

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

