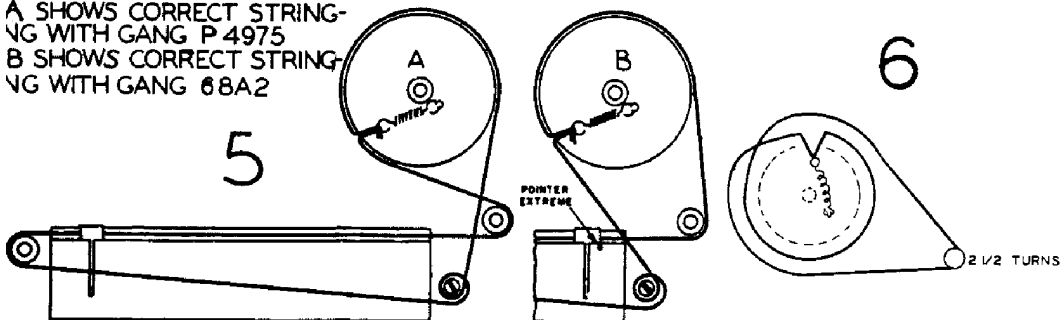
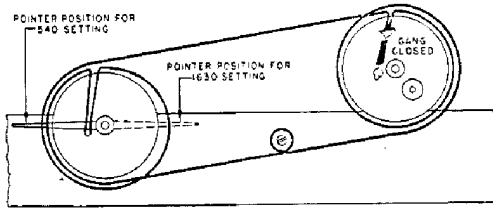


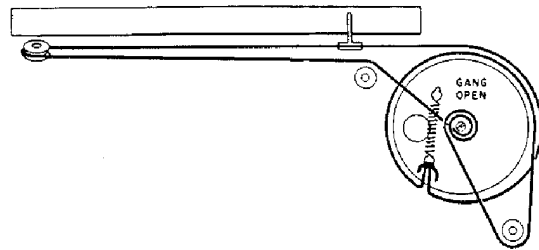
A SHOWS CORRECT STRINGING WITH GANG P 4975
 B SHOWS CORRECT STRINGING WITH GANG 68A2



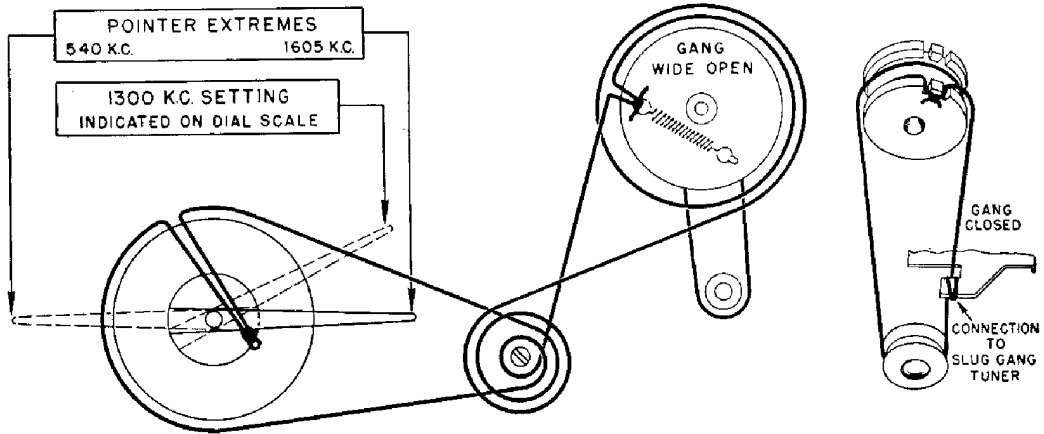
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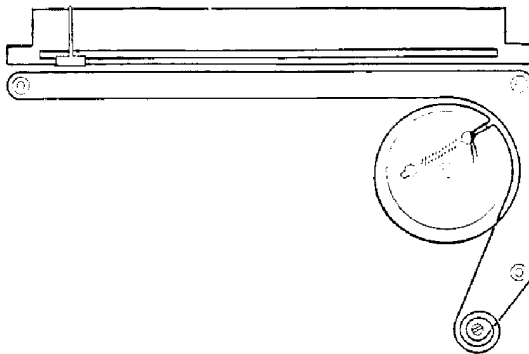
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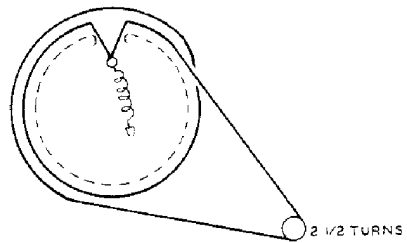
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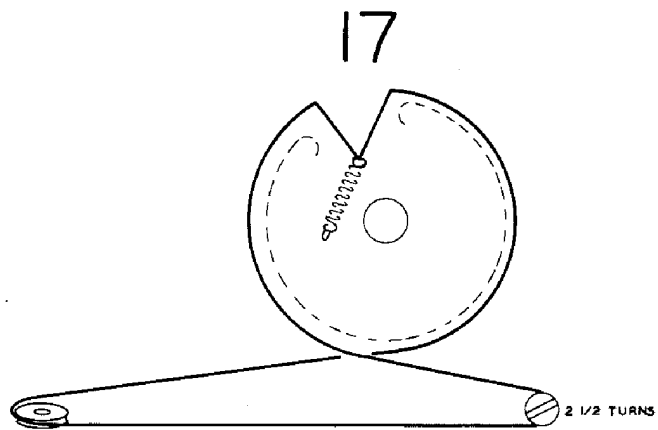
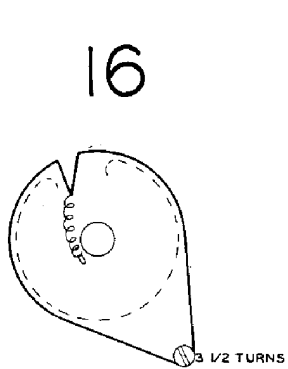
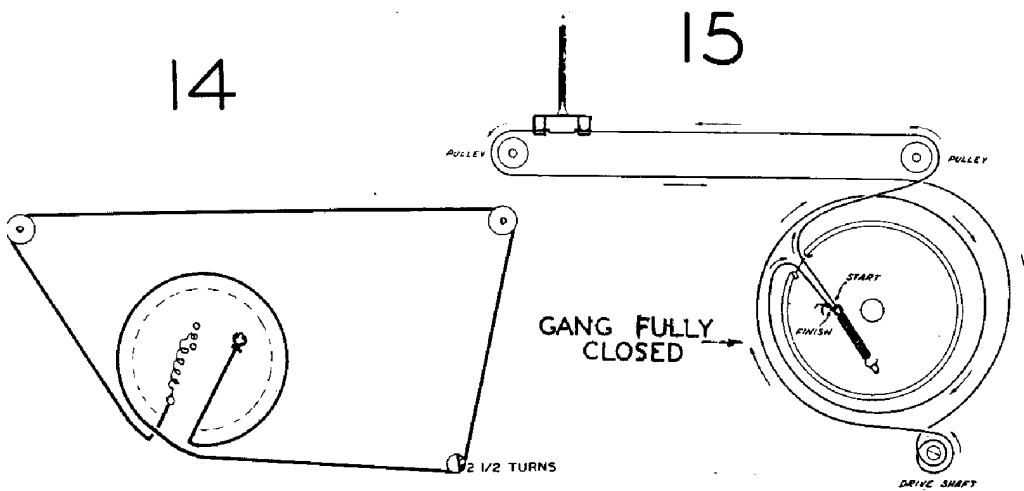
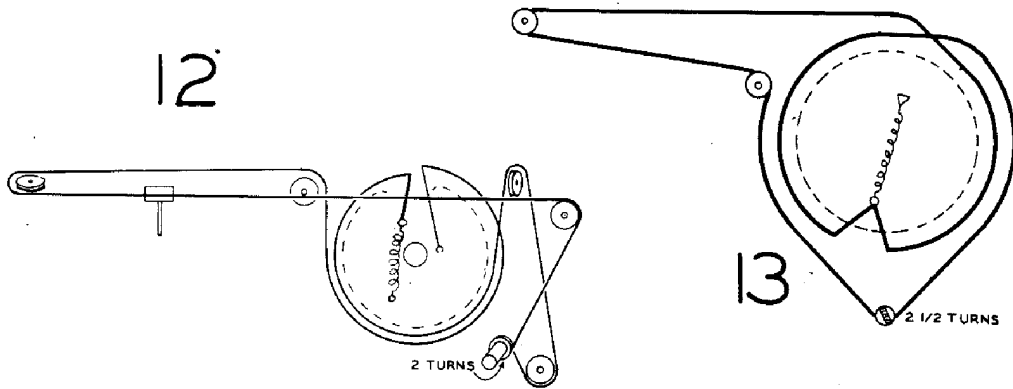


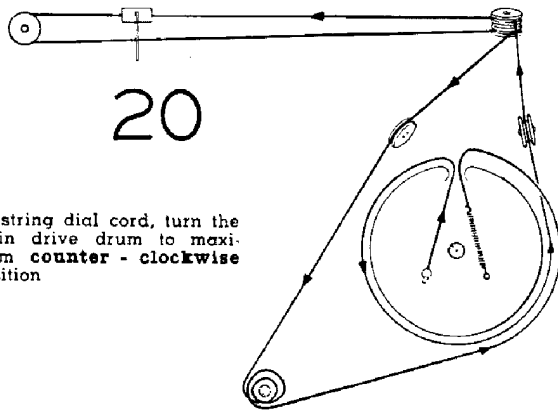
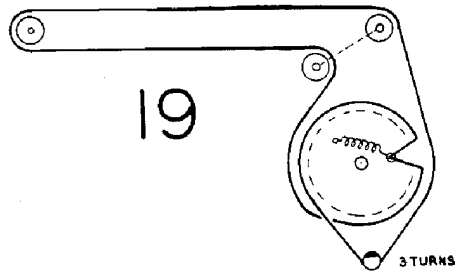
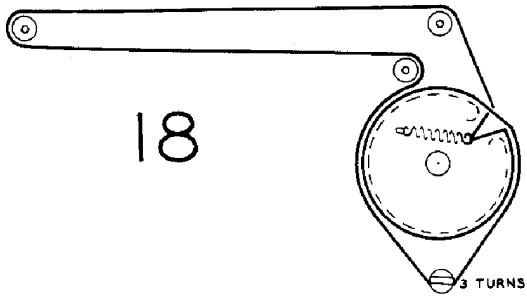
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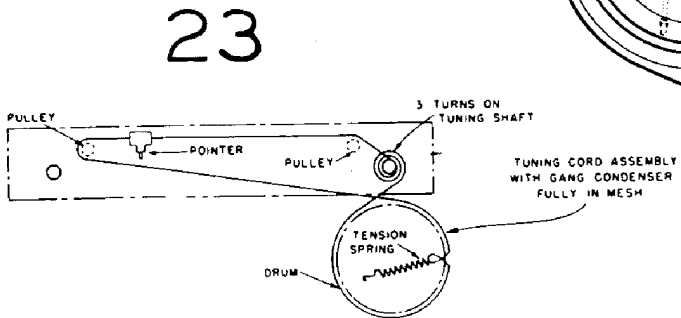
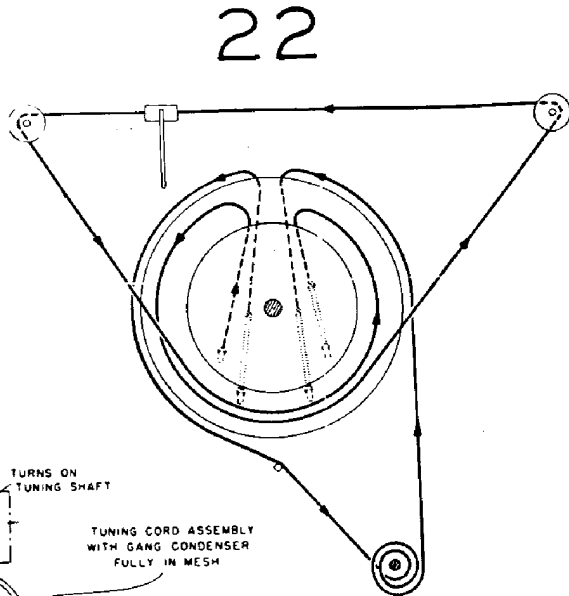
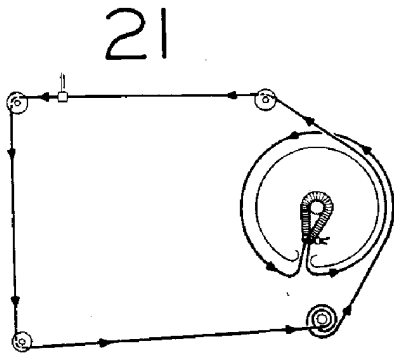
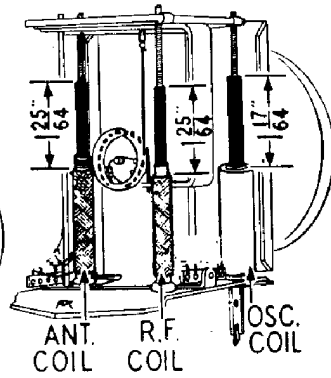
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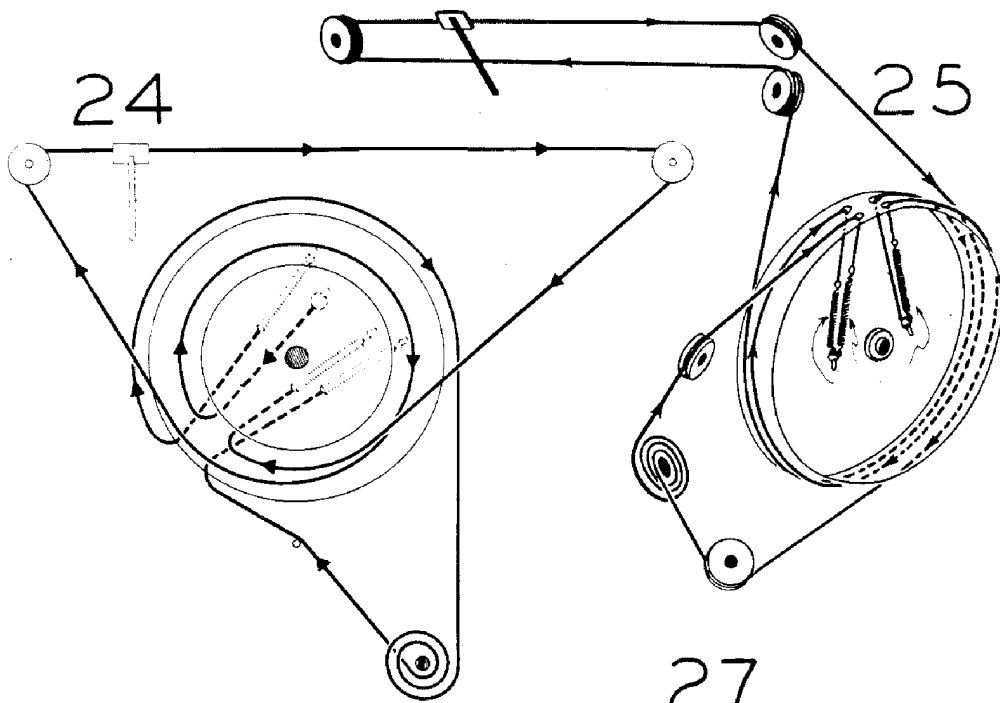




To string dial cord, turn the main drive drum to maximum counter-clockwise position

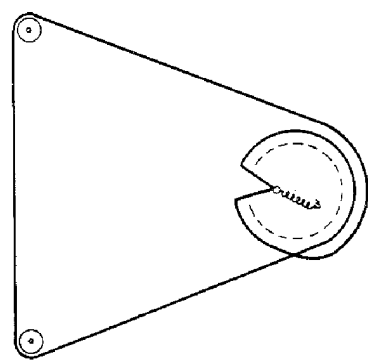
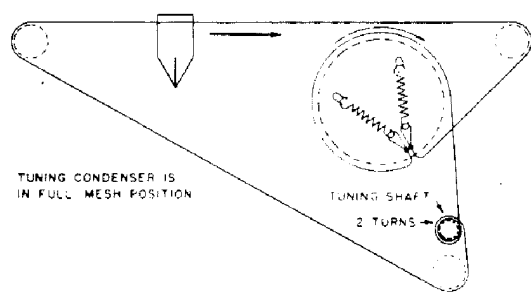
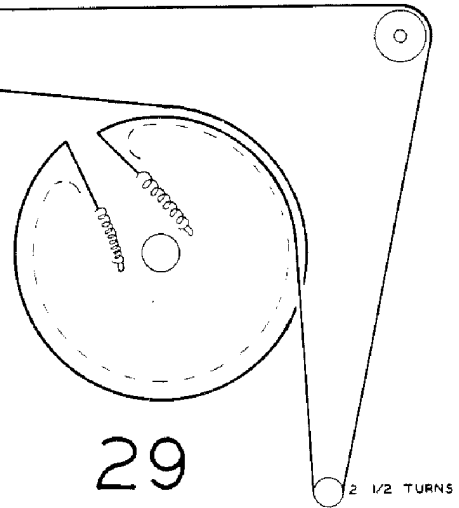
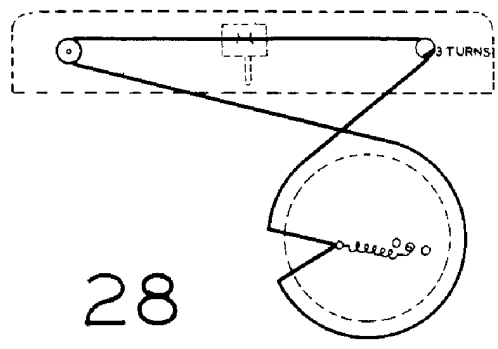


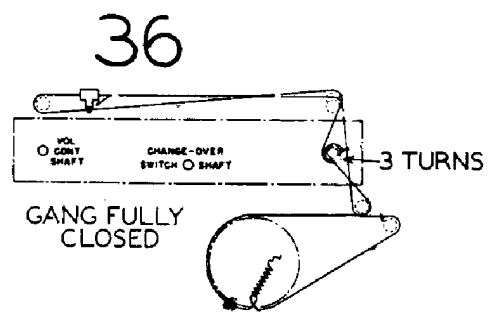
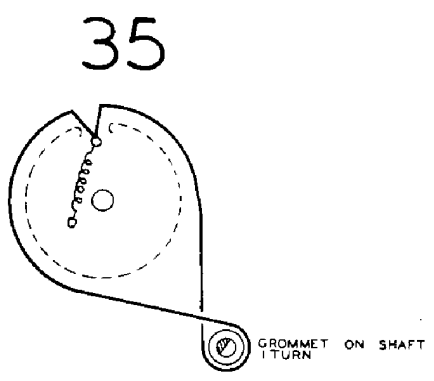
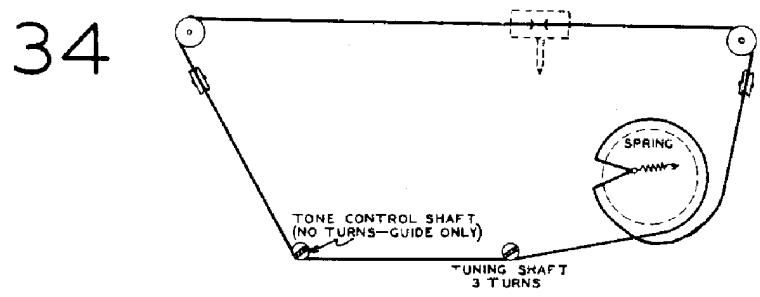
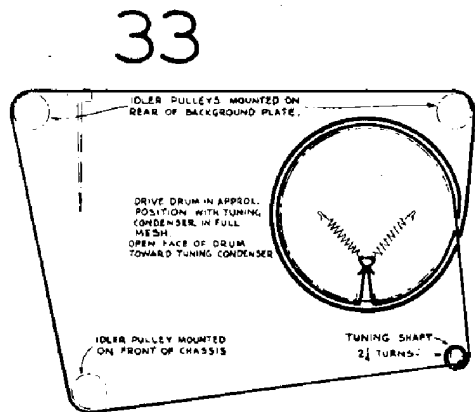
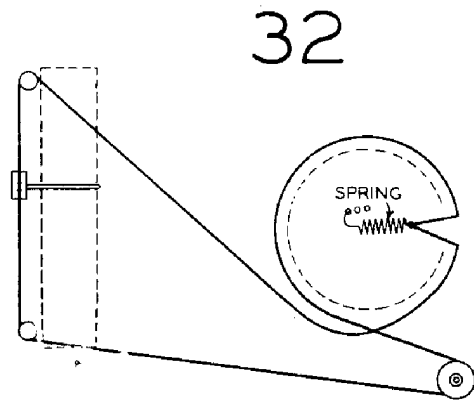
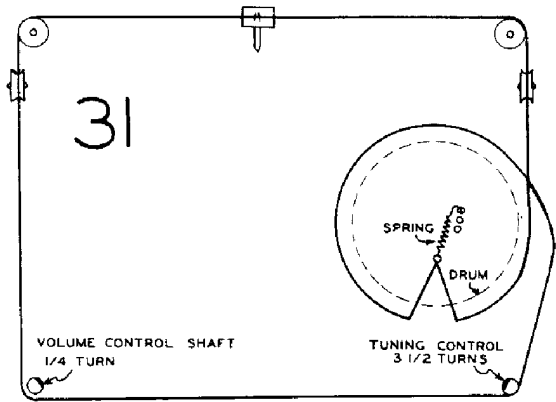
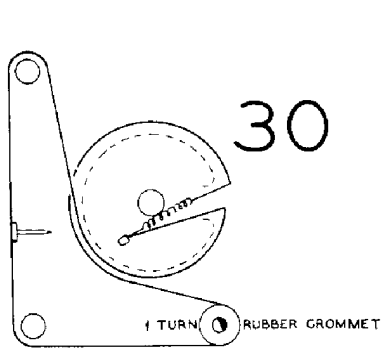
TUNING CORD ASSEMBLY WITH GANG CONDENSER FULLY IN MESH

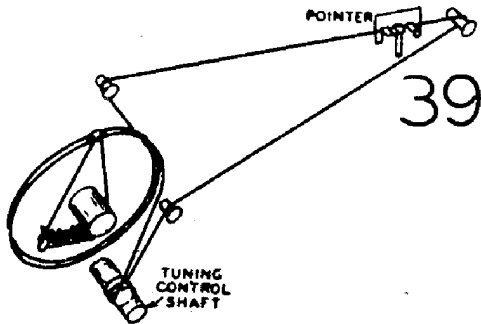
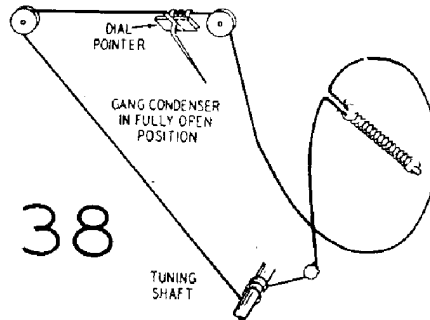
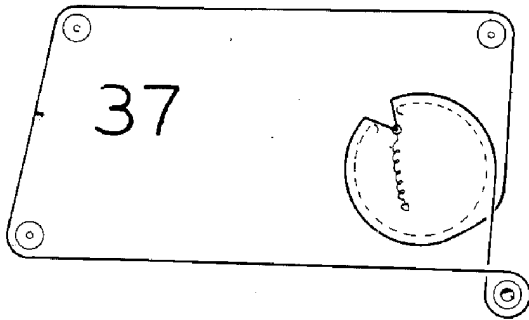


26

27

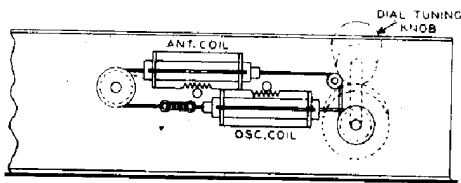




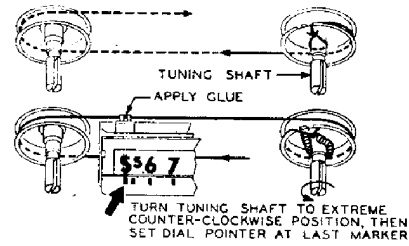


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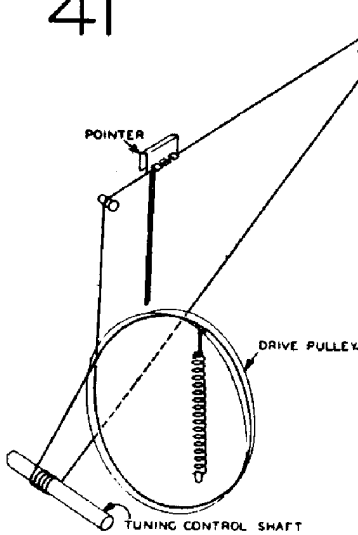
When tying the string to the tension spring make sure that the spring takes up all slack.



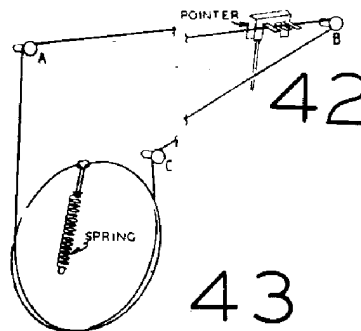
View of Tuning Coil Assembly.



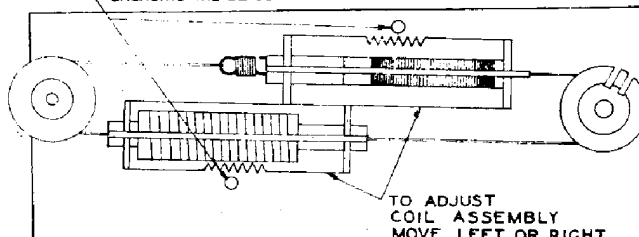
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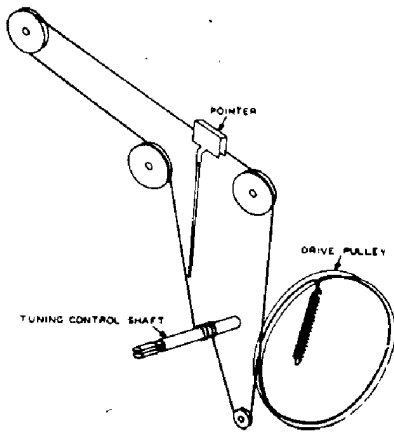
Turn gang condenser to full open position — See illustration. Use a new drive cord 42 inches in length.



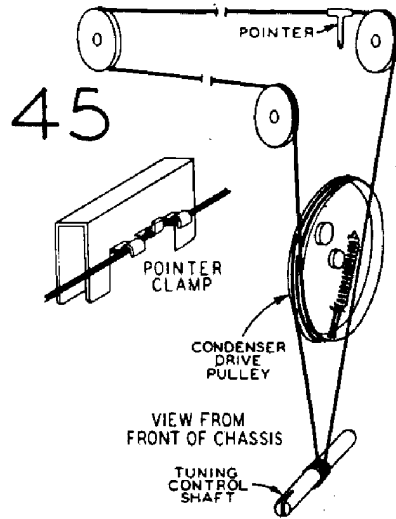
NOTE "A" THE ANTENNA COIL ASSEMBLY IS MADE SO THAT IT IS MOVABLE LEFT OR RIGHT. WHEN MAKING THE ADJUSTMENT AS GIVEN IN THE ALIGNMENT PROCEDURE MOVE THE COIL ASSEMBLY VERY SLOWLY. IT CAN BE MOVED BY HAND OR BY PIVOTING ONE EDGE OF THE BLADE OF A SCREWDRIVER IN THE HOLE AND ENGAGING THE BLADE IN THE GEAR TEETH OF THE COIL FORM.



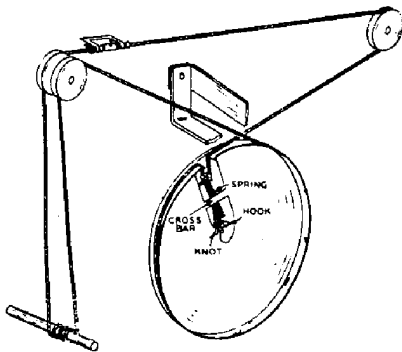
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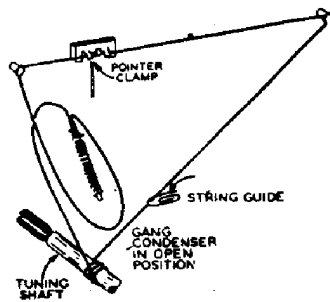
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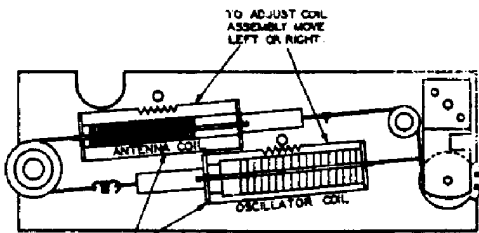
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47



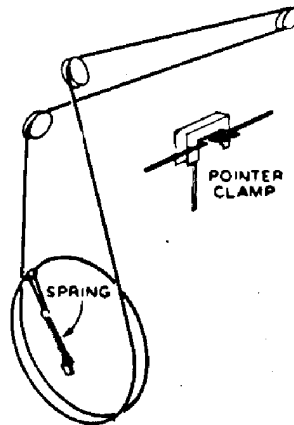
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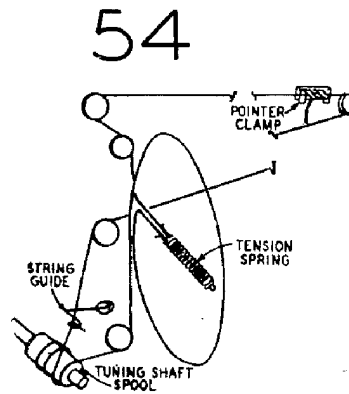
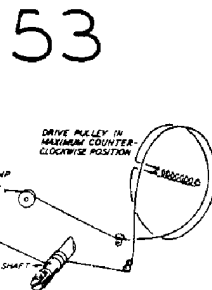
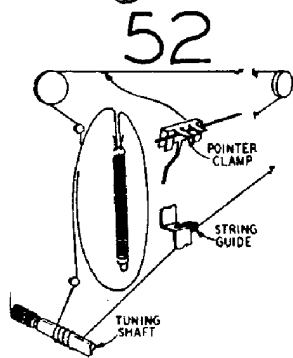
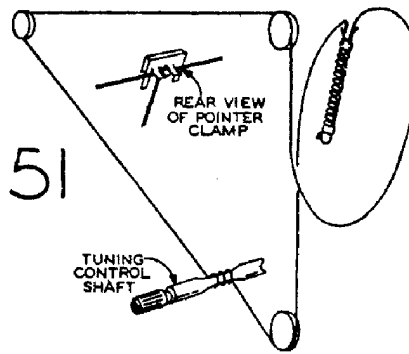
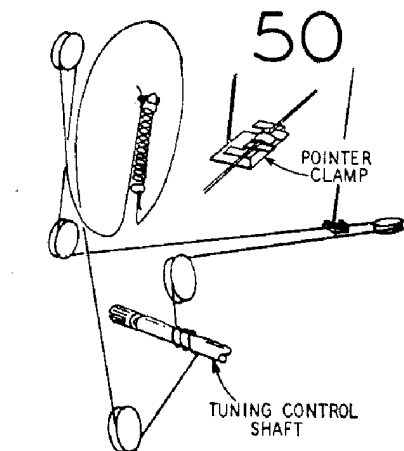


NOTE: THE ANTENNA COIL ASSEMBLY IS MADE SO THAT IT IS MOVABLE LEFT OR RIGHT. WHEN MAKING THE ADJUSTMENT AS GIVEN IN THE ALIGNMENT PROCEDURE MOVE COIL ASSEMBLY VERY SLOWLY.

COIL ASSEMBLY VIEW

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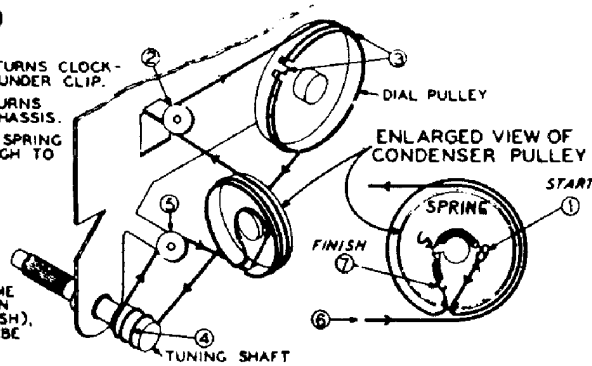




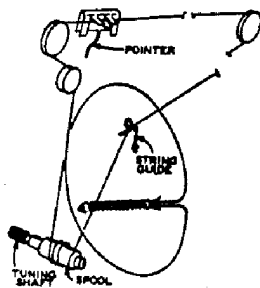
55

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

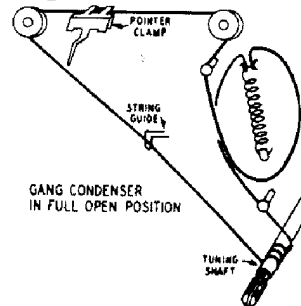
IMPORTANT!
WHEN CONDENSER PULLEY IS IN EXTREME CLOCKWISE POSITION (ROTORS OUT OF MESH), DIAL POINTER MUST BE AT 16 (1600 KC).

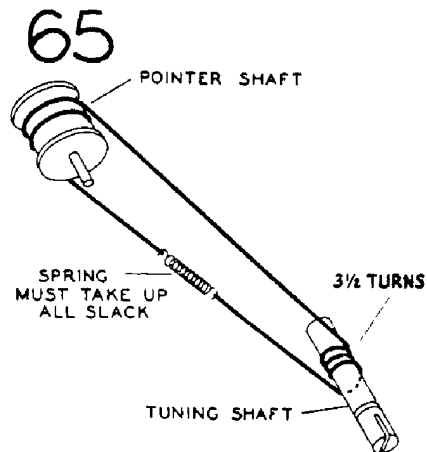
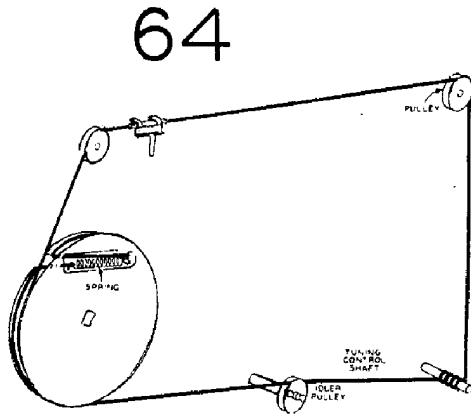
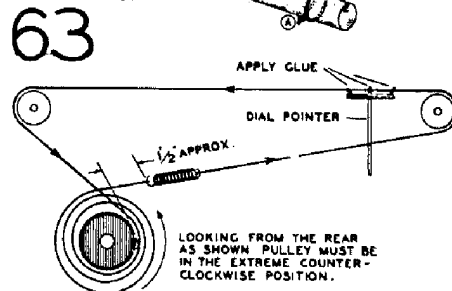
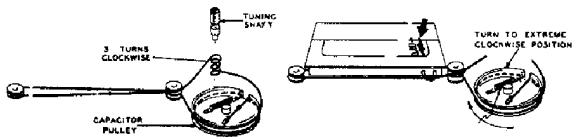
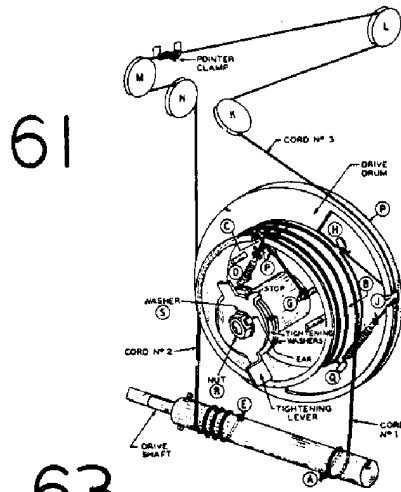
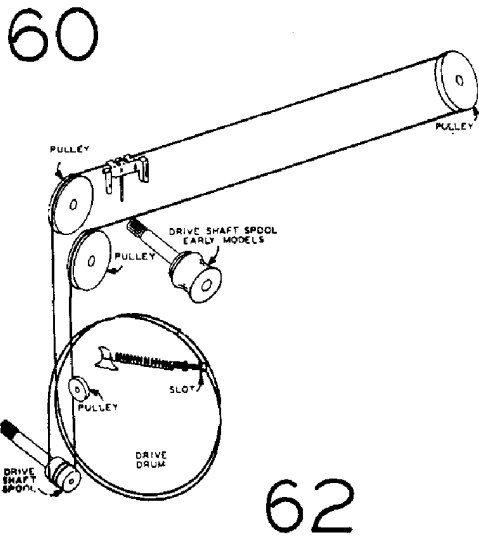
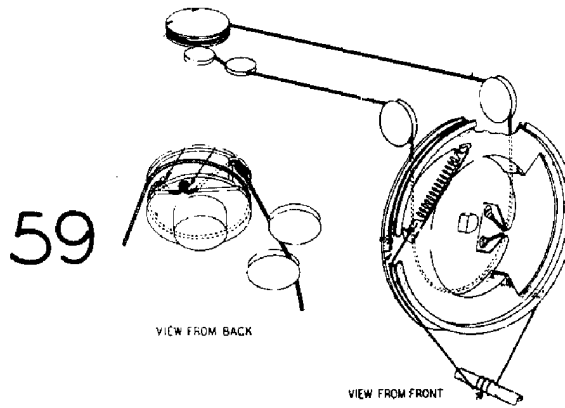
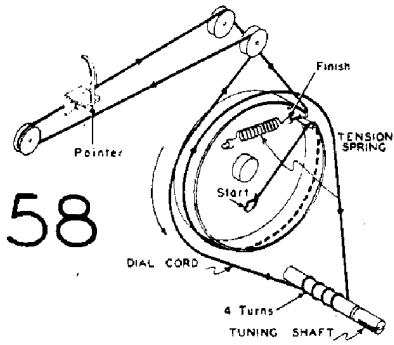


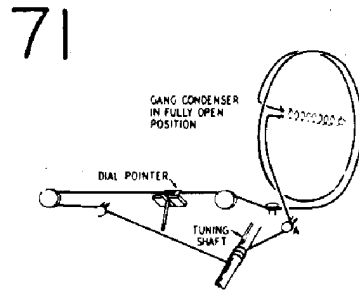
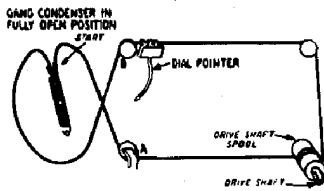
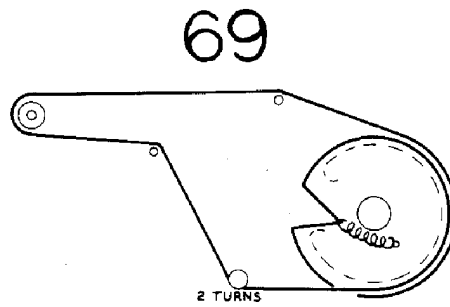
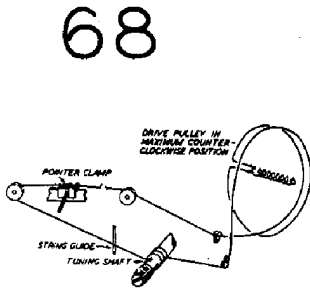
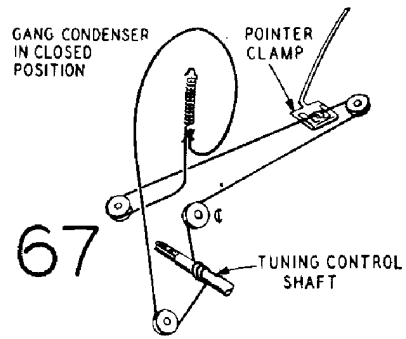
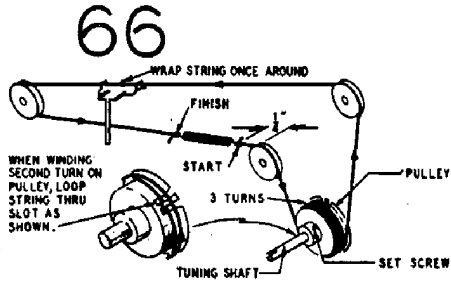
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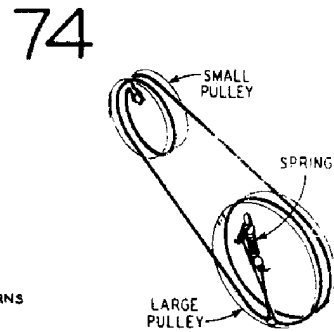
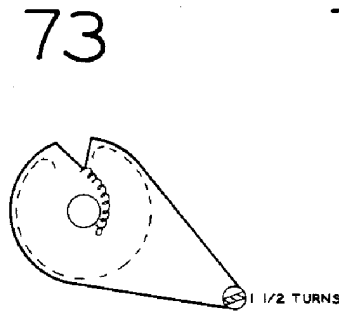
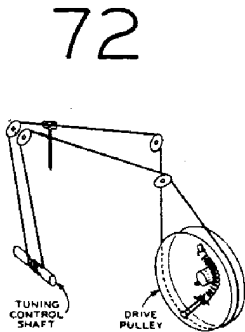
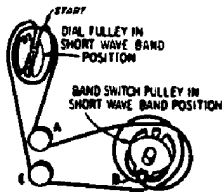
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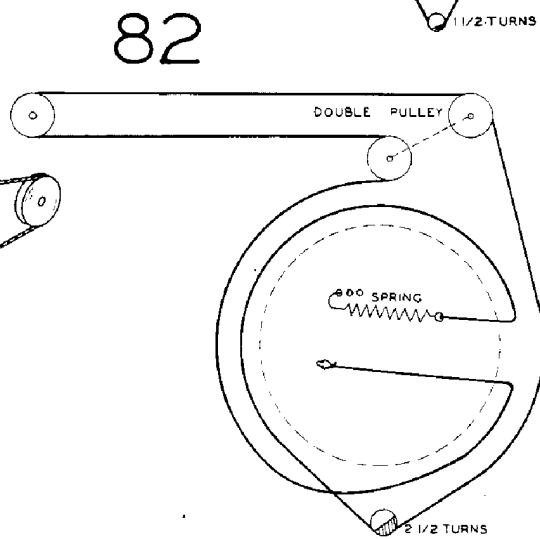
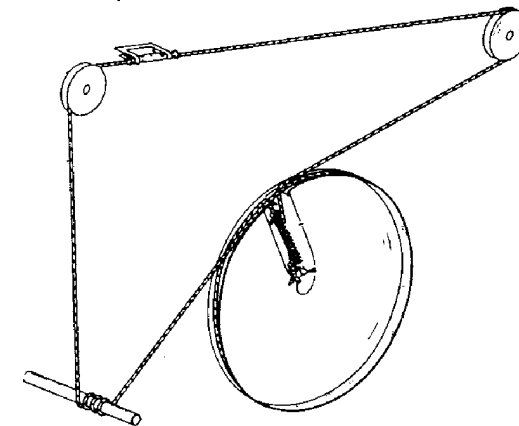
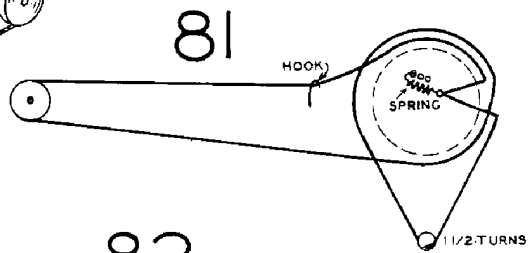
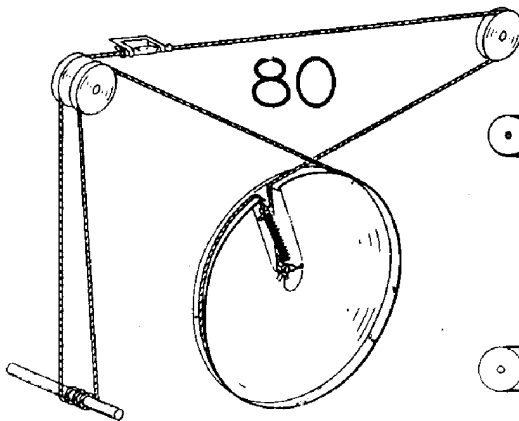
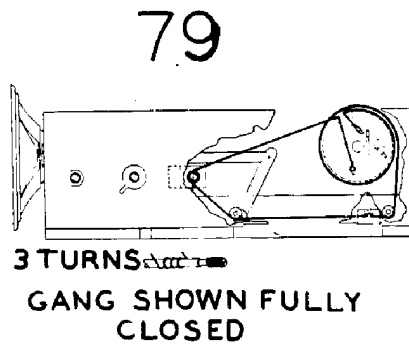
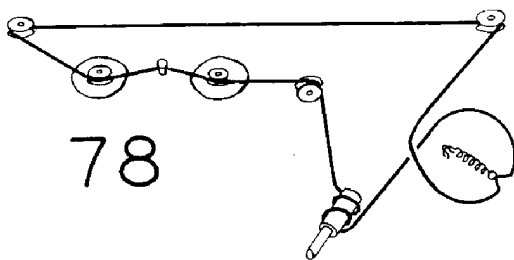
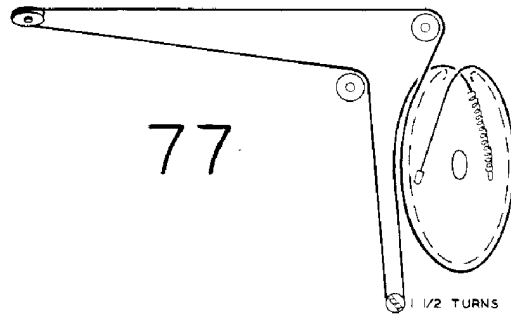
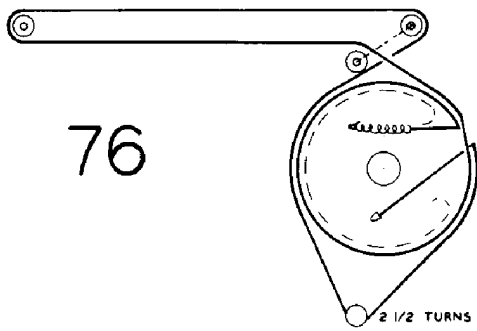




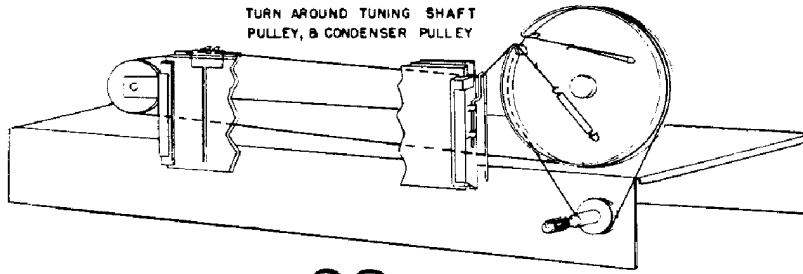


Both the dial pulley and the band switch pulley must be turned to the short wave band positions as shown in the illustration. Install the new cord exactly as shown then change the position of the band switch several times and note the movement of the dial.



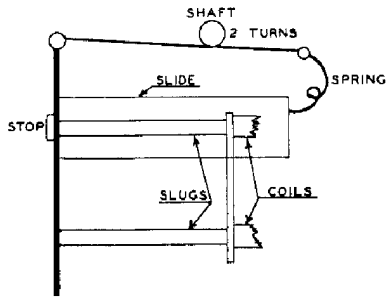


NOTE STRING MAKES ONE COMPLETE
TURN AROUND TUNING SHAFT
PULLEY, & CONDENSER PULLEY



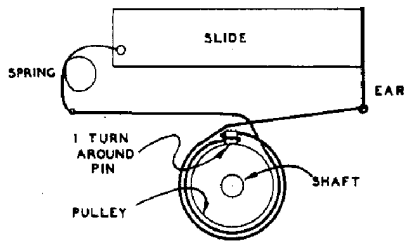
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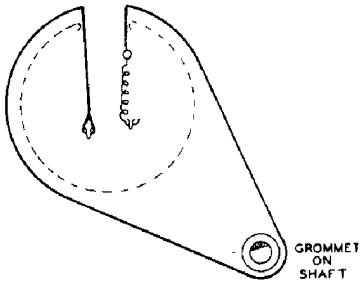


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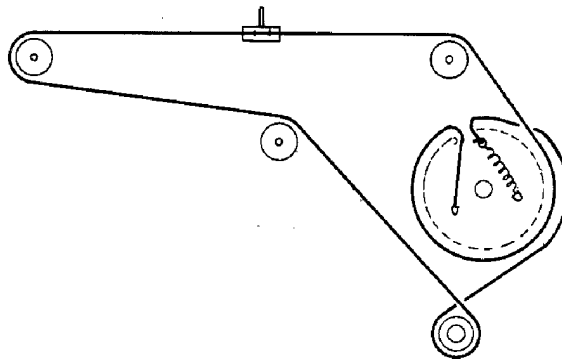
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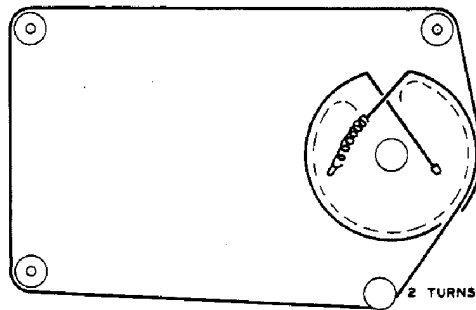
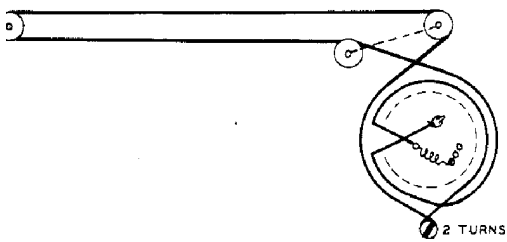
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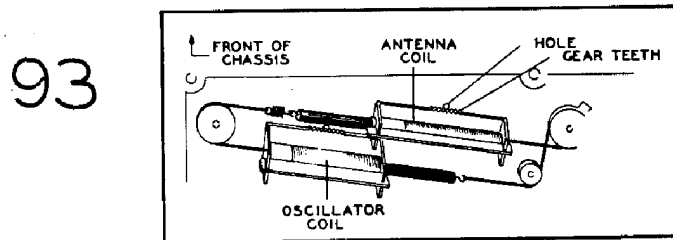
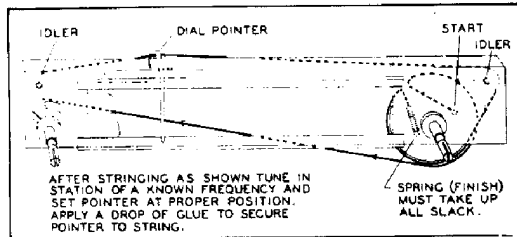
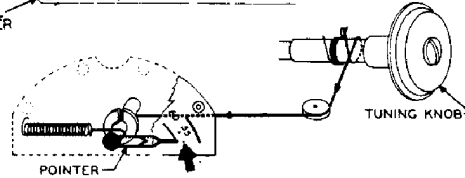
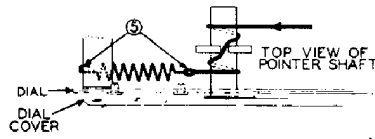
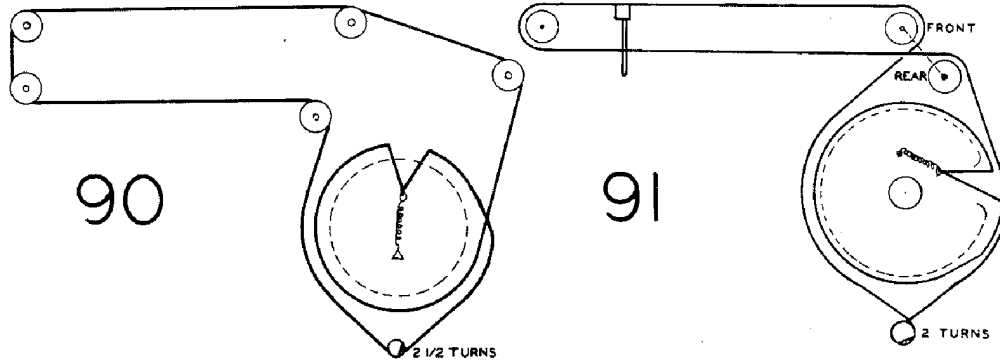


88

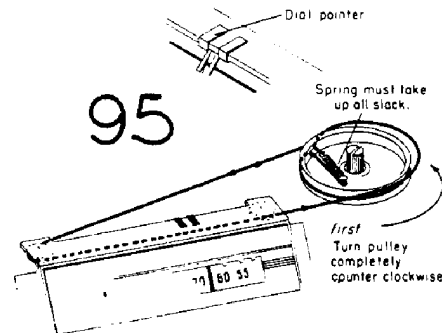
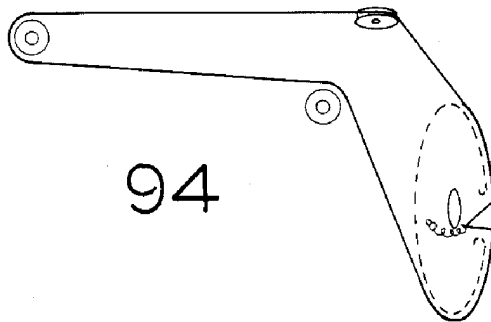


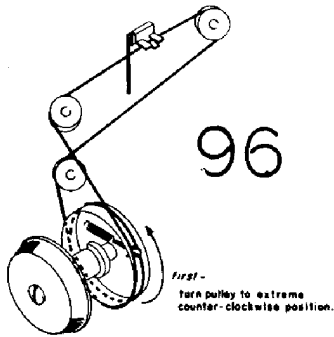
89



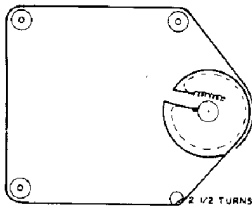


View of Coil Assembly

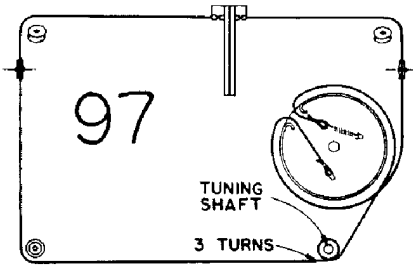




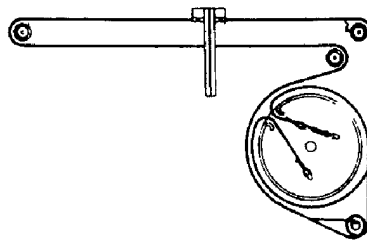
98



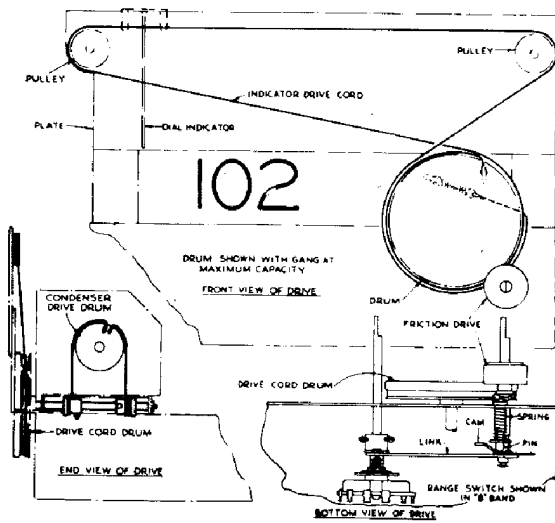
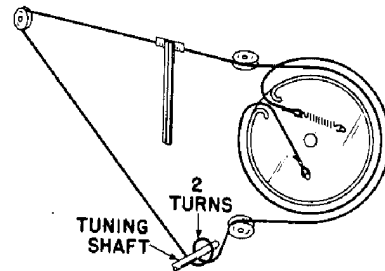
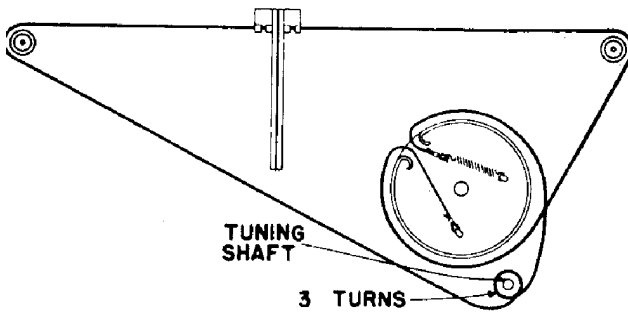
100



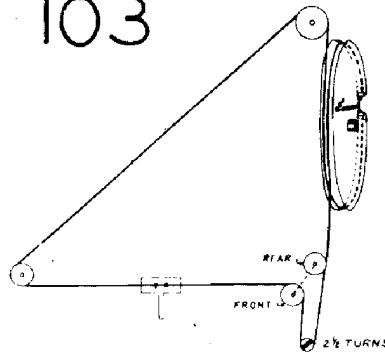
99



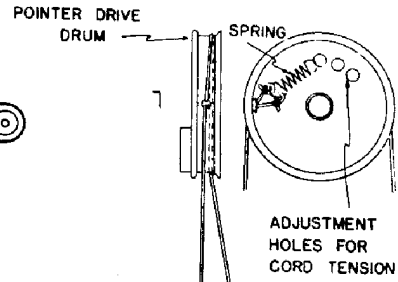
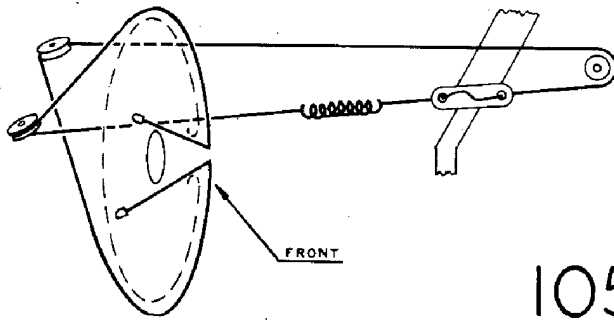
101



103



104

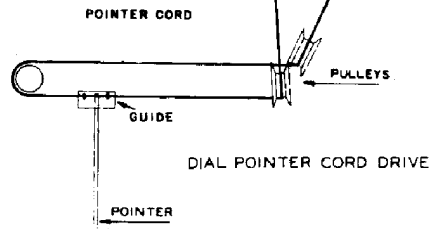
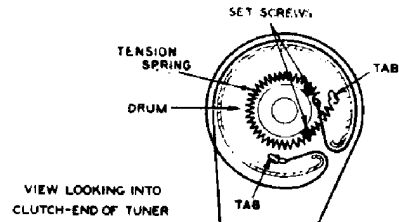
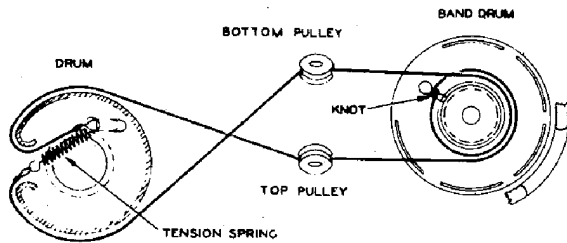


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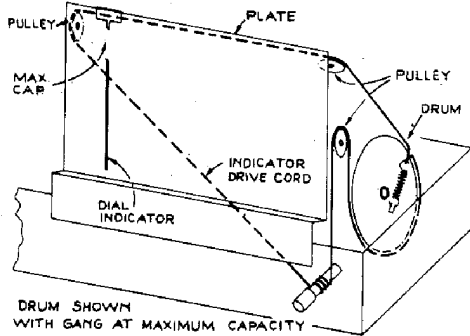


106

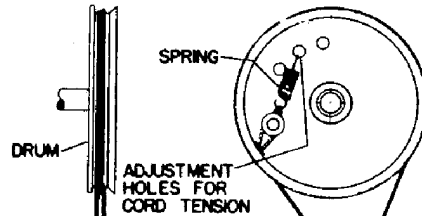
CORD DRIVE FOR BAND INDICATOR DRUM



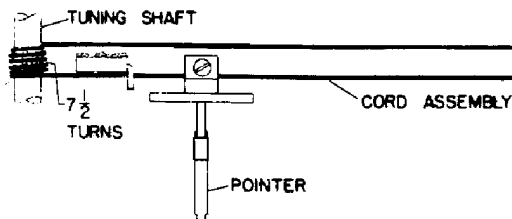
107



DRUM SHOWN WITH GANG AT MAXIMUM CAPACITY

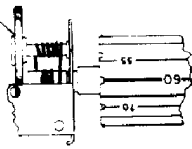


108

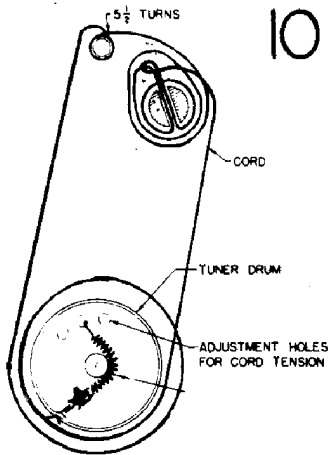
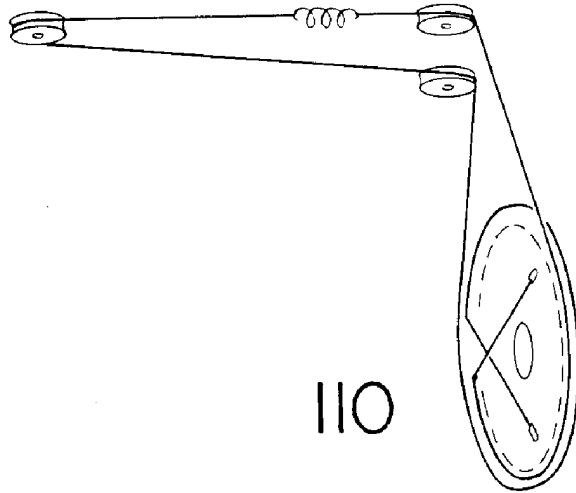


POSITION OF DRUM ASSEMBLY WITH COIL CORES FULLY IN.

TUNING KNOB & SHAFT ASSEMBLY



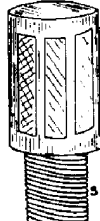
TO RECALIBRATE AFTER REPLACING DRIVE STRING, TURN COIL CORES FULLY IN, THEN HOLD DIAL SHAFT STATIONARY WITH PLIERS, AND REVOLVE DIAL WITH FINGERS UNTIL THE 60 CALIBRATION LINE IS IN RELATION SHOWN TO BRACKET



109

110

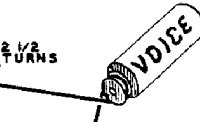
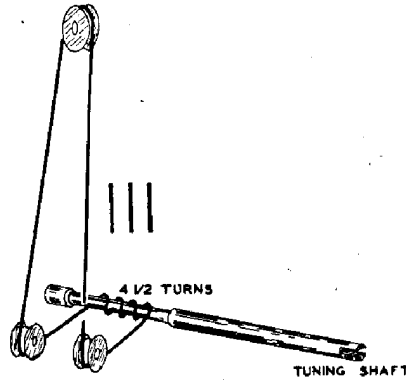
TONE INDICATOR DRUM



SPRING

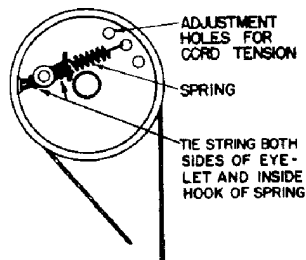
SPRING

2 1/2 TURNS



SPRING

TONE VOLUME



ADJUSTMENT HOLES FOR CORD TENSION

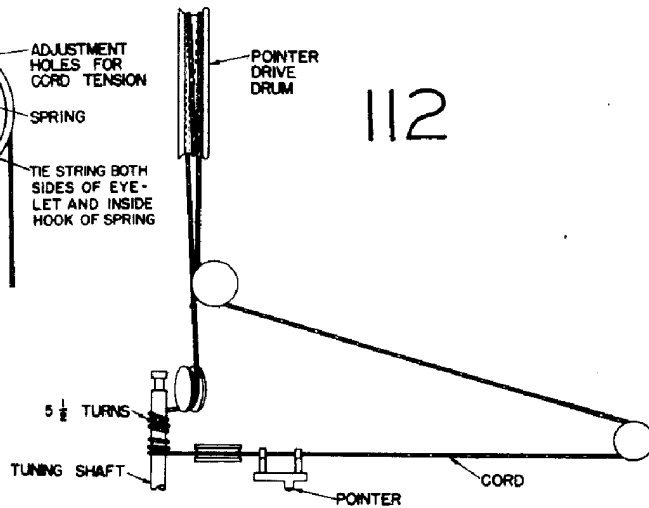
SPRING

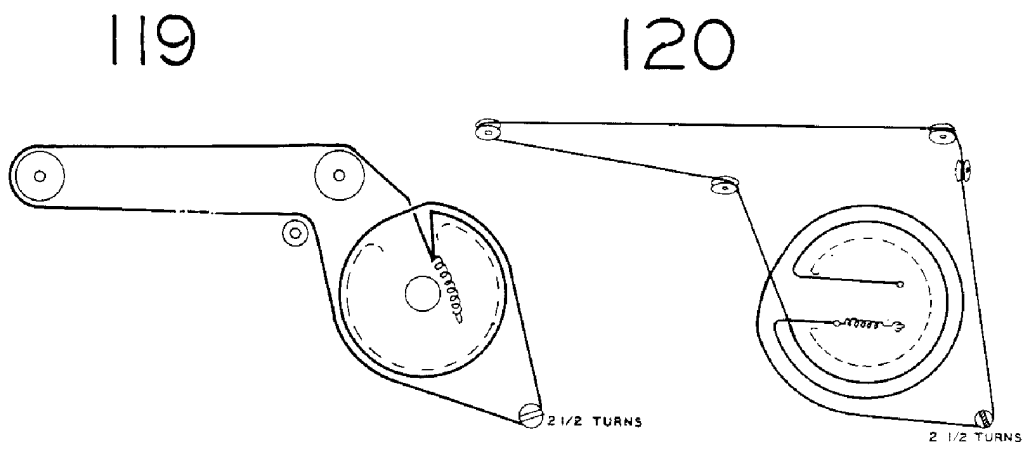
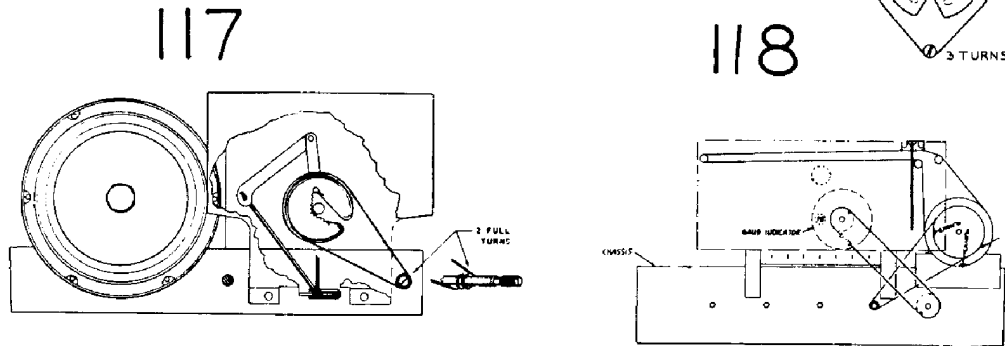
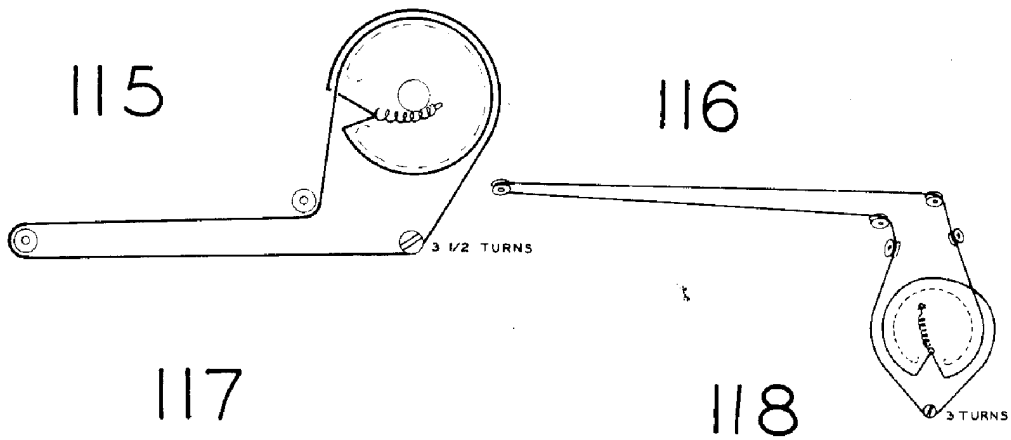
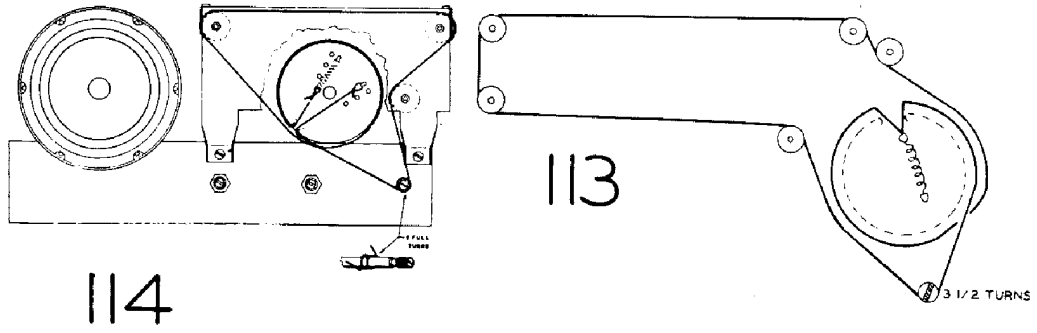
TIE STRING BOTH SIDES OF EYE-LET AND INSIDE HOOK OF SPRING

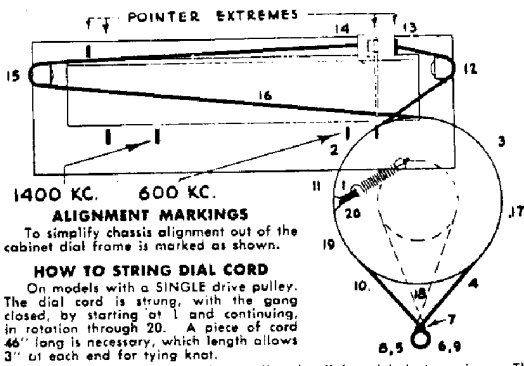
POSITION OF DRUM ASSEMBLY WITH COIL CORES FULLY IN.

POINTER DRIVE DRUM

112





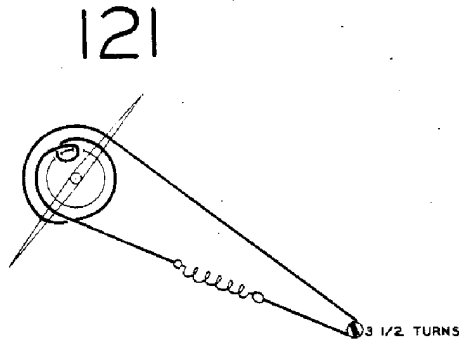


1400 KC. 600 KC.
ALIGNMENT MARKINGS
 To simplify chassis alignment out of the cabinet dial frame is marked as shown.

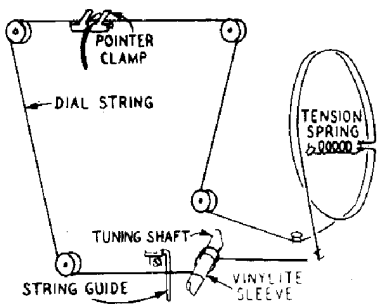
HOW TO STRING DIAL CORD
 On models with a SINGLE drive pulley. The dial cord is strung, with the gang closed, by starting at 1 and continuing, in rotation through 20. A piece of cord 46" long is necessary, which length allows 3" at each end for tying knot.

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

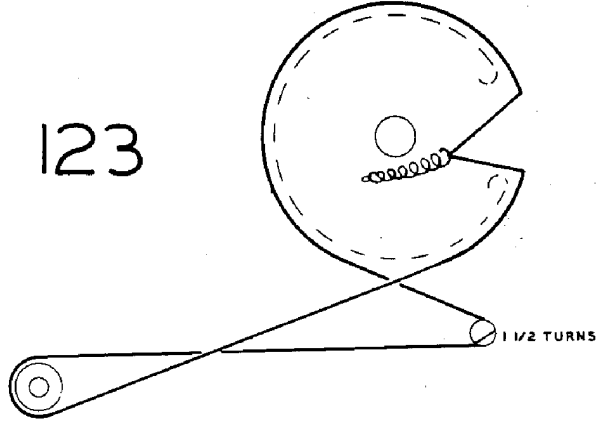
To clarify dial cord arrangement the dial frame is shown as transparent.



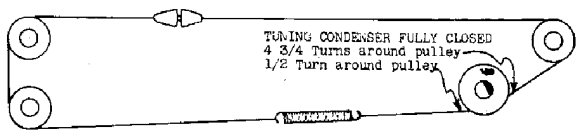
122



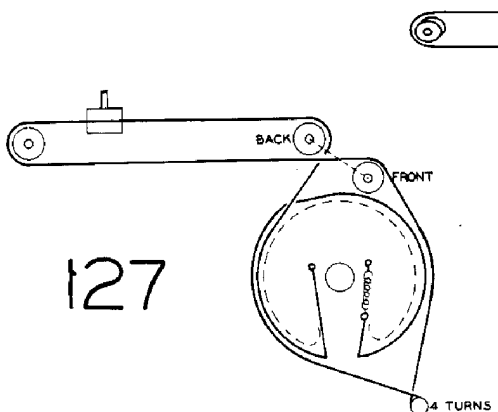
123



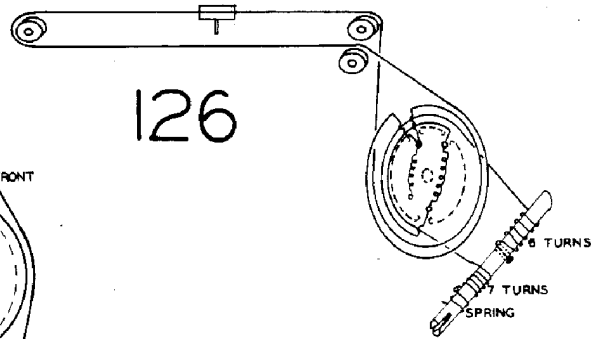
124



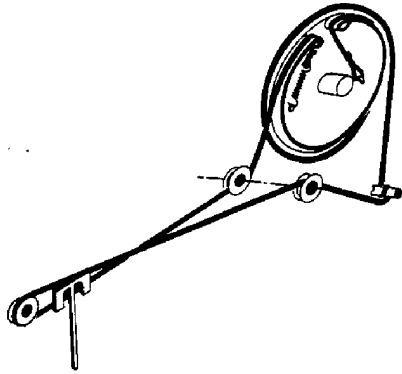
125



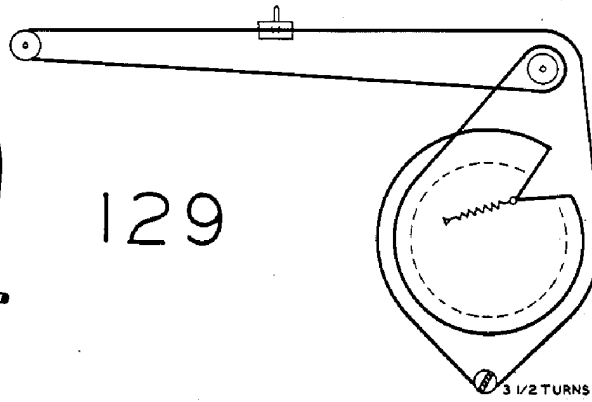
127



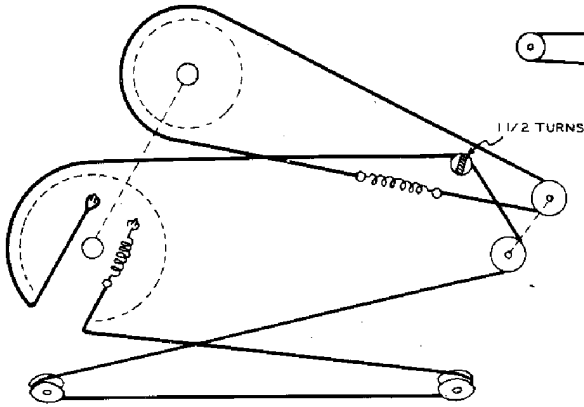
128



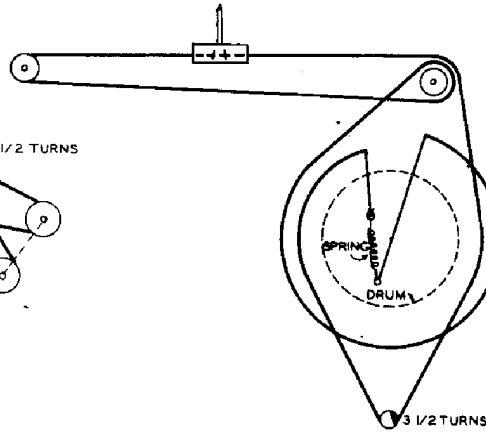
129



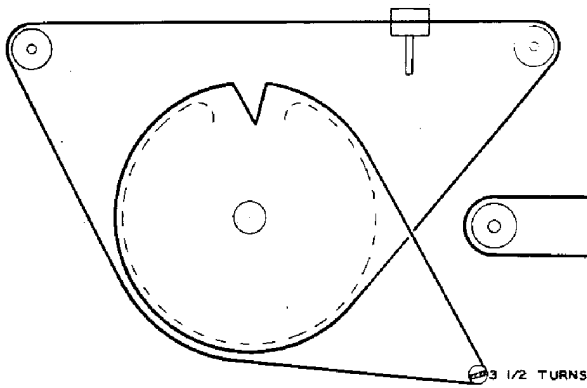
130



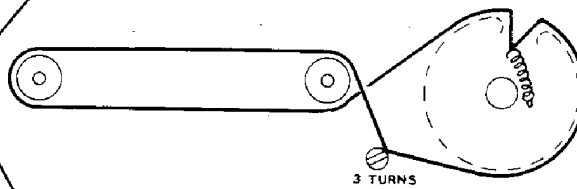
131

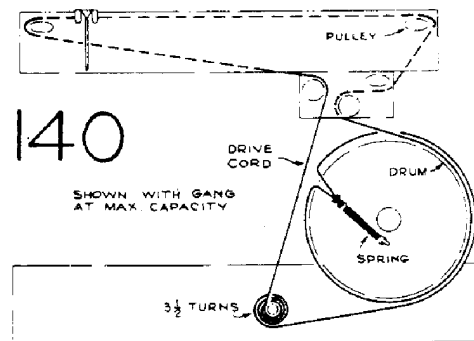
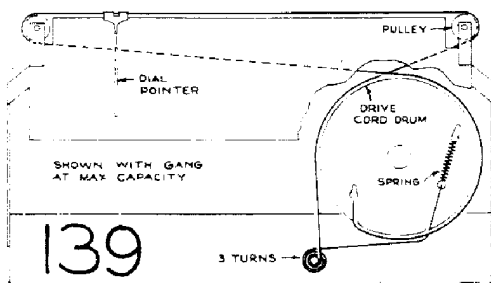
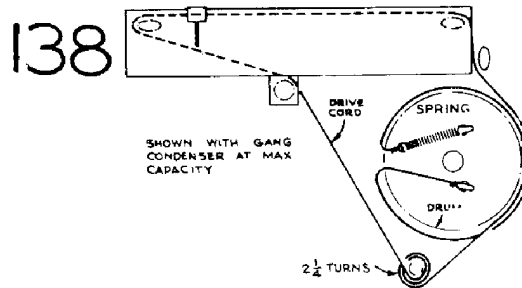
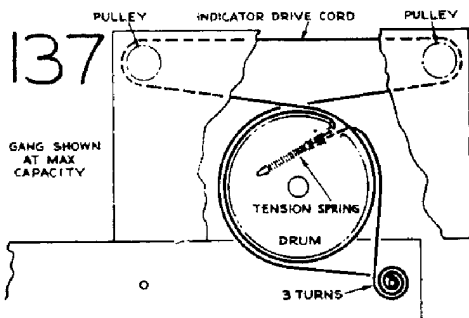
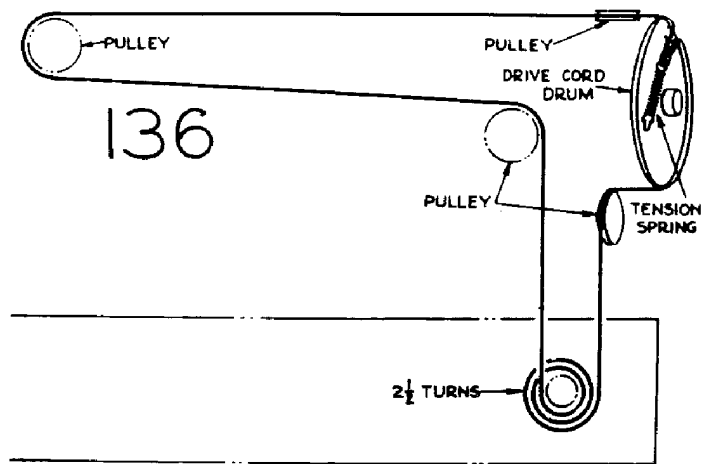
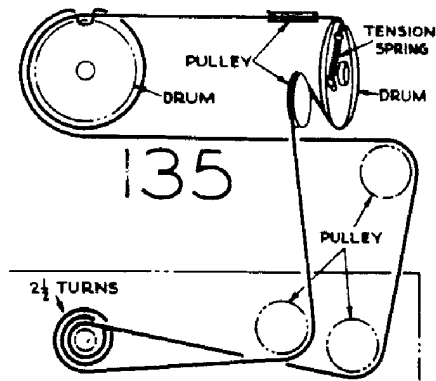
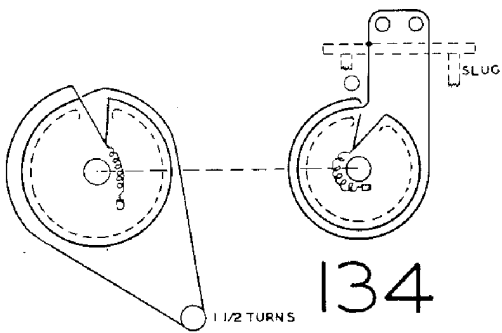


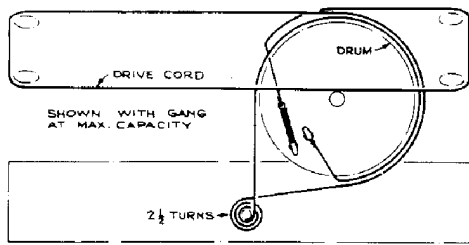
132



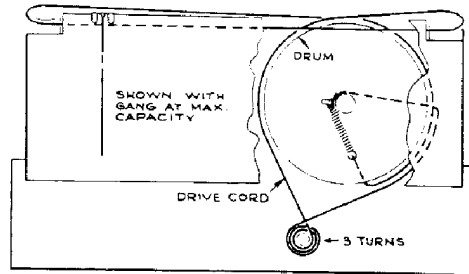
133



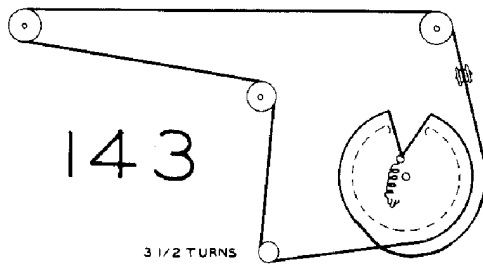




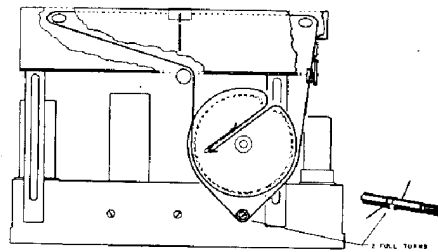
141



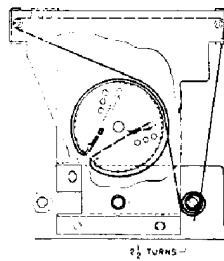
142



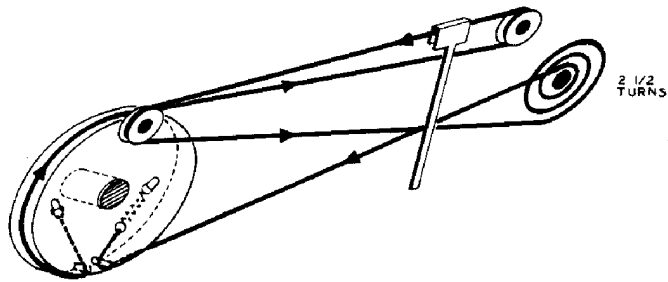
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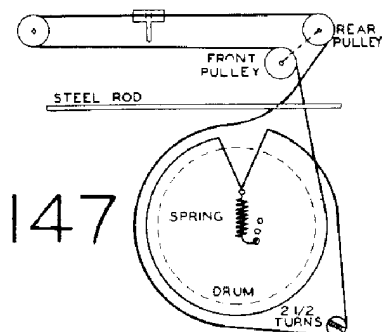
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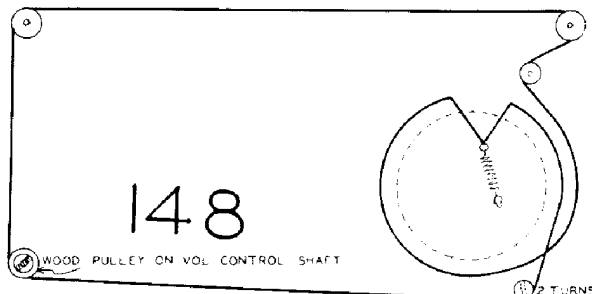
145



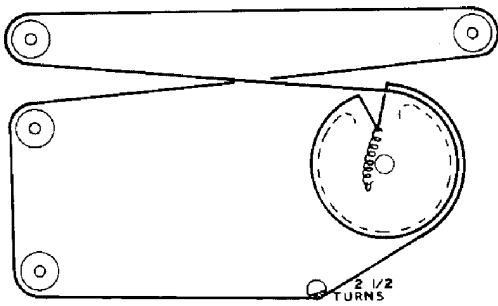
146



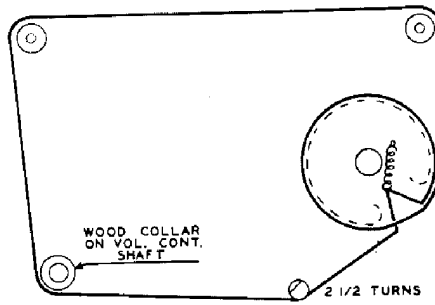
147



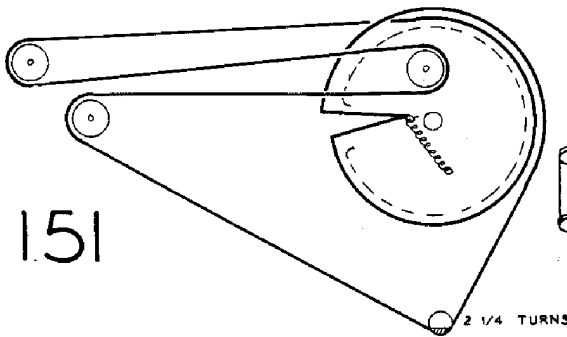
148



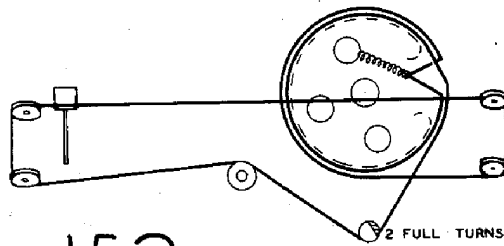
149



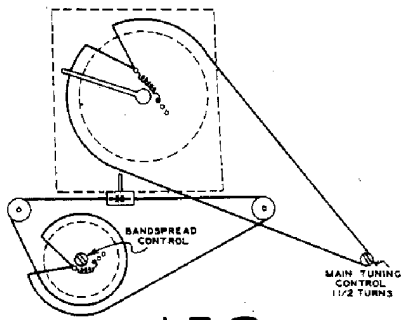
150



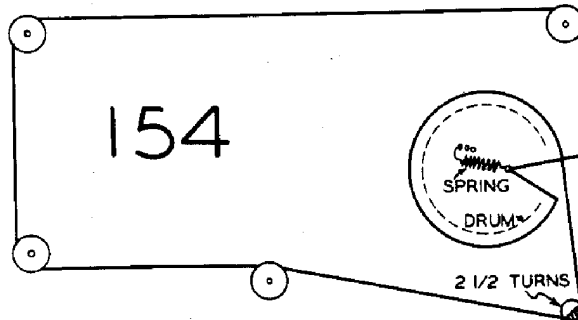
151



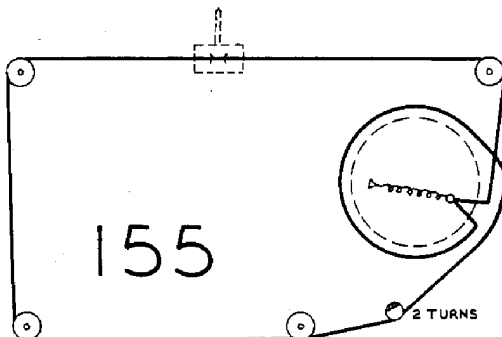
152



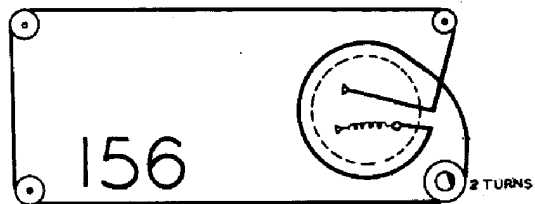
153



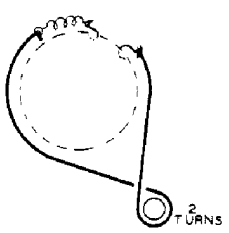
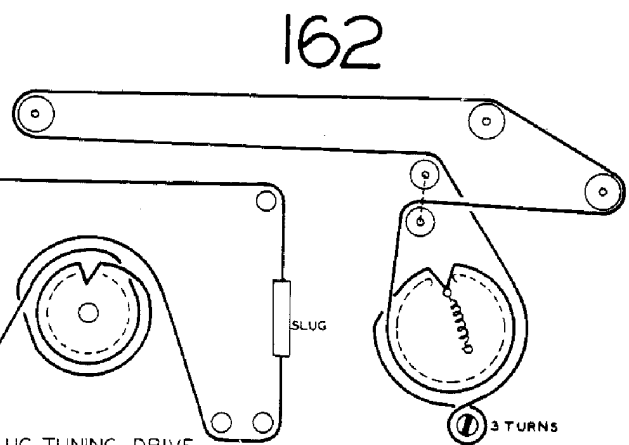
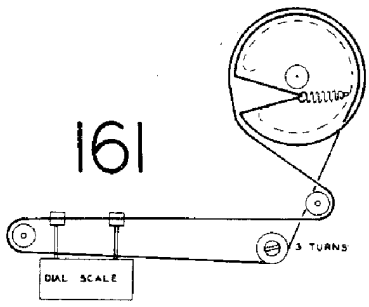
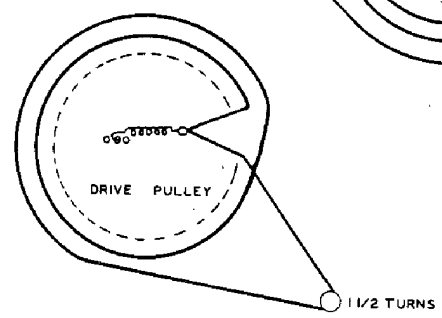
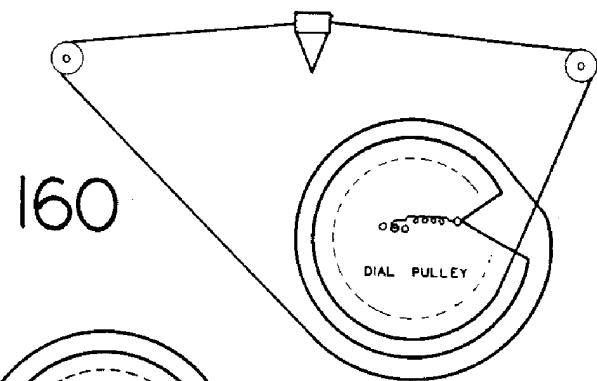
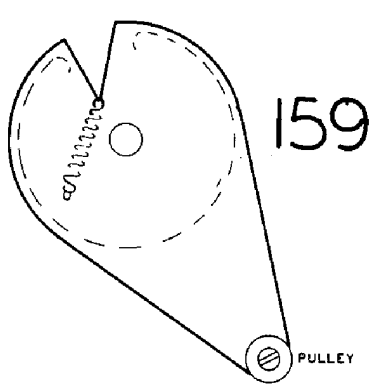
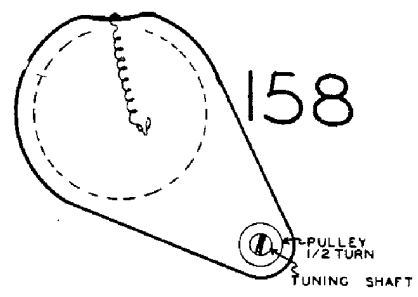
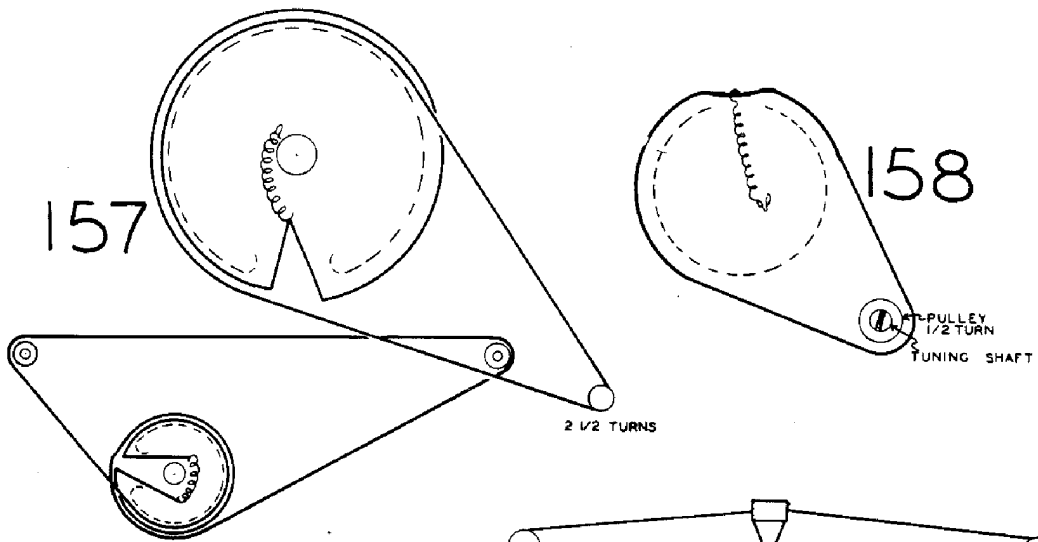
154



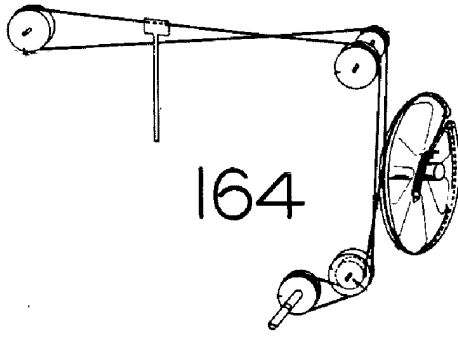
155



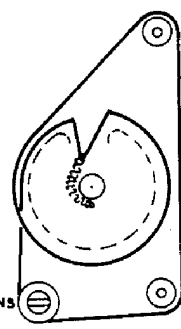
156



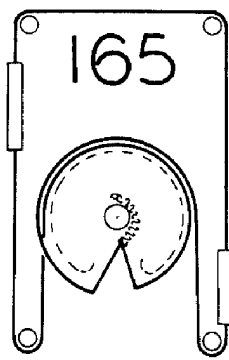
163



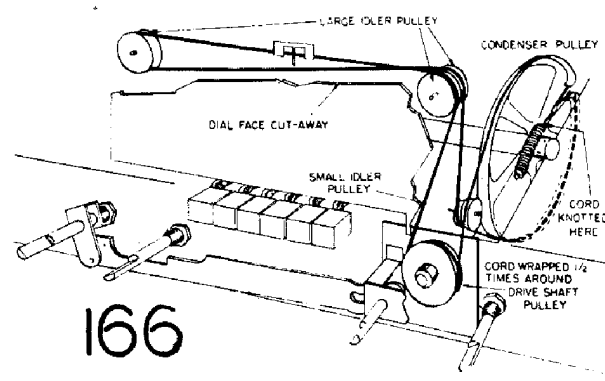
164



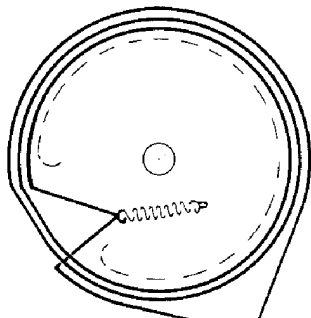
1/2 TURNS



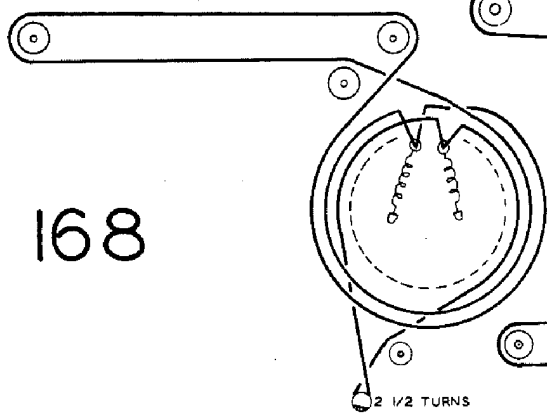
165



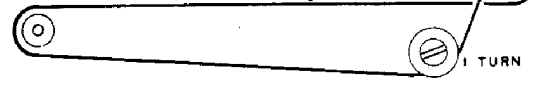
166



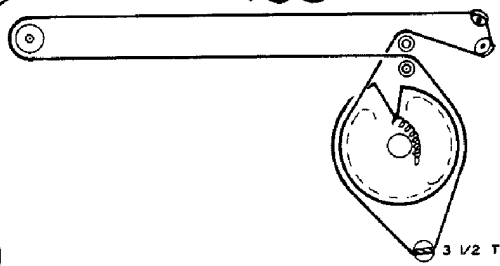
167



168



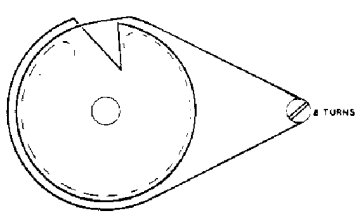
1 TURN



169

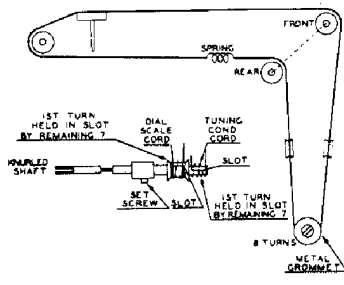
2 1/2 TURNS

3 1/2 TURNS



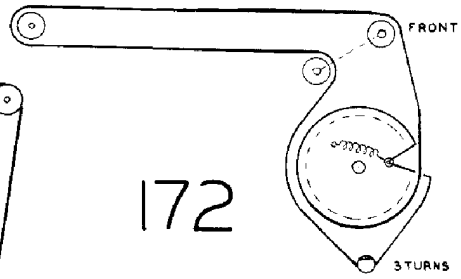
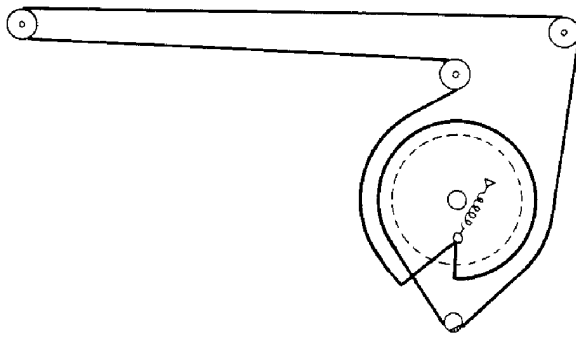
170

8 TURNS



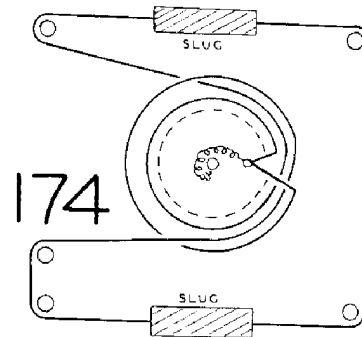
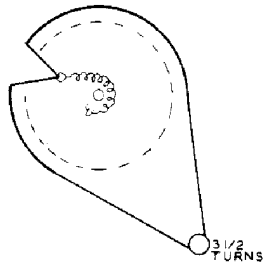
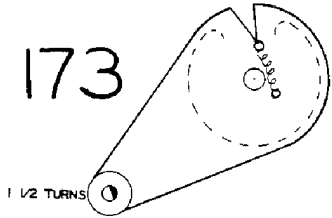
8 TURNS

171



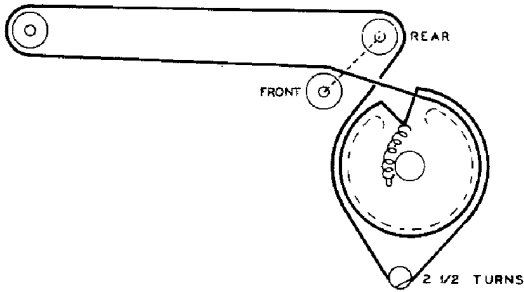
172

173

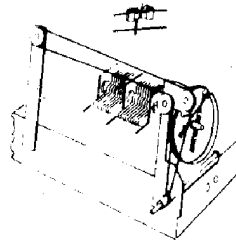


174

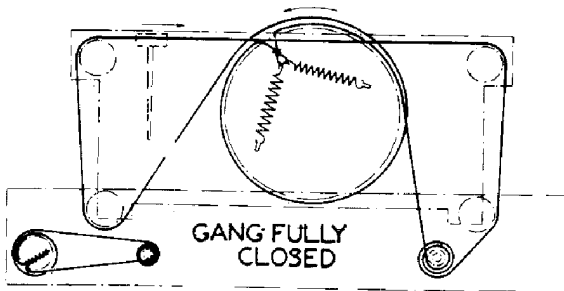
175



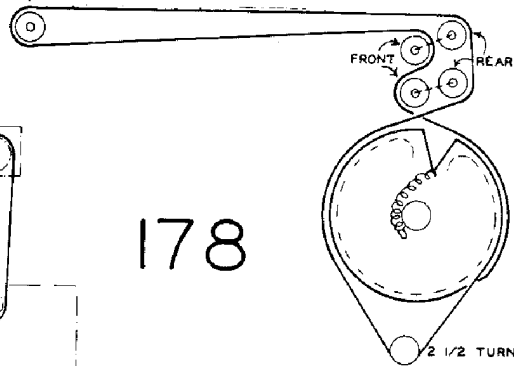
176



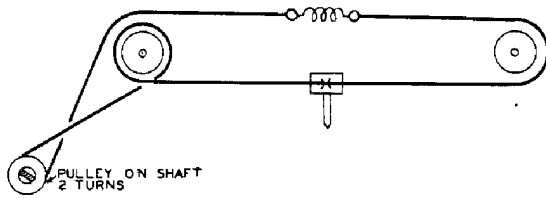
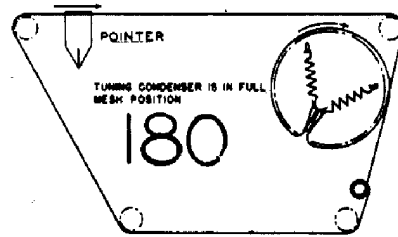
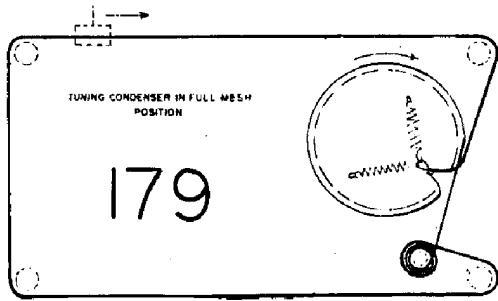
177



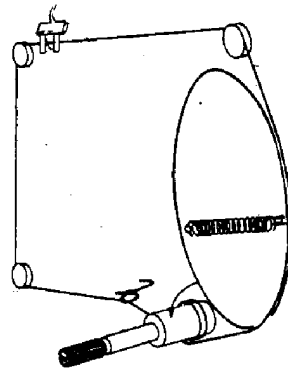
VOLUME CONTROL
STRINGING
OFF POSITION



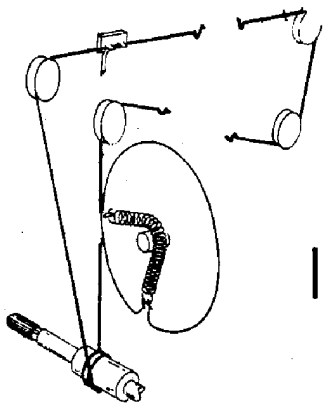
178



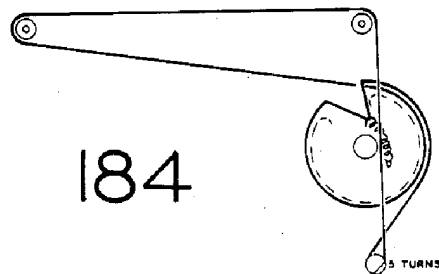
181



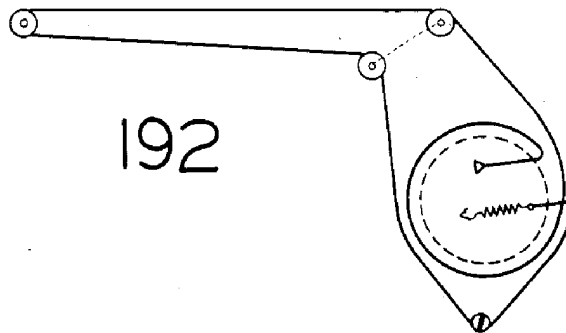
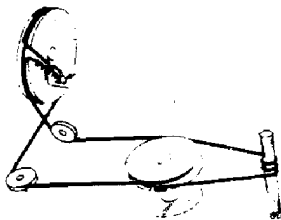
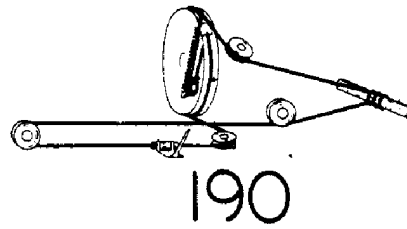
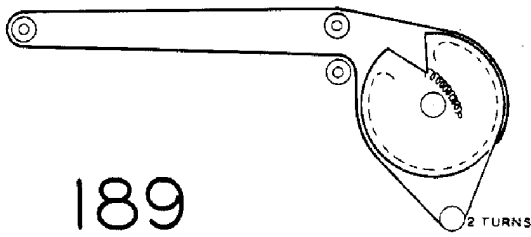
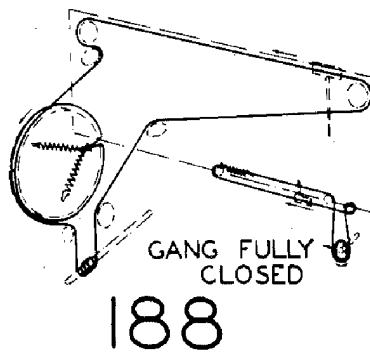
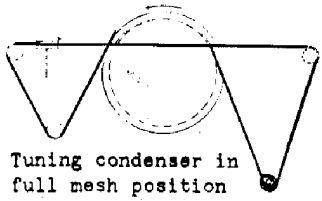
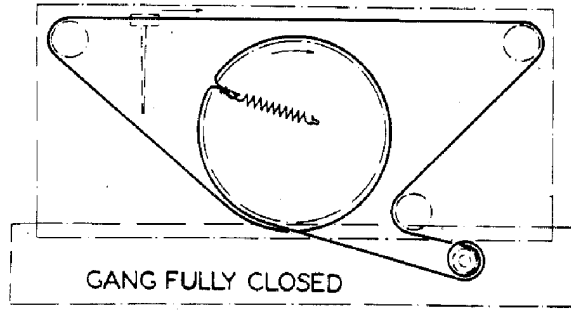
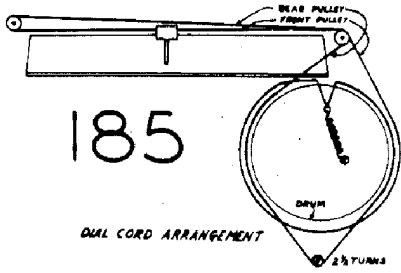
182



183



184



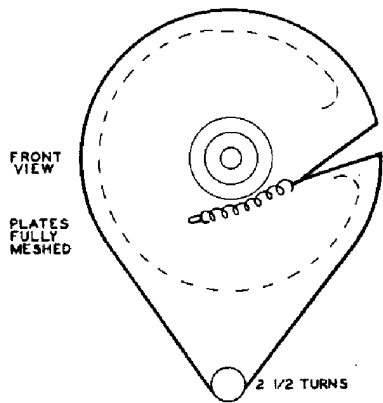


FIG. 1 DIAL DRIVE (A.M.)

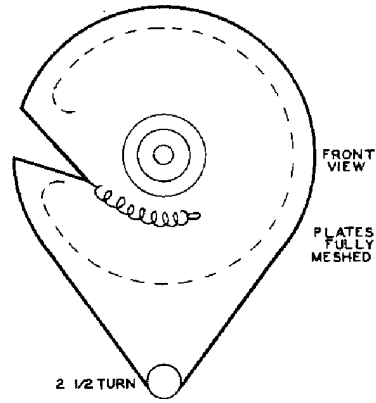


FIG. 2 DIAL DRIVE (F.M.)

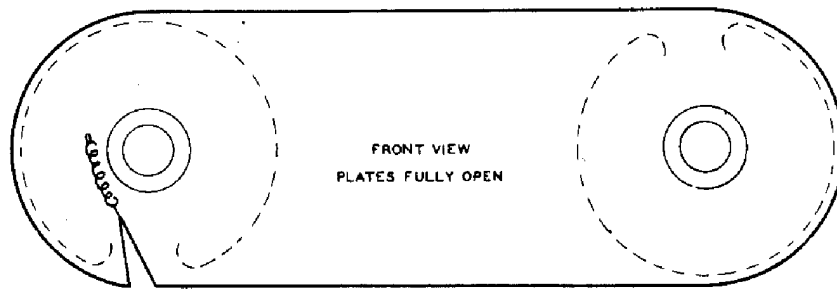


FIG. 3 DIAL DRUMS
A.M. TUNING

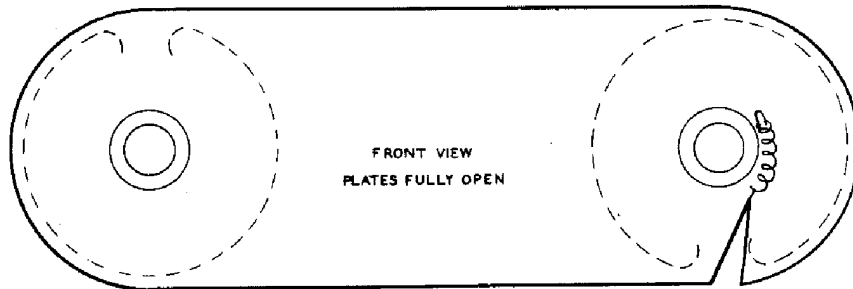
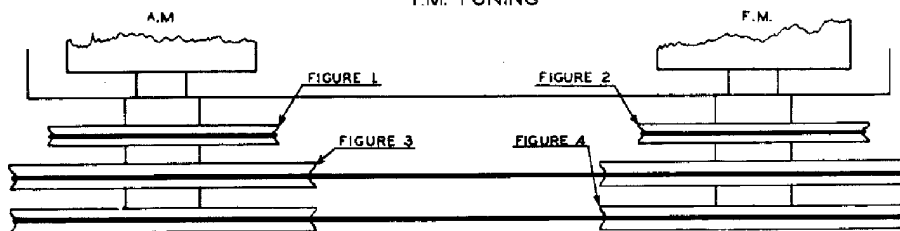
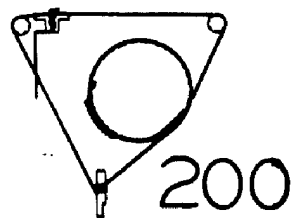
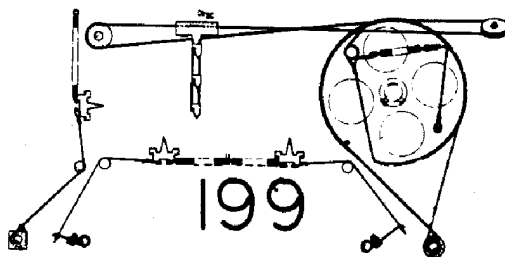
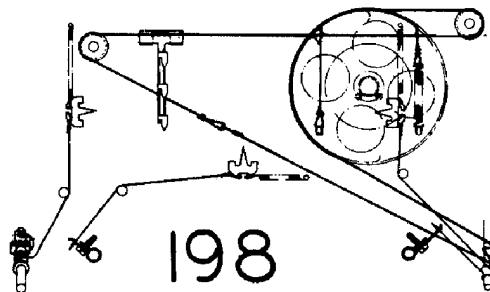
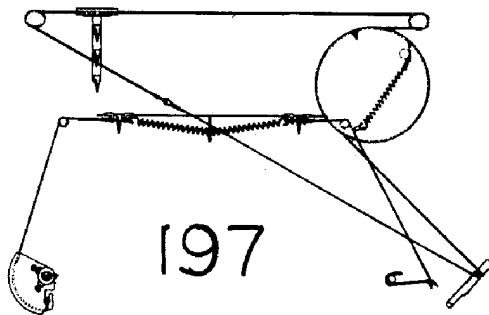
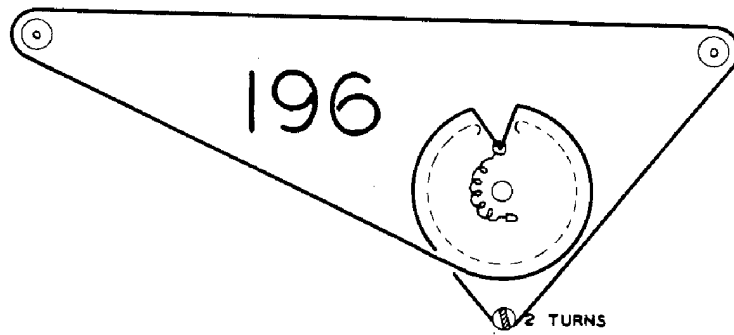
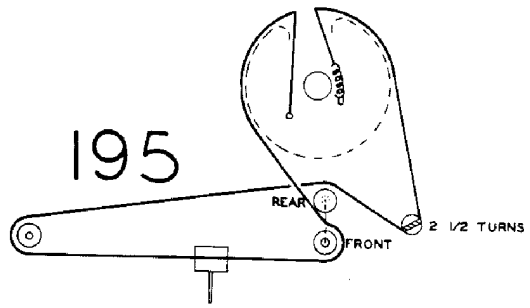
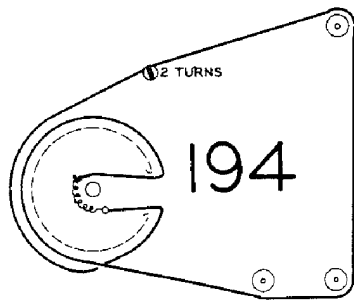
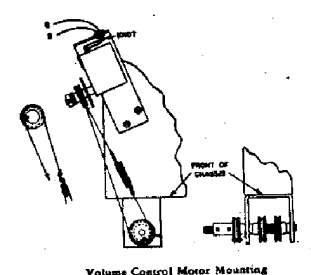
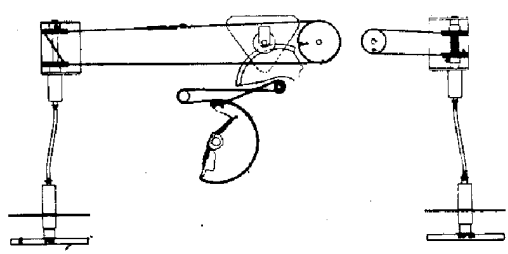


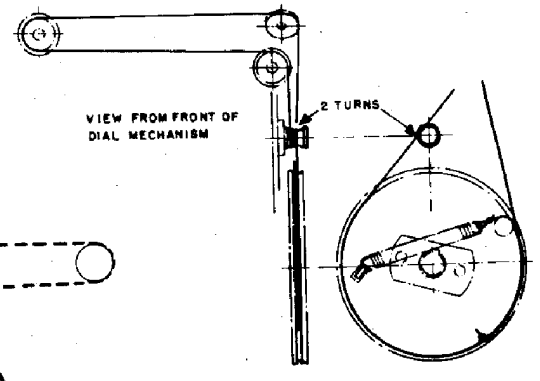
FIG. 4 DIAL DRUMS
F.M. TUNING



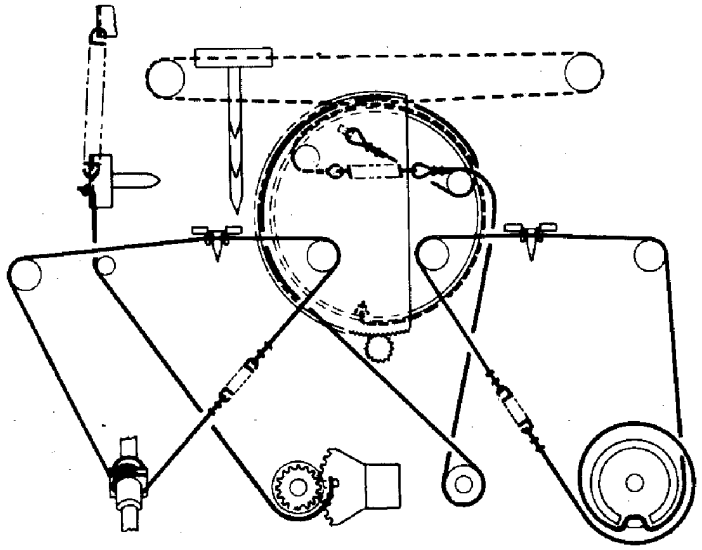




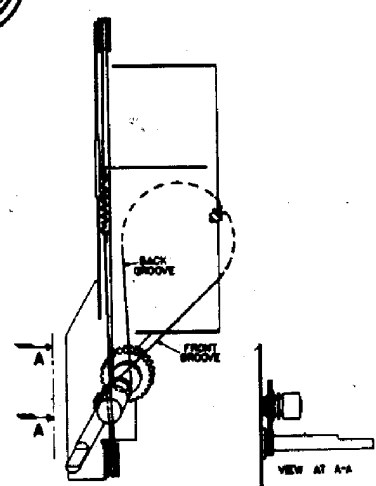
202



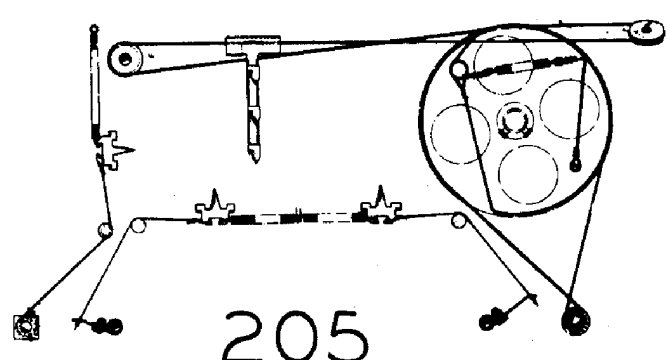
203



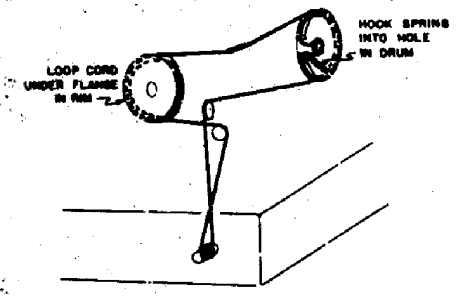
204



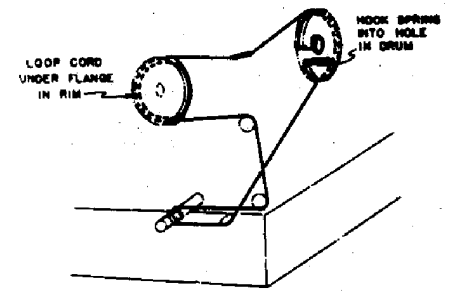
206



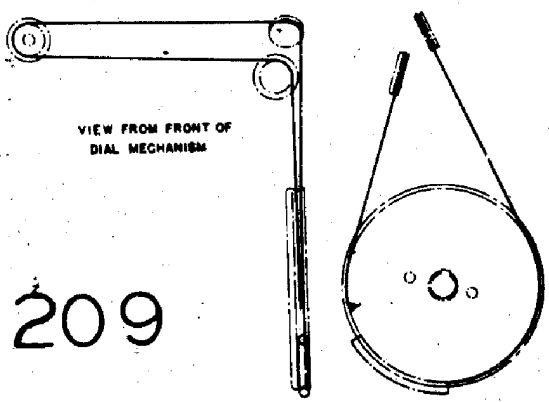
205



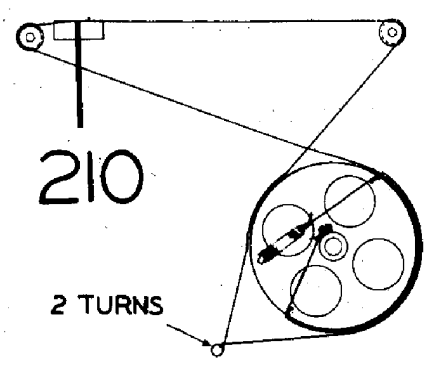
207



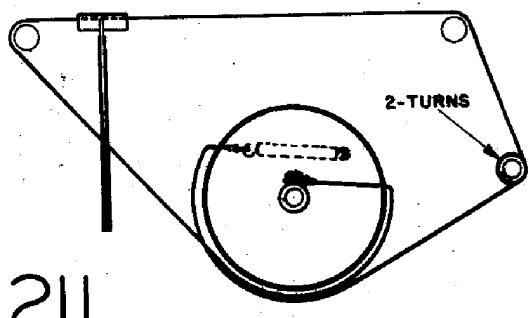
208



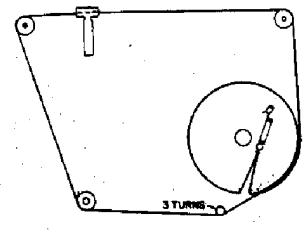
209



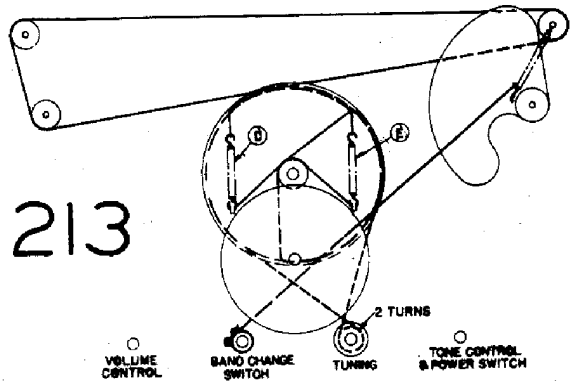
210



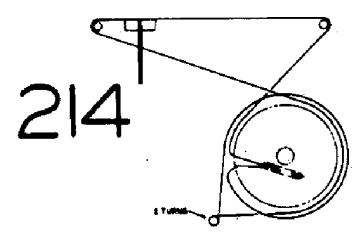
211



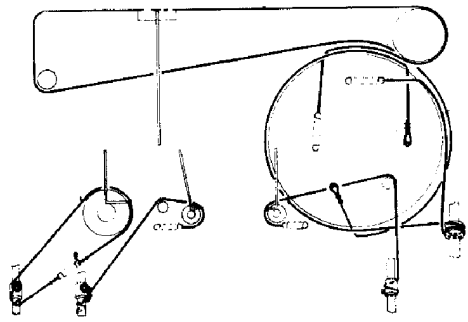
212



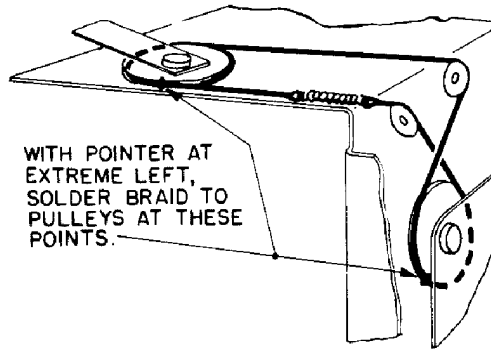
213



214

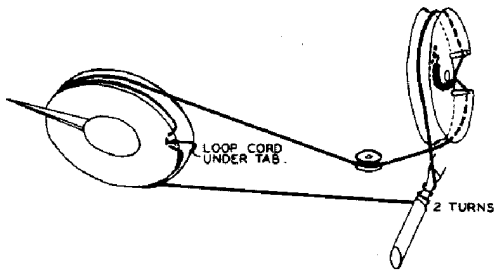


215



WITH POINTER AT
EXTREME LEFT,
SOLDER BRAID TO
PULLEYS AT THESE
POINTS.

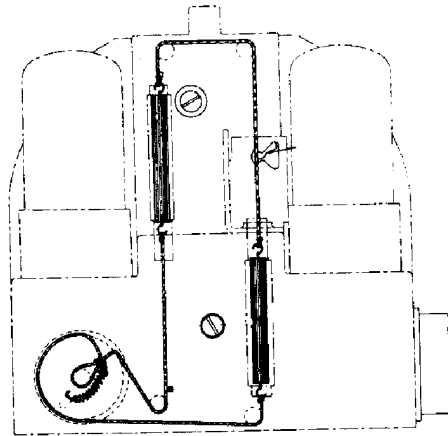
216



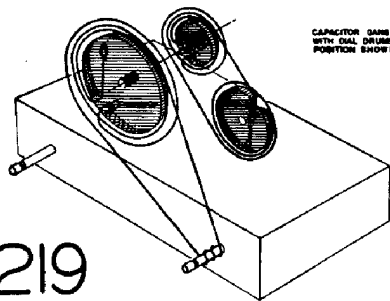
LOOP CORD
UNDER TAB.

2 TURNS

217

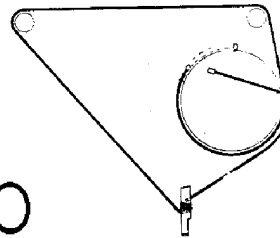


218

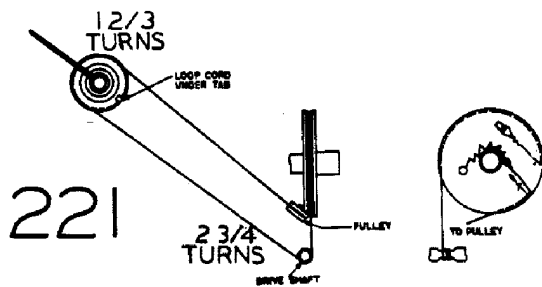


CAPACITOR GAINS CLOSED
WITH GEAR DRIVEN IN
POSITION SHOWN.

219



220



12/3
TURNS

LOOP CORD
UNDER TAB

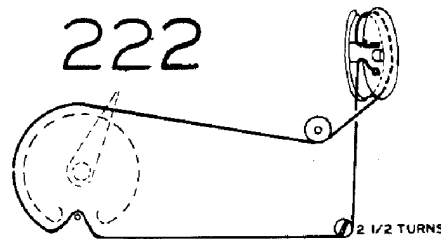
2 3/4
TURNS

PULLEY

DRIVE SHAFT

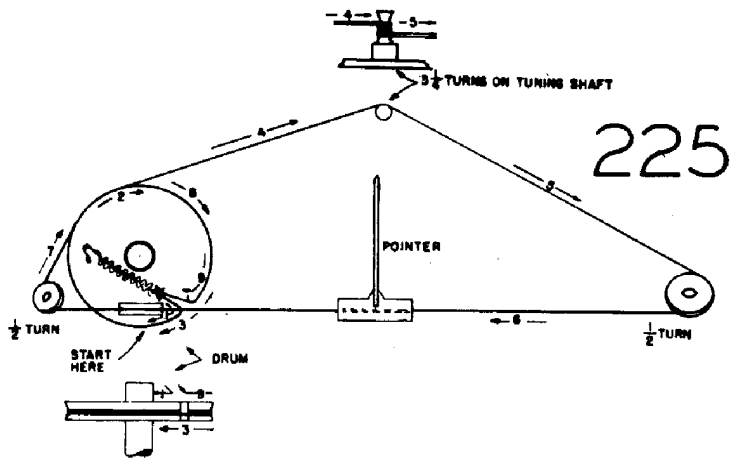
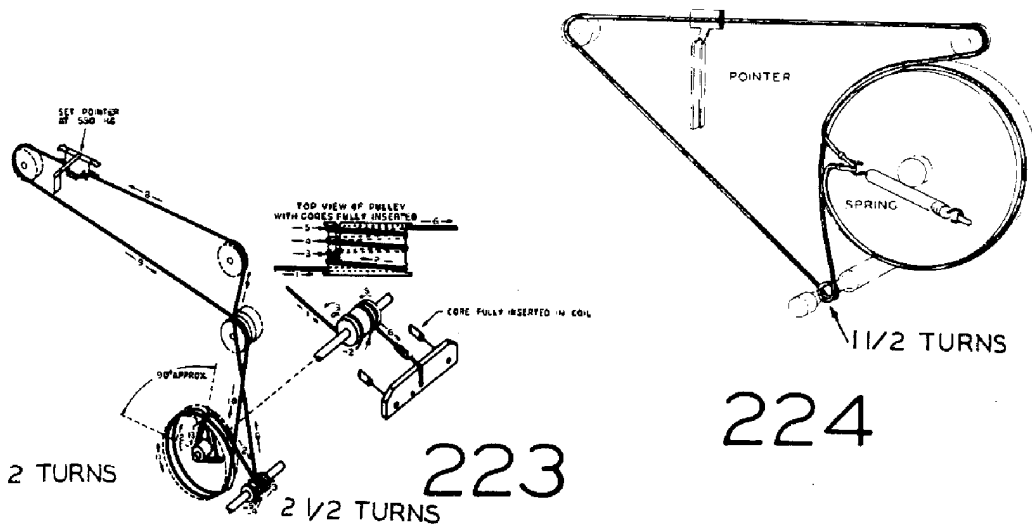
TO PULLEY

221

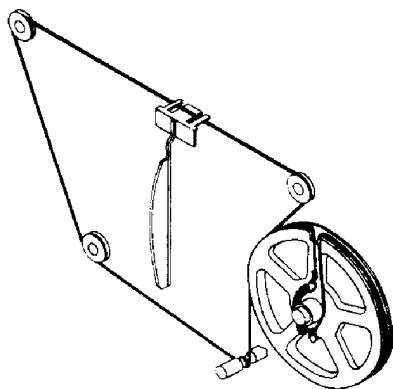


222

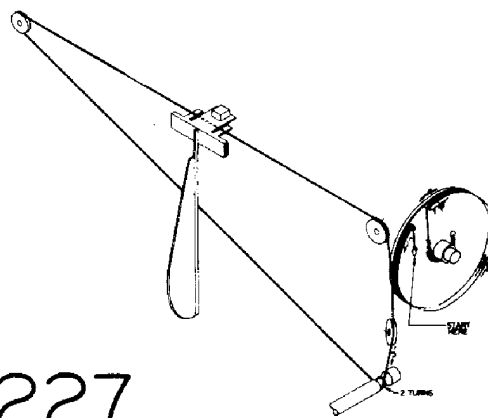
2 1/2 TURNS

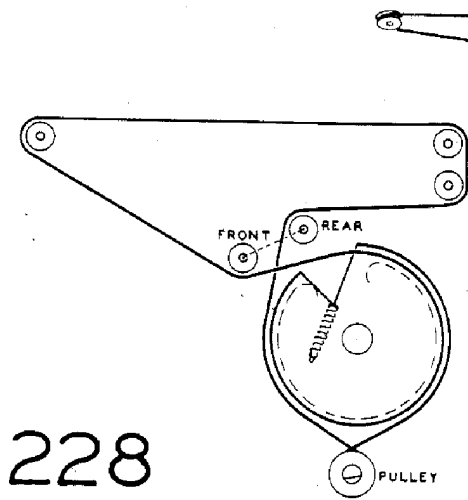


226

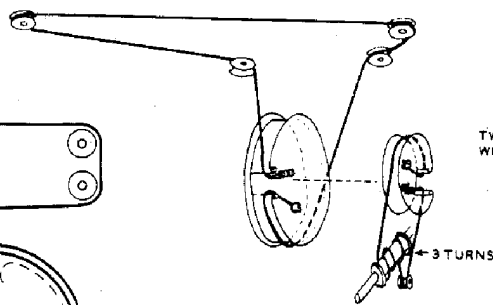


227





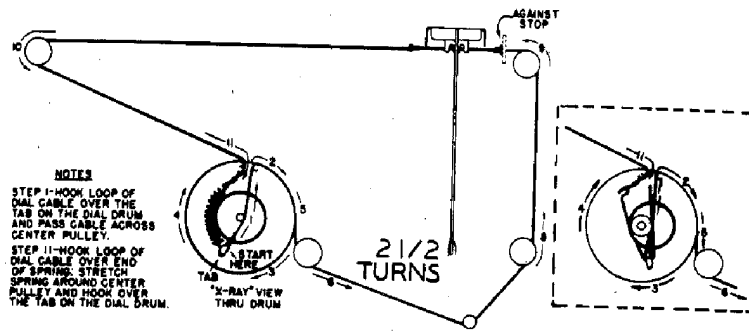
228



TWO DRUMS ON SHAFT WITH SEPARATE CORDS

3 TURNS

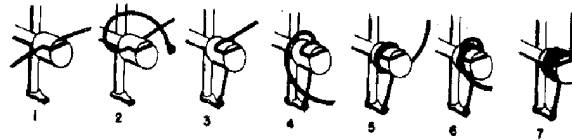
229



NOTES
 STEP I-HOOK LOOP OF DIAL CABLE OVER THE TAB ON THE DIAL DRUM AND PASS CABLE ACROSS CENTER PULLEY.
 STEP II-HOOK LOOP OF DIAL CABLE OVER END OF SPRING, STRETCH SPRING AROUND CENTER PULLEY AND HOOK OVER THE TAB ON THE DIAL DRUM.

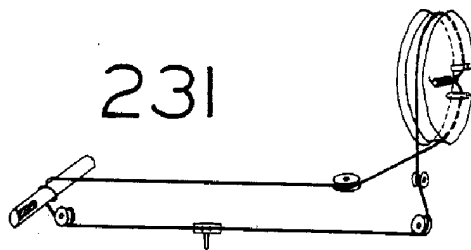
2 1/2 TURNS

Dial Stringing Diagram Showing Later Production Spring at Right

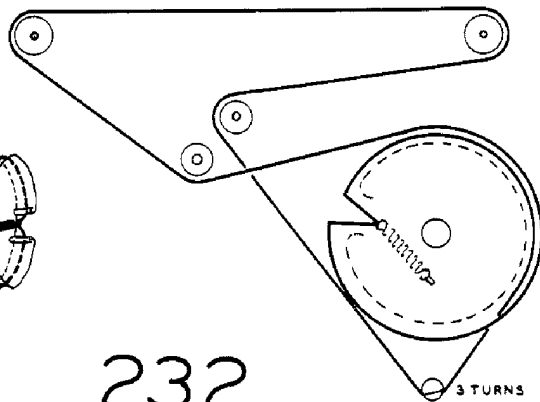


Elevator Windless Stringing Procedure

230

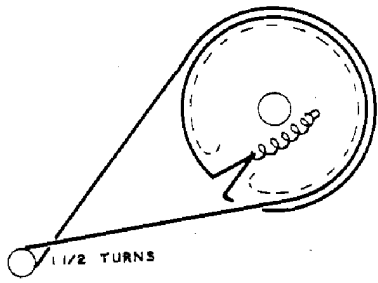


231

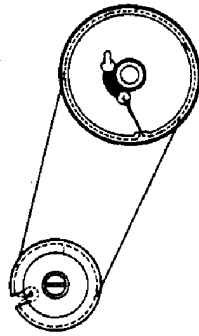


232

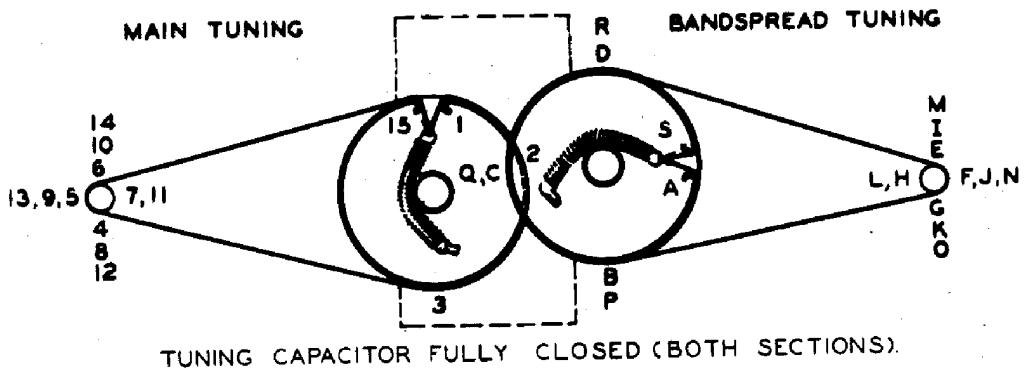
3 TURNS



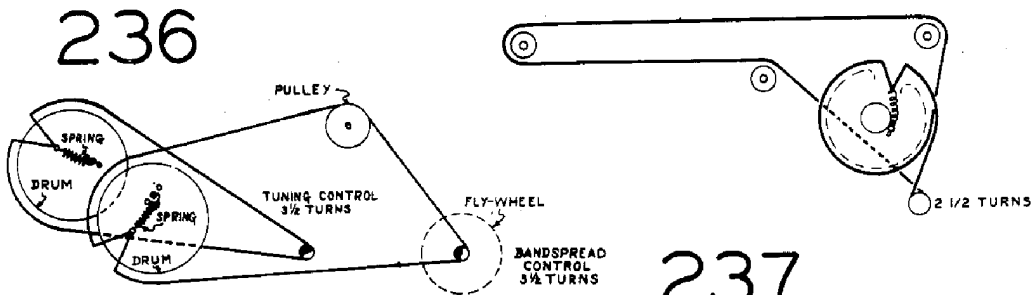
233



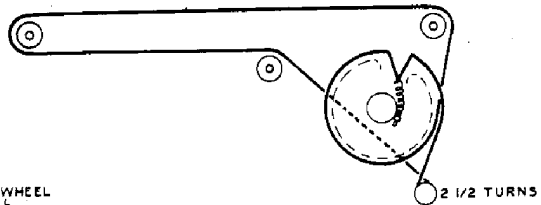
234



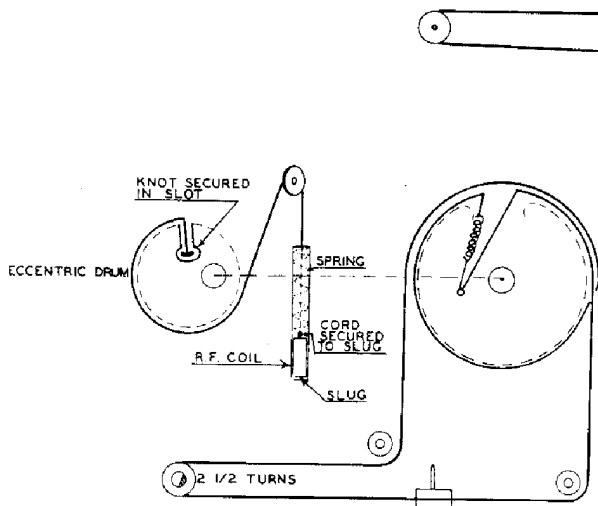
235



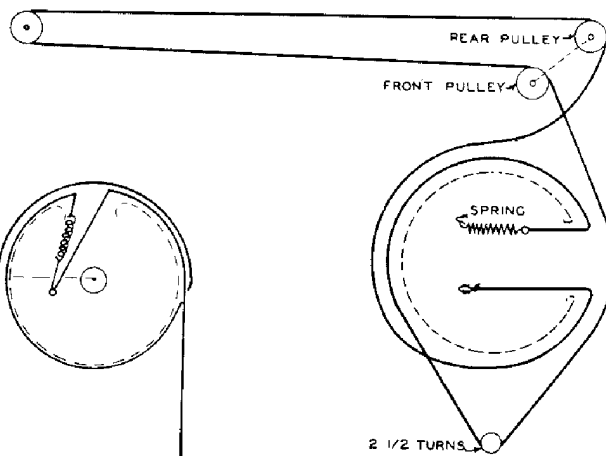
236



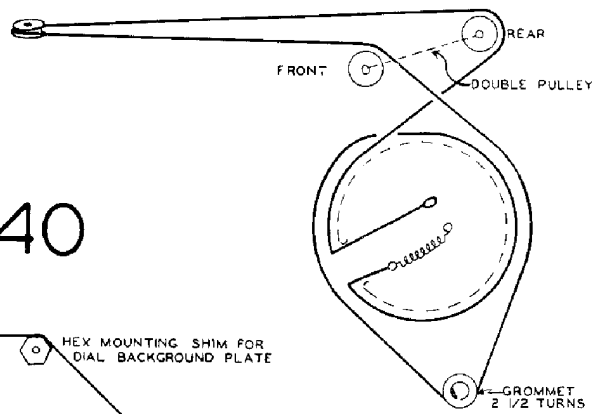
237



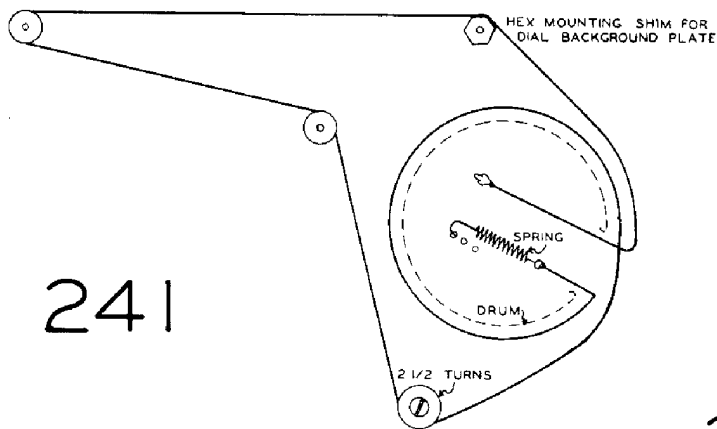
238



239

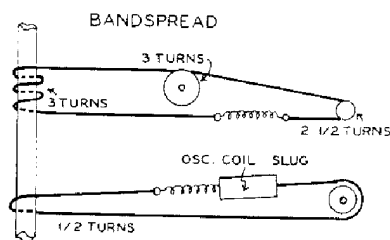
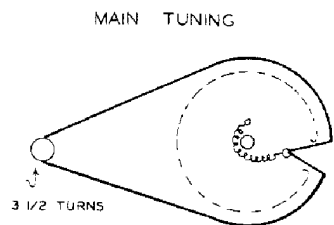


240



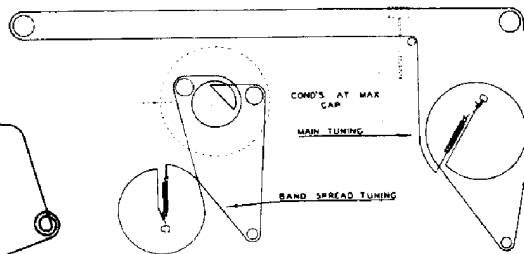
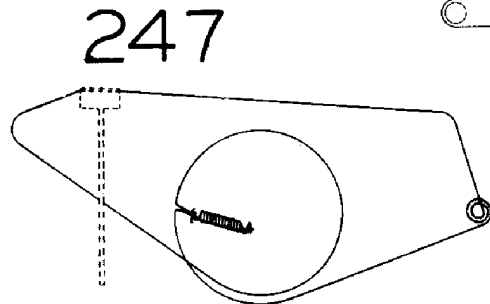
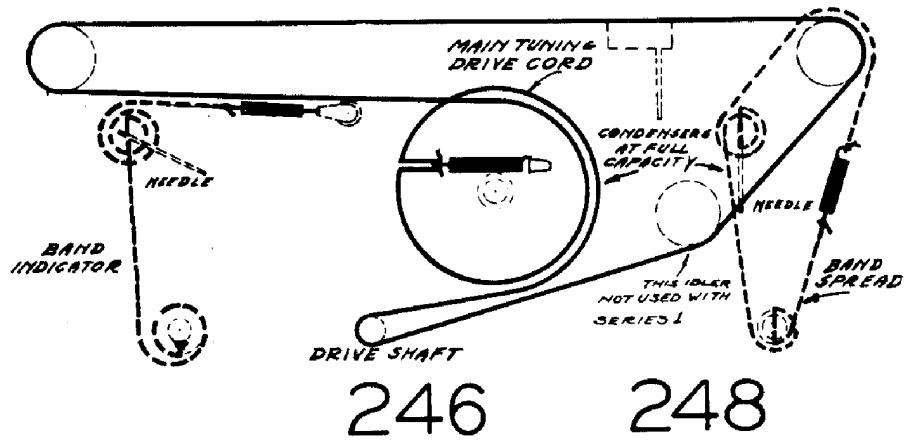
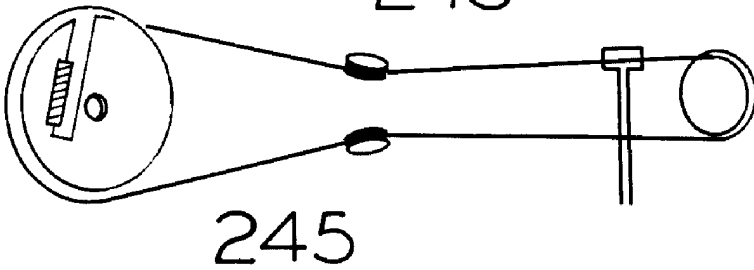
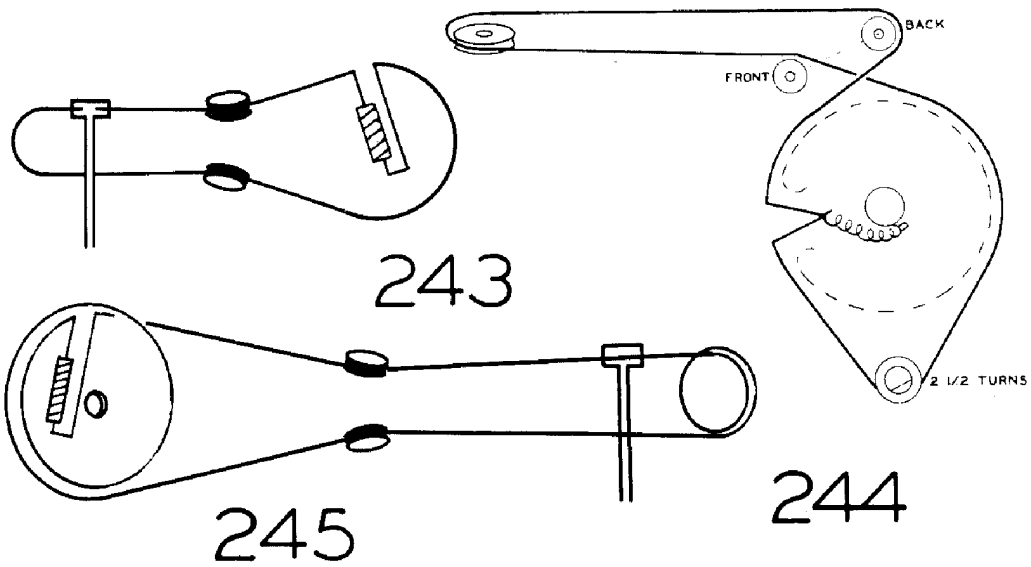
241

242



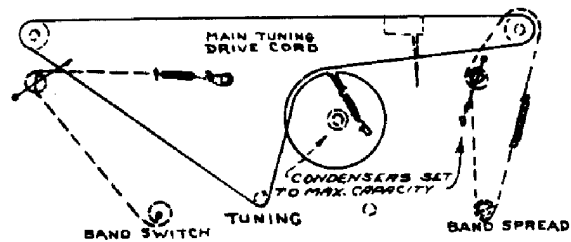
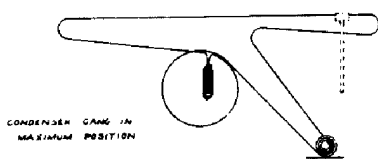
MAIN TUNING

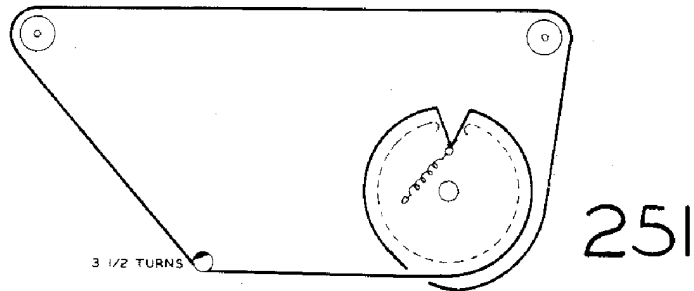
BANDSPREAD



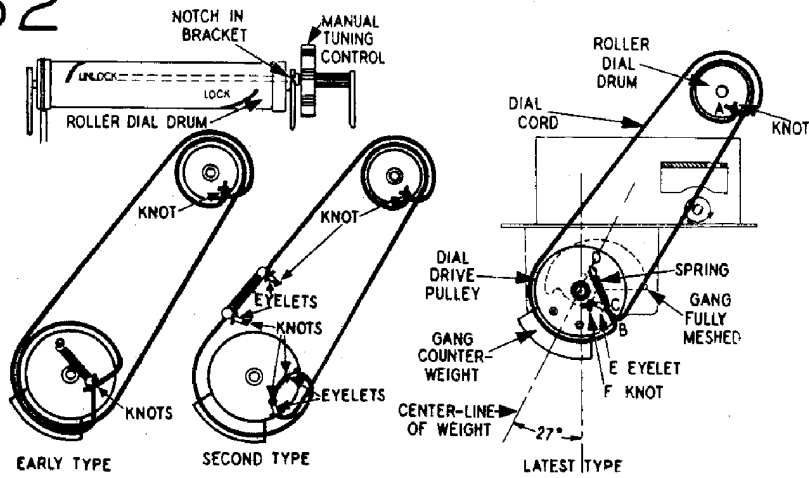
CONDENSER GANG IN
MAXIMUM POSITION

249

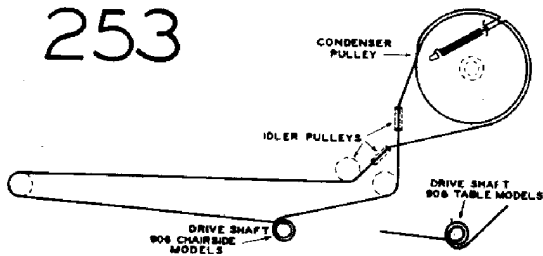




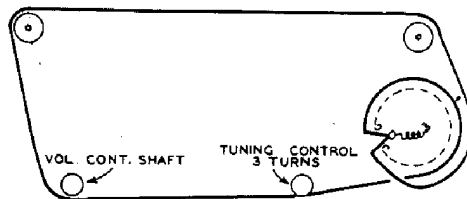
252



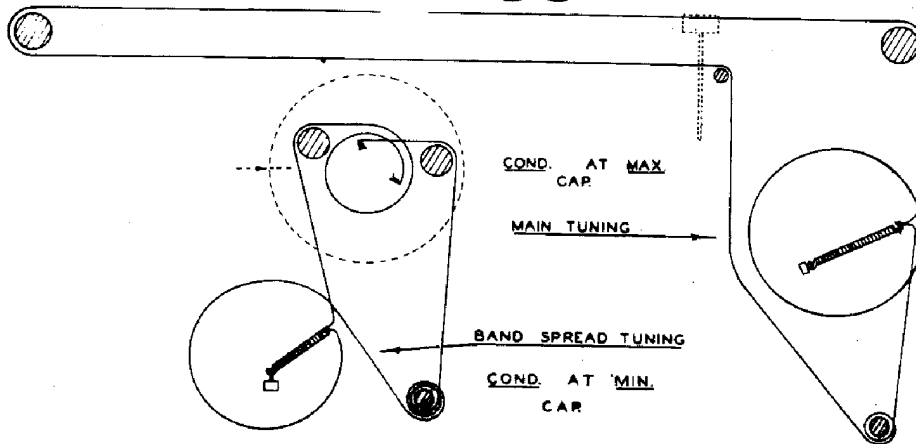
253



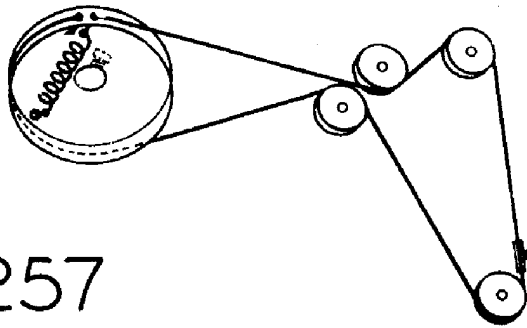
254



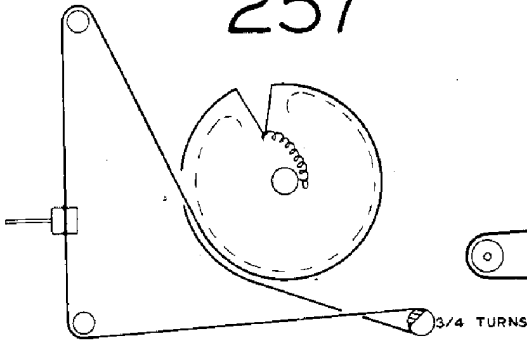
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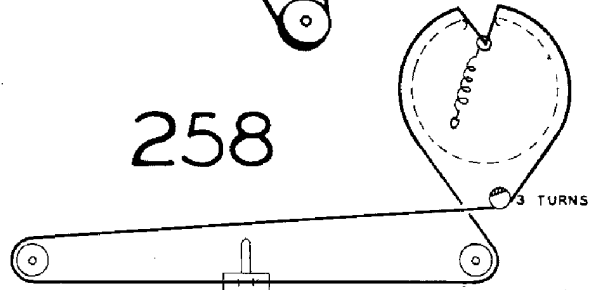
256



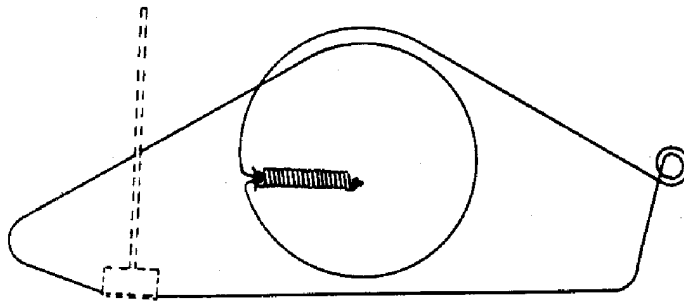
257



258

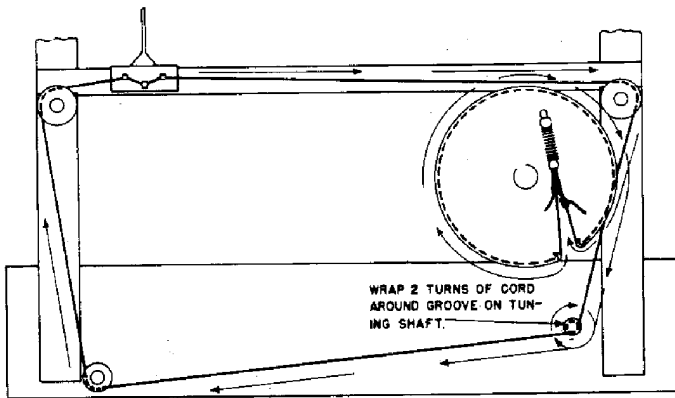


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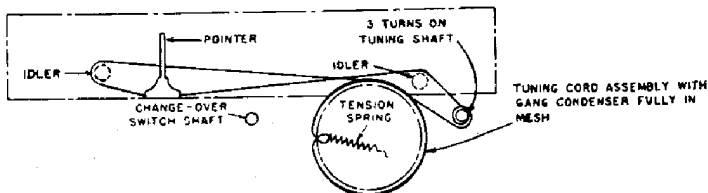


Condenser gang in maximum position.

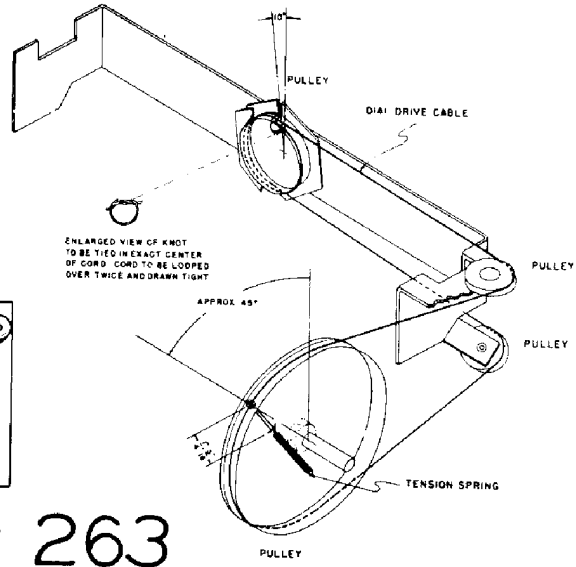
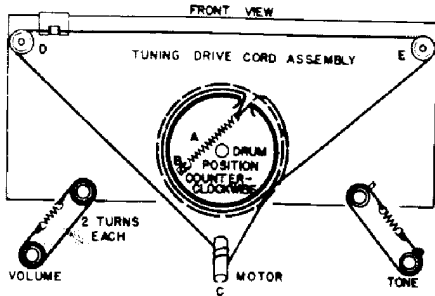
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261

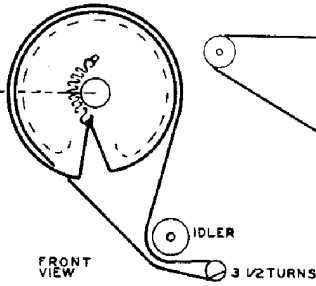
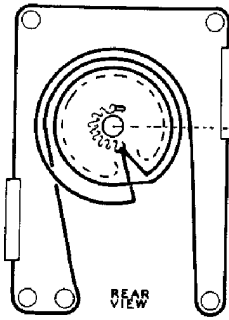


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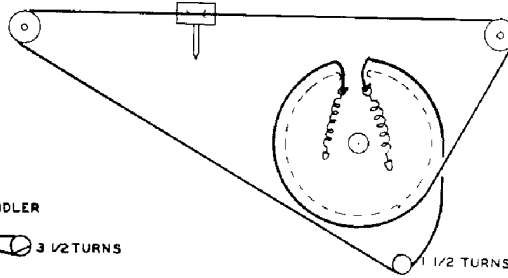


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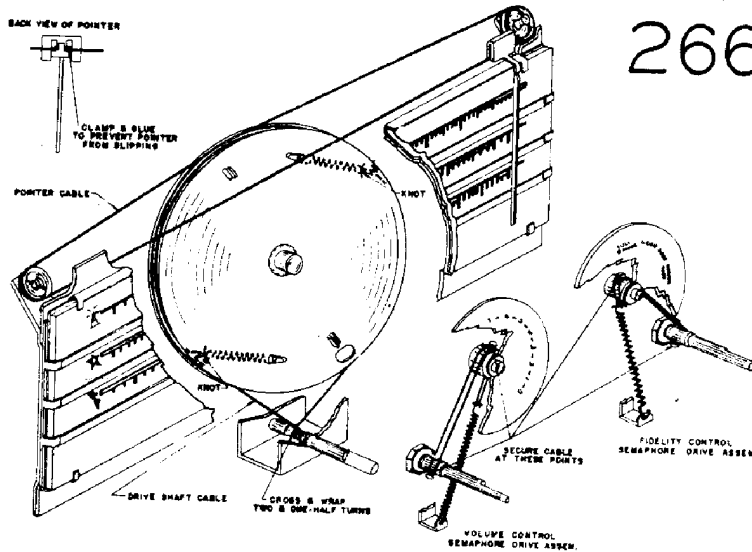
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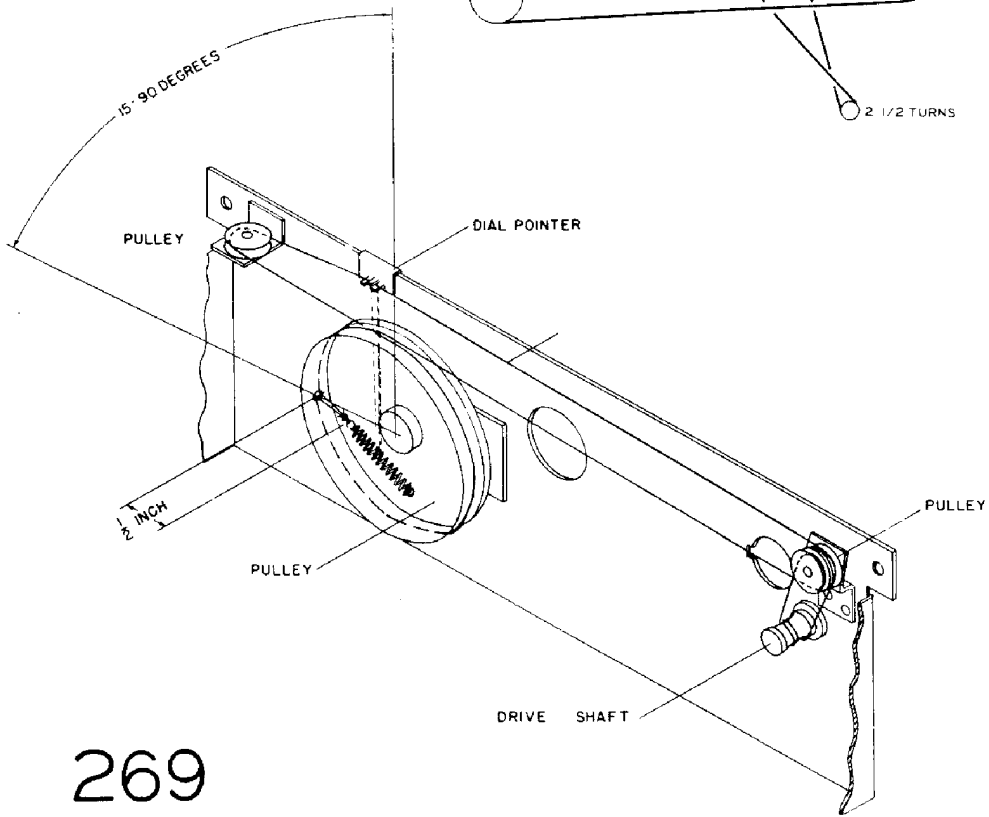
265



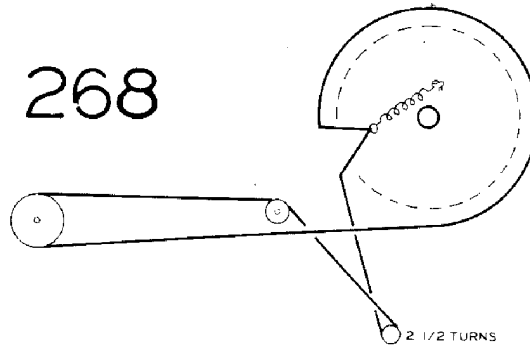
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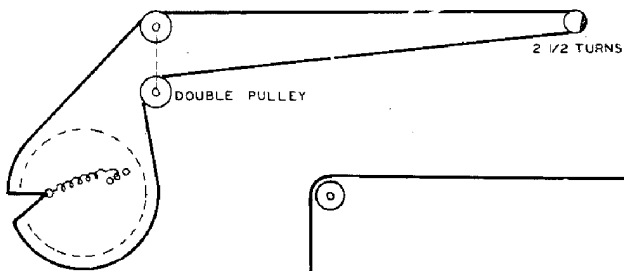
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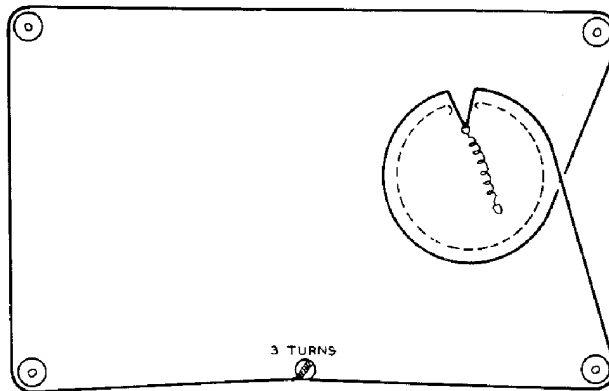
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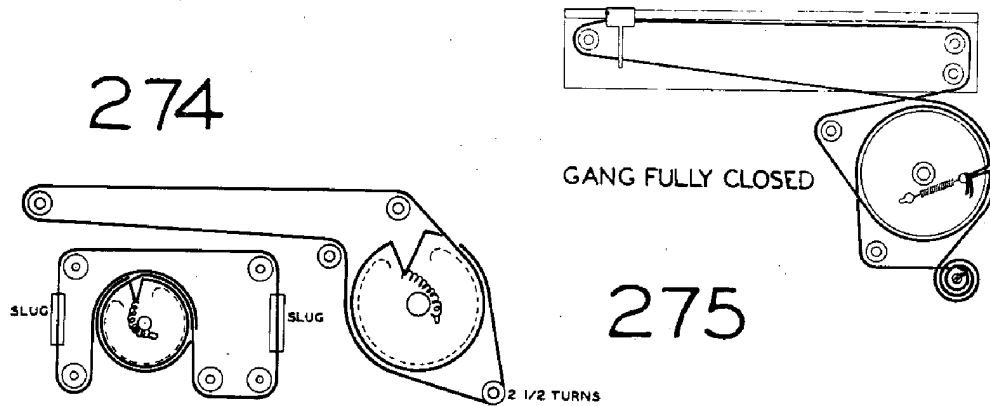
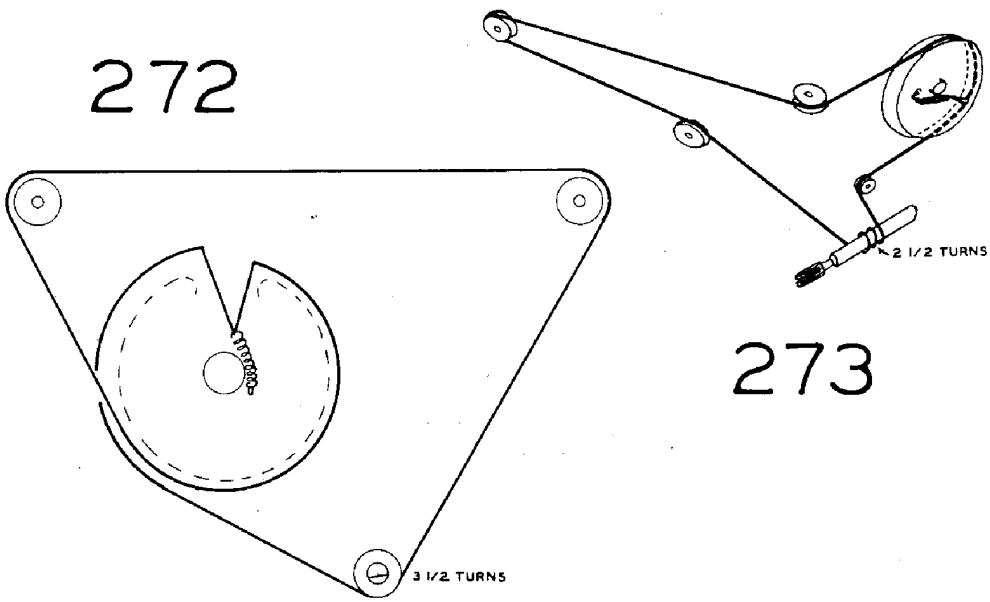
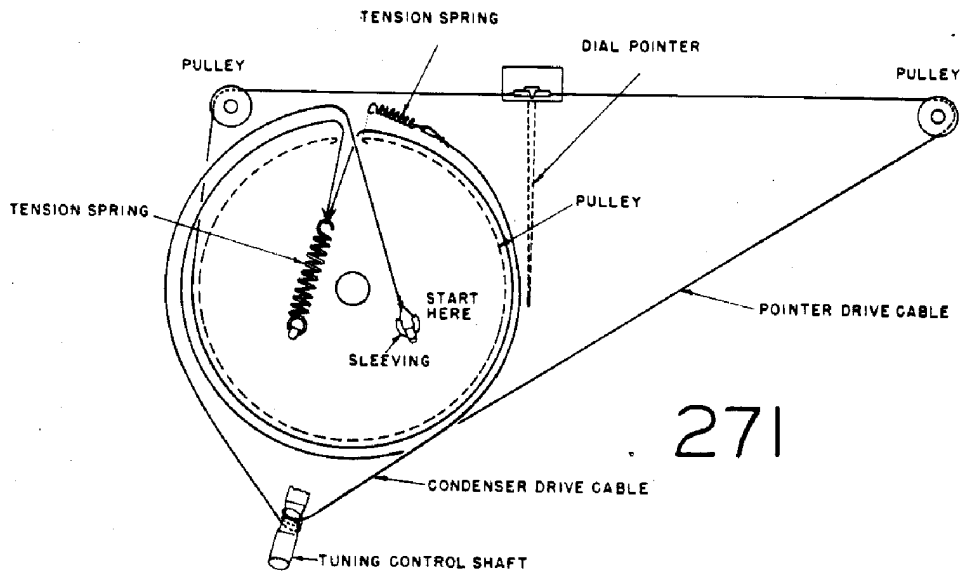


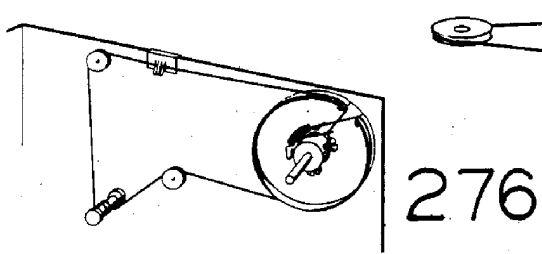
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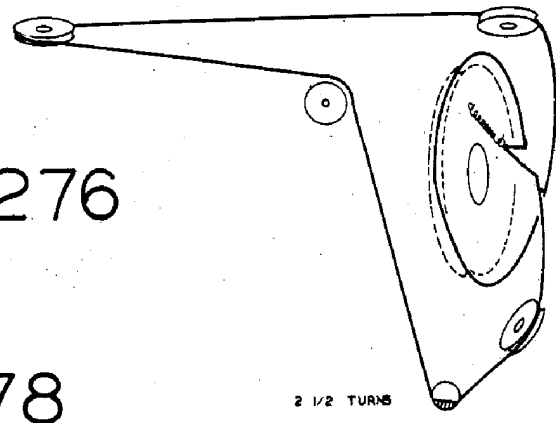
270





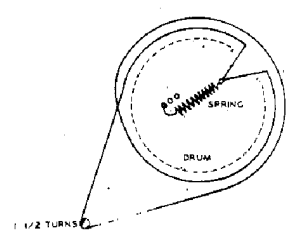


276



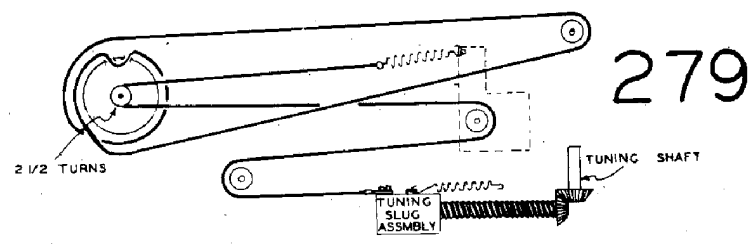
2 1/2 TURNS

277



278

1 1/2 TURNS



2 1/2 TURNS

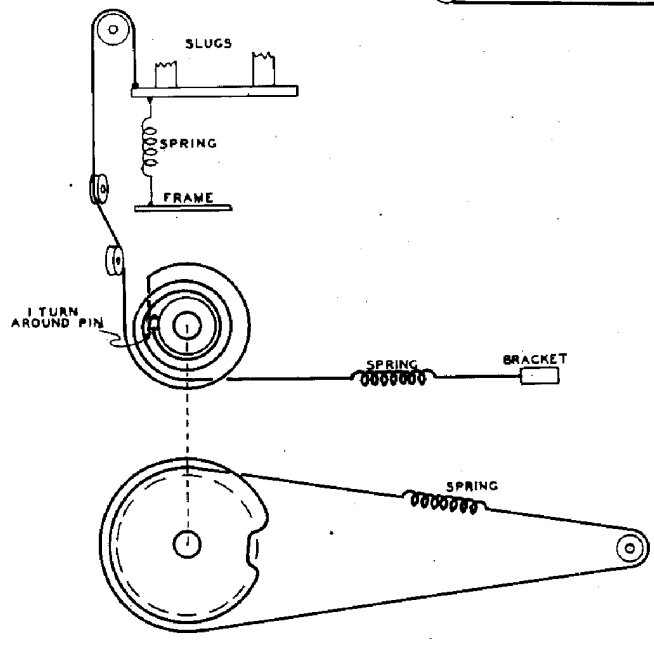
279

TUNING SLUG ASSEMBLY

TUNING SHAFT

281

280



SLUGS

SPRING

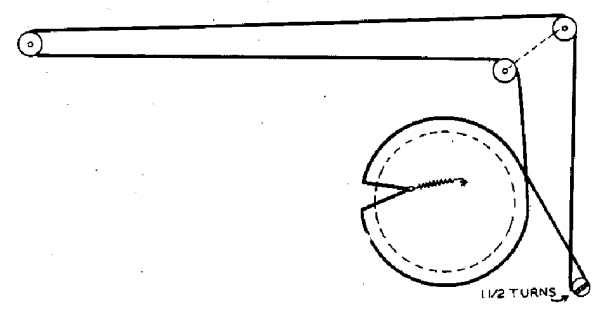
FRAME

1 TURN AROUND PIN

SPRING

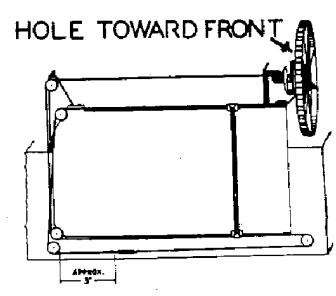
BRACKET

SPRING



1 1/2 TURNS

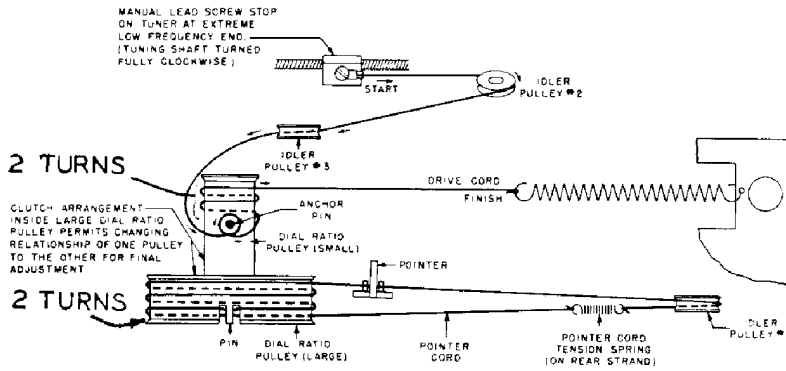
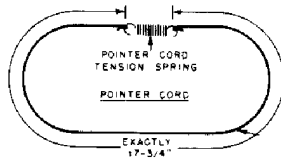
282



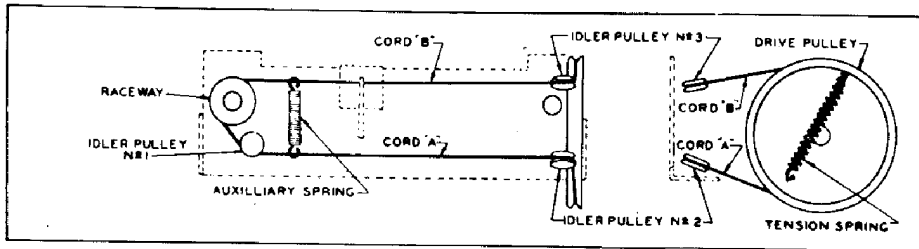
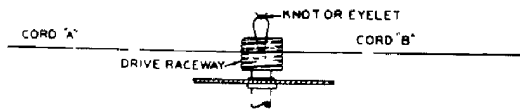
HOLE TOWARD FRONT

Approx.

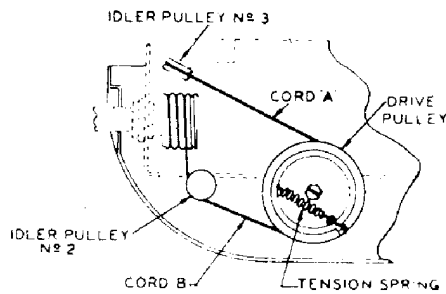
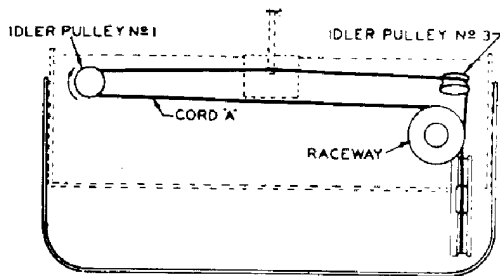
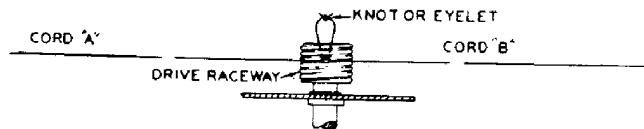
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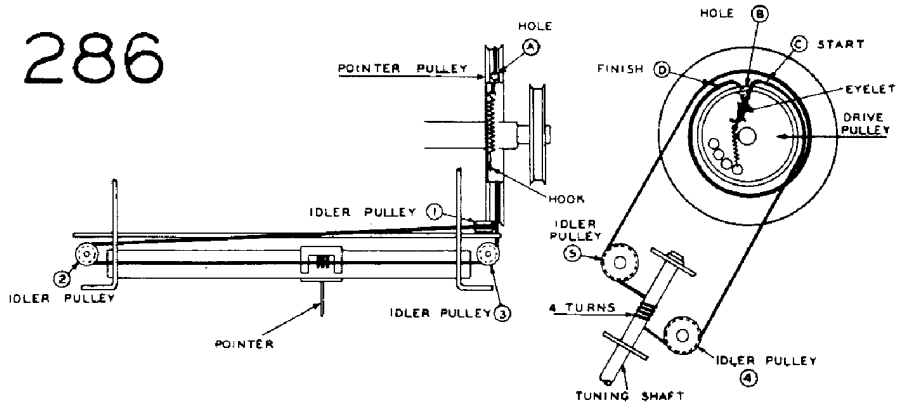
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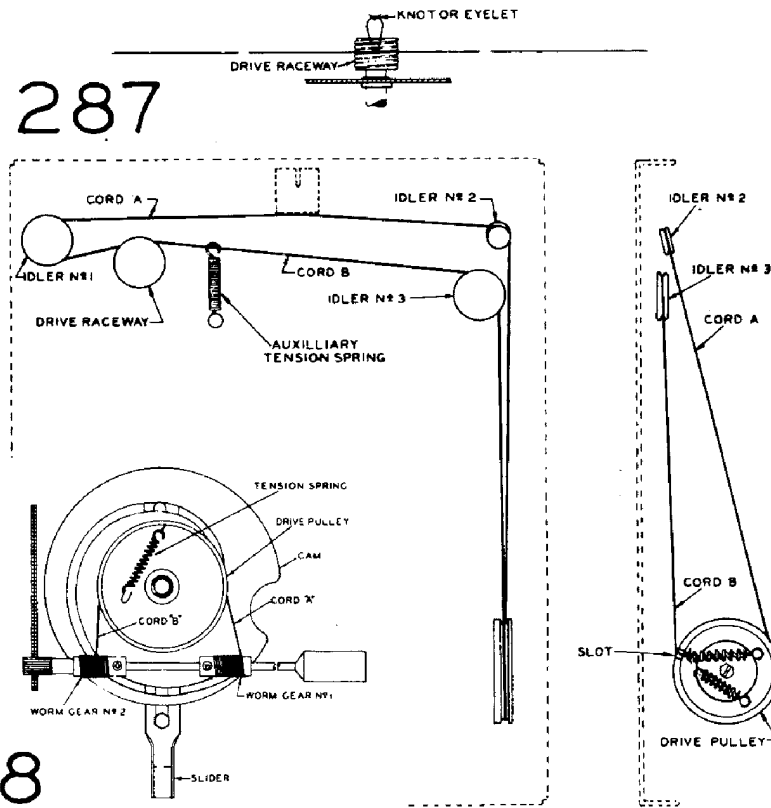
285



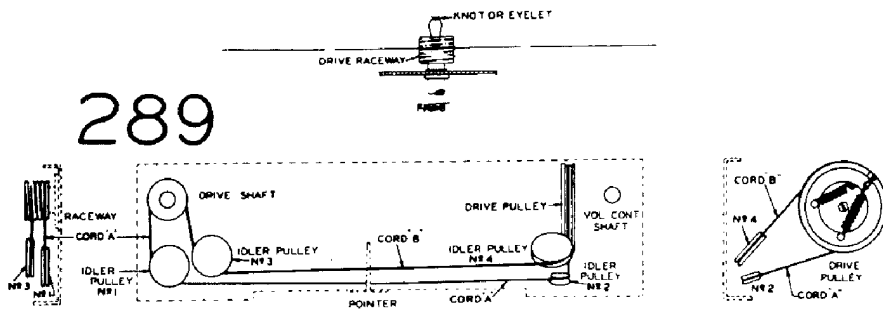
286



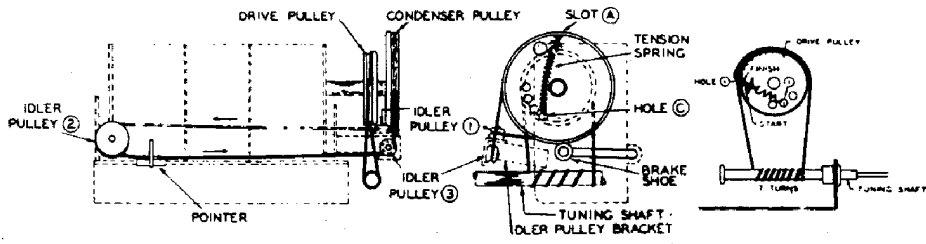
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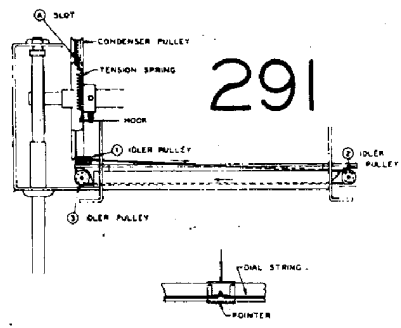
288



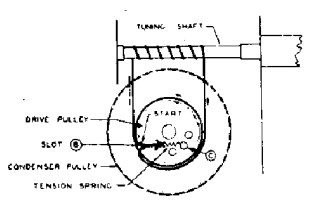
289



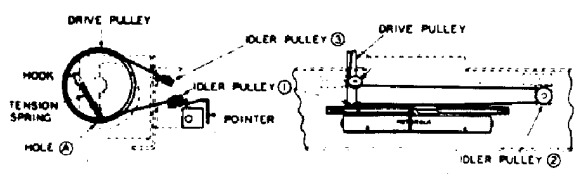
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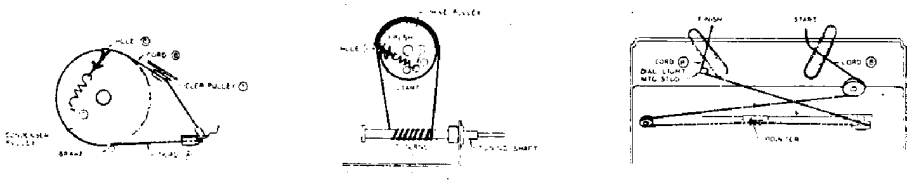
291



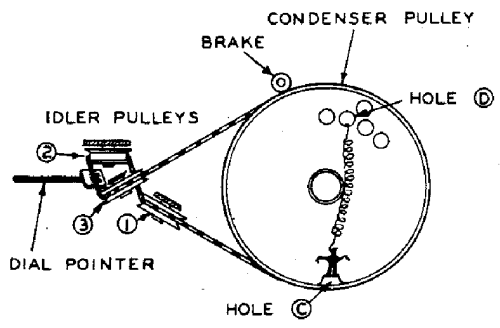
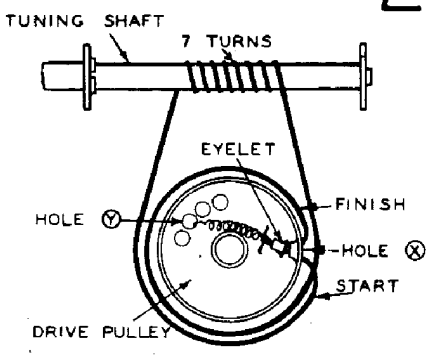
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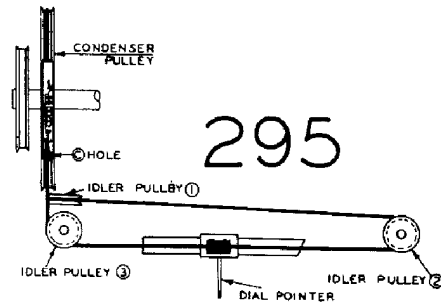
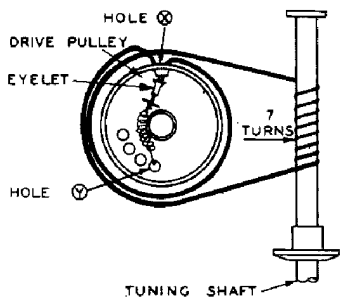


293

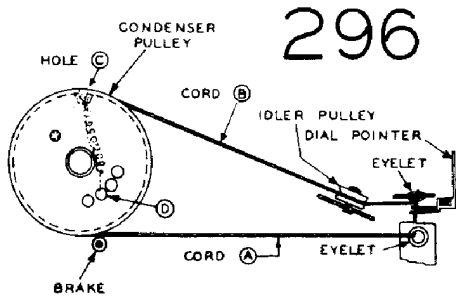


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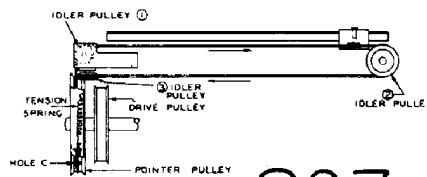
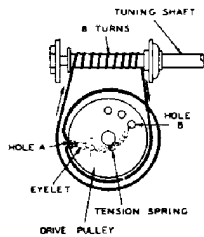
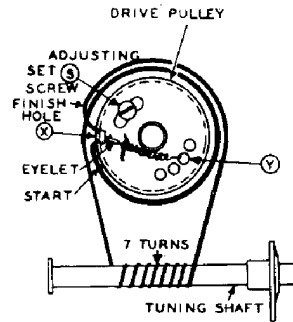




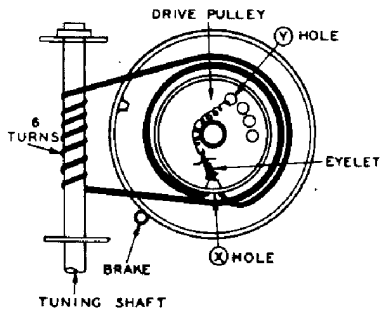
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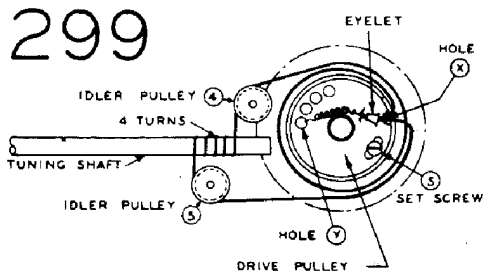
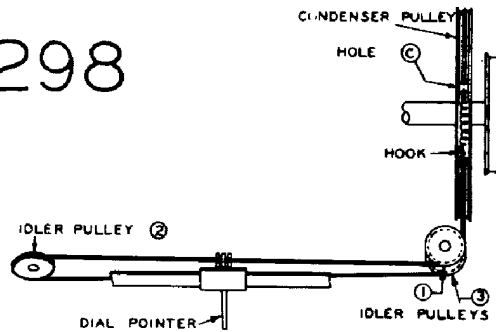
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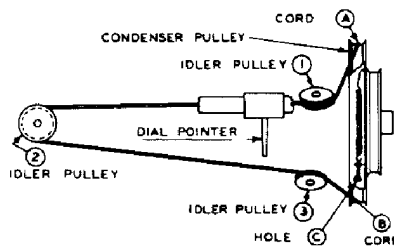
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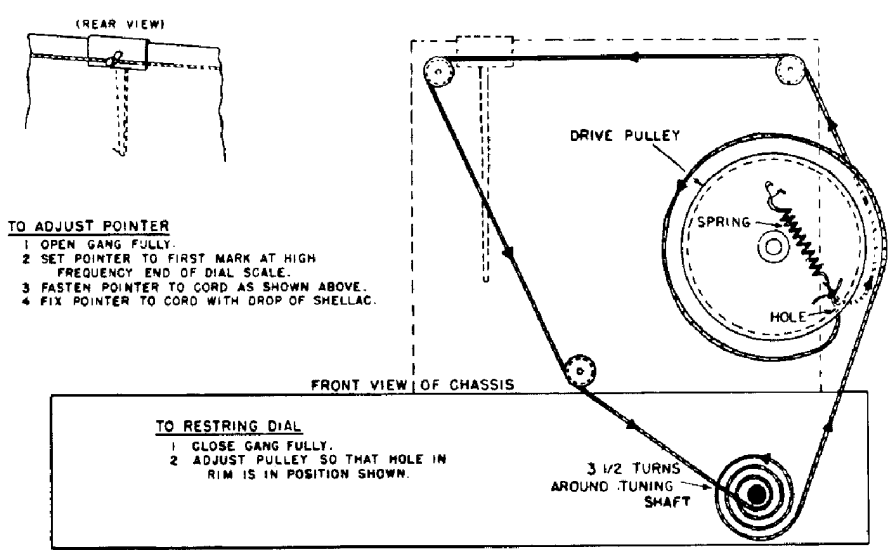


298

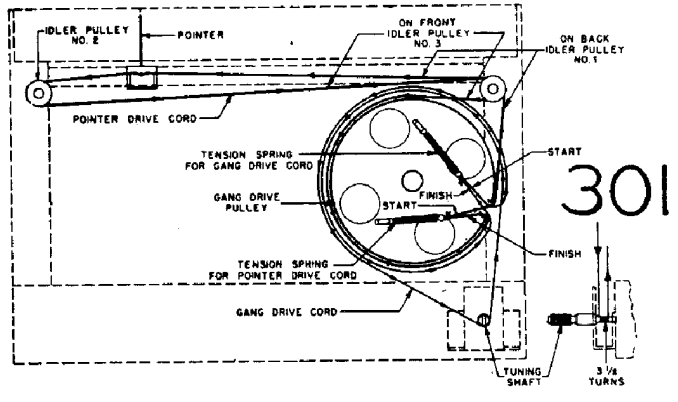


299

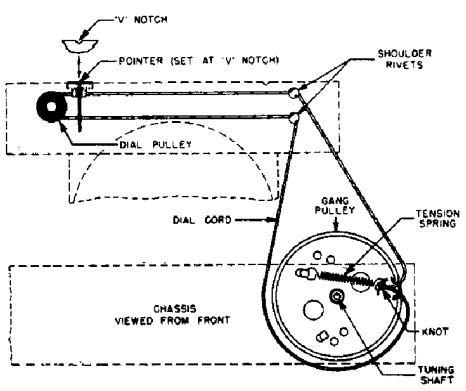




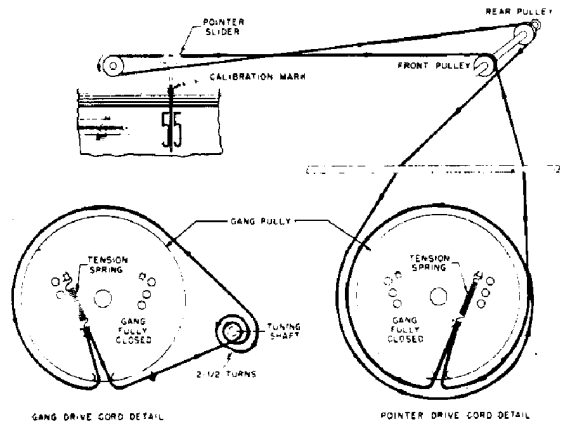
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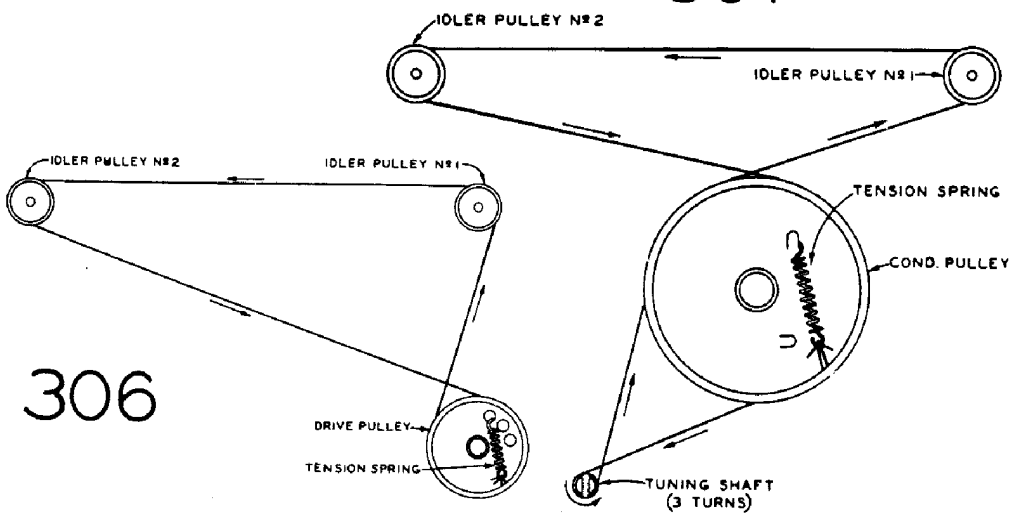
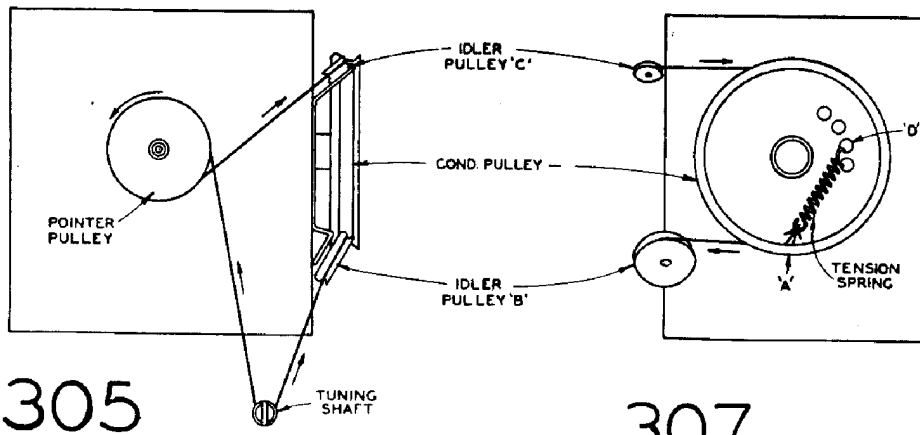
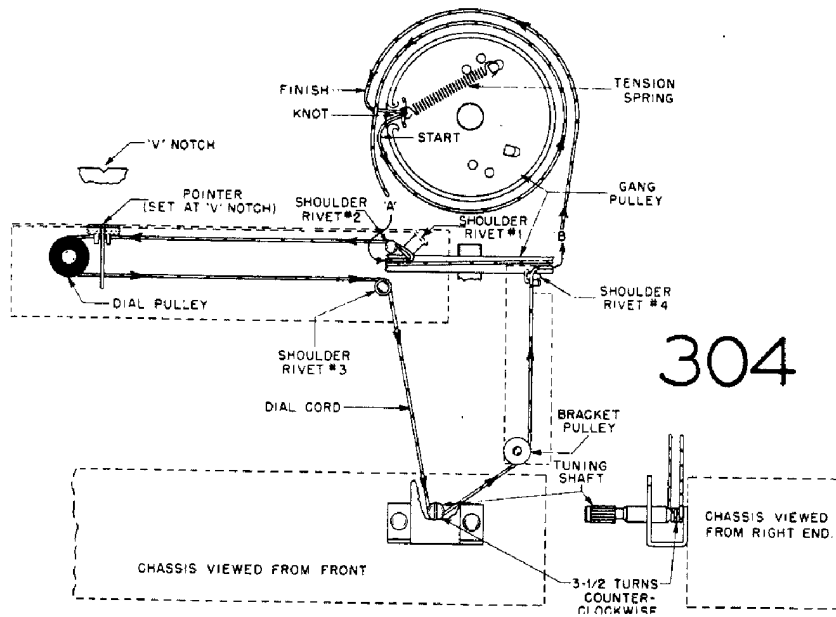


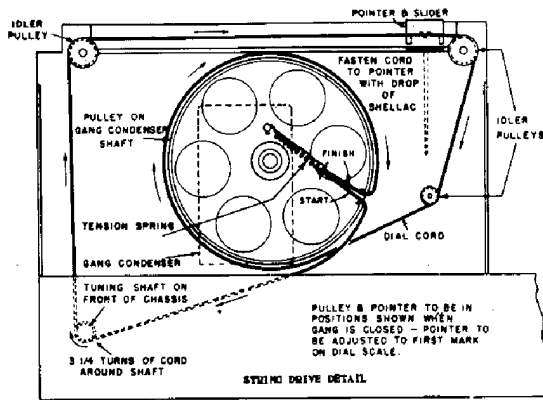
302



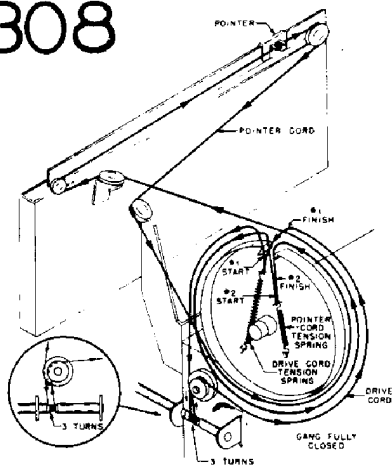
303



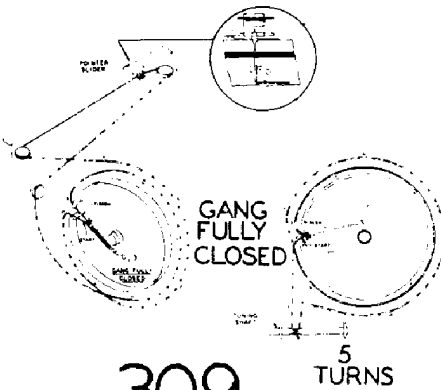




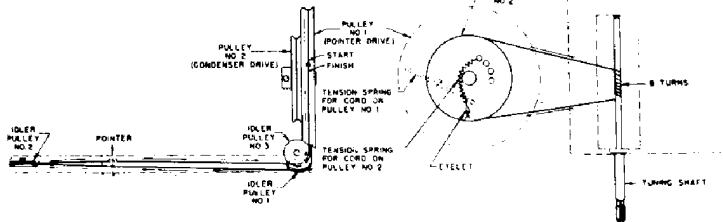
308



309

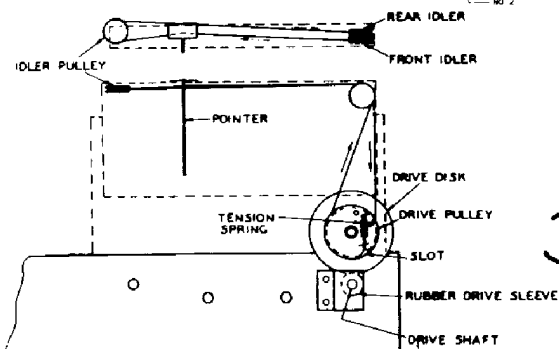


310

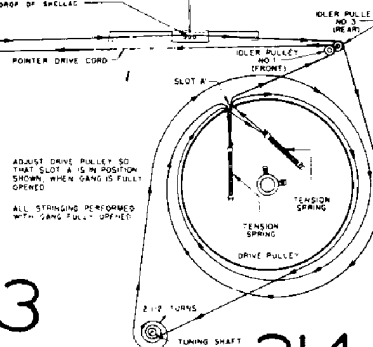


311

312



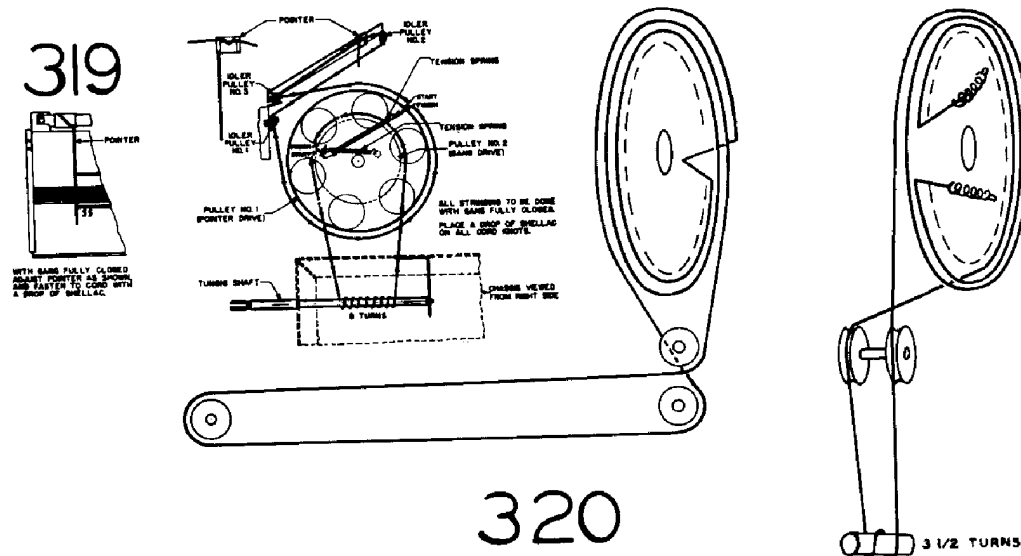
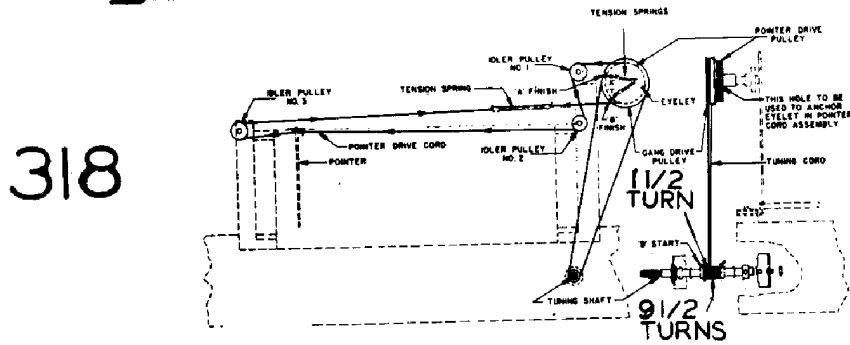
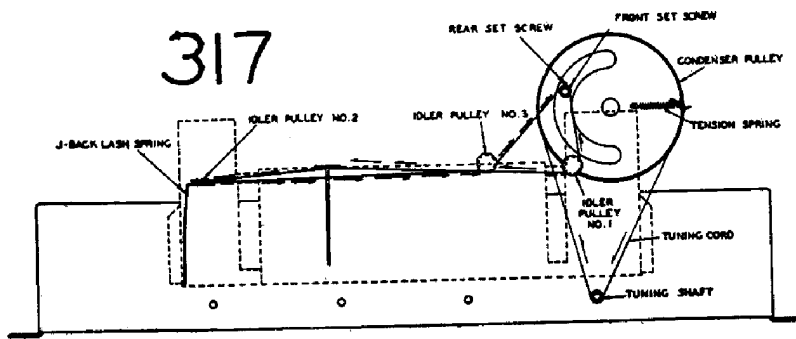
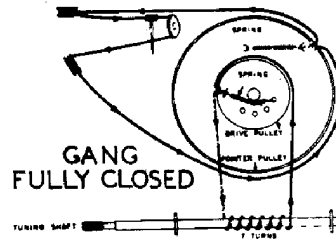
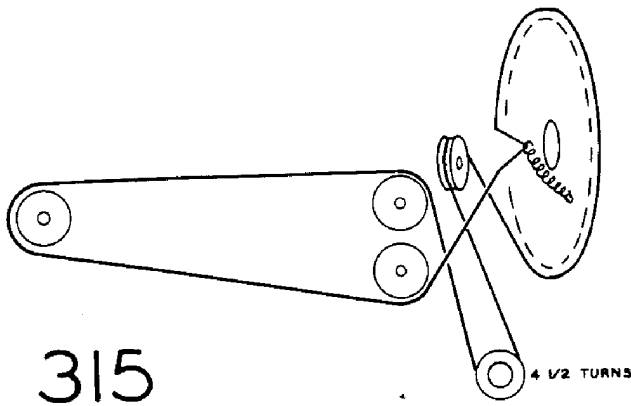
POINTER ADJUSTMENT
WHY GANG FULLY CLOSED, ADJUST POINTER TO FIRST MARK ON LOW FREQUENCY END OF DIAL SCALE. FASTEN TO CORD WITH A DROP OF BHELLAC.



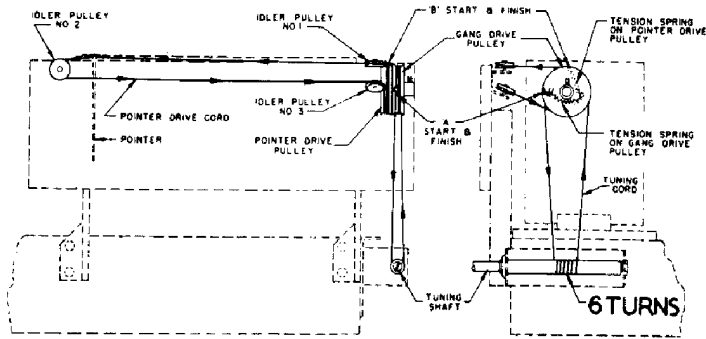
ADJUST DRIVE PULLEY SO THAT SLOT A IS IN POSITION SHOWN, WHEN GANG IS FULLY OPENED.
ALL STRINGING PERFORMED WITH GANG FULLY OPENED.

313

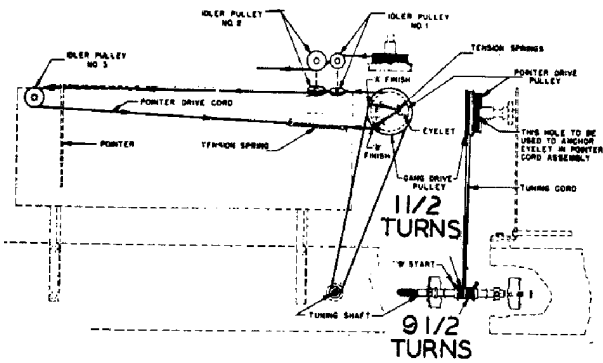
314



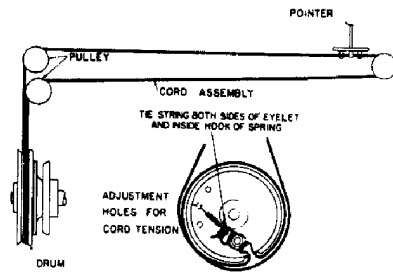
321



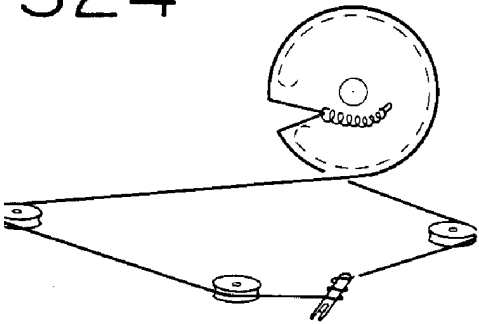
322



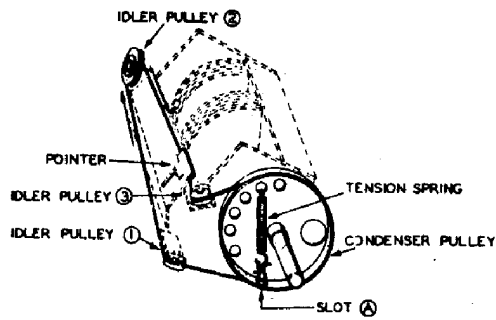
323



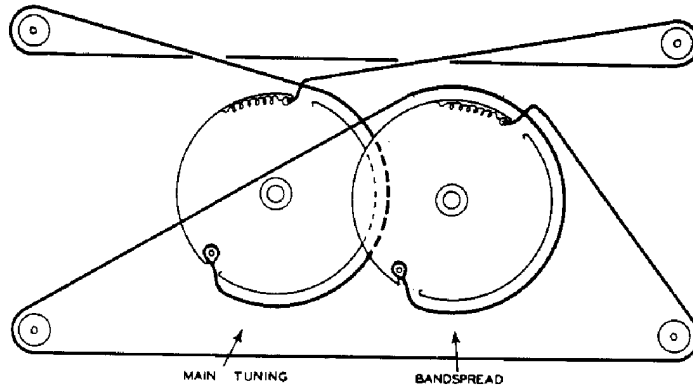
324

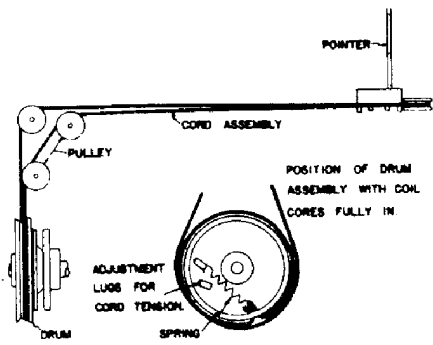


325

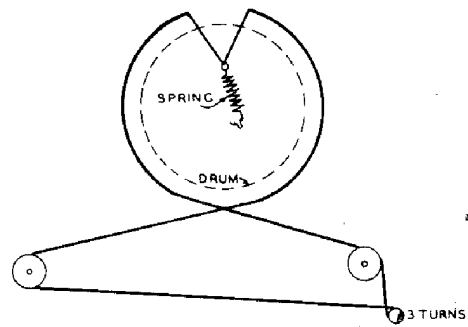


326

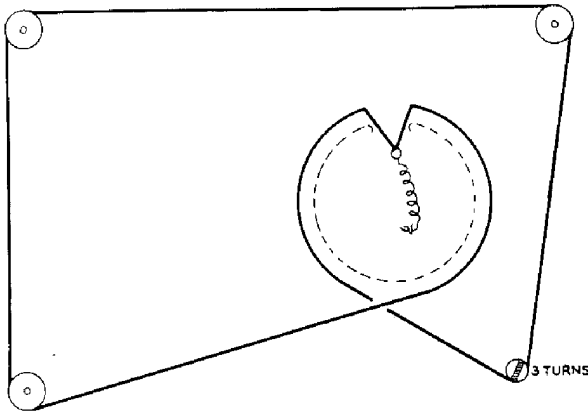




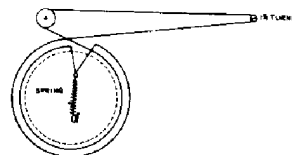
327



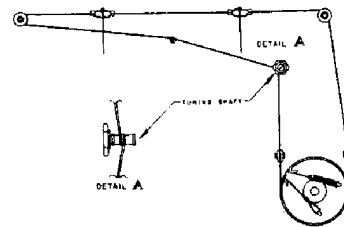
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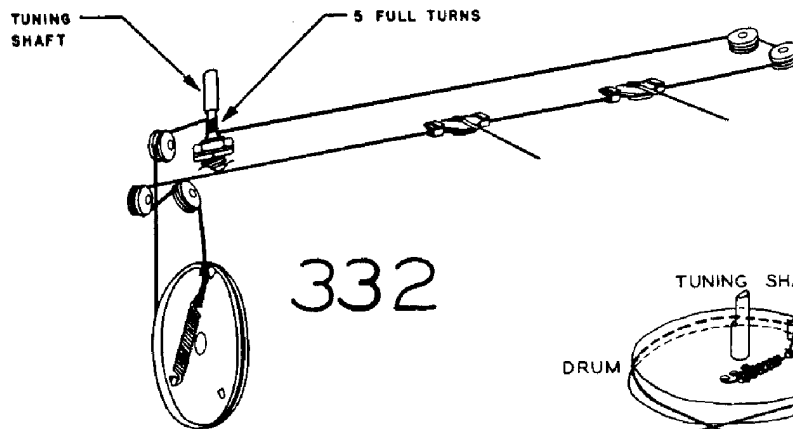
329



330

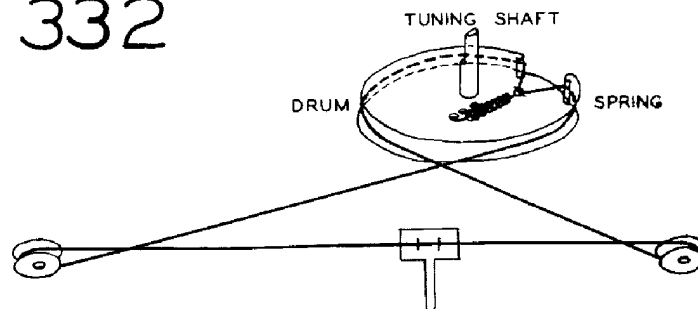


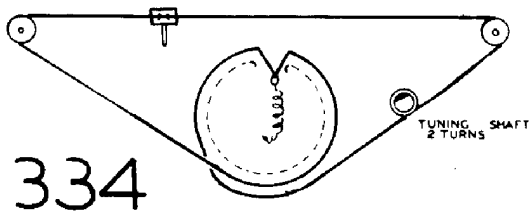
331



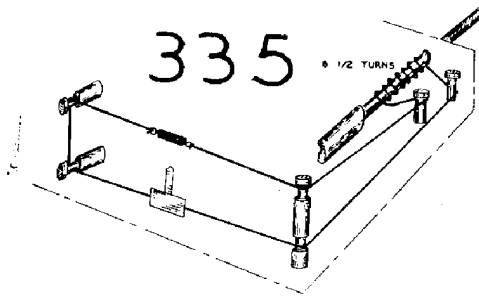
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333

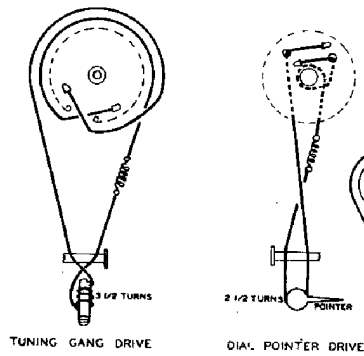




334



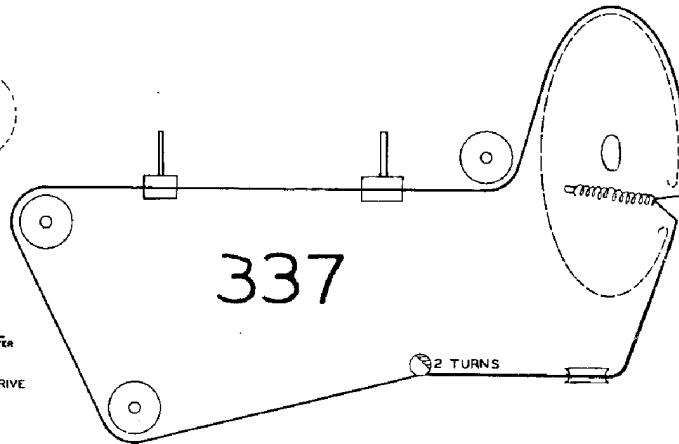
335



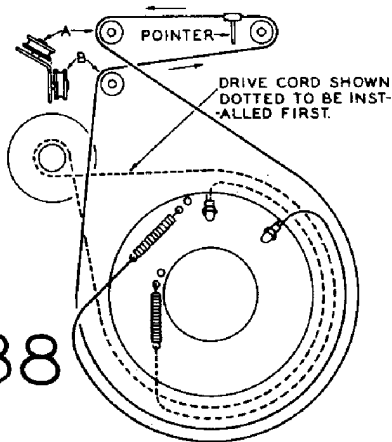
TUNING GANG DRIVE

DIAL POINTER DRIVE

336

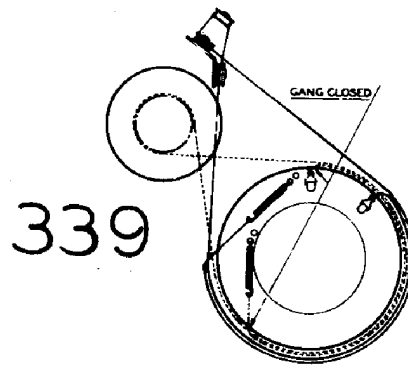


337

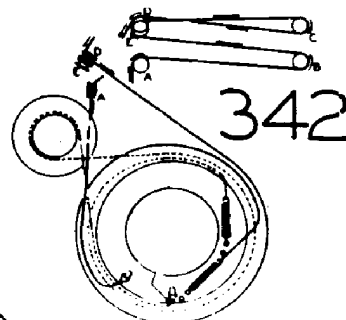


338

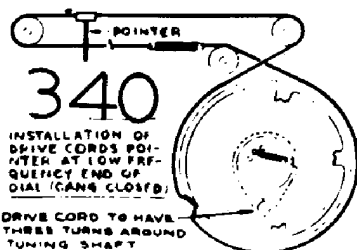
(POINTER AT LOW FREQUENCY END OF DIAL)
TUNING CONDENSER MAXIMUM CAPACITY (FULLY CLOSED)



339



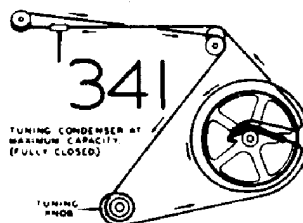
342



340

INSTALLATION OF DRIVE CORD'S POINTER AT LOW FREQUENCY END OF DIAL (GANG CLOSED)

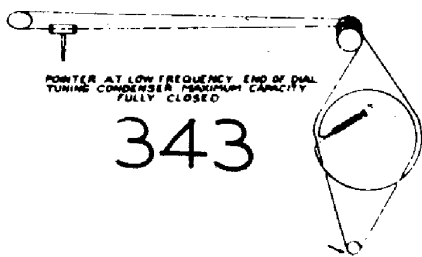
DRIVE CORD TO HAVE THREE TURNS AROUND TUNING SHAFT



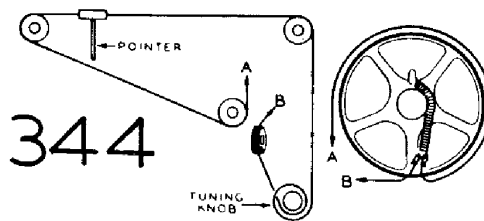
341

TUNING CONDENSER AT MAXIMUM CAPACITY (FULLY CLOSED)

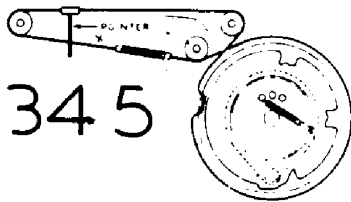
TUNING KNOB



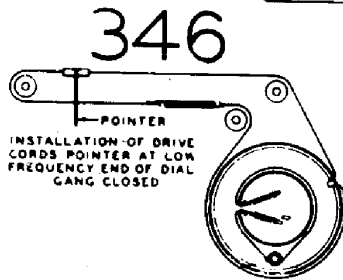
343



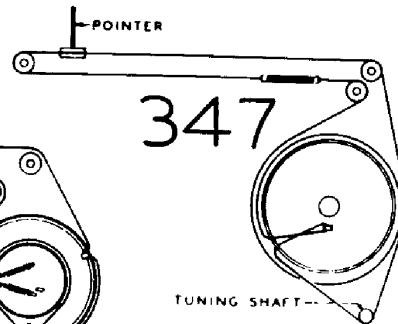
344



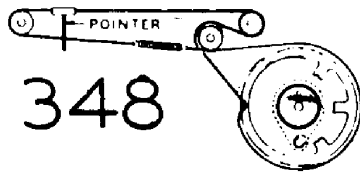
345



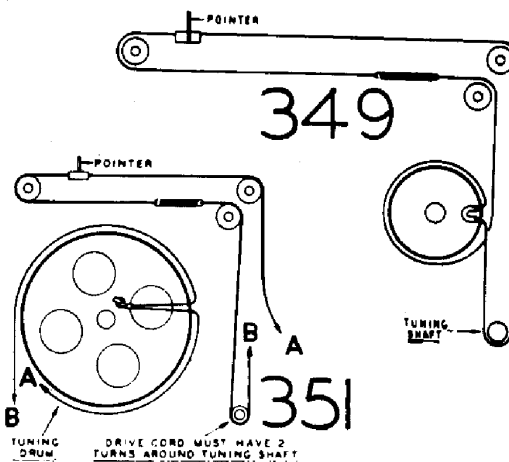
346



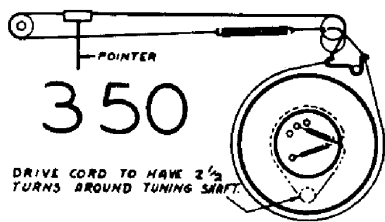
347



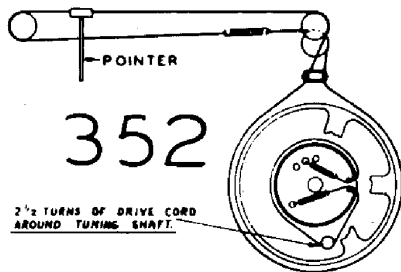
348



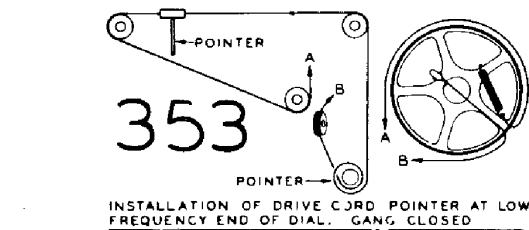
349



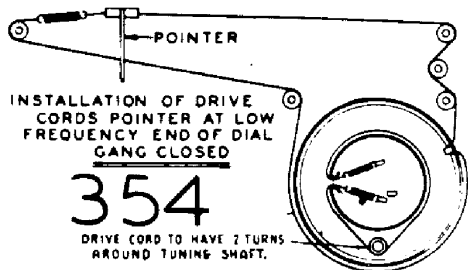
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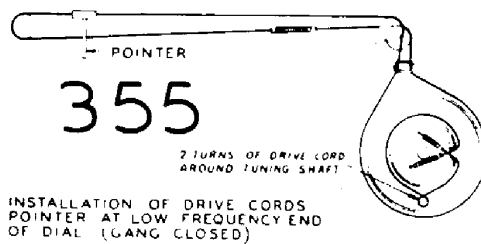
352



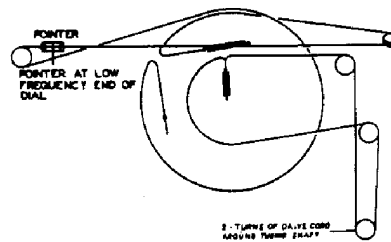
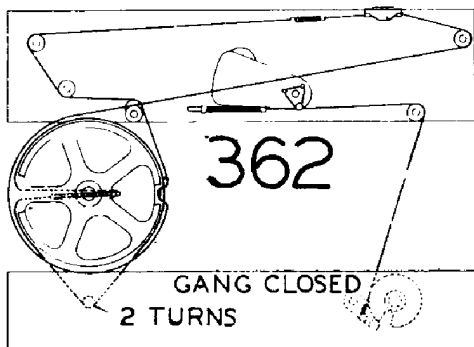
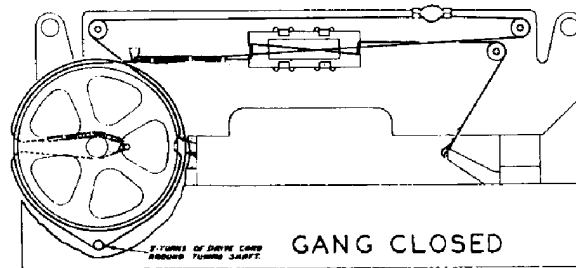
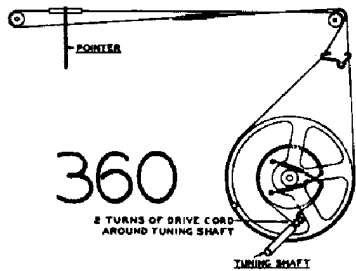
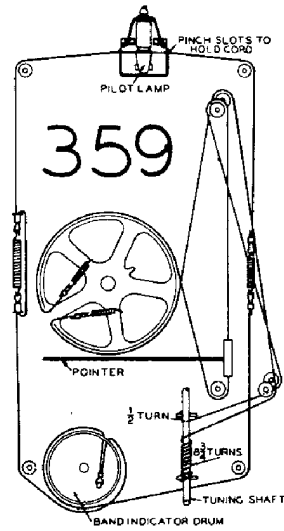
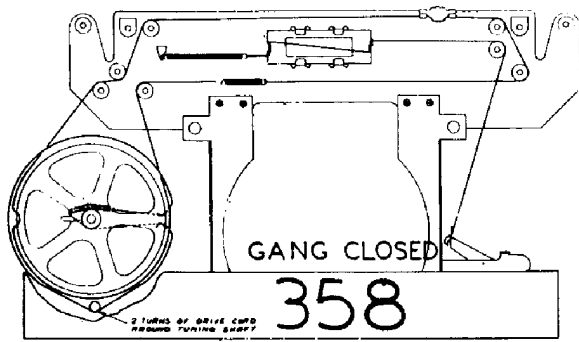
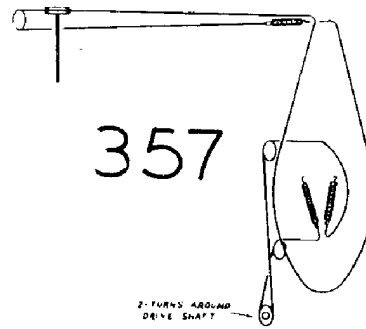
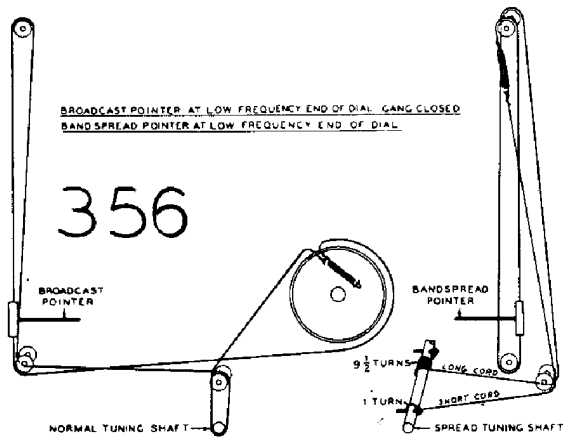
353

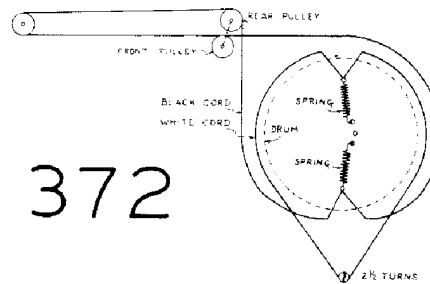
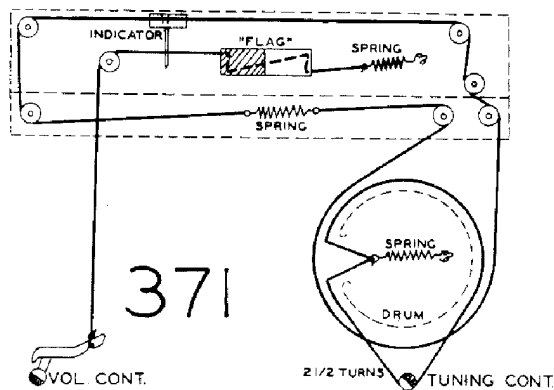
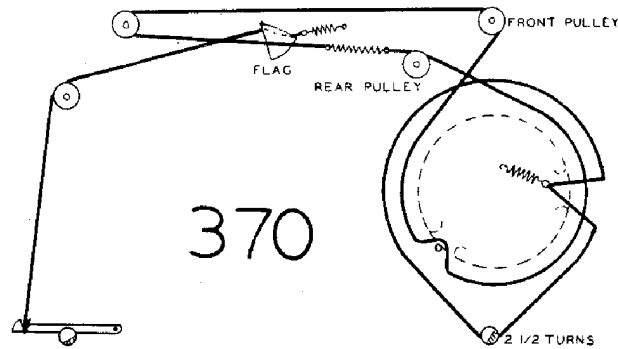
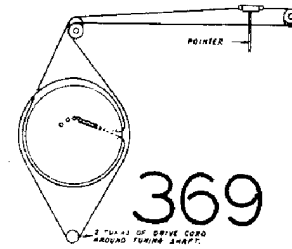
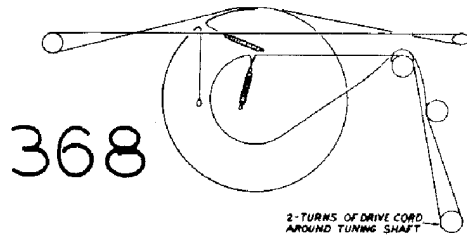
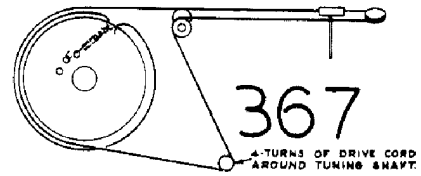
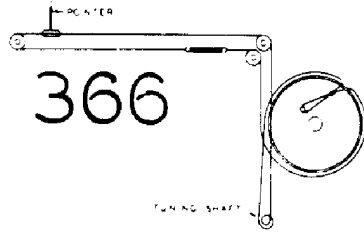
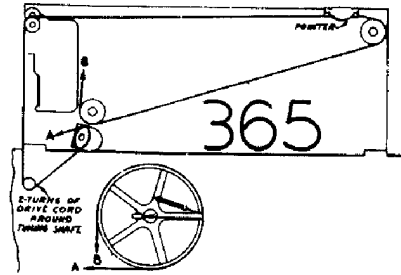
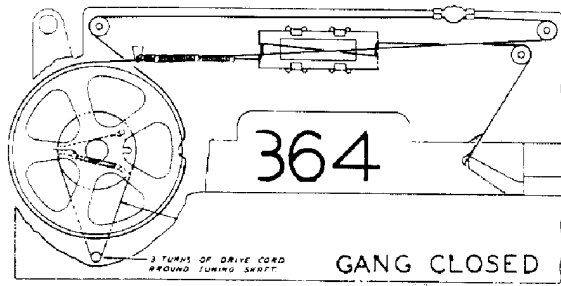


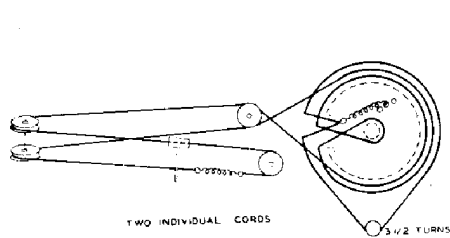
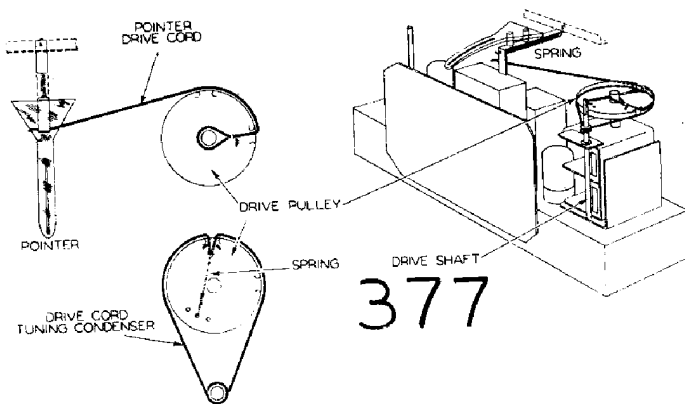
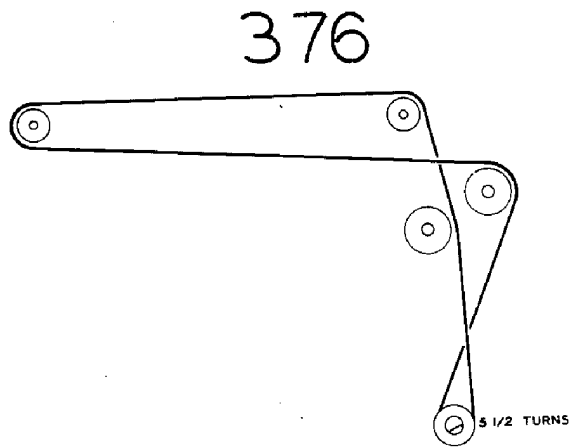
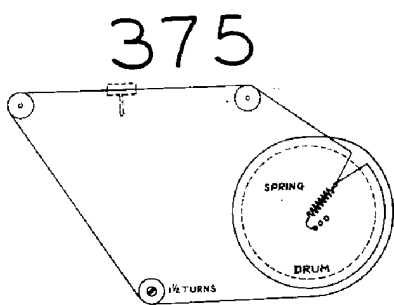
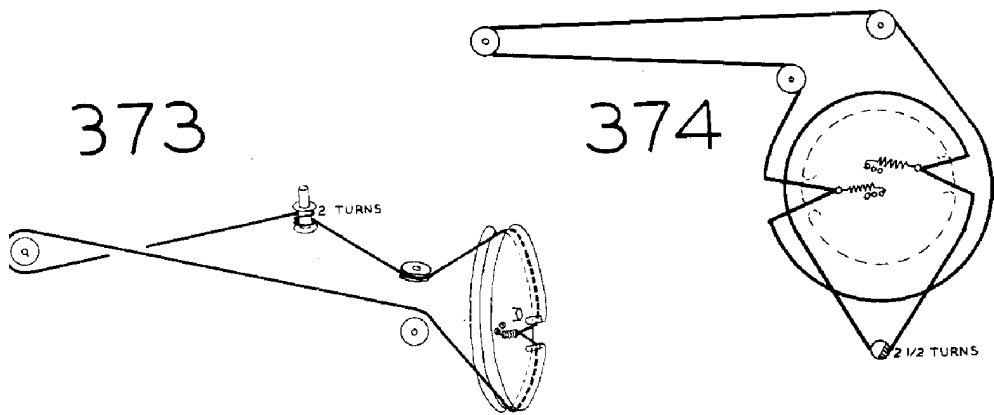
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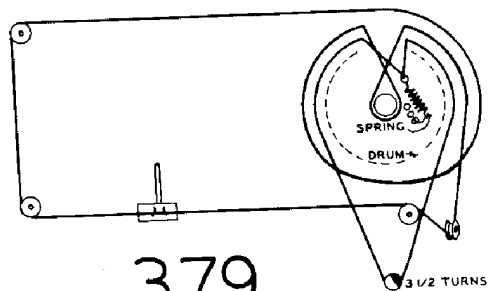
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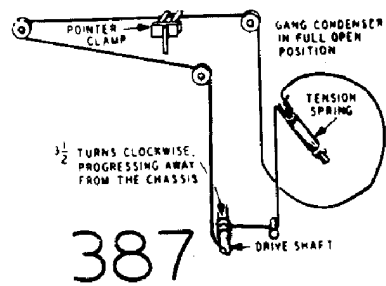
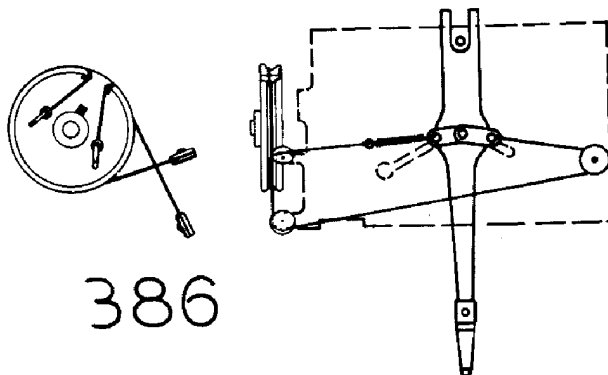
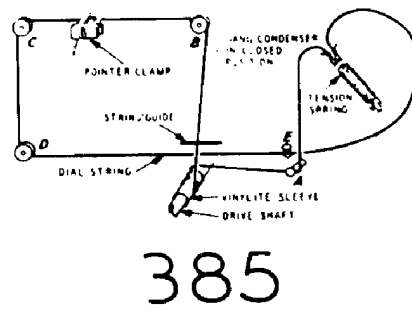
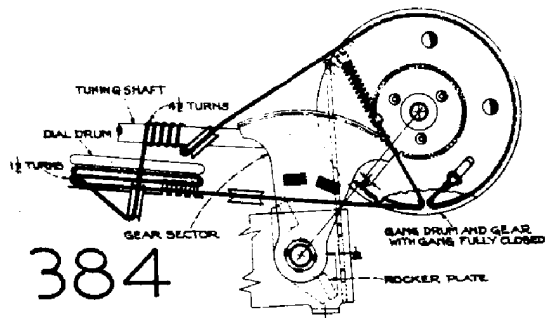
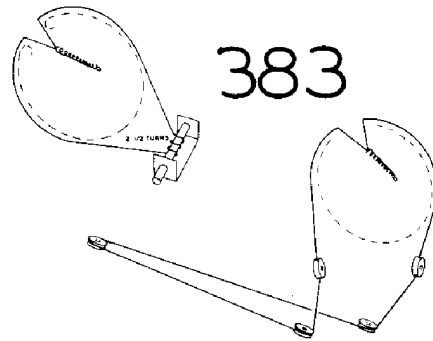
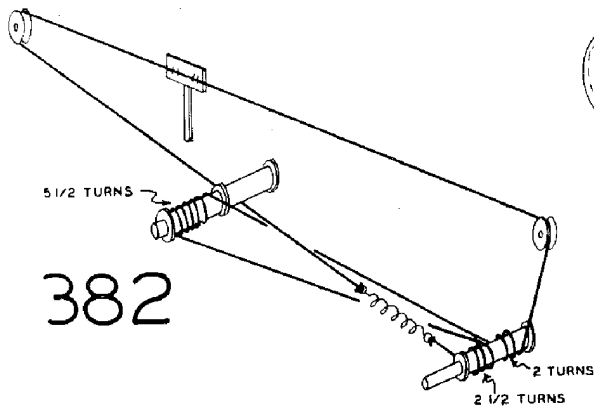
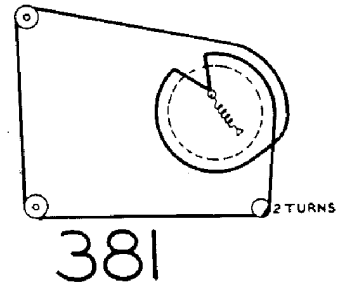
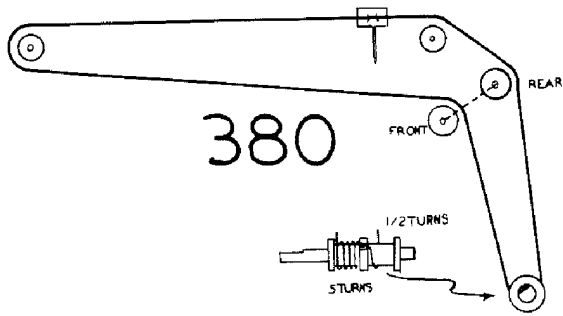




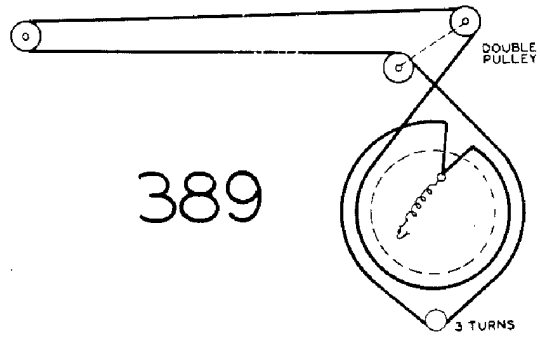
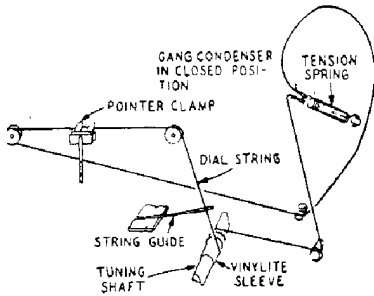
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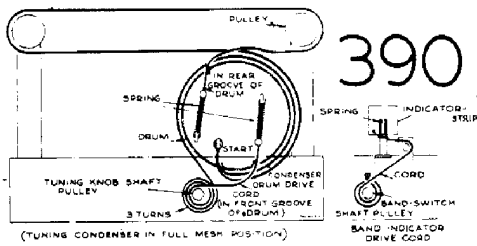
379



388

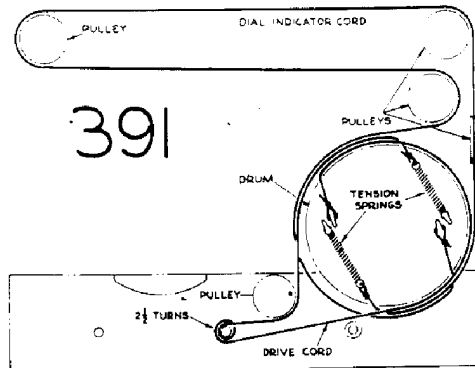


389

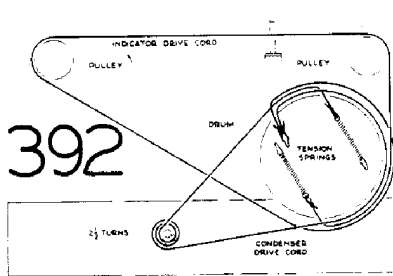


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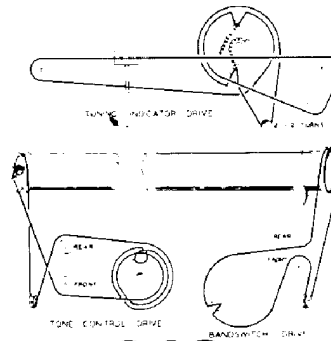
(TUNING CONDENSER IN FULL MESH POSITION)



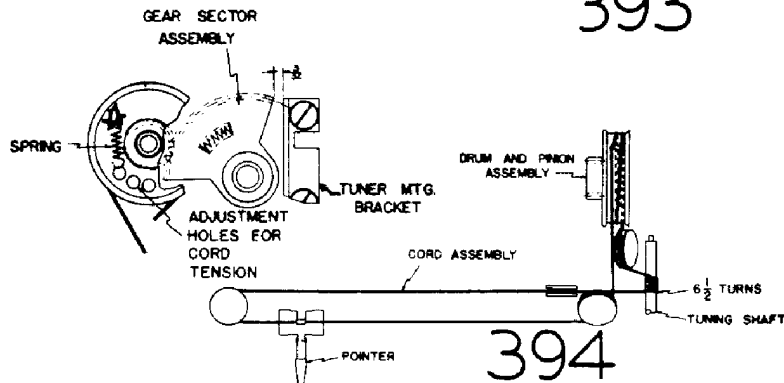
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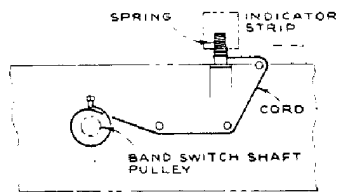
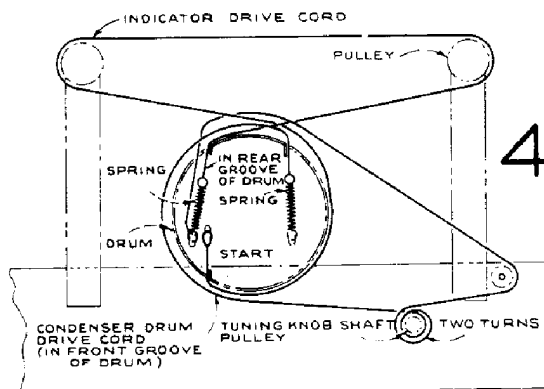
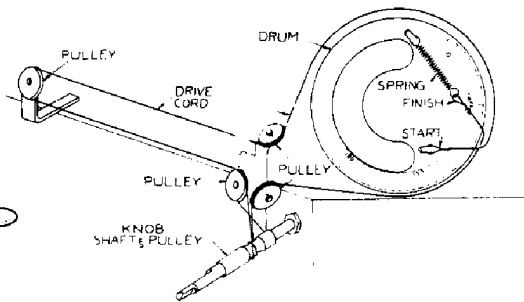
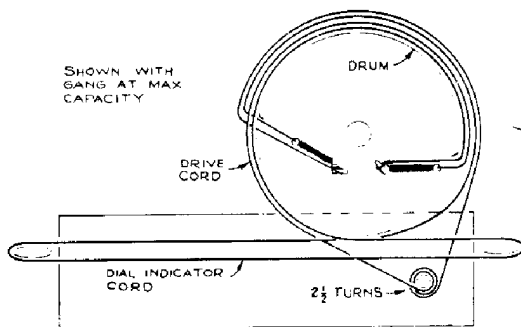
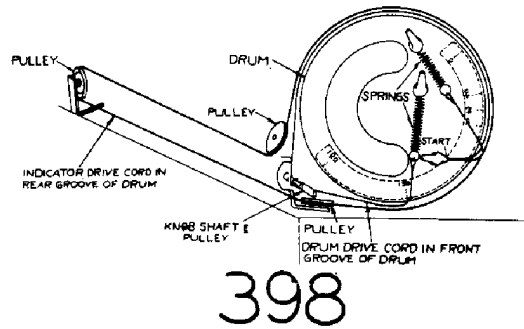
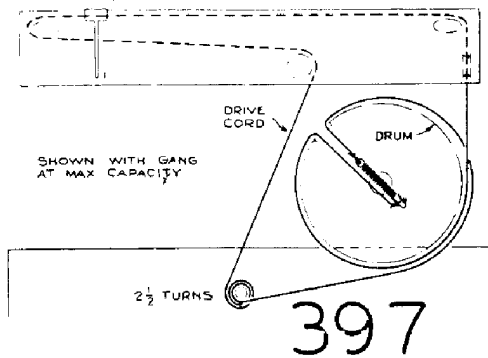
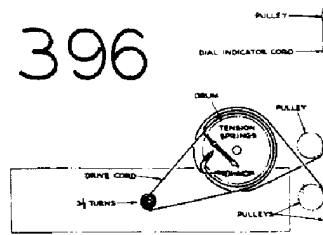
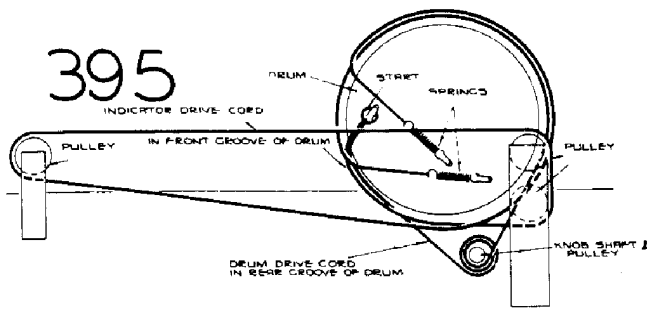
392



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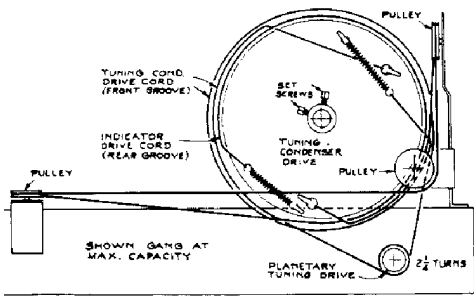


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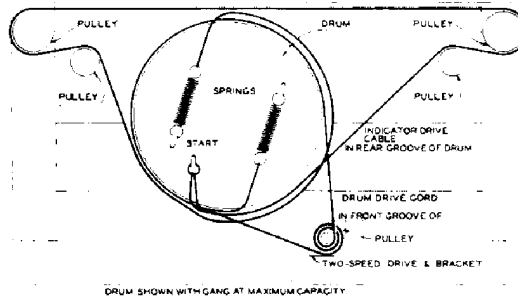


TUNING CONDENSER IN FULL MESH POSITION

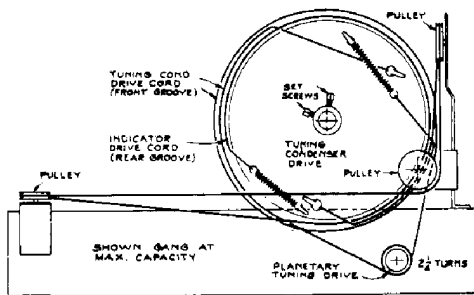
BAND INDICATOR DRIVE CORD



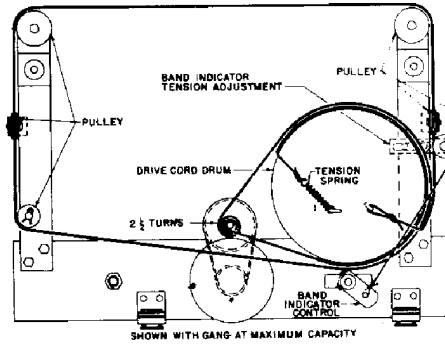
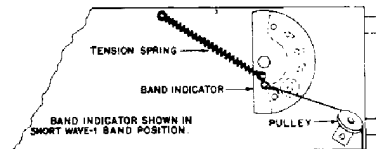
402



403

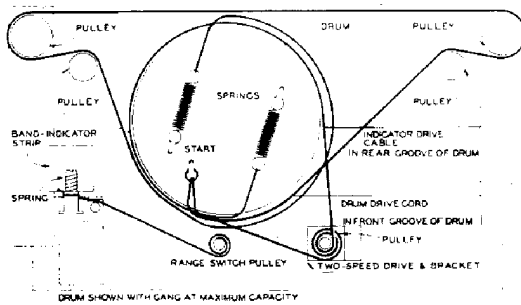


404

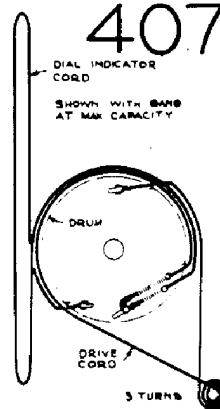


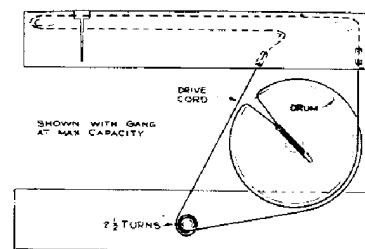
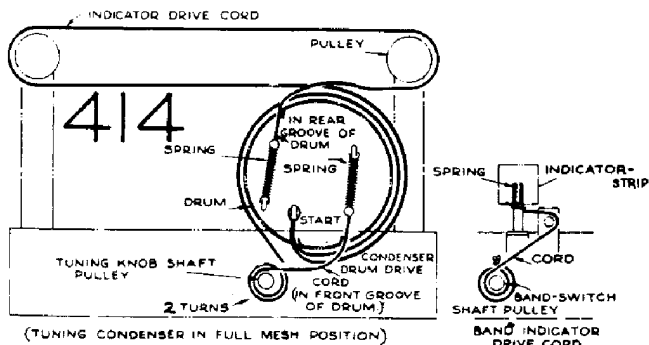
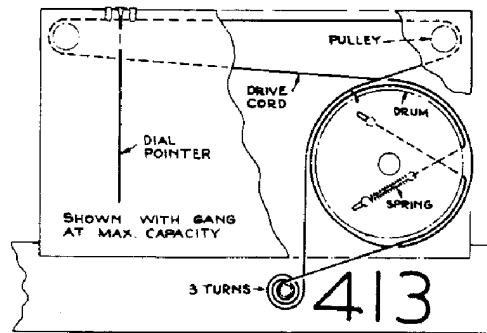
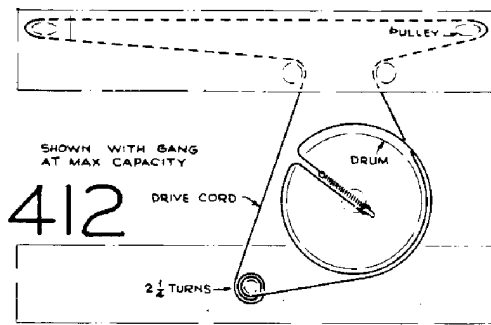
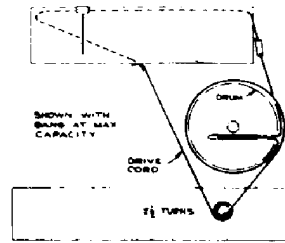
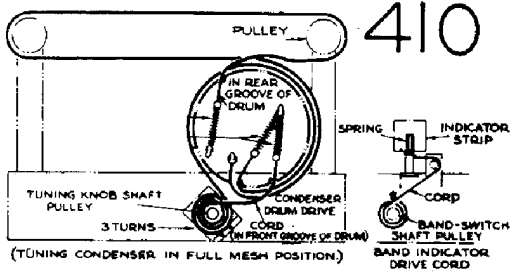
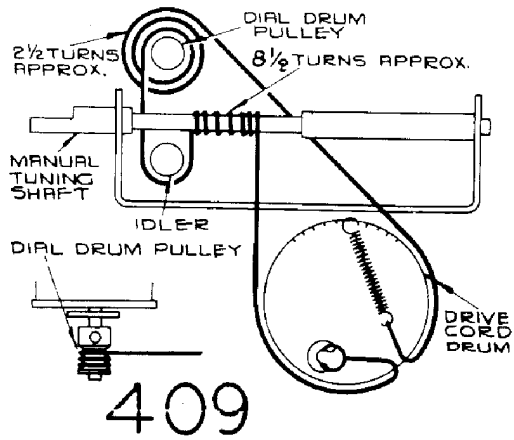
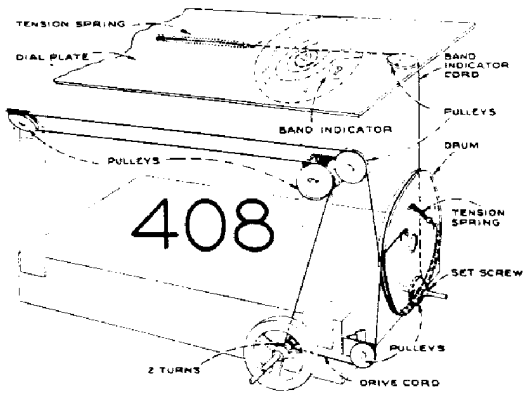
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406

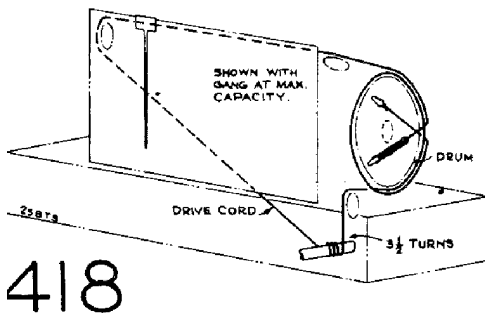
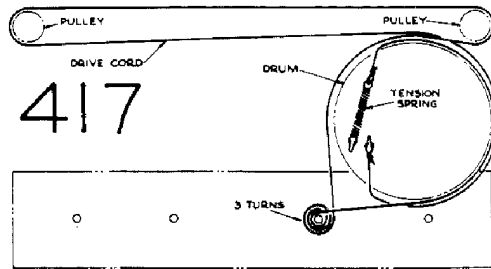
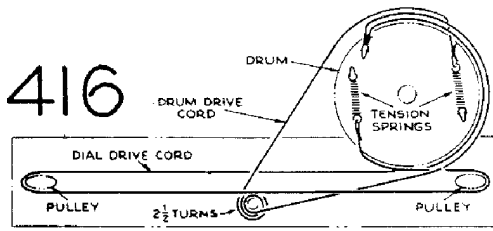


407

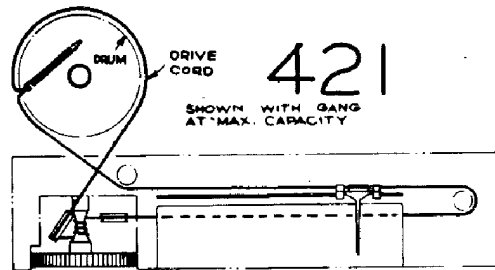
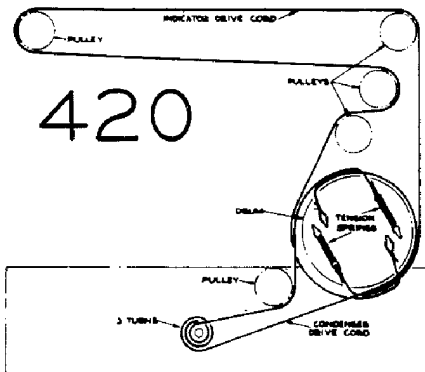
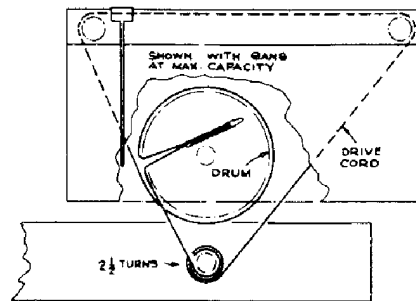




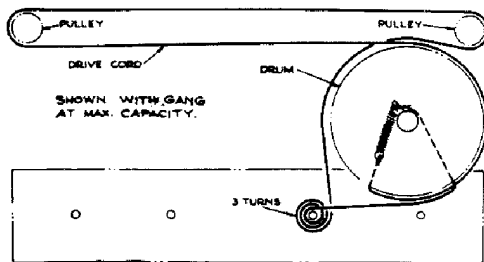
415



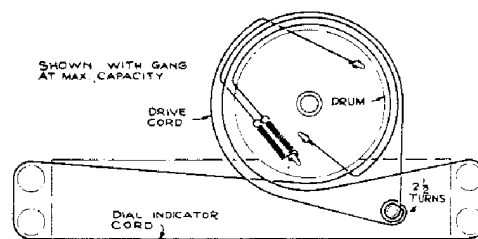
419

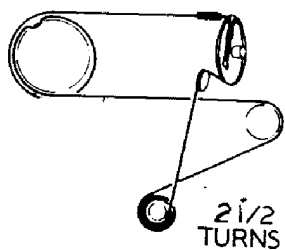


422

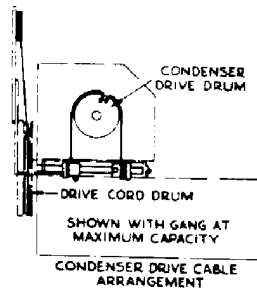
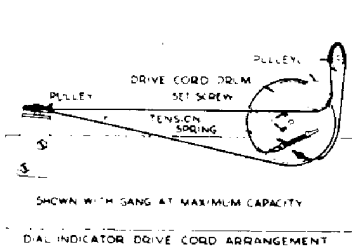


423

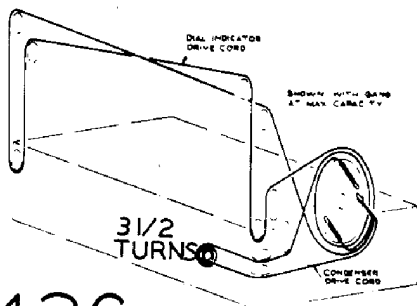




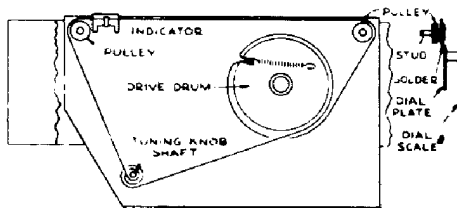
424



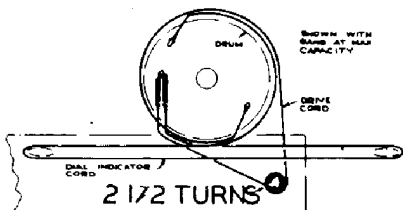
425



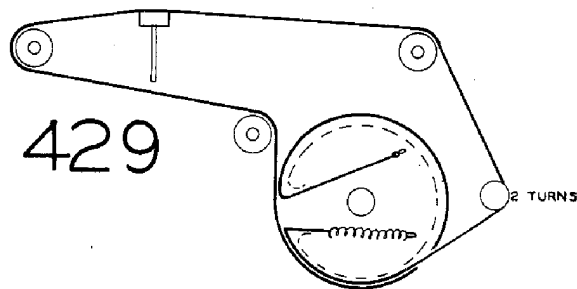
426



427

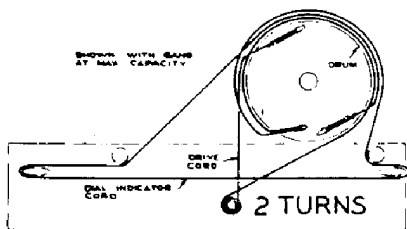


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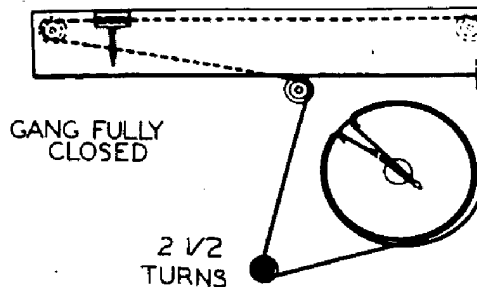


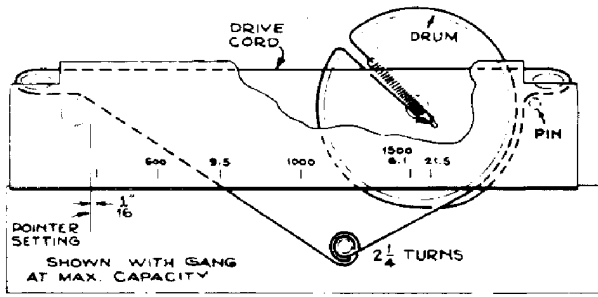
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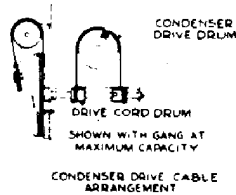
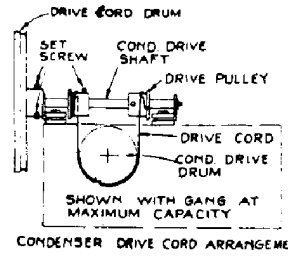


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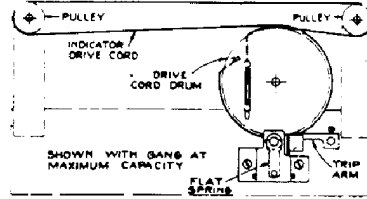




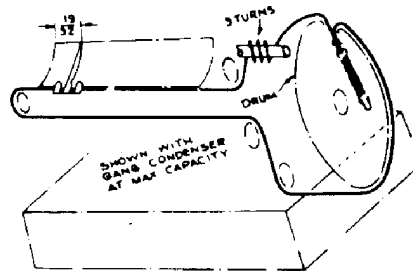
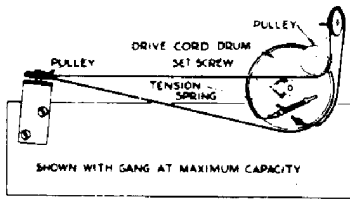
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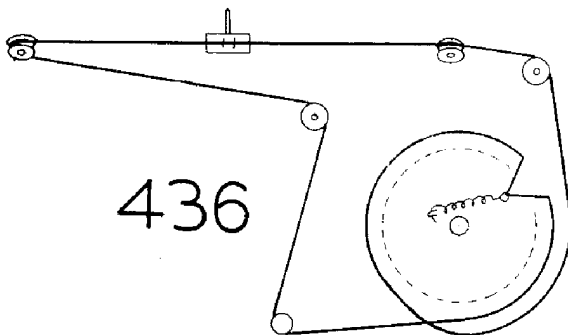
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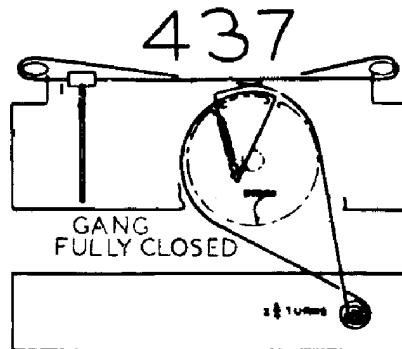
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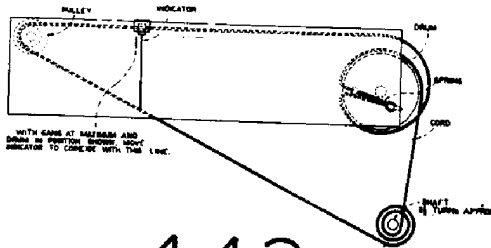
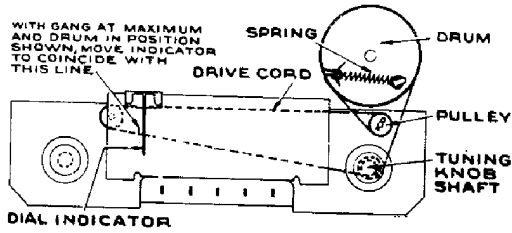
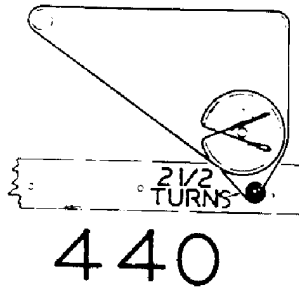
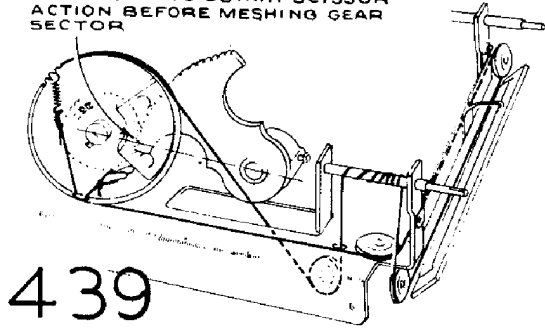


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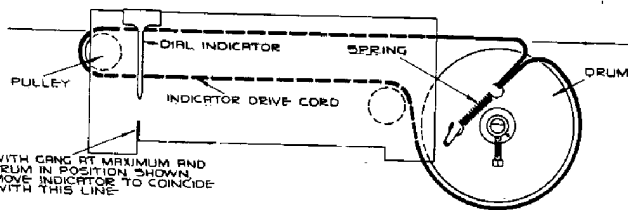
437

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



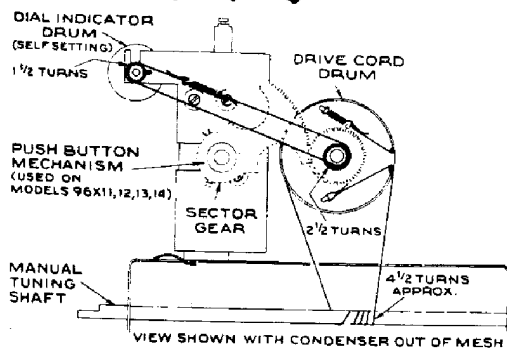
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442

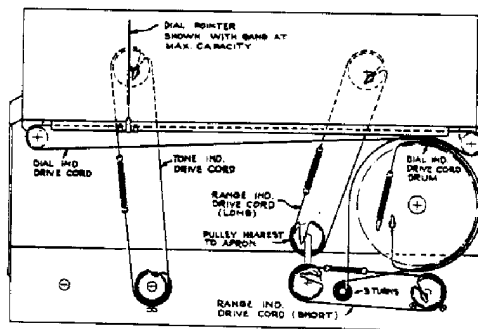


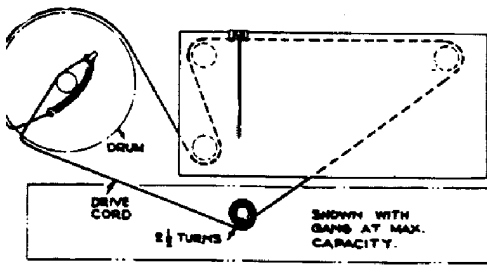
443

444

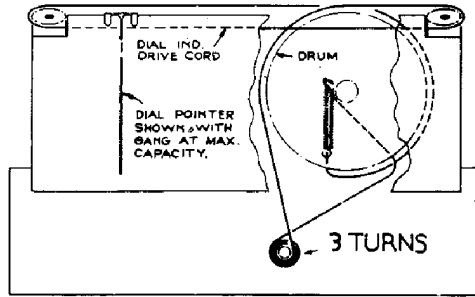


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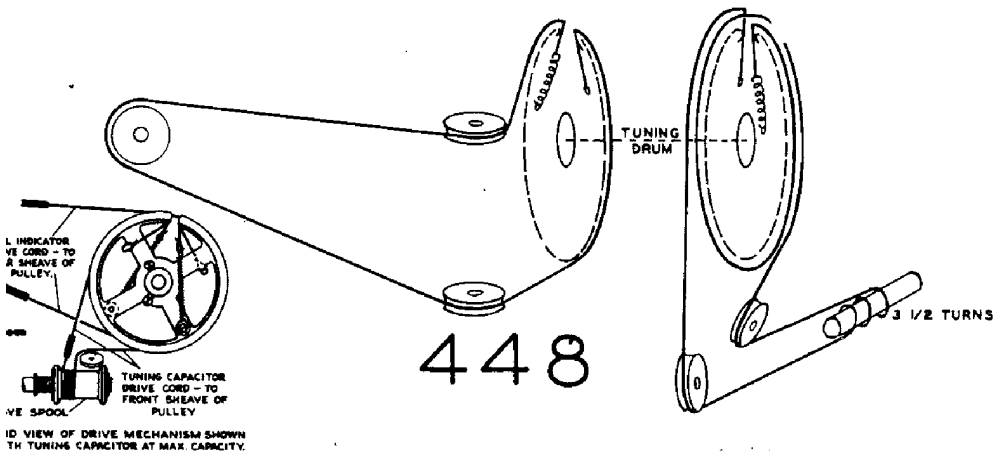




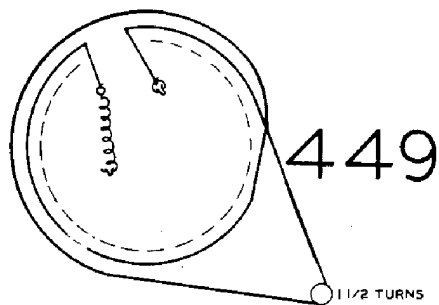
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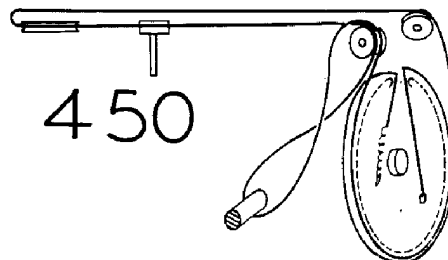
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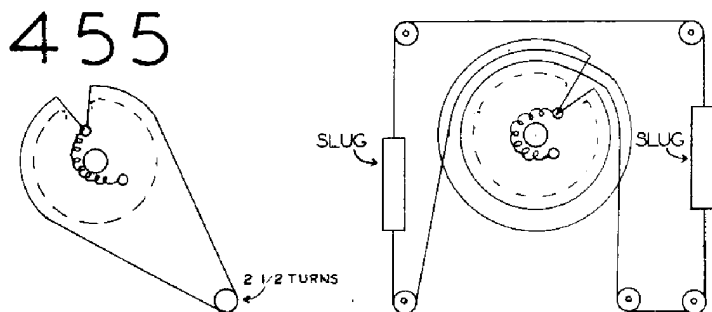
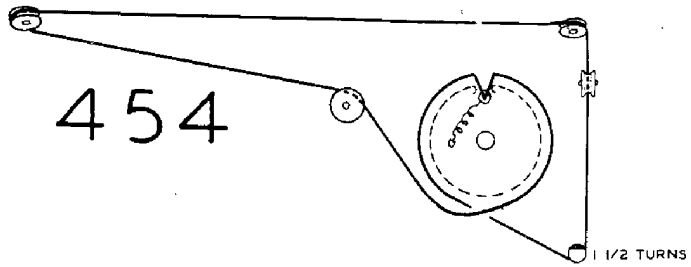
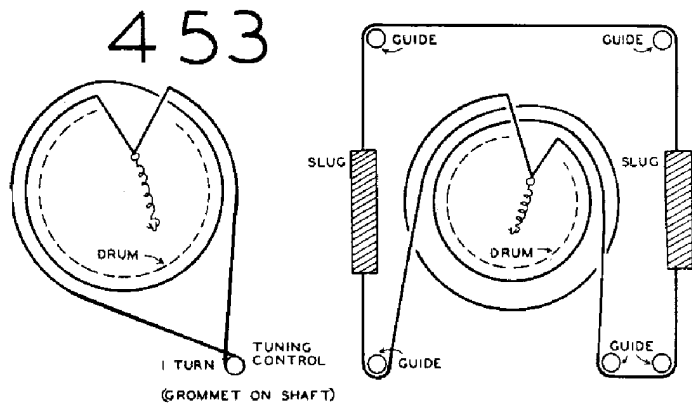
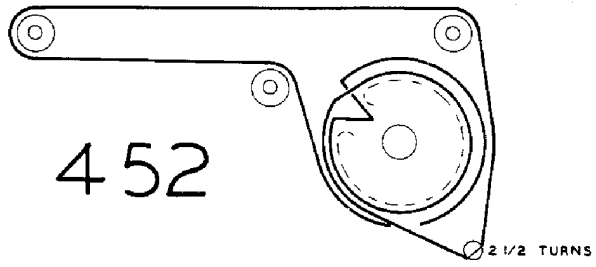
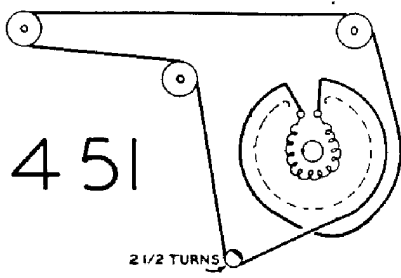
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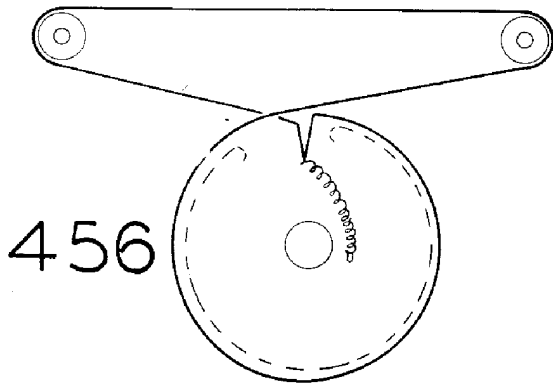


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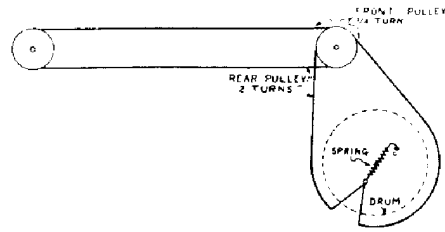


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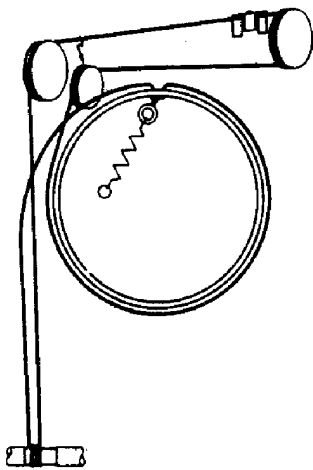




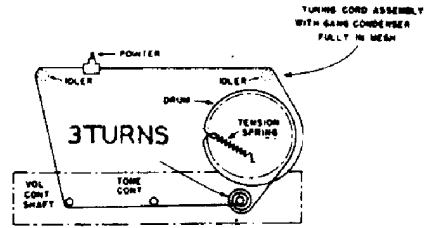
NOTE: Dial cord material is bronze wire - .063 diameter.



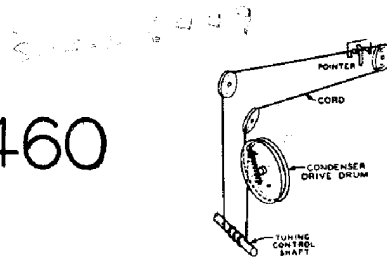
458



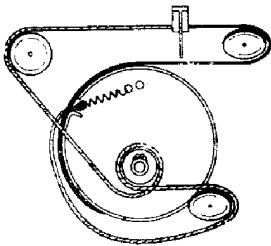
459



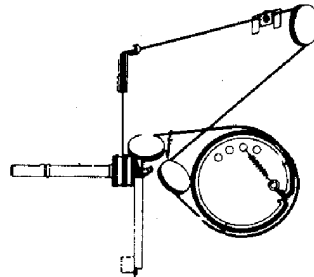
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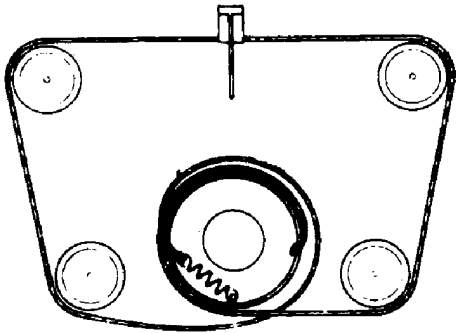


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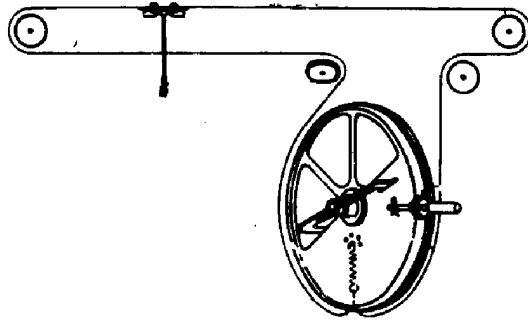


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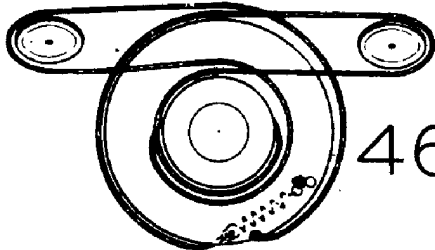




POINTER DRIVE HOOKUP

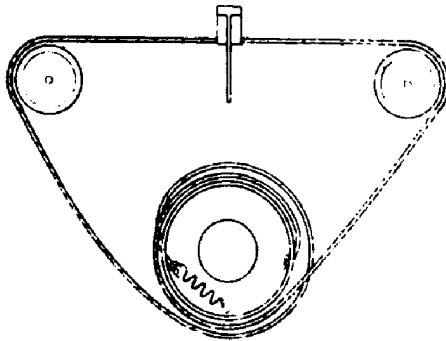


464



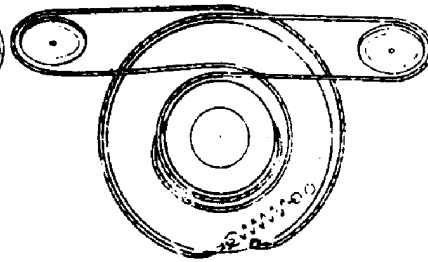
463

CONDENSER DRIVE HOOKUP

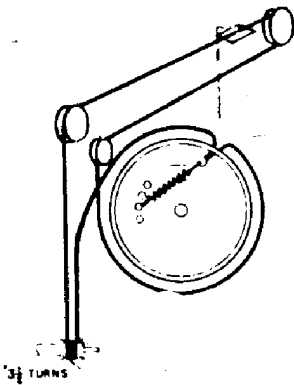


POINTER DRIVE HOOKUP

465

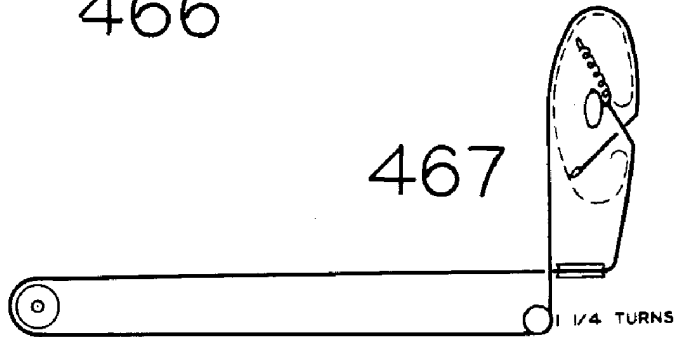


CONDENSER DRIVE HOOKUP



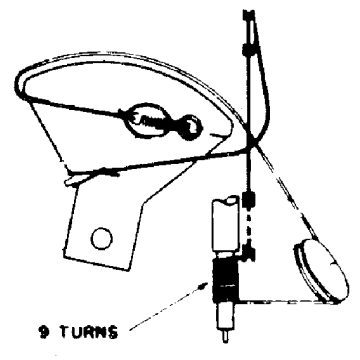
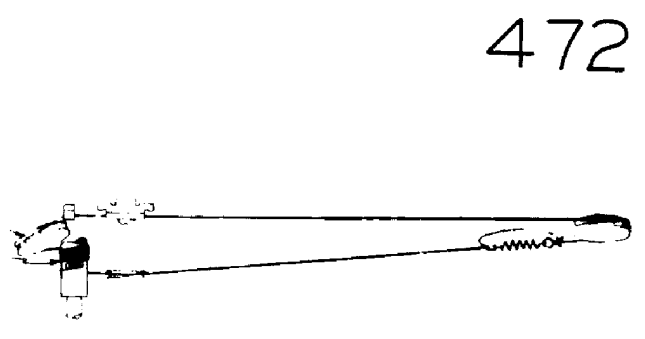
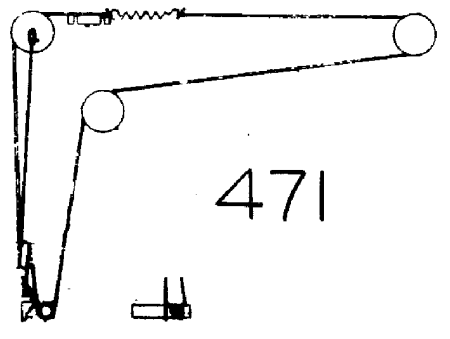
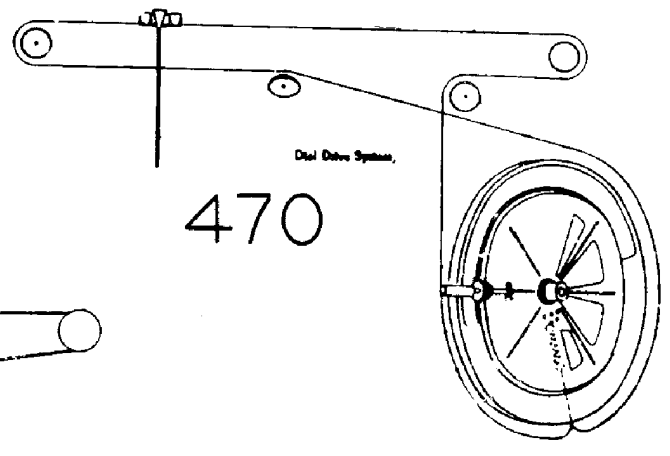
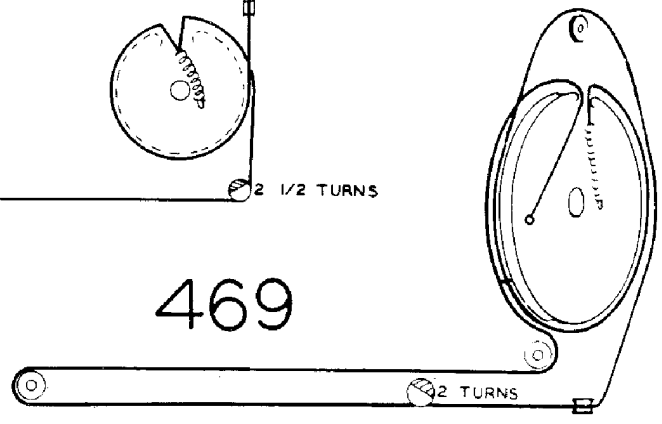
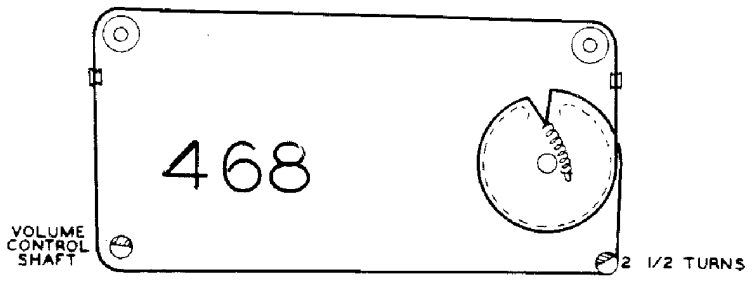
3/4 TURNS

466

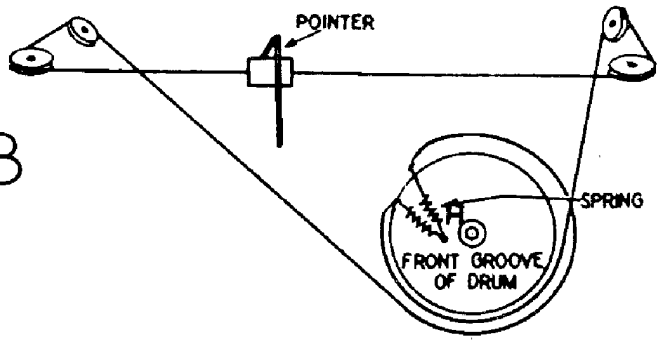


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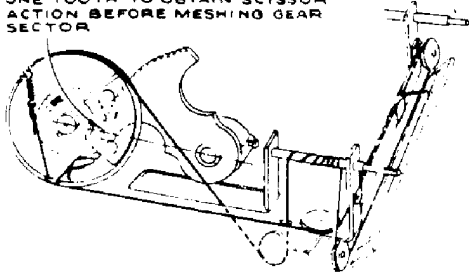
1/4 TURNS



473

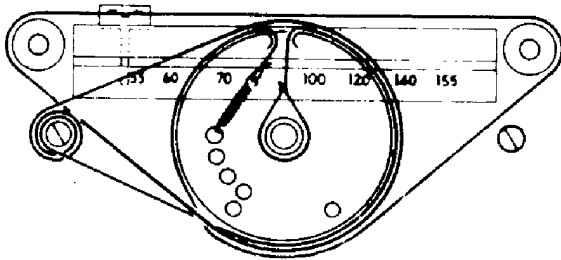
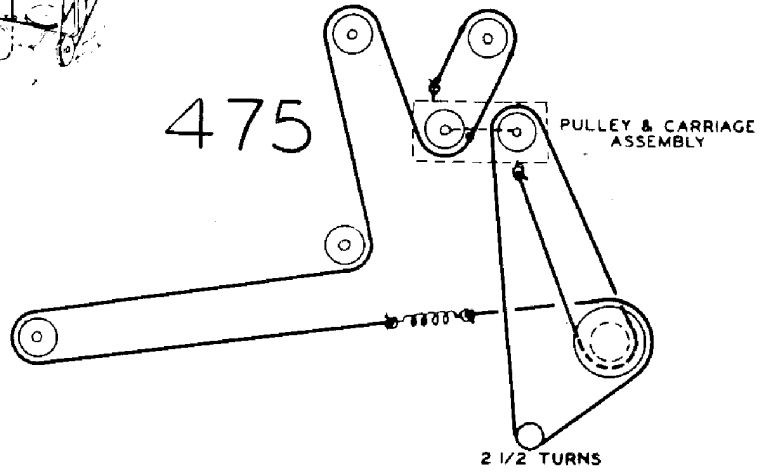


TURN FREE GEAR CLOCKWISE ONE TOOTH TO OBTAIN SCISSOR ACTION BEFORE MESHING GEAR SECTOR



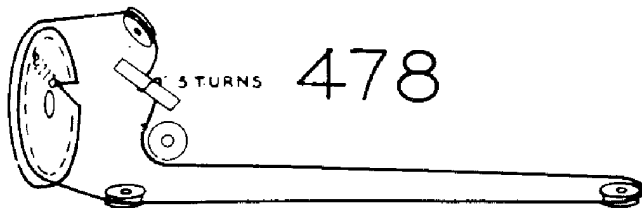
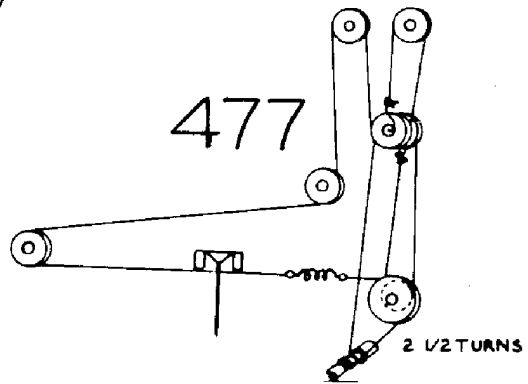
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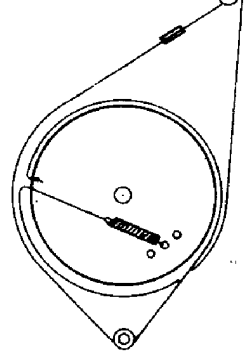
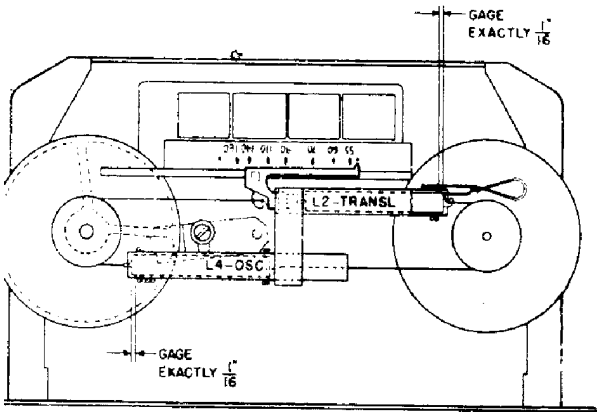
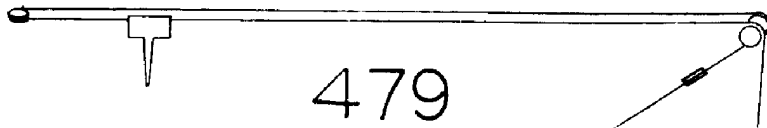
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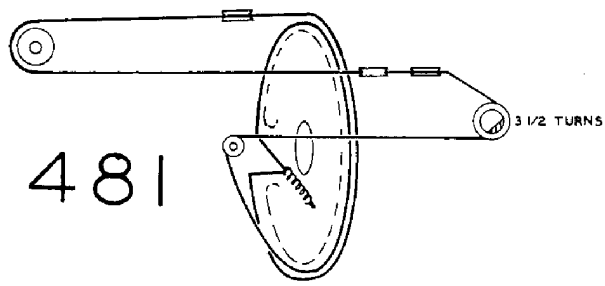
476

477

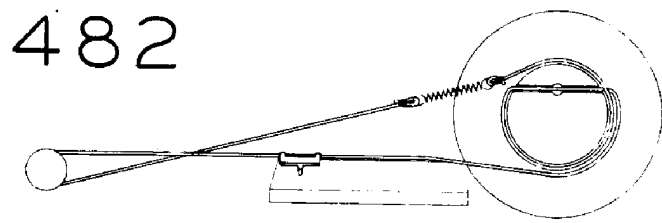




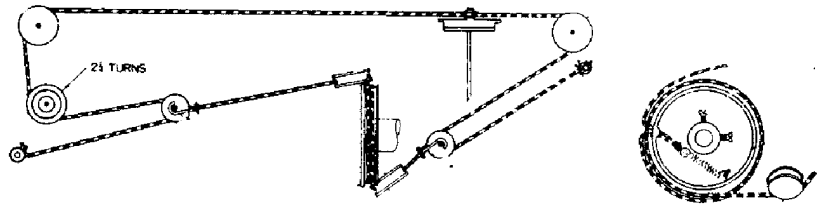
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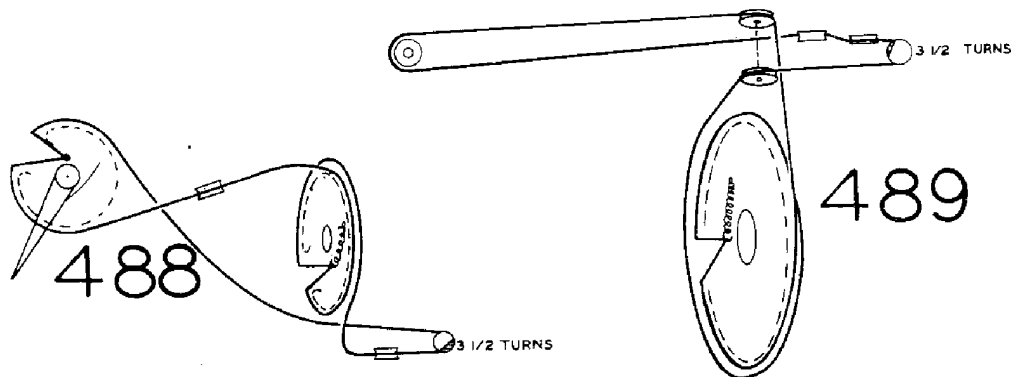
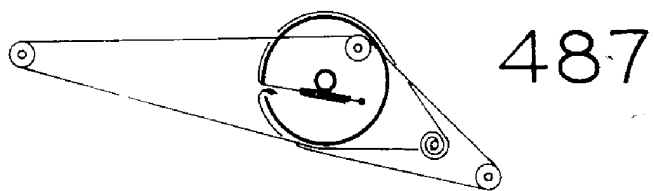
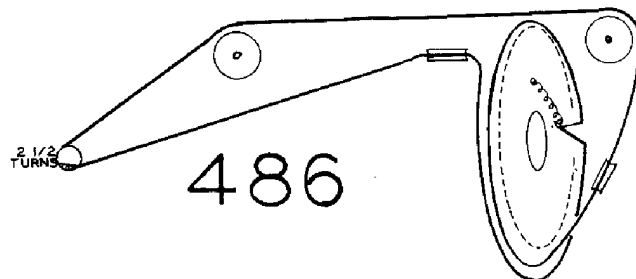
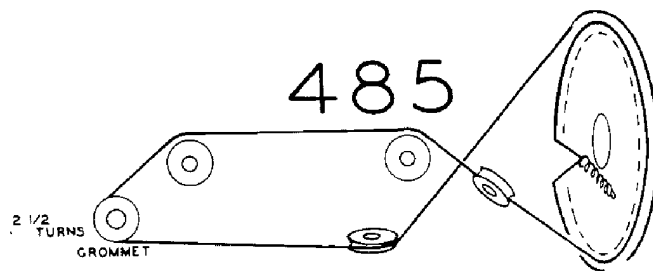
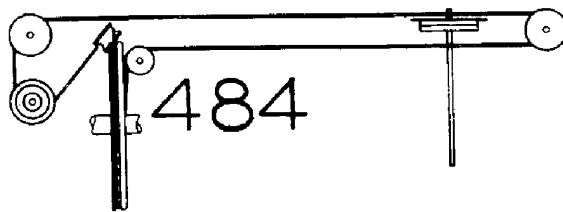
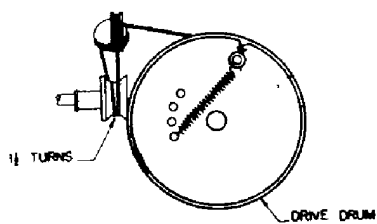


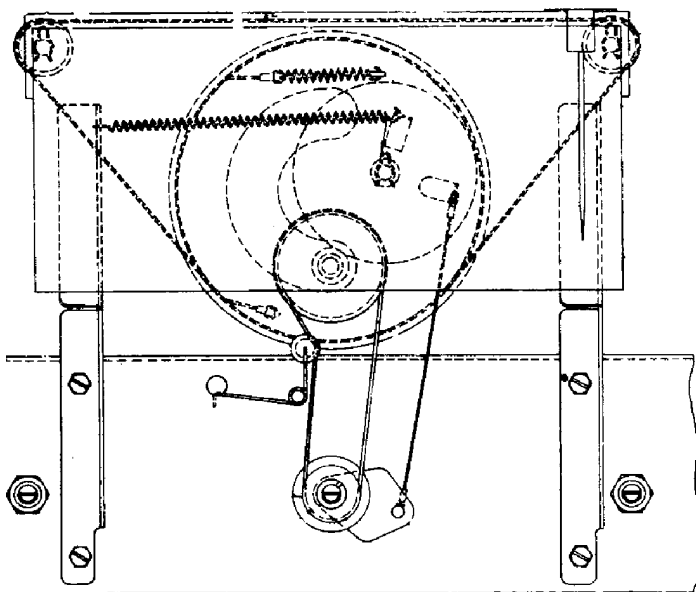
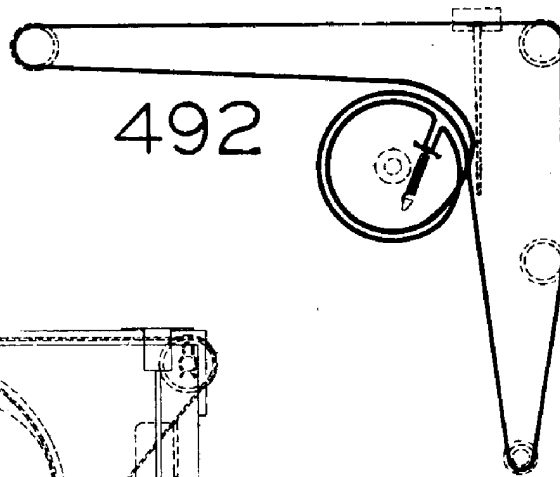
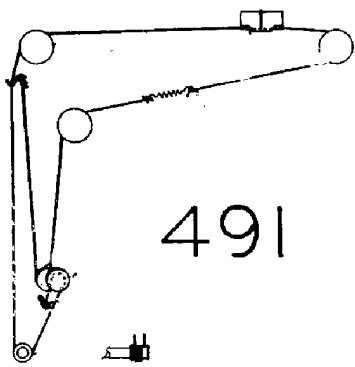
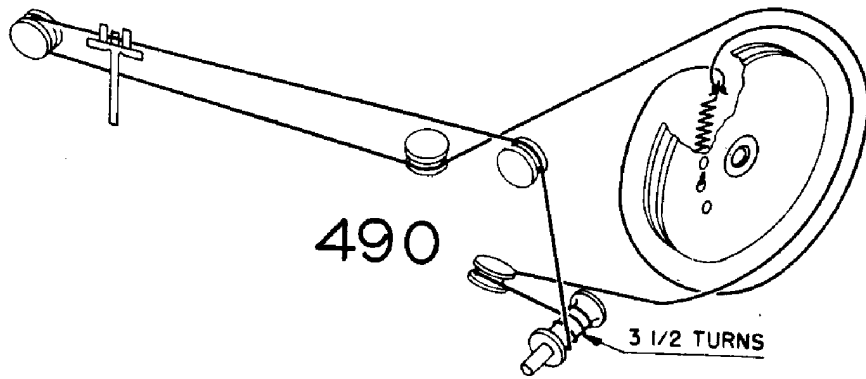
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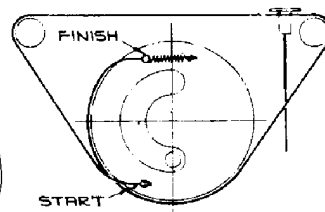
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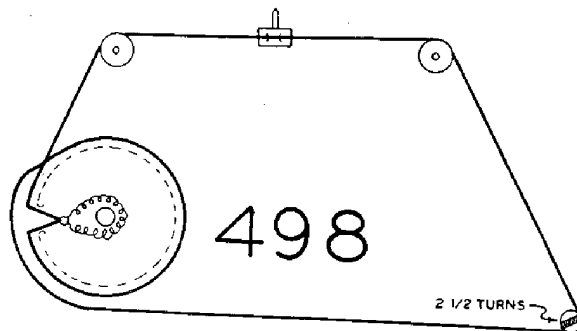
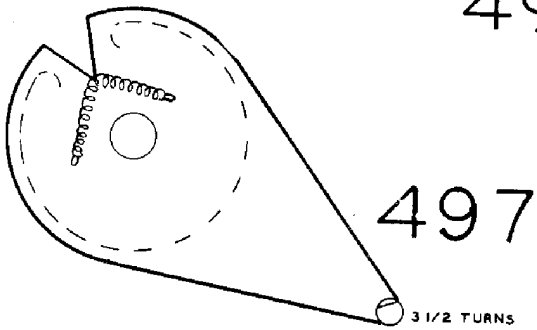
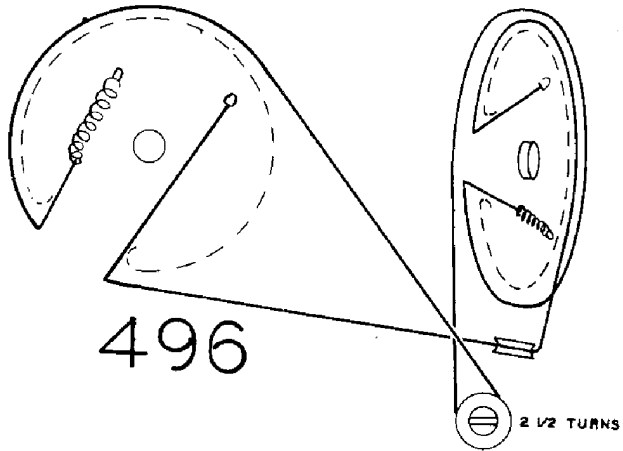
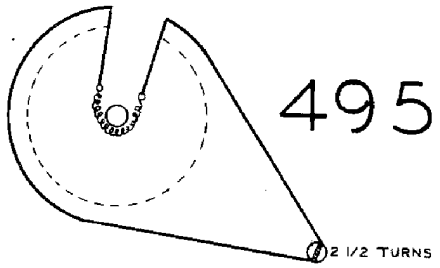
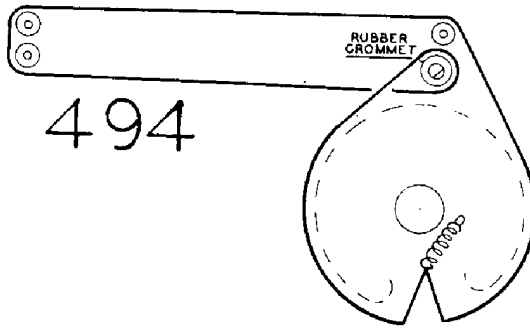


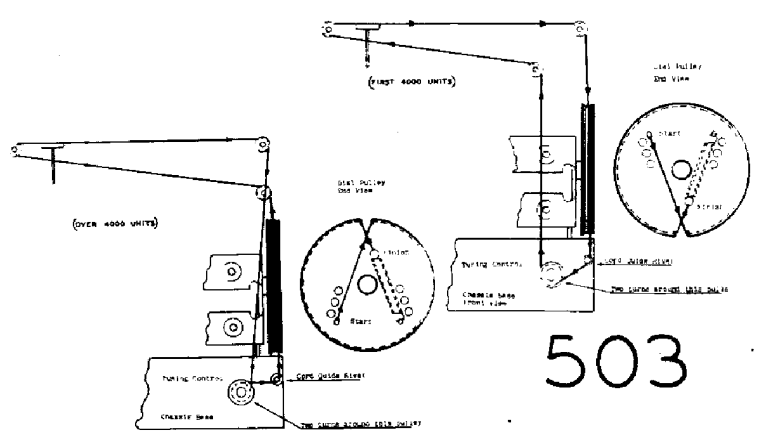
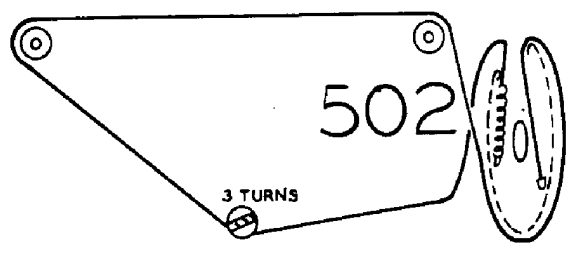
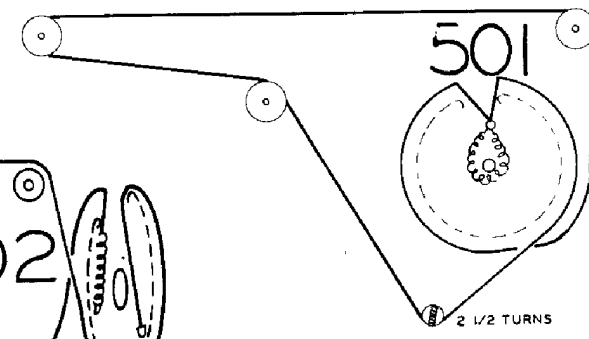
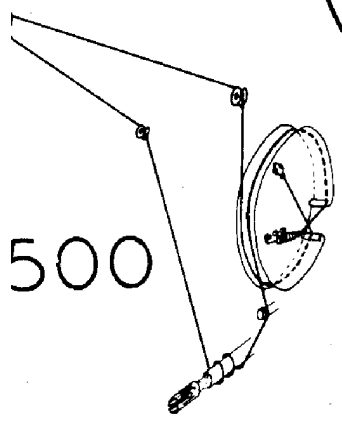
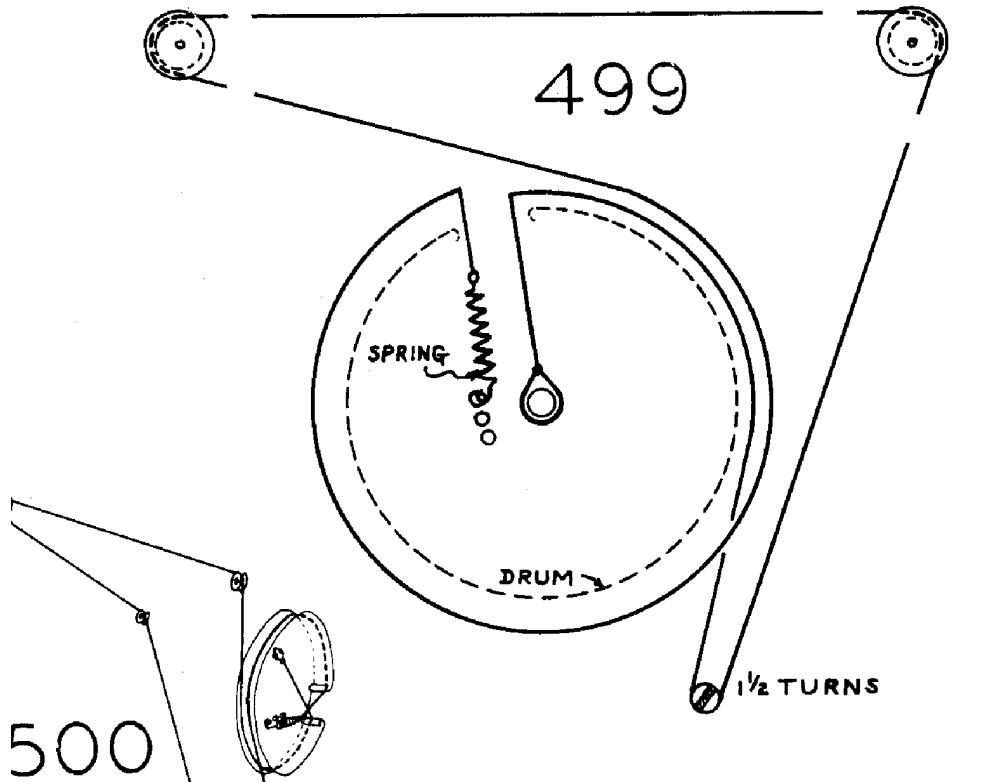


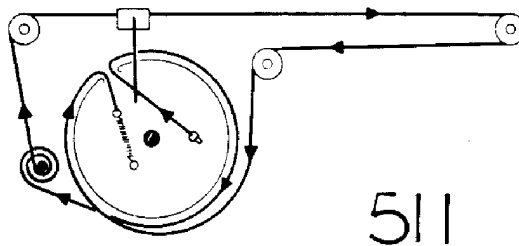
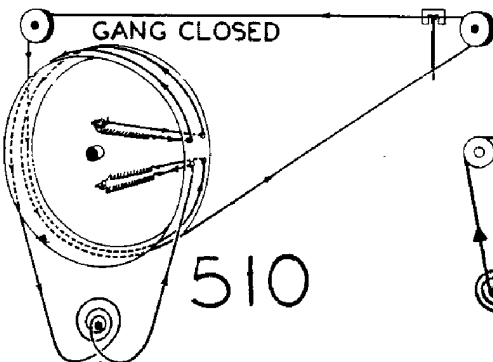
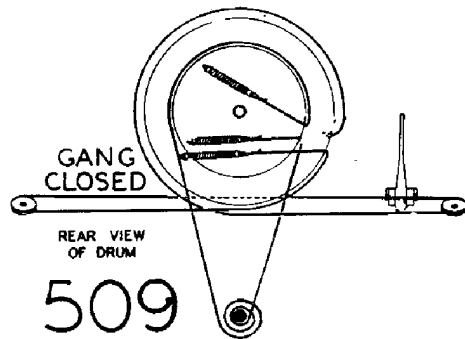
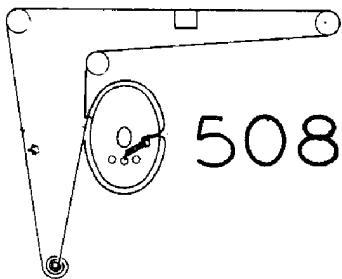
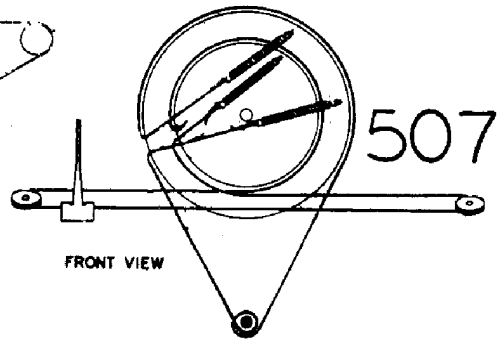
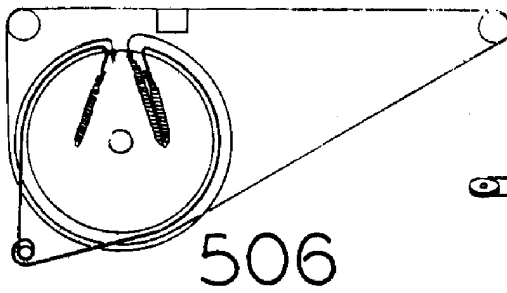
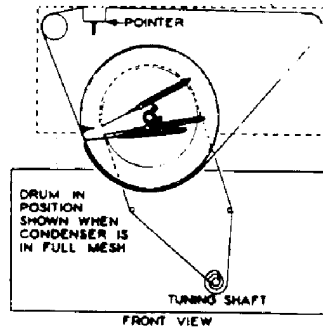
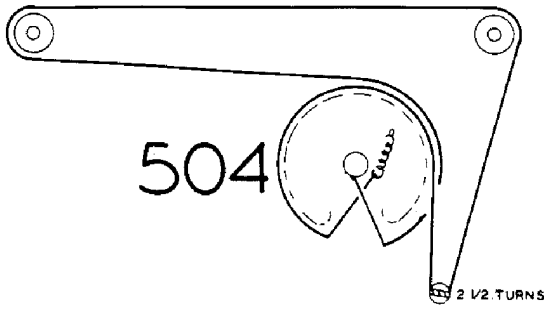


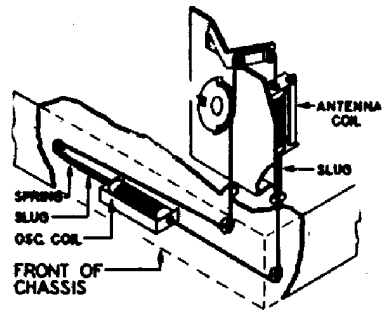
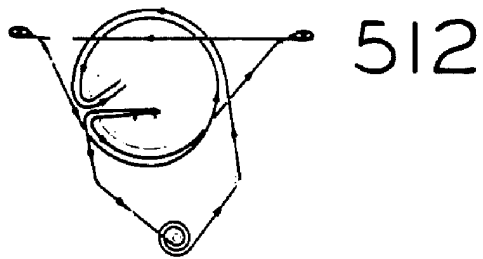
493





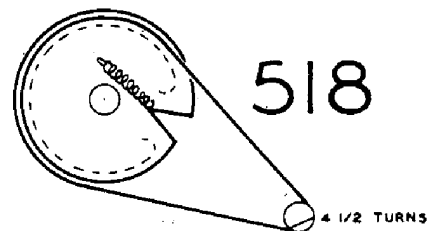
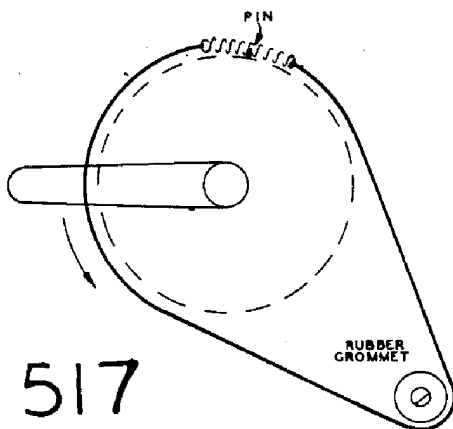
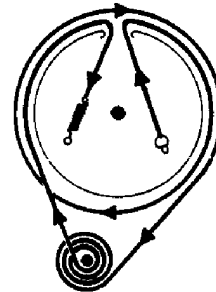
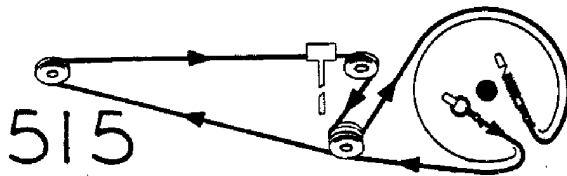
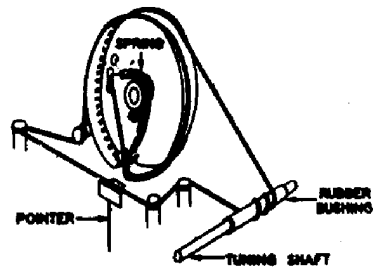
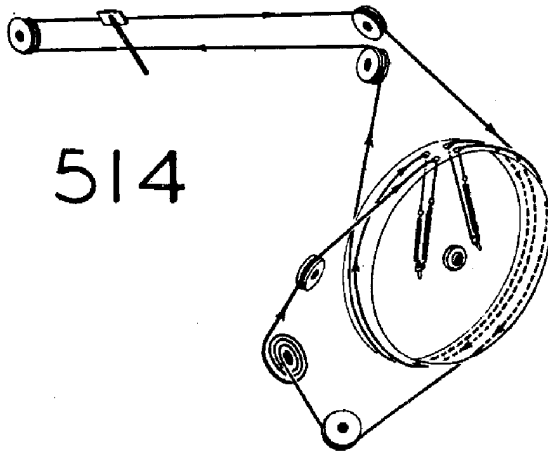


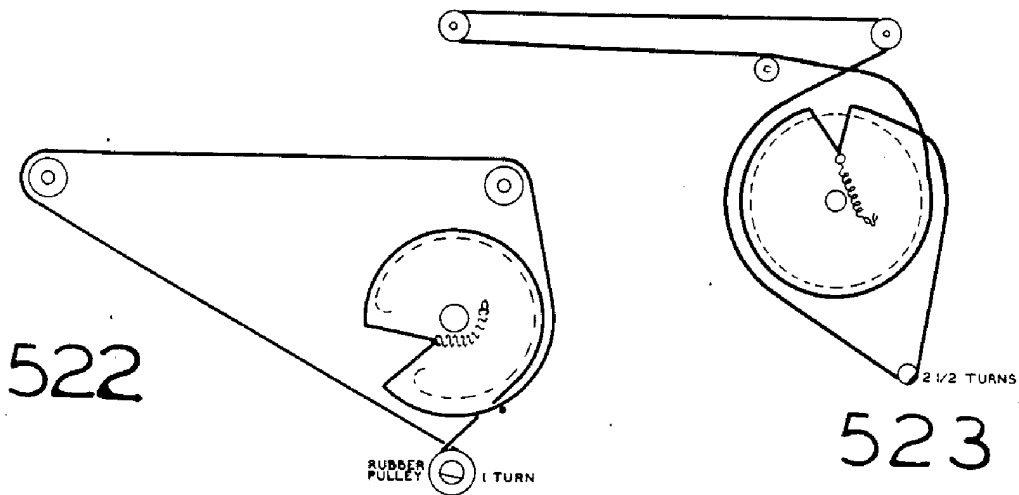
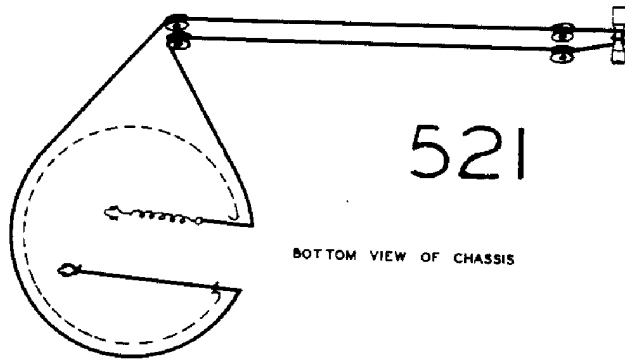
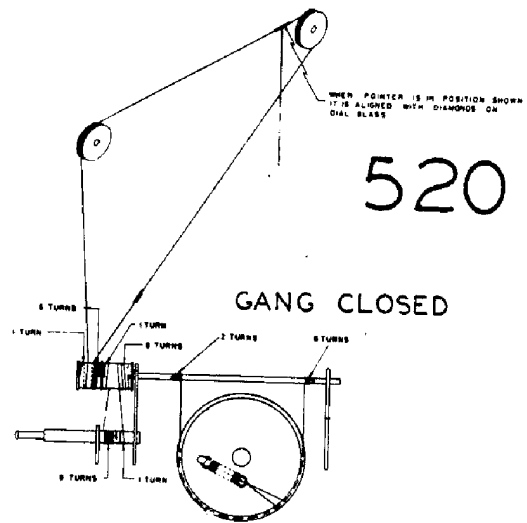
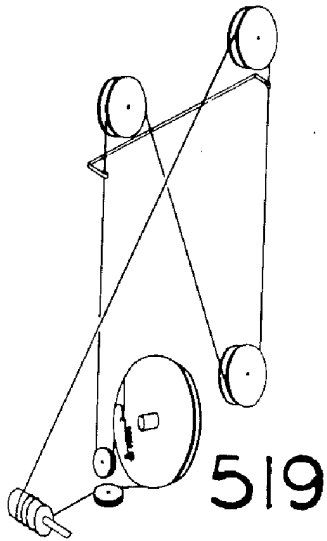


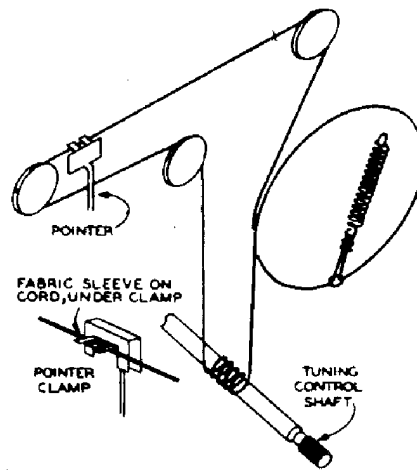
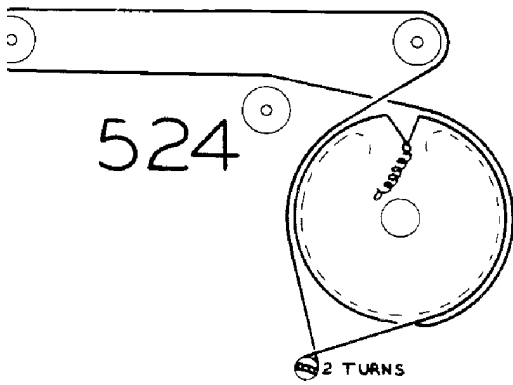


513

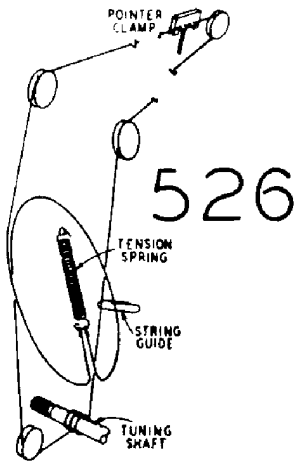
DRUM SHOWN WITH SLUGS IN FULL OUT POSITION



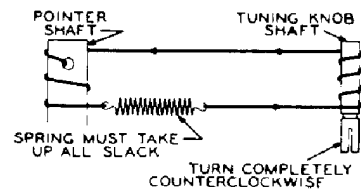
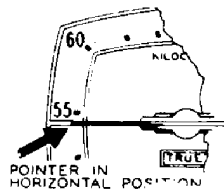




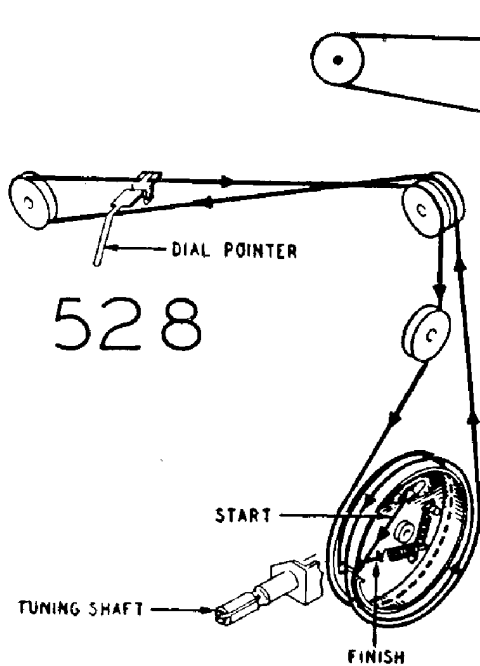
525



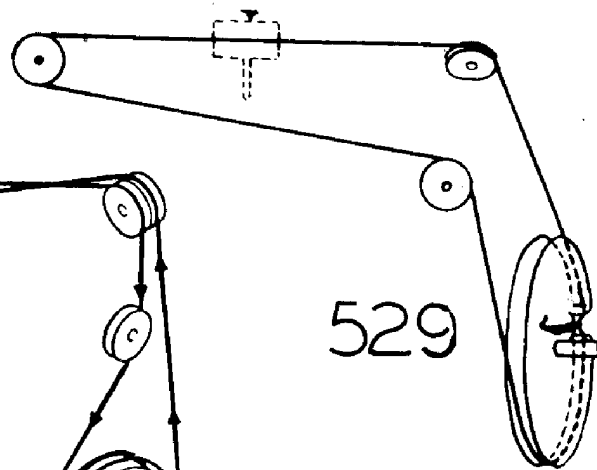
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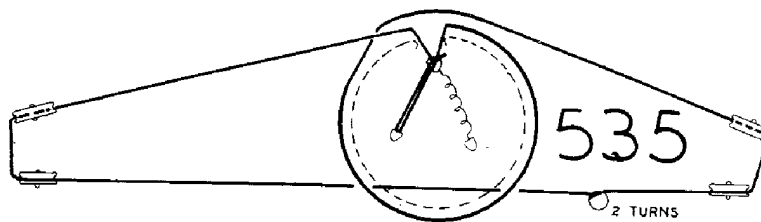
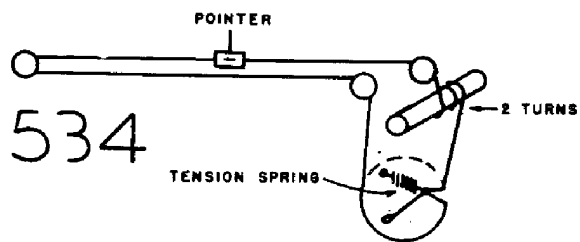
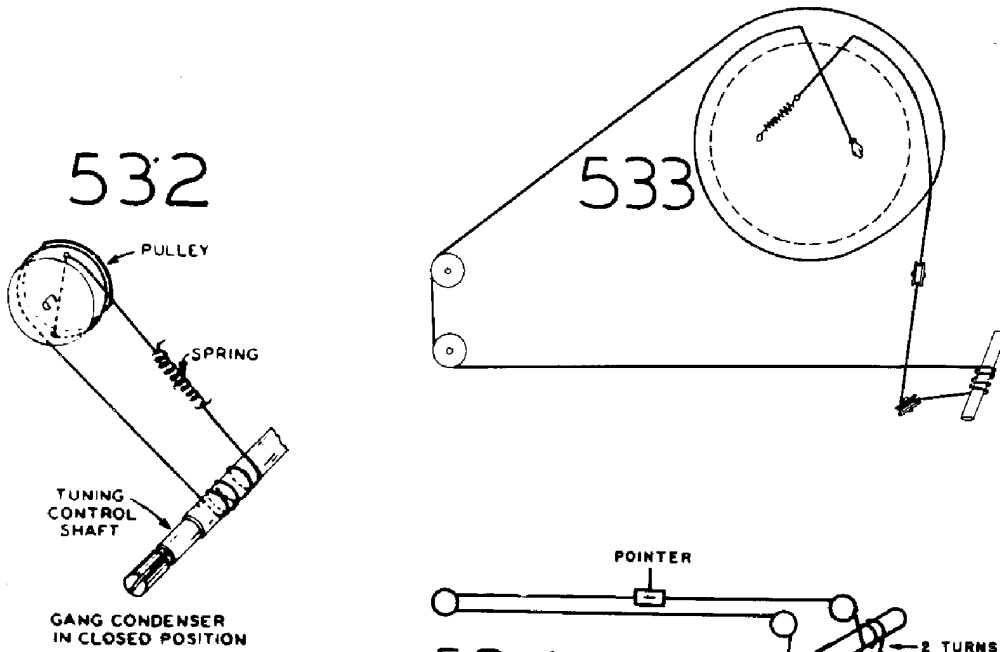
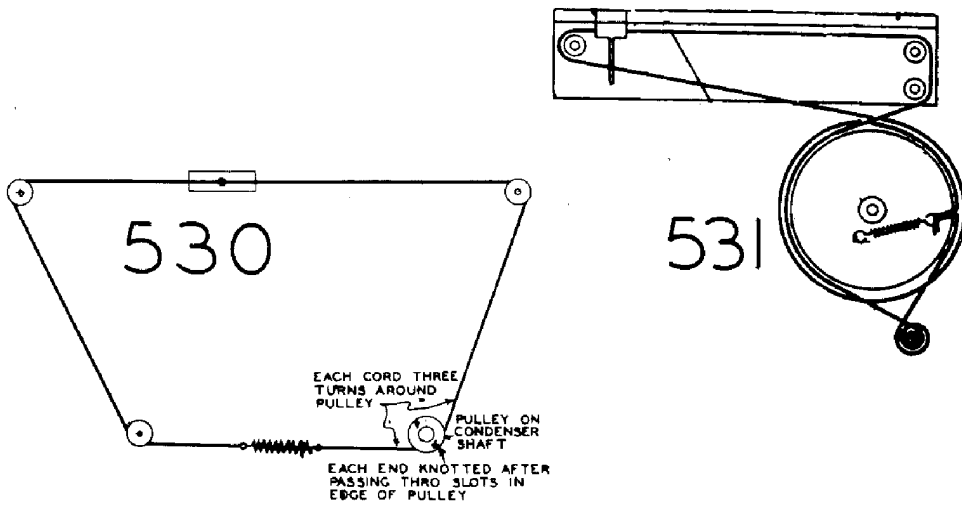


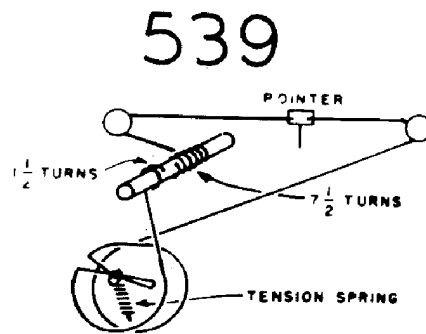
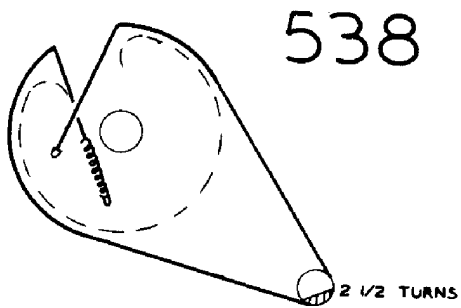
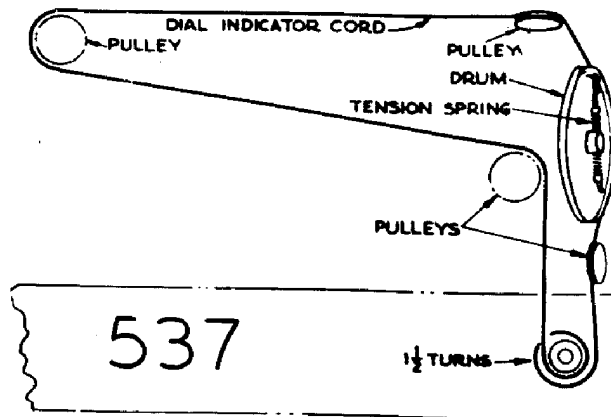
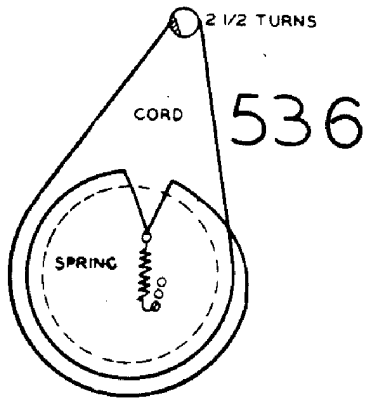
527



528

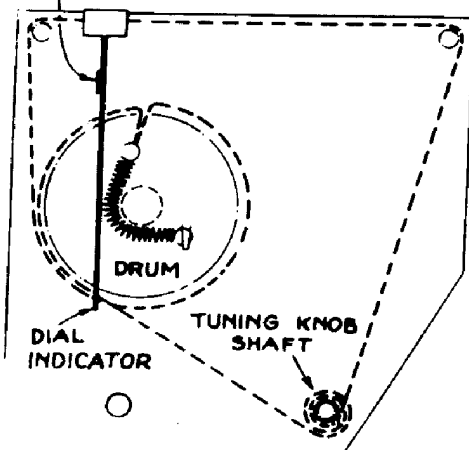






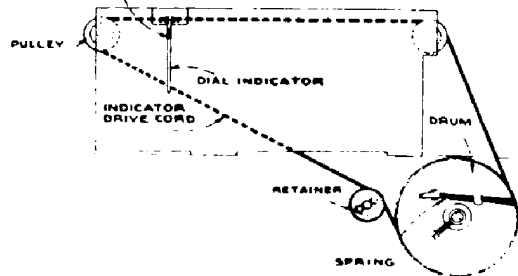
540

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

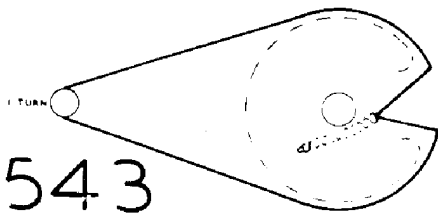
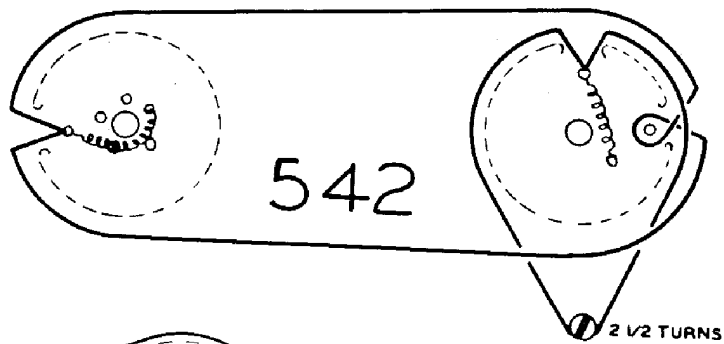


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WITH GANG AT MAXIMUM AND DRUM IN POSITION SHOWN, MOVE INDICATOR TO COINCIDE WITH THIS LINE.



DRUM SHOWN WITH GANG AT MAXIMUM CAPACITY



GANG MESHED DIAL
AT 540 K.C.

