

FORD'S WAY

The Model A/AA Cylinder Block Update

By

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The following study/guide is an update from an article that appeared in the May-June, 2003 issue of Model A News titled "The Evolution of the Model "A" Ford Cylinder Block, A-6010". The "Cylinder Block", however, itself is actually A-6015! A-6010, Cylinder, not only includes the block but also the cylinder oil hole plug, cylinder head studs, cylinder head nuts, exhaust and intake manifold studs, manifold stud nuts, manifold clamps, manifold glands, and manifold gaskets according to the Part's Price Lists.

There were over 71 plus changes made to the cylinder block throughout 1928-1931. A lot were so small that it is hard to tell the difference.

What is listed here are those changes, 23 of them, which are most visibly seen to correctly ID a cylinder block, for who's original stamped engine serial numbers have been removed for some reason or the other, and to place that block in the right time frame, or close to it as possible.

Most of the changes were internal. However there were 8 of the 23 changes that were external changes. These external changes included the cylinder block to spark and throttle control assembly connection area (#'s 1, 3), engine number pads (#'s 3, 4, 5, 14) , engine serial number changes (# 23) and the drilled oil passage hole for the rear camshaft bearing (# 16).

Although the drilled oil passage hole for the rear camshaft bearing is an "internal" change, all blocks that were factory drilled for this "oil passage hole" have a slight bump on the back of the block which is very noticeable when comparing to an earlier block which does not have the "oil passage hole" for which there is no bump. Early blocks which do possess this "oil passage hole" were more than likely drilled as a service repair and do not possess the bump. See the May 1929

Ford Service Bulletin, Page 342-343. It was interesting to note that the Part Release of April 22, 1929 indicated that a "3/16 inch oil hole was added to the rear camshaft bearing" (see # 16.)

Another interesting cylinder block feature was that there were a number of special experimental engines (between 1353 and 1355) that were also produced between July 9, 1928 and October 2, 1928. These special cylinder blocks did not include the A-6645 oil return pipe assembly, along with the oil return pipe connections on the A-6015 cylinder block and the A-6520 valve chamber cover. The addition of oil return holes were drilled on the floor of the valve chamber to allow the oil to drain back into the oil pan.

The chart below shows six columns. The **first** column represents the number change; the **second** column represents the cylinder block description change which was made to the block thus a new casting; the **third** column represents the old style feature that was to be changed; the **fourth** column represents the new or revised style feature which originated from the change; the **fifth** column represents the number of blocks which range from the old feature to the revised feature (if we can find original stamped cylinder blocks between these numbers, then we can determine about when the changes were made); the **sixth** column represents when the next change of that particular feature was made or if it continued through the production period.

The date below the engine serial number in the third and fourth column is that date for which the engine was stamped at Dearborn.

NO.	CYLINDER BLOCK DESCRIPTION CHANGES	OLD FEATURE	REVISED FEATURE	CYLINDER BLOCK NUMBER DIFFERENCES	NEXT CHANGE
1.	Cylinder block to spark and throttle control assembly connection area at back of cylinder block...ground flat to 2 protruding bosses	A435 11/07/27 Flat	A495 11/14/27 2 bosses	60	January 1929 (See #13.)
2.	Water inlet port baffle area between baffle and #3 cylinder... Large gap to small gap	A354 11/04/27 Large gap	A852 11/29/27 Small gap	498	April/May 1929 (See #17.)
3.	Early engine number pad (ENP) to 2" size (length)... Early ENP to 2" ENP	A616 11/17/27 Early ENP	A633 11/17/27 2" ENP	17	December 1927 (See #4.)
4.	2" ENP to 2-1/2" ENP	A1276 12/03/27 2" ENP	A2157 12/14/27 2-1/2" ENP	881	December 1927 (See #5.)
5.	2-1/2" ENP to 2-3/4" ENP	A2820 12/19/27 2-1/2" ENP	A4408 12/27/27 2-3/4" ENP	1588	Jan./Feb. 1929 (See #14.)
6.	Front oil dam height... 1/4" above to 1/4" below top of push rod bosses	A25295 02/14/28 1/4" above	A33961 02/28/28 1/4" below	8666	Continued through the end of production
7.	Addition of two reinforcement ribs at the rear main bearing... No ribs to ribs "\ /"	A25295 02/14/28 No ribs	A33961 02/28/28 Ribs "\ /"	8666	May 1929 (See #18.)
8.	Middle oil dam height from inside base of valve chamber to top of dam... 1-1/16" to 1-7/16"	A33961 02/28/28 1-1/16"	A45396 03/12/28 1-7/16"	11435	Continued through the end of production
9.	Water outlet hole on top center of cylinder block... Round to elongated	A41841 03/07/28 Round	A45396 03/12/28 Elongated	3555	Continued through the end of production
10.	Camshaft bearings... 5 to 3	A481204 10/03/28 5	A492408 10/06/28 3	11204	Continued through the end of production
11.	Bottom of push rod bosses inside crankcase... Raised to flat	A763548 12/17/28 Raised	A804976 12/28/28 Flat	41428	March 1930 (See #20.)
12.	Intake/exhaust ports... Counterbored CB/CB to Non-counterbored NCB/NCB	A891720 01/17/29 CB/CB	A913521 01/21/29 NCB/NCB	21801	March 1929 (See #15.)
13.	Cylinder block to spark and throttle control assembly connection area at back of cylinder block... 2 protruding bosses to flat	A975432 01/30/29 2 bosses	A981613 01/31/29 Flat	6181	Continued through the end of production
14.	2-3/4" ENP to 3-1/4" ENP	A975432 01/30/29 2-3/4" ENP	A988170 02/01/29 3-1/4" ENP	12738	Continued through the end of production

NO.	CYLINDER BLOCK DESCRIPTION CHANGES	OLD FEATURE	REVISED FEATURE	CYLINDER BLOCK NUMBER DIFFERENCES	NEXT CHANGE
15.	Intake/exhaust ports... NCB/NCB to NCB/CB	A1187002 03/12/29 NCB/NCB	A1213500 03/18/29 NCB/CB	26498	Continued through the end of production
16	Drilled oil passage hole for rear camshaft bearing... No hole to hole	A1362039 04/11/29 No hole	A1422949 04/22/29 Hole	60910	Continued through the end of production
17.	Water inlet port baffle area between baffle and #3 cylinder... Small gap to large gap	A1466823 04/29/29 Small gap	A1482472 05/01/29 Large gap	15649	Continued through the end of production
18.	Addition of middle reinforcement rib at rear main bearing wall... “\ /” to “\ ”	A1592964 05/20/29 “\ /”	A1598353 05/20/29 “\ ”	5389	August 1930 (See #22.)
19.	Reinforcement at oil pump base... Shield shape to heart shape	A2153966 08/17/29 Shield shape	A2197843 08/23/29 Heart shape	43877	Continued through the end of production
20.	Bottom of push rod bosses inside crankcase... Flat to countersunk	A2998372 03/11/30 Flat	A3002539 03/12/30 Countersunk	4167	May 1930 (See #21.)
21.	Bottom of push rod bosses inside crankcase... Countersunk to flat	A3481035 05/26/30 Countersunk	A3506256 05/29/30 Flat	25221	Continued through the end of production
22.	Reinforcement ribs at rear main bearing wall become parallel... “\ /” to “ ”	A3790621 08/06/30 “\ /”	A3792191 08/06/30 “ ”	1570	Continued through the end of production
23.	Old style serial numbers to new style serial numbers on ENP... 1, 6, and 9 were changed	A4299173 01/27/31 Old style	A4319643 02/03/31 New style	20470	Continued through the end of production

The April 10, 1931 Chicago Assembly Plant Ford Service Letter to the dealers indicated: “This revised stamping of figures one (1), six (6), and nine (9) will be started with engine No. 4,365,834 (A4365834)”. This is a February 18, 1931 stamping (see # 23 above). Also see the February 1931 Ford Service Bulletin.

All features mentioned in the above charts were taken from original stamped Model A/AA Ford cylinder blocks and/or engines, in other words, no restamped blocks were used in this data.

If you have an original stamped block for which is between any of the above numbers, please contact me at steve@plucks329s.org to upgrade this study.