



# THE MODEL T FORD

## ITS REPAIR, SERVICE, & RESTORATION

DAN TREACE, Technical Editor

P.O. Box 76 • Earleton, FL 32631 USA

E-mail: tmodelman@comcast.net

Phone: (904) 616-4362

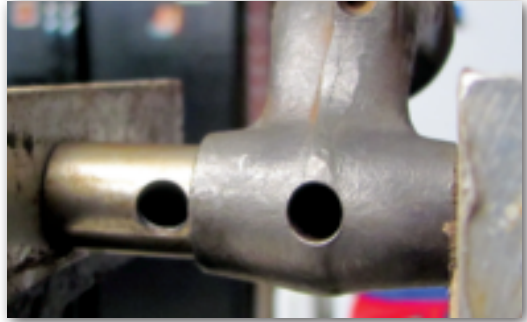
### Perch Bushing Replacement

The T front end is prone to 'wobbling' unless its parts are in good condition. One area that old T's suffer from is lack of poor oiling of the spring shackles. This lets the steel bushing in the perch or spring become worn and the front spring can oscillate and be part of the wobble.

The new steel bushing has an oiler hole; be sure to keep it aligned with the oiler hole in the perch, too. The steel bushing is a split type and it conforms to the bore of the perch when driven in, and, of course, collapses a bit to be a tight press fit, which is desired.



The fix is to replace the bushings. The chore is an easy home garage repair, as the only special tool that is nice to have is a bushing driver, sold by Model T vendors.



Fix the perch in a vise, or this can be done with the perch on the axle, too. Use a 5 lb. mallet and knock out the old bushing using the driver. Penetrating oil is helpful. (For a very stubborn bushing, a hack saw blade, in the bore to cut the bushing lengthwise, helps to ease removal.)

Therefore, after pressing in the new bushing, the hole must be reamed to allow the spring shackle to fit smoothly, but not tight. Use of a large twist drill (size 14.5 mm dia.) or similar reamer for the bushing allows for a nice fit.



Once out, clean the bore of the perch and lightly oil to allow the new steel bushing to be driven in place with the tool, or use protected vise jaws to press the bushing in place.



Test the fit of the spring shackle (hanger) in the new perch bushing and the job is done!

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