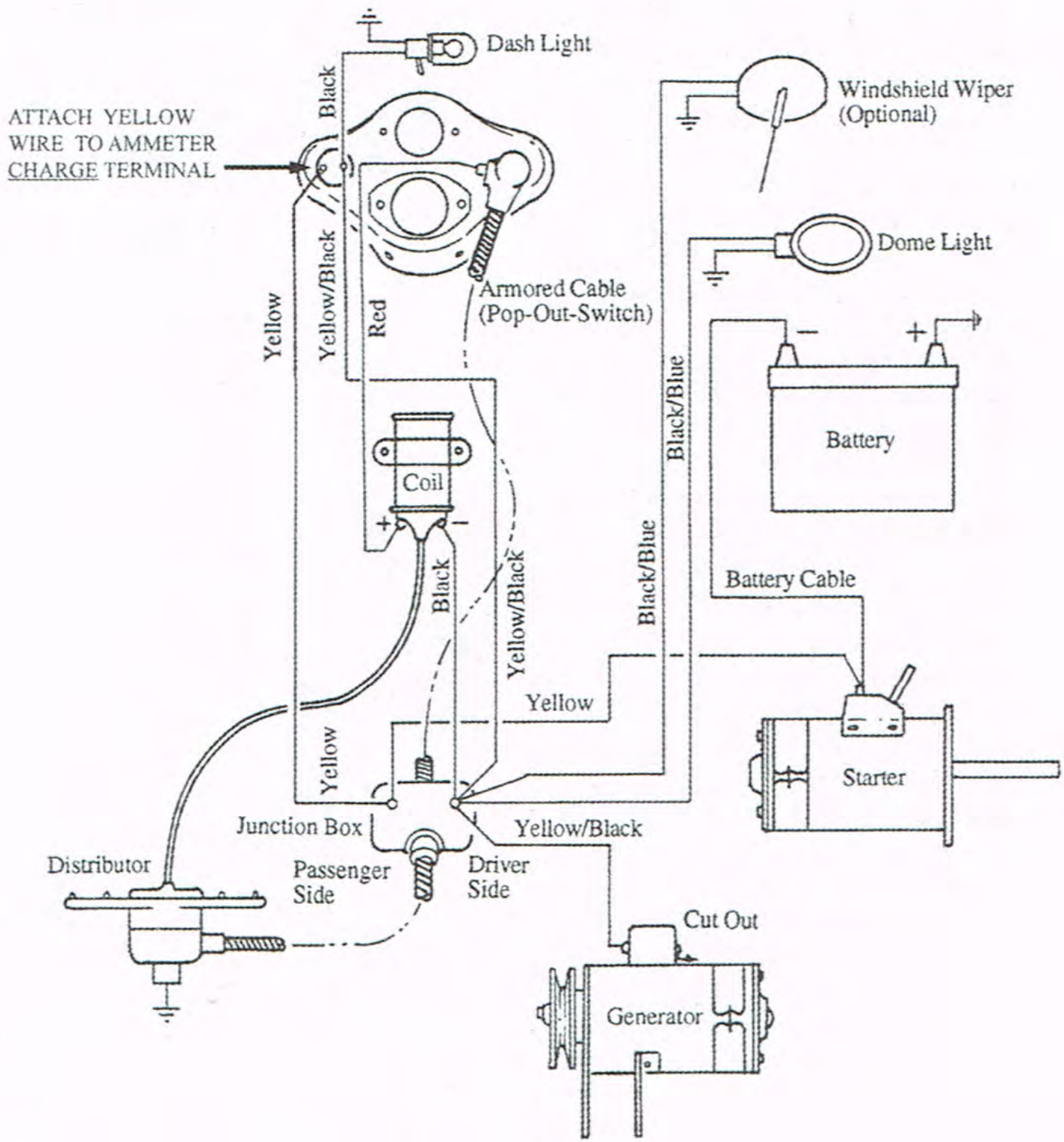


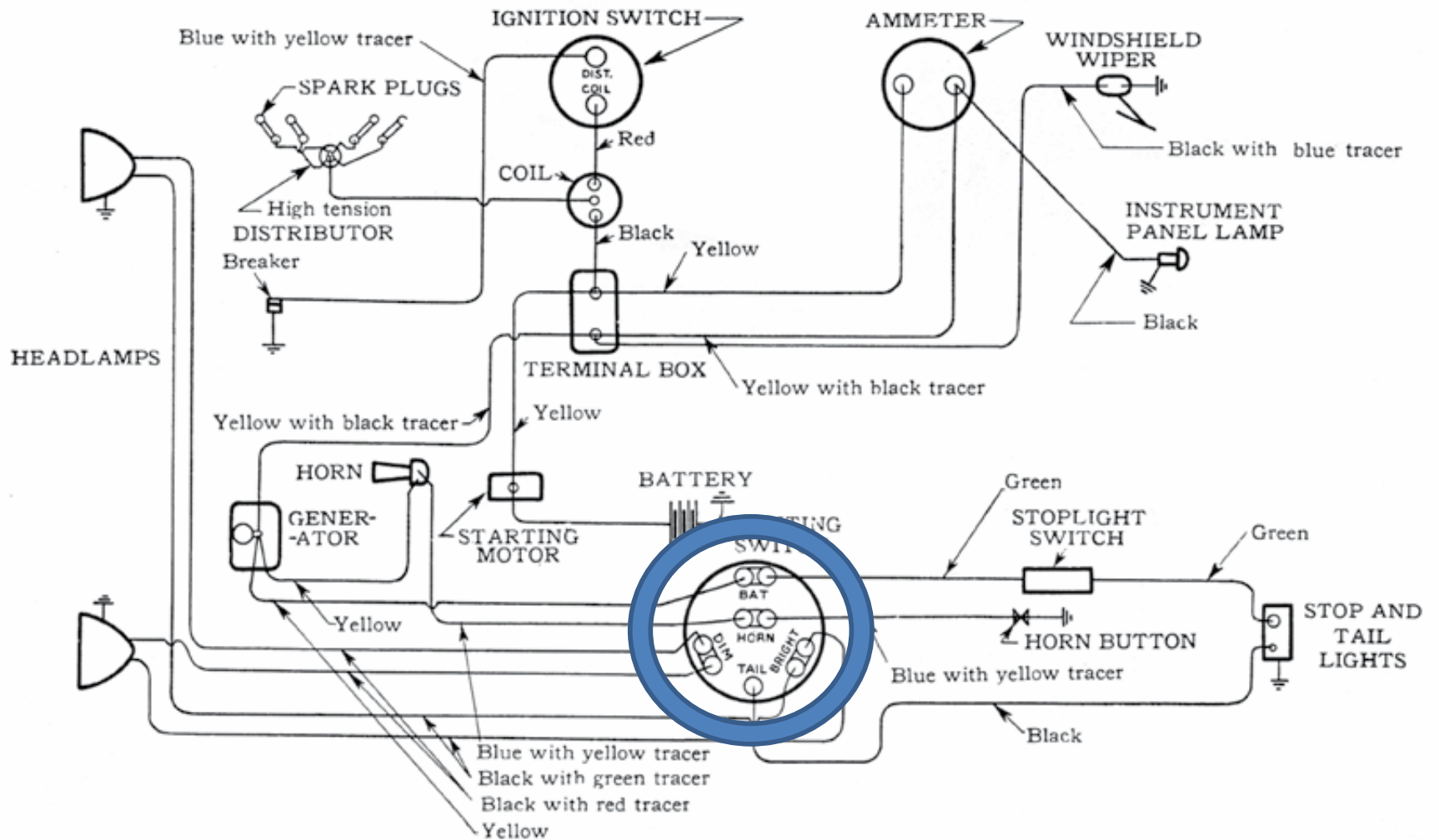


MODEL A FORD WIRING

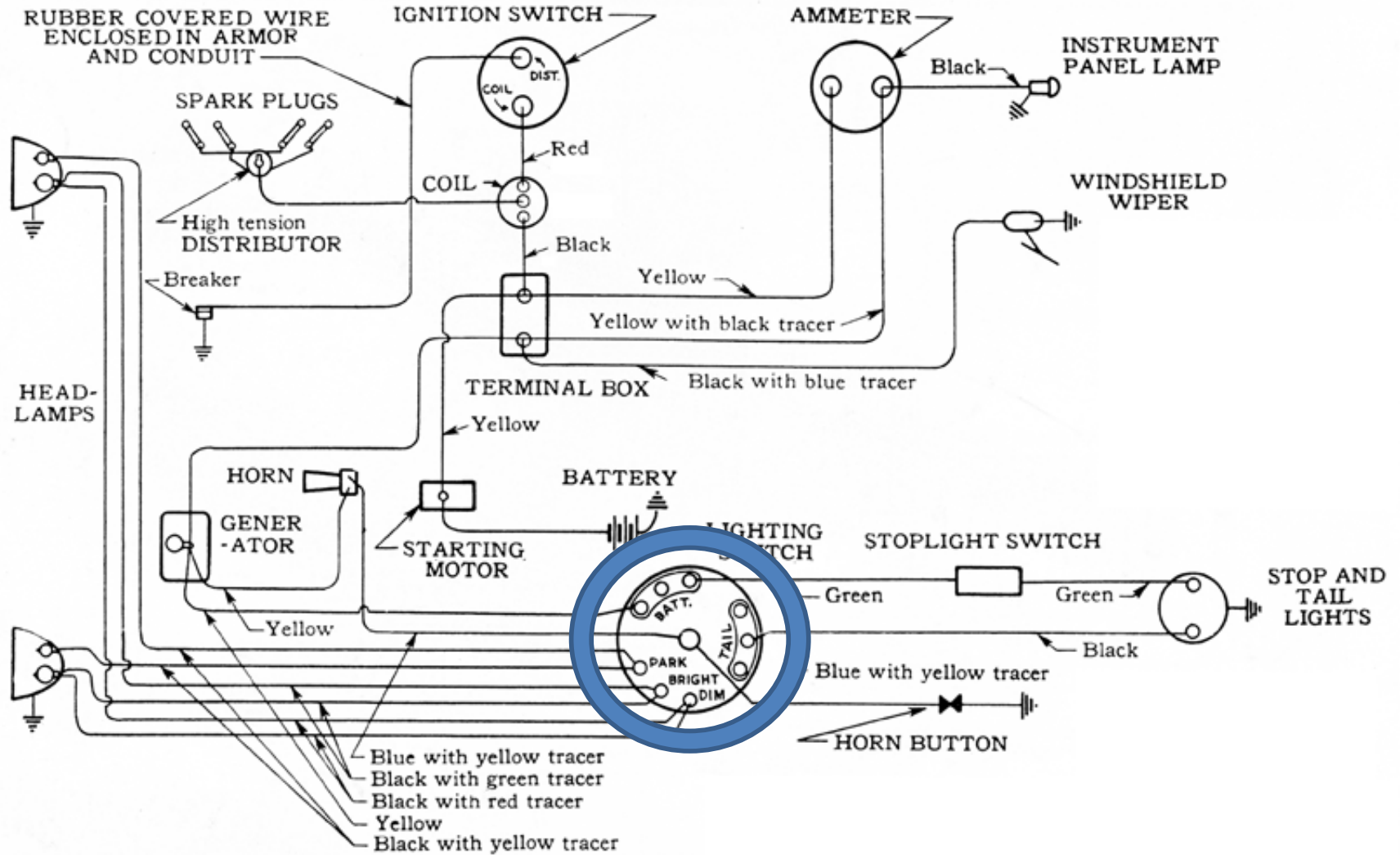
Keeping the Current Flowing



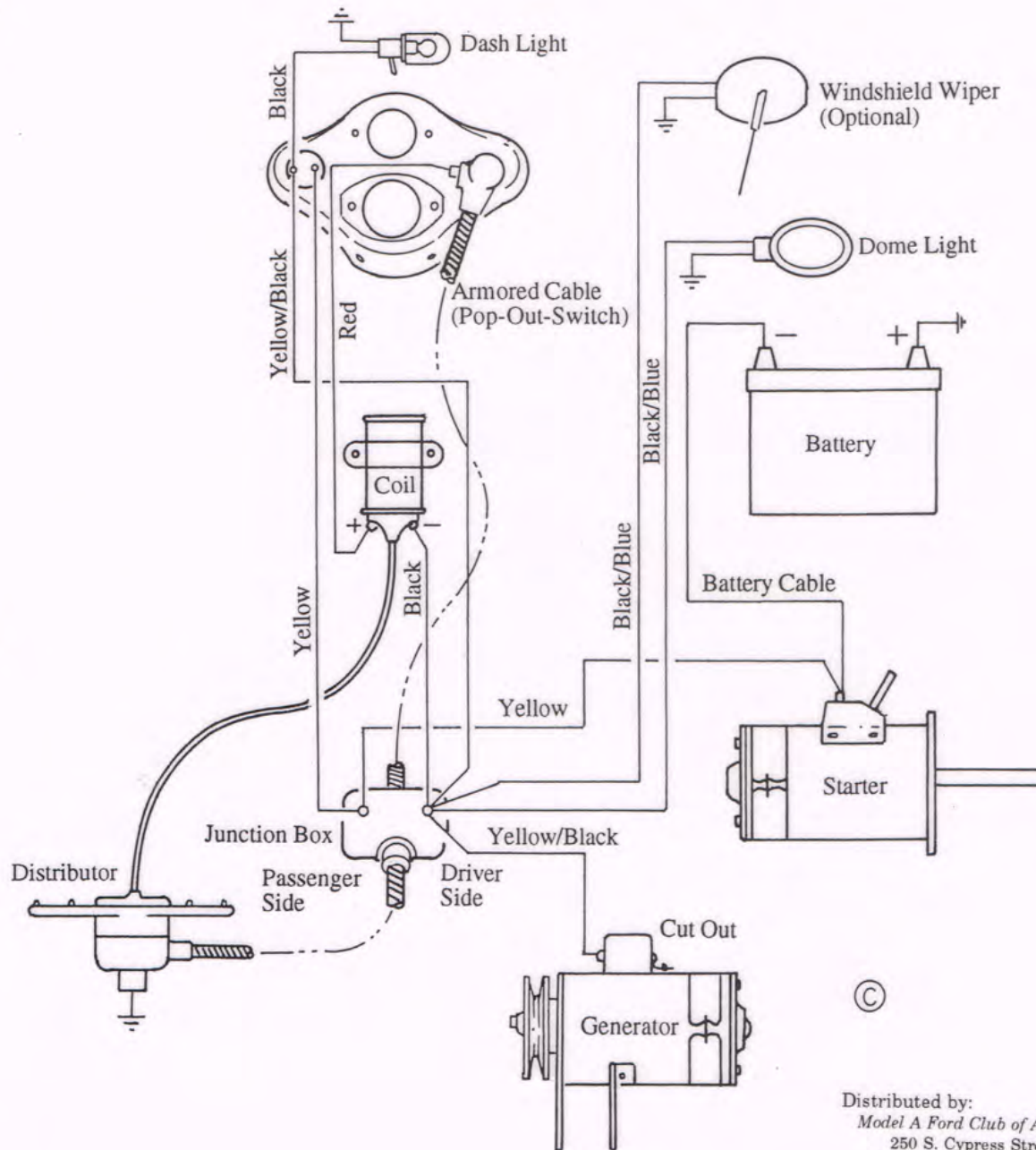
TYPICAL WIRING DIAGRAM (NO COWL LAMPS) 1928 TO MARCH 1929



TYPICAL WIRING DIAGRAM (WITHOUT COWL LAMPS) beginning in February 1929



Model A Ford ENGINE WIRING 1928-1931



©

Distributed by:
 Model A Ford Club of America
 250 S. Cypress Street
 La Habra, California 90631

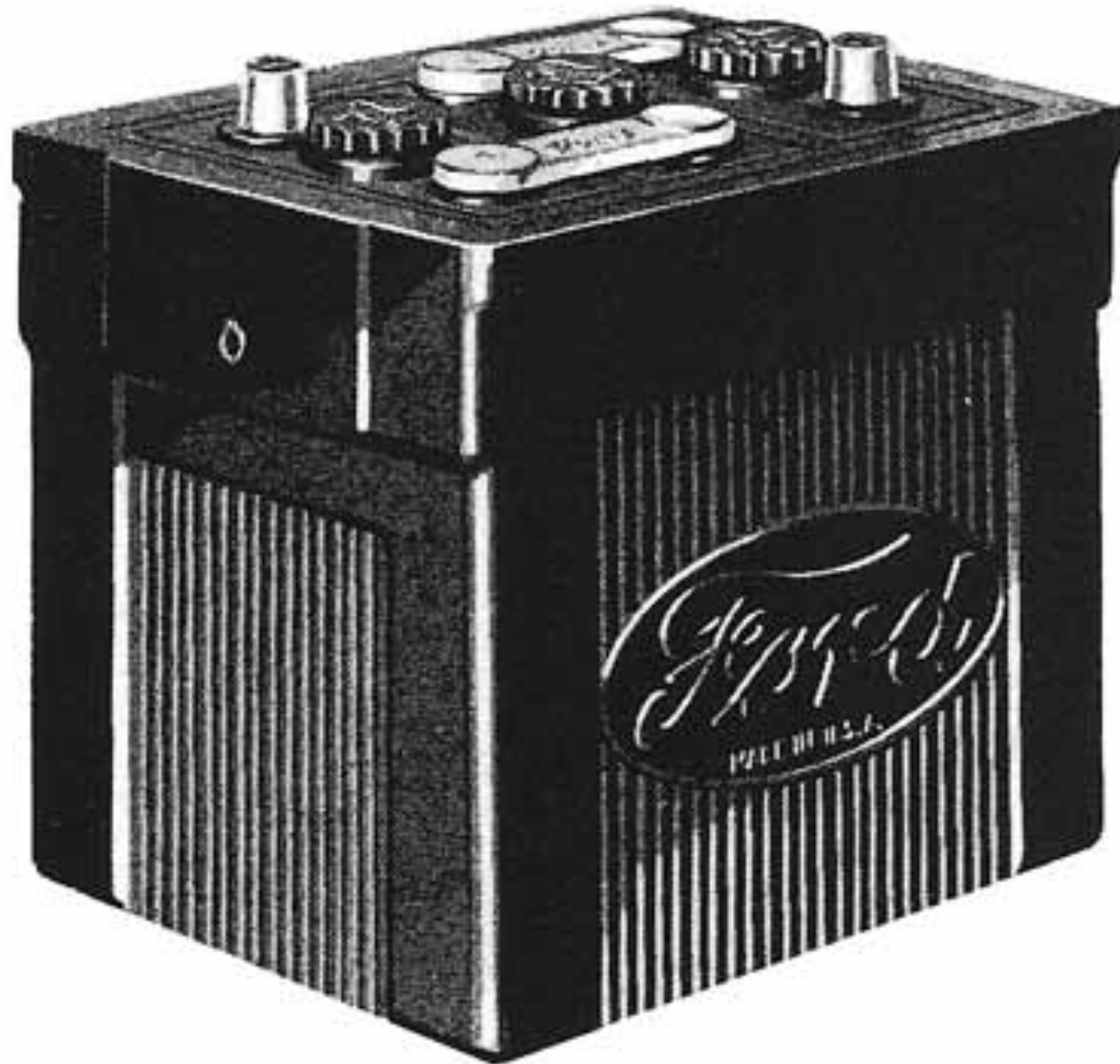
About Ford Wiring

- Wires were cloth covered, rubber insulated
- Ford used 16 gauge wire on lamp wiring
- Wire gauges in 1930's not the same as today
- Wires were bigger around, yet not as good
 - Modern materials
 - Better copper stands
- 6 Volt systems need a larger gauge than 12 volt to ensure good current flow

Stranded Wire vs Solid Wire

Stranded wire is much more flexible than solid wire of equal size. For this reason, stranded wire is used when the wire needs to move around frequently, in automotive applications or in appliances for example. Conversely, solid wire is used when little or no movement is needed, such as home wiring. When working with your Model A used stranded wire for the best results. Ford used only stranded wire.

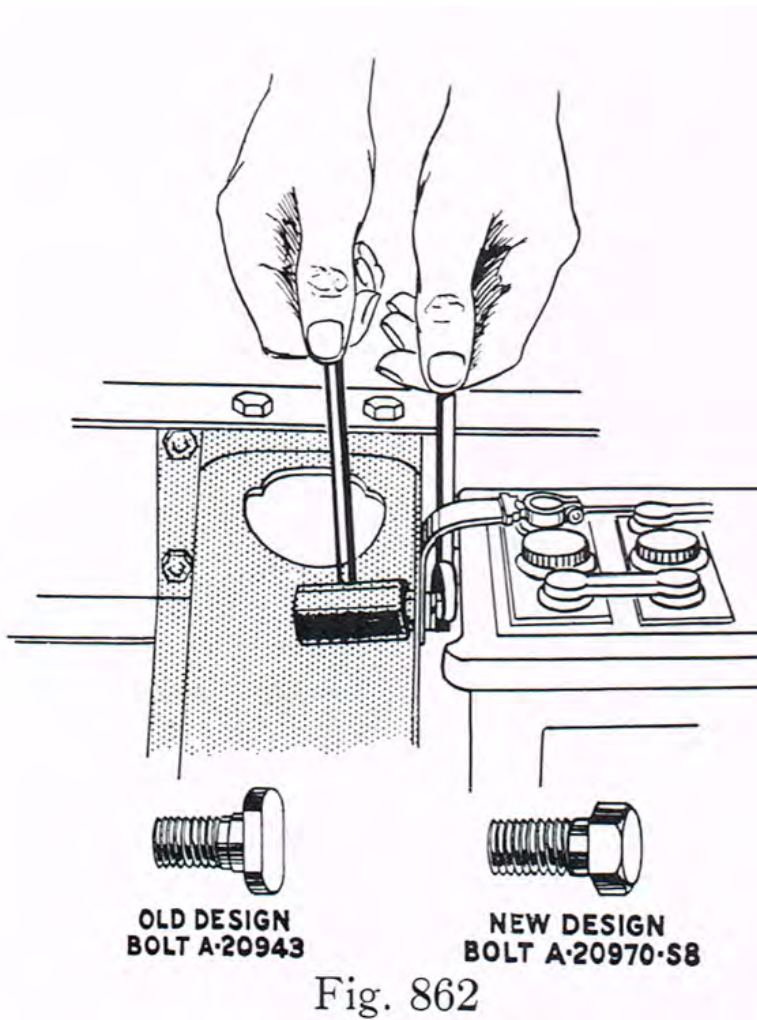
The Battery – Where it All Starts



Battery

- Correct polarity – 6V ground is **Positive**
- Keep electrolyte levels correct – distilled water
- Caps in place
- Keep connections clean and tight
- Keep fully charged – trickle charges a good idea
- Do not over charge – 10 amps for average driving
- Keep securely mounted
- Connect ground strap last

Battery Ground Cable



Service Bulletin - March 1930

Ground Cable Attached



Service Bulletin – November 1929

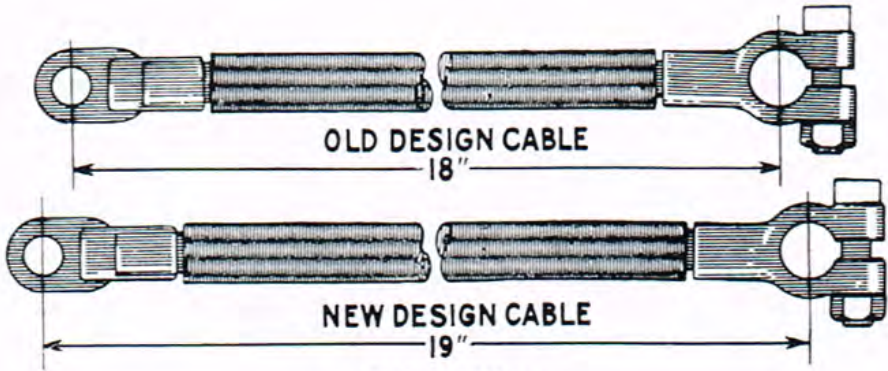


Fig. 798

Modern Cable #2
wire

Model A Cable #1
wire

Battery Cable Routing

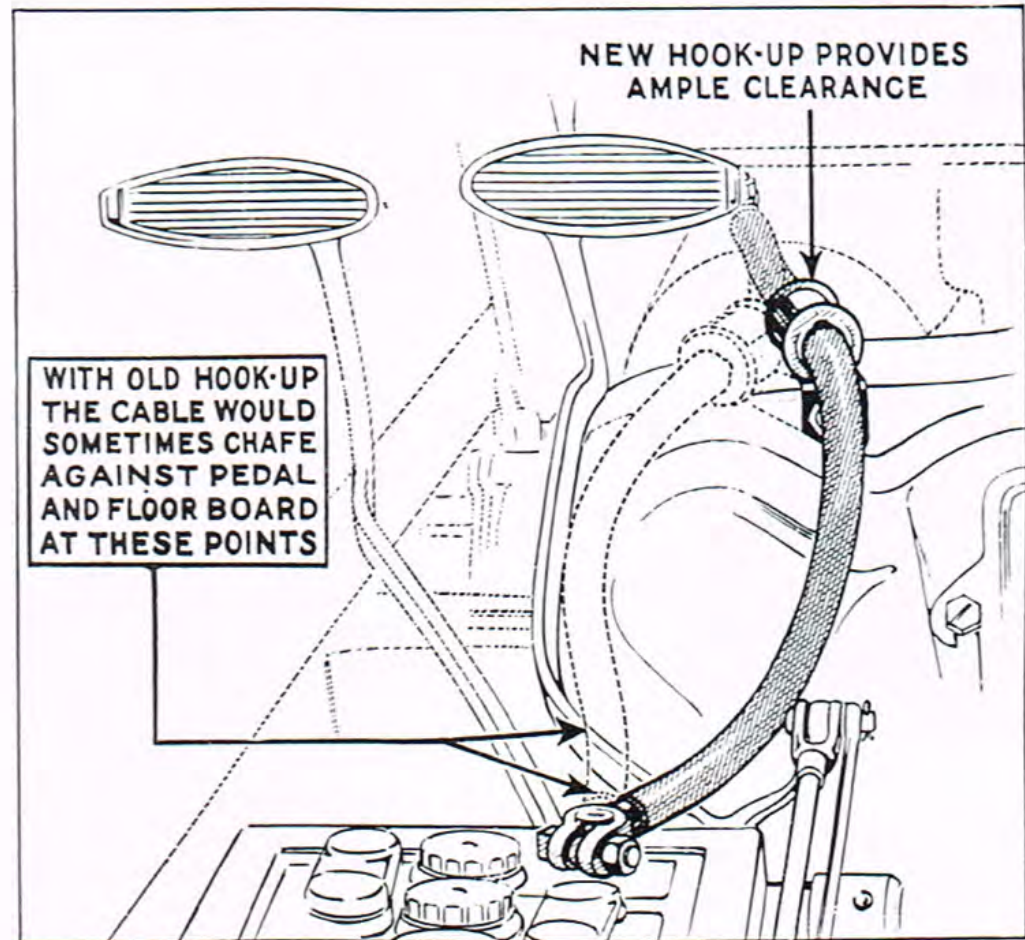
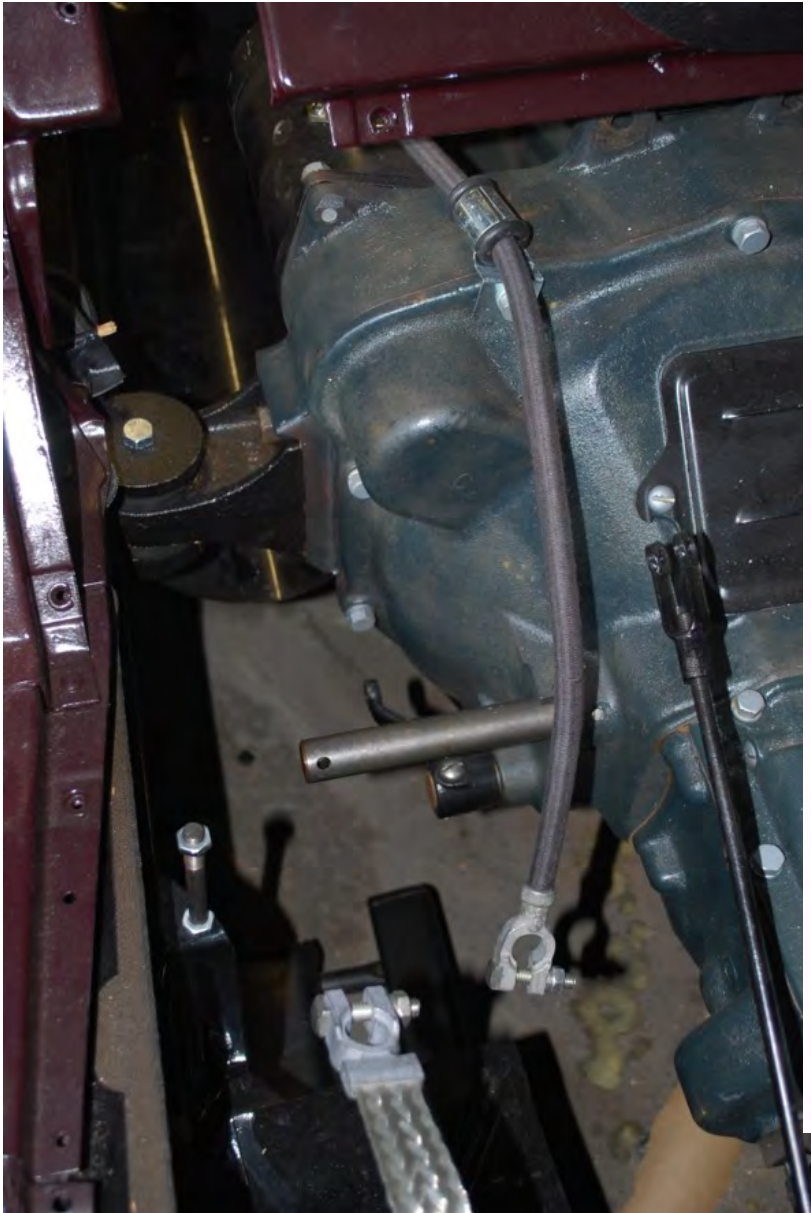


Fig. 797

Dotted Lines Show Location of Old Cable

Service Bulletin – November 1929

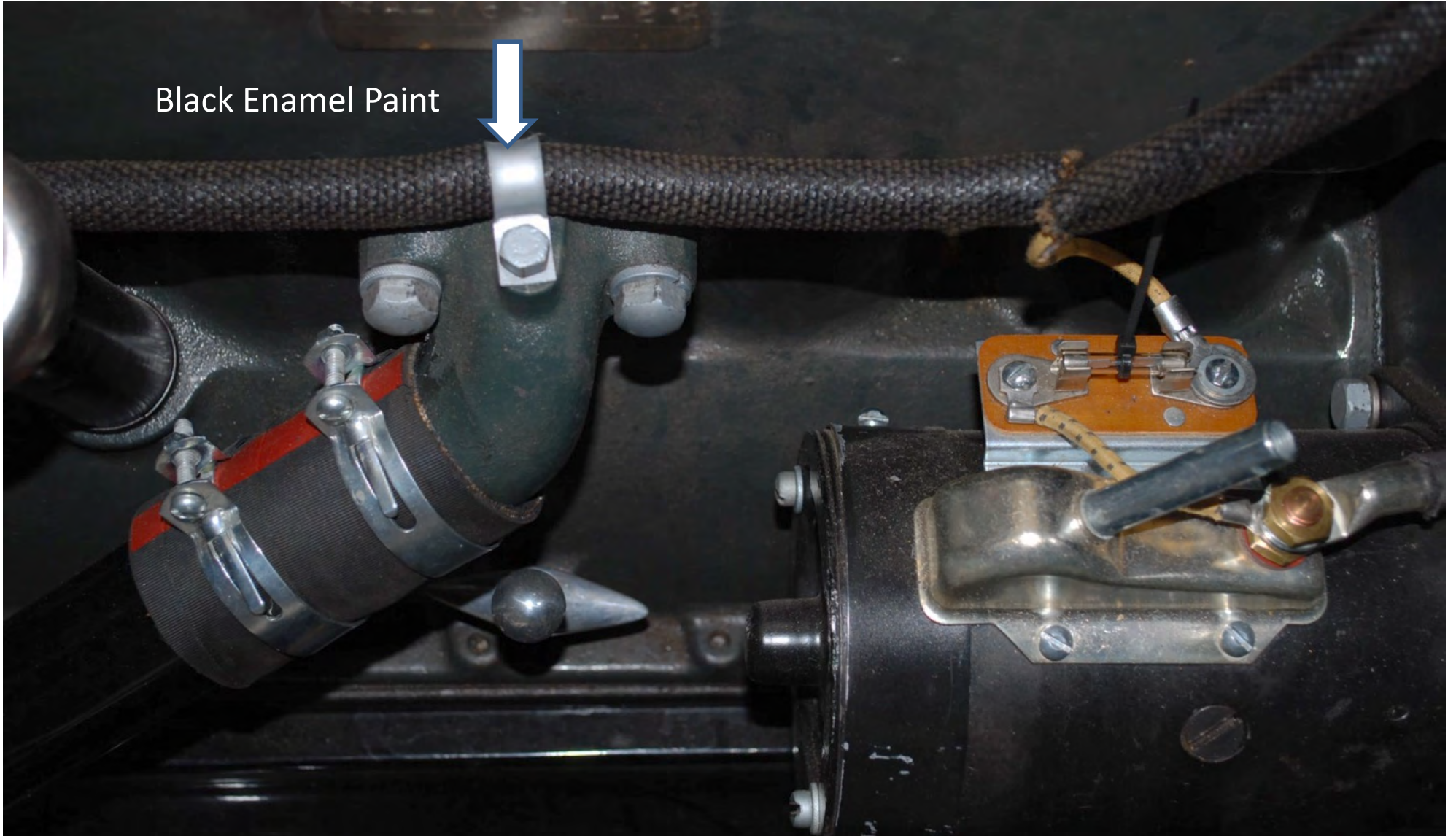
Battery Mounted

Use care to ensure no contact with battery hold down



Safety Fuse

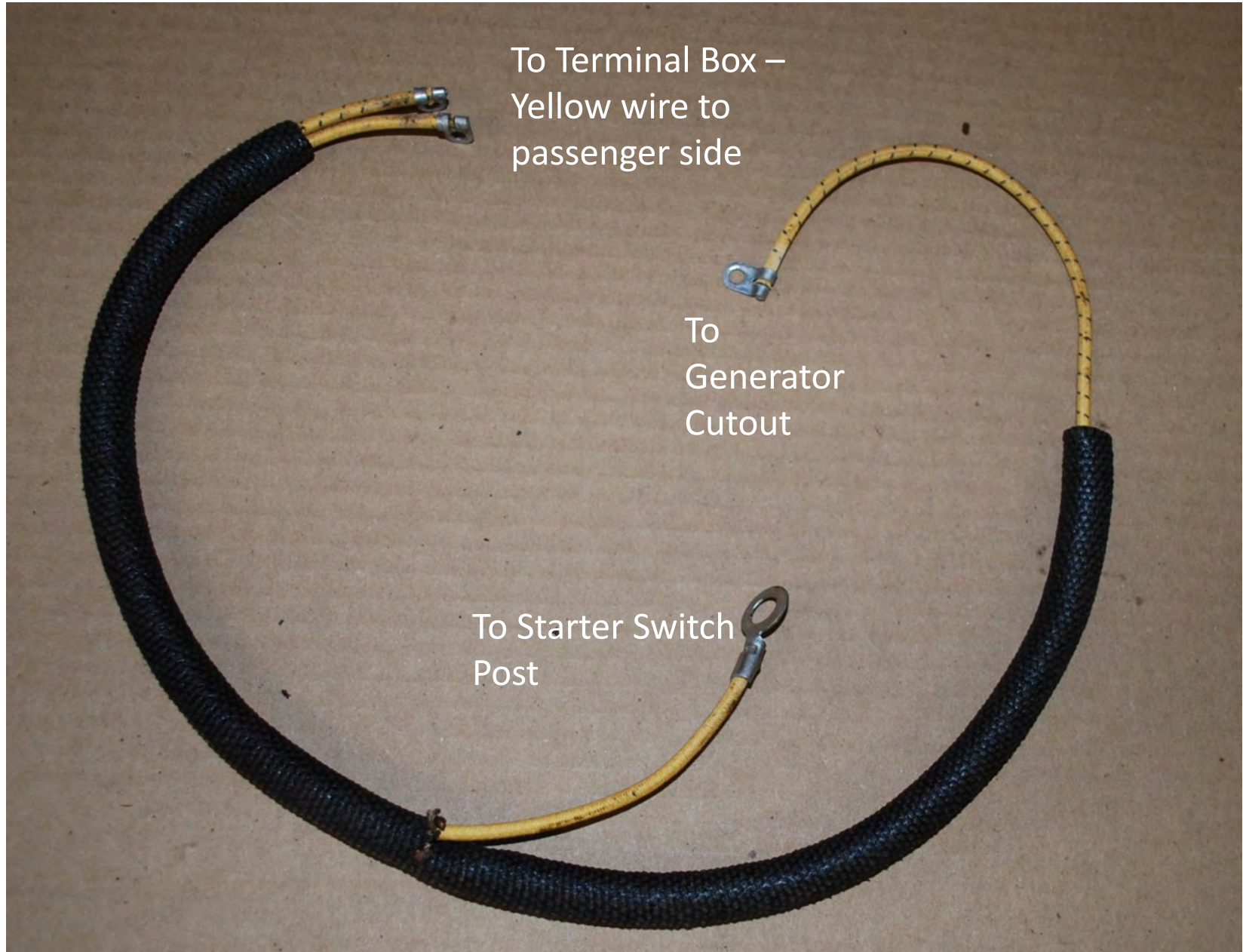
Black Enamel Paint



Starter Switch



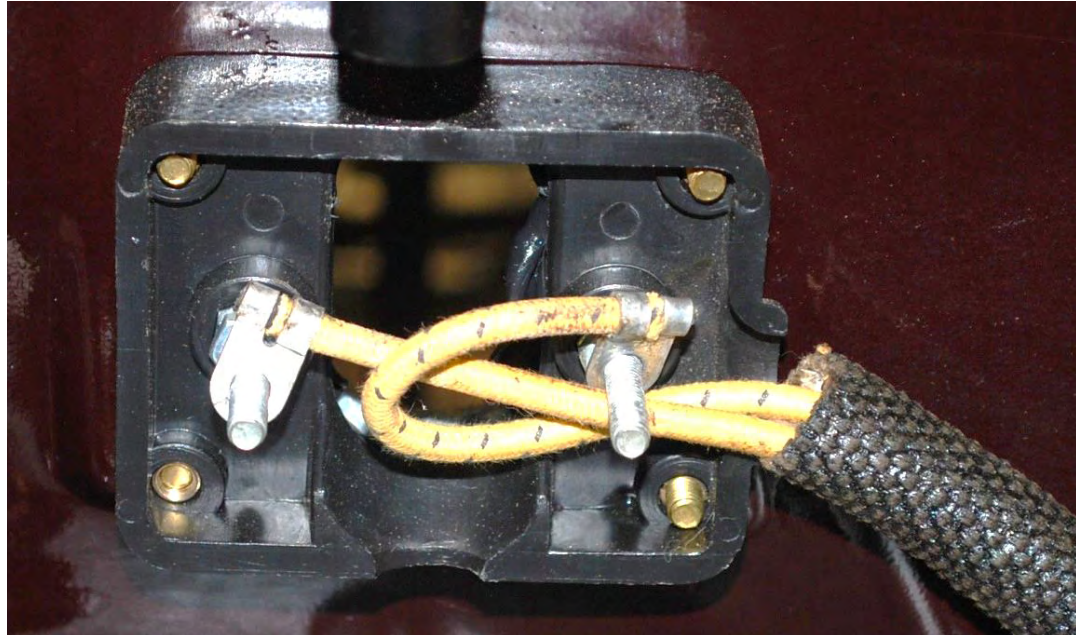
Cut Out to Terminal Box Wiring Harness



1928-1929 Models Used a Steel Conduit



Connections

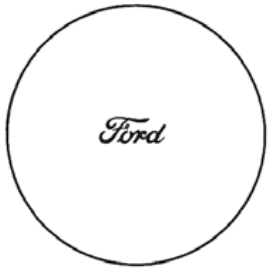


Terminal Box

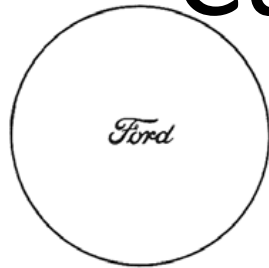
Generator Cut Out



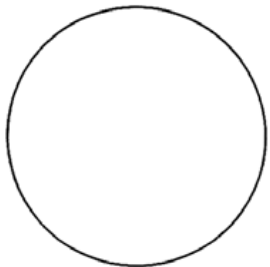
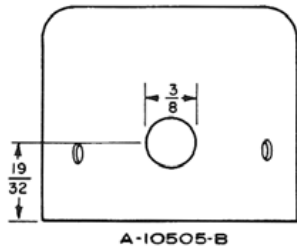
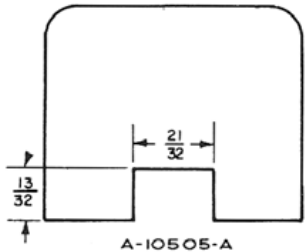
Cut Out Variations



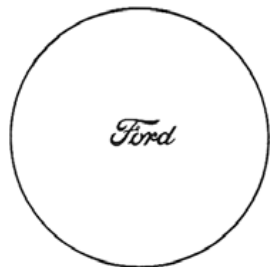
BEGINNING TO JANUARY 1929



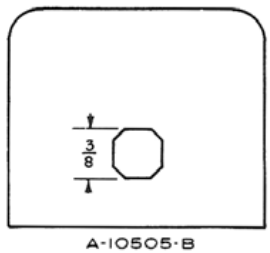
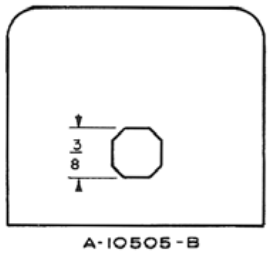
FEBRUARY 1928 ONLY



APRIL 1928 TO NOVEMBER 1930



MARCH 1928 AND AFTER
NOVEMBER 1930

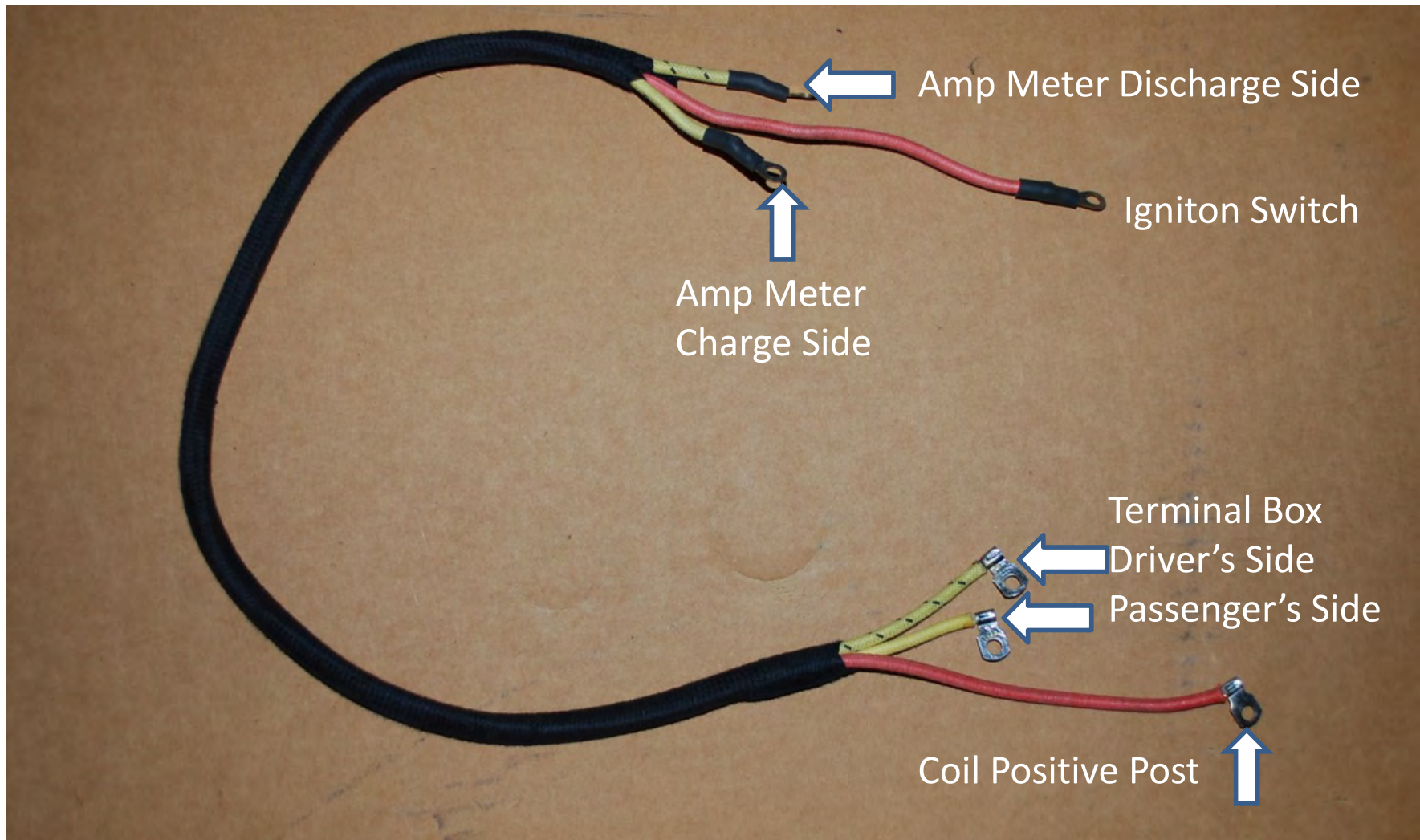


From *The Ford Model A — As Henry Built It*, by DeAngelis, Francis, and Henry — used with permission.

Alternator



Dash Wiring to Terminal Box Harness

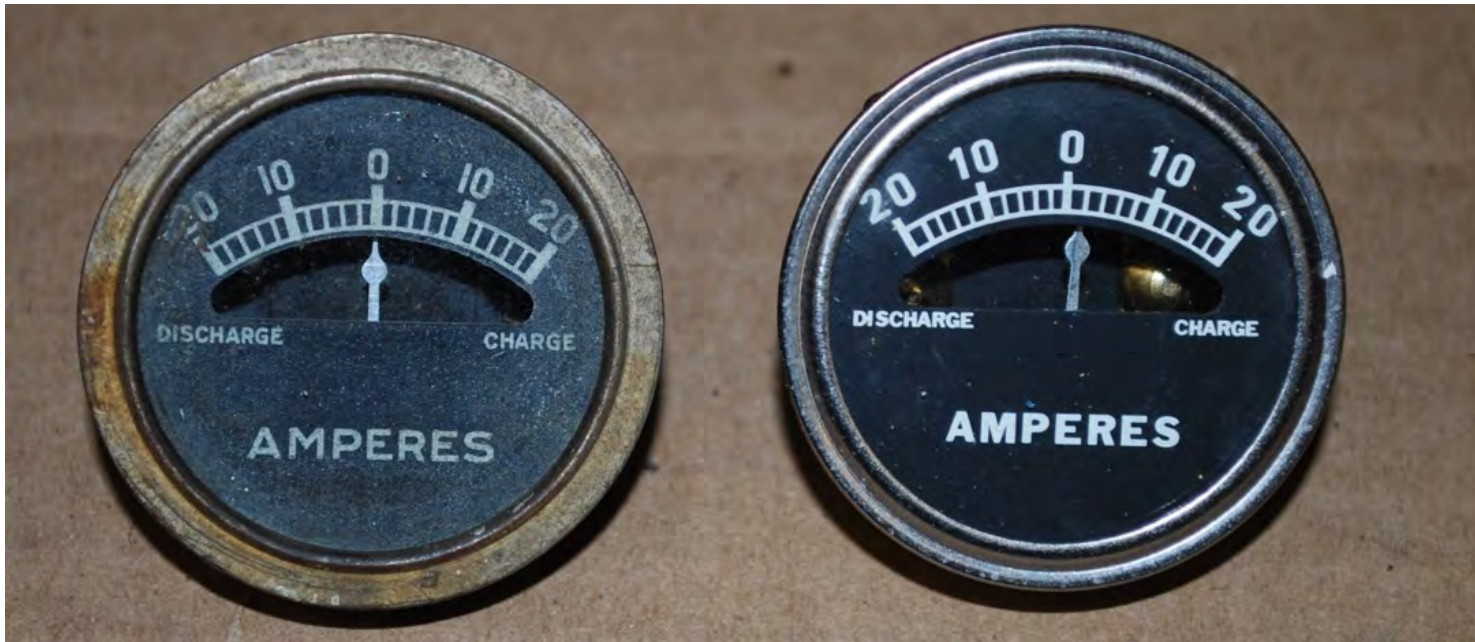


Dash Connections

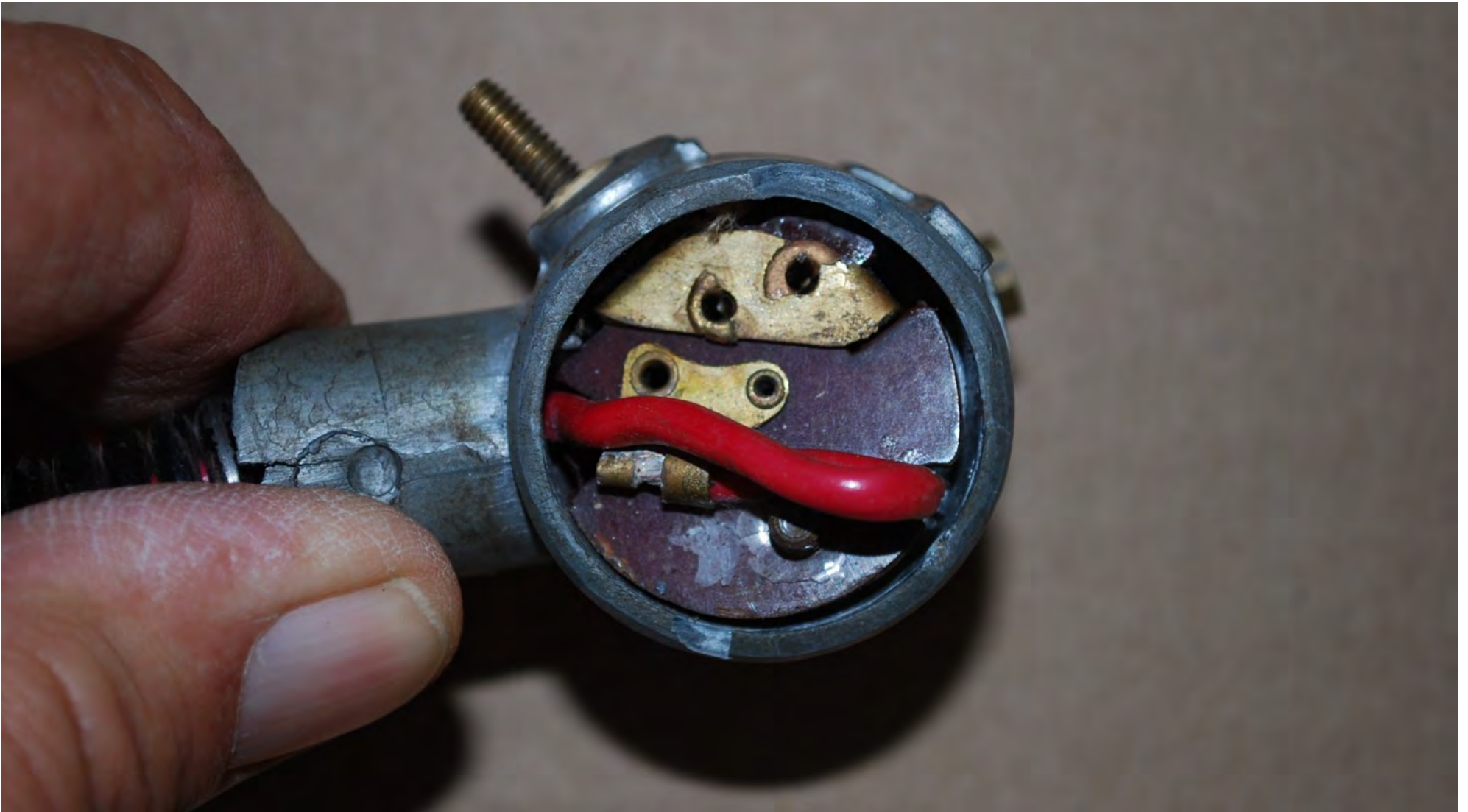
Discharge Side



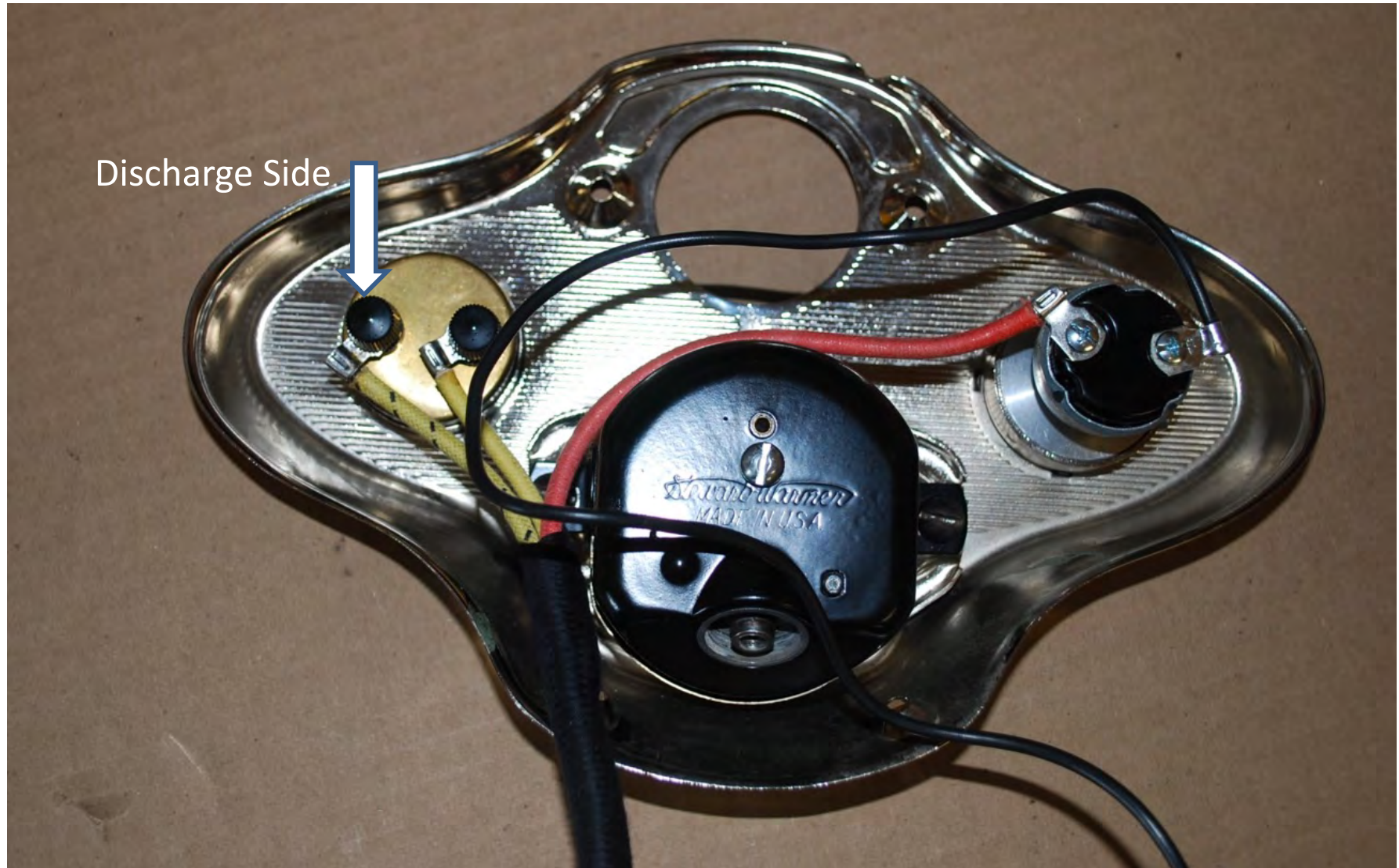
Ammeter



Pop Out Switch Internal



Dash with Replacement Switch



Clearance is Minimal – Protect Connections

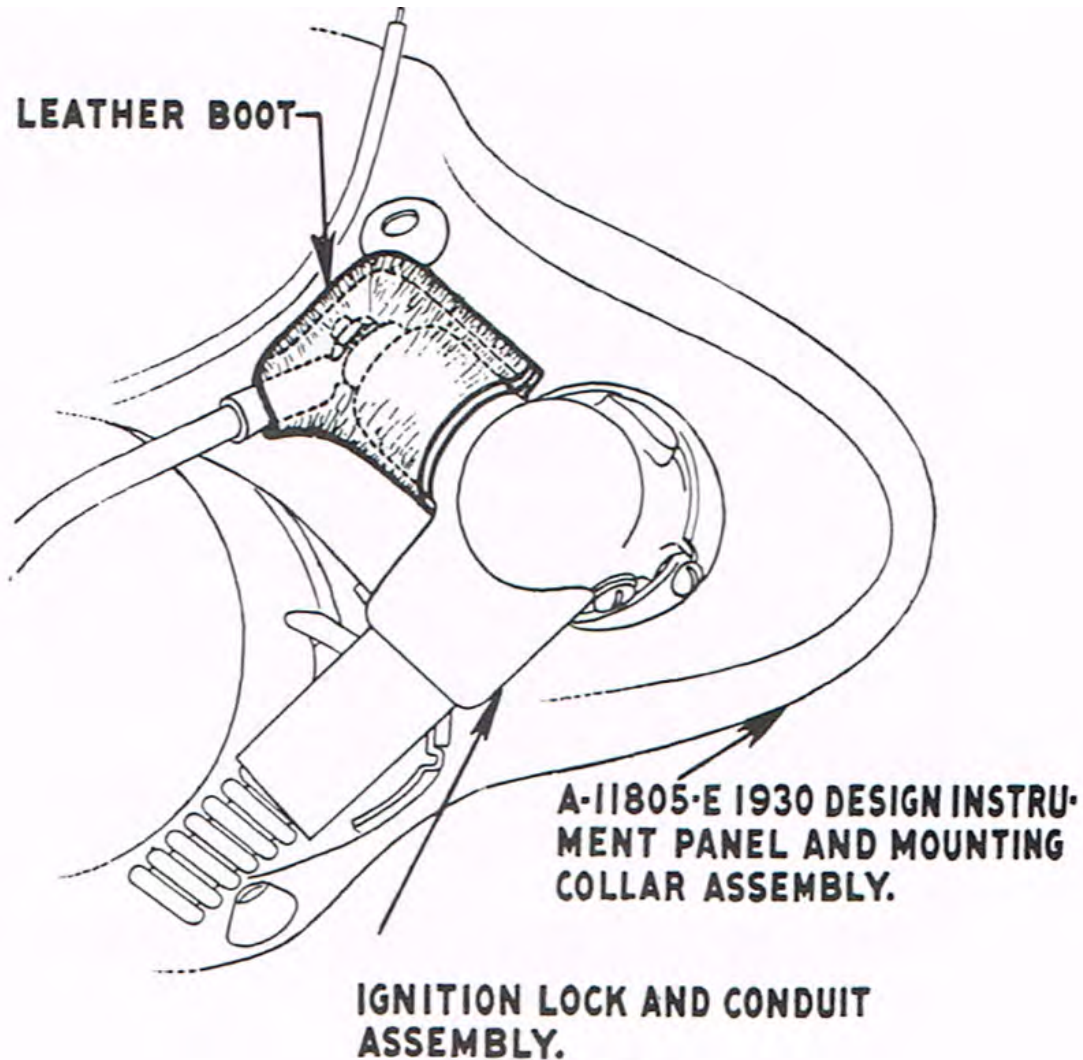
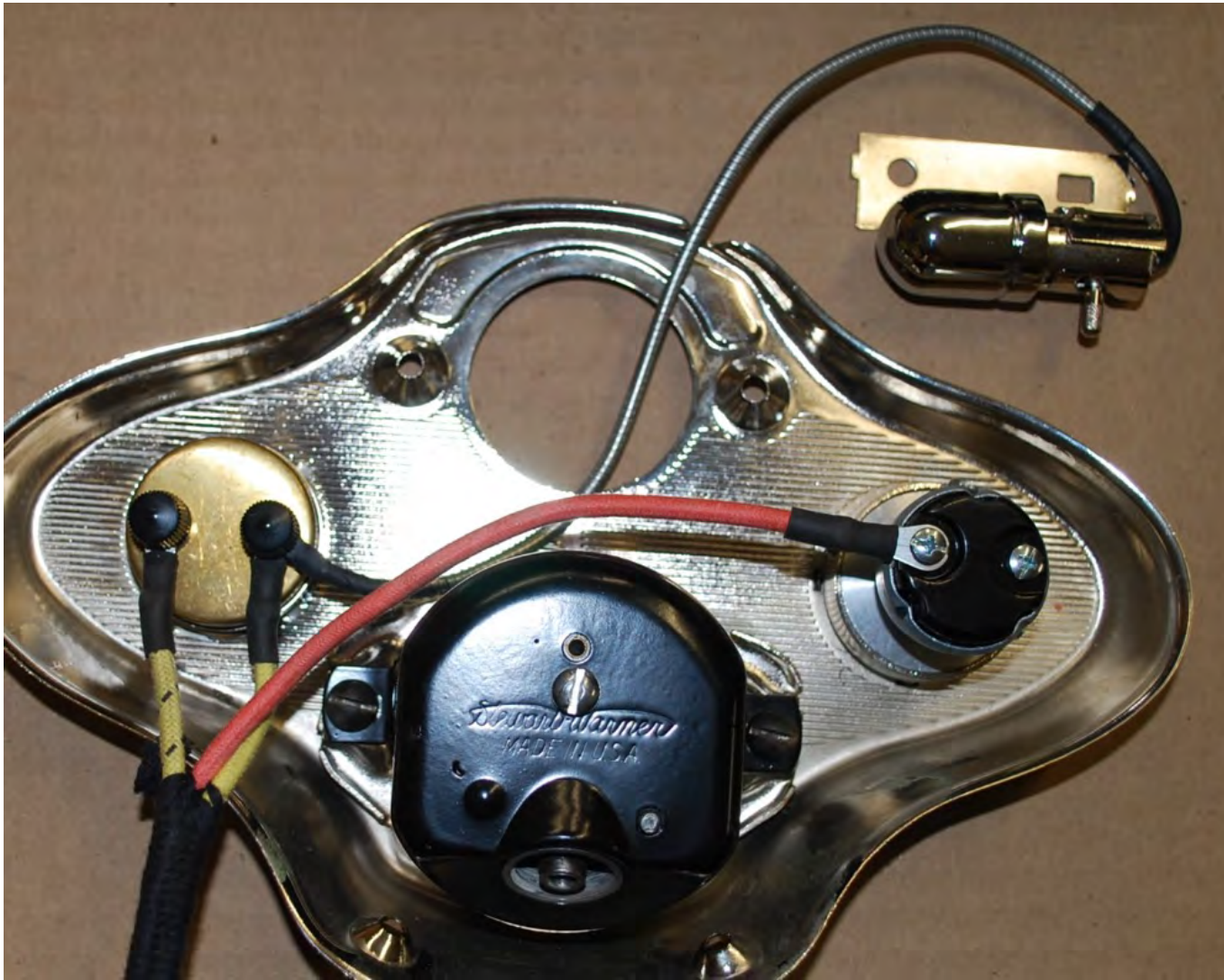


Fig. 921

Service Bulletin
June 1930

For trucks, but
dash and gas tank
are the same

Instrument Light Connection



Slack in Instrument Light

Service Bulletin
June 1930

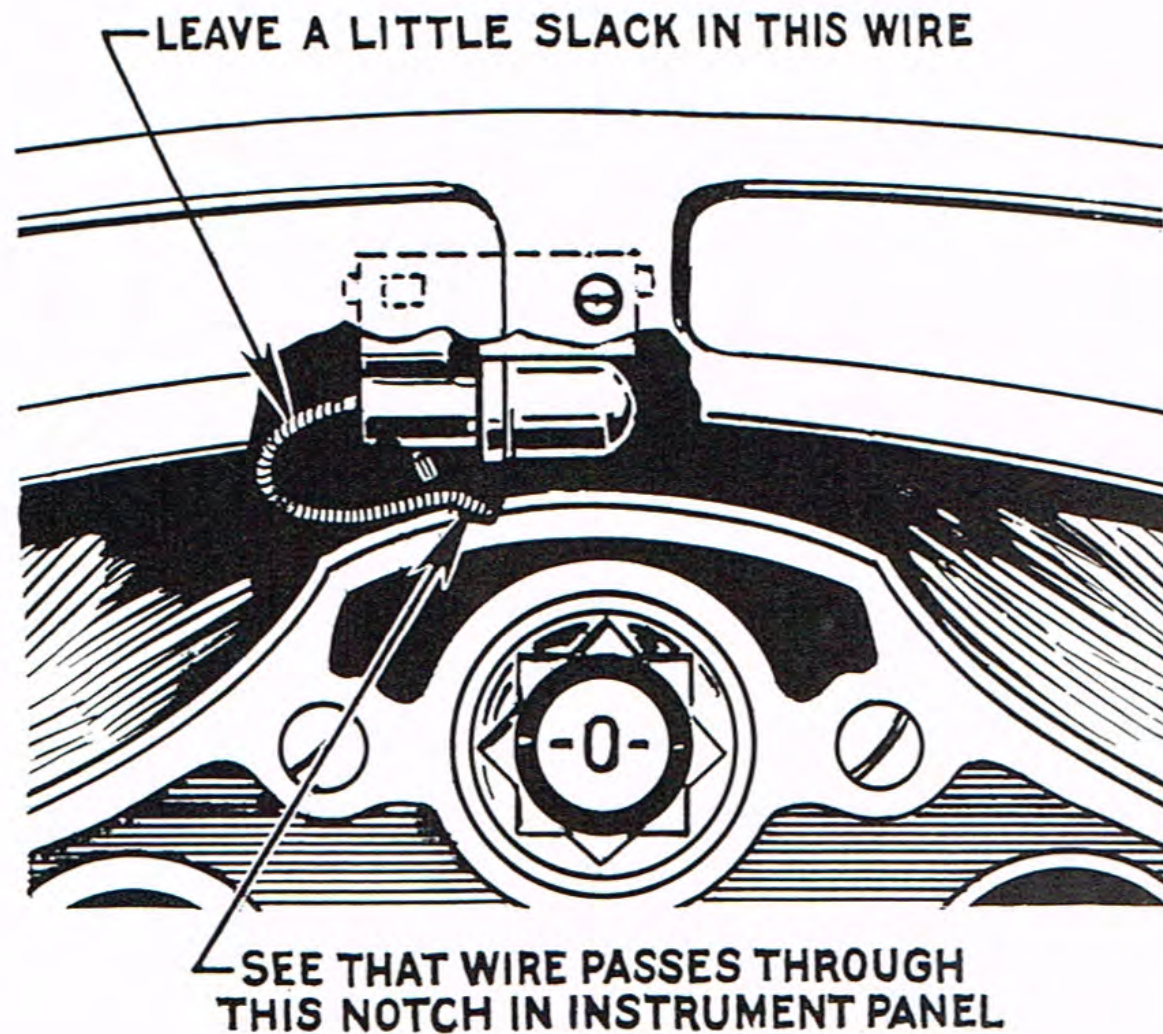
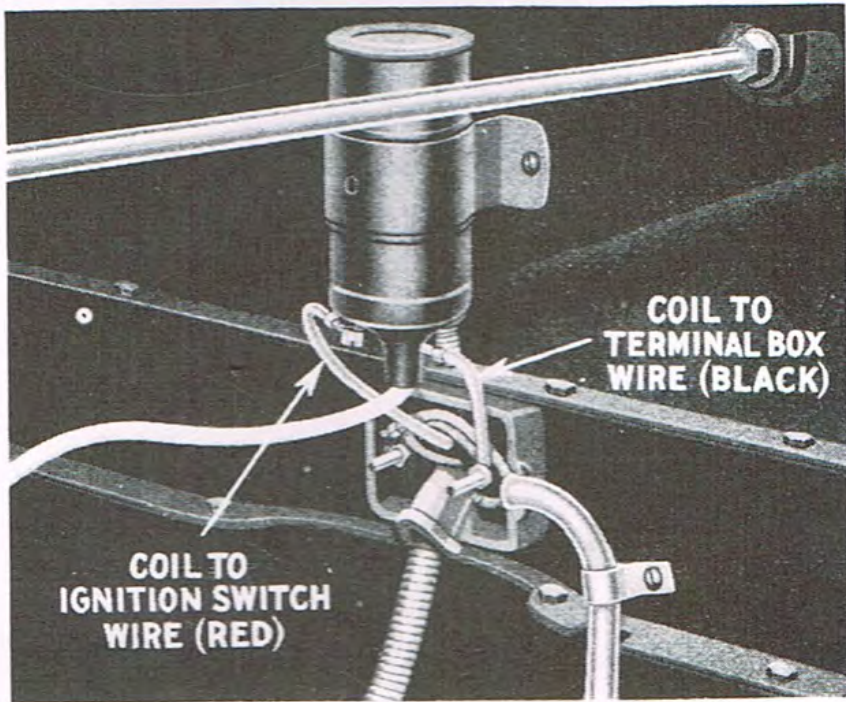
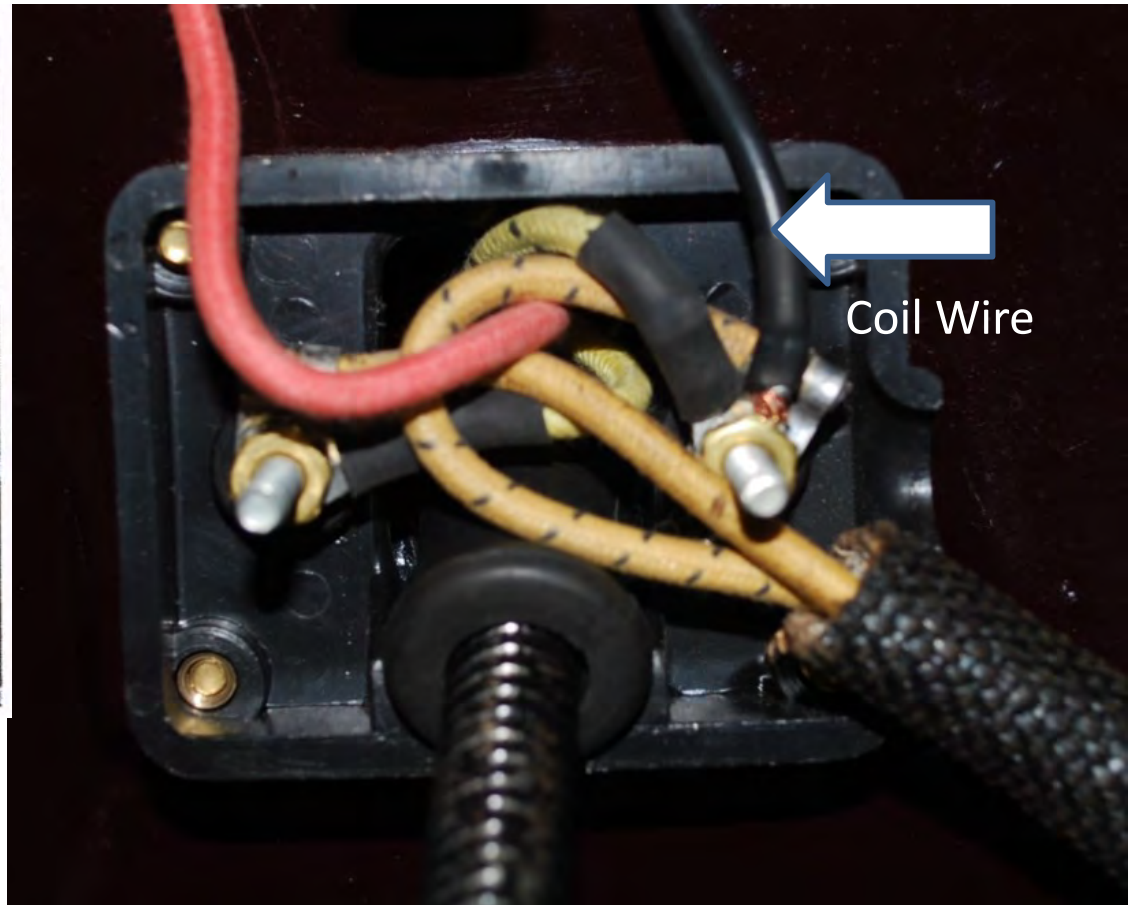


Fig. 919

Terminal Box Connection



New Hook-up
Service Bulleting – November 1929



Terminal Box

Reproduction vs Original

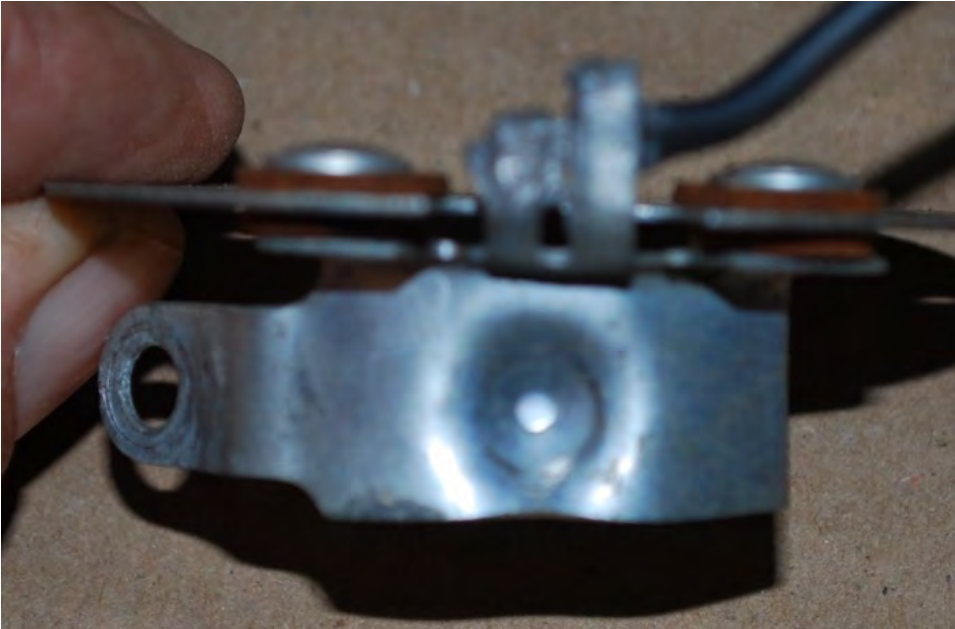
Backside of Reproduction



Backside of Original



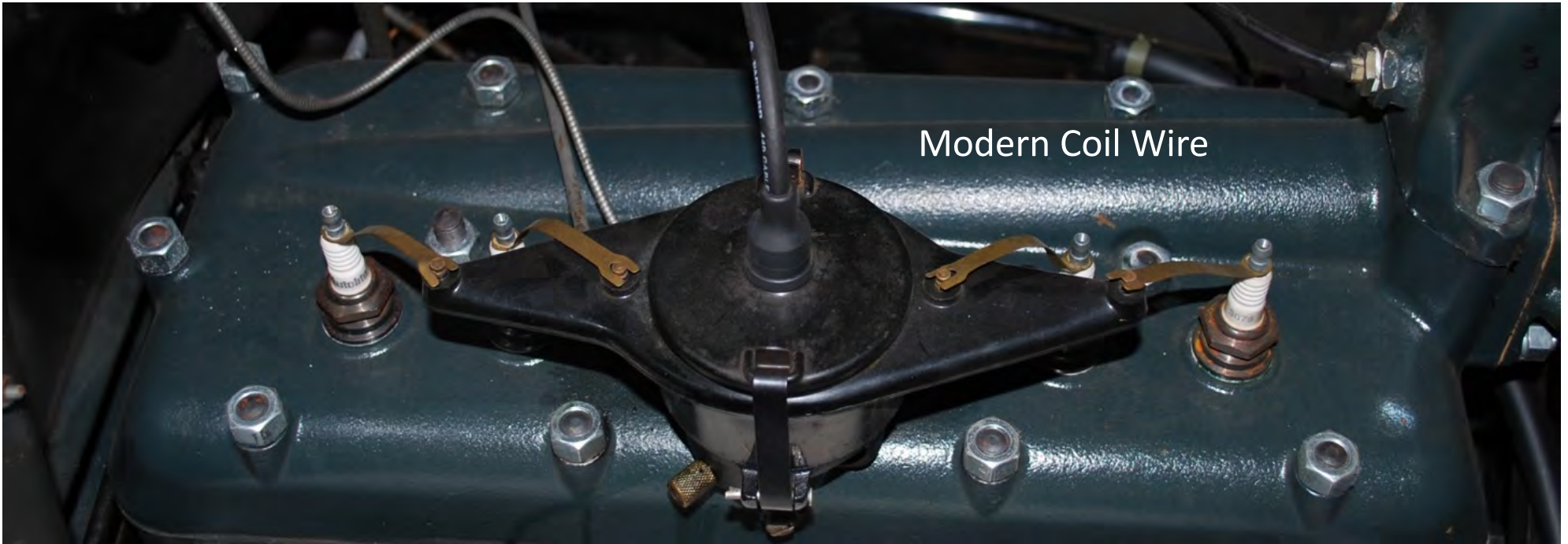
Ignition Wiring



Lower plate wire to upper plate connection

Distributor





Coil

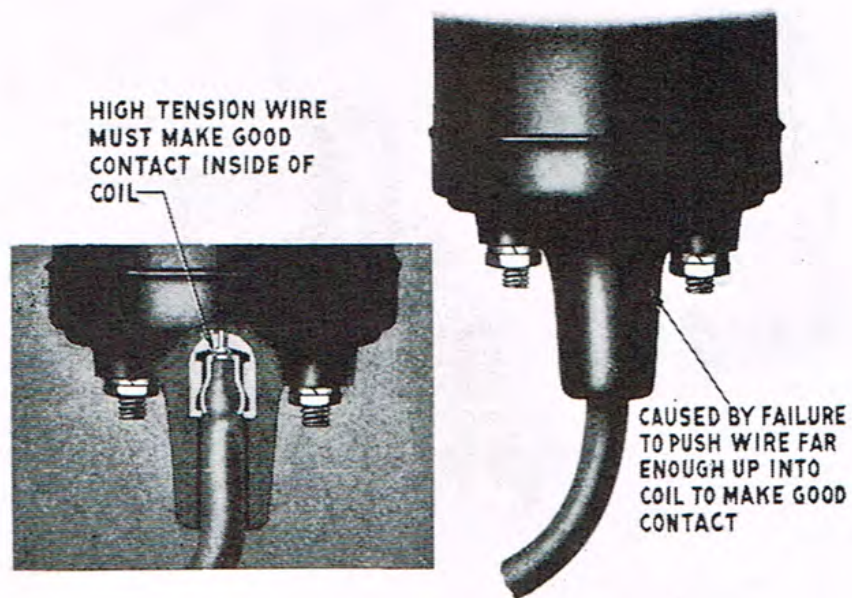


Fig. 920

IGNITION WIRE

Service Bulletin – June 1930



Main Wiring Harness



Light Switch Housings



First Design
Open Bail



After Feb. 1928



W/ Twilight to April 1930



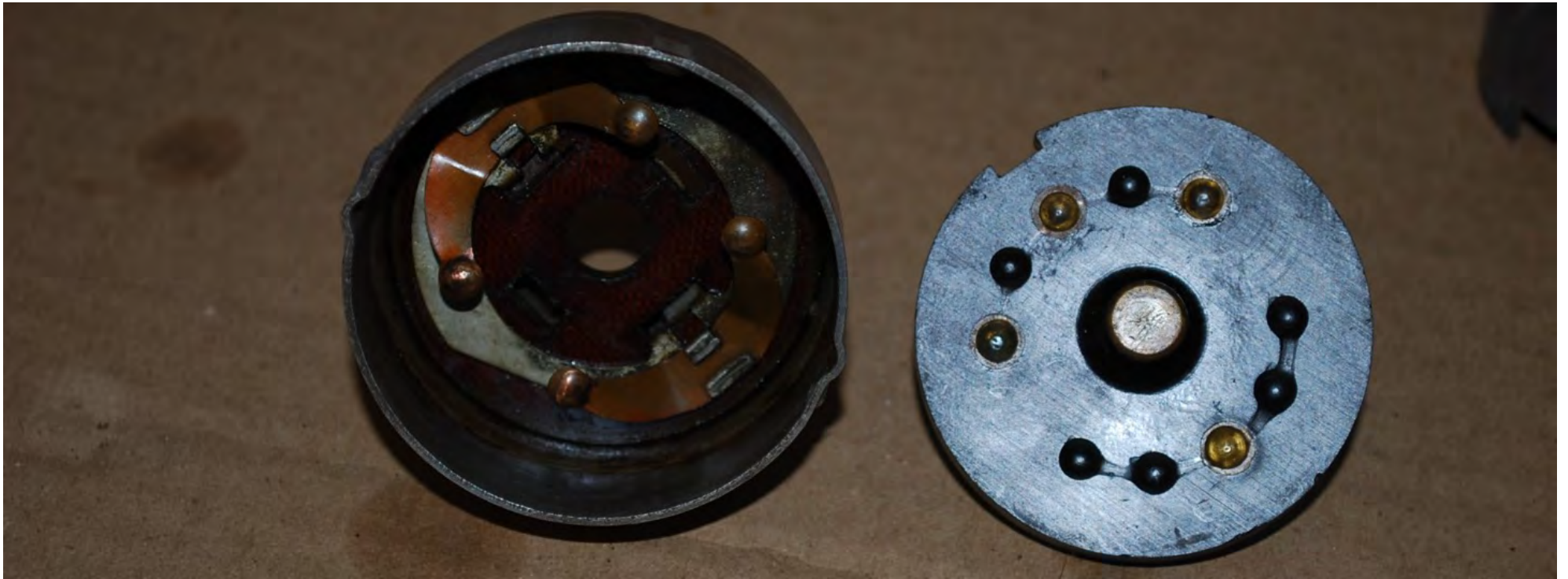
After Feb. 1930

Reproduction Light Switch Cover

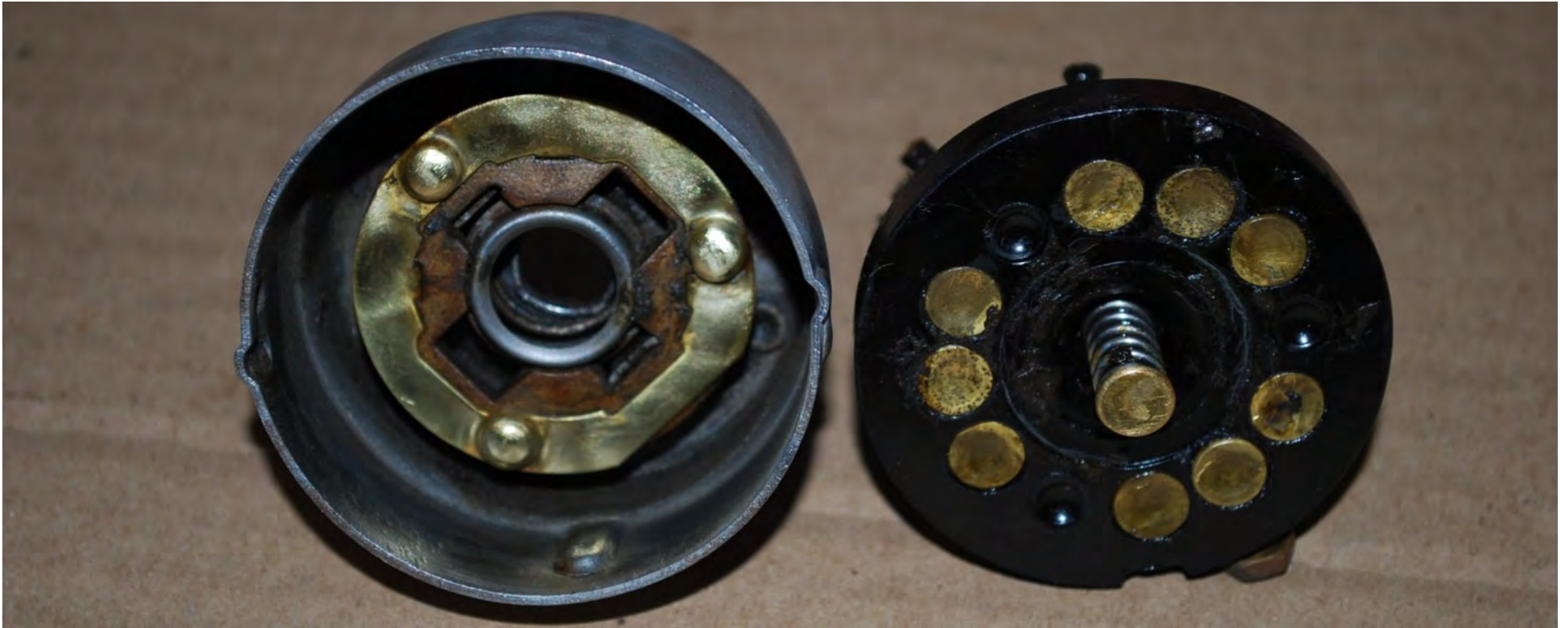


Flat Surface

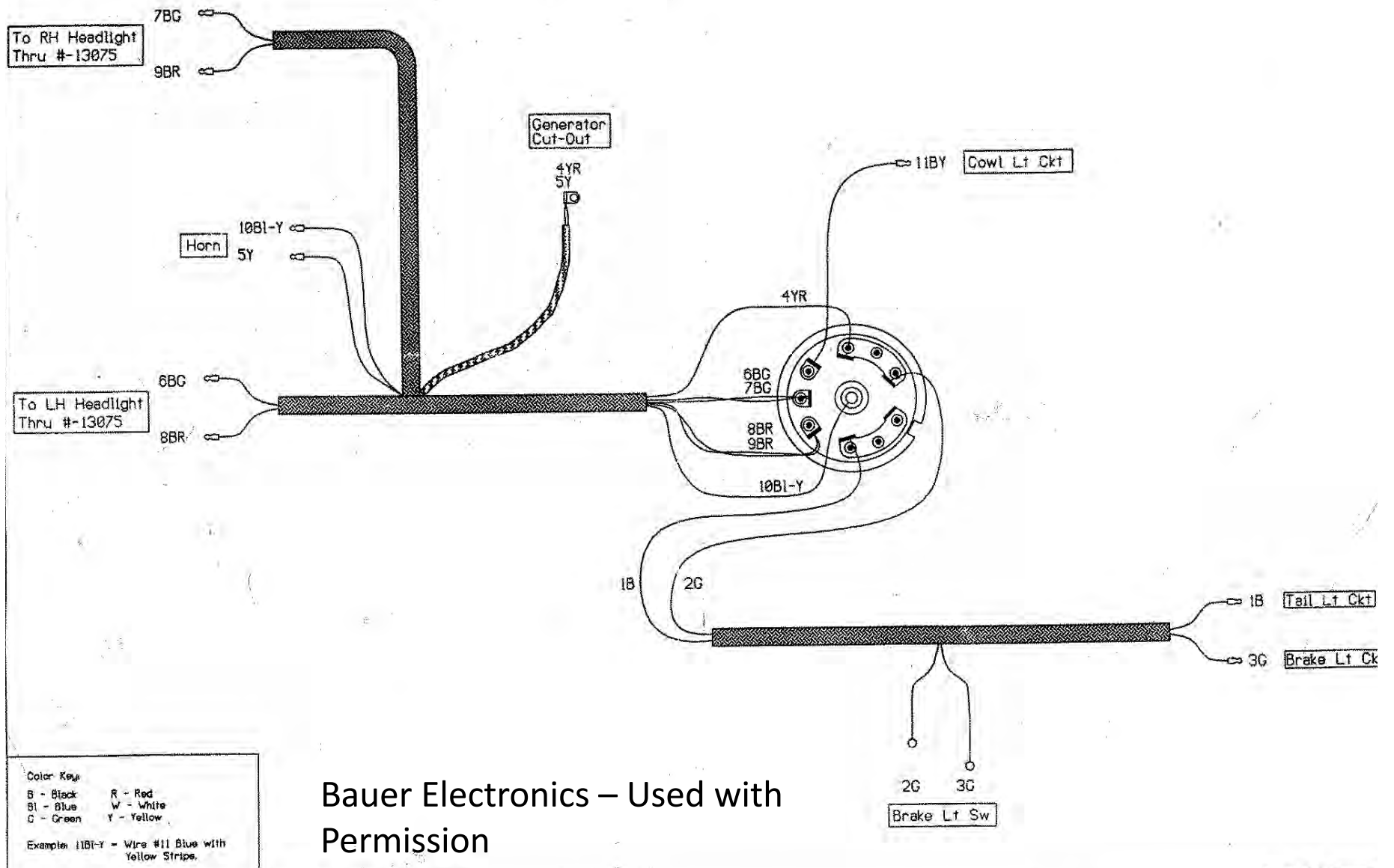
Light Switch Connections – Used After February 1928 with Ford “H” Headlights (Fluted Lens)



Light Switch Connections Used with Twolight headlamps



Wiring Harness w/ Cowl Lights



Light Connection



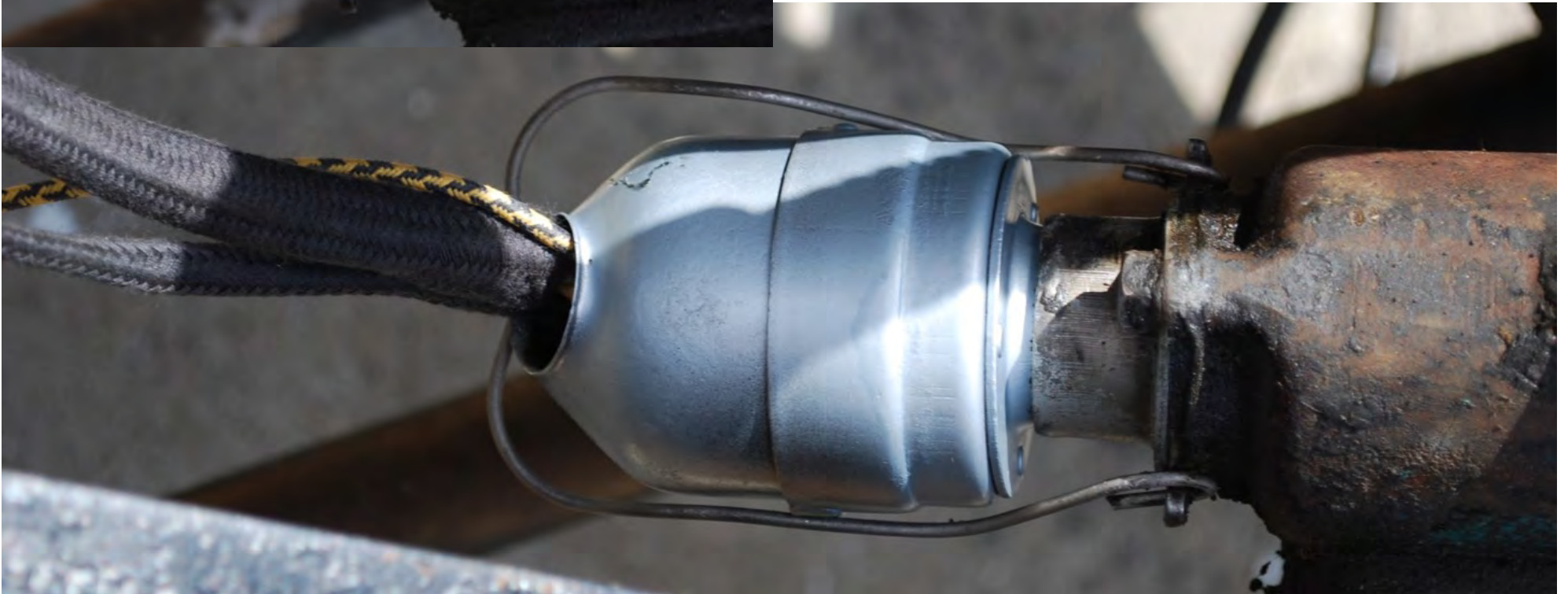








Switch Attachment



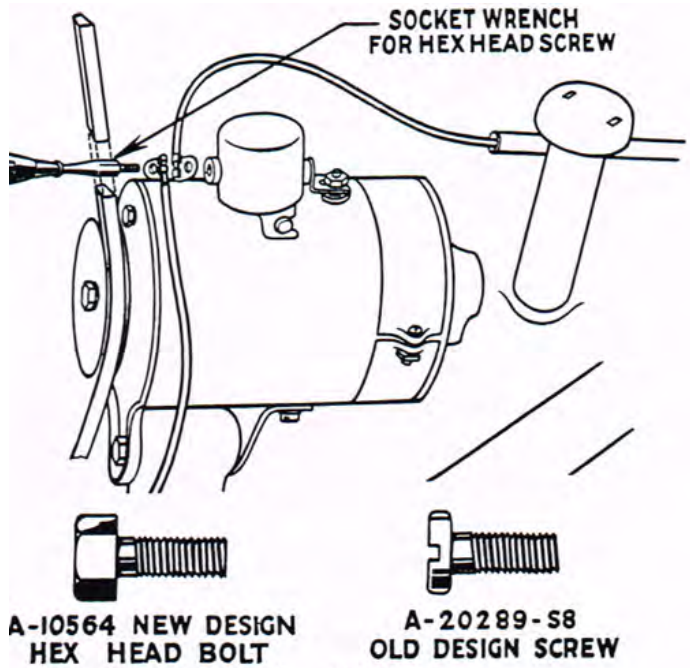


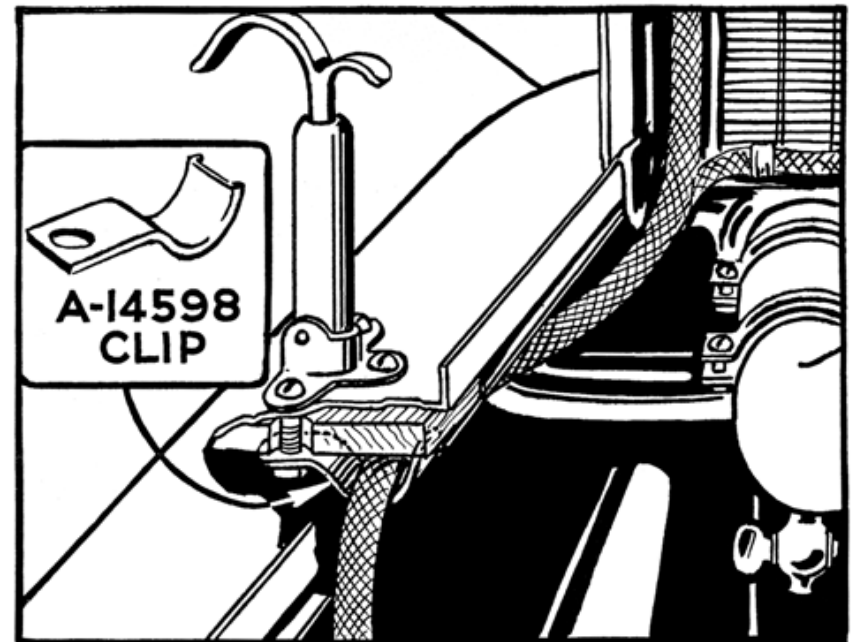
Fig. 911



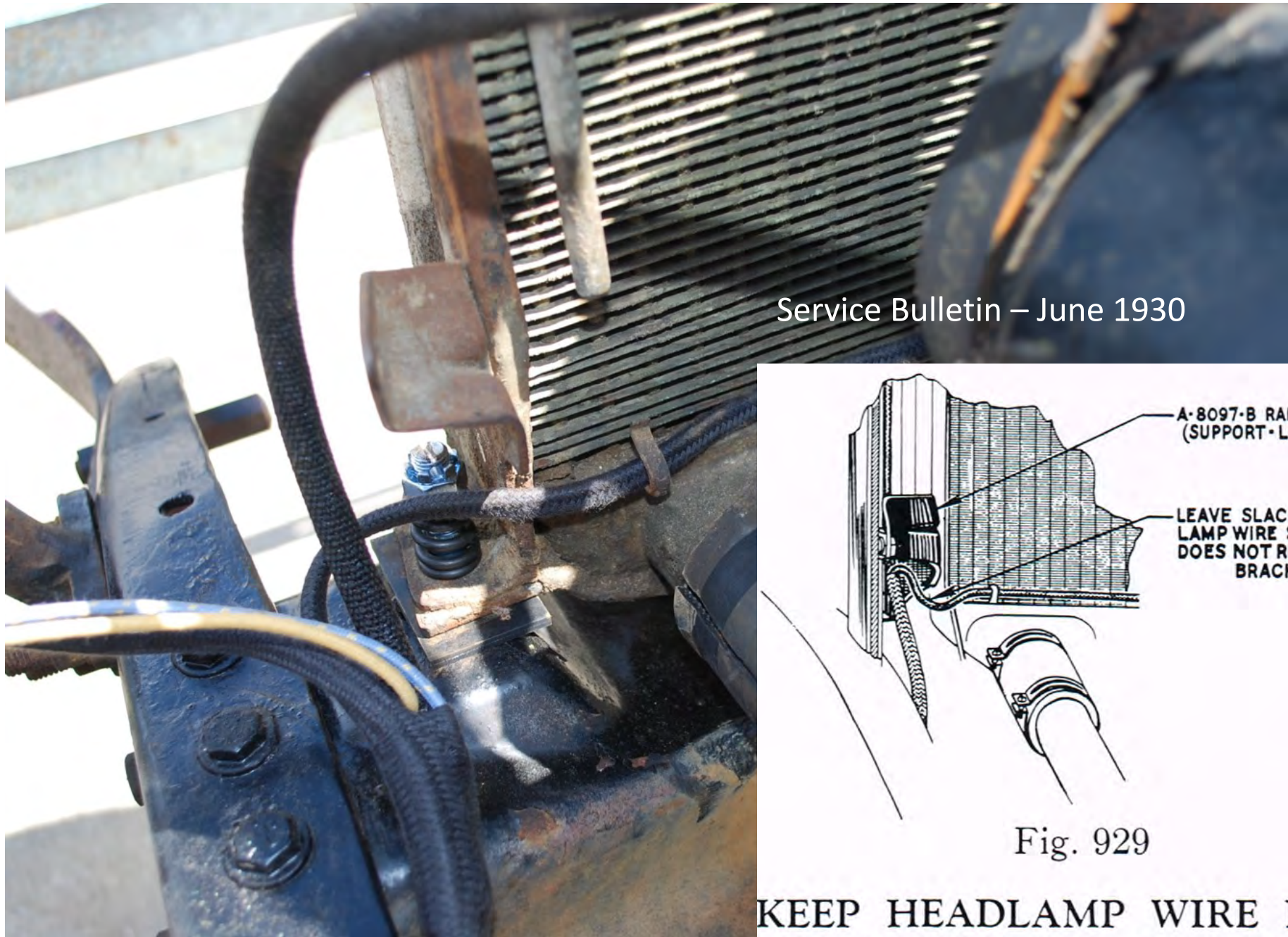
Wiring Clip Under Hood Latch



A-14598 CLIP



Service Bulletin –
April 1929



Service Bulletin – June 1930

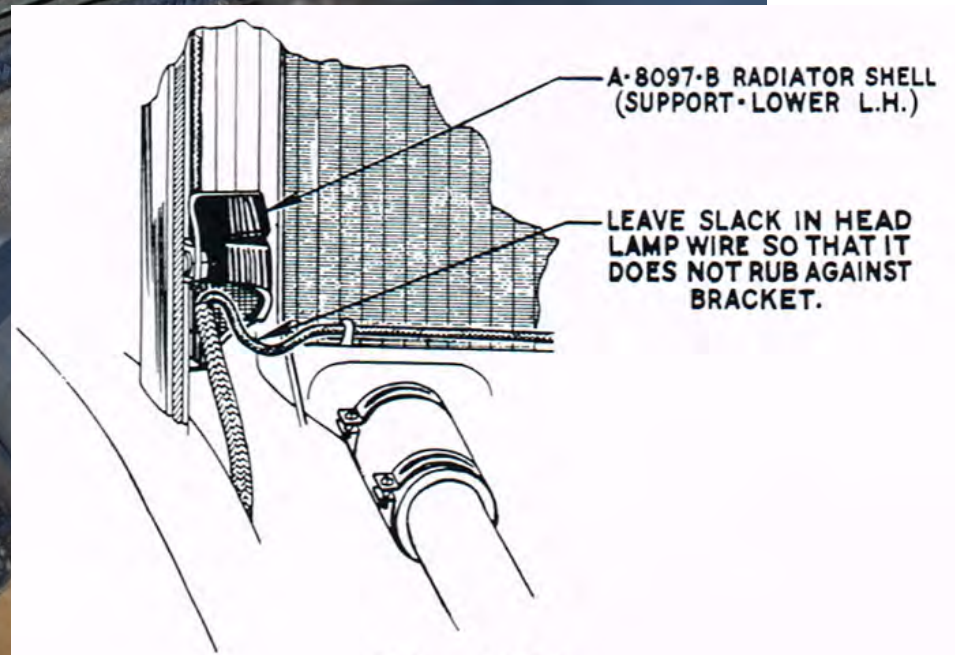


Fig. 929

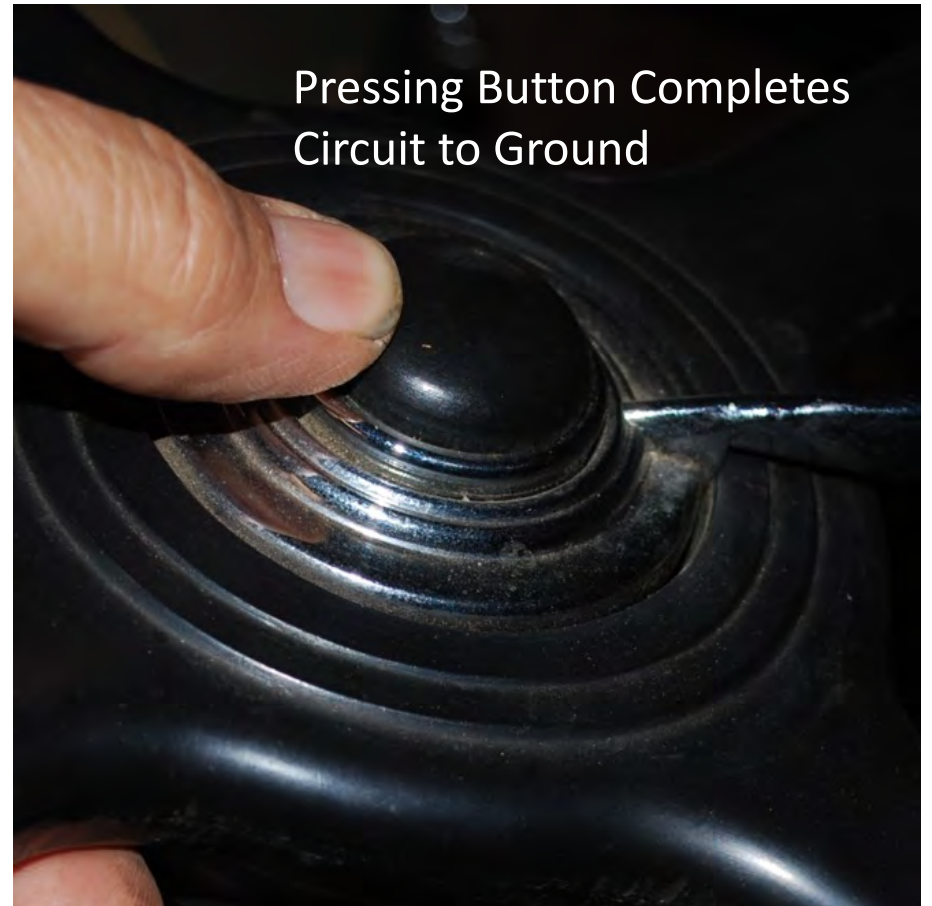
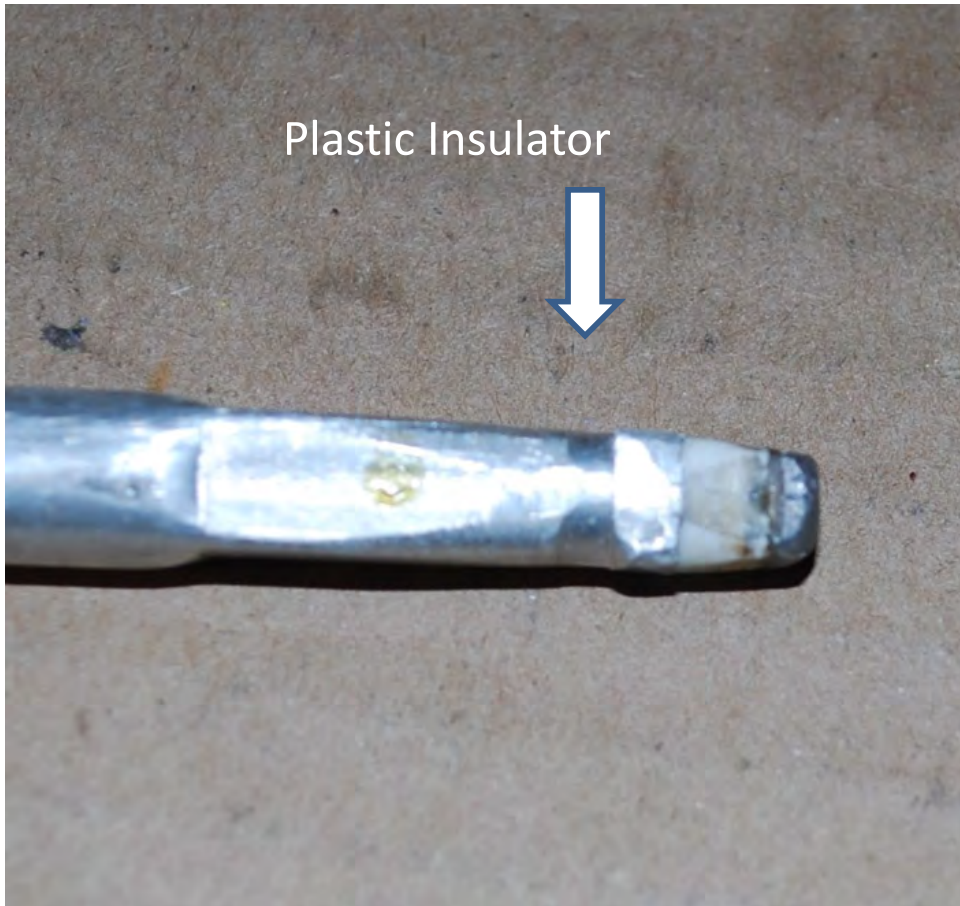
KEEP HEADLAMP WIRE LOOM
AWAY FROM BRACKET



Horn Connection



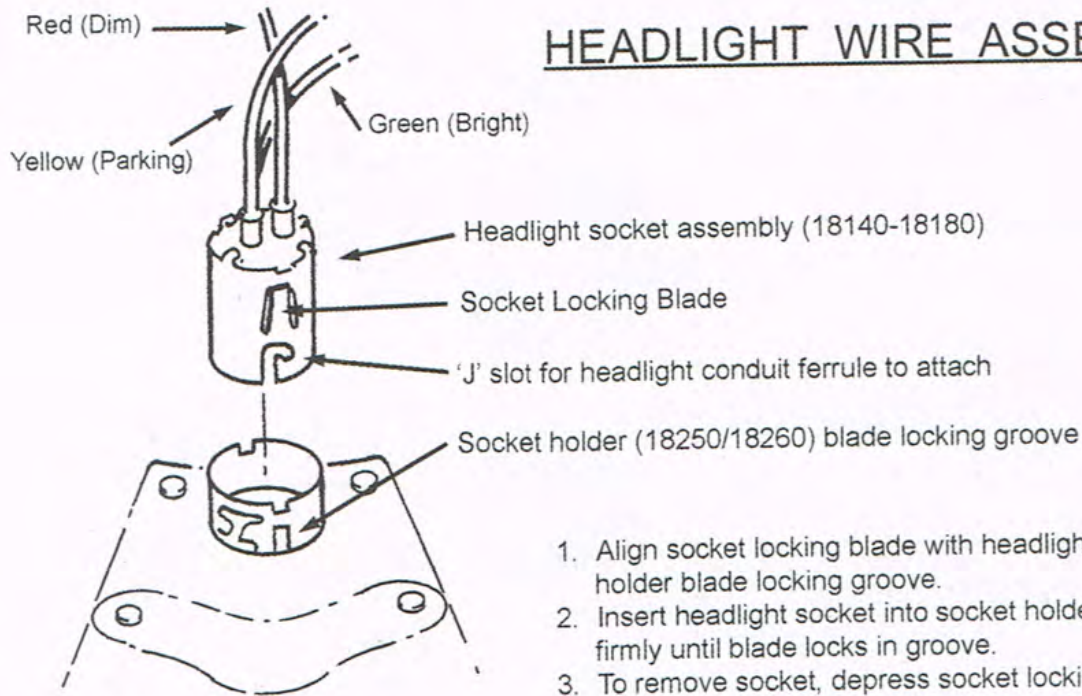
Horn Rod



Headlight Connection

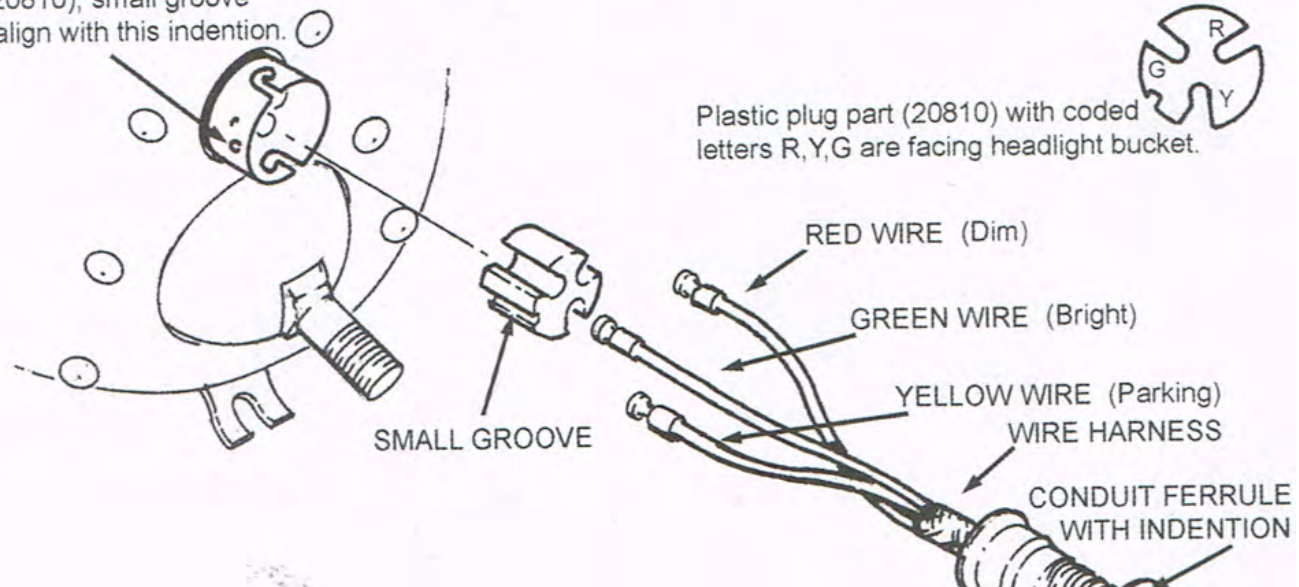


HEADLIGHT WIRE ASSEMBLY



1. Align socket locking blade with headlight socket holder blade locking groove.
2. Insert headlight socket into socket holder. Push firmly until blade locks in groove.
3. To remove socket, depress socket locking blade with a small screw driver – Hold in and pull out socket.

Socket Indentation - Plastic plug part (20810), small groove must align with this indentation.



Courtesy of Bratton's
Antique Auto Parts

Headlight Wire Plug Connection

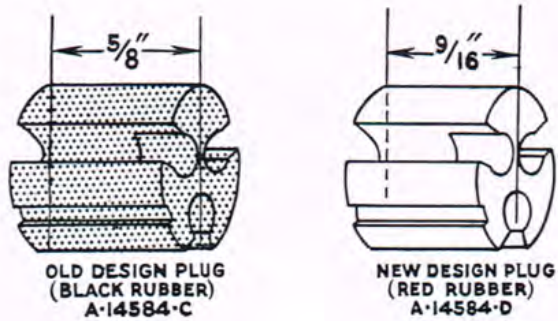


Fig. 908



Fig. 909

Service Bulletin – May 1930

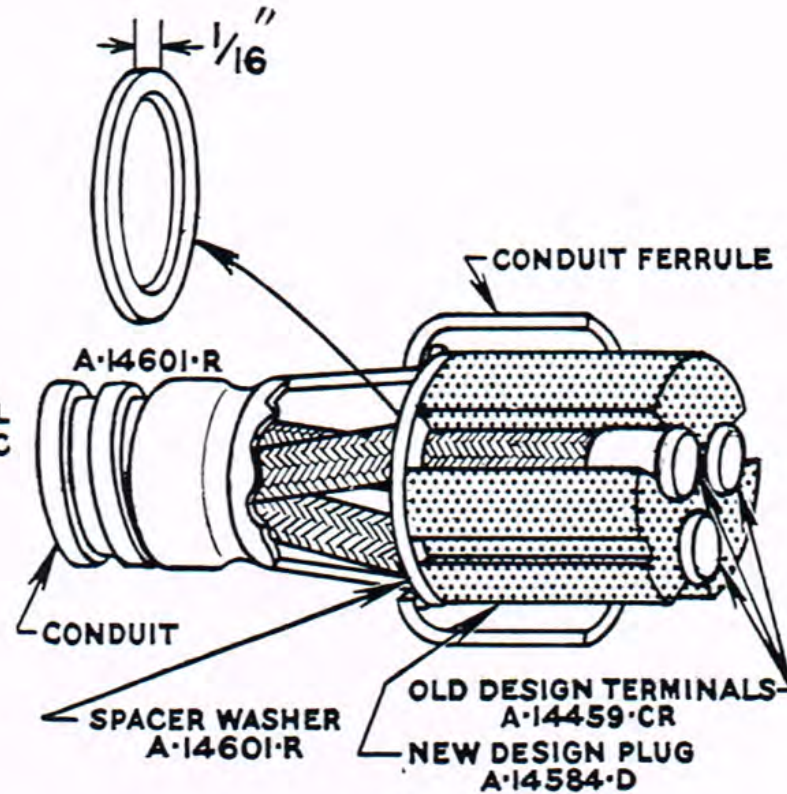
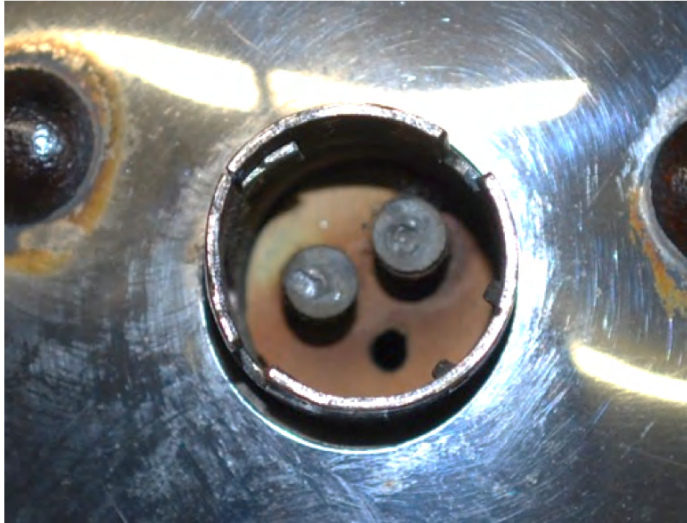
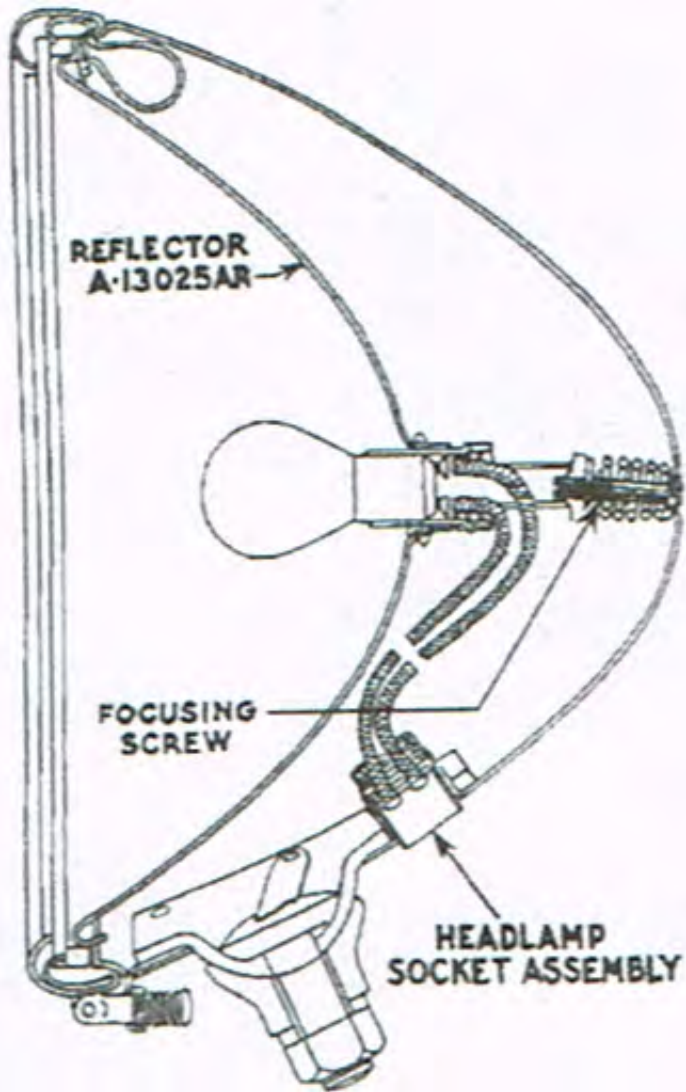


Fig. 910

Headlight Socket Connections



Headlight



Courtesy of Bratton's Antique Auto Parts



Inside Headlight





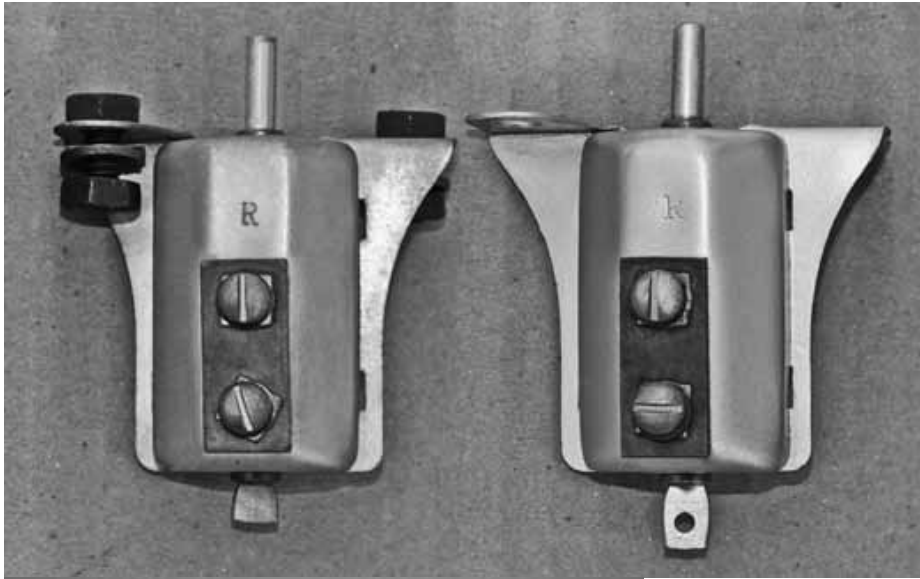
Main Wiring Harness – Going to Rear



Wiring to Stop Light Switch



Stop Light Switch





Tail Light Connection

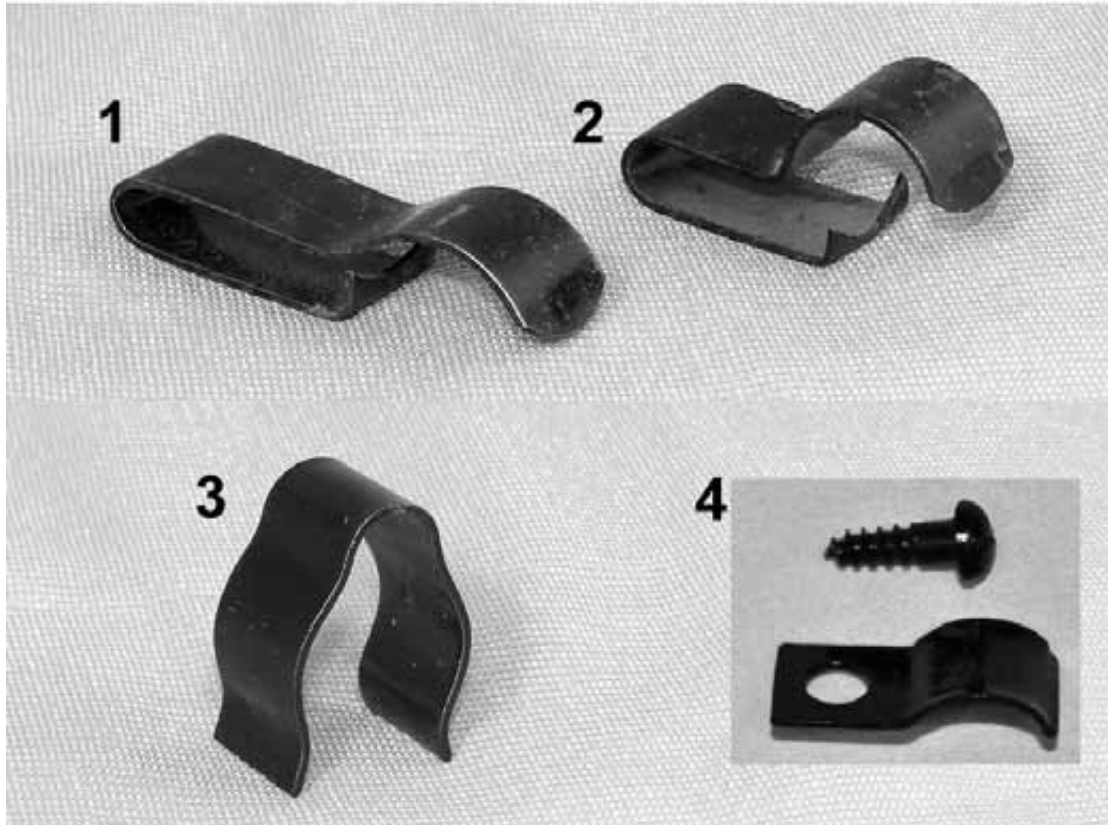




Tail Light (s)



Wire Clips



1 - A-14585 Rear harness to frame clip.
5 req.

2 - A-14565 Rear harness to fender
bracket or skirt. Used with teacup
style rear lamp. 1 req.

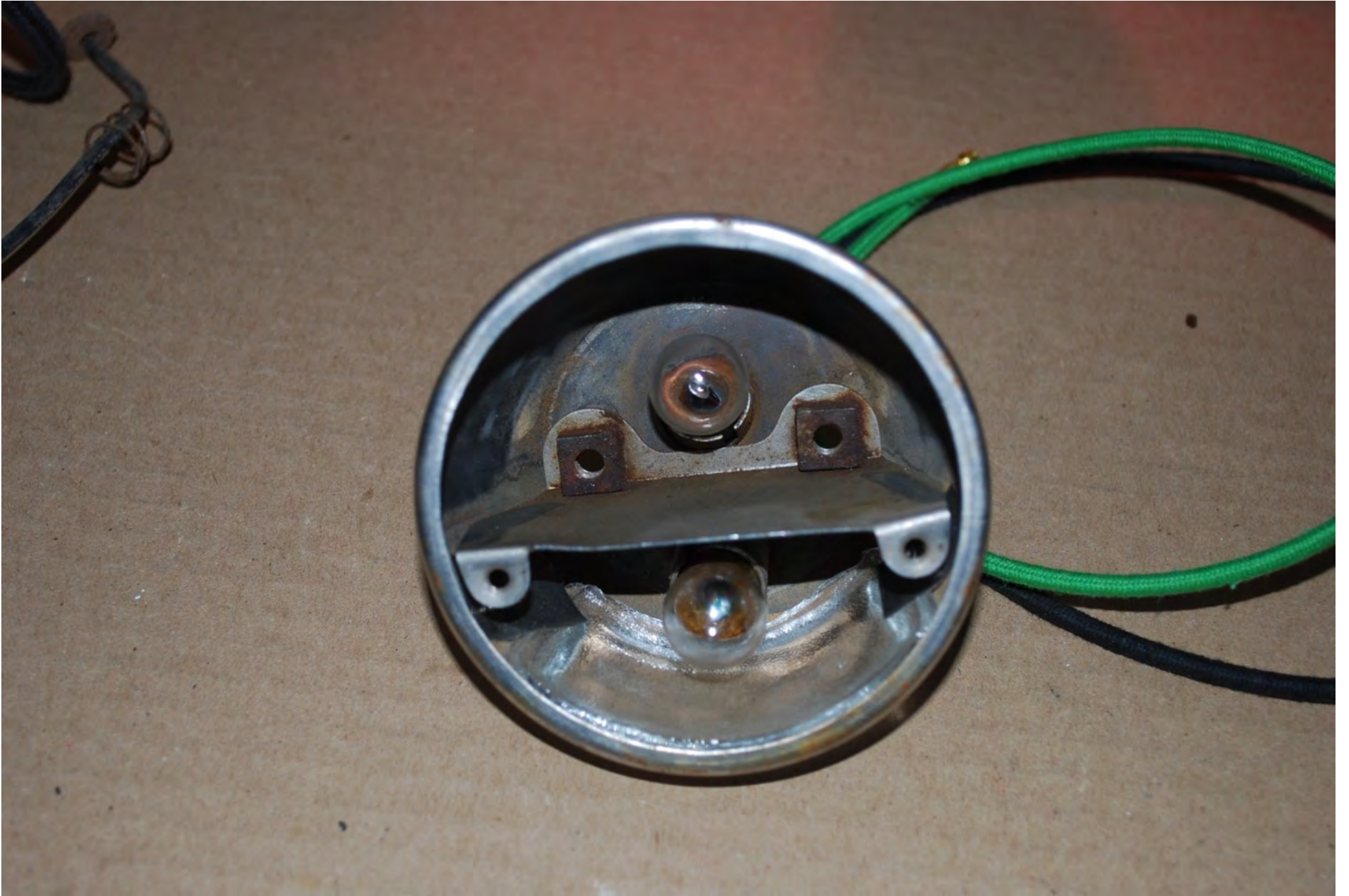
3 - A-14595-A Rear harness to lamp
bracket. Used with drum style rear
lamp. 2 req.

4 - A14592 Rear lamp harness to body.
used on most Fordor bodies and many
commercial bodies.









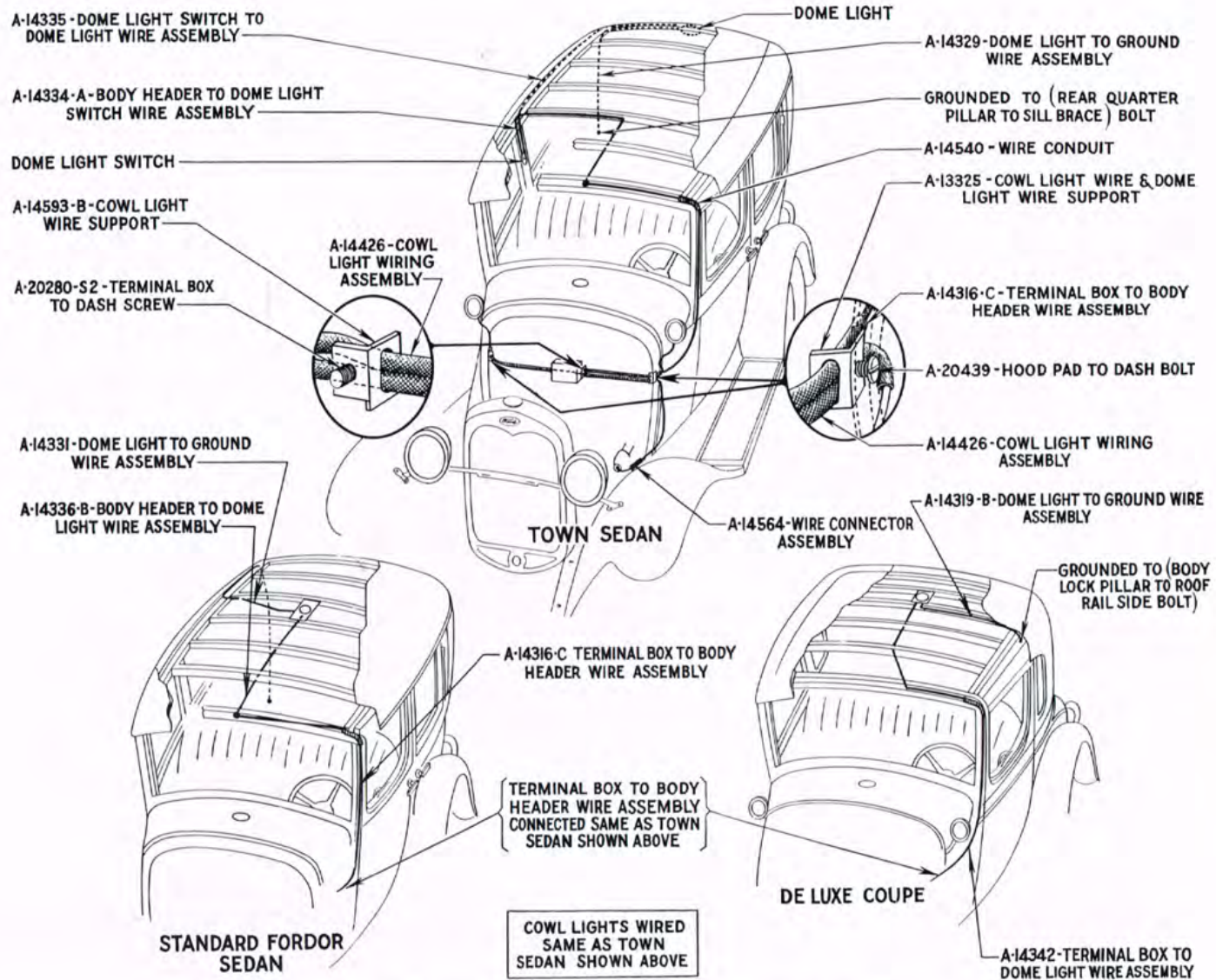
Tail Light Loom



Cross Over Wire – Dual Tail lights



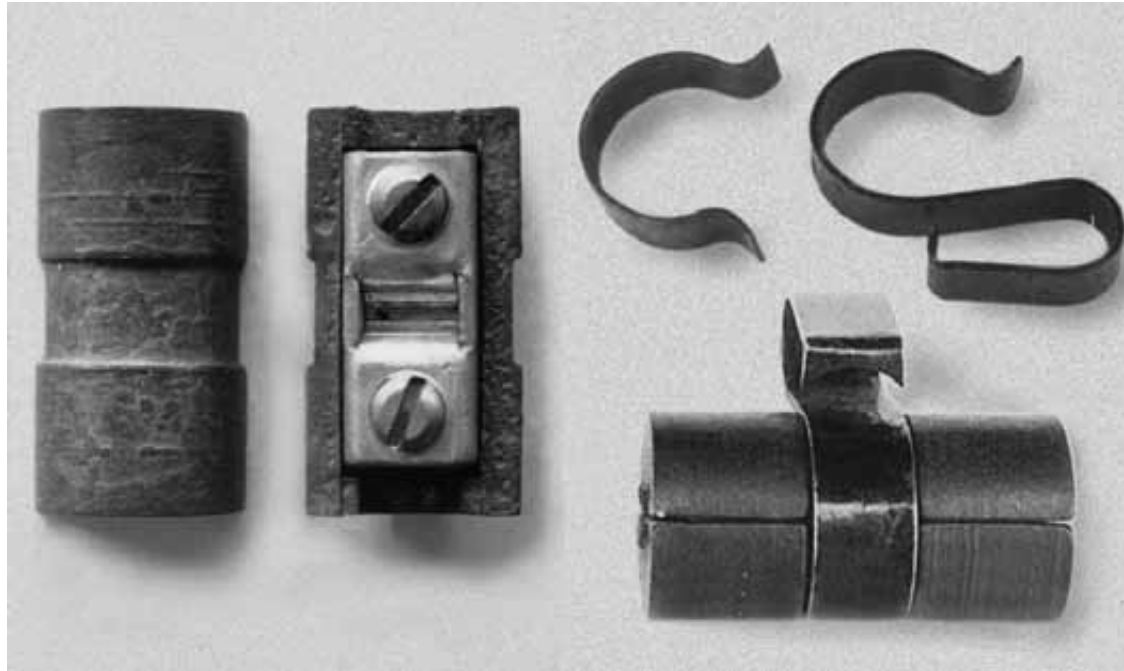
Cowl and Dome Lights



Service Bulletin
June 1930

Fig. 938—Wiring Diagram of Town Sedan, Standard Fordor Sedan and DeLuxe Coupe

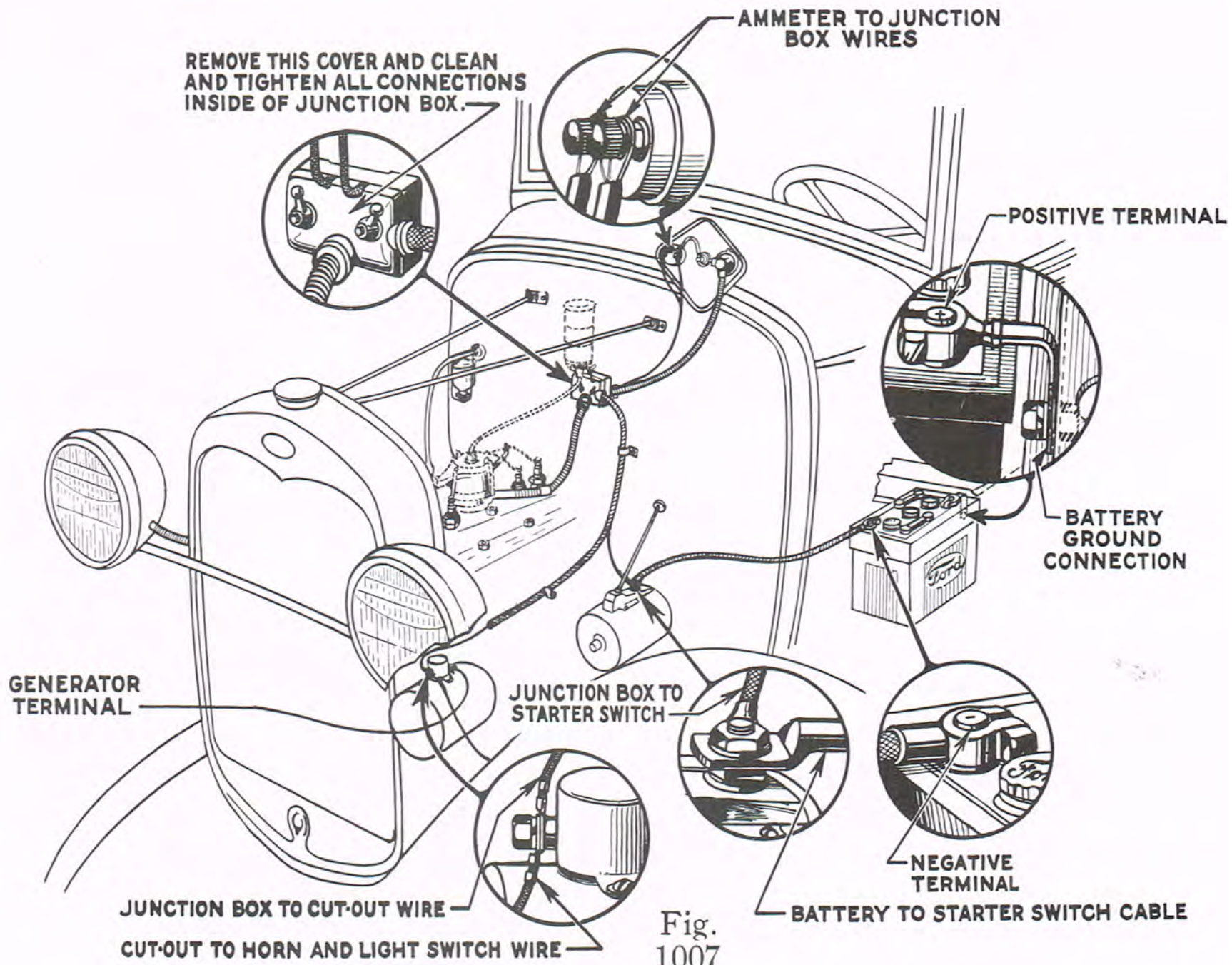
Cowl Light Connectors / Clips



Cowl lamp harness connector (1929-31) and frame clip. "C" shaped connector clip was used in 1929. The "S" shaped frame clip was used on 1930-31 models.

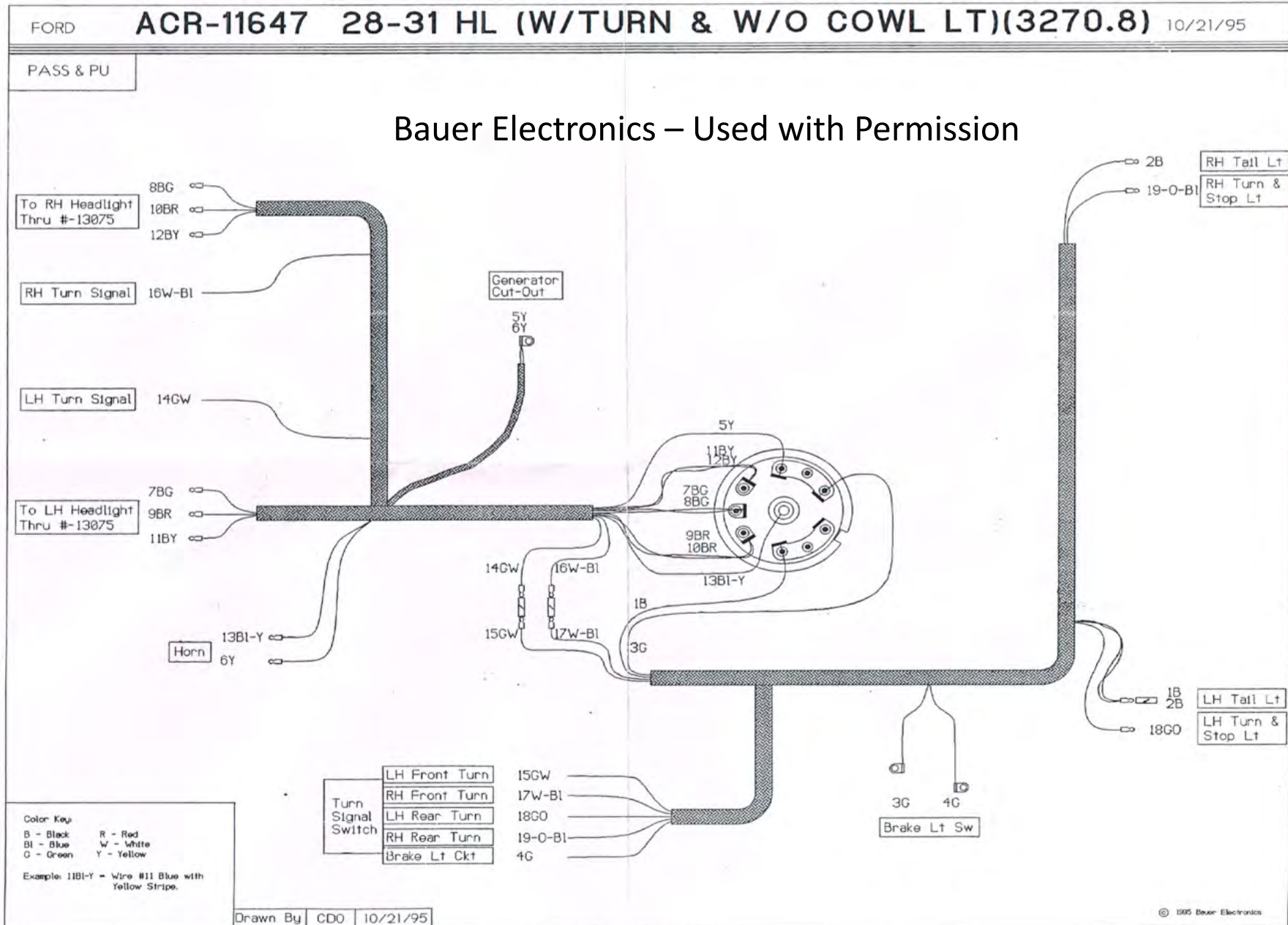
Cowl Light





These connections must be keep clean and tight. Service Bulletin
October 1930

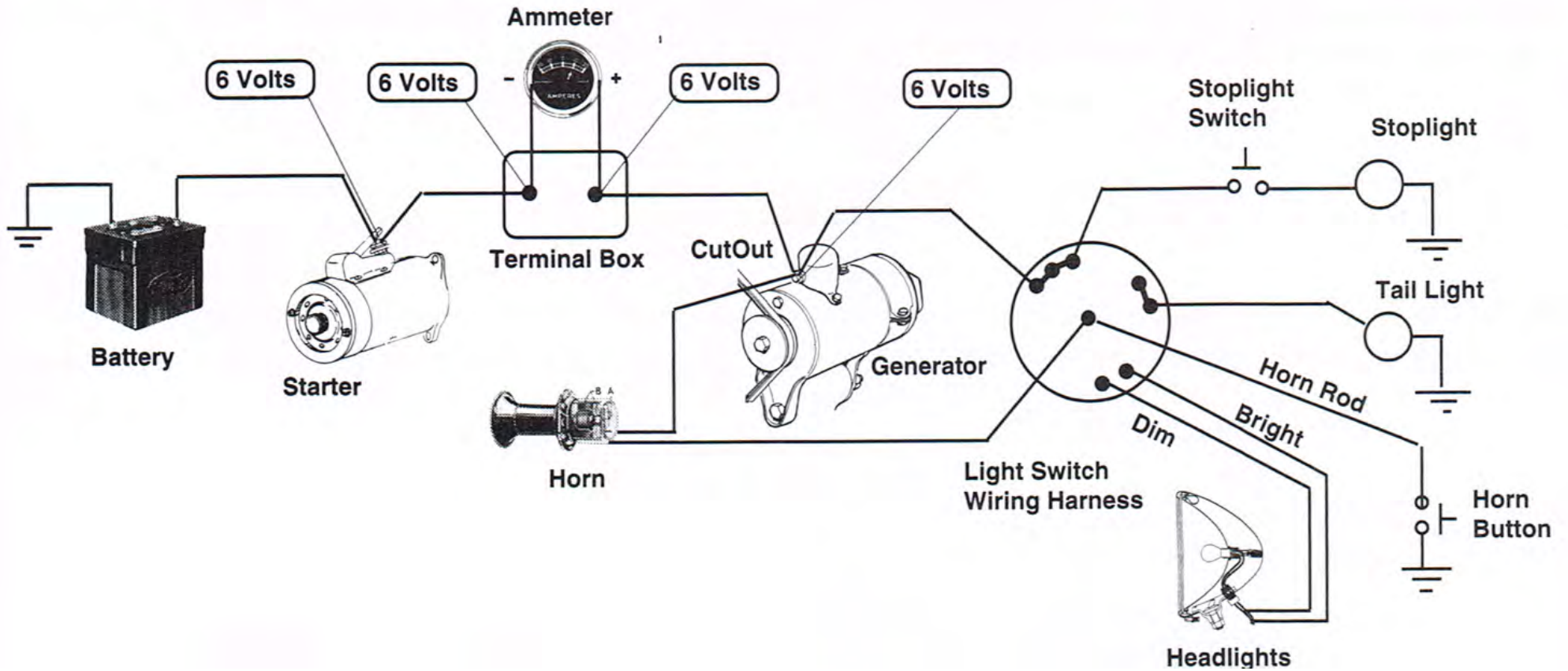
Turn Signals



Trouble Shooting Tools



Where To Find Voltage



From *Model A Ford Mechanics Handbook* by Les Andrews
– Available from MAFCA

Typical Problems

Problem

- Lights Bulbs Burn Out Often
- Horn Inoperative
- Ammeter Shows Discharge

Probable Cause

- Poor Ground Between Battery & Generator
- Dirty Armature
- Poor Connection at Light Switch
- Defective Horn Rod
- Defective Generator
- Defective CutOut

Typical Problems (Cont.)

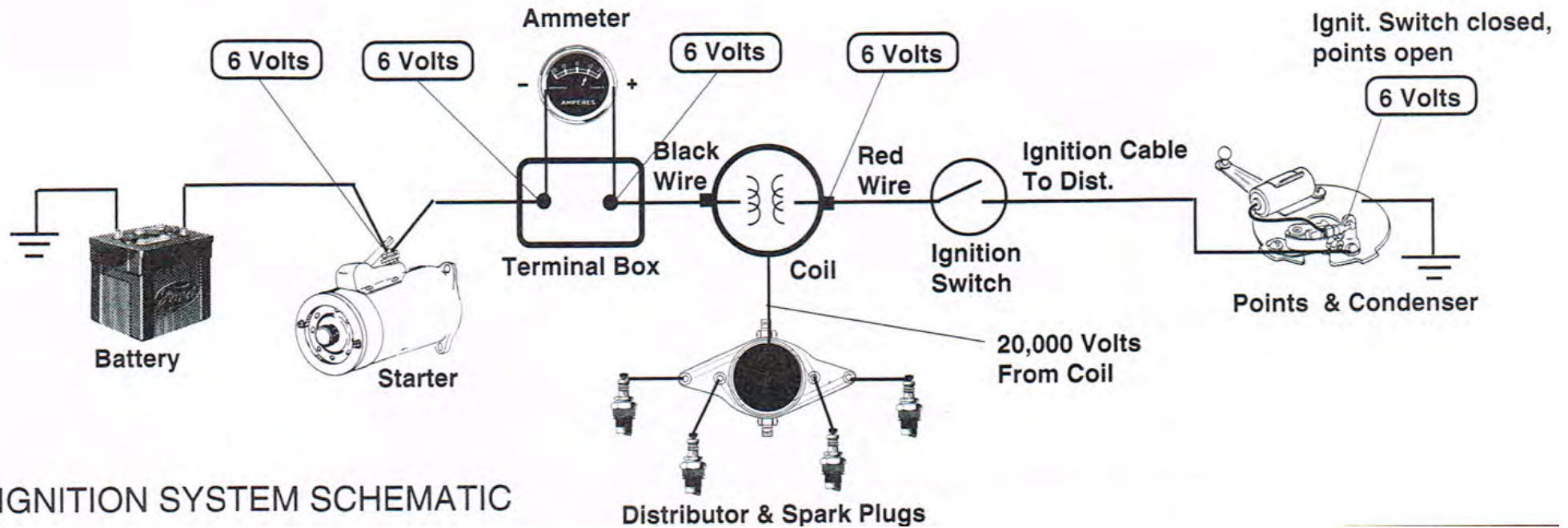
Problem

- Ammeter Shows High Charge
- Tail Light Does Not Work – Good Bulb

Probable Cause

- Generator Out of Adjustment
- Poor Ground or Wire Connection

Ignition Trouble Shooting



IGNITION SYSTEM SCHEMATIC

From *Model A Ford Mechanics Handbook* by
Les Andrews – Available from MAFCA

Preliminary Test

- Test for 6V at Starter
- Test for 6V at both Terminal Box Nuts
- Test for 6V at both Coil Terminals
- Open Point – Insert Piece of Paper – Then turn on Ignition (Key On) – Test for 6V on Arm

If any test failed, trace the fault to a disconnected or broken wire in the circuit