

**FORD MOTOR COMPANY**

**FACTORY CHANGE LETTERS, 1908-1921**

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**Contents: Domestic numbers 160-169, February 4 -22, 1910**

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575

Factor & Letters

# 160 - #169

1910-2-4

- 1910-2-22

#160

161

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169

#160

161

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168

169

160-W /66-W-

160W

#160

Jan. Feb. 4th, 1910.

Mr. Wills,  
Office.

Dear Sir:-

Kindly note change to date:-

\ T-1142 Radiator Tank Rear Wall-  
Removed Flange from 3/4" hole at top  
of wall.

\ T-1135 Bottom of Top Tank-  
Changed length of first step on rear  
edge from 18-9/16" to 18-7/16"

Yours very truly,

FORD MOTOR COMPANY.

GRUGH

P. S. Above changes to take  
immediate effect

OK-G.

161-7

161W

#161

Mr. C. H. Wills,  
Office.

Feb.  
7th,  
1910.

Dear Sir:-

Kindly note changes to date:

T-9-D Rear Axle Housing, Re-inforcing Tube (Stamping drawing).

Change inside diameter from  $2-1/8 - 1/64$  to  $2-5/32 + 1/64$

T-1-D & T-2-D Rear Axle Housings, Male & Female, (Stamping drawings-50" tread).

Brought up to date, incorporating above change in T-9-D.

T-1701-D & T-1702-D Rear Axle Housings, Male & Female, (Stamping drawings-

60" tread. Same change as on T-1-D and T-2-D.

NOTE: Rear Axle housings for 48" tread also brought up to date.

The above changes to take immediate effect.

Yours very truly,  
FORD MOTOR COMPANY,  
Drafting Department.

CH-ET

OK-S.

162-W 106-1A

162-W

Detroit, Feb. 8th, 1910.

# 162

Mr. Wills,  
Office.

Dear Sir:-

Kindly note change to date:-

T-400-B

Cylinder-  
Removed 1-1/8" boss, also 1/4" pipe tap  
from front end of Cylinder at point marked "A".

Yours very truly,

*The above changes to take  
immediate effect.*

GH\*GH

OK-g

163-W

166-W

163W

#163

Mr. C. H. Wills,  
Office.

Feb.  
9th,  
1910.

Dear Sir:-

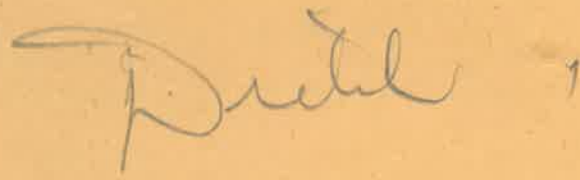
Kindly note change to date:

\ T-487-3 Connecting Rod.  
Change length of bolt bosses at lower end from 13/16 to  
.808  
.818

The above change to take immediate effect.

Yours very truly,

GH-MT



164 1/2  
Feb. 11, 1910.

Mr. Morley,  
Office.

Dear Sir:-

Kindly note new drawing T-2251 Windshield Assembly  
to be used on tourabout, touring car, and roadster. Also  
please note list giving drawing numbers and names by which  
the different parts will be known by the Ford Motor Co.

Yours very truly,

GH\*EM

164 W

186-111

164W-

Mr. C. H. Wills,  
Office.

Feb. 14th, 1910. #164

Dear Sir:-

Please note changes to date:

- \ T-470-D Commutator Roller, -  
Change length from .4325 to .431. Also diameter of hole from 7/32 to .225.
- \ T-459-B Commutator Head, -  
Change Dimension "A" from 5/16 to .312. Also change thickness at point marked "B" from 3/32 to 1/8.
- \ T-460-D Commutator Roller Clevis.  
Change thickness at "A" from 5/16 to .310. Also change width of slot for roller from 7/16 to .437.  
Change size of hole for clevis pin from 7/32 drill to .220 ream.
- \ T-476-B Commutator Roller Clevis Pin.  
Change diameter from 7/32 to .218.  
Change length from 37/64 to 39/64.
- \ T-465-C Commutator Roller Pin.  
Change diameter from 7/32 to .218.
- \ T-849-B Reverse and Brake Shaft (left hand control).  
Change diameter at small end from 7/16 to  $\frac{.434}{.437}$ .
- \ T-1814 Slow Speed Shaft (R.H.Control).  
Same change as on T-849-B.
- \ T-848-B Slow Speed Shaft (L.H.Control).  
Change diameter at small end from 7/16 to  $\frac{.431}{.437}$ .
- \ T-1815 Reverse & Brake Shaft (R.H.Control).  
Same change as on T-848-B.
- \ T-401-C Cylinder Head.  
Remove Spotting Boss from Rear End.
- \ T-186 Drive Shaft Ball Race.  
Specified thickness at point marked "A" to be  $\frac{.100}{.102}$  ov  
Also call for grind on surface marked "B".
- \ T-188 Drive Shaft Thrust Collar.  
Specified thickness of metal at center of ball-groove from  $\frac{.1715}{.1725}$  to  $\frac{.177}{.179}$ .
- \ T-185 Drive Shaft Ball Bearing Assembly.  
Change distance from top of ball-race to bottom of thrust collar from .656 to  $\frac{.652}{.656}$ .

2/14/10

Mr. Wills.

2.

The foregoing changes to take immediate effect.

Yours very truly,

FORD MOTOR COMPANY,

Drafting Department.

GH-MT

F. H. Kiehl

B

164-W

Mr. C. H. Wills,  
Office.

Feb.  
10th,  
1910.

Dear Sir:-

Kindly note new drawings.

- \ T-268 Steering Spindle Connecting Rod Tube Assembly, (R.H.End, (L.H.Control).
- \ T-1850 Steering Spindle Connecting Rod Tube Assembly, L.H.End, (R.H.Control).
- \ T-1736 Steering Spindle Connecting Rod Tube Assembly, R.H.End, (L.H.Control). (*60" Tread*)
- \ T-744-B (Special). Transmission Assembly. This drawing is made to show construction necessary to use magnets of style (536-B) with fly-wheel of style (701-B), until magnets (536-C) which are designed to be used with fly-wheel (701-B) are received. This construction will be used on 3900 cars after first 17500.

Yours very truly,

FORD MOTOR COMPANY,

GH-21

*D. DeLub*

# Ford Motor Company

166-W=  
CONTINUING OUR LETTER OF

166-W  
166 W  
Detroit, U.S.A.

SHEET No.

Mr. C. H. Wills,  
Office.

#166  
Feb. 16, 1910.

Dear Sir:-

Kindly note changes to date.

- ✓ T-578 Connecting Rod Clamp Screw  $\frac{.374}{.376}$   
Changed diameter from .375 to .376
- ✓ T-504 Cylinder cover Belt (front end)  
Changed outside diameter from 2" to 2-1/4"
- ✓ T-809 Front radius rod ball socket (*Machine & Forging*)  
Changed radius at point marked (A) from 1/4" to 5/8" .
- ✓ T-816 Transmission case drain cup  
Changed top surface from a cylindrical to a flat surface.
- ✓ T-800-B Crank & Transmission Case, (Stamping & Machine Drawings).  
Change shape of bottom at point marked "A" from a cylindrical to a flat surface to accommodate the above change in T-816. Changed radius at point marked "B" from 1/4" to 5/8".

The above changes in T-816 and T-800B will not take place until the dies for T-800-B are reconstructed.

The changes in T-578; T-504; and T-809 will take immediate effect.

Yours very truly,

Drafting Room.

GH EEU

Q/K-y.

167W

167-W 167-W

# 167

Mr. C. H. Wills,  
Office,

Feb.  
16th,  
1910.

Dear Sir:-

Kindly note changes to date:

- T-109 Drive Shaft Sleeve,  
Change diameter from  $\frac{1.244}{1.246}$  to  $\frac{1.247}{1.249}$ .
- T-191 Drive Shaft Bearing Housing,  
Specified that corner between top and side surfaces  
be broken with a 45 degree bevel; beveled surface to be  $\frac{1}{32}$ "  
wide.

The above changes to take immediate effect.

Yours very truly,

FORD MOTOR COMPANY,

Drafting Department.

GH-MT

O.R.G.

168-11 ~ 168-11

168111

#168

Mr. C. H. Wills,  
Office.

Feb.  
19th.  
1910.

Dear Sir:-

Kindly note changes to date:

- \ T-1508 Primary Contact <sup>thumb</sup> Nut.  
Change threads in tapped hole from #12 x 24 to #12 x 24 "V".
- \ T- 903 Steering Gear Cover.  
Change threads in tap for clamping screw from #6 x 32 U.S.S. to No.6 x 32 "V".
- \ T-904 Steering Gear Case.  
Change threads in tap for clamping screw from #6 x 32 to #6 x 32 "V".
- \ T-472 "B" Commutator Post Screw Nut.  
Change threads in tap from #10 x 32 to #10 x 32 "V".
- \ T-1116 <sup>Name</sup> ~~NAME~~ Plate Bolt Nut.  
Change threads in tap from 1/8 x 32 U.S.S. to #5 x 32 "V".
- \ T-1504-B Primary Insulating Block.  
Change threads in tap from #6 x 32 to #6 x 32 "V".
- \ T-467-B Commutator Contact Post Thumb Nut.  
Change threads in tap from #10 x 32 to #10 x 32 "V".
- \ T-1512 Primary Insulating Block Screw.  
Change threads from #6 x 32 Rolled to #6 x 32 Rolled "V".
- \ T-495-B Commutator Cover Screw.  
Change threads from #10 x 32 to "10 x 32 "V".
- \ T-910 Steering Gear Cover Screw.  
Change threads from #6 x 32 to #6 x 32 "V".
- \ T-1516-B Primary Contact Tube.  
Change threads from #12 x 24 to #12 x 24 "V".
- \ T-1603 Lamp Bracket on Dash Screw.  
Change threads from 1/4 x 28 Rolled to 1/4 x 28 U.S.S. Rolled.

2/19/10

Mr. Wills.

2.

- \ T-1032 Dash Bracket Lower Bolt on Dash.  
Same change as on T-1603.
- \ T-462-B Commutator Contact Post.  
Change threads from #10 x 32 to #10 x 32 "V".
- \ T-1115 Name Plate Bolt.  
Change threads from 1/8 x 32 U.S.S. to #5 x 32 "V".
- \ T-1329 Carburetor Pull Rod.  
Change threads from 7/32 x 32 to 7/32 x 32 U.S.S.
- T-1492 Dash to Body Bracket Nut.  
Added Note, - four required on coupe.
- \ T-1490 Dash to Body Bracket Body Bolt.  
Added Note, - Used on all cars except coupe where it is replaced by T-2248.
- \ T-1505-B Primary Insulating Ring Screw.  
Change threads from #10 x 32 Rolled to #10 x 32 Rolled "V".  
Kindly note new drawings:
- \ T-2248 Four required. Dash to body bracket (body) screw (coupe).  
New design. Kindly note that this part is already in use.  
I would therefore suggest investigation before placing order for same.

The following drawing numbers have been issued to parts for which there are no drawings:

- \ T-2249 Coupe Horn.
- \ T-2336 Prest-O-Lite Tank, - Large.
- \ T-2337 Prest-O-Lite Tank, - Small.

The above changes to take immediate effect.

Yours very truly,

Drafting Department.

GH-MT