



# THE MODEL T FORD

## ITS REPAIR, SERVICE, & RESTORATION

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### Transmission Cover Installation Tips

Placing the transmission cover (hogshead) on the Model T after band re-lining, or when assembling the engine, is always a bit of a task. While the process is well described in the Ford Service Manual, prior experience really helps when performing this job! Here are a few tips to hopefully make the work go a bit easier and help avoid nagging oil leaks. This example is shown with the engine out of the car, but these hints are helpful for in-car efforts as well.

The first order is to secure the bands in place. There are many ways of doing this: the U-shaped metal clamp tool, string, wire, or the easy-to-use nylon tie straps. Fit the bands tightly using some means of securing the lugs or 'ears' of the bands together.



Another nylon tie strap may be used to tie the clutch release ring fork to the clutch lever shaft. Tying the ring prevents it from dangling and flopping as the hogshead is lowered over the crankcase. By grasping with your right hand on the inspection opening and your left hand on the clutch lever shaft arm, the arm can be rotated with your left hand to align the fork into the rear groove of the shift collar as the hogshead is lowered in place.



Prior to placing the hogshead, the gaskets should be fitted and each surface coated with gasket sealer. Many types are available - the period-made sealer compound, Permatex #2, works well. Before applying the sealer, fit the gaskets on the crankcase and trim where needed to have meeting gasket surfaces flat. Run a small bead of sealer over the contact metal surfaces underside on the hogshead, including that inner upper curve on the face of the hogshead. Give the crankcase a coating over the gaskets.

Now fit the felt gasket over the curve on the block. The felt is needed to fill that gap over the rear of the block and transmission cover. Sealant alone doesn't always fill this gap, so the felt provides a good wide seal.

For leak-free installation, prep the felt gasket over the block by soaking in varnish, squeezing the excess out, letting it dry just a tad, and then place. The tacky varnish will help the felt stick in place, and the varnish provides a great sealer when set, preventing oil from seeping within the felt. A generous 'dab' of silicone sealer is most helpful at the two corners of the block, crankcase, and cover, where oil leaks often happen. This is a better means than the 'candle wick' piece noted in the Service Manual.



Once the transmission cover is lowered, the band springs, washers, and nuts are placed on the reverse and brake pedal shafts. Here is where dental floss is your friend. *Tie off each spring, nut, and washer with a long loop of dental floss* to provide a secure safety string in case of the unfortunate accident of dropping a spring, washer, or nut into the crankcase! *Avoid the use of rags or cloth as safety net*, as they can

become stuck when lowering the hogshead. Folds in a rag can capture dropped parts and make them hard to find; or worse, rags left in place can accidentally ruin an engine.



Tie the washer and nut on the string of dental floss in order as they will go onto the shaft. It is easy to turn the nut several threads onto the pedal shaft until you can feel the end of the shaft just protruding from the nut.



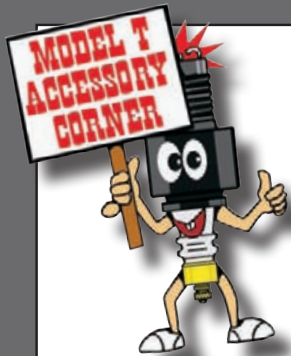
Now break away the dental floss. Any remains are just teflon and won't cause trouble. Place the floss-tied spring on the low speed pedal shaft and fit the low speed adjustment screw.

With the band lugs now held with nuts and adjustment screw, remove the nylon ties wrapped to the clutch ring and band lugs and force the hogshead down in place. It's now ready to fasten with the bolts and nuts. Sometimes a pry tool or screwdriver blade is needed on the lugs to force the band springs together in seating the hogshead.

Finally, be sure to fit the inspection cover back in place prior to handling crankcase bolts and nuts to fasten the transmission cover. There's no need to have to remove that hogshead again to search for a dropped bolt or nut!



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By Dan Treace  
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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!*

## Stop and Tail Lamp for Ford

An oval metal lamp housing replaces the round housing of the standard style late-1924-27 electric tail lamp to provide an upper stop lamp.



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