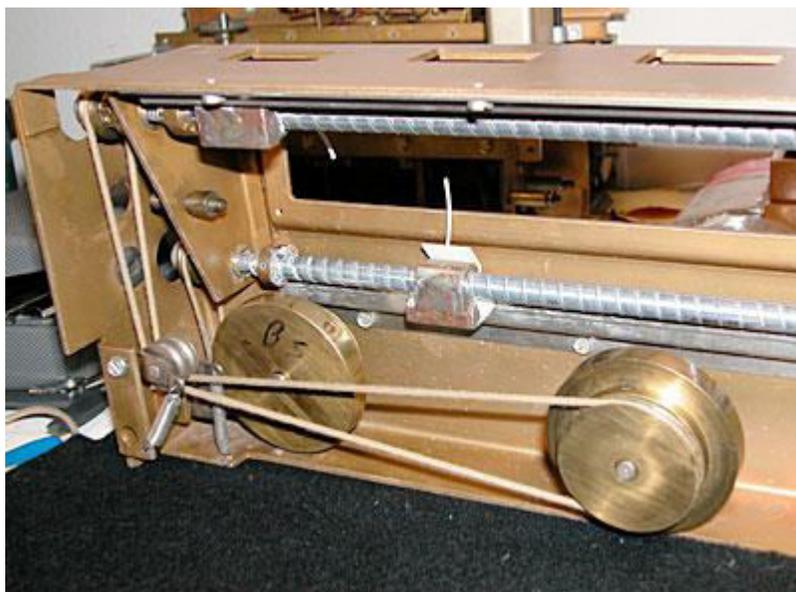
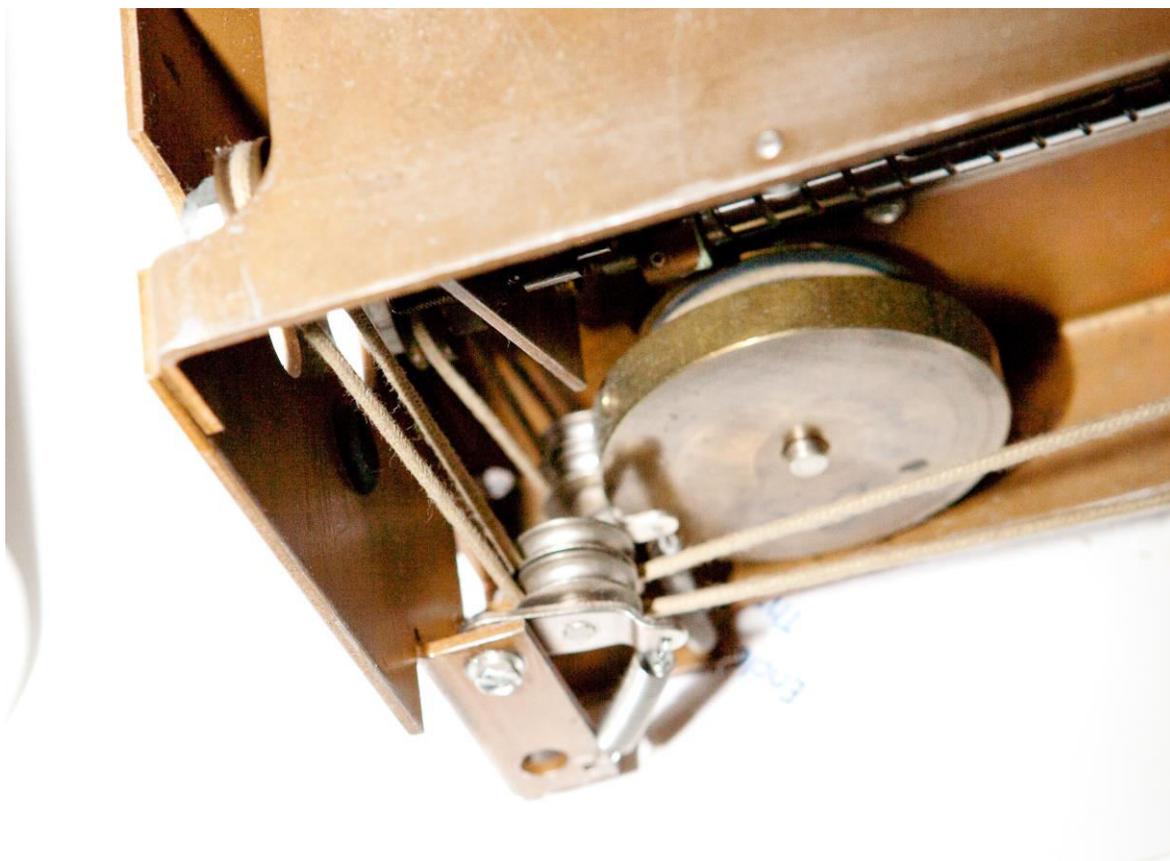


ffollows is a picture of the dial stringing for the PRO310. This was taken after reassembly.

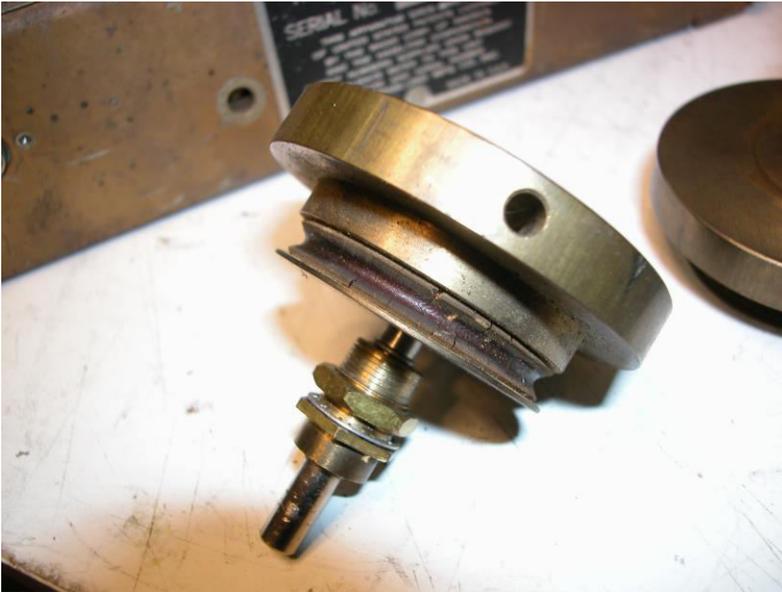


The Main tuning uses the longer of the two dial cords. Note how the cord goes around the two small guide rollers to change its direction for connection to the dial's crew drive. The Bandspread cord (although you can't see it in the photo) follows the same basic approach. It's going to be more difficult to manage restringing the Bandspread cord since its just plain hard to get to the drive pulley and get the cord managed around the two small rollers, which are hidden behind the drive in this view.

This is a marginally better photo where you can just see the two small rollers (out of focus) for the Bandsread cord sitting below the rollers for the Main cord

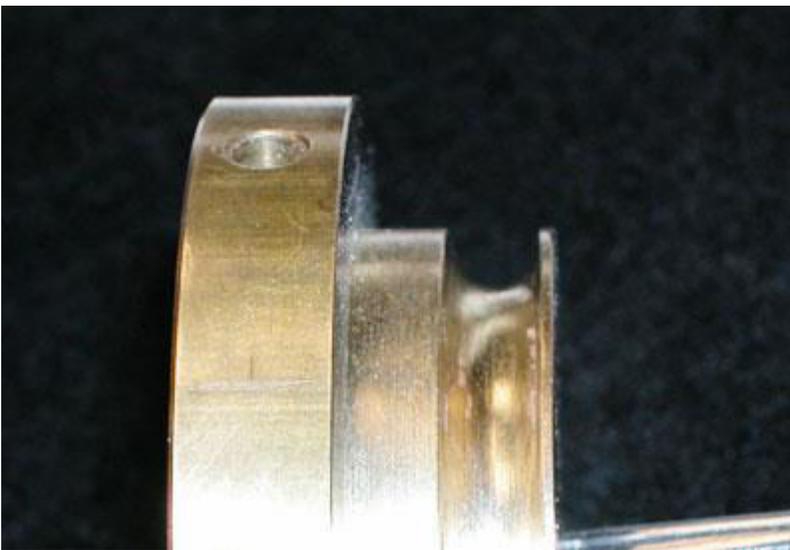


This is what the drive rollers looked like as they came out of the radio originally.

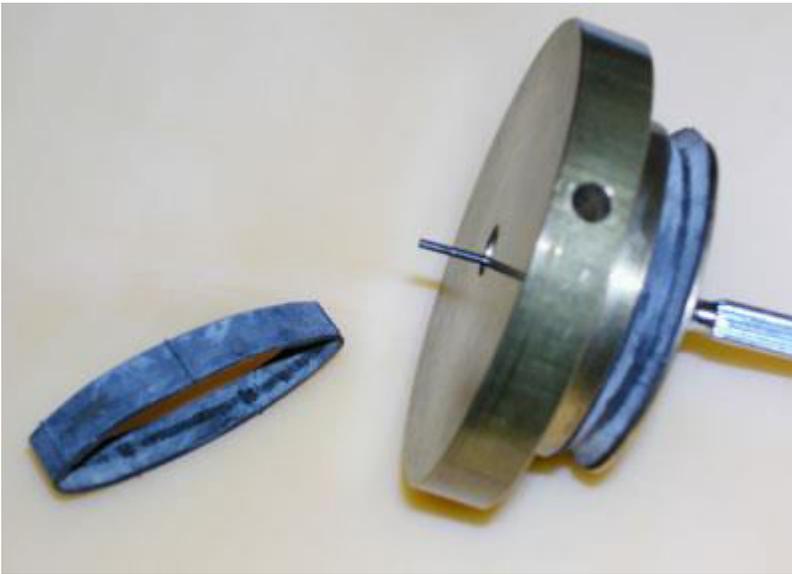


You can see the rubber insert and how it is essentially completely dried out, hard, and cracked. The insert is needed to provide friction for the cords. Without it, they'll just slip (as mine did).

I completely cleaned out the old material:



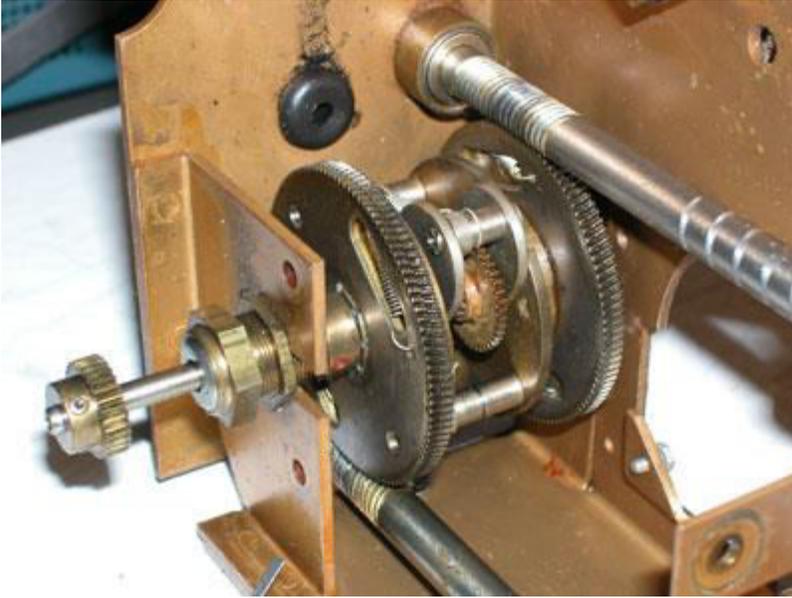
Tried a variety of substitutes, and finally settled on a layer of bicycle inner tube, which I concluded would be reasonably long lasting. It's anybody's guess, but it does work. I may have two layers on each – don't recall whether I finally settled on one or two, but I'm reasonably sure it is just a single layer.



Finally, the tension on the tuning mechanism can be adjusted by tightening or loosening the silver nut on the drive end of the dial drive screws. These are accessible through access holes in the front unit, and can be adjusted with the radio fully assembled.



Last but not least, the large gear assembly which drives the tuning capacitor may need to be cleaned and lubricated for smooth operation, and to reduce resistance on the dial cord tuning mechanism. The split gears on mine were essentially frozen together and the grease had hardened badly over time. I could find no way to get to this thing without completely disassembling the radio. I completely cleaned it in solvent and relubricated it. It's quite the gizmo ☺ I think this photo was taken prior to removing it completely as the radio was coming apart.



The general concensus on this radio is that Hammarlund built a widget that they concluded would not have to be serviced during the radio's operating life. It's well done, but a real bear to work on.