Chassis Parts List 1928 - 1937 Passengers Cars and Trucks by Ford Motor Company

Page references: 29, 77, 78, 79, 80 and 248

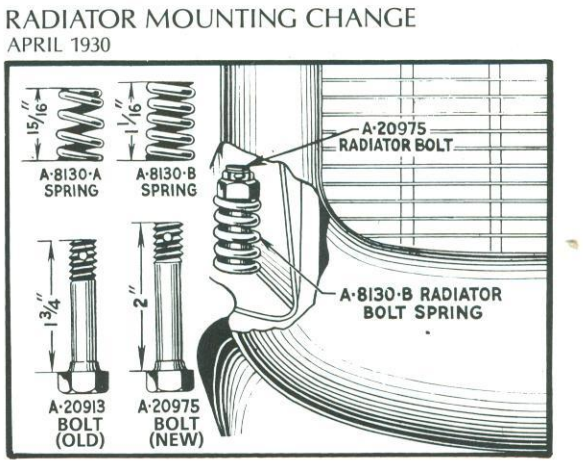
Part Number	Name of Part	Year	No Req. per car
A-8005-A	Radiator (less shell)	1928-29	1
A-8005-B	Radiator (less shell)	1930-31	1
40-8125	Pad (radiator support)	1928-37	2
!! A-8126	Shim (radiator support) (use 40-8125 Pad)	1929-30	4
A-5005-C	Frame Assembly (!! above A-8126 shim were used here per year of 1929-30 on this Frame Assembly)	1928-31	1
22316-S	Bolt - 2 1/8" (radiator to frame)3/8"-24 X 2 3/8" hex head bolt (with cotter hole)	1929-30	2
22286-S2	Bolt - 2" (radiator to frame) 3/8"-24 X 2" hex head Bolt	1928-32	2
22276-S2	Bolt - 1 7/8" (radiator to frame) 3/8"-24 X 1 7/8" Hex head bolt (hole in the end)	1928-30	2
34030-S	Nut	1928-32	2
22286-S2	Bolt (BB-1932) 3/8"-24 X 2" Hex head bolt REF.	1928-32 (35)	2
B-8130	Spring (radiator bolt)	1928-37	2
A-8200-AR	Shell (radiator) assembly (nickel)(with hood pads)	1928-29	1
A-8200-C	Shell (radiator) assembly (with hood pads)	1930-31	1
A-8201	Shell (radiator) assembly--black with hood pads	1928-29	1

The above A-8126 Shim was used on the 1929-30 Model A's only (In October 1929, with the introduction of the new frame front cross member, with the recessed radiator mounts, two (2) steel shims (each side) is required. These were used on all remaining passenger and light commercial models using the 1929 radiator." . There is no specification on what the size of the shims are and especially on the thickness. This thickness controls the height of the radiator.

The above 22316-S Bolt has **contradictive information.** On page 79 Ref. **BOLT -2 1/8 ".** On page 248 Ref. **3/8" - 24 X 2 3/8" HEX HEAD BOLT(WITH COTTER HOLE.** There is a 1/4" difference in length between, on the same bolt. This bolt is used in the 1929-30 Model A's. Which dimension is correct for the bolt length the 2 1/8" or the 2 3/8"???

I could not find a reference to the A-20975 part number below.

Another contradictive information. The above 22276-S Bolt - 1 7/8" (radiator to frame). The below picture bolt length is 1 3/4" long. The two bolts are supposed to be used on the 1928-30 radiators. One bolt is 1 7/8" and the other is 1 3/4. There is an 1/8" difference in the two bolts. Which dimension is correct for the 1928-30 radiator bolt??? The 1 7/8 or the 1 3/4.



The above picture is from **1989 MODEL A JUDGING STANDARDS & RESTORATION GUIDELINES** "**Radiator Mounting**" The radiator was mounted to the frame with two 3/8" NF, unfinished hex head bolts, with black painted springs and plain steel nuts and cotter pins. There were rectangular, fabric reinforced rubber pads between the radiator mounting flanges and the frame.

Frame and Crossmembers. From **1989 MODEL A JUDGING STANDARDS & RESTORATION GUIDELINES.** Frames were painted black and no parts were rubbed out. All crossmembers were riveted to the frame rail. The 1928 front Crossmembers was also the front engine support (motor mount). The first type 3 piece (riveted together) solid motor mount was used until approximately mid December 1927. The second type 1 piece solid motor mount was used until November 1928. The 3rd style, used November 1928 thru September 1929, had a raised or flat portion at the radiator mount and used the yoke-type front engine mount. The 4th style had a depressed portion at the radiator mount and was used September 1929 thru end of production. September 1929 thru December 1929 passenger vehicles and October 1929 thru May 1930 light commercial vehicles used two steel shims under each radiator pad.)

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FRONT CROSS MEMBER

A change has been made in the front cross member on both the car and truck. The new style cross member has a slight depression at both ends where the radiator bolt extends through the member. Old style cross members were embossed at those points (see Fig. 782).

To compensate for this difference when mounting a radiator on the new cross member, it will be necessary to use shims (A-8126-R —two pieces on each side) in addition to the regular A-8125 shim used at that point. Longer radiator to frame bolts (A-20968) must also be used instead of bolts A-20913.

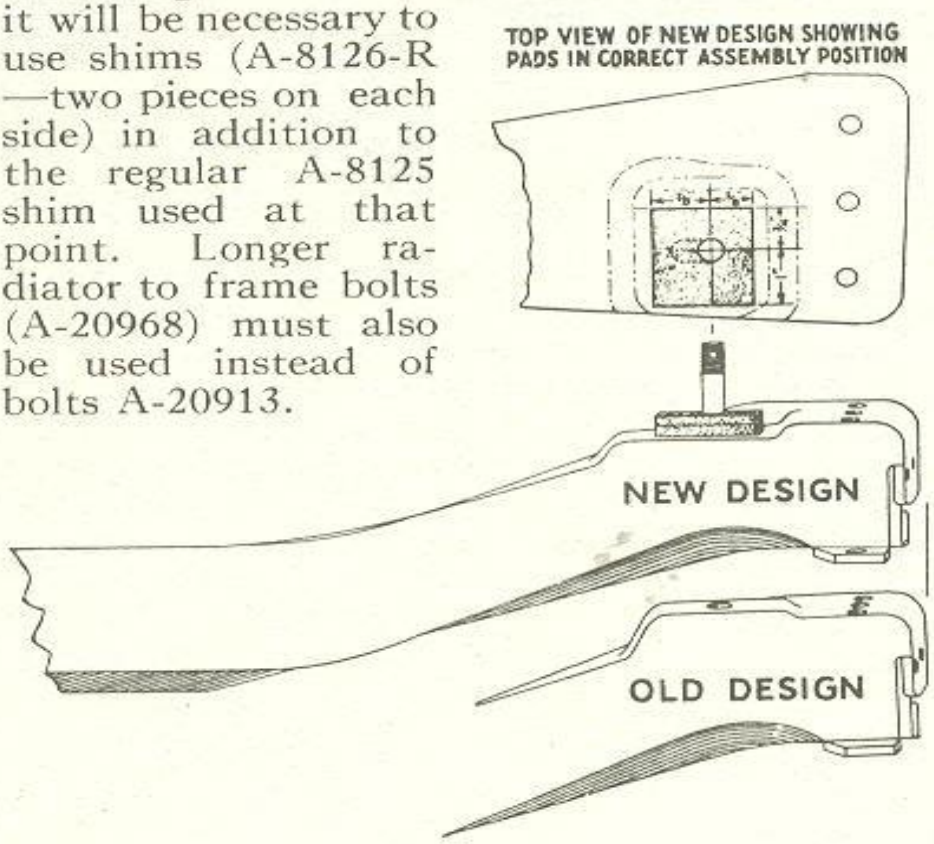
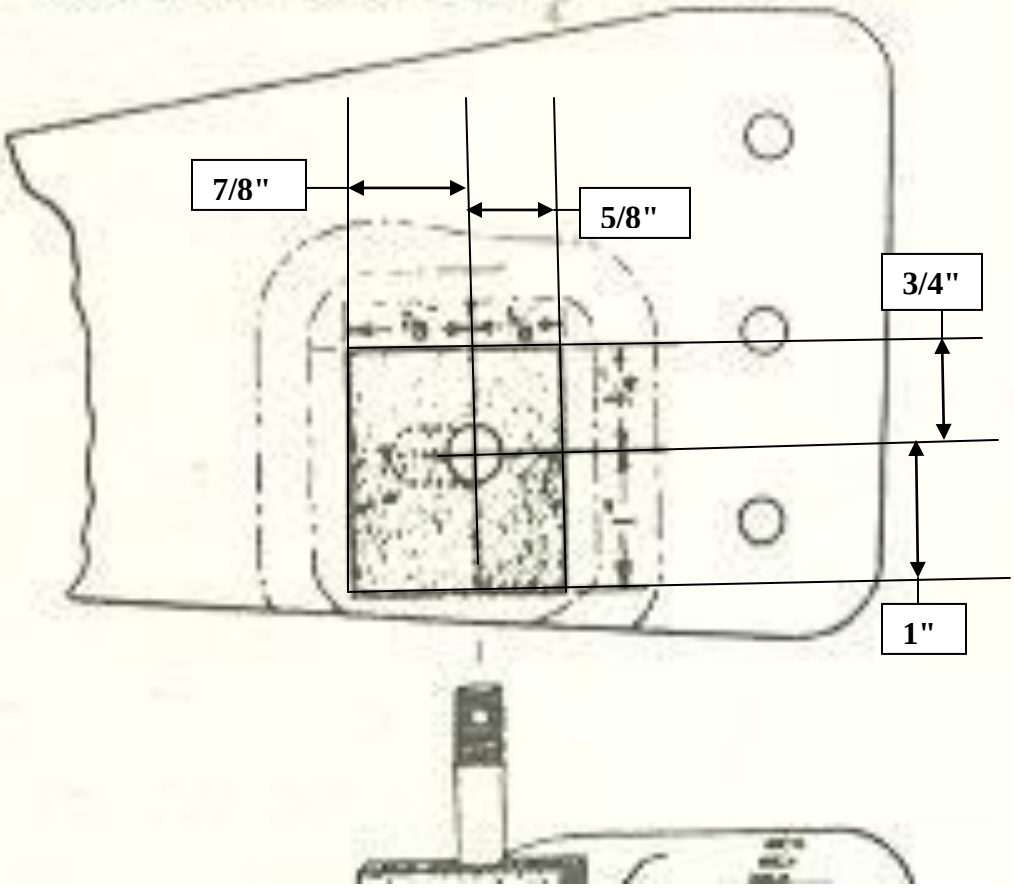


Fig. 782

The above is from the Model A Ford Service Bulletins Complete, Page 156.

the new cross member;

TOP VIEW OF NEW DESIGN SHOWING
PADS IN CORRECT ASSEMBLY POSITION




This frame was used until December 1927. Note the front cross member radiator mounting surface is below the outside frame metal thickness. Approximately 1/8" low. This radiator pad could of used the 1 7/8" inch long bolt from the **Chassis Parts List 1928 - 1937 Passengers Cars and Trucks by Ford Motor Company**

This frame was used on the first production of passenger cars and trucks. It also had no rivets on top to mount the front cross member.


November 1928 thru September 1929. This is the raised flat pad. Note the front cross member radiator mounting surface is flush to the outside frame. This radiator pad could of used the 1 3/4 " inch long bolt from the **1989 MODEL A JUDGING STANDARDS & RESTORATION GUIDELINES.**



Late October 28, 1929 frame with the cross member radiator mounting surface 3/8" inch low from the outside frame top. This radiator pad could have used the above 22316-S Bolt has **contradictive information.** On page 79 Ref. **BOLT -2 1/8 ".** On page 248 Ref. **3/8" - 24 X 2 3/8" HEX HEAD BOLT(WITH COTTER HOLE.** There is a 1/4" difference in length between, on the same bolt. This bolt is used in the 1929-30 Model A's. Which dimension is correct for the bolt length the 2 1/8" or the 2 3/8"???

This frame front cross member was used on the late October 28,1929 passenger cars and trucks. It carried over to the end of production. The hole for the radiator was changed from a hole to a slot and the radiator mounting pad surface was lowered 3/8" inch per the above measurement.

The above A-8126 Shim was used on the 1929-30 Model A's only (In October 1929, with the introduction of the new frame front cross member, with the recessed radiator mounts, two (2) steel shims (each side) is required. These were used on all remaining passenger and light commercial models using the 1929 radiator." . There is no specification on what the size of the shims are and especially on the thickness. This thickness controls the height of the radiator.