



THE MODEL T FORD

ITS REPAIR,
SERVICE, AND
RESTORATION

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Installing Manifold Gland and Ring Gaskets

Ford manifold gaskets can be tricky to install. There are six copper crush ring gaskets and six steel gland rings to insert into the block, along with both the intake and exhaust manifolds to mount - and all must be done simultaneously. A couple of tips may help make the installation process easier.



First, the block port openings need to be cleaned of any existing carbon buildup to ensure the openings are clear. Check that all four exhaust manifold ports are in straight alignment to allow fit to the block ports. A new exhaust manifold really makes a secure fit.

Second, the steel gland rings should be test-fitted to the block. File the ends to enlarge the opening of the rings if any can't be fitted into the block or manifold ports. Then test the copper crush gaskets to be sure they fit snugly around the gland rings. The gland rings are narrow and may fit too deep into new exhaust manifold ports. In that case, fit the gland rings to the exhaust ports or, alternately, the gland rings can be fitted to the block ports.



Third, to keep from fumbling these twelve pieces and the two manifolds, you can make a "helper tool" by cutting off one end of an old manifold clamp. The "half-clamp" is then used to first mount the intake manifold securely, as that intake needs to be firm to prevent intake leaks.



Tighten half-clamp, secure intake manifold

Firmly tighten the half-clamps to crush the copper ring to seal the intake manifold, yet allow easy clearance to install the exhaust manifold. Use the regular clamp to lock the exhaust manifold in place.



Gaskets fitted to exhaust manifold for install



Exhaust manifold placed, outboard clamps turned and tightened to secure

Once the exhaust manifold is fitted and secured with the outboard manifold clamps, remove the two center "half-clamps" one at a time and replace them with the normal manifold clamps. This helps ensure both manifolds are held firmly in place during the installation and that the intake manifold gasket seal is maintained.



Installation complete.



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
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Ohmer Hub Odometer

The later Ford didn't have a speedometer/odometer, so this hub-driven odometer was useful to monitor mileage. It replaced the hub cap and was driven by engagement of the fixed spindle nut rotating the mechanism as the wheel turned.

