



ONE JOB THAT DUCT TAPE COULD NOT DO

*Sometimes the answer
is baling wire.*

By Rick McKinnis

A SERIOUS RATTLE in my '29 Phaeton's steering column any time there was back pressure on the engine prompted me to talk with the Snyder's parts technician. He suggested the cause was that anti-rattler felt pads (T-2913) were missing from the spark and gas rods inside the column.

AFTER REMOVING THE HORN, spark, and gas rods, I needed to remove the upper bushing assembly (A-3517). After much prying and probing, the bushing would still not move. I removed the left side splash pan and was able to put a $\frac{3}{16}$ " rod up the steering column. (See figure 1.) After several hits on the rod, it appeared that this also was not going to drive out the bushing.

I had to come up with another idea.

INSPIRED BY MY EXPERIENCE as a youth growing up on a farm, I took a length of baling wire and threaded



Figure 1: I put a $\frac{3}{16}$ " rod up the steering column.

it through one hole of the bushing and back up the other. (See figure 2.) I put the steering wheel nut back on the steering shaft to prevent damage to the threads, wrapped the wire around a section of wooden closet rod, then used the steering shaft to create a fulcrum to pull out the bushing.

The combined effect of driving the rod, then pulling with the wire and fulcrum, enabled me to free the bushing.

After putting everything back together with the two felt pads in place, the rattle disappeared.

ALTHOUGH I USE DUCT TAPE for many jobs, I never considered using it here. This one called for the old standby, baling wire. ☹

Rick McKinnis lives in Strafford, Missouri, and is a member of the Southwest Missouri Model A Club. The 1929 Phaeton was his first venture into a Model A's after driving Model Ts for about 10 years.



Figure 2: I threaded baling wire through the bushing and wrapped it around a section of closet rod.