



# THE MODEL T FORD

ITS REPAIR,  
SERVICE, AND  
RESTORATION

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## Installing and Testing a Magneto-powered Speedometer/Tachometer

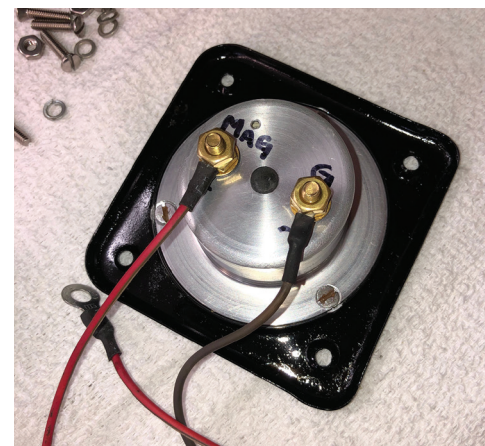
A new product recently introduced is a meter that produces an analog readout of road speed for your Model T. The device also has an RPM scale to indicate the engine revolutions. It is powered solely by the flywheel magneto, with just a wire to the mag terminal on the hogshead and a ground wire. Since the case is not grounded, it can be installed on a wood or metal dash or any type of bracket.

Built in the same housing as the large Model T ammeter, it draws only a very small current from the magneto and registers RPMs any time the engine is running. Speed is accurately calibrated with the standard Model T rear axle ratio of 3.63:1 and 30" clincher tires, or balloon tires of the same outer diameter.\*\*

Your Tech Editor installed this meter on three different Model T's because of its unique feature of running off the magneto. The first installation was simple, as my 1927 Touring already had a hole in the dash where a defunct water temperature gauge had been installed. Wiring was simple, with a lead to the mag terminal and ground wire to a mounting screw for the meter.



Mount made from half of a 1919-25 switch plate



Back side of speedometer/tachometer showing wiring terminals



Combination speedometer/tachometer

When I installed a second meter on my 1925 Touring, I used the ammeter side of a spare Ford switch plate. After sectioning the panel and trimming one side, I hammered it to make the rounded edges. I fastened the meter to the shortened panel with the same small screws that mount the normal large-size Ford ammeter. I crafted the necessary wires with soldered and insulated terminals. Next, I drilled a two-inch hole in the dash to the left of the steering column and mounted the meter with screws similar to those used with the ignition switch plate. This location affords a good view of the speedometer-tachometer from the driver's seat.



Mounted to the dash of my 1925 Touring



Below-dash mount on 1923 cut-off Pickup



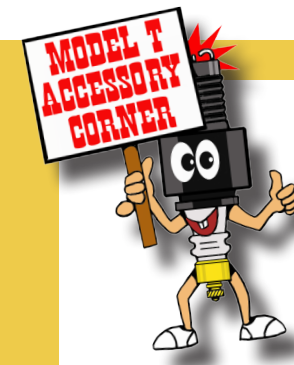
Speedometer-tachometer indicating road speed

I installed a third meter on my 1923 cutoff Pickup, where the mounting needed to retain a 'rustic' patina. I placed an aluminum 'cover' rim from a broken Hoyt Model T ammeter over the new speedometer-tachometer and mounted it using a modern meter bracket that bolts under the edge of the dash. When running trials, using a GPS app on the iPhone, the speedometers remained accurate within two miles per hour at various road speeds. Accuracy was not affected by either clincher 30"x 3 1/2" tires or 21" tires on the 1927 Touring.

Now a simple and effective speedometer - that looks like a Ford-type accessory - can be enjoyed for checking your speed.

\*\*The manufacturer can also provide custom calibrations for optional T rear axle ratios or tire sizes, as well as a tachometer-only dial with RPM scales up to 3,000. Custom 6-12V units are available if the T does not have a magneto and uses a distributor.

Available from: JFR Products LLC, 902 S. Randall Rd., Suite C281, St. Charles, IL, 60174; [piewagon@gmail.com](mailto:piewagon@gmail.com)

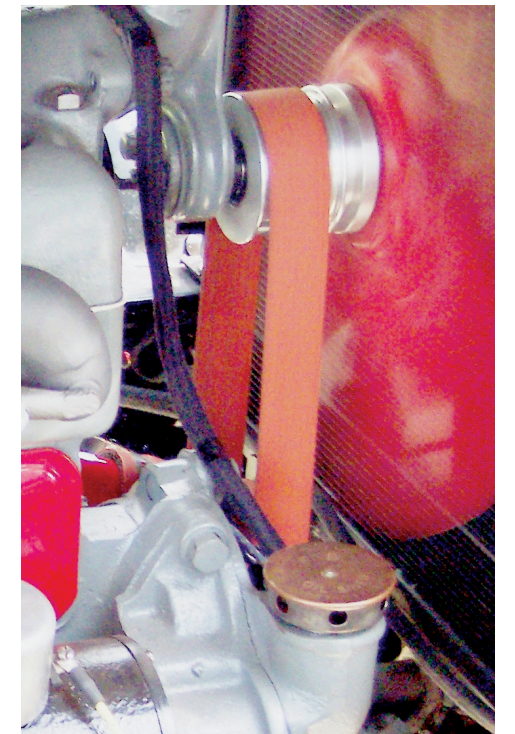


By Dan Treace  
Technical Editor

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!

### F-B Oil Saver

Perhaps this accessory didn't save much oil, as a flapper inside moves with crankcase pressure. There is a bit of clacking in operation as that flapper opens and closes!



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