

**Instructions For Converting A Rumble Seat to A
Trunk
in Roadsters and Coupes
The Ford Way
Part 2
as of
July 16, 2015
by
The Model A'ers**

To continue the Rumble Seat to Trunk conversion, Part 2 will deal with three items which are located in the lower left and right section of the Deck Door compartment (**Fig. 1**).

Those items are the A-41510 Plug (deck drain trough); A-41516 Guide (deck door) lower; and A-41518-A1 (short) and A-41518-A2 (long) Bumper (deck door).



(Fig. 1)

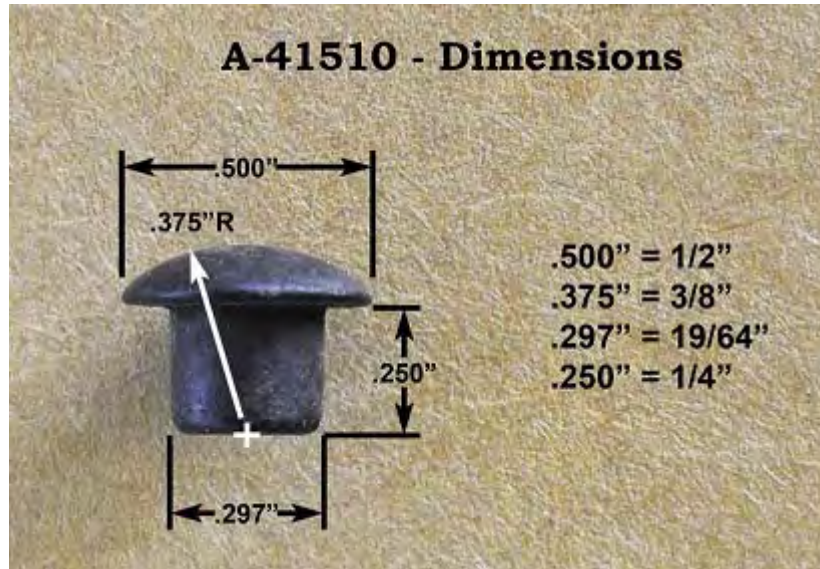
A-41510 Plug (deck drain trough)

Located toward the bottom corners on the Deck Drain Trough (deck drain) assembly, are two holes, left and right, for which the arm (deck door hinge) and base assembly, left and right, were attached for the attachment of the hinges for the Deck Door Rumble Seat assembly.

These holes were also for the placement of A-41510 “rubber” plug (deck drain trough) (**Fig. 2**), as seen in examples provided by Marco Tahtaras, for trunk compartment use only in order to fill the holes so as not to allow rain water to enter the trunk compartment and were used throughout the production of the Model A Ford.



(Fig. 2)



(Fig. 3)

The radius (0.375") shown in this example of the rubber plug, is also the total height of the plug since the center line is even with the bottom of the plug (**Fig. 3**). Therefore, the height of the domed area alone (not shown) is 0.125" or 1/8".

The small diameter of the plug was changed from 9/32" to 19/64" (0.297") on October 16, 1928.

To our knowledge, these rubber plugs are not reproduced.



(Fig. 4)



(Fig. 5)

Figures 4 and 5 show the rubber plug as it is placed on the trough as seen in Jim Sinclair's 1928 Roadster.

A- 41516 Guide (deck door) lower

Located at the lower left and right corners of the trunk compartment are the “die cast aluminum” guides (deck door) lower, a.k.a. Deck Door Lower Guides (**Fig. 6, 7 and 8**) provided by Joop Plaggenborg and John Stone.



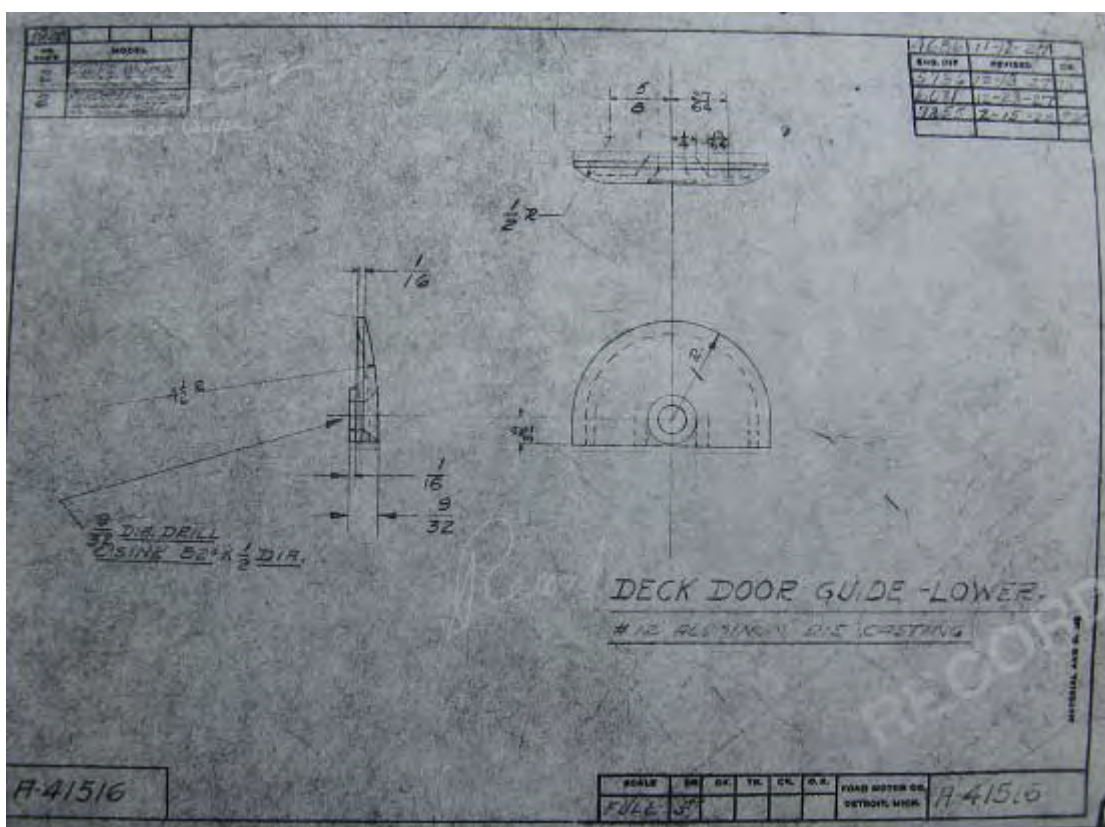
(Fig. 6)

These guides, or wedges, of which there were two different sizes, were used to correctly “guide” the Deck Door to its closed position.

The A-41516/A-41516-A, used with those cars with the “T” molding which included the 1928-1929 Standard Roadster, Standard Coupe, Special Coupe, Business Coupe, Sport Coupe, and 1929-1931 Cabriolets (if a trunk was desired), were 9/32” (0.28”) thick which tapers by means of a radius to 1/16” (0.06”) thick on the edge opposite the flattened area. This part also has a cast hollow area on the mounting surface surrounding the boss for the bolt hole. It also has the part number, A-41516, stamped into the guide (**Fig. 7**).



(Fig. 7)

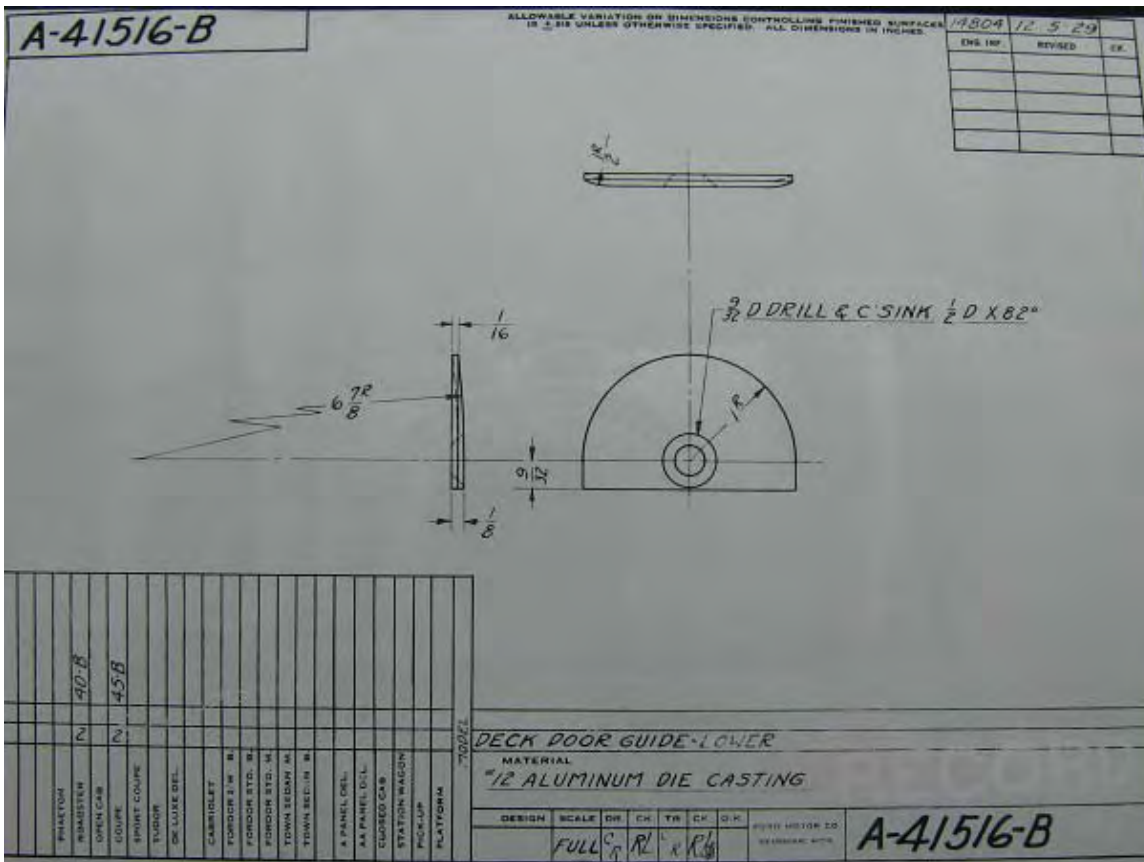


The A-41516-B, used with those cars without the "T" molding which included the 1930-1931 Standard Roadster, Deluxe Roadster, Standard Coupe, Deluxe Coupe and Sport Coupe, were 1/8" (0.12") thick which tapers by means of a radius to 1/16" (0.06") thick on the edge opposite the flatted area. The mounting surface is flat with no cast hollow as with A-41516. There was no part number on the back side **(Fig. 8)**.



(Fig. 8)

The bolt attachment was a 1/4" x 20 x 5/8" standard, flat head counter sunk slotted screw, lock washer and square nut **(Fig. 8)**.



PHANTOM	
ROADSTER	N 40-B
OPEN CAB	
COUPE	N 45-B
SPORT COUPE	
TURBO	
DE LUKE DEL.	
CAMRI/LET	
TURBO I W B	
FORDOOR STD. M	
FORDOOR STD. M	
TOWN SEDAN M	
TOWN SEDAN M	
A PANEL DEL.	
AA PANEL D-L	
CLOSED CAB	
STATION WAGON	
PICK-UP	
PLATFORM	

DECK DOOR GUIDE-LOWER
 MATERIAL
 1/2 ALUMINUM DIE CASTING

DESIGN	SCALE	DR	CK	TR	CH	D.H.	DATE	BY
		FULL	C	R	R			

17809 12-5-29
A-41516-B

All wedges were painted body color.

To our knowledge, the thicker guides or wedges used with those vehicles with the "T" moldings are not being reproduced.



(Fig. 9)

The correct placement of the Deck Door Lower Guide is seen in **(Fig. 9)** of Jim Sinclair's 1928 Roadster.

BUMPER (deck door) SHORT/LONG

According to the Part Drawings, Jim Orr at the Benson Ford Research Center at the Henry Ford, indicated that the Deck Door Bumper (Short), A-41518-A1 or A-41518-A, has a dimension of 3/8" from the mounting face to the top. The Deck Door Bumper (Long), A-41518-A2 or A-41518-B, has a dimension of 1/2" from the mounting face to the top. The dimensions below the mounting face are identical and the diameters and shape of both parts are identical except for the height of the cone.

Jim Sinclair indicated that *"The height of the lower corner rubber bumpers on the 1928 Roadster was just under 1/2". So with age (and shrinkage) I would think 1/2" is the original height"*. This was also the case on several other original Model A's.

There was no specific information indicated as to why the difference in height on any of the drawings. However, it is thought that by the research and the viewing of original bumpers by the Model A'ers, that the long 1/2" bumper, A-41518-A2 or A-41518-B, was the correct part for this area. Also Marco Tahtaras has some thoughts due to his research on this particular subject:

"The Ford records are not as concise as we would like. There were two versions of the deck door bumper being different in height. Both were a direct carryover from the Model T and were designated A-41518-A1 (Deck door bumper short) and A-41518-A2 (Deck door bumper long). In December 1929 they were redesignated A-41518-A and A-41518-B respectively. Further references included here follow the latter part numbering. The Ford records list both versions for use either with or without rumble seat".

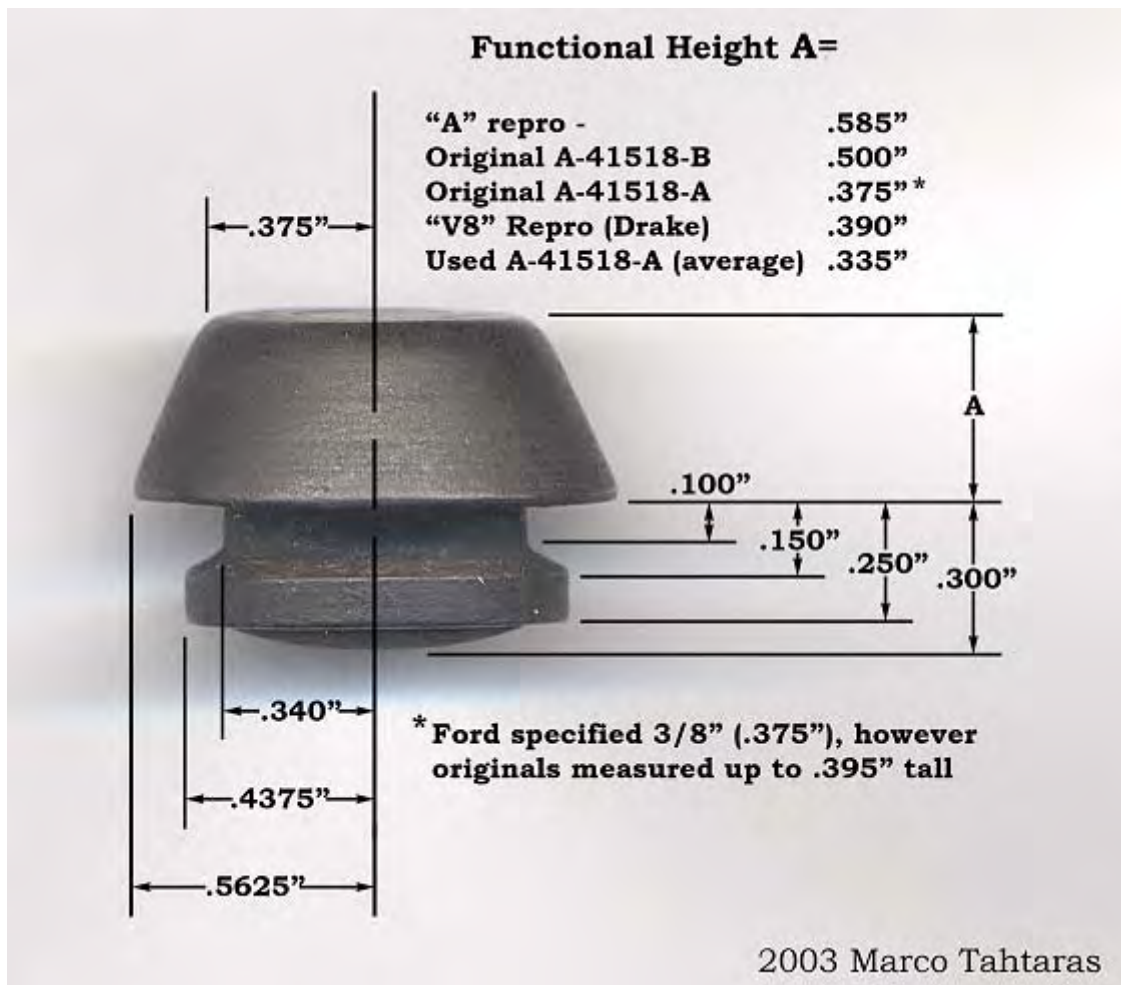
"Figures No. 10 and No. 11 show images of both original and currently available reproduction deck door bumpers along with their basic dimensions. The first bumper shown is what Model A and most early V8 vendors have offered for at least 45 years. Unfortunately these will not fit any undamaged Model A (or V8) without reducing the functional height. Unfortunately A-41518-B (long) has never been reproduced".

"This raises the question, just which height bumper is correct for our trunk conversion? Ford made two "lengths" of nearly every door bumper used in the Model A product line. It is assumed (with a little experience) that generally the short version was the "standard" and the long version was reserved for backup if and when one or more body components were misaligned during construction. That same scenario may in fact apply in this case. It's important to note however that observations indicate that A-41518-A (short) was commonly used on rumble seat models and A-41518-B (long) has been commonly found on trunk models which we are dealing with here".

“It’s best to not make any assumptions and check the fit required for your particular project. The bumpers can be a bit stubborn to install and even more stubborn to remove without damage with the common reproductions being the most difficult. Soapy water or silicone lubricant can ease the process. Pre-fitting with scrap rubber taped in place where the bumpers install can aid in determining your needs prior to actually installing the bumpers”.



(Fig. 10)



(Fig. 11)

This completes Part 2 of 4 about the Rumble Seat to Trunk conversion. Part 3 will be about the different floor pans and other related parts necessary to complete the conversion.

Part 4 will be about the pros and cons of using reproduction parts in the conversion, what to expect and how to overcome those problems.

The Model A'ers who have contributed their research and photos to this article are: Darrel Beavers, John Cochran, Dave Gillingham, John Hash, Ray Horton, Hans "Doc" Kalinka, Gary Karr, John Layton, Tom Moniz, Dudley Moordigian, William (Rusty) Nelson, Jim Orr at the Benson Ford Research Center at The Henry Ford; Dan Partain, Ron Rude, Joop Plaggenborg, Steve Plucker, Jim Sinclair, John Stone, Marco Tahtaras, Scott Walker, and Steve Wastler as of July 16, 2015.