



4th status, I finally got the transmission off by using the power of threads - 4 threaded rods and nuts were used to pull the trans away from the bell housing. It was pinned in place by the throwout bearing, which was improperly installed. The trans is now rebuilt with new bearings, bushings, seals, and used gears. I found a trans locally from a '29 that had the same gears and shafts and was able to use some of those gears and some of mine (best of both). Finding that '29 trans was fantastic. It wasn't even supposed to have the same gears in it. I guess someone had swapped them out previously. I found that I had the wrong clutch fork and located another near Denver. I'm not satisfied with how it fits into the bell housing, so I have to do some research on it still.



The rear end assembly has been cleaned, painted and reassembled with new gaskets. While working under the car on that rear end, I noticed that lots of areas on the underside of the frame had only been primed, and some had light rust on them, so I treated the rust and shot them with black. I found primer on the rear springs and shocks, so I sprayed them with black also. I removed the steering wheel and column yesterday. I had to cut threads in the center of the wheel to make the puller work. The column has a horn wire broken off inside it, so I'll have to fish that out and replace it. I removed the manifolds from the left side of the engine, because they were not installed properly (bolts instead of studs) and also to paint the engine. The engine has 4 colors of paint on it, and I now know which color is correct and have located some in Oregon for \$17 per spray can! I've already used some to paint the bell housing. Modern bolts have been used almost everywhere, so as I re-install each item, I dig around in boxes and cans to find the correct original bolts.