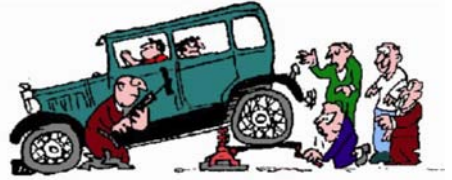




From the Garage -

by Paul Hunter



Electrical Repairs on the Model A – Finding A Bad Wire

BY HOWARD ECKSTEIN



At our recent Garage Days event, we worked together on Tony's 1928 Phaeton to solve an electrical short and brighten the headlights on his car. Safety is very important and correcting problems is a must-do on any car with a compromised lighting system.

We used a voltmeter to find the source of his short. This is wiser than turning on the light switch and waiting for something to smoke so as to find the location of the problem. By checking continuity to ground on each of the wires, we found the short in his tail light. There should not be any continuity to ground in a wire going to a bulb.

To use the voltmeter for this test, we set the selector to Ohms, represented by the Greek letter Omega - Ω . By disconnecting the wiring harness from the switch at the end of the steering column, we had access to all the wire ends. By using a wiring diagram, we saw which colored wire goes to which light bulb. Here's how to do it:

1. Place one test lead anywhere on the chassis of the car or engine to get a good ground connection and the other test lead on the wire end you want to check.
2. If the reading is about 6 Ohms, that's normal for a functioning circuit with a good light bulb in it.
3. If the reading is 0, then there is no short but an "open" circuit; if the wire goes to a light bulb, that bulb may be burned out.
4. If the reading is about .02 Ohms, you've found the shorted wire.

