

embellished with a figure-eight length of wire. No cotter pins in this area!

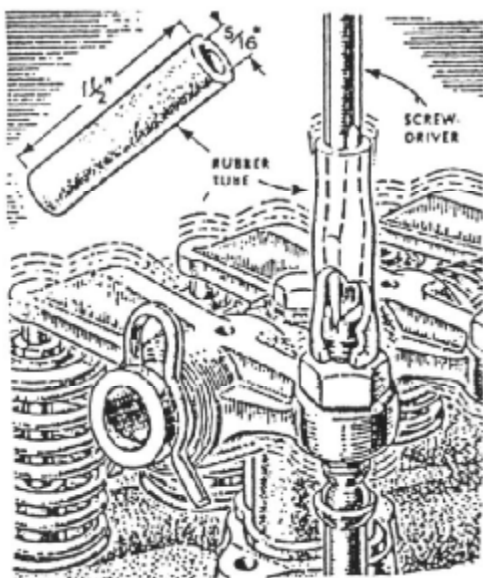
While this was done on a three-dip pan, a similar procedure can be done with other pans as well.

ADJUSTING VALVE LASH ON OHV MODEL T

Being blessed with two Rajo-equipped Model Ts, checking the valve clearances on these engines is an annual, early spring preventive maintenance ritual out in the barn. With the lifters shutting pushrods up and down, which connect to the rocker arms moving like pump jacks opening and closing valves, there are a lot of things moving around helter-skelter that just could get out of adjustment after a season of touring.

You don't want too much valve lash, but then neither do you want too little. With OHV engines, my choice, cold is .009 for the intake and .012 for the exhaust. With the engine thoroughly warm, I check the clearances once more with the engine running at a slow idle. With things hot, a minimum of .007 for the intake and .010 for the exhaust works real nice for me.

Several years ago when making a routine hot check and adjustment, I found it darn near impossible to keep the screw driver blade in the slot of the adjustment screw. Not having one of those special tools that are made for just this sort of situation, I had to improvise. Spying a short piece of rubber vacuum hose on the work bench, I slipped one end over the screwdriver blade and let



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the other end over the adjustment screw. This worked so well that in just a short time, all the valve clearances were to my satisfaction and specifications.

I never aid invest in that special tool used by some, as the rubber hose has done yeoman duty. Check the drawing for dimensions of the rubber hose I used and make one for your own use if you have a Rajo or Fronty head on your T.

BE SURE YOU CAN RUN WITH THE BIG DOGS BEFORE YOU GET OFF THE PORCH

WARNING

*Before attempting any job, do be sure that it is a
task you are capable of and confident of completing
successfully.*

Baron Leone

This discerning piece of advice I pass on to all. ‘If there is ever any particular job that is required on any of my Model Ts that leaves me just a bit cold, I am going to stay on the porch. □