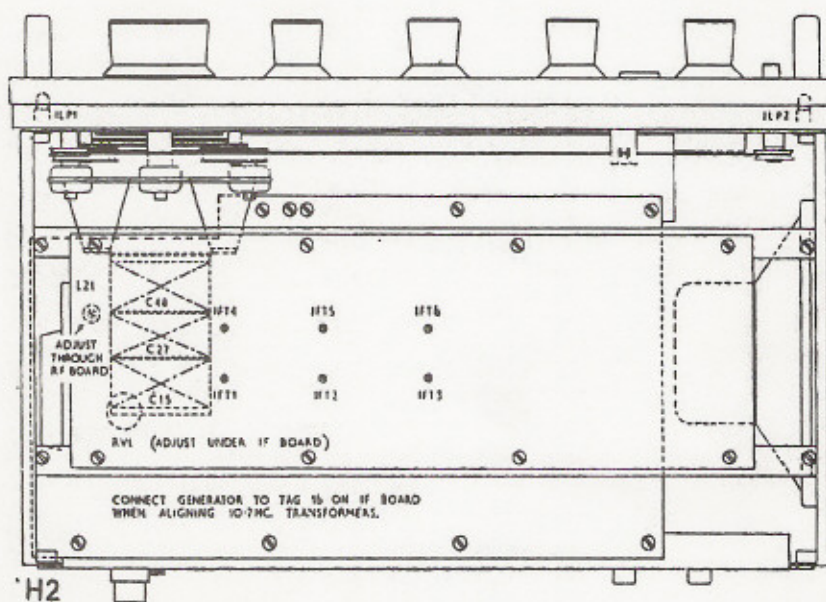


**Drive Cord:** In the instructions that follow, right-hand and left-hand are as viewed from rear of set.

1. Remove the existing cord and set the tuning gang to full mesh.
2. Tie a double knot in one end of the replacement cord and feed the cord through the hole provided in the left-hand drive pulley with the knot on the inside of the rim. The hole should lie at approximately "4 o'clock".
3. Wind approximately one and a half turns anti-clockwise round the drive pulley and then pass the cord under and over the left-hand guide pulley.
4. Pass the cord across the dial from left to right and then, while holding the free end of the cord in tension, rotate the tuning control to fully unmesh the tuning gang. This operation will wind just over three complete turns of cord on to the left-hand drive pulley and tension must now be maintained to prevent the cord from slipping out of the pulley groove.
5. Pass the cord clockwise round the jockey pulley (right-hand side of the receiver) and then back across to the right-hand drive pulley. Feed the cord into the pulley groove and then through the hole in the rim (hole lies at about "10 o'clock"). Increase the tension on the cord until the outer rim of the jockey pulley takes up a position level with the nearest edge of the panel handle retaining screw. Mark the cord with a pencil at the point where the retaining knot must be tied.
6. Free the cord from the jockey pulley and while maintaining tension, draw the cord through the hole in the right-hand drive pulley until it tightens on the left-hand guide pulley.
7. Tie a double knot at the position marked in (5) above and then cut off the surplus cord. Feed the cord back through the hole and replace in position round the jockey pulley.
8. Set the tuning gang to full mesh and slide the pointer to "0" on the logging scale. Attach the pointer to the cord (when viewed from above the



(H2) PLAN VIEW—MODEL EB35