

Corrections for the 1935-36 Ford Book – authored by Don Rogers

Posted on Website 12-12-11

[From 2nd Printing (2004) to 3rd Printing (2011)]

The 3rd Printing has a single black plastic spiral binding vs the maroon binding in the 2nd printing

N/C means Not Corrected

C means corrected

The 1st Printing has double wire spiral vs single plastic spiral in the 2nd printing

Page No	2 nd Printing	3 rd Printing	Comments
i	N/C	C	Title page has reprint date of 2011 added to lower left corner along with Club address update.
ii	N/C	C	Added reference to other books available 33-34, & 37 Books along with Club address update.
ix	N/C	C	Club address update
4	N/C	C	Corrected August 1936 production sequence numbers (3,209,944 thru 3,281, 836).
5	N/C	C	Eliminate reference to Budd Co. in 1 st paragraph
11	N/C	C	Added the word “cleats” to describe wooden floor strips in 3 rd and 4 th paragraphs in left column. Also changed beginning of 5 th paragraph from “Some early 1935 models” to “Early 1935 models prior to mid-March”
20	N/C	C	In the 4 th line from the top of the first paragraph, remove “stamped CL6” and replace with “(some were stamped CL6, some were plain)”. In the fifth line of that paragraph replace the word “stainless” with “chrome plated.”
24	N/C	C	Add “Bumper brackets were painted black” at the end of the sentence in the fifth line.

Corrections for the 1935-36 Ford Book – authored by Don Rogers

Page No	2 nd Printing	3 rd Printing	Comments
36	N/C	C	Remove the 1 st and 2 nd paragraphs in the left hand column under GAUGES and replace with: “The new speedometers for 1935 had a “silver brush finish” dial face with “grey litho” mile marks and dial ring. The five mile marks, dial pointer tip and counterbalance were painted “salvia red.” The speedometer bezel had a “satin/butler finish.” There was no Ford oval on the face of most 1935 speedometers. The oval began to appear on Ford engineering drawings as early as June of 1935, but may not have gotten into production units until the 1936 model year. The three speedometer suppliers were Delco, Stewart Warner, and Waltham. They supplied similar, but not identical units. Standard vehicles for both years had a three digit trip odometer and Deluxe models had a four digit odometer. In 1936, Ford continued using the same speedometer with the addition a of a “bright chrome” bezel. By then, most 1936 vehicles had Ford ovals on the speedometer. With the introduction of wood grained dashes in May 1936 the speedometer face coloring was changed. Speedometers now had a “brown mahogany litho” face, and “dark mahogany brown” pointer and calibration markings.”
39	N/C	C	Change 5 th line in 1 st left column from “ satin chrome (Butler finish)” to “a chromium plated satin finish”.
54	N/C	C	In the Upholstery summary for the 35 five window coupe Taupe Pinstripe Broadcloth should be (M-16503-AR) NOT (M-16502-AR).
65	N/C	C	Upholstery sample M-5104 should be for 1935 NOT 1936
72	N/C	C	Add 33 ½” length dimension to 1935 one piece drag link on top of page.
84	N/C	C	Add additional speedometer gear to chart on the top of right column. 68-17270-A / 20 / 68-4209-B(2) / 3.78 to 1 / 5.50 x 16

Corrections for the 1935-36 Ford Book – authored by Don Rogers

Page No	2 nd Printing	3 rd Printing	Comments
95	N/C	C	Add dimensions to battery image in right column. 10 9/16” wide by 7 1/4” deep by 7 1/8” high.
98	N/C	C	Add the following after the end of the second line at top of right column. “The “LB” refers to the fact that the main bearing caps were “larger”, 3 1/4” vs 3” center to center on bearing studs”
99 thru 101	N/C	C	Replace all text starting at the bottom of right column on pg. 99 after CYLINDER HEADS thru 1 st paragraph in left column of pg. 101. Replace with: “The cylinder heads for 1935 passenger cars were a carryover from 1934. They were aluminum and carried part No. 40-6049/50-A. They were probably supplied by Aluminum Co. of America, Bohn Aluminum Co. or National Bronze Co. The “A” designation started sometime in late 1933 when the cast iron “B” head was introduced for commercial and truck models. A “C” (hi-altitude) head was introduced in late August 1934. These heads were designed for a flat top, 3 ring aluminum piston, the Ford standard in 1935-36. The “A” type head was used throughout the entire 1935 and 1936 model years with a few variations. In July of 1935 a variation of the “A” head was introduced. This head (supplied by Bohn Aluminum Co.) had a slightly modified combustion chamber, but still used the flat top piston. The previous design “A” head was now referred to as the “A-1” head and the newer head the “A-2” head. Both continued to be used in production for the remainder of the 1935 and 1936 model years. At the end of production in 1936, only the “A-2” head was used as a replacement part for either head. During the 1935 model year, an experimental aluminum head (48-6049/50) was introduced especially designed for domed steel pistons (48-6110). This head was also designed by Bohn Aluminum Co. Branch service letters in mid to late 1935 mention this head. A service letter from the Dearborn Branch specifically indicates there were over 5000 of these vehicles in the Dearborn area alone.

Corrections for the 1935-36 Ford Book – authored by Don Rogers

Page No	2 nd Printing	3 rd Printing	Comments
99 thru 101 Continued	N/C	C	<p>Ford continued to experiment with the dome pistons and the “48” head throughout the remainder of the 1935 and 1936 model years. In late 36, a “68” part number head was introduced for replacement use only and could not be mixed with the “48” head.</p> <p>The “A” and “A-1” heads were identical in appearance and design. They had a raised Ford script, large spark plug openings, and (2) enclosed/(1) exposed water pump mounting holes. Some had part number markings, some did not.</p> <p>The “A-2” and “48” heads (both supplied by Bohn) were similar on the outside. They both had a raised Ford script, small spark plug openings, and (1) enclosed/ (2) exposed water pump mounting holes. Both the “A-2” and “48” heads usually had part numbers on them to aid in telling them apart. Internally the heads were quite different. The “48” head had a domed shaped combustion chamber.</p> <p>The aluminum heads were held in place by special 7/16”-20 zinc plated nuts (11/16” thick) and special 1/8” thick cadmium plated washers.”</p> <p>Also add photo captions under images in left column of pg. 100:</p> <p>“A”, “A-1” Style Heads under top image. “A-2” Style Head under bottom image.</p>
102	N/C	C	<p>Caption under left hand image in left column should be “40-12127-B”</p> <p>Remove “the early” from the beginning of the second line in the second paragraph of left column.</p> <p>Add the following after the last line of the second paragraph in left column:</p> <p>“Both style distributors continued to be used thru the remainder of 1936 production.”</p>
104	N/C	C	<p>Replace “made of a zinc alloy” in 3rd line from the bottom of left column and replace with “an aluminum casting”</p>

Corrections for the 1935-36 Ford Book – authored by Don Rogers

Page No	2 nd Printing	3 rd Printing	Comments
107	N/C	C	Add “Radiator rods were painted black.” To the radiator rod paragraph in right column.
109	N/C	C	Replace “Later in 1936” with “Sometime in May of 1936” at the beginning of paragraph one in left column.
121	N/C	C	Last line in last paragraph of right column should say “New Haven Company” not Waltham and photo caption should be changed also.
123	N/C	C	8 th line of left column should be changed from “Near the end of the model year 1936” to “Sometime after mid 1936 model year.”
124	N/C	C	1 st (3) sentences at top of left column under LUGGAGE RACKS , should be removed and replaced with: “Due to limited luggage space in most 35 and 36 Ford vehicles, an accessory trunk rack was made available. The luggage rack came in (2) styles: 48-18575-A for phaetons and deluxe or standard sedans, and 48-1875-B for touring sedans. The convertible sedan was added to the list when it was introduced in April 1935. The 48-18575-B luggage rack had longer brackets to accommodate the touring sedans integral trunk. Apparently no accommodation was made, bracket wise, to allow the rack to be mounted on coupe, roadster, sedan delivery, or station wagon models.”
127	N/C	C	Caption under gas cap image in left column should read: “1935/36 locking gas cap”
129	N/C	C	1 st paragraph and 1 st 6 sentences of 2 nd paragraph under SPIDER HUB CAP AND SPOKE COVER , should be removed and replaced with: “A much sought after accessory for the ’36 Ford is the spider hub cap and spoke cover assembly. Introduced in April/May of 1936 this accessory (68-1130-C) was used with the 48-18303 stainless wheel band for maximum effect and minimum cost (\$3.75 ea.). Prior to its introduction, one had to do with some fairly

Corrections for the 1935-36 Ford Book – authored by Don Rogers

Page No	2 nd Printing	3 rd Printing	Comments
129 cont'd	N/C	C	expensive look-a-likes. In late October and early November, 1935, service letters indicate that an all chrome wheel was available (68-1015-B) and could be used with a special chromed body hub cap (68-1130-B)(stainless cap/chromed body). This assembly had a total cost of \$11.50 per wheel.”
131	N/C	C	A note should be added to the bottom of the page that reads: “Production figures shown are for total world-wide production of each body style. Some body styles continued to be produced in limited quantity for several years after the end of domestic production.”

Updated May 2011

Posted on EFV8 Website 12-12-11