



# THE MODEL T FORD

## ITS REPAIR, SERVICE, AND RESTORATION

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## Improving Headlamp Ground

The electric headlamps on the Ford are grounded to the frame at the fender bracket and through the metal contact of the headlamp post and the steel bucket. The lamp bulb ground is also dependent on the metal contact of the sliding socket. The bulb socket is designed to slip in the headlamp bucket housing, then to be adjusted with the screw on the rear of the bucket to align the headlamp beam.

Sometimes the bulb socket becomes rusty or loose, and contact to the steel headlamp bucket is compromised (photo 1). Without a good ground, electrical supply to the headlamp is hindered, limiting brightness or resulting in no illumination. Of course, the frame contact of the fender bracket and the headlamp post mounted in the bracket must also have good clean ground. Excess paint or rust can inhibit ground as well.

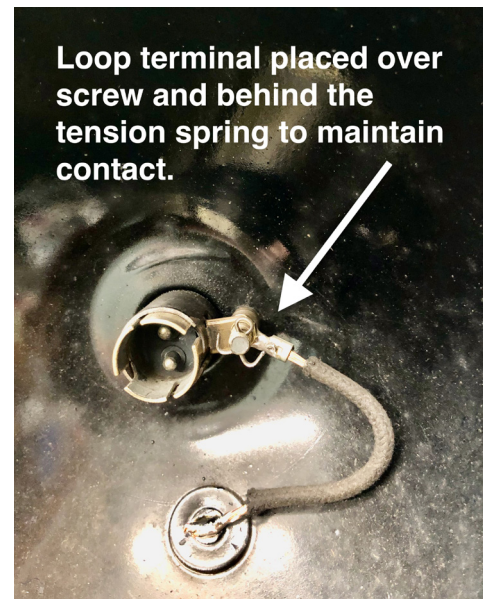
To eliminate the bulb socket as a source of poor contact, you can add a jumper ground wire with ring terminal to the socket lug that threads to the adjusting screw (photo 2), then solder the other end of the wire to one of the rivets inside the headlamp bucket (photo 3).



1) Adjusting screw for pulling in or pushing out the bulb socket. (Note the shiny steel rim of the socket in the rear of the headlamp bucket.)



2) Jumper ground wire with ring terminal mounts behind the socket lug over the adjusting screw; the other end is soldered to a rivet.

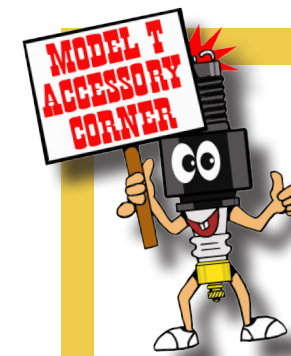


3) A small groove should be filed in the rivet to allow the jumper wire to be soldered to it.

With the added ground wire, the bulb has good electrical contact and burns brightly (photo 4). For the best light from the headlamps, new reflectors are recommended. You can have the original Ford reflectors silver-plated again to bring them back to new, but for better results, today's new reproduction reflectors with vacuum metalized aluminum finish are superior, as they won't tarnish (photo 5).



4) Bulb now burns brightly!  
5) Headlamp bucket with added ground wire, and a new reflector with highly reflective vacuum metalized aluminum finish for best illumination.



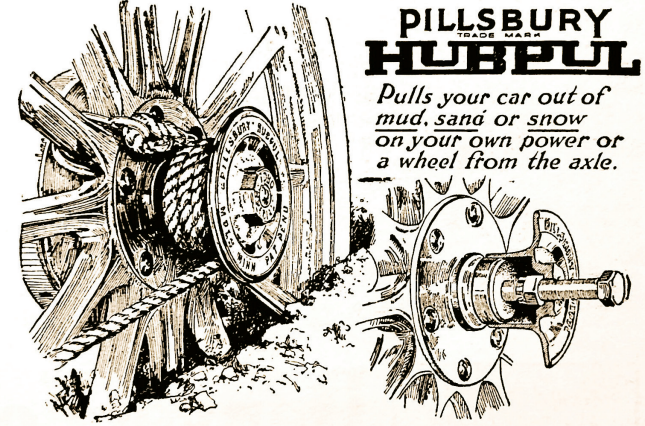
*A showcase of aftermarket accessories from the past, often found on the Ford. Many thousands of inventive products were sold to dealers and owners to upgrade, customize, or improve over the factory parts...in most cases, not so much!*

### Pillsbury Hubpul



**PULLS CAR OUT OF MUD.**

The Pillsbury Hubpul, manufactured by the Pillsbury Mfg. Co., 322-24 Hennepin avenue, Minneapolis, Minn., is a combination device which enables a car when stuck in mud, sand or snow or otherwise helplessly positioned, to utilize its own power to get out of trouble, or may be used to pull a wheel from



**PILLSBURY**  
TRADE MARK  
**HUBPUL**

*Pulls your car out of mud, sand or snow on your own power or a wheel from the axle.*

the axle. It consists of two nickel-plated screw caps, two rubber-covered special hooks and one cap screw, neatly packed in a display box for shipment, all weighing less than six pounds. It is made exclusively for Ford cars. The price, per set, is \$6.

This heavy cast puller was designed to help get the Ford out of a tight spot. A rear hub cap is removed and the Hubpul put in its place. A rope, which is tied to a metal hook that is placed over a wheel spoke, is then wound around the pulley and fastened to a fixed object in front of the Ford. Put the Ford into low gear to 'pull' the vehicle out! The Hubpul also works as a wheel puller when a bolt is inserted into the large threaded center hole of the Hubpul, to push against the axle shaft after removing the axle nut.