



# 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

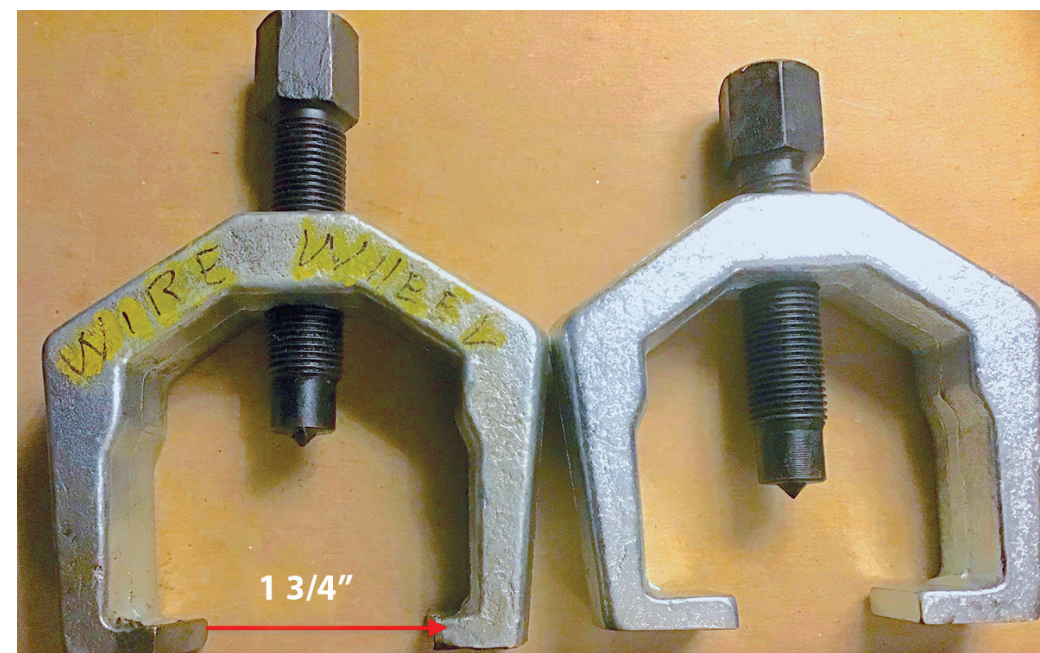
## Making a Rear Hub Puller for Wire Wheels

The 1926-27 Ford welded spoke drop-center wire wheels remain popular, as the construction was strong and provided for easier tire mounting over the standard wood spoke split rim demountable wheel. These wire wheels used a new hub and drum with lug nuts, and removing the rear wheel hub requires a specialized puller. Using original Ford rear hub pullers is ideal, but sometimes those are difficult to locate.

Many owners, being resourceful, find making garage tools for the Ford a fun pastime. Your Tech Editor has successfully modified, and uses, a modern cast steel pitman arm puller, found at many auto parts stores for under \$20.



ranged to supply the wheel pullers illustrated in Fig. 173 under the symbol numbers 5-Z-1170 for the wood wheel puller and 5-Z-1172 for the wire wheel puller.



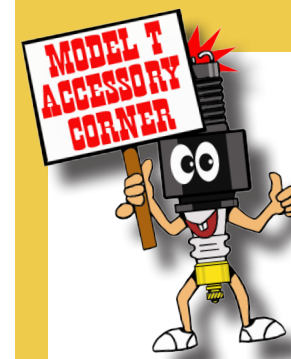
This tool can be easily fitted to the rear hub by grinding down the arms of the puller to a clearance of 1 3/4" (44 mm) between the arms. This allows the puller to slip around the rear hub flange. The name 'puller' can be misleading, as the screw helps with the hub pull, but force is needed, too. Remove the axle nut first, place the puller, tighten the screw firmly, then strike the end of the screw with a heavy 2 1/2 lb. (1.1 kg) mallet. Sometimes tightening the screw a turn helps. Several quick, hard strikes will cause the hub and drum to 'pop' off the axle taper.



When re-installing the hub and drum, clean any grease off the tapered bore and taper of the axle, align the axle key, and place the hub. Tighten that axle nut very tight using a 24" (60 cm) long breaker bar.

Note in the photos above the use of a large tire iron placed under the lug nuts to protect the bolt threads. That long iron, extending to the floor, provides the wedge needed to keep the hub/axle from turning as the axle nut is tightened. Align the cotter pin and lock the nut. A loose nut can lead to key way damage, hub/axle taper wear, and even a broken axle. Make it a habit to periodically check the tightness of the rear axle nut.

**For previous technical articles printed in the Model T Times, visit [www.modelt.org](http://www.modelt.org) and click on "Model T Ford Repair, Service, & Restoration".**



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

## Little Giant Shimmie Stopper

Clamp on plates, spring-loaded with a wing nut, tighten over the spindle body to provide a bit of resistance. This claims to dampen the 'wiggle-wobble' of the Ford. Perhaps?

