



THE MODEL T FORD

ITS REPAIR, SERVICE, & RESTORATION

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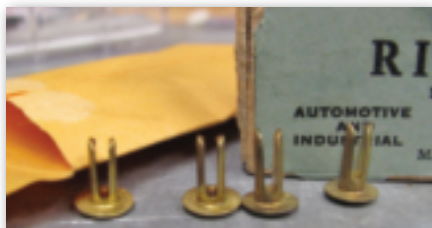
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Transmission Band Re-lining Tips

Re-lining transmission bands is one of the wonderful joys of owning a Model T! Back in the days, one could get a new lined band from the local Ford dealer for only \$.60 each, exchanged. Today, we re-line the bands with a variety of materials: cotton as original, Kevlar, and wood. Each lining has its merits, and let your experience guide the selection. Lining materials in the days of the Model T included woven cotton; asbestos, (Raybestos) either with half cotton construction, or oversize in 3/16" thickness for hilly, country use; woven long-staple cotton with additives to resist hot oil (Scandinavia); wood (Kelsey's) or cotton with cork inserts, or stitched cork facings.

All these linings are placed the same way, using soft brass (not steel) split rivets. Linings are provided in the correct length and width, with wider lining used on the larger Improved Car brake band. Standard linings are 23" long by 1 1/8" wide, and 5/32" thick.



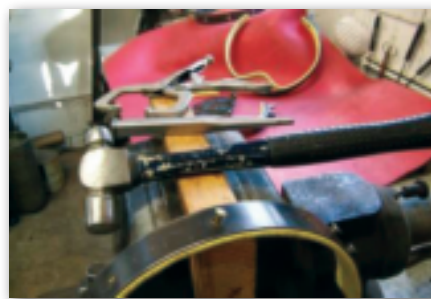
The first and important step in re-lining is to inspect and re-shape the bands, as they get bent out of shape or twisted, and for a non-chattering band, it's important to have the band in an even circle. Place the bare band around a mandrel (a used drum is handy) and shape gently, using a mallet. Best results are with a re-shape band result when the band 'ears' are 3" or 4" apart.



Position the dry lining on the band and rivet first the ends of the lining to the band. Provide a suitable overhang of the lining at the ends of the metal bands, as the end of the metal band could wear the drum surface.

Once one end is riveted, form the lining with a loop in the center and rivet the opposite end. Then proceed to rivet the rest of the lining, laying the material flat by "squishing" it so that no puckers, bulges, or gaps occur. When finished, the lining will follow the contour of the metal band.

Rivet seating methods vary; you can use rivet tools or just a hand punch and hammer. Early Ford methods suggested using steel round stock as a buck, but the use of a wood surface to drive the split rivet into is fast and, as the rivet tangs are exposed through the lining, they can be spread with a small tip screwdriver and seated with a blunt tool or the face of a ball peen hammer. Pre-drilling or punching holes for the rivets isn't necessary when using a block of wood; a 2 x 4 in a vice works well. Spread the rivet tangs width-wise, not length-wise, in the lining material to minimize any contact the soft rivet may have with the revolving transmission drum.



Either before or after placing the re-lined band into the transmission, soak or pour oil on the lined bands to allow a head start for the lining material to hold oil.

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