



THE MODEL T FORD

ITS REPAIR,
SERVICE, AND
RESTORATION

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Placing the Crank Case Arm Blocks

Ford's famous three-point suspension of the engine uses hardwood blocks that are sandwiched between the frame rails and the crankcase arms. The engine is held firmly but allowed to twist ever so gently with the flexible frame of the car. The wood blocks resist twisting of the crankcase arms on the frame rails and fill the void between the frame rails and crankcase arm. The blocks act as spacers to prevent the crankcase arms from spreading.

Placing the hardwood blocks is easy. The two upper bolts that secure the top frame rail to the crankcase arms are placed first, with the bolt up and through the arm, then tightened securely with cotter pins in the castle nuts on top. The blocks then slide into the frame rail and should fit snugly when tapped in place using another length of wood as a punch. The upper side of the block is notched to clear the upper bolt head. Align the holes in the side of the block with the frame holes using a tapered punch.

Here is a helpful hint to place the castle nuts on the long bolts, especially on the starter side: use an open-end wrench, with adhesive tape as a helper to hold the nut, which prevents it from falling into the arm cavity. Then, when turning the hex bolt into the castle nut, the wrench can hold the nut as the bolt is lightly snugged to insert the cotter pin. The tape is a handy helper in this close space.



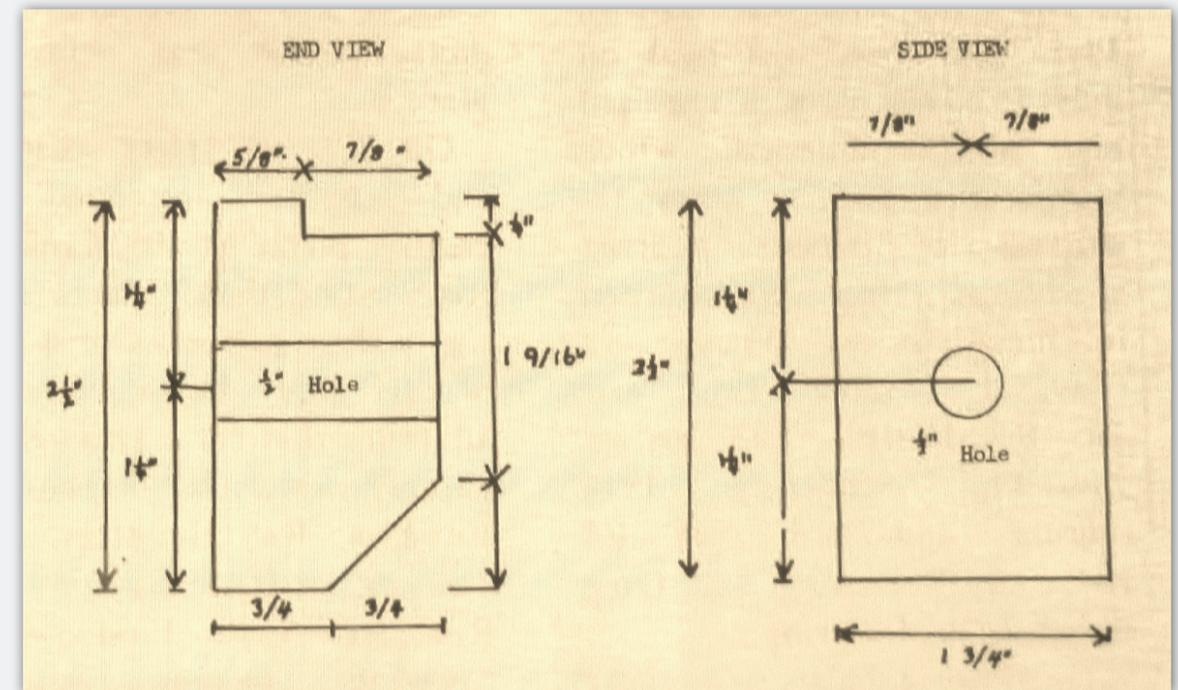
Next, place the longer side bolts through the frame, and into the blocks, with the castle nuts inside the arms. It's important that the castle nuts on the longer bolts be only slightly snug, never fully tightened like the upper frame bolts.



Now the engine is secured in the frame and you can have added fun with spectators asking about the wood spoke wheels by telling them it also has wooden engine mounts!

If you'd like to make your own set of crankcase arm blocks, dimensions are provided on the next page.

Dimensions to make your own set of crank case arm blocks. (Printed in a previous issue of *Model T Times*.)



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

Ekern Accessory Rear Axle

This practical and useful tool was carried with the tool kit so one could make it home in case of rear axle failure. The casting mounted on the backing plate, and the rear wheel, was re-fitted to the new stub axle, allowing the T to be pulled on all fours again. Handy to have when that rear wheel falls off!

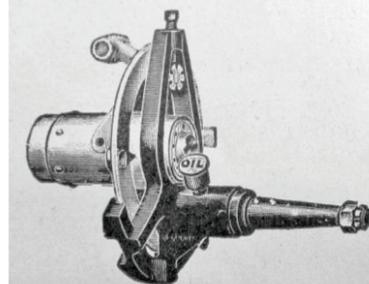


If you find yourself in this situation....

...then the Ekern emergency axle is just what you need!



EKERN EMERGENCY AXLES.
NO. 3.



With this device you can place the Ford car on its own wheels in less than two minutes. Hooks under the flange on the axle housing. Set screw on top holds attachment firmly in place. Spindle is of steel and tapered to fit the rear wheel hub, is stationary and revolves in a lubricated bearing. A grease cup is attached to bearing.

No. 3—Each \$9.00