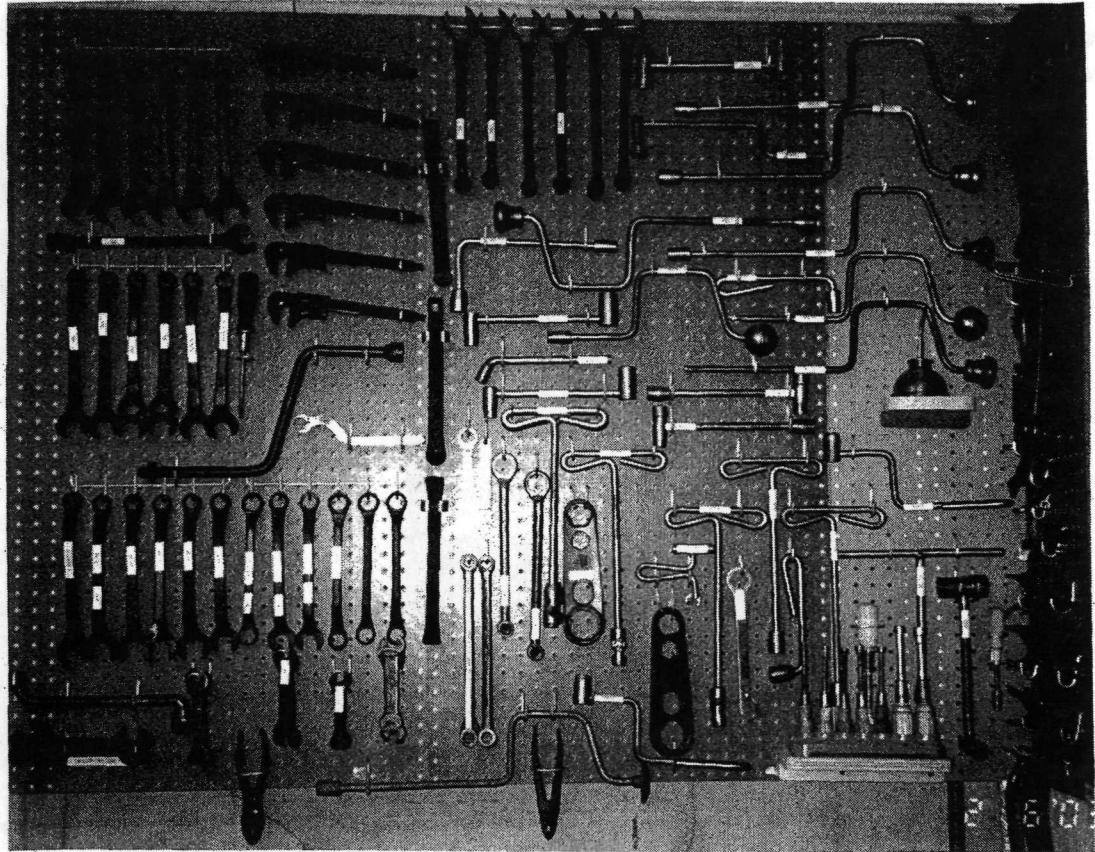


National
FORD TOOL
Collectors

NOVEMBER, 2003

VOLUME 6

ISSUE NUMBER 4



THIS IS THE MAJOR PART OF MY FORD TOOL COLLECTION WHICH I STARTED WHEN I RESTORED MY FIRST MODEL A. THE COLLECTION INCLUDES BOTH A AND T TOOLS AND A LARGE NUMBER OF WALDEN WORCESTER ITEMS. I AM NOW AT WORK ON THE SECOND EDITION OF THE TOOL REFERENCE MANUAL AND WOULD WELCOME ANY INFORMATION AND HELP YOU CAN PROVIDE. I AM CONVINCED THAT OUR GREATEST SOURCE OF KNOWLEDGE IS OUR MEMBERSHIP!
 DON GEDDIS, EDITOR, TOOL REFERENCE MANUAL.

IN THIS ISSUE:

MORE ON V-8 TOOLS

UNIVERSAL SPEED WRENCH

VIM TOOLS FOR MODEL A

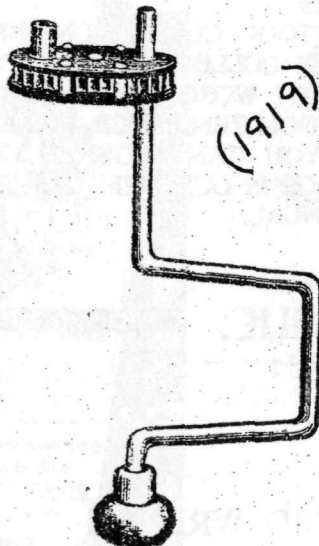
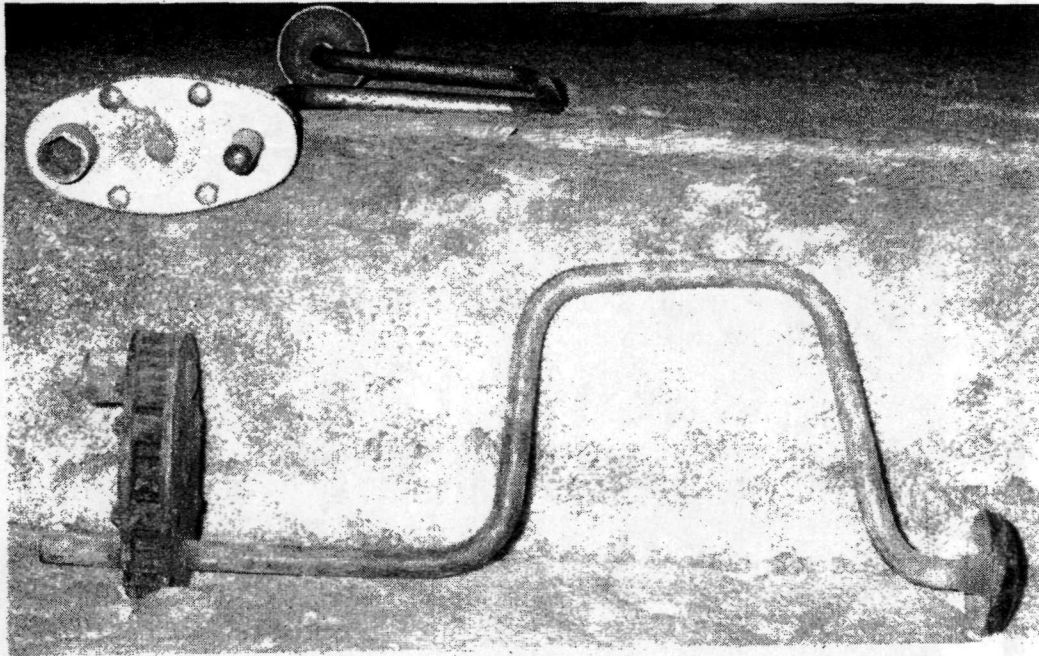
2

To the editor: In the "Ford Tool Times" Vol. 5, No. 4, there was a manufacturer's list for Ford wrenches on the front page. One of those listed was for Universal Mfg. Co., 2633 Randolph St., Lincoln, Nebraska. When I read this I thought the readers might like to know a little more about that company.

I have enclosed a photo of a couple of their wrenches which are in my collection. The bottom wrench appears to be a prototype as it is a little crude and is unmarked. The top wrench is more refined and is stamped UNIVERSAL MFG. CO. LINCOLN, NEBR. PAT. PEND. PAT 6-11-07 4-23-18. It is also plated. I have also included an ad that appeared in Motor Age Magazine of June 5, 1919.

Tom Lutzi, Lincoln, Nebraska

Editor: Thanks, Tom, for your interest and research on a company in your hometown. All members are encouraged to take another look at that list. Pick out a company that existed near where you live and do some research on it. Write up an article and send it in.



UNIVERSAL Offset Speed WRENCH

Pat. Pend.

Removes the FORD FOURTH Connecting Rod Nut in three minutes.
Made strong—all steel, 3-inch offset.
Sent prepaid for \$4.50

Ask your jobber.

Universal Mfg. Company
2633 Randolph St.
LINCOLN, NEB.

1932

Ford



MODEL 18 NOTES

FORD TOOLS

Part II

by DAVE COLE

In Part I of this article, we focused our attention on the hand tools—wrenches, pliers, screwdrivers, and the pouch they came in—that were part of the original equipment furnished with every Ford V-8. In this, the second part, we'll continue with some information about the grease guns, starting cranks, and tire changing equipment, and then, in Part III, we'll examine some of the jacks that were original Ford equipment. Perhaps by that time we'll have sufficient input from V-8'ers with original jacks in their cars that we can do a reasonably good job of it.

As noted previously, it is almost impossible to come up with irrefutable statements about Ford tools. It's true that the tools were all listed in the parts books that came out every year, but, at least in the V-8 years, the books never included illustrations so that we can be sure exactly what these tools looked like. For another thing, Ford got many of the tools from different suppliers at various times, and, in some cases, the specifications were drawn loosely enough so that items that are quite different in appearance would satisfy the requirements for one model. And then, sometimes obsolete items were used up in later production, so that two cars of the same model year might have had slightly different tool kits to start with. To Ford, it just was not nearly as important to be consistent as it is to the restorers of these cars today.

Originally, this series of articles started out to be concerned only with the tools for the '32 Ford, but it soon became apparent that the job could not be done well without comparing the '32 items with those used before and later, so the purview of the study was expanded to include earlier and later tools, with emphasis on the '32 tools and those for the later V-8's insofar as we can find reasonably good information concerning them. We have gotten some very welcome help from some of our readers already, but if anyone else has any more input, photos, specifications, or observations, we can certainly use that, too.

GREASE GUN

The Alemite Lubricator, of the type shown in Figure 6 here, was standard equipment for Fords from 1928 to 1934. During the Model A years, it was given part number A-17125, and was renumbered as B-17125 in 1932. It is a small, inexpensive (50¢, according to some price lists) grease gun, hand operated, with the business end adapted to fit on the plain conical lubrication fittings that were in use on Fords up to mid-1934. The overall length of the lubricator is about nine inches, with the barrel itself measuring about six inches from tip to the back of the screw-on cover, and 1-3/8" in diameter. The handle is made of bent round stock, 5/16" in diameter, twisted around into a rough parallelogram, and the whole rig is nickel-plated, although the finish is not polished. Judging from what one can find at swap meets,

Alemite, a subsidiary of Stewart-Warner Corporation, made simple grease guns for many other applications, too, but only those made for the '28 to '34 Fords appear to have had the odd parallelogram handle. There is no Ford script on these grease guns, nor any part number, but the legend, "ALEMITE LUBRICATOR, ALEMITE CORPORATION" or "ALEMITE LUBRICATOR, ALEMITE MFG. CORP." will be found stamped into the side of the barrel, with some patent numbers on the side of the nozzle.

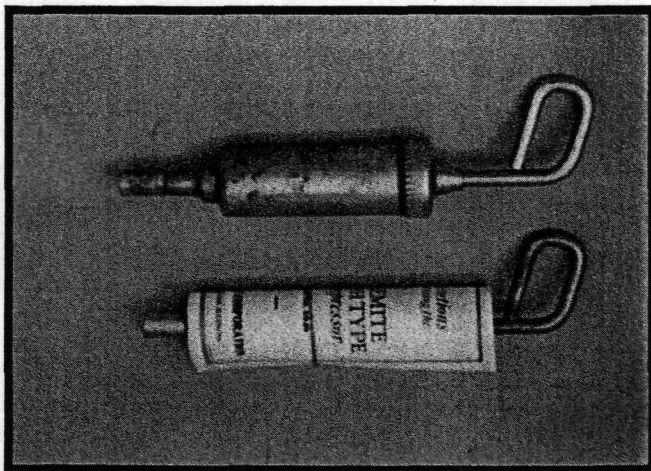


Fig. 6. B-17125 Alemite Lubricator grease guns as supplied for Fords up to mid-1934, with and without the instruction folder attached.

Originally, the grease gun was supplied with a little paper folder wrapped around the barrel and held on with a rubber band, giving instructions on how to use the thing, and showing a cross-sectional illustration of the gun and its salient features. The folder for the Model A was a four-page affair, measuring 3 1/2" x 6", and the folder used in the V-8 years was similar if not identical. If you have the March-April, 1972, (Vol. 2, No. 2) issue of Lorin Sorensen's late lamented *Ford Life* magazine, turn to page 3 in it and there you'll see a photo of movie star Gene Raymond happily slithering under a brand new 1934 Ford, with all the hand tools spread out on the ground beside him. The B-17125 grease gun, still with the folder wrapped around it, is shown there along with all the wrenches and the tool pouch.

The evidence suggests that Ford switched from the plain conical Zerk fittings to the type with the little ball on the tip in the middle of the 1934 production run, or at least, the lubrication chart shown in the January-February, 1934, *Ford Service Bulletin* shows this later type of lube fitting. The adoption of new fittings required a redesigned grease gun, too. Instead of a simple concave shape to the end of the nozzle, some spring clips intended to snap over the ball on the end of the Zerk were added to insure a positive connection between fitting and gun. The overall appearance of the lubricator changed too. The first gun of this type was 40-17125, but it appears only in the 1935 parts book, not the '34 issue, even though the part number indicates a 1934 design. In quick succession, this was followed by the 68-17125 in 1936, and the 78-17125 grease gun in 1937, and then the design seems to have stabilized until 1948, as the 78-gun, with or without an -A suffix, is specified for 1937 to '48 cars.

One of these later grease guns is shown in Figure 7. Presumably, it is a 68-17125, as it came out of the original tool kit in the nice '36 Ford Coupe owned by Charles Seims of Pasadena, California. The most noticeable difference between this gun and the B-17125, apart from the redesigned nozzle, is the shape of the handle, which is shaped more like a lopsided coffee can key. The wording stamped on the side of this gun describes it as an "ALEMITE HYDRAULIC GUN, MODEL 6550" which squares with Ford's description of it as a "Gun (grease) - hydraulic" in the parts book.

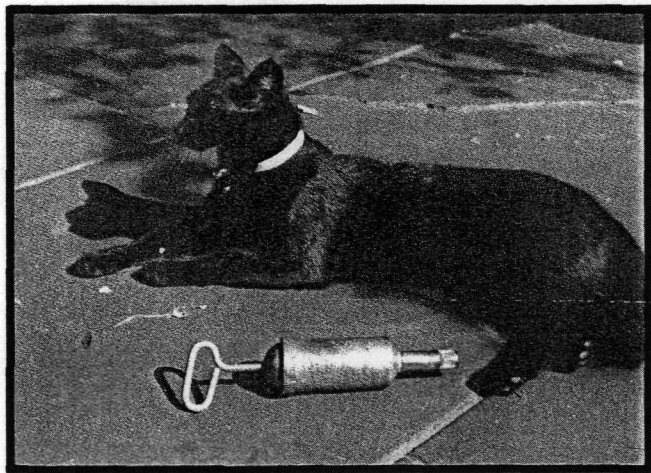


Fig. 7. Alemite Hydraulic Gun, Model 6550, original equipment from a 1936 Ford, facing right, and black cat, facing left; both owned by Charles Seims, of Pasadena, California.

STARTING CRANK AND WHEEL WRENCH AND CRANK EXTENSION

The Model A Fords used a simple steel crank for both the wheel nut wrench and for emergency starting of the engine. One end of the thing had a socket for the lug nuts and the other end had two little projections near the tip, which would engage the special nut on the end of the crankshaft. With the redesign of the car in 1932, this simple arrangement would no longer work, as the distance between the crankshaft ratchet and the front of the car, where one could swing a crank, was too great. Thus the crank was redesigned so that it had a lug wrench on one end and a taper on the other, which would accom-

modate an extension of suitable length to reach through the license bracket, through the grille, under the radiator, and grab hold of the ratchet.

As contrasted with the simplicity of the Model A crank arrangement, the system used in 1932 was wondrously complicated. For some peculiar reason now lost in the mists of time, Ford offered two different cranks, one of which had a tapered square socket to accept the crank extension, and the other of which had a tapered half-round receptacle. Then, the extensions that fit onto these cranks differed in length, depending on whether they were for the Model B or for the V-8, so that four different extensions were required. The cranks both carried B- part numbers, B-17036-B for the half-round tapered type and B-17036-C for the square driver. The B-17040-A and the 18-17040-A both fit the B-17036-B crank, while the B-17040-B and the 18-17040-B both fit the B-17036-C crank. See how simple it is? The B- extensions measured 15" in length; the 18- extensions for the V-8 were more like 18". The cranks and extensions with the square drivers were more common than the half-round type, judging from what can be found today. A sample of the square type driver and extension can be seen in Figure 8, the shot of the original tools from the 1932 Ford Victoria.

Both B- cranks were offered through 1935, but there was a 40- crank listed in the 1934 parts book, too, and it continued through to the end in 1948. There may be some difference between the B- and the 40- crank, but it must be minimal, as they look the same. The basic stock is 11/16" diameter steel, bent into a 7½" radius, with the wheel nut socket on one end and the long tapered square drive hole on the other. They were all painted black of a medium luster.

Although the cranks remained the same from 1934 through 1948, the extensions might differ from one year and model to the next, depending on how far it was from the crankshaft ratchet to the front of the car, where a crank could be swung. Passenger car extensions include the 40-17040-C for '33-'34, the 48- for '35-'37 cars, the 67- for '36 commercials and '38-'41 passenger cars, the 19A- for '41-'42 Mercuries, and the 51A- for postwar cars. There are also a number of others for different models of Ford trucks. The lengths of these extensions are given only in the big green parts book that came out in 1950, and not all of them are given even there. The 40-extension, as described in that book, measured 17-3/4", while the 51A- measured 26.4". The original extension found in a straight original '36 Ford ran 20-3/8" in length, so that must be the measurement for the '35-'37 Ford crank extension.

THIS ARTICLE ORIGINALLY
APPEARED IN THE SEPT/OCT
1981 ISSUE OF THE V-8 TIMES,
THE OFFICIAL JOURNAL OF
THE EARLY FORD V-8 CLUB.
MANY THANKS TO THEM FOR
ALLOWING US TO REPRINT
THE ARTICLE HERE.

WHEEL NUT WRENCH

Parts lists, beginning in 1937, include a wheel nut wrench, with basic part number 17035, in addition to the starting crank and wheel nut wrench, which, as noted above, carried basic part number 17036. There is a 68-17035 wheel nut wrench shown in the '37 parts book and some later ones; then an 01A-17035 starting in 1940. Certainly there was no need for two wheel wrenches in one car, so the most obvious answer is that some Fords, beginning in 1936, must have been delivered without the starting crank and extension, and included the plain wheel nut wrench instead. After all, by 1936, automobiles were pretty reliable and did not need to be cranked very often, and few car owners were disposed to crank the engine by hand anyway, with the continual increase in engine compression ratio.

There is some evidence to suggest that the 68-17035 wrench was just like the starting crank and wheel nut wrench, except that it did not have the socket for the extension, but we are not clear on this point. Can anyone offer specific evidence in this matter?

The 01A-17035 pictured in Figure 9 is part of the original equipment found in a low-mileage 1940 Lincoln Continental convertible. The Lincoln-Zephyr, starting in 1936, had no accommodation through the grille and radiator for a crank extension, even though Fords continued with that feature through 1948. Therefore, the Continentals, based on the Zephyr, had no crank arrangement either, but the tool lists for the 1940 Lincoln-Zephyr do include an 01A-17035 wrench. Anybody out there got a '40 Ford with an original wrench like this, and no crank and extension?

Postwar V-8's included a 51A-17035 wrench, which also served as the jack handle. This must have been one of those L-shaped affairs, with a wheel nut socket on one end and a flat screwdriver tip on the other for taking the hubcaps off. These things also usually served as a jack handle, but we do not have any on hand known to have come from a '46-'48 Ford. Can anyone help on this point?

TIRE IRON

There are probably more variants among tire irons than in any other tool in the kit, but there are some generalizations that can be made, nonetheless. If you go back to Part I of this article, in the May-June, 1981, issue, you'll see in Figure 2 that the B-17019 tire iron was supposed to be the same as the A-17019 iron that came with the Model A, and the same as the T-2340 from Model T days, yet the 2340 iron pictured in Figure 1 does not look like the B-17019 iron in Figure 3. Indeed, Model A experts report four different tire irons used between 1928 and 1931, including a flat steel bar about ten inches long with one flattened end, another iron like that but with a square hole for adjusting the brakes at the other end, a third type flattened at both ends, and a different type, with a round handle and one flat end.

One tire iron with part number B-17019, was included in the tool kit for Ford V-8's from 1932 to 1935. Most of these irons were of the type with a flattened spoon-shaped tip on one end, and a square hole near the other end for use in adjusting the brakes, although some irons may have omitted the square hole. Some observers have

maintained that the irons without the holes were for early V-8's, and that the square holes were added in '35 or '36, but the photos of tools from original cars that we have gathered do not bear this out. It stands to reason that if your car has square studs for brake adjusting, your tire iron should have the hole to do it with. A B-17019 iron of this type can be seen in Figure 8, and another in Figure 9.

The tire iron was redesigned for 1936, and issued as 68-17019. Judging by the tire iron found in the nice '36 Coupe owned by Charles Seims, alluded to above, the 68-iron was about 12" long, with one end flattened, and the other end both flattened and bent into a hook, with another corrugation in it to bear against the rim of the wheel. The design of the ends is thus very similar to the 78- tire iron used in 1937 and later Fords. In addition there is the square brake-adjuster hole near the curved end, which weakens the tool at this point so that you are just as likely to bend the tire iron as you are to get the tire loose from the rim. No wonder this design lasted only one year! This iron, and the other tools from that '36 Ford, are pictured here as Figure 10.

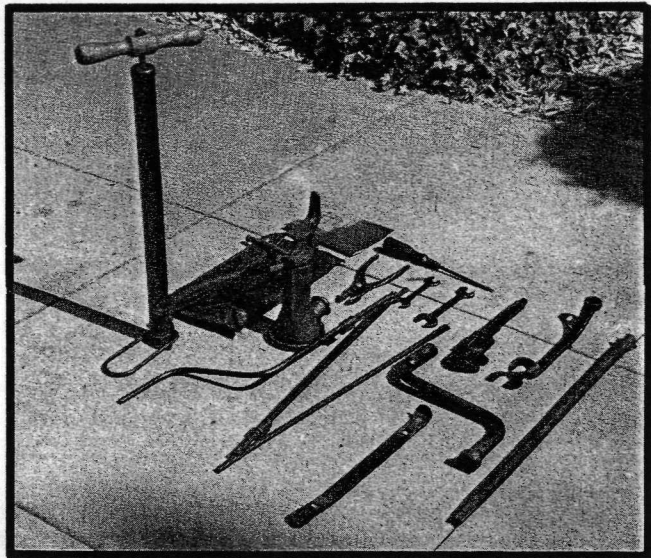


Fig. 10. The original tools from a well-preserved '36 Ford Coupe include what we believe to be a 68-17019 tire iron, a 48-17052-B tire pump with a folding foot pedal, and the little slip-top jack commonly referred to in Southern California as a '32 Ford jack, with three-piece folding handle. Photo by Charles Seims.

While some of the left-over '36 tire irons may have been issued with the 1937 cars, the correct tire iron for the '37 and later Ford V-8 is the 78-17081, according to the parts books. This iron measures about 20 inches in length, 7/8" in width, and 1/4" thick, with the ends formed like the '36 iron you can see in Figure 10. There is no brake adjuster hole in any of these 78-irons we have seen.

Notice that the basic part number changed in 1937, from 17019 to 17081. The latter is the part number for a jack handle, and indeed the 78-17081 was used both as tire iron and as handle for the bumper jack introduced that year. We'll be looking at the Ford bumper jack in Part III of this article.

One thing that all these tire irons had in common was that they were not painted black, but were given a black oxide finish, like gun bluing. If the irons had been painted, the paint would have chipped away every time

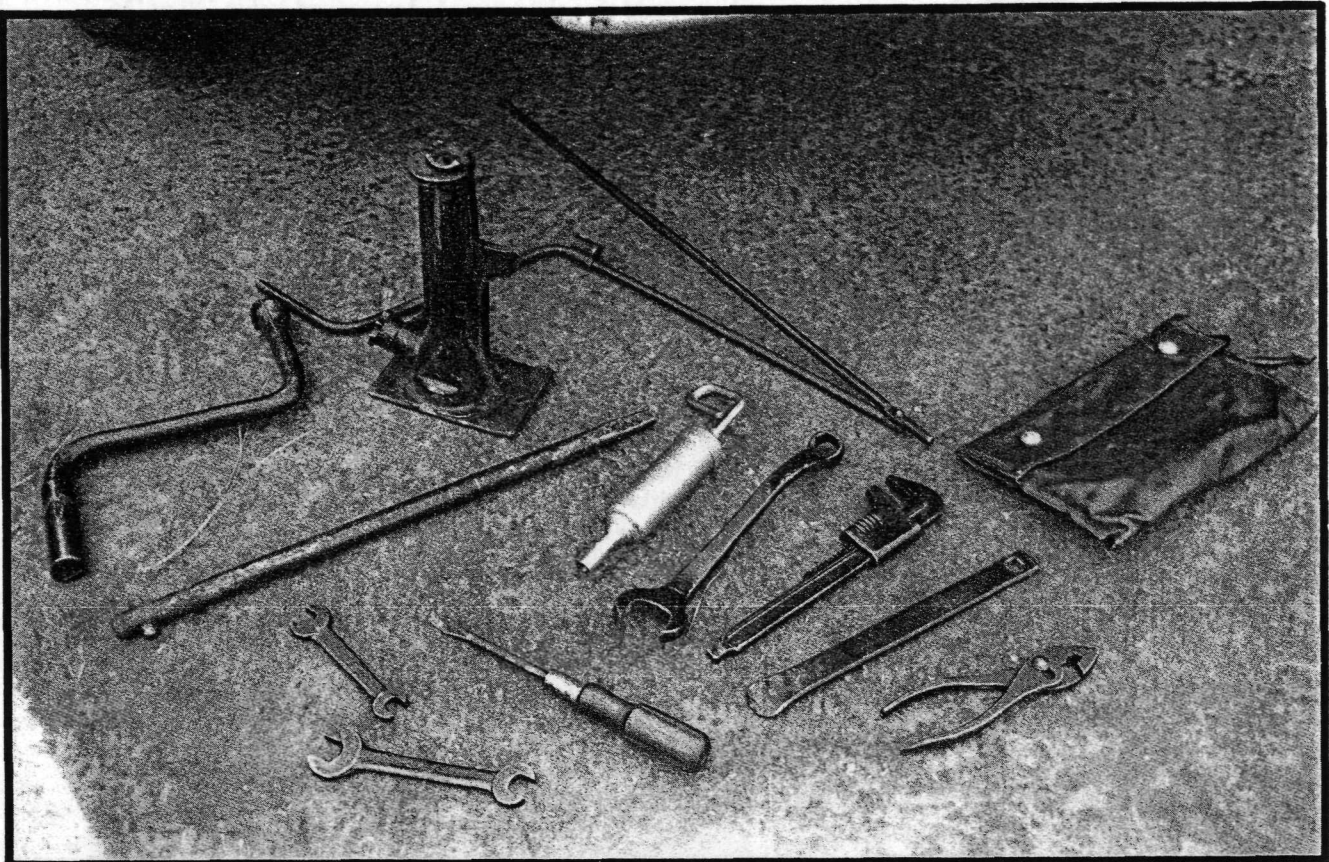


Fig. 8. A near-perfect original tool kit from a 1932 Ford V-8 Victoria that turned up in Los Angeles some years ago. Photo by Charles Seims.

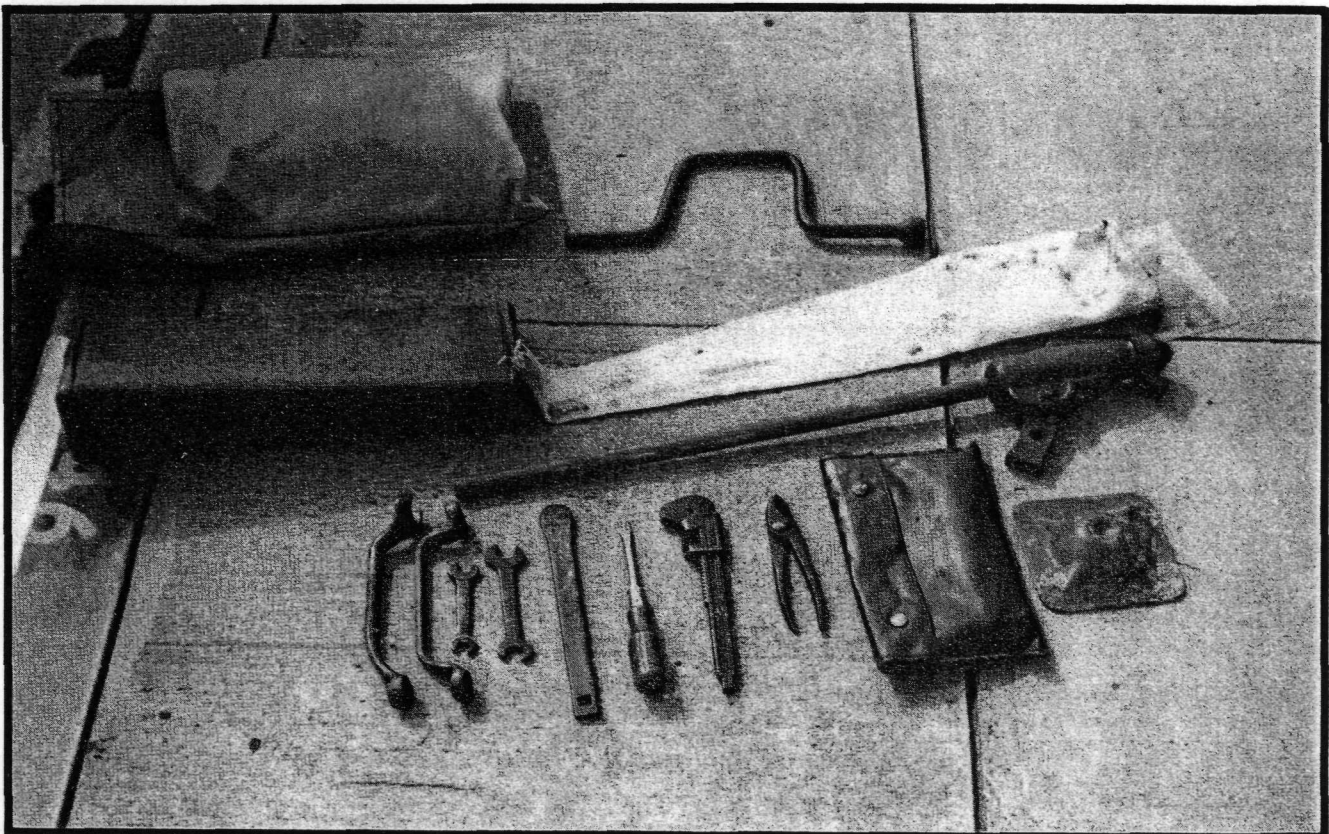


Fig. 9. This tool kit, from a low-mileage 1940 Lincoln Continental convertible, includes two different 01A-17017 spark plug wrenches, which is redundant, a B-17019 tire iron which was obsolete in 1940, and, at the top, a 01A-17035 wheel nut wrench. Note the white canvas sack for the bumper jack.

the iron was used, but the oxide finish, being *in* the steel rather than *on* it, stayed in place to protect the iron from rusting.

TIRE PUMP

According to the Ford Chassis Parts List of July 5, 1932, the B-17052 tire pump was formerly the A-17052-A, and the A- pump was the same as the T-2338 pump used in the Model T, but in practice, there are many variants among tire pumps. Basically, a Ford tire pump looks like those pictured in Figures 1, 3, and 5 of Part I of this article; a black painted cylinder about 18 to 19½ inches high, with a base plate for the operator's feet, an unpainted wooden handle, and about 18" of rubber hose coming from a point near the base. In most of these pumps, the connection for the hose is at the side of the pump, so that it is out of the way of the operator's feet.

Some early pumps, presumably of late Model T or Model A vintage, have base plates or foot pedals of cast iron, with Ford script on one or both sides, but the V-8's that we have seen have pumps of all stamped steel construction. In most of these, the connection between the bottom of the cylinder and the rubber air hose is stamped right into the base plate itself, and the foot pedals have longitudinal ribs for tread, rather than Ford script.

Per the parts books, the B-17052 pump remained standard from 1932 to 1935, but in that final year, only the five-passenger models got the B- pump. The 1935 Chassis Parts List indicates that the coupes, both 3- and 5-window, plus the roadsters and the cabriolets, carried another tire pump, 48-17052-A. For 1936, these two pumps were replaced with another variant of the '35 pump, 48-17052-B, and this one continued—where any was offered at all—until World War II. The evidence suggests that in the late 'thirties, the tire pump was omitted from the tool line-up more often than not, although the salesman's manual specifies a tire pump as late as 1938. If anyone has evidence one way or the other, we would welcome it. Presumably, the pump shown in Figure 10, being from a '36 Ford, is the 48-17052-B, very similar to earlier Ford tire pumps except for the single folding bail foot pedal.

TIRE REPAIR KIT

A tire repair kit was usually part of the original equipment of the Model T and Model A Fords, and continued through at least the early V-8 years. The kit used up through 1932, called T-7962-ARX up to 1927, then A-17012 from 1928 to 1931, and B-17012 in 1932, was supplanted by a different variant, 40-17012, which persisted throughout the remainder of the V-8 years. In all probability, the kit became optional equipment about the same time the tire pumps became optional—and both of these became unnecessary as service station facilities expanded in the '30's, so that the average motorist no longer had to cope with the repair of flat tires by himself.

Some of the Ford tire repair kits were contained in lithographed tin cans, with blue, black and white lettering and Ford script, while others, presumably later ones, came in cardboard tubes with metal ends, measuring about two inches in diameter and 4½" tall. In the kit were an assortment of tire patch materials and a tube of

cement to make the patches adhere to the inner tube. One end of the can was punched full of holes to be used as an abrasive in scuffing the area around the hole in the tube so the patch would stick better. Tire repair kits of this sort were common at the time, and various tire manufacturers, as well as bicycle makers and auto manufacturers put them out, either as accessories or as standard equipment.



This just about takes care of our dissertation on Ford tools, except for the part about jacks, which will constitute Part III, due for our next issue, and the answers to the questions posed above, which we hope some of our readers will be able to answer for us. If any of you V-8'ers with nice original tool kits in your cars can add good, well-substantiated information to the study now underway, we would be most grateful to you for whatever you can provide. Write me at 1119 South Speed Street, Santa Maria, California 93454, and include photos and measurements where appropriate. I assure you, your fellow V-8'ers will thank you for your help!



WANTED. Lincoln tool kits and jacks. 1921 - 1939
Lincoln car canvas tool rolls with wrenches, pliers, screwdrivers, etc. 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

+++++
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116 Ashland Road
Summit, New Jersey 07901
phone (908) 277-6259
email drgeddis@comcast.com

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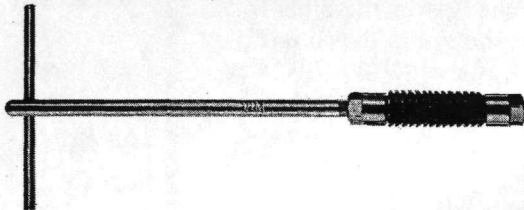
Letter to the editor from member Rick Schlobohm :

I understand that the interest is varied within the club. I read with interest the comments from the meeting at the Iola car show. I disagree with the comments on keeping the aftermarket tool information to a minimum. I find these articles as informative as any on the Ford only tool articles. I am sure that most of the members have other tools in their collections which they have little or no information about. Some of the information presented on the aftermarket tools in the newsletter has helped me identify many tools. I can then sort them as aftermarket tools used on Fords and totally non-Ford related. This information helps me weed through the tools I have. I also would like to see more pictures of tools. If you could communicate what formats can be handled for tool pictures I am sure that many would accommodate.

Editor: Thanks for your comments, Rick. Regarding formats for pictures, I receive submissions in two ways: as photographs sent through the U.S. mail, and as email attachments. I have received many great photos and some that are unusable. The biggest problem I have found is with the background. Make sure your subject tool stands out from the background and there is good contrast between the background and the tool. Also make sure there is nothing in the background that will distract from the tool. Often color photographs are submitted because that is the most available film type. Keep in mind that the newsletter is in black and white and often colors that have good contrast do not when they are converted to black and white. A simple test is to put your color picture in a photocopy machine and see what the black and white copy looks like. There is now available a black and white film that can be processed by regular color processing if you desire to do that. Sometimes I use a photocopy machine and play with the contrast settings to try and make a photo more usable. Sometimes it works and sometimes it doesn't.

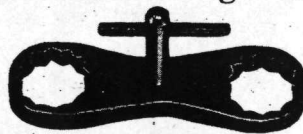
Member Tim Daley did some followup on the T/W trademark mentioned in the last issue by contacting a Bryan Gostling, who lives in England. Mr. Gostling replied: So far as I know the T/W does stand for the Thomas Williams Tool Company. I first noticed the T/W when I was looking at tools used in British BMC car toolkits. These were made by TW and branded Superslim. Since then I have come across various TW tools branded EnFo or Ford, some of them being of the "Superslim" pattern but with Ford on instead of Superslim. There are also slip type pliers made by TW with Ford or EnFo on them and numbered 2, 3, or 4, or un-numbered.

Model A Valve Guide Cleaner



No. 458. Price.....\$1.75

Model A Main Bearing Bolt Holder



Holds two front main bearing bolts.
No. 445. Price.....\$1.90

Model A Grease Baffle Wrench



No. 812. Price.....\$1.40

Model A Wrist Pin Set



For removing and replacing wrist pins in Model A Pistons.

No. 702. Price\$2.75

APRIL

1931 Catalog

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VIM TOOL COMPANY, INC
507-15 N. 7th Street
MINNEAPOLIS, MINN.

THE KEYSTONE TO FINE TOOLS