**The 1935-1936 Ford Model 51 V-8 Trucks Book Changes and Corrections – No. 2**

The following is the second list of changes and correction to the first edition of the book as published. Each is identified by one of four categories noted at the beginning of each change as follows:

- (F) – Factual error correction
- (C) – Clarification
- (N) – New information
- (T) – Typographical or compositional error

| Page | Change, Edit, Comment or New Information |
|---|---|
| **Chapter 1 – Ford Trucks 1917-1936** | |
| 5 | (T) The table at the bottom of the right-hand column should be shown as Table 1.3-1, not Table 1.3-2. |
| **Chapter 2 - Exterior** | |
| 40 | (N) Replace the last sentence in Section 2.24 with the following:<br><br>"Beginning in mid-August 1935, a special 9/16" hexagonal license plate adjusting washer 1/8" thick with a ¼" diameter hole (Part No. 351313) was introduced." |
| **Chapter 3 - Interior** | |
| 53 | (F) The dimensions of the anti-squeak material were incorrectly identified. The sentence at the bottom of the left hand column should read:<br><br>A strip of approximately 1" wide by 1/16" thick anti-squeak material (Part No. 50-810335) ….. |
| 56 | (C) In the third sentence of the second paragraph of Section 3.17 remove "(Part No. 50-812210)" and replace with "(see Section 3.22)". |
| 56 | (C) In the third sentence of the second paragraph of Section 3.17 delete the number "15". |
| 57 | (N) Modify the beginning of the first full sentence in the right-hand column to read as follows:<br><br>"In May 1935, two additional ¼" diameter door trim retainer holes were ….." |
| 58 | (N) In Figure 3.17-2, replace "Mid-1935" with "May 1935" in the captions for the Type 2 and Type 3 doors. |
| 69 | (N) Replace the first sentence of the paragraph on the bottom left-hand column as follows:<br><br>"Type 1, 2 and 3 door panels (Part Nos. 50-812210/1-A/B/C/D) and Type 4 door panels (Part Nos. 67-812210-A/B) cover the interior surface of the door." |
| 69 | (C) At the end of the second sentence in the paragraph at the bottom of the left-hand column, replace "Section 2.8" with "Section 3.17". |
| 69 | (N) New information has become available documenting a field modification to Type 2 door panels with additional top holes. Add the following after the end of the paragraph under Figure 3.22-7.<br><br>"In April 1935 Ford released a drawing and instructions for adding four holes across the top of the door panel for additional fasteners to presumably address customer |

<table>
<tr>
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<td>complaints that the new panel design without the garnish molding was separating from the door. The drawing showing the locations of the additional holes, creating a "7 holes across the top" version is shown in Figure 3.22-8. This was a factory-approved field modification after production."

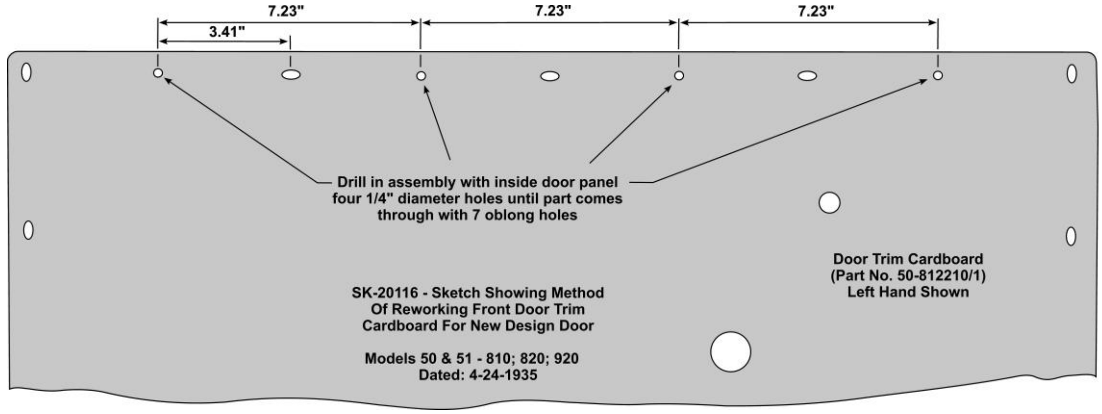


**Figure 3.22-8 – Type 2 Door Additional Top Fasteners Installation**</td>
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<tr>
<td>69</td>
<td>(N) New information has become available documenting a field modification to Type 4 door panels with two additional top holes. Add the following to the end of Section 3.22.

"In March 1936 Ford released a drawing and instructions for adding two holes across the top of the door panel (Part No. 67-812210). The drawing showing the locations of the additional holes at the top corners of the panel as shown in Figure 3.22-9. This was a factory-approved field modification after production. Door panels manufactured between late December 1935 and early March 1936 may have been produced without these holes. Subsequent Ford Engineering Drawings show these two top holes to be present in production so the assumption is the addition of these two holes to production panels and doors occurred around March 1936."

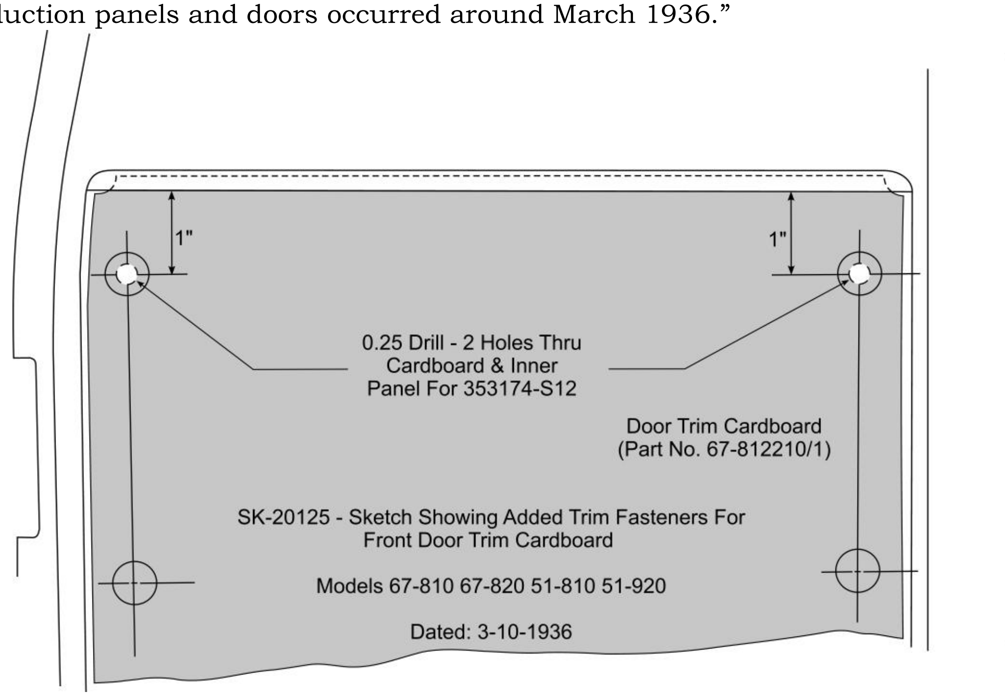


**Figure 3.22-9 – Type 4 Door Additional Top Fasteners Installation**</td>
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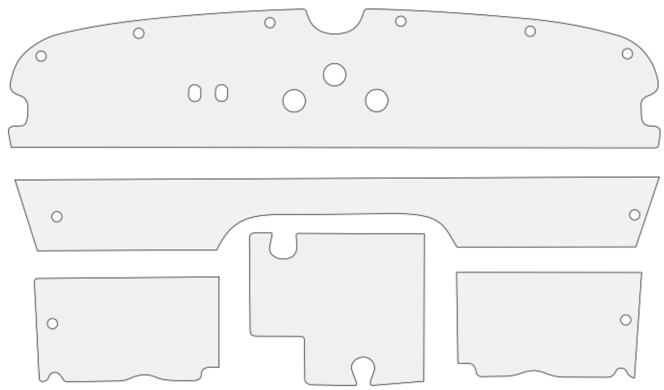
| | |
|---|---|
| 62 | (C) Add the part number to the second sentence of the first paragraph of Section 3.20 as follows:<br><br>"The firewall insulation panel assembly (Part No. 50-810770) has three layers …" |
| 62 | (N) Additional information is now provided for the firewall insulator. Revise the second paragraph of Section 3.20 as follows:<br><br>"The firewall insulator is made up of five pieces of 1/2" thick sound deadening and heat shield material, as shown in Figure 3.20-1, designed to cover …" |
| 62 | (N) Add Figure 3.20-1:<br><br>**Figure 3.20-1 – Firewall Insulator Panel Pieces** |
| 63 | (T) Revise figure numbers in section 3.20 as follows:<br><br>Figure 3.20-1 is now Figure 3.20.2<br>Figure 3.20.2 is now Figure 3.20.3. Also revise the figure number at the end of the first paragraph on the left-hand side of the page from Figure 3.20-2 to Figure 3.20.3. |
| **Chapter 4 - Chassis** | |
| 85 | (F) In the first full sentence at the top of the right hand column, the correct universal joint bolt size is 3/8"-24 x 13/16". |
| 87 | (C) Replace the first paragraph in Section 4.16 with the following and add a new Figure 4.16.2.<br><br>Power from the engine and transmission transfers to the rear axle through two shafts. The front coupling shaft connects the universal joint at the rear of the transmission to the universal joint located at crossmember 3. The drive shaft is connected to the universal joint at crossmember 3 and the rear axle and the torque tube transmits power from the axle to crossmember 3.<br><br>The coupling shaft, Part No. BB-4816-A for the 131 ½" wheelbase or BB-4816-B for the 157" wheelbase, has a thrust spring at the front universal joint (see Figure 4.16.2). The coupling shaft is enclosed in a metal tube, Part No. BB-4803-A for the 131 ½" wheelbase or BB-4803-B for the 157" wheelbase. Since the 131 ½" and 157" wheelbase have different spacing between crossmember 2 and 3, the coupling shaft and tube are different lengths. |

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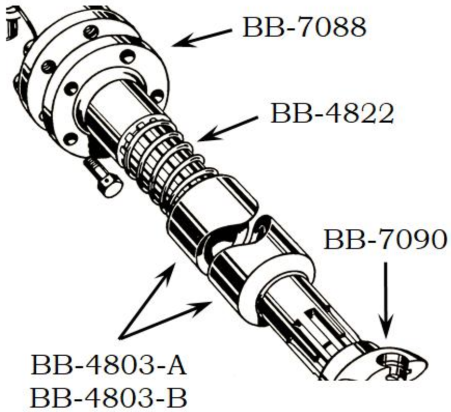
| | <br>**Figure 4.16-2 Coupling Shaft**<br><br>Renumber Figure 4.16-2 to Figure 4.16.3 |
| 88 | (N) Revise the beginning of the first sentence of the first paragraph to the following:<br><br>An 8 ¼” long piece of 5/16” square cross section felt packing (Part No. BB-4809)… |
| 88 | (N) Revise text at the start of the right hand column as follows:<br><br>… and nuts (Part No. BB-4516), and a 11 3/8” long piece of 5/16” square cross section felt packing (Part No. BB-4516) at the rear to … |
| 88 | (C) Replace the last sentence of first paragraph in the left-hand column with the following:<br><br>A coil thrust spring (Part No. B4822) is located on the front end of the coupling shaft as shown in Figure 4.16-2.<br><br>Also change Figure 4.16-3 to 4.16-4 and Figure 4.14-3 to Figure 4.16-5. |
| 88 | Change the third sentence in the first full paragraph in the right column to:<br><br>“The drive shaft is supported by two roller bearing assemblies …”<br><br>Add the following sentence after the third sentence:<br><br>“The roller bearing sleeve has a raised hole in the center which, when properly installed, aligns with the torque tube great fitting (Part No. 353031-S, shown in Figure 4.16-4) to allow for the addition of lubricant for the roller bearings.”<br><br>Begin a new paragraph with the sentence starting with:<br><br>“A grease retainer (Part No. BB-4686) …”<br><br>At the end of this sentence add the following:<br><br>“… and acts as a thrust bearing.” |

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| 89 | (C) Add new Figure 4.16-6 at the top of the left hand column. |

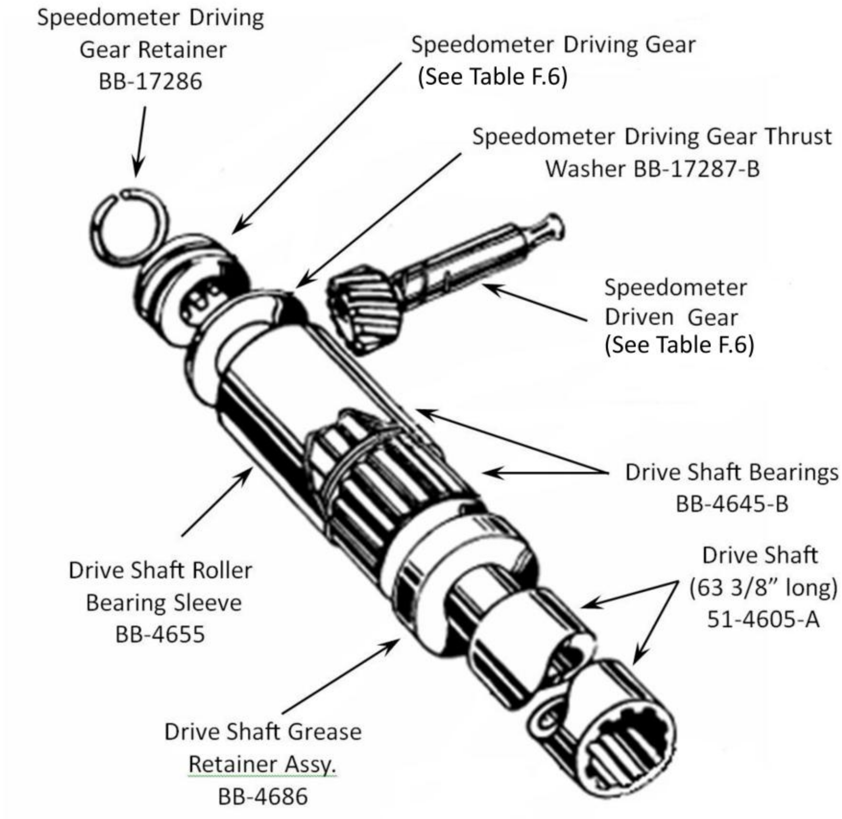


**Figure 4.16-6 Driveshaft**

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| 89 | (N) Insert Table 4.17-1 below Figure 4.17-1: |

| Rear Axle Ratio | Part No. |
|---|---|
| 6.6 to 1 | BB-4207-C |
| 5.14 to 1 | BB-4207-D |
| 5.83 to 1 | BB-4207-E |

**Figure 4.17-1 Complete Rear Axle Assembly Part Numbers**

| | |
|---|---|
| 89 | (N) Revise the end of the end of the first full paragraph on the left-hand side to the following:<br><br>… with a 14 ¾" long cork gasket which has a 1/8' x 5/32" rectangular cross section, (Part No. BB-4622 …) |

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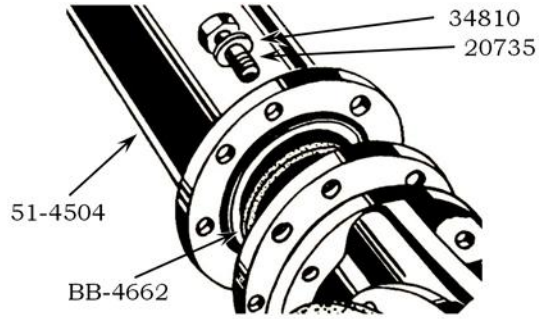
| | Also add the following new Figure 4.16-8 after the end of this paragraph.<br><br><br>**Figure 4.16-8 - Torque Tube Connection to Rear Axle** |
| 93 | (N) Replace Section 4.20 with the following:<br><br>**4.20 Shock Absorber**<br><br>Front shock absorbers were used on Model 51-based trucks on a very limited basis. Only approximately 1,000 Model 51 trucks out of about 250,000 built were so equipped.<br><br>The truck front shock absorber assembly (Part No. SE-51-18006/7) consists of a manual adjustment shock body and arm assembly manufactured by Houdaille-Hershey Corporation (Houde) and a connecting link (Part No. SE-51-18106) and axle clamp (Part No. SE-51-18112/3). The right-hand side shock absorber turns clockwise and the left hand side shock absorber turns anti-clockwise.<br><br>The shock absorber is mounted to the exterior of the frame just behind the front axle using two 7/16" diameter hex head bolts and two special re-enforcement washers (Part No. SE-BB-18114) and hex nut. The top end of the connecting link is attached to the lever arm of the shock absorber with a ball and socket assembly (Part No. SE-BB-18109). Likewise, the bottom end of the connecting link is attached to the axle clamp with another ball and socket assembly.<br><br>Front shock absorbers were first release in January 1935 as Special Equipment for use on special order US Government ambulances which are based on the 131 ½" panel truck . There are two versions, one is manually adjusted (Part No. SE-51-18006/7-A) and the other is "automatically" adjusted (Part No. SE-51-18006/7-B). The automatic adjustment front shock absorber version was obsoleted in January 1936, however, the manual adjustment front shock absorber was available as special equipment on truck chassis through the end of 1937 truck production.<br><br>A heavier duty manually adjusted shock absorber (Part No. SE-51-18006/7-C) was released in June 1935 for use on Detroit Street Railways bus chassis as Special Equipment. In February 1936 this heavy duty shock absorber was released as a production part for the Model 51 Production Bus Chassis and as Special Equipment for Model 51 Ambulances. This shock absorber was obsoleted in February 1936.<br><br>In February 1936 a different version shock absorber (Part No. SE-51-18006/7-D) was released for use on Model 51 Production Bus Chassis and as Special Equipment for Model 51 Ambulances. In June 1936 it was released for use on U. S. Government panel trucks configured as ambulances. This shock absorber was carried into the 1937 Model 79 truck production as Special Equipment for use on U. S. Government panel trucks. |

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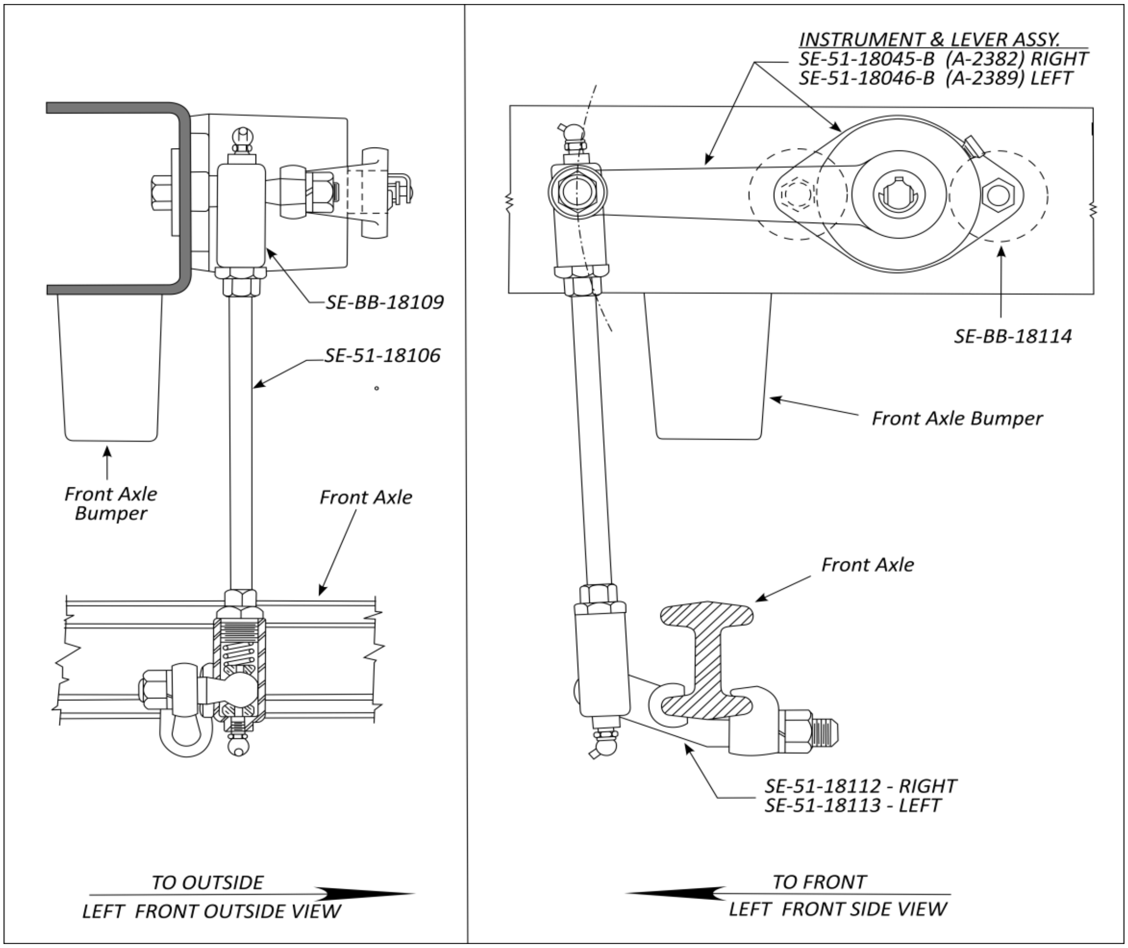
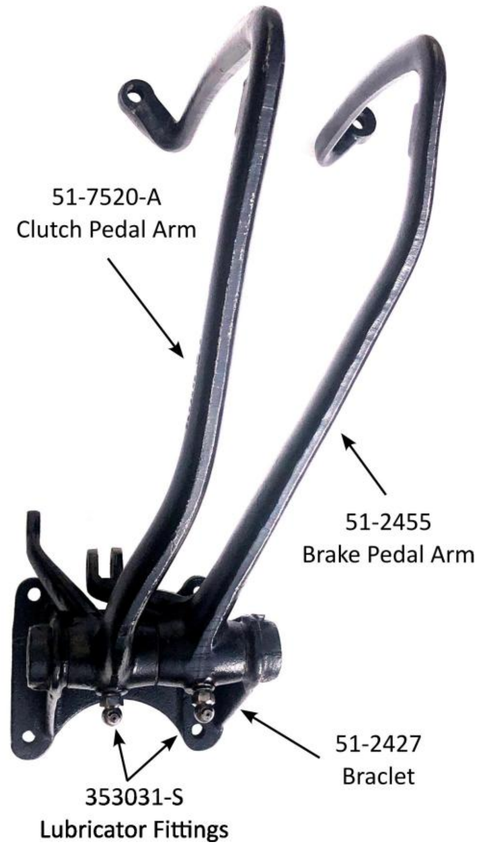
| | <br>**Figure 4.20-1 Front Shock Absorber** |
| 95 | (N) After the second sentence in the paragraph titled Service Brake in Section 4.23, add the following new sentence and split the paragraph at the end of this new sentence.<br><br>“The service brake pedal arm also has an angled grease fitting for lubrication (Part No. 353031-S).” |

<table>
<tr><td>95</td><td>(C) After the new sentence in the middle of the first paragraph titled Service Brake add new Figure 4.23-1 and increase the remaining 11 figure numbers in section 4.23 by one digit each.<br><br><br><br><br>Figure 4.23-1 Brake and Clutch Pedal Assembly</td></tr>
<tr><td>96</td><td>(T) Delete “N” at the end of the title to Figure 4-23-3</td></tr>
<tr><td>96</td><td>(T) Change the last full sentence in the last paragraph of the left hand column as follows:<br><br>“… with a 5/8” shoulder and a 7/16”-20 threaded end with a drilled hole, and a 5/8” (1/16” x 1-1/16”) special …”</td></tr>
<tr><td colspan="2">Chapter 5 - Engine</td></tr>
<tr><td>110</td><td>(N) Additional information regarding the cylinder heads used on Model 51 truck engines has recently been discovered. Replace all of Section 5.4 with the following:<br><br>5.4 Cylinder Heads<br><br>The standard production cast iron heads used in Model 51 truck production in 1935 and 1936 are cast iron (Part No. 40-6049-B and 40-6050-B) and were a carryover from 1934 production. They have a cast script “Ford” near the center of both heads and were used with flat topped pistons (shown in Figure 5.4.1).<br><br>A Special Equipment cast iron head (SE-6049 and SE-6050) was developed as part of the efforts to address overheating issues with trucks. These heads were to be used</td></tr>
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where extra cooling capacity was required. In January 1935 the part numbers for these cast iron heads were changed to Part Numbers 51-6049 and 51-6050 and released only for use on Model 51 trucks. They required different head gaskets (Part No. 51-6051) and were to be used in conjunction with the Special Equipment 6-blade 17” diameter engine cooling fan (Part No. 51-8600-B) which are part of the “high capacity” cooling system option. No evidence has yet become available to indicate if these heads had the part number included on the top of the cylinder heads and no original example of either of these short-lived heads has yet been identified or made available for inspection.

These heads were withdrawn in March 1935. At the same time revised cast iron head heads (Part No. 40-6049-B and 40-6050-B) were released. These heads were revised in March 1935 to have the same water passageways in the center of the head as the 51-6049 and 51-6050 head and used head gaskets (Part No. 40-6051-B) which have the matching revised center hole pattern. The water passageway changes are shown in Figure 5.4.2.

In August 1935 aluminum heads (Part No. 48-6049 and 48-6050) were released for Models 48, 48F, 50, 50F, 51, and 51F for experimental evaluation. According to one source* “Engines with these experimental parts were limited for use on some trucks, commercial vehicles and fleet orders. Their performance was monitored for service”. These heads were released for 1936 production and were for engines with domed steel pistons. In August 1936 these heads (Part No. 48-6049-R and 48-6050-R) were specified for use as service replacement. At the same time, new aluminum heads ((Part No. 68-6049 and 68-6050) were released for Models 68, 68F, 67, 67F, 51 and 51F production with engines having steel pistons. These heads were specified for service replacement at the end of 1936 production in September 1936. Because these heads were used for an experimental basis, it’s unlikely that many 1935 Model 51 trucks received and kept these heads during production.

For a yet to be determined number of Model 51 production trucks, the engine was equipped with dome top pistons and aluminum cylinder heads (Part No 48-6049 and 48-6050). In fact in 1936, such trucks were marketed in Canada as “Two Ton” trucks with a 90 horsepower engine rating (see Appendix H.1) while the same truck with flat top pistons and cast iron heads as marketed as the 1 ½ ton truck with an 85 horsepower engine rating.

*The Early Ford V8’s 1932-1938 As Henry Built It, Francis and DeAngelis, 1982 (page 22).

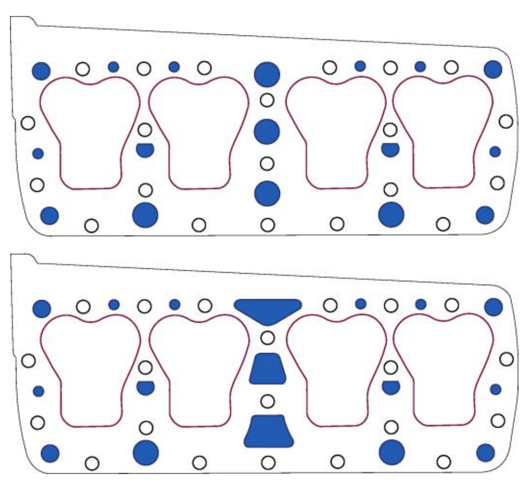

**Figure 5.4.2 - Comparison of water passageway designs for early (pre-3-15-1935, top) and later (post 3-15-1935, bottom) 40-6049/50-B heads.**

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| 116 | (F) Revise the end of the last sentence in the first paragraph in the right-hand column as follows:<br>"…two cadmium plated 5/16"-24 hex nuts and two plain steel 5/16" washers (Part No. B-12213). |
| 123 | (C) Revise the first sentence of the second paragraph as follows:<br><br>"The 1936 standard truck fan has four 19" diameter blades with a 5.60" long hub (Part No. 51-8600-D) and …" |
| 123 | (N) Add new Figure 5.24-3 at the end of section 5.24:<br><br>**Figure 5.24-3 1935 (1.66" hub) and 1936 (3.57" hub) Extra Capacity 17" Diameter Radiator Cooling Fan** |
| 124 | (N) The change in water pumps occurred in May 1936. Change the beginning of the second paragraph on the left side to the following:<br><br>"In May 1936, the water pump grease fitting was …." |
| **Chapter 6 – Optional Equipment** | |
| 134 | (C) Revise the second sentence of Section 6.7 as follows:<br><br>"… a special 17" diameter six-blade radiator fan (Part No. 51-8600-B), larger radiator core …" |
| 134 | (C) Begin a new paragraph after the seventh sentence of Section 6.7 and add the following to the end of that sentence:<br><br>"… during production or service and included a revised fan (Part No. 51-8600-C), upgraded water pumps and a revised radiator shell apron assembly (Part No. 51-8240 as shown in Figure 2.13-3)." |
| 138 | (N) In the first sentence of Section 6.13. change the sentence as follows:<br><br>"… through the end of the 1936 model year production. " |
| 142 | (N) There are left-hand and right-hand tow hooks with different part numbers. Add new figure 6.22-1 and replace the first sentence of the first paragraph in Section 6.22 with the following: |

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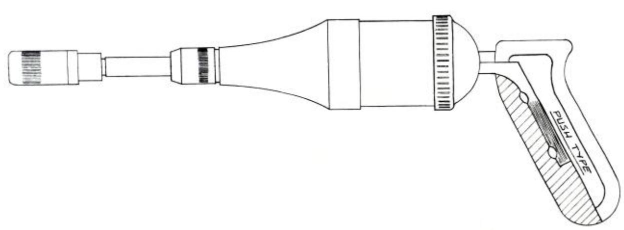
| | "A pair of 13" long frame-mounted towing hooks (Part Nos. SE-51-5189/90) were available as optional equipment. The tow hooks are installed on the outer side of the frame on top of, and have holes which align with, the outer front bumper brackets. The hooks curve toward the centerline of the truck. They are attached to the frame with four ½"-20 x 2 ¼" long hex head bolts painted black which replace the standard bumper arms to frame bolts."<br><br>**Figure 6.22-1 Tow Hooks (Outside face on left, top view on right)** |
| **Appendix B – Tools and Instruction Books** | |
| 191 | (N) An additional grease gun was offered for customers wanting greater dispensing capacity. Add the following text and figure at the end of Section B.9.<br><br>"An Alemite grease gun with higher (5 ounce) capacity (Part No. SE-51-17125) was offered starting in May 1935 as special equipment where additional grease dispensing capacity was desired."<br><br>**Figure B.9-2 Larger Capacity Special Equipment Grease Gun** |
| **Appendix D – Electrical and Wiring** | |
| 202 | (N) Add the following to the end of the last paragraph in Section D.1:<br><br>The fuse block is mounted to the firewall inside the cab with two No. 8-32 x 1 ½" flat head bolts and two lock washers and hex nuts all in cadmium-plated finish." |
| 204 | (N) In the second to last paragraph in Section D.6 in the left hand column, modify the second to last sentence as follows:<br><br>"… protected by a 20"-long 3/8" inside diameter black hard woven conduit (Part No. B-14597)." |

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| 204 | (N) After the second sentence in Section D.8, replace the remaining text in the paragraph with the following:<br><br>"Installation requires a cross over wiring harness (Part No. BB-14423 consisting of 36" long black and green wires in a 32" long black conduit. The tail lamp, tail lamp wires, wire harness shield, mounting bracket and all hardware are identical to the left-hand tail light installation. It is attached to the frame with the same mounting arm and hardware as the left-hand tail light assembly. Two one-to-two wire connectors are used to connect the left-hand tail lamp wires and the right-hand tail light cross-over harness to the rear lamp wiring harness. Two one-to-one wire connectors connect the other end of the cross-over harness to the right-hand tail light wires. The wire connectors are described in Section D.10." |
| **Appendix F – Informational Tables** | |
| 222 | (C) The fan hub heights shown in Table F.7 are incorrect. The fan hub values should be updated with the following dimensions:<br><br>1935 Standard Cooling System 2.35" (was 2.35")<br>1935 Extra Capacity Cooling System 1.66" (was 2.51")<br>1936 Standard Cooling System 4.74" (was 5.6")<br>1936 Extra Capacity Cooling System 3.57" (was 4.37")<br>1935 Bus Extra Capacity Cooling System 1.66" (was 2.51")<br>1936 Bus Extra Capacity Cooling System 4.74 (was 4.47") |