

## All Replacement Parts Are Not Created Equal

Years ago, replacement parts of the same quality as originally used at the factory could be purchased directly from the local Ford Dealer. Other manufacturers also made good quality replacement parts which could be purchased from local parts stores as well as Sears, Roebuck & Co., Montgomery Ward, Western Auto, B.F. Goodrich and others. Today however, we cannot go to our local Ford Dealer or Sears for parts and must rely on other sources.

Today, when shopping for parts we must keep in mind that all parts are not created equal. There are many good quality replacement parts available but there are also a lot of parts currently being sold that are incorrectly made or of very poor quality. In years past, most replacement parts were manufactured here in the USA but today things are different with more and more replacement parts being made in other countries where quality is not always consistent.

One area that seems to be especially troublesome is electrical components that come from China. I have seen many break-downs that were a direct result of poor quality ignition parts that were made in China. I recently helped a fellow club member with a problem with a newly rebuilt engine. The engine had started and ran for about 20 minutes and then quit and would not re-start. The problem turned out to be the insulating block for the electrical connection to the points was so poorly made that it failed after running for this short period of time. The points were made in China. Another one of our members had an ongoing intermittent problem with his car for over 6 months. He got to the point where he would not drive it for fear of its quitting and he would not be able to start it again. The Low End Boys finally found the problem was the result of the generator cut-out that would sometimes stick closed and drain the battery. Again, the faulty part was made in China. If at all possible, I would suggest you do not buy any electrical component made in China.

Other poor quality parts also have been imported from China. Recently, the Low End Boys changed a new, made in China, clutch assembly that had failed. This is not to say all parts made in China are poor quality but a lot are. Today, very good quality electrical and ignition parts are available, most of which are made right here in the USA.

There are several things you can do that will help when purchasing replacement parts. First, ask other club members where they purchase their parts. Many members have been involved in the hobby for a long time and have had to purchase a lot of parts through the years. Second, deal with known reputable parts suppliers and buy the best available. If two options for a particular part are offered in their catalog, buy the best quality part.

If you question the quality of a particular part, call the vendor and ask his advice. They are usually very helpful and want you to be satisfied with your purchase. Third, if you are purchasing parts through eBay or other on-line sources, be sure you know what you are buying. I watch eBay on a regular basis and have purchased many good quality parts at reasonable prices but you have to know what you are bidding on. Fourth, sometimes, you can find a part you are looking for at a swap meet but again, you have to know what you are looking for. You will not be able to return it and get your money back if the part is incorrect or not usable.

Just remember, all parts are not created equal. Buy the best that is available. In the long run, you will experience better reliability and more enjoyment from your Model A.

## Tech Tip – Is your Generator Dry?

Or better said, “Is the rear bushing in your generator dry and lacking lubricant?” The second design “Long Type” 3 brush generators was first used starting in March 1930 and continued through the end of production. This generator is designed with a porous bronze bushing at the rear of the armature instead of a ball bearing which was used on all previous generators.

This second design generator is easy to recognize by the little oil cup off the side of the bushing boss which is part of the rear end plate. On the underside of the bushing boss is a small cylindrical oil reservoir. Inside this reservoir is a felt wick that transfers oil up to the bushing and keeps it lubricated. A small spring holds the wick up against the bushing. In order for the bushing to be properly lubricated, it is necessary that this reservoir be kept full of oil. Often these reservoirs are found with very little or no oil in them and the bushing is dry. When you are lubricating the generator, do not just add a few drops of oil to the rear bushing oil cup, add oil until the reservoir is completely full. You can check the condition of the felt wick by just unscrewing the reservoir. The generator should be lubricated every 1000 miles.

