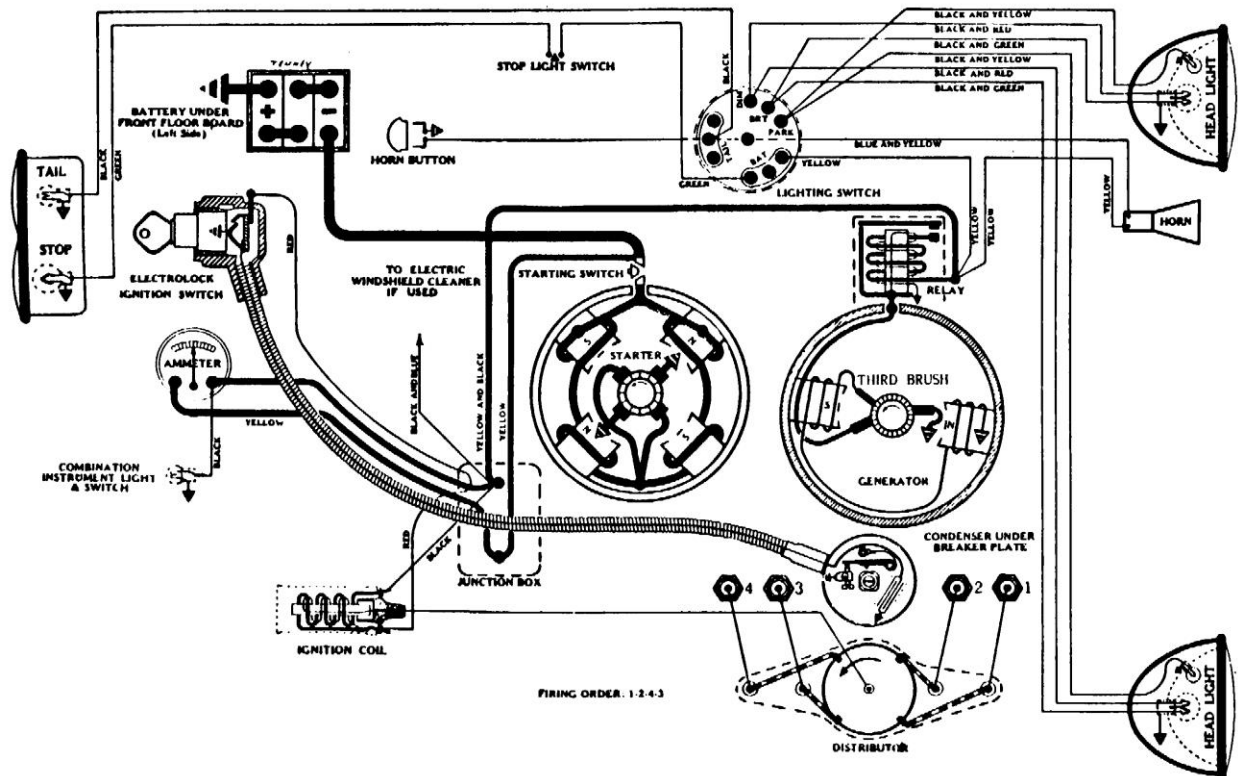


THE MODEL A TOOLBOX

The Model A Electrical System

by Colin Lawson

Here is a very good pictorial description of the wiring and connections. Note that there are only two wires on the terminal box post nearest the starter, one from the starter switch and one to the ammeter. All other connections to lights, ignition and horn are on the other post to ensure the ammeter reads all loads. It is critical that all connections to ground are good – battery +ve terminal, headlight bracket to bar, taillight cup to bracket to fender, instrument panel light, distributor to engine block, starter motor face to flywheel housing.



Recent problems solved:

An engine that would not start after long time storage:

Distributor Tests showed voltage getting to the point arm but no spark when the arm was operated with finger. A screwdriver bridging the points caused a spark at the cap to ground. The point surfaces appeared black so removed, cleaned point surfaces on 220 sandpaper and reinstalled – success – engines starts and runs. Point surfaces will oxidize in humid atmosphere.

An engine was started after long time storage but would not restart later:

The engine would crank over easily but not catch or run. Spark was seen at the points; gas was getting to the carb. The spark plugs were removed and a 'thumb check' for compression showed no compression. Some fogging oil was sprayed into each spark plug hole in the area of the valves on suspicion of stuck valves. With more cranking one started then another, then all finally worked – success – but aggravating.

Originally published in The Radshell newsletter, June 2022