



THE MODEL T FORD

ITS REPAIR,
SERVICE, AND
RESTORATION

DAN TREACE
MTFCI Technical Editor

Mailing address:
P.O. Box 76
Earleton, FL 32631
USA

E-mail:
tmodelman@comcast.net

Phone:
(904) 616-4362

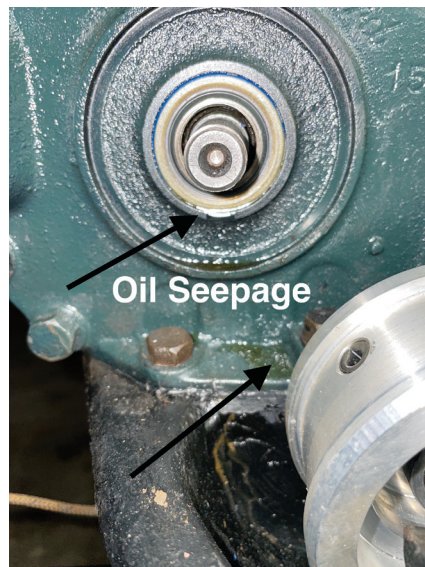
Replacing a Modern Camshaft Seal

When a pesky oil leak around a new modern camshaft seal presents itself, it's easy to remove that seal and replace it with a new one.

In this example, even though the modern seal was rather firm in the timing gear cover and showed blue silicone sealer used to place that modern seal, a good amount of oil was filling the timer housing. Because an electronic timer was to be installed, it was important to eliminate the oil seepage first.

The leaking seal was removed by prying it out with a blunt tool, and, upon examination, the blue sealant was present only around the upper side of the seal. The lower side showed no sealant.

A new modern seal was installed, with a copious amount of high-quality sealant smeared on the sides of the new seal, and around the seal, too. The excess was wiped away and then allowed to dry before replacing the rotor and timer case. The timer housing now remains oil free.



Seeping oil around the base of a modern neoprene camshaft seal



A copious amount of high-quality gray sealant was used when installing the new seal

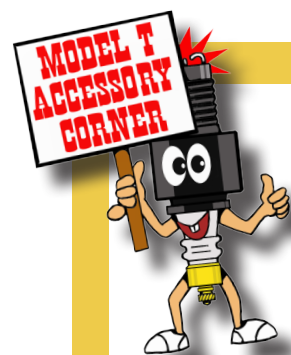


New modern seal in place with gray sealant. The seal that was removed showed a thin layer of blue silicone on a portion of the seal side surfaces.

**did you
KNOW?**



Technical articles, tips, and a digital library with Model T manuals are available at the club's website at no cost. Visit www.modelt.org today!



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

Control Lite Bulb Cover

Like many similar devices, this Control Lite device fitted to a headlamp bulb restricted the beam of light for meeting local legal requirements for non-glare. Early electric illuminated headlamps with plain or clear glass lens allowed too much light that could blind oncoming drivers. Until the adaption of fluted or diffusing lens, these types of metal caps over headlamp bulbs allowed the driver to meet local laws.

AMES DEFLECTOR

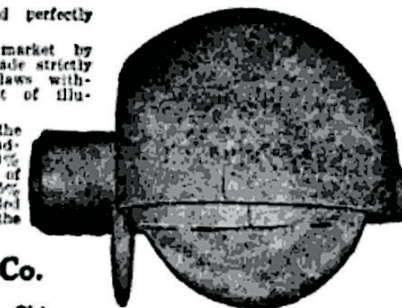
80% More Light Below the Horizontal—No Glare—Perfect for Driving in Fog or Mist

A scientifically designed and perfectly constructed optical device. The only means on the market by which a headlight can be made strictly to comply with non-glare laws without greatly reducing amount of illumination.

We guarantee that with the Ames Deflector a parabolic headlight reflector will project 80% more light below the level of headlight axis, and over 45% more than any known so-called non-glare headlight device on the market.

Heinze Electric Co.
Lowell, Mass.

Detroit Chicago



"EAT - SLEEP - T" T-SHIRT

- Short sleeve
- Screenprinted, 100% cotton
- Royal Blue shirt with Gold screenprinting
- Youth Sizes: Medium and Large, \$18
- Adult Sizes: S - 3XL, \$18



To order, call (586) 864-5110 or visit www.modelt.org