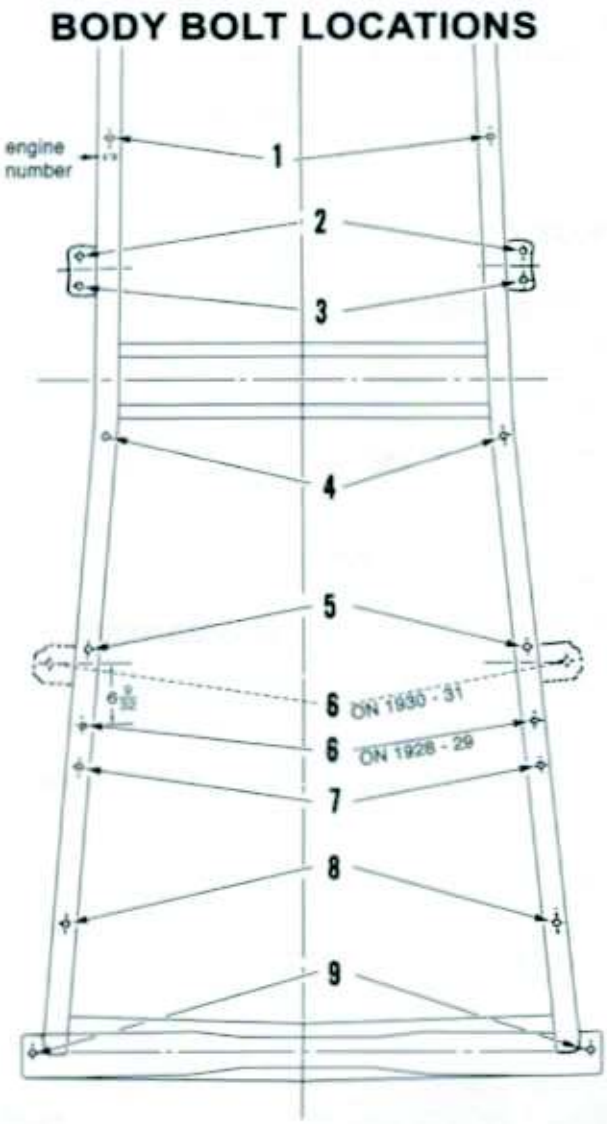


- Initially, vehicles had a "T" shaped cross brace with two mounting holes per side.
- In December 1927, it was replaced by a tubular type brace with three mounting holes per side.
- With the introduction of the 1930 bodies, the tubular design was altered to allow clearance at the upright bracket that attached to the rear body rail on Roadsters, Cabriolets and Coupe models. With this design cross brace the fender guard support brackets were mounted to the inside of the cross brace.
- Beginning in January 1930, the brace was changed to a steel stamping with three holes at each end for mounting.
- In March 1930, the brace was shortened by 5/8" and the number of mounting holes was reduced to two per side. The fender guard support brackets were sandwiched between the cross brace and the bumper arm brackets.
- In June 1931, a reinforcing rib was added above and below the mounting holes.
- In July 1931, a boss was added to the front bolt hole for strength. The heads of the two bolts on each end of this latter rear cross brace faced inward.

All 1930-31 vehicles with a full length bumper used a spacer between the bumper arm and the cross brace to take up the space normally filled by the fender guard (bumperette) bracket.

BODY UNDERSIDE

Original floor pans were die stamped and generally had deep, radiused, precisely stamped reinforcing ribs. The rear floor pan or "X-pan" on Roadsters had six small holes left vacant except 1928 through early 1930 rumble seat models which used floor mat fasteners. Metal floor sill (subframe) models had floor pans installed with rivets except some 1930-31 rumble seat risers that had the left and right ends fastened with special round head sheet metal screws. The panel behind the rumble seat riser on all Coupes, Roadsters and Cabriolets attached to the riser with machine screws, lock washers and 3/16" x 1/2" square nuts.

Check body underside for general condition and finish. No rust pitting or physical damage should be evident. Look for the waffle pattern on body floor rivets.

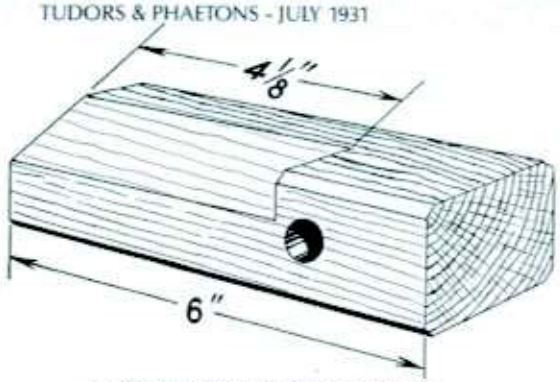


Typical body underside finish (un-restored Victoria pictured)

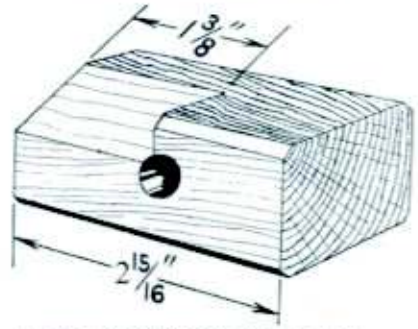
The underside of metal subframe models was painted body color. Body blocks and wooden floor sills (as applicable) were painted with a dull black wood preservative, except the front body blocks on

BODY MOUNTING BLOCKS

TUDORS & PHAETONS - JULY 1931

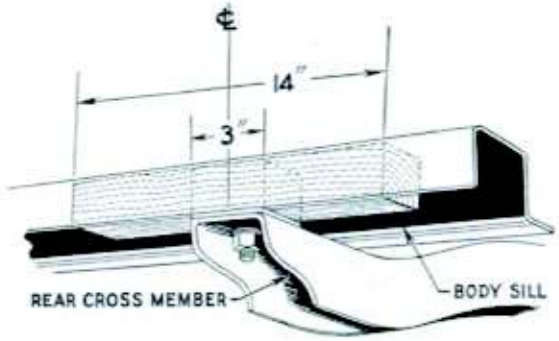


A-3508I NEW DESIGN FLOOR SIDE SILL REAR FILLER BLOCK



A-3508I OLD DESIGN FLOOR SIDE SILL REAR FILLER BLOCK

COUPES & ROADSTERS - AUGUST 1930



1928-29 models which were installed during body assembly and painted body color. All wooden body blocks or sill members had rubber pads tacked to the wood between the sill or block and the frame. The rubber pads had a reinforcement layer of cloth in the center. Beginning in August 1930 on Coupes and Roadsters, and in July 1931 on Tudors and Phaetons, a longer body block was installed at the rear body mount position. (See illustration titled "Body Mounting Blocks" in this section.)

CHASSIS COMPONENT FINISHES

Chassis components were painted as noted on the "Undercarriage Finishes" chart in this section.

STANDARD HARDWARE

Standard hex head bolts had a thicker head (by 15% to 25%) compared to modern bolts and the heads showed subtle signs of the heading process, often in the form of a slight circular depression in the center of the top

Hex nuts were of two designs. The first was machined from hexagonal stock and was flat on the bottom with a slightly raised circle or "washer face." The top was slightly chamfered around the perimeter and flat at the center. The second design was blanked or sheared from the top down from steel stock creating a rounded chamfer around the top and a flat bottom.

Castle nuts had rounded grooves in 1928-30. Castle nuts with square cut grooves began appearing in 1930 and by 1931 were used predominantly. Castle nuts were dimensionally similar to modern versions except the standard castle nut used with a 7/16" bolt had a 5/8" hex. Only the early spindle bolt locking pin nuts and the hardened castle nut used for spring shackles (judged in area 23) had an 11/16" hex.

1928-29 BODY BOLT CHART

BODY STYLES		BODY TO FRAME BOLT HOLE NUMBERS							
		1	2&3	4	5	6	7	8	9
PHAETON	35-A	A	BL	C	D			D	GO
ROADSTER	40-A	A	BL	C	C			D	GO
COUPE	45-A	A	BL	C	C				GO
SPEC. COUPE	49-A	A	BL	C	C				GO
SPORT COUPE	50-A	A	BL	C	C				GO
BUS. COUPE	54-A	A	BL	C	C				GO
TUDOR	55-A	A	BL	C	D				GO
FORDOR L'BK	60-A,B	A	BL	CM	CM				GM
FORDOR S'BK	60-C	A	BL	CM	CM				GM
CABRIOLET	68-A	A	BL	CM	C			B	GM
OPEN CAB	76-A	A	BL	C	C				
PICKUP BOX (1)	78 -A						GO	GO	G
PANEL DELV.	79-A	A	BL	CM	F			HM	HM
CLOSED CAB	82-A	A	BL	C		C			
DLX. DELV.	130-A	A	BL	C	D				HN
TAXI	135-A	A	BL	CM	CM			CO	GM
TOWN CAR	140-A	A	BL	CM	CM			CO	GM
STA. WAGON	150-A	A	BL	CM	EN			EN	EN
TOWN SEDAN	155-A,B	A	BL	CM	CM			CM	GM
FORDOR, STD	165-A,B	A	BL	CM	CM			CM	GM
FORDOR (2W)	170-A	A	BL	CM	CM			CM	GM

A - 3/8"-24 x 2-1/4" Hex head bolt, lock washer, hex nut
3/8"-24 x 1-1/4" (in 1930-31)
B - 3/8"-24 x 2-1/4" Carriage bolt, lock washer, hex nut
C - 7/16"-20 x 2-1/4" Hex head bolt, lock washer, hex nut
D - 7/16"-20 x 2-1/4" Carriage bolt, lock washer, hex nut
E - 7/16"-20 x 3-1/4" Carriage bolt, lock washer, hex nut
F - 7/16"-20 x 2-1/2" Hex head bolt, lock washer, hex nut
G - 7/16"-20 x 3" Hex head bolt, lock washer, hex nut
H - 7/16"-20 x 5" Hex head bolt, lock washer, hex nut
I - 7/16"-20 x 5-3/4" Carriage bolt, lock washer, hex nut
J - 7/16"-20 x 5-3/4" Special head bolt, lock washer, hex nut
L - 13/32" x 3/4" x 1/16" Plain flat washer
M - 15/32" x 1-23/32" x 1/8" Plain "D" washer
N - 15/32" Sq. hole x 1-23/32" x 1/8 Special washer
0 - 15/32" x 1" x 1/16" Plain flat washer

1930-31 BODY BOLT CHART

BODY STYLES		BODY TO FRAME BOLT HOLE NUMBERS							
		1	2&3	4	5	6	7	8	9
PHAETON	35-B	A	BL	C	D			D	GO
ROADSTER	40-B	A	BL	C	C			D	GO
COUPE	45-B	A	BL	C	C				GO
SPORT COUPE	50-B	A	BL	C	C				GO
TUDOR	55-B	A	BL	C	D				GO
DLX PCKUP BOX	66-A						IN	IN	IN
CABRIOLET	68-B	A	BL	CM	C			E	GM
CABRIOLET	68-C	A	BL	GM		GM		E	GM
OPEN CAB	76-B	A	BL	C	C				
PICKUP BOX (2)	78-B						J	J	J
PANEL DELV.	79-B	A	BL	CM	DN		HM	HM	HM
CLOSED CAB	82-B	A	BL	C	C				
DLX. DELV.	130-B	A	BL	CM	DM		HM	HM	HM
STA. WAGON	150-B	A	BL	CM	EN			EN	EN
TOWN SEDAN	155-C,D	A	BL	CM	CM			CO	GO
S/W FORDOR	160-A	A	BL	C		D		GM	G
S/W TOWN SDN	160-B	A	BL	C		D		GM	G
DLX. FORDOR	160-C	A	BL	C		D		GM	G
FORDOR, STD	165-C,D	A	BL	CM	CM			CM	GM
FORDOR (2W)	170-B	A	BL	CM	CM			CO	GM
DLX. PHAETON	180-A	A	BL	CM	CM			CM	GM
VICTORIA	190-A	A	BL	CM		FM		CM	GM
PANEL DEL(DF)	225-A	A	BL	CM	DN		HM	HM	HM
SPECIAL DEL	255-A	A	BL	CM	EN			EN	EN
TOWN CAR DEL	295-A	A	BL	CM	CM	CM		GM	GM
CONV. SEDAN	400-A	A	BL	CM		CM		CM	GM

NOTES: OCCASIONAL VARIANCES TO THIS CHART HAVE BEEN NOTED.

(1) PICKUP BOX 78 - A ALL YEARS (1928-1931)
(2) PICKUP BOX 78 - B WIDE BED

This chart adapted from "The Ford Model A – As Henry Built It" by DeAngelis, Francis & Henry