



THE MODEL T FORD

ITS REPAIR, SERVICE, AND RESTORATION

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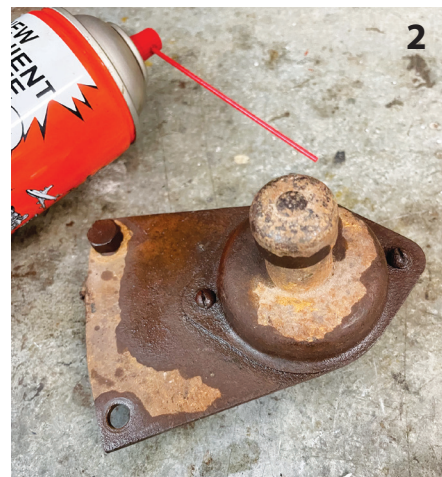
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Starter Foot Switch Repair

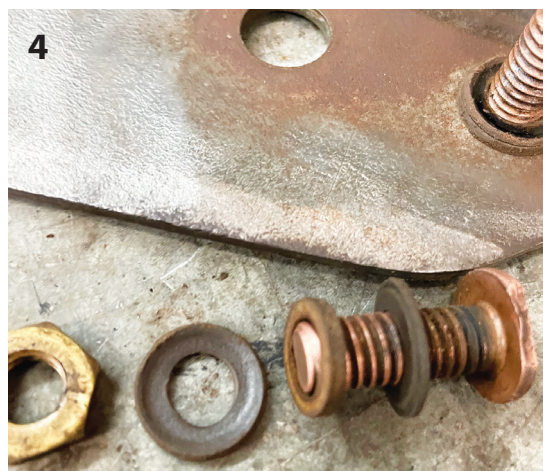
The starter foot switch (T-5014) is a rather simple contact switch and should be inspected and cleaned during part restoration. The steps shown below are for the screw-fastened version; the tab type requires bending the steel retaining tabs.

First, disassemble the locknut on the terminal posts (photo 1). When removing the upper cable nuts on electrical terminals, always hold the base locknut with a thin wrench, then remove the cable nut. This preserves the components inside the device. Penetrating oil is good for stubborn rusty fasteners (photo 2).



Remove the cover to expose the contacts (photo 3). The curved wide brass or copper layered strip is mounted to the spring-loaded foot button. The two contact terminal posts for the positive (+) battery and starter cables are held with the lock nuts.

The post contacts are insulated from the steel switch plate by a set of three fiber washers (photo 4). The small inner washer prevents the post from touching the side of the plate, and the upper and lower washers secure the post. Most of the time the small inner can be re-used. In this repair, the upper and lower insulators were replaced with nylon washers, as the old fibers were thin and soaked with oil.

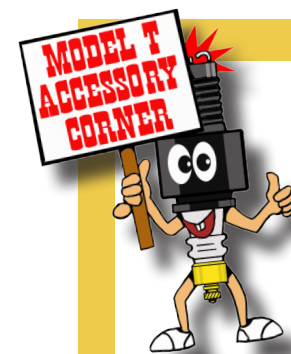
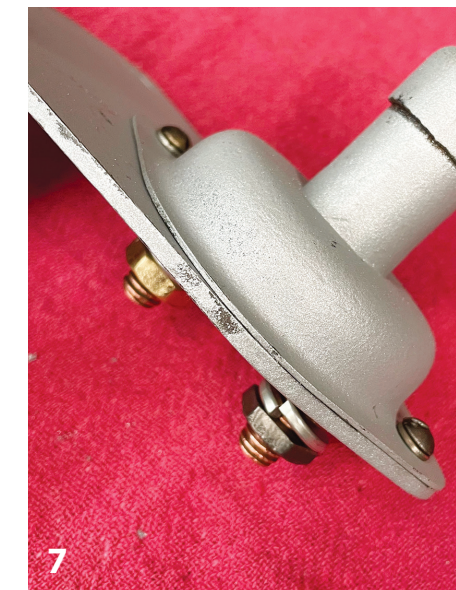


Fiber washer set for insulating the terminal posts



Above, cleaning is obviously needed to brighten the contacts and clean the insides. The brass or copper strip can be slightly bent upwards to restore the original slight curve if flattened from use.

Complete the assembly by fitting the insulation washers to the terminal posts and replacing the locknuts. Take care to ensure the small washer is captured snug in the plate hole. Align the terminal post contacts by holding the side edges with a wrench so they remain parallel to each other across the plate while the locknuts are fastened (photos 5, 6, and 7).



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

No-Krode Battery Terminal Cover

Era device similar to today's round felt pads, impregnated with petroleum jelly to help reduce corrosion from caustic battery vapors at the battery posts. Fancy brass cover has a thick felt pad underside to surround the battery post and clamp.



No-Krode Battery Terminal

One of the objectionable features concerning a storage battery on a motor car is the corrosion of the battery terminals necessitating frequent attention, and often causing trouble from open circuits and depletion of the battery through leakage of the current. The No-Krode Mfg. Co., 514 East Pike street, Seattle,

