

1924 Ford Model T Pickup

Inline 4 cylinder Side Valve

Displacement : 2896 cc | 176.7 cu in. | 2.9 L.
Power : 22 HP (16.192 KW) @ 1600 RPM
Torque : 83 Ft-Lbs (113 NM) @ 900 RPM
Bore : 3.8 in | 95 mm.
Stroke : 4.0 in | 102 mm.
Price : \$235-\$690
Weight : 1955 lbs | 886.773 kg
Top Speed : 45 mph | 72.405 km/h
Valvetrain : 8 (2 valves per cylinder)
Weight : 1390 lbs | 630.493 kg
Drive Type : Rear Wheel
Body / Chassis : Steel unibody - Pickup
Production Years for Series : 1908 - 1927



Often referred to as "Tin Lizzie", it was produced by the Ford Motor Company from 1908 until 1927 and is generally regarded as the first automobile that was affordable to the middle class and was produced in massive numbers (More than 16.5 Million sold). This was made possible by Fords introduction of the Assembly Line production instead of individual hand crafting.

It was powered by a 2.9 litre, 4 cylinder, super reliable, inline, side valve engine, capable of running on petrol, kero or ethanol with a fuel economy of 18-11 litres per 100km. It produced 20HP and was cooled through a thermosiphon system and had a 6 volt system after 1919 with a 12 volt system. (Prior to this it had a low speed magneto incorporated in the flywheel and trembler coils to distribute a spark to the spark plugs).

The two speed transmission (+ Reverse) is coupled to the engine via a wet clutch (early models used cotton linings while later they used timber) and it could reach speeds of 60-70km/h. Semi elliptic springs front and rear did little to absorb the bounce especially when solid tyres were used (a common practice as pneumatic tyres were run at 60lb and with most tracks having horseshoe nails along them, punctures were an ongoing problem). Planetary Three pedal controls and one lever on floor. Multi-disc clutch..

Est 1981

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