



THE MODEL T FORD

ITS REPAIR, SERVICE, AND RESTORATION

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From Our Readers

Dear Dan,

Was welting used between the fender/splash apron/running board on the 1926 Runabout Pickup? If it was, do you have some details on where it was specifically used? I suspect it was used between the front fenders and splash apron. I'm not sure about between the front fender and the running board and between the rear fender and the pickup box/splash apron/running board.

Larry Tamm
Fonda, IA

Dear Larry,

Welting was not used on the Model T on the fenders, running boards, or splash shields. Later, the Model A did get welting on those places. The only exterior body welting used on a Model T was on the 1926-27 Runabout. That welting is p/n 48218X "anti-squeak-deck to body" listed in the Price List of Body Parts. The non-beaded black finish welting ran between the turtle deck and the rear of the Runabout tub. Below are photos of original welting on a Runabout and on a NOS turtle deck.

Regards,
Dan



Original runabout with remains of welting between body and deck



New old stock 1926 turtle deck showing welting strip

Dear Dan,

I have a 1924 Depot Hack that runs well and is good in all respects, except it won't run when switched to magneto. I've removed the starter to look into the coil area and see no damage. If it's possible that the switch is bad, how do I diagnose the "battery to magneto" switch?

Mike Frazzell
Fall Creek, WI

Dear Mike,

If the magneto was operating well before, then it may just be some contaminates at the magneto post pickup.

First, check the magneto post to be sure the contact is clean, then determine if AC current is coming from the contact post. Use an analog ammeter to check the output by putting one lead on the mag post and the other to ground. The meter should be on AC scale and read approximately 5-9 VAC with the T on battery ignition and running at a good 300-500 rpm idle.

With output determined from the magneto, there may be a wiring or switch problem that prevents running on magneto. Disconnect the storage battery, or yellow wire, at the firewall terminal strip for safety, then pull the dash combo ignition key/light switch and remove the terminal wires, noting where they are on the switch pad, and take the switch to the bench.

Use a test light, the type with a battery-powered indicator. Place clip lead to the MAG terminal and place the test tip on the COIL terminal. The lamp should light to indicate good continuity from those two contacts *with* the key switch turned to MAG; that means the switch is good when turned to MAG. The light should go off when the key is turned to center OFF or the BAT position.

Regards,
Dan

For previous technical articles printed in the *Model T Times*, visit modelt.org and click on "Model T Ford Repair, Service, & Restoration".

Switch Connections

The internal connections made in the switch are as follows, and on any switch can be checked with the testing line shown in Fig. 9.

Lighting Circuits—

- OFF No connections made.
- DIM Bat., dim and tail terms., connected.
- BRIGHT Bat., head and tail terms., connected.

Ignition Circuits—

- BAT. Bat. and coil terms., connected.
- MAG. Mag. and coil terms., connected.
- OFF Coil and ground terms., connected.

This last connection is a sort of joker, as it has no purpose, nor does it do any harm, but occurs, due to the fact that the switch is one of standard make, adapted for use on the Ford car. 1919-1920

With the test circuits of Fig. 9, the lamp should light when connected to the terminals indicated in the various positions shown above.

Failure to obtain a required connection would indicate an open in switch, while obtaining a connection that is not required, would indicate a short which would also cause trouble.

Ford Service Bulletin instructions for switch tests



Terminals on switch plate. Note the "Ground" terminal does not have a purpose other than in testing, as noted in the Ford Service Bulletin instructions above.



Checking connections on switch plate with a test light