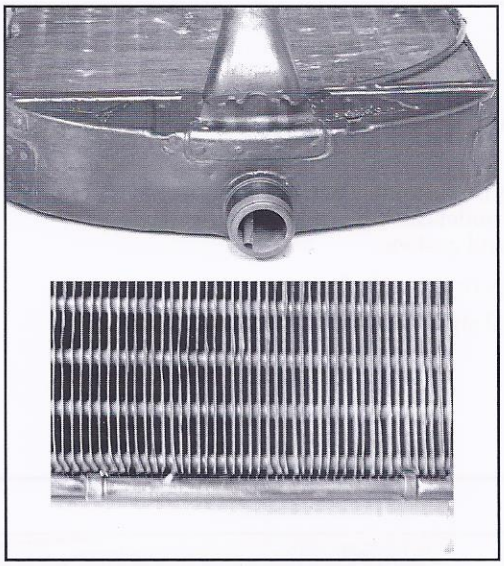
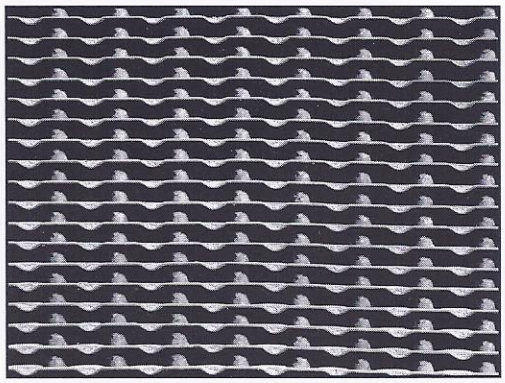


July through December 1929 McCord radiator with plain top tank and cast inlet pipe (upper) and overflow pipe clips (lower).



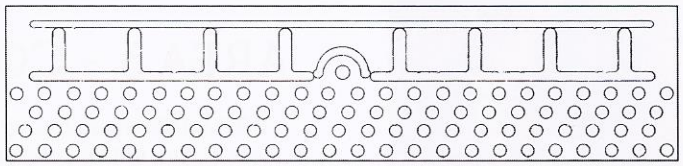
Oblong tubes with a dip on the front cooling fins between each tube - used in 1930 and 1931.

Starting in July 1929, radiators were also supplied by three outside manufacturers and were offered as special equipment to prevent overheating. From July 1929 through December 1929, a radiator manufactured by any one of the suppliers is considered correct. The core tube patterns identify each of the manufacturers;

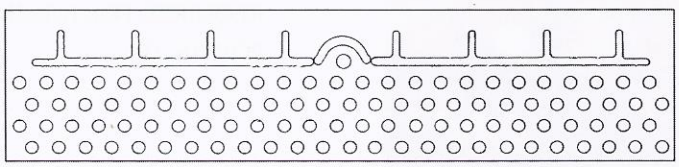
- The Ford core was made up of 94 seamed tubes set in four rows.
- The Flintlock core consisted of 100 seamed tubes, also in four rows.
- The McCord core had 87 seamed tubes set in five rows.
- The Long core pattern was identical to the Ford core.

The initial 1928 radiator is distinguished by a rectangular bracket (portion of bracket on top of the upper tank) for the radiator support rods. In mid 1928 the bracket for the radiator rods was

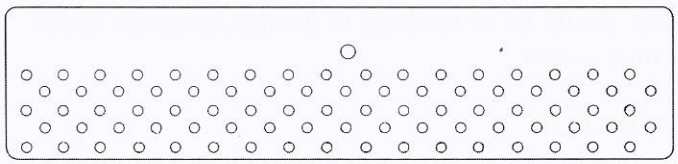
RADIATOR CORE TUBE PATTERNS
SHOWN FROM THE TOP



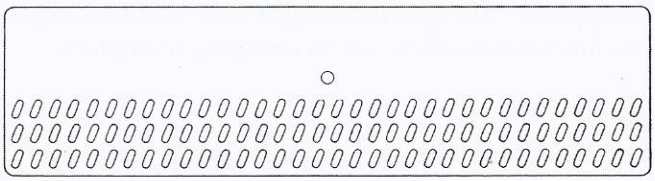
FORD 1928 through 1929, Long July 1929 through December 1929- FOUR ROWS, 94 ROUND TUBES



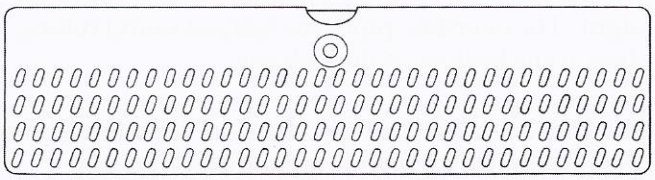
FLINTLOCK - 1929 - FOUR ROWS, 100 ROUND TUBES



MC CORD - 1929 - FIVE ROWS, 87 ROUND TUBES



FORD 1930 through 1931 THREE ROWS, 102 OBLONG TUBES



FORD COMMERCIAL - FOUR ROWS, 136 OBLONG TUBES .

changed to a triangular shape extending to the filler neck. Radiators in 1928 had no head lamp wiring crossover tabs. The lower side brackets had two holes on each side for attaching the fan shroud and the radiator shell.

The upper tank surface had reinforcing ribs which formed a large "X" on each side of the filler neck. The lower tank was rectangular shaped with the exception of the water outlet pipe fitting.

In March 1929, the extra hole in each lower side bracket for the fan shroud was discontinued. At the same time, three head lamp wiring clip tabs (11/32" wide and 20 gauge thickness) were spot welded