



# THE MODEL T FORD

## ITS REPAIR, SERVICE, & RESTORATION

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### From Our On-line Readers: Low Pedal Shaft

*Hello Dan. Regarding the difference in starter and non-starter low pedals, do you think it is possible to drill out/remove the rivet holding the pedal to the shaft with the transmission cover in the car, or do I have to remove the cover from the car to remove this pedal in my 1911? Any advice would be much appreciated.*

*Nigel Hugo*

Dear Nigel,

It is recommended to remove the hogshead (transmission cover) first, before working on the low pedal shaft. The low pedal shaft is secured by the low speed notch fastened to the shaft with a rivet. In cutting, grinding, and replacing the notch, the shaft will wiggle and cannot be held firm to do this. It is then easy to remove the low speed pedal by cutting the old shaft near the pedal, at the pedal support. Since it's best to replace an old notch with a new one, a new shaft can then be fitted to the replacement starter style low pedal.

*Right, a non-starter low pedal with straight arm will bind on the Bendix cover.*

*Below, a low pedal on a non-starter car is pictured on the left. A low pedal on a car with a starter is pictured to the right.*



To replace the shaft, grind the rivet head flat on both sides of the pedal. Use a center punch to assist with drilling deeply into the rivet. A small 3/8" punch can drive the pre-drilled rivet from the pedal to remove the stub of the shaft left after cutting.



Drive the new shaft into the pedal with a brass mallet. Align the rivet hole when driving, then use a 1/4" drill to provide a clear hole for the new rivet.



With a hammer or air rivet gun, flatten the ends of the rivet to fasten the shaft to the pedal.



Fit the low pedal into a newly mounted low speed pedal support, having pre-tested the new notch on the shaft to be sure the notch hole and pedal shaft hole are properly sized for the rivet to fit snugly.



Using fixtures for a bucking bar and to support the shaft and notch, re-rivet the notch as it was before.

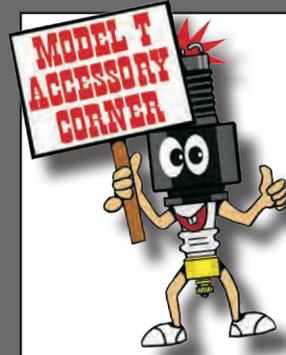


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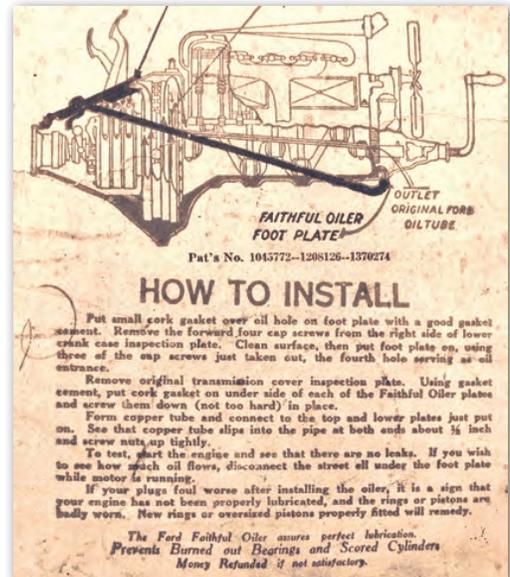


*Aftermarket accessories from the past, often found on the Ford. Many thousands of inventive products were sold to dealers and owners to upgrade, customize, or improve over the factory parts...in most cases not so much!*

By Dan Treace,  
Technical Editor

## Ford Faithful Oiling System

One of several types of outside oil lines for the engine, the Ford Faithful used a special hogshead cover plate for an additional source of oil to the front of the engine. The added plate provided a screen for debris and a deflector to send the oil, via tubing, to a fitting mounted to the inspection pan on the crankcase.



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