

Evolution of the A-8210 Speedometer Cable, Light, and Horn Wire Conduit Grommet

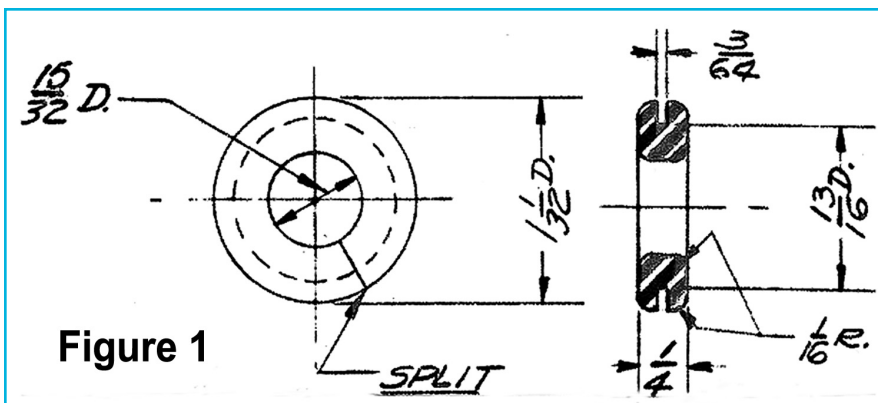
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This article utilized the following sources: Ford Parts Price Lists, 1928-1931; Part Releases and Part Drawings from The Henry Ford—Benson Ford Research Center; and the viewing of original parts. Not to confuse the issue, the “dates” used in this article pertain to those dates which the “releases” were recorded by Ford on the source subject and not to reflect the actual “date of production” as given in the MARC/MAFCA Restoration Guidelines and Judging Standards. For actual “date of production” usage of any part, please refer to the latter publication.

Several different parts of the same part number were assigned to different applications thus had different descriptive names. For instance A-8210 grommet was associated with two names, Radiator Shell Grommet and Speedometer Cable Grommet—in Dash. Later in the production period, A-8210 received a new part number, A-14567-A, as it remained the same item, the descriptive names were Head Lamp Wire Conduit Grommet, Horn Wire Conduit Grommet and Speedometer Cable Grommet—in Dash. As for A-17260, it was referred to as the Speedometer Cable, Speedometer Cable and Shaft Assembly, and Speedometer Cable and Casing Assembly. All from the Parts Price Lists and Part Release’s.

Beginning with the start of production of the Model A/AA Ford in October of 1927 through early 1929, A-8210, (Fig. 1), known as the “Radiator Shell Grommet” and “Speedometer Cable Grommet—in Dash”, was the anti-rattler grommet for A-17260: Speedometer Cable, where it passed through the lower right dash, or firewall, of the body (a 15/32 inch diameter conduit which 1 grommet was used); A-14578: Head Lamp Wire Conduit Assembly (a 1/2 inch diameter conduit which 2 grommets were used); and A-14582: Horn Wire Conduit Assembly (a 1/2 inch diameter conduit which 1 grommet was used) where they passed through the radiator shell. These four holes that accepted the A-8210 grommet were all 13/16 inches in diameter. A-8210: Radiator Shell Grommet/Speedometer Cable Grommet—in Dash remained as such within the “Cooling System (Radiator)” section and “Speedometer” section of the Parts Price List (PPL) up to and including the October 1, 1928 PPL.

A-8210 and A-14567-A: Radiator Shell Grommet, Speedometer Cable Grommet—in Dash and Head Lamp and Horn Wire Conduit Grommet



Contained in the next known June 1, 1929 PPL, the same grommet was listed as a new name and number, A-14567-A: Head Lamp Wire Conduit Grommet in which the rubber grommet was sometime removed from the “Cooling System (Radiator)” section and moved to the “Electrical System (Wiring, Clamps, Supports, Etc.)” section. It stayed listed as such, but with the new number, in the “Speedometer” section as Speedometer Cable Grommet—in Dash. Nothing was recorded within the part releases as to when the specific date for the change and move was made from A-8210 to A-14567-A grommet. It is thought when grommets A-14567-B and A-14567-C were brought about as “New Numbers, adopted” on December 26, 1928 under Release #11155, it may have been then when A-8210 was revised also to its new part number, A-14567-A. This fact was proven by viewing the part drawing. According to the part drawings, both grommets, A-8210 and A-14567-A, (Fig. 1), showed no difference in the two as all measurements were the same for both.

On December 26, 1928, a major change in the headlights and related parts were brought forth with Release #11155. However it was not until February 1929 that the change was adopted and was seen on the production lines when the headlights became what Ford called the “TWOLITE” design. Since this change involved many different aspects, only the grommet and related parts associated with it are reflected here. Included in Release #11155, was the first known mention of A-14578-A: Head Lamp Wire Conduit Assembly, where an “A” suffix was added to the number thus indicating a later design for use on vehicles having head lamps of 1-bulb with and without cowl lights. Also on this date, and included in the same release, was a new design A-14578-B: Head Lamp Wire Conduit Assembly, indicating a “New number, adopted”.

On April 4, 1929, Release # 12535, it related that the conduit assembly was “now used in production with both one and two bulb “TWOLITE” lamps” which also utilized the new A-14567-B Head Lamp Wire Conduit Grommet (2-bulb lamp). With the new design conduit assembly for the headlamps, the holes in the radiator shell increased from 13/16 inch to 15/16 inch to accommodate the new and larger A-14578-B: Head Lamp Wire Conduit Assembly and new A-14567-B grommet, (Fig. 2). This was because the electrical wires to the headlamps went from two wires, utilizing the old 1/2 inch diameter conduit assembly, A-14578-A, to three wires, utilizing the new 9/16 inch conduit assembly, A-14578-B, thus the new rubber grommet, A-14567-B, for which it remained as such through production. The new A-14567-B: Head Lamp Wire Conduit Grommet (2-bulb lamp), (Fig. 2), became a new part and a “New number, adopted” under Release #11155. This grommet was designed, according to the Part Price Lists and Part Releases for use with A-

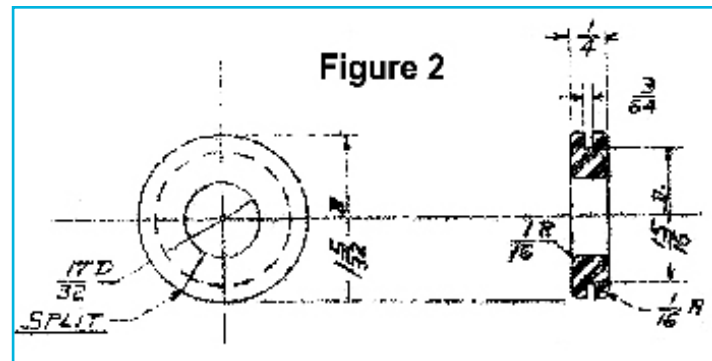
14578-B: Head Lamp Wire Conduit Assembly utilizing A-13004-C (Black Enamel) and A-13005-C (Nickel Plate): Head Lamp Assemblies which were designed as 2-bulb without cowl lights and A-13004-D (Black Enamel) and A-13005-D (Nickel Plate): Head Lamp Assemblies which were designed as 1-bulb with cowl lights. Iso on December 26, 1928, and in accordance with Release #11155, a new A-14567-C: Head Lamp Wire Conduit Grommet (1-bulb lamp), (Fig. 3), was also adopted. This “special” grommet was originally designed for use with A-13004-D (Black Enamel) and A-13005-D (Nickel Plate): Head Lamp Assemblies which were designed as 1-bulb with cowl lights.

However, this grommet was either short lived or it was never produced and used because on April 4, 1929, with Release #12535, it indicated that the grommet was to be “obsolete and replaced by A-14567-B”: Head Lamp Wire Conduit Grommet (2-bulb lamp) and was also related as such on the A-14567-C Part Drawing. A-14567-C did, however, continue to be included in the PPL’s up to and through July 1, 1931. There was no specific reason given as to why it was obsolete except for it being “obsolete and replaced by A-14567-B”, and/or that A-14567-B was “replacing A-14567-C”. Why it continued in the Part Price Lists, if it was obsolete, is a good question. The only significant difference between grommet’s A-14567-B and A-14567-C was the size of the hole. Where A-14567-B grommet had a 17/32 inch diameter hole for use with A-14578-B: Head Lamp Wire Conduit Assembly, the A-14567-C grommet had a 15/32 inch diameter hole for use with A-14578-A: Head Lamp Wire Conduit Assembly as all other points were of the same dimension.

During this time, the holes for A-14582: Horn Wire Conduit Assembly, with 1/2 inch diameter conduit, on the radiator shell, and the A-17260: Speedometer Shaft and Casing Assembly, with 15/32 inch diameter casing, on the firewall, remained at 13/16 inch and still retained the old A-8210 but new part number, A-14567-A: Head Lamp Wire Conduit Grommet/Speedometer Cable Grommet—in Dash.

During the month of July, 1929, the hole in the firewall for which A-17260: Speedometer Shaft and Casing Assembly passes and the A-14567-A: Speedometer Cable Grommet—in Dash is attached, changed from 13/16 inch to 15/16 inch diameter. No known Ford Part Release specifically indicated this change and according to the PPL’s, the hole continued to use A-14567-A: Speedometer Cable Grommet—in Dash up through the October 1, 1929 PPL. This, obviously, was a mistake in the PPL because the use of A-14567-A: Speedometer Cable Grommet—in Dash would have made for a sloppy fit of the grommet itself within the new 15/16 inch hole and should have been indicated as A-14567-B: Speedometer Cable Grommet—in Dash which would have been a more solid and secure fit of the grommet in the firewall hole. Ford finally got it right in the December 1, 1929 PPL and listed the grommet as A-14567-B: Speedometer Cable Grommet—in Dash.

However, it was reported in Release #13451 dated July 12, 1929, that the A-14567-B: Head Lamp Wire Conduit Grommet was to be “Added to panel: Speedometer Cable Grommet—in Dash, 1 required. All Chassis” and that A-14567-A: Speedometer Cable Grommet—in Dash was “Specified Repairs on Speedometer Cable Grommet—in Dash” on all earlier bodies with the 13/16 inch hole. With the introduction of the round speedometer in mid-1930, the Speedometer Shaft and Casing Assembly was reduced in size



A-14567-B: Head Lamp Wire Conduit Grommet (2-bulb lamp) and Speedometer Cable Grommet—in Dash

from 15/32 inch diameter to 5/16 inch diameter but the grommet remained as such in utilizing the A-14567-B: Speedometer Cable Grommet--In Dash through the production period according to the Parts Price List.

On October 6, 1930 under Release #17799, it indicated that the addition of 1 additional grommet (A-14567-B) was required on Dump Truck Models 200-A, 202-A, 204-A, 206-A, and 208-A. As for A-14567-A: Horn Wire Conduit Grommet, there was nothing specific mentioned about it in the PPL’s except that it was one of three A-8210’s originally used. It was finally mentioned in the March 1, 1930 PPL. When the two holes for the “TWOLITE” Headlamps were increased from 13/16 inch to 15/16 inch in February of 1929 on the Radiator Shell, the hole which accepted the A-14582: Horn Wire Conduit Assembly, which remained at 1/2 inch diameter through production, and grommet, remained at 13/16 inch. Therefore the only rubber grommet that was used for this application and which would fit well was A-14567-A: Horn Wire Conduit Grommet throughout the production period.

All grommets were of black rubber and had a “straight split” in each one for easy application.

I would like to thank the following who supplied me with information on their Model A’s and other parts concerning this article: Fred Gooding, Hunter Fanny, Jim Miller, Bill Reeser, Charles Pavlu, Dennis Smith, Sam Nixon, Dennis Pereira, John Earnest, Joe Way, Barry Blake, Clark Bell, John Wing, Phil Russell, Ed Gross, Jerry Anderson, Charles Miller, Don Turley, Marco Tahtaras, Tom Wesenberg, Gary Rudicil and The Henry Ford—Benson Ford Research Center for use of part drawings.

A-14567-C: Head Lamp Wire Conduit Grommet (1-bulb lamp)

