THE MODEL T FORD

ITS REPAIR, SERVICE, AND RESTORATION

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Radiator Efficiency Check

The Ford may overheat for a variety of reasons: coolant too low, timing setting, lean fuel adjustment, worn engine, or a tired radiator that can compromise the cooling system. An easy check today is to utilize the laser temperature reading tools, available at a low cost at many tool supply outlets.

For this test, on a hot summer day, I warmed up the T with a drive of approximately five miles. I took various readings with the laser tool, including the cold engine. All readings were made at the radiator upper tank, inside the engine compartment, and at the lower inlet metal pipe which returns the coolant to the engine.

The outside temperature was 90° and cold engine was at 82.7° for the start of the test run. I also recorded the temperature reading on a Motometer to take similar readings of coolant temperature.

After the test run I measured the temperature of the upper tank with the engine still running at idle speed; the reading was 183.5°. The normal ideal for an internal combustion engine is in the 180° range. The Motometer matched the efficiency reading, too.

The lower pipe reading was 121.5° and felt rather cool to the touch, compared to the upper tank which was way too hot to touch.

Subtracting the difference gives a 62° drop, showing the radiator, fan, and cooling system operating well within efficiency parameters. Without a significant temperature drop when the coolant returns to the engine, overheating causes should be investigated. Of course, after shutting off the engine, I heard some gurgle from the radiator upper tank. That is normal, as the air is no longer flowing through the radiator and the residual engine heat will cause a temporary rise in the coolant temperature as the engine cools down on its own.

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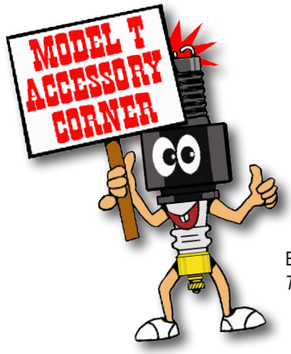
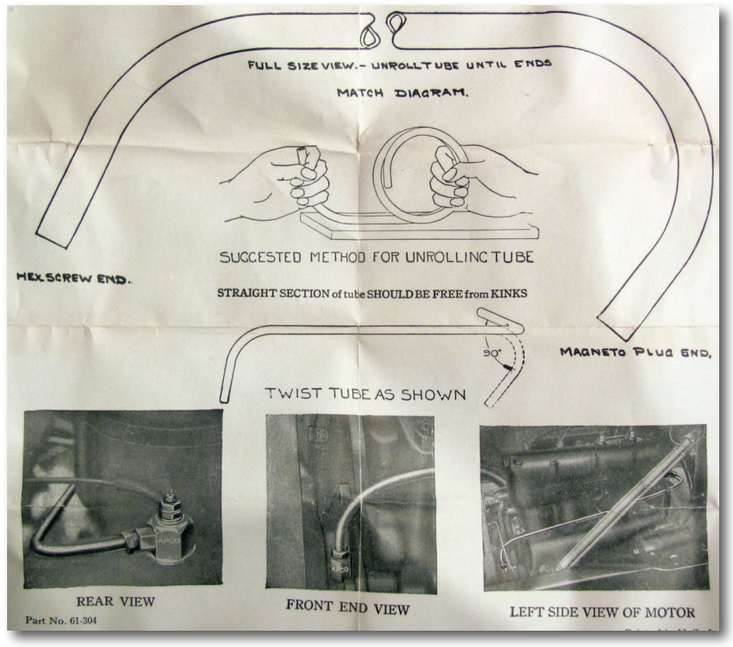
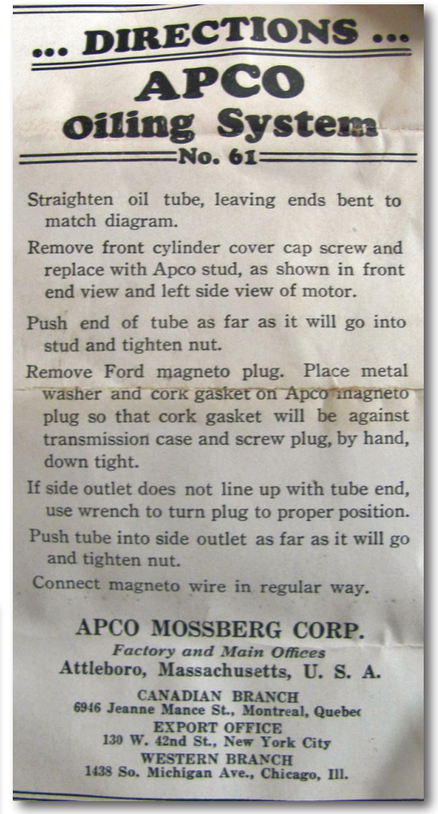


APCO Outside Oil line for the Improved Car, 1926-1927

Outside oil lines were a very popular accessory of the day. They were designed to provide safety in case the single internal crankcase line became clogged, preventing oil from reaching the #1 rod.

By Dan Treace
Technical Editor





... DIRECTIONS ...
APCO
Oiling System
No. 61

Straighten oil tube, leaving ends bent to match diagram.

Remove front cylinder cover cap screw and replace with Apco stud, as shown in front end view and left side view of motor.

Push end of tube as far as it will go into stud and tighten nut.

Remove Ford magneto plug. Place metal washer and cork gasket on Apco magneto plug so that cork gasket will be against transmission case and screw plug, by hand, down tight.

If side outlet does not line up with tube end, use wrench to turn plug to proper position.

Push tube into side outlet as far as it will go and tighten nut.

Connect magneto wire in regular way.

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The instructions show the proper way of fitting the outlet at the hogshead: be sure to have the outlet tube to the left side, as the oil thrown inside the hogshead cover is directed to the fitting to flow out and down to the crankcase hollow stud.

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