

COMPENSATING FOR WEAR

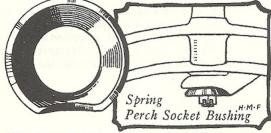
Murray Fahnestock, S.A.E. '21

*"Nor put new wine in old bottles—
lest both be lost...."*

WE all know the story. But do we always think of it in connection with the too-extensive installation of "new parts in old Fords?"

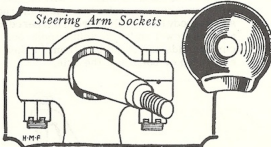
For instance, an axle shaft broke in a 1915 Model T. The owners gave instructions to install new axle shafts only. But the Ford dealer put in enough new parts to run the bill up to \$28.00.

"Now," said the Ford dealer, "the rear axle system is as good as new".



"But," replied the car owner, "a new axle system is all out-of-proportion in a 12-year old car. If I were to offer you this car in trade on a new Ford, I'm sure you wouldn't allow me \$28.00 extra for it. In fact, you would say that "the rest of the car is so nearly out of date that even a good-as-new rear axle doesn't add anything to the resale value of the car".

With the New Model Ford "selling" itself, one of the Ford dealer's chief problems for some time is going to be selling the Model T. Fords that he takes in trade. The arrival of the New Model has already lowered the possible "resale value" of the Model T. Fords. Consequently, the dealer cannot afford to put expensive repairs into these older cars. The Ford dealer's shop must put the cars



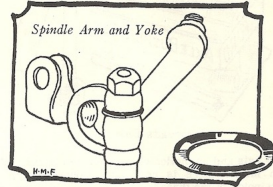
into condition so that the buyer can get the "unused transportation" at the lowest possible cost.

In the lower price classes, the dealer cannot afford to rebuild or remanufacture cars that are approaching the junk heap, but must confine the work to low cost, yet serviceable "touch-up" repairs which will give reliable service, even if there is a little more noise and vibration than in a new car.

The front ends of the wish-bone or radius rod are under a constant strain. Which wears the holes in the ends of the radius rod egg shaped, if the nuts are not kept absolutely tight. This loosens the axle, permitting it to move back and forth throwing the wheels out of alignment and perhaps causing front wheels to wobble or shimmy.

The case-hardened steel perch socket bushings take up this wear and are quickly installed.

A loose front radius rod may cause a serious accident, as it may be pulled out entirely when

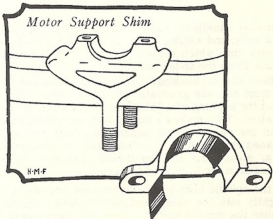


backing the car. Yet installing a new radius rod socket is an expensive repair, involving the removal of the crank case and brazing a new socket in place. However, special bushings are now made of case hardened steel (to stand the wear) which can be installed quickly and have a lip to hold them in place. Using one of these bushings, and a new ball cap, makes an effective, yet inexpensive repair.

Looseness in steering arm ball joints causes steering wheel play that is dangerous. While new ball caps are inexpensive, a new steering gear connecting rod costs 80 cents. But steering arm socket bushings, of case-hardened steel can be used in both ball joints and will take up the slack in the steering assembly. A well-fitted steering gear assembly does much to prevent the front wheels going over center and locking while turning a corner.

Play between spindle arm and spindle connecting rod yoke can be taken up by placing Stevens spacing washers between the arm and yoke.

End-play in spring hangers is the result of wear of springs, perches and of hangers, so simply replacing the hangers does not eliminate all the



looseness. However, we can easily install spacing washers on the spring hangers of front and rear springs which will eliminate the play. This is especially important in the front spring hangers, where any slack has some effect on the accuracy of the steering.