

# MODEL T SCHEMATIC AND WIRING DIAGRAMS

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Version 1.1

By Bob Cascisa

I created four schematic diagrams for the Model T electrical system.

A schematic diagram is a graphical representation of electrical circuits and typically does not show installation details.

Their purpose here is to present clear simplified electrical circuits to help the Model T owner better understand the electrical system.

After 1916 there are overlaps and many exceptions as to which drawing applies to what year and what model.

As everyone in the Model T community knows - for every absolute fact there are at least three exceptions.

These schematics cover all Model T's with the exception of the very early cars.

See what I mean about exceptions.

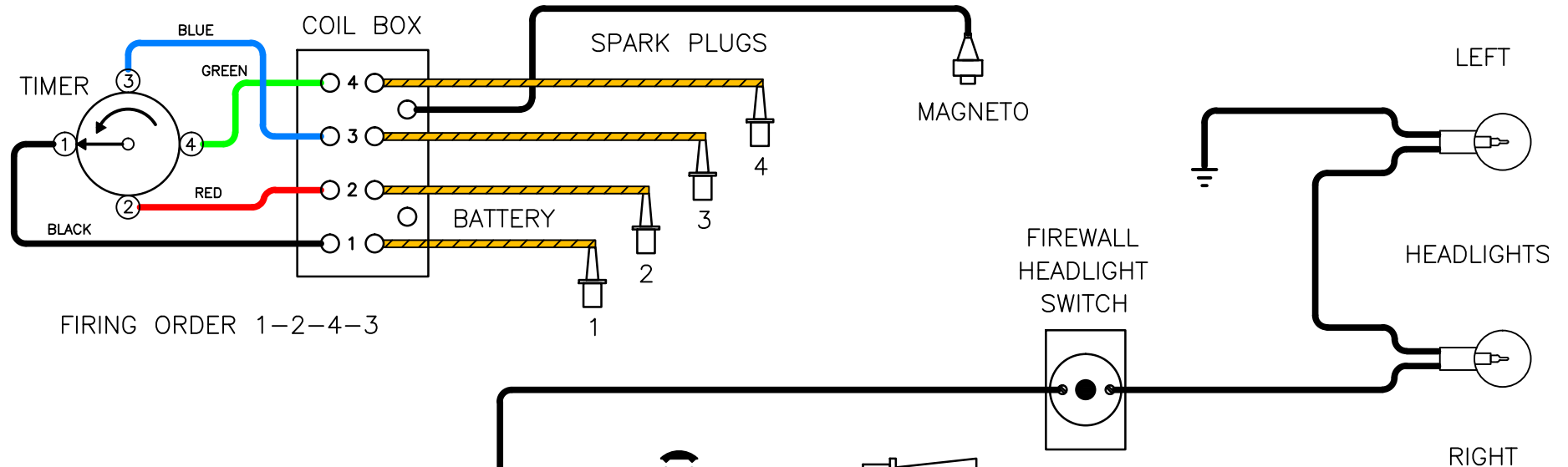
I hope you find these schematics useful.

There are four Model T Electrical Schematics

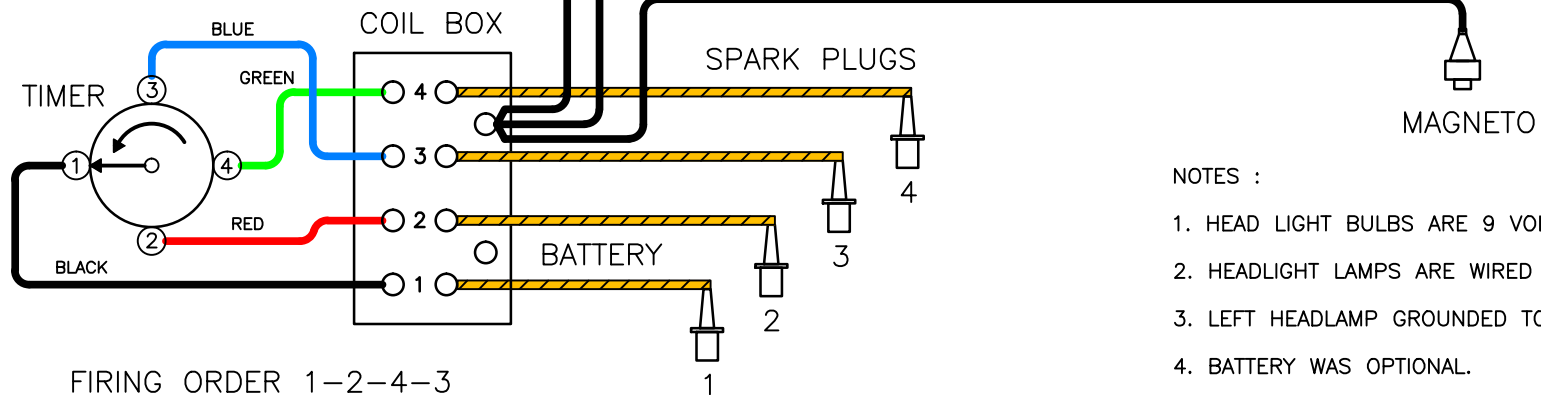
1	1914 and earlier – Coil ignition system only. 1915 – 1916 With Magneto headlights and horn.
2	Non-Starter with steering column light/horn switch.
3	Non-Starter with dashboard ignition/light switch
4	Starter - Generator Schematic

# PRE 1915 MODEL T

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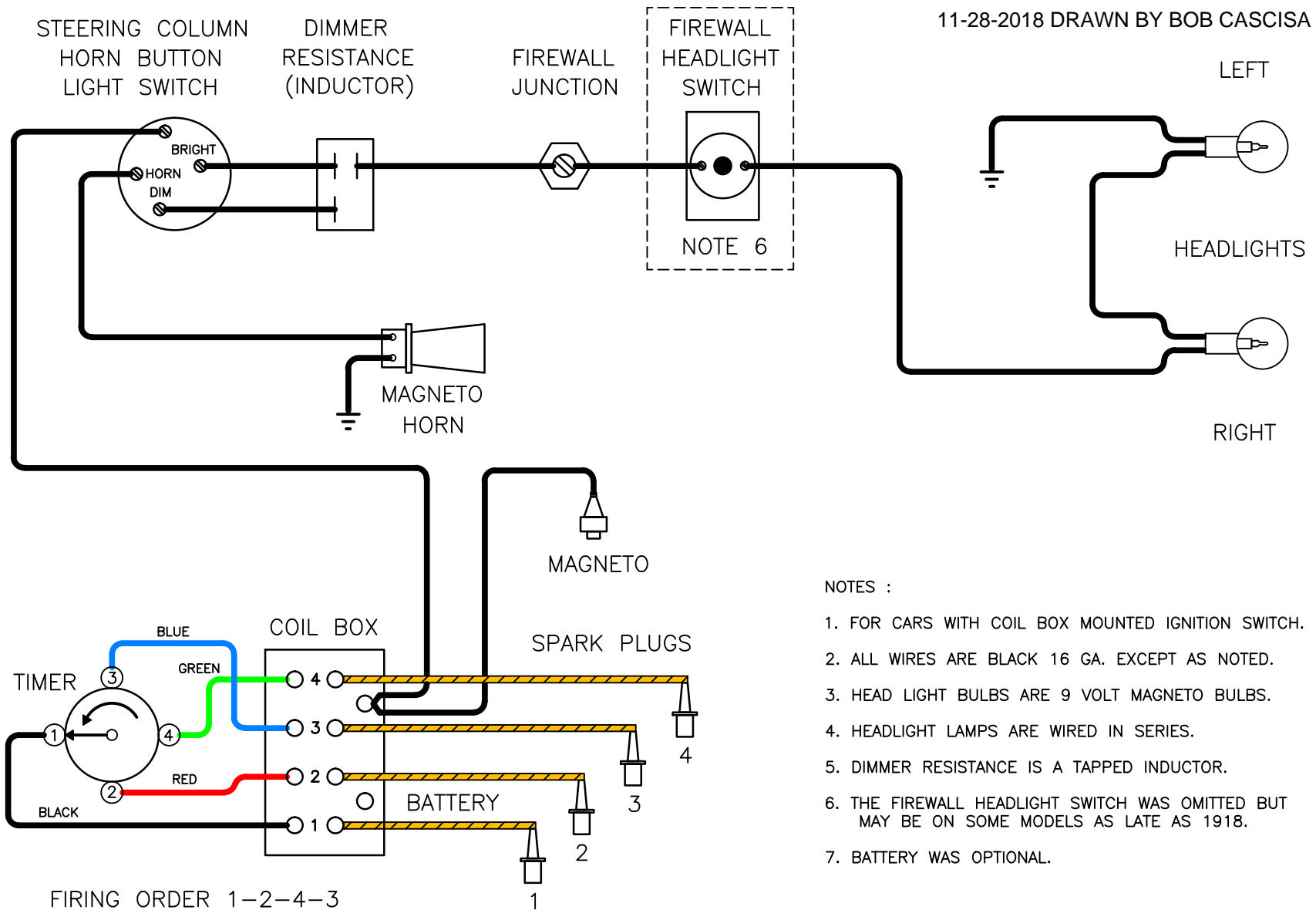
# 1915-16 MODEL T



NOTES :

1. HEAD LIGHT BULBS ARE 9 VOLT MAGNETO BULBS.
2. HEADLIGHT LAMPS ARE WIRED IN SERIES.
3. LEFT HEADLAMP GROUNDED TO RADIATOR SUPPORT.
4. BATTERY WAS OPTIONAL.

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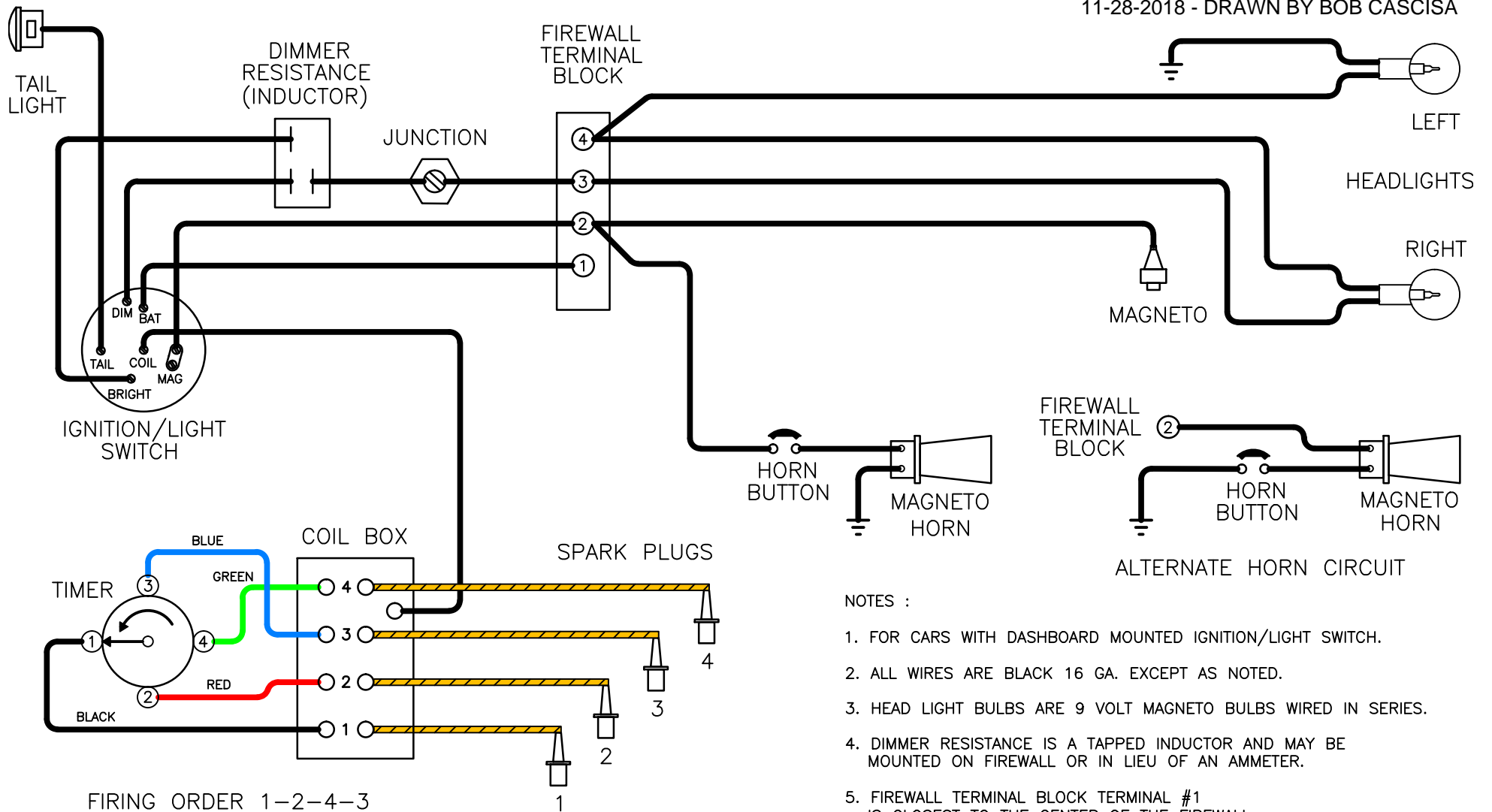


NOTES :

1. FOR CARS WITH COIL BOX MOUNTED IGNITION SWITCH.
2. ALL WIRES ARE BLACK 16 GA. EXCEPT AS NOTED.
3. HEAD LIGHT BULBS ARE 9 VOLT MAGNETO BULBS.
4. HEADLIGHT LAMPS ARE WIRED IN SERIES.
5. DIMMER RESISTANCE IS A TAPPED INDUCTOR.
6. THE FIREWALL HEADLIGHT SWITCH WAS OMITTED BUT MAY BE ON SOME MODELS AS LATE AS 1918.
7. BATTERY WAS OPTIONAL.

# NON-STARTER - WITH STEERING COLUMN HORN/LIGHT SWITCH

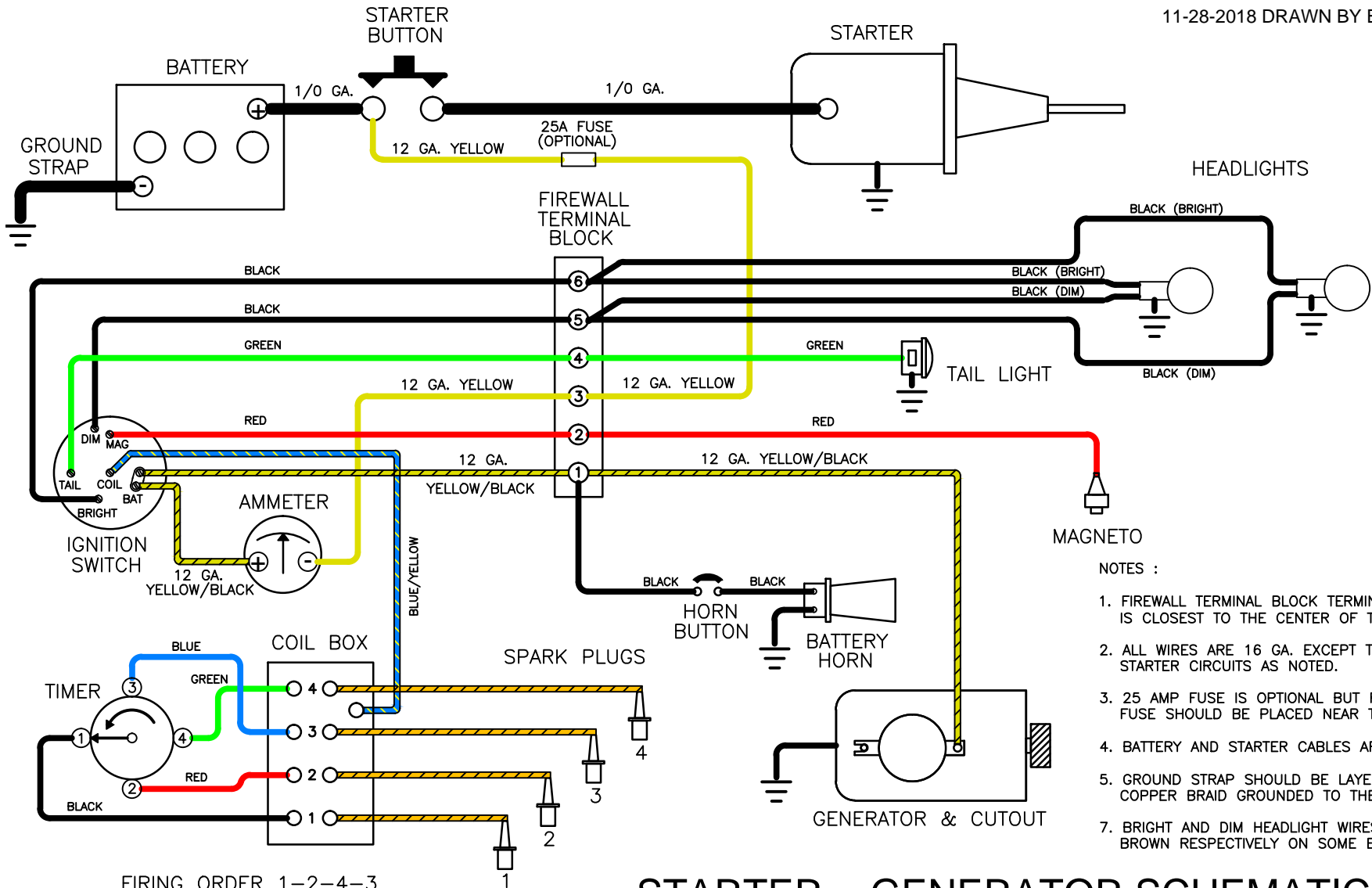
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NOTES :

1. FOR CARS WITH DASHBOARD MOUNTED IGNITION/LIGHT SWITCH.
2. ALL WIRES ARE BLACK 16 GA. EXCEPT AS NOTED.
3. HEAD LIGHT BULBS ARE 9 VOLT MAGNETO BULBS WIRED IN SERIES.
4. DIMMER RESISTANCE IS A TAPPED INDUCTOR AND MAY BE MOUNTED ON FIREWALL OR IN LIEU OF AN AMMETER.
5. FIREWALL TERMINAL BLOCK TERMINAL #1 IS CLOSEST TO THE CENTER OF THE FIREWALL.
6. HORN CIRCUIT VARIES BY MODEL.

# NON-STARTER - WITH DASHBOARD LIGHT/IGNITION SWITCH



- NOTES :
1. FIREWALL TERMINAL BLOCK TERMINAL #1 IS CLOSEST TO THE CENTER OF THE FIREWALL.
  2. ALL WIRES ARE 16 GA. EXCEPT THE GENERATOR AND STARTER CIRCUITS AS NOTED.
  3. 25 AMP FUSE IS OPTIONAL BUT RECOMMENDED. FUSE SHOULD BE PLACED NEAR THE STARTER BUTTON.
  4. BATTERY AND STARTER CABLES ARE 1/0.
  5. GROUND STRAP SHOULD BE LAYERED COPPER OR COPPER BRAID GROUNDED TO THE FRAME RAIL.
  7. BRIGHT AND DIM HEADLIGHT WIRES MAY BE GRAY AND BROWN RESPECTIVELY ON SOME EARLY MODELS.

# STARTER - GENERATOR SCHEMATIC