



# THE MODEL T FORD

## ITS REPAIR, SERVICE, & RESTORATION

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### Crank Handle Bushing Replacement

Wear of the crank handle bushing can make it difficult to engage the crank handle ratchet or cause rattling and noise at the front of the crankcase. This steel bushing can be hard to remove from years in place at the crankcase nose, but these tips should help accomplish the task a bit easier.

Clean around the steel bushing with a powered wire wheel brush. Spray a quality penetrating oil, like Kroil (KanoLabs), on the joint and allow it to soak in since all the old dirt and exterior rust was removed by the brush.



Next, you will need a bushing driver. Be sure to use a proper sized driver (kits can be purchased that contain multiple sizes) that engages the bushing edge but not the crankcase bushing hole. A 15/16" size worked in the picture to the right. Drive in the old bushing a short way to ensure a good fit.



Continue to add more penetrating oil to the back side of the bushing for ease of removal.



Continue driving the bushing until it is fully removed. With a very difficult bushing, you may have to use a hack-saw or metal cutting saw to make one or more cuts into the length of the bushing to allow it to collapse a bit. Most times the penetrating oil does the job, though.



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Now clean the bore of the hole and install the new crank handle bushing using the driver with a 2.5 pound mallet.

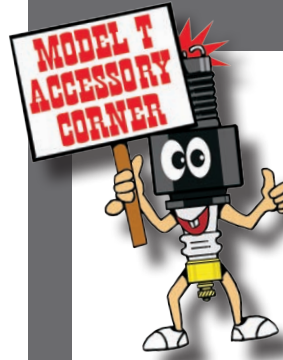
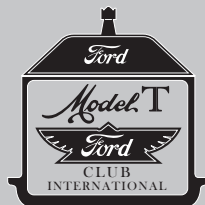


Alternately, a large threaded rod and assorted washers and sleeves can be used to pull or 'press' the bushing in place, as shown in the photo below.



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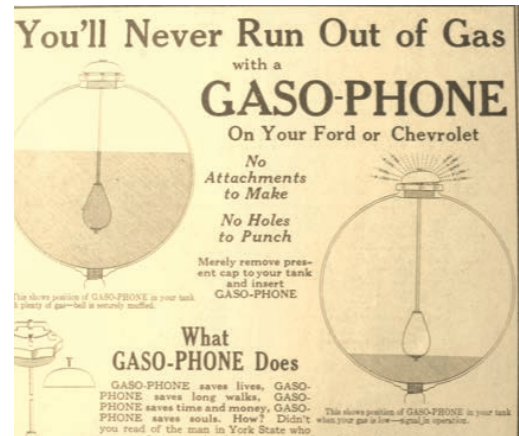


By Dan Treace  
Technical Editor

*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!*

## You'll Never Run Out of Gas with a Gaso-Phone

What to think of next! An alarm bell rings under the driver's seat when the gas level gets low in the tank. A heavy weight drops with the gasoline level and a chain then pulls the alarm bell to "on". The bell is wound up clock-like first by winding on the bell housing. *Ring-a-ding-ding* if the gasoline is low!



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