



Texas T Parts

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Note our
New Address
Everything else
remains the same.



**Custom Made 1/4"-24 x 1-1/4" Bolts
now included with this kit!**

T3276SL Flywheel Oil Slinger Kit Instructions

1. Remove the magnets and ring gear from your flywheel. If you are going to re-use your old ring gear, mark its position on the flywheel. You may want to rotate it by two bolt holes so that the starter bendix engages it using different ring gear teeth than when it came out. This action will extend the life of the ring gear. Be sure to install any ring gear so the tapered edge of the teeth are positioned away from the flywheel. Clean all of the parts thoroughly.
2. Replacement Model T ring gears are tapped with a very uncommon thread size - 1/4" x 24 threads per inch. We are furnishing sixteen 1/4-24 bolts that are custom made for Texas T Parts to replace the original 1/4"-24 brass screws.

These 1/4-24 bolts fit the new ring gears now on the market perfectly but may not fit original ring gears well. Originally the ring gears were tapped with a #14-24 tap which is now an absolute size. On an original ring gear there are several options: (1) Use a new ring gear. (2) Retap the threads for 1/4-24 threads if you can find a 1/4-24 tap; (3) Retap the threads for 1/4-28 threads and use sixteen 1/4x1-1/4" NF bolts. (4) Use 6mm x 30mm bolts in the existing holes. (not a good fit but they do work. In ALL applications it is important to make sure the bolts are secure.

3. Place the ring gear back on the flywheel and line up the bolt holes. Use the 1/4" split lock washers on the 1/4-24 bolts and insert the bolts into the flywheel loosely to make sure all holes line up. Remove four of the bolts spaced at 90° from each other. (12 o'clock, 3 o'clock, 6 o'clock, and 9 o'clock.) Place the Oil Slingers on the flywheel as shown in Figure 1 and reinsert the bolts to hold the slingers.
4. Using the 3/8" lock washers, insert the 3/8-24x3/4" bolts into the inside end of the Oil Slingers as illustrated in Figure 1. You do not need to put bolts in the empty holes.
5. Tighten all of the bolts. **DO NOT OVER-TIGHTEN!** The 1/4-24 bolts should be tightened to only 3 foot pounds. Remember they replace brass bolts so the strength is not an issue. Tightening until the lock washers are compressed is adequate. The 3/8" bolts should be tightened to 30 foot pounds torque.

Caution: It is very important to secure the bolts used in this assembly so they will not come out. As the Ford Service Manual says, you should peen or center punch the ends of the bolts to make sure that they will not back out. We recommend that you also use Loctite on the threads.

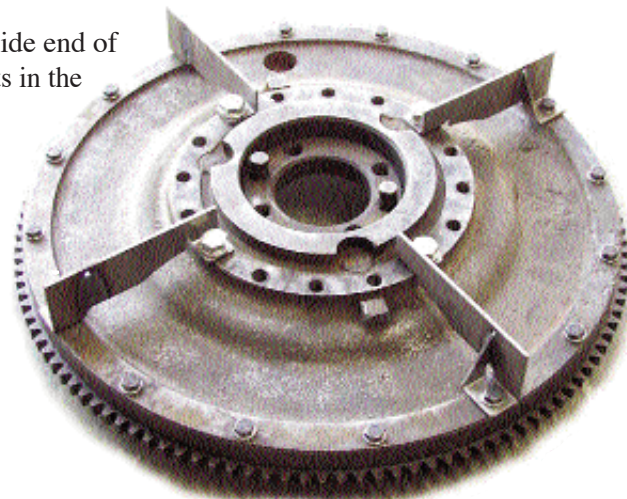


Figure 1

Your Oil Slingers are now installed. If you like our product, tell your friends. If you have a question or a problem, let us know.

Thanks, and Smooth Running,

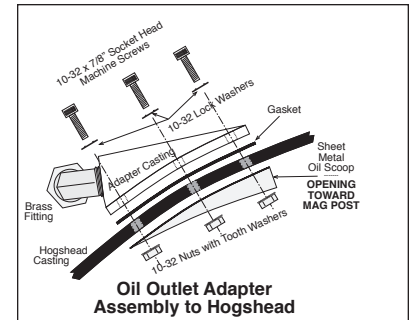
T3276SL Oil Slinger Kit Parts List:

- 4 - Oil Slinger Paddles
- 16 - 1/4" Split Lock Washers
- 16 - 1/4-24 x 1-1/4" Hex Head Bolts
- 4 - 3/8" Split Lock Washers
- 4 - 3/8-24 x 3/4" Hex Head Bolts

While you have your engine apart is a good time to consider installing our **NEW - T3081-HVOL - High Volume Outside Oil Line Kit - Only \$79.95**

Texas T Parts has just developed an exciting new item - a High Volume Outside Oil Line Kit. The two aluminum castings for the kit have been available for years, but without any instructions and without any additional components needed to complete an installation. If installed properly they were a good product, but the installation was a nightmare without instructions or the necessary hardware. And an essential element was not even identified. What we have done is add all of the hardware needed for installation plus custom made gaskets, a custom prepared copper oil line, and an **essential** custom manufactured oil scoop that fits inside the transmission cover. Oh yes, and we've added complete easy to follow instructions with diagrams, photographs and templates so that everyone can actually get their oil line installed.

We have tested this new kit and compared its performance to the Magneto Post Outside Line Oil Line Kits that have been available for years. We had always questioned how effective the Mag. Post Kits were because their design required that the oil flow vertically up into the pick up end of the line and past the contact spring of the magneto. Frankly though we were surprised by the difference between the performance of the two differently designed units.



The Comparison Tests

We were asked by a customer to completely overhaul his engine which already had a Mag. Post Oil Line. The customer wanted us to install one of our new T3081-HVOL High Volume Outside Oil Line Kits. This gave us the first opportunity we had to compare the two units on the exact same engine.

After overhauling the engine and re-installing it in the customer's car we disconnected the front of the new HVOL oil line, held a finger over it and started the engine. The flow was unbelievable. It took 14 seconds to fill a one quart plastic oil container. Over one gallon per minute at a fast idle speed!

We then repeated the procedure with the Mag. Post Oil Line. The oil from the front of the Mag. Post Oil Line took 3-1/2 minutes to fill the quart container. This was a flow rate of only one gallon every 15 minutes.

The Analysis

As we discussed what could explain the results, we concluded that the oil and air was probably circulating around inside the transmission cover/oil pan in a cyclone caused by the rotation of the magnets or oil slingers. (The engine we were testing actually had the Texas T Parts T3276-SL oil slinger kit installed in place of the magneto magnets.) We had tested the same cast aluminum oil line adapters previously but had disappointing results. The previous test had not included the sheet metal oil scoop on the inside of the transmission cover. We concluded that the scoop collects the oil as it flows around the inside of the transmission cover and results in the exceptional oil flow of the High Volume Oil Line Kit.

Visit our web site at www.TexasTParts.com for installation instructions and additional information. The oil line kit is listed under "Engine Items".

LIMITED WARRANTY

Texas 'T' Parts will repair or replace any part that we manufacture, for a period of 90 days from the date of purchase, that wears out or breaks.

The part must be installed on the type of individually owned and operated passenger vehicle for which it is designed. Of course, we cannot replace a part whose failure was caused by another faulty part, low fluid, or other abuse.

Return any part directly to us, along with a copy of the sales receipt showing the date of purchase, and \$5 to cover shipping & handling. Do not return parts to your dealer.

That's what our warranty means in plain English, but we regret we must include this legalese, too:

THIS LIMITED WARRANTY REPRESENTS THE TOTAL LIABILITY OF TEXAS 'T' PARTS FOR ANY WARRANTED PART, AND TEXAS 'T' PARTS MAKES NO OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. TEXAS 'T' PARTS SHALL NOT BE LIABLE FOR ANY INDIRECT, SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES. Texas 'T' Parts reserves the right, at its option, to refund the customer's money instead of replacing a part. This warranty does not cover parts that are installed on marine, off-road, commercial, or government vehicles, or stationary units.

