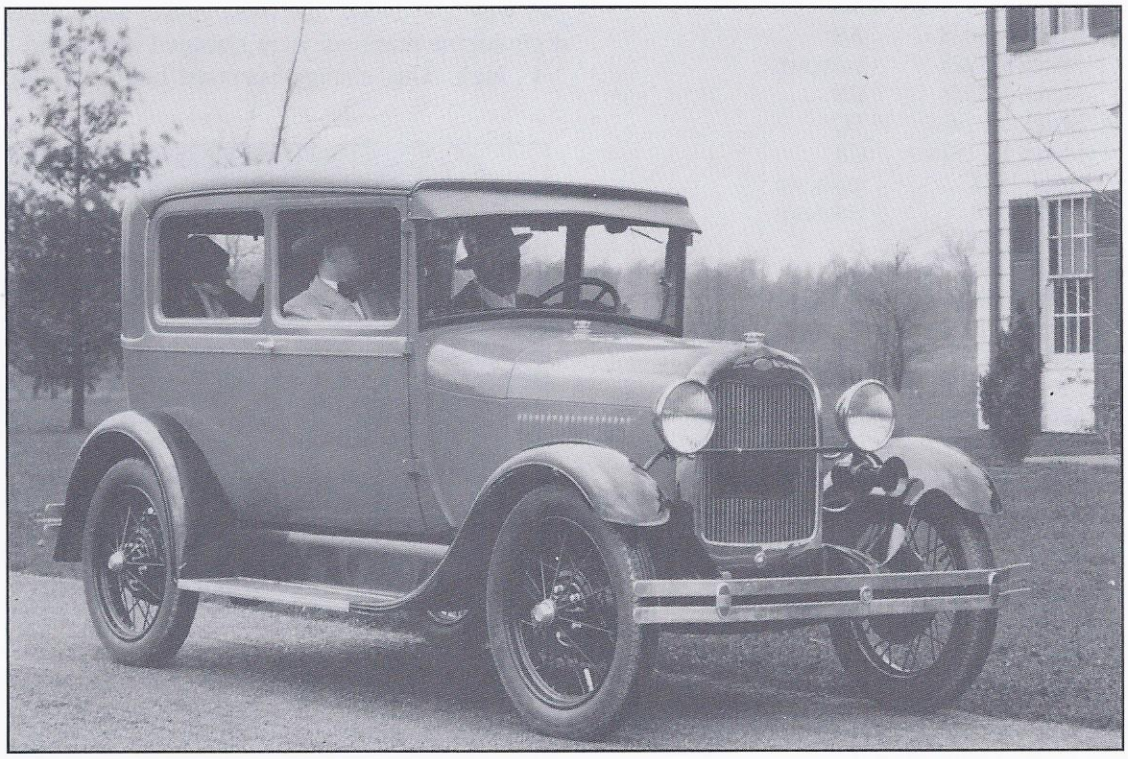
EARLY 1928 VEHICLES

Supplement to the Restoration Guidelines & Judging Standards



Early 1928 Tudor

GENERAL

This section describes some unique characteristics of the earliest models. For the purposes of this section, the following vehicles are included:

- **1927 Vehicles** - October through December 1927, from the beginning of production through engine number 5275*. The first 200 display vehicles were not supposed to be sold to the public, but eventually returned to Ford.
- **January through June 1928** includes engines 5276 through 224,276*.

** Numbers are approximate, as engines were test run, then numbered and were not installed in vehicles sequentially*

The descriptions that follow have been arranged to match the 23 judging areas. Some of the characteristics are not observable during the judging process (such as the shape of connecting rods), but are included for information to restorers and are noted with an asterisk (*).

The listing is not a total compendium of all the changes that occurred through June 1928. Some features have been omitted for the sake of brevity, and some very early features have been omitted if they are found on only a few existing vehicles.

PRODUCTION

The design and early production of "The New Ford" was a very hectic period in the Ford Motor Company. After months of changeover from Model "T" production, the earliest Model "A's" began to roll off the Rouge assembly line in late October 1927. Formal introduction of "The New Ford" was made December 2, 1927.

The following body styles were introduced in 1927:

Phaeton	35-A
Roadster	40-A
Standard Coupe	45-A (steel back)
Sport Coupe	50-A
Tudor Sedan	55-A (10-21-27)
Open Cab (Pickup only)	76-A
Heavy Trucks	AA (production very limited)

The following body styles were introduced later in 1928:

Business Coupe	54-A	May 5, 1928
Fordor Sedan	60-A	May 27, 1928
Closed Cab	82-A	June 4, 1928

The early 1928 Fords were assembled at the following plants. The assembly plant was sometimes identified by initials and a production number, such as CHI 148 for the 148th unit of Chicago, stamped into the body cross rail, near the front seat riser.