THE MODEL T FORD

ITS REPAIR, SERVICE, AND RESTORATION

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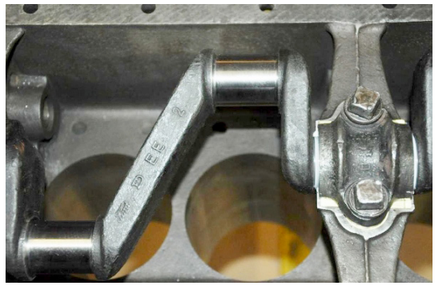
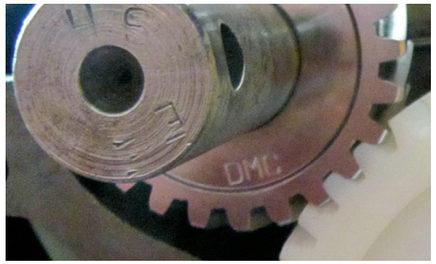
From Our Readers:

Dan,

I've never heard of that 'EE Steel Crank' before. Where can I find more information? Dad's TT engine is identified as having been made on April 26, 1927. The frame number indicates a build date of exactly one year earlier, so I believe it is a replacement engine.

Marvin Konrad
Wisconsin





Marvin,

Early crankshafts marked 'DB', or Dodge Bros., and used up into the early teens had vanadium steel in the chemistry for strength. In the teens and twenties, Ford used chrome steel in cranks; these are marked 'AA'. Later, in July 1926, usually after serial #14,000,000, Ford dropped the chrome and began using high carbon steel marked 'EE' in crankshafts. Today, those are considered among the best of Model T crankshafts. They are marked on the crank throws and may be stamped on the pulley end of the crank, as shown in the pictures to the right.

Regards,
Dan

Dan,

Is it advisable to change the transmission clutch spring (p/n 3340) by pulling the rear axle assembly, or should the engine be pulled?

Robert Kohlhagen
Casco, MI

Robert,

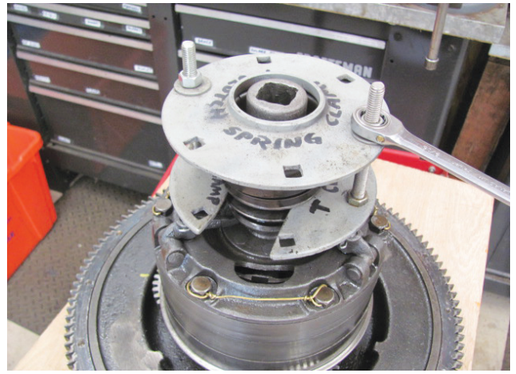
Changing the clutch spring in the Ford without pulling the motor would indeed be a bit of a challenge. Ford Service Manual, Chapter XIV, provides step-by-step instructions for this process; however, the footnote in the Time Study of one man doing the work states, "with the exception of changing the clutch spring and connecting axle, in which two men are used...". I have my suspicions that one should be experienced in performing this process and have a good assistant.

The difficult part is compressing the clutch spring and spring support to allow the pin to be removed from the driving plate shaft; it's hard enough to do with the transmission out. The Service Manual says to use a thin hollow tube that is notched, like a lower radiator pipe, to slide into the support and clear the pin. I have never seen such a tool, and for good reason: few repairmen would choose to do this task that way.

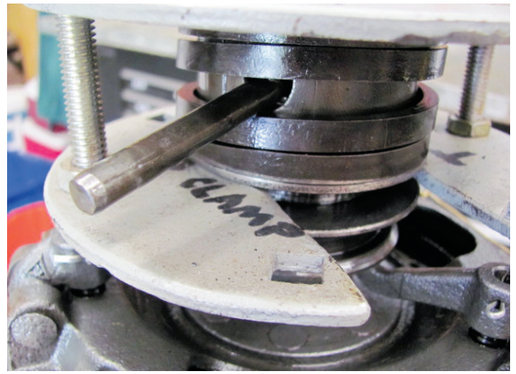
A better way is to pull the engine. That way you can check all the parts and pieces at the same time. A 'weak' clutch may not really be caused by the spring, but perhaps by worn clutch plates or another mechanism.

When compressing the clutch spring, a handy tool can be made from two scrapped Ford wood wheel hub plates. Notch one to fit into the groove of the clutch shift. The spring support can then be rotated to expose the holes for the pin to be driven out with a drift.

Regards,
Dan



Two scrapped Ford wood wheel hub plates make a handy tool to compress the clutch spring. Notch one to fit into the groove of the clutch shift.



Rotate the spring support to expose the holes and drive the pin out with a drift.

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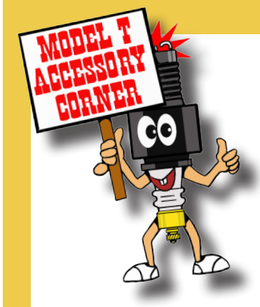
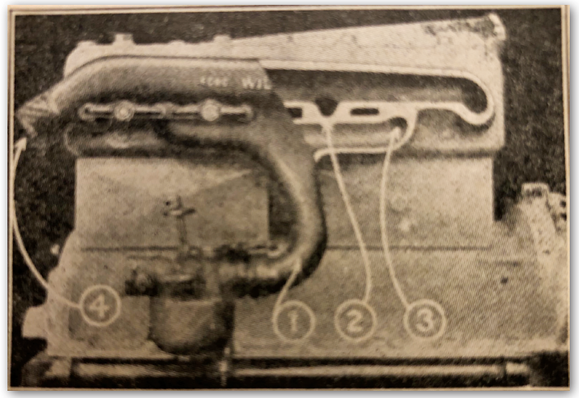


A showcase of aftermarket accessories from the past, often found on the Ford. Many thousands of inventive products were sold to dealers and owners to upgrade, customize, or improve over the factory parts...in most cases not so much!

By Dan Treace
Technical Editor

Wilmo Combination Manifold

Popular in the days of poor grades of gasoline, the Wilmo combination manifold provided heat to the incoming gas charged air in the intake (1) from the carburetor. Special air spaces confined heating to certain hot spots (2) where fuel was apt to condense, providing a balanced fuel charge to the intake port (3). Exhaust routed out of the combination manifold (4) in normal fashion.



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