

## ***Bendix Cover Auxiliary Oiler System***

There have been many modifications to the model T over the years that improve the major weakness to its oiling system. The one I like the best installs a scoop on the hogshead and then pipes the oil to the front. The only drawback to that system is you have to remove the hogshead to install it. I have zero faith in the mag post oilers.

I devised an oiler that delivers a lot of oil and dumps it directly into the #1 rod trough. If you can braze, you can do this mod.

I first took an extra Bendix cover and brazed a short piece of ½ pipe nipple to the cover. You have to be careful to ensure you get it at the 6 'O' clock position. It is a given that the cover also needs a hole drilled in it.

The pipe nipple needs to be about 2 ½ inches in length to allow the tubing connection to take place at a location where it won't interfere with the ear on the pan. Ensure the pipe is contoured to fit the Bendix cover.



**Modified Bendix Cover - showing alignment of tube at 6 'O'clock.**

Next, I took the pan cover and drilled a hole large enough to fit a short piece of ½ pipe nipple into. I inserted it so it extends inside the

pan by about 1/8<sup>th</sup> inch. That allowed me to braze it from both sides. Finally I took the die grinder and ground a "pouring lip" in it so the oil would empty directly into the #1 rod trough.



**Be sure not to position the nipple so far forward as to interfere with installing the cover.**

Install the cover bolts wet with RTV. Finally, get some ½" OD copper tubing and flare fittings. Flare the tubing at both ends and connect from the Bendix cover to the pan cover. Clamp the line to prevent work hardening from vibration using rubber lined clamp.

The next few photos show further details and the system installation.



**Pipe nipple needs to be long enough to prevent flare nut from touching dip cover.**



This photo shows the delivery at the connection point.



Here, I used a small bushing and a rubber lined clamp. You really need to isolate this line from vibrating. Copper has a nasty habit of breaking when allowed to vibrate.



Marked on the above photo are the collection and delivery levels. The total drop is  $4 \frac{3}{4}$  inches, which is steeper than the Ford internal oil line. This line should still deliver oil

at a slightly better angle than the Ford line.

After installation, I had the neighbor kid hold a clear plastic bottle to the open line. The results were 16.9 ounces in 21 seconds at a slow idle from a cold start with SAE 30 oil. That was good enough for me so I never revved it any faster. Further testing would have required additional containers and neighbor kids (*I wasn't that interested*).

When the day comes that the hogshead needs to come off it will be a simple affair to install the "good" fitting and re-plumb it to the dip cover. This line however gives piece of mind for those of us that don't feel like pulling the hogshead off until such time as we have to.

I believe all T's need some type of secondary oil line. There is also one that installs inside the dip cover that I have used before. If you don't have an auxiliary line that works and the tiny Ford line plugs with lint or other debris, the chances are quite high you ain't gonna like it.

One of the functions of oil (besides lubrication) is to cool. Babbit gives up approximately  $\frac{1}{2}$  of its compressive strength at only 30 degrees above its intended operating design. Keep it wet and remove the heat element.

A buddy of mine and I have run this setup for two years now with good results. We each had it on our cars in Clear Lake. One of the cars recently ran the Natchez Trace without incident.