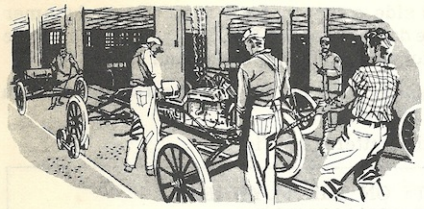


The Model T Ford - Its Service And Repair

As we began our series of technical features this year with an article on connecting rods, it seems logical to us that we remain with the engine for this month and discuss the magneto.

We have again drawn on Les Klee's vast experience and thank him as the source of this information.

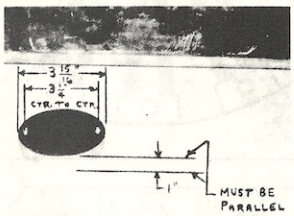


FIG. 1

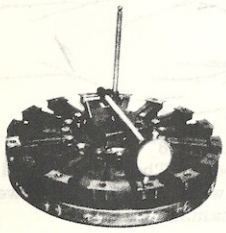


FIG. 2

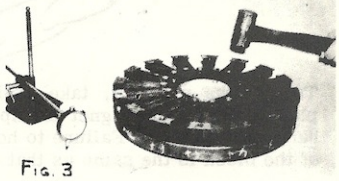


FIG. 3

Better Magneto Efficiency

In some instances it was found that the height of the magnets varied as much as .015". This condition results in using up all the allowable tolerance which is .025" to .040".

To improve the magneto efficiency, have a steel disc made as shown in Fig. 1. Each Chapter could have one made for their members to use.

Place steel disc in flywheel as shown in Fig. 3. This is for the purpose of placing the base of the dial indicator in the flywheel recess without interference from the dowel pins and magnets.

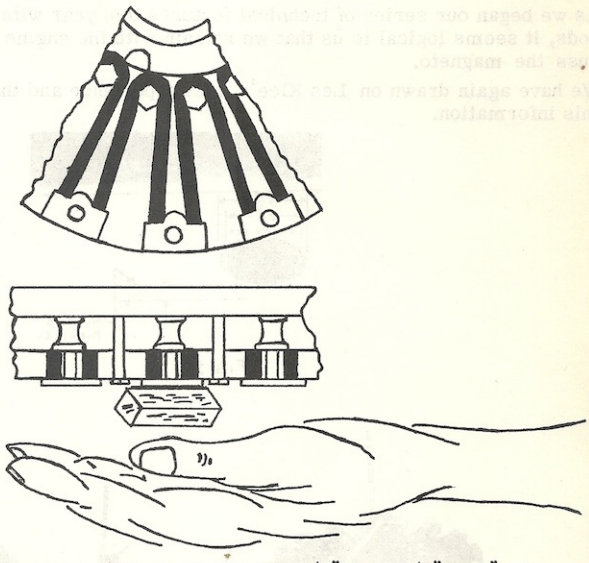
With dial indicator, locate the lowest magnet. If it is .015" to .020" low, use a shim to make correction, Fig. 2.

When readings are found to be on the high side, a copper, lead, or soft brass hammer can be used to tap the magnets down to the desired height, Fig. 3. By this method, the heights of the magnets can be controlled to within .005" of each other.

With this close alignment, it has been suggested that the magnets be assembled with .020" clearance between the magneto coil assembly.

The closer the magnets are to the coils, the better the efficiency.

TESTING THE MAGNETS ON THE FLYWHEEL
WHEN MOTOR IS DISASSEMBLED



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K.O. SCHROETER

To test the magnets, take a block of steel 1-3/8" x 1-3/8" x 3" and place it on each magnet clamp as shown above. The block should just hang by a corner. Failure to hold indicates weak magnets. The weight of the block is the same as that of the Ford camshaft gear.

Taken From 1918 Auto Encyclopedia.

Les Klee