



1912 Ford Model T 5th Wheel Conversion



Manufacturing Information

Manufactured By	Ford Motor Company
Chassis Assembled	Ford Highland Park Plant in Highland Park, Michigan (or a branch assembly plant)
Model Production	2,133 (Model T chassis only in 1912)
Annual Production	68,773 (all vehicles this manufacturer in 1912)
Body	5th Wheel Conversion
Horsepower	22
Weight	940 pounds/426 kilograms (chassis only)
1912 Cost	\$590 (Runabout body, plus \$300 conversion)
Price Change	Price decrease \$90 from 1911 (Runabout)

Innovations

- Running boards embossed “Made in USA” mid-year
- New rear axle housing
- Radiator embossed “Made in USA” mid-year
- Closed valve type engine (started late 1911)

Early Truck Conversions

In 1913, the Smith Form-A-Truck company began producing a modified Model T semi-tractor primarily used for large flatbed hauling, with a capacity of 1 1/2 tons. August Fruehauf chose to further modify this existing product by adding a double frame, 3 sets of springs in the rear, and a sprocket chain drive for added power. This unit also has solid, rubber tires and massive rear 14” drum brakes to help stop the tractor-trailer when it was carrying heavy loads (up to 4 tons). The 5th wheel conversion allowed easy connectivity, a tight turning radius and superior maneuverability. Existing commercial vehicles were \$3,000, while this conversion was less than \$300 plus the cost of a used Model T.

Randy Shelton

On loan from Randy Shelton of Detroit, Michigan. Randy has many vehicles on loan at Piquette. He is also a very active member of the Piquette T’s – a Model T club hosted at this museum.



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