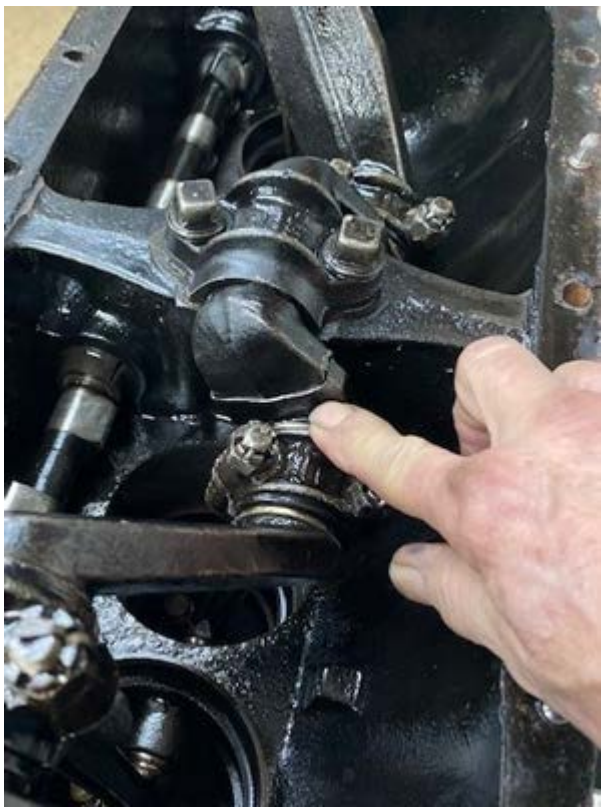
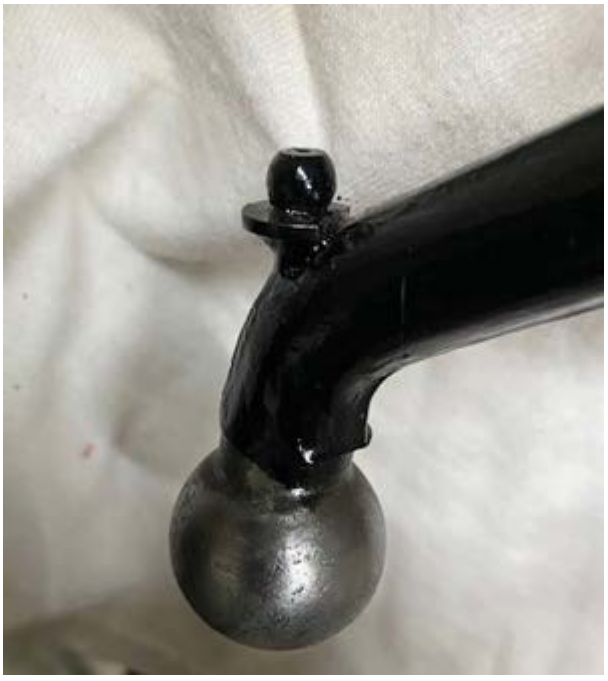
A Tip from Vech (since he how has time-on-his hands)



A quick update, we sold our BMW motorcycle parts business and retired in November. Just after we sold the business, my wife and I drove our 1922 coupe to town (12 miles) for lunch, and on the way back home, the crankshaft broke. I had a spare engine, and it was already an the machine shop, getting bored, and re-babbitted for a new SCAT crank, EGGE domed pistons, and a new Chaffin cam, so it was not the end of the world. As they say, it is not IF the model T will break a crank, it is WHEN. When I pulled the engine, this is what I found.

Since the car was down, I did a lot of other work that I had never gotten around to, previously.
Purists won't like this, but I made a modification to the pittman arm. Every time I pulled the drag link off the ball, it was bone dry, even though I had liberally greased it when I put it together. I got tired of getting under the car to pull the cap off, and clean and re grease it. So, I removed the arm, and very carefully drilled a 1/16 hole through the depression in the ball end, up through the center of the arm, and turned the threads off of a Zerk fitting, and soldered the Zerk fitting into a small depression I made in the arm where the hole came out. Now, I can grease the ball without removal of the cap. I did the same thing to our 1915 over a year ago, and it works great, easier maintenance.



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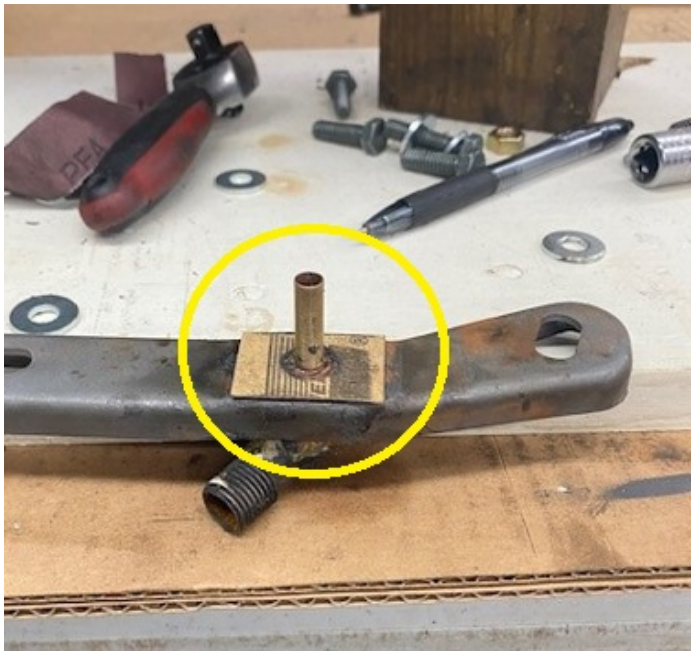
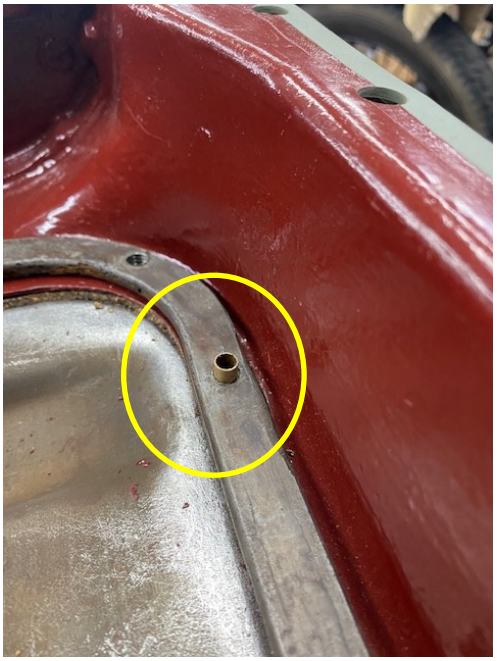
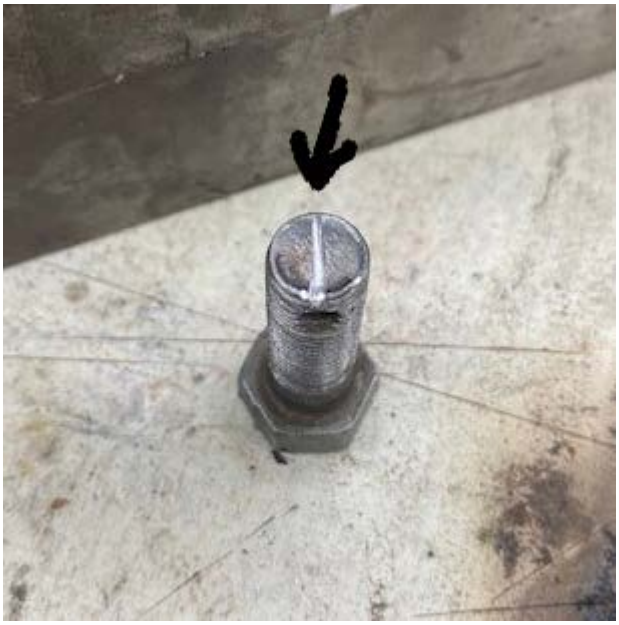


On the 1922, (which is still apart, waiting on the new engine) I had ordered a "Ford Faithful" oilier from Chaffin's to put on the car. I did not like the way the inlet for the oilier simply bolted up on the inspection cover, so I did this:
I made a flanged tube out of brass and sweated it into the inlet, and cut a paper gasket to fit it, to keep the oil from leaking out.

When installed in the oil pan, it looks like this, from the inside:





Another thing that always irritated me, was wasting time, when attempting to put cotter pins through the castellated nuts of the pan bolts, fooling around trying to get the slot of the nut to line up with the hole in the bolt.
So, I took a Dremel mototool, with a cut off wheel, and carefully cut a very shallow grove across the end of each bolt. Now it is a piece of cake, to get the slot of the nut to line up with the hole!

Note from the editor: Thanks for the tips Vech. Now, why didn't I think of marking my bolts that way?

THE END