

LETTERS, NUMBERS AND CODES
FOR
MODEL A/AA FORD PRODUCTION
1928-1931
BY
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(As of January 12, 2011)

So many times we are asked “How and where do I find the engine/frame number on the engine and frame?”; “Where is the gas tank date located?”; “Where is the assembly plant code located?”; “What do the letters and numbers on the back of the frame mean?”

This article will address those subjects so all will know.

THE ENGINE/FRAME NUMBER

As each engine was complete within Dearborn's engine building, and once it was approved by the engine foreman, the engine was then given a number of identification. Once the work day was over, the total number of engines that were numbered for the day were recorded on the daily engine logs. These logs may be found on my website at www.plucks329s.org.

THE ENGINE NUMBER PAD

Contained on the left side of the newly run-in engine is an engine number pad. During the Model A/AA Ford years, 1928-1931, there were five (5) different shapes (sizes) of engine number pads. The first was located above the water inlet cavity of the block (**Fig. 1**).



(Fig. 1)

On October 12, 1927, in conjunction with Part Release Number ?????, the pad moved to the top of the block and was reduced in size to a 2 inch length pad (**Fig. 2**).



(Fig. 2)

This move also reduced the size of the water inlet connection pad. However this change took effect between engine number A616 (**Fig. 1**) and A633 (**Fig. 2**) on November 17, 1927.

The next change occurred between December 3, 1927 (A1276) (**Fig. 2**) and December 14, 1927 (A2157) when the 2 inch length pad became a 2-1/2 inch length pad (**Fig. 3**).

**STILL NEED A PHOTO
(Fig. 3)**

The 2-1/2 inch pad continued for a short time until sometime between December 15, 1927 (A2339) (**Fig. 3**) and December 27, 1927 (A4408) when the 2-1/2 inch pad was increased again to 2-3/4 inches in length (**Fig. 4**).



(Fig. 4)

The 2-3/4 inch pad continued to the end of January 30, 1929 (A975432) and on February 1, 1929 (A988170) it again changed in size to a 3-1/4 inch pad (**Fig. 5**) and for which it remained throughout the production period.



(Fig.5)

The “pad” itself must have the same “texture” as the rest of the block to be considered a truly original stamped engine. If for some reason the pad has been ground down smooth, then more than likely the original number has been ground off and it has been restamped with another number other than what was originally there. Still considered an original engine, just that it is a restamp.

Once the engine was approved, it was then stamped with a number. Anywhere from 1 to 9000 plus engines were stamped each work day at the Ford Motor Company during the production period. The daily logs show Ford did not produce engines everyday in 1931 but only produced enough to keep up with production.

The engine could have had an “A” (**Fig. 5**) or “AA” (**Fig. 4**) associated with the number and the engine itself. An “A” usually meant that the engine was for a car or a light commercial vehicle. The “AA” usually meant that the engine was associated with the heavy duty trucks. This concept remained the same throughout the production of the Model A/AA Ford except from starting with engine number A26268, a February 16, 1928 engine, the “AA” prefix was dropped due to the fact that all truck clutch springs were the same weight as the car and commercial vehicles.

On May 15, 1928, the Indianapolis Ford Service Letter indicated that all the truck engines were now being equipped with a 455 pound spring and that the engine numbers on such motors were being prefixed with the letters “AA” again. The cars and commercial vehicles retained the 420 pound clutch spring and the prefix “A”. These heavier truck clutch springs were painted “red” to distinguish between the two. Not sure of the engine number that this change occurred with.

THE ENGINE/FRAME NUMBER STAMPS

The number stamps remained in the same form and font (**Fig. 6**) from start of production through engine number A4365833, a February 18, 1931 number. It was on this date that Ford changed three of the number stamps. The 1, 6, and 9 (**Fig. 7**). This, according to the February 1931 Ford Service Bulletin, was “To lessen any possibility of outside individuals attempting to change engine numbers, the figures 1, 6, and 9 have been changed. Dealers should immediately provide themselves with a new figure one, six, and nine.” The April 10, 1931 Chicago Ford Service Letter added to this telling the branches “You should, therefore, arrange to secure new designed numeral stamps to take care of restamping motor numbers whenever it is necessary to change a block or a cylinder assembly”. Therefore on February 18, 1931, starting with engine number A4365834, the number stamps of 1, 6, and 9, changed their form and font.

(Fig. 6)

(Fig. 7)

Always associated with the engine number, was a five pointed star on the left and right side of the engine number stamping as seen in the above photos. Whether it was the engine number pad or the frame, all stampings had the stars.

THE FRAME STAMPINGS

Once the engines were delivered to the assembly plants, either by ship or boxcar, they were then transferred to the assembly line. Engines that were stored in boxcars could have caused later engines to be used before earlier engines. Here, the workers kept a close eye on which engine to drop into a particular chassis as it was the hopes that all "A" engines were dropped into a car and/or commercial "A" chassis and the "AA" engines were dropped into the heavy duty "AA" chassis.

Once the engine was secured in the chassis coming down the assembly line, another worker looked at the number on the engine number pad and then transferred that number, just as it appeared on the pad itself, to the top, left Frame Side Member of the "A" or "AA" chassis..

For the cars and/or commercial "A" chassis it was part number A-5016 Frame Side Member. For the heavy duty "AA" chassis, it was part number AA-5014 (157 inch wheel base) or AA-5016 (131 inch wheelbase) Frame Side Member.

To be more precise, the stamping on the frame, 99% of the time, was placed in the area where the left front cowl section of the body rests on the frame itself. In other words, between the Brake Rod Spring Bracket---Front, A-2504 (**Fig. 8**), and the Body Bracket on Frame---Front, A-5075 (**Fig. 9**).



(Fig. 8)



(Fig.9)

In order for one to view this engine/frame number on the chassis, there is just no easy way. You are going to have to remove the body and, more than likely, the left Running Board Shield and frame welding because of their placement on the chassis in relation to the placement of the engine/frame number itself. Sometimes the worker may have very well put the engine/frame number close to the inner edge of the left Frame Side Member to see without the removal of the body and the left Running Board Shield. The "AA" chassis were more like this as they have a bigger area to work with than the "A" chassis.

A lot of times one will go to the trouble to do all this only to find that the stamping on the chassis is unreadable due to wear and the elements of the past 80 plus years as rust takes hold and may never know the true engine number that was dropped into the chassis at the time of assembly.



(Fig. 10)

The above engine/frame number, A4776553, the engine was assembled on July 22, 1931 **(Fig. 10)**. This came off a car that was assembled in Argentina. Notice that all the numbers, except for the 6, are not what was the norm for engine number fonts from the USA. Thank you Justin Bicknell for this photo.

OTHER INTERESTING STAMPINGS



(Fig. 11)

The above engine number, A375213, was assembled on August 29, 1928 (**Fig. 11**). This engine was one that was shipped to Brazil. Notice the "Ford USA" below the engine number. Not known if all foreign engines had this designation. Thank you Evandro Ribeiro from Sao Paulo, Brazil for this photo.

THE GAS TANK DATE

At this point in the production of the tank, there comes some controversy and one of the most interesting concepts concerning the “date” on the lower left front portion of that part of the 1928-1929 tank assembly which forms the upper part of the firewall (A-35327: Dash Upper Assembly). This “date”, which is stamped there, may be right side up (**Fig. 12**), upside down (**Fig. 13**), or not there at all between May 1928 and August 1929.

To better locate this date (**not all 28-29 tanks got dated**), start at the top of the very center of the steering column and run your finger straight up to the lips of the lower and upper section (that section with the row of eight bolts and square nuts). Just above this junction and on the front firewall section of the tank, you should be able to see the date (**Fig. 12 and 13**).



(Fig. 12)

Thank you to Gary Pitsenbarger for the photo.



(Fig. 13)

The questions are, just **when** did the stamping process start and end; **where** (besides on the tank) was the date stamped; and **why** was it put there in the first place. Some claim it was put there on the day the body was assembled, but was it? Maybe, maybe not. Over the course of the past five years, I have been collecting these dates in conjunction with engine/frame numbers on various original Model A's. The research data from which I have gathered indicates vehicles with dates on the tank which were stamped **before** engine stamping; vehicles with dates on the tank which were stamped **the same day** as engine stamping; and vehicles with dates on the tank which were stamped **after** engine stamping.

Of the many original Model A and AA vehicles, which many of you were so kind in submitting data, there were only two known vehicles which have given us some great clues. These cars originated from the Louisville and Los Angeles assembly plants where they not only stamped the assembly plant code and body number on the subfloor cross sill, but also stamped the month and year the body was produced. With that, and knowing when the engine and gas tank were stamped, might give us some clues as to what happened.

The first is a 1929 Tudor Sedan. The gas tank was stamped on January 20, 1929, and the engine was stamped at Dearborn on February 9, 1929 making the tank stamped 19 days BEFORE the engine stamping date. The body has an assembly plant code of LE 13885 2-29 which stands for the Louisville, KY Ford assembly plant. The 2-29 designation was the month and year the body was assembled and stamped at Louisville...February 1929. It took about 1 week or so to get the parts sent from Dearborn to Louisville by train thus the February stamping date on the body.

The second is a 1929 Standard Coupe. The engine was stamped at Dearborn on August 22, 1929 and the gas tank was stamped on August 23, 1929, 1 day AFTER the engine stamping date. The body has an assembly plant code of LA 9574 9-29 which stands for the Los Angeles, CA Ford assembly plant. The 9-29 designation was the month and year the body was assembled and stamped at Los Angeles...September 1929. It took about 3 weeks or so to get the parts sent from Dearborn to Los Angeles by ship and or rail thus the September stamping date on the body.

Yes, there are all sorts of other variables. The tank could of sat around for a number of days; the engine could of sat around for a number of days; the individual assembly plants, or just Dearborn, could have had a special machine which stamped the dates before or after the assembly to the vehicle; or the tank could have been changed at some point during the past 80 plus years since the original assembly of the vehicle thus giving us a different date as was originally was there or no date at all.

Other possibilities could have been that A-35327: Dash Upper Assembly could have been stamped before or after assembly to the tank. Or once the tank was complete and before assembly to the body, it got stamped. Or the tank was stamped after the assembly to the body and before painting. Who knows for sure?

The one thing we do know is that the date was on the tank prior to the painting of the body for which many a tank has proven that fact.

To date, there has been no known Ford data, no known absolute proof that has been found indicating that Ford stamped the gas tank on the date that the body was assembled or anything else as far as that goes.

Again, thoughts as to **why** they were they stamped; **when** did the stamping of dates on the tank start and end; and **where** was it done are still questions to be answered.

As to **why** it was done, again, there is no known Ford data that I know of, telling us just **why** the tanks were stamped in the first place. We can only guess.

As far as **when** the dating originally started and ended, or in what sequence, that is a good question also. The earliest date for which I have collected is May 31, 1928 (5 31 28) and the latest is August 23, 1929 (8 23 29). I am almost sure that there might be earlier and later dates out there. If so, I would like to know.

In an other independent study by Roger Kauffman, he had recorded some early tanks with the dates on them. One of which is a car that has "10 12 27" stamped on the tank and has an engine number of A390, which was stamped on November 7, 1927 and was one of twenty-two stamped engines sent to the final assembly line at Fordson (the Rouge) on that day also. Three other dated tanks for which he has seen are a December 1927; an early January 1928 and a March 1928.

As far as **where** were they stamped, specifically at Dearborn or elsewhere, that to remains a big question.

If anyone knows the answers to these three questions and can come up with positive proof as to **why, when** and **where**, these tanks were stamped, I, along with quite a few other people in this hobby would like to know. I am sure that stuck away in some obscure file at The Henry Ford/Benson Ford Research Center in Dearborn are the answers.

THE ASSEMBLY PLANT CODES

First I would like to point out that Mr. Dave Sturges of Glenwood, Maryland has done much research on the Ford Assembly Plant Codes. David is looking at and recording all the body assembly plant numbers and their respective codes in trying to identify the Model A/AA Ford Assembly Plant codes used and Ford's intent. His studies are on both the websites of MAFCA and MARC for all to see and hopefully to give him your information on your vehicle.

Each 32 (35) USA assembly plants had a series of 1-5 letters associated with them. Here they are in alphabetical order: Atlanta, GA (A or AA); Buffalo, NY (BO); Charlotte, NC (CE); Chester, PA (CR); Chicago, IL (CHI); Cincinnati, OH (CI); Cleveland, OH (CL or CLE); Columbus, OH (G); Dallas, TX (DS); Dearborn (The Rouge) MI (F or FD); Denver, CO (DR); Des Moines, IA (DM); Edgewater, NJ (E); Houston, TX (H); Indianapolis, IN (I); Jacksonville, FL (JE); Kansas City, KS (KC?); Kearny, NJ (KY); Long Beach, CA (LA); Los Angeles, CA (LA); Louisville, KY (LE); Memphis, TN (MEM); Milwaukee, WI (??); New Orleans, LA (NO); Norfolk, VA (NK); Oklahoma City, OK (OC); Omaha, NE (??); Pittsburgh, PA (??); Portland, OR (PO); Richmond, CA (R); San Francisco, CA (SFA or SFAA); Seattle, WA (AS); Somerville, MA (S); St. Louis, MO (STL); Twin City, MN (TC).

Assembly Plant Letters and Numbers are located on the top of the front body steel cross member for which the front seat riser is riveted to (**Fig. 14 and 15**) or the front of the Tudor seat post.



(Fig.14)



(FIG. 15)



(Fig. 16)

They can be found anywhere on that cross member and can be oriented to read from either the front or the rear. These stampings also vary in size depending on the assembly plant. A few plant numbers have been seen on the drivers side body side rail (**Fig. 16**) (From Brian Martin) and a few have been seen inside the seat riser on cars so equipped. They mainly are on the Ford built bodies but some have been noted stamped into the front wooden body cross member on Briggs and Murray bodies. For some unknown reason not all bodies were stamped with a plant letter and number. The initial letter/s are used to indicate the specific assembly plant where the Model A was assembled and the digits following the letters are very probably production numbers within each assembly plant. We are not sure if these

production numbers are by body style but they very well might be. The 1928 and 1929 vehicles were considered as one set of production numbers and they seem to have reverted back to number one with the introduction of the 1930 vehicles. Two assembly plants (Louisville (LE), Kentucky and Los Angeles/Long Beach (LA), California) affixed the month and year (4 31 to indicate April 1931) to their assembly plant codes.

If you have a code pertaining to the assembly plants, please contact Dave Sturges at dasturge@comcast.net and provide him with the information to better yet understand the Model A/AA Ford.

THE REAR FRAME STAMPING CODES

Another interesting set of codes that one may find on the chassis is in relation to the number or Rear Spring Leaves that were originally used when the chassis was assembled. It has been thought that these stampings were used to correlate the number of leaves in the rear spring with a particular body style for which was going to be assembled to the chassis.

Mr. Carl Biederman from Anoka, Minnesota had found several of these codes on various Model A Ford chassis with some letters followed by a number for which was stamped into the rear areas of the vehicle. The areas for which Mr. Biederman has found these codes are as follows: 1). Rear end axle housings; 2). Top of the rear frame cross member and 3). The right rear corner of the rear frame cross member.

The following list may be incomplete and may not have been implemented by all the assembly plants for all years.

STAMPING	BODY STYLE	REAR SPRING LEAVES
R7	Roadster	Seven (7) leaves
C8	Coupe	Eight (8) leaves
OCPU0	Open Cab Pickup	Ten (10) leaves
T0	Tudor	Ten (10) leaves
TS0	Town Sedan	Ten (10) leaves
FDO	Fordor	Ten (10) leaves



(Fig. 17)

In **(Fig. 17)** it shows an “R8”. Not sure what it means. Did the worker mean to put “R7” for a Roadster, or did he mean to put “C8” for a Coupe? Would like to thank Rusty Nelson for the photo.

BODY NUMBER CODES

First I would like to point out that Mr. Dennis Smith is the “Body Number Code” guru and his data can be found on the MARC website.

PART NUMBER SYSTEM CODES

When Ford began vehicle production with his earlier vehicles such as the Model T, he developed a "Part Numbering System" which carried into the model A/AA era. It was designed for the "convenience in the listing and ordering of Model "A" and "AA" parts. Groups of numbers are assigned to the various assemblies. Parts used on passenger cars carry the prefix "A". Parts used on trucks carry the prefix "AA". When a part is used on both the passenger car and truck it carries the prefix "A". Each assembly and its part fall into a definite numerical group. Each of these groups are listed below.":

GROUP TYPE: A and AA	PART NUMBERS
Wheel Group: Wheel, Hubs and Brake Drums, Wheel Carriers and related parts.	A-1000 to A-1999
Brake Group: Service Brake, Service Brake Controls, Emergency Brake, Hand Brake Lever (Side), Hand Brake Lever (Center), Emergency Brake Control and related parts.	A-2000 to A-2999
Front Axle and Steering Group: Front Axle, Steering Gear and related parts.	A-3000 to A-3999
Rear Axle Group: Rear Axle, Coupling Shaft, Dual High and related parts.	A-4000 to A-4999
Frame Group: Frame, Battery Support, Muffler, Front Spring, Rear Spring, Towing Clevis Model 229A, and related parts.	A-5000 to A-5999
Engine Group: Cylinder, Pistons, Connecting Rods, Camshaft, Crankshaft, Flywheel, Valves, Oil Pump, Oil Pan, Engine Pan and related parts.	A-6000 to A-6999
Transmission (3 and 4 Speed) and Clutch Group: Transmission, Gear Shift, Clutch and related parts.	A-7000 to A-7999
Cooling System Group: Radiator, Water Pump, Fan and related parts.	A-8000 to A-8999
Fuel System Group: Cowl, Manifold, Carburetor, Spark and Throttle Controls and related parts.	A-9000 to A-9999
Electrical Equipment Group: Generator, Battery, Ammeter, Starter Motor, Starter Drive, Starter Switch, Ignition and Lighting Switches, Instrument Panel, Ignition Coil, Distributor, Condenser, Head Lamp, Fender Lamp, Cowl Lamp, Rear Lamp and License Bracket, Instrument Panel Lamp, Dome Lamp, Horn, Wiring, Terminals, Wiring Clamps, Supports, Etc., and related parts.	A-10000 to A-15999
Fender Group: Front Fenders, Rear Fenders, Running Boards and Shields, and Hood and related parts.	A-16000 to A-16999
Special Equipment Group: Tools, Speedometer, Windshield Wipers (Vacuum and Electric), Rear View Mirror, Bumper, Shock Absorber, Wind Wings, and Accessories and related parts.	A-17000 to A-19999
Standard Parts: Bolts and Machine Screws.	A-20025 to A-21320

Standard Parts: Nuts.	A-21520 to A-21956
Standard Parts: Washers.	A-22038 to A-22538
Standard Parts: Wood Screws.	A-22541 to A-22750
Standard Parts: Rivets.	A-22885 to A-23468
Standard Parts: Cotters.	A-23515 to A-23566
Standard Parts: Pins.	A-23626 to A-23890
Standard Parts: Keys.	A-23901 to A-23908
Standard Parts: Studs.	A-24025 to A-24053
Standard Parts: Lubricator Fittings.	A-24404 to A-24409
Standard Parts: Plugs.	A-24452 to A-24623
Standard Parts: Fasteners.	A-24550 to A-24605
Special Tools: "5-z" type tools	5-z-1705 to 5-z-2797

FINISH CODES

Of the above list, each part had its own designated finish. The Parts Price Lists will tell the finishes for most chassis related parts. However these finishes changed from year to year on some parts but remained the same for the most part. Check with the MARC/MAFCA Restoration Guidelines and Judging Standards for a specific part and its finish date wise.

Ford assigned different codes for the following specific finishes. The "S" suffix on numbers covering Standard Parts represent the finish of the part as shown by the following list. However, there were other specific chassis parts that also had specific finishes. Again, please refer to the MARC/MAFCA Restoration Guidelines and Judging Standards for a specific part and its finish date wise.

CODE	FINISH
Numbers without a suffix	Plain
S-1	Black Paint
S-2	Raven Finish
S-3	Raven Finish and Black Paint, head only
S-4	Raven Finish and Black Paint
S-5	Copper Plate
S-6	Nickel Plate
S-7	Cadmium Plate
S-8	Zinc Plate
S-9	Blued Steel
S-10	Tinned
S-11	Terne Coated
S-12	Lacquer to match trim
S-13	Chrome Plated
S-14	Butler Finish
S-15	Oxydized
S-16	Lead Coated

VEHICLE (BODY) NUMBER CODES (Ford Body Model Numbers)

When Ford began Model A/AA production in 1927 and through 1929, his “vehicle designation” was mainly by the “Name” of the vehicle and each vehicle was assigned a “Part Number Group” such as “Phaeton (28-29) 35000-38999”. However when the 1930 models became available, Ford assigned “Body Model Numbers” as per a May 16, 1930 Service Letter from the Indianapolis Branch.

The letter went on to say “The “Body Model Number” indicates the particular style of body, and has been made to correspond with the part number group for that particular body type.”

“The letter suffix designates designs of the same general type of body. Thus, in accordance with the table outlined below, “Ford Body Model 35-A” indicates the “Phaeton Body 1928-1929 design” and “Ford Body Model 35-B” indicates the “Phaeton Body 1930 design.” These designations went through 1931.

When the “De Luxe” models made their appearance in 1930, in order to distinguish between those that weren’t “De Luxe” models, Ford added the word “Standard” to the “Body Type” HOWEVER kept the same “Body Model Code” (for the most part).

BODY TYPE (Passenger)	YEAR	PART NUMBER GROUP	BODY MODEL CODE
Phaeton	28-29	35000 to 38999	35-A
Standard Phaeton	30-31	35000 to 38999	35-B
Roadster	28-29	40000 to 43999	40-A
Standard Roadster	30-31	40000 to 43999	40-B (Std.)
De Luxe Roadster	30-31	40000 to 43999	40-B (Del.)
Coupe	28-29	45000 to 48999	45-A
Standard Coupe	30-31	45000 to 48999	45-B (Std.)
De Luxe Coupe	30-31	45000 to 48999	45-B (Del.)
Special Coupe	28-29	49000 to 49999	49-A
Sport Coupe	28-29	50000 to 53999	50-A
Sport Coupe	30-31	50000 to 53999	50-B
Business Coupe	28-29	54000 to 54999	54-A
Tudor	28-29	55000 to 59999	55-A
Tudor	30-31	55000 to 59999	55-B
De Luxe Tudor	30-31	55000 to 59999	55-B (Del.)
Fordor (Leather Back—Seal Brown Top) (Briggs)	28-29	60000 to 64999	60-A
Fordor (Leather Back—Black Top) (Briggs)	29	60000 to 64999	60-B
Fordor (Steel Back) (Briggs)	29	60000 to 64999	60-C
Cabriolet	29	68000 to 71999	68-A

Cabriolet	30-31	68000 to 71999	68-B
Cabriolet (Slant Window)	31	?????? to ??????	68-C (S/W)
Taxi-Cab	28-29	135000 to 139999	135-A
Town Car	28-29	140000 to 144999	140-A
Town Car	30	?????? to ??????	140-B
Station Wagon	28-29	150000 to 154999	150-A
Station Wagon	30-31	150000 to 154999	150-B
Town Sedan (Murray)	29	155000 to 159999	155-A
Town Sedan (Briggs)	29	155000 to 159999	155-B
Town Sedan (Murray)	30-31	155000 to 159999	155-C
Town Sedan (Briggs)	30-31	155000 to 159999	155-D
Standard Fordor Sedan (Slant Window)	31	?????? to ??????	160-A (S/W)
Town Sedan (Slant Window)	31	?????? to ??????	160-B (S/W)
De Luxe Fordor Sedan (Slant Window)	31	?????? to ??????	160-C (Del.)(S/W)
Standard Fordor Sedan (Murray)	29	165000 to 169999	165-A
Standard Fordor Sedan (Briggs)	29	165000 to 169999	165-B
Standard Fordor Sedan (Murray)	30-31	165000 to 169999	165-C
Standard Fordor Sedan (Briggs)	30-31	165000 to 169999	165-D
Standard Fordor Sedan (2-Window) (Briggs)	29	170000 to 174999	170-A
Standard Fordor Sedan (2-Window) (Briggs)	29-30	170000 to 174999	170-B (Std.)
De Luxe Fordor Sedan (Briggs)	30-31	?????? to ??????	170-B (Del.)
De Luxe Phaeton	30-31	?????? to ??????	180-A
Victoria Coupe (Slant Window)	30-31	?????? to ??????	190-A (S/W)
Convertible Sedan (Slant Window)	31	?????? to ??????	400-A (S/W)

BODY TYPE (Light Commercial)	“A”	YEAR	PART NUMBER GROUP	BODY MODEL CODE
Commercial (“A”) Chassis (103” Wheelbase)		31	???????	A-103
103 Canopy Top		31	???????	65-A
De Luxe Pickup (Bed)		31	???????	66-A
Open Cab		28-30	76000 to 77999	76-A
Open Cab		30-31	???????	76-B
Pickup (Bed) (Narrow Box)		28-31	78000 to 78999	78-A
Pickup (Bed) (Wide Box)		31	???????	78-B
“A” Panel Delivery		28-30	79000 to 81999	79-A
“A” Panel Delivery		30-31	???????	79-B
Closed Cab		28-30	83000 to 84999	82-A
Closed Cab (Soft Top)		30-31	???????	82-B
Closed Cab (Steel Top)		31	???????	82-B
De Luxe (Panel) Delivery		28-30	130000 to 133999	130-A
De Luxe (Panel) Delivery (Std.)		30-31	???????	130-B
De Luxe (Panel) Delivery (Drop Floor)		31	???????	130-B
“A” Panel Delivery (with drop floor)		30-31	???????	225-A
Special Delivery (Natural Wood)		30-31	???????	255-A
Town Car Delivery		30-31	???????	295-A
Town Car Delivery (Slant Window)		31	???????	295-A (S/W)
Travelers Wagon		31	???????	Unknown
Special ????? De Luxe Delivery		31	???????	Unknown

BODY TYPE (Heavy "AA" Commercial)	YEAR	PART NUMBER GROUP	BODY MODEL CODE
Open Cab	28-30	76000 to 77999	76-A
Open Cab	30-31	????????	76-B
Closed Cab	28-30	83000 to 84999	82-A
Closed Cab (Soft Top)	30-31	????????	82-B
Closed Cab (Steel Top)	31	????????	82-B
"AA" Panel Delivery	28-30	85000 to 87999	85-A
"AA" Panel Delivery (for 131-1/2" Wheelbase)	30-31	????????	85-B
Platform (for 131-1/2" Wheelbase) (68" x 97.5")	28-30	88000 to 88999	88-A
Express (for 131-1/2" Wheelbase)	28-30	89000 to 89999	89-A
Stock Racks (for Platform 88-A)	28-30	134000 to 134499	134-A
Grain Sides (for Platform 88-A) (20" high)	28-30	134500 to 134999	134-B
Platform (for 157" Wheelbase) (68" x 132")	30	????????	185-A
Platform (for 157" Wheelbase) (75" x 132")*	31*	????????*	185-B*
Stake (for Platform 185-A)	30	????????	186-A
Stake (for Platform 185-B)	31	????????	186-B
Platform (for 131-1/2" Wheelbase) (75" x 102")	31	????????	187-A
Stake (for Platform 88-A)	28-30	188000 to 188999	188-A
Stake (for Platform 187-A)	31	????????	189-A
Express Body (for 131-1/2" Wheelbase)	31	????????	195-A
Canopy Top (for 132-1/2" Wheelbase) (for 195-A)	31	????????	196-A
Express Body (157" Wheelbase)	31	????????	197-A
Canopy Top (for 157" Wheelbase) (for 197-A)	31	????????	198-A
Ice Wagon (Large)	31	????????	199-A
Hand hoist dump body assembly (Anthony)	30-31	????????	200-A
Dump body with hand hoist (1-1/2 cu. yds. Cap.) (Galion)	31	????????	200-B
Coal body with heavy hydraulic hoist and end gate with chute (less swinging partition) (75 cu. ft.) (Galion)	31	????????	201-A
Coal body with heavy duty hydraulic hoist, swinging partition and end gate with chute (high end) (75 cu. ft. or 120 cu.ft. with sides) (Wood)	30-31	????????	201-B
Coal body with heavy duty hydraulic hoist and end gate with chute (less swinging partition) (75 cu. ft.) (Wood)	31	????????	201-C
Gravity dump body assembly (Anthony)	30-31	????????	202-A
Gravity dump body (1-1/2 cu. yd. capacity) (Wood)	31	????????	202-B
Garbage body with heavy hydraulic hoist (2 cu. yd. capacity) (Galion)	30-31	????????	203-A
Garbage body with heavy hydraulic hoist (2 cu. yd. capacity) (Wood)	30-31	????????	203-B
Garbage body with heavy hydraulic hoist (3 cu. yd. capacity) (Galion)	30-31	????????	203-C

Garbage body with heavy hydraulic hoist (3 cu. yd. capacity) (Wood)	30-31	????????	203-D
Dump body with light hydraulic hoist (1-1/2 cu. yd. capacity) (Galion) (GH-4)	30-31	????????	204-A
Dump body with light hydraulic hoist (1-1/2 cu. yd. capacity) (Wood) (GH-4)	30-31	????????	204-B
Hi-Lift Hydraulic Coal Body (72 cu. ft.) (Wood)	31	????????	205-A
Dump body with Rotary power hoist (Anthony)	30-31	????????	206-A
Dump body with mechanical hoist (1-1/2 cu. yd. capacity) (Detwiler)	31	????????	206-B
Combined dump and coal body with heavy hydraulic hoist (Galion)	30	????????	207-A
Combined coal and coke body with high sides and end gate with chute opening and swinging partition with heavy hydraulic hoist (120 cu. ft. capacity) (Wood)	31	????????	207-B
Dump body with heavy hydraulic hoist (1-1/2 cu. yd. capacity) (Galion) (GH-5)	30-31	????????	208-A
Dump body with heavy hydraulic hoist (1-1/2 cu. yd. capacity) (Wood) (GH-5)	30-31	????????	208-B
Dump body with heavy hydraulic hoist (1-1/2 cu. yd. capacity) (GH-5)	30	????????	208-C
"AA" Panel Delivery (for 157" Wheelbase)*	30-31*	????????*	210-A*
Stock Racks (for 131-1/2" Wheelbase) (47-3/4" high)	31	????????	228-A
Service Car	31	????????	229-A
Hoist for Service Car (229-A)	31	????????	AA-229400
Tow Bar for Service Car (229-A)	31	????????	AA-229402
Light hydraulic hoist and body under structure (Galion)	31	????????	236-A
Heavy hydraulic hoist and body under structure (Galion)	31	????????	237-A
Heavy hydraulic hoist and body under structure (Wood)	31	????????	237-B
Stock Racks (for 157" Wheelbase) (60" high)	31	????????	238-A
Meat Packers Express	31	????????	239-A
Heavy Duty Express Body (for 131-1/2" Wheelbase)	31	????????	242-A
Grain Body (for 157" Wheelbase)*	31*	????????*	244-A*
Grain Body (for 131-1/2" Wheelbase)	31	????????	248-A
Funeral Service (with Single Side Doors)	31	????????	270-A
Funeral Coach (with Double Side Doors)	31	????????	275-A
Ambulance Body (with Side Door)	31	????????	280-A
Police Patrol (De Luxe)	31	????????	285-A
Police Patrol (Standard)	31	????????	290-A
De Luxe Delivery (for 131-1/2" Wheelbase)	31	????????	300-A
Standrive Body (for 112" Wheelbase Chassis)	31	????????	315-A
School Bus*	31*	????????*	330-A*
Passenger Bus*	31*	????????*	330-B*
Drop Center Chassis (112" Wheelbase)	31	????????	AA-112
Truck ("AA") Chassis (131-1/2" Wheelbase)	31	????????	AA-131
Truck ("AA") Chassis (157" Wheelbase)	31	????????	AA-157
Dual High (Units)	31	????????	AA-4828
"AA" Panel Delivery Body with Tailgate*	31*	????????*	Unknown*
De Luxe Delivery Body with Tailgate	31	????????	Unknown
Special ????? De Luxe Delivery	31	????????	Unknown
Dual Wheel Sets	30-31	????????	Unknown
High Speed Axles	30-31	????????	Unknown
Special Illinois Highway Express	31	????????	Unknown
Special Illinois Highway Dump	31	????????	Unknown

131" Bread Wagon	31	???????	Unknown
131" Combination Body	31	???????	Unknown
Special Ice Body	31	???????	Unknown
Combination Ambulance and Funeral Coach	31	???????	Unknown
Special Ambulance	31	???????	Unknown
157" Combination Body	31	???????	Unknown

* Used on the "parallel" "AA" 157" wheelbase frame introduced early 1931.

NOTE: *The above three (3) lists contain only the "known" Model A/AA Ford body styles which Ford produced from very late 1927 through 1931. They do not include the many "special" types of body styles that were made by outside sources.*

STEWART-WARNER SPEEDOMETER DATE CODES

I would like to thank Ron Cataldo for these codes used on the Stewart-Warner Speedometers during the Model A era. They are listed as Month/Year:

1-January; 2-February; 3-March; 4-April; 5-May; 6-June; 7-July; 8-August;
9-September; 10-October; 11-November; 12-Decmeber

U-1927; V-1928; W-1929; X-1930; Y-1931

The codes were stenciled in white on to the back of the cover as seen the following photo's. I would like to thank Craig Lewis for the photo (**Fig. 18**) of "W-9" which represents "1929-September"; and Scott Walker for the photo (**Fig. 19**) of "9-X" or "X-6" which represents "September-1930" or "1930-June".



(Fig. 18)



(Fig. 19)

AUTO-LITE MANUFACTURED PARTS

I would like to thank Ron Cataldo for these codes used on Auto-Lite manufactured parts used in the Model A/AA Ford production era. Auto-Lite date codes for Model A/AA production are:

1-January; 2-February; 3-March; 4-April; 5-May; 6-June; 7-July; 8-August;
9-September; 10-October; 11-November; 12-December

D-1927; E-1928; F-1929; G-1930; H-1931

So, a stamp on an Auto-Lite part dated "11 F" would be "November 1929" and so on.

STARTER AND GENERATOR BAND CODES

I would like to thank Will Cronkrite for these codes which are stamped onto starter and generator bands. However...not all bands got a stamp! Will says "It seems to be common knowledge that (H='27, I='28), J='29, K='30 and that L='31.

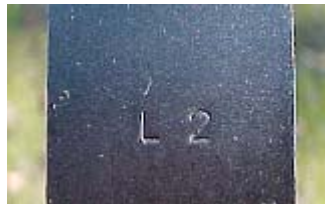
"The numbers and the letters were stamped in a position that is across the band width as opposed to the long way, but It interesting to me that the letter did not always precede the number, or vice versa. While they all seem to appear across the band 'width', they do not always read the same. Some are up side down".

The real issue seems to be weather this was actually a 'Ford' issue per requirement or a supplier issue. Last month I was at a table next to a gentleman at the Benson research center when he excitedly leaned over to me and showed me a Ford drawing that had a note on it instructing the suppliers to date these bands in this manner".

I would like to thank Tom Moniz who supplied the photos. He indicated that some bands are marked twice on the same band, some are horizontal to the band, some have either the number or letter reversed, but the majority of original bands don't have any markings on them.

1-January; 2-February; 3-March; 4-April; 5-May; 6-June; 7-July; 8-August;
9-September; 10-October; 11-November; 12-Decmeber

H-1927; I-1928; J-1929; K-1930; L-1931



(1931 February)
(Fig. 20)



(February 1930)
(Fig. 21)

Thanks to: David Sturges, Mike Gooding, Will Cronkrite, Ron Cataldo, Tom Moniz, Craig Lewis, Scott Walker, Rusty Nelson