

**PART PROGRESSION LIST
AND
PART PRICE LIST'S
As of
October 12, 2006**

The following part progression list was taken from the various Ford Part Price List's which were available. One can follow Fords change in part numbers reading from left to right. Where "=" and "Un =" are represented means that the part in question has an **equal** or **unequal** bolt hole pattern surrounding the part or assembly. Where "Thin Flange" or "Thick Flange" is represented, it means the thickness of the six (6) bolt hole flanges on the Transmission main shaft bearing retainer.

FORD'S MODEL A/AA PARTS PRICE LISTS

Part Name Model A Ford	Jan. 1 1928	April 15 1928	Oct. 1 1928	June 1 1929	Aug. 1 1929	Oct. 1 1929	Dec. 1 1929	Oct. 20 1930	July 1 1931
Universal joint housing cap—inner	A-4513 =	A- 4513-B Un =	A- 4513-B Un =	A- 4513-B Un =	A- 4513- BR Un = A- 4513-A (Old # AA- 4513) =	A- 4513- BR Un = A- 4513-A (Old # AA- 4513) =	A- 4513- BR Un = A- 4513-A (Old # AA- 4513) =	A- 4513- BR Un = A- 4513-A (Old # AA- 4513) =	A- 4513- BR Un = A- 4513-A (Old # AA- 4513) =
Universal joint housing gasket	A-4515 =	A- 4515-B Un =	A- 4515-B Un =	A- 4515-B Un =	A- 4515- BR Un = A- 4515-A (Old # AA- 4515) =	A- 4515- BR Un = A- 4515-A (Old # AA- 4515) =	A- 4515- BR Un = A- 4515-A (Old # AA- 4515) =	A- 4515- BR Un = A- 4515-A (Old # AA- 4515) =	A- 4515- BR Un = A- 4515-A (Old # AA- 4515) =
Universal joint housing cap felt	A-4516	A-4516	A-4516	A-4516	A-4516	A-4516	A-4516	A-4516	A-4516
Universal joint housing cap—outer assembly	A-4520 =	A-4520 Un =	A-4520 Un =	A- 4520-B Un =	A- 4520- BR Un = A- 4520-C (Old # AA- 4520) =	A- 4520- BR Un = A- 4520-C (Old # AA- 4520) =	A- 4520- BR Un = A- 4520-C (Old # AA- 4520) =	A- 4520- BR Un = A- 4520-C (Old # AA- 4520) =	A- 4520- BR Un = A- 4520-C (Old # AA- 4520) =

Transmission main shaft bearing retainer	A-7085 = Thin Flange	A-7085-B Un = Thin Flange	A-7085-B Un = Thin Flange	A-7085-C Un = Thick Flange	A-7085-BR Un = Thin Flange A-7085-A = Thick Flange	A-7085-BR Un = Thin Flange A-7085-A = Thick Flange	A-7085-BR Un = Thin Flange A-7085-A = Thick Flange	A-7085-BR Un = Thin Flange A-7085-A = Thick Flange	A-7085-BR Un = Thin Flange A-7085-A = Thick Flange
Universal joint housing cap bolt	A-20915	A-20915	A-20915	A-20905	A-20905	A-20905	A-20905	A-20905	A-20905
Universal joint housing cap bolt nut	A-21741	A-21741	A-21741	A-21741	A-21741	A-21741	A-21741	A-21741	A-21741
Universal joint housing cap lock washer	A-22245	A-22245	A-22245	A-22245	A-22245	A-22245	A-22245	A-22245	A-22245
Universal joint housing cap to transmission bolt	A-20931	A-20931	A-20931	A-20953*	A-20953*	A-20953*	A-20953*	A-20953	A-20953
Universal joint housing cap to transmission bolt nut	A-21745	A-21745	A-21745	A-21745	A-21745	A-21745	A-21745	A-21745	A-21745
Universal joint housing cap to transmission bolt cotter	A-23534	A-23534	A-23534	A-23534	A-23534	A-23534	A-23534	A-23534	A-23534

* The bolt size was a mistake in the Parts Price List.

Part Name Model AA Ford	Jan. 1 1928	April 15 1928	Oct. 1 1928	June 1 1929	Aug. 1 1929	Oct. 1 1929**	Dec. 1 1929	Oct. 20 1930	July 1 1931
REAR AXLE WORM TYPE									
Universal joint housing cap—inner		AA- 4513	AA- 4513	AA- 4513	A- 4513-A (Old # AA- 4513)	A- 4513-A (Old # AA- 4513)	A- 4513-A (Old # AA- 4513)	A- 4513-A (Old # AA- 4513)	A- 4513-A (Old # AA- 4513)
Universal joint housing cap—outer front assembly		A-4520	A-4520	A- 4520-B	A- 4520-B	A- 4520-B	A- 4520-B	A- 4520- BR	A- 4520- BR
Universal joint housing cap—outer rear assembly		AA- 4520	AA- 4520	AA- 4520	A- 4520-C (Old # AA- 4520)	A- 4520-C (Old # AA- 4520)	A- 4520-C (Old # AA- 4520)	A- 4520-C (Old # AA- 4520)	A- 4520-C (Old # AA- 4520)
Universal joint housing shim		No shim	No shim	No shim	AA- 4521-B	AA- 4521-R	AA- 4521-R	AA- 4521- AR	AA- 4521- AR
Universal joint housing inner cap gasket		A-4515	A- 4515-A	A- 4515-A	A- 4515-A (Old # AA- 4515)	A- 4515-A (Old # AA- 4515)	A- 4515-A (Old # AA- 4515)	A- 4515-A (Old # AA- 4515)	A- 4515-A (Old # AA- 4515)
Universal joint housing cap felt		A-4516	A-4516	A-4516	A-4516	A-4516	A-4516	A-4516	A-4516
Universal joint housing cap bolt		A- 20905	A- 20905	A- 20905	A- 20905	A- 20905	A- 20905	A- 20905	A- 20905
Universal joint housing cap nut		A- 21741	A- 21741	A- 21741	A- 21741	A- 21741	A- 21741	A- 21741	A- 21741
Universal joint housing cap bolt lock washer		A- 22245	A- 22245	A- 22245	A- 22245	A- 22245	A- 22245	A- 22245	A- 22245
Universal joint housing cap to transmission bolt		A- 20931	A- 20931	A- 20931	A- 20931	A- 20931	A- 20931	A- 20931	A- 20931
Universal joint housing cap to transmission bolt nut		A- 21745	A- 21745	A- 21745	A- 21745	A- 21745	A- 21745	A- 21745	A- 21745
Universal joint housing cap to transmission bolt cotter		A- 23534	A- 23534	A- 23534	A- 23534	A- 23534	A- 23534	A- 23534	A- 23534

** The October 1, 1929 PPL was listed as "Effective June 1, 1929"

Part Name Model AA Ford	Jan. 1 1928	April 15 1928	Oct. 1 1928	June 1 1929	Aug. 1 1929	Oct. 1 1929**	Dec. 1 1929	Oct. 20 1930	July 1 1931
REAR AXLE BEVEL GEAR (1928-1929)									
Universal joint housing cap—inner rear			AA- 4513	AA- 4513	A- 4513-A (Old # AA- 4513)	A- 4513-A (Old # AA- 4513)	A- 4513-A (Old # AA- 4513)	A- 4513-A (Old # AA- 4513)	A- 4513-A (Old # AA- 4513)
Universal joint housing cap—outer rear assembly			AA- 4520	AA- 4520	A- 4520-C (Old # AA- 4520)	A- 4520-C (Old # AA- 4520)	A- 4520-C (Old # AA- 4520)	A- 4520-C (Old # AA- 4520)	A- 4520-C (Old # AA- 4520)
Universal joint housing cap shim					AA- 4521-R	AA- 4521-R	AA- 4521-R	AA- 4521-R	AA- 4521-R
Universal joint housing cap gasket			AA- 4515	AA- 4515	A- 4515-A (Old # AA- 4515)	A- 4515-A (Old # AA- 4515)	A- 4515-A (Old # AA- 4515)	A- 4515-A (Old # AA- 4515)	A- 4515-A (Old # AA- 4515)
Universal joint housing cap felt			A-4516	A-4516	A-4516	A-4516	A-4516	A-4516	A-4516
Universal joint housing cap bolt			A- 20915	A- 20905	A- 20905	A- 20905	A- 20905	A- 20905	A- 20905
Universal joint housing cap bolt nut			A- 21741	A- 21741	A- 21741	A- 21741	A- 21741	A- 21741	A- 21741
Universal joint housing cap bolt lock washer			A- 22245	A- 22245	A- 22245	A- 22245	A- 22245	A- 22245	A- 22245
Universal joint housing cap to transmission bolt			A- 20931	A- 20931	A- 20931	A- 20931	A- 20931	A- 20953	A- 20953
Universal joint housing cap to transmission bolt nut			A- 21745	A- 21745	A- 21745	A- 21745	A- 21745	A- 21745	A- 21745
Universal joint housing cap to transmission cotter			A- 23534	A- 23534	A- 23534	A- 23534	A- 23534	A- 23534	A- 23534

** The October 1, 1929 PPL was listed as "Effective June 1, 1929"

Part Name Model AA Ford	Jan. 1 1928	April 15 1928	Oct. 1 1928	June 1 1929	Aug. 1 1929	Oct. 1 1929	Dec. 1 1929	Oct. 20 1930	July 1 1931
REAR AXLE BEVEL GEAR (1930)									
Universal joint housing cap—inner rear								A- 4513-A (Old # AA- 4513)	A- 4513-A (Old # AA- 4513)
Universal joint housing cap—outer rear assembly								A- 4520-C (Old # AA- 4520)	A- 4520-C (Old # AA- 4520)
Universal joint housing cap gasket								A- 4515-A (Old # AA- 4515)	A- 4515-A (Old # AA- 4515)
Universal joint housing cap felt								A-4516	A-4516
Universal joint housing cap bolt— rear								A- 20963	A- 20963
Universal joint housing cap coupling shaft bolt								A- 20907	A- 20907
Universal joint housing cap coupling shaft nut								A- 21745	A- 21745
Universal joint housing cap coupling shaft cotter								A- 23534	A- 23534

INDIVIDUAL PART NUMBER PROGRESSION

UNIVERSAL JOINT HOUSING CAP—INNER

PART NAME AND DATE	PART NUMBER	REASON FOR CHANGE
Universal joint housing cap—inner; Type 1; Equal spaced holes; No holes in bell for lubrication; Start of production	A-4513	
November 10, 1927	A-4513-A	To be used on first 1000 cars.
Unknown date (Probably mid-December, 1927)	A-4513-AR	(To be used on first 3400 cars). <i>Used October to mid-December, 1927</i>
March 29, 1928	AA-4513	
March 18, 1929	A-4513-A	Replaces A-4513-B for all production requirements.
Universal joint housing cap—inner; Type 2; Unequal spaced holes; No holes in bell for lubrication; November 10, 1927	A-4513-B	New number, new design. Specified use after 1000 cars.
December 19, 1927	A-4513-B	Specified use after 3400 cars instead of 1000 cars. <i>Used from mid-December, 1927 to mid-March, 1929.</i>
March 18, 1929	A-4513-BR	Replaced by A-4513-A
Universal joint housing cap—inner; Type 3; Equal spaced holes; Two holes in bell for lubrication; March 18, 1929	A-4513-A	<i>Used from mid-March, 1929 through production.</i> Same as Type 1 except it has two holes in the bell part for lubrication.

Note: Interesting thought on the “3400 car” concept. Ford changed the “1000 car” usage to “3400 car” usage during this time more than likely to use up parts. Engine number *A3400* was stamped on December 21, 1927. So up to this point, the “equal spacing” assemblies were in use as the Transmission main shaft bearing retainer, A-7085, had to be bolted to the transmission in order to hold the rear bearing in place.

So, why are there not more of these early, “equal spaced” assemblies around? Why do some of these early cars (start of production to mid-December, 1927) have the “later unequal spaced assemblies” on them where they should have the “equal spaced assemblies”? Were they changed out for some reason or did they actually go up to 3400 units? These are good questions which have been brought up by many early Model A restorers today. Just where are these early assemblies? We are only dealing with about

3400 units. Could they have been replaced over the years? Who knows. Should we doubt the Ford Release information? I will leave that up to your own personal thoughts.

TRANSMISSION MAIN SHAFT BEARING RETAINER

PART NAME AND DATE	PART NUMBER	REASON FOR CHANGE
Transmission main shaft bearing retainer; Type 1; Equal spaced holes; Thin flanges; Start of production	A-7085	
November 10, 1927	A-7085-A	Specified use on first 1000 cars. Used October to mid-December, 1927.
February 11, 1929	A-7085-A	Obsolete
Transmission main shaft bearing retainer; Type 2; Unequal spaced holes; Thin flanges; November 10, 1927	A-7085-B	New number, new design. Specified use after 1000 cars.
October 9, 1928	A-7085-B	Obsolete. Used mid-December, 1927 through mid-October, 1928 (when the service brake system changed from the "Service Brake Equalizer" brake system to the "Solid Service Brake Cross Shaft" brake system). Replaced by A-7085-C.
Transmission main shaft bearing retainer; Type 3; Unequal spaced holes; Thick flanges; October 9, 1928	A-7085-C	New number.
March 15, 1929	A-7085-C	Obsolete. Used from mid-October, 1928 to mid-March, 1929. Replaced by A-7085-A1.
Transmission main shaft bearing retainer; Type 4; Equal spaced holes; Thick flanges; March 15, 1929	A-7085-A (Some parts may have A-7085-A1 on them)	Redesigned, reinstated. Used from mid-March, 1929 through late June, 1929. Replaces A-7085-C.
Transmission main shaft bearing retainer; Type 5; Equal spaced holes; Thick flanges; June 22, 1929	A-7085-A1	Added a flange at the center thus changing the diameter of the hole from 2-1/2 inches to 1-27/32 inches. Replaced A-7085-A (Type 4). Used from late June, 1929 through production.

Note: For some reason the data in the Transmission main shaft bearing retainer did not reflect the change from the “1000” car designation to “3400” car designation on December 19, 1927. One must *assume* that since the Universal joint housing cap—inner and the Universal joint housing cap—outer assembly DID mention it (on December 19 and 30, 1927) that the Transmission main shaft bearing retainer did also due to the “equal/unequal” spaced hole configuration usage.

UNIVERSAL JOINT HOUSING CAP—OUTER ASSEMBLY

There were two parts that made up the Universal joint housing cap—outer assembly A-4520. They were A-4518/A-4517, Universal joint housing cap—outer upper and A-4514, Universal joint housing cap—outer lower. Both the upper and lower caps were machined in pairs.

PART NAME AND DATE	PART NUMBER	REASON FOR CHANGE
Universal joint housing cap outer assembly; Type 1; Equal holed assembly; Start of production; Includes two (2) varieties: Variety 1 with "T" type lug and boss and variety 2 with "D" type lug and boss; No known part numbers on both halves.	A-4514-C	<p>At first, this assembly was to be used on the "first" 1000 cars. However on December 2, 1927, with Release # 5440, the 1000 car designation was changed to the first 3400 cars. If Ford was counting each engine as a car or truck, that would mean then that the 3400th vehicle would be engine number *A3400*, which was stamped on December 21, 1927 thus taking this early assembly up to that date and/or engine number before the change to Type 2 was made.</p> <p>As the designs were changed of the two halves in the engineering department on December 2, 1927, and if we use the thought that Ford used up every part he made, thus discovering an abundance of these early equal spaced assemblies, Ford made the 3400 car designation. (These are my thoughts as we really do not know for sure. Maybe the actual production scene was different).</p> <p>Used October to mid-December, 1927</p>
Universal joint housing cap outer assembly; Type 2; Unequal holed assembly; November 18, 1927 Upper half part numbers: A-4518, AA-4518 or no number; Lower half part numbers: A-4514 or no part number.	A-4520	<p>New number, new design. Only to be adopted after 3400 cars instead of 1000 cars. Was to replace the "equal" holed design assembly, Type 1, used in conjunction with Universal joint housing cap—inner, A-4513, and the Transmission main shaft bearing retainer, A-7085.</p> <p>There were many revisions of the two halves from mid-December, 1927 through late October, 1928 when the service brake system changed. (See Part Description section and/or the release data section).</p> <p>Used from mid-December, 1927 through mid-October, 1928 (when the service brake system changed from the "Service Brake Equalizer" brake system to the "Solid Service Brake Cross Shaft" brake system).</p>
December 2, 1927	A-4518 (Top) A-4514 (Lower)	<p>The releases indicated that these were to be "new parts". Specified to be used on "all chassis after 3400 cars instead of after 1000 cars". A-4519, Universal joint housing lug, was also a "new part".</p>
Sept. 10-12, 1928	A-4520-AR	Is now used for repairs only with the addition of "AR".
Universal joint housing cap outer assembly; Type 3; Unequal holed assembly; September 10-12, 1928; Upper half part numbers: A-4518-B, A-4517-B1,	A-4520-B	<p>With the introduction of the new style "single" service brake cross shaft assembly which replaced the "multiple" service brake equalizer cross shaft assembly, a new design Universal joint housing cap outer assembly was introduced without the extension arms. The new parts were A-4518-B, Universal joint housing cap—outer upper and A-4514-B, Universal joint housing cap—outer lower. Although A-4514-B was introduced in February, 1928 for the Model AA trucks, (AA-4520), it was now going on the Model A cars.</p> <p>There were many revisions of the two halves from mid</p>

<p>A-4517-B2. Lower half part numbers: A-4514-B, A-4514-B1, A-4514-B2.</p>		<p>September, 1928 to mid-March, 1929, when the safety lug was eliminated completely. (See Part Description section and/or the release data section).</p> <p>There was also A-4517-B and/or A-4517-B1, Universal joint housing cap—outer upper. Have not seen this part so it is not known just how it differs from A-4518-B. However, in comparing A-4518-B, which is a forging to A-4517-B2, which is the Malleable Iron, A-4517-B2 was lighter and the safety lug was formed with the part unlike A-4518-B in which the safety lug, A-4519, was welded on.</p> <p><i>Used from mid-October, 1928 to mid-March, 1929.</i></p>
<p>September 19, 1928</p>	<p>A-4517-B1 A-4517-B2 A-4514-B1 A-4514-B2</p>	<p>A-4517-B became A-4517-B1 (Forging Design) and A-4517-B2 (Malleable Iron Design); A-4514-B became A-4514-B1 (Forging Design) and A-4514-B2 (Malleable Iron Design).</p>
<p>March 15, 1929</p>	<p>A-4518-B A-4517-B1 A-4517-B2 A-4514-B1 A-4519</p>	<p>All became obsolete.</p>
<p>March 25, 1929</p>	<p>A-4520-BR</p>	<p>To be used for repairs.</p>
<p>Universal joint housing cap outer assembly; Type 4; Equal holed assembly; March 18, 1929 Upper and lower part number used: A-4514-B2.</p>	<p>A-4520-C</p>	<p>A-4514-B2, Universal joint housing cap—outer lower had the “lower” removed from the title because this new Type 4 assembly utilized two (2) of the same part to form A-4520-C, Universal joint housing cap outer assembly.</p> <p>It also replaced A-4518-B, A-4517-B1 and B2 with the safety lug.</p> <p>AA-4520 changed symbol number to A-4520-C.</p> <p>The combination of the two A-4514-B2’s created an equal hole Universal joint housing cap outer assembly.</p> <p><i>Used from mid-March, 1929 through production.</i></p>