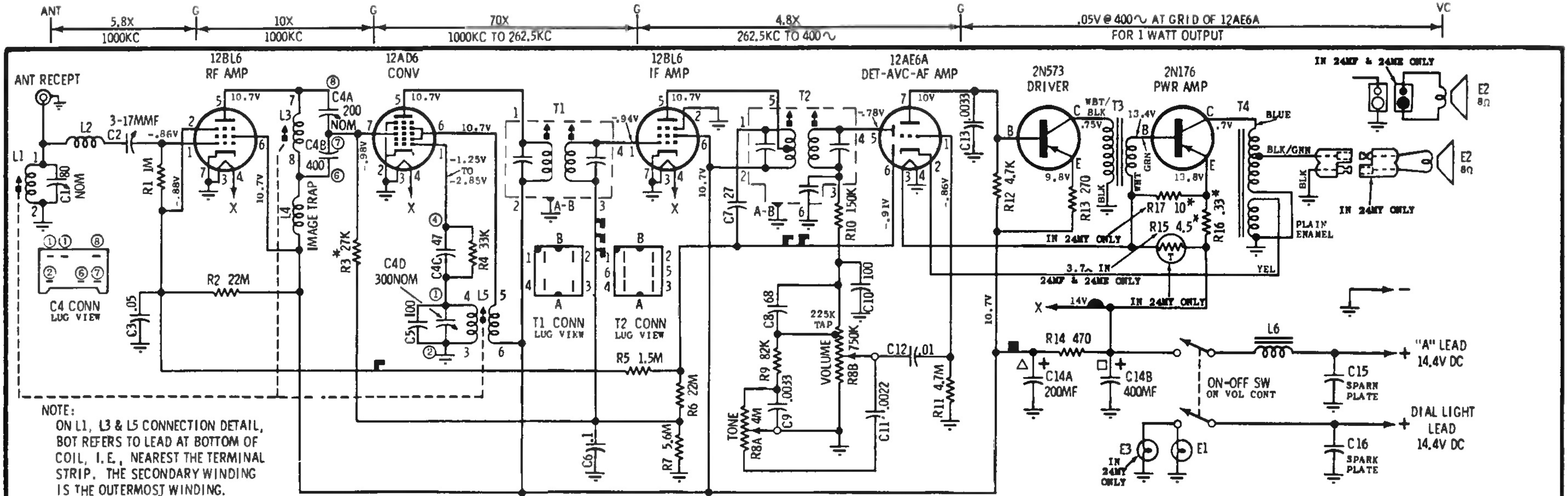


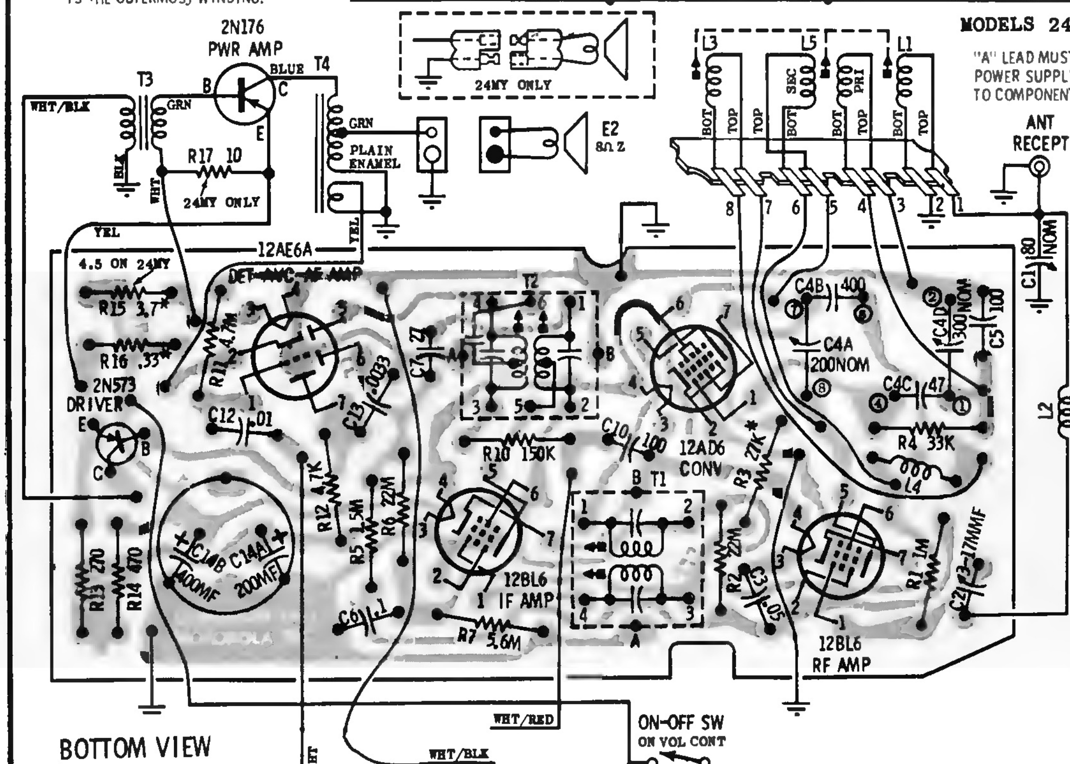

NOTE:
ON L1, L3 & L5 CONNECTION DETAIL, BOT REFERS TO LEAD AT BOTTOM OF COIL, I.E., NEAREST THE TERMINAL STRIP. THE SECONDARY WINDING IS THE OUTERMOST WINDING.

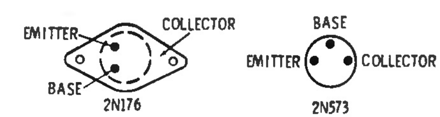
# MODELS 24ME, 24MF & 24MY SCHEMATIC DIAGRAM

"A" LEAD MUST BE CONNECTED TO POSITIVE (+) SIDE OF POWER SUPPLY. RADIO WILL NOT OPERATE AND DAMAGE TO COMPONENTS WILL RESULT IF CONNECTED OTHERWISE.

PLATED CHASSIS BOARD WIRING LEGEND
= B+ = FILAMENT
= RF AVC = AVC
= IF AVC

NOTES:
CAPACITORS - UNLESS OTHERWISE SPECIFIED, DECIMAL VALUES IN MF; ALL OTHERS IN MMF.
VOLTAGES - MEASURED FROM POINT INDICATED TO GROUND WITH A VTVM, ± 10%, NO SIGNAL IN.
INPUT VOLTAGE - 14.4V DC
TUNING RANGE - 540KC TO 1610KC, IF - 262.5KC
*THE EXACT VALUE TO BE DETERMINED BY PRODUCTION PROCESS. REPLACE WITH THE SAME VALUE OF THE ORIGINAL PART.




TRANSISTOR CONNECTIONS
LUG VIEW

# MOTOROLA
## auto radio

| MOTOROLA | FORD |
|---|---|
| 24ME | C2GY-18805-A |
| 24MF | C2AZ-18805-A |
| 24MY | C2YY-18805-A2 |

Model 24ME is for the 1962 Comet.
Model 24MF is for the 1962 Ford.
Model 24MY is for the 1962 Meteor.