



THE MODEL T FORD ITS REPAIR, SERVICE, AND RESTORATION

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From Our Readers:

Dan,

My magneto has started to miss. I understand that I need to take the post off to see if there is any debris there. If there is, how do I remove it?

John Polakovic
Hockessin, DE

John,

Thanks for the question. Depending on the amount of debris on the tapered coil spring contact, wiping it with a cloth is usually all that is needed. Sometimes a larger amount of debris has collected, so a cloth dampened with lacquer thinner will cut the heavy oil and sludge. If you keep a worn toothbrush on your work bench, dip it in solvent to make fast work of brushing the contact clean.

The debris is a result of worn metallic particles floating in the oil from normal engine wear and moving parts. The metallic particles find a home in worn band lining material and get wrapped up on the coil spring, so the debris can ground the magneto current to the iron portion of the coil ring and hogshead. When you remove the three little screws that hold the magneto post to the hogshead, take care not to drop them through the hole! A new gasket or some gasket cement at the base prior to installation will help retard oil leaking there.

Regards,
Dan Treace



Cutaway view of magneto and contact



Debris accumulated on magneto contact. (Photo compliments of Steve Jelf, Parkerfield, KS.)

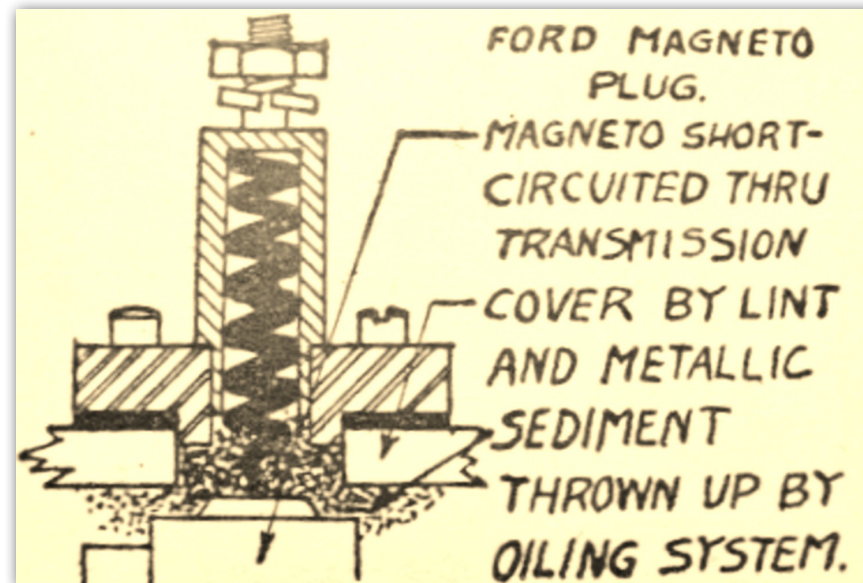


Illustration of debris collected on the magneto contact

Dan,

On the universal joint, how do I peen the rivet over through the holes in the drive housing?

Thanks,
Steve (by e-mail)

Steve,

For me, the simplest way is to use another Model T part as your helper! Before the rivet pin is inserted, turn a 1/4" twist drill into the hole of the U-joint completely through and out the driveshaft hole, just to be sure the new pin drives in straight; then place the pin into the U-joint and driveshaft.

Next, block or "backer bar" the opposite end of the pin, placing a rear axle brake shoe support retaining bolt (p/n T-2567) over the rivet pin. The threads of this bolt are the same as the torque tube plug (1/2" x 20 TPI, p/n T-2578). Thread in this bolt fully so that the end is flush with the new pin.

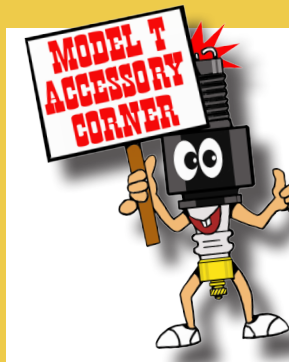


Bolt threaded into torque tube

Finally, with a small drift punch on the other side, flatten the end to peen the rivet pin as shown in the photo below. Turn the torque tube assembly over and peen the other end of the rivet pin in the same manner.



Regards,
Dan Treace



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

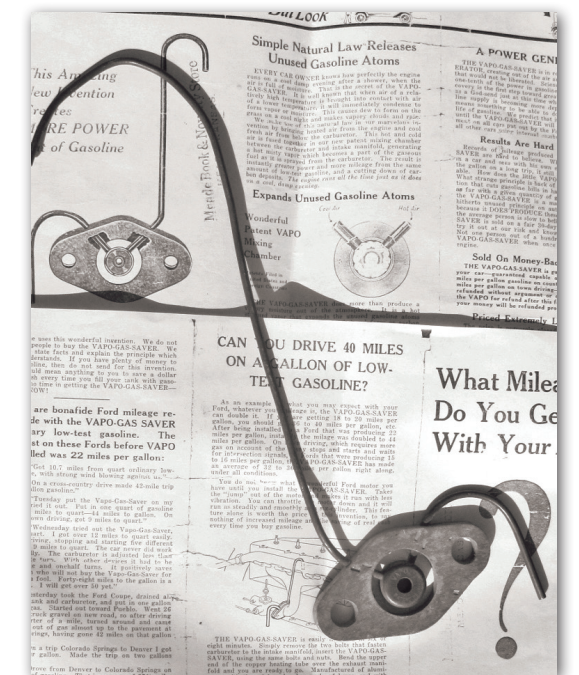
"Go Twice as Far on a Gallon of Gas" with the Vapo-Gas-Saver

Many devices were made to help the Ford improve gas mileage. The Vapo-Gas-Saver, fitted to the carburetor at the intake manifold, fed cool and heated air into the cylinders with claims only the company could make!

THE VAPO-GAS-SAVER is easily installed in six or eight minutes. Simply remove the two bolts that fasten carburetor to the intake manifold, insert the VAPO-GAS-SAVER, using the same bolts and nuts. Bend the upper end of the copper heating tube over the exhaust manifold and you are ready to go. Manufactured of aluminum, with the mixing chamber made of brass, and with brass and copper tubes, the VAPO-GAS-SAVER will never rust or get out of order. It is automatic in its operation, no adjusting, nothing to wear out—will outlast your Ford engine.

If you are skeptical and do not believe a saving in mileage can be produced—if you have tried other "so-called" gas-savers without adequate results, you are the very person we want most of all to try the VAPO-GAS-SAVER. The unbeliever when convinced becomes our strongest booster. So our challenge is TO YOU to try the VAPO-GAS-SAVER—put it to every test, on all kinds of roads—give it the severest trial you can—then if you are not delighted and the most enthusiastic friend we ever had, send it back and receive your money by return mail.

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Accessory courtesy of David Baker, Oklahoma City, OK

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