



THE MODEL T FORD

ITS REPAIR, SERVICE, AND RESTORATION

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From Our Readers

Dan,

I have several working ammeters [Tech Editor note: 1926-27, small size] in my cache of spare parts, so I tried all of them to see how they would read when connected to my Model T. Half of them read correctly when connected, per the Model T wiring diagram, and half read incorrectly. The ones that read correctly are the older repro ammeters with the brushed aluminum cases and the originals. The ones that read incorrectly are the newer repro ammeters currently being sold with the chrome cases.

Do you have any input or thoughts on this?

Larry Tamm
Fonda, Iowa

Dear Larry,

The nameplates on ammeters are marked 'Discharge' on the left and 'Charge' on the right. The correct reading from the ammeter is determined by how the two terminal wires are connected.

Model T's are negative ground, so internal contacts on the ammeter are normally wired correctly to the various styles of original or reproduction Model T ammeters that have 20-0-20 scales.

Those small reproduction chrome-rim ammeters are also made for the Model A, as the Model A uses a small diameter ammeter. An original Model A ammeter is scaled 30-0-30; reproduction Model A ammeters are made with 20-0-20 scale nameplates, the same that is used on the Model T. Remember, the Model A is positive ground to the chassis, so Model A ammeters are made to show discharge opposite to a Model T ammeter; therefore, those newer chrome ammeters in your stash are made for the Model A. The scale has been changed to 20-0-20, but no change has been made to the wiring of the internal contacts. That is why those chrome ammeters have to be connected differently for the Model T.



Reproduction ammeter

Regards,
Dan Treace

Dan,

After reinstalling the starter on my 1927 Model T, the Bendix spring is hitting the Bendix spring cover. The starter shaft seems to be true. Any suggestion would be greatly appreciated.

Pete Alfinito
New Jersey

Dear Pete,

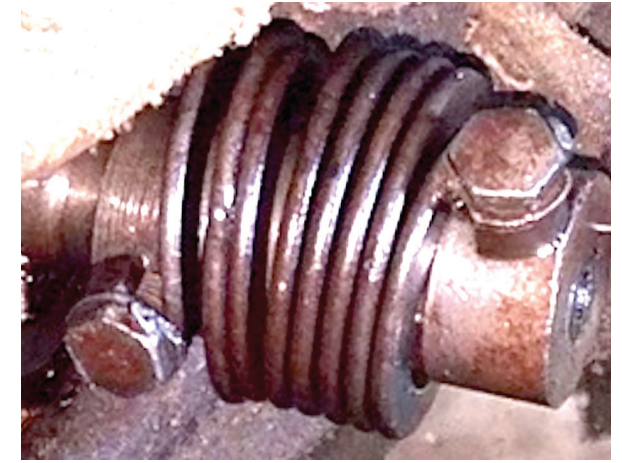
As for your starter, if you confirmed the shaft is turning true, then it is likely that one or both of the Bendix spring mounting bolts may have worked loose and are hitting the inside of the cover.

Also, a bolt standing a bit proud may hit the inside of the Bendix cover. I have experienced this before with reproduction bolts that are too tall in the head dimension height.

Be sure the special lock washer is seated. The lock washer has one ear that fits into the gap of the spring curl, with the upper ear crimped to lock the bolt in place.

The Bendix spring can also be twisted out of shape and hit the cover. This occurs with older springs as a result of failure to retard the spark before cranking. Also, it may occur if 12 volts are used on the Model T 6 volt starter, as the sudden shock of 12 volts may bend the spring.

Regards,
Dan Treace



Bent and twisted Bendix spring

Technical Resources available at modelt.org
Working on your Model T and need technical information?
Be sure to check out the selection of technical resources at modelt.org!



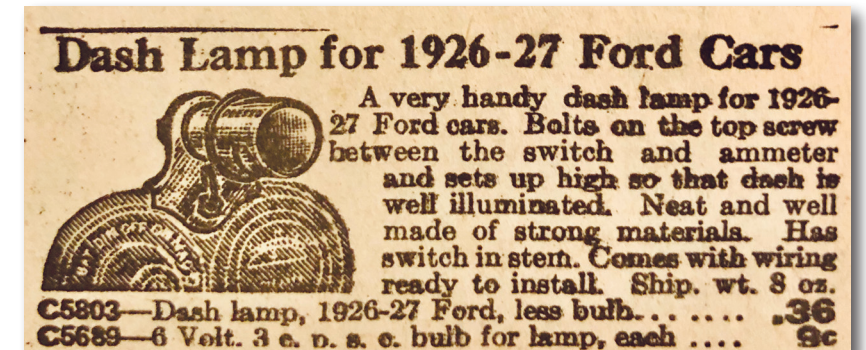
A showcase of aftermarket accessories from the past, often found on the Ford. Many thousands of inventive products were sold to dealers and owners to upgrade, customize, or improve over the factory parts...in most cases not so much!

By Dan Treace
Technical Editor



1926-27 Dash Lamp

This dash lamp mounts to the switch plate of the Improved Car for illumination directly over the panel.



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