



# THE MODEL T FORD ITS REPAIR, SERVICE, AND RESTORATION

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## Hints for Rear Wheel Installation

Removing the rear wheel is necessary for greasing the outer rear bearings, inspecting emergency brakes shoes, and performing general maintenance. Removing the wheel requires a hub puller to separate the wheel hub from the tapered axle shaft, as described in *Ford Service* Chapter I, Paragraph 57. Replacing the wheel is straightforward (*Ford Service*, Chapter II, Paragraph 74 and Chapter XVI, Paragraph 639), and these hints might make the task easier.

The first step is to inspect the wheel hub bore and keyway to be sure the tapered bore is free of rust or debris; a wire brush is useful for this. Remove any burrs that may be in the hub keyway.



Next, select a new, unworn axle key that fits very snug to the wheel hub keyway; check to be sure the key will be a tight fit to the axle shaft keyway. Be sure to install the felt seal in the wheel hub recess to minimize axle lube leaking that may get on the brake shoes. When placing the axle key, the tapered end of the key faces the axle housing with the taper facing down into the keyway.



Now tap the key squarely into the keyway with a soft metal mallet. The key must be tight, without any wobble. A loose key will quickly wear the axle keyway wide, wear the hub keyway, and allow the wheel hub to become loose. A loose wheel hub may contribute to a broken axle shaft.

Inspect the hub as you place the wheel over the axle shaft, to be sure the key fits to the hub keyway so the wheel hub seats fully onto the axle shaft.



Finally, install a new axle shaft nut and tighten the nut securely. Use a new nut, as old nuts can have compromised threads. Ford used a long-handled wrench (20" length) to pull the wheel hub tight on the taper of the axle shaft with that 5/8"x18 thread axle shaft nut.

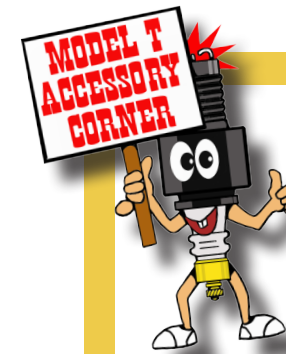


You may use a torque wrench to check the tight pull; a minimum 75 ft-lb setting is good to secure the axle nut prior to the cotter pin. After torque, pull the nut tighter to align the cotter pin hole in the axle shaft with the next slot in the axle nut. Don't pull the nut back to align the cotter pin! After 50 miles, remove the hub cap and cotter pin and check that torque setting on the axle nut for assurance that all is still tight. . . . .

## did you KNOW?



Technical articles printed in previous issues of the *Model T Times* are available for download at [www.modelt.org](http://www.modelt.org).



A showcase of aftermarket accessories from the past, often found on the Ford. Many thousands of inventive products were sold to dealers and owners to upgrade, customize, or improve over the factory parts...in most cases, not so much!

by Dan Treace, Technical Editor

## Road or Ditch Lamp



Just like today's driving lamps, mounted low to throw light on the roadway, this lamp featured an adjustable bracket for mounting on bumpers or frame parts. Fitted to the Ford fender bracket, this lamp provides a bright beam to illuminate the side of the roadway to help the driver stay out of the ditch!



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