



The Model T Instruction Book was full of practical information, as the owner was expected to drive, maintain, and most likely do major overhauls himself. The following are **Excerpts** from the Ford Manual.

How to Run the Model T Ford

On Receiving Your Car, and before starting the motor, Fill the Radiator with clean, fresh water, preferably straining it through muslin or other similar material to prevent foreign matter getting into the small tubes.

It is important that the car should not even be run out of the freight car under its own power unless the circulating system is full. Pour in the water until you are sure both radiator and jackets have been filled and the water runs out of the overflow pipe. During the first few hours that the engine is running, it is a good plan to examine the radiator frequently and see that it is full and the water circulating properly. Soft rain water, when it is to be held in a clean state, is superior to water which may contain alkalis and other salts which are injurious, or which tend to deposit sediment and clog up the radiator.

Vigilance and Oil

The first rule in motoring is to see that every part has, at all times, plenty of oil. The second is to see that every adjustment is made immediately the necessity of such adjustment is discovered.

The liability of trouble, with the consequent marring of pleasure trips through neglect to make adjustments promptly, increases the square of the times they are neglected.

Permitting any part to run for even a brief period without proper lubrication will certainly result in serious injury to the machine and expense to the owner; and the results of reckless driving, while they may not show up immediately, will none the less certainly appear later for all that.

If the history of all the joyously anticipated pleasure trips that have ended disastrously could be written, it would be shown that in 90 percent of the cases the humiliation and disappointment might have been avoided by making a certain repair and adjustment, the necessity of which was know before starting, instead of trusting to luck and a crippled part.

Go It Easy

In the flush of enthusiasm, just after receiving your car, remember a new machine should have better care until she "finds herself" than she will need later, when the parts have become better adjusted to each other, limbered up and thoroughly lubricated by long running.

You have more speed at your command than you can safely use on the average roads, or even on the best roads save under exceptional conditions, and a great deal more than you ought to attempt to use until you have become thoroughly familiar with your machine, and the manipulation of brakes and levers has become practically automatic.

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We would like to make you aware that as always, in past, present, and future, any communications issued by Lone Star T's, Dallas Ft. Worth Chapter, Model T Ford Club of America, regardless of the form, format, and/or media used which includes, but is not limited to newsletter and web site is presented only in the light of a clearing house of ideas, opinions, and personal experience accounts. Anyone using ideas, opinions, information, etc., does so at their own discretion and risk. Therefore, no responsibility or liability is expressed or implied and you are without recourse to anyone. Any event announced and/or listed herein is done so as a matter of information only and does not constitute approval, sponsorship, involvement, control or directions of any event. Bottom line, we are not responsible for anything. Please read, listen, enjoy, use common sense, and be careful out



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Extraordinary conditions must be met when they present themselves--they should not be made a part of the every-day routine.

Control

ALL speeds are controlled by a foot pedal enabling the driver to stop, start, change speeds, or reverse the car, without removing the hands from the steering wheel. The foot pedal at the right, marked "B," operates the brake on the transmission. The pedal in the center, "R," operates the reverse. The left foot pedal, "C," is the control lever acting on the clutch.

The hand lever when thrown forward engages high speed; when pulled back, operates the emergency brake. The lever is in neutral when almost vertical and clutch is in a released condition. With the hand lever thrown forward in high speed, a light pressure on pedal "C," releases the clutch, while a full pressure on the pedal throws in the slow speed; by gradually releasing the pedal, it will come back through neutral into high speed.

Before Starting the Car, see that there is plenty of gasoline in the tank; the shut-off valve in the gasoline feed pipe open; the radiator filled; the proper amount of oil in the crank case; the grease cups, oil cups and other parts requiring lubrication given attention.

See that the hand lever is in a vertical position, the clutch thereby being disengaged and the emergency brake set.

Close the coil switch.

Place the spark lever at about the third or fourth notch of the quadrant—wherever the best results are obtained.

Open the throttle about five or six notches, and prime the carburetor if the engine requires it.

Engage the starting crank firmly and pull up on it. Two or three times will usually suffice to draw the mixture into cylinders and ignite it.

To Start the Machine, slightly accelerate the engine by opening the throttle, place the foot on the clutch pedal, and thereby hold the gears in a neutral position while throwing the hand lever forward; then to start the car in motion, press the pedal forward into slow speed and when under sufficient high (20 to 30 feet), allow the pedal to drop back slowly into high speed, at the same time partially closing the throttle, which will allow the engine to pick up its load easily. With a little practice the change of speeds will be easily accomplished, and without any appreciable effect on the smooth running of the machine.

To Reverse the Car, it must be brought to a dead stop. With the engine running, disengage the clutch with the hand lever and press the reverse pedal forward with the left foot, the right foot being free to use on the brake pedal if needed.

To Stop the Car, partially close the throttle; release the high speed by pressing the clutch pedal forward into neutral; apply the foot brake slowly but firmly

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until the car comes to a dead stop. Do not remove foot from clutch pedal, without first pulling hand lever back to neutral position.

To Stop the Motor, open the throttle a trifle to accelerate the motor and then throw off the switch. The engine will then stop with the cylinders full of explosive gas, which will naturally facilitate starting.

Endeavor to so familiarize yourself with the operation of the car that to disengage a clutch and apply the brake becomes practically automatic – the natural thing to do in case of emergency.

When Driving the Car, the spark should be advanced as the speed increases until the engine reaches the highest point of efficiency. If the spark is advanced too far a dull knock will be heard in the motor, due to the fact that the explosion occurs before the piston has completed its compression stroke. The spark should only be retarded when the engine slows down on a heavy road or steep grade, but care must be exercised not to retard the spark to such an extent that overheating will result. The greatest economy in gasoline consumption is obtained by driving with the spark advanced sufficiently to obtain the maximum speed. The varying speeds required to meet road conditions should be obtained by using the throttle, and with the wide range of flexibility which the Model T possesses there is very little occasion for releasing the high speed clutch or resorting to low gear under ordinary conditions.

Descending Hills, do not depend entirely on the brakes to hold the car when descending long hills. Keep the clutch engaged in high speed and close the throttle, also leaving the ignition switch turned on. This allows the engine to turn over against compression, and the engine acts as a brake. On exceptionally steep hills, engage the low speed.

To Prevent Engine Running Too Fast or Choking with Throttle Retarded

If the engine runs too fast with the throttle fully retarded, unscrew the vaporizer throttle lever adjusting screw until the engine idles at suitable speed. If the motor chokes and stops when throttle is fully retarded the adjusting screw should be screwed in until the proper adjustment is obtained.

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Note

Tips on specific systems of the Model T are included in their appropriate chapter. These tips include personal experience of members as well as Ford Instruction Book Information, when available.

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