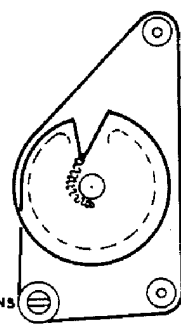
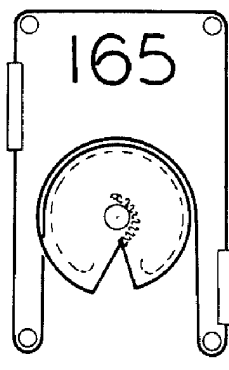


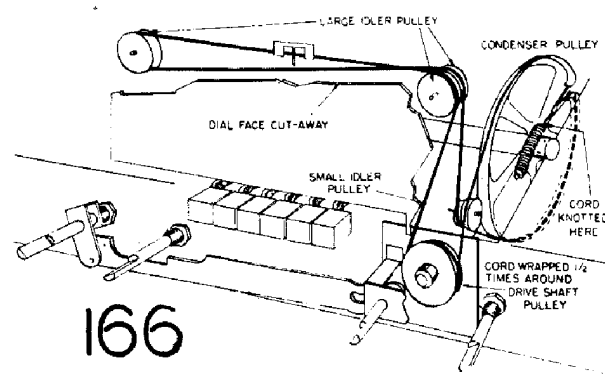
164



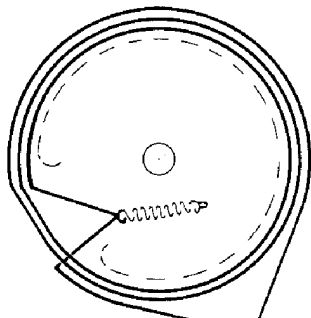
1/2 TURNS



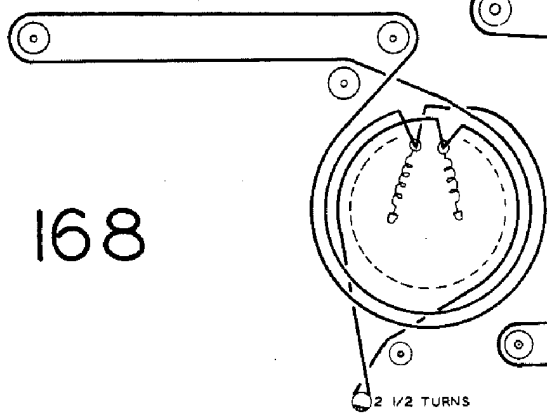
165



166

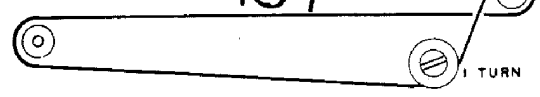


167

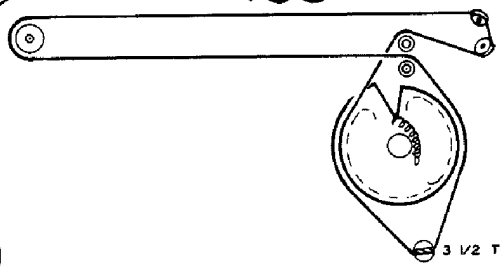


168

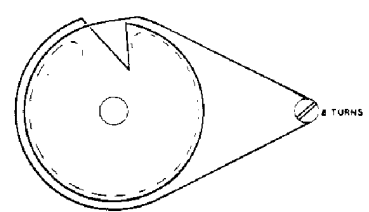
2 1/2 TURNS



1 TURN

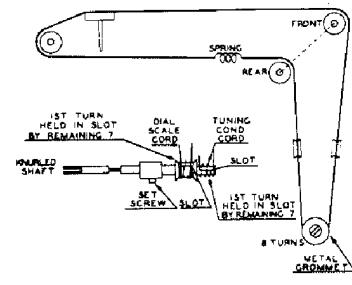


3 1/2 TURNS



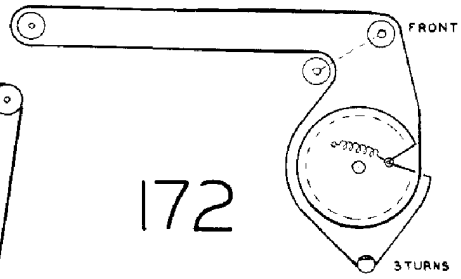
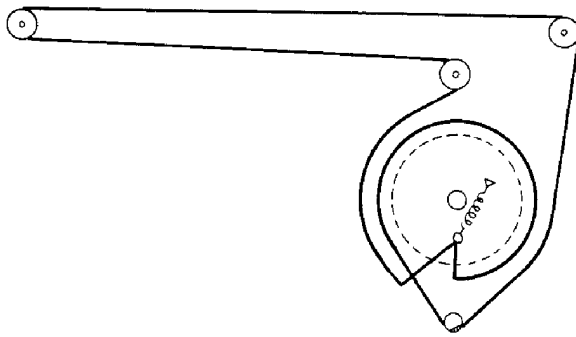
170

8 TURNS



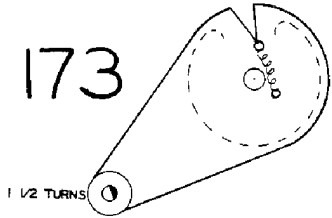
8 TURNS

171

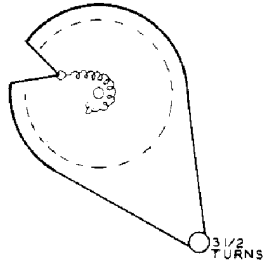


172

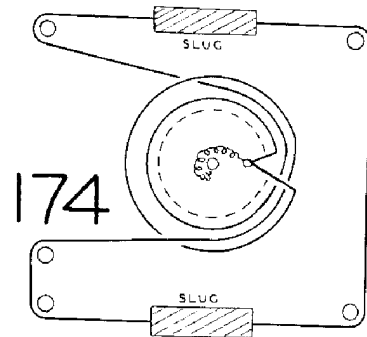
173



1 1/2 TURNS

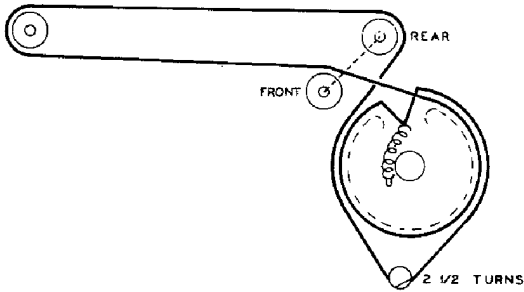


3 1/2 TURNS



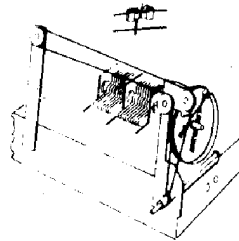
174

175

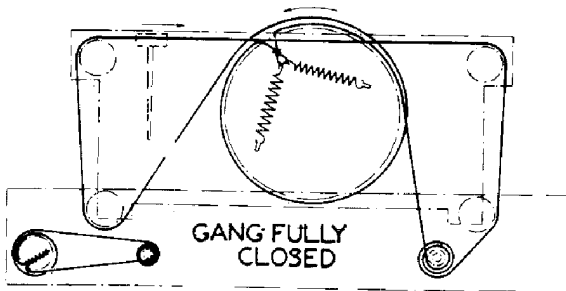


2 1/2 TURNS

176

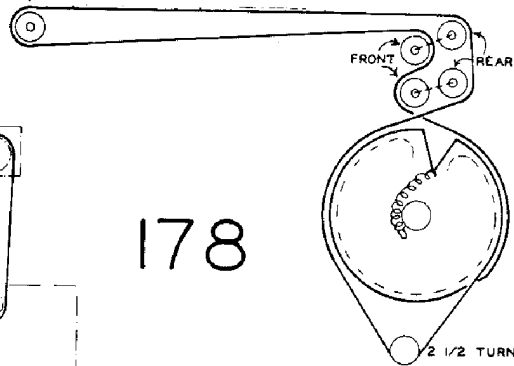


177



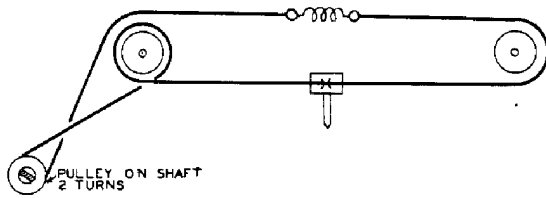
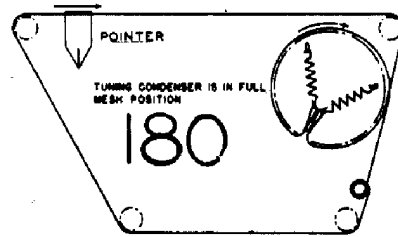
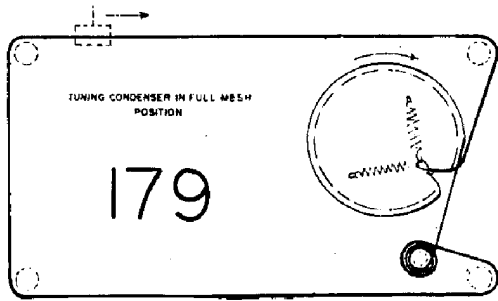
GANG FULLY CLOSED

VOLUME CONTROL
STRINGING
OFF POSITION

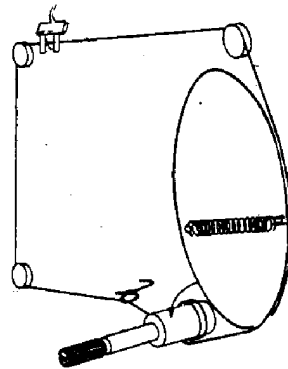


178

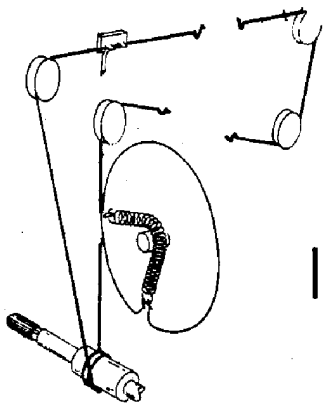
2 1/2 TURNS



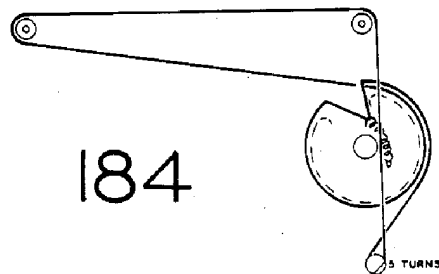
181



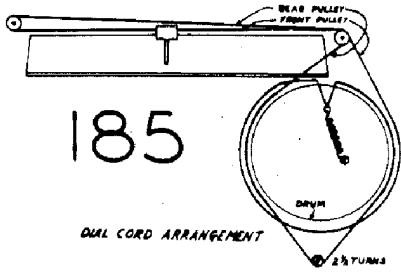
182



183

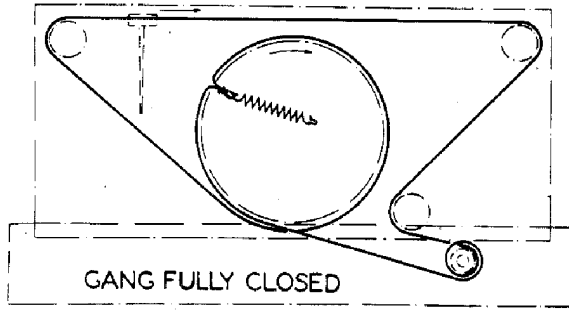


184



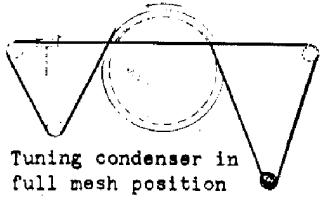
185

DUAL CORD ARRANGEMENT



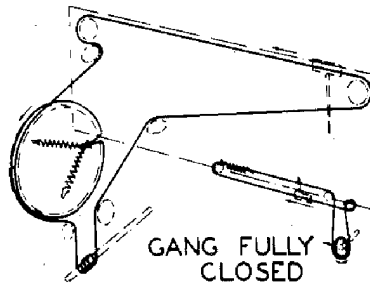
GANG FULLY CLOSED

186



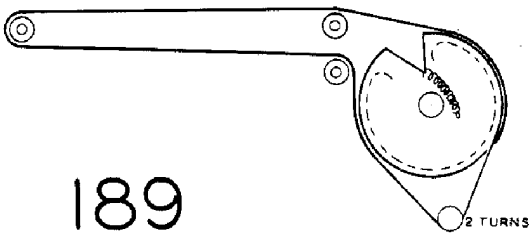
Tuning condenser in full mesh position

187

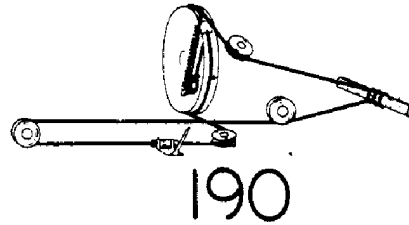


GANG FULLY CLOSED

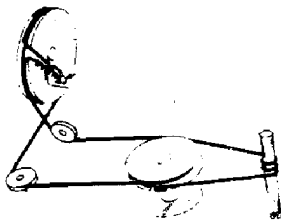
188



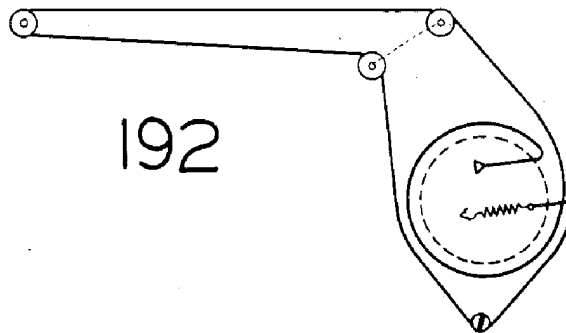
189



190



191



192

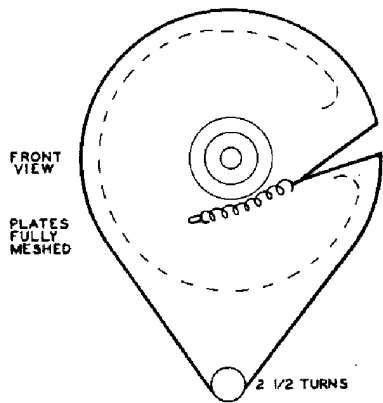


FIG. 1 DIAL DRIVE (A.M.)

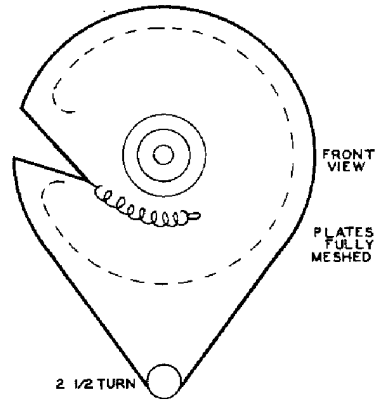


FIG. 2 DIAL DRIVE (F.M.)

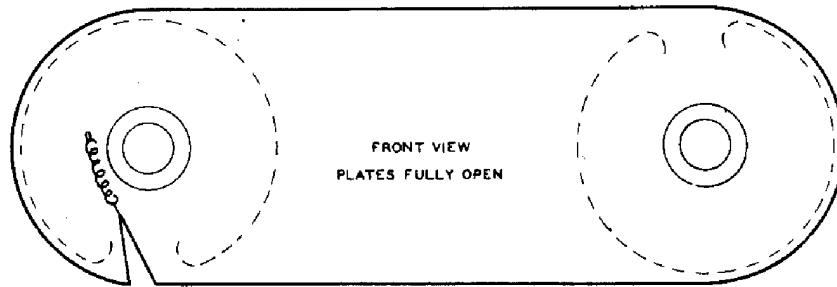


FIG. 3 DIAL DRUMS
A.M. TUNING

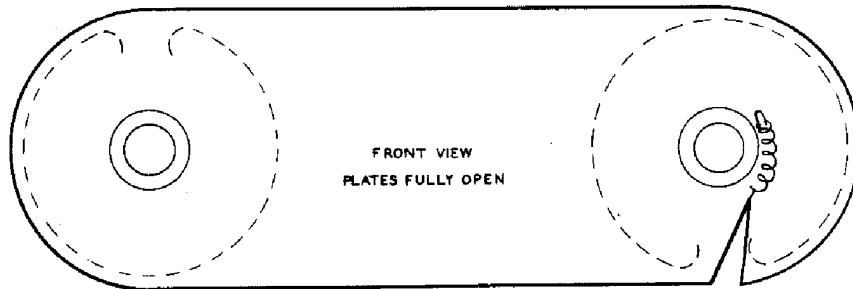


FIG. 4 DIAL DRUMS
F.M. TUNING

