



# THE MODEL T FORD

## ITS REPAIR, SERVICE, & RESTORATION

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### Rebuilding the Sediment Bulb

On the Ford, the fuel system is simple: no fuel pump, no worries - unless you get fuel starvation!

While the gas tank may be full, the fluid is delivered by gravity from the low under-seat tank and fuel flow is limited by head pressure. It is estimated that only 1.5 PSI is provided by the gravity system.

To be assured your Ford will climb the hills, the full delivery of clean fuel is necessary. Over the years, the sediment bulb (T-2902B for pre-'25, picture A) mounted under the tank is usually not cared for. This key part is used to close off the fuel line and to allow sediment in the tank to be captured in the bowl for draining. One important function that is often overlooked is the filter screen inside on the large square coupling nut. The screen can be torn, allowing particles to bind the carburetor float needle; or worse, the screen can be partially blocked, which hinders fuel flow, causing poor performance in hill climbing.

To rebuild the function, the bulb needs to be disassembled and checked, cleaned, or repaired. Typically, the large brass nut is stuck, so don't destroy it or the brass valve handle. Heat the assembly with a torch, allowing the iron around the brass parts to get well heated. Then place the bulb in a freezer to cause the brass parts to shrink as the different materials cool. This fool-proof method will allow the parts to be separated.

A handy tool can be made to push out the lever handle (B - D). First remove the cotter pin holding the washer with the friction spring to the shaft of the lever handle,

then push out the lever. Now the large brass nut can be placed in a vice jaw, and then twist the bulb off. Even after the heat/ice trick, some penetrating oil helps in removing the gas-dried threaded nut from the bulb.

Repair of the filter screen is easy, with replacement screens available, by removing the old screen with the soldering iron, and soldering in the new screen in the recessed collar of the brass nut (E). Better soldering can be done, but as long as the screen is fixed to the nut, cosmetics come in second.

Finally, clean the lever handle and then use lapping compound to make a full contact surface of the conical-shaped valve lever with the bore of the iron bulb (F & G). Lapping in will ensure a non-sticking and weep-free valve. Assemble the valve with spring, washer, and cotter pin. Install a new lead gasket to the lip of the large brass nut, and secure it in place. A test of the bulb can be done in a can of gas (H) - notice with the valve closed - and a cap sealed over the fuel line opening, that over test-time the meniscus of gas pooled at the opening of the bulb is still there, indicating no leaking at the valve.

Re-mount the bulb to the tank (I) and install the fuel line. Be sure NOT to use white teflon tape at the threaded junctions, as that material is attacked by gasoline. Use a gas-proof sealer.

Now your Ford will have clean fuel and its full flow again with gravity pressure to the carb.

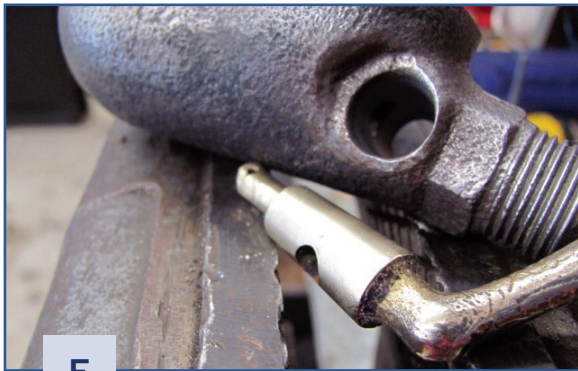




D



E



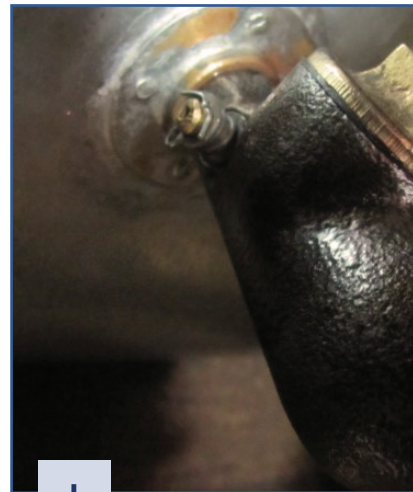
F



G



H



I

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