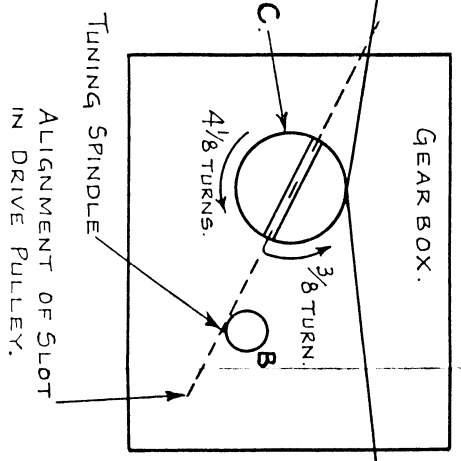
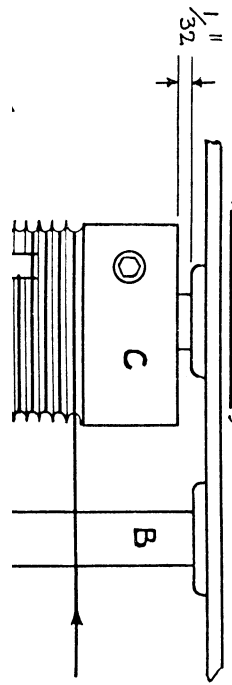


DRIVE PULLEY DETAIL.
(ENLARGED.)



1. SET THE DIAL CORRECTOR TO THE CENTRE OF ITS RANGE.
2. INSERT $\frac{3}{64}$ " PIN IN HOLE "A". ADJUST POINTER SLIDE BAR SO THAT POINTER IS OVER THE SETTING-UP MARK ON THE LOWEST FREQUENCY SCALE WHEN THE POINTER BRACKET IS HARD UP AGAINST THE PIN.
N.B. IF THE SPECIAL SETTING-UP MARK IS NOT ON THE SCALE, CAREFULLY MEASURE $\frac{5}{8}$ " FROM THE OUTER EDGE OF THE HIGH FREQUENCY SCALE CALIBRATION MARK AND SET POINTER TO THIS POINT.
3. TURN THE MAIN TUNING SPINDLE "B" FULLY CLOCKWISE AND SET PULLEY "C" SO THAT THE SLOT IS IN LINE WITH THE LOWER EDGE OF SPINDLE "B" AND THERE IS $\frac{1}{32}$ " CLEARANCE BETWEEN PULLEY "C" AND GEAR BOX.
4. TIE THE CORD IN THE EYE "D" OF THE POINTER, PASS IT ROUND JOCKEY PULLEY "E", OVER THE TOP OF INNER GROOVE ON PULLEY "C" AND WIND $4\frac{1}{8}$ TURNS AROUND "C". THEN PASS THROUGH THE SLOT AND BRING CORD OVER "C" (ABOUT $\frac{3}{8}$ TURN) AND ROUND JOCKEY PULLEY "F".
5. FIT SPRING IN EYE OF POINTER, LOOP CORD THROUGH THE OTHER END OF SPRING, PULL CORD UNTIL THE SPRING IS EXTENDED TO APPROXIMATELY TWICE ITS FREE LENGTH AND TIE THE CORD.
6. REMOVE THE PIN FROM HOLE "A".

