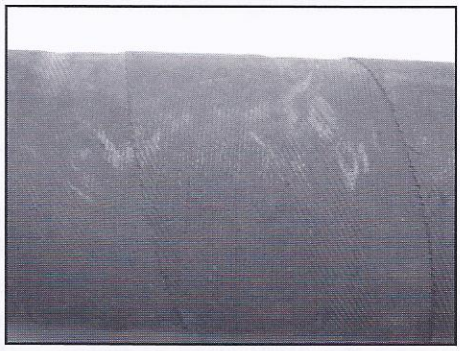
the shroud to hold the right headlamp wire and a groove formed near the bottom to provide clearance for the radiator overflow pipe. From February 1928 through February 1929, the wire was routed through a long channel and the diameter of the fan opening increased by 1/2". This shroud had a rectangular cutout for the overflow pipe.

RADIATOR HOSES and HOSE CLIP (HOSE CLAMP) ASSEMBLIES

Radiator hoses were either predominantly black with a red longitudinal stripe which was generally installed with the red stripe facing upward or all red (a small percentage of production).



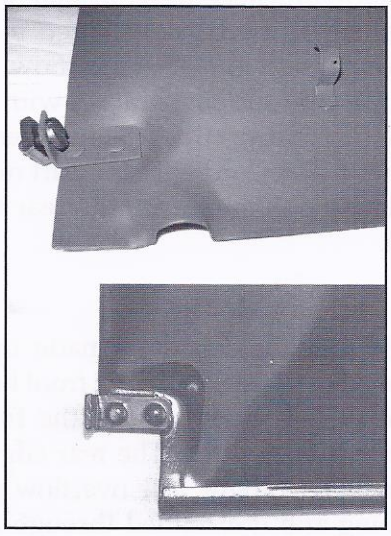
Close up view of original red-striped radiator hose and clamp



Original all red radiator hose

The black hose had a coarse spiral wrapping pattern which is quite visible. The pitch (width) of the spiral pattern from the mold varied. The pattern could be in either the right hand or left hand direction. The red hose had a "U" pattern on the edge of the coarse spiral wrapping pattern which is quite visible. None had a Ford script imprint. The two lower hoses were 2-3/4" long. The upper inlet hose was 6-1/4" long in 1928-29 and 8-1/2" long in 1930-31. Beginning in early 1930, a four row, oblong tube radiator was introduced for heavy commercial vehicles which required a 9-1/4" long upper inlet hose.

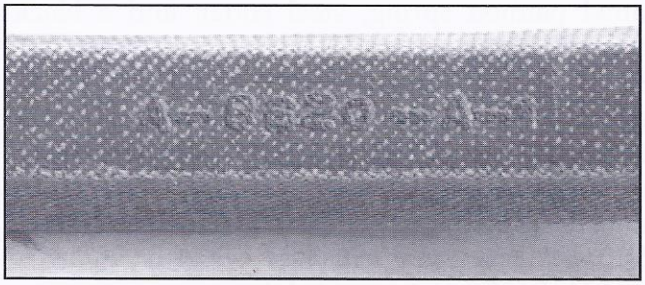
Both radiator inlet upper hose clamps had the screw on the top side of the hose with the head toward the driver's side. On the radiator outlet hose nearest the radiator, the clamps had the screw on the driver's side with the head facing upward. On the radiator outlet hose at the cylinder water inlet casting, the clamps had the screw on the top of the hose with the head facing the driver's side. Original clamps were either dull zinc or cadmium plated and were not stamped with size numbers. The inlet radiator hose clamp assembly round head screws (No. 10–24 x 1-1/4") and outlet clamp screws (No. 10–24 x 1-1/8") were secured with square nuts (1/8" x 3/8") plated to match the radiator hose clamp assembly finish.



Early 1928 fan shroud with clips for headlamp wire and groove for the overflow pipe (top), Fan shroud with channel for headlamp wire and rectangular cut out for the overflow pipe (bottom)

FAN and FAN BELT

Only two basic types of fans were used during the Model A Ford production. The first, used throughout production, was a steel, two-bladed, double thickness propeller type manufactured by Ford. In late July 1930, an engineering drawing was released for the production of a single thickness fan blade to be produced by Holley with a large



Beginning in May 1931, some fan belts had the part number (A-8620-A-1 shown).