Useful Electrical Parts info for Model A

Points: Echlin CS30 (original style)
Echlin CS751, CS755 (New Ford style)
Echlin DP104 (Modern Style with modifed Upper and Lower Plate)
Motorcraft DP104

Condenser: Echlin FA5
Echlin DC-1,FA82 (Modern style)
Echlin MA3 (Mallory Distributor)
Heavy Duty set of both ACCEL Set #8201

Rotor: Echlin FA3

Coil: Echlin IC9 6V Petronix Flamethrower 40111
Echlin IC14 12V Petronix Flamethrower 40611, Bosch 022,119,027

Spark Plugs: Champion 3X (Original Style available from parts Houses)
W14 Colder Plug than W16 and Autolite 3076
W16Y Later Champion
W18Y Hotter Champion if W16Y burns black
TT10 Motorcraft

Starter Brushes: Echlin F502

Generator Cut Out Echlin CU1

Turn Signal 12 Volt Signal-Stat #180 , Victor EF32 (will work on 6V also)
6 Volt Wagner #535, Tridon 552 or equivalent Novite EP34 (Electronic will work with both LEDs and bulbs 12V Neg gnd)

Signal-Stat Turn signal bulbs at end of stalk: 6V #51, 12V #53

Fan Belt: Napa 5L430 43”
Napa 5L440 44”

Resistor for horn Ohmite RKS2RO when using 6V horn on 12V

Conversion kit for GM 10SI and 12SI altenators to 1 wire
Quick Start SE-590

An alternative to the Single wire altenators which require revving the engine to get to charging, You can get a DA plug from NAPA or other vendor. Take the red wire on the DA plug which attaches to the F terminal on the alternator and attach a ring terminal to fit the HOT wire from the Alternator. On the second wire from the DA Plug (usually white in color) which goes to the R terminal on the alternator attach a moderate 3A/ 100V diode cathode side to the white wire from the DA plug. Attach several feet of wire to the anode (other end of the diode) and wire this to the coil (hot side) on your

Model A. Cover the diode with heat-shrink tubing to prevent a short before attaching to the coil. Do not skip this step or use cheap tape. The diode is required or engine will not turn off. This set up is very inexpensive and will work on the single wire altenators also. What is nice about this modification is that you can get a replacement alternator anywhere and only have to change the pulley and you are ready to go. Have made this modification to several cars. Must put a fuse in system or battery will run down due to current being fed to fields of alternator when key off on Model A. Pull the fuse when not running the car.

For information about a regulator for 12V to 6V go to www.studebaker-info.org/tech/6-12V/6-12-6.htrr for electrical wiper and horn.

Power House Gen Bearings
Front Bearing FAG 6204.2RSR.C3 Dayton & Grainger #1ZGH4 NTN 6204LLBC3/L627 Grainger 6L026 Bore 20mm Outside Diameter 47mm Width 14mm
Rear Bearing FAG6203.2RSR.C3 Dayton & Grainger #1ZGH3 NTN 6203LLBC3/L627 Grainger 6L025 Bore 17mm Outside Diameter 40mm Width 12mm
These bearings are sealed instead of the open type.