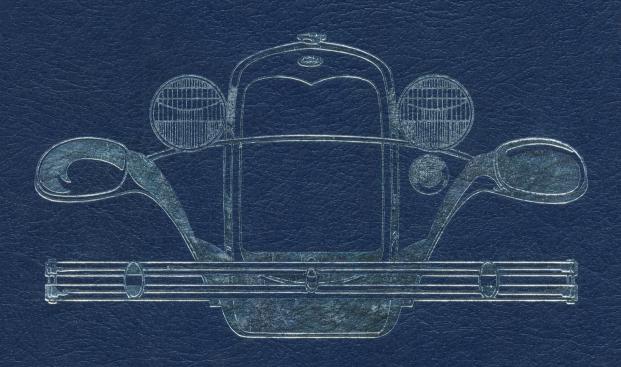
## Midow your Model A Ford



Murray Farmenski

# KNOW YOUR MODEL A FORD

incorporating

#### KNOW THE FORD

A Complete Analysis of Engineering and Leading Features of the Model A

and

#### QUESTIONS AND ANSWERS ON FORD SERVICE

A Ready Reference of the Fine Points in Repair, Including Exact Measurements

by

#### **Murray Fahnestock**

Member of Society of Automotive Engineers and Former Technical Editor of Ford Dealer & Service Field Magazine

Arcadia, California
POST MOTOR BOOKS
1958

### CONTENTS

#### KNOW THE FORD

1.	Why Four Cylinders are Best	9
2.	Where the Engine Gets its Power	15
3.	Why the Engine Runs so Smoothly	20
4.	Why the Lubrication System is Unusual	25
5.	Why the Cooling System is Unique	30
6.	Why the Camshaft is Extra Strong	32
7.	Why Patented Ford Valves are Better	34
8.	Why the Fuel System is Always Effective	37
9.	Why Economy Results from the Improved Carburetor	40
10.	How the Simplified Ignition System Assures Better Service	44
11.	Why the Electrical System is Unusual	49
12.	How Driving Ease Results from a High Quality Transmission and Single-Plate Clutch	55
13.	Why Strength and Lightness Make the Rear Axle Superior	59
14.	Why the Front Axle is Safe at High Speeds	63
15.	Why the Steering Keeps its New Car Excellence	66
16.	Why the Car Rides Smoothly at All Speeds	70
17.	How Six Separate Brakes Stop the Ford	77
18.	Why Welded Steel Spoke Wheels are More Sturdy	80
19.		85
20.	How Quality Steel Forms the Foundation of a Quality Car	89
	THE PART OF THE PA	94
21.	Why I difference Bearings are Broader of Employee	
		T.
	QUESTIONS AND ANSWERS ON FORD SERVICE	E
(	QUESTIONS AND ANSWERS ON FORD SERVICE	E 100
22.	QUESTIONS AND ANSWERS ON FORD SERVIC	
22. 23.	QUESTIONS AND ANSWERS ON FORD SERVICE The Powerplant	100
22. 23. 24.	QUESTIONS AND ANSWERS ON FORD SERVICE The Powerplant The Cooling System The Ignition System	100 101
22. 23. 24. 25.	PUESTIONS AND ANSWERS ON FORD SERVICE The Powerplant The Cooling System The Ignition System The Electrolock	100 101 103
22. 23. 24. 25. 26.	QUESTIONS AND ANSWERS ON FORD SERVICE The Powerplant The Cooling System The Ignition System	100 101 103 104
22. 23. 24. 25.	The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft	100 101 103 104 105
22. 23. 24. 25. 26. 27.	QUESTIONS AND ANSWERS ON FORD SERVICE The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft The Camshaft The Valves	100 101 103 104 105 106
22. 23. 24. 25. 26. 27. 28.	The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft The Camshaft The Valves Valve Timing	100 101 103 104 105 106 107
22. 23. 24. 25. 26. 27. 28. 29.	The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft The Camshaft The Valves Valve Timing The Multiple-Disc Clutch	100 101 103 104 105 106 107 108
22. 23. 24. 25. 26. 27. 28. 29.	The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft The Camshaft The Valves Valve Timing The Multiple-Disc Clutch	100 101 103 104 105 106 107 108 109
22. 23. 24. 25. 26. 27. 28. 29. 30. 31.	PUESTIONS AND ANSWERS ON FORD SERVICE  The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft The Camshaft The Camshaft The Multiple-Disc Clutch The Single-Plate Clutch The Transmission	100 101 103 104 105 106 107 108 109 110 111
22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32.	The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft The Camshaft The Valves Valve Timing The Multiple-Disc Clutch The Single-Plate Clutch The Transmission The Front Axle	100 101 103 104 105 106 107 108 109 110 111 112 113
22. 23. 24. 25. 26. 27. 28. 29. 31. 32. 33. 34.	PUESTIONS AND ANSWERS ON FORD SERVICE  The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft The Camshaft The Valves Valve Timing The Multiple-Disc Clutch The Single-Plate Clutch The Transmission The Front Axle The Rear Axle	100 101 103 104 105 106 107 108 109 110 111
22. 23. 24. 25. 26. 27. 28. 29. 31. 32. 33. 34.	The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft The Camshaft The Valves Valve Timing The Multiple-Disc Clutch The Single-Plate Clutch The Transmission The Front Axle The Rear Axle Springs and Shock Absorbers	100 101 103 104 105 106 107 108 109 110 111 112 113
22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35.	PUESTIONS AND ANSWERS ON FORD SERVICE  The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft The Camshaft The Camshaft The Valves Valve Timing The Multiple-Disc Clutch The Single-Plate Clutch The Transmission The Front Axle The Rear Axle Springs and Shock Absorbers	100 101 103 104 105 106 107 108 109 110 111 112 113 116 117 118
22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35.	QUESTIONS AND ANSWERS ON FORD SERVICE The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft The Camshaft The Valves Valve Timing The Multiple-Disc Clutch The Single-Plate Clutch The Transmission The Front Axle The Rear Axle Springs and Shock Absorbers The Service Brakes Brake Equalizing	100 101 103 104 105 106 107 108 109 110 111 112 113 116 117 118
22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37.	The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft The Camshaft The Walves Valve Timing The Multiple-Disc Clutch The Single-Plate Clutch The Transmission The Front Axle The Rear Axle Springs and Shock Absorbers The Service Brakes Brake Equalizing The Powerhouse Generator	100 101 103 104 105 106 107 108 109 110 111 112 113 116 117 118 119 120
22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38.	The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft The Camshaft The Walves Valve Timing The Multiple-Disc Clutch The Single-Plate Clutch The Transmission The Front Axle The Rear Axle Springs and Shock Absorbers The Service Brakes Brake Equalizing The Powerhouse Generator The Cut-Out	100 101 103 104 105 106 107 108 109 110 111 112 113 116 117 118 119 120 121
22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38.	QUESTIONS AND ANSWERS ON FORD SERVICE The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft The Camshaft The Camshaft The Walves Valve Timing The Multiple-Disc Clutch The Single-Plate Clutch The Transmission The Front Axle The Rear Axle Springs and Shock Absorbers The Service Brakes Brake Equalizing The Powerhouse Generator The Cut-Out The Starting Motor	100 101 103 104 105 106 107 108 109 110 111 112 113 116 117 118 119 120 121 122
22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40.	QUESTIONS AND ANSWERS ON FORD SERVICE The Powerplant The Cooling System The Ignition System The Electrolock The Crankshaft The Camshaft The Valves Valve Timing The Multiple-Disc Clutch The Single-Plate Clutch The Transmission The Front Axle The Rear Axle Springs and Shock Absorbers The Service Brakes Brake Equalizing The Owerhouse Generator The Cut-Out The Starting Motor The Bendix Drive	100 101 103 104 105 106 107 108 109 110 111 112 113 116 117 118 119 120 121