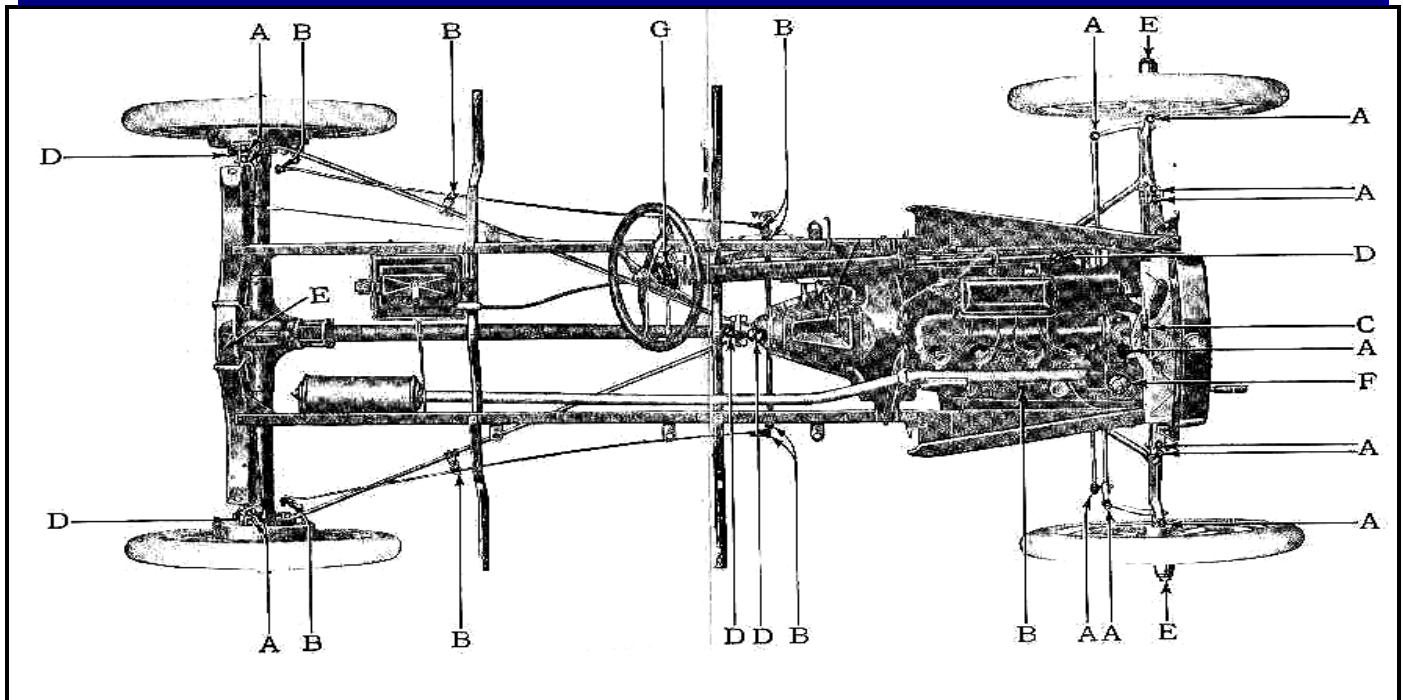




## The Drip Pan - Lubrication

### Lubrication Guide



- A - Oil Every 200 Miles**
- B - Oil Every 500 Miles**
- C - Oil Every 1000 Miles**
- D - Grease Every 500 Miles**
- E - Grease Every 1000 Miles**
- F - Oil Motor Daily. Keep Oil Level between crank case pet cocks**
- G - Grease Every 5000 Miles**

From the Ford Owners Manual

### Lubrication - 1

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Bottom line, we are not responsible for anything. Please read, listen, enjoy, use common sense, and be careful out



# The Drip Pan - Lubrication

## Lubrication Chart

<b>Handy-Dandy Guide to Model T Ford Lubrication</b> (Bob Plegge)			
<b>Location</b>	<b>Type Lubricant</b>	<b>Amount</b>	<b>Remarks</b>
Commutator	30 W Non-Detergent	A little	Every other day or every 200-300 miles.
Engine/Transmission	30 W Non-Detergent	4 Qts.	Maintain to top cock
Differential - Ruckstell Differential - Standard	250 W (SAE 140) 400 @ or 600 W	1 Qt	Level with drain hole - use 600 W if worn
U-Joint/Drive Shaft	Chassis Lube	1 Pt.	Effects engine oil seal at rear of transmission
Rear Axle Bearings.	Chassis Lube		1 Tsp. Per 1000 miles
Front Wheel Bearings.	Fibrous-Wheel Bearing.		Pack every 2/3000 miles
Steering Gears/Steering Block	Chassis Lube	Fill cavity visible	Fibrous may be used if worn
Spindle Bolts/Tie Rod Ends/Spring Perches	Chassis Lube 250-400W	Visible Fill Cups	If greats ftgs. If oiler cups
Fan Shaft	Chassis Lube	Visible	Every 100 miles
Generator/Starter*	30 Wt. Oil	5-6 drops	*with oil cup
Spring leaves, crank bushing, hand lever, door hinges & latches, hub caps, throttle, spark, Ruckstell linkages, hood lacing, etc.	Teflon spray, known as 'dry clean' lubricant, does not attract dust		
Water Pump	Chassis Lube	Visible	If internal bushing use Lubriplate 'waterproof' grease
Foot Pedal Shafts	Forget It!	Too Much!	Automatically lubricated through leakage process
Timer/Distributor	Varies		Follow manufacturer recommendation

**Note: Synthetic & High Detergent Multi-Weight engine oils not recommended.**

### Lubrication - 2

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## The Drip Pan - Lubrication

### Care of the Springs

The springs should be lubricated frequently with oil or graphite. To do this, loosen spring clamps, pry the leaves apart near the ends and insert the lubricant between them. This will restore the original flexibility of the springs and improve the riding quality of the car.

It is a good plan to frequently inspect the clips which hold the springs to the frame and see that they are kept tight, otherwise the center bolt may become sheared off—allowing the frame and body to shift a trifle to one side.

Ford Instruction Manual

### Draining the Crankcase

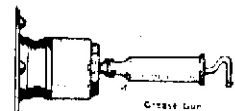
It is advisable to clean out the crank case by draining off the dirty oil when the new car has been driven four hundred miles; thereafter it will only be necessary to repeat this operation about every seven hundred and fifty miles. Remove the plug underneath the flywheel casing and drain off the oil. It is desirable to occasionally flush the crank case by replacing the crank case plug and putting two quarts of lubricating oil into the motor and running the engine slowly for a few minutes; then remove crank case plug and drain off the flushing oil, replace plug and refill with one gallon of fresh oil.

Ford Instruction Manual

### Greasing the Front Wheel Bearings

On later Model T Fords, it is necessary to remove the front wheels in order to grease them, as there are not enough treads on the hub caps to force the grease into the bearings. If greasing is neglected, the bearings will soon be ruined. To make the greasing easier, procure an old hub cap, and punch a hole through the outside end of sufficient size to admit a small grease cup, the closed end of which has been sawed off. Solder the threaded shell of the grease cup securely to the hub cap.

When greasing the front hubs this extra hub cap is substituted for the regular cap, and a loaded grease gun is screwed into the grease cup. Then the plunger of the grease cup is pushed in, completing the work.



Author Unknown, From the Magneto News

### Kind of Oil to Use

We recommend only light high grade gas engine oil for use in the Model T motor. A light grade of oil is preferred as it will naturally reach the bearings with greater ease and consequently less heat will develop on account of friction. The oil should, however, have sufficient body so that the pressure between the two bearing surfaces will not force the oil out and allow the metal to come in actual contact. Heavy and inferior oils have a tendency to carbonize quickly, also “gum up” the piston rings and valve stems.

Graphite should not be used as a lubricant in the engine or the transmission as it will have a tendency to short-circuit the magneto. Dope or grease should be supplied to the differential, front hubs and such other parts as indicated in diagram.

Ford Instruction Manual



## The Drip Pan - Lubrication

### Lubricating the Differential

Do not put too much grease in the differential housing. The housing should not be more than one-third full. The differential is supplied with the required amount of lubricant when the car leaves the factory. The oil plug should be removed about every 1,000 miles and more grease added if necessary. If a fluid grease is used the level should be approximately one and one-half inches below the oil hole.

Ford Instruction Manual

### The Model T Ford and the Microwave Oven (Greasing the T Rear End)

How many times have you tried to add differential grease to your "T" rear end, only to end up with more on the outside than on the inside? That small funnel you made from your wife's kitchen aluminum foil will work much better if you'll warm, thereby thinning the lubricant before trying to add it. This is particularly helpful if your using the heavy 140 weight.

There are many ways to accomplish this but the slickest (no pun intended) is with the help of your microwave oven. Start with a small amount, 2/3 cup, in a non-metallic container. A cream pitcher from a discarded melmac dish set works great for me. You'll have to experiment with the amount of time and temperature setting for your microwave. Start with a low temperature and short time setting (20 seconds) until you get it right. Your wife's assistance (and permission) may be helpful at this point. Warm to the temperature of sipable coffee and it will pour like 20 weight engine oil. Good Luck.

Dave Rosenow

### Oiling the Commutator

Keeping the commutator well oiled is a matter of far greater importance than many drivers believe.

Put a little oil into the commutator every other day – at least every 200 or 300 miles. The same oil as used in the engine is satisfactory for this purpose. The commutator roller revolves very rapidly, and without sufficient lubrication the parts soon become badly worn. When in this condition perfect contact between the roller and the four contact points is impossible, and as a result the engine is apt to misfire when running at a good rate of speed.

Ford Instruction Manual

### Oiling the Generator, Starter Motor, and Fan

The starting motor is lubricated by the Ford splash system, the same as the engine and transmission. The generator is lubricated by a splash of oil from the time gears. In addition an oil cup is located at the end of the generator housing and a few drops oil should be applied occasionally.

Occasionally remove the fan pulley plug, fill the pulley hub with oil and replace plug.