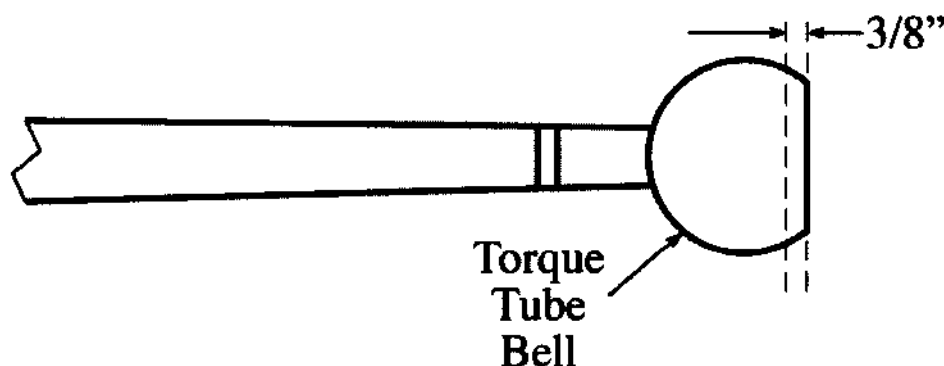


## T-3369-B Ball Bearing Cap

1. Remove the drive shaft and differential from the car.
2. Remove the old 4th main from the rear of the transmission.
3. Lay an old rag inside the transmission to catch any dirt.
4. Clean off the old 4th main gasket from the pan. Using a straight edge across the back of the transmission cover and oil pan, measure the distance to the clutch spring. It should be 1-5/8". The casting of the ball bearing forth main extends 1-9/16" into the transmission cavity. There should be at least 1/16" clearance between the forth main casting and the clutch spring. If you have less, call us to discuss solutions.
5. Check the transmission drive shaft for a "lip" at the very end. A lip will not normally be found, but it is sometimes caused by excessive wear in the old 4th main. Test it by trying the new 4th main. It should start easily and push on by hand about an inch. Do not force it or attempt to install the 4th main completely at this time. If the 4th main will not start easily, the end of the tail shaft will need to be dressed with a small flat file until the new 4th main will start easily.
6. Using #80 emery paper or wet & dry sandpaper, roughen the end of the tail shaft for about 1-1/2" . This will give the PRESSFIT better adhesion. Clean the tail shaft and the inside of the 4th main collar with lacquer thinner or contact cleaner.
7. Install the new gasket or gaskets on the rear of the pan, using a gasket sealer to hold it in place.  
Note: If you are installing a Warford or other auxillary transmission, you do not need to trim the ball on the driveshaft. You may proceed to Step 11.
8. Remove the universal joint from the drive shaft and clean the drive shaft housing bell thoroughly.
9. With a good hacksaw, equipped with a new Nickelson 14 to 18 tooth blade (why not be nice to yourself, unless your brother-in-law is helping, and then, who cares?) trim the end of the drive shaft housing bell 3/8" as shown in the drawing below. If your brother-in-law is not available an abrasive cut off saw works really well.  
Cutting off this 3/8" is necessary to provide clearance around the new 4th main. Otherwise, the new 4th main can be broken when the rear axle moves down as you drive over a rough road. Don't forget to smooth the edges with a file after cutting.



10. Clean any filings from the housing bell, re-pack the universal joint in grease, and re-install it on the drive shaft.
11. With the drive shaft assembly (or Warlord Transmission) ready to install, apply a thin coat of PRESSFIT on about 1-1/2" of the tail shaft end and the full inside length of the 4th main bearing collar. Remove the old rag from inside the transmission.

12. Push the 4th main assembly onto the tail shaft as far as possible by hand, and if necessary , finish seating the bearing collar on the tail shaft with a hammer and a driver until the 4th main assembly is seated on the gasket. Be careful not to damage the outer bearing seal, The bearing and collar should protrude past the tail shaft for 1/16" to 1/8". With a couple of bolts holding the 4th main in place, turn the engine over 2 or 3 times and then wipe the excess PRESSFIT from around the tail shaft.
13. Install the drive shaft assembly as normal. Be sure to coat the outside of the housing bell with grease.
14. Allow the PRESSFIT to setup for about 24 hours before moving the car, or starting the engine. Then, you're ready to go.
15. To remove the 4th Main Plus, first remove the transmission cover and the oil pan. Using a bearing separator that is large enough to fit behind the bearing (do not put any pressure on the housing), pull the bearing and housing off the sleeve To remove the sleeve from the transmission shaft it is necessary to heat it to at least 380 degrees To release the Pressfit. The wife's oven works well for this, providing you clean most of the oil off and she's not at home.

Have fun, and remember: If you like our product, tell your friends. If you have a question or a problem, let us know.

Important Note: One of the more distressing oil leaks from the Model T engine occurs when oil leaks into the universal joint housing from the engine and then leaks on the floor or even runs down the torque tube and fills the differential. The leak can be caused by a worn babbitt 4th main OR a loose soft plug (freeze plug) that is supposed to be inside the driven plate sleeve of the transmission. We have seen both missing plugs and plugs in place that appear to be tight but still leak. If this plug is missing, see page 20 of the MTFCA book on rebuilding The Model T Ford Transmission for instructions on how to replace the plug.

If your soft plug is in place, we suggest degreasing the U-joint end of the sleeve with brake degreaser and using your finger to press some RTV around the soft plug to seal it.