



FORD MOTOR COMPANY
FACTORY CHANGE LETTERS, 1908-1921
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Factory
Letters

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1911-2-27

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(13)

February 27th/1911.

407

- Mr. F. H. Diehl:
- Mr. P. E. Martins:
- Mr. J. Galamb:
- Mr. Hicks:

Kindly be informed of changes on the following parts:

- X T-26 Rear Hub Key. Added note: To be used for repairs only. (Revised 2/23/11. Galamb).
- X T-37 Rear Hub Pin. Added a 1/64 chamfer on both ends, 45°. This is also to be used for repairs. (Revised 2/23/11. Galamb).
- X T-40-B Rear Hub. To be used for repairs only. (Revised 2/23/11. Galamb).
- X T-48-B Rear Axle. Removed the 23/64 drill on Hub End of Shaft. This Axle is also to be used for repairs. (Revised 2/23/11. Galamb).
- X T-82 Rear Radius Rod Cotter. Call for two to be used, as Rear Axle Cotter, on 1911 car, under drawing number 2822. This changes the total number required of this style Cotter, for 1911 car, from 16 to 18. (Revised 2/23/11. Galamb).
- X T-95-E Rear Axle Assembly. Removed Straight Axle (T-48-B) and used Axle (T-2818) with taper spindle. Also shown the latest designed Hub (T-2819) with tapered bore. Also show the latest design Axle Case. (Revised 2/24/11. Galamb).
- X T-242 Front Spring Perch Nut. Call for two to be used as Rear Axle Nut, under drawing number T-2821. This changes the total number required of this style Nut, from 2 to 4 on 1911 car. (Revised 2/23/11. Galamb).
- X T-400-C Cylinder. Added a 1/4" Flange to walls, supporting Cylinder Door. Also changed the oil hole in Rear Bearing, to center of Bearing, and added pocket for same. Also changed the dimension, from top of Cylinder, to center of boss, for Cylinder Door Stud, from 4-7/32 to 4 1/4. Also removed angle from front right side of Crank Case Flange, and made it straight. Also removed finish, from face of Flange for Cylinder Door. (Revised 2/23/11. Galamb).
- X T-401-C Cylinder Head. Changed the boss on inside of Cylinder Head, for 1/2" Pipe Tap, from 1-1/2" diameter, to 1-1/4" dia. Also added finish to face of Water Inlet Connection Flange, and removed disc grind. (Revised 2/23/11. Galamb).

J.F.
Mr. C. Lee

- X T-404-C Commutator Assembly. Removed slot from Commutator Cover Screw. (T-495-B)
(Revised 2/22/11. Dostie).
- X T-458-C Commutator Fibre Block. Changed the four holes, $7/16$ " dia. bore, and $1/16$ " deep, to $5/16$ " dia. and $5/64$ " deep. (Revised 2/20/11. Galamb).
- X T-665 Commutator Washer. Changed hole in Washer, from $11/16$ to $37/64$.
(Revised 2/21/11. Galamb).
- X T-669 Commutator Case. New design. Cannot be used for repairs. (Adopted 2/20/11. Galamb).
- X T-671 Commutator Binding Post Bushing. New design. Cannot be used for repairs.
(Adopted 2/20/11. Galamb).
- X T-672 Commutator Roller Clevis. New design. (Adopted 2/22/11. Galamb).
Can be used for repairs, if Roller & Pin for same is included.
- X T-673 Commutator Roller. New design. Cannot be used for repairs. (Adopted 2/22/11. Galamb).
- X T-674 Commutator Roller Bushing. New addition. (Adopted 2/22/11. Galamb).
- X T-675 Commutator Roller Pin. New design. Cannot be used for repairs.
(Adopted 2/21/11. Galamb).
- X T-676 Commutator Roller Pin Locking Pin. New addition. (Adopted 2/21/11. Galamb).
- X T-1135-B Bottom of Top Tank. Changed total length, from 20" to $20-1/4$ " and dimension, $19-1/2$ to $19-7/8$. Also dimensions at each end, from $19/32$ to $25/32$, & $23/32$.
(Revised 2/25/11. Galamb). This change was made to allow more stock for lapping over.
- X T-2335 Engine & Transmission Pan Bolt (short). Changed the location of Cotter Pin hole, from $15/32$ to $7/16$, from bottom of Head. (Revised 2/25/11. Galamb & Martin).
- X T-2338 Engine & Transmission Pan Bolt (long). Changed location of Cotter Pin hole, from $5/8$ to $9/16$, from bottom of Head. (Revised 2/25/11. Galamb & Martin).

- X T-2818 Rear Axle. New design. Cannot be used for repairs. (Adopted 2/25/11. Galamb).
- X T-2819 Rear Hub. New design. Cannot be used for repairs. (Adopted 2/22/11. Galamb).
- X T-2820 Rear Hub Key. New design. Cannot be used for repairs. (Adopted 2/23/11. Galamb).
- X T-2821 Rear Axle Nut. There will be an addition of two more Nuts of this style, to be used with tapered Axle Shaft, which is in panel with T-242. (Adopted 2/23/11. Galamb).
- X T-2822 Rear Axle Cotter. There will be two more required on 1911 car, of this style Cotter, on account of using the tapered Axle Shaft. This is in panel with T-82. (Adopted 2/23/11. Galamb).

2/27/11 *JA*

JG

Eng. Dept.

G.J.D./D.J.K.