

Technical Notes

Lighting Circuit

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The fourth electrical circuit in the Model A is the lighting circuit. It consists of the headlights, tail light, brake light, brake light switch, dash light, and interior lights on special closed cars. Also, the light switch, bulb and necessary wires. I have also grouped the horn and windshield wiper into this circuit. It could be argued that they do not belong here.

The number one problem in this circuit is grounding. A poor ground will cause dim or no lights at all. The second cause can be shorts in the wiring circuit. Shorts are where hot wires touch metal (ground). If a wire is crushed or rubs against something long enough it will cause a bare spot in the insulation. This bare spot will cause the short. Corrosion can also be a factor. Use a small brass wire brush to clean terminals, the end of bulbs, and light sockets. It is also a good idea to coat these connections with dielectric grease, as it prevents corrosion and promotes better contact between the two surfaces.

To test this circuit it is best to have a 10 foot piece of 16 gage wire with alligator clips on each ends, this will be used as a temporary ground. Hook one end directly to the battery + positive post and the other end can be used to test for grounds. You will also need a test light with a probe and a multi meter is also helpful. No wiring diagram is supplied with this article. They are present in most Model A books.