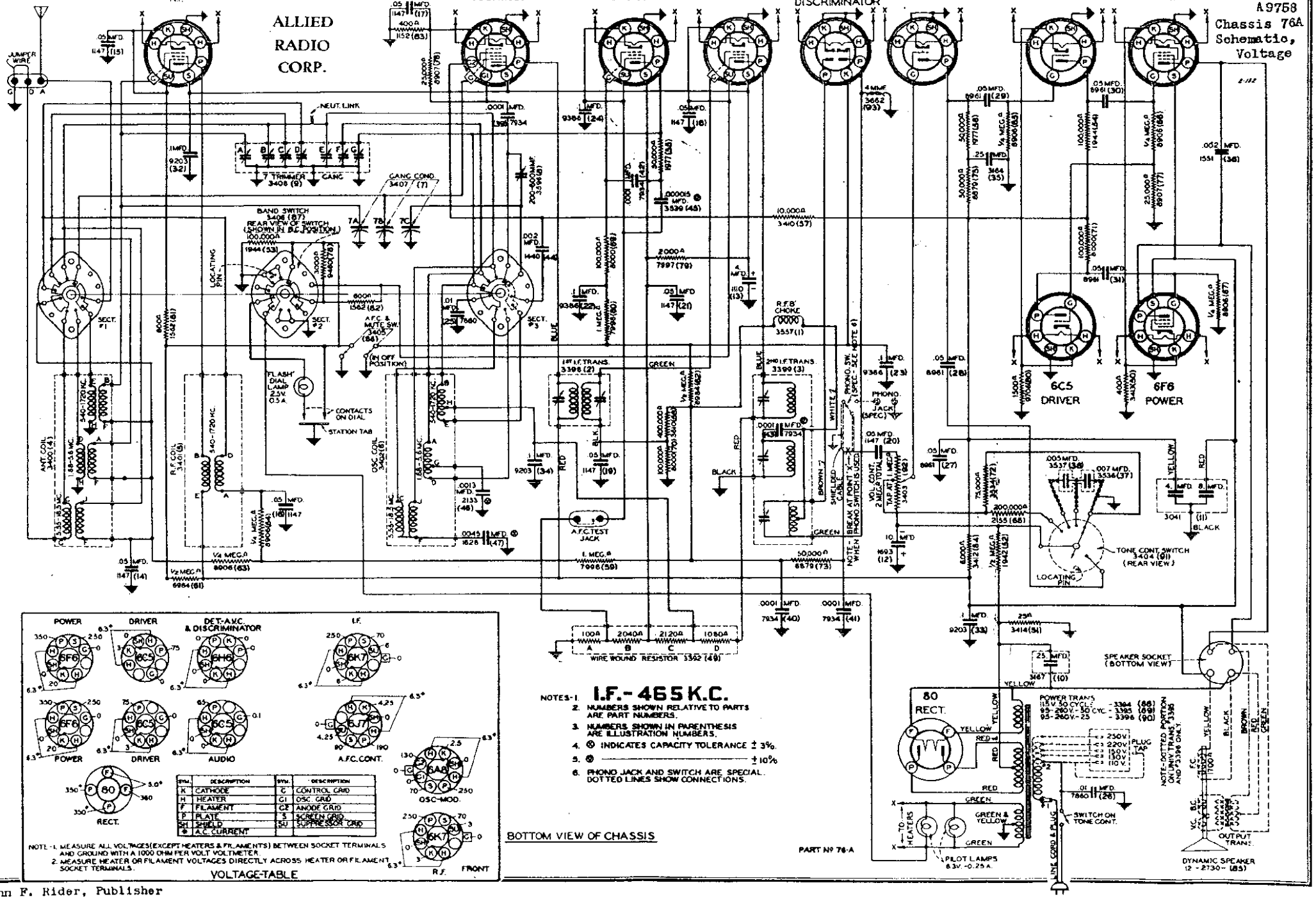
ALLIED RADIO CORP.

MODELS A9757, A9758
Chassis 76A
Schematic, Voltage



I.F. - 465 K.C.

NOTES-1

2. NUMBERS SHOWN RELATIVE TO PARTS ARE PART NUMBERS.
3. NUMBERS SHOWN IN PARENTHESIS ARE ILLUSTRATION NUMBERS.
4. ⊗ INDICATES CAPACITY TOLERANCE ± 3%.
5. ⊛ ——— ± 10%
6. PHONO JACK AND SWITCH ARE SPECIAL. DOTTED LINES SHOW CONNECTIONS.

BOTTOM VIEW OF CHASSIS

PART Nº 76-A

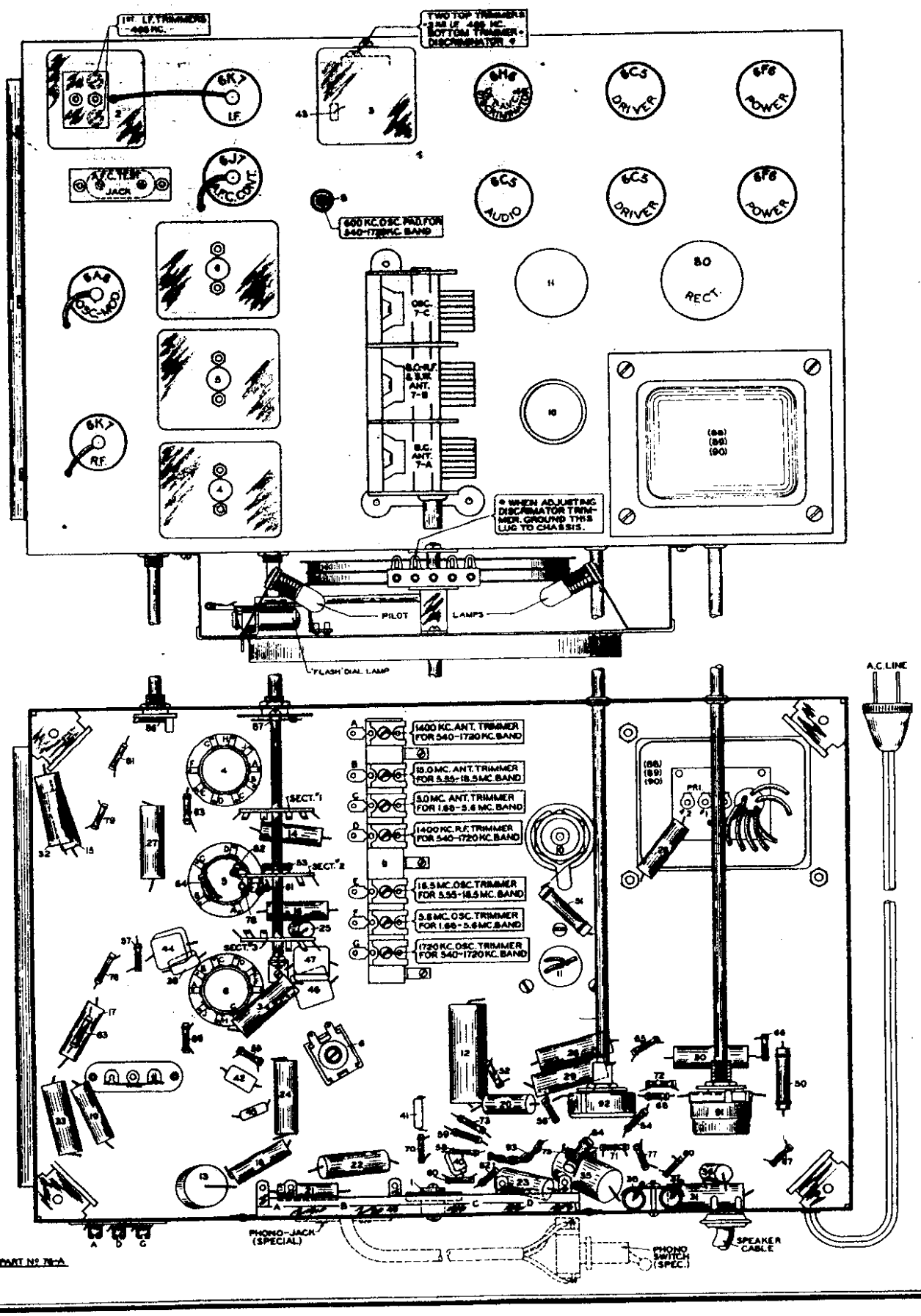
SYM.	DESCRIPTION	SYM.	DESCRIPTION
K	CATHODE	C	CONTROL GRID
H	HEATER	G1	OSC. GRID
F	FILAMENT	G2	ANODE GRID
P	PLATE	S	SCREEN GRID
SH	SHIELD	SU	SUPPRESSOR GRID
✱	A.C. CURRENT		

NOTE - 1. MEASURE ALL VOLTAGES (EXCEPT HEATERS & FILAMENTS) BETWEEN SOCKET TERMINALS AND GROUND WITH A 1000 OHM PER VOLT VOLTMETER.
2. MEASURE HEATER OR FILAMENT VOLTAGES DIRECTLY ACROSS HEATER OR FILAMENT SOCKET TERMINALS.

VOLTAGE-TABLE

MODELS A9757,A9758
Chassis 76A
Socket,Trimmers
Layout

ALLIED RADIO CORP.



MODELS A9757, A9758
Chassis 76A
Alignment, Tuner

ALLIED RADIO CORP.

ALIGNMENT PROCEDURE No. 76A

SHOULD REALIGNMENT BE NECESSARY, THERE ARE SEVERAL PRECAUTIONS THAT MUST BE CAREFULLY OBSERVED, THESE ARE:

1. Do not align set until it has reached normal operating temperature. Place the receiver in operation at least 15 minutes before attempting to realign the set.
2. The importance of using the proper type of test equipment and FOLLOWING THE ALIGNMENT PROCEDURE EXACTLY AS GIVEN CANNOT BE TOO STRONGLY EMPHASIZED—failure to do so will result in low sensitivity, poor selectivity, incorrect dial calibration, distortion and unsatisfactory operation of the automatic frequency control.
3. It is absolutely necessary that an accurately calibrated test oscillator with some type of output measuring device and a double scale milliammeter—0 to 1 M. A. and 0 to 5 M.A. be used.
4. To assure most accurate adjustment always carefully repeat all adjustments several times.
5. Once the alignment of the receiver has been completed, do not change the oscillator control tube, particularly with one of a different make.

ALIGNING I.F. STAGE AT 465 KILOCYCLES:

(a) Place automatic frequency control in the maximum left hand A.F.C. "off" position.

(b) Attach the ground lead of the test oscillator to the chassis. Connect the other lead to the grid cap of the 6A8 tube through a .02 Mfd. series condenser. DO NOT REMOVE GRID CLIP.

(c) Set test oscillator to EXACTLY 465 kilocycles and turn volume control on full.

(d) Remove shields held in position by snap fasteners over A.F.C. test jack and over trimmer screw holes in the first and second I.F. transformer shield cans.

(e) Peak second I.F. transformer trimmers for maximum 465 kilocycle output by adjusting the two trimmers accessible through the two top holes in the second I.F. transformer shield can. DO NOT TOUCH DISCRIMINATOR (BOTTOM) SCREW.

(f) Peak each of the first I.F. transformer trimmers for maximum 465 kilocycle signal output.

ALIGNING 1720-540 KILOCYCLE BAND:

(a) Check tuning dial adjustment by turning gang condenser until plates touch maximum capacity stop (completely in mesh), at which point the dial needle must be exactly even with the last line at the low frequency end of the dial calibration. If the dial needle does not point exactly to the last line, move needle to correct position.

(b) Remove test oscillator lead from grid of 6A8 tube and connect to receiver "A" antenna post through a .00025 Mfd. condenser.

(c) Adjust A.F.C. control to maximum left hand A.F.C. "off" position and band selector switch for operation on the 1720-540 kilocycle band.

(d) Set test oscillator frequency and receiver dial to EXACTLY 1720 kilocycles, and BRING IN 1720 KILOCYCLE TEST OSCILLATOR SIGNAL TO MAXIMUM OUTPUT BY ADJUSTING 1720 KILOCYCLE OSCILLATOR TRIMMER.

(e) Tune receiver dial and set test oscillator frequency to EXACTLY 1400 kilocycles. Adjust 1400 K.C. R.F. and antenna trimmers for maximum sensitivity.

(f) Set test oscillator frequency and receiver dial to approximately 600 kilocycles. Then while rocking gang condenser slightly to right and left, adjust 600 K.C. oscillator padder for maximum signal response.

ALIGNING DISCRIMINATOR CIRCUIT:

(a) After completing 1720-540 kilocycle adjustment, set test oscillator to EXACTLY 465 KILOCYCLES and connect to grid of 6A8 tube through a .02 Mfd. Condenser—insert lead of double scale 0 to 1 and 0 to 5 milliammeter into A.F.C. test jack located on top of chassis adjacent to the 6L7 tube. To avoid possibility of damaging the meter should one of the milliammeter leads short to the metal chassis, ALWAYS TURN OFF RECEIVER WHEN INSERTING OR REMOVING MILLIAMMETER LEADS FROM A.F.C. TEST JACK.

(b) Short out A.F.C. mute switch by grounding the second from the left (looking at the front of the chassis) of the four lugs mounted on top of the dial assembly. The proper lug to ground is indicated in the "Note X" on chassis top parts view.

(c) Turn receiver on, place A.F.C. switch knob in A.F.C. "on" position and if meter needle jumps off scale adjust output of test oscillator until an approximate 2 M.A. deflection is obtained on the 0 to 5 milliammeter scale.

(d) Place band selector switch for operation on 1720-540 K.C. broadcast band—and set receiver dial somewhere near 1000 kilocycles at a point where no station is heard.

(e) Rotate A.F.C. switch knob from A.F.C. "on" to A.F.C. "off" position and note whether the milliammeter reading changes as the position of the A.F.C. switch is changed. No change in reading indicates probable proper discriminator trimmer adjustment, while a noticeable change indicates improper discriminator trimmer adjustment.

(f) IMPORTANT: DO NOT ADJUST DISCRIMINATOR TRIMMER UNLESS IT IS ABSOLUTELY NECESSARY. Place A.F.C. switch in A.F.C. "off" position and note milliammeter reading, then place A.F.C. switch in A.F.C. "on" position and CAREFULLY ADJUST DISCRIMINATOR TRIMMER UNTIL MILLIAMMETER READING IS EXACTLY THE SAME AS IT WAS WITH THE A.F.C. SWITCH IN THE "OFF" POSITION.

NOTE: As the discriminator trimmer screw is screwed in (increasing capacity) the milliammeter reading should decrease and as the discriminator trimmer is unscrewed (decreasing capacity) the milliammeter reading should increase. IF WHEN ADJUSTING THE DISCRIMINATOR TRIMMER THE MILLIAMMETER READING DOES NOT SHARPLY INCREASE OR DECREASE AS THE TRIMMER IS ADJUSTED EVEN AFTER SEVERAL TURNS OF THE TRIMMER SCREW, THIS DOES NOT INDICATE PROPER BALANCING BUT DOES INDICATE INCORRECT ADJUSTMENT AND THE DISCRIMINATOR TRIMMER SHOULD BE SET TO ABOUT ½ CAPACITY AND THE ADJUSTMENT OF THE DISCRIMINATOR TRIMMER MADE ALL OVER AGAIN.

ALIGNING 1.68-5.6 MEGACYCLE BAND:

(a) Replace .00025 Mfd. test oscillator antenna lead series condenser with a 400 ohm resistor.

(b) Adjust band selector switch to 1.68-5.6 megacycles, tune receiver dial and set test oscillator frequency to EXACTLY 5.6 megacycles. Bring in 5.6 megacycle test signal to maximum output by adjusting 5.6 M. C. oscillator trimmer.

(c) Tune receiver dial and test oscillator frequency to EXACTLY 5 Megacycles and adjust 5 M.C. antenna trimmer for maximum sensitivity.

ALIGNING 5.55-18.5 MEGACYCLE BAND:

(a) Leave 400 ohm resistor in series with test oscillator lead and place band selector switch for operation on 5.55-18.5 megacycle band, tune receiver dial and set test oscillator frequency to EXACTLY 18.5 megacycles.

(b) Adjust 18.5 M.C. oscillator trimmer to bring in 18.5 megacycle test signal to maximum output.

NOTE: When adjusting this trimmer two peaks, the fundamental and the image peak will be noticed. CARE MUST BE TAKEN THAT THE FUNDAMENTAL PEAK AND NOT THE IMAGE PEAK IS USED FOR ALIGNING THE RECEIVER AT 18.5 MEGACYCLES. Always back off the trimmer to minimum capacity, then screw down the trimmer (add capacity) until the FIRST peak which is the fundamental and the proper one to use is tuned in. If the trimmer is screwed down beyond the point where the first peak is received the incorrect image peak will be tuned in. After completing adjustment of the oscillator trimmer at 18.5 megacycles, always check to see if the proper peak has been used. To do this leave test oscillator frequency at 18.5 megacycles, increase the output of the test oscillator and tune receiver dial to approximately 17.5 megacycles. Then vary the receiver dial slightly to the right and left of 17.5 megacycles, and if the fundamental peak was used in aligning at 18.5 megacycles the test oscillator signal will be heard at approximately 17.5 megacycles on the receiver dial.

(c) Tune receiver dial and set test oscillator frequency to EXACTLY 15 megacycles.

(c) Rock gang condenser slightly to right and left and adjust 15 M.C. antenna trimmer for maximum 15 megacycle test signal response.

To assure more accurate trimmer setting, repeat all above adjustments several times always using lowest possible test oscillator output consistent with readable output meter scale deflection.

"Automatic-Flash" tuning

1. Lay station call letter tab sheet on flat surface and with a razor or sharp knife cut out desired tabs by cutting around the black edges of each required station tab.
2. Unscrew the two knurled head screws mounted on front of the glass frame and then holding onto the screws pull dial glass away from the cabinet.
3. To illustrate the proper setting and installation of the metal holder and station call letter tabs, the receiver is shipped from the factory with a tab properly set for Station WGN, 720 kilocycles. Carefully study the way the call letter tab and celluloid envelope is inserted in the metal holder, and if WGN is not one of the selected stations, remove WGN celluloid envelope and call letter tab by sliding the celluloid envelope out through the top of the metal holder. See "B" in diagram.
4. Turn Automatic Frequency and Inter-Station Noise Silencer Control to maximum left hand position.
5. As it is desirable to begin setting metal tab holders at the low frequency end of the broadcast band (540 kilocycles) carefully tune in the selected station which broadcasts on the lowest frequency—least number of kilocycles.
6. By using the metal holder tool (see "A" in diagram) or by grasping with the finger tips, carefully slide the metal holder which is closest to the low frequency end of the broadcast band (540 kilocycles) . . . along the metal rail to which the 12 metal holders are clipped . . . until a narrow light appears directly below the metal tab holder being adjusted.
7. Place paper tab having call letters and frequency of station tuned in inside of celluloid envelope . . . insert the celluloid envelope with curved end to the rear . . . into the top of the metal holder (see "A" in diagram) . . . and push the envelope down until the curved end of the celluloid envelope fits into the curved top of the metal holder.
8. Turn Automatic Frequency and Inter-Station Silencer Control to the maximum right hand "Automatic-Flash" position. Slowly tune slightly to the right and left of the station tuned in and if the metal tab holder is properly set, the white figures of the call letter tab will be illuminated at approximately the same instant the station is heard.
   IF THE CALL LETTER TAB IS ILLUMINATED AND THE STATION IS NOT HEARD, OR IF THE SIGNAL IS DISTORTED, THE METAL TAB HOLDER IS INCORRECTLY SET AND IT WILL BE NECESSARY TO MOVE THE METAL TAB HOLDER TO THE CORRECT POSITION. See paragraphs 5 and 6 for proper procedure.
9. After metal holder is properly adjusted for the selected station operating on the lowest frequency, set a station call letter metal tab holder for the station operating on the next lowest frequency, continuing on in this way until a tab holder is set for all the selected stations.

After the call letter tab metal holders are adjusted so that when the station is tuned in with greatest clarity the light in back of the call letter tab illuminates the tab, the adjustment of the tabs is completed and thereafter will require no attention except when moved from their position by tampering or when an additional station tab is included which would disturb the position of the other tabs.

NOTE: A distorted signal and motorboating sound that is heard just as the station tab is illuminated and only when the A.F.C. switch is in the A.F.C. "on" position is generally caused by the mute switch contact not making good contact to the metal tab holder due to:

(a) Dirt or corrosion on contact surface of tab holder or rail.

(b) The rail to which the metal tab holders are clipped may be sprung forward preventing contact between the mute switch and the metal tab holder.

To determine whether the cause is due to poor contact, press slightly inward near the middle of the rail, and if the motorboating sound is eliminated and the signal is heard with normal clarity, it is a positive indication that the rail will have to be bent in slightly or—the contact surface of the metal holder is dirty or—the mute switch tension spring is bent back or has lost its resiliency.

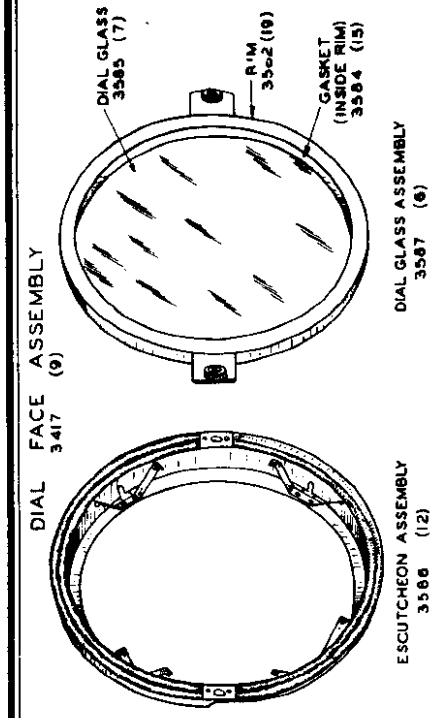
If the rail requires adjustment place thumbs near the upper right and left ends of the rail and press slightly inward until proper contact is made to all metal holders. While the rail will naturally come forward slightly after pressure is released, do not attempt to force the rail inward with too much pressure at one time. Several adjustments are better than extreme force which would cause the opaque screen to break.

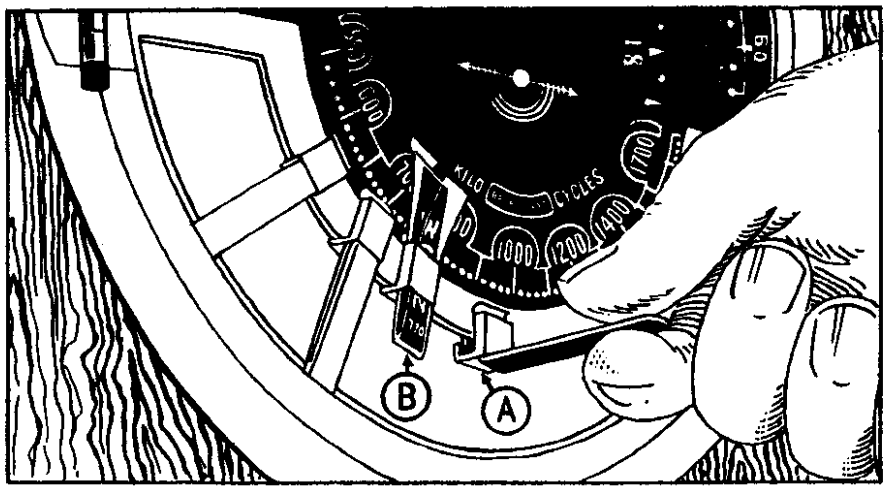
If the metal tab holders move as the tuning lever is rotated, the tabs have probably been sprung, which can be corrected by removing them from the rail and slightly squeezing the tab with a pair of long nosed pliers so as to decrease the clearance between the rear contact portion of the metal tab and the front portion.

Dial Assembly, Parts Data

ALLIED RADIO CORP.

MODELS A9757, A9758
Chassis 76A

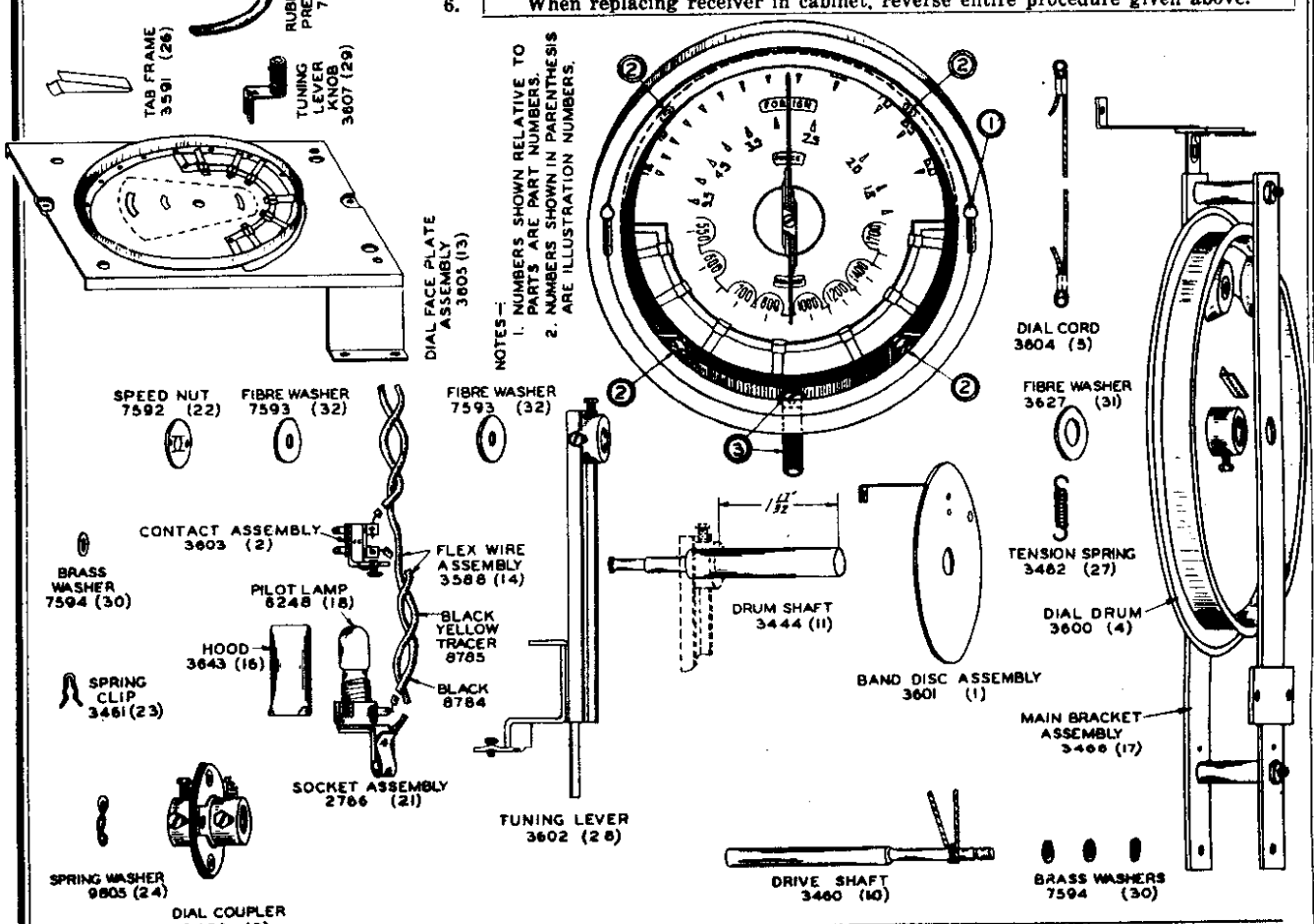




Above Diagram shows method of inserting and setting tabs.

PROCEDURE FOR REMOVING RECEIVER FROM CABINET.

1. Unscrew the two knurled head screws mounted on front of the glass frame and then holding onto the screws pull dial glass away from the cabinet.
2. Swing 'rapid tuning' lever to center position as shown, loosen (do not remove) screw thru hole in bottom center, and remove lever knob.
3. Loosen set screws on all five tuning knobs, and remove knobs from shafts. (Not shown in sketch).
4. Remove four bolts at bottom side of chassis mtg. shelf (not shown in sketch.)
5. Remove wood screws on the pressure brackets at rear of chassis (not shown in sketch) and then slide receiver out of cabinet.
6. When replacing receiver in cabinet, reverse entire procedure given above.



DIAL MECHANISM ASSEMBLY 3418 (8)

MODELS A9757, A9758
Chassis 76A
Parts

ALLIED RADIO CORP.

PARTS LIST

Illus. No.	Part No.	Part Name	Description	List Price
1	3557	Choke	R. F. "B"	$ .33
2	3398	Coil	First I.F. Transformer	1.50
3	*3399	Coil	Second I.F. Transformer	2.75
4	3400	Coil	Antenna	2.10
5	3401	Coil	R. F.	1.10
6	3402	Coil	Oscillator	1.76
7	3407	Condenser	Three Gang Tuning	3.90
8	3596	Condenser	Padding	.44
9	3408	Condenser	Trimmer	.95
10	3167	Condenser	Wet Electrolytic (25 Mfd.)	1.25
11	3041	Condenser	Dry Electrolytic (1-8 & 1-4 Mfd.)	1.35
12	1693	Condenser	Dry Electrolytic (10 Mfd.)	.75
13	1110	Condenser	Dry Electrolytic (4 Mfd.)	1.14
14	1147	Condenser	Tubular .05 Mfd. 200 Volt	.19
15	1147	Condenser	Tubular .05 Mfd. 200 Volt	.19
16	1147	Condenser	Tubular .05 Mfd. 200 Volt	.19
17	1147	Condenser	Tubular .05 Mfd. 200 Volt	.19
18	1147	Condenser	Tubular .05 Mfd. 200 Volt	.19
19	1147	Condenser	Tubular .05 Mfd. 200 Volt	.19
20	1147	Condenser	Tubular .05 Mfd. 200 Volt	.19
21	1147	Condenser	Tubular .05 Mfd. 200 Volt	.19
22	9386	Condenser	Tubular .1 Mfd. 200 Volt	.19
23	9386	Condenser	Tubular .1 Mfd. 200 Volt	.19
24	9386	Condenser	Tubular .1 Mfd. 200 Volt	.19
25	7860	Condenser	Tubular .01 Mfd. 400 Volt	.19
26	7860	Condenser	Tubular .01 Mfd. 400 Volt	.19
27	8961	Condenser	Tubular 05 Mfd. 400 Volt	.19
28	8961	Condenser	Tubular 05 Mfd. 400 Volt	.19
29	8961	Condenser	Tubular 05 Mfd. 400 Volt	.19
30	8961	Condenser	Tubular 05 Mfd. 400 Volt	.19
31	8961	Condenser	Tubular 05 Mfd. 400 Volt	.19
32	9203	Condenser	Tubular .1 Mfd. 400 Volt	.20
33	9203	Condenser	Tubular .1 Mfd. 400 Volt	.20
34	9203	Condenser	Tubular .1 Mfd. 400 Volt	.20
35	3164	Condenser	Tubular .25 Mfd. 400 Volt	.26
36	1551	Condenser	Tubular .002 Mfd. 600 Volt	.18
37	3536	Condenser	Shielded Tubular .007 Mfd. 200 Volt	.30
38	3537	Condenser	Shielded Tubular .005 Mfd. 200 Volt	.30
39	7934	Condenser	Mica .0001 Mfd.	.21
40	7934	Condenser	Mica .0001 Mfd.	.21
41	7934	Condenser	Mica .0001 Mfd.	.21
42	7934	Condenser	Mica .0001 Mfd.	.21
43	7934	Condenser	Mica .0001 Mfd.	.21
44	1440	Condenser	Mica .002 Mfd.	.21
45	3539	Condenser	Mica .000015 Mfd. Blue Dot	.27
46	2133	Condenser	Mica .0013 Mfd. Yellow Dot	.21
47	1628	Condenser	Mica .0045 Mfd. Yellow Dot	.21
49	3392	Resistor	Wire Wound	1.15
50	3413	Resistor	Moulded Wire 400 Ohm 1⅓ Watt	.20
51	3414	Resistor	Moulded Wire 25 Ohm 1⅓ Watt	.20
52	1942	Resistor	Carbon ½ Meg Ohm 1/3 Watt Ins.	.19
53	1944	Resistor	Carbon 100,000 Ohm 1/3 Watt Ins.	.19
54	1944	Resistor	Carbon 100,000 Ohm 1/3 Watt Ins.	.19
55	1977	Resistor	Carbon 50,000 Ohm 1/3 Watt Ins.	.19
56	1977	Resistor	Carbon 50,000 Ohm 1/3 Watt Ins.	.19
57	3410	Resistor	Carbon 10,000 Ohm 1/3 Watt Ins.	.19
58	3610	Resistor	Carbon 400,000 Ohm 1/3 Watt Ins.	.19
59	7998	Resistor	Carbon 1 Meg Ohm 1/3 Watt	.19
60	7998	Resistor	Carbon 1 Meg Ohm 1/3 Watt	.19
61	6984	Resistor	Carbon ½ Meg Ohm 1/3 Watt	.19
62	6984	Resistor	Carbon ½ Meg Ohm 1/3 Watt	.19
63	8906	Resistor	Carbon ¼ Meg Ohm 1/3 Watt	.19
64	8906	Resistor	Carbon ¼ Meg Ohm 1/3 Watt	.19
65	8906	Resistor	Carbon ¼ Meg Ohm 1/3 Watt	.19
66	8906	Resistor	Carbon ¼ Meg Ohm 1/3 Watt	.19
67	8906	Resistor	Carbon ¼ Meg Ohm 1/3 Watt	.19
68	2155	Resistor	Carbon 200,000 Ohm 1/3 Watt	.19
69	8000	Resistor	Carbon 100,000 Ohm 1/3 Watt	.19
70	8000	Resistor	Carbon 100,000 Ohm 1/3 Watt	.19
71	8000	Resistor	Carbon 100,000 Ohm 1/3 Watt	.19
72	3534	Resistor	Carbon 75,000 Ohm 1/3 Watt	.19
73	6879	Resistor	Carbon 50,000 Ohm 1/3 Watt	.19
75	6879	Resistor	Carbon 50,000 Ohm 1/3 Watt	.19
76	8907	Resistor	Carbon 25,000 Ohm 1/3 Watt	.19
77	8907	Resistor	Carbon 25,000 Ohm 1/3 Watt	.19
78	9460	Resistor	Carbon 3,000 Ohm 1/3 Watt	.19
79	7997	Resistor	Carbon 2,000 Ohm 1/3 Watt	.19
80	9706	Resistor	Carbon 1,500 Ohm 1/3 Watt	.19
81	1562	Resistor	Carbon 600 Ohm 1/3 Watt	.19
82	1562	Resistor	Carbon 600 Ohm 1/3 Watt	.19
83	**1152	Resistor	Carbon 400 Ohm 1/3 Watt	.19
84	3412	Resistor	Carbon 6,000 Ohm 1 Watt	.19
85	2730	Speaker	Dynamic (12")	11.00
86	3405	Switch	Automatic Frequency	.45
87	3406	Switch	Band Selector	2.00
88	3394	Transformer	Power (115 Volt, 60 Cycle)	5.75
89	3395	Transformer	Power (95-260 Volt, 50 Cycle)	8.50
90	3396	Transformer	Power (95-260 Volt, 25 Cycle)	11.00
91	3404	Tone Control	Switch	1.20
92	3403	Volume Control		1.00
93	3662	Condenser	4 M.M.F. Capacity	.10
	*3738	Coil	2nd I. F. Transformer	2.75

Note—* No. 3399 (3) Second I.F. Transformer replaced in late production with No. 3738 2nd I.F. Transformer.
Note—** No. 1152 (83) 400 Ohm Resistor replaced in late production with No. 6875 400 Ohm Resistor.

DIAL PARTS

Illus. No.	Part No.	Part Name	Description	List Price
	200	Complete dial & drive assembly	Including dial glass and escutcheon	$12.75
1	3601	Band Disc Assembly	Wave Band Dial Indicator	.20
2	3603	Contact Asmbly	A. F. C. Double Contact Assembly	.40
3	3425	Dial Coupler	Flexible Rubber Assembly	.25
4	3600	Dial Drum	With Bushing and Set Screws	1.10
5	3604	Cord	With Eye Terminal	.20
6	3587	Dial Glass Assembly	Mounted in Rim	1.25
7	3585	Dial Glass	Less Rim	.45
8	3416	Dial Mechanism Assembly	Complete Assembly less escutcheon and Face Plate Assembly	4.00
9	3417	Dial Face Assembly	Complete assembly of rim, glass, gasket, escutcheon, dial scale and face plate assembly	7.75
10	3460	Drive Shaft		.20
11	3444	Drum Shaft		.35
12	3586	Escutcheon Assembly	Less glass and rim	2.00
13	3605	Face Plate Assembly	Less glass, rim and escutcheon	4.00
14	3588	Flexible Wire Assembly	Black and White with Yellow tracer wires	.06
15	3584	Gasket	Rubber for dial glass	.06
16	*3463	Hood	For "Flash" Pilot Light	.11
17	3466	Main Bracket Assembly	Bracket Assembly Only	1.15
18	6248	Pilot Light	2.5 Volt .50 Ampere	.17
19	3582	Rim	For dial glass	.65
20	7583	Rubber Tubing	Tab Pressure Pad	.35
21	**3751	Socket Assembly	For "Flash" Pilot Light	.20
22	7592	Speed Nut	Hd.	2.25
23	3461	Spring Clip	For Drive Shaft Hd.	7.50
24	9805	Spring Washer	Hd.	3.25
25	3590	Tab Holder	Metal Holder	.08
26	3591	Tab Frame	Celluloid Tab	.04
27	3462	Tension Spring	For Drive Cord	.07
28	3602	Tuning Lever	Shaft Assem.	.50
29	3607	Tuning Lever Knob	Rapid "Flash" Lever	.30
30	7594	Washers, Brass	For Thrust on Drive Shaft Hd.	.75
31	3627	Washer, Fibre	Spacer between band disc assembly and main bracket assembly Hd.	.75
32	7593	Washers, Fibre	Hd.	.75

NOT SHOWN IN ASSEMBLIES

Part No.	Part Name	Description	List Price
	Pointer	Dial Needle	.20
3593	Tab Tool	Inserting Tool	.05
3592	Tab Sheets	Call Letter Sheet No. 1 and No. 2 Net, Set	.25

Note * 3463 Appears as 3643 on dial part diagram.
Note ** 3751 Appears as 2766 on dial part diagram.

MISCELLANEOUS PARTS LIST

Part No.	Part Name	Description	List Price
3089	Arm	Wave Switch	.06
3663	Cover	Meter Jack	.06
3666	Cover	2nd I.F. Trimmer Shield	.04
3665	Cover	1st I.F. Trimmer Shield	.03
3612	Guide Bracket	Chassis Right Hand	.05
3613	Guide Bracket	Chassis Left Hand	.05
2534	Knob	Marked "Tuning"	.30
2444	Knob	Marked "Volume"	.30
2535	Knob	Marked "Tone—On-Off"	.30
2445	Knob	Marked "Band Selector"	.30
3422	Knob	Marked "A.F.C."	.30
3436	Link	Wire Connecting for Arm	.04
3393	Meter Jack		.30
2953	Strip	Antenna and Ground Post	.25
3667	Snap Fastener	For Meter Jack & I.F. Transformer Shields Net, Per Hd.	.30

Prices are subject to change without notice