



THE MODEL T FORD

ITS REPAIR, SERVICE, AND RESTORATION

DAN TREACE
MTFCI Technical Editor

Mailing address:
P.O. Box 76
Earleton, FL 32631
USA

E-mail:
tmodelman@comcast.net

Phone:
(904) 616-4362

Adjusting Spindle Bolts

Routine front end or front wheel maintenance should include testing the wheel for any wiggle at the bearings and the king pin or spindle bolt. This bolt keeps the spindle body tight by sandwiching the bronze bushings to the axle yoke. A firm spindle body assists in good steering and handling. For this adjustment, chock the T safely, lift the front end, and set on jack stands.

First, check the front bearings for any 'slop' that will require tightening the outer wheel bearings. To test, place a wood wedge between the axle yoke and the spindle body. Then with the spindle body 'locked' in place, any 'wiggle' you feel while pulling and pushing with your hands on the tire/wheel is caused by loose wheel bearings.



In the photos above, the wheel felt solid on the spindle, but with the wood wedge removed there was perceivable rocking, indicating the spindle body had some wiggle.

To adjust for wiggle, the spindle bolt or king pin must be tightened. Remove the cotter pin from the lower castle lock nut and remove the nut.

With a wrench, turn the spindle bolt head to snug down. The lower yoke of the axle is threaded and that long spindle bolt can be pulled tight into the axle. If the lower threads are worn, the spindle bolt can't do its job, so that means it is time to rebuild the axle yoke and restore the yoke thread.

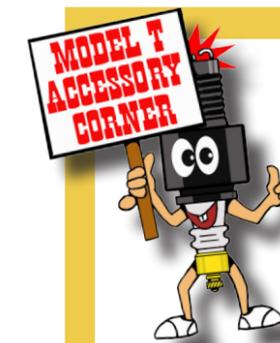
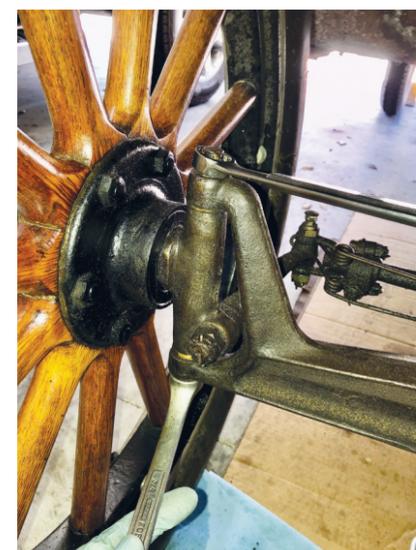


After adjusting the spindle bolt, turn the steering wheel to be sure of free movement, as a spindle bolt that is too tight can bind the spindle and make steering difficult.

Clear the cotter pin hole and replace the castle lock nut, as shown in the photos below.



Finally, hold the upper head of the spindle bolt that has been adjusted, in place, with one wrench. At the same time, tighten the castle lock nut firmly with another wrench and align the cotter hole. Replace that safety cotter pin to secure and lock the nut.



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

Goodrich Coil Box Lock

This accessory lid features a key lock to secure this special lid to protect the coils from theft or disturbance. Lid features a cross bar that creates a ground to shunt the coils, preventing car theft, as the T cannot be started by jumper or use of a master key set.



Extracts from reports of Underwriters' Laboratories: It was found that any individual could install a device without the use of any special tools—the lid could be operated with ease and positiveness—impossible to unintentionally leave the device in an unlock position if the key was removed.



Accessory and photo compliments of Bob Cascisa, Poulsbo, WA

did you KNOW? Technical articles, tips, and a digital library with Model T manuals are available at the club's website at no cost. Visit www.modelt.org today!

