

Certificate of Authenticity

Dash Shield (1909-1923) Dash Shield Guide (1909-1912)

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3638 - Dash Shield (No Dash Shield was used on 1911 Torpedo/Open Runabout)

The part number assigned to the dash shield was 3638. The earliest drawing for this part is dated 2/29/08 and the part is specified as being made from Hot Rolled Steel. The earliest parts book picture shows this part as black but the finish is not specified on the part drawing. Undocumented changes occurred on 3/11/08, 12/4/08, 1/8/09, and 4/13/09. The last 2 changes appear to have been made after the part was no longer being used in production having been replaced by a new design. This new design began on 12/30/08 when the part was changed to include a notch along the bottom edge and on 6/25/10 the material was changed from hot rolled steel to sheet iron and enameled. On 7/12/10 a new design for 1911 was introduced that reduced the overall height slightly. The part was specified at this time to be black enameled. On 1/12/11 the black enameling was dropped. A new design (and factory number) for the 1912 models began on 7/25/11 that was reduced in both length and height from the previous 1911 version. Again no finish was specified for this part. The dash shields up through 1912 were held to the dash by a Dash Shield Guide. Beginning in 1913 the Dash Shield Guide was discontinued and the Dash Shield was screwed directly to the dash only rather than to the top floor board which had been the practice up through 1912. The dash shield was mounted to the floor boards with #6 round head brass slotted wood screws. Beginning 7/25/12 the new design (and new factory number) for 1913 specified the shield to be held to the dash with (3) #6 x 1/2" brass round head slotted wood screws. It is believed this design was black enameled since replacement part drawings for the earlier versions show black enamel finish added by late 1914. The 1913 design (drawing not available) did not change through 1914. On 10/10/14 a notch was added on the left side to allow the horn tube to pass through the dash shield. This was the early 1915 model design. Beginning 1/15/15 the part was redesigned with the left end of the part being clipped on an angle to allow the horn tube to pass through but also a slight notch was added along the top edge at the left side to accommodate a magneto horn mounting bolt. This 1915-1916 model was the beginning of the magneto horn era. On 12/19/16 a radical new design for 1917 was drawn up that mounted to the 2 lower mounting bolts of the coil box. This design also had a notch for clearing the magneto horn mounting bolt. This "Christmas 1916" design lasted only 2 weeks before being replaced (on 1/2/17) with the more conventionally mounted 1917 dash shield. This "Christmas 1916" design was specified as black enameled as were all dash shields after that. On 1/2/17 the dash shield was redesigned to mount using the magneto horn bolt and one right side screw only. On 11/6/17 the corners of the lower edge cutout were bobbed. This was the last flat steel dash shield. Beginning 4/29/19 the dash shield was formed and included an offset rounded portion that gave the needed head clearance without notching the lower edge. The shield was now mounted to the dash via 3 screws and the magneto horn mounting bolt. On 8/31/22 a fourth mounting screw was added just above the magneto horn mounting bolt notch location. This was necessitated by the horn moving to the engine.

3639? 3667? - Dash Shield Guide (No Dash Shield Guide was used on 1911 Torpedo/Open Runabout)

The part number for this part is confused in the early parts books. The picture of the part in the early parts books shows the part as 3667 but refers in the verbiage to that part number as a "seat cushion?". In those same books part 3639 is called out as the dash shield screw. By the 3rd edition 1911 parts book the dash shield guide is shown as part 3639. By 1920 the parts books show 3639 as being a dash weather-strip. While the part numbers seemed confused the archival information is not. The dash shield guide was only used on the 1909-1912 cars. The earliest drawing is dated 3/04/08. An undocumented change occurred on 2/1/09 and on 3/31/09 the part material was changed from brass to steel. More undocumented changes occurred on 4/2/09 and 4/13/09 but it is believed these were drawing notational changes only. On 6/21/10 the part changed from hot rolled steel to sheet iron and enameled. It is believed that the earlier steel guides were also enameled since the dash shield used with it was enameled. On 8/24/10 cutouts were added to each end to allow for clearing the steering column flange. On 7/25/11 the part was redesigned and given a new factory number for 1912. The dash shield guide for 1912 was much heavier stock but was reduced in overall length from the previous design. The 5 holes in this guide are not evenly spaced because it was initially made from the 1911 part.

Reproduction Parts Notes:

All Dash Shields and Guides are supplied in black gloss powder coated steel.

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