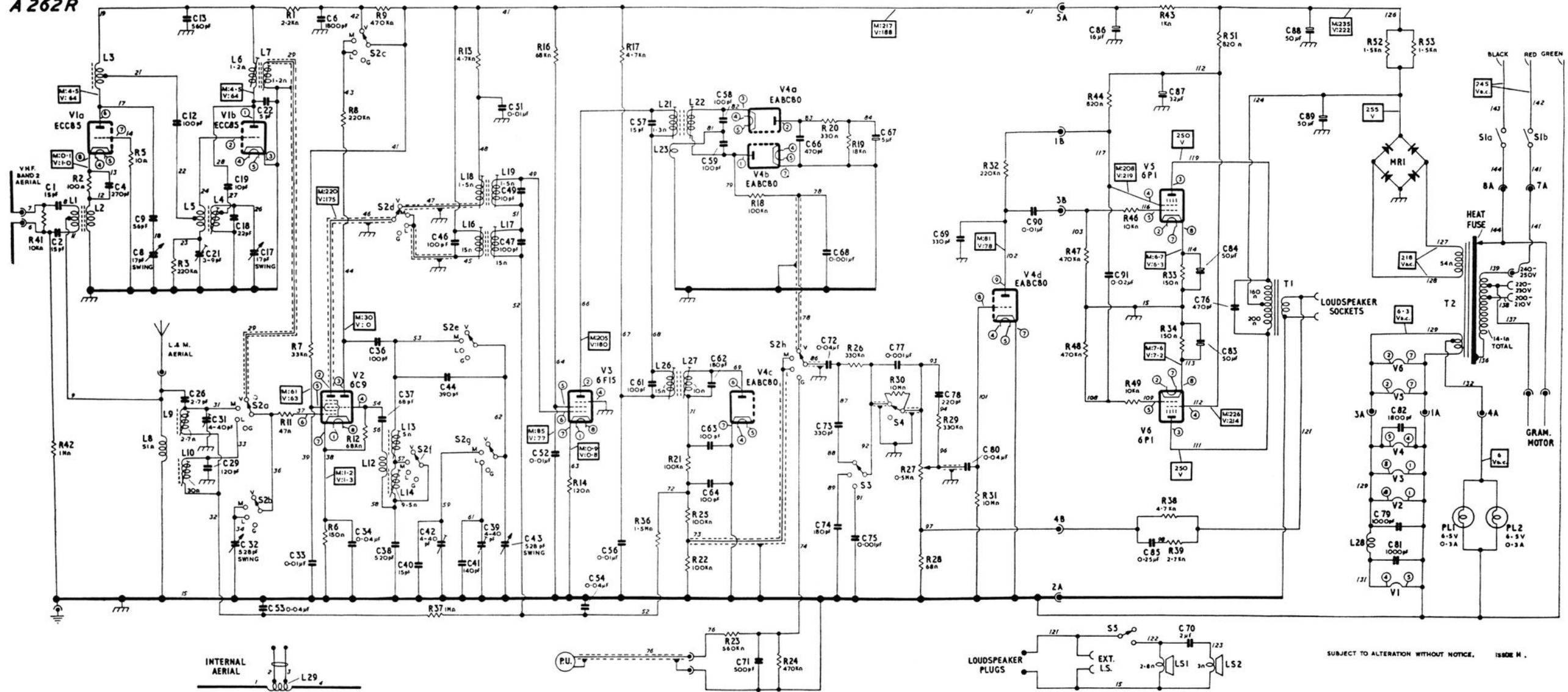


C	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	C
L	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	L
R	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	R																																								
MISC	V1a		V1b S2a S2b				V2 S2c S2d		S2f S2e S2g		P.U.		V3		V4b V4c		V4a S2h		S3		S4		V4d		S5		V5 V6		LS1		LS2		T1		MRI		T2		PL1		S1a		S1b		MISC																																																								

A 262R



SUBJECT TO ALTERATION WITHOUT NOTICE. 1880E H.

The wave-band switch (S2a-S2h) is shown in the Band II (V) position.  
 Circuit voltages are shown within rectangles and were measured under no-signal conditions using a 20 K $\Omega$ /V meter, with the receiver switched first to the M band and then to Band II. Where readings differ appreciably, both are quoted with the M band reading at the top.  
 Where the resistance of a coil is less than one ohm, the value is omitted.

Component terminals and connecting leads are identified by test point (t.p.) numbers which correspond with those appearing on the chassis diagrams. The valve pin numbers are shown in small circles.

NOTE. In later sets, C62 is fitted inside the i.f.t. can.