

# 1928 Transmission

by Tom Endy

The 1928 Model A transmission incorporated a bronze thrust washer at each end of the cluster gear. The purpose was to prevent wear to the two cast housing bosses at each end of the gear. In January 1929 the thrust washers were eliminated and documented in a service bulletin (page 311). The reason probably had to do with cost savings. The result of course is that the two housing bosses are eventually worn down by the flat ends of the cluster gear.

Over the years numerous articles have been written about what is the expectable thrust clearance for the cluster gear during an overhaul. Some have indicated that as much as .020" is acceptable depending on who is telling the story. A thrust clearance of .020" seems a little too much to me. Also, I have never seen an article that describes a suitable repair to a housing that has excessively worn bosses. Most just say to find a better transmission housing.

My observation has been that the boss at the rear of the housing seems to wear more than the front one. This would indicate there is some rearward pressure on the cluster gear as it rotates. I have been able to repair several transmission housings that had what I considered excessive cluster gear thrust clearance. What I did was use a small disk sander on a pneumatic tool and sand enough material off the rear boss to allow a 1928 bronze thrust washer to be installed. They are still available from some suppliers. Bratton's carry them under part number 10580, \$5.15 each.

**The photo at right is of the bronze thrust washer used in the 1928 transmission.**



**Transmission overhaul**



**The photo at right is of a cut-away Model A transmission. The cluster gear is the gear at the bottom of the housing. The 1928 transmissions had a bronze thrust washer inserted between the case and at each end of the cluster gear. The rear of the transmission is to the left.**