

# Certificate of Authenticity

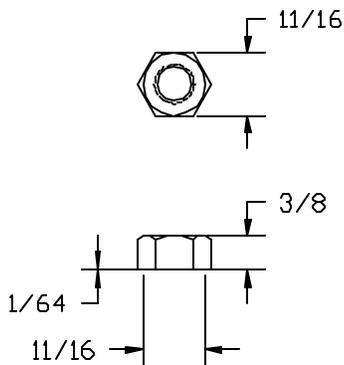
## Running Board Truss Rods (56" Tread) (60" Tread in 1913)

### 4816 - Front Running Board Truss Rod

Originally designed on January 6, 1908 the **Front Running Board Truss Rod** was simply a straight length of 7/16 Hot Rolled Steel-Type "E" (Red) threaded at both ends. It was just slightly longer than 4 feet. The earliest front rods may have been made from Cold Rolled Steel. This design remained virtually unchanged from 1909-1921 until a completely new running board truss rod system was designed for the 1922 model year. This front rod originally was assigned part number **2947** and was used on both front and rear during 1909 until the new **Rear Running Board Truss Rod** was designed on August 27, 1909. In the January 1, 1913 parts book a new part number **4816** was assigned to this same front rod but this new number included 4 hex mounting nuts. See below for mounting nut details. Henceforth replacement rods came with the nuts supplied.

### 4817 - Rear Running Board Truss Rod

On August 27, 1909 a unique rear truss rod was designed. The new design incorporated an offset to allow for more chassis movement without interfering with the rear end components. This new design probably began to appear on cars within 30-60 days after the design change since the part was a simple bent rod and the number of cars being produced at that time was not yet in large numbers. Since the straight rods could be used up as front truss rods there would be no reason to delay the introduction of the new design until the old parts were used up. It is documented that this new rear truss rod was available on January 22, 1910. Originally given part number **2947-1/2** in the 1911 parts books, the overall length of this new offset truss rod was the same as the front rod (2947). In the September 1912 edition of the parts books this rod was reassigned to part number **2947B**. In the January 1, 1913 parts book the number is changed again to **4817** but 4 mounting nuts are now included in the part number as with the front rod (4816). The rear truss rod was initially made from Cold Rolled Steel through at least June 20, 1913 but later changed to Hot Roll of the same type as the front rod. This new offset design was again changed on December 9, 1915 such that the overall length was now slightly shorter than 4 feet. (The front rod stayed at slightly over 4 feet). This design change had nothing to do with any structural change to the car design but rather had to do with the standard length of raw steel rod stock which was slightly over 12 feet. With the earlier design it was only possible to get 2 rear truss rods from a standard length of raw steel. The slight adjustment to the length of the rear rod allowed 3 rods to be fabricated from 1 length of raw steel rod. The unbent length of rod was just under 4 feet now whereas the previous unbent length was well over 4 feet. The amount of waste steel was thus reduced by 33%. All 1909-1921 truss rods were interchangeable from any year but the 1916-1921 rear rods were noticeably shorter than the earlier 1909-1915 units. The length was removed at the ends between the threads and the first bend.



### Mounting Nut

The **Truss Rod Mounting Nut** (part number **2948**) used from 1909-1921 was a heavy hex full nut. Two nuts were used on each end of each rod. This **7/16-20** threaded nut was 11/16" across the flats and 3/8" thick overall. The nut featured a machined washer surface on the bottom which was 11/16" diameter and 1/64" thick. The nut was chamfer-trimmed around the top edge only. In later parts books this nut was reassigned to part number **4817B**. Coarse thread or square nuts were **never** used for running board truss rod mounting.

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