

and buys a ten-foot replacement tape, 1/2 wide. They usually run two or three dollars. When cut to the proper length, they snap into the rain gutter, cover the screw heads, and with the addition of a little paint, make a professional-looking job.

#### CHECKING AND ADJUSTING THE FORD FRONT AXLE

While the *Model T Ford Service* manual, copies of which most T owners have, explains how to check and adjust the front end of a Model T, correspondence seems to indicate there exists some confusion among a few owners.

To make it real simple, the following three illustrations indicate the way the measurements should be taken. In the first illustration where we are looking at the top of the car, the dimension or distance "A" should be 1/8 to 1/4-inch less than the dimension "B", these measurements being taken from the felloe of one wheel to the felloe of the other, measured at a point the same height as the center of the wheel.\*\*

In the second illustration, we are in front of the T and looking at the front wheels. In this case, the dimension "D" should be three inches less than the dimension "C". Here again, we are measuring from the felloe, back far enough so as to be in line with the center of the wheel.

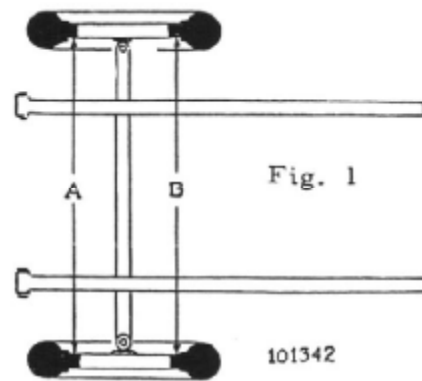
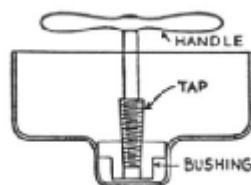
In the third illustration, we have the car on a perfectly level surface and use a two-foot framing square setting on the floor, to check the axle at the center. The upper portion of the axle should be back 1/8 inch as compared with the lower edge of the axle.

Two of these dimensions, the camber and the caster, are "built in" so to speak, and to correct any deviation in the measurements, it is necessary to use brute force. Most front end shops can do this bending. To adjust the toe-in, one must either lengthen or shorten the spindle connecting rod.

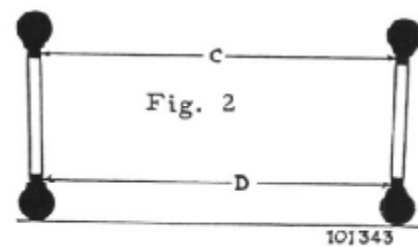
**\*\* Note: Before making any measurements, the wheel bearings must be tight and the wheels must be "true." "If the wheels have any wobble, the measurements will also "wobble." The steering tie rod, spindles, etc. must also be tight if accurate measurements are to be made.**

#### JACKING THE FRONT BUSHING OUT OF THE STARTER BRUSH HOLDER BRACKET

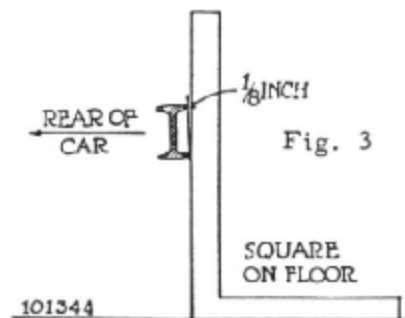
To remove the bushing from the commutator end of a Ford starter, take a 5/8 USS taper tap and screw it into the bushing. When the tap strikes the bottom of the hole, the bushing will be drawn out.



Checking the toe-in of front wheels on a Ford



Measurements which determine the camber of the front wheels



The caster of the front wheels is gaged with a carpenter's square

#### A FOUR BOLT ENGINE STAND

When adjusting main and connecting rod bearings on a Ford engine, where an engine stand is not available, it is found that four cylinder head bolts screwed in tight, will keep the valves and pistons from hitting the bench. Also, when transporting a newly rebuilt engine from the rebuilder, this arrangement will keep the valves from being bent.

