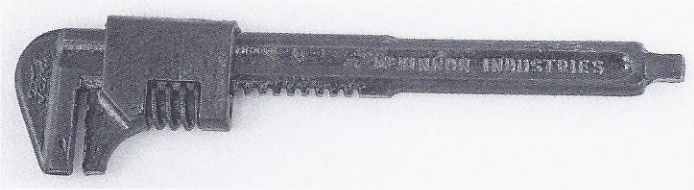
- Tool bag made from top material or artificial leather with single "Common Sense type" twist type fastener and was supplied through early 1929. Same as the first design in the USA.
- Tool bag made from top material or artificial leather with two cadmium or nickel plated single wire or solid double wire snaps and was supplied from late 1928 through the end of production.

ADJUSTABLE WRENCH

All adjustable wrenches were approximately 9-1/4" long and had a 3/8" square end on the handle, which was used to remove the differential plugs. From the beginning of production through May 1928, all adjustable wrenches had Ford script on the fixed jaw. Some Canadian made adjustable wrenches had Ford script with "MADE IN CANADA" while others were unmarked. Either style could be unfinished or painted black pyroxylin prior to assembly. One early manufacturer, McKinnon Industries supplied adjustable wrenches from the beginning of production through mid 1929. Their adjustable wrenches had a Ford script and trademark with a scotch thistle *(looks like a pineapple)*.



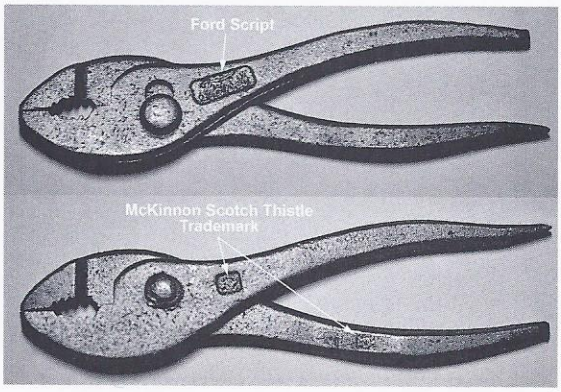
A McKinnon Adjustable wrench with Scotch Thistle trademark

SPARK PLUG AND CYLINDER HEAD NUT WRENCH

Spark plug wrenches were either plain or had a manufacturer's logo. An early version had a part number and a McKinnon Industries scotch thistle logo. Spark plug wrenches were generally supplied from the USA. *Refer to Area 17 in the Guidelines for the finish on USA wrenches.*

PLIERS

Canadian pliers were carried over from the Model T era and measured 1-1/4" across the widest part of the jaws. Initially all pliers were Ford script and painted black pyroxylin. After early 1929, pliers were produced with or without a Ford script. One supplier, McKinnon Industries supplied pliers with a Ford script and a scotch thistle trademark from the beginning of 1928 production through mid 1929.



OPEN END WRENCHES

The small open end wrench had 7/16" and 1/2" openings. The large open end wrench had 9/16" and 5/8"openings. Canadian Model A wrenches were 1/4" thick at each end. Some wrenches had a Ford script with "Made in Canada" while others were unmarked. Either style was unfinished or painted black pyroxylin.

SCREW DRIVER

The screw driver was the same as supplied by Ford in the USA. In late 1930, The Ford Motor Company of Canada, Ltd omitted the screw driver from the tool kit through the end of production. *Note, screw drivers can be included in a tool kit, but will not be judged for late 1930 through the end of production vehicles.*

JACK

The jack and jack handle supplied with Canadian assembled vehicles were as follows:

Usage	Jack	Jack Handle
1928 - 1929	A-17080	A-17081
January through May 1930	A-17080-B1	A-17081-A
June 1930 through October 1930	A-17080-B3	A-17081-C (square drive without hinge)
September through December 1930	*A-17080-B4	AC-17081 (square drive with hinge)
December 1930 - End of production	A-17080-C1	A-17081-B

*** Note: The A-17080-B4 jack was never released for USA production**

TIRE IRON

The tire iron designs were the same as in the USA. The tire iron was unfinished with no markings and used throughout production.

STARTING CRANK and WHEEL WRENCH

Starting cranks provided with Canadian assembled vehicles were introduced approximately sixty days after those designs were introduced in USA assembled vehicles.