

Ford 9N Valve Job by Dan Howe (a.k.a. Farmer Dan)

This is how I did the valves on my 1940 Ford 9N; some of you may know her as Maude.

Step One: I hate having stuff in my way so just bite the bullet and strip her down to the block.

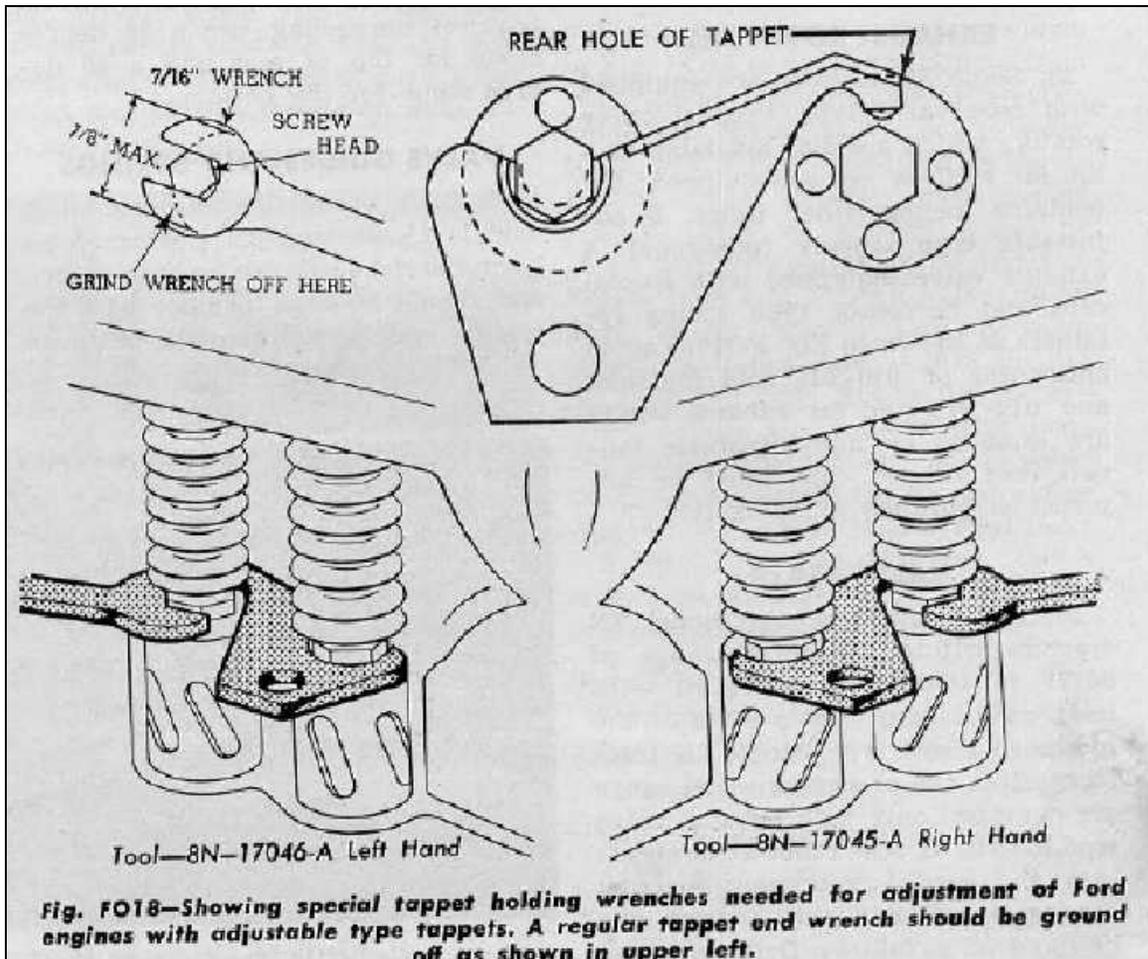


Step Two: Get the old parts out. One valve was broke clean in half and I wanted to convert it over to adjustable lifters so I just used a big pry bar get all the old valve guides out.

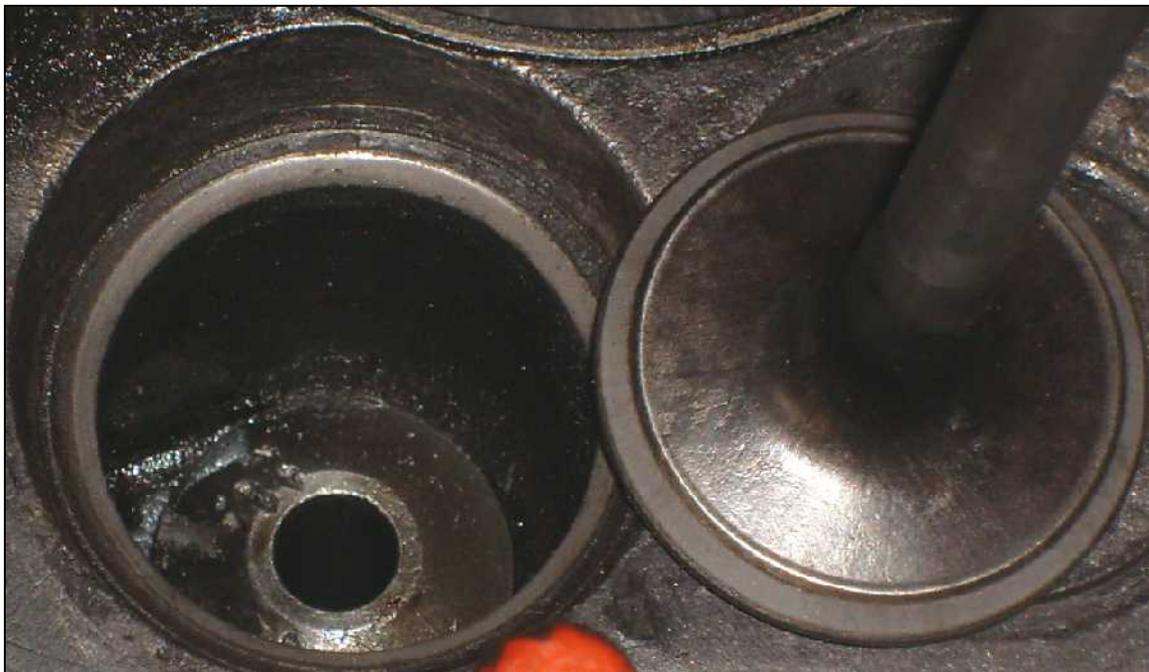
Step Three: Grinding the seats. You will need a valve lapping tool. This tool rotates the valve one turn right and $\frac{3}{4}$ turn left and keeps going back and forth for a nice flat even grind.



And you will need two of these to adjust the lifters with.



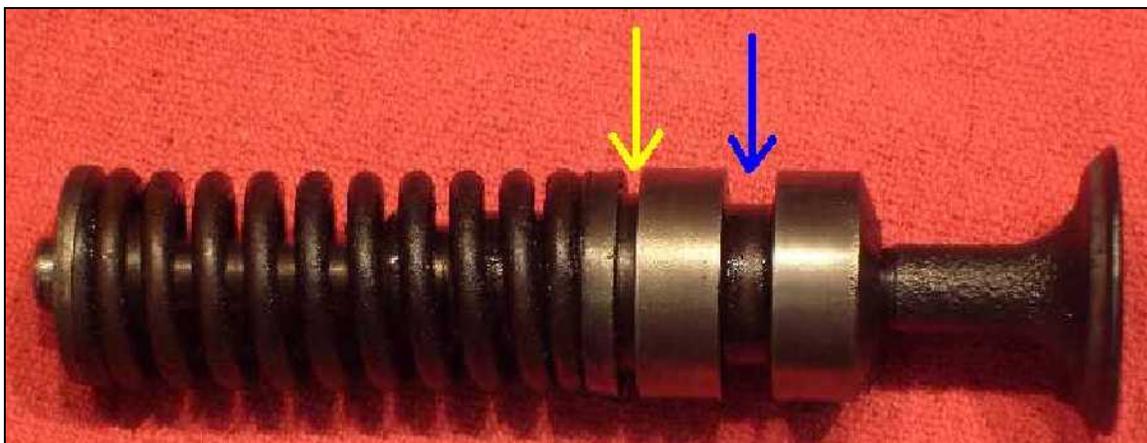
A good seat should look like this. Make sure you get all the valve grinding compound out when you're done grinding the seats or it will continue to grind and eat up your new guides.



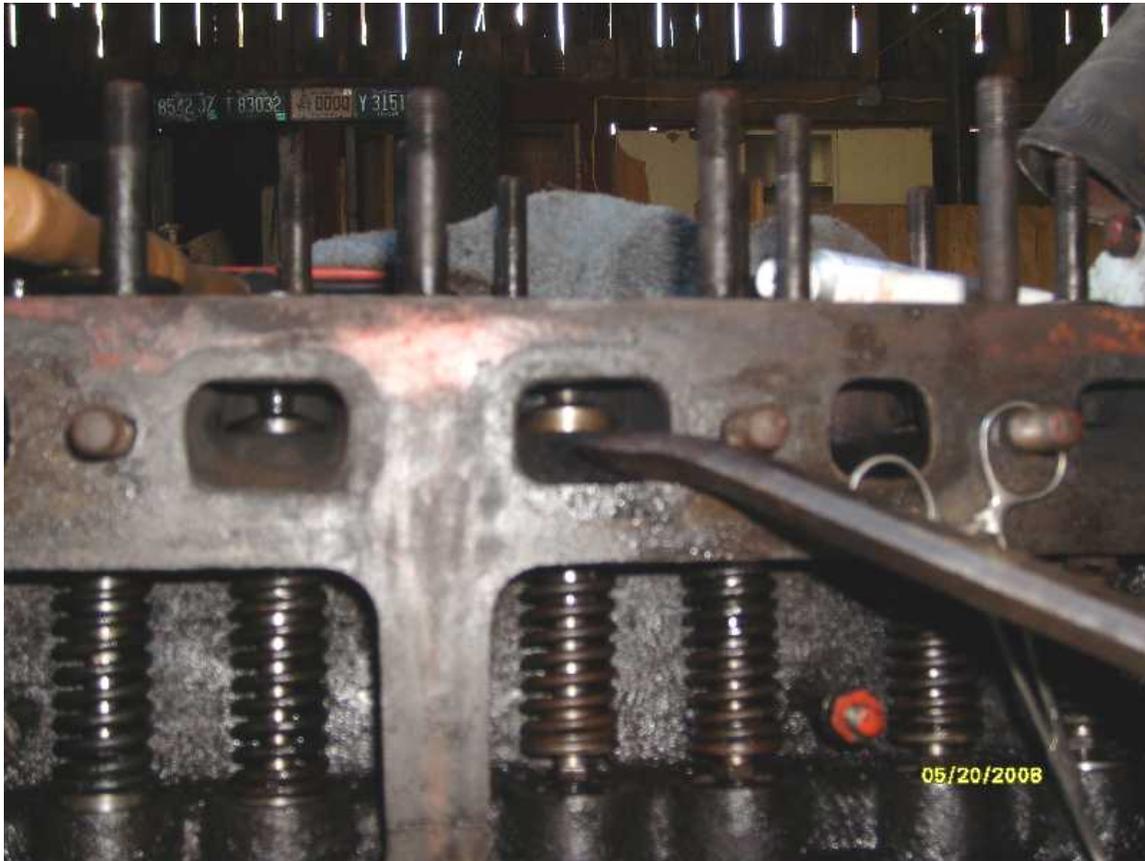
Step Four: Put your valve assemblies together on the bench. Make sure you get the keepers in right so they don't fly off, they can be hard to find.



The blue arrow shows where the rubber seal goes. The yellow arrow is where the horse shoe clip goes.



Step Five: Put your new adjustable lifter in place, then put the rubber seal on the valve guide and drop the assembly into place. To get the clip in place I used a small pry bar or you can bend the end of a big standard screw driver.



Place the pry bar on top of the valve guide.



Gently pry it down until you can see the slot the clip goes into. You will have to look up to see the slot but once you pry it down far enough you can put the clip in place with your fingers or needle nose pliers easily.



Once the clip is in place let up on the pry bar and the valve spring will push the valve guide back up into place.



Step Six: Do step Three through Five, seven more times. Then use the tools from step Three to adjust all your new lifters. Button everything up and see how she runs. I let her run for about 5 minutes then check the valve adjustment again. After she ran for an hour I checked them a third time. They never changed but I felt better knowing I double checked them.



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of information and help
for old Ford tractors.*

www.ntractorclub.com