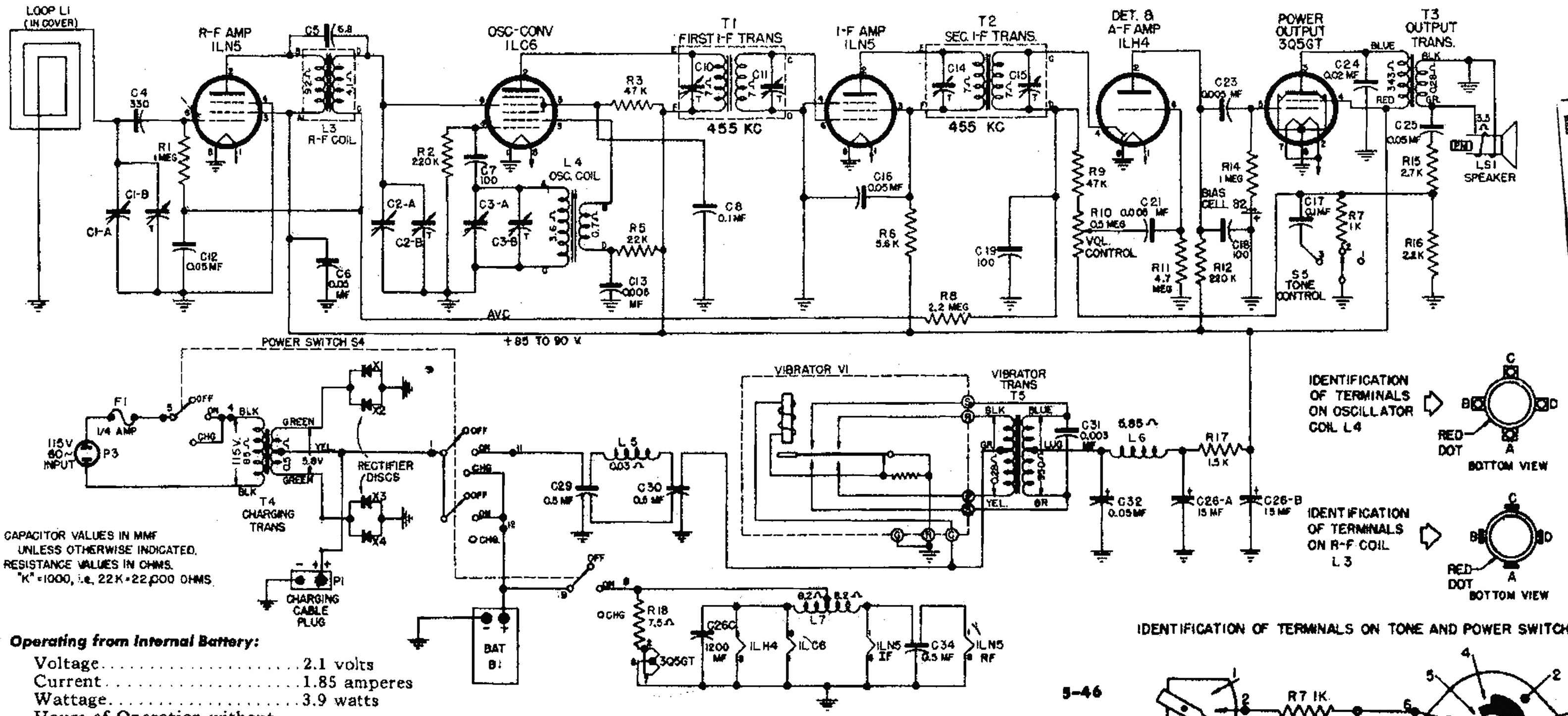


CAPACITOR VALUES IN MMF UNLESS OTHERWISE INDICATED.
RESISTANCE VALUES IN OHMS.
"K" = 1000, i.e. 22K = 22,000 OHMS.

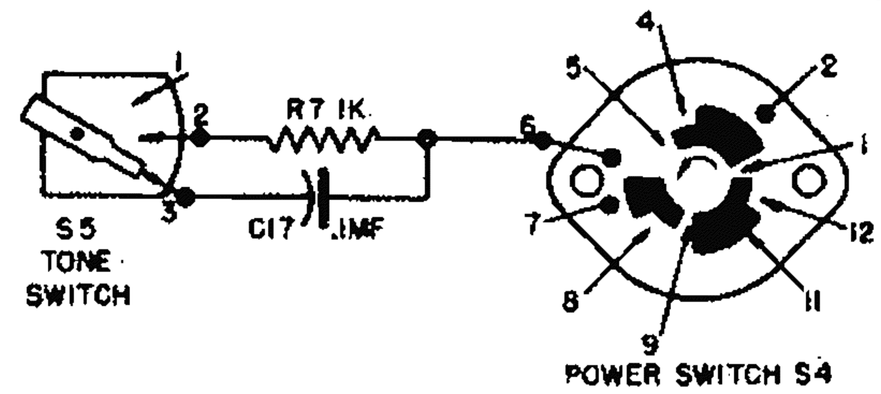
Operating from Internal Battery:

Voltage	2.1 volts
Current	1.85 amperes
Wattage	3.9 watts
Hours of Operation without Recharging Battery	20 approx

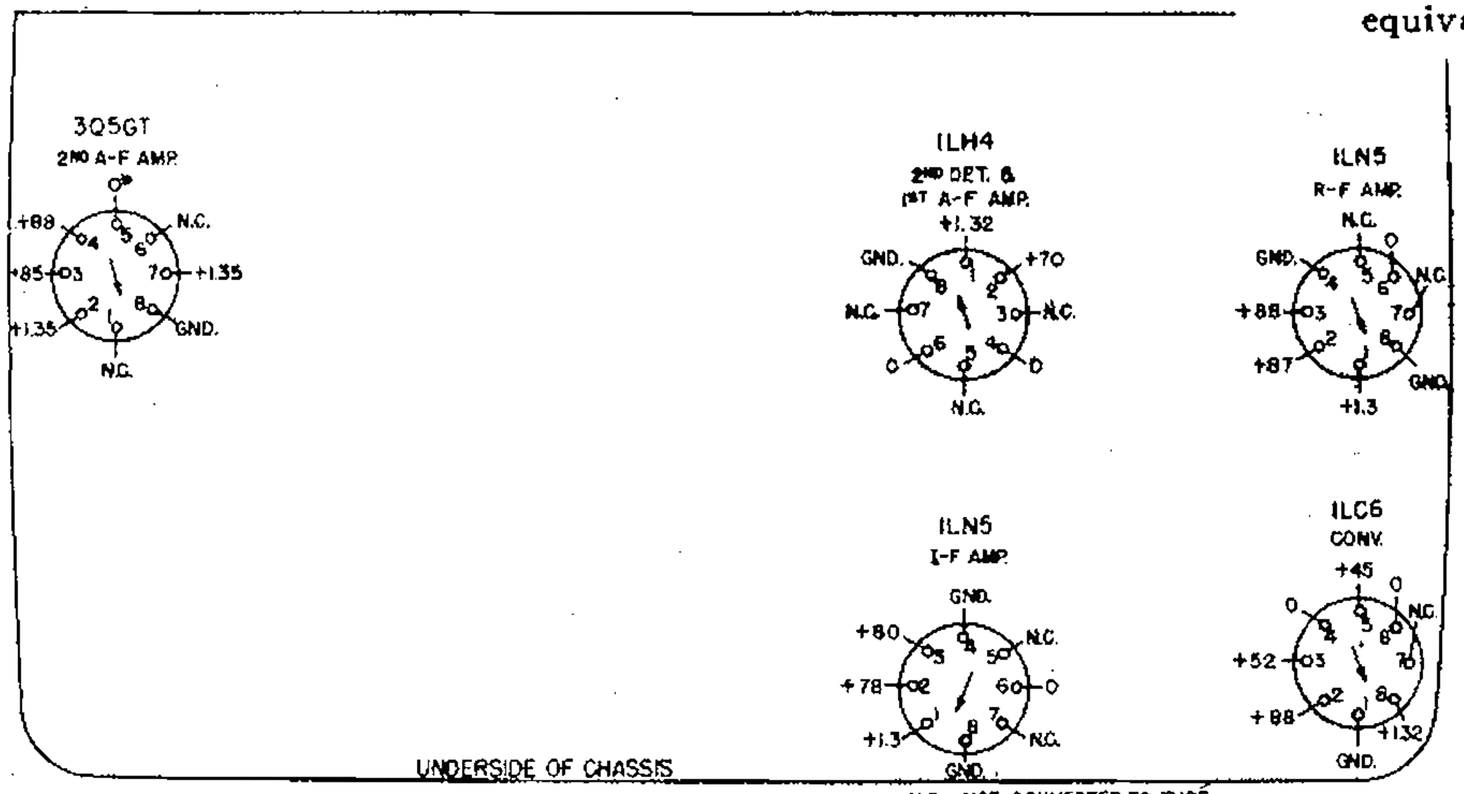
Battery Requirement:

Willard 2.0-volt No. 25-2 rechargeable battery or equivalent.

IDENTIFICATION OF TERMINALS ON TONE AND POWER SWITCHES



VIEWED FROM REAR OF RADIO. BOTH SWITCHES IN EXTREME COUNTER-CLOCKWISE POSITION.



CONDITIONS OF TEST:
ALL MEASUREMENTS D-C
MEASUREMENTS MADE TO GROUND
MEASUREMENTS MADE WITH 20,000 OHM/VOLT METER
LINE VOLTAGE: 117 V. - BATTERY FULLY CHARGED
VOL. CONTROL MAX. CLOCKWISE
TONE CONTROL MAX. COUNTERCLOCKWISE

N.C. - NOT CONNECTED TO TUBE
* - 4.5 V. IF MEASURED WITH V.T.V.M.
CENTER POST ON ALL LOCTAL TUBES IS GROUNDED

IF PEAK
456 KC

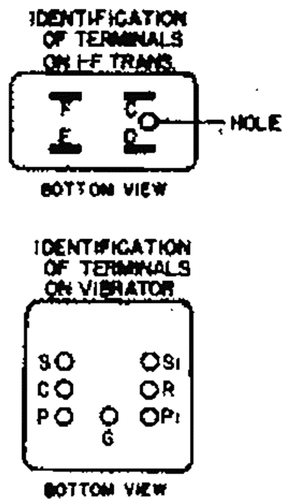


Fig. 6. Coil and Switch Terminal Identification

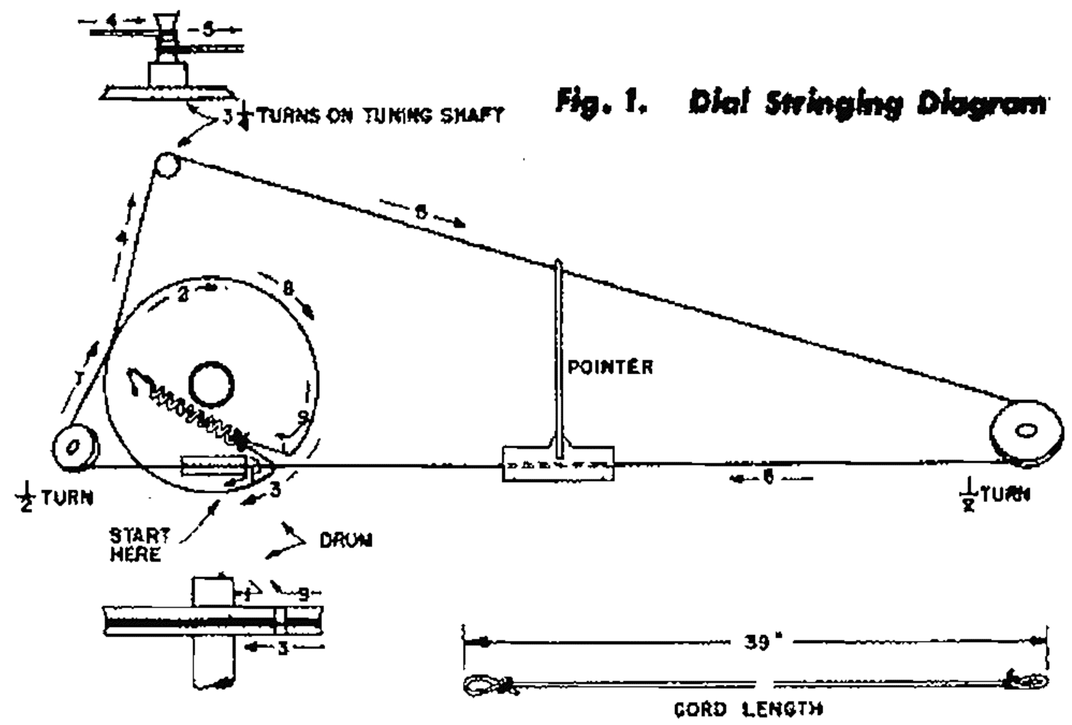


Fig. 1. Dial Stringing Diagram

GENERAL ELECTRIC CO.

MODEL 250 ----- Battery Filler Cap.

It is important that the battery filler cap be sufficiently tight so that the washer is compressed, otherwise battery acid will leak out and damage the radio. Make sure the washer is replaced when the cap is removed and that possible thread burrs do not prevent the cap from being tightened completely. Use a screwdriver to tighten the cap.

A quantity of Model 250 radios was shipped with the oscillator adjustment plug not locked after alignment. This causes the low frequency calibration to be considerably in error and reduces sensitivity at this end of the band.

Realign the oscillator adjustment (adjacent to 1st IF transformer), L4, then tighten down the lock nut.

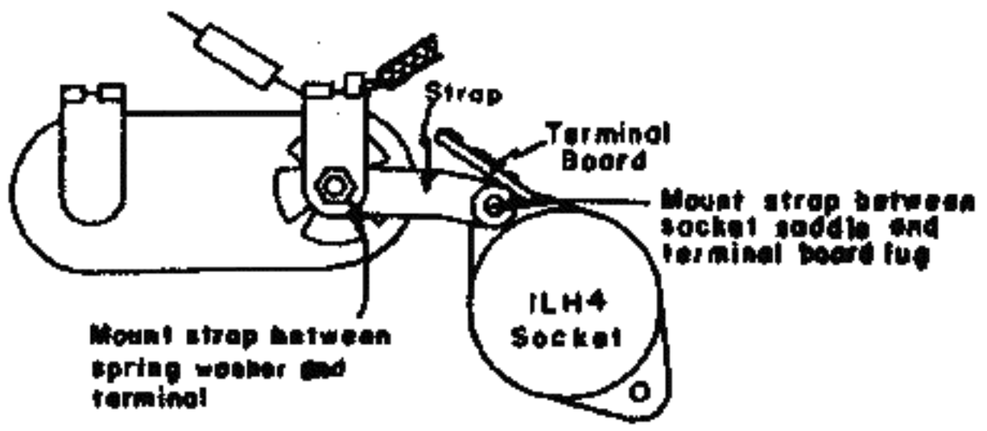
Failure of the vibrator unit REU-001 may be treated in the following manner:

1. The vibrator should be removed from the receiver and a resistance check made with an ohmmeter across terminals C and R.
2. If the resistance checks approximately six ohms and the vibrator will not start, it should be replaced with a new one.
3. If the resistance checks an infinite or high value, the vibrator should be opened up by unsoldering the base from the can. A resistance check should then be made across the terminals of the operating coil, and across the 220 ohm resistor. The operating coil should check approximately six ohms. If the coil is open, the vibrator must be replaced with a new one. If the resistor is open, the resistor should be replaced.
4. If the resistance across terminals C and R checks approximately 220 ohms, the starting contacts that short out the 220 ohm resistor do not make contact. This condition may be corrected by opening the vibrator and turning the small adjustment screw on the resistor side of the vibrator very slowly in the clockwise direction until the resistance across terminals C and R reads approximately six ohms. Care should be taken to see that this adjustment screw is not turned beyond the point where contact is made, and the 220 ohm resistor is shorted out.

A few radios were shipped that did not have the IF transformers peaked for maximum sensitivity. For sets with low sensitivity, realign the IF amplifier

When hum is experienced, the following checks should be made in the order of their listing:

1. Check the battery electrolyte level. It should be maintained at the recommended level.
2. A battery which is nearly discharged caused an excessive hum level.
3. A dirty or loose negative battery terminal contact causes excessive hum. Remove the battery and clean the terminals. Also, clean the negative prong located in the battery compartment, with fine emery; spread the battery spring contacts; and install a rubber insert, V61J551, up through the center of the split spring contacts. Early production radios did not have the rubber insert so that the normal handling causes these spring contacts to be compressed resulting in a high resistance connection. For those receivers not equipped, write your requirements to the Technical Service Section in Bridgeport and they will be forwarded immediately. When reinstalling the battery, spread a thin layer of petroleum jelly on the contacts.
4. Where the previous checks do not remedy the trouble, check the spring washer on the opposite end of the negative prong for a good chassis bond. This requires that the front part of receiver case be removed and then install a bonding strap as shown in the illustration. The factory is now installing an auxiliary copper strap made of 3/8" x .010" soft copper strip, fastened between the spring washer and the 1LH4 socket saddle hole as shown in the illustration. Drill out the rivet at the socket saddle and install a bolt and nut to hold it and the socket and terminal board.



In a few remote cases it has been found that the storage battery (25-2) terminals have loosened internally where they are swedged to the plate holder of the battery. This causes low voltage when under load and results in a "dead" or intermittent set. To remedy replace the battery.

MODEL 250

GENERAL ELECTRIC CO.

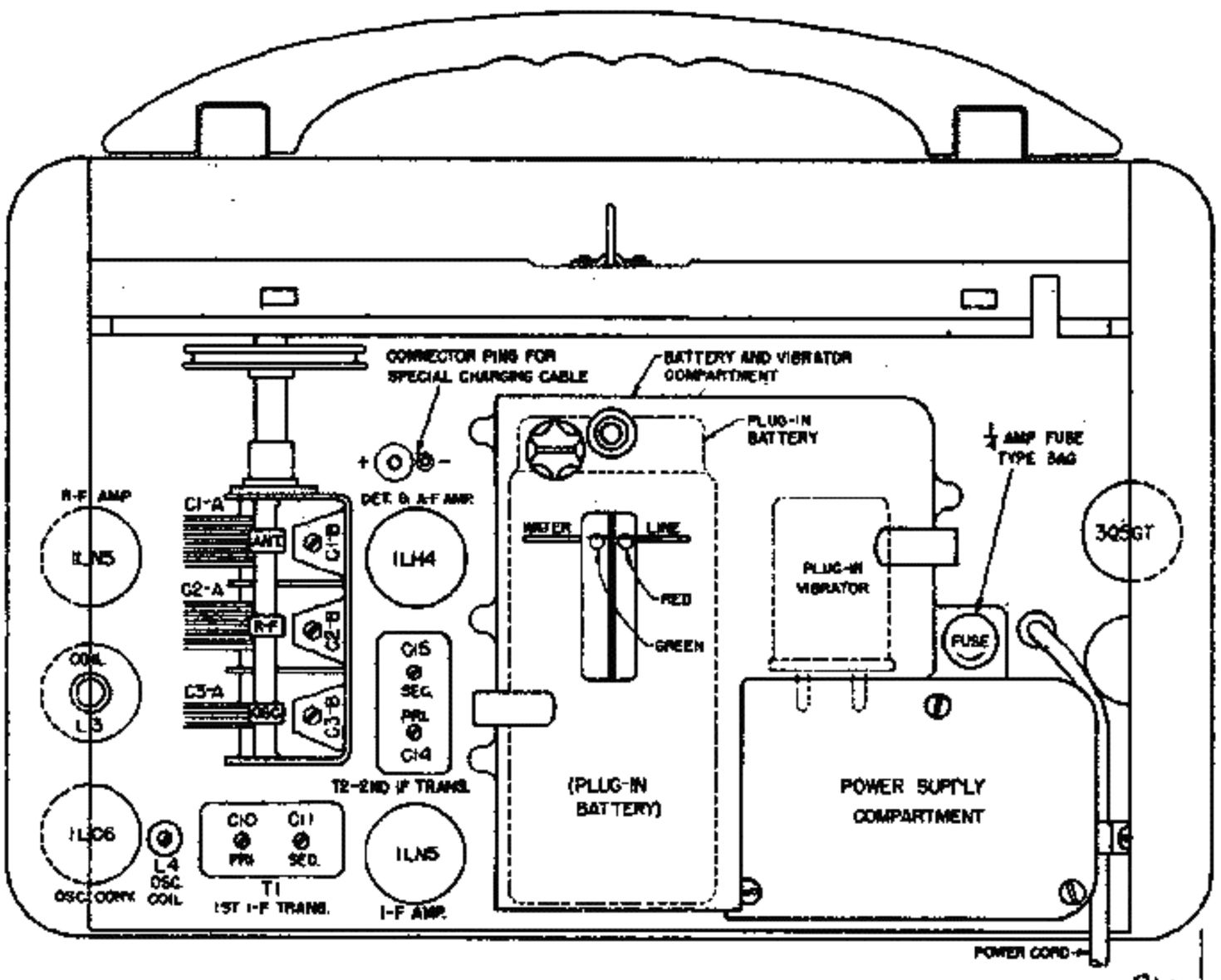


Fig. 3. Tube and Trimmer Location

ELECTRICAL CIRCUIT ALIGNMENT

1. EQUIPMENT REQUIRED.

1. Signal generator with audio tone modulation.
2. A-c output meter, 1 or 1½ volts full scale, 1000 ohms - volt.
3. Insulated screwdriver.

2. ALIGNMENT PROCEDURE.

1. *General.*—The alignment procedure is given in table form for convenience. Reference is made to Fig. 3 for the trimmer locations. The low side of the signal generator should be connected to the chassis of the receiver for i-f alignment; the high side should be connected as indicated in the Alignment Chart. A meter or some other suitable indicating device must be connected to the output of the receiver. Two methods for connecting an output meter are given in later paragraphs.

When aligning the receiver, the Volume Control on the receiver should be turned to its maximum position (clockwise), and the Tone Control should be turned to the position of maximum treble (extreme counterclockwise). The output signal of the signal generator should be kept as low as possible at all times; the reading of a meter connected across the voice coil leads of the receiver should be kept below ½ volt by changing the signal generator output. If the signal level is too high, the AVC becomes effective and alignment errors may result.

The following paragraphs give greater details regarding the connection of the output meter and the signal generator to the receiver during alignment.

2. *Connecting the Output Meter.*—In aligning the receiver, some means for indicating differences in the output voltage will be required. Either of the following methods is satisfactory. The first requires more disassembly of the receiver case than the second, but the second requires additional test equipment.

Method 1.—A satisfactory method for indicating differences in output is to connect a rectifier-type a-c meter of 1 or 1½ volts full scale deflection across the speaker voice coil terminals. To gain access to the speaker, remove the front panel from the radio as previously described. A short green lead will be found connected to one terminal of the speaker. This may be pushed through one of the holes in the chassis so that it will be accessible from the back of the radio. The front panel is reinstalled in place so that the stray capacities in the set will be the same as when the set is operating normally. Connect the meter between this lead and ground. A convenient ground connection is to remove the tone control knob and use a clip lead to the shaft.

Method 2.—The following is an alternate method which eliminates the necessity of removing the front panel of the set, but which requires additional test equipment. Make an indicating device by connecting a 4- to 6-inch diameter magnetic speaker or the high-impedance leads from the output transformer of a good p m dynamic speaker to the terminals of a rectifier-type microammeter with a full scale deflection of 100 microamperes or less. For convenience, the meter and speaker may be mounted in a small box in such a way that the meter will be visible when the speaker is placed in front of the speaker on the receiver being aligned.

To use this device, place its speaker in front of and about an inch away from the speaker of the receiver being aligned. The meter will then deflect in proportion to the intensity of the sound produced by the speaker, and therefore may be used as an output meter. The meter must not be moved during alignment.

3. *Connecting the Signal Generator.*—For aligning the i-f transformers, the output of the signal generator should be coupled through a 0.05 mf. capacitor to the grid (pin 6) of the 1LC6 oscillator-converter tube. This may be accomplished easily by connecting the capacitor to the stator of C2-A, the middle section of the tuning gang, as this stator is connected directly to the converter grid. The low side of the signal generator output should be connected to the chassis ground to complete the circuit.

For aligning the oscillator and r-f coils, the r-f signal should be inductively coupled by connecting a three- or four-turn, 6-inch diameter, loop of bell wire across the signal generator output terminals and then locate the loop about one foot from the radio cover, with cover open. To prevent possible errors in peak readings, the position of the loop with respect to the receiver should not be changed during any one set of adjustments.

ELECTRICAL RATING:

Charging from A-c Line:

Voltage.....105–125 volts, a-c only
Frequency.....50/60 cps
Wattage.....10 watts

Fuse:

G-E No. 2548, ¼-ampere rating.

OPERATING FREQUENCIES:

Broadcast Band.....540–1600 kc
I-F Amplifier.....455 kc

POWER OUTPUT:

Undistorted.....248 milliwatts
Maximum.....365 milliwatts

LOUDSPEAKER:

Type.....Alnico PM
Outside Cone Diameter.....5¼ inches
Voice Coil Impedance (400 cps)..3.2 ohms

ALIGNMENT CHART

Turn Tone Control CCW (Treble)

Turn Volume Control CW (Maximum)

Step	Connect Signal Generator to	Signal Generator Setting	Dial Setting	Adjust
1	Stator of C2-A in series with 0.05 mf.	455 kc	Reference Point Below 550 kc (Gang Closed)	2nd i-f (T-2) Trimmers for Max.
2	Stator of C2-A in series with 0.05 mf.	455 kc	Reference Point Below 550 kc (Gang Closed)	1st i-f (T-1) Trimmers for Max.
3	†Inductively Coupled	580 kc	580 kc	*L3 and L4 for Maximum.
4	†Inductively Coupled	1500 kc	1500 kc	**C3-B, C2-B, and C1-B for maximum in sequence given.

† Use loop on output of signal generator.

* Adjust L3 and L4 alternately several times to obtain peak.

** Make all adjustments of C1B, C2B, and C3B with rear cover closed, through the three ports provided on cover. Remove snap buttons for access.

GENERAL ELECTRIC CO.

1. POWER SUPPLY

All power necessary for the operation of the receiver is supplied by the 2-volt built-in rechargeable battery. Power to the 1.4-volt tube filaments is supplied by the battery through suitable voltage dropping resistors. The high voltage for the screens and plates of the tubes is furnished by a synchronous vibrator used in conjunction with a step-up power transformer and its associated filter circuit. The synchronous vibrator operates directly from the battery voltage.

The receiver power is obtained from the battery at all times in the manner just described, whether the power cord is connected to a power source or not. When the power cord is connected to a receptacle supplying from 105 to 125 volts, 50 or 60 cps, a-c, and the power selector is in either the CHARGE or ON position, the power supplied from the line will be used to charge the battery. The CHARGE position on the three-position power selector switch allows the battery to be charged from the house current when the receiver is not operating. The ON position of the switch permits the radio to be operated at the same time that the battery is being charged. Under this condition, the battery floats in the circuit to keep the voltage at its proper voltage and, with high line voltage, the battery may be charged slowly while the radio is operating.

The battery-charging unit consists of a step-down transformer which converts the house current to approximately 5.8 volts center-tapped at 117 volts line, and a full-wave copper-oxide rectifier circuit which supplies the battery with d-c charging current.

A charging cable is available, which provides a convenient means of charging the radio battery from an automobile or 6-volt storage battery. The cable plug is inserted over the two pins provided, see Fig. 3, and the plug and socket on the other end of the cable are connected to a 6-volt supply. Complete installation instructions are provided with each cable.

2. CHARGER CHARACTERISTICS

Testing the operation of the rectifier unit.—A ¼-ampere fuse is used in series with the primary of the charger transformer. If the battery does not show any signs of becoming charged after a reasonable length of time, check the fuse. If it is necessary to replace the fuse, use a ¼-ampere, Type 3AG fuse.

If one or more of the copper-oxide discs of the rectifier unit are defective, the charger will not operate properly. To test the rectifier unit operation, remove the battery from the unit and reconnect it in series with a d-c ammeter capable of reading at least two amperes. Plug the power cord into a 105–125 volt, 50 or 60 cps, a-c supply, and turn the power selector switch to the CHARGE position. With the a-c line voltage at 117 volts, the average charging current should read about 1.8 amperes at 2.1 volts battery. Care must be exercised in making this test as the charging circuit is of extremely low resistance. *Very heavy* leads must be used, and the use of an ammeter having only 0.05 ohms resistance will introduce considerable error. If the line voltage is greater than 117, or the battery voltage is lower than 2.1 volts, the charging current will be greater. If the current is much less than 1.8 amperes at the rated line voltage of 117 volts, one or more of the copper-oxide discs may be defective.

Testing the individual rectifier discs. Two rectifier assemblies are used in the receiver, each assembly consisting of two rectifier discs held together by an eyelet. A cross section of a rectifier assembly is shown in Fig. 2. The center plate of the assembly is positive and is provided with a soldering tab. A copper-oxide rectifier disc is located on each side of the center plate. The rectifier disc conducts when the positive potential is applied to the copper-oxide surface. The copper oxide is a dark purple coating which has been plated with nickel to afford a good surface contact to the copper oxide. If either or both of the rectifier discs in an assembly become defective, the entire assembly should be replaced.

To check the rectifier assembly, the following tests are recommended. In the conducting direction, the rectifier assembly should pass 0.5 ampere or more when ½ volt is impressed across it. If a d-c ammeter is not available for measuring currents as high as 0.65 ampere, the circuit shown in Fig. 2 can be used for this check. The 2.00-ohm resistance should be fairly accurate. The voltage across the rectifier assembly should read 0.7 volt or less; if this voltage exceeds 0.7 volt, the assembly is defective and should be replaced.

The reverse current flow is as important as the above test and is made as follows: Reverse the battery polarity in the test circuit described for current check, disconnect the voltmeter, and place a milliammeter that will read 10 ma. in series with a lead to one of the battery terminals. A suitable meter fuse should be used in series with the milliammeter to prevent damage to the meter in case the assembly under test

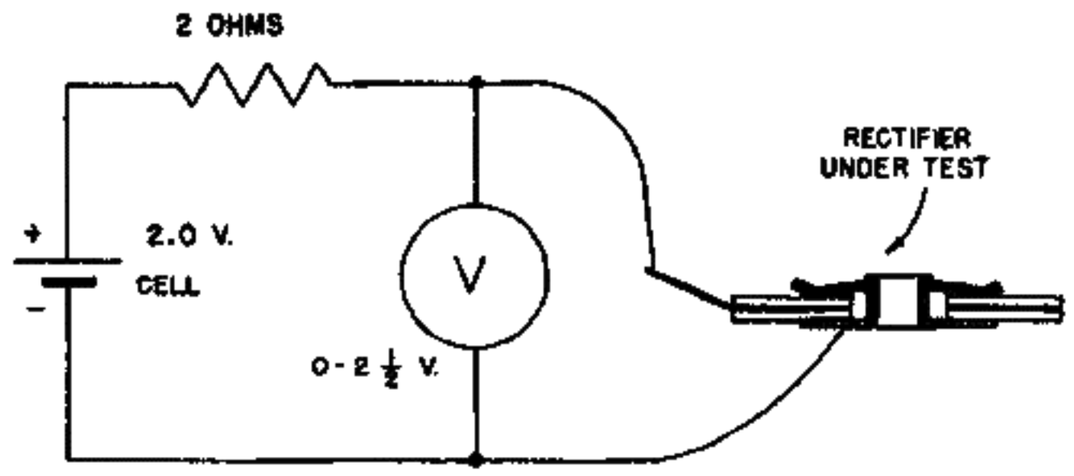


Fig. 2. Rectifier Test Circuit

is shorted. The reverse current should not exceed 10 ma. If the current is considerably above this value, the rectifier assembly should be discarded.

If a milliammeter is not available, a rough check may be made by measuring the resistance of the assembly in the nonconducting direction on the low-resistance range of an ohmmeter. The resistance should measure at least 300 ohms.

3. DISASSEMBLY OF THE RECEIVER

The following outlines should be of assistance in gaining access to the various compartments of the receiver and in dismantling it for replacement of panels.

To Gain Access to Power Supply Compartment.

1. Open the back cover and unsnap the battery compartment cover. Remove the cover by prying gently with a screwdriver.
2. Remove the three flat-head screws on the power supply compartment cover (see Fig. 3).
3. Pry the lid from the power supply compartment and lift it straight outward. All of the power supply components are attached to the lid and will come out with it as far as the connecting leads will permit. In replacing this cover, be careful not to short circuit the B+ lead.

To Gain Access to Underside of Radio Chassis.

1. Open the top cover and remove the four Phillips-head screws from the front edge of the escutcheon.
2. Unscrew the three flat-head screws from the bottom of the case, and remove the single sheet of metal which forms the front and bottom of the case. Disconnect the speaker plugs from the speaker to free the front panel from the chassis.

To Remove the Right End Panel.

1. Open the top cover and pull off the four knobs.
2. Remove the two cover stay-arms by unscrewing the screw which holds each to the cover. This allows the loop to fall to its extreme position. Care should be taken to see that the loop connection springs are not broken while the stay-arms are off.
3. Remove the eight Phillips-head screws which hold the escutcheon in place.
4. Bend the ends of the escutcheon inward slightly to free them from the end panels, and remove the escutcheon and dial assembly.
5. Remove the three speed-nuts which hold the end in place. Two of these are located in the top part of the case; the third one is in the bottom rear.
6. Pull off the end panel.

To Remove the Left End Panel.

1. Remove the escutcheon and dial assembly as outlined in steps one through four in the preceding paragraph.
2. Unscrew the three flat-head screws from the bottom of the case, and remove the single sheet of metal which forms the front and bottom of the case. Disconnect the speaker plugs from the speaker to free the front panel from the chassis.
3. Remove the three speed-nuts which hold the end in place. Two of these are located in the top part of the case; the third is in the bottom front.

To Remove Top and Rear Cover Assembly.

1. Open the back cover and unsolder the two antenna loop leads. To facilitate replacement, mark each of the metal strips with the color code of the wire which was unsoldered from it.
2. Remove the escutcheon and dial assembly as outlined in steps one through four of the preceding paragraph, "To Remove the Right End Panel."
3. Unscrew the three flat-head screws located near the ends of the hinge on the top of the chassis, and remove the entire top and rear cover assembly.
4. Pull out the hinge pin to separate the top and rear covers.

MODEL 250

GENERAL ELECTRIC CO.

STAGE GAIN AND VOLTAGE CHECKS

Stage gain measurements may be made with a vacuum-tube voltmeter to check circuit performance and to locate stages which are not operating properly. The gain values listed may have a tolerance of 20%.

1. R-F Stage Gains.
   R-F Amplifier grid (1LN5, pin 6) to Osc.-Conv. grid (1LC6, pin 6).....25.0 at 1000 kc
   Osc.-Conv. grid (1LC6, pin 6) to I-F Amp. grid (1LN5, pin 6).....33 at 1000 kc
2. Audio Gain.
   The power output across the speaker voice coil should be approximately 50 milliwatts with a 400 cps signal of 0.07 volts applied across C19 (Volume Control max.—Tone Control CCW).
3. Oscillator Grid Bias.
   The d-c voltage developed across the oscillator grid leak (R2) averages 8.1 volts at 1000 kc.
4. Socket Pin Voltages.
   Fig. 4 shows typical tube pin voltages. All readings should be made from the pins to ground unless otherwise indicated.

BATTERY INFORMATION

The receiver uses a 2-volt Willard Radio Battery No. 25-2 or equivalent. It has a 25 ampere-hour capacity and should be cared for in the same manner as any other storage battery.

Charge Indicator

The degree of charge of the battery can be determined by raising the back cover of the radio and referring to the charge ball indicators visible through the hole in the metal battery case.

If the battery is fully charged, two indicator balls will be visible at the surface of the liquid in the battery. When the battery discharges, these ball indicators will sink and disappear in the following order:

1. Green indicator sinks when approximately 20 per cent of battery capacity has been discharged.
2. The red ball sinks when battery is 80 per cent discharged.

On charge, the balls rise or float in the reverse order and the charge is complete and may be stopped when both balls appear in the opening.

To Charge Battery

The battery is charged by merely plugging the receiver power cord in the rated a-c power outlet and turning the selector switch to CHARGE. Frequent check should be taken of the charge indicator and when both indicator balls are visible, the battery is fully charged. Charging the battery after all indicator balls are visible will not harm the battery except that it will evaporate the water faster. A completely discharged battery will be restored usually within 20 to 30 hours.

When operating the receiver from the a-c house current, the battery floats or is being charged at a slow rate. Thus, if you wish to operate the receiver at the same time that you are charging even a fully discharged battery, plug the power cord in the a-c receptacle and turn the power selector switch to the ON position. Prolonged and repeated operation on this position will assure that the battery is always maintained in a nearly fully charged condition.

Battery Operating Instructions

1. Add distilled or tap water in the filler cap at sufficiently frequent intervals to keep liquid level at indicator mark as viewed through opening in battery case. DO NOT OVER-FILL as this impairs nonspill feature.

2. A fully charged battery will operate the radio in the ON position without being connected to a-c outlet for about 20 hours before recharging is required. Whenever possible, it is best not to allow the battery to become discharged to the extent that both indicators disappear.

However, if both indicators have sunk, the battery should be recharged immediately or within 24 hours.

3. A battery will continually discharge at a slow rate even when not in use. For this reason, monthly checks should be made of the charge condition and the battery placed on charge when necessary. This will prevent damage to the battery such as freezing during cold weather.

BATTERY INSTALLATION

The following instructions should be carefully followed in installing a battery:

1. Remove battery from packing carton.
2. If needed, add water to bring liquid level to indicator mark on battery container. *Do not overfill.*
3. Raise back cover on radio, remove battery case cover. The latter is removed by unclipping the two catches. Pry off cover.
4. Unplug battery and replace with new battery.
5. Place battery on charge, if necessary, as described in a previous paragraph, until both indicators are showing in the opening in the case cover.

CAT. NO.	SYMBOL	DESCRIPTION
		UNIVERSAL G-E REPLACEMENT PARTS LIST
UCC-030	C8, 17	CAPACITOR—0.1 mf., 400 v., paper
UCC-039	C13, 21, 23	CAPACITOR—0.005 mf., 600 v., paper
UCC-041	C24	CAPACITOR—0.02 mf., 600 v., paper
UCN-506	C5	CAPACITOR—6.8 mmf., ceramic
UCU-028	C7, 18, 19	CAPACITOR—100 mmf., mica
UCU-040	C4	CAPACITOR—330 mmf., mica
UOP-009	LS1	LOUDSPEAKER—5¼-inch PM speaker
URD-049	R7	RESISTOR—1,000 ohms, ½ w., carbon
URD-057	R16	RESISTOR—2,200 ohms, ½ w., carbon
URD-059	R15	RESISTOR—2,700 ohms, ½ w., carbon
URD-067	R6	RESISTOR—5,600 ohms, ½ w., carbon
URD-081	R5	RESISTOR—22,000 ohms, ½ w., carbon
URD-089	R3, 9	RESISTOR—47,000 ohms, ½ w., carbon
URD-105	R2, 12	RESISTOR—220,000 ohms, ½ w., carbon
URD-121	R1, 14	RESISTOR—1 meg., ½ w., carbon
URD-129	R8	RESISTOR—2.2 meg., ½ w., carbon
URD-137	R11	RESISTOR—4.7 meg., ½ w., carbon
URE-053	R17	RESISTOR—1,500 ohms, 1 w., carbon
		SPECIALIZED G-E REPLACEMENT PARTS
RAC-002		COVER—Battery compartment cover
RAC-003		COVER—Power supply compartment cover
RAC-006		COVER—Case back cover (brown)
RAC-007		COVER—Case back cover (gray)
RAC-010		COVER—Case left end cover (brown)
RAC-011		COVER—Case left end cover (gray)
RAC-012		COVER—Case right end cover (brown)
RAC-013		COVER—Case right end cover (gray)
RAG-002		COVER—Case front and grille (brown)
RAG-003		COVER—Case front and grille (gray)
RAI-001		BRACE—Case cover brace assembly (brown)
RAI-002		BRACE—Case cover brace assembly (gray)
RAX-004		COVER—Case cover assembly (brown)
RAX-005		ASSEMBLY—Cover stay arm assembly
RAX-006		COVER—Case cover assembly (gray)
RBC-001	B2	CELL—Bias cell
RCC-028	C6, 12, 16, 25, 32	CAPACITOR—0.05 mf., 400 v., paper
RCC-069	C34	CAPACITOR—0.5 mf., 120 v., paper
RCC-070	C29, 30	CAPACITOR—0.5 mf., 120 v., paper
RCC-073	C31	CAPACITOR—0.003 mf., 1500 v., paper

CAT. NO.	SYMBOL	DESCRIPTION
		SPECIALIZED G-E REPLACEMENT PARTS
RCE-007	C26A, B, C	CAPACITOR—15 mf., 150 v.; 15 mf., 150 v.; 1200 mf., 1.5 v. electrolytic
RCT-008	C1A, B, 2A, B, 3A, B	CONDENSER—Tuning condenser and trimmers
RDC-007		CORD—Drive cord and tension spring
RDE-006		ESCUTCHEON—Dial scale escutcheon
RDK-020		KNOB—Control knob (plain)
RDK-021		KNOB—Control knob (pointer)
RDP-008		POINTER—Dial pointer assembly
RDS-013		SCALE—Dial scale
REF-001	F1	FUSE—½-amp. fuse, Type 3AG
REU-001	V1	VIBRATOR—Vibrator unit
REX-001	X1, 2, 3, 4	RECTIFIER—Copper-oxide rectifier assembly
RHF-001		FOOT—Cabinet foot
RHK-001		KNOB—Cover lock knob
RHQ-002		TUBE—Battery vent tube
RHX-003		HARDWARE—Tuning condenser mtg. hardware
RIG-001		GASKET—Dial scale gasket
RJS-019		SOCKET—Vibrator socket
RJS-020		SOCKET—Loktal tube socket
RJS-021		PLATE—Electrolytic capacitor mounting plate
RJS-026		SOCKET—Octal base tube socket
RJW-001		HOLDER—Fuse holder
RLB-002	L3	COIL—R-f coil
RLC-008	L4	COIL—Oscillator coil
RLF-001	L5, 6	CHOKE—Vibrator and B+ choke
RLF-002	L7	CHOKE—Filament choke
RLL-008	L1	BEAM-A-SCOPE—Loop antenna assembly (in cover)
RMC-008		CAM—Cover lock mechanism cam
RMC-009		CATCH—Cover lock mechanism catch
RMU-010		SHAFT—Tuning shaft
RMW-004		PULLEY—Pulley and stud (small pulley)
RMW-009		PULLEY—Pulley and stud (large pulley)
RMX-013		CATCH—Battery case catch
RRC-008	R10	VOLUME CONTROL—0.5 meg., potentiometer
RRG-001	R18	RESISTOR—7.5 ohms, ½ w., carbon
RSW-009	S4	SWITCH—Power selector switch
RSW-010	S5	SWITCH—Tone selector switch
RTC-001	T4	TRANSFORMER—Rectifier transformer
RTL-011	T1	TRANSFORMER—1st i-f transformer
RTL-012	T2	TRANSFORMER—2nd i-f transformer
RTO-007	T3	TRANSFORMER—Output transformer
RTV-001	T5	TRANSFORMER—Vibrator transformer
RWL-005	P3	PLUG—Power cord and plug

General Electric 250

This model appears on *pages 15-32 through 15-36 of Rider's Manual Volume XV*. With particularly rough handling, the battery may be cracked while in place in the battery compartment. To forestall this failure, an additional strip of sponge rubber may be installed at the bottom of the battery cover to give added padding. If the battery does not charge and the fuse checks o.k. and the rectifier disks are not defective, check continuity of the power cord. A few isolated cases have been found in which the power cord has opened up where the cord fastens to the prong in the molded plug. An appreciable increase in duration of operation from a fully charged battery can be effected in the following manner, realizing, however, that some degree of performance is sacrificed in regard to sensitivity and power output. Replace power-supply filter resistor R17 (1,500 ohms) with a 4,700-ohm, 1-watt, carbon resistor. This change should be made only when there is a demand for longer duration of operation to one battery charge.

General Electric 250, 260

Model 250 appears on *pages 15-32 through 15-36 of Rider's Manual Volume XV*. Model 260 appears on *pages 16-6 through 16-12 of Rider's Manual Volume XVI*. Add REC-003, Antenna loop connector strip to the parts lists for these models.