



# THE MODEL T FORD

## ITS REPAIR, SERVICE, & RESTORATION

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### From Our Readers

Hello Dan,

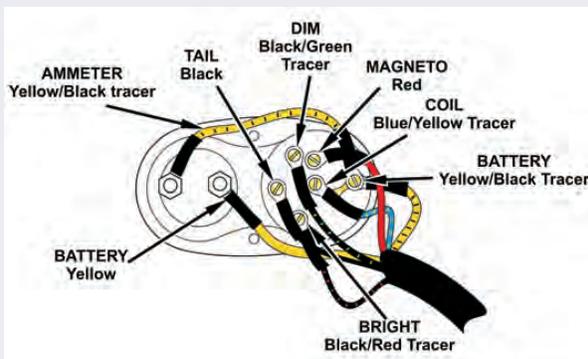
I have a '26 T, am finishing restoring it, and had the generator rebuilt for 12 volts. At present it runs fine, but when I turn the lights on, the amp meter shows 'charge' instead of 'discharge'. I have followed the wiring diagram and re-checked all wiring many times over and everything appears correct. Any idea what may be wrong? I am considering installing an alternator. I appreciate your help on the issue.

Regards,  
 Jim Krumm

Dear Jim,

Thanks for the message on your '26 - it's a pretty easy fix. The ammeter reads only current and doesn't know if the flow is '+' or '-'. If the ammeter reads zero with nothing on or running, reads positive when you turn on the lights/motor when not running, and reads negative when the engine runs with no lights, then it's a simple matter that the ammeter is connected backwards. Reverse the yellow/black tracer and the yellow wires at the two terminals at the back of the ammeter and you're good to go.

Regards,  
 Dan



*Illustration courtesy of Martin Vowell*

Dear Dan,

I just put my engine back into the car (1924 Runabout) and fired it up the other day. When I looked at the clamps that hold the manifold on, the tips were really hot and turned blue. Is that normal?

Thanks,  
 Norman

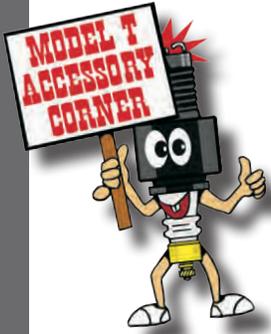
Dear Norman,

This is likely normal. The T will run hotter than normal and the exhaust manifold, and maybe the clamps, can turn red under certain conditions. With a fresh rebuild, the motor will run hotter until well broken in. And if only the clamps on the block holding the manifold turned color, it could be related to the metal finish on the clamps. If they are new clamps - raw steel and with an oily surface - that blue color could happen with excess heat. Too lean a carb mix can cause the manifold to glow red near the exhaust pipe; also, too much spark retard can cause that excess heat.

If the manifold isn't glowing a deep dull red, then all is about well. On a hard run, with the motor under load and at higher speeds, there can be so much heat that the cast iron manifold can turn a bit of dull red at the rear near the pack nut. Most times, with a good carb setting - not too rich or too lean - and with good advance to the timing, there is little excess heat. But those exploded gases are hot going into the cast iron manifold!

Regards,  
 Dan





By Dan Treace  
Technical Editor

*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!*

## Rex Accessory Extension

This accessory was a favorite in the days of the Model T. The Rex provided easy reach to the clutch/emergency brake lever with a simple add-on to the existing lever.

**You Don't Have to Stretch**  
over the wheel and reach way down near the floor for the *Regular Ford Hand Brake* when your car is equipped with

**THE REX EXTENSION HANDLE**  
For Fords

It provides safety and comfort in emergencies and when starting and stopping.

Have your dealer install one on your car. If he does not have one in stock, mail us \$2.50 (West of Rockies, \$2.75), giving his name and address, and we will send you a Rex Handle, all charges prepaid. You can install it yourself in five minutes.

**Ajax Auto Parts Co.**  
Dept. B-109, Racine, Wis.

Price **\$2.50**  
West of Rockies **\$2.75**



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## LOST & FOUND

Centennial T Party ball cap found at Doug's Fish Fry in Skaneateles, New York, on the 2016 Finger Lakes Tour. It has a blue oval Ford Model T year pin on the cap.

Contact Dan Treace at [tmodelman@comcast.net](mailto:tmodelman@comcast.net) and submit the correct year of the pin to identify your cap.

