

**Chapter 2** Page 3 In footnotes 4, 5, 6, and 7 the 'F' should be the last letter, not the penultimate letter.

**Chapter 4** Page 24 A fifth distinct 'flat' front cross member has surfaced. It differs from that shown in the photograph at the bottom of the first column in that it has two pairs of 11/32" holes for attaching the first version of the B-6038 engine front support insulators, one pair spaced 15" apart for the initial Model B front engine support and the other pair spaced 12" apart for the V-8 front engine supports, 18-6030-A and 18-6031-A (and the later Model B support).

Its existence suggests that perhaps a sixth version exists as well (one as described above, but with two pairs of 29/32" diameter holes centered 12" and 15" apart to permit it to be used with either version of the Model B front engine support, any of the V-8 front engine support versions, and either version of the B-6038 engine front insulators). When B-6038-C insulators were used, they would have been accompanied by a B-6049 stamped steel seat (see page 4-25 for more information regarding the B-6049 seat).

Page 25 What likely is a rare B-6038-B engine front insulator has recently shown up in NOS form. It would have preceded (and very briefly so) the familiar B-6038-C insulator which was initially used with a separate B-6049 stamped seat. The B-suffix version looks just like the C-suffix version except that it has its own integral stamped steel bottom or seat with the same outside diameter as the rest of the insulator. Like the separate B-6049 seat, the hole in the steel bottom of this insulator has a lip to fit into the 29/32" holes in a 'flat' front cross member. Based on my experience, this insulator (shown below) is even rarer than the original B-6038 shown on page 24.



- Chapter 5** Page 6      The dimensions of the four-cylinder tappets shown in the illustration in the first column are incomplete and should read 2.486" (upper) and 2.518" (lower).  
In the last paragraph, only the early oil filler cap (B-6766-A) was a carryover Model A part. The early small-diameter filler pipe (B-6763-A) was not a carryover part; it is 9 1/2" long, 2 1/2" longer than the Model A filler pipe.
- Page 7      The purpose of the slit in the left-side engine splash pan shown in the photos on pages 7, 16, and 17 and cited in the first paragraph in the second column on page 7 was evidently to provide clearance for the brake rod beneath it. The evidence suggests that actual interference was highly unlikely and the slit was eliminated in the last version of these splash pans.
- Page 14      In the middle of the second column the original screw size for attaching the oil pan tray to aluminum oil pans was #12-24 x 1/2". Judging from casting dates on some recently-observed aluminum oil pans (and the June 30<sup>th</sup> photos on pages A-1-24, 25, and 26), the timing of the enlargement of the top of the semi-circular boss on the left side of the pans for the oil level indicator (dipstick) was late June, not mid-July.  
The numerous variations of cast-in markings on aluminum pans strongly suggests that more than one supplier made these pans for Ford. For example, some pans have cast-in part numbers (raised on the lip of the pan, raised in the center of the inside of the pan, or recessed on the center of the outside bottom of the pan), some have cast-in dates of when they were made, and some have various letters either recessed or raised both inside and outside the pan.
- Page 15      The surviving engineering drawings for the aluminum oil pan and its counterpart drain plug (18-6730) specify 7/8-14 threads, which are 'national fine'.  
Initially however, the drain plug used for aluminum oil pans was the same as that used on Model B steel oil pans, namely B-6730 which has special extra-fine 3/4-24 threads (not 3/4-16 national fine threads as stated in the text). This was a poor

**Chapter 5** Page 15 choice for use in aluminum, hence the change to larger, coarser threads. This change seems to have taken place in late June concurrent with the increase in the radius of the surface area surrounding the opening for the oil level indicator (dipstick) from 1/4" to 7/16" – see above note for page 14. On aluminum pans with the 3/4" drain hole, the machined recess surrounding the drain hole was 1 1/8" in diameter to clear the 7/8" head on the B-6730 plug (later versions of this plug had a 15/16" head which just clears the 1 1/8" diameter recess in the pans). Aluminum oil pans with a 7/8" diameter drain hole had a 1 1/4" diameter machined recess to clear the 1 1/16" head of the 18-6730 drain plug.

**Chapter 7** Page 4 In the first paragraph in the second column, the 1/16" x 2" B-16540 front fender anti-squeak webbing on top of the chassis frame was 52 17/32" long. According to the engineering drawing for this webbing, there was a 3 5/8" x 21/32" rectangular notch with 1/4" radius corners beginning 43 1/16" from the front of the webbing whose purpose is to expose the engine/VIN number stamped on top of the left chassis frame rail adjacent to the dash (firewall). As the same piece of webbing was used for both front fenders, this notch would also appear on the right side, but without any purpose.

Page 8 Mention should have been made of the three rubber anti-squeak strips that insulate the frame horn covers from the gas tank (one on the right-side cover [B-16398] and two on the left-side cover [B-16399 above the gasoline filler neck and B-16400 below the filler neck]).

**Chapter 11** Page 3 (immediately underneath **Parts Common to All Bodies**)

The 1/16" x 2" woven webbing used to insulate the body from the top of the chassis frame extended from the rear end of the B-16540 front fender anti-squeak webbing rearward to just beyond the last body-to-frame bolt on the horizontal surface of the frame immediately in front of the kick-up in the frame to accommodate the rear axle. This webbing was originally attached to the frame with brass grommets to hold it in place when the body was dropped on to the

**Chapter 11** Page 3 to the frame (see pages A-1-28, 29, and 30). Rectangular (1 1/2" x 2") fabric-reinforced rubber pads were used between the passenger car and sedan delivery bodies and their frames for the two rearmost body-to-frame attachment points on each side. The rear pad was 1/4" thick and the front pad was 1/8" thick (see page 11-17). The other commercial vehicles used the same front pads and similar 1/4" thick rear pads.

Page 29 On deluxe closed cars (except the deluxe coupe) and the cabriolets and convertible sedans, the early straight wood grain pattern was a combination of straight grain on the lower portion of the front belt rail finish panel (dash) surrounding the opening for the instrument panel and burl grain on the upper portion where the panel is attached to the cowl. The early grain pattern for deluxe phaeton and roadster panels was entirely straight grain.



Page 37 At the top of the second column on this page, it is stated that the body number tags were riveted to the #1 floor cross sill. In fact, they were retained with two round-head drive screws (no slot), like the dash (firewall) patent plate fasteners.

Pages 40 and 41

All of the rear floor pan references on these two pages, including the four photo captions, should include the B-520 deluxe coupe as this body type also shared this same rear floor pan. In other words, all of the '32 passenger car bodies built by Murray for Ford used the same rear floor pan.

- Chapter 11** Page 48 In the third paragraph in the second column, both the lower and upper seat tracks of the deluxe coupes were longer (17” vs. 15”) and had more mounting holes in both the lower (6 versus 4) and upper (5 versus 4) tracks.
- In footnote 40, there is no difference in the width of the #2 floorboards used in deluxe coupes and the remainder of the North American passenger cars. The uniqueness of the deluxe coupe #2 floorboard is on the bottom of the board where additional relief is provided to clear the additional rivet heads that exist on the deluxe coupe's sills.
- Page 50 In the middle of the second column, it should be noted that the front belt rail finish panels (dashes) on commercial vehicles (except the B-410 sedan delivery) and trucks were painted body color. The paint color used on the B-410 sedan delivery front belt rail finish panels (and moldings) was the same as on the standard Tudor sedans, namely ‘interior gray’.
- Page 57 No mention is made of the 68 deluxe pickup bodies (beds) made in June and August, 1932 nor the presumably-deluxe cabs made to go with those pickup bodies as no further information has been encountered beyond the listing of the production figures listed in Ford’s “Assembly Record Types” (see addition to Appendix 4 below) nor I am aware of any surviving examples.
- Page 61 While implied, it should have been made clear that Winterleaf brown light was the only color choice available for the station wagon for individual retail sale, although there is some indication that a few of the earliest ones produced were painted in carry-over Model A browns. Fleet buyers could specify other colors under Ford’s paint policy for commercial accounts.
- Page 65 As the table demonstrates, there were thirteen different ‘factory’ truck bodies offered in the U.S. on the 131 ½” wheelbase truck chassis, not twelve as stated at the top of this page.

**Chapter 14** Page 14 Unlike standard roadsters and standard coupes without rumble seats, which had no upholstery panels in their trunk compartments, the deluxe coupe both with and without a rumble seat had black pressed paper (cardboard) panels glued to the inside of the quarter panels. Examples of these panels with a waffle pattern in the pressed paper have been noted, although most of those observed have a smooth finish (in one case, both types appear on the same car).  
These panels ran from the rear of the quarter panels up and over the wheelhouses forward to just behind the interior 'B' pillars. The photos on pages 11-48 and 15-20 show at least the lower edges of these pressed paper panels. Presumably the purpose of these panels was noise suppression.

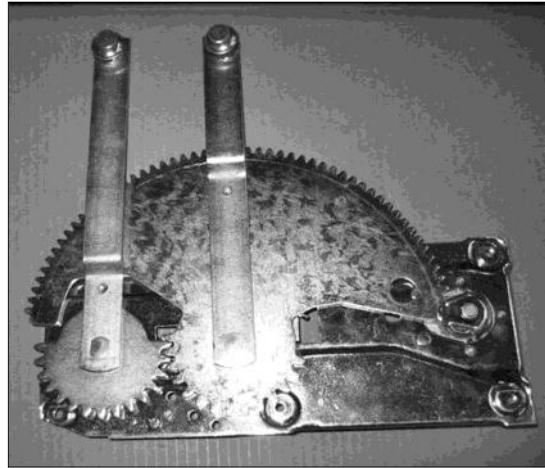
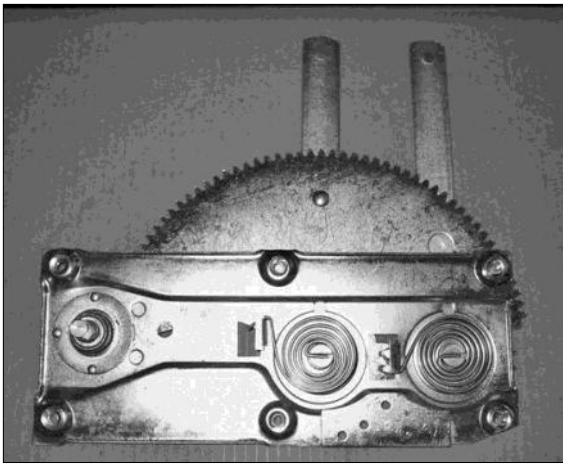
**Chapter 15** Page 10 The reference to cotton padding in the last paragraph in the first column and that shown in the photo at the bottom of the column are incorrect; no padding was used in standard phaeton and roadster door trim panels. In the second column, the head of the attaching ratchet nails is described as textured, but many originals encountered have smooth heads.

Page 19 I was evidently thinking of '33-'36s in the last paragraph on this page, but the T-shaped check straps used on '32 Fordor sedans and deluxe coupes attach to the doors, not to the hinge pillars as they do on those later-model cars

**Chapter 16** (a new section added to this chapter)

**WINDOW REGULATORS**

The 1932 model steel glass channels and window regulators from the supplement to the 1936 “Automotive Hardware and Trimming Supplies” catalogue shown in Appendix 8 are understandably those that Ford still offered for service at that time. That there are two different glass channels shown for Fordor front doors is clear evidence that some changes took place along the way and that those changes involved window regulators as well (note the 'key hole' differences between the two channels shown). Judging from the October 15, 1932 “Body Parts Price List”, these changes took place within the '32 model year as the channels and regulators shown in Appendix 8 are the only listings in that catalogue (even though one of the channels is incompatible with the regulator).



B-194200 window regulator

The window regulator shown above and in Appendix 8, B-194200, carries a Victoria body part prefix which suggests that it was first released for the Murray-built bodies, namely the Victoria, convertible sedan, and deluxe coupe. Given the order in Ford's part numbering system, logic would dictate that if a window regulator fit all of the closed cars, as does B-194200, it would carry the prefix of the body with the lowest assigned body number, namely B-45, the standard coupe. This too suggests that some other regulator(s) existed earlier.

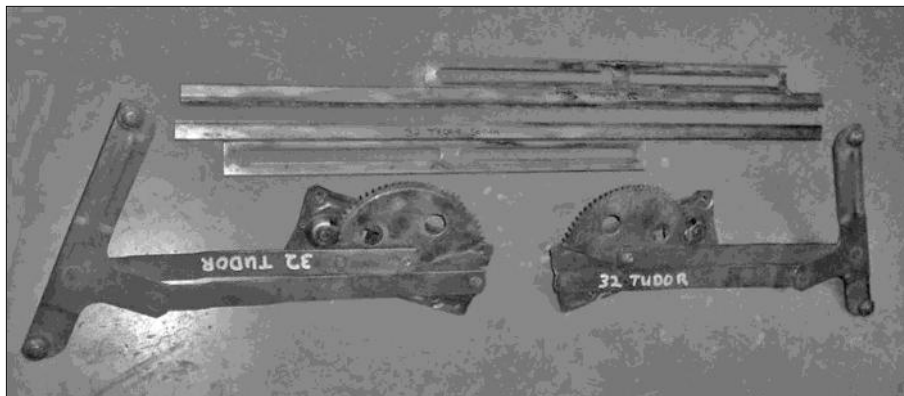
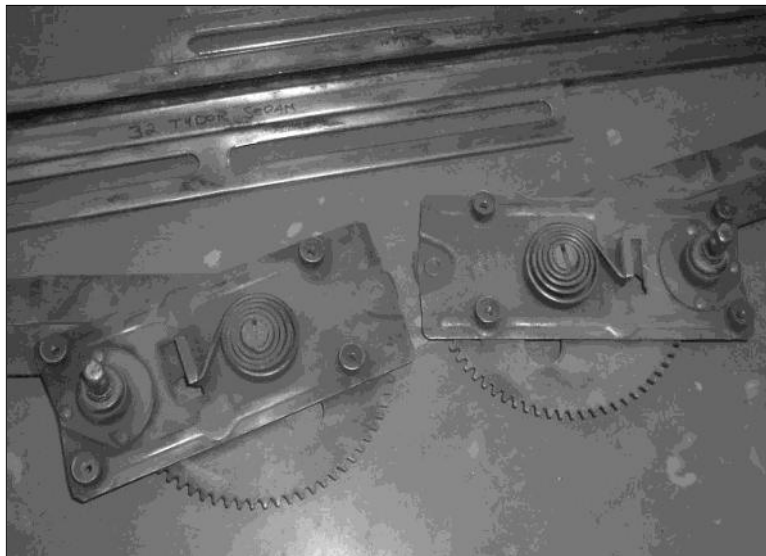
In fact, there were two earlier regulator designs used in '32 model production of Ford-built closed cars (standard and sport coupes, Tudors, and Fordors) and one in Briggs-built cabriolets.



**Chapter 16** (a new section added to this chapter) continued

The earliest of these closed car regulators mates with the glass channels like B-45692-AR (shown in Appendix 8) with the 'key holes' in the one-piece lower flange lined up the same way. These regulators had two gears, a single coil spring, and two arms that were connected at their outer ends to a T-shaped stamping to which the two rollers and springs are attached on the ends of the top of the 'T'. Hence, unlike the later regulators, the arms of this early regulator are always approximately parallel with one another regardless of the position of the glass in the door. Also unlike all of the other front door window regulators, these early regulators attached to the door inner panels in four places in a vertical position.

The design of this regulator required separate sash stops attached to the door inner panel. These (2 per door) were triangular-shaped stamped brackets into which a rubber bumper such as B-46570 (also shown in Appendix 8) was inserted. The brackets were riveted to the inside of the door inner panel.



Early

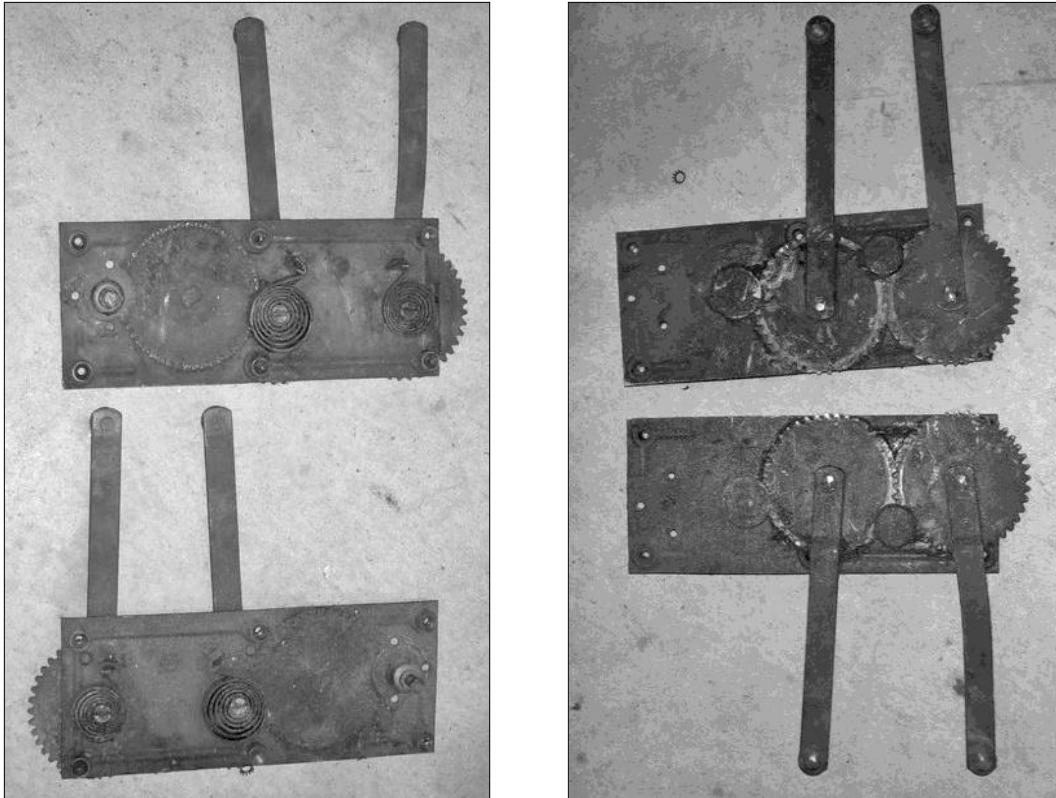
dow regulators

'vertical' win-



**Chapter 16** (a new section added to this chapter) continued

The other regulator design used prior to B-194200 had five gears, two coil springs, and arms that moved in opposite directions when operated (like B-194200). The regulator attached to the inner door panel in six places in a horizontal position. This type of regulator was used with steel glass channels that had two separate 'key hole' flanges with their holes and slots lined up opposite to one another such as B-45962-B (also shown in Appendix 8).



Initial horizontal window regulators

This 'horizontal' regulator design also required the separate sash stops described above.

The B-194200 window regulators did not require these separate stops as a threaded stop pin was incorporated into its design and three different holes were provided for the pin to afford a measure of adjustment.

**Chapter 16** (a new section added to this chapter) continued

In the following photos of the inner panels of a cabriolet door, a deluxe coupe door, and those of a Fordor and Tudor, note that the hole pattern in the cabriolet door and deluxe coupe is such that only the 6-attachment point 'horizontal' regulators could be installed. In either of the Fordor and Tudor doors, either the 'horizontal' or the 4-attachment-point vertical regulators could be installed. The same applies to all of the standard/sport coupe door inner panels that I've seen.



Cabriolet inner door panel

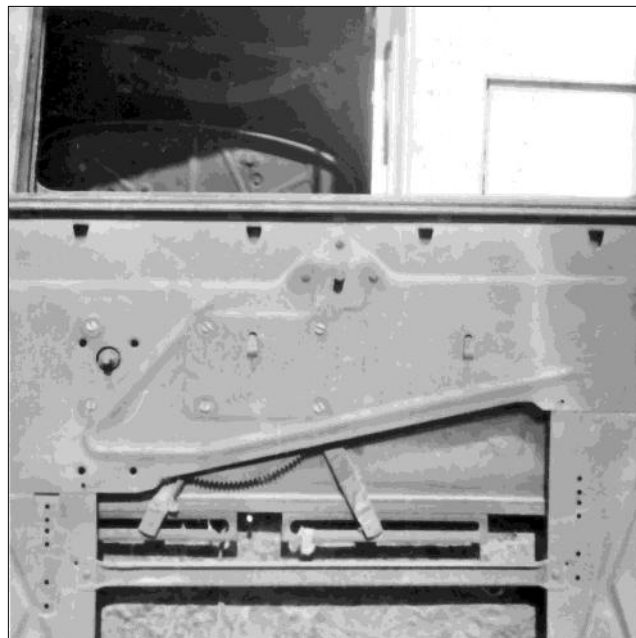


Deluxe coupe inner door panel

**Chapter 16** (a new section added to this chapter) continued



Early (left) and late Fordor inner door panels



Late Tudor inner door panel

In the photo on the right of a late Tudor door, note the B-194200 regulator (with the large diameter gear) and the six unused holes in a vertical row on either side of the opening for the map pocket. These are for the stop brackets mentioned above, but in this case those brackets were not required. In the photo with the two Fordor doors these brackets are installed along with a 4-attachment point vertical regulator on the door on the left.

**Chapter 16** (a new section added to this chapter) continued

Note that all three of the above regulator designs have countersunk threaded spacers to accept the four or six #12-24 slotted flat head attachment screws. Some '33 regulators look like the initial version of the '32 horizontal regulators, but they lack these threaded spacers.

**Chapter 16** Page 3 Examples of the large (5/8" by 1") oval trademark dated June, 1932 have been observed on glass in several highly original cars indicating that the change to the smaller-sized oval was not uniformly implemented in May.

Page 4 In the first paragraph, the practice of making readable trademarks on the right-hand part would result in the trademarks being readable from **outside** the car and readable from the inside of the car when installed on the left side of the car.

In the second paragraph on the 5<sup>th</sup> line, it should read "...the **front** corner of the quarter window..." instead of the rear corner and on the 7<sup>th</sup> line, it should be "...all readable from **outside** the car."

In the 6<sup>th</sup> and 10<sup>th</sup> lines of the third paragraph, it would be the **right-side** (not the left-side) glass that would have to be newly created in order for all of the side glass trademarks to be readable from inside the vehicle.

Page 5 The corner beads on the deluxe coupe were chrome plated and judging from the Archives photos in Appendix 1, so were some of those on other early closed body types (standard coupes, Tudors, Fordors, and Victorias), but that practice was evidently short lived as the later photos in that Appendix all indicate that the beads were painted the same color as the rest of the windshield frame on these closed body types.

Pages 5 and 9 The change from 7/16-20 threads to 3/8-24 threads on the deluxe phaeton-roadster post rear view mirror evidently was after Job #1 as an unaltered '32 deluxe left-hand windshield post has turned up with 7/16" threads.

**Chapter 16** Page 12 The upper photo caption should read: “Standard phaeton-roadster (top) and closed car windshield wiper motors plus both early and late deluxe wiper arms and early standard and late deluxe wiper blades”.

**Chapter 17** Pages 9 and 10 An amazingly original standard roadster surfaced recently, complete with what appears to be the original top material, upholstery, and nearly all original paint and hardware. The top material is made of long-short grain pyroxylin artificial leather on its outer surface. Although it has obviously been coated several times with ‘top dressing’, as was the practice of the times, which obscures much of the material's outer texture, the area underneath the valance above the rear curtain was not coated and the long-short grain outer texture is perfectly preserved.. The interior of the top material is off-white in color and made of woven cotton, not black as shown in the photo of an original standard roadster side curtain on page 17-11.

This would seem to solve the question of what the black and white post-mid-June top material looked like. In other words, only the interior of the standard top material changed, from black to white, and the outer surface remained the same long-short grain artificial leather.

**Appendix 4** Page 4

	<u>U.S.A</u>	<u>Canada</u>	<u>Australia</u>	<u>Rest of the World</u>	<u>Total</u>
Open cab bodies (B-76)	562	27	—	12	601
Closed cab bodies (B-82)	3,019	33 a/	—	384	43,436
Pickup bodies (B-78)	13,826	402 a/	—	44	14,272
Deluxe pickup bodies	68	—	—	—	68

The above data are supplemental to that shown in Appendix 4. Note that both the B-76 and B-82 cabs were used on both the commercial (106” wheelbase) and truck (131 1/2” and 157” wheelbases) chassis. In other words, they are not additive to the totals shown on this page. No further breakdown of the data has been encountered.

**Appendix 4** Page 4 continued

If you compare the above figures with the commercial and truck chassis production numbers shown on page 4, it is obvious that a fair number of commercial and truck chassis were built as cab-less drive-away units (more than 8,200 in the U.S.). Further, in the U.S. the number of pickup bodies is nearly 1,900 less than the 106” wheelbase commercial chassis produced. Were all of these pickup body-less chassis also cab-less or were some equipped with factory-built cabs, but no pickup body (bed)? It is highly likely there were some of the latter, but the number went unrecorded.

- a/ Unlike in the U.S., the Canadian cab and pickup (bed) bodies were not sold separately, but Rather were included in the base price of what was called the “light delivery” (a.k.a. a 106” wheelbase pickup with a closed cab). These data indicate that most 131 1/2” and 157” wheelbase trucks also were sold with closed cabs as standard equipment.

**Appendix 6** Page 3 Contrary to what is printed, footnote (4) does not apply to the sedan delivery.

**Appendix 12**

The finishes on fasteners shown in this appendix are a combination of those listed in the parts catalogues, engineering releases, and observed on original vehicles. They should not be viewed as ‘hard and fast’ as variations in finishes are often encountered between vehicles and even on like fasteners on the same original vehicle. There can be no question that Ford did not hold up its production lines for want of a particular cadmium-plated bolt, nut, or washer if the same fastener was on hand without plating (“S”) or in black oxide (“S-2”) or vice versa. A good example of this is the finish encountered on original body-to-frame bolts. Both S-7 (cadmium plated), S-4 (black paint over raven plating), and S (plain without plating or paint) finish bolts have been encountered on highly original cars.

Page 2 The length of the B-2249 special bolt for attaching the rear brake backing plate under 3) is 15/16”, not 1 3/8” as printed.

Page 6 In item 9), the numbers of lock washers are reversed. The correct numbers are 3 for the special lock washer and 1 for the standard lock washer.

Page 12 Under 9), some early transmission gear shift housings have #12-24 threads instead of 1/4-20 threads for the rear stop lamp switch attachment.

**Appendix 12** continued

Page 25 The correct bolt in item 10) is 227xx ( $3/8$ -16 x  $1\ 1/8$ "") and the lock washer is 34807 ( $3/8$  [ $3/32$ " x  $21/32$ ""]).

Page 26 The length of the bolt in item 15) is  $1\ 3/8$ ", not  $1/38$ ".

Page 28 The diameter of the lock washers in item 39 is  $21/64$ ", not  $7/32$ ".

Page 32 In the last line of item 1), while the part number and dimensions are correct, the finish was zinc, not plain.

November 22, 2011

**END**