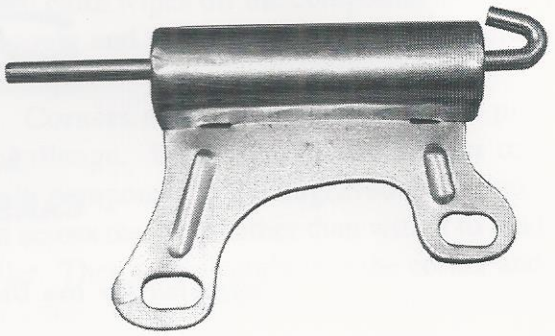
STOP LIGHT SWITCH CAUTION

By George Sage, Redmond, Washington



It has come to my attention that some of the aftermarket stoplight switches for the '28-'29 A's are defective! In an emergency stop, or, when the brake pedal travel is close to the floor, the switch rod can be pulled entirely into the switch housing and short against the internal contacts. If you are lucky enough to have installed a fuse, your main problem will be that your car will quit running. If you don't have a fuse, you will burn up your wiring and possibly your car!!

You can test your switch to see if it is defective by removing it from the car and pulling the rod as far forward as it will go. The defective switch rod can be easily pulled completely into the housing. The switch with the correct internal spring can not be pulled into the housing.

THE FIX: Remove the switch, then remove the switch cover and replace the internal spring with a Home Depot Handyman spring, P/N SP-9709. This will ensure that the rod cannot be pulled far enough to allow it to come out of its holder. Also, instead of connecting the switch to the brake pedal with the link sold for this purpose, use a spring (1/2" diameter x 4" x .068" wire, Napa P/N 770-2140), which will accommodate the above fix.

In addition, it is a good idea to connect the wire from the tail light to the front terminal of the stop light switch and the wire from the generator (Battery) to the rear terminal. This makes sure that a defective contact in the switch is less likely to cause a catastrophic short .

Another correction that can be made is to line the inside of the switch cover with an insulating material commonly known a 'Fish Paper", (go to www.digikey.com and look up fish paper). Also be sure to tighten the inner contact screws for the switch connections as tight as possible to keep the long contact from rotating around and shorting against the cover.

It is recommended that you place a fuse in the main harness wiring from the starter to the terminal block and a second fuse from the generator to the wiring harness (use a 30 amp slo-blow fuse at the starter and a 20 amp fast action fuse at the generator). This will ensure that a short in the lights will protect the lights but not cause the engine to stop running.

If you have any questions, give me a call. George Sage at 425-898-1425 or contact me at gsage49@aol.com.