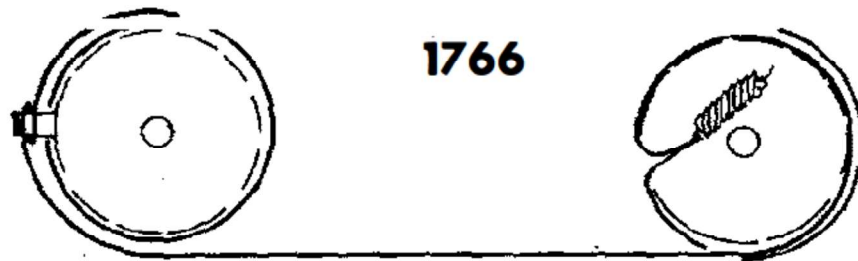
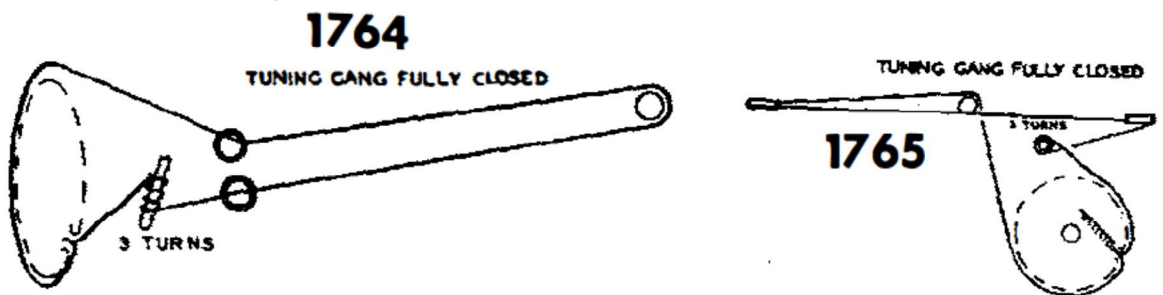
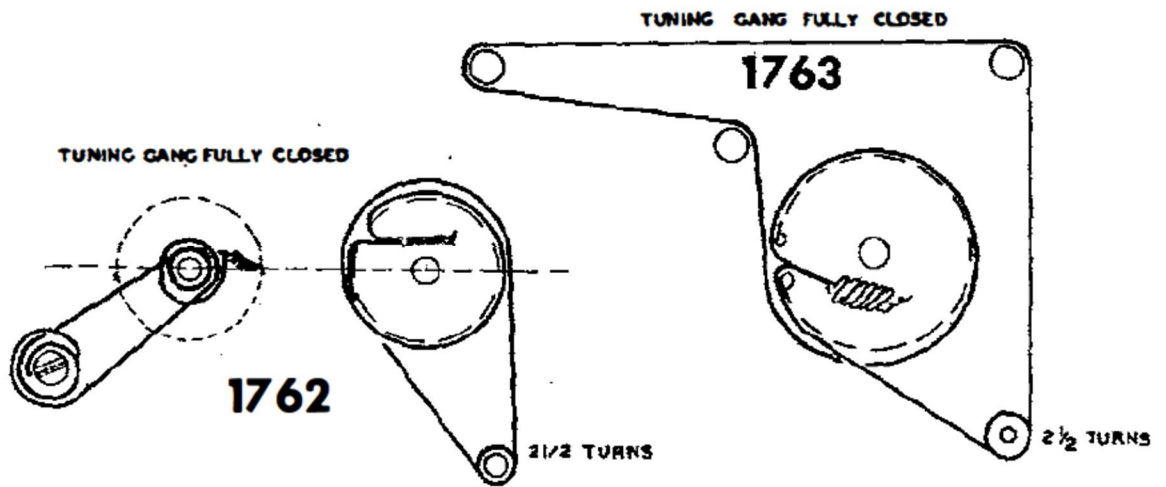


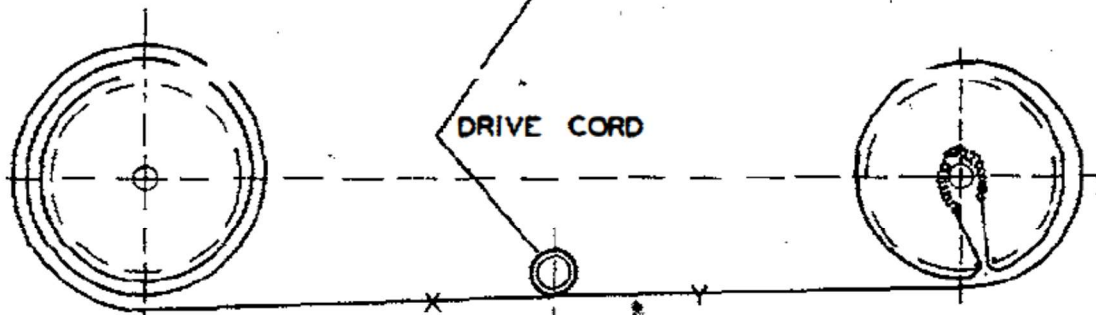
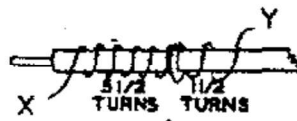
TUNING GANG FULLY CLOSED



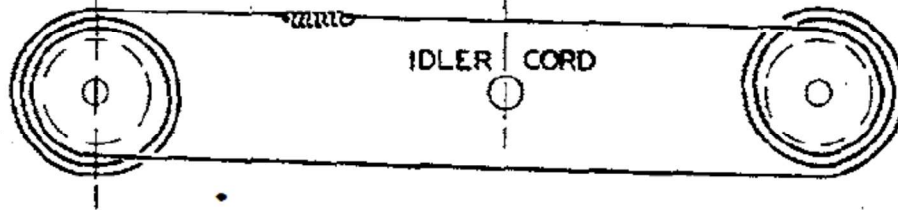
TUNING GANG FULLY CLOSED







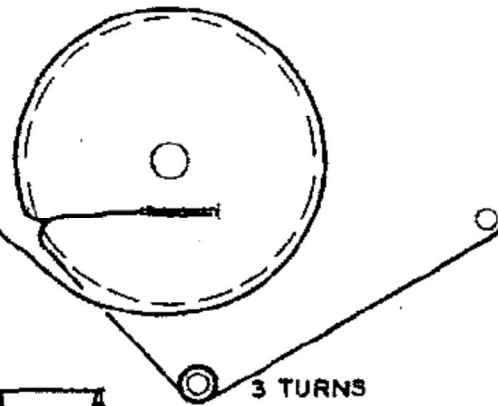
1769



IDLER CORD

TUNING GANG FULLY CLOSED

1770

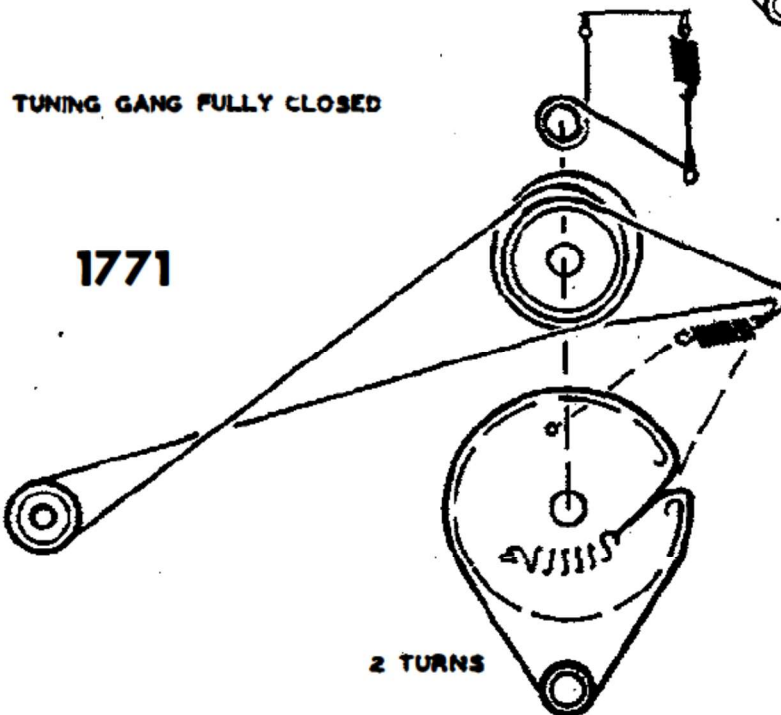


3 TURNS

TUNING GANG FULLY CLOSED

1771

1/2 TURNS

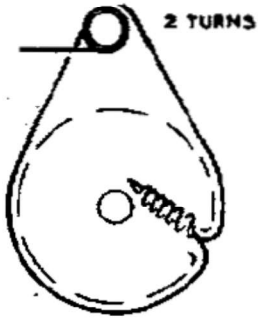


2 TURNS



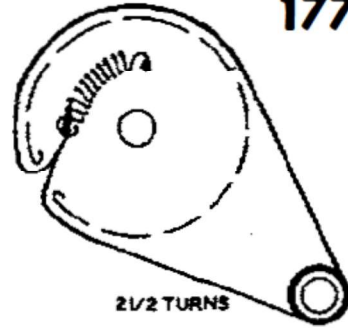
**1772**

TUNING GANG FULLY CLOSED

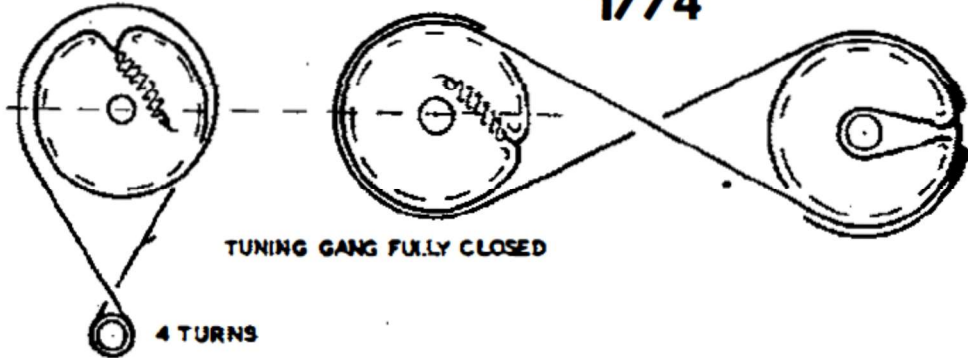


TUNING GANG FULLY CLOSED

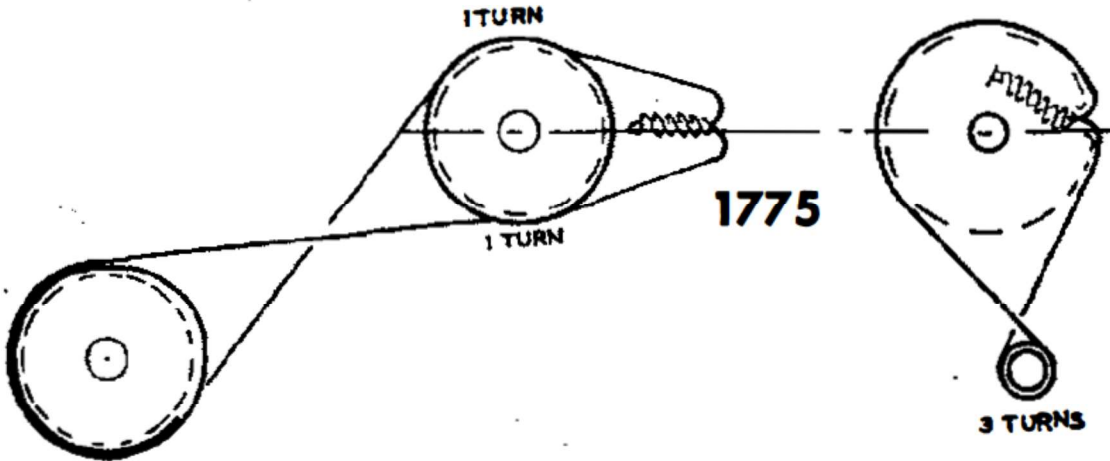
**1773**



**1774**

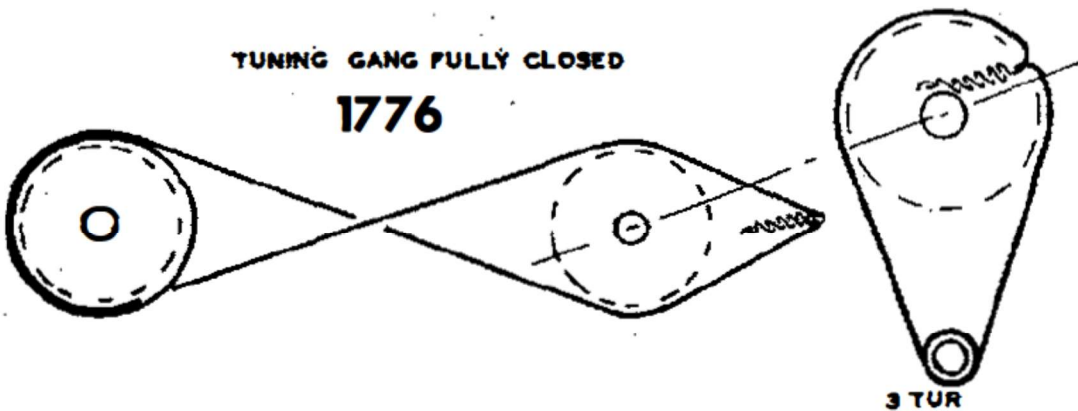


**1775**



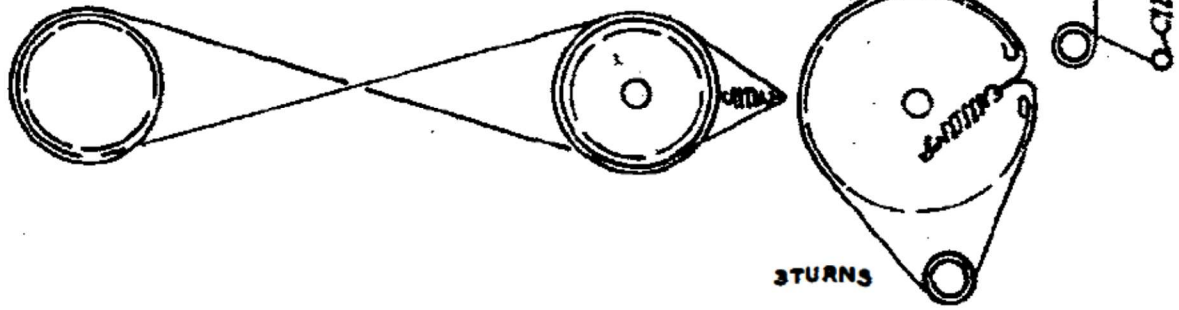
TUNING GANG FULLY CLOSED

**1776**



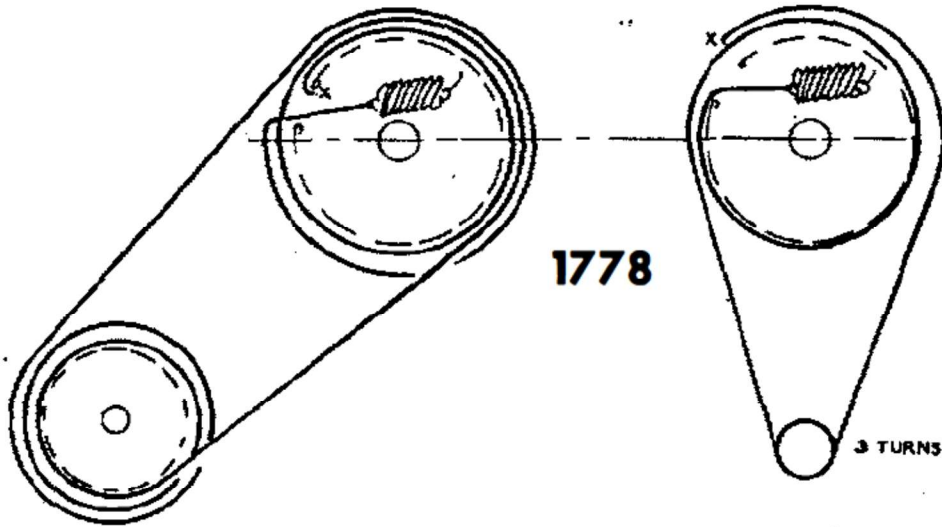
TUNING GANG FULLY CLOSED

1777



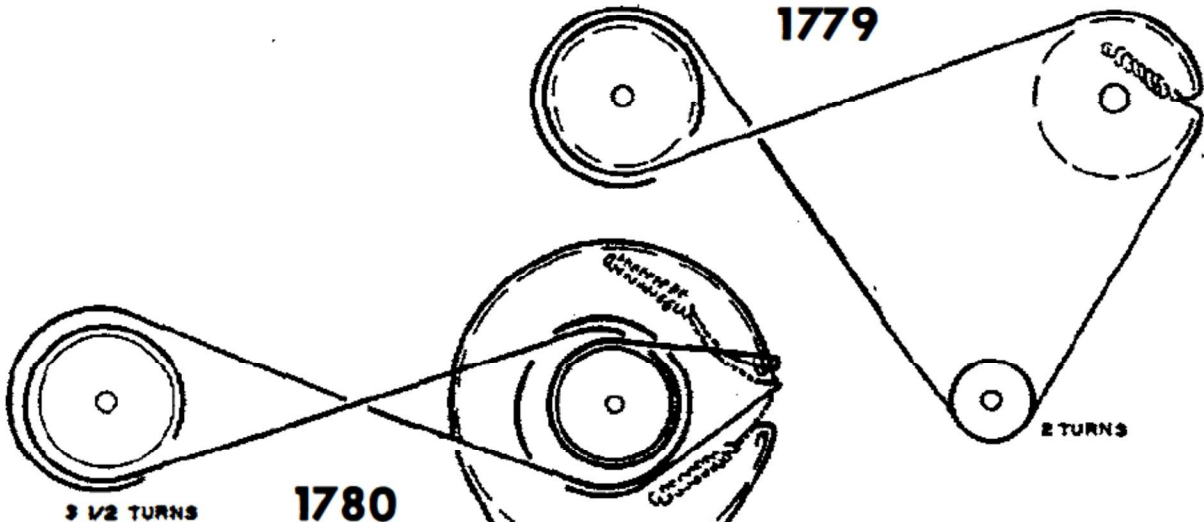
TUNING GANG FULLY CLOSED

1778



TUNING GANG FULLY CLOSED

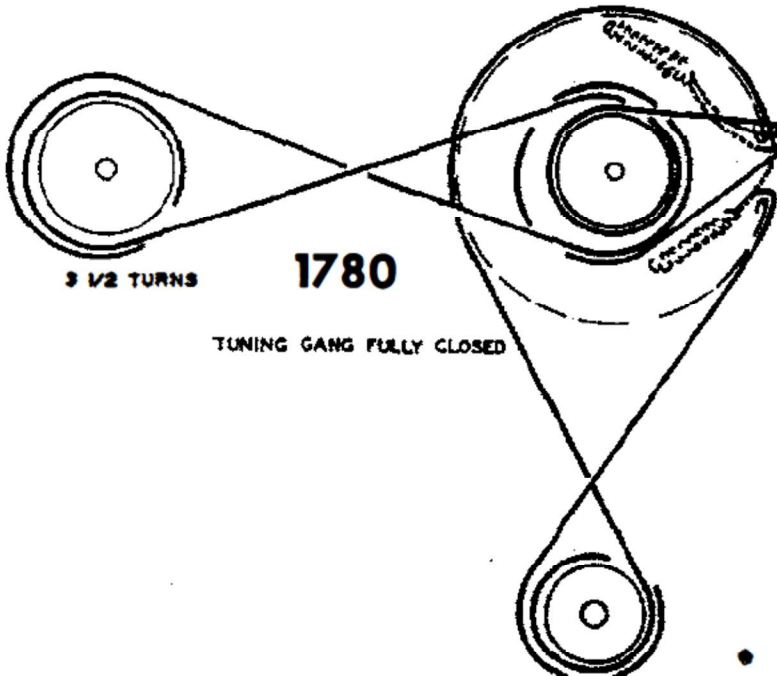
1779



1780

3 1/2 TURNS

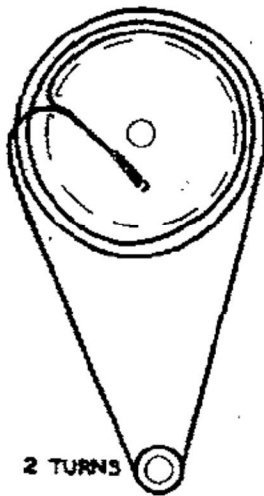
TUNING GANG FULLY CLOSED



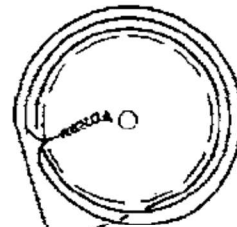


TUNING GANG FULLY CLOSED

**1781**



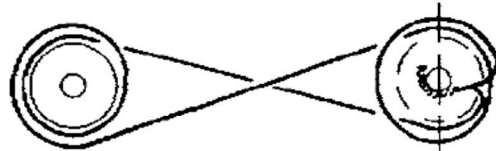
2 TURNS



TUNING GANG FULLY CLOSED

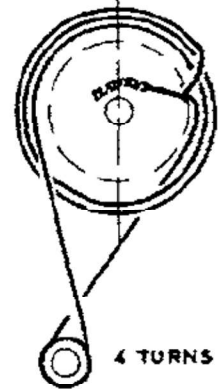
**1782**

3 TURNS

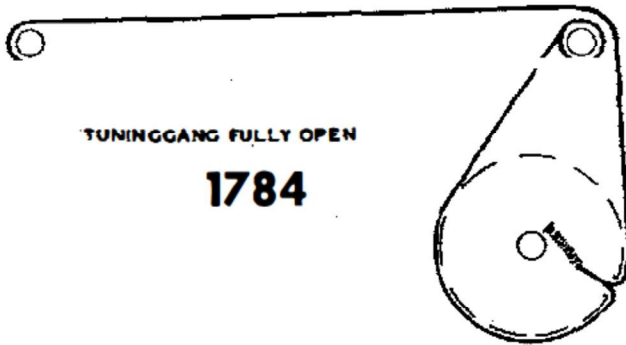


**1783**

TUNING GANG FULLY CLOSED



4 TURNS

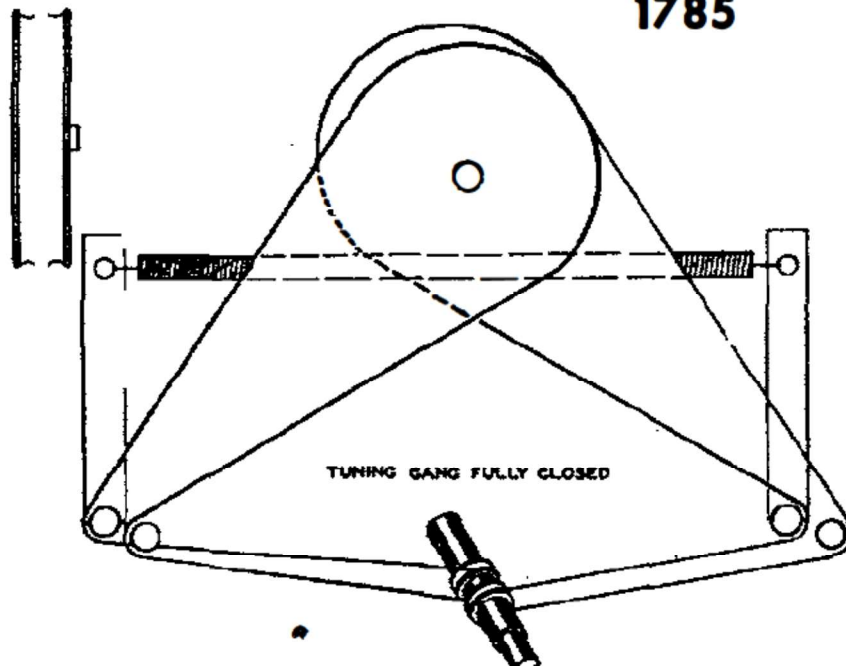


2 1/2 TURNS

TUNING GANG FULLY OPEN

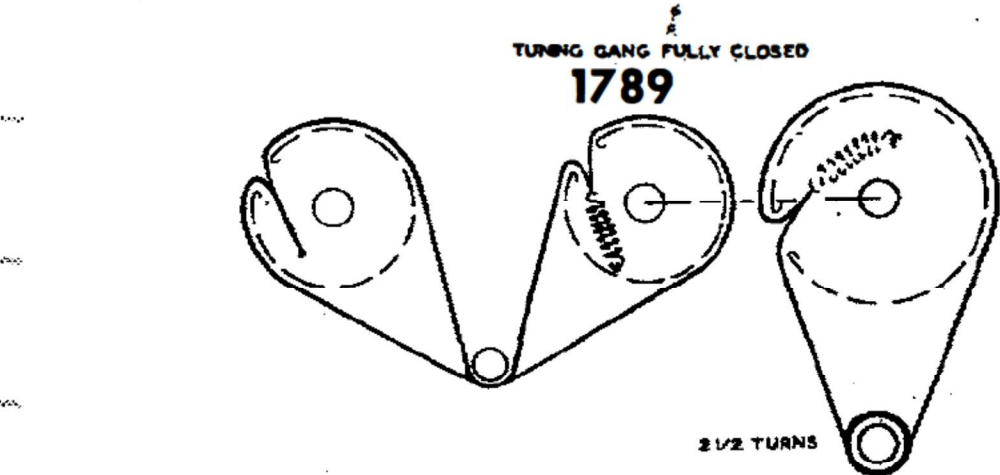
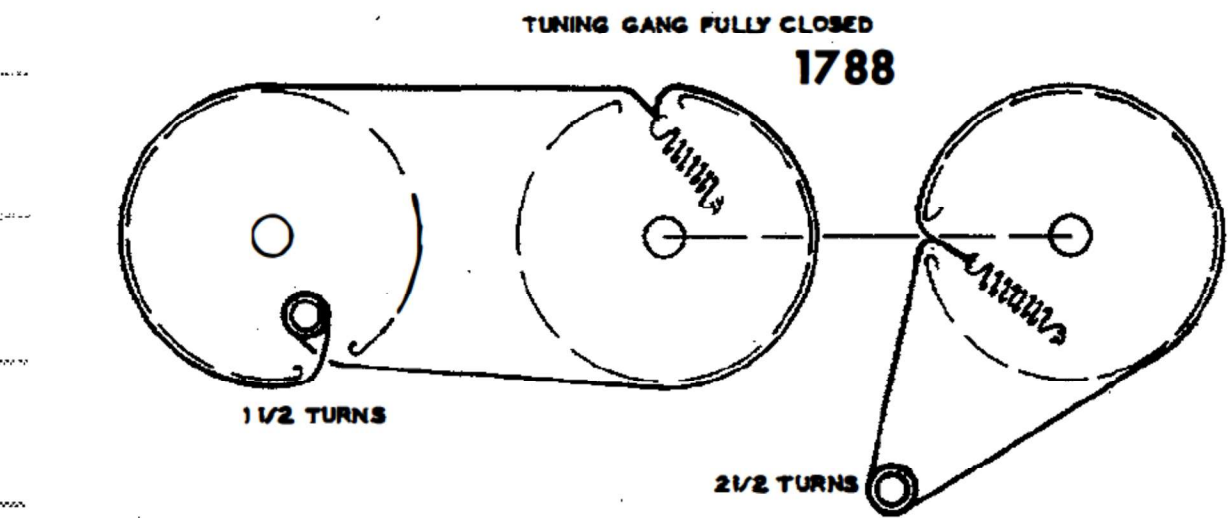
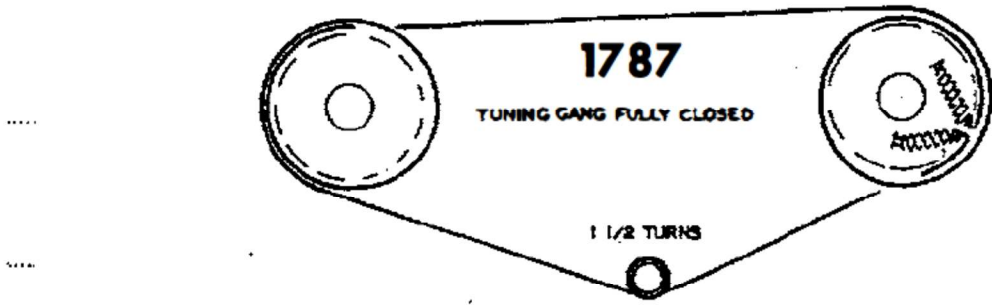
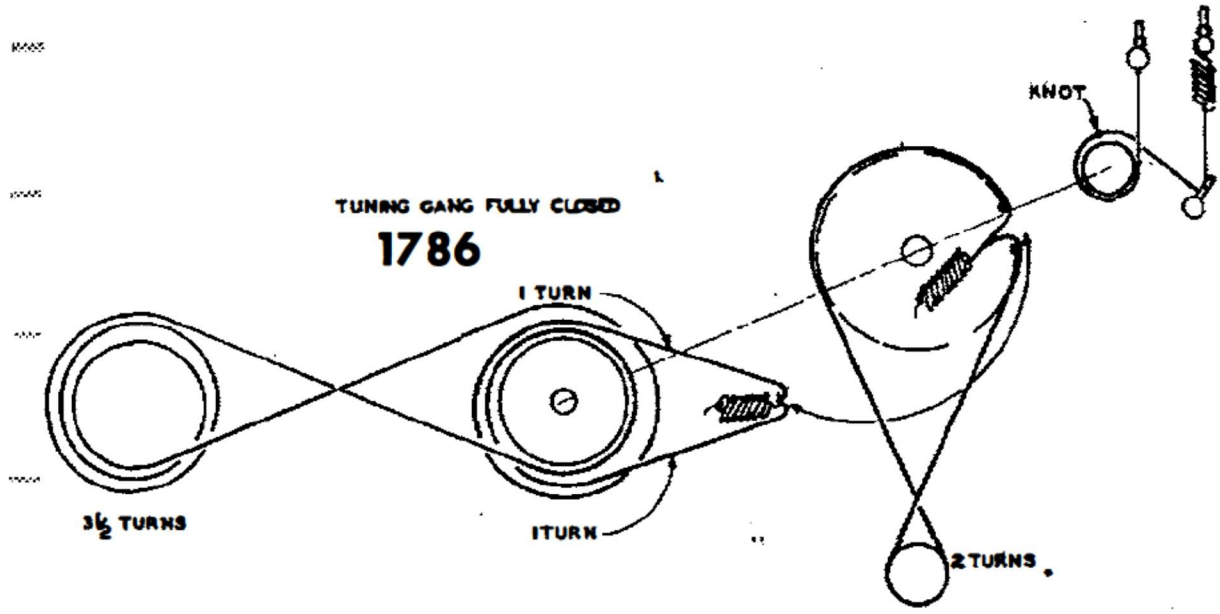
**1784**

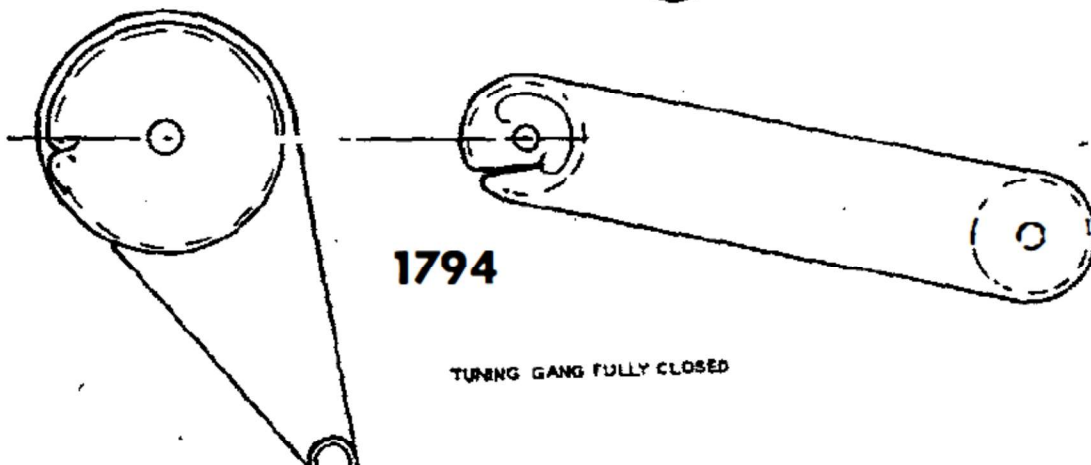
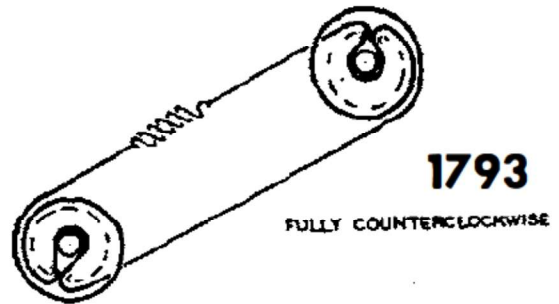
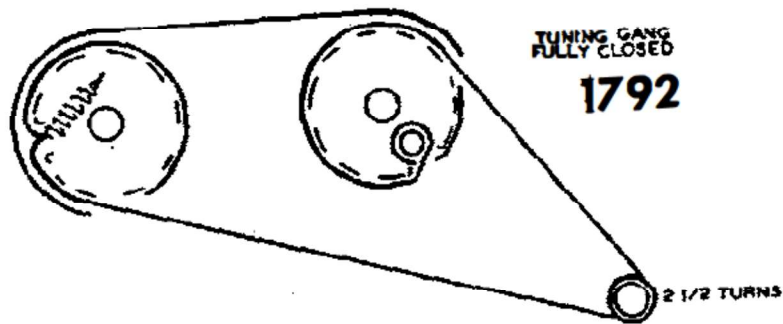
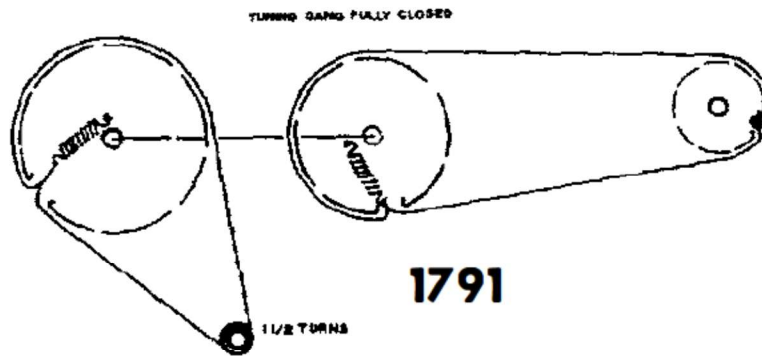
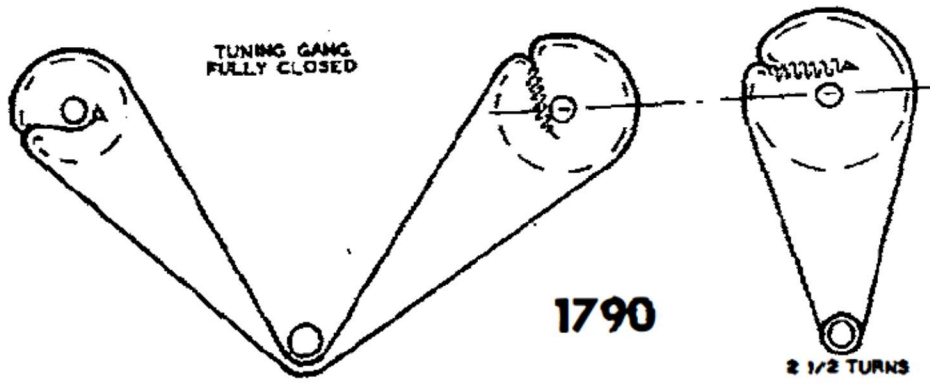
**1785**



TUNING GANG FULLY CLOSED

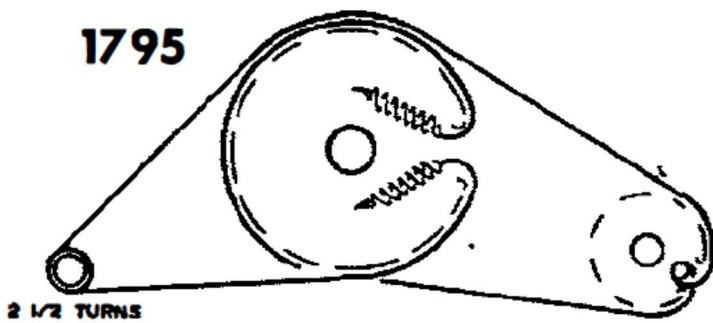






TUNING GANG FULLY CLOSED

1795



2 1/2 TURNS

TUNING GANG FULLY CLOSED

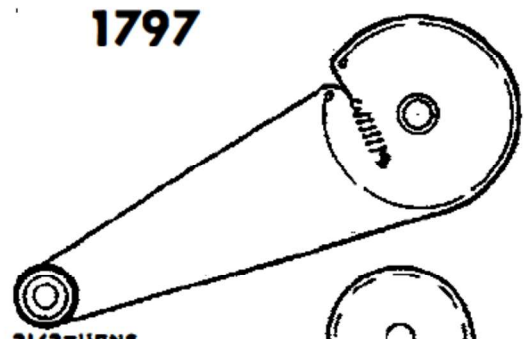
1796



2 1/2 TURNS

TUNING GANG FULLY CLOSED

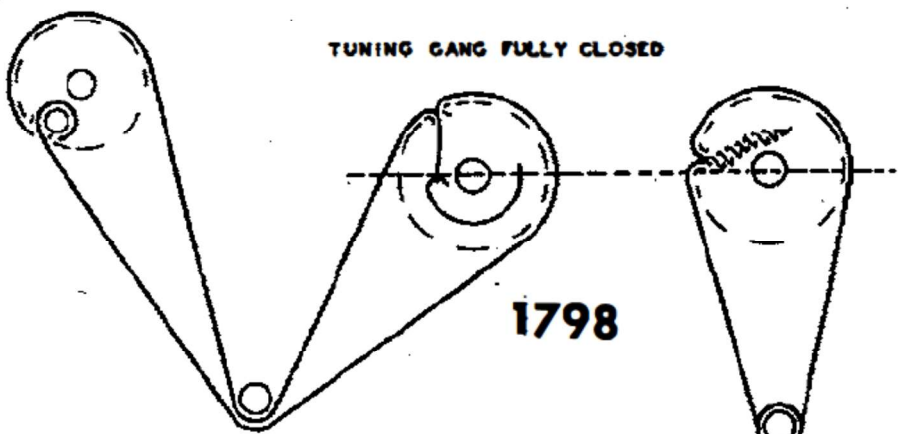
1797



2 1/2 TURNS

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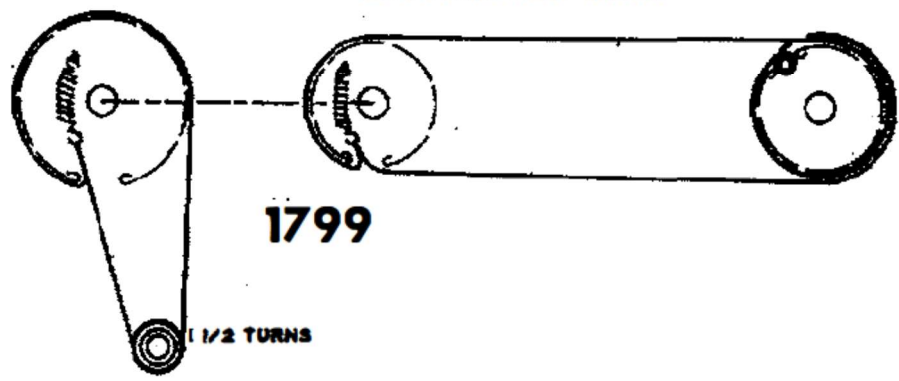
1798



2 1/2 TURNS

TUNING GANG FULLY CLOSED

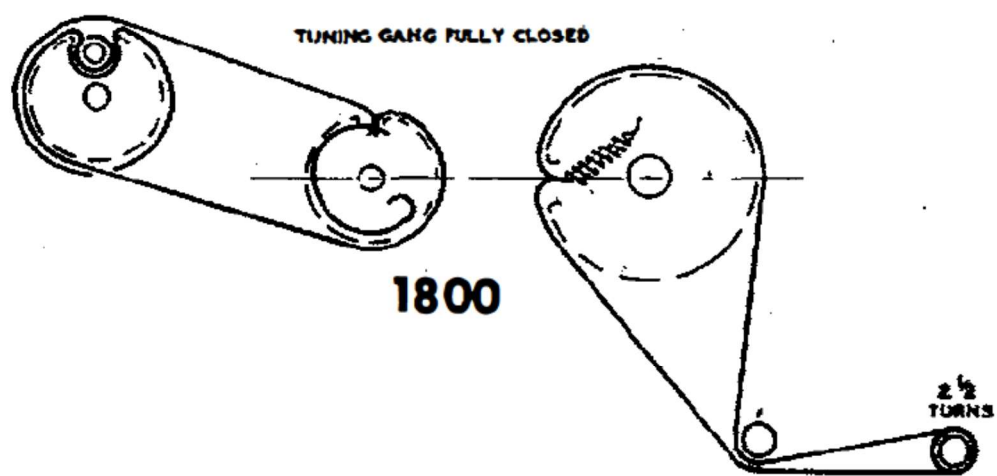
1799



1 1/2 TURNS

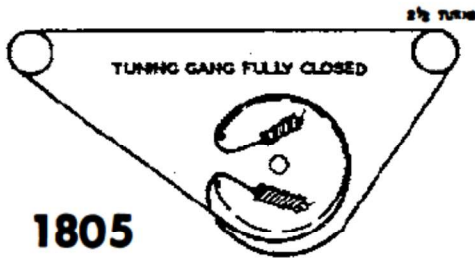
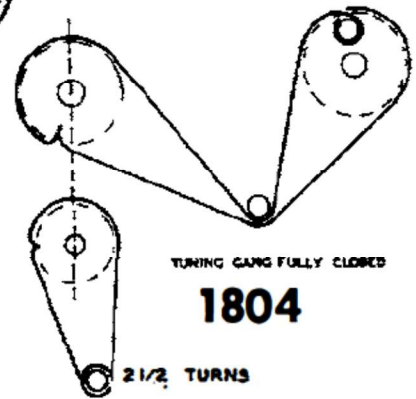
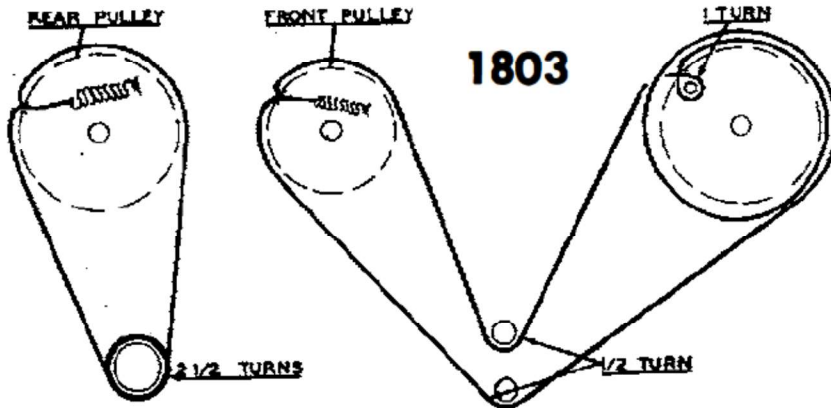
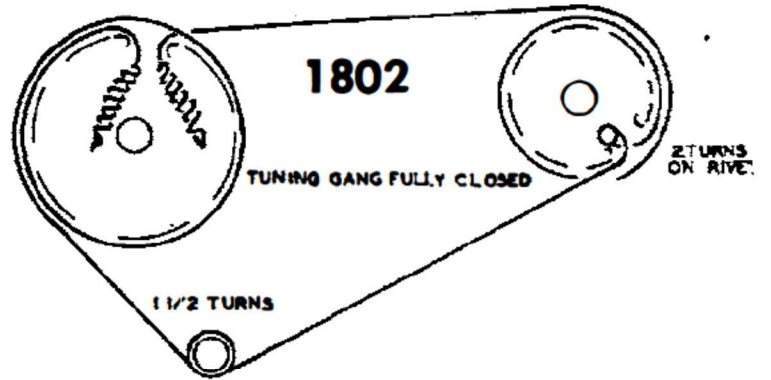
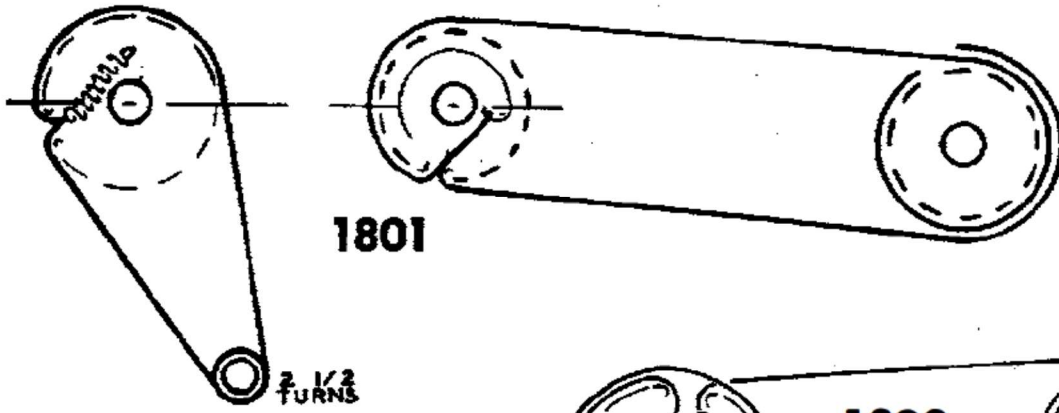
TUNING GANG FULLY CLOSED

1800

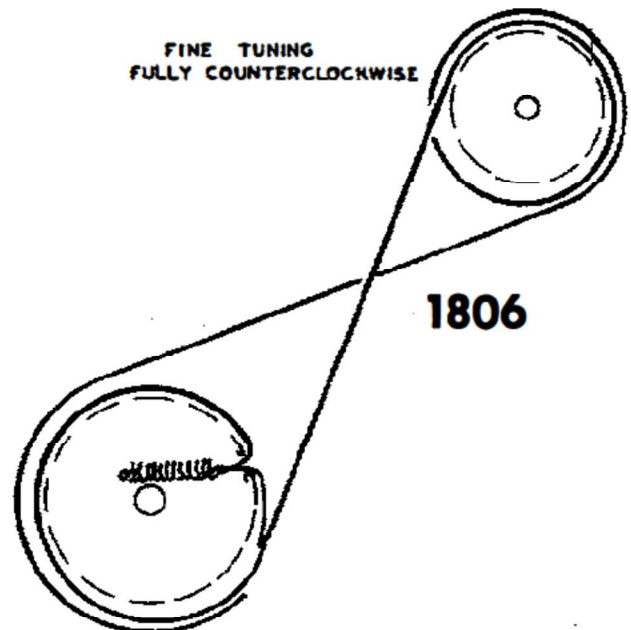


2 1/2 TURNS

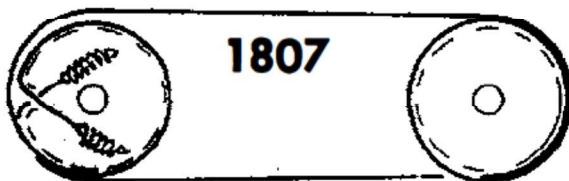
TUNING GANG FULLY CLOSED



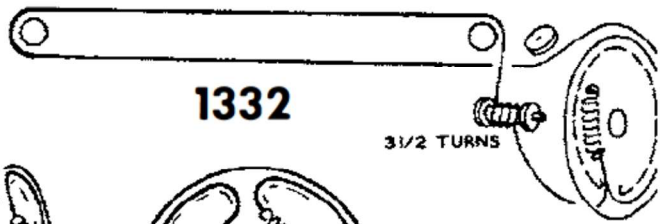
FINE TUNING FULLY COUNTERCLOCKWISE



VOL. CONT. COUNTER-CLOCKWISE

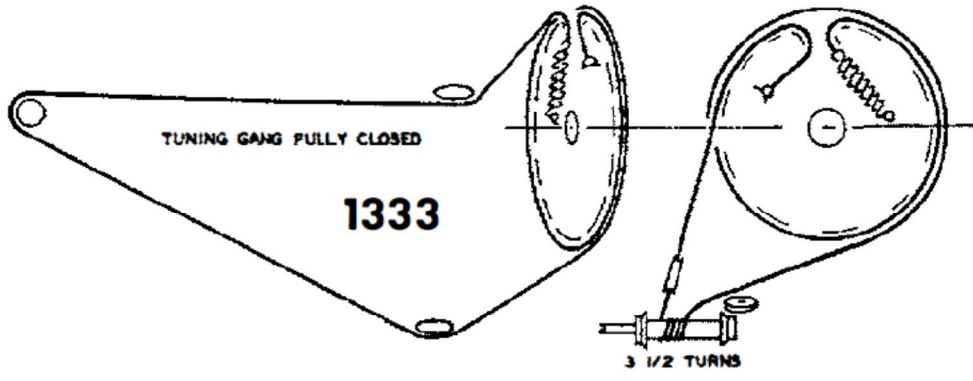


TUNING GANG FULLY CLOSED



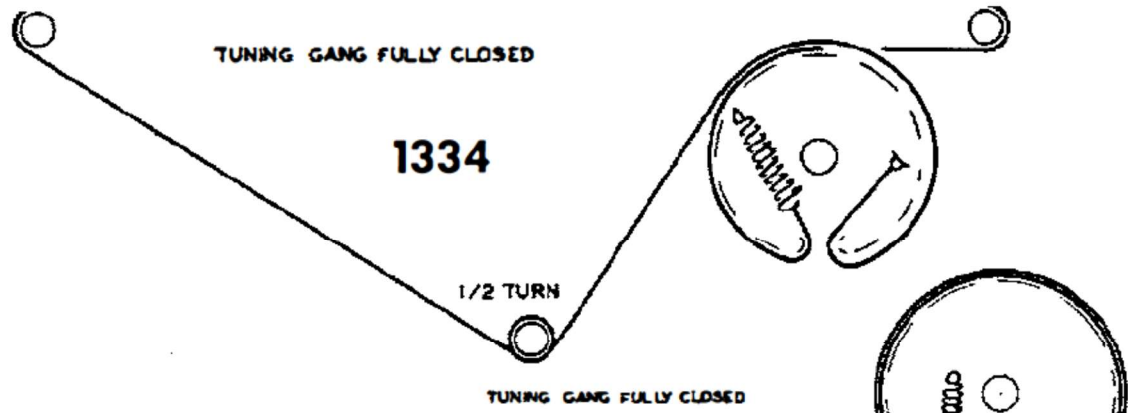
1332

TUNING GANG FULLY CLOSED



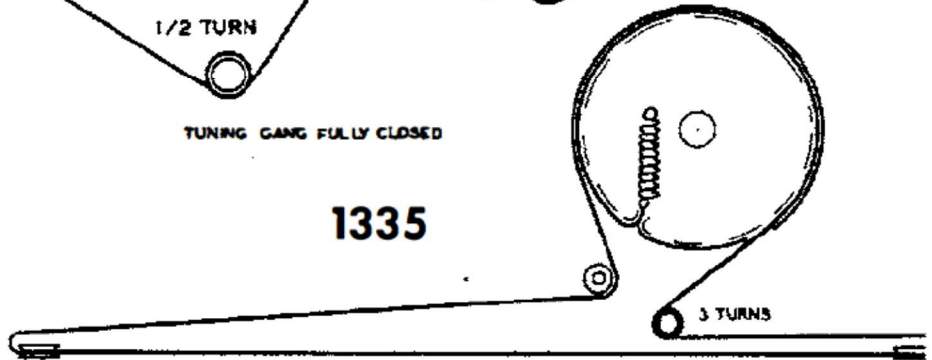
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TUNING GANG FULLY CLOSED



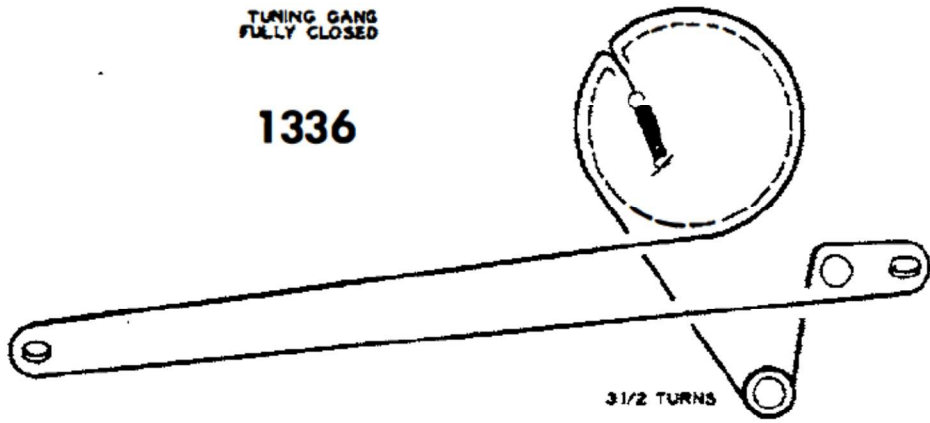
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TUNING GANG FULLY CLOSED



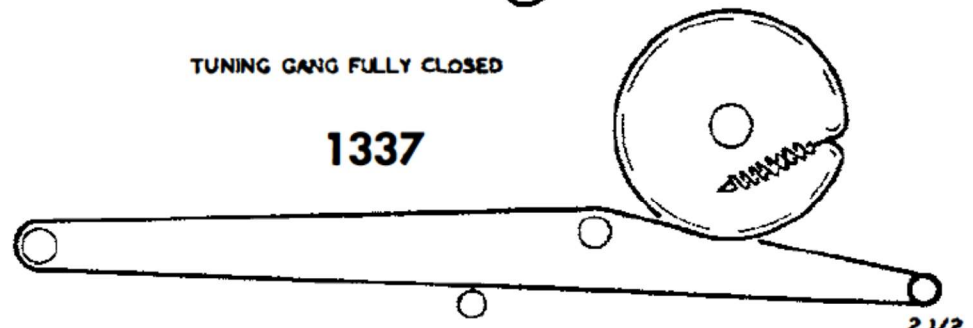
1335

TUNING GANG FULLY CLOSED



1336

TUNING GANG FULLY CLOSED

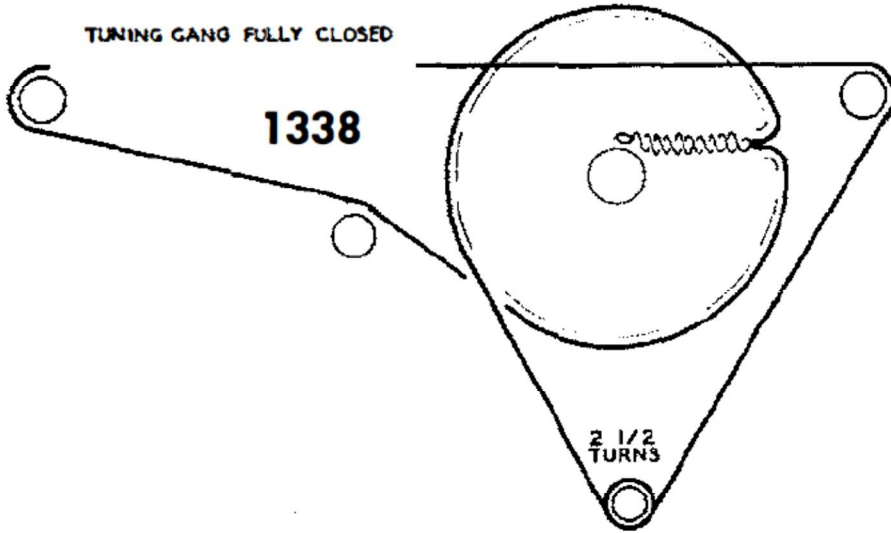


1337

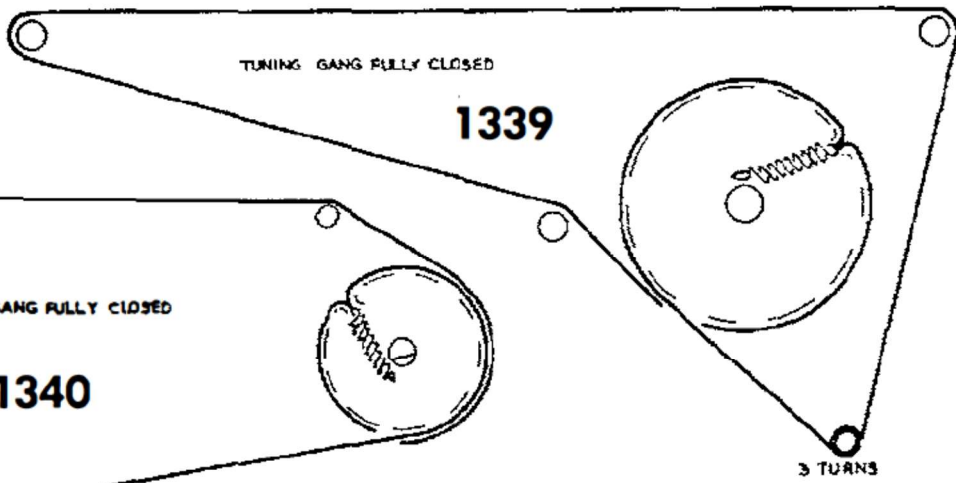
2 1/2



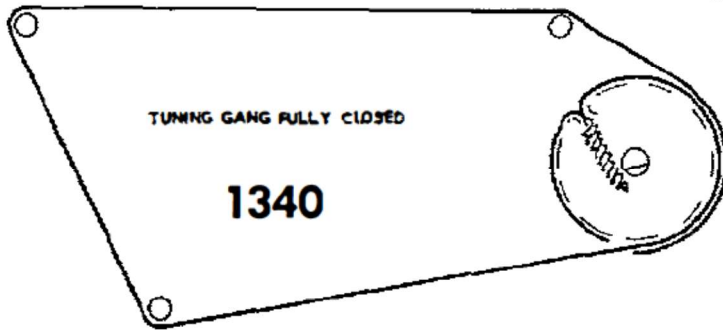
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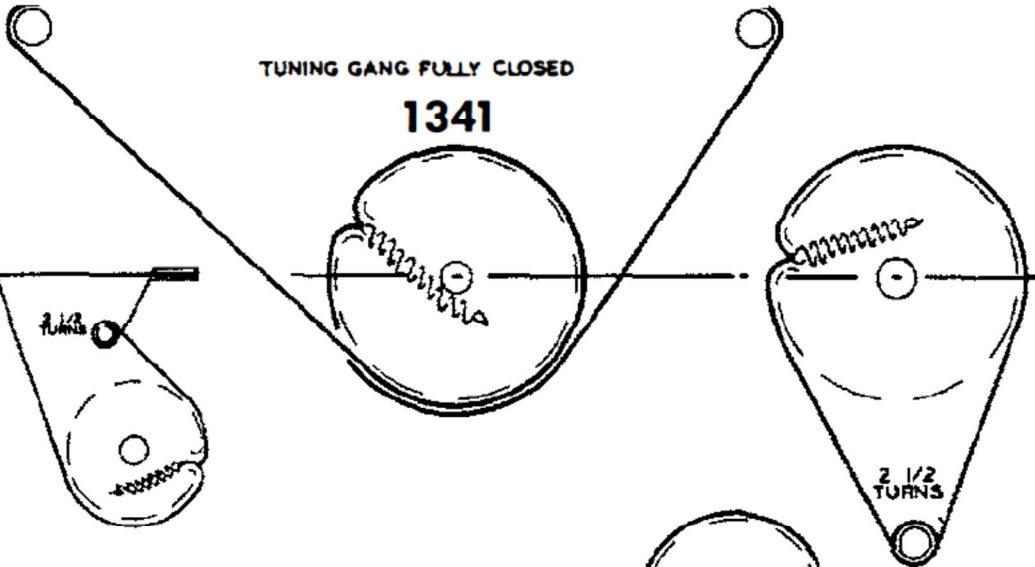
TUNING GANG FULLY CLOSED



TUNING GANG FULLY CLOSED



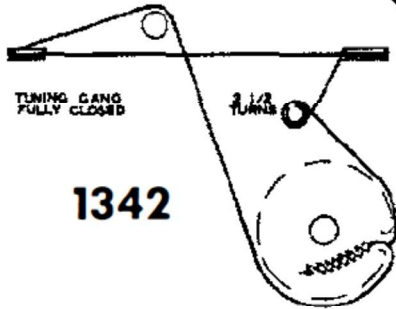
TUNING GANG FULLY CLOSED



TUNING GANG  
FULLY CLOSED

**1342**

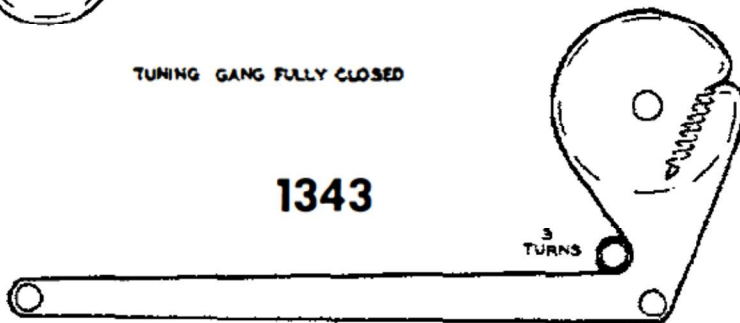
2 1/2  
TURNS



TUNING GANG FULLY CLOSED

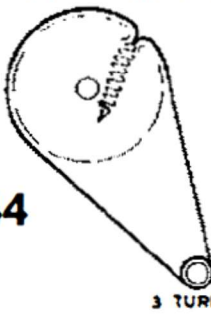
**1343**

3  
TURNS



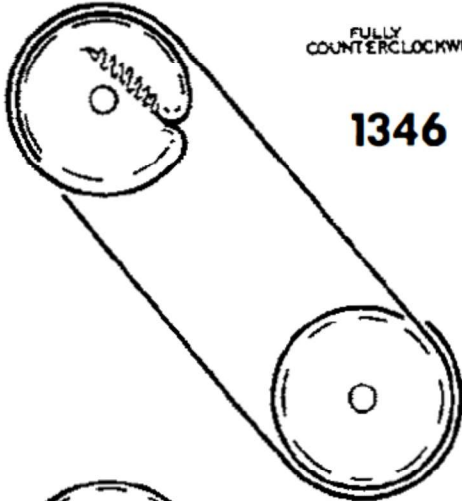
TUNING GANG FULLY CLOSED

1344



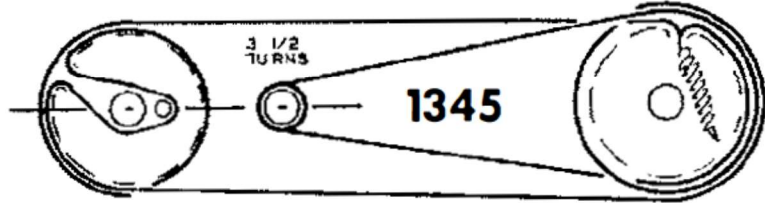
FULLY COUNTERCLOCKWISE

1346



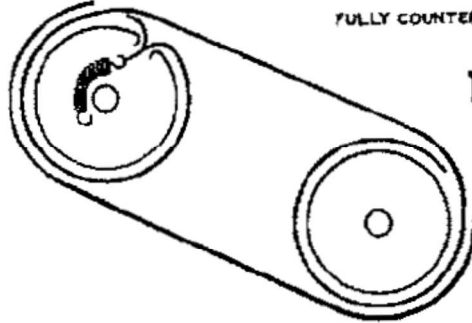
TUNING GANG FULLY CLOSED

1345

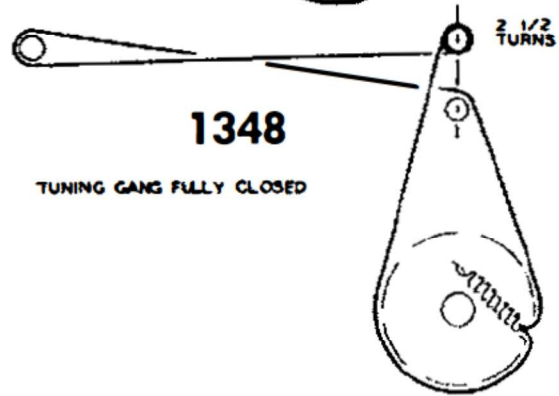


FULLY COUNTER CLOCKWISE

1347



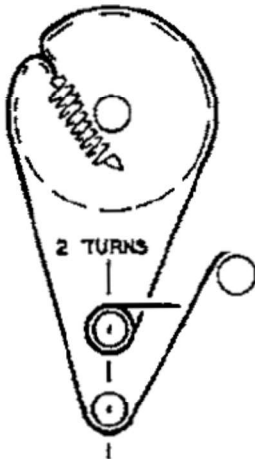
1348



TUNING GANG FULLY CLOSED

TUNING GANG FULLY CLOSED

1349



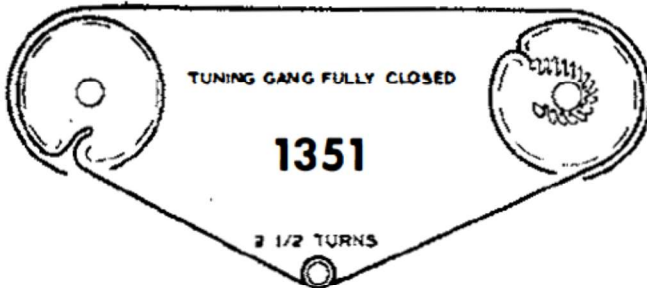
1350

TUNING GANG FULLY CLOSED



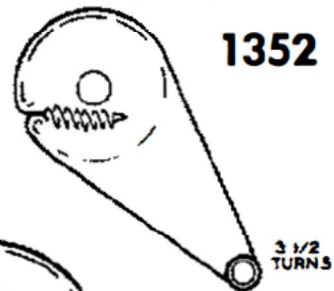
TUNING GANG FULLY CLOSED

1351



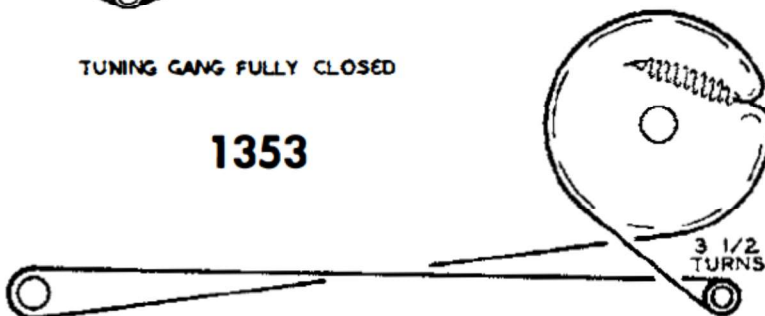
TUNING GANG FULLY CLOSED

1352

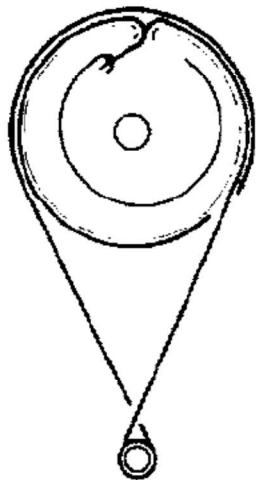


TUNING GANG FULLY CLOSED

1353

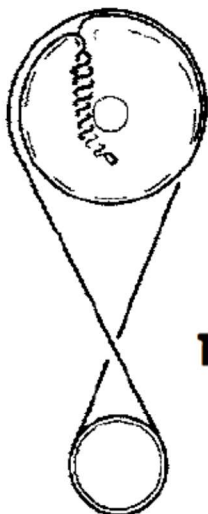






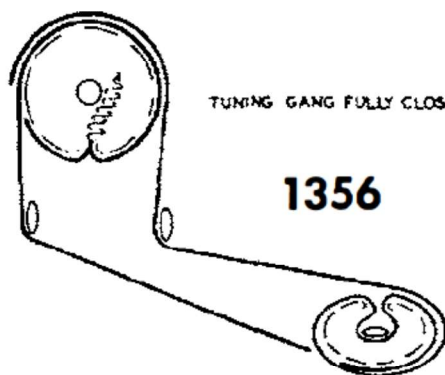
1 1/2 TURNS

**1354**



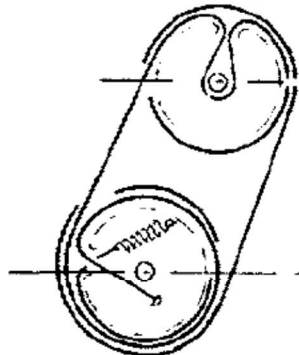
1 1/2 TURNS

**1355**



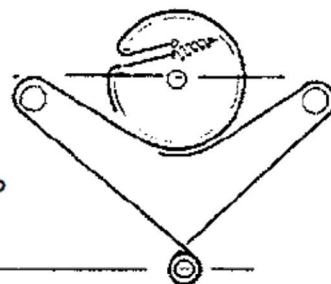
TUNING GANG FULLY CLOSED

**1356**

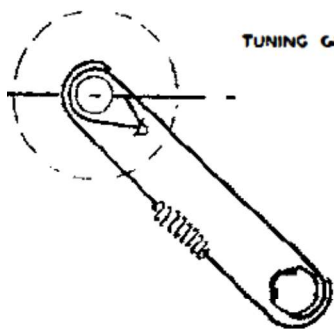


**1357**

TUNING GANG FULLY CLOSED

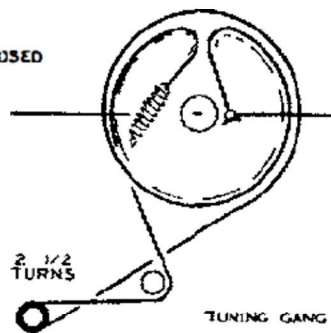


3 1/2 TURNS



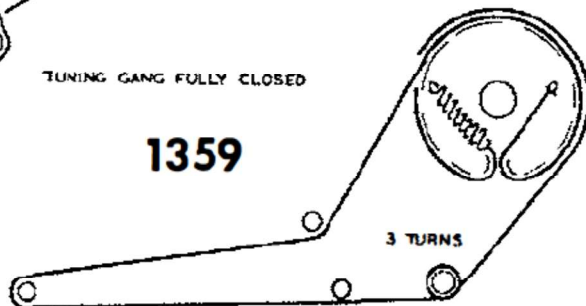
TUNING GANG FULLY CLOSED

**1358**



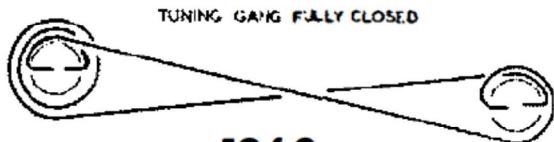
2 1/2 TURNS

TUNING GANG FULLY CLOSED



**1359**

3 TURNS

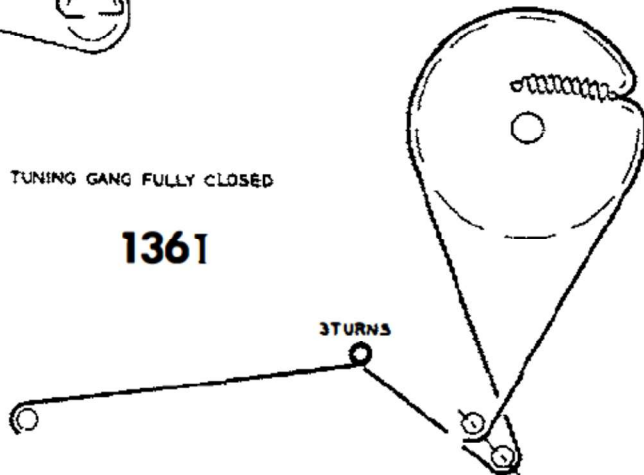


TUNING GANG FULLY CLOSED

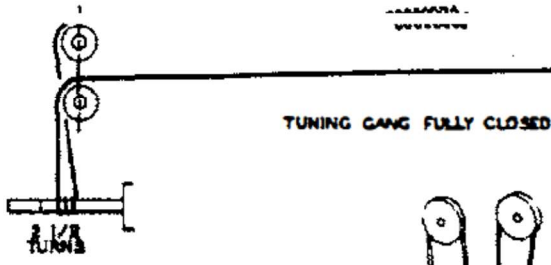
**1360**

TUNING GANG FULLY CLOSED

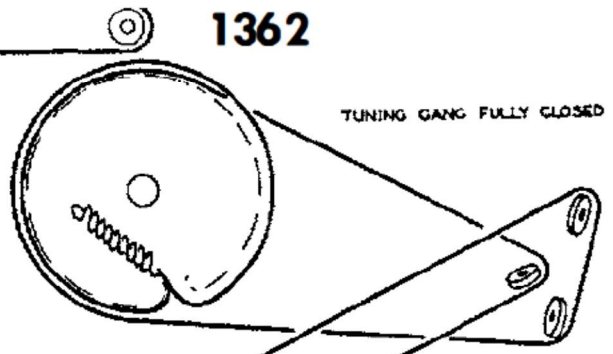
**1361**



3 TURNS

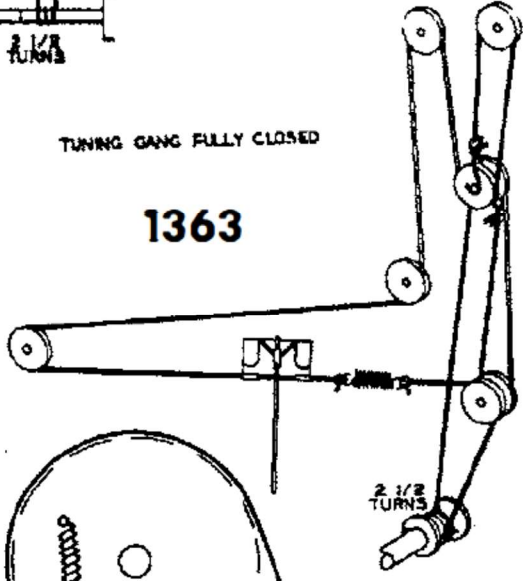


1362



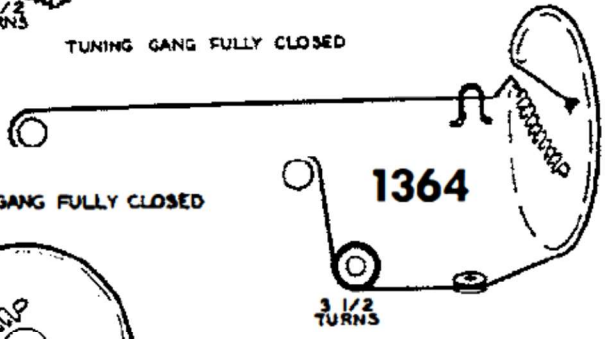
TUNING GANG FULLY CLOSED

1363



TUNING GANG FULLY CLOSED

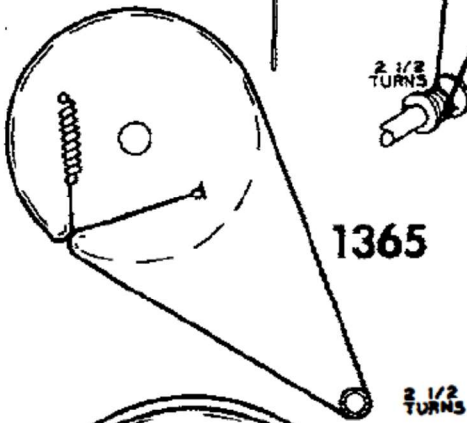
1364



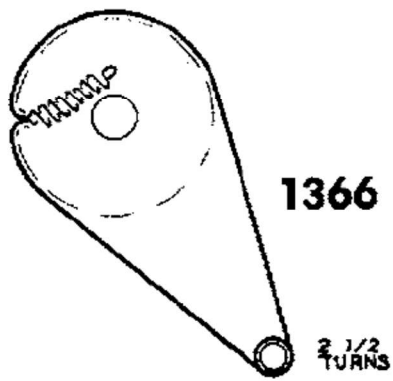
1365

TUNING GANG FULLY CLOSED

3 1/2 TURNS

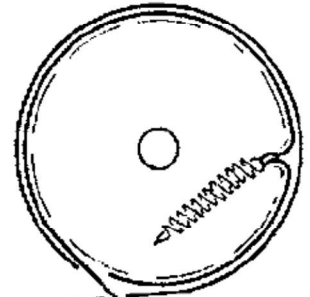


1366

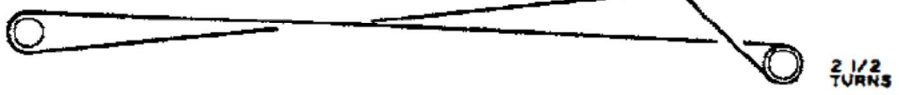


1367

TUNING GANG FULLY CLOSED



1368

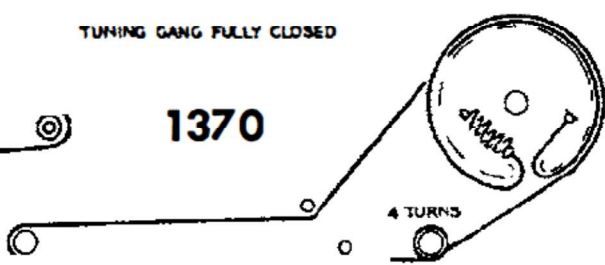
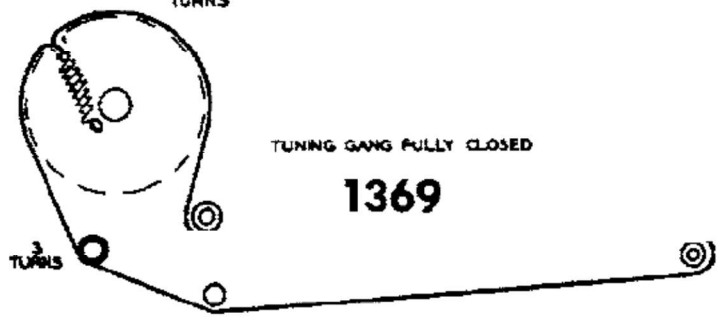


TUNING GANG FULLY CLOSED

1369

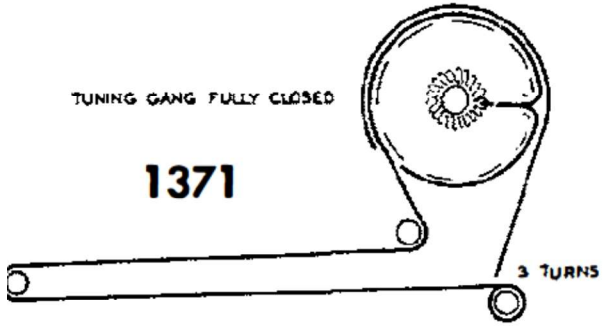
TUNING GANG FULLY CLOSED

1370



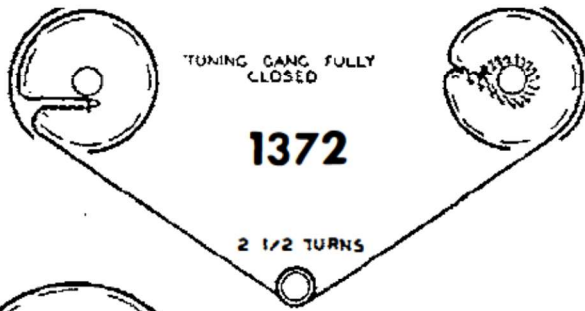
TUNING GANG FULLY CLOSED

1371



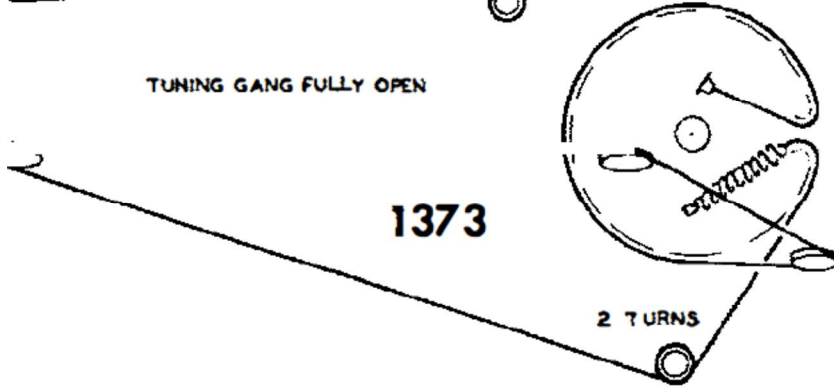
TUNING GANG FULLY CLOSED

1372



TUNING GANG FULLY OPEN

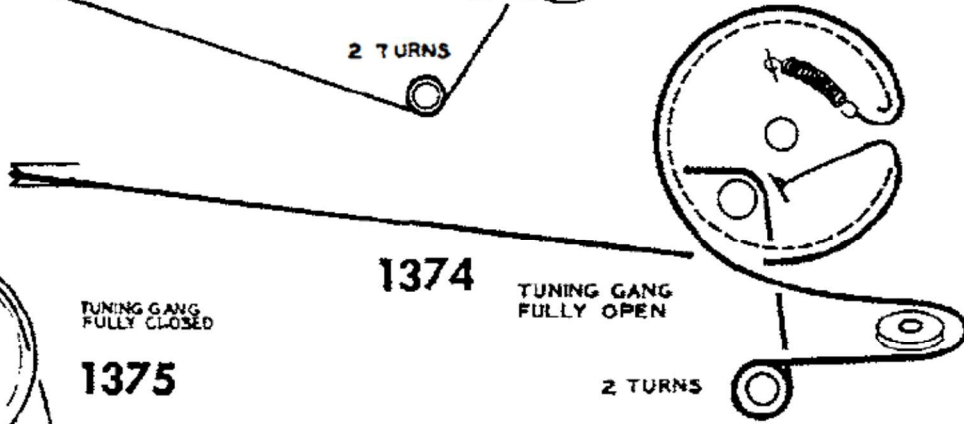
1373



1374

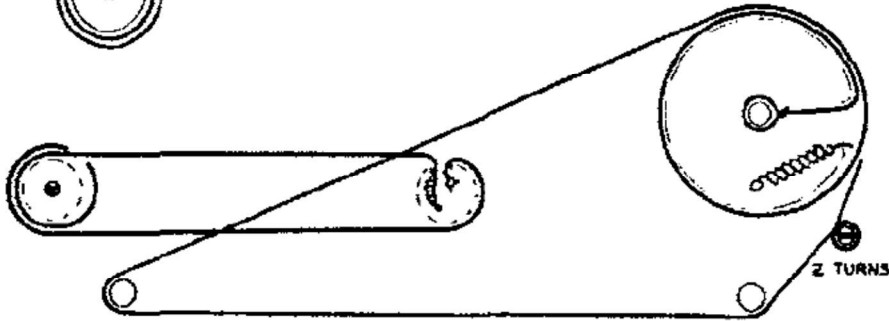
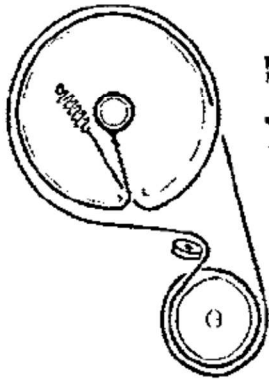
TUNING GANG FULLY OPEN

2 TURNS



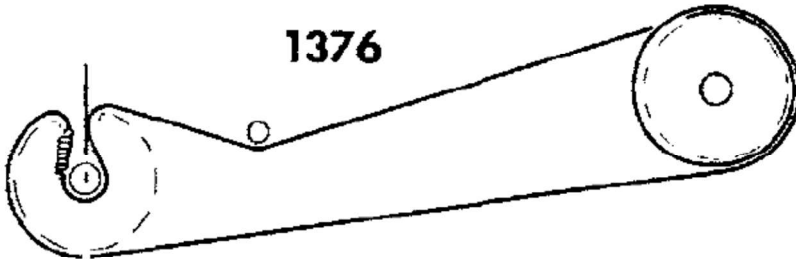
TUNING GANG FULLY CLOSED

1375



1376

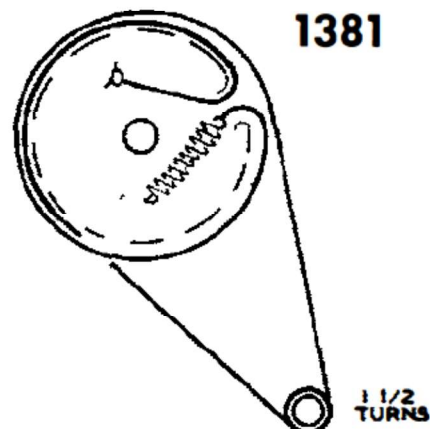
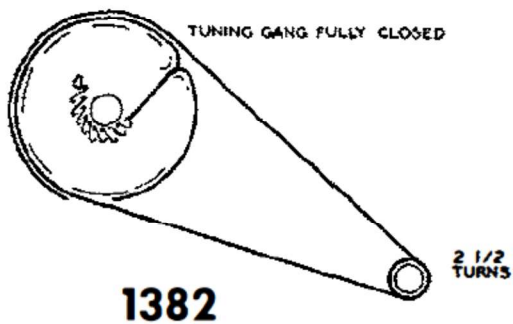
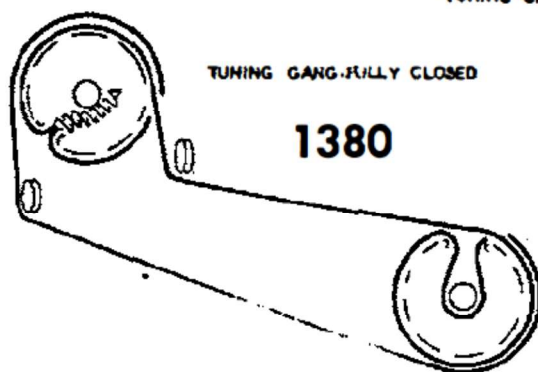
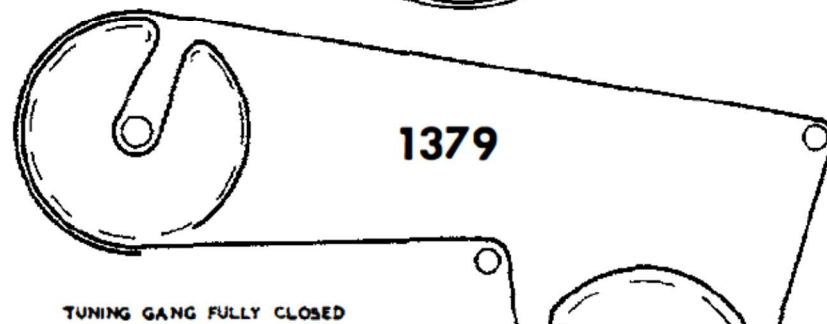
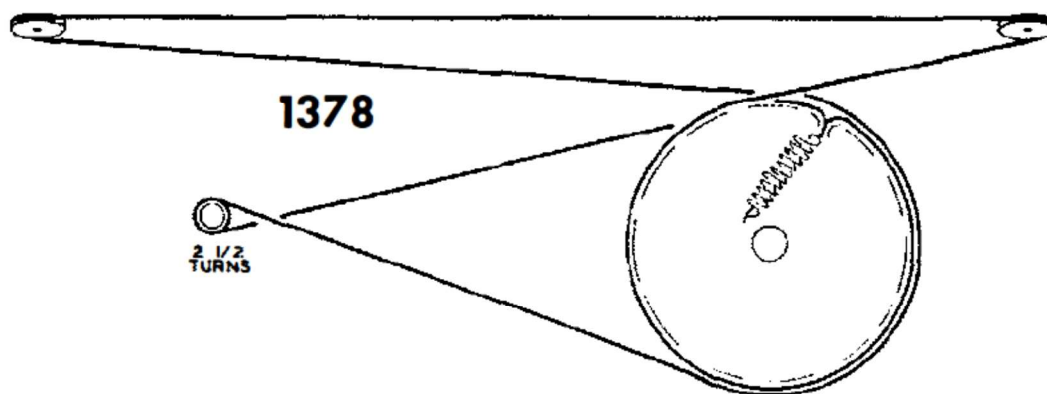
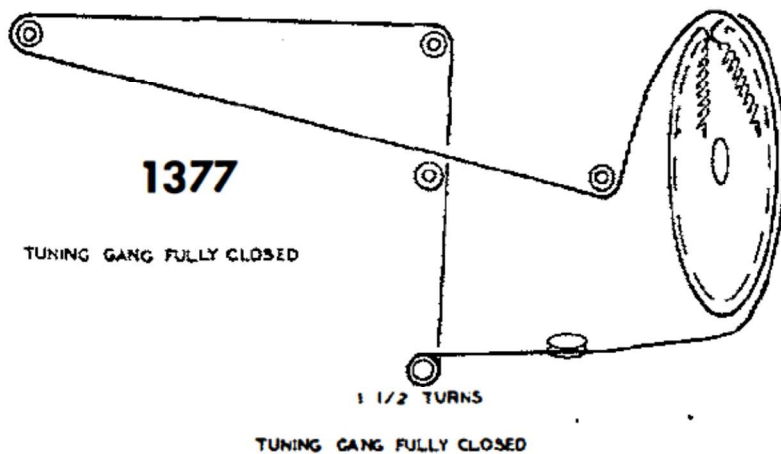
FINE TUNING

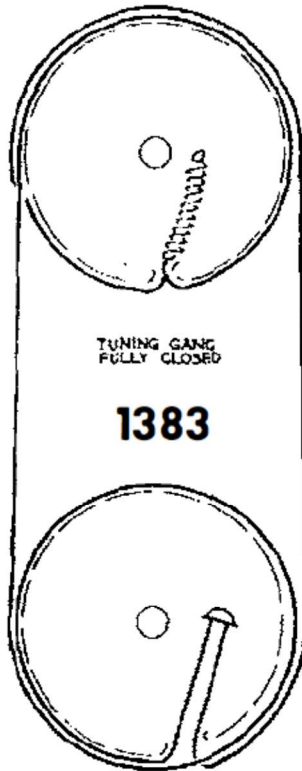


CHANNEL SELECTOR

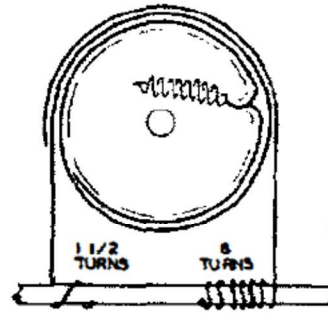
4 TURNS



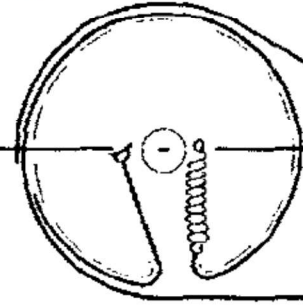
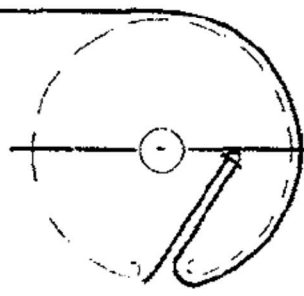
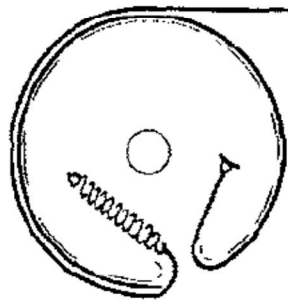




**1383**

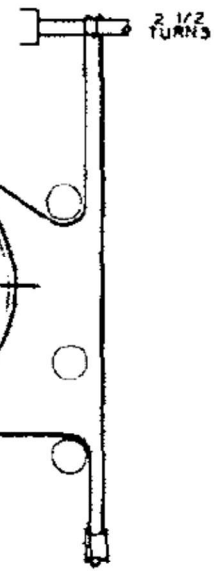


**1384**

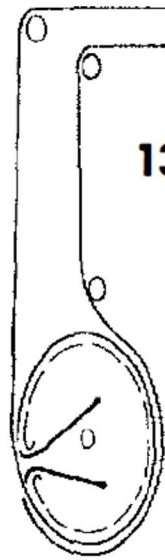


**1385**

TUNING GANG FULLY CLOSED

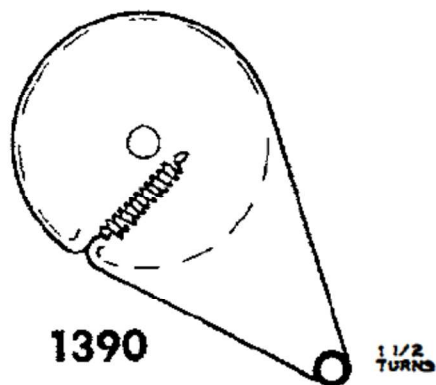
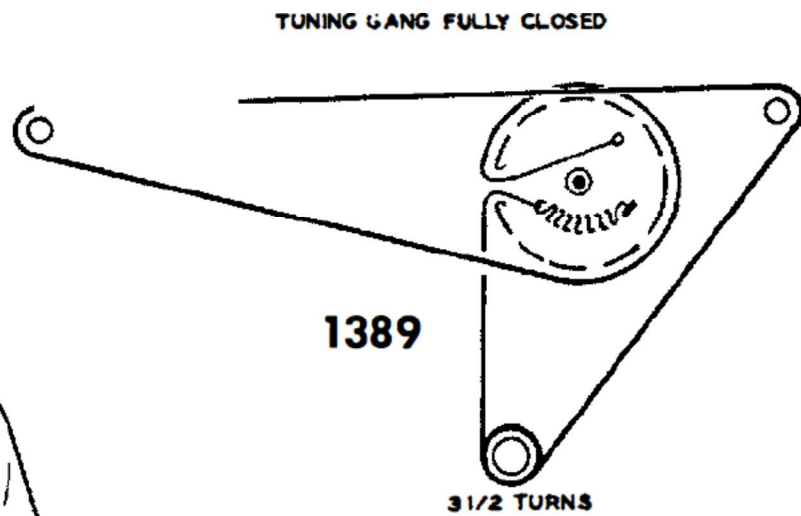
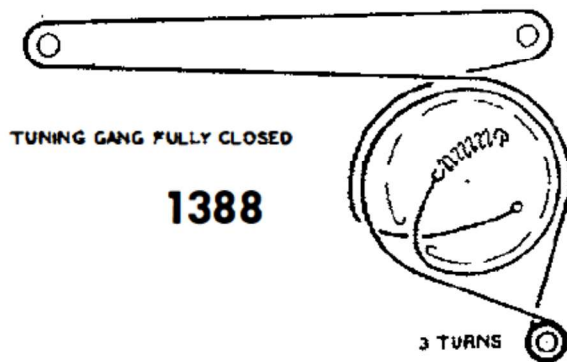
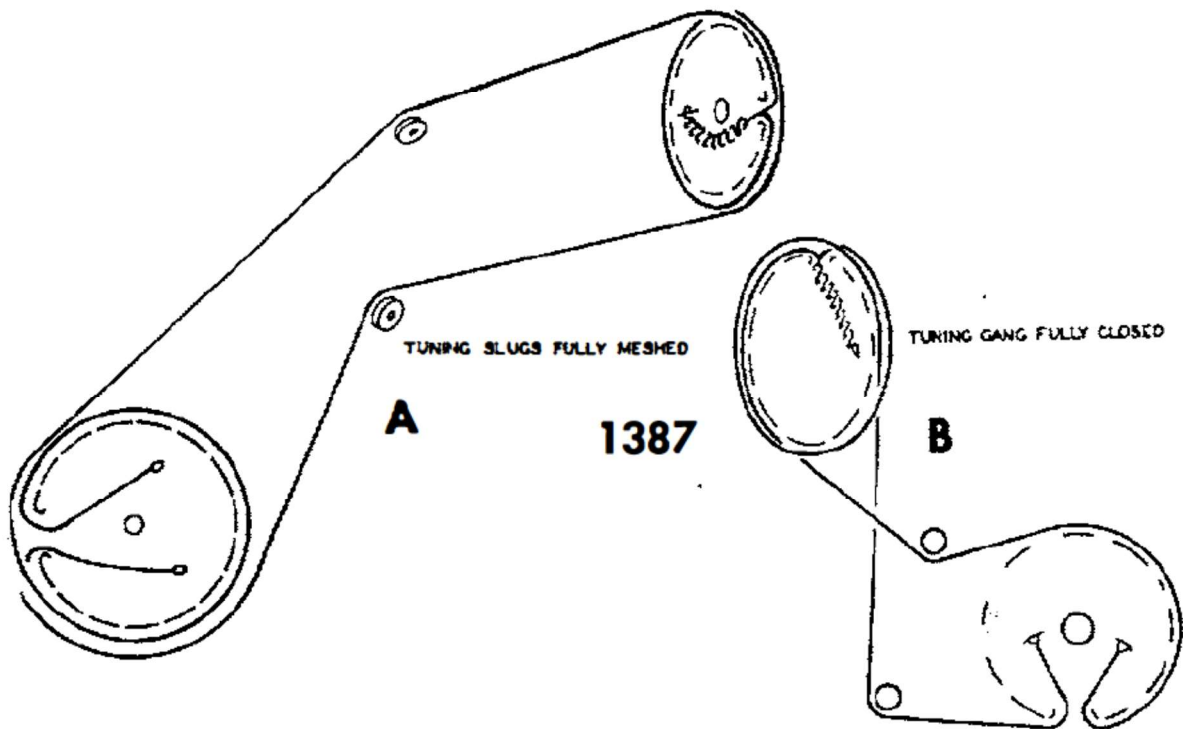


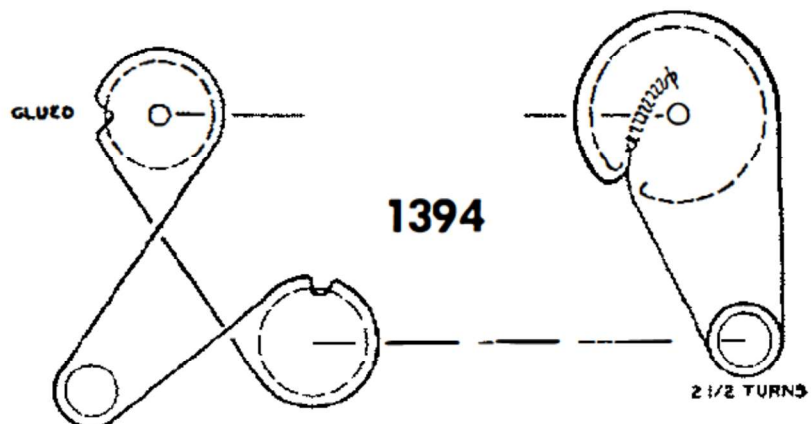
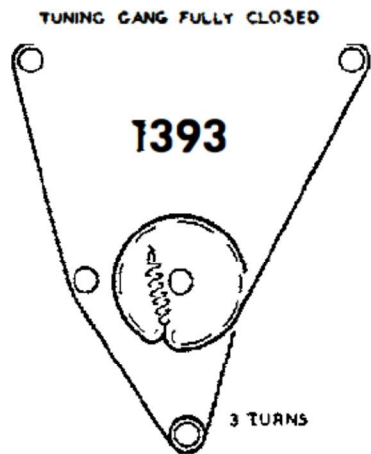
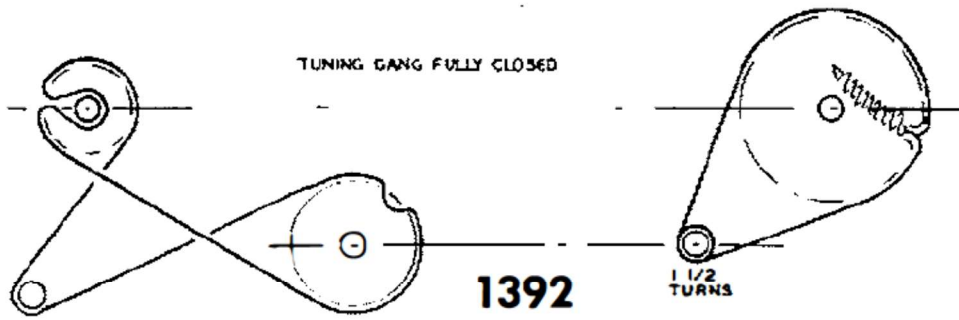
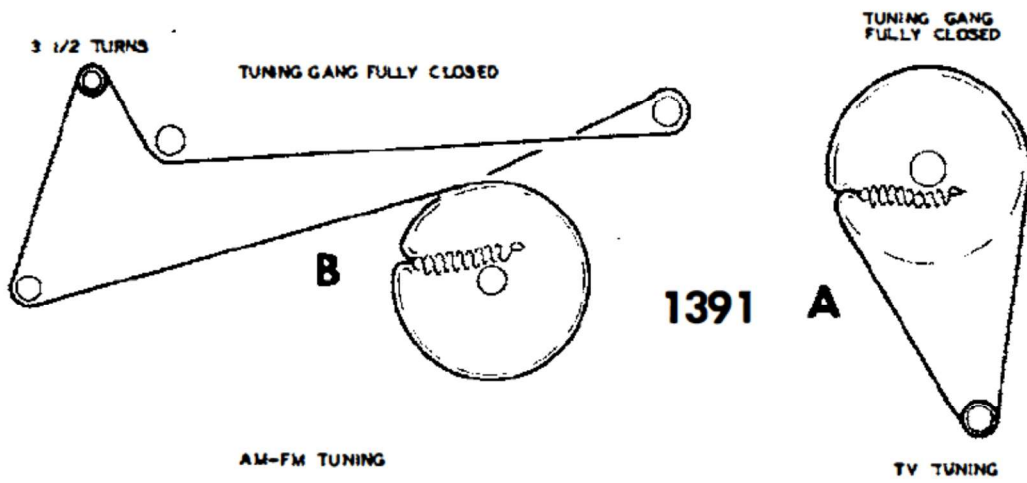
TUNING GANG FULLY CLOSED



**1386**

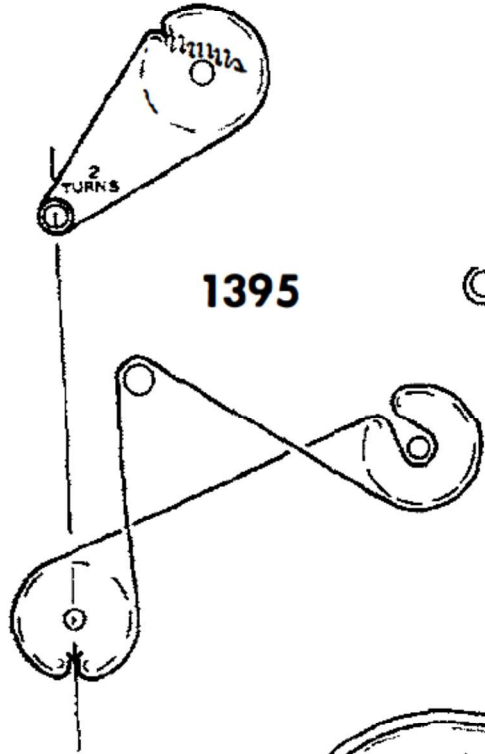






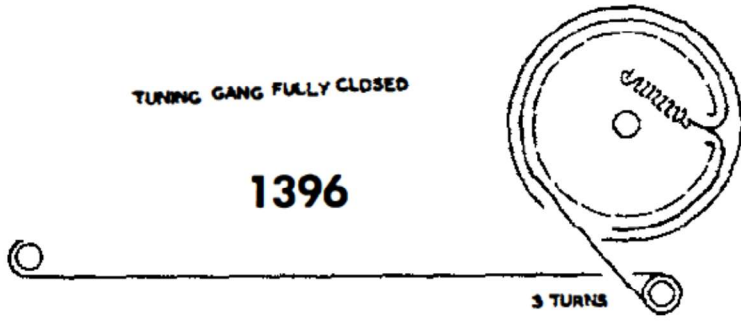


TUNING GANG FULLY CLOSED

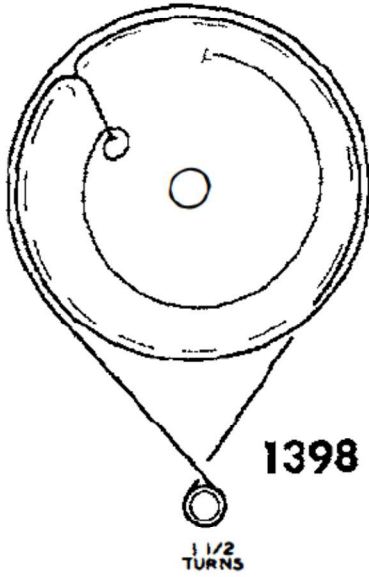


1395

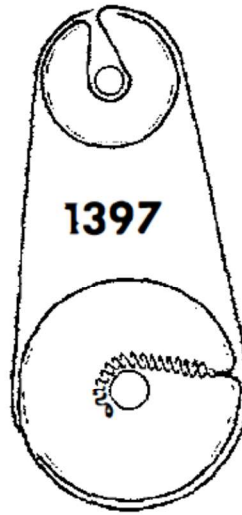
TUNING GANG FULLY CLOSED



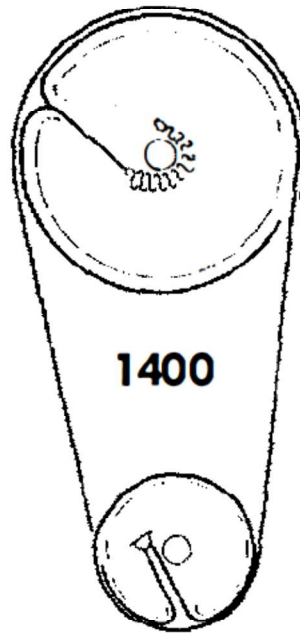
1396



1398



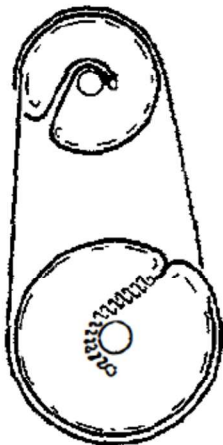
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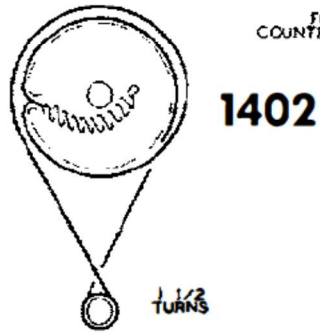
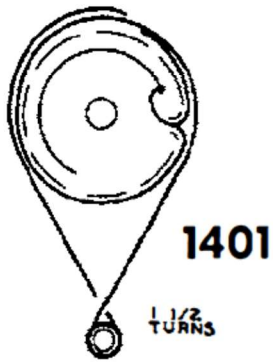


1400

FINE TUNING CONTROL

1399

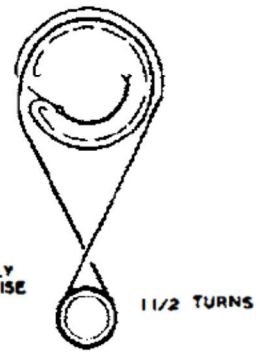




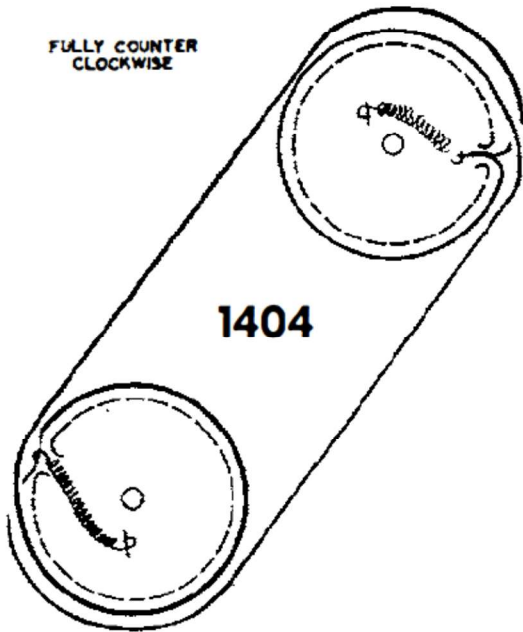
FULLY COUNTERCLOCKWISE FINE TUNING FULLY CLOCKWISE

1403

TUNING SHAFT FULLY COUNTERCLOCKWISE



FULLY COUNTER CLOCKWISE



1404

TUNING GANG FULLY CLOSED

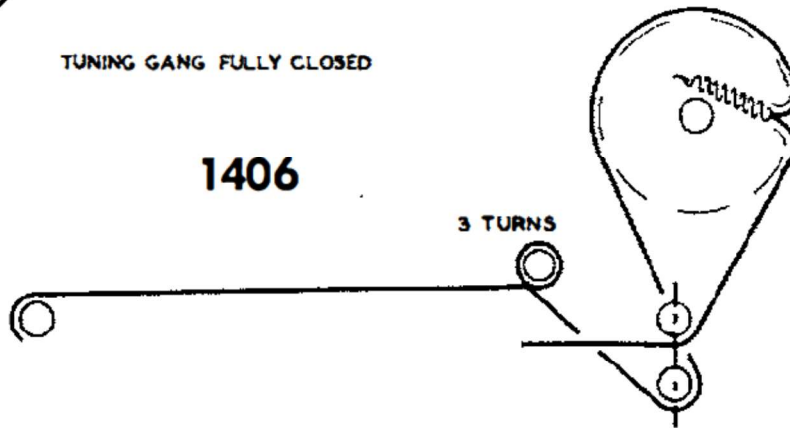


FINE TUNING FULLY CLOCKWISE

1405

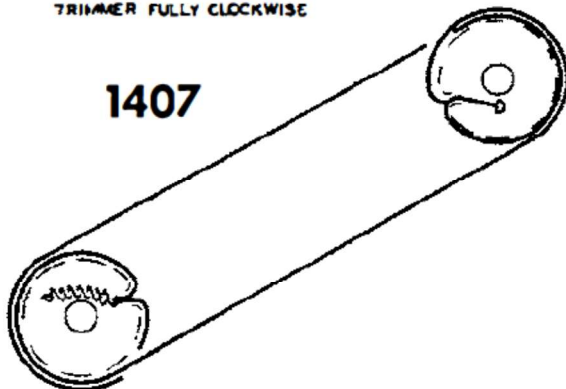
TUNING SHAFT FULLY COUNTER CLOCKWISE

1406



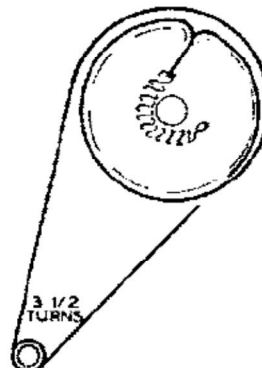
TRIMMER FULLY CLOCKWISE

1407



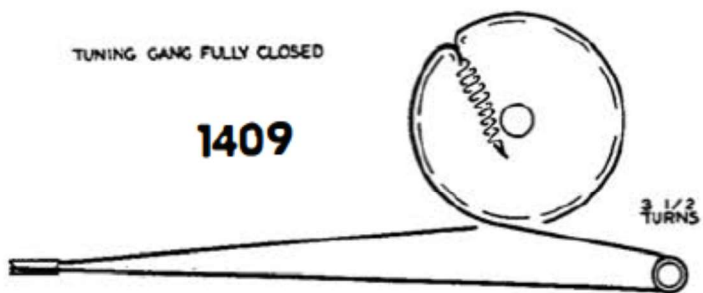
TUNING GANG FULLY CLOSED

1408



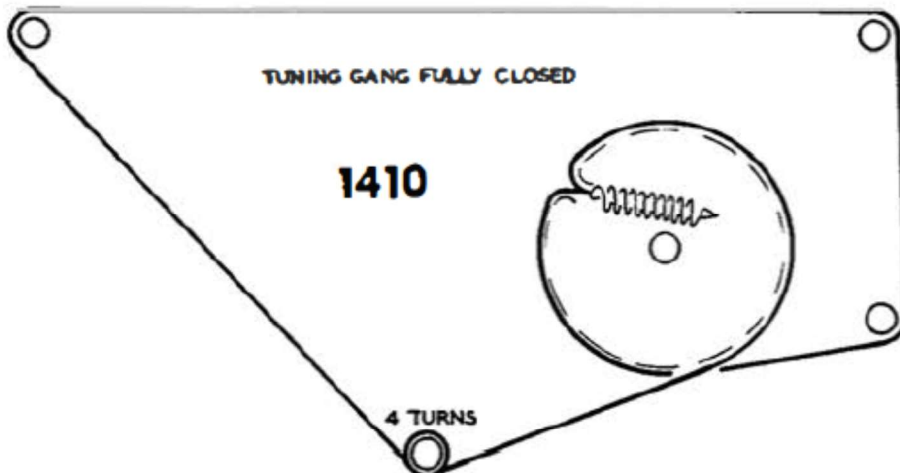
TUNING GANG FULLY CLOSED

**1409**



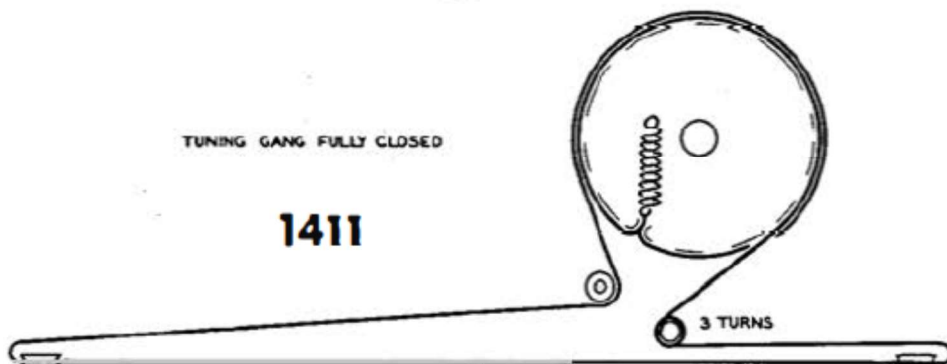
TUNING GANG FULLY CLOSED

**1410**



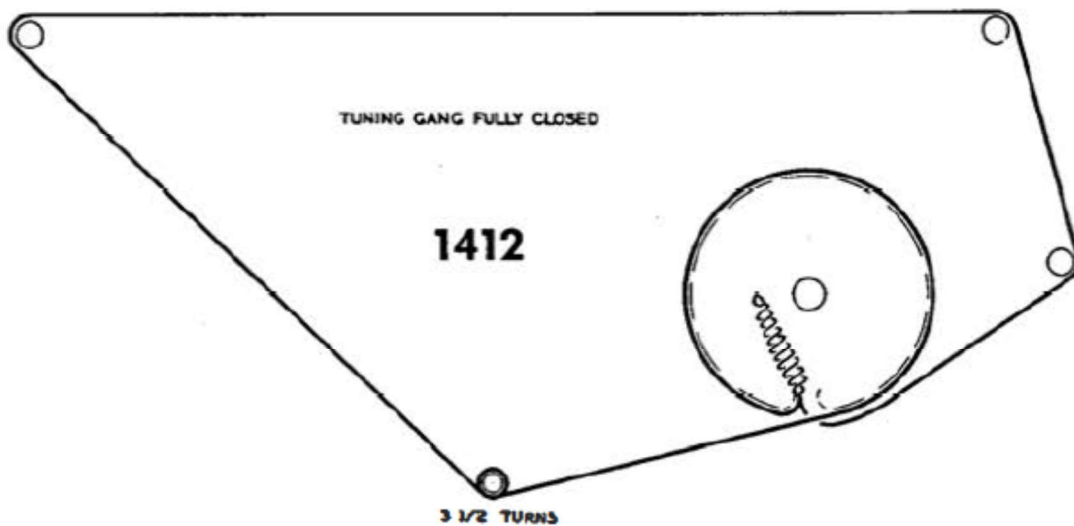
TUNING GANG FULLY CLOSED

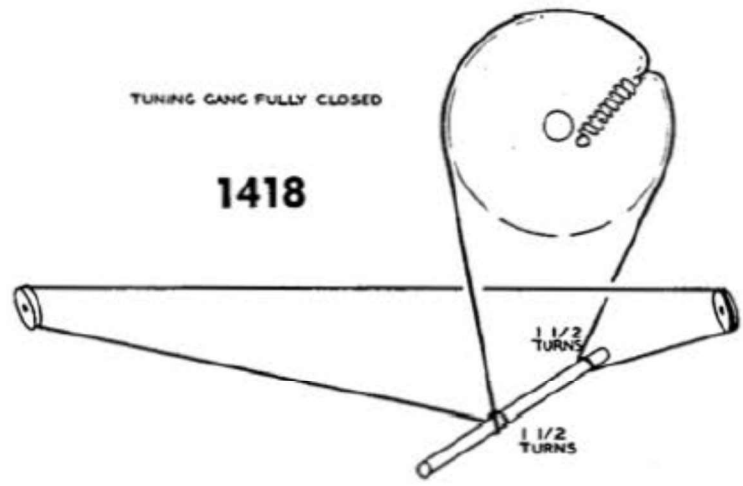
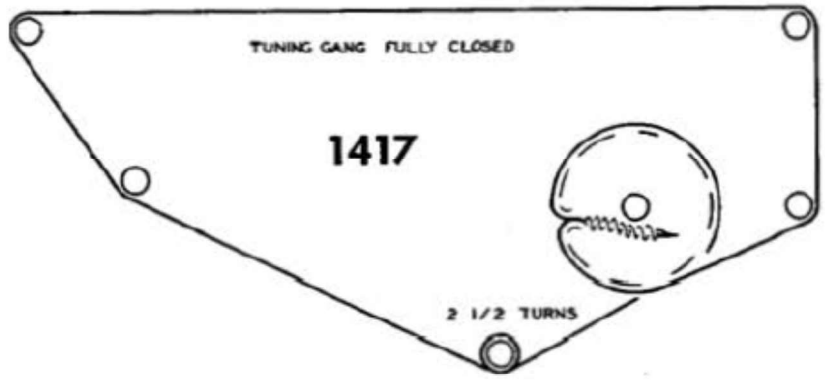
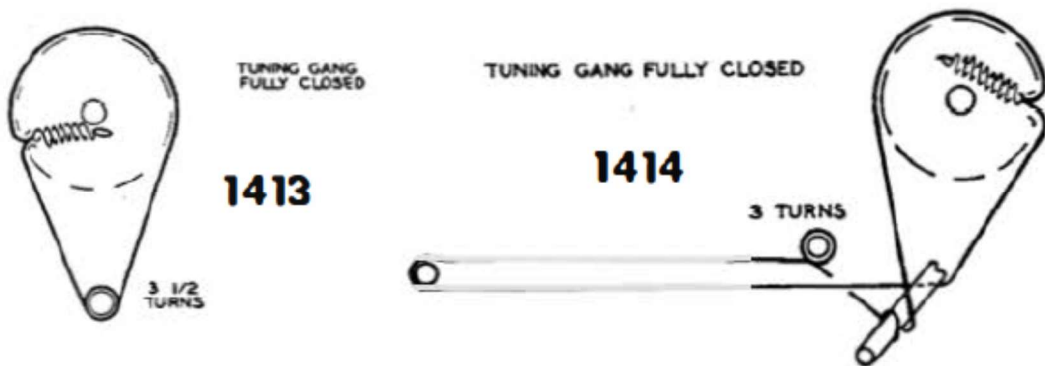
**1411**



TUNING GANG FULLY CLOSED

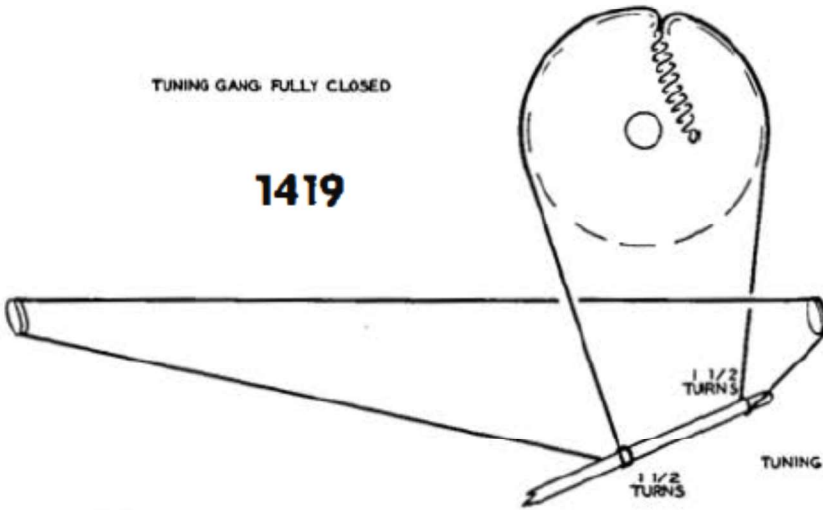
**1412**





TUNING GANG FULLY CLOSED

1419



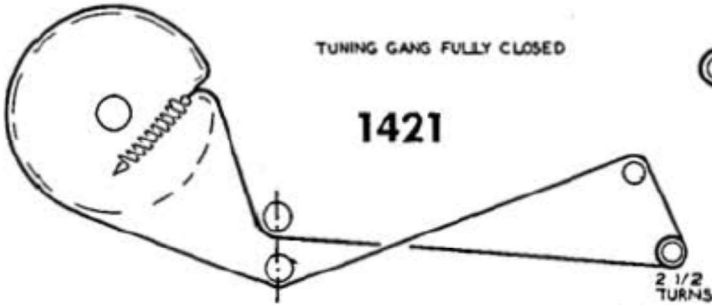
TUNING GANG FULLY CLOSED

1420



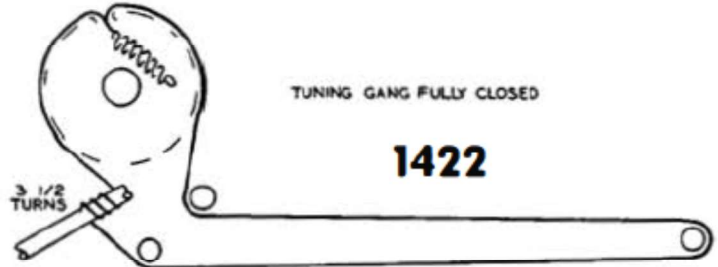
TUNING GANG FULLY CLOSED

1421



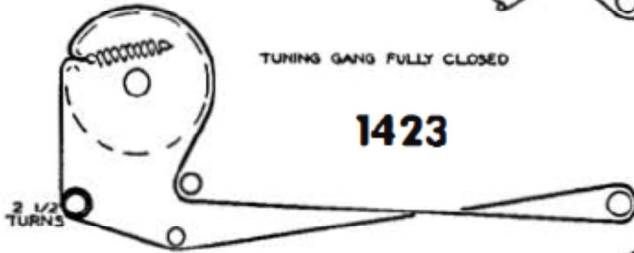
TUNING GANG FULLY CLOSED

1422



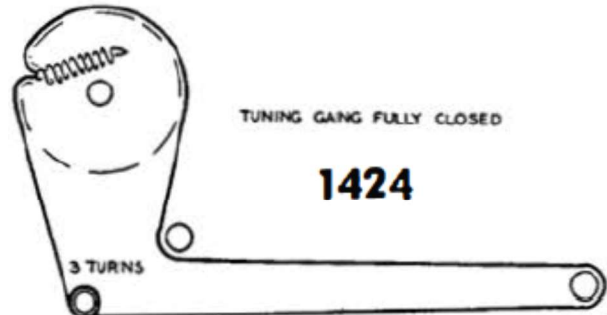
TUNING GANG FULLY CLOSED

1423



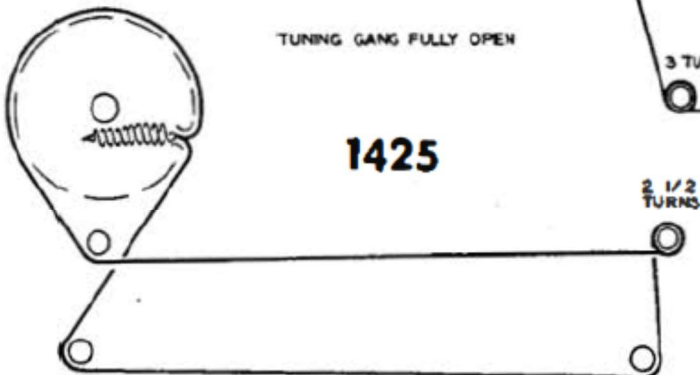
TUNING GANG FULLY CLOSED

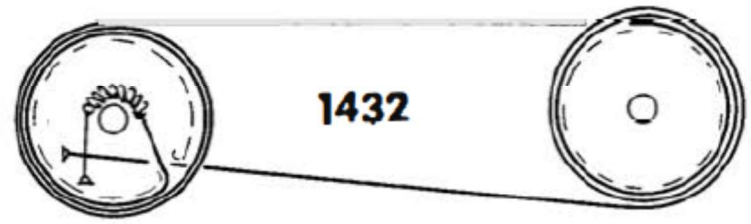
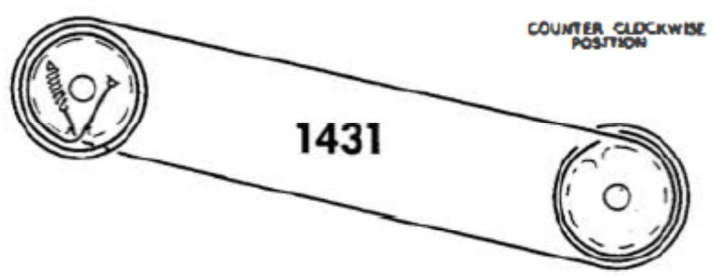
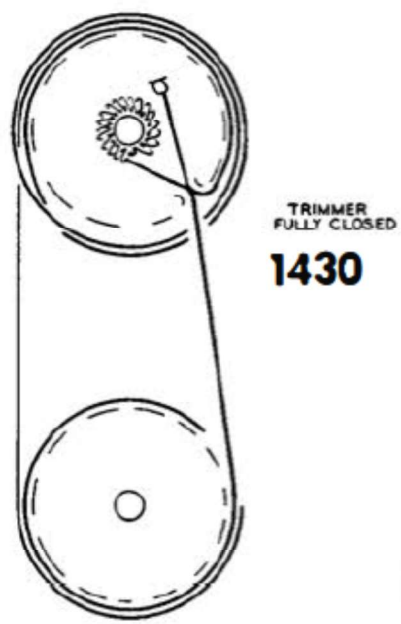
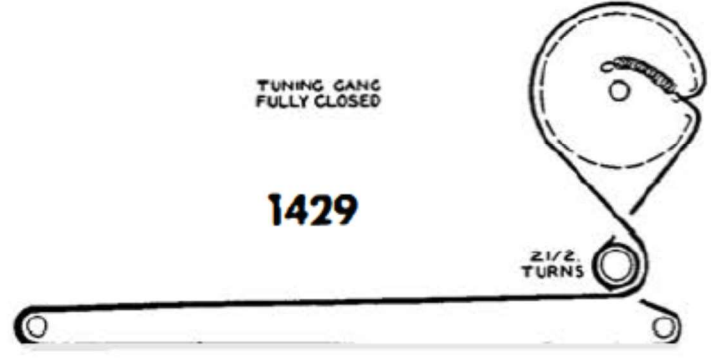
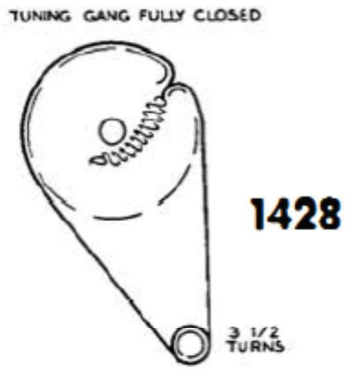
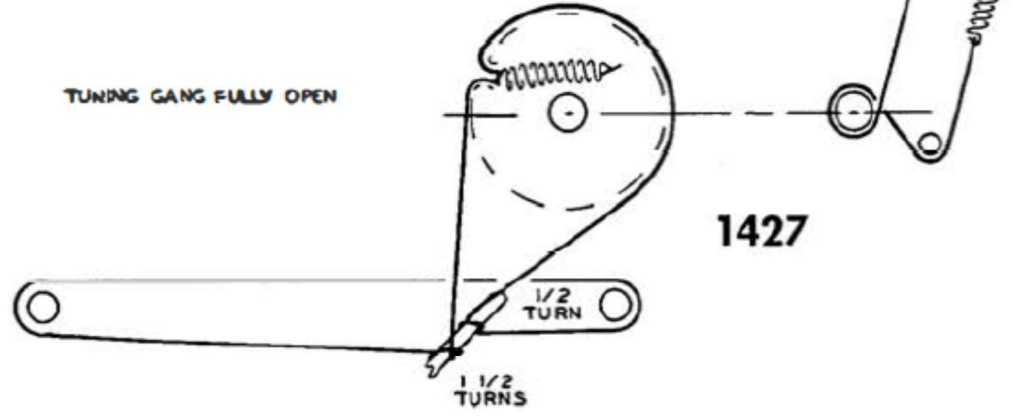
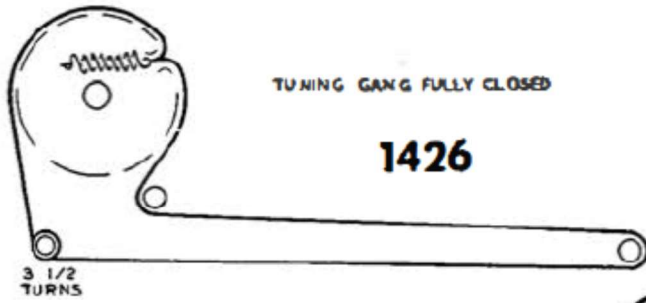
1424



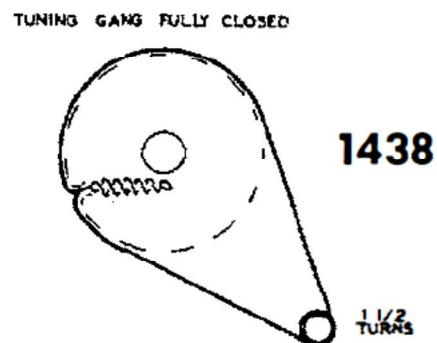
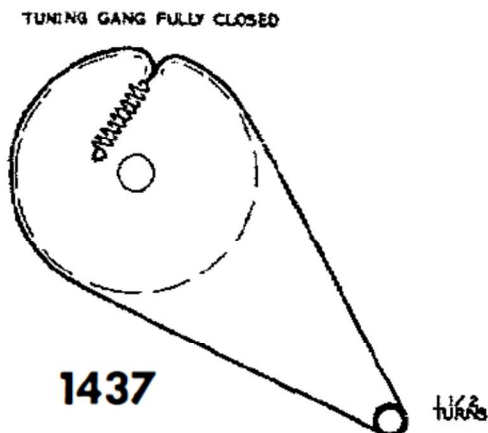
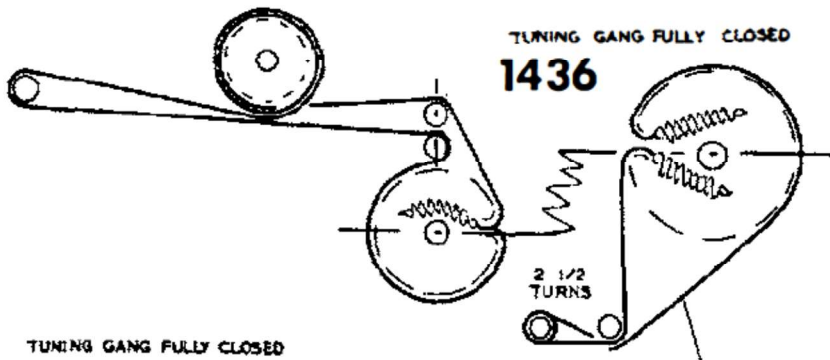
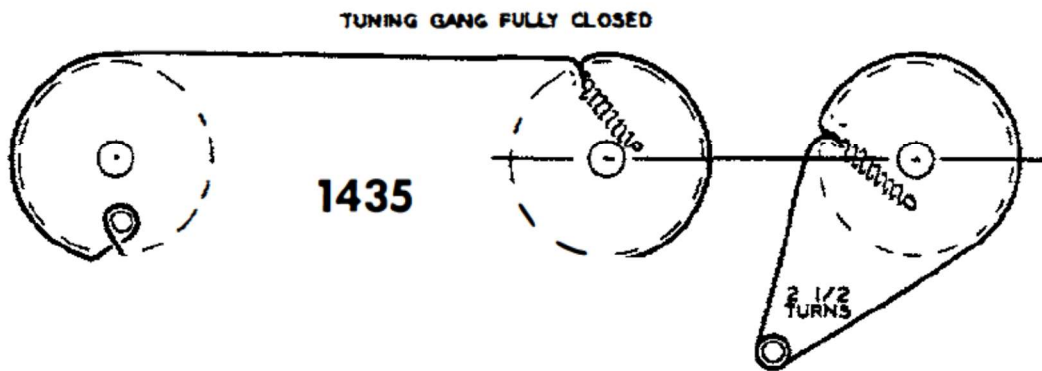
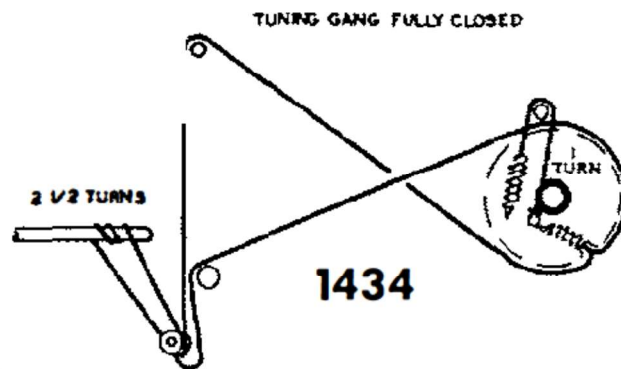
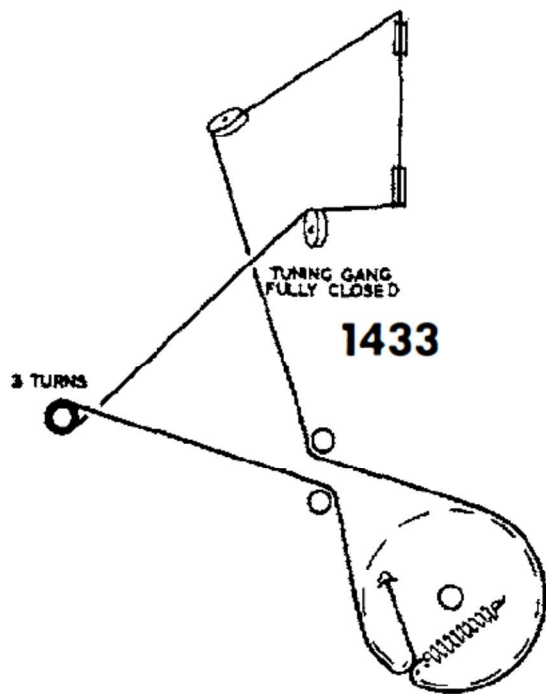
TUNING GANG FULLY OPEN

1425



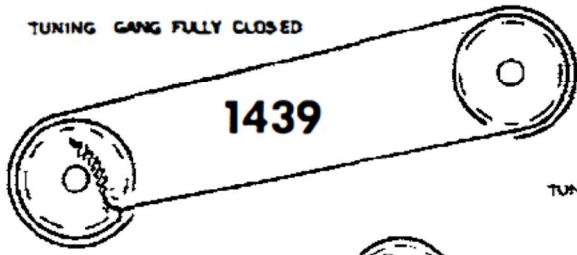




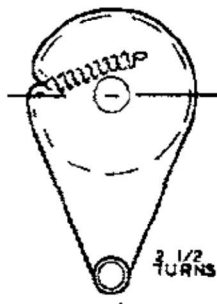
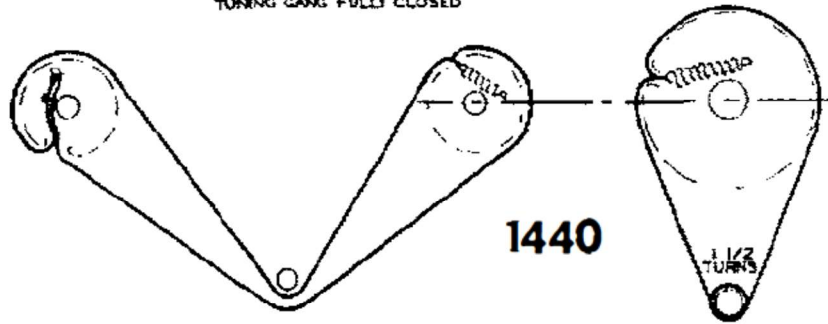




TUNING GANG FULLY CLOSED

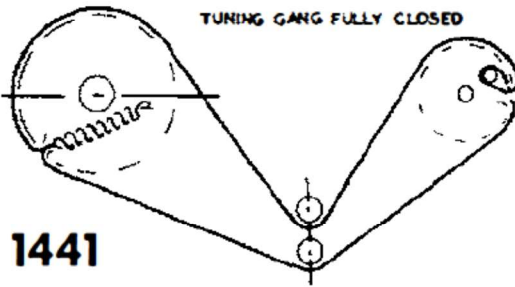


TUNING GANG FULLY CLOSED

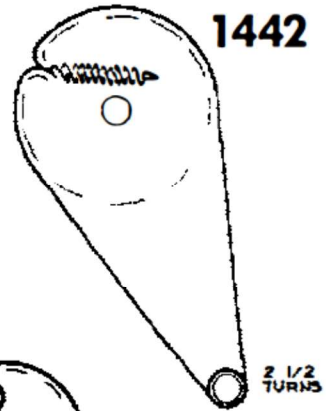


1441

TUNING GANG FULLY CLOSED

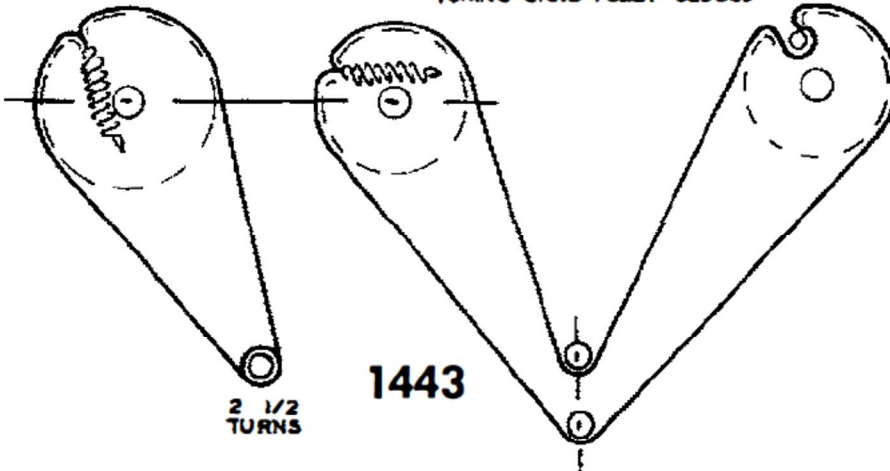


TUNING GANG FULLY CLOSED



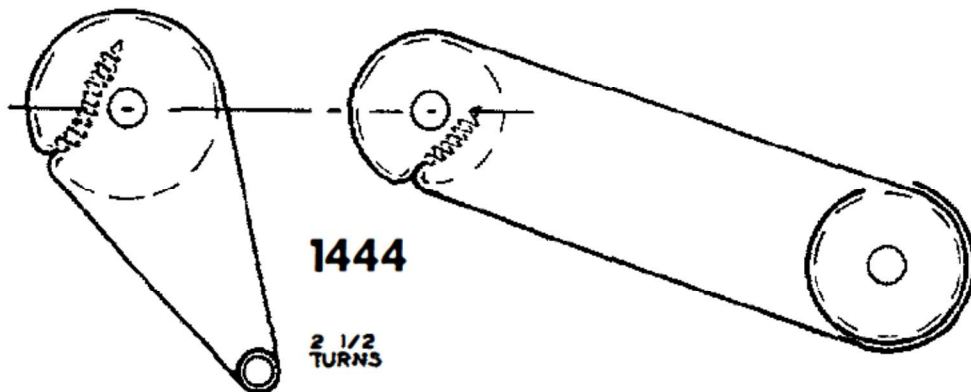
1442

TUNING GANG FULLY CLOSED

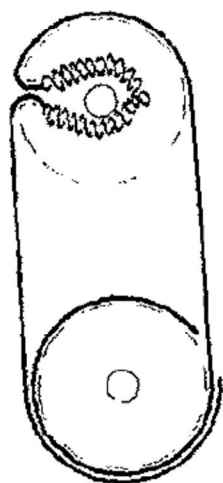


1443

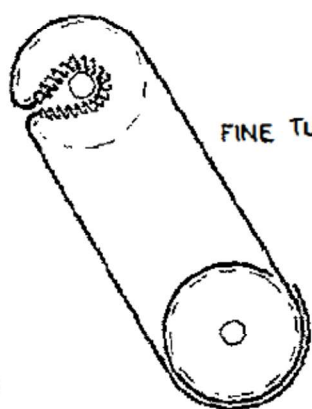
TUNING GANG FULLY CLOSED



1444

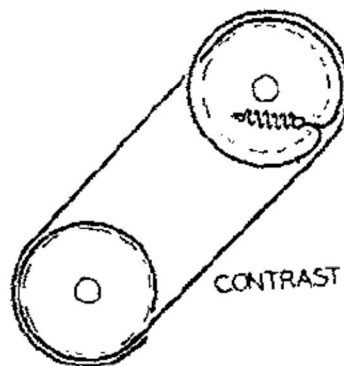


1445

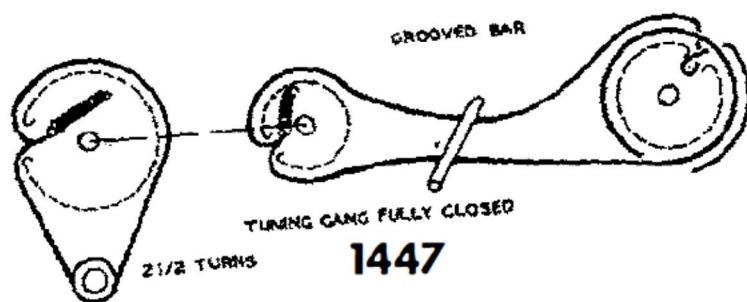


FINE TUNING

1446



CONTRAST

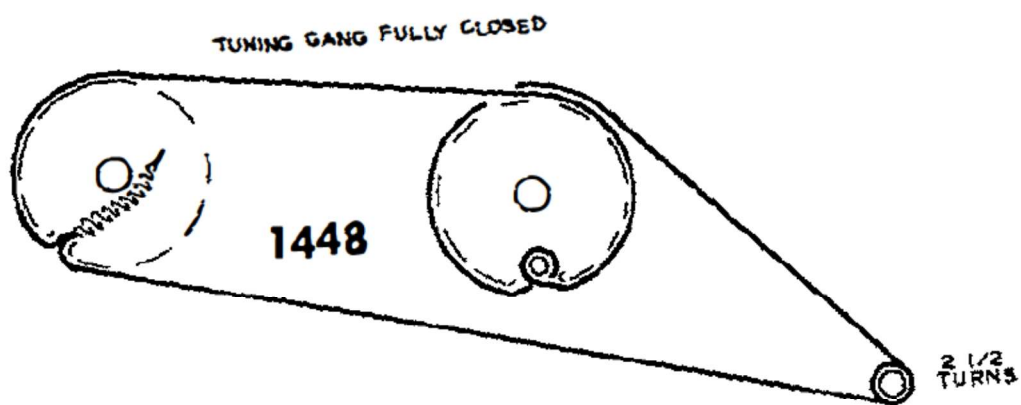


GROOVED BAR

TUNING GANG FULLY CLOSED

2 1/2 TURNS

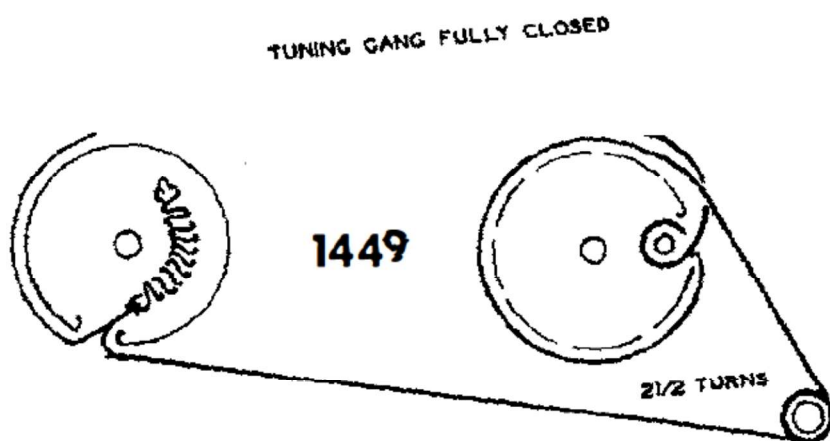
1447



TUNING GANG FULLY CLOSED

1448

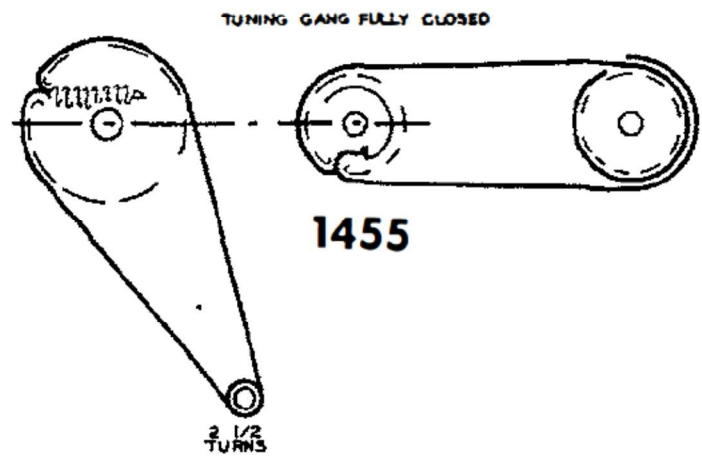
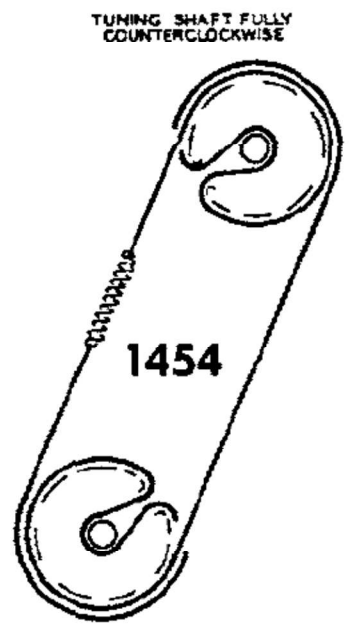
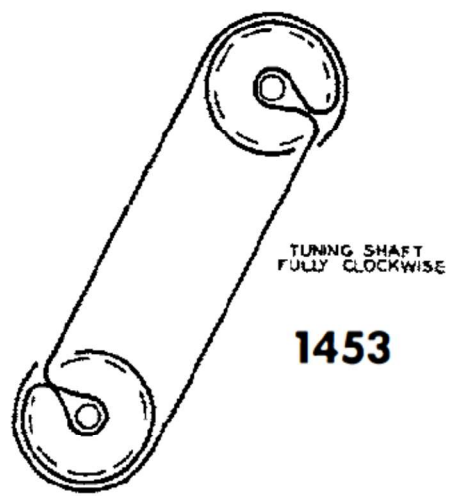
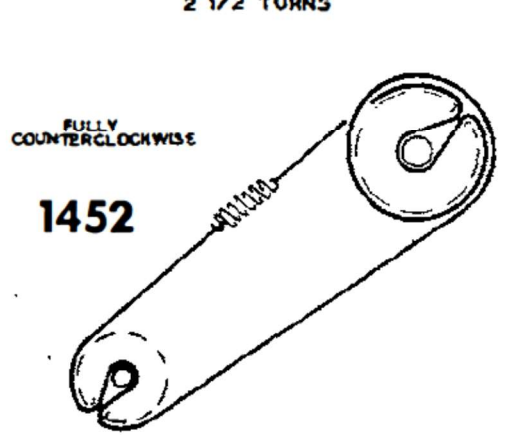
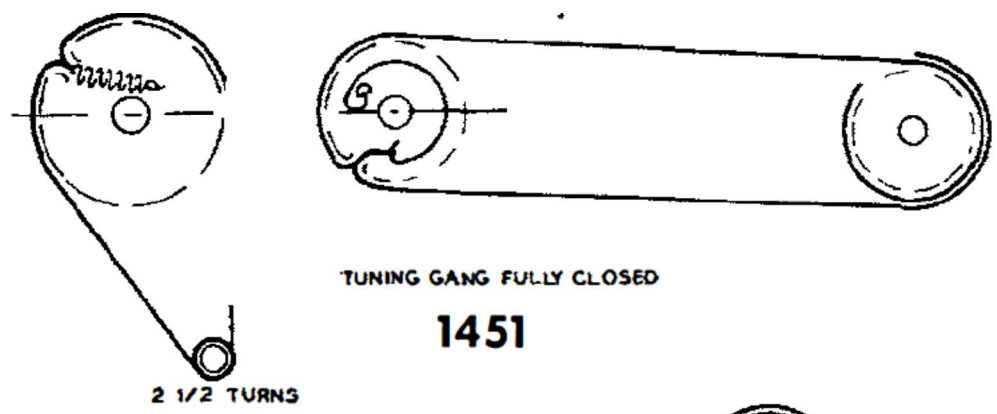
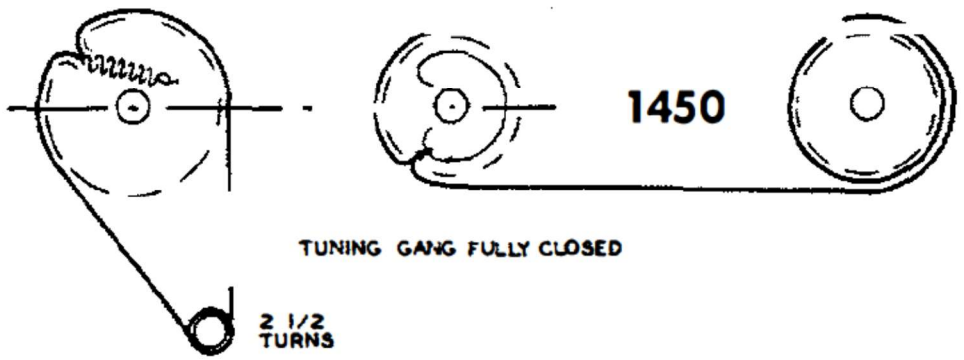
2 1/2 TURNS



TUNING GANG FULLY CLOSED

1449

2 1/2 TURNS



TUNING GANG FULLY CLOSED

