

Archifacts

By John Regan

This column will not necessarily appear in each issue of the *Model T Times* but rather may appear occasionally to present an *Archifact* - a piece of authentic (perhaps useless) Model T information that the author has found in some company or library archives.

During an early visit to the Henry Ford Museum I found a drawing of the very first choke rod. It was generally referred to as a "Priming Rod". This rod was apparently used on the early Kingston and Holley carburetors to either activate the priming device or operate the choke butterfly depending on which carburetor was used. The priming rod was listed as factory number T2354.

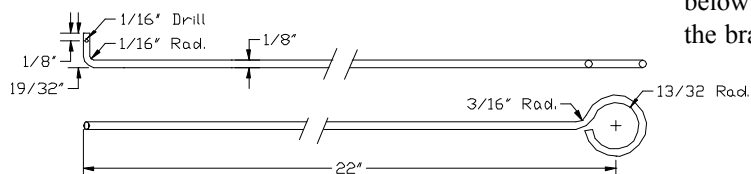
Research seems to indicate that the 1909 cars did not use a priming rod at all since the T2354 drawing shows the priming rod was adopted on December 1, 1910. The dimensions are presented below.

The biggest surprise for me was that the material for the rod was specified as **COPPER PLATED STEEL. NOT BRASS WIRE** that is most often seen on restored cars. On 1/31/11 the cotter pin hole in the end of the rod was changed to #52 drill size (.0635) I suppose to make a 1/16 cotter pin easier to install. A month later on 2/28/11 the hole was made even larger to drill size #50 (.070). I guess the cotter pin was still too hard to install before that. On 3/22/11 the design changed slightly to reduce the loop diameter and also to specify the length dimension differ-

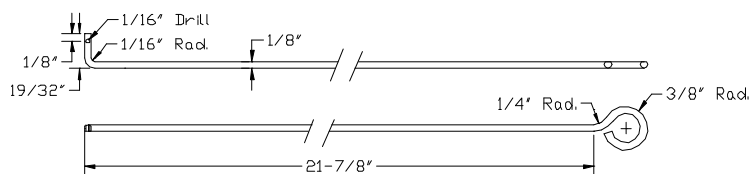
ently. The last change of record occurred on 10/3/11 which changed the material to 3/32 diameter and eliminated the cotter pin completely in favor of simply bending the end of the rod downward after installing into the carburetor bell crank. At the time of this change a newer design for the 1912 carburetor had already been adopted on 8/2/11 and assigned Factory Number 2000. This newer priming rod also replaced the T2354 on 5/20/12 as the one to be used for replacement on the earlier cars. The T2000 rod could apparently be bent to work in place of the T2354.

Research by Trent Boggess on T2000 bears out the fact that the one material that was NEVER used for the choke rod for any year was brass. According to Trent the T2000 was still copper plated steel like the T2354 until changed to "raven" finish on 12/20/16. Still later on 7/23/26 it was changed again to "black enamel" finish. It would appear that the choke rod was always made of steel either copper plated or black in color.

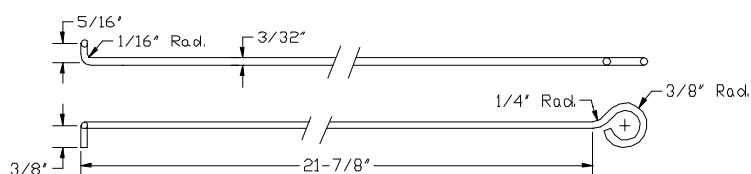
The first priming rod T2354 was routed forward between the radiator fins until a design change on 1/4/11 provided a hole in the side frame for it to pass through. The drawing below shows the correct dimensions and hole location on the brass radiator frame edge.



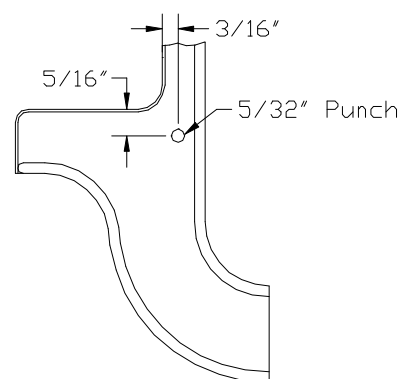
December 1, 1910



March 22, 1911



October 3, 1911



January 4, 1911