MODEL A ENGINE NUMBERS

Month	First No.	Last No.
1927		
October 20, 1927	1	137
November	138	971
December	972	5275
1928		
January	5276	17251
February	17252	36016
March	36017	67700
April	67701	109740
May	109741	165726
June	165727	224276
July	224277	295707
August	295708	384867
September	384868	473012
October	473013	585696
November	585697	697829
December	697830	810122
1929		
January	810123	983136
February	983137	1127171
March	1127172	1298827
April	1298828	1478647
May	1478648	1663401
June	1663402	1854831
July	1854832	2045422
August	2045423	2243920
September	2243921	2396932
October	2396933	2571781
November	2571782	2678140
December	2678141	2742695
1930		
January	2742696	2826649
February	2826650	2940776
March	2940777	3114465
April	3114466	3304703
May	3304704	3509306
June	3509307	3702547
July	3702548	3771362
August	3771363	3883888
September	3883889	4005973
October	4005974	4093995
November	4093996	4177733
December	4177734	4237500
1931		
January	4237501	4310300
February	4310301	4393627
March	4393628	4520831
April	4520832	4611921
May	4611922	4695999
June	4696000	4746730
July	4746731	4777282
August	—	—
September	4777283	4824809
October	4824810	4826746
November	4826747	4830806
December	—	—
1932		
January	4830807	4842983
February	4842984	4846691
March	4846692	4849340

assembly date for a vehicle may be as long as three months after the date the engine was produced (four months in 1931). The style of numerals was changed in February 1931, altering the shapes of the 1, 6 and 9. The boss on the block for the number was painted with the engine and stamped afterwards. *In the interest of preservation the stamped numerals may be painted engine green.*

CHANGE IN ENGINE NUMERALS

BEFORE MARCH 1931

☆A1234567890☆

MARCH 1931 TO END OF PRODUCTION

☆AI234567890☆

FROM ENGINE NUMBER 4365834
(Stamped February 18, 1931)

The machined surface around the intake and exhaust ports can be painted Ford engine green or left unfinished.

The earliest engine blocks had a flat surface where the flywheel housing and throttle control assembly mounted. In December 1927, this was changed to two round bosses on the engine. In February 1929, the size of the pad was increased to cover both mounting holes, creating a flat oval shaped pad.

CYLINDER HEAD

Most cylinder heads had a subtle one or two digit indented casting number located just forward of the #1 spark plug. The letter "B" indicated a high compression head that became available in April 1931. Model A cylinder heads had no pronounced markings on them beyond those noted. *Aftermarket heads will appear nearly identical to factory original heads, except they may have raised bosses with numbers or letters. Some service replacements were labeled "Ford USA" or "Ford."*

The initial cylinder head had a 1/8" thick raised round boss for the distributor set screw. In March 1928 the boss was eliminated and a "Delta" mark was added, centered between the top front side of the water outlet and water

