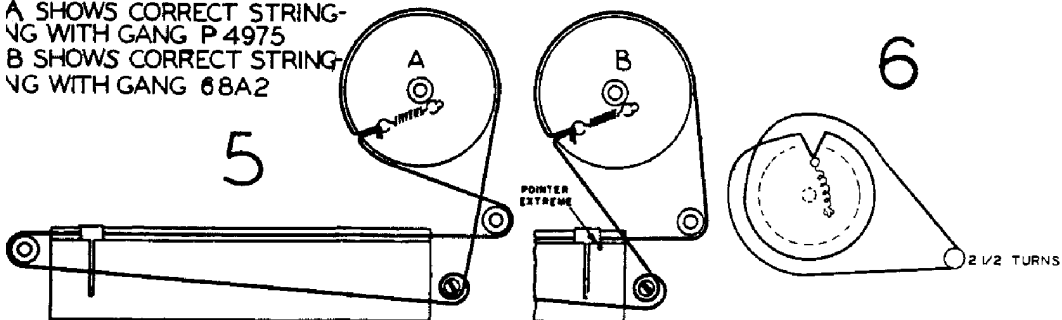
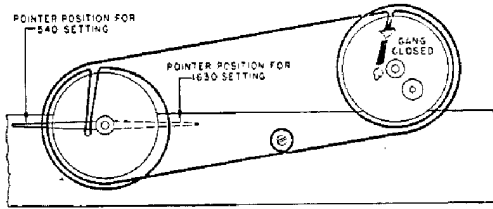


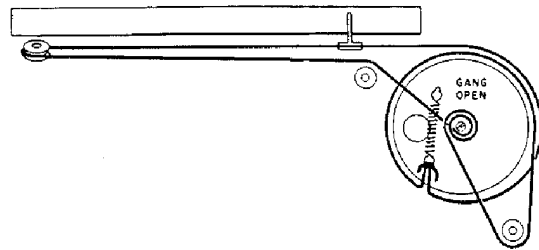
A SHOWS CORRECT STRINGING WITH GANG P 4975
 B SHOWS CORRECT STRINGING WITH GANG 68A2



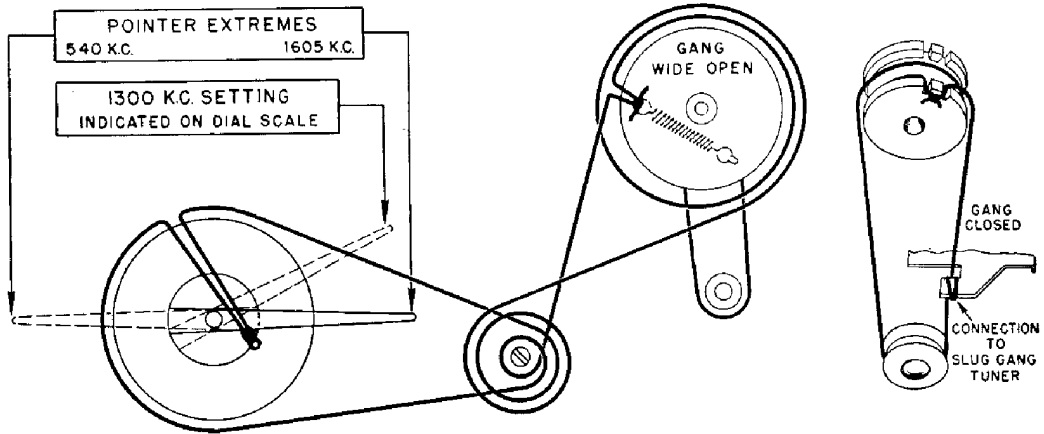
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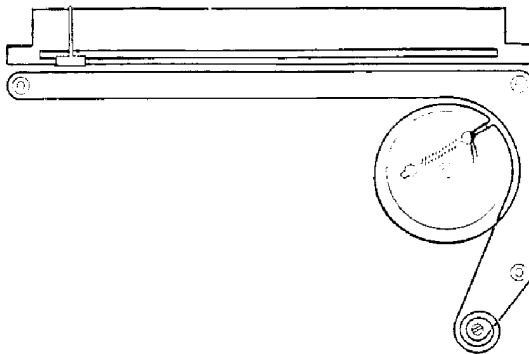
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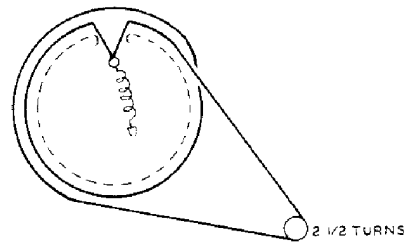
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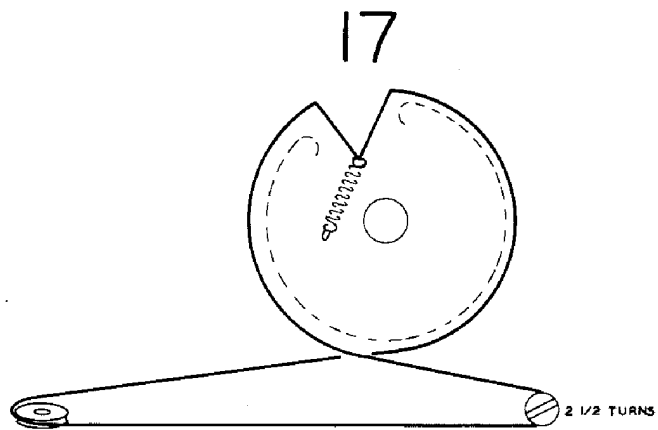
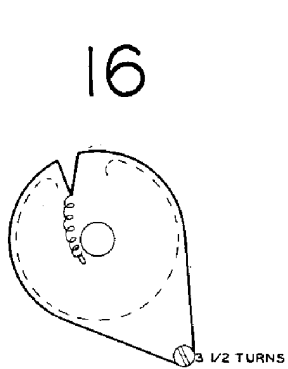
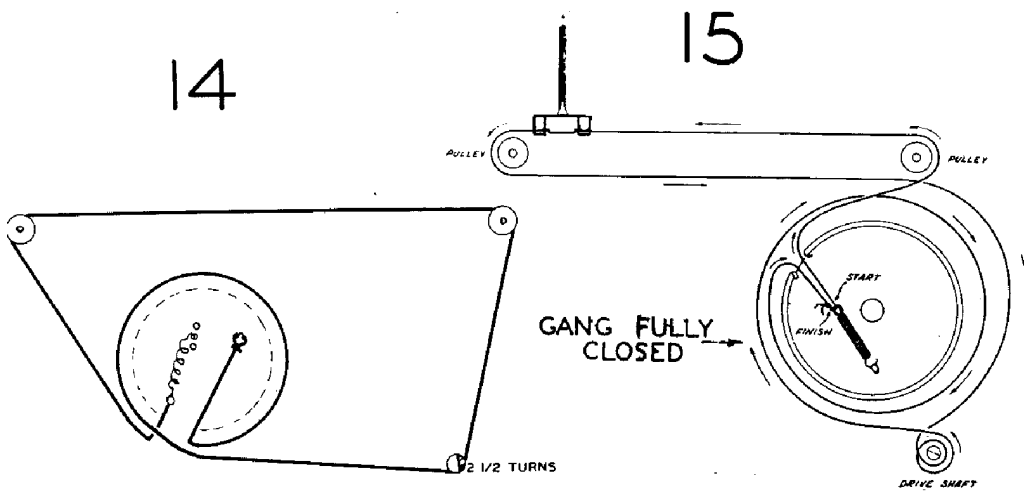
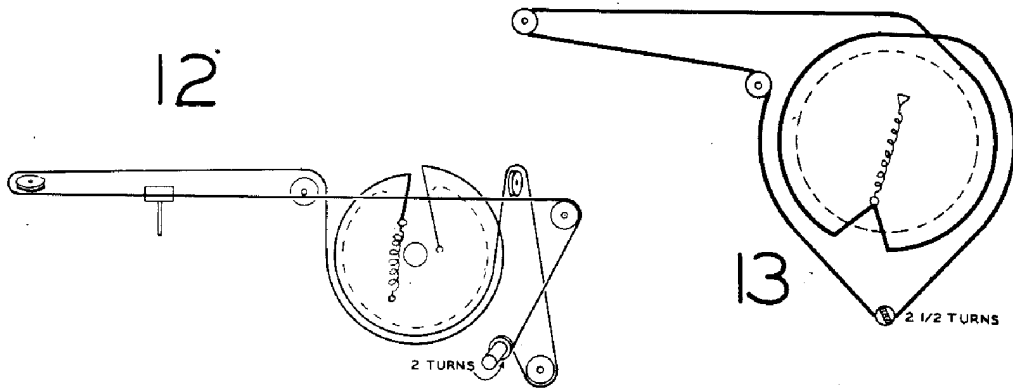


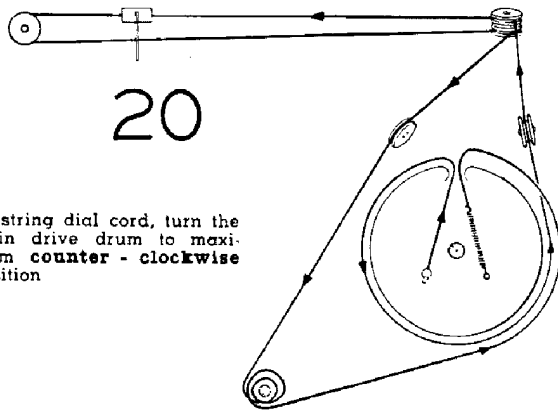
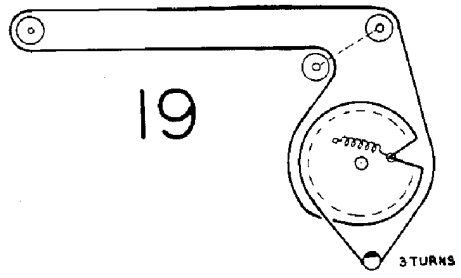
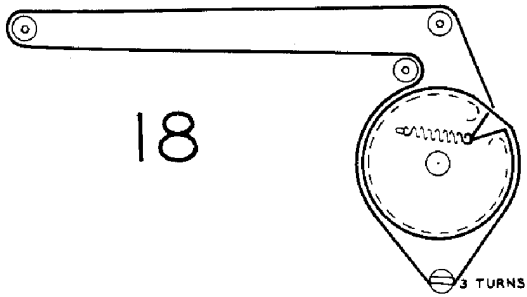
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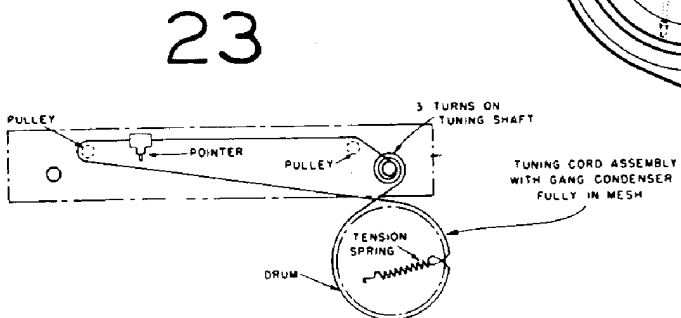
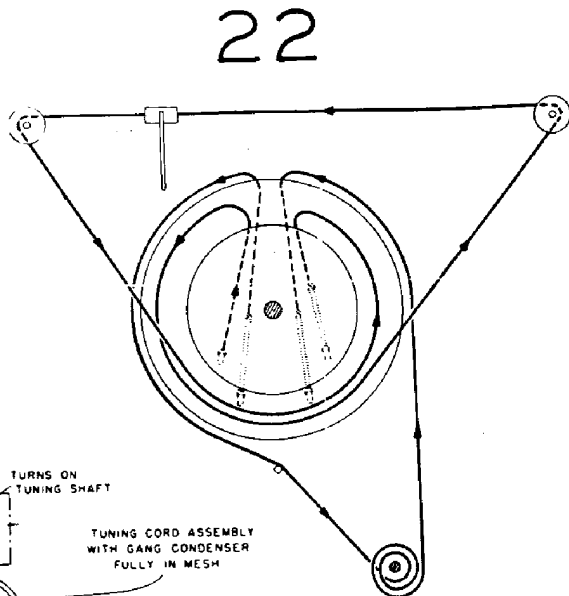
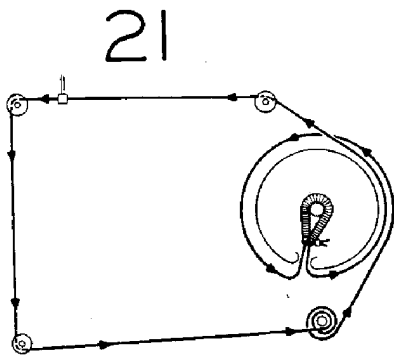
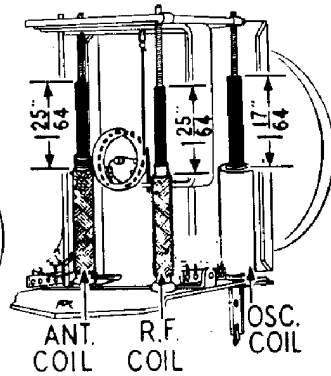
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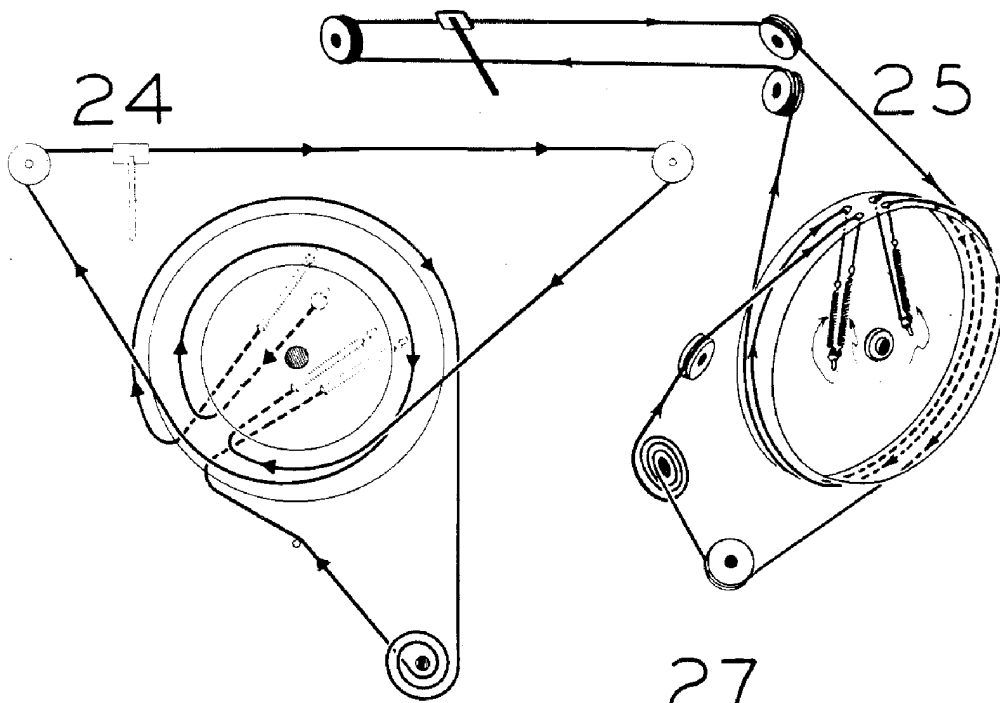






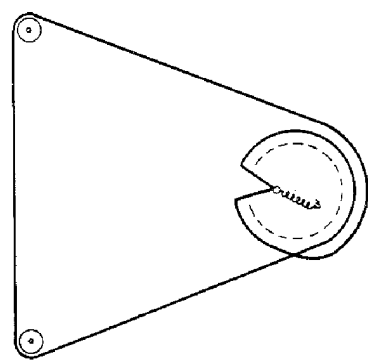
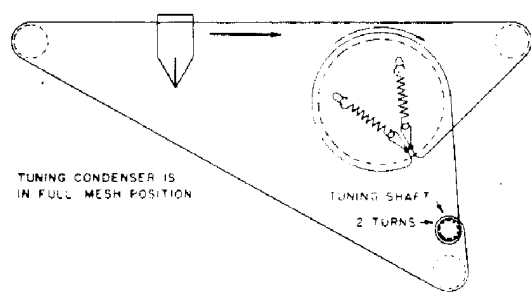
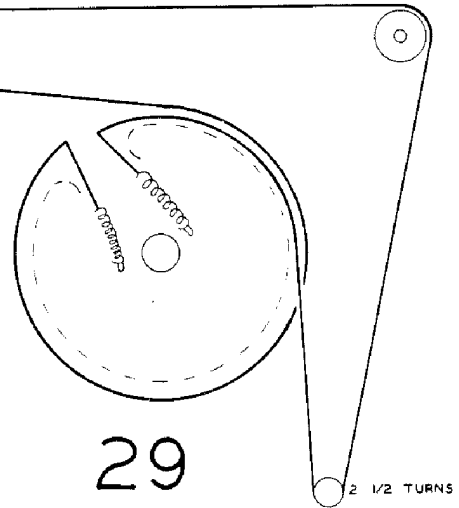
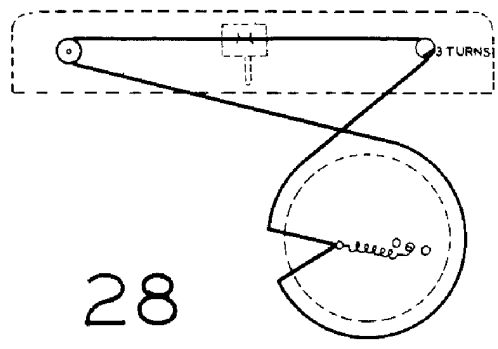
To string dial cord, turn the main drive drum to maximum counter-clockwise position

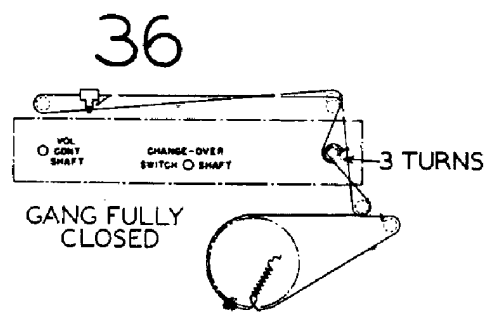
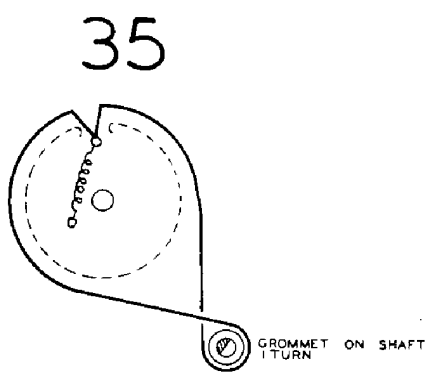
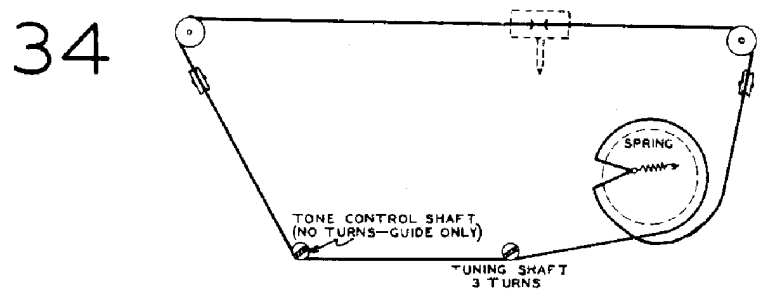
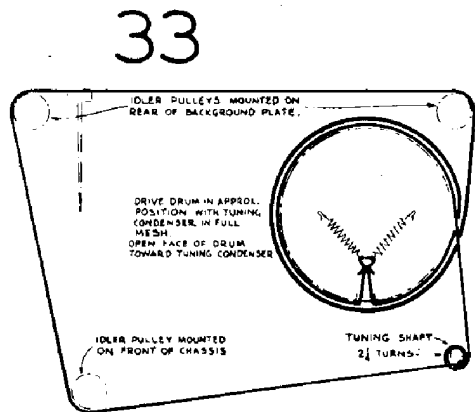
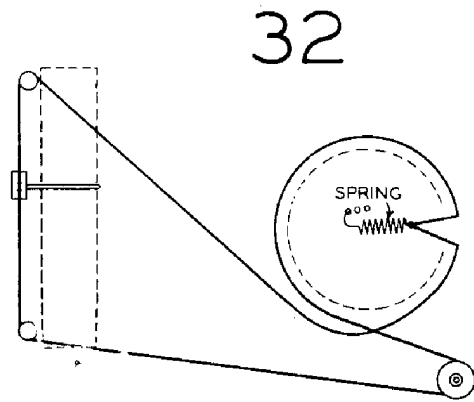
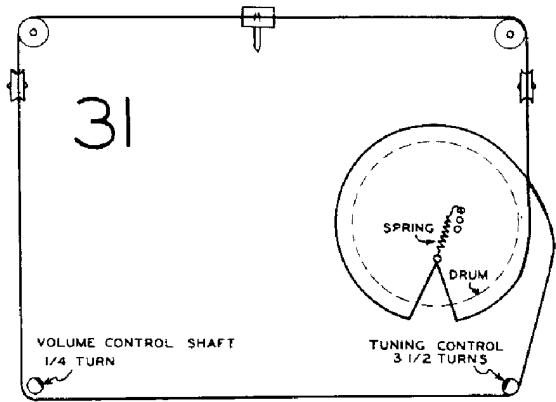
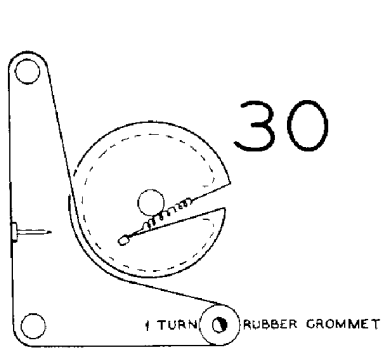


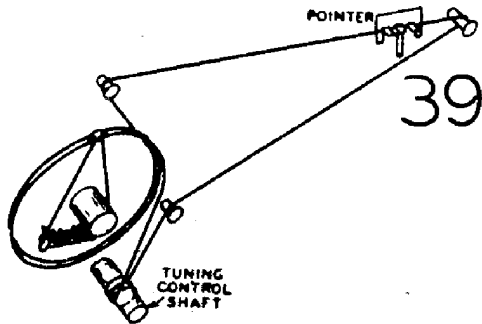
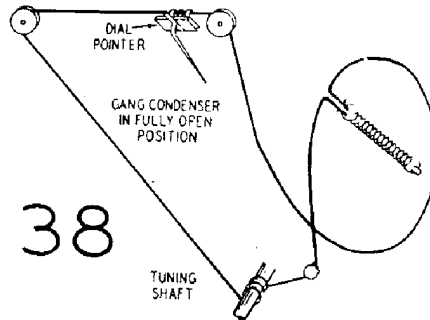
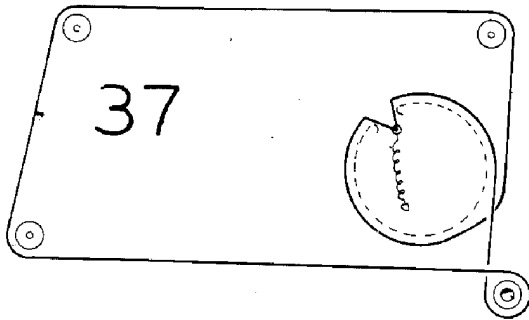


26

27

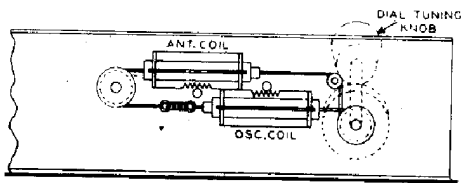




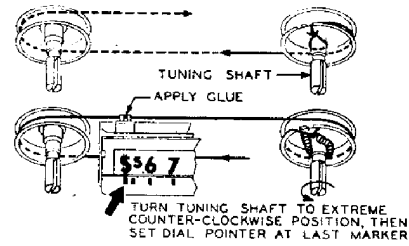


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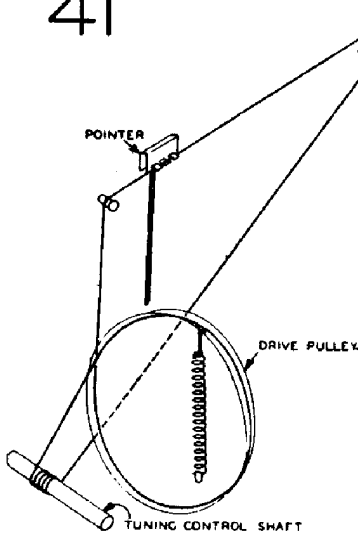
When tying the string to the tension spring make sure that the spring takes up all slack.



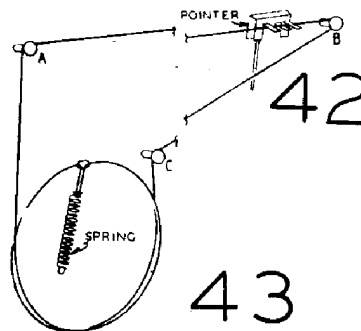
View of Tuning Coil Assembly



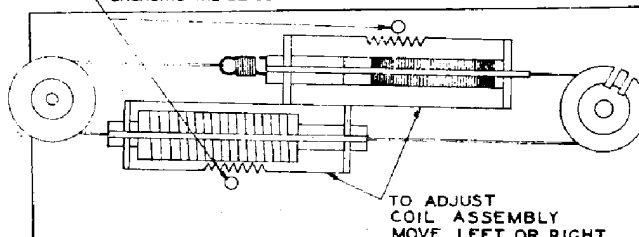
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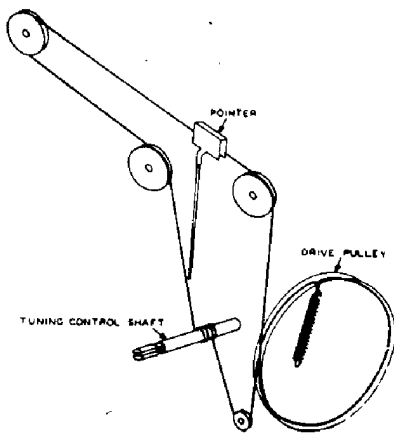
Turn gang condenser to full open position — See illustration. Use a new drive cord 42 inches in length.



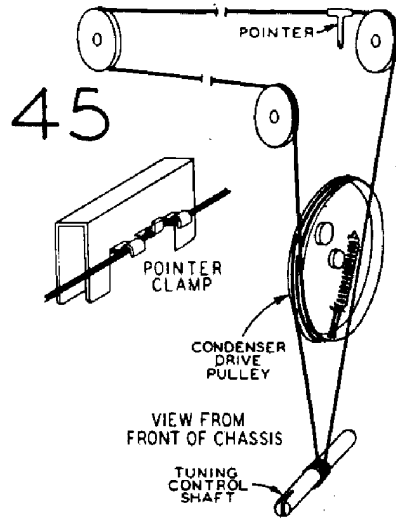
NOTE "A" THE ANTENNA COIL ASSEMBLY IS MADE SO THAT IT IS MOVABLE LEFT OR RIGHT. WHEN MAKING THE ADJUSTMENT AS GIVEN IN THE ALIGNMENT PROCEDURE MOVE THE COIL ASSEMBLY VERY SLOWLY. IT CAN BE MOVED BY HAND OR BY PIVOTING ONE EDGE OF THE BLADE OF A SCREWDRIVER IN THE HOLE AND ENGAGING THE BLADE IN THE GEAR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



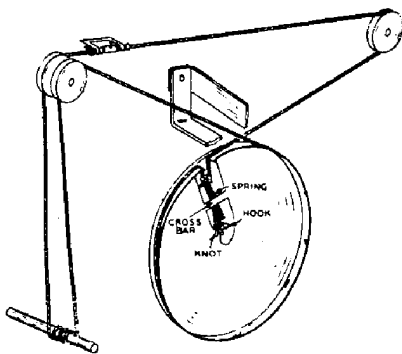
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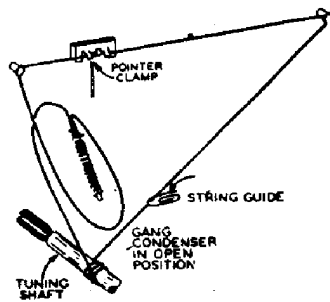
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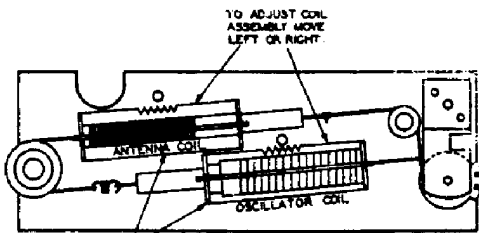
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47



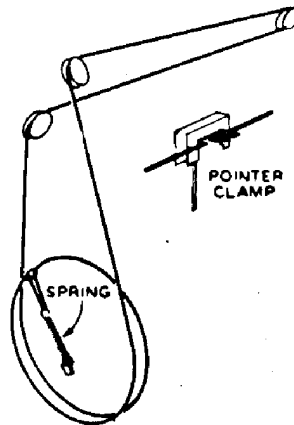
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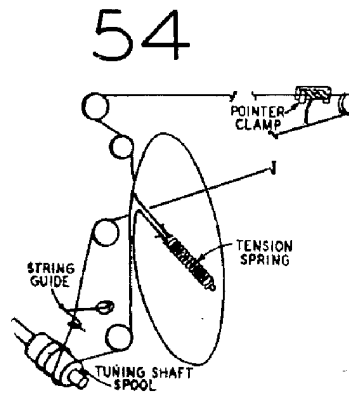
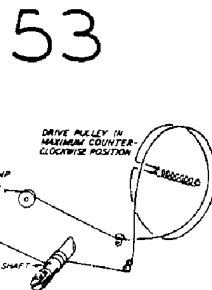
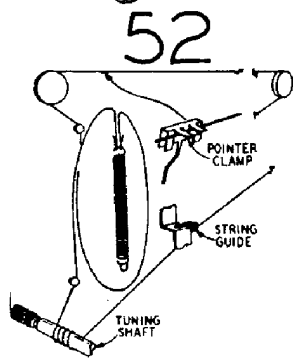
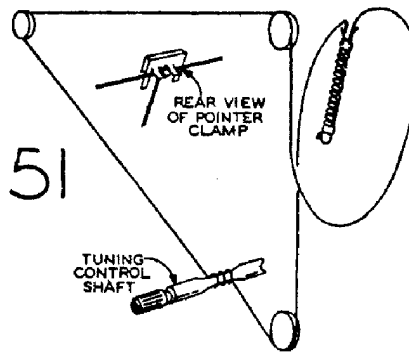
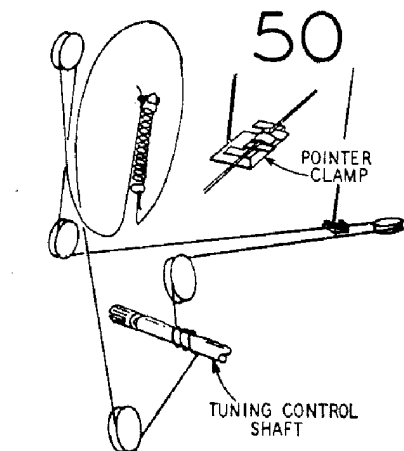


NOTE: THE ANTENNA COIL ASSEMBLY IS MADE SO THAT IT IS MOVABLE LEFT OR RIGHT. WHEN MAKING THE ADJUSTMENT AS GIVEN IN THE ALIGNMENT PROCEDURE MOVE COIL ASSEMBLY VERY SLOWLY.

COIL ASSEMBLY VIEW

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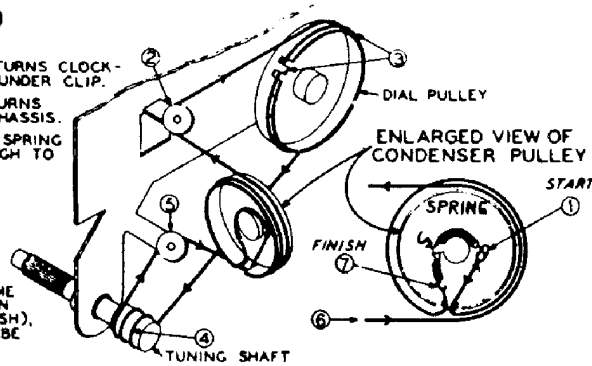




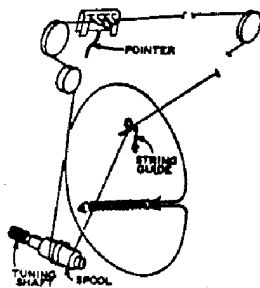
55

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

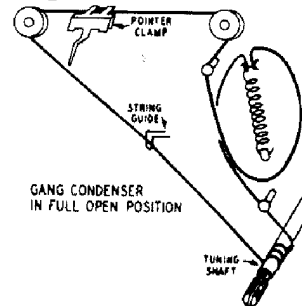
IMPORTANT!
WHEN CONDENSER PULLEY IS IN EXTREME CLOCKWISE POSITION (ROTORS OUT OF MESH), DIAL POINTER MUST BE AT 16 (1600 KC).

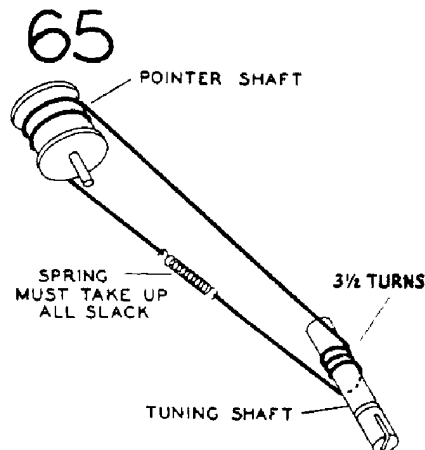
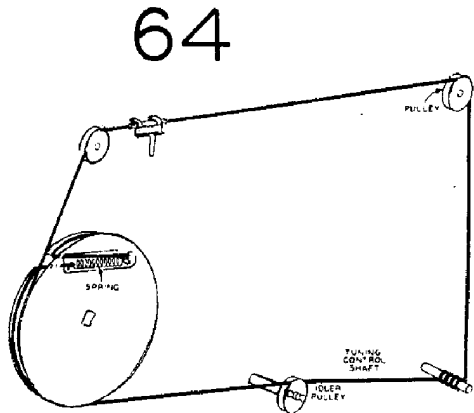
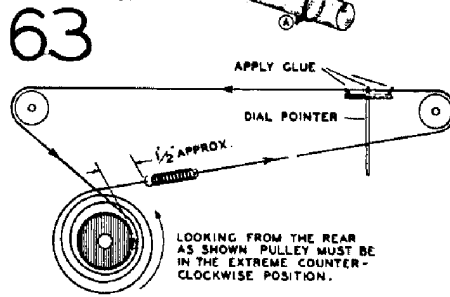
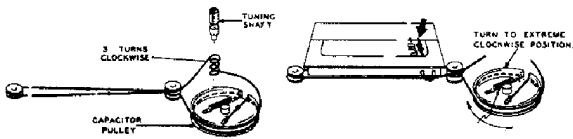
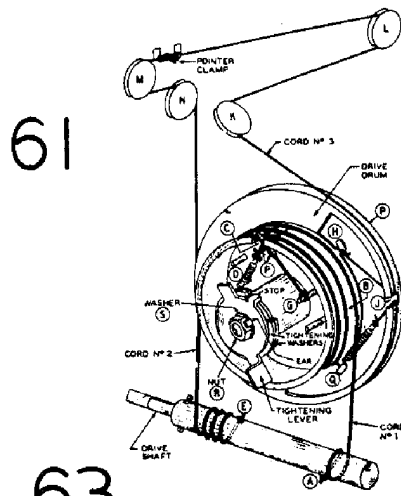
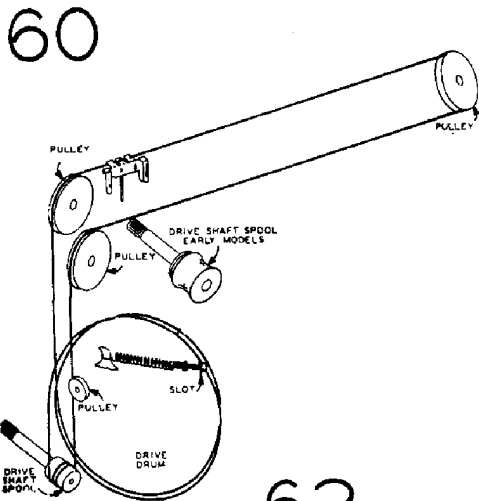
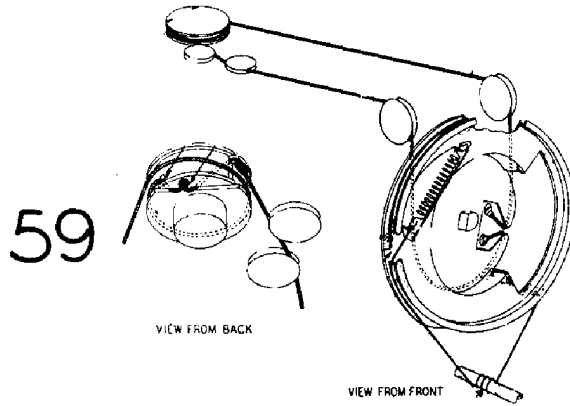
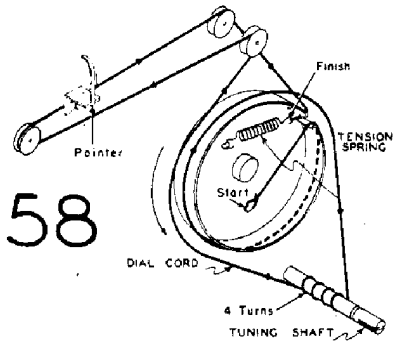


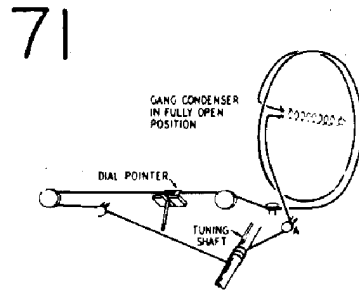
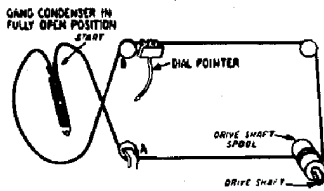
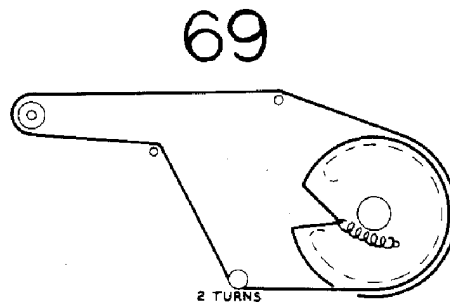
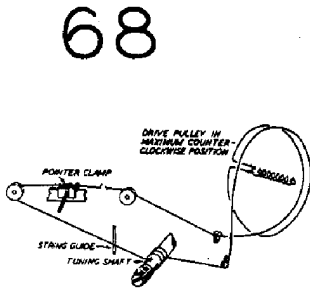
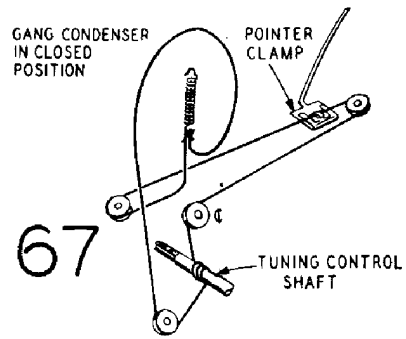
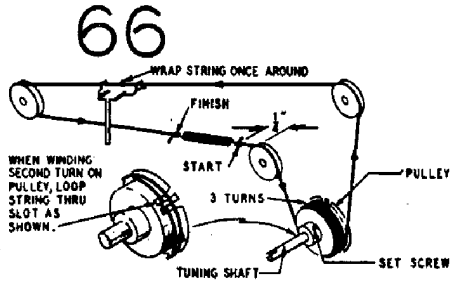
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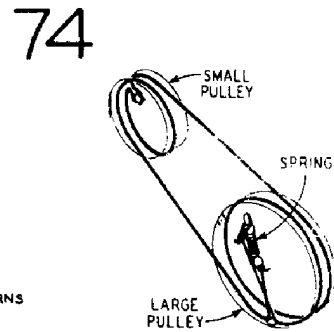
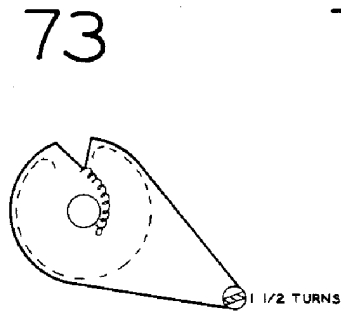
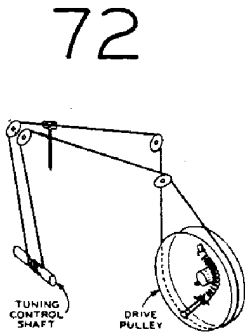
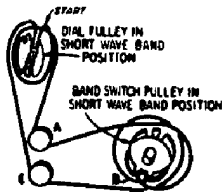
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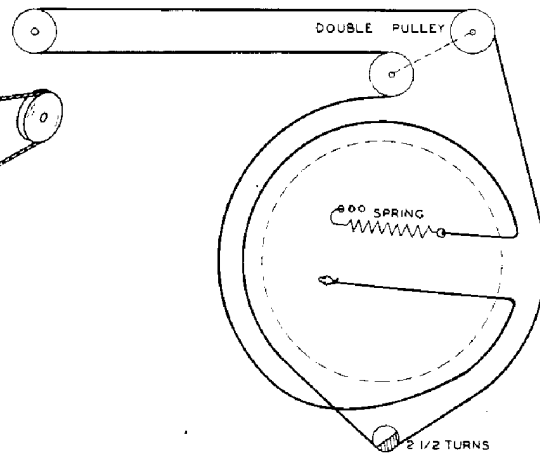
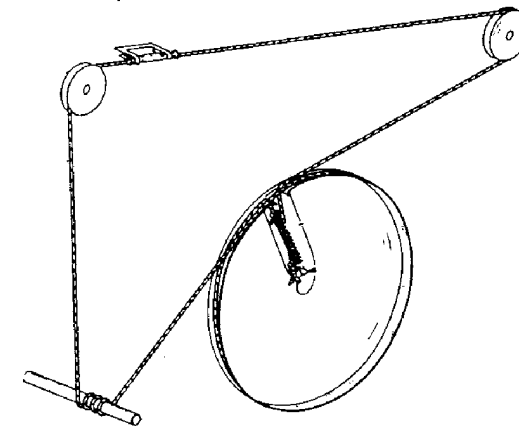
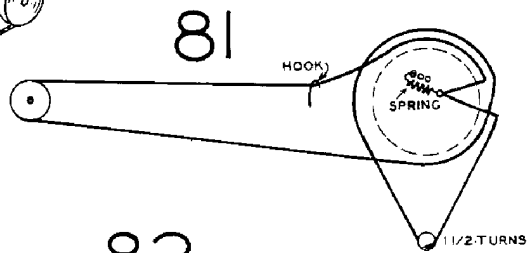
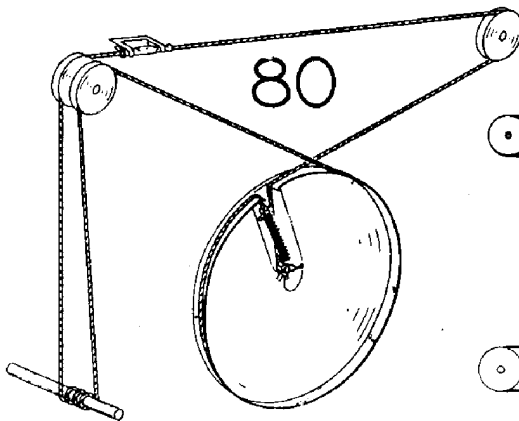
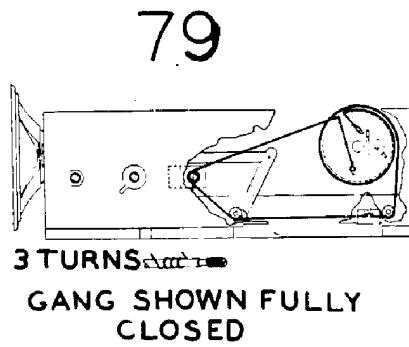
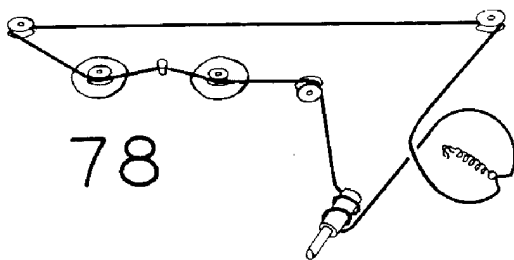
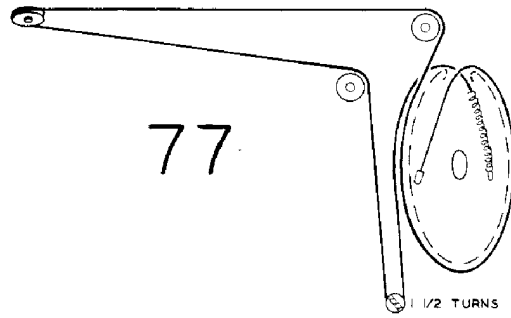
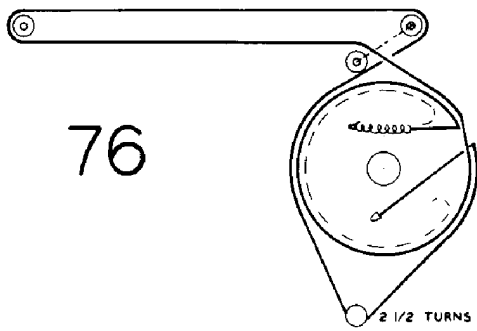




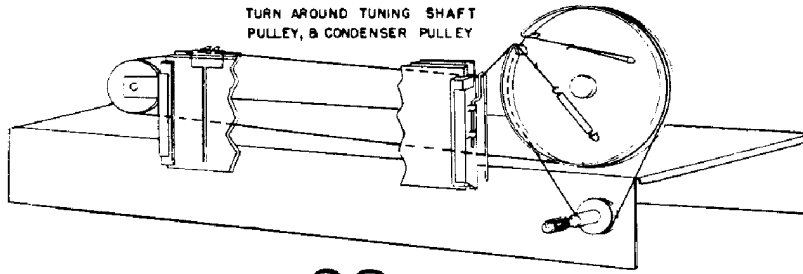


Both the dial pulley and the band switch pulley must be turned to the short wave band positions as shown in the illustration. Install the new cord exactly as shown then change the position of the band switch several times and note the movement of the dial.





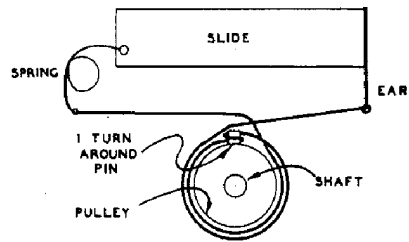
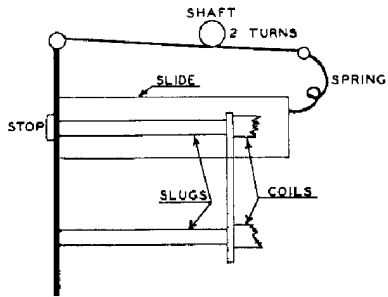
NOTE STRING MAKES ONE COMPLETE
TURN AROUND TUNING SHAFT
PULLEY, & CONDENSER PULLEY



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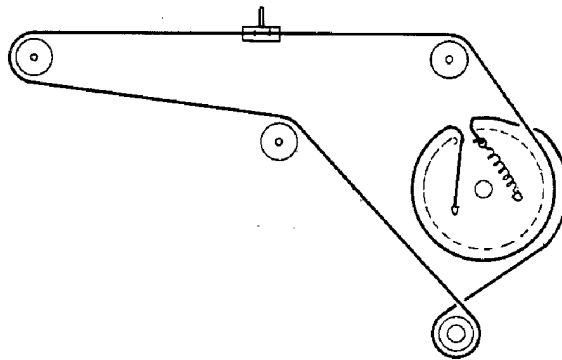
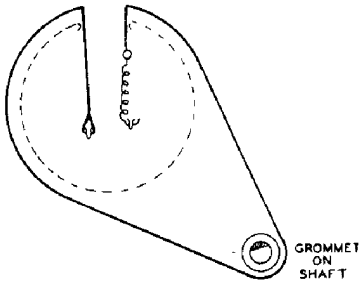
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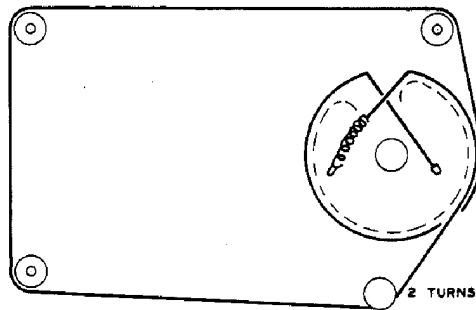
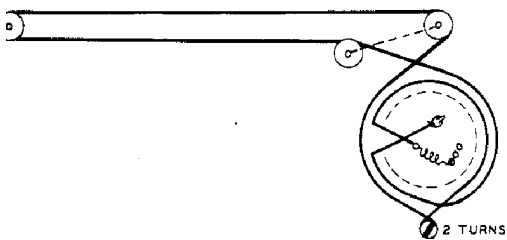
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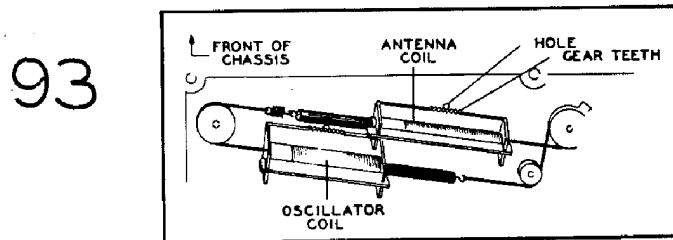
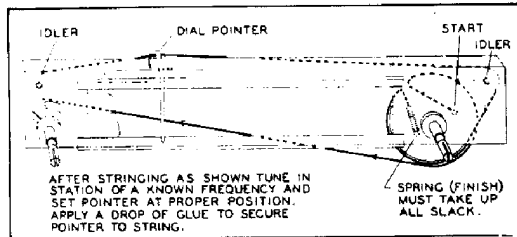
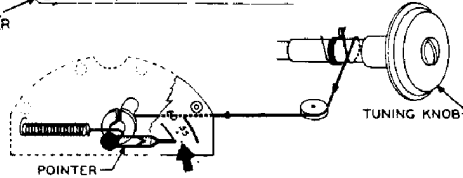
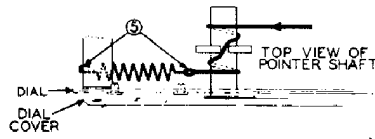
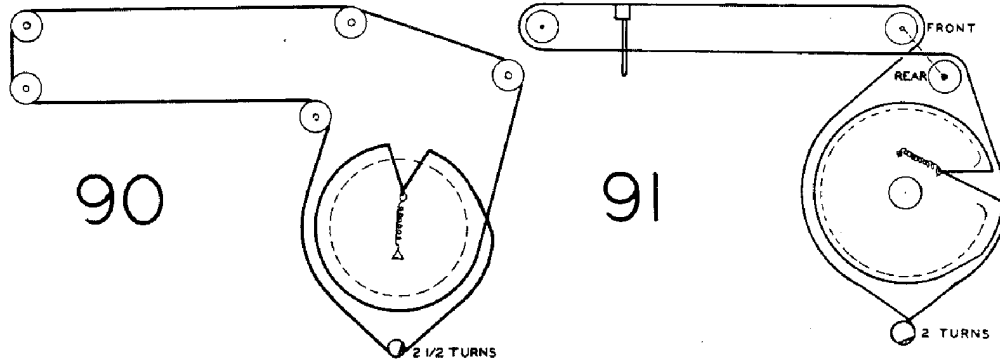
87



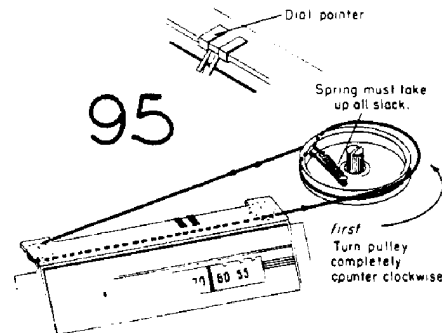
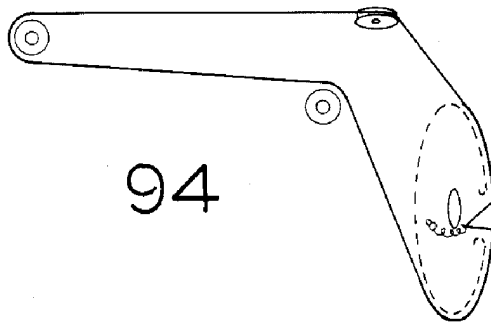
88

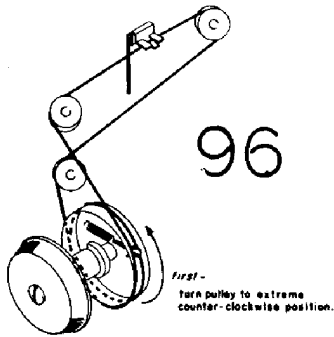
89



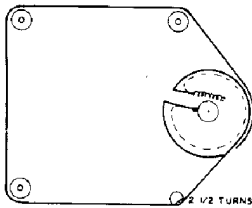


View of Coil Assembly

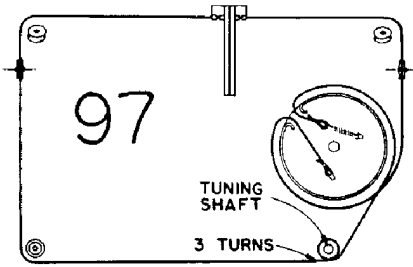




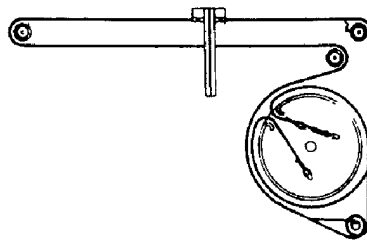
98



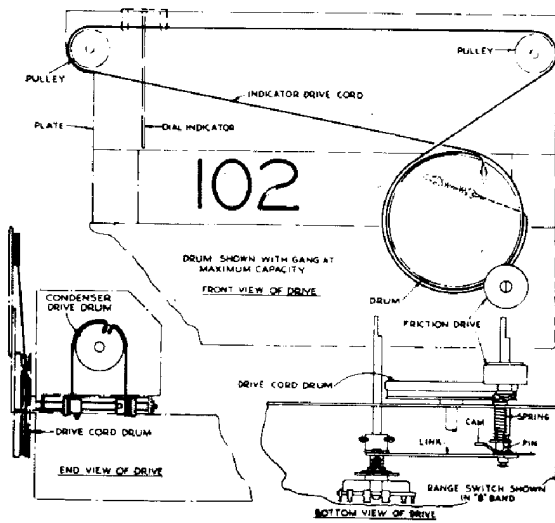
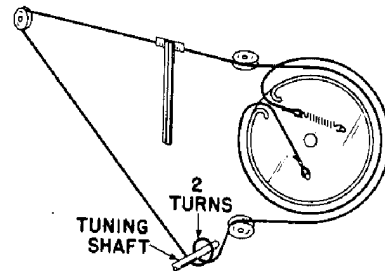
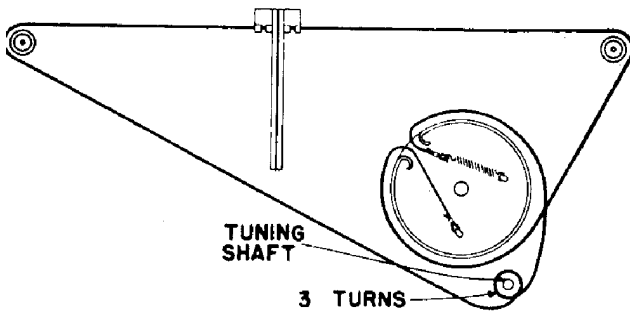
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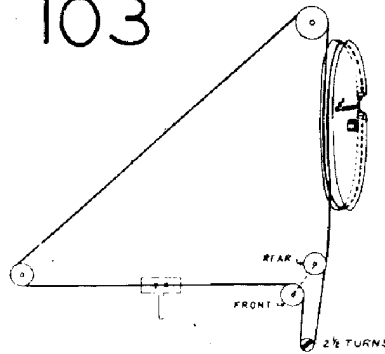
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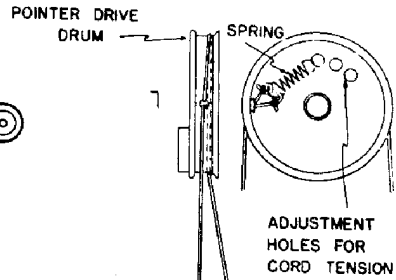
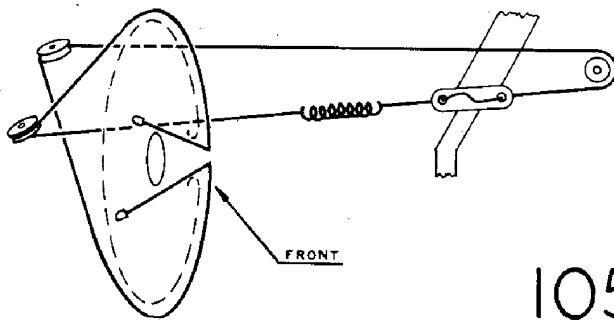
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103



104

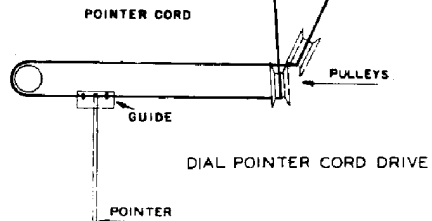
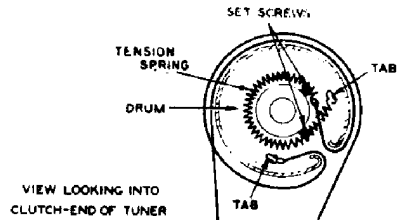
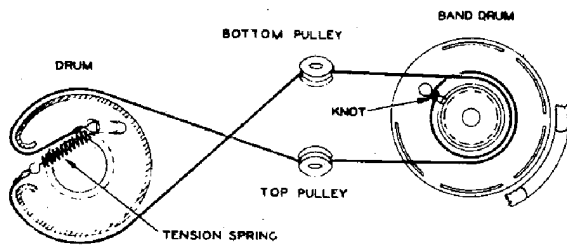


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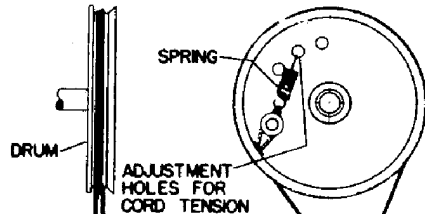
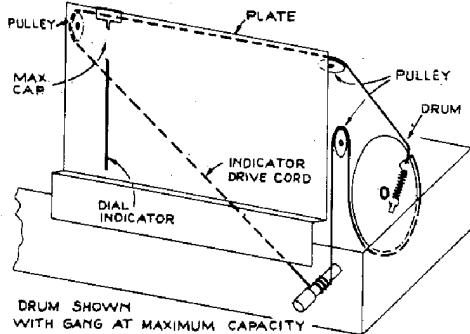


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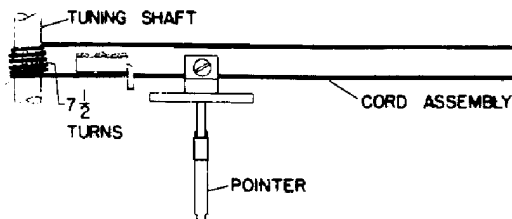
CORD DRIVE FOR BAND INDICATOR DRUM



107

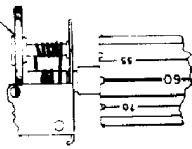


108

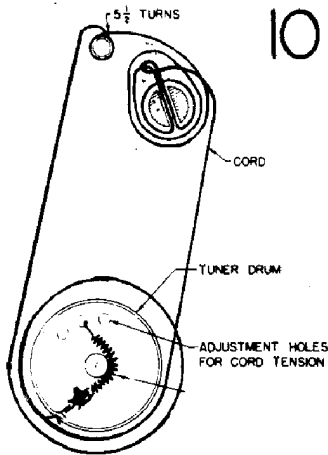
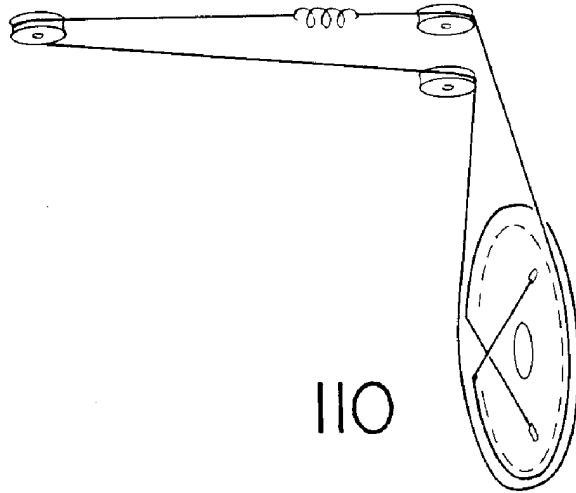


POSITION OF DRUM ASSEMBLY WITH COIL CORES FULLY IN.

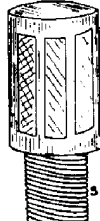
TUNING KNOB & SHAFT ASSEMBLY



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



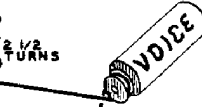
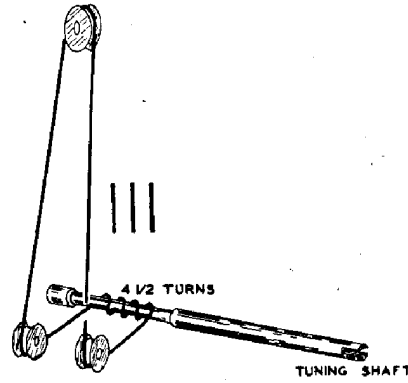
TONE INDICATOR DRUM



SPRING

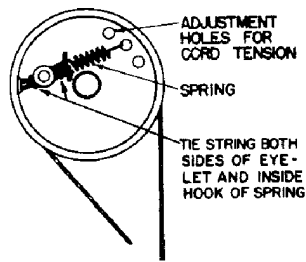
SPRING

2 1/2 TURNS

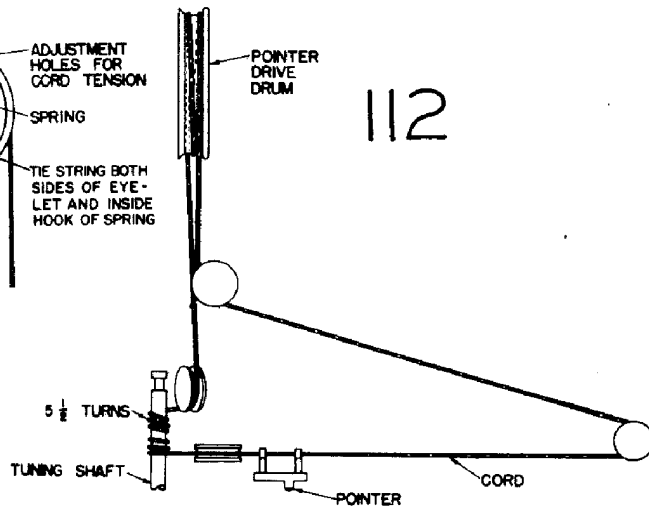


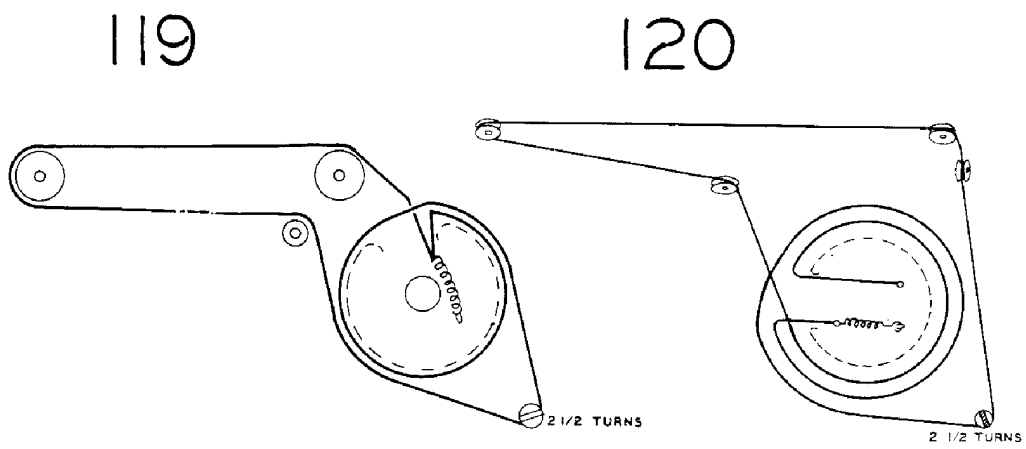
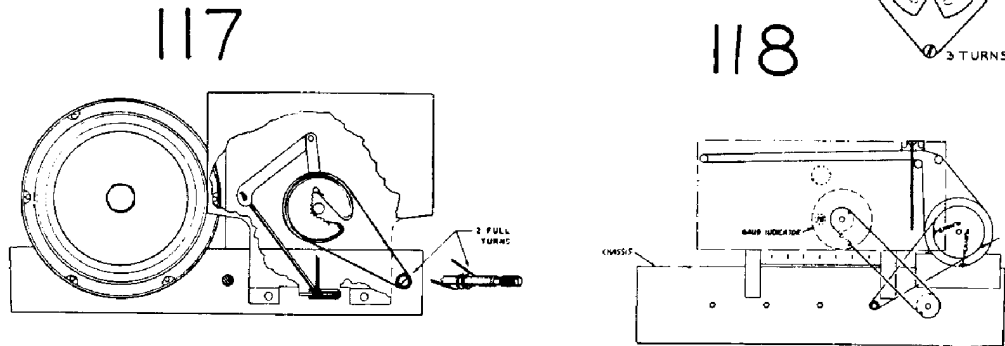
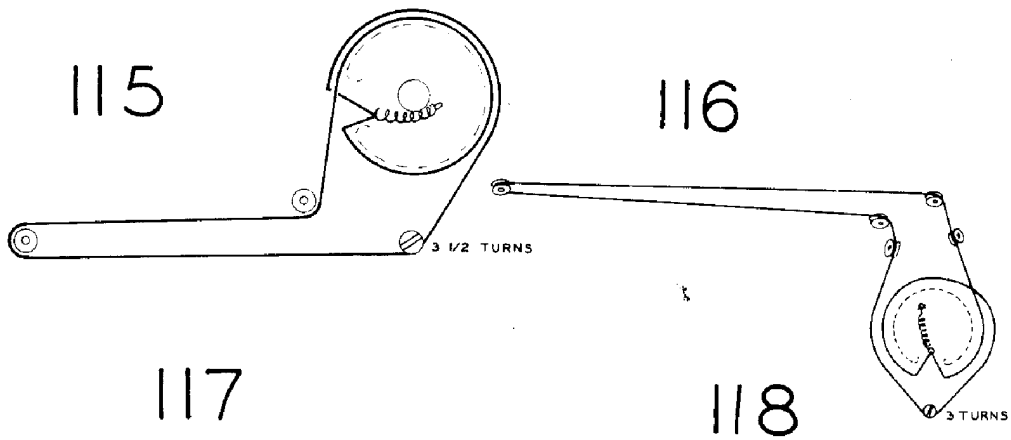
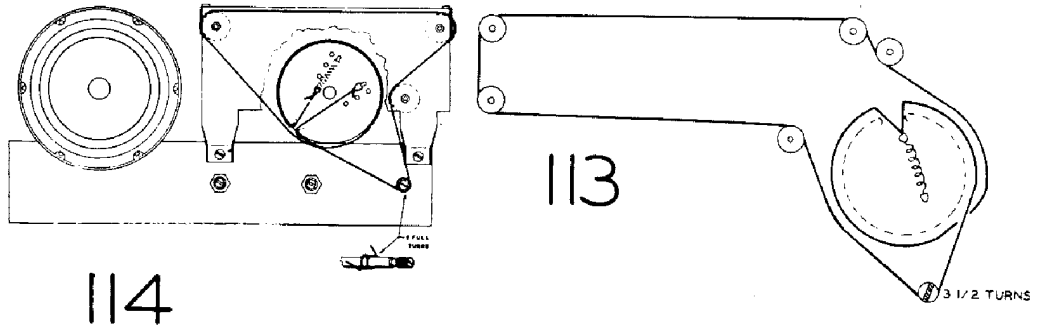
SPRING

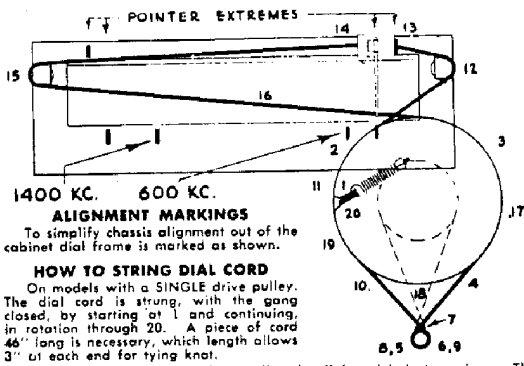
TO TUNE VOLUME



POSITION OF DRUM ASSEMBLY WITH COIL CORES FULLY IN.





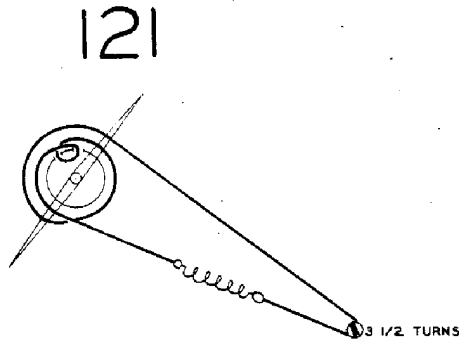


1400 KC. 600 KC.
ALIGNMENT MARKINGS
 To simplify chassis alignment out of the cabinet dial frame is marked as shown.

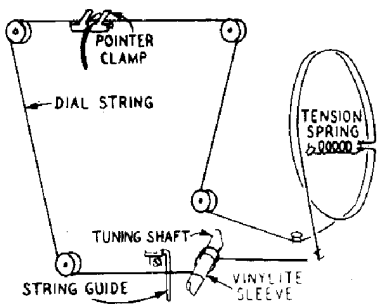
HOW TO STRING DIAL CORD
 On models with a SINGLE drive pulley. The dial cord is strung, with the gang closed, by starting at 1 and continuing, in rotation through 20. A piece of cord 46" long is necessary, which length allows 3" at each end for tying knot.

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

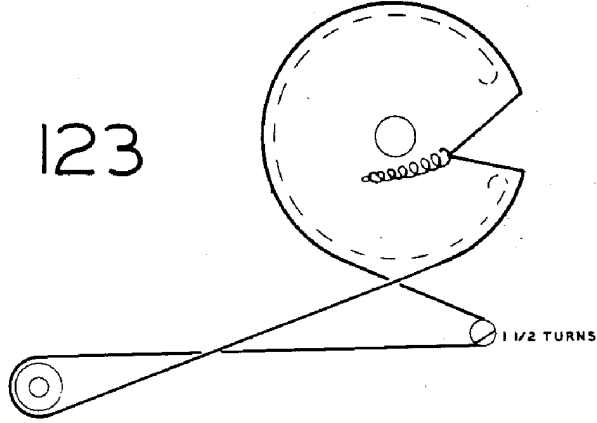
To clarify dial cord arrangement the dial frame is shown as transparent.



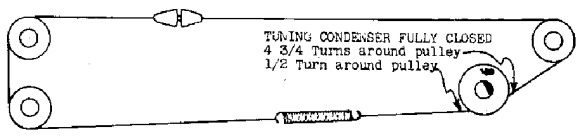
122



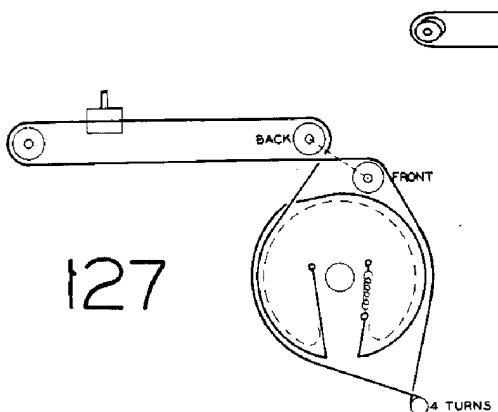
123



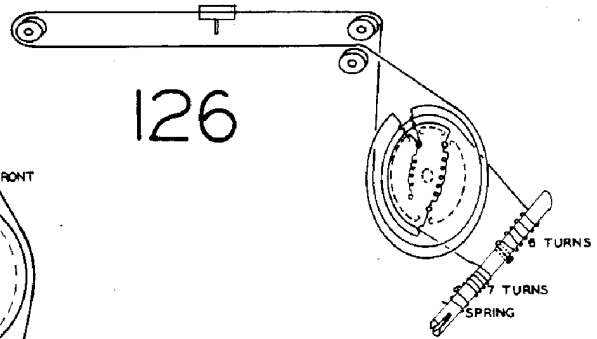
124



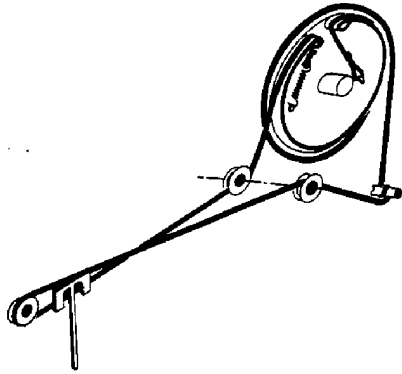
125



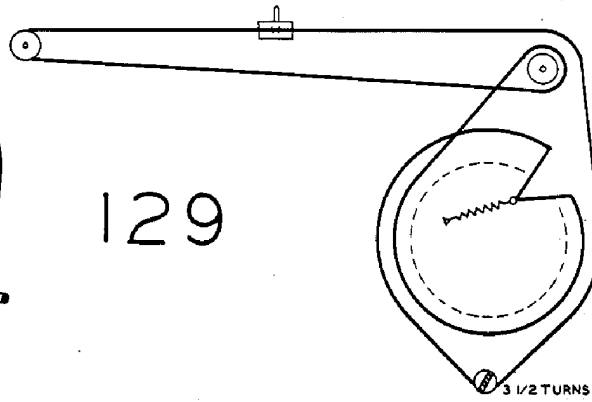
127



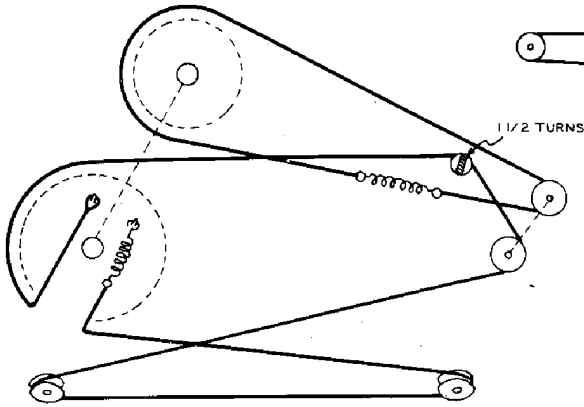
128



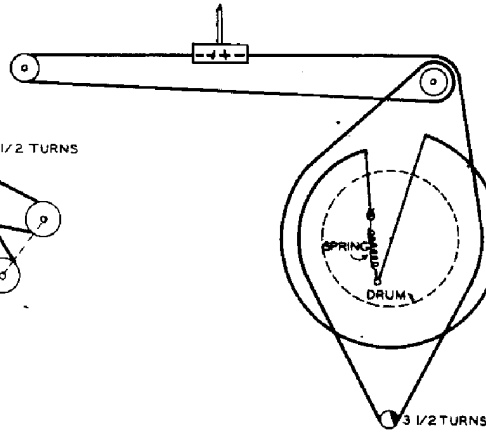
129



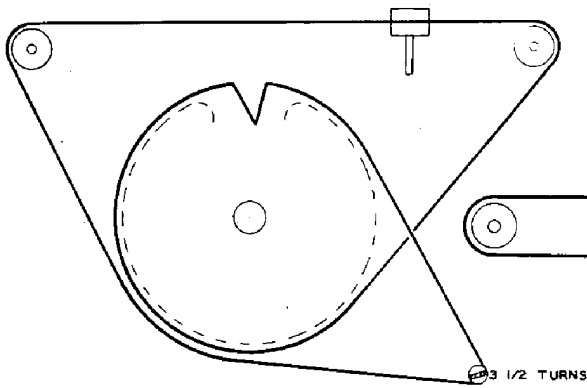
130



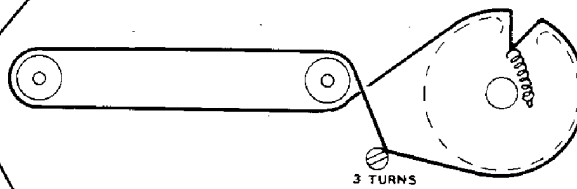
131

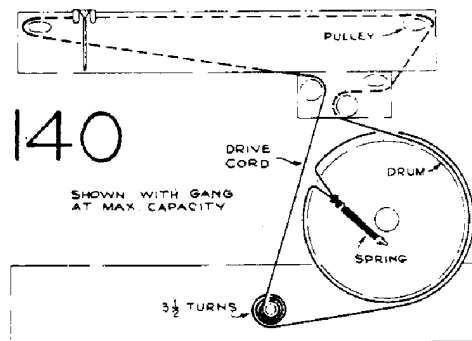
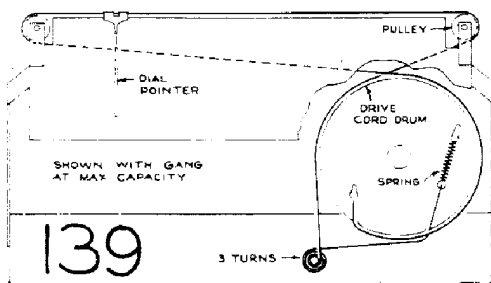
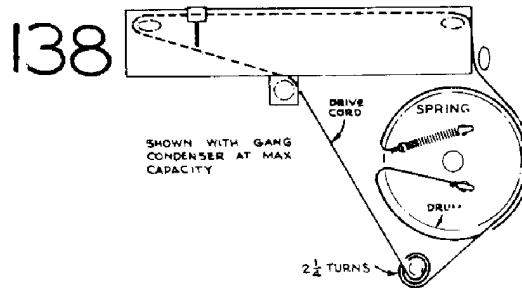
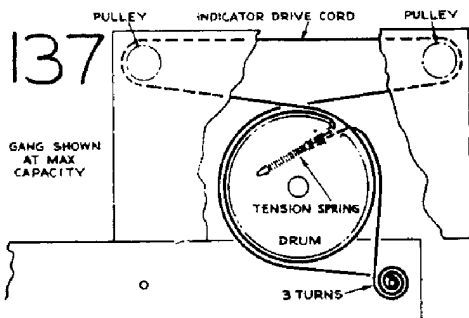
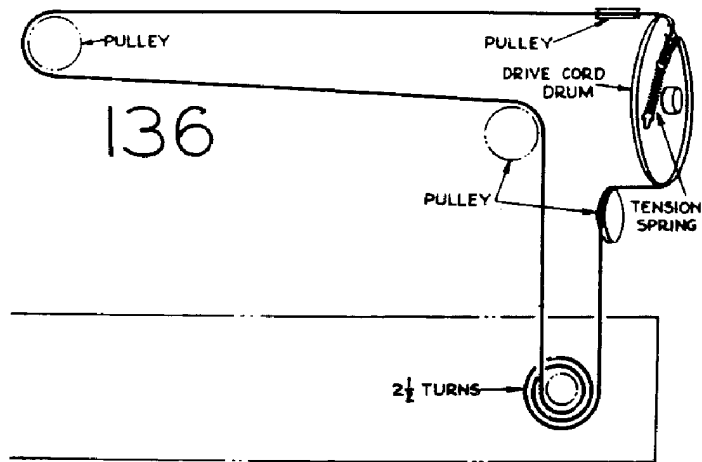
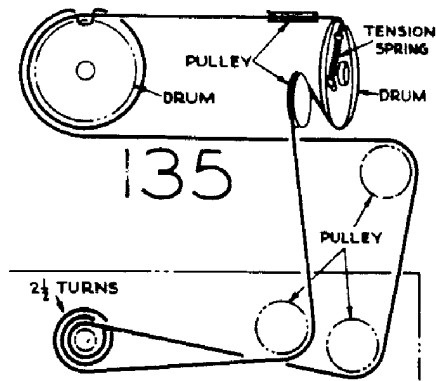
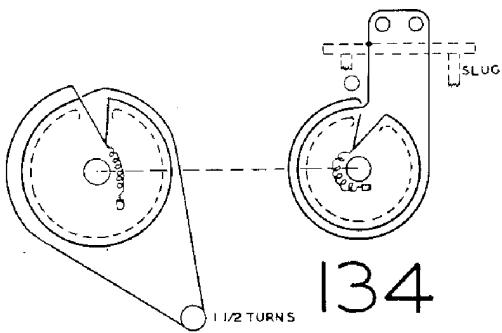


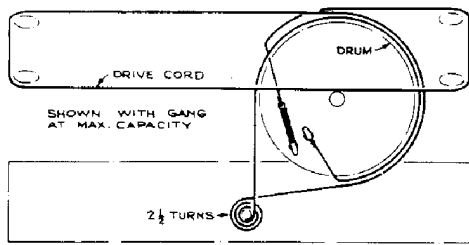
132



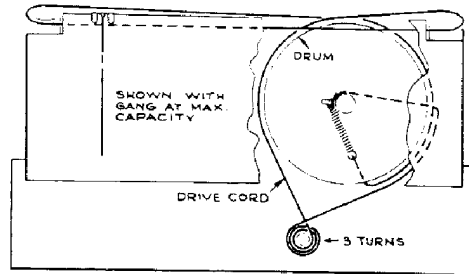
133



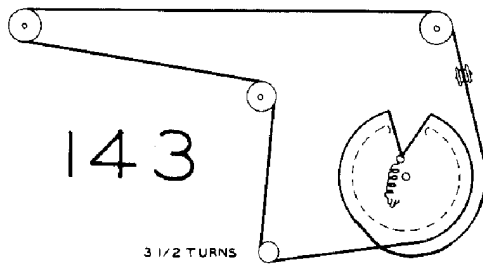




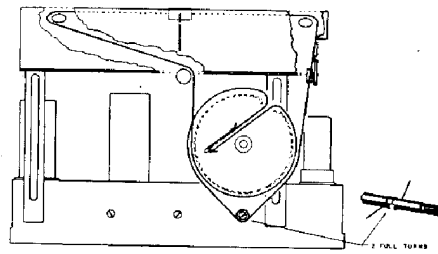
141



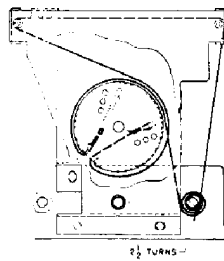
142



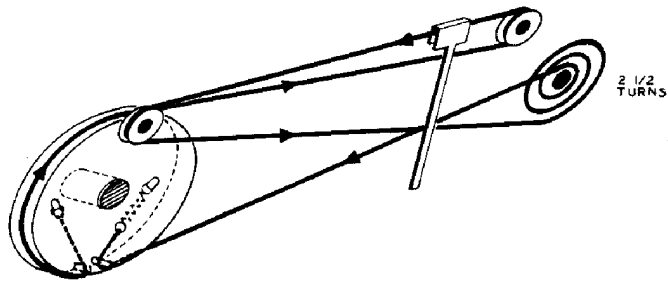
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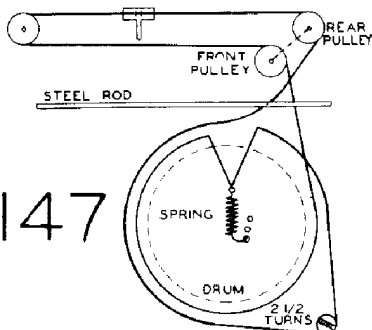
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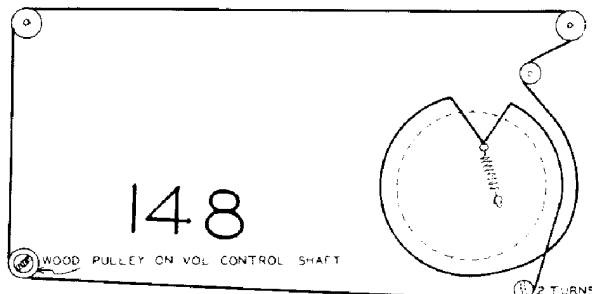
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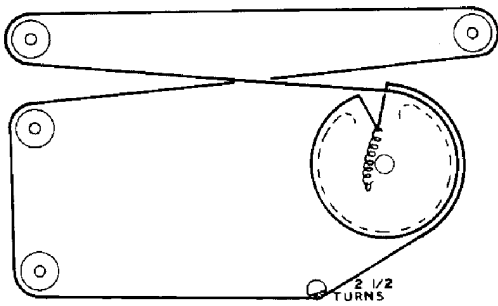
146



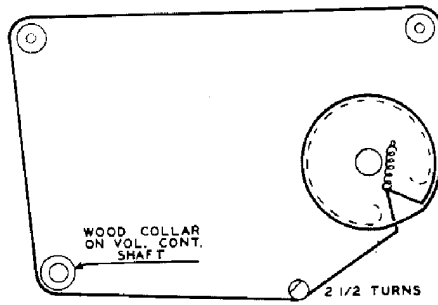
147



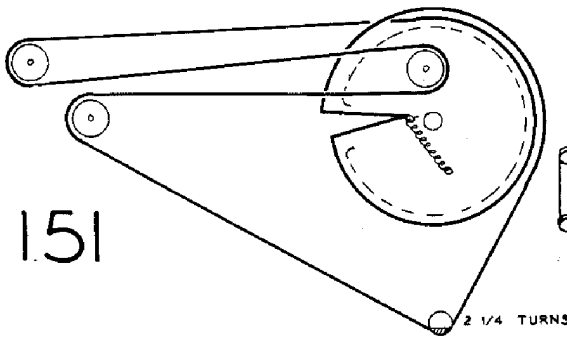
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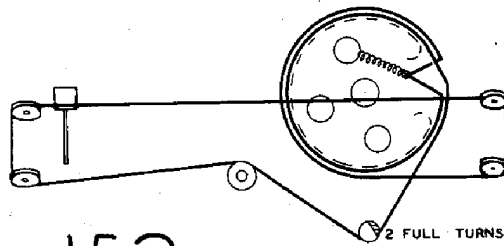
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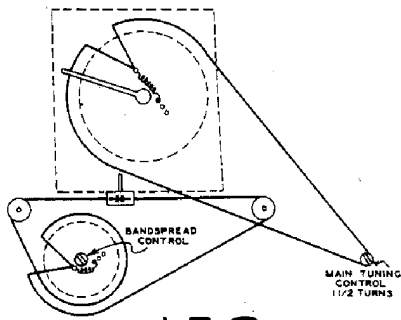
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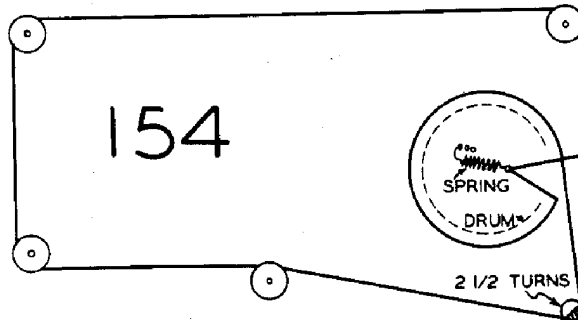
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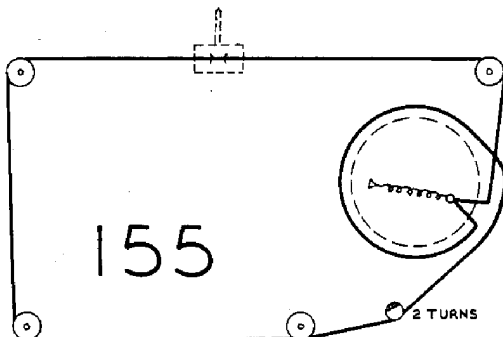
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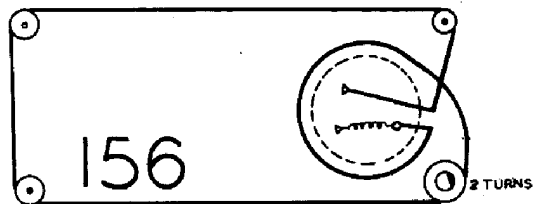
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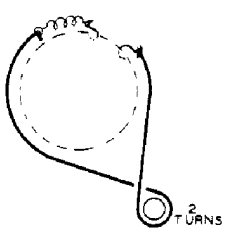
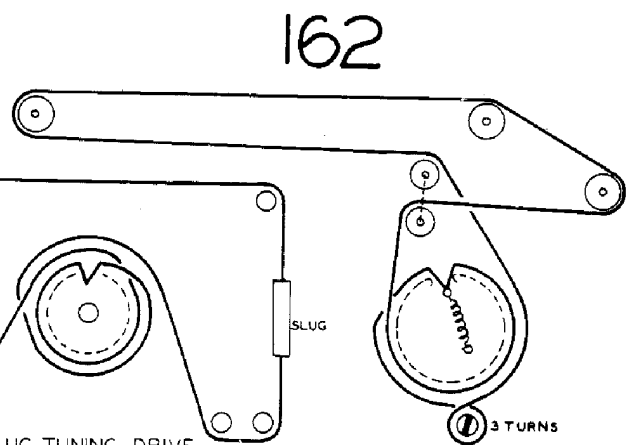
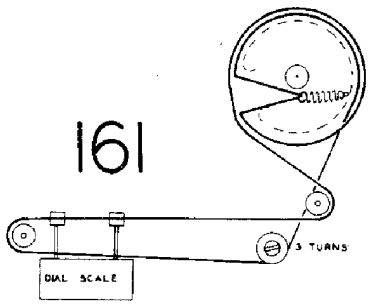
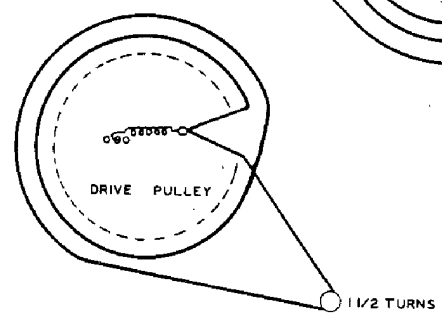
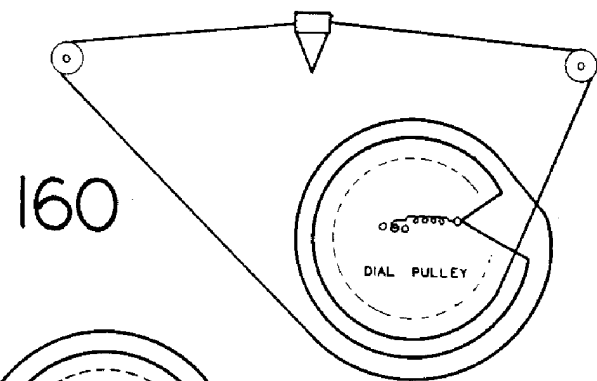
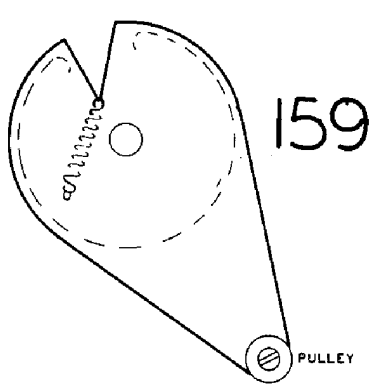
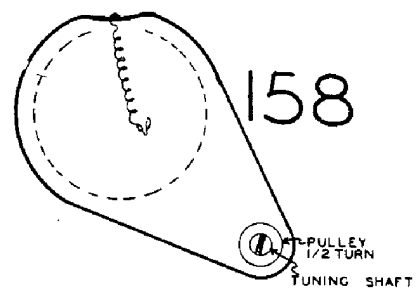
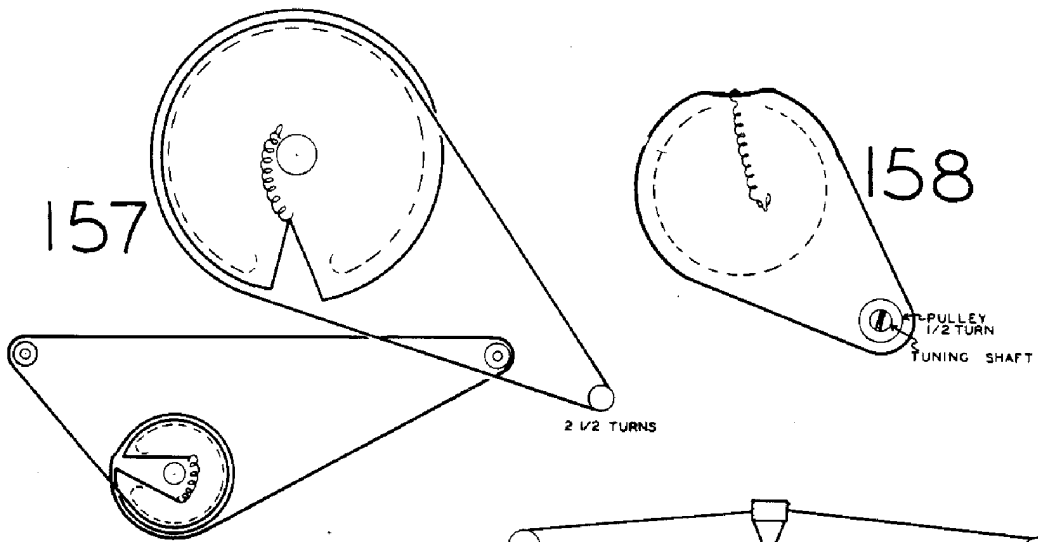
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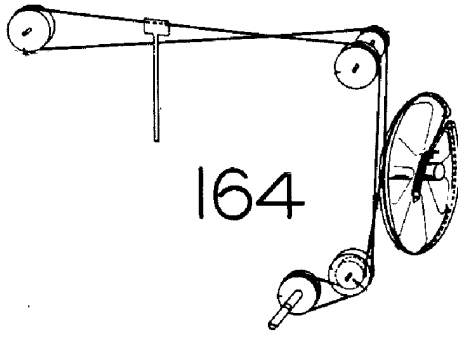
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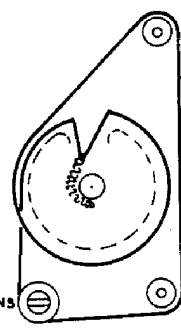
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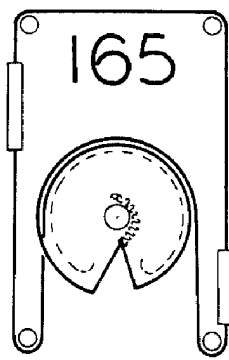
163



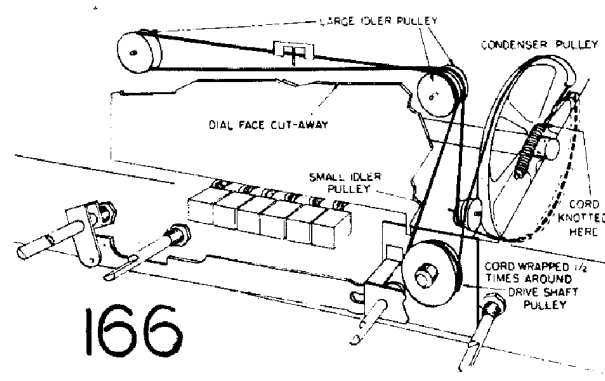
164



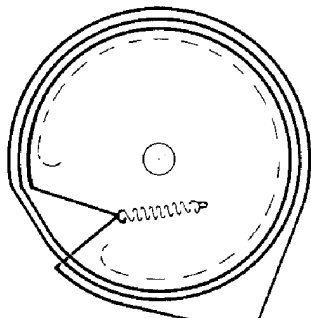
1/2 TURNS



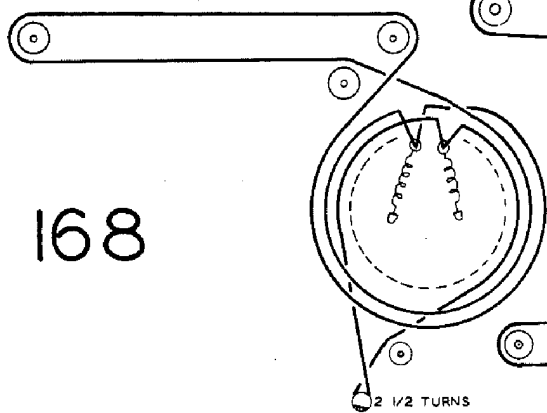
165



166

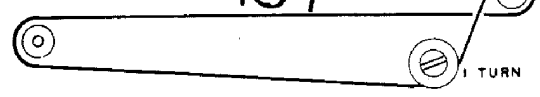


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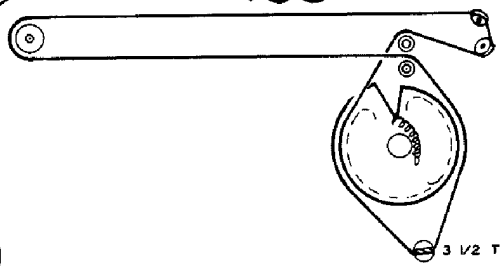


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2 1/2 TURNS

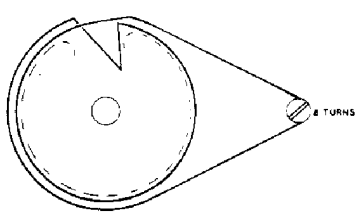


1 TURN



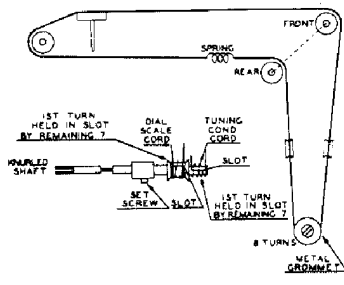
169

3 1/2 TURNS



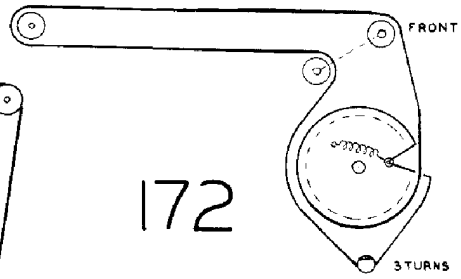
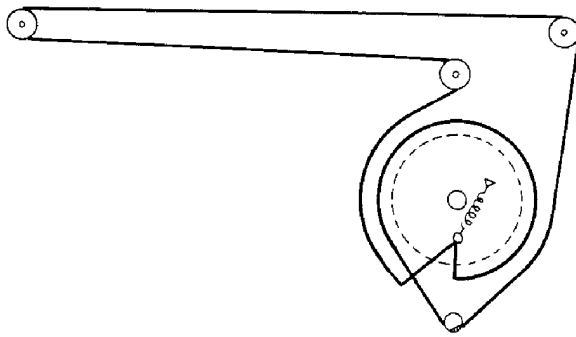
170

8 TURNS



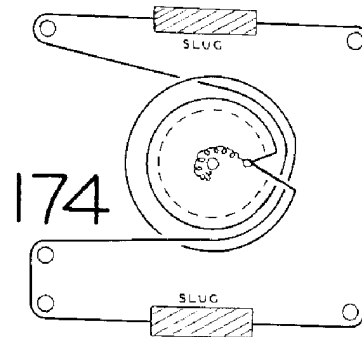
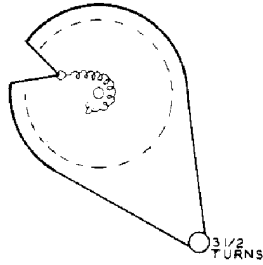
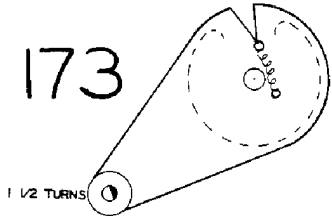
8 TURNS

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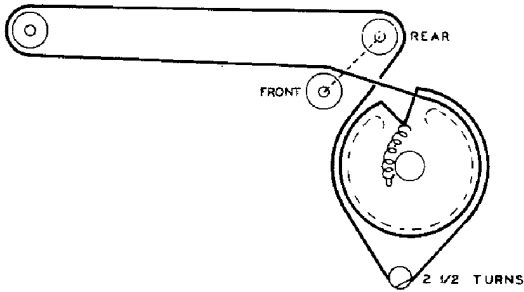
172

173

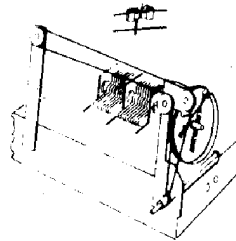


174

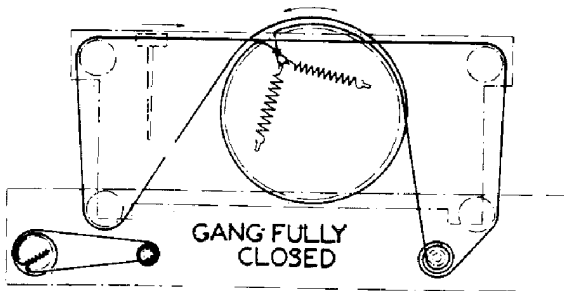
175



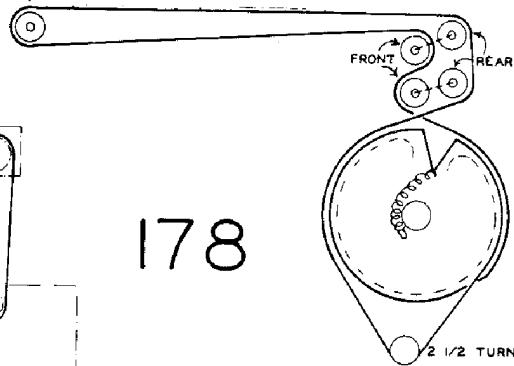
176



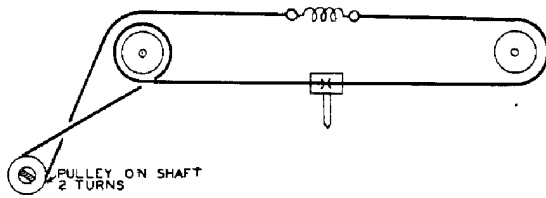
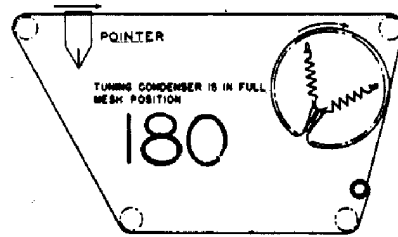
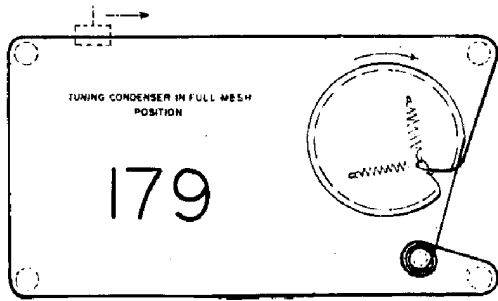
177



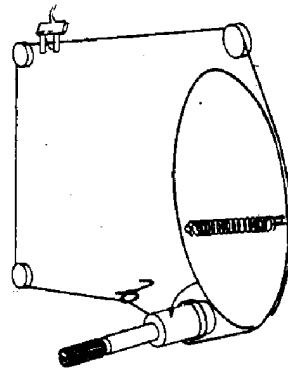
VOLUME CONTROL
STRINGING
OFF POSITION



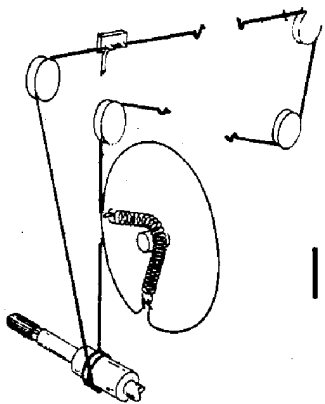
178



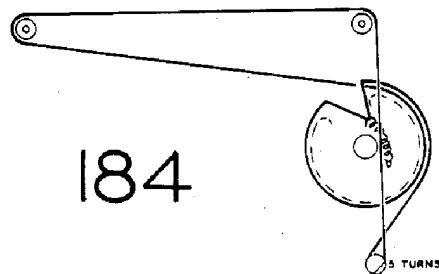
181



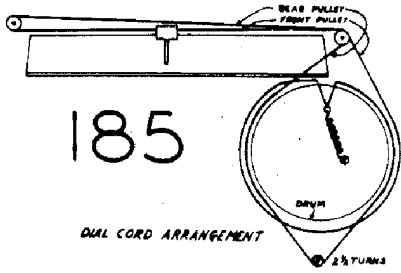
182



183

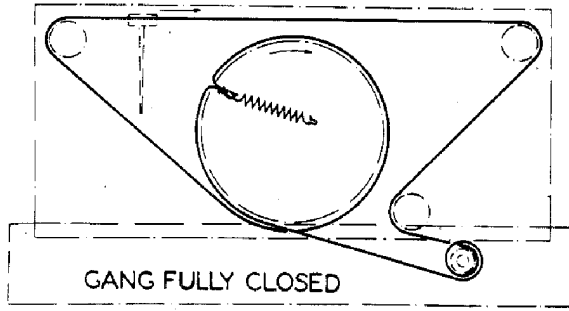


184



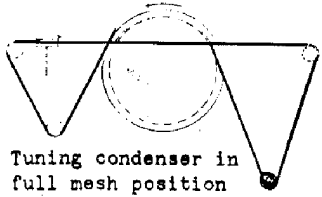
185

DUAL CORD ARRANGEMENT



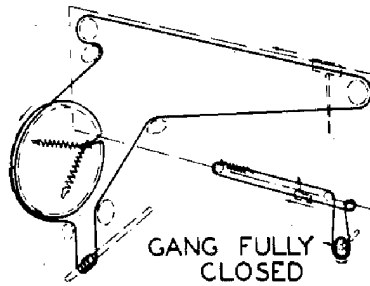
GANG FULLY CLOSED

186



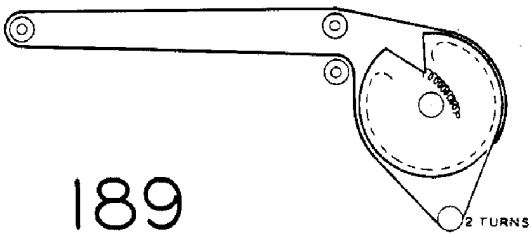
Tuning condenser in full mesh position

187

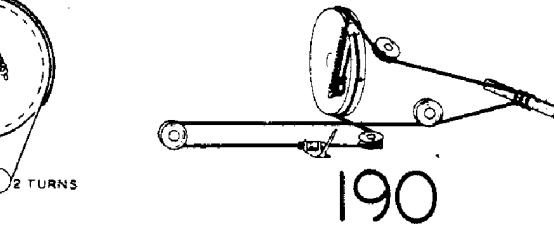


GANG FULLY CLOSED

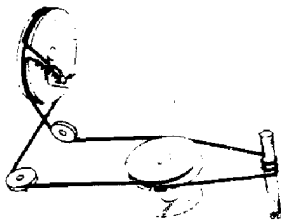
188



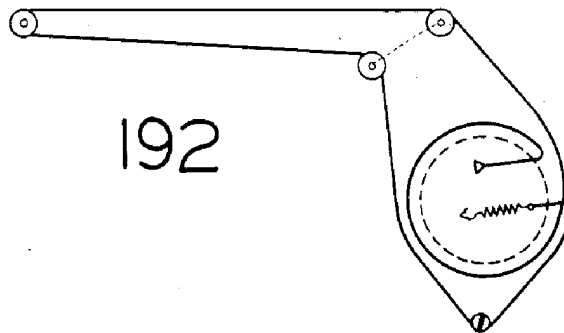
189



190



191



192

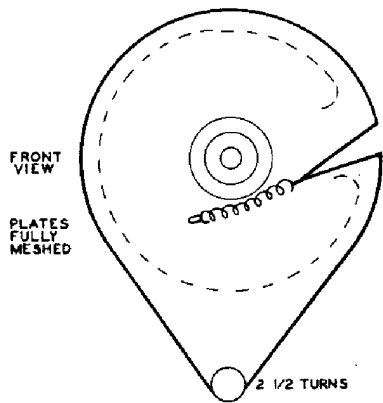


FIG. 1 DIAL DRIVE (A.M.)

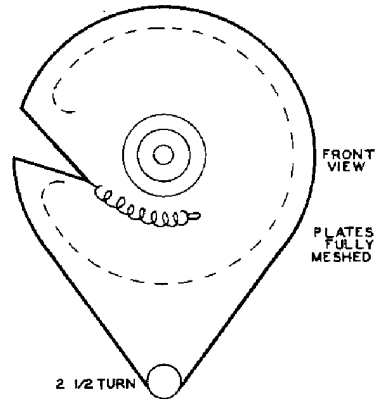


FIG. 2 DIAL DRIVE (F.M.)

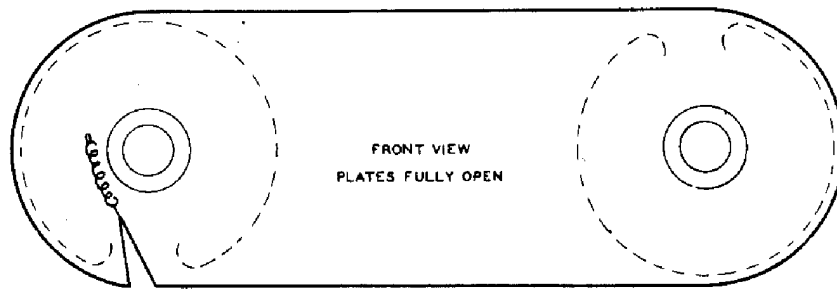


FIG. 3 DIAL DRUMS
A.M. TUNING

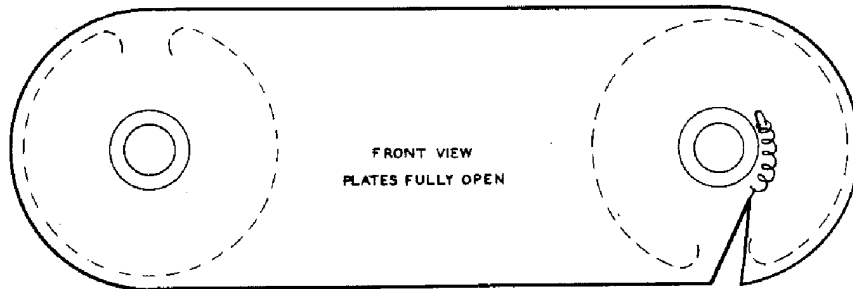
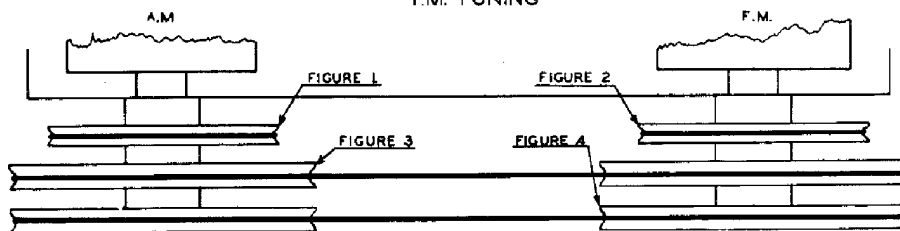
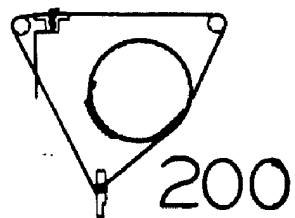
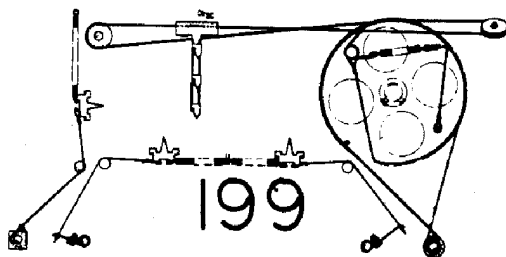
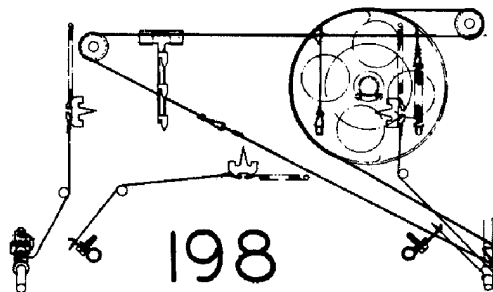
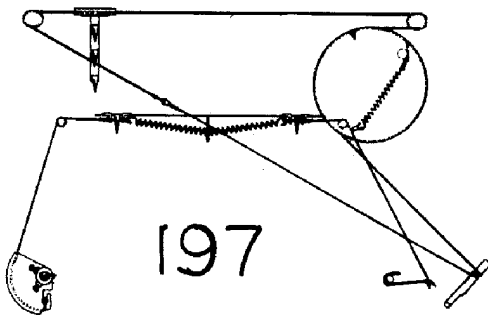
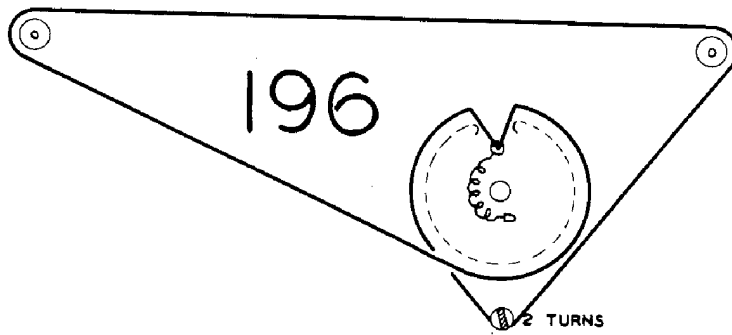
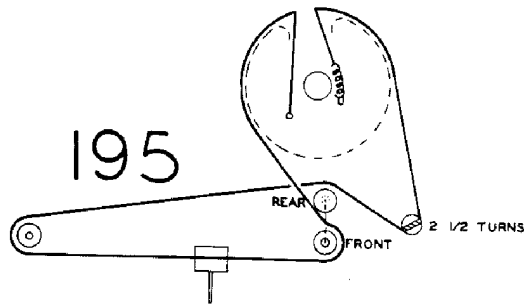
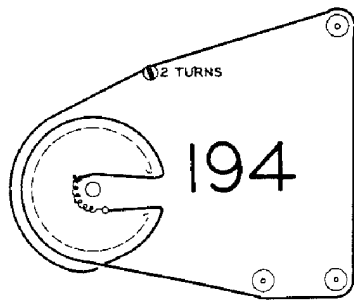
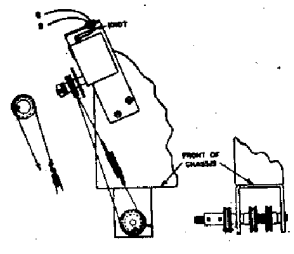
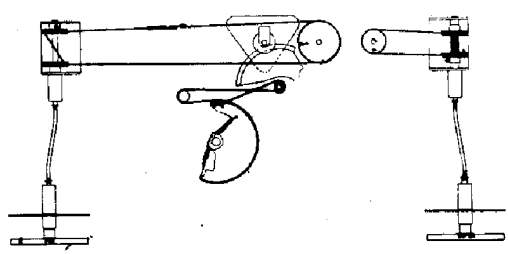


FIG. 4 DIAL DRUMS
F.M. TUNING

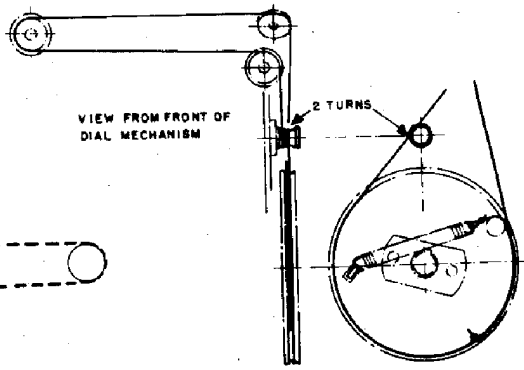






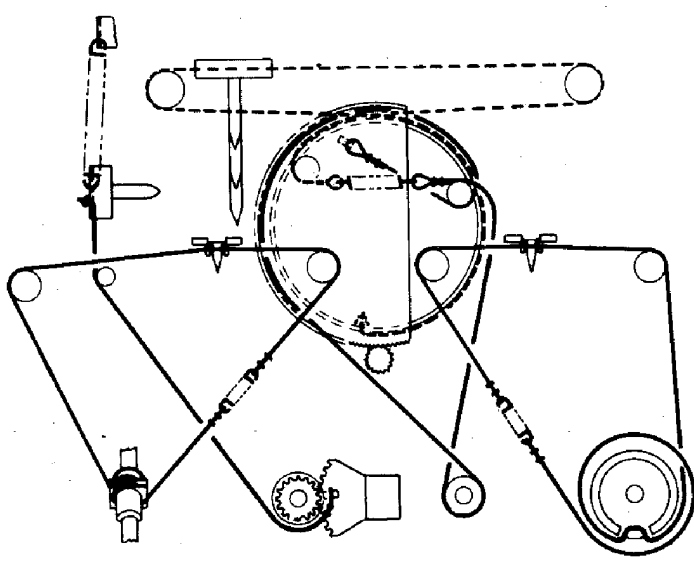
Volume Control Motor Mounting

202

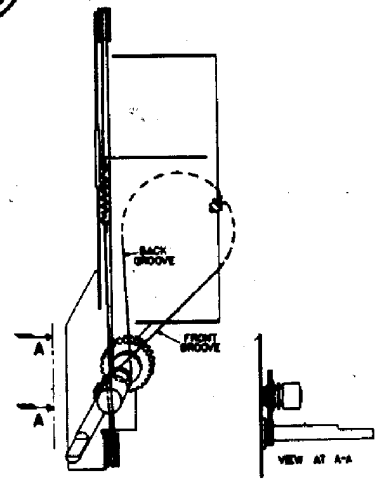


VIEW FROM FRONT OF DIAL MECHANISM

203



204

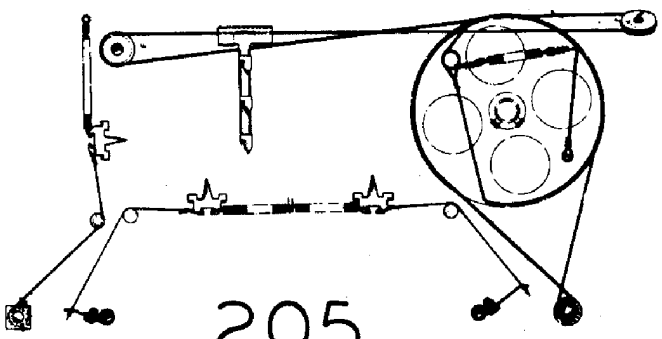


BACK GROOVE

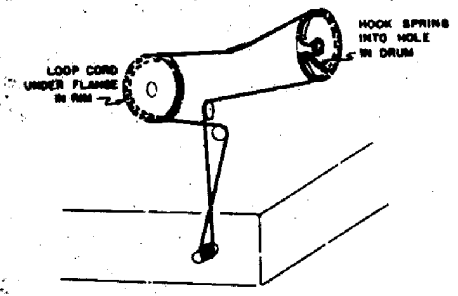
FRONT GROOVE

VIEW AT A-A

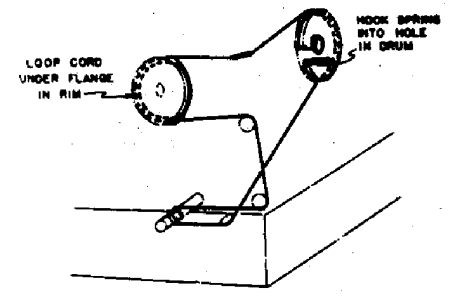
206



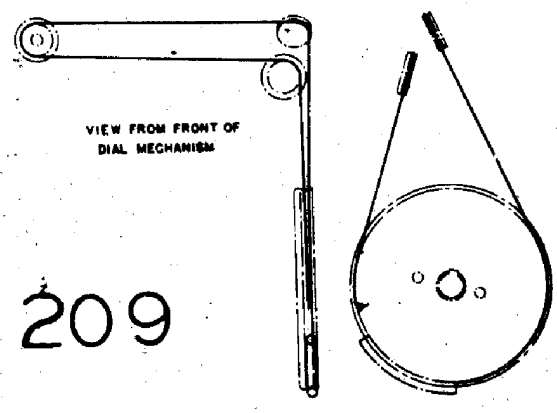
205



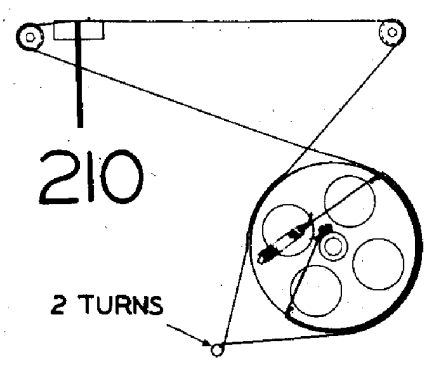
207



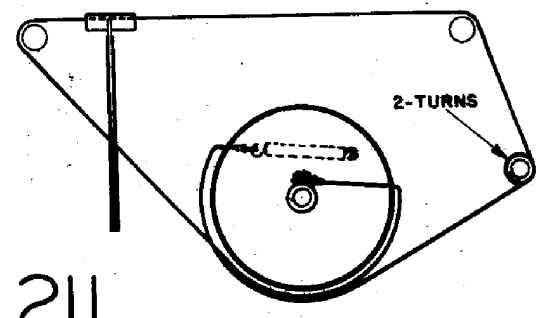
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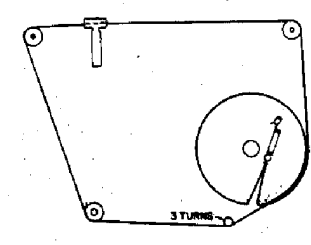
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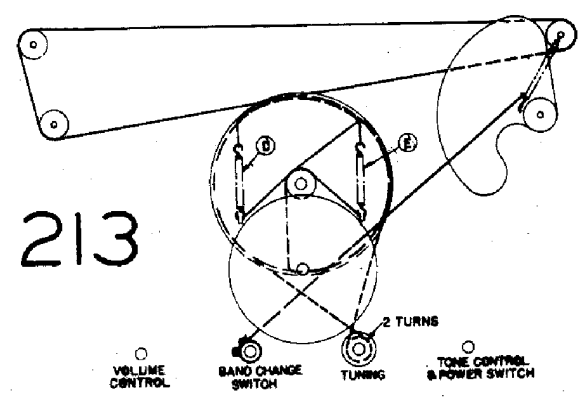
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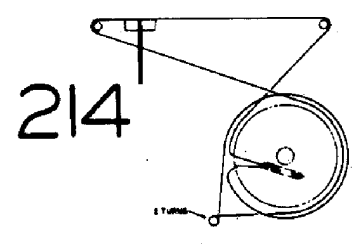
211



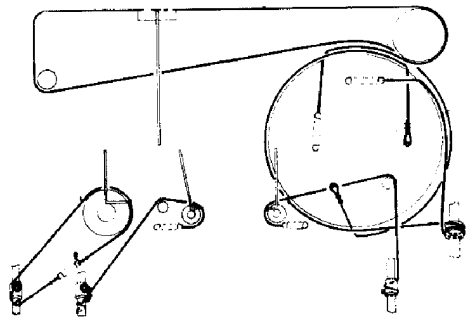
212



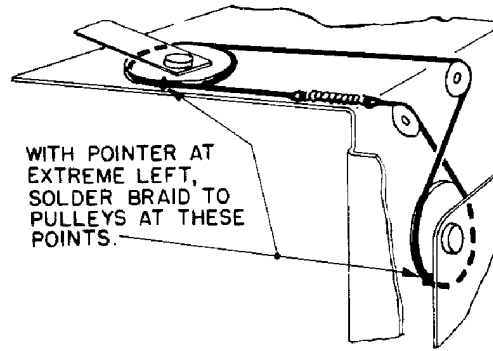
213



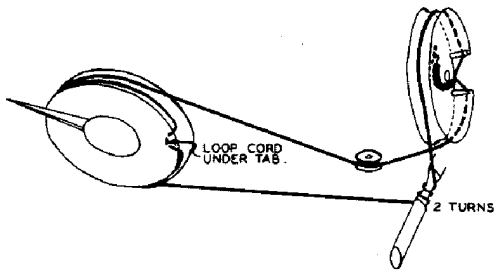
214



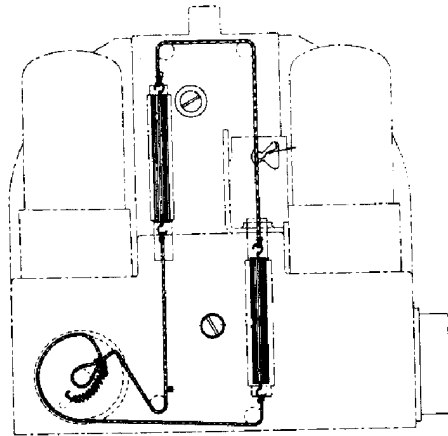
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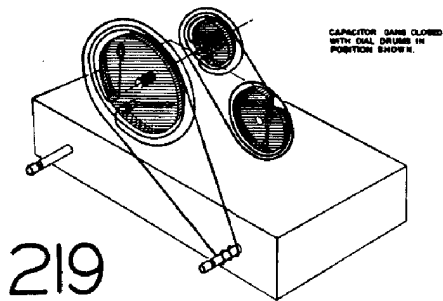
216



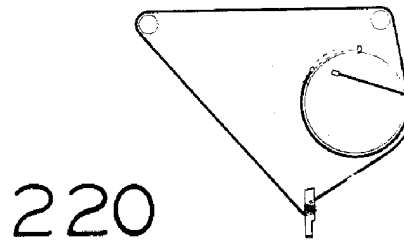
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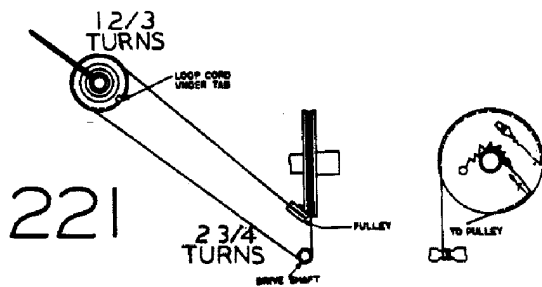
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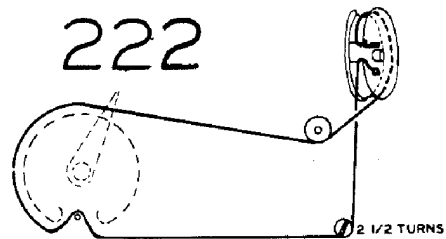
219



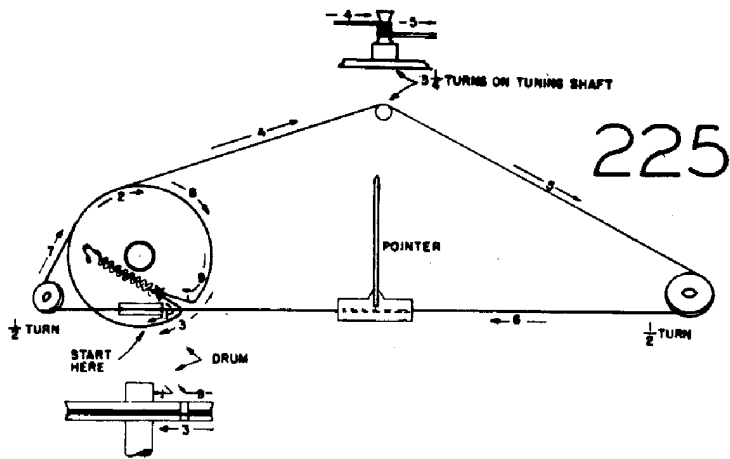
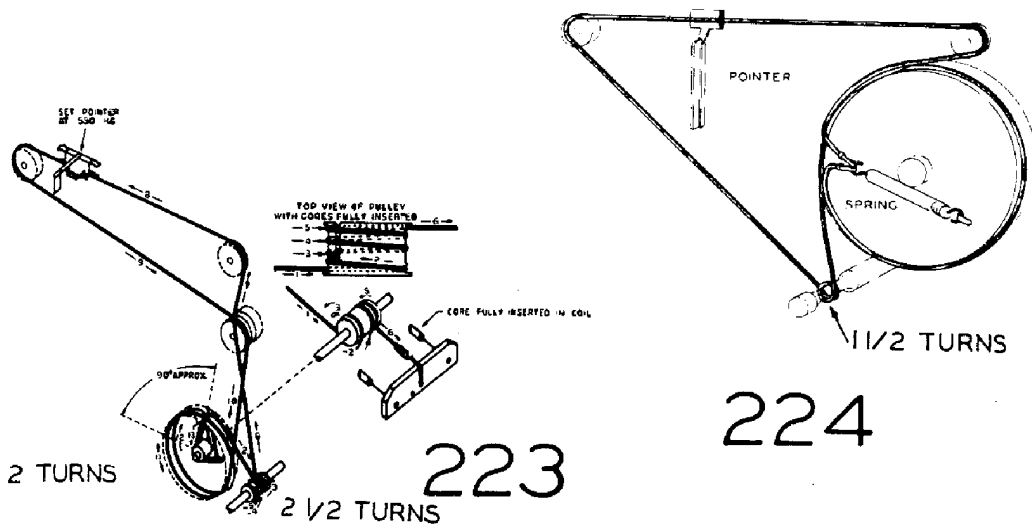
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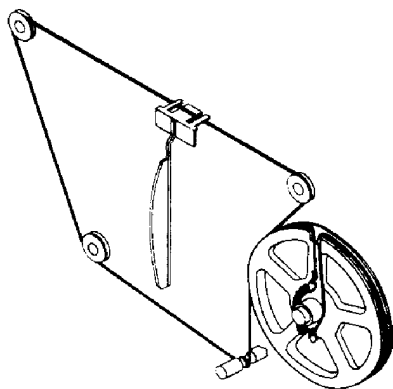
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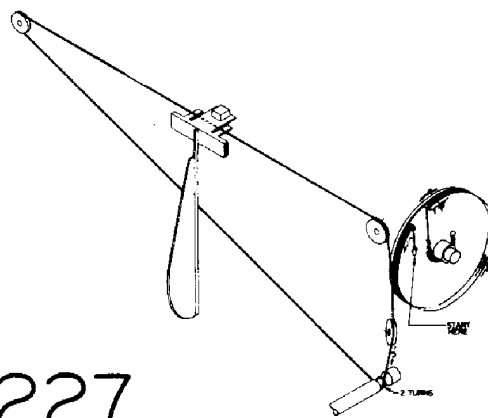
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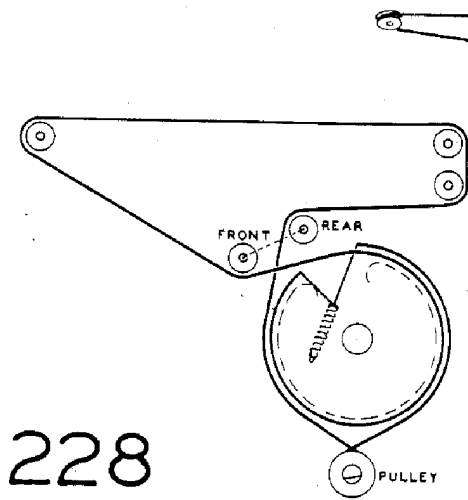


226

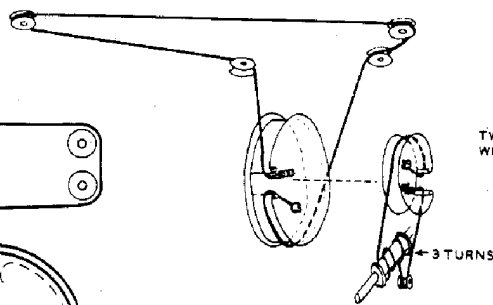


227

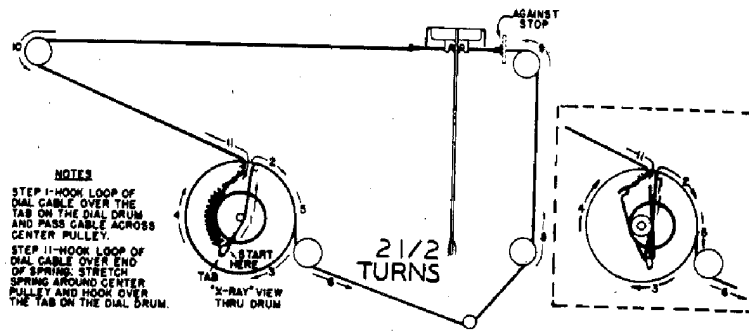




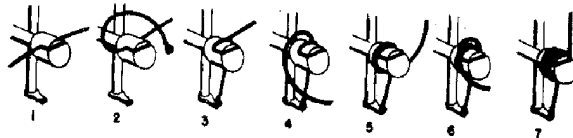
228



229

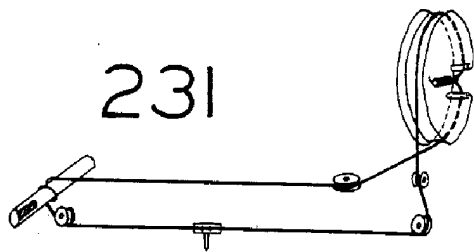


Dial Stringing Diagram Showing Later Production Spring at Right

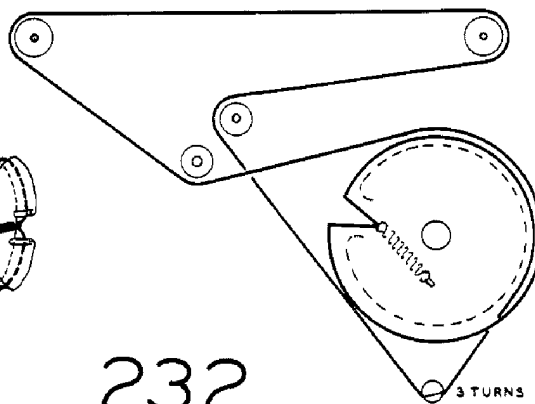


Elevator Window Stringing Procedure

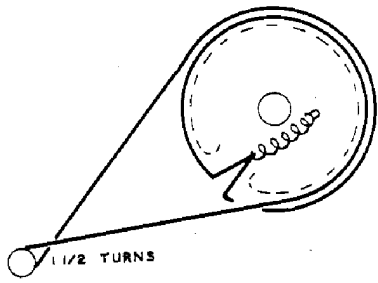
230



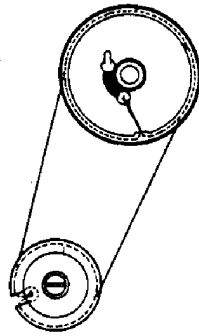
231



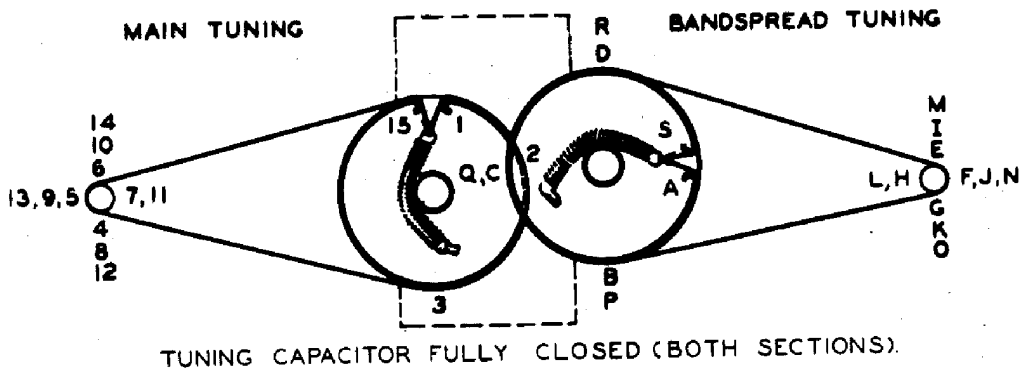
232



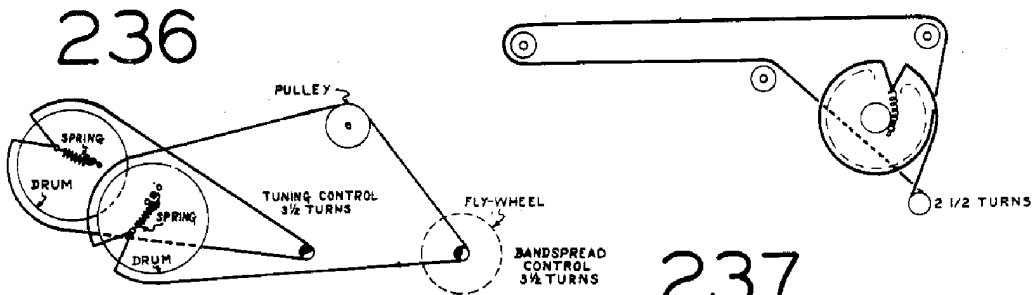
233



234

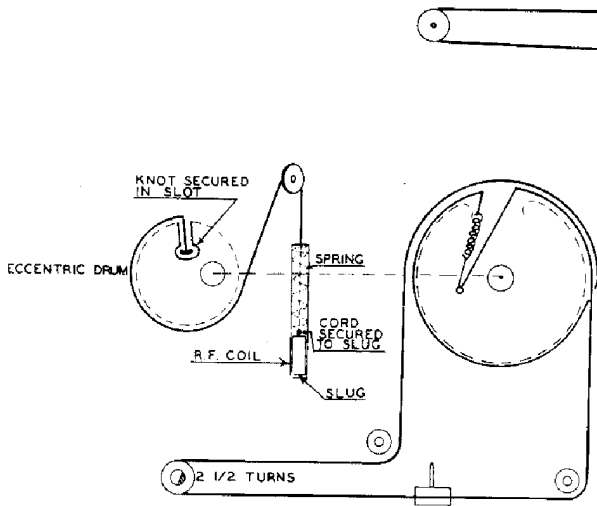


235

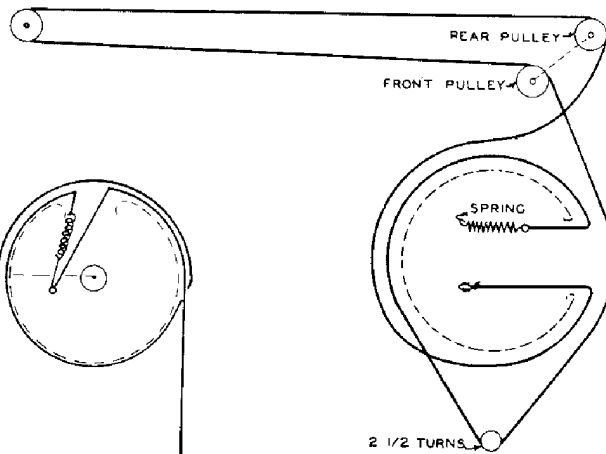


236

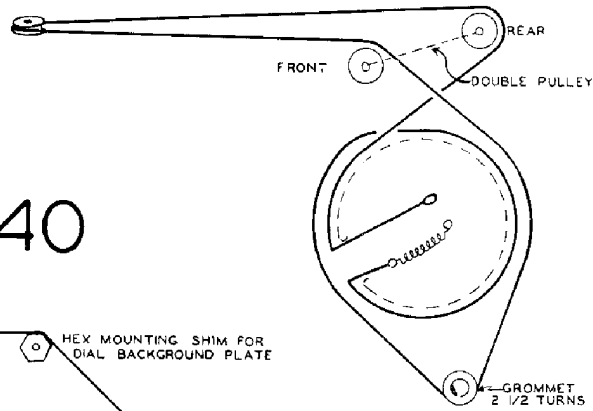
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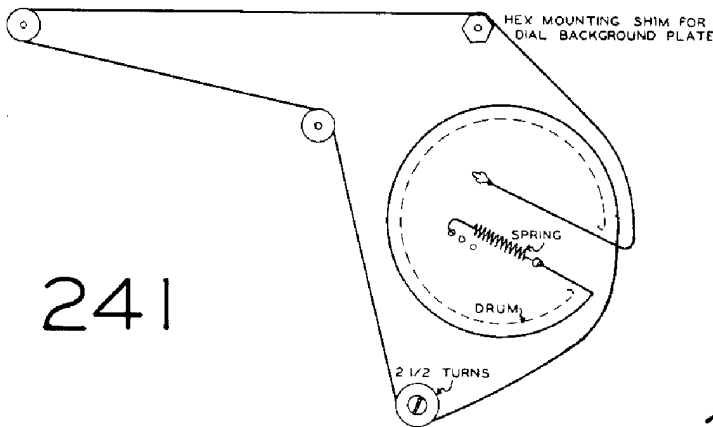
238



239

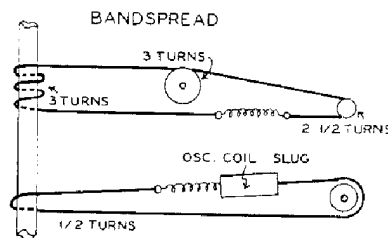
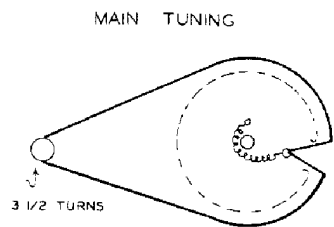


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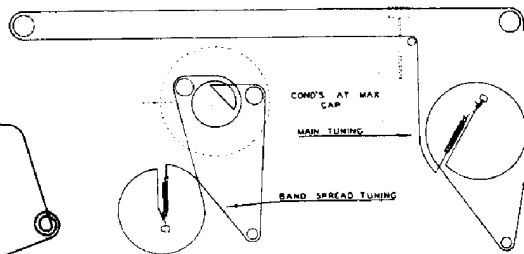
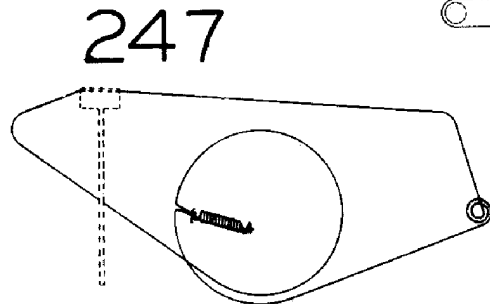
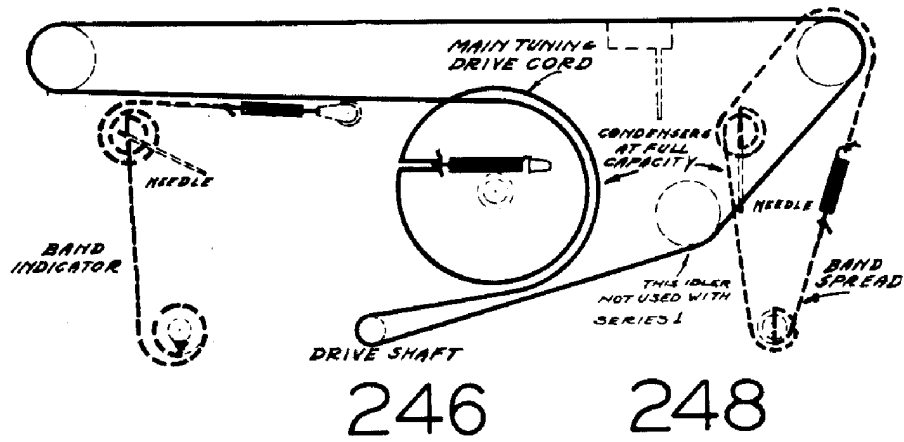
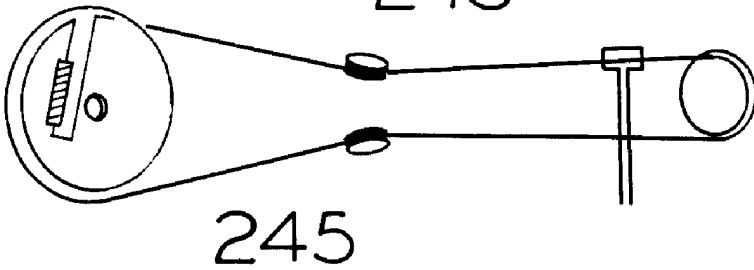
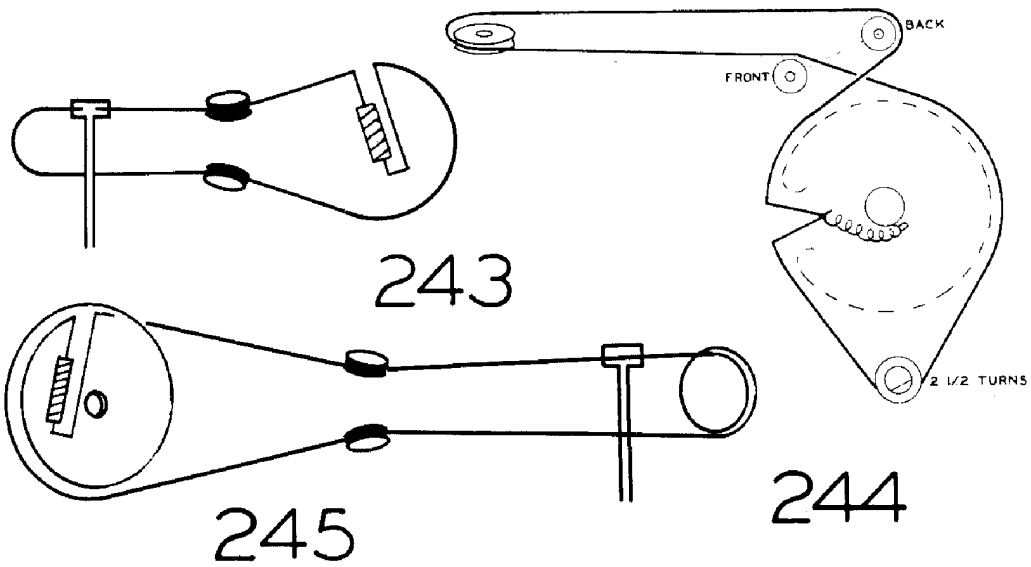
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242



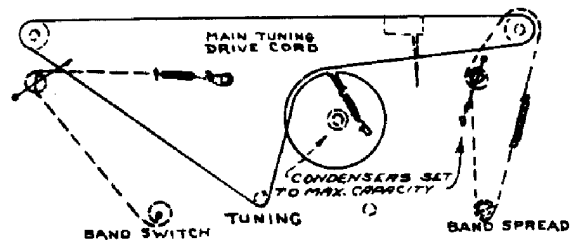
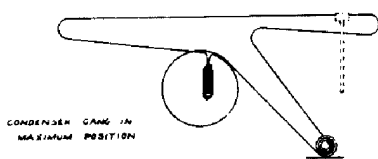
MAIN TUNING

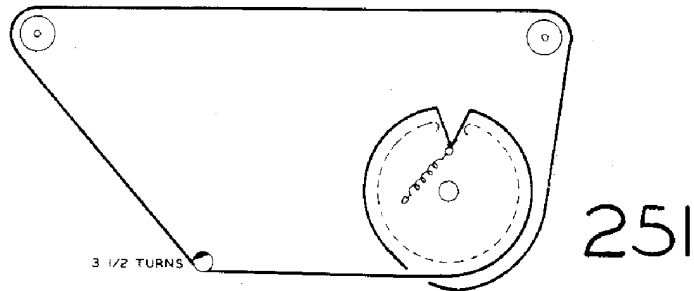
BANDSPREAD



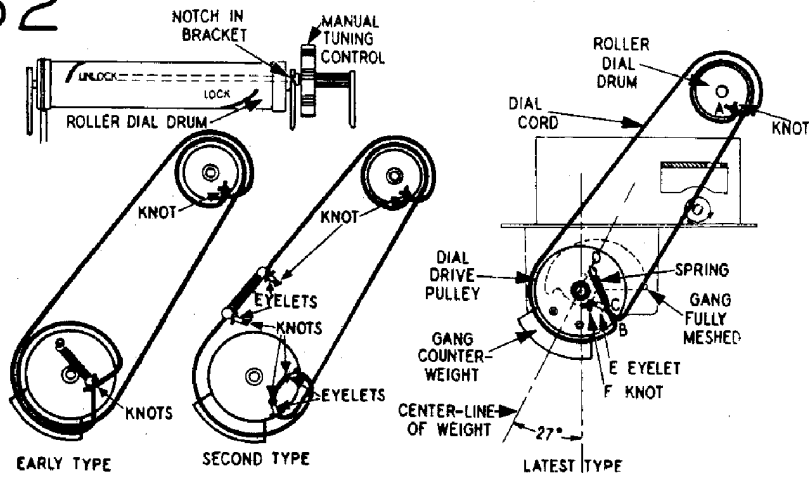
CONDENSER GANG IN
MAXIMUM POSITION

249

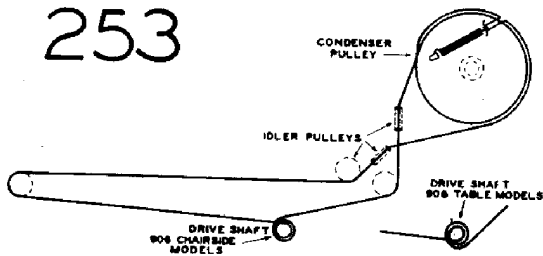




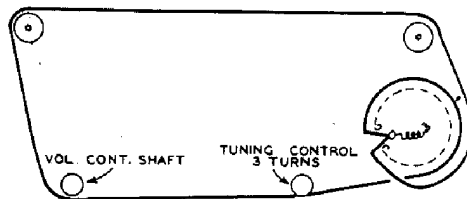
252



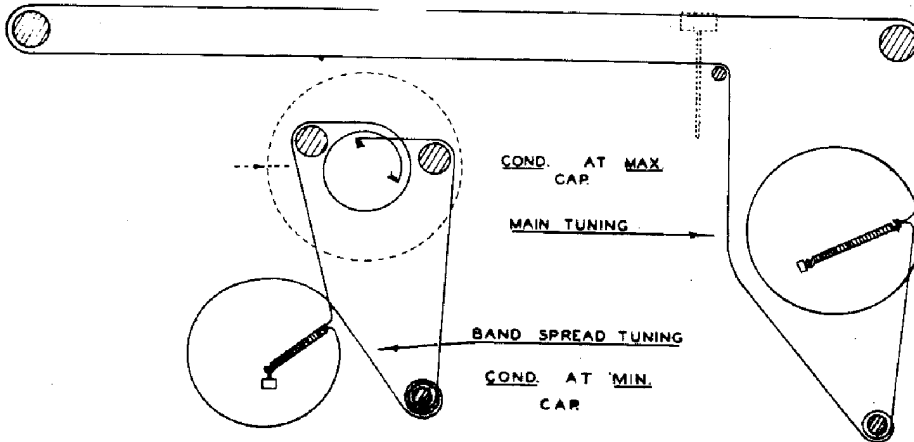
253



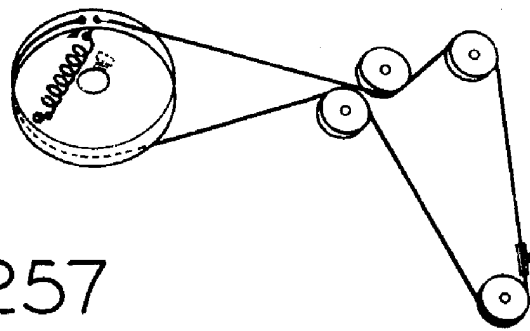
254



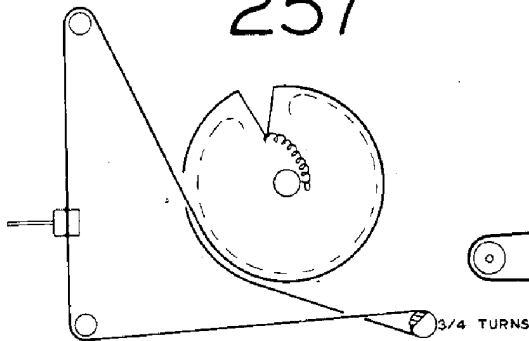
255



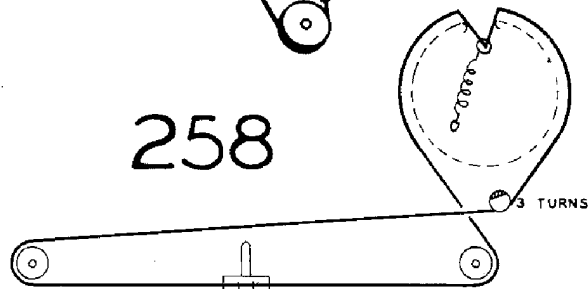
256



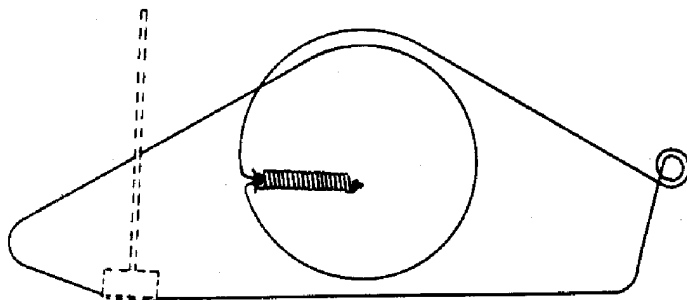
257



258

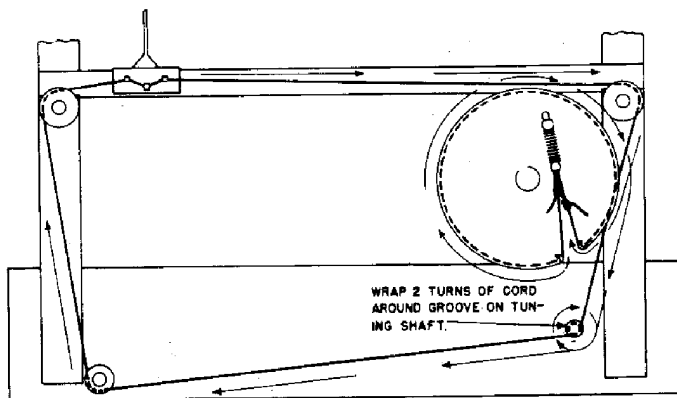


259

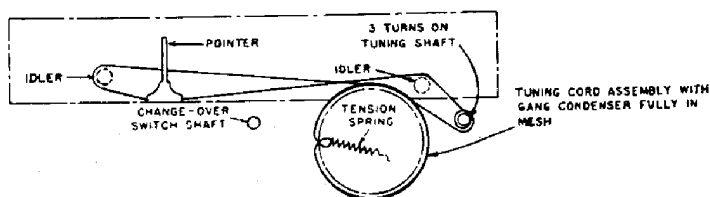


Condenser gang in maximum position.

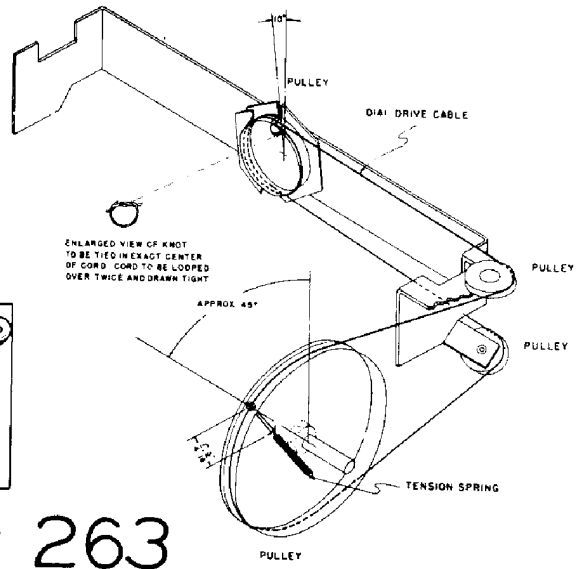
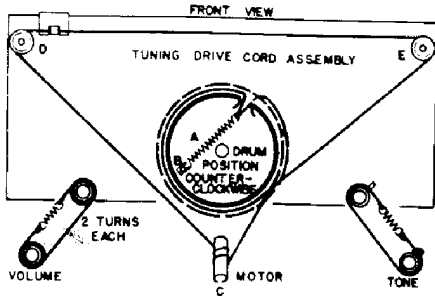
260



261

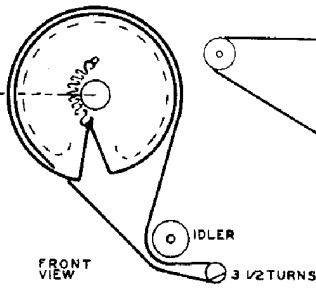
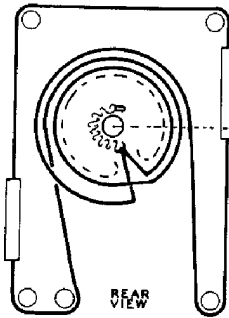


262

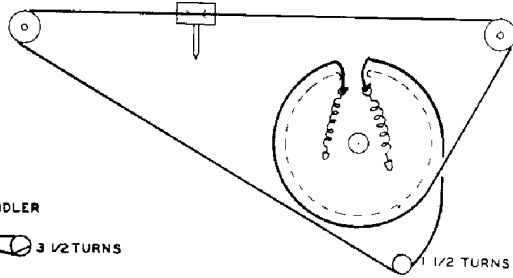


263

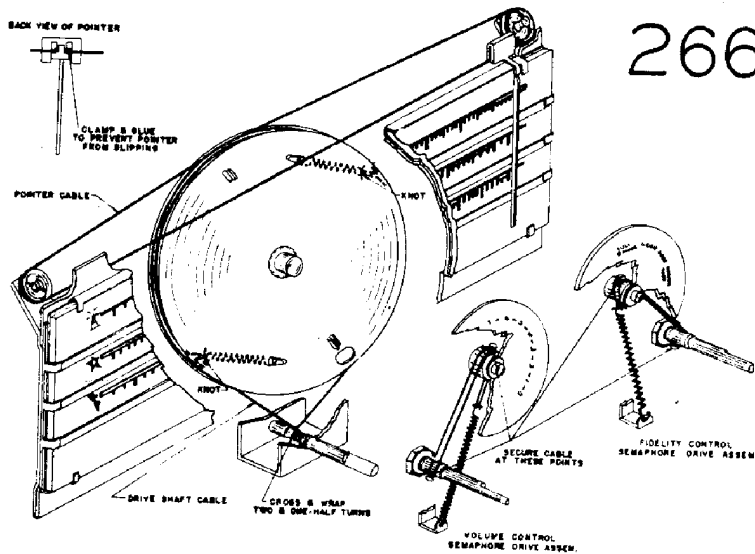
264



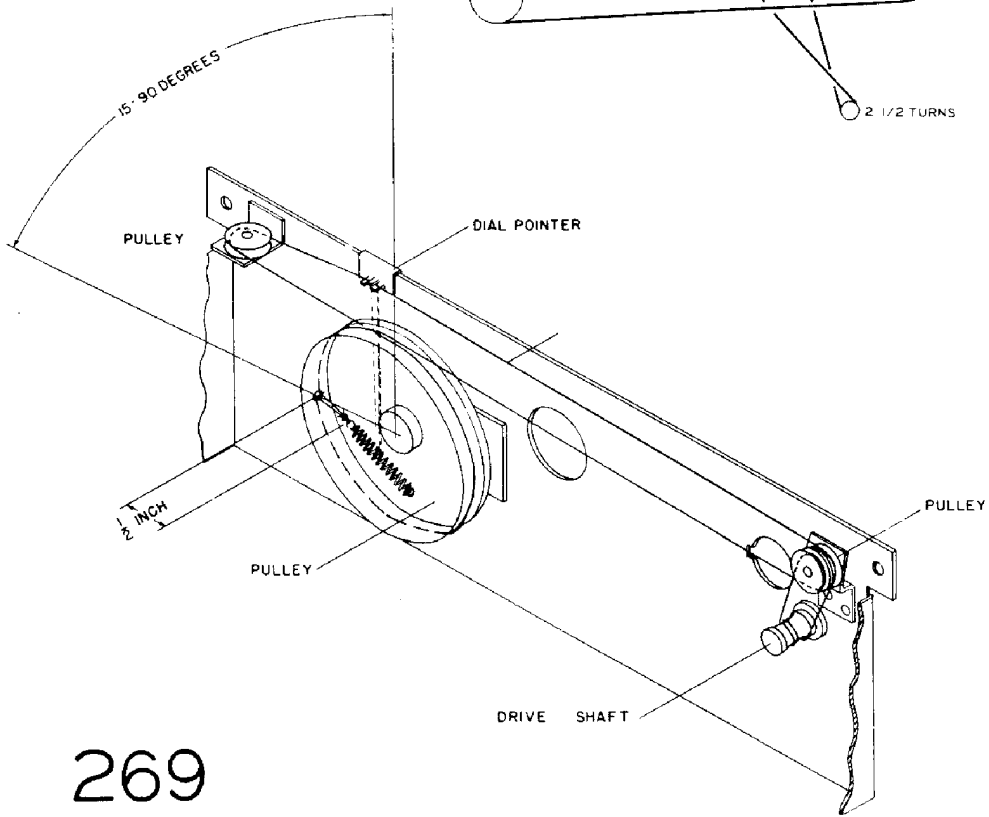
265



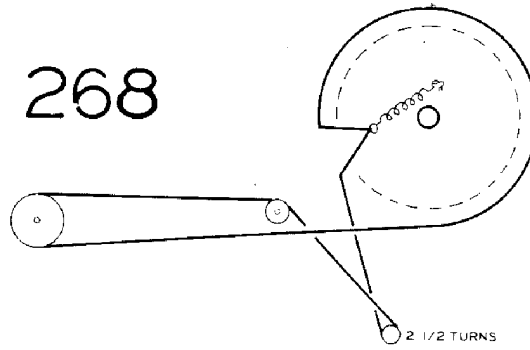
266



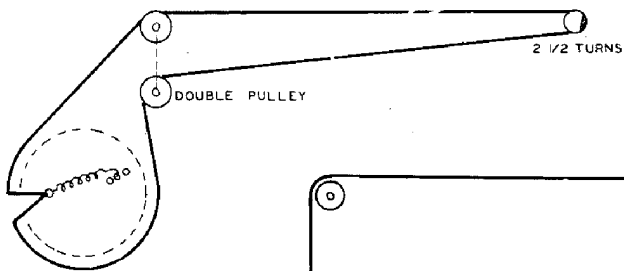
267



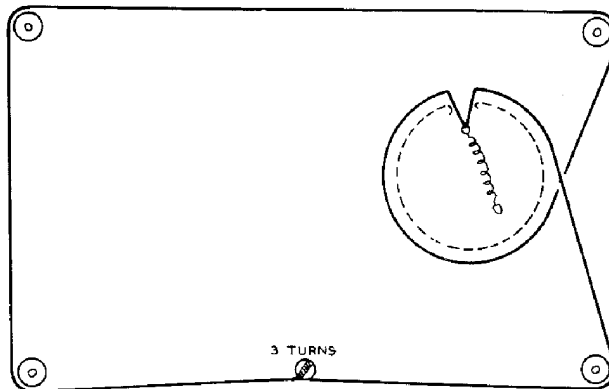
268

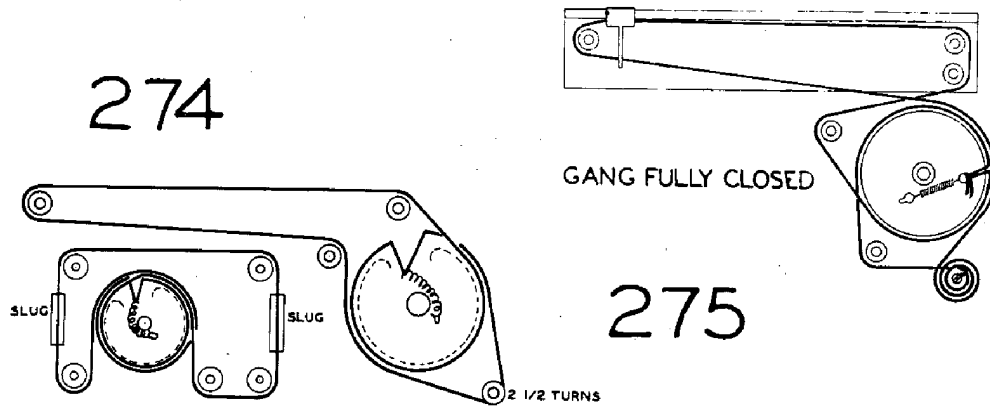
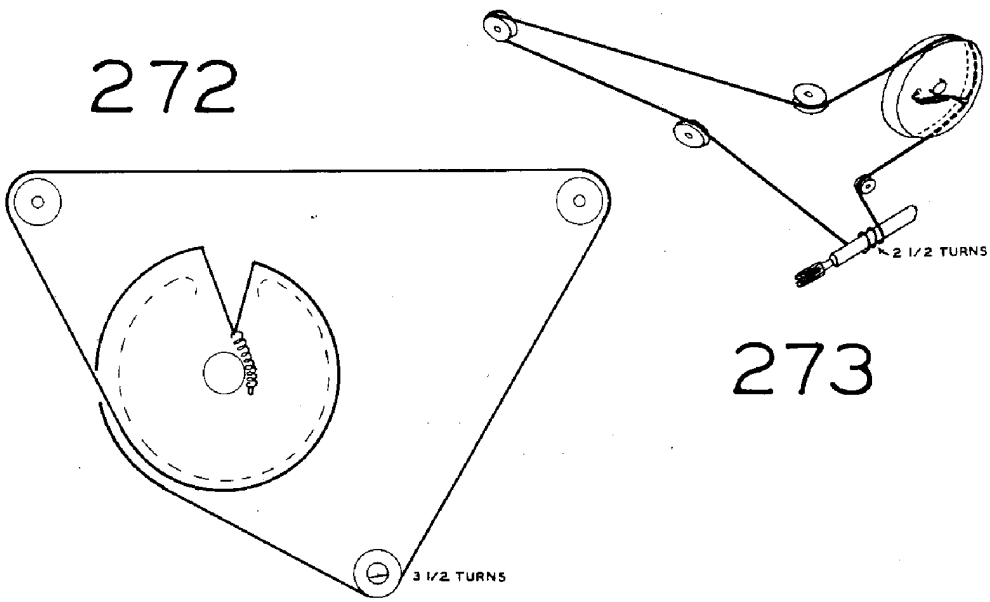
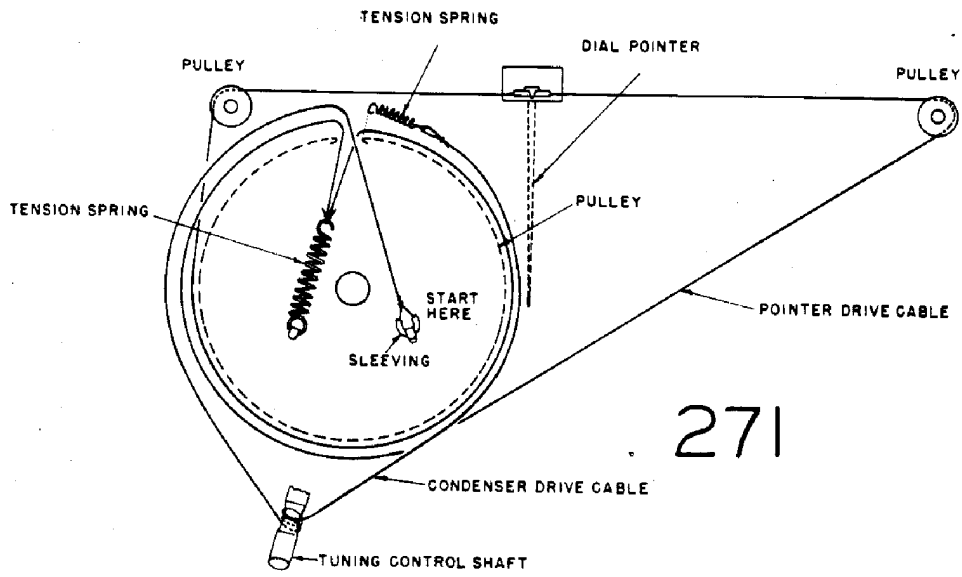


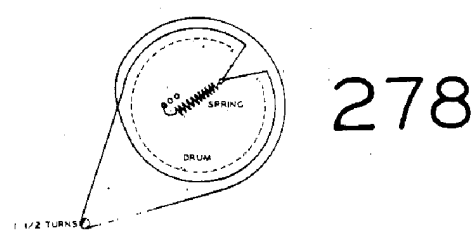
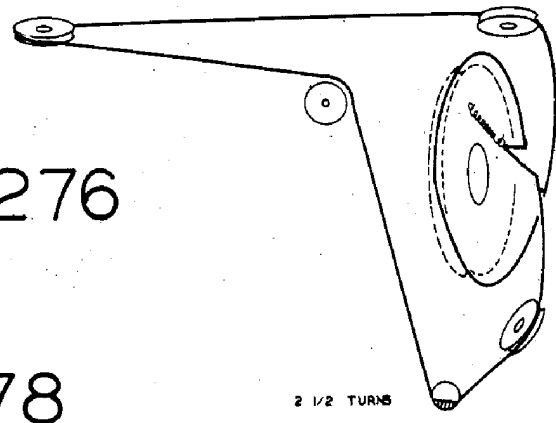
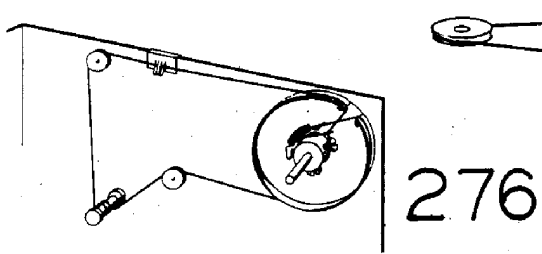
269



270

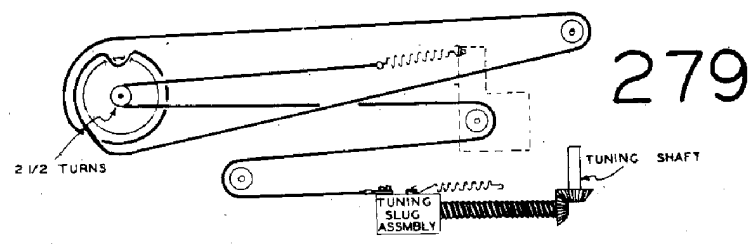






2 1/2 TURNS

1 1/2 TURNS



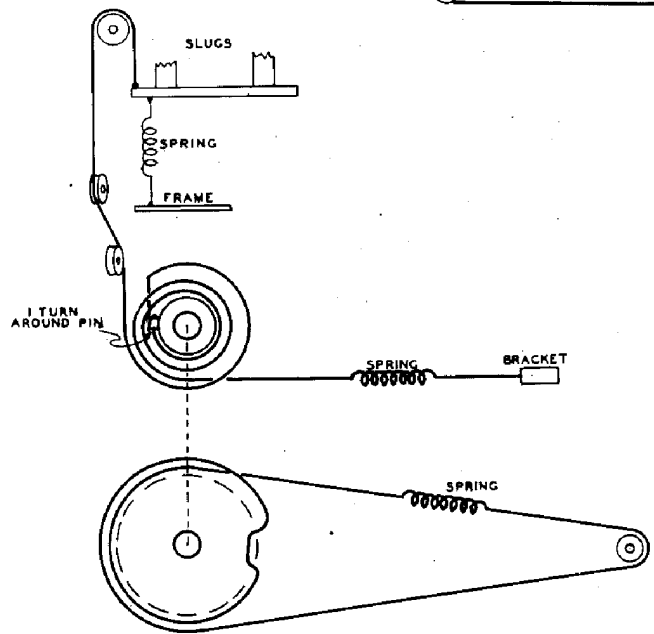
2 1/2 TURNS

TUNING SHAFT

TUNING SLUG ASSEMBLY

281

280



SLUGS

SPRING

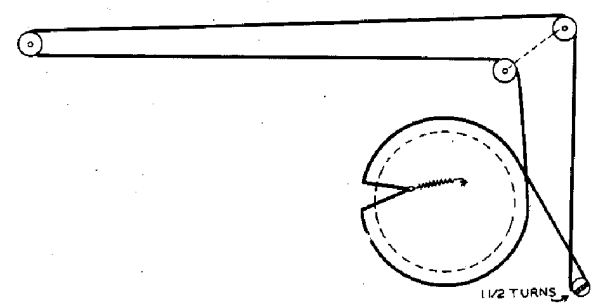
FRAME

1 TURN AROUND PIN

SPRING

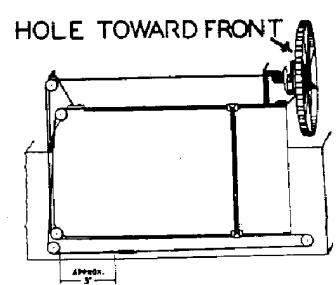
BRACKET

SPRING



1 1/2 TURNS

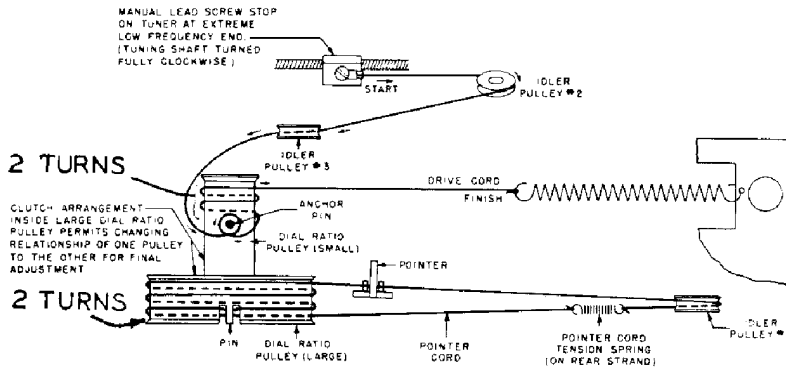
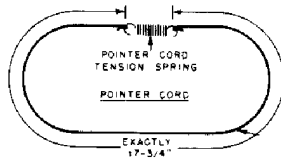
282



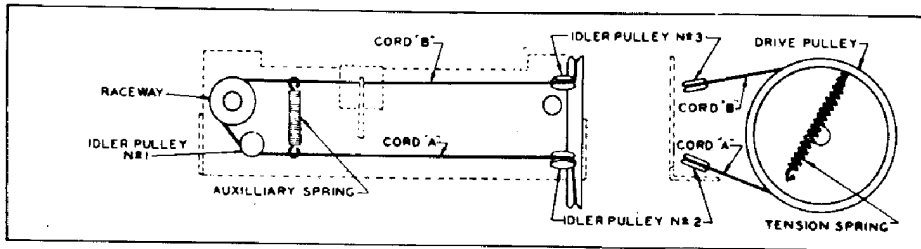
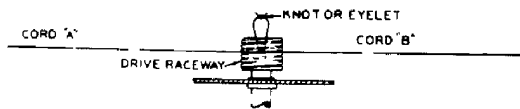
HOLE TOWARD FRONT

Approx.

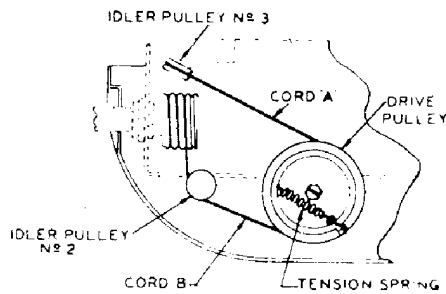
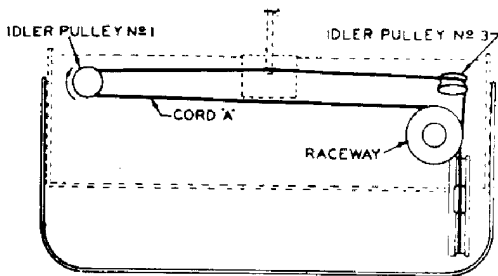
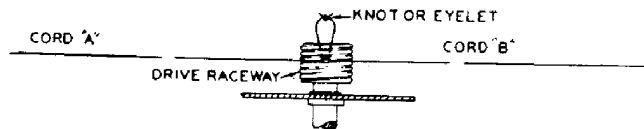
283



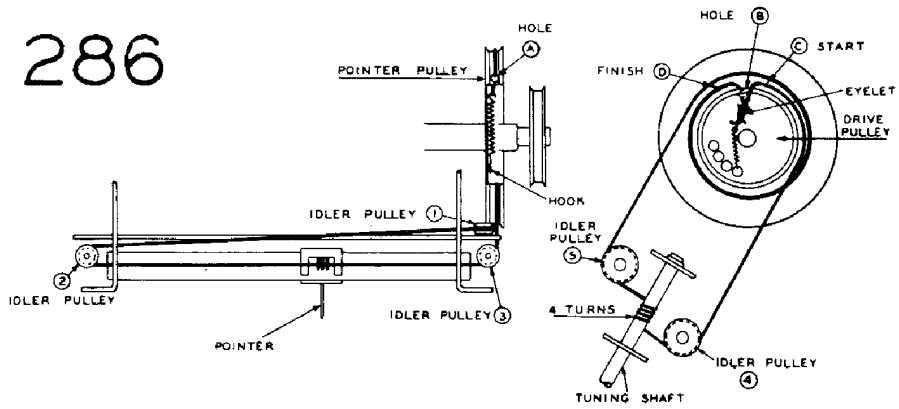
284



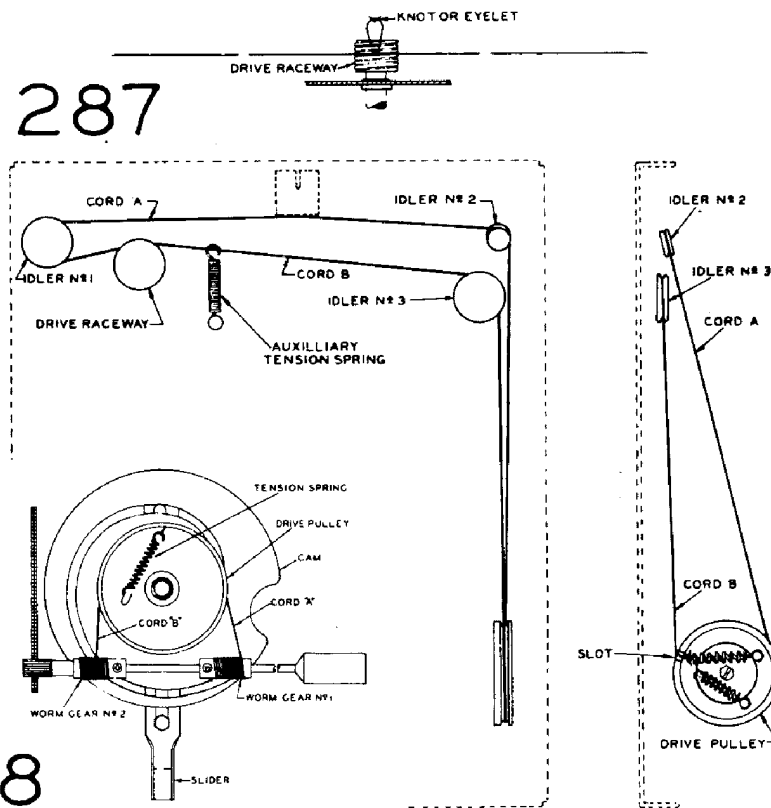
285



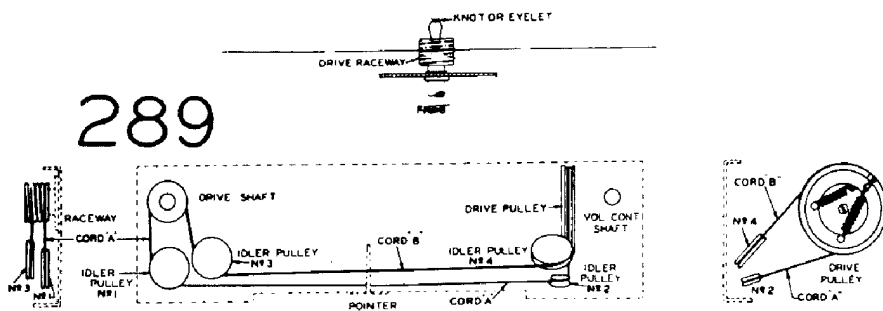
286



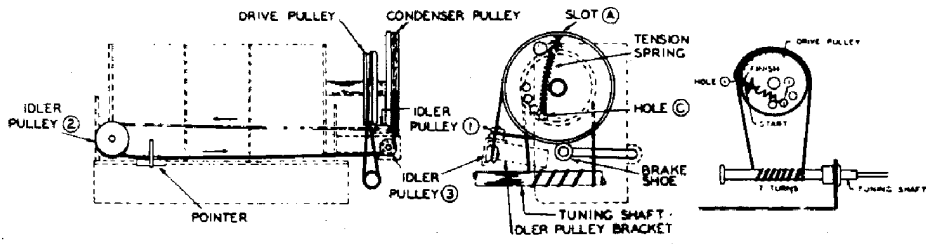
287



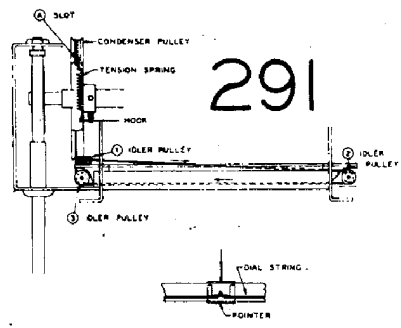
288



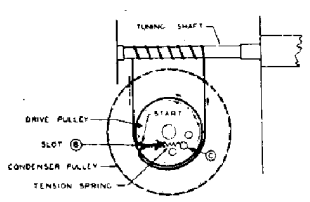
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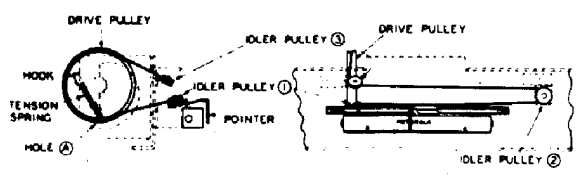
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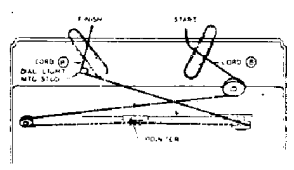
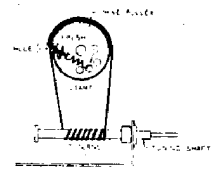
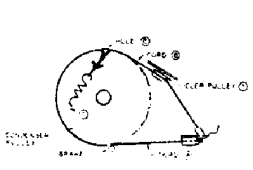
291



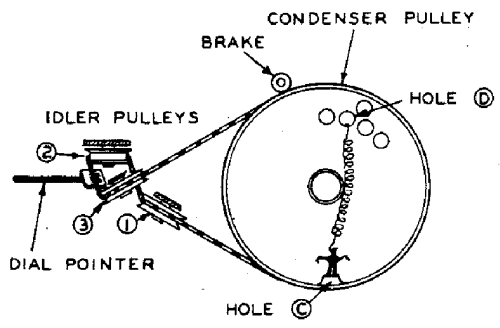
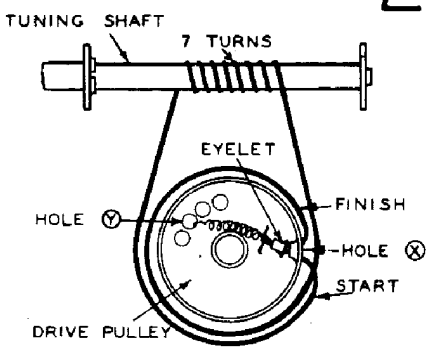
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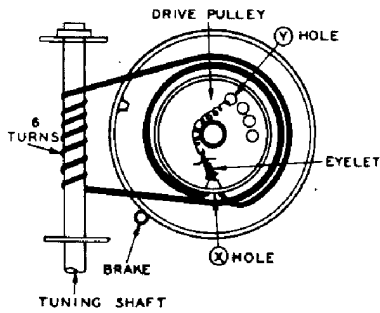
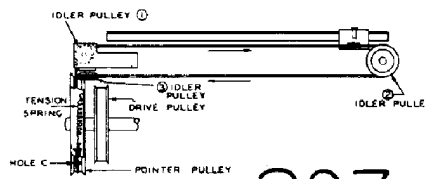
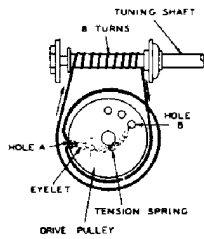
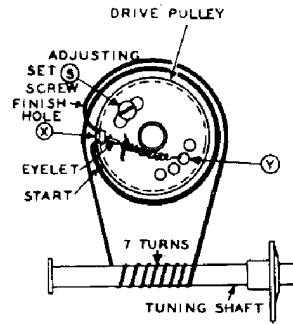
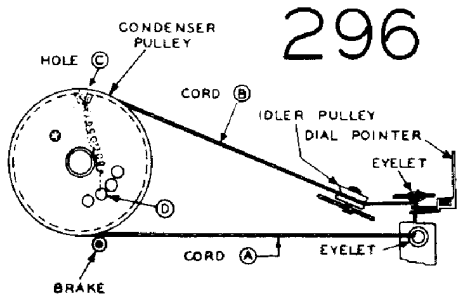
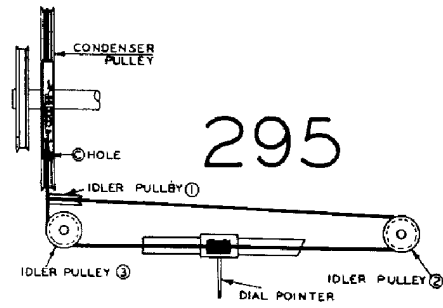
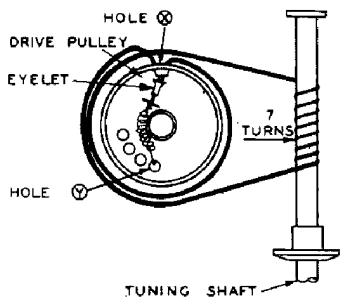


293

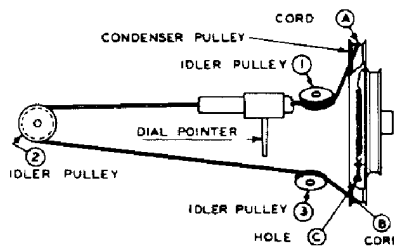
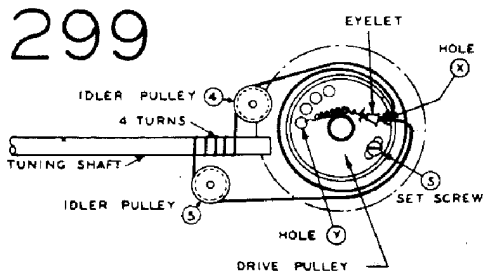
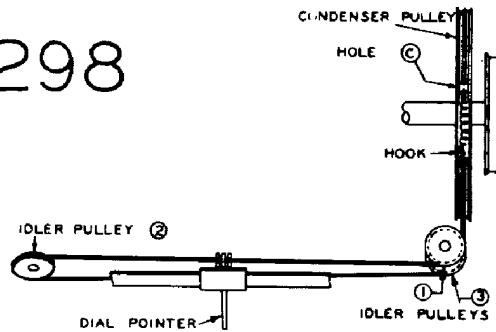


294

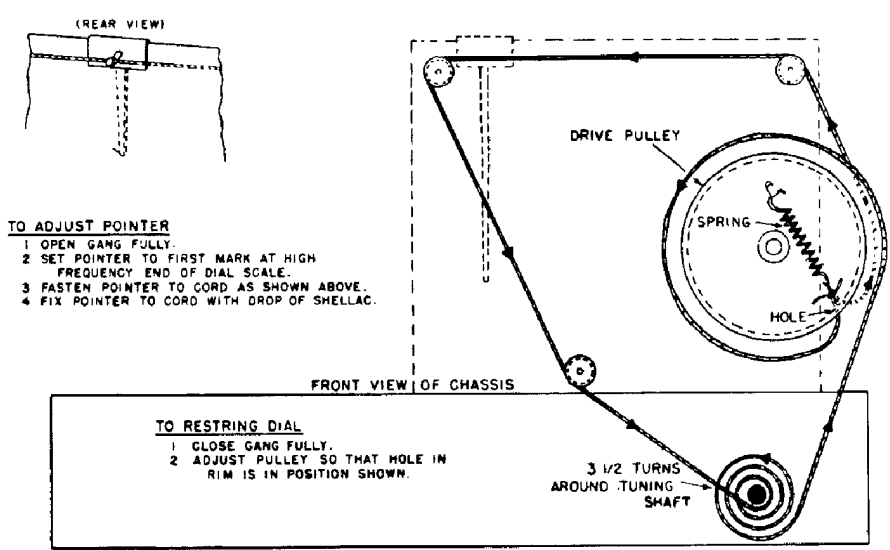




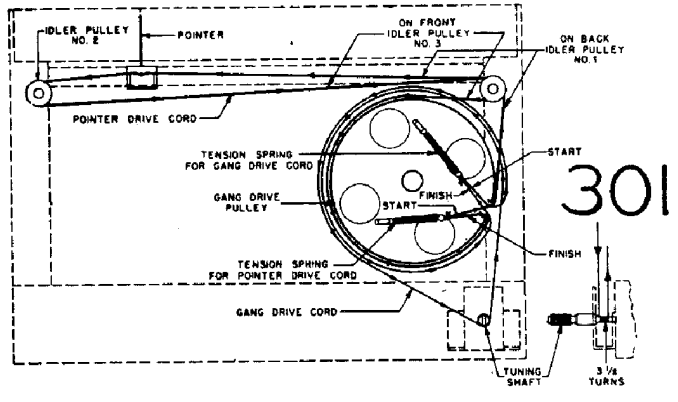
298



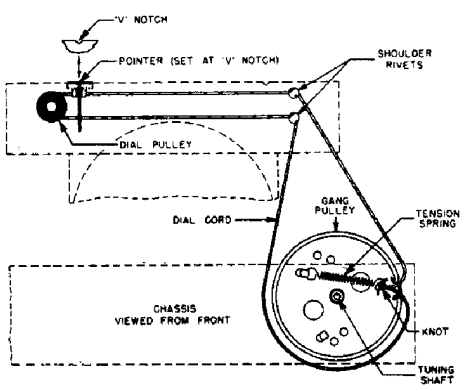
299



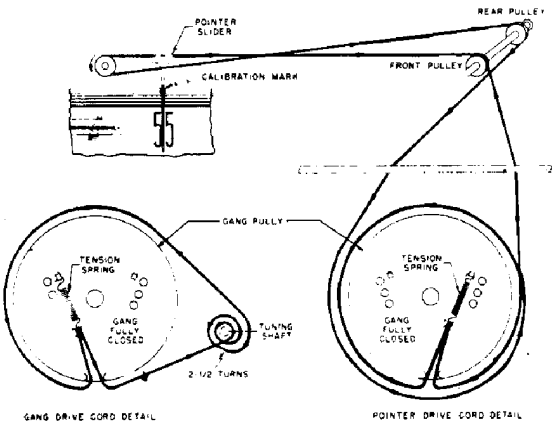
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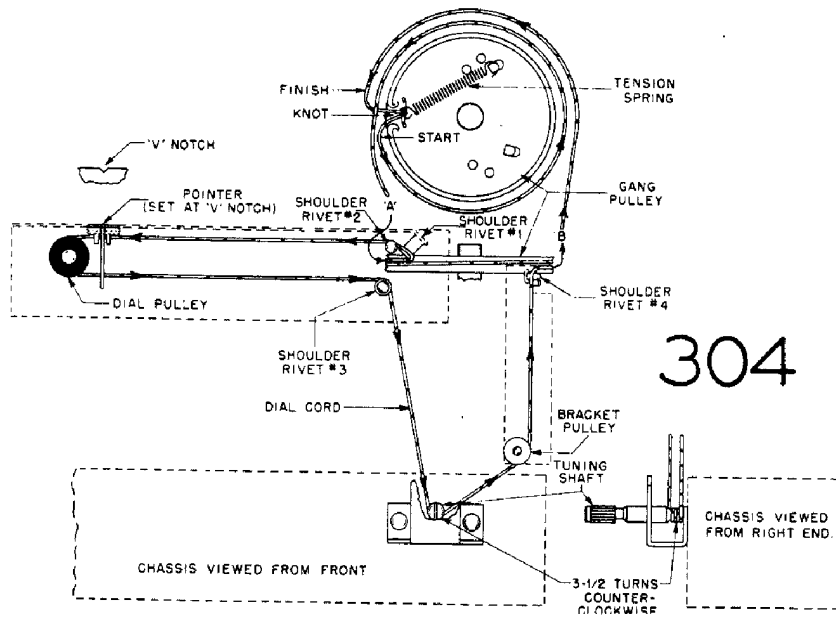


302

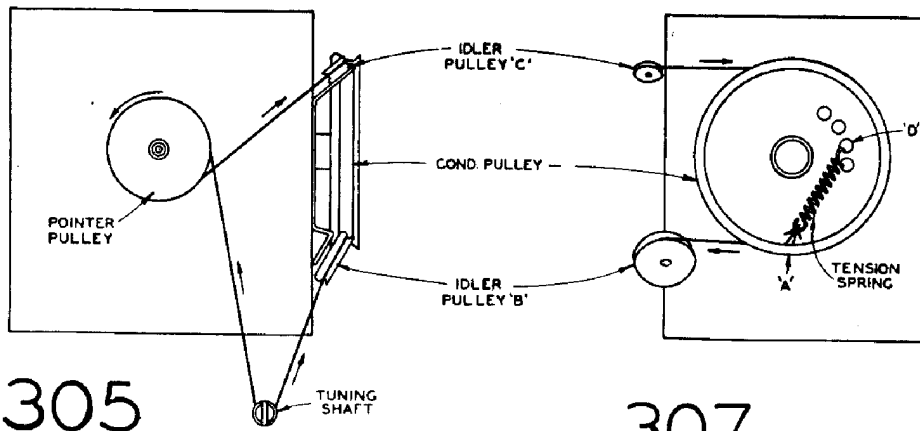


303



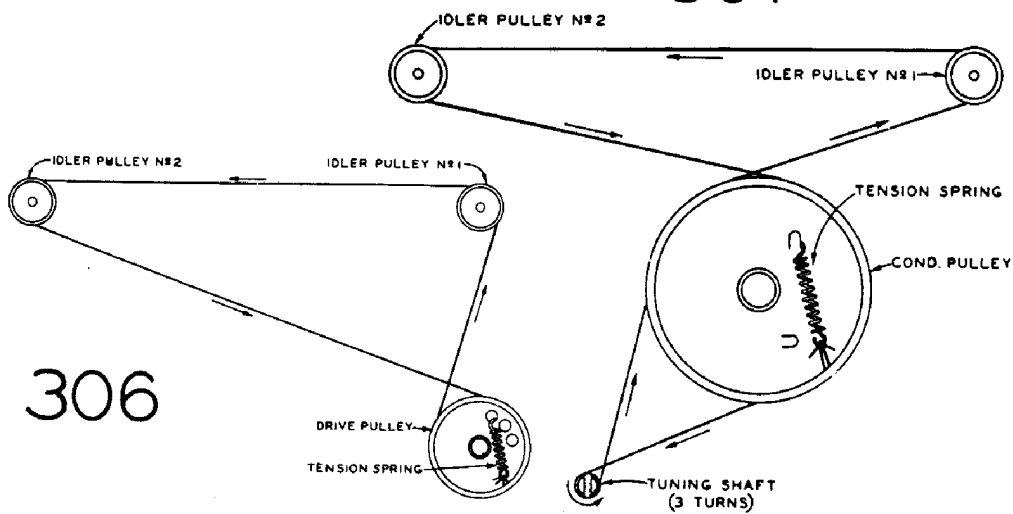


304

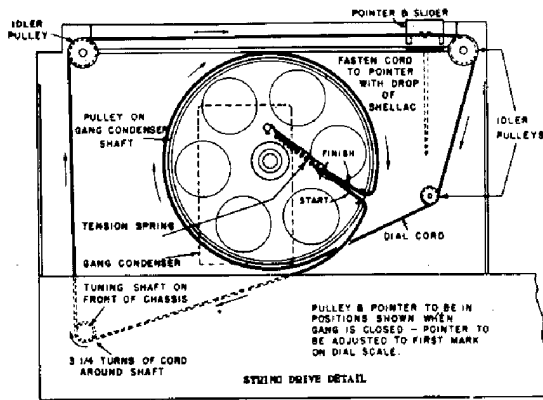


305

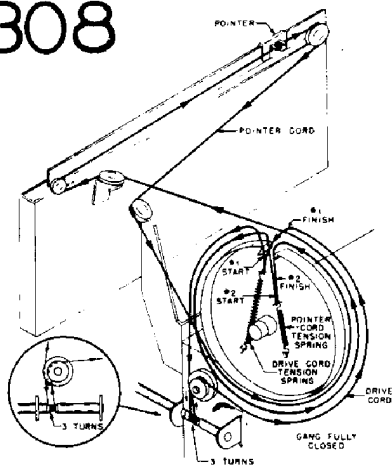
307



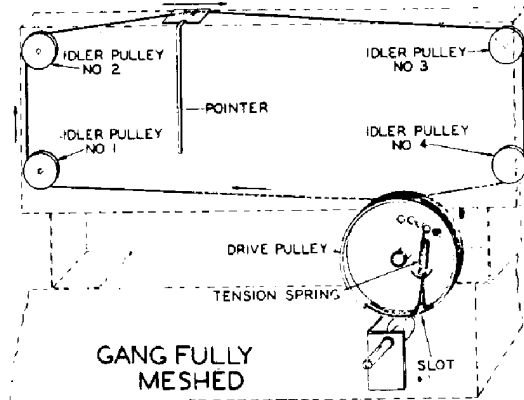
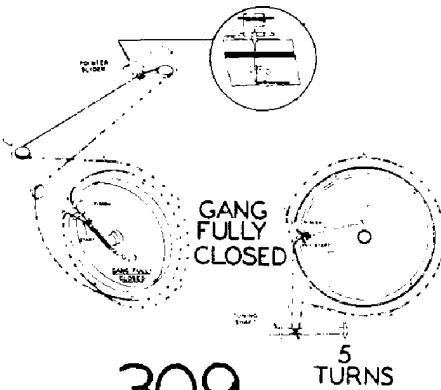
306



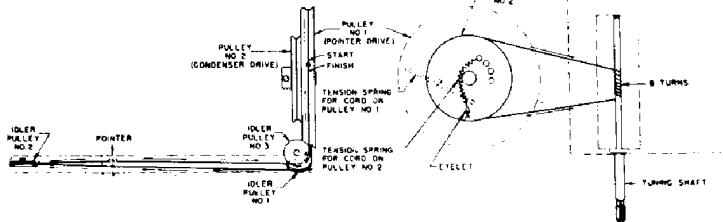
308



309

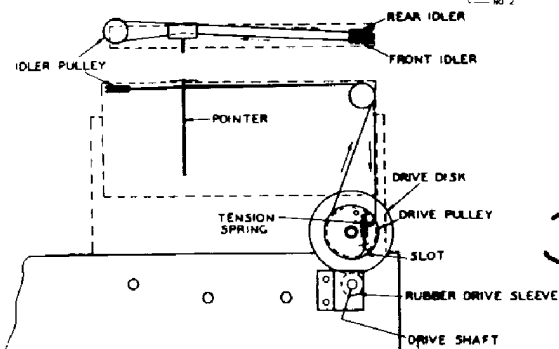


310

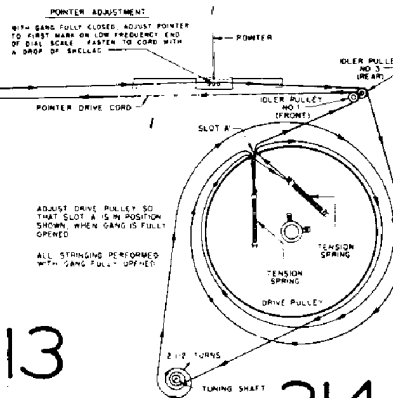


311

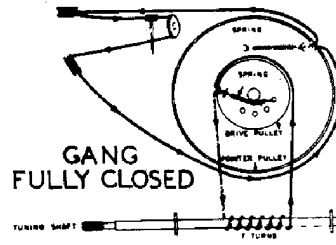
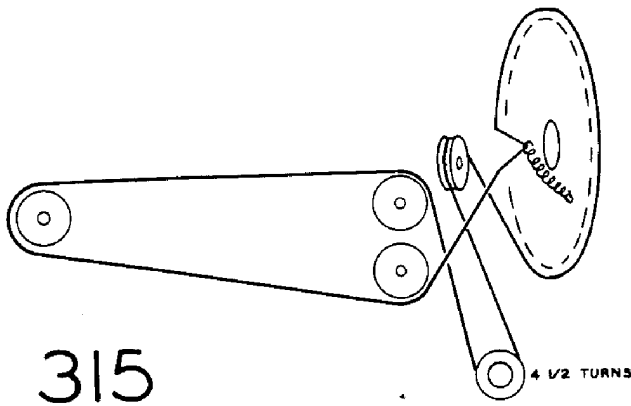
312



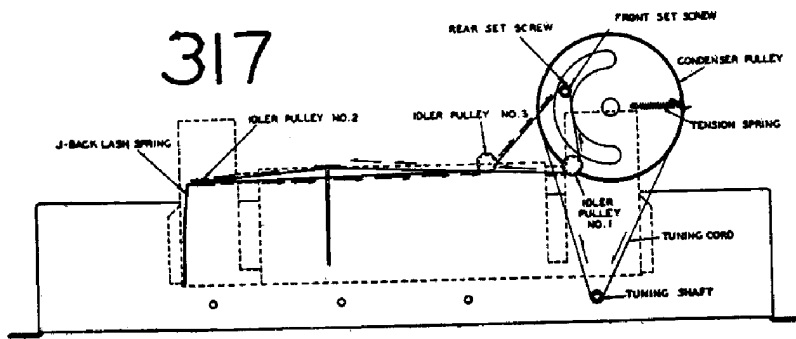
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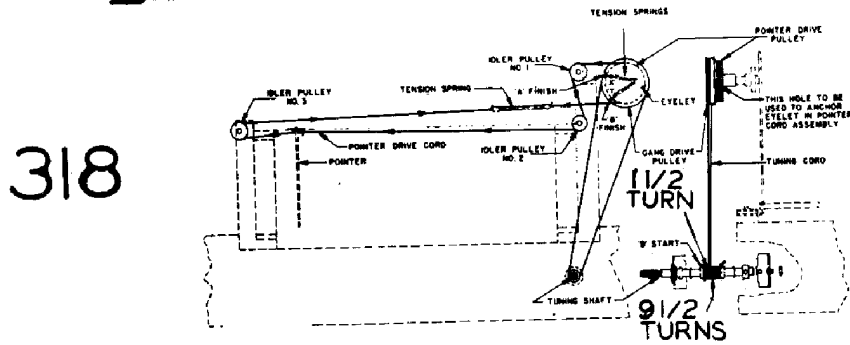
314



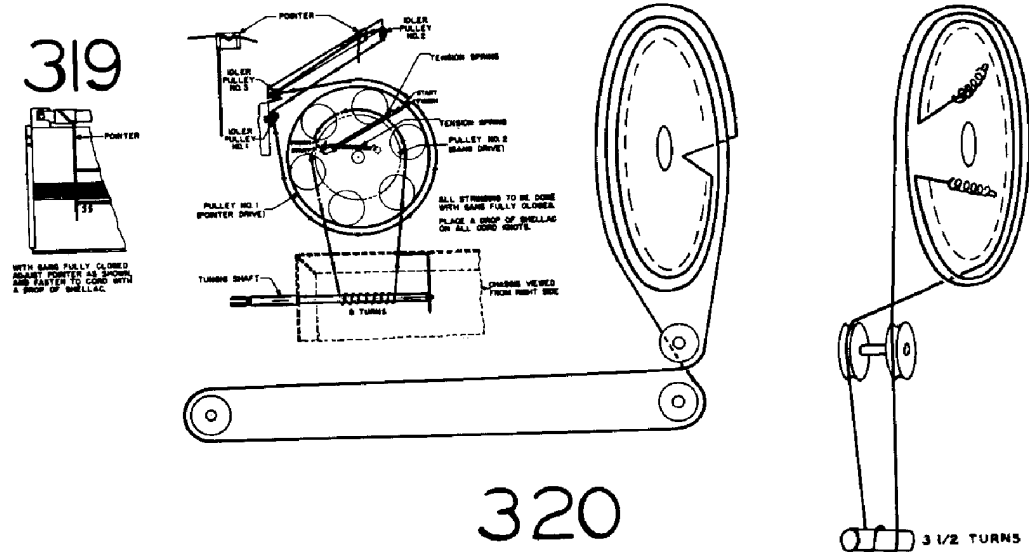
316



317

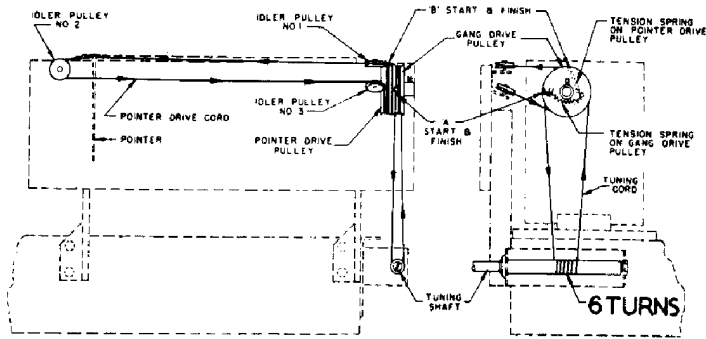


318

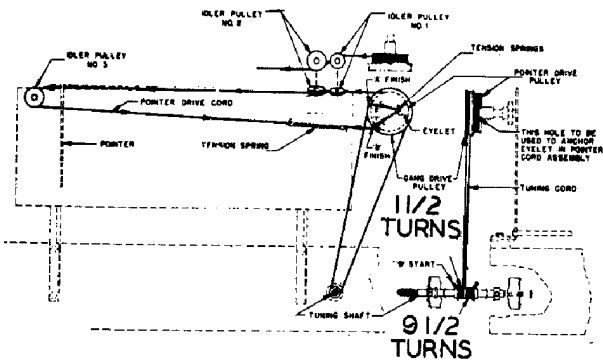


WITH GANG FULLY CLOSED POINT TO POINTER AS SHOWN AND FASTEN TO CORD WITH A DROP OF SHELLAC.

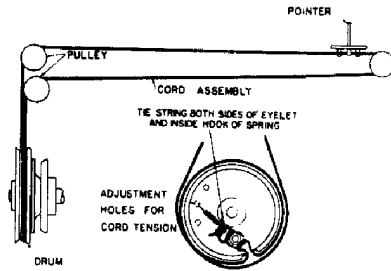
321



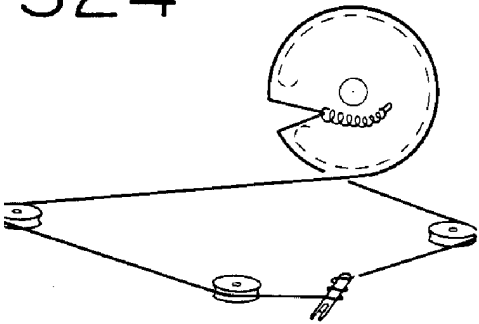
322



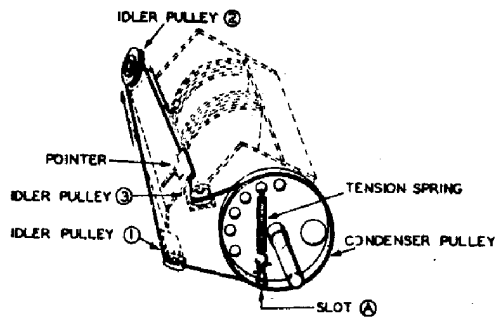
323



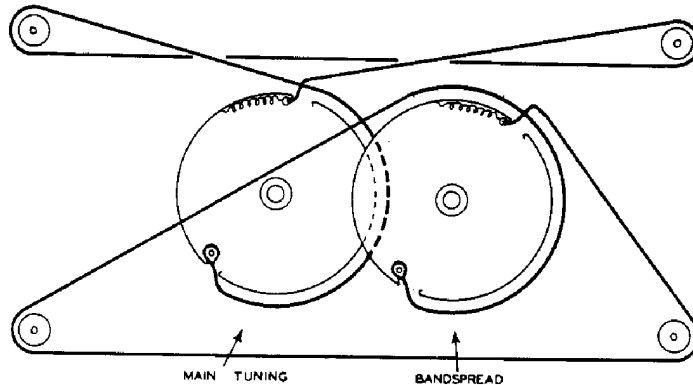
324

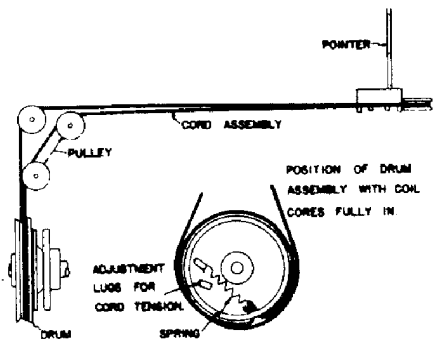


325

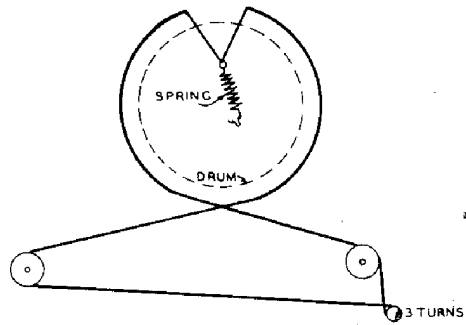


326

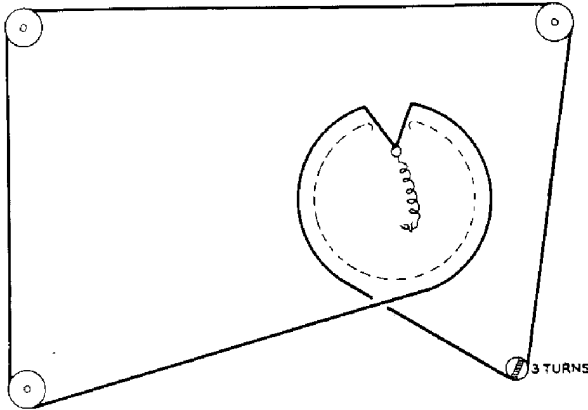




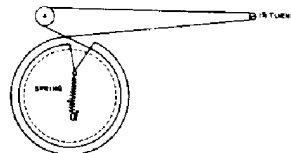
327



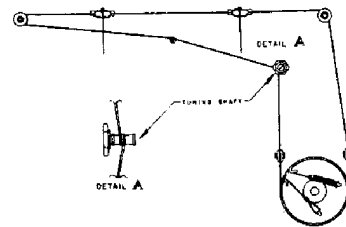
328



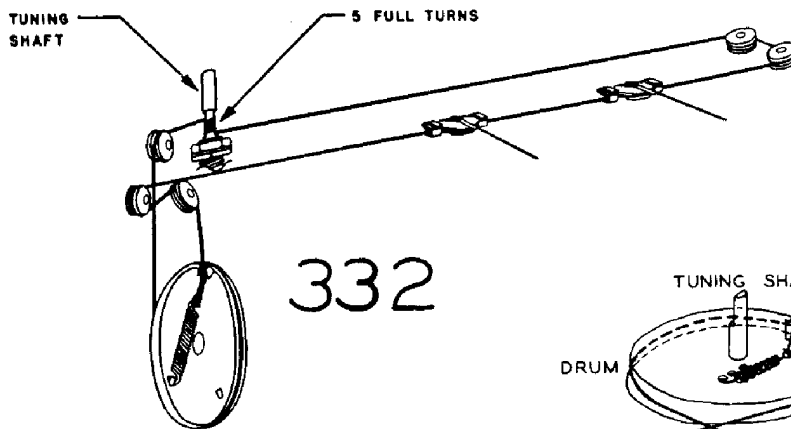
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330

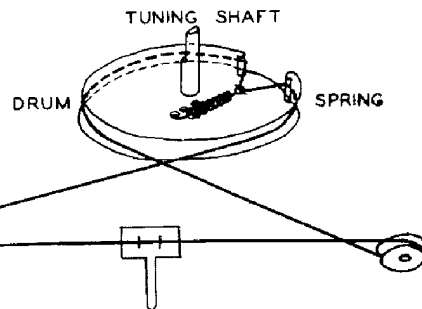


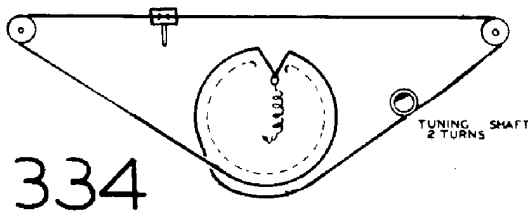
331



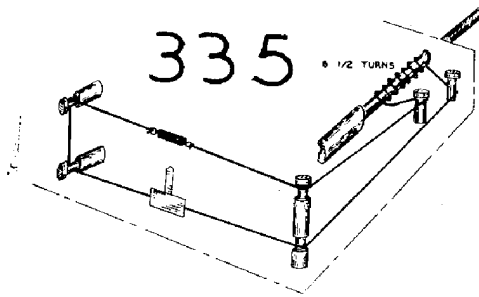
332

333

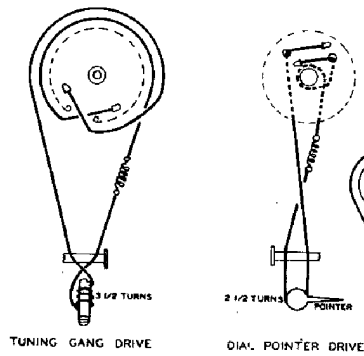




334



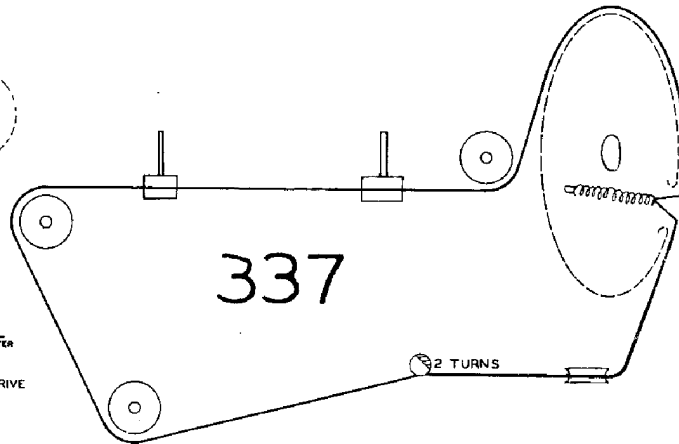
335



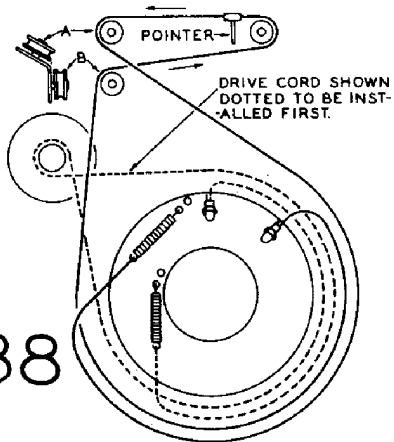
TUNING GANG DRIVE

DIAL POINTER DRIVE

336

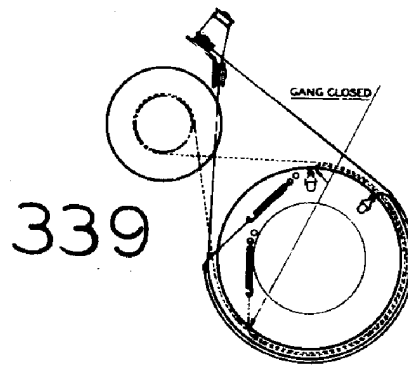


337

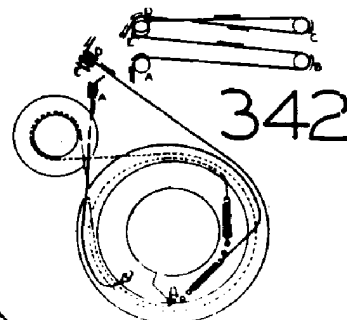


338

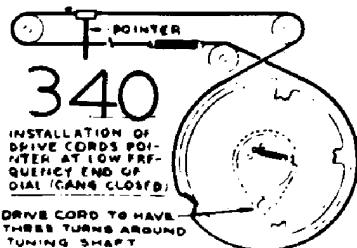
(POINTER AT LOW FREQUENCY END OF DIAL)
TUNING CONDENSER MAXIMUM CAPACITY (FULLY CLOSED)



339



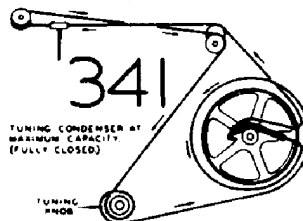
342



340

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

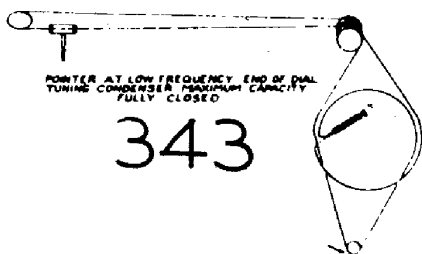
DRIVE CORD TO HAVE THREE TURNS AROUND TUNING SHAFT



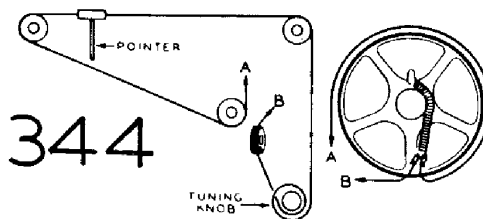
341

TUNING CONDENSER AT MAXIMUM CAPACITY (FULLY CLOSED)

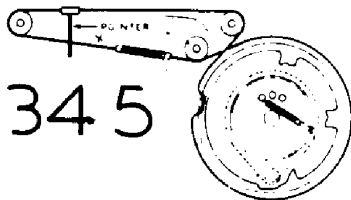
TUNING KNOB



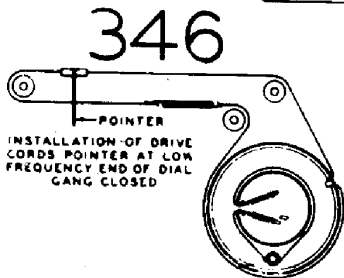
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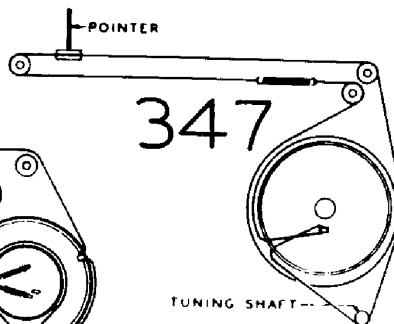
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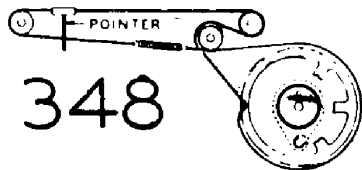
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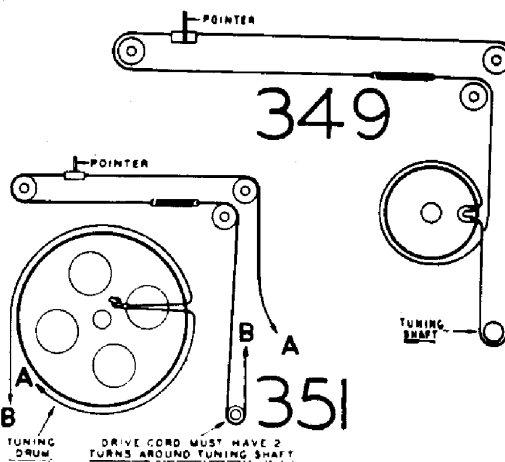
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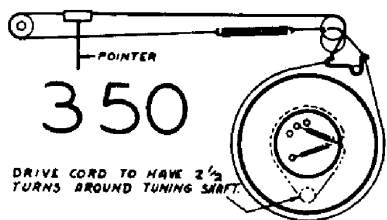
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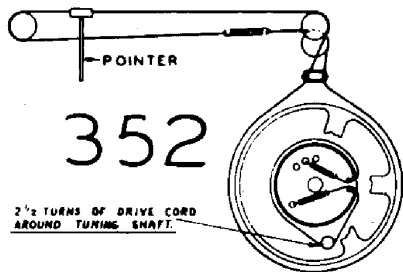
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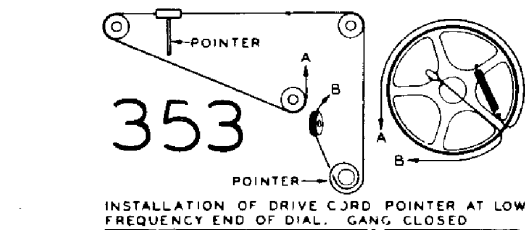
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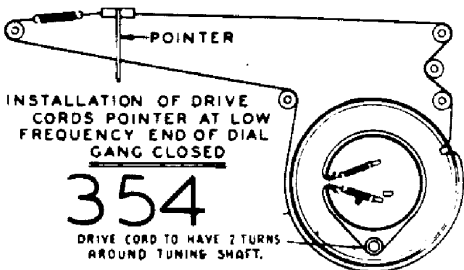
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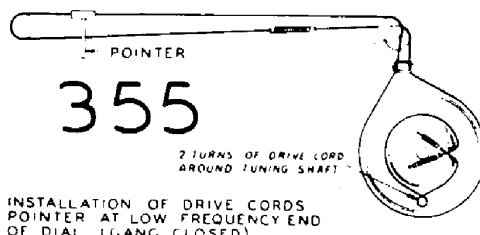
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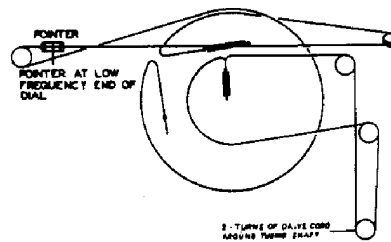
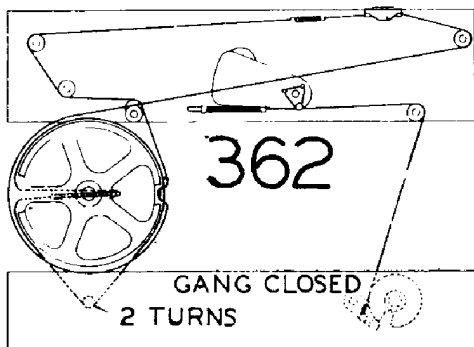
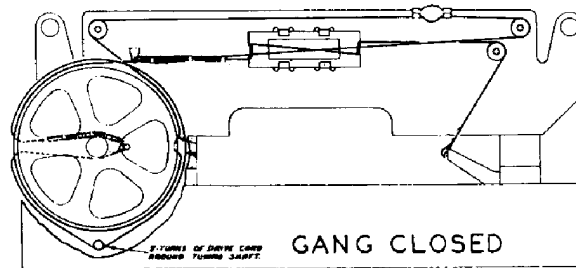
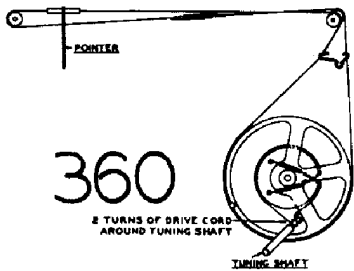
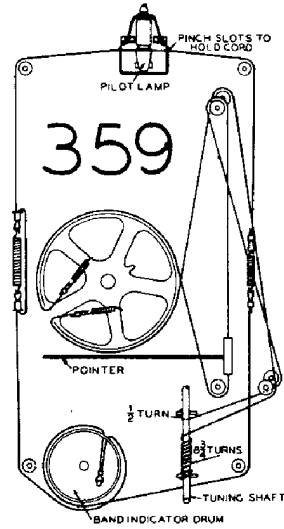
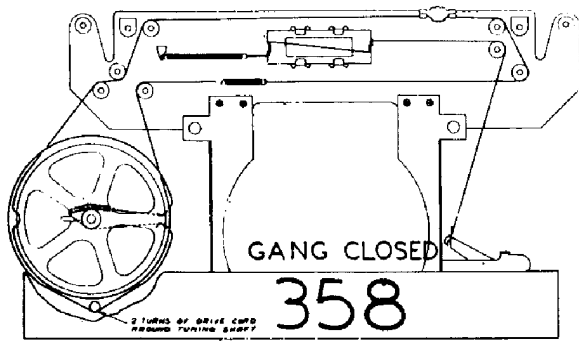
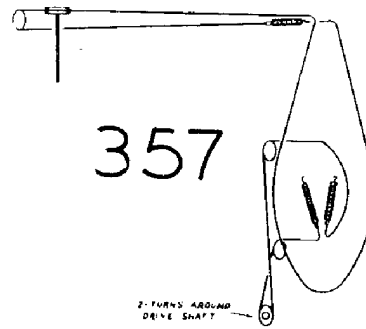
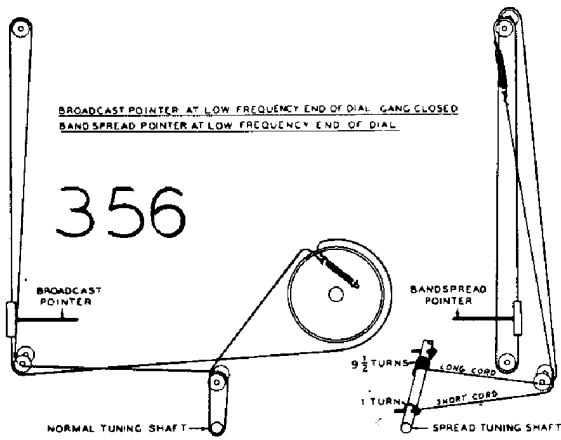
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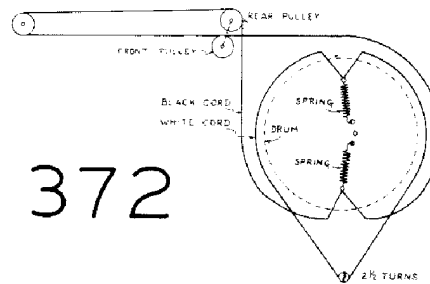
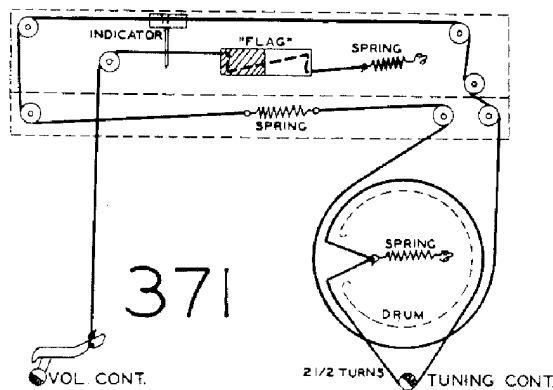
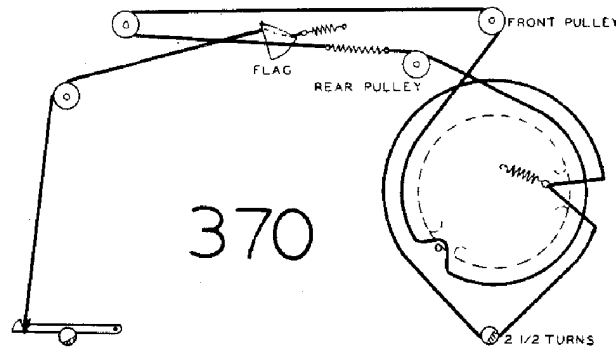
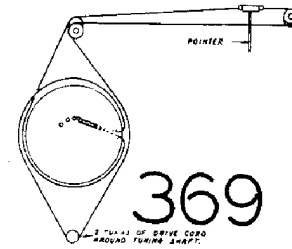
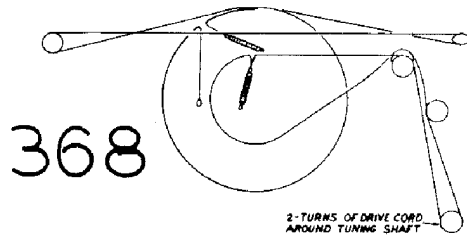
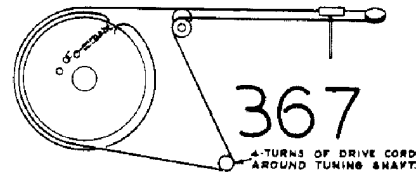
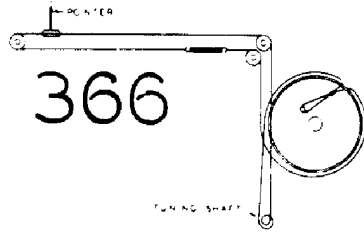
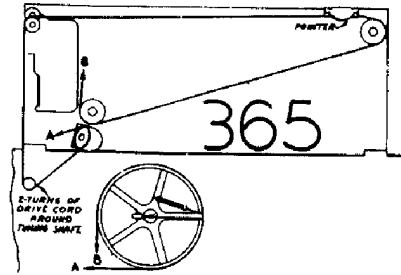
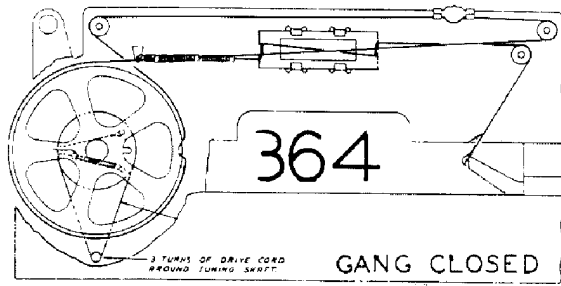


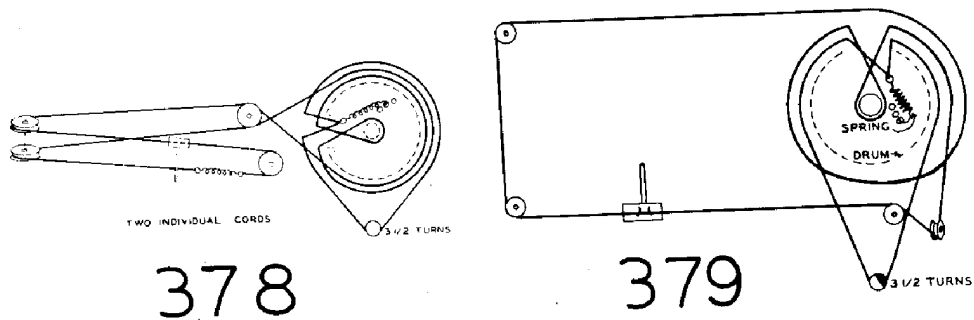
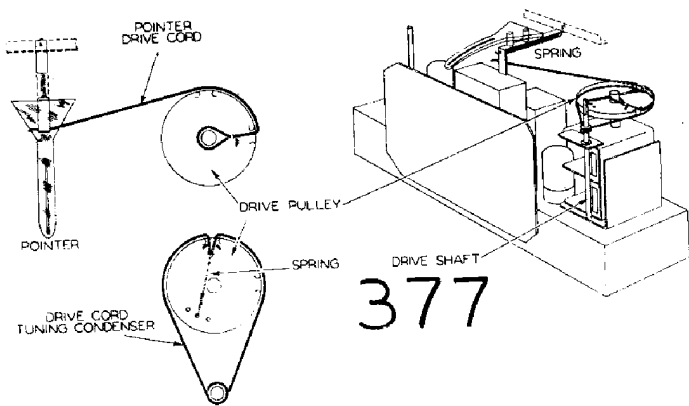
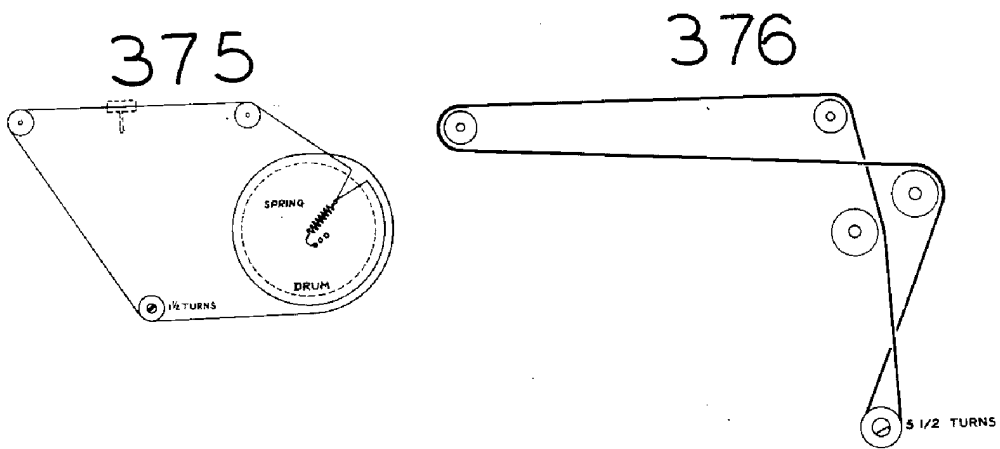
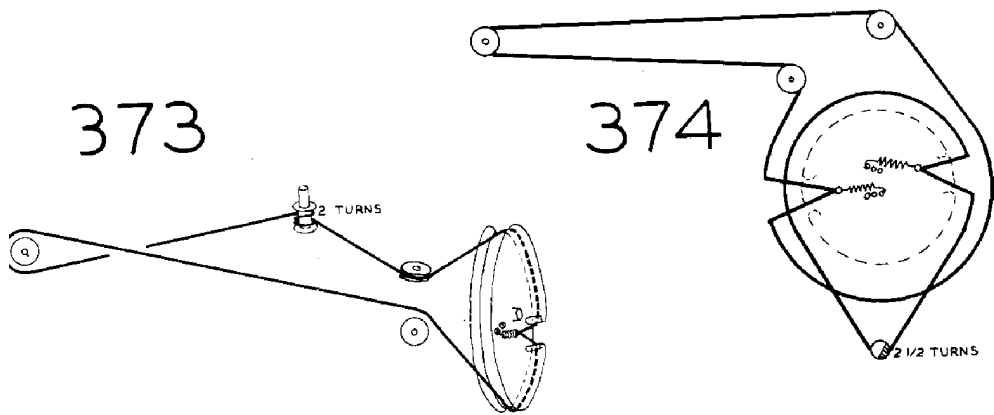
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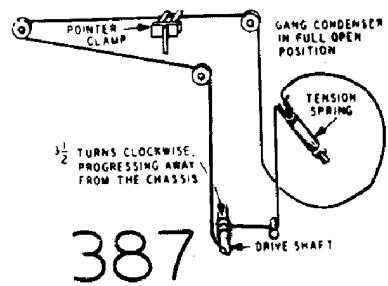
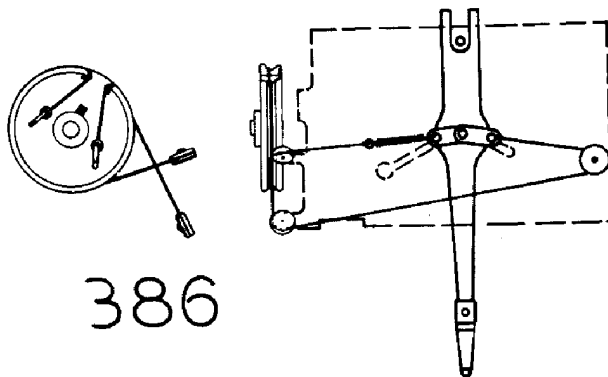
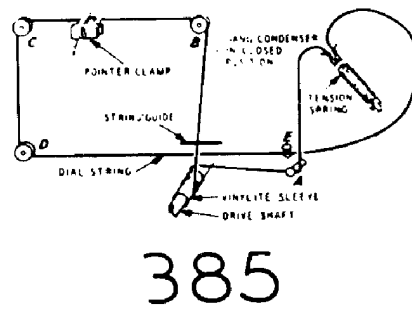
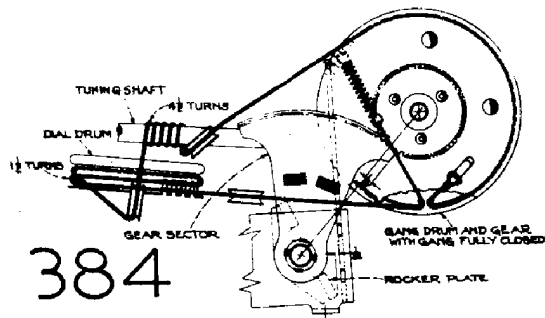
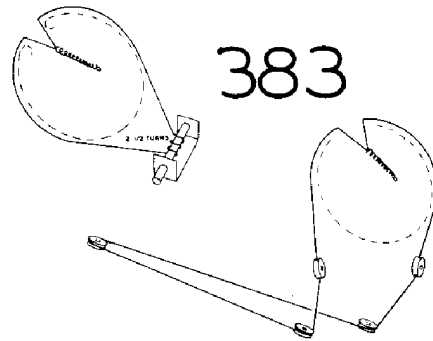
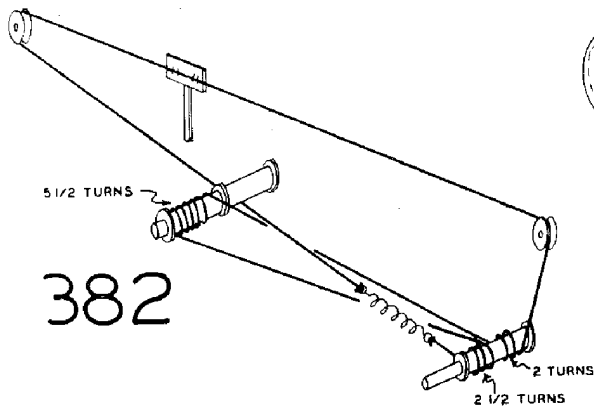
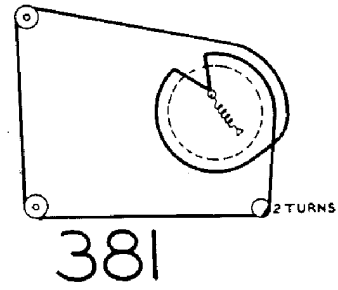
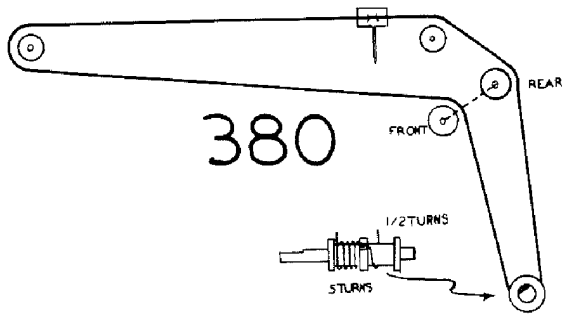


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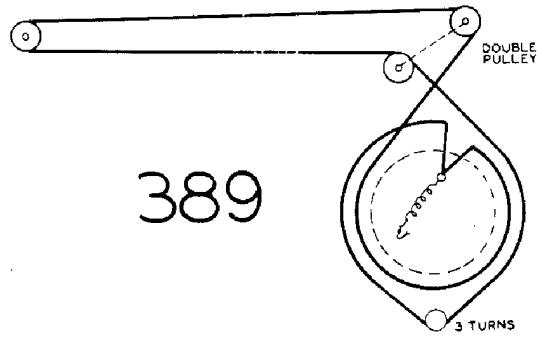
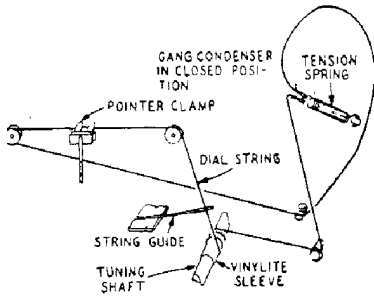




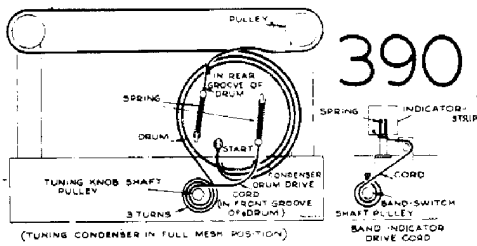




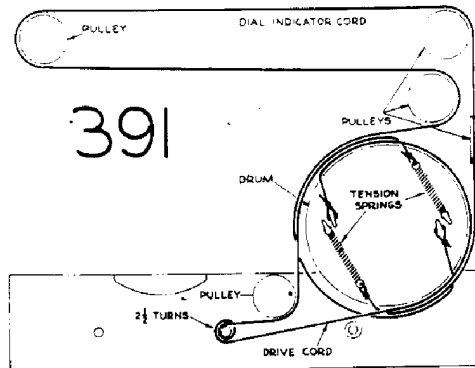
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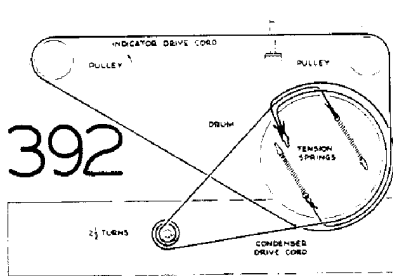
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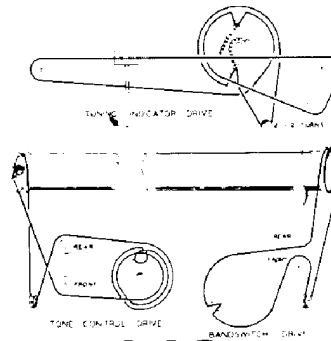
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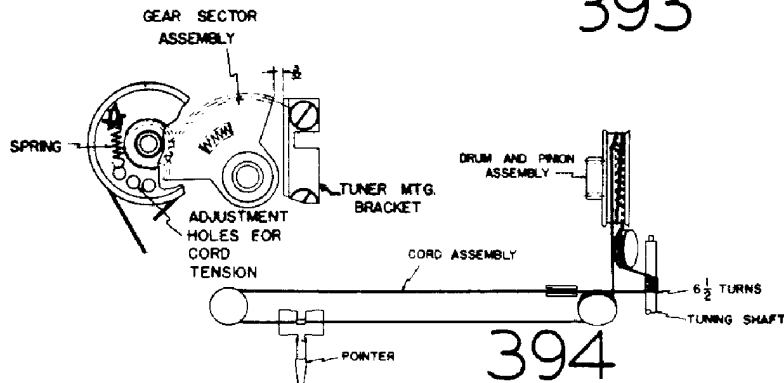
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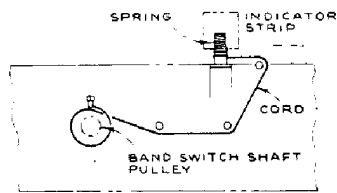
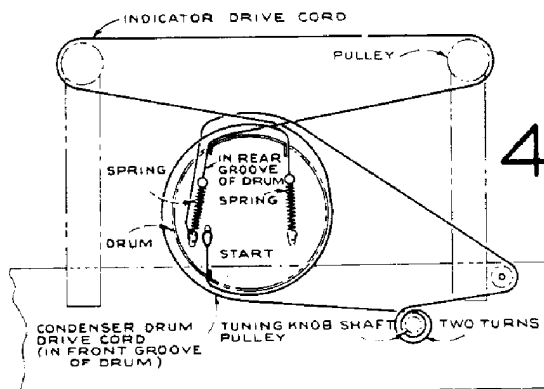
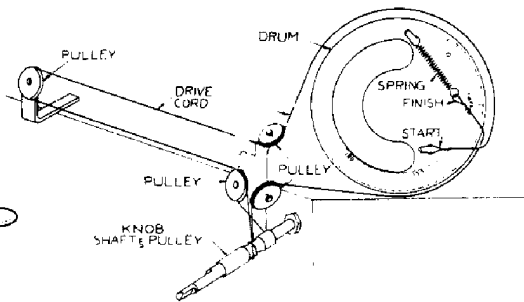
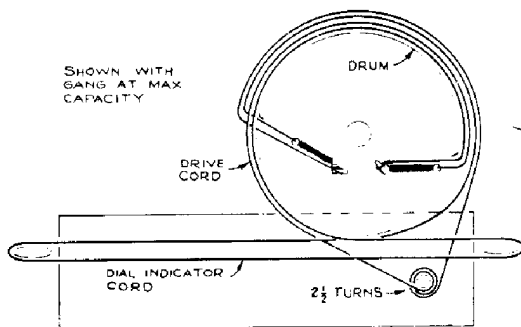
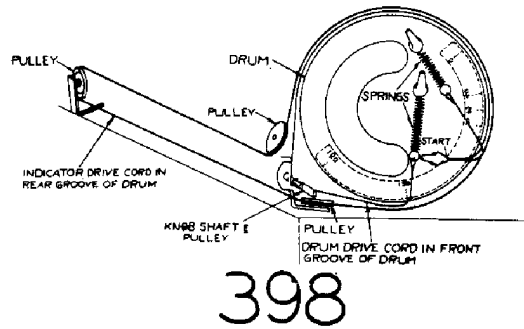
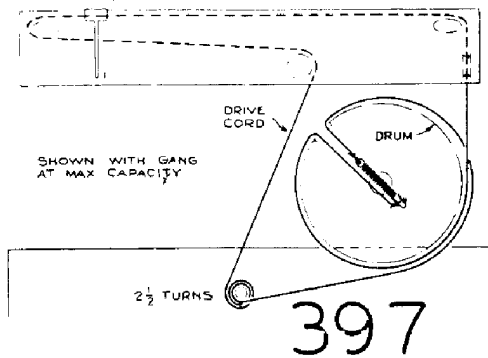
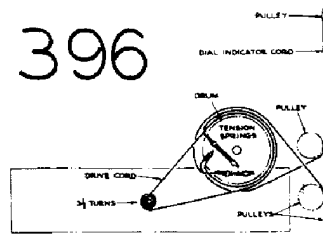
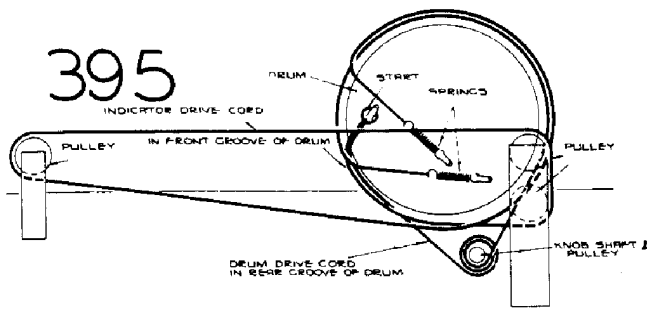
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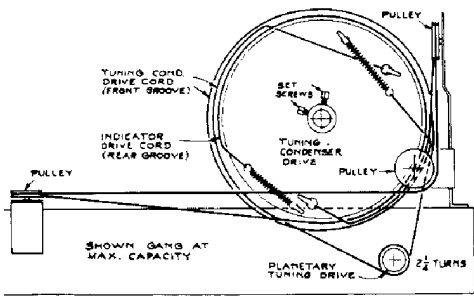


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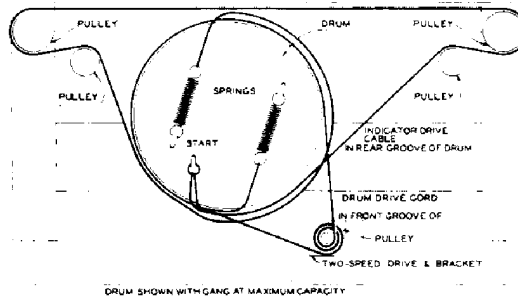


TUNING CONDENSER IN FULL MESH POSITION

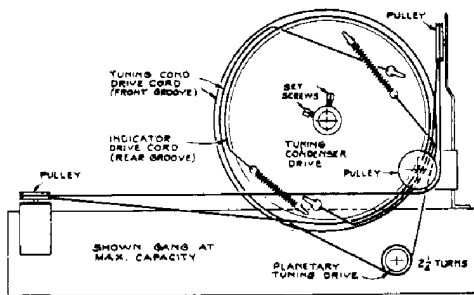
BAND INDICATOR DRIVE CORD



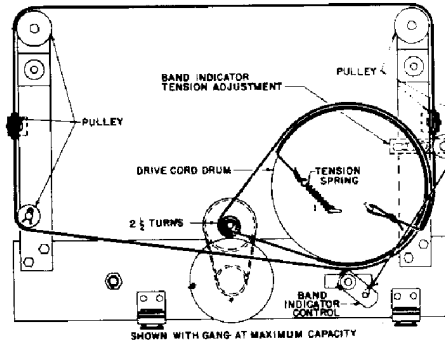
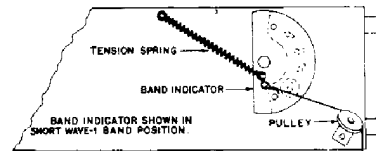
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403

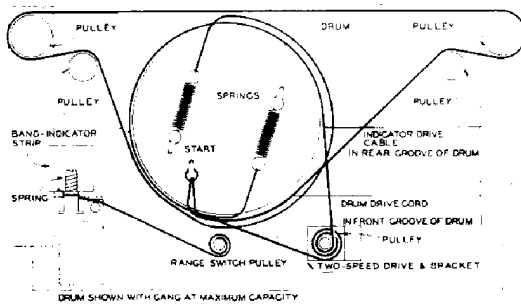


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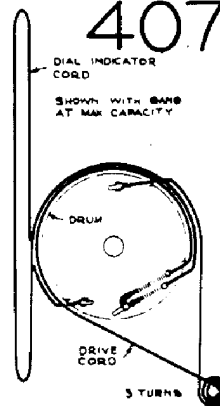


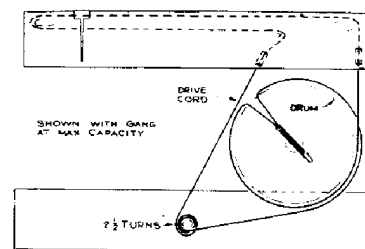
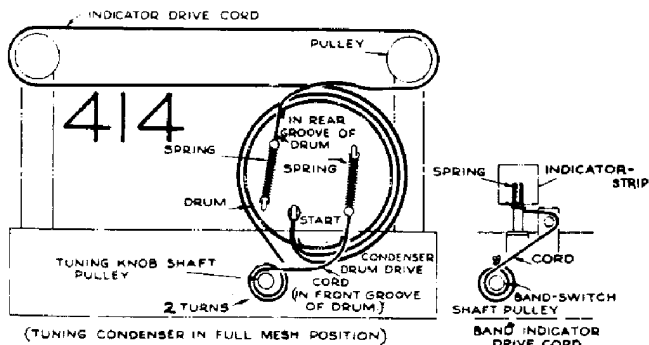
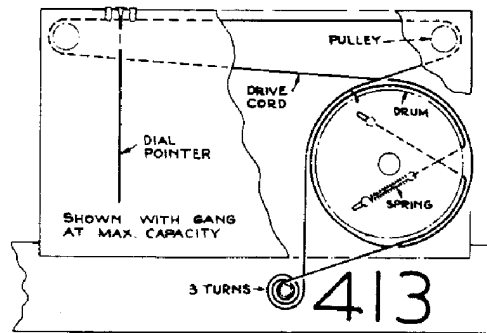
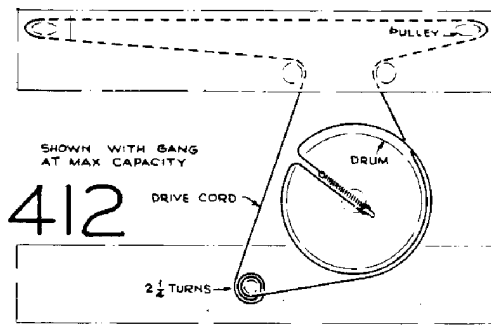
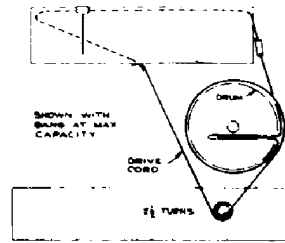
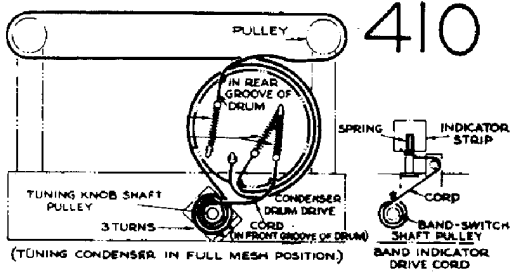
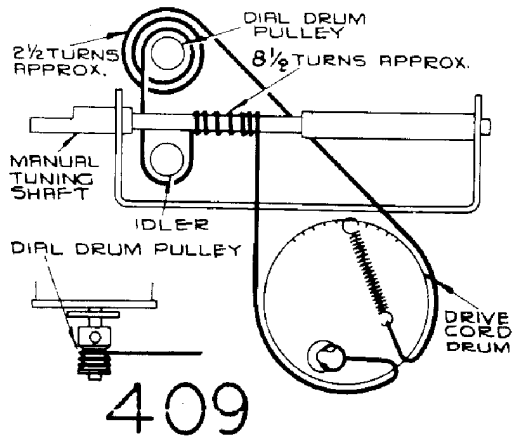
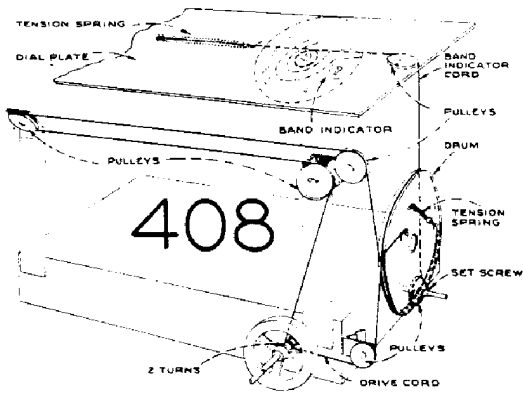
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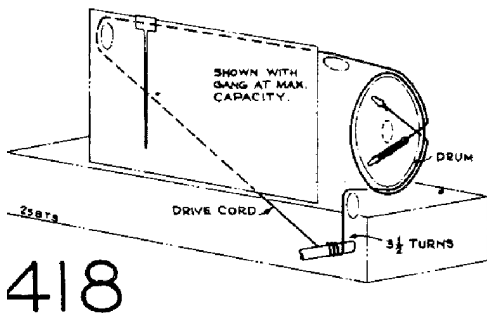
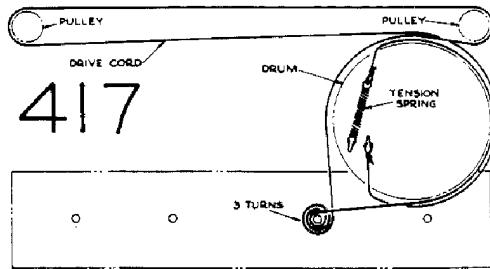
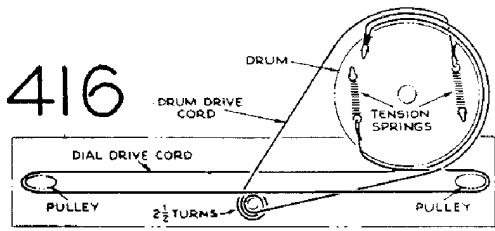


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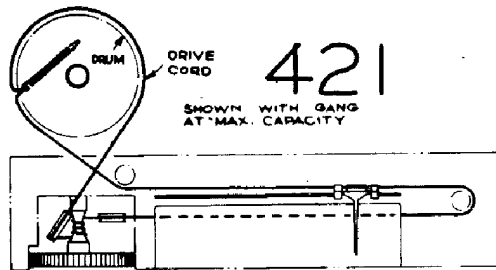
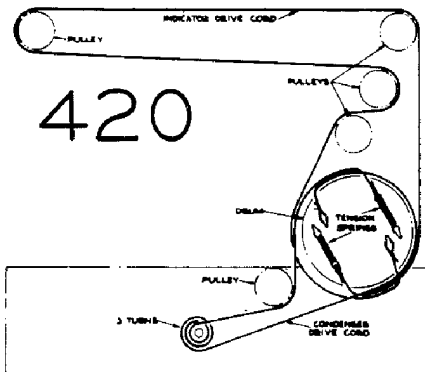
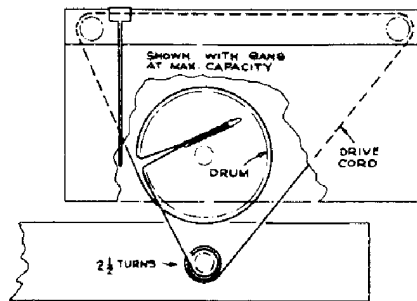




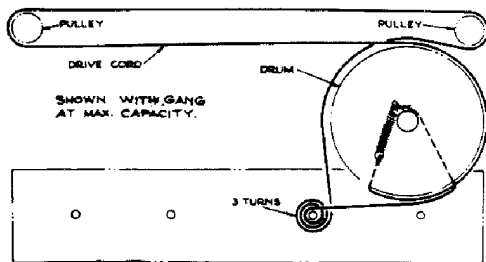
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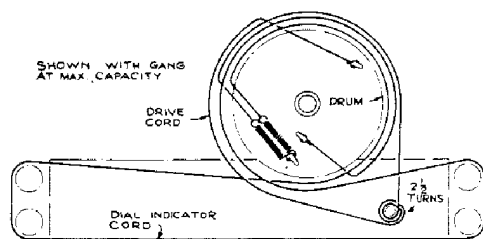
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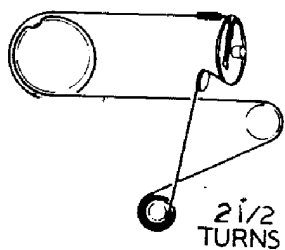


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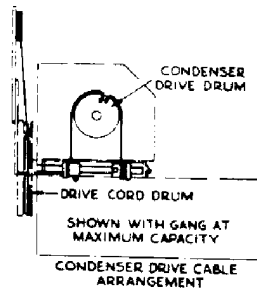
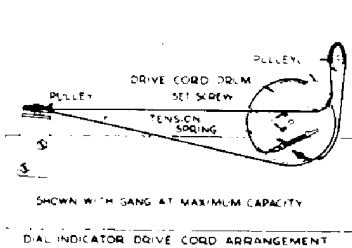


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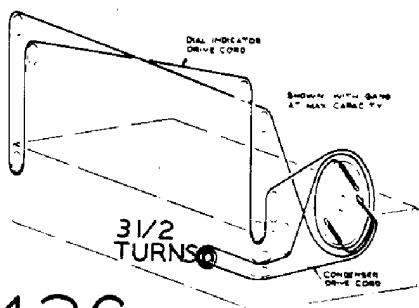




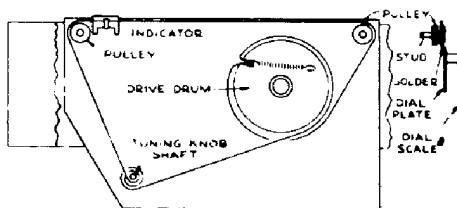
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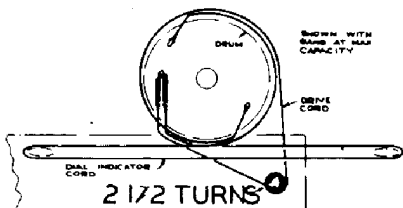
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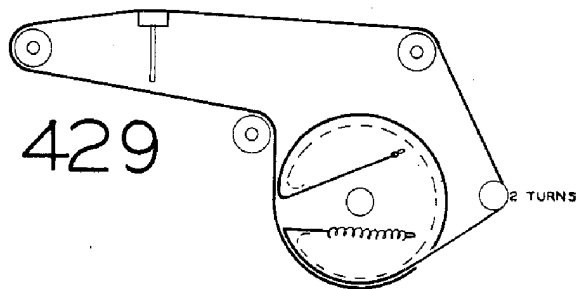
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427

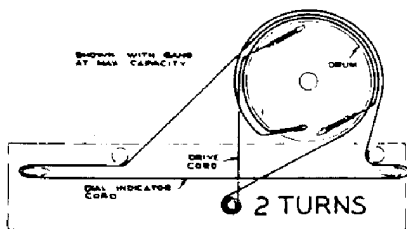


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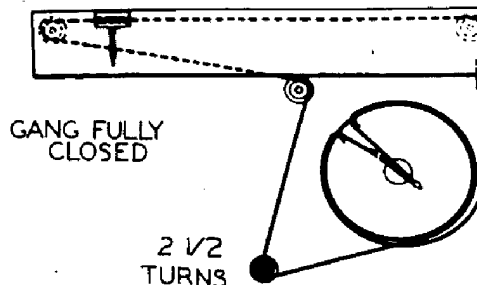


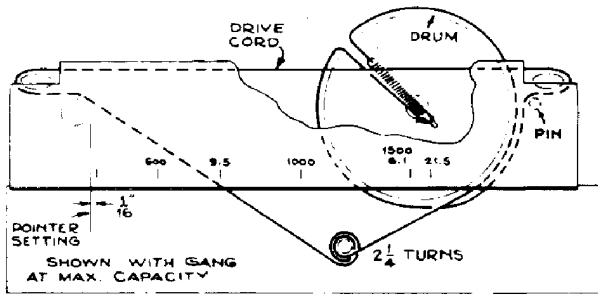
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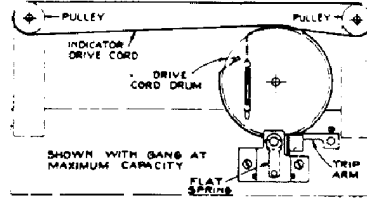
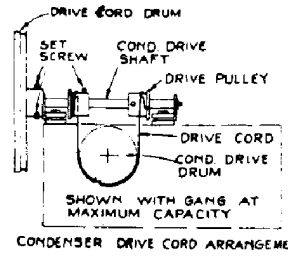


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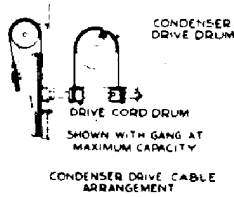




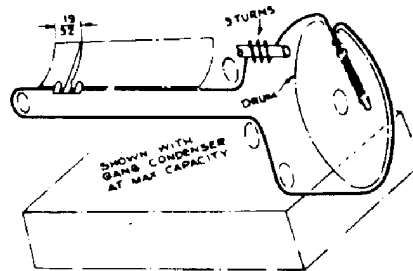
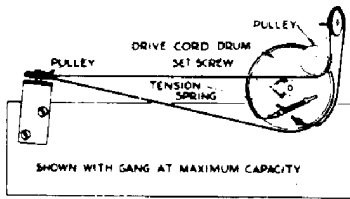
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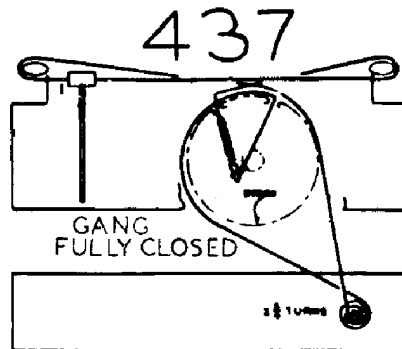
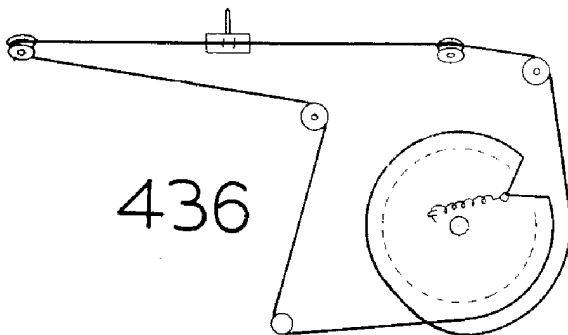
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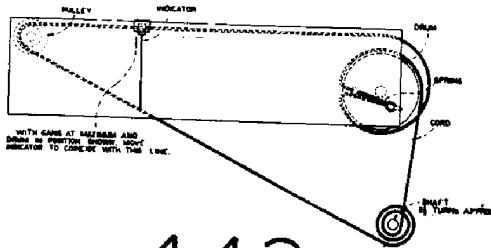
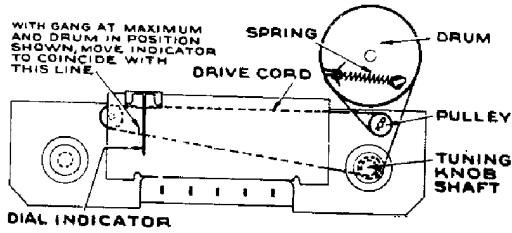
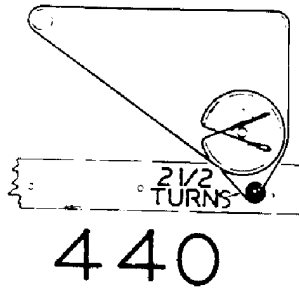
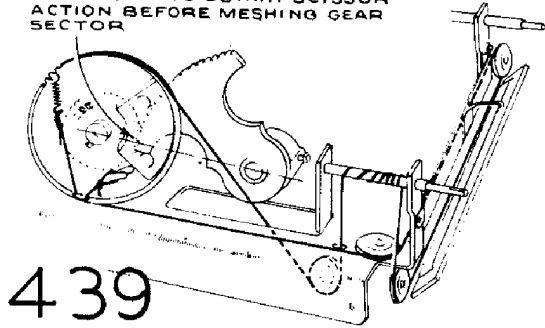
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435

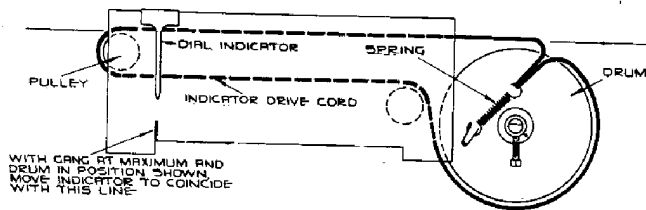


TURN FREE GEAR CLOCKWISE
ONE TOOTH TO OBTAIN SCISSOR
ACTION BEFORE MESHING GEAR
SECTOR



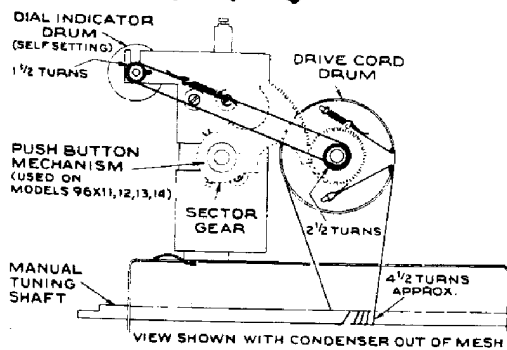
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442

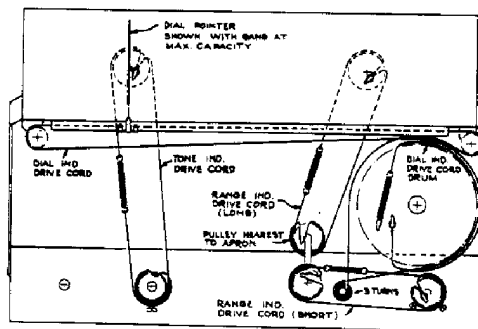


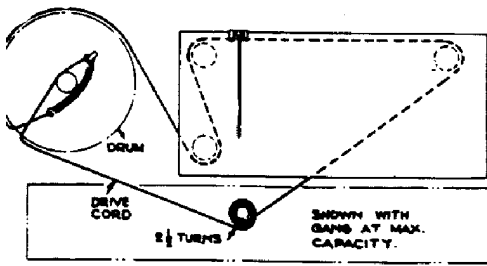
443

444

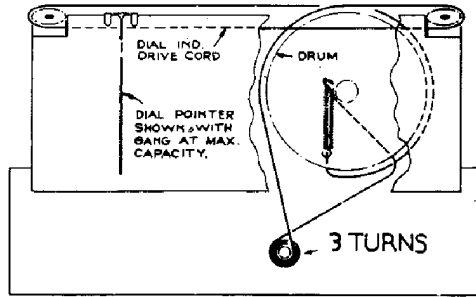


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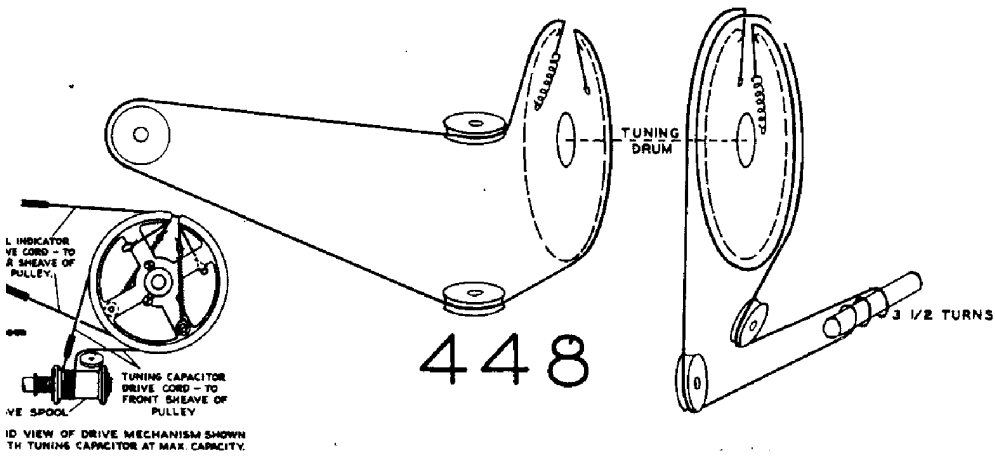




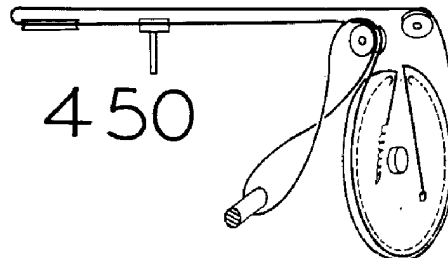
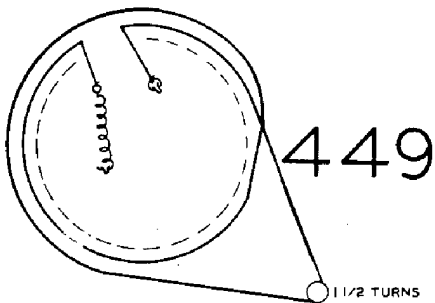
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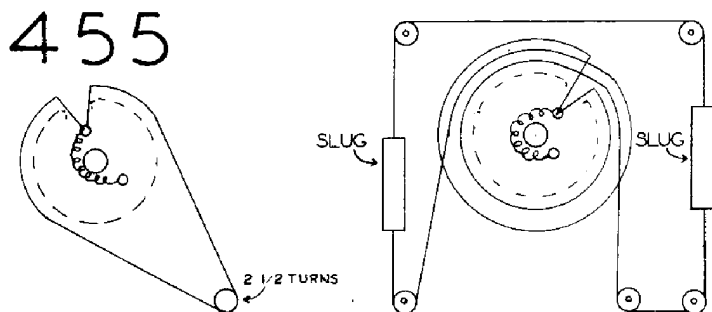
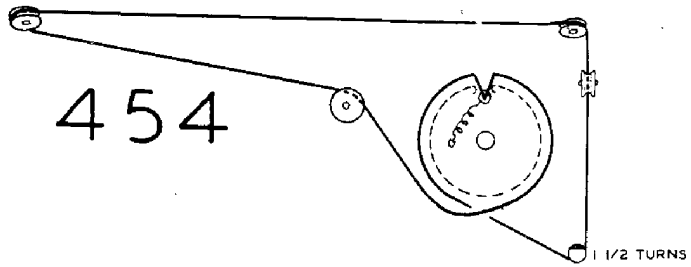
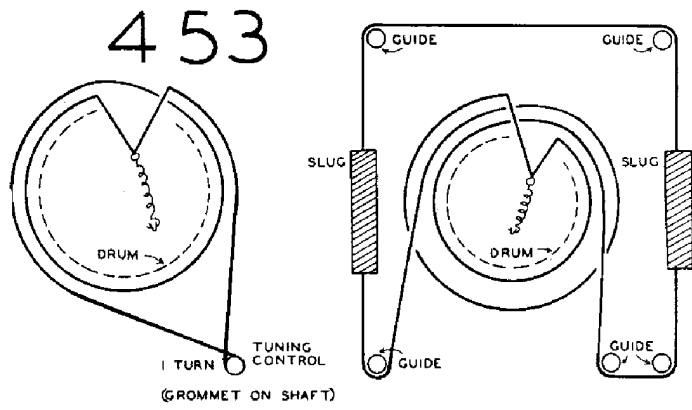
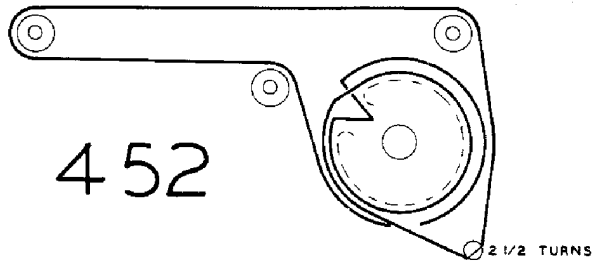
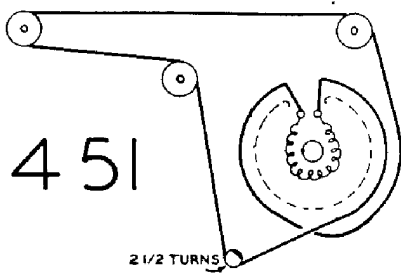
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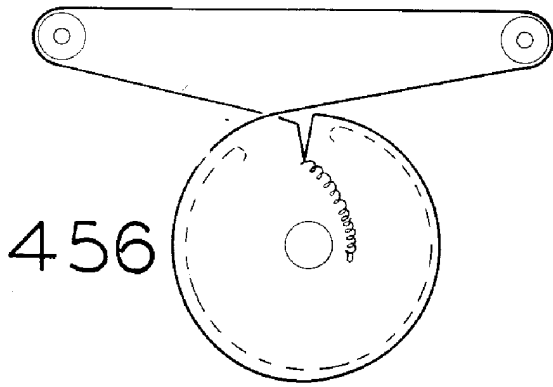


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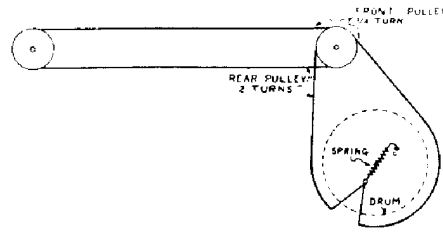


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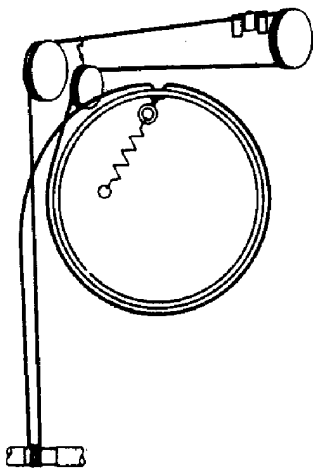




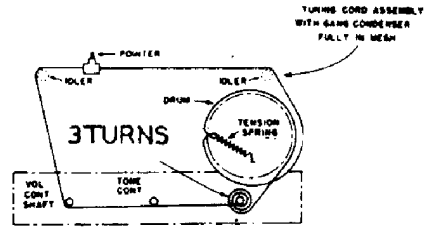
NOTE: Dial cord material is bronze wire - .063 diameter.



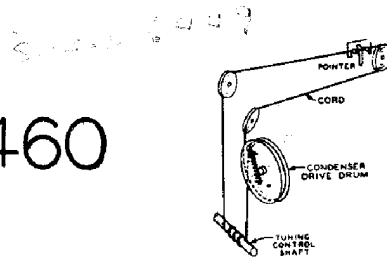
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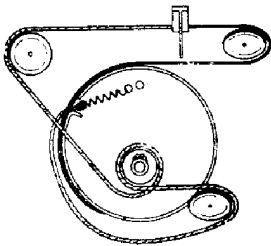
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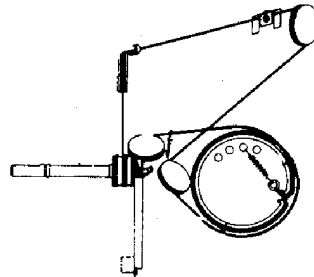
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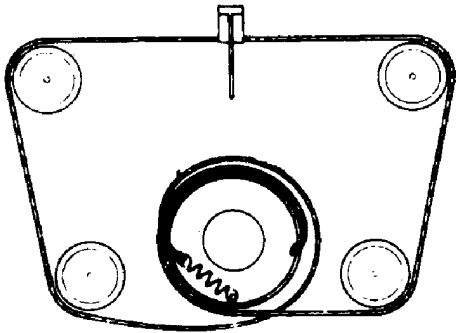


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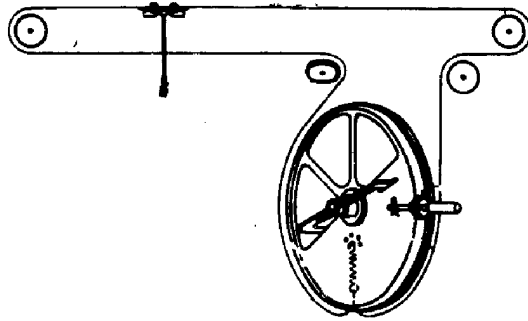


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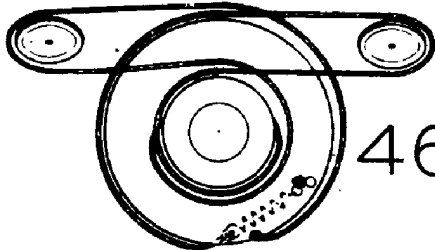




POINTER DRIVE HOOKUP

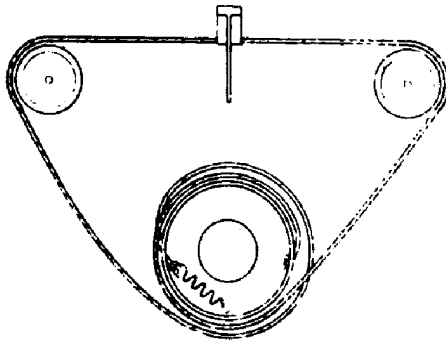


464



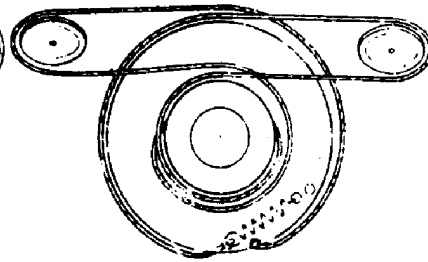
463

CONDENSER DRIVE HOOKUP

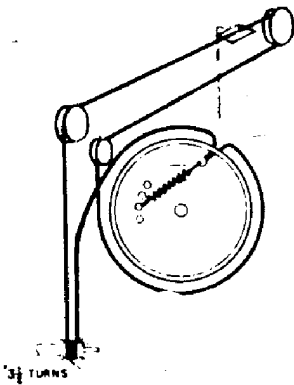


POINTER DRIVE HOOKUP

465

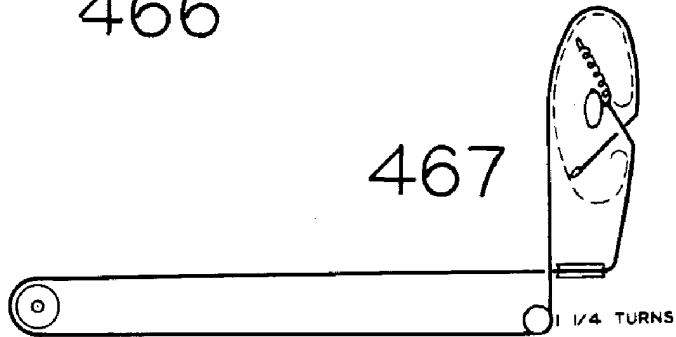


CONDENSER DRIVE HOOKUP



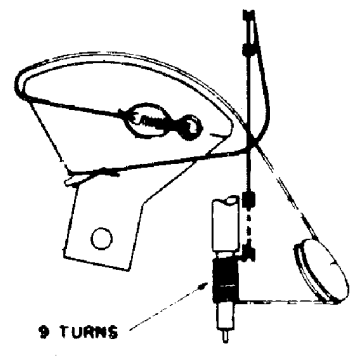
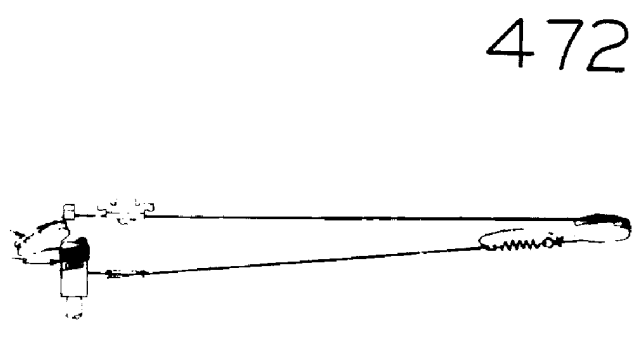
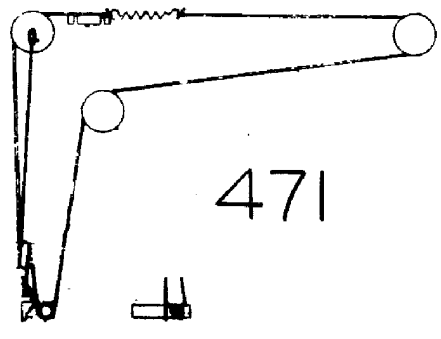
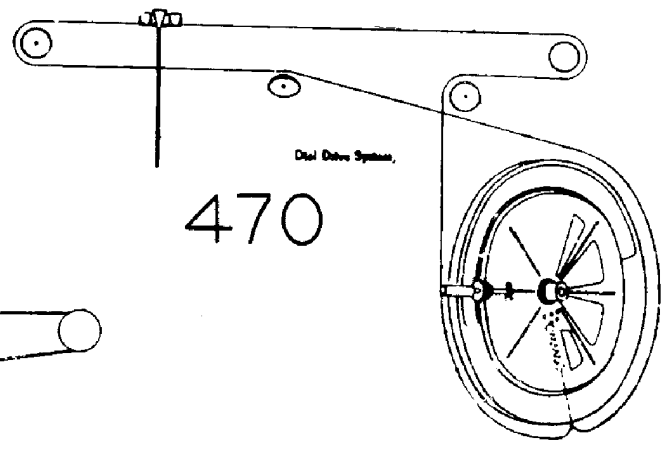
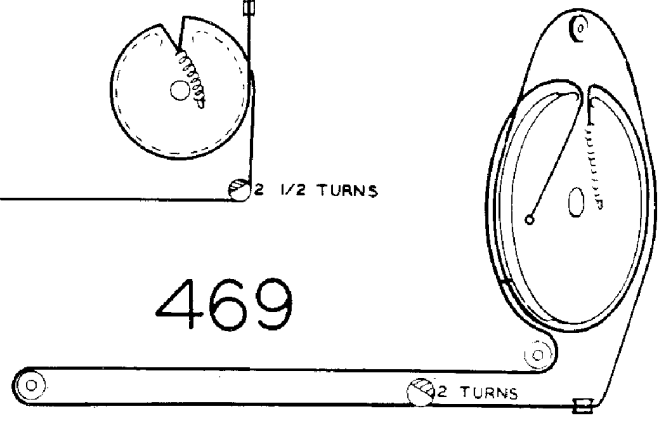
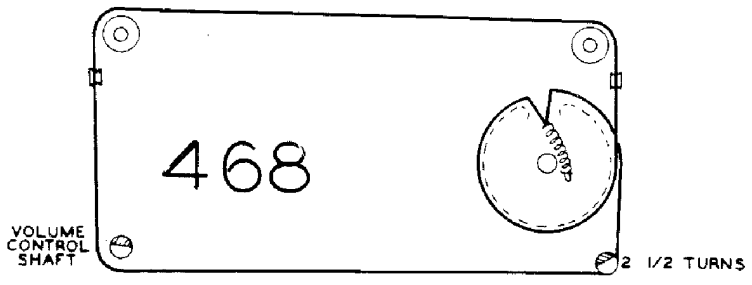
3/4 TURNS

466

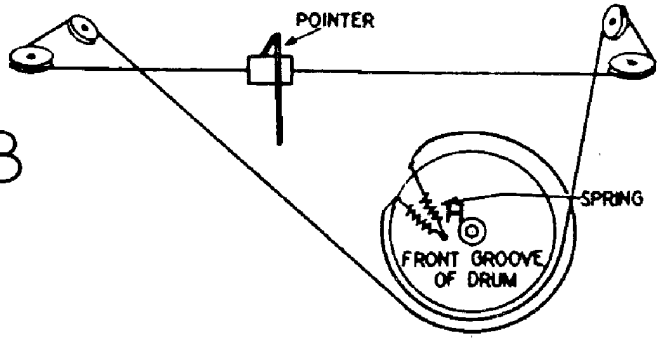


467

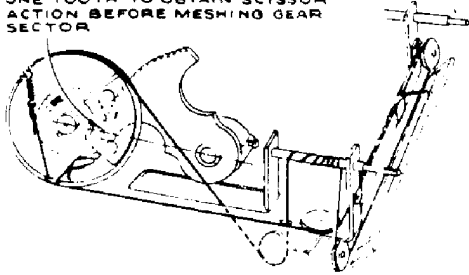
1/4 TURNS



473

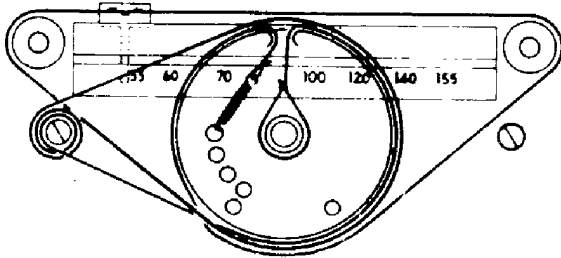
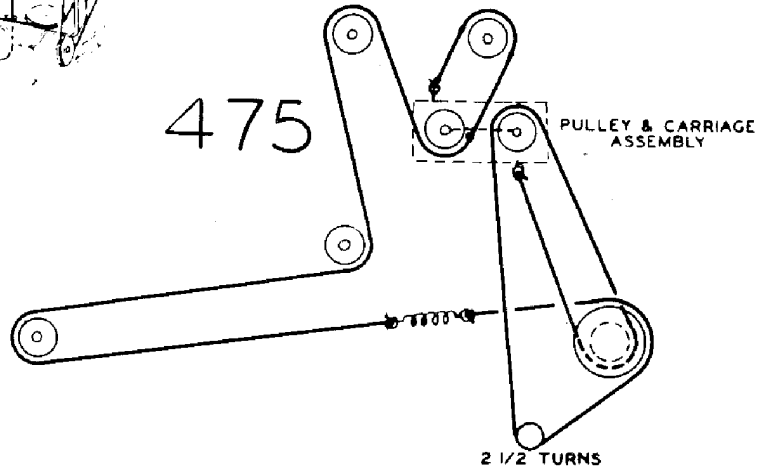


TURN FREE GEAR CLOCKWISE ONE TOOTH TO OBTAIN SCISSOR ACTION BEFORE MESHING GEAR SECTOR



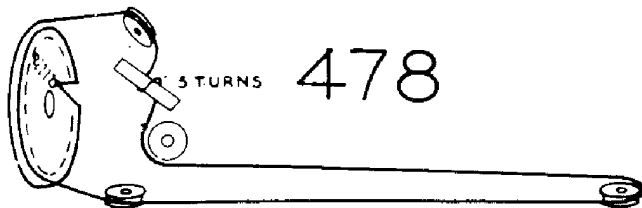
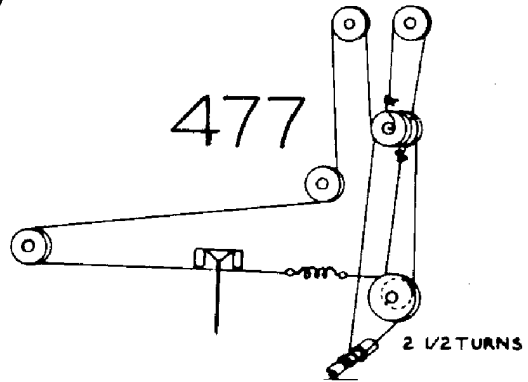
474

475

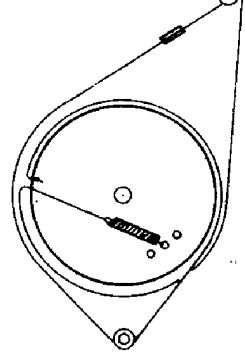
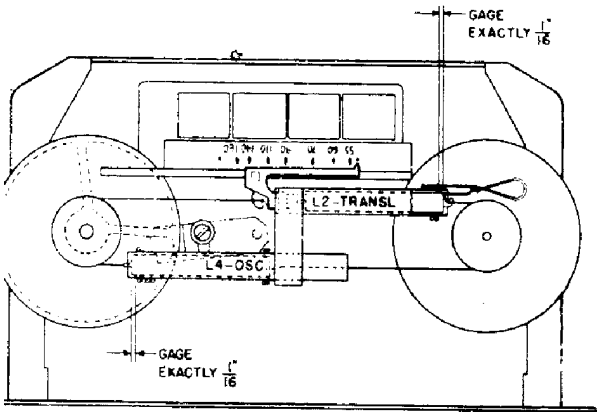
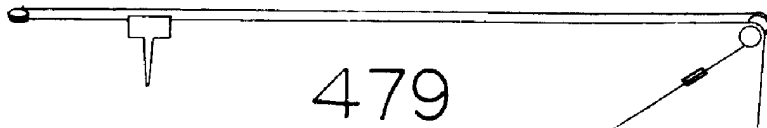


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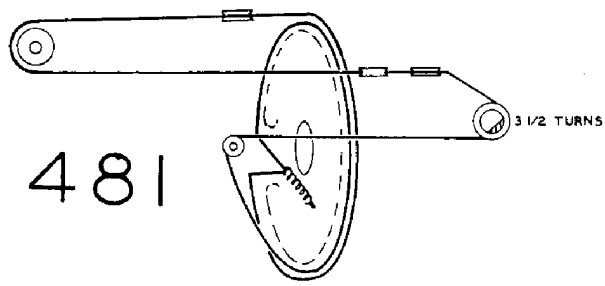
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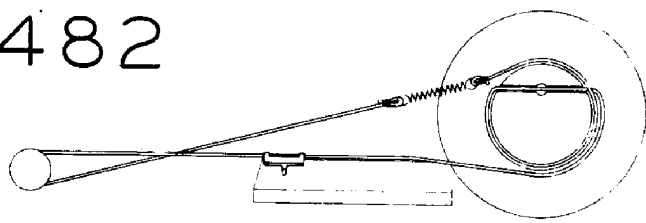
478



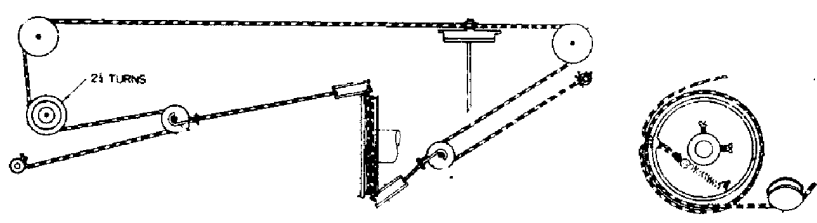
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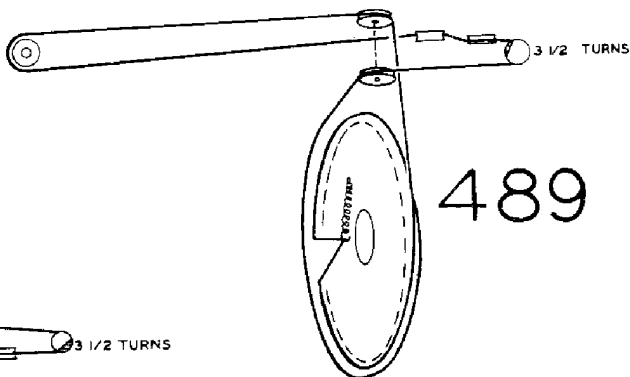
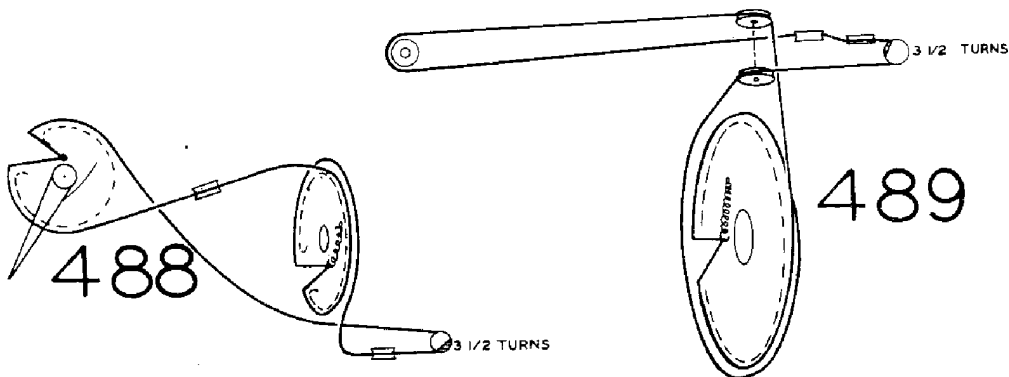
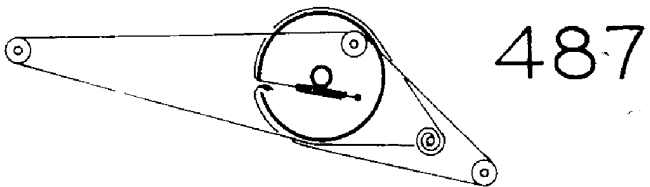
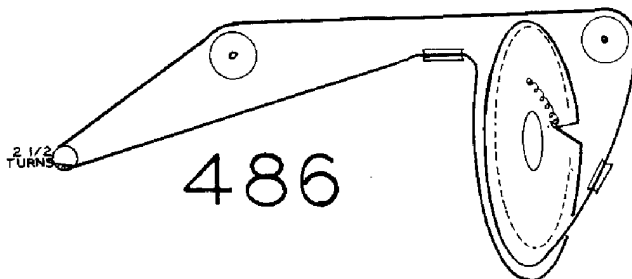
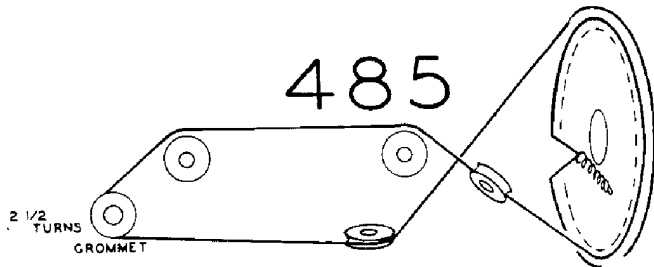
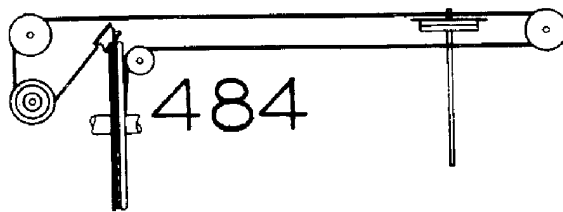
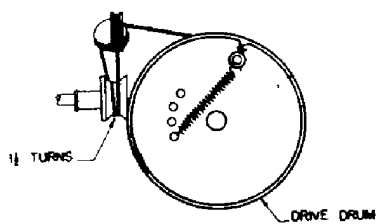


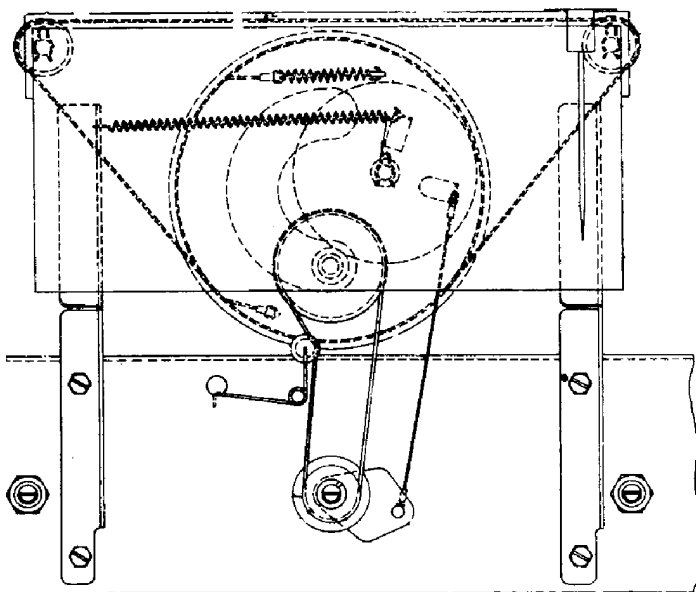
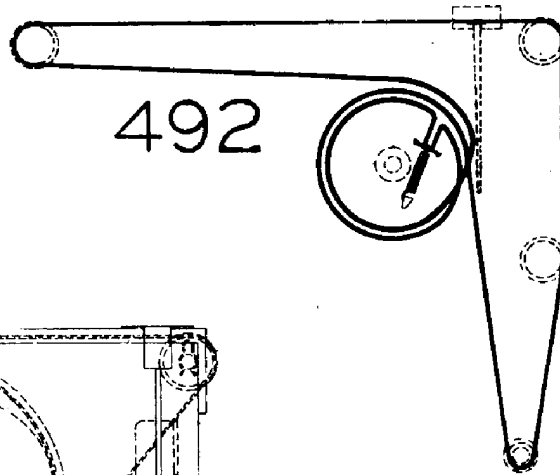
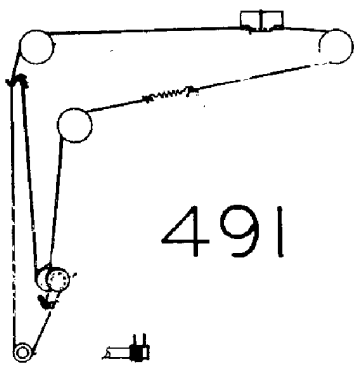
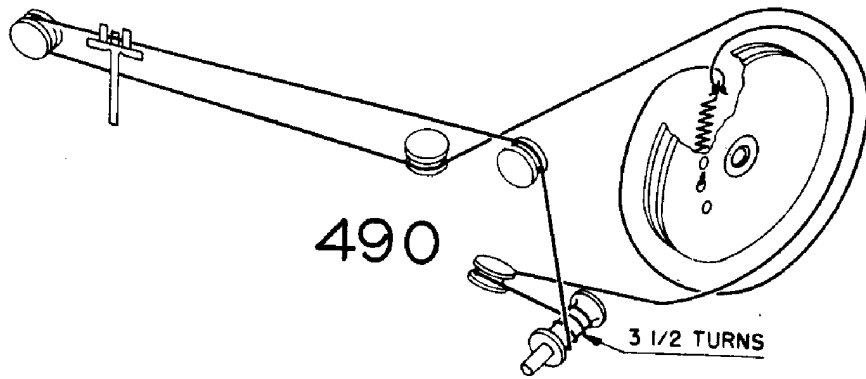
482



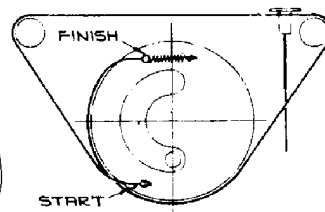
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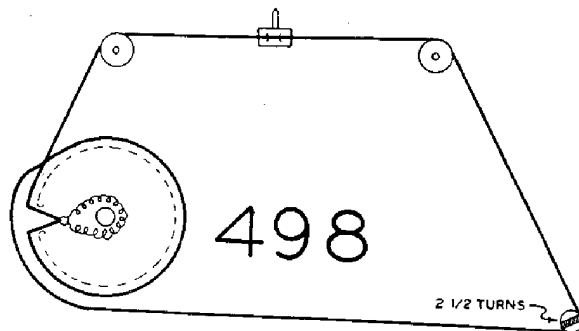
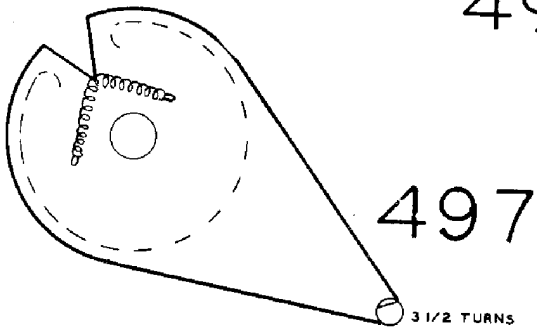
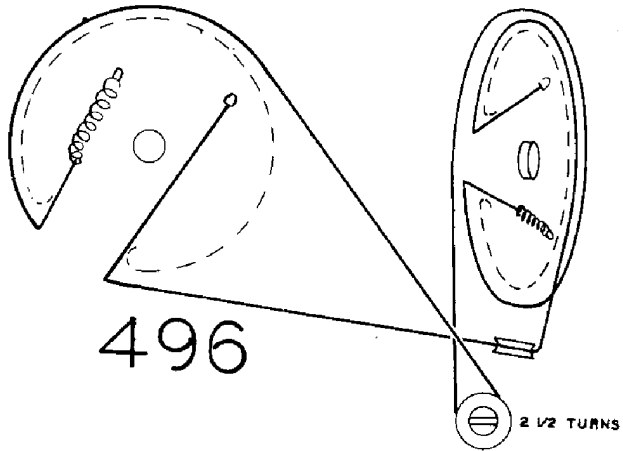
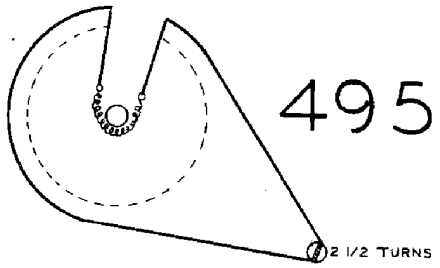
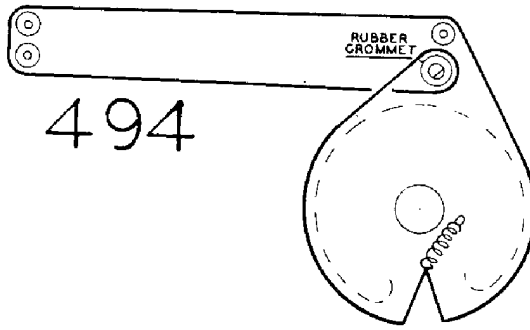


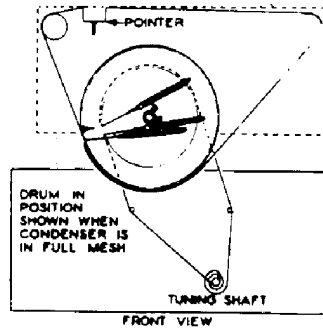
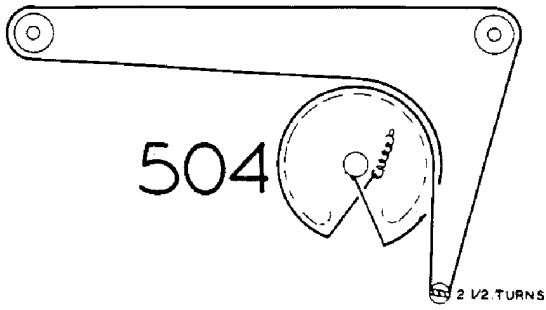




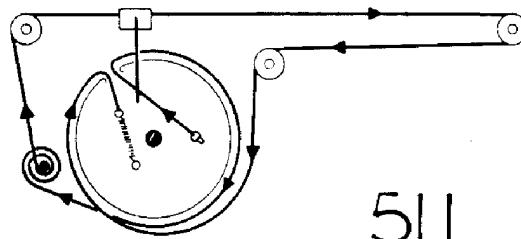
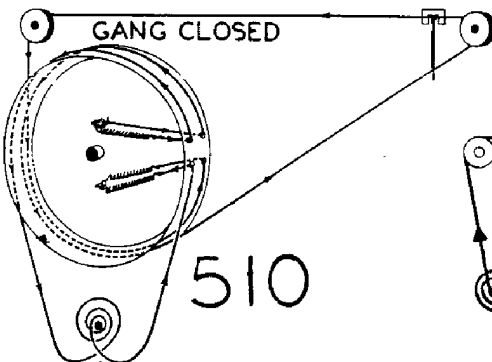
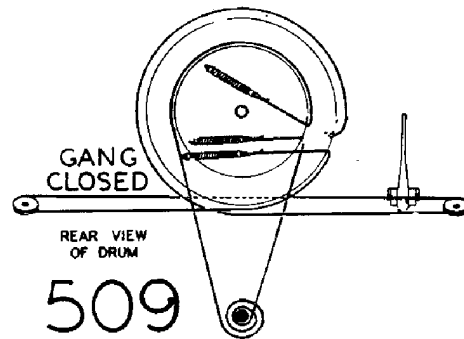
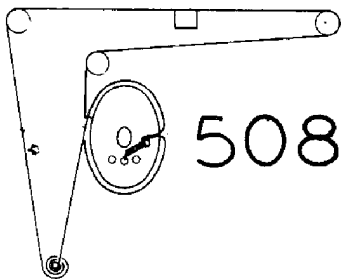
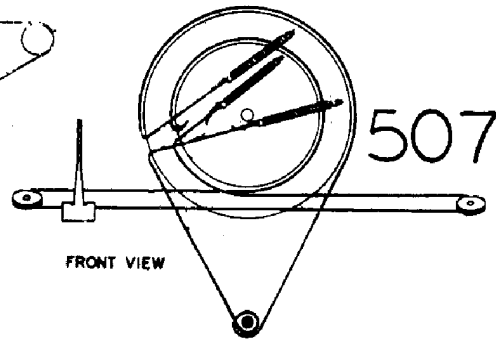
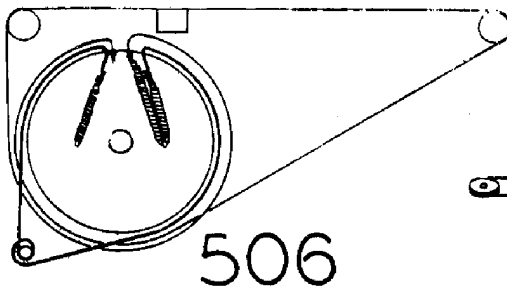
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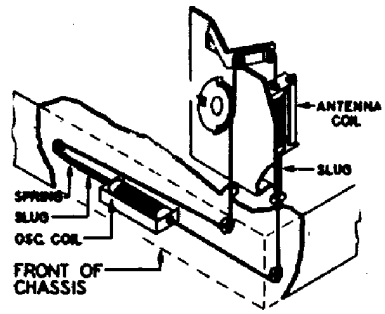
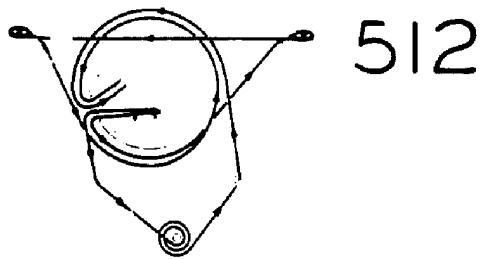






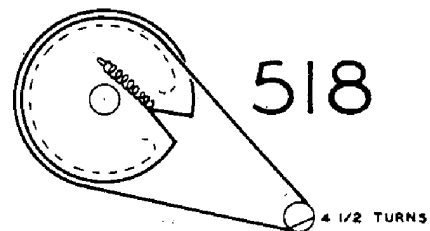
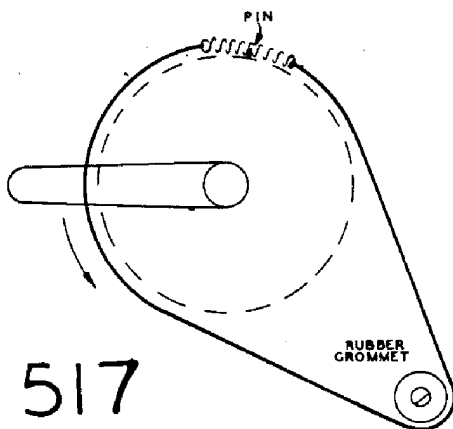
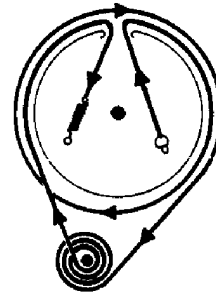
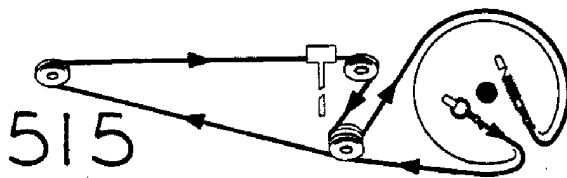
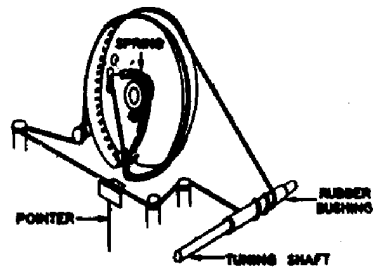
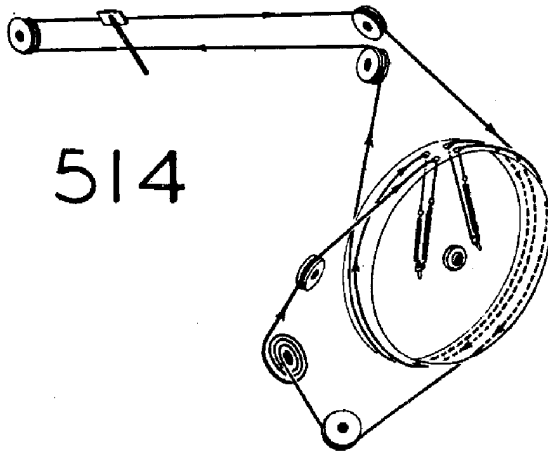
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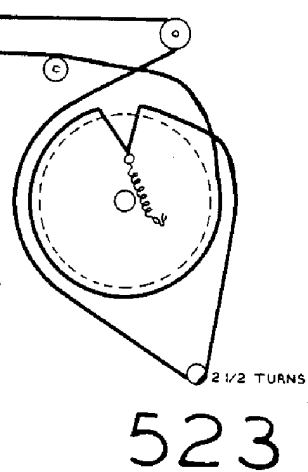
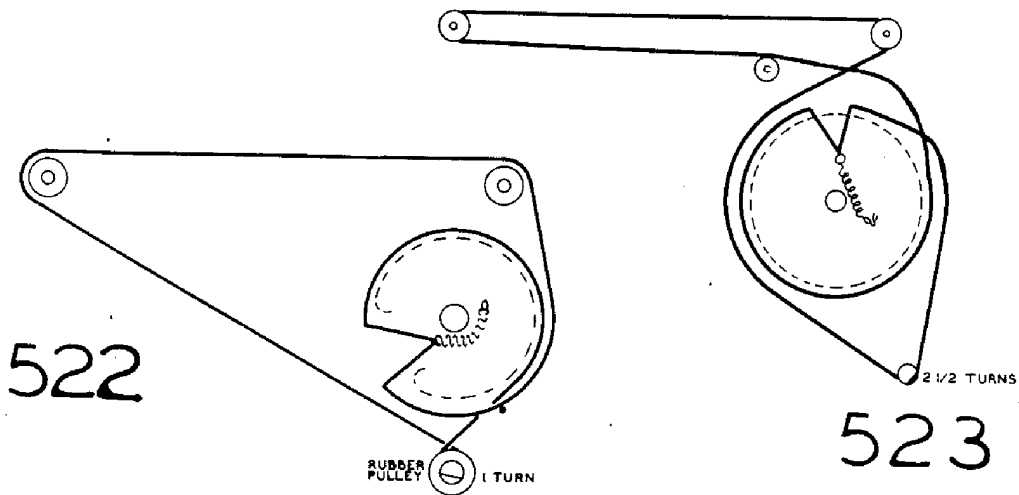
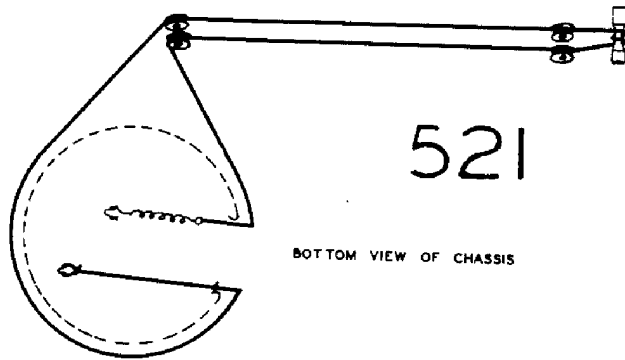
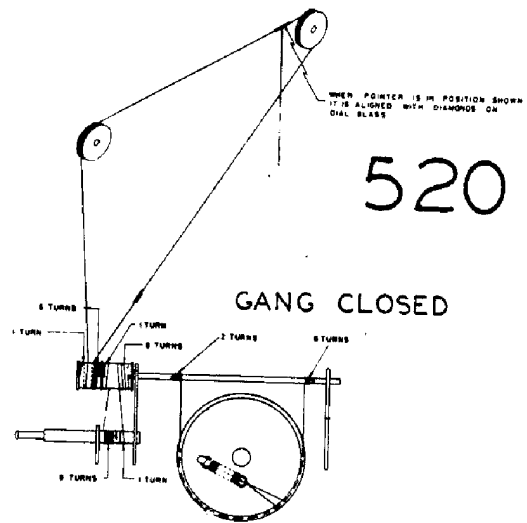
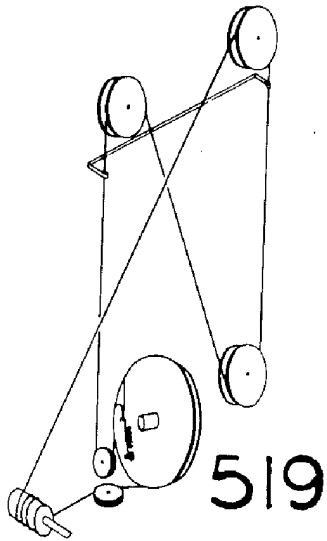


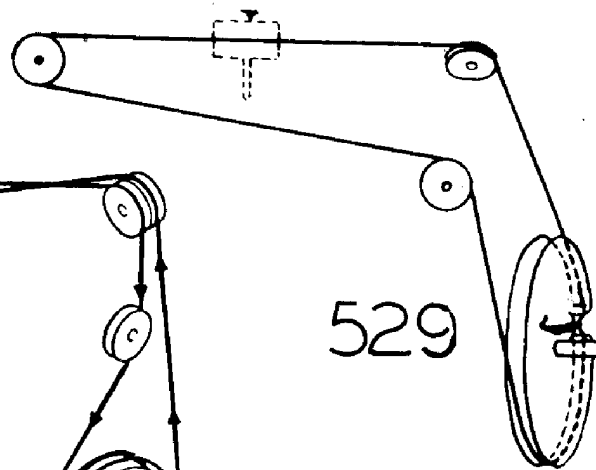
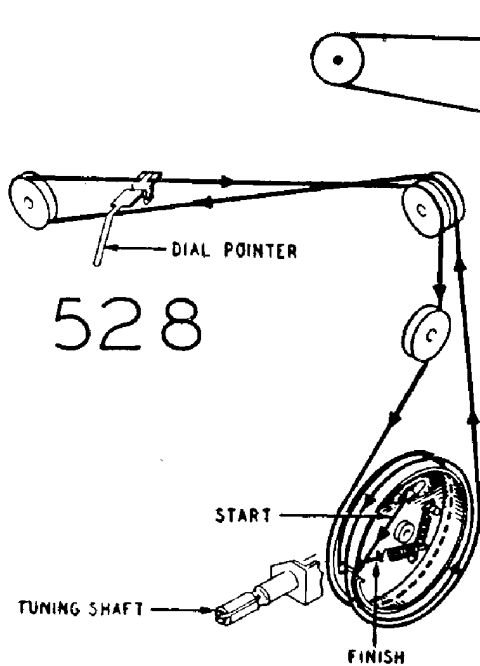
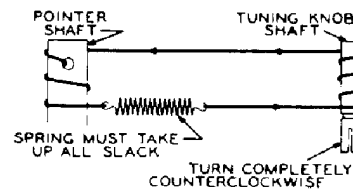
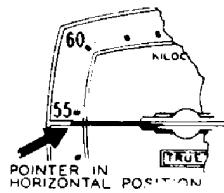
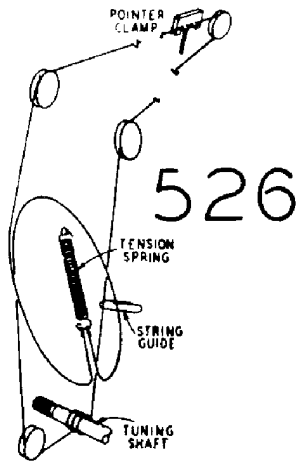
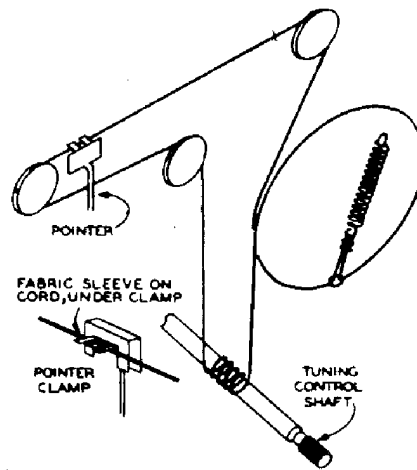
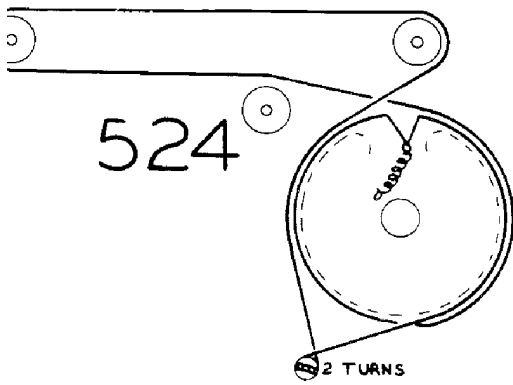


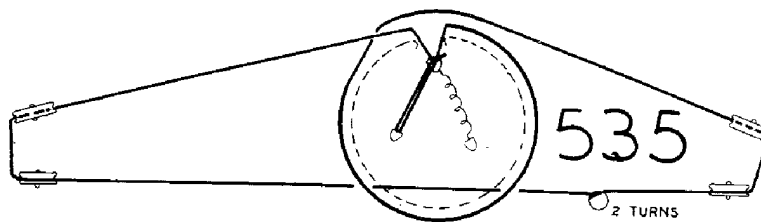
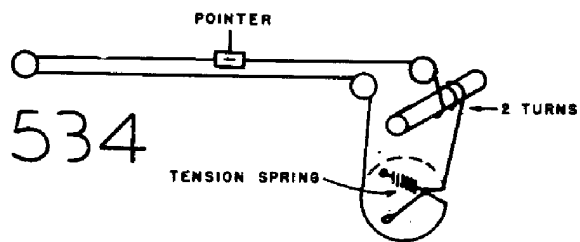
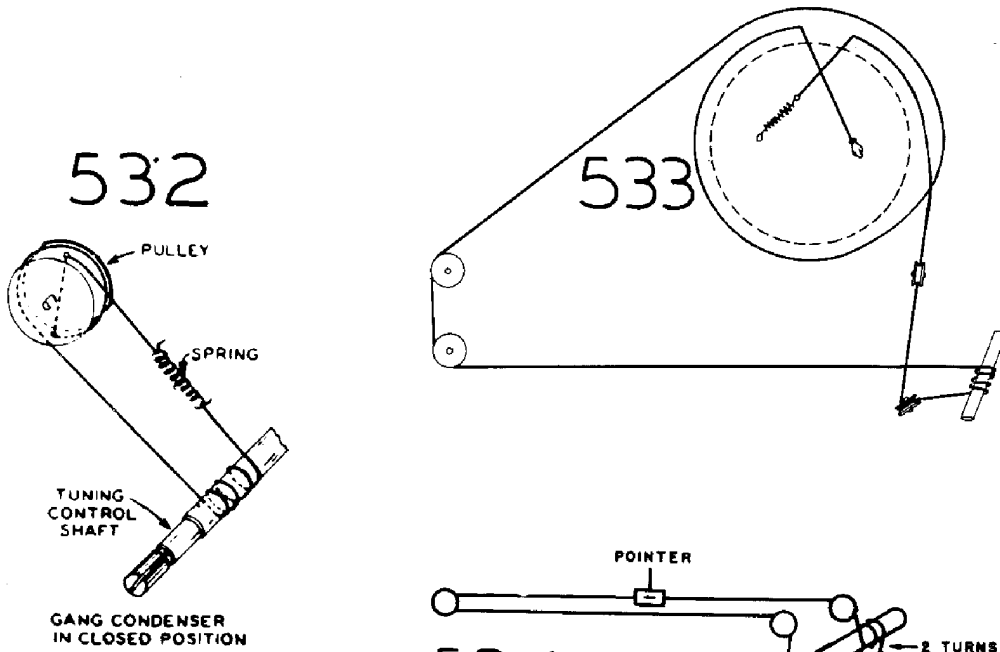
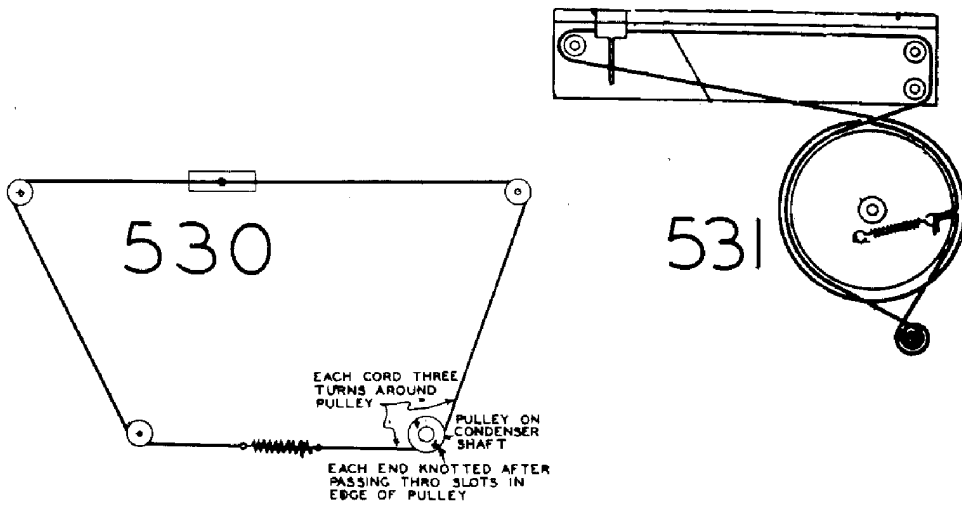
513

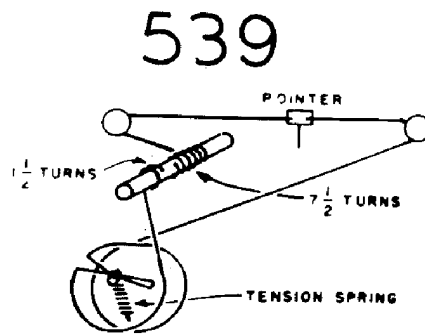
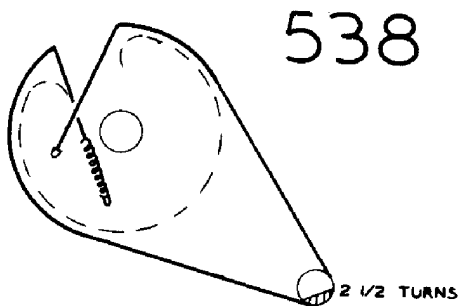
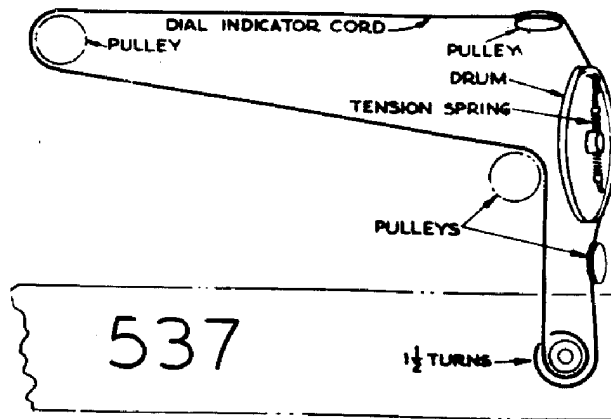
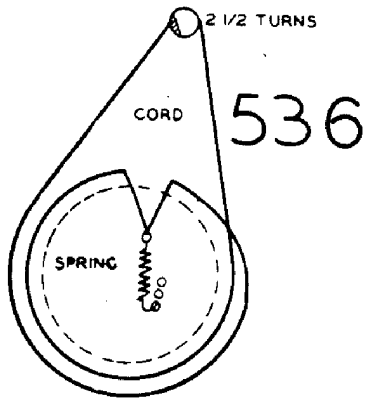
DRUM SHOWN WITH SLUGS IN FULL OUT POSITION





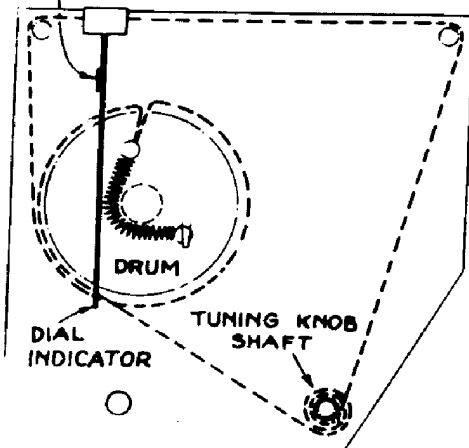






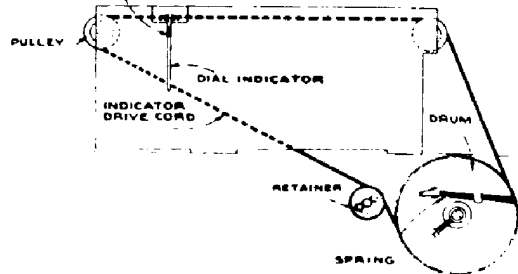
540

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

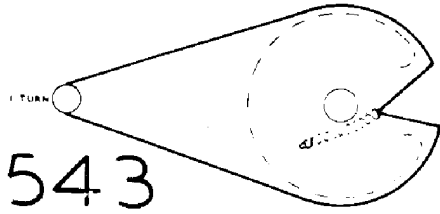
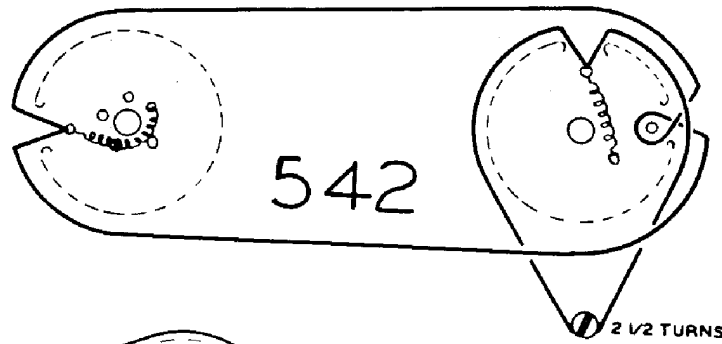


541

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.

