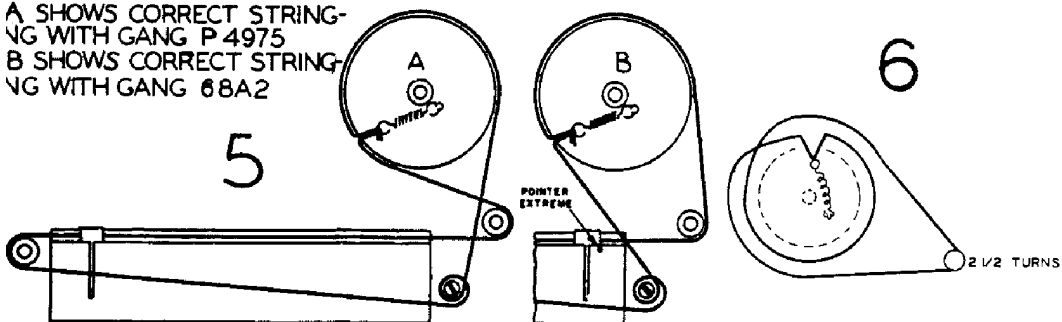
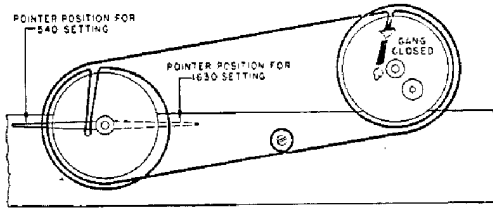


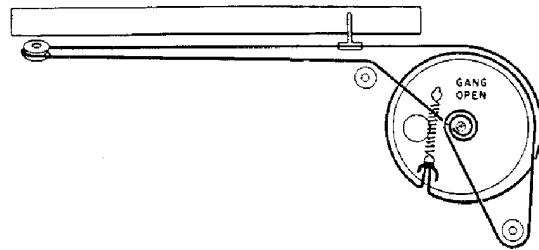
A SHOWS CORRECT STRINGING WITH GANG P 4975
 B SHOWS CORRECT STRINGING WITH GANG 68A2



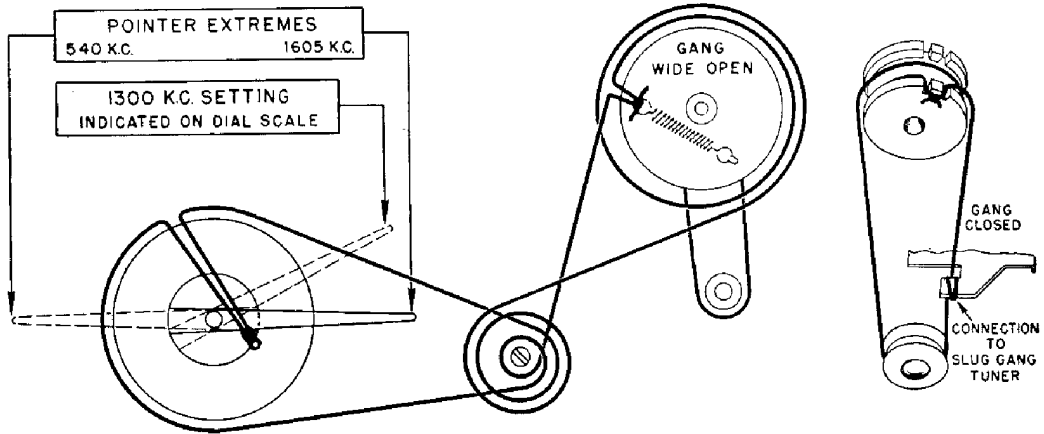
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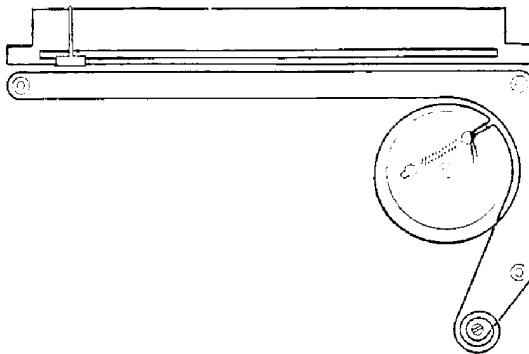
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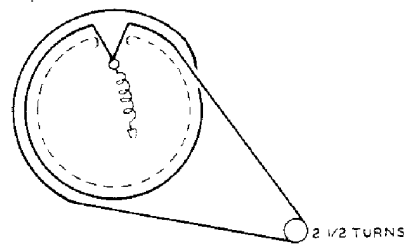
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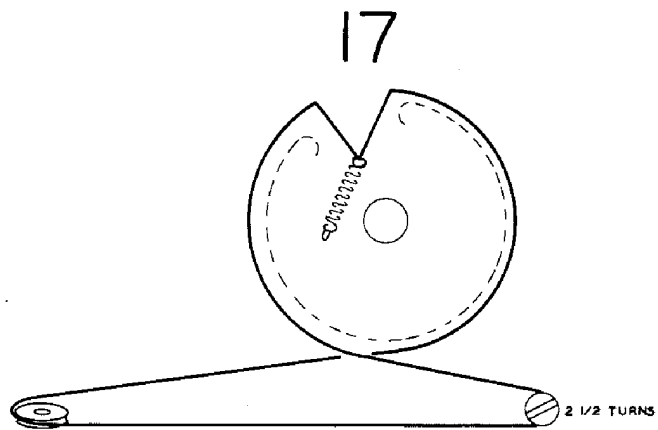
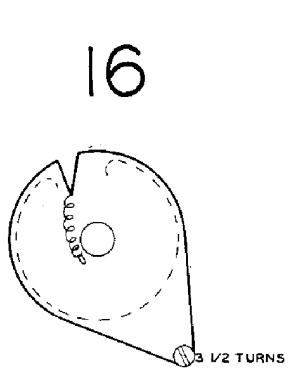
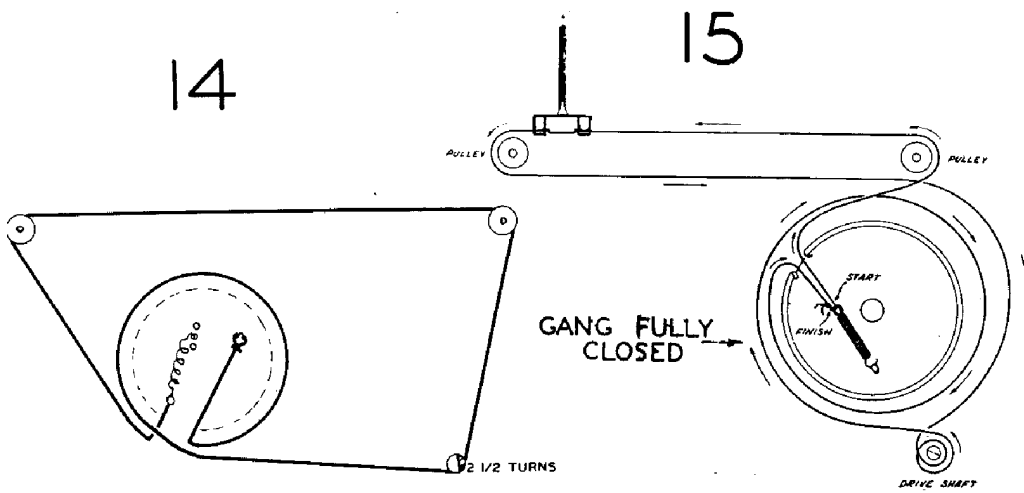
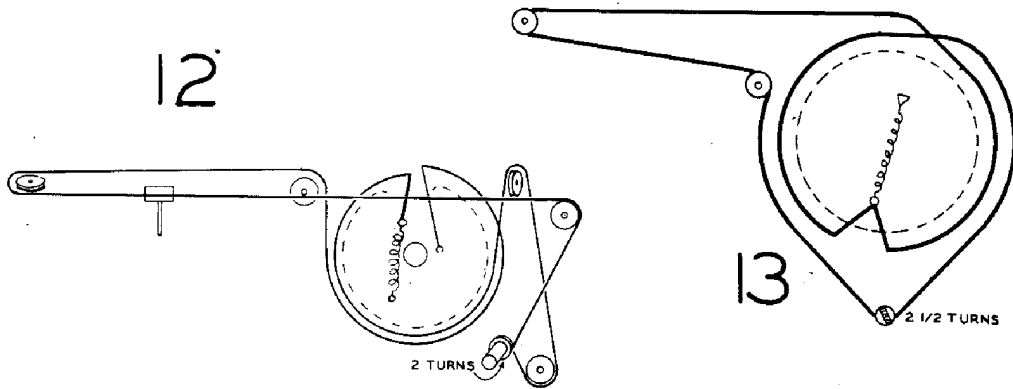


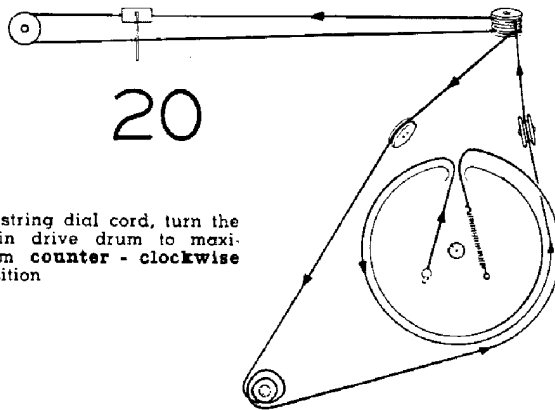
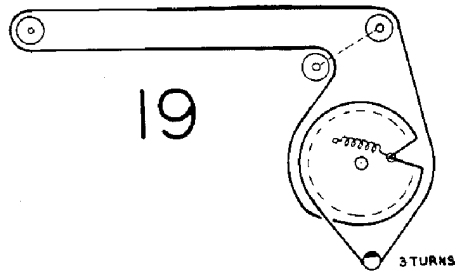
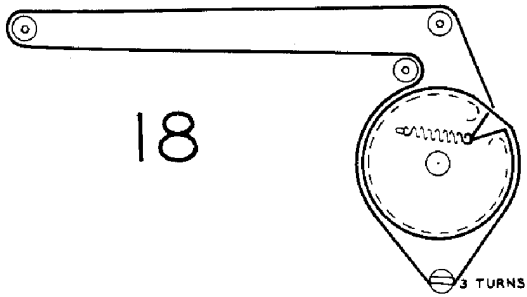
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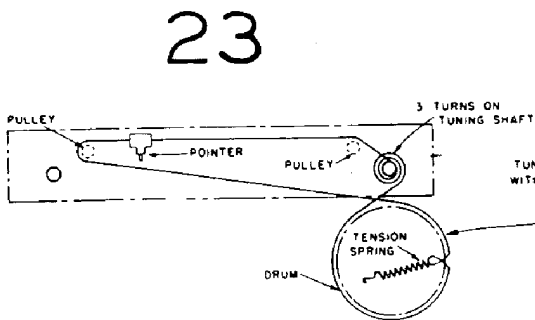
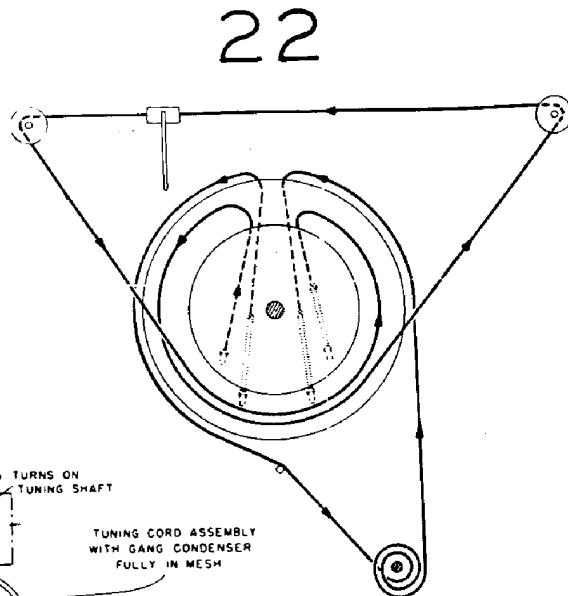
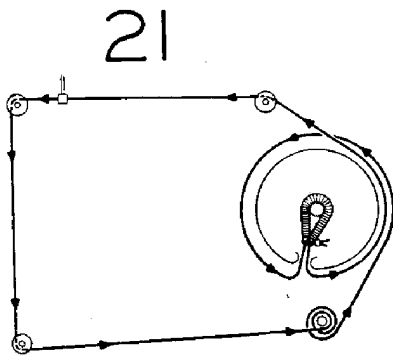
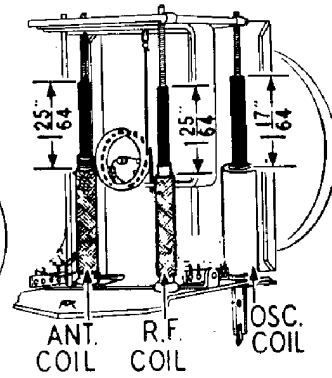
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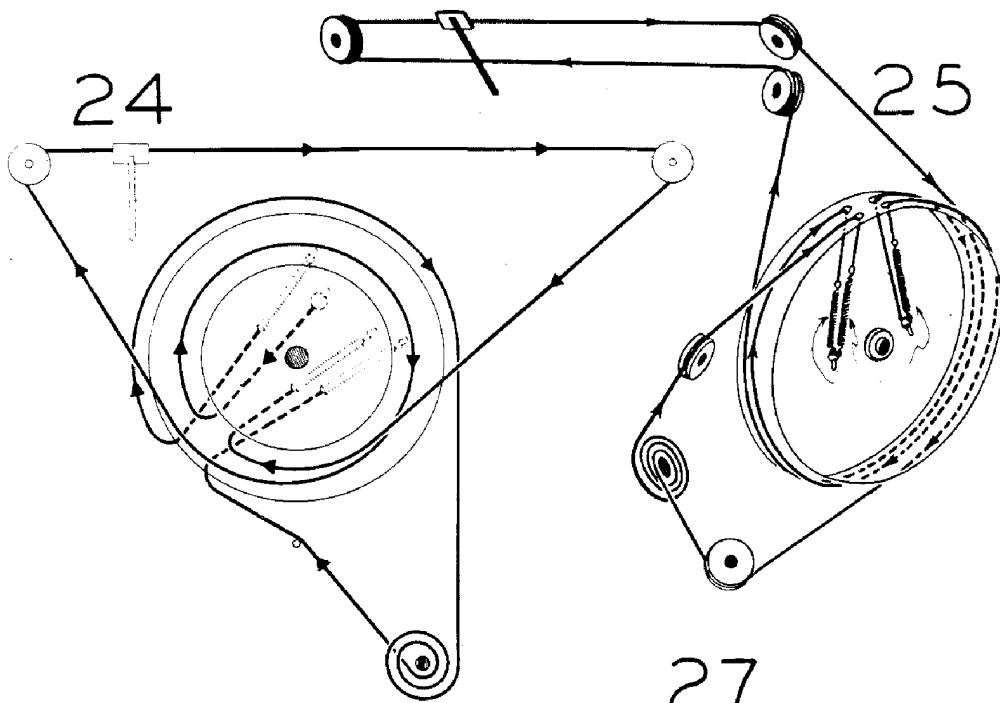




To string dial cord, turn the main drive drum to maximum counter-clockwise position

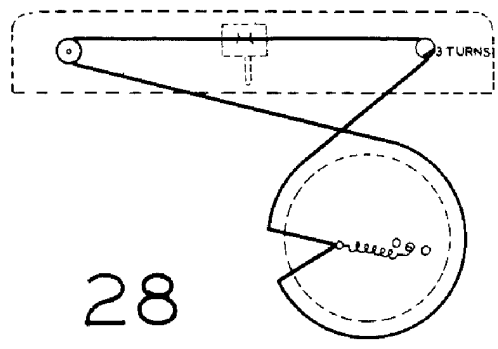


TUNING CORD ASSEMBLY WITH GANG CONDENSER FULLY IN MESH

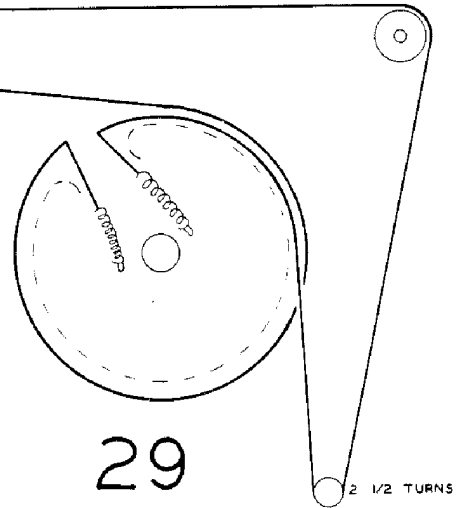


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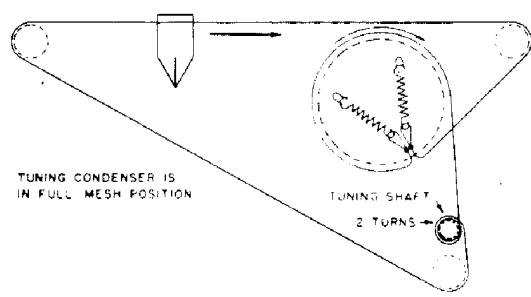
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28

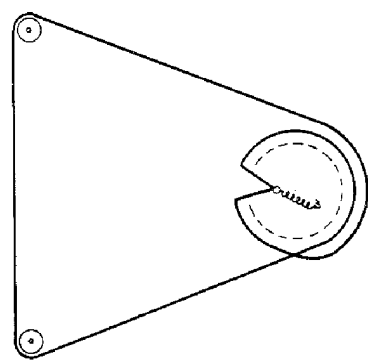


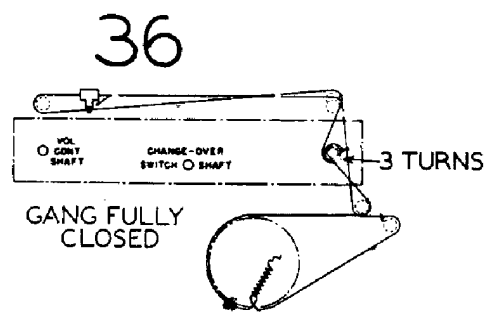
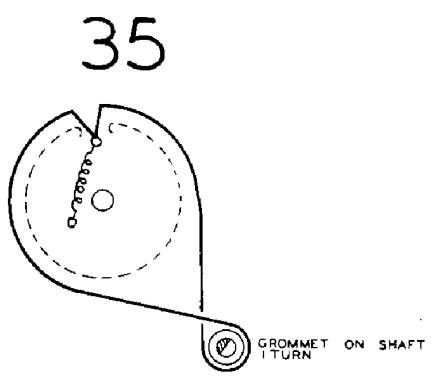
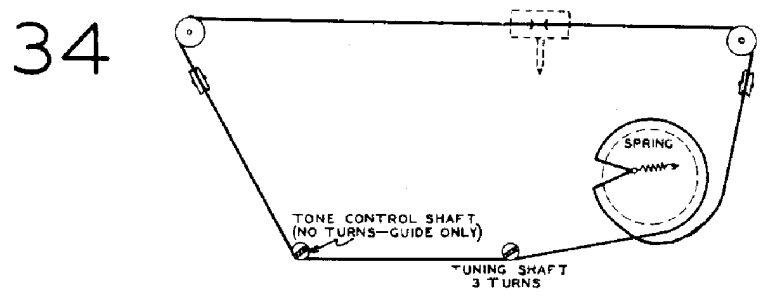
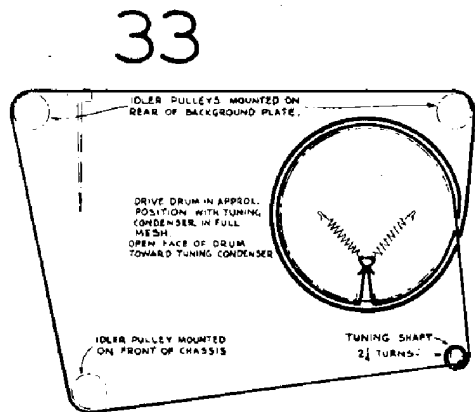
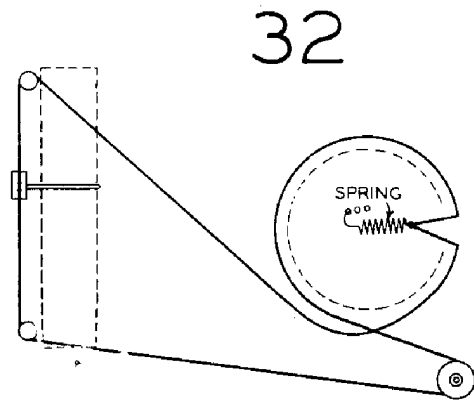
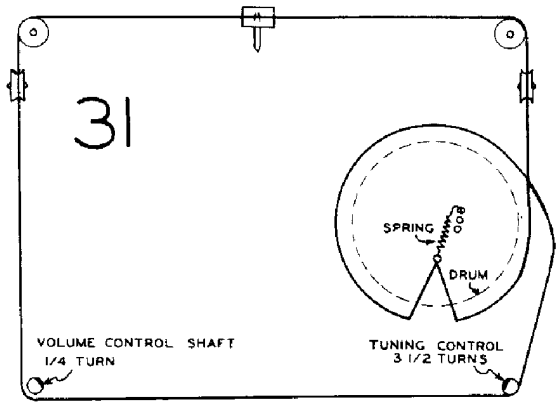
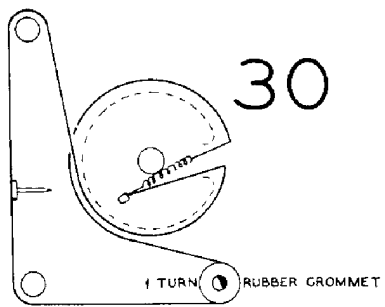
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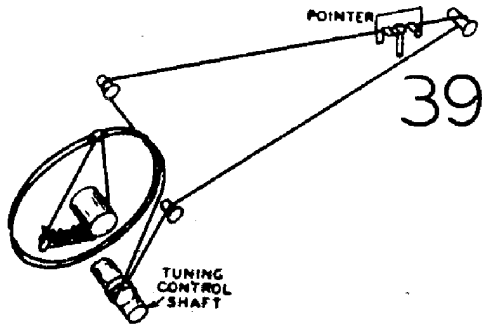
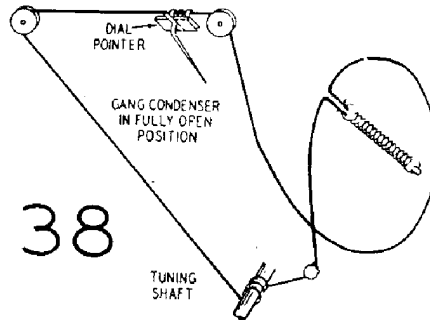
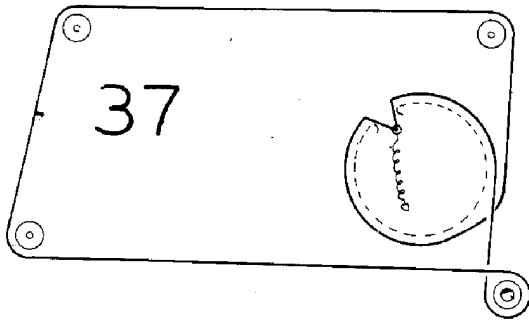


TUNING CONDENSER IS IN FULL MESH POSITION

TUNING SHAFT 2 TURNS

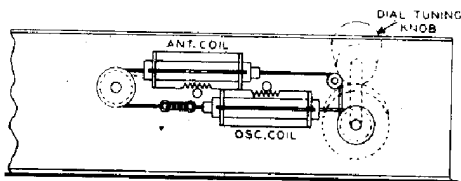




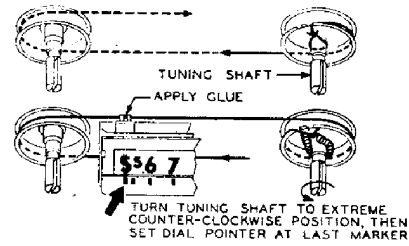


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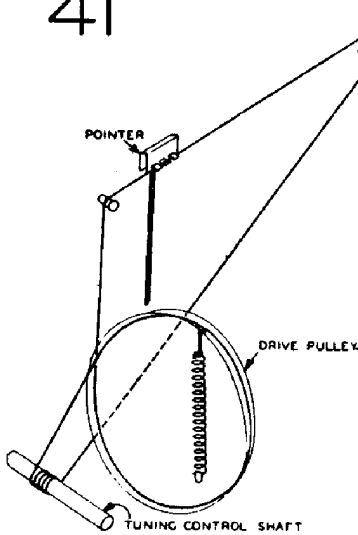
When tying the string to the tension spring make sure that the spring takes up all slack.



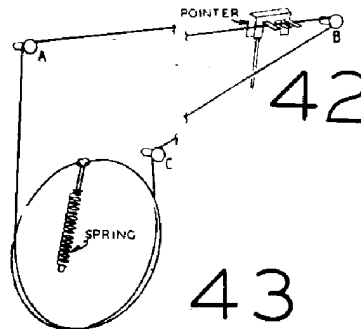
View of Tuning Coil Assembly.



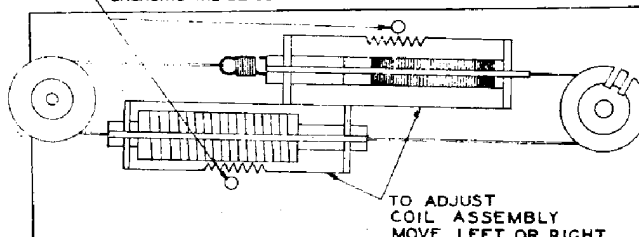
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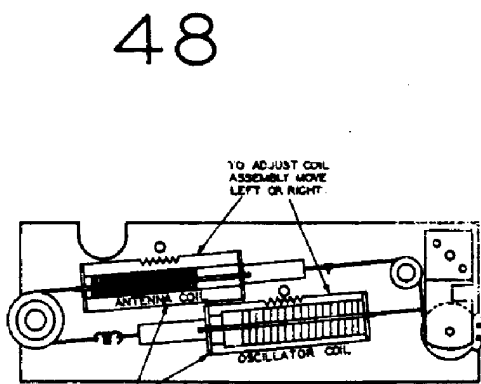
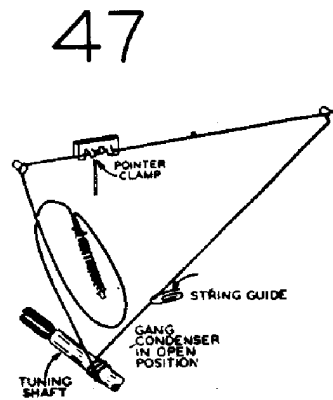
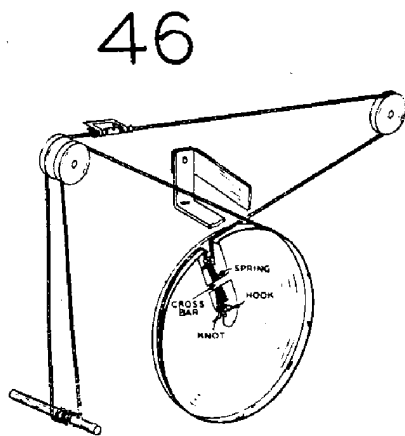
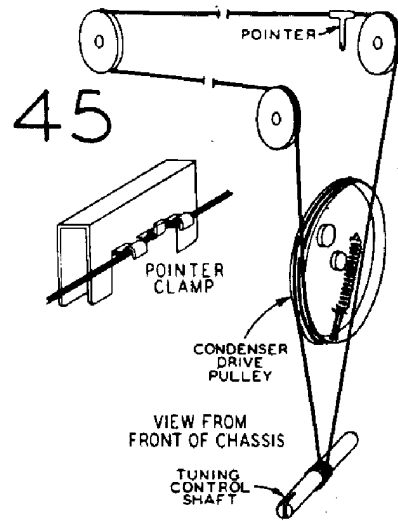
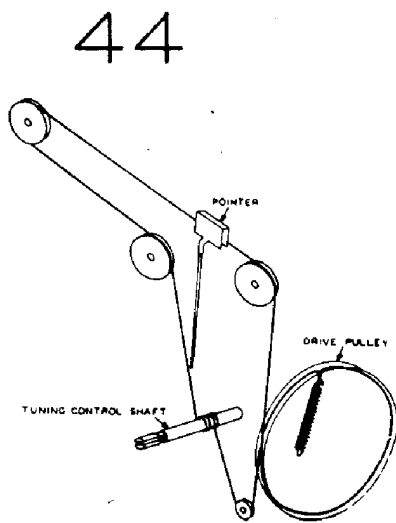
Turn gang condenser to full open position — See illustration. Use a new drive cord 42 inches in length.



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.

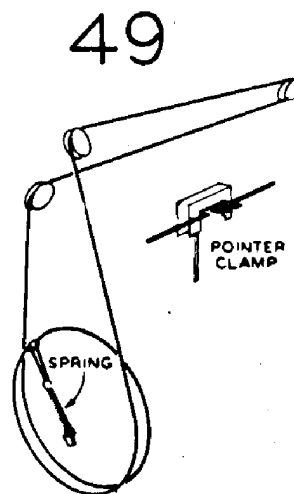


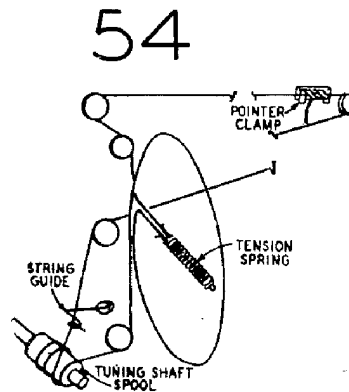
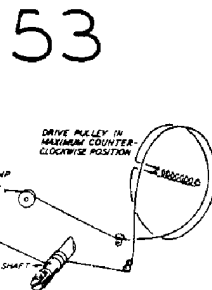
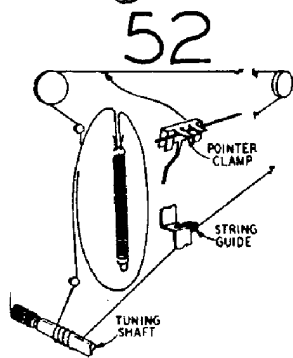
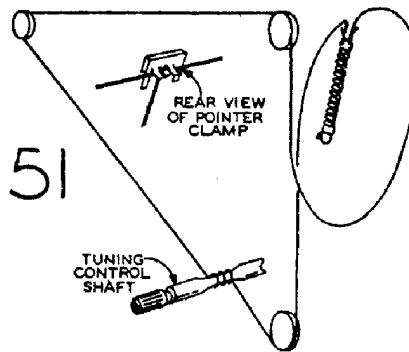
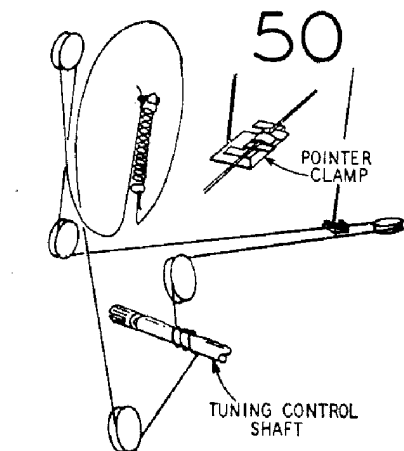
TO ADJUST COIL ASSEMBLY MOVE LEFT OR RIGHT



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

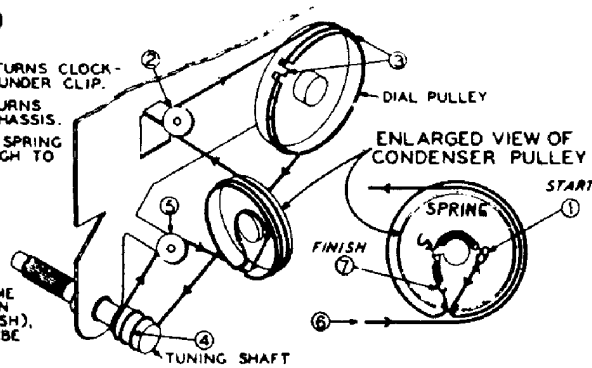




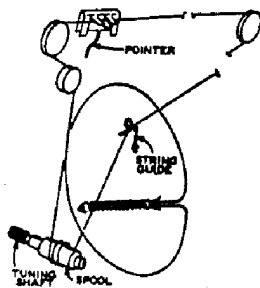
55

- IN STEP 3, WIND $1\frac{1}{2}$ TURNS COUNTER-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.

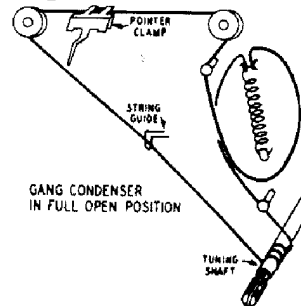
IMPORTANT!
WHEN CONDENSER PULLEY IS IN EXTREME COUNTER-CLOCKWISE POSITION (ROTORS OUT OF MESH), DIAL POINTER MUST BE AT 16 (1600 KC).

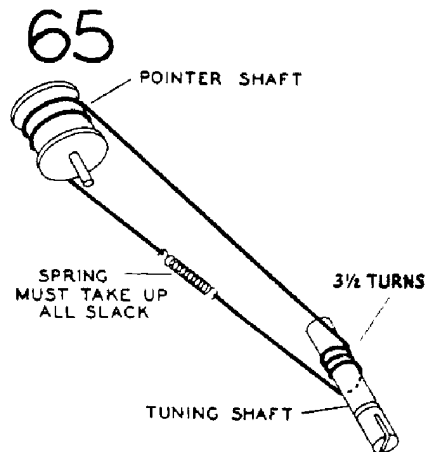
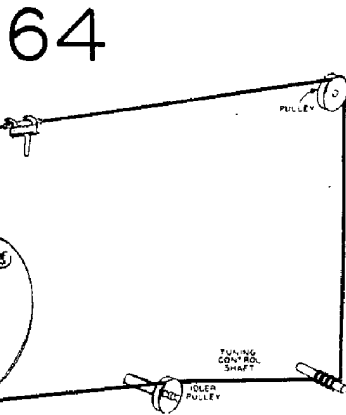
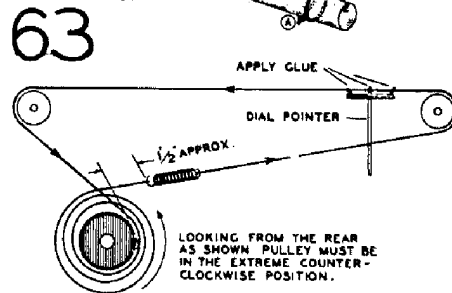
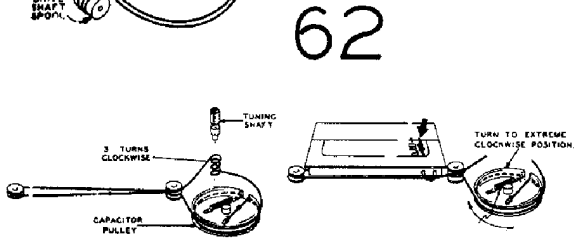
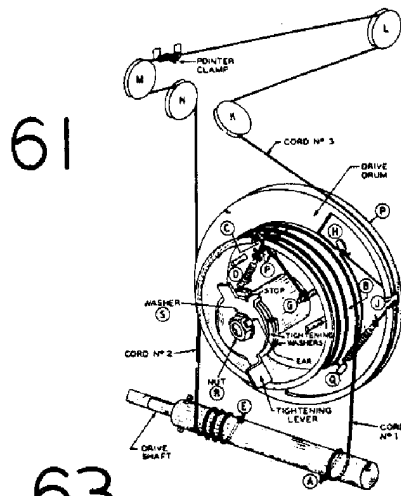
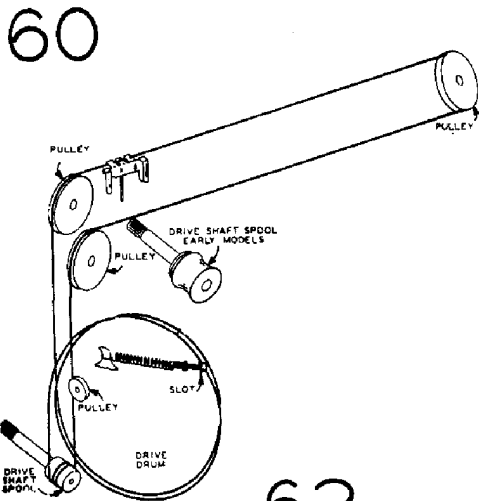
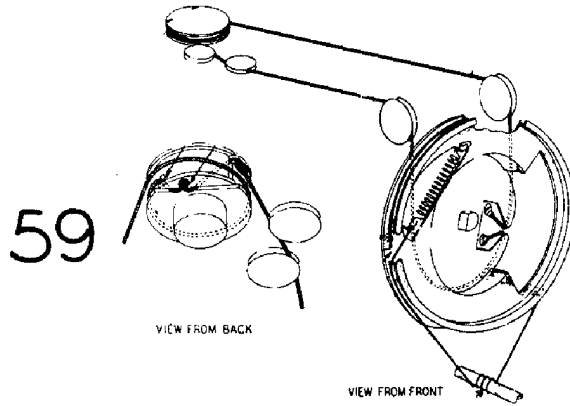
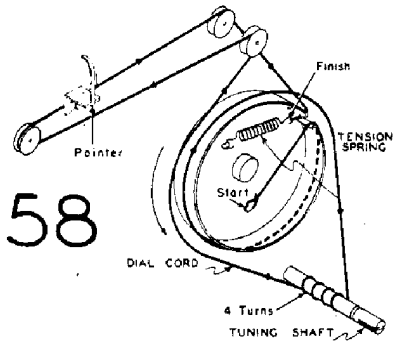


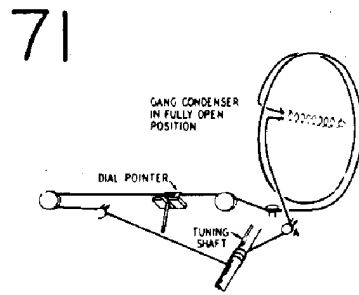
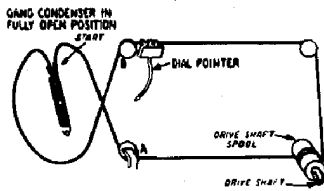
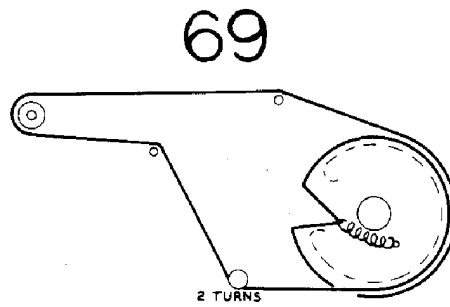
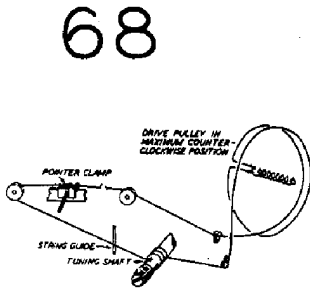
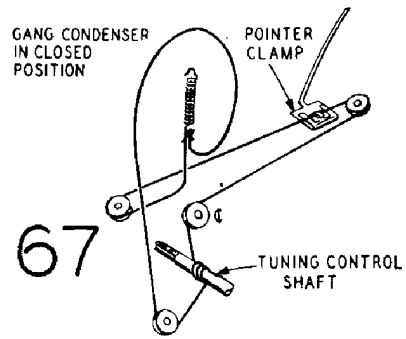
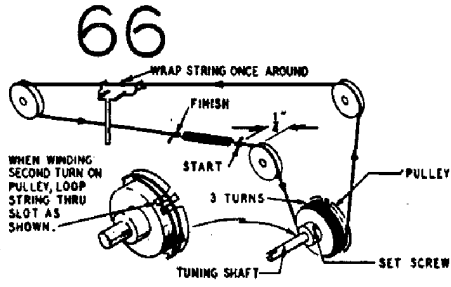
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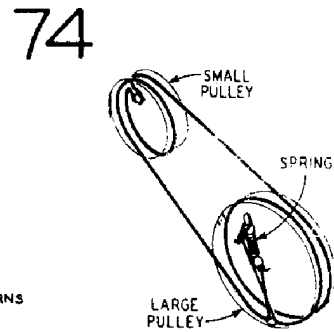
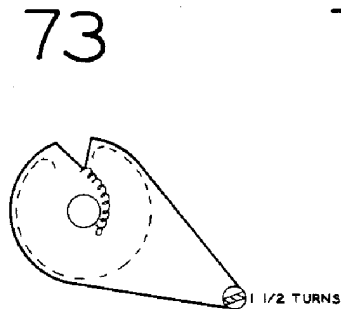
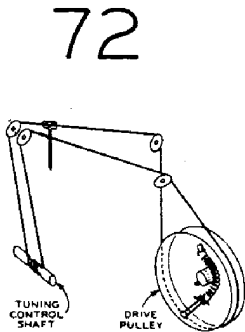
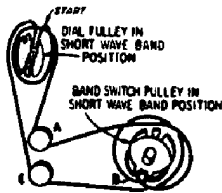
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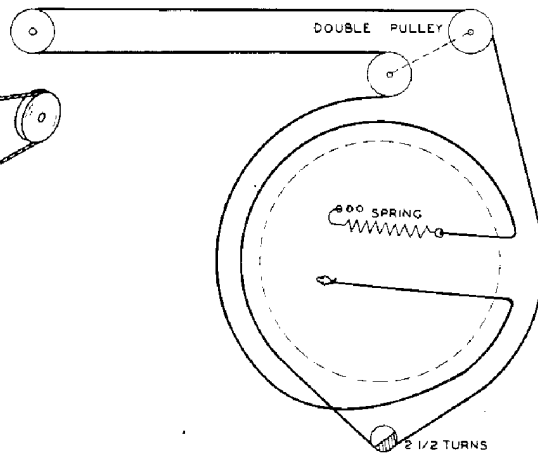
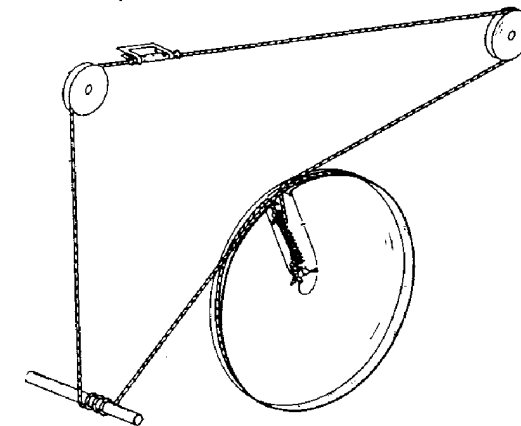
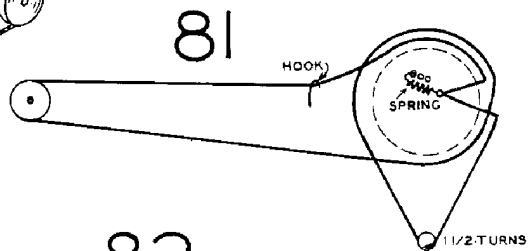
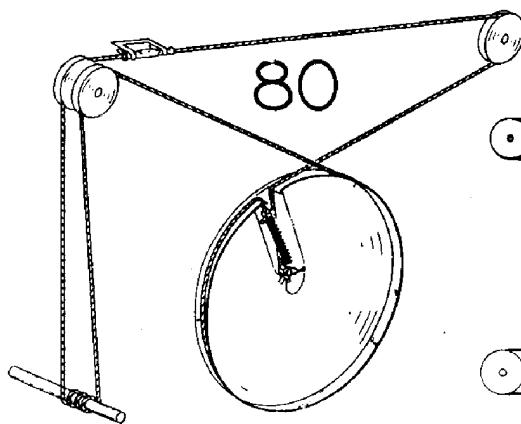
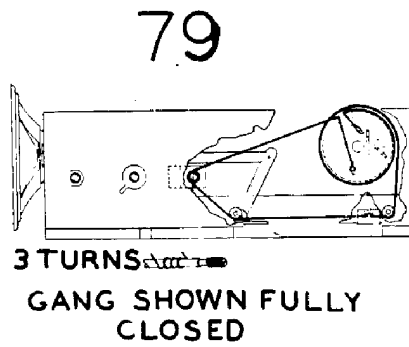
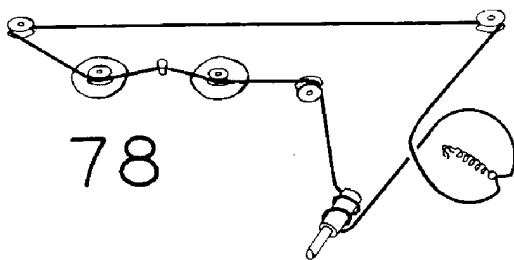
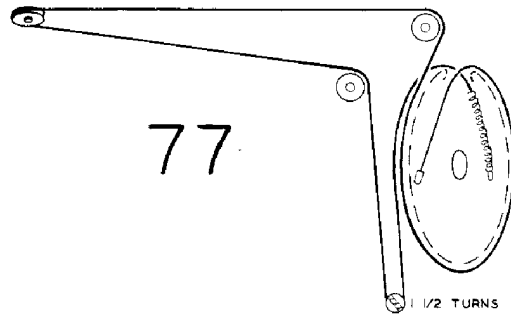
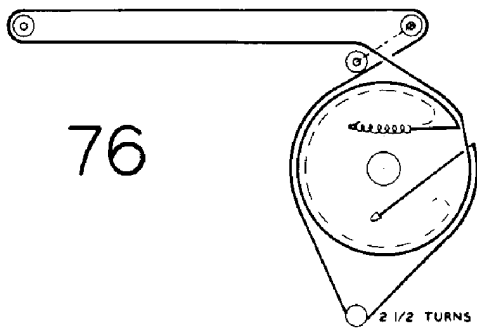




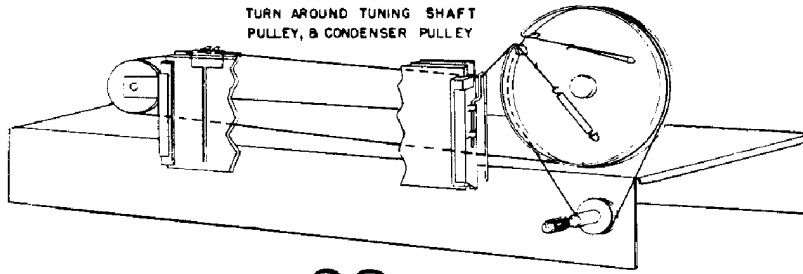


Both the dial pulley and the band switch pulley must be turned to the short wave band positions as shown in the illustration. Install the new cord exactly as shown then change the position of the band switch several times and note the movement of the dial.



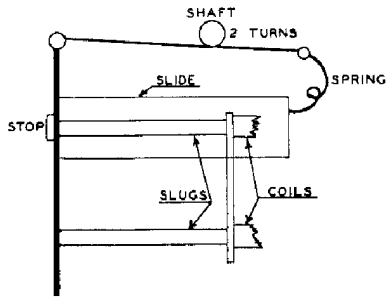


NOTE STRING MAKES ONE COMPLETE
TURN AROUND TUNING SHAFT
PULLEY, & CONDENSER PULLEY



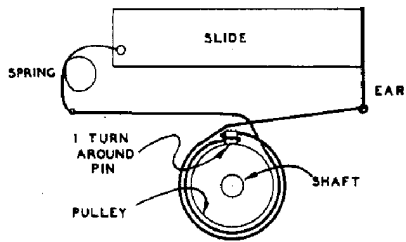
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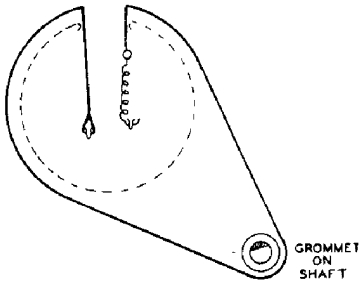


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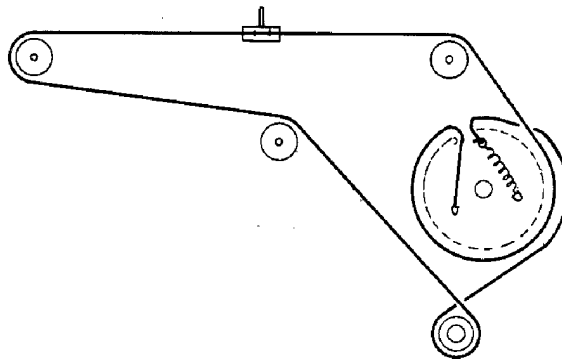
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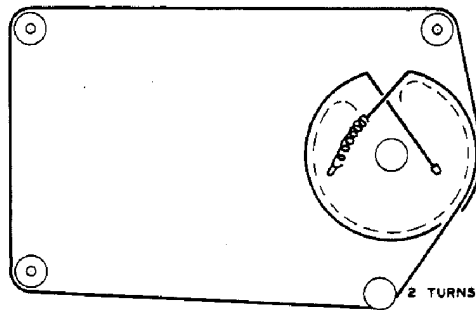
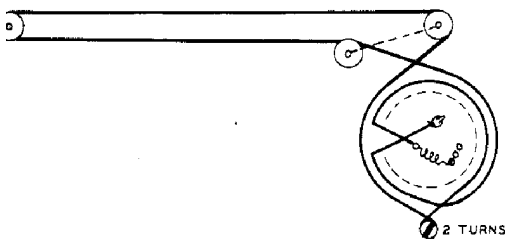
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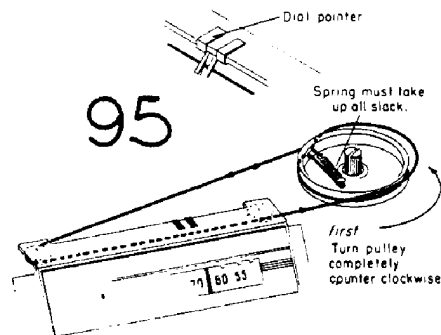
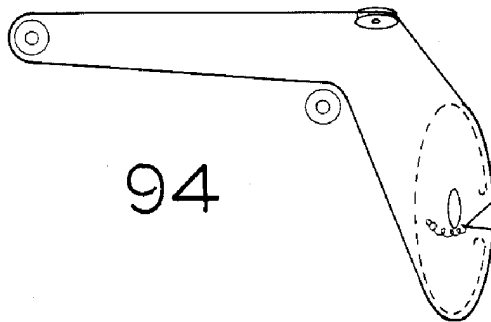
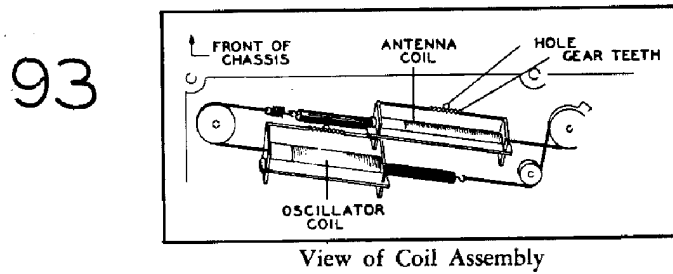
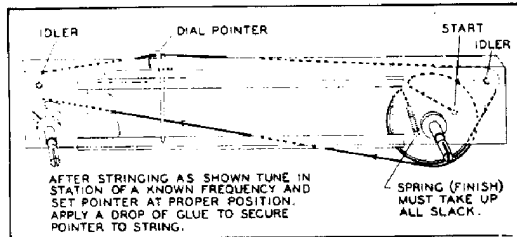
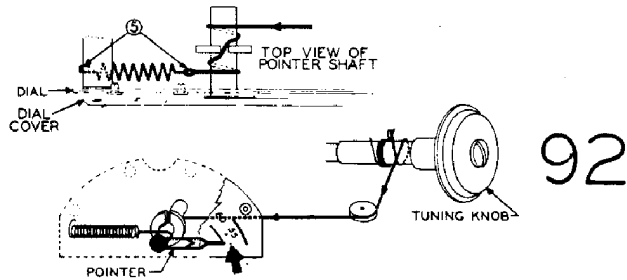
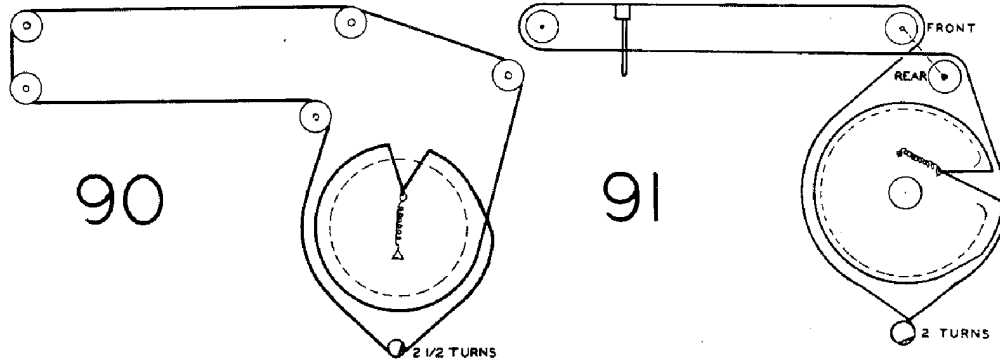


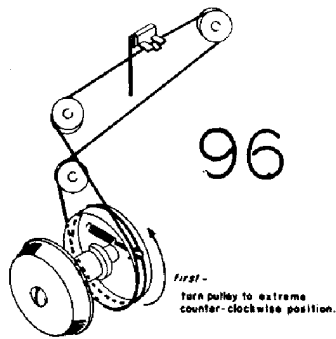
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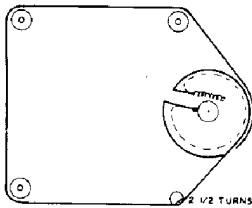
89



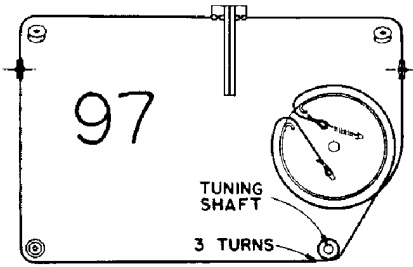




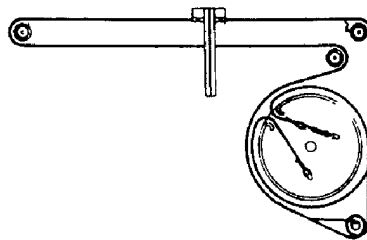
98



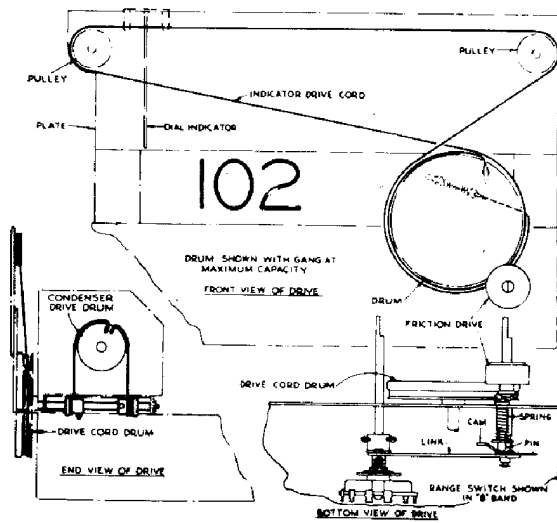
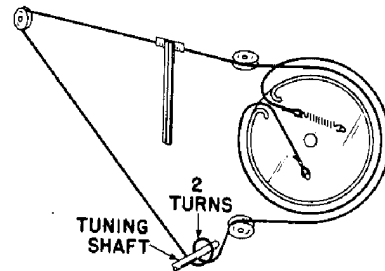
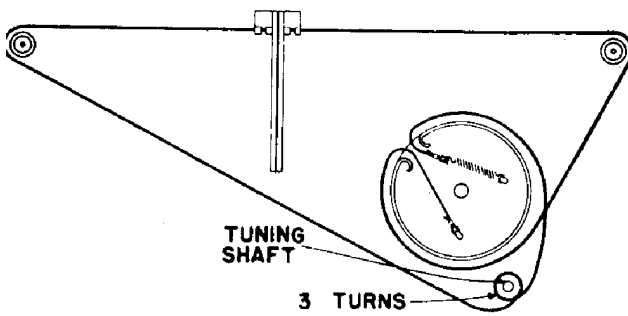
100



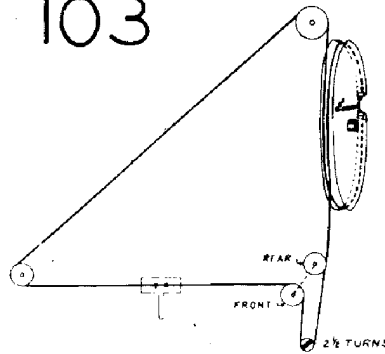
99



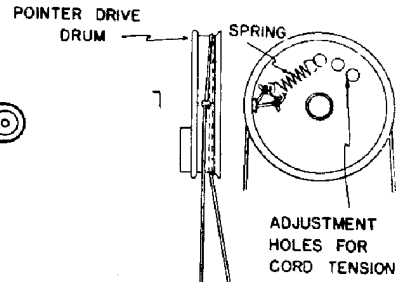
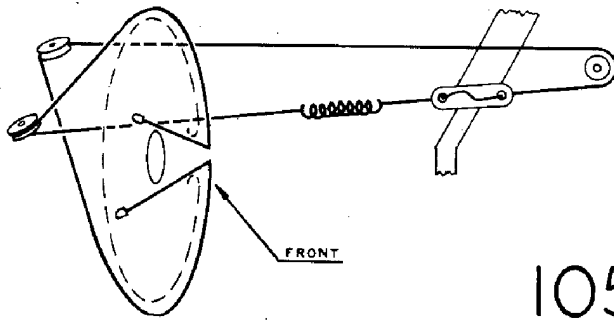
101



103



104

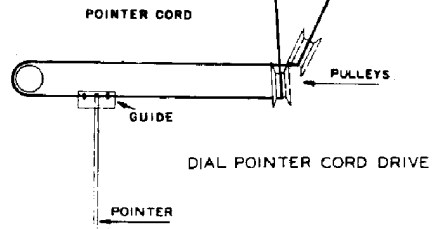
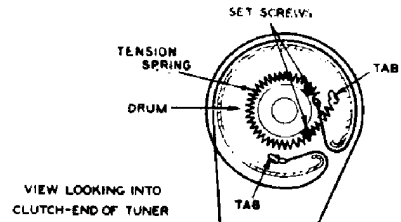
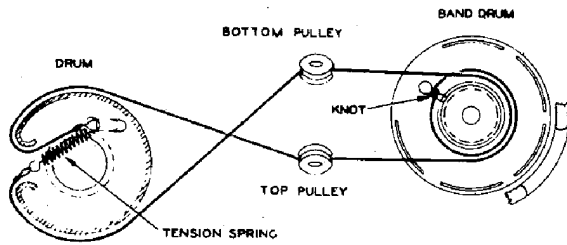


105

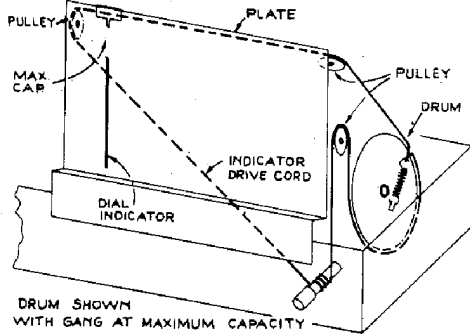


106

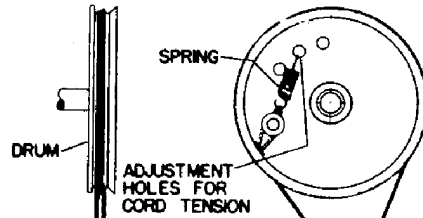
CORD DRIVE FOR BAND INDICATOR DRUM



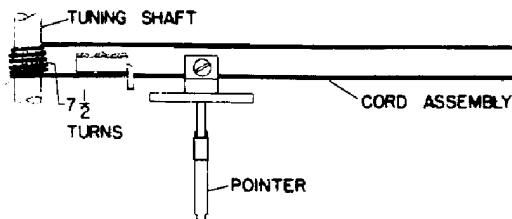
107



DRUM SHOWN WITH GANG AT MAXIMUM CAPACITY

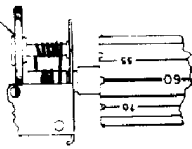


108

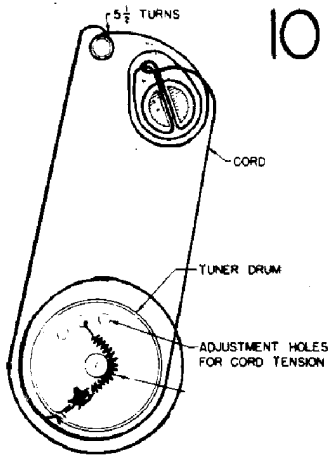
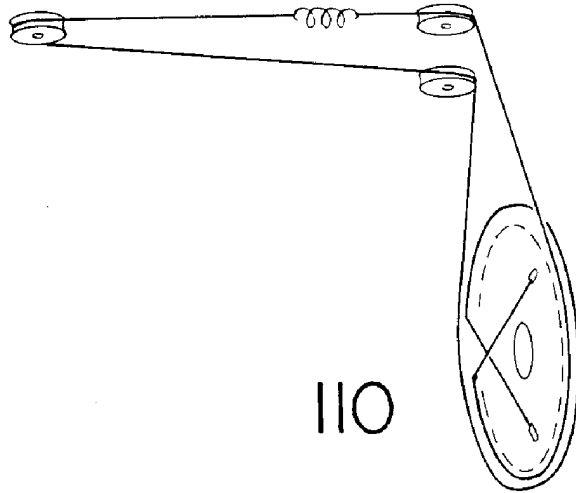


POSITION OF DRUM ASSEMBLY WITH COIL CORES FULLY IN.

TUNING KNOB & SHAFT ASSEMBLY



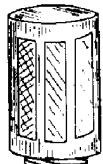
TO RECALIBRATE AFTER REPLACING DRIVE STRING, TURN COIL CORES FULLY IN, THEN HOLD DIAL SHAFT STATIONARY WITH PLIERS, AND REVOLVE DIAL WITH FINGERS UNTIL THE 60 CALIBRATION LINE IS IN RELATION SHOWN TO BRACKET



109

110

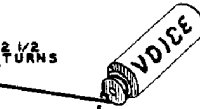
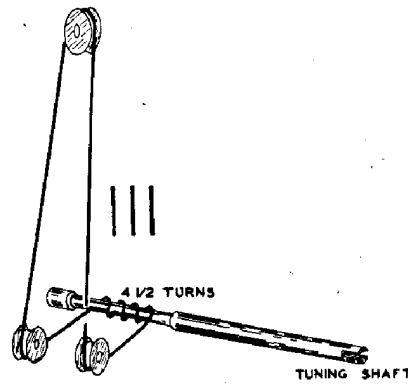
TONE INDICATOR DRUM



SPRING

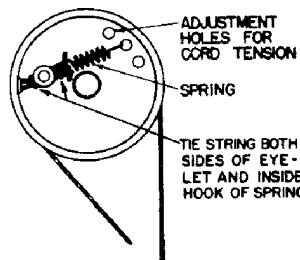
SPRING

2 1/2 TURNS



SPRING

TONES VOLUME



ADJUSTMENT HOLES FOR CORD TENSION

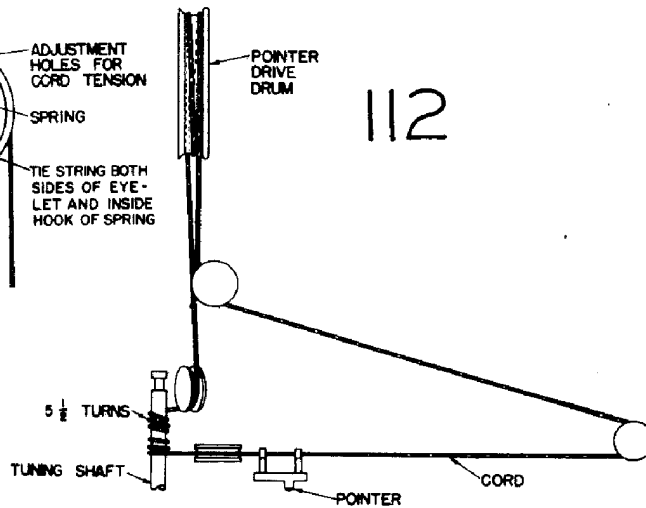
SPRING

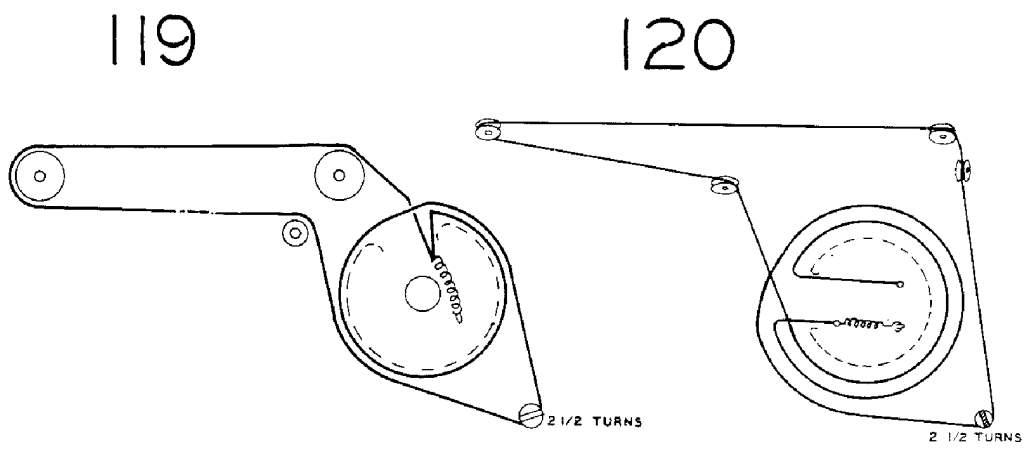
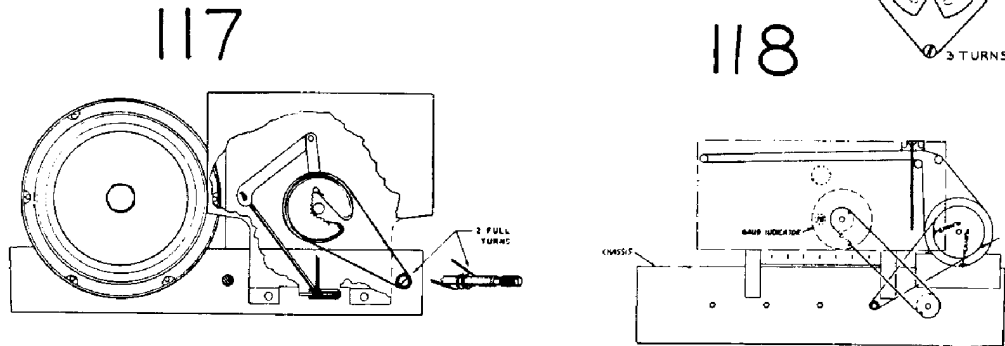
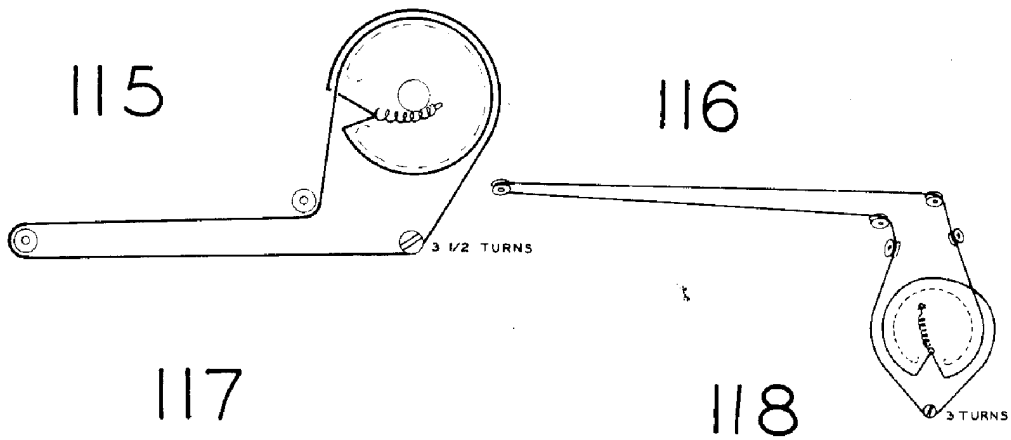
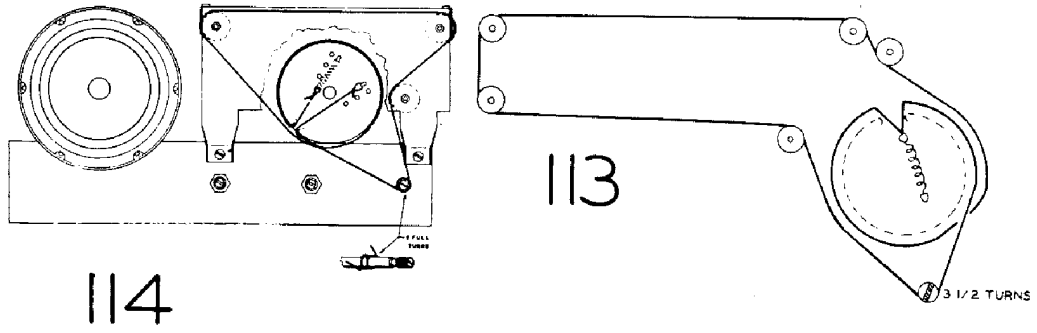
TIE STRING BOTH SIDES OF EYE-LET AND INSIDE HOOK OF SPRING

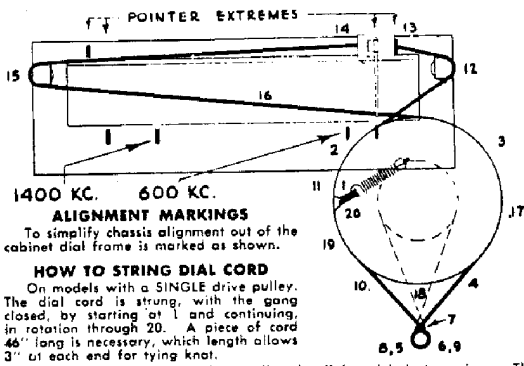
POSITION OF DRUM ASSEMBLY WITH COIL CORES FULLY IN.

POINTER DRIVE DRUM

112





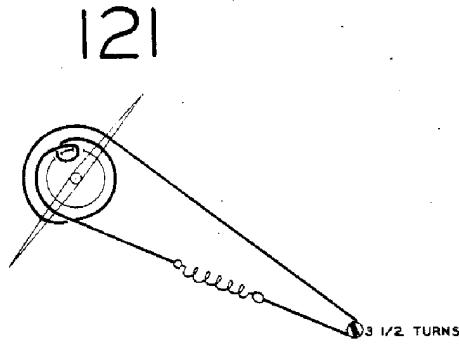


1400 KC. 600 KC.
ALIGNMENT MARKINGS
 To simplify chassis alignment out of the cabinet dial frame is marked as shown.

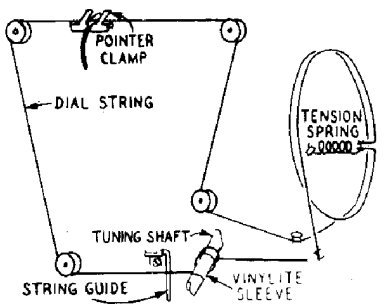
HOW TO STRING DIAL CORD
 On models with a SINGLE drive pulley. The dial cord is strung, with the gang closed, by starting at 1 and continuing, in rotation through 20. A piece of cord 46" long is necessary, which length allows 3" at each end for tying knot.

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.

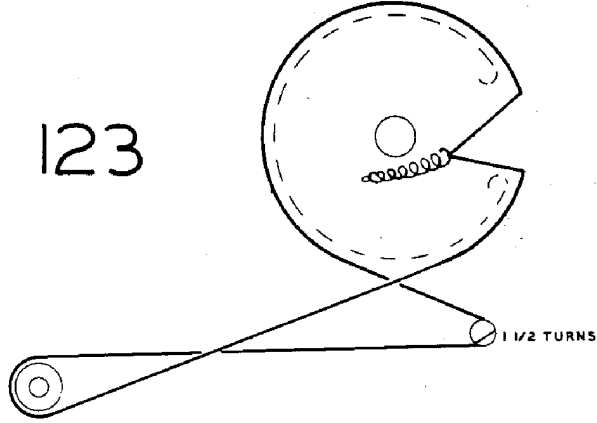
To clarify dial cord arrangement the dial frame is shown as transparent.



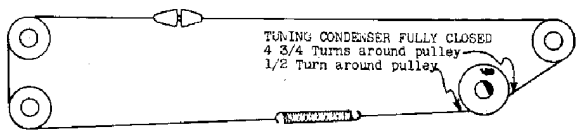
122



123

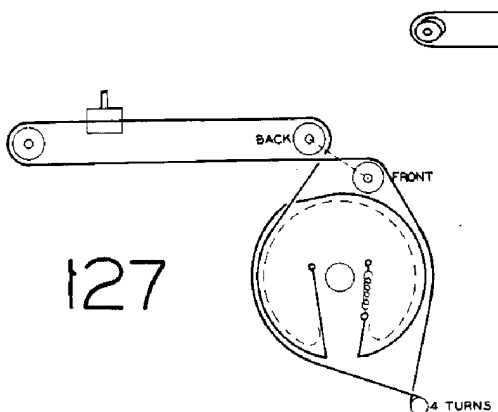


124



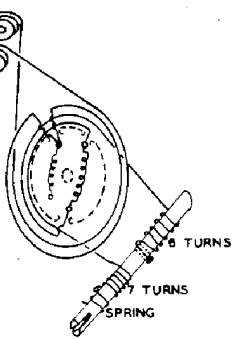
TUNING CONDENSER FULLY CLOSED
 4 3/4 Turns around pulley
 1/2 Turn around pulley

125

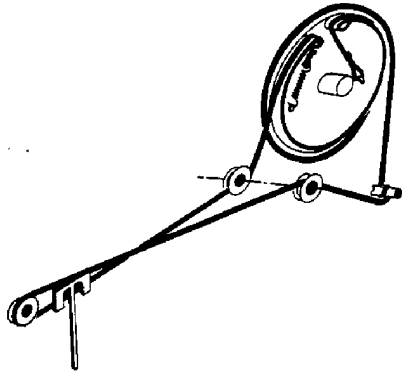


127

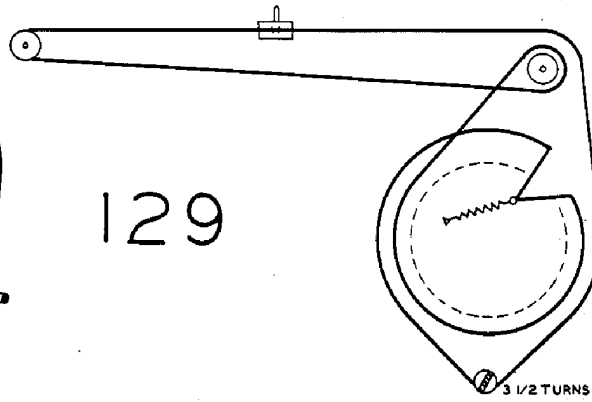
126



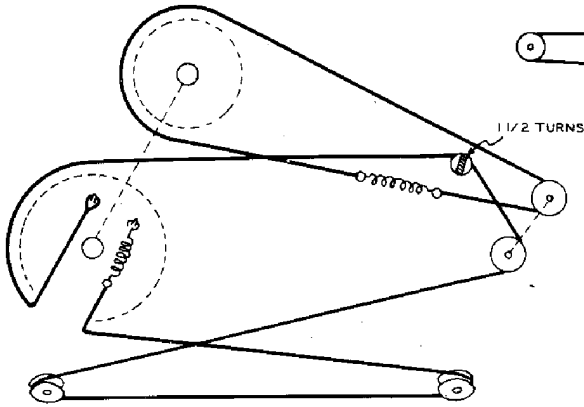
128



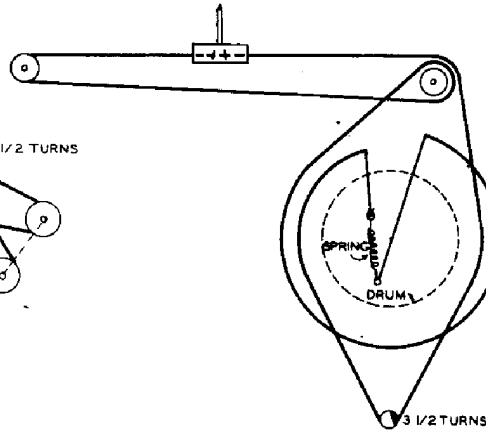
129



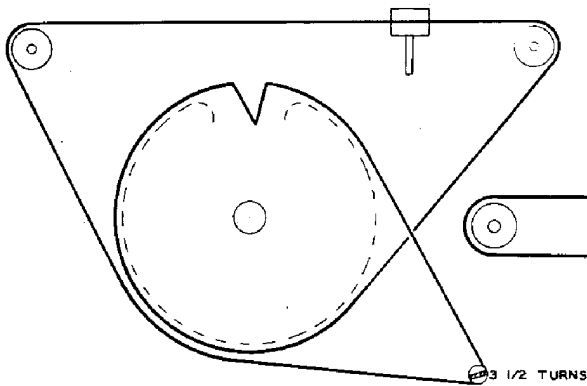
130



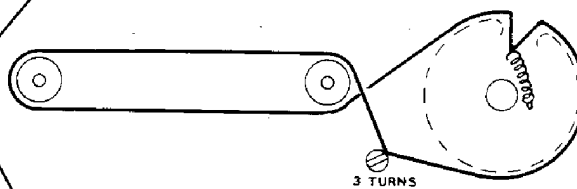
131

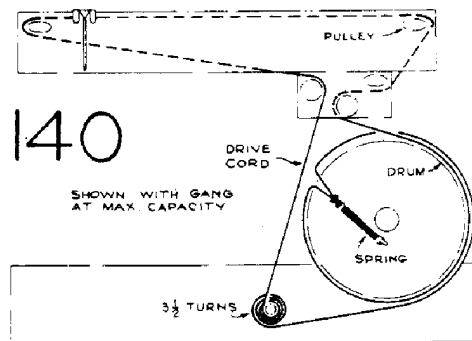
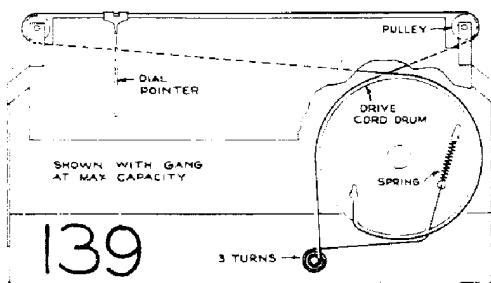
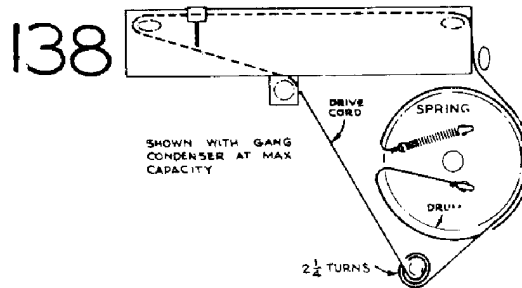
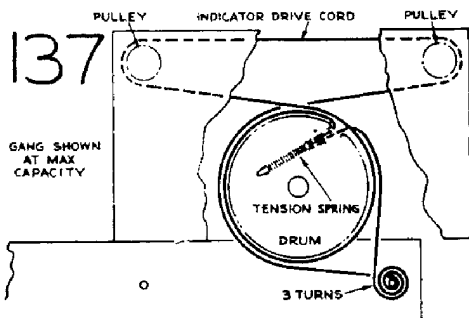
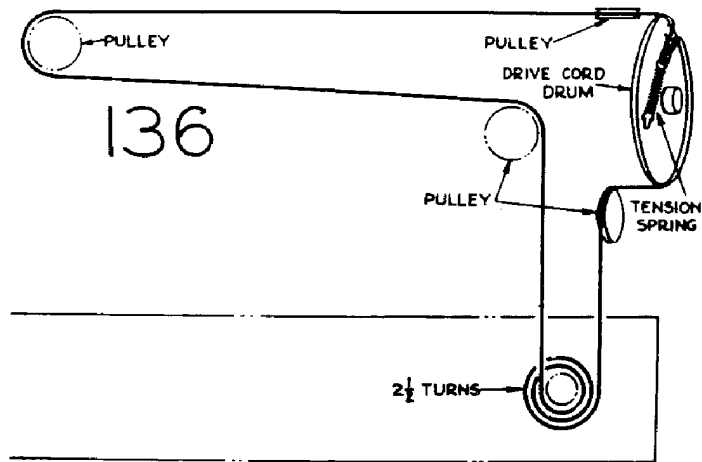
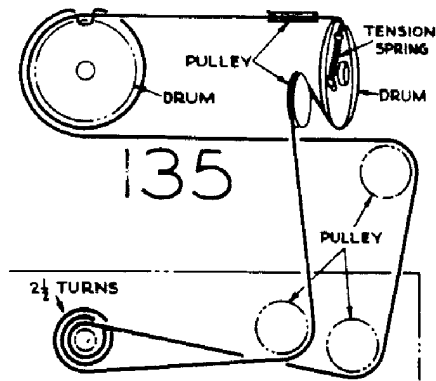
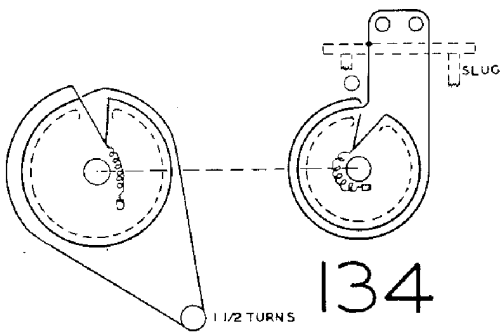


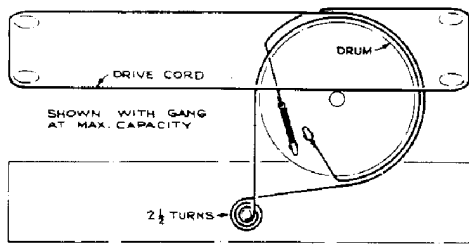
132



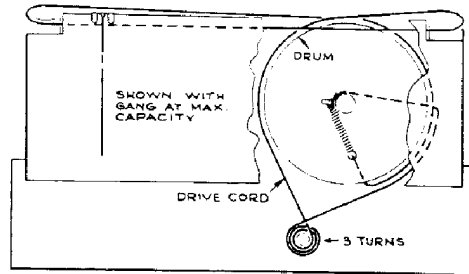
133



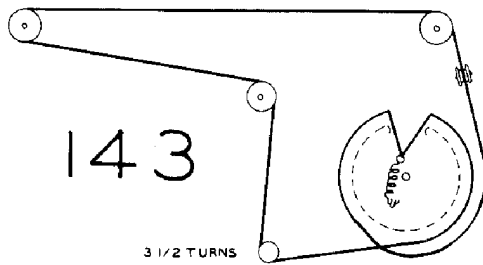




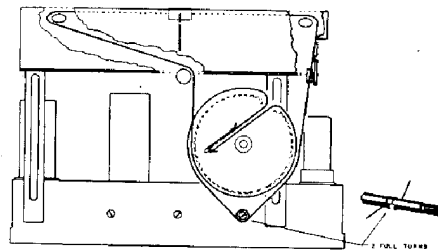
141



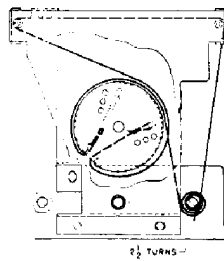
142



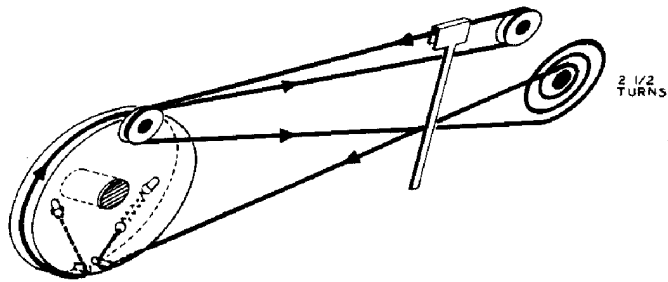
143



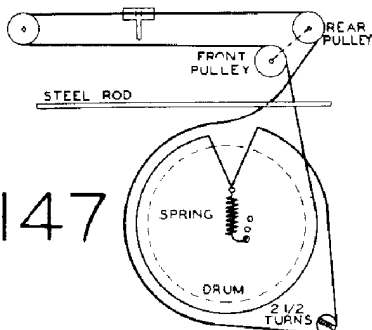
144



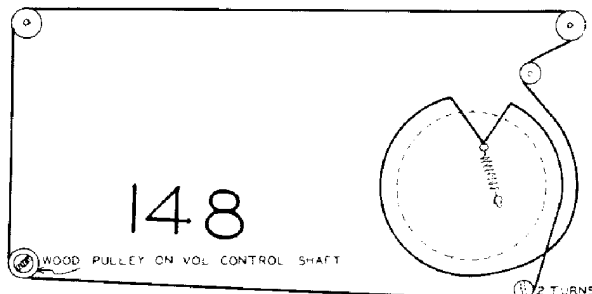
145



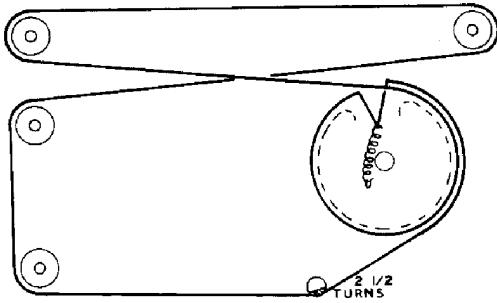
146



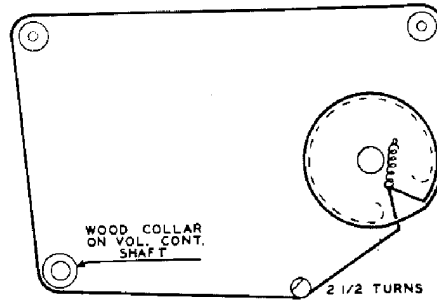
147



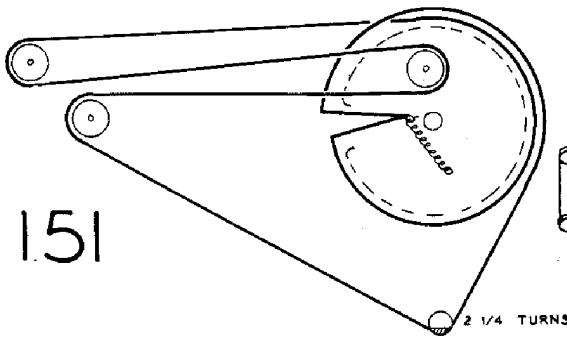
148



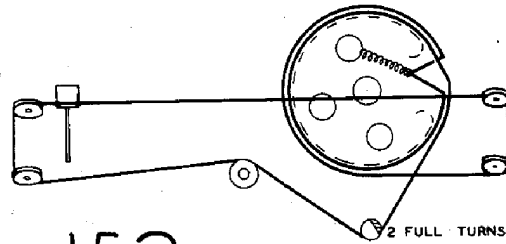
149



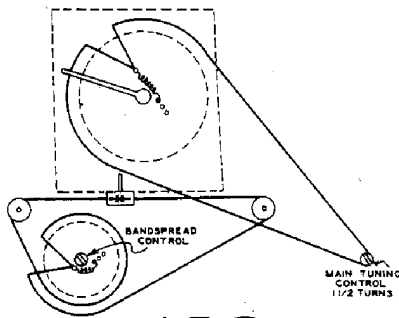
150



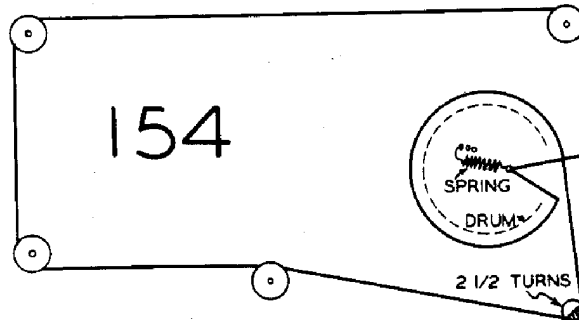
151



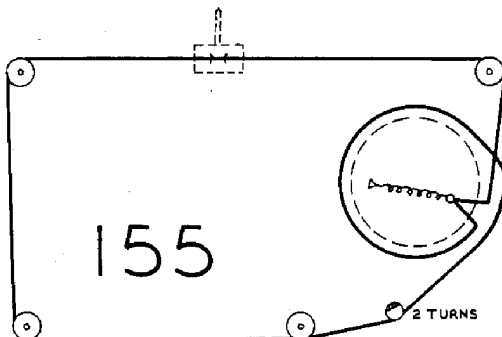
152



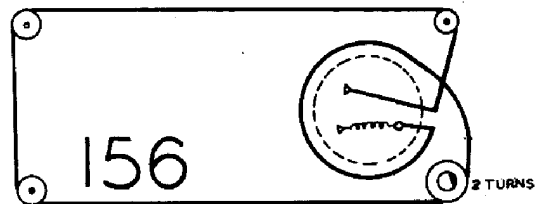
153



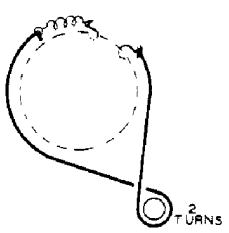
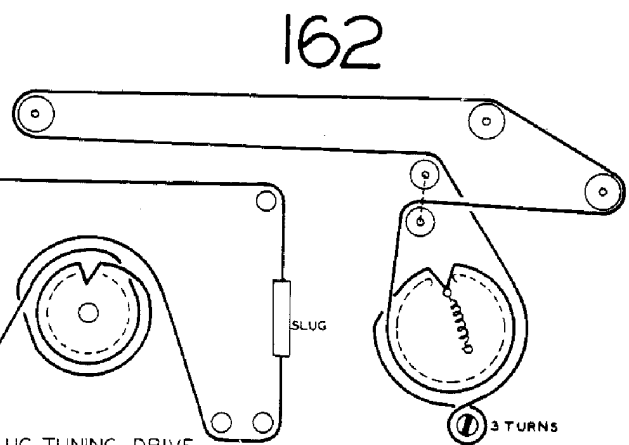
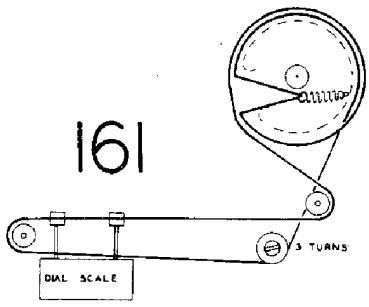
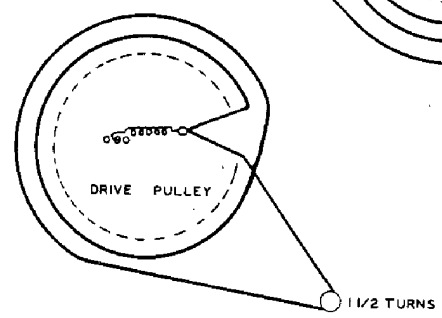
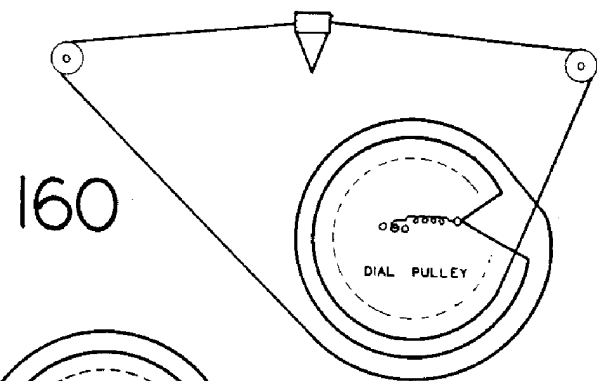
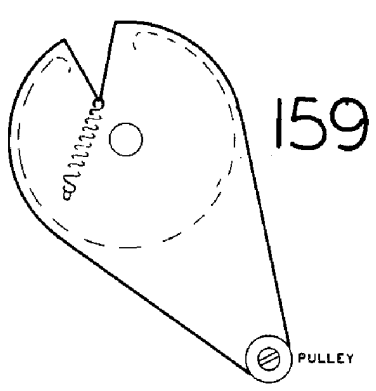
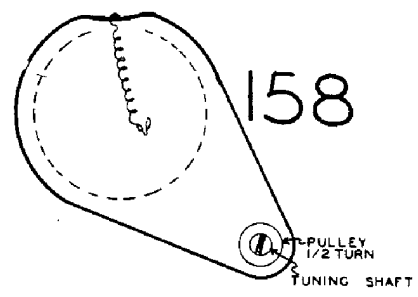
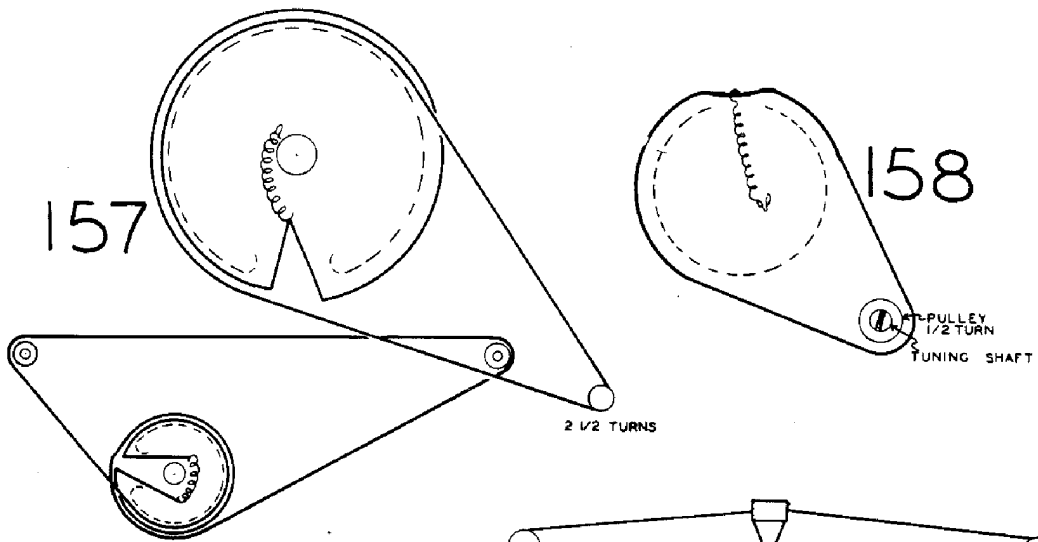
154



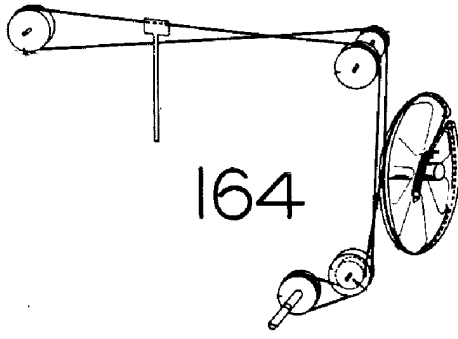
155



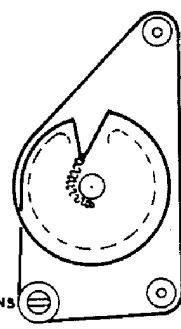
156



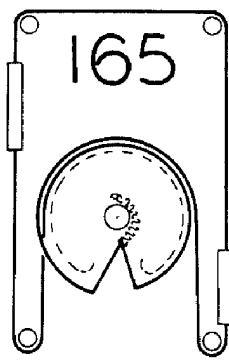
163



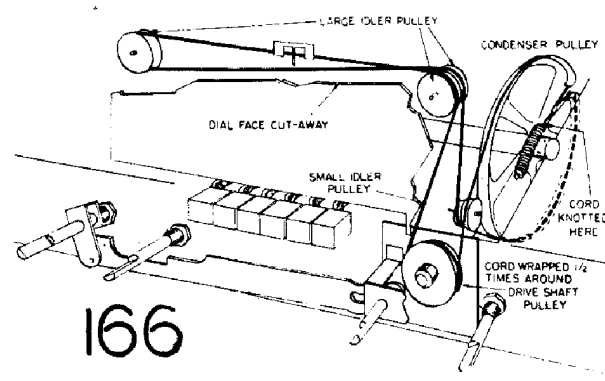
164



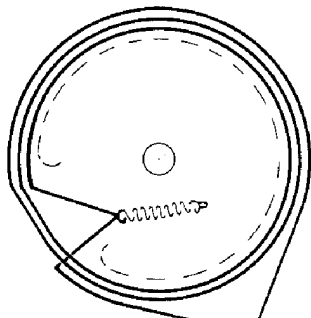
1/2 TURNS



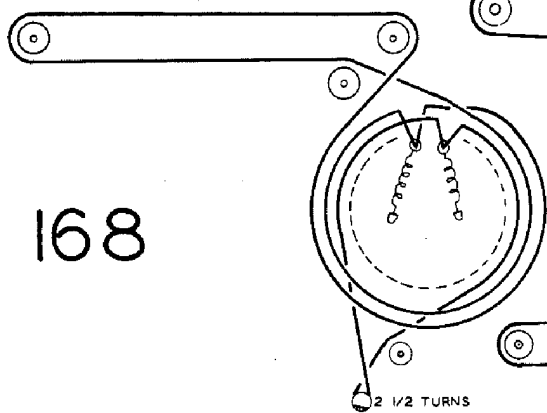
165



166

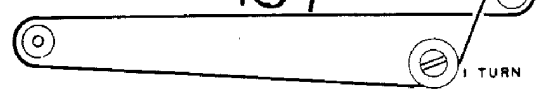


167

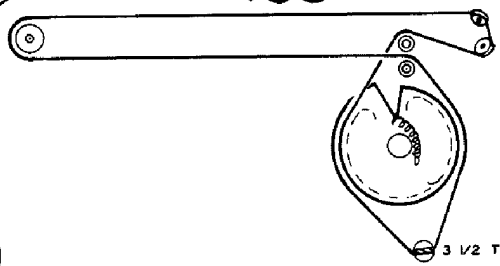


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2 1/2 TURNS

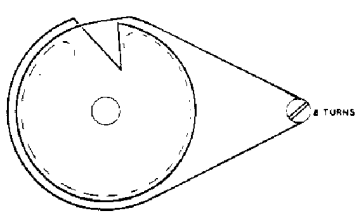


1 TURN



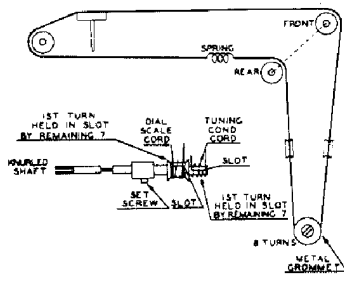
169

3 1/2 TURNS



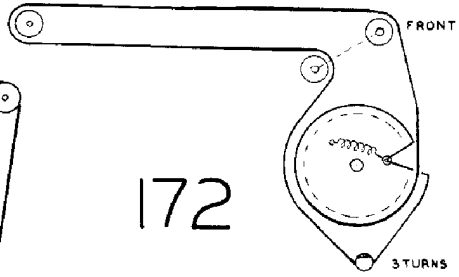
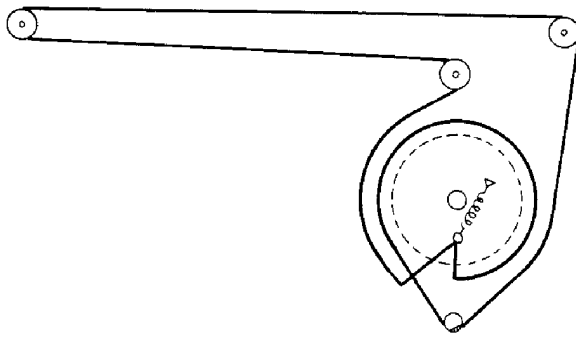
170

8 TURNS



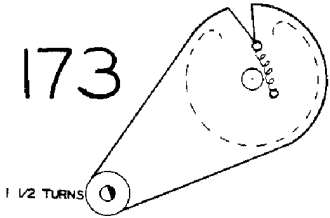
8 TURNS

171

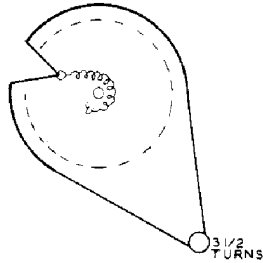


172

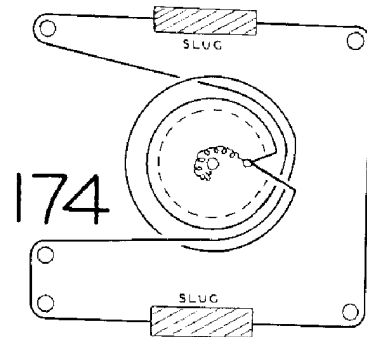
173



1 1/2 TURNS

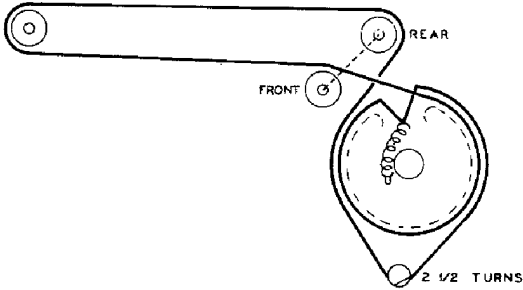


3 1/2 TURNS



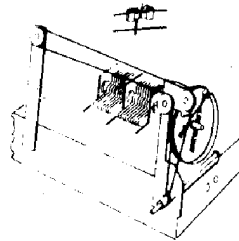
174

175

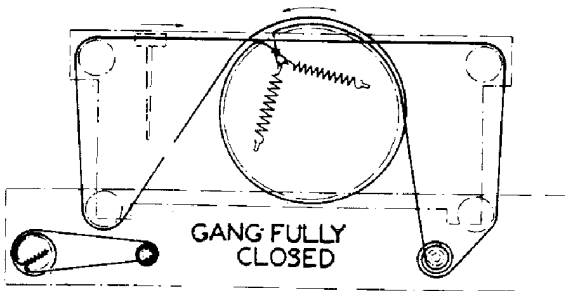


2 1/2 TURNS

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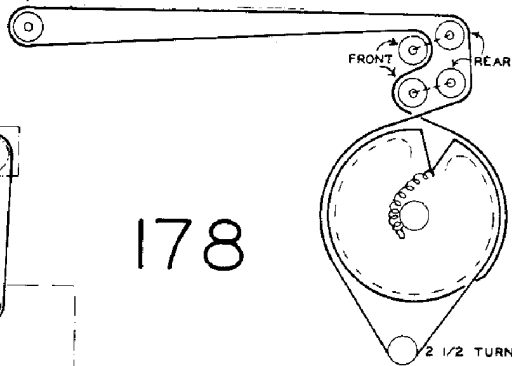


177



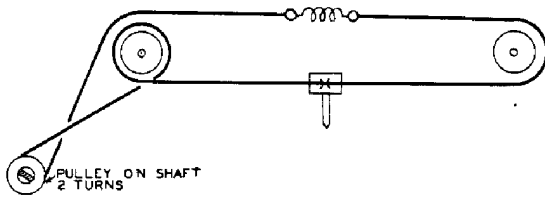
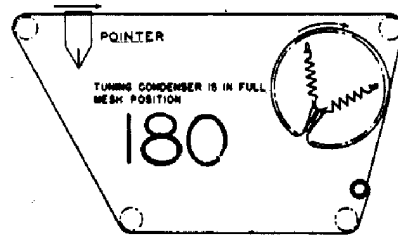
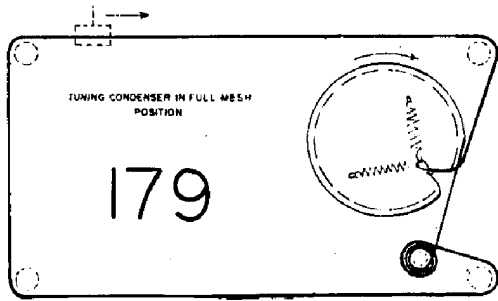
GANG FULLY CLOSED

VOLUME CONTROL STRINGING OFF POSITION

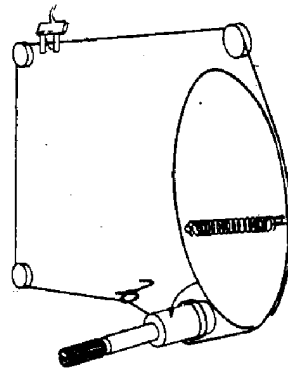


178

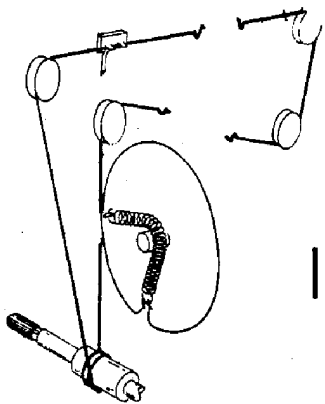
2 1/2 TURNS



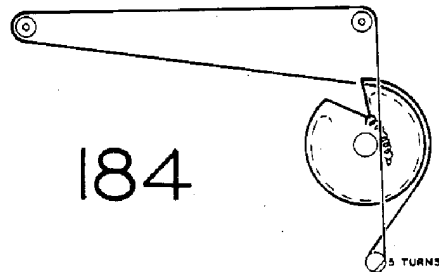
181



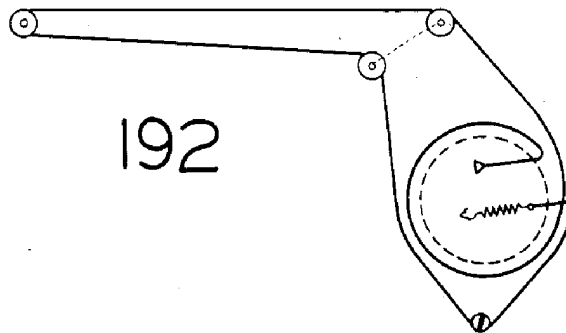
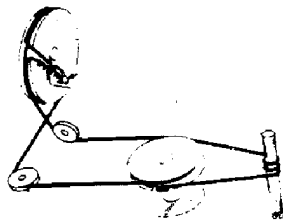
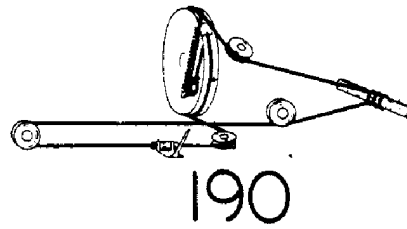
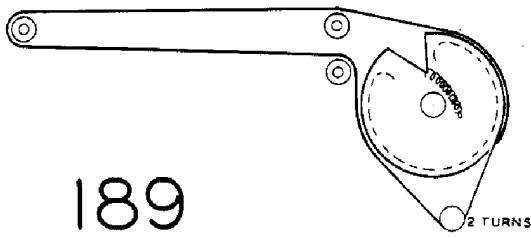
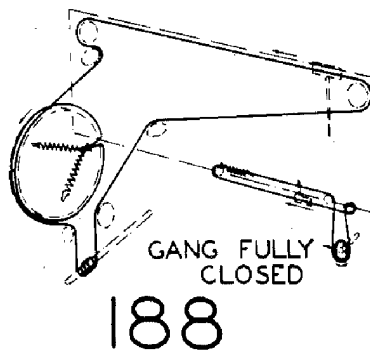
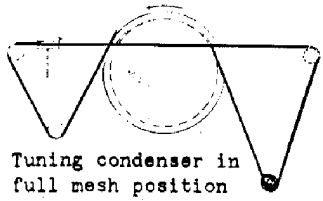
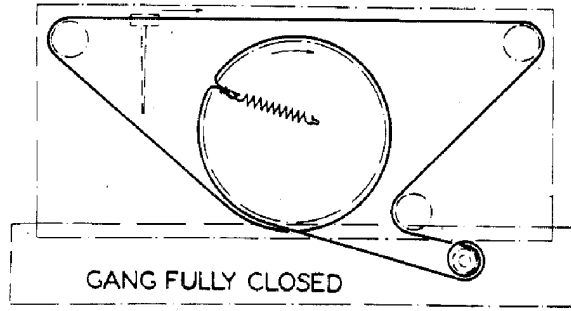
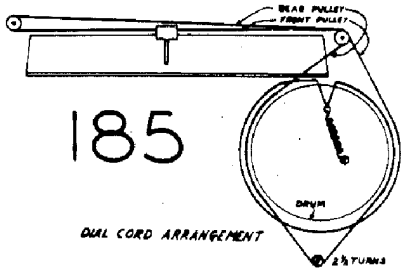
182



183



184



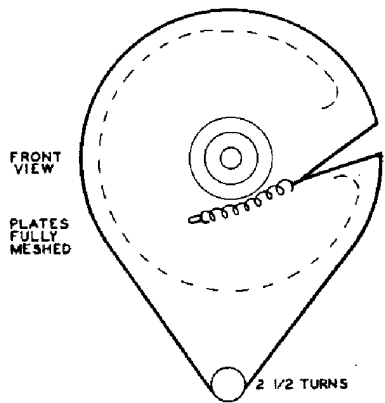


FIG. 1 DIAL DRIVE (A.M.)

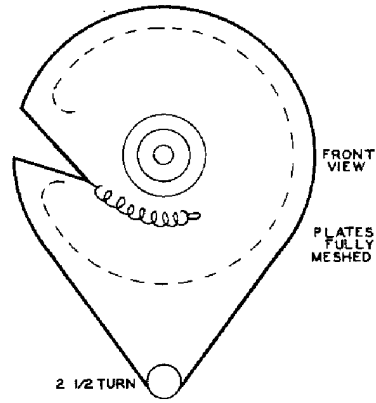


FIG. 2 DIAL DRIVE (F.M.)

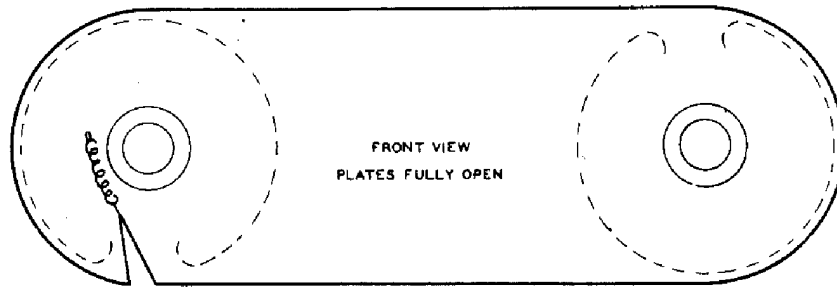


FIG. 3 DIAL DRUMS
A.M. TUNING

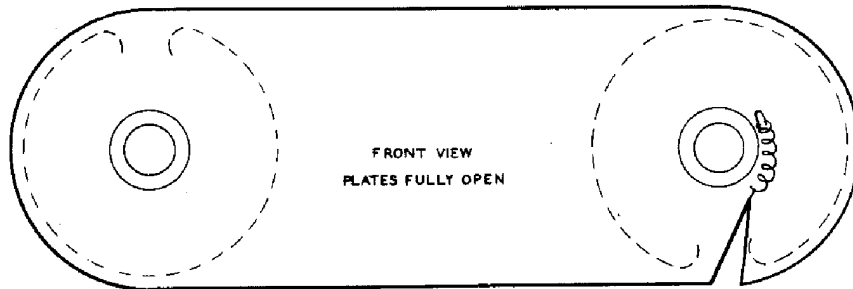
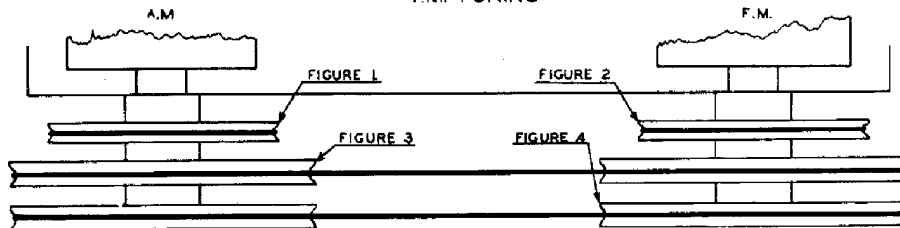
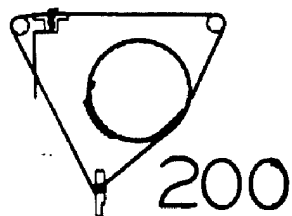
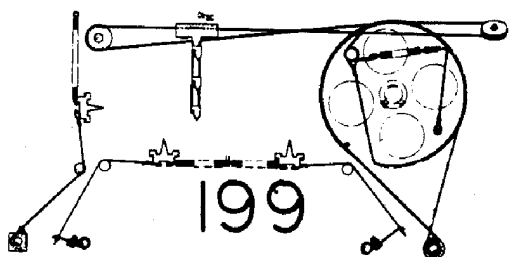
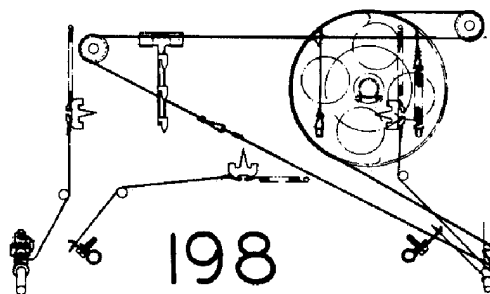
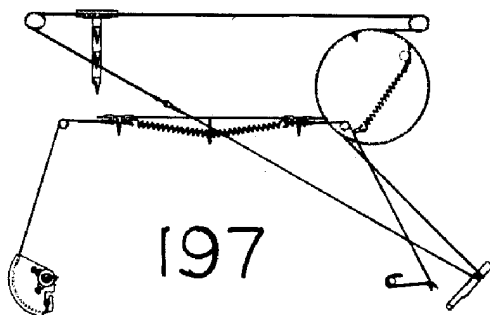
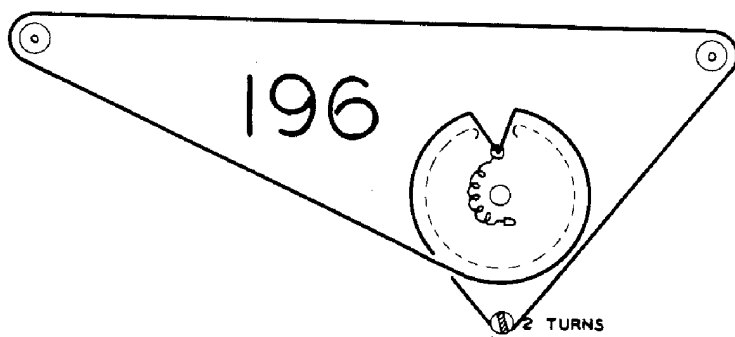
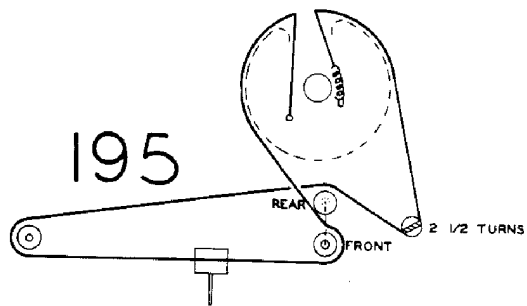
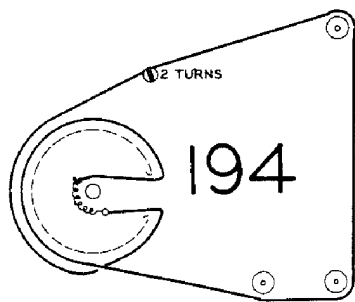
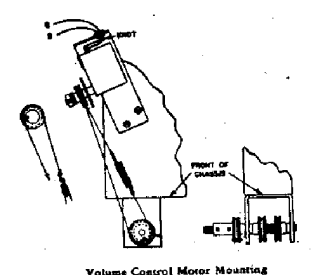
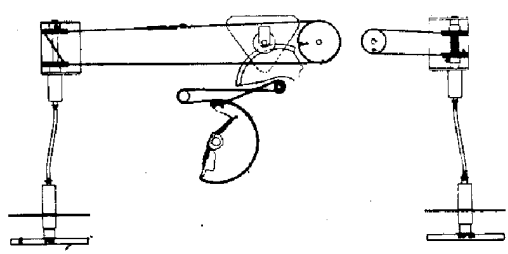


FIG. 4 DIAL DRUMS
F.M. TUNING

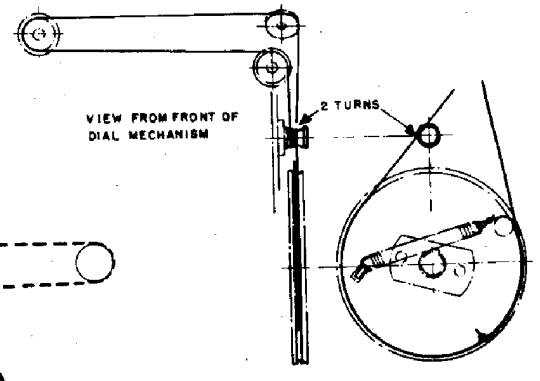






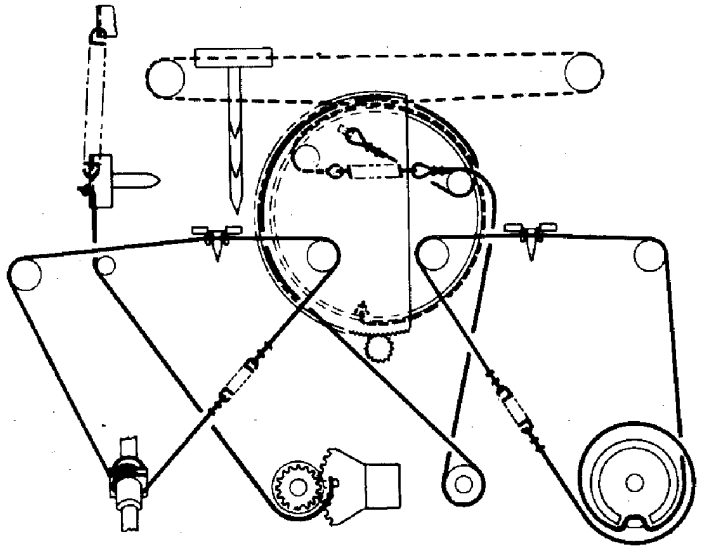
Volume Control Motor Mounting

202

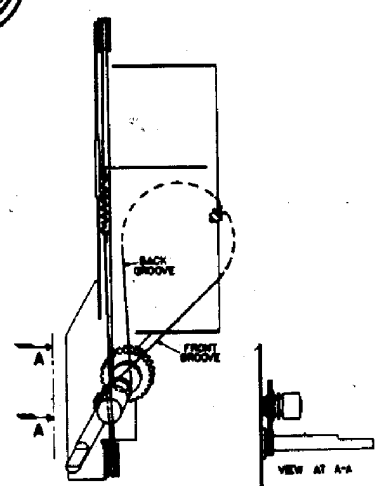


VIEW FROM FRONT OF DIAL MECHANISM

203



204

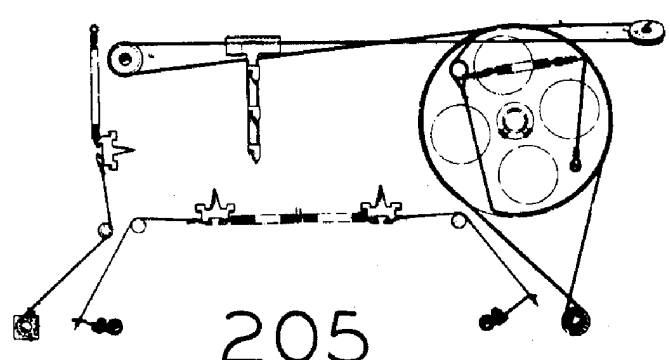


BACK GROOVE

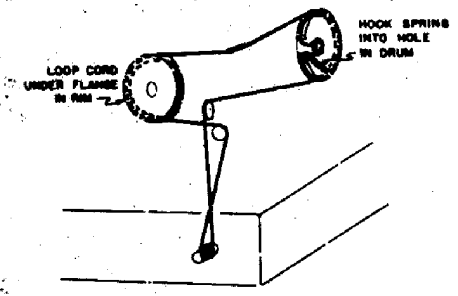
FRONT GROOVE

VIEW AT A-A

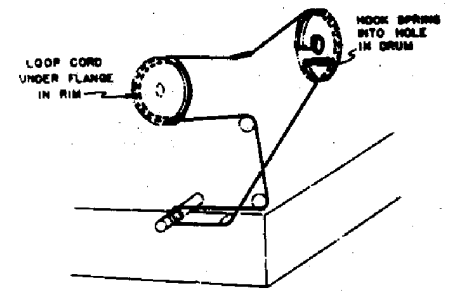
206



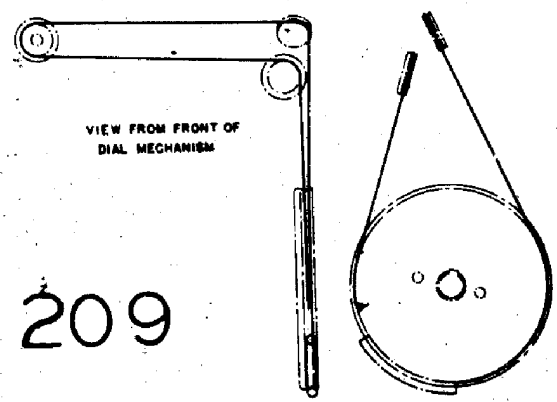
205



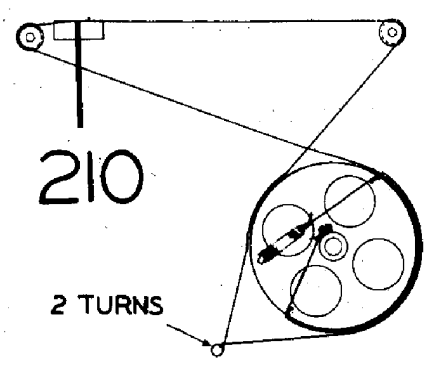
207



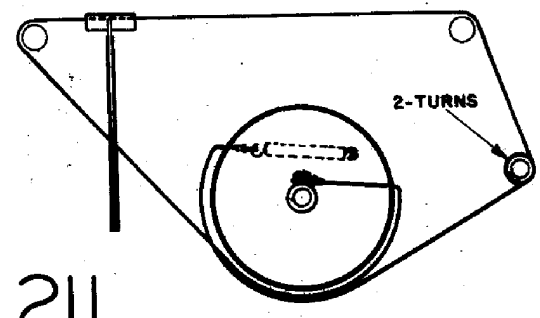
208



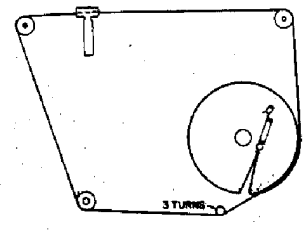
209



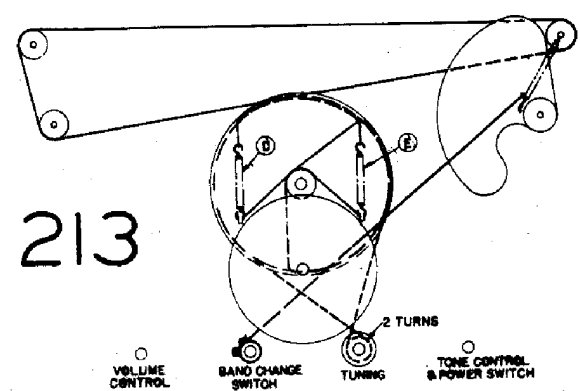
210



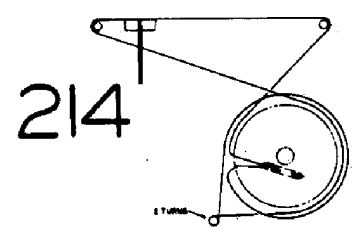
211



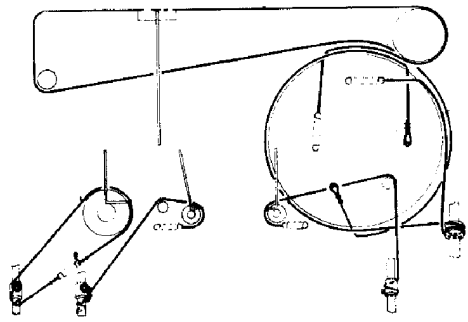
212



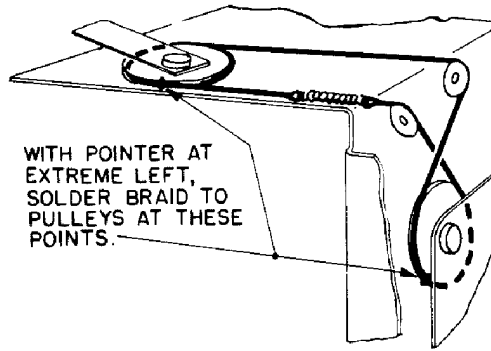
213



214

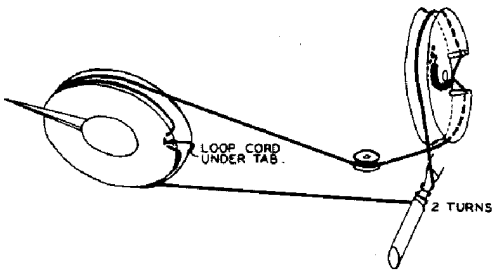


215



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

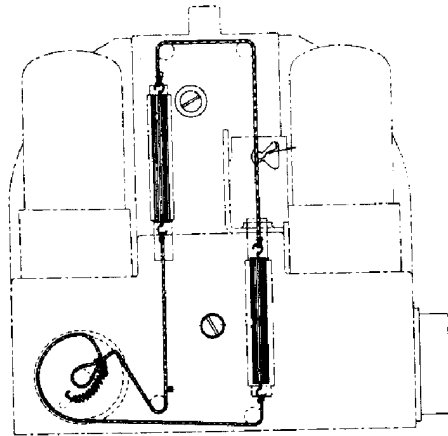
216



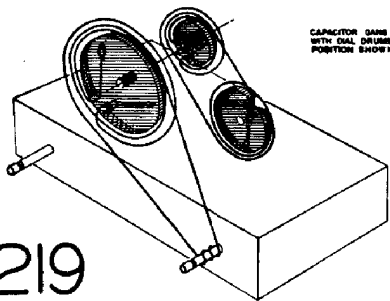
LOOP CORD
UNDER TAB.

2 TURNS

217

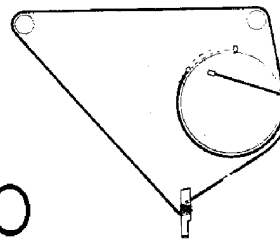


218

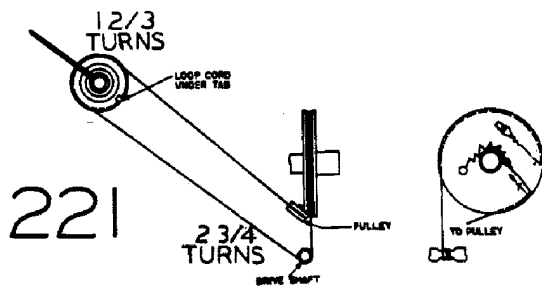


CAPACITOR GEAR CLOSED
WITH GEAR DRIVING IN
POSITION SHOWN.

219



220



12/3
TURNS

LOOP CORD
UNDER TAB

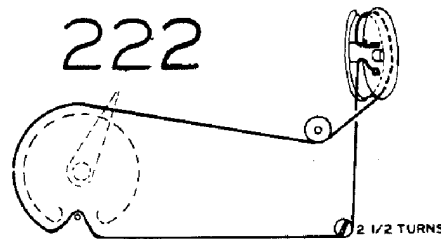
2 3/4
TURNS

PULLEY

TO PULLEY

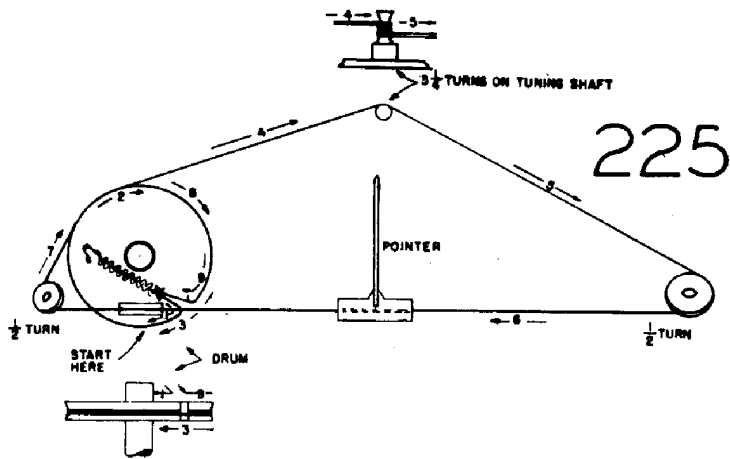
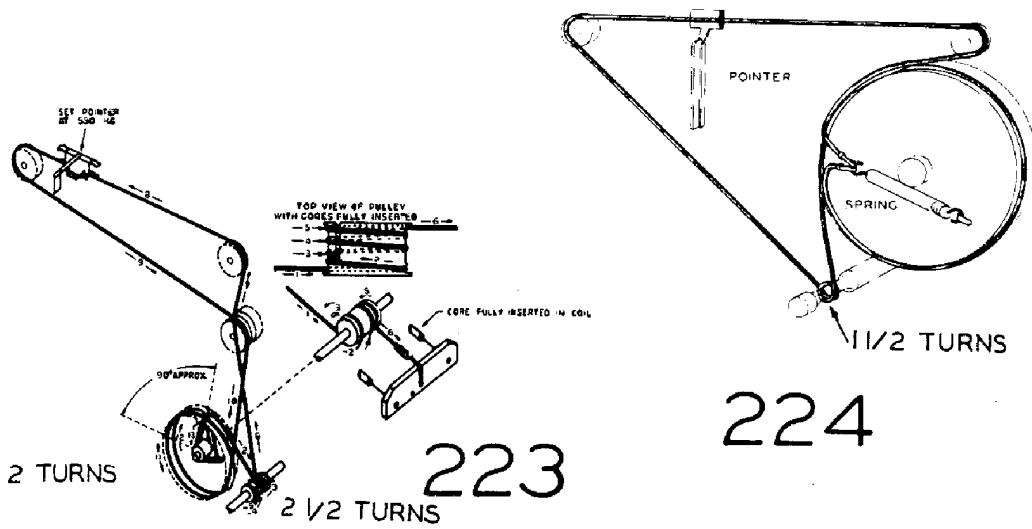
DRIVE SHAFT

221

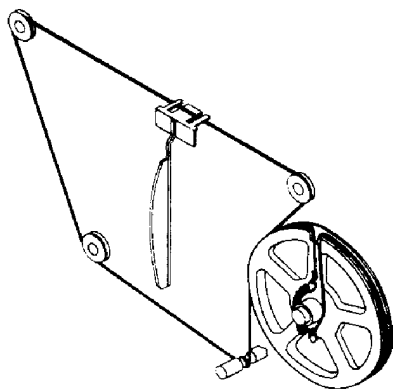


222

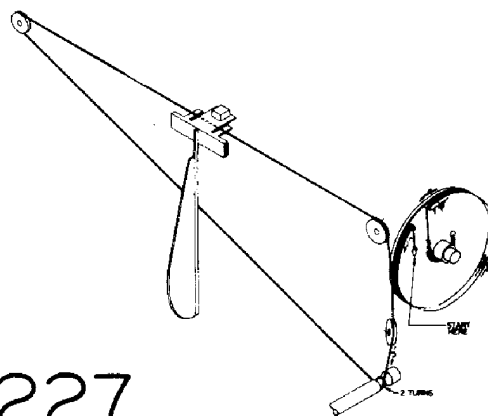
2 1/2 TURNS

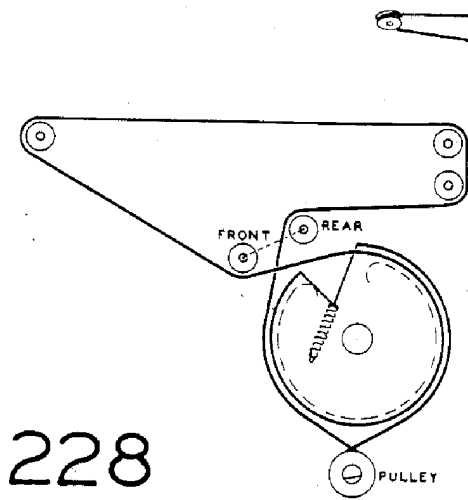


226

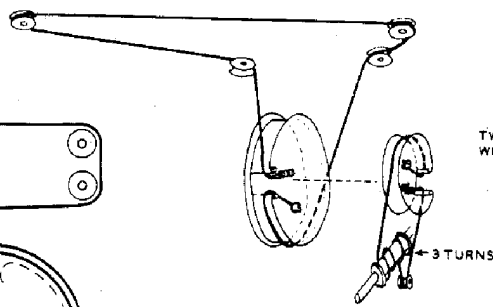


227



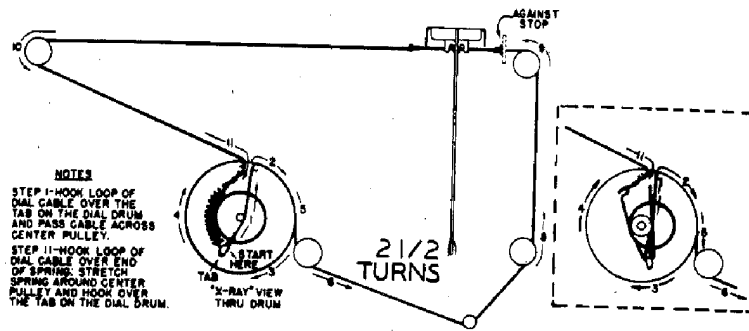


228



TWO DRUMS ON SHAFT WITH SEPARATE CORDS

229

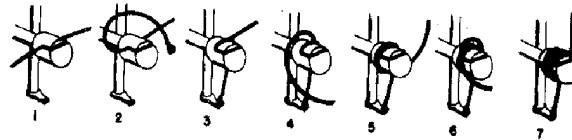


NOTES
 STEP 1-HOOK LOOP OF DIAL CABLE OVER THE TAB ON THE DIAL DRUM AND PASS CABLE ACROSS CENTER PULLEY.
 STEP 2-HOOK LOOP OF DIAL CABLE OVER END OF SPRING. STRETCH SPRING AROUND CENTER PULLEY AND HOOK OVER THE TAB ON THE DIAL DRUM.

START HERE
 TAB
 "X-RAY" VIEW THRU DRUM

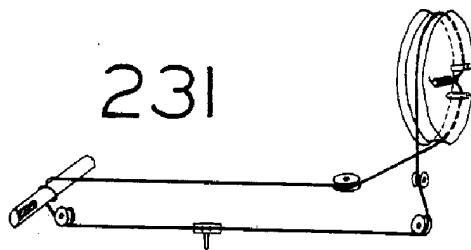
2 1/2 TURNS

Dial Stringing Diagram Showing Later Production Spring at Right

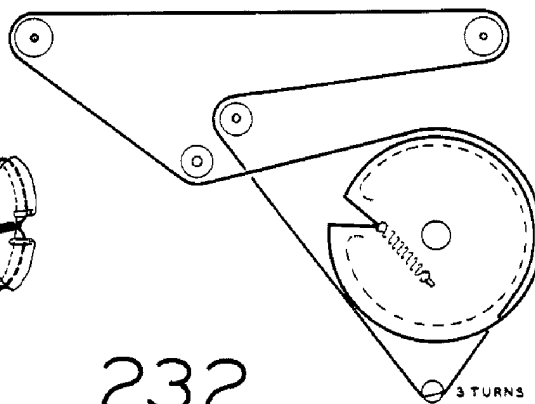


Elevator Window Stringing Procedure

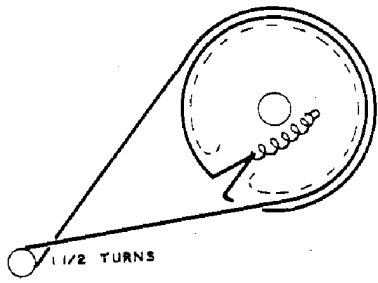
230



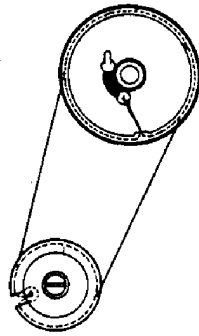
231



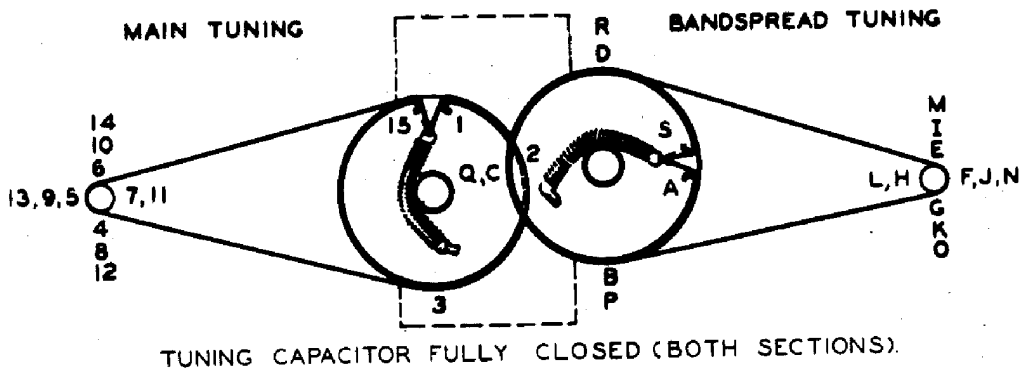
232



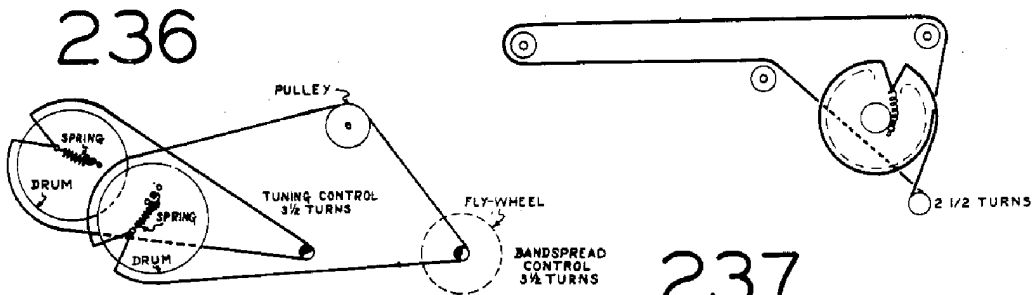
233



234

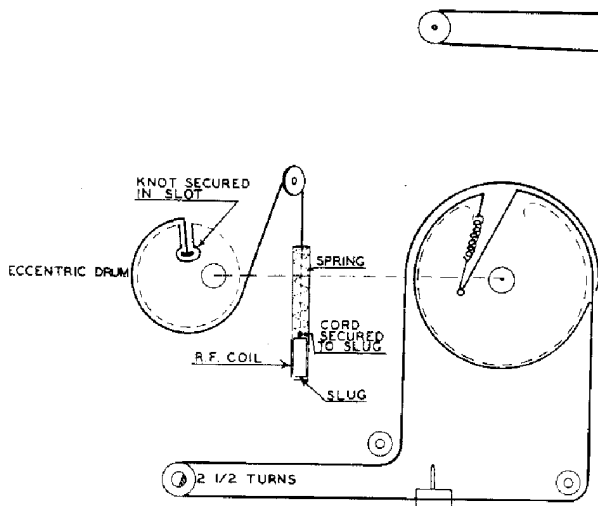


235

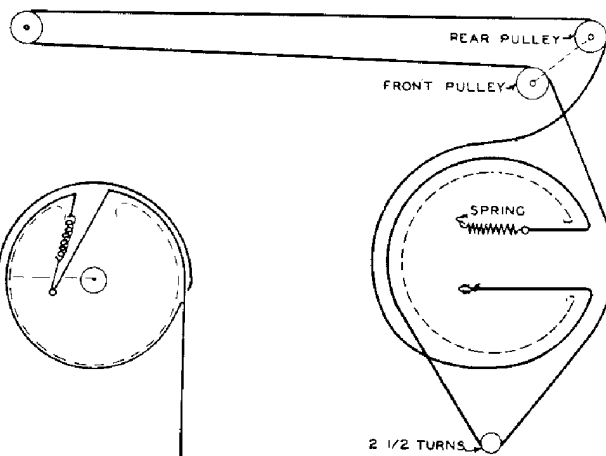


236

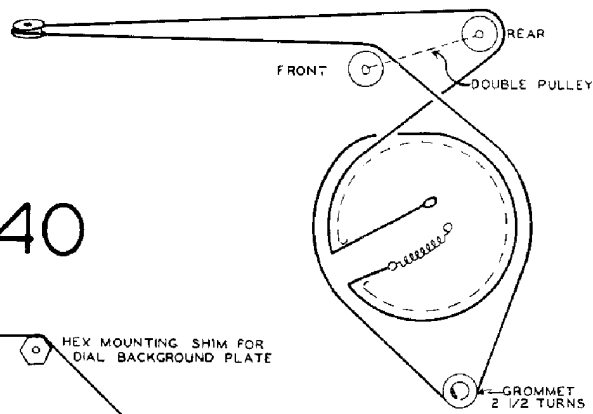
237



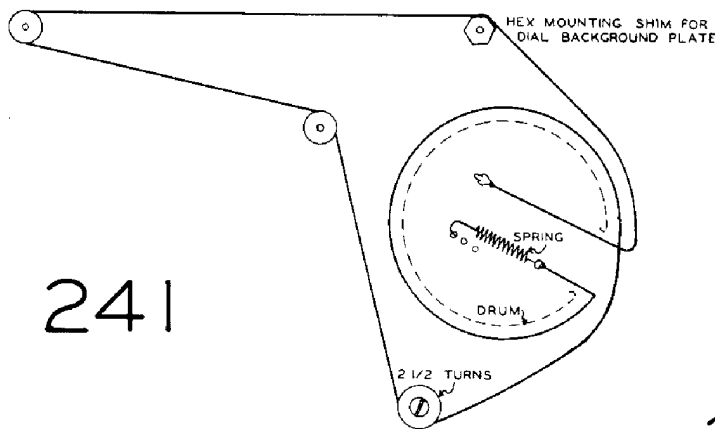
238



239

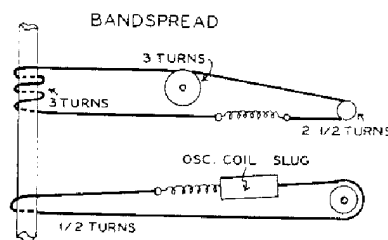
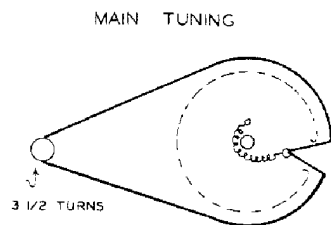


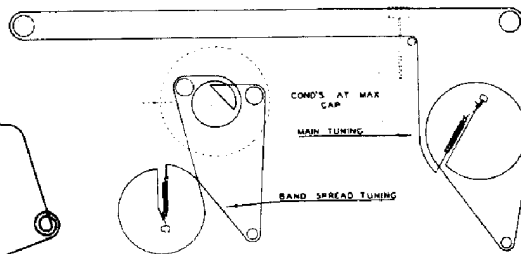
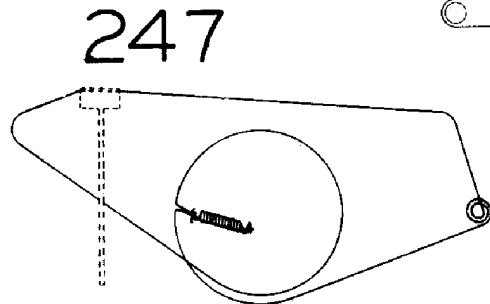
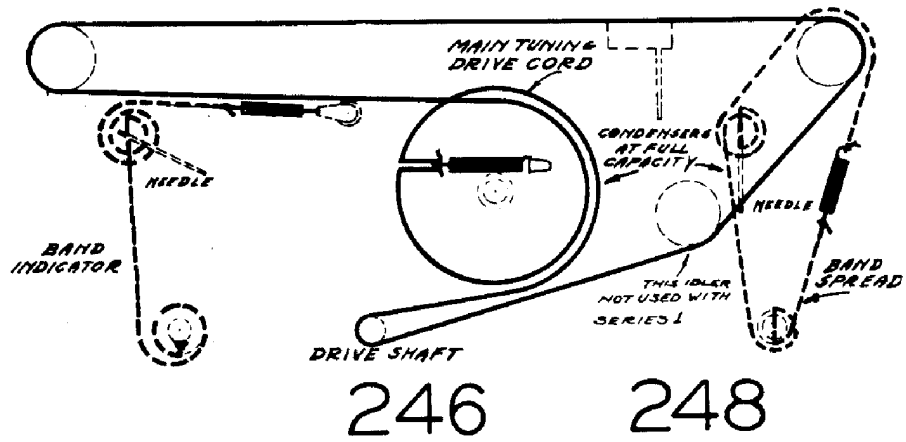
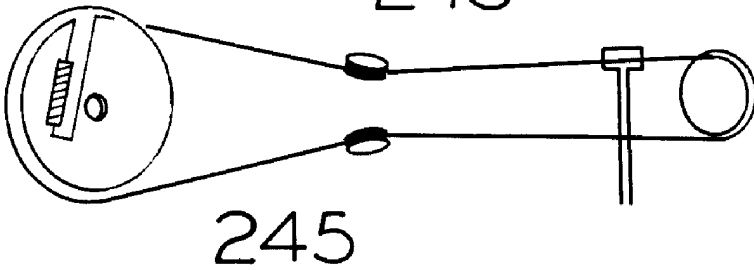
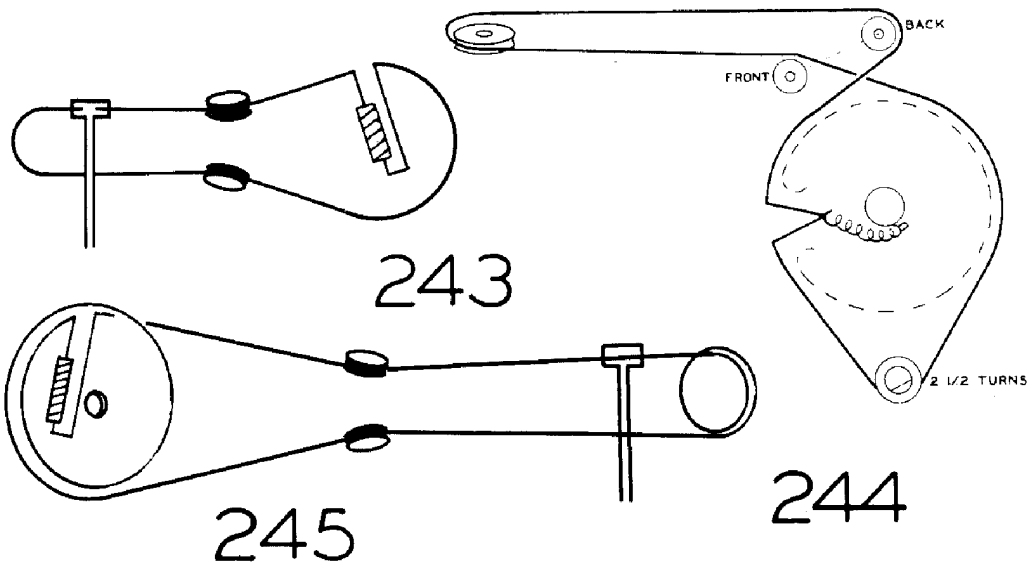
240



241

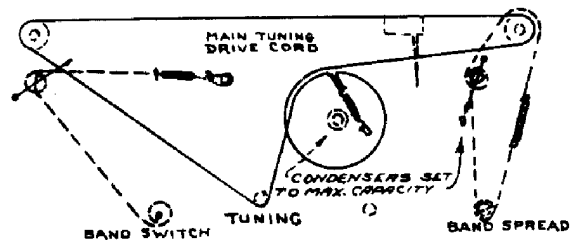
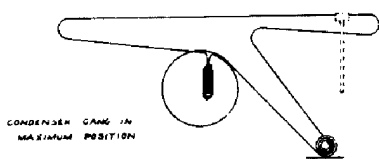
242

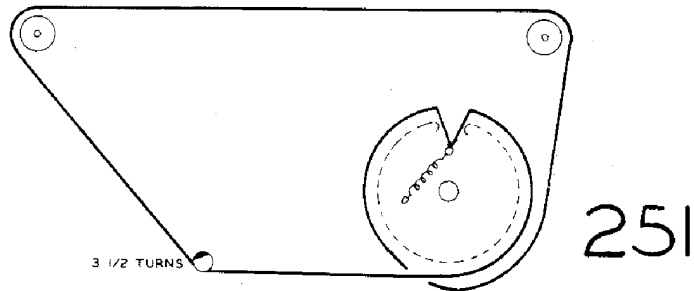




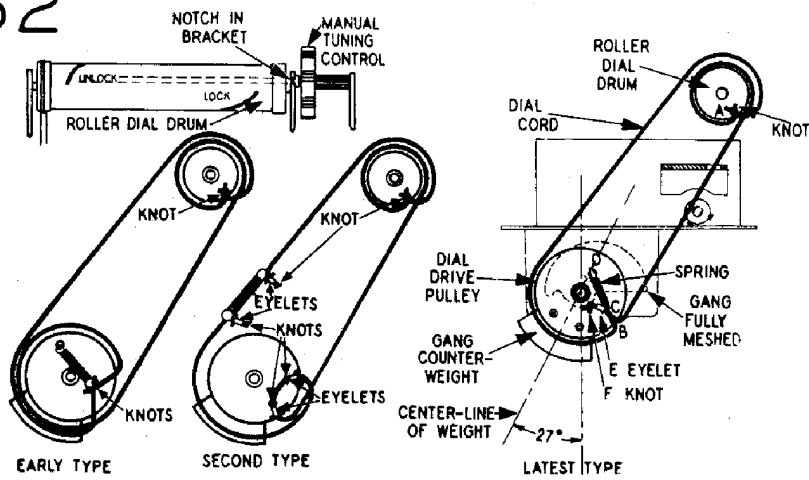
CONDENSER GANG IN
MAXIMUM POSITION

249

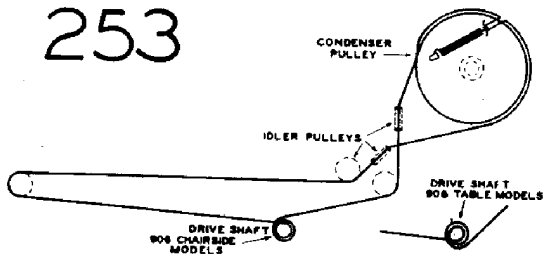




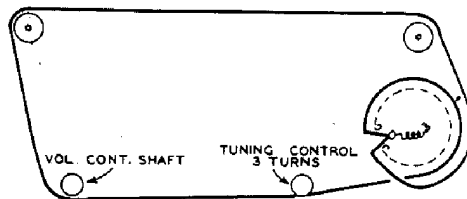
252



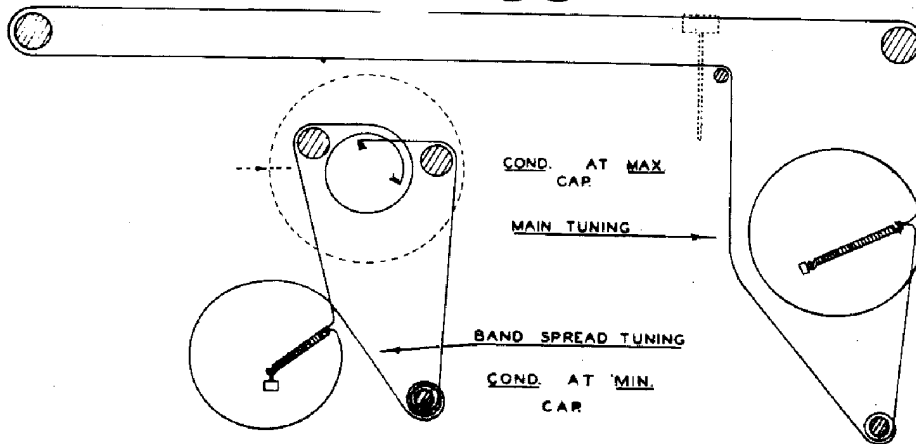
253



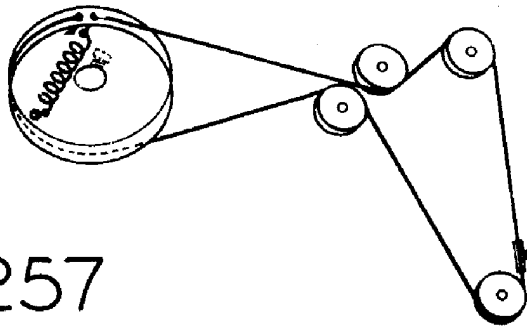
254



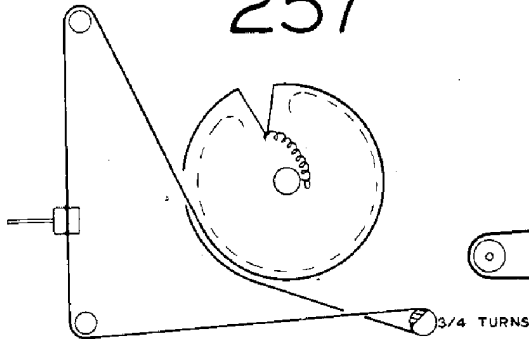
255



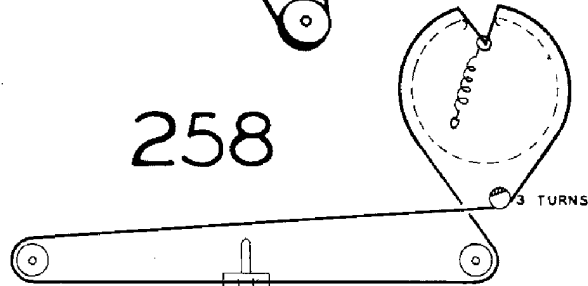
256



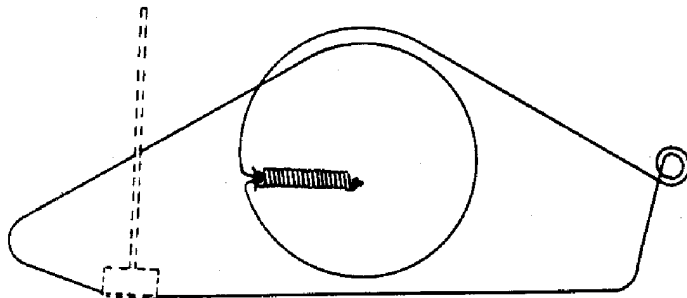
257



258

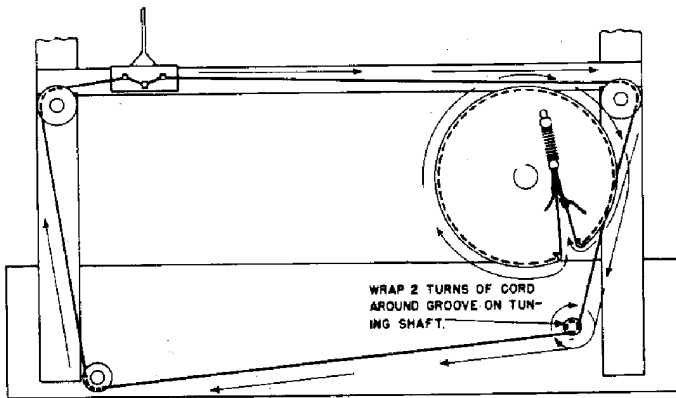


259

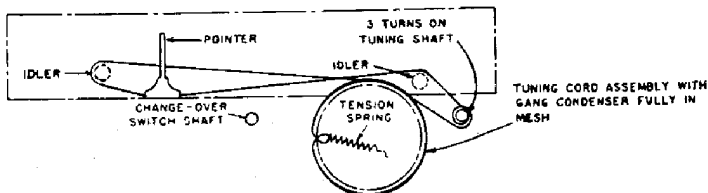


Condenser gang in maximum position.

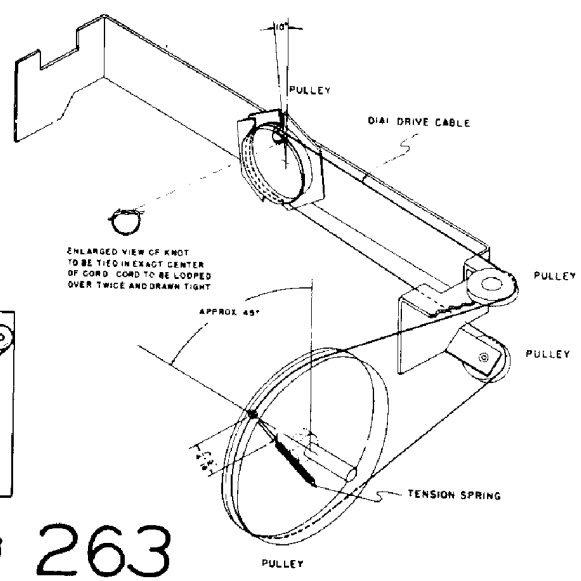
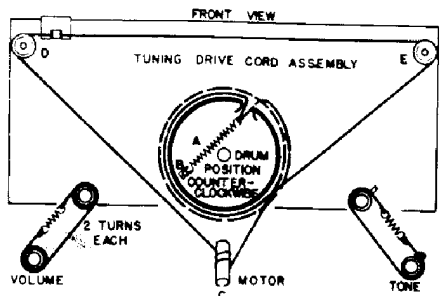
260



261

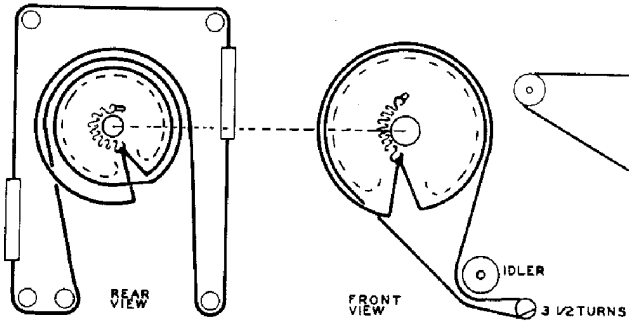


262

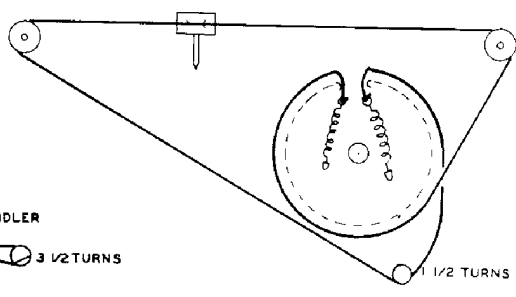


263

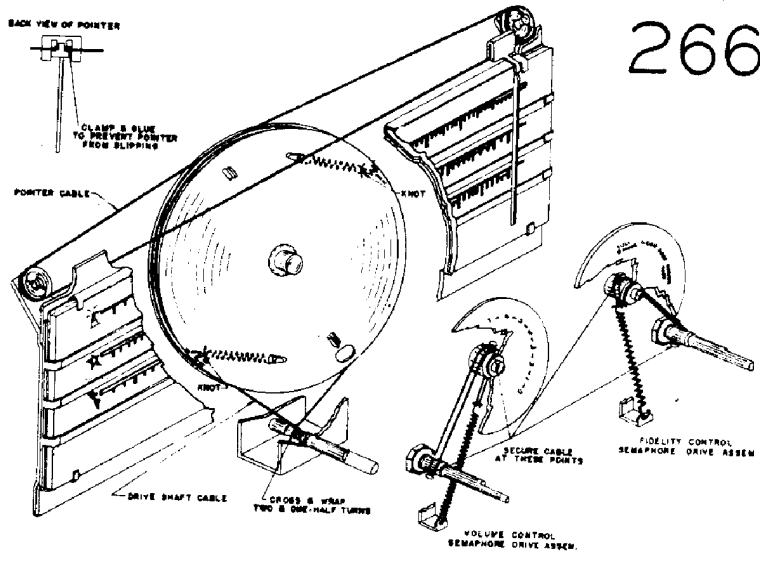
264



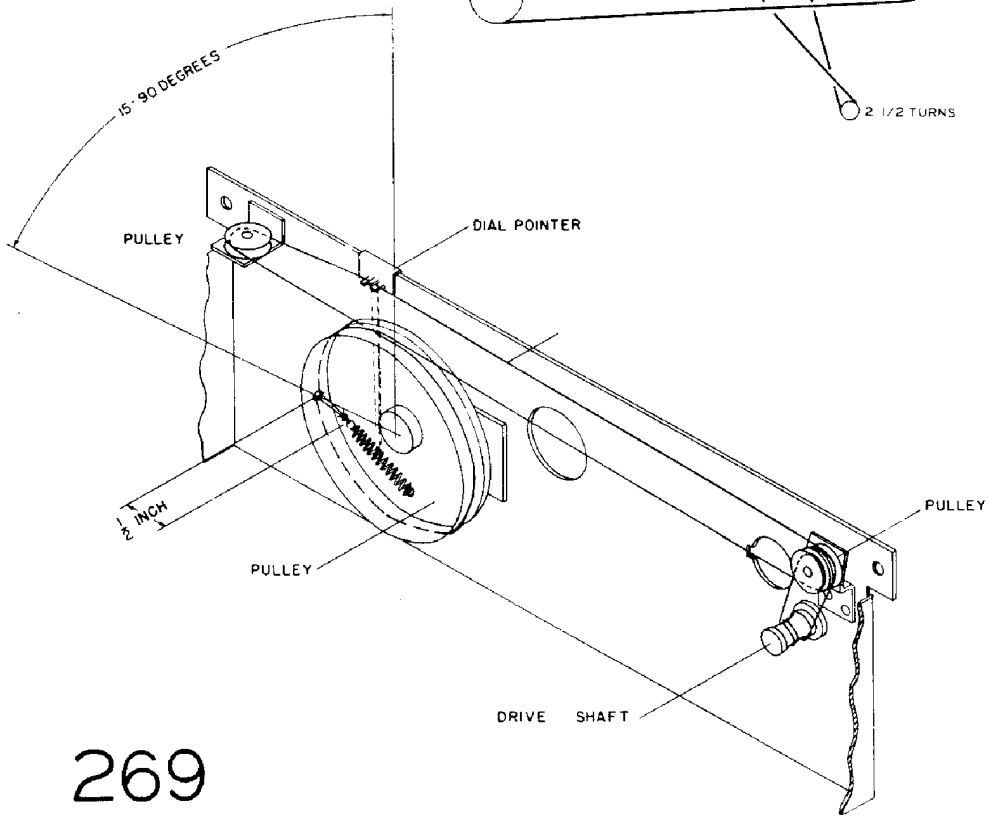
265



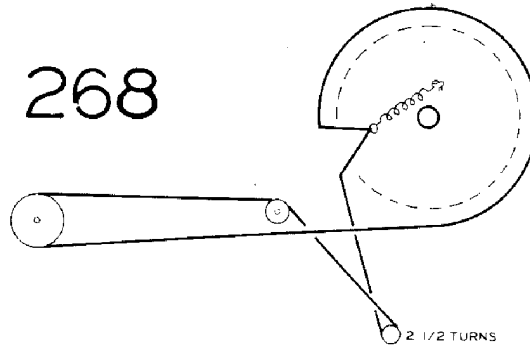
266



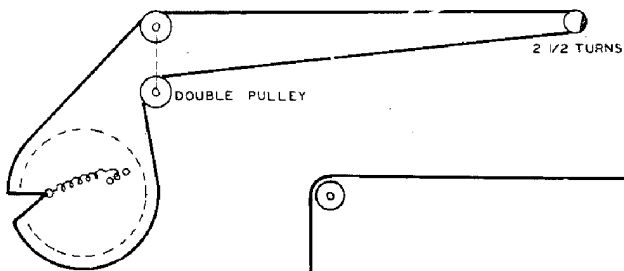
267



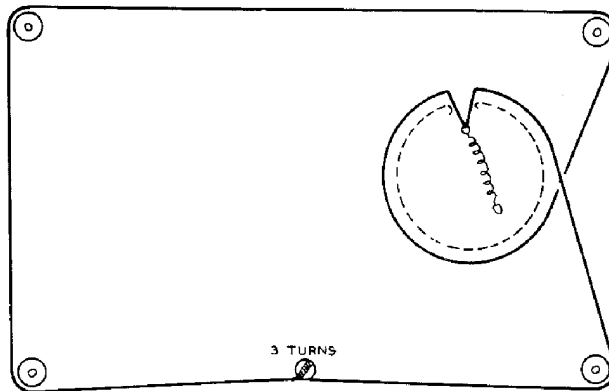
268

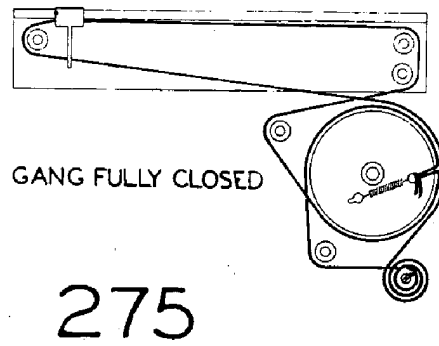
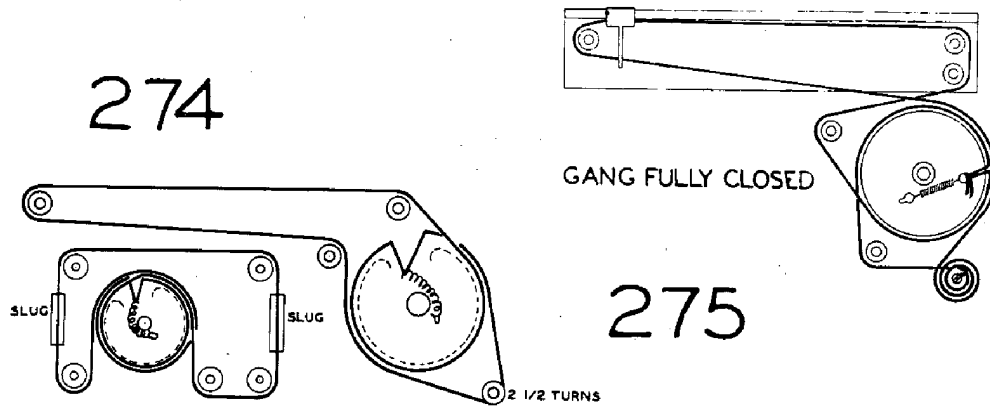
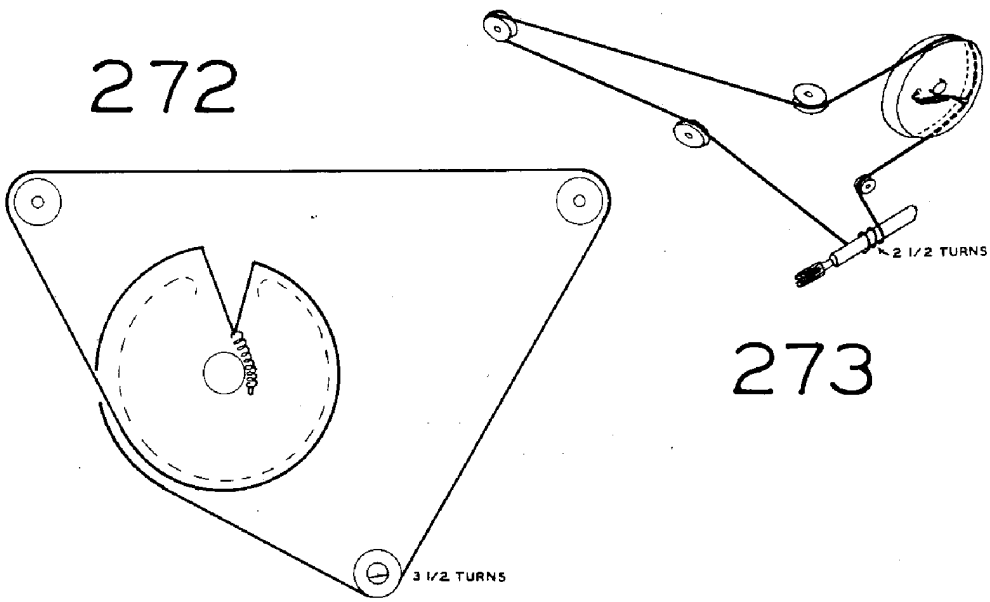
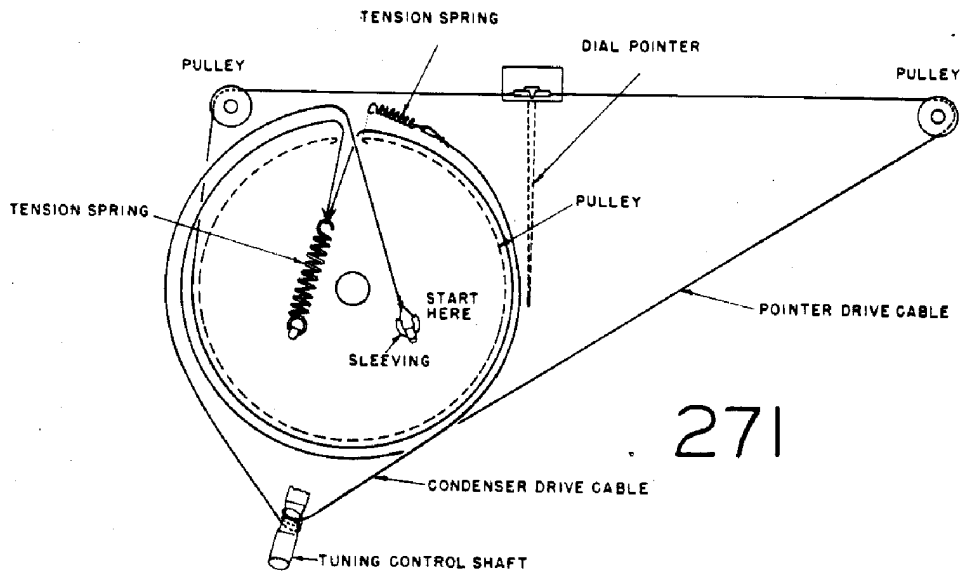


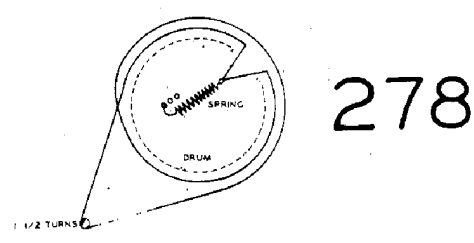
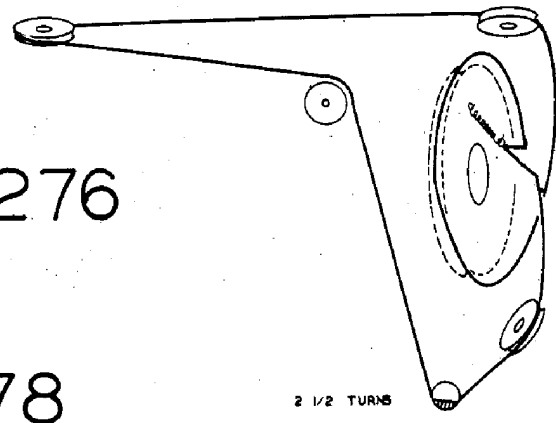
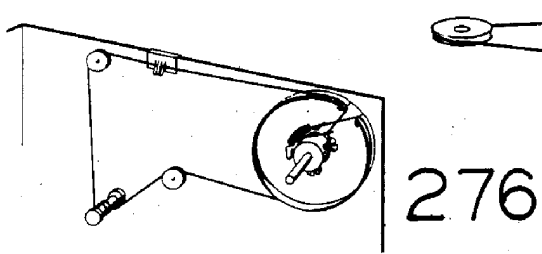
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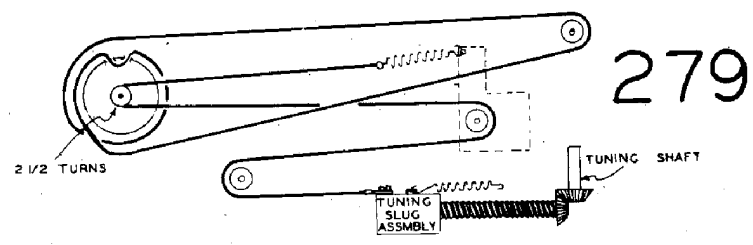
270





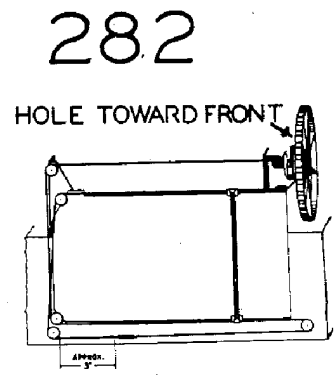
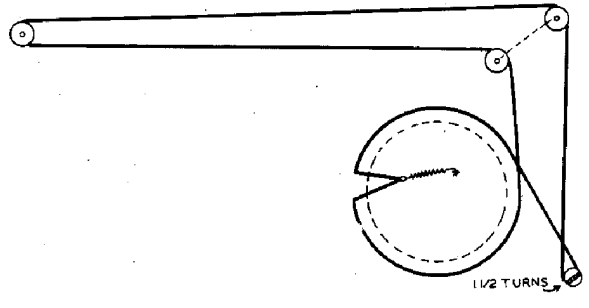
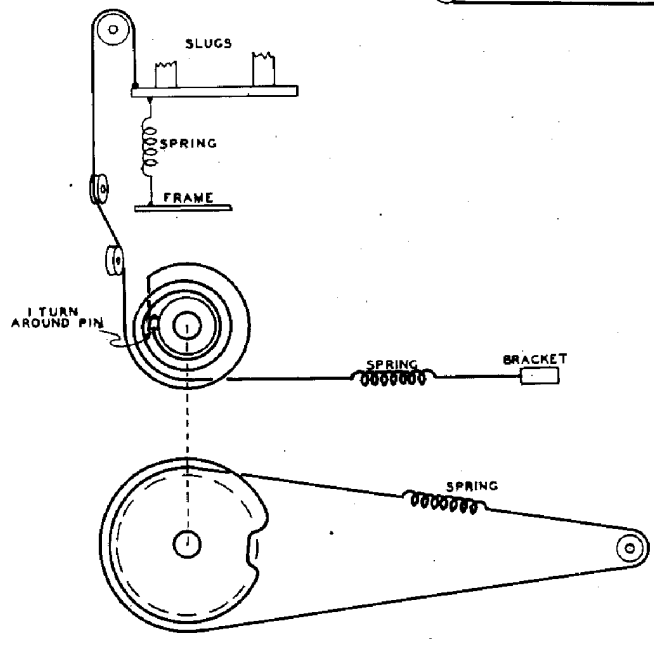


2 1/2 TURNS

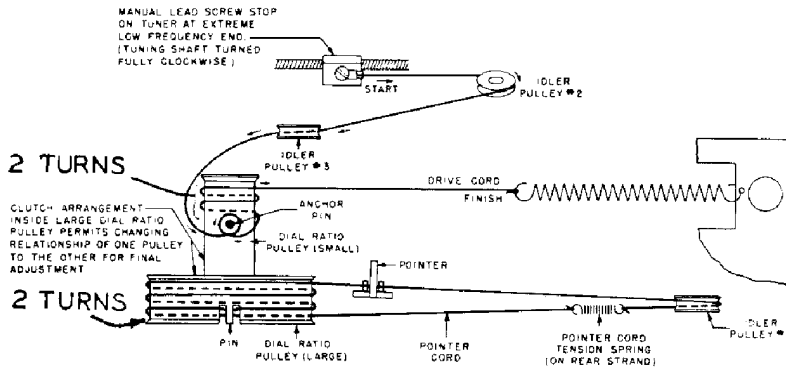
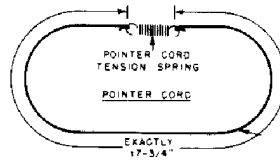


281

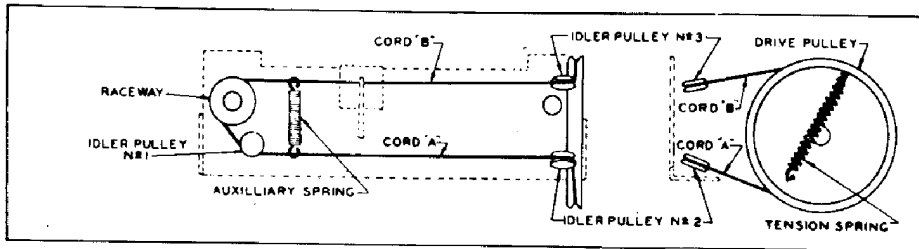
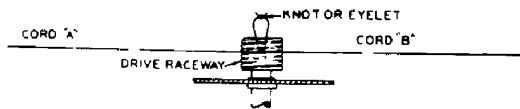
280



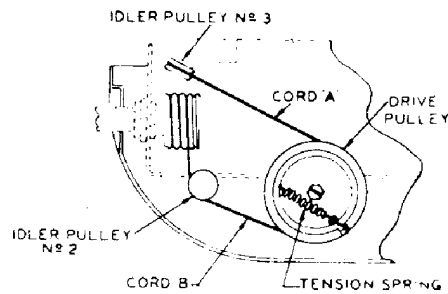
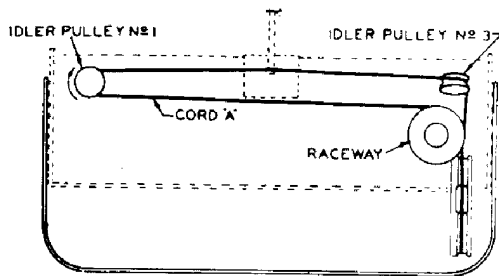
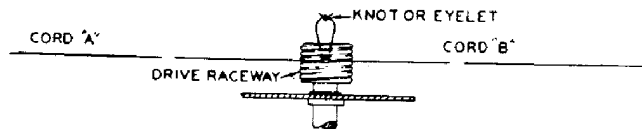
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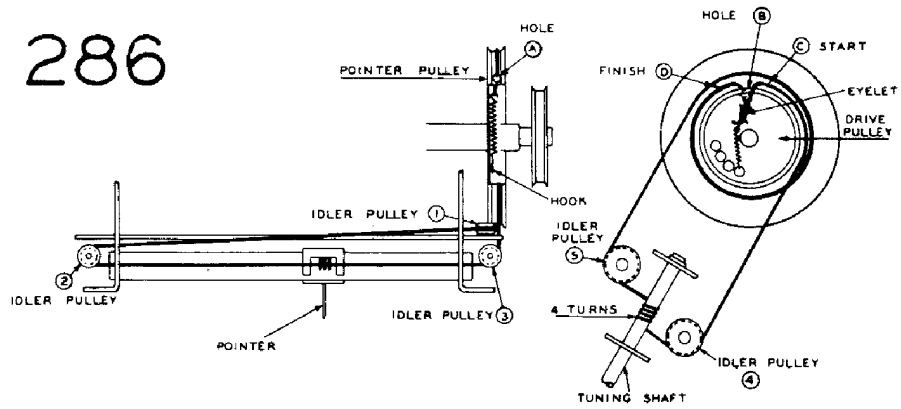
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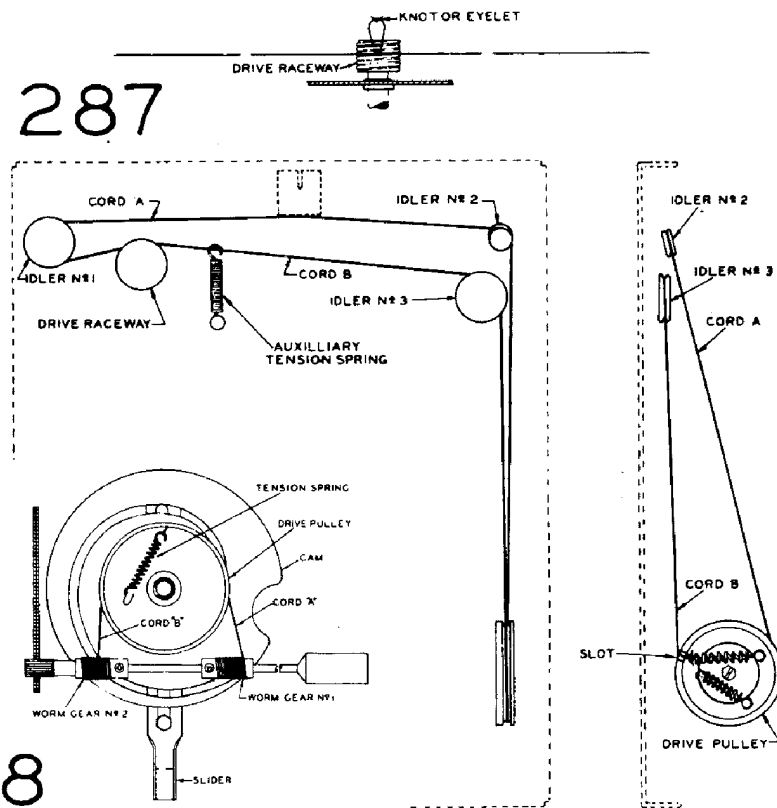
285



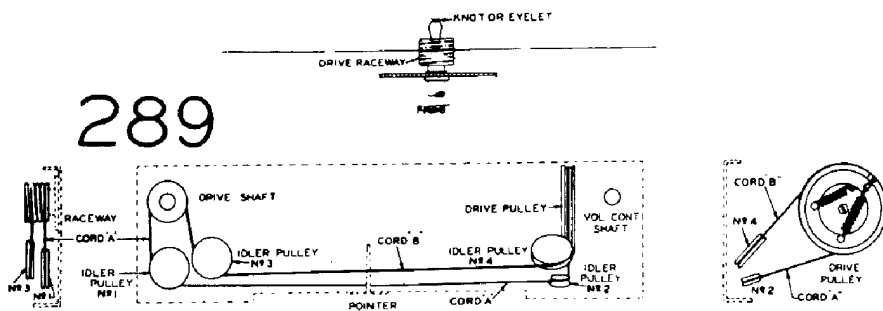
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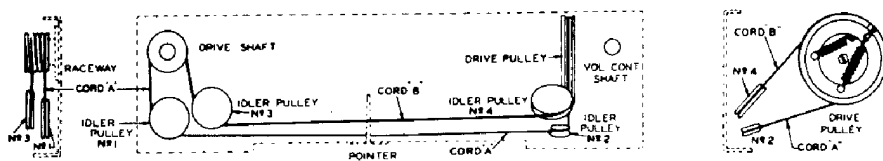
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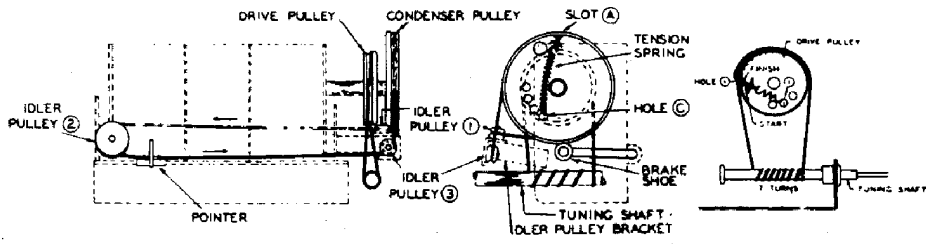


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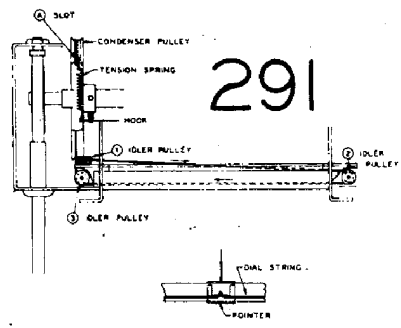


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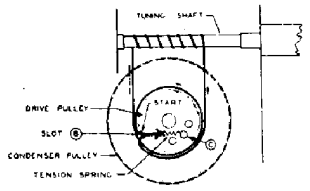




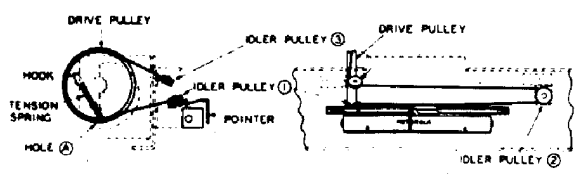
290



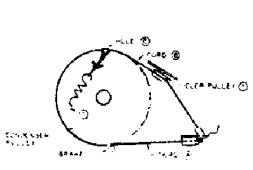
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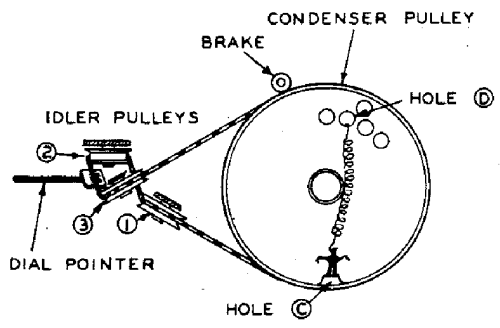
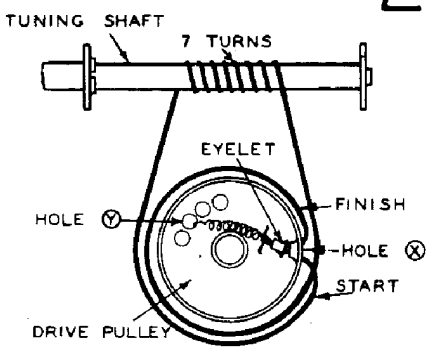
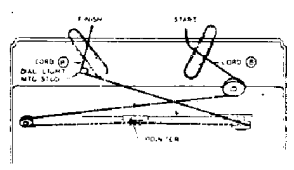
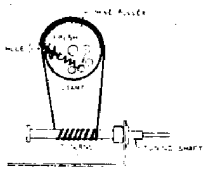
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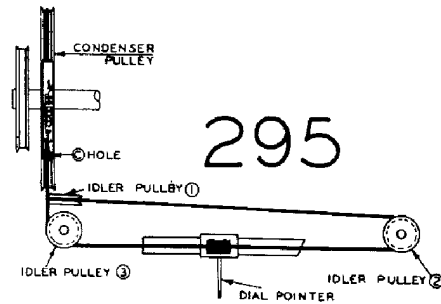
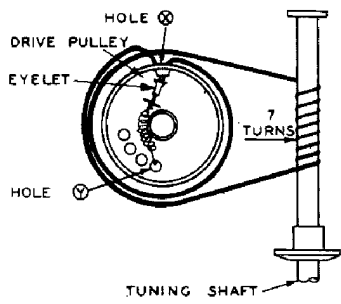


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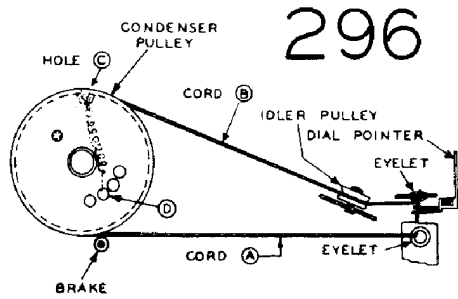


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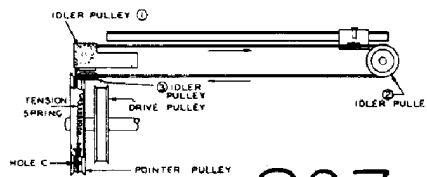
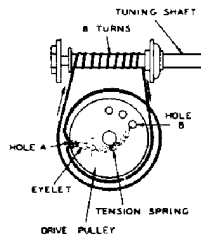
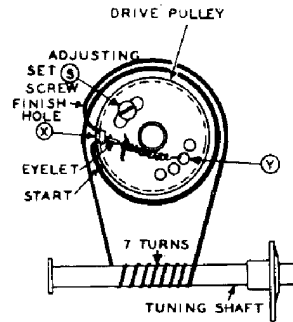




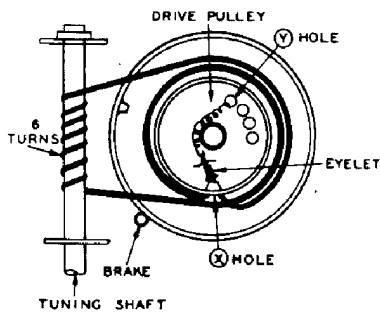
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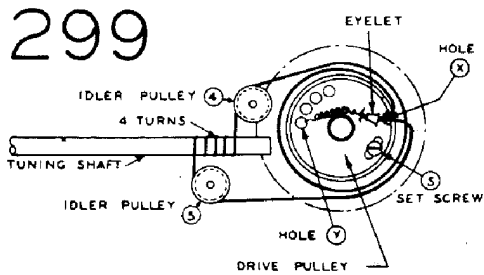
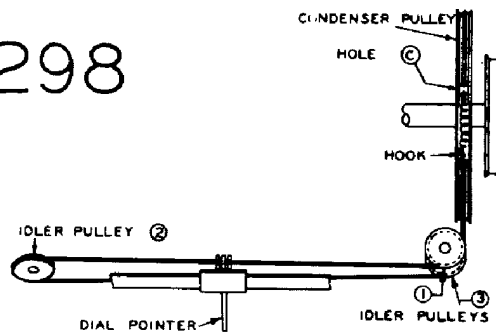
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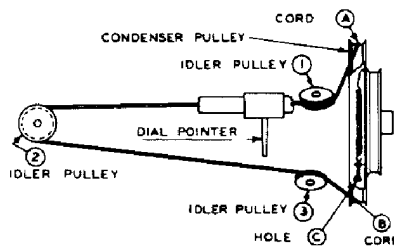
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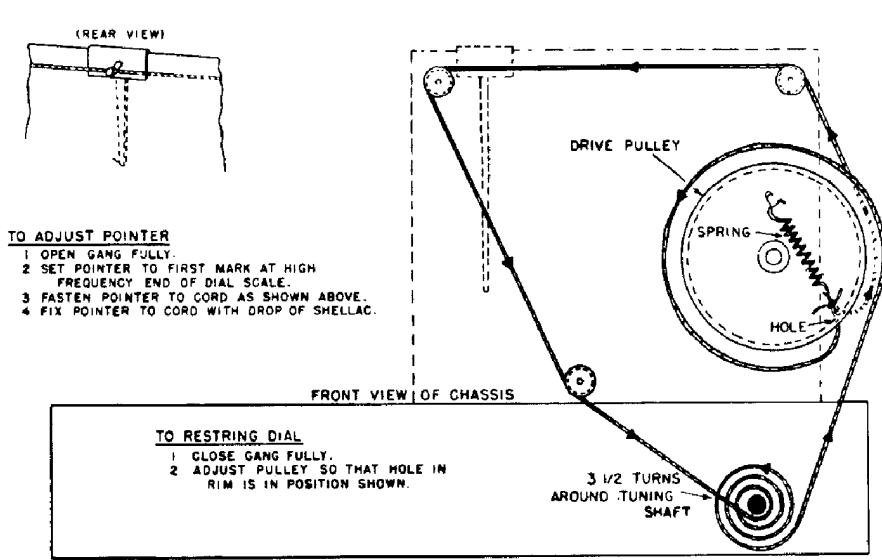


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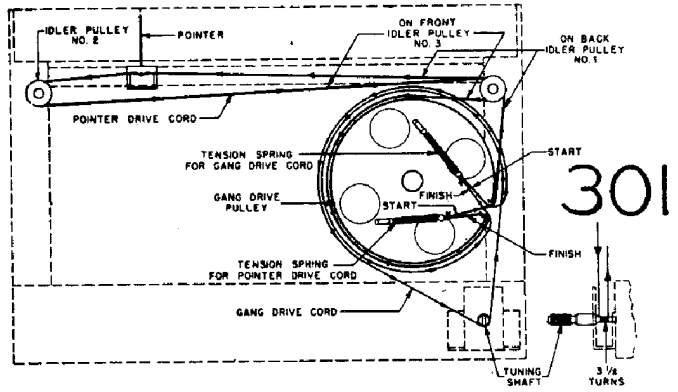


299

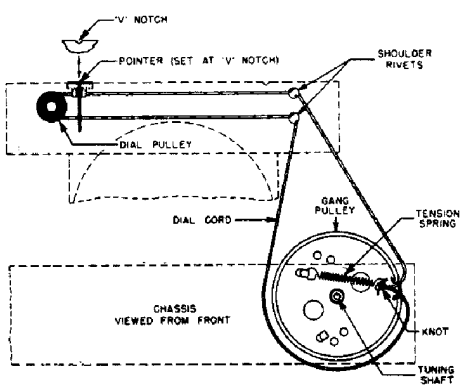




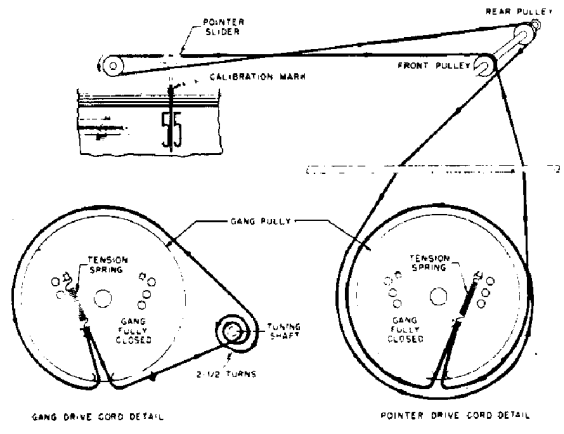
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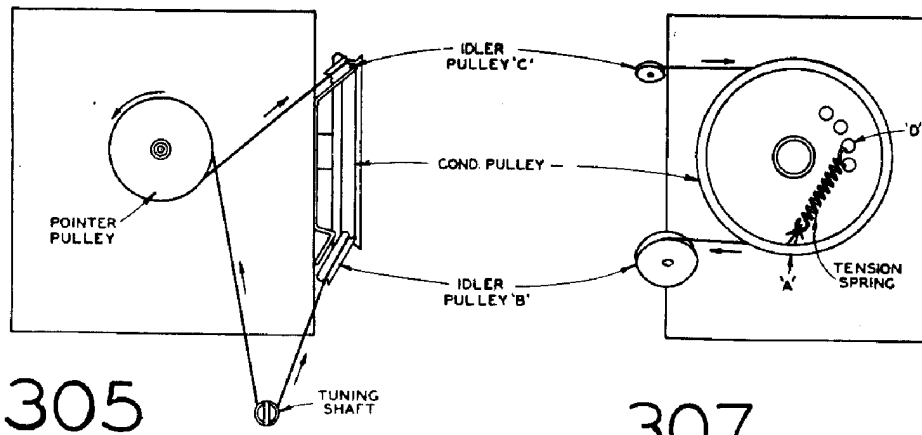
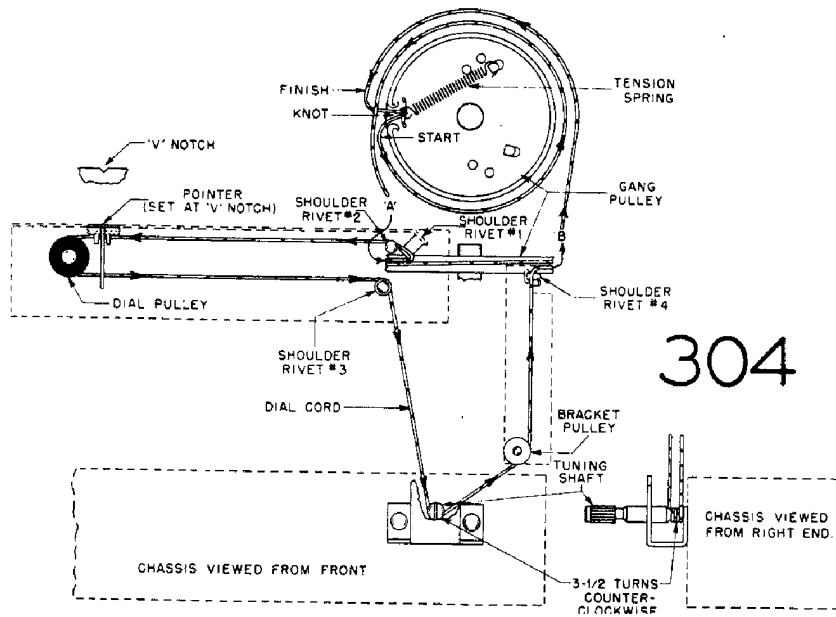


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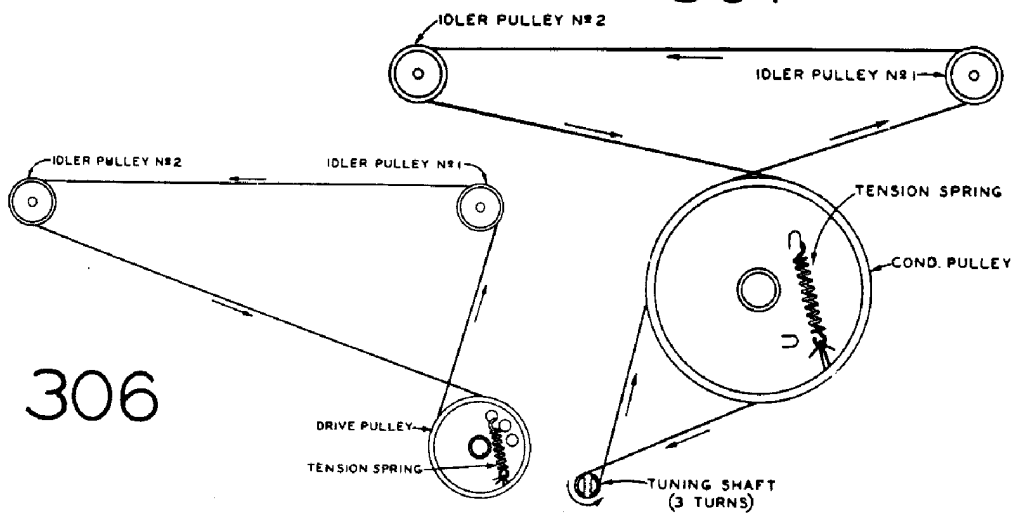


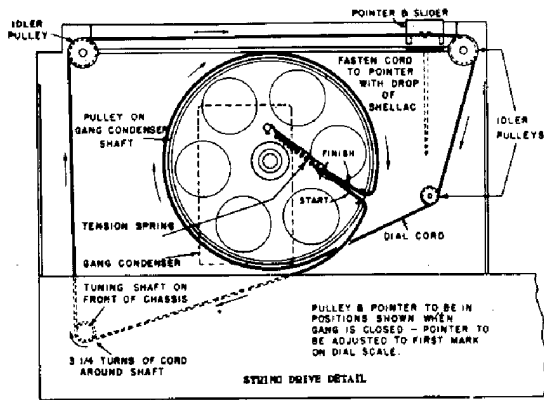
303



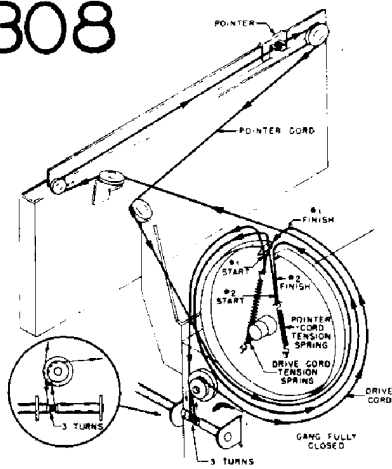


307

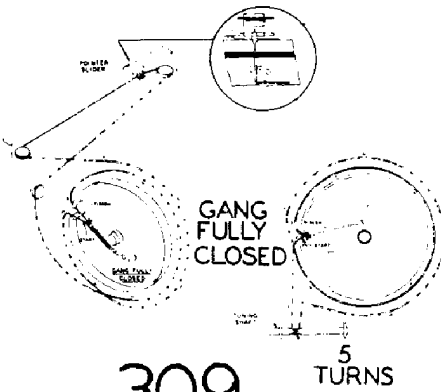




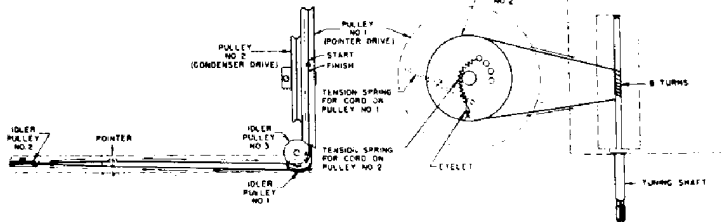
308



309

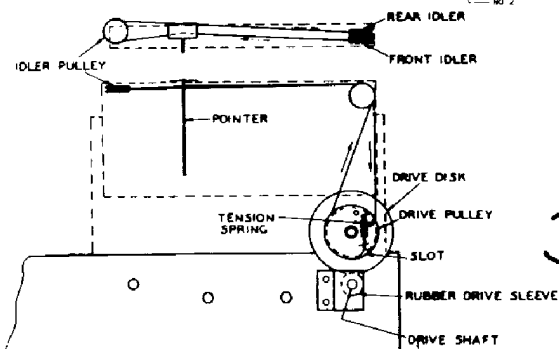


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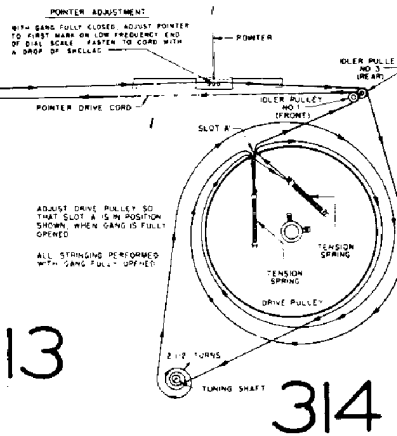


311

312

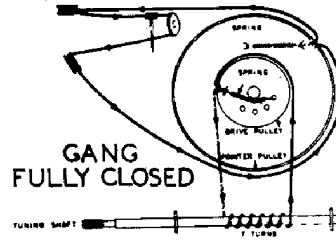
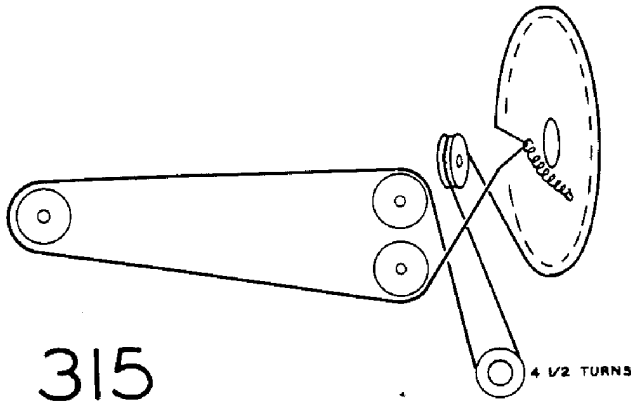


313

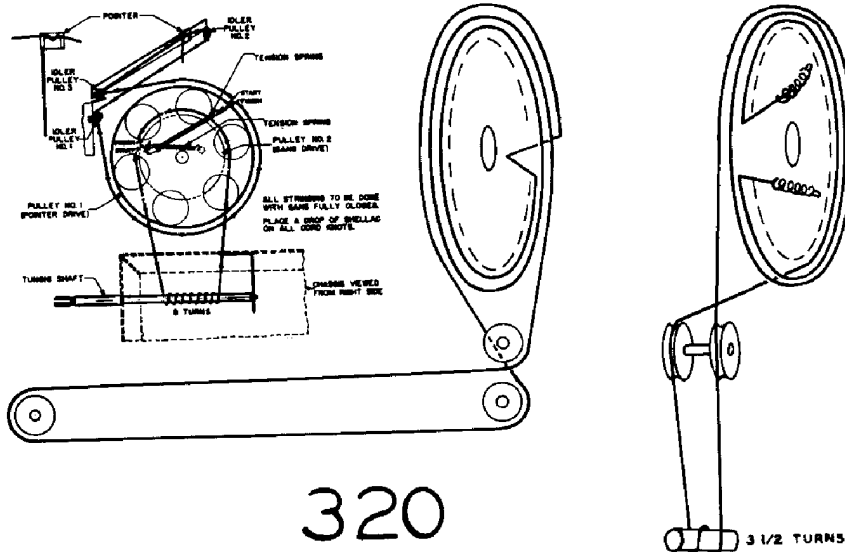
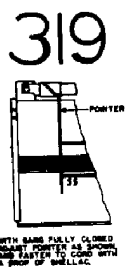
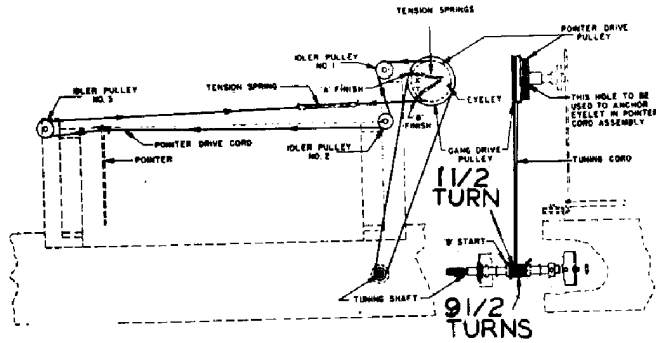
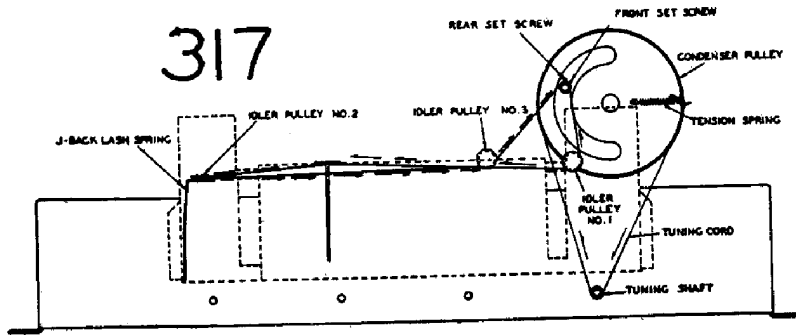


314

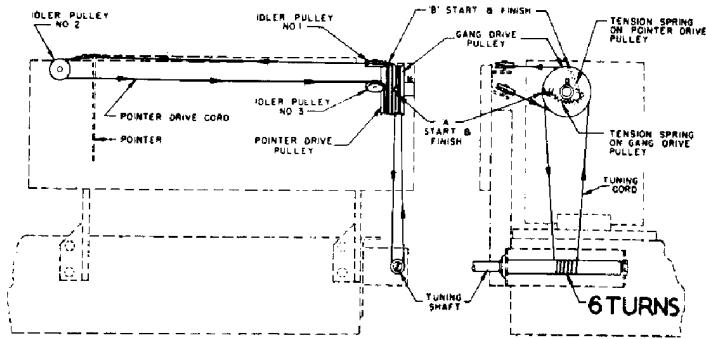
POINTER ADJUSTMENT
 WITH GANG FULLY CLOSED, ADJUST POINTER TO FIRST MARK ON LOW FREQUENCY END OF DIAL SCALE. FASTEN TO CORD WITH A DROP OF BHELLAC.



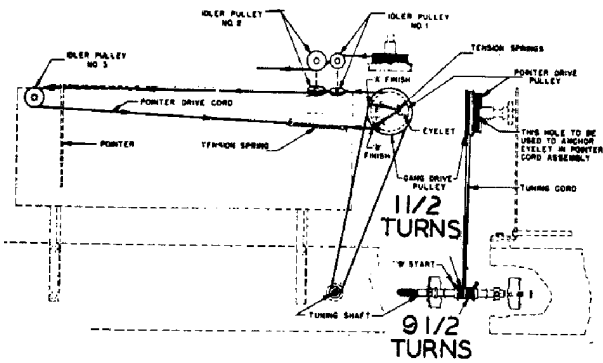
316



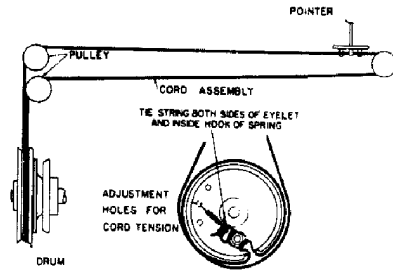
321



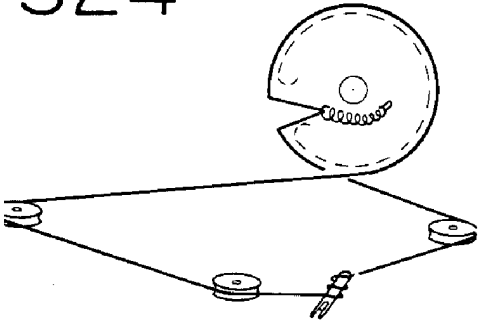
322



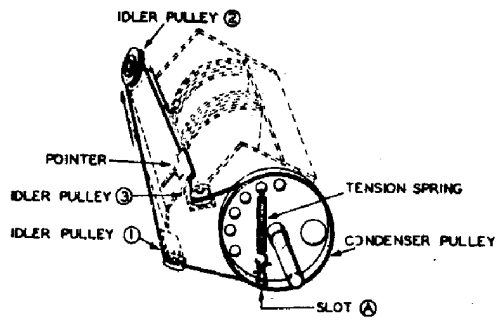
323



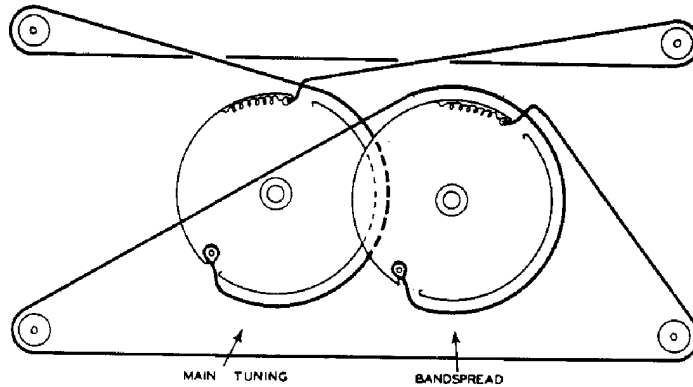
324

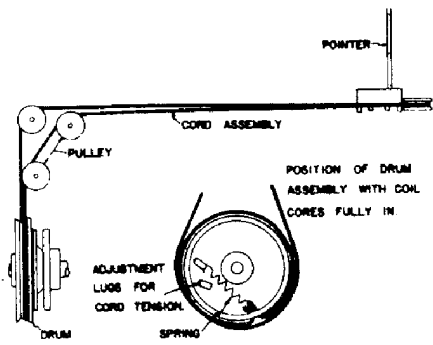


325

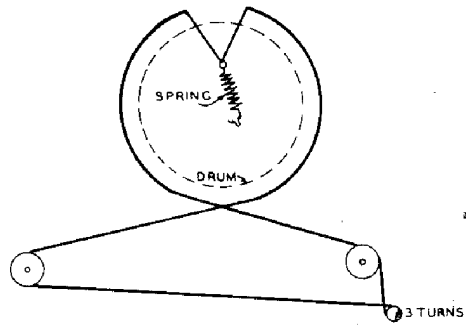


326

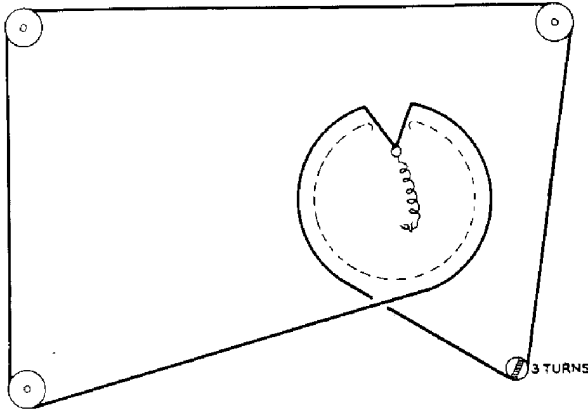




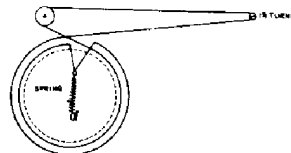
327



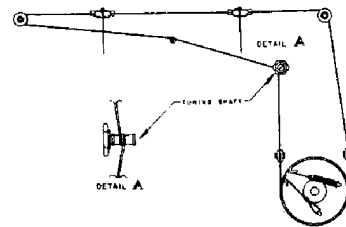
328



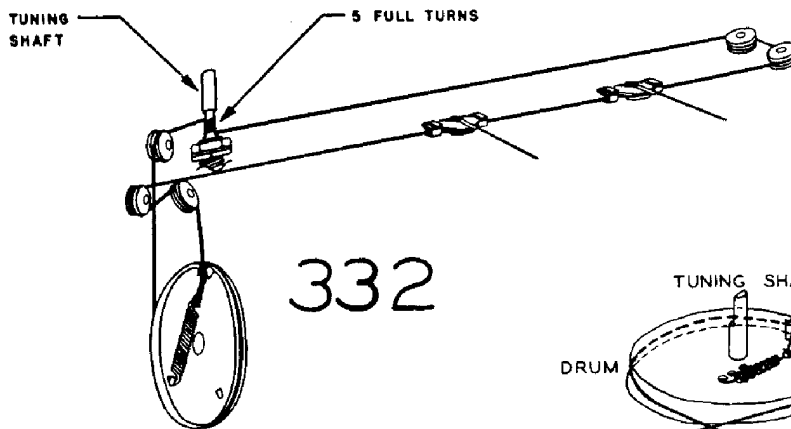
329



330

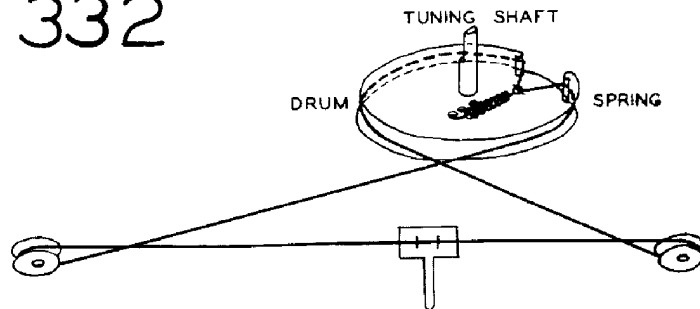


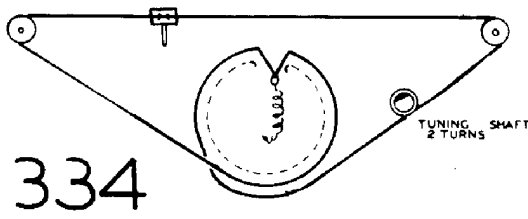
331



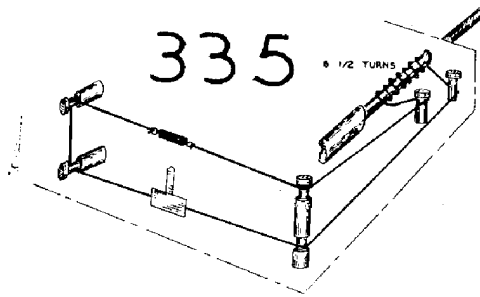
332

333

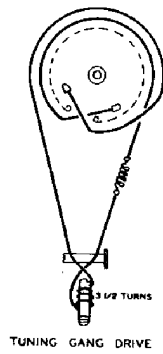




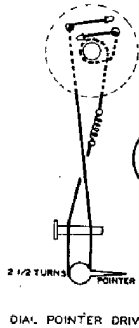
334



335

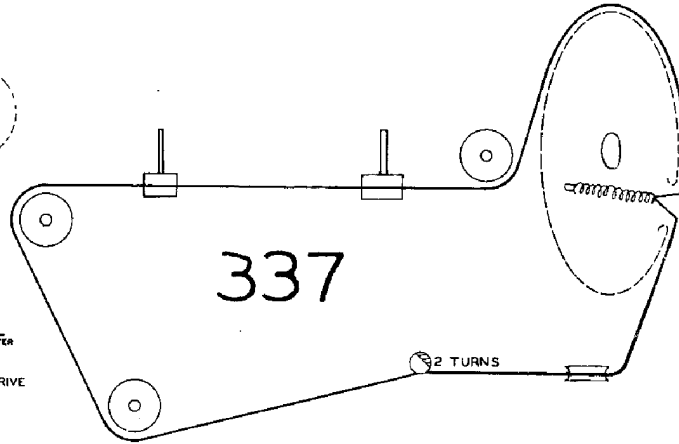


TUNING GANG DRIVE

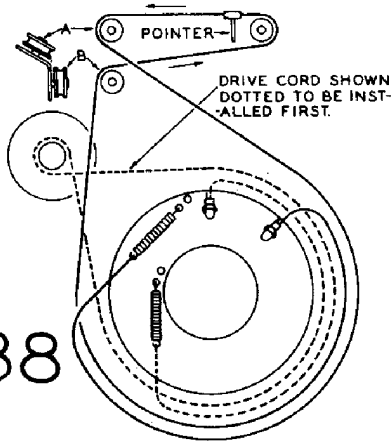


DIAL POINTER DRIVE

336

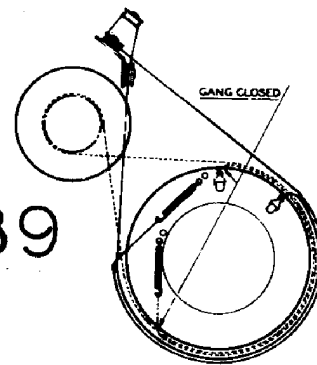


337

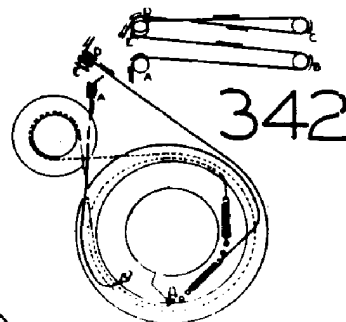


338

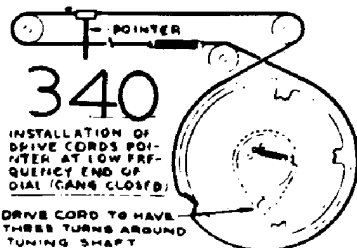
(POINTER AT LOW FREQUENCY END OF DIAL)
TUNING CONDENSER MAXIMUM CAPACITY (FULLY CLOSED)



339

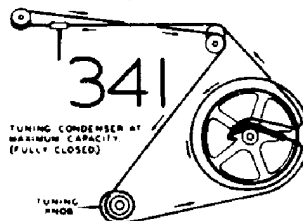


342



340

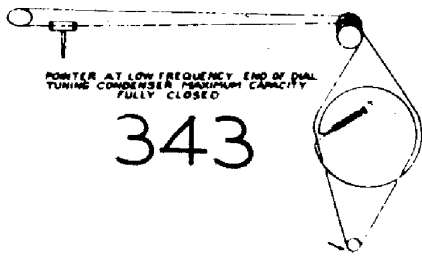
INSTALLATION OF
DRIVE CORD'S
POINTER AT LOW
FREQUENCY END OF
DIAL (GANG CLOSED)
DRIVE CORD TO HAVE
THREE TURNS AROUND
TUNING SHAFT



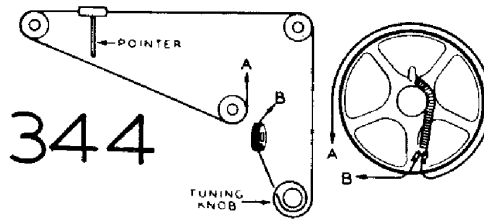
341

TUNING CONDENSER AT
MAXIMUM CAPACITY
(FULLY CLOSED)

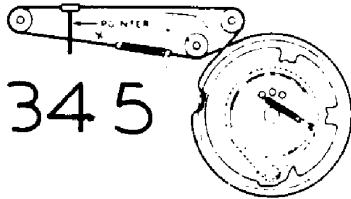
TUNING
KNOB



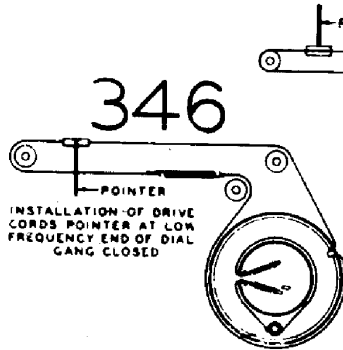
343



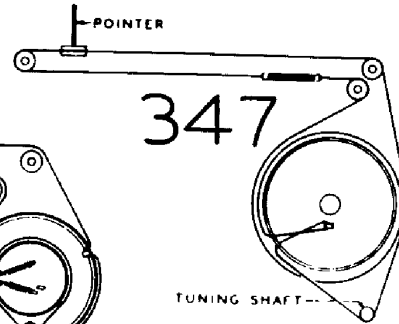
344



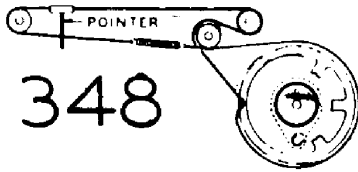
345



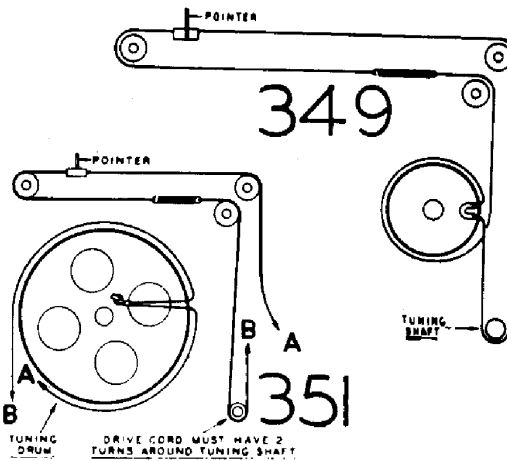
346



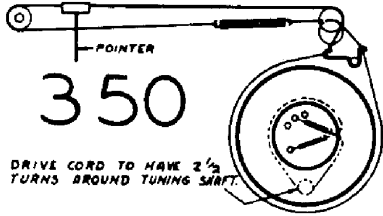
347



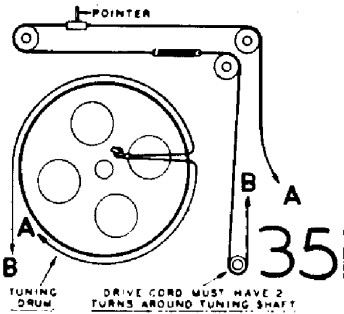
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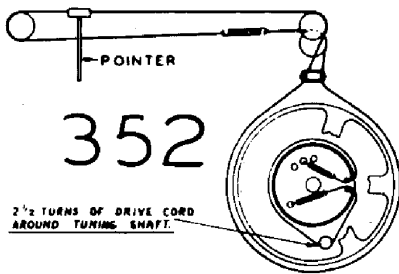
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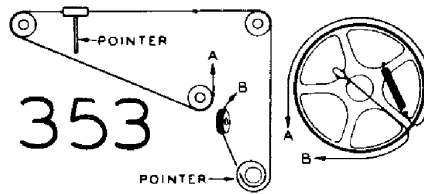
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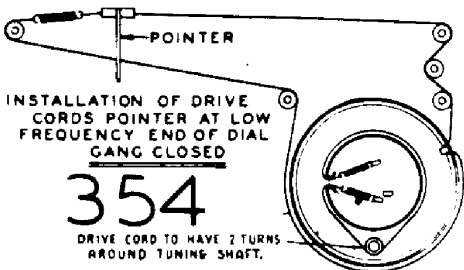
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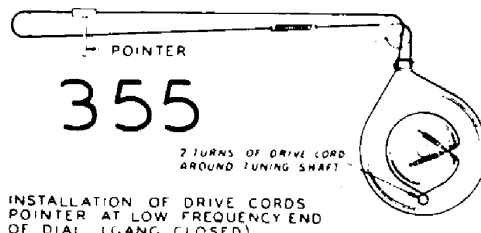
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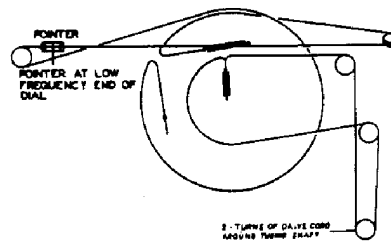
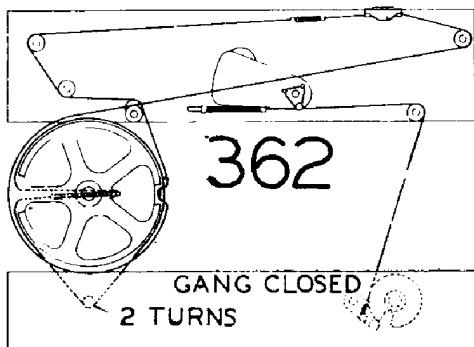
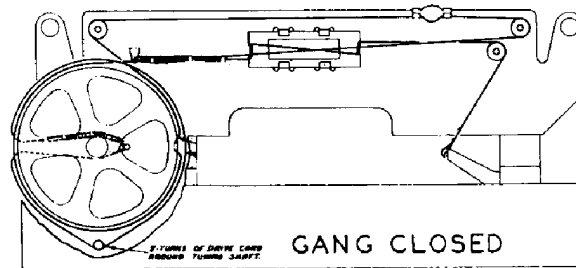
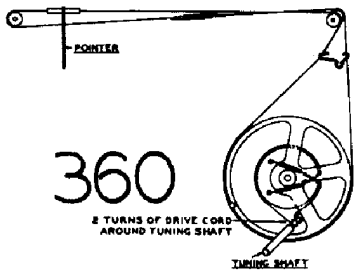
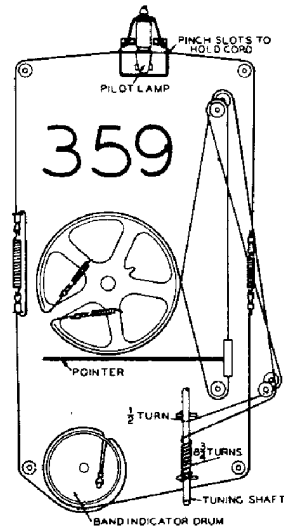
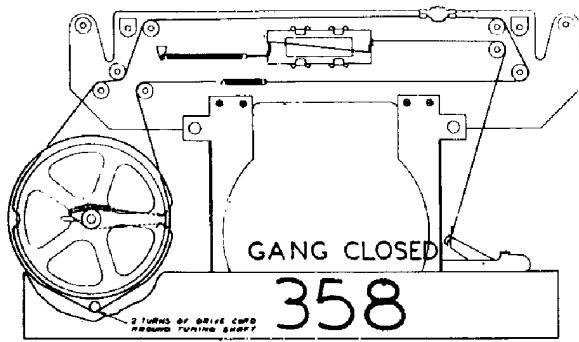
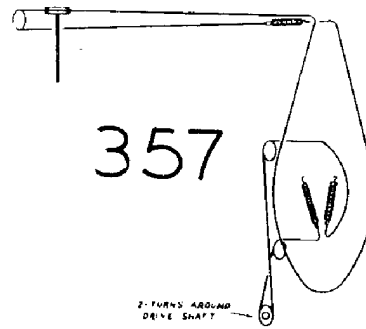
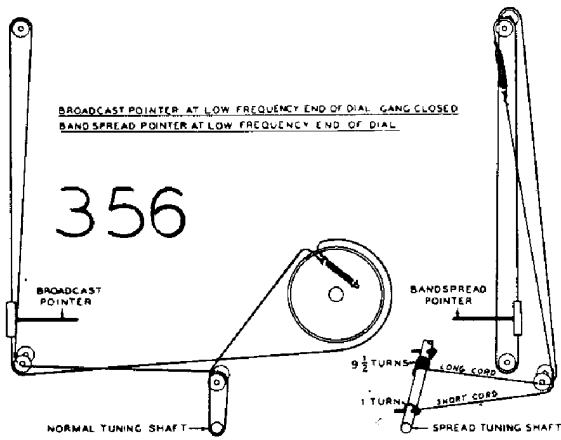
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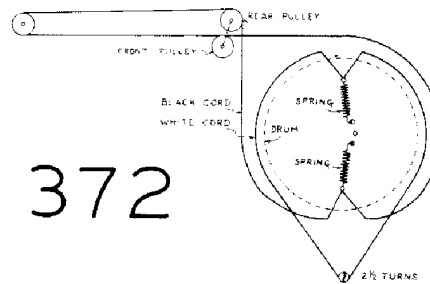
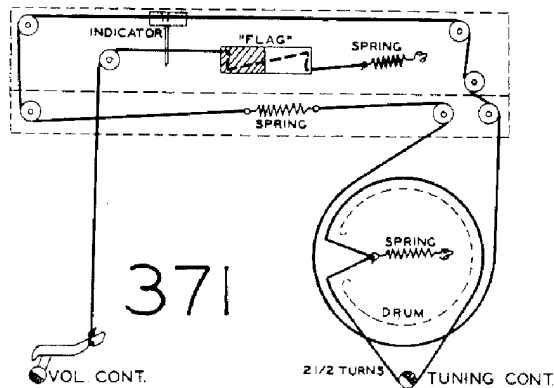
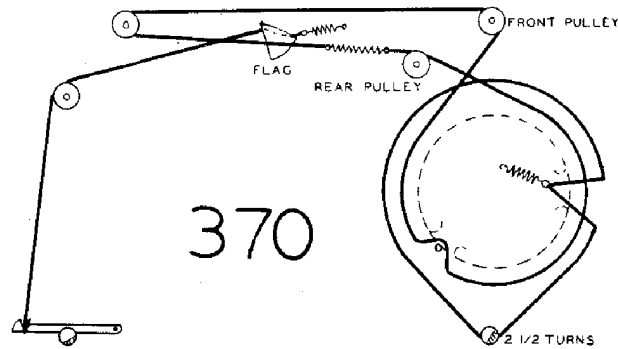
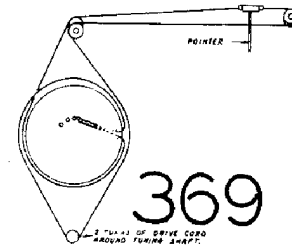
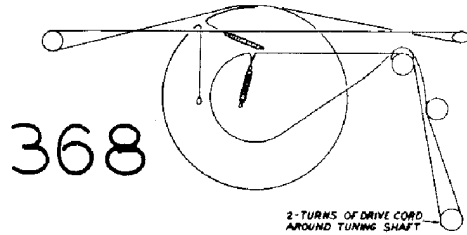
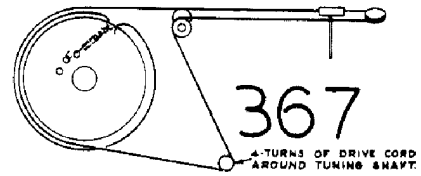
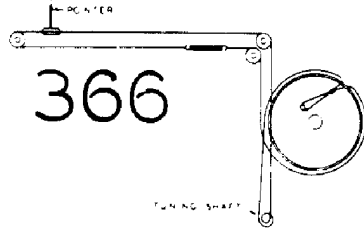
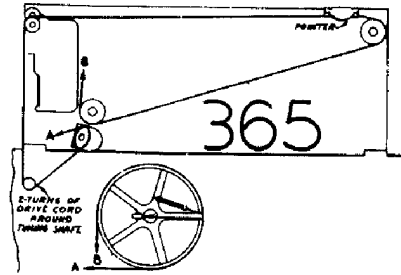
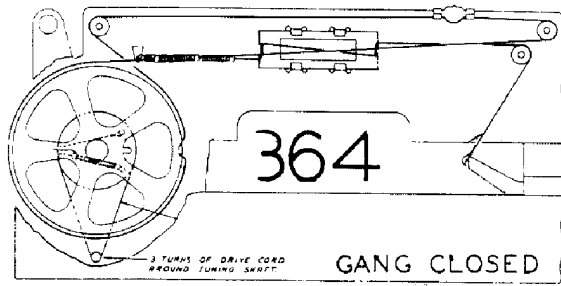


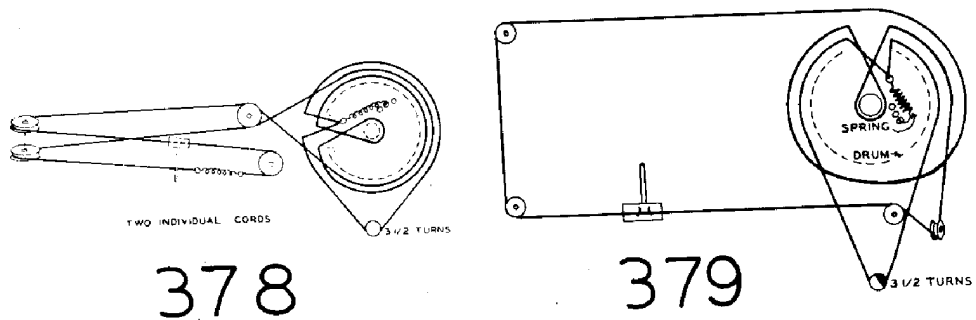
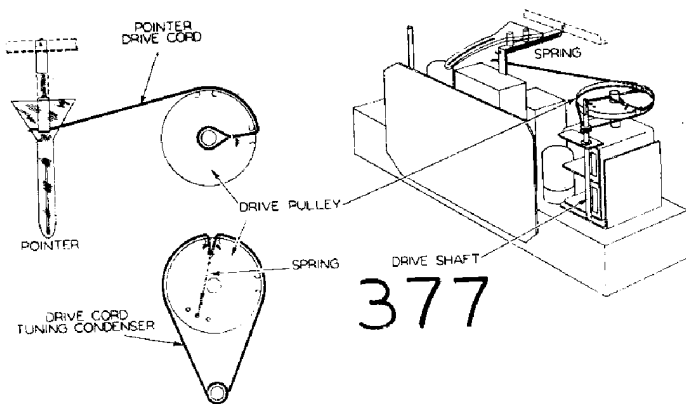
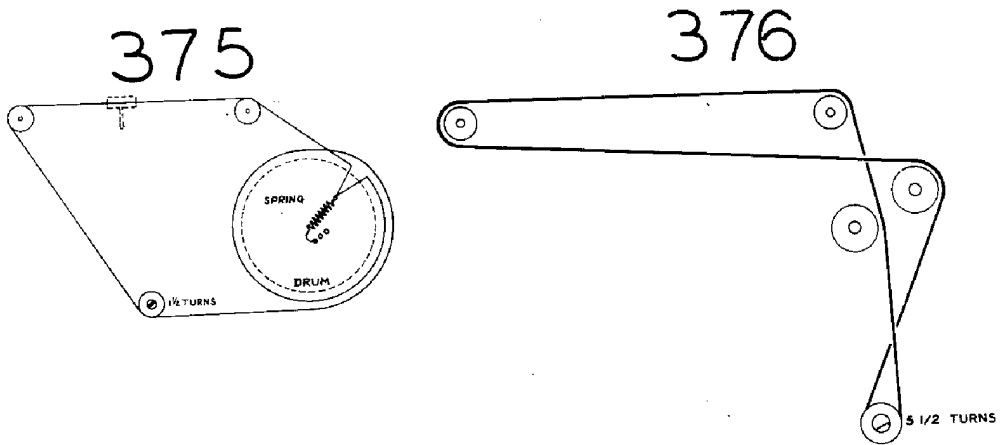
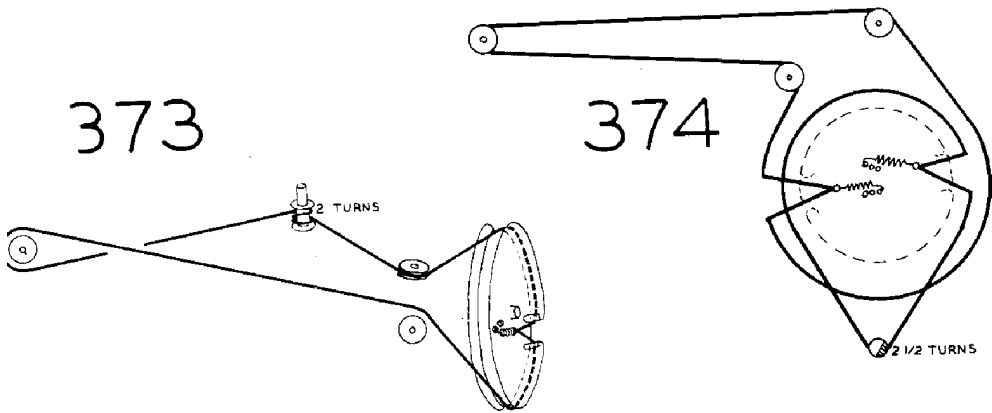
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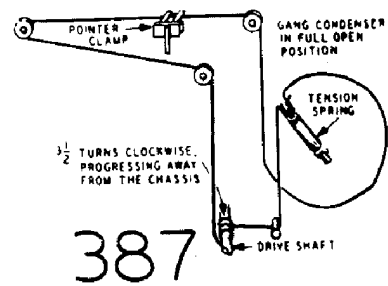
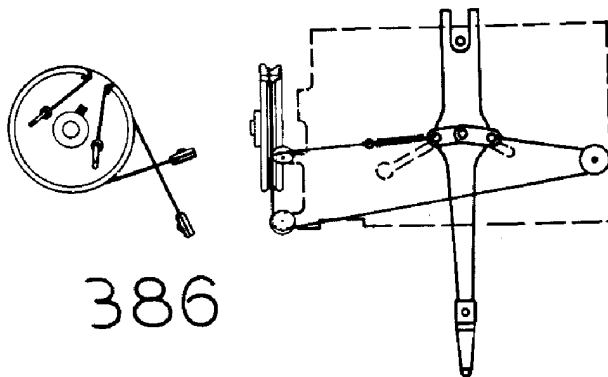
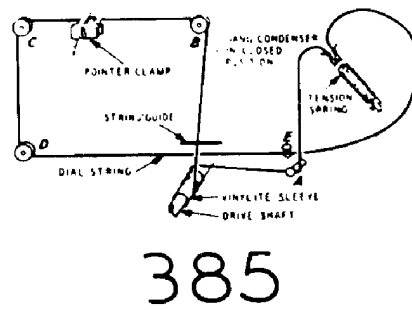
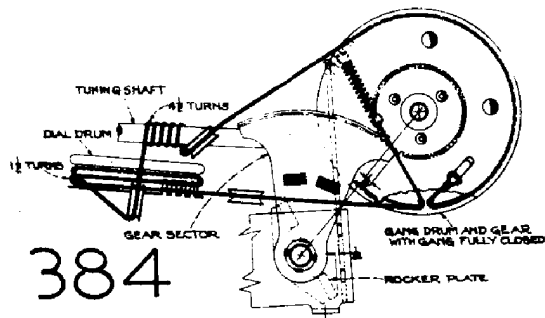
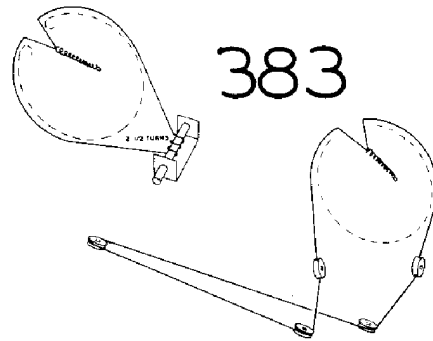
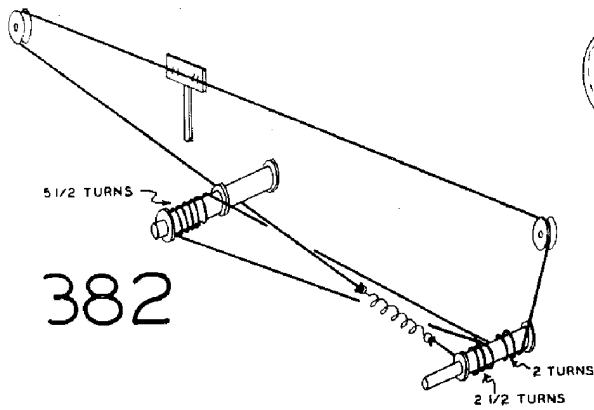
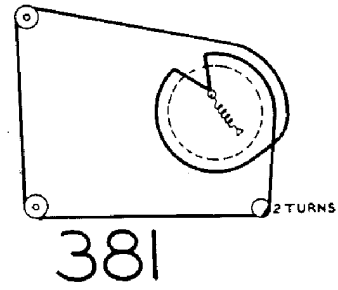
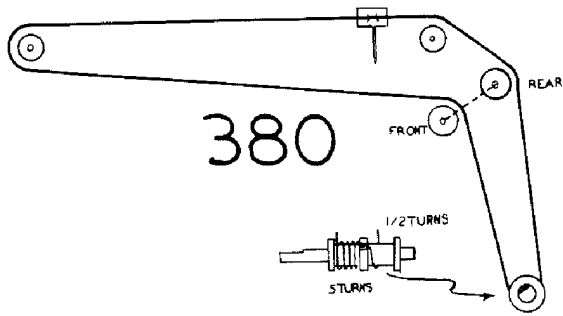


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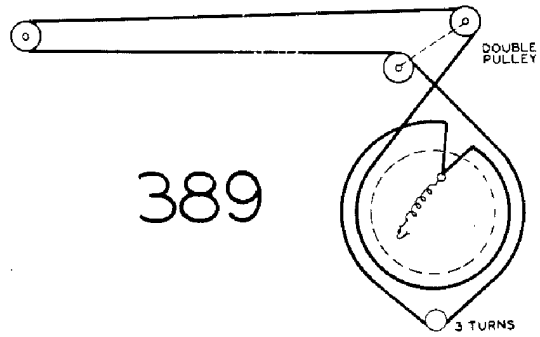
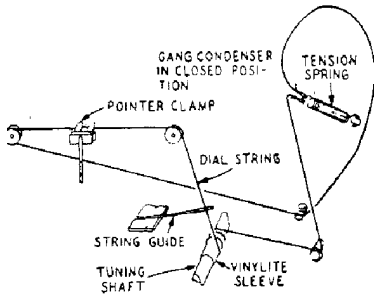




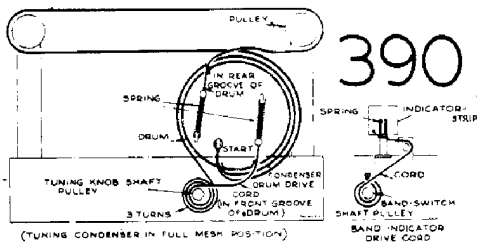




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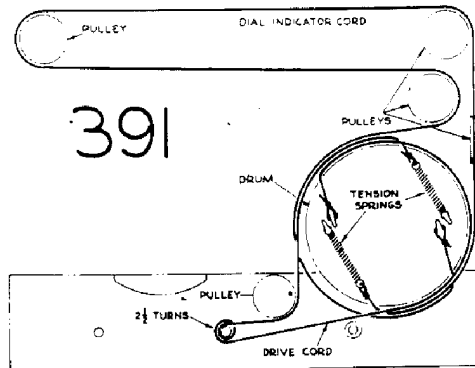


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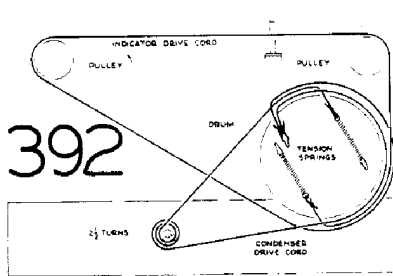


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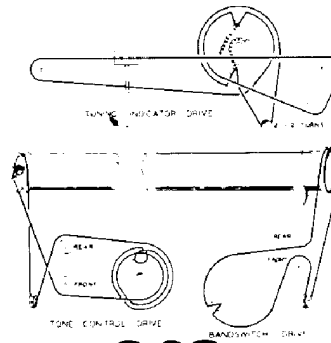
(TUNING CONDENSER IN FULL MESH POSITION)



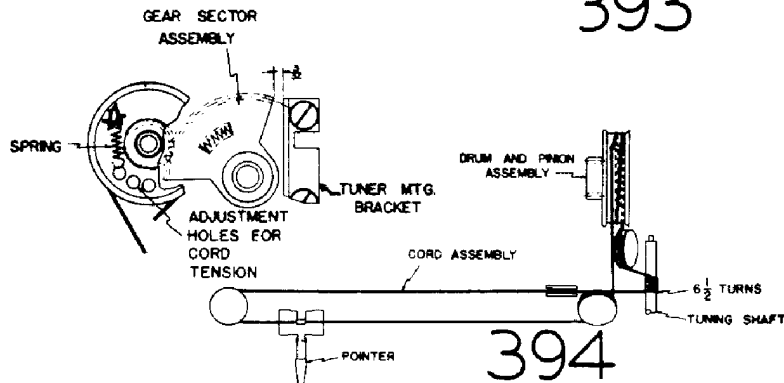
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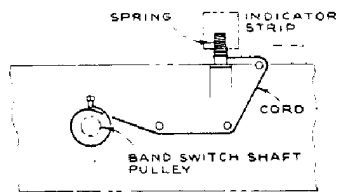
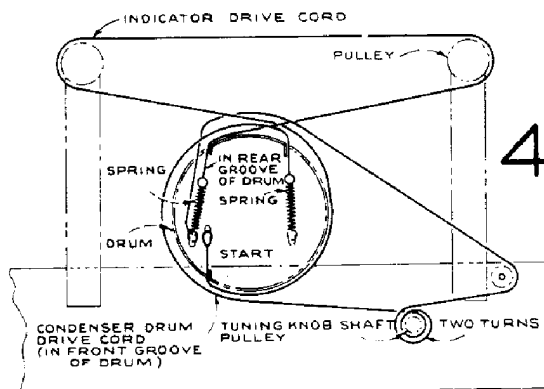
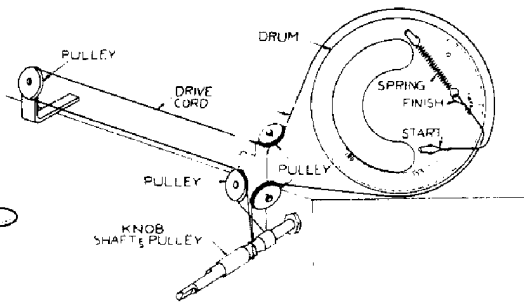
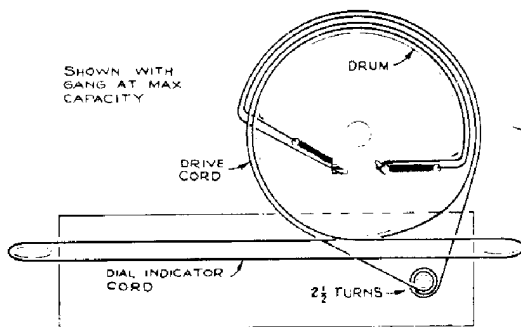
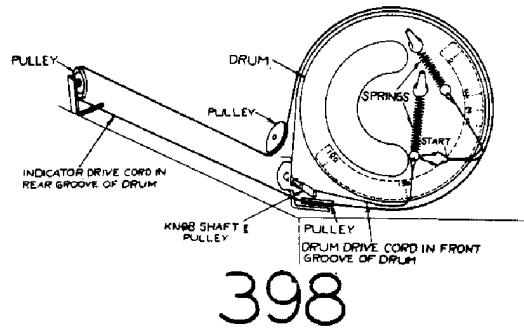
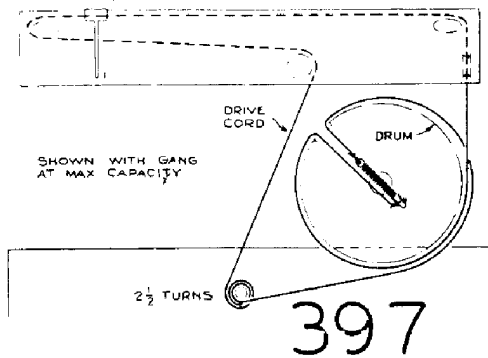
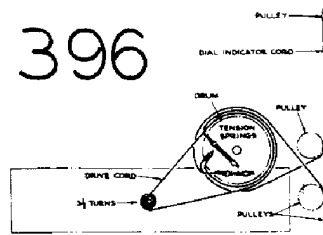
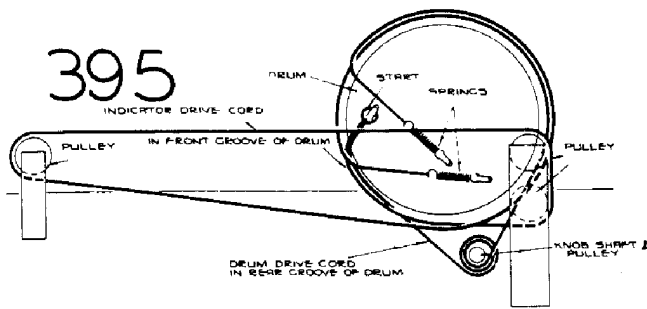
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393

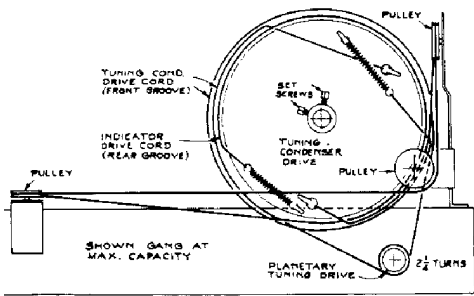


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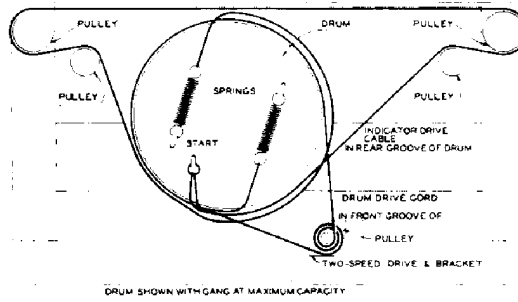


TUNING CONDENSER IN FULL MESH POSITION

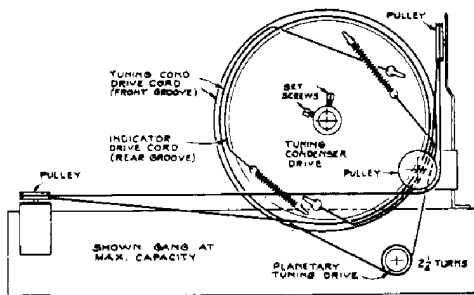
BAND INDICATOR DRIVE CORD



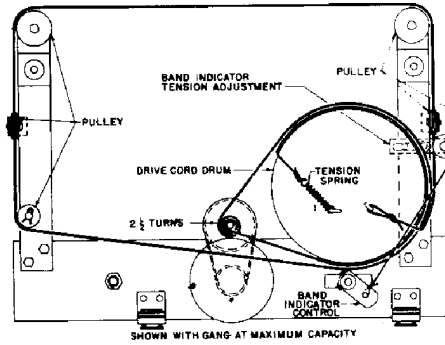
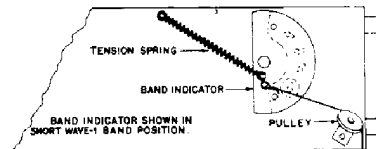
402



403

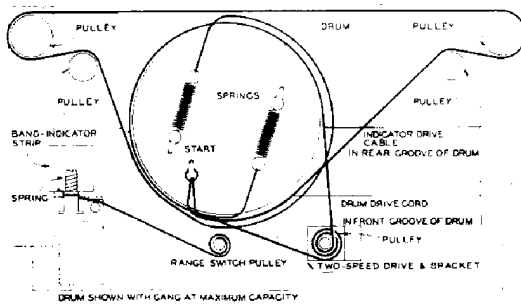


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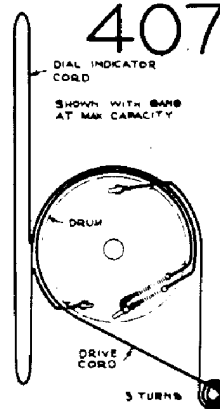


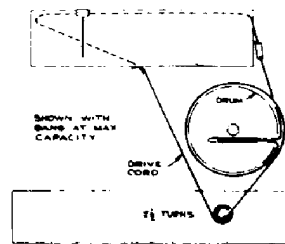
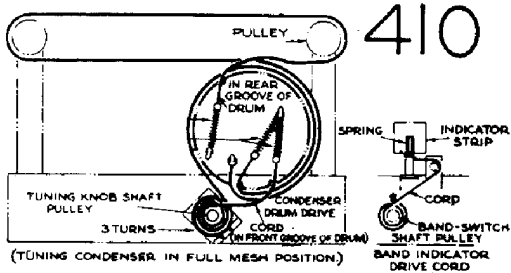
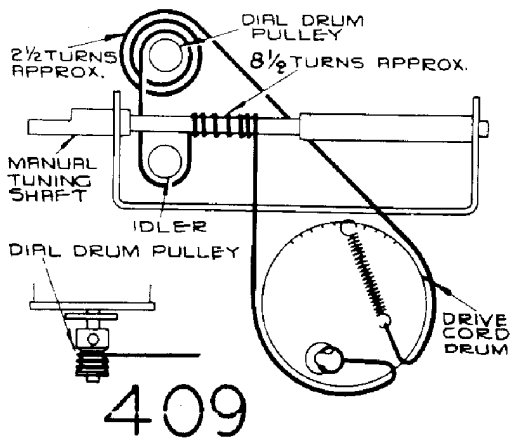
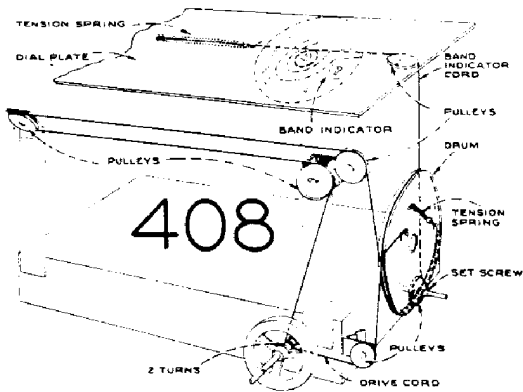
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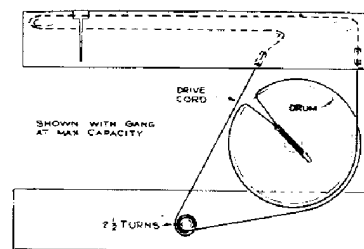
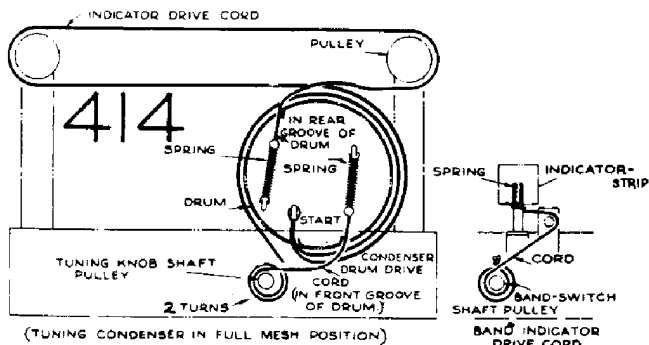
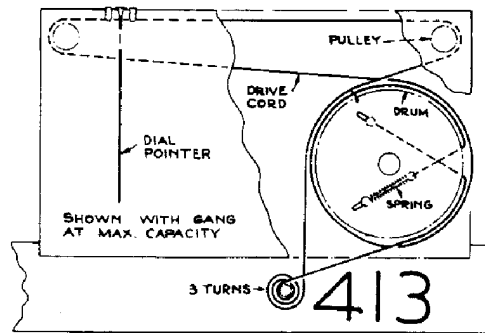
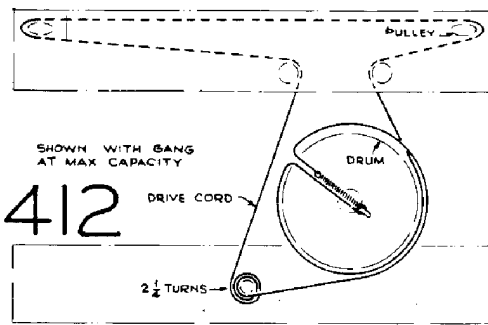


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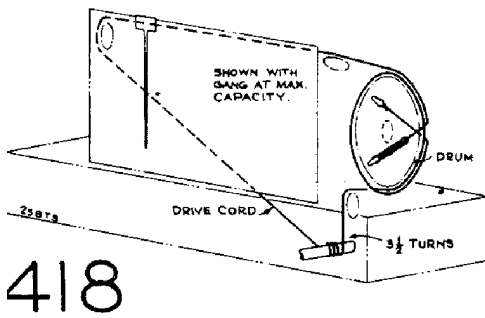
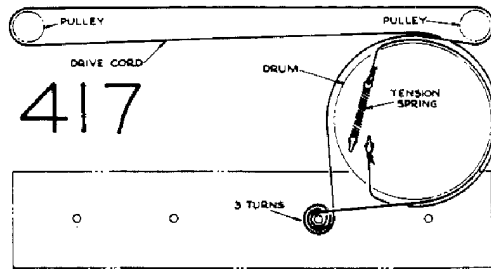
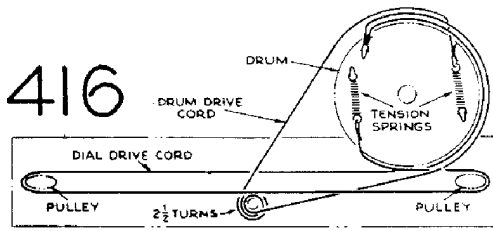




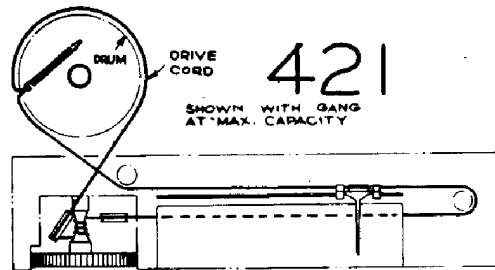
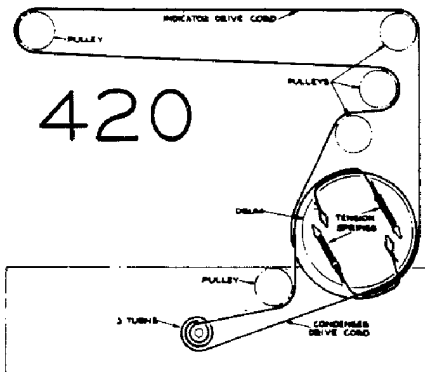
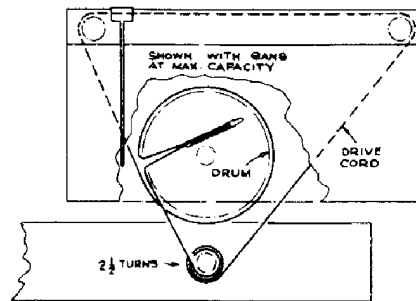
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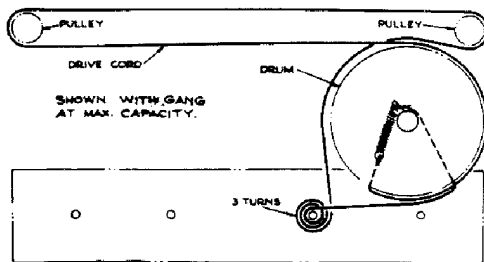
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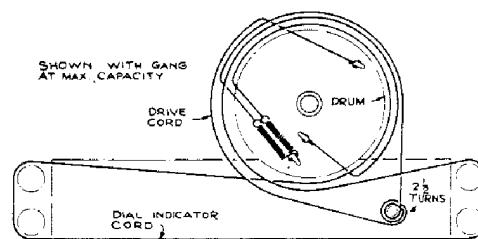
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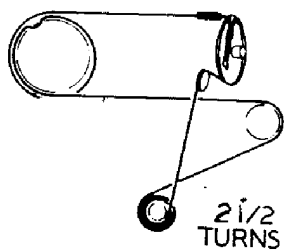


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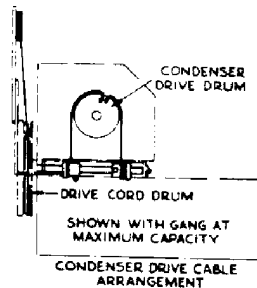
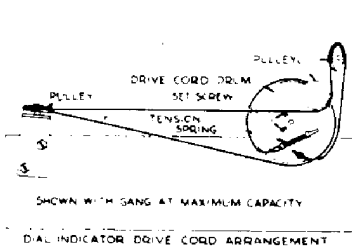


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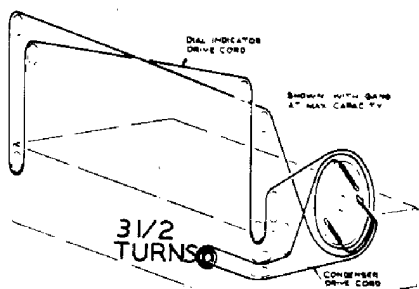




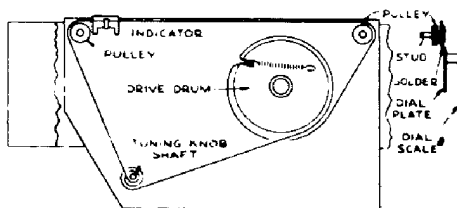
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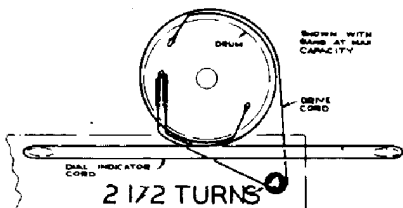
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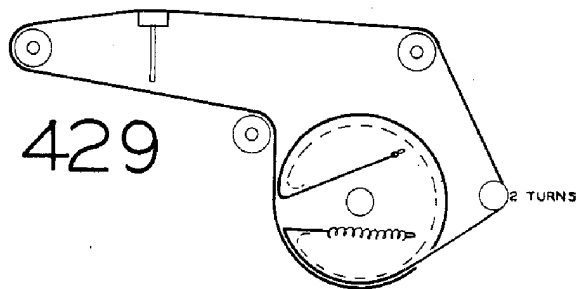
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427

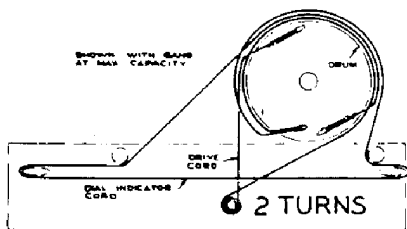


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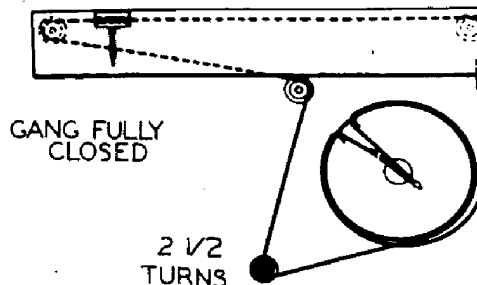


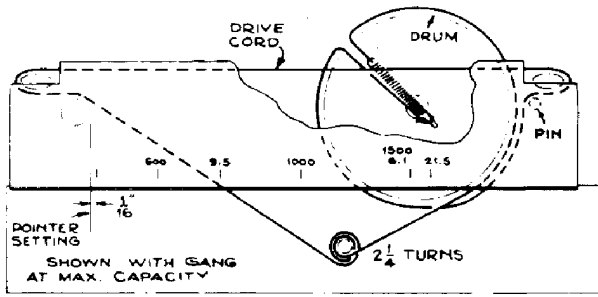
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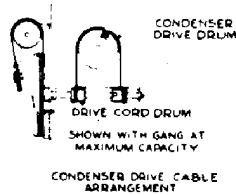
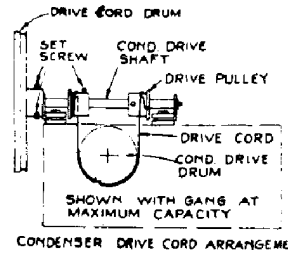


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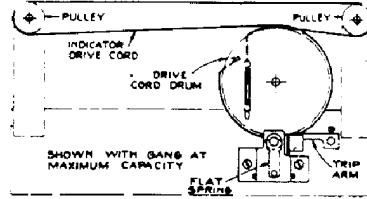




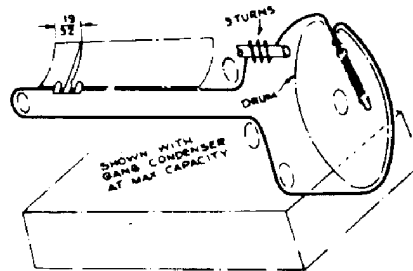
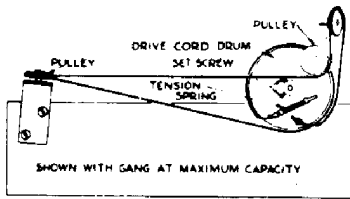
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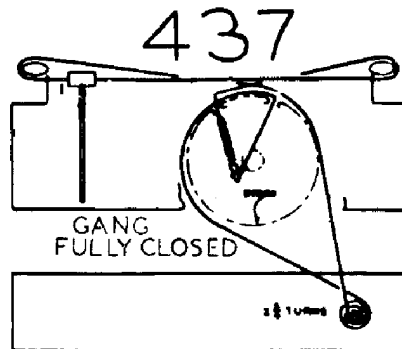
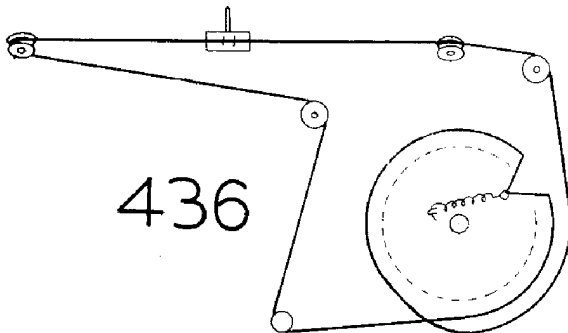
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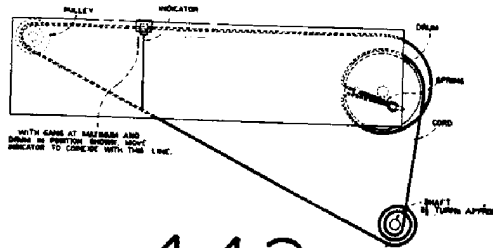
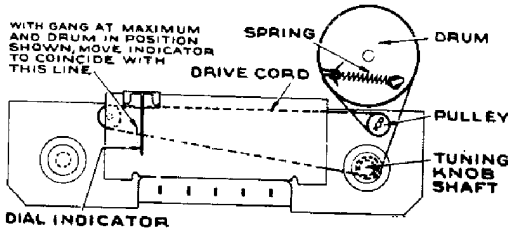
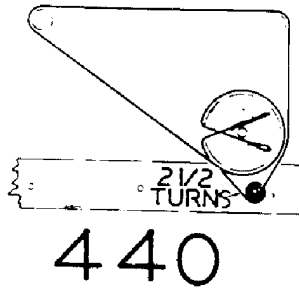
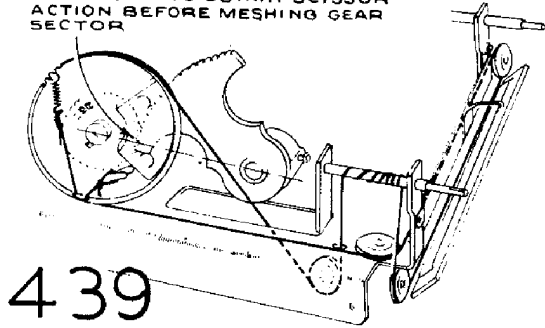
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435

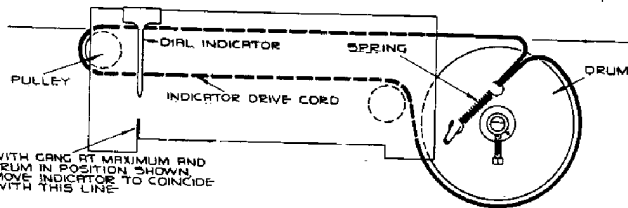


TURN FREE GEAR CLOCKWISE
ONE TOOTH TO OBTAIN SCISSOR
ACTION BEFORE MESHING GEAR
SECTOR



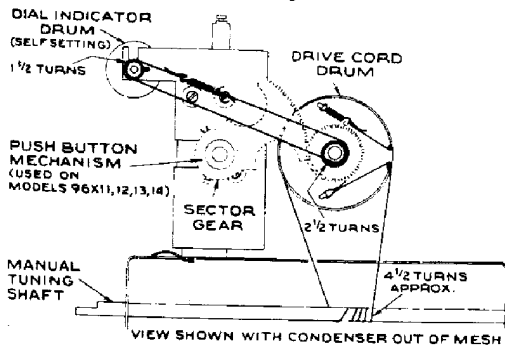
441

442

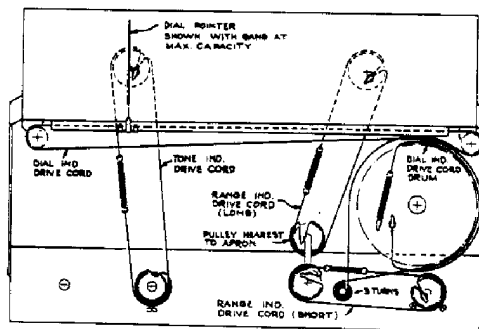


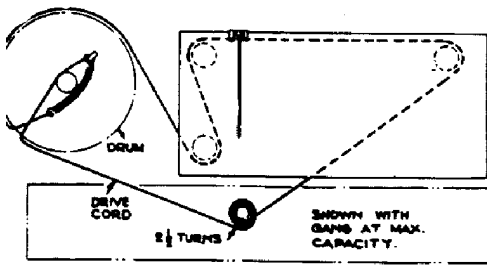
443

444

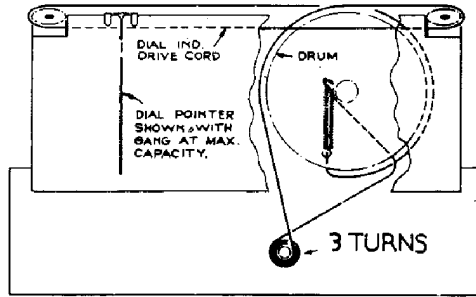


445

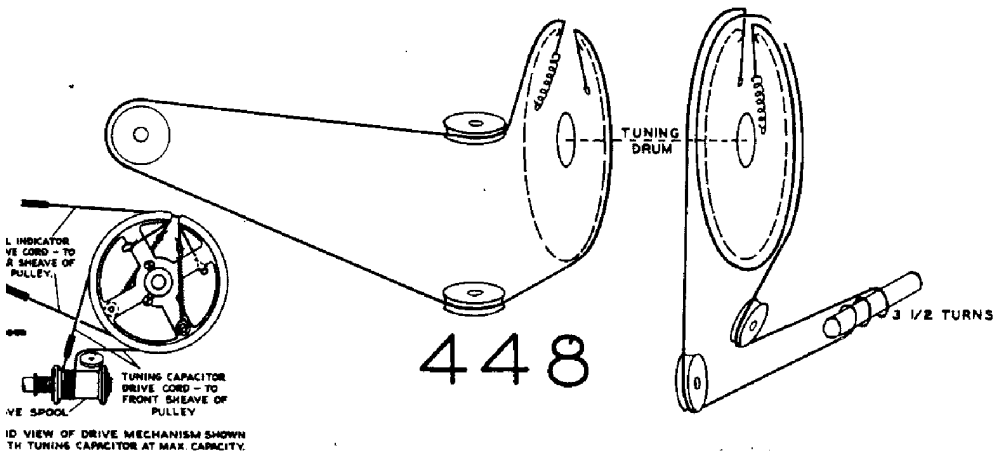




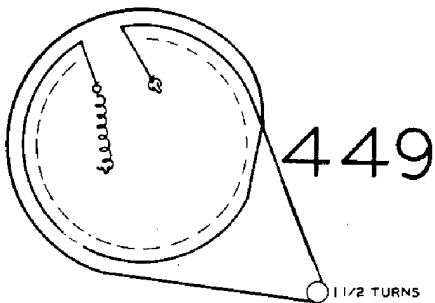
446



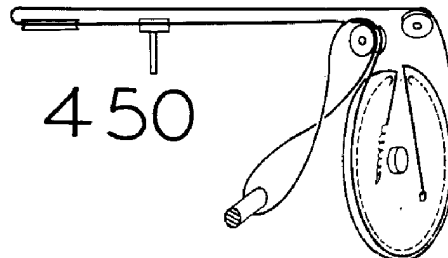
447



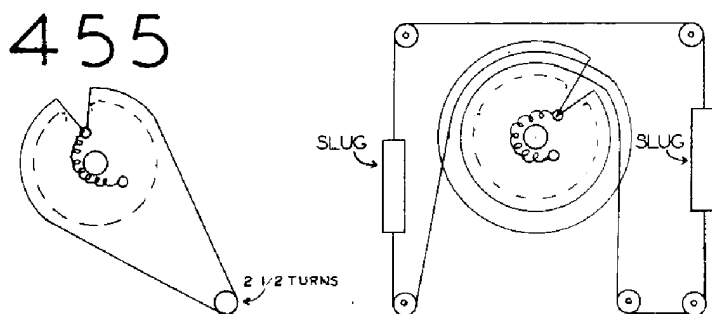
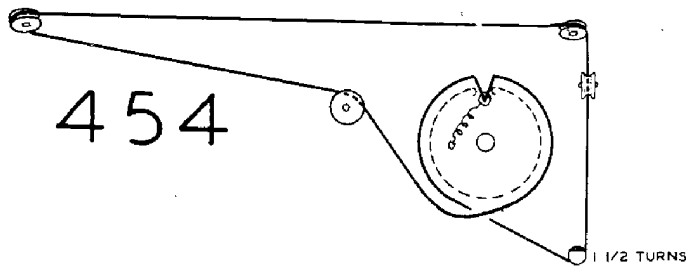
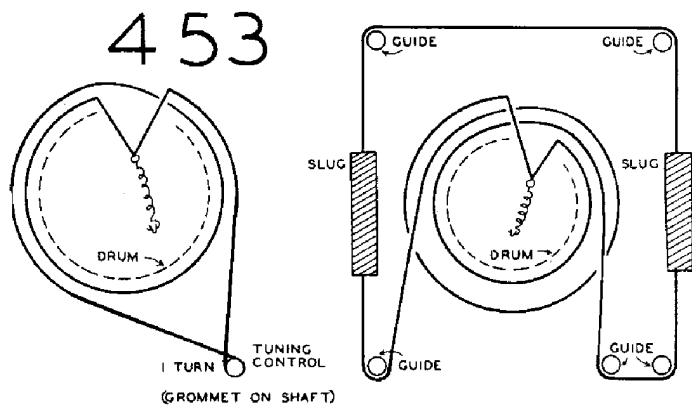
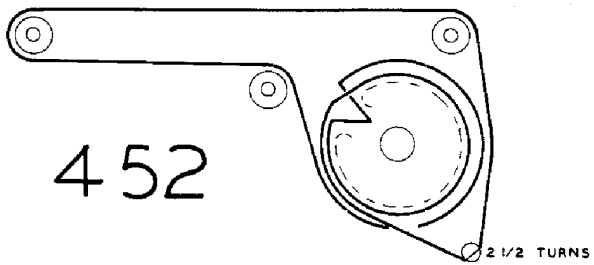
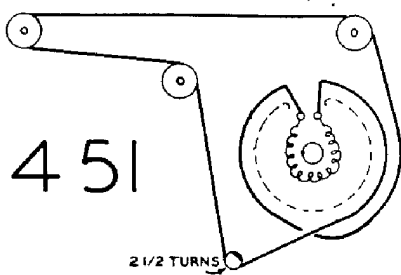
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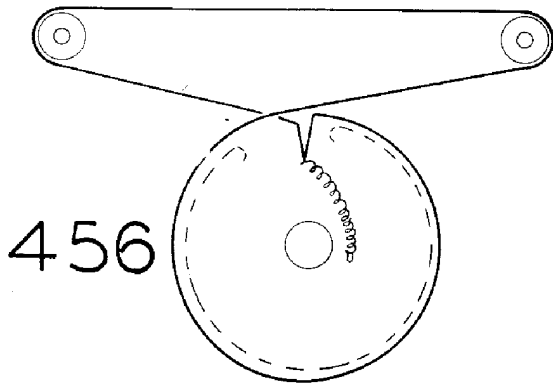


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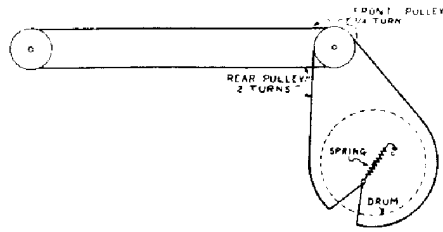


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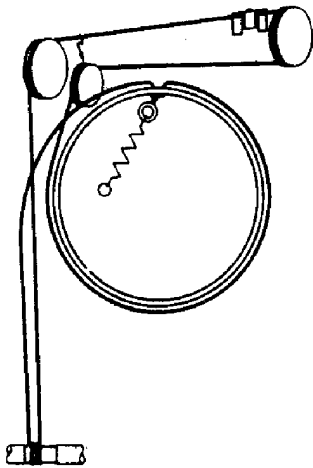




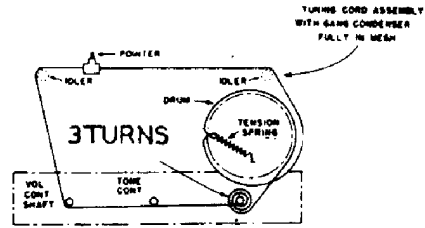
NOTE: Dial cord material is bronze wire - .063 diameter.



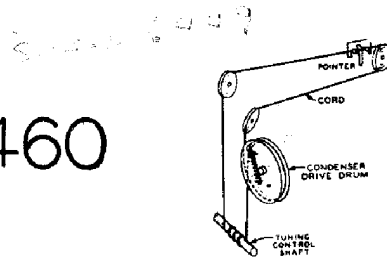
458



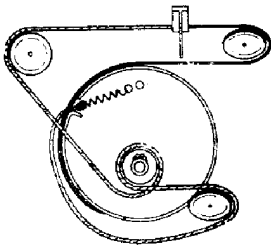
459



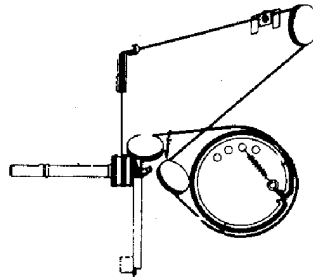
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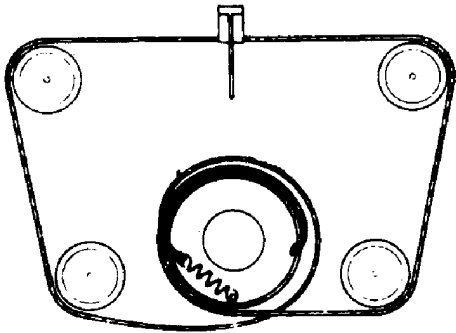


461

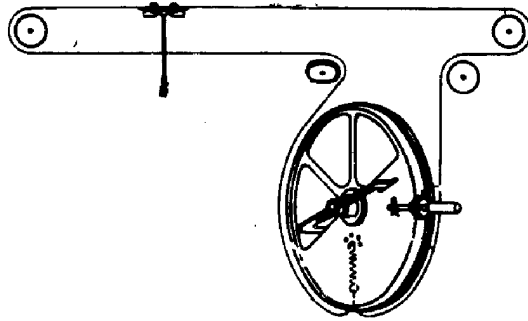


462

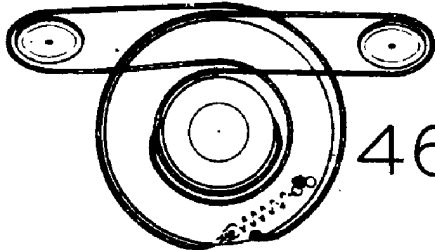




POINTER DRIVE HOOKUP

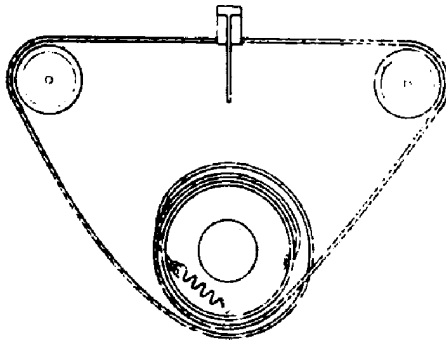


464



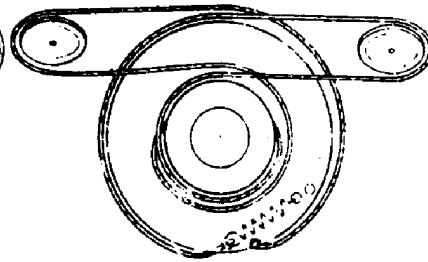
463

CONDENSER DRIVE HOOKUP

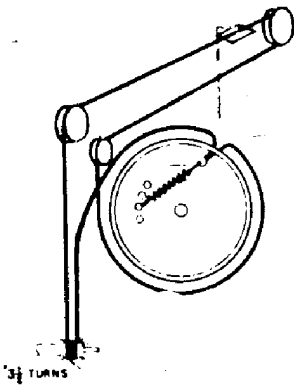


POINTER DRIVE HOOKUP

465

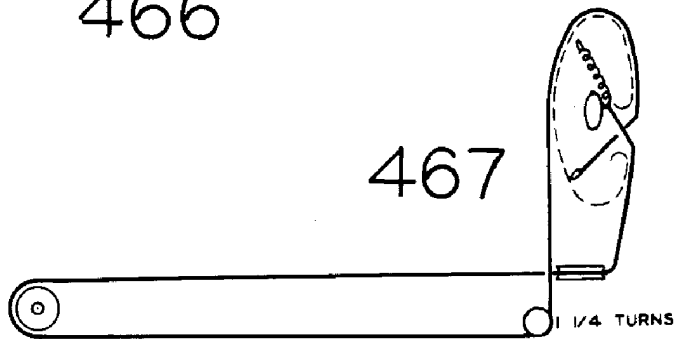


CONDENSER DRIVE HOOKUP



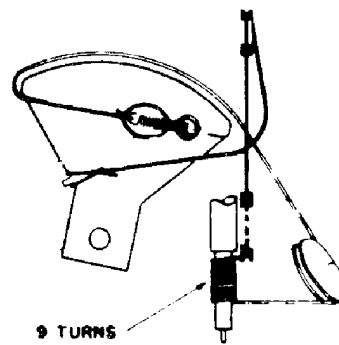
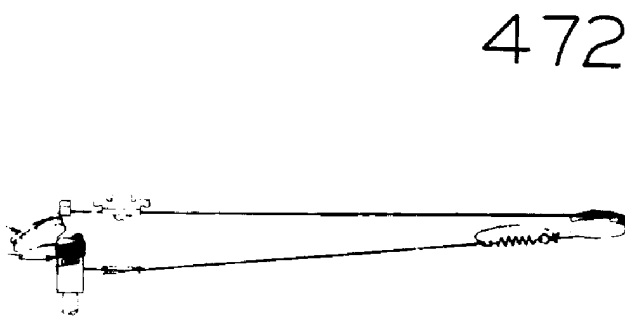
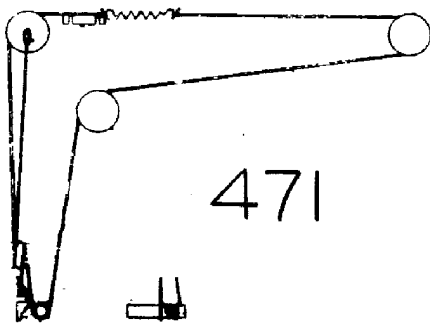
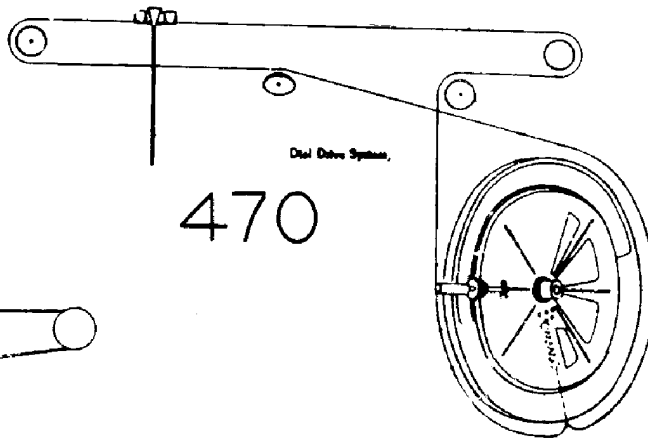
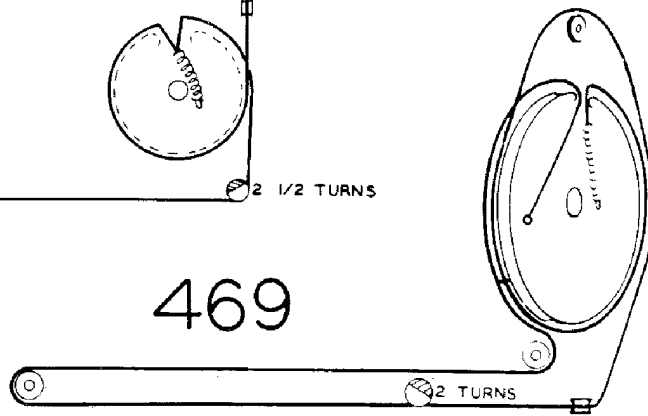
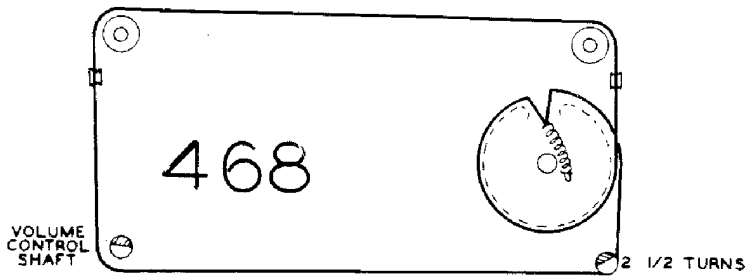
3/4 TURNS

466

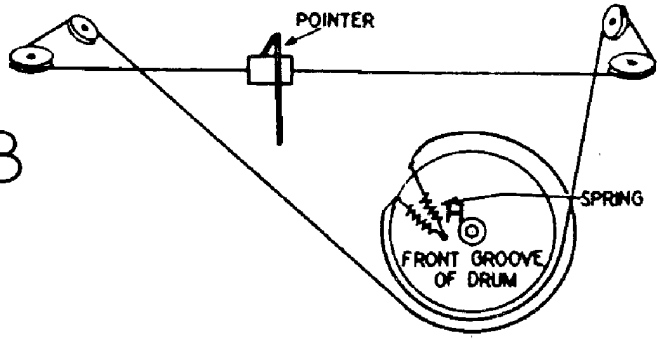


467

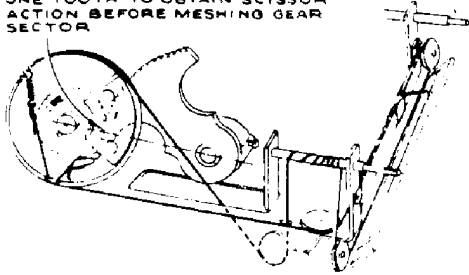
1/4 TURNS



473

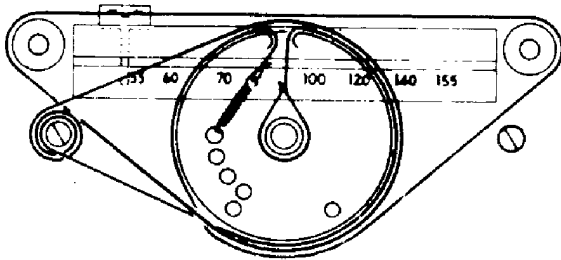
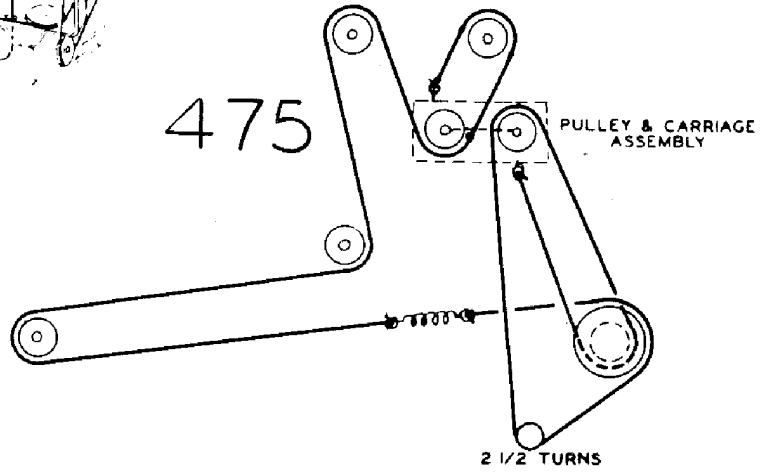


TURN FREE GEAR CLOCKWISE ONE TOOTH TO OBTAIN SCISSOR ACTION BEFORE MESHING GEAR SECTOR



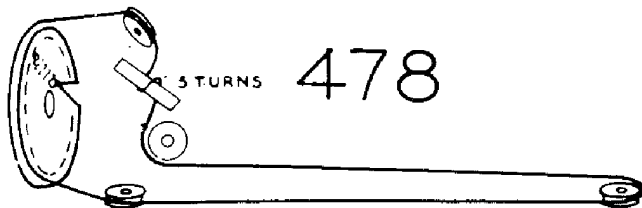
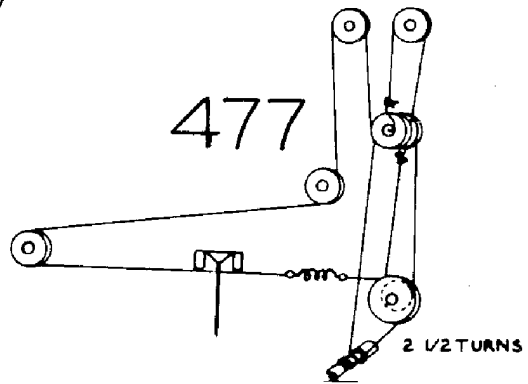
474

475

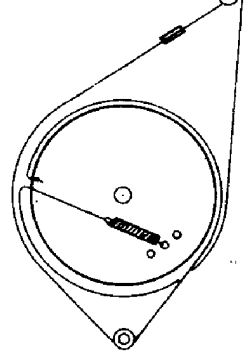
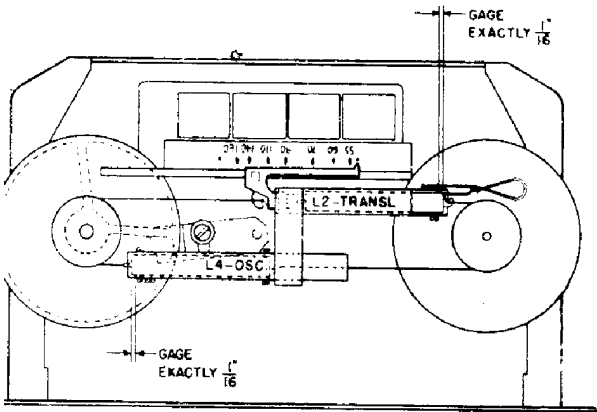
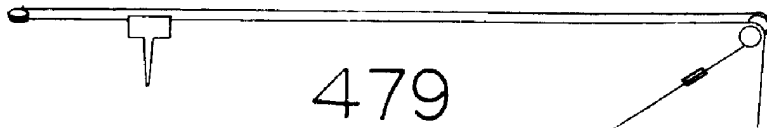


476

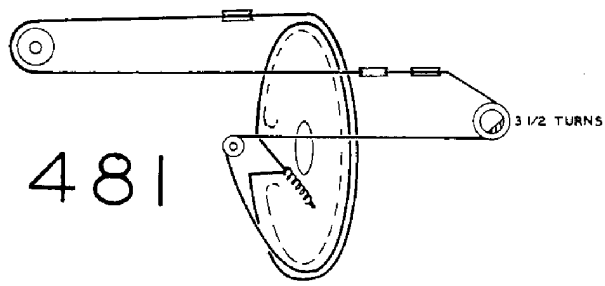
477



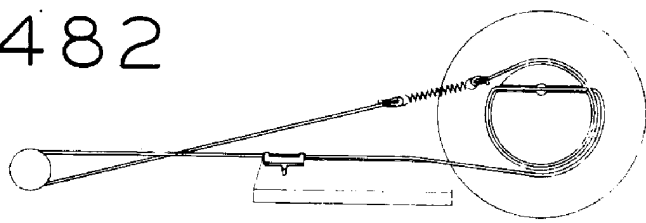
478



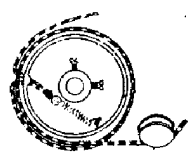
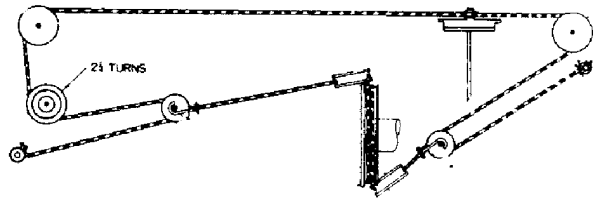
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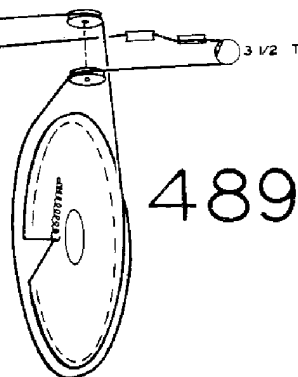
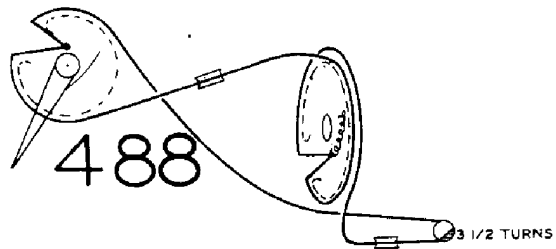
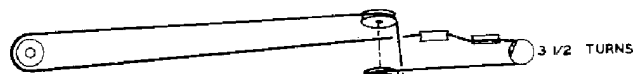
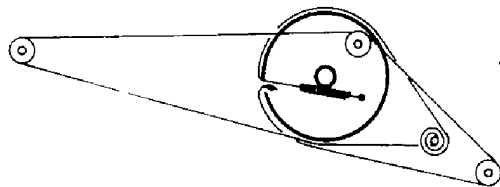
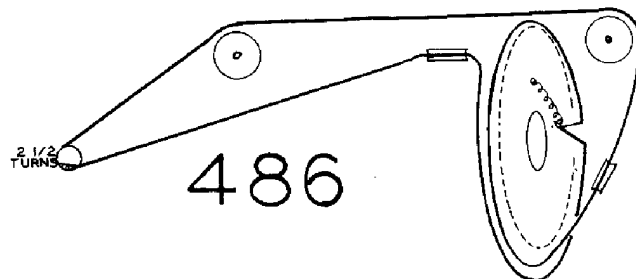
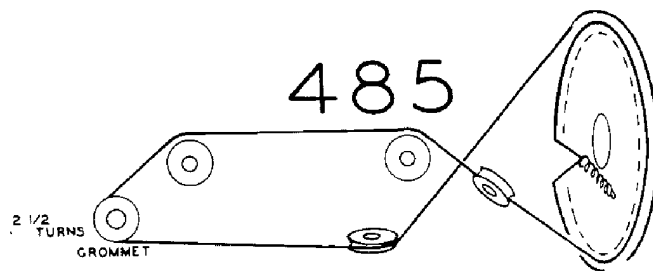
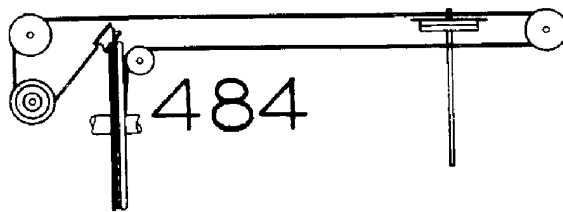
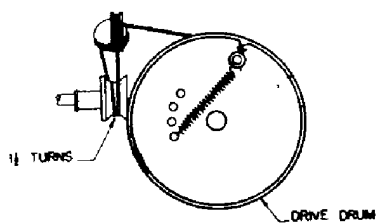


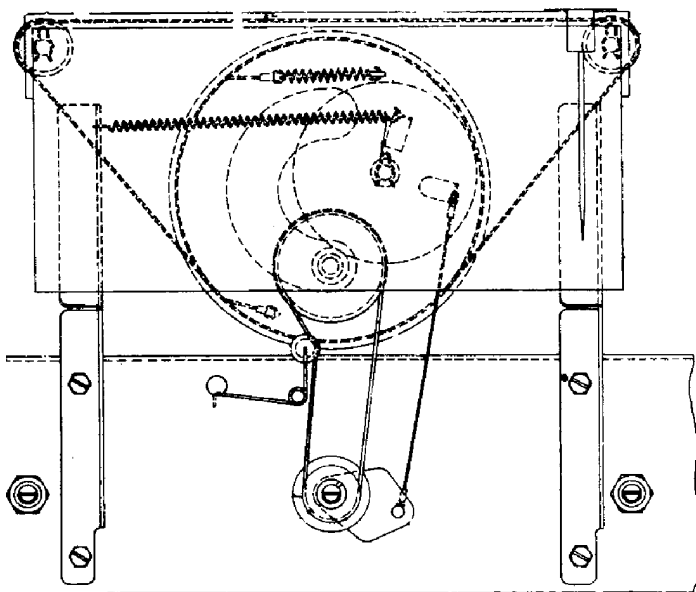
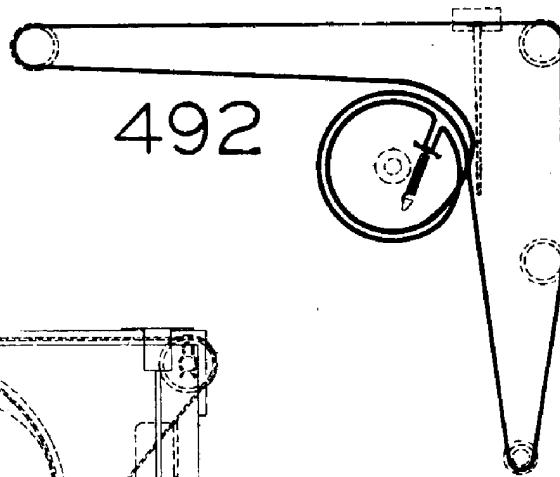
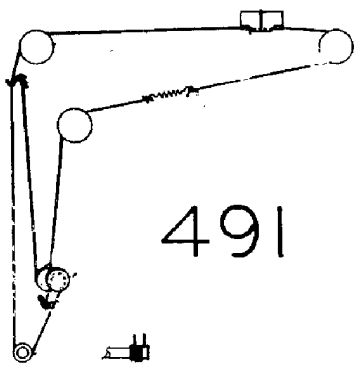
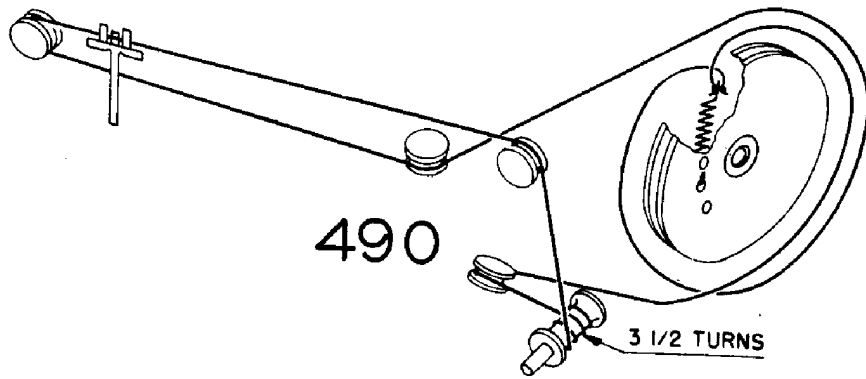
482



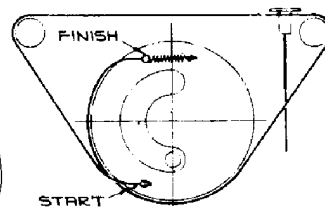
483

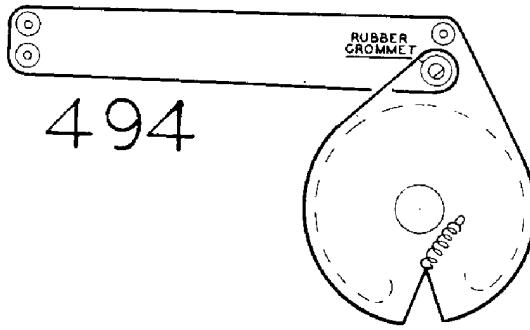




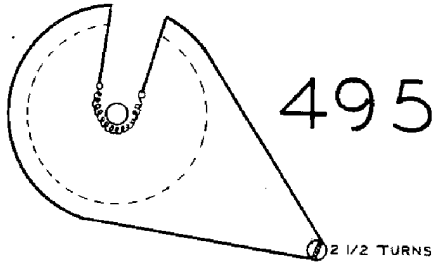


493

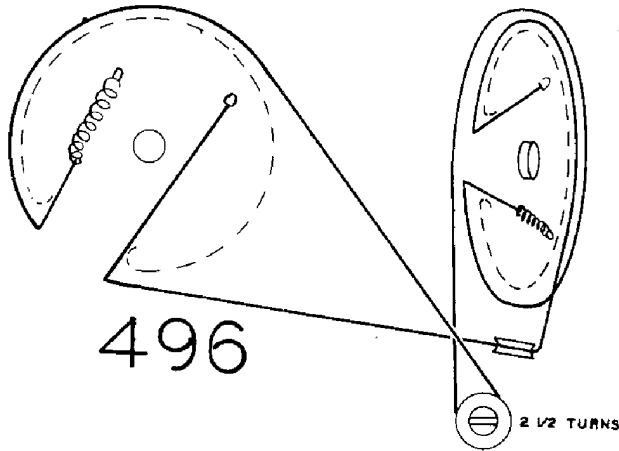




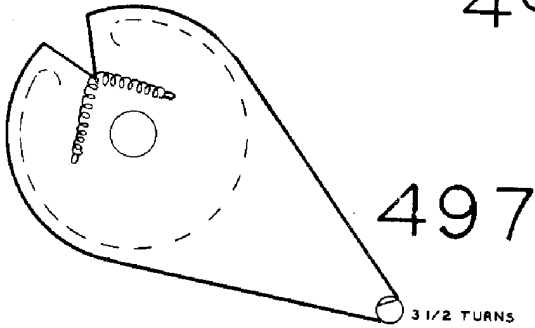
494



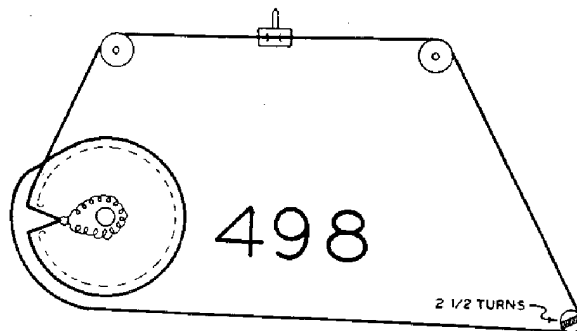
495



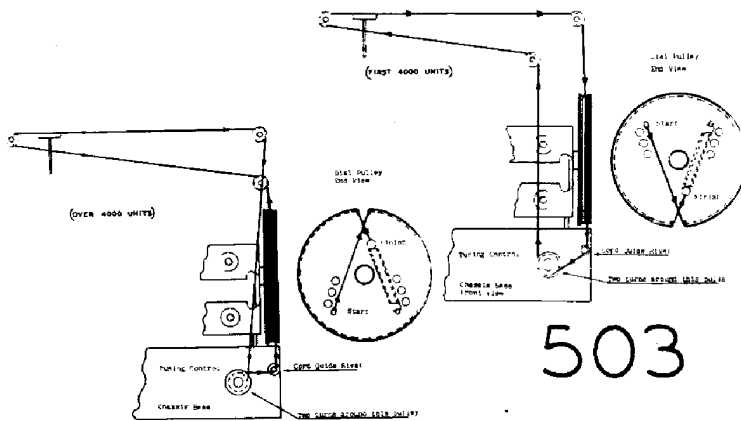
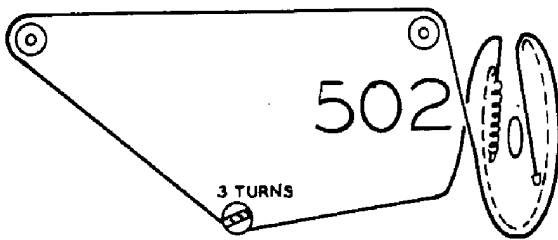
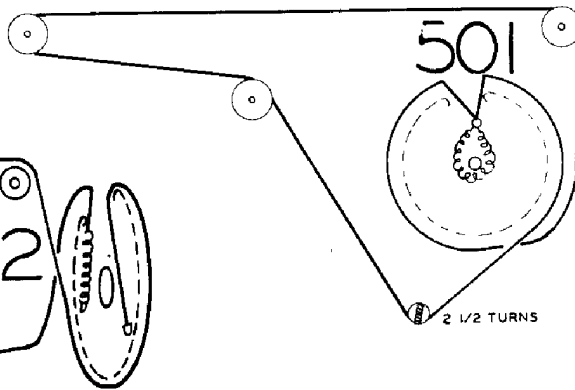
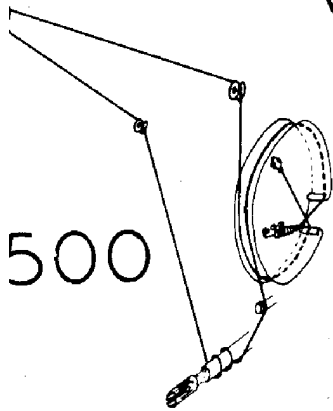
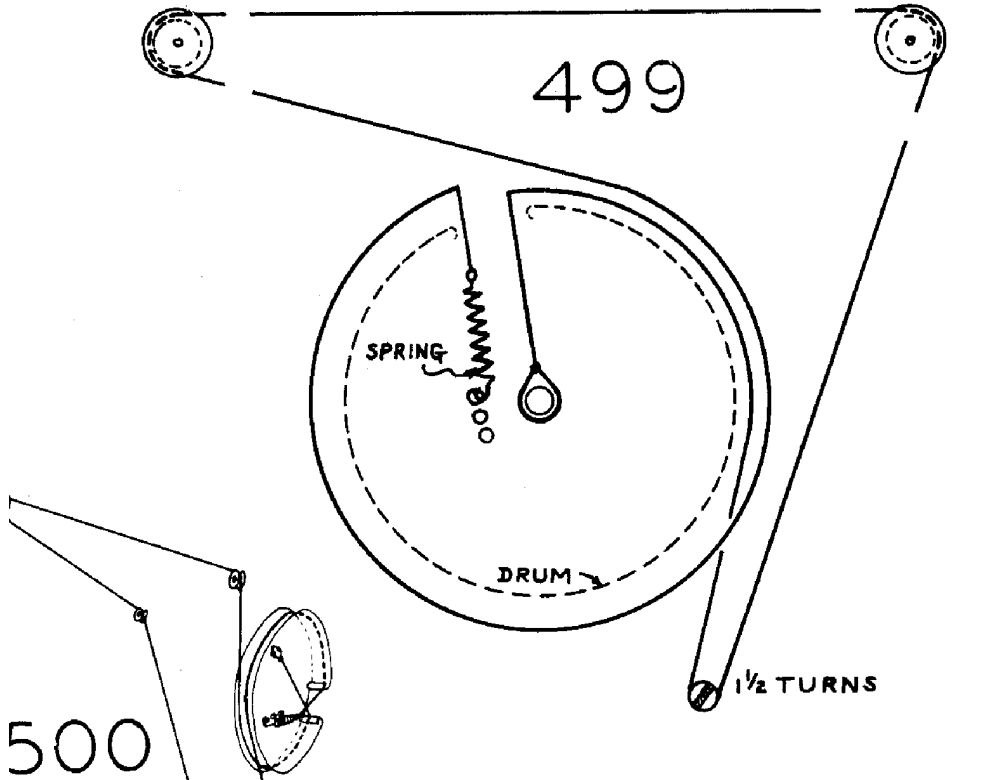
496

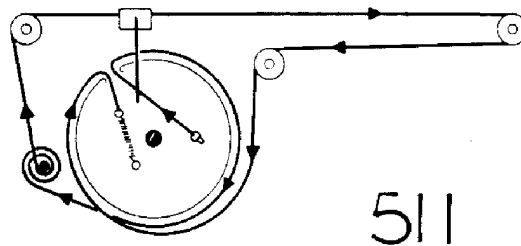
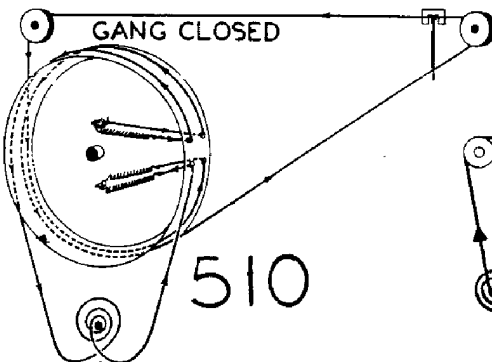
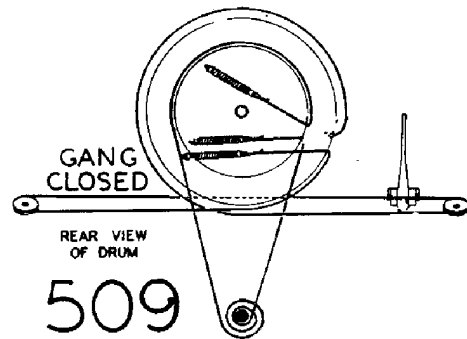
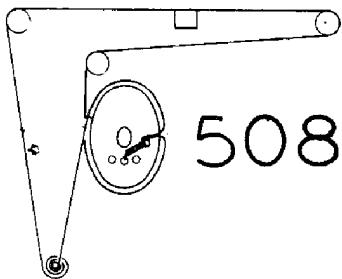
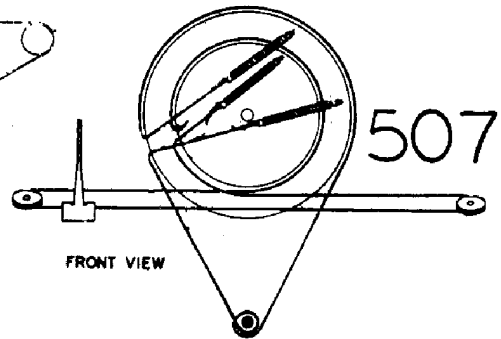
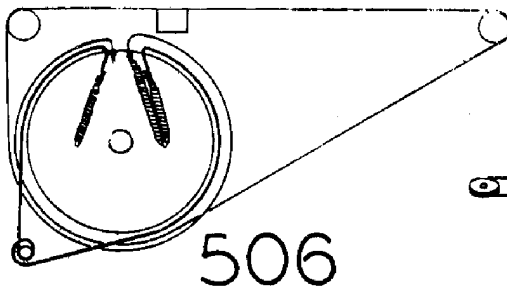
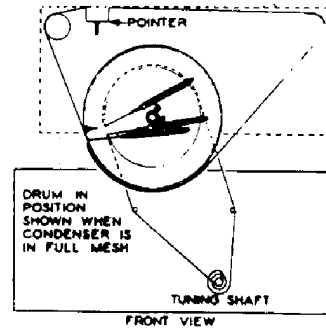
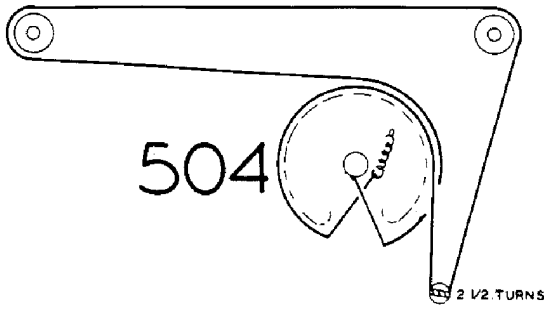


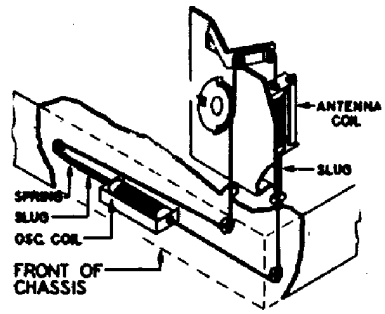
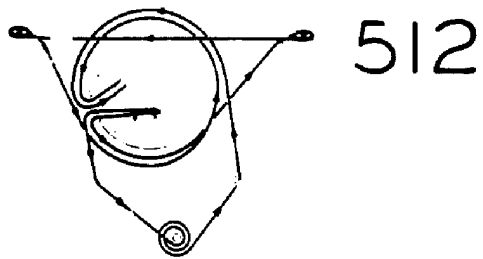
497



498

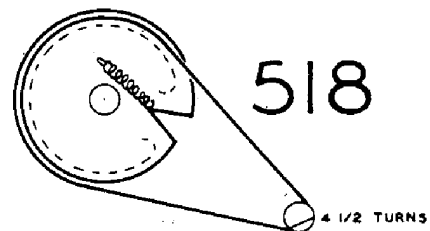
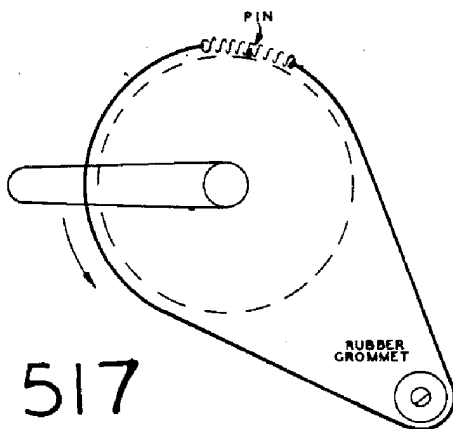
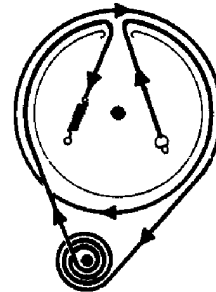
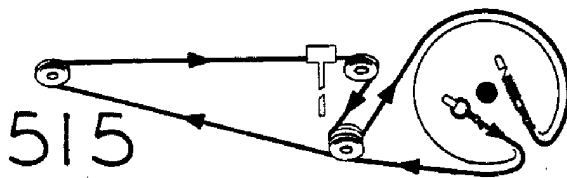
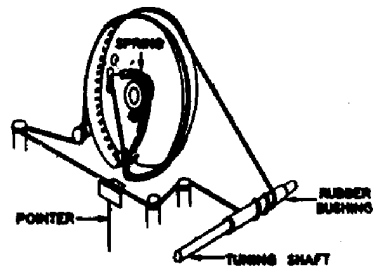
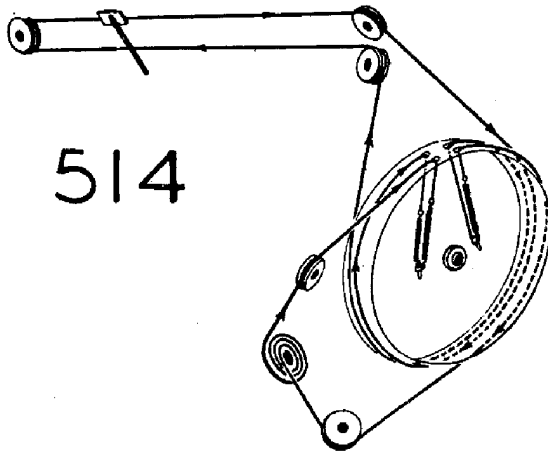


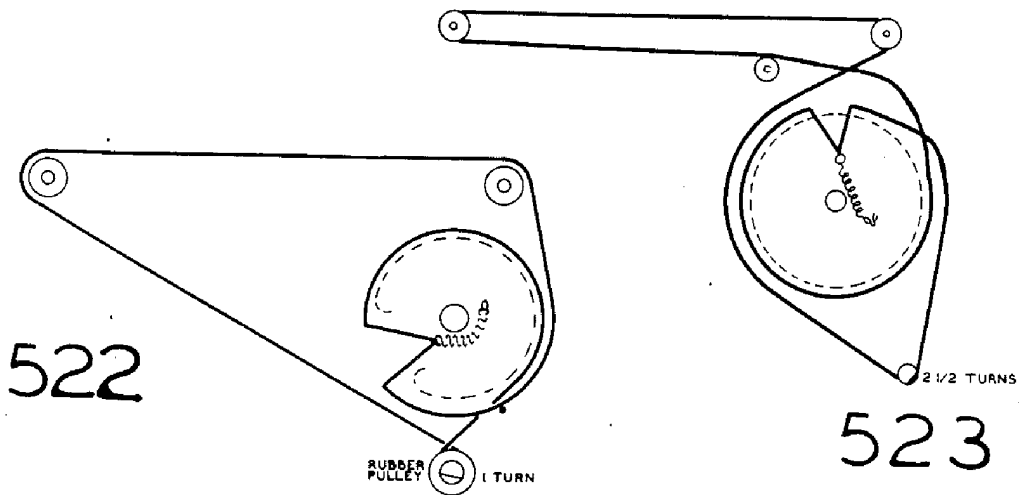
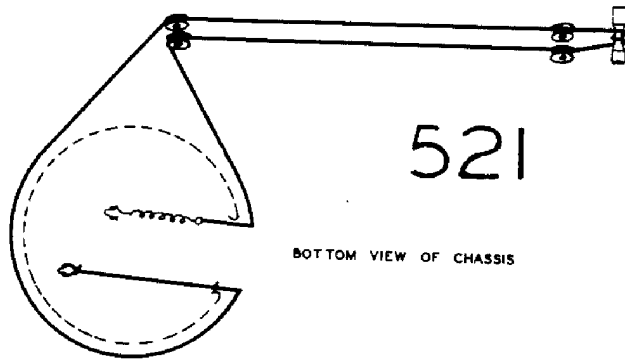
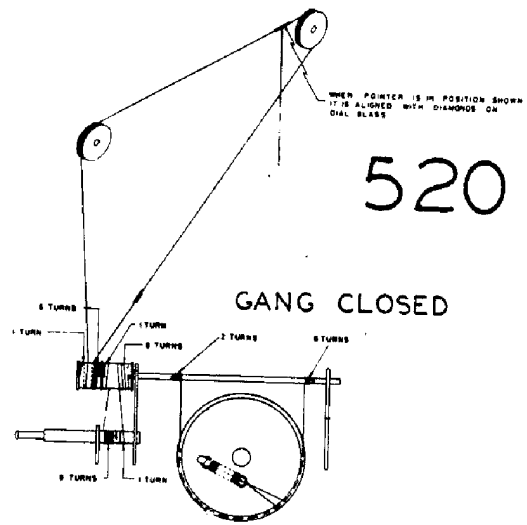
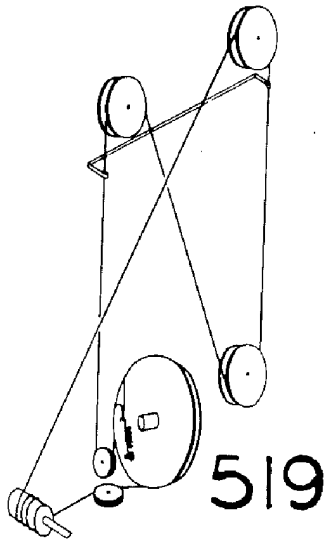


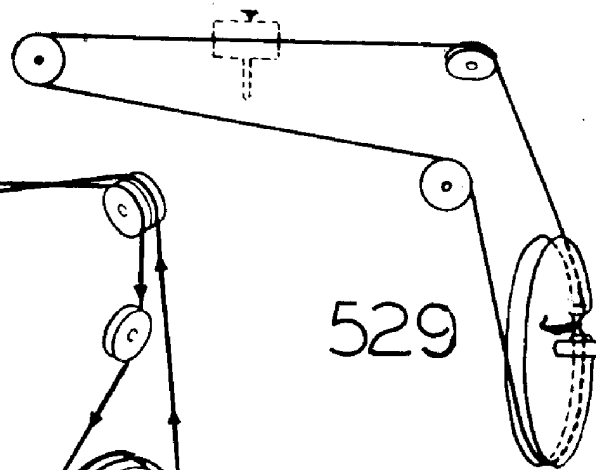
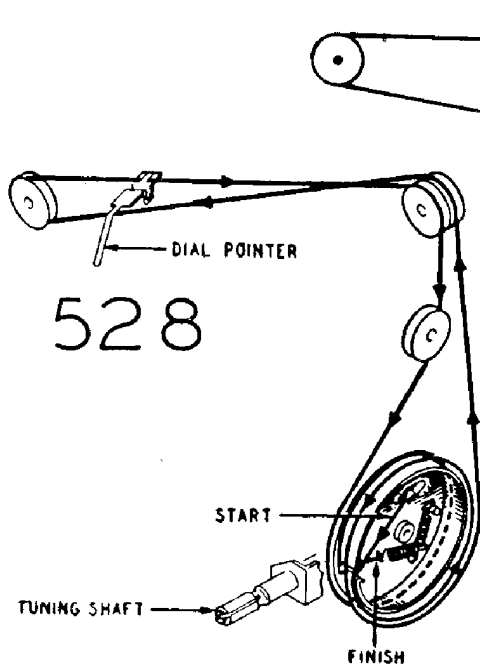
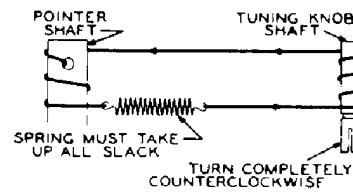
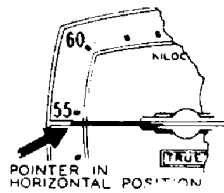
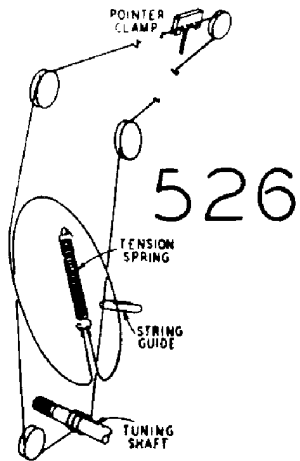
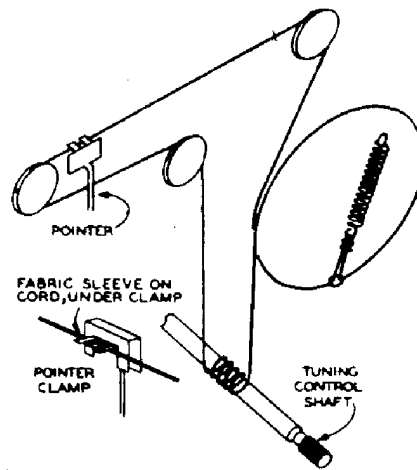
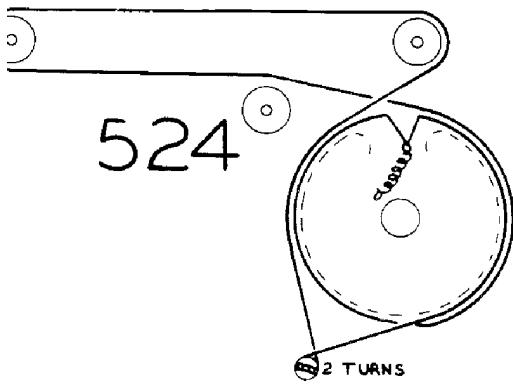


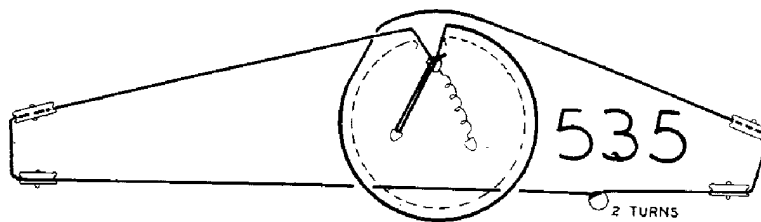
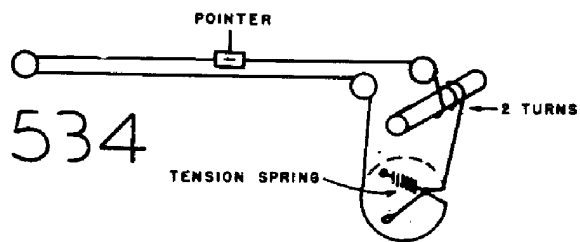
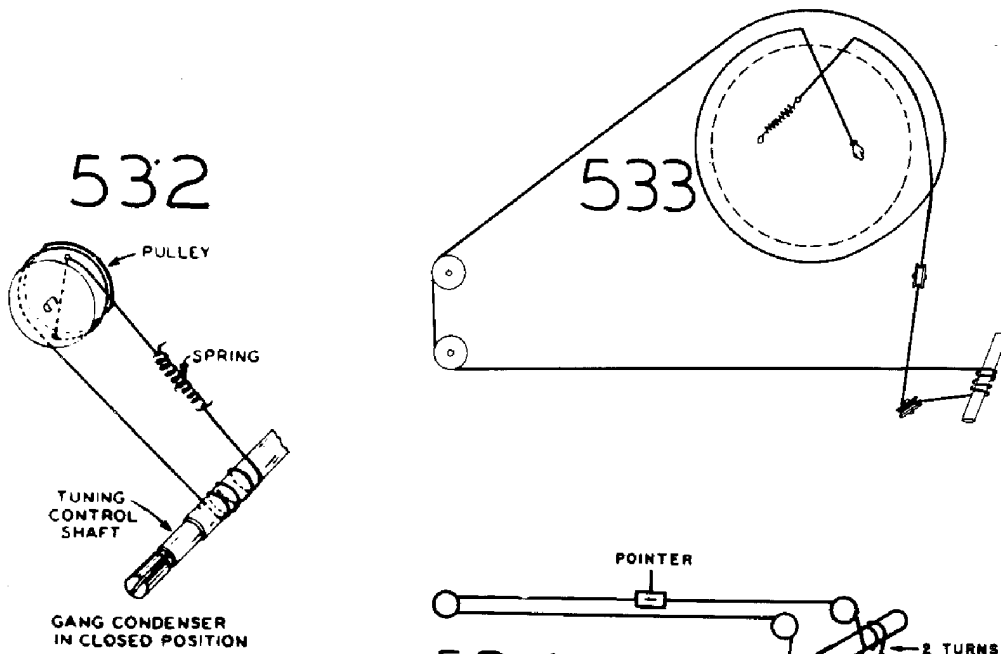
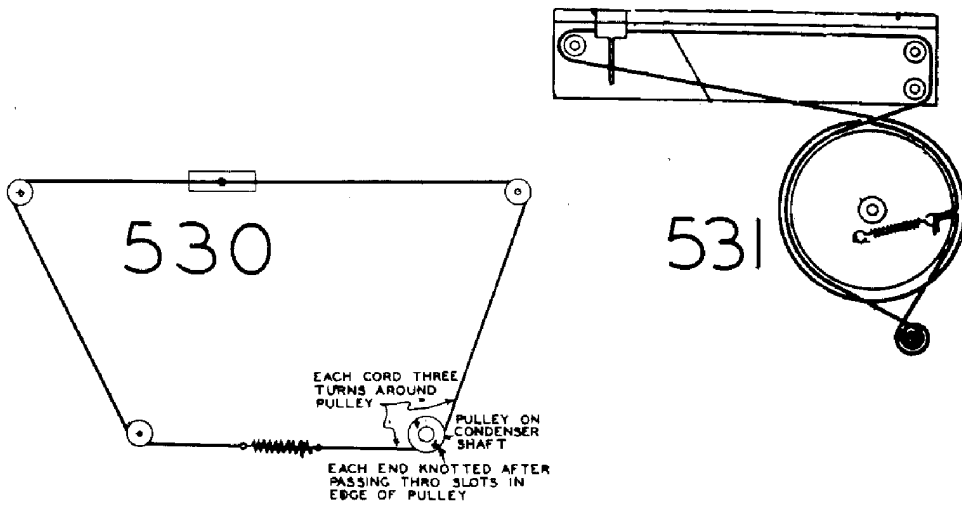
513

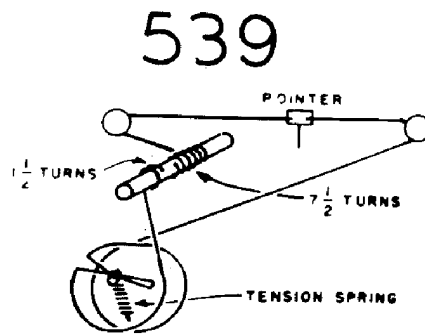
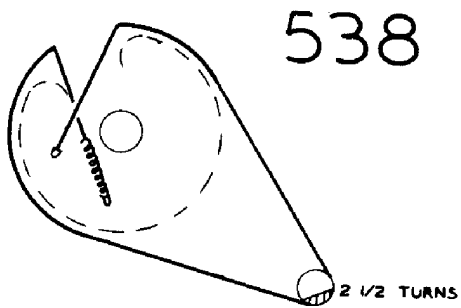
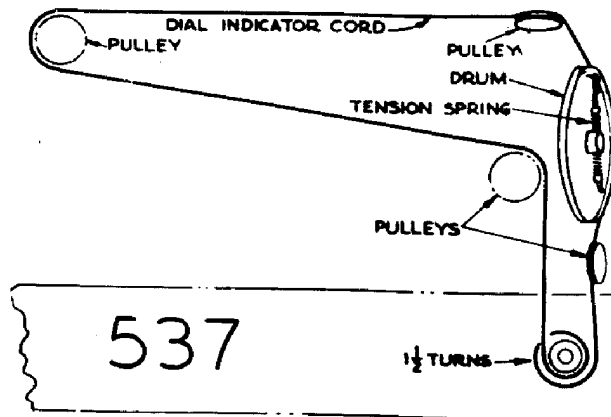
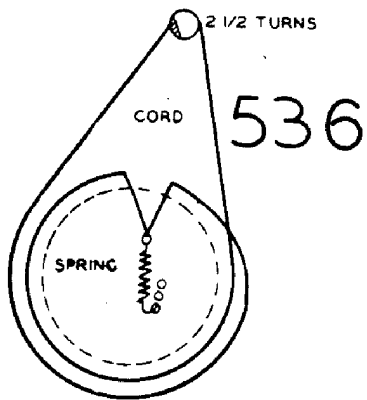
DRUM SHOWN WITH SLUGS IN FULL OUT POSITION





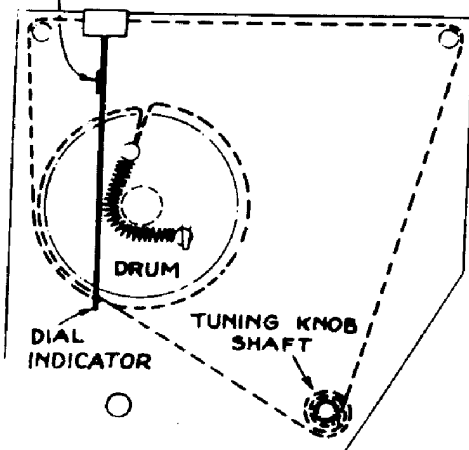






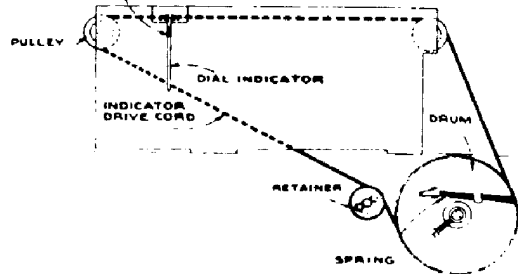
540

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

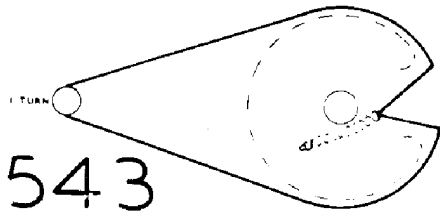
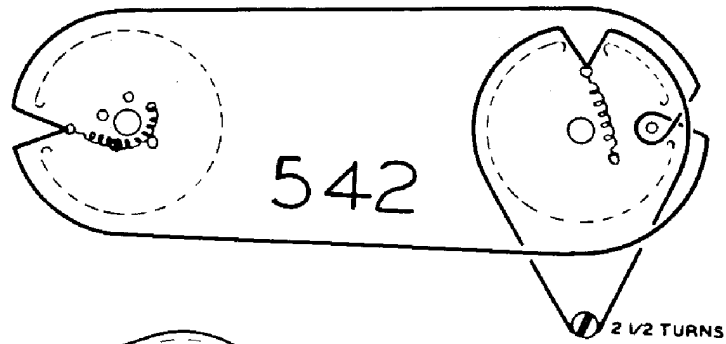


541

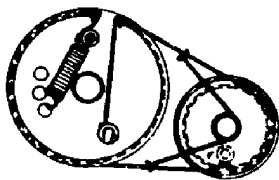
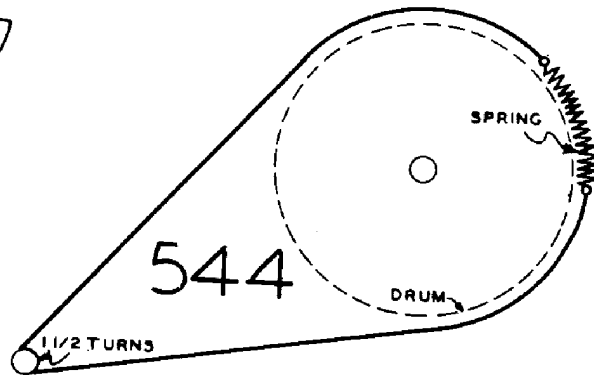
WITH GANG AT MAXIMUM AND DRUM IN POSITION SHOWN, MOVE INDICATOR TO COINCIDE WITH THIS LINE.



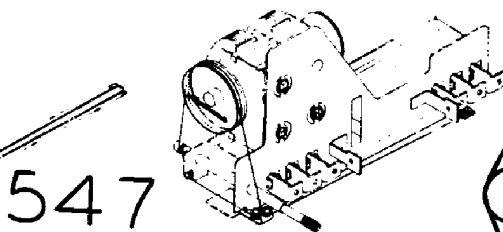
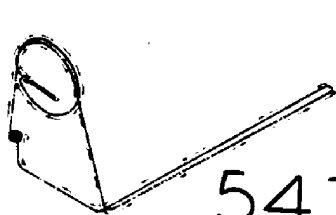
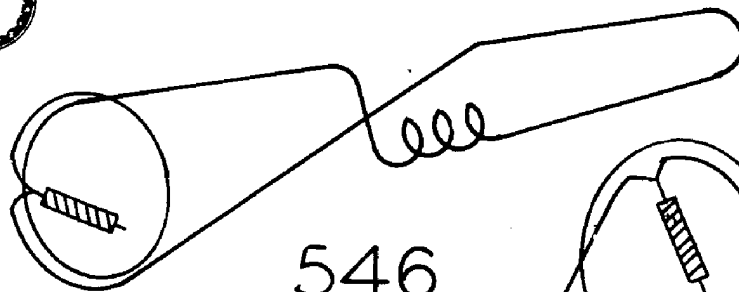
DRUM SHOWN WITH GANG AT MAXIMUM CAPACITY



GANG MESHED DIAL
AT 540 K.C.



545



548

