

**EVOLUTION OF THE  
MODEL A FORD FRAME ASSEMBLY  
A-5005-A, B, C AND D  
ACCORDING TO THE  
FORD ENGINEERING RELEASES**

**BY  
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**AS OF:  
JANUARY 9, 2006**

***OCTOBER, 1927  
A1-----A137***

**OCTOBER 13, 1927: (ENGINE SUPPORT BRACKET REAR, A-5090-A):**

- New parts released for production for 100 jobs only (REL. # 2328).

**OCTOBER 20, 1927: (ENGINE SUPPORT BRACKET, REAR, A-5090-A):**

- Removed RH from title and changed number required from 1 to 2.
- Released for 100 cars only (REL. # 3791).

**OCTOBER 27, 1927: (FRONT CROSS MEMBER TO SIDE MEMBER BRACKET, RIGHT, A-5023, AND LEFT, A-5024):**

- New number, new part, 1 required, right hand and left hand "A" chassis (REL. # 3574).

***(THIS IS THE ONLY RELEASE KNOWN WHICH TALKS ABOUT THESE TWO BRACKETS WHICH ARE ATTACHED TO THE FRONT CROSS MEMBER PIECE WHICH IS AN UNKNOWN PART NUMBER AT THIS TIME. ON APRIL 16, 1928 A SHORT RELEASE WAS ISSUED, #8252, INDICATING THAT THIS FEATURE, IN ESSENCE THE 3-PIECE FRONT CROSS MEMBER, WAS TO BE "USED ON FIRST 200 CARS ONLY. NOT REQUIRED FOR SERVICE AND IS THEREFORE OBSOLETE"). FOR SOME REASON I THINK THE 3-PIECE FRONT CROSS MEMBER WAS ON MORE THAN JUST 200 CARS.***

***(DESCRIPTION OF THE 3-PIECE FRONT CROSS MEMBER: LOOKING AT THE CROSS MEMBER FROM THE FRONT SIDE IT SHOWS THAT EACH FRONT CROSS MEMBER TO SIDE MEMBER BRACKET IS ATTACHED TO THE BOTTOM FLANGE OF THE FRAME SIDE MEMBER WITH ONE (1) RIVET ON EACH SIDE. THE BRACKET EXTENDS UP TO AND INSIDE OF THE SINGLE, CENTER CROSS PIECE AND IS ATTACHED TO THAT PIECE WITH THREE (3) RIVETS ON EACH SIDE. THE CROSS PIECE THEN, IS ATTACHED TO THE SIDE OF THE FRAME SIDE MEMBER WITH TWO (2) RIVETS ON EACH SIDE AND IS ALSO ATTACHED TO THE BOTTOM FLANGE OF THE FRAME SIDE MEMBER WITH ONE (1) RIVET ON THE BACK SIDE OF EACH SIDE. THERE ARE THREE (3) RIVETS ON EACH SIDE OF THE TOP FRAME FLANGE WHICH ALSO HOLDS THE CROSS MEMBER TOGETHER).***

**IT IS THOUGHT THAT THE 3-PIECE FRONT CROSS MEMBER WAS USED THROUGH ENGINE SERIAL NUMBER A1200 AN EARLY DECEMBER ENGINE.**

**ACCORDING TO THE HENRY FORD, BENSON FORD RESEARCH CENTER, THERE ARE NO DRAWINGS OF PART NUMBERS A-5023 AND A-5024, AND THERE IS NO RECORD OF A 3-PIECE FRONT CROSS MEMBER.**

**OCTOBER 28, 1927: (FRAME SIDE MEMBER, RIGHT AND LEFT, A-5015 AND A-5016-A):**

- Added holes for riveting front cross member to bottom flange, for front bumper also for rear shock absorber.
- Removed offset in lower flange for clearing front spring.
- Added holes for Engine Support and relocated holes for center cross member.
- Added hole in top flange for body sill bolt.
- Changed diameter of holes in front end for fender from 9/32 inch to 5/16 inch.
- Changed distance between upper and lower holes for running board bracket rear from 2-1/8 inches to 2 inches.
- Specified to use on **FIRST** 200 cars only (REL. #3574).

**OCTOBER 28, 1927: (FRAME SIDE MEMBER, RIGHT, A-5015-B AND LEFT, A-5016-B):**

- New number, new design.
- 1928 **AFTER** first 200 cars (REL. #3574).

**OCTOBER 28, 1927: (FRAME FRONT CROSS MEMBER, A-5020-A):**

- Specified bosses instead of lugs for holding starting crank bearing in place.
- Added lugs on front side at bottom for riveting to bottom flange of side members (REL. #3574).

**OCTOBER 28, 1927: (FRAME CROSS MEMBER, CENTER, A-5025):**

- Redesigned (REL. # 3574).

**OCTOBER 28, 1927: (FRAME REAR CROSS MEMBER, A-5030):**

- Specified use on **FIRST** 200 cars only.
- New number, new design **AFTER** first 200 cars (REL. # 3574).

**OCTOBER 28, 1927: (FRAME REAR CORNER BRACKET, UPPER, RIGHT, A-5031, AND LEFT, A-5032):**

- Specified to be used on the **FIRST** 200 cars only.
- New numbers, new design, **AFTER** first 200 cars (REL. # 3574).

**OCTOBER 28, 1927: (FRAME REAR CORNER BRACKET, LOWER, A-5033-A):**

- Specified to be used on the **FIRST** 200 cars only.
- New numbers, new design, **AFTER** first 200 cars (REL. # 3574).

**OCTOBER 28, 1927: (FRAME ASSEMBLY, A-5005-A):**

- Specified use on **FIRST** 200 cars.
- Front Cross Member to Side Member Brackets, A-5023 and A-5024, in place (used on **FIRST** 200 cars).
- Specified distance between front holes for splash shield to be 23-15/16" and between rear holes, 23-13/16" (REL. # 3574).

**OCTOBER 28, 1927: (REAR RUNNING BOARD BRACKET, RIGHT, A-5130-B1, AND LEFT, A-5131-A1):**

- New design to be used **AFTER** first 200 cars (REL. # 4087).

**(Engine serial numbers A130—A132 were stamped on this day).**

**NOVEMBER, 1927  
A138-----A971**

**NOVEMBER 2, 1927: (FRAME CENTER CROSS MEMBER, A-5025):**

- Specified for use **AFTER** the first 200 cars.
- Changed radii for notch in front flange from 2-1/4 inches at center and 1-3/4 inches at ends to 5 inches at center and 3/4 inch at ends.
- Added 21/64 inch hole in front side for battery ground connection (REL. # 4221).

**NOVEMBER 2, 1927: (FRAME REAR CROSS MEMBER, A-5030):**

- Changed number of holes for attaching bumper (*bracket*) from 2 to 4 and diameter from 15/32 to 13/32 inch (REL. # 4263).

**NOVEMBER 4, 1927: (FRAME SIDE MEMBER, LEFT, A-5016-B):**

- Added 25/64 inch hole for retracting spring stud (*sometime AFTER the first 200 cars?*) (REL. # 4315).

***(HOWEVER, THERE WAS NO MENTION OF A HOLE FOR ANOTHER RETRACTING SPRING STUD ON THE FRAME SIDE MEMBER, RIGHT, A-5015-B RELEASES. ALTHOUGH THERE ARE FRAMES OF THIS TIME PERIOD WITH HOLES ON EACH SIDE. A CLUE TO THIS IS IN THE FEBRUARY 15, 1928 FORD INDIANAPOLIS SERVICE LETTERS INDICATING THAT "ON SOME OF THE OLD CARS YOU WILL FIND TWO (2) A-2492 EQUALIZER OPERATING SHAFT RETRACTING SPRING(S) TO BE REMOVED". COULD THIS STATEMENT MEAN THAT ON SOME OF THE EARLIER CHASSIS THAT THERE WAS A RETRACTING SPRING STUD ON "BOTH" SIDES OF THE FRAME AS THERE WERE HOLES FOR ITS INSTALLATION ON THE RIGHT SIDE FRAME MEMBER AS WELL AS THE LEFT!?).***

**NOVEMBER 4, 1927: (FRAME CENTER CROSS MEMBER, A-5025):**

- Removed two 17/64 inch holes for retracting spring brackets from rear side.
- Removed inner hole (1" dia.) from rear side and changed location of outer hole (1" dia.) in rear side from 2-15/16 inches from top and 13-1/4 inches from centerline, to 2 inches from top and 13-13/16 inches from centerline.
- Changed distance between inner 1 inch hole in front side and top from 2-1/16 to 2-3/16 inches (REL. # 4315).

**NOVEMBER 10, 1927: (FRAME ASSEMBLY, A-5005-B):**

- It was specified that after the engine was assembled in the frame, the engine number was to be stamped on the unfinished surface of the left hand side member. Numbers to be preceded and followed by stars, preventing the addition of digits, thus: \*A1437\* (REL. # 4470).

***(DOES THIS MEAN THAT SOME OF THOSE FIRST FRAMES WERE "NOT" STAMPED WITH ENGINE NUMBERS?)***

**NOVEMBER 12, 1927: (ENGINE SUPPORT BRACKET, REAR, A-5090-A):**

- Added note "for **FIRST** 200 cars only" (REL. # 4685).

**NOVEMBER 12, 1927: (ENGINE SUPPORT BRACKET, REAR A-5090-B):**

- New part adopted (REL. # 4685).

*(THERE WAS A RELEASE NUMBER 13304, DATED JUNE 24, 1929 THAT STIPULATED THAT ENGINE SUPPORT BRACKET, REAR, A-5090-A, WAS "USED ON FIRST 200 CARS ONLY").*

**NOVEMBER 12, 1927: (FRAME TO ENGINE REAR SUPPORT CUSHION, INNER, A-5092):**

- New part released for production (REL. #4685).

**NOVEMBER 12, 1927: (FRAME TO ENGINE SUPPORT CUSHION, OUTER, A-5094):**

- New part, adopted (REL. #4685).

**NOVEMBER 12, 1927: (FRAME TO ENGINE REAR SUPPORT PLATE, A-5095-A1):**

- New part, adopted (REL. # 4685).

**NOVEMBER 15, 1927: (FRAME TO ENGINE REAR SUPPORT, A-5090-B):**

- Slots added in ends of drawn cup to facilitate forming.
- Rim added on edge of 1 inch wide hole to facilitate punching.
- Number of holes in flange increased from 4 to 6.
- Specified for use on A & AF chassis instead of all chassis (REL. # 4762).

**NOVEMBER 15, 1927: (FRAME TO ENGINE REAR SUPPORT CUSHION, INNER, A-5092):**

- Number of holes in flange reduced from 4 to 3.
- Specified for use on A & AF chassis instead of all chassis (REL. #4762).

**NOVEMBER 15, 1927: (FRAME TO ENGINE REAR SUPPORT CUSHION, OUTER, A-5094):**

- Number of holes in flange reduced from 4 to 3.
- Specified for use on A & AF chassis instead of all chassis (REL. #4762).

**NOVEMBER 15, 1927: (FRAME TO ENGINE REAR SUPPORT PLATE, A-5095-A1):**

- Number of holes in flange reduced from 4 to 3.
- Specified for use on A & AF chassis instead of all chassis (REL. #4762).

**NOVEMBER 19, 1927: (FRAME SIDE MEMBER, RIGHT, A-5015-B AND LEFT, A-5016-B):**

- Changed diameter of front hole for bumper from 17/32 inch punch to 0.526-0.531 ream with plate in place.
- Added three holes for engine support.
- Removed note specifying that hole in plate for front bumper must line up with hole in side member (REL. # 4973).

**NOVEMBER 19, 1927: (FRAME SIDE MEMBER, RIGHT, A-5015-B):**

- Changed diameter of hole for muffler bracket from 11/32 inch to 13/32 inch (REL. # 4973).

**NOVEMBER 19, 1927: (FRAME ASSEMBLY, A-5005-B):**

- Added overall dimensions of holes (REL. # 4973).
- **Brought up to date with changes in side members.**

**(Engine serial numbers A641—A660 were stamped on this day).**

**NOVEMBER 21, 1927: (FRAME CENTER CROSS MEMBER, A-5025):**

- Removed holes in rear flange for muffler bracket.
- Changed radius at bottom of lugs on rear side from 1/8 inch to 3/16 inch specifying that the metal be sheared to centerline of radius to prevent corner from breaking (REL. # 4666).

**NOVEMBER 21, 1927: (FRAME, FRONT BRAKE ROD SPRING BRACKET, A-2504):**

- New part which has just been adopted (REL. # 5060).

**NOVEMBER 26, 1927: (FRAME SIDE MEMBER, RIGHT, A-5015-B AND LEFT, A-5016-B):**

- Specified that two holes, 17/64 inch, be punched for the Brake Rod Spring Bracket-Front (A-2504) (REL. # 5220).

**NOVEMBER 26, 1927: (FRAME ASSEMBLY, A-5005-B):**

- Brought up to date showing Brake Rod Spring Bracket—Front, A-2504, in place (REL. # 5220).

**(Engine serial numbers A689—A690 were stamped on this day).**

***DECEMBER, 1927***

***A972-----A5275***

**DECEMBER 7, 1927: (FRAME, FRONT BRAKE ROD SPRING BRACKET, A-2504):**

- Changed size of holes for riveting to frame from 17/64 inch to 21/64 inch (REL. # 5555).

**DECEMBER 7, 1927: (FRAME SIDE MEMBER, RIGHT, A-5015-B, AND LEFT, A-5016-B):**

- Rivet holes in the Front Cross Member, Hood Block Support Bracket, Front Brake Rod Spring Bracket, Body Bracket, Running Board Brackets, Center Cross Member, Rear Cross Member and the Rear Cross Member Corner Brackets- Upper and Lower, all changed from 17/64 inch to 21/64 inch (REL. # 5555).

**DECEMBER 7, 1927: (FRAME FRONT CROSS MEMBER, A-5020-A):**

- Changed all holes for riveting cross member to side members from (9/32 TYPO; should be 17/64) inch to 21/64 inch.
- Changed thickness of stock from 0.150/0.160 to 0.150/0.170 (REL. # 5555).

**DECEMBER 7, 1927: (FRAME CENTER CROSS MEMBER, A-5025):**

- Changed all holes for riveting cross member to side members from 17/64 inch to 21/64 inch diameter.
- Changed width of lugs and squared holes in rear side from 1 inch to 1-1/4 inches changing the distance between top of cross member and top of lugs from 2 inches to 1-3/4 inches (REL. # 5555).

**DECEMBER 7, 1927: (FRAME REAR CROSS MEMBER, A-5030-B);**

- Changed all 17/64 inch holes to 21/64 inch for rivets (REL. #5555).

**DECEMBER 7, 1927: (FRAME REAR CORNER BRACKET, UPPER, RIGHT, A-5031, AND LEFT, A-5032):**

- Changed all holes from 17/64 inch to 21/64 inch diameter (REL. # 5555).

**DECEMBER 7, 1927: (FRAME REAR CORNER BRACKET, LOWER, A-5033-B):**

- Changed diameter of holes from 17/64 inch to 21/64 inch.
- Changed thickness of stock from 0.151/0.161 to 0.150/0.170 (REL. # 5555).

**DECEMBER 7, 1927: (HOOD SHELF SUPPORT BRACKET, A-5100):**

- Changed diameter of three holes from 17/64 to 21/64 inch (REL. # 5555).

**DECEMBER 7, 1927: (FRONT RUNNING BOARD BRACKET, A-5125-A1):**

- Changed holes for fastening bracket to frame from 17/64 inches to 21/64 inches (REL. # 5555).

**DECEMBER 7, 1927: (REAR RUNNING BOARD BRACKET, RIGHT, A-5130-B1, AND LEFT, A-5131-A1):**

- Changed holes for fastening bracket to frame from 17/64 inches to 21/64 inches (REL. # 5555).

**DECEMBER 7, 1927: (FRAME ASSEMBLY, A-5005-B):**

- Brought up to date with changes in parts (REL. # 5555).

**(Engine serial numbers A1550—A1611 were stamped on this day).**

**DECEMBER 14, 1927: (FRAME CENTER CROSS MEMBER, A-5025):**

- Changed hole in rear face only from 1 inch diameter to elongated hole ½ inch radius, with centers 3/8 inch apart (REL. # 5784).

**DECEMBER 16, 1927: (FRAME, FRONT BRAKE ROD SPRING BRACKET, A-2504):**

- Changed 1-1/4 inch diameter circular boss to 1 inch wide, with end having ½ inch radius offset 1/8 inch from center of hole (REL. # 5843).

**DECEMBER 28, 1927: (FRONT RUNNING BOARD BRACKET, A-5125-A1):**

- Specified that end boss to be “cone” shaped instead of “straight” (REL. # 6199).

**DECEMBER 28, 1927: (REAR RUNNING BOARD BRACKET, RIGHT, A-5130-B1, AND LEFT, A-5131-A1):**

- Specified that end boss to be “cone” shaped instead of “straight” (REL. # 6199).

**(Are there any brackets with “straight” end bosses out there?)**

***JANUARY, 1928***

**A5276---A17251**

**JANUARY 5, 1928: (FRAME SIDE MEMBER, RIGHT, A-5015-B AND LEFT, A-5016-B):**

- Changed the location of the three holes in the top flange for the front cross member, also the holes were changed from 21/64 inch punch, 19/32 inch d. countersink, to 17/64 inch punch and ½ inch d. countersink.
- Changed the location of the hole in the lower flange for lug on front cross member and changed the rivet hole from 21/64 inch to 17/64 inch.
- Moved two holes in lower flange for center cross member in 3/16 inch changing the distance between inside of side member and center of holes from 27/32 inch to 1-1/32 inch.
- Moved two holes in upper flange for rear corner bracket in ¼ inch, which changes the distance between rear hole and rear flange from ¾ inch to 23/32 inch (REL. # 6079).

**JANUARY 5, 1928: (FRAME FRONT CROSS MEMBER, A-5020-A):**

- Added two holes for locating starting crank bearing and changed distance between surface for bearing and top of flange for motor from 2-1/4 inches to 2.245/2.255 inches also between top of flange and center of holes for motor from 5/8 inch to 0.620/0.630 inch.
- Changed the location of the six rivet holes in the top and moved holes in the front lugs forward 3/16 inch changing the diameter of holes from 21/64 to 17/64 inch.
- Added 1/8 inch to front of lug and changed width at front end from 3/4 inch to 11/16 inch (REL # 6079).

**JANUARY 5, 1928: (FRAME CENTER CROSS MEMBER, A-5025):**

- Changed distance between holes in lower flange and outer end from 27/32 inch to 1-1/32 inches (REL. # 6079).

**JANUARY 5, 1928: (FRAME REAR CORNER BRACKET, UPPER, RIGHT, A-5031, AND LEFT, A-5032):**

- Changed distance between rivet holes in top and outer edge from 19/32 inches to 27/32 inches, also changed distance between rear edge from 3/4 inch to 23/32 inch.
- Changed diameter of rivet holes in top from 21/64 inch to 17/64 inch (REL. # 6079).

**JANUARY 5, 1928: (FRAME ASSEMBLY, A-5005-B):**

- Assembly brought up to date with changes in parts (REL. # 6079).

**(Engine serial numbers A5929—A6276 were stamped on this day).**

**JANUARY 6, 1928: (FRAME TO ENGINE REAR SUPPORT CUSHION, INNER, A-5092):**

- Height above upper holes increased from 17/32 inch to 5/8 inch and below bottom hole from 27/32 inch to 7/8 inch and overall height from 3-3/8 inch to 3-1/2 inch.
- 1/8 inch radius added on end of holes.
- 5/16 inch radius on inside of angle changed to 1/16 inch and 5/32 inch radius on outside to 3/16 inch radius.
- “Ford” and part number added as requested by vendor (REL. # 6381).

**JANUARY 6, 1928: (FRAME TO ENGINE REAR SUPPORT CUSHION, OUTER, A-5094):**

- 5/8 inch radius removed from bottom and 11/16 inch above upper hole reduced to 5/8 inch changing overall from 3-3/8 inches to 3-5/16 inches.
- “Ford” and part number added as requested by vendor (REL. # 6381).

**JANUARY 13, 1928: (FRAME TO ENGINE REAR SUPPORT, A-5090-B):**

- Moved two rectangular holes out 1/4 inch, changing distance between holes and inside of support from 1/4 inch to 1/2 inch (REL. # 6526).

**JANUARY 13, 1928: (FRAME CENTER CROSS MEMBER, A-5025):**

- Changed size of hole for battery ground connector bolt from 21/64 inch to 25/64 inch (REL. # 6542).

**JANUARY 14, 1928: (FRAME SIDE MEMBER, RIGHT, A-5015-B, AND LEFT, A-5016-B):**

- Changed the diameter of the two holes in upper flange for rear corner bracket from 21/64 inch to 17/64 inch (REL. # 6079 supplement).

**JANUARY 25, 1928: (FRAME SIDE MEMBER, RIGHT, A-5015-B, AND LEFT, A-5016-B):**

- Changed size of countersunk holes for front cross member from 1/2 d. x 90 degrees to 15/32 d. x 82 degrees.
- Added two holes, 1/2 inch d., for body bolts on open bodies only (REL. # 6809).

**JANUARY 25, 1928: (FRAME SIDE MEMBER, LEFT, A-5016-B):**

- Removed one hole 25/64 d. for brake retracting spring stud and added three holes, 21/64 inch d. for wheel carrier (REL. # 6809).

**JANUARY 25, 1928 (FRAME CENTER CROSS MEMBER, A-5025):**

- Specified top of notch in front side to be located 1-19/32 to 1-21/32 inches between top surface at ends and top of flange instead of 2 inches between top surface at center and underside of flange.
- Changed fillet at bottom of flange on front side from 1/8 inch to 1/8-5/32 inches (REL. # 6809).

**JANUARY 25, 1928: (FRAME ASSEMBLY, A-5005-B):**

- Changed the distance between front holes in the right and left side members for the hood shelf from 24-17/32 to 24-11/32 inches which changes the distance between holes and the centerline of the frame from 12-17/64 inches to 12-11/64 inches.
- Changed the distance between the rear holes from 24-31/32 to 24-27/32 inches, which changes the distance between hole and centerline of the frame from 12-31/64 to 12-27/64 inches (REL. # 6809).
- **Brought up to date with changes in side members.**

**(Engine serial numbers A13736—A14385 were stamped on this day).**

***(THE HOOD SHELF SUPPORT BRACKET, A-5100, WENT FROM 3 HOLES TO 2 HOLES).***

***(BOLT HOLES AND ZERK HOLES IN THE FRAME FOR THE NEW EMERGENCY BRAKE CROSS SHAFT, A-2828, BEGIN TO APPEAR. {SEE MARCH 20, 1928, FRAME SIDE MEMBER RELEASE # 7760}).***

***FEBRUARY, 1928  
A17252—A36016***

**FEBRUARY 8, 1928: (HOOD SHELF SUPPORT BRACKET, A-5100):**

- New drawing showing forging size (REL. #7090).

**FEBRUARY 9, 1928: (FRONT RUNNING BOARD BRACKET, A-5125-A1):**

- Changed bosses for bolts to running board from 5/8 inch diameter at bottom with 7 degrees draft to an elongated shape 13/16 inch long x 5/8 inch wide with 7 degrees draft (REL. # 7040).

**FEBRUARY 9, 1928: (REAR RUNNING BOARD BRACKET, RIGHT, A-5130-B1, AND LEFT, A-5131-A1):**

- Changed bosses for bolts to running board from 5/8 inch diameter at bottom with 7 degrees draft to an elongated shape 13/16 inch long x 5/8 inch wide with 7 degrees draft (REL. # 7040).

**FEBRUARY 20, 1928: (FRAME SIDE MEMBER, RIGHT, A-5015-B; AND LEFT, A-5016-B):**

- Added hole for running board shield bolt 12-25/32 inches behind middle body bolt hole.
- Changed the diameter of the holes for riveting the center cross member from 21/64 inch to 17/64 inch (REL. # 7345).



**FEBRUARY 20, 1928: (FRAME CENTER CROSS MEMBER, A-5025):**

- Changed diameter of seven of the holes for riveting to side member from 21/64 to 17/64 inch.
- Removed elongated hole for brake retracting spring and holes for Dual High Control.
- Changed width of center hole for brake equalizer operating shaft from 1-1/16 inches to 1.062-1.067 inches.
- Specified use of this cross member on “A” chassis instead of “A” and “AA” chassis (REL. # 7345).

**FEBRUARY 20, 1928: (FRAME ASSEMBLY, A-5005-B):**

- Changed the distance between the front holes for the fender bolts from 23-15/16 to 23-31/32 inches and the distance between the rear holes for the fender bolts from (either 26-1/8 or 25-1/8 inches as it is hard to read) to 25-15/16 inches.
- Changed distance between centerline of rear running board bracket holes and apex of main center line in front from 75-5/8 to 75-41/64 inches (REL. # 7345).
- **Brought to date with changes in detail.**

**(Engine serial numbers A28977—A29078 were stamped on this day).**

**FEBRUARY 21, 1928: (HOOD SHELF SUPPORT BRACKET, A-5100):**

- Removed one ¼ x 7/16 inch slot located on centerline and 9/16 and 19/32 inch dimensions locating same (REL. # 7365).

***(FEBRUARY 21, 1928: (BRAKE EQUALIZING RETRACTING SPRING, A-2492) (AND CORRESPONDING FRAME RIVET?): WAS OBSOLETE. (MAN/47/3/17/2000). THIS MEANS THAT BRAKE ROD SPRING BRACKET, A-2504, WAS THEN ADDED TO THE FRAME. IT WAS ALSO RELATED IN THE INDIANAPOLIS FORD SERVICE LETTER OF FEBRUARY 15, 1928 THAT “ON SOME OF THE OLD (EARLY) CARS YOU WILL FIND TWO A-2492, EQUALIZER OPERATING SHAFT RETRACTING SPRINGS, TO BE REMOVED”. COULD THIS MEAN THAT THERE WAS A PIN ON “RIGHT” SIDE OF THE FRAME ALSO FOR ANOTHER SPRING?).***

**MARCH, 1928  
A36017---A67700**

**MARCH 1, 1928: (FRAME CENTER CROSS MEMBER, A-5025):**

- Changed diameter of holes in front face for hand and foot brake rods from 1 inch diameter to 1-1/8 inch diameter (REL. # 7517).

**MARCH 20, 1928: (FRAME, FRONT BRAKE ROD SPRING BRACKET, A-2504):**

- Changed rivet holes from 21/64 to 17/64 inches (REL. # 7760).

**MARCH 20, 1928: (FRAME SIDE MEMBER, RIGHT, A-5015-B AND LEFT, A-5016-B):**

- Holes were added for the “new” emergency brake cross shaft bracket and cross shaft lubricator “fitting” (New Emergency Brake Cross Shaft).
- Change size of rivet holes for Front Cross Member, Hood Shelf Support Bracket, Front Brake Rod Spring Bracket, Rear Corner Bracket-Upper and Lower, and Rear Cross Member from 21/64 inch to 17/64 inch (REL. # 7760).

**MARCH 20, 1928: (FRAME FRONT CROSS MEMBER, A-5020-A):**

- Changed rivet holes from 21/64 inch to 17/64 inch (REL. # 7760).

**MARCH 20, 1928: (FRAME CENTER CROSS MEMBER, A-5025):**

- Changed shape of notch in front side.
- Changed shape of R. H. square hole in rear axle?? (REL. # 7760).

**MARCH 20, 1928: (FRAME REAR CROSS MEMBER, A-5030-B):**

- Changed rivet holes from 21/64 inch to 17/64 inch (REL. # 7760).

**MARCH 20, 1928: (FRAME REAR CORNER BRACKET, UPPER, RIGHT, A-5031, AND LEFT, A-5032):**

- Changed rivet holes from 21/64 inch to 17/64 inch (REL. # 7760).

**MARCH 20, 1928: (FRAME REAR CORNER BRACKET, LOWER, A-5033-B):**

- Changed rivet holes from 21/64 inch to 17/64 inch (REL. # 7760).

**MARCH 20, 1928: (HOOD SHELF SUPPORT BRACKET, A-5100):**

- Changed rivet holes from 21/64 to 17/64 inch (REL. # 7760).

**MARCH 20, 1928: (FRAME ASSEMBLY, A-5005-B):**

- Specified paint with M-660 (see paint specifications) (REL. # 7760).
- **Brought assembly up to date with changes in parts.**

(Engine serial numbers A52893—A54437 were stamped on this day).

*APRIL, 1928*  
A67701---A109740

*APRIL 1, 1928: PUNCHED OUT STOPS (POS) IN THE BACK OF THE FRAME CENTER CROSS MEMBER, A-5025, WERE DISCONTINUED WHEN THE CHANGE WAS MADE TO SOLID BRAKE RODS (FSLF).*

**APRIL 6, 1928: (FRAME TO ENGINE REAR SUPPORT, A-5090-B):**

- Changed thickness of metal from 0.151/0.161 inch to 0.167/0.177 inch (REL. # 8100).

**APRIL 10, 1928: (FRAME SIDE MEMBER, RIGHT, A-5015-B AND LEFT, A-5016-B):**

- Specified that the hole for the emergency brake cross shaft lubricator fitting be located 1-1/2 inches from top of frame instead of 1-13/16 inches, also 1-15/64 inches from rear bolt hole instead of 63/64 inch (REL. # 8164).

**APRIL 10, 1928: (FRAME CENTER CROSS MEMBER, A-5025):**

- Removed lugs from rear side and specified 3/4 inch diameter hole in rear side 3-3/16 inches from centerline instead of 3/8 inch radius at bottom of opening next to lug.
- Added 1 inch diameter hole in rear side for clearing lever to cross shaft rod link (REL. # 8164).

**APRIL 10, 1928: (FRAME ASSEMBLY, A-5005-B):**

- Specified that the distance between the apex and front slot in the bracket be 23-13/16 inches instead of 24-21/32 inches to center slot.
- Also that the distance between the center of the frame and the outer slot in the bracket be 15-23/64 inches instead of 14-45/64 inches to center slot (REL. # 8164).
- **Brought up to date with changes in the side and center cross members, also with hood shelf support bracket, A-5100, by removing slot which was located on centerline.**

(Engine serial numbers A78414—A80324 were stamped on this day).

**APRIL 20, 1928: (FRAME SIDE MEMBER, RIGHT, A-5015-B AND LEFT, A-5016-B):**

- Added one ½ inch diameter hole and 6-9/32 inches dimension locating same in upper face at rear to be drilled in place for Closed Cab.
- Also added one ½ inch diameter hole in upper face at rear located by changing 20-25/32 inches dimension to 8-31/32 inches and 11-13/16 inches dimensions (REL. # 8346).

**APRIL 20, 1928: (THIS NEEDS TO BE EXPANDED ON...DO NOT UNDERSTAND! SEE BELOW FOR MORE INFO) (FRAME ASSEMBLY, A-5005-B):**

- Added two holes located by 16-3/4", 33-1/2" and 6-1/4" inch dimensions to be drilled in place for Closed Cab only.
- Added two holes located by 17", 34" and 8-15/16" inch dimensions for pickup only (REL. # 8346).

**APRIL 23, 1928: (FRAME REAR CORNER BRACKET, UPPER, RIGHT, A-5031, AND LEFT, A-5032):**

- Changed gauge of stock from 0.120/0.130 to 0.140/0.160 (REL. # 8372).

**APRIL 24, 1928: (FRONT RUNNING BOARD BRACKET, A-5125-A1):**

- Added "paint with M-101 and M-102, see paint specifications" (REL. # 8400).

**APRIL 24, 1928: (REAR RUNNING BOARD BRACKET, RIGHT, A-5130-B1, AND LEFT, A-5131-A1):**

- Added "paint with M-101 and M-102, see paint specifications" (REL. # 8400).

**APRIL 30, 1928: (FRAME, FRONT BRAKE ROD SPRING BRACKET, A-2504):**

- Changed angle between surface that fits on frame and face for spring from 90 degrees to 85 degrees and changed radius at outer end of face from ½ to 5/8 inch, specifying center of radius to be on center of hole instead of 1/8 inch off center (REL. # 8501).

**APRIL 30, 1928: (FRAME ASSEMBLY, A-5005-B):**

- **Assembly brought up to date with change in bracket** (Frame Front Spring Rod Bracket, A-2504) (REL. # 8501).

**(Engine serial numbers A107341—A109740 were stamped on this day).**

*MAY, 1928*  
A109741---A165726

***MAY 3, 1928: BRAKE STOPS ON CENTER CROSSMEMBER ARE BEING REMOVED AS UNNECESSARY DUE TO SOLID BRAKE RODS. PUNCHED OUT STOPS ON REAR CENTER CROSS MEMBER TO BE REMOVED. (FSL).***

**MAY 4, 1928: (FRAME REAR CORNER BRACKET, UPPER, RIGHT, A-5031, AND LEFT, A-5032):**

- Changed gauge of stock from 0.140/0.160 to 0.120/0.130 (REL. # 8580).

**MAY 15, 1928: (REAR RUNNING BOARD BRACKET, RIGHT, A-5130-B1, AND LEFT, A-5131-A1):**

- Changed 1 inch and 4 inch radii governing top end of rib to 2" and 3" respectively (REL. # 8736).

**JUNE, 1928**  
**A165727---A224276**

**JUNE 7, 1928: (FRONT RUNNING BOARD BRACKET, A-5125-A1):**

- Specified thickness of rib to be 17/32-9/16 inch instead of 9/16 inch (REL. # 9053).

**JUNE 7, 1928: (REAR RUNNING BOARD BRACKET, RIGHT, A-5130-B1, AND LEFT, A-5131-A1):**

- Added optional view of top end of rib.
- Specified thickness of rib to be 17/32-9/16 inch instead of 9/16 inch (REL. # 9053).

**JUNE 13, 1928: (FRAME SIDE MEMBER, RIGHT, A-5015-B AND LEFT, A-5016-B):**

- Relocated holes for Brake Rod Spring Bracket—Front, A-2504 (REL. # 9142).

*(IT MAY BE AT THIS TIME THE BRACKETS WERE “ANGLED” AS RELEASE # 8501, APRIL 30, 1928, INDICATE).*

**JUNE 13, 1928: (FRAME ASSEMBLY, A-5005-B):**

- Assembly brought up to date with changes in side members (REL. # 9142).

**(Engine serial numbers A187029—A189339 were stamped on this day).**

**JUNE 29, 1928: (FRAME TO BODY BRACKET-FRONT, A-5075):**

- Specified bosses around two upper rivet holes (REL. # 9383).

**JULY, 1928**  
**A224277---A295707**

**JULY 19, 1928: (FRAME SIDE MEMBER, RIGHT, A-5015-B, AND LEFT, A-5016-B):**

- Hold up change in location of holes for Brake Rod Spring Bracket-Front, A-2504 (REL. # 9142 supplement).

**JULY 19, 1928: (FRAME ASSEMBLY, A-5005-B):**

- Hold up on above change in location of holes (as specified in release # 9142) until further notice (REL. # 9142 supplement).

**(Engine serial numbers A265228—A268646 were stamped on this day).**

*(BETWEEN APROXAMENTLY JUNE 13, 1928 AND JULY 19, 1928, FRAMES MAY HAVE HAD THE CHANGE WHICH WAS IMPLIMENTED ON JUNE 13, 1928. HOWEVER, SOMETIME AFTER JULY 19, 1928 FRAMES MAY HAVE REVERTED BACK TO THE ASSEMBLY BEFORE JUNE 13, 1928, DUE TO THE “HOLD-UP IN CHANGING LOCATION OF HOLES FOR THE BRAKE ROD SPRING BRACKET-FRONT, A-2504, IF IN FACT IT WAS EVER DONE. DOES THAT MAKE SENCE?).*

**JULY 20, 1928: (FRAME REAR CROSS MEMBER, A-5030-B):**

- Added pockets on the front and rear sides near ends, specifying flanges to project out opposite pockets (REL. # 9650).

**JULY 27, 1928: (FRAME SIDE MEMBER, LEFT, A-5016-B):**

- Removed holes for hand brake lever bracket (REL. # 9726).

**JULY 27, 1928: (FRAME ASSEMBLY, A-5005-B):**

- Brought up to date with side members (REL. #9726).

**(Engine serial numbers A285670—A288905 were stamped on this day).**

**AUGUST, 1928  
A295708---A384867**

**AUGUST 6, 1928: (FRAME SIDE MEMBER, RIGHT, A-5015-B, AND LEFT, A-5016-B):**

- Changed diameter of first and third fender bolt holes in top flange from 5/16 inch to 3/8 inch (REL. # 9851).

**AUGUST 6, 1928: (FRAME CENTER CROSS MEMBER, A-5025):**

- Added one hole for new design battery support (REL. # 9851).

**AUGUST 6, 1928: (FRAME ASSEMBLY, A-5005-B):**

- Changed to conform with detailed parts (REL. # 9851).

**(Engine serial numbers A305756—A309359 were stamped on this day).**

**AUGUST 6, 1928: (FRAME TO ENGINE REAR SUPPORT, A-5090-B):**

- Changed diameter of bolt holes from 17/32 inch to 9/16 inch for convenience in assembling (REL. # 9859).

**AUGUST 27, 1928: (FRAME SIDE MEMBER, RIGHT, A-5015-B, AND LEFT, A-5016-B):**

- Changed distance between the center of Center Cross Member and rear hole for Front Brake Rod Spring Bracket from 17-1/64 inches to 17-25/64 inches.
- Specified that the distance between holes and top of side member be 5/8 inch instead of 11/16 inch and 3/4 inch.
- Removed the note specifying that front and rear body holes be for open bodies only (see January 25, 1928) (REL. # 10072).

**AUGUST 27, 1928: (FRAME CENTER CROSS MEMBER, A-5025):**

- Added two lugs on the rear side, specifying sides of 3/4 inch diameter hole to be tangent to opening for lug.
- Changed diameter of center hole for battery support from 21/64 to 25/64 inch (REL. # 10070).

**AUGUST 27, 1928: (FRAME ASSEMBLY, A-5005-B):**

- Brought assembly up to date with change in bracket holes in side members (REL. # 10072).

**(Engine serial numbers A363095—A367394 were stamped on this day).**

**AUGUST 30, 1928: (FRAME, FRONT BRAKE ROD SPRING BRACKET, A-2504):**

- Redesigned, changed from a *forging* to a *stamping* (REL. # 10103).

**AUGUST 30, 1928: ( FRAME TO BODY BRACKET-FRONT, A-5075):**

- Redesigned, changed from a *forging* to a *stamping* (REL. # 10103).

**AUGUST 30, 1928: ( HOOD SHELF SUPPORT BRACKET, A-5100):**

- Redesigned, changed from a *forging* to a *stamping* (REL. # 10103).

**AUGUST 31, 1928: (FRAME CENTER CROSS MEMBER, A-5025):**

- Changed radius of pocket for Brake Equalizer Operating Shaft Pin, A-2473, from 0.183/0.189 to 0.189/0.195 inch (REL. # 10110).

**SEPTEMBER, 1928****A384868---A473012****SEPTEMBER 19, 1928: (FRAME FRONT CROSS MEMBER, A-5020-A):**

- Specified that the distance between top edge of flange which supports motor and top of member at ends be 5/16 inch.
- Removed two spherical bosses from top at center (REL. # 10295).

**SEPTEMBER 20, 1928: (FRAME TO ENGINE REAR SUPPORT PLATE, A-5095-A1):**

- Changed material from steel (forging) to malleable iron (REL. # 10323).

**SEPTEMBER 21, 1928: (FRAME CENTER CROSS MEMBER, A-5025):**

- Specified two 5/8 inch diameter punched holes on top face instead of one.
- Changed ends of offset at top and removed pockets and holes for brake equalizer, holes for hand service brake rod, also holes and lugs for brake equalizer beam stop.
- Added 3/4 inch hole for emergency brake rod (REL. # 10155, supplement #4).

**SEPTEMBER 28, 1928: (HOOD SHELF SUPPORT BRACKET, A-5100):**

- Changed thickness of metal from 0.115/0.135 to 0.150/0.170 inch (REL. # 10417).

**SEPTEMBER 28, 1928: (FRONT RUNNING BOARD BRACKET, A-5125-A2):**

- Redesigned, adopted, changing from a forged to a pressed steel design (REL. # 10423).  
*(NOTE: With this release #10423, there was a "supplement" on October 2, 1928 to the release which indicated "Redesigned, changing from a stamping to a forging". No reason was given to revert the parts BACK to a forging).*

**SEPTEMBER 28, 1928: (REAR RUNNING BOARD BRACKET, RIGHT, A-5130-B, AND LEFT, A-5131-A):**

- New design, adopted.
- Redesigned, changing from a forged to a pressed steel design (REL. # 10423).  
*(NOTE: With this release #10423, there was a "supplement" on October 2, 1928 to the release which indicated "Redesigned, changing from a stamping to a forging". No reason was given to revert the parts BACK to a forging).*

**OCTOBER, 1928****A473013---A585696****OCTOBER 11, 1928: (FRAME FRONT CROSS MEMBER, A-5020-A):**

- Cut off 1-3/4 inch of rear flange, thus removing the engine support holes.
- Changed size of hole, formerly used as a drain hole, from 1/2 inch diameter to 3/4 inch diameter, as this is now used as engine support hole, and redimensioned location of the same.
- Changed radius in corner of rear flange from 3/8 to 7/32 inch to insure necessary clearance for motor support.
- Removed two 9/32 inch holes formerly used for engine pans (REL. # 10580).

**OCTOBER 11, 1928: (FRAME, A-5005-B):**

- Brought up to date with changes necessitated by the new front engine support (REL. # 10580).

**(Engine serial numbers A511915—A516385 were stamped on this day).**

**OCTOBER 26, 1928: (FRAME FRONT CROSS MEMBER, A-5020-A):**

- Changed shape at bottom to simplify dies.
- Removed reinforcing ribs from rear flange and specified the  $\frac{3}{4}$  inch hole for engine support to be located 3-1/64 to 3-3/64 inches from centerline instead of 1-1/32 inches from outside of flange on rear side.
- Changed shape of front and rear walls, changing distance between centerline and front side from 2-5/16 to 1-13/16 inch.
- Relocated holes for attaching to side members.
- Changed radius between inside edge of lugs on front side and the lower edge of front wall from 5/8 to 2 inches
- Changed radius for notch in the top of flange on rear side from 1-1/8 to 1-1/4 inches.
- Changed distance between top surface at ends and the bottom of lug on front side from 2-23/64 to 2-11/32 inch (REL. # 10580 supplement).

***OCTOBER 28, 1928: A NEW BATTERY BRACKET WAS RELEASED FOR PRODUCTION WHICH NECESSITATED THE RELOCATION OF THE HOLES WHICH ARE TO ATTACH THE NEW BRACKET. THE NEW HOLES SHOULD BE ON THE EDGE OF THE CENTER CROSSMEMBER (SB). HOWEVER, WHEN THIS BATTERY BRACKET WAS CHANGED ON AUGUST 9, 1928 (RELEASE # EI 9884), THE NUMBER OF HOLES ON THE BRACKET WHICH ATTACHED THE BRACKET TO THE FRAME SIDE MEMBER—RIGHT, CHANGED FROM 2 TO 1, BUT THE TWO HOLES REMAINED IN THE FRAME UNTIL NOVEMBER 12, 1929 (SEE BELOW).***

**NOVEMBER, 1928  
A585697--A697829**

**NOVEMBER 6, 1928: (RUNNING BOARD BRACKET, FRONT, A-5125-A2, STAMPING):**

- Added limits locating holes, bottom of bracket and overall length from pad.
- Specified that the distance between center of bracket and side be 19/32 to 21/32 inch and that bottom of bracket be 90 degrees + or – 1/16 out of square with pad (measured at outer end).
- Specified that the distance between hole and outer end be  $\frac{1}{2}$  inch minimum (REL. # 10941).

**NOVEMBER 6, 1928: (RUNNING BOARD BRACKET, REAR, RIGHT, A-5130-B2, AND LEFT, A-5131-A2, STAMPING):**

- Added limits locating holes, bottom of bracket and overall length from pad.
- Specified that the distance between center of bracket and side be 19/32 to 21/32 inch and that bottom of bracket be 90 degrees + or – 1/16 out of square with pad measured at outer end.
- Specified that distance between hole and outer end be  $\frac{1}{2}$  inch minimum (REL. #10941).

**NOVEMBER 7, 1928: (FRAME REAR CORNER BRACKET, LOWER, A-5033-B):**

- Changed horizontal distance between rear hole for side member and outer hole for rear cross member from 1-1/2 inch to 1-15/32 inch.
- Changed vertical distance between these holes from 1-13/16 inch to 1-53/64 inch.
- Changed thickness of stock from 0.150/0.170 to 0.156 + or – 0.010 (REL. #10944).

**NOVEMBER 10, 1928: (FRAME SIDE MEMBER, RIGHT, A-5015-B):**

- Added holes for steering gear bracket, wheel carrier, battery support and stop light switch (REL. # 10991).?????

**NOVEMBER 10, 1928: (FRAME SIDE MEMBER, LEFT, A-5016-B):**

- Added holes for speedometer cable support, stop light switch, and muffler outlet pipe bracket (REL. 10991).?????

**NOVEMBER 10, 1928: (FRAME SIDE MEMBER, RIGHT, A-5015-B, AND LEFT, A-5016-B):**

- Removed L.H.C. from title and changed diameter of lower hole for fender bracket from 17/32 inch to 13/32 inch.
- Relocated holes for Front Cross Member and changed distance between top member and holes for Front Brake Rod Spring Bracket from 5/8 inch to 3/4 inch.
- Changed thickness of metal from 0.140/0.160 to 0.156 + or – 0.010 (REL. # 10991).

**NOVEMBER 10, 1928: (FRAME FRONT CROSS MEMBER, A-5020-A):**

- Changed thickness of metal from 0.150/0.170 to 0.156 + or – 0.010 (REL. # 10991).

**NOVEMBER 10, 1928: (FRAME CENTER CROSS MEMBER, A-5025):**

- Added 1-1/2 inch diameter hole in front side for brake rod, R.H.C. and oblong hole in top, which is used for lifting frame assembly.
- Changed diameter of hole for battery support from 25/64 inch to 13/32 inch (REL. # 10991).

**NOVEMBER 10, 1928: (FRAME REAR CROSS MEMBER, A-5030-B):**

- Changed thickness of metal and other physical properties from 0.150/0.170 to 0.156 + or – 0.010 and elastic limit 40,000 lbs. per sq. inch to 42,000 lbs. per sq. inch (REL. # 10991).

**NOVEMBER 10, 1928: (FRAME TO BODY BRACKET-FRONT, A-5075):**

- Changed thickness of metal from 0.140/0.160 to 0.156 + or – 0.010 (REL. # 10991).

**NOVEMBER 10, 1928: ( HOOD SHELF SUPPORT BRACKET, A-5100):**

- Changed thickness of metal from 0.150/0.170 to 0.156 + or – 0.010 (REL. # 10991).

**NOVEMBER 10, 1928: (FRAME ASSEMBLY, A-5005-B):**

- Removed L.H.C. from title and specified for use on “AF” and “A” chassis instead of “A” chassis only (REL. # 10991).
- **Brought up to date with changes in parts.**

**(Engine serial numbers A617216—A622618 were stamped on this day).**

***NOVEMBER 22, 1928: NEW DESIGN BRAKE CROSS SHAFT WHICH CHANGED THE CENTER CROSSMEMBER IN DELETING BRAKE EQUALIZER BEAMS AND LEVERS AND THE PUNCHED OUT STOPS (POS) (FSL).***

**NOVEMBER 23, 1928: (FRAME TO ENGINE REAR SUPPORT CUSHION, INNER, A-5092):**

- Specified non-blooming rubber and added physical properties (REL. # 11126).

**NOVEMBER 23, 1928: (FRAME TO ENGINE REAR SUPPORT CUSHION, OUTER, A-5094):**

- Specified non-blooming rubber and added physical properties (REL. # 11126).



**NOVEMBER 28, 1928: (FRAME FRONT CROSS MEMBER, A-5020-A): NEW FRONT CROSS MEMBER WITH NEW TYPE OF ENGINE FRONT SUPPORT (FSB).**

**DECEMBER, 1928  
A697830---A810122**

**DECEMBER 3, 1928: (FRONT RUNNING BOARD BRACKETS, A-5125-A2, STAMPING):**

- Specified maximum permissible taper between sides of channel, sections to be 1/16 inch in horizontal portion and ¼ inch at and above bend.
- Changed radius at intersection of channel with flange from 1/8 inch to 1/4 inch.
- Changed width of lower end of flange from 1-3/16 to 1-3/8 inches.
- Added section through bolt holes to show proper method of countersinking.
- Changed radius of flange around rivet holes from ½ to 15/32-17/32 inch.
- Decreased width of flange below rivet holes, specifying 2-1/8-2-1/4 inch width at point 1 inch below lower holes (REL. # 11196).

**DECEMBER 3, 1928: (REAR RUNNING BOARD BRACKETS, RIGHT, A-5130-B2, AND LEFT, A-5131-A2) (STEEL STAMPING):**

- Specified maximum permissible taper between sides of channel, sections to be 1/16 inch in horizontal portion and ¼ inch at and above the bend.
- Changed radius at intersection of channel with flange from 1/8 inch to 1/4 inch.
- Changed width of lower end of flange from 1-3/16 to 1-3/8 inch.
- Added section through bolt holes to show proper method of countersinking.
- Changed radius of flange around rivet holes from ½ to 15/32-17/32 (REL. # 11196).

**DECEMBER 12, 1928: (FRAME FRONT CROSS MEMBER, A-5020-A):**

- Changed hole for motor support from ¾ inch diameter to 7/8 inch diameter (REL. # 11317).

**DECEMBER 14, 1928: (FRAME CENTER CROSS MEMBER, A-5025):**

- Changed holes for brake rod from 1-1/2 inch diameter to the shape of blank for A-5081-81 plate and added note specifying that pieces from holes be used to make frame front bumper bolt plates A-5080-81 (REL. # 11339).

**DECEMBER 19, 1928: (FRAME SIDE MEMBER, RIGHT, A-5015-B, AND LEFT, A-5016-B):**

- Removed hole for emergency brake cross shaft lubricator fitting and added hole and pocket for cross shaft bushing (REL. # 11397).

***(HOWEVER, THIS FEATURE, ALONG WITH OTHERS WHICH WERE RELATED TO IT, DID NOT APPEAR ON FRAME ASSEMBLIES UNTIL APRIL, 1930. EVEN THOUGH IT WAS RELATED AS SUCH ON THE RELEASE FORMS, IT MUST HAVE JUST BEEN IN THE WORKS AND THOUGHTS OF AN UPGRADE WHICH FINALLY OCCURRED IN PRODUCTION IN APRIL, 1930. IT WAS UNDER THE RELEASE CODE OF #11397).***

**DECEMBER 19, 1928: (FRAME ASSEMBLY, A-5005-B):**

- Assembly brought up to date with changes in the side members (REL. # 11397).

**(Engine serial numbers A771015—A776919 were stamped on this day).**

***(AGAIN, THIS COULD NOT HAVE HAPPENED, AS FAR AS THE FRAME SIDE MEMBERS ARE CONCERNED, BECAUSE THIS FEATURE DID NOT SHOW UP IN PRODUCTION UNTIL APRIL, 1930. HOWEVER IT WAS PROBABLY IN THE DRAFTING TABLE AND IN THE WORKS).***

**DECEMBER 21, 1928: (FRAME TO ENGINE REAR SUPPORT CUSHION, INNER, A-5092):**

- Changed physical properties after aging 72 hours at 160 degrees F. from “compression set 30% min.” to “compression set at 600 lbs. per sq. inch 30% max” (REL. # 11433).

**DECEMBER 21, 1928: (FRAME TO ENGINE REAR SUPPORT CUSHION, OUTER, A-5094):**

- Changed physical properties after aging 72 hours at 160 degrees F. from “compression set 30% min.” to “compression set at 600 lbs. per sq. inch 30% max” (REL. # 11433).

**DECEMBER 26, 1928: (FRAME FRONT CROSS MEMBER, A-5020-A):**

- Specified that the contour of section AA be constant, 1-13/16 inches each side of centerline instead of the center of 1 inch radius for flange in center being on a 2-1/8 inch radius.
- Specified that 1 inch radius merge into 1-9/32 inch radius between points X and Y instead of 1 inch radius merging into 1/4 inch radius (see section AA).
- Added section CC specifying that 1-9/32 inch radius merge into 1/4 inch radius between points Y and Z (REL. # 11471).

**JANUARY, 1929**  
**A810123--A983136**

**JANUARY 9, 1929: (FRAME TO ENGINE REAR SUPPORT CUSHION, INNER, A-5092):**

- Specified 0.215/0.230 inch free thickness instead of 3/16 inch assembled thickness (REL. # 11609).

**JANUARY 9, 1929: (FRAME TO ENGINE REAR SUPPORT CUSHION, OUTER, A-5094):**

- Specified 0.215/0.230 inch free thickness instead of 3/16 inch assembled thickness (REL. # 11609).

**JANUARY 11, 1929: (FRAME CENTER CROSS MEMBER, A-5025):**

- Changed size and shape of hole for conveyor hook in order to use slug for rear axle bumper washer, AA-5784 (REL. # 11627).

**JANUARY 11, 1929: (FRAME REAR CORNER BRACKET, UPPER, RIGHT, A-5031, AND LEFT, A-5032):**

- Changed shape of side flange to increase clearance for shock absorber bolt nut (REL. # 11627).

**JANUARY 26, 1929: (FRAME SIDE MEMBER, LEFT, A-5016-B):**

- Changed the distance between hole for muffler bracket and outside of member from 7/8 inch to 1-3/16 inches.
- Also between hole and centerline of center cross member from 26-15/32 inches to 27-13/16 inches (REL. # 11800).
- **WHAT IS A MUFFLER BRACKET DOING ON THE LEFT FRAME SIDE MEMBER?**

**JANUARY 30, 1929: (FRAME FRONT CROSS MEMBER, A-5020-A):**

- Added two bosses 5/32 inch high around holes for radiator bolts (see section BB) and changed shape at top of rear flange (REL. # 11861).

**JANUARY 30, 1929: (FRAME REAR CORNER BRACKET, UPPER, RIGHT, A-5031, AND LEFT, A-5032):**

- Changed shape of front edge, changing distance between rear corner and front edge from 3-3/4 inches to 3-19/32 inches.
- Changed the distance between corner and inner end from 4-3/4 inches to 4-37/64 inches and removed size of stock (REL # 11651).

***FEBRUARY, 1929***  
**A983137---A1127171**

**FEBRUARY 7, 1929: (FRAME CENTER CROSS MEMBER, A-5025):**

- Removed two 21/64 inch holes in front flange for battery support (REL. # 11946).

**FEBRUARY 13, 1929: (FRAME TO ENGINE REAR SUPPORT CUSHION, INNER, A-5092):**

- Changed thickness from 0.215/0.230 inch to 0.208/0.228 inch (REL. # 11997).

**FEBRUARY 13, 1929: (FRAME TO ENGINE REAR SUPPORT CUSHION, OUTER, A-5094):**

- Changed thickness from 0.215/0.230 inch to 0.208/0.228 inch (REL. # 11997).

***MARCH, 1929***  
**A1127172---A1298827**

**MARCH 15, 1929: (FRAME FRONT CROSS MEMBER, A-5020-A):**

- Specified that one hole for lug on starting crank bearing be elongated instead of being round (REL. # 12280).

***MARCH 28, 1929: DUE TO THE NEW MUFFLER OUTLET PIPE CLAMP (A-5256-C), THE HOLE FOR THE ATTACHMENT OF SAID CLAMP ON THE FRAME WAS RELOCATED 1-11/32" TO THE REAR OF THE OLD HOLE. THE OLD HOLE LOCATION WAS 7/8" FROM THE INSIDE FRAME WALL OF THE FRAME OUT WHERE THE NEW HOLE LOCATION IS 1-3/16" FROM THE INSIDE FRAME WALL OF THE FRAME OUT (FSB).***

***APRIL, 1929***  
**A1298828---A1478647**

**APRIL 6, 1929: (FRAME SIDE MEMBER, RIGHT, A-5015-B, AND LEFT, A-5016-B):**

- Changed diameter of body bolt holes from 1/2 inch to 9/16 inch (REL. # 12543).

**APRIL 6, 1929: (FRAME TO BODY BRACKET-FRONT, A-5075):**

- Redesigned top flange and holes for fastening body (REL. # 12543).

**APRIL 27, 1929: (FRAME CENTER CROSS MEMBER, A-5025):**

- Removed from panel: 1 req. as Emergency Brake Cross Shaft Center Lever Rivet, was replaced by 5/16 x 1-1/4 groove pin (galvanized), A-23830 (REL. # 11397 supplement # 1, Dec. 19, 1928).

**MAY, 1929**  
**A1478648---A1663401**

**MAY 2, 1929: (FRAME CENTER CROSS MEMBER, A-5025):**

- Removed ¾ inch diameter hole for Emergency Hand Brake Lever to Cross Shaft Rod from rear flange (REL. # 11397 supplement # 2, Dec. 19, 1928).

**MAY 14, 1929: (HOOD SHELF SUPPORT BRACKET, A-5100):**

- Changed thickness of stock from 0.146/0.166 to 0.135/0.145 (REL. # 12949)

**MAY 17, 1929: (FRAME SIDE MEMBER, RIGHT, A-5015-B, AND LEFT, A-5016-B):**

- Redesigned the spherical socket for the emergency brake cross shaft, locating the center of the spherical radius 3/16 inch from the inner side of the frame channel instead of flush with the same.
- Length of socket changed from ½ inch to 3/8 inch. (REL. # 11397 supplement, see December 19, 1928).

***(HERE AGAIN IS RELEASE CODE #11397, BUT A SUPPLEMENT TO IT, WHICH IS RELATING TO THE NEW STYLE 30-31 EMERGENCY BRAKE CROSS SHAFT WHICH WILL NOT APPEAR IN PRODUCTION UNTIL APRIL, 1930).***

**JUNE, 1929**  
**A1663402---A1854831**

**JUNE 5, 1929: (FRAME ASSEMBLY, A-5005-B):**

- Specified that the distance between hole for the motor support, front, and center hole for motor support, rear, be 24-11/16 inches measured parallel with the top of the frame (REL. # 13101).

**JUNE 6, 1929: (FRAME TO BODY BRACKET-FRONT, A-5075):**

- Changed thickness of stock from 0.150/0.160 to 0.135/0.145 (REL. # 13134).

**JULY, 1929**  
**A1854832---A2045422**

**JULY 3, 1929: (FRAME SIDE MEMBER, RIGHT, A-5015-B):**

- Changed the distance between the centerline of cross member and the center of the speedometer cable support hole from 10-7/16 inches to 8-5/8 inches and the distance between side of side member and center of speedometer cable support hole from 7/8 to ½ inches (REL. #13385).

**JULY 3, 1929: (FRAME SIDE MEMBER, LEFT, A-5016-B):**

- Changed the distance between the centerline of cross member and the center of the speedometer cable support hole from 19-7/16 inches to 8-5/8 inches and the distance between side of side member and center of speedometer cable support hole from 7/8 to ½ inches (REL. #13385).

**(NOTE: A-5015-B indicates 10-7/16 inches while A-5016-B indicates 19-7/16 inches. Is this a typo?).**

**(THERE MUST BE A TYPING ERROR???IN THE ABOVE RELEASES, #13385, AS RIGHT, A-5015-B USES 10-7/16 INCHES AND LEFT, A-5016-B USES 19-7/16 INCHES).**

**JULY 12, 1929: (FRAME ASSEMBLY, A-5005-B):**

- Assembly brought up to date with changes in details (REL. # 13464).

(Engine serial numbers A1921807—A1929433 were stamped on this day).

**JULY 22, 1929: (FRAME, FRONT BRAKE ROD SPRING BRACKET, A-2504):**

- Specified special slug from Frame Center Cross Member, A-5025, to be used for blank (REL. # 13488).

**JULY 22, 1929: (FRAME CENTER CROSS MEMBER, A-5025):**

- Added two groups each consisting of three 17/64 inch holes for stop light switch (L& R.H.D.) in rear wall.
- Removed two 5/8 inch diameter holes in top (for locating cross member in die) spaced 11 inches from centerline of chassis, and substituted two irregular slots, slug from which are to be used without trimming for forming Brake Rod Spring Bracket- Front, A-2504.
- Eliminated flat on upper side of 2 inch d. clearance holes in front wall for brake rods, to decrease die wear and cost. These slugs used to make A-5080 (REL. # 13488).

**AUGUST, 1929**

**A2045423---A2243920**

**AUGUST 30, 1929: (FRAME SIDE MEMBER, RIGHT, A-5015-B, AND LEFT, A-5016-B):**

- Changed number of 13/32 inch d. Front Fender Bracket holes from 3 to 4 (REL. # 13821).

**SEPTEMBER, 1929**

**A2243921---A2396932**

**SEPTEMBER 4, 1929: ( HOOD SHELF SUPPORT BRACKET, A-5100):**

- Changed to "Hood Clip Support Bracket".
- Changed width of horizontal pad from 1-3/4 inches to 2-3/32 inches.
- Changed length of slots from 3/16 inch to 19/32 inch and located same 11/32 inch instead of 13/32 from outer edge of pad (REL. #13857).

**SEPTEMBER 30, 1929: (FRAME FRONT CROSS MEMBER, A-5020-A TO A-5020-B):**

- A-5020-A became obsolete and was followed by A-5020-B (REL. # 14053)

**SEPTEMBER 30, 1929: (FRAME ASSEMBLY, A-5005-C):**

- Frame Assembly, A-5005-B, was followed by Frame Assembly, A-5005-C, for production and service.
- Incorporated (*new*) front cross member, A-5020-B (REL. # 14053).

(Engine serial numbers A2389325—A2396932 were stamped on this day).

**(THE METAL STAMPING WHICH FORMED THE ARROWHEAD SHAPED HOLES ON TOP OF THE CENTER CROSSMEMBER WAS USED TO FORM BRAKE ROD SPRING BRACKET--- FRONT, A-2504. EARLIER STYLES WERE FORGED AND STAMPED).**

**OCTOBER, 1929**  
**A2396933---A2571781**

**OCTOBER 15, 1929: (FRAME CENTER CROSS MEMBER, A-5025):**

- Relocated and changed number of holes for Emergency Brake Cross Shaft Support from 2 to 4 (REL. # 11397 supplement # 7, Dec. 19, 1928).

**OCTOBER 16, 1929: (FRAME SIDE MEMBER, RIGHT, A-5015-B AND LEFT, A-5016-B):**

- Changed number of holes required for hood clip (formerly marked hood shelf) from 2 to 4.
- Added 7/8 inch d. hold (hole?) for side wheel carrier.
- Added hole 5-7/16 inches ahead of centerline of center cross member for running board shield (REL. # 14274).

**OCTOBER 17, 1929: (FRAME TO ENGINE REAR SUPPORT PLATE, A-5095-A1):**

- Added suffix "A" to symbol number to distinguish from A-5095-B, Exp. Mfg. (steel stamping) (REL. # 14295).

**OCTOBER 17, 1929: (FRAME TO ENGINE REAR SUPPORT PLATE, A-5095-B):**

- Adopted. 2000 cars per day (steel stamping) (REL. # 14295).

**OCTOBER 23, 1929: (FRAME REAR CROSS MEMBER, A-5030-B):**

- Removed taper at ends of flange (on front side) and specified same width of flange at ends (REL. # 14347).

***OCTOBER 28, 1929: (FRAME FRONT CROSS MEMBER, A-5020-B): NEW STYLE HAS A SLIGHT DEPRESSION AT BOTH ENDS WHERE THE RADIATOR BOLT EXTENDS THROUGH THE MEMBER WHERE THE OLDER STYLE WAS RAISED (SB). (THIS FEATURE, HOWEVER, DOES NOT SHOW UP ON ANY OF THE FRAME FRONT CROSS MEMBER RELEASE FORMS).***

**NOVEMBER, 1929**  
**A2571782---A2678140**

**NOVEMBER 12, 1929: (FRAME SIDE MEMBER, LEFT, A-5016-B):**

- Removed the 21/64 inch d. rear hole for battery bracket. The hole is unnecessary as number of holes in the battery bracket were changed from 2 to 1. see (rel. # 9884) dated August 9, 1928.
- Also changed the diameter of the front hole for front bumper (bracket) from .526/.531 ream to .500/.505 punch (REL. #14541).

***NOVEMBER 29, 1929: FRONT FENDER BRACKETS WERE REDESIGNED THUS THE BOLT PATTERN ON THE FRAME WAS CHANGED BY THE DRILLING OF ANOTHER HOLE DIRECTLY ABOVE THE LOWER CENTER HOLE (SB). (THIS WAS RELATED TO IN THE FRAME SIDE MEMBER, RIGHT, A-5015-B AND LEFT, A-5016-B, RELEASE #13821 ON AUGUST 30, 1929).***

**DECEMBER, 1929**  
**A2678141---A2742695**

**DECEMBER 5, 1929: (FRAME FRONT CROSS MEMBER, A-5020-B):**

- Added 7/8 d. hole for radiator overflow (REL. # 14684 supplement #3).

**DECEMBER 6, 1929: (ENGINE SUPPORT BRACKET, REAR, A-5090-B):**

- Corners at engine end of slots for wrench changed from 1/8 inch radius to 1/4 inch radius (REL. # 14821).

**DECEMBER 13, 1929: (FRAME SIDE MEMBER, RIGHT, A-5015-B):**

- Specified that the dimensions locating the various holes be taken from center rivet hole for Front Cross Member instead of from line 11/32 inch ahead of center hole (REL. # 14929).

**DECEMBER 13, 1929: (FRAME SIDE MEMBER, LEFT, A-5016-B):**

- Specified that the dimensions locating the various holes be taken from center rivet hole for Front Cross Member instead of from line 11/32 inch ahead of center hole (REL. # 14929).

**DECEMBER 13, 1929: (FRAME FRONT CROSS MEMBER, A-5020-B):**

- Specified that the dimensions locating the various holes be taken from center rivet hole for Front Cross Member instead of from line 11/32 inch ahead of center hole (REL. # 14929).

**DECEMBER 13, 1929: (FRAME, A-5005-C):**

- Also located the front line of Cowl for 1930, and Flywheel Housing face (REL. # 14929).
- **Assembly brought up to date with changes in frame side members and cross member.**

**(Engine serial numbers A2712408—A2716244 were stamped on this day).**

**DECEMBER 19, 1929: (FRAME FRONT CROSS MEMBER, A-5020-B):**

- Specified that 7/8 inch d. punch for Radiator Overflow Pipe may be vertical with top of frame or square to surface of metal (REL. # 14684 supplement # 6)

**JANUARY, 1930**  
**A2742696---A2826649**

**JANUARY 3, 1930: (FRAME SIDE MEMBER, RIGHT, A-5015-B AND LEFT, A-5016-B):**

- Removed 2 holes for stop light switch as stop light switch is now located on (center) cross member and in production 100%.
- Removed 3 holes for steering gear and 1 hole for battery bracket as these are unnecessary in the right hand rail, L.H.D.
- Removed 1 hole for speedometer cable clip and 1 hole for muffler outlet pipe bracket as these are unnecessary in left hand rail, L.H.D. (REL. # 15117).

**JANUARY 20, 1930: (FRAME SIDE MEMBER, RIGHT, A-5015-B AND LEFT, A-5016-B):**

- Specified that the holes for the wheel carrier be drilled in place and that all frames be center punched to show location (REL. # 15117 supplement).

***JANUARY 28, 1930: (CENTER CROSS MEMBER, A-5025): SHOWS THE INSTALLATION OF THE NEW STYLE STOP LIGHT SWITCH ON CENTER CROSS MEMBER (FSB).***

***FEBRUARY, 1930***  
**A2826650---A2940776**

***MARCH, 1930***  
**A2940777---A3114465**

**MARCH 11, 1930: (FRAME TO ENGINE REAR SUPPORT PLATE, A-5095-A1):**

- Changed suffix from “A” to “A1”.
- Obsolete. replaced by A-5095-A2 (REL. # 14295 supp. #1).

**MARCH 11, 1930: (FRAME TO ENGINE REAR SUPPORT PLATE, A-5095-A2):**

- Changed suffix from “B” to “A2”.
- Removed “Exp. Mfg.”.
- Use surplus when available (REL. # 14295 supp. # 1).

***APRIL, 1930***  
**A3114466---A3304703**

**APRIL 23, 1930: (FRAME FRONT CROSS MEMBER, A-5020-B):**

- Redesigned shape of slots at 4 top corners (REL. # 16233).

**APRIL 23, 1930: (FRAME REAR CROSS MEMBER, A-5030-B):**

- Changed width of stock from 9-1/8—9-3/8 inches to 8-1/2—8-9/16 inches.
- Made width of flanges on front and rear to be full width as sides of stock will not be blanked (REL. # 16233).

***APRIL 28, 1930: (FRAME SIDE MEMBER, RIGHT, A-5015-B, AND LEFT, A-5016-B): A POCKET AND LARGE HOLE WAS INCORPORATED INTO SIDE MEMBERS FOR THE NEW EMERGENCY BRAKE CROSS SHAFT. THIS CHANGE WAS MADE SOMETIME PREVIOUS TO THE RELEASE OF THE NEW CROSS SHAFT. THEREFORE SOME EARLY 1930 CHASSIS ASSEMBLIES MAY HAVE THE EARLY CROSS SHAFT UP TO THAT POINT (FSB).***

***APRIL 28, 1930: (FRAME CENTER CROSS MEMBER, A-5025): THE MIDDLE CROSS MEMBER ALSO HAD A SLIGHT CHANGE IN THE HOLES ON TOP OF THE CROSS MEMBER (FSB).***

***MAY, 1930***  
**A3304704---A3509306**

***JUNE, 1930***  
**A3509307---A3702547**



*JULY, 1930*  
A3702548---A3771362

**JULY 11, 1930: (FRAME SIDE MEMBER, RIGHT, A-5015-B, AND LEFT, A-5016-B):**

- Relocated forward hole for rear bumper arm 6-1/64 inches instead of 6-1/32 inches forward of reference point “E” and 57/64 inch instead of 7/8 inch from outer face, to conform with dimensions on the frame assembly and rear bumper arm.
- Removed upper 13/32 inch hole on left front fender bracket as it is not used with present design (may have been done to the right side also) (REL. # 17111).

**JULY 11, 1930: (FRAME FRONT CROSS MEMBER, A-5020-B):**

- Relocated four 17/64 inch rivet holes for attaching bottom flange of side member specifying that the 2-15/16 and 3-1/16 inch dimensions (locating same from center upper rivet hole) be measured parallel with end of cross member instead of with (edge?) of frame (REL. # 17111).

*AUGUST, 1930*  
A3771363---A3883888

*SEPTEMBER, 1930*  
A3883889---A4005973

**SEPTEMBER 18, 1930: (FRAME SIDE MEMBER, RIGHT, A-5015-B AND LEFT, A-5016-B):**

- Changed the location of holes for Frame to Body Bracket—Front, A-5075, #'s 2 and 3 body bolt from **39-13/16 to 42-13/64 inches (SEE CAUTION BELOW)**.
- Redimensioned body bolt and running board shield holes, from body bolt hole #4 instead of body bolt hole #5, as the latter hole will be eventually replaced by body bolt hole # 6.
- Removed the 9/16 inch body bolt hole in each side member, 6-1/4 inches back of # 5 body bolt hole.
- Added three 21/64 inch diameter holes for Frame Body Bracket #6 Body Bolt, A-5076, located 17-9/16 inches back of body bolt hole #4.
- To make provisions to accommodate models Standard Fordor Sedan, 160-A; Town Sedan, 160-B; and Victoria Coupe, 190-A. (REL. #17050 #18).

**SEPTEMBER 18, 1930: (FRAME BODY BRACKET NO. 6 BODY BOLT, A-5076):**

- Was released for models Standard Fordor Sedan, 160-A; Town Sedan, 160-B; and Victoria Coupe, 190-A, as soon as possible (REL. #17050 #18).

**SEPTEMBER 18, 1930: (FRAME ASSEMBLY, A-5000-C):**

- Body bolt holes were numbered 1, 2, 3, 4, 5, 6, 7, 8, and 9 for convenience in identifying holes.
- Moved Body Bracket On Frame---Front, A-5075, 2-3/8 inches to the rear changing the dimension from rivet in front cross member to body bolt hole #2 from **38-1/2 to 40-7/8 inches (SEE CAUTION BELOW)** and crosswise dimension between #2 holes from 31-29/32” to 32-3/32”.
- Removed the 9/16 inch drilled hole in each Frame Side Member 6-1/4 inch back of #5 body bolt hole for Closed Cab. Not used with 1930 cabs.
- Redimensioned body bolt and running board shield holes from body bolt hole #4 instead of hole #5 as the latter hole will be eventually replaced by #6 (REL. # 17050, supp. #18).

**CAUTION: THERE ARE SOME DIMENSION DIFFERENCES IN THE MOVING OF BODY BRACKET ON FRAME, A-5075, UNDER FRAME SIDE MEMBER, RIGHT, A-5015-B AND LEFT, A-5016-B AND THE FRAME ASSEMBLY, A-5000-C. PLEASE BE AWARE!**

**SEPTEMBER 18, 1930: (FRAME ASSEMBLY, A-5005-C AND A-5005-D):**

- The releases indicate that there are two types of frames being used on the Model A. Frame, A-5005-C, which does not have Frame Body Bracket Number 6 Body Bolt, A-5076, and frame, A-5005-D, which does have Frame Body Bracket Number 6 Body Bolt, A-5076 (REL. # 17050 # 18).

**(Engine serial numbers A3963949—A3970953 were stamped on this day).**

**SEPTEMBER 18, 1930: (FRAME ASSEMBLY A-5005-D):**

- Was used with the Standard Fordor Sedan, 160-A; the Town Sedan, 160-B; and the Victoria Coupe, 190-A only using Frame Body Bracket Number 6 Body Bolt, A-5076 (REL. # 17050 # supp. 18).

***OCTOBER, 1930***  
**A4005974---A4093995**

**OCTOBER 11, 1930: (FRAME TO BODY BRACKET #6 BODY BOLT, A-5076):**

- Changed diameter of body bolt hole from ½ inch to 9/16 inch to increase size of bolt;
- Changed thickness of material from 0.146/0.166 (#9 gauge) to 0.135/0.145 (#10 gauge) so the material specifications for this part conforms with the material specified for A-5075 (REL. # 17050 #56).

***NOVEMBER, 1930***  
**A4093996---A4177733**

***DECEMBER, 1930***  
**A4177734---A4237500**

***JANUARY, 1931***  
**A4237501---A4310300**

**JANUARY 28, 1931: (FRAME SIDE MEMBERS, RIGHT, A-5015-B, AND LEFT, A-5016-B): SIDE WHEEL CARRIER BRACKET HOLES ARE NOW BEING PUNCHED IN FRAMES (FSB). SEE FEBRUARY, 1931 FORD SERVICE BULLETIN FOR CORRECTION!**

***FEBRUARY, 1931***  
**A4310301---A4393627**

**CORRECTION IN SERVICE BULLETIN, FEBRUARY 28, 1931: CORRECTION ON INSTALLING SIDE WHEEL CARRIERS IN JANUARY, 1931 (FSB)**

**MARCH, 1931**  
**A4393628---A4520831**

**MARCH 10, 1931: THE RELEASE OF A-5347-R, FRONT CROSS MEMBER REINFORCEMENT, WAS ANNOUNCED FOR SERVICE JOBS ONLY.**

**MARCH 24, 1931: (FRAME FRONT CROSS MEMBER, A-5020-B):**

- Changed angle of rear flange from 88-1/2 degrees to 90 degrees making rear flange and spring recess parallel (REL. # 19217).

**APRIL, 1931**  
**A4520832---A4611921**

**MAY, 1931**  
**A4611922---A4695999**

**MAY 16, 1931: (FRONT RUNNING BOARD BRACKETS, A-5125-A2):**

- Revised foot of bracket specifying ribs be put on each side of top rivet hole to increase strength and prevent breakage as soon as dies can be made (REL. # 19799).

**MAY 16, 1931: (REAR RUNNING BOARD BRACKETS, RIGHT, A-5130-B2, AND LEFT, A-5131-A2):**  
**(THERE WAS NO RELEASE FOR THIS BUT IT IS ASSUMED THAT THE RIBS WERE ADDED TO THE FOOT OF THE BRACKET AS WAS DONE TO THE FRONT RUNNING BOARD BRACKETS, MAYBE NOT???)**

**MAY 25, 1931: (FRAME TO BODY BRACKET #6 BODY BOLT):**

- Added the Deluxe Fordor Sedan, 160-C; Town Car Delivery, 295-A; and Convertible Sedan, 400-A to list of cars using frame assembly, A-5005-D (REL. # 19881).

**MAY 25, 1931: (FRAME ASSEMBLY, A-5005-D):**

- Added the Deluxe Fordor Sedan, 160-C; Town Car Delivery, 295-A; and Convertible Sedan, 400-A to list of cars using frame assembly, A-5005-D (using the Frame Body Bracket Number 6 Body Bolt, A-5076) (REL. # 19881).

**JUNE, 1931**  
**A4696000---A4746730**

**JULY, 1931**  
**A4746731---A4777282**

**AUGUST, 1931**  
**NO ENGINES STAMPED**

**SEPTEMBER, 1931**  
**A4777283---A4824809**

**OCTOBER, 1931**  
**A4824810---A4826746**

**NOVEMBER, 1931**  
**A4826747---A4830806**

**DECEMBER, 1931**  
**NO ENGINES PRODUCED**