FORD MOTOR COMPANY

FACTORY CHANGE LETTERS, 1908-1921

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575
Factory
Letters

#330 - #339 1910-11-28 - 1910-12-9

#330
331
332
333
334
335
336
337
338
339

#330
331
332
333
334
335
336
337
338
339

330-W

file

Nov. 28/10. 330 W

Mr. F. H. Diehl:-

Kindly be informed of changes on the following parts:, in addition to new parts:

T-2630 Windshield Filler Board (1911 Roadster) New addition.

T-2704 Rear Fender Iron (R.H.) 60" tread (1911 Roadster) New addition.

T-2705 Rear Fender Iron (L.H.) 60" tread (1911 Roadster) New addition.

T-2708 Rear Fender (R.H.) 60" tread (1911 Roadster) New addition.

T-2709 Rear Fender (L.H.) 60" tread (1911 Roadster) New addition.

T-2703 Running Board Shield (R.H.) 60" tread (1911 Roadster) New addition.

T-2710 Running Board Shield (L.H.) 60" tread (1911 Roadster) New design.

T-2706 Front Fender (R.H.) 60" tread (1911 Roadster) New addition.

T-2707 Front Fender (L.H.)(60" tread) (1911 Roadster) New addition.

T-1748 Rear Fender (L.H.) 60" tread (1911 Touring Car) New addition.

T-1749 Rear Fender (R.H.) 60" tread (1911 Touring Car) New addition.

T-1715-B Front Fender (R.H.) 60" tread (1911 Touring Car) New addition.

T-1716-B Front Fender (L.H.) 60" tread (1911 Touring Car) New addition.

Wish to state that Mr. Bornholt has received all of the above parts, and the writer understands that he is to see that sample sets are made of same.

T-1402-B Second Floor Board (L.H. Control) This Board was changed from 5/8 thick to 9/16. Also changed tapered portion on front end of Board, from 5/32 to 7/32 on Top and the bottom part was changed from 9/16 to 11/32. However the overall width remains the same.

T-1403-B Fourth Floor Board (R.H. and L.H. Control) Width of Board changed from 4" to 3-15/16, and slot on edge, made 9/32 deep instead of 5/16. Also change thickness from 5/8 to 9/16.

T-1404-B Third Floor Board (L.H. Control) Changed the dimension of slot from 1-9/16 to 1-7/16, and added chamfer at front corners, 5/8 long. Also changed thickness of Board from 5/8 to 9/16.

Diehl

W. H. P.

T-1098-B First Floor Board (L.H. Control) Changed the thickness of Board from 5/8 to 9/16. The above mentioned Boards are on the 1911 Touring Car, which are interchangeable for 1910 and 1911.

T-1878 Floor Matting (R.H. Control) (1911 Roadster) This drawing number was changed from 2630 to 1878.

T-1031 Dash Bracket Top Bolt (On Dash) Added note, not used on 1911 car.

T-1032 Dash Bracket Lower Bolt (On Dash) Not used on 1911 car.

T-1036 Dash Bracket Lower Bolt Nut (On Dash) Not used on 1911 car.

T-1034 Dash Bracket Lower Bolt Washer (On Dash) Not used on 1911 car.

T-1033 Dash Bracket Top Bolt Washer (On Dash) Not used on 1911 car.

T-424(Rough Size) Exhaust and Inlet Valve. Finish was eliminated on Top of Head.

T-639 Valve Stem (Rough Size) Overall dimension changed from 5-3/32 to 5-3/16. However this change probably will not effect any of the work now going through (ie) the Valve Stem has to be in a certain distance on the Valve Head, and they have always been coming correct for length. when in the rough. This change was merely to have our drawing correspond with the assembly.

T-424(Finish Size) Exhaust and Inlet Valve. Eliminated the finish on top of Head, and added polish finish.

T-2266-B Windsheild Filler Board Clip. To be used on 1911 Touring Car and Roadster. (Rear-left and Front-right).

T-2267-B Windshield Filler Board Clip (Rear-right and Front-left) To be used on 1911 Touring Car and Roadster. However, these clips were not made last year. Wish to state also that we never had any drawings of these before. Mr. Morley was supplied with a set of these Saturday, together with Filler Board.

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

Engineering Dept.

332-N file 98

Nov. 30/10. 332-W

Mr. F. H. Diehl:

Kindly be informed of changes on the following parts:

T-203-04 F Spindles. Changed the diameter at small end of taper on Spindle Shank, from 5/8 to 11/16.

T-203-B Spindle (R.H.) Same changes on Forgings.

T-204-B Spindle (L.H.) Same changes on Forgings.

T-418-B Piston. Thickness of Wall on Piston Head, changed from 1/8 to 5/32.

T-418-C Piston. Same changes on T-418-B

T-1603 Added panel for total number required, on the different types. Have also given the Lamp Bracket On Dash Screw (short) (1911 Enclosed Roadster) a number, which is T-2636, in panel with T-1603.

T-1608 Polished Brass Nut. Have arranged the total number reqired of this style Nut in panel, showing the different types which are used.

T-8,3/8 Standard Castle Nut. Have shown the total number required on the different types of cars, in panel form.

T-1091-1911 Dash (L.H. Control)(Touring Car) Specified the holes for Dash Shield Guide to be 1/16 drill, 3/16 deep.

T-1830-1911 (Touring Car) Dash (R.H. Control) Same changes on T-1091-1911.

T-1607 Brass Washer (On Dash) Have shown the total number required on the different type cars, in panel form.

T-1910 Rear Spring & Front Axle Crating Clamp Assembly. Brought up to date by incorporating change made in T-1909 on a recent date.

T-609 Fan Belt. Center distance between Fan Pulley and Fan Belt Pulley on engine, changed from 7-9/16 to 7-11/16.

T-1158-B Radiator Side Wall Support Rivet. Name changed to Radiator Side Wall Rivet.

T-1100-C Changed from T-1100 to T-1100-C.

333 W

#1 #333

Mr. F. H. Diehl:-

Kindly note change on K-485, Fly Wheel Bolt Nut. This Nut was formerly a Plain Nut, and was changed to Special Castle Nut, as per Mr. Sorenson's instructions. In addition to this, wish to call your attention to the fact that our drawing has always called for a Plain Nut for the last four or five years, and until Dec. 2nd, when I was just notified that they were using a Castle Nut on this job.

It seems much out of place to have drawings kept in stock, and up to date, for the Purchasing Department, when it is ignored in this way, as it puts us all out.

Will you kindly see who it was that caused this change?

Very truly yours,

Engineering Department.

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

JC

334-N

Dec. 2/10.

Mr. F. H. Diehl:-

Kindly be informed of changes on the following parts:

T-1064-A 1-1/4" Dash Moulding Screw. Number required changed from 16 to14. The total number required of this screw did not total with the number of holes in the 1910 Moulding. We are therefore specifying same at this time, the screws used on 1910 cars only.

T-1623 3/4" French Head Wood Screw. The note, center screw for 1911, was removed, as it is not used.

T-631 Cylinder Head Bolt Bushing. Changed length of Bushing, from 1-15/16 to 1-31/32.

T-1388 Carburetor Flange Bolt. Changed length from 1-1/16 to 1". Therefore this Bolt remains the same as it always has.

T-1394 Gasoline Feed Pipe (1911 Roadster) Length changed from 85" to 80".

T-424 Exhaust & Inlet Valve. Limits on stem changed from .3115 to .3105
~~.3112~~ .312 .3115

T-1874 Dash (R.H. Control) (1911 Roadster) Specified that the two top holes for Lamp Bracket, are to be 1/4" drill instead of 5/16.

T-2558 Dash (L.H. Control) (1911 Roadster) Same changes on T-1874.

T-2580 Dash to Body Brace (1911 Enclosed Roadster) Changed the three holes in Brace from 9/32 to 17/64.

T-1376 Spark Plug Wire (Cylinder #4) Changed the length from 9-3/4 to 8-3/4, as per Mr. Sorenson's request, for 1910 cars and 1911 Touring Cars.

T-1365b Spark Plug Wire (Cylinder #1) Added note, not used on 1911 Roadsters. This note refers to all parts in panel with above, numbers, namely: T-1336, 1375, 1376, 1968.

T-2354 Carburetor Priming Rod. This Rod can be used on all cars (ie) on Holley and Kingston Carburetors. The writer informed you that the Plunger Lever in these carburetors were to be inverted, but after having a sample made up and tried, found it was not necessary to do so.

Dec. 2/10.

However, if these carburetors are sent with the Levers inverted it can easily be adjusted to the right position.

T-2355 Carburetor Priming Rod Cotter. Placed in panel with T-544. The following parts are the new Spark Plug Wires for 1911 Roadster.

T-2357- Spark Plug Wire (Cylinder #1)

T-2358 Spark Plug Wire (Cylinder #2)

T-2359 Spark Plug Wire (Cylinder #3)

T-2360 Spark Plug Wire (Cylinder #4)

T-2361 Magneto to Coil Wire.

T-2576 #7 X 1/2" French Head Wood Screw. 12 required on front sill plate on 1911 Open Roadster, and 12 required on Rear Door Sill Plate on 1911 Enclosed Roadster.

The following parts have been prefixed with the letter to the part number, so that your cards throughout the factoty, will be correct with the drawings. They are as follows: T-253-A was T-253. T-253-B was T-253-1911. T-1097-C was 1097-1911. T-40-A was.T-40 T-40-B was T-40-1911. T-232-A was T-232. T-232-B was T-232-1911 T-28-A was T-28 T-28-B was T-28-1911. T-29-A was T-29. T-29-B was T-29-1911. T-3-A Was T-3. T-3-B was T-3-1911. T-233-A was T-233. T-233-B was T-233-1911. T-202-A was T-202. T-191-B was T-191-1911. T-1064-B was T-1064-1911.

Wish to state that Commutator Wires will remain the same for all cars.

W.L.S.

Engineering department.

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

#335-W

File

335-W

DEC. 3/ 10.

Mr. F. H. DIEHL:-

Kindly be informed of changes on the following parts:

T-2630 Windshield Filler Board (1911 Roadster) Changed the radius for groove in lower edge and upper edge, from 3/8 & 9/16 to 7/16 radius, and depth of groove changed from 1/8 instead of 3/16. These changes were made to convenience the manufacturer.

T-2265-B Windsheild Filler Board (1911 Touring Car) Same changes on T-2630.

T-2638 Windshield Filler Board Clip (Rear-right) Changed number from 2267-B to T-2638. This Clip cannot be used for (Front-left) and is used on 1911 Roadster only. Number required changed from two to one.

T-2639 Windshield Filler Board Clip (Rear-left) Changed the number from T-2266-B to T-2639. This Clip cannot be used for (Front-right) and is used on 1911 Roadster only. Number required changed from two to one.

T2266-B Windshield Filler Board Clip. Used as (Rear-right) and (Front-left) on 1911 Touring Car. Also used for (Front-left) on 1911 Roadster. There will be two required on 1911 Touring Car, and one required on 1911 Roadster.

T-2267-B Windshield Filler Board Clip. Used as (Rear-left) and (Front-right) on 1911 Touring Car. Also used for (Front-right) on 1911 Roadster. There will be two required on 1911 Touring Car, and one required on 1911 Roadster.

The above two parts, are new additions.

T-1803-B First Floor Board (R.H. Control) (1911 Touring Car) Thickness of Board changed from 5/8 to 9/16.

T-1801-B Second Floor Board (R.H. Control) (1911 Touring Car) Thickness of Board changed from 5/8 to 9/16. Also changed bevel on front end of Board, on lower part, from 9/16 to 11/32. On upper from 5/32 to 7/32.

T-1802-B Third Floor Board (R.H. Control) (Touring Car) Thickness of Board changed from 5/8 to 9/16. Thickness from end of Board to end of slot, changed from 1-9/16 to 1-7/16. These Boards are interchangeable for 1910 Touring Car.

gb

536-11

Dec. 5th/10.

#3

336 W

Mr. F. H. Diehl:-

Kindly be informed of changes on the following parts:

T-1325-B Commutator Pull Rod. Changed the developed length from 14-3/8 to 14-5/8. This additional length was added on the threaded portion.

T-1408 Running Board Shield (left) (1911 Touring Car) Changed overall length from 56-3/4 to 57-11/16. The detail dimensions to correspond.

T-1409 Running Board Shield (right) (1911 Touring Car) Same changes on T-1408.

T-1717 Running Board Shield (right) (1911 Touring Car, 6 0" tread) Same changes on T-1408.

T-1718 Running Board Shield (left) (1911 Touring Car, 60" tread) Same ch on T-1408. Please note on the following parts, that we have prefixed th letter to the part number.

T-1348-A Gas Lamp Bracket (left) (Forging Size) Formerly T-1348.

T-1348-A-Machine Size, Formerly T-1348.

T-1301-A-Formerly T-1301

T-1301-A-F-Formerly T-1301-F

T-1301-B Formerly T-1301-1911

T-1301-B-F Formerly T-1301-F1911

T-1348-B-F Formerly T-1348-1911

T-1348-B Formerly T-1348-1911

We are not submitting any blue prints on the above mentioned parts. This is simply to get your cards and records throughout the factory to correspond with thedrawings.

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

Engineering Dept.

J.C.

☞ VERBAL ORDERS DON'T GO ☜

DEPARTMENTAL COMMUNICATION BLANK

TO Mr Dostie DEPT. DATE Dec 7 191

Regarding changes made in the spark plug wire (Roadster) T-2307, wish to advise that it will be necessary for you to put a revision date on this part, inasmuch as we have already submitted prints to our Highland Park plant. To avoid any possibility of a mistake, would ask that you insert revision dates, submitting the writer two of these prints.

FHD MB

SIGNED F. H. Dodge DEPT. Mnfg

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

Engineering Department.

96.

Dec. 7/10.

Mr. F. H. Diehl:-

We hand you herewith revised prints on the Cylinder to Spark Plug Wires. Changes as follows:

T-2357 Spark Plug Wire (Cylinder #1) Changed length from 18" to 17-1/2".

T-2358 Spark Plug Wire (Cylinder #2) Changed length from 14-3/8 to 14-1/2.

T-2359 Spark Plug Wire (Cylinder #3) Changed length from 9-3/4 to 10-1/8.

T-2360 Spark Plug Wire (Cylinder #4) Changed length from 8-1/4 to 10-1/8.

T-2361 Magneto to Coil Wire. Changed length from 12-3/4 to 11-3/4.

The above wires are to be used on 1911 Roadster. They were changed from samples received from Mr. Sorenson.

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

Engineering Department.

96

338. M

file

Dec. 8th/10.

338-W

Mr. F. E. Diehl:-

Kindly be informed of changes on the following parts:

T-2434 #10 Oval Head Wood Screw. Changed the length from 1-1/4 to 1".

T-2582 Dash to Body Brace Bolt Nut (Enclosed Roadster) Changed from 1/4 X 20 Standard Square Carriage Nut, to 1/4 X 20 Hex. Nut, with 1/2" radius over Top. This change was made to eliminate the wearing out of upholstering on the Body, on account of having sharp edges on top of the old style Nut.

T-1309 Standard 1/4 X 20 Carriage Nut. Removed T-2582 from panel. Changing the number required on Enclosed Roadster from 32 to 28.

T-342-B Forging Size. Rear Fender Iron (right) Changed Boss for Body Bracket Bolt, from 1" in diameter to an oblong shape, 1" X 1-1/8. The following parts have also been made same as T-342-B Forging Size. They are as follows: T-342-B (Machine Size) T-349-B (Forging Size) T-349-B (Machine Size) T-1711-B (Forging Size) T-1711-B (Machine Size) T-1712-B (Forging Size) T-1712-B (Machine Size) T-2435 (Forging Size) T-2435 (Machine Size)

T-2570 Front Sill Plate. Distance between holes at ends, changed from 3-3/8 to 3-7/16, and distance 1-7/8 changed to 3-3/8, which applies to distances of hole centers.

T-2436 Door Strap Screw Washer (1911 Touring Car) This Washer is to be polished.

T-1982 Gas Lamp Hose (Rear) Added the following note: Used on all 1910 cars, and on 1911 Touring Car. Also for 1911 Roadster when equipped with Gas Generator. Also note that when 1911 Roadster is equipped with Prosto Lite Tank, use T-2362.

T-2362 Gas Lamp Hose (Rear) Used on Roadster when equipped with Prosto Lite Tank.

T-2271-B Windshield Dash Clip (center) New design. To be used on 1911 Touring and Roadster.

Dec. 8th/19.

A T-2276-C Windshield Stay Rod. To be used on 1911 Touring Car.

Engineering Department.

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

wlbs.

File

Dec. 9th/10.

Mr. F. H. Diehl:-

Kindly be informed of changes on the following parts, in addition to new parts:

T-40-A Rear Hub. Have added a 1/8 radius, at points marked A. Also added 3/8" radius from flange to large diameter of Hub Barrel, at point marked B. and 3/16 radius added at points marked C.

T-40-B Rear Hub. Have added a 3/16 radius at points marked A.

T-232-A Front Hub. Added a 3/16 radius at points marked A. Also added a 3/16 radius, at point marked B. Changed the in side diameter at point marked C. on Hub Barrel, from 2" to 1-15/16. Also changed the length on inside of Hub Barrel, at point marked D. from 2-1/16 to 2". Also wish to state that the 3/8 radius at point marked E. was already established on this drawing. Also the thickness of flange on inside of Hub Barrel has already been established, which is the correct thickness. This is on line, at point F.

T-232-B Front Hub. Added a 3/16 radius, at point marked A. Also changed the distance, at point marked B. from flange to inside of Wall on Hub Barrel, from 2-1/16 to 2".

T-2640 Windshield Stay Rod (1911 Roadster) New design.

T-2643 Windshield Stay Rod Clamp. (1911 Roadster) New design.

T-2644 Windshield Stay Rod Clamp Screw (1911 Roadster) New design.

Mr. Morley has already received prints on the above mentioned parts.

Engineering Department.

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

מכון ירושלים
לחקר ישראל