Ahooguh!

by Tom Endy

The original Model A Ahooguh horn was designed to operate from a 6-volt electrical system. Today many Model A's on the road have been converted to a 12-volt electrical system. When doing this conversion some thought has to be given about how to accommodate the 6-volt Ahooguh horn. Quite often this is accomplished by installing a dropping resister in series with the horn.

The problem with a dropping resister is that it is resistive, unless wire wound, whereas the horn field windings are inductive. The value of the resistance and the power rating of the resistor have to be carefully chosen and many of the resisters on the market are not correct. If the power rating is not correct the resistor will overheat with repeated use and it changes the resistive value and the horn will refuse to Ahooguh.

Another approach, and one that is much better, is to rewind the field windings for 12-volt operation. The armature winding can remain the same. Rewinding the field windings is not that difficult.

The original 6-volt horn:

(1)The field coils are wound in opposite directions.
(2)The field coil wire is 20 gauge coated wire.
(3)There are 45 turns, 6 -7 turns per layer, not perfect is OK.
(4) After completion it was sprayed with varnish to insulate.

Rewind for 12-volts:

(1) Same as above.
(2) Use 24 gauge coated wire.
(3) 100 turns, 6-7 turns per layer, not perfect is OK.
(4) Same as above.



Ahooguh

Horn rewinding service:

For those who don't want to take on the task of rewinding, there are a number of people who offer the service. The one that has garnered excellent testimonials of Fordbarn is that of:

Steve Smith, P. O. Box 505 Morristown, IN 46161
Phone: 317-502-1697 (8AM-Noon central time)



Rewound field and armature by Steve Smith

(1) Basic disassembly and cleaning $40
(2) Rewinding of both field coils $30**
** $20 when included with (1)
(3) Rewinding of armature $45***
*** $40 when included with (1)
(4) Full repair including all of the above $95
(5) Most repairs are done within 7-10 days
(6) Ship by USPS, they will hold for me to pick up

Any additional parts used will be charged at the current list price as found in Snyder's parts catalog. Any field or armature insulators that need to be replaced are included in the cost. All repairs are only to the motor section and are made on an as needed basis. No repainting or cosmetic repairs are made or provided.