

Certificate of Authenticity

Fan Belt Tension Spring (1909-1910)

3965 - Fan Belt Tension Spring

Originally designed on January 29, 1909 the **Fan Belt Tension Spring** was to be used after the first 2500 cars. Used in 1909-1910 in conjunction with the early two piece timer engine front cover (part number **3009**) and the early fan arm bracket (part number **3967**), the spring was changed on July 22, 1909 but no documentation is available as to the reason for the change. On December 29, 1909 the spring tension specification changed from 18-22 lbs. to 12-15 lbs. which would indicate that the spring wire size must have been reduced. This change must have caused some major problems since the part was again changed on May 6, 1910 back to a heavier part with a stiffer tension specification only slightly less than the tension specification given prior to December 29, 1909. This last change was to take immediate effect and not use up the old lighter parts first as was the usual custom. Two minor changes on 5/23/10 and 7/28/10 changed the wire size slightly (.003" smaller) and the final material to spring steel wire.

The correct cover (1909-1910) that used this spring had a 5/8" diameter "well" cast into the front cover for the spring to set in. The later style 1911 front engine cover did not use this spring but rather had a different casting that removed the "well" and replaced it with a threaded boss. The spring was replaced by a bolt and lock nut. The same early fan arm (3967) was still used but the bolt head now backed up against the fan arm casting boss that used to hold the spring. The casting for the 1911 engine cover will not allow this spring to be used. Attempting to use part number 3965 spring with a reproduction 1911 engine cover will require that the bolt be removed and a 5/8 diameter hole be machined into the boss left by the threaded hole. Do not machine this hole all the way through. Attempting to install this spring over a dowel piece installed in the threaded hole of the 1911 engine cover will result in the spring "stacking" when the fan belt is installed. Cutting coils off the spring will result in the wrong pressure and belt problems just like Henry had with the early design.

It is believed that the early spring design (prior to the December 29, 1910 change) was essentially the same as the later design for which full documentation has been verified since the tension specifications and installed height are very similar. The spring used between 12/29/09 and 5/6/10 was much lighter (made from #15 BWG) and the design was soon scrapped.

The spring reproduced is as per the last revision on July 28, 1910. There were no known changes to this part after that date.

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