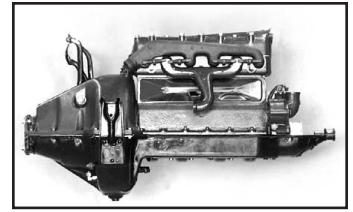




Texas Model T Parts

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Rebuilt Model T Engines - "Long Block & Transmission" (December 2007)

Texas T Parts is pleased to offer rebuilding services for Model T engines. While this document will serve as a guideline, we find that most engines we rebuild have some unique characteristic that causes the price to vary slightly. For example, some customers have already purchased parts to rebuild their engines and find that either they don't have the time or the task becomes more involved than they are ready for. We also often find that some components have been rebuilt in the past and do not need to be done again such as hardened valve seats. We will give a credit for any parts or labor that are normally part of the engine rebuild if we do not need to supply the parts or service. On other occasions we have received an engine and discover that the crankshaft or block, or other parts show signs of cracking. Under these circumstances we offer the customer the option of providing an appropriate replacement part to us for their job or purchasing one from us if we have one available. If appropriate, we sometimes can repair defects with cold metal stitching or other techniques.

Items Included in Complete Engine Rebuilding (Long Block and Transmission)

Complete Engine Disassembly, Degreasing and Cleaning	Valve Lifters	New Brake Drum Lug Shoes ('26-'27)
Magniflux Block & Crankshaft	Bronze Valve Guides Installed	Rebabbited 4th Main
Cylinders Rebored & Honed	Aluminum Camshaft Timing Gear	Transmission Band Relining with Kevlar Band Material
Engine Head Decked	Steel Crankshaft Timing Gear	Modern Seal for Crankshaft
New Head Bolt Set	Bronze Freeze Plugs	Seals for Transmission Pedal Shafts
Block Decked for Head & Manifold	Oil Pan Straightening as needed	Autolite Spark Plugs (T or 14mm)
Balancing Crankshaft & Flywheel Assy.	Lower Pan Inspection Plate Straightening	Magnetic Oil Drain Plug
Aluminum Pistons & Rings	New Lower Pan Cover Bolts	4 Quarts Oil (Detergent or Non)
Rebabbiting Main Bearings	Pan Cover Bolt Sealing Washers	Engine Lift Ring for installing your engine when you receive it.
Regrinding Crankshaft	Magniflux Transmission Drums	Complete Engine Gasket Set
Rebabbited Connecting Rods (Drilled Rods with Oil Dippers)	Resurface Drums as needed	Manifold Glands & Rings Set
Regrinding Camshaft	Complete Transmission Bushing Set	Assembly and adjustments
New Camshaft Bearings	Recharged Magnets Installed with New Brass Screws	Painting Engine Black (or Green 26-27)
Modern Camshaft Seal	or (your choice)	
8 Hardened Valve Seats Installed	New TTP Oil Slingers Installed	
8 Alloy Valves	Modern Turbo Clutch Plates	
Valve Springs, Spring Seats & Pins	New Extra Strong Clutch Spring	
	New Flywheel Ring Gear	

Texas T Parts' Rebuilt Complete Engines include the following services:

It is not necessary for you to disassemble your engine before sending it to us. If you want to bring us your car, we will remove and replace the engine and store your car during the overhaul for an additional fee of approximately \$375. Prices vary by body style and condition of the engine compartment. If the car was running when brought to us we will have it running when you come to pick it up. Activities such as cleaning fuel systems, replacing wiring systems, or ignition systems are not included in engine rebuild prices but are addition services available.

Cost of Texas T Parts Complete Model T Engine Rebuild . . \$3,600

What you need to provide:

For a rebuilt complete engine you will need to provide a complete assembled engine or the following reuseable parts:

Engine Block	Generator Mounting Casting and bolts	Transmission Pedals
Engine Head	Oil Filler Cap	Set of Transmission Bands
Crankshaft	Magneto Coil Assembly (if applicable)	4th Main (ball cap)
3 Main Bearing Caps	Complete Rebuildable Transmission	Crankshaft Pulley & Pin
6 Main Bearing Bolts & Nuts	Oil Pan with Petcocks	Assorted bolts and nuts for assembly
4 Connecting Rods with Caps	Oil Pan Supports (26-27 Engines)	Optional parts to provide if we are to test run engine:
4 Connecting Rod Wrist Pin Bolts	Large Funnel Inside Oil Line	Exhaust Manifold
Camshaft	Crankcase Inspection Plate	Intake Manifold
Camshaft Bearing Rings	Valve Cover(s) and bolts	Water Inlet Casting
Camshaft Bearing Set Screws	Complete Transmission Cover (hogshead)	Water Outlet Casting
Timing Gear Cover Plate	Transmission Cover Door	

Core Information: If any of the core parts supplied by you, in our opinion, require repair or are not useable you will be notified and given a choice of providing the necessary component or buying a part from us, if available. Your unuseable cores will not be returned to you unless you request it in writing and agree to pay return shipping costs.

Block Repairs: If your block requires repairs because of small, repairable cracks in the water jacket we will repair them. You will be advised of the cost and the decision to proceed will be yours.

Damaged Thread Restoration: We will insert Heli-coils or other thread restoration devices at \$12.00 each if needed.

Payment and refund: A down payment of 50% is required at the time of ordering. In the event your exchanges prove to be unacceptable and you do not continue the project, this deposit is refundable, less any return shipping costs and a core inspection fee of \$140.00. In the event your exchanges are acceptable and work has begun, there is no refund available or returns made if you decide to cancel the work.

Shipping: Shipment will be in a custom made wooden crate for which you will be charged a refundable \$60.00 deposit. Engines must be shipped prepaid by truck or picked up. Shipping charges are not included in the price of rebuilding.

Unknowns:

When we open up an 80 year old engine it is common to find some surprizes. We have been surprized to find everything from big mouse nests to pressurized oil systems. All we can do is promise you that we will communicate with you about what we find and will treat you fairly. We are in this business because we enjoy our Model Ts and want to see others enjoy theirs also. We hope to be touring with each and every customer someday in our Model Ts.

Model A Crankshaft Conversion for a Model T Engine

We have found that one of the most effective ways to increase the power of a Model T engine and at the same time eliminate one of the vulnerabilities of the engine, the weak Model T crankshaft, is to install a Model A crankshaft. We can install a Model A crankshaft in your Model T block. You will need to furnish a useable Model A crankshaft and four Model A connecting rods with caps in addition to the Model T connecting rods furnished for a regular Model T engine rebuild. You do not need to supply a Model T crankshaft. Your pan and lower pan inspection cover will be modified slightly to accept the longer stroke of the Model A crankshaft.

The Texas T Parts' Model A Crankshaft conversion for a Model T engine includes the following parts and services.

Custom Main Bearing Caps to fit a Model A Crankshaft	Modifying connecting rods to fit Model T pistons to Model A crankshaft	Modifying Crankcase Inspection Plate
New Bolts to fit Main Bearing Caps	Lineboring cast iron of Model T block	Fitting the crankshaft into the block
Modification, machining & regrinding of Model A Crankshaft	Pouring & Lineboring Babbitt	Fitting the connecting rods to the crank
	Modifying Oil pan for A crank clearance	

Cost of Installing Model A crankshaft into Model T engine is typically \$850 (when done during an engine rebuild)

The total cost to rebuild a long block and add a Model A crankshaft is typically \$4,500 when good cores are provided.

Several tasks required for a complete engine rebuild are not duplicated if we are also installing a Model A crankshaft. The cost of only installing a Model A crankshaft in your engine without us doing an engine rebuild is typically \$1,400.

Optional Items and Accessories

<u>Description</u>	<u>Cost</u>	<u>Comments</u>
High Compression Aluminum Head	\$349.00	Gives a very noticable increase in power. Best power increasing accessory.
Outside Oil Line on Hogshead	95.00	Really puts out the oil - about 2 quarts per minute to the front of the engine Note: This accessory can be installed much easier during an engine overhaul.
Transmission Oil Screen	31.00	Almost a must to keep your oil uncontaminated and assist in keeping oil lines clean
New Exhaust Manifold	95.00	A necessity only if your old manifold is warped or has bad threads
High Volume Intake Manifold	90.00	Adds a little to the performance of the engine
New Holley NH Carburetor	195.00	New manufactured carburetor - no exchange required.
TTP Carburetor or your carburetor rebuilt	158.00	A good accessory if your T carburetor is in bad shape - good performance
Ball Bearing Fan Hub	65.00	Excellent item when your fan hub is worn out
Rebuilt Starter	175.00	+ Exchange core
Rebuilt Starter Bendix	35.00	We'll let you know if your bendix needs rebuilding
Rebuilt Generator	200.00	+ Exchange core
New TTP Delco• 12 Volt Alternator	245.00	An excellent option if your generator is bad or if you are converting to 12 Volts
Anderson Timer	60.00	We think this is the best timer if you are using the original ignition system
TTP Distributor <u>with</u> Installation Kit	336.00	The most trouble free ignition system available
True-Fire Electronic Ignition system	359.00	A very dependable ignition is invisible in appearance. Great improvement over coils
TTP Leakless Water Pump <u>with</u> Fan Belt	179.00	If your radiator is marginal this will make a difference. If your radiator is very bad, you need a new radiator. We stock Brassworks radiators.
New Stipe Camshaft (no core required)	380.00	An excellent new camshaft. (\$290 net cost after cam grind credit)
Rebush Transmission Cover and add oil seals	325.00	Eliminates some of the oil leaks that are the most trouble to stop.