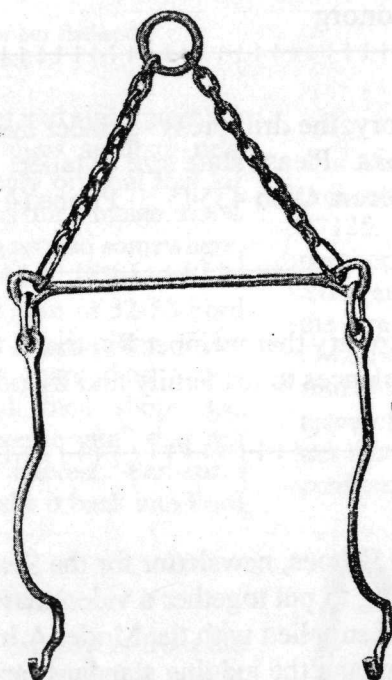


*National*  
**FORD TOOL**  
*Collectors*

MAY, 2003  
VOLUME 6  
ISSUE NUMBER 2

**NEED A LIFT ? (AS SUPPLIED BY THE SERVICE STATION EQUIPMENT COMPANY IN 1921).**

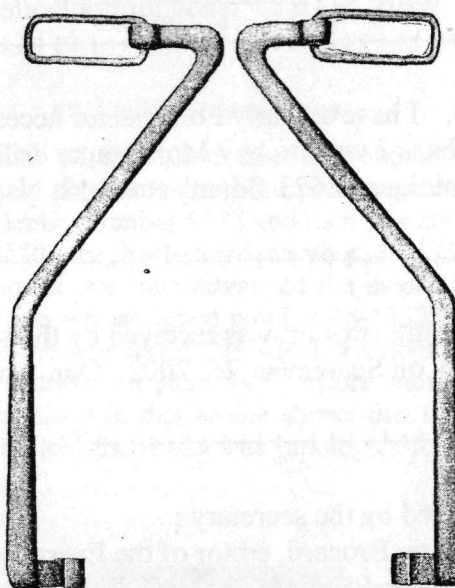
**FRONT END LIFTING HOOKS FOR FORD CARS**



For raising the front end of a Ford Car to remove or repair the front axle or spring. The hooks are placed on the fender iron below the nut on the end of the lamp bracket. The rings are placed in the hooks on chain falls and the car is easily raised.

Each  
No. M-37—Weight 17 Lbs...\$7.50

**REAR END LIFTING HOOKS FOR FORD CARS**



By means of this device the rear end of the car can be held securely while the rear axle assembly or spring is being removed or repaired.

When attaching the hook, place the clamps on the end of each bar on the frame, bring the ends of the bar together, one end resting in the safety crevis on the other bar and place the links in the chain fall. The car will easily be raised.

Per Pair  
No. M-38—Weight 32 Lbs...\$12.00

**IN THIS ISSUE:**

GREASE GUNS

TIRE PUMPS

LIFTING HOOKS

ALL - POWER

TOOL MANUAL ANNOUNCEMENT

SUBMISSIONS AND WHO TO CONTACT FOR CLUB BUSINESS

Send all communications regarding dues, club business, web site, back issues, etc., to :  
Steve Thompson, secretary-treasurer email : steveth@peakpeak.com  
1041 Wagon Wheel Drive, Fort Collins, Colorado 80526

Send all research material for the Ford Tool Reference Manual to :  
Don Geddis, manual editor email : drgeddis@comcast.com  
116 Ashland Road, Summit, New Jersey 07901

Send all articles, letters to the editor, and classified ads to:  
Phil Anderson, newsletter editor email : soquili@earthlink.net  
22242 Meyer Ravine Road, Grass Valley, California 95949

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NAFTCO WEB SITE : www.fordtoolcollector.org  
+++++

WANTED. I have an early Ford tractor accessory; the drill press - grinder assembly which takes Morse taper drill bits. I want to buy Morse taper drill bits. Please state size of taper.  
Floyd Dominique, V623 County Road 12, Napoleon, Ohio 43545 Phone (419) 598-8186

+++++

PASSING. Information was received by the secretary that member Raymond Coburn of Kellogg, Iowa, passed away on September 26, 2002. Our condolences to his family and friends.

+++++

Letter received by the secretary :  
Hi. I am Norm Brocard, editor of the Evergreen Echoes, newsletter for the Seattle, Washington chapter of the Model A Ford Club of America. We are trying to put together a video that will do a professional and authentic job of identifying all the tools that were supplied with the Model A in the tool kit. We haven't gotten much help yet from the Dearborn museum, and the judging standards are incomplete on the real details needed to tell the strictly A tools from the other years of Ford tools. Do you have a list of references that would help us determine all the Model A tool manufacturers and exactly what the tools' specs and markings were? Thanks for any help or comment.  
Phone (360) 341-2180 email NBWoodsy@Whidbey.com

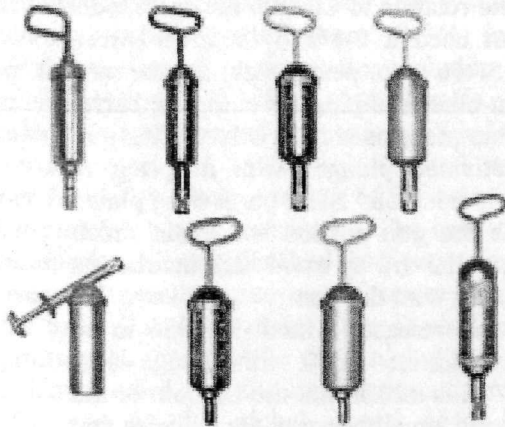
Editor's note : Secretary Thompson says he regularly gets this type of question, so obviously there is a great thirst for knowledge out there regarding our beloved Ford tools. The answer to this question is one of the primary missions of NAFTCO and the full picture may never be known but we continue to gather pieces of the puzzle. As to this particular request, if any of you Model A specialists can give Mr. Brocard a hand with their project, please contact him.

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Member Onie Sims writes: Just received the February, 2003 issue of FTT. Great , as always! My comment is: the top picture on page 5 is a La Crosse Plow wrench. It, like the Ford 9N17014 is marked for measuring the depth of furrows. I have seen at least 4 models of this wrench. They are all the same except that some have LA CROSSE PLOW CO and the number K29 on the back, however some only have the number and some only have the name. This wrench is well documented in Pete Rathbone's book, "The HISTORY OF OLD TIME FARM IMPLEMENT COMPANIES AND THE WRENCHES THEY ISSUED".  
Thanks, Onie, for the updated information. Ed.

# Tool Kit Grease Guns of the Flathead Era

Lin Stacey

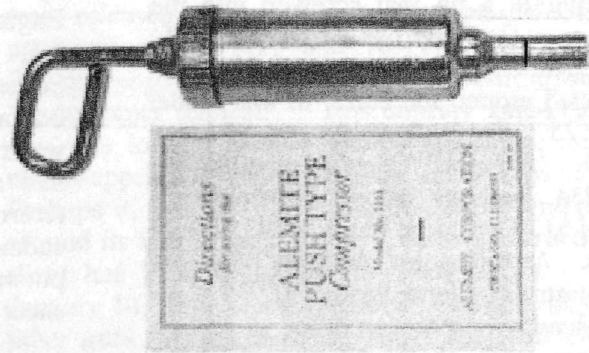


Which of these are correct for our flatheads?  
They may ALL be!

It seems at every flea market and swap meet we see a few small hand grease guns awaiting new owners. Some were undoubtedly original tool kit components or accessory items for vintage autos. Many of us have a couple lying around somewhere, patiently awaiting identification. This article attempts to identify six grease guns of 32-53 Ford vintage, their variations, and applications. The author ventures to guess that more than a few readers will scrounge through their shops and garages for that "neat little grease gun" that has been there for years with new interest. Perhaps a few of these little gems will make it back into Ford tool kits!

## B-17125 Grease Gun

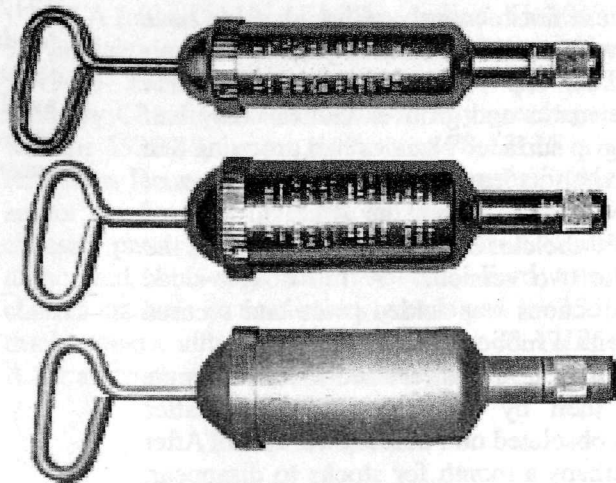
Several tool kit items were carryovers from the Model A years. Renumbered Model A grease gun B-17125 was supplied largely unchanged from 1928 through 1934 for all Ford Products. Entirely nickel-plated, the barrel was usually stamped "Alemite Lubricator" and "Alemite Corp" or "Alemite Corporation". Reference to "Bassick" is not thought to be V8 era. It is further surmised that caps with fine line knurling and whose internal grease follower was cork material were also earlier. These differences may have been running changes, though, as no part number changes could be found in archive records. Ford script was never present. A set of instructions was rolled around the barrel, secured with a rubber band. May 17, 1933 heralded the change from conical grease fittings to modern style spherical heads, but the B-17125 grease gun continued to be supplied. In fact, Engineering Release #3383 of August 22, 1934, specified this gun as "in effect" for current 1934 production, while admitting that it was "not as effective as new gun 40-17125".



**B-17025**  
with instruction booklet  
Used 1932-34

## 40-17125 Grease Guns

An area of confusion that this author has unfortunately perpetuated is Ford part number 40-17125. Alemite number 6178 and its wider cousin number 6550 are both Ford number 40-17125. Your author at one time advanced the theory that the larger gun was assigned number 68-17125-A1. Owners of the wonderful 1935-36 Ford Book will find this mistake on page 145. More thorough research outlined in this article shows that this is not the case and the reader has apologies for this confusion.



## 40-17125 Grease Guns

Top: Alemite 6178  
Used late 1934? through early 1936?

Middle: Alemite 6550  
(Nickel Plated)  
Used 1936 through early 1937

Bottom: Alemite 6550  
(Cadmium Plated)  
Also 1936-early 1937?

The first 40-17125 was Alemite 6178. About 9 inches total length with a 1-3/8 inch barrel This gun featured the three piece gripper that fit around the grease fitting in a tip that screwed into the neck of the gun. Gun and handle were entirely nickel-plated. Although an instruction sheet was probably wrapped around the barrel of this model as with B-17125, this author has yet to come across a sample. Released "soon as possible" on August 1, 1934, perhaps a few 1934 models received it, and 6178 was used through 1935 for all Ford products. At this point, the plot thickens! In an inter-departmental letter written 4/2/35, Ford accepted an Alemite Corporation offer to replace this grease gun with the 1-5/8 inch-barreled Alemite 6550 at no extra charge. This offer was made since the same gun was currently being produced for GM and Chrysler. Production was to start "about July '35". Accordingly, Alemite 6550 was released as 40-17125 for all 1936 Ford and Lincoln units, domestic and export on August 31, 1935. Therefore it seems that Alemite 6550 would be the rule for 1936, with perhaps a few early 1936 units using up dwindling stocks of Alemite 6178.

Differences may be noted on various Alemite 6550 grease guns, and they appear to follow two patterns. One featured a nickel finish on all parts except the handle, which was cadmium-plated. The filler cap had a series of parallel grooves that completely covered the gripping surface. Usually there was no imprinting on these caps. The nozzle had longitudinal grooves that covered at least half of it (see below). The other basic 6550 version had a cadmium finish entirely, although some have been seen with neck and nozzle plain or nickel-plated. This cap usually had some Alemite manufacture marks and grooves that ran only half way up the grip surface. Nozzles had grooving that ran less than half its length. Because the features of nickel plated version match the Archival print of Alemite 6550 the closest, it may be that it was the earlier of the two versions. A full double-sided page of instructions was folded twice and secured to the gun with a rubber band.

40-17125 therefore was serviced first by Alemite 6178, and then by Alemite 6550. The latter version was obsoleted on February 10, 1937. After allowing perhaps a month for stocks to disappear, the next players are 68-17125 and 78-17125.

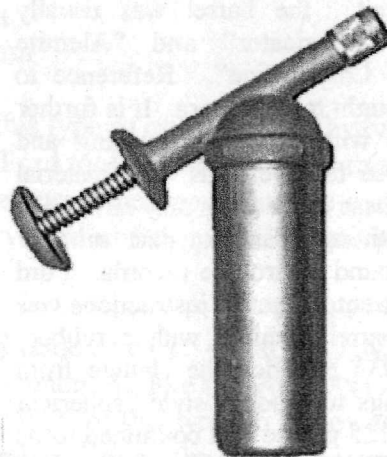


40-17125 = Alemite 6178 and 6550  
nozzle groove variations  
left = nickel-style center and right = cadmium-style

## 68-17125 Grease Gun

The only Ford tool kit grease gun not produced by Alemite Corporation was 68-17125, Lincoln Engineering (no relation to Lincoln the car) model KE. This gun used a 1-1/2 by 4 inch barrel. Some barrels were two piece with a tube and bottom cap. In other samples the complete barrel was made of one piece as shown below. This gun had a palm-activated plunger with a spring to return it to ready position. Steel parts were plated cadmium while the gun portion was plain finish pot metal. A small 5-1/2 by 4-1/4 inch instruction sheet was supplied with the gun.

68-17125 was released March 9, 1936 to be optional with Alemite 6550 for Rouge line products only. This meant that the Lincoln or the Alemite guns were equally correct for vehicles that came off of the Rouge line. These requirements were removed May 3, 1937, and by then, the gun was optional with newly released 78-17125 which we will discuss shortly. Grease guns were no longer required for domestic products on January 19, 1938 "as soon as supplies are depleted". They continued to be released for export vehicles and at "customer request" for domestic use. 68-17125 continued to be one of two (or three, as we shall see) guns supplied in this fashion through at least 1951. Curiously, the last mention of 68-17125 found in chassis parts books is the 1938-42 Chassis Parts Guide (page 280) of October, 1941, where it is mentioned alongside 78-17125. The last Engineering Information form found in the archival collection released it optional with 78-17125-A1 and A2 on August 24, 1950, for 1951 production. Without any hard evidence supporting its use, it appears that this grease gun was not available after 1951. Further, there were no direct references found to its use on any Lincoln automobiles nor on 49-53 Mercury.

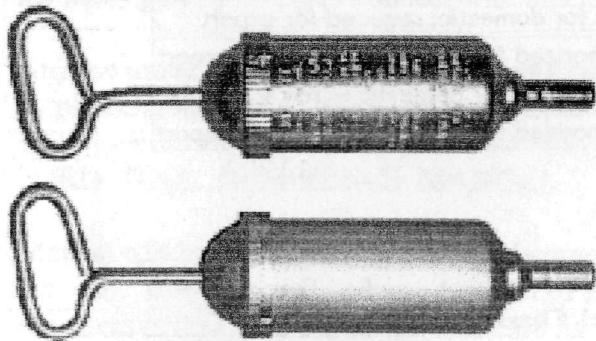


68-17125  
(Lincoln Model KE)  
March 9, 1936 through 1951

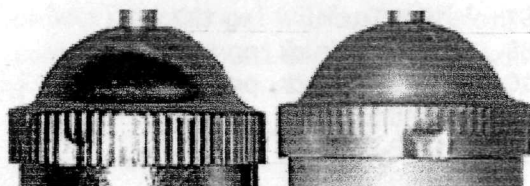
### 78-17125 (78-17125-A1) Grease Gun

78-17125 was Alemite 6557. It differed from Alemite 6550 in that the nozzle was smaller and permanently attached to the barrel. The result was a shorter overall length, about 8-3/4 inches. Other dimensions were the same, including cap, barrel diameter, and cadmium plated handle. Both included a full page set of instructions folded twice and wrapped around the barrel, secured with a rubber band. As with Alemite 6550, some were nickel-plated, others cadmium. The caps of the cadmium-plated examples had half-way gripping grooves and usually some manufacturer markings on the top. Cadmium plated barrels usually had no printing on them, while most nickel ones did. Nickel ones often had the same gripping grooves on the cap as the nickel plated 6550 guns. Circumstantial evidence suggests that the nickel variety preceded the cadmium variant, but no definite evidence could be found to prove this.

On February 10, 1937, Alemite 6557 was released for all Fords and Lincolns. Domestic requirements were dropped January 19, 1938. On January 31, 1944, suffix "A1" was added to distinguish it from the new 78-17125-A2, which we will visit shortly. With its new suffix, the same Alemite 6557 continued to be offered to domestic owners from dealers through 1953, while still a requirement for export vehicles. According to several Engineering Releases, it was optional with 68-17125 and 78-17125-A1 "only when 78-17125-A1 is not available". This would seem to indicate a preference for Alemite 6557.



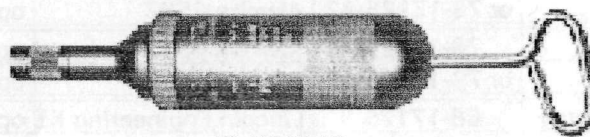
78-17125 (78-17125-A1)  
Alemite 6557  
Top: Nickel finish  
Bottom: Cadmium finish  
February 10, 1937 through 1953



Filler cap variation  
left = nickel-plated style right = cadmium-plated style

### 78-17125-A2 Grease Gun

The final tool kit grease gun of the V8 era was Alemite 6587, Ford part number 78-17125-A2. It was released "at once" to be optional with predecessors 68-17125 and 78-17125-A1 for all foreign vehicles, and available to domestic owners "at customer request". This entirely zinc-plated gun was longer, at 9.75 inches minimum, more robust-appearing, and apparently more expensive. Perhaps it, too, had an instruction sheet wrapped around its barrel upon delivery, but no instruction sheet has been found yet by your author. On January 10, 1946, it was declared optional with the other guns "when 78-17125-A1 is not available", again indicating preference for Alemite 6557.



78-17125-A2  
Alemite 6587  
Top: Zinc finish  
1944-1953

### Summary

Grease guns were either standard equipment or available options from 1932-53 for Ford products. However, near the end of "flathead" era some curiosity-stimulating mysteries come to light. For instance, the 1949-54 Chassis Parts Book lists 78-17125-A (either "A1" or "A2") as correct for 1949-53, indicating that either could be obtained for 1949-53 Ford vehicles. Curiously, the last Mercury Chassis book to mention **any** grease gun was the 1939-48 version, indicating 78-17125-A1-A2. This last reference listing grease guns in this author's collection for Lincoln was the 1936-48 chassis parts book, where 78-17125-A1 was authorized, but only for 1936-42. Ford truck chassis manuals do not list any grease gun for 1953 truck owners, although routinely listing 78-17125-A for all truck models up to and including 1952.

### Final Comment

All research and the written words that follow are subject to further evidence and subsequent revision. This article should not be misconstrued as the "final word". I sincerely invite member contributions on grease guns and on any tool-related subject as we try to increase the factual body of knowledge that the purist so sincerely values.

Lin Stacey

# 1932-53 Tool Kit Grease Guns

Vehicle	Ford Part	Mfgr Number	Comment
1932-34 P,C,T	B-17125	Alemite Lubricator	
	or 40-17125	Alemite 6178	after 08/01/34
1935 P,C,T	40-17125	Alemite 6178	
1936 P,C,T	40-17125	Alemite 6178	some early production vehicles?
	or 40-17125	Alemite 6550	
	or 68-17125	Lincoln Engineering KE	Used for 50% Rouge line after 03/09/36
1937 P,C,T	40-17125	Alemite 6550	obsolete 02/10/37
	or 68-17125	Lincoln Engineering KE	Use for 50% Rouge line until 05/03/37
	or 78-17125	Alemite 6557	after 02/10/37
1938-42 P,C,T	68-17125	Lincoln Engineering KE	opt. after 01/19/38 domestic; req for export
	or 78-17125	Alemite 6557	opt. after 01/19/38 domestic; req for export
1945-51 P,C,T	68-17125	Lincoln Engineering KE	optional for domestic; required for export
	or 78-17125-A1	Alemite 6557	optional for domestic; required for export
	or 78-17125-A2	Alemite 6587	optional for domestic; required for export
1952-53 Pass	78-17125-A1	Alemite 6557	optional for domestic; required for export?
	or 78-17125-A2	Alemite 6587	optional for domestic; required for export?
1939-42 Mercury	68-17125	Lincoln Engineering KE	optional for domestic; required for export
	or 78-17125	Alemite 6557	optional for domestic; required for export
1946-48 Mercury	68-17125	Lincoln Engineering KE	optional for domestic; required for export
	or 78-17125-A1	Alemite 6557	optional for domestic; required for export
	or 78-17125-A2	Alemite 6587	optional for domestic; required for export
1949-53 Mercury	78-17125-A1	Alemite 6557	not authorized for domestic?? req for export
	or 78-17125-A2	Alemite 6587	not authorized for domestic?? req for export
1936 Lincoln	40-17125	Alemite 6550	
1937 Lincoln	40-17125	Alemite 6550	obsolete 02/10/37
	78-17125	Alemite 6557	after 02/10/37
1938 Lincoln	78-17125	Alemite 6557	opt. after 01/19/38 domestic; req for export
1939-42 Lincoln	78-17125	Alemite 6557	optional for domestic; required for export
1946-48 Lincoln	78-17125-A1	Alemite 6557	not authorized for domestic?? req for export
1949-53 Lincoln	78-17125-A1	Alemite 6557	not authorized for domestic?? req for export
1953 Trucks			not authorized for domestic?? req for export

See text for descriptions and variances

## Sources Consulted

### Engineering Releases

11 #14 11/25/31  
 #761 05/17/33  
 3289 08/01/34  
 D38 #159 01/17/35  
 Alemite ltrr 07/08/35  
 E36 #102 08/31/35  
 E-1359 03/09/36  
 F-1915 02/10/37  
 F2397 05/03/37  
 G1375 01/19/38  
 M235 01/31/44  
 7RCF-17003A 06/27/49  
 0A-17003 02/20/50  
 A2-97 #97 08/24/50

### Ford, Mercury, Lincoln, and Truck Chassis Parts Guides

1928-32 pass pg 64  
 1928-34 P, C pg 82  
 1935 P,C,T pg 98  
 1936 P,C,T pg 42  
 1928-36 P,C,T pg 111  
 1928-37 P,C,T pg 144  
 1937 P,C,T pg 37  
 1938 P,C,T pg ?? ?  
 1938-39 P,C pg 91  
 1938-40 P,C,T pg 129  
 1938-41 P,C,T pg 249  
 1938-42 P,C,T pg 280  
 1938-44 P,C,T pg 387  
 1938-46 P,C,T pg 430  
 1928-48 P,C,T pg 627  
 1949 Pass pg 68  
 1949-50 Pass pg 88  
 1949-51 Pass pg 227  
 1949-52 Pass pg 374  
 1949-50 Pass pg 396  
 1949-54 Pass pg 418  
 1949-52 Merc pg 310  
 1949-53 Merc pg 332  
 1938 Lincoln pg 30  
 1936-40 Linc pg 117  
 1936-42 Linc pg 187  
 1936-41 Linc pg 104  
 1936-48 Linc pg 275  
 1949 Linc pg 178  
 1952-53 Linc pg 184  
 1952-54 Linc pg 233  
 1928-32 Truck pg 109  
 1928-33 Truck pg 130  
 1928-37 Truck pg 241  
 1948 Truck pg 126  
 1938-39 Truck pg 166  
 1948-49 Truck pg 164  
 1948-50 Truck pg 367  
 1948-51 Truck pg 407  
 1948-52 Truck pg 529  
 1953 Truck pg 442  
 1948-54 Truck pg 574  
 1948-54 Big job pg 426

EDITOR'S NOTES ON GREASE GUN ARTICLE

Thanks, Lin, for a nice piece of work. Lin Stacey is the NAFTCO V8 expert. He researched and wrote this article for publication in the Early V8 Ford Club's V8 Times Magazine and also gave NAFTCO permission to publish it.

After reading this article one might wonder ... what came before this grease gun era? Model T's and early Fordson tractors also used grease, supplied from grease cups located at each individual bearing site. The threaded cup was filled with grease and screwed down, forcing the grease into the bearing. Each time more grease was needed it was simply a matter of twisting the cup ... until ... the cup ran out of grease. Then came the time consuming task of taking off the cups and refilling them.

There was a man who thought that there must be a better way. He was an inventor whose fertile mind produced numerous patents in many diverse areas, however the one which brought him the most fame (and the most money) was a tiny one-way valve which allowed grease to be forced into a bearing and then be prevented from coming back out. This invention revolutionized the lubrication industry and was the start of our modern grease guns and the grease fittings which now almost a century later still bear that man's name ... Zerk (Oscar Zerk).

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NAFTCO REGIONAL MEETING

Location : Iola, Wisconsin (at the Iola Old Car Show and Swap Meet)  
Date : July 11, 2003 (Friday)  
Time : 12:00 Noon

This meeting is being coordinated by NAFTCO member Dan Manola. He supplied these directions:

The Krause building which would contain the meeting place is situated just east of gate 14. I will also give instructions at the Wisconsin Automotive Historians booth to direct anyone who seeks info to the designated meeting spot. The Historian booth is always located on the north of the large display tent and has a banner marking their booth. Entrance from gates 4, 5, or 6 and a south direction will take you past the Krause Publication building and toward the large display tent. The Blue Ribbon display of cars (invited special guests) is just west of the meeting place. The tower, which is a standard meeting area for many people trying to connect with others is southeast of the display tent.

Anyone interested in attending who wants more information can contact Dan by phone at (630) 543-8744 or by email at [sponge@ameritech.net](mailto:sponge@ameritech.net)

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FORD TOOL REFERENCE MANUAL

Manual editor Don Geddis has finished compiling a 157 page reference manual. It is loose leaf style in a binder. It is being offered as a free gift to all NAFTCO members who have renewed or became members before May 10, 2003. The club had enough funds to cover printing costs (\$15.00) but not enough to cover packing and mailing expense (\$6.00) so any member who wants one is asked to send a check for \$ 6.00 made payable to NAFTCO to Secretary-treasurer Steve Thompson at 1042 Wagon Wheel Drive, Fort Collins, Colorado 80526

Please note that this is the initial effort at compiling a manual. Editor Don Geddis will continue to collect material and will issue revisions when enough material is available. Please continue to contribute, and send material on to Don.

+++++  
WANTED. Lincoln tool kits and jacks. 1921-1939 Lincoln car canvas tool rolls with wrenches, pliers, screwdrivers, etc., wanted. Wrenches are marked with raised letter "L" or "K" and four digit part number. Jacks are marked "Lincoln", or No. 2 Morrison, or Auto Spec. Mfg. Co. Patd. 1926.

David Clement, 11513 Sutters Mill Circle, Gold River, CA 95670  
Phone (916) 638-7314 Email [GRClement@aol.com](mailto:GRClement@aol.com)

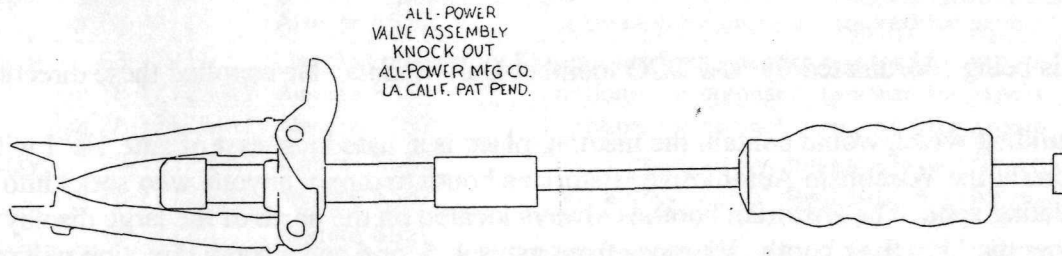
MY FAVORITE NON-FORD FORD TOOL by Jim Menke "VALVE ASSEMBLY KNOCK OUT"

I am indebted to Bob Vermersch for introducing me to the All-Power Valve Assembly Knock Out. Mr. Vermersch was working on a '40 Ford engine for me and advised that I use '49-'51 one-piece valve guides and valves. I located a junked '50 Ford engine and reported back to Mr. Vermersch. From an old tool drawer, he brought out the tool and demonstrated it to me. I was impressed. I asked Bart Harris to help me, and the following weekend we set out to get the needed valve parts. Several of the assemblies came out on the first knock - they were a cinch. A few offered resistance, and we had to use a little more force. They shot out like bullets, traveling 3-4 feet and landing in tall grass. Bart was kept busy hunting for them.

To use the tool, first the valve keepers need to be removed. Then the hinged jaws of the "knock out" are slid all the way forward on the shaft. The bottom jaw is slipped over the valve lifter (push rod). The top jaw is slotted to fit around the valve stem below the valve guide. Both jaws are then forced in by pushing with the heel of the hand on a protrusion at the base of the top jaw. The slide hammer is then forced forward, and the valve assembly is lifted up and out of the block.

Some of these tools have been modified by removing a pin in the collar on the slide shaft. The slide hammer is removed and a regular hammer is used to strike the stub end of the shaft. This makes for a more compact tool.

The tool is well made and is marked "All-Power Valve Assembly Knock Out" and "All Power Mfg. Co. LA Calif. Pat Pend." The tool works fine.



ALL-POWER VALVE ASSEMBLY KNOCK OUT ALL-POWER MFG CO. LA. CALIF. PAT PEND.

"UTILITY" PUMP FOR FORD CARS

For tire inflation control. Specially adapted to light cars and tires up to 3 1/2 inches diameter.

Pump—Barrel of pressed steel, length over all including Adapter 7 1/4 inches. Outside diameter 2 1/8 in.

Spark-Plug Hole Adapter—Of pressed steel, choice of either 7/8-inch—18; 1/2-inch standard or metric threads.

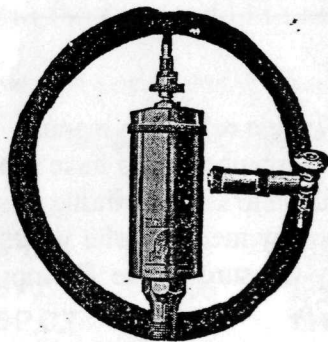
Air Hose—10 feet long—braid-covered rubber, tested to 1,000 pounds—steel fittings.

"Pneu-Meter"—Positive, accurate and automatic—Of bar brass, with engraved pressure scale, 40 to 75 pounds in 5-pound units.

All brass, hand-finished and lacquered. All steel, heavily nicked and polished. Assembled ready for immediate use. Just oil and attach. Requires no further attention.

Complete with the famous Pneu-Meter.

No. 332 .....\$3.25



THE "BROWN, JR." TIRE PUMP FOR FORD AND SMALL CARS

Perfect in construction; true in principle; made of the best materials; is identical in all respects, except in size and length of hose, and does not have the air gauge as the Standard Brown Pump. To attach, simply take out your spark plug, screw in the Brown Jr. in its place, turn over your engine and your tire is pumped up in no time. Pump operates on the compound principle, inflating the tire with absolutely pure, fresh air.



PATENTED NOV. 28, 1905 NOV. 2, 1909 AUG. 22, 1911 OCT. 17, 1912 NOV. 5, 1913 FEB. 16, 1914 OCT. 25, 1914

No. 331 .....\$4.50