RADIO SET SOCKET LAYOUT Guide

1921 TO 1935

RCA RADIOTRON DIVISION
of the RCA MANUFACTURING Co. Inc.

$9.95

RADIO SET SOCKET LAYOUT GUIDE

This, the second edition of the Socket Layout Guide, prepared under the direct supervision of RCA Radio Tube Engineers, lists tube complements and socket-layout diagrams of the principal makes and models of radio sets issued since the first edition (1932, now out of print). For the benefit of those who do not possess a copy of the first edition, tube complements, without diagrams, are given for sets issued from 1921 to 1932. The owner of this book therefore has the essential tube-complement information on principal sets appearing from 1921 to 1935.

The diagrams presented have been carefully prepared and wherever possible checked by the manufacturer of the equipment, but their accuracy is not guaranteed.

Tube types prefixed with an asterisk (*) are not made by RCA.

January 1, 1921, to August 1, 1935

RCA RADIOTRON DIVISION

RCA Manufacturing Company, Inc.

Camden, N. J.

FORM NO. 709

RCA RADIOTRON DIVISION

RCA Manufacturing Company, Inc.

Sales Office 201 N. Front Street

CAMDEN, N. J.

Sales Divisions

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W. [illegible] THOMPSON
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Western Sales Division Manager
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C. H. WILLIS, *Manager*

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Radio Set Socket Layout Guide

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Note: Extra blank diagram squares are provided on pages 96, 130, 131, 173, 256, 257. As you receive additional data from manufacturers and other sources, make your own layouts in the squares.

RCA Radio Tube Quality

THE STORY OF A STANDARD

A radio tube is no better than the laboratory facilities behind it. RCA Radiotron Co., Inc., believes that the excellent reputation of its product is due to its superb technical talent and equipment — its unsurpassed laboratory facilities. We invite you to investigate them through the medium of these pages.

Systematic Development and Application of Radio Tubes

The Research and Development Laboratory of RCA Radiotron Company, Inc., at Harrison, N. J., is necessarily organized on a broad basis. While the primary functions of such a laboratory are to develop new types of tubes for broadcast and amateur use, and to perfect existing types, a conscientious and assiduous application of this program leads into almost limitless paths of research and engineering endeavor. Exploration of these paths, many of them long and difficult, has no attraction for a manufacturer who is concerned solely with immediate sales. Yet it is through research, backed up by a capable and sympathetic development and application engineering organization, that the real advances are made.

The aim of the RCA Radiotron Laboratory staff is to cover the broad field of electronics in so far as this is humanly possible; to concern themselves equally with research on the fundamentals of tube characteristics and designs, the development of new tubes and the application of existing tubes; to look not only at the immediate present but the near and distant future as well.

The pursuit of this objective involves a division of laboratory activity into three parts:—research, development and application. While at times, due to the closely related nature of the work, the activities of one section may merge with those of another, the general field of each section remains clearly defined.

The Research Sections

The Research Sections are concerned with new ideas in radio tube characteristics, principles of design, basic materials and processes. Seldom do they occupy themselves with existing tubes, or even the introduction of new tubes of conventional design. Their research activities extend into the field of physical and chemical science. An example of physical research is the recent work on the fundamental principles of tubes for ultra-short waves. The work of the chemical division includes such things as new "getter" substances, ceramics for insulation, alloys for various tube parts, chemical processes and studies of primary and secondary electron emission.

The Development Section

The introduction of RCA Radiotrons and Cunningham Radio Tubes for which there is an immediate practical market, or for which there will be such a market in the future, and the constant improvement of existing types, fall in the province of the Development Section. It is the designing engineering group of the company and is the largest section of the RCA Radiotron Laboratory. It is continually incorporating into actual tube designs the new

ideas obtained from the Research Sections, as well as from its own personnel. In this section a new design is carefully worked out before it goes on to the factory for regular production. Developmental tubes are made in a special factory where the combined experience of engineers and expert factory personnel is applied.

The Application Engineering Section

RCA Radiotron Company, Inc., has long prided itself on its Application Engineering Section. Working closely with "Development," this section acts as a "proving ground" for tubes in process of development. No automobile under development is put through more thorough performance tests on the proving ground than these tubes undergo actual performance tests in circuits.

Before any new tube is introduced it should be proven that it offers the equipment-designing engineers at least two possibilities as compared with tubes already available. These are, to produce a receiver which will give better performance for the same cost, or equal performance for less cost. The two-fold function of this section is, therefore, to find out (1) what can be done with both old and new tube designs, and (2) the manner of obtaining best results from them. The coordination between tube and set manufacturer is facilitated by the Field Division of the Application Engineering Section, whose members are constantly calling on set manufacturers, discussing their problems, answering their questions and receiving their recommendations.

Commercial Engineering Section

Another highly important work of the RCA Radiotron Laboratory is the collection, correlation and dissemination of technical data in concise and usable form. This work is performed by the Commercial Engineering Section. The staff of this section, through handling much technical correspondence with users of the product, are fully informed as to the type of data which will be helpful to the technical man. As a result, they are always mindful of his needs and viewpoint when preparing information for distribution.

Testing

The activities of the RCA Radiotron Research and Development Laboratory have been outlined in brief. Numerous essential engineering functions that belong to the laboratory as a whole have not been discussed. Probably the most important of these is the thorough and extensive testing program which is carried on to insure a product of uniformly high quality. The development of the test equipment for measuring both the common and more obscure tube characteristics, careful test procedure, rigid test limits and a consistent life testing program are activities which have been developed to a high degree because of the leading role which testing plays in RCA Radiotron engineering, as it does in RCA Radiotron manufacture.

The broad scope of RCA Radiotron research and engineering, plus a manufacturing organization that works hand in hand with it, is responsible for the technical leadership of RCA Radio Tubes.

RCA Radiotron Division

RCA Manufacturing Company, Inc.

Camden, N. J.

A Radio Corporation of America Subsidiary

TABULATED DATA

FROM 1932 SOCKET LAYOUT GUIDE

JANUARY 1, 1921 to OCTOBER 15, 1932

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ABBREVIATIONS USED:

SH. = *Superheterodyne*
T.R.F. = *Tuned Radio Frequency and Neutrodyne*
Ref. = *Reflex*
Reg. = *Regulator*
Regn. = *Regenerative*
N.S.C. = *Noise Suppression Control*
A.V.C. = *Automatic Volume Control*
F.C. = *Fidelity Control*
Conv. = *Converter*
— = *Function not included*
(Blank) = *Function is performed in another stage*
T = *Tubular (Pilot)*
M = *Miniature Base (Pilot)*
C = *Candelabra Base (Pilot)*
I = *Intermediate Base (Pilot)*

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ALL-AMERICAN MOHAWK CORPORATION—Lyric Sets

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Chieftain (1925) VA (1925)	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—
R (1925)	T.R.F.	2-01A	—	—	—	01A	01A	112A	—	—	—
Sextette (1926)	T.R.F.	2-01A	—	—	—	01A	2-01A	112A	—	—	—
Forte (1926)	T.R.F.	3-01A	—	—	—	01A	2-01A	112A	—	—	—
Mohawk (1926) Seneca (1926)	T.R.F.	2-01A	—	—	—	01A	2-01A	01A or 112A	—	—	—
44, 55 (1926)	T.R.F.	3-01A	—	—	—	01A	01A	112A or 71A	—	—	—
115-BO (1926)	T.R.F.	2-01A	—	—	—	01A	01A	112A	—	—	—
Mohawk 226 (1927)	T.R.F.	2-26	—	—	—	27	2-26	71A	—	—	—
60, 61, 62. 65, 66 (1928)	T.R.F.	3-26	—	—	—	27	27	71A	80	—	—
80, 83, 84, 85, 86, 88 ('28)	T.R.F.	4-26	—	—	—	27	27	2-71A	80	—	—
606, 616, 626, 656, (1928)	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	—
808, 838, 848, 858, 868 ('28)	T.R.F.	4-01A	—	—	—	01A	01A	2-71A	—	—	—
A (1929)	T.R.F.	2-24A	—	—	—	24A	27	2-45	80	—	—
D (1929)	T.R.F.	2-24A	—	—	—	24A	27	2-45	80	—	—
70, 73, 75 (1929)	T.R.F.	3-26	—	—	—	27	27	50	80	Bias 26	—
77, 88, 99 (1929)	T.R.F.	3-26	—	—	—	27	26	71A	—	—	—
90, 93, 94, 95 (1929)	T.R.F.	4-27	—	—	—	27	2-27	2-45	80	—	2.5
94SG, 95SG, 96SG (1929)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	2.5
B-Battery (1930)	T.R.F.	2-32	—	—	—	32	30	2-31	—	—	—
C-6-Studio (1930)	T.R.F.	2-24A	—	—	—	24A	—	2-45	80	—	—

ALL-AMERICAN MOHAWK CORPORATION—Lyric Sets—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
DC-7 (1930)	T.R.F.	3-22	—	—	—	112A	112A	4-71A	—	—	—
H (1930)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	—
J (1930)	T.R.F.	3-24A	—	—	—	24A	—	45	80	—	—
K (1930)	T.R.F.	3-24A	—	—	—	24A	27	2-45	80	A.V.C. 27	2.5
B-7, B-34 (1931)	SH.	32	32	30	32	32	—	33	—	—	2.0
DC-7 (110 v.) (1931)	SH.	36	36	37	36	37	—	2-33	—	—	6.0
DC-7 (220 v.) (1931)	SH.	36	36	37	36	37	—	2-38	—	—	—
P-8, P-9 (1931)	T.R.F.	3-24A	—	—	—	24A	—	47	80	—	2.5
S-6, S-61, S-62 (1931)	SH.	—	24A	27	35	24A	—	47	80	—	2.5
S-7 (1931)	SH.	35	24A	27	35	24A	—	47	80	—	2.5
S-8 (1931)	SH.	35	24A	27	35	27	—	2-47	80	—	—
S-10 (1931)	SH.	35	24A	27	2-35	27	—	2-47	80	A.V.C.24A	2.5
B-80 (1932)	SH.	34	32	30	34	30	30	2-30	—	—	2.0
H-S9, SH-500, SH-501 ('32)	SH.	32	24A	27	35	24A	27	2-47	80	—	2.5
S-63 (1932)	SH.	(1-27, 2-35, 1-24)						47	80		2.5
S-65 (1932)	SH.	58	57		58	55	—	47	80	A.V.C.	2.5
S-65 (115 D.C.) (1932)	SH.	39/44	36		39/44	37	—	2-33	—	—	6.0
S-65 (230 D.C.) (1932)	SH.	39/44	36		39/44	37	—	2-38	—	—	6.0
S-80; S-81 (1932)	SH.	35	24A	27	35	27	—	2-47	80	—	2.5
SA-90 (1932)		(2-24A, 1-27, 1-35,1-55)						2-47	80		2.5
SA-91 (1932)	SH.	58	57	56	58	55	57	2-47	80		2.5
SA-130 (1932)	SH.	58	57	56	2-58	56	56	2-47	82	A.V.C.57 N.S.C.57	2.5

ALL-AMERICAN MOHAWK CORPORATION—Lyric Sets—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
SW-8 (1932)	SH.		(2-24A, 2-27, 2-35)					47	80	—	2.5
SW-80 (1932)	SH.	—	57	56	2-58	56	57	47	80	—	—

AMRAD CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Nocturne, Opera, Sonata, Concerto (70)	T.R.F.	3-26	—	—	—	27	26	50	2-81	—	—
AC-5	T.R.F.	2-X99	—	—	—	X99	X99	112A	—	—	—
AC-6, AC-6C	T.R.F.	3-26	—	—	—	27	26	71A	—	—	—
DC-6, DC-6C	T.R.F.	3-01A	—	—	—	01A	01A	112A or 71A	—	—	—
DC-7, DC-7C	T.R.F.	4-01A	—	—	—	01A	01A	112A or 71A	—	—	—
S-522, S-522C	T.R.F.	2-01A	—	—	—	00A or 01A	01A	01A	—	—	—
S-733, S-733C	T.R.F.	3-01A	—	—	—	00A or 01A	2-01A	71A or 112A	—	—	—
70	T.R.F.	3-26	—	—	—	27	26	10 or 50	2-81	—	—
81, Aria, Minuett, Serenata, etc.	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	—
84C, 84D	T.R.F.	3-24A	—	—	—	24A	27	2-45	80	—	—

AMRAD CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
4050	T.R.F.	01A	—	—	—	00A or 01A	2-01A	01A	—	—	—
AC-7 (1926)	T.R.F.	3-X99	—	—	—	X99	2-X99	112A	—	—	—
AC-7, AC-7C (1927)	T.R.F.	4-26	—	—	—	27	26	71A	80	—	—

ATWATER KENT MANUFACTURING COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
9 (1923)	T.R.F.	01A	—	—	—	01A	01A	01A	—	—	—
10 (1923)	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—
12 (1923)	T.R.F.	2-01A	—	—	—	01A	2-01A	01A	—	—	—
19 (1924)	T.R.F.	01A	—	—	—	01A	01A	01A	—	—	—
20, 24 (1924)	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—
20 Comp. (1925)	T.R.F.	2-01A	—	—	—	01A	01A	01A, 71A or 112A	—	—	—
21 (1925)	T.R.F.	2-V99	—	—	—	V99	V99	V99	—	—	—
30, 35 (1926)	T.R.F.	3-01A	—	—	—	01A	01A	01A, 71A or 112A	—	—	—
32 (1926)	T.R.F.	4-01A	—	—	—	01A	01A	01A, 71A or 112A	—	—	—
33 (1927)	T.R.F.	3-01A	—	—	—	01A	01A	01A, 71A or 112A	—	—	—

ATWATER KENT MANUFACTURING COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
36 (1927)	T.R.F.	3-26	—	—	—	27	26	71A or 112A	80	—	—
50 (1927)	T.R.F.	4-01A	—	—	—	01A	01A	01A, 71A or 112A	—	—	—
37 (1927)	T.R.F.	3-26	—	—	—	27	26	112A or 71A	80	—	—
38 (1928)	T.R.F.	4-26	—	—	—	27	26	112A or 71A	80	—	—
40, 42, 52, 56, 57 (1928)	T.R.F.	3-26	—	—	—	27	26	71A	80	—	—
41 (1928)	T.R.F.	3-112A	—	—	—	112A	112A	2-71A	—	—	—
43 (1928)	T.R.F.	3-26	—	—	—	27	26	2-112A	80	—	—
44, 45 (1928)	T.R.F.	4-26	—	—	—	27	26	71A	80	—	—
46, 53 (1928)	T.R.F.	3-26	—	—	—	27	26	2-71A	80	—	—
48, 49 (1928)	T.R.F.	3-01A	—	—	—	01A	01A	01A, 71A or 112A	—	—	—
47 (1929)	T.R.F.	4-26	—	—	—	27	26	2-71A	80	—	—
55 (1929)	T R F.	2-24A	—	—	—	27	27	2-45	80	—	3.2
55F (1929)	T.R.F.	2-24A	—	—	—	27	27	2-71A	80	—	3.2
60 (1929)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	3.2
61 (D.C.) 67 (Battery) ('29)	T.R.F.	3-22	—	—	—	112A	112A	2-71A	—	—	6.0
66 (1929)	T.R.F.	3-24A	—	—	—	27	27	2-50	2-81	—	3.2
Q (Battery) D (D.C.) ('30)	T.R.F.	3-22	—	—	—	112A	112A	2-71A	—	—	6.0
72H (1930)	SH.	—	24A	27	2-24A	27	27	2-45	80	—	3.2

ATWATER KENT MANUFACTURING COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A F.	OUTPUT	RECT.	MISC.	PILOT
75P,70,74,76, 60 (3rd) ('30)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	—
80, 80-F (1931)	SH.	—	35	27	35	24A	—	47	80	—	3.2
82, 82-F (1931)	SH.	—	35	27	35	24A	—	47	80	A.V.C. 24A	3.2
82-D, 228-D (1931)	SH.	—	36	37	36	36	37	33	—	—	6.0
82-Q, 228-Q (1931)	SH.	32	32	30	32	32	30	33	—	—	—
83, 83-F, 84, 84-F (1931)	SH.	—	35	27	35	24A	—	47	80	—	3.2
84-D (1931)	SH.	—	36	37	36	36	37	33	—	—	6.0
84Q (1931)	SH.	32	32	30	32	32	30	33	—	—	—
85, 85F (1931)	SH.	—	35	27	35	24A	—	47	80	A.V.C.24A	3.2
85Q (Early) 1931)	SH.	—	32	30	2-32	32	30	33	—	—	—
85Q (Late 1931)	SH.	32	32	30	32	32	32	33	—	—	—
86, 86F (1931)	SH.	35	35	27	35	24A	—	47	80	A.V.C. 24A	3.2
87 (1931)	SH.	35	35	27	35	27	27	2-47	80	—	3.2
87D (1931)	SH.	36	36	37	36	36	38	2-33	—	—	6.0
89, 89F, 89P (1931)	SH.	35	35	27	35	27	27	2-47	80	A.V.C. 24A	3.2
81 Auto (1932)	T.R.F.	3-36	—	—	—	37	—	2-38	—	—	6.0
90, 90F, 567 (1932)	SH.	35	35	27	35	24A	—	47	80	—	3.2
91 Auto (1932)	SH.	36	36	37	36	37	37	2-3	—	A.V.C. 37	—
92, 92F, 228 (1932)	SH.	35	35	27	35	24A	—	47	80	A.V.C. 27	3.2
93 (S.W. Converter) ('32)	SH.	—	24	27	27	—	—	—	80	—	—
94, 94F (1932)	SH.	35	35	27	35	24A	—	47	80	—	3.2
96, 96F (1932)	SH.	35	35	27	35	24A	—	47	80	A.V.C. 27	3.2
99, 99F (1932)	SH.	35	35	27	35	27	27	2-47	80	A.V.C. 24A	3.2

ATWATER KENT MANUFACTURING COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
188 (1932)	SH.	58	58	56	58	57	—	47	80	A.V.C. 56	3.2
260 (1932)	SH.	58	58	56	2-58	56	56	2-47	80	A.V.C.	3.2
469 (1932)	SH.	58	58	56	58	56	—	2[illegible]		A.V.C. 56	3.2

AUDIOLA RADIO COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
30B, 7330 ('29)	T.R.F.	2-24A	—	—	—	27	27	2-45	80	—	2.5
8430 (1929)	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	2.5
Junior (1930)	T.R.F.	2-24A	—	—	—	24A	—	45	80	—	2.5
60, 70, 80 (1930)	T.R.F.	3-24A	—	—	—	27	—	2-45	80	—	2.5
62, 72, 82 (1930)	SH.	—	24A	27	2-24A	27	—	2-45	80	—	2.5
S. W. Chassis (1931)	Converter		(1-24A, 1-27)								
4-Tube Pentode ('31)			(1-24A, 1-35)					47	80	—	2.5
5-Tube Pentode ('31)			(1-24A, 2-35)					47	80	—	2.5
6-Tube Pentode ('31)			(1-24A, 1-27, 2-35)					47	80	—	2.5
6-Tube SH. (1931)	SH.		(2-24A, 1-27, 1-35)					47	80	—	2.5
7-Tube SH. (1931)	SH.		(2-24A, 1-27, 2-35)					47	80	—	2.5
8-Tube Pentode SH. ('31)	SH.		(2-24A, 2-27, 2-35)					47	80	—	2.5
9-Tube SH. (1931)	SH.		(1-24A, 3-27, 2-35)					2-47	80	—	2.5
8-Tube SH. (1932)	SH.	58	57	56	58	56	56	47	80	—	2.5
10-Tube SH. (1932)	SH.	58	57	56	2-58	56	56	2-47	80	A.V.C.	2.5

BALKEIT RADIO COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
A3, A5, A7 (1928)	T.R.F.	3-27	—	—	—	27	27	2-112A	80	—	2.5
C (1929)	T.R.F.	4-27	—	—	—	27	27	2-45	80	—	2.5
F (1929)	T.R.F.	3-27	—	—	—	24A	27	2-45	80	—	2.5
Super C (1931)	T.R.F.	4-27	—	—	—	27	35	2-47	80	—	2.5
DP (1931)	T.R.F.	2-24A	—	—	—	24A	—	2-47	80	—	2.5
KP (1931)	T.R.F.	2-24A	—	—	—	24A	—	47	80	—	2.5
L-7 (1931)	SH.	35	24A	27	35	24A	—	47	80	—	2.5
M (1931)	T.R.F.	24A	—	—	—	24A	—	47	80	—	2.5
L-8 (1932)	SH.	35	24A	27	35	27	—	2-47	80	—	2.5
40, 42 (1932)	T.R.F.	58	—	—	—	57	—	47	80	—	2.5
52 (1932)	T.R.F.	2-58	—	—	—	55	—	47	80	—	2.5
55 (1932)	SH.	—	57		58	57	—	47	80	—	2.5
85 (1932)	SH.	58	58	56	58	55	—	2-47	80	—	2.5
100 (1932)	SH.	58	58	56	58	55	2-56	2-45	82	—	2.5

BRANDES PRODUCTS CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
B10, B11, B12	T.R.F.	3-27	—	—	—	27	27	71A	80	—	2.5
B15, B16	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	2.5
	(Early models B15, B16 used 2-71A output)										

BREMER TULLY MANUFACTURING COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
6-35, 6-37	T.R.F.	3-01A	—	—	—	01A	01A	112A or 71A	—	—	—
6-36, 6-38	T.R.F.	3-26	—	—	—	27	26	10	—	—	—
8-12, 8-16	T.R.F.	3-01A	—	—	—	01A	2-01A	112A or 71A	—	—	—
8-13, 8-17	T.R.F.	3-26	—	—	—	27	26	10	—	—	—
8-22, 820, 821	T.R.F.	3-26	—	—	—	27	27	2-10	81	—	—
80	T.R.F.	3-01A	—	—	—	00A	01A	112A	—	—	—
81, 82	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	—
				(Duresite Voltage Reg. 105)							
640, 641	T.R.F.	3-26	—	—	—	27	26	71A	80	—	—
770, 771	T.R.F.	3-26	—	—	—	27	27	2-71A	80	—	—

BRUNSWICK RADIO CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Panatrope P11, P13 ('25)	Amp.	—	—	—	—	—	X99	10	2-81	Ballast 886	—
Radiola 10 (1925)	Det.-Amp.	—	—	—	—	WD11	WD11	2-WD11	—	—	—
Radiola 30 (1925)	Det.-Amp.	—	—	—	—	WD11	—	WD11	—	—	—
Radiola 31, 35 (1925)	Det.-Amp.	—	—	—	—	WD11	WD11	2-DW11	—	—	—
Radiola 50 (1925)	Ref.-SH.	X99	X99		X99	X99	X99	X99	—	—	—
Radiola 60, 160 (1925)	Ref.-SH.	2-V99	V99			V99	V99	V99	—	—	—

BRUNSWICK RADIO CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Radiola 210, 212, 217 ('25)	Det.-Amp.	—	—	—	—	WD11	WD11	2-WD11	—	—	—
Radiola 260, 360, 460 ('25)	Ref.-SH.	2-V99	V99			V99	V99	V99	—	—	—
Panatrope P2, P9, P14 ('26)	Amp.	—	—	—	—	—	X99	10	81	—	—
Panatrope P3 (1926)	Amp.	—	—	—	—	—	X99	10	2-81	Ballast 876 or 886	—
PR6 (1926)	Ref.-SH.	X99	X99		X99	X99	X99	71A	80	—	—
PR48C (Battery) (1926)	SH.	X99	X99	X99	2-X99	X99	X99	20	—	—	—
PR16, PR46C, PR26C, PR36C (1927)	Ref.-SH.	X99	X99		X99	X99	X99	10	2-81	Ballast 876, 886	—
PR28C, PR38C, PR48C, PR138C, PR148C ('27)	SH.	X99	X99	X99	2-X99	X99	X99	10	2-81	Ballast 876 or 886	Reg. 874
PR138C (RPA-4A) PR148C (RPA-4A) ('27)	SH.	X99	X99	X99	2-X99	X99	X99	10	2-81	Ballast 886	Reg. 874
3KR8 (1928)	T.R.F.	3-26	—	—	—	27	26	50	2-81	—	—
PR148C (D.C.) (1927)	SH.	X99	X99	X99	2-X99	X99	X99	4-71A	—	—	—
PR-17-8, R1, 3KRO, 5KR (1928)	T.R.F.	3-26	—	—	—	27	26	71A	80	—	—
3CN8, 5CN8, 5NO ('28)	SH.	2-27	27	27	2-27	27	—	71A	80	—	—
3NW8 (1928)	SH.	2-27	27	27	2-27	27	—	50	2-81	A.V.C. 27	—
S14, S21, S31 (1929)	T.R.F.	3-24A	—	—	—	24A	27	2-45	80	—	—
					(Ballast—Duresite D110–D126)						
14, 21, 31 (1929)	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	—
			(Voltage Reg.—Duresite 95 or 105)								

BRUNSWICK RADIO CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
15, 22, 32, 42 (1930)	T.R.F.	3-24A	—	—	—	24A	—	2-45	80	—	—
15, 22, 32 (D.C.) (1930)	T.R.F.	3-32	—	—	—	32	30	4-71A	—	—	—
15 (Battery) (1930)	T.R.F.	3-32	—	—	—	32	30	2-[illegible]	—	—	—
11, 12, 16, 33 (1931)	SH.	35	24A	24A	35	24A	—	47	80	—	—
11, 12, 16, 33 (A.V.C.) (1931)	SH.	35	24A	24A	35	27	—	47	80	A.V.C.	—
17, 24, 25 (1931)	SH.	35	24A	24A	35	24A	—	2-47	80	A.V.C. 27	—
100 Short Wave (1931)			(2-24A)								

CASE ELECTRIC CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
61			(5-01A, 1-112A)								
63	T.R.F.	3-26	—	—	—	27	26	71A	—	—	—
67	T.R.F.	3-26	—	—	—	27	26, 112A	112A	80	—	—
73	T.R.F.	4-26	—	—	—	27	26	71A	80	—	—
80, 81, 82	T.R.F.	4-26	—	—	—	27	26, 71A	71A	80	—	—
500			(5-01A)								

COLONIAL RADIO CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
25 (1926)	T.R.F.	2-01A	—	—	—	X99	2-X99	10	2-81	—	—
26 (1926)	T.R.F.	2-01A	—	—	—	WX-12	2-01A	71A	—	—	—

COLONIAL RADIO CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
28 AC (1927)	T.R.F.	2-26	—	—	—	X99	26	71A	—	—	—
28 DC (1927)	T.R.F.	2-01A	—	—	—	01A or 112A	01A	71A	—	—	—
31 AC (1928)	T.R.F.	2-26	—	—	—	27	27	2-71A	80	—	115V.
31 DC (1928)	T.R.F.	3-26	—	—	—	26	26	2-71A	—	—	115V.
32 AC (1929)	T.R.F.	3-24A	—	—	—	24A	27	2-45	80	—	5
32 DC (1929)	T.R.F.	3-24A	—	—	—	24A	27	2-45	—	—	5
33 AC, 34 AC (1930)	T.R.F.	2-24A	—	—	—	24A	27	2-45	80	—	—
33 DC, 34 DC (1930)	T.R.F.	2-24A	—	—	—	24A	27	2-45	—	—	—
36, 38, 41, 42 (1930)			(3-24A)					2-45	80	—	2.5
37 (1931)			(4-24A)					2-45	80	—	2.5
38 DC (1931)			(3-24A)					2-45	—	—	2.5
39 DC (1931)			(3-24A)					45	80	—	2.5
39 (1931)			(3-24A)					45	80	—	2.5
40 (1931)			(1-30, 2-31, 3-32)								
43 (1931)			(1-30, 2-31, 3-32)								
44 (1931)	SH.	—	24A	27	35	24A	—	47	80	—	2.5
46 (1931)			(1-24A, 1-35)					47	80	—	2.5
47, 48 (1931)	SH.		(1-24A, 1-27, 3-35)					2-47	80	—	2.5
49 (1931)			(3-24A)					47	80	—	2.5
50 (1931)			(1-24A, 1-27, 4-35, 3-47)						80	—	2.5
51 (1931)			(1-24A, 2-27, 3-35)					47	80	—	2.5
52 (1931)			(1-24,A 1-27, 3-35)					47	80	—	2.5

COLONIAL RADIO CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
53 (1932)			(3-36, 3-37, 2-38)								
54 (1932)			(4-36, 1-37, 1-38)								
55 (1932)			(1-27, 2-35)						80	—	2.5
56 (1932)			(3-30, 3-32)					33			
60, 60E (1932)			(3-24A, 1-35)					47	80	—	2.5
62 (1932)			(1-24A, 1-56, 1-57, 2-58)					47	80	—	2.5
65 (1932)			(3-32, 1-33, Ballast)								
67 (1932)			(2-24A, 1-27, 1-35)					47	80	—	2.5
69 (1932)	SH.	—	32	30	2-32	32	—	33	—	A.V.C. 30	—
			(Ballast-31)								
71 (1932)			(4-46, 1-56, 3-57, 3-58)						83	—	2.5
73 (1932)			(2-24A, 1-57, 1-58)					47	80	—	2.5
76 (1932)			(3-46, 1-56, 2-57, 1-58)						2-80	—	2.5
85 (1932)			(1-27, 2-56, 4-58)					2-47	80	—	—

COLUMBIA RADIO CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC	PILOT
A-5-30 SG	T.R.F.	2-24A	—	—	—	24A	112A	112A	—	—	—
A-6-30	T.R.F.	3-24A	—	—	—	27	27	45	—	—	—
AC-5-30	T.R.F.	2-24A	—	—	—	24A	—	45	80	—	—
AC-8-29 SG	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	—

COLUMBIA RADIO CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET	A.F	OUTPUT	RECT	MISC.	PILOT
AC-9-28	T.R.F.	3-26	—	—	—	27	2-26	2-71A	80	—	—
AC-9-30	T.R.F.	4-24A	—	—	—	27	27	2-45	80	—	—
AC-10-29	T.R.F.	5-27	—	—	—	27	27	2-45	80	—	—
B-6-30	T.R.F.	2-32	—	—	—	32	31	2-31	—	—	—
B-8-28	T.R.F.	3-01A	—	—	—	00A	2-01A	2-71A	—	—	—

CONTINENTAL RADIO CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F	OUTPUT	RECT.	MISC.	PILOT
Slagel A, B, C			(8-27)					2-71A	80		
Slagel D			(8-27)					2-50	2-81		
Slagel 9			(7-27)					2-71A	80		

CROSLEY RADIO CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Buddy, Chum	T.R.F.	2-24A	—	—	—	27	—	2-71A	80	—	—
Pup	Regn.	—	—	—	—	WX-12	—	—	—	—	—
Trirdyn, Super Trirdyn	Ref.	01A	—	—	—	01A		01A	—	—	—
					(X99's or WX-12 may be used)						
AC 7, AC 7C	Reg.T.R.F.	3-X99	—	—	—	X99	X99	112A	—	—	—
RFL 60, 75	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—

CROSLEY RADIO CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
RFL 75, Series 2	T.R.F.	2-01A	—	—	—	01A	01A	01A, 71A, or 112	—	—	—
RFL 90	T.R.F.	3-01A	—	—	—	01A	01A	01A, 71A, or 112	—	—	—
XJ, 4-29	T.R.F.	01A, X99 or WX12	—	—	—	01A, X99 or WX12	01A, X99 or WX12	01A, X99 or WX12	—	—	—
5-38, Series 2	Regn.	2-01A				01A, X99	01A, X99	2-01A			
	T.R.F.	X99 or WX12	—	—	—	or WX12	or WX12	X99 or or WX12	—	—	—
5-50, 5-75	Regn.	2-01A				01A, X99	01A, X99	01A, 112A			
	T.R.F.	X99 or WX12	—	—	—	or WX12	or WX12	71A, 20, X99 or WX12	—	—	—
6-60, 6-85	Regn. T.R.F.	3-01A	—	—	—	01A	01A	01A, 112A or 71A	—	—	—
7		24A	24A	27	—	—	—	—	80	—	—
7-1		—	24A	27	—	—	—	—	80	—	—
7-2		—	24A	27	—	—	—	—	—	—	—
20, 21, 22	T.R.F.	3-22	—	—	—	01A	01A	71A	—	—	6.0
26H, 26J, 26K	T.R.F.	3-22	—	—	—	01A or 112A	01A or 112A	2-112A	—	—	6.0
28	T.R.F.	2-32	—	—	—	32	31	2-31	—	—	—
30-S, 31-S, 33-S, 34-S	T.R.F.	2-24A	—	—	—	27	27	2-45	80	—	2.5
32	T.R.F.	3-26	—	—	—	27	26	2-71A	80	—	6.0

CROSLEY RADIO CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
40-S, 41-S, 42-S, 82-S	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	2.5
47	T.R.F.	24A	—	—	—	24A	—	45	80	—	—
48	T.R.F.	2-24A	—	—	—	24A	—	45	80	—	—
50	Regn.	—	—	—	—	01A, X99 or WX12	—	—	—	—	—
50A	Amp.	—	—	—	—	—	01A, X99 or WX12	01A, X99 or WX12	—	—	—
51, 51 SD	Regn.	—	—	—	—	01A, X99 or WX12	—	01A, 112A 71A, X99, 20 or WX12	—	—	—
51A	Amp.	—	—	—	—	—	—	01A, 112A 71A, X99, 20, or WX12	—	—	—
52, 52 SD	Regn.	—	—	—	—	01A, X99 or WX12	01A, X99 or WX12	01A, X99 or WX12	—	—	—
53E, 53F, 53M, 57V	T.R.F.	2-24A	—	—	—	24A	—	45	80	—	2.5
54G, 58Q	T.R.F.	2-24A	—	—	—	24A	—	45	80	—	2.5
55	T.R.F.	2-32	—	—	—	32	112A	71A	—	—	6.0
59	T.R.F.	2-35	—	—	—	24A	—	47	80	—	2.5
60-S, 61-S, 62-S, 63-S	T.R.F.	3-22	—	—	—	22	2-112A	2-71A	—	—	6.0
76A	T.R.F.	2-24A	—	—	—	24A	71A	2-71A	—	—	6.0

CROSLEY RADIO CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
77A, 77B, 77L	T.R.F.	2-24A	—	—	—	24A	27	2-45	80	—	2.5
82H	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	6.0
84C, 84D	T.R.F.	3-24A	—	—	—	24A	27	2-45	80	—	2.5
90 Auto	T.R.F.	2-24A	—	—	—	27	112A	112A	—	—	—
91 Auto	T.R.F.	2-24A	—	—	—	24A	112A	112A	—	—	—
92 Auto	T.R.F.	2-36	—	—	—	36	37	71A	—	A.V.C.36	6.0
120	SH.	24A	24A	24A	24A	27	—	2-45	80	—	2.5
121	SH.	35	24A	24A	35	27	27	2-47	80	A.V.C.27	2.5
121-1	SH.	2-35	35	24A	24A	27	27	2-47	80	—	2.5
122	SH.	35	24A	24A	35	24A	—	47	80	—	2.5
123	SH.	35	24A	24A	35	27	—	2-47	80	—	2.5
124	SH.	35	24A	27	35	27	—	2-47	80	—	2.5
125	SH.	—	24A		35	24A	—	47	80	—	2.5
126	SH.	36	36	36	36	37	—	2-71A	—	—	—
126-1	SH.	36	36	37	36	36	—	2-71A	—	—	6.0
127	SH.	35	35	27	24A, 35	27	27	2-47	80	—	2.5
128	SH.	32	32	30	32	30	30	2-31	—	—	Neon
131	SH.	—	24A		35	47	—		80	—	2.5
401 Bandbox Jr.	T.R.F.	X99	—	—	—	X99	X99	20	—	—	—
401A Bandbox Jr.	T.R.F.	2-X99	—	—	—	X99	X99	20	—	—	—
601 Bandbox	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	6.0
602 (AC) Bandbox	T.R.F.	3-26	—	—	—	27	26	71A	—	—	6.0
608 Gembox	T.R.F.	2-26	—	—	—	27	26	71A	80	—	6.0

CROSLEY RADIO CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
609, 610, 30, 31	T.R.F.	3-26	—	—	—	27	26	71A	80	—	6.0
704 Jewel Box 704A Jewel Box	T.R.F.	3-26	—	—	—	27	26	71A	80	—	6.0
704B Jewel box	T.R.F.	3-26	—	—	—	27	26	2-71A	80	—	6.0
705 Show box (DC) 61, 62	T.R.F.	3-01A	—	—	—	01A	01A, 71A	2-71A	—	—	6.0
706 Show box, 40, 41, 41A, 42	T.R.F.	3-26	—	—	—	27	26	2-71A	80	—	6.0
804 Jewel box	T.R.F.	3-27	—	—	—	27	27	2-71A	80	—	6.0
9 (1932)	*Conv.	—	36	37	—	—	—	—	—	—	—
96 (Roamio) (1932)	SH.	39/44	36		2-39/44	85		89	—	—	—
133 (1932)	SH.	35	24A	27	35	27	—	47	80	—	—
134 (1932)	SH.	—	35	27	24A, 35	27	27	47	80	A.V.C.	—
135 (1932)	SH.	—	24A		35	24A	—	47	80	—	—
137 (1932)	SH.	—	24A		35	47	—		80	—	—
141 (1932)	SH.	—	24A		58	57	—	47	80	—	—
146 (1932)	SH.	58	57		2-58		89	2-46	82	A.V.C.56	—
146-1 (1932)	SH.	58	57		2-58	55	89	2-46	82	A.V.C.	—

DAY FAN ELECTRIC COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Battery 5044, 5046, 5049	T.R.F.	2-01A	—	—	—	00A or01A	01A	01A	—	—	—
Battery 5050	T.R.F.	3-01A	—	—	—	01A	2-01A	71A	—	—	—

DAY FAN ELECTRIC COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Battery 5053, 5055	T.R.F.	3-01A	—	—	—	00A or 01A	01A	01A, 71A, or 112A	—	—	—
AC-5065	T.R.F.	3-26	—	—	—	27	26	71A	—	—	—
AC-5069	T.R.F.	4-26	—	—	—	27	26	2-71A	80	—	—
5072	T.R.F.	4-01A	—	—	—	00A or 01A	01A	71A	—	—	—
AC-5091	T.R.F.	4-26	—	—	—	27	26	2-45	80	—	—

DELCO RADIO CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
3001	T.R.F.	2-24A	—	—	—	112A	27	112A	—	—	—
3002	T.R.F.	2-24A	—	—	—	24A	27	112A	—	—	—

DETROLA RADIO CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
4 tube RF (1932)	T.R.F.	58	—	—	—	57	—	47	80	—	2.5
5 tube Super (1932)	SH.	—	57		58	55	—	47	80	—	2.5

ECHOPHONE RADIO MANUFACTURING COMPANY, LIMITED

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
C (1929)	T.R.F.	2-01A	—	—	—	27	01A	71A	80	—	—

ECHOPHONE RADIO MANUFACTURING COMPANY, LIMITED—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
D (1930)	T.R.F.	2-01A	—	—	—	27	01A	71A	80	—	—
S-3 (1930)	T.R.F.	2-24A	—	—	—	24A	—	45	80	—	—
E (1931)	T.R.F.	2-24A	—	—	—	24A	—	45	80	—	2.5
F (1931)	T.R.F.	2-24A	—	—	—	24A	—	2-45	80	—	2.5
S-4 (1931)	T.R.F.	2-24A	—	—	—	24A	27	45	80	—	2.5
S-5 (1931)	SH.	24A	24A	27	24A	24A	—	2-45	80	—	2.5
S-5 (Special) (1931)	SH.	—	24A		2-24A	24A	—	2-45	80	—	2.5
40 (1931)	T.R.F.	35	—	—	—	24A	—	47	80	—	2.5
60 (1931)	SH.	35	35	27	35	24A	—	47	80	—	2.5
70 (1931)	SH.	39/44	39/44	37	39/44	37	37	2-71A	—	—	6.0
80, 90 (1931)	SH.	35	35	27	35	24A	—	2-47	80	—	2.5
4, 44 (1932)	T.R.F.	58	—	—	—	57	—	47	80	—	2.5
5 (1932)	SH.	58	57		58	55	—	47	80	—	2.5
10, 15, 20 (1932)	SH.	58	58	57	58	55		2-47	80	—	2.5
35 (1932)	SH.	58	58	56	2-58	55	2-56	2-46	80	N.S.C. 57	2.5
50, 55 (1932)	SH.	35	24A		35	27	—	47	80	—	2.5
81 (1932)	SH.	35	35	27	35	27	24A	47	80	—	2.5
100 (1932)	SH.	35	24A	24A	35	27	24A	47	80	—	2.5

THOMAS A. EDISON, INCORPORATED

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Edison C-1, Splitdorf M6	T.R.F.	3-26	—	—	—	27	26	2-50	2-81	—	2.5

THOMAS A. EDISON, INCORPORATED—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Edison R1, R2, C2	T.R.F.	3-26	—	—	—	27	26	50	81	—	2.5
Edison R4, R5 (D.C.)	T.R.F.	3-27	—	—	—	27	27	4-71A	—	—	—
Edison R4, R5, C4, C4 Comb.	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	2.5
Edison R6, R7	T.R.F.	3-24A	—	—	—	27	2-27	2-45	80	—	—
Splitdorf All A.C.	T.R.F.	3-26	—	—	—	27	26	71A	80	—	—
Splitdorf Abbey—Battery	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	—
Splitdorf Abbey Jr.	T.R.F.	3-26	—	—	—	27	26	71A	80	—	—
Splitdorf Abbey Sr.	T.R.F.	3-26	—	—	—	27	26	50	81	—	—
Splitdorf M5	T.R.F.	3-26	—	—	—	27	26	50	81	—	—
Splitdorf R100, R200, R500, R560	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—
Splitdorf RV580	T.R.F.	2-01A	—	—	—	01A	01A	112A or 71A	—	—	—
Splitdorf RV695	T.R.F.	3-01A	—	—	—	00A or 01A	01A	112A or 71A	—	—	—

ELECTRICAL RESEARCH LABORATORIES, INCORPORATED

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Erla S11, S50 (1927)	T.R.F.	2-01A	—	—	—	01A	01A	71A	—	—	—
Erla S51, S60 (1927)	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	—

ELECTRICAL RESEARCH LABORATORIES, INCORPORATED—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Erla S60R (1927)	T.R.F.	3-26	—	—	—	27	26	71A	80	—	—
Erla S61 (1927)	T.R.F.	4-01A	—	—	—	01A	01A	71A	—	—	—
Erla S61R (1927)	T.R.F.	4-26	—	—	—	27	26	71A	80	—	—
Erla R1-A (1928)	T.R.F.	4-26	—	—	—	27	26	2-50	2-81	—	—
Erla S52 (1928)	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	—
Erla S52R (1928)	T.R.F.	3-26	—	—	—	27	26	71A	80	—	—
A2, R2 (1928)	T.R.F.	3-26	—	—	—	27	26	2-71A	80	—	2.5
AR-3 (1928)	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	2.5
Erla R2-A2 (1929)	T.R.F.	3-26	—	—	—	27	26	2-71A	80	—	2.5
222 (1929)	T.R.F.	3-22	—	—	—	112A	112A	2-71A	—	—	6.0 to 8.0
35, 37, 38, 39, 230 (1930)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	A.V.C. 27	2.5
71, 72, 73, 271 (1930)	T.R.F.	3-24A	—	—	—	27	27	45	80	—	2.5
74, 76, 210 (1930)	T.R.F.	2-32	—	—	—	30	2-30	2-71A	—	—	6.0 to 8.0
75, 77, 231 (1930)	T.R.F.	3-32	—	—	—	30	30	2-31	—	—	—
224 (1930)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	2.5
21P,22P,21-3, 40 (247) ('31)	T.R.F.	35	—	—	—	24A	—	47	80	—	2.5
41C (236) (1931)	T.R.F.	36	—	—	—	36	—	2-38	—	—	3.0
50 (251) (1931)	T.R.F.	2-35	—	—	—	24A	—	47	80	—	2.5
55 (253) (1931)	T.R.F.	2-36	—	—	—	37	—	2-38	—	—	6.0
61, 62, 63 (250) (1931)	SH.	35	24A	27	—	24A	—	47	80	—	2.5
67P, 68P (249) (1931)	SH.	32	32	30	32	30	30	33	—	—	—
81, 82 (245) (1931)	SH.	24A	24A	27	24A	27	—	2-45	80	—	2.5

ELECTRICAL RESEARCH LABORATORIES, INCORPORATED—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
81P, 82P, 248K, 30 (248) (1931)	SH.	35	24A	27	35	24A	—	47	80	—	2.5
252 (1931)	SH.	35	24A		35	27	27	47	80	A.V.C.24A	2.5
254 (1932)	SH.	—	24A	27	—	—	—	—	80	—	2.5
257 (1932)	SH.	35	35	27	35	27	27	47	80	—	2.5
258 (1932)	T.R.F.	58	—	—	—	57	—	47	80	—	2.5
259 (1932)	SH.	39/44	39/44	37	39/44	37	37	2-38	—	—	6.0

EMERSON RADIO AND PHONOGRAPH CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
AW-55 (1932)	SH.	—	24A	56	58	24A	—	47	80	—	2.5
C, CS, J, JS (1932)	SH.	35	24A		—	24A	—	47	80	—	1.25
K, KS (1932)	SH.	35	24A	27	35	24A	—	47	80	A.V.C.24A	2.5
L-AC-4 (1932)	T.R.F.	58	—	—	—	57	—	47	80	—	—
L-AC-5 (1932)	T.R.F.	2-58	—	—	—	57	—	47	80	—	2.5
L-DC-4 (1932)	T.R.F.	2-39/44	—	—	—	36	—	33	—	—	3.2
T, TS (1932)	T.R.F.	35	—	—	—	24A	—	47	80	—	2.5

EMPIRE ELECTRICAL PRODUCTS COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
400 A.C. (1932)				(1-57, 1-58)				47	80		2.5

EMPIRE ELECTRICAL PRODUCTS COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
400 D.C. (1932)				(1-36, 2-39/44)				33			6.0
500 A.C. (1932)				(1-57, 2-58)				47	80		2.5
500 D.C. (1932)				(2-36, 1-37)				2-33			6.0
550 A.C. (1932)				(1-57, 2-58)				47	80		2.5
600 A.C. (1932)				(1-57, 2-58)				2-47	80		2.5
600 D.C. (1932)				(2-36, 2-37)				2-33			6.0

FADA RADIO AND ELECTRIC CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
10, 10Z, 11, 11Z	T.R.F.	3-27	—	—	—	27	27	71A	80	—	—
12	T.R.F.	3-01A	—	—	—	00A	01A	71A	—	—	—
16, 16Z, 17, 32, 32Z	T.R.F.	3-27	—	—	—	27	27	2-71A	80	—	—
18	T.R.F.	3-112A	—	—	—	00A or 112A	112A	2-71A	—	—	—
20, 20Z	T.R.F.	3-27	—	—	—	27	27	2-71A	80	—	—
25, 25Z, 15M, 15MZ	T.R.F.	2-27, 24A	—	—	—	27	27	2-45	80	—	—
30, 30Z, 31, 31Z	T.R.F.	3-27	—	—	—	27	27	71A	80	—	—
35	T.R.F.	2-24A	—	—	—	27	27	2-45	81	—	—
35Z	T.R.F.	2-24A	—	—	—	27	27	2-45	80	—	—
40	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	—
41, 42, 44, 46, 41Z, 42Z, 44Z, 46Z	T.R.F.	3-24A	—	—	—	27	27	2-45	80	A.V.C. 27	—

FADA RADIO AND ELECTRIC CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
45-72UA, 45-75UA	T.R.F.	4-27	—	—	—	27	27	71A	—	—	—
50, 70, 71, 72 (E-420)	T.R.F.	4-27	—	—	—	27	27	2-10	81	—	—
50, 70, 50Z, 70Z (E-180)	T.R.F.	4-27	—	—	—	27	27	2-71A	80	—	—
50-80A, 50-80B	T.R.F.	4-01A	—	—	—	01A	2-01A	71A	—	—	—
75, 77	T.R.F.	3-24A	—	—	—	27	27	2-10	81	—	—
81, 82, 84, 86 (D.C.)	T.R.F.	3-24A	—	—	—	27	27	6-71A	—	A.V.C. 27	—
122, KE	T.R.F.	3-32	—	—	—	30	30	2-31	—	—	—
160	T.R.F.	2-01A	—	—	—	01A	—	01A	—	—	—
170A, 192A	T.R.F.	2-01A	—	—	—	01A	01A	71A	—	—	—
251-253	SH.	35	24A	27	35	24A	—	47	—	—	—
262UA, 265UA, 262CA, 265CA	T.R.F.	3-27	—	—	—	27	27	71A	80	—	—
265A, RP65 Chassis	T.R.F.	3-01A	—	—	—	00A	01A	71A	—	—	—
460A	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	—
475A, 45-75A	T.R.F.	4-01A	—	—	—	00A	01A	71A	—	—	—
475UA, 472UA, 475CA, 472CA	T.R.F.	4-27	—	—	—	27	27	71A	80	—	—
480A, 480B	T.R.F.	4-01A	—	—	—	01A	2-01A	71A	—	—	—
KO, KOC, 51, 51Z, 53, 53Z, 57, 57Z	SH.	35	24A	27	35	27	—	2-47	80	—	—
KU, 45, 45Z	SH.	35	24A	27	35	27	—	2-47	80	—	—
KW, 61, 61Z, 63, 63Z	T.R.F.	2-35	—	—	—	24A	—	47	80	—	—
KW, 65, 65Z, 48, 48Z, 49, 49Z	SH.	35	35	27	2-35	27	27	2-47	80	—	—

FADA RADIO AND ELECTRIC CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
KY, 66, 66Z	SH.	35	2-24A	27	35	27	35	47	80	A.V.C. 35	—
73, 73Z, 85, 85Z (1932)	SH.	58	58	56	58	55		47	80	—	2.5
74, 74Z, 76, 76Z, 83, 83Z (1932)	SH.	58	58	56	58	56	56	2-47	80	—	2.5
78, 78Z, 79, 79Z (1932)	SH.	58	58	56	2-58	56	56	2-47	80	N.S.C. 57	—
87, 87Z, 88, 88Z, 89, 89Z (1932)	SH.	58	58	56	58	56	56	2-47	80	—	2.5

FERGUSON RADIO CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
BL, 60, 61 (1932)	T.R.F.	3-35	—	—	—	24A	—	47	80	—	2.5
F4 A.C. (1932)	T.R.F.	58	—	—	—	57	—	47	80	—	2.5
F5 A.C. (1932)	T.R.F.	2-58	—	—	—	57	—	47	80	—	2.5
F5 D.C. (1932)	T.R.F.	2-39/44	—	—	—	36	37	89	—	—	6.0
S6 A.C. (1932)	SH.	58	58	56	—	57	—	47	80	—	2.5
S6 D.C. (1932)	SH.	39/44	39/44	37	—	36	—	2-33	—	—	6.0
SB-80, CB-81 A.C. (1932)	SH.	35	35	27	35	27	24A	47	80	—	2.5
SL66 A.C. (1932)	SH.	58	58	57	—	57		47	80	—	2.5

FRANKLIN RADIO CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Van Horne (1930)	T.R.F.	2-24A	—	—	—	24A	27	2-45	80	—	2.5

FRANKLIN RADIO CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
100 Franklin Auto (1932)	SH.	—	36		36	36	37	2-38	—	—	—
101 T.R.F. (1932)	T.R.F.	35	—	—	—	24A	—	47	80	—	2.5
102 Super (1932)	SH.	35	24A		—	24A	—	47	80	—	2.5
103 Super (1932)	SH.	35	24A		35	24A	—	47	80	—	2.5
104 T.R.F. (1932)	T.R.F.	2-35	—	—	—	24A	—	47	80	—	2.5

FREED TELEVISION AND RADIO CORPORATION (FREED-EISEMANN)

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
NR8, NR9	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	—
NR10	T.R.F.	2-01A	—	—	—	01A	01A	71A	—	—	—
NR60	T.R.F.	3-26	—	—	—	27	26	71A	—	—	—
NR66	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	—
NR70	T.R.F.	4-26	—	—	—	27	26	10	—	—	—
NR77	T.R.F.	4-01A	—	—	—	01A	01A	71A	—	—	—
NR80	T.R.F.	4-26	—	—	—	27	26	71A	80	—	—
NR80 D.C.	T.R.F.	4-01A	—	—	—	01A	01A	2-71A	—	—	—
NR85	T.R.F.	4-26	—	—	—	27	26	50	81	—	—
55-56 A.C.	T.R.F.	3-26	—	—	—	27	27	2-71A	80	—	—
55-56 D.C.	T.R.F.	3-01A	—	—	—	01A	01A	2-71A	—	—	—
78-79 A.C.	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	—
78-79 D.C.	T.R.F.	3-01A	—	—	—	01A	01A	4-71A	—	—	—
95 A.C.	T.R.F.	4-27	—	—	—	27	27	2-45	80	—	—

FREED TELEVISION AND RADIO CORPORATION (FREED-EISEMANN)—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
C-22 (Columbia) (1931)			(3-36, 1-37, 4-38)								
MB5 (1931)			(1-24A, 2-35)					47	80		
91 D.C. (1931)			(3-36, 1-37, 1-33)								
92 (1931)			(1-24A, 2-35)					47	80		
94 (1931)			(1-24A, 1-35)					47	80		
96 D.C. (1931)	T.R.F.	2-36	—	—	—	36	37	4-38	—	—	—
98 (1931)			(1-27, 2-24A, 2-35)					2-47	80		
99 D.C. (1931)			(2-33, 3-36, 1-37)								
273 D.C. (1931)			(6-01A, 1-33)								
JW-32 (Wanamaker) ('32)			(1-57, 2-58)					47	82		
51 D.C. (1932)			(1-36, 2-39, 2-89)								
53 D.C. (1932)			(1-36, 2-39, 2-89)								
54 (1932)	T.R.F.	2-58	—	—	—	57	—	47	82	—	—
56 (1932)	T.R.F.	2-58	—	—	—	57	—	47	80	—	—
58 (1932)	SH.	—	57		58	58	—	47	80	—	—
72 (1932)	SH.	58	58	56	58	55	—	47	80	—	—
86 (1932)			(1-55, 2-56, 3-58)					47	80		
90 (1932)	SH.	58	58	56	58	55	56	2-59	80	A.V.C.	—

CHAS. FRESHMAN COMPANY, INCORPORATED

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
A, B	T.R.F.	2-01A	—	—	—	00A or 01A	01A	01A			

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
C, LW	T.R.F.	2-01A	—	—	—	00A or 01A	01A	112A	—	—	—
D	T.R.F.	3-01A	—	—	—	00A or 01A	01A	112A	—	—	—
E	T.R.F.	3-01A	—	—	—	00A	01A	112A	—	—	—
Earl 21 A.C., Earl 22 A.C.	T.R.F.	3-26	—	—	—	27	27	2-71A	80	—	—
Earl 21 D.C., Earl 22 D.C.	T.R.F.	3-01A	—	—	—	01A	01A	2-71A	—	—	—
Earl 31 A.C., Earl 32 A.C.	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	—
Earl 31 D.C., Earl 32 D.C.	T.R.F.	3-01A	—	—	—	01A	01A	4-71A	—	—	—
Earl 41 A.C.	T.R.F.	4-27	—	—	—	27	27	2-45	80	—	—
EDC	T.R.F.	3-01A	—	—	—	00A or 01A	01A	112A	—	—	—
ERAC	T.R.F.	3-26	—	—	—	27	26	112A	80	—	—
F	T.R.F.	3-01A	—	—	—	00A or 01A	01A	112A or 71A	—	—	—
G	T.R.F.	3-26	—	—	—	27	26	71A	80	—	—
H	T.R.F.	3-26	—	—	—	27	26	10	2-81	—	—
K	T.R.F.	3-26	—	—	—	27	26	112A or 71A	—	—	—
L	T.R.F.	3-01A	—	—	—	00A	01A	112A	—	—	—
M	T.R.F.	3-26	—	—	—	27	26	71A	80	—	—
N	T.R.F.	3-26	—	—	—	27	26	50	81	—	—
Q	T.R.F.	22	—	—	—	27	26	71A	80	—	—

GALVIN MANUFACTURING CORPORATION—MOTOROLA

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
7T38 (1931)	T.R.F.	3-24A	—	—	—	37	37	2-38	—	—	—
88 (1932)	SH.	36	39/44		36	85	37	2-38	—	—	—

GENERAL ELECTRIC COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
H31, H51, H71 (1930)	SH.	24A	24A	27	2-24A	27	—	2-45	80	—	Mazda 41
T41 (1930)	T.R.F.	3-24A	—	—	—	24A	—	2-45	80	—	Mazda 41
A90 (Auto) (1931)	SH.	36	36	37	36	37	37	2-112A	—	A.V.C. 37	6-8 v.
H91, H91R (1931)	SH.	27	24A	27	2-24A	27	—	2-45	80	A.V.C. 27	Mazda 41
JZ-835 (1931)	SH.	24A, 35	2-24A	2-27	35	27	—	47	80	A.V.C. 27	Mazda 41
K62, K82 (1931)	SH.	35	24A	27	35	27	—	2-47	80	A.V.C. 27	Mazda 41
H-32, H-72 (1931)	SH.	35	24A	27	2-35	27	—	2-47	80	A.V.C. 27	Mazda 41
S-22, S-42 (1931)	SH.	35	24A	27	35	27	—	2-45 or 2-47	80	—	Mazda 41
S-22D, S-42D (1931)	SH.	35	24A	27	35	27	—	2-45	—	—	Mazda 41
S-42B (1931)	SH.	32	32	30	32	30	30	2-30	—	—	Mazda 41
T12, T12E (1931)	T.R.F.	24A	—	—	—	24A	—	47	80	—	—
T12DC (1931)	T.R.F.	36	—	—	—	36	—	2-38	—	—	—
A-81 (Portable) (1932)	SH.	34	32	30	34	34	30	2-30	—	A.V.C.	—
J70, J75 (1932)	SH.	35	24A	27	35	27	—	47	80	—	Mazda 41
J80, J85, S132 (1932)	SH.	35	24A	27	35	27	—	47	80	A.V.C. 27	Mazda 41
J82, J86 (1932)	SH.	58	58	56	58	56	—	47	80	A.V.C. 56	Mazda 41
J100, J105, J107, J109 ('32)	SH.	58	58	56	58	56	56	2-46	82	A.V.C. 56	Mazda 41

GENERAL ELECTRIC COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
J125 (1932)	SH.	58	58	56	2-58	56	2-56	2-46	82	A.V.C. 56	Mazda 41

GENERAL MOTORS RADIO CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
A	T.R.F.	3-24A	—	—	—	27	—	2-45	80	A.V.C. 27	—
E-2	T.R.F.	3-32	—	—	—	32	30	2-31	—	—	—
R1A (Converter)	SH.	—	36	37	—	—	—	—	—	—	6.0
S1A, S1B, S5A, S5B	SH.	—	24A	27	2-35	27	—	47	80	—	2.5
S2A, S2B	SH.	—	24A	27	2-35	27	—	47	80	A.V.C. 27	2.5
S3A, S3B, S4A, S4B	SH.	35	24A	27	2-35	27	—	2-45	80	A.V.C. 27	2.5
S9A, S9B	SH.	—	24A	27	35	24A	—	47	80	—	2.5
S10A, S10B	SH.	—	24A	27	35	35	—	47	80	A.V.C. 27	2.5
110, 180, 190	T.R.F.	3-24A	—	—	—	24A	—	45	80	—	—
170E	T.R.F.	3-32	—	—	—	32	30	2-31	—	—	—

GILFILLAN BROTHERS, INCORPORATED

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
GN1, GN2	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—
GN3, GN4	T.R.F.	V99	—	—	—	V99	V99	V99	—	—	—
GN5, GN6	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—
10	T.R.F.	2-01A	—	—	—	01A	01A	71A	—	—	—
20, 25, 30, 40	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	—
33, 47, 77	T.R.F.	3-27	—	—	—	27	27	2-10	2-81	—	—

GILFILLAN BROTHERS, INCORPORATED—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
55, 60, 65, 70	T.R.F.	3-26	—	—	—	27	26	71A	—	—	—
66	T.R.F.	3-27	—	—	—	27	27	2-10	2-81	—	—
80	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	—
90	T.R.F.	3-01A	—	—	—	01A	01A	10	—	—	—
95	T.R.F.	3-26	—	—	—	27	26	10	—	—	—
100	T.R.F.	4-27	—	—	—	27	27	45	80	—	—
105, 106 107 (Early)	T.R.F.	3-24A	—	—	—	24A	—	45	80	—	—
105, 106, 107 (Late)	T.R.F.	3-24A	—	—	—	24A	—	2-45	80	—	—
110	SH.	2-27	24A		24A	24A	—	2-45	80	—	—
200, 250	SH.	2-35	35	27	—	35	—	2-47	80	—	—
5 (1932)	SH.	58	57		—	55	—	47	80	A.V.C.	—
7M (1932)	SH.	2-58	57		—	55	—	47	80	A.V.C.	—
7C (1932)	SH.	2-58	57		—	55	—	2-47	80	A.V.C.	—
12 (1932)	SH.	58	57	56	2-58	55	2-56	2-46	82	A.V.C. N.S.C. 57	—

GRAYBAR ELECTRIC COMPANY, INCORPORATED

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Graybar 300 (1928)	T.R.F.	3-01A	—	—	—	01A	01A	112A	—	—	Mazda 40
Graybar 310, 311, 320 ('28)	T.R.F.	3-26	—	—	—	27	26	71A	80	—	Mazda 40
Graybar 330, 340 (1929)	SH.	2-27	27	27	2-27	27	—	71A	80	—	Mazda 40
Graybar 500, 550 (1929)	T.R.F.	2-24A	—	—	—	24A	—	45	80	—	Mazda 41

GRAYBAR ELECTRIC COMPANY, INCORPORATED—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
678 (1930)	T.R.F.	3-24A	—	—	—	24A	—	2-45	80	—	Mazda 41
700, 770, 900 (1930)	SH.	24A	24A	27	2-24A	27	—	2-45	80	—	Mazda 41
4 (1931)	T.R.F.	24A	—	—	—	24A	—	47	80	—	—
8 (1931)	SH.	35	24A	27	35	27	—	2-45	80	—	Mazda 41
8A (1931)	SH.	35	24A	27	35	27	—	2-47	80	—	Mazda 41
9 (1931)	SH.	35	24A	27	35	27	—	2-47	80	A.V.C. 27	Mazda 41
100 (1931)	SH.	35	24A	27	2-35	27	—	2-47	80	A.V.C. 27	Mazda 41
989 (1931)	SH.	35	24A	27	35	27	—	47	80	A.V.C. 27	Mazda 41
GC-13, GT-7 (1932)	SH.	35	24A	27	35	27	—	47	80	—	Mazda 41
GC-14, GT-8 (1932)	SH.	35	24A	27	35	27	—	47	80	A.V.C. 27	Mazda 41

A. H. GREBE & COMPANY, INCORPORATED

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
AH-1, 160, 18950, 225W, 225M	T.R.F.	3-24A	—	—	—	27	—	2-45	80	—	—
CR9	Regn.	—	—	—	—	01A	01A	01A	—	—	—
CR12	Regn.	01A	—	—	—	01A	01A	01A	—	—	—
CR14	Regn.	—	—	—	—	X99	X99	X99	—	—	—
CR18 (1-A.F. Stage)	Det.-Amp.	—	—	—	—	01A	—	01A	—	—	—
CR18 (Special)	Det.-Amp.	—	—	—	—	01A	01A	71A or 112A	—	—	—
HS-4, Models 1, 2, 3, 4			(3-24A, 2-27)					2-45	80	—	—

A. H. GREBE & COMPANY, INCORPORATED—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
HS-4, Models 1, 2 Pentode			(2-24A, 1-27, 2-35)					47	80	—	—
HS-5			(1-24A, 2-27, 2-35)					2-47	80	—	—
HS-6			(4-27, 3-35)					2-47	80	—	—
HS-7			(2-24A, 1-27, 2-35)					47	80	—	—
HS-8			(1-24A, 1-27, 3-35)					47	80	—	—
Synchrophase MU1	T.R.F.	2-01A	—	—	—	00A or 01A	01A	01A, 71A or 112A	—	—	—
Synchrophase MU2	T.R.F.	2-X99	—	—	—	X99	X99	2-X99	—	—	—
Supersynchrophase SK4, 21950, 270, 285, 450, 265	T.R.F.	3-24A	—	—	—	27	—	2-45	80	—	—
Supersynchrophase SK4, 21950, 270, 285, 450, 265 (D.C.)	T.R.F.	3-24A	—	—	—	27	27	2-45	—	—	—
Synchrophase 6AC	T.R.F.	3-26	—	—	—	27	26	71A	80	—	—
Synchrophase 7	T.R.F.	4-01A	—	—	—	00A	01A	71A	—	—	—
Synchrophase 6AC (De Luxe)	T.R.F.	3-26	—	—	—	27	26, 71A	2-50	80, 2-81	—	—
Synchrophase 7AC	T.R.F.	4-26	—	—	—	27	26	71A	80	—	—

GRIGSBY-GRUNOW COMPANY—MAJESTIC

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Majestics 71A, 71B, 72A, 72B (1928)	T.R.F.	3-26	—	—	—	27	26	2-71A	80	—	Mazda 40

GRIGSBY-GRUNOW COMPANY—MAJESTIC—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Majestic 181 (1928)	T.R.F.	3-27	—	—	—	27	27	2-50	2-81	—	3.2
Majestics 90, 91, 92 ,101 (1929)	T.R.F.	4-27	—	—	—	27	—	2-45	80	—	2.5
30, 31 (1930)	T.R.F.	2-24A	—	—	—	24A	—	2-45	80	—	3.2
50, 52 (1930)	SH.	24A	24A	27	24A	27	—	2-45	80	—	3.2
90B, 91, 92, 93, 100B, 102, 103 (1930)	T.R.F.	4-27	—	—	—	27	—	2-45	80	—	2.5
Majestic 130, 131, 132, 233, 130A, 230A (1930)	T.R.F.	3-24A	—	—	—	24A	—	2-45	80	—	3.2
20, 21, 22, 23 (1931)	SH.	24A	24A	27	24A	27	—	2-45	80	—	2.5
60, 61, 62, 160, 163 (1931)	SH.	35	35	27	35	24A	—	2-45	80	A.V.C.24A	2.5
150 (Auto) (1931)	T.R.F.	3-36	—	—	—	37	37	2-38	—	A.V.C.	6.0-8.0
120, 121 (Battery) (1931)	SH.	32	32	30	32	32	—	33	—	—	2.0

GULBRANSEN COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
200, 291, 292, 295, 9950('29)	T.R.F.	4-26	—	—	—	24A	26	2-45	80	—	2.5
53 Battery (1930)	T.R.F.	2-24A	—	—	—	01A or 112A	01A or 112A	71A or 112A	—	—	6.0
63-33 (1930)	T.R.F.	3-24A	—	—	—	24A	—	45	80	—	2.5
73 (1930)			(3-24A, 1-27)					2-45	80	—	2.5

GULBRANSEN COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
160, 161 (1930)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	2.5
13 (1931)	SH.	35	24A	27	35	24A	—	47	80	—	2.5
23 (1931)	SH.	35	35	27	2-35	27	27	2-47	80	A.V.C.	2.5
43, 43A (1931)	SH.	35	35	27	35	24A	—	47	80	A.V.C. 24A	2.5
53 AC (1931)	SH.	35	24A		35	24A	—	47	80	A.V.C. 24A	2.5
93 (Battery) (1931)	SH.	32	32		32	32	—	33	—	—	—
322 Series (1932)	SH.	58	58	56	2-58	56	57, 56	2-46	82	N.S.C. 57	2.5
352 Series (1932)	SH.	—	57		35	57	—	47	80	—	2.5
362 Auto (1932)	SH.	39/44	36		39/44	37	39/44	38	—	—	6.8
392 Series (1932)	SH.	34	34	30	34	30	2-30	2-30	—	—	—
872 Series (1932)		(3-57, 2-58)						47	80	—	2.5

HOWARD RADIO COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
5 (1922)	T.R.F.	2-01A	—	—	—	00A or 01A	01A	01A	—	—	—
6 (1923)	T.R.F.	2-01A	—	—	—	01A	2-01A	71A	—	—	—
7-S (1924)	T.R.F.	3-01A	—	—	—	01A	2-01A	71A	—	—	6.0
6S, 270, 675, 750, 1500 ('26)	T.R.F.	3-26	—	—	—	27	26	2-10	2-81	—	6.0
470A, 495, 135, 395, 445, 470 (1927)	T.R.F.	3-26	—	—	—	27	26	10	81	—	6.0

HOWARD RADIO COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Green Diamond Eight ('28)	T.R.F.	4-26	—	—	—	27	26	2-71A	80	—	6.0
135 DC (1928)	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	—
Green Diamond Eight ('29)	T.R.F.	4-26	—	—	—	27	26	2-45	80	—	2.5
A.V.C. (1930)	T.R.F.	3-24A	—	—	—	27	—	2-45	80	A.V.C. 27	2.5
SG-A, SG-C (1930)	T.R.F.	3-24A	—	—	—	27	—	2-45	80	—	2.5
A.V.H, 45, 60 (1931)	SH.	35	35	27	35	27	—	2-47	80	A.V.C. 27	2.5T
AVO, 35-A (1931)	SH.	35	35	27	35	27	—	47	80	A.V.C. 27	2.5T
D-4, 5 (1931)	T.R.F.	35	—	—	—	24A	—	47	80	—	2.5T
EX (1931)	SH.	35	2-35	2-27	35	27	—	2-47	80	—	2.5
H, 35, 40 (1931)	SH.	35	35	27	35	27	—	2-47	80	—	2.5T
O, 20, 25, 30 (1931)	SH.	35	35	27	35	27	—	47	80	—	2.5T
SG-B Miniature (1931)	T.R.F.	3-24A	—	—	—	27	—	45	80	—	2.5
SG-F (1931)	T.R.F.	3-24A	—	—	—	27	—	2-45	80	—	2.5T
T, 10 (1931)	T.R.F.	2-35	—	—	—	24A	—	47	80	—	2.5T
A (S.W. Converter) ('31)	SH.	—	35	24A	35	—	—	—	27	—	—
DL, 500, 501 (1932)	SH.	2-58	58	56	2-58	56	—	4-47	2-80	A.V.C.-56 N.S.C.-57	2.5
DL, 500, 501 (1932)	SH.	2-35	35	27	2-35	27	—	4-47	2-80	A.V.C.-27 Phono-27	2.5
K, 400 (1932)	SH.	58	58	56	58	56	—	2-47	80	A.V.C.-56 N.S.C.-57	2.5
L, 420 (1932)	SH.	58	58	56	58	56	56	2-46	82	A.V.C.-56 N.S.C.-57	2.5

INTERNATIONAL RADIO CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
AW (1932)	SH.	—	24A	56	58	24A	—	47	80	—	2.5

KELLOGG SWITCHBOARD & SUPPLY COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
523, 526	T.R.F.	3-24A	—	—	—	27	2-27	2-45	80	—	2.5
524, 525, 527, 528	T.R.F.	3-24A	—	—	—	27	2-27	2-50	2-81	—	2.5
533, 534, 535, 536	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	2.5

COLIN B. KENNEDY CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
7 DC (1927)	T.R.F.	4-01A	—	—	—	00A	01A	71A	—	—	5.0
10 (1927)	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	2.5
7 AC (1928)	T.R.F.	4-26	—	—	—	27	26	71A	—	—	5.0
60 (1928)	T.R.F.	3-26	—	—	—	27	26	71A	80	—	5.0
70 (1928)	T.R.F.	3-26	—	—	—	27	26	2-71A	80	—	5.0
80 (1928)	T.R.F.	4-26	—	—	—	27	26	2-71A	—	—	5.0
20, 20B, 220, 320 (1929)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	2.5
26, 30, 31, 32 (1930)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	2.5
42 (1930)	T.R.F.	2-24A	—	—	—	24A	27	45	80	—	2.5
50 (1931)	T.R.F.	2-24A	—	—	—	24A	—	47	80	—	2.5

COLIN B. KENNEDY CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
52 (1931)	SH.	35	24A	27	35	27	—	47	80	—	2.5
53-SW, 54-SW, 54-A-SW (1931)	SH.	—	24A	27	—	—	—	—	—	—	2.5
56 (1931)	SH.	35	24A	27	35	27	—	2-47	80	—	2.5
62 (1931)	SH.	35	35	27	2-35	27	27	2-47	80	—	2.5
62A (1931)	SH.	35	35	27	35	27	27	2-47	80	A.V.C. 27	2.5
55 (1932)	T.R.F.	58	—	—	—	57	—	47	80	—	2.5
63 (1932)	SH.	—	57		58	55		47	80	A.V.C.	2.5
64 (1932)	SH.	35	2-24A	2-27	35	27	—	47	2-80	—	2.5
64-B (1932)	SH.	58	2-57	2-56	58	56	—	47	2-80	—	2.5
66 (1932)	SH.	35	2-24A	2-27	35	27	—	2-47	2-80	A.V.C. 27	2.5
66-B (1932)	SH.	58	2-57	2-56	58	56	—	2-47	2-80	A.V.C. 56	2.5

KING MANUFACTURING COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
A	T.R.F.	2-01A	—	—	—	01A	2-01A	112A	—	—	—
B, D	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—
EE	T.R.F.	2-26	—	—	—	27	2-26	71A	—	—	—
F	T.R.F.	2-01A	—	—	—	01A	01A	112A	—	—	—
FF	T.R.F.	2-26	—	—	—	27	26	112A	—	—	—
FK	T.R.F.	2-01A	—	—	—	01A	01A	71A or 112A	—	—	—

KING MANUFACTURING COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
G	T.R.F.	3-01A	—	—	—	00A	01A	71A	—	—	—
GK	T.R.F.	3-01A	—	—	—	01A	01A	71A or 112A	—	—	—
H	T.R.F.	3-26	—	—	—	27	26	71A	—	—	—
HK, HW	T.R.F.	3-26	—	—	—	27	26	71A	80	—	—
J	T.R.F.	3-26	—	—	—	27	26	2-71A	—	—	—
JK, JW	T.R.F.	3-26	—	—	—	27	26	2-71A	80	—	—
OE, E, 80, 80A	T.R.F.	2-01A	—	—	—	00A	2-01A	112A	—	—	—
10KJ, 10SK, 25, 30, 40	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—
20 AK	T.R.F.	2-V99	—	—	—	V99	V99	V99	—	—	—
61	T.R.F.	2-01A	—	—	—	01A	2-01A	112A	—	—	—
62, 63	T.R.F.	2-01A	—	—	—	01A	2-01A	71A	—	—	—
65	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—
71, 81A	T.R.F.	3-01A	—	—	—	00A	01A	71A	—	—	—
72	T.R.F.	4-01A	—	—	—	00A	01A	71A	—	—	—
81	T.R.F.	2-01A	—	—	—	00A	2-01A	71A	—	—	—
82	T.R.F.	2-26	—	—	—	X99	2-26	10	—	—	—
83, 83H	T.R.F.	3-26	—	—	—	27	26	71A	—	—	—
84	T.R.F.	2-26	—	—	—	27	2-26	71A	—	—	—
90	T.R.F.	2-01A	—	—	—	00A	01A	112A	—	—	—
91	T.R.F.	3-01A	—	—	—	00A	01A	2-71A	—	—	—
92	T.R.F.	3-26	—	—	—	27	27	71A	—	—	—
93	T.R.F.	3-26	—	—	—	27	27	2-71A	—	—	—

KING MANUFACTURING COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
94, 95	T.R.F.	4-27	—	—	—	27	27	2-45	—	—	—
97	T.R.F.	27, 2-26	—	—	—	27	26	2-71A	80	—	—
98	T.R.F.	4-27	—	—	—	27	27	2-45	80	—	—
101	T.R.F.	2-24A	—	—	—	27	27	2-45	80	—	—
218	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	—

KOLSTER RADIO, INCORPORATED

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
7A, 7B (1926)	T.R.F.	4-01A	—	—	—	01A	01A	112A or 71A	—	—	—
8A, 8B, 8C (1926)	T.R.F.	4-01A	—	—	—	01A	2-01A	112A or 71A	—	—	—
Power Cone, A, (1927)	Amp.	—	—	—	—	—	—	10	2-81	Reg. 874	6.0
6D, 6E, 6G, 6H (1927)	T.R.F.	3-01A	—	—	—	01A	01A	112A or 71A	—	—	—
6F, 6J, 6K, 6L, 6M, 6R, (1927)	T.R.F.	3-26	—	—	—	27	26	71A	80	—	2.5
K20, K22, K25 K27, ('28)	T.R.F.	3-26	—	—	—	27	26	71A	80	—	2.5
K21 (1928)	T.R.F.	4-26	—	—	—	27	26	71A	80	—	2.5
K23, K28 (1928)	T.R.F.	4-26	—	—	—	27	26	71A	80, 81	—	2.5
K24 (1928)	T.R.F.	4-26	—	—	—	27	26	10 or 50	2-81	—	2.5

KOLSTER RADIO, INCORPORATED—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
K30, K32 (1928)	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	6.0
K38 (1928)	T.R.F.	4-27	—	—	—	27	27	50	2-81	Ballast 886	2.5
950 (1928)	T.R.F.	3-26	—	—	—	27	26	50	81	—	—
K44 (1929)	T.R.F.	3-24A	—	—	—	27	27	2-45	2-81	—	2.5
K43, K43A (1929)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	2.5
K45 (1929)	T.R.F.	3-24A	—	—	—	27	3-27	2-50	2-81	—	2.5
K42 (1930)	T.R.F.	3-26	—	—	—	27	26	2-71A	80	—	2.5
K48A, K48B	T.R.F.	3-24A	—	—	—	27	27	45	80	—	2.5
K60, K62, K65, K100, K105 (1931)	SH.	35	24A	27	35	24A	—	47	80	—	2.5
K63, K66, K73, K76 ('31)	SH.	36	36	37	36	36	—	2-38	—	—	6.0
K70, K72, K75 (1931)	SH.	35	24A	27	35	24A	—	47	80	A.V.C.24A	2.5
K80, K82, K85 (1931)	SH.	35	24A	27	35	27	—	2-47	80	A.V.C. 24A	2.5
K83, K86, K93, K96 ('31)	SH.	36	36	37	36	37	2-38	2-38	—	—	6.0
K90, K92, K95 (1931)	SH.	2-35	24A	27	35	27	—	2-47	80	A.V.C. 24A	2.5

LANG RADIO CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
F-7 (1928)	T.R.F.	3-112A	—	—	—	112A	112A	2-71A	—	—	—
G-8 (1928)	T.R.F.	3-27	—	—	—	27	27	2-71A	80	—	—

LANG RADIO CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
J-7 (1929)	T.R.F.	3-22	—	—	—	112A	112A	2-71A	—	—	—
M-7 (1929)	T.R.F.	2-24A	—	—	—	24A	27	2-45	80	—	—
BA-5 (1930)	T.R.F.	2-24A	—	—	—	24A	—	45	80	—	3.2
BD-6 (1930)	T.R.F.	2-32	—	—	—	32	30	2-31	—	—	6.0
F-9 (1930)	T.R.F.	3-112A	—	—	—	112A	112A	4-71A	—	—	—
R8 (1930)	T.R.F.	3-24A	—	—	—	24A	2-27	2-45	—	—	—
BA-5-P (1931)	T.R.F.	2-24A	—	—	—	24A	—	47	80	—	3.2
BD-5-P (1931)	T.R.F.	2–36 or 39/44	—	—	—	37	—	2-33	—	—	6.0
BD-6-P, DA-6-L (1931)	T.R.F.	2–39/44	—	—	—	37	37	2-33	—	—	6.0
MA-7 (1931)	SH.	35	24A	24A	35	27	—	47	80	—	3.2
MA-8 (1931)	SH.	35	24A	24A	35	27	27	47	80	—	3.2
MD-7 (1931)	SH.	36	36	36	36	37	—	2-33	—	—	6.0
SA-8 (1931)	SH.	35	24A	24A	35	27	27	47	80	—	3.2
AA-5 (1932)	T.R.F.	2-58	—	—	—	57	—	47	82	—	3.2
AA-7 (1932)	SH.	58	58	56	58	55		47	82	—	3.2
AB-6 (1932)	T.R.F.	2-58	—	—	—	56	56	47	82	—	3.2
BA-5-V (1932)	T.R.F.	2-35	—	—	—	24A	—	47	80	—	3.2
DA-7 (1932)	SH.	39/44	39/44	37	39/44	85		2-89	—	—	6.0
DB-6 (1932)	T.R.F.	2–39/44	—	—	—	37	37	2-89	—	—	6.0
MD-8 (1932)	SH.	39/44	39/44	36	39/44	37	37	2-33	—	—	6.0
SA-9 (1932)	SH.	35	24A	24A	35	27	27	2-47	80	—	3.2
SD-8 (1932)	SH.	39/44	39/44	36	39/44	37	37	2-33	—	—	6.0

MONTGOMERY WARD & COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
302, 305, 372, 378 (1926)			(5-X99)								3.0
313, 322, 343, 383, 386('26)			(6-01A, or 5-01A + 1-71A or 112A)								6.0
332, 333, 362, 363, 368, 369, (1926)			(5-01A, 1-112A, or 4-01A, 1-71A, 1-112A)								6.0
403, 405, 422, 428, 443, 453, 455 (1926)			(5-01A)								—
222, 223, 233 (1927)			(6-01A)								6.0
624, 642, 672, 682, 692,('27)			(6-01A, or 5-01A, 1-71A)								6.0
902, 922, 933, 942, 982, 992, (1927)			(7-01A, or 6-01A + 1-112A or 1-71A)								6.0
98, 99 (1928)			(4-26, 1-27)					71A	80	—	3.0
1022, 1052, 1072, 1082, 1092 (1928)			(6-01A, or 5-01A + 1-112A or 1-71A)								6.0
1122, 1152, 1172, 1182, 1192 (1928)			(7-01A, or 6-01A + 1-112A or 1-71A)								6.0
2022, 2053, 2073, 2083, 2093 (1928)			(5-36, 2-71A)						80		3.0
2122, 2153, 2173, 2183, 2193 (1928)			(5-26, 1-27)					2-71A	80	—	3.0
2200 (1928)			(5-26, 1-27)					2-71A	80	—	3.0
2300 (1928)			(5-26, 1-27)					71A	80	—	3.0
37, WA, WU (1929)			(4-26, 1-27)					71A	80	—	5.0
80, W-11 (1929)	T.R.F.	4-26	—	—	—	27	26	2-71A	80	—	6.0

MONTGOMERY WARD & COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
1422, 1482, DE13 (1929)			(7-01A, or 6-01A + 1-112A or 1-71A)								6.0
2422, 2442, 2465, 2492, AE11 (1929)			(5-27)					2-71A	80	—	2.5
2622, 2655, 2775, AE10('29)			(1-24A, 5-26)					2-45	80	—	3.8
27W, 27WX, 1500, 15000 (1930)			(2-24A, 1-27)					45	80		2.5
62-010 (1930)			(3-24A)					2-45	80		2.5
62-020, 51 (1930)			(3-24A, 2-27)					2-45	80	—	2.5
62-030, 62-232, 62-3235, 32WX (1930)	T.R.F.	2-24A	—	—	—	24A	27	2-45	80	—	2.5
62-040, 62-181, 62-3335, 181, 187 (1930)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	3.8
62-055, 49, 1522, 1922 ('30)			(1-01A, 2-24A, 1-26, 1-71A)								6.0
62-060, 62-070, 1800, 26WX (1930)			(3-24A)					45	80		2.5
1522, 1562 (1930)	T.R.F.	2-24A	—	—	—	01A or 112A	01A or 112A	112A or 71A	—	—	6.0
2822, 2827, 2895, 2897 ('30)			(3-24A, 1-27)					2-45	80	—	2.5
2955, 2957 (1930)			(3-24A, 2-27)					2-45	80	—	3.8
3035, 3037, 3065, 3067('30)			(3-24A, 2-27)					2-45	80		2.5
3145, 14000, 26000 (1930)			(3-24A, 2-27)					2-45	80		2.5
11, 14, 14X, 19, 27, 62-36 (1931)			(2-24A, 1-27, 3-35)					47	80		2.5

MONTGOMERY WARD & COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
13, 15, 16, 16X, 17, 18, 18X, 62-27 (1931)			(2-24A, 35)					47	80		2.5
20, 20X (1931)			(3-24A, 2-35)					47	80		2.5
21, 22, 22X, 30, 30X (1931)			(2-24A, 1-27, 2-35)					47	80		2.5
62-1 (1931)			(4-27, 3-35)					47	80		2.5
62-2 (1931)			(4-37, 3-35)					2-47	80		2 5
62-3, 62-6, 62-9 (1931)			(1-24A, 2-27, 2-35)					2-47	80		2.5
62-7, 62-8 (1931)			(1-24A, 2-27, 2-35)					47	80		2.5
62-10, 26P, 626R, 726, 2026, 2126 (1931)			(3-24A)					47	80		2.5
62-23 (1931)			(4-32, 1-33)								
62-24 (1931)			(3-27, 4-35)					2-47	80		2.5
62-26, 62-32, 1238, 1238X, 1838 (1931)			(3-27, 3-35)					47	80		2.5
62-28, 28, 1355, 1355X, 1955 (1931)			(4-27, 3-35)					2-47	80		2.5
62-080, 62-090, 62-100, 22 (1931)			(3-24A, 2-27)					2-45	80		2.5
62-360, 62-367 (1931)			(4-24A)					45	80		2.5
62-520, 62-1420, 20 (1931)			(2-24A)					71A	80		2.5
62-1040 (1931)			(3-24A, 2-27)					2-45	80		2.5
811.811X, 1111, 1111X ('31)			(2-24A, 1-27, 2-35)					47	80		2.5
921, 922, 923 (1931)			(2-22, 3-112A)								6.0

MONTGOMERY WARD & COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
921, 922, 924 (1931)			(2-30, 1-31, 2-32)								2.5
39 (1932)			(4-32, 1-33)								
41 (1932)			(6-30, 3-34)								
43 (1932)			(1-35, 2-57)					47	80		2.5
45, 47, 70, 72 (1932)			(2-56, 1-57, 2-58)					47	80		2.5
49, 68 (1932)			(3-46, 1-56, 2-57, 2-58)						80		2.5
64, 51 (1932)			(2-46, 3-56, 2-57, 4-58)						82		2.5

WILLIAM J. MURDOCK COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
CS-32, M-26	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—
1A, 2A	T.R.F.	3-26	—	—	—	27	2-26	71A	80	—	—
65, 75	T.R.F.	3-01A	—	—	—	01A	2-01A	112A or 71A	—	—	—
100, 101, 200, 201	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—
204	T.R.F.	3-01A	—	—	—	01A	01A	01A	—	—	—

NATIONAL CARBON COMPANY, INCORPORATED

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Eveready 1, 2, 3	T.R.F.	3-26	—	—	—	27	26	2-71A	80	—	2.5
Eveready 20, 21	T.R.F.	3-40	—	—	—	40	40	112A	—	—	—

NATIONAL CARBON COMPANY, INCORPORATED—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Eveready 31, 32, 33, 34	T.R.F.	3-27	—	—	—	27	27	2-71A	80	—	2.5
Eveready 42, 43, 44	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	2.5
Eveready 52, 53, 54	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	2.5

OZARKA, INCORPORATED

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
78AC			(4-26, 1-27)					71A			
89AC	T.R.F.	4-26	—	—	—	27	26	2-112A or 2-71A	80	—	—
90AC	T.R.F.	24A, 3-26	—	—	—	27	27	2-45	80	—	—
90 Battery	T.R.F.	3-40	—	—	—	40	40	112A	—	—	—
91AC Ozarka	T.R.F.	3-24A	—	—	—	24A	27	2-45	80	—	—
91AC Viking	T.R.F.	2-24A	—	—	—	24A	27	45	80	—	—
92AC	T.R.F.	3-24A	—	—	—	24A	27	45	80	—	—
93A, 93B	SH.	35	35	27	35	27	—	47	80	—	—
93 Battery	SH.	32	32	30	32	30	—	33	—	—	
94A, 94B (A.V.C.)	SH.	35	35	27	35	27	—	47	80	A.V.C. 27	—
V16	SH.	—	35	27	3-35	2-27	3-27	3-45	2-80	A.V.C. 27	(4)

PHILADELPHIA STORAGE BATTERY COMPANY (PHILCO)

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	.OUTPUT	RECT.	MISC.	PILOT
4 (S.W. Converter)	SH.	—	24A	27	—	—	—	—	80	—	—

PHILADELPHIA STORAGE BATTERY COMPANY (PHILCO)—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
20, 20A, 220, 220A	T.R.F.	2-24A	—	—	—	24A	27	2-71A	80	—	—
21				26, 1-27)				2-45	80	—	—
30—Battery	T.R.F.	3-32	—	—	—	30	30	2-31	—	A.V.C. 30	—
41	T.R.F.	2-24A	—	—	—	24A	27	2-71A	—	—	—
50, 50A, 55A, 55E				(3-24A)				47	80	—	—
62	T.R.F.	2-24A	—	—	—	27	—	2-71A	80	—	—
65	T.R.F.	2-24A	—	—	—	27	—	2-45	80	—	—
70, 70A, 70E, 270, 270A				(4-24A, 1-27)				47	*80	—	—
76, 77, 77A	T.R.F.	2-24A	—	—	—	24A	27	2-45	80	—	—
82, 86	T.R.F.	3-26	—	—	—	27	26	2-71A	80	—	—
87	T.R.F.	3-26	—	—	—	27	26	2-45	80	—	—
90, 90A (Early)	SH.	24A	24A	27	24A	24A	27	2-45	80	—	—
90, 90A, 90E (Late)	SH.	24A	24A	27	24A	27	27	47	80	A.V.C. 27	—
95, 96, 96A, 296, 296A	SH.	3-24A	—	—	—	27	27	2-45	80	A.V.C. 27	—
111, 111A, 211, 211A				(4-24A, 4-27)				2-45	80		
112, 112A, 112E, 212, 212E				(4-24A, 4-27)				2-47	80		
370, 370A, 570				(4-24A, 1-27)				47	80		
511	T.R.F.	3-26	—	—	—	27	26	71A	80	—	—
35, 361 (1932)	SH.	32	32	30	32	30	30	33	—	—	—
51, 52, 51A, 551 (1932)				(2-24A, 1-35)				47	80		
470 (1932)				(5-24A, 2-27)				47	80		
490 (1932)				(4-24A, 5-27)				47	80		

PIERCE AIRO, INCORPORATED

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
14-45	T.R.F.	24A, 2-27	—	—	—	27	27	45	80	—	2.5
24-45	T.R.F.	24A, 2-27	—	—	—	27	27	2-45	80	—	2.5
273DC	T.R.F.	3-112A	—	—	—	112A	112A	2-71A	—	—	6.0
447M	T.R.F.	35	—	—	—	24A	—	47	80	—	2.5
524	T.R.F.	2-24A	—	—	—	24A	—	45	80	—	—
532-3DC	T.R.F.	2-36	—	—	—	36	—	2-33	—	—	6.0
535-6	T.R.F.	2-35	—	—	—	24A	—	47	80	—	2.5
547, 547A	T.R.F.	2-35	—	—	—	24A	—	47	80	—	2.5
632DC	T.R.F.	3-32	—	—	—	30	—	2-31	—	—	—
637-8DC	T.R.F.	2-36	—	—	—	36	37	2-38	—	—	6.0
646-7	T.R.F.	2-24A	—	—	—	24A	—	47	80	A.V.C.24A	2.5
647-7M	T.R.F.	2-35	—	—	—	24A	—	47	80	A.V.C.24A	2.5
724	T.R.F.	3-24A	—	—	—	27	—	2-45	80	—	—
727DC	T.R.F.	2-24A	—	—	—	24A	2-27	2-45	—	—	6.0
735-6	SH.	35	24A	27	35	24A	—	47	80	—	2.5
746-7M	SH.	35	24A	27	35	24A	—	47	80	A.V.C. 27	—
50 (1932)	SH.	—	24		58	57	—	47	82	—	—
BAC (1932)	T.R.F.	1-58	—	—	—	57	—	47	82	—	2.5
BAG (1932)	SH.	—	24A	27	35	24A	—	47	80	—	2.5
BAH (1932)	SH.	—	58	56	35	2-57	—	47	82	—	2.5
BAK (1932)			(1-24A, 3-27, 3-35)					2-47	80	—	2.5
BAM (1932)	SH.	58	58	27	2-35	56	—	2-47	82	A.V.C. 56	—
BLG (1932)	SH.	58	58	56	58	57	—	47	82	—	—

PIERCE AIRO, INCORPORATED—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
KAD (1932)	T.R.F.	39/44	—	—	—	36	01A	71A	—	—	—
KAF (1932)	SH.	—	36	37	39/44	36	—	2-33	—	—	6.0

PILOT RADIO AND TUBE CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Midget AC	T.R.F.	2-24A	—	—	—	24A	27	45	80	—	—
Midget DC	T.R.F.	2-01A	—	—	—	01A	01A	2-71A	—	—	—
C-151, C-162 (1931)			(1-24A, 1-27, 2-35)					2-47	80	—	—
C-153, C-154 (1931)	SH.	35	35	27	2-35	27	—	2-47	80	A.V.C. 27	—
S-148, S-164 (1931)	SH.	35	24	27	35	27	—	47	80	—	—
S-149, S-165, S-152, S-163 (1931)	SH.	36	36	37	36	37	—	2-38	—	—	—
S-167, S-194, S-525 (1931)	T.R.F.	2-35	—	—	—	24A	—	47	80	—	—
S-168, S-195, C-526 (1931)	T.R.F.	2-36	—	—	—	37	—	2-38	—	—	—
V-191 (1931)	Converter	—	24A	27	24A	—	—	—	80	—	—
10, 13, 35, 39 (1932)			(2-24A, 1-27, 2-35)					47	80	—	—
11, 15, 37, 41 (1932)			(2-36, 1-37, 3-38, 1-39/44)								

RADIO CHASSIS, INCORPORATED

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
AU-6 (Auto)			(3-36, 1-37, 2-38)								

RADIO CHASSIS, INCORPORATED—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
DC-25	T.R.F.	2-36	—	—	—	01A	71A	71A	—	—	—
FVD-36 (DC)	T.R.F.	3-36	—	—	—	01A	71A	71A	—	—	—
AC-25 (1932)	T.R.F.	58	—	—	—	57	56	47	80	—	—
FVA-35 (1932)	T.R.F.	2-58	—	—	—	57	—	47	80	—	—
SUA-36 (1932)	SH.	58	57		58	56	—	47	80	—	—
8-Tube SH. (1932)	SH.	58	58	56	58	55	—	2-47	80	—	—

RADIO MANUFACTURERS CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
116-901	SH.	35	24A	27	35	2-27	—	2-47	80	—	No. 13 3.8V.
117-801	SH.	35	24A	27	35	27	—	2-47	80	—	No. 13 3.8V.
160	T.R.F.	35	—	—	—	24A	—	47	80	—	No. 13 3.8V.
208	T.R.F.	2-35	—	—	—	24A	—	47	80	—	Mazda 41, 3.2V.
222	SH.	35	24A	27	35	24A	—	47	80	—	Mazda 41, 3.2V.
244-900	SH.	35	24A	27	2-35	27	—	2-47	80	—	Mazda 41, 3.2V.
265	SH.	—	24A		35	24A	—	47	80	—	Mazda 41, 3.2V.

RCA VICTOR—RCA MANUFACTURING CO., INC.—RADIOLA MODELS

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Special		—	—	—	—	V99	—	—	—	—	—
Grand (1922)		—	—	—	—	WD11	WD11	2-WD11	—	—	—
Senior (1922)	Regn.	—	—	—	—	WD11	—	—	—	—	—
Senior Amplifier (1922)	Amp.	—	—	—	—	—	WD11	WD11	—	—	—
AR (1922)		3-01A	—	—	—	—	—	—	—	—	—
						00A or	01A or	01A or			
RC (1922)	Regn.	—	—	—	—	WX12	WX12	WX12	—	—	—
RS (1922)	Regn.	—	—	—	—	WD11	—	WD11	—	—	—
IV, VA (1923)		—	—	—	—	V99	V99	V99	—	—	—
V (1923)	Regn.	—	—	—	—	01A	01A	01A	—	—	—
						00A or					
VI (1923)	T.R.F.	3-01A	—	—	—	01A	01A	01A	—	—	—
VII, VII-B, IX (1923)	T.R.F.	2-V99	—	—	—	V99	V99	V99	—	—	—
III Amp. (1924)	Amp.	—	—	—	—	—		2-WD11	—	—	—
II (1924)	Regn.	—	—	—	—	V99	—	V99	—	—	—
III (1924)	Regn.	—	—	—	—	WD11	—	WD11	—	—	—
IIIA (1924)	Regn.	—	—	—	—	WD11	WD11	2-WD11	—	—	—
X (1924)	T.R.F.-										
	Regn.	WD11	—	—	—	WD11	WD11	WD11	—	—	—
X-A (1924)		—	—	—	—	WD11	WD11	2-WD11	—	—	—
Regenoflex (1925)	T.R.F.-										
	Regn.	WD11	—	—	—	WD11	WD11	WD11	—	—	—
Regenoflex A (1925)		—	—	—	—	WD11	WD11	2-WD11	—	—	—

RCA VICTOR—RCA MANUFACTURING CO., INC.—RADIOLA MODELS—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Super-Het. (Portable) ('25)	SH.	V99	V99		V99	V99	V99	V99	—	—	—
Super VIII (1925)	SH.	V99	V99		V99	V99	V99	V99	—	—	—
20 (1925)	T.R.F.-Regn.	2-X99	—	—	—	X99	X99	20	—	—	—
24, 25 (1925)	SH.	V99	V99		V99	V99	V99	V99	—	—	—
26 (1925)	SH.	V99	V99	—	V99	V99	V99	V99	—	—	—
28 (1925)	SH.	X99	X99	X99	2-X99	X99	X99	20	—	—	—
104 Speaker (1925)	Amp.	—	—	—	—	—	—	10	2-81	Reg. 874	Ballast 876 or 886
30 (1926)	SH.	X99	X99	X99	2-X99	X99	X99	10	2-81	874	876 or 886
28 AC (1926)	SH.	X99	X99	X99	2-X99	X99	X99	(With 104 Speaker)			
104 DC Speaker (1926)	Amp.	—	—	—	—	—	—	4-71A	—	—	—
16 (1927)	T.R.F.	3-01A	—	—	—	01A	01A	112A	—	—	Mazda 40
17, 18, 33, 50, 51 (1927)	T.R.F.	3-26	—	—	—	27	26	71A	80	—	Mazda 40
30A (1927)	SH.	X99	X99	X99	2-X99	X99	X99	71A	2-81	Ballast 876	115V. T
30A DC (1927)	SH.	X99	X99	X99	2-X99	X99	X99	4-71A	—	—	115V. TI
32 (1927)	SH.	X99	X99	X99	2-X99	X99	X99	10	2-81	Ballast 886	115V. T
105 Speaker (1927)	Amp.	—	—	—	—	—	—	50	2-81	—	—
32 DC (1927)	SH.	X99	X99	X99	2-X99	X99	X99	4-71A	—	—	115V. TI
18, 51 DC (1928)	T.R.F.	3-112A	—	—	—	112A	112A	71A	—	—	Mazda 40
41 (1928)	T.R.F.	3-26	—	—	—	27	26	10	80	—	—
41 DC (1928)	T.R.F.	3-112A	—	—	—	112A	2-112A	4-71A	—	—	—
60, 62 (1928)	SH.	2-27	27	27	2-27	27	—	71A	80	—	Mazda 40

RCA VICTOR—RCA MANUFACTURING CO., INC.—RADIOLA MODELS—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
64 (1928)	SH.	2-27	27	27	2-27	27	—	50	2-81	A.V.C. 27	Mazda 40
21, 22 (1929)	T.R.F.	2-22	—	—	—	112A	112A	71A or 112A	—	—	Mazda 40
33 DC (1929)	T.R.F.	3-112A	—	—	—	112A	112A	2-71A	—	—	Mazda 40
44, 46, 47 (1929)	T.R.F.	2-24A	—	—	—	24A	—	45	80	—	Mazda 41
66 (1929)	SH.	27	27	27	2-27	27	—	45	80	—	Mazda 41
67 (1929)	SH.	27	27	27	2-27	27	—	50	2-81	A.V.C. 27	Mazda 41; 115V. T
42, 48 (1930)	T.R.F.	3-24A	—	—	—	24A	—	2-45	80	—	Mazda 41
80, 82, 86 (1930)	SH.	24A	24A	27	2-24A	27	—	2-45	80	—	Mazda 41
Borgia I, 9-3 (1925)	SH.	X99	X99	X99	2-X99	X99	X99	20	—	—	—
7-10 (1925)	T.R.F.	3-01A	—	—	—	01A	01A	112A	—	—	—
7-3, Alhambra I, 7-1 (1925)	T.R.F.	2-X99	—	—	—	X99	X99	20	—	—	—
Alhambra II, 7-2 (1926)	SH.	X99	X99		X99	X99	X99	20	—	—	—
Hyperion 15-1 (1926) Borgia II, 9-2 (1926)	SH.	X99	X99	X99	2-X99	X99	X99	10	2-81	Reg. 874, Ballast 876 or 886	115V. M
Cromwell, Victor 12-1 ('26)	Amp.	—	—	—	—	—	X99	10	81	—	115V. M
Florenza 9-1 (1926)	SH.	X99	X99		X99	X99	X99	20	—	—	—
8-60, 12-2, 12-25 Tuscany 12-2 (1926)	Amp.	—	—	—	—	—	X99	10	2-81	Ballast 876 or 886	115V. M
9-15 (1926)	SH.	X99	X99	X99	2-X99	X99	X99	20	—	—	—
9-25, 9-40, 9-55, 15-1 ('26)	SH.	X99	X99	X99	2-X99	X99	X99	10	2-81	Reg. 874 Ballast 886	115V. C

RCA VICTOR—RCA MANUFACTURING CO., INC.—RADIOLA MODELS—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
10-51, 10-70, 12-15 (1927)	Amp.	—	—	—	—	—	X99	10	2-81	Ballast 886	115V. C
9-16 (1928)	T.R.F.	3-26	—	—	—	27	26	50	2-81	—	Mazda 40
7-11, 7-25, 7-26 (1928)	T.R.F.	3-26	—	—	—	27	26	71A	80	—	Mazda 40
10-51A, 10-69 (1928)	Amp.	—	—	—	—	—	26	50	2-81	—	120V.
9-18, 9-54, 9-56 (1928)	SH.	2-27	27	27	2-27	27	—	50	2-81	A.V.C. 27	120V.
10-70A, 12-15A (1928)	Amp.	—	—	—	—	—	26	10	2-81	—	—
12-15C (1928)	Amp.	—	—	—	—	—	26	50	2-81	—	—
R-32, RE-45, R-52, RE-75 (1929)	T.R.F.	5-26	—	—	—	27	26	2-45	80	—	110V. I
R-14, R-15, RE-17 (1930)	T.R.F.	3-24A	—	—	—	24A	—	2-45	80	—	Mazda 41
R-34, R-35, RE-57, RE-73 (1930)	T.R.F.	3-24A	—	—	—	24A	27	2-45	80	—	Mazda 41
M-30 (Auto) (1931)	SH.	—	36	37	36	37	37	2-112A	—	A.V.C. 37	6-8V.
R-5 (1931)	T.R.F.	24A	—	—	—	24A	—	47	80	—	—
R-5 DC (1931)	T.R.F.	36	—	—	—	36	—	2-38	—	—	—
R-7, R-9, RE-16 (1931)	SH.	35	24A	27	35	27	—	2-45	80	—	Mazda 41
R-7, R-9 DC (1931)	SH.	35	24A	27	35	27	—	2-45	—	—	Mazda 41
R-7A (1931)	SH.	35	24A	27	35	27	—	2-47	80	—	Mazda 41
R-11, R-21, RE-18, RE-18A, RAE-26 (1931)	SH.	35	24A	27	35	27	—	2-47	80	A.V.C. 27	Mazda 41
RO-23 (1931)	SH.	24A, 35	2-24A	2-27	35	27	—	47	80	A.V.C. 27	Mazda 41

RCA VICTOR—RCA MANUFACTURING CO., INC.—RADIOLA MODELS—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
R-43 (1931)	SH.	32	32	30	32	30	30	2-30	—	—	—
R-50, R-55, RAE-59 ('31)	SH.	35	24A	27	2-35	27	—	2-47	80	A.V.C. 27	Mazda 41
RAE-79 (1931)	SH.	35	24A	27	2-35	27	—	4-47	2-80	A.V.C. 27	Mazda 41 +115V.TI
SW-2 (1931)	SH.	24A	24A	27	—	—	—	—	—	—	Mazda 41
CE-29 (1932)	—	—	—	—	—	—	30	2-47	80	—	120V. I
M-32 (Auto) (1932)	SH.	39/44	39/44	37	39/44	85	—	89	—	A.V.C.	—
P-31 (1932)	SH.	34	32	30	34	34	30	2-30	—	A.V.C.	—
R-4, R-6 (1932)	SH.	35	24A	27	35	27	—	47	80	—	Mazda 41
R-8, R-10, R-12, RE-19('32)	SH.	35	24A	27	35	27	—	47	80	A.V.C. 27	Mazda 41
R-71, R-72 (1932)	SH.	58	58	56	58	56	—	47	80	A.V.C. 56	Mazda 41 2.5V.
R-71B (1933) (Battery)	SH.	34	32	30	34	34	30	2-30	—	A.V.C.	—
R-74, R-76, R-77 (1932) RE-81 (1933)	SH.	58	58	56	58	56	56	2-46	82	A.V.C. 56	Mazda 41
R-78 (Early '32)	SH.	58	58	56	2-58	56	2-56	2-46	82	A.V.C. 56	Mazda 41
RE-20 (1932)	SH.	35	24A	27	2-35	27	—	2-47	80	A.V.C. 27	Mazda 41

REMLER COMPANY, LIMITED

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
14 (1930)	T.R.F.	2-26	—	—	—	27	27	45	80	—	3.8

REMLER COMPANY, LIMITED—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
14SG (1930)	T.R.F.	2-24A	—	—	—	24A	27	45	80	—	3.8
10-11 Super (1931)	SH.	35	24A	27		24A	—	47	80	—	3.8
11 (1931)	T.R.F.	2-24A	—	—	—	24A	—	47	80	—	3.8
17 (1931)	SH.	24A	24A	27	2-24A	27	—	45	80	—	3.8
21 (1931)	T.R.F.	35	—	—	—	24A	—	47	80	—	3.8
10 Super (1932)	SH.	35	24A	27		24A	—	47	80	—	3.8
10-3 (Super (1932)	SH.	—	58	27	58	57	—	47	80	—	3.8
15 Super (1932)	SH.	35	24A	27	35	24A	—	47	80	—	3.8
18 Super (1932)	SH.	35	24A	27	35	24A	—	2-47	80	Inverter 27	3.8
19 Super (1932)	SH.	35	24A	27	35	24A	—	2-47	80	Inverter 27 A.V.C. 27	3.8
21-3(1932)	T.R.F.	58	—	—	—	57	—	47	80	—	3.8

SILVER-MARSHALL, INCORPORATED

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
32A, 33A Power Supply		—	—	—	—	—	—	—	80	—	2.5
34A	T.R.F.	2-24A	—	—	—	24A	27	2-45	—	—	2.5
35A	T.R.F.	3-24A	—	—	—	24A	27	2-45	—	A.V.C. 27	2.5
36A Super	SH.	24A	24A	27	2-24A	24A	—	2-45	80	—	2.5
60 Lowboy, 95 Highboy	T.R.F.	3-24A	—	—	—	24A	27	2-45	80	—	2.5
677 Amp.-Power Supply		—	—	—	—	—	27	2-45	80	—	2.5

SILVER-MARSHALL, INCORPORATED—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
712 Tuner	T.R.F.	3-24A	—	—	—	27	—	—	—	—	2.5
714 Tuner	SH.	24A	24A	27	2-24A	27	—	—	—	—	2.5
722	T.R.F.	2-24A	—	—	—	24A	27	2-45	80	—	2.5
724 Super	SH.	24A	24A	27	2-24A	24A	—	2-45	80	—	2.5
726 (S.W. & Broadcast)	SH.	35	2-24A	2-27	2-35	27	—	2-47	80	—	2.5
738 S.W. Converter		—	24A	27	—	—	—	—	26	—	2.5
770 Auto	T.R.F.	2-24A	—	—	—	24A	112A	71A	—	—	2.5
716 (Receiver)	SH.	35	24A	27	2-35	27	—	—	—	—	2.5
A (1931)	SH.	35	24A	27	2-35	27	—	47	80	—	2.5
B (1931)	SH.	—	24A	27	35	24A	—	47	80	—	2.5
C (Receiver)	SH.	35	24A	27	2-35	27	—	—	—	A.V.C. 27	2.5
C (Amplifier)	Amp.	—	—	—	—	—	2-27	2-47	80	—	2.5
D, E (1931)	SH.	35	24A	27	2-35	27	—	2-47	80	—	2.5
F (1931)	SH.	—	24A	27	2-35	27	—	47	80	—	2.5
G (1931)	SH.	35	24A	27	2-35	27	27	2-47	80	—	2.5
J (1931)	SH.	35	24A	27	2-35	27	27	2-47	80	—	2.5
683 (Amplifier) (1931)	Amp.	—	—	—	—	—	27	2-47	80	—	2.5
739 S. W. Converter ('31)		—	24A	27	—	—	—	—	80	—	2.5
782 (1931)	SH.	—	24A	27	2-24A	27	—	2-45	80	—	2.5
Q (De Luxe) (1931)	SH.	—	58	2-56	2-58	56	45	2-45	82	A.V.C. 56 F.D. 56	2.5
Q (S. W. & Broadcast) ('32)	SH.	—	24A	27	2-35	27	—	2-47	80	A.V.C. 27 F.D. 27	2.5

SILVER-MARSHALL, INCORPORATED—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
R (1932)	SH.	—	24A	27	2-35	2-27	—	2-47	80	A.V.C. 27	2.5
V (S. W. & Broadcast) ('32)	SH.	—	58	56	2-58	56	45	2-45	82	A.V.C. 56	2.5
X (1932)	SH.	—	58	56	2-58	56	45	2-45	82	A.V.C. 56	2.5
Y (1932)	SH.	—	58	56	2-58	55	—	2-47	80	A.V.C.	2.5
727 (Battery) (1932)	SH.	—	32	30	2-34	30	30	2-30	—	—	—

SIMPLEX RADIO COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
K, N, Q (1931)	SH.	—	24A		35	24A	—	47	80	—	3.8
K-DC (1931)	SH.	—	36		36	36	—	2-38	—	—	3.8
N-DC, P-DC, Q-DC ('32)	SH.	—	39/44		39/44	36	—	2-38	—	—	3.8
P (1932)	SH.	—	57		58	57	—	47	80	—	3.8
R (1932)	T.R.F.	58	—	—	—	57	—	47	80	—	3.8
R-DC (1932)	T.R.F.	39/44	—	—	—	36	—	2-38	—	—	3.8
P/B (1932)	SH.	34	32		34	32	—	33	—	—	2.0
S (1932)	T.R.F.	58	—	—	—	57	56	47	80	—	3.8

STEINITE MANUFACTURING COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
AC			(4-X99, 1-01A)						2-81	—	—
6	T.R.F.	3-01A	—	—	—	01A	01A	112A	—	—	—

STEINITE MANUFACTURING COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
40, 45	T.R.F.	3-27	—	—	—	27	27	2-71A	80	—	—
40A, 45A	T.R.F.	3-27	—	—	—	27	27	2-71A	80	—	2.5
40C, 60C, 102C	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	2.5
50, 50A, 102A	T.R.F.	3-27	—	—	—	27	27	2-50	2-81	—	—
70, 80	T.R.F.	3-24A	—	—	—	27	—	2-45	80	—	—
260 Series	T.R.F.	3-26	—	—	—	27	26	71A	80	—	6.0
420, 450	T.R.F.	3-24A	—	—	—	27	—	2-45	80	—	—

STERLING MANUFACTURING COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
C Minstrel	T.R.F.	3-24A	—	—	—	24A	—	2-45	80	—	—
E-3-60 Chorister E-4-60 Minstrel	T.R.F.	3-24A	—	—	—	24A	27	2-45	80	—	—
F-1-60 Little Symphony	T.R.F.	2-24A	—	—	—	24A	—	45	80	—	—

STEWART-WARNER CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
500, 520, 525	T.R.F.	3-01A	—	—	—	00A	01A	112A	—	—	6.0
530, 535	T.R.F.	3-26	—	—	—	27	26	71A	—	—	6.0
700, 705, 710	T.R.F.	3-01A	—	—	—	00A	01A	112A	—	—	6.0
715, 720	T.R.F.	3-26	—	—	—	27	26	71A	—	—	6.0

STEWART-WARNER CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
750	T.R.F.	3-26	—	—	—	27	26	2-112A	—	—	6.0
801, 811, Series A	T.R.F.	3-26	—	—	—	27	26	71A	80	—	6.0
801, 801A, 811, 811A, Series B	T.R.F.	3-26	—	—	—	27	26	2-112A	80	—	6.0
806 Series A	T.R.F.	3-01A	—	—	—	00A	01A	112A	—	—	6.0
806 Series B	T.R.F.	3-01A	—	—	—	00A	01A	2-112A	—	—	6.0
900 Series AC	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	3.3
900 Series DC	T.R.F.	3-112A	—	—	—	112A	112A	2-71A	—	—	6.0
900 Series—Battery	T.R.F.	3-01A	—	—	—	00A or 01A	01A	2-112A	—	—	6.0
950 Series AC	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	3.3
950 Series DC	T.R.F.	3-22	—	—	—	01A	112A	2-71A	—	—	6.0
950 Series, Battery	T.R.F.	3-22	—	—	—	01A	01A	2-112A	—	—	6.0
R100A, R100B, R100E	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	3.3
R 100C	T.R.F.	3-22	—	—	—	01A	112A	2-71A	—	—	6.0
R101A, R101B, R101E(AC)	T.R.F.	35	—	—	—	24A	—	47	80	—	2.5
R101C (DC)	T.R.F.	36	—	—	—	36	—	2-33	—	—	2.5
R102A,R102B,R102E (AC)	SH.	—	24A	27	35	24A	—	47	80	—	2.5
R102C (DC) (1931–32)	SH.	—	36	37	36	36	37	2-33	—	—	—
R102D (Battery) (1931-32)	SH.	—	32	30	32	30	30	2-30	—	—	—
R301A-B-E, R302 A-B-E (1931-32)	Conv.	—	24A	27	—	—	—	—	—	—	2.5
105 A-B-E (1932)	SH.	58	57, 58	2-56	58	27	—	2-47	80	A.V.C. 57	2.5
303A (1932)	Conv.	—	57	56	—	—	—	—	—	—	2.5

STORY & CLARK RADIO CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
36	T.R.F.	3-24A	—	—	—	27	—	2-45	80	—	—
43, 51	T.R.F.	3-24A	—	—	—	27	—	2-45	80	A.V.C. 27	—

STROMBERG-CARLSON TELEVISION MANUFACTURING COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
1-A, 2-A, 2-B (1924)	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—
1-B, 2-C, 2-D (1925)	T.R.F.	2-01A	—	—	—	01A	01A	112A	—	—	—
601, 601A, 601B ('25, '26)	T.R.F.	3-01A	—	—	—	01A	01A	112A	—	—	—
602A, 602B (1925, 1926)	T.R.F.	3-01A	—	—	—	01A	01A	112A	—	—	—
501, 502, 501A, 501B ('26)	T.R.F.	2-01A	—	—	—	01A	01A	71A	—	—	—
502A, 502B (1926)	T.R.F.	2-01A	—	—	—	01A	01A	71A	—	—	—
D-957 (1927)	Amp.	—	—	—	—	—	—	4-71A	—	—	—
403, 403A, 403AA, 403B (1927)	Pow. Sup.	—	—	—	—	—	—	80	—	2-2 Amp. Tungar	—
404 (1927)	Power Supply	—	—	—	—	—	—	2-81	—	2-.6 Amp. Tungar	
404RA (1927)	Power Supply	—	—	—	—	—	—	2-81	—	2-.6 Amp. Tungar	
523, 524 (1927)	T.R.F.	2-01A	—	—	—	01A	01A	71A	—	—	—
633, 634 (1927)	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	—
734, 744 (1927)	T.R.F.	4-RF	—	—	—	00A	01A	10	—	—	—
523 DC (1928)	T.R.F.	2-01A	—	—	—	01A	—	01A	—	—	—

STROMBERG-CARLSON TELEVISION MANUFACTURING COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
635, 636 (1928)	T.R.F.	3-27	—	—	—	27	27	71A	80	—	6.0
635 DC, 638 DC (1928)	T.R.F.	3-01A	—	—	—	01A	01A	4-71A	—	—	6.0
638 AC (1929)	T.R.F.	3-27	—	—	—	27	27	2-71A	80	—	6.0
641, 642, 652, 654 (1929)	T.R.F.	3-24A	—	—	—	27	—	45	80	—	2.5
645 DC (1929)	T.R.F.	3-24A	—	—	—	27	2-27	2-45	—	—	Mazda 31
846 (1929)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	A.V.C. 27	2.5
10, 11 (1930)	T.R.F.	3-24A	—	—	—	24A	—	2-45	80	—	2.5
12, 14 (1930)	T.R.F.	3-24A	—	—	—	27	27	2-45	2-80	A.V.C. 27	2.5
16, 17 DC (1930)			(3-24A, 2-27)					2-45	—	—	Mazda 31
Police (1931)			(5-36, 1-37, 1-38)								
19, 20 (1931)	SH.	35	35	27	2-35	27	—	2-45	80	—	2.5
22 (1931)	SH.	35	35	27	2-35	27	27	2-45	80	A.V.C.	2.5
25, 26 (1931)	SH.	24A	24A	27	24A	24A	—	2-45	80	—	2.5
27 (1931)			(2-24A, 3-27, 1-35)					2-45	2-80		2.5
29 (1932)			(2-27, 4-35)					2-45	80	—	2.5
37 (1932)	SH.	58	58	56	58	58	56	2-45	80	A.V.C.	—
38, 39, 40, 41 (1932)	SH.	58	58	56	58	58	56	2-45	80	A.V.C.	2.5
38Q, 39Q, 40Q, 41Q ('32)	SH.	58	58	56	58	55	55	2-45	80	A.V.C. NS—5-7	2.5

TEMPLE CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
7-60 Comb.	T.R.F.	4-27	—	—	—	27	27	2-45	80	—	—

TEMPLE CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
7-80 (Comb.)	T.R.F.	4-27	—	—	—	27	27	2-45	80	—	—
8-60, 8-80, 8-90	T.R.F.	4-27	—	—	—	27	27	2-45	80	—	—

TRANSFORMER CORPORATION OF AMERICA—CLARION MODELS

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Battery (1930)	T.R.F.	3-22	—	—	—	01A	01A	2-71A or 112A	—	—	—
Clarion Jr. (1930)	T.R.F.	2-24A	—	—	—	24A	—	2-45	80	—	2.5
25-51, 25-53, 25-55 ('30)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	2.5
51, 53, 55 (1930)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	2.5
AC-60, 25-60 (1930)	T.R.F.	2-24A	—	—	—	24A	—	2-45	80	—	2.5
40, Clarion Jr. (1931)	T.R.F.	2-35	—	—	—	24A	—	47	80	—	2.5
AC-61, 25-61 (1931)	T.R.F.	2-24A	—	—	—	24A	—	2-45	80		2.5
AC-70 (1931)	T.R.F.	3-24A	—	—	—	27	—	2-45	80		2.5
AC-80, 25-80, AC-81, 25-81 (1931)	SH.	35	35	27	35	24A	—	47	80	—	2.5
AC-84, 25-84, AC-85, 25-85, 120 (1931)	SH.	35	35	27	35	24A	—	47	80	—	2.5
AC-90, 25-90, AC-91, 25-91, AC-90A (1931)	SH.	35	35	27	35	24A	—	47	80	A.V.C.24A.	2.5
AC-94, 25-94 (1931)	SH.	35	35	27	35	24A	—	47	80	A.V.C. 24A	2.5

TRANSFORMER CORPORATION OF AMERICA—CLARION MODELS—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
AC-100, 25-100 (1931)	SH.	35	24A		35	24A	—	47	80	—	2.5
AC-140, 25-140 (1931)	SH.	2-35	2-24A	27	35	24A	—	47	80	—	2.5
AC-160, 25-160 (1931)	SH.	35	35	27	35	27	27	2-47	80	A.V.C. 27	2.5
Series 200 (1932)	Conv.	35	24A	27	—	—	—	—	—	—	2.5
AC-220, 25-220 (1932)	SH.	35	24A		35	57	—	47	80	—	2.5
AC-260, 25-260 (1932)	SH.	35	57	27	35	2-27	56	2-47	80	A.V.C.	2.5
AC-280, 25-280 (1932)	SH.	35	57	27	35	2-27	56	4-46	80	A.V.C.	2.5

TEMPLE MODELS

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
110, 111 (1931)	SH.	35	24A		35	24A	—	47	80	—	2.5
130 (1931)	SH.	35	35	27	35	24A	—	47	80	—	2.5
150 (1931)	SH.	2-35	2-24A	27	35	24A	—	47	80	—	2.5
170, 171 (1931)	SH.	35	35	27	35	27	27	2-47	80	A.V.C. 27	2.5

TRAV-LER RADIO AND TELEVISION CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
5 (1925)	T.R.F.	2-X99	—	—	—	X99	X99	X99	—	—	—
6 (1928)	T.R.F.	22	—	—	—	X99	X99	X99	—	—	—
7, 10 (1928)	T.R.F.	22	—	—	—	X99	X99	20	—	—	—

TRAV-LER RADIO AND TELEVISION CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
A (1929)	T.R.F.	2-01A	—	—	—	27	01A	71A	80	—	—
B (1929)	T.R.F.	3-24A	—	—	—	24A	—	47	80	—	—
C (1930)	T.R.F.	3-35	—	—	—	24A	—	47	80	—	—
Brownie (1931)	T.R.F.	24A	—	—	—	24A	—	27	80	—	—
K (1931)	T.R.F.	2-35	—	—	—	24A	—	47	80	—	—
M (1931)	T.R.F.	35	—	—	—	24A	—	47	80	—	—
S-8 (1931)	SH.	35	24A	27	35	27	—	2-47	80	A.V.C.	—
S-9 (1931)	SH.	35	24A	27	35	27	27	2-47	80	A.V.C.	—
S-10 (1931)	SH.	35	24A	27	35	2-27	27	2-47	80	A.V.C.	—
Television T-6 (1931-32)	T.R.F.	2-24A	—	—	—	24A	24A	47	80	—	—

UNITED AIR CLEANER CORPORATION—SENTINEL SETS

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
8, 9	T.R.F.	3-24A	—	—	—	24A	27	2-45	80	—	—
104A	T.R.F.	2-24A	—	—	—	24A	27	2-45	80	—	—
108	SH.	24A	24A	27	24A	24A	—	45	80	—	—
108B	SH.	35	24A	27	35	24A	—	45	80	—	—
110	SH.	35	24A	27	35	24A	—	47	80	—	—
111	T.R.F.	35	—	—	—	24A	—	47	80	—	—
114	SH.	35	24A	27	35	27	24A	2-47	80	A.V.C.	—
116	SH.	—	24A		35	24A	—	47	80	—	—
118	SH.	35	24A	27	35	27	24A	2-47	80	A.V.C. 27	—

UNITED AIR CLEANER CORPORATION—SENTINEL SETS—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
120	SH.	35	24A	27	35	27	35	47	80	—	—
125	SH.	—	24A	24A	2-35	27	35	47	80	—	—
440, 444	T.R.F.	3-24A	—	—	—	27	27	45	80	—	—
666, 666C	T.R.F.	4-24A	—	—	—	27	27	2-45	80	—	—

UNITED AMERICAN BOSCH CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
16 (1925)	T.R.F.	2-01A	—	—	—	00A or 01A	2-01A	01A, 71A, or 112A	—	—	—
27 (1926)	T.R.F.	4-01A	—	—	—	00A or 01A	01A	112A or 71A	—	—	6.0
35 (1926)	T.R.F.	2-01A	—	—	—	00A or 01A	01A	71A or 112A	—	—	—
46 (1927)	T.R.F.	3-01A	—	—	—	00A or 01A	01A	71A or 112A	—	—	6.0
46AC, 126, 146, 166, 176 (1927)	T.R.F.	3-26	—	—	—	27	26	71A	—	—	6.0
57, 87 (1927)	T.R.F.	4-01A	—	—	—	00A or 01A	01A	71A	—	—	6.0
66, 76, 76L (1927)	T.R.F.	3-01A	—	—	—	00A or 01A	01A	112A or 71A	—	—	6.0
66AC, 96, 116, 136 (1927)	T.R.F.	3-26	—	—	—	27	26	71A	—	—	6.0

UNITED AMERICAN BOSCH CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
66DC, 96DC, 156 (1927)	T.R.F.	3-26	—	—	—	26	26	2-26	—	—	—
107 (1927)	T.R.F.	4-26	—	—	—	27	26	71A	—	—	6.0
28, 38 (1928)	T.R.F.	3-26	—	—	—	27	26	2-71A	80	—	2.5
29B (1928)	T.R.F.	3-26	—	—	—	27	26	10	2-81	—	2.5
29B (25 cycle) (1928)	T.R.F.	3-26	—	—	—	27	26	10	81	—	—
48, 49 (1929)	T.R.F.	3-24A	—	—	—	27	—	2-45	80	—	2.5
56 (Battery) (1929)	T.R.F.	3-22	—	—	—	01A	01A	2-112A	—	—	—
54 (1929)	T.R.F.	3-24A	—	—	—	27	27	2-71A	—	—	—
58, 59, 58A, 58B (1930)	T.R.F.	3-24A	—	—	—	24A	27	2-45	80	—	2.5
60, 61, 60D, 60E (1930)	T.R.F.	3-24A	—	—	—	24A	27	2-45	80	A.V.C. 24A	2.5
62C (110V. DC) (1930)	T.R.F.	3-24A	—	—	—	24A	27	2-45	—	—	2.5
80, 84 (1930)	T.R.F.	3-24A	—	—	—	24A	—	112A	—	—	6.0
5 (1931)	T.R.F.	2-24A	—	—	—	24A	—	47	80	—	2.5
5A (Edition 2) (1931)	T.R.F.	2-35	—	—	—	24A	—	47	80	—	2.5
20 (1931)	SH.	35	35	27	35	27	—	2-47	80	—	2.5
31, 32 (1931)	SH.	—	35	27	35	27	—	47	80	—	2.5
73, 74 (1931)	T.R.F.	3-24A	—	—	—	27	—	2-45	80	—	2.5
36, 37 (1932)			(1-24A, 1-27, 2-35)					47	80	—	—
40, 41 (1932)	SH.	35	35	27	35	27	27	47	80	—	2.5
91, 92 (1932)	SH.	—	35	27	35	24A	—	47	80	A.V.C. 24A	2.5
100 (Auto) 1932)	SH.	36	36	37	36	38	—	2-38	—	—	5.0
200, 201, 205, 206, 210, 211 (1932)	T.R.F.	2-35	—	—	—	24A	—	47	80	—	2.5

UNITED AMERICAN BOSCH CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
226 Battery (1932)	SH.	32	32	30	32	34	30	2-49	—	A.V.C.	Neon
236, 237 (1932)	SH.	—	35	27	35	57	—	47	80	—	2.5
242, 243 (1932)	SH.	—	58	56	2-58	56	56	47	80	A.V.C.	2.5
250, 251 (1932)	SH.	58	58	56	2-58	56	56	2-45	80	A.V.C.	2.5
260, 261 (1932)	SH.	—	58	56	3-58	56	56	2-45	80	A.V.C.	2.5
312, 313 (1932)	SH.	58	58	56	2-58	58	56, 46	2-46	82	A.V.C. NSC 57	2.5

UNITED STATES RADIO & TELEVISION CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Apex 160 (1927)	T.R.F.	4-27	—	—	—	27	27	2-45	80	—	6.3
Apex, 11, 11A, 14, 14A (Old Type) (1928)	T.R.F.	2-24A	—	—	—	27	27	2-45	80	—	2.5
Apex 36 (1928)	T.R.F.	3-26	—	—	—	27	26	71A	80	—	6.3
20 (1928)	T.R.F.	24A	—	—	—	24A	—	71A	80	—	2.5
Apex, 11, 11A, 14, 14A, 46, 47 (New Type) (1929)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	2.5
Apex 27 Series (1929)	T.R.F.	2-24A	—	—	—	27	—	45	80	—	2.5
Apex 28A, 31 Series ('29)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	2.5
Apex 41, 42, 43, 44, 60, 60A (1929)	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	2.5

UNITED STATES RADIO & TELEVISION CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Apex 50, 55, 60, Radiotrope C, D (1929)	T.R.F.	3-26	—	—	—	27	26	71A	80	—	2.5
Apex 115, 115A, 140, 140A, (1929)	T.R.F.	3-27	—	—	—	27	27	2-45	80	—	2.5
54, 55 (Battery) (1929)	T.R.F.	2-24A	—	—	—	26	01A	71A	—	—	6.3
Apex 70, 75 (1930)	T.R.F.	4-26	—	—	—	27	26	2-71A	80	—	2.5
26A, 26B (1930)	T.R.F.	2-24A	—	—	—	24A	—	45	80	—	2.5
26P, 26B (1930)	T.R.F.	2-24A	—	—	—	24A	—	47	80	—	2.5
32A, 32B (1930)	T.R.F.	2-24A	—	—	—	24A	27	2-45	80	—	2.5
7A, 7B (1931)	SH.	35	24A		35	27	—	47	80	A.V.C. 24A	2.5
8A, 8B (1931)	SH.	35	35	27	35	27		47	80	A.V.C. 27	2.5
10B, 200 (1931)	SH.	35	35	27	35	27	27	2-47	80	A.V.C. 27	2.5
99A, 99B (1931)	SH.	—	24A		35	24A	—	47	80	—	2.5
5A, 25A (1932)	SH.	—	57		58	57	—	47	80	—	2.5
9A, 9B, 19B (1932)	SH.	58	57		58	56	46	2-46	80	A.V.C. 57	2.5
12B, 120B (1932)	SH.	58	58	56	58	56	56	3-46	82	A.V.C. 57	
										NSE-57	2.5
70 (1932)			(2-56, 1-57, 2-58)					47	80	—	2.5

WARE MANUFACTURING CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Bantam	T.R.F.	2-24A	—	—	—	24A	27	45	80	—	—
Bantam	SH.	35	24A	27	35	24A	—	47	80	—	—

WARE MANUFACTURING CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
T	T.R.F.	2-35	—	—	—	24A	—	2-47	80	—	—
8 Tube Super	SH.	35	24A	27	35	24A	—	47	80	A.V.C.24A	—

WELLS GARDNER RADIO CORPORATION—ARCADIA MODELS

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
DC6, MP (1927)	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	6.0
DC7BEL, DC7OEL, DC7-SEL (1927)	T.R.F.	4-01A	—	—	—	01A	01A	112A or 71A	—	—	6.0
AC7WEL, Arcadia (1928)	T.R.F.	4-26	—	—	—	27	26	71A	80	—	2.5
AC8OEL, AC8SEL ('28)	T.R.F.	4-26	—	—	—	27	26	2-112A	80	—	—
AC8WELD (1928)	T.R.F.	4-26	—	—	—	27	26	2-71A	80	—	2.5
C, CG (1929)	T.R.F.	4-26	—	—	—	24A	26	2-45	80	—	2.5
62 (1930)	T.R.F.	3-24A	—	—	—	24A	—	45	80	—	2.5
70, 72 (1930)	T.R.F.	2-24A	—	—	—	24A	27	2-45	80	—	2.5
80 (1930)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	2.5
82A (1930)	T.R.F.	3-24A	—	—	—	27	27	2-45	80	—	—
12 (1931)	SH.	35	24A	27	35	24A	—	47	80	—	2.5
22, 24 (1931)	SH.	35	35	27	2-35	27	27	2-47	80	A.V.C.	2.5
42, 42A (1931)	SH.	35	35	27	35	24A	—	47	80	A.V.C. 24A	2.5
52 (1931)	SH.	35	24A		35	24A	—	47	80	A.V.C. 24A	2.5
92 (Battery) (1931)	SH.	32	32		32	32	—	33	—	—	—

WELLS GARDNER RADIO CORPORATION—ARCADIA MODELS—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
O22 (1932)	SH.	58	58	56	2-58	56	57, 56	2-46	82	N.S.C. 57	2.5
O52 (1932)	SH.	—	57		35	57	—	47	80	—	2.5
O62 (Auto) (1932)	SH.	39/44	36		39/44	37	39/44	38	—	—	6-8V.
O92 (1932)	SH.	34	34	30	34	30	2-30	2-30	—	—	—
572 (1932)	SH.	58	57		58	57	—	47	80	A.V.C. 57	2.5

WESTINGHOUSE ELECTRIC AND MANUFACTURING COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
WR4 (1930)	T.R.F.	3-24A	—	—	—	24A	—	2-45	80	—	Mazda 41
WR5, WR6, WR7 ('30)	SH.	24A	24A	27	2-24A	27	—	2-45	80	—	Mazda 41
WR8, WR8R (1931)	SH.	24A	24A	27	2-24A	27	—	2-45	80	—	Mazda 41
WR10, WR12, WR13 ('31)	SH.	35	24A	27	35	27	—	2-45	80	—	Mazda 41
WR10, WR12 DC (1931)	SH.	35	24A	27	35	27	—	2-45	—	—	Mazda 41
WR10A (1931)	SH.	35	24A	27	35	27	—	2-47	80	—	Mazda 41
WR14 (1931)	T.R.F.	24A	—	—	—	24A	—	47	80	—	—
WR15 (1931)	SH.	35	24A	27	35	27	—	2-47	80	A.V.C. 27	Mazda 41
WR16 (1931)	SH.	24A, 35	2-24A	2-27	35	27	—	47	80	A.V.C. 27	Mazda 41

WORKRITE MANUFACTURING COMPANY

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Airmaster 5, Aristocrat 5	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—

WORKRITE MANUFACTURING COMPANY—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
Airmaster 6, Aristocrat 6	T.R.F.	2-01A	—	—	—	01A	2-01A	01A	—	—	—
Neutrogrand Jr.	T.R.F.	2-01A	—	—	—	00A	01A	01A	—	—	—
Neutrogrand Sr.	T.R.F.	2-01A	—	—	—	00A	01A	01A	—	—	—
Radio King 6	T.R.F.	2-01A	—	—	—	01A	2-01A	01A	—	—	—
Winner 5	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—
O, Radio King 5	T.R.F.	2-01A	—	—	—	01A	01A	01A	—	—	—
P	T.R.F.	2-01A	—	—	—	00A or 01A	2-01A	01A or 112A	—	—	—
X	T.R.F.	3-26	—	—	—	27	26	71A	80	—	—
Z	T.R.F.	3-01A	—	—	—	00A	01A	71A	—	—	—
16, 26	T.R.F.	2-01A	—	—	—	01A	2-01A	01A	—	—	—
17	T.R.F.	3-01A	—	—	—	01A	01A	71A	—	—	—
18, 28, 38, 48, 58	T.R.F.	3-26	—	—	—	27	26	71A	80	—	—
19, 29			(5-27)					2-45	80	—	—
36	T.R.F.	2-01A	—	—	—	01A	2-01A	71A	—	—	—
37	T.R.F.	4-01A	—	—	—	01A	2-01A	71A	—	—	—

ZENITH RADIO CORPORATION

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
1R (1923)	Det.	—	—	—	—	01A	—	—	—	—	—
2M (1923)	Amp.	—	—	—	—	—	01A	01A	—	—	—

ZENITH RADIO CORPORATION—*Continued*

MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
3M (1923)	Amp.	—	—	—	—	—	2-01A	01A	—	—	—
3R, 4R (1924)	Det.-Amp.	—	—	—	—	01A	2-01A	01A	—	—	—
10-Tube AC (1925)	T.R.F.	5-26	—	—	—	27	27, 26, 10	10	81	—	6V.
10-Tube Battery (1925)	T.R.F.	5-01A	—	—	—	01A	2-01A	2-01A	—	—	6V.
SuperVII, VIII, IX, X ('25)	T.R.F.	2-01A	—	—	—	01A	2-01A	01A	—	—	—
17 (Series Fil.) (1926)	T.R.F.	2-01A	—	—	—	00A or 01A	2-01A	71A	—	—	6.0
27 (Series Fil.) (1926)	T.R.F.	2-V99	—	—	—	V99	2-V99	71A	—	—	6.0
11, 12, 14, 31, 32 (1927)	T.R.F.	3-01A	—	—	—	00A or 01A	01A	01A or 112A	—	—	6.0
11E, 14E, 18E (1927)	T.R.F.	3-26	—	—	—	27	26	71A	80	—	6.0
15, 16 (1927)	T.R.F.	4-01A	—	—	—	01A	2-01A	71A	—	—	6.0
15E, 16EP (1927)	T.R.F.	4-26	—	—	—	27	2-26	10	81	—	6.0
32AC, 34, 35, 35A (1928)	T.R.F.	3-27	—	—	—	27	27	71A	80	—	6.0
33, 33X, 34, 35, 35A, 342, 352, 352A, 362 (1928)	T.R.F.	3-27	—	—	—	27	27	71A	80	—	6.0
34P, 342P (1928)	T.R.F.	3-27	—	—	—	27	27	10	2-81	—	6.0
35AP, 35P, 37A, 352P, 352AP (1928)	T.R.F.	3-27	—	—	—	27	27	10	2-81	—	6.0
35PX, 35APX, 37A, 352PX, 352APX (1928)	T.R.F.	3-27	—	—	—	27	27, 26	50	2-81	—	6.0
39, 39A, 40A, 392, 392A (1928)	T.R.F.	4-27	—	—	—	27	2-26	10	2-81	—	6.0

ZENITH RADIO CORPORATION—*Continued*

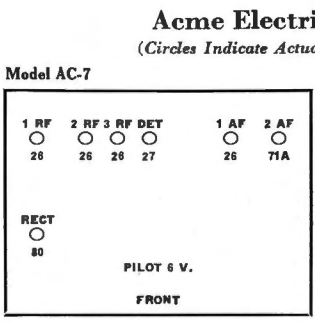
MODEL	CIRC.	R.F.	1-DET.	OSC.	I.F.	2-DET.	A.F.	OUTPUT	RECT.	MISC.	PILOT
41 (1929)	T.R.F.	24A, 2-27	—	—	—	27	27	71A	80	—	6.0
42 (1929)	T.R.F.	24A, 2-27	—	—	—	27	27	10	2-81	—	6.0
10, 11, 12 (1930)			(4-24A, 1-27)					2-45	80	—	2.5
50, 60, 70 Series (1930)	T.R.F.	2-24A	—	—	—	24A	3-27	2-45	80	—	2.5
81, 82 (1930)	T.R.F.	3-24A	—	—	—	24A	3-27	2-45	80	—	2.5
A, B, C, D (1931)	T.R.F.	2-24A	—	—	—	24A	—	2-45	80	—	2.5
L (1931)	T.R.F.	2-24A	—	—	—	24A	—	45	80	—	2.5
LP (1931)	T.R.F.	2-35	—	—	—	24A	—	47	80	—	2.5
AH, CH, RH, 90 (1932)	SH.	35	35	27	35	27	—	47	80	A.V.C.24A	2.5
BH, LH, MH, WH ('32)	SH.	35	24A	27	35	27	—	47	80	—	2.5
90A, WHA, MHA (1932)	SH.	58	24A	27	58	27	—	47	80	—	2.5
91, 92, 912, 922 (1932)	SH.	35	35	27	35	27	27	2-45	80	A.V.C.24A	2.5
103, 1032 (1932)	SH.	2-35	24A	27	2-35	27	2-27	2-45	80	A.V.C.24A	2.5
210, 220, 221 (1932)	SH.	58	24A	27	58	27	—	47	80	—	2.5
230, 240, 245 (1932)	SH.	58	58	56	58	57	—	59	80	A.V.C. 57	2.5
410, 411 (1932)	SH.	58	58	56	58	56	59	2-59	80	A.V.C. 57	2.5
420 (1932)	SH.	58	58	56	58	56	59	2-59	80	A.V.C. 57	2.5
430, 440 (1932)	SH.	58	58	56	58	56	56, 59	2-59	80	A.V.C. 57 N.S.C. 57	2.5

THIS SECTION CONTAINS DIAGRAMS of THE RADIO SETS of LEADING MANUFACTURERS · · · OCTOBER 15, 1932 to AUGUST 1, 1935

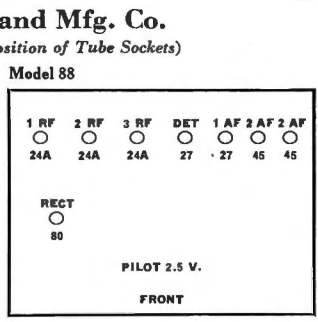
Acme Electric and Mfg. Co.

(Circles Indicate Actual Position of Tube Sockets)

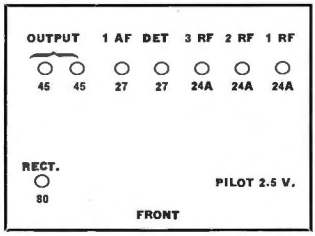
Model AC-7



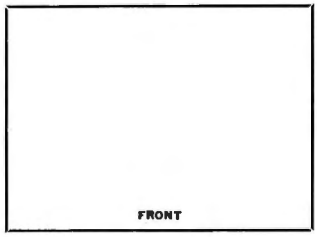
Model 88



Model 198



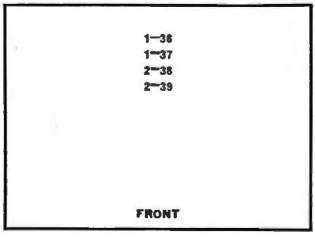
Model



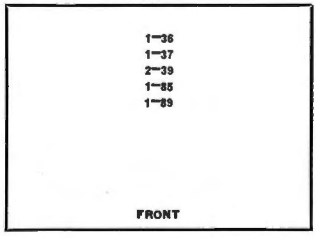
Air-King Products Company, Inc.

(Circles Indicate Actual Position of Tube Sockets)

Model TRF (Auto) (1932)



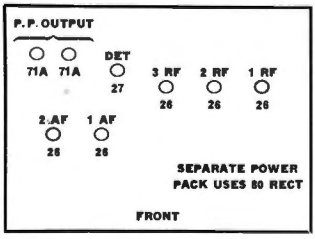
Model Super (Auto) (1933)



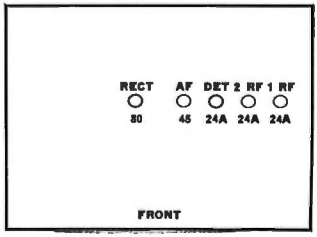
Allied Electric and Mfg. Co.

(Circles Indicate Actual Position of Tube Sockets)

Model Knight 8/9 AC



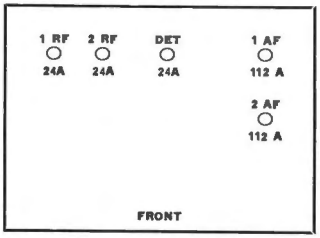
Model AC-5 (1930)



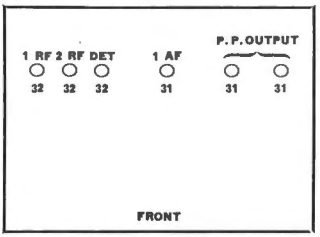
Allied Electric and Mfg. Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

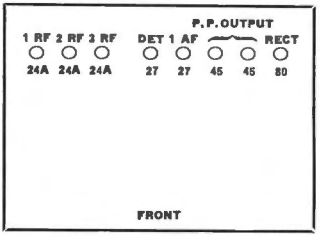
Model Roamer Auto A-5-30 SG



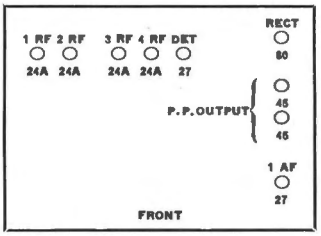
Model B-6-30 Battery



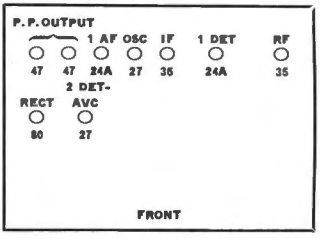
Model Knight SG-8



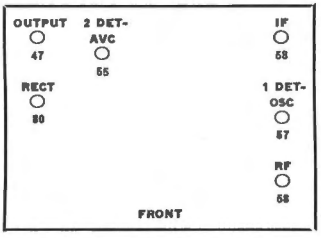
Model SG-9 (1930)



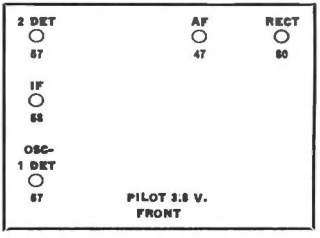
Model Knight 118 AVC (1930)



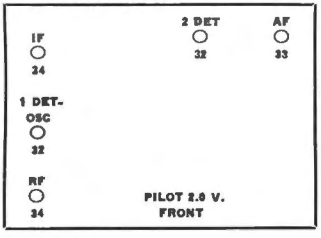
Model Knight 6-Tube Dual Wave



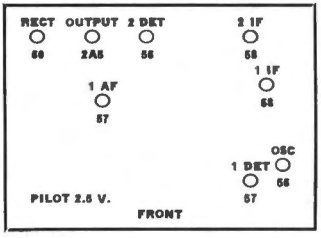
Model Knight 6-Tube Dual Wave AC



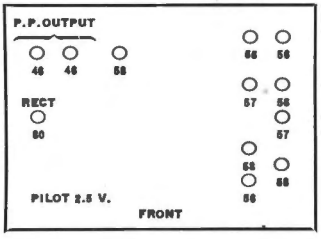
Model Knight 6-Tube Dual Wave Battery



Model F-9610



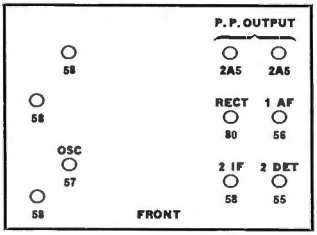
Model F-9616



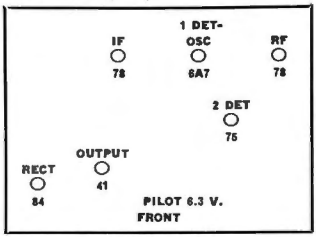
Allied Electric and Mfg. Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

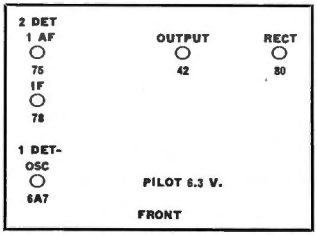
Model F-9650



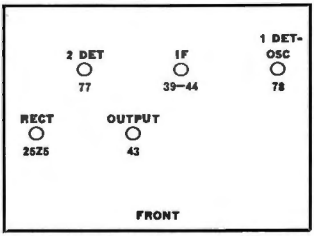
Model F-9541 (1933)



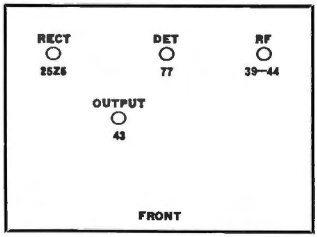
Model F-9505 (1933)



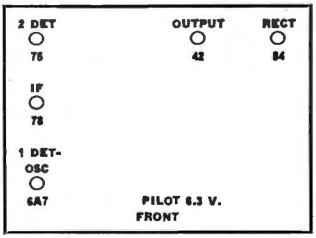
Model F-9501 (1933)



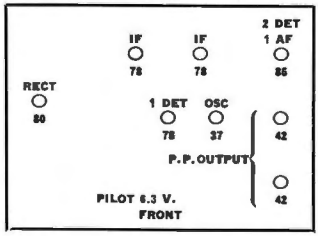
Models F-9525, F-9527 (1933)



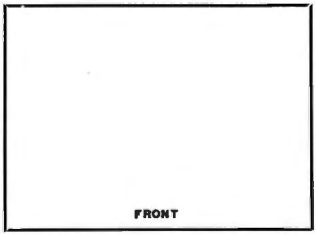
Model F-9515 (1933)



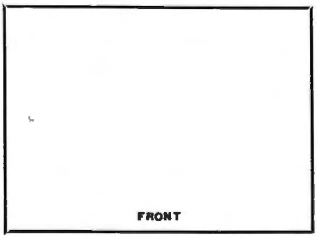
Models F-9531, F-9591 (1934)



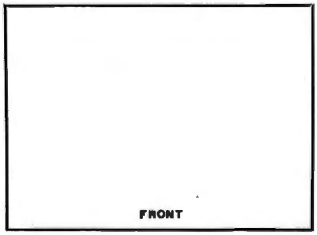
Model



Model



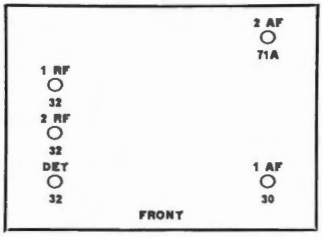
Model



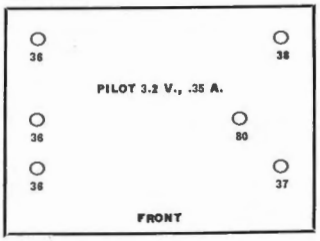
Ansley Radio Laboratories

(Circles Indicate Actual Position of Tube Sockets)

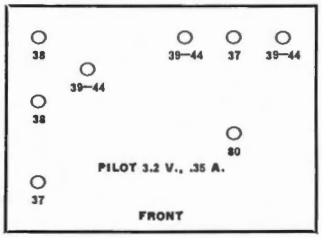
Model MD-1



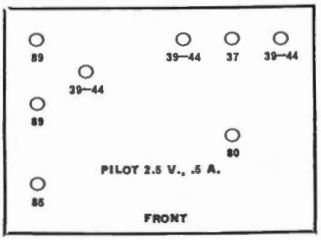
Model U-2



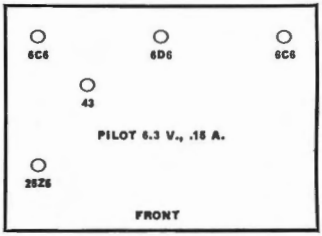
Model U-3



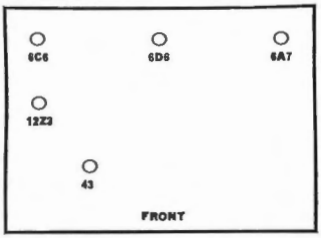
Model U-8



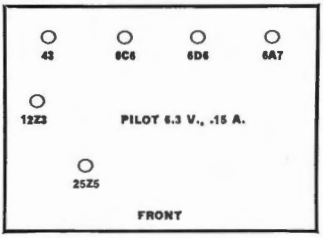
Models D-3, D-4, D-6



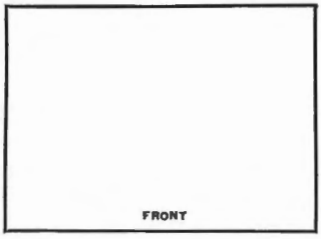
Model D-7



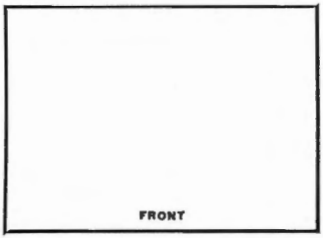
Models D-9, D-10, U-10



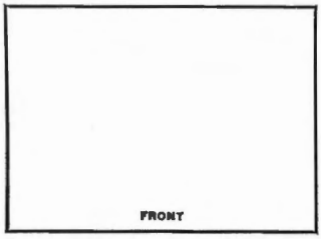
Model



Model



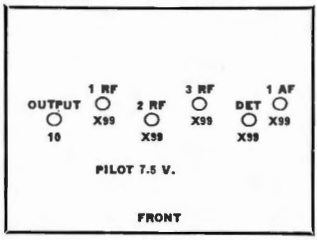
Model



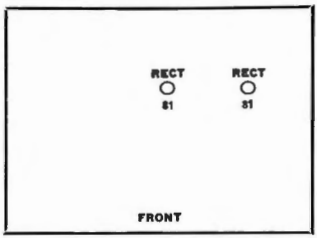
Argus Radio Corporation

(Circles Indicate Actual Position of Tube Sockets)

Model B-195



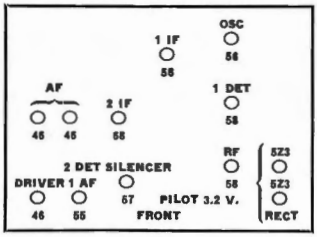
Power Unit



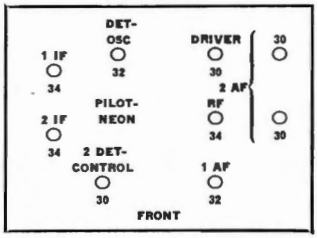
Atwater Kent Mfg. Co.

(Circles Indicate Actual Position of Tube Sockets)

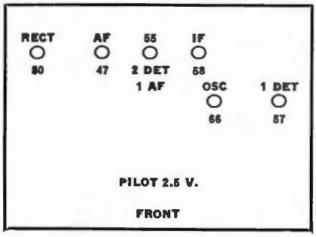
Models 612, 812 (1932)



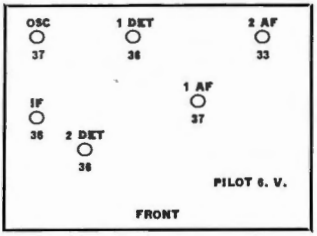
Models 558-Q, 469-Q (1932)



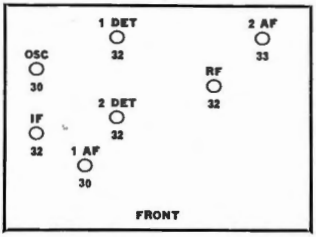
Models 246, 266 (1933)



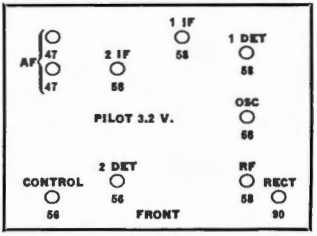
Model 228-D DC (1932)



Model 228-Q Battery (1932)



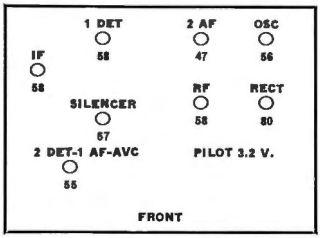
Model 480 (1932)



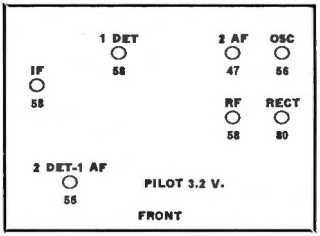
Atwater Kent Mfg. Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

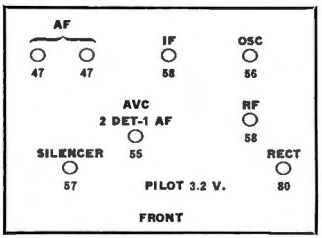
Model 558 (1932)



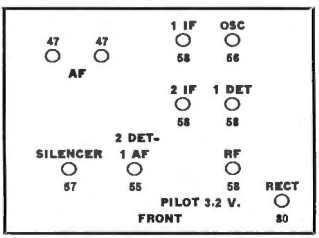
Model 627 (1932)



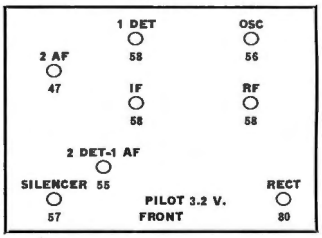
Model 469 (2nd) (1932)



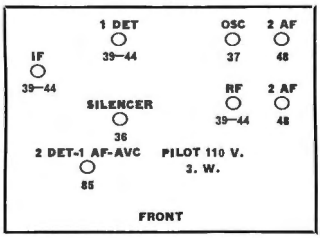
Model 260 (3rd) (1932)



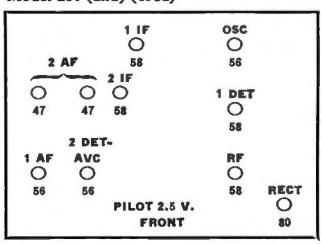
Model 188 (Later) (1932)



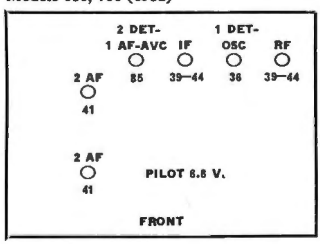
Models 558-D, 469-D (DC) (1932)



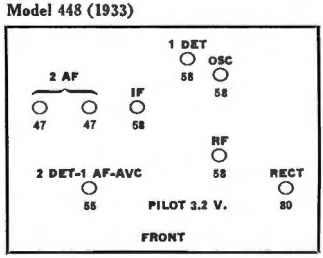
Model 260 (2nd) (1932)



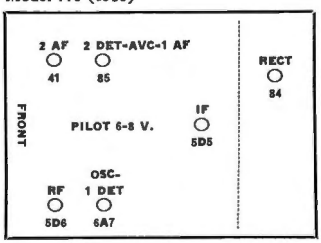
Models 636, 756 (1932)



Model 448 (1933)



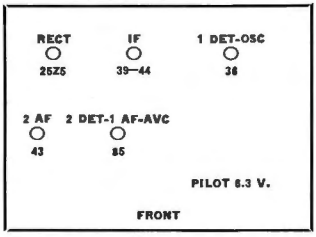
Model 776 (1935)



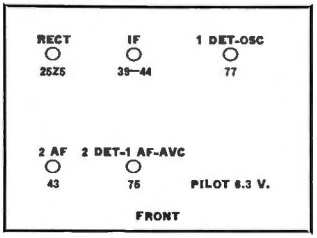
Atwater Kent Mfg. Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

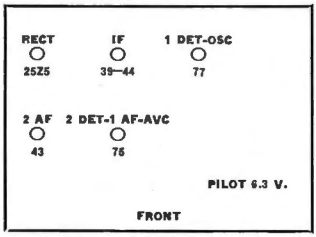
Model 155 (1st) (1933)



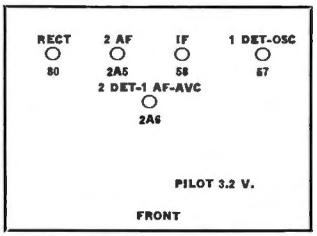
Model 155 (2nd) (1933)



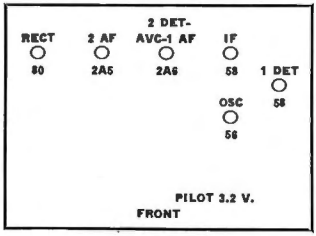
Model 155 (3rd) (1933)



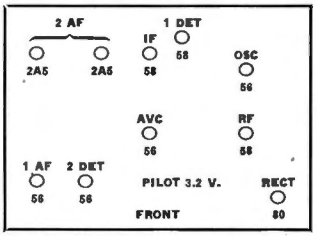
Model 165 (1933)



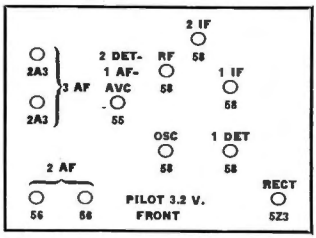
Model 236 (1933)



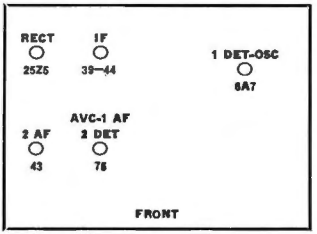
Models 310, 510 (1933)



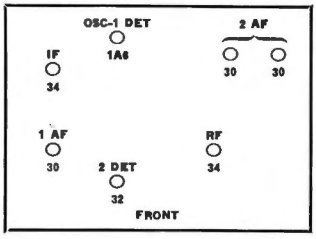
Model 711 (1933)



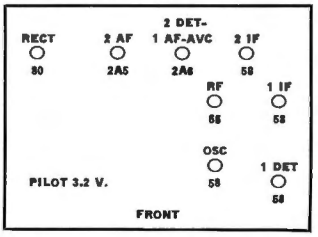
Model 275 (1933)



Models 387, 427-Q (1933)



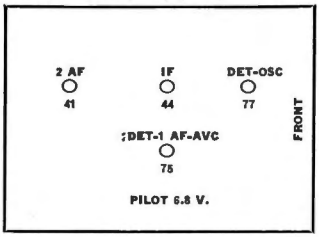
Models 708, 808 (1933)



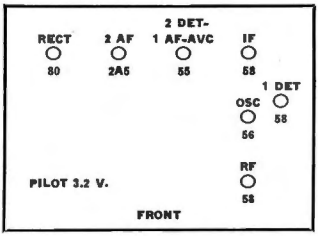
Atwater Kent Mfg. Co. *(Continued)*

(Circles Indicate Actual Position of Tube Sockets)

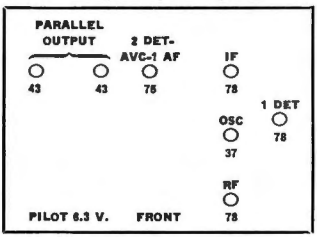
Models 424, 534 (1933) (Auto)



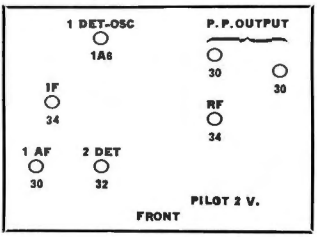
Models 217, 427, 667 (1933)



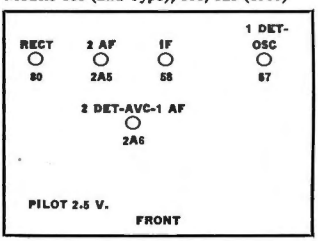
Models 217-D, 427-D, 667-D (1933)



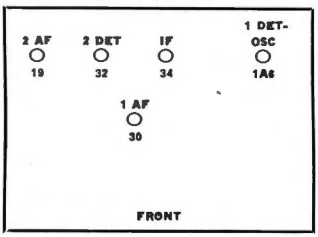
Models 387 (2nd T.), 427-Q (2nd T.) (1933)



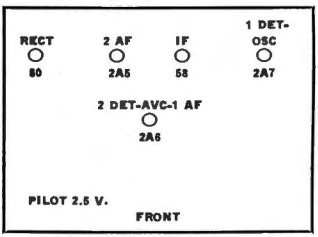
Models 165 (2nd Type), 185, 525 (1933)



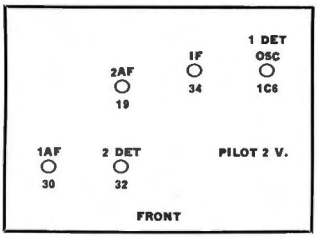
Models 165-Q, 525-Q (1933)



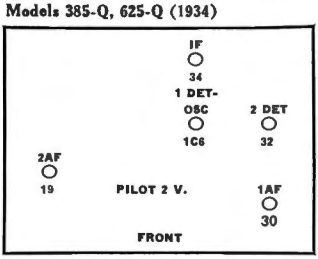
Models 185-A (1933)



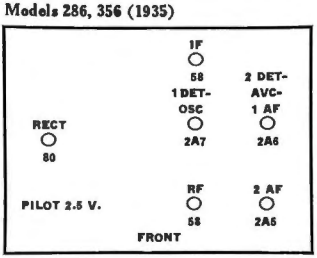
Model 465, 655-Q



Models 385-Q, 625-Q (1934)



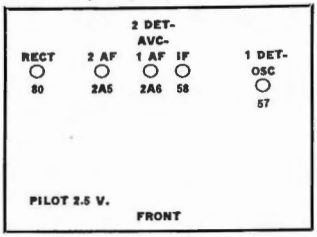
Models 286, 356 (1935)



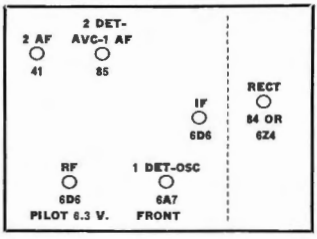
Atwater Kent Mfg. Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

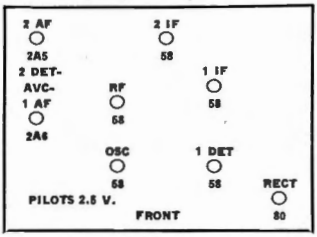
Models 425, 665 (1933)



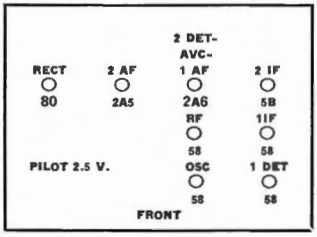
Model 666 Auto (1933)



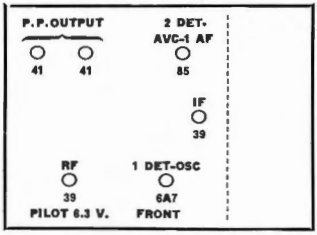
Model 788 (1933)



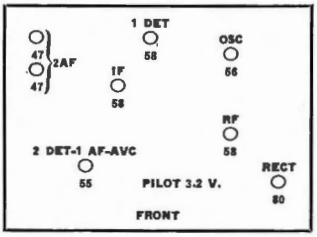
Model 808-A (1933)



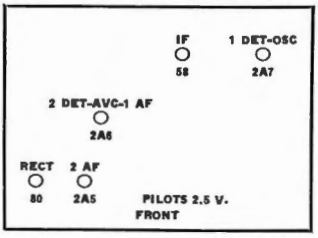
Models 816, 926, 936 (1933)



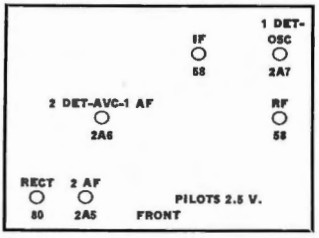
Model 168 (1933)



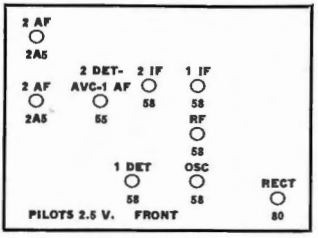
Models 145 (1st and 2nd), 325 (1934)



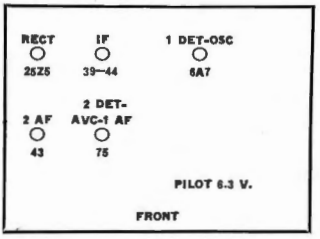
Models 206 (1st and 2nd), 376 (1st) (1933)



Model 559 (1934)



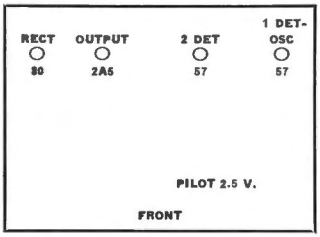
Model 825 (1934)



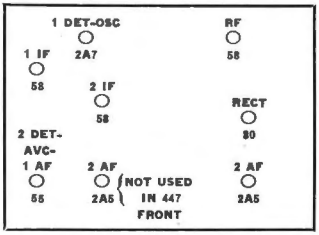
Atwater Kent Mfg. Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

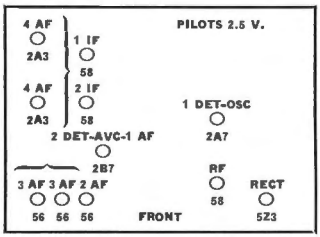
Model 944 (1934)



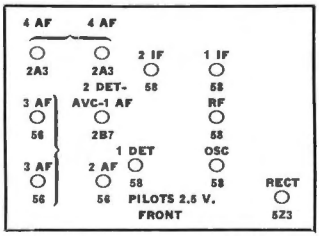
Models 318, 447 (1934)



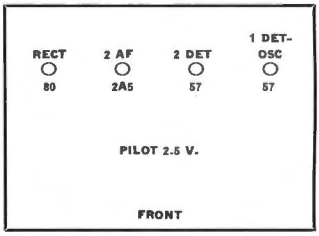
Model 511 (1934)



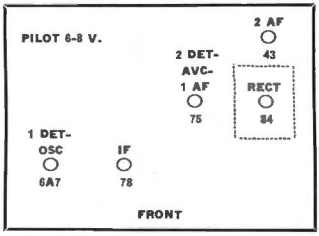
Model 112 (1934)



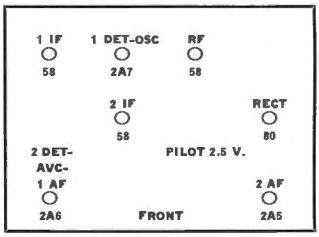
Model 854 (1935)



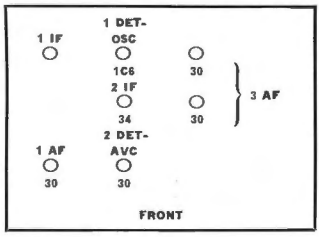
Models 135-Z, 215-Z (1934)



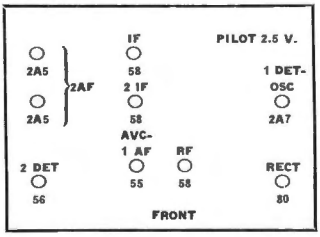
Models 487, 577 (1935)



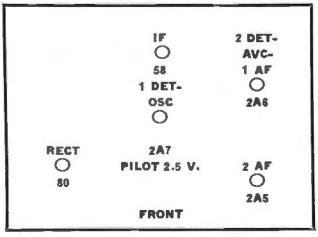
Models 768-Q, 978-Q (1935)



Model 509 (Tun-o-matic) (1935)



Models 475, 735 (1935)



ADD NEW DIAGRAMS HERE

(Circles Indicate Actual Position of Tube Sockets)

Model

FRONT

Model

FRONT

Model

FRONT

Model

FRONT

Model

FRONT

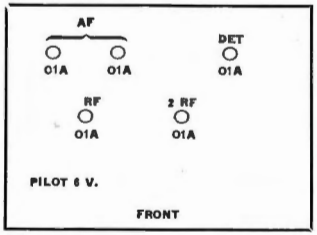
Model

FRONT

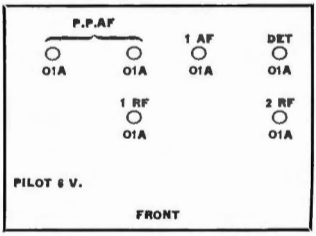
Audiola Radio Company

(Circles Indicate Actual Position of Tube Sockets)

Model 527 (1927)



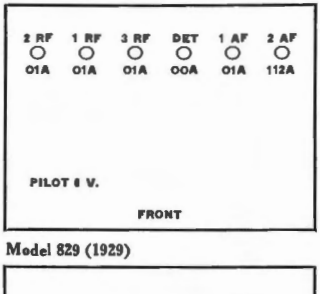
Model 627 (1927)



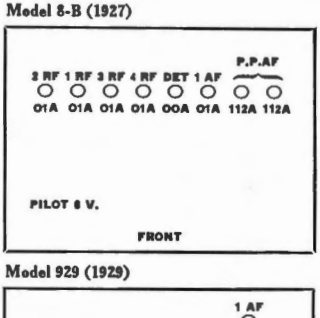
Audiola Radio Company (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

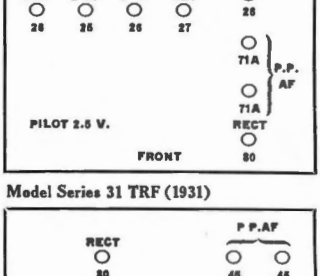
Model 6-B (1927)



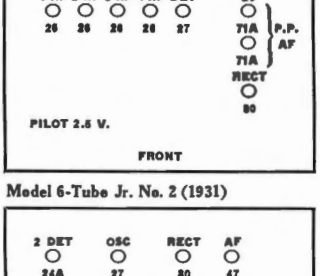
Model 8-B (1927)



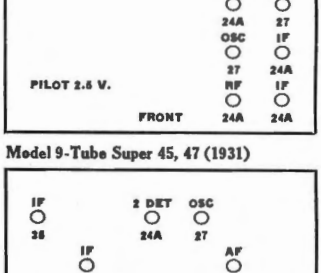
Model 829 (1929)



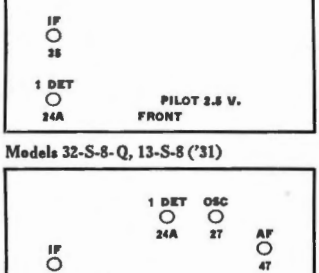
Model 929 (1929)



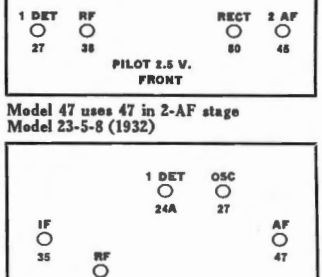
Model Series 31 TRF (1931)



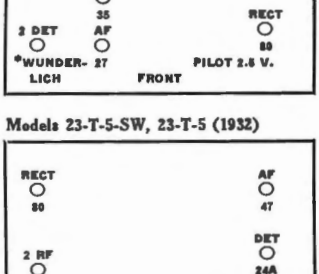
Model 6-Tube Jr. No. 2 (1931)



Model 9-Tube Super 45, 47 (1931)



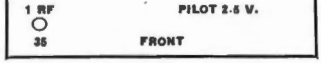
Models 32-S-8-Q, 13-S-8 ('31)



Model 47 uses 47 in 2-AF stage

Model 23-5-8 (1932)

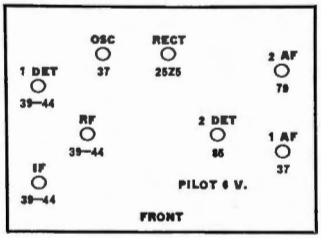
Models 23-T-5-SW, 23-T-5 (1932)



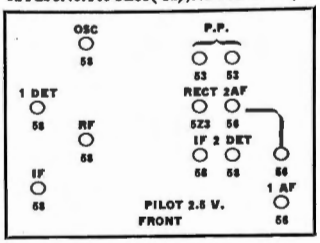
Audiola Radio Company (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

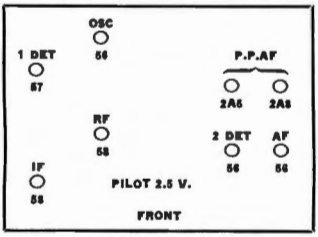
Models 33-S-8, 32 V.; 816, 32 V. (1933)



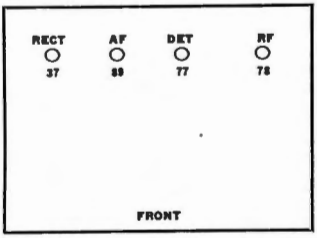
12TubeNo.146's&83('32);No.2 535&523('33)



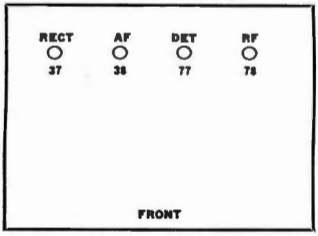
Models 33-S-8 (1933), 34-S-8 (1934)



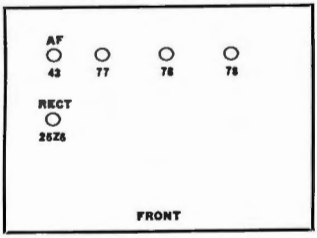
Model 4-Tube TRF (1st) (1933)



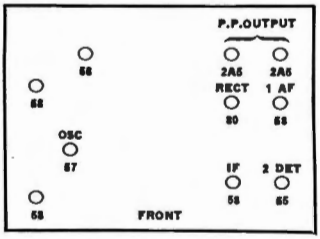
Model 4-Tube TRF (2nd) (1933)



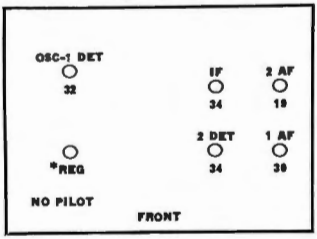
Model 5-Tube Superheterodyne (1st) (1933)



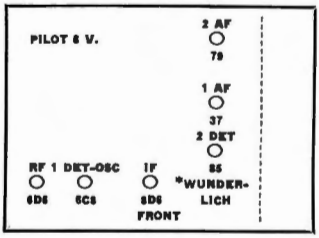
Model 33-S-10-SW



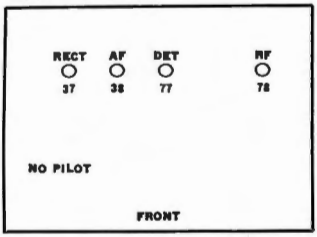
Model 33-S-6-B (1933)



Model S-7 Auto (1932)



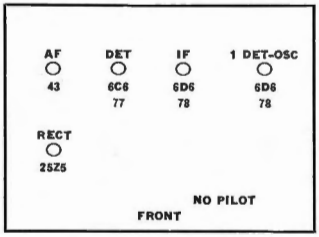
Model 33-T-4 (1933)



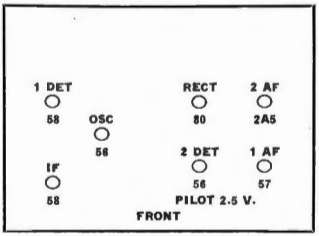
Audiola Radio Company (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

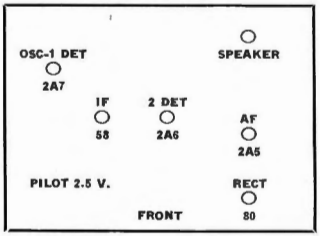
Model 33-S-5 (1933)



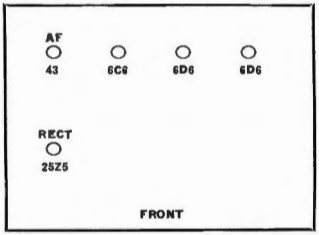
Model 33-S7 (1933)



Models 50, 51, 52, 53 (1934)



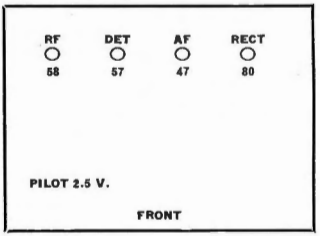
Model 5 Tube Superheterodyne (1st) (1933)



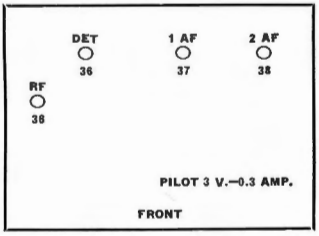
Belmont Radio Corporation

(Circles Indicate Actual Position of Tube Sockets)

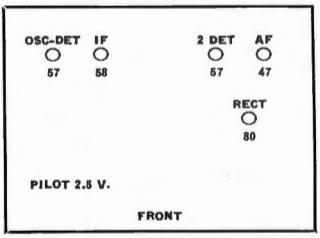
Model 41A (1932)



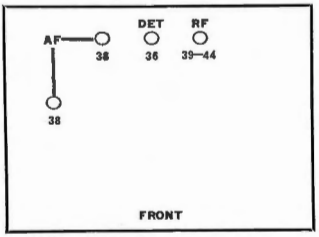
Model 45 DC (1932)



Models 51C, 51D, Etc. (1932)



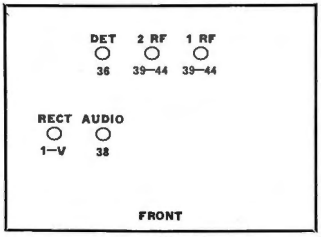
Model 450 DC (1932)



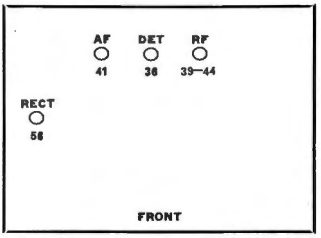
Belmont Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

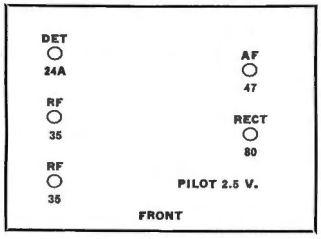
Model 55F AC-DC (1932)



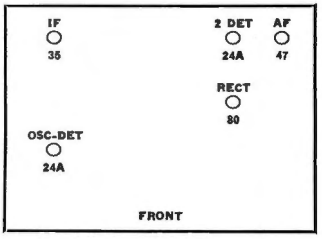
Model 400 (1932)



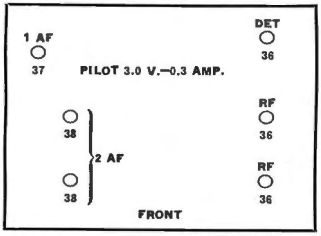
Model 50



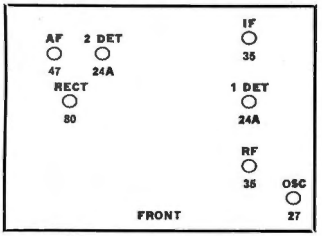
Model 51B



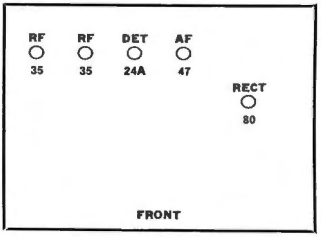
Model 60 DC (1932)



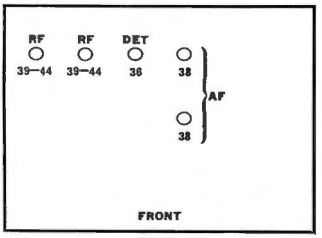
Model 70



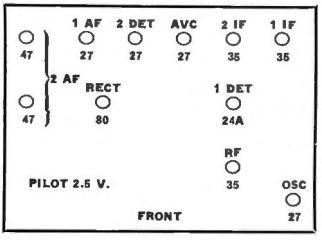
Model 560



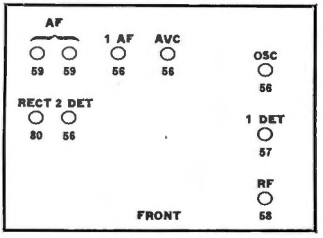
Model 500 DC (1932)



Model 110



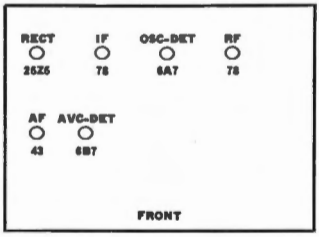
Model 100 (1932)



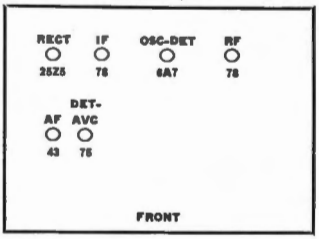
Belmont Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

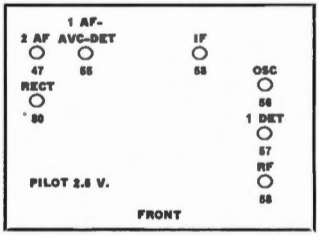
Model 600 (1933)



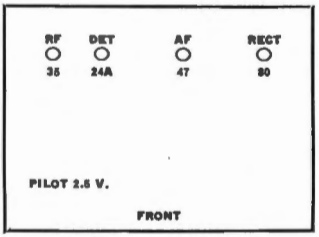
Model 625 AC-DC (1933)



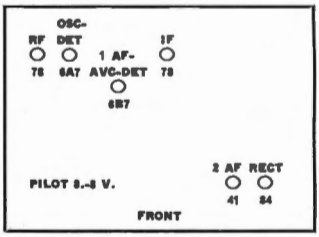
Model 71A (1932)



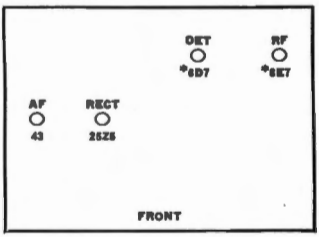
Model 41



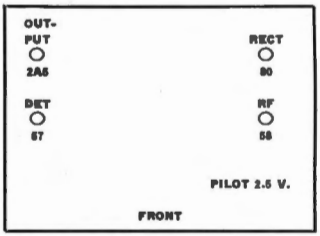
Model 660 Auto (1st) (1933)



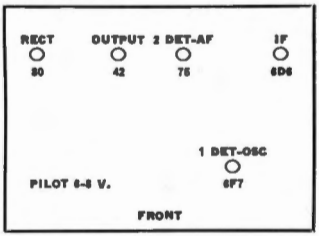
Model 425 AC-DC



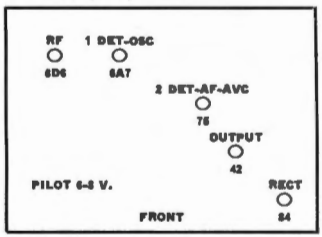
Model 401 (1934)



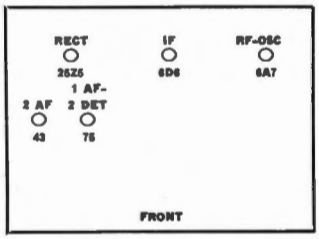
Model 585 (1934)



Model 580 (1934)



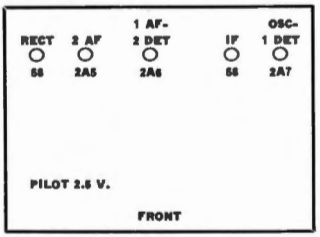
Model 530



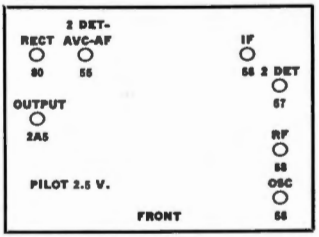
Belmont Radio Corporation (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

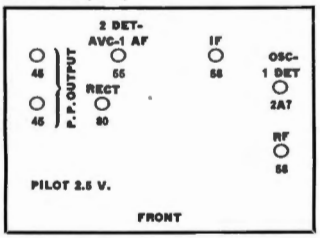
Model 550



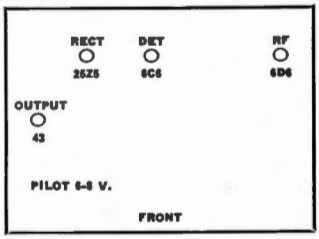
Model 71-C



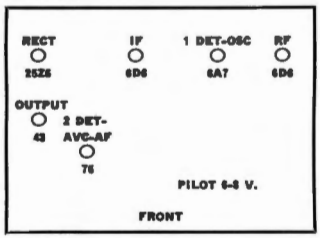
Model 750 (1933)



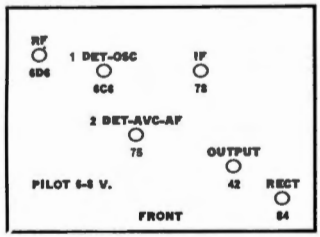
Model 440



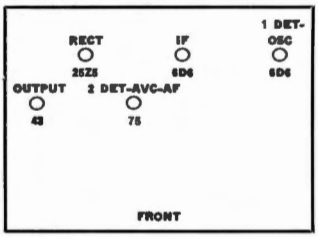
Model 650



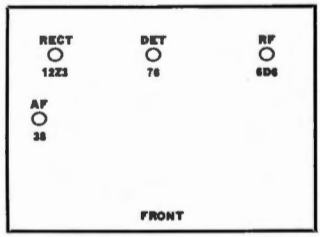
Model 670 Auto



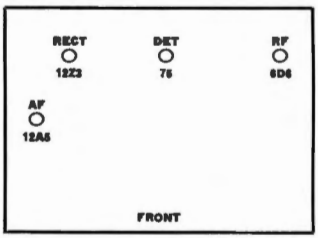
Model 525 AC-DC



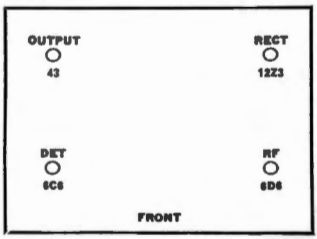
Model 420 AC-DC



Model 430 AC-DC



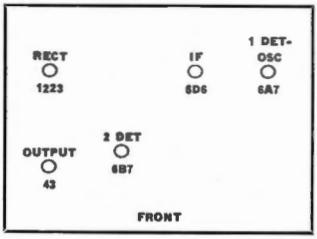
Model 444



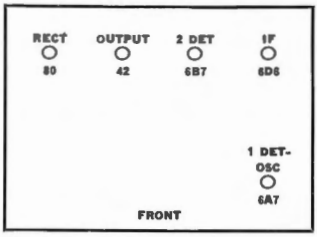
Belmont Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

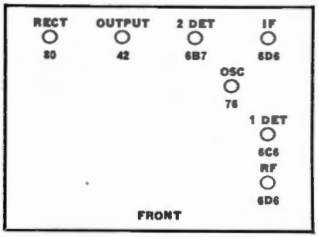
Model 544



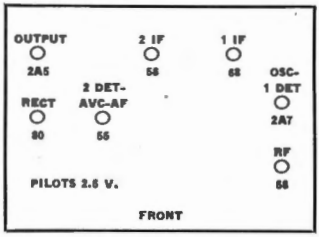
Model 555



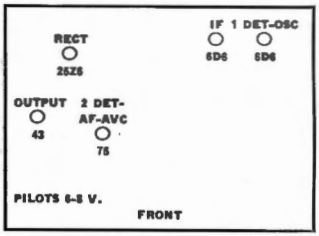
Model 755



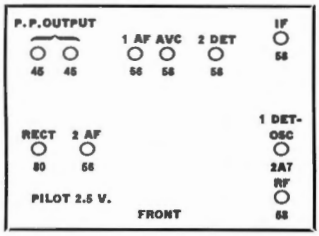
Model 775 (1934)



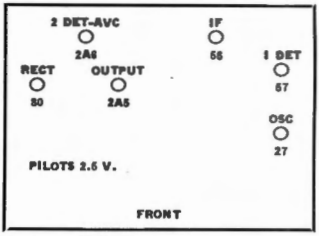
Model 540 (1934)



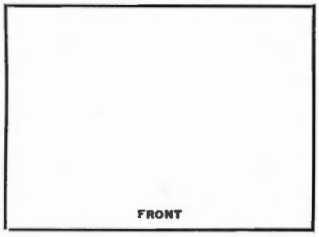
Model 1050 (1933)



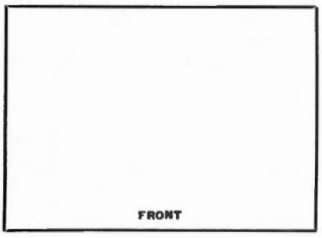
Models 640, 675 (1934)



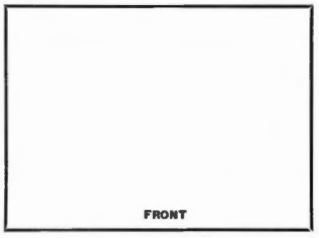
Model



Model



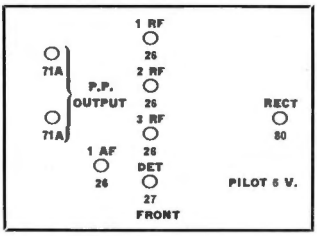
Model



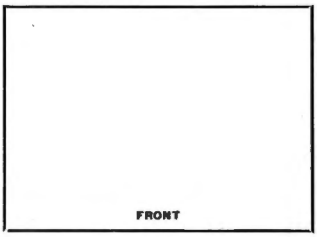
Buckingham Radio Corporation

(Circles Indicate Actual Position of Tube Sockets)

Models 80, 80-B



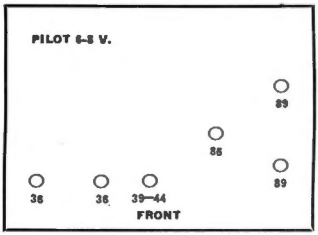
Model



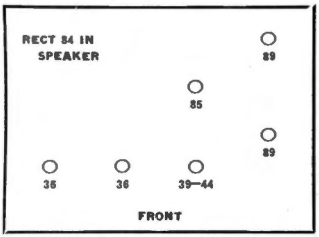
Buick Motor Car Company

(Circles Indicate Actual Position of Tube Sockets)

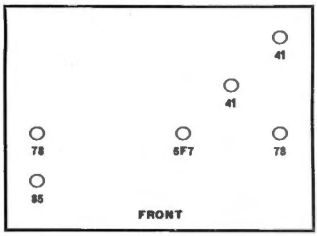
Model 5850 (1932)



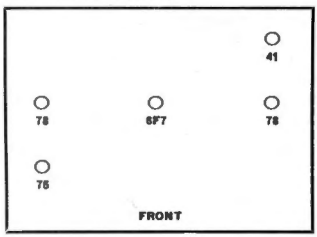
Model B-O-P (1933)



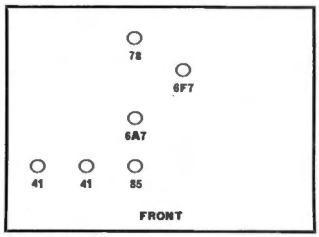
Model Air Chief (1934)



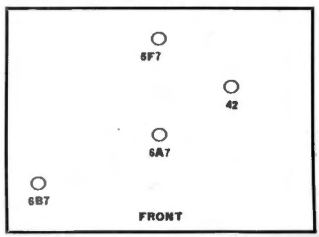
Model Air Mate (1934)



Model Air Chief (1935)



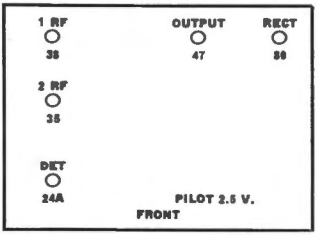
Model Air Mate (1935)



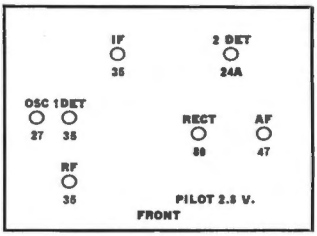
Bulova Watch Company

(Circles Indicate Actual Position of Tube Sockets)

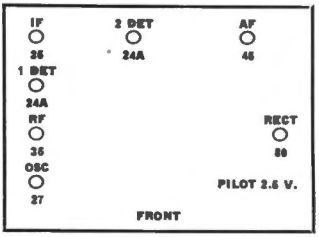
Model M-501



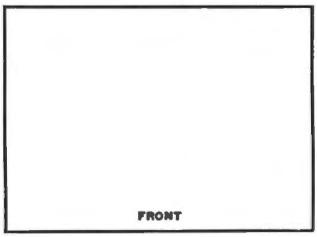
Model M-701



Model C-751



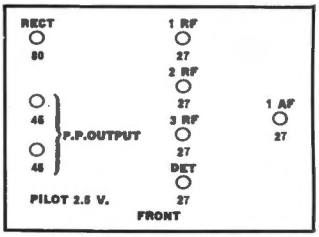
Model



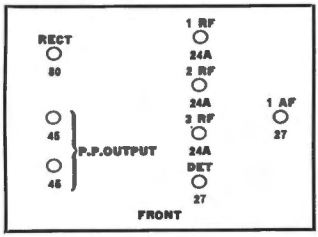
Bush and Lane Piano Company

(Circles Indicate Actual Position of Tube Sockets)

Model 10



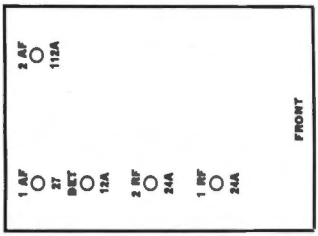
Model 12



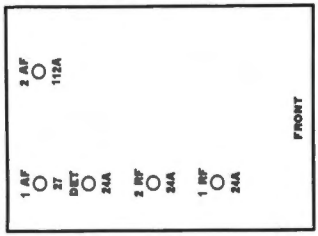
Cadillac Motor Car Company

(Circles Indicate Actual Position of Tube Sockets)

Model 3001 (Delco-Remy) (1929)



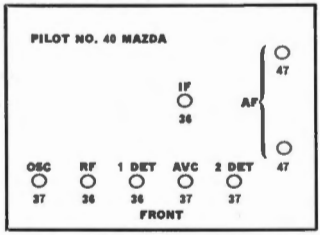
Models 3002, 3010 (Delco) (1930)



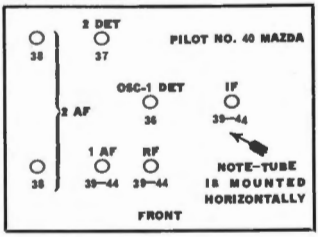
Cadillac Motor Car Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

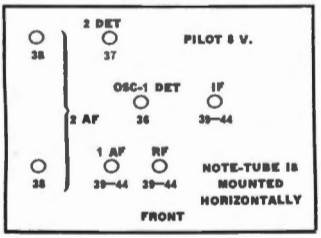
Models 2029, 2030 (Delco) (1932)



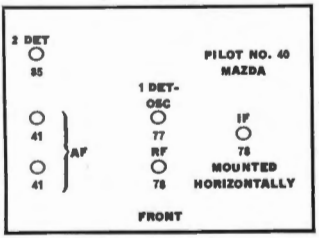
Model 872 (Wells Gardner) (1932)



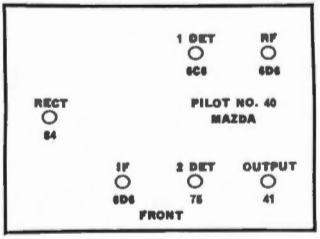
Model 2772 (Wells Gardner) (1932)



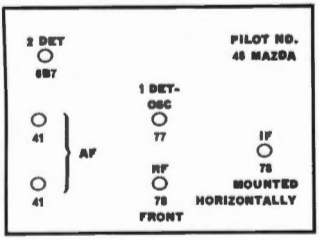
Model 06W (W. G.) (1933)



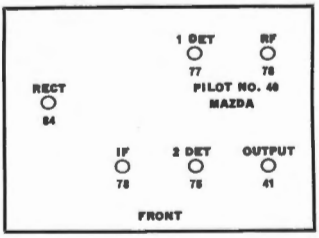
Model 6S (W. G.) 1935 Standard



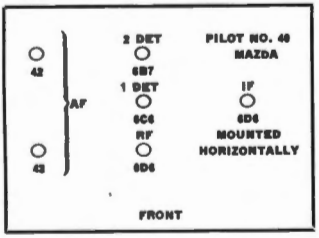
Model 56VI (W. G.) 1934 Master



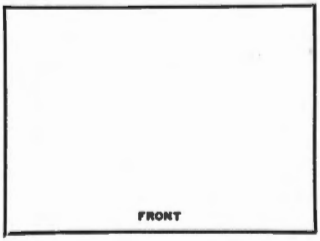
Model 56U2 (W. G.) 1934 Standard



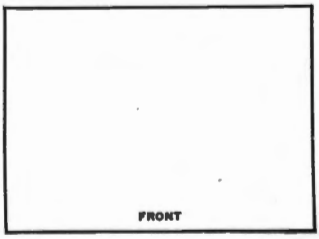
Model 6T (W. G.) 1935 Master



Model



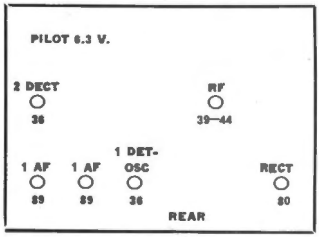
Model



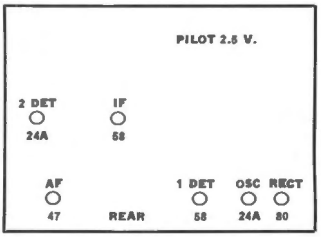
Colonial Radio Corporation

(Circles Indicate Actual Position of Tube Sockets)

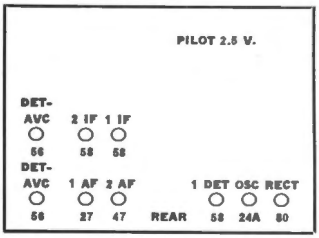
Models 100, T-345, C-399 (1932)



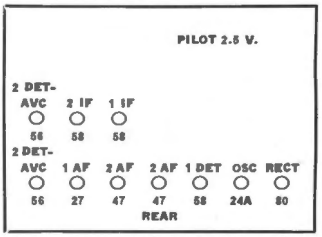
Models T-397, C-495, 73 (1932)



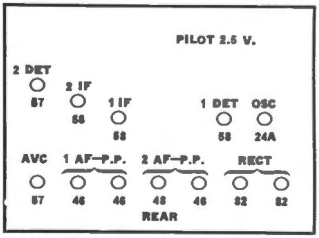
Models C-595, 90 (1933)



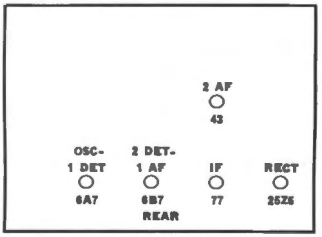
Models C-695, 85 (1932)



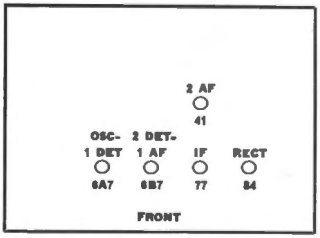
Models C-995, 94 (1932)



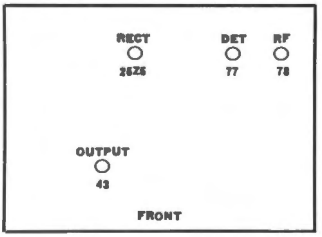
Models 250, 279, 300 AC-DC, 128, 144 AC-DC (1933)



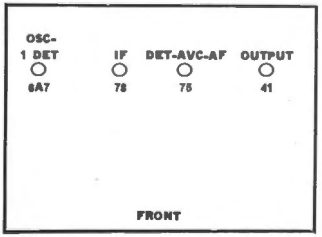
Models 119, 147 AC, 250 AC, 279 AC, 300 AC (1933)



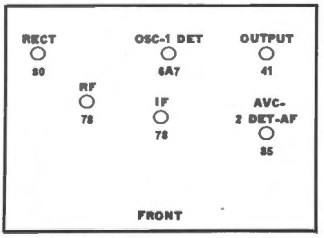
Model 136



Model 150



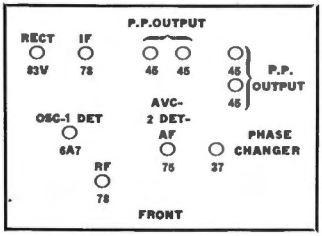
Models 600, 600-A, 174



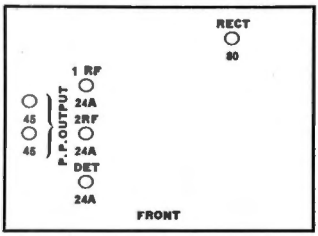
Colonial Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

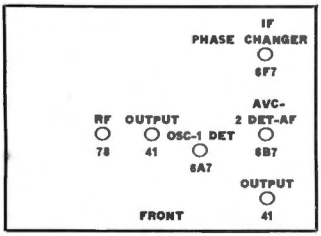
Models 601, 176



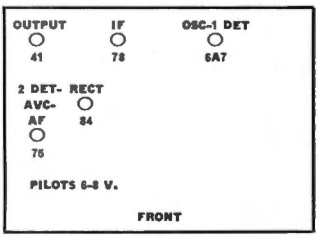
Models 38, 117



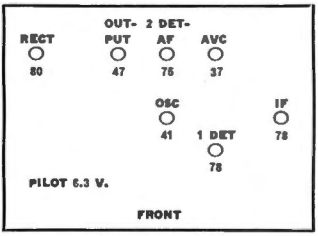
Model 182



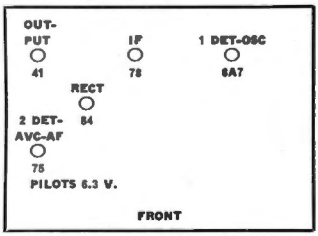
Models 651, 232 (1934)



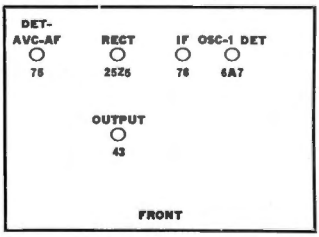
Models 605, 265 (1934)



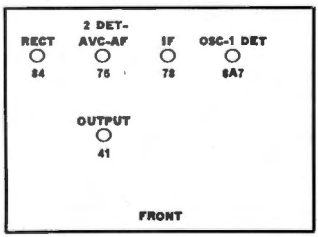
Models 662, 279 (1934)



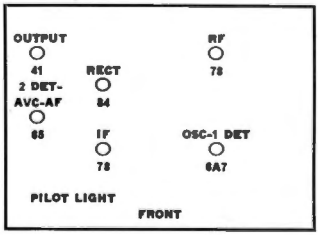
Models 250, 300 AC-DC, 128, 149



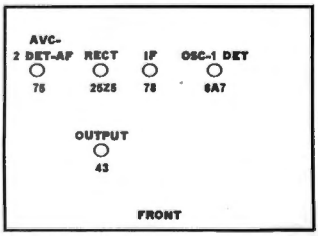
Models 250 AC, 300 AC (Extended Range) 119, 147



Models 400, 129



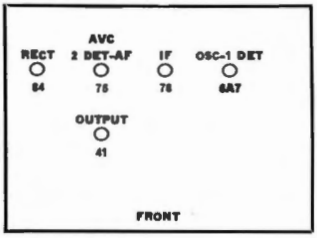
Models 501, 173



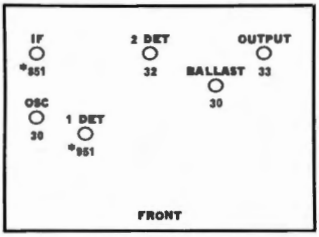
Colonial Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

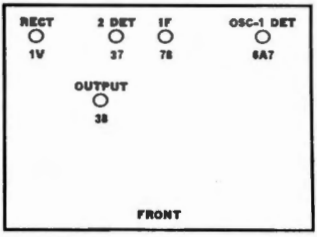
Models 501 AC, 178



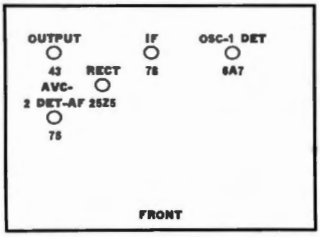
Models 659, 242



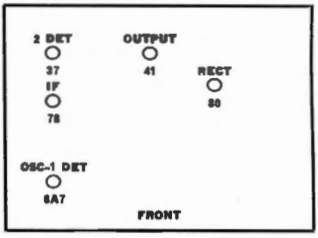
Models 654, 231



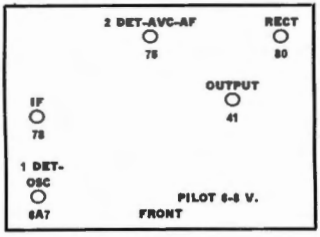
Models 657, 227



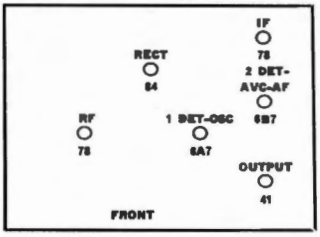
Models 653, 239 (1934)



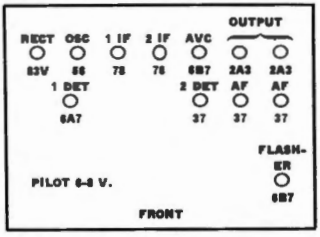
Models 650, 199 (1934)



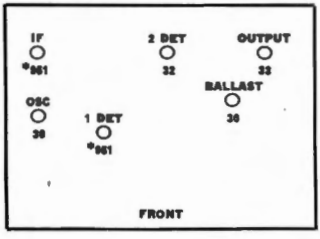
Models 164, 164-B (1934)



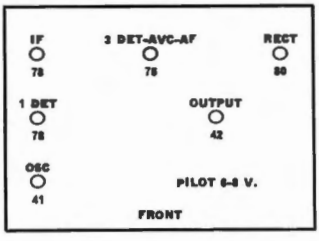
Models 602, 167 (1934)



Models 659, 242 (1934)



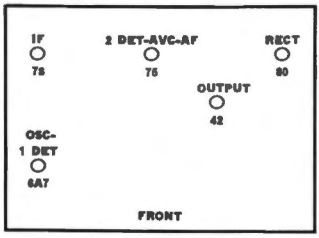
Models 656, 236 (1934)



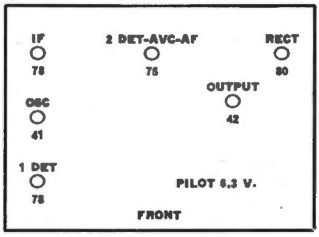
Colonial Radio Corporation (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

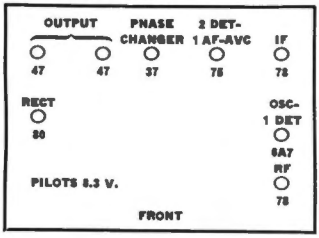
Models 652 237 (1934)



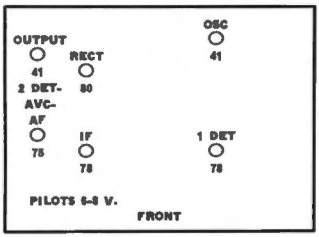
Models 603, 238 (1934)



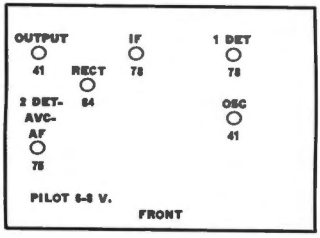
Models 604, 222 (1934)



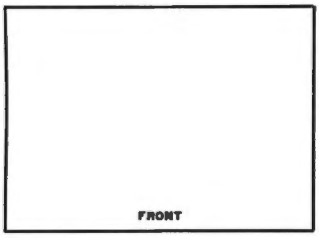
Models 658, 235 (1934)



Models 655, 252 (1934)



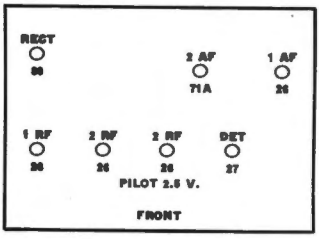
Model



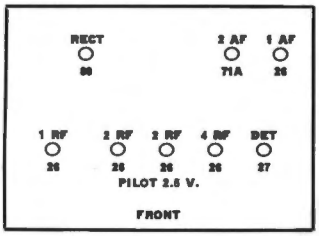
Columbia Phonograph Company

(*Circles Indicate Actual Position of Tube Sockets*)

Models C-1, C-3



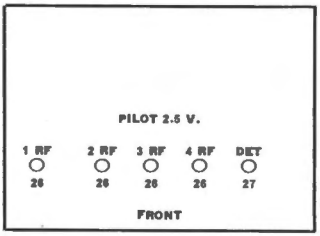
Models C-2, C-4

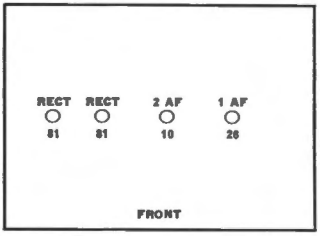


Columbia Phonograph Company (*Continued*)

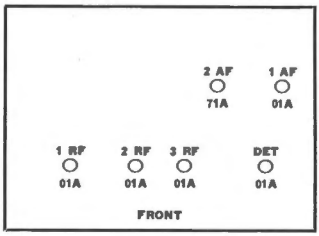
(Circles Indicate Actual Position of Tube Sockets)

Model C-5

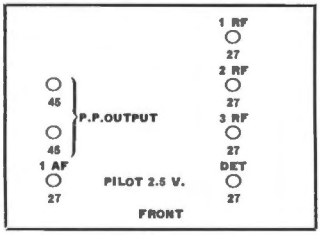




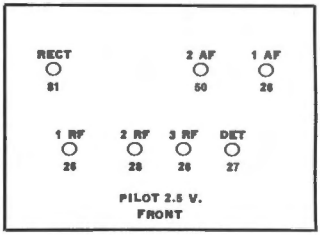
Models C-6, C-7



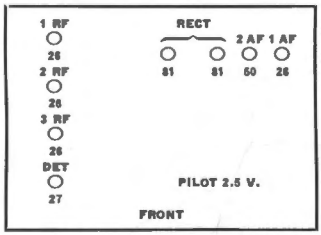
Model 940



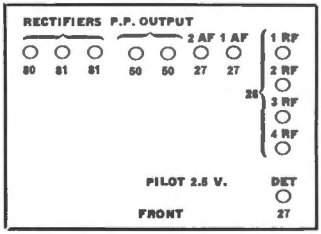
Model 950



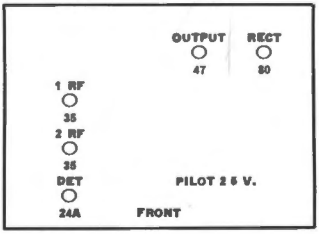
Model 961



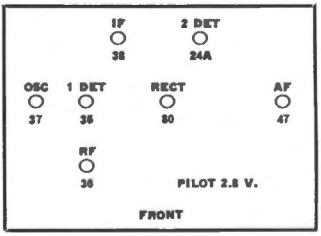
Model 980



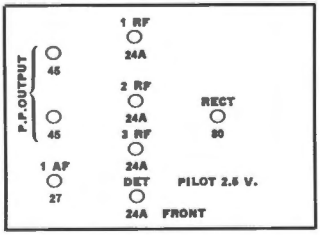
Models 31, 33



Models 32, 34



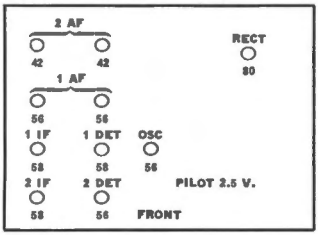
Model C-100



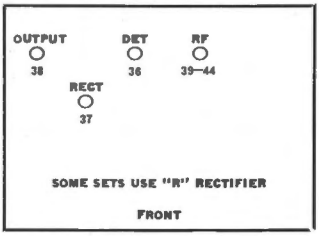
Crosley Radio Corporation

(Circles Indicate Actual Position of Tube Sockets)

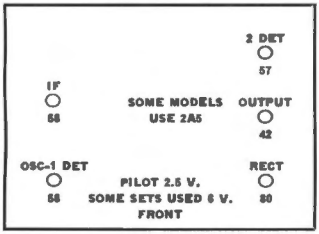
Model 136-1 (1932)



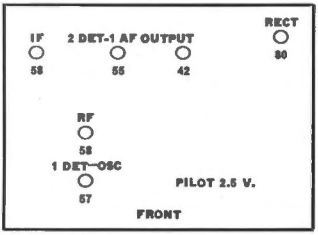
Model 147 (Totem) (1932)



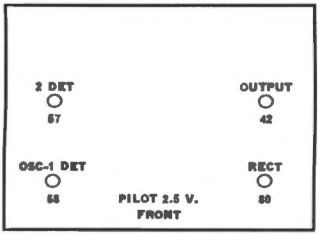
Model 148 (AC-Fiver) (1932)



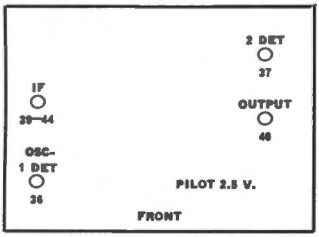
Model 150 (Sextet) (1932)



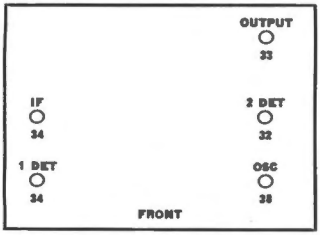
Model 154 (Leader) (1932)



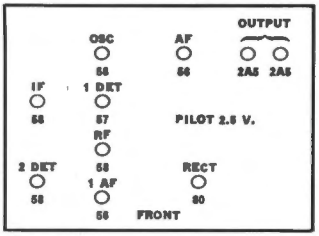
Model 155 (DC-Fiver) (1932)



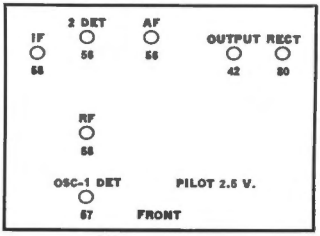
Model 156 (Battery-Fiver) (1932)



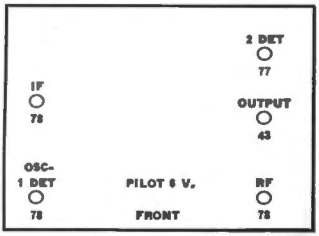
Model 157 (Tenaca) (1932)



Model 158 (Septet) (1932)



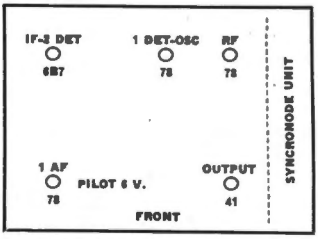
Model 159



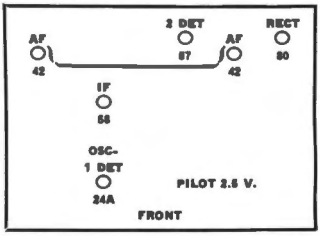
Crosley Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

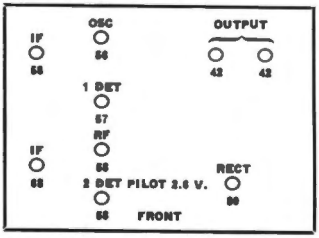
Model 103



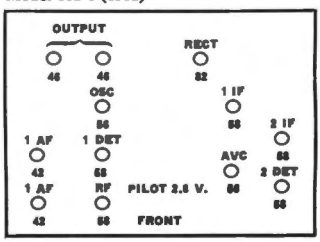
Models 129, 129-1 (1932)



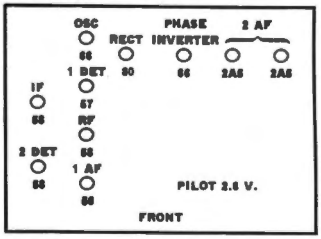
Models 130, 130-1 (1932)



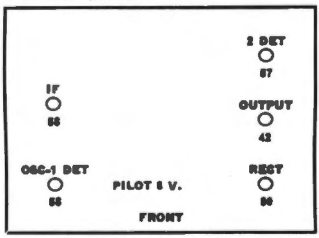
Model 132-1 (1932)



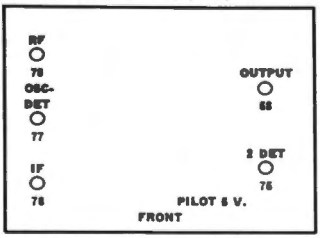
Model 164 (Tenace) (1933)



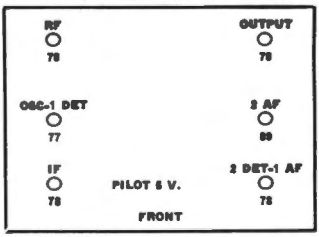
Model 167 (Series 1)



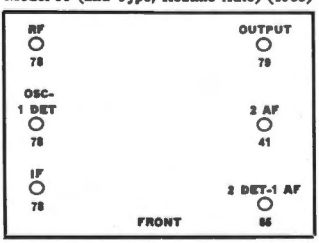
Model 98 (Reamio Auto) (1933)



Model 99 (1st Type, Reamio Auto) (1933)



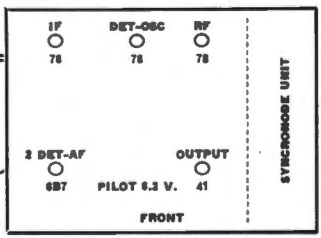
Model 99 (2nd Type, Reamio Auto) (1933)



DIAL LIGHT WIRE

STATION SELECTOR

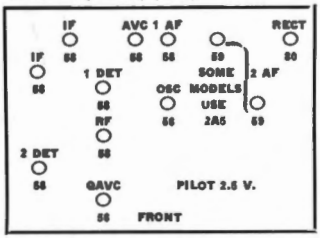
Model 102



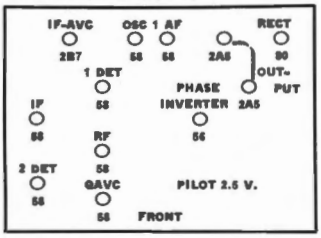
Crosley Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

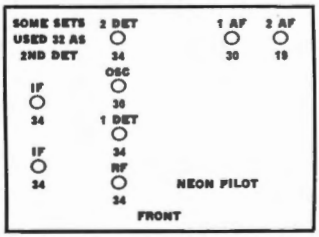
Model 160 (Twelve) (1932)



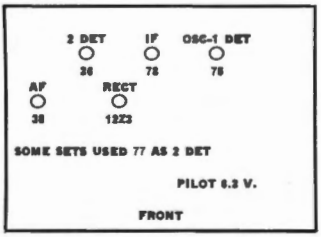
Model 161 (Twelve) (1933)



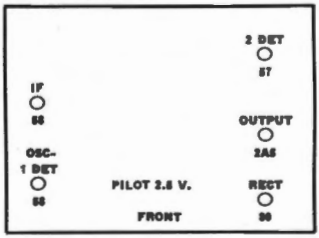
Model 143 Battery (1933)



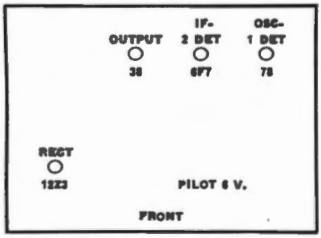
Model 163 (1933)



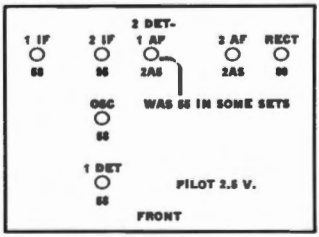
Model 167 (Series 2)



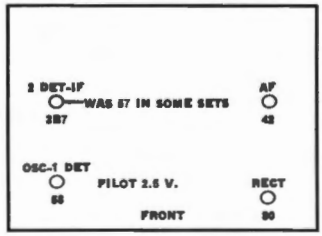
Model 166



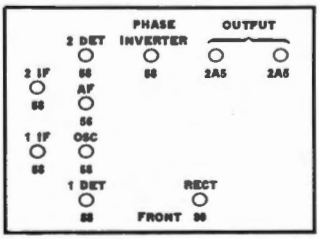
Model 168



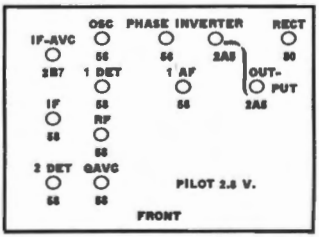
Model 169 (Leader D) (1933)



Model 170



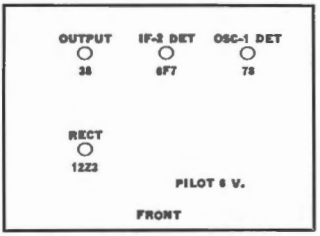
Model 171



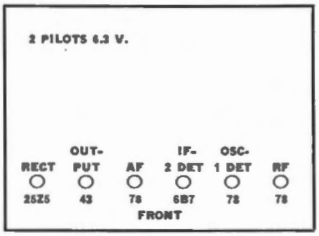
Crosley Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

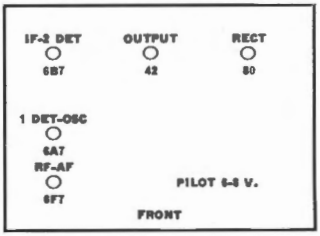
Model 172



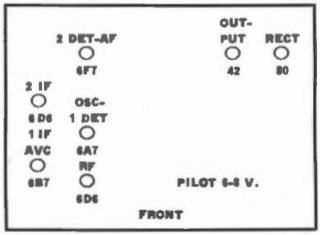
Models 173, 173-5



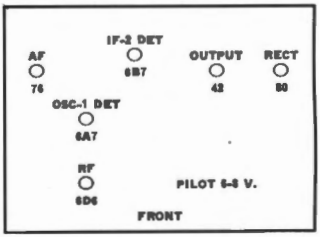
Chassis 5H1 50 and 50 Lowboy (1934)



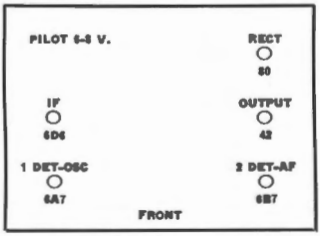
Chassis 7H3 72 and 72 Lowboy (1934)



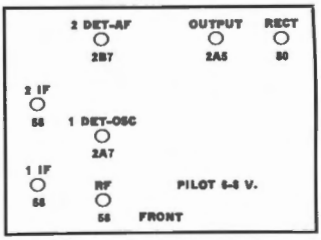
Chassis 6H2 61 and 61 Lowboy (1934)



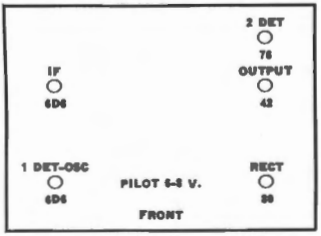
Chassis 5V1 De Luxe Fiver and Lowboy (1934)



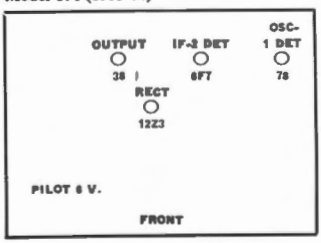
Chassis 7H2 (1934)



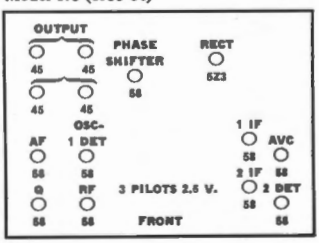
Chassis 5M3, 5M5 Fiver Jr. (1934)



Model 174 (1933-34)



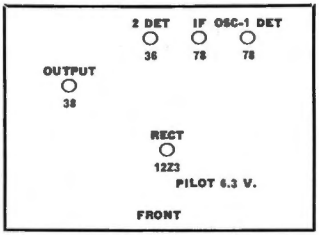
Model 175 (1933-34)



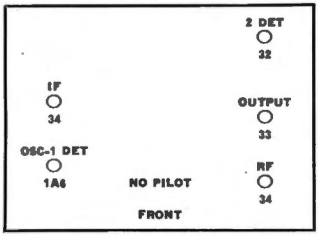
Crosley Radio Corporation (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

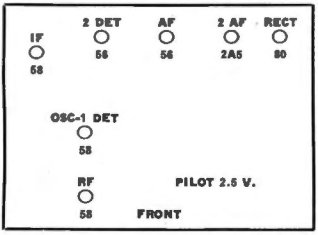
Model 176 (1934)



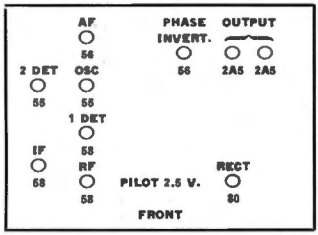
Model 178



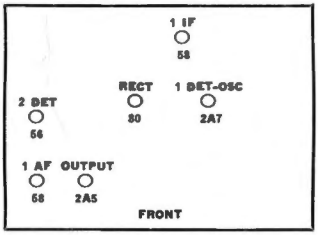
Model 179



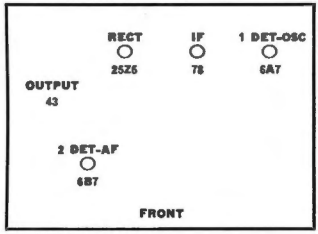
Model 180 (1934)



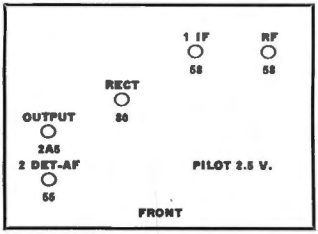
Model 181 (1934)



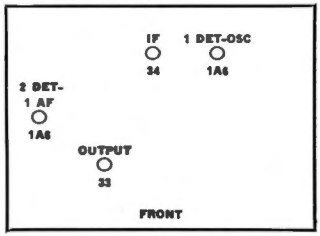
Model 182 (1934)



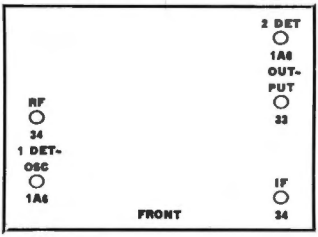
Model 6V2 (1934-35)



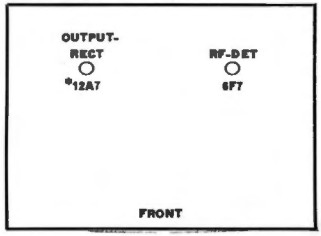
Model 4B1 (1934-35)



Model 5B3 (1934-35)



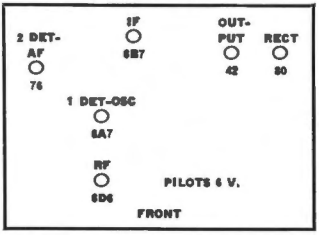
Model 2C1 (Sampler) (1935)



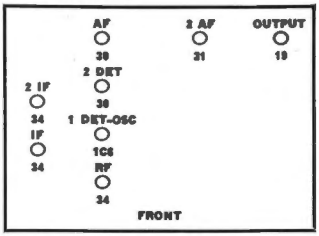
Crosley Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

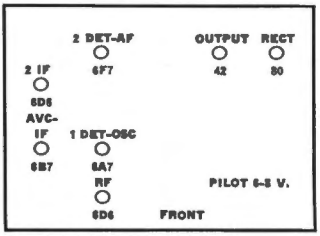
Models 6H3, 614 (1934-35)



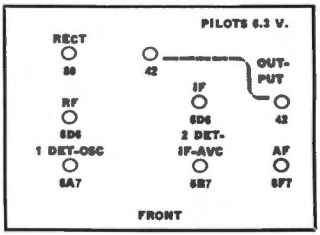
Model 8B3 (1935)



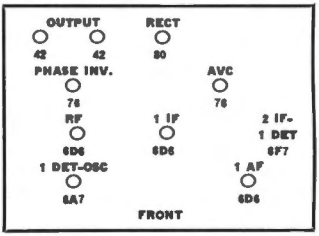
Models 714, 7H3, 7H4 (1934-35)



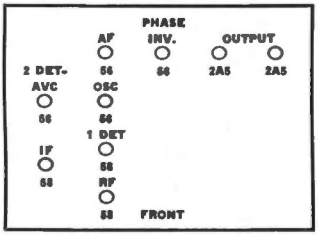
Models 814, 8H3 (1934-35)



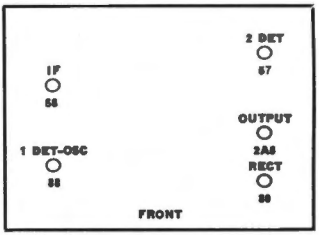
Model 1014 (Centurian) (1935)



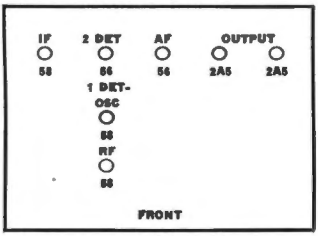
Model 10P3 (1934)



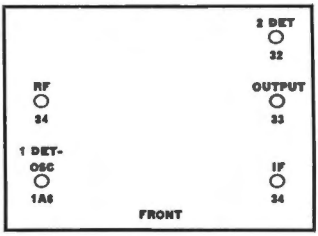
Model 5M4 (1934)



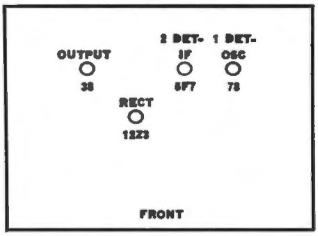
Model 7V2 (1934)



Model 5B2 (1934)



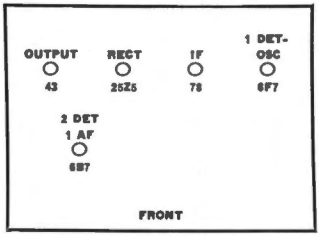
Model 4C1 (1934-35)



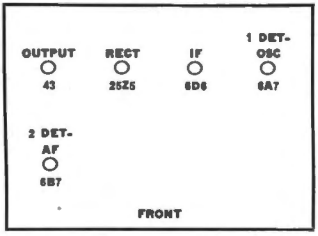
Crosley Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

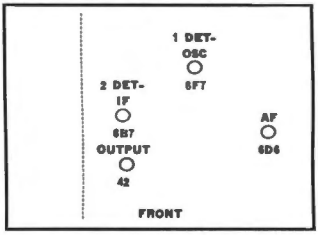
Model 5C2 (1934-35)



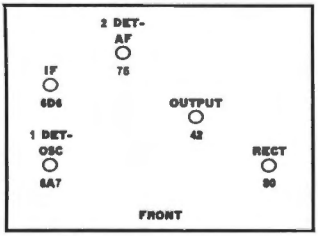
Model 5C3 (1934-35)



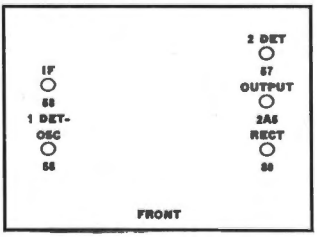
Model 4A1 Roamio (1934-35)



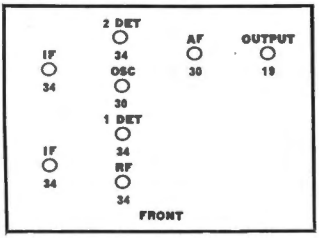
Model 534 (1934-35)



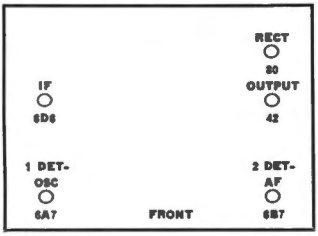
Model 5MA (1934)



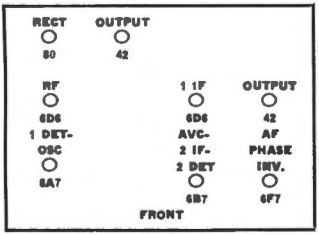
Models 8B1, 143 (1934-35)



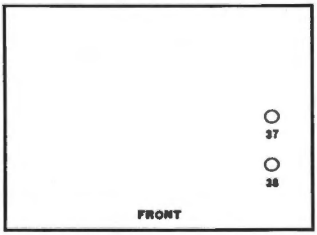
Models 5V1, 5V2 (1934-35)



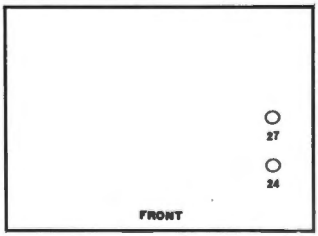
Model 8H1 (1934-35)



Model 9 Converter (1934)



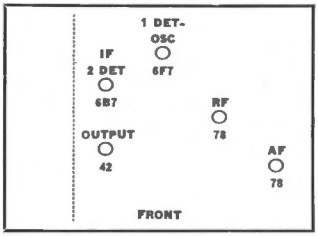
Model 7-2 Converter



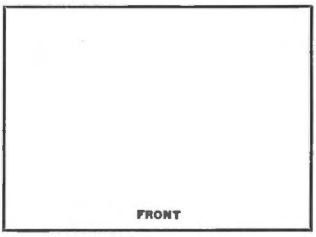
Crosley Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

Model 5A3 Roamio (1934-35)



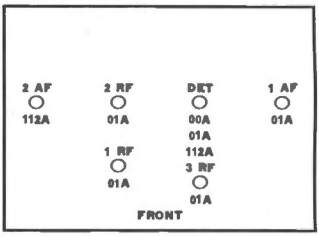
Model



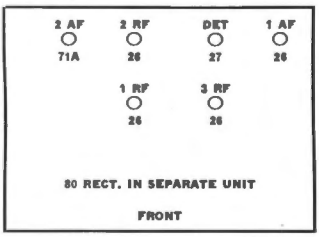
A-C Dayton Company

(Circles Indicate Actual Position of Tube Sockets)

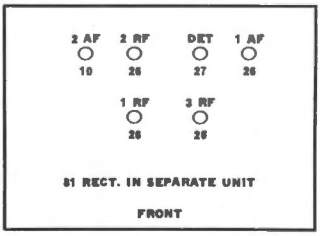
Model XL-61



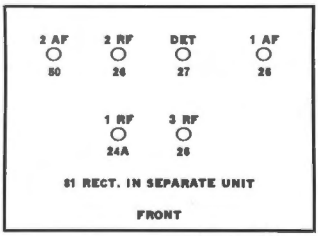
Model AC-63



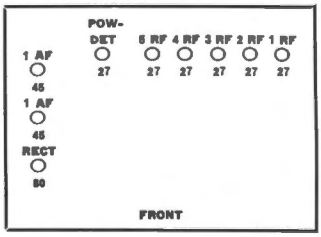
Model AC-65



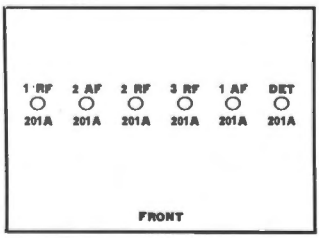
Model AC-66



Model Navigator



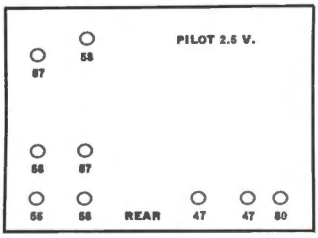
Model XL-50



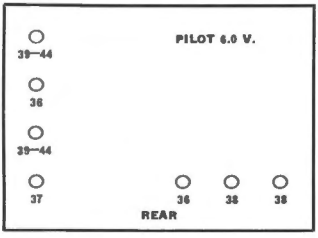
Delco Radio Corp.

(Circles Indicate Actual Position of Tube Sockets)

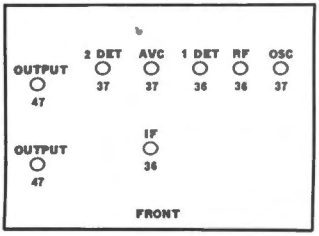
Models A-1, B-1 (1932)



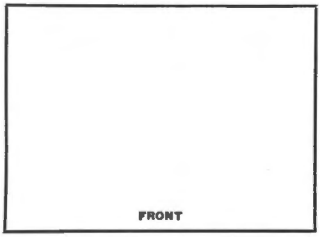
Models A-3, B-3 (1932)



Model 30Z6



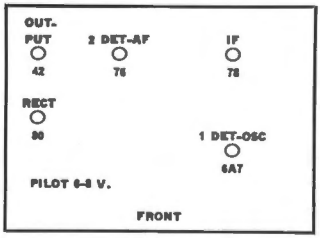
Model



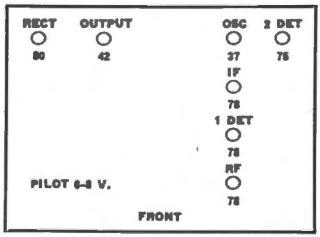
Detrola Radio Corporation

(Circles Indicate Actual Position of Tube Sockets)

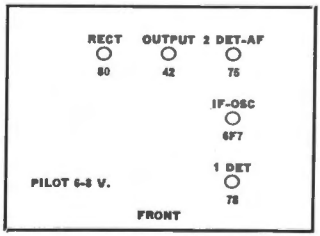
Model 5B-A-W



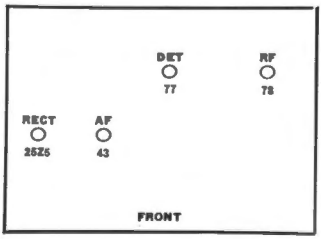
Model 7A



Model 5D



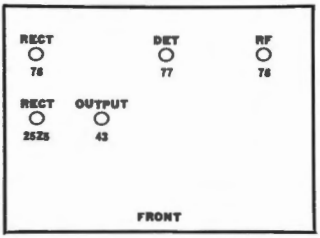
Model 4F



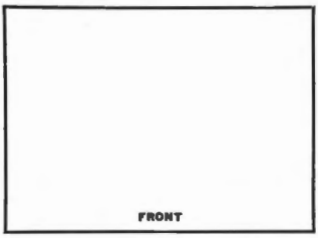
Detrola Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

Model 5L



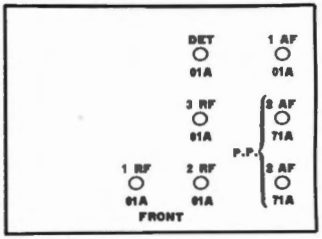
Model



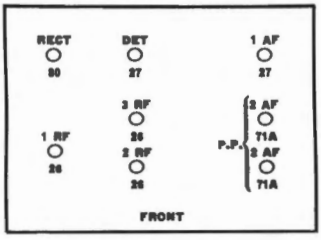
Earl Radio Corporation

(Circles Indicate Actual Position of Tube Sockets)

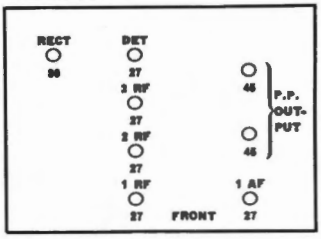
Models 21 DC, 22 DC



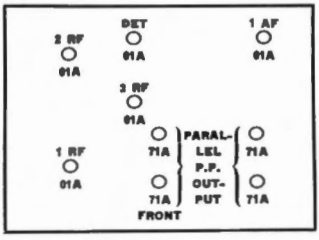
Models 21 AC, 22 AC



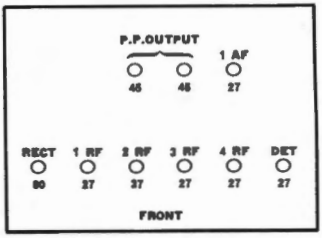
Models 31, 32 AC



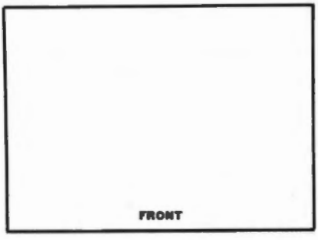
Models 31, 32 DC



Model 41



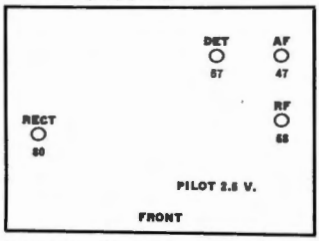
Model



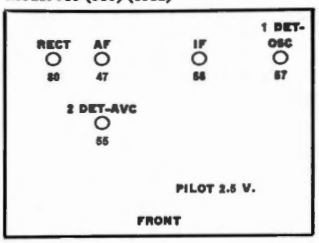
Electrical Research Laboratories, Inc.

(Circles Indicate Actual Position of Tube Sockets)

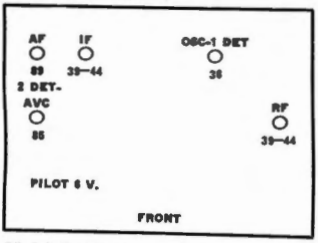
Model 412 (410) (1932)



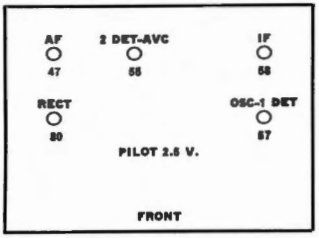
Model 513 (510) (1932)



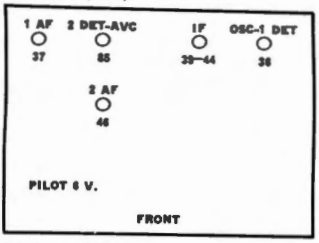
Model 521 (520) (1932)



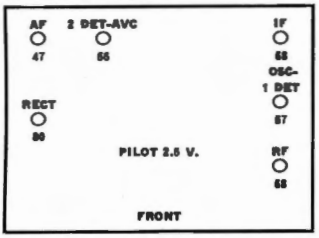
Model 530 (1932)



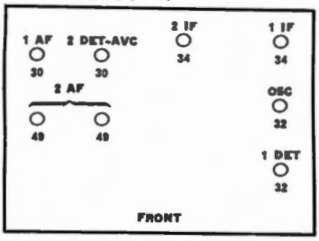
Model 540 (1932)



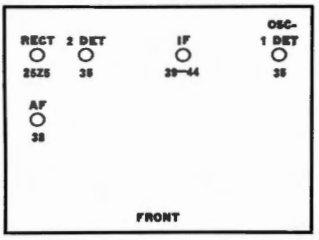
Model 614 (610) (1932)



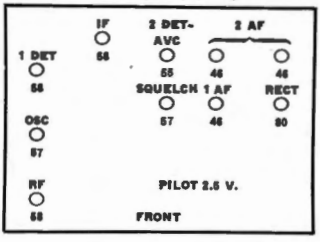
Model 814 (810) (1932)



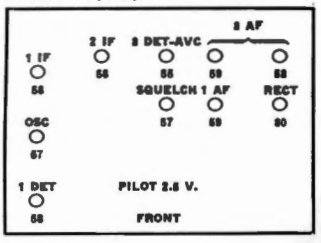
Models 551 (550), 561 (560) (1933)



Models 1016, 1017 (1010) (1933)



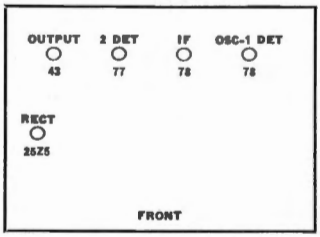
Model 1030 (1933)



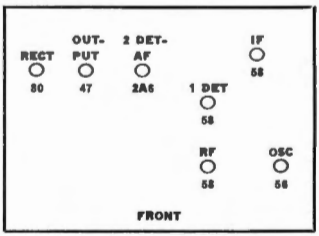
Emerson Radio and Phonograph Corp.

(Circles Indicate Actual Position of Tube Sockets)

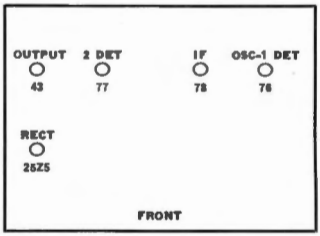
Models 30-, 33-, 250-, 321-, 350-AW AC-DC



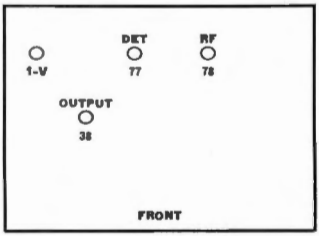
Model 77



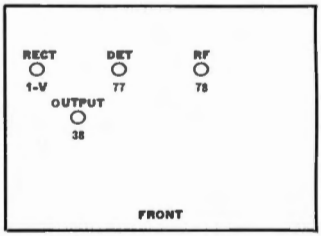
Models 33-, 30-, 250-, 321-, 350-LW



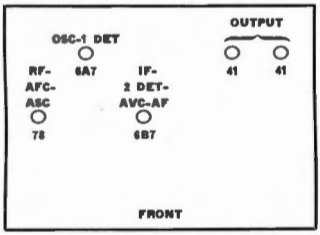
Models 415, 416



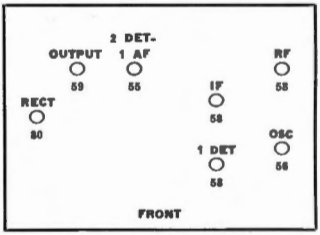
Model 420 (V-4)



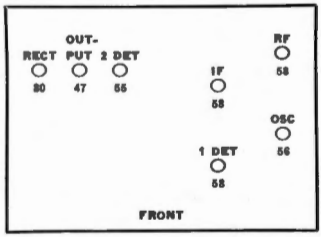
Model 678



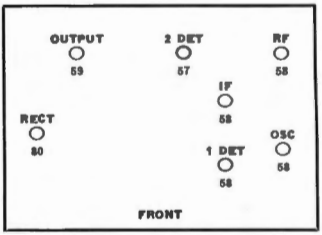
Models L-755, 50-L



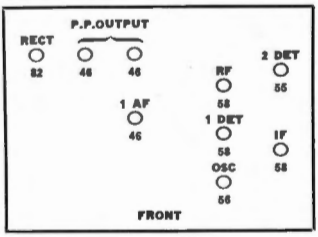
Models M-755, 50-M



Models S-755, S-50



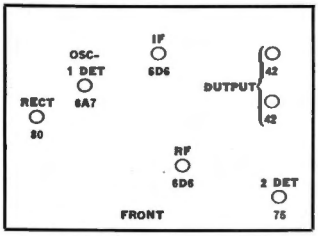
Model B-AC-10



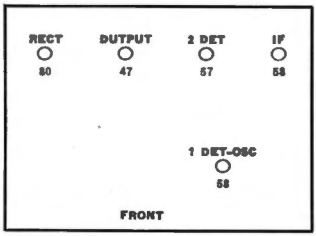
Emerson Radio and Phonograph Corp. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

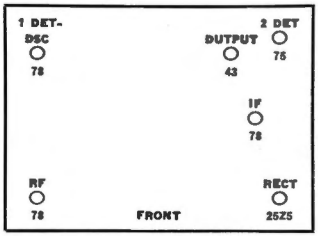
Models 71, 770 (AW-7)



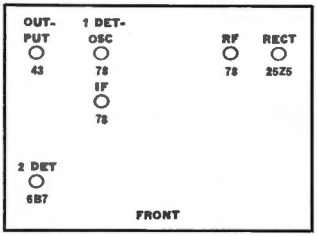
Model 26 (D-5)



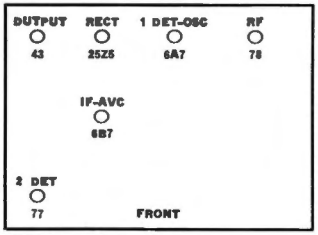
Model 35 (T-6)



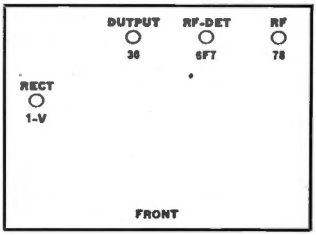
Model 40 (W-6)



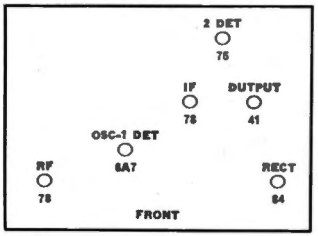
Model 375-LW (W6-L)



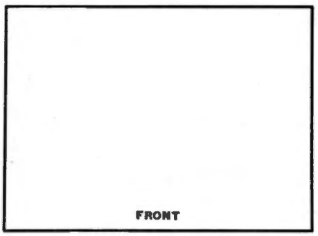
Model 409 (A-4)



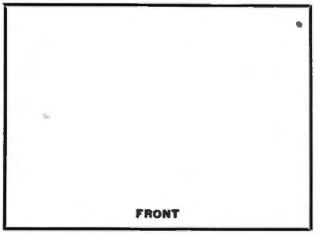
Model 965 Auto (1934)



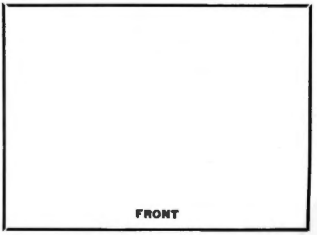
Model



Model



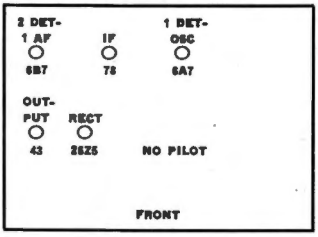
Model



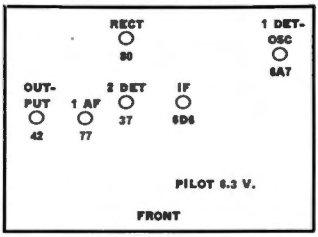
Fada Radio and Electric Company

(Circles Indicate Actual Position of Tube Sockets)

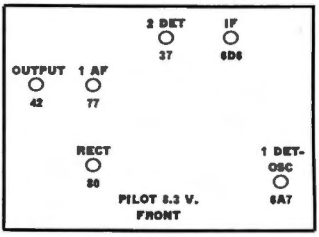
Models 108, 109, 125 (RY) (1933)



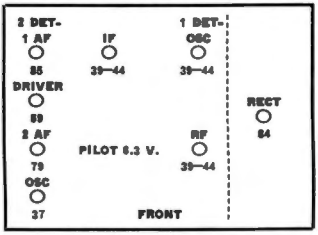
Models NA, 141, 141A (1933)



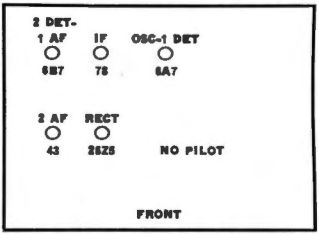
Models NE, 151, 152 (1933)



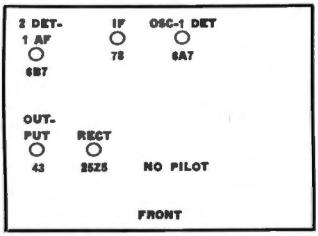
Model 102 Meteset (RP) (1933)



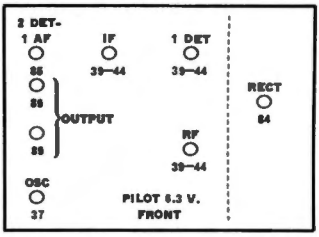
Models 105, 106, 107, 111 AC-DC (RN) (1933)



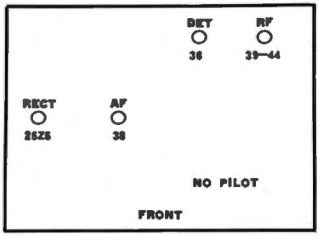
Model 112 (RS)



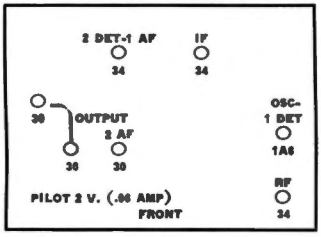
Model 101 Meteset RK (1933)



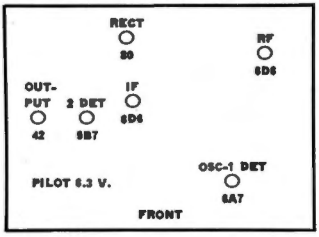
Model 103 Fadalette (RL) (1933)



Models 126, 127, 128 (NK) (1934)



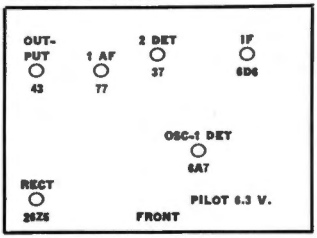
Models NF, 142, 142A, 142B (1934)



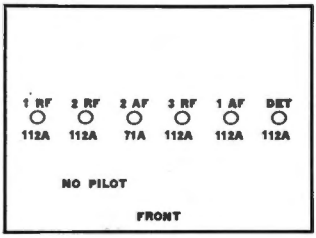
Fada Radio and Electric Company (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

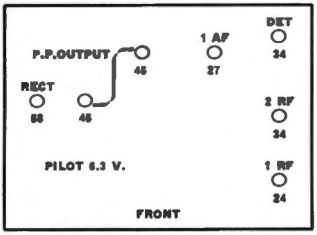
Models 131, 132 (RU)



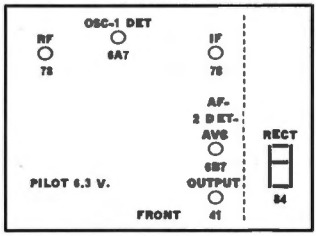
Model 22



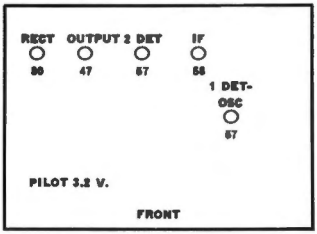
Models 43, 761, 764, 766, 767



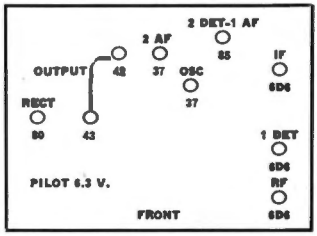
Model 104-B (RV) (1933)



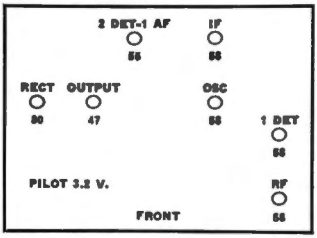
Model 55 (RG)



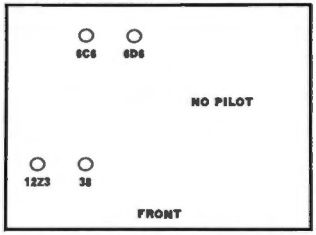
133,134,135,74-10,78-10,79-10,97-10RW ('33)



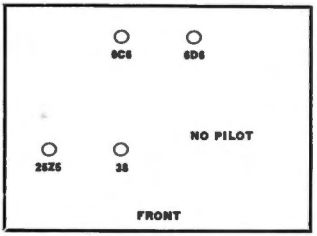
Models 93, 95 (RX) (1933)



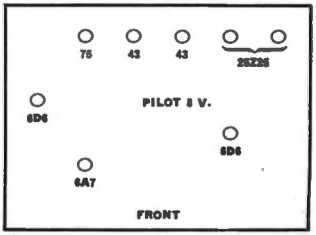
Model 110AM



Model 110B



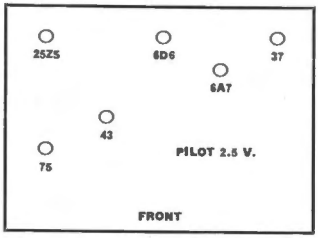
Model 1480



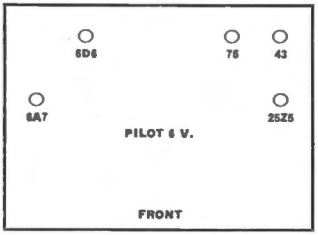
Fada Radio and Electric Company (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

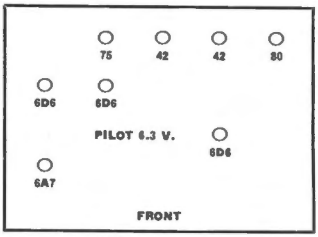
Models 140, 145



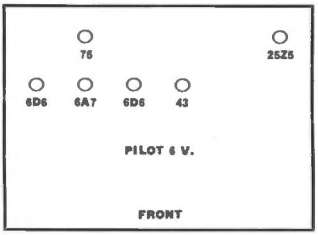
Models 1450, 1451



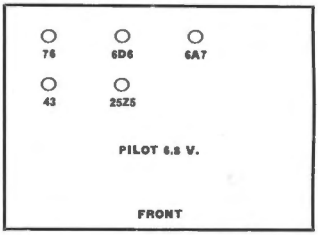
Models 1582, 1583



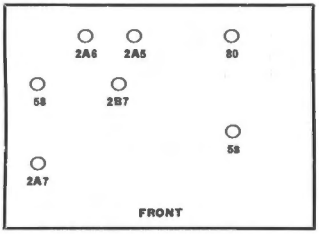
Models 1460, 1461



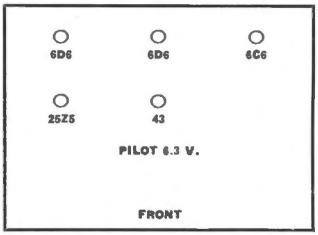
Model 155



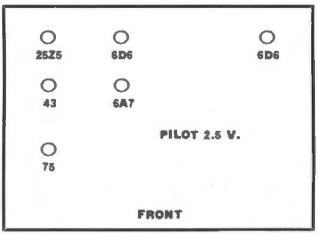
Models 1470, 1471



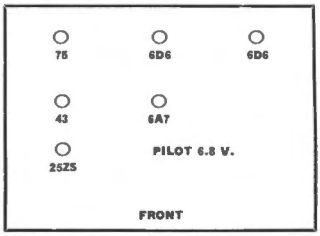
Models 130, 135, 130L, 135L, 1556



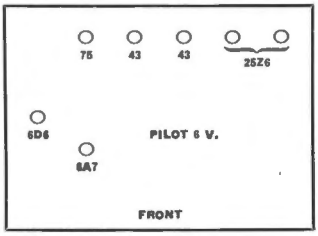
Models 140L, 145L



Models 140SW, 145SW



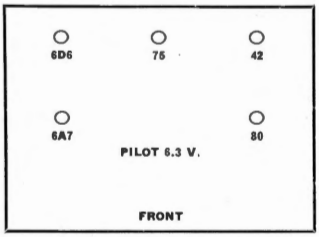
Model 1481



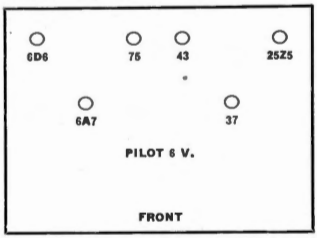
Fada Radio and Electric Company (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

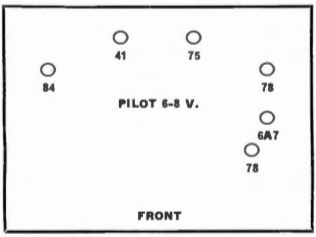
Models 1452, 1453



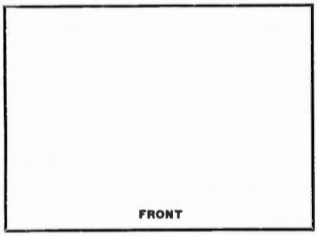
Models 1462, 1463



Model 166



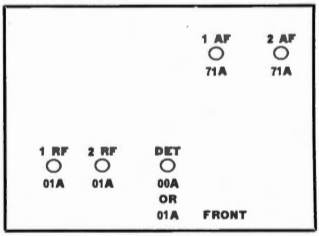
Model



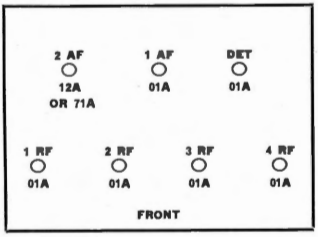
Federal Radio Corporation

(*Circles Indicate Actual Position of Tube Sockets*)

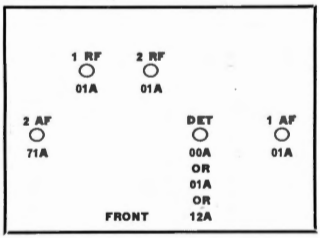
Model A-10 (1925)



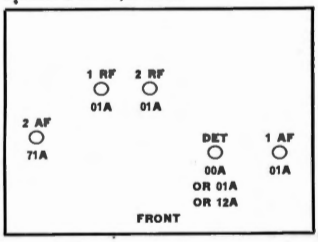
Model C (1925)



Model D (1926)



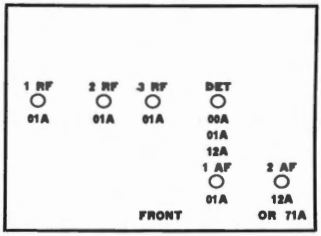
Models D-10-60, D-40-60



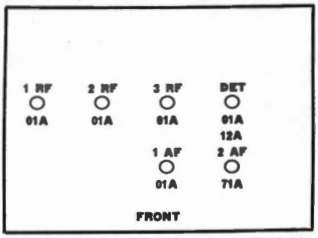
Federal Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

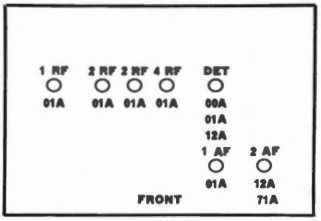
Models E-10, E-40 (1927)



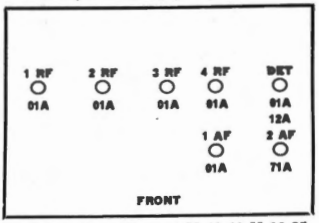
Models E-10-60, E-40-60, E-41-60, E-45-60, E-10-25, E-40-25, E-41-25, E-45-25



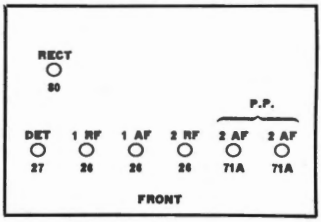
Models F-10, F-11, F-40 (1927)



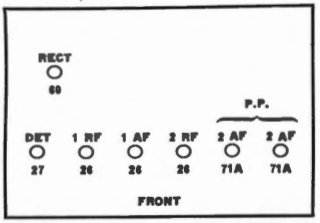
Models F-10-60, F-11-60, F-40-60, F-41-60, F-45-60, F-10-25, F-11-25, F-40-25, F-41-25, F-45-25 AC (1927)



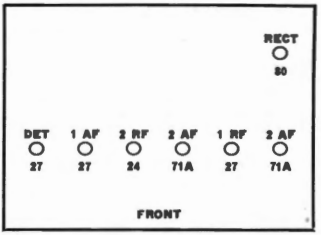
Models G-10-60, G-40-60, G-41-60, G-10-25, G-40-25, G-41-25 (1928)



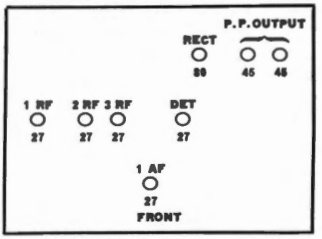
Models H-10-60, H-40-60, H-41-60, H-10-25, H-40-25, H-41-25



Models K-10-60, K-40-60, K-41-60, K-10-25, K-40-25, K-41-25



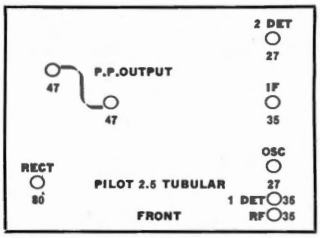
Models M-35-60, M-40-60, M-41-60, M-45-60, M-46-60, M-35-25, M-40-25, M-41-25, M-45-25, M-46-25



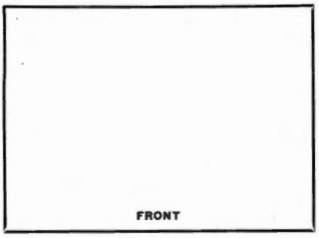
Federated Purchaser

(Circles Indicate Actual Position of Tube Sockets)

Model 31-40



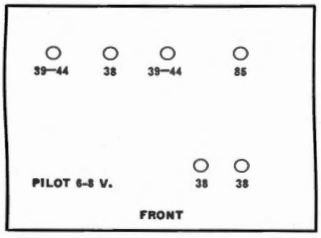
Model



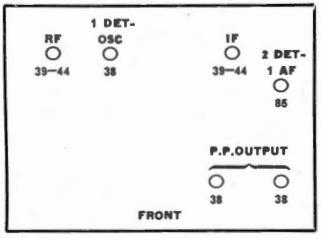
Ford Motor Co.—Ford and Lincoln Models

(Circles Indicate Actual Position of Tube Sockets)

Model B-18805 (1932)



Model 111



ADD NEW DIAGRAMS HERE

Model

Model

Model

Model

ADD NEW DIAGRAMS HERE

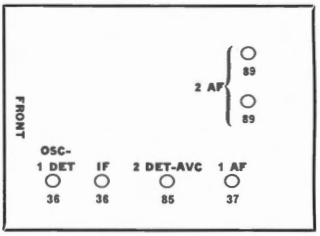
Model

Model

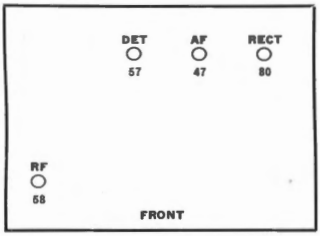
Franklin Radio Corporation

(Circles Indicate Actual Position of Tube Sockets)

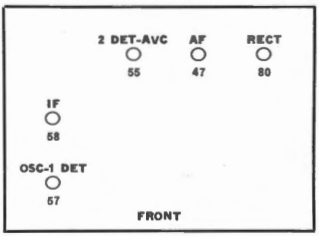
Model 200 Auto (1932)



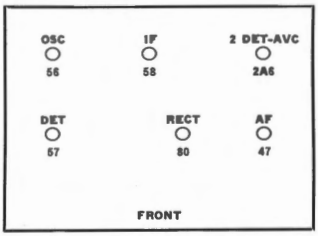
Model 105 (1933)



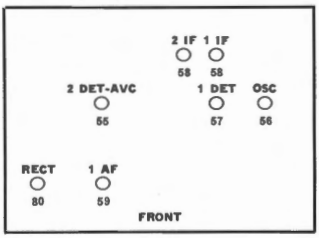
Model 106 (1933)



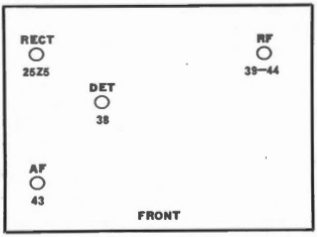
Model 112 (1933)



Model 74 (1933)



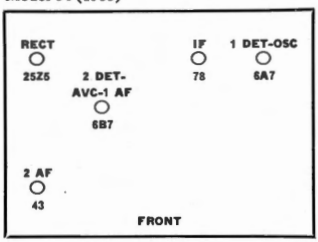
Model 44 (1933)



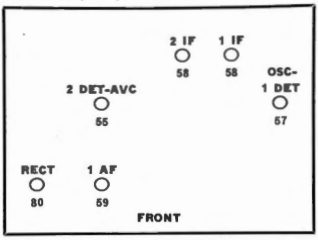
Franklin Radio Corporation (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

Model 54 (1933)



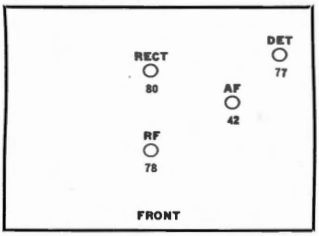
Model 64 (1933)



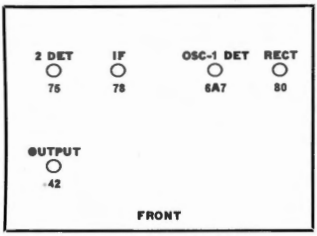
Freed Television and Radio Corp.

(*Circles Indicate Actual Position of Tube Sockets*)

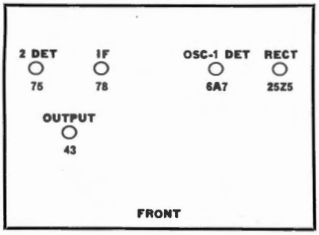
Model 346-4 (1933)



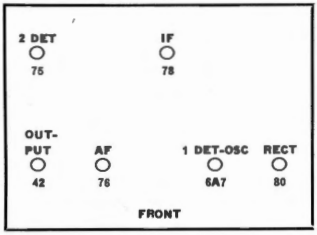
Model 354 (1933)



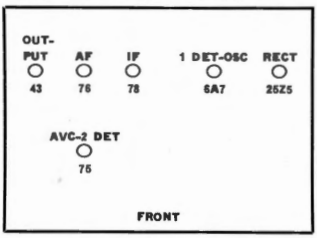
Model 355 AC-DC (1933)



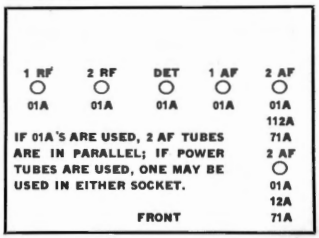
Models 360, 360X (1933)



Models 365, 365 X AC-DC (1933)



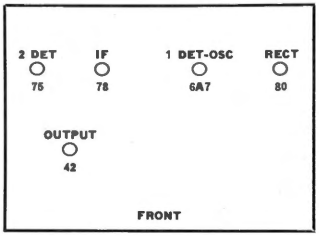
Model NR-7



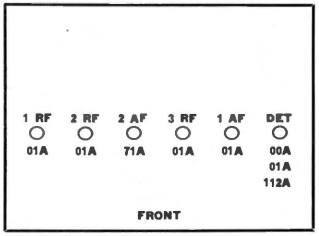
Freed Television and Radio Corp. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

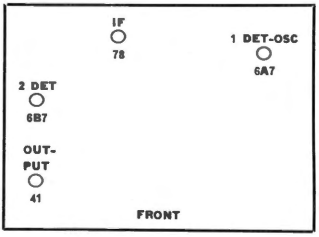
Model 354



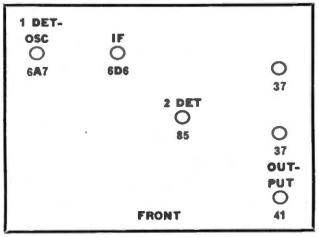
Model NR-11



Model A-7



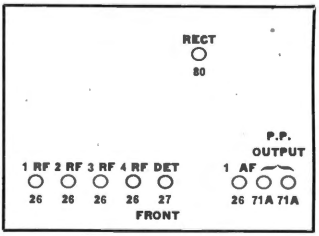
Model A-9



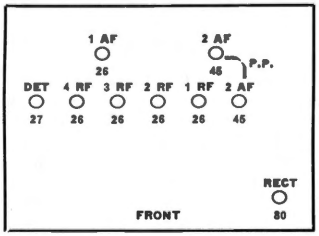
Jesse French & Sons Piano Co.

(Circles Indicate Actual Position of Tube Sockets)

Model 8 Tube AC



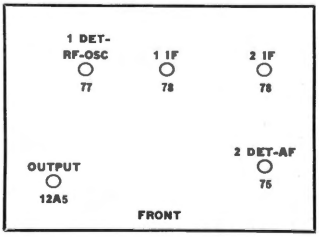
Model 5-093



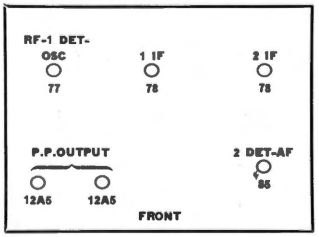
Galvin Mfg. Co. (Motorola)

(Circles Indicate Actual Position of Tube Sockets)

Model Motorola 44 (1933)



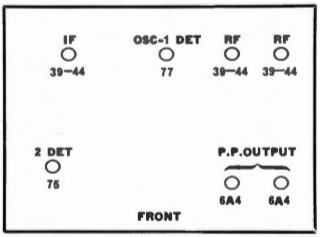
Model Motorola 66 (1933)



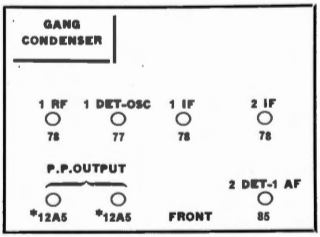
Galvin Mfg. Co. (Motorola) (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

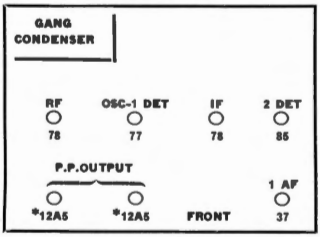
Model Motorola 77 (1933)



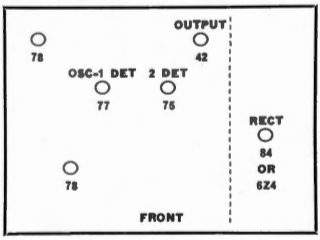
Model 77A (1933)



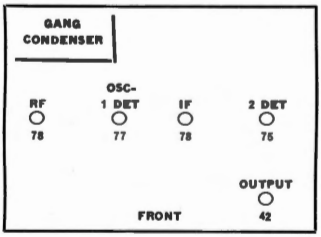
Model 77A (B Series) (1933)

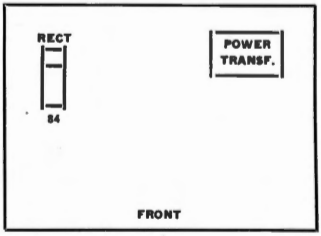


Model 34 (1934)

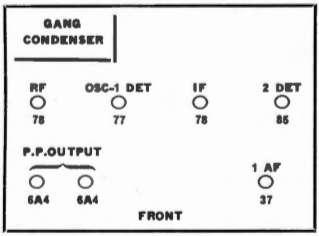


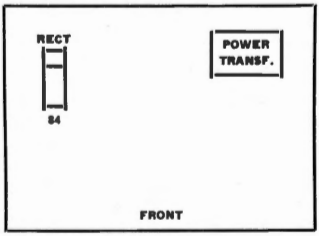
Model Dual 6 (1934)



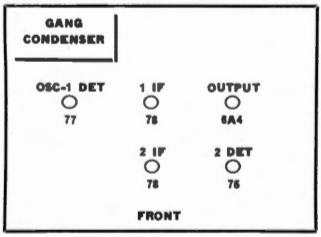


Model Twin 8 (1934)

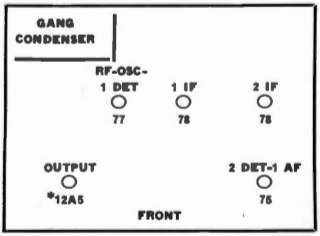




Model 55 (1933)



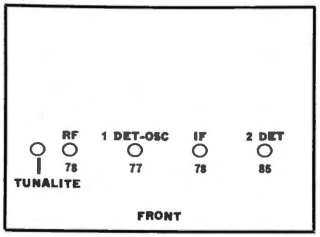
Model 44 (1933)

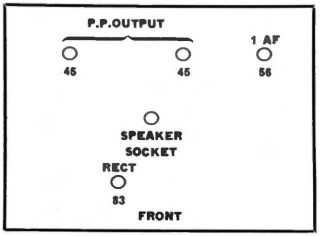


Galvin Mfg. Co. (Motorola) (*Continued*)

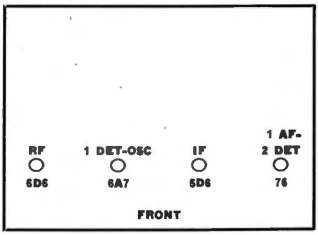
(Circles Indicate Actual Position of Tube Sockets)

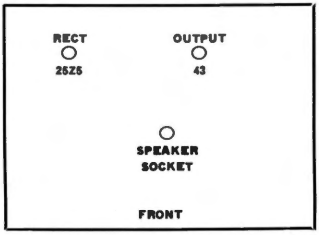
Model S-10 (1934)



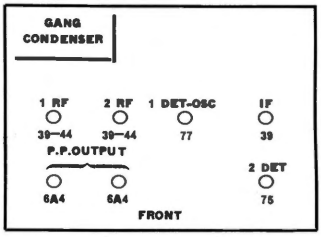


Model J-8 (1934)

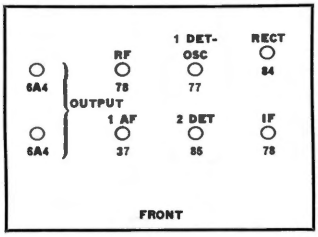




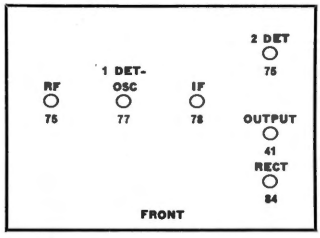
Model 77 (1933)



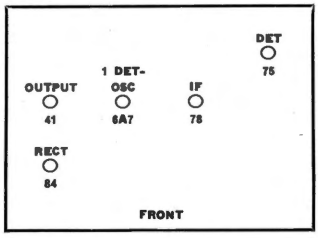
Model 100 (1934)



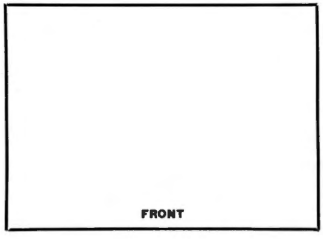
Model 75 (1934)



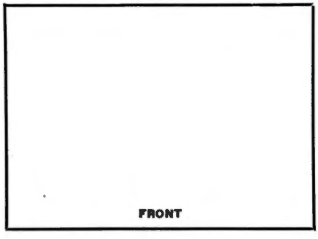
Model 57



Model



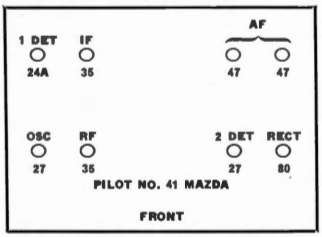
Model



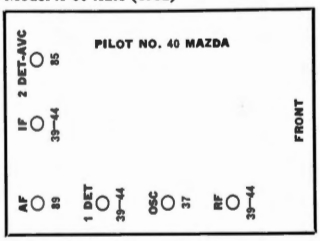
General Electric Company

(Circles Indicate Actual Position of Tube Sockets)

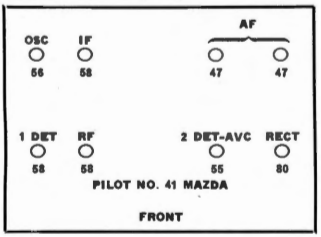
Models S-22, S-42 (2nd) (1931)



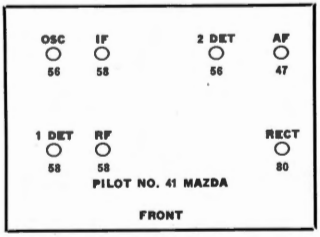
Model A-60 Auto (1932)



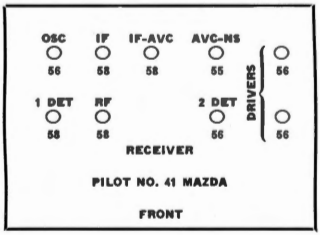
Models J-83, J-87 (1932)



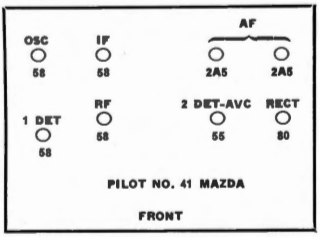
Model J-72 (1932)

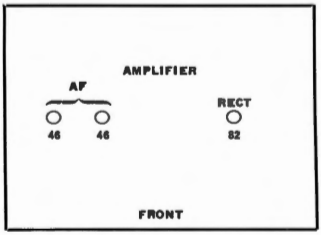


Model J-125-A (1932)

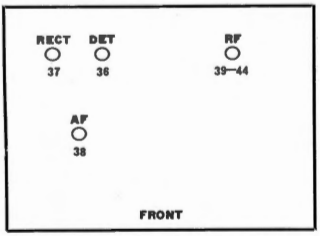


Models J-83-A, J-87-A (1933)

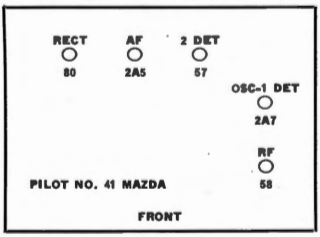




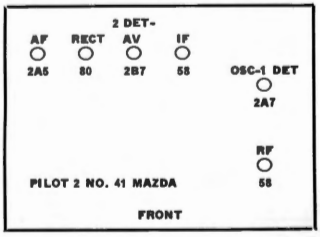
Model K-40 (1933)



Models K-50, K-50-P, K-51, K-51-P (1933)



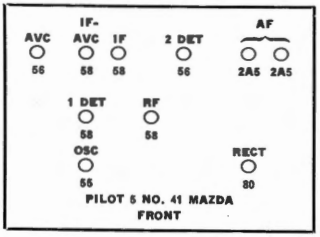
Models K-60, K-60-P, K-65, K-65-P (1933)



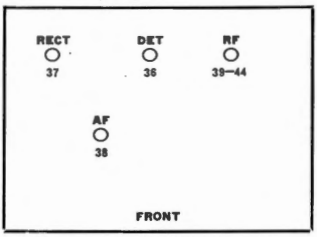
General Electric Company (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

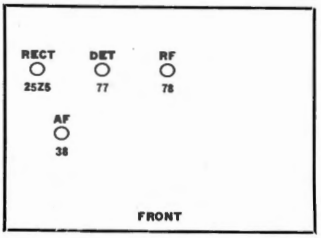
Models K-106, K-106-P (1933)



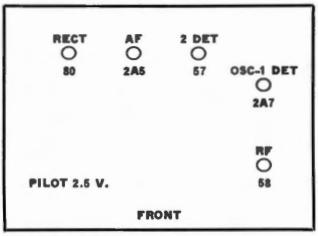
Model K-41 (1933)



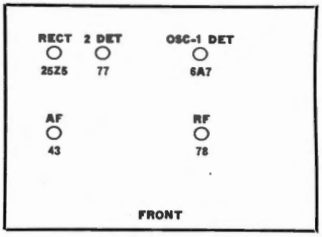
Model K-40-A (1933)



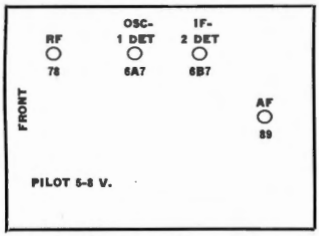
Models K-54, K-54-P (1933)



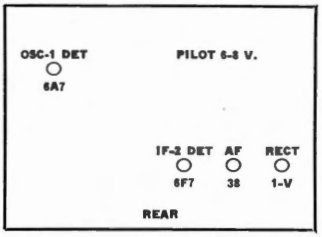
Models L-50, L-51 (1933)



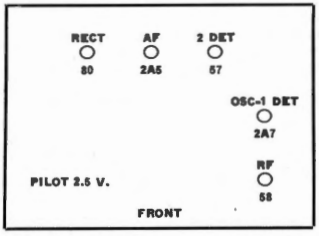
Model B-40 Auto (1933)



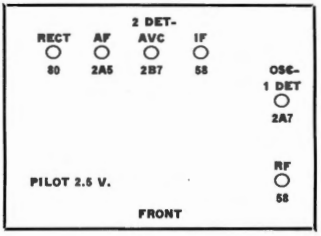
Model K-43 (1933)



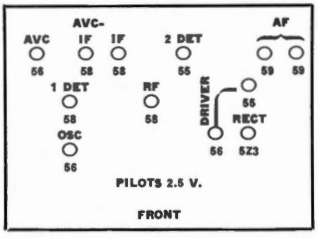
Models K-52, K-53, K-58 (1933)



Model K-63 (1933)



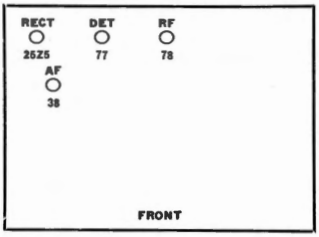
Model K-126 (1933)



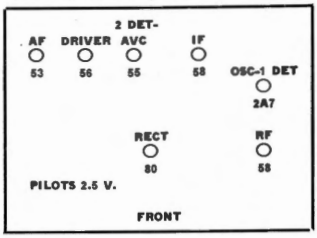
General Electric Company (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

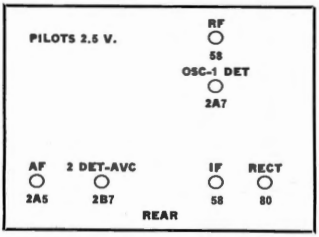
Model K-48 (1933)



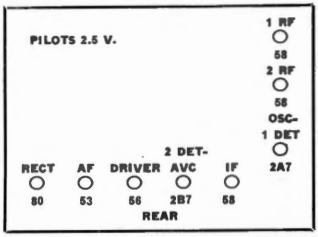
Models K-78, K-79 (1933)



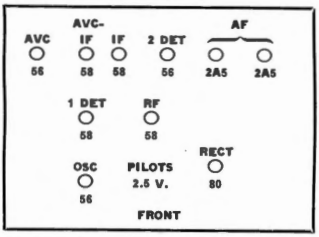
Model K-66 (1933)



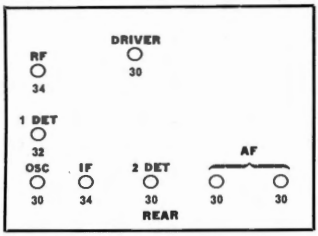
Models K-80, K-80-X, K-85 (1933)



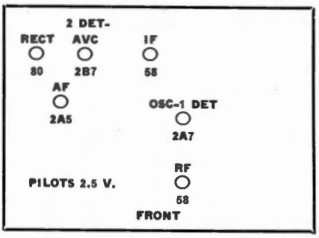
Models K-105, K-107 (1933)



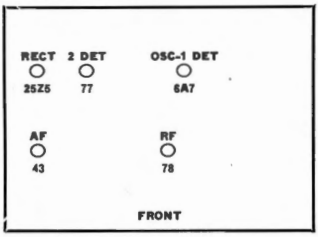
Models B-81, B-86 (1933)



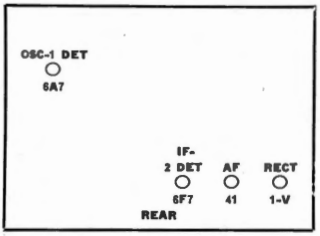
Model K-64 (1933)



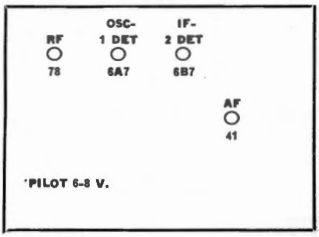
Model L-53 (1934)



Models M-41, M-49 (1934)



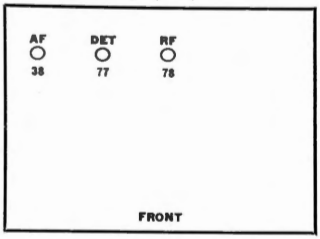
Model C-41 Auto (1934)



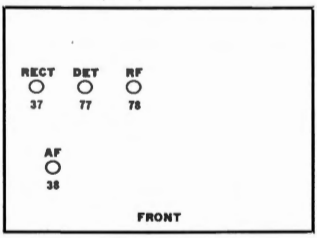
General Electric Company (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

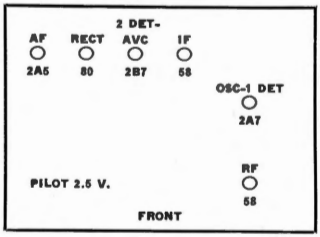
Model C-30 Battery (1934)



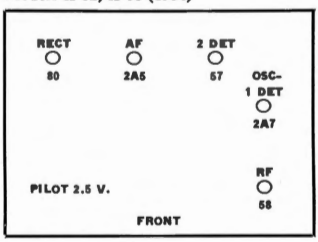
Model M-40 (1934)



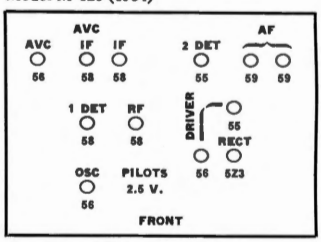
Model M-63 (1934)



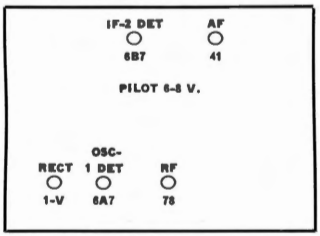
Models K-52, K-53 (1934)



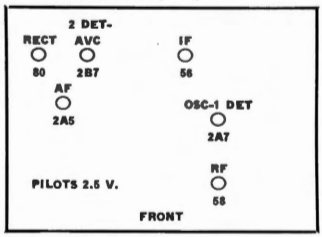
Model M-128 (1934)



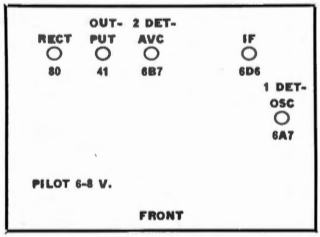
Model B-52 (1934)



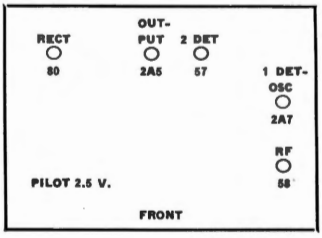
Models M-65, M-68 (1934)



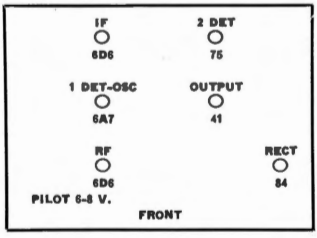
Models M-51, M-56 (1934)



Model K55 (1935)



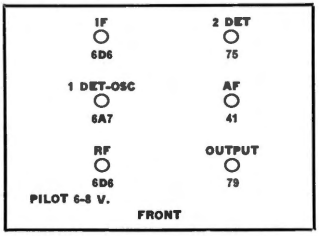
Model C-60 (1934)



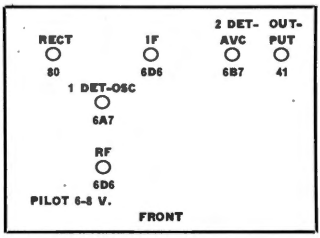
General Electric Company (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

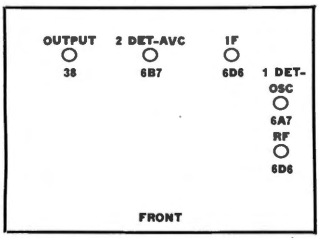
Model C-61 (1934)



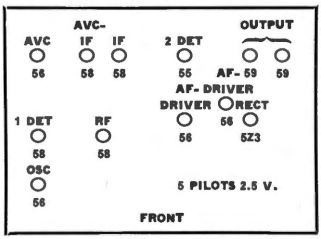
Models M-61, M-67 (1934)



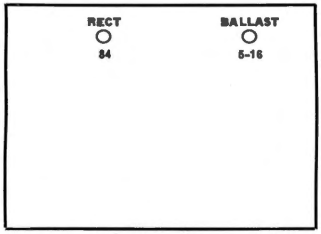
Model C-67 (1934)



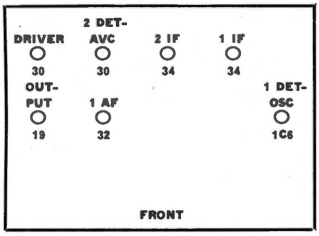
Model M-128-R (1934)



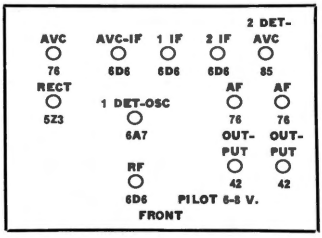
Power Unit



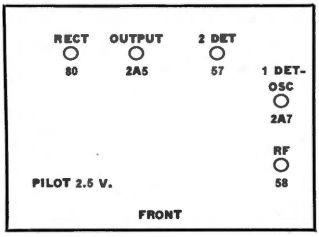
Model C-70 (1934)



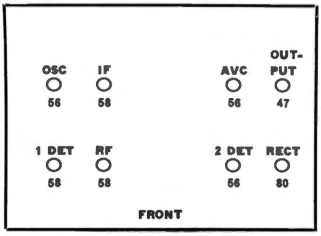
Model M-125 (1934)



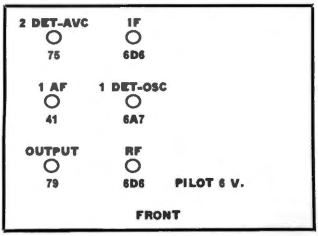
Model K-55



Model J-88 (1932)



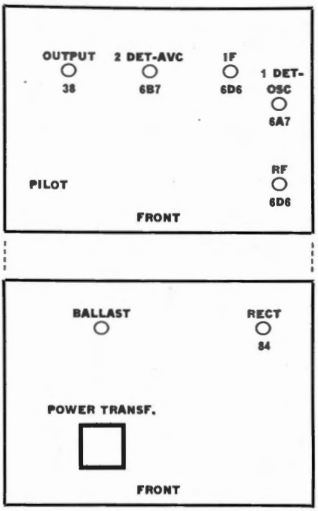
Model C-61 Auto



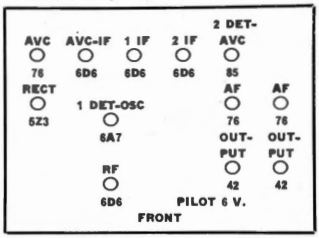
General Electric Company (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

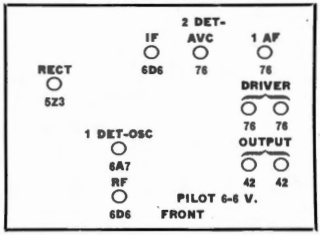
Model C-67



Model M-129 (1934)



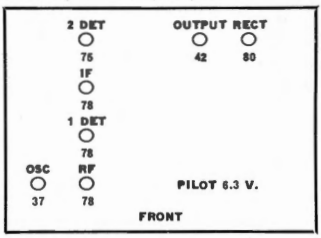
Model M-106 (1934)



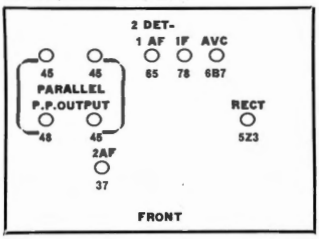
General Household Utilities Co.

(Circles Indicate Actual Position of Tube Sockets)

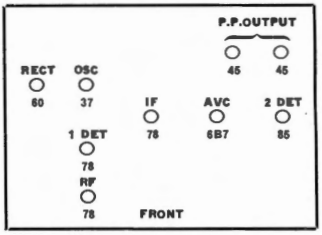
Models (Chassis 7-A) 700, 701



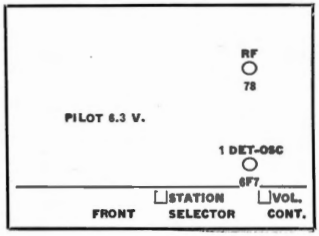
Model (Chassis 9-B) 1101



Models (Chassis 9-A) 901, 902 (1933)



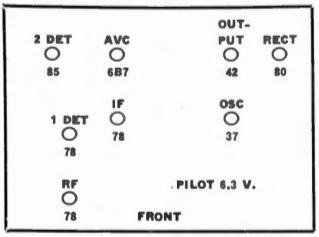
Model (Chassis 2-A) 1101



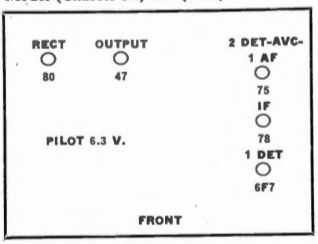
General Household Utilities Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

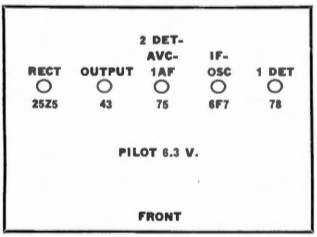
Model (Chassis 8-A) 801 (1933)



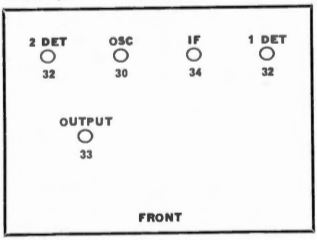
Model (Chassis 5A) 500 (1933)



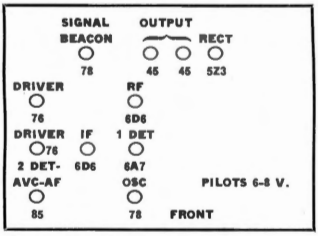
Model (Chassis 5B) 501 (1933)



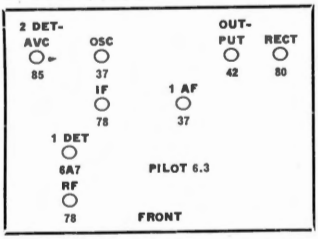
Model (Chassis 5C) 502-503 (1933)



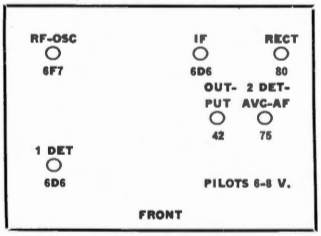
Models 1151, 1152 (1934) (Chassis 11A)



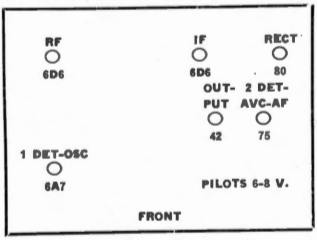
Model 821 (1934) (Chassis 8B)



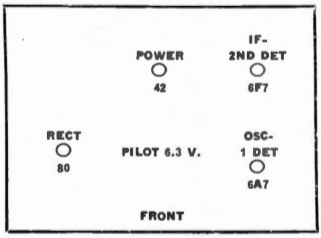
Models 650, 651 (Type 6A) (1934)



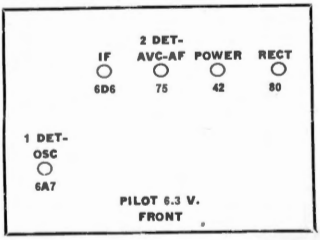
Models 660, 661, 662 (Type 6C) (1934)



Model 460 (1934) (Chassis 4B)



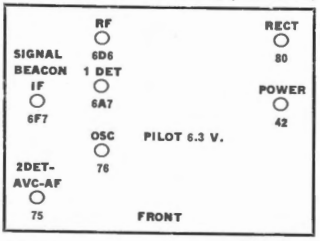
Model 570-571 (1934) (Chassis 5D)



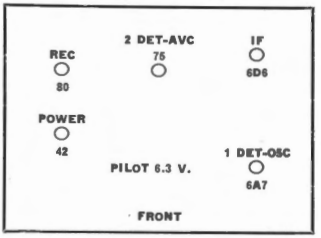
General Household Utilities Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

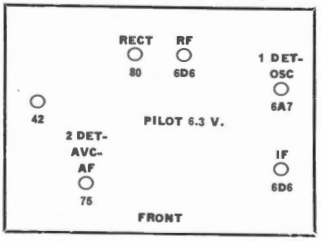
Models 750-51-52-53 (1934-35) (Chassis 7B)



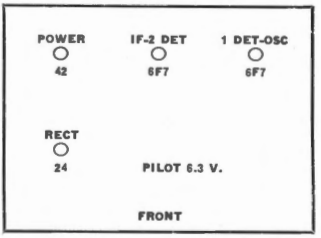
Model 560 (1935) (Chassis 5E)



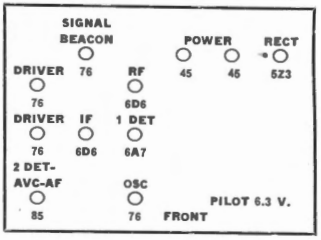
Models 670-671 (1934) (Chassis 6D)



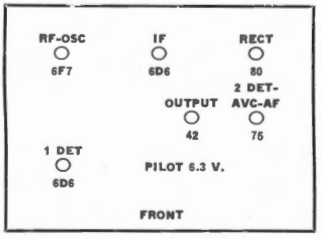
Model 450 (Chassis 4A)



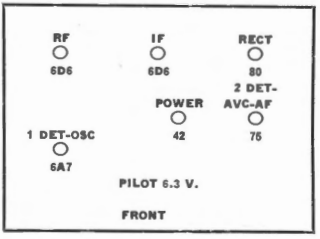
Models 1151-52 (1934-35) (Chassis 11A)



Models 650-651 (1934-35) (Chassis 6A)

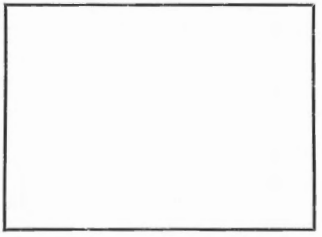


Models 660-661-662 (1934-35) (Chassis 6C)

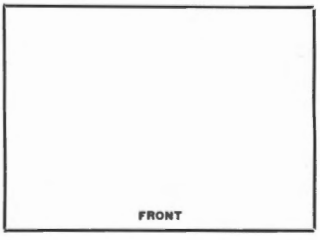


Model

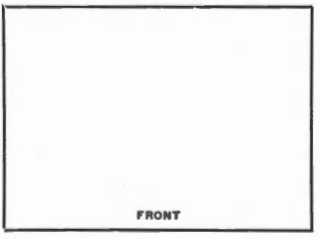
Model



Model



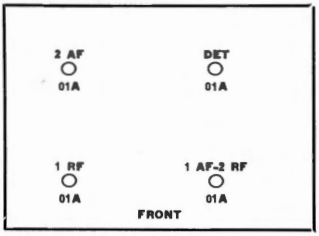
Model



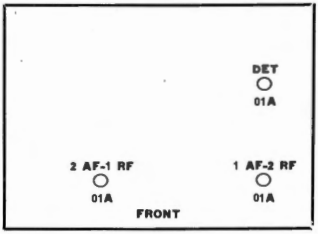
General Motors Radio Corporation

(Circles Indicate Actual Position of Tube Sockets)

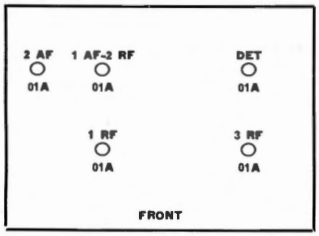
Model OEM-7



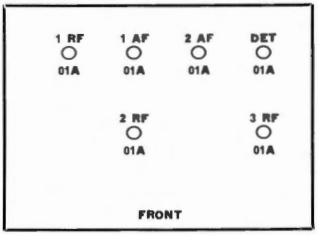
Model OEM-11



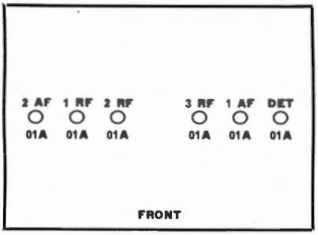
Model Day Fan 5-27



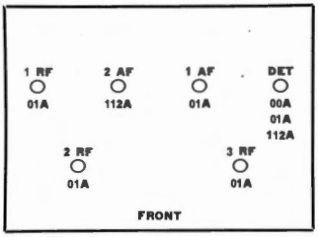
Model Day Fan 6



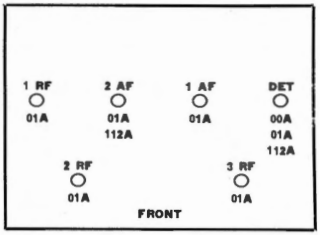
Model Day Fan 6 Jr.



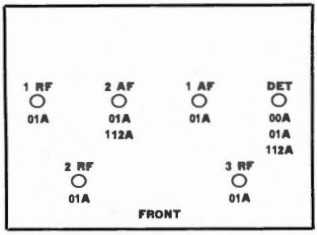
Model Day Fan 61



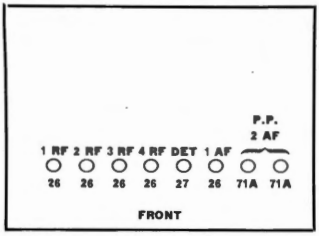
Model Day Fan 5051



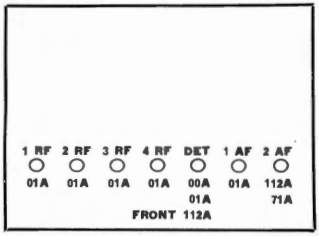
Models Day Fan 5052, 5060



Models 8-AC, 25, 26, 27, 28, 43, 48



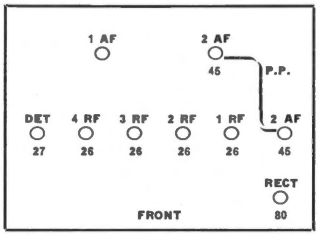
Model 35



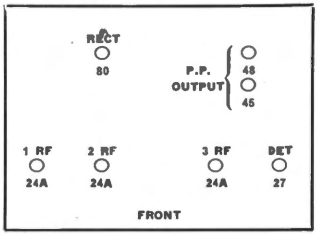
General Motors Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

Models A-5003, A-5010



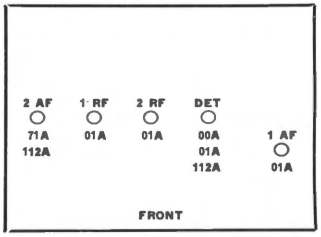
Models A-5005, 93, 94



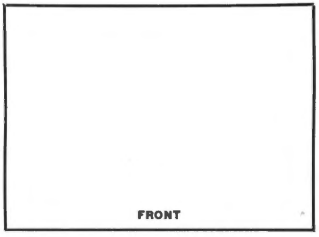
A. H. Grebe & Co.

(Circles Indicate Actual Position of Tube Sockets)

Model Synchrophase 5



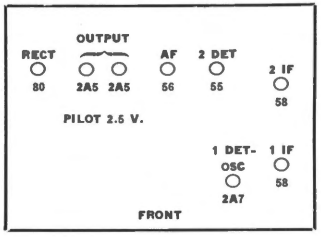
Model



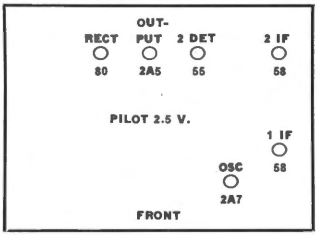
Gilfillan Bros., Inc.

(Circles Indicate Actual Position of Tube Sockets)

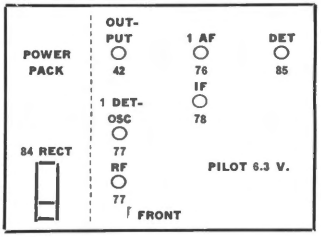
Models 8-T, 8-C, 47, 50



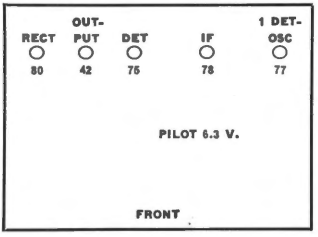
Models 6-T, 6-C



Model 7-A Auto



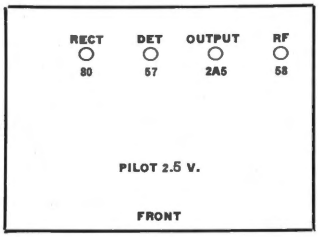
Model 510



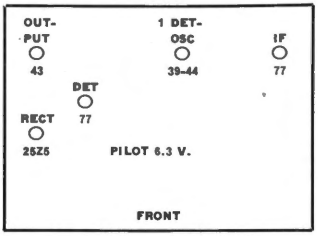
Gilfillan Bros., Inc. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

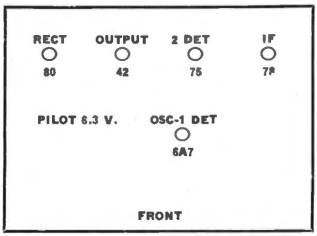
Model 4-T-30 TRF



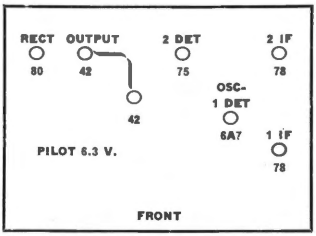
Models 5-X, 34, 55-A, 55-B



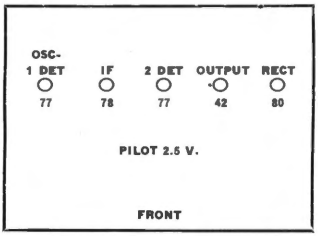
Model 515



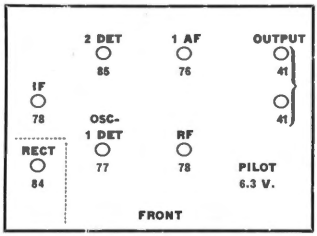
Models 715-725



Models 540-550



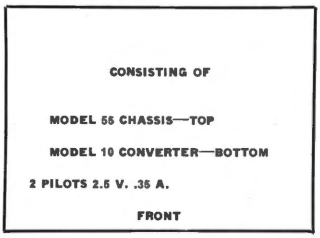
Model 8A Auto



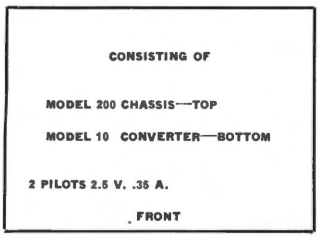
Grigsby-Grunow Co. (Majestic)

(Circles Indicate Actual Position of Tube Sockets)

Model 58 Viking



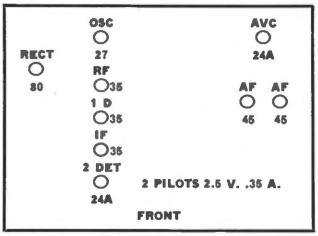
Model 204 Explorer



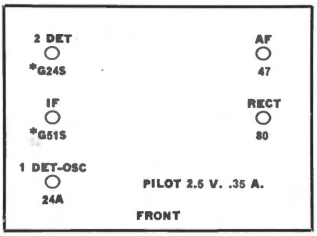
Grigsby-Grunow Co. (Majestic) (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

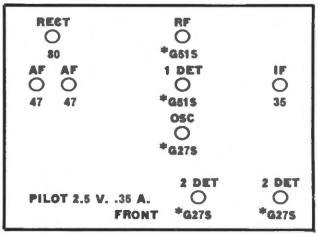
Models 60, 61, 62, 160, 163



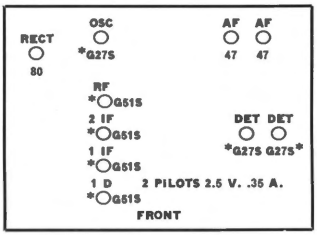
Models 15, 15B, 150 (151, 153, 154, 155, 156)



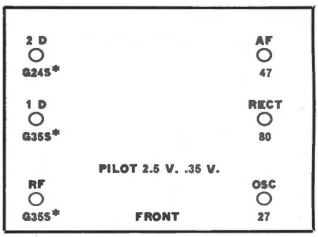
Models 25, 25B (251, 253, 254)



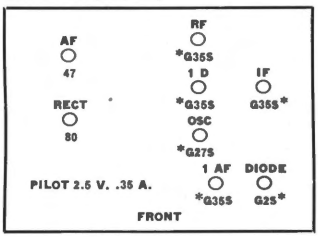
Models 35 (351, 353)



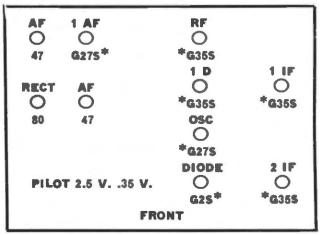
Models 55 (56, 57)



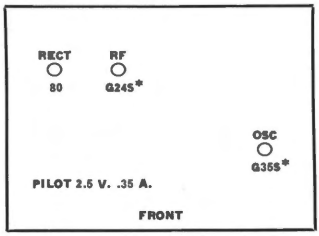
Models 200 (201, 203)



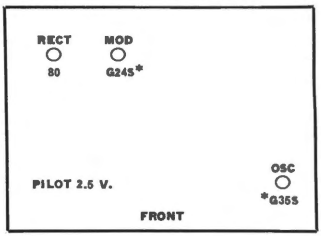
Models 210 (211, 214, 215)



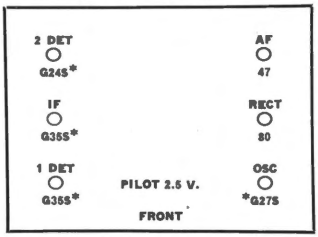
Models 10, 11 Converter



Chassis 10-11 (Explorer, No. 200 Chassis; Viking, No. 55 Chassis; Converter (1932)



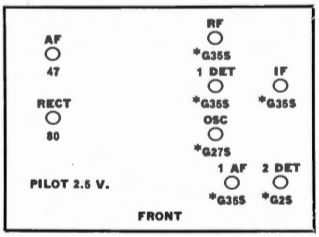
Chassis 55 (Viking, No. 10 Conv. Chassis; Berkshire; Ardmore (1932)



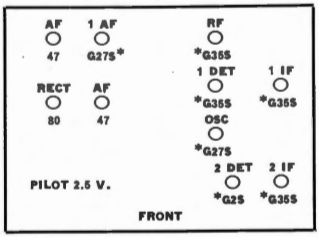
Grigsby-Grunow Co. (Majestic) (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

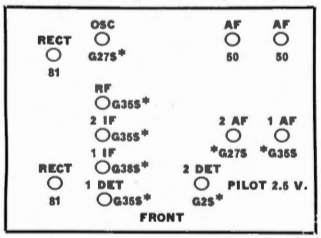
Chassis 200 (Sheffield, Fairfax, Explorer, No. 10 Conv. Chassis (1932)



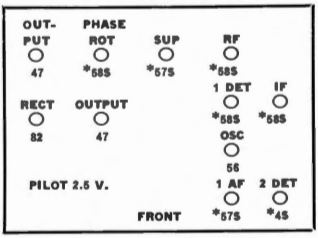
Chassis210(Whitehall,Strafford,Croyden('32)



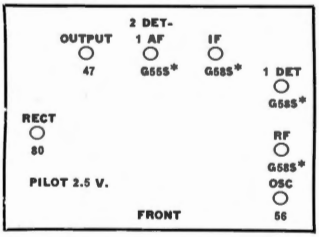
Chassis220(Collingwood, Abbeywood(1932)



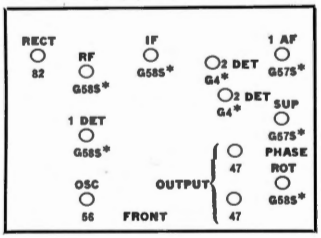
Chassis 300, 300A (303, 304, 307) (1932)



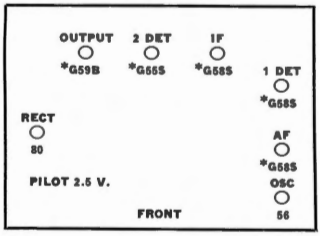
Chassis 310 (311, 315) (1932)



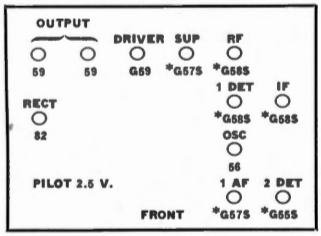
Chassis 320 (324) (1932)



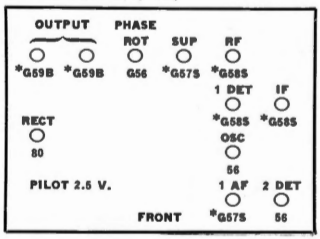
Chassis 330 (331, 336, 77) (1933)



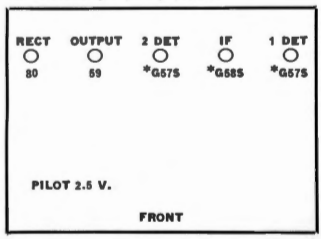
Chassis 340 (344) (1933)



Chassis 360 (363) (1933)



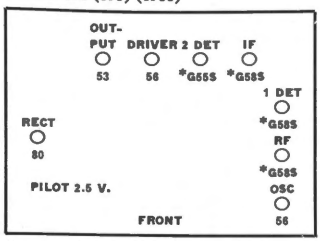
Chassis 370 (371, 373) (1933)



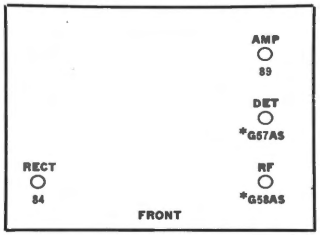
Grigsby-Grunow Co. (Majestic) (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

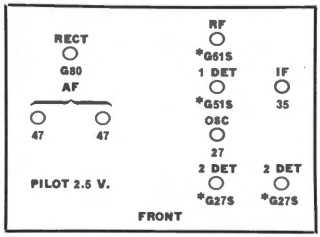
Chassis 390 (393) (1933)



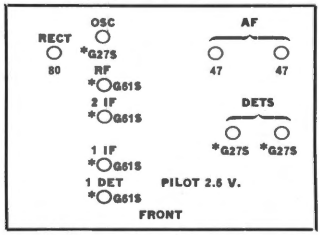
Chassis 380 (381)



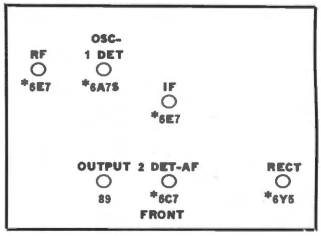
Chassis 25, 25B (Cheltenwood, Brentwood, Brucewood) (1931)



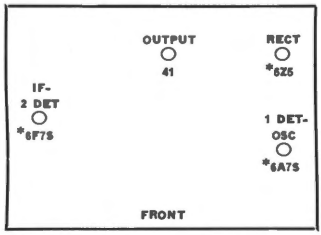
Chassis 35 (351, 353) (1931)



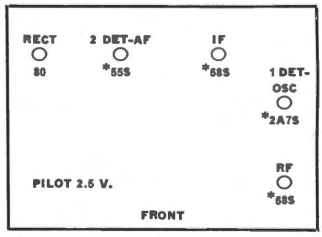
Model 66



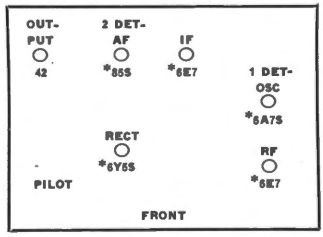
Models 44, 49, 194 (Chassis 440) (1933)



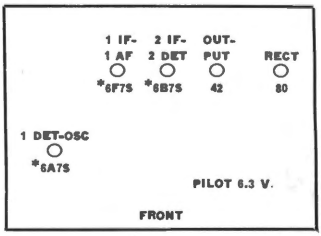
Models (Chassis 460) 461, 463 (1933)



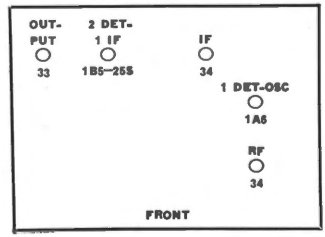
Model (Chassis 490) 491, 493 (1933)



Models (Chassis 500) 55, 59, 75, 195, 560, 566 (1933)



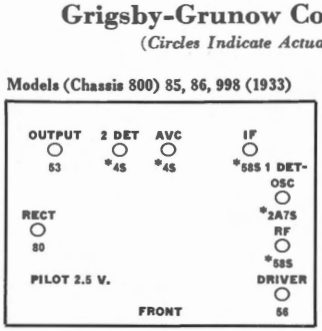
Model (Chassis 520) 95, 105 (1933)



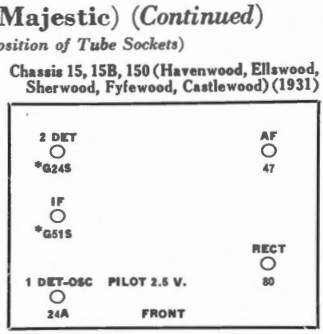
Grigsby-Grunow Co. (Majestic) (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

Models (Chassis 800) 85, 86, 998 (1933)



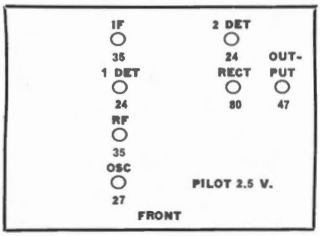
Chassis 15, 15B, 150 (Havenwood, Ellswood, Sherwood, Fyfewood, Castlewood) (1931)



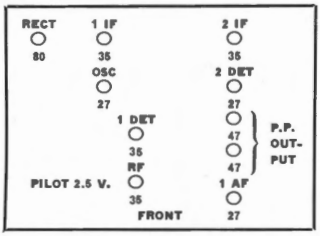
Gulbranson Company

(Circles Indicate Actual Position of Tube Sockets)

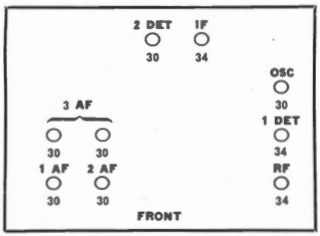
Model 10 Series



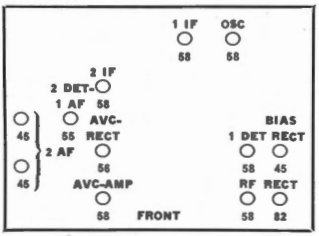
Model 20 Series



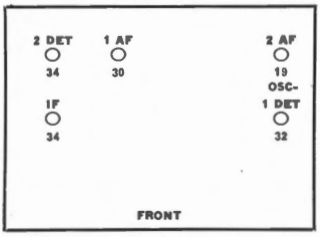
Model 30A Battery (1933)



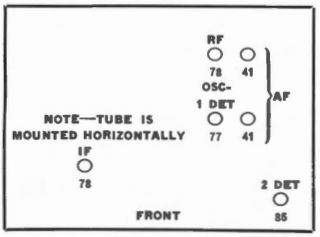
Model 32-A (1933)



Model 36-A Battery (1933)



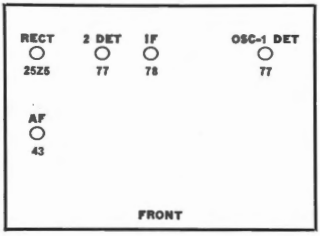
Model T6W Auto (1933)



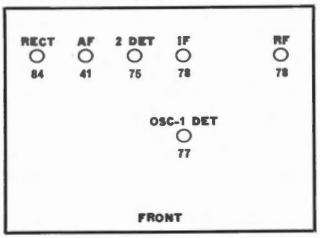
Gulbranson Company (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

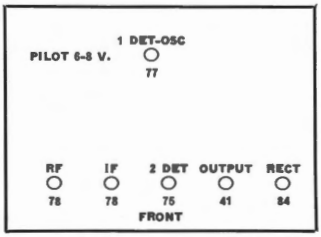
Model M5A1 (1933)



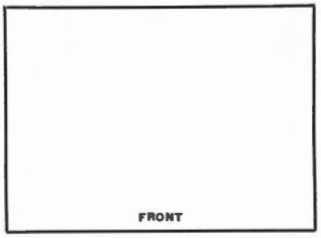
Model V6Z1 Auto (1933)



Model V6Z2 Auto



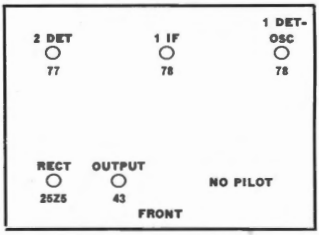
Model



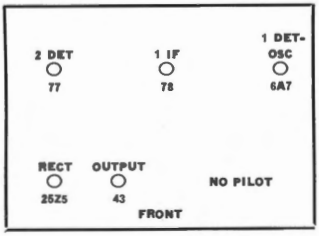
Halson Radio Manufacturing Co.

(Circles Indicate Actual Position of Tube Sockets)

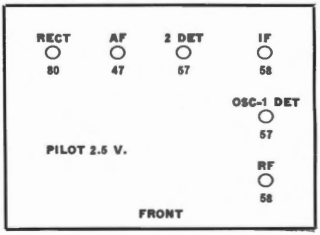
Model 20A (1932)



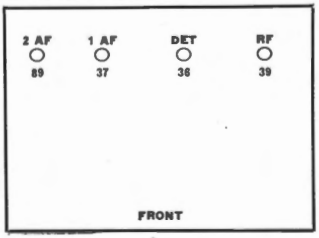
Models 20-B, 20-B European (1932)



Model 61H (1932)



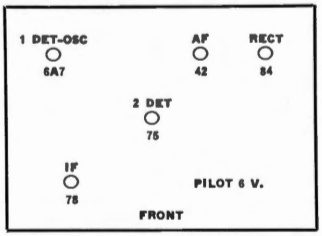
Model 155 DC (1932)



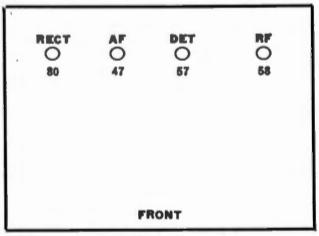
Halson Radio Manufacturing Co. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

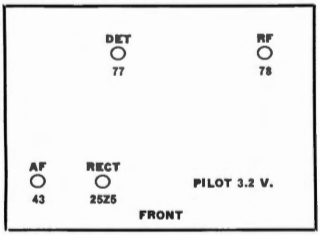
Model Roadmaster (Auto) (1933)



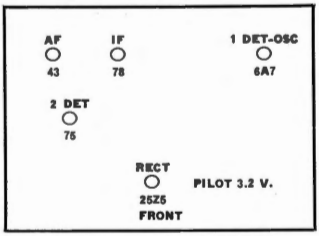
Model 14S (1932)



Model NS40 (1933)

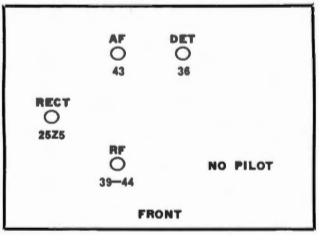


Model NS 50 (Early 1933)

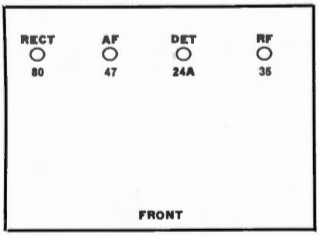


Note:—Late models used 77-2 Det.

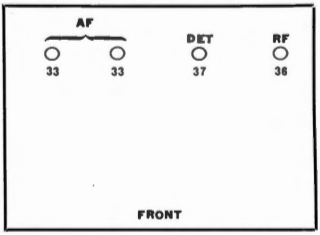
Model 100D (1933)



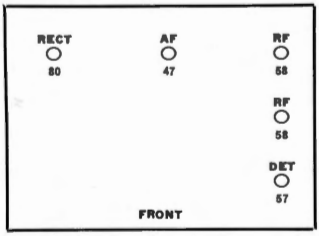
Model 410 (1932)



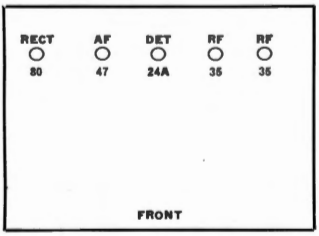
Model 411 (1932)



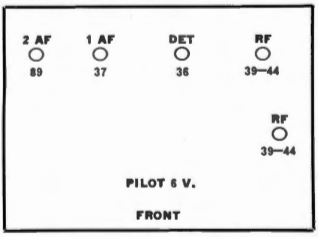
Model 510 (1932)



Model 515 (1932)



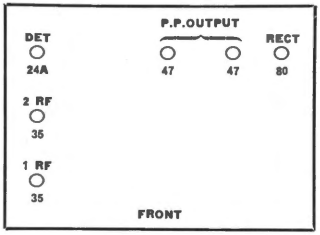
Model 516 DC (1932)



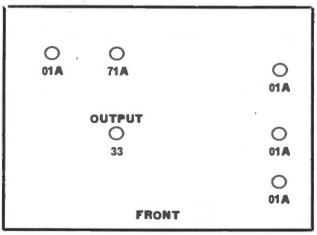
Halson Radio Manufacturing Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

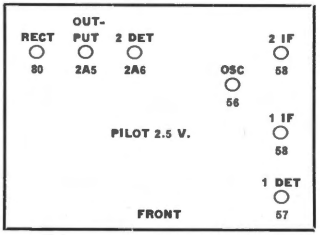
Model 610



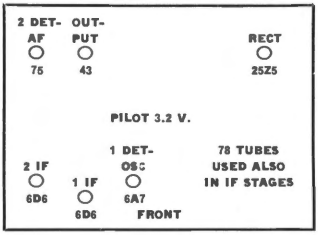
Model 615 (1932)



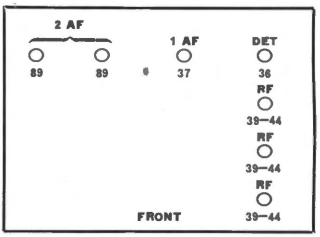
Model 770 AW (1934)



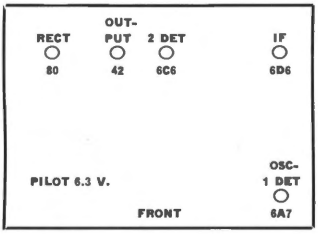
Model 66AW (1934)



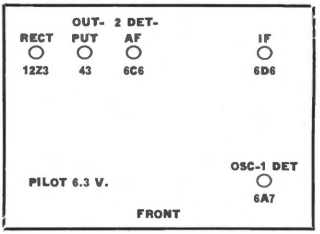
Model 711 (1932)



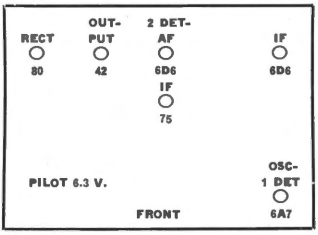
Models 520, 525 (1934)



Models 530, 535 (1934)

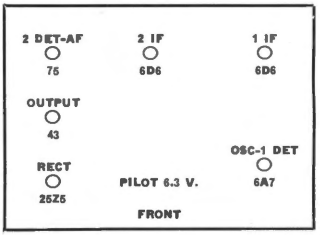


Models 610, 640 (1934)

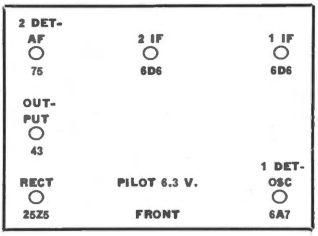


Note:—Late models used 25z5

Model 620 (1934)



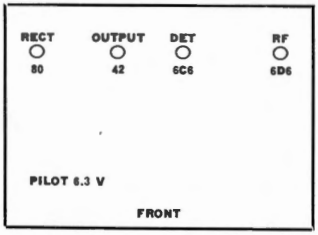
Model 630 (1934)



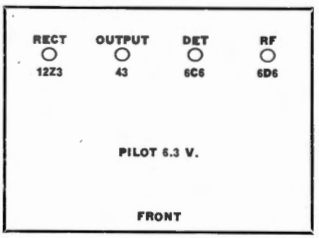
Halson Radio Manufacturing Co. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

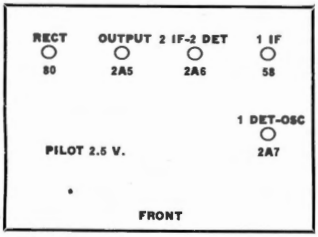
Model 410 (1934)



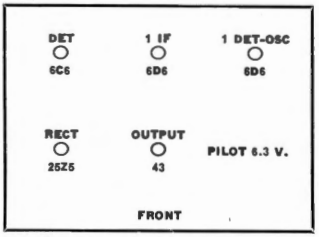
Model 420 (1934)



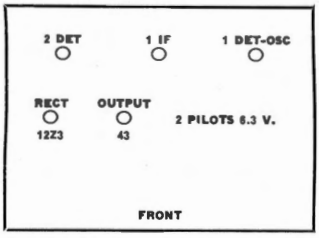
Model 550SW



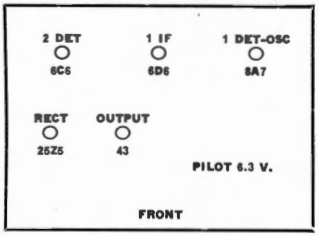
Model 55SW



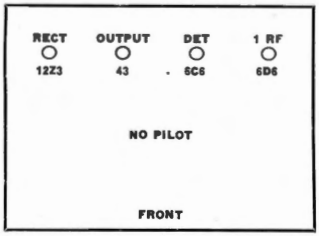
Models 570, 580



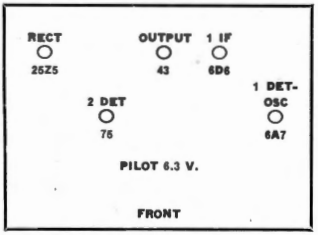
Model 55LW



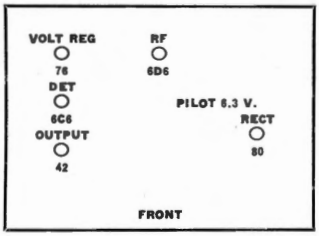
Model 45



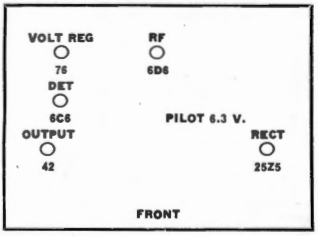
Model 50S



Model 52



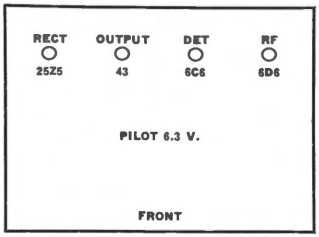
Model 54



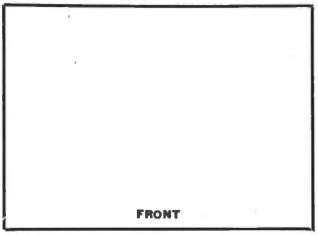
Halson Radio Manufacturing Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

Model 40A



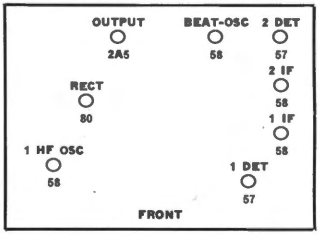
Model



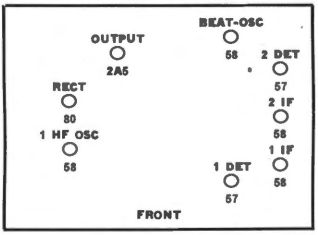
Hammarlund Mfg. Co.

(Circles Indicate Actual Position of Tube Sockets)

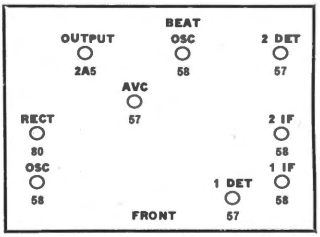
Model Comet Pro (Standard) (1933)



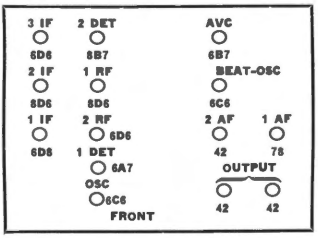
Model Comet Pro (Crystal) (1933)



Model Comet Pro (AVC)



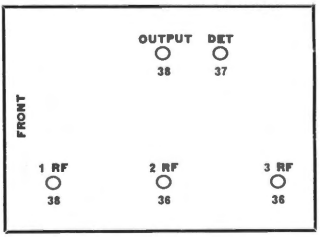
Model Super Pro



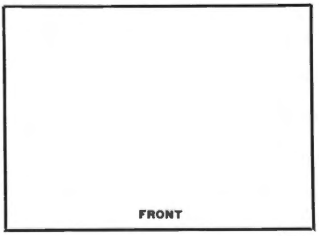
Harley-Davidson Motor Co.

(Circles Indicate Actual Position of Tube Sockets)

Model M-34 (1932, 1933, 1934)



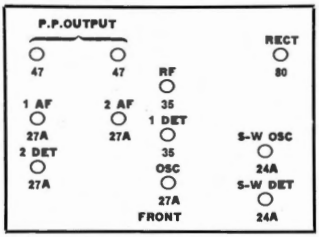
Model



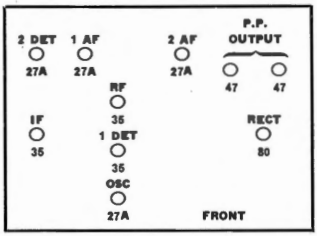
Herbert H. Horn Radio Mfg. Co.

(Circles Indicate Actual Position of Tube Sockets)

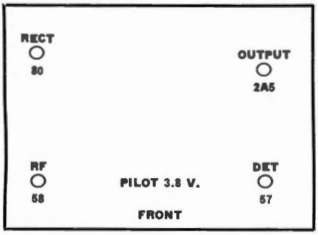
Models Tiffany Tone 101-B, 102



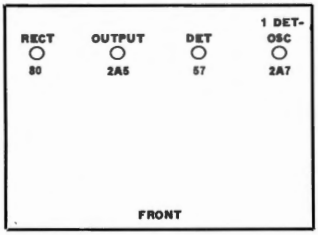
Models Tiffany Tone 101, 110



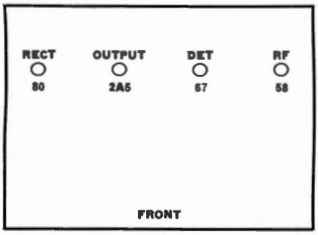
Model 25 (1932)



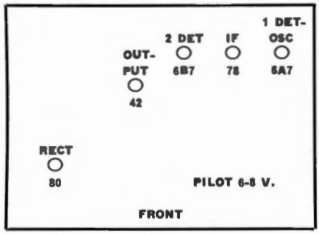
Model 24 (1933)



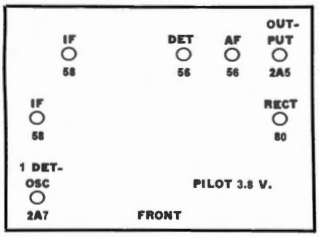
Model 21 (1933)



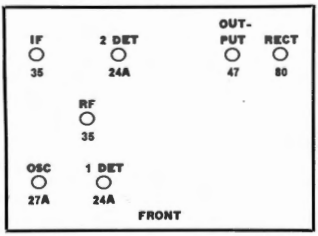
Model 36 (1933)



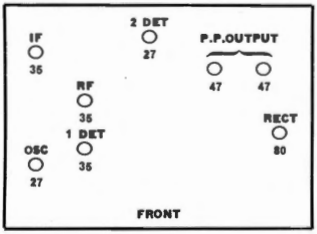
Models 58, 158 (1933)



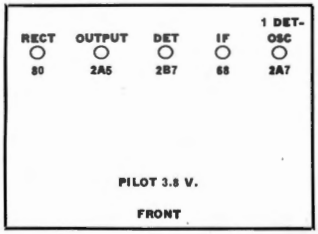
Models Tiffany Tone 70, 71



Models Tiffany Tone 59, 69, 90



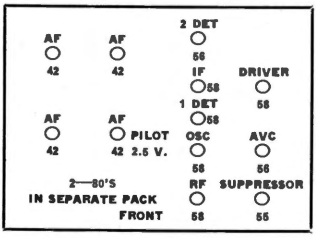
Model 156 (1934)



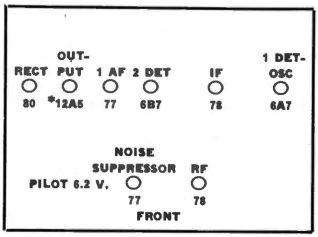
Howard Radio Company

(Circles Indicate Actual Position of Tube Sockets)

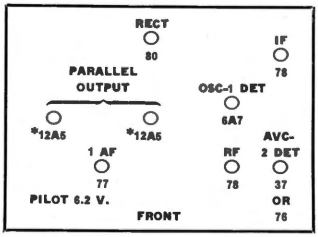
Model M (1932)



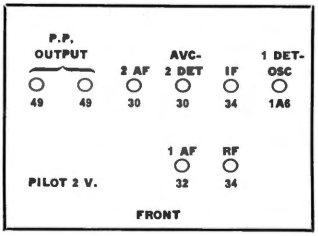
Model Y (1933)



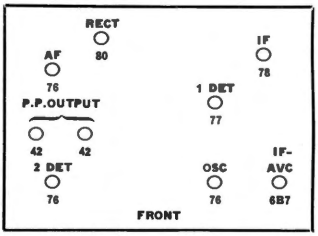
Model Q (1933)



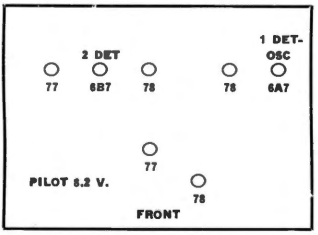
Models S-2, S-7 (1933)



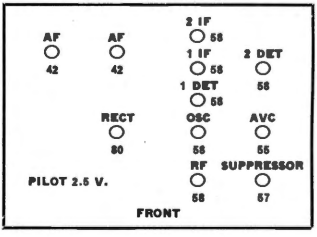
Model R-9 (1934)

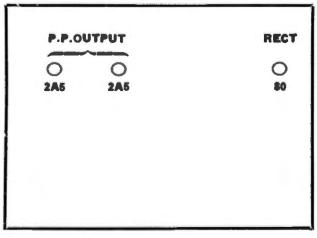


Model Z-4 (1933)

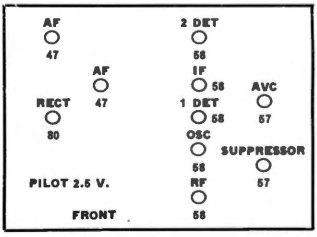


Model L (Revised) (1933)

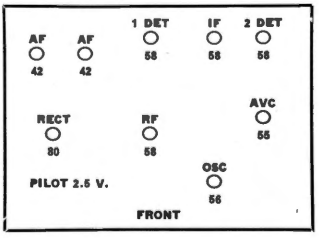




Model K (Revised) (1932-1933)



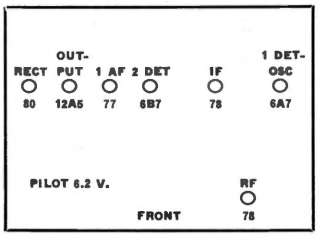
Model AP (1933)



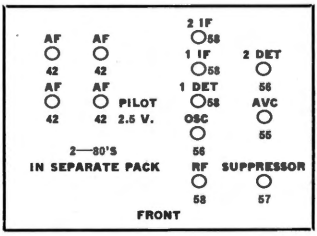
Howard Radio Company (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

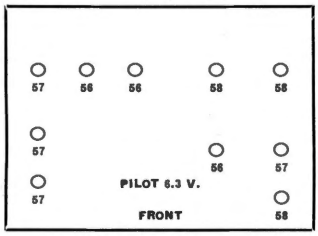
Model X-2 (1933)

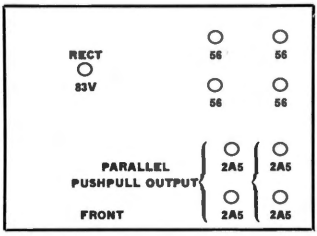


Model M (Revised) (1933)

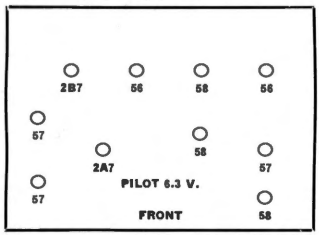


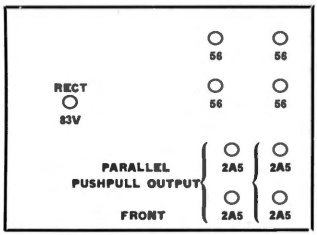
Model Revised W (Explorer) (1934)





Model W (Explorer) (1934)

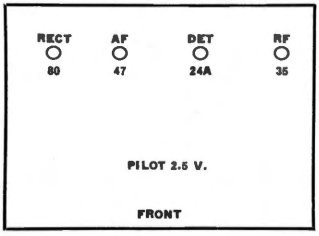




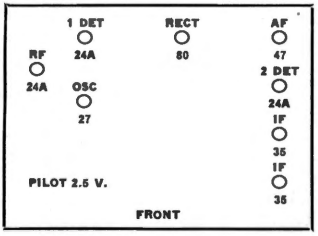
International Radio Corporation

(Circles Indicate Actual Position of Tube Sockets)

Models T, TS (1931)



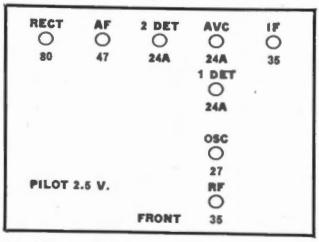
Model Duo (1931)



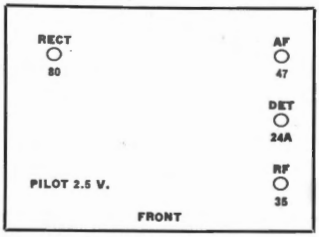
International Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

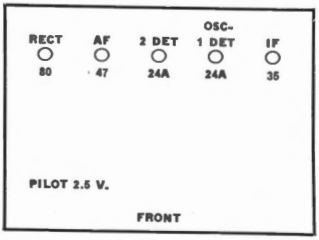
Models K, KS (1931)



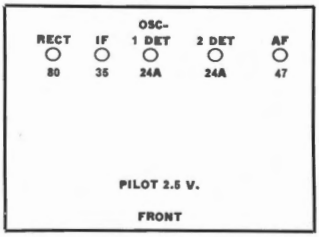
Model K40 (1931)



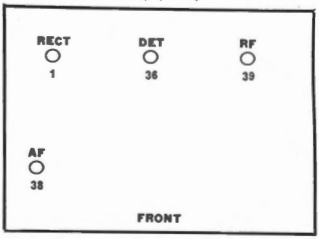
Models C, CS (1932)



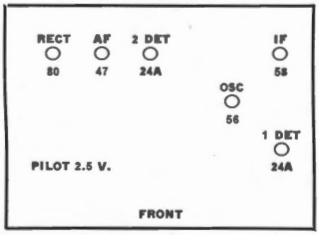
Models J, JS (1932)



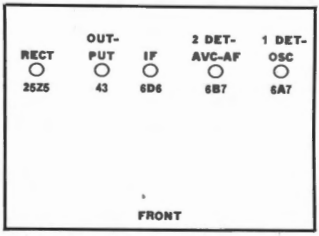
Model P (Universal) (1932)



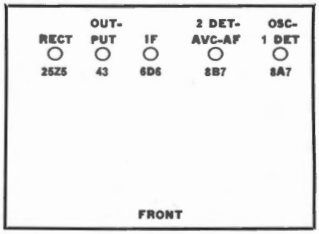
Model AW (1932)



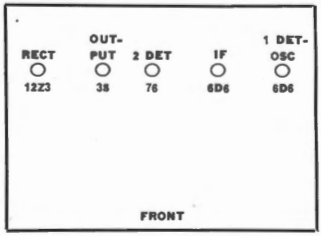
Models D-11, 12, 14, Chassis D & DSP ('34)



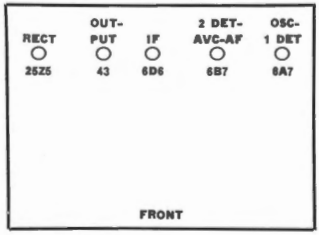
Models AB-9, 10, Chassis DAS (1934)



Model CM (1934)



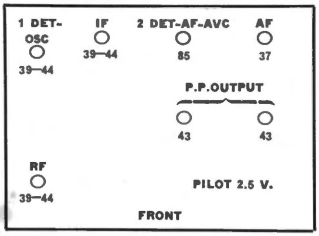
Models A7, BW, CD, Chassis DAC (1934)



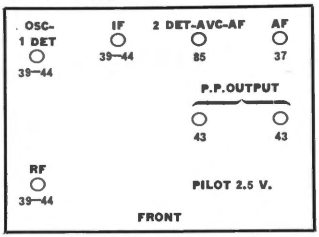
Insuline Corporation of America

(Circles Indicate Actual Position of Tube Sockets)

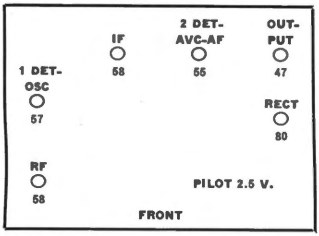
Model AVC Superseven LW-DC (1932)



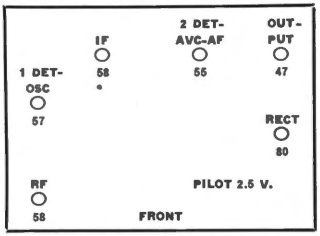
Model AVC Superseven BC-DC (1932)



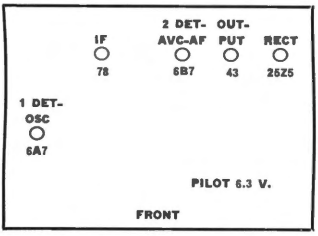
Model AVC Supersix BC-AC (1932)



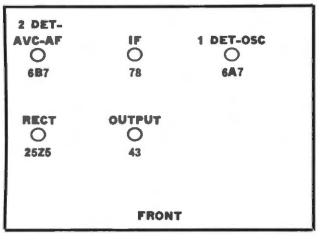
Model AVC Supersix LW-AC (1932)



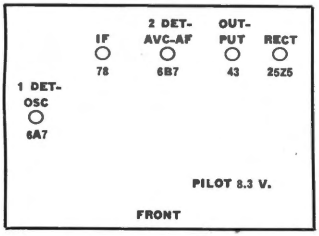
Model Unaradio "Americus" AC-DC (1933)



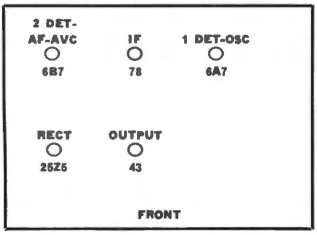
Model Unaradio "Aiglon" AC-DC (1933)



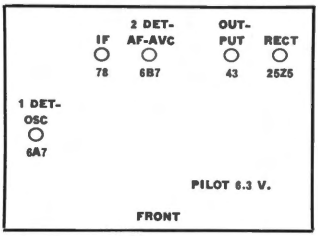
Model Unaradio "Atlantic" AC-DC (1933)



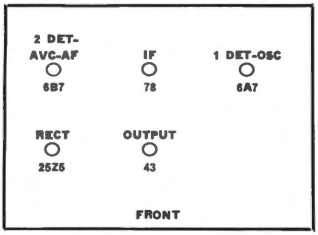
Model Unaradio "Bijou" AC-DC (1933)



Model Unaradio "Latinic" AC-DC (1933)



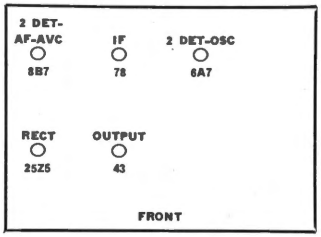
Model Unaradio "Mignon" AC-DC (1933)



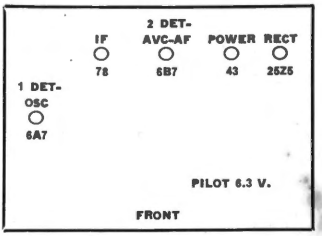
Insuline Corporation of America (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

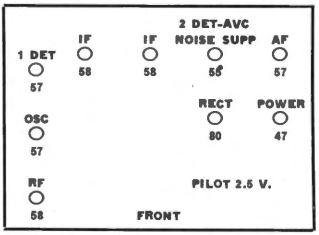
Model Unaradio "Gnome" AC-DC (1933)



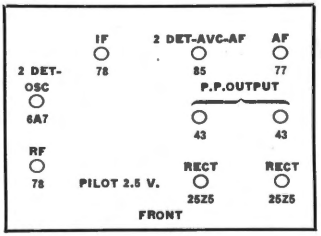
Model Unaradio "Pacific" AC-DC (1933)



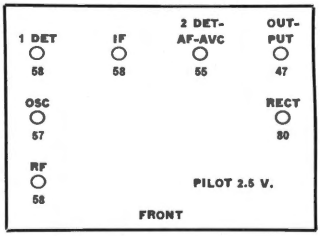
Model Improved Super Conqueror (1933)



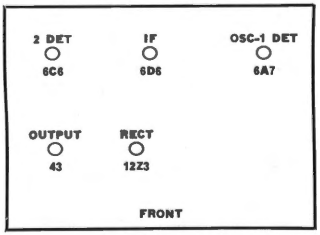
Model Una-Radio Nine (1933)



Model Superseven LW-AC (1932)



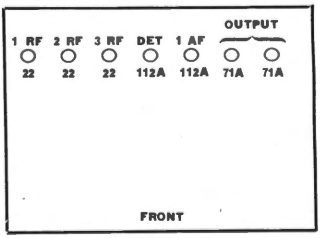
Model Icaette & Envoyette AC-DC (1934)



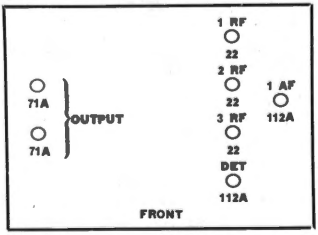
Colin B. Kennedy Corporation

(*Circles Indicate Actual Position of Tube Sockets*)

Models 38, 40 DC



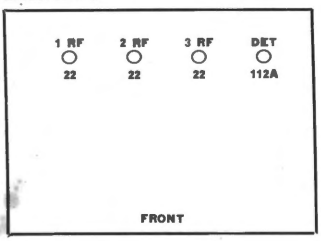
Model 22 DC



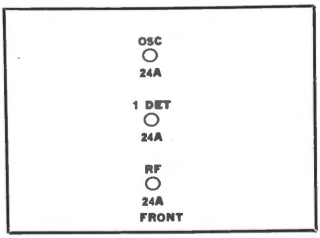
Colin B. Kennedy Corporation (*Continued*)

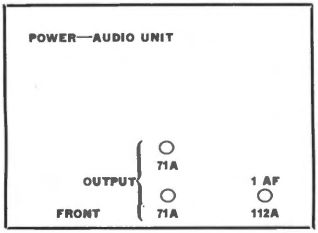
(Circles Indicate Actual Position of Tube Sockets)

Model 36 DC

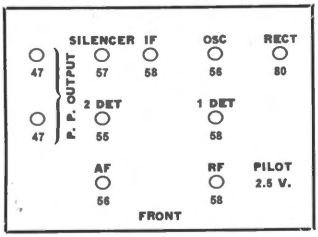


Model 34 S-W Unit

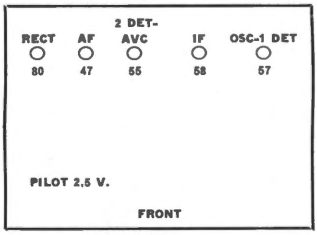




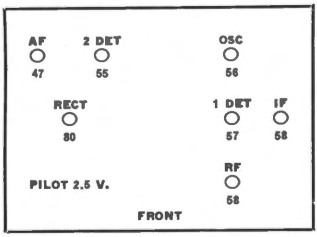
Models 882, 62D



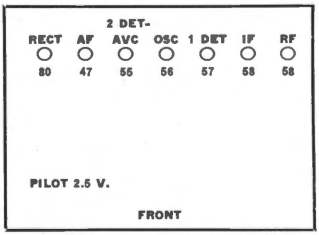
Model 563A (1933)



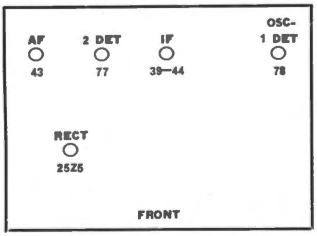
Models 72, 72A, 72B (1932)



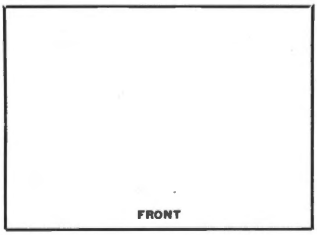
Model 77 (1932)



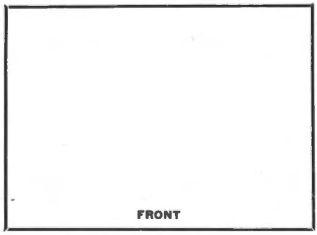
Model 75 (1933)



Model



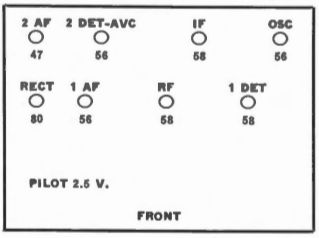
Model



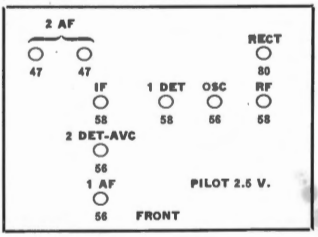
Kolster Radio, Inc.

(Circles Indicate Actual Position of Tube Sockets)

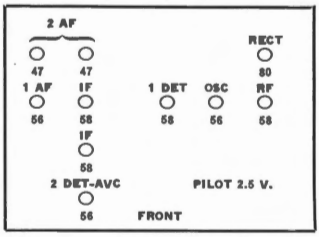
Models K-110, K-112, K-120, K-122 (1932)



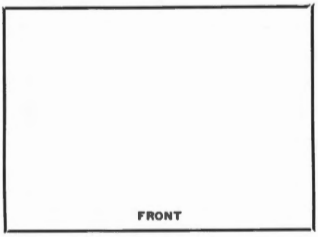
Models K-130, K-132 (1932)



Models K-140, K-142 (1932)



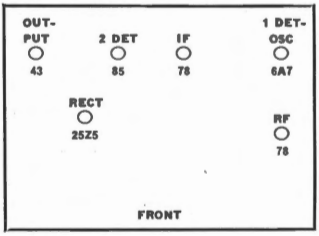
Model



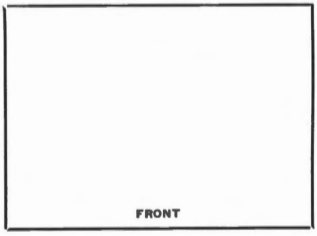
Lewol Manufacturing Co.

(Circles Indicate Actual Position of Tube Sockets)

Model 60, Chassis MS AC-DC



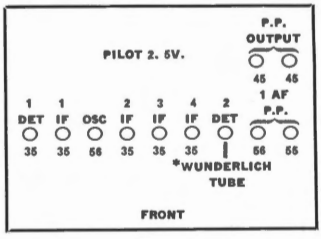
Model



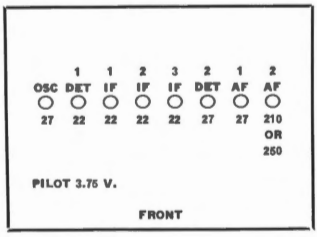
Lincoln Radio Corporation

(Circles Indicate Actual Position of Tube Sockets)

Model De Luxe SW 33



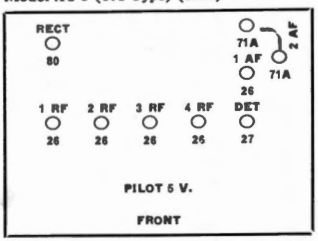
Model Hollister AC-8



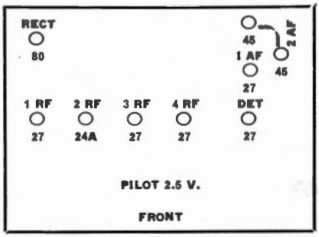
Midwest Radio Corporation

(Circles Indicate Actual Position of Tube Sockets)

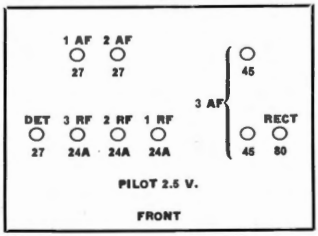
Model AC-9 (171 Type) (1928)



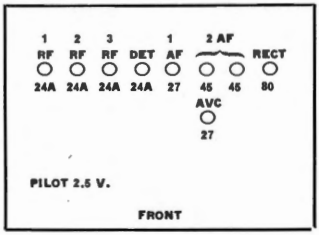
Model AC-9 (1SG, 27 Type) (1929)



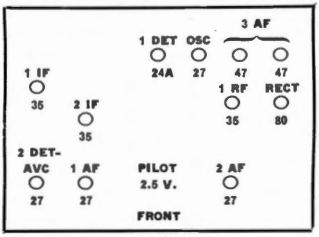
Model AC-9 (3SG Type) (1930)



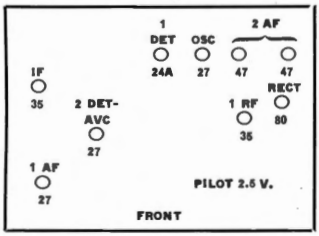
Model AC-9 (4SG Type) (1931)



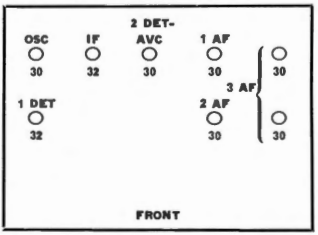
Model Superhet Pen-11 (1932)



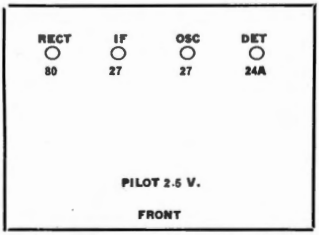
Model Superhet Pen-9 (1932)



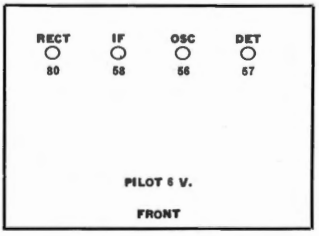
Model Superhet-8 (Battery) (1932)



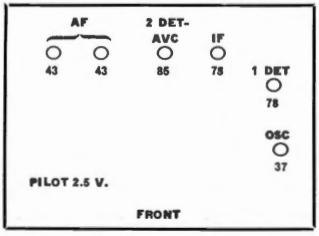
Model Superhet SW-4 (1932) S. W. Converter



Model Superhet SW-4 (1933) (Converter)



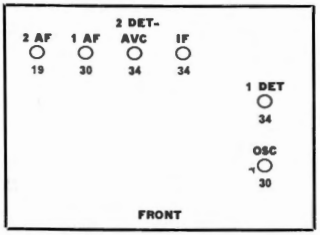
Model XD6 DC (1933)



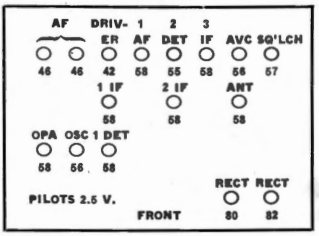
Midwest Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

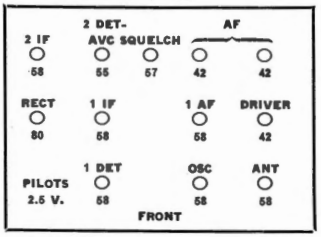
Model Battery 6 (1933)



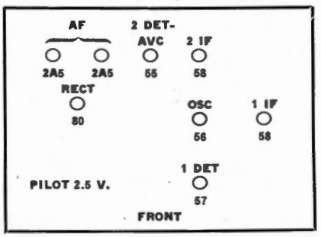
Model 16 All Wave (1933)



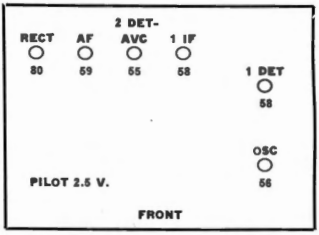
Model 12 All Wave (1933)



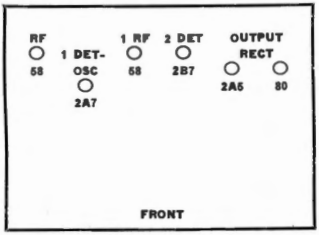
Model 8 All Wave (1933)



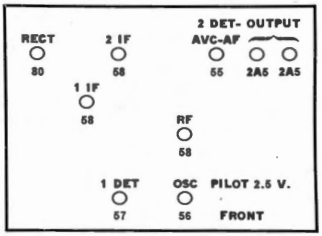
Model X6 AC (1933)



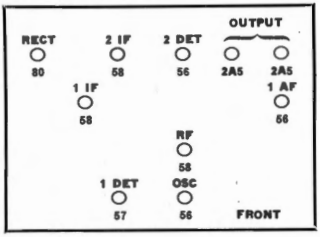
Model 6-34



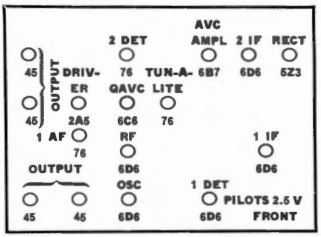
Model 9-Tube (1934)



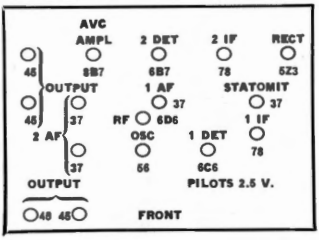
Model 10-Tube (1934)



Model 16 (1935)



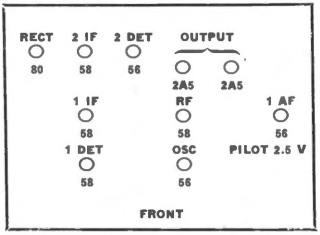
Model 16 (1934)



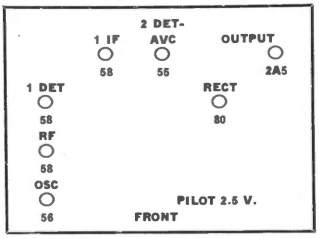
Midwest Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

Model 10-35



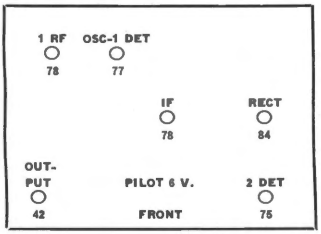
Model 7-35



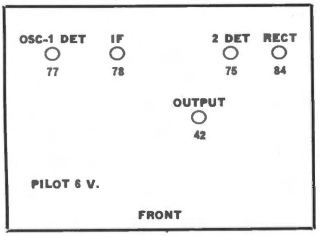
Mission Bell Radio Mfg. Co., Inc.

(Circles Indicate Actual Position of Tube Sockets)

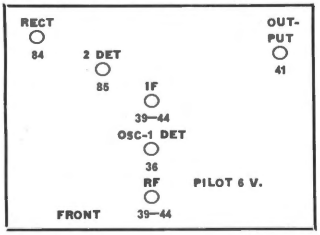
Model 11 (1934)



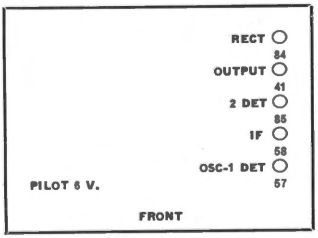
Model 14 (1934)



Model 10A (1933)



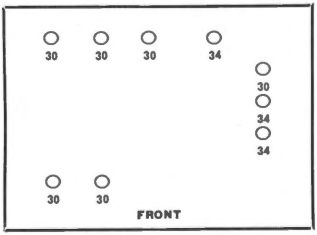
Models 19 (1932), 19A (1933)



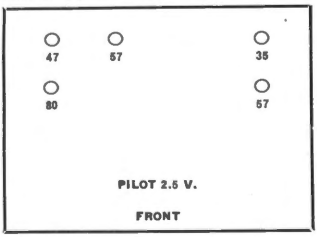
Montgomery Ward & Co.

(Circles Indicate Actual Position of Tube Sockets)

Models 41, 75 (1932)



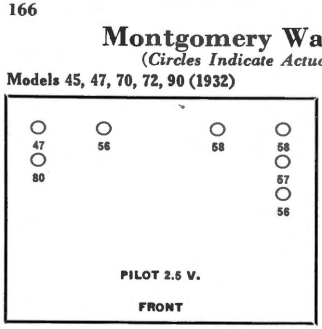
Models 43, 57, 78, 92 (1932)



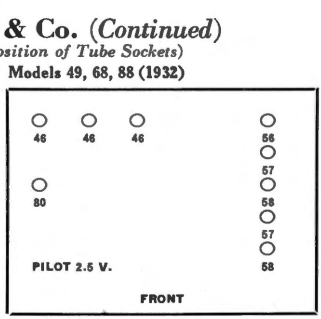
Montgomery Ward & Co. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

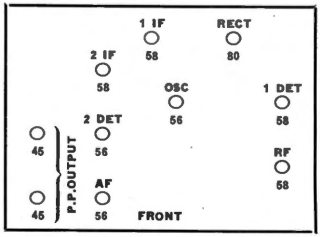
Models 45, 47, 70, 72, 90 (1932)



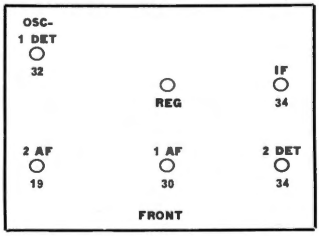
Models 49, 68, 88 (1932)



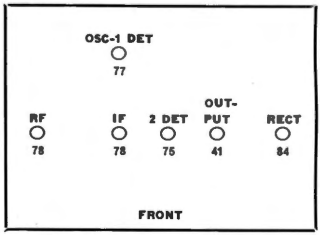
Models 62-106, 62-107, 62-121



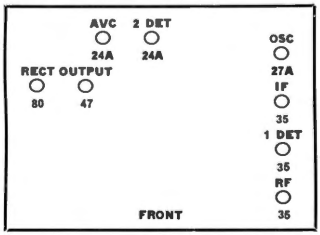
Models 77, 95



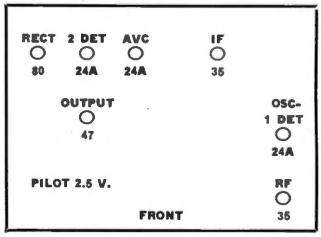
Model 87



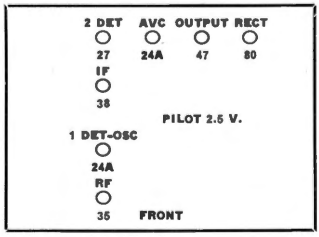
Models 62-11, 62-12, 62-14, 62-27



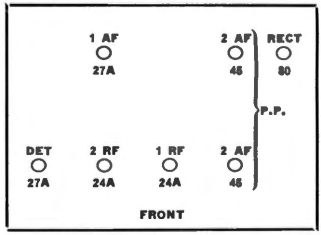
Models 62-20, 62-26 (62-25)



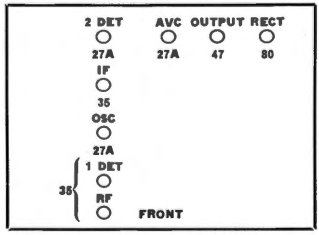
Models 62-22, 62-30 (62-21)



Models 500, 10,000



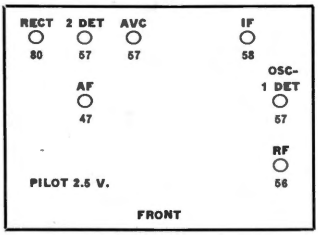
Model 1238 (62-1838)



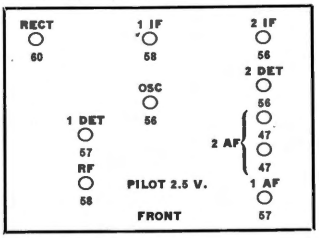
Montgomery Ward & Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

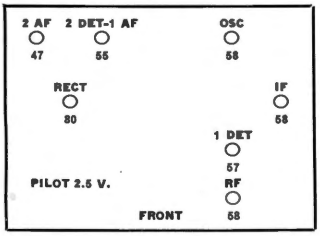
Models 53, 71, 74 (1932)



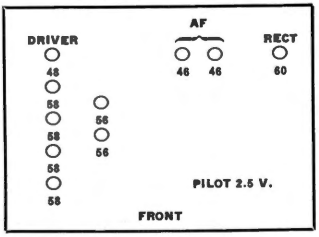
Models 55, 76 (1932)



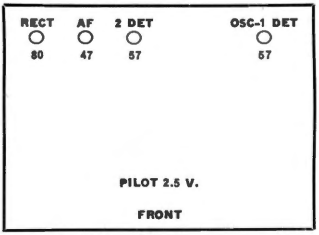
Models 67, 80 (1932)



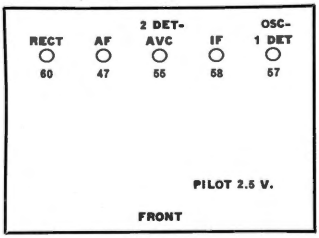
Models 69, 84, 94 (1932)



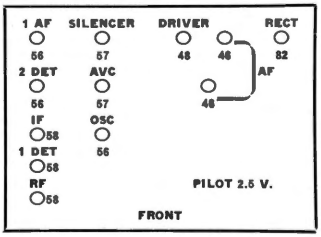
Model 81 (1932)



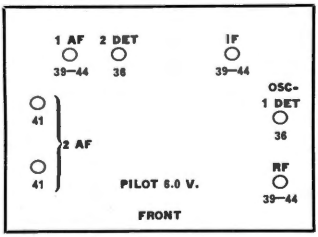
Model 82 (1932)



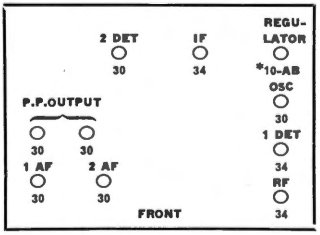
Model 86 (1932)



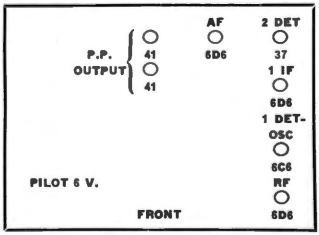
Model 83 (1933)



Model 62-91



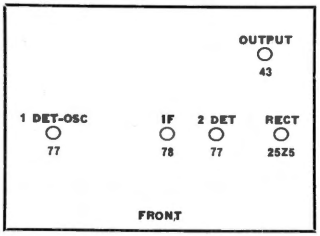
Model 62-93



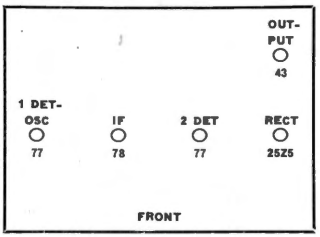
Montgomery Ward & Co. *(Continued)*

(Circles Indicate Actual Position of Tube Sockets)

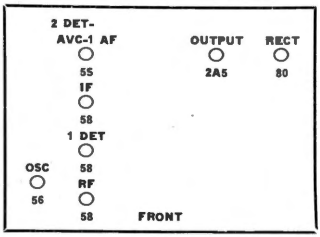
Model 62-96



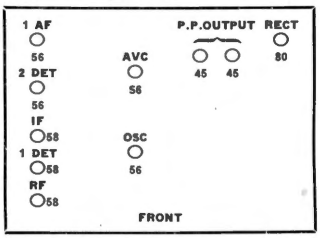
Model 62-98 AC-DC



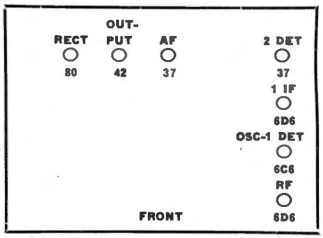
Models 62-97, 62-97X, 62-99, 62-99X



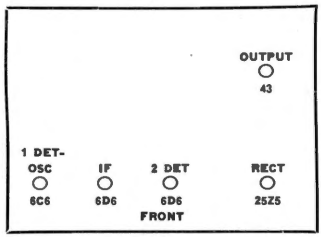
Models 62-101, 62-101X



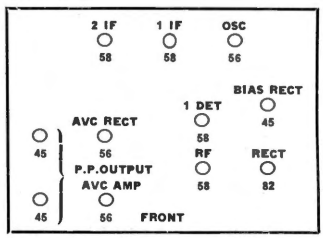
Models 62-103, 62-105



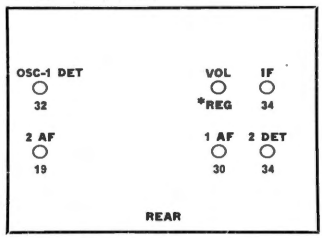
Model 62-104 AC-DC



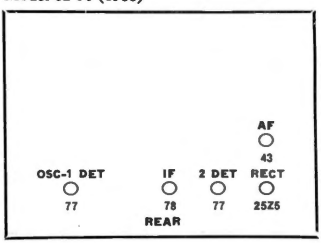
Model 62-89



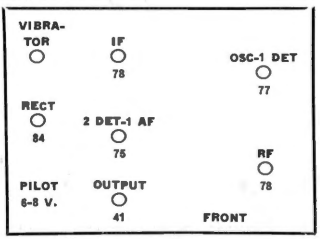
Model Battery (1933)



Model 62-96 (1933)



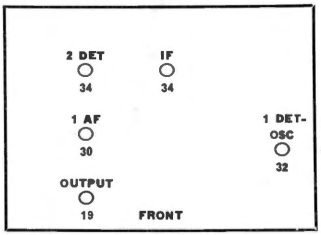
Model 62-118 (1934)



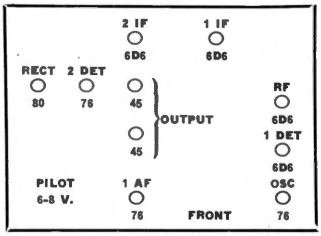
Montgomery Ward & Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

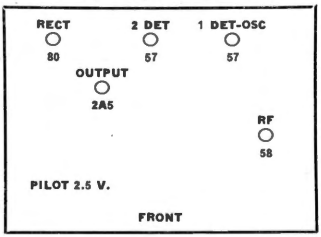
Models 62-120, 62-122, 62-126, 62-128 (1934)



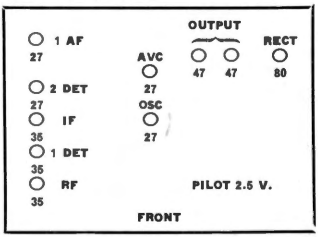
Models 62-132, 62-137 (1934)



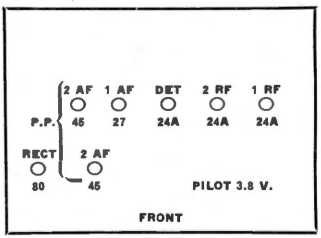
Mods. 62-140, 62-148, 62-140X, 62-148X (1934)



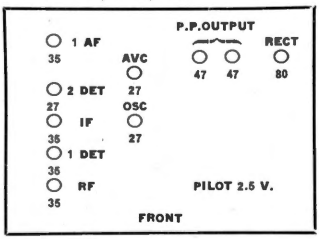
Model 1355 (62-1955)



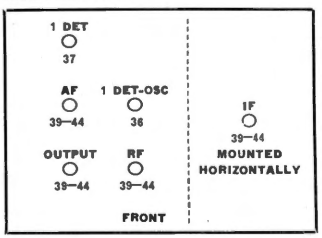
Model 11,000



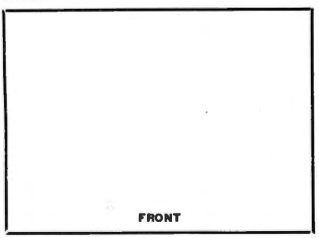
Models 62-38, 62-40, 62-50



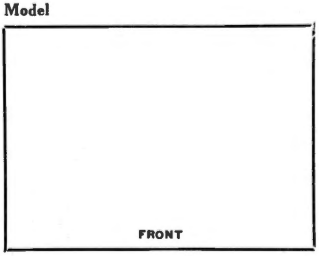
Model Auto Radio



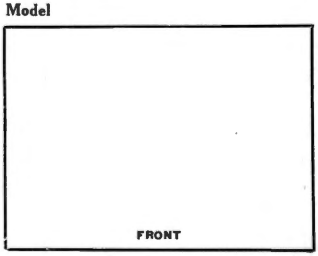
Model



Model



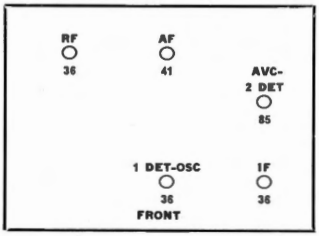
Model



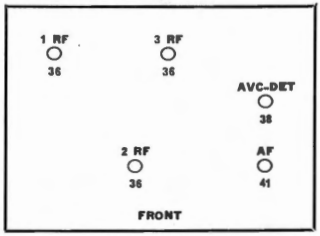
Moto-Meter Gauge and Equipment Co.

(Circles Indicate Actual Position of Tube Sockets)

Model Moto-Vox 10A



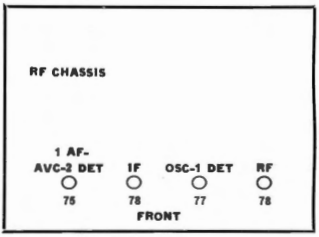
Model Moto-Vox 10-E



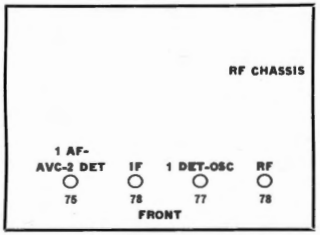
Noblitt-Sparks Industries, Inc.

(Circles Indicate Actual Position of Tube Sockets)

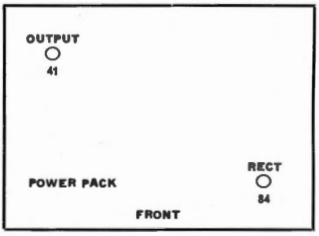
Model 20-A (1933)



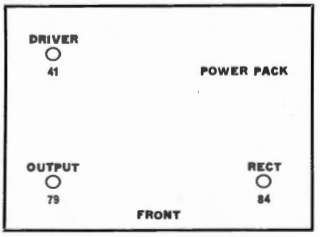
Model 30-A (1933)



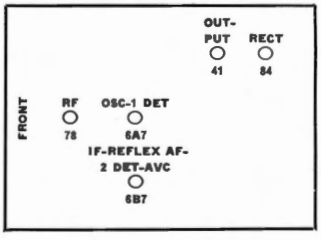
Model 20-A



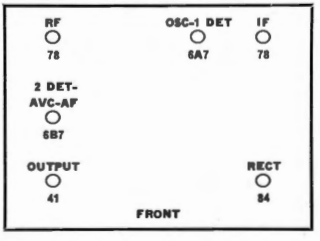
Model 30-A



Model 15 Arvin Car Radio (1934)



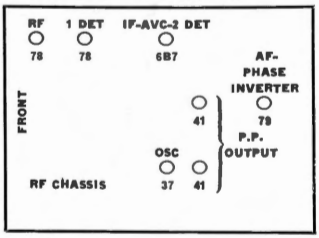
Model 25 Arvin Car Radio (1934)



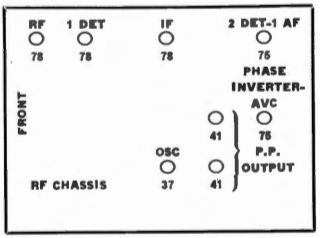
Noblitt-Sparks Industries, Inc. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

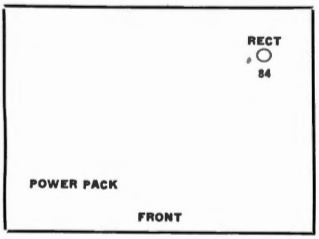
Model 35 Arvin Car Radio (1934)



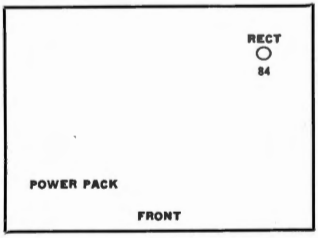
Model 45 Arvin Car Radio (1934)



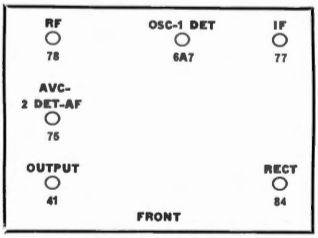
Model 35



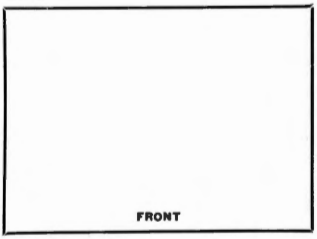
Model 45



Model 20B (1933)



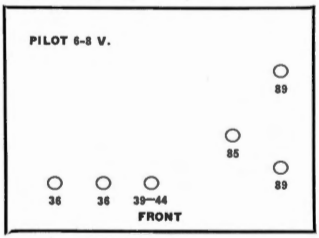
Model



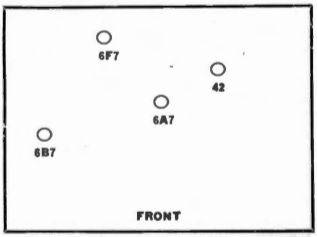
Oldsmobile, Inc.

(Circles Indicate Actual Position of Tube Sockets)

Model 5850 (1932)



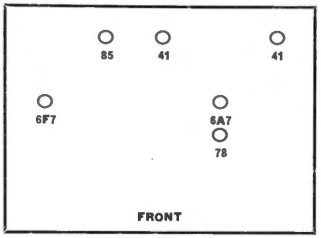
Model Single Unit (1935)



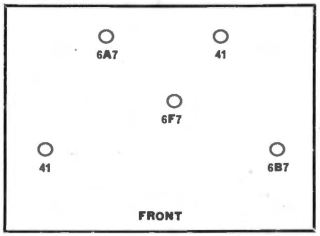
Oldsmobile, Inc. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

Model 6-Tube (1935)



Model 5-Tube (1935)



ADD NEW DIAGRAMS HERE

Model

Model

Model

Model

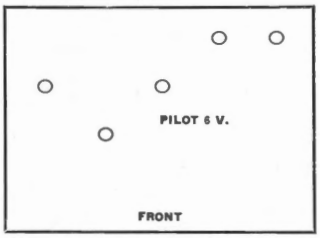
Model

Model

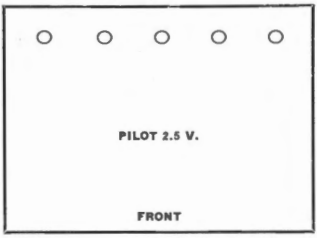
Packard-Bell Co.

(Circles Indicate Actual Position of Tube Sockets)

Model 25 (Auto) (1935)



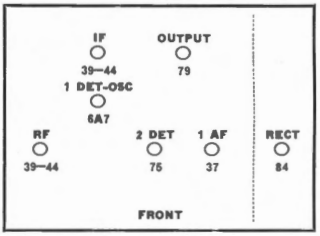
Model 35ATE (1935)



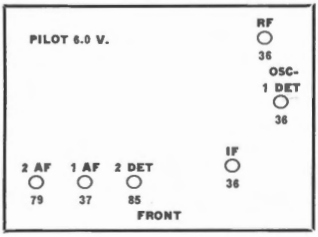
Packard Motor Car Co.

(Circles Indicate Actual Position of Tube Sockets)

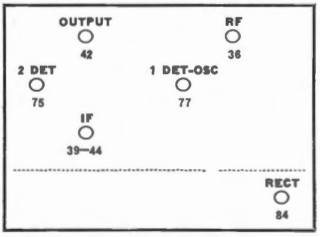
Model DeLuxe (1935)



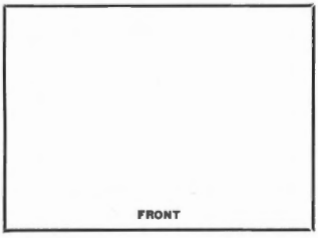
Model DeLuxe (1933)



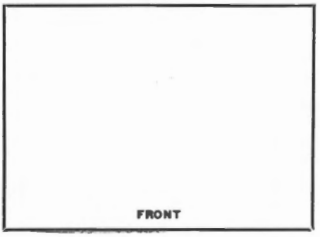
Model Custom (1935)



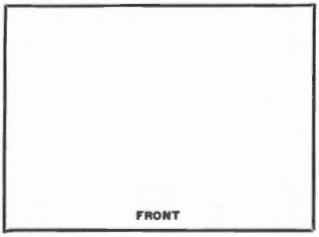
Model



Model



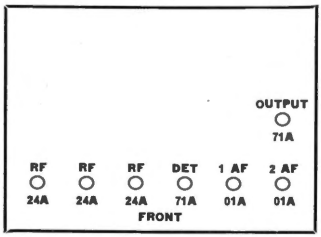
Model



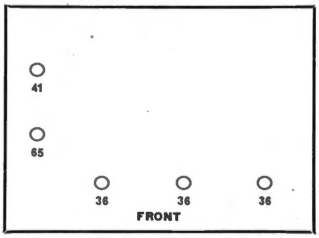
Philco Radio and Television Corp.

(Circles Indicate Actual Position of Tube Sockets)

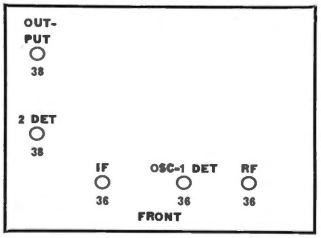
Model M-3 Auto (1931)



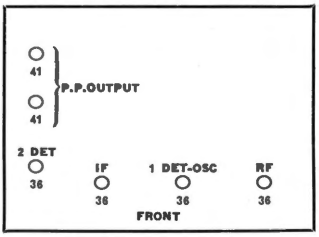
Models M-6, B-6 (Auto) (1932)



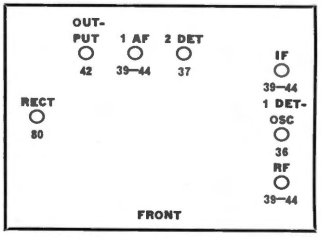
Model M-7 Auto (1st) (1932)



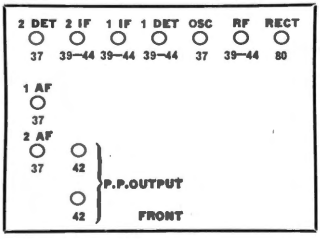
Models M-8, M-12, M-121 (Auto) (1932)



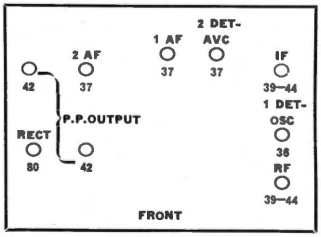
Model 71 (1932)



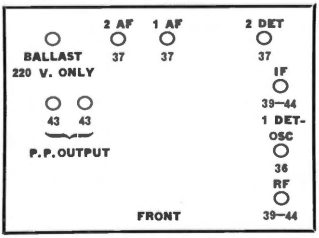
Model 15 (1932)



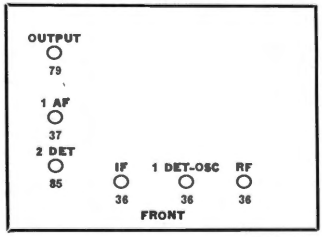
Model 91 (1932)



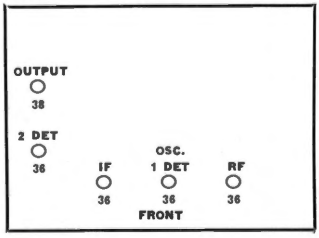
Model 47 DC (1932)



Models M-9, M-12, M-122 (Auto) (1933)



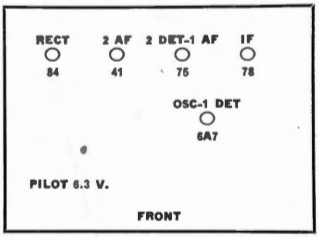
Model M-7 (Auto) (2nd) (1932)



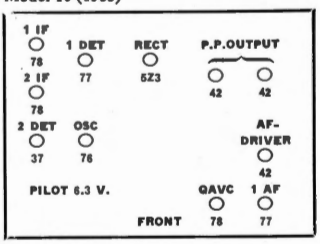
Philco Radio and Television Corp. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

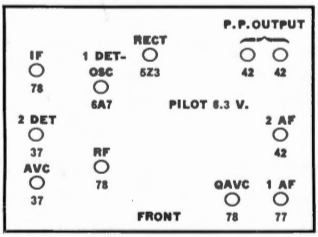
Model 5 (Auto) (1933)



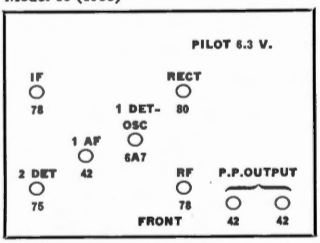
Model 16 (1933)



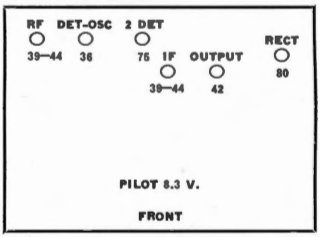
Model 17 (1933)



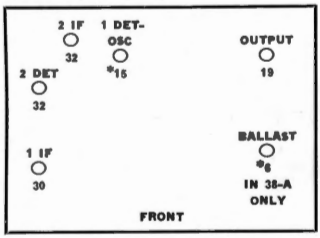
Model 18 (1933)



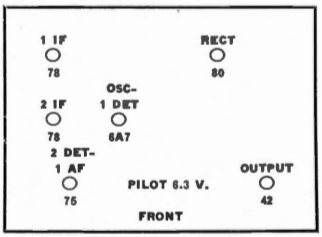
Model 19-128 (1933)



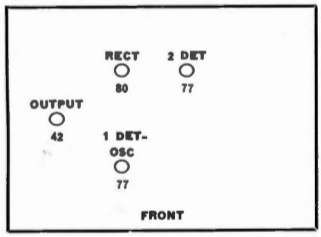
Models 38, 38A (1933)



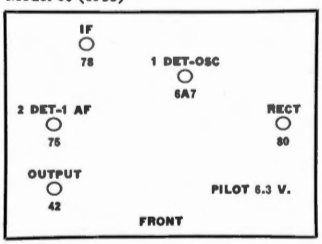
Model 44 (1933)



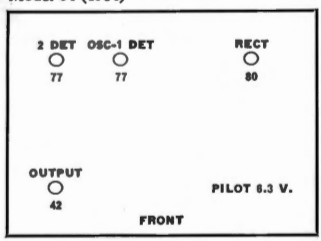
Model 57 (1933)



Model 60 (1933)



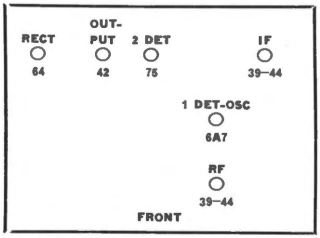
Model 84 (1934)



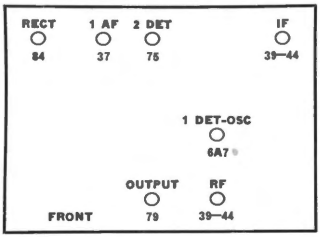
Philco Radio and Television Corp. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

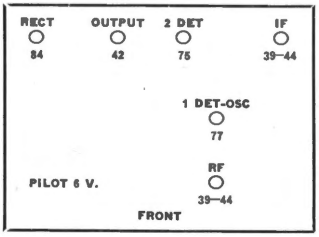
Model 10



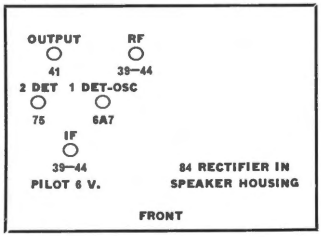
Model 800 (1934)



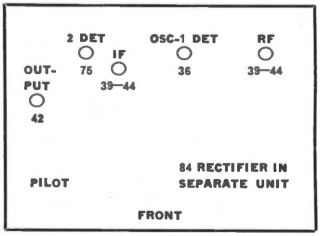
Model 11 (1934)



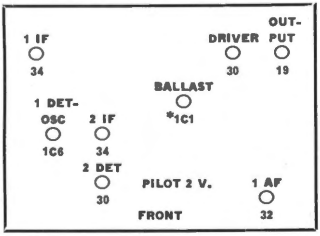
Model G (1934)



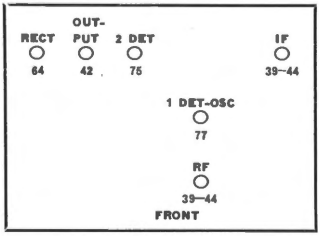
Model 32 (1934)



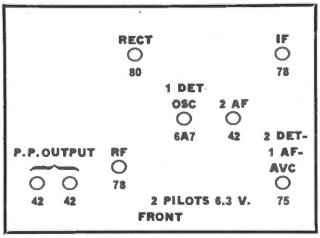
Models 34, 34-A (1934)



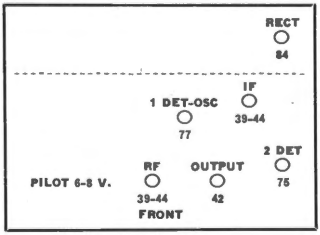
Model 700 (1934)



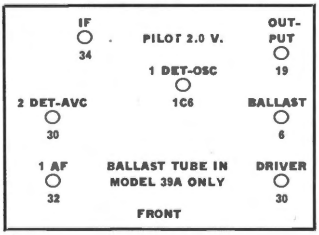
Model 118 (1934)



Model FT-6 (1935)



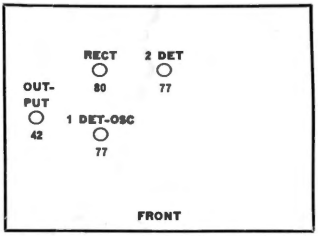
Models 39, 39A (1935)



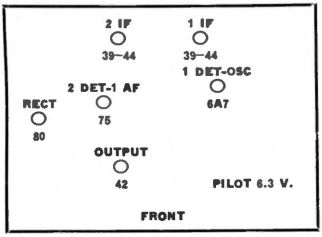
Philco Radio and Television Corp. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

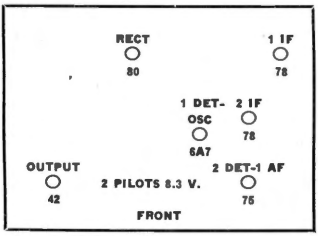
Model 59 (1934)



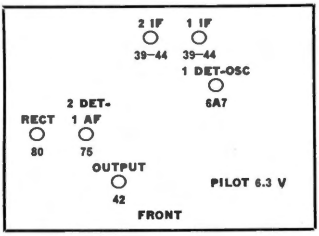
Model 45 (1934)



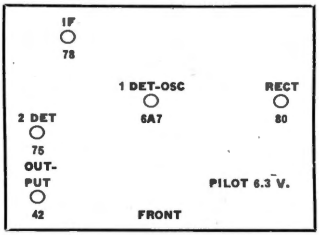
Model 144 (1934)



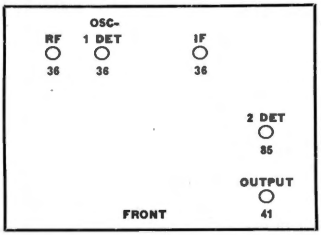
Model 29 (1934)



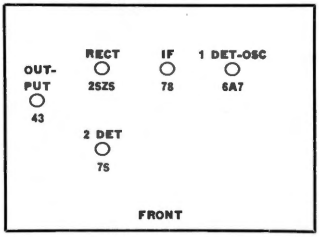
Model 66 (1934)



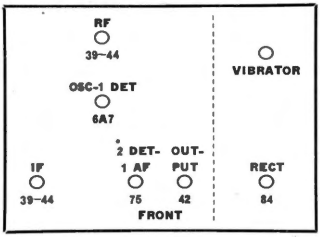
Model 6 Transitone



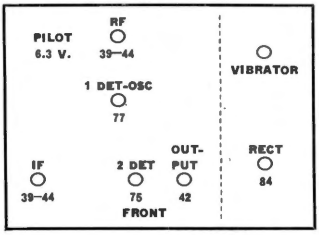
Model 54



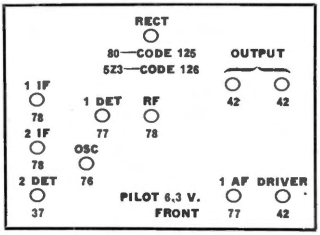
Model 10—Code 122 (1934)



Model 11 (Code 122) (1934)



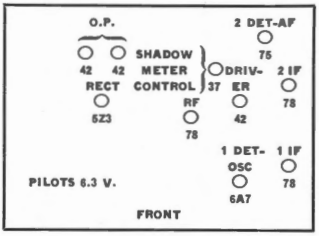
Model 16 (Codes 125, 126) (1934)



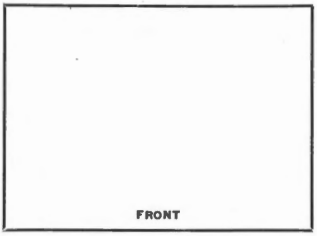
Philco Radio and Television Corp. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

Models 201, 509-X (1934)



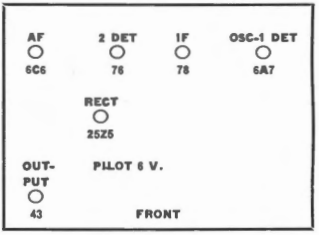
Model



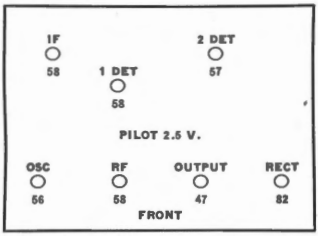
Pierce Airo, Inc. (DeWald)

(Circles Indicate Actual Position of Tube Sockets)

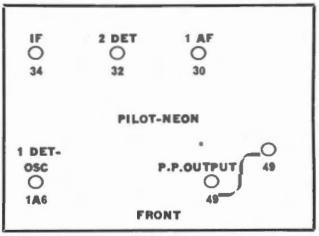
Model 600A



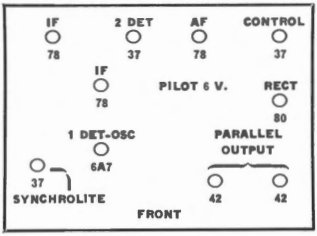
Model BLG



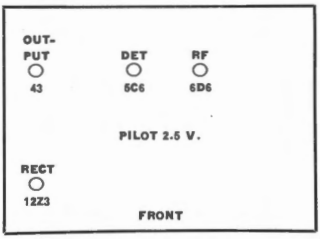
Model 62 Battery



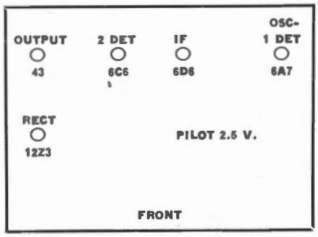
Model 100



Model 440



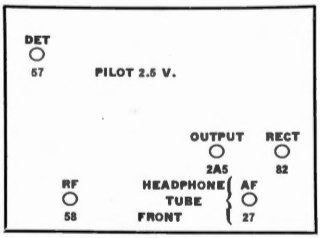
Model 501



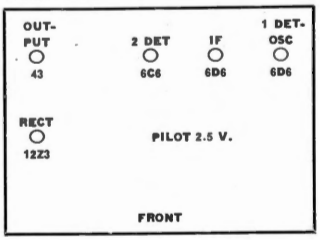
Pierce Airo, Inc. (DeWald) (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

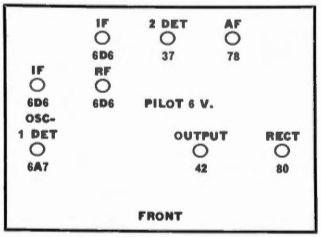
Model 555



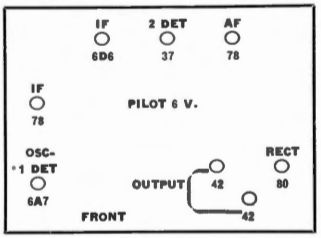
Model 553-4-S



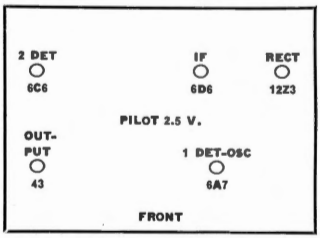
Model 811-A



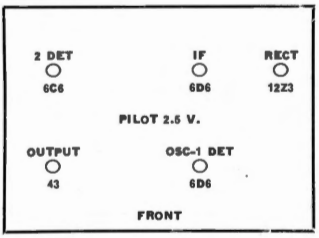
Model 80



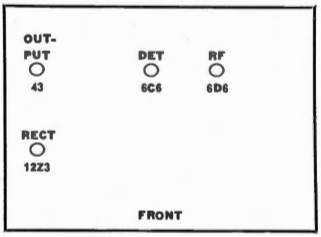
Model 500A



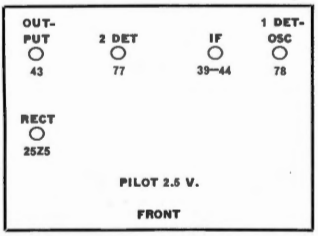
Model 580R



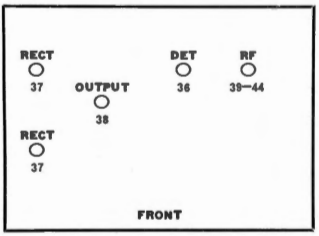
Model 425R



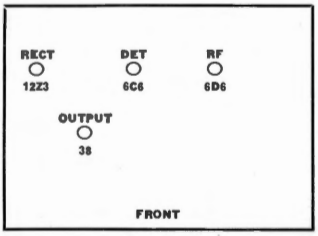
Model 550-1



Model 54



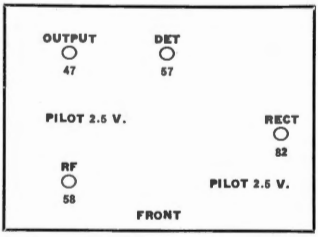
Model 430



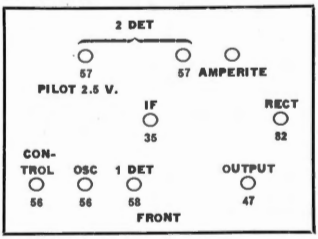
Pierce Airo, Inc. (DeWald) (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

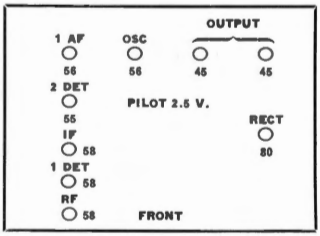
Model 40 (1932)



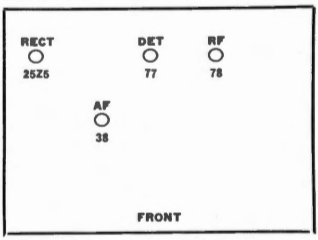
Model BAH



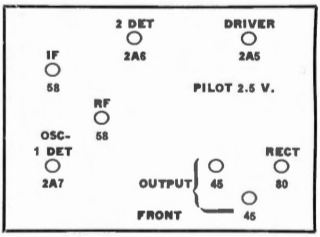
Model 90



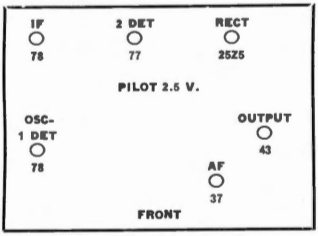
Model 414



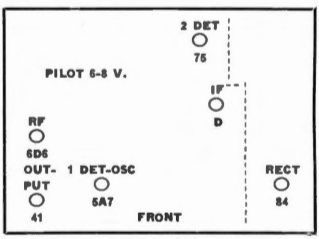
Model 802



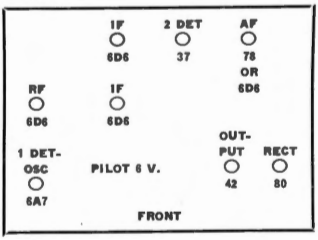
Model 60 EX



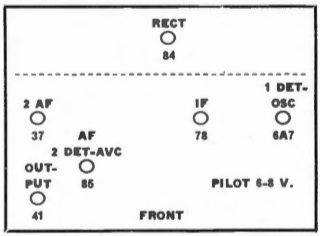
Model 640



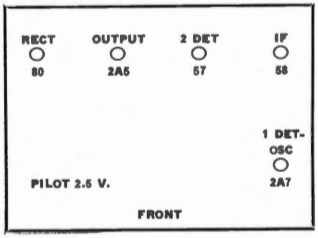
Model 811R



Model 61 (1933)



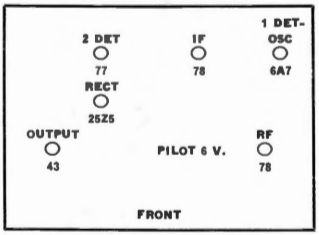
Model 570



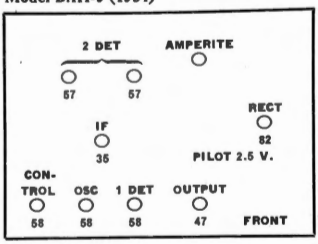
Pierce Airo, Inc. (DeWald) (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

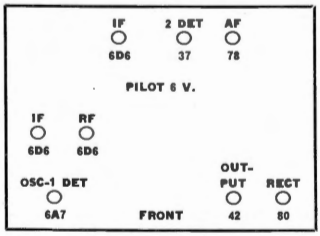
Model 630



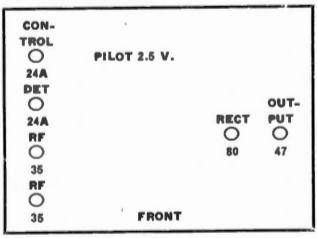
Model BAH-9 (1934)



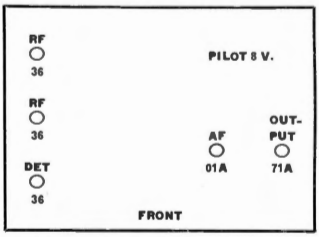
Model 811



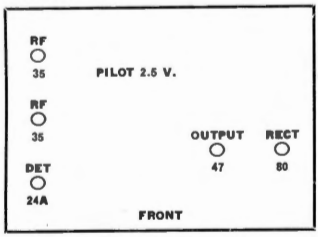
Model 646-7-M



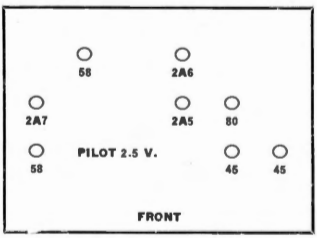
Model KRE



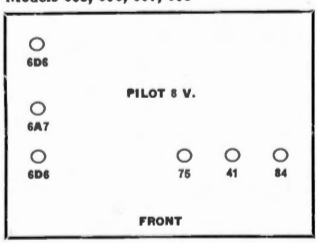
Model LW-15-6



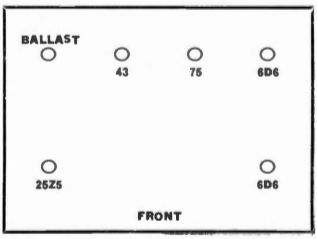
Model 804



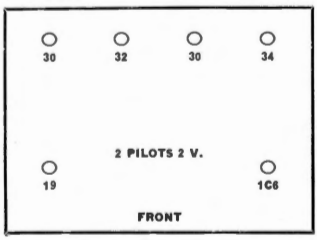
Models 605, 606, 607, 608



Model 609



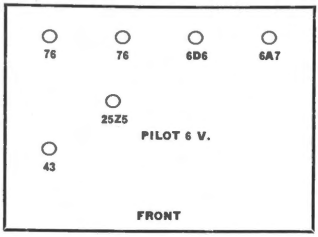
Model 603



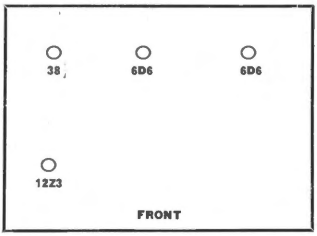
Pierce Airo, Inc. (DeWald) (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

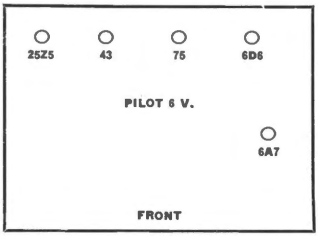
Model 600AR



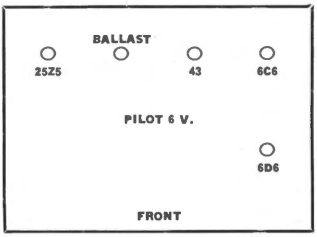
Model 401



Model 505R



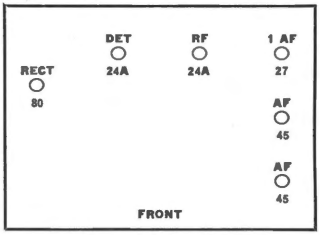
Model 509



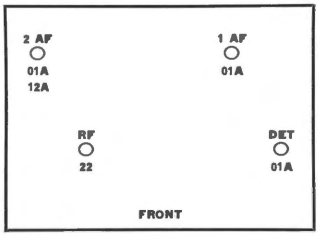
Pilot Radio and Tube Corporation

(Circles Indicate Actual Position of Tube Sockets)

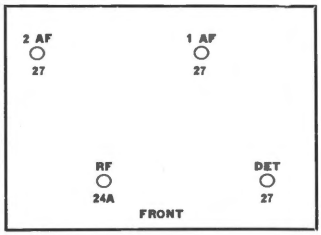
Model K-136



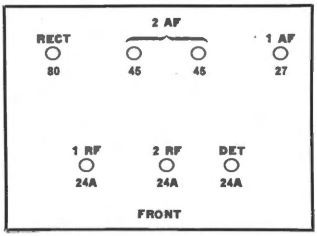
Model K-110



Model K-115



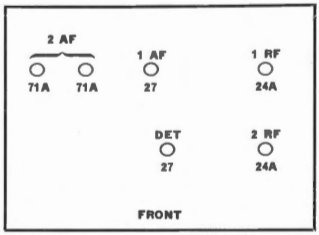
Models K-126, K-128



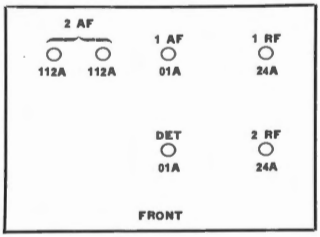
Pilot Radio and Tube Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

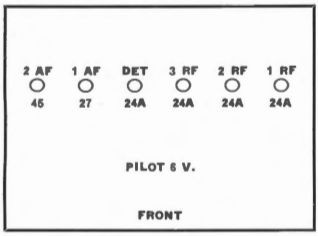
Model K-122



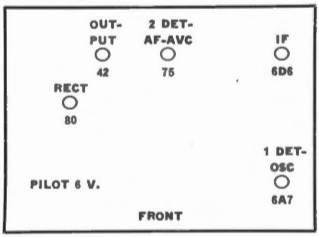
Models K-121, K-121-X



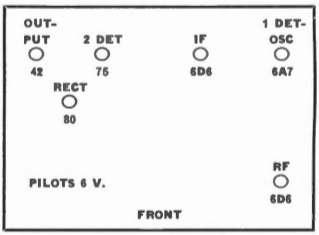
Model 140 (Auto)



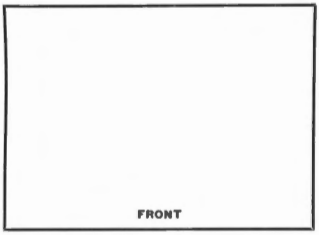
Models 53, 55



Model 63 (1934)



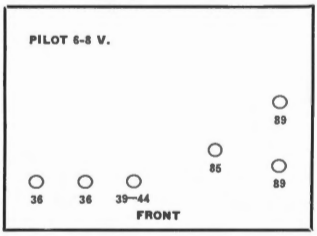
Model



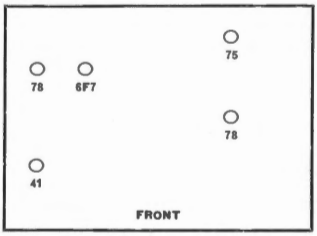
Pontiac Motor Car Company

(Circles Indicate Actual Position of Tube Sockets)

Model 5850 (1932)



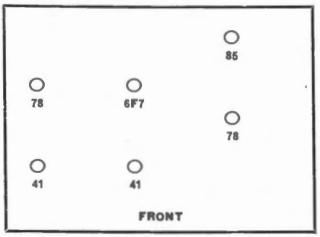
Model Air Mate (1934)



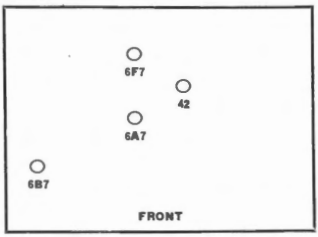
Pontiac Motor Car Company (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

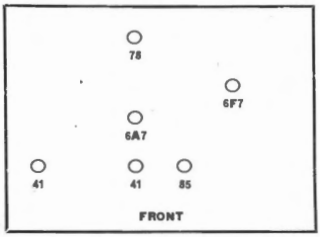
Model Air Chief (1934)



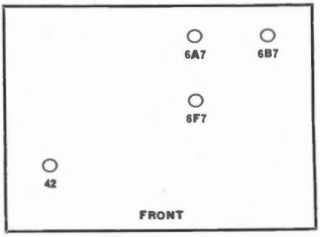
Models 544245, 544267, 54428-G



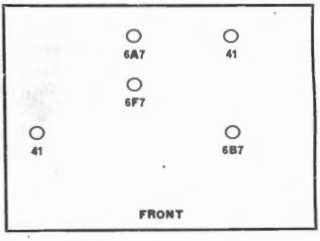
Models 544246, 544268



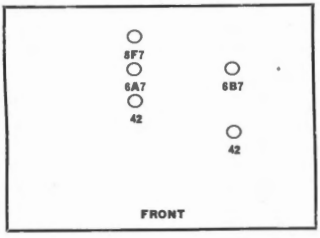
Model 544289-C



Models 544290-C, 544291-C



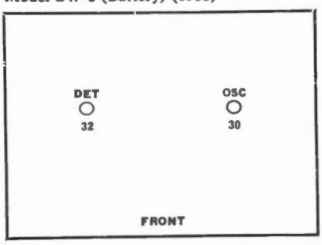
Models 544290-A, 544291-A



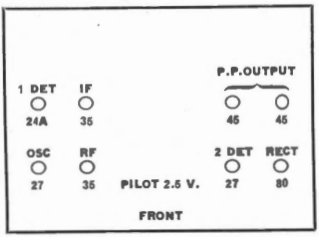
RCA Victor Division—RCA Mfg. Co., Inc.

(Circles Indicate Actual Position of Tube Sockets)

Model SW-3 (Battery) (1933)



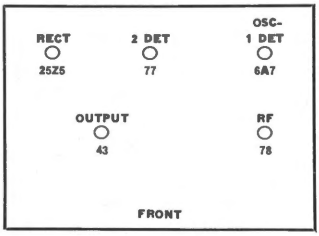
Model R-7-LW (1933)



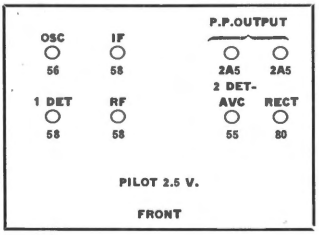
RCA Victor Division—RCA Mfg. Co., Inc. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

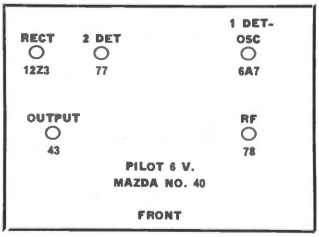
Model R-22 (1933)



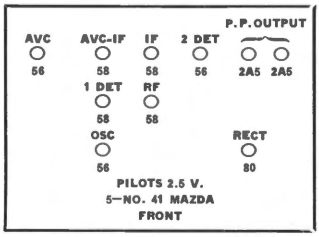
Models R-73-A, R-75-A (1933)



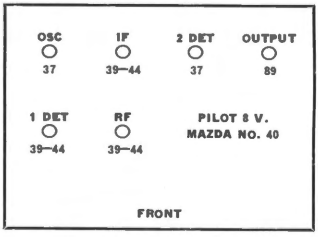
Models 112 AC-DC 220 V. (1933)
112A (1934)



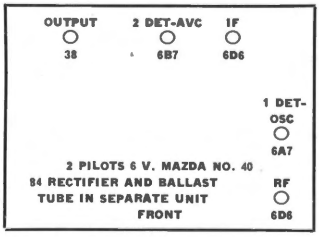
Models R-90, R-90-P, 260, 261 (1933)



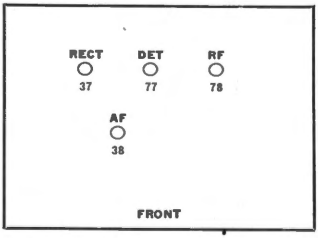
Model R-25 DC (1933)



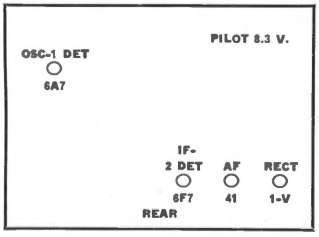
Model 223 (1934)



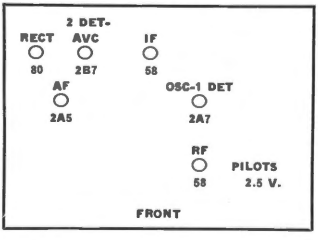
Model 102 (1934)



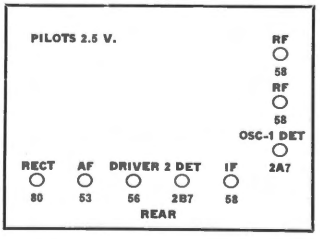
Model 301 (1934)



Models 320, 321, 221 (1934)



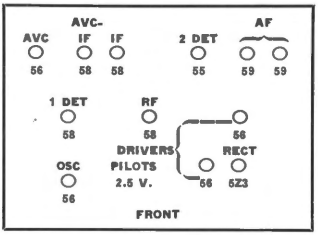
Models 340, 340E (1934)



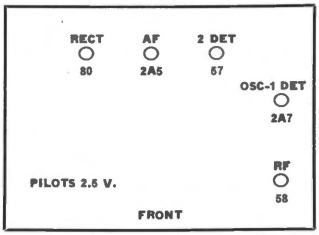
RCA Victor Division—RCA Mfg. Co., Inc. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

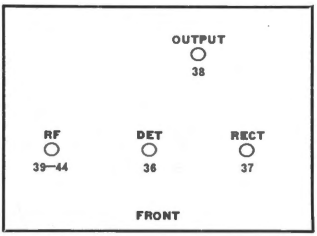
Models 380, 380HR (1934)



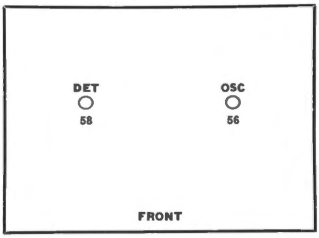
Models 110, 111, 115, 210, 310 (1933)



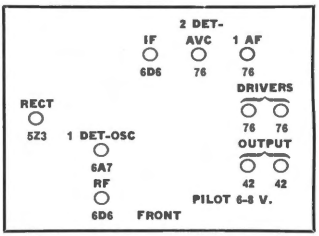
Model Premax P-1



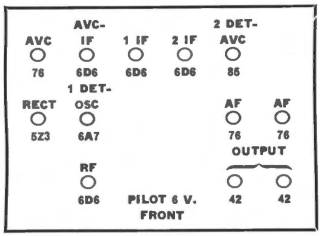
Model SW-3 AC (1933)



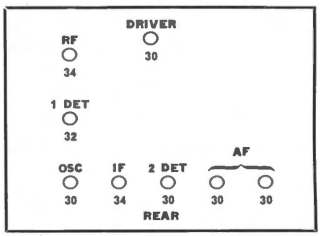
Model 262 (Early 1934)



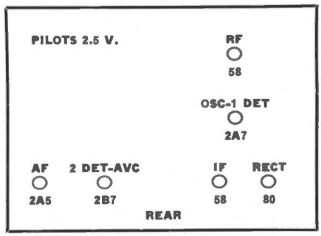
RCA 381 Duo (1934)



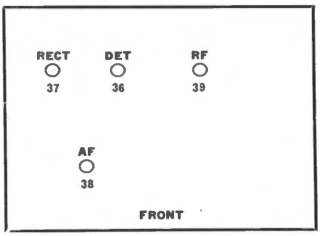
Models 142-B, 241-B (1933)



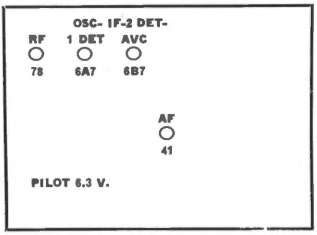
Models 220, 222 (1933)



Models R-27, R-17-M (1933)



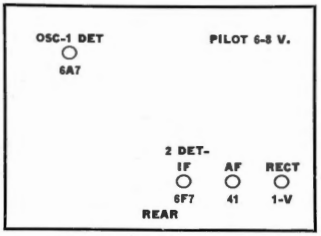
Model M-105 (Auto) (1934)



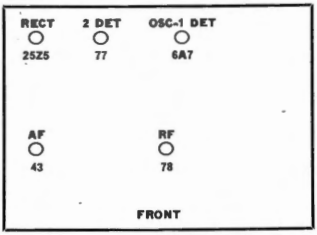
RCA Victor Division—RCA Mfg. Co., Inc. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

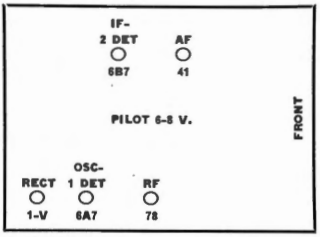
Model 101 (1933)



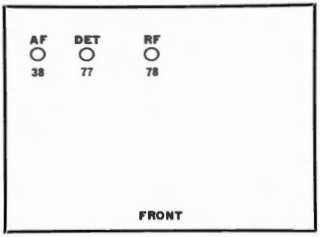
Model 114 (1933)



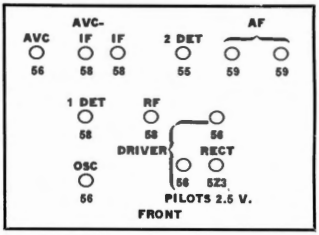
Model M-116 (1934)



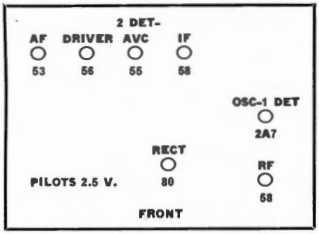
Model 91-B (Battery) (1934)



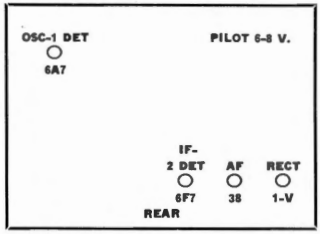
Model 280 (1933)



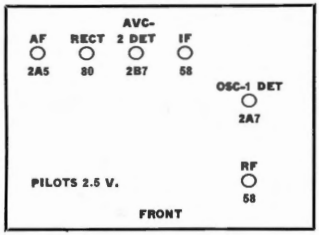
Models 330, 331 (1933)



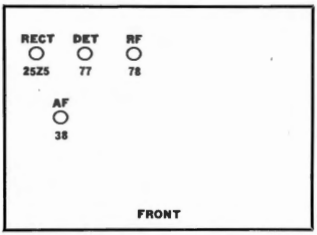
Model 100 (1933)



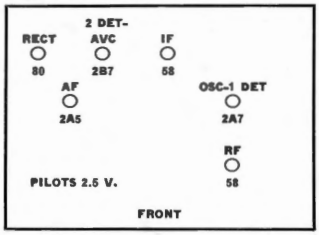
Models 120 (1933), 124 (1934)



Models R-18-W, 300 (1933)



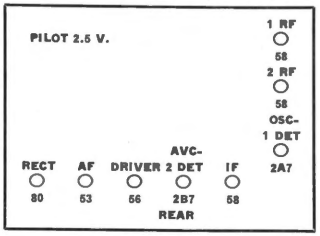
Models 121, 122, (1933)



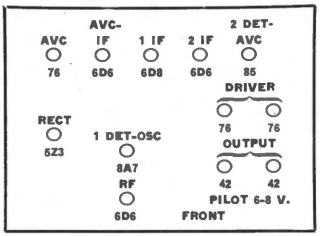
RCA Victor Division—RCA Mfg. Co., Inc. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

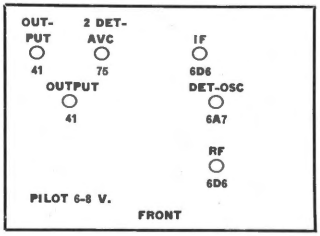
Models 140, 141, 141-E, 240, AVR-1 (1933)



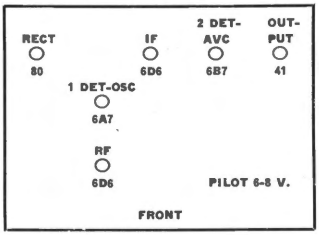
Model 281 (1934)



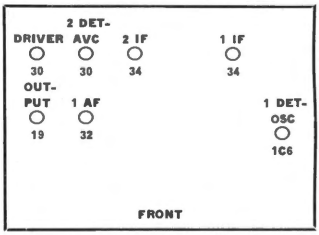
Model 327 (1934)



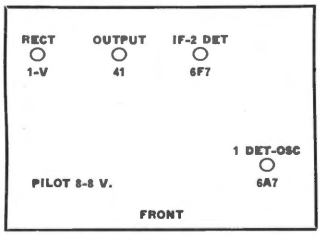
Models 128, 224 (1934)



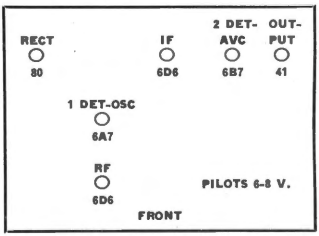
Models 135-B, 235-B Battery (1934)



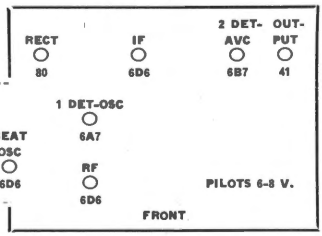
Model 103 (1935)



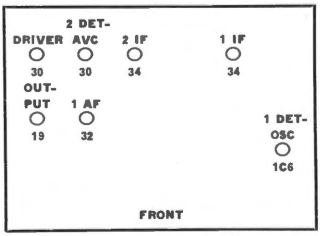
Models 322-E, 322-Duo, 128-E, 224-E



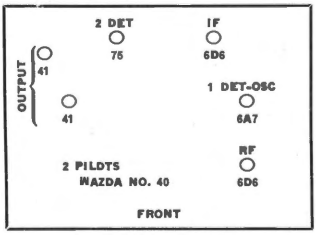
Model ACR-136 (1934)



Model 236-B Battery (1935)



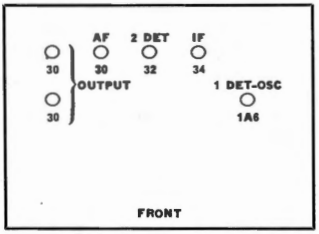
Model 127 (1934)



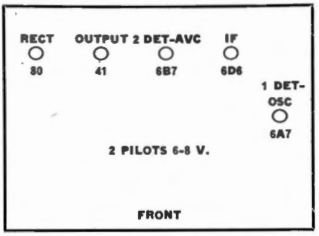
RCA Victor Division—RCA Mfg. Co., Inc. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

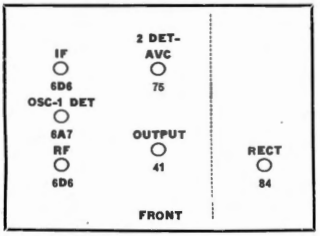
Model 126-B Battery (1934)



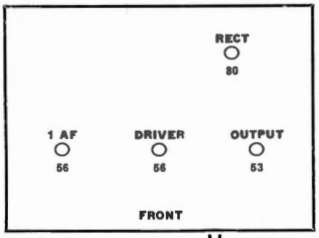
Models 118, 211 (1934)



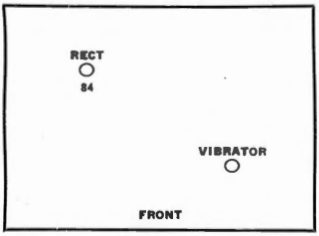
Model M-107 (Auto) (1934)



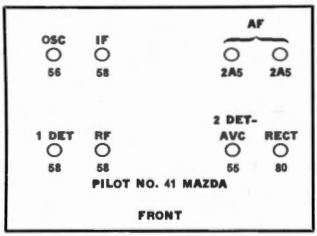
Model R-92 Recorder (1934)



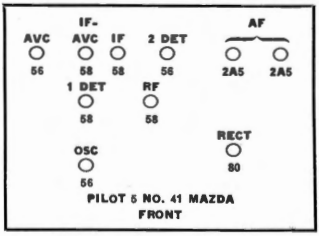
U SHAFT



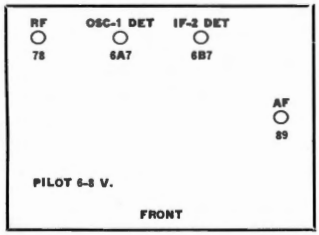
Models R-73, R-75, RE-80 (1933)



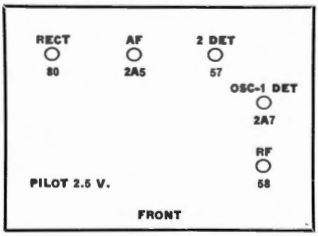
Models R-90, R-90-P, 260, 261 (1933)



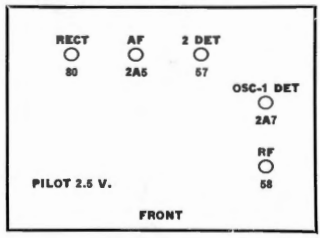
Model M-34 (Auto) (1933)



Model RE-40-P (1933)



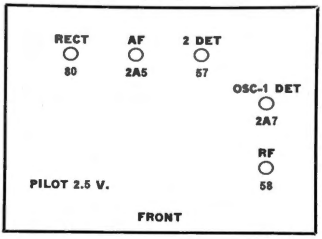
Models R-28, R-28-P (1933)



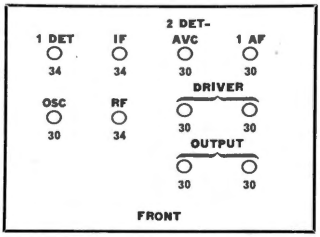
RCA Victor Division—RCA Mfg. Co., Inc. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

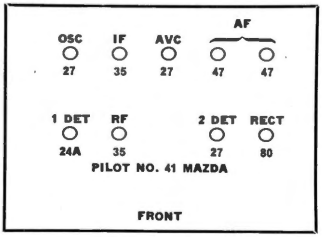
Model R-28-BWC (1933)



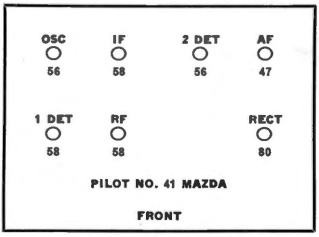
Models R-51-B, R-53-B (1933)



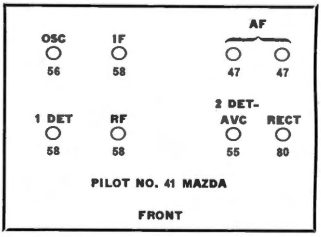
Model R-21 (1932)



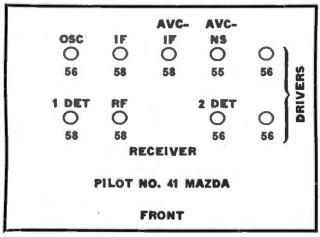
Models R-70 (1932), R-71, R-72 (1933)



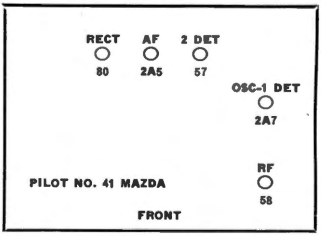
Models R-73, R-75, RE-80 (1933)

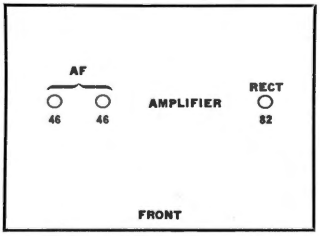


Models R-78 (2nd), RAE-84 (1933)

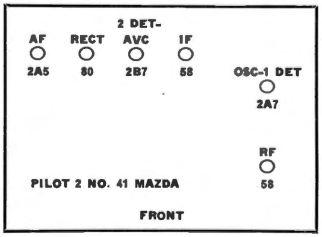


Models R-28, R-28-A to R-28-G, RE-40 (1933)

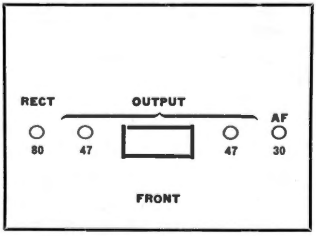




Models R-37, R-38, R-37-P, R-38-P (1933)



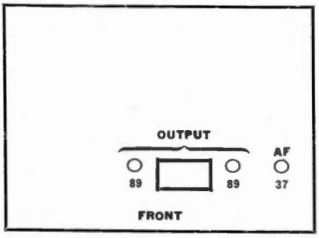
Model CRD-9 (AC) (1933)



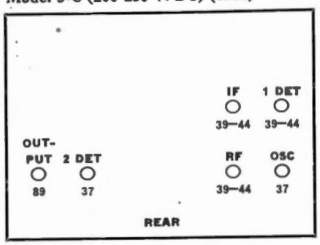
RCA Victor Division—RCA Mfg. Co., Inc. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

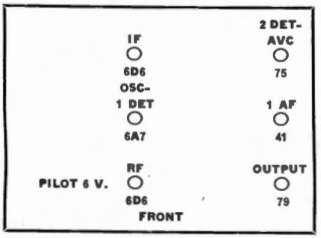
Model CRD-9 (DC) (1933)



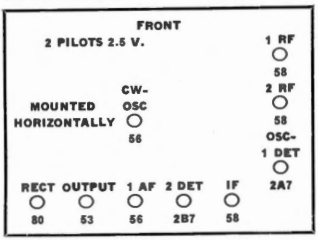
Model 3-C (200-230 V. DC) (1933)



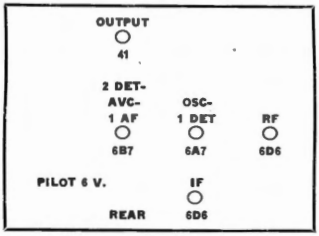
Model M-123 (Auto) (1934)



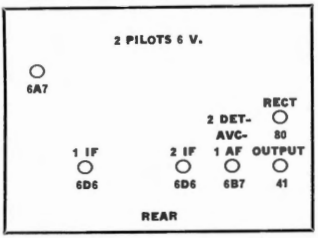
Model AVR-5-A



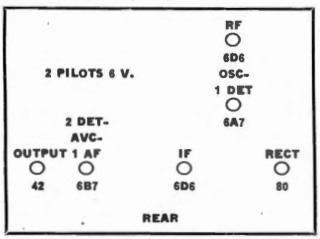
Models M-101, M-104, M-108 (Auto) (1935)



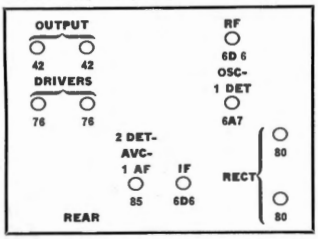
Models 125, 225 (1935)



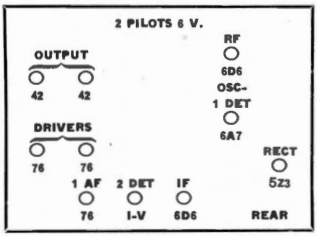
Models 128, 226 (1935)



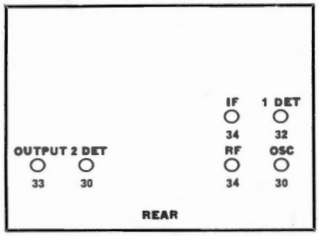
Models 262, 263 (1935)



Model 262 (Late 1934)



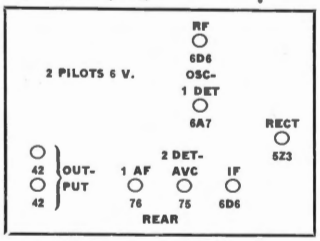
Model 3-B (Battery) (1933)



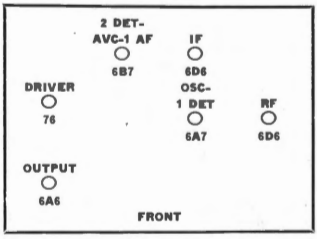
RCA Victor Division—RCA Mfg. Co., Inc. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

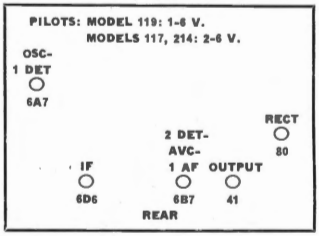
Model 143, 242 (1934-35), 341 (1934), 243 (1935), 342 (1935)

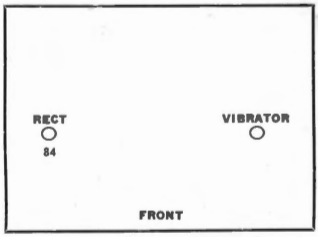


Model M-109 (Auto) (1935)



Model 117, 119, 214 (1935)

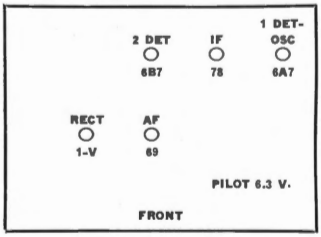


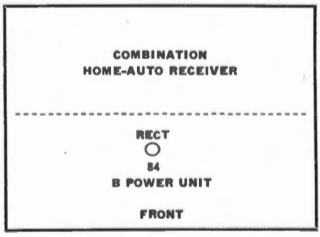


Remler Company, Ltd.

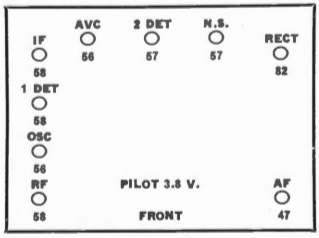
(Circles Indicate Actual Position of Tube Sockets)

Model 27 (1933)

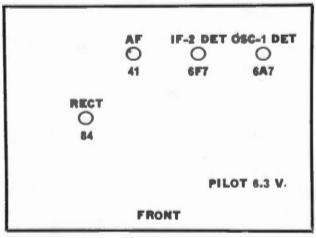




Model 15-3 (1339)



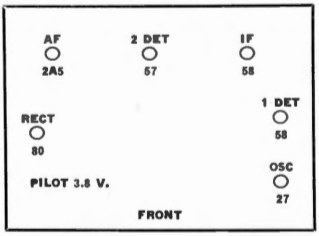
Model 30-40 (1933)



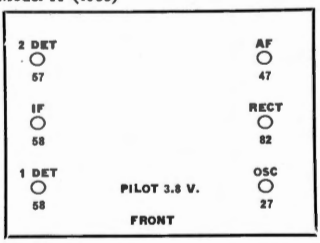
Remler Company, Ltd. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

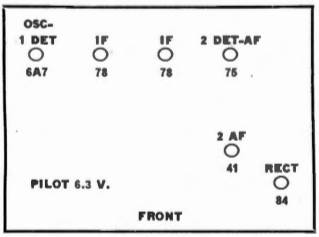
Model 10-3 (1933)



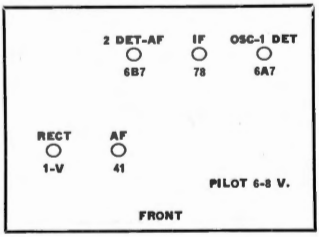
Model 11 (1933)



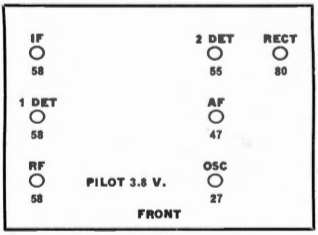
Model 35 (1934)



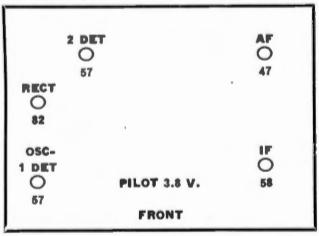
Model 28—was formerly No. 27 (1934)



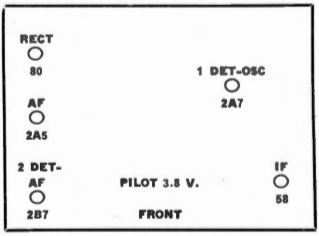
Model 15C (1933)



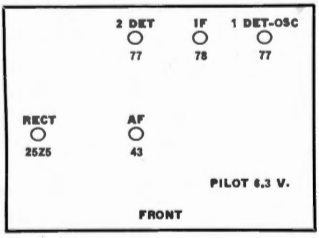
Model 21-3 (Serial No. 38,000 up) (1933)



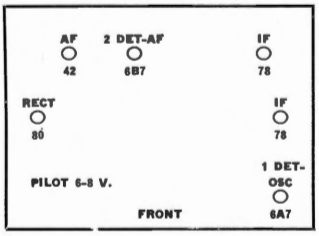
Model 21-4 (1933)



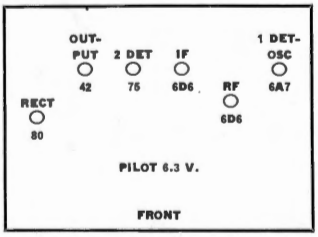
Model 26 (1933)



Model 10-4 (1934)



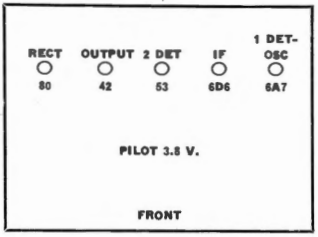
Model 42 (1935)



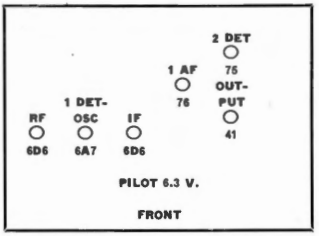
Remler Company, Ltd. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

Model 53 (1935)



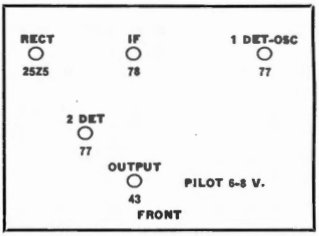
Model 36 (1935)



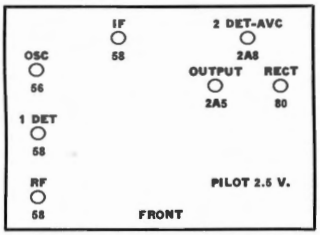
Republic Industries

(Circles Indicate Actual Position of Tube Sockets)

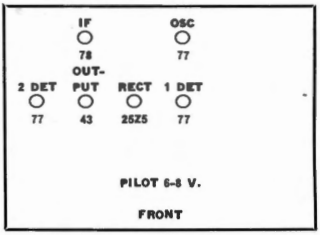
Model Patrician (1933)



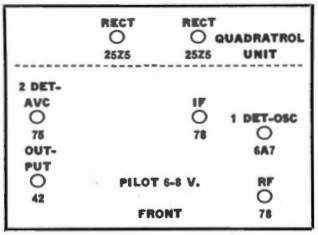
Model Master (1933)



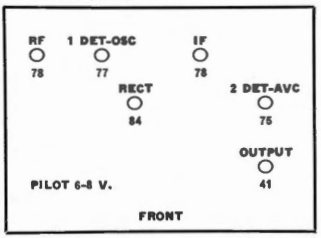
Model SL-6 (1933)



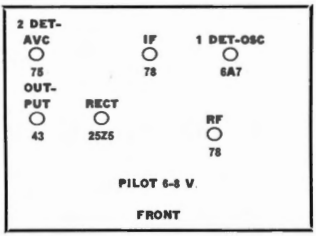
Models RC-5, RC-6 (1933)



Model 4B6 (Auto)



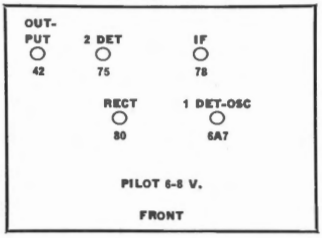
Model SL-6D



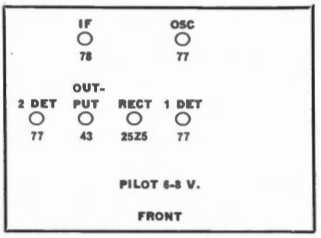
Republic Industries (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

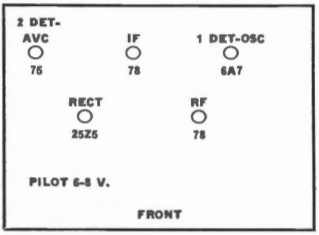
Model SL-5-D (1933)



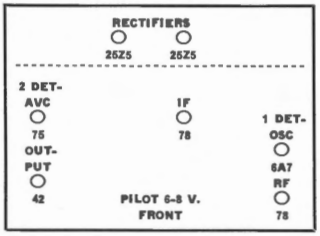
Model SL-6 (1933)



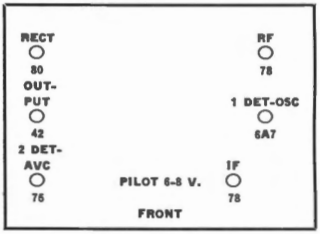
Model SL-6-D (1933)



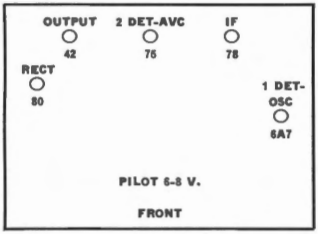
Models RC-5, RC-6 (1933)



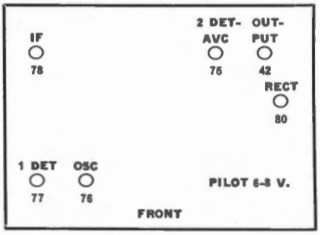
Model TL-6C (1934)



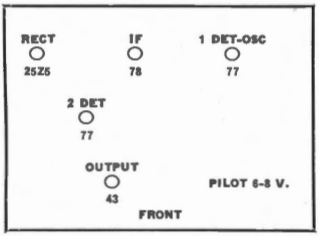
Model TR-5B (1934)



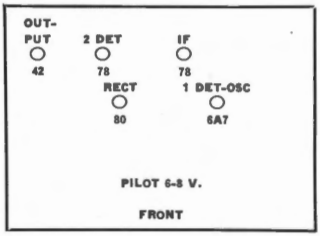
Model CS-6 (1934)



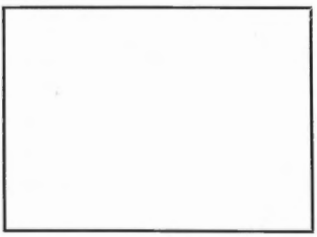
Model SL-5, BP-SE (1934)



Model SL-5D



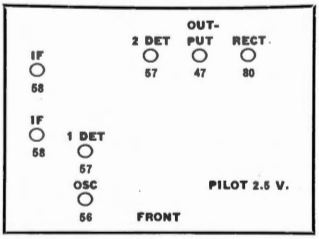
Model



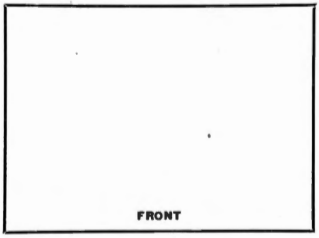
Savil Radio Engineering Corporation

(Circles Indicate Actual Position of Tube Sockets)

Model 715



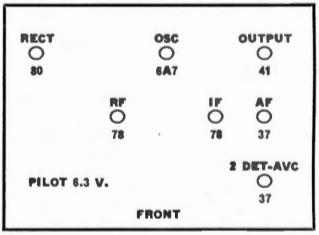
Model



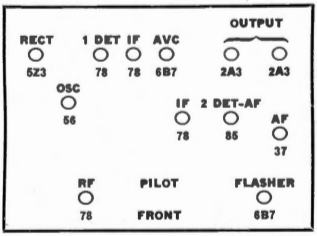
Sears Roebuck & Co.

(Circles Indicate Actual Position of Tube Sockets)

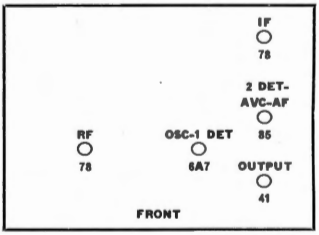
Model 1729



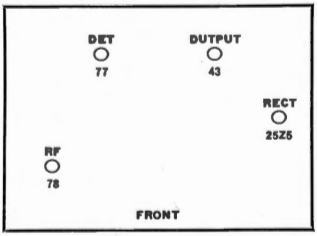
Models 1722, 1732 Revised (1934)



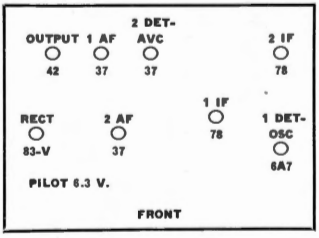
Model 1730 (1934)



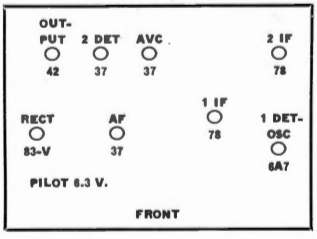
Model 1724



Model 1760



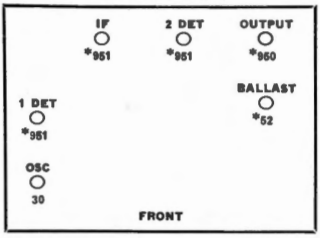
Models 7118, 1708A



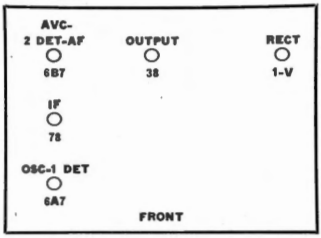
Sears Roebuck & Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

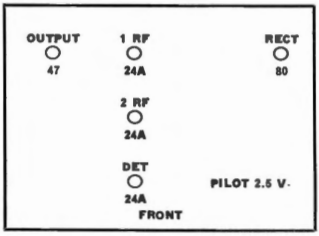
Models 1711A, 7090A (1934)



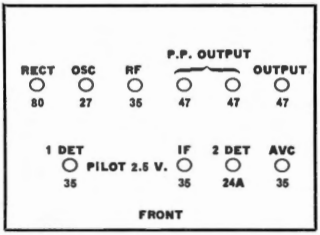
Model 1733



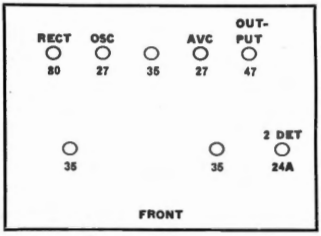
Model 1252



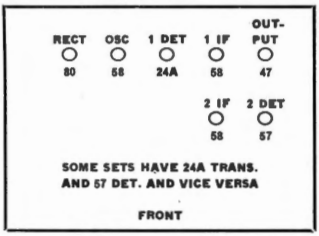
Model 1430



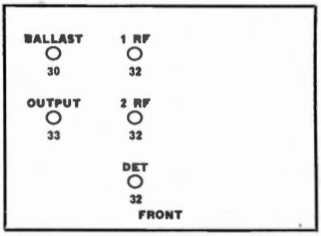
Models 1462, 1480, 1482, 1484



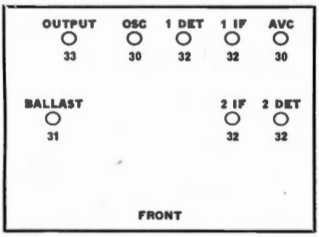
Models 1580, 1582, 1584



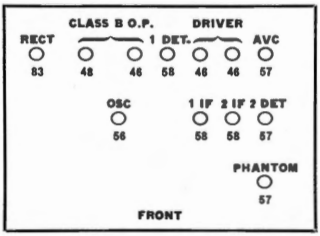
Models 1620, 1622



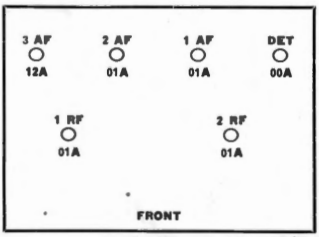
Models 1570, 1572, 1574



Model 1640



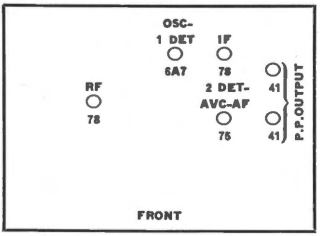
Model Silvertone E



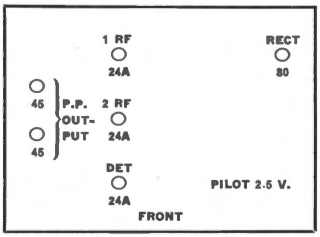
Sears Roebuck & Co. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

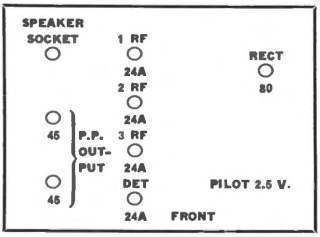
Model 1715



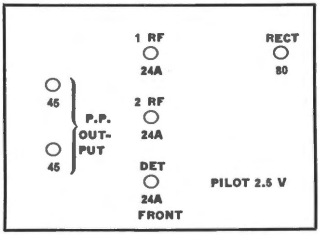
Models 1150, 1152, 1420



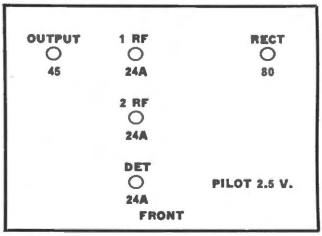
Models 1310, 1312



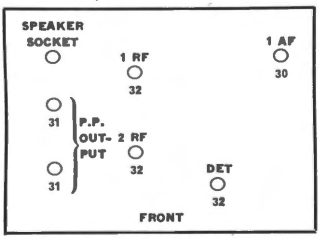
Model 1170



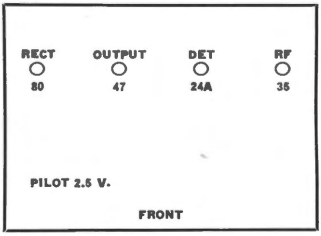
Model 1250



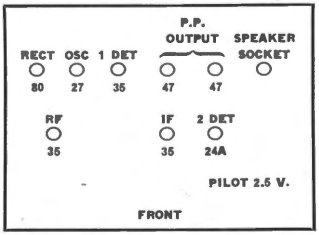
Models 1292, 1302



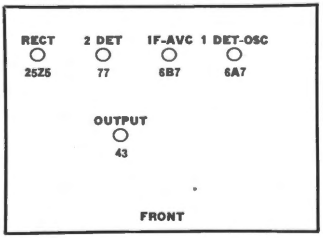
Model 1370



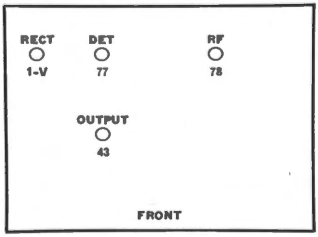
Models 1320, 1322, 1324, 1450



Models 1700, 7062 AC-DC



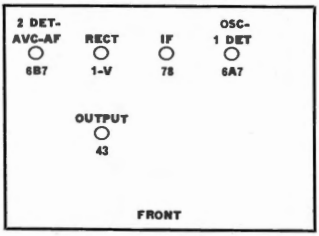
Models 1703, 7064



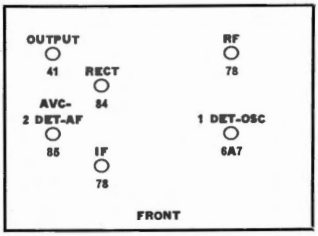
Sears Roebuck & Co. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

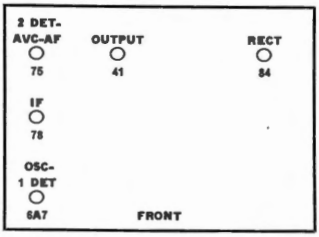
Models 1704, 7070, 7071, 7072, 7073, 7074



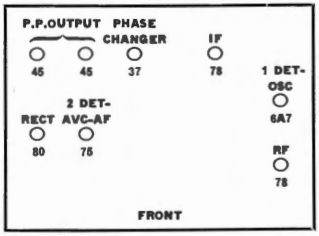
Model 1705



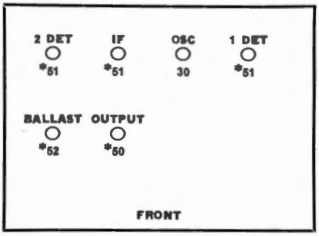
Models 1706, 1707



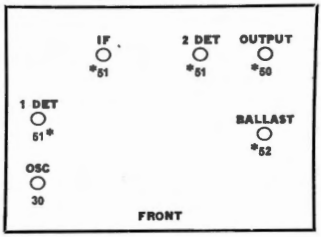
Models 1708, 1709



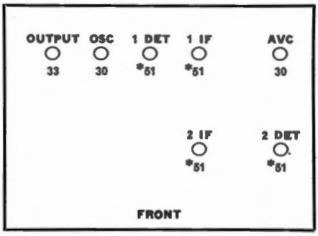
Model 1710



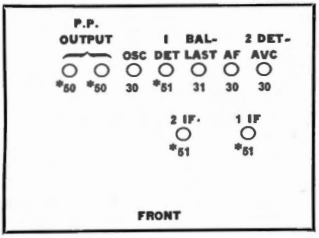
Models 1711, 7090



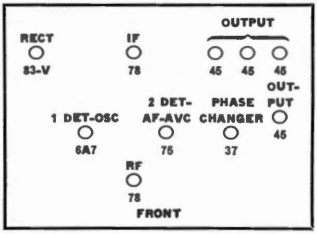
Models 1712, 1713



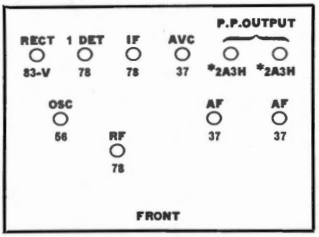
Model 1714



Models 1720, 1725, 7065



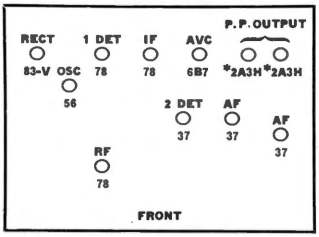
Model 1721



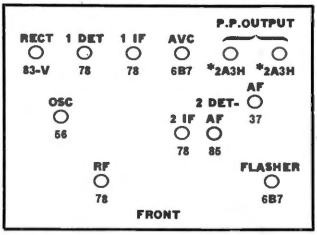
Sears Roebuck & Co. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

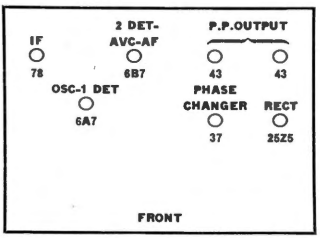
Models 1722, 1732



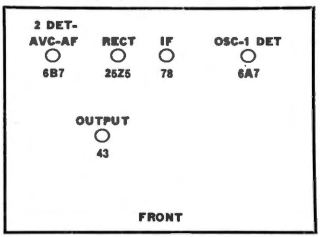
Models 1722X, 1732X



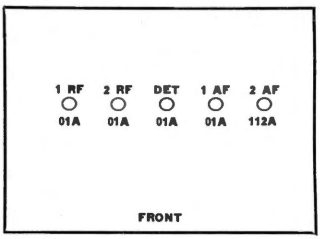
Model 1750



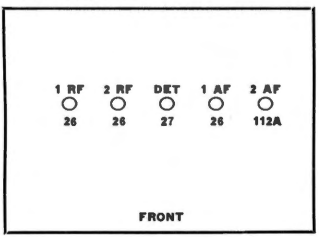
Models 7075, -6, -7 -8; 7091, -2, -3, -4



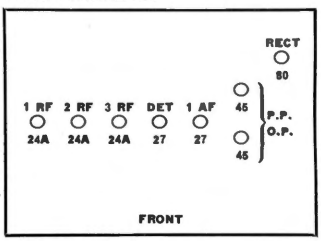
Model Silvertone F



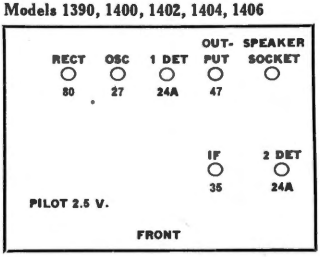
Model Silvertone FF



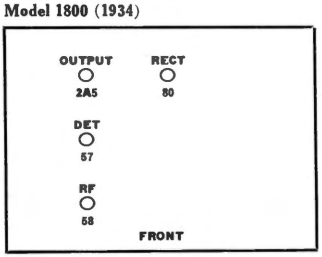
Model Silvertone 218



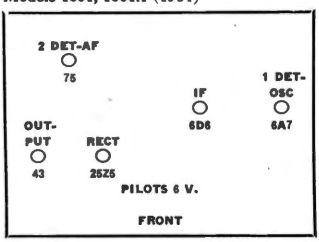
Models 1390, 1400, 1402, 1404, 1406



Model 1800 (1934)



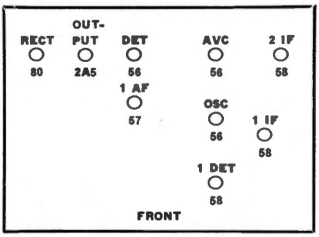
Models 1801, 1801A (1934)



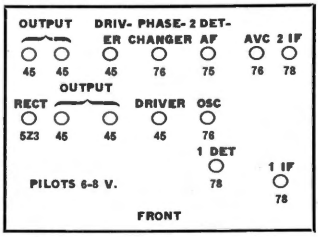
Sears Roebuck & Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

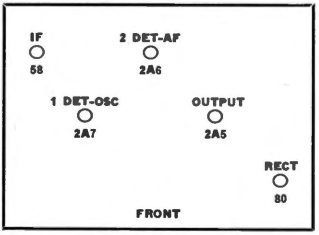
Model 1840 (1934)



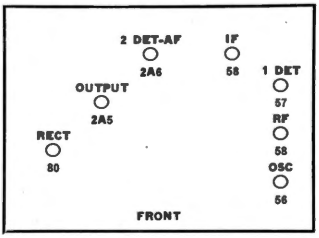
Model 1825A



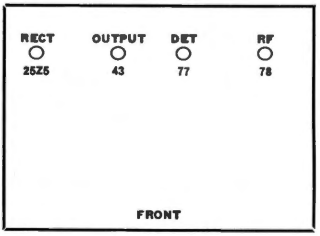
Models 1743A, 7140 (1934)



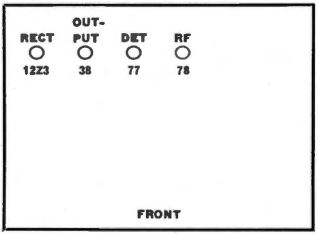
Models 7124, 7132 (1934)



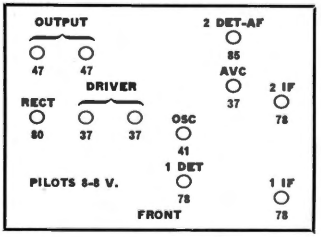
Models 1728A, 7135 (1934)



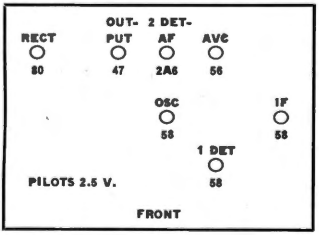
Models 7110, 7126, 7130 (1934)



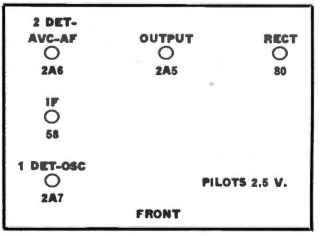
Models 1832, 1832-A (1934)



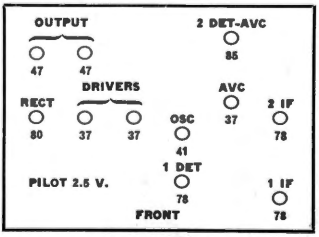
Models 1809, 1811, 1833, 1845 (1935)



Models 1802, 1803 (1934)



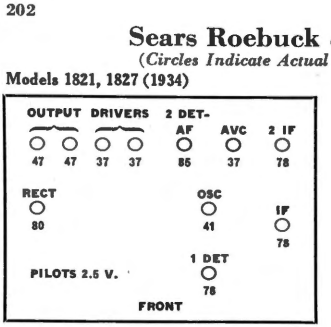
Model 1832 (1934)



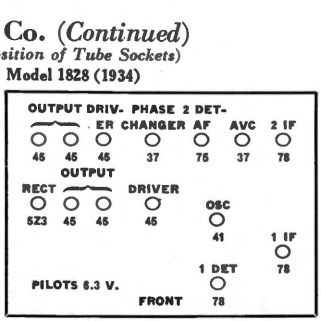
Sears Roebuck & Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

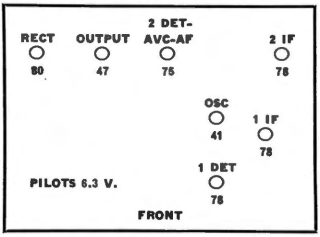
Models 1821, 1827 (1934)



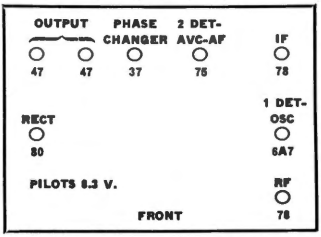
Model 1828 (1934)



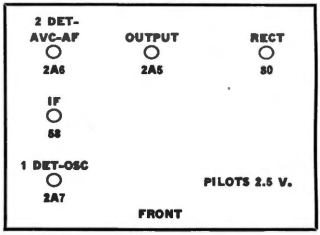
Models 1804, 1805, 1820, 1826 (1934)



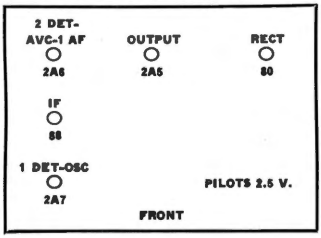
Models 1806, 1823, 1829 (1934)



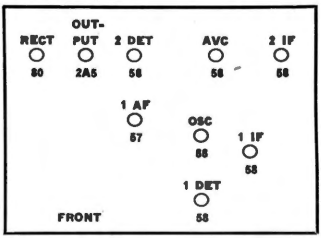
Models 1802, 1803 (1934)



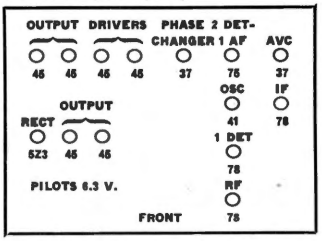
Model 1802A, 1803A, 1807 (1934)



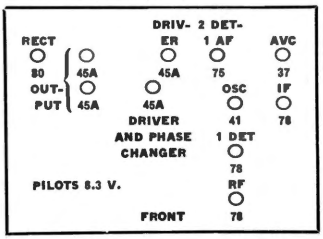
Model 1840 (1934)



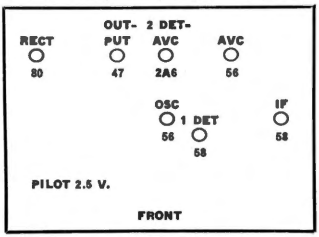
Models 1822, 1831 (1934)



Models 1824, 1830 (1934)



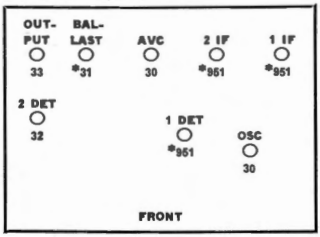
Models 1805A, 1808A, 1826A, 1841 (1934)



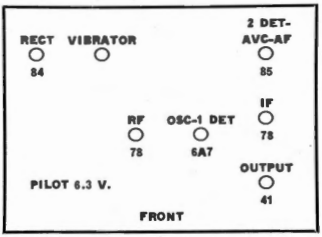
Sears Roebuck & Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

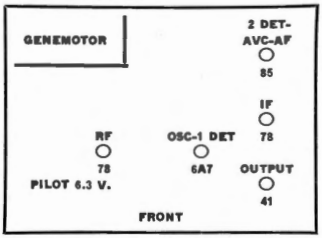
Model 1857A (1934)



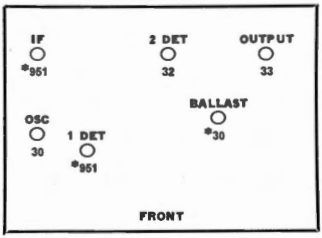
Model 7128 (1934)



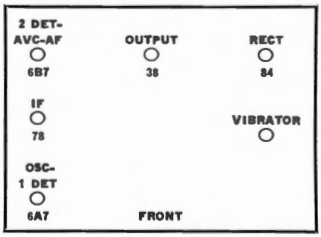
Model 1858 (1934)



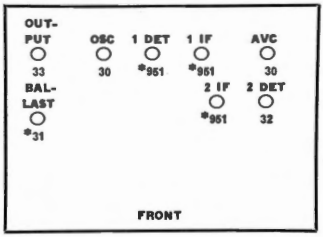
Models 1850, 1851 (1934)



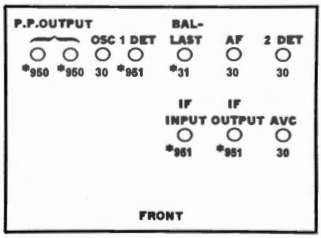
Model 1855 (1934)



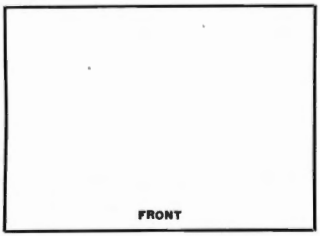
Model 1857 (1934)



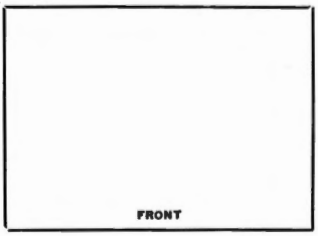
Model 1854 (1934)



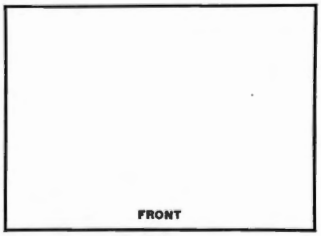
Model



Model



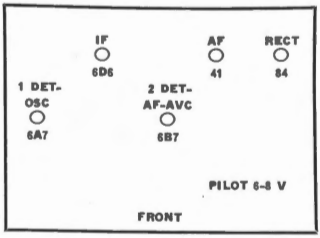
Model



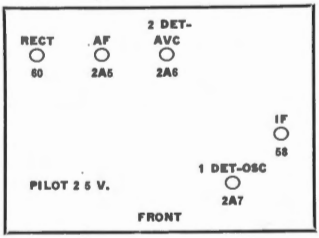
Sentinel Radio Corporation

(Circles Indicate Actual Position of Tube Sockets)

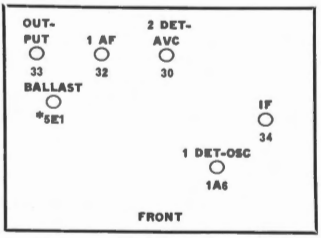
Model 5500



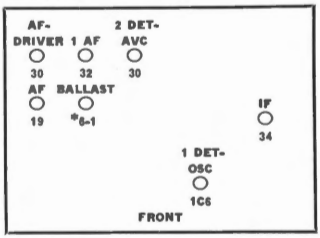
Models 5700, 5721



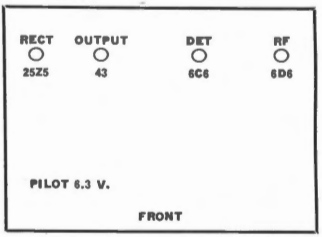
Model 6200



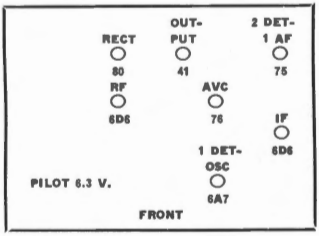
Model 7700



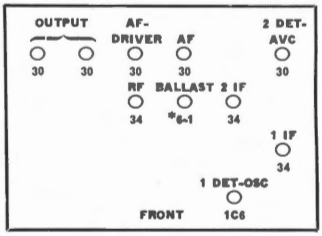
Model 4800



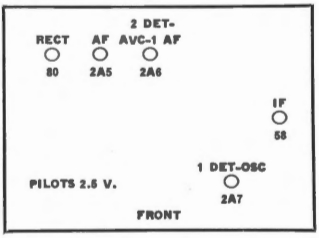
Model 7200



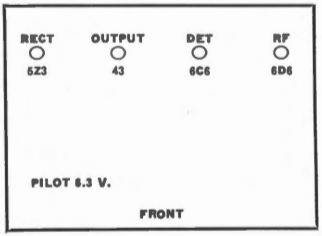
Model 9100



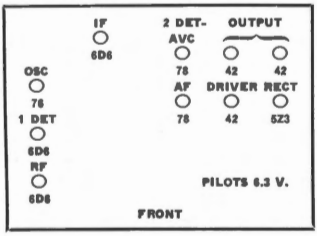
Model 5800



Model 4100-B



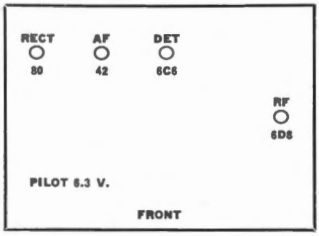
Models 1050, 1060



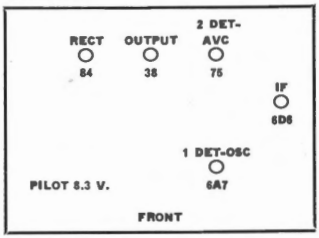
Sentinel Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

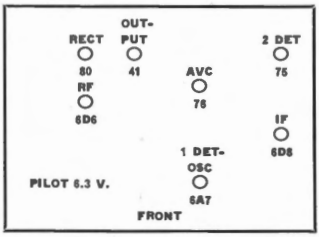
Model 4500



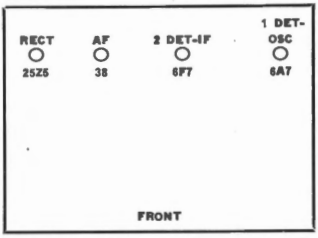
Model 5600



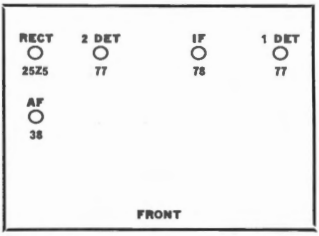
Model 7100



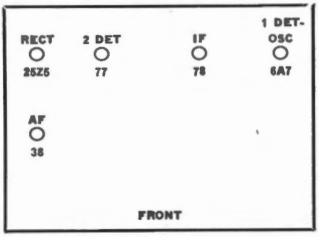
Model 4300



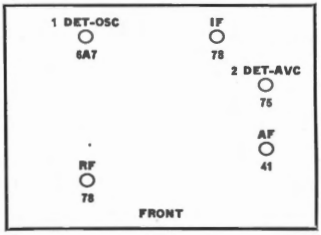
Model 550



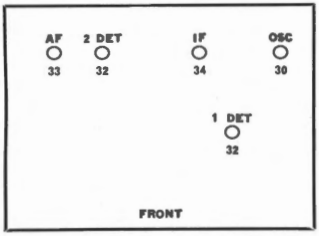
Models 560, 561



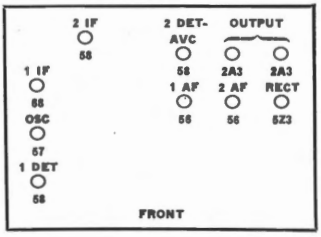
Model 603



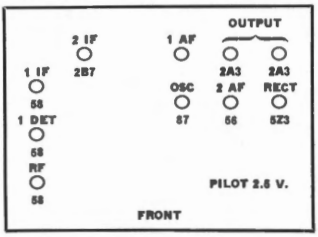
Model 660 (Battery)



Models 1020-A, 1030-A



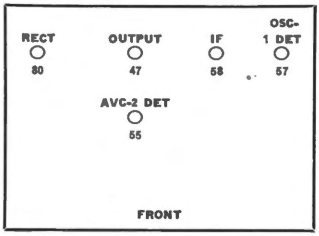
Model 1040



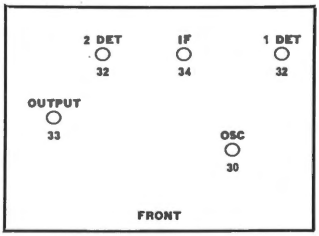
Sentinel Radio Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

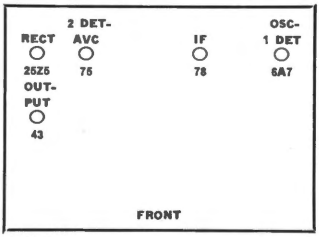
Model 513



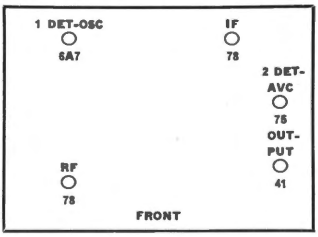
Model 500



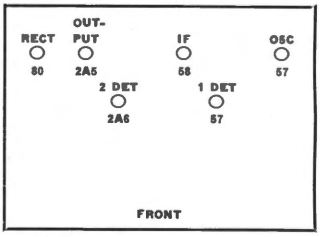
Models 570, 590



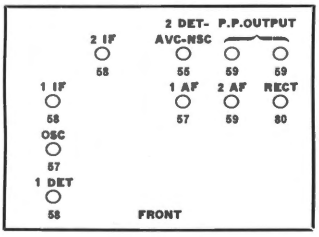
Model 602



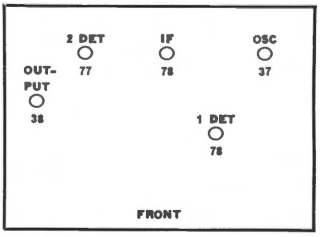
Models 620, 630, 6317



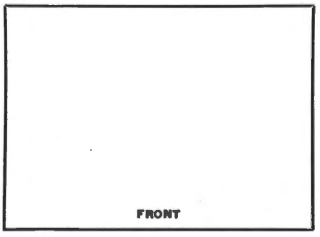
Model 1020



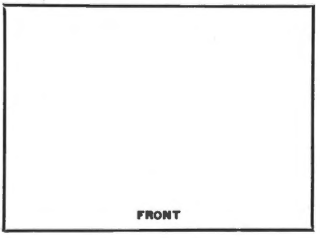
Models 5000, 6100



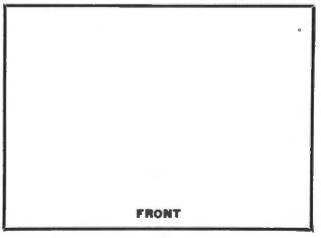
Model



Model



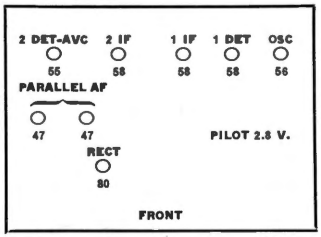
Model



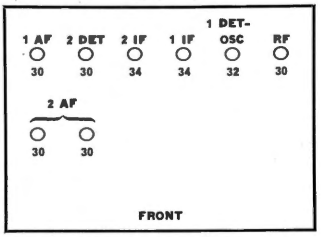
Silver-Marshall, Inc.

(Circles Indicate Actual Position of Tube Sockets)

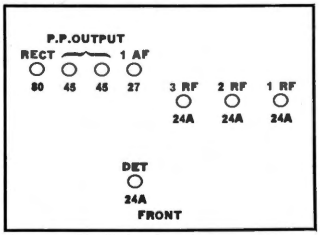
Model Y (1932)



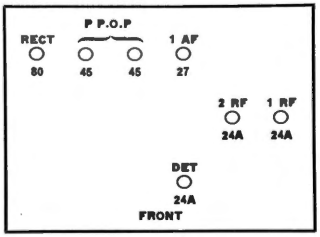
Model 727 (Battery) (1932)



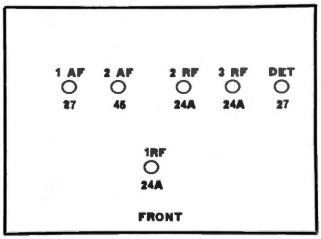
Model 30



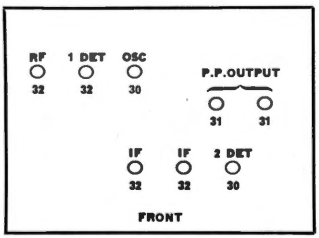
Models 30-B, 60-B, 75-B, 95-B



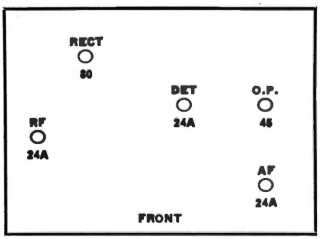
Model 720 AC



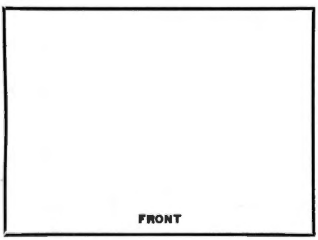
Model 724 DC



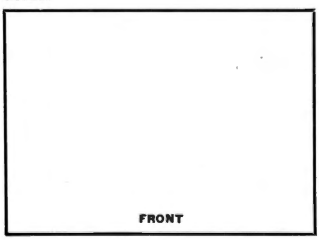
Model 737 AC



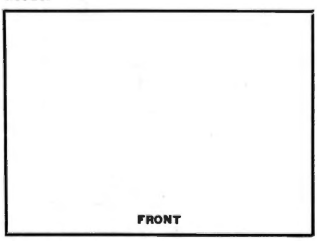
Model



Model



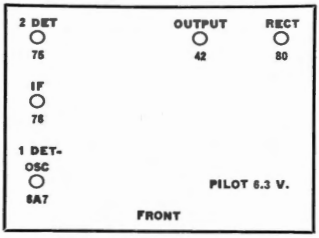
Model



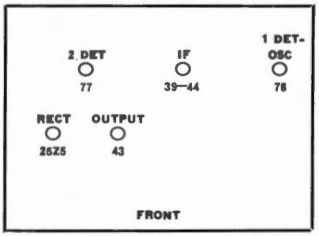
Simplex Radio Co.

(Circles Indicate Actual Position of Tube Sockets)

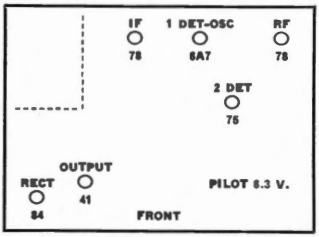
Model P (1933)



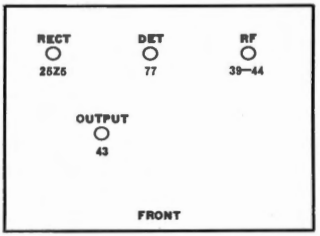
Model U (1933)



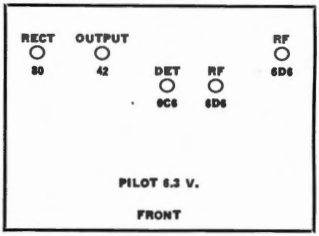
Model T (Auto) (1933)



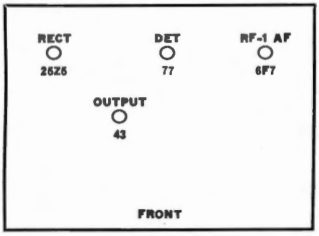
Model V (1933)



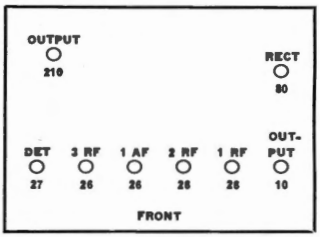
Model X (1934)



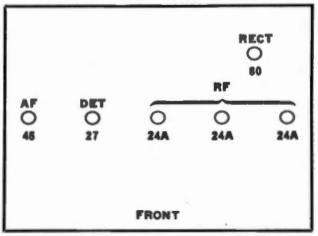
Model V-All-Wave (1934)



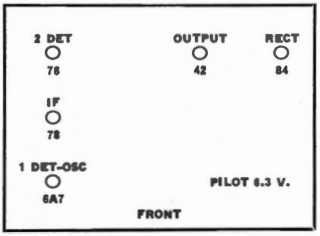
Model D



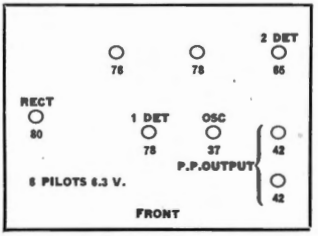
Model F



Model P-32V. (1933)



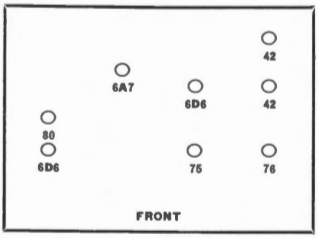
Model W-All-Wave (1934)



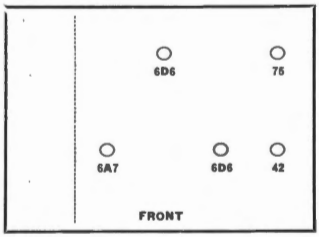
Simplex Radio Co. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

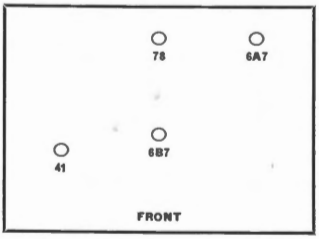
Model W (1934)



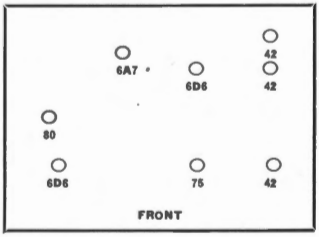
Model T



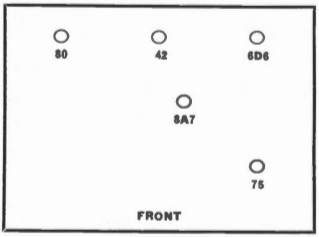
Model TA (1935)



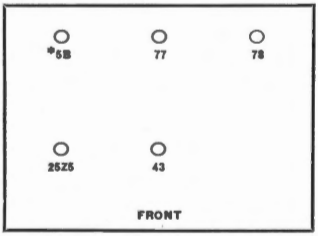
Model W (1935)



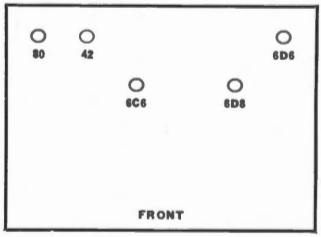
Model P (1935)



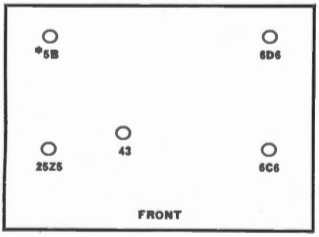
Model V (1935)



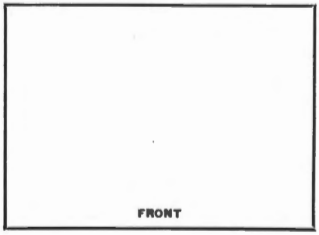
Model X (1935)



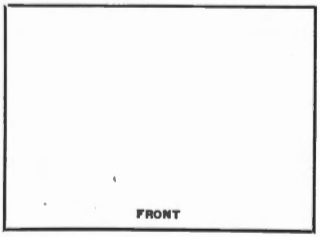
Model Y (1935)



Model



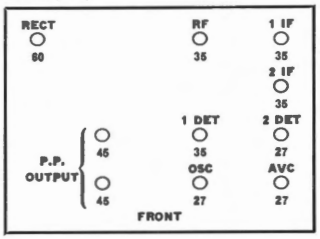
Model



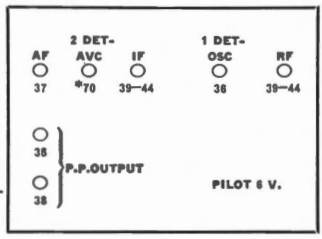
Sparks-Withington Co.

(Circles Indicate Actual Position of Tube Sockets)

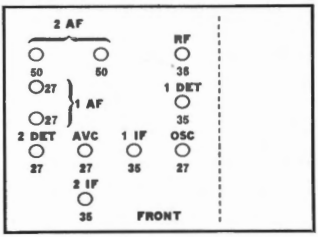
Models, 30,45



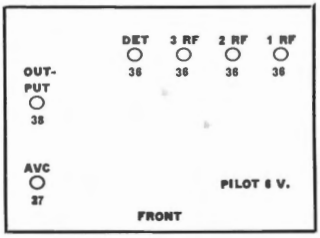
Model 34

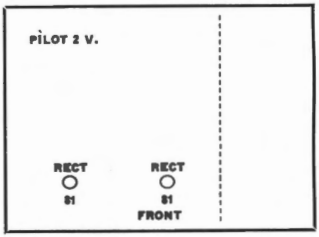


Model 35

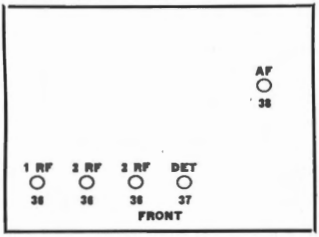


Model 40 (Auto)

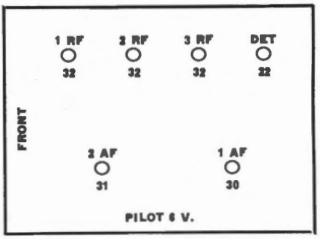




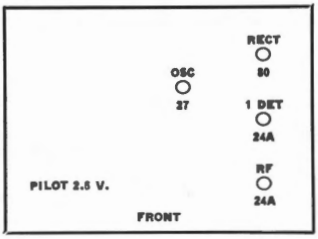
Model 41 (Police Auto)



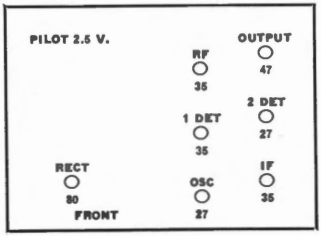
Models 51, 52



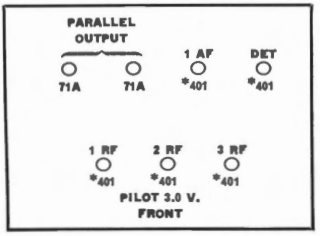
Model 60



Model 56



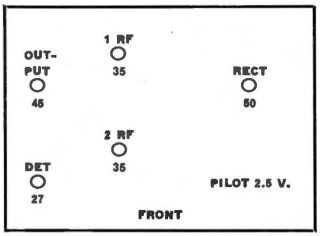
Models AC-7, 62, 63



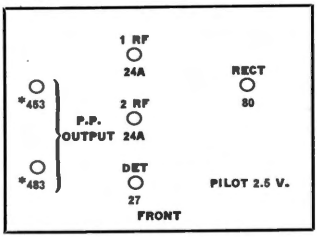
Sparks-Withington Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

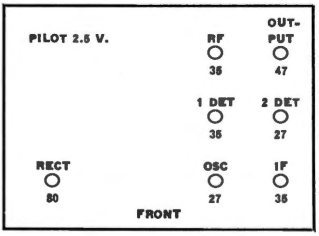
Models 5, 9



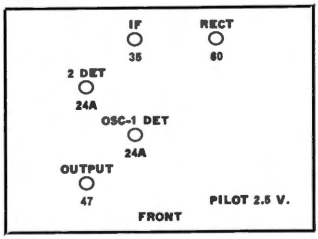
Model 9-A



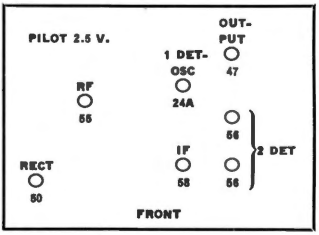
Model 10



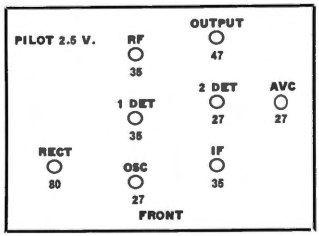
Model 12



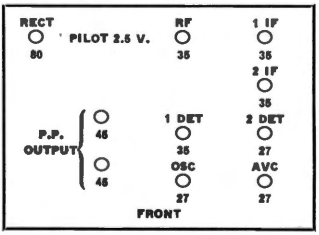
Model 14



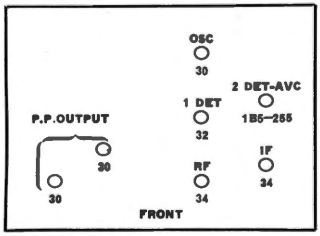
Model 15



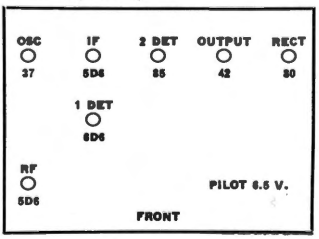
Models 25, 26



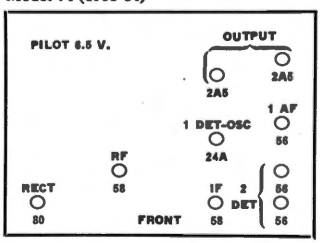
Model 54



Model 72 (1933-34)



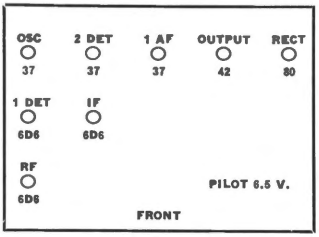
Model 74 (1933-34)



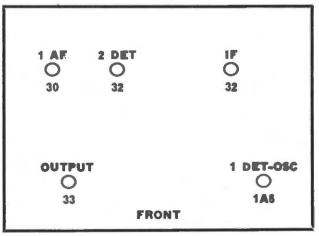
Sparks-Withington Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

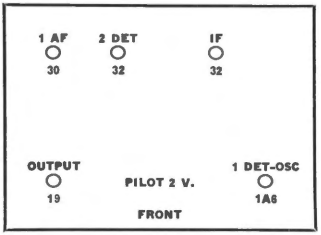
Model 78 (1933-34)



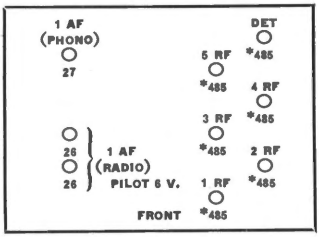
Model 81 (1933-34)



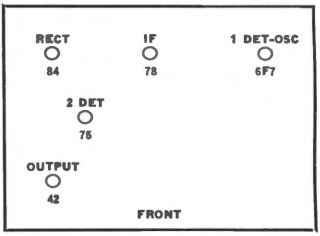
Model 82 (1933-34)



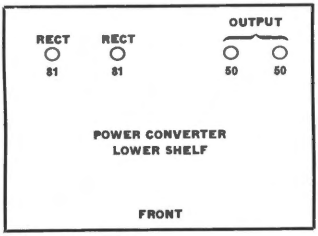
Model 101 (1929-30)



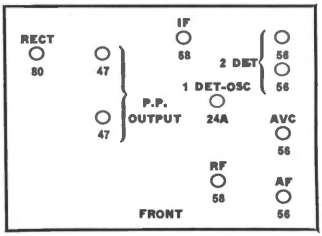
Model 333 (Auto) (1933-34)



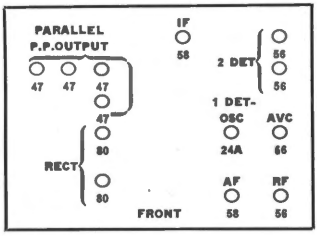
Model



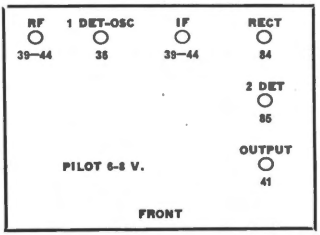
Model 18



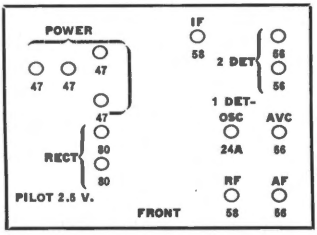
Models 27, 27-A



Model 33



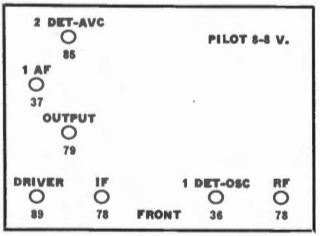
Model 28 (1932-33)



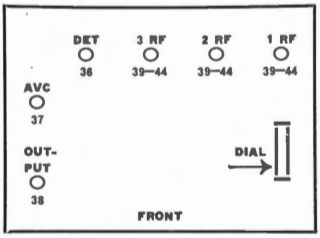
Sparks-Withington Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

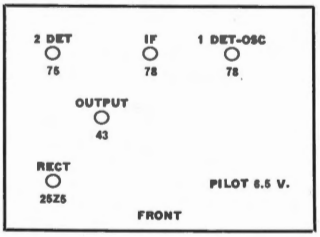
Model 36 (Auto) (1933-34)



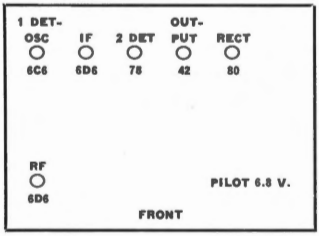
Model 43 (Police Auto) (1933)



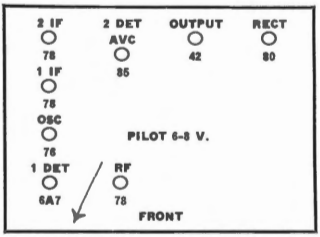
Models 61, 62 (1933)



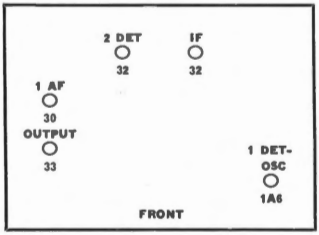
Models 71, 71-B (1933-34)



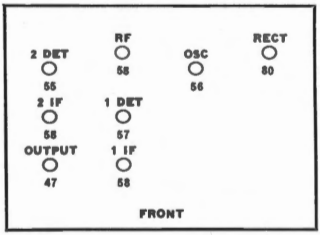
Models 80, 83, 84



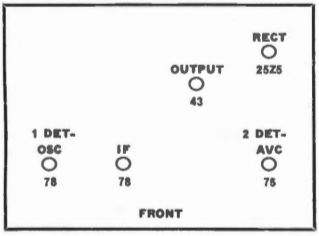
Model 58



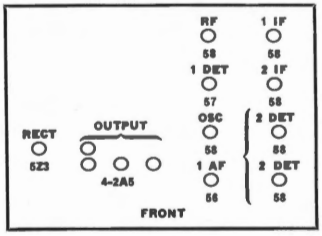
Models 75-A, 475-A, 478-A



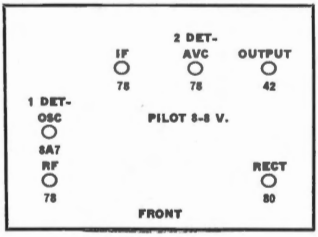
Model 53



Model 76



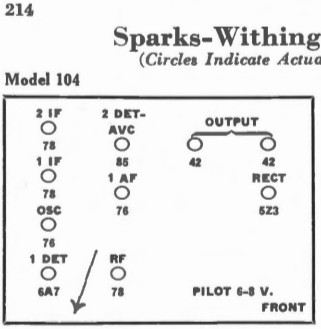
Model 67



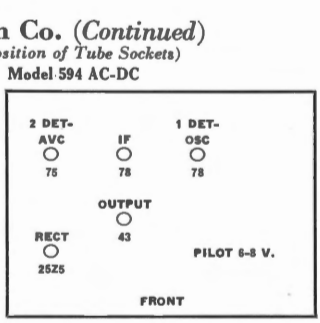
Sparks-Withington Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

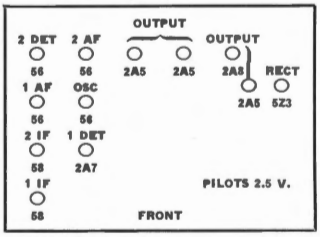
Model 104



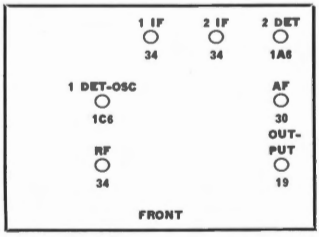
Model 594 AC-DC



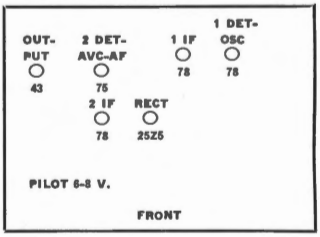
Models 134, 136 (1934)



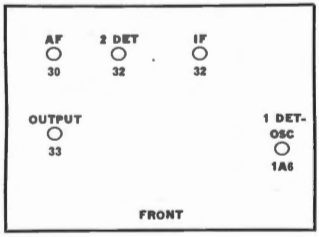
Models 70, 77 (1933)



Models 65T, 66T (1934)



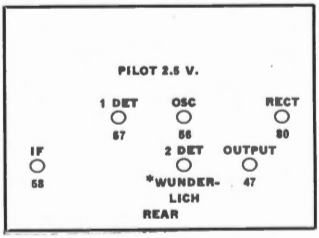
Model 81A (1934)



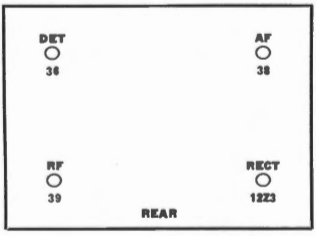
Stewart-Warner Corporation

(Circles Indicate Actual Position of Tube Sockets)

Model 104-A-B-E (1932)



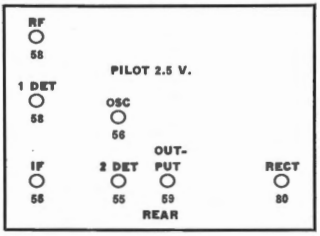
Models 108, 108X (1933)



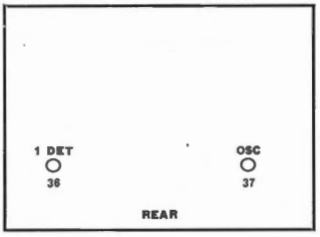
Stewart-Warner Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

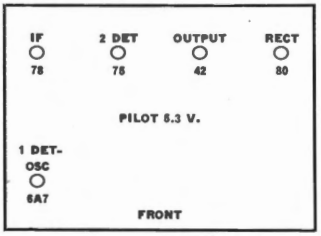
Model 106-A-B-E (1933)



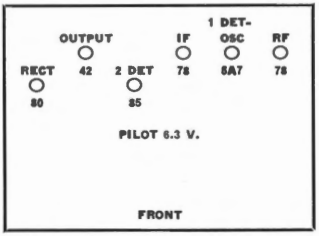
Model 113 (1933)



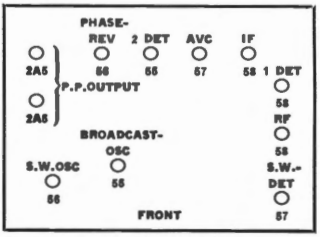
Model R-116



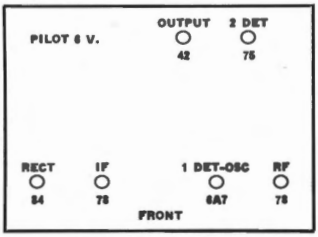
Model R-119



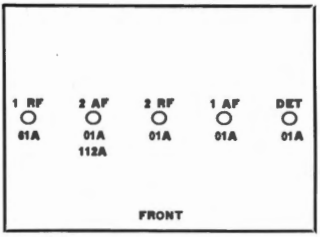
Model R-120



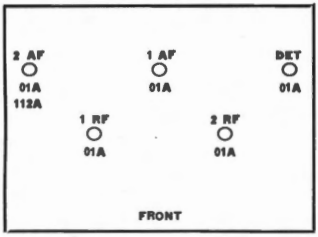
Model R-117 Chassis (1934)



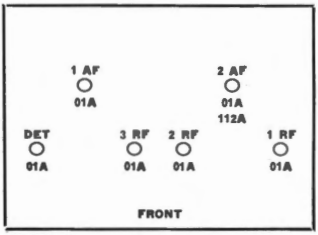
Models 300, 305, 315, 320



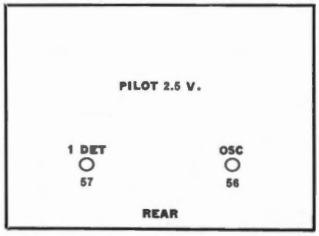
Models 310, 325, 335, 340



Models 345, 350, 355, 360



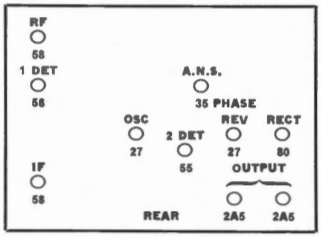
Model 114 (1933)



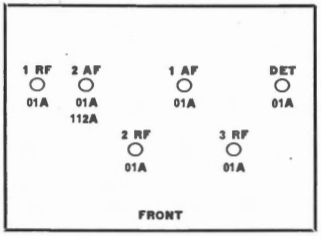
Stewart-Warner Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

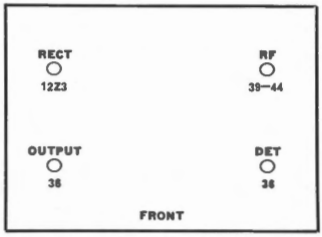
Models 1101 to 1109 (1933)



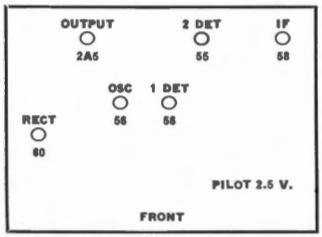
Models 385, 390



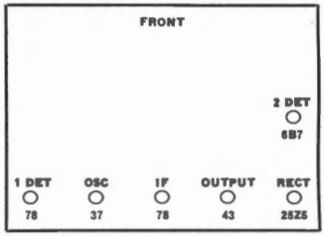
Models 108, 108-X



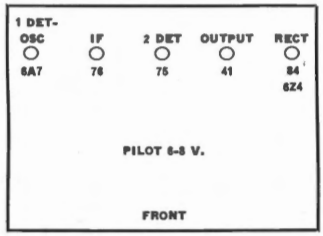
Models 1090 to 1099



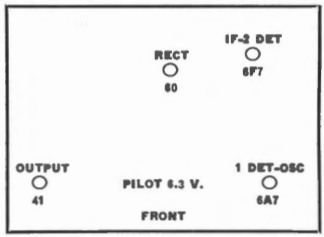
Models 1110 to 1119 (1933)



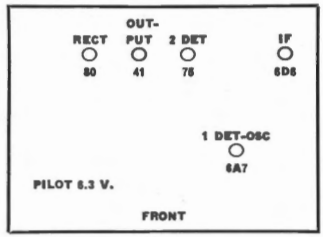
Model 1121 (1933)



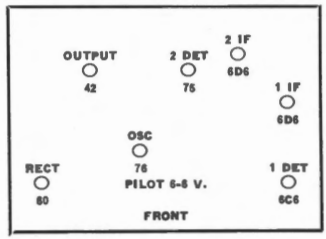
Models 1231 to 1239, Chassis R-123 (1934)



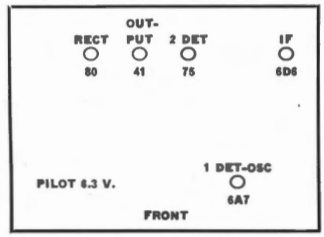
Models 1271 to 1279 Chassis R-127 (1934)



Models 1261 to 1269, Chassis R-126 (1934)



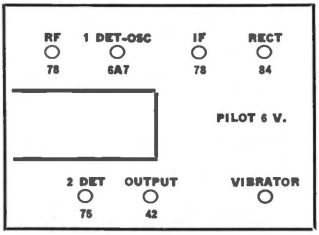
Models 1251 to 1259, Chassis R-125 (1934)



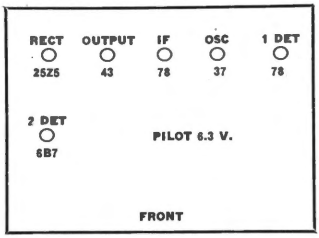
Stewart-Warner Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

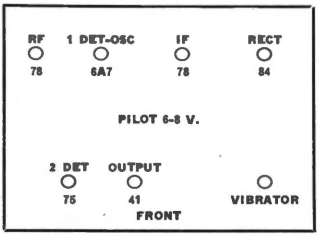
Models 1171, 1172, Chassis R-117 (1934)



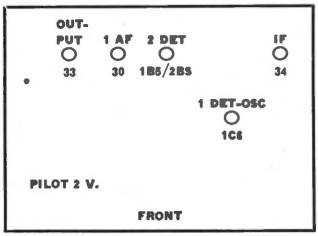
Model 115 Chassis (1933)



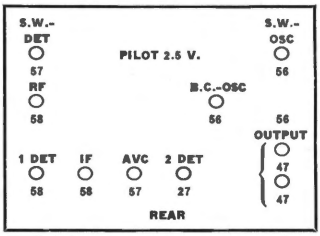
Models 1181, 1182, 1183 (1934)



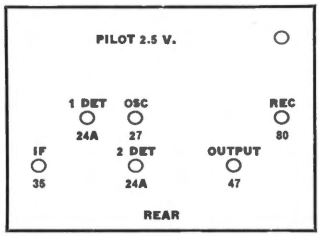
Models 1281-D to 1289-D inclusive (1934)



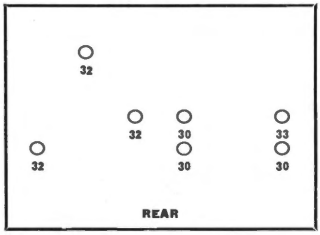
Model Chassis 105-A, B and E



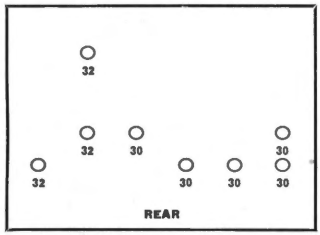
Models 102-A, B and E



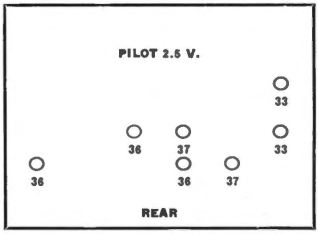
Model 102-D (7-Tube)



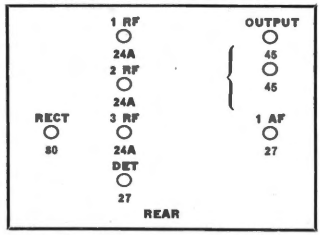
Model 102-D (8-Tube)



Model 102-C (DC)



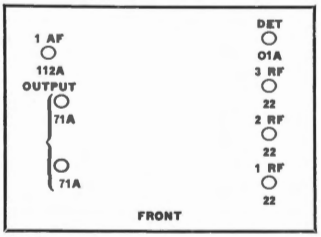
Model 100-A, B, E and 950 AC



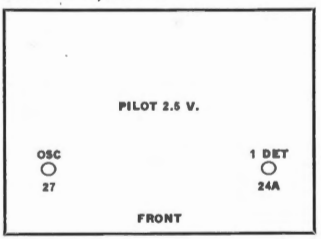
Stewart-Warner Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

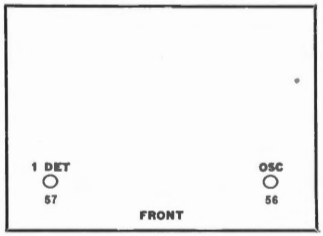
Model 100-C (DC)



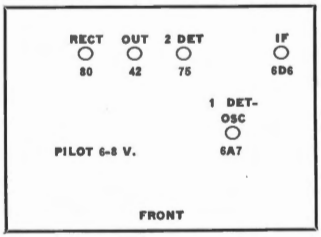
Model 301-A, B and E



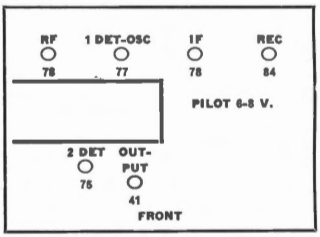
Model 303-A



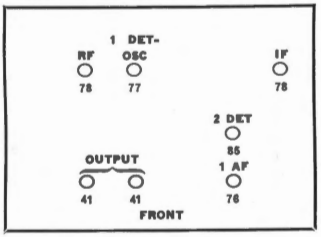
Models 1301 to 1309



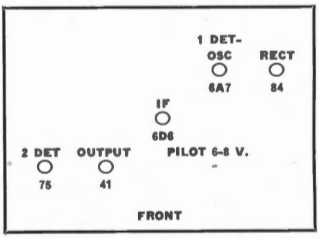
Models 1311 to 1319



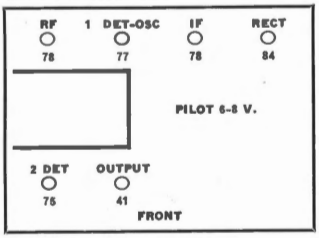
Model Firestone-Stewart-Warner 1322



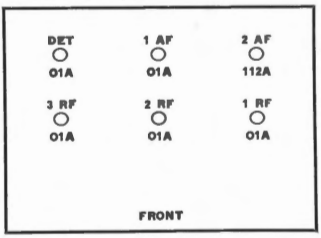
Model Firestone-Stewart-Warner 1332



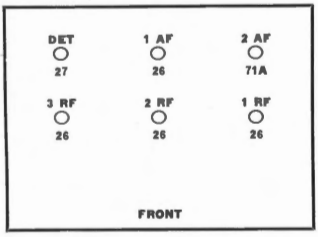
Model Truestone 1312



Models 500, 520, 525



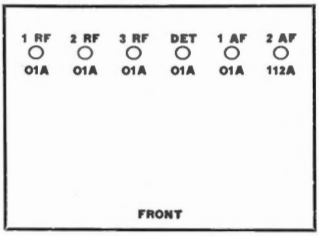
Models 530, 535



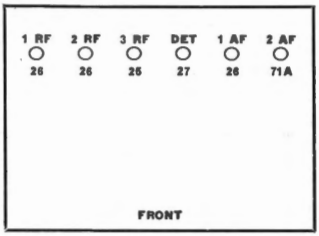
Stewart-Warner Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

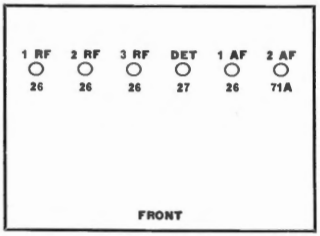
Models 700, 705, 710



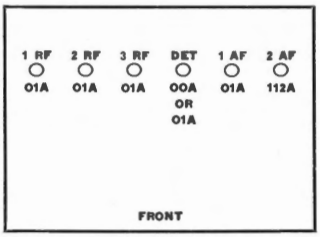
Models 715, 720



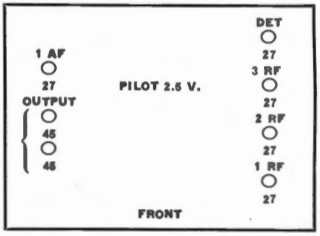
Models 801, 802



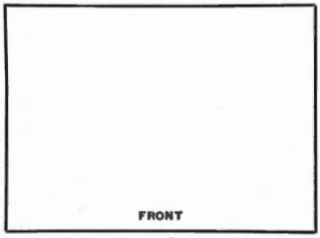
Model 806



Model Series 900 AC



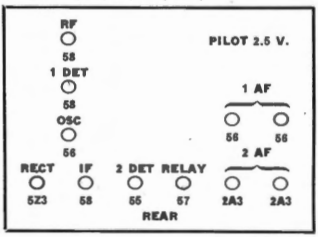
Model



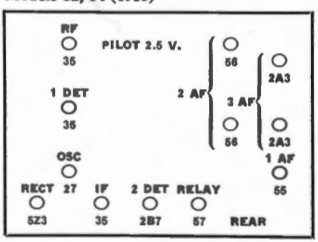
Stromberg-Carlson Tel. Mfg. Co.

(Circles Indicate Actual Position of Tube Sockets)

Models 48, 49, 50, 51 (1933)



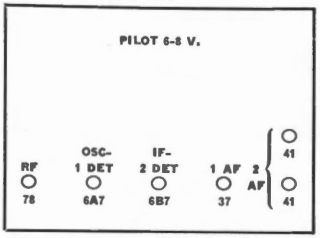
Models 52, 54 (1933)



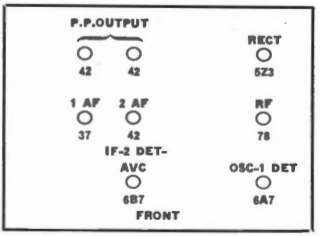
Stromberg-Carlson Tel. Mfg. Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

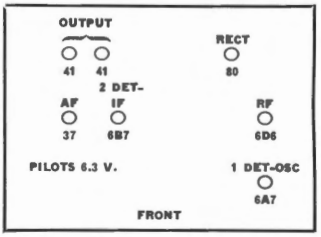
Model 33 (Auto) (1933)



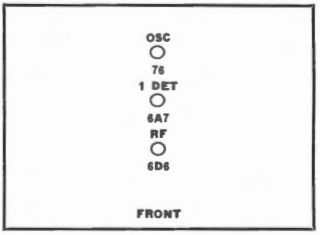
Model 64

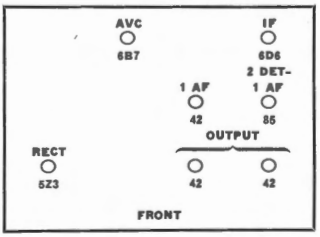


Model 60

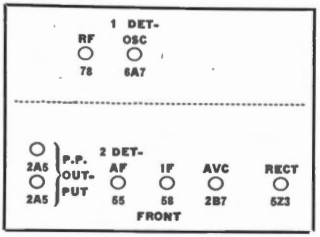


Models 67, 68

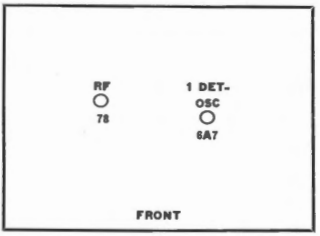


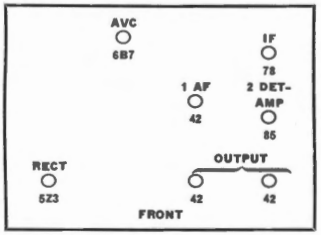


Models 55, 56

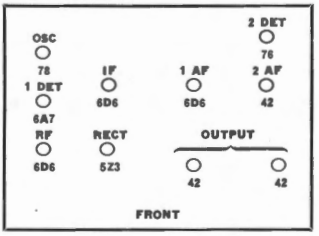


Models 65, 66

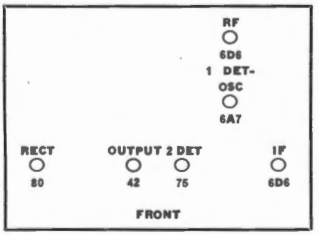




Model 82



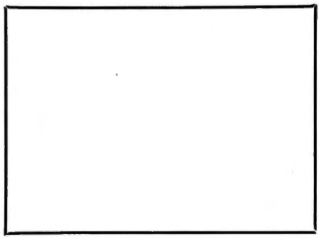
Model 58

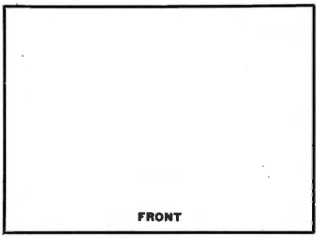


Stromberg-Carlson Tel. Mfg. Co. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

Model

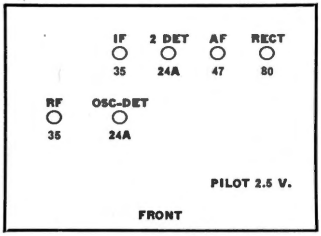




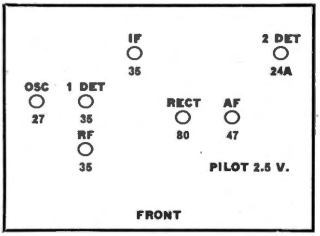
Transformer Corp. of America—Clarion, Temple

(*Circles Indicate Actual Position of Tube Sockets*)

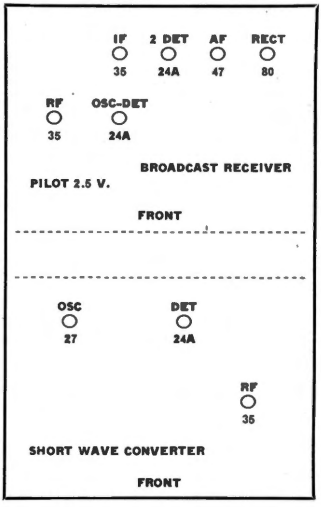
Models Temple 110, 111 (1931)



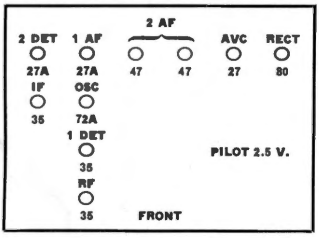
Model 130 (1931)



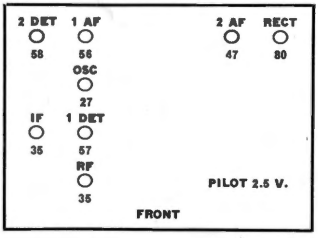
Model Temple 150 (1931)



Models 170, 171 (1931)



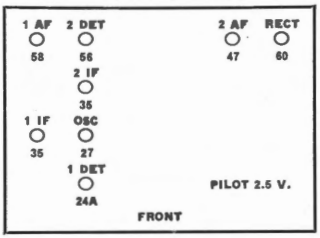
Model 241, Clarion (1932)



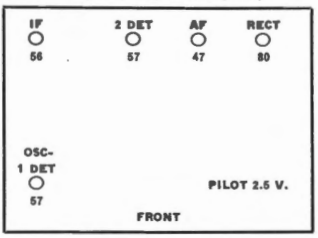
Transformer Corp. of America–Clarion, Temple (*Con.*)

(Circles Indicate Actual Position of Tube Sockets)

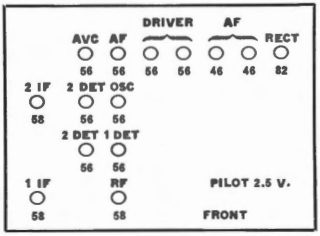
Models AC-240, 25-240, Clarion (1932)



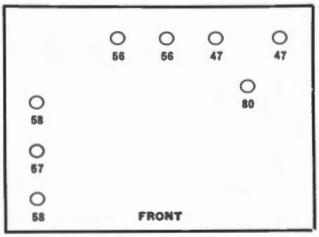
Models 320, 321, 322, Clarion (1932)



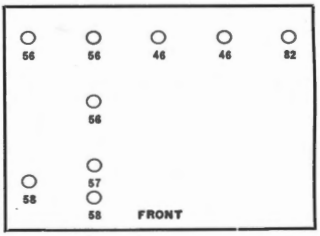
Model 300, Clarion (1932)



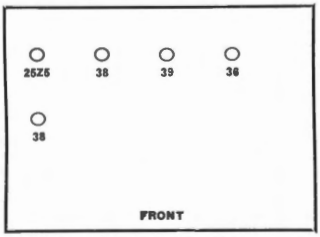
Model 340 (1933)



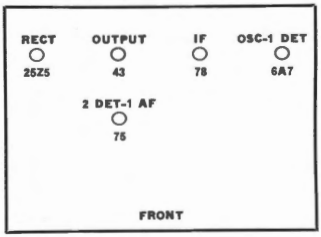
Model 360 (1933)



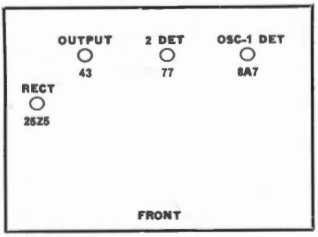
Model 400 (1933)



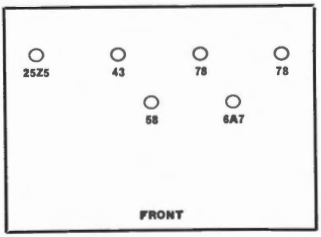
Model 420 (1933)



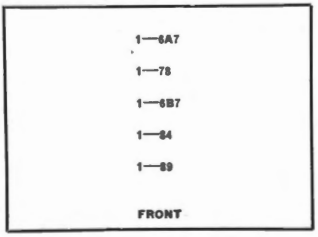
Model 440 (1933)



Model 450 (1933)



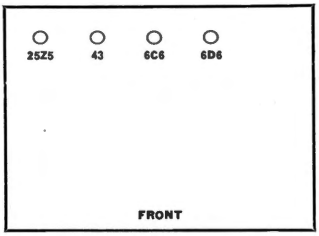
Model 100-A (Auto) (1933)



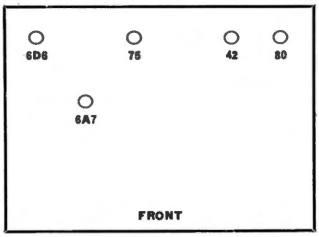
Trav-ler Radio & Television Corp.

(Circles Indicate Actual Position of Tube Sockets)

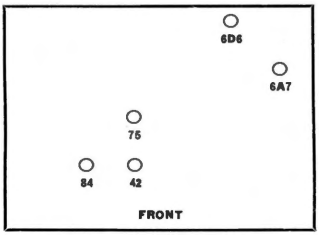
Model 50-A



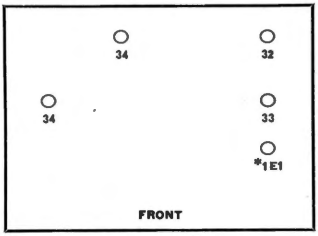
Models 51, 53



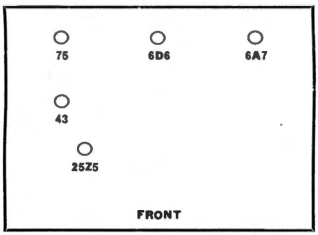
Model 54 (Battery)



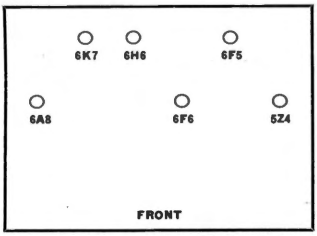
Model 56 (Battery)



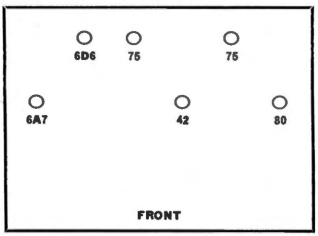
Model 60-A



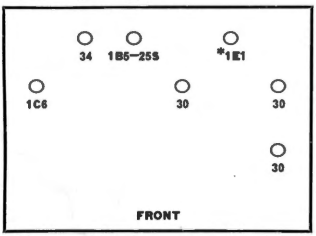
Model 63-M



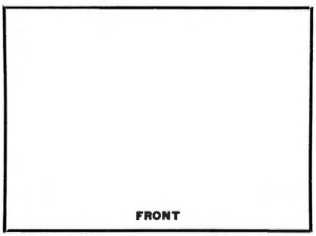
Model 63-A



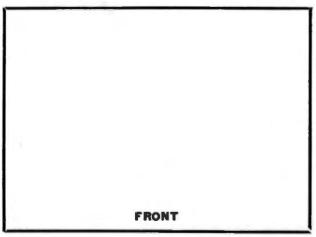
Model 76 (Battery)



Model



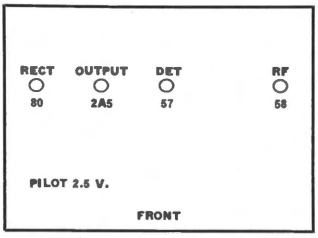
Model



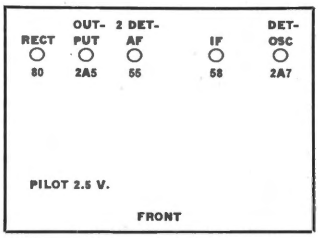
Troy Radio Manufacturing Co.

(Circles Indicate Actual Position of Tube Sockets)

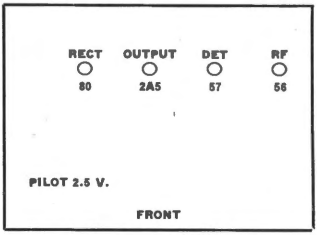
Model 14



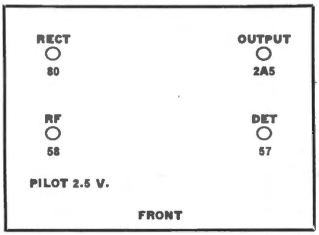
Model 15



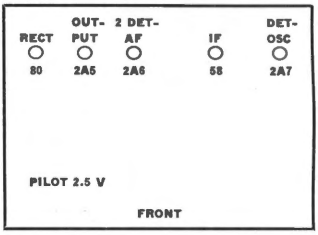
Model 40



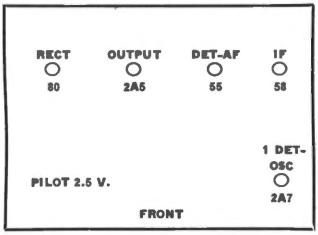
Model 44



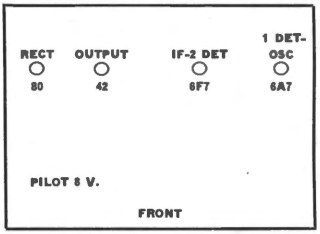
Model 52



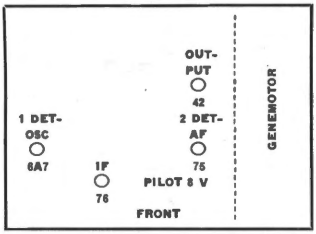
Model 55



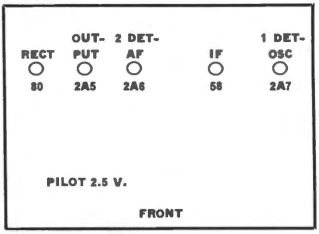
Model 42



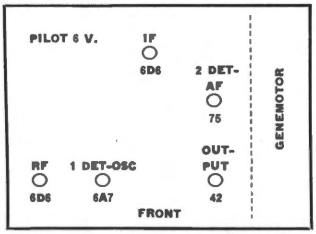
Model 46



Model 54



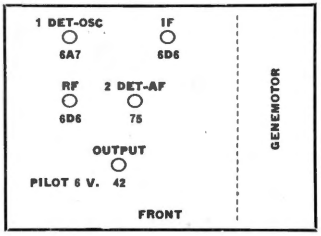
Model 56



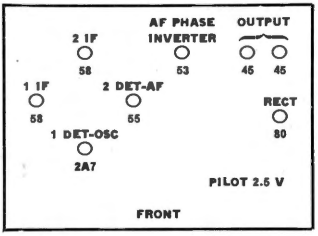
Troy Radio Manufacturing Co. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

Model 65



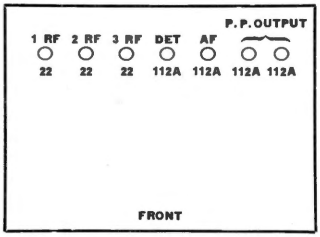
Model 84



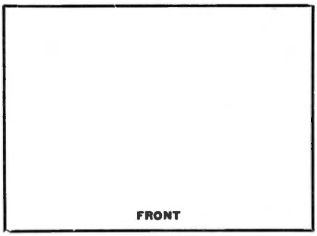
L. Tatro Products Corporation

(*Circles Indicate Actual Position of Tube Sockets*)

Models A, B



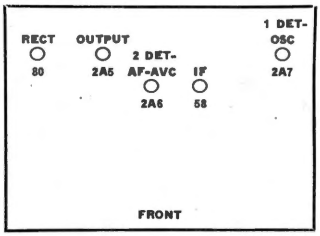
Model



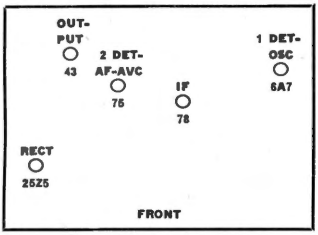
United American Bosch Corp.

(*Circles Indicate Actual Position of Tube Sockets*)

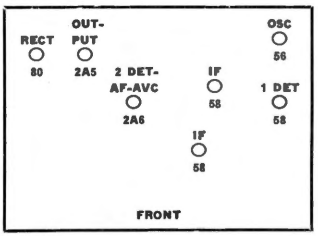
Model 350



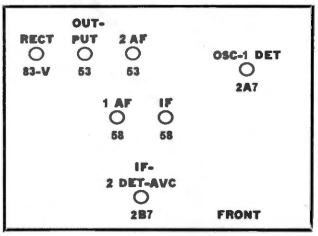
Model 355



Model 360



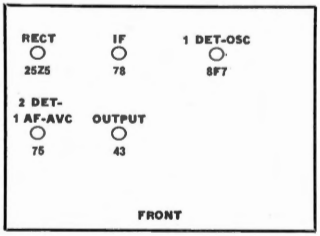
Model 370



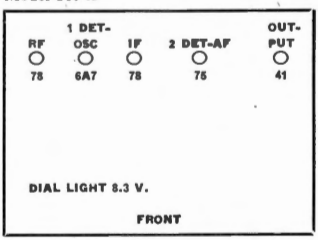
United American Bosch Corp. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

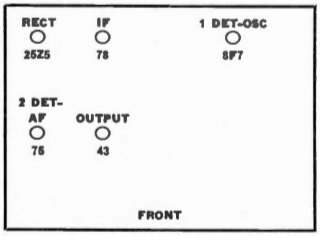
Model 502



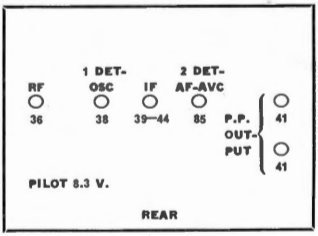
Model 140-A



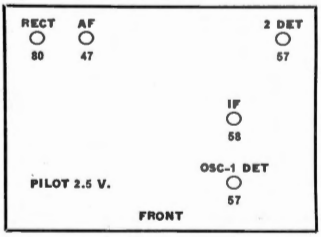
Model 501 AC-DC



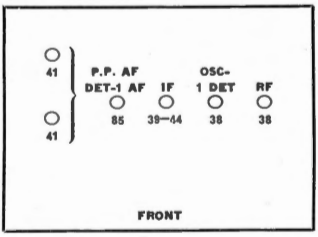
Model 150, Edition 1



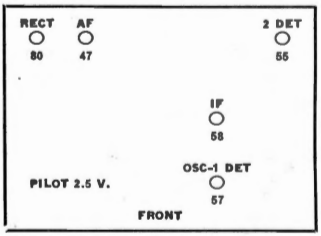
Model 305-A (1st) (1933)



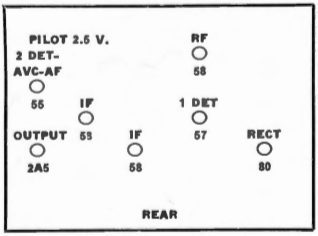
Model 150 (Auto) (1933)



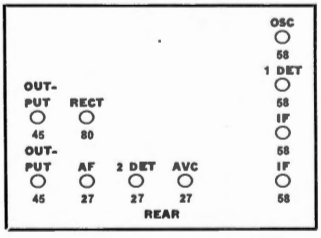
Model 305-A (2nd) (1933)



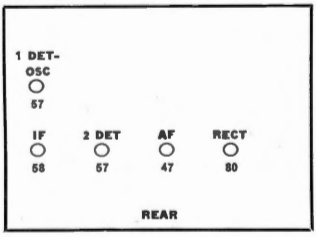
Model 307 (1933)



Models 310, 310-A (1933)



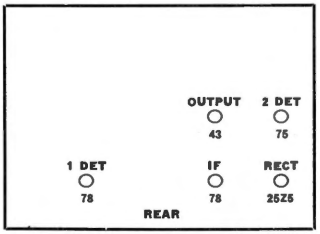
Model 325 (1933)



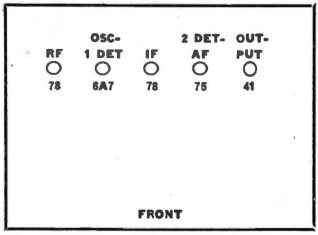
United American Bosch Corp. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

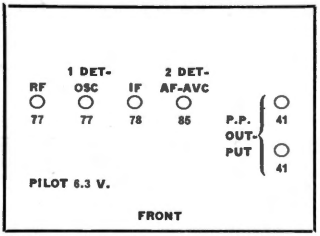
Model 500 (1933)



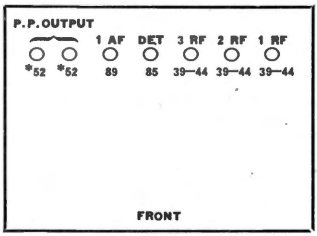
Model 140-A



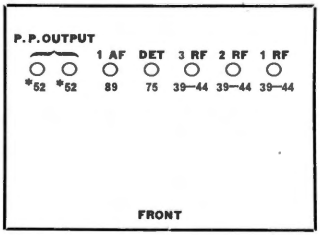
Models 150 (Edition 2), 160



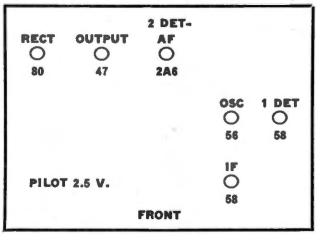
Models 113, 114, 115, 123, Police Set



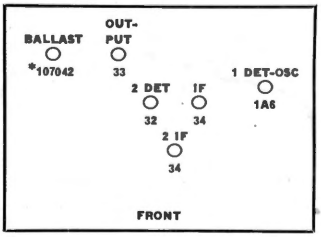
Models 113-X, 123-X (1934)



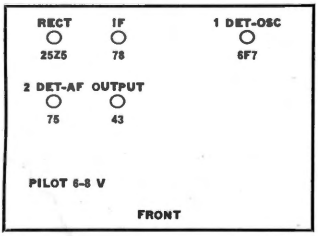
Models 117, 127 (1934)



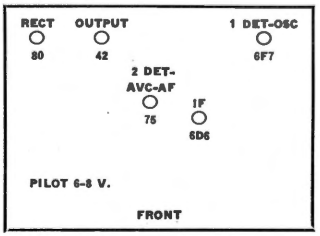
Model 376



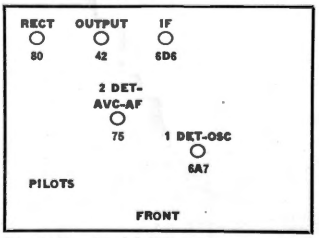
Model 402



Models 420, 421



Models 430, 431, 434

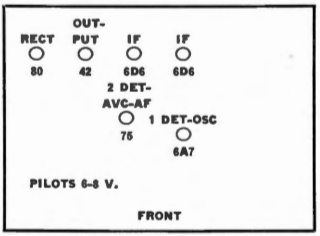


Rect-83V in Model 434

United American Bosch Corp. (*Continued*)

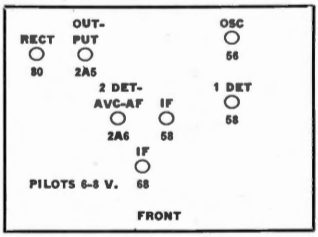
(*Circles Indicate Actual Position of Tube Sockets*)

Models 440, 441, 444



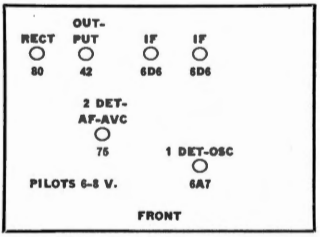
Rect-83V in Model 444

Models 460, 461A, 464A (Edition 1)



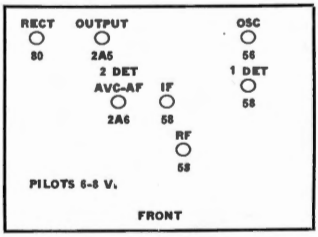
Rect-83V in Model 464

Models 450, 451L, 454L

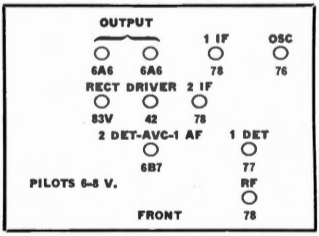


Model 83V in Model 454

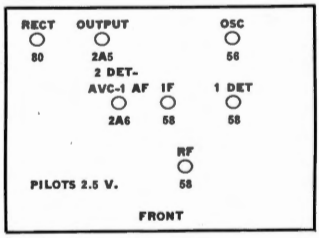
Model 460 (Edition 2)



Model 480 (Editions 1 and 2)



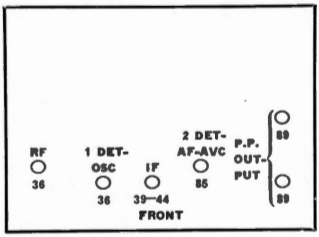
Model 470



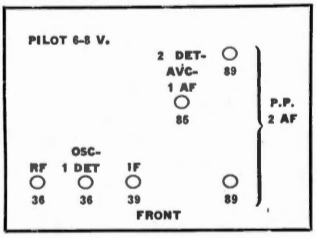
United Motors Service

(*Circles Indicate Actual Position of Tube Sockets*)

Model 4036, B-O-P



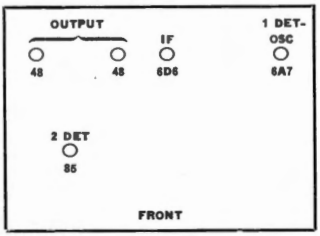
Model 2035 (1932)



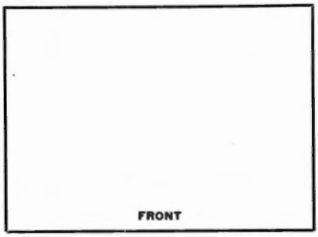
United Motors Service (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

Model 4054 (1934)



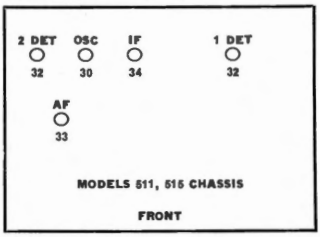
Model



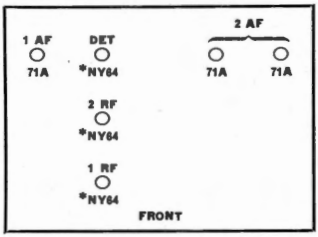
United States Radio and Television Corp.

(Circles Indicate Actual Position of Tube Sockets)

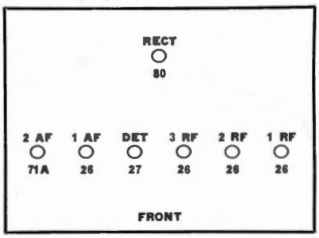
Models 3084, 3086 (1933)



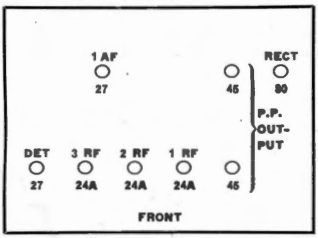
Model 33-DC



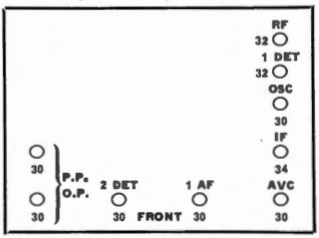
Models 36, 50, 60



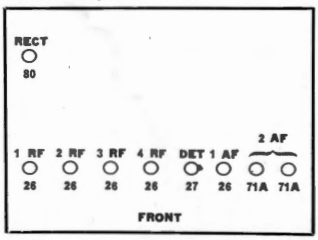
Models 48, 48-A, 48-W, 482



Model 69 (Chassis 906)



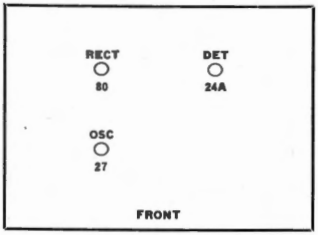
Models 81-B, 81-C



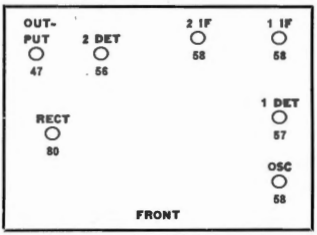
United States Radio and Television Corp. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

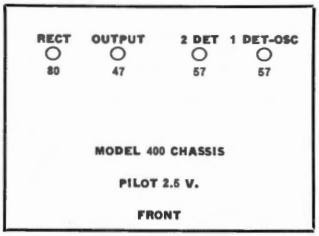
Model 112-A SW Converter (Chassis 300)



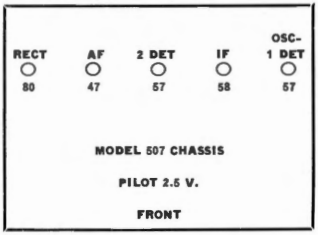
Model 7D (Chassis 700)



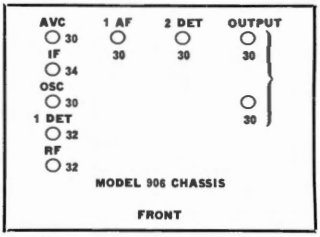
Model 24 (1932)



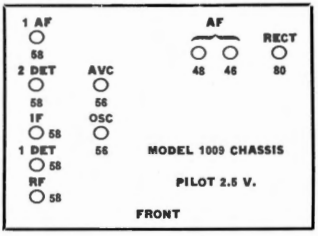
Models 3040, 3056 (1932)



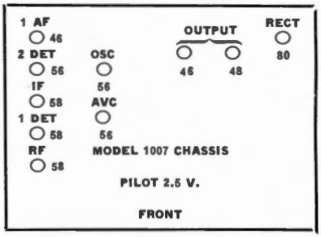
Model 69 (1932)



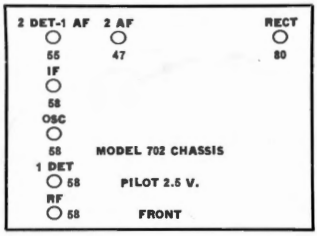
Model 3070 (1933)



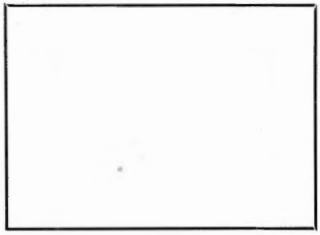
Model 3014 (1932)



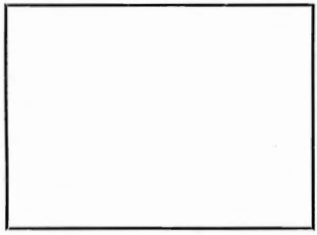
Models 3072, 3074 (1933)



Model



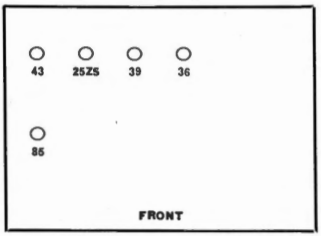
Model



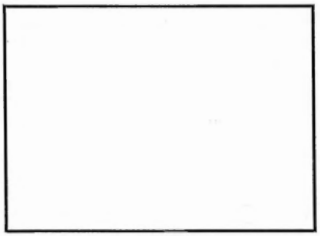
Ware Manufacturing Corp.

(Circles Indicate Actual Position of Tube Sockets)

Model X (Universal) (1933)



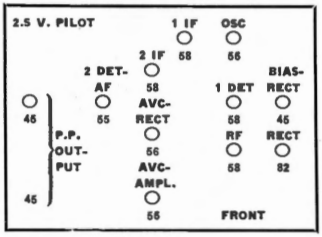
Model



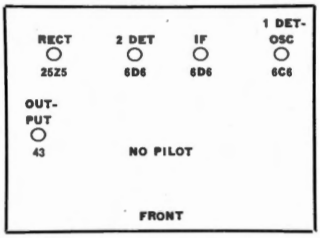
Wells-Gardner & Co.

(Circles Indicate Actual Position of Tube Sockets)

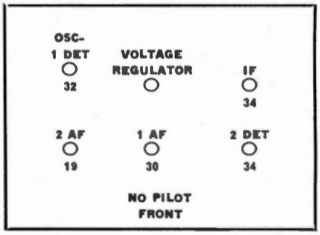
Model 02A



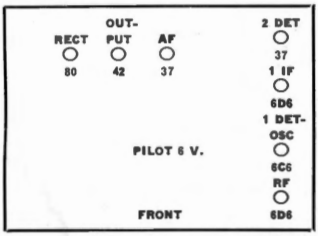
Model 05BA



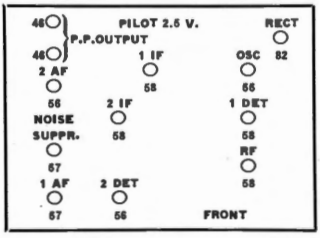
Model 06A



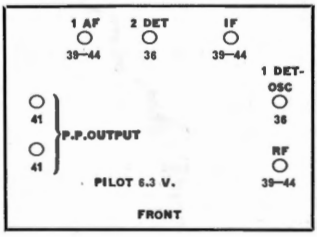
Model 07A



Model 022



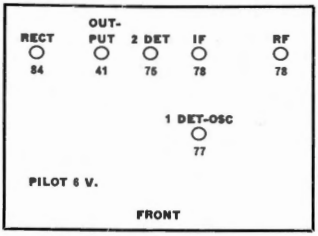
Model 073



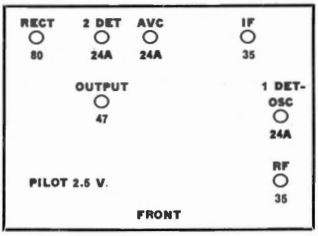
Wells-Gardner & Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

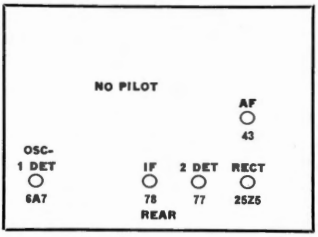
Models V6Z2, Z6Z1



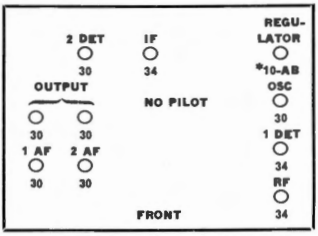
Model 50



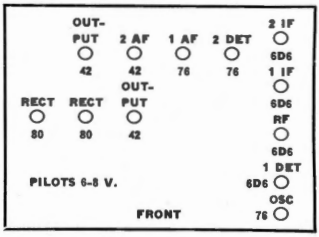
Model 05C (1933)



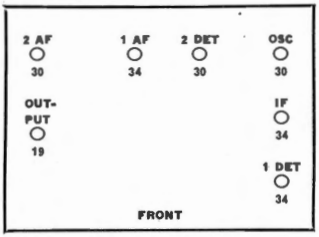
Model 00A



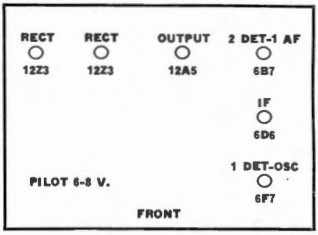
Model Series 2B (1934)



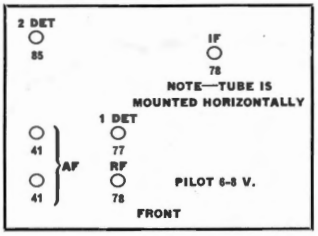
Model Series 7C (1934)



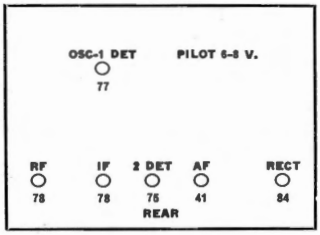
Model 6B (1934)



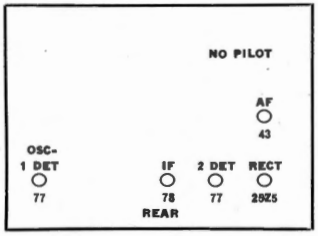
Model 06W (Auto) (1933)



Model 06Z (Auto) (1933)



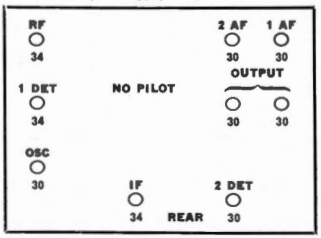
Models 05A, 05B (1933)



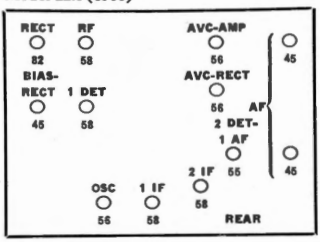
Wells-Gardner & Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

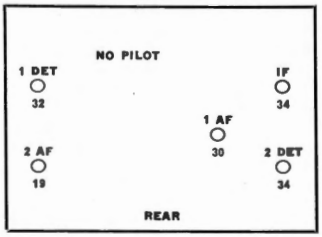
Model 20A (Battery) (1933)



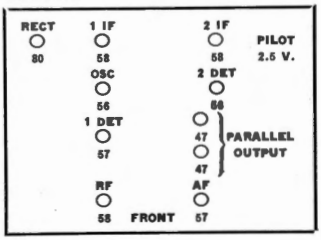
Model 22A (1933)



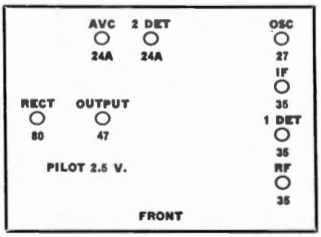
Model 26A (Battery) (1933)



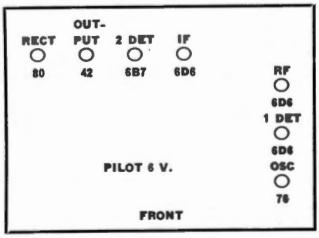
Model 502



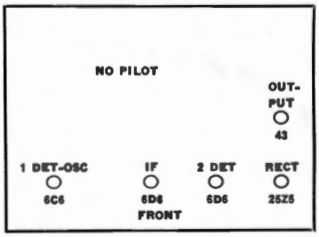
Models 40, 40A



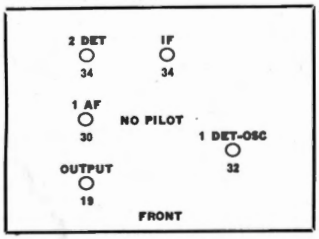
Model 7D Series (1934)



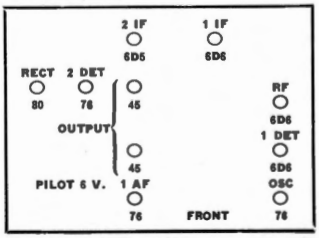
Model 05AA Series (1933)



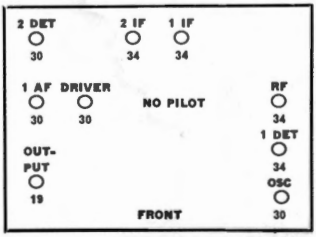
Model 5E (Battery) (1934)



Model 0C (1934)



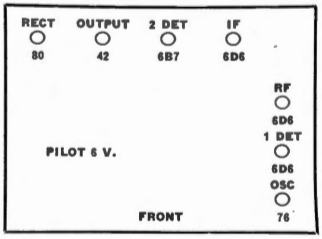
Model 9B (1934)



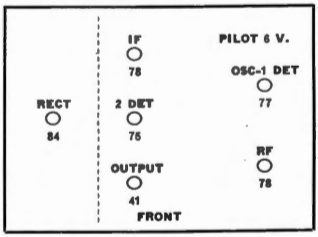
Wells-Gardner & Co. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

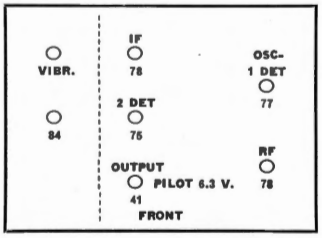
Model 7D (1934)



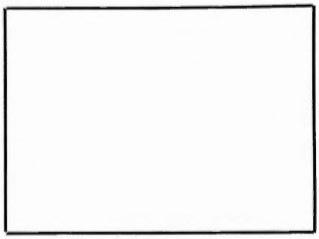
Model 6U (1934)



Model 6U (1934)



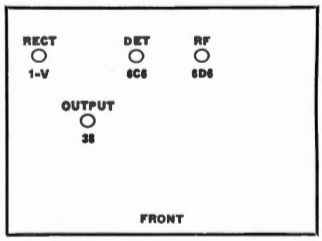
Model



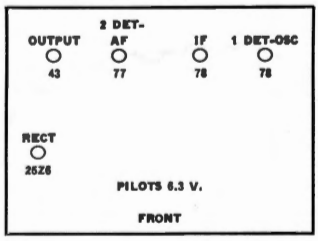
Westinghouse Electric and Mfg. Co.

(Circles Indicate Actual Position of Tube Sockets)

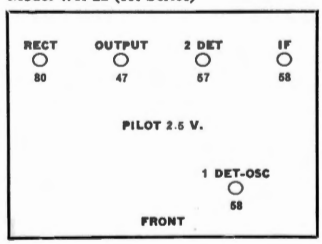
Model WR20



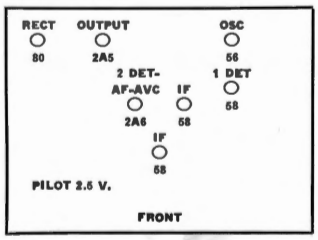
Model WR21 (1st Series)



Model WR-22 (1st Series)



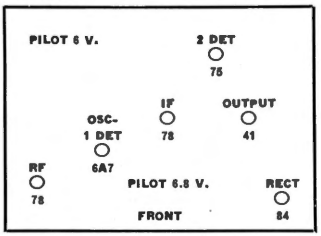
Model WR23-24



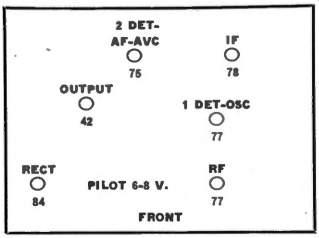
Westinghouse Electric and Mfg. Co. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

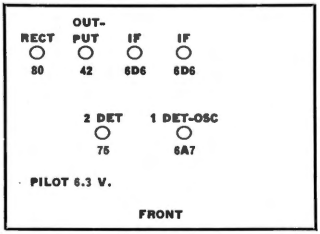
Model WR25



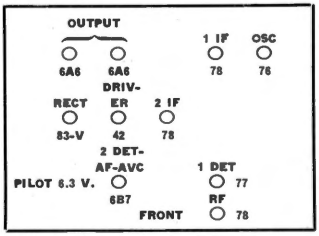
Model WR26



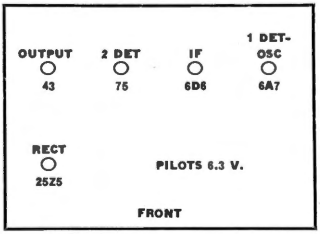
Model WR28-29



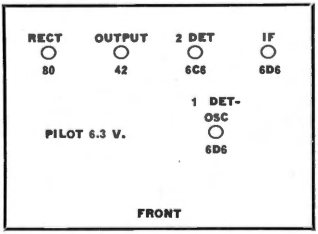
Model WR30



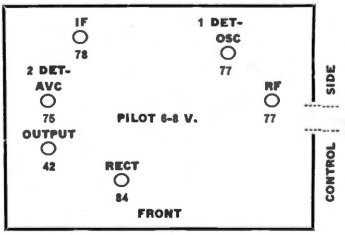
Model WR21 (2nd Series)



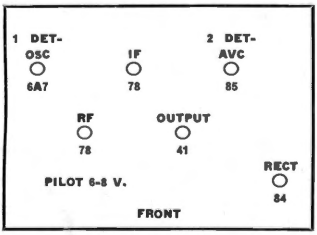
Model WR22 (2nd Series)



Model WR500



Model WR501



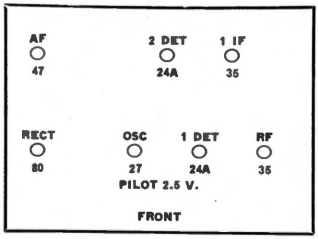
Model

Model

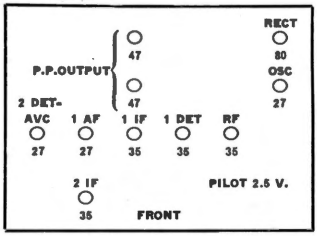
Wholesale Radio Service Co., Inc.

(Circles Indicate Actual Position of Tube Sockets)

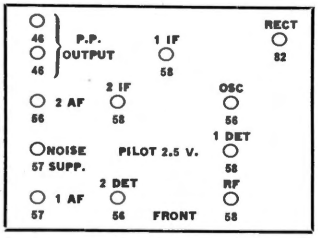
Model 10 Series



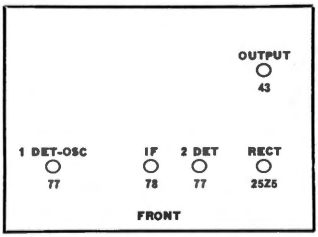
Model 20 Series



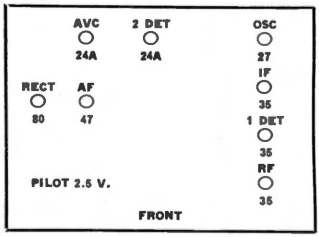
Model L-1



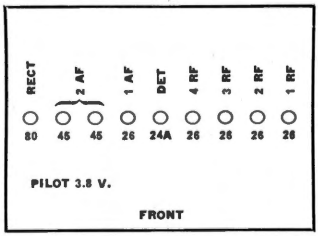
Model L-20-05A Series



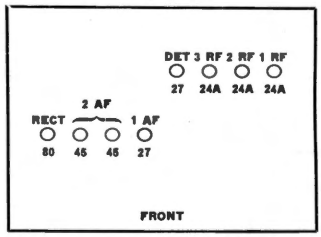
Models 80-M, 80-MA



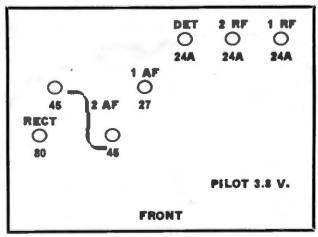
Model Duo-Symphonic (1930)



Model Great Duo-Symphonic



Model Duo-Symphonic, Jr. (1931)



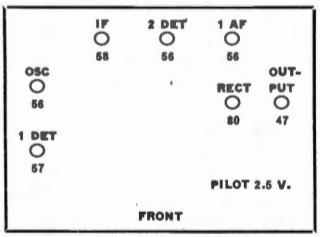
Model

Model

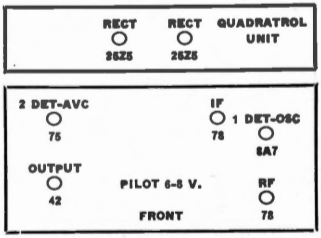
Wilcox-Gay Corporation

(Circles Indicate Actual Position of Tube Sockets)

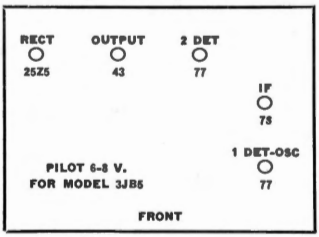
Model 3F7 (1933)



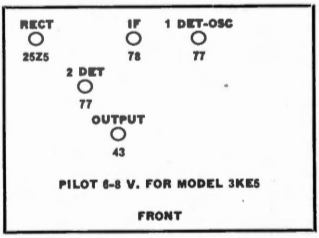
Model 3LB7 (1933)



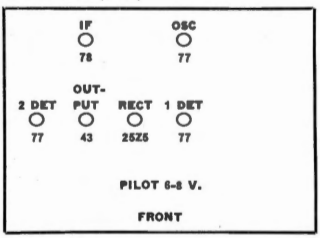
Models 3J5, 3JB5 (1933)



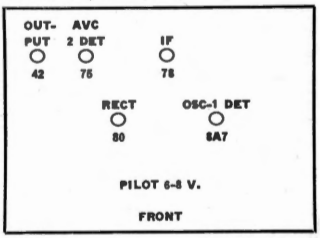
Models 3K5, 3KE5 (1933)



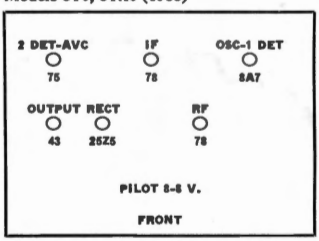
Model 3PA6 (1933)



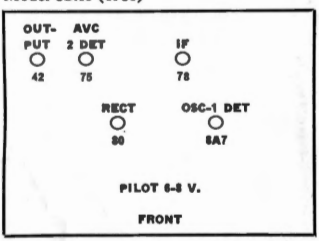
Models 3S5, 3SB5 (1933)



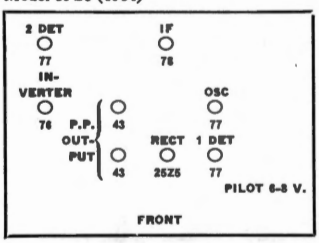
Models 3T6, 3TA6 (1933)



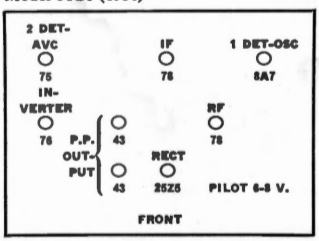
Model 3SA5 (1933)



Model 3PB8 (1934)



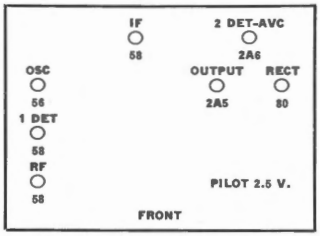
Model 3TB8 (1934)



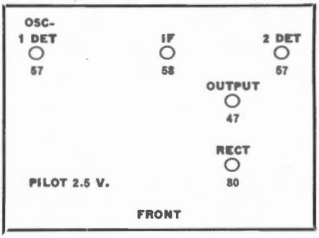
Wilcox-Gay Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

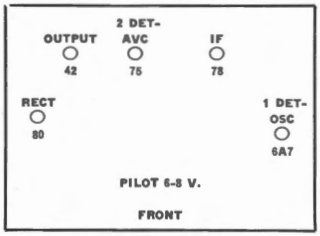
Model 2VB7 (1933)



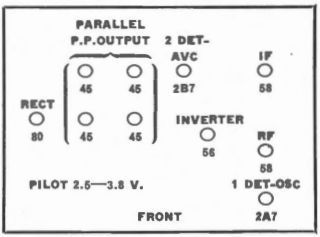
Model 3D5 (1933)



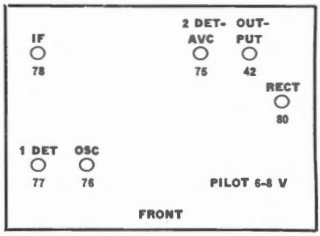
Models 4C5, 4CD5 (1934)



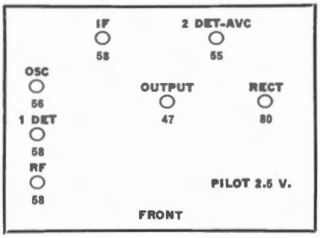
Models 4D10, 4DB10 (1934)



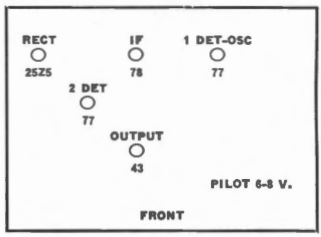
Model 4E6 (1934)



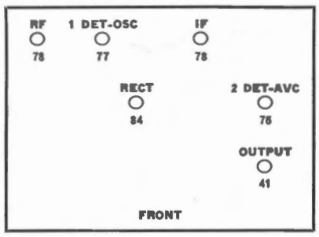
Model 2VA7 (1932)



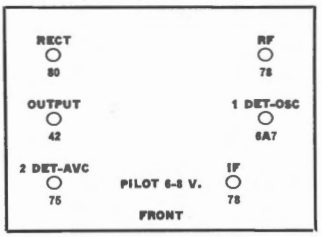
Model 3KD5 (1934)



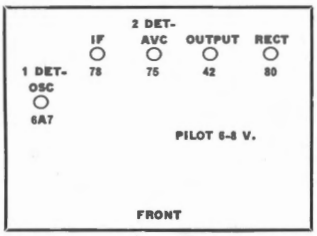
Model 4B6 (Auto) (1934)



Model 3V6, 3VB6 (1934)



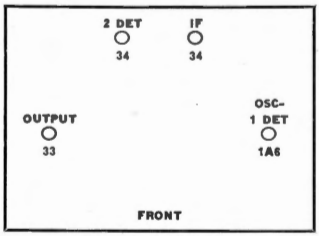
Model 5B5, 5BA5



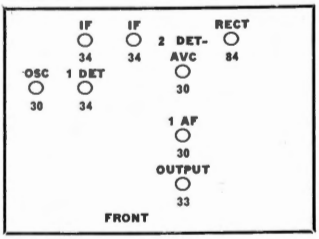
Wilcox-Gay Corporation (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

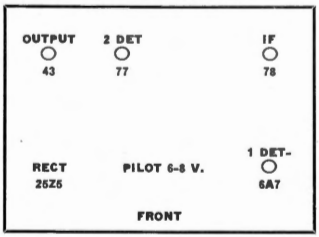
Model 3J4



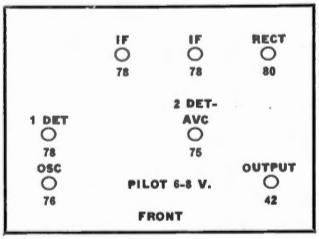
Model 5F8



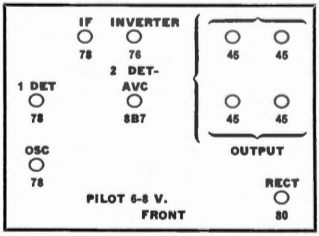
Models 3JC5, 3JD5, 3JE5, 3JF5, 3JG5



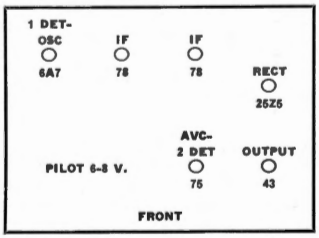
Model 4G7



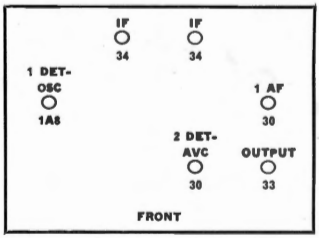
Model 4H11



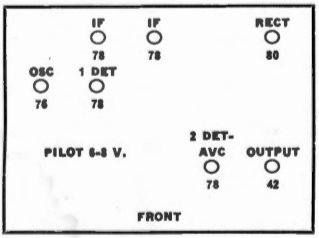
Models 4J6, 4JA6, 4JB6, 4JC6



Model 5A6



Model 5E7, 5EA7



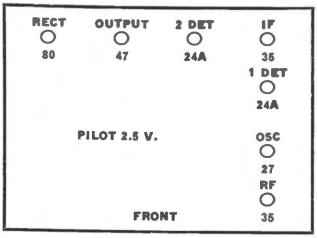
Model

Model

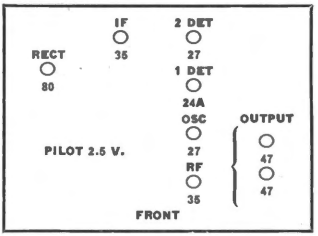
The Rudolph Wurlitzer Mfg. Co.—Lyric Sets

(Circles Indicate Actual Position of Tube Sockets)

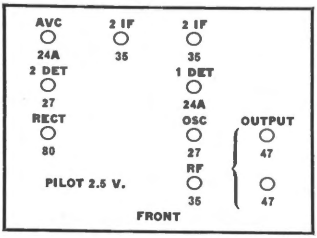
Model S-7 (1931)



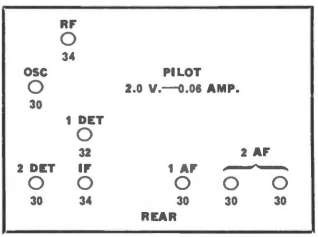
Model S-8 (1931)



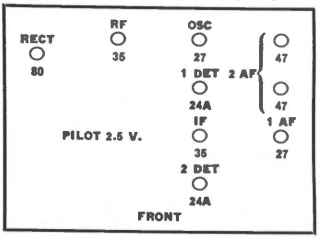
Model S-10 (1931)



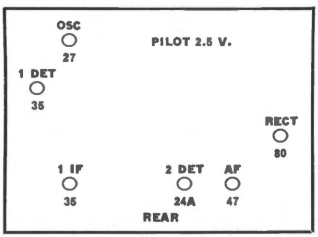
Model B-80 (1932)



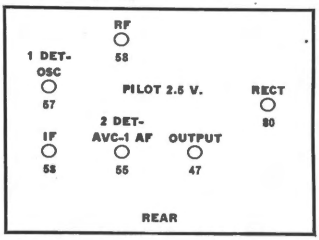
Models H-S9, SH-500, SH-501 (1932)



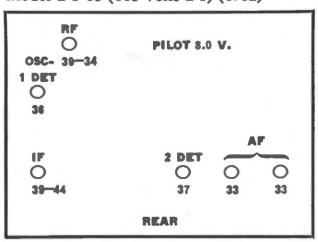
Model S-63 (1932)



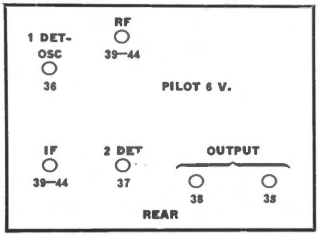
Model S-65 (1932)



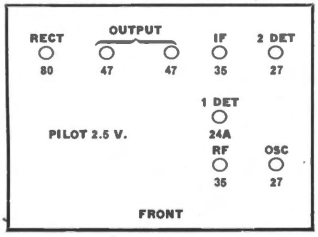
Model DC-65 (115 Volts DC) (1932)



Model S-65 (230 Volts DC) (1932)



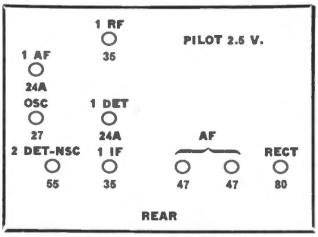
Models S-80, S-81 (1932)



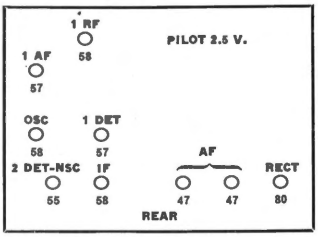
The Rudolph Wurlitzer Mfg. Co.—Lyric Sets (*Cont.*)

(Circles Indicate Actual Position of Tube Sockets)

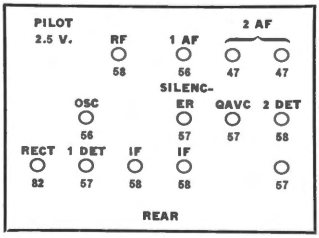
Model SA-90 (1932)



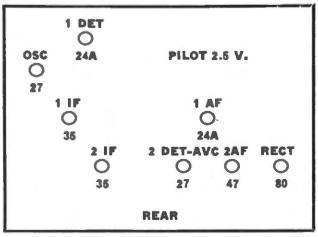
Model SA-91 (1932)



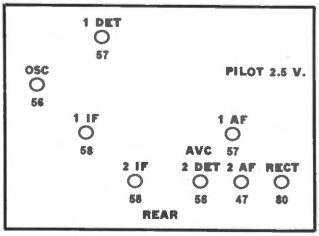
Model SA-130 (1932)



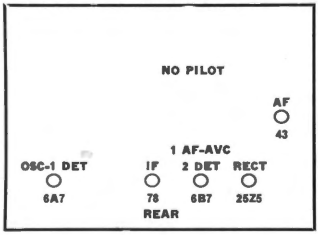
Model SW-8 (1932)



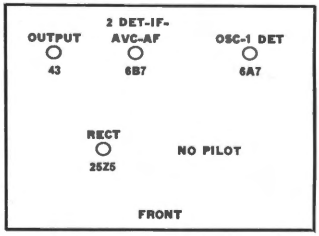
Model SW-80 (1932)



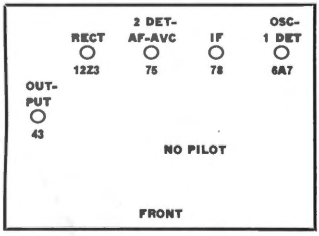
Model U-500, U-500 AVC (1933)



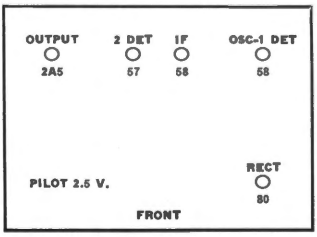
Models C-4, M-4 (1933)



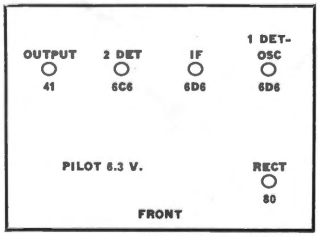
Model P-5 (1933)



Model 450 (1934)



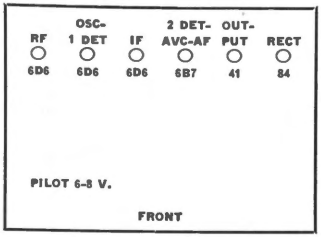
Model 450 Series A



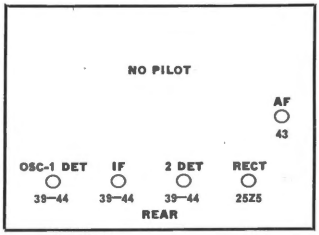
The Rudolph Wurlitzer Mfg. Co.—Lyric Sets (*Cont.*)

(Circles Indicate Actual Position of Tube Sockets)

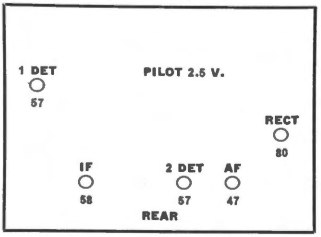
Model 460 (1934)



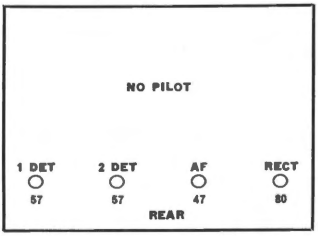
Models U-50, U-55, U-56 (1933)



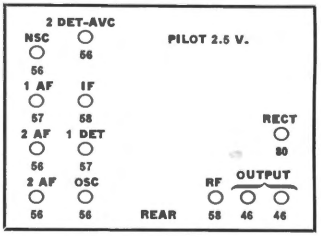
Models S-50, S-51, S-52 (1932)



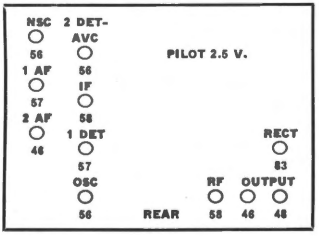
Models S-40, S-41, S-42 (1932)



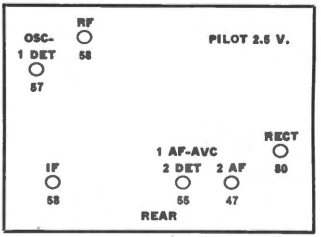
Model SA-120 (1932)



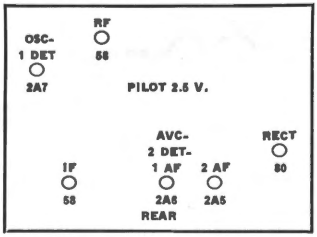
Model SA-110 (1932)



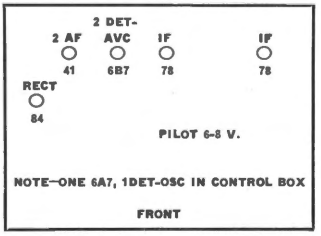
Model SA-65 (1932)



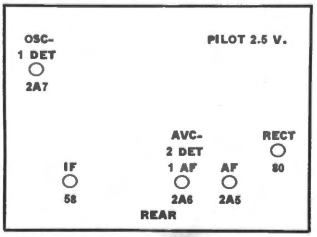
Model SA-6 (1933)



Model A-60 (Auto) (1933)



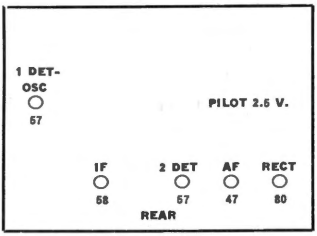
Model SA-5 (1933)



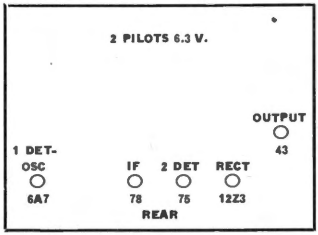
The Rudolph Wurlitzer Mfg. Co.—Lyric Sets (*Cont.*)

(Circles Indicate Actual Position of Tube Sockets)

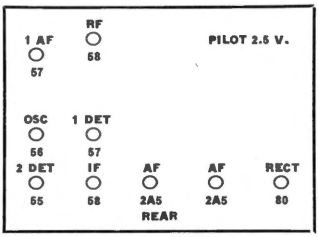
Model LW-5 (1933)



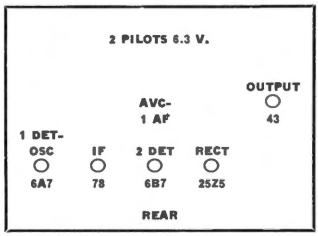
Models LU-5, P-5, SU-5 (1933)



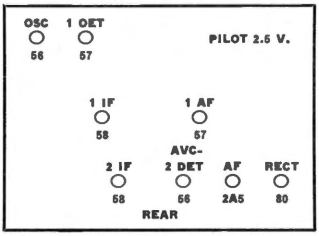
Model SA-91-A (1933)



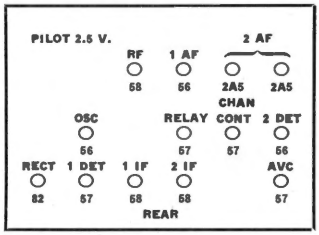
Models LU-5, SU-5 (Late 1933)



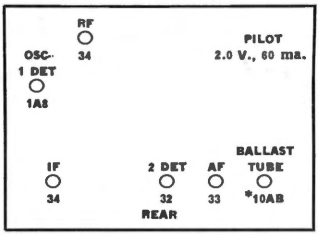
Model SW-88 (1933)



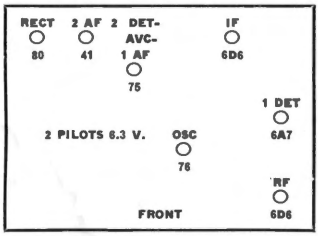
Model SA-133 (1933)



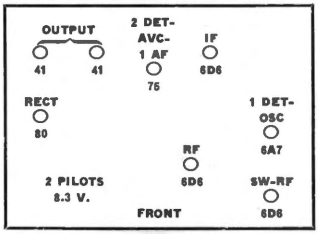
Model B-6 (Battery) (1933)



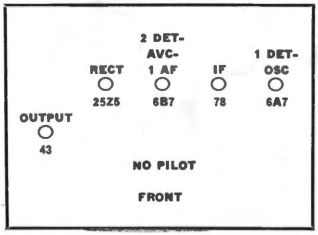
Models 470, 471 (1934)



Model 480 (1934)



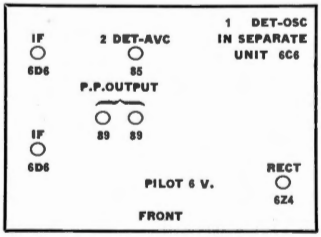
Model P-5 (Late 1933)



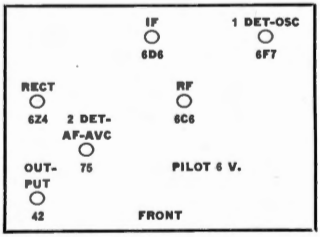
Zenith Radio Corp.

(Circles Indicate Actual Position of Tube Sockets)

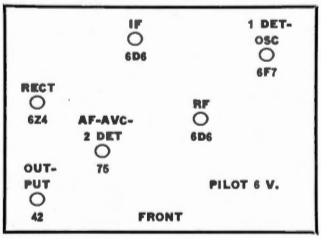
Model 460



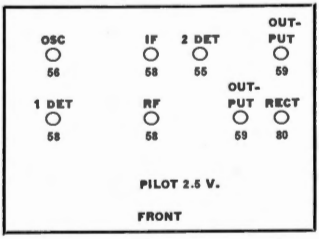
Model 462



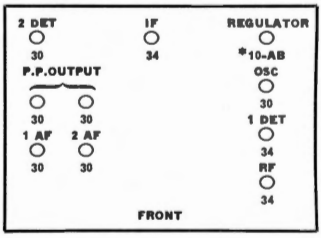
Models 650-HD, 651-HE, 660-TD, 661-TE



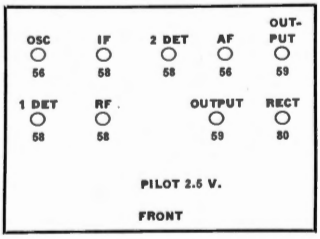
Models 715, 755, 756, 474



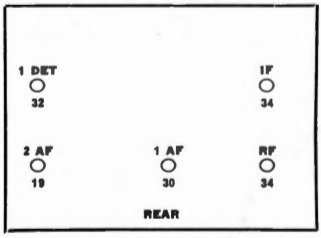
Model 740



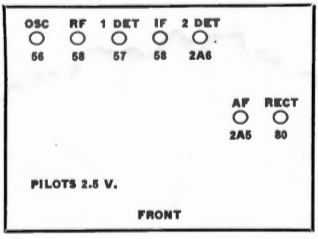
Models 760, 765, 767, 475



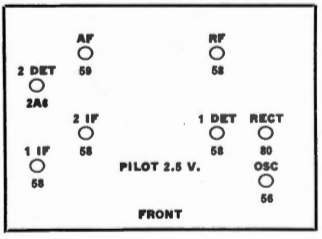
Models 730, 735 (Battery) (1933)



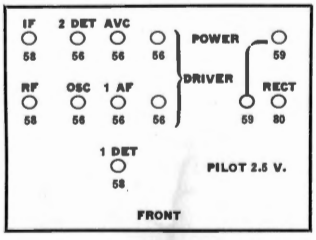
Chassis Model 2062 (1933)



Chassis Models 2056, 20561 (1933)



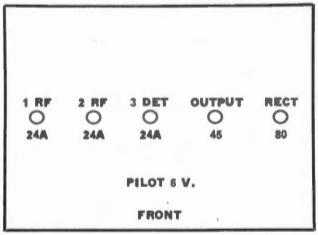
Chassis Model 2059



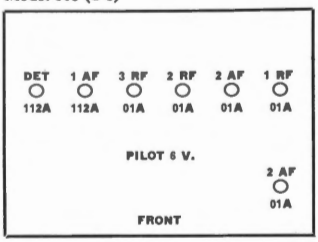
Zenith Radio Corp. (*Continued*)

(*Circles Indicate Actual Position of Tube Sockets*)

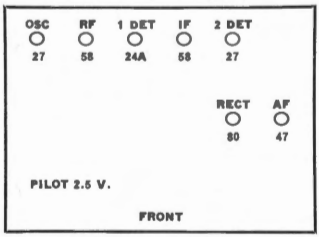
Model 2009-C (5 Tube Zenette)



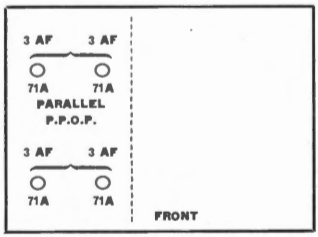
Model 563 (DC)



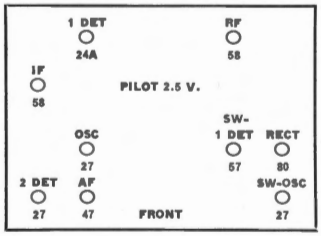
Models 210-5, 211-5, 270-5 (1932)



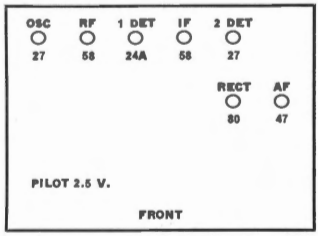
Model



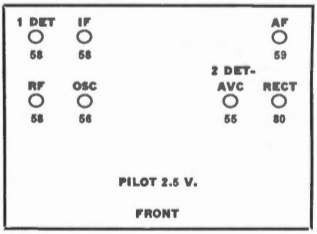
Models 250, 260, 272 (1932)



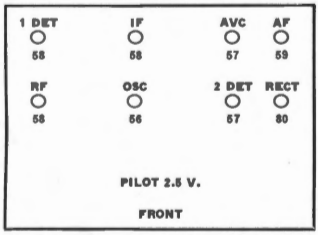
Model 270 (1932)



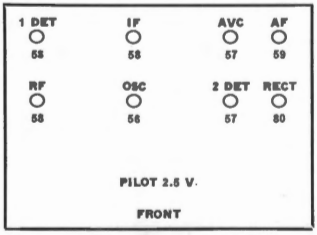
Models 215, 225 (1932)



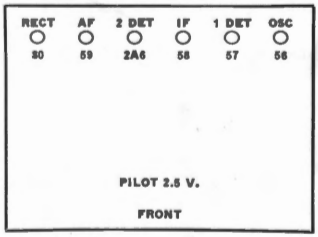
Models 600, 604, 606, 610, 616, 618 (1923)



Models 500, 501, 503, 514, 515, 516 (1933)



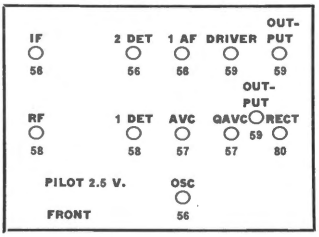
Models 705, 706, 707, 711, 750 (1933)



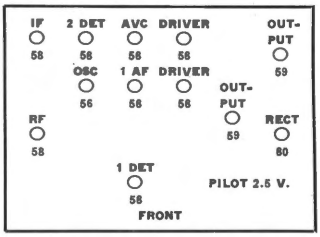
Zenith Radio Corp. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

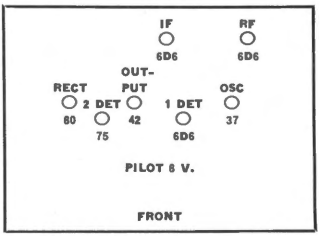
Models 770, 775, 780, 476, 476-A



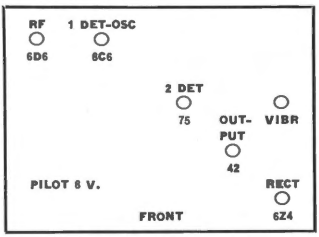
Models 770-B, 775-B, 476-B



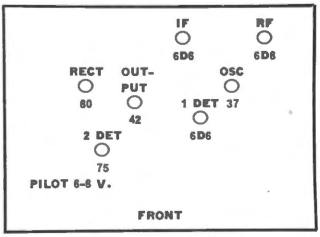
Models 825, 827, 829, 870 (1934)



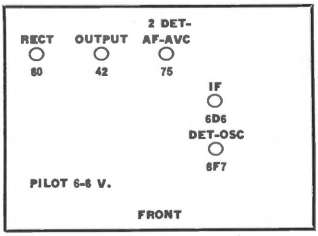
Model 7 (Auto) (1934)



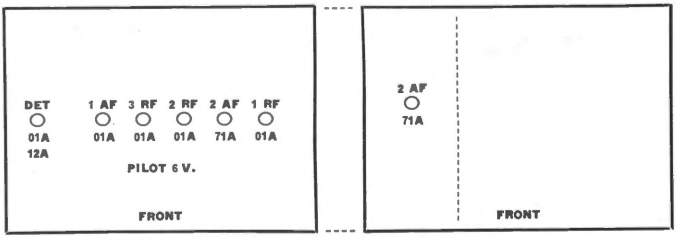
M'd'ls 825, 827, 829, 870, Ch's 5701,-2,-3 (34)



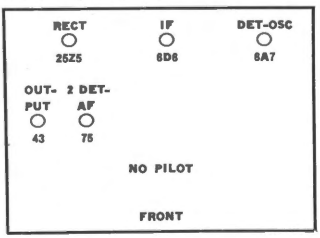
Model 805, Chassis 5502 (1934)



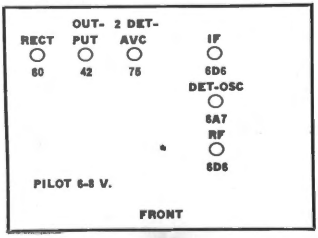
Model 333, 353-A (ZE17) AC



Model 701, 702 (1934)



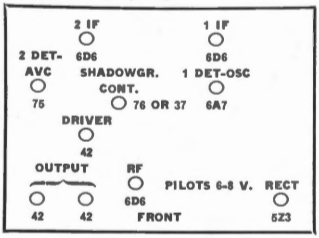
M'd's 808, 809, 860, 861, Chassis 5605,-7 ('34)



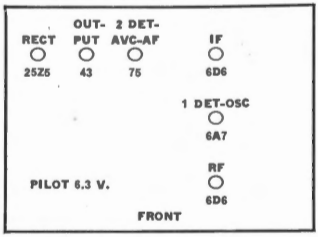
Zenith Radio Corp. (*Continued*)

(Circles Indicate Actual Position of Tube Sockets)

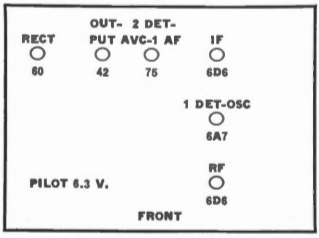
Models 835, 880 (1934)



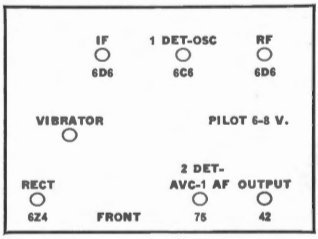
Models 811, 812, 862, 1162 (1934)



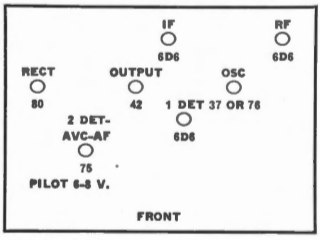
Models 814, 815, 864, 1161 (1934)



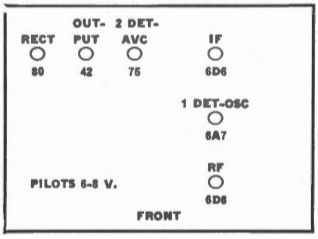
Model 680 (1934)



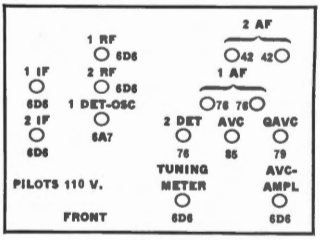
Models S829, S870, S871, 1170 (1934)



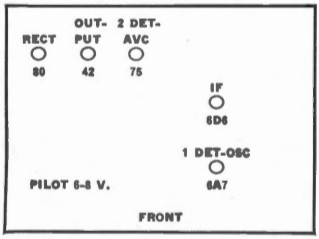
Models 908, 909, 960, 961 (1935)

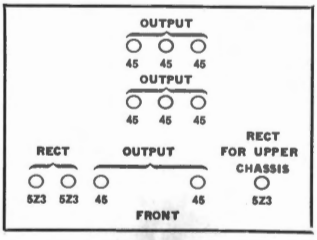


Model 1000-Z (1934)

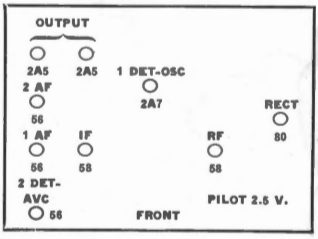


Models 945, 950 (1935)





Models 970, 975 (1934)



RCA RADIO TUBE CHART

RADIO TUBES

TYPE	NAME	BASE	SOCKET CONNECTIONS	DIMENSIONS MAXIMUM OVERALL LENGTH X DIAMETER	CATHODE TYPE ■	RATING: FILAMENT OR HEATER VOLTS	RATING: FILAMENT OR HEATER AMPERES	RATING: PLATE MAX. VOLTS	RATING: SCREEN MAX. VOLTS	USE Values to right give operating conditions and characteristics for indicated typical use	PLATE SUPPLY VOLTS	GRID VOLTS ■	SCREEN VOLTS	SCREEN MILLI-AMP.	PLATE MILLI-AMP.	A-C PLATE RESISTANCE OHMS	MUTUAL CONDUCTANCE MICROMHOS	VOLTAGE AMPLIFICATION FACTOR	LOAD FOR STATED POWER OUTPUT OHMS	POWER OUTPUT WATTS	TYPE
1A6	PENTAGRID CONVERTER ●	SMALL 6-PIN	FIG. 26	4 1/32" x 1 5/16"	D-C FILAMENT	2.0	0.06	180	67.5	CONVERTER	180	{ −3.0 min. }	67.5	2.4	1.3	500000	Anode-Grid (#2) 135 max. volts, 2.3 ma. Oscillator Grid(#1) Resistor, 50000 ohms. Conversion conductance, 300 micromhos.				1A6
1B5-25S	DUPLEX-DIODE TRIODE	SMALL 6-PIN	FIG. 28	4 1/2" x 1 5/16"	D-C FILAMENT	2.0	0.06	135	—	TRIODE UNIT AS CLASS A AMPLIFIER	135	−3.0	—	—	0.8	35000	575	20	—	—	1B5-25S
1C6	PENTAGRID CONVERTER ●	SMALL 6-PIN	FIG. 26	4 13/32" x 1 5/16"	D-C FILAMENT	2.0	0.12	180	67.5	CONVERTER	180	{ −3.0 min. }	67.5	2.0	1.5	750000	Anode Grid (#2) 135 max. volts, 3.3 ma. Oscillator Grid(#1) Resistor, 50000 ohms. Conversion conductance, 325 micromhos.				1C6
2A3	POWER AMPLIFIER TRIODE	MEDIUM 4-PIN	FIG. 1	5 3/8" x 2 1/16"	FILAMENT	2.5	2.5	250	—	CLASS A AMPLIFIER	250	−45	—	—	60.0	800	5250	4.2	2500	3.5	2A3
								300	—	PUSH-PULL AMPLIFIER	300	−62	Self-bias		40.0	Power Output is for 2 tubes at stated load, plate-to-plate			5000	10.0	
											300	−62	Fixed-bias		40.0				3000	15.0	
2A5	POWER AMPLIFIER PENTODE	MEDIUM 6-PIN	FIG. 15A	4 1/16" x 1 1/2"	HEATER	2.5	1.75	250	250	CLASS A AMPLIFIER	250	−16.5	250	6.5	34.0	100000	2200	220	7000	3.0	2A5
2A6	DUPLEX-DIODE HIGH-MU TRIODE	SMALL 6-PIN	FIG. 13	4 1/32" x 1 5/16"	HEATER	2.5	0.8	250	—	TRIODE UNIT AS CLASS A AMPLIFIER	250 ■	−1.35	—	—	0.4	—	—	Gain per stage = 50-60			2A6
2A7	PENTAGRID CONVERTER ●	SMALL 7-PIN	FIG. 20	4 1/32" x 1 5/16"	HEATER	6.3	0.8	250	100	CONVERTER	250	{ −3.0 min. }	100	2.2	3.5	360000	Anode Grid (#2) 200 max. volts, 4.0 ma. Oscillator Grid(#1) Resistor, 50000 ohms. Conversion conductance, 520 micromhos.				2A7
2B7	DUPLEX-DIODE PENTODE	SMALL 7-PIN	FIG. 21	4 1/32" x 1 5/16"	HEATER	2.5	0.8	250	125	PENTODE UNIT AS R-F AMPLIFIER	100	−3.0	100	1.7	5.8	300000	950	285	—	—	2B7
											250	−3.0	125	2.3	9.0	650000	1125	730	—	—	
										PENTODE UNIT AS A-F AMPLIFIER	250	−4.5	50	—	0.65	—	—	—	—	—	
6A4 also LA	POWER AMPLIFIER PENTODE	MEDIUM 5-PIN	FIG. 6	4 1/16" x 1 1/2"	FILAMENT	6.3	0.3	180	180	CLASS A AMPLIFIER	100	−6.5	100	1.6	9.0	83250	1200	100	11000	0.31	6A4 also LA
											180	−12.0	180	3.9	22.0	45500	2200	100	8000	1.40	
6A7	PENTAGRID CONVERTER ●	SMALL 7-PIN	FIG. 20	4 1/32" x 1 5/16"	HEATER	6.3	0.3	250	100	CONVERTER	250	{ −3.0 min. }	100	2.2	3.5	360000	Anode Grid (#2) 200 max. volts, 4.0 ma. Oscillator Grid(#1) Resistor, 50000 ohms. Conversion conductance, 520 micromhos.				6A7
6B7	DUPLEX-DIODE PENTODE	SMALL 7-PIN	FIG. 21	4 1/32" x 1 5/16"	HEATER	6.3	0.3	250	125	PENTODE UNIT AS R-F AMPLIFIER	100	−3.0	100	1.7	5.8	300000	950	285	—	—	6B7
											250	−3.0	125	2.3	9.0	650000	1125	730	—	—	
										PENTODE UNIT AS A-F AMPLIFIER	250	−4.5	50	—	0.65	—	—	—	—	—	
6C6	TRIPLE-GRID DETECTOR AMPLIFIER	SMALL 6-PIN	FIG. 11	4 1/16" x 1 5/16"	HEATER	6.3	0.3	250	100	SCREEN GRID R-F AMPLIFIER	250	−3.0	100	0.5	2.0	exceeds 1.5 meg.	1225	exceeds 1500	—	—	6C6
										BIAS DETECTOR	250	−1.95	50	Cathode current 0.65 ma.		—	Plate coupling resistor 250000 ohms. Grid coupling resistor 250000 ohms.**			

6D6	TRIPLE-GRID SUPER-CONTROL AMPLIFIER	SMALL 6-PIN	FIG. 11	$4\frac{13}{16}$" x $1\frac{9}{16}$"	HEATER	6.3	0.3	250	100	SCREEN GRID R-F AMPLIFIER	250	(− 3.0 min.)	100	2.0	8.2	800000	1600	1280	——	——	**6D6**
										MIXER IN SUPERHETERODYNE	250	−10.0	100	——	——		Oscillator peak volts = 7.0.				
6E5	ELECTRON-RAY TUBE	SMALL 6-PIN	FIG. 29	$4\frac{1}{2}$" x $1\frac{9}{16}$"	HEATER	6.3	0.3	250	——	TUNING INDICATOR	250	Grid Volts: 0 approx. at 90° shadow angle; −0.8 approx. at 0° angle. Plate Resistor, 1 megohm. Current: plate at 0 grid volts, 0.25 ma.; target, 4.5 ma. approx.									**6E5**
● Grids #3 and #5 are screen. Grid #4 is signal-input control-grid.												‡ Applied through plate coupling resistor of 200000 ohms.										**For grid of following tube.
												¤ Applied through plate coupling resistor of 250000 ohms.										
6F7	TRIODE-PENTODE	SMALL 7-PIN	FIG. 27	$4\frac{17}{32}$" x $1\frac{9}{16}$"	HEATER	6.3	0.3	100	——	TRIODE UNIT AS AMPLIFIER	100	− 3.0	——	——	3.5	17800	450	8	——	——	**6F7**
								250	100	PENTODE UNIT AS AMPLIFIER	250	(− 3.0 min.)	100	1.5	6.5	850000	1100	900	——	——	
								250	100	PENTODE UNIT AS MIXER	250	−10.0	100	0.6	2.8	Oscillator peak volts = 7.0. Conversion conductance = 300 micromhos.				
'00-A	DETECTOR TRIODE	MEDIUM 4-PIN	FIG. 1	$4\frac{11}{16}$" x $1\frac{13}{16}$"	D-C FILAMENT	5.0	0.25	45	——	GRID LEAK DETECTOR	45	Grid Return to (−) Filament			1.5	30000	666	20	——	——	**'00-A**
01-A	DETECTOR★ AMPLIFIER	MEDIUM 4-PIN	FIG. 1	$4\frac{11}{16}$" x $1\frac{13}{16}$"	D-C FILAMENT	5.0	0.25	135	——	CLASS A AMPLIFIER	90	− 4.5	——	——	2.5	11000	725	8.0	——	——	**01-A**
											135	− 9.0			3.0	10000	800	8.0			
10	POWER AMPLIFIER TRIODE	MEDIUM 4-PIN	FIG. 1	$5\frac{3}{8}$" x $2\frac{3}{16}$"	FILAMENT	7.5	1.25	425	——	CLASS A AMPLIFIER	350	−31.0	——	——	16.0	5150	1550	8.0	11000	0.9	**10**
											425	−39.0			18.0	5000	1600	8.0	10200	1.6	
11	DETECTOR★ AMPLIFIER TRIODE	WD 4-PIN	FIG. 12	$4\frac{1}{4}$" x $1\frac{3}{16}$"	D-C FILAMENT	1.1	0.25	135	——	CLASS A AMPLIFIER	90	− 4.5	——	——	2.5	15500	425	6.6	——	——	**11**
12		MEDIUM 4-PIN	FIG. 1	$4\frac{11}{16}$" x $1\frac{13}{16}$"							135	−10.5			3.0	15000	440	6.6			**12**
19	TWIN-TRIODE AMPLIFIER	SMALL 6-PIN	FIG. 25	$4\frac{1}{2}$" x $1\frac{9}{16}$"	D-C FILAMENT	2.0	0.26	135	——	CLASS B AMPLIFIER	135	0	——	——	Power output value is for one tube at stated load, plate-to-plate.				10000	2.1	**19**
											250	− 3.0							10000	1.9	
'20	POWER AMPLIFIER TRIODE	SMALL 4-PIN	FIG. 1	$4\frac{1}{2}$" x $1\frac{3}{16}$"	D-C FILAMENT	3.3	0.132	135	——	CLASS A AMPLIFIER	90	−16.5	——	——	3.0	8000	415	3.3	9600	0.045	**'20**
											135	−22.5			6.5	6300	525	3.3	6500	0.110	
22	R-F AMPLIFIER TETRODE	MEDIUM 4-PIN	FIG. 4	$5\frac{3}{32}$" x $1\frac{13}{16}$"	D-C FILAMENT	3.3	0.132	135	67.5	SCREEN GRID R-F AMPLIFIER	135	− 1.5	45	0.6*	1.7	725000	375	270	——	——	**22**
											135	− 1.5	67.5	1.3*	3.7	325000	500	160			
24-A	R-F AMPLIFIER TETRODE	MEDIUM 5-PIN	FIG. 9	$5\frac{3}{32}$" x $1\frac{13}{16}$"	HEATER	2.5	1.75	275	90	SCREEN GRID R-F AMPLIFIER	180	− 3.0	90	1.7*	4.0	400000	1000	400	——	——	**24-A**
											250	− 3.0	90	1.7*	4.0	600000	1050	630			
										BIAS DETECTOR	250●	(− 5.0 approx.)	20 to 45	——	Plate current to be adjusted to 0.1 milliampere with no signal.						
26	AMPLIFIER TRIODE	MEDIUM 4-PIN	FIG. 1	$4\frac{11}{16}$" x $1\frac{13}{16}$"	FILAMENT	1.5	1.05	180	——	CLASS A AMPLIFIER	90	− 7.0	——	——	2.9	8900	935	8.3	——	——	**26**
											180	−14.5			6.2	7300	1150	8.3			
27	DETECTOR★ AMPLIFIER TRIODE	MEDIUM 5-PIN	FIG. 8	$4\frac{1}{4}$" x $1\frac{9}{16}$"	HEATER	2.5	1.75	275	——	CLASS A AMPLIFIER	135	− 9.0	——	——	4.5	9000	1000	9.0	——	——	**27**
											250	−21.0			5.2	9250	975	9.0			
										BIAS DETECTOR	250	(−30.0 approx.)	——	——	Plate current to be adjusted to 0.2 milliampere with no signal.						
30	DETECTOR★ AMPLIFIER TRIODE	SMALL 4-PIN	FIG. 1	$4\frac{1}{2}$" x $1\frac{9}{16}$"	D-C FILAMENT	2.0	0.06	180	——	CLASS A AMPLIFIER	90	− 4.5	——	——	2.5	11000	850	9.3	——	——	**30**
											135	− 9.0			3.0	10300	900	9.3			
											180	−13.5			3.1	10300	900	9.3			
★For Grid-leak Detection—plate volts 45, grid return to + filament or to cathode.												● Applied through plate coupling resistor of 250000 ohms or 500-henry choke shunted by 0.25 megohm resistor.										*Maximum.
31	POWER AMPLIFIER TRIODE	SMALL 4-PIN	FIG. 1	$4\frac{1}{4}$" x $1\frac{9}{16}$"	D-C FILAMENT	2.0	0.13	180	——	CLASS A AMPLIFIER	135	−22.5	——	——	8.0	4100	925	3.8	7000	0.185	**31**
											180	−30.0			12.3	3600	1050	3.8	5700	0.375	
32	R-F AMPLIFIER TETRODE	MEDIUM 4-PIN	FIG. 4	$5\frac{3}{32}$" x $1\frac{13}{16}$"	D-C FILAMENT	2.0	0.06	180	67.5	SCREEN GRID R-F AMPLIFIER	135	− 3.0	67.5	0.4*	1.7	950000	640	610	——	——	**32**
											180	− 3.0	67.5	0.4*	1.7	1200000	650	780			
										BIAS DETECTOR	180▼	(− 6.0 approx.)	67.5	——	Plate current to be adjusted to 0.2 milliampere with no signal.						

TYPE	NAME	BASE	SOCKET CONNEC-TIONS	DIMENSIONS MAXIMUM OVERALL LENGTH x DIAMETER	CATHODE TYPE ■	RATING: FILAMENT OR HEATER VOLTS	RATING: FILAMENT OR HEATER AMPERES	RATING: PLATE MAX. VOLTS	RATING: SCREEN MAX. VOLTS	USE: Values to right give operating conditions and characteristics for indicated typical use	PLATE SUPPLY VOLTS	GRID VOLTS ■	SCREEN VOLTS	SCREEN MILLI-AMP.	PLATE MILLI-AMP.	A-C PLATE RESISTANCE OHMS	MUTUAL CONDUCTANCE MICROMHOS	VOLTAGE AMPLIFICATION FACTOR	LOAD FOR STATED POWER OUTPUT OHMS	POWER OUTPUT WATTS	TYPE
33	POWER AMPLIFIER PENTODE	MEDIUM 5-PIN	FIG. 6	$4\frac{11}{16}$" x $1\frac{13}{16}$"	D-C FILAMENT	2.0	0.26	180	180	CLASS A AMPLIFIER	180	−18.0	180	5.0	22.0	55000	1700	90	6000	1.4	33
34	SUPER-CONTROL R-F AMPLIFIER PENTODE	MEDIUM 4-PIN	FIG. 4A	$5\frac{1}{32}$" x $1\frac{13}{16}$"	D-C FILAMENT	2.0	0.06	180	67.5	SCREEN GRID R-F AMPLIFIER	135 180	−3.0 min. −3.0 min.	67.5 67.5	1.0 1.0	2.8 2.8	600000 1000000	600 620	360 620	——	——	34
35	SUPER-CONTROL R-F AMPLIFIER TETRODE	MEDIUM 5-PIN	FIG. 9	$5\frac{1}{32}$" x $1\frac{13}{16}$"	HEATER	2.5	1.75	275	90	SCREEN GRID R-F AMPLIFIER	180 250	−3.0 min. −3.0 min.	90 90	2.5* 2.5*	6.3 6.5	300000 400000	1020 1050	305 420	——	——	35
38	R-F AMPLIFIER TETRODE	SMALL 5-PIN	FIG. 9	$4\frac{17}{32}$" x $1\frac{9}{16}$"	HEATER	6.3	0.3	250	90	SCREEN GRID R-F AMPLIFIER	100 180 250	−1.5 −3.0 −3.0	55 90 90	—— —— 1.7*	1.8 3.1 3.2	550000 500000 550000	850 1050 1080	470 525 595	——	——	36
										BIAS DETECTOR	100● 250●	−5.0 −8.0	55 90	——	Plate current to be adjusted to 0.1 milliampere with no signal.					
37	DETECTOR★ AMPLIFIER TRIODE	SMALL 5-PIN	FIG. 8	$4\frac{1}{8}$" x $1\frac{9}{16}$"	HEATER	6.3	0.3	250	—	CLASS A AMPLIFIER	90 180 250	−6.0 −13.5 −18.0	——	——	2.5 4.3 7.5	11500 10200 8400	800 900 1100	9.2 9.2 9.2	——	——	37
										BIAS DETECTOR	90 250	−10.0 −28.0	——	——	Plate current to be adjusted to 0.2 milliampere with no signal.					
38	POWER AMPLIFIER PENTODE	SMALL 5-PIN	FIG. 9A	$4\frac{17}{32}$" x $1\frac{9}{16}$"	HEATER	6.3	0.3	250	250	CLASS A AMPLIFIER	100 180 250	−9.0 −18.0 −25.0	100 180 250	1.2 2.4 3.8	7.0 14.0 22.0	140000 115000 100000	875 1050 1200	120 120 120	15000 11600 10000	0.27 1.00 2.50	38
39-44	SUPER-CONTROL R-F AMPLIFIER PENTODE	SMALL 5-PIN	FIG. 9A	$4\frac{17}{32}$" x $1\frac{9}{16}$"	HEATER	6.3	0.3	250	90	SCREEN GRID R-F AMPLIFIER	90 180 250	−3.0 min. −3.0 min. −3.0 min.	90 90 90	1.6 1.4 1.4	5.6 5.8 5.8	375000 750000 1000000	960 1000 1050	360 750 1050	——	——	39-44

★For Grid-leak Detection—plate volts 45, grid return to + filament or to cathode.
■Either A. C. or D. C. may be used on filament or heater, except as specifically noted. For use of D. C. on A-C filament types, decrease stated grid volts by ½ (approx.) of filament voltage.

●Applied through plate coupling resistor of 250000 ohms or 500-henry choke shunted by 0.25 megohm resistor.
▼Applied through plate coupling resistor of 100000 ohms.

*Maximum.

40	VOLTAGE AMPLIFIER TRIODE	MEDIUM 4-PIN	FIG. 1	$4\frac{13}{16}$" x $1\frac{13}{16}$"	D-C FILAMENT	5.0	0.25	180	—	CLASS A AMPLIFIER	135✖ 180✖	−1.5 −3.0	——	——	0.2 0.2	150000 150000	200 200	30 30	——	——	40
41	POWER AMPLIFIER PENTODE	SMALL 6-PIN	FIG. 15A	$4\frac{1}{4}$" x $1\frac{9}{16}$"	HEATER	6.3	0.4	250	250	CLASS A AMPLIFIER	100 180 250	−7.0 −13.5 −18.0	100 180 250	1.6 3.0 5.5	9.0 18.5 32.0	103500 81000 68000	1450 1850 2200	150 150 150	12000 9000 7600	0.33 1.50 3.40	41
42	POWER AMPLIFIER PENTODE	MEDIUM 6-PIN	FIG. 15A	$4\frac{11}{16}$" x $1\frac{13}{16}$"	HEATER	6.3	0.7	250	250	CLASS A AMPLIFIER	250	−16.5	250	6.5	34.0	100000	2200	220	7000	3.00	42
43	POWER AMPLIFIER PENTODE	MEDIUM 6-PIN	FIG. 15A	$4\frac{11}{16}$" x $1\frac{13}{16}$"	HEATER	25.0	0.3	135	135	CLASS A AMPLIFIER	95 135	−15.0 −20.0	95 135	4.0 7.0	20.0 34.0	45000 35000	2000 2300	90 80	4500 4000	0.90 2.00	43
45	POWER AMPLIFIER TRIODE	MEDIUM 4-PIN	FIG. 1	$4\frac{11}{16}$" x $1\frac{13}{16}$"	FILAMENT	2.5	1.5	275	—	CLASS A AMPLIFIER	180 250 275	−31.5 −50.0 −56.0	180 250 275	——	31.0 34.0 36.0	1650 1610 1700	2125 2175 2050	3.5 3.5 3.5	2700 3900 4600	0.82 1.60 2.00	45
46	DUAL-GRID POWER AMPLIFIER	MEDIUM 5-PIN	FIG. 7	$5\frac{1}{8}$" x $2\frac{3}{16}$"	FILAMENT	2.5	1.75	250	—	CLASS A AMPLIFIER ◻	250	−33.0	——	——	22.0	2380	2350	5.6	6400	1.25	46
								400	—	CLASS B AMPLIFIER ◆	300 400	0 0	——	——	Power output values are for 2 tubes at indicated plate-to-plate load.				5200 5800	16.0 20.0	

47	POWER AMPLIFIER PENTODE	MEDIUM 5-PIN	FIG. 6	$5\frac{3}{8}$″ x $2\frac{1}{16}$″	FILAMENT	2.5	1.75	250	250	CLASS A AMPLIFIER	250	−16.5	250	6.0	31.0	60000	2500	150	7000	2.7	47
48	POWER AMPLIFIER TETRODE	MEDIUM 6-PIN	FIG. 15	$5\frac{3}{8}$″ x $2\frac{1}{16}$″	D-C HEATER	30.0	0.4	125	100	CLASS A AMPLIFIER	96	−19.0	96	9.0	52.0	——	3800	—	1500	2.0	48
											125	−20.0	100	9.5	56.0	——	3900	—	1500	2.5	
49	DUAL-GRID POWER AMPLIFIER	MEDIUM 5-PIN	FIG. 7	$4\frac{11}{16}$″ x $1\frac{13}{16}$″	D-C FILAMENT	2.0	0.12	135	——	CLASS A AMPLIFIER □	135	−20.0	——	——	6.0	4175	1125	4.7	11000	0.17	49
								180	——	CLASS B AMPLIFIER ♦	180	0	——	——	Power output values are for 2 tubes at indicated plate-to-plate load.				12000	3.5	
50	POWER AMPLIFIER TRIODE	MEDIUM 4-PIN	FIG. 1	$6\frac{1}{2}$″ x $2\frac{11}{16}$″	FILAMENT	7.5	1.25	450	——	CLASS A AMPLIFIER	300	−54.0	——	——	35.0	2000	1900	3.8	4600	1.6	50
											400	−70.0			55.0	1800	2100	3.8	3670	3.4	
											450	−84.0			55.0	1800	2100	3.8	4350	4.6	
53	TWIN-TRIODE AMPLIFIER	MEDIUM 7-PIN#	FIG. 24	$4\frac{11}{16}$″ x $1\frac{13}{16}$″	HEATER	2.5	2.0	300	——	CLASS B AMPLIFIER	250	0	——	——	Power output value is for one tube at stated load, plate-to-plate.				8000	8.0	53
											300	0							10000	10.0	
55	DUPLEX-DIODE TRIODE	SMALL 6-PIN	FIG. 13	$4\frac{37}{32}$″ x $1\frac{9}{16}$″	HEATER	2.5	1.0	250	——	TRIODE UNIT AS CLASS A AMPLIFIER	135	−10.5	——	——	3.7	11000	750	8.3	25000	0.075	55
											180	−13.5			6.0	8500	975	8.3	20000	0.160	
											250	−20.0			8.0	7500	1100	8.3	20000	0.350	
56	SUPER-TRIODE AMPLIFIER DETECTOR★	SMALL 5-PIN	FIG. 8	$4\frac{1}{4}$″ x $1\frac{9}{16}$″	HEATER	2.5	1.0	250	——	CLASS A AMPLIFIER	250	−13.5	——	——	5.0	9500	1450	13.8	——	——	56
										BIAS DETECTOR	250	−20.0 approx.	——	——	Plate current to be adjusted to 0.2 milliampere with no signal.						
57	TRIPLE-GRID DETECTOR AMPLIFIER	SMALL 6-PIN	FIG. 11	$4\frac{13}{16}$″ x $1\frac{9}{16}$″	HEATER	2.5	1.0	250	100	SCREEN GRID R-F AMPLIFIER	250	− 3.0	100	0.5	2.0	exceeds 1.5 meg.	1225	exceeds 1500	——	——	57
										BIAS DETECTOR	250	− 1.95	50	Cathode current 0.65 ma.		——		Plate coupling resistor 250000 ohms. Grid coupling resistor 250000 ohms**		

★For Grid-leak Detection—plate volts 45, grid return to + filament or to cathode. Requires different socket from small 7-pin.

□ Grid next to plate tied to plate. ♦ Two grids tied together. **For grid of following tube.
× Applied through plate coupling resistor of 250000 ohms.

58	TRIPLE-GRID SUPER-CONTROL AMPLIFIER	SMALL 6-PIN	FIG. 11	$4\frac{13}{16}$″ x $1\frac{9}{16}$″	HEATER	2.5	1.0	250	100	SCREEN GRID R-F AMPLIFIER	250	− 3.0 min.	100	2.0	8.2	800000	1600	1280	——	——	58
										MIXER IN SUPERHETERODYNE	250	−10.0	100	——	——	Oscillator peak volts = 7.0.				
59	TRIPLE-GRID POWER AMPLIFIER	MEDIUM 7-PIN#	FIG. 18	$5\frac{3}{8}$″ x $2\frac{1}{16}$″	HEATER	2.5	2.0	250	——	AS TRIODE ¶ CLASS A AMPLIFIER	250	−28.0	——	——	26.0	2300	2600	6.0	5000	1.25	59
								250	250	AS PENTODE ** CLASS A AMPLIFIER	250	−18.0	250	9.0	35.0	40000	2500	100	6000	3.00	
								400	——	AS TRIODE # CLASS B AMPLIFIER	300	0	——	——	Power output values are for 2 tubes at indicated plate-to-plate load.				4600	15.0	
											400	0							6000	20.0	
71-A	POWER AMPLIFIER TRIODE	MEDIUM 4-PIN	FIG. 1	$4\frac{11}{16}$″ x $1\frac{13}{16}$″	FILAMENT	5.0	0.25	180	——	CLASS A AMPLIFIER	90	−19.0	——	——	10.0	2170	1400	3.0	3000	0.125	71-A
											180	−43.0			20.0	1750	1700	3.0	4800	0.790	
75	DUPLEX-DIODE HIGH-MU TRIODE	SMALL 6-PIN	FIG. 13	$4\frac{37}{32}$″ x $1\frac{9}{16}$″	HEATER	6.3	0.3	250	——	TRIODE UNIT AS CLASS A AMPLIFIER	250×	−1.35	——	——	0.4	——	——	Gain per stage = 50-60			75
76	SUPER-TRIODE AMPLIFIER DETECTOR★	SMALL 5-PIN	FIG. 8	$4\frac{1}{4}$″ x $1\frac{9}{16}$″	HEATER	6.3	0.3	250	——	CLASS A AMPLIFIER	250	−13.5	——	——	5.0	9500	1450	13.8	——	——	76
										BIAS DETECTOR	250	−20.0	——	——	Plate current to be adjusted to 0.2 milliampere with no signal.						
77	TRIPLE-GRID DETECTOR AMPLIFIER	SMALL 6-PIN	FIG. 11	$4\frac{37}{32}$″ x $1\frac{9}{16}$″	HEATER	6.3	0.3	250	100	SCREEN GRID R-F AMPLIFIER	100	− 1.5	60	0.4	1.7	650000	1100	715	——	——	77
											250	− 3.0	100	0.5	2.3	1500000	1250	1500			
										BIAS DETECTOR	250	− 1.95	50	Cathode current 0.65 ma.		——		Plate coupling resistor 250000 ohms. Grid coupling resistor 250000 ohms**			
78	TRIPLE-GRID SUPER-CONTROL AMPLIFIER	SMALL 6-PIN	FIG. 11	$4\frac{37}{32}$″ x $1\frac{9}{16}$″	HEATER	6.3	0.3	250	125	SCREEN GRID R-F AMPLIFIER	90	− 3.0 min.	90	1.3	5.4	315000	1275	400	——	——	78
											180		75	1.0	4.0	1000000	1100	1100			
											250		100	1.7	7.0	800000	1450	1160			
											250		125	2.6	10.5	600000	1650	990			
79	TWIN-TRIODE AMPLIFIER	SMALL 6-PIN	FIG. 19	$4\frac{37}{32}$″ x $1\frac{9}{16}$″	HEATER	6.3	0.6	250	——	CLASS B AMPLIFIER	180	0	——	——	Power output value is for one tube at stated load, plate-to-plate.				7000	5.5	79
											250	0							14000	8.0	

TYPE	NAME	BASE	SOCKET CONNEC-TIONS	DIMENSIONS MAXIMUM OVERALL LENGTH X DIAMETER	CATHODE TYPE ■	RATING: FILAMENT OR HEATER VOLTS	RATING: FILAMENT OR HEATER AMPERES	RATING: PLATE MAX. VOLTS	RATING: SCREEN MAX. VOLTS	USE Values to right give operating conditions and characteristics for indicated typical use	PLATE SUP-PLY VOLTS	GRID VOLTS ■	SCREEN VOLTS	SCREEN MILLI-AMP.	PLATE MILLI-AMP.	A-C PLATE RESIS-TANCE OHMS	MUTUAL CON-DUC-TANCE MICRO-MHOS	VOLT-AGE AMPLI-FICATION FACTOR	LOAD FOR STATED POWER OUTPUT OHMS	POWER OUT-PUT WATTS	TYPE
85	DUPLEX-DIODE TRIODE	SMALL 6-PIN	FIG. 13	$4\frac{11}{32}$" x $1\frac{9}{16}$"	HEATER	6.3	0.3	250	—	TRIODE UNIT AS CLASS A AMPLIFIER	135 180 250	−10.5 −13.5 −20.0	—	—	3.7 6.0 8.0	11000 8500 7500	750 975 1100	8.3 8.3 8.3	25000 20000 20000	0.075 0.160 0.350	85
89	TRIPLE-GRID POWER AMPLIFIER	SMALL 6-PIN	FIG. 14	$4\frac{11}{32}$" x $1\frac{9}{16}$"	HEATER	6.3	0.4	250	250	AS TRIODE ¶ CLASS A AMPLIFIER	160 180 250	−20.0 −22.5 −31.0	—	—	17.0 20.0 32.0	3300 3000 2600	1425 1550 1800	4.7 4.7 4.7	7000 6500 5500	0.300 0.400 0.900	89
										AS PENTODE ▪▪ CLASS A AMPLIFIER	100 180 250	−10.0 −18.0 −25.0	100 180 250	1.6 3.0 5.5	9.5 20.0 32.0	104000 80000 70000	1200 1550 1800	125 125 125	10700 8000 6750	0.33 1.50 3.40	
										AS TRIODE ⊕ CLASS B AMPLIFIER	180	0	—	—	Power output values are for 2 tubes at indicated plate-to-plate load.				13600 9400	2.50 3.50	
V-'99 X-'99	DETECTOR★ AMPLIFIER TRIODE	SMALL 4-NUB SMALL 4-PIN	FIG. 10 FIG. 1	$3\frac{3}{8}$" x $1\frac{1}{16}$" $4\frac{1}{8}$" x $1\frac{7}{16}$"	D-C FILAMENT	3.3	0.063	90	—	CLASS A AMPLIFIER	90	− 4.5	—	—	2.5	15500	425	6.6	—	—	V-'99 X-'99
112-A	DETECTOR★ AMPLIFIER TRIODE	MEDIUM 4-PIN	FIG. 1	$4\frac{11}{16}$" x $1\frac{13}{16}$"	D-C FILAMENT	5.0	0.25	180	—	CLASS A AMPLIFIER	90 180	− 4.5 −13.5	—	—	5.0 7.7	5400 4700	1575 1800	8.5 8.5	—	—	112-A

★For Grid-leak Detection—plate volts 45, grid return to + filament or to cathode.

■Either A. C. or D. C. may be used on filament or heater, except as specifically noted. For use of D. C. on A-C filament types, decrease stated grid volts by ½ (approx.) of filament voltage.

#Requires different socket from small 7-pin.

▪▪Grid #1 is control grid. Grid #2 is screen. Grid #3 tied to cathode.

¶Grid #1 is control grid. Grids #2 and #3 tied to plate. ✖Applied through plate coupling resistor of 250000 ohms.

⊕Grids #1 and #2 connected together. Grid #3 tied to plate. **For grid of following tube.

RECTIFIERS

5Z3	FULL-WAVE RECTIFIER	MEDIUM 4-PIN	FIG. 2	$5\frac{3}{8}$" x $2\frac{1}{16}$"	FILAMENT	5.0	3.0	—	—	Maximum A-C Voltage per Plate.....500 Volts, RMS Maximum D-C Output Current.....250 Milliamperes	5Z3
12Z3	HALF-WAVE RECTIFIER	SMALL 4-PIN	FIG. 22	$4\frac{1}{2}$" x $1\frac{9}{16}$"	HEATER	12.6	0.3	—	—	Maximum A-C Plate Voltage.....250 Volts, RMS Maximum D-C Output Current..... 60 Milliamperes	12Z3
25Z5	RECTIFIER-DOUBLER	SMALL 6-PIN	FIG. 5	$4\frac{1}{2}$" x $1\frac{9}{16}$"	HEATER	25.0	0.3	—	—	Maximum A-C Voltage per Plate.....125 Volts, RMS Maximum D-C Output Current.....100 Milliamperes	25Z5
1-V°	HALF-WAVE RECTIFIER	SMALL 4-PIN	FIG. 22	$4\frac{1}{2}$" x $1\frac{9}{16}$"	HEATER	6.3	0.3	—	—	Maximum A-C Plate Voltage.....350 Volts, RMS Maximum D-C Output Current..... 50 Milliamperes	1-V°
80	FULL-WAVE RECTIFIER	MEDIUM 4-PIN	FIG. 2	$4\frac{11}{16}$" x $1\frac{13}{16}$"	FILAMENT	5.0	2.0	—	—	A-C Voltage per Plate (Volts RMS) 350 400 550 — The 550 volt rating applies to filter circuits having an input choke of at least 20 henries. D-C Output Current (Maximum MA.) 125 110 135	80
'81	HALF-WAVE RECTIFIER	MEDIUM 4-PIN	FIG. 3	$6\frac{1}{4}$" x $2\frac{7}{16}$"	FILAMENT	7.5	1.25	—	—	Maximum A-C Plate Voltage.....700 Volts, RMS Maximum D-C Output Current..... 85 Milliamperes	'81
82	FULL-WAVE➤ RECTIFIER	MEDIUM 4-PIN	FIG. 2	$4\frac{11}{16}$" x $1\frac{13}{16}$"	FILAMENT	2.5	3.0	—	—	Maximum A-C Voltage per Plate.....500 Volts, RMS — Maximum Peak Inverse Voltage.....1400 Volts Maximum D-C Output Current.....125 Milliamperes — Maximum Peak Plate Current..... 400 Milliamperes	82
83	FULL-WAVE➤ RECTIFIER	MEDIUM 4-PIN	FIG. 2	$5\frac{3}{8}$" x $2\frac{1}{16}$"	FILAMENT	5.0	3.0	—	—	Maximum A-C Voltage per Plate.....500 Volts, RMS — Maximum Peak Inverse Voltage.....1400 Volts Maximum D-C Output Current.....250 Milliamperes — Maximum Peak Plate Current..... 800 Milliamperes	83
84 *also 6Z4*	FULL-WAVE RECTIFIER	SMALL 5-PIN	FIG. 23	$4\frac{1}{4}$" x $1\frac{9}{16}$"	HEATER	6.3	0.5	—	—	Maximum A-C Voltage per Plate.....350 Volts, RMS Maximum D-C Output Current..... 50 Milliamperes	84 *also 6Z4*

➤Mercury Vapor Type. ° Interchangeable with Type 1.

TUBE SYMBOLS AND BOTTOM VIEWS OF SOCKET CONNECTIONS

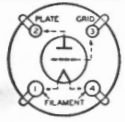


FIG.1

FIG.2

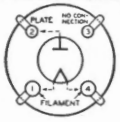


FIG.3

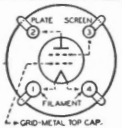


FIG.4

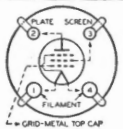


FIG.4A

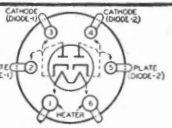


FIG.5

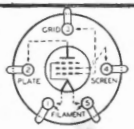


FIG.6

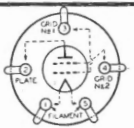


FIG.7

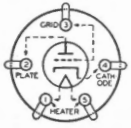


FIG.8

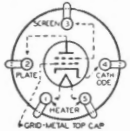


FIG.9

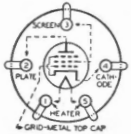


FIG.9A

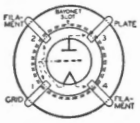


FIG.10

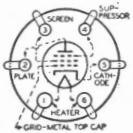


FIG.11

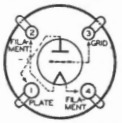


FIG.12

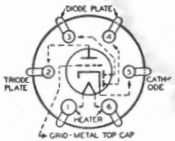


FIG.13

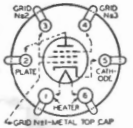


FIG.14

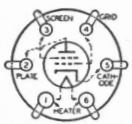


FIG.15

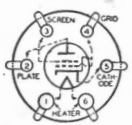


FIG.15A

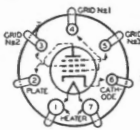


FIG.18

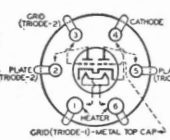


FIG.19

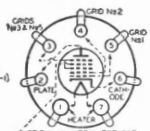


FIG.20

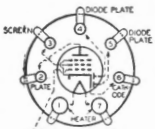


FIG.21

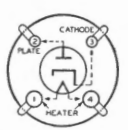


FIG.22

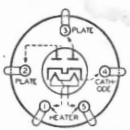


FIG.23

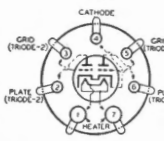


FIG.24

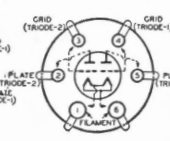


FIG.25

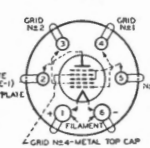


FIG.26

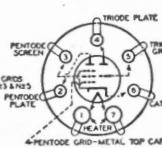


FIG.27

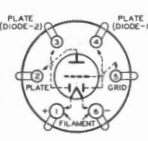


FIG.28

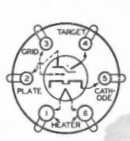


FIG.29

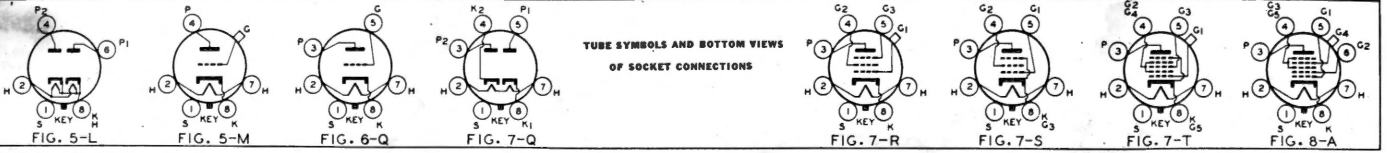
RCA ALL-METAL RADIO TUBE CHARACTERISTICS CHART

TYPE	NAME	BASE	SOCKET CONNECTIONS	DIMENSIONS MAXIMUM OVERALL: LENGTH X DIAMETER	CATHODE TYPE ■	RATING: FILAMENT OR HEATER VOLTS	RATING: FILAMENT OR HEATER AMPERES	RATING: PLATE MAX. VOLTS	RATING: SCREEN MAX. VOLTS	USE: Values to right give operating conditions and characteristics for indicated typical use	PLATE SUPPLY VOLTS	GRID VOLTS ■	SCREEN VOLTS	SCREEN MILLI-AMP.	PLATE MILLI-AMP.	A-C PLATE RESISTANCE OHMS	MUTUAL CONDUCTANCE MICROMHOS	VOLTAGE AMPLIFICATION FACTOR	LOAD FOR STATED POWER OUTPUT OHMS	POWER OUTPUT WATTS	TYPE
6A8	PENTAGRID CONVERTER ●	SMALL OCTAL 8-PIN	FIG. 8A	3⅛" x 1 5/16"	HEATER	6.3	0.3	250	100	CONVERTER	250	−3.0 min.	100	3.2	3.3	Anode Grid (#2): Supply ⁵⁄₆, 250 max. volts; Current, 4.0 ma. Oscillator-Grid (#1) Resistor, 50000 ohms. Conversion conductance, 500 micromhos.					6A8
6C5	DETECTOR ★ AMPLIFIER TRIODE	SMALL OCTAL 6-PIN	FIG. 6Q	2⅝" x 1 5/16"	HEATER	6.3	0.3	250	—	CLASS A AMPLIFIER	250	− 8.0	—	—	8.0	10000	2000	20	—	—	6C5
										BIAS DETECTOR	250	−17.0 approx.	—	—		Plate current to be adjusted to 0.2 milliampere with no signal.				
6F5	HIGH-MU TRIODE	SMALL OCTAL 5-PIN	FIG. 5M	3⅛" x 1 5/16"	HEATER	6.3	0.3	250	—	CLASS A AMPLIFIER	250	− 2.0	—	—	0.9	66000	1500	100	—	—	6F5
6F6	POWER AMPLIFIER PENTODE	SMALL OCTAL 7-PIN	FIG. 7S	3¼" x 1 5/16"	HEATER	6.3	0.7	315	315	CLASS A AMPLIFIER	250	−16.5	250	6.5	34.0	80000	2500	200	7000	3	6F6
6J7	TRIPLE-GRID DETECTOR AMPLIFIER	SMALL OCTAL 7-PIN	FIG. 7R	3⅛" x 1 5/16"	HEATER	6.3	0.3	250	125	SCREEN-GRID R-F AMPLIFIER	250	− 3.0	100	0.5	2.0	exceeds 1.5 meg.	1225	exceeds 1500	—	—	6J7
										BIAS DETECTOR	250	− 4.3	100	Cathode current 0.43 ma.		—	Plate coupling resistor 500000 ohms. Grid coupling resistor 250000 ohms.**			
6K7	TRIPLE-GRID SUPER-CONTROL AMPLIFIER	SMALL OCTAL 7-PIN	FIG. 7R	3⅛" x 1 5/16"	HEATER	6.3	0.3	250	125	SCREEN-GRID R-F AMPLIFIER	250	−3.0 min.	125	2.6	10.5	600000	1650	990	—	—	6K7
										MIXER IN SUPERHETERODYNE	250	−10.0	100	—	—	Oscillator peak volts = 7.0				
6L7	PENTAGRID MIXER ▲ AMPLIFIER	SMALL OCTAL 7-PIN	FIG. 7T	3⅛" x 1 5/16"	HEATER	6.3	0.3	250	150	MIXER IN SUPERHETERODYNE	250	− 3.0	100	6.2	2.4	Oscillator Grid (#3) bias, −10 volts. Grid #3 peak swing, 12 volts min. Conversion conductance, 350 micromhos.					6L7
										AMPLIFIER ◀	250	− 3.0	100 max.	5.5	5.3	800000	1100	—	—	—	
5Z4	FULL-WAVE RECTIFIER	SMALL OCTAL 5-PIN	FIG. 5L	5⅛" x 1 5/16"	HEATER	5.0	2.0	—	—	Maximum A-C Voltage per Plate.....400 Volts, RMS Maximum D-C Output Current.....125 Milliamperes											5Z4
6H6	TWIN-DIODE DETECTOR RECTIFIER	SMALL OCTAL 7-PIN	FIG. 7Q	1⅝" x 1 5/16"	HEATER	6.3	0.3	—	—	Maximum A-C Voltage per Plate.....100 Volts, RMS Maximum D-C Output Current..... 2 Milliamperes											6H6

● Grids #3 and #5 are screen. Grid #4 is signal-input control grid.
★ For Grid-leak Detection—plate volts 45-100.
▲ Grids #2 and #4 are screen. Grid #1 is signal-input control grid.

◀ Grid #3 connected to grid #1.
⁵⁄₆ Applied through 20000-ohm voltage-dropping resistor.

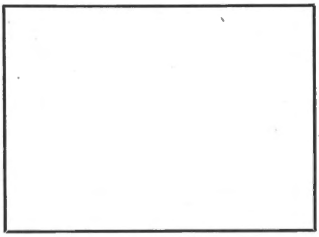
** For grid of following tube.
■ Either A.C. or D.C. may be used on heater.



ADD NEW DIAGRAMS HERE

Model

Model



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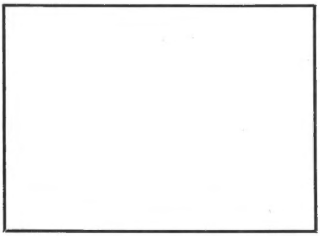

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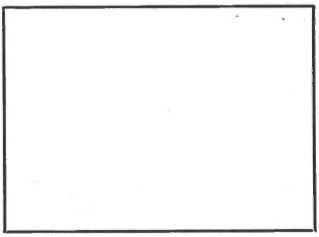

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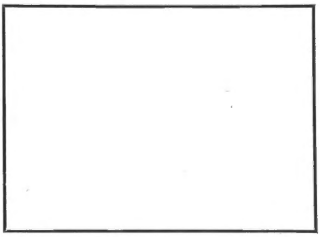

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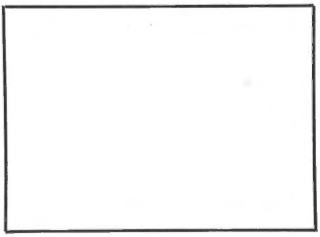

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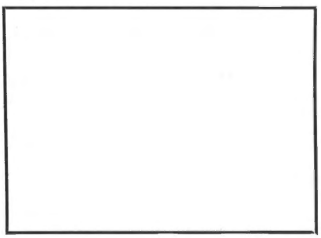

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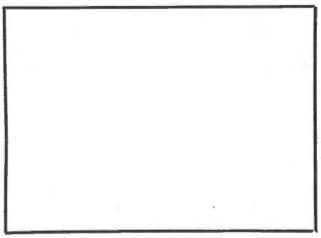

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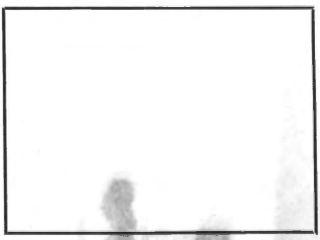

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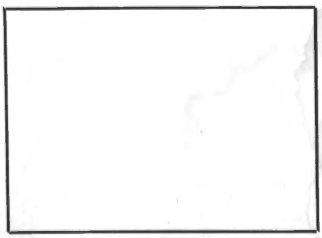

ADD NEW DIAGRAMS HERE

Model

Model

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