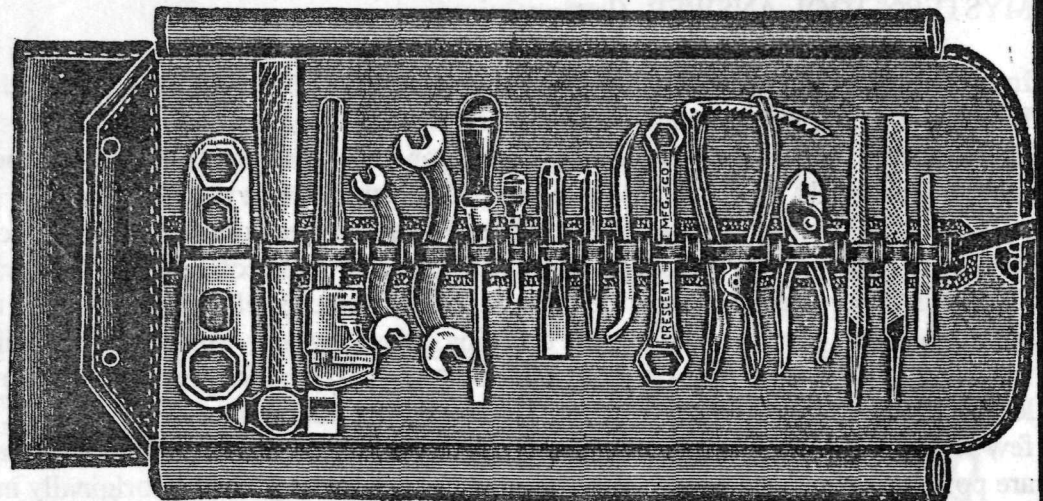


National FORD TOOL Collectors

FEBRUARY, 2002
VOLUME 5
ISSUE NUMBER 1

“NECESSITY” FORD TOOL KIT



One of the most complete Ford Tool Kits, consisting of the following articles: valve lifter, spark plug wrench, ball pein hammer, monkey wrench, hub cap wrench, combination pliers, large screw driver, two double end offset wrenches, cold chisel, centre punch, cotter pin extractor, electrician's screw driver, platinum point file, flat bast file, three-corner file.
No. 231\$2.25

Ed: This ad from 1915 has two items of special interest. First, the spark plug wrench is marked " CRESCENT MFG. CO." This is not the Crescent company that produced the famous adjustable end wrench which became a generic name for all such wrenches (crescent wrench).
(continued on page 2)

IN THIS ISSUE:

NECESSITY KIT

DEARBORN MOTOR STAND

OWATONNA TRACTOR TOOLS

HALL GAUGE

TOOL SEMINAR

DURO TOOLS

AND MUCH MORE

TOOL KIT (continued)

In fact, there were three companies (and they all made wrenches of various types):

Crescent Forgings Co., Oakmont, Penn.

Crescent Mfg. Co., New York, N.Y.

Crescent Tool Co., Jamestown, N.Y.

Second, this kit contains a ball pein hammer, as do most of the other aftermarket auto tool kits of that era that I have seen ads for. Henry did not supply hammers with his Ford cars or tractors. He did, however, put a hammer in the Lincoln tool kits (refer to FTT . February, 1999). Why would he supply other basic tools and not hammers? If anyone has seen this issue addressed in the millions of words written by and about Henry, please enlighten us all. I know there have been occasional reports of hammers stamped "Ford". I suspect that these may have been factory tools that walked out of the tool crib after hours !!!

MYSTERY TOOL ANSWER (letter received)

In regards to the mystery tool shown on page 1 of FTT August, 2001 - Vol. 4 - Issue 3, I think I can help. I used just such a wrench many times, not on a Model T either, but on the disc assembly set-up of a Delaval separator, a hand-cranked dark blue wonderful machine that removed the cream from the fresh milk on our family farm (on the "Swede Road" north of Cedarville, Michigan). This disc assembly was a stainless steel round pyramid affair composed of a two piece outside shell that housed about 15 stainless steel discs that were shaped somewhat like a number 4 cone coffee filter (only with a hole in the bottom). These discs were held one atop the other in that two piece shell, which was held together by a circular nut with two holes (corresponding to the two pins on our mystery wrench). With milking night and day that wrench was used 1460 times a year (1464 on leap year!). After several years the pins started to come loose.....where to go? Well, Henry had more representation than Delaval so..... the Ford Dealer had a few on hand (every farm had a Ford and a Delaval). Just look at the layout of that modification! The pins are pointing up and out of the way when the wrench is being used as originally intended (is this a great country or what!). Hope this helps.

Richard B. Smith (aka Hernia-Smith)

P.S. Sorry this is so long...but as Bette (my wife of 34 years) says: "If you ask Richard what time it is he ends up talking about how to build a clock".

Ed.: Thanks, Richard. I just knew somebody out there would come up with an answer. This points up the fact that in our membership we have a wealth of tool information just waiting to be mined !!! When I was a little kid I also used to crank one of those wonderful dark blue machines but assembly and disassembly was not to be entrusted to little kids and so was done by the big folks, thus I didn't recall the above described ritual!!!

VALVE LIFTER ANSWER (letter received)

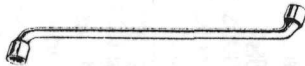
Responding to the Stevens One-Piece Valve lifter story in FTT November 2001, Vol. 4, Issue No. 4, I have two different versions in my collection. The first is identical to the one pictured on page one. The second version is the same as appears in the ad on page 10. Markings are as shown and when turned over it says only ABEL just to the left of center.

Bill Barlow

Ed.: Thanks, Bill. I have recently found a 1923 ad which shows only the Stevens logo (S inside a triangle) on one side. It doesn't show the other side. Is another variation out there ???

Tools For Ford A, AA, B and V8

Forged Main Bearing Wrench



Designed for convenient access to the main bearing bolt on Ford "A," "AA," "B," "BB" and all "V8" cars to 1939 except "V8-60." $\frac{1}{2}$ " 8 Point opening on one end and $\frac{3}{4}$ " 12 Point opening on the other. 16" long. Forged from Chrome Vanadium Steel, Satin Finish with polished ends.

No. 269 -- Forged Main Bearing Wrench..... Price \$2.20
Weight 1 $\frac{1}{4}$ lbs.

Forged Brake Adjusting Wrench



This drop forged Wrench will take care of brake adjustments on Ford passenger cars as well as trucks. Double square $\frac{1}{2}$ " and $\frac{3}{8}$ " openings will fit Ford Models "A," "AA," "B," "BB," and all "V8" cars including 1938. Length of 11" provides this Wrench with sufficient leverage to comfortably reach and adjust brake nuts even if rusted or frozen.

No. 268 -- Forged Chrome Vanadium Brake Adjusting Wrench..... Price \$1.30
No. 267 -- Forged Carbon Steel Adjusting Wrench..... Price \$0.80
Weight 9 oz.

Shackle Bushing Punches for Ford "V8"



For removing and replacing rubber shackles. Made to fit properly, to prevent damaging the case. Chrome Vanadium Steel, heat treated and hardened, triple plated, polished ends.

No. 285 -- $\frac{3}{4}$ " Punch for $\frac{3}{4}$ " Shackles on all "V8" Fords. 6 $\frac{1}{2}$ " long..... Price \$1.80
Weight 12 oz.

No. 286 -- $\frac{7}{8}$ " Punch for $\frac{7}{8}$ " Shackles on all "V8" Fords. Length 7 $\frac{1}{2}$ "..... Price \$1.80
Weight 1 $\frac{1}{4}$ lbs.

Spindle and Spring Perch Bushing Tool



A heavy heat treated, tempered and hardened steel tool designed for removing and replacing bushings for steering spindle and spring perch in Models "A," "B" and all "V8" Ford cars. Finished in mottled blue tool steel. Each tool packed in individual container.

No. 277 Spindle and Spring Perch Bushing Tool..... Price \$0.83
Weight 1 lb.

Piston Pin Tools

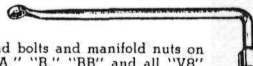


To properly insert Piston Pins on Ford cars, it is absolutely necessary to have some special tool. Blue mottled finish, with polished ends.

No. 276-AB -- Piston Pin Tool for Model "A" and "B" Fords..... Price \$1.80
Weight 2 lbs.

No. 276-V8 -- Piston Tool for all "V8" Fords Price \$1.80
Weight 1 lb.

Head and Manifold Wrench



Convenient for all head bolts and manifold nuts on Ford Models "A," "AA," "B," "BB" and all "V8" cars including 1939 except "V8-60." Drop forged from Chrome Vanadium Steel, a $\frac{1}{2}$ " 12 Point socket opening on one end and $\frac{3}{8}$ " 12 Point box opening on the other. Length 15". Satin finish with polished ends.

No. 273 Head and Manifold Wrench..... Price \$2.20
Weight 1 $\frac{1}{4}$ lbs.

Connecting Rod Wrenches Chrome Vanadium Steel Sockets



This $\frac{3}{4}$ " "12 Point" Wrench is adapted for connecting rod bolt on Model "A" and "B" Fords. Chrome Vanadium Steel Socket.

No. 615 -- Connecting Rod Wrench $\frac{3}{4}$ "..... Price \$0.90
No. 617

$\frac{5}{8}$ " "12 Point" Extra Thin Nose Chrome Vanadium Steel Connecting Rod Wrench for "V8" Fords, except "V8-60."

No. 617 -- Connecting Rod Wrench $\frac{5}{8}$ "..... Price \$0.90
No. 610

$\frac{7}{8}$ " 12 Point extra thin nose Chrome Vanadium Steel Wrench for 1937-39 Ford "V8-60." Also for 1938-39 Cadillac V8 and La Salle.

No. 610 -- $\frac{7}{8}$ " Connecting Rod Wrench..... Price \$0.90
Weight $\frac{3}{4}$ lb.

NOTE: On account of restricted space the nose of these Sockets is tapered down smaller than good engineering design permits and though made of best Chrome Vanadium Steel Numbers 610 and 617 are not guaranteed.

Special Socket for "V8" Connecting Rod



On account of restricted space the nose of this Socket is tapered down smaller than good engineering design allows, and though made of best Chrome Alloy Steel, it is not guaranteed. $\frac{1}{8}$ " square drive ends.

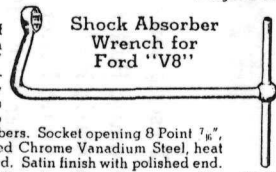


No. 1618V8XX -- 12 Point $\frac{3}{8}$ " Socket for "V8" Fords except "V8-60"..... Price \$0.80

No. 1618V8X -- 6 Point $\frac{3}{8}$ " Socket..... Price \$0.80

No. 1614V8X -- 6 Point $\frac{3}{8}$ " Socket for 1937-39 Ford "V8-60." Also for 1938-39 Cadillac V8 and LaSalle..... Price \$0.80
Weight 3 oz.

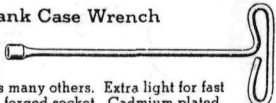
Shock Absorber Wrench for Ford "V8"



The location of shock absorbers on 1935 and later "V8" cars makes it necessary to use specially designed Wrenches as illustrated above to service shock absorbers. Socket opening 8 Point $\frac{7}{8}$ ", 11" long. Drop forged Chrome Vanadium Steel, heat treated and tempered. Satin finish with polished end.

No. 271 -- Shock Absorber Wrench..... Price \$2.20
Weight 11 oz.

Crank Case Wrench



T Wrench 18" over-all for crank case bolts on all Ford "V8" cars as well as many others. Extra light for fast work. $\frac{1}{2}$ " hexagon, forged socket. Cadmium plated.

No. 516L -- Crank Case Wrench..... Price \$0.87
Weight 14 oz.

Ford A, B and V8 Tools and Accessories

Carburetor Tools

Ford "V8" Jet Wrench



This tool is especially designed for removing jet in the 1934-38 Ford "V8" except "V8-60."

No. 284 -- Ford "V8" Jet Wrench..... Price \$1.15
Weight 1 oz.



Carburetor Insert Puller FOR FORD "V8"

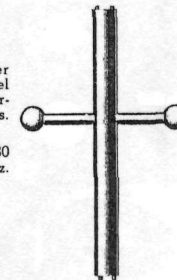
This tool is especially designed for performing the difficult operation of removing the insert in 1934-37 Ford carburetor without damaging same. Handle, amber DuroLite, blade selected steel. (Except V8-60).

No. 283 -- Ford "V8" Carburetor Insert Puller..... Price \$1.00
Weight $\frac{1}{2}$ oz.

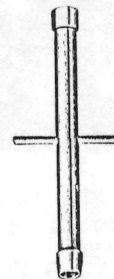
Ford "V8" Carburetor Jet Wrench

For 1932-33 "V8" and earlier model Ford carburetors and fuel pumps. Hardened prongs properly placed for removing both jets.

No. 274 -- Ford "V8" 1932-33 Jet Wrench..... Price \$1.30
Weight 7 oz.



Ford "A" and "B" Carburetor Jet Wrench



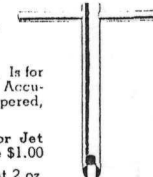
This special Wrench with hexagon openings on each end is especially designed for removing and replacing the two jets in Ford "A" and "B" cars. Cadmium plated.

No. 278 -- Carburetor Jet Wrench..... Price \$0.80
Weight 3 oz.

Ford "V8" Carburetor Jet Adjusting Tool

Made from Chrome Vanadium Steel. Is for adjusting Ford "V8" Carburetor Jet. Accurately machined, heat treated, tempered, hardened and triple plated.

No. 298 -- Ford "V8" Carburetor Jet Adjusting Tool..... Price \$1.00
Weight 2 oz.



Socket for Adjusting "V8" Radius Rod

This Socket with $\frac{3}{8}$ " square end is used with any $\frac{1}{2}$ " square handle made from Chrome Vanadium Steel, heat treated, tempered, hardened and triple plated.

No. 1310 -- Radius Rod Socket..... Price \$0.60
Weight 1 oz.

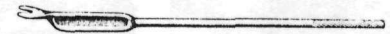
Ford "V8" Valve Tool



A drop forged tool especially designed for compressing Ford "V8" valve spring to enable removing or inserting bushing key. Length, 20 $\frac{1}{2}$ ".

No. 2192 -- Ford "V8" Valve Tool..... Price \$1.20
Weight 1 $\frac{3}{4}$ lbs.

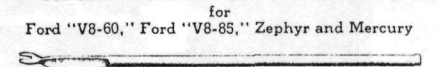
Heavy Duty Valve Spring Compressor for Ford "V8"



Especially designed and drop forged for compressing valve springs on Ford "V8" all models so as to permit removal of valve keeper and guide lock. Its 21" length furnishes ample leverage to perform this operation with minimum effort. Heavily plated.

No. 2193 -- Heavy Duty Tool for Ford "V8" Valves..... Price \$2.20
Weight 2 lbs.

Chrome Vanadium Steel Valve Lifters for Ford "V8-60," Ford "V8-85," Zephyr and Mercury



An extra long as well as powerful tool is required to break loose the valve guides on above cars. The special lengths give both additional leverage as well as convenient reach of these quite inaccessible valve guides.

Made of Chrome Vanadium Steel with heads drop forged and properly hardened and tempered. Available in 24" or 32" lengths.

No. 2194 -- 24" Valve Lifter for "V8-60" Fords..... Price \$3.00
Weight 2 lbs.

No. 2195 -- 32" Valve Lifter for "V8-85" Fords, Mercury and Zephyr..... Price \$4.00
Weight 2 $\frac{1}{4}$ lbs.

Valve Bushing Punch

Designed for driving out valve stem bushings on Ford cars. Made of special analysis steel, heat treated and hardened.

No. 270-AB -- Valve Bushing Punch for Model "A" and "B" Fords..... Price \$0.67

No. 270-V8 -- Valve Bushing Punch for all "V8" Fords from 1932 to 1939 except "V8-60"..... Price \$0.67

No. 270-60 -- Valve Bushing Punch for "V8-60" Fords..... Price \$0.67
Weight 7 oz.

Ford "A," "B" and "V8" Valve Guide and Spring



This ingenious device solves the problem for a valve guide as well as relief spring when grinding valves on Ford cars. One style is for models "A" and "B" while the other style is for all "V8" except "V8-60."

No. 200-AB -- Guide for Ford "A" and "B"..... Price \$1.10

No. 200-V8 -- Guide for Ford "V8" except "V8-60"..... Price \$1.10
Weight 3 oz.

(1940)



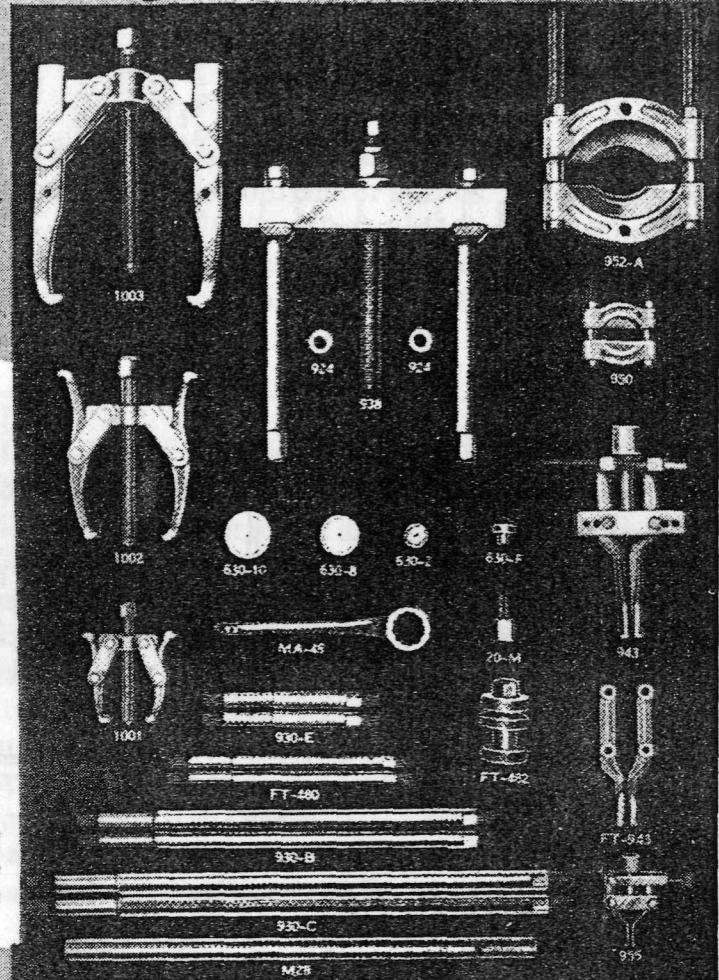
ESSENTIAL *Service* TOOLS

For

Ford Tractor
**FERGUSON
 SYSTEM**

No. FF-22

A compact, universal set of tools developed especially for use on Ford-Ferguson tractors and implements. This set is made up of basic pullers from the OTC Pulling System plus several special items designed to do particular jobs on this tractor. For the removal of bearings, gears, pinions, shafts, etc., there is no other set as versatile on the market. In addition to handling practically all the service jobs on Ford tractors this set works equally well on other makes and models which may be taken in on trade. These tools are portable and can be used in emergency field service as well as in the shop; they will pay for themselves many times over in parts, time and labor saved. Other Ford special tools on pages 78 to 80. *This set is to be obtained through authorized Ferguson distributors who sell them only to Authorized Dealers thoroughly trained in giving proper service.*



Tool No.	Description	Tool No.	Description
1003	Grip-o-matic Puller	924	Threaded Adaptor $\frac{5}{8}$ " x $\frac{3}{4}$ "-16 female (pair)
1002	Grip-o-matic Puller	630-2	Step Plate Adaptor $1\frac{1}{8}$ " x $\frac{7}{8}$ "
1001	Grip-o-matic Puller	630-8	Step Plate Adaptor 2" x $1\frac{5}{8}$ "
938	Push-Puller with 930-D $9\frac{1}{2}$ " legs	630-10	Step Plate Adaptor $2\frac{3}{8}$ " x $1\frac{7}{8}$ "
930-B	Legs for Push-Puller $16\frac{1}{2}$ " (pair)	630-F	Special Step Plate Adaptor
930-C	Legs for Push-Puller $22\frac{1}{2}$ " (pair)	20-M	Adaptor $\frac{5}{8}$ "-11 male x $\frac{5}{8}$ "-18 female
930-E	Legs for Push-Puller $4\frac{1}{2}$ " (pair)	MA-48	Box Wrench $1\frac{1}{2}$ " opening
952-A	Bearing Pulling Attachment	M-28	Tubular Handle for Box Wrench
950	Bearing Pulling Attachment	FF-20	Service Board (only) 3' x 4'. Wt. 36 lbs.
943	Bearing Cup Pulling Attachment	FF-22	Ford-Ferguson Service Set, Tools only. Wt. 100 lbs.
FT-943	Special Jaws for 943 Attachment		
FT-480	Legs for Push-Puller Special (pair)		
FT-482	Drive Pinion Bearing Attachment		
955	Pilot Bearing Pulling Attachment		

(1947)


 PARTSPRICE LIST NO. 47
**OWATONNA TOOL
 COMPANY**
 OWATONNA, MINNESOTA

WANTED: 1920 - 1939 Lincoln tool kits, jacks, and handles. The most common wrenches are marked with a four digit "L" or "K" part number and come in a canvas tool roll. See Ford Tool Times, Vol. 1, No. 4 for general shapes and sizes.

David Clement, 11513 Sutters Mill Circle, Gold River, CA 95670
phone (916) 638 - 7314 email: GRClement@aol.com

WANTED: POWERENCH FOR REMOVAL OF NUTS ON BUDD DUAL WHEELS. WAS MADE BY SWEENEY BUT OTHERS MAY HAVE MADE. POWERWRENCH PART NUMBER M273-124 ALSO SNAP-ON GA83. MANZEL DIFFERENTIAL CARRIER MOUNT NUMBER 4032 ENGINE MOUNT MANZEL NO.6005-G ENGINE ADAPTER PLATE MANZEL NO. 6005 KRW EARLY PART NUMBERS V40 S-206 Z181
RAY YEARWOOD 2860 W 9TH ST OSHKOSH WISC. 54904 EMAIL rayyearwood@hotmail.com

Try It - You'll Like It
by Ken Thomas

I gave a "Tools For Fords" presentation to the Northern Ohio Regional Group of the Early Ford V-8 Club of America in August, 2001. This was actually my second presentation to this group with the first one several years ago spotlighting K. R. Wilson tools only. Since I'm now a member of both EFV8 and NAFTCO, I've found the NAFTCO newsletter a big source of information useful for "talking tools" with other Ford enthusiasts whether they be T, A, or V-8 people. There is a wealth of information in the NAFTCO newsletter and I use the information frequently when trying to answer tool related questions or buying tools at flea markets.

My latest presentation dealt with K.R.Wilson, non-KRW brand tools as well as a few homemade tools for the Flathead era I've collected over the years. My outline was very basic:

- I. Distributor Timing Fixtures
- II. Tune-up Tools
 - A. Spring Tension Scales
 - B. Float Level Gauges
 - C. Screwdrivers- Straight and Offset
 - D. Tools for Voltage Regulators
- III. Spanner Wrenches
 - A. Gas Filler Pipe
 - B. Houdaille Shocks
- IV. Homemade Items
 - A. Shock Spanner Wrench
 - B. Fan Belt Tensioner Tool
- V. Flea Market Finds

I made copies of specific tool descriptions from old KRW catalogs and put these with each tool whether KRW tools similar to KRW which were passed around after I explained the use of each tool. This allowed each person to see each tool and the printed description of it. For some members, this was the first time they had ever seen some of these tools much less actually see how it worked. It was essentially a "show and tell" time.

I did the same with the homemade items since they were fabricated using drawings from old magazines.

For the flea market finds, I simply passed around Ford and non-Ford tools I've picked up over the years for small amounts of money (none over \$5). I copied Brent Mueller's chart of manufacturers and trade marks from the August, 2000 issue of Ford Tool Times giving Mr. Mueller credit for compiling the list and crediting Ford Tool Times, on the copy itself, as the source and distributed one to each person in attendance. I pointed out the trade marks on some of the flea market finds. This was helpful to many and served to promote NAFTCO and our newsletter.

Finally, I distributed NAFTCO membership brochures in an effort to promote the club and answered questions. The presentation was well received. It had been announced in advance and one member brought in a Snap-On brand spring spreader and a valve timing wheel for the V-8 to supplement the presentation. It all lasted about 30 minutes and hopefully will stir some interest in NAFTCO. I encourage everyone to offer to do a presentation as it is a great way to get the word out about NAFTCO and stimulate some good tool talk. Don't be surprised if you hear comments like, "So that's what that tool is for!"

Dearborn Three Position Ford Motor Stand

Holds Motor Block in Three Most Convenient Positions

Purpose:

A stand for holding a Model "T" Ford motor in the three most convenient positions—i. e., head up, crank-shaft up, and valves up—has always been in great demand, and the stand illustrated has filled this demand for years.

A few improvements have been made during the past year, such as the widening and strengthening of the top, and the elimination of the pivot bar through the center, so that it is possible to reach the center main bearing bolts easily. (See illustration.)

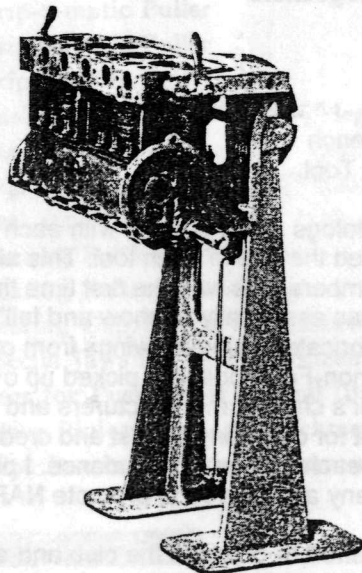
Construction:

The stand is built rigidly throughout, and embodies many features not found in other stands on the market.

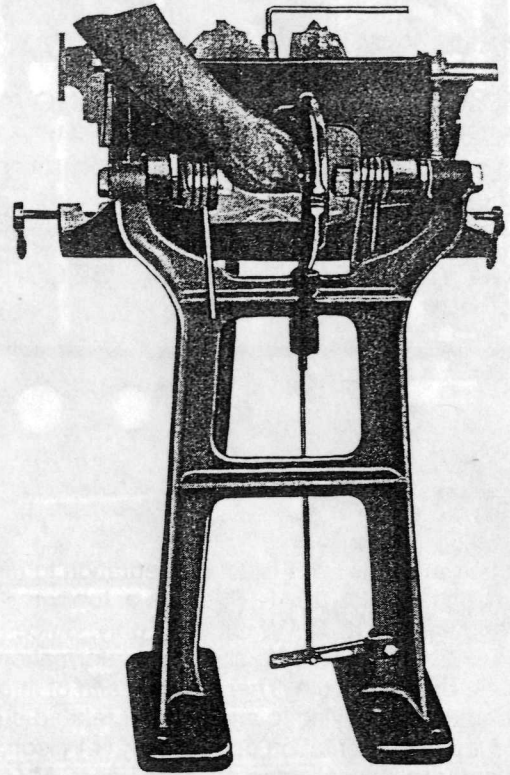
(a) THE BASE OR PEDESTAL is a heavy casting, designed to withstand severe strain, with ribs running the entire length of the legs, and ribbed cross-members which increase the rigidity.

(b) THE PIVOT BARS are heavy steel bolts on which two heavy steel springs are supported. These two springs press upwards against the supporting head of the stand, which helps to move the block from one position to another, and eliminates any danger of the head falling against the pedestal should the retaining pawl be accidentally released.

(c) THE HEAD of the stand is a heavy casting, shaped so that a lug fits into the water connection hole, when the Model "T" block is placed on its side in the stand. Two set screws, with long handles, are provided to screw tightly against the top of the block, and a small clamp, which fits on the lower inside of the block, holds the motor block rigidly.



AC-9



AC-9

Features:

The stand is built from a standpoint of convenience and any motor mechanic will readily see the advantages of a stand that will hold the motor block rigidly so that he can use speed wrenches when fitting bearings, crankshaft, pistons and connecting rods. It is an ideal stand to use, when preparing a motor block for the burnishing process, when fitting valves or when lapping the pistons.

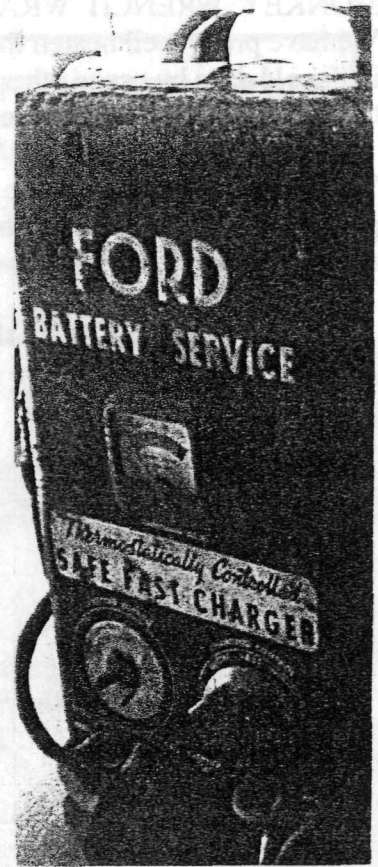
1. Locks in three most important positions for work on block.
2. Convenient: Holds block rigidly at proper height.
3. Accessible: All parts accessible including main bearing bolts.
4. Safe: Holds positions automatically. No pins or bolts.
5. Compact: Does not require much room in shop.
6. Easy to turn block. Steel springs assist mechanic to change positions.

Specifications:

Height	40"
Net Weight.....	132 lbs.
Shipping Weight.....	163 lbs.

FORD BATTERY SERVICE CHARGER (email received)

I recently bought this 6 volt charger at a flea market. Can anyone provide information about it? Thanks.
Doug McGarvey email: tbirdhero@excite.com



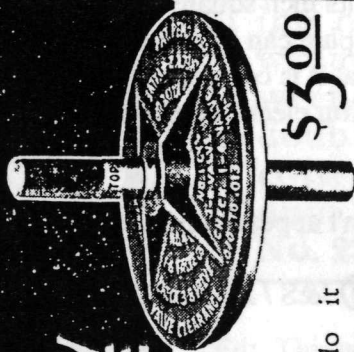
CONTACT PERSONS FOR CLUB BUSINESS

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

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

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

SET FORD VALVES
Accurately
FORD
With EASE



Now, with the HALL VALVE ADJUSTING GAUGE, you can set Models "A" and "AA" Ford valves exactly right and do it quickly. No guess work; no chance to go wrong. Nothing to remember; the Gauge does it all.

Insures Uniform Setting

With this simple, practical, low cost Gauge any mechanic can set every valve uniformly right. Used in each cylinder it tells when and where to stop crank shaft and which valves to set.

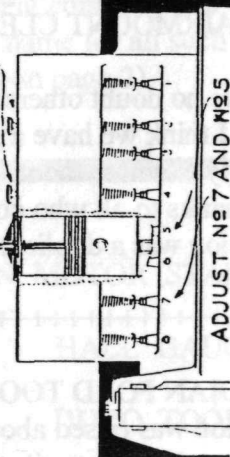
How to Use It

Place Gauge in cylinder as shown below. Turn crank and as piston raises or lowers Gauge shaft slides through disc. When mark on shaft is in line with top of disc, cam shaft is in proper position for setting valves indicated by Gauge reading for that cylinder.

Every mechanic should have this Gauge in his kit. If your Jobber hasn't them yet, order direct, giving Jobber's name.

The HALL Manufacturing Co.
1650 Woodland Avenue
TOLEDO, OHIO

GAUGE IN NO 3 CYLINDER VALVES 4 AND 2 ARE UP



HALL FORD VALVE ADJUSTING GAUGE

MONKEY WRENCH WRAP UP

We have pretty well beaten the monkey wrench into submission in print, just as it was physically beaten up in the old days by usage other than what was intended. Just a few more items and then we'll return it to the toolbox for a well deserved rest.

Thomas Kruse reports that he has a Herbrand monkey wrench with a pin (3/16" diameter, 3/8" long) protruding from the side of both jaws, thus creating an adjustable pin spanner wrench. Pretty clever, those old-time tool guys !

A question was raised about the wrenches made by the Moore Drop Forging Co. They used both spellings (SPFD. and SPFLD.). I have seen both.


Straight vs. curved slope top. This is a classification characteristic that ultimately is in the eye of the beholder. Where does the curve stop and the straight begin? There are bound to be gray areas and my eyes see more gray the older they get! We could be extremely technical and measure the radius and the distance from the tip, etc. I only tried to have two broad categories for ease of classification.

Correction. An email from John D. Busch prompted a closer look at wrench # 2 in the list on page 7 of FTT August, 2000. In column "J" the forge mark should be "MH" in a circle, not "M". (I obviously need stronger glasses). Also, the movable jaw is made of two pieces, held together by two rivets above and below the thumbscrew. This is not one of the more commonly seen wrenches.

From the Ford Service Bulletin, March, 1926 : Rear Axle Drain Plug

A number of cases were called to our attention where T-2532, rear axle housing oil plug, was screwed in so tightly that it could not be removed. There is no necessity for tightening the plug in this manner and in order to eliminate this possibility, we have redesigned the plug. Instead of having a hexagon head on which to place a wrench, the plug now has a square recess and is carried under the part number T-2532B. This change also necessitated the redesigning of T-1387 wrench. A three-eighths inch square shoulder is now placed on the end of the handle, so that by inserting it into the recess, the plug can be turned in or out, but cannot be drawn up so tightly as to prevent removal. (Ed.: This means that it is correct to carry the square tail wrench in your late '26 and '27 cars ... and also in your earlier cars if you elect to replace the old plug with a new style one, as you might have done 75 years ago !!!).

And finally, two more wrenches have come into my possession which don't appear to have been mentioned previously:

1. A: 7" / B: 2" / C: curved / D: round / E: straight / FGHI (blank) / J:  J&S / K: FORD (script in center of handle)
2. A: 9" / B: 2" / C: straight / D: round / E: straight / FGH (blank) / I: FORD USA (script) / J: FAIRMOUNT CLEVE. / K: (blank)

There are no doubt others out there, and we will probably never have a 100 % complete monkey wrench list, but I think we have a great start. This was also a fine exercise in that it got us to take our tools in hand and really examine them. What we learned here will be useful as we continue our study of Ford tools. Many thanks to all who contributed, and if you didn't see your name mentioned, it merely meant that your submission was a duplicate of someone else's. No slight was intended.

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CANADIAN FORD TOOLS

A question was raised about Canadian Ford tools. The article in FTT , Sept. 1998, provides a good start. How about if we compile a listing of "confirmed sightings" of Ford script (or Ford numbered) tools which actually say "Made in Canada" on them ? Send in a complete description of yours and we'll get started on it.