

**FORD MOTOR COMPANY**  
**FACTORY CHANGE LETTERS, 1908-1921**

**Accession 64.167.575**

**Contents: Domestic numbers 290-299, August - September, 1910**

**Scanning: Material scanned in May 2025, by Staff of The Henry Ford**

**OCR: Please note that this file has been made searchable through the use of optical character recognition. However, the quality of the original materials is such that full text searching is only moderately reliable.**

**License: This material is provided under a Creative Commons Attribution 4.0 License.**  
**<https://creativecommons.org/licenses/by/4.0/>**

**Use of this material in no way suggests endorsement of you or your work by The Henry Ford.**

575  
Faber  
Lott

# 290 - # 299 1910-8-24 - 1910-9-15

# 290  
291  
292  
293  
294  
295  
296  
297  
298  
299

# 290  
291  
292  
293  
294  
295  
296  
297  
298  
299

290W.

#290

MR. F. H. DIMMEL,

Aug. 24, 1910.

OFFICE:

Dear Sir:

Kindly note changes to date;

T-839-B Brake Band Bar. Mach. & Forging Drawings.

Changed distance from top of ear, to center of 1/2" radius for reinforcing web from 9/32 to 1/2", also specified that above mentioned radius be connected with point marked "A" by 4-1/2" radius. The above changes to take place when dies are resunk.

✓ T-16-B Driving Pinion.

Changed diameter of hole for drive shaft from 7/8" to <sup>.7845-8745</sup>/<sub>.7855-8755</sub>

✓ T-1093 Dash Shield Guide. (1911 Car).

Changed radius for locating screw hole in right hand end of 9" to 8-15/16". Also called for cut-out on right hand end to clear steering column flange. Above changes in 1093 have been made in order that we may use the same design for both right and left hand control cars.

✓ T-1691 Dash Left Hand Control. (1911 car).

Changed radius, locating hole for screw in right hand end of dash shield guide from 9" to 8-15/16".

The above changes, unless <sup>otherwise</sup> specified, to take place immediately.

Yours very truly,

Eng. Dept.

Handwritten initials and number: *PE 13*

291 W.

# 291

Mr. F. N. Diehl.

Aug. 26, 1910.

Office.

Dear Sir:

Kindly note changes to date:-

- ✓ T-140-3      Cylinder Outlet Hose.  
Changed outside diameter from 2-3/8 to 2-7/16".
- ✓ T-1491      Dash to Body Bracket Dash Bolt.  
Called for black nickel finish on head.
- ✓ T-1519)B    Gasoline Tank Sediment Bulb.  
Cut 1/8" off one side of flange.
- ✓ T-1504B      Gasoline Tank.  
Made the ends flat instead of spherical. Also specified that seams for holding the seams in tank be double instead of single. Note: Above change in T-1519-B was made to provide clearance for this new style seam.
- ✓ T-520-3      Starting crank ratchet. (Forging drawing).  
Since the draft for outside surface on large end, as given by dimensions, only lacks a couple seconds of being five degrees, we have removed the five degrees from drawing, and ask that the forging people consider the above change when resinicing their dies for this piece. The above change was made for the convenience of the tool department.

The above changes, unless otherwise specified, to take immediate effect.

Yours very truly,

  
  
 F. N. Diehl

292 W

8-29-10

#292

Mr/F.H.Dashl,  
Office

Dear Sir:

- ✓ T-12-B Kindly note changes on following prints:  
Differential Driving Gear.  
Removed note specifying that back face of gear be ground.
- ✓ H-5 Differential Driving Gear  
Removed note specifying that back face of gear be ground.  
5.249  
also changed inside diameter from 5-1/4 to 5.250 grind.
- ✓ T-54 Rear hub felt washer(1910 car only), & T-104 Rear axle roller bearing hub washer, hub end(1910 and 1911 cars).  
On the above parts which are in the same panel, we have specified that the total number required be two (2) for 1911 and four (4) for 1910.
- ✓ T-1142-B Radiator tank rear wall.  
Changed distance between inside of top and bottom flanges from 4-17/32 to 4-9/16. Also removed flange from 3/4" hole.
- ✓ T-1136-B Radiator top.  
We have produced metal, on ends of widest step, to bottom of piece, making the bottom end in the form of semi-circle.
- ✓ T-1135-B Bottom of top tank  
Changed length of bead on front edge from 19-15/16 to 20".
- ✓ T-1498-B Radiator outlet connection.  
Specified 1/4" radius for fillet at point marked "A".
- ✓ T-1497 & 1498 Lamp Bracket on Dash R.H. & L.H. (touring Car).  
The latest design will not be considered 1911 design, as you were notified in our letter of Aug. 20, 1910., but merely as changes on the old design, vis., dimension marked "A" changed from 29/32 to 2-9/32.  
and radius marked "B" from 2-5/8 to 1-1/2.  
The above changes to take immediate effect.

Yours very truly,

Eng. Dent.

*(Handwritten initials and signature)*  
PEB

293-W

293 W

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

Aug. 31, 1910.

#293

Kindly note new drawings and changes to date :

- ✓ T-16- Driving pinion. 1911 car. .2515  
Changed width of key way from 1/4 to .252 .
- ✓ T-57-3 Driving pinion key. .252  
Changed thickness from 1/4 to .2525 .
- ✓ T-87 Drive shaft. 1911 car. .2515  
Changed width of key way from 1/4 to .252
- ✓ T-1 & T-2 Rear axle housings (male and female mach. draw. 56" tread.  
Called for 45° bevel 1/32 wide at outer edge of coupling ring.
- ✓ T-1701 & T-1702 Rear axle housings (male and female mach. draw. 1911 car. 60" tread).  
Same change as on T-1 and T-2.
- ✓ T-1155 Radiator side brace  
Changed bevel on end from 5/16 x 1/2 to 5/8 x 3/8, also called for  
notches in narrow flange.
- ✓ T-1111-B Radiator rod.  
Specified that threads be rolled also that head be upset hot.
- ✓ T-800 Crank case .1911 car (Stamping drawing).  
*Redesigned*
- ✓ T-330 Front spring clip cotter.  
Changed from 3/32 x 1" to 3/32 x 3/4 . This will necessitate  
the removal of T-330 from panel of T-121 and its addition to panel  
of T-1212. This changes the number required of T-121 from 46 on 1910  
car and 46 on 1911 car to 41 on 1910 car and 42 on 1911 car, also on  
T-1212 from 88 to 92.


The following are new drawings for 1911 car.

- ✓ T-1582 Crank case cover . 1911 car.
- ✓ T-1584 Crank case cover screw . 1911 car.
- ✓ T-1586 Crank case cover gasket. 1911 car.
- ✓ T-1587 Crank case cover screw lock wire. 1911 car.
- ✓ T-1588 Crank case bottom flange reinforcement. 1911 car.
- ✓ T-1589 Crank case reinforcement rivet. 1911 car.

The above changes to take immediate effect.

Yours very truly,

Eng. Dept.

o.k.  
  


294-W

294 W

#294

MR. P. H. DINHL.  
OFFICE.

SEPT. 1, 1910.

DEAR SIR:

Kindly note changes on following prints to date:

- ✓ T-488-A Connecting rod cap.  
Obsoloted, and replaced in manufacturing  
and making repairs by T-488-B.
- ✓ T-487-A Connecting rod.  
Replaced notches on bottom of connecting  
rod with bevel.

Yours very truly,

Eng. Dept.

(S) R.E.B.

O.K. [Signature]

294-W

294 W

Sept. 3, 1910.

MR. F. H. DIEHL,  
OFFICE.

Dear Sir:

Kindly note changes to date:

- ✓ T-309 Front radius rod ball socket (1911 car): (Mach. draw).  
Added note specifying that this piece be machined before assembling with T-800
- ✓ T-1349 Hub cap wrench.  
We have added a rib at point marked "A".
- ✓ T-4 Rear axle coupling ring (1911 car). (Mach. draw.)  
Called for 45° bevel 1/32" wide at point marked "A".
- ✓ T-306-3 Clutch lever. (Mach. and Forg. drawings).  
Changed diameter of hub at end marked "A" from 7/8 to 13/16. This change to take place when the dies are resunk.

THE ABOVE CHANGES TO TAKE IMMEDIATE EFFECT UNLESS OTHERWISE SPECIFIED.

Yours very truly,

Eng. Dept.

*[Handwritten signature]*

*Beumer*

294

295-9V

295W

#295

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

Sept. 9, 1910.

Kindly note changes on following parts:

✓ T-1102-B Radiator filler flange.

New Design. Can be used on all model T radiators.

✓ T-1102-A Radiator filler flange.

Obsolete.

✓ T-419-B Piston Pin.

We are drilling a 7/16 hole in this pin instead of using a step drill hole, shown at point "A".

✓ T-232-1911 Front Hub.

The thickness of metal at point marked "A" changed from 3/32 to 1/8".

✓ T-40-1911 car Rear Hub.

Removed reinforcement that was on inside of flange at point marked "A".

Yours very truly,

Eng. Dept.

Handwritten initials and signature: A circle containing "WJ" and "REB" below it, followed by a large, stylized signature.

296 W

296 W

MR. F. H. DIEHL

Sept. 10, 1910.

#296

Office,

Dear Sir:

Kindly note changes on following and addition of new parts.

X ✓ T-16-B Driving pinion.

Key way at point "A" was changed from 1/4 to limit of .2515 of .252 .

✓ T-87-C. Drive shaft.

Changed key way at point "B" from 1/4 wide to limit of .2515 of .252 .

✓ X T-1717-1911-60" tread. Running board shield. R.H. (Touring Car)  
New Design.

✓ X T-1718-1911-60" tread. Running board shield L.H. (Touring car)  
New design.

✓ T-1714-F 60" tread. Running board bracket.  
New design.

✓ X T-1714- 60" tread. Running board bracket (Machine size).  
New design.

✓ X T-1408-1911 Running board shield L.H. (touring car).  
Redesigned.

✓ X T-1409-1911 Running board shield R.H. (touring car).  
Redesigned. Would advise that parties having T-1408

and 1409-1911 in their possession are not correct, on account of the number of changes that have been made.

Yours very truly,

REB

Handwritten signature

G. J. D. / R. K.

Eng. Dept.

297-11

O.K.

297 11

297 11

MR. F. H. DINELL,  
Office.  
Dear Sir:

Sept. 13, 1910/

#297

Please be informed of the following:

- X <sup>554-B</sup> T-551-B      Hose clip (short).  
New Design. Can be used on all T- cars.
- X T-607-B      Hose clip (long).  
New design Can be used on all T cars.
- X T-642      Hose clip screw (short)  
New addition to car on account of the new design hose clips.
- X T-643      Hose clip screw (long).  
Used the same as T-642.
- X T-644      Hose clip screw mt.  
New addition to car. The writer is not sure if you have ordered these parts or not, on account of the above being in the experimental stage until just recently changed to regular.
- X T-607-A      Cylinder head outlet hose clip.  
Obsolete.
- X T-554-A      Radiator outlet and cylinder inlet hose clip.  
Obsolete.

Yours very truly,

G. J. D./R.K.

Eng. Dept.

(R)  
R  
11/13

94

298-11

FK  
OK  
288A

MR. F. H. DIEHL,  
Office.  
Dear Sir:

Sept. 13, 1910.

#298

Kindly note changes on following parts:

✓ ~~W-9~~ Driving pinion.

Made corners square at point marked "A" instead of round so as to use same tool as on model "T" pinion.

✓ ~~X~~ T-240 Front and rear hub cap.

Length of thread was changed from 13/16 to 7/8

✓ ~~T-461-B~~ Commutator cover.

Added the name "FORD" on cover.

✓ ~~X~~ T-1564 Transmission cover door screw.

6 required on 1911 and 4 required on 1910

✓ ~~X~~ T-68 Ball joint radius rod support.

All the holes in flange are to be punched instead of drilled.

✓ ~~T-309-1911~~ Front radius rod ball socket.

Holes in flange are to be punched instead of drilled.

✓ ~~T-87-C~~ Drive shaft.

Dimension at gear end of shaft at point "B" ~~is to be~~ from .876 to a limit of  $\begin{matrix} .876 \\ .8765 \end{matrix}$  and center distance of shaft was made straight at point "C" instead of having shoulder, this however should have been this way in the first place. The writer understands that this shaft was never made with a shoulder.

✓ ~~X~~ T-4-B-F Rear axle housing coupling ring.

Radius at point marked "A" changed from 3/16 to 3/8.

BY  
PEB

J. J.

MR. F. H. DIEHL 2.

✓ X T-4-1911 car. Rear axle housing ~~compliance~~ ~~testing~~ ~~tech~~ size.

Radius at point "B" was changed from 3/16 to 3/8.

✓ T-1-B Stamping size. Rear axle housing (Male).

Radius at point "C" is to be 7/16 on account of changing the radius

of T-4. ✓ ✓

X T-2-D; T-1702-D; T-1701-D?

Rear axle housing. Male and female 60" tread.

Same change as on T-1-D.

Yours very truly,

G. J. D./R. K.

Eng. Dept.

BY  
REB

29.

299W

299W

Mr. F. H. Diehl,  
Office.

Sept. 15th-1910.

#299

Dear Sir-

Kindly note changes to date.

- ✓ T-46B- Universal Joint Knuckle ( Female ) Machine & ~~Forging~~ <sup>marked.</sup> Drawings.  
Change Pin Bosses from Sides marked A- to sides B-  
Also change distance between faces of same Bosses from 1 7/16 to 1 3/8. The above change to take effect when the dies are re-sunk.
- ✓ T-829B- Slow Speed Hetch Left Hand Control.  
Remove note calling for treatment.
- T-13B- Differential Gear. 1.0605 1.0615  
Change diameter of hole from 1.0615 to 1.0625
- ✓ T-48B- & T-1703 B- Rear Axles 56 and 60" Treads. 1.0615 1.062  
Change diameter of brown part from 1.0635 to 1.063
- T-1811 Reverse and brake notch. (R.H.Control).  
Same change as on T-829-B.

The above changes unless otherwise specified to take immediate effect.

Yours very truly,

GH.LC

Eng. Dept.

288  
OK  
Kreers