



# THE MODEL T FORD

ITS REPAIR,  
SERVICE, AND  
RESTORATION

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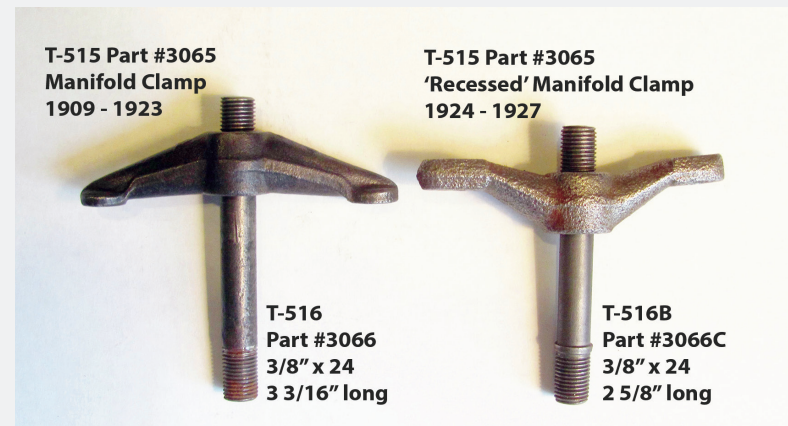
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## Manifold Clamps and Studs

A review of the two types of manifold clamps, and the studs that are used to fit the clamps, is sometimes needed when restoring the Ford with correct parts used in its year of manufacture.



The manifold clamp underwent a design modification in 1924 to a 'recessed' design with double surface pads for the exhaust and intake manifolds. This part kept the same part number and factory number, likely due to its universal application. The recessed type can be used with either the short studs or the earlier longer studs by just installing the clamp inverted.

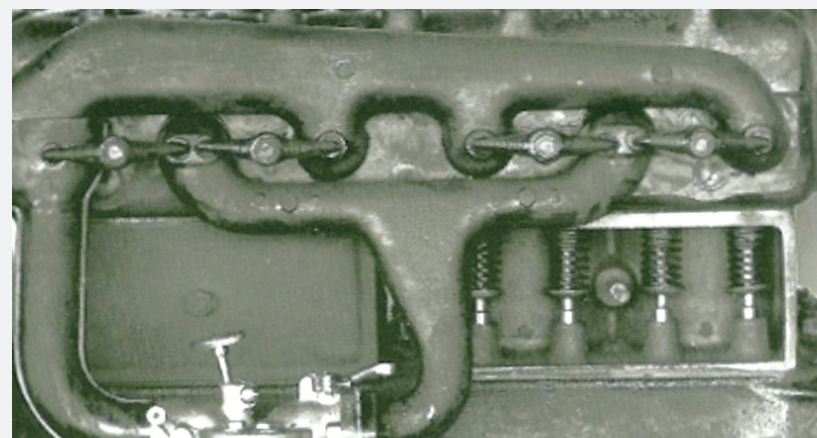


By reversing the later design clamp, it can be used on a block with the earlier, longer studs.

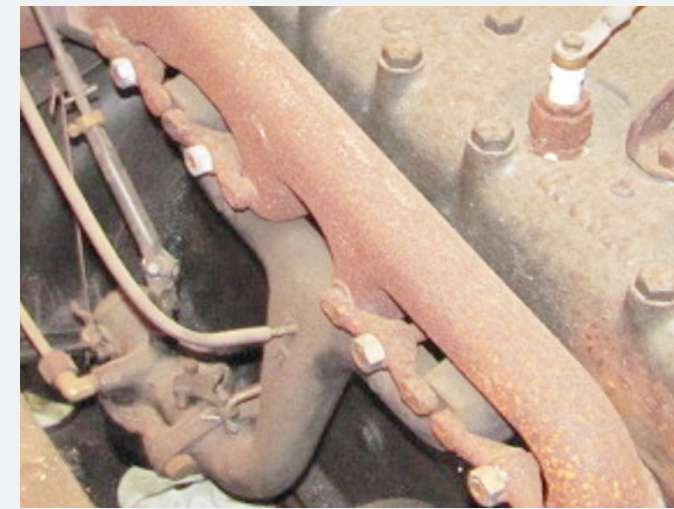


Later recessed clamps reversed and fitted to long studs.

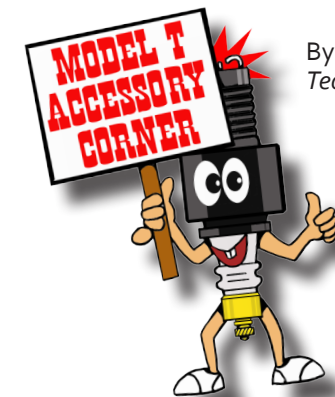
The early type manifold clamp, with single round-shaped pads (as shown in the photo below), was used from the start of production until sometime into late calendar year 1923. This clamp requires the longer, Part #3066 stud and nut.



The later recessed clamp, as shown in the photo of this 1926 engine, used the shorter Part #3066C stud, which featured a shoulder on the block end, to allow the stud to bottom out. This helps keep the stud from turning further into the block when tightening the stud nut. The shorter 3066C was used from 1924 to August 1926.



Last, the short clamp stud was replaced with a bolt, Part #3066D, with a nickel-plated dome head. This bolt was used from August 1926 to the end of production and was a feature of the then-standard Vaporizer carburetor.



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### Accessory Hand Brake Lever Spring

This is a nifty accessory for supplementing the hand brake flat spring that is sometimes missing on the handle.

The coil end of the spring wraps around the controller shaft and the hook end connects to the handle rod fitted to the pawl.

### Hand Brake Handle Anti-Rattler

This anti-rattler is a coiled spring, which hooks around the controller shaft and over the brake lever pawl, so that a constant pull is exerted downward. This keeps the handle from rattling and causes the pawl to always be engaged in the controller quadrant so that when you pull back on the brake it engages instantly and stays, but is very easy to release. Fits all Model T Fords.  
**A5146—Anti-rattler (Ship. wt., 4 oz.) each..... 10**

