

Certificate of Authenticity

"Brass" Magneto Post (1909-1917)

3260 Magneto Contact Assembly

The very first **Magneto Contact Assembly** used on the very early T's was not the usual "Brass" post that is normally found on the 09-17 cars. This very first assembly while similar in concept had a short housing that was only 7/8" tall and made entirely of hard fibre. It had a short small diameter spring inside that rested on top of the magneto primary contact of the magneto coil ring. There was no slug in the end of the spring. This very first design was drawn on September 21, 1908 but was soon replaced on November 25, 1908 with the more familiar "Brass" style. This first "Brass" design featured a rather thin natural hard fibre ring (see Fig. 1) and the internal special tapered spring (made from phosphor bronze) was designed to fit tightly up in the brass sleeve while the other end simply sat on the primary magneto contact as did the earliest design. The internal brass sleeve was crimped in 2 places at the bottom in a groove placed there for that purpose. The assembly was held in place with (3) 10-32 x 3/8" Fillister head machine screws. No lock washers were used. A brass thumb nut with a diamond knurl pattern was used to fasten the magneto wire and a small 3/8" OD lock washer *was* used there.

On December 8, 1911 a brass pointed slug was added inside the spring end. (see Fig. 2) The remaining design was not altered. NOTE: The design used through November 1912 was somewhat frail and easily broken. There are very few surviving pieces of this original design.

On May 20, 1912 the length of the 10-32 Fillister head mounting screws was increased to 1/2" and on November 5, 1912 the height of the magneto post hard fibre ring (and the internal brass inserted sleeve) was increased by 1/4" overall and the crimping slot at the bottom was removed. The screw ring portion was increased in height by 1/16" while the part below the mounting ring portion was increased by 3/16".(see Fig. 3) The sleeve was now crimped in 4 places but there were no grooves placed for the crimps. The crimping action merely increased the diameter at the end of the sleeve.

On December 18, 1912 the material used for the slug in the end of the spring was changed from brass to steel. NOTE: This change was a bad idea since the dissimilar metals (bronze and steel) being in contact would result in galvanic corrosion due to electrolysis. The design was changed again before this problem probably came to light. A note on the print at this time said that for hard grey natural fibre material a vendor could use scrap from the commutator fibre block (which was not typically made from hard fibre but from a phenolic (paper based) material. Many original looking magneto posts from early cars show a red colored material (probably phenolic). The design of these units also appears to be the later (after 1914) design leading to the natural conclusion that the earlier post broke and was replaced.

On July 24, 1914 a bevel was added around the top perimeter of the fibre screw mounting ring (see Fig. 4) and on December 30, 1916 the spring material was changed to zinc plated steel.

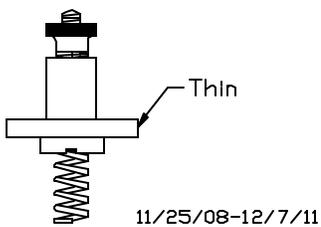


Figure 1

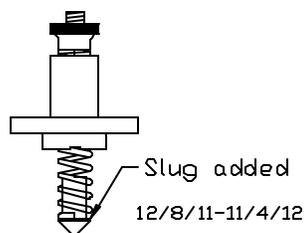


Figure 2

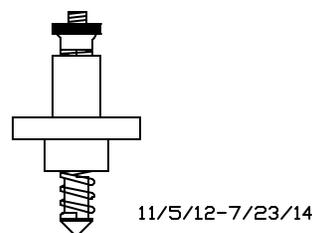


Figure 3

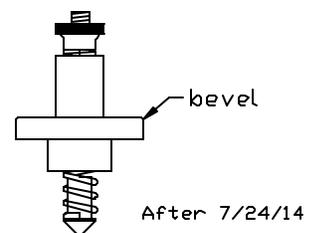


Figure 4

On March 17, 1917 the knurled thumb nut was replaced with a copper plated steel hex nut and on August 16, 1917 the entire design of the magneto post was changed to eliminate the "Brass" post design and replace it with a new design made almost entirely of "Fordite". This was the beginning of the cone shaped design that lasted until the 1926-1927 threaded mount design.

3279 Magneto Contact Assembly Gasket

The gasket material changed many times while the overall design shape remained constant. (see Fig. 5)

Originally drawn up on September 23, 1908 the gasket was made from 3/64" thick White Kersey Felt. On

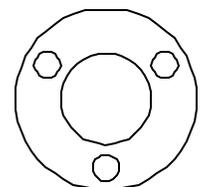


Figure 5

August 22, 1914 the material was changed to cork with thickness specified as 1/16-5/64". On February 22, 1915 the material changed to imitation leather, quality M, which is the material out of which seat backs and cushions were made. The drawing said the gasket was to be made out of scrap from these parts. On June 19, 1916 the drawing was again changed to show the use of 2 gaskets per car as a double thickness. On March 21, 1918 the material was changed back to 1/16-5/64" thick cork and the quantity per car back to 1. On May 10, 1919 a note was added to the drawing stating to "Cement to block with Silicate of Soda". On May 13, 1919 the thickness was changed to 3/64-5/64" and a note was added to read "Make from center of T-1764" (which was the starter bendix cover gasket). On August 19, 1919 the material was again changed to a 1/32" thick "treated fibre sheet; packing, oil, water, gasoline and air proof, guaranteed to a temperature of 300 degrees F." On June 8, 1920 the material was changed back to 3/64-5/64" thick cork again which remained the material used for the rest of Model T production. There was one final change to the thickness of the cork on December 22, 1924 when the thickness was changed to 1/16-5/64" and on April 16, 1926 a notation was added to the drawing to "Refer to M-6024 for material specifications."

Notes on Reproduction Magneto Posts:

Fun Projects, Inc. reproduction "Brass" Magneto posts are manufactured in 3 styles as follows:

The 1909-1912 Style is externally identical to the original factory equipment. Internally this style is equipped with the brass pointed tip. While this tip was not used until December 8, 1911 it improved the reliability of the contact and is therefore included. If you desire to be totally authentic on cars before this time then remove the slug from the spring end. This assembly also includes 3/8 length Fillister head mounting screws. The screws supplied are stainless steel since the original parts were not plated or painted.

The 1913-1914 Style is externally identical to the factory equipment. We have elected to make the insulator mounting portion of the magneto post out of hard fibre rather than the phenolic which was also allowed per the specification. Hard natural fibre while much more expensive (about 10 times more) than phenolic has much better dimensional stability. Hard fibre material actually improves with age. Internally we have elected to deviate from the original materials (not dimensions) in the interest of superior performance. The original part had a steel slug tip that was identical in shape to the brass unit supplied. This steel slug when mated with the correct bronze spring results in galvanic corrosion caused by dissimilar metals in contact. Also brass is a superior conductor of electrical current when compared to steel. This assembly includes 1/2" Fillister head machine screws. The original screws were not plated or finished. The screws supplied are stainless steel which while not original have the same appearance of new original unplated steel.

The 1915-1917 Style is externally identical to the original factory equipment. We have not supplied a steel spring which began to be used on December 30, 1916 for the same reason that we also are not using the steel slug tip. While the steel spring would prevent corrosion at the junction of the spring and steel slug, the corrosion would now occur where the spring contacts the brass sleeve. Same problem - different place. The original 1911-1912 design of spring and contact material is retained in the interest of better performance. The small savings in cost to change to steel is judged by Fun Projects, Inc. to not be in the interest of prudent work or reliability and externally there would be no noticeable difference on the car. The supplied screws are 1/2" stainless steel in the correct Fillister head design. The original screws were not plated or painted. Late 1917 cars may not have used the brass thumb nut supplied but might have used a single hex nut that was 7/16" across the flats and 1/8" thick. It was 12-24 threaded and was made from copper plated steel. This nut is not supplied and there is speculation that the nut may never have been actually used with the "Brass" style magneto post. It was used with the next magneto post design which was made from "Fordite".

Fun Projects, Inc. hereby certifies that all information presented in this certificate is taken from actual documented materials originally provided to Model T parts vendors during the era of the Model T Ford. We further certify that unless noted otherwise, parts reproduced are 100% accurate as per that information. Every detail of machining and fabrication is exactly per the original specification.