

**FORD'S WAY  
EVOLUTION OF THE  
A-9300  
GAS GAUGE ASSEMBLY  
PART 3  
BY  
STEVE PLUCKER**

Contained in the January/February 2009 issue of Model A News, I described briefly just how the A-9300 Gasoline Gauge Assembly was assembled and some of the parts used to complete the assembly and its operation but it was not an in-depth study of the assembly itself and just how it evolved through 1928-1931.

Dates represented in this article are the Part Release dates and do not necessarily represent the production dates as it took a few days to reconfigure the item and get the newly formed part off of the drawing boards and out to the assembly plants which may have taken from 1 week to several depending on just how long it took. Always refer to the MARC/MAFCA Restoration Guidelines and Judging Standards (standards\*) for actual production dates and applications when restoring your car or truck.

Also, contained in the May/June 1977 issue of Model A News in an article titled "The Instrument Panel and Instruments" by Ed Francis and George DeAngelis was a good, but short, explanation of the assemblies themselves. The article indicated that the variation of the assemblies was either with the Gasoline Gauge Dial, Float Rod, Gauge Frame or the finish treatment of the assemblies themselves. This article expands on those points and then some.

### A-9300 GASOLINE GAUGE ASSEMBLY

The first gauge, A-9300 was a complete unit. That is the A-9318 Gas Gauge Frame and the A-9312 Gasoline Gauge Dial, Float and Rod Assembly were all one complete assembly.

The A-9318 Gasoline Gauge Frame (although the part number changed in August 1927 from A-9319 to A-9318, "A-9319" remained on the back of the frame itself through it's usage on the early Model A Fords) was of steel composition and was Nickel Plated. It had an "off set" single pivot arm for the float rod. The "dial face", according to Francis and DeAngelis, was "made of spring steel with a white matte chromium plate finish". The dial face fractions of  $\frac{1}{4}$ ,  $\frac{1}{2}$ , and  $\frac{3}{4}$ , including the level lines on either side of the fractions were of bold Gloss Black Lacquer paint. The "O" and "F", including the level lines, were of Brick Red Lacquer paint (**Fig. 1**). Later units of this type may also be Gloss Black Lacquer paint concerning the "O" and "F" and the level lines. Lacquer was used primarily as it was compatible to gasoline where enamel would sooner or later dissolve away. The "dial" was a separate part and was crimped onto a special constructed brass pin on one end (**Fig. 2**) while the rod and cork float was attached to the other end (**Fig. 3, 4**).



(Fig. 1)



(Fig. 2)

The A-9314 Gas Gauge Floats were initially dipped in a gelatin solution, dried and then treated with formaldehyde but soon dropped the gelatin treatment. However, contained in the October 15, 1928 issue of Ford News, it was explained in an article about the gas gauge that "The cork is dipped in a formula of glue, glycerin and water to obtain a coating which will protect it against becoming water logged...it is given two coats of this mixture and a third of formaldehyde". Again, a word of caution: Due to today's gasoline formulations, it is wise to use the "neoprene" type gas gauge float other than the original "cork" float. This is to prevent the dissolving and deterioration of the cork "glue" thus making the cork float "water logged" and sinking to the bottom of the tank. All floats were attached to the end of the rod thus inserting it to allow no movement of the cork **(Fig. 3)** followed by a small flat washer, then the rod was crimped to hold the float and washer in place **(Fig. 4)**.



**(Fig. 3)**



**(Fig. 4)**

The A-9325 Gas Gauge Shield (Type 1) was made of 0.018/0.020 inch thick steel. However, some **very early** shields were made of Aluminum, both were a satin black finish. The short diameter of the oval hole was horizontal and the long diameter of the oval hole was oriented vertically ("vertical oval opening" as described in the standards) and was satin black with 2 horizontal, White Nickel finish spaces or lines, 1/32 inch wide\* (**Fig. 5**). The "inside" of the shield's elliptical hole was flanged inward, measuring about 0.025/0.030, which came in contact with the flat A-9323 Gasoline Gauge Glass (Type 1). In measuring several original **flat** lenses', the thickness of the glass ranged from 0.085/0.142 inches with a non-polished, jagged (rough), 10 degree beveled edge. The shield was secured by tightening the A-9326 Gas Gauge Cover (**Fig. 6**) by use of the 5-z-1822 Star Wrench (**Fig. 10**).



(Fig. 5)



(Fig. 6)

According to the A-9321 Gasoline Gauge Frame Gasket and A-9324 Gasoline Gauge Glass Gasket data, the first gasket material that was apparently used in production was "Treated Paper" which was Oil, Water, and Gasoline resistant.

It was also recommended that the number of A-22442 Gasoline Gauge Flange Nut (Brass) Washers (**Fig. 7**) to use was one (1). Ford described it as “dead soft” brass.



(Fig. 7)

Initially the A-9330 Gas Gauge Flange Nut had a flat, 3/16 inch wide surface without a shaped profile (or a “pocket in top”) and was used for the first 2200\*-2500 cars and trucks (**Fig. 8 Left**). According to the November 23, 1927 PR # 5139, this part was initially 3/8 inch in height. But on this date, November 23, 1927, the nut was re-designed and 1/16 inch was added to the height of the shoulder thus making the overall height of the nut 7/16 inch. It was also specified that a “pocket in top” of the flange nut be added (**Fig. 8 Right**) thus changing the appearance of the flange nut itself and doing away with the 3/16 inch wide surface as originally made.

**PICTURE: Model A News, Vol. 32, Issue 3, page 21, Fig. 13 of flange nut (for Fig. 8).**

The tool used to secure the gauge to the fuel tank was the 5-z-1825 Socket Wrench for Gas Gauge Flange (**Fig. 9**).



(Fig. 9)

Used also with the Socket Wrench for Gas Gauge Flange was 5-z-1822 Star Wrench for Gas Gauge (Fig. 10). This was an 8-point wrench, with a dished-out end, used to tighten the A-9326 Gas Gauge Cover to secure the lens and shield to the frame of the gauge. Interesting thought...since the very first gauges had a "flat" glass lens, could it of been possible that the very first 5-z-1822 Star Wrench was *without* the dished-out end only to be added when the magnifying lens made its appearance in February, 1928?

Both wrenches were first mentioned in the Indianapolis Ford Service Letter dated March 21, 1928 as "tools which will be supplied by this Company".



(Fig. 10)

On November 28, 1927, Ford once again increased the height of the A-9330 Gas Gauge Flange Nut to 15/32 inch.

Ford, on December 9, 1927, discovered that the "shield" was just a little too thin so it was increased in thickness from 0.018/0.020 to 0.032/0.036 inches thick.

On December 23, 1927, PR # 6089, the paper gasket material, "Treated Paper (Oil, water, and gasoline resisting)" as described by Ford, was changed to Cork for both frame and glass gaskets.

On February 7, 1928, PR # 7064 indicated that the name of the "glass" was changed to A-9323 Gasoline Gauge Lens and was "Redesigned (Type 2), specifying a lens on one side" and was to be "moulded and annealed (heated)" (**Fig. 11**). The "height" of the dome itself was 0.065 inch according to the Ford Part Release. Original lenses of this type measured 0.132 on the flat area and 0.200 for the overall height of the center. The difference being 0.068 for a dome height. There was a 10 degree polished, beveled edge (**Fig. 12**) and the lens itself was completely round. The A-9325 Gasoline Gauge Shield was also redesigned (Type 2) in that the "short diameter of the (oval) hole was to be vertical instead of horizontal" and the long diameter of the oval hole was oriented horizontally ("horizontal oval opening" as described in the standards) (**Fig.13 and 14**). The height of the flange around the hole in the "shield" went from 0.025/0.030 to 0.012/0.018.



(Fig. 11)



(Fig. 12)



(Fig. 13)



(Fig. 14)

There may exist during this transition period gas gauge assemblies which possess slight visible deviations or combinations of what was the norm. In other words there may be some assemblies that have a (Type 1) "flat" lens including a (Type 2) "shield". Or, there may be some assemblies that have a (Type 2) "magnifying" lens and a (Type 1) "shield". All of which were seen and documented on original assemblies. But then there is the age old question of who knows just what might have happened since their original assembly 80 plus years ago such as replacing "broken" glass parts!

By February 15, 1928, PR # 7254 indicated that the "shield" was to be "lithographed black instead of being dull black" (except for the 2 horizontal spaces or lines). A month later it was specified that the black lithographed surface have an "Egg Shell Gloss Finish" appearance!



### A-9300-B GASOLINE GAUGE ASSEMBLY

On April 12, 1928, PR # 8193 saw A-9300 become "obsolete" thus taking on a new part number, A-9300-A, and a new design, A-9300-B Gasoline Gauge Assembly, which both the frame and dial were of an "unfinished" (not polished) aluminum die casting composition. This "assembly" was divided into two separate part numbers: that of the first "off-set" single pivot arm A-9318 Gasoline Gauge Frame become "Obsolete" and was replaced by a new A-9318-B Gasoline Gauge Frame which had two pivot arms (**Fig. 15**) to attach a new design A-9312-B Gasoline Gauge Dial, Float and Rod Assembly with a new design brass pin and a small cotter pin (**Fig. 16**) on one side and a flat side on the other which meshed with the lug on the frame (**Fig. 17**) thus the old A-9312 became A-9312-A. On the back of the pivot arm, for which side accepted the small cotter pin, was a "relief" (**Fig. 18**), which in conjunction with the gauge, which had a small "stop lug" (**Fig. 19**), prevented the gauge to only go so far up or down (**Fig. 20**). The assembly still possessed the (Type 2) magnifying glass lens and the (Type 2) "elliptical" shield. The dial face was Nickel Plated and had the fractions, letters and level lines cast into the face which were all painted Gloss Black Lacquer (**Fig. 21**). As you can tell from the picture, there were at least 3 known "fonts" of letters and numbers making up the fractions (throughout production) on the aluminum die casted gauge. It is also thought, but not proven, that the face of some early A-9318-B Gasoline Gauge Frame's *may* have been "Nickel Plated" for a month or so because on June 8, 1928, PR # 9055 indicated that the "Nickel Plate" finish was to be "Removed" from the frame assembly itself.



(Fig. 15)



(Fig. 16)



(Fig. 17)



(Fig. 18)



(Fig. 19)



(Fig. 20)



(Fig. 21)

On May 15, 1928, PR # 8730, the A-9300-B assembly was "Brought up to date with a change in the shape of the rod".

June 2, 1928, PR # 8970, saw a slightly smaller diameter lens although the "height of the magnifying portion (boss) was increased from 0.065 (Type 2) to 0.080" inch (Type 3) plus the angle of the bevel around the edge was changed from 10 degrees to 18 degrees (**Fig. 22**). The release also indicated that it "Added (a) flat  $\frac{1}{2}$  inch long (break) on outside diameter...Flat for breaking off flash after moulding" (**Fig. 23**). Original lenses' of this type ranged from 0.110/0.130 on the flat area and 0.192/0.216 for the overall height of the center making the dome height between 0.076/0.090.



(Fig. 22)



(Fig. 23)

On June 8, 1928, PR # 9055, the A-9318-B Gasoline Gauge Frame had the "Nickel Plate" designation removed from the part and thus it became "unfinished" aluminum throughout production.

On July 24, 1928, PR # 9685, the A-9325 Gasoline Gauge Shield had the "note" removed which specified that the dial have an Egg Shell Gloss Finish and added the note "See paint specifications".

On December 12, 1928, PR # 11290, the "relief (on the frame) for (the) stop lug (on the gauge)" was "Removed" in conjunction with the removal of the "stop lug" on the gauge (**Figs. 18-19**) itself although the Part Releases do not indicate the removal of this "stop lug" thus allowing free movement of the gauge on the frame. The release also indicated that the counterbore for the lens and the shield were decreased from 1.2049/1.2094 to 1.196/1.198 followed by a change in the outside diameter of the A-9325 Gasoline Gauge Shield from 1.190/1.195 to 1.185/1.190 all of which resulted in a minor change of the diameter of the threads which accepted the A-9326 Gas Gauge Cover.

On January 17, 1929, PR # 11696, the "locating hole" in the gasoline gauge frame for the gas gauge shield retaining lug changed from 1/8 inch to 7/64 inch.

On March 19, 1929, PR # 12349, specified that the number of A-22442 Gasoline Gauge Flange Nut (Brass) Washers to use were to be as "1-3 required" instead of "1 required".

**A-9300-C  
GASOLINE GAUGE ASSEMBLY**

On April 13, 1929, PR # 12569 (Supp. # 3), indicated that A-9300-C gauge assembly was to be a "New number, adopted" for use on the Town Car only. The only difference between A-9300-B and A-9300-C was the "finish". Where A-9300-B assembly was Nickel Plate (face of dial and A-9326 Gas Gauge Cover), A-9300-C assembly was Chrome Plate thus designated for use on the Town Car (not known if the "dial" face was chrome plate for the Town Car or not). The A-9326-B Gasoline Gauge Cover was also specified to be Chrome Plated for Town Car usage.

A few days later on April 18, 1929, PR # 12723, the A-9323 Gasoline Gauge Lens "Changed (the) shape of (the) boss from elliptical (Type 3) to round (Type 4) and specified that (the) top of the boss be *flat* instead of *convex* (thus) changing the height (of the lens) from 0.080 inch (Type 3) to 0.030 inch (Type 4) (Fig. 24). The hole in the "shield" was also changed "from elliptical (Type 2) to round (Type 3)" (Fig. 24) which probably affected both assemblies and the thickness of the shield decreased from 0.032/0.036 to 0.023/0.026. The "shield" also had two 3/64 inch horizontal White Nickel lines\* across the center on the face of the shield.



(Fig. 24)

This lens (Fig. 25) measured 0.112/0.123 for the thickness of the outside flat area and 0.144/0.153 thickness for the raised center area thus making the "top of the boss *flat*". The difference, surprisingly, is 0.030/0.032...close to the thickness of 0.030 as described in the Ford Part Release on April 18, 1929. This lens also had a "Flat area for breaking off flash after moulding", as with the elliptical lens (Type 3), plus the 18 degree beveled and polished edge as with (Fig. 22). However, there is no magnification with this lens.



(Fig. 25)

On May 29, 1929, PR # 13087, "Changed the width of the retaining lug (on Gas Gauge Shield) from  $\frac{3}{32}$  inch (**Fig. 26 Left**) to  $\frac{5}{32}$  inch (**Fig. 26 Right**)". This made it necessary to change the diameter of the "shield" retainer hole in the A-9318-B Gasoline Gage Frame from  $\frac{7}{64}$  to  $\frac{11}{64}$  inch.



(Fig. 26)

On June 26, 1929, PR # 13317, Ford "Added suffix, A1, to (the) symbol number (of the glass lens) to distinguish (it) from A-9323-A2". This means that (Types 1-4), Gasoline Gauge Lens, became A-9323-A1 and a new type of Gasoline Gauge Lens (Type 5), A-9323-A2, which was "Adopted", came into being on both the A-9300-B and C gauge assemblies. Original "flat" lens's for this time period through production, which were also viewed and documented, had no bevel around the edge but were rough cut and not polished. The thickness of the center and edge on original glass ranged from 0.120/0.138 with no raised area or magnification noted. It was essentially the same as (Type 1) Gasoline Gauge Lens but thicker. Also, the width of the "tongue" or retaining lug on the Gas Gauge Shield increased to  $\frac{3}{16}$  inch with a  $\frac{1}{32}$  inch radius at the base.

On August 1, 1929, PR # 13537 indicated that the A-23517 Gasoline Gauge Dial Pin Cotter was to be "Removed from assembly" and that the hole for the cotter pin in the brass pin was also to be removed (**Fig. 27**). This was true for both A-9300-B and A-9300-C gauge assemblies. Both assemblies were replaced with the new A-9316-B Gas Gauge Dial Pin which required *no* cotter pin, however the part number was not changed. This was followed by a change in the locating hole for the "shield" in the gasoline gage frame which went from  $\frac{11}{64}$  to  $\frac{13}{64}$  inch and the lug on the boss of the frame for the "old" style Gas Gage Dial Pin was removed (**Fig. 28**).



(Fig. 27)



(Fig. 28)



Realizing that the change in the thickness of the "shield" on April 18, 1929 was to thin, Ford thus reverted back to the 0.032/0.036 thickness on August 5, 1929, PR # 13588.

On November 20, 1929, PR # 14639, as the development of the new 1930 models were being developed, the Nickel Plated (Gas Gauge Cover only) A-9300-B Gasoline Gauge Assembly became "Obsolete" and was "Superseded by A-9300-C Gasoline Gauge Assembly (Chrome Plated)". This also included A-9312-B Gasoline Gauge Dial, Float and Rod Assembly which was "Obsolete and Superseded by A-9312-C" which was "Adopted" on this date. However, it was not till June 1930 in the Ford Service Bulletins, page 463, that the difference was explained between A-9312- "B" and "C": "Rod A-9312-C is the **same** as the A-9312-B design **except** that the rod has been bent to fit the 1930 design A-9002-B cowl tanks. (Fig. 925)" (Fig. 29).

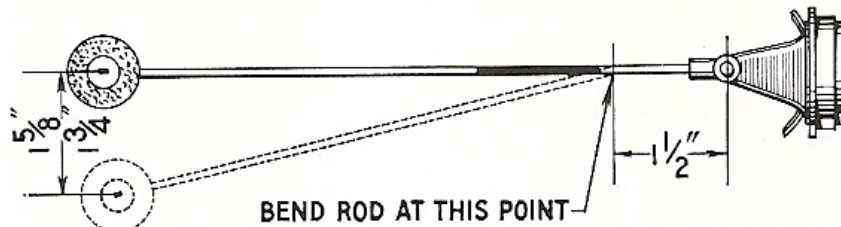


Fig. 925

(Fig. 29)

### A-9300-D GASOLINE GAUGE ASSEMBLY

On January 21, 1930, PR # 14639 (Supp. # 1) indicated that A-9300-C (Chrome Plate) gauge assembly was "No longer used and Obsolete. Nickel Plate can be supplied for repairs on the Town Car". It also indicated that A-9300-C "Changed suffix from "C" to "D" as suffix "C" represented the Chrome Plated Finish". Thus A-9300-D assembly used the A-9312-C Gasoline Gauge Dial, Float and Rod Assembly, which, again, was designed for the new 1930 A-9002-B gas tanks.

When the March 1, 1930 Parts Price List was released, a new style 5-z-2031 Star Wrench for Gas Gauge (**Fig. 30**) was listed in the Special Tools section. This was similar to the 5-z-1822 wrench, which was deleted from the Parts Price List, except the new wrench had a 4-point hollowed-out end section rather than the 8-point hollowed-out end section. It is unknown as to what the small point on the end of the "T" was used for.



(Fig. 30)

Contained in the April 1931 Ford Service Bulletin and the May 1, 1931 Chicago Ford Service Letter was the announcement that a lug was added to the bottom of the gasoline gauge frame and a slot was placed on the flange of the tank (**Fig. 31**). This was to avoid the possibility of the gas gauge dial being assembled in the cowl tank at an angle which will prevent the frame from turning when tightening the nut and damage to the gasket.



(Fig. 31)

### A-9300-E GASOLINE GAUGE ASSEMBLY

On May 18, 1931 as A-9300-D became "Obsolete", the new A-9002-E Gas Tank Assembly made it's way to the assembly line in accordance with the new indented firewall, so did a new A-9300-E Gasoline Gauge Assembly and a new A-9312-D Gasoline Gauge, Dial, Float and Rod Assembly as they were "Released for models shown (on Part Release for production)". The May 1931 Ford Service Bulletin also reported that all the gas gauges used with the A-9002-C tanks could also be used with the new A-9002-E tanks however it was necessary to bend the float rod on the gas gauge  $\frac{5}{8}$  inch downward in order to make it register properly when used with the new tanks (Fig. 1164) **(Fig. 32)**. The new assembly retained the flat gas gauge lens and the round hole in the gasoline gauge shield along with the lug to hold the frame in place.

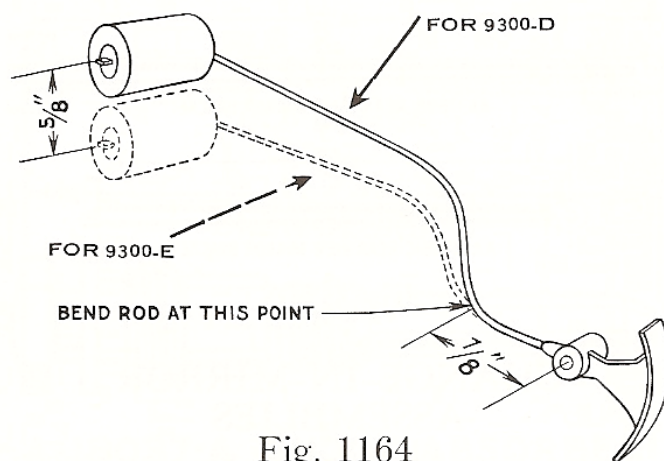


Fig. 1164  
**(Fig. 32)**

**A-9300**  
**GASOLINE GAUGE ASSEMBLY CHART AND GUIDE**  
**(REFER TO TEXT FOR MORE DETAIL)**

<b>PART RELEASE DATE</b>	<b>GAS GAUGE FRAME A-9318</b>	<b>DIAL FACE</b>	<b>FRACTIONS</b>	<b>“O” AND “F”</b>	<b>GAS GAUGE SHIELD A-9325</b>	<b>GAS GAUGE LENS A-9323</b>	<b>GAS GAUGE FLANGE NUT A-9330</b>
Start of production October 23, 1927 <b>A-9300</b>	Steel Composition; Nickel plate with off-set single pivot arm	Spring steel; Chrome plate finish	Gloss Black Lacquer	Brick Red Lacquer	T-1 Satin Black 0.018/0.020 thick and 3/32 wide retaining lug; Elliptical hole flanged inward; Short horizontal diameter	T-1 Flat 0.085/0.142 thick	3/16 wide surface without shaped profile; 3/8 inches high
Nov. 23, 1927 PR # 5139 <b>A-9300</b>	Same	Same	Same	Same	Same	Same	Revised with shaped profile; Increase in height to 7/16
Nov. 28, 1927 PR # 5241 <b>A-9300</b>	Same	Same	Same	Same	Same	Same	Increase in height to 15/32
December 9, 1927 PR # 5661 <b>A-9300</b>	Same	Same	Same	Same	T-1 0.032/0.036 thick	Same	Same
Feb. 7, 1928 PR # 7064 <b>A-9300</b>	Same	Same	Same	Same	T-2 Elliptical hole surface made flat; Short vertical diameter	T-2 Magnifying elliptical lens height 0.065; No flat spot on edge	Same
Feb. 15, 1927 PR # 7254 <b>A-9300</b>	Same	Same	Same	Same	T-2 Lithographed Black	Same	Same

March 13, 1928 PR # 7727 <b>A-9300</b>	Same	Same	Same	Same	T-2 Lithographed Black with Egg Shell Gloss (Black) Finish	Same	Same
April 12, 1928 PR # 8193 A-9300-B	Unfinished aluminum die casting composition; Double pivot arm with "relief"; Nickel plate face	Unfinished aluminum die casting composition; Pivot with "stop lug"; Nickel plate face	Same	Gloss Black Lacquer	Same	Same	Same
June 2, 1928 PR # 8970 A-9300-B	Same	Same	Same	Same	Same	T-3 Magnifying elliptical lens height 0.080; ½ inch brake on side	Same
June 8, 1928 PR # 9055 A-9300-B	Same but with Nickel plating removed from face	Same	Same	Same	Same	Same	Same
December 12, 1928 PR # 11290 A-9300-B	The "relief" was removed	The "stop lug" was removed	Same	Same	Same	Same	Same
January 17, 1929 PR # 11696	Shield retaining hole changed from 1/8 to 7/64 inch	Same	Same	Same	Same	Same	Same
April 13, 1929* PR # 12569 <b>A-9300-C</b>	Same	Same	Same	Same	Same	Same	Same

\*A-9300-C was specified for Town Car use only and was the same as A-9300-B except face of frame on A-9300-C was Chrome Plate and face of frame on A-9300-B was unfinished.

**A-9300**  
**GASOLINE GAUGE ASSEMBLY CHART AND GUIDE**

<b>PART RELEASE DATE</b>	<b>GAS GAUGE FRAME A-9318</b>	<b>DIAL FACE</b>	<b>FRACTIONS</b>	<b>“O” AND “F”</b>	<b>GAS GAUGE SHIELD A-9325</b>	<b>GAS GAUGE LENS A-9323</b>	<b>GAS GAUGE FLANGE NUT A-9330</b>
April 18, 1929 PR # 12723 A-9300-B A-9300-C	Same	Same	Same	Same	T-3 Round 0.023/0.026 inches thick	T-4** Round; Flat 0.030 thick; Non- magnifying; ½ inch brake on side	Same
May 29, 1929 PR # 13087 A-9300-B A-9300-C	Shield retainer hole increased to 11/64 inch	Same	Same	Same	Same but retaining lug increased in width to 5/32 inch	Same	Same
June 26, 1929 PR # 13317 A-9300-B A-9300-C	Same	Same	Same	Same	Same but retaining lug increased in width to 3/16 inch	T-5 Round; Flat 0.120/0.138 thick; No raised center; No magnification	Same
August 1, 1929 PR # 13537 A-9300-B A-9300-C	Shield retainer hole increased in size to 13/64 inch	Same; New dial pin; No cotter key required	Same	Same	Same	Same	Same
August 5, 1929 PR # 13588 A-9300-B A-9300-C	Same	Same	Same	Same	Same; Changed back to 0.032/0.036 inches thick	Same	Same
Nov. 20, 1929*** PR # 14639 A-9300-C A-9300-D	Same but Chrome plate face	Same but Chrome plate face	Same	Same	Same	Same	Same but Chrome plate

\*\*Adopted for use with A-9300-C on June 26, 1929.

\*\*\*A-9300-B (unfinished face) became obsolete and A-9300-C (Chrome Plate) was revised for the 1930 model gas tank by bending the rod to fit the new tanks. However the suffix "C" was changed to "D".

**A-9300  
GASOLINE GAUGE ASSEMBLY CHART AND GUIDE**

<b>PART RELEASE DATE</b>	<b>GAS GAUGE FRAME A-9318</b>	<b>DIAL FACE</b>	<b>FRACTIONS</b>	<b>"O" AND "F"</b>	<b>GAS GAUGE SHIELD A-9325</b>	<b>GAS GAUGE LENS A-9323</b>	<b>GAS GAUGE FLANGE NUT A-9330</b>
April 1931 FSB May 1, 1931 Chicago FSL A-9300-D	Same as above except a "lug" was added to the frame	Same	Same	Same	Same	Same	Same
May 18, 1931**** A-9300-E	Same	Same	Same	Same	Same	Same	Same

\*\*\*\*A-9300-E differed from A-9300-D only in the position of the float rod.

**NOTE: Dates pertain to the Part Release (PR) and not the actual production date. Refer to the MARC/MAFCA Restoration Guidelines and Judging Standards for those dates.**

I would like to thank Gary Anderson, Ray Beardslee, Justin Bicknell, Tracy Black, Dave Bockman, Ed Brown, John Cannon, Steve Ciccalone, Doug Clayton, Vince Falter, Kevin Fehr, Hans "Doc" Kalinka, Tim Kelly, Craig Lewis, Mort Lindahl, Dave Lopes, Jim Mason, Tom Moniz, Dudley Moordigian, Dave Pratt, Charles Reese, Ron Rude, Norrie Spencer, Marco Tahtaras, Steve Temesy, Don Turley, Joe Way, Tom Wesenberg, and Chet Wojcik along with the Benson Ford Research Center for their contribution with information concerning this article.