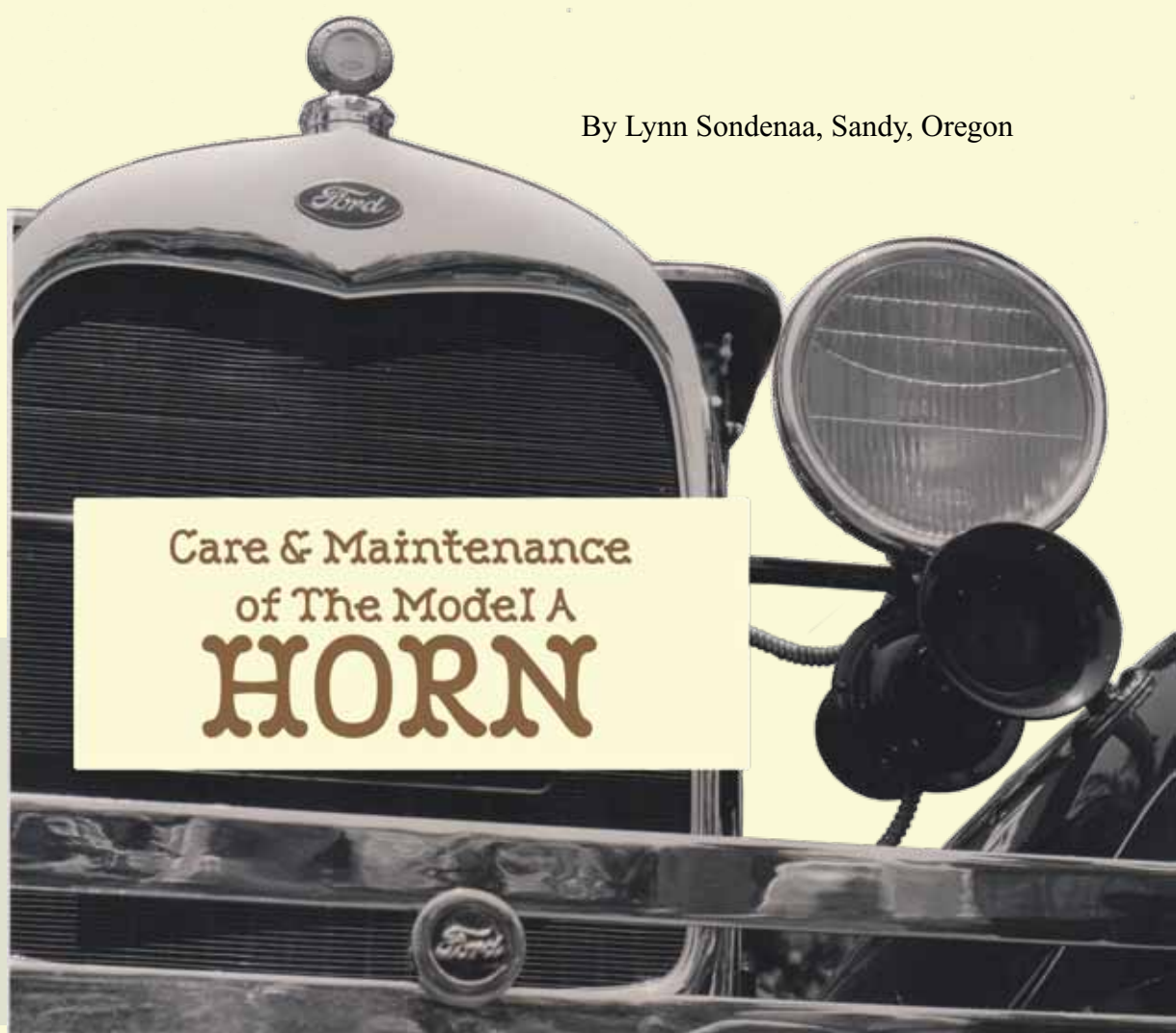


By Lynn Sondena, Sandy, Oregon



Care & Maintenance  
of The Model A  
**HORN**

The Model A horn, if properly cared for, will produce a high quality AHOOGA sound for many years, but this is only possible when it is kept clean and properly oiled. With a good battery, correctly oiled, and properly adjusted the horn should sound without the engine running. My experience has proven that corrosion on the terminal block or lack of oil usually is the source of what causes the horn to not work correctly.

Ford recommended that the horn be serviced once a month. How often have you serviced your Model A horn? The first step in

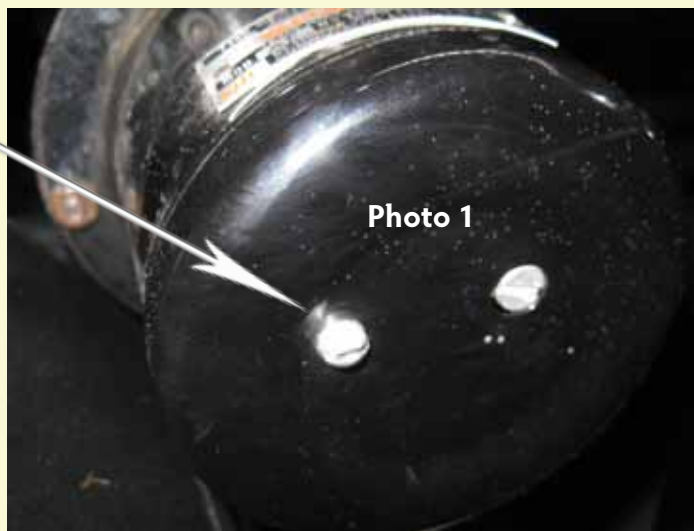
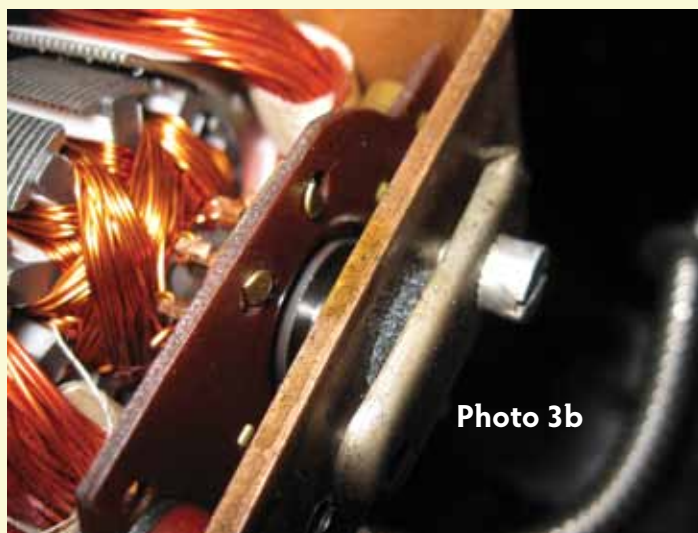
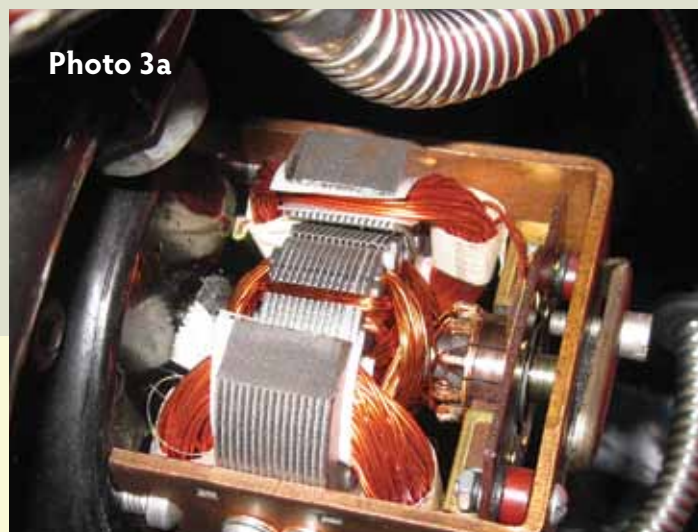
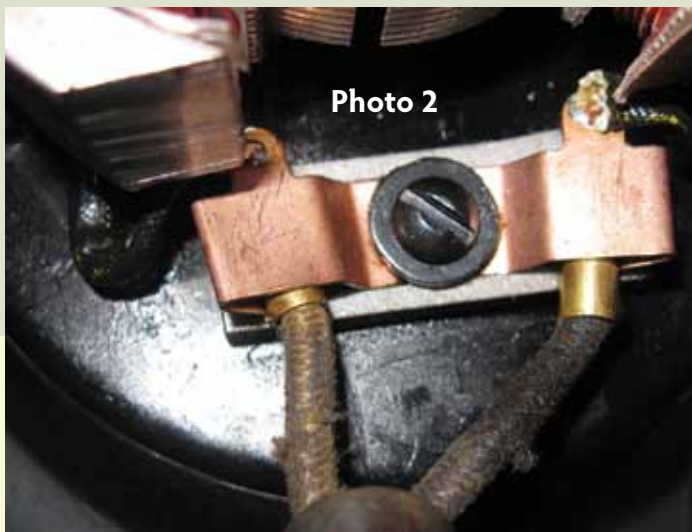
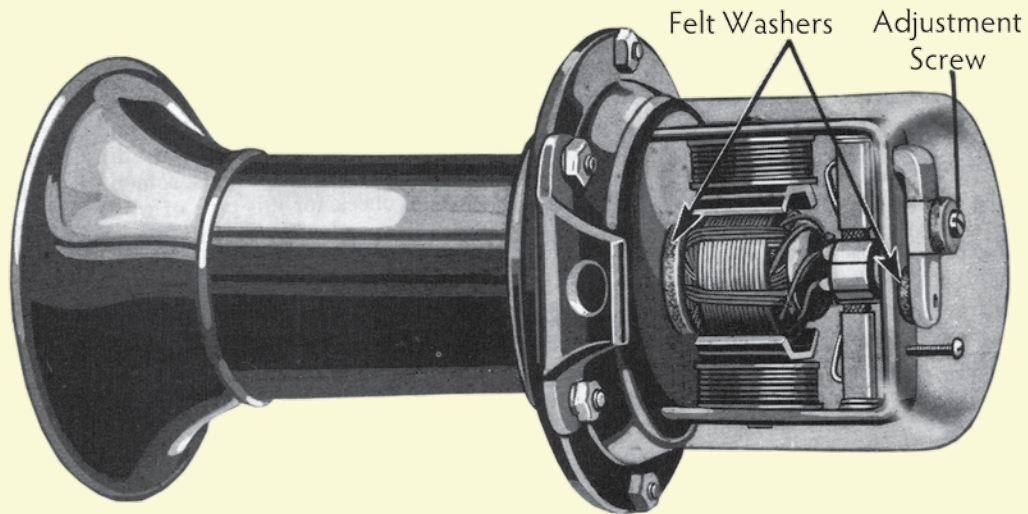


Photo 1

maintenance is to remove the motor cover from the rear of the horn using the small screw on the left back side (**Fig. 1**). Do not confuse this screw with the adjusting screw. The adjusting screw is larger in diameter. This article is for a Sparton horn.

Next, look at the horn terminal connector block (**Fig.2**) for corrosion or loose connectors. This area should be a bright copper or brass color. If not, clean with a paste made from baking soda and water. Use an old toothbrush or small fine bristle brass brush to clean off the corrosion. Rinse with a small amount of water trying not to get any on the motor. This area can be dried with compressed air using 4 psi or less. The next step is to look at the motor brushes. Be sure that these are at least 3/16 inch in length or longer. Replace if they are less than that in length. Also check that the brushes are not cracked, chipped or broken in any way.

The next item to check is the commutator. To clean the commutator, rotate it while holding 400 grit Emery paper against it, until it is clean. Use a Popsicle stick to clean the gap between the commutator segments. Do not use metal or damage will occur to the commutator. Note: some people call the commutator the armature, but they are not the same part. The commutator is the area where the brushes rub. The wires from the armature are attached here. The armature is the area that rotates inside the field coils. It is the main current carrying winding of a motor.



**Fig. 3a** and **Fig. 3b** show the felt washers or pads at each end of the armature. These need to be oiled with two drops of light machine oil. Do not over oil these pads. Use dielectric grease to coat the terminal connector block and the two incoming connectors. This will help in preventing corrosion, and it will promote better electrical connections.

The last thing to do is to replace the horn motor cover. This takes caution because if tightened too hard it can affect the sound. If too loose, the cover could fall off.

Points to remember are: first, that the horn is ground activated. Second, be sure it is well oiled, or it may be hard to start or slow to react. Third, if the horn does not work it may be due to corrosion or loose connections under the motor cover. I am assuming that the horn has been working correctly.

Maintain your horn with proper care and it will reward you with that great AHOOGA sound!