

TINKERIN TIPS

Tinkerin Tips is a regular feature section of hints and tips for the restorer. The newcomer to the hobby will find much of importance; the old-timer may yet have a bit to learn. This Feature can only be continued if YOU will help to write it. Address all contributions to Ted Aschman, 214 Morningside Drive, Elizabethtown, KY 42701.

PRESSURIZED OILING SYSTEM FOR THE MODEL T

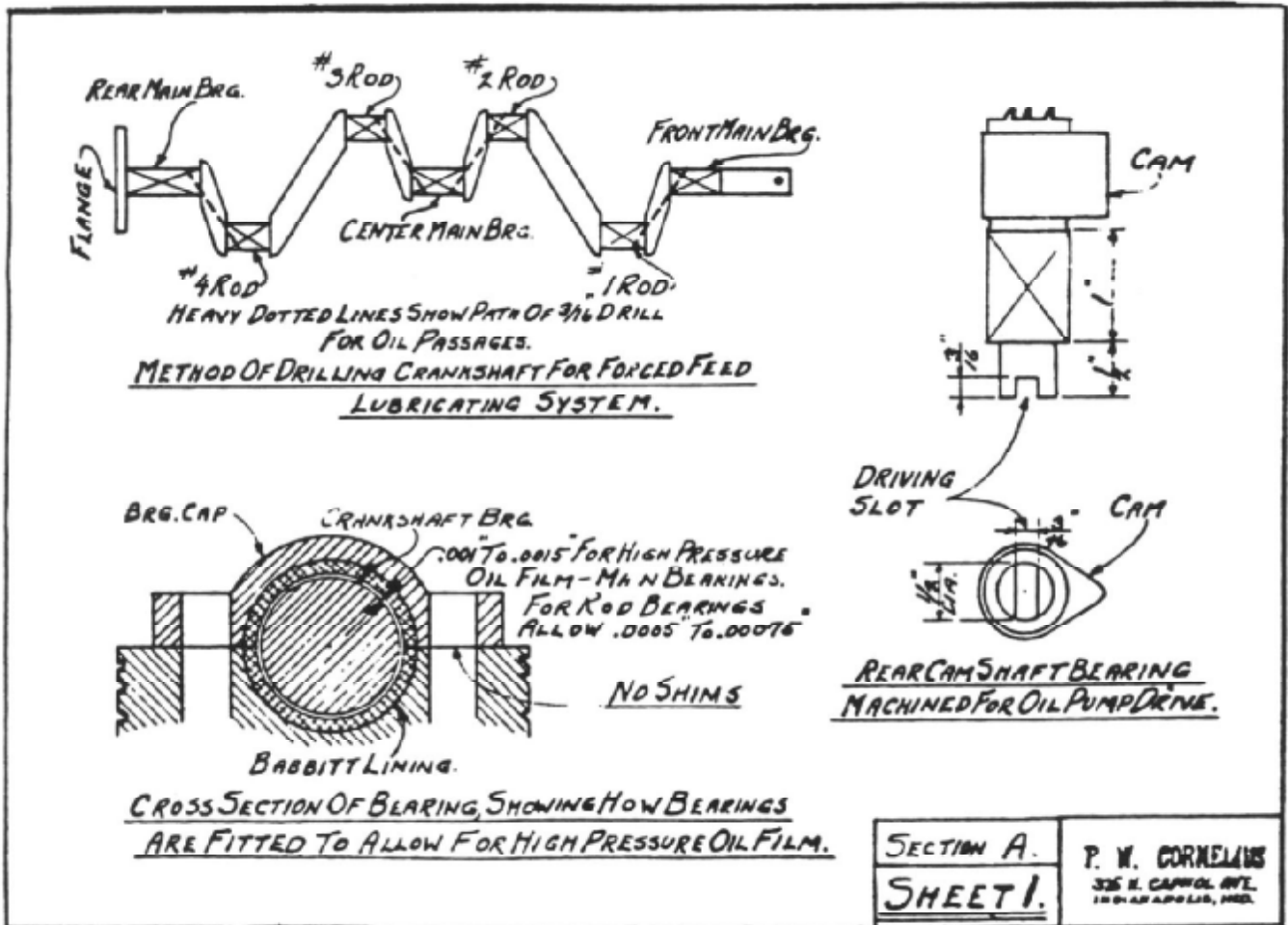
The August 1990 issue of *Model T Torque*, the monthly newsletter of the Model T Ford Club of Victoria (Australia), contained an informative and interesting article on installing a pressurized oiling system in the Model T. Since the article is derived from the February 1975 issue of *Classic Cars* and originally contrived by a gent from Indianapolis, it does seem to fall under public domain status.

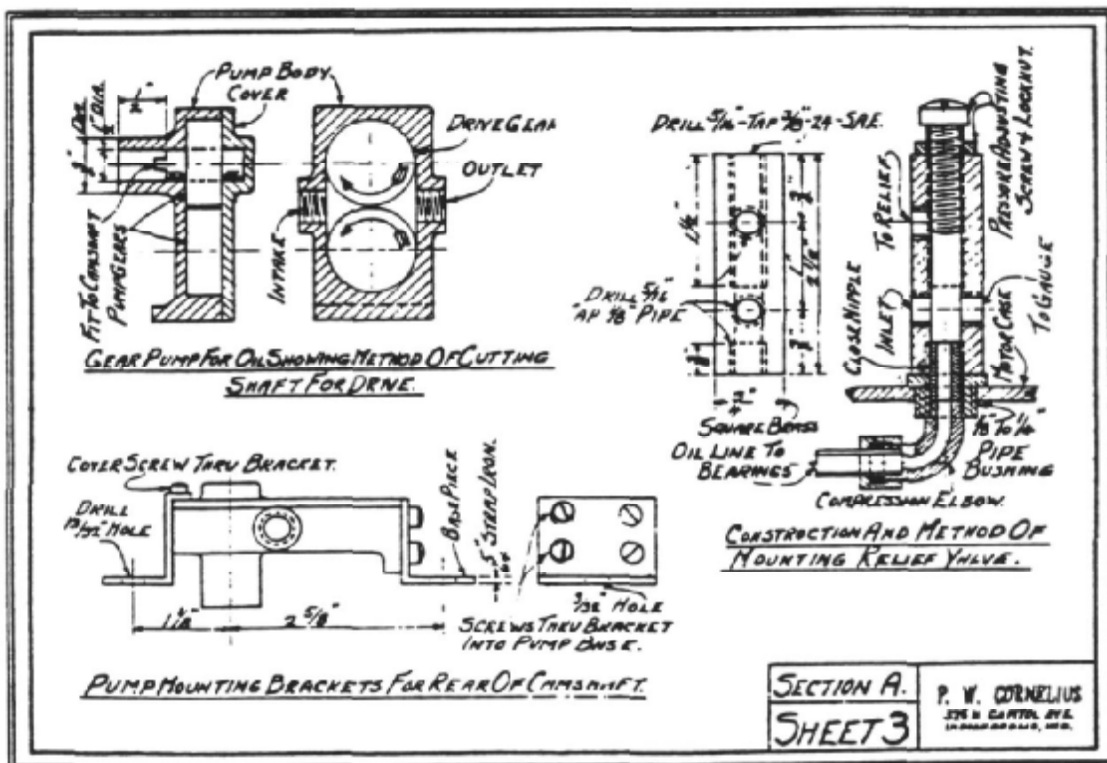
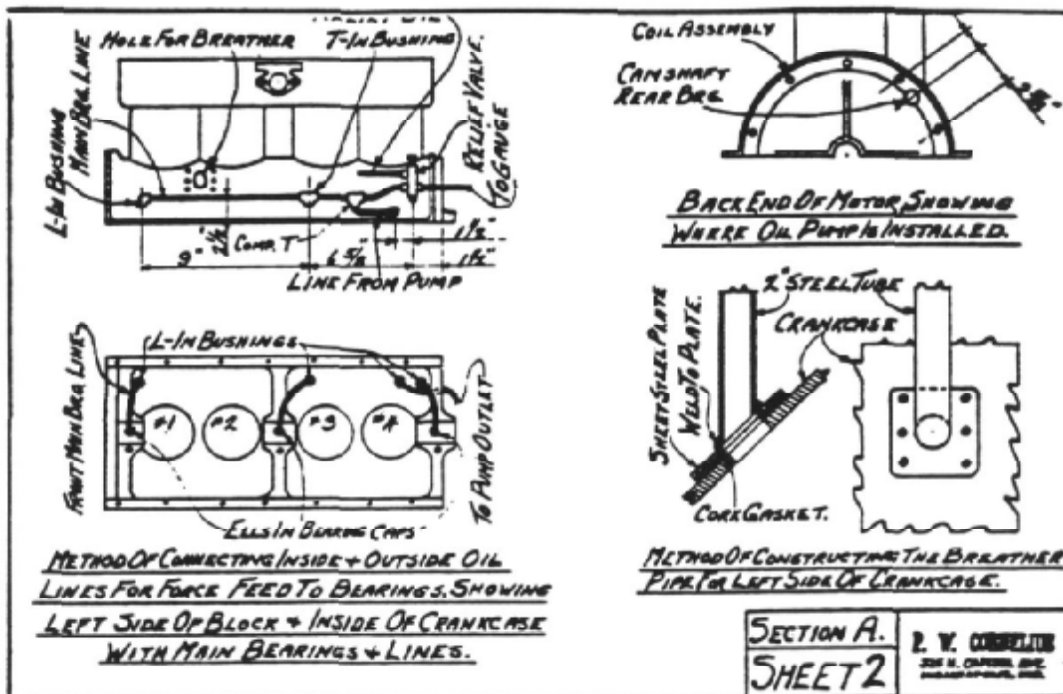
Over the past 20 years or so, three different essays on pressurizing the Model T oiling system have appeared in *The Vintage Ford*. Of these three, only one dealt with an internally mounted pump. This latest bit of knowledge offers a different approach to the subject and is worthy of

consideration.

Sheet #1 details the drilling of the Model T crankshaft, an operation that should be entrusted only to a machine shop equipped to do such a job. It is not a job that can be handled with a 1/4-inch electric hand drill. Many mechanics just run oil lines to the three main bearings and what oil leaks past the mains, is thrown by centrifugal force to the rod journals. The front engine seal must be capable of preventing an oil leak out of the front of the crank. To maintain oil pressure and avoid excess leakage, it is best to omit the shims under the main bearing caps.

To drive the oil pump, this sheet details what machining must be done to the end of the cam-





shaft Because it is difficult to get a perfect alignment between the cam shaft drive slot and the input shaft of the oil pump, a slightly loose fit in this area is advisable.

If the crankshaft is drilled, the rod bearings must also be fitted without any shims. The rod bearing clearance, as shown, might be just a little close. A clearance of 0.002 inch might be desirable in this area.

Sheet #2 details the block preparation. When running the oil lines, it is best to refrain from the use of compression fittings. Unless one uses Loc-Tite or a similar product, these fittings are liable to work loose. To offset the possibility of breaking the flares due to engine vibration, it seems advisable to use a double flare.

Note the installation of a breather pipe on the left side of the engine block. Due to a large amount of oil being introduced at the front main, it is possible that some oil will be forced out of the existing breather and filler. This existing filler can be capped by tapping the inside with a 1-1/4 inch pipe tap and using a same size pipe plug.

Sheet #3 indicates the pump, its installation and the relief valve. It has been the custom in many instances to make use of an oil pump from a VW bug. This pump can supply a sufficient amount of oil, but a Teel pump may work just as well. The pressure relief valve, as shown, is rather crude and it may be better to purchase one. The

relief valve should always be mounted externally, so that adjustments can be readily made, if needed. Any surplus oil can be dumped back into the engine to flow over the transmission bands.

The bane of most users of a pressurized oil system is loosing the "prime. It might be advisable to consider some way of priming the oil pump, should this happen.

Thirty-five pounds oil pressure is sufficient to handle the needs of this conversion. A higher pressure is apt to cause "grooving" of the babbitt, a most undesirable consequence.

Gil, besides being a lubricant, is also a coolant. A four-quart sump would add sufficient extra oil to provide this latter feature and also a convenient place for the oil pick-up.

As with any modification of a Model T engine, this alteration is liable to cause stresses not design-inherent, *so caveat emptor*.

INSTALLING HIDE-EM-WELT THE EASY WAY

With more and more restorers installing kit tops on their cars, the task of completing the top by installing the *hide-em-welt* or trim can be an arduous task resulting in a few smashed thumbs and fingers accompanied by a few well-chosen invectives.

Given that the average restorer may do one top-conceivably two, acquiring the skill and expertise of a veteran trimmer is scarcely conceivable.

Unlike the pro, not many of us are able to hold a mouthful of tacks and with the thumb and forefinger neatly open the *hide-em-welt*, pick up a tack with the magnetic hammer, and drive home the tack with one blow. Holding the trim open so the tack can be properly placed must be the real problem. This must be done or the trim can be damaged, ruining an otherwise perfect top installation.

The easiest way to accomplish this task is to procure a pair of external snap-ring pliers with the ends attached at a 90 degree angle. If you can get a pair that can be held open by a ratchet, so much the better. Just insert the ends of the pliers in the slit of the trim, squeeze the handles, and then the tack can be properly positioned and with a blow or two of the hammer, driven into the top bow. Move down the trim an inch or so, repeat the procedure and shortly the trim will be completely installed. All that will be left to do is install the metal ends.

And we all thought it was going to be a hard job!

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