Vehicle Identification

Roadster (Runabout) - Open Car - folding top, no side windows, front seat only.

Coupe - Closed Car - two doors, enclosed interior with front seats only, side glass windows.

Tudor Sedan - Closed Car - two doors, enclosed interior with front and rear seats, side glass windows.

Fordor Sedan - Closed Car - four doors, enclosed interior with front and rear seats, side glass windows.

Touring - Open Car - folding top, no side windows, front and rear seats.

Centerdoor Sedan - Closed Car - enclosed interior with front and rear seats, side glass windows, door positioned in the center of the body.

TT Truck - enclosed interior, adaptable chassis/rear cargo area, worm drive rear axle

Roadster Pickup - Open Car - no side windows, front seat only, rear bed for cargo.

"C" Cab Truck - distinctive C shape of side windows.

Engine Serial Numbers US

<table>
<thead>
<tr>
<th>Year</th>
<th>Serial Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1908</td>
<td>1-309</td>
</tr>
<tr>
<td>1909</td>
<td>310-14,161</td>
</tr>
<tr>
<td>1910</td>
<td>14,162-34,900</td>
</tr>
<tr>
<td>1911</td>
<td>34,901-88,900</td>
</tr>
<tr>
<td>1912</td>
<td>88,901-183,563</td>
</tr>
<tr>
<td>1913</td>
<td>183,564-408,347</td>
</tr>
<tr>
<td>1914</td>
<td>408,348-656,063</td>
</tr>
<tr>
<td>1915</td>
<td>656,064-1,028,313</td>
</tr>
<tr>
<td>1916</td>
<td>1,028,314-1,614,516</td>
</tr>
<tr>
<td>1917</td>
<td>1,614,517-2,449,179</td>
</tr>
<tr>
<td>1918</td>
<td>2,449,180-2,831,426</td>
</tr>
<tr>
<td>1919</td>
<td>2,831,427-3,659,971</td>
</tr>
<tr>
<td>1920</td>
<td>3,659,972-4,698,419</td>
</tr>
<tr>
<td>1921</td>
<td>4,698,420-5,638,071</td>
</tr>
<tr>
<td>1922</td>
<td>5,638,072-6,953,071</td>
</tr>
<tr>
<td>1923</td>
<td>6,953,072-9,008,371</td>
</tr>
</tbody>
</table>
1924  9,008,372-10,994,033
1925  10,994,034-12,990,076
1926  12,990,077-14,619,254
1927  14,619,255-15,076,231

**Engine Serial Numbers Canada**
Prior to 5/20/13, Canadian cars used US production engines, they did not say "MADE IN USA".

<table>
<thead>
<tr>
<th>Date</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/20/13</td>
<td>C-1</td>
</tr>
<tr>
<td>7/31/13</td>
<td>C-1,500</td>
</tr>
<tr>
<td>7/31/14</td>
<td>C-16,500</td>
</tr>
<tr>
<td>7/31/15</td>
<td>C-37,500</td>
</tr>
<tr>
<td>7/31/16</td>
<td>C-70,000</td>
</tr>
<tr>
<td>7/31/17</td>
<td>C-121,000</td>
</tr>
<tr>
<td>7/31/18</td>
<td>C-170,000</td>
</tr>
<tr>
<td>7/31/19</td>
<td>C-208,500</td>
</tr>
<tr>
<td>7/31/20</td>
<td>C-262,500</td>
</tr>
<tr>
<td>7/31/21</td>
<td>C-311,300</td>
</tr>
<tr>
<td>7/31/22</td>
<td>C-357,200</td>
</tr>
<tr>
<td>7/31/23</td>
<td>C-427,300</td>
</tr>
<tr>
<td>7/31/24</td>
<td>C-513,405</td>
</tr>
<tr>
<td>7/31/25</td>
<td>C-583,300</td>
</tr>
<tr>
<td>7/31/27</td>
<td>C-750,000</td>
</tr>
</tbody>
</table>

( Back to Top )
Recommended Tire Pressures

Under-inflation can result in rim cuts, even on the best of rims. Recommended tire pressures are:

<table>
<thead>
<tr>
<th>Tire Size</th>
<th>Inflation Pressure</th>
<th>Rim Diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 x 3&quot;</td>
<td>55-65 psi</td>
<td>23&quot;</td>
</tr>
<tr>
<td>30 x 3-1/2&quot;</td>
<td>55-65 psi</td>
<td>24&quot;</td>
</tr>
<tr>
<td>450 x 21&quot;</td>
<td>32 psi</td>
<td>21&quot;</td>
</tr>
<tr>
<td>500 x 23&quot;</td>
<td>60 psi</td>
<td>32&quot;</td>
</tr>
<tr>
<td>600 x 20&quot;</td>
<td>36-60 psi</td>
<td>30&quot;</td>
</tr>
</tbody>
</table>
**Piston Specifications**

**Cylinder Bores** 3.750" Diameter 6.752" Long

**Diameter:** Skirt 3.748"–3.749" 2nd Ring 3.743"–3.745" Top 3.738"–3.740"

**Ring Grooves** 1/4" x 13/64" Deep

**Pin Bushing Diameter** .740"–.741"

**Wrist Pin Diameter** .740"–.741"

**Wrist Pin Length** 3-1/2"

**Ring Gaps** (original rings) 3.750" Top .003" Center .005" Bottom .008"

> When installing any type of piston, the split in the skirt faces away from the camshaft.

---

**Magneto Coil Assembly Identification Table**

<table>
<thead>
<tr>
<th>Year</th>
<th>Spool</th>
<th>Removable</th>
<th>Spool Pole Material</th>
<th>Width</th>
<th>For Use With Magnet</th>
<th>Thickness</th>
<th>Usage</th>
<th>Part Number</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1909</td>
<td>Double stack</td>
<td>Yes</td>
<td>Cast Iron</td>
<td>3/8&quot; each stack</td>
<td>1/2&quot;</td>
<td>First 17500 cars</td>
<td>T3250ES</td>
<td>Special order</td>
<td></td>
</tr>
<tr>
<td>1910</td>
<td>Double stack</td>
<td>Yes</td>
<td>Cast Iron</td>
<td>1/4&quot; each stack</td>
<td>9/16&quot;</td>
<td>17501 to 20500</td>
<td>T3250ES</td>
<td>Special order</td>
<td></td>
</tr>
<tr>
<td>1910–12</td>
<td>Double stack</td>
<td>No</td>
<td>Stamped steel</td>
<td>1/4&quot; each stack</td>
<td>5/8&quot;</td>
<td>2 flat sides on pole plate</td>
<td>T3250ES</td>
<td>Special order</td>
<td></td>
</tr>
<tr>
<td>1913–14</td>
<td>Double stack</td>
<td>No</td>
<td>Cast Iron</td>
<td>1/4&quot; each stack</td>
<td>5/8&quot;</td>
<td>Beginning by October 1914</td>
<td>T3250ES</td>
<td>Special order</td>
<td></td>
</tr>
<tr>
<td>1915</td>
<td>Single stack</td>
<td>No</td>
<td>Cast Iron</td>
<td>1/4&quot; each stack</td>
<td>3/4&quot;</td>
<td>Without starter notch</td>
<td>T3250DE</td>
<td>Stock</td>
<td></td>
</tr>
<tr>
<td>1917</td>
<td>Single stack</td>
<td>No</td>
<td>Cast Iron</td>
<td>1/4&quot; each stack</td>
<td>3/4&quot;</td>
<td>Without starter notch</td>
<td>T3250DL</td>
<td>Stock</td>
<td></td>
</tr>
<tr>
<td>1919</td>
<td>Single stack</td>
<td>No</td>
<td>Cast Iron</td>
<td>3/16&quot; each stack</td>
<td>3/4&quot;</td>
<td>With starter notch</td>
<td>T3250DS</td>
<td>Stock</td>
<td></td>
</tr>
</tbody>
</table>

---

*Early Style*

*Starter Notch*

*Later Style*

*Single Stack*
Fan Belt Specifications

The following are the most common fan belt lengths for T3900WP & T3900WPL. However, modified upper & lower pulleys can affect which belt is needed. Check your belt with a measured string before ordering.

<table>
<thead>
<tr>
<th>Years</th>
<th>Belt Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>09–16</td>
<td>31&quot;</td>
</tr>
<tr>
<td>17–25</td>
<td>32&quot;</td>
</tr>
<tr>
<td>26–27</td>
<td>36&quot;</td>
</tr>
</tbody>
</table>

MAC's offers three kinds of fan belts: plain rubber, plain rubber with "Ford" script & plain leather.

**Rubber Fan Belts**: Close to the original, with heavy-duty 5-ply reddish-tan rubber material. All are 1-1/8" wide with a glued, overlapping lamination joint.

**Leather Fan Belts**: Not original, but they are very durable. They might stretch, so are made slightly undersize. They are stitched at the joint & around the circumference.

Fan Specifications

**Drive pulley ID** 1.83"-1.84"

**Drive pulley OD** 3"

**Hub ID** .499"-.500"

Engine Specifications

22.50 horsepower

**Spark plug firing order** 1-2-4-3. 1 is on the radiator side of the engine.

**Spark Plug Gap** .030"

Crankshaft Specifications

**Overall length** 22-5/32"

**Connecting rod bearing diameters (all)** 1.248"

**Bearing lengths** Front 2"  Center 2-3/16"  Rear 3-1/8"  Rods 1.505"

**Main Bearings** 1.248-1.249"
Camshaft Specifications

Overall length 22-23/32" Bearing diameters (all) .748"

Bearing lengths Front 1.967" Center 2-7/16" Rear 1.750"

Width of cams 7/8"

Heel cam diameter 13/16"

Greatest diameter of cam 1-1/16"

Flange diameter 1-3/4"

Flange width 1/4"

Dowel holes .3120-.3125"

Thread: Large 13/16 x 16 USF Small 9/16 x 18 SAE

Camshaft Bearing Holes Front 1.374-1.375" Center 1.372-1.373" Rear .9985-1.000"

Cam Specifications

Bearing (center) ID .7496"-.7500"

Bearing (center) OD 1.369"-.1370"

Bearing (front) ID .7496"-.7500"

Bearing (front) OD 1.372"-.1373"

Shaft journal OD .7488"-.7491"

Cylinder Specifications

Cylinder Bores 3.750" diameter 6.752" long

Cylinder Head Bolt Holes 7/16" x 14

Manifold Port Specifications

(With 1-1/4" countersink, 1/8" deep) 1-1/8"

Oil Usage Specifications

Engine (4-5 quart capacity) 30 non-detergent

Rear end (1 to 1-1/2 quart capacity) 600W
Push Rod Specifications

Length 2-11/32"

Diameter .4355"-.4365"

Head diameter 1"

Guide holes .437"

Valve Specifications

Diameter of head & upper edge of seat 1-17/64"-.1-9/32"

Diameter of lower edge 3/32"

Angle of valve seat 45Â°

Thickness of head 3/16"

Stem diameter .3105"-.312"

Overall length 4.974"+

Retainer pin hole .110"-.113"
4-19/32" from valve seat line

Lift 7/32"

Tappet to stem clearance .022"-.032"

Valve ports 1-5/16" Stem guide holes .3125"

Rear Spring Specifications

Main leaf length 45-1/4" 5th leaf length 24-7/8"

Main leaf height 10-1/2" 6th leaf length 19-3/4"

2nd leaf length 43-3/8" 7th leaf length 15-1/16"

3rd leaf length 36-9/16" 8th leaf length 12-3/9"

4th leaf length 30-3/8"

Leaves 3-8 are clip type.
Front Spring Specifications

Fully assembled length (tapered style) 31-1/4" to 31-3/8"

Height 3-3/8 to 3-1/2"
For early type perch, shackle bore & wishbone bore are parallel to each other, 1-7/16" apart.

Perch center line distance 1-7/16"

Perch camber 4Ã°30'
Changed to 5Ã°30' during the 1920s.

Shackle Bushings Specifications

Front, OD .686"-.687" Rear, OD .748"-.750"

Front, ID .563"-.565" Rear, ID .587"

Steering Specifications

Steering arm ball diameter 1-1/8"
Steering arm length 4-1/4" overall
Steering gear cover opening .937"-.938"
Steering cover retaining bolt #6 x 32 (ASME) 5/16" deep
Steering ball arm to frame support clearance 1/8"
Steering main shaft to frame support angle 41Ã°26'
Steering column flange to center shaft angle 39Ã°45'
Steering tube opening at dash .752"-.756"
Steering gear housing shaft opening .780"-.781"

Throttle Specifications

Lever to throttle arm angle 45Ã°
Locates throttle on arm shaft.

Arm length 1-3/8"
Spark Specifications

**Lever to spark arm angle** 111°
*Locates spark arm on shaft.*

**Arm bend angle** 46°
*Bent towards front of car.*

Brake Specifications

*The brake rod has 2 bends: one 1-7/16" from clevis end & the other 2-3/4" from the threaded end (excluding bends for clearance of radius rod).*

**Rod pin OD** .316"

**Pull rod pin hole diameter** .316"

**Rod length** 54-1/4" *Center of clevis to end of rod.*

**Drum lug width** 1/2"

Universal Ball Cap Specifications

**Inner diameter for output shaft** 1.566"-1.567"
*Babbitt in place.*

Triple Gear Pin Specifications

**At gear** .6770"-.6775"

**In flywheel** .6790"-.6800"

**At end** .6860"-.6870"

**Flywheel Hole for Triple Gear Pin** .6750"

Controller Quadrant Teeth Specifications

3/32" deep x 5/32" wide
Transmission Specifications

Drive plate clutch finger screw holes 13/32"  
*Changed in the 1920s.*

Clutch drum shaft mounting hole ID .9980"-.9985"

Clutch drum shaft lug opening 1/2"

Band with lining ID 7-1/2"

Transmission driven gear ID 1-15/32-1-1/2"

Push ring thickness 9/16"

Main shaft diameter 1-5/32"

Clutch Specifications

Release fork (hole for collar) size .373"-.375"

Lever shaft OD .624"-.626"

Fork push ring width at fork area .403"-.409"

Finger mounting pin hole diameter .346"-.348"

Holes in drive plate, 3.

Coil Box Specifications

Width 3-5/16"

Length 8-9/16"

Muffler Specifications

Inlet ID 1-33/64"  
*Cast iron muffler.*

Tailpipe length 10-3/4"  
*Exposed length, cast iron muffler.*
Starter Crank Specifications

**Sleeve ID** .755"-.757"

**Sleeve OD** .992"-.966"

**Ratchet ID** .749"-.751"

**Ratchet pin hole** .310"

**Crank Case Trunnion with Cap ID**

Front spring hanger 1.498"-1.500"

Oil Pan & Tube Specifications

**Pan arm upper mounting hole distance** 21.5" to center

**Pan rear flange to center of pan arm** 12-9/32"

**Pan arm width at frame opening** 9-7/8" (x2) from center line of pan to edge of pan arm at lower bolt holes

**Pan front (trunnion) bearing:**

<table>
<thead>
<tr>
<th>ID</th>
<th>OD</th>
<th>Width</th>
</tr>
</thead>
</table>
| .999"-.1.000" | 1.494"-.1.496" | 1.000"-.1.002"

**Oil tube ID** 9/32"

Universal Joint Shank Specifications

**Universal Joint Shank** .873"-.875"

**Outer Diameter Universal Joint Ring Inner Diameter** .999"-.1.000"

Front Fender Specifications

**Front Fender Iron Angle** 49°40'

Circa 1914.

Crossmember Specifications

**Front Crossmember Overall length** 22-3/4"

**Length** 21.5" to center of fender iron mounting holes

Radius Rod Ball & Socket Specifications

**Ball OD** 1.248"-.1.250"

**Socket ID** 1-1/4"
Front & Rear HubSpecifications

Front hub ID for small bearing race 1.9335"-1.9365"

Front hub ID for large bearing race 2.715"-2.716"

Rear hub opening at wide end 1-1/16"

Taper angle 1-1/2" per foot

Rear hub brake drum ID 8"

Drag Link & Tie Rod Specifications

Drag link ball socket radius 19/32"

Tie rod yoke ID (upper end) .562"-.563"

Tie rod ball OD 1-3/32"

Front Axle Specifications

Yoke opening for spindle body 4.748"-4.752"

Bore for spindle bolt (kingpin) 5.045"-.505"
for first 5/16" of lower yoke, then 1/2" x 20 SAE threads to end

Spindle body length 4.748"-4.750" (end size)

Width of yoke (upper) .685"-.690"

Width of yoke (lower) .685"-.690"

Courtesy MAC's Auto parts website