

Installation Instructions - Models 6432, 6432E2

This **6 Volt Negative Ground** Battery Horn for the Ford Model T is available in 2 styles. The 6432E2 mounts to 1 head bolt on top of the motor and the front water inlet bolt on the left side of the motor. This horn was factory equipment on the 1922-1925 cars. Model 6432 mounts to both water inlet bolts only. This horn was factory equipment during 1926-1927. This mounting to the water inlet only on the left side of the motor was to allow the coil box to be mounted on top.

WARNING!! - This Battery Horn is for use on standard 6 Volt Ford Model T *negative ground* systems only. Permanent damage will result if the horn is connected even momentarily to any other system. Check which post of the battery is connected to the car ground (frame). If the negative (-) terminal is *not* connected to the frame then your battery is installed incorrectly!! Do not attempt to proceed until the battery is installed properly!! Follow all instructions carefully or you will destroy your new horn. **Do not** attempt to use this horn on **12 Volt systems** by adding a **voltage dropping resistor**. *For 8 or 12 volt operation return this horn to the factory for readjustment.* This horn is **NOT** for use as a magneto powered horn. It will be damaged if connected to the magneto.

Do not loosen the horn cover screws since they are part of the internal mechanical mounting and must remain tight. Adjustment of the internal workings should not be attempted.

Installation Instructions:

1.) You may need to temporarily drain the radiator to a point lower than the height of the water inlet prior to removing the water inlet bolt(s) and/or head bolt.

2.) Remove the 2 bolts that will be used to mount the battery horn.

3.) Use sand paper to clean the engine surface that will come in contact with the horn bracket. Also lightly sand the horn bracket mating surface in the bare metal area around the mounting holes to remove any surface rust or dirt that may have accumulated. Make certain that bare metal is visible.

For the Horn to work properly it must have a good ground connection!!

4.) On the 6432E2 (1922-1925 Model) Install one internal tooth lockwasher (provided with horn) ***between*** the bracket and the top head bolt. Install the remaining lockwasher ***under*** the head of the water inlet mounting bolt since the water inlet itself may not be well grounded due to gasket.

Note: On 6432 (1926-1927 Model) Install BOTH internal tooth lockwashers ***under*** the heads of both water inlet mounting bolts. The water inlet may not be grounded due to the gasket installed there.

5.) Fasten the horn wire to the brass stud at the horn by placing the horn wire terminal *between* the brass nuts. **Only the outer nut should be loosened.** The inner brass nut holds part of the internal mechanical assembly and should be tight against the brass washer/fibre washer.

Make certain that horn wiring and horn button are in good repair to provide full battery power to the horn. Pay particular attention to the wiring and all connections between the horn, horn button and the terminal block. Stock horn wiring was heavy gauge to insure full horn power. The battery horn power connection was normally connected to terminal 3 of the firewall terminal block (3rd from left as you face the block). Terminal 3 normally has 2 heavy yellow wires connected to it. The horn wiring ran from terminal 3 to the horn button and then from the horn button back to the horn.

AVOID LONG REPEATED USE OF HORN (as in parades) to prevent overheating and damage to the horn motor winding. All horns (including original) can be damaged if not used intermittently.

DRIVE SOBER

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