



FORD MOTOR COMPANY
FACTORY CHANGE LETTERS, 1908-1921
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575
Factory
LeHans

280 - # 289 1910-8-10 - 1910-8-19

#280
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#280
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280-22

280 W.

#280

Aug. 10, 1910.

Mr. F. H. Diehl,

Office,

Dear Sir:

Kindly note change on

✓ T-1134-B Lower Tank Cover.

Holes are punched in opposite direction

this:-



FROM

TO

Yours very truly,

R. E. B.

Eng Dept.

bl 8/10

281-W

281 W

#281

Mr. F. H. Sichel,
Office.

Aug. 11, 1910.

Dear Sir:

Kindly note changes on following prints:

✓ T-203-204-F-1911 Spindle.

Changed height of spindle at point "A" from 4-5/8 to 4-1/2". This change however will not take effect until new dies are made.

✓ T-202-F-1911 Front Axle.

Design has been changed on the yoke ends only, making it a little lighter towards the bottom. However this change does not affect ~~the~~ ^{the} machining.

✓ T-202-1911-Mach size. Front Axle.

Same change as on T-202-F-1911.

✓ T-87-1911 Drive Shaft.

New Design.

✓ T-124-1911. Drive Shaft Castle Nut.

New design.

REB
gl 9/11

Mr. Diehl 2.

✓ T-16-1911 Driving Pinion.

New design.

✓ T-1720-60" tread.-1911 Front Axle.

Same Change as on T-202-F-1911.

✓ T-1143- Radiator Fin.

Material changed from copper(half hard) to
brass.

Yours very truly,

Eng. Dept.

282-9W
Mr. F. H. Ditch,
Office

282 W
#282
Aug. 12, 1910.

Dear Sir:

We hand you herewith changes on the following prints:-

✓ T-800 Stamping-1911 Crank and trans. case.

Have added radius at point marked "A" which is $3-3/4"$ also located same $9-1/32$ from end at point "B", also added $1/2"$ radius at points marked "C" & "D" as per John R. Kain's request in their letter of Aug., 10, 1910.

✓ T-1091 Dash.

Specified that the holes in dash for hood support should be drilled with support in place, therefore the location of these has been removed.

✓ T-1300 Hood,

The 1" leather strip has been moved outward $1/16"$ as shown at point "A".

✓ T-1929 Fly wheel cap screw wrench.

Changed width of socket from $11/16$ to $23/32$ to allow for bolt.

✓ T-1975 Rear axle housing nut wrench.

Added note, "to be case hardened."

✓ T-2537 & 2538 Tearing out body reinforcement left & right.

These parts to be used only for repairs on 1910 cars though they seem to be putting them on Kelsey Herbert's bodies right along.

Yours very truly,

Eng Dept.
RFB
8/12

284 W

284 W

#284

Mr. F. H. Ditch,

Office:

Aug. 16, 1910.

Dear Sir:-

Kindly note changes on following prints:-

✓ T-1954- Disc drum puller assembly.

New design to be used on all "T" cars.

✓ T-1954- Disc drum puller assembly.

Old design. Obsolete.

✓ T-1953 Disc drum puller yoke.

New design used on all "T" cars.

✓ T-1953 Disc drum puller yoke.

Old design Obsolete.

✓ T-425 Exhaust and intake valve stem bushing.

Changed 5/16 rear to .3125 rear.
.313

✓ T-424 Exhaust and inlet valve finished size.

Changed limit .3105 on stem to polish this limit of .3115 also
.3115 .312

neck of valve head changed from 5/8 to 11/32" long.

✓ T-424 Exhaust and inlet valve rough size.

Diameter of stem changed from .3105 to .312 also neck of valve head
.3115 .313

changed from 19/32" to 5/16 long and overall length of valve head

changed from 61/64" to 43/64".

REB

Mr. Diehl 2.

✓ T-639 Valve stem rough size.

Length of grooves changed from $53/64$ to $1/2$ " and diameter of stem changed from $.3105$ to $.312$
 $.3115$ to $.313$

✓ T-2537 Touring car body reinforcement. L.H.

Holes changed to punch instead of drill. Material changed from brass casting to C.R.S. #13 B.W.G. .095

✓ T-2538 Touring car body reinforcement R.H.

Same changes as on T-2537.

✓ T-2435 -F-1911 Rear body bracket touring car.

Allowed 14° draft on one side of foot as shown on print.

✓ T-2435-1911 Rear body bracket touring car. Mach.

Called for $7/8$ countersbore finish on one side of foot as shown on print

✓ T-525-B-F Starting crank ratchet.

Added dimension $2-1/8$ " on large diameter.

✓ T-525-B Starting crank ratchet Mach.

Same change as on T-525-B-F.

92.

Mr. Diehl 2-1/2.

✓ T-1303

Gasoline tank

Void

New design bulb shown on tank with 1/2" hole to be offset 4-1/2 degrees from tank, as shown at point "A". Can be used on all "T" cars.

Changed.

✓ T-1319

Gasoline tank sediment bulb.

Void.

New design.

D.S.

Mr. Diehl 3.

✓ T-1370 Disc drum puller clamping screw.

New part used on all "T" cars.

✓ T-1137-B Radiator lower tank.

Changed gauge of material from #20 -.032 to #18 B & S -.040.

✓ T-1326 Lead lever ball socket.

Changed neck diameter of ball from $5/32$ " to $1/8$ ".

✓ T-1415-1911 Rear fender left.

Changed radius from $16-1/2$ " to $19-1/2$ ". Height changed from $20-3/4$ " to $20-5/16$ ". Also changed distance between center line of wheel and center line of fender from $5/8$ to $2-11/16$ ".

✓ T-1416-1911 Rear fender right.

Same change as on T-1415-1911.

✓ T-1971 Fender iron bracket rivet.

Number required changed from 24 req'd on 1910 to 16 req'd on 1911.

Yours very truly,

Eng. Dept.

285 W

285

Mr. F. H. Diehl,

Aug. 16, 1910.

Office

Dear Sir:-

We hand you herewith prints on Runboard Shield,
changed as follows,

T-1409-1911 Runboard shield right.

Changed length from 57-1/2 " to 57-1/16" also added two detail
views showing side elevation of each end.

T T-1408-1911 Runboard shield left.

Same change as on T-1409-1911 car.

Yours very truly,

Eng. Dept.


Dolly

286W

Mr. F. H. Diehl,

Aug. 17, 1910.

Office,

#286

Dear Sir.

Please be informed that:-

T-343-F Front fender iron

Is O.K., that is, it will be the same as on our present car.

X T-1497 & 1498 Dash lamp brackets. right and left, are to be held up owing to a new design that is being figured on.

Ⓞ T-1319-B Gasoline tank sediment bulb.

This will be used on all new tanks, but cannot be used for repairs, on account of different location on tank.

Ⓞ T-1319-A Gasoline tank sediment bulb.

This part will be used for repairs only.

Ⓞ T-1318 Gasoline tank sediment bulb flange. Used on 1910 cars and also for repairs.

Ⓞ T-1303 Gasoline tank.

Showing new design sediment bulb-T-1319-B also 1/2" hole to be offset in tank 4-1/2 degrees at point "A".

X T-640 Connecting rod ^{broaching} ~~making~~ shim.

Changed material from sheet brass to gasket paper .002" thick.

Yours very truly,

Eng Dept.

Handwritten initials and signature: (circled initials) REB

W. B. Bunker

287 W

Mr. F. H. Diehl,
Office,
Dear Sir:

Aug, 1830.

#287

We hand you herewith changes on following prints:-

T-1478- #12 x 1-1/2" wood screw, flat head.

Not used on 1911 touring car.

T-1465 #12 x 1" flat head wood screw.

Same number required as on 1910 car. See panel for their location

~~T-1062-B~~
T-1062-B

Door hinge pin.

Four required for 1911 touring car.

T-2536-1911 Door top hinge (body left) touring car.

New design for 1911 car.

T-2547-1911 Door bottom hinge (body right) touring car.

New design for 1911.

-T-2548-1911 Door bottom hinge (door right) touring car.

New design for 1911.

T-2545 -1911 Door bottom hinge (body left) touring car

New design for 1911.

T-2546-1911 Door bottom hinge (door left) touring car.

New design for 1911.

-T-2544-1911 Door hinge assembly (bottom right) touring car.

New design for 1911.

T-2543-1911. Door hinge assembly (bottom) left touring car.

New design for 1911.

T-2541-1911 Door hinge assembly (top) left touring car.

New design for 1911.

T-2535-1911 Door top hinge (door left) Touring Car

PEB
(W)
R

New Design for 1911

Mr. Eichl. 2.

- T-2542-1911 Door hinge assembly (top) right. touring car.
New design for 1911.
- T-2540-1911 Door top hinge (body) right. touring car.
New design for 1911).
- T-2539-1911 Door top hinge (door) right touring car
New design for 1911.

Yours very truly,

Eng. Dept.

(ps)

Mr. F. H. Diehl,

Office.

Aug. 19, 1910.

Dear Sir:-

Kindly note changes on following prints:-

- ✓ T-1012 Tembeau door hinge pin.
Not used on 1911 car.
- ✓ T-1010 Tembeau door hinge (door).
Not used on 1911 car.
- ✓ T-1011 Tembeau door hinge (on body right.)
Not used on 1911 car.
- ✓ T-1008 Tembeau door hinge (door).
Not used on 1911 car.
- ✓ T-1009 Tembeau door hinge (on body) left.
Not used on 1911 car.

Yours very truly,

(B. J.)

Eng. Dept.