

VOL. XI BRATTON'S ANTIQUE AUTO PARTS

BRATTON'S ANTIQUÉ AUTO PARTS



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Mount Airy, MD 21771

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BRATTON'S ANTIQUE AUTO PARTS, INC

1606 BACK ACRE CIRCLE
MOUNT AIRY, MD 21771-7703



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Phone Orders – Phone orders are taken M-F 8:30AM -5PM Eastern time. We are Closed on Weekends, and the following holidays. New Year 's Day, Good Friday, Memorial Day, July 4th, Labor Day, Thanksgiving Day and Friday after Thanksgiving, Christmas.

Fax Orders – Fax orders will be processed during normal operating hours. If you are requesting an air shipment, please call us immediately so your order can be shipped quickly.

Web Orders – Our website is updated daily with new parts, current prices, and updated descriptions. All parts have a complete description and some parts will have multiple pictures as well as installation on the vehicle.

Ordering – When calling in an order please have the part number and quantity ready. If you do not provide the part number, we will do our best to get you the part you need, but if the part is ordered incorrectly, the customer is responsible for all return shipping costs. Bratton's is not responsible for any incorrectly shipped parts when the customer does not provide our part numbers.

Price Changes – Because our suppliers change their prices throughout the year, prices printed in this catalog may change. **YOUR ORDER WILL BE CHARGED THE CURRENT PRICE FOR PARTS WHEN THE ORDER SHIPS OUT.** If you are not satisfied with the new price, please return the parts and you will be credited the cost of the part only. Visit our website where you can view the current prices on all of our parts.

Payment – We accept Visa, Master Card, American Express, and Discover

Shipping Estimates – Due to continually poor service provided by the USPS we are only shipping Via FedEx. Minimum shipping on any order is \$12.95. Actual shipping charges are dependent on weight, size, and final destination of the package. Based off our current shipping rates please allow approx. 15% for shipping services. Parts that are heavy or over 43" in length will be billed using dimensional shipping rates based off a 70-pound package. Orders over \$100 will have insurance automatically added to the shipping cost. Orders over \$500 insured value would require a customer signature at time of delivery. Orders can be picked up at our location during normal business hours.

Sales Tax - Will be collected where required by law. Visit <https://www.brattons.com/shipping-info.asp> for the current listing. Sales tax amount will include state, county, city and any other taxes required by your local jurisdictions.

INSPECT YOUR ORDER – You must inspect your package contents as soon as it arrives. Notify Bratton's immediately of any shortages or damage. Bratton's will not honor any shortage or damage claim if not made to us within one week of delivery. Save all packaging and boxes for inspection. If packaging and boxes are not retained for inspection, the claim will not be honored.

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Returns – Items are refundable if all of the following conditions are met. A restock fee may be applied if the below conditions are not met.

1. Copy of the original sales invoice or invoice number must be with the returns
2. Item is in new re-saleable condition
3. Returned within 30 of receipt of delivery
4. Any items that have been, primed, painted or altered in any way WILL NOT be Returnable for any reason. Please test fit all sheet metal before priming. Any painted sheet metal will not be accepted for return.
5. Special order items are not returnable
6. Electronic parts may not be returned for refunds. Defective parts will be repaired or replaced at our option.
7. Books and DVD's are not returnable if they once they have been removed from their packaging.

Limitation of Liability – Bratton's will not be held responsible for any loss, injury or damage that may occur while installing or using any item purchased from Bratton's. The consumer assumes all risks.

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WOW, that is all I can say about the last four years! A lot has happened, and life has drastically changed. From lockdowns and supply chain issues to anything one can imagine. Debbie and I are grateful for the support we have received then, now, and going forward.

Some major changes have happened since the last printing of our catalog. The biggest was the closing of Cartouche Upholstery. Dealers and retail customers were shocked by the sudden closure, and currently we have no source for upholstery. There have been many other parts suppliers that have permanently closed. However, we were able to purchase the equipment and tooling from those suppliers, so parts will continue to be manufactured, albeit at a slower pace.

In this catalog, there are many parts no longer listed, and there is a reason for that. Suppliers cannot give us an idea when a specific part might be back in stock, so we have suspended those items. Once these parts return to stock, they will be added to our website in their respective category, as well in the "NEW PARTS" section. We will continue to update prices and descriptions for parts on our website daily. Check frequently to see what is back in stock.

Another substantial change is the cost of shipping, and the quality of certain delivery services. Currently, we are still not using the USPS due to extremely poor services and longer delivery times. We have worked tirelessly with our FedEx representatives to achieve the best price on their services to pass this onto every order. FedEx is doing a decent job of getting our packages delivered in the published time, and hopefully that will continue to improve as things progress.

As the weather warms up and the days get longer make sure to get active in your local clubs, and take those Model A's out for a nice drive.

Thank you for your continued support

Jeff & Debbie Kichline

BRATTON'S ANTIQUE AUTO PARTS

1606 BACK ACRE CIRCLE

MOUNT AIRY, MD. 21771

PHONE: 800-255-1929

SPECIFICATIONS

Camshaft bearing clearance	.001 to .003
Cooling system	3 gal.
Connecting rod to crankshaft clearance	.001 to .00336
Crank rod pins	1.500 less 1 to 2 thousands for oil (1.498/1.499)
Crankshaft bearing size	1.625 less 1 to 2 thousands for oil (1.623/1.624, subtract .010 or .020 or .030 for rods)
Crankshaft end play	.004
Distributor point gap	.018 to .022
End play of water pump shaft	.006 to .010
Engine compression	76 PSI at sea level; at 5,000 ft. deduct 20
Flywheel depth	1.123 distance from 12 hole surface to refinish surface
Gas tank 1928-29	10 gal.
Gas tank 1930-31	11 gal.
Oil	5 qts.
Oil Pressure	2 to 3 pounds depending on weight of oil
Piston to cylinders	.002
Piston ring gap - lower ring	.008 to .010
Piston ring gap - center ring	.010 to .012
Piston ring gap - upper ring	.012 to .015
Main bearing clearance	.001 to .0015
Rear axle	1 1/2 pint
Rod wrist pin bushing - Machine shop must	expand ID of bushing in rod before honing to .0003 or 4.
Spark plug gap	.035
Steering gear	7 3/4 oz. for 7 tooth, 4 1/2 oz. for 2 tooth box
Transmission	1 pint
Timing gear backlash	.004
Tire pressure	35 PSI
Valves in valve guides	.001 to .0015
Valve to tappet clearance	.010 to .012 for all valves

Torque measurements are in foot-pounds.

The following is a guide for torquing the different fasteners. Remember, if original fasteners are used, their tension loss is unknown due to the number of times they have been reused. Therefore, the torque measurement might need to be adjusted. It is recommended to use all new fasteners. See Nuts and Bolts article in [How to Restore Your Model A, Volume 3](#).

Axle housing to differential	35
Camshaft nut	100
Connecting rods	35
Crankshaft Pulley Nut	80
Cylinder Compression on NEW engine	64
-The cylinders should not vary more than 7 pounds between cylinders.	
Flywheel	55
Head	50-55
-Torque up in three stages using correct sequence with final torque after engine is hot. See part # (A-6051) for torque sequence	
Main bearing cap bolts	70 - 80
Manifold - exhaust	25 - 30
Oil pan	5 - 6
Pressure plate - use grade 5 bolts	25
Rear axle shaft nut	100
Timing cover	25
Torque tube to differential	35
Valve cover	15 - 25
Water inlet	40
Water neck - torque with caution	50
Wheel lug nuts	50-55

What is Raven Finish? This is a dark dye mixed with oil. This is a temporary finish and will begin to rust within a few months after installing, unless it is sealed by spraying with a clear coat or painting black.

WHEELS

LUG NUTS - Originals were Cadmium plated all years. Thread size is 1/2-20". Torque nuts to 50-55 pounds.



EARLY SHORT LUG NUTS - Used June '28 through Aug. '28. Zinc plated.
1000 1928-L1929 \$2.15ea.
 Set of 23
1001 1928-L1929 \$49.95set



REGULAR HEIGHT LUG NUTS - Used from Aug '28 till end. Zinc plated. Best of 2 manufactured. Made to original specs.
1010 1928-1931 \$2.65ea.
 Set of 23
1020 1928-1931 \$59.95set



STAINLESS STEEL LUG NUTS - Polished to a bright finish. If you glass bead these nuts, they will look a lot like cadmium.
1060 1928-1931 \$8.40ea.
 Set of 23
1070 1928-1931 \$124.95set



SPARE TIRE LOCK NUT 28-29, MADE BY A & L PARTS - Special lug nut with a hole on the end for a lock to hook through. Cadmium plated.
1050 1928-1929 \$6.95ea.



LUG NUT SPACER - STAINLESS - These cone-shaped washers correct worn and oversized bolt holes in the wheels; also to protect paint. Stainless steel.
1080 1928-1931 \$0.75ea.



SPOKE WHEEL CLEANING BRUSH - Very effective in cleaning road dirt from between spokes.
1090 1928-1931 \$10.10ea.



RIM LINER FOR 19 OR 21 WHEELS - Fit around rim to protect tube from damage. 1 1/2in wide. Fits 17in - 21in rims.
1120 1928-1931 \$4.50ea.



SPOKE STRAIGHTENING TOOL - Use this tool to help straighten the bent spokes on your wheels.
2360 1928-1931 \$89.95ea.

HUBS



NEW FRONT HUB - Strong ductile iron which is 2 times stronger than cast iron, machined and READY to receive drum, five studs and races.
1140 1928-1931 \$164.95ea.



NEW REAR HUB - New strong ductile iron which is 2 times stronger than cast iron, machined and READY to receive your drum, five studs and bearing. The race area on our hubs have been heat treated per the original specifications.
1190 1928-1931 \$145.00ea.

PROTRUDING RING STYLE

1928 TO 1941
6150

RECESS RING STYLE

1928 TO 4/15/29
61504/15/29 TO END
6160

REAR WHEEL HUB PULLER - Opening in base of puller hooks into or around the groove or ring on hub. One inch thick bolt at end of puller must be tightened down against axle. Made from strong ductile iron. A copy of an early aftermarket puller.
Protruding hub ring style
6150 1928-1931 \$55.05ea.
Recess hub ring style
6160 1928-1931 \$55.05ea.



REPLACEMENT BOLT ONLY FOR 6150 OR 6160 HUB PULLER - This is a replacement bolt only for the 6150 or 6160 hub pullers.
6151 \$7.95ea.



UNIVERSAL REAR HUB PULLER - This puller is designed to pull both style of rear hubs used on the Model A, in fact it can be used on hubs up to 1948. This is accomplished by using different sets of split rings to mount up to your specific hub. This puller is made of high quality steel for long life yet small enough to fit easily in your car for tours. USA
6141 1928-1948 \$134.95ea.



NEW HUB INSTALLED ONTO A NEW DRUM - With new studs. Then the drum is turned on a drum lathe to true the drum to hub. Not For Early 28 AR style wheels
One FRONT Hub & Drum with NEW RACES INSTALLED
1150 1928-1931 \$329.95ea.
One REAR Hub & Drum
1200 1928-1931 \$329.95ea.



HUB BOLT - Machined high carbon steel. These original style 1/2-20in threaded bolts must be swedged in place. The bolt shoulder is 1/16in longer to accommodate the 1/16in thicker repro drums. To use these studs on original drums the shoulder must be shortened 1/16in.

FRONT HUB BOLT

1180 1928-1931 \$1.75ea.

REAR HUB BOLT

1260 1928-1931 \$1.75ea.



HUB STUD BOLT SWEDGING TOOL - After placing the hub bolt through the drum, this tool must be used to swedge the shoulder of the stud to the drum. A tapered ball joint forked tool is handy to help remove stud tool from new stud after swedging stud. A 30 ton press must be used with this tool.
1300 1928-1931 \$7.95ea.



NEW BRAKE DRUMS - Excellent reproduction made from strong nodular iron which is over 2 times stronger than cast iron less hub and hub bolts for 1928-31 cars. Inside diameter of a new drum is 11 inches. If your drums measure 11.070 inches inside diameter or .110 of an inch thick, then they are worn out and should be replaced. Original steel drum wall thickness is .145in. These drums are acceptable per judging standards.



FRONT

1370 1928-1931 \$109.95ea.

REAR

1380 1928-1931 \$109.95ea.



BRAKE DRUM PRO PACK - FRONT DRUM PRO PACK - Two Front Drums, 10 Studs, and Swedging tool
1371 \$233.25set

REAR DRUM PRO PACK - Two Rear Drums, 10 Studs, and Swedging tool
1382 \$233.25set

1928-1931 \$233.25set

HUBS

BRAKE DRUM PRO PACK (Cont.)

COMPLETE 4 WHEEL KIT - This kit contains 2 Front Drums, 10 Front Studs, 2 Rear Drums, 10 Rear Studs, and 1 Swedging Tool

1383

1928-1931 \$425.16set

REAR AXLE HOUSING RACE

- This sleeve enables you to salvage worn out housings by repairing the worn flat bottom of the bearing race. A round race keeps hub centered, thus keeping brake shoes centered to drum. The old axle race must be machined, and the new heat-treated race pressed on. One end of the new race has the ID chamfered to aid installation. Original axle race O.D. is 2.061 to 2.063. Turn old axle race to .0005 larger than the I.D. of the new race for a press fit. U.S. MADE. Ours are heat treated for longer life.

1840 1928-1931 \$29.95ea.

GLOSS BLACK SPRAY PAINT

- 900 degree gloss black paint for drums.

1400 1928-1931 \$9.75can

DRIVE IN STYLE DUST CAP

- For the front hub. Retains grease and keeps dirt out of the wheel bearings. FORD did not supply this cap on the car. Need 2 per car.

1540 1928-1931 \$6.15ea.

REAR WHEEL GREASE SEAL

- Steel case with neoprene seal, prevents grease from entering brake area. The O.D. size has been corrected on these seals. To ease installation, place the seal in the freezer for about 30 min. and pack the lip with grease to keep the spring from popping out. Need 2.

1560 1928-1938 \$5.25ea.

REAR HUB SEAL DRIVER

- Use this tool to help you install the grease seal #1560 to the correct depth for the snap ring installation. Tool only no seal.

1560T 1928-1938 \$27.50ea.

REAR WHEEL BEARING & TRANSMISSION MAIN DRIVE GEAR SNAP RING

- Holds grease seal in place on the rear hub. Also hold the rear drive bearing into the transmission case.

1600 1928-1938 \$2.00ea.



FRONT HUB INNER DUST SEAL - Metal drive-in seal located at base of spindle, keeps grease from brake area. Need 2 per car. This is only a cupped washer. FORD did not put cork or another seal into the washer. This is our OWN tooling for correct fit.

1610 1928-1934 \$5.75ea.


FRONT HUB GREASE RETAINER WASHER

- Fits between bearing & axle nut. Need 2 per car. These are hardened.

1620 1928-1948 \$2.10ea.


FRONT AXLE 3/4-16 CASTLE NUT AND COTTER PIN

- Secures front wheel to axle. Need 2 sets per car. Grade 5 nut.

4310 1928-1935 \$1.95set


FRONT WHEEL HUB INNER BEARING

- Spindle size for bearing is 1.188in- 1.189in Need 2. Made by Timken. Any pitted or galled bearings and races should be replaced. For best results, always replace BOTH the bearing and the race.

1640 1928-1948 \$22.95ea.


FRONT WHEEL HUB INNER RACE

- Need 2. Made by Timken. Any pitted or galled bearings and races should be replaced. For best results, always replace BOTH the bearing and the race.

1670 1928-1948 \$12.80ea.


FRONT WHEEL HUB OUTER BEARING

- Spindle size for bearing should be .749in - .750in Smaller than the inner bearing. Made by Timken. Any pitted or galled bearings and races should be replaced. For best results, always replace BOTH the bearing and the race.

1710 1928-1948 \$29.95ea.


FRONT WHEEL HUB OUTER RACE

- This race is smaller than inner race. Need 2 Made by Timken. Any pitted or galled bearings and races should be replaced. For best results, always replace BOTH the bearing and the race.

1740 1928-1948 \$11.75ea.


FRONT WHEEL BEARING SET - 2 BEARINGS AND 2 RACES

- The previous 2 bearings and 2 races by Timken for one front wheel. 2 sets needed per car. Any pitted or galled bearings and races should be replaced. For best results, always replace BOTH the bearing and the race.

1770 1928-1948 \$74.45set


FRONT HUB INNER & OUTER RACE INSTALLATION TOOL

- Use this tool to easily install both the inner and outer race into the front hub without damaging the race surface. Tightening the nut will draw both of the races into place. Hub and races are sold separately.

1771 1928-1938 \$40.95ea.


FRONT HUB INNER & OUTER RACE REMOVAL TOOL

- This tool is a copy of an original tool made by KR Wilson to remove the races from the front hubs. We have improved on the original KR Wilson Design by making this tool work on both the inner & the outer races instead of having two separate tools. This comes with two specially designed pullers, and receiving caps so it can be used to pull both races.

1772 1928-1938 \$59.95ea.


REAR WHEEL BEARING

- Large bearing in the rear hub.

Need 2 per car.

1790 1928-1931 \$48.15ea.


REAR HUB REPAIR BEARING ONLY

- This is a smaller hub bearing than the original. This bearing can only be used if you have installed part # 1820 into your rear hub.

1821 1932-1936 \$54.95ea.


REAR HUB REPAIR RACE AND BEARING

- If the bearing race in the rear hub is pitted or shows wear, then this new bearing race will correct the problem. The Feb. 5, 1930 Ford service letter advises dealers to replace the hub if wear is over .005. The original new hub ID is 3.188 to 3.190. The new race can be pressed in with little force. Loctite will be included to lock race to hub. Included is a new roller bearing (#1821) which has a smaller O.D. This bearing will fit the new race. Ford began using this hardened race and smaller bearing in 1936. Set includes 1 race, 1 bearing, Loctite, and instructions.

1820 1928-1936 \$94.95set


SCREW IN DUST CAP - SEPTEMBER 31 TO END

- SEPTEMBER 31 TO END

1550 1931-1934 \$12.50ea.

HUB CAPS



28-29 HUB CAPS - These caps are made from steel, as original, copper plated, polished, nickel plated and polished. Nickel hub caps were used in all of 1928-29. Chrome was also used from April 1929 till end of 1929.

CHROME plated

1420 1928-1929 \$12.90ea.

NICKEL plated

1430 1928-1929 \$30.95ea.



30-31 HUB CAPS - 1930-31 with steel liner, an excellent reproduction brightly polished, smooth to edge as original.

FLAT SURFACE AROUND THE WORD FORD

1440 1930-1931 \$12.95ea.

1930 mid-1930 NO STEEL LINER. Can be used thru 1931. Like original with domed area around the Ford script.

1460 1930-1931 \$20.15ea.

Mid 1930-31 WITH STEEL LINER. Can be used thru 1931. Like original with domed area around the Ford script.

1470 1930-1931 \$31.95ea.



HUB CAP GASKET KIT - Use these special gaskets to go between the hub cap and the wheel to keep the hub cap from rattling. These are sold as a set of 6 pieces.

30-31

1471 1930-1931 \$2.50set

28-29

1472 1928-1929 \$3.10set

TIRES



FIRESTONE TIRES - Have the authentic tread design US-made 4 ply polyester. All Model A tires were inflated to 35 psi. To clean whitewall tires use Simple Green, Cleaner's with bleach will damage the whitewall. Rim and hub cap not included. Firestone tires are a little wider, thus when used on a front fender wheel well, you may not be able to totally inflate the tire.

4.40/4.50 x 21 Blackwall

2120

1928-1929 \$250.00ea.

4.40/4.50 x 21 Whitewall; 2 5/8 wide Whitewall

2150

1928-1929 \$304.95ea.



FIRESTONE TIRES (Cont.)

4.75/500 x 19 Black Wall

2160

1930-1931 \$255.00ea.



19 WHITE WALL TIRE BY FIRESTONE - Have the

authentic tread design US-made 4 ply polyester. All Model A tires were inflated to 35 psi. To clean whitewall tires use Simple Green, Cleaner's with bleach will damage the whitewall. Rim and hub cap not included. Firestone tires are a little wider, thus when used on a front fender wheel well, you may not be able to totally inflate the tire.

4.75/500 x 19 with 5/8 wide White Wall

2180

1930-1931 \$306.00ea.



GOODYEAR TIRES - The Goodyear tires have the authentic Diamond tread. U.S. made, 4 ply polyester. All Model A tires were inflated to 35 psi. Rim and hub cap not included.

475 x 19 Blackwall

2190

1930-1931 \$300.00ea.



UNIVERSAL BLACKWALL

TIRE - The Universal Tire is an affordable replacement tire with an authentic tread design. Tube Type 4 Ply Nylon

450/475-21 UNIVERSAL BLACKWALL TIRE

2192

1928-1929 \$146.95ea.

475/500-19 UNIVERSAL BLACKWALL

2193

1930-1931 \$146.95ea.



LUCAS BLACKWALL TIRE -

They are imported and based off the design originally made by the Olympic Tire Co. Made of nylon, and only available as a black wall.

21 BLACKWALL TIRE

2194

1928-1929 \$119.95ea.

19 BLACKWALL TIRE

2195

1930-1931 \$119.95ea.



RIM LINER FOR 19 OR 21

WHEELS - Fit around rim to protect tube from damage. 1 1/2in wide. Fits 17in - 21in rims.

1120 1928-1931 \$4.50ea.



RUBBER STEM INNER

TUBES - Tubes are made by an OEM manufacturer with 100% new rubber, not recycled, for longer life. Best Tubes on the market today. Not acceptable for MARC/MAFCA Blue Ribbon judging.

21inch tube

2250 1928-1929 \$27.95ea.

19 inch tube

2280 1930-1931 \$27.95ea.



METAL STEM ONLY FOR INNER TUBES - Original

clamp-in style stem. Cut rubber stem out, insert metal stem inside tube, and then put bridge washer down over stem followed by locknut. Stem includes bridge washer, nut and valve.

TR80A, 6300 for 1928-29. 21 inch Tube

2230 1928-1929 \$17.30ea.

TR83, 6700 for 1930-31. 19 inch Tube

2240 1930-1931 \$17.10ea.



28 - 29 BRIDGE WASHER -

Stabilizes metal stem on tube with recess lock ring. Cad, plated.

2290 1928-1929 \$3.55ea.



30 - 31 BRIDGE WASHER -

Stabilizes metal stem on tube with recess lock ring. Cad, plated.

2300 1930-1931 \$3.55ea.



TIRE STEM LOCK NUT -

Special thin nut secures bridge washer to base of metal stem.

2310 1928-1931 \$1.35ea.



28 - 29 LONG DUST COVER -

Used on 1928-29 metal stem tubes. Two piece original style including rim nut. These are die formed from brass, nickel plated. Unlike others on the market ours are stamped with manufacturers name, U.S.A.

2370 1928-1929 \$20.30ea.



30 - 31 SHORT DUST COVER -

Used on 1930-31 metal stem tubes with original manufacturers name and U.S.A. stamped on base as original, nickel plated.

2380 1930-1934 \$10.75ea.



METAL STEM VALVE CAP -

Original style cap with original manufacturers name and U.S.A. engraved on cap, nickel plated.

Engraving on top

2390 1928-1929 \$4.25ea.

2400 1930-1931 \$4.25ea.

TIRES • SPARE TIRE


FRONT AXLE TOE IN TOOL - Ford originally specified a toe in of 1/16" +/- 1/32" to help maintain proper tire wear. Using this tool will easily allow you to correctly set the toe-in on your car. Instructions are included.

4511 1928-1931 \$49.95ea.

TIRE IRONS - All three tire irons are tempered for strength.

Beginning till July 1928 was blunt on one end

22610 1928 \$28.95ea.

July 1928 thru Nov. 1928 has a screw driver point on one end

22620 1928-L1929 \$28.95ea.

Dec. 1928 thru end has a spoon on one end

22630 1929-1931 \$28.95ea.



TIRE PUMP HOSE - Cloth simulated finish on rubber. Original was cloth covered. This hose is not as per original.

22710 1928-1931 \$9.10ea.



TIRE PUMP HOSE ENDS & CLIPS - One brass fitting for hose with two cad. plated clips. Original style hole thru fitting. No valve inside just like the originals.

22720 1928-1931 \$7.95set



TIRE PUMP HOSE CLIPS - 2 - Two cad. plated clips for the hose ends.

22730 1928-1931 \$1.95pair



TIRE GAUGE FACE PLATE - Three-colored plate as original. Includes screws and stop pin.

25910 1928-1931 \$7.20ea.



TIRE GAUGE NEEDLE W/ HUB - Replacement tire pressure needle and hub. Made from brass with a satin black finish.

25911 1928-1931 \$5.95ea.



TIRE GAUGE LENS - Replace the old yellowed lens with a new acrylic lens. Easy to install.

25920 1928-1931 \$7.50ea.



TIRE GAUGE STEM - Brass, chrome plated.

25940 1928-1931 \$15.75ea.



DIABLO A'S HOW TO DVD SERIES - These DVDs are all recordings from the Diablo A's Tech Seminars. Since these are done during club tech talks their might be some background noise, but all of the information and step by step assembly and disassembly is shown on your screen. Each DVD lasts 25-75 minutes depending on the topic.

TIRE & TUBE INSTALLATION 38115N

1928-1931 \$24.95ea.

SPARE TIRE



COMPLETE SIDE MOUNT SPARE TIRE CARRIER -

Authorized as of May 1928. OK to use on either or both sides. Complete original style with frame and tire plate. Arm is cross drilled with 2 castle nuts.

Tire plate has original square shouldered bolts pressed in place. U.S. made arm and frame base are made from strong ductile iron. These are vastly superior to the weaker foreign manufactures. Should be painted Black.

1928-29 Either Side

1980 1928-1929 \$74.95set

1930-31 Driver Side

1990 1930-1931 \$74.95set

1930-31 Passenger Side

2000 1930-1931 \$74.95set



28 - 29 SIDE MOUNT TIRE CARRIER PLATE ONLY -

Made from the original FORD blue print. Mounting hole is correct length and size. Includes 3 studs in plate.

2020 1928-1929 \$10.95ea.



SIDE MOUNT SPARE TIRE CARRIER PLATE ONLY -

Made from the original FORD blue print. Mounting hole is correct length and size. Includes 3 studs in plate.

Left

2030 1930-1931 \$12.95ea.

Right

2040 1930-1931 \$12.95ea.



SIDE MOUNT GROMMET - Located in the hole in the splash shield where the spare tire carrier arm passes through. Grommet was not painted.

2050 1928-1931 \$2.45ea.



SIDE MOUNT NUTS & WASHER - Two 5/8-18 castle nuts, 2 cotter pins and 1 flat washer for arm. Included with (1980,1990 & 2000).

2010 1928-1931 \$2.00set



SIDE MOUNT SPARE TIRE MOUNTING HARDWARE - The factory used rivets, but the dealer used bolts (either acceptable).

BOLTS Set of three 5/16-24 x 1 bolts cross drilled and 3 castle nuts

2070 1928-1931 \$10.05set

RIVETS Set of three 5/16 x 1 rivets (Install hot)

2080 1928-1931 \$1.50set



SIDE SPARE TIRE CARRIER PLATE BOLT - Original square shouldered bolt. Need 3 for side mount plates. Also 3 used on rear spare tire carriers before November 1930; 2 were used after that. Must be swedged in place.

2090 1928-1931 \$1.60ea.



REAR SPARE TIRE CARRIER MOUNT - Aluminum. Studs for wheel are included. Should be painted Black.

30-31 Roadster, Coupe, Sport Coupes, Business Coupe, Cabriolets

1880 1930-1931 \$74.95ea.

28-31 Sedans & Phaetons

1881 1928-1931 \$76.95ea.

28-29 Roadster, Coupe, Sport Coupes, Business Coupe, Cabriolets

1890 1928-1929 \$74.95ea.



REAR SPARE TIRE CARRIER MOUNT TO BODY BOLTS - 3

bolts, 3 lock washers & 1 nut. *28-31 ROADSTER, COUPE & CABRIOLET*

1860 1928-1931 \$2.40set

TUDOR & PHAETON

1870 1928-1931 \$2.15set



REAR SPARE TIRE PLUGS -

Used to fill the three holes if you do not have a rear tire mount. Original style, 2 special large head 3/8-24 screw plugs for sill and 1 snap in plug. Paint all 3 body color. See page 22-5 of The Standards.

1900 1928-1931 \$10.15set



REAR SPARE TIRE BRACKET STUD - For Coupes, Roadsters, and Cabriolets. Used for bottom stud only. Top two are (2090).

2100 1928-1931 \$2.10ea.



REAR SPARE TIRE BRACKET STUD NUT - Thin 1/2-20 jam nut placed on stud to adjust angle of tire.

2110 1928-1931 \$1.05ea.

SPARE TIRE • BRAKES



30-31 OUTER PANEL SPARE TIRE BRACE - This stamped steel brace supports the inside of the outer panel (35220) for the spare tire bracket. Can be used on 1928-29 panels but it must be shortened to fit.

35250 1930-1931 \$69.30ea.



30 - 31 SPARE TIRE SUPPORT - Curved brace under curved inner panel below deck lid. All rumble seat coupes, roadsters, cabriolets.

1970 1930-1931 \$21.90ea.



FRONT FENDER WELL - To replace rust-outs or for making a welded fender. Heavy gauge steel, installation instructions included.

28-29 REPLACEMENT WELL ONLY

20920 1928-1929 \$52.95ea.

30-31 REPLACEMENT WELL ONLY

20940 1930-1931 \$49.95ea.



SPARE TIRE COVERS - With Ford Script; naugahyde material for easy cleaning.

21 tan

1940 1928-1929 \$61.95ea.



19 TAN SPARE TIRE COVER - With Ford Script; naugahyde material for easy cleaning.

1960 1930-1931 \$61.95ea.



CLINCH NUTS - For rear spare tire mount, located in the rear body sill. Need 2 per car. *3/8-24 For rear spare tire mount, located in the rear body sill. Need 2 per car.*

36530 1928-1931 \$2.75ea.

BRAKES



BRAKE & RUN KIT WITH RED LED UNIVERSAL BRACKETS - This kit is designed to add extra visibility to the rear of your vehicle. Brake & Run works on 6V & 12V negative and positive ground electrical systems. Not only do you get add-on bright brake lights, but Brake & Run also dims to provide running lights for night time and bad weather driving. The kit comes with all necessary lights, stainless brackets, and controllers to add directly to your car. The small controller box can be mounted directly to the A-Plate fuse assembly (20511B or 20511C) for easy installation.

2692UB
1928-1931 \$134.95set



FRONT BACKING PLATE BOLT SET - Eight 3/8-24 x 13/16 bolts cross drilled with original thick head, no marks, made from FORD blue print. Includes 8 castle nuts for both front backing plates. Nuts face outside of the backing plate.

2520 1928-1931 \$19.95set



FRONT OR REAR BRAKE ROLLER TRACK RIVETS - If you want to restore your roller tracks, then remove your old tracks, weld and file the track back in shape, then order these special spring rivets to remount both tracks. These are the correct size and length rivet. Install rivets hot, protect spring hooked end from bending with a small socket or (2540 tool) when youpeen rivet. 4 per set.

2530 1928-1931 \$4.55set



ROLLER TRACK RIVET TOOL - Secure tool in vise, insert head of rivet in tool for support. Place track on rivet followed by backing plate. Upset red hot rivet with hammer or air tool. Included with (2420 & 2440).

2540 1928-1931 \$2.65ea.



USA MADE FRONT BRAKE ROLLER TRACK SET - Most all tracks are worn. Either build them up with weld, grind and file them flat or install a new set. The new set includes 2 roller tracks, 4 spring rivets and 1 rivet tool. Complete set for both front wheels. Instructions are included. Made from the FORD print including heat treating to prevent wear. Others on the market are not heat treated. MADE IN THE USA

2420 1928-1931 \$32.95set



REAR BRAKE ROLLER TRACK SET - Includes: 2 tracks with housing; 4 bushings installed, 2 cams; 2 cam shafts; 4 rivets; 2 dust rings; 2 camshaft lever pins; 1 tool and instructions. We had these tracks made from the FORD print including heat treating to prevent wear. Complete set for both rear wheels. MADE IN THE USA

2440 1928-1934 \$128.95set



NEW REAR BACKING PLATE WITH ROLLER TRACK ONLY - A brand new rear backing plate with the wedge housing and rear roller track installed. This plate is powder coated in gloss black and ready for you to add the rest of the pieces to complete.

2501 1928-1931 \$217.00ea.



NEW REAR BACKING PLATE ASSEMBLY - Same plate as 2501, Except we have installed the cam shaft, arm, dust ring, adjusting wedge and cap.

Left Side

2501L 1928-1931 \$279.95ea.

Right Side

2501R 1928-1931 \$279.95ea.



NEW SERVICE BRAKE SHOE

- This is a brand new brake shoe. Most shoes have excessive wear in the roller pin holes which decreases braking effectiveness. These shoes were made using the original prints. Sold without lining (raw 2585), or with the lining installed (2580).



LINED SHOE

2580 1928-1931 \$47.95ea.

UN-LINED

2585 1928-1931 \$30.25ea.



STANDARD SIZE SERVICE BRAKE LINING SET - This is the Scandinavian lining as originally used. Containing soft woven fibers, with brass wire interwoven throughout, 8 linings drilled and 80 brass rivets for complete set. Non-asbestos for safety. 3/16in thick.

FULL SET

2610 1928-1931 \$98.95set

HALF SET

2630 1928-1931 \$59.50set



THICK SIZE SERVICE BRAKE LINING SET - Order this lining if your drums have been turned out .060" or more over the original 11" diameter. Same lining as 2610/2630 except 1/16" thicker. Scandinavian linings drilled and 80 rivets for complete set; non-asbestos for safety. 1/4" thick.

FULL SET

2650 1928-1931 \$124.95set

HALF SET

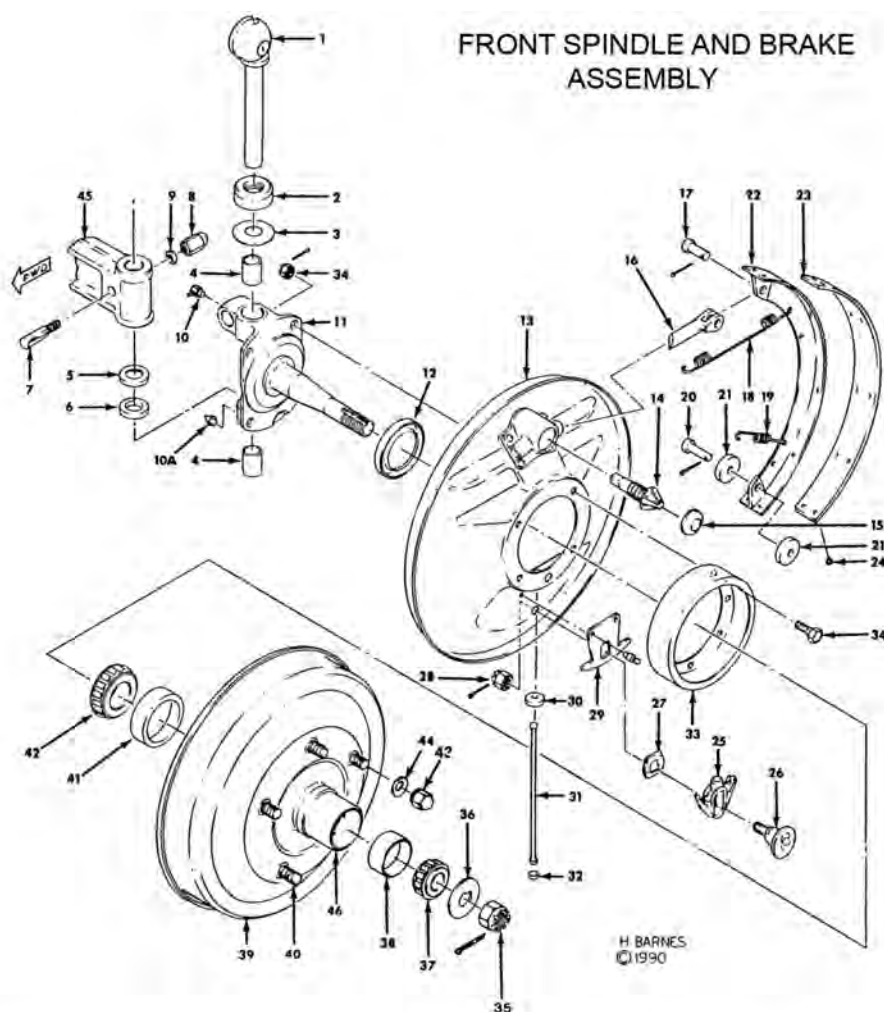
2660 1928-1931 \$73.95set

NOTE: When installing brake linings, begin riveting with the two center holes and work toward the outer ends. The lining should be clamped tight to the shoe. After the lining is installed on the shoe, the end of each lining material should be ground at an angle to the two rivets.



SERVICE BRAKE RIVETS - Contains 80 brass rivets. These are included with the lining.

2720 1928-1931 \$6.25set



Index	Our #	Nomenclature	No.Reg
1	4330	Bolt, Spindle - LH	1
	4330	Bolt, Spindle - RH	1
2	4400	Front Spindle Bearing (included in 4330)	2
3	4370	Shim (included in 4330)	as req'd
4	4320	Front Spindle Bushing (included in 4330)	4
5	4380	Felt Cup (Included in 4330)	2
6	4390	Felt (included in 4330)	2
7	4410	Front Spindle Locking Pin (included 4330)	2
8	4410	Front Spindle Bolt Locking Pin Nut (Included)	2
9	—	Lockwasher (included in 4330)	2
10	36770	Grease Fitting, 25 Hex (Drive-in)	2
10A	36750	Grease Fitting, Drive-in	2
11	—	Spindle	2
12	1610	Front Wheel Inner Dust Seal	2
13	—	Backing Plate Assembly	2
14	2780	Front Brake Adjusting Wedge	2
15	2820	Front Brake Adjusting Wedge Cap	2
16	2810	Front Brake Adjusting Shaft	4
17	2740	Front Brake Adjusting Shaft Pin	4
18	2750	Spring, Long (See 2750 Complete Kit)	2
19	2750	Spring, Short (See 2750 Complete Kit)	4
20	2830	Roller Pin	4
21	2730	Brake Shoe Roller	8
22	2585	Brake Shoe	4

Index	Our #	Nomenclature	No.Reg
23	2610	Service Brake Lining	4
24	2720	Service Brake Rivet Set (Included in 2610)	1
25	2850	Front Brake Operating Wedge	2
26	2860	Front Brake Stud Assembly	2
27	2890	Stud Washer	2
28	2880	Castle Nut (1/2"-20)	2
29	2420	Front Roller Tracks (Includes rivets)	Kit
30	4390	Felt, Front Spindle (Included in 4330)	2
31	2910	Front Brake Operating Pin	2
32	2920	Front Brake Shim (Pill)	as req'd
33	2900	Front Brake Grease Baffle	2
34	2520	Front Backing Plate Bolt (Set)	8
35	4310	Front Axle Nut, Castle 3/4-16 W/Cotter Pin	2
36	1620	Washer, Front Bearing Grease Retainer	2
37	1710	Front Hub Outer Bearing (Timken)	2
38	1740	Front Hub Outer Race (Timken)	2
39	1370	Front Brake Drum (Cast Iron)	2
40	1180	Front Hub Bolts	10
41	1670	Front Hub Inner Race (Timken)	2
42	1640	Front Hub Inner Bearing (Timken)	2
43	1000	Lug Nut	10
44	1080	Lug Nut Spacer	as req'd
45	—	Axle, Front	Ref
46	1140	Hub, Front	Ref

BRAKES



BRAKE LINING RIVET TOOL - Enables you to remove old rivets and install new rivets in brake lining. Tool clamps in your vise. These tool are hardened to last longer.
2710 1928-1948 \$27.15ea.



BRAKE SHOE CENTERING TOOL - Mount this tool on either the front spindle or the rear axle to see if the brake shoes are centered on the backing plate. By centering the shoes on the backing plate you assure complete contact of the shoe to the drum. Detailed instructions included.
2695 1928-1931 \$44.95ea.



BRAKE SHOE INSTALLATION TOOL - This is the easy way to stretch the brake spring on the backing plate for installing or removing the brake shoes. Hook the tool to the end of the brake shoe. The handle provides leverage to rock the shoe in or out of the brake wedge.
2595 1928-1931 \$18.25ea.



TOOLS ONLY FOR 2710 BRAKE LINING RIVET TOOL - These are the FOUR hardened tools sold separate from the holder(#2710).
2711 1928-1948 \$13.85set



PRO PACK FRONT SERVICE BRAKE REBUILD PARTS - This is the common parts you will need to rebuild your two front brakes. This kit does not include backing plate, hub, drum, bearings, races, brake shoes, or linings. This kit does include 2 of 1610, 2 of 1620, 2420, 8 of 2730, 2740, 2751, 2 of 2780, 4 of 2810, 2 of 2820, 4 of 2830, 2 of 2850, 2 of 2860, 2 of 2910, and a special cotter pin set.
2681 1928-1931 \$149.95set



PRO PACK REAR SERVICE BRAKE REBUILD PARTS - This is the common parts you will need to rebuild your rear service brakes. This kit does not include backing plate, hub, drum, bearings, brake shoes, or linings. This kit does include the following 2 of 1560, 2 of 1600, 2440, 8 of 2730, 2740, 2751, 2 of 2780, 4 of 2810, 2 of 2820, 4 of 2830, 3080, 3190, 3200, 3210, and a special cotter pin set.
2691 1928-1931 \$220.40set



BRAKE SPRING SETS - Replaces all springs in the 4 service and 2 emergency brakes. 16 piece set. Does not include (3870) springs. The short leg of the spring hooks to the roller track rivet (2530). The long side hooks to the shoe with the wire on the drum side of the shoe. Spring tension is very important for proper shoe alignment; weak springs can cause the shoe to contact the drum at an angle.

COMPLETE 16 PIECE SET - for all 4 service & 2 emergency brakes

2750 1928-1934 \$17.95set
1/2 SERVICE BRAKE SPRING SET - This is enough springs for two of the service brakes. 6 springs total 2 long & 4 short
2751 1928-1931 \$9.95set



USA BRAKE ADJUSTING WEDGE - New U.S. made wedge, correct size and heat treated as original. This has a 5/8-18 thread size. This quality made wedge is copied from a FORD blue print. Adjust wedge to create a slight drag on the brake lining. Need 4. Plated.
2780 1928-1936 \$13.95ea.



BRAKE ADJUSTING WEDGE CAP - With brake shoes off, turn wedge clockwise until loose in its housing, then tap square end. Cap will pop off, and wedge can be removed. Need 4.
2820 1928-1936 \$1.30ea.



BRAKE ADJUSTING WEDGE TOOL - A special wrench with a square hole to fit the end of the brake adjusting wedge. When fine tuning the brake adjustment, this tool will make it easy to turn the wedge.
2800 1928-1934 \$15.75ea.



COTTER PIN HOLDER TOOL - Use this handy tool to help hold the looped end of the cotter pin while you bend the legs over.
3281 1928-1931 \$9.50ea.



BRAKE ADJUSTING SHAFT - The pointed shaft on one end of each brake shoe that enters into the brake adjusting housing to expand the brake shoe. Need 8 per car. NOTE: The two brake adjusting shafts within one brake adjusting housing must be the same length. If they are not, the brake shoes will not be centered. File or grind to make lengths equal, and to smooth out the shaft. FAIR QUALITY THE SHAFT MUST FLOAT FREELY IN THE BACKING PLATE. YOU MIGHT NEED TO FILE THE SHAFT TO GET A FREE MOVEMENT.
2810 1928-1934 \$6.75ea.



BRAKE ADJUSTING SHAFT PINS SET OF 8 - These pins are on the end of the shoe to secure the pointed end of the BRAKE ADJUSTING SHAFT #2810 that rests against the wedge (2780). A complete set of 8 plated pins. Use part #3281 to help hold the cotter pins for installation.
2740 1928-1934 \$4.25set



BRAKE SHOE ROLLER - Heat treated and plated. Your old rollers must be round, NO flat spots. Need 16 per car. Made from FORD blue print.
2730 1928-1934 \$2.40ea.



BRAKE SHOE ROLLER PINS - These pins are made with the correct head size. The head of the pin rides on the roller track. Pin should fit firm in shoe, not loose. U.S. made, hardened, and plated. Made from FORD blue print. This pin is machined, not a rivet. Use part #3281 to help hold the cotter pins for installation. Need 8 pins per car.
Single Pin
2830 1928-1934 \$1.00ea.
Set of 8 pins
2840 1928-1934 \$8.00set



FRONT BRAKE OPERATING WEDGE - To expand the shoes, the brake shoe rollers roll up and down the wedge. Made from chrome moly steel, with a Rockwell hardness of 48. Best on the market today. Our own tooling for best fit. Need 2.
2850 1928-1934 \$25.95ea.



FRONT OPERATING WEDGE STUD - Includes extra washer for other side of wedge. Made from FORD blue print. Order 2 sets per car
2860 1928-1934 \$12.75set

BRAKES


FRONT OPERATING WEDGE STUD WASHER - Included with (2860). Need 2.
2890 1928-1934 \$1.95ea.



BRAKE WEDGE CASTLE NUT 1/2-20 GRADE 5 - Need 2 per car, 1/2-20 castle nut.
2880 1928-1934 \$1.25ea.



FRONT BRAKE FLOATERS - The new wedge stud has been altered for a sliding pin. As the brakes are applied the shoes are forced to be centered to give equal braking on both shoes to drum for maximum brakes. Set includes 2 studs, 2 washers, 2 adjusting pins and 2 castle nuts. We include two sets of pins use the set with the least amount of end play in the wedge.
2870 1928-1934 \$29.95set



FLOATING BRAKE ENERGIZER SET - This kit allows all eight brake shoes to float. This floating allows the shoes to obtain complete contact between the brake shoe and the drum. This kit contains new style adjusting wedges, new operating wedges, and mounting hardware. The pieces are hardened to prevent wear and allow for long life. 16pcs and instructions are included. See part #381151 for a how to install video.
2871 1928-1931 \$195.00set



FRONT BRAKE GREASE BAFFLE - This is the round baffle that keeps grease from getting on the front brake. Made from stamped steel.
2900 1928-1931 \$28.95ea.



FRONT BRAKE OPERATING PIN - These pins must be straight and not worn on either end for good braking ability. 7 1/4 inches long. Need 2.
2910 1928-1931 \$2.15ea.



FRONT BRAKE SHIM - Small cupped disc or "pill" to shim pin (#2910) and wedge hole (2850) when worn. To force the arm to the 15 degree forward position. May need 2 or 3 per wheel.
2920 1928-1934 \$1.25pair



FRONT BRAKE ACTUATING UNIT MOUNTING NUTS - Holds the shaft to the spring perch.
 1928-29 used a 7/16-20 castle nut
2950 1928-1929 \$2.00pair
 1930-31 used a 7/16-20 nut
2960 1930-1931 \$1.75set



NEW COMPLETE ACTUATING ARM ASSEMBLY - This is a complete new actuating arm assembly. Using original prints we had this brand new housing made and using our, actuating shaft (#2930 or 2940), dust ring (3080), & front brake lever (3060), we now have this new unit to offer. This unit fits and functions just like the original ones Ford made. NO CORE REQUIRED.

COMPLETE NEW RIGHT SIDE

2970 1928-1931 \$123.95ea.

COMPLETE NEW LEFT SIDE

2990 1928-1931 \$123.95ea.



SET OF 4 FRONT BRAKE LEVER SHAFT BUSHINGS - Complete set of 4 bushings. Ream to .559.
3040 1928-1936 \$5.85set



FRONT BRAKE LEVER SHAFT BUSHING REAMER - This .559 reamer is fluted 13 inches long to reach both bushings in one operation. Custom made for the Brake Shaft for us in Canada.
3050 1928-1934 \$133.00ea.



FRONT BRAKE LEVER - This lever is pinned to (2930/2940) operating shaft. The service brake rod clevis (3310) rest in the yoke of this lever. FORGED STEEL. Made from FORD blue print. Excellent quality, made overseas by an ISO 9000 shop who is certified to make parts for FORD and GMC. Need 2.
3060 1928-1934 \$18.95ea.



FRONT BRAKE LEVER PINS - Replace these 1/4"x1" flat head pins when you drive out the originals to replace the above bushings. Install pin, heat RED hot and peen.
3070 1928-1934 \$0.95pair



BRAKE DUST RINGS - Front and Rear brake camshaft ring. Located between brake rod lever and shaft. Complete set of 4 rings. Smaller rings go on front.
3080 1928-1934 \$1.60set



FRONT BRAKE OPERATING SHAFT - This shaft is located inside the operating shaft housing where two bushings provide easy movement to actuate the (2910) operating pin inside the king pin. Most all shafts are worn from the bushings, which will cause play when activating the brakes. Forging is made from the FORD blue print. Pin included. **RIGHT hand (Passenger) shaft**
2930 1928-1931 \$32.25ea.



FRONT BRAKE OPERATING SHAFT (Cont.)

LEFT hand (Driver) shaft
2940 1928-1931 \$32.25ea.



SET OF 8 REAR BRAKE CAM BUSHINGS - Eight #521 bronze bearing bushings with dimples to hold grease for the service and emergency brake shafts. Ream to .688.

3100 1928-1934 \$17.95set



REAR BRAKE CAM - Correctly machined to slide into the camshaft, hardened, U.S. made, and plated. Best of 3 on the market. Need 2 per car. Made from the FORD blue print.

3130 1928-1934 \$8.15ea.



REAR BRAKE CAMSHAFT - Used to spread the rear brake shoes apart with the use of the cam (3130). The shaft is hardened, U.S. made and clear zinc plated. Need 2 per car. Made from the FORD blue print. Two sizes were used in 1928 to June 1928 when there was no emergency brake.

2 7/8 long, 1 1/8 diameter, with .623 cam hole

3140 1928 \$11.25ea.

June 1928 thru 1931, 2 7/8 long, 1 1/2 diameter

3160 1928-1934 \$18.60ea.



REAR BRAKE CAMSHAFT LEVER - This is pinned to the brake camshaft (3160). The service brake rod is secured in the forked end. FORGED STEEL, made from the FORD blue print. Excellent quality made overseas by ISO 9000 shop who is certified to make parts for FORD or GMC.

Right
3190 1928-1931 \$16.95ea.

Left
3200 1928-1931 \$16.95ea.



REAR BRAKE CAM LEVER PINS - Used with above camshaft (3160) when replacing (3100) bushing. Two 1/4 x 1 3/8 pins per set. Install pin, heat RED hot and peen.
3210 1928-1931 \$0.90pair



REAR BRAKE GREASE BAFFLE - The four bolt holes are usually worn out because of loose backing plate nuts. Need 2.

3220 1928-1931 \$7.50ea.

BRAKES

**REAR BACKING PLATE BOLT SET (DOES 1 WHEEL)**

- Four shouldered bolts cross drilled and 4 castle nuts for ONE rear wheel. Nuts to inside of drum. There are different lengths Two 7/16-20 x 1 17/32 and two 7/16-20 x 1 7/8". Made from FORD print. Order 2 sets per car.

3230 1928-1931 \$38.05set



CLUTCH & BRAKE PEDAL REPLACEMENT HEAD - The old pedal head must be cut off and this new FORGED ribbed pedal can be TIG welded to your old arm.

3247 1928-1931 \$16.25ea.



BRAKE PEDAL RETURN SPRING - A great accessory to put more "snap" in the brake pedal. The pedal should return back if #3500/3510 are strong or installed correctly. Instructions included.

3250 1928-1931 \$5.95set



28 - JULY 29 STOP LIGHT LINK CLEVIS PIN - For 1928 through July 1929 stop light link.

3260 1928-1929 \$1.45ea.



BRAKE PEDAL TO CROSS SHAFT ROD CLEVIS ONLY - The 2 prong type used on brake pedal to cross shaft rod (3300). Made of strong forged steel.

3270 1928-1931 \$4.50ea.



PEDAL TO CROSS SHAFT ROD ONLY - Connects the brake pedal to the cross shaft. U.S. made. One piece construction. Duplicate of original. This rod will work for July '28 thru '29, but is not cosmetically correct. Adjust rod to 1/16" off the cross member. To make it cosmetically correct for June 28-Sept 29 cut the rod off 1.75 inches from the center of the hole. See the website for picture.

3300 1928-1931 \$17.50ea.



BRAKE CROSS SHAFT BUSHINGS - These bushings are used at both ends of Service Brake Cross Shaft (3420) and Emergency Brake Cross Shaft (4150). I.D. = .814" Two types of bushings are available. See (3340 and 4160) for new arm pins. 3350 is a Solid Brass Bushing Brass will not seize to shaft. 3360 is a Split Brass Bushing: bushing is split, put back together, then the hole is drilled. This creates a perfectly round hole. The split bushing can be installed without removing the brake rod arm. Examine cross shaft for wear under the old bushing. For best repair have the shaft built up if worn or install (3390) sleeves.

Solid Brass

3350 1928-1931 \$13.95pair

Split Brass

3360 1928-1931 \$19.75pair



SERVICE BRAKE CROSS SHAFT REPAIR BUSHING PARTS - After the double clevis arm and bushing are removed, most bearing surfaces under the (3350) bushing have been worn undersized. This pair will include a thin steel bushing to be slid over the worn bearing surface with a tube of Loctite to lock the thin bushing to the shaft. The set will also include two bronze bushings similar to (3350) but a little larger ID to fit over the new sleeve bushing. This will bring the service shaft back to original tolerances. Set includes two steel sleeve bushings, two bronze bushings, one tube of Loctite, two lever arm pins and instructions. See removal of arm pins under part (3340).

3390 1928-1931 \$28.45set



BRAKE CROSS SHAFT LEVER ARM PINS - Drill a 3/16" hole in the center at each end of the rivet deep enough to reach the shaft. Place shaft in a 20 ton press and push end of arm off shaft. Replace bushings (3350). Install 5/16 x 1 1/2 pin, heat red hot and peen.

3340 1928-1931 \$1.50pair



BRAKE CROSS SHAFT BRACKETS - The brackets that hold the above bushing in place and the cross shaft to the frame. Set includes 2 upper and lower brackets.

3370 1928-1931 \$12.50set



BRAKE CROSS SHAFT BRACKET TO FRAME BOLT SET - Includes four 5/16-24 x 3/4 bolts cross drilled and 4 castle nuts. Nuts located at the bottom of the frame.

3380 1928-1931 \$11.85set



50 1/2 SERVICE BRAKE ROD - 50 1/2 long. Need 4 per car. One piece rod with eye flash welded on end. The disc on the rod for the anti-rattle springs is created by an upset. The rod is heated, then secured at two points. The rod is then compressed using a die to create the disc on the rod. U.S. made. The eye is oversized so you will need to grind it down some so it will fit into the actuating arms.

3470 1928-1931 \$18.95ea.



SERVICE BRAKE ROD CLEVIS - The adjustable eye used on the service rods. GOOD quality. Need 4 per car.

3310 1928-1931 \$7.95ea.



BRAKE ROD CLEVIS EYE NUTS - After adjusting clevis on brake rod, tighten this nut against clevis to keep it locked in position. Set of seven 5/16-24 jam nuts.

Stainless

3320 1928-1931 \$1.95set

Clear Zinc

3330 1928-1931 \$1.50set



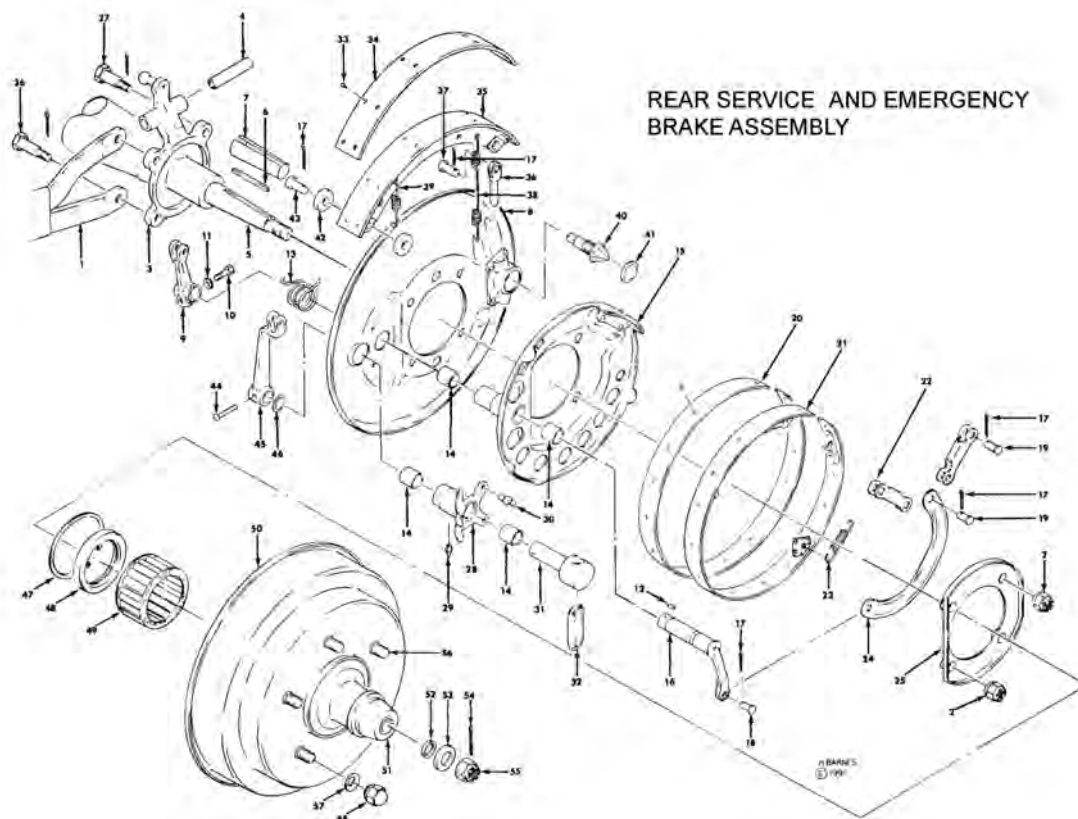
14 PIECE AUTHENTIC CLEVIS PIN SET - Standard size was 5/16 (.313 diam.), 14 per set. Order (4050) to complete pins required. Insert the pin with the head toward the center of the car for only the 2 clevises at each rear backing plate. The rest of the brake rod clevises have the head of the pin toward the outside. New tooling from FORD print with the correct head size.

STANDARD SIZE 5/16

3280 1928-1931 \$4.45set

OVERSIZE 11/32 (.343 DIAM)

3290 1928-1931 \$4.90set



Index #	Our Part #	Nomenclature	Required
1	-----	Rod Assembly, Rear Radius - LH	Ref.
-----	-----	Rod Assembly, Rear Radius - RH	Ref.
2	3230	Nut, Rear Backing Plate	1 Set
3*	-----	Axle, Rear Housing - LH	Ref.
4	5880	Bushing, Rear Axle Spring Perch	2
5	6110	Axle, Rear Housing - RH	Ref.
6	6200	Key, Rear Axle Shaft	2
7	6120	Shim, Rear Axle	As Req'd
8	2501	Plate Assembly, Rear Brake Housing	2
9	3840	Lever, Emergency Brake - LH	1
-----	3830	Lever, Emergency Brake - RH	1
10	3860	Bolt (5/16-24 x 1 1/4 Hex)	2
11	3860	Lockwasher (5/16")	2
12	3860	Key, Woodruff (5/8" X 1/8" No. 5)	2
13	3870	Spring, Emergency Brake lever - LH	1
-----	3870	Spring, Emergency Brake lever - RH	1
14	3100	Bushing, Emergency Brake Toggle Lever & Brake Camshaft	8
15	3580	Plate, Emergency Brake Carrier Assembly - LH	1
-----	3550	Plate, Emergency Brake Carrier Assembly - RH	1
16	3800	Lever, Toggle Emergency Brake	2
17	-----	Cotter pin (3/32" X 3/4")	2
18	3790	Pin, Emergency Brake Toggle Lever (3/8" X 9/16")	2
19	3790	Pin, Emergency Brake Toggle Lever (3/8" X 11/16")	6
20	3690	Lining, Emergency Brake (W/Rivets)	2
21	3610	Band, Brake Assembly	2
22	3770	Toggle Link, Emergency Brake	4
23	3750	Spring, Emergency Brake Shoe Retract	2
24	3780	Lever, Emergency Brake Connecting	2
25	3220	Baffle, Rear Brake Grease	2
26	3230	Bolt, Rear Backing Plate (7/16"-20 X 1 7/8") Long	4
27	3230	Bolt, Rear Backing Plate (7/16"-20 X 1 17/32") Short	4
28	2440	Bracket, Rear Brake Camshaft	2

Index #	Our Part #	Nomenclature	Required
29	36740	Grease Fitting, Drive-In	2
30	2530	Rivet, Rear Brake Roller Track	4
31	3160	Camshaft, Rear Brake	2
32	3130	Cam, Rear Brake	2
33	2720	Rivet, Service Brake	40
34	2610	Lining, Service Brake	4
35	2585	Shoe, Brake Assembly	4
36	2810	Shaft, Brake Adjusting	4
37	2740	Pin, Brake Adjusting Shaft	4
38	2750	Spring, Brake Retracting - Long	2
39	2750	Spring, Brake Retracting - Short	4
40	2780	Wedge, Brake Adjustment	2
41	2820	Cap, Brake Adjusting Wedge	2
42	2730	Roller, Brake Shoe	8
43	2830	Pin, Brake Shoe Roller	4
44	3210	Pin, Rear Brake Camshaft Lever (1/4 x 1 3/8 flat head)	2
45	3200	Lever, Camshaft - LH	1
-----	3190	Lever, Camshaft - RH	1
46	3080	Ring, Dust	2
47	1600	Snap Ring, Rear	2
48	1560	Seal, Grease	2
49	1790	Bearing, Rear Wheel	2
50	1380	Drum, Brake (Cast Iron)	2
51**	1190	Hub, Rear	2
52	6230	Washer, Rear Wheel Grease Retainer (Fiber)	2
53	6190	Washer, Special Rear Axle (5/8" X 9/64 X 1 1/4")	2
54	36570	Cotter pin (1/8" X 1") - Included in 6170	2
55	6170	Castle Nut, Rear Axle 5/8 - 18"	2
56	1260	Bolt, Rear Hub	10
57	1080	Spacer, Lug Nut	As Req'd
58	1010	Nut, Lug (Acorn)	10

Notes: * For an axle housing with unacceptable race: An alternate repair is to machine old race to accept (P/N 1840 New Race) for a "Force Press Fit".
 ** For a hub with an unacceptable race: An alternate repair is to insert a new race (P/N 1820) into the old race and replace old rear wheel bearing (P/N 1790) with a new smaller wheel bearing (P/N 1820).

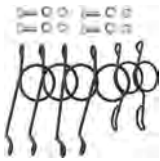
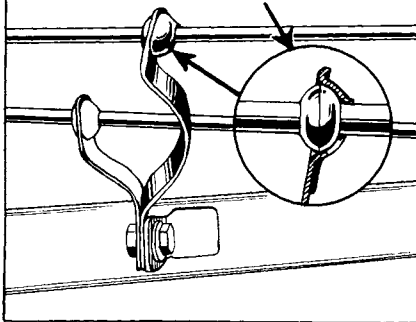
BRAKES • EMERGENCY BRAKE



FLAT STYLE BRAKE ROD RETURN SPRINGS - 6 flat type springs. Originally used through Sept. 1931. 4 bolts, lock washers and nuts included. This U.S. made set is shaped correctly. Spring is bolted on the bracket side closest to the wheel. On the rear brackets, the emergency spring is closest to the wheel. Open side of cup is forward on front spring. Open side of cup faces rear for rear springs. Nuts for the spring bolts face rear.

3500 1928-1931 \$13.30set

NEW DESIGN SOCKET ON BRAKE ROD RETRACTING SPRINGS HOLD BRAKE RODS SECURELY IN PLACE.



31 SPRING STYLE BRAKE ROD RETURN SPRINGS - SPRING STYLE used from Sept. 1931 through end of production. 6 springs, 4 bolts, 4 lock washers and nuts New design improves spring action.

3510 1931 \$16.25set

NOTE: The open cupped side of the return spring points away from the service cross shaft. Thus the spring action will pull the brake shoes off the drum.



BRAKE ROD RETURN SPRING BOLTS - Secures springs to frame Four 5/16-24 x 11/16 bolts, 4 washers and nuts. Nuts for the spring bolts face rear.

3520 1928-1931 \$1.85set



DIABLO A'S HOW TO DVD SERIES - These DVDs are all recordings from the Diabolo A's Tech Seminars. Since these are done during club tech talks their might be some background noise, but all of the information and step by step assembly and disassembly is shown on your screen. Each DVD lasts 25-75 minutes depending on the topic.

BRAKE DRUMS & SHOES 38115E

1928-1931 \$24.95ea.

INSTALLING BRAKE FLOATERS 38115I

1928-1931 \$24.95ea.

EMERGENCY BRAKE



NEW EMERGENCY BRAKE CARRIER - This is a NEW carrier including bushing tube with bushings installed but NOT reamed. Not a rebuilt original.

RIGHT SIDE / PASSENGER SIDE

3551 1928-1931 \$105.00ea.

LEFT SIDE / DRIVER'S SIDE

3581 1928-1931 \$105.00ea.



LEFT SIDE



RIGHT SIDE



ALL NEW COMPLETE EMERGENCY BRAKE ASSEMBLY - Includes new carrier (3551/3581), New brake band with lining (2620), retracting springs (3750), toggle links (3770), connecting lever (3780), lever pins (3790), toggle lever (3800), lever arm (3830/3840), bolt & key (3860).

Unlike others on the market our comes completely assembled and ready to install on your car.

ALL NEW: LEFT SIDE / DRIVER'S SIDE

3640 1928-1931 \$264.95set

ALL NEW: RIGHT SIDE / PASSENGER SIDE

3670 1928-1931 \$264.95set

PRO PACK EMERGENCY BRAKE REBUILD PARTS - This is the common parts you will need to rebuild both of your emergency brake carriers. This kit includes four bushings for the carrier tube, 2 of 3620, 3750, 4 of 3770, 2 of 3780, 3790, 2 of 3800, 3830, 3840, 3860, & 3870. Not included in this kit are the emergency carrier plates, and bushing tubes if needed.

3549 1928-1931 \$275.95set



EMERGENCY BRAKE STEEL BAND - We had this band made from the FORD blue print. The emergency brake lining is NOT included. Need 2 per car.

3610 1928-1931 \$30.95ea.



EMERGENCY BRAKE BAND WITH LINING INSTALLED - This is a new band #3610, with the original Scandinavian lining #3690 installed. Need 2 per car.

3620 1928-1931 \$66.45ea.



EMERGENCY BRAKE LINING WITH RIVETS - This Scandinavian style lining. This soft woven material has brass wire woven throughout. Non-asbestos material for safety. 5/32" x 1" x 5 feet lining with 40 rivets for both wheels. You must drill and counter sink rivet holes.

3690 1928-1931 \$34.10set



29/64"

PRE-DRILLED EMERGENCY BRAKE LINING - There were two major changes to the emergency brake band. The eye at the ends of the band where the toggle link (3770) is pinned was a thick solid steel part or two stamp steel plates spot-welded together. The pre-drilled lining is available for the two-plate style only will not fit the bands with forged ends. But there was a hole location change during production. The pair of end holes were re-located. The distance from center of hole to center of other hole for the early style is .453 and the newer design is .500. The solid steel end style had a varying hole location, therefore, it is not available. Set includes two pre-drilled linings and forty rivets.

The early band with end holes .453 from center of hole to center of hole.

3710 1928-1931 \$49.95set



X 40

EMERGENCY BRAKE LINING RIVETS - Enough rivets for both bands. 40 rivets

3740 1928-1931 \$2.50set



SET OF 4 EMERGENCY BRAKE SHOE RETRACT SPRINGS - Included with (2750) brake spring set; 4 springs in this set. One end of spring hooks to the triangle clip on band and the other end hooks into the smallest hole on the carrier.

3750 1928-1931 \$2.80set



EMERGENCY BRAKE TOGGLE LINK - When connecting toggle links be sure both offsets match to create a straight line. MADE IN THE USA. Plated, need 4 per car.

3770 1928-1931 \$8.80ea.



EMERGENCY BRAKE CONNECTING LEVER - Stamped steel, zinc plated. U.S. made for correct fit and function.

3780 1928-1931 \$16.75ea.

EMERGENCY BRAKE


EMERGENCY BRAKE TOGGLE LEVER PIN SET OF 8 - 8 clevis pins for mounting the emergency bands. The heads of all pins face to the outside of the wheel. Six 3/8" x 11/16" and two 3/8" x 9/16". Use part #3281 to help hold the cotter pins for installation.

3790 1928-1932 \$3.00set



EMERGENCY BRAKE TOGGLE LEVER - The emergency brake lever (3830) is bolted to this. When lever is pulled, emergency brake lining expands against the drum. Includes grease fitting hole. Foreign made but very nice. Order (3100) bushings for shaft.

3800 1928-1931 \$39.95ea.



EMERGENCY CARRIER PLATE BUSHING TUBE - Replace the broken off or damaged tube on the carrier plate. Unlike other suppliers our tubes include the two bushings installed. Flange on tube must be hammered over or welded to carrier. Order (1300) swedging tool to install tube.

3820 1928-1931 \$17.25ea.



EMERGENCY BRAKE LEVER ARM - The emergency brake rod connects to this arm.

Right arm

3830 1928-1931 \$20.15ea.

Left arm

3840 1928-1931 \$20.15ea.



EMERGENCY BRAKE LEVER BOLT AND KEY SET - For complete car Two 5/16-24 x 1 1/8 bolts, 2 lock washers and 2 keys.

3860 1928-1931 \$1.95set



EMERGENCY BRAKE LEVER SPRINGS - One for each side of the brake shaft (3800) outside the backing plate. One left and one right spring. Exact duplicate springs. Best on the market.

3870 1928-1931 \$2.50pair



BRAKE HANDLE BUSHINGS 1928 - Used on the squeeze brake handle mounted in front of this gear shift from June 1928 thru Dec. 1928. Two per set.

3880 1928 \$6.15pair



1928 EMERGENCY BRAKE HANDLE TRIGGER - Used on early 28 cars & trucks with emergency brake on the left cowl section. This is the grip part only, raw steel.

3881 1928 \$57.55ea.



1928 EMERGENCY BRAKE GRIP RIVET SET - This is the rivet and washer that is used to fasten the trigger to the handle.

3882 1928 \$12.55ea.



1928 EMERGENCY BRAKE LEVER SPRING - This spring is used on early cars & AA trucks with the emergency brake handle on the left cowl.

3911 1928 \$30.00ea.



1928 EMERGENCY BRAKE HANDLE MAIN SPRING - This is the spring that pulls the pawl up to keep it engaged.

3883 1928 \$15.75ea.



EMERGENCY BRAKE HANDLES - Handles are bright chrome plated. These are a nice repro part. Plating is not always mint because the base metal may not be polished to a mirror finish before plating, leaving a mark or two under plating.

June 28-Dec. 28 Front mount squeeze handle style

3890 1928 \$112.50ea.

Dec. 28-June 29 Front mount push button style

3900 1928-1929 \$112.50ea.

July 29-1932 Side mount push button style

3910 1929-1932 \$112.50ea.



EMERGENCY BRAKE HANDLE BOOT REINFORCING PLATE - Used from beginning to June 1928 when the hand brake handle was mounted at the left subrail next to the cowl panel. The plate secured the rubber boot at the base of the handle.

3950 1928 \$10.50ea.



EMERGENCY BRAKE HANDLE BLANK OFF PLATE - This was used to cover up the hand brake handle hole on the left subrail when the brake handle was moved from the left cowl subrail to the gear shift area. Used from beginning to June 1928.

3960 1928 \$9.95ea.



EMERGENCY BRAKE BOOT - Keeps the dirt and some of the noise out. Not originally used.

10000 1928-1931 \$4.15ea.



HAND BRAKE LEVER FELT ANTI-SQUEAK - The felt washer inside brake handle to eliminate pawl rod from rattling. Install on Pawl Rod (3990 or 4000). Insert from bottom of brake handle with help of a coat hanger. April '29 till end.

3970 1929-1934 \$0.90ea.



EMERGENCY BRAKE HANDLE PAWL ROD - The rod located inside the brake handle from the button to ratchet. Pawl not included.

15 inch long with hooked end

3990 1928-1929 \$6.50ea.

17 3/4 inch long with off-set at bottom and hooked end

4000 M1929-1931 \$5.00ea.



1928 LEFT SIDE EMERGENCY BRAKE HANDLE PAWL - This is the pawl only for the left mounted emergency brake handles used in 1928.

4009 1928 \$19.95ea.



JUNE 28 - DEC 28 FRONT MOUNTED SQUEEZE HANDLE - For squeeze handles located in front of the gear shift. Steel pawl is hardened to RC 56 with a sharp point.

4010 1928 \$13.95ea.



DEC 28 - JULY 29 PUSH BUTTON EMERGENCY BRAKE HANDLE PAWL - Pawl used on push button handles in front of the gear shift. Hardened pawl.

4020 1928-1929 \$14.75ea.



JULY 29 - LATE 30 1/4 THICK EMERGENCY BRAKE HANDLE PAWL - Pawl used for brake handles on the right side of the gear shift. This pawl is 1/4" thick to match the 1/4" thick ratchet. Hardened.

4030 1929-1930 \$11.05ea.



LATE 30 - END 5/16 THICK EMERGENCY BRAKE HANDLE PAWL - Case hardened, 5/16" thick to match 5/16" thick ratchet.

4040 1930-1932 \$7.75ea.



BRAKE HANDLE CLEVIS PIN - Located at the base of the handle to secure the lever pawl. Used July 29 till end. 5/16" X 1 1/8" pin.

4050 M1929-1932 \$0.90ea.



EMERGENCY BRAKE HANDLE BUTTON & PIN - For 3/16" diam. shaft. Cadmium plated, but should be nickel or chrome plated.

BRAKE HANDLE BUTTON AND PIN

4060 1930-1932 \$2.90set

PIN ONLY

4070 1928-1932 \$0.35ea.



BRAKE HANDLE SPRING - Located inside the handle just below the button for side mounted brake handles.

4090 M1929-1932 \$0.60ea.

EMERGENCY BRAKE • FRONT AXLE



JUNE 28 - DEC 28 FRONT MOUNT SQUEEZE HANDLE E-BRAKE HANDLE R - Used on the squeeze handle located in front of the gear shift. Heat treated and zinc plated. These are correct for the June 28 - December 28 cars but can be used on all front mounted squeeze handle Emergency Brake Handles.

4100 1928 \$31.95ea.



RATCHET MOUNTING SCREW - This is the special screw that holds the emergency brake ratchet (4100) onto the transmission.

4101 1928 \$1.05ea.



JULY 29 - 31 HAND BRAKE RATCHET - Located at the bottom of the brake handle with teeth on it for the brake rod pawl to lock into.

4110 1929-1932 \$19.25ea.



JULY 29-31 HAND BRAKE LEVER TO RATCHET BOLT SET - Thin hex head 3/8-24 x 1 1/4 bolt cross drilled with a castle nut. Used with side mounted hand brake handle.

4120 M1929-1932 \$3.25set



JUNE 28 - JULY 29 HAND BRAKE LEVER TO RATCHET BOLT SET - One 3/8-24 x 1 17/32 bolt with the end cross drilled. This bolt has a special head with one side cut off. A castle nut is included. Used for front mounted hand brake handles.

4130 1928-1929 \$7.20set



HAND BRAKE LEVER TO TRANSMISSION TOP BOLTS - Two 3/8-16 x 13/16 bolts and lock washers to secure the hand brake handle to the transmission top.

4140 1929-1931 \$1.85set



EMERGENCY BRAKE CROSS SHAFT ONLY - Steel rod only, with holes drilled for 3 arms. No arms available. This is the shaft only. Used April 1930-31.

4150 1930-1931 \$25.95ea.



BRAKE CROSS SHAFT BUSHINGS - These bushings are used at both ends of Service Brake Cross Shaft (3420) and Emergency Brake Cross Shaft (4150). I.D. = .814" Two types of bushings are available. See (3340 and 4160) for new arm pins. 3350 is a Solid Brass Bushing Brass will not seize to shaft. 3360 is a Split Brass Bushing: bushing is split, put back together, then the hole is drilled. This creates a perfectly round hole. The split bushing can be installed without removing the brake rod arm. Examine cross shaft for wear under the old bushing. For best repair have the shaft built up if worn or install (3390) sleeves.

Solid Brass

3350 1928-1931 \$13.95pair

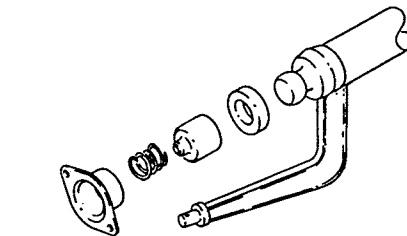
Split Brass

3360 1928-1931 \$19.75pair



EMERGENCY BRAKE CROSS SHAFT END LEVER PIN - Drill or press the old 5/16 x 1 1/4 pin from arm. Remove arm, remove old bushing. Install new bushings (3350) and reassemble using these new pins.

4160 1930-1931 \$1.20pair



EMERGENCY BRAKE CROSS SHAFT BEARINGS - The brass bushings at the end of the emergency cross shaft. Made from the FORD blue print.

4170 1928-E1930 \$31.95pair



EMERGENCY BRAKE CROSS SHAFT SPRING AND GREASE FELTS - Set includes 2 springs and felts located at each end of the emergency cross shaft inside the brass cup. Used from 1928 thru April 1930, 4 piece set.

4180 1928-E1930 \$2.95set



EMERGENCY BRAKE CROSS SHAFT BRACKET - Two brackets required to hold the shaft to the inside of the frame. Powder coated black

4190 1928-E1930 \$21.90pair



EMERGENCY BRAKE CROSS SHAFT BRACKET AND SUPPORT BOLT SET - Four bolts for the brackets to the frame, the nuts are on the outside of the frame. Two bolts to hold the support bracket to the cross member, the nuts are to the rear. Set includes six 5/16-24 x 11/16 bolts, washers, and nuts. NO brackets.

4200 1928-1931 \$2.45set



EMERGENCY BRAKE HANDLE TO CROSS SHAFT ROD - Quality rods with forged ends as original.

1928 till July 1929 used a 20 3/4 inch rod with eye on one end

4210 1928-1929 \$20.25ea.

July 1929 to end used a 18 3/4 inch rod with a yoke on each end

4220 M1929-1931 \$54.95ea.



EMERGENCY BRAKE ROD - 41 long. Need 2 per car. Made in the USA

4230 1928-1931 \$28.95ea.



EMERGENCY BRAKE ROD CLEVIS - The adjustable eye used on the end of the emergency brake rod #4230. These are cast. Need 2 per car

4250 1928-1931 \$4.95ea.

FRONT AXLE



FRONT SPRING PERCH - This is an excellent quality perch. Includes one spring perch bushing. Does not include special castle nut (4300). Need 2.

4260 1928-1931 \$89.95ea.



FRONT SPRING PERCH OR SPRING SHACKLE BUSHING - If your spring shackles are good, then replace all 4 of the bushings. These are pre-reamed at the factory. Order part number 5881 for the correct bushing driver.

4270 1928-1941 \$0.85ea.



DRILL BIT TO REAM SPRING SHACKLE BUSHINGS - This is a 14.5 millimeter drill bit with a 1/2 in. shank. Bushings included with shackle kits do NOT need to be reamed, but other suppliers may.

4280 1928-1931 \$23.85ea.

FRONT AXLE



FRONT SPRING PERCH NUT - The special 5/8-18" nut holds the perch in the axle. Ours has the correct taper for a proper fit to the axle. Need 2.
4300 1930-1948 \$5.50ea.



FRONT AXLE 3/4-16 CASTLE NUT AND COTTER PIN - Secures front wheel to axle. Need 2 sets per car. Grade 5 nut.
4310 1928-1935 \$1.95set



COMPLETE FRONT SPINDLE BOLT SET - This kit includes bushings, felts, felt cups, bearings, locking pin, shims, grease fittings, and the spindle bolts. Place cup washer with felt under washer against bottom of axle. The felt can be rubber cemented to the lower spindle arm to keep it in place during assembly. The bearing sits on top of the axle with the open side of the bearing down. One or more shims are located between the bottom of the bearing and the top of the axle. The lower bushing will extend 1/8" out of the bottom of the spindle. Ream bushings to .814. Complete set of 24 pieces. For both sides.
4330 1928-1931 \$109.95set



FRONT SPINDLE REBUILD PARTS - All the parts in the above kit except the 2 spindle bolts.
4350 1928-1941 \$43.75set



FRONT SPINDLE BUSHING - Make sure the hole in the bushings line up with the grease holes in the spindles. Ream to .813" - .8135"
4320 1928-1941 \$3.95ea.

CAUSE OF FRONT END SHIMMY: Cracked front frame cross member, cracked front wheel, loose pitman arm bolts, Loose bolts on steering arms, loose bolts on steering frame, worn spindle bolts/bushings, loose tie rod or drag link ends, loose wheel bearings, or loose radius ball.



FRONT SPINDLE SHIM - A .010 shim located between bearing and top of axle to eliminate any space. Included with above two sets. The ball bearing used in the repro kit is thinner than the original bearing, therefore, two shims must be added.
4370 1928-1931 \$0.50ea.



FRONT SPINDLE FELT CUP WASHER - Holds (4390) felt in place. Install cup side down to receive felt. NEW tooling for this cup washer. The one on the market is too tall and will not fit. We made this washer from the FORD blue print. Need 2 per car.
4380 1928-1937 \$0.80ea.



FRONT SPINDLE FELTS - Two small operating pin felts and two large spindle bolt felts.
4390 1928-1937 \$2.00set

NOTE: To test for proper fit of the front spindle bearings, the outer bearing race should NOT spin when the weight of the car is on the wheels.



FRONT SPINDLE & 7 TOOTH STEERING BEARING - The ball bearing is included in kits (# 4330 and # 4350). Open side of bearing goes down to keep water out.
4400 1928-1932 \$3.50ea.



FRONT SPINDLE BOLT LOCKING PIN AND NUT - Style 3, used Sept '29-31. This grooved pin and nut hold the king pin in the axle. Will work for all years. Nuts are on the rear of the axle.
4410 1929-1948 \$6.60ea.



SINGLE ARM STEERING SPINDLE ARM - Original arm with new stainless steel ball installed. This is the right side arm. EXCHANGE only, WE MUST HAVE YOURS BEFORE WE SHIP OURS; arm must be cleaned to bare metal or a \$6 charge will be added for blasting. Shank under ball cannot be worn over 1/16". If there is excessive wear the core WILL be rejected. We no longer offer a welding service
PLAIN STEEL ARM
4420 1928-1931 \$48.95ea.



DOUBLE ARM STEERING SPINDLE ARM - Original arm with new stainless steel ball installed. This is the left side arm. EXCHANGE only, WE MUST HAVE YOURS BEFORE WE SHIP OURS; arm must be cleaned to bare metal or a \$6 charge will be added for blasting. Shank under ball cannot be worn over 1/16". If there is excessive wear the core WILL be rejected. We no longer offer a welding service.
PLAIN STEEL ARM
4460 1928-1931 \$81.95ea.



SPINDLE ARM NUT - Special flat shaped 9/16-18" castle nut. Need 2.
4500 1928-1931 \$4.50ea.



FRONT AXLE TOE IN TOOL - Ford originally specified a toe in of 1/16" +/- 1/32" to help maintain proper tire wear. Using this tool will easily allow you to correctly set the toe-in on your car. Instructions are included.
4511 1928-1931 \$49.95ea.



TIE ROD - The 44" rod that connects the two spindle arms with left hand threads on one end and right hand threads on the other. Threads are 11/16-24. Solid steel rod, U.S. made.
4510 1928-1934 \$27.95ea.



NEW TIE ROD END - New tooling for a much nicer part. No internal parts, mounting bolt and grease fittings included.

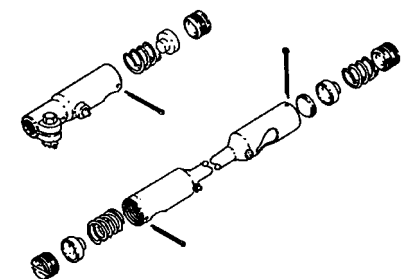


right
4520 1928-1934 \$24.50ea.
left
4530 1928-1934 \$24.50ea.

NOTE: Tie rod end used threaded grease fittings until Sept. '30 and the fitting faced to the front of the car. About Nov. '30 the grease fittings were changed to the "press-in" style and the fittings faced to the rear of the car.



TIE ROD END BOLTS - Two 3/8-24 x 1 5/16 bolts, cross drilled and 2 castle nuts. Nut faces down. The bolt is on the rear side of the tie rod.
4540 1928-1934 \$5.20set



FRONT AXLE



DRAG LINK - U.S. made from solid steel rod. No parts, this is just the rod.

4550 1928-1931 \$72.60ea.

DRAG LINK ROD - The location of hole for the ball on the arm is different at each end. Before Oct. '28 the hole is closest to the end for the pitman arm. In Oct. '28 the rod was reversed. The picture above is for Oct. '28 till end with the pitman arm ball entering closer to the center of the rod.



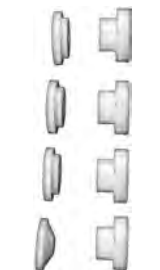
ORIGINAL STEEL STYLE TIE ROD AND DRAG LINK REBUILD PARTS - Thirteen pieces to rebuild both tie rod and drag link. Kits includes four end plugs, four springs, four mushrooms and one cup. Parts are HEAT TREATED to last, made from the FORD blue print. Order 1 set per car.

4560 1928-1934 \$25.95set



TEFLON TIE ROD AND DRAG LINK REBUILD PARTS - Set includes four tall Teflon mushrooms, three short Teflon mushrooms, one Teflon cup, four springs and four plugs for both rods. The Teflon versus the above steel cups in (4560) makes your steering easier because there is much less friction. When using the Teflon kit make sure the steering balls are round for best performance. Order 1 set per car.

4570 1928-1934 \$35.95set



TEFLON BALL SEATS ONLY - Eight Teflon seats only, to complete both the Drag link and Tie Rod. These Teflon ball seats will not fit the original plugs on the rods. Used only with the special plugs from part number (4570). When using the Teflon kit make sure the steering balls are round for best performance.

4580 1928-1934 \$19.75set

NOTE: How far do you screw in the tie rod or drag link end plug? The spring should be compressed 25% to maintain the correct tension. Measure the length of the spring. At the point the end plug makes contact with the inside parts continue to tighten one fourth the length of the spring, then align slot for cotter pin.



TIE ROD AND DRAG LINK PLUG TOOL - A large screw driver blade tool to be used on the tie rod or drag link plug. Heat treated. Use 7/8" wrench or socket.

4590 1928-1934 \$5.25ea.



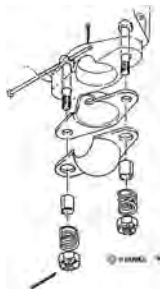
TIE ROD AND DRAG LINK SEAL SET OF 4 PCS - The rubber seal that keeps the grease in and dirt out around the steering balls. Four to a set.

4600 1928-1931 \$6.75set



TIE ROD AND DRAG LINK METAL CAP SET OF 4 PCS - This cap keeps the above seal in place around the steering balls. 4 to a set.

4610 1928-1931 \$4.75set



ORIGINAL STYLE RADIUS ROD SOCKET SET - Upper and lower caps are stamped steel as original. If radius ball is worn, use part #4691 ball spacer to compensate for the worn ball. 2 special bolts, 2 sleeves, 2 springs, 2 special 7/16-20 castle nuts and cotter pins. Tighten castle nut to sleeve then back off to the first cotter pin alignment hole. Order (4620 & 4660) to complete set.

4630 1928-1931 \$33.95set



REPLACEMENT STYLE RADIUS ROD SOCKET REPLACEMENT SET - This is an after-market set often used when the radius ball is worn. Includes a rubber ball to take up worn radius ball, two thick cast caps, two bolts and nuts. This fix works but will lose Blue Ribbon points in judging.

4650 1928-1931 \$25.95set



RADIUS ROD BALL FELT - The felt pad located in the bell housing over the radius ball. To install the pin #4660 drill a hole through the felt for the pin to pass through. Make sure you soak the felt in motor oil.

4620 1928-1931 \$1.50ea.



RADIUS BALL SOCKET BOLTS - The special slotted head bolts used with the retainer pin (4660). These bolts have the correct size slot. Some of the others on the market are not cut deep enough.

4640 1928-1931 \$7.00pair



RADIUS ROD PIN - Special long pin cross drilled for cotter pin. This pin holds the (#4640) socket bolts from turning. 5 1/16" long. Install pin through middle of felt.

4660 1928-1931 \$0.95ea.



RADIUS ROD SPECIAL NUTS - Two original flat shaped 7/16-20 castle nuts, two springs and two spacers for original type radius rod kits. Tighten castle nut to sleeve then back off to the first cotter pin alignment hole.

4670 1928-1931 \$13.30set



RADIUS ROD SPRINGS - Replacement springs for (4630).

4680 1928-1931 \$1.25pair



RADIUS ROD RUBBER BALL - This is a non-Ford replacement preferred by many owners, especially when radius rod ball is badly worn. Can only be used with the aftermarket cast caps in (4650).

4690 1928-1940 \$2.95ea.



FRONT RADIUS ROD BALL SPACER - Use this special cupped washer to take up play on a worn front radius rod ball. Will only work with the original style radius rod socket set (#4630).

4691 1928-1931 \$1.50ea.



RADIUS ROD REPAIR BALL - If the ball on your front radius rod is excessively worn you can now replace it with this repair kit. To use this kit some cutting and welding will be required, but instructions are included. Will only work on Mid 28-31 radius rods, the early 28 radius rods were forged as one piece.

4631 M1928-1931 \$89.95ea.



SPRING & PERCH BUSHING DRIVER - Use this handy tool to help remove and install new bushing in the following parts: Front & Rear Spring Bushings, Front & Rear Spring Perch Bushings, Rear Brake and Camshaft Bushings.

5881 1928-1934 \$9.90ea.



DIABLO A'S HOW TO DVD SERIES - These DVDs are all recordings from the Diablo A's Tech Seminars. Since these are done during club tech talks their might be some background noise, but all of the information and step by step assembly and disassembly is shown on your screen. Each DVD lasts 25-75 minutes depending on the topic.

REBUILDING THE FRONT END
38115R

1928-1931 \$24.95ea.

STEERING - SEVEN TOOTH

STEERING - SEVEN TOOTH

NOTE: When installing the steering assembly, install the two frame bolts loose, tighten the clamp screws to the tank first, and then tighten the bolts to the frame. This will prevent any binding in the column when the column screws are tightened first.

PRO PACK 7 TOOTH STEERING REBUILD PARTS

- This is all of the commonly replaced part to rebuild your 7 tooth steering column. This kit includes the following parts: 2 of 4400, 5220, 5330, 5350, 2 of 5370, 5379, 5380, 5410, 5420, 5450, 5460, 4810, 5030, 2 of 36750. This does not include steering tube, side plate, gas & spark rods, control rods, control rod spring, control rod pins, steering gear housing bushing, shaft or worm.

4699 1928-1929 \$304.95set

7 TOOTH STEERING WORM -

The seven tooth sector was used through Feb.'30, although it has been found on cars as late as March '30. This worm is U.S. made. There is a snap ring recessed at the lower end of the worm. First press worm up shaft 1/4 inch to expose snap ring. Remove ring, then push worm off. Worm must be pressed on shaft.

LEFT HAND DRIVE

4890 1928-1929 \$52.50ea.

RIGHT HAND DRIVE

4891 1928-1929 \$91.90ea.

NEW 7 TOOTH STEERING SHAFT WITH NEW WORM INSTA -

7 tooth shaft has a new worm installed and set for 44 1/2" length. The steering wheel end of the shaft is splined for the 1928-29 style wheel. For left hand drive cars only.

4900

1928-1929 \$230.00ea.

STEERING SECTOR O RING

- Slide 'O' ring on end of sector. Before you mount steering to frame. The outside sector bushing should be recessed 3/32" to accept 1/8" 'O' ring. This will minimize leakage of lubricant. Included is a flat washer installed after the 'O' ring to hold it in place. Included in (5460 & 5470).

5330 1929-1931 \$2.95ea.

7 TOOTH STEERING SECTOR -

For a better fit it is preferable to use both new worm and sector. Some grinding may be needed at the end below the gear to allow the thrust screw to work properly.

LEFT HAND DRIVE

5350 1928-1929 \$161.00ea.

RIGHT HAND DRIVE

5351 1928-1929 \$124.95ea.

FRONT SPINDLE & 7 TOOTH STEERING BEARING -

The ball bearing is included in kits (# 4330 and # 4350). Open side of bearing goes down to keep water out.

4400 1928-1932 \$3.50ea.

STEERING SECTOR BUSHING -

The oil groove inside the bushing extends to only one edge of the bushing. Therefore, press the open-end edge into the housing to enable the oil at the center of the housing to travel across the bushing. Installing the bushing correctly prevents oil from leaking. Ream to 1.125. Used in all sector housings. Need 2.

5370 1928-1931 \$2.65ea.

STEERING SECTOR BUSHING DRIVER -

Use this handy tool to help remove and install the sector bushings in both 7 and 2 tooth steering boxes.

5371 1928-1931 \$16.95ea.

7 TOOTH STEERING LOWER BEARING ASSEMBLY -

This is the bearing holder and flange only there is no bushing (5380 or 5390) installed.

5379 1928-1929 \$99.95ea.

7 TOOTH LOWER STEERING BUSHING -

.656 BUSHING I.D." - For seven tooth. Brass bushing located at the end of the seven tooth steering shaft. ID of bushing is .656 for the standard shaft size.

5380 1928-1929 \$16.95ea.

7 TOOTH LOWER STEERING UNDERSIZED BUSHING

.625 BUSHING I.D. - Turn seven tooth shaft to down to .625 for a good fit in this bushing.

5390 1928-1929 \$16.95ea.

7 TOOTH STEERING SHAFT LOWER BEARING SHIM SET

This is a set of 5 metal shims. 3 that are .008 thick, 1 that is .002 thick, one that is .003 thick.

5270 1928-1929 \$14.00ea.

7 TOOTH STEERING GEAR HOUSING BUSHING -

Located above the steering worm.

5240 1928-1929 \$22.95ea.

7 TOOTH STEERING THRUST SCREW AND LOCK NUT -

Tighten this 1/2-20 x 1 screw until it contacts the end of the sector shaft to eliminate end play in the sector. Made from FORD blue print.

5410 1928-1929 \$9.45ea.

7 TOOTH STEERING WORM SECTOR THRUST WASHER -

Ground and hardened. Grooved side faces the teeth on the sector.

5420 1928-1929 \$14.65ea.

7 TOOTH STEERING GASKET SET -

Set contains a thick gasket to keep oil from leaking past light rod into wiring harness. One gear box cover gasket. Four paper shim gaskets. One 'O' ring to be used on sector shaft followed by a flat washer to hold the 'O' ring in place against frame. Recess sector bushing 3/32" at frame end of sector housing for 'O' ring.

5460 1928-1929 \$3.50set

7 TOOTH STEERING SHAFT FELT RETAINER -

This is the special cupped washer that holds the felt in place. As you tighten the hex part of the retainer it will adjust the felt for a seal. This is not needed if you are using (5030).

5010 1928-1929 \$9.00ea.

7 TOOTH STEERING SHAFT RETAINER WITH TUBE -

This is the same as above except an oil tube is added to prevent any gear box oil from dripping through to the wire harness. The O.D. on this shaft is .436. Some early shafts have a smaller O.D. and this tube will not fit.

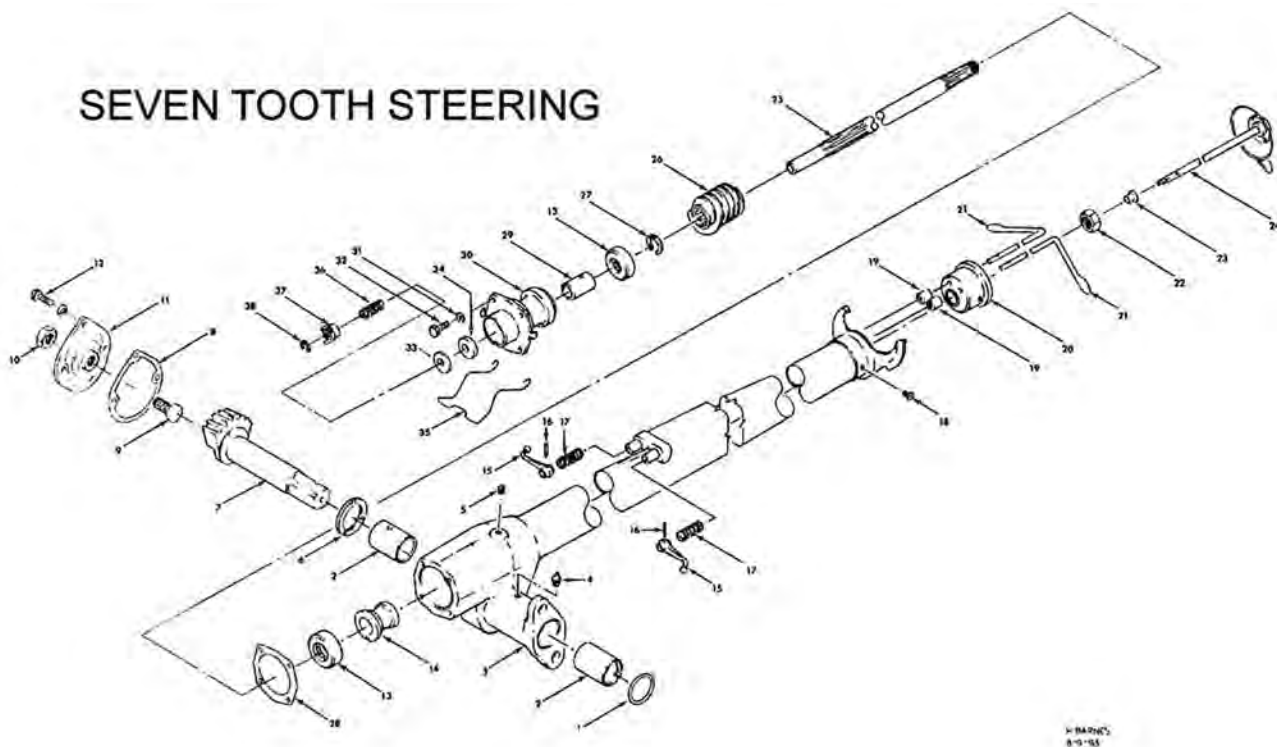
5030 1928-1929 \$15.95ea.

LIGHT ROD FELT SEAL -

This felt gasket must be used if you don't install the modern leak less end plate (5030/5280). This felt gasket keeps the 600-W oil from leaking past the horn rod into the wiring in the light switch body.

5041 1928-1929 \$1.50ea.

SEVEN TOOTH STEERING



Index #	Our Part #	Nomenclature	Required
1	5330	O' ring, Steering Sector	1
2	5370	Bushing, Sector	2
3	-----	Housing, Steer Column	1
4	36750	Fitting, Grease (1/8 Pipe Thread)	1
5	36750	Fitting, Grease (1/8 Pipe Thread)	1
6	5420	Thrust Washer, Steering Worm Sector	1
7	5350	Sector, Seven Tooth	1
8	5460	Gasket Set, steering-contains all gaskets	1
9	5410	Screw, Sector Thrust	1
10	5410	Locknut (1/2" - 20)	1
11	-----	Cover Housing, Steering Gear	1
12	5450	Plate bolts (1/4-28 x 21/32) & lockwashers	3
13	4400	Bearing, Steering	2
14	5240	Bushing, Steering Gear Housing	1
15	5110	Arm, Control Rod	2
16	5120	Pin, Control rod arm (3/32 x 21/32)	2
17	5130	Spring, Control rod	2
18	4760	Screw (10-32 x 5/16)	2
19	4830	Felt, Anti-Rattler	2
20	4810	Bushing, Upper Steering	1
21	5060	Rods, Spark and Throttle	1 pr.

Index #	Our Part #	Nomenclature	Required
22	5720	Nut, steering wheel (A-3609 woodruff key used after Jan. 29)	1
23	5050	Bushing Light Switch Rod (used as an anti-rattler)	1
24	5730	Rod, Light Switch	1
25	4900	Shaft, Steering	1
26	4890	Gear, Worm Seven Tooth	1
27	-----	Retainer, Worm Gear	1
28*	5270	Shim, lower bearing (see index No.8)	1
29	5380	Bushing, Lower Steering	1
30	5379	Bearing, Lower Steering Shaft	1
31	5220	Bolts, Lower Steering Shaft Bearing (1/4 - 28 x 21/32)	4
32	5220	Lockwasher (1/4)	1
33	5010	Retainer, Steering Shaft	1
34	5020	Retainer, Steering Box Oil Seal	1
35	5840	Bail, Light Switch	1
36	5810	Spring, Spider	1
37	5820	Spider, Light Switch	1
38	5830	Retainer, Spider	1

STEERING - SEVEN TOOTH


LIGHT SWITCH ROD BUSHING - This bushing slides up the horn rod to the top under the switch handle disc. This keeps the rod centered in the steering wheel. If this is missing, the horn rod drops to the bottom of the steering wheel hub, resulting in the lights turning on and off as you turn the steering wheel.

5050 1929-1932 \$2.25ea.



1/8 PIPE THREAD TYPE GREASE FITTING - 1/8" pipe thread with ball check.

36750 1928-1931 \$1.60ea.



STEERING SECTOR TO FRAME SEAL - 7 TOOTH - To install seal, bore the end of the sector that bolts to the frame .150 deep and 1.375 diameter.

5190 1928-1929 \$6.95ea.



7 TOOTH STEERING LOWER BEARING ASSEMBLY BOLTS - The four 1/4-28 x 21/32 bolts and lock washers hold the lower bearing assembly to the steering worm housing.

5220 1928-1929 \$1.35set



7 TOOTH STEERING SECTOR COVER PLATE BOLTS - The three 1/4-28 x 21/32" bolts and lock washer that hold the cover to the worm housing which keep the sector in place.

5450 1928-1929 \$1.25set



600 W OIL FOR REAR AXLE, STEERING OR TRANSMISSION - This is a 140 SAE industrial gear lube. This product is the accepted oil for the old 600W oil. Transmission: 1 1/2 pint; Rear end: 1 1/2 pint; 7 Tooth steering box: 7 3/4 oz.; 2 Tooth steer. box: 4 1/2 oz. **QUART BOTTLE.**

6490 1928-1931 \$16.95qt



STEERING QUADRANT TO UPPER BUSHING SCREWS - The two small 10/32 x 5/16 screws are located under the steering quadrant that holds the upper bushing (4810) in place. Use in 1928-May 1930 columns. Included with (4810).

4760 1928-1930 \$0.75pair



7 TOOTH STEERING UPPER BUSHING WITH TWO MOUNTS - Located at the top of the steering column to align the gas and spark rods and steering shaft. Before installing bushing into top of column be sure to slide the gas and spark rod through the bushing. Slide anti-rattle (4830) onto each rod 14 inches from handle end and extend them through their holes at the bottom of the steering column. Then tap the bushing in place. This will enable you to get the gas and spark rods through the end of the steering column much easier. Bushing is NOT pre-drilled and tapped for screws but it does include two 10/32 X 5/16" FHMS screws for the 1928 to May 1930 columns. Soak 2 3/4" wick in oil before installing.

4810 1928-1930 \$11.75ea.



SEVEN TOOTH GAS & SPARK RODS - These are available in either Nickel plate as original, or in Chrome. Paint the lower ends black. See part #4810 for installation. Length of rods from under handle to end for 1928-29 is 30" long.

CHROME PLATED

5060

1928-1929 \$62.00pair

NICKEL PLATED

5070

1928-1929 \$57.75pair



CONTROL ROD ARM - U.S. made arm. Left spark arm, ball faces down. Right gas arm, the ball faces up. **FAIR QUALITY** Need 2 per car.

5110 1928-1931 \$11.50ea.



CONTROL ROD ARM PINS - The two 3/32 x 21/32 pins that hold the above arms to the control rods.

5120 1928-1931 \$0.75pair



CONTROL ROD SPRINGS - Located just above the control rod arms.

5130 1928-1931 \$1.35pair



GAS AND SPARK ROD ANTI-RATTLE FELT - Keeps rods from rattling inside steering column. See installation under (4810) description.

4830 1928-1931 \$1.25pair



STEERING COLUMN LOWER CLAMP - The lower half of the clamp, located under the steering wheel to hold the steering column to the support on the gas tank or after May '31 for support brace to dash. Paint same color as gas tank. New tooling, excellent quality. Screws and lock washers are included.

4840 1928-1931 \$16.75ea.



STEERING COLUMN CLAMP BOLTS - Two 5/16-24 x 1" special head screws. To secure (4840). Should be cadmium plated or body color.

4850 1928-1931 \$6.60set



STEERING COLUMN SUPPORT BRACKET - This bracket was introduced in May 1931 to take the strain off the bracket located under the gas tank, which was causing some tanks to leak. Can be used on all 1930-31 cars. Also can be used on 28-29 cars but new hole locations must be drilled in the cowl/gas tank brace to get the proper alignment.

4860 1930-1931 \$52.95ea.



STEERING COLUMN ANTI-RATTLE - A thin piece of rubber around the steering column under the column clamp. Ends originally met at the top center.

4880 1928-1931 \$1.95ea.



STEERING HOUSING TO FRAME BOLTS - Two 7/16-20 X 1 5/32" bolts, cross-drilled with castle nuts. Made from FORD print. Nut is outside of frame.

5210 1928-1931 \$9.75set



ORIGINAL REBALLED PITMAN ARM - Original arm with new stainless steel ball installed. **EXCHANGE only, WE MUST HAVE YOURS BEFORE WE SHIP OURS;** arm must be cleaned to bare metal or a \$6 charge will be added for blasting. Shank under ball cannot be worn over 1/16". If there is excessive wear the core **WILL** be rejected. We no longer offer a welding service. **LEFT HAND DRIVE.** 5560 has no finish, but 5564 is gloss black powder coated.

OVAL UNFINISHED

5560 1928-1931 \$48.95ea.

OUTRIGHT ROUND SHANK

5562 1929-1931 \$50.00ea.

OVAL BLACK POWDER COATED

5564 1928-1931 \$69.95ea.



1606 BACK ACRE CIRCLE

MOUNT AIRY, MD 21771

PHONE: 800-255-1929

STEERING - SEVEN TOOTH • STEERING - TWO TOOTH



NEW STOCK LENGTH PITMAN ARM - This is new tooling and looks like original arm. Forged steel for strength like the original. Left hand drive only.

5570 1928-1931 \$41.65ea.



NEW SHORTENED PITMAN - All new forged one-piece pitman arm. This arm is 1.5" shorter for easier steering. Made from SAE 4130 chrome moly steel. LEFT HAND DRIVE

5571 1928-1931 \$47.95ea.



PITMAN ARM BOLT - A special head 7/16-20 x 1 15/16 bolt and special narrow 5/8" wide castle nut to hold the pitman arm to the steering sector.

5610 1928-1931 \$3.70set

STEERING - TWO TOOTH

NOTE: When installing the steering assembly, install the two frame bolts loose, tighten the clamp screws to the tank first, and then tighten the bolts to the frame. This will prevent any binding in the column when the column screws are tightened first.



LIGHT SWITCH ROD BUSHING - This bushing slides up the horn rod to the top under the switch handle disc. This keeps the rod centered in the steering wheel. If this is missing, the horn rod drops to the bottom of the steering wheel hub, resulting in the lights turning on and off as you turn the steering wheel.

5050 1929-1932 \$2.25ea.



PRO PACK 2 TOOTH STEERING REBUILD PARTS - This kit contains all of the commonly need parts and upgrades for your two tooth steering box. This kit includes the following 4770, 4790, 5160, 5180, 5230, 5250, 5260, 5280, 5290, 5300 2 of 5310, 5360, 5430, 5440, 5470, 5490, 5500, 5510, 5530, 5540, and 5550. This kit uses your steering box, shaft, eccentric rivet & Worm.

4709 1929-1931 \$329.95set

NOTE: FORD and Gemmer were the two manufacturers of the two tooth steering box. All parts are interchangeable except the worm gear, 2 races and 2 bearings. The FORD box has a large "F" on the out side where the worms are located. This change was made Dec. 1930. See page 518 Service Bulletins. The FORD box used a 9 roller bearing while the Gemmer box used a 13 roller bearing. This also changes the taper on the bearings and races. The only parts available today are for the Gemmer box. Therefore, if you have the FORD box with 9 roller bearings and it becomes necessary to change one of the 5 parts, then you must convert to all 5 of the Gemmer components.



TWO TOOTH STEERING WORM - This worm is only available through foreign suppliers. Works well. Must be pressed on shaft. See Part # (4980) for this service.

LEFT HAND DRIVE

4920 1929-1931 \$75.20ea.

RIGHT HAND DRIVE

4921 1929-1931 \$62.95ea.



2 TOOTH STEERING UPPER BUSHING FOR - June 1930 till end the screw holes were dropped and a 'V' shaped lug was added to secure the bushing. The repro does not have the 'V' lug, but has a dowel pin to hold the bushing in place. Soak wick in oil before installing. Originally this was unfinished zinc die cast.

4820 1930-1931 \$12.55ea.



2 TOOTH 44 INCH STEERING SHAFT - New steel shaft with threads on upper end. No worm.

44 INCH SHAFT ONLY

4940

1929-1931 \$131.25ea.

44 INCH STEERING SHAFT WITH WORM

4950

1929-1931 \$189.95set



NEW 2 TOOTH SECTOR HOUSING WITH NEEDLE BEARINGS AND SEAL - ALL NEW. LEFT HAND DRIVE CARS ONLY. No exchange.

5160 1929-1931 \$96.95ea.



2 TOOTH STEERING SECTOR TO FRAME SEAL - To install seal, bore the end of the sector that bolts to the frame .250 deep and 1.625 diameter. Press in Neoprene seal to stop the oil from dripping out of the sector. This seal is an aftermarket improvement. Included in (5140 & 5160).

5200 1929-1931 \$6.95ea.



2 TOOTH NEEDLE BEARING SET - This is a replacement for the sector bushings. It will give you a smoother steering. Bore each end of your sector gear housing 1 1/8" deep and 1.375" in diameter. If installing seal (5200) then bore frame end hole to 1 3/8" deep. Put needle bearing in each end. See (5200) seal to give the best performance. Can only be used in Two Tooth Sector housings. See (5140) for this service.

5340 1929-1931 \$27.25set



STEERING HOUSING TO FRAME BOLTS - Two 7/16-20 X 1 5/32" bolts, cross-drilled with castle nuts. Made from FORD print. Nut is outside of frame.

5210 1928-1931 \$9.75set



2 TOOTH STEERING BEARING CUP - Used after Jan. 29 at the lower end of the worm. To remove cup, slide a punch through the two bolt holes in bottom of housing and tap out cup.

5230 1929-1931 \$26.40ea.



2 TOOTH STEERING UPPER RACE - Many of the originals are cracked. For the two-tooth sector used after Jan. '29. Heat treated. Made from the FORD blue print.

5250 1929-1931 \$43.75ea.



2 TOOTH STEERING WORM ADJUSTING BOLT - This 7/16-20 x 1 7/16 bolt will adjust the steering shaft end play by moving the race and bearing to the worm. This is the correct thin head bolt and thin lock nut. Black finish.

5260 1929-1932 \$7.15set



2 TOOTH STEERING WORM HOUSING CLAMP BOLT - This 3/8-24 x 1 15/16 bolt, lock washer and nut holds the upper race in the worm housing.

5180 1929-1931 \$1.05set

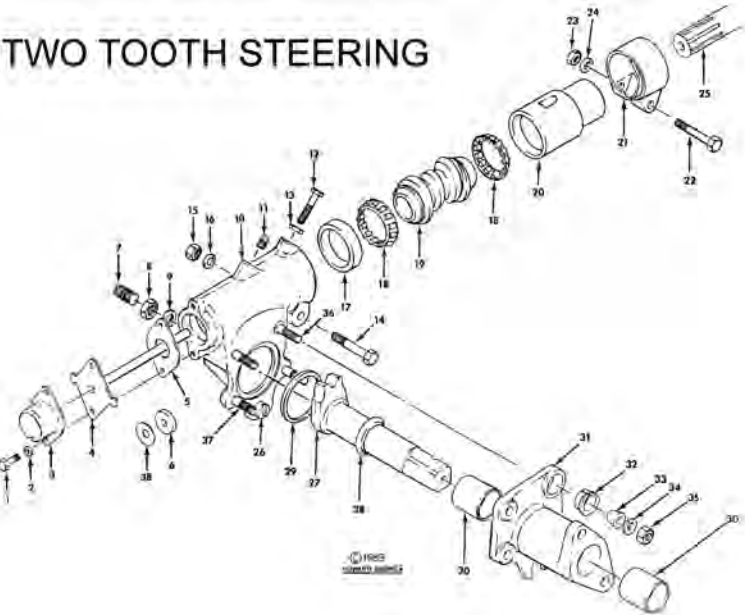


2 TOOTH STEERING BEARING - By Timken. Need one at each end of the worm. Need 2.

5310 1929-1931 \$15.95ea.

SEE NOTE at beginning of STEERING section about bearing change on two tooth.

STEERING - TWO TOOTH



Index #	Our Part #	Nomenclature	Required
1	5290	Bolt (1/4"-20 x 5/8" Hex)	2
2	5290	Lockwasher (1/4")	2
3	5300	Light Switch Bracket	1
4	5280	Plate	(Ref)
5	5280	Gasket	1
6	5041	Felt, Steering Gear Housing	
		Oil Seal not used with 5280	(Ref)
7	5440	Screw, Sector Thrust (9/16-180 x 15/16 Headless) & Lockwasher	1
8	5440	Nut, Locking (9/16-18 Hex)	1
9	5440	Lockwasher (9/16)	1
10	-----	Housing	1
11	4770	Plug, Oil Filler (1/4-18)	1
12	5260	Bolt, Shaft Gear End Play Adjust (7/16"-20 x 1 7/16)	1
12A	5260	Lockwasher (7/16)	1
13	5260	Nut, 7/16-20 Hex	1
14	5180	Bolt (3/8"-24 x 1 15/16)	1
15	5180	Nut (3/8"-24 Hex)	1
16	5180	Lockwasher (3/8")	1
17	5230	Cup, Bearing	1
18	5310	Roller Bearing (Timken)	2

Index #	Our Part #	Nomenclature	Required
19	4920	Worm Gear	1
20	5250	Cup, Worm Gear Bearing	1
21	4780	Clamp, Steering Column	1
22	4790	Bolt (5/16"-24 x 1 7/8" Hex)	1
23	4790	Nut (5/16"-24 Hex)	1
24	4790	Lockwasher (5/16")	1
25	4940	Shaft, Steering	(Ref)
26	5520	Rivet, Steer. Housing Eccentric	1
27	5360	Sector, Two Tooth	1
28	5430	Washer, Thrust (Brass)	1
29	5470	Gasket, Sector Housing Cover	1
30	5370	Bushing, Steering Worm Sector	2
31	5140	Steering Sector Housing	1
32	5540	Sleeve, Worm Eccentric Adjust	1
33	5550	Ring, Worm Eccentric Adjust Lock	1
34-A	5490	Stud, Lockwasher (3/8")	3
34	5490	Lockwasher (3/8")	1
35	5500	Stud, Nut (3/8"-24 Hex)	4
36	5530	Stud, Sector Housing Adjust	1
37	5510	Stud, (3/8"-16 & 24 x 1 7/16" Plain)	3
38	5020	Retainer, Steering Gear Housing	1
		Oil Seal Felt, Not used with 5280	



2 TOOTH STEERING SECTOR - Used after Jan. '29. Although foreign made, it is good quality and the best available. The sides of the sector should touch the worm, not the tip of the teeth.
LEFT HAND DRIVE
5360 1929-1931 \$109.95ea.
RIGHT HAND DRIVE
5361 1929-1931 \$125.95ea.



STEERING SECTOR BUSHING - The oil groove inside the bushing extends to only one edge of the bushing. Therefore, press the open-end edge into the housing to enable the oil at the center of the housing to travel across the bushing. Installing the bushing correctly prevents oil from leaking. Ream to 1.125. Used in all sector housings. Need 2.
5370 1928-1931 \$2.65ea.



STEERING SECTOR BUSHING DRIVER - Use this handy tool to help remove and install the sector bushings in both 7 and 2 tooth steering boxes.
5371 1928-1931 \$16.95ea.



2 TOOTH STEERING SECTOR WASHER - The raised, center part of the washer points toward the pitman arm end of the sector.
5430 1929-1931 \$1.25ea.

STEERING - TWO TOOTH



2 TOOTH STEERING SECTOR THRUST SCREW & NUT - This 9/16-18 x 15/16 screw is used to align the sector to the steering worm. Includes special thin nut. Made from FORD blue print.

5440 1929-1931 \$2.75set



2 TOOTH STEERING BOX OIL SEAL RETAINER - The steel cupped washer that holds the seal in place at the bottom of the box to keep the 600-W oil from leaking out. Not needed if you order (5280).

5020 1929-1931 \$1.50ea.



2 TOOTH STEERING GEAR END PLATE - This is an excellent modern end plate with the addition of a long tube to prevent oil from leaking into the wiring harness. Externally identical to the original (plate is made from the FORD blue print) and acceptable for judging. Can only be used in Two Tooth boxes. Includes gasket.

5280 1929-1931 \$9.00ea.



2 TOOTH STEERING LIGHT SWITCH BRACKET - The sleeve at the end of the steering column to secure the light switch body. Notch in sleeve is down.

5300 1929-1937 \$4.25ea.



2 TOOTH STEERING END PLATE BOLTS - Two 1/4-20 x 5/8 bolts and lock washer. Holds (5300) in place.

5290 1929-1931 \$0.95set



LIGHT ROD FELT SEAL - This felt gasket must be used if you don't install the modern leak less end plate (5030/5280). This felt gasket keeps the 600-W oil from leaking past the horn rod into the wiring in the light switch body.

5041 1928-1929 \$1.50ea.



2 TOOTH STEERING GASKET SET - Contains one end plate, one large gasket for sector housing to gear box, one 'O' ring to be used on sector shaft to seal against frame. Recess sector bushing 3/32" at frame end of sector housing for 'O' ring. One thin steel flat washer is used to keep the 'O' ring in place against the frame. If not using modern end plate (5280), then order horn rod felt (5041) & retainer (5020).

5470 1929-1931 \$7.65set



STEERING SECTOR O RING - Slide 'O' ring on end of sector. Before you mount steering to frame. The outside sector bushing should be recessed 3/32" to accept 1/8" 'O' ring. This will minimize leakage of lubricant. Included is a flat washer installed after the 'O' ring to hold it in place. Included in (5460 & 5470).

5330 1929-1931 \$2.95ea.



2 TOOTH STEERING SECTOR HOUSING COVER STUD LOCK WASHER - This is the special 29/32 OD extra wide lock washer that locks the housing to the gear box, heat treated. Set includes three special wide washers for regular studs and a fourth regular size lock washer for the eccentric adjusting stud.

5490 1929-1931 \$6.40set



2 TOOTH STEERING SECTOR HOUSING STUD NUTS - Four original thick 3/8-24 hex nuts to secure the sector housing to the worm gear box.

5500 1929-1931 \$9.95set



2 TOOTH STEERING SECTOR HOUSING STUDS - Three 3/8-16 and 3/8-24 x 1 7/16 studs per set. The fourth stud is a special shouldered stud. To receive this one order (5530).

5510 1929-1931 \$5.95set



2 TOOTH STEERING SECTOR HOUSING ADJUSTING STUD - The special shouldered stud that receives the worm eccentric adjusting sleeve.

5530 1929-1931 \$6.25ea.



2 TOOTH STEERING WORM HOUSING ECCENTRIC RIVET - Adjusts play in steering wheel.

5520 1929-1931 \$2.95ea.



2 TOOTH STEERING ECCENTRIC ADJUSTING SLEEVE - This adjustment allows better mesh of the sector shaft teeth to the worm gear.

5540 1929-1931 \$3.15ea.



2 TOOTH STEERING ECCENTRIC ADJUSTING CONE - The cone that fits inside the sleeve (5540).

5550 1929-1931 \$3.15ea.



600 W OIL FOR REAR AXLE, STEERING OR TRANSMISSION - This is a 140 SAE industrial gear lube. This product is the accepted oil for the old 600W oil. Transmission: 1 1/2 pint; Rear end: 1 1/2 pint; 7 Tooth steering box: 7 3/4 oz.; 2 Tooth steer. box: 4 1/2 oz. QUART BOTTLE.

6490 1928-1931 \$16.95qt



STEERING BOX OIL FILLER PLUG - Oct. 1929 till end a 1/4" pipe plug was used on the two tooth gear box. Use only 600-W oil.

4770 1929-1931 \$0.50ea.



2 TOOTH STEERING COLUMN CLAMP - Made from the original Ford blue print. This is the clamp to hold the steering tube onto the steering box. Clear zinc plated.

4780 1929-1931 \$11.95ea.



STEERING COLUMN CLAMP BOLT - One 5/16-24 x 1 7/8 bolt, L/W and nut. Should be painted black. Bolt at bottom side of column. Nut faces to outside of car. Used only on two tooth steering.

4790 1929-1931 \$0.80set



STEERING COLUMN SUPPORT BRACKET - This bracket was introduced in May 1931 to take the strain off the bracket located under the gas tank, which was causing some tanks to leak. Can be used on all 1930-31 cars. Also can be used on 28-29 cars but new hole locations must be drilled in the cowl/gas tank brace to get the proper alignment.

4860 1930-1931 \$52.95ea.



STEERING COLUMN ANTI-RATTLE - A thin piece of rubber around the steering column under the column clamp. Ends originally met at the top center.

4880 1928-1931 \$1.95ea.



STEERING COLUMN LOWER CLAMP - The lower half of the clamp, located under the steering wheel to hold the steering column to the support on the gas tank or after May '31 for support brace to dash. Paint same color as gas tank. New tooling, excellent quality. Screws and lock washers are included.

4840 1928-1931 \$16.75ea.



STEERING COLUMN CLAMP BOLTS - Two 5/16-24 x 1" special head screws. To secure (4840). Should be cadmium plated or body color.

4850 1928-1931 \$6.60set

STEERING - TWO TOOTH • STEERING WHEELS

GAS AND SPARK ROD ANTI-RATTLE FELT - Keeps rods from rattling inside steering column. See installation under (4810) description.

4830 1928-1931 \$1.25pair



TWO TOOTH GAS & SPARK RODS - These are available in either Nickel plate as originals, or Chrome. Paint the lower ends black. Length of rods from under handle to end for 1930-31 is 31". There was a third length used in early 1930 for about one month which is not available.

CHROME PLATED

5080 1930-1931 \$57.75pair

NICKEL PLATED

5090 1930-1931 \$57.75pair



CONTROL ROD ARM - U.S. made arm. Left spark arm, ball faces down. Right gas arm, the ball faces up. **FAIR QUALITY** Need 2 per car.

5110 1928-1931 \$11.50ea.



CONTROL ROD ARM PINS - The two 3/32 x 21/32 pins that hold the above arms to the control rods.

5120 1928-1931 \$0.75pair



CONTROL ROD SPRINGS - Located just above the control rod arms.

5130 1928-1931 \$1.35pair



ORIGINAL REBALLED PITMAN ARM - Original arm with new stainless steel ball installed. **EXCHANGE** only, **WE MUST HAVE YOURS BEFORE WE SHIP OURS**; arm must be cleaned to bare metal or a \$6 charge will be added for blasting. Shank under ball cannot be worn over 1/16". If there is excessive wear the core **WILL** be rejected. We no longer offer a welding service. **LEFT HAND DRIVE**. 5560 has no finish, but 5564 is gloss black powder coated.

OVAL UNFINISHED

5560 1928-1931 \$48.95ea.

OUTRIGHT ROUND SHANK

5562 1929-1931 \$50.00ea.

OVAL BLACK POWDER COATED

5564 1928-1931 \$69.95ea.



NEW STOCK LENGTH PITMAN ARM - This is new tooling and looks like original arm. Forged steel for strength like the original. **Left hand drive only**.

5570 1928-1931 \$41.65ea.



NEW SHORTENED PITMAN - All new forged one-piece pitman arm. This arm is 1.5" shorter for easier steering. Made from SAE 4130 chrome moly steel. **LEFT HAND DRIVE**

5571 1928-1931 \$47.95ea.



PITMAN ARM BOLT - A special head 7/16-20 x 1 15/16 bolt and special narrow 5/8" wide castle nut to hold the pitman arm to the steering sector.

5610 1928-1931 \$3.70set



DIABLO A'S HOW TO DVD SERIES - These DVDs are all recordings from the Diablo A's Tech Seminars. Since these are done during club tech talks their might be some background noise, but all of the information and step by step assembly and disassembly is shown on your screen. Each DVD lasts 25-75 minutes depending on the topic.

REBUILDING 2 TOOTH STEERING BOX
38115H

1928-1931 \$24.95ea.

STEERING WHEELS

NOTE: The U.S. made steering wheels will have a protruded mold mark where the two halves of the mold came together that can be sanded and buffed off. Use 'Mothers Back to Black' to restore the shine in the black rubber that was sanded dull.



RED SPLINED STEERING WHEEL - Used thru Feb. 1929. Splined hub.

Foreign made

5620 1928-1929 \$245.00ea.

U.S. made

5630 1928-1929 \$235.00ea.



28-29 BLACK SPLINED STEERING WHEEL - U.S. MADE - First appeared in Sept. '28. Used with the splined steering shafts for 7 tooth sectors.

5700 1928-1929 \$215.00ea.



29 BLACK KEYED STEERING WHEEL - U.S. MADE - Key way steering shafts used with the 2 tooth sectors after Jan. '29 until Jan. 1, 1930.

5670 1929 \$219.95ea.



30-31 BLACK KEYED STEERING WHEEL - U.S. MADE - This is 30-31 keyed wheel.

5650 1930-1931 \$214.95ea.



STEERING WHEEL REMOVAL TOOL - This tool has two plates so it can be used on 28-29 & 30-31 steering wheels. Removes the wheel from the shaft without damaging it.

5705 1928-1931 \$52.95ea.



KNOCK OFF WHEEL PULLER - Remove nut and replace it temporarily with this long one. Hit the end of the puller nut with a big hammer. This will not loosen the very tight steering wheels or rear hubs. U.S. made Heat treated.

6130 1928-1948 \$3.50ea.



STEERING WHEEL WOODRUFF KEY - Used after Jan. '29.

5710 1929-1948 \$1.85ea.

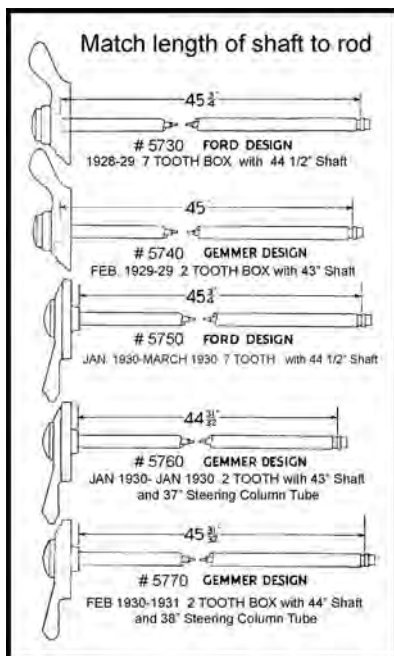


STEERING WHEEL NUT - A special thin 5/8-18 nut to hold the steering wheel to the shaft.

5720 1928-1941 \$0.50ea.

HORN RODS • REAR AXLE

HORN RODS



HORN RODS - There were 5 different lengths used for the Model 'A'. To obtain the length, measure from the point where the rod meets the underside of the switch plate to the center of the keeper groove just before the bottom end. 90% of the 1928-29 cars used (5730). 90% of 1930-31 cars used (5770).

45 3/4 INCH Rod

5730

1928-1929 \$96.95ea.

45 INCH Rod

5740

1929 \$96.95ea.

45 3/4 INCH Rod

5750

1930 \$96.95ea.

44 31/32 INCH Rod

5760

1930 \$96.95ea.

45 31/32 INCH Rod

5770

1930-1931 \$96.95ea.



LIGHT SWITCH ROD BUSHING - This bushing slides up the horn rod to the top under the switch handle disc. This keeps the rod centered in the steering wheel. If this is missing, the horn rod drops to the bottom of the steering wheel hub, resulting in the lights turning on and off as you turn the steering wheel.

5050 1929-1932 \$2.25ea.

NOTE: Some 1928 repro rods will not fit into the steering shaft. Test shaft by first sliding the repro rod in from the worm end. If it will enter, it will be o.k. except for the last 1 1/2" from the threaded end. To correct that end, you must use a 3/8" drill to open the top 1 1/2" of the shaft for the rod to fit. Clean out filings after drilling with long wire with cloth tied to one end.



HORN ROD REPAIR PARTS -

New wire and fittings with instructions to replace broken wire inside horn light rod. This is the kit that is used on the new light switch horn rods above. Our kit comes with all of the correctly shaped internal parts that other kits don't include.

5780 1928-1931 \$6.60ea.



HORN BUTTON REPAIR PARTS -

Includes new button, spring, and chrome ring around button. Included on new horn rods.

1928-29 button is chrome plated

5790 1928-1929 \$45.50set

1930-31 button is black

5800 1930-1931 \$45.50set



LIGHT SPIDER SPRING -

Located at the bottom of the light switch rod.

5810 1928-1939 \$1.00ea.



LIGHT SWITCH SPIDER -

Located at the end of the light switch rod that fits into the light switch body to operate the lights. Install the prongs on the horn rod at 6 and 12 o'clock with the light switch lever at 6 o'clock at the steering wheel. Some filing of the horn rod or this part may be needed for proper fit. This part is made from steel.

5820 1928-1939 \$4.95ea.



LIGHT SWITCH SPIDER RETAINER -

A U-shape clip which holds the light spring and spider on the light rod.

5830 1928-1939 \$0.50ea.



LIGHT SWITCH SPIDER TOOL -

Use this handy little tool to hold the light switch spider so you can easily compress the spring and install the retainer.

5821 1928-1939 \$9.25ea.



LIGHT SWITCH BAIL - Secures the light switch body (16690) to the bottom of the steering column. Zinc plated. Fits 1928 to April 1930 original short bodies and repro bodies, but can be made to fit the later style bodies. To fit the longer body, just flatten bow across middle of bail.

5840 1928-1931 \$2.25ea.



IMPORT LIGHT SWITCH BODY -

All the wires join inside this housing at the end of the steering column. Zinc plated. This is the shorter body used 1928 to April 1930. The lower half has a large flat area on the bottom which is the 1932 style, but will work on all Model A's.

16690 1929-1937 \$29.95ea.



LOWER LIGHT SWITCH BODY ONLY -

This is the correct round shaped bottom for the Model A. It will only fit the original bodies. Zinc plated. April 1930 thru 1937 long body, about 2 1/8 long

16710 1930-1937 \$10.90ea.

REAR AXLE

NOTE: To remove the axle with the carrier and ring gear you only need to remove the ten bolts on the driver side of the axle housing. Then slide off the housing and pull the axles with the carrier and ring gear attached out of the differential.

DIFFERENTIAL SPECS:

Pinion Bearing Torque

-New bearings 20 INCH pounds

-Used bearings 12-15 INCH pounds

Pinion Gear Backlash .005-.010

Axle Backlash .010-.015

Axle End Play .015-.020

Bolts Torque to 35 FOOT pounds



AXLE SHIMS - 2 - If the hub or axle is worn the drum will rub the backing plate. Add one or two shims to space the drum off of the plate.

6120 1928-1948 \$2.05pair

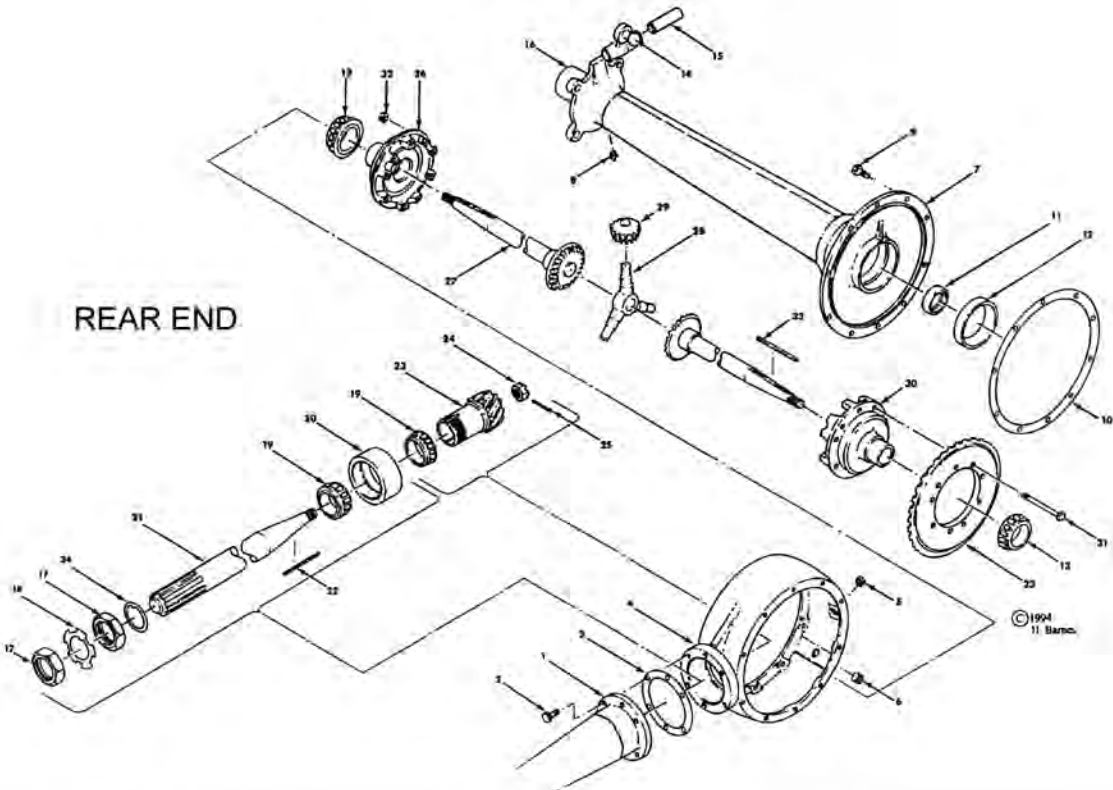


SPRING & PERCH BUSHING DRIVER -

Use this handy tool to help remove and install new bushing in the following parts: Front & Rear Spring Bushings, Front & Rear Spring Perch Bushings, Rear Brake and Camshaft Bushings.

5881 1928-1934 \$9.90ea.

REAR AXLE



Index #	Our Part #	Nomenclature	Required
1	-----	Tube, Torque	Ref.
2	6280	Bolt, Hex (3/8-24x3/4) hole in head	6
3	6290	Gasket, Torque Tube	1
4	-----	Housing, Rear Axle Differential	Ref.
5	5920	Plug, Filler	1
6	5920	Plug, Drain	1
7	-----	Housing, Axle Shaft	Ref.
8	36760	Fitting Lubricator	2
9	5860	Bolt, Rear Axle Differential (3/8-24x5/8)	20
10	5930	Gasket, Rear Axle Differential	As required
11	6240	Seal, Inner Axle	2
12	6090	Cup, Differential Bearing	2
13	6070	Bearing, Differential	2
14	5890	Ball Rear Spring Perch	2
15	5880	Bushing, Rear Spring Shackle	2
16	1840	Race, Rear Axle Housing-Enables	
		Salvage of Worn Out Housing as required	
17	6390	Nut, Pinion Bearing	2
18	6410	Washer, Pinion Bearing Lockwasher	1


Index #	Our Part #	Nomenclature	Required
19	6070	Bearing, Pinion	2
20	6330	Cup, Pinion Bearing (Double sided cup)	1
21	-----	Shaft, Drive	1
22	6310	Key, Drive Shaft	1
23	6030	Differential Driving Gear & Driving Pinion (Matched set): 9-34 Standard	1
23A	6040	Differential Driving Gear & Driving Pinion (Matched set) 11-39 High Speed	1
24	6320	Nut, Driving Pinion Slotted Hex (5/8-18)	1
25	36570	Cotter Pin (3/32 x 1)	1
26	-----	Case, Differential Gear-LH	1
27	6110	Shaft, Rear Axle & Gear	2
28	-----	Spider, Differential	1
29	6050	Gear, Pinion	3
30	6049	Case, Differential Gear-RH	1
31	6049	Bolt, Rectangular Head	9
32	36900	Nut, Castle (3/8-24)	9
33	6200	Key, Axle	2
34	6420	Washer, Driver Pinion Bearing Thrust	1




REAR AXLE NUT AND COTTER PIN - 5/8-18 castle nut. Need 2 sets per car. Torque to 100 pounds.
6170 1928-1948 \$2.80set



AXLE KEY - Worn or broken keys can cause many problems. Taper end of key toward differential with the taper down. (Keep a spare key in your tool box.).
6200 1928-1948 \$1.25ea.



REAR AXLE NUT STEEL FLAT WASHERS 2 PCS - The axle nut tightens against the hub washer to secure the hub. Without the steel washer the nut rests against the fiber washer (6230). The fiber washer is used to keep grease in the hub but will wear against the nut if missing, resulting in a loose hub on the axle. (5/8 ID., 1 1/4 O.D., 9/64 thick special washer.).
6190 1928-1931 \$1.40pair



AXLE HUB GASKETS 2 PCS - A thick fiber washer, graphite impregnated, that is set in the recess of the rear hub to prevent grease from leaking.
6230 1928-1948 \$1.95pair

REAR AXLE



RING AND PINION SETS - Install ring gear on left (driver side) of the differential case. This is the only brand of ring and pinion currently on the market. At this time the pinion gear doesn't have the two steps machined on the shank of the gear. Without this step it is more difficult to set the preload of the pinion bearings. **3:78 TO 1 STANDARD RATIO SET**

6030 1928-1932 \$474.95set

3:54 TO 1 HIGH SPEED SET

6040 1928-1932 \$474.95set



NEW SPIDER GEAR SET OF 3 GEARS - A set of three gears to go into the rear axle. Made to the Ford print.

6050 1928-1932 \$195.00set



DIFFERENTIAL BEARING - Replace any bearing that has pits on the rollers. 2 are used in the drive shaft and 2 in the differential. Made by Timken.

6070 1928-1932 \$55.95ea.



DIFFERENTIAL CARRIER BEARING SHIM - Most Differential gear carriers are worn and the bearing bottoms out on the carrier which will not allow the bearing pre-load to be set correctly. This .005 shims will extend the bearing off the carrier to the correct location. To test if shims are needed bolt the axle housings to the differential case with NO differential gaskets(5930/60). If the axle locks, GOOD. If no, then add shims till axle locks.

6071 1928-1932 \$1.60ea.



DIFFERENTIAL BEARING CUP - You will need 2 cups for the differential. Replace if pitted, scored, or cracked. Made by Timken.

6090 1928-1932 \$34.50ea.



REAR AXLE HOUSING RACE REMOVAL & INSTALLATION TOOL - This is a modern tool based off the original KR Wilson designs. This tool is to help you remove the race from the rear axle housing. Also include is a driver that will help you install the new race into the axle housing. Made in the USA

6091 \$64.95ea.



REAR AXLE BANJO HOUSING GASKETS - To get the correct backlash between pinion and ring gear, gaskets must be added or deleted from each side. Suggest you order 3 thick and 2 thin gaskets per car, as different combinations of gaskets will be required to get the proper setting. Read "Rear End Overhaul" in "How to Restore your Model A", Volumes 2 and 6. Used 1928-32.

.010 Thick

5930 1928-1932 \$2.50ea.

.006 Thick

5960 1928-1932 \$2.50ea.



SPEEDOMETER GEAR SNAP RING - Holds the drive shaft gear in place.

23270 1928-1948 \$0.70ea.



SPEEDOMETER THRUST WASHER - Fits on drive shaft against the gear. This is hardened.

23280 1928-1948 \$2.15ea.



DRIVE SHAFT ROLLER BEARING - Located at the front of the drive shaft.

6430 1928-1948 \$16.90ea.



DRIVE SHAFT BEARING SLEEVE WITH DIMPLE - Used with the above bearing. This sleeve also has the line-up dimple pressed into it as original and must fit into the depression in the torque tube.

6450 1928-1948 \$8.70ea.



TORQUE TUBE BEARING & RACE REMOVAL TOOL - Screw this tool onto a 5' length of pipe with a 1/2" pipe thread (not included) and then you have a tool to remove the seal, roller bearing, and sleeve. Seat the tool into the seal from the banjo end and tap the pipe with a hammer. The seal, roller bearing, and race will all easily come out on the floor.

6451 1928-1948 \$7.50ea.



PINION BEARING CUP - The double sided cup for pinion bearings (6070). Replace if pitted, cracked or scored. Timken Brand.

6330 1928-1932 \$71.40ea.



DRIVE SHAFT KEY - Key for drive shaft.

6310 1928-1931 \$3.05ea.



PINION BEARING CASTLE NUT - Special short 5/8-18 castle nut to hold the pinion gear on the drive shaft. Be sure cotter pin does not touch ring & pinion.

6320 1928-1931 \$2.65ea.



INNER AXLE SEAL AND DRIVE SHAFT SEAL - Keeps the 600W oil from entering the brake area. Sharp or tapered edge of rubber toward differential. Need 1 seal for each rear axle and 1 for drive shaft. Need 3 per car.

6240 1928-1948 \$2.40ea.



REAR AXLE & DRIVE SHAFT SEAL DRIVER - Slide new seal on tool, screw YOUR pipe into other end of tool. Insert tool with pipe into your axle tube. Seal will be placed in correct position, then hit end of pipe to set seal. 1/2" pipe thread.

6270 1928-1948 \$8.95ea.



PINION BEARING NUT - The large 1 9/16 -20 nut that holds the pinion to the drive shaft. Need 2.

6390 1928-1932 \$4.30ea.



PINION BEARING NUT WRENCH - A large thin steel wrench to install or remove the pinion nuts. Need two wrenches to hold both nuts.

6400 1928-1932 \$21.95ea.



PINION BEARING LOCK WASHER - Used with the pinion nuts. Install between the nuts. Bend one tab onto the rear nut. Bend the next tab onto the front nut. Repeat around washer.

6410 1928-1947 \$3.25ea.



PINION BEARING THRUST WASHER - Located behind the pinion nut.

6420 1928-1932 \$2.30ea.



TORQUE TUBE TO DIFFERENTIAL BOLTS - Six 3/8-24 x 3/4 bolts with the heads cross drilled for the safety wire (see 36560 for wire). Paint bolts and safety wire after assembly with black enamel.

6280 1928-1931 \$12.70set



SAFETY WIRE - Soft, annealed .040" O.D. stainless wire used for the bolt heads that are cross drilled as on the differential, torque tube, flywheel and rear engine mount bolts.

36560 1928-1931 \$0.85ft

REAR AXLE



TORQUE TUBE GASKET - This gasket was not used on the Model A, it was first used in 1932.

6290 1928-1932 \$0.75ea.



DELUXE PINION PULLER KIT - This kit is used to remove & install the pinion gear off the drive shaft. Especially useful when adding an overdrive to your car.

6336 1928-1931 \$139.95set



REAR AXLE SHAFT HOUSING BOLTS SET OF 20PCS - To differential housing bolts; 20 thick head 3/8-24 x 5/8 bolts per set.

5860 1928-1931 \$24.95set



NON-AUTHENTIC REAR AXLE HOUSING BOLTS - This is a set of 20 grade 5 hex bolts to attach the rear axle housing to the banjo. These are not the original style thick head bolts but will work just fine for the driver.

5861 \$5.95set



REAR SPRING SHACKLE BUSHING - These are pre-reamed at the factory.

5880 1928-1931 \$1.05ea.



REAR SPRING PERCH BALL - In Feb. '30 the rear perch ball was made separate from the rear spring perch. The shank of the ball was inserted into the spring perch and peened in place. See page 419 of the Service Bulletins. This is easy to replace. Grind off rivet end, press out old ball and stud insert new ball stud, heat rivet end red hot and peen. Worn ball will affect shock link adjustment. Need 2.

5890 1930-1931 \$2.75ea.



DIFFERENTIAL DRAIN AND FILLER PLUG - Use a 3/8" ratchet or extension to install or remove the plug. Need 2 per car.

5920 1928-1948 \$0.95ea.



DRILL BIT TO REAM SPRING SHACKLE BUSHINGS - This is a 14.5 millimeter drill bit with a 1/2 in. shank. Bushings included with shackle kits do NOT need to be reamed, but other suppliers may.

4280 1928-1931 \$23.85ea.



REAR AXLE HOUSING RACE

- This sleeve enables you to salvage worn out housings by repairing the worn flat bottom of the bearing race. A round race keeps hub centered, thus keeping brake shoes centered to drum. The old axle race must be machined, and the new heat-treated race pressed on. One end of the new race has the ID chamfered to aid installation. Original axle race O.D. is 2.061 to 2.063. Turn old axle race to .0005 larger than the I.D. of the new race for a press fit. U.S. MADE. Ours are heat treated for longer life.

1840 1928-1931 \$29.95ea.



KNOCK OFF WHEEL PULLER

- Remove nut and replace it temporarily with this long one. Hit the end of the puller nut with a big hammer. This will not loosen the very tight steering wheels or rear hubs. U.S. made Heat treated.

6130 1928-1948 \$3.50ea.



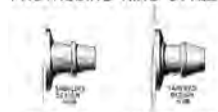
UNIVERSAL REAR HUB PULLER

- This puller is designed to pull both style of rear hubs used on the Model A, in fact it can be used on hubs up to 1948. This is accomplished by using different sets of split rings to mount up to your specific hub. This puller is made of high quality steel for long life yet small enough to fit easily in your car for tours. USA

6141 1928-1948 \$134.95ea.

PROTRUDING RING STYLE

RECESS RING STYLE



1928 TO 1941

6150



1928 TO 4/15/29

6150



4/15/29 TO END

6160



REAR WHEEL HUB PULLER

- Opening in base of puller hooks into or around the groove or ring on hub. One inch thick bolt at end of puller must be tightened down against axle. made from strong ductile iron. A copy of an early aftermarket puller.

Protruding hub ring style

6150 1928-1931 \$55.05ea.

Recess hub ring style

6160 1928-1931 \$55.05ea.



MITCHELL OVERDRIVES - You can shift on the "FLY". Six forward and two reverse gears. All new parts including drive shaft, torque tube and speedometer gear assembly. Precision 30 degree helical gears for ease of operation. This is a 26% ratio. Floor mounted gear shift. Completely assembled. California residence must pay California sales tax. See part #38115L for how to DVD.

Used with oval speedometer

5970

1928-1930 \$3,100.00ea.

Used with round speedometer

5980

1930-1931 \$3,100.00ea.

1931 Slant Window Sedan with Toolbox-style pan under the front seat

5981

1930-1931 \$3,100.00ea.

1930-31 Victoria; 1930-31 A-400

5990

1930-1931 \$3,100.00ea.



600 W OIL FOR REAR AXLE, STEERING OR TRANSMISSION

- This is a 140 SAE industrial gear lube. This product is the accepted oil for the old 600W oil. Transmission: 1 1/2 pint; Rear end: 1 1/2 pint; 7 Tooth steering box: 7 3/4 oz.; 2 Tooth steer. box: 4 1/2 oz. QUART BOTTLE.

6490 1928-1931 \$16.95qt



RADIUS ROD TO TORQUE TUBE BOLT - Cross drilled bolt for the cotter pin; one 9/16-18 x 3 1/8 bolt, and castle nut.

6530 1928-1931 \$7.45set



UNIVERSAL GASKET SET - 2 round & 2 felt gaskets.

10400 1928-1931 \$3.90set



UNIVERSAL JOINT BOLT SET

- Six 3/8-24 x 1 7/32 original thick head bolts cross-drilled, 6 castle nuts and 6 cotter pins, two 3/8-24 x 1 bolts, nuts and lock washers to hold half together. (Early to mid-1928 cars used 4 bolts, lock washers & nuts) top center bolt has the castle nut to the rear all the rest of the bolts have the castle nut facing to the front of the car, 24 pieces.

10420 1928-1931 \$16.15set



CASTLE NUTS - 3/8-24 castle nut. Need 9 nuts.

5/16-24 Grade 5

36900 1928-1931 \$0.80ea.

REAR AXLE • MOTOR MOUNT



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INSTALLING AN OVERDRIVE 38115L

1928-1931 \$24.95ea.

REBUILDING THE DIFFERENTIAL 38115V

1928-1931 \$24.95ea.

MOTOR MOUNT



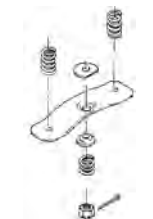
FRONT ENGINE SUPPORT-YOKE - The yoke from engine to front cross member. This is a quality piece forged like original. Don't be fooled by the cheap two-piece cast version.
7920 L1928-1931 \$49.00ea.

NOTE: From the beginning of production to about Nov. 1928, FORD used the front cross member as the front motor mount.



FRONT ENGINE MOUNT TO ENGINE BOLTS - Two 1/2-13 x 1 1/16 bolts and lock washers.

7930 1929-1931 \$1.75set



FRONT ENGINE MOUNT SET - Auxiliary front flat spring, 2 long and 1 short coil springs, 1 leather washer, 1 steel flat washer, castle nut and cotter pin, 8 pcs. The brass washer was used from Nov. '28 thru Jan. '29 then it was replaced with a steel flat washer. It is believed the brass shouldered washer restricted the yoke stud from moving side-to-side when one wheel went into a pothole, thus putting too much stress on the stud.

COMPLETE SET

7940 1929-1931 \$9.20set

LEATHER WASHER ONLY

7941 1928-1931 \$1.60ea.



FRONT ENGINE MOUNT CASTLE NUT GRADE 5 - 7/16-20 original style castle nut and cotter pin. Included in (7940) set.

7960 1929-1931 \$1.25ea.



FRONT ENGINE MOUNT COIL SPRINGS - Two long and one short springs per set. Included in (7940).

7970 1928-1931 \$2.95set



FRONT ENGINE SUPPORT BUSHING - The brass bushing that fits in the center of the cross member. Used from Nov. '28 thru Jan. 29, then a 3/16" flat washer replaced this bushing.

7980 1928-1929 \$1.75ea.



MODERN FRONT FLOAT-A-MOTOR - Mounts in place of the engine yoke (7920). Engine support sets on rubber pads on top of the cross member. Two holes must be drilled into the cross member to secure support to frame.

7950 1928-1931 \$74.95ea.



REPLACEMENT RUBBER & BOLTS ONLY FOR FRONT FLOAT-A-MOTOR 7950 - This kit contains all of the rubber and mounting bolts for the front float-a-motor kit (#7950) when it needs to be replaced.

7951 1928-1931 \$9.45set



REAR FLOAT-A-MOTOR SET-UP - This is a special rear motor mount that replaces the one used by Ford. This will give you a smoother ride. No drilling of frame required. This set was completely redesigned and is now made from super strong ductile iron rather than aluminum or even gray cast iron, that can break from the stress of the engine vibrations. This redesign was done at the request of our customers who told us they were having problems with the old styles breaking. The flat rubber pad, included in the kit, goes on the outside of frame. Mounting bolts (6650) are included. DO NOT over tighten the bolts, the rubber donut should not swell out of the caps. Our own tooling made from strong ductile iron.

6620 1928-1931 \$104.40set



FLOAT-A-MOTOR RUBBER PARTS ONLY - Four rubber donuts and one block of rubber to replace old ones. Included in (6620) set.

6630 1928-1931 \$16.95set



MOTOR MOUNT PADS - The rubber pads between the rear motor mount to frame and frame to support mounting plates. 4 pieces. Unlike others on the market ours are made to the original blue prints.

6640 1928-1931 \$20.25set



REAR MOTOR MOUNT PLATE - The flat rubber mounting pad fits between the frame and this steel plate. Two required.

6660 1928-1931 \$5.00ea.



SPACERS ONLY FOR REAR MOTOR MOUNT TO FRAME BOLTS - These are the six spacers only that are used in the motor mount to frame bolts.

6652 \$2.95set



REAR MOTOR MOUNT TO FRAME BOLTS - Six 5/16-24 x 1 3/8 bolts not cross drilled, 6 spacers and 6 nylock nuts. Nuts go on outside of frame. Black Zinc finish as original.

NON-AUTHENTIC - six bolts, spacers, & nyloc nuts.

6651 1928-1931 \$9.40set



REAR MOTOR MOUNT TO FLYWHEEL HOUSING BOLTS - Four 1/2-13 x 1 3/8 bolts with heads cross drilled for safety wire (see 36560 for wire), and lock washers.

6670 1928-1931 \$7.50set



FRONT CROSS MEMBER RIVETS - Fourteen 1/4 x 5/8 round head rivets. Flat head counter sunk rivets are not included as it is much easier to install the round head rivet from the bottom up. Place a bucking bar on the round head to back it up. Then heat the rivet shank red hot and flatten the rivet flat onto the frame rail. Install HOT.

Standard Size

36640 1928-1931 \$5.50set



RIVET TOOL - Rounds end of rivet to secure it to the frame. **AIR HAMMER TOOL** - .401 diameter shank, hardened.

1/4 Inch Rivets

36690 1928-1931 \$31.50ea.

RUNNING BOARD & FRAME BRACKETS • BATTERY • MUFFLER

RUNNING BOARD & FRAME BRACKETS

RUNNING BOARD BRACKETS

- A pressed steel bracket that is riveted to the frame to support the running boards. 1928 to March 1929 used forged brackets which are not reproduced, but these stamped steel brackets will work. The fronts measure 17 1/4" long and the rears are 15" long.

Fronts

6700 1928-1931 \$44.95ea.

Right Rear

6710 1928-1931 \$44.95ea.

Left Rear

6720 1928-1931 \$45.00ea.

RUNNING BOARD BRACKET MOUNTING HARDWARE

- Originally the brackets were riveted in place, but these round head machine screws will also work. Twelve 5/16-18 x 1 screws, lock washers and nuts per set.

MOUNTING BOLTS

6740 1928-1931 \$4.55set

12 SOLID RIVETS

36650 1928-1931 \$5.50set

RUNNING BOARD BRACKET ANTI-SQUEAK WELT

- Ford placed a thin 1/16" anti-squeak material on top of each brace before setting on the running boards. A four foot roll of 1/16" X 3/4" woven treated fabric.

6730 1928-1931 \$5.60roll

RUNNING BOARD 'BELL' SHAPED BOLTS

- Original style bolts in raven finish with lock washers and nuts for both boards.

1928 to March 1929 forged braces used four 5/16-18 x 1 3/16 and four 5/16-18 x 3/4 bolts

21800 1928-1929 \$8.75set

April 1929 till end stamped steel braces used eight 5/16-18 x 3/4 bolts

21830 1929-1931 \$8.75set

FRAME TO COWL BRACKET

- This 'L' bracket includes three 5/16 x 5/8 rivets to secure it to the frame. The other half of the 'L' has two holes for the cowl bolts. Place a piece of frame welt on top of this bracket before setting the body on it.

6610 1928-1931 \$21.00ea.



FRAME BRACKET FOR REAR HOOD LATCH - This 'L' bracket includes three 5/16 x 3/8" rivets to secure it to the frame. The other half of the bracket has two holes for the rear hood latch. Put a piece of frame welt on top of this bracket before setting the fender on it.

6680 1928-1931 \$15.95ea.



FRONT FRAME HORNS - This is the chassis frame patch, from the front cross member to the front end, 8 1/2" long. Replaces broken off front end of frame. Original gauge steel, horns are NOT drilled.

6690 1928-1931 \$74.95pair



RIVET TOOL - Rounds end of rivet to secure it to the part.

AIR HAMMER TOOL - .401 diameter shank, hardened.

5/16 Inch rivets

36700 1928-1931 \$29.90ea.

BATTERY



BATTERY BOX SUPPORT

- The 'U' frame with studs and base plate to support the battery. Black finish. Best of the three on the market.

6790 1928-1931 \$36.00ea.



BATTERY BOX BOLT AND NUTS

- One 5/16-24 x 11/16" bolt, lock washer & nut and nut located on the bottom of the box to frame. One lock washer and 3/8-24 nut for stud to body cross member and two lock washer and 3/8-24 nuts for battery frame studs. 9 piece set.

6810 1928-1931 \$1.65set



BATTERY SUPPORT STUDS

- These special studs fasten the battery box to frame and secures the battery hold-downs. Two studs, washers, and nuts. These studs do not have the upset ring, but use a nut in place of the ring.

6820 1928-1931 \$4.55set



31 BATTERY BOTTOM PLATE

- If the original frame is good but the plate is rough, weld this new plate to the frame. When the die strikes the plate to make the groove, the metal pulls, causing the sides to draw in 1/8" in some areas.

6850 1931 \$4.95ea.



BATTERY HOLD DOWN CLAMPS - Original style clamps that hold the two corners of the battery to the battery box.

1928 to Aug.28 used cast

6860 1928 \$11.90pair

May 1929 until end used stamped steel

6870 1929-1932 \$4.30pair



BATTERY HOLD DOWN FRAME

- Used Aug. '28 till May '29. You might want to add a rubber insulator on the top of the frame to keep the starter cable from rubbing and shorting out. This is the most secure hold down and can be used on all years.

6880 1928-1929 \$15.95ea.



OPTIMA BATTERY HOLD DOWN FRAME

- Special frame to hold the optima battery in the battery support. This frame is designed so the terminal posts are in the correct location for stock cables.

6881 1928-1931 \$26.15ea.

MUFFLER



ORIGINAL STEEL MUFFLER

- This muffler is made from the seven FORD factory blue prints, the same as the 100% stainless muffler except out of cold roll STEEL for judging purposes. Original sound and perfect fit to manifold. This muffler is painted flat black. Shipped bubble wrapped in a special protective box. Made by Aries. Note: additional shipping charges will apply to mufflers.

6910

1928-1931 \$294.95ea.



STAINLESS STEEL MUFFLER

- Excellent copy of the original muffler using seven factory blue prints to duplicate the muffler FORD made. You must order tailpipe clamp #7131 when using this muffler or warranty will be voided. This correct baffling system creates that original muffler sound. The flange at neck is correct for a perfect fit to the manifold. Best of all, 100% of the muffler is made from STAINLESS STEEL. Note: additional shipping charges will apply

6940

1928-1931 \$362.95ea.

MUFFLER • FRONT SPRING



HEAT RESISTANT SPRAY PAINT - Resists heat up to 1500 degrees for exhaust manifold and mufflers. Spray on clean metal, no primer needed. Spray only enough to cover metal. Do not over-paint. 11 oz. can.

BLACK

6950 1928-1931 \$14.00can

CAST IRON GRAY

6960 1928-1931 \$14.00can



MUFFLER CLAMPS - Holds the muffler to the manifold. ORIGINAL Thick Head Raven bolts with no marks on the head and 3/8" tall brass nuts. Other vendors use cheap hardware bolts not the original style. Made from strong, flexible malleable iron, will not break. Includes original mold letter and number. Letter side is down when installed.

AUTHENTIC HARDWARE FOR 28-29

6970 1928-1929 \$16.95set

NON AUTHENTIC HARDWARE

6971 1928-1934 \$8.95set

AUTHENTIC HARDWARE FOR AUG 29-31

6990 1929-1934 \$16.95set

NOTE: Removing or installing the muffler clamp is much easier if you place a jack under the muffler neck to keep the muffler flange tight to the manifold.



MUFFLER CLAMP BAKED CAST IRON FINISH - This is the same clamp as (6970,6990) but with a baked on gray cast iron finish which will take up to 1800 degrees to prevent rusting. The finish looks like raw cast iron for the original look. ORIGINAL Thick Head Raven bolts with no marks on the head and 3/8" tall brass nuts.

28 - AUG 29

7010 1928-1929 \$24.95set

AUG 29 - 31

7020 1929-1934 \$24.95set



MUFFLER CLAMP BOLTS & NUTS - Two raven 3/8-24 x 1 15/16 bolts with brass nuts for 1928 to Aug, 1929. After August 1929 till end, two 3/8-16 x 1 15/16 bolts and brass nuts. The brass nuts included are the original 3/8" tall nuts. The bolts have the original thick head with no head markings. Raven bolts.

28 - AUG 29

6980 1928-1929 \$6.95set

AUG 29 - 1931

7000 1929-1934 \$6.95set



MUFFLER PIPE CONNECTOR - This pipe is larger on one half to enter into the manifold while the smaller end slides into the tail pipe neck. This will let the exhaust pass straight through without leaking around clamp. Pipe only.

Diameter of manifold end of pipe is 1 13/16 inch

7030 1928-1931 \$6.30ea.



MUFFLER CEMENT 6 OZ. - Packaged in a soft tube like tooth paste. Apply a 1/4" bead around the inside of the muffler flanged opening. Then seat muffler to manifold flange for a perfect seal and eliminate any exhaust leaks. Sets in 2 to 4 hours. Muffler will separate from manifold with a good rap.

7050 1928-1934 \$4.65ea.



MUFFLER CLAMP SEAL - This is another help for difficult cases: A special copper flanged gasket with asbestos substitute to help seal a leak between the manifold and muffler. Works well.

7060 1928-1931 \$3.95ea.

NOTE: Leakage at the muffler clamp can be corrected by making the flange on the muffler seat 360 degrees around the manifold opening. If the muffler flange is out of alignment, slide a 3 foot pipe down the neck of the muffler and change the 45 degree angle.



ORIGINAL STYLE TAIL PIPE CLAMP - Excellent detailing of each of the two style clamps used. Each style clamp includes the original thick head bolt and castle nut. Clamp and fasteners are in black oxide. NOTE: Both clamp straps of metal are on the top of the bottom rail, nut to the bottom. Tighten nut to the cotter pin hole, stop. This is to allow room for expansion.

1928 until March 1929

7070 1928-1929 \$6.95set

March 1929 until end

7110 1929-1931 \$8.75set



TAIL PIPE CLAMP - This is the 1929-31 style, but works on all years. This is a good quality clamp, but the shape of the bracket at the frame is not detailed exactly as original. Incorrect carriage bolt is included.

7130 1928-1931 \$4.95ea.



TAIL PIPE CLAMP WITH INSULATION - This tail pipe clamp is made larger to accommodate the different expansion rates when using a stainless muffler. It has a heat and noise insulator, so when the muffler is cold it doesn't rattle around.

7131 1928-1931 \$15.75ea.



TAIL PIPE CLAMP BOLT AND CASTLE NUT - Original thick head with no marks. Included with clamps (7070 and 7110).

1928 until March 1929 used a 3/8-24 x 15/16 bolt

7100 1928-1929 \$1.50set

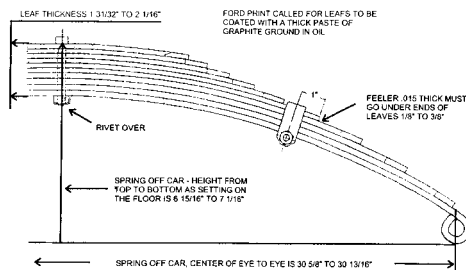
March 1929 thru 1931 used a 3/8-24 x 1 7/32 bolt

7120 1929-1931 \$1.95set

NON-AUTHENTIC MUFFLER CLAMP BOLTS -

6981 \$3.85set

FRONT SPRING



10 LEAF FRONT SPRING -

New front spring. Ten leaves. Tapered ends. TO FIT IN THE CROSS MEMBER, THE TOP LEAF MUST HAVE THE TOP EDGES GROUND ON A TAPER. To Disassemble, use two 'C' clamps to hold leaves together. Remove shipping center bolt. Slowly release 'C' clamps. Apply chassis grease to each leaf. Use 'C' clamps to compress leaves together. Install correct square headed bolt, cut off extra length, then use a hammer to peen over bolt on nut. Includes spring clamps. Bushings are included. **SPRING CLAMP NOT INCLUDED ORDER #7260 FOR THE CORRECT SPRING CLAMP.** Additional shipping charges will apply.

7240

1928-1931 \$159.95ea.

FRONT SPRING • REAR SPRING


FRONT CENTER SPRING BOLT & NUT - Correct square head raven finish with nut. These 5/16" bolts are extra-long, 5 1/4" for ease in assembling the leaves. Cut after assembly and peen the end of the bolt over nut.

7310 1928-1931 \$1.95set

SPRING SHACKLES - One for each end of the spring. Includes bushings, two bars, but not the original shape, and castle nuts. Fits 1928-31. Tighten castle nuts tight, then back off half turn to allow spring to pivot. Foreign, but good. New tooling. Grease fitting not included order #36740 for stock, or 36840 for modern fittings.

Front

7200 1928-1931 \$59.95set

Rear on cars Front on AA trucks.

7220 1928-1931 \$59.95set

NON-AUTHENTIC REPLACEMENT STYLE SPRING SHACKLES - This is a non-authentic style shackle set. This set is good for the driver car, but not the show car. This set is similar to the later V-8 style shackles. One set will do both sides.

FRONT

7201 1928-1931 \$31.45set

SPRING SHACKLE BAR - This is the original style bar with each corner diagonally cut., but does not have the rounded edges as original. Need 4 per car.

7390 1928-1931 \$2.95ea.

SPRING SHACKLE CASTLE NUTS GRADE 5 - Four original type 7/16-20" castle nuts per set. Tighten nut, then back off half turn.

7300 1928-1931 \$3.65set

FRONT SPRING PERCH OR SPRING SHACKLE BUSHING

- If your spring shackles are good, then replace all 4 of the bushings. These are pre-reamed at the factory. Order part number 5881 for the correct bushing driver.

4270 1928-1941 \$0.85ea.

DRILL BIT TO REAM SPRING SHACKLE BUSHINGS - This is a 14.5 millimeter drill bit with a 1/2 in. shank. Bushings included with shackle kits do NOT need to be reamed, but other suppliers may.

4280 1928-1931 \$23.85ea.



SPRING & PERCH BUSHING DRIVER - Use this handy tool to help remove and install new bushing in the following parts: Front & Rear Spring Bushings, Front & Rear Spring Perch Bushings, Rear Brake and Camshaft Bushings.

5881 1928-1934 \$9.90ea.



FRONT SPRING CLAMPS - Due to many different suppliers of front springs we have had our own spring clamps made. To figure out which clamp fits your spring, measure the thickness of your spring where the clamp goes and get the clamp that is closest to it. These clamps all have the correctly shaped locating dimple like the originals.

1.395 Inch Thick

7260 1928-1934 \$8.50pair

1.060 Inch Thick

7261 1928-1934 \$8.50pair

1.279 Inch Thick

7262 1928-1934 \$8.50pair

FRONT SPRING CLAMP HARDWARE - 2 square head 1/4-20 x 2 3/8 bolts and hex nuts were used through Feb. '31, (nut is on the front side of the clamp), then they were replaced with a rivet. One set for 2 clamps.

Bolts

7270 1928-1931 \$1.00set

Rivets

7280 1928-1931 \$1.20pair



FRONT SPRING U-BOLTS FOR 1928-FEB.1930 - Square type, secures starter crank bearing, and spring to the front cross member. Used until Feb. 1930. Set includes 2 U-bolts & 4 castle nuts.

7330 1928-1930 \$22.15set

FRONT SPRING U BOLT FOR FEB.30-31 - Round type U-bolt, pre-drilled for cotter pins. Nuts not included. Used after Feb.'30. Need 2 bolts. Made from FORD blue print.

7340 1930-1931 \$7.65ea.

FRONT SPRING U BOLT NUTS - Four 1/2-20 grade 5 castle nuts.

7350 1928-1934 \$5.45set



FRONT SPRING CENTER LOWER PLATE - This plate holds the front spring to the cross member.

7360 1928-1931 \$13.60ea.



28 - FEB 30 CRANK BEARING - On front cross member for the square type front U bolts, used till Feb. '30.

7370 1928-1930 \$15.50ea.



FEB 30 - 31 CRANK BEARING - Used after Feb.'30. Round U bolts must be used.

7380 1930-1931 \$11.75ea.



SPRING COVERS - Cushioned material with black vinyl covering. Set includes a pair for the front and rear springs.

25800 1928-1931 \$64.75set



DIABLO A'S HOW TO DVD SERIES - These DVD are all recordings from the Diablo A's Tech Seminars. Since these are done during club tech talks their might be some background noise, but all of the information and step by step assembly and disassembly is shown on your screen.

REBUILDING THE LEAF SPRINGS

38115J

1928-1931 \$24.95ea.

REAR SPRING



REAR CENTER SPRING BOLT & NUT - Correct square head raven finish with nut. These 3/8" bolts are extra-long, 5 1/4" for ease in assembling the leaves. Cut after assembly and peen the end of the bolt over nut.

7320 1928-1931 \$3.50set



REAR SPRING ANTI-SQUEAK - Fits on the bottom of the rear floor pan with two 1/8 x 3/8 split rivets. Keeps the floor pan from rubbing the top of the rear cross member. 2" X 15" welt and 2 rivets.

7460 1928-1931 \$5.25ea.



SPRING SHACKLE BAR - This is the original style bar with each corner diagonally cut., but does not have the rounded edges as original. Need 4 per car.

7390 1928-1931 \$2.95ea.



REAR SPRING SHACKLE BUSHING - These are pre-reamed at the factory.
5880 1928-1931 \$1.05ea.



DRILL BIT TO REAM SPRING SHACKLE BUSHINGS - This is a 14.5 millimeter drill bit with a 1/2 in. shank. Bushings included with shackle kits do NOT need to be reamed, but other suppliers may.
4280 1928-1931 \$23.85ea.



REAR SPRING U BOLT - New Tooling. Now the correct length. The length is 4' long from under the flat head to the tip of the threads, 3 7/8 to the cotter pin hole. Made from round stock so the sides are not flat like original. Made in the USA. Nuts are no longer included.
7470 1928-1932 \$11.75ea.



REAR SPRING U BOLT CASTLE NUTS - Four 9/16-18 grade 5 castle nuts.
7480 1928-1948 \$6.15set



REAR SPRING CENTER BOTTOM PLATE - Holds spring up to cross member. Need 2.

SEVEN LEAF SPRING bracket is 1 1/8 Inch high

7510 1928-1931 \$8.95ea.

TEN OR TWELVE LEAF SPRING bracket is 5/8 Inch high

7520 1928-1931 \$8.95ea.



REAR SPRING CLAMPS - Due to many different suppliers of rear springs we have had our own spring clamps made. To figure out which clamp fits your spring, measure the thickness of your spring where the clamp goes and get the clamp that is closest to it. These clamps all have the correctly shaped locating dimple like the originals.

1.380 Thick

7530 1928-1934 \$8.50pair

1.280 Thick

7531 1928-1934 \$8.50pair

1.100 Thick

7532 1928-1934 \$8.50pair

1.50 Thick

7533 1928-1934 \$8.50pair



REAR SPRING CLAMP HARDWARE - 2 square head 1/4-20 x 2 7/8 bolts and hex nuts were used through Feb. '31 (nut is on the front side of clamp), then they were replaced with a rivet. One set for 2 clamps.

Bolts

7540 1928-1931 \$1.50set

Rivets

7550 1931 \$1.20pair



SPRING COVERS -

Cushioned material with black vinyl covering. Set includes a pair for the front and rear springs.

25800 1928-1931 \$64.75set



SPRING & PERCH BUSHING DRIVER - Use this handy tool to help remove and install new bushing in the following parts:

Front & Rear Spring Bushings, Front & Rear Spring Perch Bushings, Rear Brake and Camshaft Bushings.

5881 1928-1934 \$9.90ea.



SPRING SHACKLES - One for each end of the spring. Includes bushings, two bars, but not the original shape, and castle nuts. Fits 1928-31. Tighten castle nuts tight, then back off half turn to allow spring to pivot. Foreign, but good. New tooling. Grease fitting not included order #36740 for stock, or 36840 for modern fittings.

Rear on cars Front on AA trucks.

7220 1928-1931 \$59.95set



NON-AUTHENTIC

REPLACEMENT STYLE

SPRING SHACKLES - This is a non-authentic style shackle set. This set is good for the driver car, but not the show car. This set is similar to the later V-8 style shackles. One set will do both sides.

REAR

7221 1928-1931 \$31.45set



DIABLO A'S HOW TO DVD SERIES - These DVD are all recordings from the Diablo A's Tech Seminars. Since these are done during club tech talks their might be some background noise, but all of the information and step by step assembly and disassembly is shown on your screen.

REBUILDING THE LEAF SPRINGS

38115J

1928-1931 \$24.95ea.

ENGINE



MODEL A ENGINE - A 'How To' on engine rebuilding by William & Paul Mcree. This book will start off by explaining how the Model A engine works. Each component in the engine will be covered on disassembly and assembly. Over 100 pictures and drawings on 110 pages.

37850 1928-1931 \$26.95ea.



BURTZ BLOCK KIT - The new "Burtz" Ford Model A engine block is now available! It features a 5-main bearing design and includes a dynamically balanced crankshaft and set of connecting rods. This kit is a solid beginning to making a dependable and reliable touring engine. No more worrying about a cracked block core or expensive babbiting in the future. This kit will come with a new Block, a new counter balanced 5 main journal crank (inserts not included), new forged connecting rods (inserts not included). You must supply all other parts needed to complete this engine project. Detailed builder's assembly guide included with purchase or can be downloaded from our website. Must ship via Freight. **BLOCK, RODS, & CRANK ONLY**

7095 1928-1931 \$4,000.00kit

BLOCK, RODS, CRANK & FLWHEEL

7095FW

1928-1931 \$4,375.00kit



FORD ENGINE GREEN

ENAMEL PAINT - PINT - For spray gun or brush. Clean bare engine with Metal-Prep from PPG Auto Paint. Apply green paint, 2 coats are needed. No primer is needed. Quality paint from Bill Hirsch.

7720 1928-1941 \$34.95pt

FORD ENGINE GREEN

SPRAY PAINT - Ford green engine paint in 12 oz. spray cans. One can will do the job if your engine is already painted. On new jobs it's best to buy 2 cans. 1926-31. Enamel Supplier may vary depending on supply.

7730 \$16.65can



ENGINE



ENGINE GASKET SET WITH PAPER GASKETS - A

complete engine gasket set with the following: head gasket, oil pan, valve cover, oil return pipe, oil return pipe (2 copper washers), front timing gear (Teflon-coated), water pump (paper), water inlet (paper), water outlet (paper), exhaust manifold (composite material with metal shield), timing cover (paper), front timing cover (paper), carburetor to manifold (paper), oil pump-top & bottom (paper), oil pan drain plug (copper), flywheel housing (paper), carburetor bowl (paper), sediment bowl (cork).

Above gaskets with a copper head gasket (part 8070)

7760 1928-1931 \$72.95set
Above gaskets with the improved Modern head gasket (part 8080)

7770 1928-1931 \$54.95set



ENGINE GASKET SET WITHOUT HEAD GASKET -

This set contains the same gaskets as #7760, but it does not include the head gasket.

PAPER GASKETS LESS HEAD GASKET

7769 1928-1931 \$21.95set

COPPER GASKET SET LESS HEAD GASKET

7779 1928-1931 \$38.95set



ENGINE GASKET SET WITH COPPER GASKETS - Same

gasket applications as (7770) except the following are copper gaskets as original with WHITE material in the middle, except head gasket #8070 has a gray composition material, Water Inlet, Water Outlet, Exhaust Manifold, Carburetor, and Oil Drain Plug.

With copper head gasket (part 8070)

7780 1928-1931 \$86.30set

With modern head gasket (part 8080)

7800 1928-1931 \$79.95set



LATE 1931 ENGINE GASKET SET WITH COPPER

GASKETS - Used the May 1931 to end manifold gasket.

With copper head gasket (part 8070)

7810 1931 \$87.95set

With modern head gasket (part 8080)

7830 1931 \$79.95set



HEAD GASKET & GAS LINE FITTING SEALER - An

excellent adhesive sealant with a high tack that never becomes hard. Can also be used on gas line fitting, the valve cover and paper oil pan gaskets just coat both sides. Used on the copper gasket to make a better seal. Not needed on the modern head gasket. 4oz.

7840 1928-1934 \$10.55ea.

SIDE TIMING COVER GASKET - Paper type gasket.

7850 1928-1934 \$1.00ea.

SIDE TIMING COVER BOLTS

- One 7/16-14 x 2 3/16 and one 7/16-14 x 1 3/8 original type domed bolts; raven finish. Lock washers were used in 1928 thru mid-1930.

7860 1928-1932 \$6.50set

FRONT TIMING COVER GASKET - Paper type gasket.

7880 1928-1934 \$1.35ea.

FRONT TIMING COVER BOLTS - These are the original

domed headed bolts in raven finish. Six 3/8-16 x 1 1/8 bolts across the front and the 7th recessed in the corner with L/W, 14 pcs.

7870 1928-1934 \$13.95set

1928 TIMING PIN WITH HEX BASE - 1928 timing pin with

hex base. Order (7910) gasket.

7900 1928 \$5.95ea.

JAN 29 - 31 TIMING PIN WITH SQUARE BASE - Jan. 1929 till

end used a pin with a square base.

7890 1929-1931 \$5.45ea.

TIMING PIN COPPER WASHER - Used in the

beginning until Jan.'29.

7910 1928 \$0.45ea.

EASY TIMING PIN KEY RING

- Slide this stainless pin into the hole on the front timing cover. Turn the engine over while you watch for the groove on the pin to disappear into the timing cover. This has a modified tip for easier use than the stock timing pins.

7891 1928-1934 \$4.25ea.



TIMING CALIBRATION TOOL

- This tool is the easiest tool we've seen to find that dimple in the timing gear. Simply remove the stock pin, screw this tool into the timing cover until the ring at the end hangs loosely. Then start turning the engine over once the ring stands you have found top dead center on #1.

7893 1928-1931 \$26.50ea.



FRONT ENGINE SUPPORT-YOKE - The yoke from engine

to front cross member. This is a quality piece forged like original. Don't be fooled by the cheap two-piece cast version.

7920 L1928-1931 \$49.00ea.

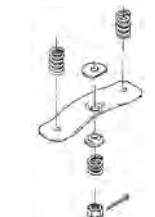
NOTE: From the beginning of production to about Nov. 1928, FORD used the front cross member as the front motor mount.



FRONT ENGINE MOUNT TO ENGINE BOLTS - Two 1/2-13

x 1 1/16 bolts and lock washers.

7930 1929-1931 \$1.75set



FRONT ENGINE MOUNT SET

- Auxiliary front flat spring, 2 long and 1 short coil springs, 1 leather washer, 1 steel flat washer, castle nut and cotter pin, 8 pcs. The brass washer was used from Nov. '28 thru Jan. '29 then it was replaced with a steel flat washer. It is believed the brass shouldered washer restricted the yoke stud from moving side-to-side when one wheel went into a pothole, thus putting too much stress on the stud.

COMPLETE SET

7940 1929-1931 \$9.20set

LEATHER WASHER ONLY

7941 1928-1931 \$1.60ea.



FRONT ENGINE MOUNT CASTLE NUT GRADE 5 -

7/16-20 original style castle nut and cotter pin. Included in (7940) set.

7960 1929-1931 \$1.25ea.



FRONT ENGINE MOUNT COIL SPRINGS - Two long

and one short springs per set. Included in (7940).

7970 1928-1931 \$2.95set





FRONT ENGINE SUPPORT BUSHING - The brass bushing that fits in the center of the cross member. Used from Nov. '28 thru Jan. 29, then a 3/16" flat washer replaced this bushing.

7980 1928-1929 \$1.75ea.



MODERN FRONT FLOAT-A-MOTOR - Mounts in place of the engine yoke (7920). Engine support sets on rubber pads on top of the cross member. Two holes must be drilled into the cross member to secure support to frame.

7950 1928-1931 \$74.95ea.



REPLACEMENT RUBBER & BOLTS ONLY FOR FRONT FLOAT-A-MOTOR 7950 - This kit contains all of the rubber and mounting bolts for the front float-a-motor kit (#7950) when it needs to be replaced.

7951 1928-1931 \$9.45set



ENGINE EYE BOLT - This strong forged eyelet will screw into your spark plug hole to lift the engine. Order 2 for better balance.

8020 1928-1931 \$12.60ea.



ENGINE OR HEAD PULLER - Includes studs to screw into the spark plug holes on the head and nuts.

8040 1928-1934 \$108.50ea.



COMPRESSION TESTER - Allows you to adapt a modern compression tester to use in the stock Model A spark plug hole. Correct compression is 55 to 70 lbs. psi. There should be no more than 6 lbs. variation between cylinders.

8471 1928-1934 \$6.50ea.



HI-COMPRESSION CYLINDER HEAD - Original looking from the outside, made from cast iron. Excellent quality and performance. New engine studs and new head nuts must be ordered and installed with this head because extra torque is required. You must use head gasket #8091 with both 8000 & 8010.

5.5 TO 1 RATIO HIGH COMPRESSION HEAD.

8000 1928-1934 \$399.00ea.

6 TO 1 RATIO HIGH COMPRESSION HEAD.

8010 1928-1934 \$425.00ea.



HI-COMPRESSION CYLINDER HEAD (Cont.)
BURTZ 6.5 TO 1 HIGH COMPRESSOIN HEAD
8015

1928-1931 \$400.00ea.



ENGINE STAND ADAPTER - This is made to mount to a modern engine stand. The engine is held on by the water inlet bolts and two of the oil pan bolts.

8041 1928-1931 \$109.95ea.



ALUMINUM HEAD SAVER - Insert this cathode into your cooling system. This cathode will deteriorate instead of damaging your head.

8030 1928-1950 \$8.70ea.



COPPER MODEL A HEAD GASKET - U.S. made copper on top and bottom with a gray material in the middle. Seems around the cylinder install down. Can be used on engines bored up to & including .125.

8070 1928-1931 \$64.95ea.



MODERN HEAD GASKET - This is an improved leak resistant gasket. Solid steel core sandwiched by heavy-duty high-density gasket material soaked with silicone. A .005 bead of high temperature silicone surrounds all water passages to ensure a positive seal between block and head. A much improved seal over the copper gasket. Can be used on engines bored up to & including .125. DO NOT apply gasket sealer to this gasket.

MODEL A GASKET

8080 1928-1931 \$43.95ea.



HEAD GASKET BY BEST GASKET COMPANY - Kevlar reinforced graphite facing material mechanically bonded to both sides of a perforated steel core. This modern engineered, high-performance material is rated to a temperature of 1400 degrees-F. Steel fire rings are installed in the combustion chamber areas of the gasket. GraphTite head gaskets have superb sealing characteristics, excellent torque retention, and hold up to the punishment dished out by high-performance engines. Install head gaskets using a spray-on sealant like Copper Coat or Permatex Copper Spray-A-Gasket. Always re-torque, no short-cuts. **MADE IN THE USA**
28-31 Model A Head Gasket
8081 1928-1931 \$54.95ea.



HIGH TEMP ANTI SEIZE - Withstands temperatures up to 1600 degrees. Use on spark plug threads, distributor lower shaft, lug nut threads and cylinder studs to allow for easy disassembly at a later time.

8110 1928-1950 \$8.25ea.



CYLINDER STUDS - GRADE 8 - Fourteen Grade 8 hardened studs with correct domed head end. Torque to 65 foot pounds. These will not stretch. These stronger studs are suggested to be used with high compression heads that require higher torque. Threads in the block are 7/16-14 and the threads for the nut are 7/16-20.

8140 1928-1931 \$44.95set



GRADE 5 SINGLE CYLINDER STUDS - 3 1/2 long.

3 1/2 Inch LONG

8160 1928-1931 \$4.05ea.

4 1/2 Inch Jan. '28 thru April '28

8180 1928 \$2.75ea.

4 1/8 Inch April '28 to March '29.

8190 1928-1929 \$3.95ea.

3 3/4 Inch long used March '29 thru '31

8200 1929-1931 \$4.90ea.

5 3/4 Inch WATER OUTLET

8210 1928-1931 \$2.40ea.



OVER SIZED HEAD STUDS - The block half of these studs are oversize to 1/2-13 thread for blocks with the stripped threads. Drill block with 27/64 (#8212) drill bit and tap. These are the stronger grade 8 stud.

3 1/2 Inch Stud

8170 1928-1931 \$7.50ea.

3 3/4 Inch Stud

8201 1929-1931 \$9.00ea.

5 3/4 Inch Stud

8211 1928-1931 \$10.80ea.

NOTE: The high compression head should be torqued to 65 pounds. Regular heads should be torqued to 55 pounds. Stock compression ratio is 4.22 to 1.

ENGINE


GRADE 8 HEAD NUTS - Original thick (in height) 7/16-20 nut with washer surface on bottom. clear zinc plating 14 nuts per set. Torque head nuts to 65 foot pounds for the high compression head.

8230 1928-1932 \$8.05set



HEAD NUT TORQUE TOOL - Use this tool to eliminate the need to remove the distributor when you torque the head nuts.

6082 1928-1934 \$26.05ea.



OVERSIZED STUD DRILL BIT AND TAP - This is the drill bit you will need if you are going to use the oversized studs.

27/64 Inch DRILL BIT

8212 1928-1931 \$10.95ea.

1/2-13 TAP ONLY

8213 1928-1931 \$21.95ea.



CYLINDER SLEEVE - Used by machine shops to bring cylinder bores back to 3.875 standard. When the cylinder diameter increases to .100 oversize, then the block should be sleeved. Bore block for a .0025 to .003 press fit. This sleeve is 3/32" thick.

8100 1928-1934 \$39.85ea.



PISTON SETS - A well-made aluminum 3 ring piston with fitted pins, end lock type. Sold in sets of four. For 1928-34 four cylinder engines. Stock bore size is 3.875.

8240 Standard \$124.95set

8250 0.020 OVER \$124.95set

8260 0.030 OVER \$124.95set

8270 0.040 OVER \$124.95set

8280 0.060 OVER \$124.95set

8290 0.080 OVER \$124.95set

8300 0.100 OVER \$124.95set

8310 0.125 OVER \$124.95set



HASTINGS PISTON RING SETS - Three rings per piston made by "HASTINGS". The Hastings brand have more pre-load on the upper and middle rings providing a better seal to the cylinder wall than other brands. The bottom oil ring is fool proof to install versus the other brand which can over-lay if not careful when installing.

8400 Standard \$64.25set

8410 0.020 OVER \$74.95set

8420 0.030 OVER \$64.25set

8430 0.040 OVER \$64.25set

8440 0.060 OVER \$64.25set

8450 0.080 OVER \$64.25set

8460 0.100 OVER \$64.25set

8470 0.125 OVER \$64.25set



REBABBITTED ORIGINAL CONNECTING RODS

Original rods with a good quality tin based (which is harder than lead) spun Babbitt, complete with shims, pin bushing and castle nuts. Set of rods will weigh within 4 grams. EXCHANGE only - WE MUST HAVE YOURS BEFORE WE SHIP OURS. The original connecting rod journal size is 1.499/1.498. If ordering .010 rods, the crank should be less than .010 from the original or 1.489/1.488. Sold in sets of 4 rods. Open side of dipper faces the passenger side of engine. For 28-31 only.

8480 Standard \$399.50set

8500 0.010 OVER \$399.95set

8520 0.020 OVER \$399.95set

8550 0.030 OVER \$399.95set



NEW IMPORTED INSERT CONNECTING RODS SET OF 4

Forged using high tensile strength SAE 4140 chrome moly steel, hardened and tempered. Rods have the wrist pin bushing pressed in, oil holes drilled, and rough bored. Rods are sold in sets of 4 weight matched rods without the insert bearings. Order the size of bearing you need below. These rods are made to accept the wrap around style of insert bearings.

8491 1928-1931 \$389.95set



INSERT BEARING FOR IMPORTED CONNECTING RODS

Designed exclusively to be used with the 8491 forged connecting rods. They wrap around the edges of the rod to provide forward and backward thrust just like the original Babbitt connecting rod! A set is enough inserts for 4 connecting rods. These inserts fit the connecting rods that measure 1-1/2" wide at the crankshaft journal. These bearings are not included with the rods #8491.

8492 STD \$179.95set

8511 0.010 OVER \$179.95set

8562 0.030 OVER \$179.95set

8563 0.040 OVER \$179.95set



0.01 - Designed exclusively to be used with the 8491 forged connecting rods. They wrap around the edges of the rod to provide forward and backward thrust just like the original Babbitt connecting rod! A set is enough inserts for 4 connecting rods. These inserts fit the connecting rods that measure 1-1/2" wide at the crankshaft journal. These bearings are not included with the rods #8491.

8541 0.020 OVER \$179.95set



WRIST PIN BUSHING - One bushing per rod used with the end lock style wrist pin. Must be reamed to fit wrist pin. Need 4 per engine.

8610 1928-1931 \$2.95ea.



CONNECTING ROD CASTLE NUT SET - 7/16-20 castle nut. sold set of 8.

8620 1928-1931 \$7.00set



CONNECTING ROD SHIMS - Laminated shims (6 layers per shim .003 each) to adjust your rods: 8 to a set. Use a sharp knife to separate a layer. Fits 1928-1934;

Brass

8650 1928-1934 \$11.75set



PLASTIGAGE - The thin waxed string that is used to check the clearance on the connecting rods and main bearings. Bearing clearance for both the mains and rods is .001" - .0015".

8660 1928-1934 \$4.10ea.



TIMING CAM WRENCH TOOL

This tool takes all the guess work out of timing your Model A. Find top dead center on #1 cylinder, then follow the directions on this handy tool.

17502 1928-1931 \$11.95ea.



ENGINE HAND CRANK - With lug socket on other end. Plated.

22660 1928-1931 \$18.00ea.

NEW BURTZ LIGHTENED FLYWHEEL

Newly designed, lightened, and balanced 31 lb. flywheel. The mating interfaces to the crankshaft, pilot bearing, and ring gear are identical to an original Model A flywheel. Our flywheel is drilled to accept the V-8 9-inch Long design pressure plate. (Pilot bearing #11550 and ring gear #9050 are not included)

9051 1928-1931 \$375.00ea.



DIABLO A'S HOW TO DVD SERIES

These DVDs are all recordings from the Diablo A's Tech Seminars. Since these are done during club tech talks their might be some background noise, but all of the information and step by step assembly and disassembly is shown on your screen. Each DVD lasts 25-75 minutes depending on the topic.

SETTING ENGINE BEARING CLEARANCE

38115F

1928-1931 \$24.95ea.

ENGINE • ENGINE CAM



DIABLO A'S HOW TO DVD SERIES (Cont.) REPLACING THE CYLINDER HEAD & HEAD GASKET 38115Q

1928-1931 \$24.95ea.

REPLACING THE ENGINE 38115U

1928-1931 \$24.95ea.

ENGINE CAM



REGROUND CAM SHAFTS -
These are originals reground to standard. The 5 bearing cam is early 1928 but can be used in all years. The journals must be free of pits. Center journal must be 1.557 or larger and good teeth for the oil pump drive gear to be acceptable. Original journal size is 1.560.

EXCHANGE - WE NEED YOURS BEFORE WE SHIP OURS.

1928 WITH 5 BEARINGS

8670 1928 \$155.95ea.

TOURING GRIND

8690 1928-1931 \$104.95ea.

NEW CAM SHAFT - .340 GRIND - The new camshaft has .340 inch lift and the lobes are separated by 113 degrees. It is made of nodular iron which is the material of choice and used in nearly all new engines. Lobes are induction hardened to HRC 58/62 to minimize wear, and the 5 bearings and center gear is hardened to HRC40/52 to keep the gear teeth from becoming brittle.

8720 1928-1931 \$479.95ea.

CAM SHAFT DOWEL PINS -
These two small pins secure the timing gear on the camshaft. 2 per set.

8740 1928-1931 \$4.50set

TIMING GEARS - A well-made U.S. timing gear for the camshaft. A special Laminated material gear made for super strength and durability. Keep a spare in your car. This is a stronger gear than the fiber ones other companies sell. After installing gears, slide a feeler gauge between the laminated material and steel teeth. The backlash should not be less than .003 nor more than .005. This gear and the crankshaft gear are made by the same company for a perfect mesh fit. The two dowel pin holes in the gear are off center. If the gear will not slide on the dowels entirely, then rotate the gear 180 degrees for proper fit. See part #38115A for a how to DVD.

Laminated Gear

8750 1928-1934 \$87.95ea.

Aluminum Gear - This die cast timing gear is die cast from 356-B Aluminum and heat treated to T-6 specifications. Using a higher grade material like 356-B makes this gear quieter other aluminum gears on the market.

8760 1928-1934 \$79.75ea.

DIABLO A'S HOW TO DVD SERIES - These DVDs are all recordings from the Diablo A's Tech Seminars. Since these are done during club tech talks their might be some background noise, but all of the information and step by step assembly and disassembly is shown on your screen. Each DVD lasts 25-75 minutes depending on the topic.

CHANGING THE TIMING GEAR

38115A

1928-1931 \$24.95ea.



STOCK CAMSHAFT NUT - To replace the large nut which is usually deformed by having been previously removed with a cold chisel. This is the standard right hand thread. Torque to 100 foot pounds.

8770 1928-1934 \$10.75ea.

MODERN HEX CAMSHAFT NUT - This new design replaces the odd shape original nut with a standard hex nut. Use a 1 1/2 inch 6 point socket.

8780 1928-1934 \$12.00ea.

STOCK CAMSHAFT NUT WRENCH - Use this special steel tool to remove or tighten the cam nut #8790. Use a 1/2" socket wrench to remove or install nut. Be sure the nut is on tight when you finish. Retighten to 100 foot pounds after turning engine over a few revolutions. Keep with car on long trips.

8790 1928-1934 \$18.95ea.

CAMSHAFT THRUST PLUNGER & SPRING - The spring eliminates the end play in the camshaft. Place spring into timing cover then plunger. The 'X' will face the cam shaft. Caution! This is probably the most forgotten part in the Model A!

PLUNGER & SPRING

8800 1928-1934 \$3.95set

SPRING ONLY

8810 1928-1934 \$1.10ea.

STEEL CRANKSHAFT GEAR -

Pitted or rough gears are often found to have chewed up the fiber timing gear causing a major breakdown. Holding the keyway at 12:00 the alignment dimple is at the base of the first tooth to the right of the keyway. A gear puller is necessary to remove gear from crank shaft.

8830 1928-1934 \$31.95ea.

CRANKSHAFT GEAR WOODRUFF KEY - 1/4 x 1 1/8 x 15/32.

8840 1928-1932 \$0.95ea.

OIL SLINGER - Fits on front of the crankshaft. Place slinger with rolled edge facing crank pulley.

8850 1928-1934 \$4.90ea.

CRANKSHAFT PULLEY - One- or two-piece pulley available. Two-piece pulley can be changed without removing the radiator. One piece was originally used. Very good quality.

ONE-PIECE PULLEY

8860 1928-1934 \$26.95ea.

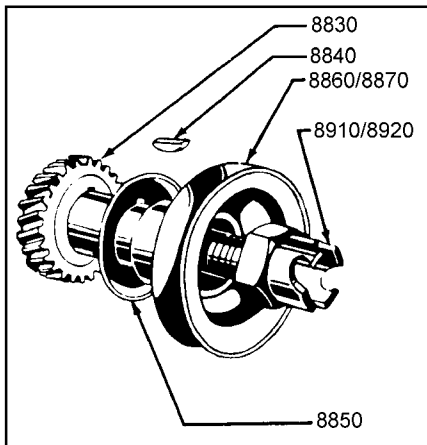
TWO-PIECE PULLEY U.S. made

8870 1928-1934 \$37.65set

ENGINE CAM • FLYWHEEL

UNDERSIZED CRANKSHAFT PULLEY - With timing marks. This undersized pulley reduces the water pump speed by 28%. This pulley will help in reducing water overflow air captivation, which will result in lower water temps. Includes a harden bolt and washer. Cannot use the stock ratchet nut.

8880 1928-1934 \$175.00ea.



IGNITION TIMING TOOLS - This timing kit will enable you to accurately set your timing. The kit includes a crank degree scale, cut away distributor cap, cam wrench and instructions. With YOUR timing light and this kit you can adjust your distributor cam setting for best results. With spark up, set timing to 5 degrees RETARD. Made by Nu-Rex.

8890 1928-1931 \$31.95set

IGNITION TIMING INDICATOR ONLY - Included with 8890.

8900 1928-1931 \$15.10ea.

28 - MID 31 RATCHET NUT - Attaches pulley to the crankshaft. Thread size is 5/8-18. Machined from bar stock and case hardened steel. Made from the FORD blue print. Excellent quality. Use a 1 3/8" wrench.

8910 1928-1931 \$12.95ea.

MID 31 - 38 RATCHET NUT - Mid 1931 till 1938, the diameter around the notches was reduced by 1/8". It still uses a 1 3/8" wrench.

8920 1931-1938 \$12.95ea.



RATCHET NUT WRENCH - Use this wrench on the ratchet nut to help you turn the engine over. A great help when you are looking for top dead center for timing.

8922 1928-1938 \$42.95ea.



OIL DRAIN TUBE - For the rear main bearing. Loctite, braze or spot weld after screwing in place or it can vibrate loose. Screw only 3 to 4 turns, more will block outlet hole and cause oil to go into flywheel housing. Tubes are plated.

5/16 Inch 28-29

8930 1928-1929 \$3.40ea.

3/8 Inch 30-31

8940 1930-1931 \$2.50ea.



REAR MAIN BEARING CAP PLUG - This plug is located in the rear main bearing cap next to the threaded hole for the oil tube.

8931 1928-1934 \$1.35ea.



INSERT MAIN BEARING SETS - This is a set of inserts to convert your old Babbitt engine to modern inserts. Some machine work is necessary these inserts are not direct replacements. Instructions included. You must use 3 thrust washers #08946 (sold separately) when you convert.

8941 STD \$119.95set

8942 0.010 OVER \$119.95set

8943 0.020 OVER \$119.95set

8944 0.030 OVER \$119.95set

8945 0.040 OVER \$124.95set



THRUST WASHER FOR A INSERT MAIN BEARINGS -

These half circle brass thrust washers must be used when you convert from Babbitt main bearings to the new insert bearings. Need 3 per engine.

8946 1928-1931 \$15.40ea.



BRASS REPLACEMENT REAR MAIN WITH THRUST SURFACE - This replaces the original style rear main oil seal #8960. This provides a superior crank thrust surface than the original Babbitt. Also if the Babbitt thrust surface has cracked off your cap this will now act as the crank thrust surface.

8949 1928-1931 \$76.95ea.



MAIN BEARING BRASS SHIM SET - Four layers per shim. Each layer is .003 thick. Two shims for the rear. Four shims for the front and center main. Use a sharp knife to separate a layer.

8980 1928-1931 \$15.75set



MAIN BEARING BOLT CASTLE NUT SET - 1/2-20 castle nuts. Grade 8, six per set. Should be painted black.

9020 1928-1934 \$7.00set



REAR MAIN OIL SEAL - This is an aluminum half circle with 2 grooves cut in it to restrict the oil. Ford did not use any cork or other material in the grooves to seal in the oil. This is located in the block above the crank at the rear main cap.

8960 1928-1931 \$12.95ea.



MODERN REAR MAIN OIL SEAL - Have a machine shop cut the rear slinger off the crankshaft to accept this modern radial lip nitrile oil seal. Instructions are included. See part #9770 or 9780 for front seal.

8970 1928-1931 \$24.30ea.

FLYWHEEL



FLYWHEEL TO CRANKSHAFT BOLT SET -

Four 7/16-20 x 13/16 bolts per set with the heads cross-drilled for safety wire. (See Part # 36560 for safety wire & 11560 for retainer).

9040 1928-1948 \$19.95set



FLYWHEEL ALIGNMENT CHECKER -

The small bracket in this kit is used to determine if the flywheel is seated properly on the crankshaft. The large bracket bolts to the flywheel, then turn the flywheel so that you can be sure that the flywheel housing is correctly shimmed against the block. This is a big source of vibration in the engine.

9041 1928-1931 \$25.95ea.



FLYWHEEL RING GEAR -

Place ring on flywheel. Heat with a rose bud tipped torch. Ring should fall onto flywheel. As it cools it will tighten to flywheel. Tapered teeth face rear of car.

9050 1928-1948 \$29.95ea.



FLYWHEEL TO CRANKSHAFT DOWELS -

Two pins to line up crankshaft to flywheel.

9060 1928-1931 \$3.95pair

FLYWHEEL • ENGINE VALVES



FLYWHEEL HOUSING TO BLOCK BOLTS - Four 7/1614 x 1 1/16 bolts with head cross-drilled for safety wire. Located around inner circle of flywheel housing and two 7/16-14 x 1 11/16 hex bolts and lock washers at top of flywheel to hold accelerator assembly to block.

9070 1928-1931 \$8.75set



FLYWHEEL HOUSING GASKET - Paper type gasket. Seal area around camshaft with gasket sealer to eliminate any leaking oil.

9080 1928-1934 \$1.00ea.



FLYWHEEL COTTER PIN - This is the large cotter pin (3/16" X 1") that hangs out of the hole in the bottom of the flywheel. Movement of this pin keeps the drain hole from becoming stopped up.

9090 1928-1931 \$0.25ea.



REAR MAIN JANITOR - Collects the oil that leaks from the rear main bearing area. This is held in place using one of the lower bell housing to flywheel housing bolts and the lower flywheel dust cover bolt. Can be installed and removed in Minutes, powder coated black & made in the USA

9091 1928-1931 \$27.95ea.



FLYWHEEL INSPECTION PLATE - This is the steel half circle cover on the flywheel housing.

9100 1928-1931 \$10.50ea.



FLYWHEEL INSPECTION PLATE BOLTS - Three 1/4-28 x 1/2 bolts and lock washers. No marks on head with raven finish.

9110 1928-1931 \$1.00set



FLYWHEEL HOUSING SHIMS - The U shape shim between the flywheel housing and cylinder block. 2 per set. These are .010 thick and brass as original. You may need more than one set.

9120 1928-1931 \$1.50set



BELL HOUSING TO FLYWHEEL HOUSING BOLTS - Eleven 3/8-16 x 1 bolts, THICK head with no marks on head & lock washers, raven finish.

AUTHENTIC THICK HEAD BOLTS

11080 1928-1931 \$14.95set

NON-AUTHENTIC BOLTS

11081 1928-1931 \$3.95ea.

ENGINE VALVES



DOUBLE NUT ADJUSTABLE TAPPETS - Correctly ground and hardened. Case hardened tappets are the most durable. In these, carbon is impregnated in outer surfaces. Double nut type. Need 8.

Individual

9130 1928-1934 \$12.85ea.

Set of 8 tappets

9140 1928-1934 \$95.95set

.005 OVERSIZED DOUBLE NUT TAPPET - This oversized double nut tappet is .005oversized to take up wear in the engine block. Your Block must be machined to accept this tappet.

9130DLOS

1928-1931 \$17.95ea.



SELF LOCKING TAPPETS - Uses a special split bolt for locking. Need 8.

Individual

9150 1928-1934 \$16.95ea.

Set of 8 tappets

9160 1928-1934 \$128.95set

.015 OVERSIZED SINGLE LOCK TAPPET - This oversized SINGLE nut tappet is .015" oversized to take up wear in the engine block. Your Block must be machined to accept this tappet.

9150SLOS

1928-1931 \$16.25ea.



STOCK ENGINE VALVE - Satisfactory for either intake or exhaust. Made from STAINLESS STEEL. Need 8 per engine.

9170 1928-1934 \$11.40ea.



ORIGINAL SPLIT VALVE GUIDES - NO U.S. made split guides available at this time. This is a foreign guide, best of two made. Need 8 pair per engine. Works very well.

Individual

9230 1928-1934 \$11.95pair

Set of 8 pair

9240 1928-1934 \$79.95set



STOCK VALVE KEEPER - Retains the spring on valve stem. Need 8.

9300 1928-1934 \$3.95ea.



MODERN VALVE SET UP - This set contains 8 modern stainless steel valves (9180), 8 modern guides (9250), 16 modern keepers (9310), and 8 modern retainers (9330). Stock Tappets (9140 or 9160) and springs (9290) must be purchased separately.

9190 1928-1934 \$147.00set



MODERN ENGINE VALVE - Straight stem valve. Can only be used with modern style guides (9250), keepers (9310), and retainers (9330). Need 8 per engine.

9180 1928-1934 \$16.75ea.



MODERN VALVE GUIDES - This is a one piece straight guide. To install, insert the undercut end into the block first. The top domed end extends above the bottom of the dish hole about .030" use a 5/16 bolt about 3" long to tap the guide in. After the guide is in place, use a countersink with 1 degree angle to clean up any burrs, or hone the hole. The guide is longer then the stock ones, but there is no need to shorten them. Tappet clearance is .010"-.013" on a cold engine. Can only be used with modern style valves (9180), keepers (9310) and retainers (9330).

Individual

9250 1928-1934 \$5.95ea.

Set of 8 valves

9260 1928-1934 \$35.30set



MODERN VALVE KEEPER - This is a two-piece keeper that can only be used with modern valves (9180), guides (9260), and retainers (9330). Need 1 set per engine.

Valve keepers for 8 valves

9320 1928-1934 \$10.60set



MODERN VALVE KEEPER RETAINER - Keeps the two-piece keepers (9180) together. Need 8 per engine.

9330 1928-1934 \$3.20ea.



VALVE SEAT - This material is harder than the original seat in the block. Therefore, with the use of lead free gasoline, these new seats will last longer. Need 8 per engine. Block must be machined to receive seats.

9200 1928-1934 \$4.05ea.

ENGINE VALVES • OIL PUMP


VALVE GRINDING COMPOUND - Wipe the compound on the tapered surface of the valve or block. Spin the valve with the grinding tool. Clean the compound off and look for a shiny ring on both the valve taper and the block. 1.5 oz. tube.

9220 1928-1931 \$11.25ea.



VALVE SPRINGS - Replace your old springs with new strong ones. Made from the Ford Specs for the correct wire diameter and tension. 8 springs per set. Made in the USA.

9290 1928-1934 \$10.50set



VALVE GUIDE TOOL - Used to remove guides. Duplicate of the K.R. Wilson tool used for the Model A engine. This is the best. Using the bent rod type is very risky to valve stems.

9270 1928-1931 \$21.30ea.



VALVE SPRING COMPRESSOR TOOL - This steel tool will compress the spring to remove or install the valve keeper.

9280 1929-1931 \$32.95ea.



28 - 31 TAN PAPER VALVE COVER GASKET - Tan thick paper as original: Torque to 6 lbs. Do not over torque.

9340 1928-1931 \$3.50ea.



VALVE COVER BOLTS - Ten 5/16-18 x 3/4 original thick head bolts with no marks and Lock washers. Raven or clear zinc finish is acceptable for all years.

Clear Zinc

9370 1928-1931 \$4.50set

Black Zinc

9380 1928-1931 \$3.75set

OIL PUMP



ALL NEW OIL PUMP - Complete, oil pump assembly made with all new parts. NO exchange.

9571 1928-1931 \$174.95ea.



OIL PUMP HOLDER TOOL - Use this tool to temporarily hold the oil pump in the block when you drop the oil pan, by extending the screw on this tool into the groove on the oil pump.

9895 1928-1934 \$5.95ea.



OIL PUMP REBUILD GEARS & SHAFT - Shaft with mounted gear, second gear, 2 bushings, & top gasket. Bushings in kit are .625 OD and .500 ID for most pumps. There were some pumps which used a .641 OD bushing. Shaft size is 1/2". This will not fit the early pumps used until May 1928. If used on 1932-34 engines, the shaft should be undercut per Nov. 1932 Service Bulletins. Gears are precision made using Powder metallurgy process for the best mesh and long life. Bushings will need to be reamed.

9570 1928-1934 \$37.00set



COMPLETE OIL PUMP REBUILD PARTS - Kit includes all the parts to rebuild you pump. Kit includes: 9570 Shaft, gears, bushings & gaskets, 9590 Bolts, 9620 Cover Plate, 9630 Bracket, 9640 Gasket 9650 Spring, 9660 Screen, 9730 Idler Shaft, 9661 Cover Clips, & 9619 Locator Pin.

9740 1928-1931 \$43.80set



1931 OIL PUMP SHIELD - Introduced by Ford in 1931 to help provide more uniform distribution of oil to all of the cylinders. This shield can only be used in the later style pans where the dipper tray ribs were lowered to accommodate this shield.

9573 1931-1934 \$21.25ea.



OIL PUMP SCREEN COVER - This is a stamped cover that fits onto the oil pump to help protect the screen. Zinc plated

9575 1928-1931 \$23.95ea.



OIL PUMP BOTTOM PLATE BOLTS - Four 1/4" - 28 x 1/2" bolts, and 4 L/W's. Raven finish.

9590 1928-1934 \$1.90set



OIL PUMP SHAFT BUSHING - Need 2 per pump. After installation the bushings will need to be reamed order #17210 for the reamer.

1928 thru NOV '29 were supplied with I.D. of .500 and .656 O.D. BUSHING

9600 1928-1929 \$4.60ea.

NOV '29 till end the bushing OD was .625, ID .500, 1 INCH long

9610 1929-1931 \$3.40ea.



OIL PUMP LOCATOR PIN - This is the small pin on the oil pump that helps locate the pump into the engine block. It is a press fit into the oil pump.

9619 1928-1931 \$2.85ea.



OIL PUMP COVER PLATE - Stamped steel plate.

9620 1928-1931 \$12.70ea.



OIL PUMP RETAINER SPRING BRACKET - The strap of metal across the bottom of the oil pump to keep the spring in place.

9630 1928-1931 \$1.25ea.



OIL PUMP COVER GASKET - The paper gasket on the bottom of the pump.

9640 1928-1931 \$0.75ea.



OIL PUMP RETAINER SPRING - The short spring at the bottom of the oil pump.

9650 1928-1934 \$1.50ea.



OIL PUMP SCREEN - Strains oil before it is pumped back through the engine.

9660 1928-1931 \$3.95ea.



OIL PUMP COVER CLIPS - Some of the oil pumps used one of these clips & then were soldered onto the casting. Most times the old clip is damaged when you try to take the cover off.

9661 1928-1931 \$4.75set



OIL PUMP SCREEN COVER GASKET - Paper type gasket on top of the cover.

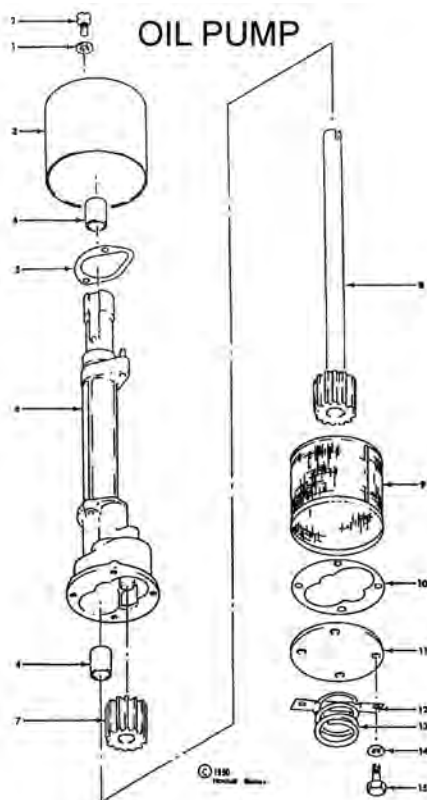
9670 1928-1931 \$0.80ea.



OIL PUMP IDLER GEAR SHAFT - The gear spins on this ground and hardened shaft.

9730 1928-1931 \$13.95ea.

OIL PUMP



INDEX #	OUR#	NOMENCLATURE	REQUIRED
1	-----	Fillister Screw (1/4-28 x 7/16)	2
2	-----	Lock Washer (1/4)	2
3	-----	Oil Pump Screen Cover	1
4	9610	Bushing (.25 OD/.500 ID)	2
5	9670	Cover Screen Gasket	1
6	-----	Body Assembly	1
7	9570	Gear	1
8	9570	Shaft Assembly	1
9	9660	Filter Screen	1
10	9640	Oil Pump Cover Gasket	1
11	9620	Oil Pump Gear Cover Plate	1
12	9630	Retaining Spring Clamp	1
13	9650	Retaining Spring	1
14	9590	Lock Washer (1/4)	4
15	9590	Bolt (1/4-28 x 1/2 Hex)	4



OIL PRESSURE GAUGE -
This is a zero to ten gauge. The black face plate has white lettering which includes 'OIL', 'REX-A-CO'. Chrome rim. 2" diameter gauge. Remove oil pump block screw (9900) from side of block below distributor and install oil line to pick up pressure. Includes copper oil line and bulb with gauge. Others on the market come with the plastic tubing. 1 year warranty.

9390 1928-1931 \$59.95ea.

OIL PRESSURE

Engine cold, 5-10 psi

Engine warm, Medium RPM 3-5 psi

Engine warm, Idle 1-3 psi



COPPER OIL GAUGE LINE KIT - Includes copper oil line and fittings for Model 'A'. This is included with the gauge.

9410 1928-1931 \$13.95set



STRAP STYLE GAUGE HOLDER - This metal holder secures to the dash panel with the existing two lower dash panel screws. Black powder coated bracket.

Oval speedometer dash holder

9420 1928-1930 \$15.75ea.

Round speedometer dash holder

9430 1930-1931 \$15.75ea.



DUAL GAUGE HOLDER - For both temp. and oil, mounts under dash. Gauge hole diameter is 2 1/16" Chrome plated.

1928-M30 Dash with oval speedometer

9440 1928-1930 \$34.00ea.

June 1930/31 Dash with round speedometer

9450 1930-1931 \$34.65ea.



DUAL GAUGE STEERING COLUMN HOLDER - Mounts around steering column. Beautifully plated in bright chrome.

1928-30 style with brace on the bottom of the gas tank

9470 1928-1931 \$69.95ea.

1931 with brace (#4860) on dash rail

9490 1931 \$69.95ea.



ENGINE OIL FILTER SET UP

- This kit will filter ALL oil before it circulates through the engine. Original oiling concept is maintained. Filter is mounted to the side of the new valve cover. Kit includes new valve cover plate, filter, gaskets, fittings and instructions. Valve cover plate is for 1929-31 style oil return pipe which is 16 7/8" long.

9510 1928-1931 \$169.95set



OIL FILTER ONLY - An extra filter when you want to change your engine oil.

9520 1928-1931 \$9.95ea.



COMPLETE OIL PUMP DRIVE GEAR ASSEMBLY -

This is the Oil pump drive gear (#9530), drive gear bearing (#9540) & the drive gear sleeve (#9550) assembled and ready to install in to your engine.

9551 1928-1931 \$53.60set



OIL PUMP DISTRIBUTOR DRIVE GEAR - This little gear takes a lot of wear and should be replaced when overhauling your engine. One piece construction. Sleeve pin included. To remove gear, remove valve cover, compress oil pump drive gear spring about 1/2 inch from top and pull it out. The drive gear and housing can then be lifted out. Drive pin out of housing to release drive gear.

9530 1928-1934 \$27.95ea.



OIL PUMP DISTRIBUTOR DRIVE GEAR BEARING - Very nice copy of the original, U. S. made. The (9530) gear slides into this housing.

9540 1928-1931 \$18.95ea.



OIL PUMP DISTRIBUTOR DRIVE GEAR SLEEVE - Sleeve & pin that hold the drive gear (9530) on top of Drive gear bearing (9540).

9550 1928-1931 \$7.00ea.



OIL PUMP DISTRIBUTOR DRIVE GEAR RETAINER SPRING - Located around distributor lower shaft.

9560 1928-1934 \$1.75ea.



OIL RETURN PIPE GASKETS - The gasket fits on the edge of the pipe flange against the valve cover and engine.

9690 1928-1931 \$2.80pair



MAY 29 - 31 OIL RETURN PIPE ASSEMBLY - This is a completely new reproduction of the later style return pipe, bolt holes are 15" on center. Black powder coating to resist oil. Ready to bolt onto your car. Bolts and gaskets sold separately.

9691 1929-1931 \$41.95ea.



OIL PUMP MOUNTING BOLT WASHERS - 2 washers per set. 1928-June 1930 used copper washer, and June 30 to end used brass washers.

Brass 30-31

9700 1930-1931 \$0.50set

Copper 28-30

9710 1928-1930 \$0.50set



OIL PIPE MOUNTING BOLTS - Two 5/16-18 x 1 3/8 original thick head bolts: no marks on head, raven finish. See correct washers #9700 or #9710.

9720 1928-1931 \$1.50set

OIL PAN

OIL PAN

OIL PAN BOLT SET - Twenty 5/16-18 x 3/4 original thick head bolts with lock washers: no marks on head. Clear zinc or raven finish can be used per judging standards. For all years 1928-1934. Only tighten to 5-6 foot pounds.

CLEAR ZINC

9750 1928-1931 \$7.20set

BLACK ZINC

9760 1928-1931 \$6.25set

FRONT CRANKSHAFT PACKING - For the front timing cover, and oil pan. Teflon coated rubber compound for better oil control. Install with round pipe or large socket. Center rope with about 1/8" extra on each side. **DO NOT CUT OFF** extra. This will shrink. Need 2

9770 1928-1948 \$1.95ea.

FRONT CRANKSHAFT MODERN SEAL - This is a one piece nitrile (which is better than neoprene) seal, which replaces the two white rope seals (9770). Fits 28-34 and 32 to 53 V-8s.

9780 1928-1948 \$19.95ea.

REAR OIL PAN SEAL - Cork. This cork is about 1/2" too long so you will need to trim it.

1928-29 is 13/32 Inch wide

9790 1928-1929 \$1.95ea.

1930-31 is 3/8 Inch wide

9800 1930-1931 \$1.95ea.

OIL PAN GASKET SET - This is the original cork style side gaskets material. The front timing gear seal is a Teflon coated rubber compound. There were two sizes of the rear seal used during production. Both sizes are included. Torque bolts to 5 or 6 foot pounds.

CORK OIL PAN GASKET set

9980 1928-1931 \$9.95set

HEAVY PAPER OIL PAN GASKET set

9983 1928-1931 \$8.95set

OIL PAN CLEAN OUT PLATE BOLTS - Six 1/4-28 x 1/2 bolts and 6 lock washers. This clean out plate used only in 1928. No marks on bolt head. Raven finish.

9810 1928 \$1.95set

OIL PAN CLEAN OUT GASKET - Paper type gasket.

9820 1928 \$0.95ea.

7/8-16 OIL PAN DRAIN PLUG & GASKET - 7/8-16 thread oil pan plug for 1928 oil pans with the clean out plate

STEEL

9830 1928 \$10.40set

Brass

9840 1928 \$5.00ea.

DRAIN PLUG GASKET FOR 1928 - Included with above new plug or order extra for every 500 mile oil change.

9870 1928 \$0.95ea.

3/4-24 STEEL OIL PAN DRAIN PLUG & COPPER GASKET - *Non- Magnetic*

9850 1929-1934 \$4.20set

PLUG WITH MAGNET

9860 1929-1934 \$8.95set

OIL PAN PLUG GASKET - Included with above new plug or order extra for every 500 mile oil change.

9880 1929-1934 \$2.00ea.

OIL PAN PLUG REPAIR KIT - Unsolder the old stripped out plug then solder this new plug into the pan. This is a 3/4-24 threaded hole for the 29-31 plugs.

9982 1929-1931 \$8.50ea.

OIL PUMP HOLDER TOOL - Use this tool to temporally hold the oil pump in the block when you drop the oil pan, by extending the screw on this tool into the groove on the oil pump.

9895 1928-1934 \$5.95ea.

OIL PAN SNAP UP INSTALLATION CLIPS -

These plastic guides are threaded on one end and a spring clip on the other. Screw the threaded end into the four corners of the block. Then slide the gasket up over the guide and then follow it with the oil pan. The snap on the end will hold the oil pan and gasket in place while you tighten up the mounting bolts. Set of 4 pieces.

9896 1928-1931 \$13.70set

OIL PUMP HOLE OR INTAKE MANIFOLD VACUUM HOLE PLUG -

The special screw on the right side of the engine block near the bottom to plug the oil pump access hole. Also used to plug the vacuum hole on the intake manifold when a vacuum wiper motor is not used.. Paint green. 1/8 pipe thread x 5/16 long plug.

9900 1928-1931 \$0.75ea.

OIL PAN DIP STICK - With loop handle. Bayonet style handle was used all of 1928 Beginning in Jan. 1929, the loop style was used. This loop style will fit in all blocks. Zinc plated.

9890 1929-1934 \$11.40ea.

OIL FILLER TUBE - This style has three separate baffles. Good fit U.S. made excellent quality. Black powder coated finish.

9910 1928-1931 \$19.25ea.

OIL CAP - BLACK POWDER COAT - A baked gloss black finish which is resistant to gas and oil.

9940 1928-1932 \$6.95ea.

OIL TUBE WITH BREATHER HOSE - If smoke is exiting from the oil tube, install this accessory tube which has a flexible tube from the cap that extends down beside the oil pan to let the exhaust exit under the car. Includes instructions. This unit clamps onto your oil filler tube.

9920 1928-1934 \$39.95ea.

ENGINE SPLASH PANS - BLACK POWDER COATED - The front lip has the original bead stamped into it. The side with two tabs slides under the oil pan bolts, the other side is located on the bottom of the frame. Gloss black powder coated.

9960 1928-1931 \$99.95pair

NOTE: The engine pans are an important part of the engine cooling system. They allow the air from the fan to exit the louvers in the hood helping to cool the exhaust manifold. They also act as a electrical ground between the engine and frame.

NON-AUTHENTIC SPLASH PAN BOLTS - Six 1/4-28 x 1/2 bolts and square nuts. Not for show cars, but fine for the driver.

9971 1928-1931 \$2.60set

TRANSMISSION LOWER BOX

TRANSMISSION LOWER BOX



PRO PACK LOWER TRANSMISSION REBUILD PARTS - This kit is all of the following parts you will need to rebuild the lower case of the transmission. The following items are included 1600, 2 of 10090, 10160, 10180, 10210, 10220, 10240, 10270, 10320, 10321, 10350, 10370, 10400, 10420, 10430, 10480, 10500, 10530, 10550, 2 of 10550, 10600, 10620, 10680, 11430, 11520, & 2 of 36750. This kit does not include the gears, main shaft, input shaft, castings, & U-joint. For the components to rebuild the tower see part #10882

10082 1928-1931 \$174.95set

USA TRANSMISSION MAIN DRIVE GEAR - TRANSMISSION MAIN DRIVE GEAR - U.S. made. The end of the shaft where the pilot bearing (11550) fits must be .668 diameter. If worn more than .002 (.666) then the shaft must be built up or replaced. A poor fit will cause the transmission to jump out of high gear. Will not fit Early 1928 transmission boxes.

10110 1928-1931 \$174.95ea.

MAIN DRIVE GEAR BEARING - This front bearing is larger than (10320). Bearing comes with both sides sealed and packed with grease. If you prefer to have the inside open to the 600-W, then use a knife to pop off the seal. The outside should remain sealed to prevent the 600-W oil from leaking out of the transmission.

10160 1928-1948 \$10.80ea.

MAIN DRIVE GEAR BEARING BAFFLE - Center of baffle flat against bearing so there will be a 1/16" space at the outside edge of baffle to bearing. This baffle can only be used on cases made September 1929 or later where the bearing stop is a snap ring (#10321) This is the larger of the two baffles.

10180 1928-1948 \$3.10ea.

MAIN DRIVE GEAR SPACER AND SNAP RING - Located at front side of the bearing.

10210 1929-1931 \$8.95ea.



MAIN DRIVE GEAR BEARING RETAINER BOLTS - Four 5/16-18 x 3/4 bolts and lock washers to hold the retainer tube to the front of the transmission case.

10220 1928-1931 \$1.95set



USA TRANSMISSION MAIN SHAFT - New U.S. made shaft. Bearing diameter is .749" - .750".

10230 1928-1931 \$149.95ea.



MAIN SHAFT COLLAR RING - Main shaft collar ring.

10240 1928-1931 \$2.85ea.



MAIN SHAFT PILOT BEARING SPACER - Must be used on Main Shaft (10230) to keep bearing (10550) from being damaged.

10270 1928-1948 \$0.75ea.



MAIN SHAFT BEARING - This rear bearing is smaller than (10160). Bearing comes with both sides sealed and packed with grease. If you prefer to have the inside open to the 600-W, then use a knife to pop off the seal. The outside should remain sealed to prevent the 600-W oil from leaking out of the transmission.

10320 1928-1948 \$13.95ea.



MAIN SHAFT REAR BEARING SNAP RING - Located at the rear transmission case to secure bearing to case. Used in transmissions Sept.'29 until end with groove in case. Smaller of the two snap rings.

10321 1929-1931 \$3.05ea.



TRANSMISSION MAIN SHAFT BEARING BAFFLE - Place center of baffle flat against bearing so there will be a 1/16" space at the outside edge of baffle to bearing. This baffle can only be used with transmission cases made in Sept. 29 or later where the bearing stop is a snap ring. This is the smaller of the two baffles.

10350 1929-1931 \$3.10ea.



REAR BEARING RETAINER BOLTS - Four 7/16-20 x 1 bolts with the head cross drilled for safety wire and lock washers. Install grease fitting on the retainer toward the bottom. Bolts hold the retainer to the rear of the transmission case.

10370 1928-1931 \$3.25set



1/8 PIPE THREAD TYPE GREASE FITTING - 1/8" pipe thread with ball check.

36750 1928-1931 \$1.60ea.



USA TRANSMISSION LOW AND REVERSE SLIDING GEAR - U.S. made. Heat treated and ground, precision machined. This is larger than (10460).

10440 1928-1931 \$129.95ea.



USA TRANSMISSION SECOND AND HIGH SLIDING GEAR - U.S. made. Heat treated and ground, precision machined.

10460 1928-1931 \$139.95ea.



TRANSMISSION CLUSTER GEAR SHAFT WITH O RING - It's easier to remove and install shaft from front end of the transmission box. There is an O ring groove cut on one end of the shaft and an O ring is installed. This O ring will prevent oil from leaking out around the shaft onto your garage floor. Be sure to replace the reverse idler shaft too (10620).

10480 1928-1931 \$12.25ea.



USA TRANSMISSION CLUSTER GEAR - U.S. made. Heat treated, ground and precision machined.

10510 1928-1931 \$425.95ea.



TRANSMISSION CLUSTER GEAR SPACER - Slide spacer inside cluster gear to center, and then insert bearings (10550) into front end and (10600) in the rear end of the cluster. You can also use an extra (10600) bearing in place of the spacer.

10530 1928-1931 \$1.90ea.



TRANSMISSION MAIN DRIVE BEARING (SHORT ONE) - 1 7/16" long, used at the front of the Main Drive Shaft and another bearing at the front of the cluster gear (large gear end). Order 2 bearings per transmission.

10550 1928-1948 \$7.95ea.



CLUSTER GEAR THRUST WASHER - Bronze. Till Jan. '29, one washer was used at each end of the cluster gear. .077 thick washer.

10580 1928-1929 \$5.15ea.

TRANSMISSION LOWER BOX


TRANSMISSION CLUSTER GEAR REAR BEARING (LONG) - 1 11/16" long located at the small gear end of the cluster gear.
10600 1928-1948 \$6.75ea.



TRANSMISSION REVERSE IDLER SHAFT WITH O RING - Nov. '29 till end. There is an 'O' ring groove cut on one end of the shaft and an oil ring is installed, to prevent oil from leaking out around the shaft onto your garage floor. Be sure to replace the cluster shaft too (10480). The end notch is the Dec. 1929 till end style. Made by Bratton's.
10620 1928-1931 \$11.85ea.



USA TRANSMISSION REVERSE IDLER GEAR AND BUSHING - U.S. made. Heat treated and ground, precision machined.
10650 1928-1931 \$149.95ea.



REAR WHEEL BEARING & TRANSMISSION MAIN DRIVE GEAR SNAP RING - Holds grease seal in place on the rear hub. Also hold the rear drive bearing into the transmission case.
1600 1928-1938 \$2.00ea.



TRANSMISSION GASKET SET - All 4 gaskets for the transmission. Don't paint.
10680 1928-1931 \$4.50set



TRANSMISSION SHAFT SEAL SET - This plate covers the ends of both shafts to minimize 600 W oil from dripping out on your floor. Oil must be drained from the transmission before installing this seal kit. Place a small bead of RTV sealant around the metal plate to improve the seal. The retainer plate on your transmission must be the one used Nov. 1929 till the end which is 1/8" thick to match the 1/8" groove on the reverse idler shaft. The 1928 through Nov 29 used a 1/4" thick plate which will not work with this aftermarket seal.
10500 1928-1931 \$18.25set



TRANSMISSION SHAFT RETAINER PLATE & BOLT - This is the thicker shaft retainer that was used from 28 - Nov. 29. Can only be used with the earlier gear shafts that do not have the retaining slot machined into them. Kit includes the plate, bolt, & lock washer. USA
 28 - NOV 29 **TRANSMISSION SHAFT RETAINER PLATE & BOLT**
10502 1928-1929 \$5.20ea.
 DEC 29 - END **TRANSMISSION SHAFT RETAINER PLATE & BOLT**
10503 1929-1931 \$4.10ea.



TRANSMISSION SHIFT RAIL & BELL HOUSING SEAL - This will seal the ends of the shift rails at the bell housing end to keep the transmission fluid from leaking into the bell housing. Can be installed by removing the inspection cover on the bell housing and installing with the two upper bolts from the bell housing to transmission.
10501 1928-1931 \$66.95ea.



UNIVERSAL JOINT REPAIR KIT - Contains the cross and 4 bushings. Cannot be used on riveted 'U' joint.
10410 1928-1948 \$51.45set



UNIVERSAL JOINT BOLT SET - Six 3/8-24 x 1 7/32 original thick head bolts cross-drilled, 6 castle nuts and 6 cotter pins, two 3/8-24 x 1 bolts, nuts and lock washers to hold half together. (Early to mid-1928 cars used 4 bolts, lock washers & nuts) top center bolt has the castle nut to the rear all the rest of the bolts have the castle nut facing to the front of the car, 24 pieces.
10420 1928-1931 \$16.15set



UNIVERSAL JOINT SPECIAL WASHER AND BOLT - Slide the U-Joint onto transmission main shaft. Insert special tabbed washer (tabbed side goes in first) then lock washer and 3/8-24 x 1 bolt. This will hold the U-Joint in place.
10430 1928-1931 \$2.25ea.



UNIVERSAL GASKET SET - 2 round & 2 felt gaskets.
10400 1928-1931 \$3.90set



TRANSMISSION DIPSTICK SET UP - Use this kit to help you determine where the fluid level is in your transmission. Low fluid level can lead to difficult shifting, and premature wear on gears & bearings. This kit comes with everything you need. Remove the old filler plug and screw in the special adapter tube with dipstick. The only modification you need is to cur a new hole in your floorboard (instructions included) and install the new metal floor board cover.
10083 1928-1931 \$74.50set



TRANSMISSION FILLER AND DRAIN PLUG - Paint black. 3/4 x 15/16 pipe plug. Need 2 per car.
10090 1928-1931 \$1.00ea.



GEAR SHIFT BOOT - This will also help keep the dirt and noise out of your car. Was originally used on early 1928 cars, but can be used on all cars.
10010 1928-1931 \$4.75ea.



GEAR SHIFT BOOT STEEL RETAINER - Used on early 1928 cars only. This is a 5" diameter steel ring that holds the gear shift boot to the floor board.
10020 1928 \$14.35ea.



600 W OIL FOR REAR AXLE, STEERING OR TRANSMISSION - This is a 140 SAE industrial gear lube. This product is the accepted oil for the old 600W oil. Transmission: 1 1/2 pint; Rear end: 1 1/2 pint; 7 Tooth steering box: 7 3/4 oz.; 2 Tooth steer. box: 4 1/2 oz. **QUART BOTTLE.**
6490 1928-1931 \$16.95qt



DIABLO A'S HOW TO DVD SERIES - These DVDs are all recordings from the Diablo A's Tech Seminars. Since these are done during club tech talks their might be some background noise, but all of the information and step by step assembly and disassembly is shown on your screen. Each DVD lasts 25-75 minutes depending on the topic.
TRANSMISSION REBUILDING 38115C
 1928-1931 \$24.95ea.

TRANSMISSION TOWER • CLUTCH

TRANSMISSION TOWER



PRO PACK TRANSMISSION TOWER REBUILD PARTS -

This kit contains all of the following parts to rebuild your transmission tower. 10700, 10730, 10750, 10860, 10880, 10890, 10910, 10950, 10970, 10990, and 11010. This kit does not include the tower casting, shifting forks or emergency brake parts for 28-29 towers.

10882 1928-1931 \$126.70set



TRANSMISSION LID PLUNGER PLUG - The headless slotted 1/2-20 x 5/16 plug is located on the side of the transmission lid to hold (10970) plunger and spring.

10860 1928-1931 \$2.80ea.



GEAR SHIFT LEVER SPRING

- This is the 6" long spring located at the end of the lever.

10890 1928-1931 \$1.65ea.



GEAR SHIFT LEVER SPRING REMOVAL & INSTALLATION TOOL

- This handy tool compresses the spring to remove the clip holding the spring in place, then carefully relaxes spring. Reverse this operation to install new gear shift and spring. Steel tool is 16in long. Instructions included.

10920 1928-1931 \$29.65ea.



TRANSMISSION LID SHIFT COVER BOLTS - Four 5/16-18 x 3/4 and two 5/16-18 x 1 3/8 bolts and lock washers, ORIGINAL THICK HEAD BOLTS WITH NO MARKS ON THE HEAD black finish.

10880 1928-1931 \$5.95set



TRANSMISSION COVER LID GASKET - Tan paper.

10700 1928-1931 \$1.00ea.



GEAR SHIFT LEVER SPRING CLIP - This is the horse-shoe shaped clip that holds the strong spring in place.

10910 1928-1931 \$2.25ea.



TRANSMISSION SHIFTING FORK PINS - Two 3/16 x 1 1/16 tubular rivets.

10950 1928-1931 \$0.95pair



TRANSMISSION PLUNGERS & SPRING - Located in the transmission cover to keep the shifting forks in place. If your transmission slips out of gear, the spring could be weak or the plunger ends worn.

10970 1928-1931 \$7.45set

NOTE: Ream the hole in the transmission lid where the plungers are located with a drill bit to be sure the hole is open. The plungers and spring must be able to slide without any drag. Ends of the plunger must be smooth detents in the shift rail must have sharp edge for the plungers to stay in place so the gear shift stays in position.



LOW AND REVERSE TRANSMISSION SHIFT RAIL

- This is the 3 detent shaft located in the transmission lid that secures the shifting fork. Fair quality but the only one on the market.

10990 1928-1931 \$21.95ea.



HIGH AND INTERMEDIATE TRANSMISSION SHAFT RAIL

- This is the 3 detent shaft located in the transmission lid that secures the shifting fork. Fair quality but the only one on the market.

11010 1928-1931 \$21.95ea.



GEAR SHIFT LEVER - New bright chrome plated gear shift. This is a nice repro part, but not mint. Base metal may have a mark or two under plating. An adequate shifter for the "driver" car. Originally the ball at the bottom of the shifter was 1/2" in diameter.

10730 1928-1931 \$69.95ea.



GEAR SHIFT KNOB - Original style black ball with ring around the middle. 5/16-24 thread.

10750 1928-1936 \$6.75ea.



GEAR SHIFT BOOT STEEL RETAINER - Used on early 1928 cars only. This is a 5" diameter steel ring that holds the gear shift boot to the floor board.

10020 1928 \$14.35ea.



GEAR SHIFT BOOT - This will also help keep the dirt and noise out of your car. Was originally used on early 1928 cars, but can be used on all cars.

10010 1928-1931 \$4.75ea.



TRANSMISSION SHIFTING FORK - This is the fork that gets pinned to either of the shift rails (10990 or 11010) in the shifting tower. A good reproduction part.

10921 1928-1931 \$69.95ea.

CLUTCH



11 PER SET

BELL HOUSING TO FLYWHEEL HOUSING BOLTS - Eleven 3/8-16 x 1 bolts, THICK head with no marks on head & lock washers, raven finish.

AUTHENTIC THICK HEAD BOLTS

11080 1928-1931 \$14.95set

NON-AUTHENTIC BOLTS

11081 1928-1931 \$3.95ea.



CLUTCH HOUSING (BELL HOUSING) TO TRANSMISSION CASE BOLTS

- Four 7/16-14 x 1 1/4 bolts and lock washers to secure the housing to the transmission.

11090 1928-1931 \$2.50set



CLUTCH & BRAKE PEDAL MOUNTING SHAFT

- From beginning of production through Nov. 1928. Multiple disc clutch cars used this 3/4" diam. shaft. Pre-drilled.

11100 1928 \$18.65ea.

Nov. '28 through end used 7/8" diam. shaft.

11120 1928-1931 \$5.50ea.



NOV. 28 - 31 CLUTCH AND BRAKE PEDAL MOUNTING SHAFT SET - Set includes the above shaft (11120), four bronze bushings and 2 pins and spring washer. Used Nov. 1928 through end. This is a 7/8" shaft.

11150 1928-1931 \$13.45set

CLUTCH

CLUTCH PEDAL BUSHING - Bronze bushing with dimples to hold grease. Need two for each pedal on the clutch and brake pedal shaft, and 2 for the clutch release shaft (4 for 11120 and 2 for 11230). Used on shafts Nov. '28 through end. The early multiple disc clutch shafts did not use any bushings. Ream to .874. Press in grease fittings were added to both the clutch and brake pedal in May 1930.

11190 1928-1934 \$2.05ea.

ROUND HEAD PEDAL SHAFT PIN - Attaches the brake and clutch pedal shaft to the bell housing.

11130 1928-1931 \$0.50ea.

HEADLESS GROOVED PEDAL SHAFT PIN - Attaches the brake and clutch pedal shaft to the bell housing.

11140 1931 \$0.80ea.

PEDAL SHAFT COLLAR PIN FOR SHAFTS WITH TWO WOODRUFF KEYS - Holds the collar to the shaft.

11160 1928-1929 \$0.45ea.

PEDAL SHAFT COLLAR PIN - Holds the collar to the shaft.

11170 1929-1931 \$1.00ea.

CLUTCH AND BRAKE PEDAL SHAFT COLLAR - Fits at the end of the shaft to keep the pedals secure and is held in place by part (11170). Used on shafts June '28 through end.

11180 1928-1931 \$4.95ea.

ADJUSTABLE PEDAL BUSHING REAMER - This reamer will ream both bushings in each pedal or the bushings in the bell housing. Customer must set the reamer to .874 before using. Can be set from .42" to .94"

11200 1928-1934 \$54.95ea.

CLUTCH AND BRAKE PEDAL SPRING WASHER - Located between the two pedals on shaft. Used May 1929 till end. Included with part # (11150).

11280 1928-1931 \$0.55ea.

CLUTCH RELEASE SHAFT - Pre-drilled.

Beginning of production until June '29 shaft was keyed and used with the multiple disc clutch.

11210 1928-1929 \$27.00ea.

June '29 through end (non-keyed)

11230 1929-1931 \$9.95ea.

CLUTCH & BRAKE PEDAL REPLACEMENT HEAD - The old pedal head must be cut off and this new FORGED ribbed pedal can be TIG welded to your old arm.

3247 1928-1931 \$16.25ea.

JUNE 29 - 31 CLUTCH RELEASE SHAFT SET - Set includes (11230) shaft, two bronze bushings and pins. Used June '29 till end.

11240 1929-1931 \$12.00set

CLUTCH RELEASE SHAFT ARM PIN & WOODRUFF KEY - Clutch release shaft arm pin.

11250 1928-1929 \$0.95set

CLUTCH RELEASE SHAFT FORK PIN - Clutch release shaft arm pin.

11260 1929-1931 \$0.95ea.

CLUTCH RELEASE SHAFT ARM - This is the lever at the end of the shaft that is connected to the clutch pedal via adjustment arm (11360). When the clutch pedal is depressed the throw out is released. This steel arm is made a little longer which will reduce the clutch pressure by about 30% which makes for easier pedal depression.

11270 1929-1931 \$27.30ea.

CLUTCH RELEASE SHAFT PIN - Clutch release shaft fork pin.

From beginning until June '29 used a 3/16 x 1 1/4 flat head tubular rivet and a #13 woodruff key.

11310 1928-1929 \$0.75set

CLUTCH HOUSING COVER PLATE BOLT SET - Clutch housing cover plate bolt set.

1928-29 used two 5/16-18 x 3/8 bolts & lock washers.

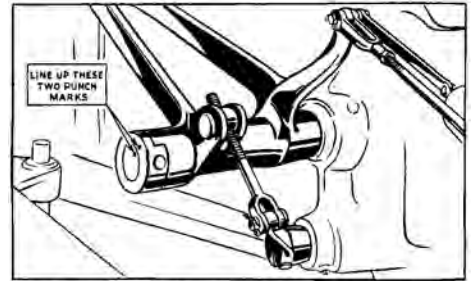
11340 1928-1929 \$0.75set

1930-31 used two 5/16-18 x 3/8 round head screws

11350 1930-1931 \$0.90set

CLUTCH HOUSING COVER - This steel plate covers the access hole to grease the throw out bearing.

11351 1929-1931 \$13.95ea.



SEE PAGE 336 OF THE SERVICE BULLETINS

28 - 31 CLUTCH ADJUSTING ARM YOKE - Forged steel as original with 3/8-24 thread.

11360 1929-1931 \$12.60ea.

29 - 31 TRUNNION NUT - Used with the clutch adjusting arm (11360). Turn the trunnion nut clockwise to DECREASE the clearance between the clutch disc and the pressure plate. The clutch pedal should move 3/4" before it engages.

11380 1929-1931 \$2.60ea.

CLUTCH ADJUSTING YOKE - This replaces the original adjusting arm and trunnion nut. This allows easy adjusting of the clutch, by simply backing off the lock nut and turning the threaded rod. This eliminates the need to remove the clevis and cotter pins.

11361 1928-1931 \$41.75ea.

EARLY 1928 & AA CLUTCH PEDAL SPRING - Used on multi-disk clutch from beginning to Nov. 1928.

11390 1928-1931 \$15.95ea.

CLUTCH DISC - The center spring type. Note: the short side of hub on the disc is against the flywheel. Springs are secured to the disc by metal tabs, best one on the market.

11400 1928-1942 \$69.95ea.



CLUTCH DISC ALIGNMENT TOOL - Use this tool to align the clutch disc during assembly; Place correct side of disc (shortest side of hub) against the flywheel. Install the pressure plate with the twelve bolts. Do not tighten bolts. Using the alignment tool, center the disc on the pressure plate and insert end of tool into center of pilot bearing. Torque the bolts to 25 foot pounds and remove tool.

11410 1928-1931 \$4.10ea.



THROW OUT OR CLUTCH RELEASE BEARING HUB - A nice casting made from new tooling to the original Ford print. Order #11470 for the grease fitting.

11420 1928-1931 \$29.95ea.



THROW OUT BEARING SPRING - Spring that goes from the hub (11420) to the main drive gear retainer.

11430 1928-1931 \$1.80ea.



CLUTCH PRESSURE PLATE - Disc is resurfaced, new springs and adjusted. EXCHANGE only. WE MUST HAVE YOURS BEFORE WE SHIP OURS. Be sure to use Grade 5 bolts. See How To Restore Vol. 9 part #37843 for adjusting procedure. IT S ALWAYS RECOMMENDED TO DOUBLE CHECK THE ADJUSTMENT BEFORE INSTALLATION.

REBUILT EXCHANGE UNIT CORE REQUIRED

11450 1928-1934 \$195.00ea.

REBUILT OUTRIGHT UNIT NO CORE REQUIRED

11451 1928-1934 \$295.00ea.



CLUTCH FINGER ADJUSTMENT TOOL - Once the pressure plate & clutch disk are bolted to the flywheel, use this handy tool to help you make sure the all of the clutch fingers are adjusted to the same height.

11452 1928-1931 \$6.80ea.



CLUTCH PRESSURE PLATE TO FLYWHEEL BOLTS - Twelve 5/16-18 x 3/4 grade 5 bolts and lock washers.

11500 1928-1932 \$2.95set



V-8 STYLE PRESSURE PLATE - Helps reduce the amount of pressure needed to depress the clutch pedal by about 2/3rds. To use this, the crank must be counterbalanced and the flywheel must be machined. No changes in the way the clutch pedal is adjusted. NO EXCHANGE NEEDED. Uses the same clutch disk (11400) as the stock one. See "Model A Mechanic's Handbook" Vol. 2 #37590 for detailed instructions.

11460 1928-1931 \$107.95ea.



V-8 PRESSURE PLATE BOLTS - These are the six grade 5 bolts to hold the pressure plate onto the flywheel.

11501 1928-1932 \$8.45set



THROW OUT BEARING - Permanently lubricated. Sealed on both sides. Widest O.D. part of bearing toward engine.

11520 1928-1948 \$41.95ea.



PILOT OR FRONT GENERATOR BEARING - Located at the end of the clutch drive shaft in the center of the flywheel. Sealed on both sides.

11550 1928-1948 \$6.25ea.



FLYWHEEL DOWEL RETAINER - Steel retainer.

11560 1928-1948 \$2.50ea.



BRAKE & CLUTCH PEDAL BUSHING DRIVER - Use this handy tool to help remove and install the bushings in both the brake and the clutch pedals.

11191 1928-1931 \$13.75ea.

RADIATOR

How to test your radiator flow!

Remove the bottom hose from the radiator and temporarily plug it with a rubber ball. Fill the radiator. Remove the ball and the water should empty in 4 seconds or less. If it takes longer, then your tubes are partly clogged.



HEAVY DUTY RADIATOR - Contains 8 horizontal fins per inch. The original radiator contained 6 fins per inch. The increase of 33% in number of fins should dissipate the heat better, allowing car to run cooler. The regular radiator has worked fine for many years but some customers have asked for a cooler running radiator. Replacement style radiator Three rows of tubes with 89 active cooling tubes..

28-29

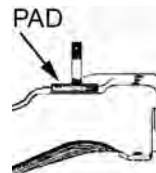
11590

1928-1929 \$755.00ea.

30-31

11620

1930-1931 \$755.00ea.



DEPRESSED CROSS MEMBER USED from Oct 1929 thru 1931



RADIATOR MOUNTING PADS - Two rubber pads, with the correct off center holes.

11710 1928-1948 \$0.95pair



RADIATOR MOUNTING SPRINGS - Two coil black springs per set.

11720 1928-1948 \$1.25pair



RADIATOR MOUNTING TO FRAME BOLT SET - Two 3/8-24 x 2 cross drilled bolts, with original thick heads and no marks. 2 mounting pads, 2 black springs, 2 castle nuts. Place pad on top of cross member, set radiator on top of pad. Insert bolt up through cross member, install spring over threaded end of bolt, tighten castle nut until cotter pin can be installed.

11730 1928-1948 \$8.25set

RADIATOR

28 - MID 29 ORIGINAL TUBE STYLE RADIATOR SUPPORT RODS - Original type 3/8" tubular rods with forged head at the firewall. Used till mid-1929.

11740 1928-1929 \$31.50set

RADIATOR SUPPORT RODS - Original type 9/32" solid rods with all the nuts and washers. Used mid '29 till end.

Cadmium plated; paint black
11750 1929-1931 \$18.95set
Stainless Steel

11760 1928-1931 \$56.95set

RADIATOR SUPPORT ROD NUTS AND LOCK WASHERS

- 12 pieces in stainless steel. Rods not included.

11780 1930-1931 \$5.95set

RADIATOR SUPPORT ROD BRACKETS - Located on the firewall to secure the brace rods. See (11800) for rivets.

11790 1928-1931 \$4.50pair

RADIATOR SUPPORT ROD BRACKET RIVETS - Original looking rivet head, but threaded shaft with nut for easy installation. 1928-29 should have the extra length of threaded shaft cut off so gas tank will clear. Set includes 4 stainless steel screw rivets with locking nuts.

11800 1928-1931 \$2.90set

REPLACEMENT RADIATOR NECK - A new replacement neck that must be soldered onto the upper tank of the radiator. This is included on new radiators.

28-29

11640 1928-1929 \$61.25ea.

30-31

11650 1930-1931 \$61.25ea.

FAN SHROUD - Originally the shroud was only used on cars up to November of 1928. This shroud helps improve the cooling efficiency of the Model A. Made from durable black ABS plastic. Mounting hardware included. 28-29 dimensions 19 3/4" high, 18 5/8" across the top, and 18 7/8" across the bottom. 30-31 measures 22 3/8" high, 18" across the top and the bottom. Hole opening is 16 1/4" for both styles.

28-29 Fan Shroud

11632 1928-1929 \$89.95ea.

30-31 Fan Shroud

11634 1928-1929 \$89.95ea.

RADIATOR CAP - Radiator cap.

Chrome finish over brass; includes a neoprene gasket

11660 1928-1929 \$21.00ea.

Stainless steel Eaton-style includes fiber gasket

11670 1930-1931 \$20.95ea.

30 - 31 RADIATOR CAP GASKET - This is the original compressed gasket material used on the radiator gaskets.

11690 1930-1931 \$1.60ea.

NON-AUTHENTIC RADIATOR TO SHELL SCREWS - Six pan head screws, lock washers, & square nuts. 1928 used 6 screws & nuts all others used only 4. Not for the show car, but works fine for the driver.

11831 1928-1931 \$2.15set

28 - 29 CHROME RADIATOR SHELL - Good repro, foreign made. Chrome plated. Hood hinge clip is included. The following are not included:

(11820) screws, (11860) grommets, (11870) emblem, crank hole cover (11900) and (11940) lacing.

11840

1928-1929 \$279.95ea.

28 - 31 RADIATOR SHELL LACING & RIVETS - Correct style lacing with original raven rivets. Head of rivet faces outward. Includes 26 rivets.

5/8" wide & 67" long.

11940 1928-1931 \$11.95set

RADIATOR SHELL LACING RIVETS - Twenty-six 1/8 x 1/4 oval head split raven rivets as originally used. Rivet head faces to the outside. These are included with lacing (11940).

11950 1928-1931 \$1.75set

RADIATOR SHELL GROMMETS - 2 rubber grommets for the headlight conduits and one for the horn conduit. The original 1928 to March 1929 shells have a small 13/16" headlight grommet hole, then it was changed to 15/16".

28-29

11850 1928-1929 \$2.25set

30-31

11860 1930-1931 \$2.25set

28 - 30 RADIATOR EMBLEM WITH THREADED STUD -

Excellent U. S. made blue glass emblem. Held to the shell with stud, washer and nut. Don't over-tighten the nut.

For US cars with Blue Background

11870 1928-1930 \$37.95ea.

Canadian with Black background

11871 1928-1930 \$44.95ea.

28 - 30 RADIATOR EMBLEM PRESS IN DISK - Same as #11870, but with original press-in disc. Use silicon around the disc to help hold it in place. Excellent Import.

11880 1928-1930 \$26.75ea.

1931 RADIATOR EMBLEM, MADE BY A & L PARTS -

With black lettering for 1931.

11890 1931 \$20.65ea.

WATER OUTLET NECK WITH HOLE DRILLED FOR TEMP PROBE - This all new casting has been cast with a boss area for the temperature probe to thread into place. These are made from cast iron.

28-29

11961 1928-1929 \$55.95ea.

30-31

11971 1930-1931 \$55.95ea.

WATER OUTLET NECK ON TOP OF THE HEAD - Height of neck from top to bottom on back side.

28-29 is 5 3/8 Inch

11960 1928-1929 \$41.95ea.

30-31 is 6 Inch

11970 1930-1931 \$26.25ea.

WATER OUTLET GASKET - This is the gasket between the water outlet and the cylinder head. Copper was original, but the paper works fine for the driver.

THICK BLACK PAPER

11980 1928-1931 \$0.45ea.

COPPER CLAD WITH WHITE FILLER MATERIAL AS ORIGINAL

11990 1928-1931 \$5.95ea.

TEMPERATURE PROBE PIPE - This is a 4" pipe with a special 1/2" pipe thread nut welded in the middle to receive the temperature probe. Cut the upper hose, insert the new pipe with a hose clamp at each end. The new probe can now be installed. Set includes 2 clamps and a Steel pipe.

12000 1928-1931 \$27.60set

RADIATOR



RADIATOR CRANK HOLE COVER & RIVET - Stainless steel covers with rivet. Polished.

28-29

11900 1928-1929 \$4.75ea.

30-31

11910 1930-1931 \$4.75ea.



RADIATOR CRANK HOLE COVER - One 7/32" x 1/4" stainless steel tubular rivet and lock washer.

STAINLESS RIVET & LOCK WASHER ONLY

11920 1928-1931 \$0.35set



HOOD HINGE ROD RETAINER ON RADIATOR SHELL - One stainless retainer and two 5/32 x 5/16 stainless tubular rivets. Not polished. For rivet tool, see part (2700) in Tool Section of catalog.

11930 1928-1931 \$6.15set



TEMPERATURE GAUGE REX-A-CO - Black face with a graduated scale of 90 to 140 cold, 140 to 190 driving, and 190 to 250 danger range. White lettering includes 'Water', 'Rex-a-co'. Chrome trim ring. Includes temperature sensor and connection line to gauge. Sensor to be installed in water neck after drilling a hole and taping 1/2" pipe thread, or order (12000) for probe pipe. 2" diameter gauge. Bulb included. The line should not be removed from either the sending unit or gauge as it is sealed from the factory. 1 year warranty.

12010 1928-1931 \$63.95set



STRAP STYLE GAUGE HOLDER - This metal holder secures to the dash panel with the existing two lower dash panel screws. Black powder coated bracket.

Oval speedometer dash holder

9420 1928-1930 \$15.75ea.

Round speedometer dash holder

9430 1930-1931 \$15.75ea.



DUAL GAUGE HOLDER - For both temp. and oil, mounts under dash. Gauge hole diameter is 2 1/16" Chrome plated.

1928-M30 Dash with oval speedometer

9440 1928-1930 \$34.00ea.

June 1930/31 Dash with round speedometer

9450 1930-1931 \$34.65ea.



DUAL GAUGE STEERING COLUMN HOLDER - Mounts around steering column. Beautifully plated in bright chrome.

1928-30 style with brace on the bottom of the gas tank

9470 1928-1931 \$69.95ea.

1931 with brace (#4860) on dash rail

9490 1931 \$69.95ea.



THERMOSTAT - Install thermostat at top of hose. Pointed end up. Most authorities recommend this.

The 180 degree thermostat will give a slight improvement in performance, but will raise the water temperature 20 degrees. For some cars that extra 20 degrees can cause overheating. Most customers order 160 degree unit.

160 Degree Thermostat

12020 1928-1931 \$12.25ea.

180 Degree Thermostat

12030 1928-1931 \$21.95ea.



BLACK WITH RED STRIPE RADIATOR HOSE SET - Spiral wrap, no markings on hose. The black hose has red 1/2" stripe the length of the hose as originally used. Black hoses were used most. Bottom hoses for all years are 2 3/4" long. Top hose for 1928-29 is 6 1/4" long; 1930-31 used 8 1/2" long. 3 piece set.

28-29

12040 1928-1929 \$19.50set

30-31

12060 1930-1931 \$29.75set



ALL RED RADIATOR HOSE SET - Best hose set available. Spiral wrap red hoses, no markings on hose. Bottom hoses for all years are 2 3/4" long. Top hose for 1928-29 is 6 1/4" long; 1930-31 used 8 1/2" long. 3 piece set.

28-29

12050 1928-1929 \$29.95set

30-31

12070 1930-1931 \$34.95set



NON-AUTHENTIC HOSE CLAMPS - 6 original type clamps. Zinc plated. These are close but will not pass judging. These have philips screws.

12080 1928-1934 \$11.95set



SHOW QUALITY HOSE CLAMPS - Die formed to exact detail of originals. Same gauge steel and cadmium plated. Six clamps per set.

12090 1928-1931 \$22.75set



WATER INLET DOMED BOLTS - On left side of block, two 7/16-14 x 1 3/8 raven bolts and lock washers.

12100 1928-1931 \$4.85set



ORIGINAL USED WATER INLET - This is a used original part. It will need to be cleaned and painted.

12110 1928-1934 \$15.00ea.



WATER INLET GASKET - The short neck on the left side of the engine.

Black paper gasket

12130 1928-1934 \$0.65ea.

COPPER CLAD WITH WHITE FILLER MATERIAL AS ORIGINAL

12140 1928-1934 \$3.25ea.



WATER OUTLET PIPE - Located at the side of the engine at the bottom of the radiator. Petcock #11700 not included. Pipes are made using a mandrill to prevent the bend from collapsing.

The 1928 Stainless Steel pipe is used with the shorter power house generator

12150 1928 \$20.95ea.

1929-1931 Stainless Steel pipe is used with the long generator

12160 1929-1934 \$21.95ea.



WATER PIPE PETCOCK - Solid Brass. Exact copy. U.S. made. Excellent reproduction.

11700 1928-1934 \$24.95ea.



REPLACEMENT STYLE WATER PIPE PETCOCK - This is a replacement style petcock.

11701 1928-1931 \$11.50ea.



HOOD PROP SET UP - Attaches to the radiator brace rods. Rods are rubber coated at the ends and fold out to support the hood sides. Made of Stainless Steel.

22250 1928-1931 \$39.65set



HOOD SAFETY SUPPORTS - Mounts on hood rods and hooks to hood rod bracket on firewall. The 5" arm extends off the hood rods next to the firewall. When you raise your hood, set the bottom edge of the hood on the hooked end of the arm. Made from steel with a protective plastic tube over the wire. Set includes left and right arms.

28-29

22270 1928-1929 \$24.75set

30-31

22280 1930-1931 \$24.75set

RADIATOR • WATER PUMP

RADIATOR PLAQUE MOUNTING SCREWS - Four small diameter 2 1/4" long stainless screws, washers, and nuts to pass through the radiator core to mount a plaque or emblem.

26750 1928-1931 \$4.00set

WATER PUMP

NEW LEAKLESS WATER PUMP - The heaviest duty pump available One year warranty The snout of the water pump has been bored out to accept a sealed ball bearing in place of the old original roller bearing that is pressed onto the shaft to eliminate end play. It also has a sealed rear bushing assembly with a stock pack nut. The pack nut contains graphite packing as a back up. Our no-leak Model A water pump comes with a gasket and fan mounting kit. The impeller is the cut down version. Rear bushing requires grease. 4-bolt design

28-29 With Brass Packing Nut
12210 1928-1929 \$169.95ea.
30-31 With Aluminium Packing Nut
12240 1930-1931 \$169.95ea.

LEAKLESS SHOW WATER PUMP KIT - U.S. made, using the thick packing nut (12590 or 12610), solid brass leakless bushing (12570), with leak-proof seal, shaft collar to eliminate end play, pump casting, original grease fittings, and stainless shaft. You'll need to pack and install the front bearing, felts and washers. Complete unit disassembled so you can paint. The 28-29 has a brass packing nut, while the 30-31 has an aluminum packing nut. Test fit fan blade to water pump before installing to check for binding. The snout of the water pump may require filing to get the fan blade to fit and not bind up due to casting variances in both the fan blades and the water pump castings.

28-29
12190 1928-1929 \$139.95ea.
30-31
12220 1930-1931 \$139.95ea.

DELUXE WATER PUMP REBUILD KIT - With Stainless Steel Shaft (impeller installed). Solid bronze rear bushing with leak proof seals. Original style packing nut and shaft collar to prevent shaft end play. All parts except two grease fittings and housing.

28-29
12730 1928-1929 \$91.95set
30-31
12740 1930-1931 \$91.95set

WATER PUMP HOUSING - This is only the casting - nothing else.

12290 1928-1931 \$39.95ea.

WATER PUMP GASKET - The gasket that goes between the water pump and the head.

12400 1928-1931 \$0.85ea.

LEAKLESS WATER PUMP BUSHING - Original style bushing but rear end recessed to include a Chicago Rawhide brand neoprene seal to guarantee leak proof seal when used with a new shaft.

12570 1928-1934 \$19.95ea.

LEAKLESS PACKING NUT & BUSHING SEAL KIT - This is the replacement seal & "O" ring used in the leakless rear bushing (12570). The seal can also be used in the leakless packing nuts (12600 & 12620).

12571 1928-1931 \$7.95set

WATER PUMP BEARING AND SLEEVE - Original style bearing.

12690 1928-1934 \$9.95set

WATER PUMP BEARING FELTS AND WASHERS - Includes 2 felts, 2 cup washers and 2 flat washers. Soak felts in oil.

12710 1928-1932 \$2.75set

WATER PUMP BEARING FELTS - Two felts.

12720 1928-1932 \$0.95pair

WATER PUMP IMPELLER WASHER - STEEL TEAR DROP - There were four changes to the washer during the Model A production. The very early pumps used a stainless steel square washer, then changed to brass and ending in steel.

12550 1930-1931 \$0.95ea.

WATER PUMP SHAFT ONLY - This stainless steel shaft is made exclusively for us in the "U.S.A." using 303 stainless with a mirror finish. The shaft size is .625. Be sure the end play of your shaft to head is .006-.010. See 12460 for impeller mounted & pinned to this shaft.

STANDARD LENGTH
12420 1928-1931 \$16.95ea.
QUARTER INCH LONGER WATER PUMP SHAFT ONLY
12430 1928-1931 \$16.95ea.

WATER PUMP SHAFT & IMPELLER - With impeller installed & pinned to the shaft.

Standard Length Shaft
12460 1928-1931 \$26.95ea.
Quarter Inch Longer Shaft
12480 1928-1931 \$27.95ea.

WATER PUMP FAN MOUNTING SET - Castle nut, woodruff key and cotter pin. Nut should be painted black.

12490 1928-1934 \$1.50set

WATER PUMP IMPELLER - Must be pressed on shaft. Locate the impeller 8 29/64" or 8.455 from fan end. Place oil on shaft so impeller will press on easier. It is best to pin impeller to shaft. Cross drill impeller and shaft with 3/16" drill. Use 3/16" roll pin or nail.

12520 1928-1931 \$8.50ea.

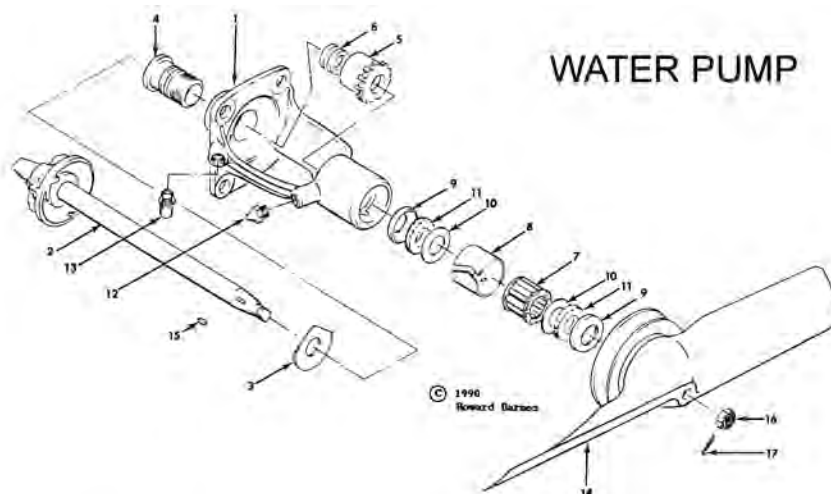
WATER PUMP SHAFT COLLAR - Before installing the fan on the shaft, pull the shaft forward; slide the Teflon washer followed by the steel collar up to the front of the pump housing. Use the set screw to secure it in place. This will eliminate all the shaft end play which can disturb the packing causing a leak. Collar will not be seen when the fan is installed. Set includes Teflon washer, steel collar and set screw. This collar will not fit the repro 6 blade fan.

12500 1928-1931 \$3.85ea.

ORIGINAL STYLE WATER PUMP PACKING NUT - Made from the FORD drawing.

1928-29 is solid brass
12590 1928-1929 \$14.95ea.
1930-31 is aluminum
12610 1930-1931 \$9.50ea.

WATER PUMP



WATER PUMP

Index #	Part #	Nomenclature	Required
1	12290	Body (Cover) Assembly	1
2	12460	Shaft Assembly	1
3	12550	Washer (impeller)	1
4	12570	Bushing, Rear	1
5	12590	Packing Nut 28-29	1
5	12610	Packing Nut 30-31	1
6	12640	Packing (An Alternate Modern Seal Can Replace Packing - P/N A6-343105, National Oil Seals)	2
7	12690	Bearing, Shaft Roller (An Alternate Modern Needle Bearing/Race Can Replace Old Bearing- P/N BH-1416, Torrington, and IR-101415 Race, Torrington)	
8	12690	Sleeve, Roller Bearing	1
9	12710	Retainer, Bearing Felt	2
10	12710	Washer, Bearing Felt Retainer- 21/32 (1/32 x 1 5/32 Plain)	
11	12720	Felt, Bearing	2
12	36750	Lubricator Fitting - Front	1
13	36800	Lubricator Fitting - Rear	1
14	12760	Fan Assembly	1
15	12490	Key	1
16	12490	Nut	1
17	12490	Cotter pin	1

**LEAKLESS WATER PUMP**

PACKING NUT - This nut is machined inside to receive a Chicago Rawhide brand neoprene seal to prevent any leaks. This seal is installed into nut. This will replace the old style packing. A new clean shaft is recommended to insure a good seal.

1928-29 is solid brass

12600 1928-1929 \$19.95ea.

1930-31 is aluminum

12620 1930-1931 \$16.95ea.

**WATER PUMP PACKING**

RINGS - The rings are made of pure graphite. Ford changed to this type in Sept. 1929 from the old string type. The new packing created less friction and will not score the shaft.

Two **SOLID** rings - the shaft must be removed from the housing to install.

12640 1928-1934 \$3.00pair

Two **SPLIT** rings - can be added without removing the shaft.

12650 1928-1934 \$3.00pair



WATER PUMP LEAK PROOF SEAL - Replace packing with a neoprene seal. Remove pump from engine, unscrew packing nut, slide the shaft out of the pump, and replace old packing with the new seal. It is important to use a new shaft with this seal.

12680 1928-1934 \$9.95set



WATER PUMP WRENCH - Special wrench to tighten the large packing nut.

12260 1928-1934 \$1.65ea.



WATER PUMP GREASE - If pump is over-greased, this extra grease gets into the radiator and "balls up", which can clog the tubes. If the brass fitting is unscrewed, the grease can be packed by hand to prevent over greasing. Grease pump every 500 miles. 14 oz. tube.

12270 1928-1934 \$17.75ea.

**WATER PUMP MOUNTING**

STUD BOLTS - These special four bolts will look like the original stud with a nut machined on it. When you remove this bolt, the water pump can be removed by sliding it off of the head. With the original studs, the pump must be moved forward to clear the studs, which can result in damage to your radiator.

12300 1928-1931 \$8.35set

**WATER PUMP MOUNTING**

NUTS - Four 3/8-24 zinc nuts and lock washers per set.

12320 1928-1931 \$3.25set

**WATER PUMP MOUNTING**

STUDS AND NUTS - Four 3/8-16 x 3/8-24 x 1 1/4 studs, lock washers and 3/8-24 nuts.

ZINC PLATED STEEL NUTS AND STUDS

12340 1928-1931 \$6.50set

Stainless steel lock washers and nuts with plain steel studs

12350 1928-1931 \$7.75set



WATER PUMP COVER - A leather cover which snaps into place to prevent water and grease from splashing into the engine compartment.

Black

12370 1928-1931 \$11.50ea.

Green

12380 1928-1931 \$11.50ea.

WATER PUMP • FAN BLADES • GAS TANK



FAN KNOCK OFF TOOL - Remove the water pump housing from the head. Remove the nut & cotter pin from the shaft. Screw this tool onto the shaft. One person will hold the fan blades with the tool pointing up. Hit the tool with a hammer several times to vibrate the fan from the shaft.
12495 1928-1931 \$2.95ea.



1/8 PIPE THREAD TYPE GREASE FITTING - 1/8" pipe thread with ball check.
36750 1928-1931 \$1.60ea.



SCREW IN TYPE GREASE FITTING - With cap for rear pump fitting, original type. Originally Ford used a leather gasket inside the cap; this is not included.
36800 1928-1936 \$2.70ea.



1/8 PIPE THREAD GREASE FITTING W/O BALL CHECK -
36760 1928-1931 \$1.95ea.



DIABLO A'S HOW TO DVD SERIES - This is an information video produced by the Diablo A's. This DVD is produced during an informal club tech talk so the sound and pictures might not be as clear as a professional DVD.
REBUILDING THE WATER PUMP
38115K

1928-1931 \$24.95ea.

FAN BLADES

NOTE: To remove the fan from the old shaft Remove the castle nut and replace with a 7/16-20 hex nut. Thread this nut halfway down the nut threads. Screw a 7/16-20*1" hex bolt into the other end of the nut. Then have somebody hold the fan blades and give the bolt several raps with the hammer. After a few hits the fan should come off.



FAN KNOCK OFF TOOL - Remove the water pump housing from the head. Remove the nut & cotter pin from the shaft. Screw this tool onto the shaft. One person will hold the fan blades with the tool pointing up. Hit the tool with a hammer several times to vibrate the fan from the shaft.
12495 1928-1931 \$2.95ea.



TWO BLADE FAN - 2 blade aluminum fan.
12760 1928-1934 \$74.95ea.



FOUR BLADE FAN - Two steel blades are secured to the hub by four bolts.
12770 1928-1931 \$99.95ea.



SIX BLADE FAN - This is a plastic six blade fan with a steel hub. Fan bolts to hub.
12780 1928-1931 \$101.95set



FAN BELT - BLACK - Original wrapped style belt.
12790 1928-1931 \$13.50ea.

NOTE: To easily install or remove fan belt, remove generator pulley from generator by removing pulley bolt. Pulley is on a tapered shaft and should slide off to release belt. To install belt, slide pulley onto belt and push pulley onto generator shaft and tighten pulley bolt. The correct belt tension is about 1/2" given between the fan and generator pulley.

GAS TANK



GAS TANK SEALER QUART - Take gas tank to a radiator shop and have it cleaned. Pour in sealer and roll the tank over many, many times for the sealer to coat the tank. Let the tank dry for 24 hours and re-apply a second coat. Drain out extra sealer. This is the alcohol resistant type by the 'Bill Hirsch' company.
12810 1928-1931 \$43.95qt



GAS TANK ETCHING - This is an excellent prep for your gas tank before you seal it with gas tank sealer (#12810). This etching will remove a light buildup of rust from inside your tank. Once it dries it leaves a gray phosphate coating which will allow the sealer to adhere better. 1 pint is good for about a 30 gallon tank.
12812 1928-1931 \$14.95pt



28 - 29 GAS TANK TO FIREWALL BOLTS - Paint lower body color. 1928-29 sets includes eight 1/4-20 x 5/8 bolts, lock washers and square nuts. Order two sets for Fordor and Cabriolet cars.
12820 1928-1929 \$14.95set



NON-AUTHENTIC 28-29 GAS TANK TO FIREWALL BOLTS - Includes 8 bolts, lock washers, & square nuts. Not for the show car, but just fine for the daily drivers.
12821 1928-1929 \$3.50set



30 - 31 GAS TANK TO FIREWALL BOLTS - 1930-31 set includes ten 12/24 x 19/32 pan head screws and internal lock washers.
12830 1930-1931 \$3.05set



GAS TANK TO BELT RAIL BOLTS - Bolts that secure the back edge of the tank to the Dash rail support.
Early 1930 cars used Twelve 1/4-20 x 3/4 bolts, lock washers & nuts
12840 1930 \$4.50set
1928-29 used eight 1/4-20 x 1/2 bolts, lock washers and hex nuts
12850 1928-1929 \$4.50set
Mid 1930, this was changed to 5/16-24 x 25/32 bolts, lock washers and nuts
12860 M1930 \$4.50set

GAS TANK • SEDIMENT BULB

**GAS TANK TO BELT RAIL BOLTS (Cont.)**

Late 1930 to end of production the same 5/16-24 x 25/32 bolt was used but the nuts were placed inside a cage. Set includes bolts and lock washers but no cage nuts

12870

L1930-1931 \$2.65set

**GAS TANK ANTI-SQUEAK**

WELT - A thin 1/32" x 3/4" woven treated fabric. This strip is laid on the front edge of the tank at the firewall and on top of belt rail framing just below windshield for gas tank to set on. For 1928-29 additional welt for the sides of tank to cowl panel.

28-29

12880 1928-1929 \$13.75roll

30-31

12890 1930-1931 \$8.95roll

GAS TANK CLAMPS - The U-Shape clamp and bolt set to hold the bottom sides of the tank. 1928-29 used 5 clamps on each side of the tank and the 30-31 tanks used 2 clamps per side. OUR OWN TOOLING ON 12900 FOR THE CORRECT FIT.

28-29 CLAMP & HARDWARE

12900 1928-1929 \$3.55ea.

30-31 CLAMP & HARDWARE

12910 1930-1931 \$3.15ea.

X 10

GAS TANK CLAMP HARDWARE ONLY - If you have clamps here are the 10 bolts, nuts, and lock washers you will need. One set will do 10 clamps.

28-29 Uses 10 hex head bolts, nuts and lock washers.

12901 1928-1929 \$2.30set

30-31 Set of four carriage bolts, nuts and lock washers.

12911 1930-1931 \$2.25set**GAS TANK FILLER SCREEN**

- Located just below the gas cap in the tank. This is a spark arrester as well as a filter. See page 441 of the Ford Service Bulletins for installation. The cars began with a threaded internal neck for the screen to screw into, but was later changed to a tab installation. Then in 1931, it went back to threaded. This screen does NOT have the two tabs, it just sits in the neck of the tank.

12920 1928-1931 \$16.40ea.**GAS TANK FILLER SCREEN**

TOOL - Set this tool in the top of the filler neck notches and with your socket wrench and extension you can install or remove the screen. Used on original threaded screw necks. Used in the beginning, changed to tab design, then in 1931 back to threaded neck.

12930 1928-1931 \$4.50ea.**GAS TANK NECK**

EXTENSION - Makes refueling a Model A Ford easy! No more hassle with the new nozzle technology and the vapor recovery systems Easy to install and remove.

1928-1929

12931 1928-1929 \$34.95ea.

1930-1931

12932 1930-1931 \$39.95ea.

28 - 29 GAS CAP - Chrome finish over brass with neoprene gasket

12940 1928-1929 \$26.25ea.

30 - 31 GAS CAP - Stainless steel with fiber gasket

12950 1930-1931 \$35.00ea.**GAS TANK SPEEDOMETER**

CABLE GROMMET - The 1928-29 speedometer cable comes across the firewall then enters a hole in the tunnel to the speedometer. This grommet keeps the cable from rubbing on the edge of the hole of the metal tunnel under the gas tank.

12980 1928-1929 \$4.00ea.

GAS TANK PROTECTOR - This lays across the gas tank to protect your paint when filling the gas tank.

26331 1928-1931 \$13.75ea.

10' COWL WELTING - Across top edge of gas tank and down sides of cowl for 28-29 and around top edge and sides for 30-31 gas tank. 10 feet long. Paint lower body color.

37210 1928-1931 \$7.50ea.

NOTE: Cut the flat part of welting about every 1" apart, up to the bead as you round the corners for a better fit. Staple a 1" x 8" strip of cloth on the flat part of the welt for a handle to pull the welt down tight after the gas tank is set in place, but before the tank is secured.

GAS CAP GASKETS - Oil tanned leather as original. In September 1929 Ford began using a leather gasket as the earlier composition gaskets allowed particles to fall into the gas and clog the carburetor jets.

28-29

12960 1928-1929 \$1.65ea.

30-31

12970 1930-1931 \$1.10ea.

SEDIMENT BULB

**COMPLETE GLASS BOWL**

SEDIMENT BULB - The glass bulb type used from mid '29 till May '31. The glass bulb is a production option over the cast iron bulb. Thin Nut included see #13010 for correct original thick nut.

12990 1928-1931 \$69.95ea.**SEDIMENT BULB**

MOUNTING NUT AND LOCK WASHER - The 3/4-16 nut used on both the cast iron style and glass style bulb to secure the bowl to the firewall.

13010 1928-1931 \$2.25set**SEDIMENT GLASS BULB**

ONLY - Replace broken or stained glass with this new one.

13020 1929-1931 \$10.95ea.**GLASS SEDIMENT BULB**

SCREEN & GASKET - Brass screen and gasket for the glass bulb type. Neoprene is more durable than cork. Used from mid-29 till May 31. Sequence is screen, gasket, then the glass.

Cork Gasket and Screen**13030** 1929-1931 \$3.10set**Neoprene Gasket and Screen****13050** 1928-1931 \$3.50set**GLASS SEDIMENT BOWL**

FUEL FILTER - This is a corrugated Fiber filter that will fit into the glass sediment bowl. New and improved design for easier installation.

13051 1928-1931 \$9.25set**CAST IRON SEDIMENT**

BULB BRASS CAP PLUG - For the cast iron bulb.

13100 1928-1931 \$10.50ea.

SEDIMENT BULB • GAS LINES


CAST IRON SEDIMENT BULB BRASS DRAIN VALVE AND FORGED HANDLE - For cast iron bulbs.
13120 1928-1931 \$13.50ea.



CAST IRON SEDIMENT BULB PLUG LEAD GASKET - Lead gasket for the plug (13100).
13101 1928-E1931 \$2.10ea.



CAST IRON SEDIMENT BULB REBUILD KIT - Tubular stainless steel screen, spring and lead gasket for cast iron bulb.
13000 1928-1931 \$5.75set



SEDIMENT BOWL ONLY
1931 - For 1931 side bowl carburetor This is raw cast and will need to be painted black. Order other parts separately.
13060 1931 \$41.60ea.



SCREEN AND TWO GASKETS FOR 1931 SEDIMENT BULB - Screen is stainless steel.
13110 1931 \$2.85set



MOUNTING BOLT FOR 1931 SEDIMENT BULB - Cadmium plated.
13130 1931 \$5.25ea.



DRAIN VALVE AND SPRING - For 1931 sediment bulb. Brass stem with cadmium-plated handle.
13140 1931 \$6.65ea.



FUEL SHUT-OFF VALVE UNDER THE GAS TANK - Solid BRASS with original style stamped handle. This is a quality U.S. made valve. Gas valve threads in tank are 1/4" pipe thread. When the handle is vertical the gas is flowing. For 1928 to May 1931 with valve under tank. Won't leak; 3 year warranty.
13160 1928-1931 \$40.25ea.



FUEL SHUT-OFF VALVE ON THE FIREWALL - May 1931 till end, when the valve was installed on the engine side of the firewall. Valve on firewall: Installing and removing (13170) is easy to do with a 3/4" Crow Foot Wrench which is sold at Sears. 3/8" pipe threads into tank. When the handle is facing the front of the car it is in the off position.
13170 1931 \$36.95ea.

NOTE: To test a gas valve, attach it to an air compressor, set to about 5 PSI and with the valve in the closed position, immerse it in water and look for air bubbles.



FUEL SHUT-OFF VALVE GROMMET ON FIREWALL - Used only for 1931 cars with the fuel valve mounted on the indented firewall. Exact duplicate with correct 15/16" hole. Paint firewall color.
13190 1931 \$3.50ea.



FUEL SHUT-OFF HANDLE - Replacement handles for original shut off valves.
FORGED HANDLE 1928-April 1929
13210 1928-1929 \$13.40ea.



FUEL SHUT OFF VALVE PACKING NUT - The brass nut that holds the packing in place. Used in 1928 till late 29
13300 1928-1929 \$12.30ea.
LATE 1929 till end
13310 1929-1931 \$1.85ea.



ORIGINAL SHUT OFF VALVE REPAIR - 4 pieces with instructions. Packing, lubrication, nut and washer. THIS KIT WILL ONLY WORK WITH ORIGINAL SHUT OFF VALVES.
13270 1928-1931 \$4.95set



FUEL TANK FILTER SCREEN - Stainless steel screen inserted into the inlet of the fuel shutoff valve (13160). Prevents rust in tank from entering gas line. Instructions included.
13280 1928-1931 \$5.75ea.

GAS LINES



28 - 29 INSIDE GAS LINE - From gas tank to inside of firewall. Steel tubing with brass fitting.
13320 1928-1929 \$18.40ea.



30 - 31 INSIDE GAS LINE - From gas tank to inside of firewall. Steel tubing with brass fitting.
13340 1930-1931 \$17.50ea.



28 - 29 GAS LINE WITH FUEL VALVE IN-LINE - A modern positive shut off valve is placed in the line. This new valve guarantees a complete shut off of the gas flow with a simple quarter turn of the handle. This replaces (13320 and 13340) lines. Original gas valve must be used to complete connection.
13330 1928-1929 \$64.75ea.



OUTSIDE GAS LINE WITH ORIGINAL FITTINGS - (9/16) tall, 1/2-20 threaded brass fittings. 1928 to MAY 1931.
13460 1928-1931 \$9.95ea.



OUTSIDE GAS LINE FOR 1931 - From firewall to carburetor for May '31 till end for indented firewall. 1931 changed to 1/2" tall fitting. 1/2-20 threads.
13470 1931 \$9.50ea.



30 - 31 GAS LINE WITH SHUT OFF VALVE - A modern positive shut off valve is placed in the line. This new valve guarantees a complete shut off of the gas flow with a simple quarter turn of the handle. This replaces (13320 and 13340) lines. Original gas valve must be used to complete connection.
13350 1930-1931 \$64.75ea.



LATE 1931 GAS LINE WITH FUEL VALVE IN-LINE - A modern positive shut off valve is placed in the line. This new valve guarantees a complete shut off of the gas flow with a simple quarter turn of the handle. This replaces (13320 and 13340) lines. Original gas valve must be used to complete connection.
13360 1931 \$57.75ea.

GAS LINES • GAS GAUGE • MANIFOLD

**OUTSIDE GAS LINE FITTING**

- Correct brass gas line fitting with 9/16" hex nut. 2 fittings and 2 ferrules per set. Used on above original lines.

13490 1928-1931 \$7.95set

NOTE: Set the Ferrule no more than 1/8" from the end of the tube. To set ferrule remove the gas strainer from the carb., and replace it with a 1/2" -20 bolt (at least 1/2" long). Install the fitting and ferrule on the gas line, then install on the carb and tighten it up. Remove the bolt and reinstall the gas strainer. The ferrule will be set at the correct distance on the gas line.

**1/4 OVERSIZED GAS LINE FERRULE**

- Use these special oversized ferrules on the 1/4" gas lines to help the gas line fitting seal against a worn seat in either the sediment bowl or the carburetor. If the hex on the gas line fitting hits the carburetor or sediment bowl before the stock ferrule than you need to use these ferrules. Sold as a pair of 2 ferrules only. USA

13491 1928-1931 \$7.95pair

GAS GAUGE

**GAS GAUGE ASSEMBLY**

- Complete arm and gauge with inner and outer nuts, neoprene gaskets, and a cork float installed.

13530 1928-1931 \$104.95set

**GAS GAUGE TOOL**

- Two special tools to remove the inner and outer nuts. Steel tools for better fit and strength.

13520 1928-1931 \$18.95set

**GAS GAUGE REBUILD KIT**

- Three gasoline resistant, neoprene gaskets, glass, neoprene float, brass washer, face plate with horizontal white line across the center. GASKET SEQUENCE: gasket, glass, gasket, face plate, small nut. Large gasket against tank, gas gauge assembly, brass washer, large nut.

13560 1928-1931 \$14.75set

**BRASS GAS GAUGE SLIP RING WASHER**

- This special brass washer is used under your large nut. This washer is not included with the new assemblies (13530).

13571 1928-1931 \$1.25ea.



GAS GAUGE GASKETS - 3 flat gaskets and brass washer to use under the large nut. Set now comes with both neoprene and cork gaskets.

13570 1928-1931 \$2.95set



GAS GAUGE FLOAT - Gas and Alcohol proof float.

13550 1928-1931 \$7.25ea.



GAS GAUGE NUTS - Brass nuts, chrome plated.

Inner Nut

13580 1928-1931 \$15.40ea.

Outer Nut

13590 1928-1931 \$15.40ea.

MANIFOLD

NOTE: When installing either a new intake or exhaust manifold, bolt the two manifolds together and check the surface with a straight edge. If the surface is not flat, have a machine shop mill them flat. This will prevent the manifolds from cracking.

**INTAKE MANIFOLD**

- The intake has the vacuum hole drilled and a plug (9900) installed. Therefore the intake can be used on all years. The intake should be paint engine green. The intake and exhaust are made by the same factory for a great fit.

13610 1928-1934 \$91.95ea.

**OIL PUMP HOLE OR INTAKE MANIFOLD VACUUM HOLE PLUG**

- The special screw on the right side of the engine block near the bottom to plug the oil pump access hole. Also used to plug the vacuum hole on the intake manifold when a vacuum wiper motor is not used.. Paint green. 1/8 pipe thread x 5/16 long plug.

9900 1928-1931 \$0.75ea.

**EXHAUST MANIFOLD**

- Excellent quality. 1928 thru Feb. 1931 style but will fit all years. Made from the FORD print.

13690 1928-1931 \$99.95ea.



INTAKE TO EXHAUST BOLTS - Two original thick head 5/16-18 x 3/4 bolts and lock washers, no mark on head. Raven finish or clear zinc-plated were used 1928-31.

Clear Zinc

13620 1928-1931 \$1.70set

Black zinc

13630 1928-1931 \$1.70set

**MANIFOLD TO BLOCK STUD SET**

- 1928 to Feb. 1929 used a domed end on the stud. Then it was changed to a flat end. Set includes four 7/16-14 by 7/16-20 x 2 3/16 studs, hardened, flat headed like the later style.

13710 1928-1934 \$7.95set

**MANIFOLD NUTS AND SPECIAL LARGE WASHERS**

- To hold the intake and exhaust manifold to the engine. Four original thick 7/16-20 nuts and washers. Zinc plated. Cup side of washer toward manifold. Torque to 25-30 foot pounds.

13720 1928-1934 \$9.75set

**MANIFOLD GLAND RINGS**

- The 4 rings that seat into the manifold and block to prevent leaks. Ford discontinued using these for a brief time in early 1929. If the manifold or block has been resurfaced, the width of the gland rings will need to be reduced by the same amount.

13730 1928-1934 \$3.95set

**TWO PIECE COPPER MANIFOLD GASKETS**

- COPPER White asbestos substitute.

Copper. Used from Jan. 1929 until May 1931

13770 1928-1931 \$17.95set

Copper. Used May '31 till end of production, but can be used on all years.

13780 1931 \$17.50set

**ONE PIECE MANIFOLD GASKET**

- Asbestos substitute with metal shield on one side. One piece style. Metal side to manifold.

13760 1928-1934 \$5.95set

**CARBURETOR TO INTAKE GASKET**

- Thick paper type.

THICK PAPER

13740 1928-1934 \$0.65ea.

MANIFOLD • CARBURETOR - DOWN DRAFT • CARBURETOR - ZENITH


CARBURETOR TO INTAKE GASKET (Cont.)

COPPER WITH ASBESTOS SUBSTITUTE.

13750 1928-1938 \$3.00ea.


MANIFOLD HEATER DOOR -

Cast aluminum, door cover and screws. Flange is flat for firewall. Included with (13660).

13680 1928-1931 \$17.50ea.


HEATER DOOR PATCH PANEL -

4 1/2" x 8" panel. Original gauge steel with exact contour reinforced ribs; fills area where heater hole is USUALLY cut. Will not fit indented firewall cars.

13640 1930-1931 \$14.25ea.


HEAT RESISTANT SPRAY PAINT -

Resists heat up to 1500 degrees for exhaust manifold and mufflers. Spray on clean metal, no primer needed. Spray only enough to cover metal. Do not over-paint. 11 oz. can.

BLACK

6950 1928-1931 \$14.00can

CAST IRON GRAY

6960 1928-1931 \$14.00can

CARBURETOR - DOWN DRAFT



FUEL PUMP - Kit includes fuel pump, fuel filters, all gas lines, fittings, clamps and hoses. Mount pump with fender bolt to frame located below the carburetor.

6 volt

13890 \$116.95set

12 volt

13900 1928-1931 \$99.00set



REPLACEMENT FUEL FILTER - Set comes with filter, rubber hoses, & clamps. Only used with a fuel pump.

13901 1928-1931 \$10.95set


EXHAUST MANIFOLD ONLY FOR TWO BARREL DOWN DRAFT CARBURETOR -

Designed to mate up to the two barrel intake manifold. Heat treated so header will not warp or distort. Manifold ONLY.

13930 1928-1931 \$395.00ea.


CHOKE CABLE ASSEMBLY FOR DOWNDRAFT WEBBER CARBURETOR -

This bracket and flexible cable mount in the old choke rod holder, so you can choke the Weber down draft carburetor. Works on all Model A gas tanks except the early 1928. Unit includes the choke cable adapter and instructions.

14721 1928-1931 \$49.95ea.


TWO BARREL DOWN DRAFT CARBURETOR AND INTAKE MANIFOLD -

Set includes a Webber carburetor, manifold, mounting kit, 2 1/2" tall air cleaner and linkage assembled to unit. Some carburetors perform better with a fuel pump (sold separately), but you may want to try it first without the pump.

13870

1928-1931 \$899.95ea.

CARBURETOR - ZENITH



MODEL A CARBURETOR BOOK - BY Paul Moller, 58 page book, illustrated for Zenith and Holly carburetors. 5th edition includes how to disassemble, restore and assemble the Zenith carburetor plus 15 pages on the Tillotson carburetor.

37460 1928-1931 \$13.95ea.


CARBURETOR TO INTAKE BOLTS -

Two 5/16-18 x 3/4 original thick head bolts; no marks and lock washers. Raven finish or Clear Zinc. plated were used 1928-31.

Clear Zinc

13950 1928-1931 \$1.70set

Black Zinc

13960 1928-1931 \$1.70set


28 - 31 ZENITH CARBURETOR BOWL GASKET -

Tan paper gasket.

14610 1928-1931 \$0.85ea.


28 - 31 ZENITH CARBURETOR GASKET SET

We have changed some of our gaskets to a black nylon material to help prevent leakage. The original red fiber material is made from layers of paper. Over time the gasket may soften and allow some leaking of gas past the gasket. We have included extra red gaskets for customers who would like to rebuild their carburetor with the original looking gaskets on the outside for the drain plug and the gas strainer. DO NOT over tighten the nylon gaskets as you can squeeze the gasket out from under part. Total of 10 gaskets including the 2 red original type gaskets. Zenith.

13820 1928-1931 \$3.50set


ZENITH CARBURETOR REBUILD KIT -

"The following parts are included: 13820 gaskets, 13980 adjusting needle, 14020 adj. needle seat, 14040 main jet, 14060 cap jet, 14070 Idle jet, 14250 float pin, 14300 float valve, 14370 compensator jet, 14400 idle mixture needle, 14590 drain plug. U.S. made kit."

14650 1928-1931 \$64.55set


CARBURETOR BOWL BOLT AND LOCK WASHER -

Zinc plated, 3/8-24 x 3 3/16 bolt. Holds the bowl to the upper half of the Zenith carburetor.

13970 1928-1931 \$2.25set


CARBURETOR ADJUSTING NEEDLE -

Inserts into (14000/14010). Push needle hard into (14000/14010) until it expands ring at bottom of housing, then screw parts together. Used on both Zenith and Tillotson.

13980 1928-1931 \$5.15ea.


ADJUSTMENT NEEDLE HOUSING -

Correct tension ring for Zenith and Tillotson. 1/8-27 pipe thread.

1928 to Sept. 4, 1930 used 7/16 Hex size

14000

1928-L1930 \$13.25ea.

Sept. 4, 1930-31 used 13/32 Hex size

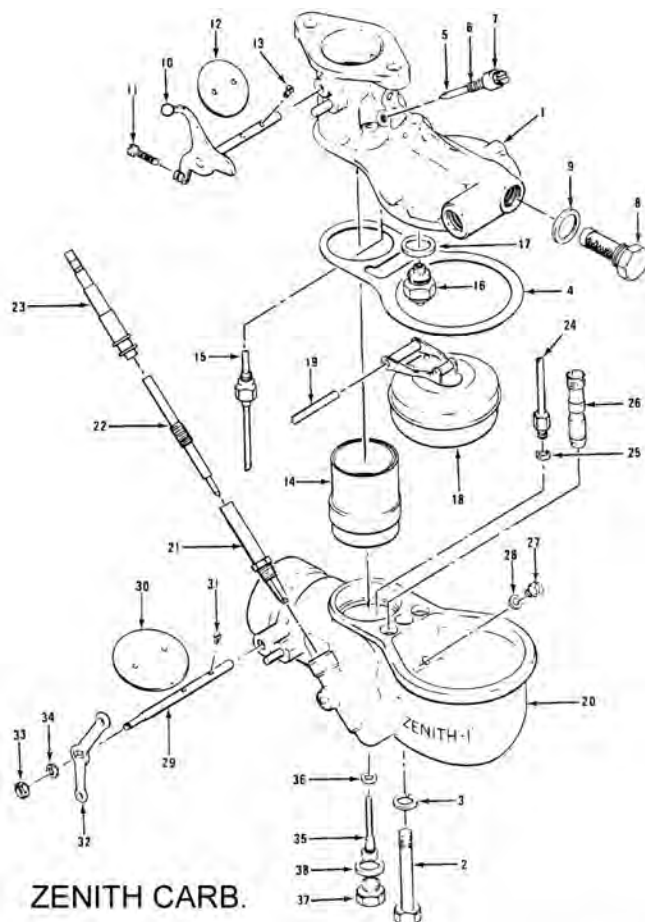
14010

L1930-1931 \$8.20ea.


CARBURETOR ADJUSTMENT NEEDLE DRIVER -

Clear Zinc plated steel. Can be used on both Zenith and Tillotson.

14360 1928-1934 \$10.10ea.



ZENITH CARB.

Index #	Our Part #	Nomenclature	Required
1	13850	Upper Body Assembly	1
2	13970	Bolt, Hex Head (3/8-24x3 3/16)	1
3	13970	Washer, Lock (3/8)	1
4	13820	Gasket, Bowl	1
5	14400	Needle, Idle Adjusting	1
6	14400	Spring, Idle Adjusting	1
7	14400	Cap, Idle Adjusting	1
8	14260	Strainer Assembly (1/2-20)	1
9	13820	Washer, Fiber (1/2)	1
10	14420	Shaft Assembly	1
11	14480	Screw, Fillister (#8 - 36 x 5/8)	1
12	14550	Plate, Throttle	1
13	14170	Screw, Oval (#5 - 40 19/64)	2
14	14570	Venturi, Single	1
15	14070	Jet, Idling	1
16	14310	Valve Assy, Carburetor Fuel (1/2 - 20)	1
17	13820	Washer, Fuel Valve	1
18	14220	Float, Assy	1
19	14250	Pin, Straight (Carburetor Float Hinge)	1
20	13850	Lower Body Assy	1
21	14000	Housing, Fuel Adjusting Needle (1/8-27 N.P.T.)	1
	14020	Seat, Adjusting Needle (not shown)	1
22	13980	Needle, Fuel Adjusting	1
23	14360	Driver, Choke	1
24	14050	Jet, Cap	1
25	13820	Washer, Cap, Jet	1
26	14100	Secondary Well (3/8-24)	1
27	14370	Jet, Compensator	1
28	13820	Washer, Comp. Jet	1
29	14130	Shaft, Air Shutter	1
30	14200	Plate, Air Shutter	1
31	14170	Screw, Oval (#5-40 x 19/64)	2
32	14150	Lever, Air Shutter	1
33	14110	Nut, Lever hex (#8 - 36)	1
34	14110	Lock washer (5/32)	1
35	14040	Jet, Main	1
36	13820	Washer, Main, Jet	1
37	14590	Plug, Drain (3/8-24)	1
38	13820	Washer, Drain Plug	1



LARGE HOLE

CARBURETOR ADJUSTING NEEDLE SEAT - This little brass insert is screwed into the housing for the carburetor adjusting needle (13980) to seat into for regulating the gas flow. Used in 1928 till Jan. 1930. After Jan. 1930, this brass insert was discontinued and the casting had a machined needle seat. This looks similar to (13470) jet but has a larger hole.

14020 1928-1929 \$4.25ea.



ZENITH CARBURETOR MAIN JET - CARBURETOR MAIN JET

14040 1928-1931 \$8.75ea.



ZENITH CARBURETOR CAP JET -

14060 1928-1931 \$8.05ea.



ZENITH CARBURETOR IDLE JET -

14070 1928-1931 \$10.95ea.



ZENITH CARBURETOR COMPENSATOR JET - Carburetor compensator jet. Looks like cap jet but has a smaller hole.

14370 1928-1934 \$3.60ea.

SMALL HOLE



K. R. WILSON ZENITH SOCKET WRENCH NO. 359 -

This copy of the original tool has a 5/16" deep socket on one end used for the Cap jet and a 9/32" deep socket on the other end used for the Idle jet.

14080 1928-1931 \$13.95ea.



SPECIAL JET TAP - For Model 'A' and 'B' Zenith Carburetor. Cleans the threads for all jets and idle adjustment threads. This is a quality high speed tap, another one available on the market is a 10/32 tap, which is close, but not the correct size. This is a 5 MM, 75 pitch tap which is the correct size the French company, Zenith, used when making Ford's carburetors.

14090 1928-1934 \$9.15ea.



ZENITH SECONDARY WELL - Zenith secondary well 3/8-24 thread.

14100 1928-1931 \$5.25ea.

CARBURETOR - ZENITH


CARBURETOR AIR SHUTTER (CHOKE) SHAFT NUT - Special cadmium plated, 8/36 thread, thick nut and lock washer that holds the choke arm to the shaft.
14110 1928-1934 \$0.60ea.



CARBURETOR AIR SHUTTER (CHOKE) SHAFT - Standard size. Zenith.
14130 1928-1931 \$5.90ea.



CARBURETOR AIR SHUTTER OR CHOKE LEVER - Carburetor air shutter or choke lever.
BRASS used April 1928 to May 1930
14140



1928-M1930 \$20.95ea.
STEEL used May 1930 thru 1931, cadmium plated lever
14150 1928-1934 \$2.90ea.



CARBURETOR PLATE SCREWS - Four 5/40 x 19/64 oval #4 head stainless screws for the air shutter and throttle plate.
14170 1928-1934 \$0.95set



CARBURETOR AIR SHUTTER (CHOKE) PLATE ZENITH - Plated. Zenith.
14200 1928-1931 \$2.50ea.



CARBURETOR CHOKE AND THROTTLE STOP PINS - Set of 2 knurled, cad. plated pins.
14510 1928-1931 \$1.10pair



CARBURETOR FLOAT - ZENITH - Brass. To set float level for zenith carburetor turn upper half upside down. The top of the float should be 5/8" from the machined surface of the body. *MADE IN THE USA.* For Zenith.
14220 1928-1931 \$49.95ea.



CARBURETOR FLOAT PIN ZENITH - Zenith.
14250 1928-1931 \$0.65ea.



CARBURETOR FLOAT HINGE BRACKET - Includes two drive-in rivets. This brass bracket holds the float in place.
14230 1928-1931 \$6.30set



CARBURETOR GAS STRAINER SCREEN - With built-in 1/2-20 nut, located at the top end of the carburetor 1928 to March 30 were brass, then Cad was used. Both screens are stainless.
28- MARCH 1930 Brass
14260 1928-1930 \$9.05ea.
APRIL 30-31 Cadmium
14280 1930-1931 \$8.95ea.



ZENITH FLOAT VALVE - Original type valve inside carburetor to cut off gas as the float rises. 1/2-20 threads.
Original Needle Style Valve
14300 1928-1931 \$11.75ea.
Modern Style Float Valve - New modern gas resistant rubber tip. Will outperform any other metal to metal valve seat.
14310 1928-1931 \$19.25ea.
Ball Seat Style Float Valve - The stainless steel ball will seat into a gas resistant rubber O ring for a great seal.
14330 1928-1931 \$15.95ea.



CARBURETOR FLOAT VALVE GASKET - More than one gasket may be needed to adjust the level of gas in the bowl for a Zenith carburetor.
14340 1928-1931 \$0.20ea.



ZENITH FLOAT VALVE SHIM KIT - This kit contains two .015" fiber shims and two .031" fiber shims to help get an accurate adjustment of the float in the carburetor.
14341 1928-1931 \$1.25set



ZENITH IDLE ADJUSTING NEEDLE, SPRING & CUP - Zenith idle adjusting needle, spring & cup.
BRASS: large 3/8 head needle used mid '28 to mid-1930
14380
1928-M1930 \$4.05ea.
BRASS: smaller 5/16 diameter head used mid-1930 to end
14390
M1930-1931 \$4.40ea.
CADMIUM: small head needle used March 1930 to end
14400 1930-1931 \$4.30ea.



ZENITH THROTTLE PLATE - Brass.
14550 1928-1931 \$7.50ea.



ZENITH CARBURETOR THROTTLE SHAFT - Brass shaft, cad. plated throttle lever staked to shaft. Screw comes with lever. Check the idle adjustment screw before installing in the carb. If the adjustment screw is loose use red Locite to keep adjustment setting.
Standard Size shaft 9/32
14420 1928-1931 \$17.50ea.
Oversize Shaft is 19/64
14440 1928-1931 \$22.95ea.



ZENITH CARBURETOR THROTTLE SHAFT ONLY - If the throttle arm is good, then this new shaft only will replace the worn out shaft. The tubular end of the shaft must be upset onto the original lever. This brass shaft is made to FORD print.
1928-29 shaft for brass arm
14480 1928-1929 \$6.20ea.
1930-31 shaft for steel arm
14490 1930-1931 \$6.00ea.



THROTTLE SHAFT END PLUG - For some of the carburetors, the throttle shaft was drilled completely across the throat of the carburetor and a 9/32 brass end plug was pressed into the housing to keep dirt from the shaft.
14450 \$4.95ea.



CARBURETOR IDLE STOP SCREW - A special 8-36 x 5/8 screw located on the carburetor throttle lever.
14500 1928-1931 \$0.95ea.



THROTTLE SHAFT BUSHING - ZENITH - This bushing is used to correct badly worn shaft holes. Drill 5/16 hole in the upper body, then epoxy bushings. If shaft is loose, air sucks in causing poor idle. Need 2 per carb.
14460 1928-1931 \$3.85ea.



ZENITH CARBURETOR EXTERNAL HARDWARE - Air shutter shaft nut, 4 choke and throttle screws, idle stop screw, bowl bolt and lock washer. Clear Zinc plated.
14540 1928-1931 \$4.50set



CARBURETOR VENTURI - If the venturi is stuck, apply heat to free it. 1928 thru June 1928 used a Double venturi.
DOUBLE VENTURI
14560 1928 \$41.95ea.
SINGLE VENTURI
14570 1928-1931 \$8.75ea.

CARBURETOR - ZENITH • CARBURETOR - TILLOTSON



CARBURETOR VENTURI PULLER - Use this tool to help remove the stuck venturi from the lower casting. The jets must be removed before this tool can be used. Will not work on early 28 carburetors with the double venturi.

14571 1928-1931 \$26.95ea.



CARBURETOR DRAIN PLUG - 1928 till March '30 were brass, then cad or plain. Gasket is included. Used on both Zenith & Tillotson. 3/8-24 threads.

Brass

14590 1928-1930 \$2.25ea.

Clear Zinc

14600 1930-1934 \$3.10ea.



CARBURETOR FUEL LEVEL GAUGE - Turn fuel valve off, drain gas from carburetor bowl as you remove drain plug. Screw test sight tube into drain hole. Turn fuel valve on. As gas fills carburetor bowl it will fill sight tube to the same elevation as inside the bowl. The fuel level should be 5/8" below the seam of the halves of the Zenith carburetor. Adjust float level by adding gaskets under float valve (14340 or 14341). On Tillotson set the float level at 1" above the machined surface of the carb top when the top is held upside down in your hand.

14680 1928-1931 \$8.95ea.



ZENITH PASSAGE PLUGS - The little brass plugs should be drilled out to permit removing and cleaning the rust from internal passages. Four plugs per set. Hammer and peen in place.

14640 1928-1931 \$4.50set



CARBURETOR AIR MAZE - This was a Ford approved accessory beginning in Sept. '29. It is used as a fire arrester and air filter. ID is 1 7/8" for carburetor. Will fit stock Model A Zenith carbs with no issues. The id of the throat will need to be enlarged to fit on Tillotson.

WIRE MESH FILTER

14690 1928-1931 \$36.75ea.

PAPER FILTER

14691 1928-1931 \$41.95ea.



REPLACEMENT FILTER FOR CARBURETOR AIR MAZE FILTER - Filters out dust that can cause wear on pistons, rings and other moving parts on your engine. Paper filter with external and internal screen. Same type as used on modern car. Replace standard wire screen on air maze with this more efficient filter.

PAPER AIR FILTER ONLY

14700 1928-1931 \$15.95ea.



REPLACEMENT FILTER FOR CARBURETOR AIR MAZE FILTER (Cont.)

WIRE MESH SCREEN ONLY

14705 1928-1931 \$11.50ea.

CARBURETOR - TILLOTSON



MODEL A CARBURETOR BOOK - BY Paul Moller, 58 page book, illustrated for Zenith and Holly carburetors. 5th edition includes how to disassemble, restore and assemble the Zenith carburetor plus 15 pages on the Tillotson carburetor.

37460 1928-1931 \$13.95ea.



TILLOTSON CARB REBUILDING BOOK - 36 pages of exploded diagrams and parts list. Tells how to test and make final adjustments.

37461 1928-1931 \$24.75ea.



TILLOTSON CARBURETOR GASKET SET - Tillotson.

13810 1928-1931 \$2.45set



TILLOTSON CARBURETOR REBUILD KIT - The following parts are included: (13810) gaskets, (13980) adjusting needle, (14050) main jet, (14030) float valve, (14410) idle mixture needle, (14600) drain plug.

14670 1928-1931 \$47.45set



TILLOTSON CARBURETOR BOWL GASKET - Tan paper gasket.

14630 1928-1931 \$1.00ea.

CARBURETOR ADJUSTING NEEDLE - Inserts into (14000/14010). Push needle hard into (14000/14010) until it expands ring at bottom of housing, then screw parts together. Used on both Zenith and Tillotson.

13980 1928-1931 \$5.15ea.

ADJUSTMENT NEEDLE HOUSING - Correct tension ring for Zenith and Tillotson. 1/8-27 pipe thread.

1928 to Sept. 4, 1930 used 7/16 Hex size

14000

1928-L1930 \$13.25ea.



ADJUSTMENT NEEDLE HOUSING (Cont.)

Sept. 4, 1930-31 used 13/32

Hex size

14010

L1930-1931 \$8.20ea.



CARBURETOR ADJUSTMENT NEEDLE DRIVER - Clear Zinc plated steel. Can be used on both Zenith and Tillotson.

14360 1928-1934 \$10.10ea.



TILLOTSON CARB INLET NEEDLE & SEAT - Brass seat, stainless needle. Slide needle into housing, then tap the end of the needle to seat it to the housing.

14030 1928-1934 \$13.95set



TILLOTSON CARB FLOAT VALVE SHIM KIT - Shims to help adjust the height of the float valve without having to bend the float arm. USA

14031 1928-1931 \$1.50set



TILLOTSON CARBURETOR MAIN JET - The small jet is 12-32 thread; the large jet is 3/8-24 thread.

14050 1928-1934 \$17.90set



CARBURETOR AIR SHUTTER (CHOKE) SHAFT TILLOTSON - Standard size. Tillotson.

14120 1928-1931 \$13.00ea.



TILLOTSON THROTTLE SHAFT BUSHINGS - Used these bushing to correct a badly worn shaft holes. Sold as a pair.

14461 1928-1931 \$7.75pair



CARBURETOR CHOKE AND THROTTLE STOP PINS - Set of 2 knurled, cad. plated pins.

14510 1928-1931 \$1.10pair



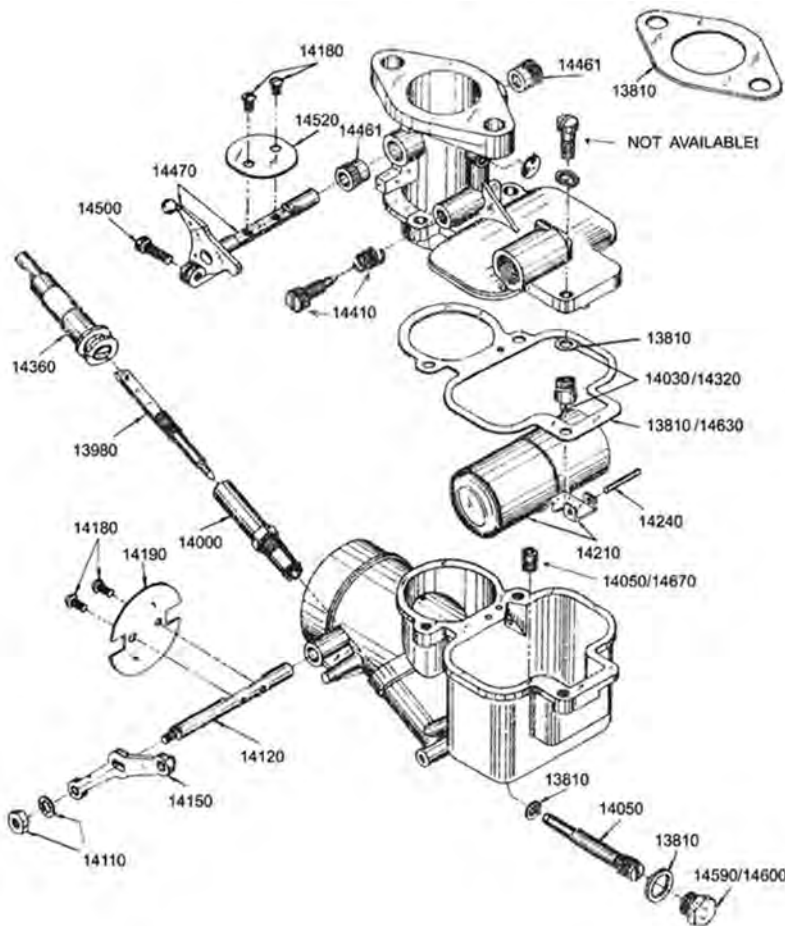
CARBURETOR THROTTLE SHAFT - TILLOTSON - Brass shaft, cad. plated throttle lever staked to shaft. Screw comes with lever. Standard shaft

14470 1928-1931 \$34.95ea.



CARBURETOR IDLE STOP SCREW - A special 8-36 x 5/8 screw located on the carburetor throttle lever.

14500 1928-1931 \$0.95ea.

CARBURETOR - TILLOTSON


CARBURETOR AIR SHUTTER (CHOKE) SHAFT NUT - Special cadmium plated, 8/36 thread, thick nut and lock washer that holds the choke arm to the shaft.
14110 1928-1934 \$0.60ea.

TILLOTSON THROTTLE PLATE - Brass. Tillotson.
14520 1928-1931 \$2.90ea.

CARBURETOR TO INTAKE BOLTS - Two 5/16-18 x 3/4 original thick head bolts; no marks and lock washers. Raven finish or Clear Zinc. plated were used 1928-31.
Clear Zinc
13950 1928-1931 \$1.70set
Black Zinc
13960 1928-1931 \$1.70set

CARBURETOR PLATE SCREWS FOR TILLOTSON - Four 6/32 x 1/4 screws and four #6 lock washers for both the carburetor and throttle plate. 8 Pieces.
14180 1928-1931 \$0.80set

CARBURETOR AIR SHUTTER (CHOKE) PLATE TILLOTSON - Plated. Tillotson.
14190 1928-1931 \$4.55ea.

CARBURETOR FLOAT - TILLOTSON - To set the float level it should be 1" from the machined surface to the bottom of the float with the carburetor top upside down.
14210 1928-1931 \$54.95ea.

CARBURETOR FLOAT HINGE BRACKET - Includes two drive-in rivets. This brass bracket holds the float in place.
14230 1928-1931 \$6.30set

CARBURETOR FLOAT PIN TILLOTSON - Tillotson float pin.
14240 1928-1931 \$1.25ea.

TILLOTSON FLOAT VALVE - The stainless steel ball will seat into a gas resistant rubber O ring for a great seal. Set the float level in the Tillotson to 1" form the machined surface of the upper half of carburetor to the bottom of the float with the carburetor top upside down. Tillotson threads are 7/16-24.
14320 1928-1931 \$19.95ea.

TILLOTSON IDLE ADJUSTING NEEDLE & SPRING - 1/4-32 threads.
14410 1928-1934 \$7.55ea.

CARBURETOR DRAIN PLUG - 1928 till March '30 were brass, then cad or plain. Gasket is included. Used on both Zenith & Tillotson. 3/8-24 threads.
Brass
14590 1928-1930 \$2.25ea.
Clear Zinc
14600 1930-1934 \$3.10ea.

CARBURETOR FUEL LEVEL GAUGE - Turn fuel valve off, drain gas from carburetor bowl as you remove drain plug. Screw test sight tube into drain hole. Turn fuel valve on. As gas fills carburetor bowl it will fill sight tube to the same elevation as inside the bowl. The fuel level should be 5/8" below the seam of the halves of the Zenith carburetor. Adjust float level by adding gaskets under float valve (14340 or 14341). On Tillotson set the float level at 1" above the machined surface of the carb top when the top is held upside down in your hand.
14680 1928-1931 \$8.95ea.

CARBURETOR AIR SHUTTER OR CHOKE LEVER - Carburetor air shutter or choke lever.
STEEL used May 1930 thru 1931, cadmium plated lever
14150 1928-1934 \$2.90ea.

CHOKE ROD SETS



CHOKE ROD GROMMETS - 4 pcs. The donut shape lower grommet fits on the firewall (Ford never used this one, but some restorers want it) and the upper grommet fits in the ring under the gas tank. The leather cupped grommet goes on the engine side of the firewall, with the smooth side toward the firewall followed by the metal cup washer then the spring. Paint washer black.

14760 1928-1931 \$4.50set



CHOKE ROD SLEEVE - The plated sleeve secures the choke rod to the carburetor.

14730 1928-1931 \$2.50ea.



CHOKE ROD SPRING - Raven as original.

14750 1928-1931 \$0.45ea.



CHOKE ROD SET - Cadmium-plated choke rod, chrome plated knob, raven spring and cadmium-plated sleeve.

28-29 uses 26 Inch rod

14710 1928-1929 \$17.10set

30-31 uses 28 1/2 Inch rod

14720 1930-1931 \$17.10set

ACCELERATOR PARTS



ACCELERATOR RETURN SPRING - Fits on throttle control linkage. When you take your foot off the accelerator pedal, this spring will return the pedal to the idle speed.

1928 thru April 1930 used a straight cylindrical spring on the linkages where the arm is pinned to the rod at the end where the spring is located. Pin is included

14800 1928-E1930 \$2.25ea.



ACCELERATOR RETURN SPRING (Cont.)

April 1930 to end used a tapered spring with a one piece rod and arm

14810 E1930-1931 \$2.25ea.

NOTE: There are two oil ports in the top of the accelerator control mechanism. These are often overlooked when lubricating the car.



3 PIECE CONTROL ROD SET - Throttle is 6", accelerator is 10 3/4" and spark rod is 17 5/16" long. All are cadmium plated.

14820 1928-1931 \$28.50set



INDIVIDUAL CONTROL RODS - This is the 6 rod only from #14820. Cadmium plated with the correct shape to fit the ball properly.

6 Inch Throttle Rod

14821 1928-1931 \$9.25ea.

10 3/4 Inch Accelerator Control Rod

14822 1928-1931 \$9.75ea.

17 Inch Spark Control Rod

14823 1928-1931 \$11.95ea.



ACCELERATOR FOOT REST - With rubber insert as original; cad. plated. Base not included; see (14860).

14830 1928-1934 \$4.85ea.



ACCELERATOR FOOT REST BASE - The base plate that the above shaft screws into. The flat side faces the accelerator pedal.

14860 1928-1934 \$5.05ea.



ACCELERATOR FOOT REST BASE SCREWS - The three #6 x 3/4 oval wood screws to secure the base plate to the floorboards.

14870 1928-1931 \$0.70set



FULTON ACCELERATOR PEDAL ACCESSORY - This is an era accessory that will screw to the floorboards and give you a larger gas pedal. The base is polished stainless steel.

26258 1928-1931 \$38.95ea.



ACCELERATOR CAP - Foot pedal cap that screws onto the accelerator assembly. Exact copy made from one piece of metal.

14770 1928-1931 \$3.50ea.

GENERATOR & ALTERNATOR

The following are needed to convert from a 6 volt electrical system to a 12 volt system:

12 volt battery negative ground
14960 12 volt alternator negative ground
15870 12 volt starter field coils
16880 Resistor for coil
17860 12 headlight bulbs
18520 12 volt parking, dash, cowl, dome, and tail light bulbs
19190 12 volt stop light bulb
20050 Horn resistor
Electric wiper resistor not available.

The wire attached to the coil must also be reversed when using a 12 volt system



ALL NEW ALTERNATOR -

The advantage of an alternator is it continues to charge at idle speed, resulting in bright lights at night and a strong horn. The alternator will not let your battery overcharge. When your battery is fully charged you will get a 1 amp reading on your amp meter. Includes an internal regulator, mounting bracket, ultimate tension bracket #14973 and pulley. No exchange necessary. Used all years. Manufacturer's lifetime guarantee.

12 volt negative ground; 60amp to support halogen lights at idle

14960 1928-1931 \$259.95ea.

6 volt positive ground HIGH output 60 amp

14970 1928-1931 \$299.95ea.



POWERGEN ALTERNATOR -

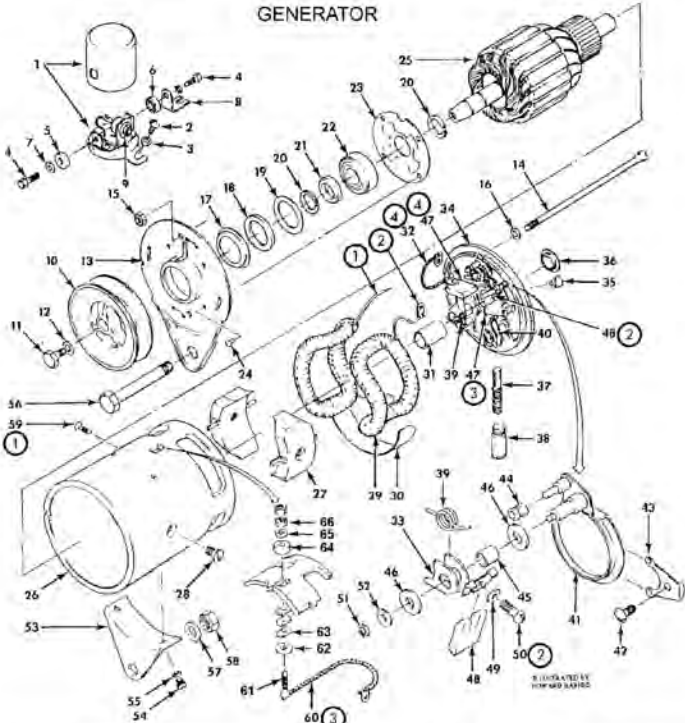
This unit combines the general look of a generator with the reliability of an alternator. The rear end plate has venting holes to receive air, and the front end has cooling fins around the pulley. This unit will bolt right onto your car and you will be ready to roll in minutes with the one wire hookup. This kit comes with all of the mounting hardware and installation instructions. Due to the powder coating it is essential to run a separate 8ga ground wire from the alternator to the frame. See pictures of this part on the web www.brattons.com, for front, side and rear end views.

12 Volt 14961

1928-1931 \$459.95ea.

6 Volt

14972 1928-1931 \$459.95ea.



Index #	Our Part #	Nomenclature	Required
1	15590	Generator Cutout Assembly	1
2	15580	Round head Screw 10/32 x 5/16	2
3	15580	Lock washer No. 10	2
4	15650	Terminal bolt No. 10/32 x 1/2 Hex Head 1929 till April 1930 used Fillister screw April 1930 till end 10/32 x 1/2 Hex bolt	2
5	15640	Fiber insulator - thick	1
6	15640	Fiber insulator - thin	1
7	15650	Lock washer #10	2
8	15630	Connector (cutout to generator)	1
9	15600	Diode	1
10	15370	Pulley	1
11	15430	Pulley bolt, special 1/4-28 x 7/16 Hex bolt, used 1929 till April 1930 then 5/16-24 x 7/8 hex bolt April 1930 till end	1
12	15430	Pulley lock washer 3/8 steel	1
13	-----	Front end plate	1
14	15310	Gen case bolt 1/4-20 x 6 fillister head	2
15	15310	Gen. case nut 1/4-20 hex	2
16	15310	Gen case lock washer 1/4	2
17	15300	Bearing felt retainer (drive end)	1
18	15300	Bearing felt washer 5/32 x 1 3/8	1
19	15300	Bearing corrugated washer	1
20	15300	Bearing retainer ring	2
21	15300	Bearing spacer	1
22	11550	Shaft bearing (drive end)	1
23	15220	Bearing retainer plate	1
24	15210	Rivet 3/16 x 3/16 oval tubular optional screw rivets stainless	4
25	19001	Armature (bearing/bushing style) Generator case not available	1
26	-----	Field coil mounting shoes not available	1
27	-----	Field coil mounting shoe screw	2
28	15560	Generator field coil assembly	1
29	15530	Field coil insulator strip	1
30	15570	Bushing (rear end plate 1930-31)	1
31	15320	Generator brush to ground lead assembly	1
32	15290	Brush holder	3
33	15070	Rear end plate assembly	1
34	15350	-----	1

Index #	Our Part #	Nomenclature	Required
35	15390	Oil cap (1930-31)	1
36	-----	End bushing plug (1930-31)	1
37	15450	End plate wick & spring assembly (30-31)	1
38	-----	End plate oiler (1930-31)	1
39	15080	Third and grounded brush spring	2
40	-----	Insulated main brush spring	1
41	15130	Third brush plate assembly	1
42	15060	Brush retainer screw 8/32 x 1/4 round head	2
43	15140	Third brush plate retainer spring	2
44	15060	Brush holder stop pin insulator	3
45	15060	Brush holder insulating bushing	2
46	15060	Brush holder insulator washer (not used on ground holder)	4
47	15120	Generator main brush (chanfered edge towards brush holder)	2
48	15120	Generator third brush	1
49	15060	Brush lock washer #8	3
50	15060	Brush screw 8/32 x 1/2 fillister	3
51	15060	Brush holder stud clip	3
52	15060	Brush flat washer #8	3
53	-----	Generator support	1
54	-----	Support screw 1/4-28 x 7/16 fillister	2
55	-----	Support lock washer 1/4	2
56	15480	Generator support bolt 1/2-20 x 2 3/4 Hex	1
57	15480	Generator support lock washer 1/2	1
58	15480	Generator support nut 1/2-20 Hex Screw and nut for grounding field coil wire [A] inside case. Other generators are grounded at terminal bushing.	1
60	15230	Generator terminal lead wire	1
61	15250	Terminal bolt 10/32 x 31/32	1
62	15250	Fiber washer with square hole	1
63	15250	Generator terminal bushing	3
64	15250	Hard fiber washer 3/16	1
65	15250	Terminal lock washer #10	1
66	15250	Nut 10/32	2
None	15400	Cover band	1
None	15420	Screw 10/32 x 1 1/4 round head	1
None	15420	Nut 10/32 square	1

Legend Hook-up Description
1 - Field coil wire attaches to ground screw (Index # 59) or under terminal screw (Index # 61).
2 - Field coil wire attaches under the third brush screw (Index # 50).
3 - Terminal and lead assembly wire attaches under insulated main brush screw (Index # 47).
4 - Brush to ground lead assembly (Index # 32) attaches to ground brush (Index No 47) and to third brush plate retainer spring screw (Index # 42), opposite side.



PRO PACK 6V GENERATOR REBUILD KIT - This kit contains all of the parts that commonly need to be replaced when rebuilding your generator. This is for the later style generator with the bushing in the rear plate. This kit contains everything except the case, pulley, armature, and cut out components. This kit includes the following parts 11550, 15060, 2 of 15080, 15120, 15130, 2 of 15140, 15210, 15230, 15250, 15290, 15300, 2 of 15310, 15320, 15390, 15400, 15450, 15530, 2 of 15560, 15090, 15200, 15260, 15570.
14871 1928-1931 \$129.95set



THE MODEL A GENERATOR AND STARTER - By Paul & William Mcree. Describes the different changes and how the unit works. How to disassemble, restore and reassemble unit in great detail. How to test and troubleshoot. New addition is early AR starter. This is a very complete book on rebuilding. 56 pages with over 50 pictures.
37830 1928-1931 \$22.95ea.



ALTERNATOR H BRACKET WITH BOLTS - Use this bracket to mount an alternator onto your car. The bracket is included with part #s 14950, 14970 & 14960.
14971 1928-1931 \$29.95ea.



ULTIMATE ALTERNATOR MOUNTING AND TENSION BRACKET KIT - This newly redesigned alternator mounting kit is designed to help align the alternator pulley to the crank & fan pulley without the need for spacers or unsightly washers. This kit comes with the alternator mounting bracket, a redesigned tension bracket, and grade 8 mounting hardware. Both brackets come painted and ready to install on your car.
14973 1928-1931 \$79.65set



SIX TO TWELVE VOLT INVERTER - 2.5 AMP - This unit will convert your 6 volt positive ground to 12 volt negative ground. 2.5 AMP output for radio with CD or tape. This higher amp is also required for CBs. In-line fuse included.
14940 1928-1934 \$109.95ea.

GENERATOR & ALTERNATOR



GENERATOR EXTERNAL HARDWARE - This set includes the screws to hold the support bracket to the generator, the cutout and bolt for pulley. All stainless, 14 pieces.

1929 14 PCS

15040 1929 \$8.35set

30-31 14pcs

15050 1930-1931 \$4.50set



BRUSH HOLDER COMPONENTS - Two 8/32 x 1/4 screws, three stop insulators, two insulated bushings, four insulated washers, three #8 lock washers, three 8/32 screws, three stud clips, three #8 washers.

15060 1929-1931 \$8.75set



GENERATOR BRUSH SPRING - SPRING for the third and ground brush. Need 2

RIGHT HAND SPRING for the third and ground brush. Need 2

15080 1929-1931 \$1.40ea.



LEFT HAND SPRING for main brush

15090 1929-1931 \$1.40ea.



GENERATOR BRUSH SET - Oct. 1928 thru end of production for long generator used 3 carbon brushes. One of the 3 brushes is thinner, the thinner brush is used on the third brush holder (index #48) which is the movable one for adjusting the amp output.

15120 1929-1934 \$3.95set



GENERATOR THIRD BRUSH PLATE ASSEMBLY - This plate rotates to adjust the amp output.

15130 1929-1932 \$5.80ea.



GENERATOR THIRD BRUSH PLATE RETAINER SPRING - Holds above brush plate (15130) to end plate. Need 2. There were two styles made. On end plate with the oil hole on the side of the bearing has a slot in the plate to hold the tab in place.

15140 1929-1931 \$3.25ea.



GENERATOR THIRD BRUSH PLATE RETAINER SPRING - The end plate with the oil hole in the middle of the bearing does not have a slot in the cover.

15150 1929-1931 \$3.25ea.



POWERHOUSE GENERATOR BRACKET GASKET - Used 1928 to July 1929.

15510 1928-1929 \$0.40ea.



POWERHOUSE GENERATOR SUPPORT BRACKET GASKET - Used 1928 to July 1929.

15520 1928-1929 \$0.45ea.



GENERATOR TENSION BRACE WITH BOLT - Holds the generator or alternator tight against the fan belt. Included with alternator.

15500 1929-1932 \$6.50set



GENERATOR FRONT OR PULLEY END BEARING - For Powerhouse, foreign made. Used until July 1929 ID = .787 OD = 1.850.

15160 1928-1929 \$5.95ea.



PILOT OR FRONT GENERATOR BEARING - Located at the end of the clutch drive shaft in the center of the flywheel. Sealed on both sides.

11550 1928-1948 \$6.25ea.



GENERATOR REAR END PLATE BEARING - Used Oct. '28 to April '30. Sealed on both sides. I.D. = .590 O.D. = 1.377.

15200

L1928-1931 \$6.50ea.



GENERATOR FIELD COILS - Oct. 28 to end of production long generator housing.

6-Volt

15530 1928-1931 \$57.75set

12-Volt

15550 1928-1931 \$60.25set



GENERATOR FRONT END PLATE BEARING RIVETS -

When you install the above new bearing (15550) these rivets are needed. This is a stainless 'screw-rivet'; the head is a rivet, but the shaft is actually threaded. 4 screw rivets and nuts. Caution: rivets may need to be cut shorter so as not to hit armature windings. Most rivets fit okay.

15210 1929-1931 \$2.75set



GENERATOR OR STARTER FIELD COIL SCREW - Special large head 3/8-16 x 5/8 screw on outside of generator & starter which holds field coil in place. Before using this screw, temporarily use a 3/8-16 bolt and draw the shoe TIGHT, to form fields to housings, then replace bolt with the correct screw. Need 2 for the generator and 4 for the starter.

15560 1929-1931 \$0.70ea.



GENERATOR FIELD COIL INSULATOR - A gasket for the coils to generator case.

15570 1929-1931 \$2.65ea.



GENERATOR BEARING RETAINER PLATE - This plate is riveted to the generator front plate (pulley end) to hold the ball bearing (11550) in place.

15220 1928-1934 \$3.25ea.



GENERATOR POST & DISTRIBUTOR LOWER PLATE WIRE PIGTAIL - You will need to cut the wire to the length you need.

15230 1929-1931 \$4.45ea.



GENERATOR TERMINAL POST COMPONENTS - Oct. '28 until April '30 the terminal post is located near the pulley end. April '30-31 the post is toward the rear of the generator. Set includes: Terminal Post Stud, Fiber Washer, three Term bushings, Fiber Washer, Lock washer, and two 10/32 nuts.

15250 1929-1931 \$12.75set



GENERATOR TERMINAL NUTS - Two 10/32 hex nuts with the original 7/16" width and one lock washer.

1928-30 Brass nuts

15260 1928-1930 \$2.35pair

1931 Copper nuts

15270 1931 \$2.90pair



GENERATOR BRUSH TO GROUND LEAD WIRE - With pigtails on each end.

15290 1929-1931 \$2.25ea.



BEARING RETAINER COMPONENTS - Retainer, Retainer felt, Retainer washer, two Retainer rings and Bearing Spacer.

15300 1929-1931 \$9.95set



GENERATOR END-TO-END BOLT - The 1/4-20 x 6" long bolt that holds the ends together. Includes lock washer and nut. Order 2 sets per generator. The nut goes on the pulley end, lock washer under head of bolt.

15310 1929-1931 \$2.85set



GENERATOR REAR END PLATE BUSHING - Used April 1930 till end. I.D. .626, O.D. .752, Length .965. Replaces earlier style. (15200) bearing. Made from powdered 90% copper, 10% tin. Oil soaked for good wear and lubrication.

15320 1930-1932 \$2.50ea.



AMMETER AND POP OUT SWITCH NUT, MADE BY A & L PARTS - A thick black insulated capped 8/32 nut to tighten the wires down. Two used on the ammeter and one used on the pop out.

15690 1928-1931 \$0.85ea.

GENERATOR & ALTERNATOR • STARTER



GENERATOR POWERHOUSE END COVER - Die-stamped steel. Cadmium plating was used thru early '28, then painted black. This cover will fit both three and five brush generators. The Powerhouse generator was discontinued in July '29.
Steel, Cadmium plated
15330 1928 \$38.45ea.
Plain Steel
15340 1928-1929 \$33.20ea.



GENERATOR PULLEY - This is a copy of the 3 spoke pulley used from mid-1929 thru 1931, but can be used on any year. The pulley taper length is for the short 1/2" used after April 1930. To use on the 7/8" taper order #15360 adapter.
15370 1930-1931 \$20.95ea.



ADAPTER ONLY FOR GENERATOR PULLEY - If the taper length of the armature shaft for the pulley is 7/8" then this adapter must be used with #15370 pulley.
15360
1928-E1930 \$2.35ea.



ALTERNATOR PULLEY - This new special pulley gives 20% faster RPMs than the previous one on the market. This allows the charging rate of the alternator to begin at a lower engine RPM. Includes special nut.
15380 1928-1931 \$28.95ea.



GENERATOR COMMUTATOR END PLATE OIL CUP - Cad. plated.
15390 1929-1938 \$3.25ea.



GENERATOR COVER BAND - With screw and square nut, covers the brushes.
15400 1929-1931 \$6.10ea.



GENERATOR BAND AND COOLER - Band has air cup to cool generator.
15410 1929-1932 \$19.25ea.



GENERATOR BAND SCREW AND SQUARE NUT - For generator band. 10/32 x 1 1/4 screw. Should be black.
15420 1929-1932 \$0.50set



GENERATOR PULLEY BOLT AND INTERNAL LOCK WASHER - The generator armature pulley taper was changed in April 1930. Therefore, Oct. 1928 till April 1930 used 1/4-28 x 7/16 bolt on a 7/8" tapered pulley. In April 1930 till end the pulley taper was changed to 1/2" and used a 5/16-24 x 1/2 bolt to hold the pulley in place. See page 448 of Service Bulletin.
15430 1928-1930 \$1.40set
15440 1930-1931 \$1.30set



GENERATOR COMMUTATOR END PLATE WICK AND SPRING - Used April '30 till end.
15450 1930-1931 \$4.95pair



GENERATOR PIVOT BOLT AND NUT SET - Includes 1/2"-20 x 2 3/4" bolt, lock washer, and nut. Should be painted black.
15480 1929-1932 \$1.50set



POWER HOUSE GENERATOR BRACKET - Keeps the power house in position to keep a tight fan belt. Mounts from the front timing cover bolt to generator.
15490 1928-1929 \$13.45ea.



GENERATOR CUT OUT WITH DIODE INSTALLED - Diode eliminates sticking points. This is a 100% copy of the original except for the modern internal diode, which will give better performance. Designed for a full 20 amp continuous duty for 6 volt positive ground systems. Terminal connector, insulators are included. MADE in USA for Bratton's
15590 1928-1939 \$58.85ea.



DIODE CONVERSION KIT FOR CUT OUT - Convert your cut out to solid state. Gaskets, wire and instructions included. Best of 2 available. Can only be used on Model A-style cutouts.
15600 1928-1939 \$9.95set



CUT OUT TERMINAL TO POST CONNECTOR - Cad plated 'L' bracket that mounts on one side of the cutout to the generator post stud (15250).
15630 1928-1939 \$0.55ea.



CUT OUT TERMINAL INSULATOR - 2 black fiber washers curved to fit cut out. The thin one goes with (15630) connector. These have the special square protrusion to fit square hole in cut out.
15640 1928-1939 \$4.95pair



GENERATOR CUTOUT TERMINAL SCREWS - 1928 to May 1930 used two 10/32 x 1/2" pan head screws and l/w, zinc plated. Then the screws were changed to two 10/32 x 1/2" thick head hex bolts and lock washers. This was to eliminate the long screw driver from hitting the radiator. Zinc plated.
PAN HEAD SCREWS
15650 1928-1930 \$0.95set
15660 1930-1931 \$1.35set



GENERATOR CUTOUT SCREWS - 1928 uses 2 cad. screws and lock washers. 1929-39 uses two 10/32 x 5/16 raven finish screws and shake proof washers.
CLEAR ZINC 1928
15580 1928 \$0.55set
BLACK ZINC 29-39
15610 1929-1939 \$0.75set



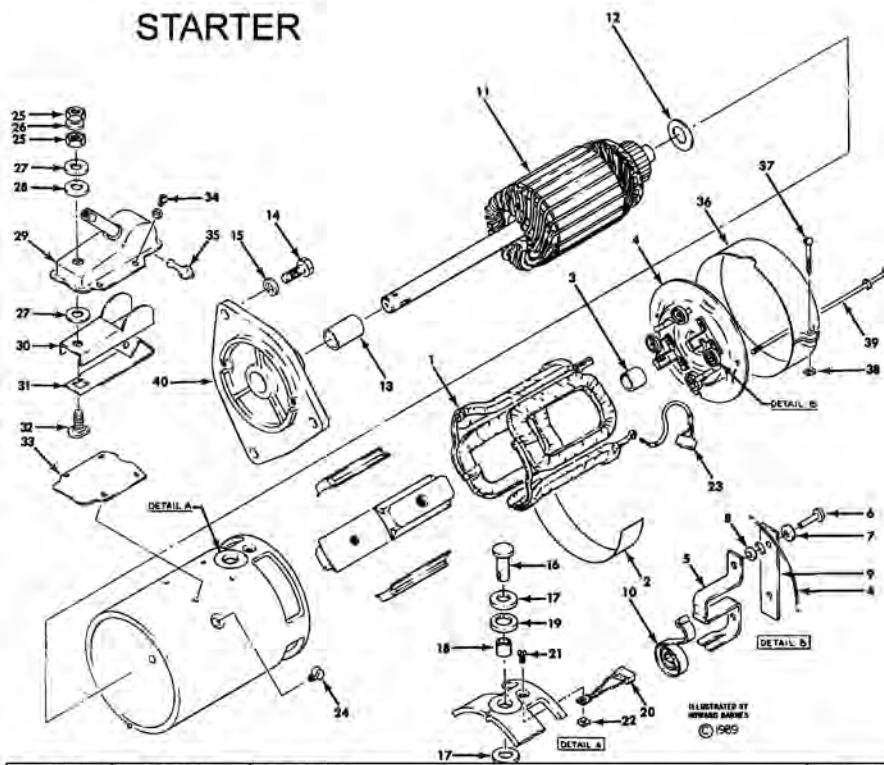
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REBUILDING THE GENERATOR
38115T
1928-1931 \$24.95ea.

STARTER



THE MODEL A GENERATOR AND STARTER - By Paul & William Mcree. Describes the different changes and how the unit works. How to disassemble, restore and reassemble unit in great detail. How to test and troubleshoot. New addition is early AR starter. This is a very complete book on rebuilding. 56 pages with over 50 pictures.
37830 1928-1931 \$22.95ea.

STARTER



Index #	Our Part #	Nomenclature	Required
		Starter Assembly	1
1	15860	Field Coil Assembly	1
2	15880	Field Coil Insulator	1
3	15800	Brush End Bronze Bushing	1
4		Brush End Plate	1
5	15830	Brush Holder	4
6	15850	Tubular Rivet (.118 x 9/32 Oval head) - Long	4
7	15850	Plain Bakelite Washer 1/8(1/32 X 5/16)	4
8	15850	Plain Fiber Washer 1/8 (1/16 x 15/64)	4
	15850	Tubular Rivet (1/8 x 3/16 Oval head) - Short	4
9	15840	Brush Holder Insulator	4
10	15820	Brush Spring	4
11	15761	Armature Assembly	1
12	15790	Armature Thrust Rib, Washer (5/8 x 1/32 x 1 1/4)	1
13	15940	Oilite Bushing - Rear	1
14	15740	Starter Mounting Bolt 3/8 - 16 x 1 Hex	3
15	15740	Lock washer 3/8 (3/32 x 21/32)	3
16	15900	Contact Button, Copper	1
17	15900	Fiber Washer 3/8 (1/16 x 7/8)	2
18	15900	Contact Bushing, Fiber	1
19	15900	Fiber Washer 1/2 (1/8 x 15/16)	1
20	15810	Brush Assembly (Ground)	2
21	15810	Flathead Machine Screw (#10-32 x 1/2)	2
22	15810	Nut (#10-32 Square)	2
23	15810	Brush Assembly (Insulated)	2
24	15560	Field Coil Screw	4
25	16050	Copper Terminal Nut 3/8-16	2
26	16050	Terminal Lock washer 3/8	1
27		Terminal Steel Flat Washer 3/8 (1/16 x 3/4)	1
28		Terminal Insulated Fiber Washer 13/32 (1/16 x 3/4)	2
29	16030	Starter Switch	1
30		Starter Switch Case Insulator	1
31		Starter Switch Contactor	1
32		Copper Terminal - Special	1
33	16090	Starter Switch Insulator	1
34	16070	Mtg Screw & L/W (10-32 x 5/16 Rd. Head, Cad)	4
	16080	Mtg Screw & L/W (10-32 x 5/16 Rd. Head, Rav)	4
35		Plunger Button - Non-Metallic	1
36	15910	Cover Band	1
37	15910	Bolt (#10-32 x 1 1/4 Round head)	1
38	15910	Nut (#10-32 1/8 x 3/8 Square)	1
39		End To End Bolt & Lock washer (Under Head)	2
40		Rear End Plate	1



PRO PACK STARTER REBUILD KIT - This kit contains all of the components that normally need to be replaced when rebuilding a starter. This kit does not include the case, Bendix, starter switch, or the armature. But it does include the following part numbers 4 of 15560, 15790, 15800, 15810, 4 of 15820, 4 of 15830, 15840, 15880, 15860, 15880, 15900, 15910, 15940, and 15950. This is for the starter with the 5/8" shaft.

15699 1928-1931 \$154.95set



3 PER SET

AUTHENTIC THICK HEAD STARTER MOUNTING BOLTS - Three 3/8-16 x 1 THICK head bolts; no marks on head; raven finish steel bolts and lock washers.

15740 1928-1931 \$5.25set



NON-AUTHENTIC STARTER MOUNTING BOLTS - 3 Non-authentic mounting grade 5 bolts & lock washers in black zinc finish. Good for the driver car but not for show.

15741 1928-1931 \$2.40set



NEW STARTER ARMATURE - All new armature. With 5/8" diameter shaft. NO EXCHANGE needed.

15761 1928-1931 \$141.95ea.



STARTER ARMATURE THRUST WASHER - The fiber washer located at front end of the shaft next to the commutator.

15790 1928-1931 \$0.40ea.



STARTER FRONT END OR BRUSH END BUSHING - I.D. .640, O.D. .753, length .592.

15800 1928-1932 \$1.75ea.



STARTER BRUSH SET - 4 - Two insulated brushes and two ground brushes. Solder the insulated brush on each field coil lead that is to the inside of the field coil assembly.

15810 1928-1934 \$12.95set



STARTER BRUSH SPRING - Oil tempered spring steel. Need 4.

15820 1928-1932 \$1.25ea.



STARTER BRUSH HOLDER - Steel brace that holds the spring and brush in place. Need 4.

15830 1928-1931 \$2.40ea.

STARTER

STARTER BRUSH HOLDER INSULATOR - Used under the two brush holder's (#15830) which hold the insulated brushes. A metal strip the same size as this insulator is used under the two brush holders for the ground wires.

15840 1928-1931 \$2.45pair

STARTER BRUSH RIVETS - Four short tubular rivets for the two ground brush holders and four longer tubular rivets, four fiber insulating spacers for the rivets and four fiber insulators located under the rivet head used on the two insulated brush holders. 16 piece set.

15850 1928-1931 \$4.95set

STARTER FIELD COILS - Made of 100% copper wire. Authentically fabric-wrapped for good insulation. One set per starter. Will only work on 28-31 starters.

6 volt

15860 1928-1931 \$52.50set

12 volt

15870 1928-1931 \$58.95set

GENERATOR OR STARTER FIELD COIL SCREW - Special large head 3/8-16 x 5/8 screw on outside of generator & starter which holds field coil in place. Before using this screw, temporarily use a 3/8-16 bolt and draw the shoe TIGHT, to form fields to housings, then replace bolt with the correct screw. Need 2 for the generator and 4 for the starter.

15560 1929-1931 \$0.70ea.

STARTER FIELD COIL INSULATOR - A strip of heavy paper between starter case and field coils.

15880 1928-1931 \$2.25ea.

FIELD CONTACT BUTTON TERMINAL AND INSULATORS - The bronze button on the case that makes electric contact with the starter switch. Three fiber insulating washers and one fiber insulating bushing. Five piece set. This button will not fit the 1928 to mid-1928 Abel starters.

15900 1928-1931 \$12.30set

STARTER BAND WITH SCREW AND SQUARE NUT - Covers the brushes. One 10/32 x 1 1/4 screw and square nut.

15910 1928-1931 \$6.10set

STARTER BAND SCREW AND SQUARE NUT - One 10/32 x 1 1/4" screw and square nut.

15920 1928-1931 \$0.60set

STARTER REAR END BUSHING - End that bolts to the flywheel. Two sizes were used. The early size is not available. 1928 and some 1929 starters used a thin walled bushing.

ID .627, OD .689, 1.155 LONG

15940 1928-1929 \$5.25ea.

ID .627, OD .753, LENGTH 1.155

15950 1929-1953 \$1.75ea.

USA STOCK BENDIX STARTER DRIVE - All new, complete Bendix. Includes shaft and pinion, shaft sleeve, spring, 2 screws and tab lock washers. This fits the 5/8 shaft used Oct. 1928 till end. There is no drive available for the early starters which used a 1/2 shaft. OURS IS NOW MADE IN THE USA

15960 1928-1939 \$43.95ea.

BENDIX DRIVE SPRING CLIP - Designed to stabilize the starter spring and help prevent bending & breakage of the spring bolts. They are made to be used with 5/16" bolts, but they can be drilled out for the larger 3/8" bolts.

15968 1928-1931 \$5.25pair

3/8 BOLT BENDIX SPRING - Good strong spring. Early Bendix used 5/16 bolt eyelets (not available). This is the later 3/8 bolt eyelet.

15970 1928-1948 \$16.75ea.

STARTER BENDIX SPRING BOLTS & TABBED WASHERS - Two bolts and 2 tabbed washers per set.

5/16 BENDIX SPRING BOLTS & LOCK WASHERS

15980 1928-1931 \$4.95set

3/8 BENDIX SPRING BOLTS & LOCK WASHERS

15990 1928-1948 \$4.25set

STARTER BENDIX TABBED WASHERS ONLY - Two tabbed washers.

5/16 BENDIX SPRING BOLT TAB WASHERS

16000 1928-1931 \$1.75pair

3/8 BENDIX SPRING BOLT TAB WASHERS

16010 1928-1948 \$1.80pair

BENDIX SHAFT KEY - This is the key that goes on the starter shaft.

16020 1928-1931 \$0.60ea.

MODERN BENDIX DRIVE MADE IN USA - Modern style replacement for 15960. This eliminates the fear of having your spring or bolts break. Also good to withstand the 12 volt applications. Cannot be used on early 28 starters with 1/2" shaft. To install, slide unit on motor shaft, gear end first, beyond woodruff key slot. Install woodruff key (16020) on the shaft. Slide Bendix back over key. Use special Modern Bendix Tool (15962) to compress spring on Bendix and release set screw, then screw in the set screw firmly to hold the unit on the shaft. Remove tool. OURS IS NOW MADE IN THE USA

15961 1928-1931 \$44.95ea.

MODERN BENDIX INSTALLATION TOOL - Use this tool to help compress the retainer spring when installing or removing the modern Bendix from your starter.

15962 1928-1931 \$26.20ea.

STARTER SWITCH - Original style switch with brass terminal nuts. Can NOT be used on 1928 Abel starters.

16030 1928-1931 \$47.25ea.

STARTER SWITCH INSULATOR KIT - This kit contains the insulators to insulate the terminal stud where it comes through the housing and the thick fiber cross that insulates the copper contact strap from the plunger. U.S.A. 6pcs This kit does not include the insulator that goes between the copper contact strap and the stamped housing

16031 1928-1931 \$3.10set

STARTER SWITCH TERMINAL NUTS - Two 3/8-16 nuts. These are the original 5/8 wide nuts. BRASS, late 30 thru Feb. 31

16040 1930-1931 \$3.60set

COPPER, used thru late 30

16050

1928-L1930 \$3.60set

STEEL, Feb. 31 thru end

16060 1931 \$3.60set

STARTER SWITCH MOUNTING SCREWS - Four 10/32 x 5/16 Clear Zinc plated screws and lock washers for 1928. Black Zinc finish screws and lock washers were used in 1929-31.

RAVEN FINISH

16070 1928 \$0.95set

CLEAR ZINC

16080 1929-1931 \$0.95set

STARTER • IGNITION SWITCH & CABLES



STARTER SWITCH INSULATOR - Black oil and water resistant material that fits between the starter switch and the starter. Used 1928 till early 1930.

16090 1928-1931 \$1.10ea.



FUSE MOUNT ASSEMBLY - Provides 30 Amp protection. Installs on the engine side of starter switch with existing screws. No Alteration, to install assembly remove the generator wire from the starter switch, and attach it to the stud on the fuse assembly. Then attach the pigtail wire from the fuse to the starter switch. Authorized by the Judging Standards. Instructions included.

16100 1928-1931 \$20.95ea.



FUSES - Extra supply of fuses for above. Set includes five 30 Amp fuses.

16110 1928-1931 \$2.95set



STARTER ROD - A cadmium plated rod that screws into the starter switch.

16120 1928-1931 \$3.20ea.



UP-START HAND STARTER KIT - This modification to your car allows you to bypass the starter button on the floor and use a chrome plated rod that runs up the steering column to start your car. A simple pull on the rod will activate your starter. This is a great addition for when you are starting the car on a hill. You can still use the original starter button on the floor if you choose to do so. May not work correctly if your car is equipt with Float-A-motor Mounts.

16121 1928-1931 \$114.95ea.



STARTER PAD - For top of starter rod. Not used originally.

16130 1928-1931 \$2.45ea.



STARTER ROD GROMMET - Located at the fire wall. Originally was made from Bakelite with no cover. 1928 to Aug. 1930.

REPLACEMENT RUBBER STYLE

16140 1928-1930 \$1.75ea.

ORIGINAL BAKELITE STYLE

16150 1928-1930 \$4.95ea.



JUNE 30 - NOV 30 STARTER ROD GROMMET - June 1930 to Nov. '30. Round grommet. No cover was used.

16160 1930 \$1.75ea.



AUTHENTIC JUNE 30 - NOV 30 STARTER ROD GROMMET - June 1930 to Nov. '30. Round grommet. No cover was used. This one has the original contour instead of flat.

16161 1930 \$8.50ea.



STARTER ROD ROUND RUBBER GROMMET - Sept. 1930-1931. Round smaller grommet used under metal cover (16210).

5040 1929-1931 \$1.05ea.



28 - AUG 30 STARTER ROD GROMMET COVER - Metal cover holds grommet (16140/16150) in place. This metal cover was NOT originally used, only a Bakelite grommet. Oval Used 1928 till Aug. '30.

16180 1928-1930 \$1.55ea.



1928 STARTER ROD COVER SCREW SET - For the oval 3 hole cover (16180). 1928 till Oct. 1928 used two 10/32 x 1/2 round head screws and lock washers.

16190 1928 \$0.85set



28 - 29 STARTER ROD GROMMET & COVER SCREW SET - Oct. 1928 to March 1930 used two 12/24 x 1/2 round head screws and lock washers.

16200 1928-1929 \$0.65set



SEPT. 30 - 31 STARTER ROD COVER-ROUND - Round Metal Cover Used after Sept. 1930 thru 1931. Order part #5040 for the grommet.

16210 1930-1931 \$2.75ea.



30 - 31 STARTER ROD COVER RIVETS - Three 9/64 x 1/4 oval head tubular rivets for the round cover. Paint fire wall color. For rivet tool, see part # (2711) in tool section.

16220 1930-1931 \$0.40set



IGNITION SWITCH ON-OFF PLATE - One side with printed with ON/OFF used till Nov. '28. Other side all black for Dec. 28-31.

16230 1928-1931 \$1.95ea.



IGNITION SWITCH ON-OFF PLATE RING - The stainless ring that holds the switch plate onto the dash panel. Originally ring was bright nickel.

16240 1928-1931 \$5.25ea.



TERMINAL BOX REPLACEMENT RUBBER GROMMET - The pop-out switch cable passes through this at the terminal box. Also used with the battery cable clamp.

20580 1928-1931 \$1.85ea.

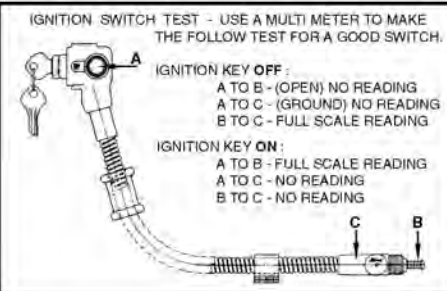


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REBUILDING THE STARTER 38115P

1928-1931 \$24.95ea.

IGNITION SWITCH & CABLES



TRANSISTOR IGNITION -

This kit will convert your stock distributor to a solid-state ignition. With this kit, you no longer have to worry about adjusting points or having your condenser burning out ever again. This modern unit is all contained inside the distributor body. The kit includes a new coil, & armored cable replacement (On off switch not included). This set up is discussed in detail in Vol. II of the Model A Mechanics Handbook (37590). Cannot use an original pop out switch OR MODERN UPPER PLATE.

6 volt

16270 1928-1931 \$274.95set

IGNITION SWITCH & CABLES
TRANSISTOR IGNITION (Cont.)

12 volt

16280 1928-1931 \$274.95set

EMERGENCY IGNITION

JUMPER CABLE - Screw one end into the distributor, remove the red wire from the coil and clip the other end of this jumper to where the red wire goes on the coil. This will bypass the ignition switch so to turn off the engine you will have to unhook this from the coil.

16360 1928-1931 \$18.35ea.

IGNITION SWITCH WITH ORIGINAL CABLE - This is a modern 'turnkey' cylinder, but from the driver's side of the dash the switch bezel and key hole look the same as the original pop-out switch. It turns 90 degrees with a 'detent' action to hold switch tumbler in place. Includes 2 non-authentic keys with the original large size armored cable on the engine side of the fire wall for the original look.

CABLE & SWITCH
16330 1928-1931 \$67.95ea.

SWITCH ONLY
S16330

1928-1931 \$54.25ea.

DUAL POSITION SWITCH

WITH ORIGINAL STYLE CABLE - This is the same switch and cable as (16330) except a second key stop position is added. This second key position is for accessories such as for a radio to be turned on with the ignition off. Switch made by Nu-Rex.

SWITCH & CABLE
16340 1928-1931 \$79.95ea.

DUAL POSITION SWITCH ONLY
S16340

1928-1931 \$64.95ea.

BETTER IGNITION SWITCH & CABLE

- This kit uses the BETTER switch (#16320) and the shorter ignition cable (#16391)

16301 1928-1931 \$48.95ea.

REPLACEMENT IGNITION SWITCH ONLY

- This is the better ignition switch ONLY and is included with part #16301. A nice Switch made by Cole Hersee. But it does not look authentic.

16320 1928-1931 \$28.95ea.

REPLACEMENT SWITCH & CABLE

- This kit uses the Economy switch (#16321) and the shorter ignition cable (#16391)

16300 1928-1931 \$27.50ea.

ECONOMY IGNITION SWITCH ONLY

- An economy replacement ignition switch only. This switch is an on/off switch without any detents in the tumblers. This is the switch that is included in part #16300.

16321 1928-1931 \$10.85ea.

POP-OUT SWITCH SCREWS

- Three 6/32 x 9/32 screws and lock washers to hold the switch to the instrument panel.

16440 1928-1931 \$0.80set

POP-OUT SWITCH BEZEL

- The round, nickel plated sleeve that holds the lock cylinder.

1928-1929

16450 1928-1929 \$3.45ea.

1930-1931

16460 1930-1931 \$3.25ea.

POP-OUT SWITCH KEY HOLE

- The nickel plated key hole plate in front of the lock cylinder.

1928-1929

16470 1928-1929 \$4.50ea.

1930-1931

16480 1930-1931 \$4.90ea.

POP-OUT SWITCH REAR CAP

- The cad. plated cap that covers the back of the Briggs and Stratton switch.

16490 1928-1931 \$5.25ea.

ORIGINAL STYLE IGNITION KEY BLANKS FOR ROU

- Exact copies of original Briggs & Stratton keys with correct embossed diamond logo, nickel plated. Used on original locks only. Mid 1930 till end with round speedometer dash. Can also be used on Doors for April 1931 to end of production Victoria & Slant Windshield Models.

16510 1930-1931 \$16.80ea.

ORIGINAL STYLE DOOR & DECK LID KEY BLANKS

- Exact copies of original Briggs & Stratton keys with correct embossed diamond logo, nickel plated. Used on original locks only. Late 1928 to April 1931. May not fit some Crown style locks.

16520 1928-1931 \$12.25ea.

REPLACEMENT POP OUT KEY BLANK

- For original pop-out switches and handles.

16530 1928-1931 \$2.75ea.

LEATHER KEY RING

- with 2 x 3 leather tag. Embossed with FORD Model A and year.

1928

16630 1928 \$7.90ea.

1929

16640 1929 \$8.25ea.

1930

16650 1930 \$7.90ea.

1931

16660 1931 \$7.90ea.

KEY RING

- Original loop style. Stainless.

16680 1928-1931 \$2.10ea.

POP OUT CABLE REPAIR CABLE

- These are almost perfect reproductions of the originals. Thread size at distributor is 11/16-16.

1928-29 *Oval Speedometer-For pop out switches with a solid back.*

16370 1928-1929 \$39.95ea.

1930 *Oval speedometer - For Pop out switches with a solid back.*

16380 1930 \$39.95ea.

June 1930-31 *round speedometer. The pop out switch must have the removable back plate #16490.*

16390 1930-1931 \$17.95ea.

NOTE: Screw the cable into the distributor housing 3 to 4 turns until the brass plunger makes a good contact to the lower plate. Do not over tighten as it can compress the plunger and the end of the pipe can short out against the lower plate.

SHORTER ARMORED IGNITION CABLE

- This is the ignition cable where the armored cable runs from the distributor to the terminal box, and then the inner wire runs the rest of the way to the ignition switch. This design allows for easier installation in the car. Spring is clear zinc plated.

16391 1928-1931 \$17.05ea.

JUNE 30 - SEPT 30 IGNITION SWITCH CABLE PATENT PLATE

- To be riveted to cable end at distributor.

16410 1930 \$2.85ea.

IGNITION SWITCH & CABLES • DISTRIBUTOR



CAST IGNITION CABLE CLAMP - The clamp is located on the #8 cylinder head stud to hold the pop-out cable in place. Clamp only. Mid 1928 to mid-1929 uses a 9/16" thick clamp, with a 4 1/16" long ignition stud.

16420 1928-1929 \$10.10ea.



29 - 31 IGNITION CABLE CLAMP - March 1929 to end, used a steel cad. plated clamp with 3 11/16" ignition stud. Crimp center of clamp 4 5/8" from end of pipe threaded end. This clamp is used on the #8 head stud.

16430 1929-1931 \$2.50ea.



28-M30 OVAL SPEEDOMETER DASH PANEL - Chromed plated panel. Oval speedometer panel for 1928 to June '30. Mounting screw not included.

16720 1928-1930 \$59.95ea.



M30-31 ROUND SPEEDOMETER DASH PANEL - Chromed plated panel. Round speedometer panel for June 1930 thru 1931. Mounting screws not included. You will need to paint the top & bottom recesses on the panel Satin Black

16730 1930-1931 \$59.95ea.



OVAL INSTRUMENT PANEL MOUNTING SCREWS - Four 10/32 x 1/2 oval screws.

Chrome

16740 1928-1930 \$1.60set

Stainless

16750 1928-1930 \$2.60set



ROUND INSTRUMENT PANEL MOUNTING SCREWS - Round speedometer dash screws have the original large #12 head.

Chrome

16760 1930-1931 \$1.75set

Stainless

16770 1930-1931 \$2.60set



BELT RAIL SCREWS AND RUBBER WASHERS - For back of dash rail. 1928-29 set includes six 1/4-20 x 11/16 oval head screws, rubber washers, lock washers and nuts.

28-29 CHROME HARDWARE

16780 1928-1929 \$2.95set

28-29

STAINLESS HARDWARE

16790 1928-1929 \$2.35set

30-31 CHROME HARDWARE

16800 1930-1931 \$2.95set

30-31

STAINLESS HARDWARE

16820 1930-1931 \$2.50set



BELT RAIL RUBBER WASHERS - These rubber washers are located on the back side of the dash rail where each of the large head screws pass thru. Washers are included in above screw kit.

16810 1928-1931 \$1.80set



30 - 31 BELT RAIL SIDE SCREWS - Two very thin 12/24 x 19/32 head screws and lock washers located at the lower corner of the dash (30260) rail to door post.

16830 1930-1931 \$0.95set

DISTRIBUTOR



ALL NEW DISTRIBUTOR - Same as #17100, but built with a new modern upper and lower plates (17330). No Exchange. LOWER SHAFT #17530 IS NOT INCLUDED.

MODERN POINTS & CONDENSER

17070 1928-1931 \$194.95ea.

STOCK POINTS & CONDENSER

17100 1928-1931 \$210.00ea.



NEW DISTRIBUTOR BASE ASSEMBLY - Housing is painted black, new reamed bushings; new upper shaft that's cross drilled for oil to pass to upper bushings (Includes cam screw and washers with hole thru center of screw to allow oil to reach hole in shaft.); and sleeve (17410) installed. You complete the rest.

16991 1928-1931 \$103.25ea.



FS ZIPPER DISTRIBUTOR - This is a stock looking distributor, with body and cap and a centrifugal advance system plus the popular FS Electronic Ignition system. This set-up eliminates the use of the left spark rod, by automatically advancing and retarding the spark per demands of the engine rpm. This set up has a 26 degree advance at 1800 RPM. And also eliminates the points and condenser by adding the reliability of electronic ignition.

6 volt

17081 1928-1931 \$559.95ea.

12 volt

17091 1928-1931 \$535.00ea.



ELECTRONIC CENTRIFUGAL ADVANCE DISTRIBUTOR - This all-new distributor contains both a centrifugal advance as well as the FS Ignition. YOU CANNOT USE AN ORIGINAL POP OUT WITH THIS SYSTEM. This has a 29 degree advance at 1750 RPM. When installing this distributor, you must use a modern plug where the porcelain top measures 0.380, and use a modern set of plug radio suppression wires (#17560 or champion 429, 518 or W-8 Plugs). Spark plug wires & lower shaft are sold separately.

6 volt

17080 1928-1931 \$429.95set

12 volt

17090 1928-1931 \$414.95set



DISTRIBUTOR REBUILD KIT - All the parts to rebuild the distributor except the cast housing, rotor (17470), cap (17160) & body (17110/17120). This has stock point, condenser, and plates. The upper shaft has been drilled for lubricating the upper bushing..

STOCK KIT

17650 1928-1931 \$115.95set

MODERN UPPER AND LOWER PLATES

17660 1928-1931 \$103.95set



TRANSISTOR IGNITION -

This kit will convert your stock distributor to a solid-state ignition. With this kit, you no longer have to worry about adjusting points or having your condenser burning out ever again. This modern unit is all contained inside the distributor body. The kit includes a new coil, & armored cable replacement (On off switch not included). This set up is discussed in detail in Vol. II of the Model A Mechanics Handbook (37590). Cannot use an original pop out switch OR MODERN UPPER PLATE.

6 volt

16270 1928-1931 \$274.95set

12 volt

16280 1928-1931 \$274.95set



COIL WIRE TO DISTRIBUTOR CAP - Original 11 3/4 thick black lacquered wire with brass tips soldered to wire as original. Ford never used a rubber boot on the ends of this wire.

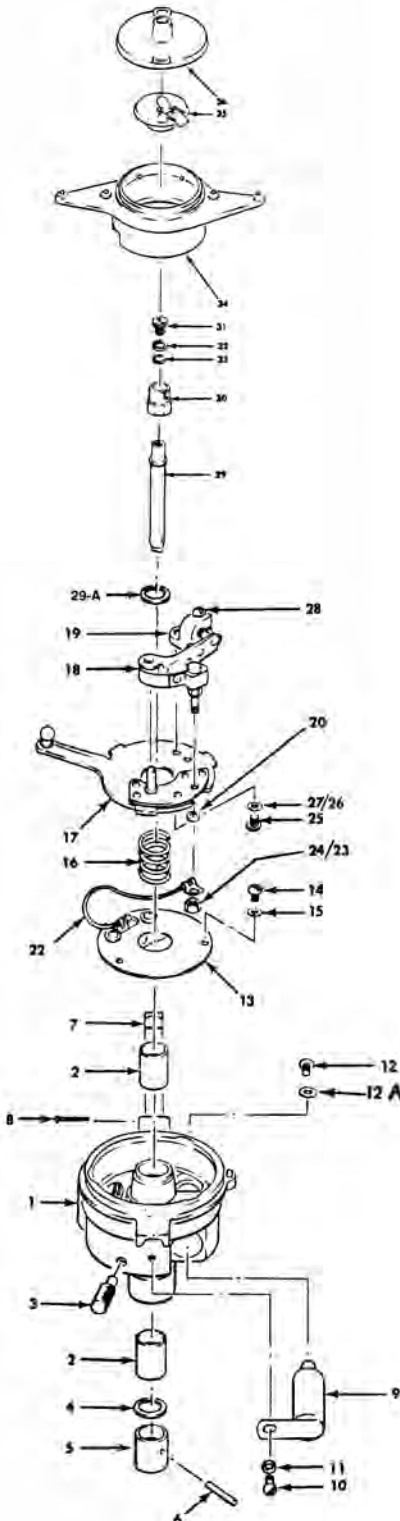
20250 1928-1931 \$3.95ea.

MODERN COIL TO DISTRIBUTOR WIRE - modern style coil to distributor wire with the ends crimped on and boots to protect from moisture. The wire measures 18 in. long

20251 1928-1931 \$5.50ea.



DISTRIBUTOR



Index #	Our Part #	Nomenclature
1	17000	Base Assembly
2	17200	Bushing
3	17220	Oiler
4	17400	Fiber Washer 1/2 (1/32 x 11/16)
5	17410	Shaft Sleeve
6	17420	Sleeve Pin 1/8 x 25/32 Plain Pin
7	17240	Base Clamp
8	17250	Clamp Rivet 1/8 x 15/16 Oval Head Split Rivet (Plain Steel, Cadmium, Nickel, or Brass)
9	17590	Condenser
10	17640	Condenser Round head Machine Screw 8/32 x 1/4 Cad Plated
11	17640	Condenser Lock washer #8 Plain Finish
12	17620	Condenser Round head COPPER Plated 10/32 x 7/32 Screw (Cad. Used 1928-29, Copper 1930-31)
12A	17620	Condenser Bus Bar Insulating Fabric Washer
13	17260	Lower Plate
14	17640	Lower Plate Round head Machine Screw 8/32 x 1/4 Cad 2 req'd
15	17640	Lower Plate Lock washer #8 Plain Finish (2)
16	17230	Spring
17	17310	Upper Plate & Insulator Assembly
18	17460	Point Breaker Arm Assembly
19	17350	Contact Screw Bracket
20	17640	Steel Spacer
22	15230	Pigtail
23	17640	#8 Lock washer
24	17640	8/32 Hex Nut, Cadmium
25	17640	Round head Screw 8/32 x 5/16 Zinc Plate - 2 req'd
26	17640	Flat Washer (pivot side of point block)
27	17640	Lock washer #8 Plain Finish - 2 req'd
28	17640	Fillister Head Screw 6/32 x 7/16 cad
28A	17640	Lock washer #6 Plain Finish
29	17360	Shaft
29A	17390	Cam Shaft Thrust Washer
30	17480	Cam
31	17520	Cam Screw
32	17520	Cam Lock washer 5/16 plain finish
33	17520	Cam Flat Washer 5/16 (1/32 x 35/64)
34	17110	Dist. Body
35	17470	Dist. Rotor
36	17160	Dist. Cap



6 VOLT COIL - Plus (+) goes on passenger side of fire wall. Plain coil with no bracket. Order Bracket #16920 separately. Color may vary.
16840 1928-1934 \$18.95ea.



COIL BRACKET - Mounts the coil to the fire wall. Used with (16840). Paint black.
16920 1928-1934 \$3.95ea.



COIL BRACKET TO FIREWALL MOUNTING SCREWS - 1928 to mid-1930 used two 1/4-20 x 1/2" cad screws and no lock washers.
28-29: 2 Screws NO lock Washers
16900 1928-1929 \$1.15set
30-34: 2 Screws & 2 Lock Washers
16910 1930-1934 \$1.95set



COIL NUTS - 10/32 Raven Hex nuts with cad. lock washers and flat washers.
1930-31: Hex Nuts, Lock Washers, & Flat Washers
16940 1930-1931 \$0.50set



RESISTOR FOR 12 VOLT COIL - Is used to step down the 12 VOLT battery to 6 VOLTS. The purpose of the resistor is to limit the voltage to the coil when using a 12 volt battery. The ballast resistor is used to increase a 6 volt coil OHM resistance from 1.5 OHMS (for 6 volt batteries) to 3.0 OHMS (for 12 volt batteries). The resistor will dissipate considerable heat. Instruction included.
16880 1928-1934 \$10.45ea.



DISTRIBUTOR BODY - The gap between the end of the rotor and the four electrodes should be .010" - .050". When installing a new rotor or body always check the air gap, failure to do so might cause damage either the cap or the rotor. Has the correct shape for the 28-30 but will work on all years.

Steel electrodes
17110 1928-1931 \$29.95ea.
Brass Electrodes
17120 1928-1934 \$35.25ea.



DISTRIBUTOR CAP - Made of black phenolic Bakelite. Script cap was used in the beginning till Oct. '28. U.S. made. This is a plain cap.
17160 1928-1934 \$10.25ea.

DISTRIBUTOR



DISTRIBUTOR ROTOR - Made of black phenolic Bakelite. Gap from end of brass tab on rotor to each electrode terminal should be .010" to .050". When installing a new rotor or body always check the air gap, failure to do so might cause damage to either the cap or the rotor.

17470 1928-1934 \$8.45ea.



IGNITION SPARK AND COIL TESTER - This device uniquely shows ignition spark presence and coil polarity while engine is running. It shows by high intensity flashing lights that spark is present, or spark is not present, or polarity is "right", or polarity is reversed. The Sparklite works with ALL types of spark ignition systems: points or transistor. It indicates properly with 6 or 12 volt, positive or negative battery systems. Instructions for use are included. Genuine NUREX.

17140 1928-1934 \$28.95ea.



SPARK VOLTAGE TESTER - A simple test device to determine the spark voltage and ignition system condition. This tool indicates problems in the ignition system; low battery, defective coil, bad condenser, resistive points, wiring, etc. An additional use of the Voltage Tester is to clear and start engines that are flooded with gasoline. Instructions included.

17150 1928-1934 \$20.25ea.



DISTRIBUTOR BASE ASSEMBLY INDEX PIN - This is a press in pin that fits on the bottom of the housing and extends into a hole on the head to align the distributor to the head.

17170 1928-1931 \$1.75ea.



DISTRIBUTOR PULLER - Remove the distributor cam screw. Thread the puller shaft into the distributor shaft. Set the "U" bracket over distributor and tighten the nut to lift distributor out. Be sure to remove lock screw from side of head.

COMPLETE FRAME AND STUD

17680 1928-1931 \$53.95set

PULLER STUD ONLY

17681 1928-1931 \$18.00ea.

CAUTION: Distributor lock screw is to be installed hand tight. If tightened excessively, the base of the distributor can be compressed enough to change the diameter of the lower bushing which will cause the shaft to lock up into casting.



DISTRIBUTOR SCREW AND LOCK NUT - Located on the side of the head to hold the distributor in place. 3/8-24 x 11/16 headless screw and jam nut.

ZINC PLATED STEEL

17180 1928-1934 \$1.45set

STAINLESS STEEL NUT AND SCREW

17190 1928-1934 \$3.70set



DISTRIBUTOR BUSHINGS - For the distributor shaft, #757 bearing bronze with dimples to hold oil. Ours are the correct one inch length as specified by Ford. Ream to .500.

17200 1928-1934 \$2.50pair



DISTRIBUTOR BUSHING DRIVER - Use this handy tool to help remove and install the bushings in the distributor. Start at the bottom bushing and drive both of them out as the same time.

17201 1928-1931 \$9.90ea.



DISTRIBUTOR OILER - Original spring-loaded sleeve type oiler. Our Own Tooling USA made Nickel plated.

17220 1928-1934 \$10.25ea.



DISTRIBUTOR CAP CLAMPS AND RIVETS - Holds the distributor cap to the distributor body. 2 black clamps and two 1/8 x 15/16 cad rivets. Cad or nickel rivets were used.

DISTRIBUTOR CAP CLAMPS AND RIVETS

17240 1928-1934 \$10.05set

RIVETS ONLY

17250 1928-1934 \$0.75pair



DISTRIBUTOR LOWER PLATE - Excellent quality plate. The bus bar strip is made of brass, zinc plated as per FORD print. This is the best plate on the market.

17260 1928-1931 \$10.50ea.

Lower Plate with Long Wire. For use when using an modern upper plate.

17270 1928-1931 \$18.20ea.



GENERATOR POST & DISTRIBUTOR LOWER PLATE WIRE PIGTAIL - You will need to cut the wire to the length you need.

15230 1929-1931 \$4.45ea.



WIRELESS DISTRIBUTOR LOWER PLATE - The lower plate has a special brass contact ring which touches the brass acorn nut or modern upper plate connector (17340) on the point post stud. It replaces the troublesome pig tail wire with the stock lower plate. Comes with instructions.

17300 1928-1931 \$14.40set



DISTRIBUTOR PLATE SPRING - Fits between the upper and lower plates.

17230 1928-1931 \$0.70ea.



STOCK DISTRIBUTOR UPPER PLATE - Good quality plate.

17310 1928-1931 \$13.75ea.



MODERN UPPER DISTRIBUTOR PLATE WITH POINTS AND CONDENSER -

This upper plate contains the modern points and condenser installed. This will keep the condenser farther away from the hot manifold and allow easier access to change condenser. Use (17270) lower plate with a longer pigtail to reach modern points or (17300 and 17340). For replacement parts see (17450 and 17610) or 1957-1977 Ford V-8 parts. This is a newly designed plate just for the modern components. Points are correctly located on the plate.

17320 1928-1931 \$31.50set



MODERN UPPER AND LOWER DISTRIBUTOR PLATE SET - The upper plate has been slightly modified and a brass tab (17340) added which extends down under the plate. The tab will meet the brass contact on the lower plate for a wireless contact. This set includes a pair of plates (17300, 17320 & 17340 connector). A very nice setup.

17330 1928-1931 \$44.95set



DISTRIBUTOR MODERN PLATE CONNECTOR - This connector is mounted on the point stud of the upper plate (17320) and extends under the upper plate to contact the brass ring of the modern lower plate (17300). This connector is designed so there is no modification to the upper plate (17320).

17340 1928-1931 \$3.75ea.

DISTRIBUTOR



DISTRIBUTOR POINT BLOCK - Not included on the repro upper plate. U.S. made. Excellent quality. Includes 8/32 x 5/16 screws and washers and one 6/32 x 7/16 fillister screw and lock washer.
17350 1928-1932 \$7.75ea.



MACHINED DISTRIBUTOR POINT BLOCK - This point block has been specially machined to use with reproduction stock points (17460). On the reproduction points the point arm is a bit too long resulting in the points not aligning 100%. By using this new point block the two sides of the points will now line up better, resulting in longer point life. Made in the USA.
17351 \$9.95ea.



DISTRIBUTOR UPPER SHAFT WITH OIL HOLE - Same shaft as original, but a small hole is drilled down the center about 1" from the top of the shaft, then a small hole is drilled across to shaft hole. This will provide a passage to oil the upper bushing. Cam screw is also included with a hole drilled thru it. Cam washers included. SEE PART #17530 FOR THE LOWER SHAFT.
17370 1928-1931 \$14.95ea.



DISTRIBUTOR LOWER SHAFT - Located at the base of the distributor extending to the oil pump drive gear (9530).
17530 1928-1934 \$4.70ea.



DISTRIBUTOR CAM SHAFT THRUST WASHER - This is a thin steel washer (.015 thick) located at the top hole of the distributor. The collar on the upper shaft rides on this washer so the collar doesn't wear the distributor housing. Included in (17640) screw kit.
17390 1928-1931 \$0.30ea.



DISTRIBUTOR SHAFT SLEEVE FIBER WASHER - Located at the base of the distributor housing before the sleeve. Use this .048" washer to take up end play, included in (17640) screw kit. You may want to order a thinner washer (17390) also.
17400 1928-1931 \$0.20ea.



DISTRIBUTOR SHAFT SLEEVE - Connects the upper and lower shaft with pin.
SLEEVE & PIN
17410 1928-1934 \$3.75ea.



DISTRIBUTOR SLEEVE (Cont.) PIN ONLY
17420 1928-1934 \$0.45ea.



DISTRIBUTOR CAM - New aircraft strength 1144 steel, with a Rockwell hardness of 23, and precision ground to within .0005 to meet Fords original specifications; polished for smooth surface. the best on the market. This is the Model 'B' cam. The 'B' cam creates twice as hot a spark as the 'A' cam, resulting in longer spark plug life.
17480 1928-1932 \$12.50ea.



DISTRIBUTOR CAM LUBE - A little dab on the cam lobe prolongs the life of the breaker arm rubbing block. 7/8 oz. tube. Lube every 2,000 miles.
17490 1928-1931 \$9.90ea.



DISTRIBUTOR CAM SCREW WITH HOLE - Washers are included. This is used with and included in (17370) where an oil hole has been drilled into shaft (can be used on either the original style shaft or the drilled shaft).
17520 1928-1934 \$2.00set



DISTRIBUTOR CAM WRENCH - An indispensable timing tool used to hold the cam in place while tightening the cam screw.
17500 1928-1932 \$1.95ea.



Z DISTRIBUTOR CAM WRENCH - This wrench has two bends in it so there is no need to remove the distributor body. Fits directly onto the cam for adjusting.
17501 1928-1932 \$2.75ea.



TIMING CAM WRENCH TOOL - This tool takes all the guess work out of timing your Model A. Find top dead center on #1 cylinder, then follow the directions on this handy tool.
17502 1928-1931 \$11.95ea.



QUICK SET POINT SETTING TOOL - Use this handy tool to easily adjust the points on your car. This special made tool slips over the distributor cam and allows you to set the points without turning the engine over to find the high lobe. A great time saver for when you are on tour or just want to double check the point gap quickly.
17503 1928-1931 \$31.95ea.



STOCK DISTRIBUTOR POINTS - Set point gap at .018 - .020; .020 on new points. The rubbing block on the points will wear down .003 to .005 after 400 to 1,000 miles. Then maybe only .001 wear in the next 10,000 miles. Therefore, be sure to reset the point opening to .020 by the end of the first 1,000 miles.
17460 1928-1931 \$19.50set



MODERN DISTRIBUTOR POINTS - This is included on (17320 & 17330). This is a 1957-77 FORD V-8 points.
17450 1928-1931 \$9.50set



MODERN DISTRIBUTOR CONDENSER - This condenser is included on (17320 & 17330). This is a 1957-77 FORD V-8 condenser.
17610 1928-1931 \$10.50ea.



STOCK DISTRIBUTOR CONDENSER - This is a burn-out proof condenser. Increased reliability; well-worth the money.
17590 1928-1931 \$16.10ea.



SHOW DISTRIBUTOR CONDENSER - Same burn-out proof condenser as above, but the tab is soldered and dimpled with a Terme finish as original.
17600 1928-1931 \$19.95ea.



FALSE CONDENSER FOR WIRELESS LOWER PLATE - Use this inexpensive part to simulate the look of a condenser in the distributor casting. Used with the modern point/condenser conversion (17320/17330).
17611 1928-1931 \$4.40ea.



DISTRIBUTOR CONDENSER TO BUS BAR SCREW & INSULATOR - Can be seen through the 1/2 hole on the driver side of the distributor. Included in (17640) screw kit. Insulating washer should be super glued to tab of lower plate for easier installation.
1928 thru early 1930 used a 10/32 x 3/8 cadmium screw and fiber washer
17620 1928-1930 \$1.25set
EARLY 30 - 31 USED A COPPER SCREW
17630 1930-1931 \$1.25set

DISTRIBUTOR • SPARK PLUGS • HEADLIGHTS



DISTRIBUTOR SEAL PLUG - This is a custom molded from urethane rubber plug for an authentic look. This plug goes into the distributor in the hole where the condenser to bus bar screw goes. Originally Ford had a plug in the distributor to help seal out moisture. With this improved material this plug is reusable.

17631 1928-1931 \$2.15ea.



SPARK PLUG CONNECTORS - Made from original Ford print, 3 1/8" long, 4 per set. Bronze Connectors as originally used.

Straight '28 to May '30

17540 1928-1930 \$5.50set

Offset Style-June '30 till end

17550 1930-1934 \$5.50set



MODERN PLUG WIRE SET W/ COIL WIRE - For the new electronic distributor. These are, 7mm wires with straight connections. A 13.5" coil wire is included. Use champion #429, 518, or W-18 spark plugs with these wires.

17560 1928-1931 \$35.95set



DISTRIBUTOR HEAT SHIELD - Clamps under the cylinder head nuts under the distributor to reflect heat off the distributor. Not on production cars. Offered as a dealer item only. Zinc plated steel.

17580 1928-1934 \$6.95ea.



DISTRIBUTOR SCREW AND WASHER SET - Complete set of screws, steel and fiber washers including cam screw and 2 nickel bale rivets. 24 pieces.

17640 1928-1931 \$7.95set



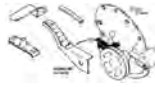
AUTOMATIC SPARK TIMING SYSTEM - This system will automatically adjust your spark by the demand on the engine RPMs. Fits on all Model "A" and "B" engines. The external appearance remains unchanged. Its simple installation requires absolutely no modifications to the distributor, engine or timing procedures.

17670 1928-1931 \$224.95ea.



COMPRESSION TESTER - Allows you to adapt a modern compression tester to use in the stock Model A spark plug hole. Correct compression is 55 to 70 lbs. psi. There should be no more than 6 lbs. variation between cylinders.

8471 1928-1934 \$6.50ea.



IGNITION TIMING TOOLS - This timing kit will enable you to accurately set your timing. The kit includes a crank degree scale, cut away distributor cap, cam wrench and instructions. With YOUR timing light and this kit you can adjust your distributor cam setting for best results. With spark up, set timing to 5 degrees RETARD. Made by Nu-Rex.

8890 1928-1931 \$31.95set



IGNITION TIMING INDICATOR ONLY - Included with 8890.

8900 1928-1931 \$15.10ea.



DIABLO A'S HOW TO DVD SERIES - These DVDs are all recordings from the Diablo A's Tech Seminars. Since these are done during club tech talks their might be some background noise, but all of the information and step by step assembly and disassembly is shown on your screen. Each DVD lasts 25-75 minutes depending on the topic.

TIMING & DISTRIBUTOR REPAIR
38115D

1928-1931 \$24.95ea.

SPARK PLUGS



MOTORCRAFT SPARK PLUG - This is the modern Spark plug for the fun car by Motorcraft. Set gap at .032-.035. The thread size is 7/8 - 18.

17690 1928-1934 \$6.50ea.



CHAMPION W16Y SPARK PLUG - This is Champion's replacement plug for the original 3X plug.

17710 1928-1934 \$12.50ea.



3X SPARK PLUG - The original type champion 3X spark plug with modern brass nut. Champion brass top nuts are smaller than the original. Includes steel washer. Order (17720) for original nuts. Set gap at .032.035.

17700 1928-1934 \$48.65ea.



SPARK PLUG TOP NUTS - Original brass nuts on top of the spark plug. 4 per set. Will only fit Champion plugs.

17720 1928-1931 \$2.60set



SPARK PLUG COPPER GASKETS - This gasket was originally used with the 3X plugs. Copper sandwiched with asbestos substitute. 4 gaskets per set.

17730 1928-1934 \$5.65set



SPARK PLUG THREAD TAP - If you need to clean up the threads on the head use this 7/8-18 plug tap.

17701 1928-1931 \$46.10ea.



SPARK PLUG ADAPTERS - Use these adapters when you want to run a modern 14 mm spark plug in your stock head. Four per set.

17711 1928-1934 \$28.45set

HEADLIGHTS



ALL NEW STAINLESS HEADLIGHTS - 1928-29 all new headlights. One or two bulb reflectors. Complete ready to light. Reflectors are chrome plated. These are stainless steel lights. Foreign made, but very nice. Includes the Ford script with the words Two Light on the buckets. Main bulb is 50/32 C.P. and the parking bulb is 10 C.P., mounting nut and lock washer is also included.

28-29 One Bulb

17740 1928-1929 \$365.95pair

28-29 Two Bulb

17750 1928-1929 \$365.95pair

30-31 One Bulb

17760 1930-1931 \$365.95pair

30-31 Two Bulb

17770 1930-1931 \$365.95pair



HEADLIGHT BULB - 50 candlepower for the high beam and 32 candle power for the low beam. The Model 'A' came originally with a 32 C.P. for high beam but the 50 C.P. will give you better light.

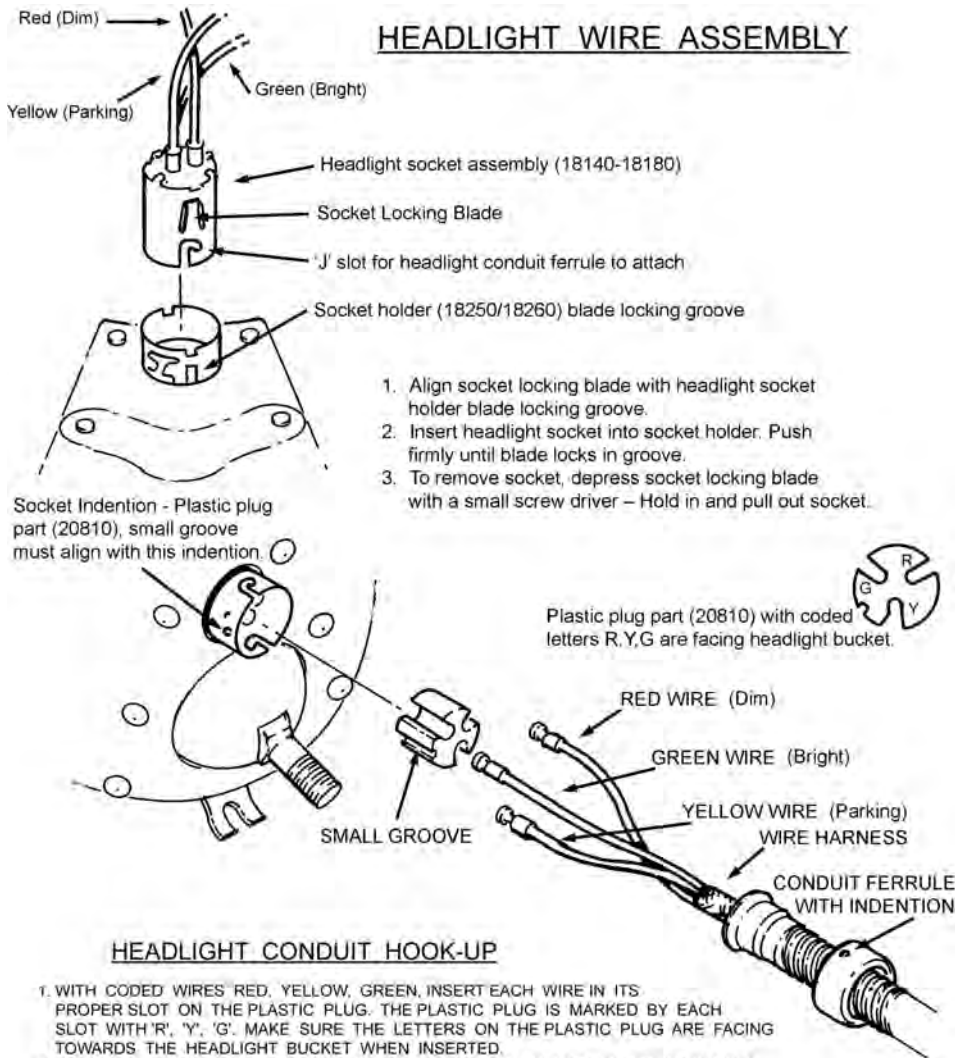
50/32 C.P. Bulb

17790 1928-1934 \$1.75ea.

12 volt

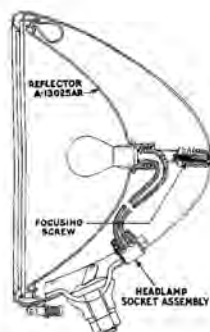
17860 1928-1931 \$1.95ea.

HEADLIGHT WIRE ASSEMBLY



HEADLIGHT CONDUIT HOOK-UP

1. WITH CODED WIRES RED, YELLOW, GREEN, INSERT EACH WIRE IN ITS PROPER SLOT ON THE PLASTIC PLUG. THE PLASTIC PLUG IS MARKED BY EACH SLOT WITH 'R', 'Y', 'G'. MAKE SURE THE LETTERS ON THE PLASTIC PLUG ARE FACING TOWARDS THE HEADLIGHT BUCKET WHEN INSERTED.
2. THE SMALL GROOVE ON THE SIDE OF THE PLASTIC PLUG MUST ALIGN WITH MALE INDENTION ON THE HEADLIGHT SOCKET. (IT WILL ONLY INSERT ONEWAY).
3. SLIDE THE STAINLESS CONDUIT OVER THE WIRES WITH THE FERRULE PARTLY COVERING PLASTIC PLUG WITH CODED WIRES IN THEIR PROPER SLOT.
4. INSERT PLASTIC PLUG AND CONDUIT INTO HEADLIGHT SOCKET MAKING SURE SMALL GROOVE IN THE PLASTIC PLUG ALIGNS WITH THE HEADLIGHT SOCKET INDENTION.
5. ROTATE THE FERRULE ON CONDUIT WHEREBY THE INDENTIONS ALIGN WITH THE 'J' SLOT ON THE HEADLIGHT SOCKET – PUSH FIRMLY AND ROTATE CLOCKWISE TO LOCK CONDUIT FERRULE AND HEADLIGHT SOCKET TOGETHER.



LED HEADLIGHT BULB - Direct replacement for stock bulbs. No special socket or reflector required. These bulbs will work on any 6V, 8V, or 12V positive ground system. Fits right behind the stock headlight lens, and will allow you to focus the bulb like FORD specified. They will work with generator or alternator. The color is 6500K which is a Bright White. Low beam draw 0.8A ty @ 6.3V ^ 800 lumens while High Beam draw 1.4A typ @ 6.3V ^ 1200 lumens. AN INDEPENDENT GROUND WIRE MUST BE RUN FOR THE BULB TO FUNCTION CORRECTLY.

6 OR 12 V POSITIVE GROUND

17994 \$29.95ea.

6 OR 12 VOLT NEGATIVE GROUND

17995 \$29.95ea.



FOCUSED BEAM LED HEADLIGHT - This is a Bright White (6500K) Focused Beam LED headlight bulb. This bulb will work on all 6v, 8v, 12v positive or negative ground systems. This bulb will install directly into the original headlight sockets, and will work with either a generator or alternator. The bulb draws 1.3A on either low or high beams. Allows for a finer focusing adjustment than any other LED bulb on the market. As with all LED's it is always recommended to run a separate ground wire from each bucket for the bulbs to function correctly.

17996 \$49.95ea.

MODERN HALOGEN HEADLIGHT BULB

- A 60 amp alternator must be used. To use these bulbs you must remove the socket and enlarge the hole in the reflector. See part # 17791 & 17993 for bulbs that work in stock sockets.

HALOGEN 6V 60/55W BULB
17800 1928-1931 \$11.75ea.

HALOGEN 12V 60/55W BULB
17810 1928-1931 \$6.00ea.



PARKING LIGHT BULB - This bulb is used in the following places: Parking lights, cowl lights, tail lights, dome light, instrument light.

3 C.P. Originally used 3 candle power

18470 1928-1931 \$1.45ea.

10 C.P. For Brighter light

18480 1928-1931 \$1.95ea.

6 C.P. 12 volt

18520 1928-1931 \$1.45ea.

HEADLIGHTS

**HALOGEN HEADLIGHT BULB USING STOCK SOCKETS**

- This is a direct replacement halogen headlight bulb. There is no modification needed to the headlight buckets. This new bulb allows you to adjust the headlights just like Henry designed them to work. You can use a generator, but an alternator is still recommended. When using halogen bulbs, you must run a direct ground from the headlight to the frame.

25/25 W 6vt

17791 1928-1931 \$27.00ea.

**HEADLIGHT REFLECTORS**

- New tooling made from the original Ford prints. We have corrected the location of the center socket by moving it 1/16" off center, and increasing the depth of the overall reflector to allow you to correctly focus your headlights per the Ford service Bulletins. The word Top is stamped on the back of the gasket grove so you install the reflector correctly. The new reflector is aluminum plated, polished and sealed from the air. The aluminum finish has the same 92% reflection as the original silver plating, but silver will tarnish in a few months and your reflection will be reduced. The reflectivity of the cheap chrome reflectors is 65%. Minimum industry standard for headlight reflectors is 80%. These facts are from the Skinned Knuckles Aug. 1984. Clean using a CLEAN SOFT COTTON CLOTH with MILD SOAP AND WARM WATER. This is the same finish as modern sealed beam lights. Used 1928-31.

1 bulb

17940 1928-1931 \$109.95pair

2 bulb

17950 1928-1931 \$109.95pair

**HEADLIGHT STEEL RING**

- On edge of headlight bucket. Your reflector sets and clips to this ring. Have your welder spot weld these in place. You can also fasten this to the bucket with JB Weld.

17870 1930-1931 \$14.95ea.

**HEADLIGHT U-SHAPE CLIP**

- At bottom of headlight bucket for the rim T-Bar to secure to. Cadmium plated as original.

17910 1928-1932 \$1.60ea.

**HEADLIGHT RIM RETAINER CLIP**

- On top edge of bucket. Spring clip that secures rim to bucket at top. Cadmium plated. To install bend the inside lip of the bucket out, install the clip and bend the lip back into position.

1928-1929

17920 1928-1929 \$2.15ea.

1930-1931

17930 1930-1932 \$1.75ea.

**HEADLIGHT INSIDE RIM CLIP**

- For latch. CADMIUM plated as original.

28-29 CADMIUM PLATED

17980 1928-1929 \$3.40pair

17990 1928-1929 \$6.15pair

30-32 CADMIUM PLATED

18000 1930-1932 \$3.20pair

30-32 STAINLESS

18010 1930-1932 \$4.55pair

**HEADLIGHT RIM LATCH POST SET**

- 2 large rivets that hold spring and T-Bar, 2 springs and 2 small rivets. 6 parts per set. Cadmium plated as original.

18020 1928-1934 \$3.75set

**HEADLIGHT RIM LATCH T-BAR**

- Rim latch T-bar.

Polished stainless steel

18050 1930-1934 \$1.45ea.

**HEADLIGHT RIM SET**

- Complete stainless steel set for your rims. Set includes: 2 rim inside clip, 2 large rivets that hold the spring and T-bar, 2 T-bars, 2 springs and 2 small rivets. 10 piece set.

1928-1929

18060 1928-1929 \$12.95set

1930-1931

18070 1930-1931 \$12.95set

**28 - E29 HEADLIGHT LENS**

- A good quality U.S. made lens with Ford script. 1928 to MARCH 1929 are fluted lens.

18080 1928-1929 \$28.50ea.

**E29 - 31 HEADLIGHT LENS**

- A good quality U.S. made lens with Ford script. 1928 to MARCH 1929 are fluted lens.

18090 1929-1931 \$28.50ea.

**HEADLIGHT LENS RETAINER CLIPS**

- A set of six clips to hold the glass to the rim for both lights.

1928-1929

18100 1928-1929 \$2.65set

1930-1931

18110 1930-1932 \$2.95set

**HEADLIGHT LENS GASKETS**

- Headlight lens gasket.

Rubberized Cork

18120 1928-1934 \$3.25pair

Neoprene Gasket. This will not crack or break

18130 1928-1934 \$3.50pair

**HEADLIGHT SOCKETS**

- The sockets are foreign and fair quality.

One Bulb with Cowl Lights

18140 1928 \$12.25ea.

18150 1929 \$17.15ea.

1929 Two Bulb

18160 1929 \$17.15ea.

30-31 One Bulb with Cowl Lights

18170 1930-1931 \$19.95ea.

30-31 Two Bulb

18180 1930-1931 \$19.95ea.

**HEADLIGHT FOCUSING SCREW AND SPRING**

- Two screws in stainless and two springs per set.

Two 10/32 x 1 screws

18190 1928-1929 \$1.20set

Two 10/32 x 11/16 screws

18200 1930-1931 \$1.20set

**30 - 31 HEADLIGHT SUPPORT BOLT RETAINER STRAP**

- This strip of metal holds the swivel bolt in place on the headlight bucket.

18210 1930-1931 \$4.30ea.

**HEADLIGHT BASE SWIVEL BOLT**

- This is the 1/2-20 x 1 1/2" special head bolt that extends out the bottom of the headlight bucket to secure it to the headlight bar. Made from the FORD blue print. Zinc plated.

18220 1928-1931 \$12.25ea.

**HEADLIGHT SUPPORT NUT AND LOCK WASHER**

- Two 1/2-20 nuts and lock washers. These should be black.

CLEAR ZINC PLATED

18230 1928-1932 \$1.65set

STAINLESS NUTS AND LOCK WASHERS

18240 1928-1932 \$2.00set

**HEADLIGHT SOCKET HOLDER**

- Located in base plate to hold the wiring socket in place as it protrudes at the bottom of the headlight bucket. Cadmium plated.

1928 till early 29 used smaller 1/2 hole

18250 1928-1929 \$3.50ea.

Feb. 1929-31 used 9/16 hole

18260 1929-1932 \$3.30ea.

**HEADLIGHT SOCKET FERRULE**

- With 'J' for connection of conduit. This socket is used with seal beam lights to provide a connection for the conduit to the headlight.

18270 1928-1932 \$6.15ea.

HEADLIGHTS • COWL LIGHTS


HEADLIGHT SCREW RIVETS
- 12 Stainless screw rivets with 12 clear zinc locking nuts to secure base plate to bucket. Set for both lights.
18280 1928-1932 \$4.15set



HEADLIGHT WIRE BRASS TERMINAL ENDS - This is the original blunt terminal ends on the main wire harness that matches with the head light wire socket, which is located in the wire plug (20810). Solder the wire into the terminal ends. Six terminals per set.
20421 1928-1931 \$3.30set



1928 HEADLIGHT WIRE PLUGS - When the wires come out of the conduit, separate them into the plug. This will align the wires with the socket in the headlight. The 1928 uses a 2 hole plug. Set includes 2 plugs, 4 special brass terminals and screws.

1928 PLUGS & BRASS TERMINALS

20790 1928 \$12.50set

1928 PLUGS ONLY

20800 1928 \$1.75pair



29-31 HEADLIGHT WIRE PLUGS - 29-31 Uses a three hole plug. Having the correct flat ends on the wiring harness and the correct depth of the plug will help keep the springs in the headlight sockets from compressing and bending too much and shorting the electrical system out. Lettering inserts into the socket first. Sold as a pair.

20810 1929-1931 \$2.60pair



HEADLIGHT MOUNTING BOLTS - Four 3/8-16 x 1 3/4 carriage bolts, lock washers and nuts per set. Paint black.

Stainless with non-authentic nuts

18300 1928-1931 \$11.50set



HEADLIGHT BAR PADS - A thin rubber pad that goes under the bar where it mounts to the fender. This helps prevent chipping the paint. Make sure the headlights are still grounded after installing these pads. Pads are not seen when installed. Not originally used.

28-29

18310 1928-1929 \$1.90pair

30-31

18320 1930-1931 \$2.70pair



HEADLIGHT BAR TO FENDER PATCH - A 5" X 7" sheet of metal with the dimple around the holes. A replacement panel for the area that's rusted out on the fender where the headlight bar bolts to the fender.

28-29

18330 1928-1929 \$10.50ea.

30-31

18340 1930-1931 \$10.50ea.



FRONT LICENSE PLATE BRACKETS - The two piece bracket that mounts on the headlight cross bar to secure your license plate, includes two 1/4-20 x 1 3/8 bolts, lock washers and nuts.

28-MAY 29

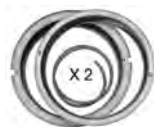
18350 1928-1929 \$7.90set

MAY 29-31

18360 1929-1931 \$5.50set

Stainless Steel Brackets With NO RIBS

18370 1928-1931 \$12.80set



HEADLIGHT SEAL BEAM SET - This set replaces the original reflectors, yet allows you to place your original lens in the rim. Bulbs not included. One set does both headlights.

18380 1928-1931 \$51.25set



HEADLIGHT SEAL BEAM BULB - Modern bulb used with the sealed beam kits (18380), for all years. 6 volt.

18390 1928-1931 \$17.95ea.



HEADLIGHT SEAL BEAM SOCKETS - The three prong socket that fits on the sealed beam bulb (18390) with 11 inch wires. When used in a 1930-31 car, break outer plastic housing to separate three terminals, bend the three headlight prongs 90 degrees and install terminals, then tape. The sockets black wire must be grounded to the headlight base with solder.

18400 1928-1931 \$6.50ea.

SPORT LIGHT BULB - 50 candle power.

6 volt

26640 1928-1931 \$2.05ea.

12 volt

26650 1928-1931 \$2.00ea.



COWL LIGHTS



COWL LIGHTS - Complete lights ready to light. Made from STAINLESS STEEL. These are very hard to tell from originals. Arms are chrome plated.

1928-1929

18410 1928-1929 \$199.95pair

1930-1931

18420 1930-1931 \$200.00pair



COWL LIGHT INSTALLATION TOOL - Dowel will fit pre-drilled hole on inside cowl support with case hardened center punch pin. Locates the exact point for the cowl light arm hole to be drilled.

18430 1930-1931 \$4.45set



COWL LIGHT ARM HOLE PUNCH - After finding the center of the hole with part #18430. Drill a 3/8" hole at the center punch mark. Use this tool to cut a perfect 3/4" hole for the cowl light arms. 28-29

Will require some additional filing to get the correct diameter hole.

18431 1930-1931 \$112.95ea.



30 - 32 COWL LIGHT BASE PLATE - The triangle shaped piece with three holes tapped for the arm screws. Cadmium plated.

18440 1930-1932 \$3.25ea.



COWL LIGHT RIM TAB - The little tab that is tapped for the rim screw. Cadmium plated.

18450 1930-1932 \$2.65ea.



COWL LIGHT PLATE RIVET - This tubular rivet holds both (18440 and 18450) to the bucket.

18460 1930-1932 \$0.65ea.



COWL LIGHT LENS - NICE REPRODUCTION

1928-1929 CLEAR LENS

18490 1928-1929 \$7.35ea.

30-31 CLEAR LENS

18500 1930-1931 \$7.30ea.

30-31 AMBER LENS

18510 1930-1931 \$7.25ea.

COWL LIGHTS



12 VOLT COWL LIGHT LENS WITH LED BULBS - This is a complete conversion for your cowl light assembly. This unit plugs into your stock cowl light socket and replaces the original style bulb and lens altogether. This unit has 22 led bulbs that light amber in color. Can be used as parking lights or with turn signal kits.
28-29 WITH 22 AMBER LED BULBS

18512 1928-1929 \$35.95ea.

30-31 With 17 AMBER LED BULBS

18513 1930-1931 \$35.95ea.



COWL LIGHT LENS RETAINER CLIPS - For both lights.

18580 1928-1931 \$2.25set



COWL LIGHT LENS GASKETS - Cowl light lens gaskets rubberized cork.

28-29

18530 1928-1929 \$1.50pair

30-31

18540 1930-1931 \$1.95pair



COWL LIGHT RIM - Stainless steel rim for the cowl light.

28-29

18541 1928-1929 \$14.35ea.

30-31

18542 1930-1931 \$14.35ea.



COWL LIGHT REFLECTORS - These are spun from copper and chrome plated. 28-29 includes socket.

28-29

18550 1928-1929 \$15.75ea.

30-31

18560 1930-1931 \$12.25ea.



PARKING LIGHT BULB - This bulb is used in the following places: Parking lights, cowl lights, tail lights, dome light, instrument light.

3 C.P. Originally used 3 candle power

18470 1928-1931 \$1.45ea.

10 C.P. For Brighter light

18480 1928-1931 \$1.95ea.

6 C.P. 12 volt

18520 1928-1931 \$1.45ea.



30 - 32 COWL LIGHT SOCKET WITH RIVET - Cadmium plated. 1 Set does one light.

18600 1930-1932 \$4.20set



30 - 34 COWL LIGHT SOCKET RIVETS - This is a 6/32 x 5/16 screw rivet. The head is the same as the original rivet but the shank is threaded with a nut. Both rivet and nut are stainless steel. Set includes 2 rivets and 2 nuts.

18610 1930-1934 \$1.20set



COWL LIGHT WIRE PIGTAILS - Wire that goes from the socket through the arm and extends out of the arm about 2 inches.

20340 1928-1934 \$5.10pair



COWL LIGHT CROSS OVER WIRE - Connects the two cowl lights to the main wiring harness.

20520 1928-1934 \$19.95set



COWL LIGHT CROSS OVER WIRE LOOM - Black lacquered loom to protect wire. Used from one cowl arm across fire wall to other arm. 4 feet per roll. 1929 used a grommet in the support bracket (18700), but grommet was dropped from the bracket in 1930-31 and a loom was added to protect the wire.

20530 1930-1931 \$4.50roll



28 - 29 COWL LIGHT BRACES - The brace located behind the cowl panel to secure the cowl light arm. Must be installed in some 28-29 cars when cowl lights were not standard equipment.

18630 1928-1929 \$43.95pair



30 - 31 COWL LIGHT BRACES - The brace located behind the cowl panel to secure the cowl light arm.

18640 1930-1931 \$89.95pair



28 - 29 COWL LIGHT ARMS - Die cast, chrome plated includes mounting bolt.

18650 1928-1929 \$118.75pair



30 - 31 COWL LIGHT ARMS - Die cast, chrome plated includes mounting bolt.

18660 1930-1931 \$131.25pair



COWL LIGHT MOUNTING SCREWS - Six 10/32 x 1/2 stainless screws and zinc internally cupped lock washers for the arms and two 6/32 x 3/8 round head screws for rim.

18680 1930-1932 \$2.15set



COWL LIGHT ARM MOUNTING BOLT - This bolt holds the arm to the brace under the gas tank. The bolt has a hole through it for the wire to pass through. Black finish.

18690 1930-1931 \$1.05ea.



COWL LIGHT MOUNTING BLOCKS - Wooden support spacer inside cowl to support the arm and prevent it from dimpling the sheet metal cowl panel.

18620 1930-1931 \$10.20pair



COWL LIGHT WIRE, VACUUM LINE SUPPORT BRACKET & GROMMET - This 'L' shaped bracket is used to support the cowl light wire on all cars and vacuum line for open cars. In closed cars, 3 are used, one at each inside top corner of the cowl, secured by the cowl welting screw and inside top left terminal box screw. Open Cars used 2 brackets for cowl light wires at each inside top corner of the cowl, secured by the top rivet of the cowl brace. Also 3 brackets for the vacuum line. One at top left terminal box screw, left cowl welt screw and the third on the rear most gas tank clamp. Set includes one bracket and grommet.

1928-1929

18700 1928-1929 \$2.20ea.

1930-1931

18710 1930-1931 \$2.20ea.



28 - 29 COWL LIGHT ARM TO BODY MOUNTING PADS - Rubber grommet protects paint on cowl panel as arm passes through cowl. Cut hole in cowl panel to 1 1/4" diameter. 1930-31 cowl light arms did not use pads.

18720 1928-1929 \$3.60pair



28 - 29 COWL WIRE CONNECTOR - Original type connection of the cross over wire to the wiring harness located at the base of the steering column. Use in lieu of the bullet connectors #20540.

20640 1928-1929 \$8.50set



30 - 31 COWL WIRE CONNECTOR - Original type connection of the cross over wire to the wiring harness located at the base of the steering column. Use in lieu of the bullet connectors #20540.

20650 1930-1931 \$8.35set

TURN SIGNALS

TURN SIGNALS



LED TURN SIGNAL KIT - Logo Lites LED Turn Signals These slim line, super bright LED turn signals signal light brackets mount behind the bumper clamps. The turn signals are small enough to look natural on your car, yet they are bright enough to attract attention when activated. Controls mount with a strong magnet to the bottom of the gas tank. This provides convenient operation, while keeping the controls mostly hidden so they do not detract from the look of your car's interior. Kit includes a push button, activator, 4 amber led bumper lights, wiring from the activator to the lights, and complete instructions. They even have a beep when they are operating. Works on either 6v or 12v positive or negative ground.

LED TURN SIGNAL KIT WITH AMBER BUMPER LED LIGHTS

18792 1928-1931 \$229.95set

LED TURN SIGNAL KIT WITH 2 AMBER BUMPER & 2 AMBER BUCKET LED LIGHTS

18793 1928-1931 \$249.95set

LED TURN SIGNAL KIT WITH 4 AMBER UNIVERSAL BRACKET LED LIGHTS

18794 1928-1931 \$239.95set



ADD ON TURN SIGNAL KIT - This unit is added to your main wiring harness. The kit includes a directional signal unit which has a band that attaches to your steering column, flasher unit, connecting socket, wire terminals, wire connectors, and 50 feet of pre-cut wire. Wiring diagram and full instructions. We have rewired the circuit and added wiring inside the switch for this to work on the stock light bulbs. Used on cars having cowl lights & two tail lights.

6 volt

18730 1928-1931 \$199.95set

12 volt

18740 1928-1931 \$199.95set



NEW MAIN WIRING HARNESS WITH TURN SIGNAL

- New complete wire harness for Headlights, Tail Lights and Turn Signals. Set includes the turn signal unit, internally changed to work with stock Model A lights, flasher, and fuse. This factory wire harness will look better than the 8 different colored wires going to the lights in the above kit. Complete light switch body is no longer included. Fits all years.

USING COWL LIGHTS & TWO TAIL LIGHTS 6 volt

20400 1928-1931 \$359.95set

USING COWL LIGHTS & TWO TAIL LIGHTS 12 volt

20401 1928-1931 \$362.95set

USING PARKING LIGHT & TWO TAIL LIGHTS 6 volt

20410 1928-1931 \$329.95set

USING PARKING LIGHT & TWO TAIL LIGHTS 12 volt

20411 1928-1931 \$348.25set

USING FRONT BUMPER AND REAR TAIL LIGHTS 6 volt

20420 1928-1931 \$339.95set

USING FRONT BUMPER AND REAR TAIL LIGHTS 12 volt

20422 1928-1931 \$339.95set



TURN SIGNAL LIGHT -

Includes a special backing plate to hold on the front or rear bumper. Light comes with a 12 volt bulb installed. We have included a 6 volt bulb for your convenience.

Amber lens. Our brand uses the spade bulb

20430 1928-1931 \$21.95ea.

Red lens. Our brand uses the bayonet bulb

20440 1928-1931 \$21.95ea.



LED BUMPER DIRECTIONAL LIGHTS -

This is a fully functioning LED light that mounts between your bumper bars with no alterations needed to your car, for your turn signals. The 6 volt version has a pre-loaded resistor built in so it will work with a thermal flasher. The 12 volt units will need part #18762 12V electronic flasher to work.

6V Amber

20431 1928-1931 \$54.95ea.

12V Amber

20432 1928-1931 \$54.95ea.

6V Red

20441 1928-1931 \$54.95ea.

12V Red

20442 1928-1931 \$54.95ea.



BULB FOR TURN SIGNAL -

Bayonet style socket (two nubs 180 degrees across on socket); used in our #20440.

6 VOLT - BAYONET

20470 1928-1931 \$1.40ea.



BULB FOR TURN SIGNAL (Cont.)

12 VOLT - BAYONET

20480 1928-1931 \$1.40ea.

6 VOLT - SPADE

20481 1928-1931 \$1.40ea.

12 VOLT - SPADE

20482 1928-1931 \$1.40ea.



FLASHER FOR TURN SIGNAL -

Flasher for turn signal.

6 volt

18750 1928-1931 \$6.25ea.

12 volt

18760 1928-1931 \$5.70ea.



FLASHER FOR LED LIGHTS -

6 Volt Positive Ground 3 Terminal for 6 Volt positive chassis. This flasher is LED compatible so you can use led's or incandescent bulbs or a combination of both. The flasher creates real clicking sounds like an old flasher. No separate resistors required. Make sure to ground each LED bulb, as well as the flasher assembly

6 Volt

18761 \$29.30ea.

12 Volt

18762 1928-1931 \$15.95ea.



BRAKE LIGHTER LED 3RD

BRAKE LIGHT - This set of LED lights mounts onto the back window of your car with either suction cups or adhesive. This unit can even be wired into your turn signals. This comes in either 6 or 12 volt version. The unit measures 12 inches long and 5/8 high. Depth is 7/8.

6 volt

19431 1928-1931 \$71.95ea.

12 volt

19432 1928-1931 \$71.95ea.



TAIL LIGHT CROSS OVER WIRES -

Connects the two tail light wires to the main wire harness.

20510 1928-1931 \$28.95ea.

TAIL LIGHTS - TEA CUP

TAIL LIGHTS - TEA CUP



TAIL LIGHTS - Excellent duplicates with the correct size "Duolamp" stamping. Right side has no license lens. Complete with lens, bulbs, and wiring. Was used in 1930-31, but can be used on 1929 cars which were originally nickel. **STAINLESS for 30-31; Left 18970** 1930-1931 \$39.95ea. **STAINLESS for 30-31; Right 18980** 1930-1931 \$50.95ea.



LED TAIL LIGHT ASSEMBLY - This ready-to-install stainless steel tail light assembly comes set up with lenses and LEDs already installed. The Left side has a license lens. 6 or 12 volt solid red or red & amber lenses available. Stamped Duolamp. NOTE: When using LED lights you must upgrade the front parking bulb or cowl light bulb to a 10 c.p. to get the correct amp resistance. If you don't the LED's will not flash. All red was originally used on 1929, but can be used on any 1929-31 **ALL RED LENS: 6 volt left. 18972** 1930-1931 \$79.85ea. **ALL RED LENS: 6 volt right. 18984** 1930-1931 \$65.40ea. **ALL RED LENS: 12 volt left. 18971** 1930-1931 \$69.95ea. **ALL RED LENS: 12 volt right 18981** 1930-1931 \$58.75ea. **RED & AMBER LENS: 6 volt left 18982** 1930-1931 \$81.20ea. **RED & AMBER LENS: 6 volt right 18992** 1930-1931 \$69.25ea. **RED & AMBER LENS: 12 volt left 18983** 1930-1931 \$77.50ea. **RED & AMBER LENS: 12 volt right 18993** 1930-1931 \$65.40ea.



TEACUP TAILLIGHT DIVIDER PLATE REPAIR KIT - Used in the teacup style tail lights that are stamped DUOLAMP. This is the plate that divides the tail light & the stop light bulb. Instructions included. **19011** 1929-1931 \$11.95ea.



29 - 32 TAIL LIGHT LICENSE PLATE LENS - The clear lens to light the license plate. Quality U.S. made. **19030** 1929-1932 \$4.50ea.



TAIL LIGHT SCREW SET - Two 8/32 x 7/8 screws for the rim, two 6/32 x 9/16 screws for the license lens, two clips for the license lens, two 1/4-28 x 5/8 screws and lock washers for the license bracket to bucket, 10 piece set, screws are all stainless.

19040 1929-1932 \$5.10set



INCANDESCENT

COMMERCIAL TAIL LIGHT - This is a black powder coated body with a polished stainless rim. Exactly as the original with red & amber lense. Same detail as car tail lights.

LEFT

18990 1929-1931 \$44.85ea.

RIGHT

19000 1929-1931 \$35.50ea.



TAIL LIGHT LICENSE LENS GASKET - For the clear lens rubberized cork.

19050 1929-1932 \$0.55ea.



LED COMMERCIAL TAIL LIGHTS - This is a black powder coated body with a polished stainless rim. Exactly as the original. Same detail as car tail lights. All red was originally used on 1929, but can be used on any 1929-31 **RED LENS 6 VOLT LEFT**

18991 1929-1931 \$73.20ea.

RED LENS 6 VOLT RIGHT

19001 1929-1931 \$61.65ea.

RED LENS 12 VOLT LEFT

18995 1929-1931 \$69.70ea.

RED LENS 12 VOLT RIGHT

19002 1929-1931 \$58.15ea.

RED AMBER LENS 6 VOLT LEFT

18996 1929-1931 \$76.50ea.

RED AMBER LENS 6 VOLT RIGHT

19003 1929-1931 \$68.00ea.

RED AMBER LENS 12 VOLT LEFT

18994 1929-1931 \$73.20ea.

RED AMBER LENS 12 VOLT RIGHT

19004 1929-1931 \$64.75ea.



LED STOP & TAIL LIGHTS - These install behind the original lens. They require no modification to your existing tail light buckets. Can be used on the drum style. The left light includes the light for your license plate. These LED bulbs will work with no modification on our part #'s 20400, 20401, 20410, 20411, 20420, 20422. Any other kits you may have to splice in an additional bulb to the circuit to create more resistance.

6 volt positive ground: LEFT side

19170 1928-1931 \$64.35ea.



LED STOP & TAIL LIGHTS (Cont.)

12 volt negative ground: LEFT side

19171 1928-1931 \$64.35ea.

6 volt positive ground: RIGHT side

19180 1928-1931 \$64.35ea.

12 volt negative ground: RIGHT side

19181 1928-1931 \$64.35ea.



TEACUP LED REPLACEMENT LIGHTS & LENSES - DIRECT LED REPLACEMENT FOR THE MODEL A. This all red lens with the clear license plate light (left side). This set up is epoxy coated and fully sealed to keep moisture out of the electronics. This set up WILL NOT fit the drum tail light. 12 volt is all red 6 volt is red & amber. You will need to use a die grinder to enlarge the lens holes on your bezels, or order a new 19070 rim for correct fit.

12 Volt All Red: Left

19172 1929-1931 \$44.95ea.

6 Volt Red Amber Lens: Left

19173 1929-1931 \$51.95ea.

12 Volt All Red: Right

19182 1929-1931 \$34.95ea.

6 Volt Red Amber Lens: Right

19183 1929-1931 \$41.55ea.



TAIL LIGHT RIM - Tail light rim.

Stainless Steel

19070 1930-1931 \$6.50ea.



TAIL LIGHT LENS - All red glass lens used Feb. till Sept. 29. Amber and Red glass for July 29-31.

Tea Cup Style: All Red

19090 1929 \$7.95ea.

Tea Cup Style: Amber & Red

19100 1930-1931 \$15.95ea.



TAIL LIGHT SNAP RING - Holds the tail light glass in the rim.

19110 1929-1932 \$1.00ea.



TAIL LIGHT MUD SHIELD - For pickup stamped steel painted black. Covers wire, and loom.

Black Steel

19220 1930-1948 \$5.95ea.

Stainless Steel

19221 1930-1948 \$7.10ea.

TAIL LIGHTS - TEA CUP



TAIL LIGHT SOCKET - Replace the rusted ones. Press socket in place.
19010 1929-1931 \$1.10ea.



TAIL LIGHT WIRES - The black wire is for the tail light and the stop light wire is green. 21" long.
19020 1929-1931 \$5.35pair



TAIL LIGHT GASKET - Round rubberized cork gasket.
19120 1929-1931 \$1.30ea.



TAIL LIGHT BRACKET - This is a cast iron type bracket. Used on tea cup tail lights July 1929 to May 1931 for Pickups, March '29 till end for AA Trucks. This bracket will work for both sides.
19280 1929-1937 \$29.95ea.



PARKING LIGHT BULB - This bulb is used in the following places: Parking lights, cowl lights, tail lights, dome light, instrument light.
3 C.P. Originally used 3 candle power
18470 1928-1931 \$1.45ea.
10 C.P. For Brighter light
18480 1928-1931 \$1.95ea.
6 C.P. 12 volt
18520 1928-1931 \$1.45ea.



TAIL LIGHT BRACKET BLOCK - For mounting the pickup bracket to the frame.
19290 1929-1931 \$10.78ea.



PICKUP TAIL LIGHT BOLTS TO BOX - Two 1/4 x 3 carriage bolts, lock washers & nuts.
19300 1929-1931 \$1.70set



STOP LIGHT BULB - Stop light bulb.
21 candlepower stock
19150 1928-1931 \$1.45ea.
32 candlepower, higher power
19160 1928-1931 \$1.45ea.
19190 1928-1931 \$0.95ea.



STAMPED STEEL TEACUP TAIL LIGHT BRACKET - From tail light to fender with holes drilled 1929-31. Used on teacup style tail lights except Pickups and Station wagons.
Left
19350 1929-1931 \$14.25ea.
Right
19360 1929-1931 \$14.25ea.



AUTHENTIC TAIL LIGHT BRACKET TO FENDER BOLTS - Tea cup style tail light used three 1/4-20 x 5/8 bolts with a large 3/4" wide carriage head and original 1/2" wide, thick square nuts and lock washers.
19230 1929-1931 \$6.95set



NON-AUTHENTIC TAIL LIGHT BRACKET TO FENDER BOLTS - For teacup style tail lights three 1/4-20 bolts, lock washers and square nuts. Not for the show car but will work fine for the driver car.
STAINLESS
19240 1929-1931 \$7.90set
ZINC PLATED
19241 1929-1931 \$3.35set



TAIL LIGHT BRACKET REINFORCING PLATE - Located under the fender to give support to the bracket. Plate has die formed bow to fit curvature of fender, with correct gauge metal. Others on the market are flat causing the 3 corners to dig into the fender. Can be used on either side.
19140 1929-1931 \$3.50ea.



TAIL LIGHT BRACKET - Used after July '29 till end for Station Wagons and Deluxe or Panel Deliveries. Used May 1931 till end with the new style wide bed box. This bracket will work for both sides.
19380 1929-1931 \$16.40ea.



TAIL LIGHT BRACKET SCREWS - Bracket to tail light screws for (19380) bracket. Set includes two 1/4-28 x 1" round head screws and lock washers in stainless.
19390 1929-1931 \$1.95set



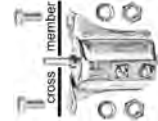
STOP LIGHT SWITCH - A fair reproduction part.
1928 until Oct. 29 (the switch bolts to the side of the transmission)
19400 1928-1929 \$12.50ea.
Oct. 29 till end (the switch bolts to the cross member of the frame)
19410 1929-1931 \$10.95ea.



28 - 29 STOP LIGHT SWITCH LINK - When pulled by the brake pedal, the switch will be activated. Used 1928 until Oct'29. Ours is made to original spec with the correct length & gauge wire.
19440 1928-1929 \$1.75ea.



STOP LIGHT SWITCH TO FRAME BOLTS - Two 1/4-20 x 1/2 bolts, lock washers and nuts.
19420 1929-1931 \$0.75set



BEST QUALITY 29-31 STOP LIGHT SWITCH - This is a high quality US reproduction of the stop light switch used Oct 29-31. This unit is die formed with the brass shaft bushing like original, original style terminal shape and insulation material, & has the correct mounting hole spacing. Comes cad plated with authentic mounting hardware included. .
19411 1929-1931 \$64.95ea.



BRAKE LIGHTER LED 3RD BRAKE LIGHT - This set of LED lights mounts onto the back window of your car with either suction cups or adhesive. This unit can even be wired into your turn signals. This comes in either 6 or 12 volt version. The unit measures 12 inches long and 5/8 high. Depth is 7/8.
6 volt
19431 1928-1931 \$71.95ea.
12 volt
19432 1928-1931 \$71.95ea.



WIRE CONNECTORS - A steel sleeve inside a rubber tube. Connects one pig tail wire to the wiring harness. Set of 4.
20540 1928-1934 \$3.95set



TAIL LIGHT CROSS OVER WIRES - Connects the two tail light wires to the main wire harness.
20510 1928-1931 \$28.95ea.



WIRE BULLET ENDS - The metal end that is crimped to the wire to insert into (20540) wire connectors. Solder for better electrical contact. Five per set.
20550 1928-1934 \$2.75set



TAIL LIGHT WIRE CLIP ON REAR FENDER BRACKET - Holds tail light wires inside wire loom to rear fender bracket for tea cup style, used 1929-31. Clip to the rear edge of the brace approximately 3" up from the bottom edge.
20660 1929-1931 \$2.15ea.



TAIL LIGHT WIRE CLIP - Holds wire to bottom side of wood subrail. Set includes one clip and wood screw. Used on 1928-31 Fords and 1928-31 Station Wagons
20830 1928-1931 \$2.05set



TAIL LIGHT LOOM - Loom protects the tail light wires under the fender from dirt and water. 20 inches long.
20880 1928-1931 \$3.25ea.

1606 BACK ACRE CIRCLE

MOUNT AIRY, MD 21771

PHONE: 800-255-1929

TAIL LIGHTS - TEA CUP • TAIL LIGHTS - DRUM



REAR LICENSE BRACKET - original teacup style tail light with "Duolamp" stamping.

GLOSS BLACK POWDER COATED

18800 1929-1931 \$9.65ea.

Stainless Bracket, polished

18920 1928-1934 \$21.25ea.



REAR LICENSE PLATE SPECIAL BOLTS - 2 nickel plated special original bullet type bolts with screws for mounting the license plate to the rear license bracket. If you are using a license plate frame you will need to provide longer screws.

18930 1929-1931 \$5.20set



LICENSE PLATE REFLECTORS - A 3/4 inch diameter reflector with a stud and wing nut. Holds the license plate to the bracket. A nice accessory of the era, 2 reflectors per set.

Blue reflectors

18810 1928-1934 \$1.25pair

Green reflectors

18860 1934-1938 \$1.25pair

Red reflectors

18910 1928-1934 \$1.25pair

Yellow reflectors

18940 1928-1934 \$1.25pair

TAIL LIGHTS - DRUM

The DRUM TAIL LIGHT was used through February 1929.



DRUM TAIL LIGHT ASSEMBLY - Drum tail light, complete ready to light, except for extension wires (19550), nickel plated, exact duplicate of original with Black powder coated license bracket. Used 1928 to Feb. 1929.

Black drum for trucks: LEFT

19470 1928-1929 \$135.60ea.

Black drum for trucks: RIGHT

19480 1928-1929 \$126.00ea.

Nickel drum for cars: LEFT

19490 1928-1929 \$144.95ea.

Nickel drum for cars: RIGHT

19500 1928-1929 \$134.95ea.



DRUM LICENSE BRACKET - For Drum Tail Light. Raw Steel.

19510 1928-1929 \$30.25ea.



DRUM TAIL LIGHT DIVIDING PLATE - Plate, clip, washers, rivets and instructions. 8 piece set.

19530 1928-1929 \$22.75ea.



DRUM TAIL LIGHT SOCKET - Best of two made and fits correctly.

19540 1928-1929 \$50.75ea.



PARKING LIGHT BULB - This bulb is used in the following places: Parking lights, cowl lights, tail lights, dome light, instrument light.

3 C.P. Originally used 3 candle power

18470 1928-1931 \$1.45ea.

10 C.P. For Brighter light

18480 1928-1931 \$1.95ea.

6 C.P. 12 volt

18520 1928-1931 \$1.45ea.



STOP LIGHT BULB - Stop light bulb.

21 candlepower stock

19150 1928-1931 \$1.45ea.

32 candlepower, higher power

19160 1928-1931 \$1.45ea.

19190 1928-1931 \$0.95ea.



DRUM TAIL LIGHT EXTENSION WIRES - With loom. 18" long.

19550 1928-1929 \$9.20ea.



NICKEL DRUM TAIL LIGHT BODY - Die formed, nickel plated brass. 1928-Early 1929.

Left side has license lens

19560 1928-1929 \$31.80ea.

Right side, no license lens

19561 1928-1929 \$30.90ea.



DRUM TAIL LIGHT LICENSE LENS - Clear curved glass.

19570 1928-1929 \$8.50ea.



1928 ALL RED TAIL LIGHT LENS - Original design in all red glass

19080 1928 \$12.95ea.



LED STOP & TAIL LIGHTS - These install behind the original lens. They require no modification to your existing tail light buckets. Can be used on the drum style. The left light includes the light for your license plate. These LED bulbs will work with no modification on our part #'s 20400, 20401, 20410, 20411, 20420, 20422. Any other kits you may have to splice in an additional bulb to the circuit to create more resistance.

6 volt positive ground: LEFT side

19170 1928-1931 \$64.35ea.

12 volt negative ground: LEFT side

19171 1928-1931 \$64.35ea.

6 volt positive ground: RIGHT side

19180 1928-1931 \$64.35ea.

12 volt negative ground: RIGHT side

19181 1928-1931 \$64.35ea.



DRUM TAIL LIGHT LICENSE LENS RETAINER - Two clips and screws.

19580 1928-1929 \$0.95set



DRUM TAIL LIGHT LICENSE LENS GASKET - Rubberized cork.

19590 1928-1929 \$0.55ea.



DRUM TAIL LIGHT RUBY LENS GASKET - Rubberized cork.

19600 1928-1929 \$0.60ea.



DRUM TAIL LIGHT RUBY LENS SLEEVE RETAINER SET - Nickel plated.

19610 1928-1929 \$4.75set



DRUM TAILLIGHT RETAINER GASKET - This is a pair of gaskets that go between the sleeve nut and the lens on the inside of the drum taillights.

19611 1928-1929 \$0.60pair



DRUM TAIL LIGHT STOP SIGN - The words STOP cut out of metal, located inside the lens.

19620 1928-1929 \$5.95ea.



DRUM TAIL LIGHT SUPPORT BRACKET TO BODY BOLTS - Three 5/16-24 x 5/8 hex bolt and lock washers.

19630 1928-1929 \$0.70set

TAIL LIGHTS - DRUM • INSTRUMENT LIGHT • DOME LIGHT


TAIL LIGHT CROSS OVER WIRES - Connects the two tail light wires to the main wire harness.

20510 1928-1931 \$28.95ea.



TAIL LIGHT WIRE CLIP - Holds wire to bottom side of wood subrail. Set includes one clip and wood screw. Used on 1928-31 Fordors and 1928-31 Station Wagons

20830 1928-1931 \$2.05set



DRUM TAIL LIGHT WIRE CLIP - Clips wires to tail light arm bracket. Need two clips per tail light.

20860 1928-1929 \$1.40ea.



DRUM TAIL TO BRACKET BOLT - Two 5/16-24 x 11/16 hex bolts, lock washers and nuts.

19520 1928-1929 \$0.50set



TAIL LIGHT ARM 1928 DRUM - Used with Drum tail light from 1928 till July 1929. Made from strong malleable iron as original. U.S. made. Used on Pickups, AA Trucks, Panel Delivery. Can be used on both sides.

19260 1928 \$17.80ea.



TAIL LIGHT BRACKET - Used with Drum tail lights 1928 to July 1929. Made from strong malleable iron as original. U.S. made.

Coupes & Roadsters: Left

19310 1928-1929 \$17.50ea.

Coupes & Roadsters: Right

19320 1928-1929 \$24.50ea.

Tudor Sedans & Phaetons: Left

19330 1928-1929 \$33.60ea.

Tudor Sedans & Phaetons: Right

19340 1928-1929 \$33.60ea.



28 - JULY 29 STATION WAGON DRUM TAIL LIGHT BRACKET - This bracket attaches to the tailgate corner hinge.

19341 1928-1929 \$65.00ea.



LATER 1928 PU TRUCK DRUM TAIL LIGHT BRACKET

19259 L1928 \$28.50ea.



STOP LIGHT SWITCH - A fair reproduction part.

1928 until Oct. 29 (the switch bolts to the side of the transmission)

19400 1928-1929 \$12.50ea.



28 - 29 STOP LIGHT SWITCH LINK - When pulled by the brake pedal, the switch will be activated. Used 1928 until Oct'29. Ours is made to original spec with the correct length & gauge wire.

19440 1928-1929 \$1.75ea.



BRAKE LIGHTER LED 3RD BRAKE LIGHT - This set of LED lights mounts onto the back window of your car with either suction cups or adhesive. This unit can even be wired into your turn signals. This comes in either 6 or 12 volt version. The unit measures 12 inches long and 5/8 high. Depth is 7/8.

6 volt

19431 1928-1931 \$71.95ea.

12 volt

19432 1928-1931 \$71.95ea.



LICENSE PLATE REFLECTORS - A 3/4 inch diameter reflector with a stud and wing nut. Holds the license plate to the bracket. A nice accessory of the era, 2 reflectors per set.

Blue reflectors

18810 1928-1934 \$1.25pair

Green reflectors

18860 1934-1938 \$1.25pair

Red reflectors

18910 1928-1934 \$1.25pair

Yellow reflectors

18940 1928-1934 \$1.25pair



REAR LICENSE PLATE SPECIAL BOLTS - 2 nickel plated special original bullet type bolts with screws for mounting the license plate to the rear license bracket. If you are using a license plate frame you will need to provide longer screws.

18930 1929-1931 \$5.20set

INSTRUMENT LIGHT

NOTE: Attach the dash wire to the charge post on the amp meter.



28 - JUNE 30 INSTRUMENT LIGHT - For 1928 thru June '30. Fits instrument panels with oval speedometer, complete with bulb, chrome plated.

19640 1928-1930 \$26.25ea.



INSTRUMENT LIGHT CAP - Chrome plated cap only. For the lamp style located on the dash panel. Only fits repro base.

19650 1928-1930 \$12.80ea.



INSTRUMENT LAMP - Complete with switch, bracket, and armor covered wire; original bullet cap. used June '30 till end. Bulb included.

Closed car

19660 1930-1931 \$26.95ea.

Open Car

19670 1930-1931 \$27.95ea.



30-31 DASH LAMP BRACKET

- This is the bracket only for closed cars with the instrument light that mounts under the dash rail. Closed Car, Cad. Plated.

CLOSED CAR

19661 1930-1931 \$1.65ea.

OPEN CAR

19671 1930-1931 \$1.75ea.



INSTRUMENT LIGHT ARMORED CABLE - 1/8" diameter, single strand used for dash lamp or sport light. Wire is protected with a spiral metal wrap. M30-31 dash lamp wire was 11 1/4" long.

19680 1928-1931 \$2.25ft



PARKING LIGHT BULB - This bulb is used in the following places: Parking lights, cowl lights, tail lights, dome light, instrument light.

3 C.P. Originally used 3 candle power

18470 1928-1931 \$1.45ea.

10 C.P. For Brighter light

18480 1928-1931 \$1.95ea.

6 C.P. 12 volt

18520 1928-1931 \$1.45ea.

DOME LIGHT



DOME LIGHT SWITCH - Original Bakelite slide knob with brass terminal post and screws.

19690 1928-1931 \$12.50ea.



DOME LIGHT SWITCH PLATE - Oval shape and nickel plated for above switch.

19700 \$5.10ea.

DOME LIGHT • HORN



DOME LIGHT - Complete light with switch on rim. Chrome plated, used for: 1928-31 Standard Fordor, 1930-31 Deluxe Coupe, 1931 Deluxe Tudor, 1931 S/W Fordor 160-A.

19720 1930-1931 \$55.15ea.



DOME LIGHT WIRE GUARD - This metal strip is nailed to the door post to protect the dome light wire.

19740 1928-1931 \$11.65ea.



DOME LIGHT BLOCK MOUNTING BRACKETS - Three piece brackets to secure the block to the roof. Used on: 1931 S/W Town Sedan, 1930-31 Victoria, 1930-31 Fordor.

19730 1930-1931 \$18.90set



DOME LIGHT LENS - frosted white colored glass. Round shape, fits (19720).

19760 1930-1931 \$7.35ea.



DOME LIGHT LENS RETAINER SNAP RING - Holds the lens in the light. Cad plated.

19770 1930-1931 \$5.55ea.



PARKING LIGHT BULB - This bulb is used in the following places: Parking lights, cowl lights, tail lights, dome light, instrument light.

3 C.P. Originally used 3 candle power

18470 1928-1931 \$1.45ea.

10 C.P. For Brighter light

18480 1928-1931 \$1.95ea.

6 C.P. 12 volt

18520 1928-1931 \$1.45ea.



DOME LIGHT WIRE - The correct black with blue tracer 16 gauge cloth wire. Wire starts at driver side of terminal box, up windshield post, half way across header, and back to light. Then run a ground wire from the light to the side of the body. Order per foot.

19750 1928-1931 \$1.25ft



DOME LIGHT BLOCK - For 1930-31 Coupe.

40140 1930-1931 \$31.95ea.

HORN



HORN - Excellent U.S. made horn with exceptional detail like original Ford issue. Show quality. Includes name plate and bracket. Complete. Black powder coat finish. Ready to install on car.

Sparton Six Volt Horn

19780 1928-1931 \$314.95ea.

Stewart-Warner style Six Volt Horn

19800 1928-1931 \$322.00ea.

Sparton Twelve Volt Horn (the data plate will say 6 volt to retain the original nomenclature)

19810 1928-1931 \$324.95ea.



PRO PACK SPARTON HORN REBUILD KIT - This is everything that you normally need to rebuild your Sparton Horn and make it AHOOGA like it did when it was new.

This kit does not include the horn bell, the motor cover, armature, field coils, or motor assembly. It does come with one of the following parts except where noted. 19860, 19900, 19970, 19980, 19990, 20020, 20030, 20060, 20070, 20080, 20100, 20110, 20120, 20140, 2 of 20130. This kit is only for the Sparton Horns.

19777 1928-1931 \$55.45set



WOLF WHISTLE - This is an all metal unit that attaches to the vacuum line at the intake manifold. Complete with mounting, fittings, hose & instructions. Periodically check to make sure the brass whistle is not loose in the housing. If the whistle becomes loose in the housing remove it, apply some red Loctite to the threads and reinstall.

19820 1928-1931 \$71.95ea.



SPARTON HORN NAME PLATE - With nickel rivets. The name of the company on the plate is placed closest to the bell end of the horn. Exact duplicate. Original name Sparton is in red. If you have super eyesight you should be able to read the tag from the driver's seat. Made from Zinc as original.

28-29

19830 1928-1929 \$2.05ea.

30-31

19840 1930-1931 \$2.05ea.

HORN NAME PLATE RIVETS

- Set of 2 nickel plated rivets, included with tag 19830/19840.

19850 1928-1931 \$1.65pair



HORN ADJUSTMENT SCREW - Original special head screw. Cadmium plated. For Spartan horns only. .460 long.

19860 1928-1931 \$1.95ea.



HORN BRACKET - From headlight bar to horn. The horn bracket was changed in April '30 from 1 to 1 1/8 wide across the headlight mounting hole.

28- APRIL 30

19870 1928-1930 \$3.55ea.

APRIL 30-1931

19880 1930-1931 \$3.55ea.



HORN BRACKET - AMES - AMES TRADEMARK on bracket, for Ames horns.

19890 1928-1930 \$4.85ea.



HORN FLANGE BOLT SET - Four 12/24 x 13/32 special oval head bolts and nuts. Also two 12/24 x 19/32 bolts, nuts and lock washers for the bracket bolts. Raven finish.

Sparton & Stewart Warner used 7/16 wide hex nuts

19900 1928-1932 \$4.95set

Ames and GMI used 3/8 wide hex nuts

19910 1928-1932 \$4.65set



HORN PROJECTOR & FLANGE - Name is stamped on the rim. Best one made. Plain steel finish.

Sparton

19920 1928-1932 \$77.00ea.

Same as (19920) except this is powder coated black.

19930 1928-1932 \$99.95ea.

Stewart Warner

19931 1928-1931 \$82.95ea.

Ames

19932 1928-1930 \$78.75ea.



STEWART WARNER HORN COVER - Stamped "Adjust". Used from mid '28 thru late '31. One piece construction. Excellent U.S. made cover.

19940 1928-1931 \$20.95ea.



1928 2 PIECE SPARTON HORN COVER - Marked with 'Ford', 'Sparton' and 'Adjust'. Used early 1928 to late 1928. Excellent U.S. made cover.

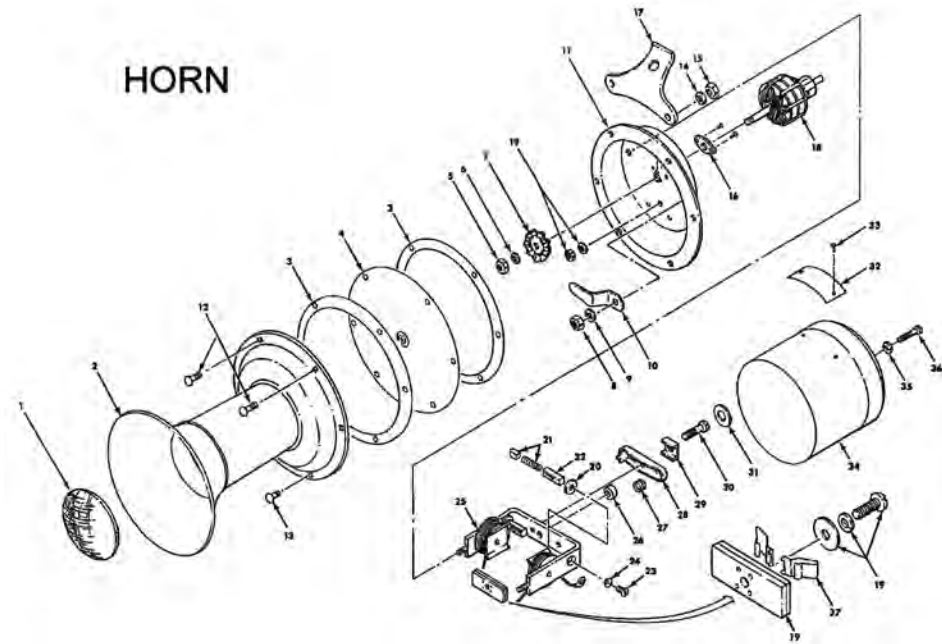
19950 1928 \$28.45ea.



LATE 28 - 31 2 PIECE SPARTON HORN COVER - Marked with Sparton name and 'Adjust'. Used late 1928 to 1932. Excellent U.S. made cover.

19960 1928-1931 \$20.65ea.

HORN



INDEX #	OUR #	NOMENCLATURE	REQUIRED
1	20000	Screen, Horn Projector	1
2	19920	Projector, Horn Assembly	1
3	19990	Gasket, Horn Diaphragm	2
4	19980	Diaphragm, Horn Assembly	1
5	-----	Nut, Horn Diaphragm	1
6	20110	Lock Washer	1
7	20100	Washer, Horn Diaphragm	1
8	-----	Nut, Motor Assembly	2
9	-----	Lock Washer, Motor Assembly	2
10	20120	Retainer, Spring	1
11	-----	Motor Assembly	1
12	19900	Bolt (12/24 x 5/8)	2
13	19900	Bolt (12/24 x 3/8)	4
14	19900	Nut (12/24)	6
15	19900	Lock Washer	2
16	-----	Pad, Felt	1
17	19870	Bracket, Horn	1
18	-----	Armature, Horn Motor	1
19	20140	Block Assembly	1 set
20	20130	Washer, Fiber	2
21	20020	Brush and Spring Assembly	2
22	20130	Holder, Brush and Spring	2
23	20130	Screw, Brush and Spring Holder	2
24	20130	Washer Conical Fiber	1
25	-----	Field Assembly, Horn Motor	1
26	-----	Felt, Oiler	1
27	20060	Spring, Horn Adjustment Screw	1
28	20080	Horn Adjustment Screw Bridge	1
29	20070	Cup, horn Adjustment, Bar Serrated	1
30	19860	Screw, Special Adjustment	1
31	-----	Washer, Felt	1
32	19830	Nameplate, Horn	1
33	19850	Rivet, Split	2
34	19960	Cover, Horn	1
35	19970	Lock Washer, Horn Cover	1
36	19970	Screw, Horn Cover	1
37	20030	Connector, Horn Terminal	1 pair



HORN COVER SCREW - Holds cover to horn. Threaded only part way as original to prevent over tightening. 8/32 x 13/16 screw. Correct cadmium plated finish.
19970 1928-1931 \$0.60ea.



HORN DIAPHRAGM - Die stamped. Hardened contact point.
19980 1928-1932 \$8.95ea.



HORN DIAPHRAGM GASKETS - Black waterproof gaskets. Correct thickness.
19990 1928-1932 \$2.25pair



HORN BELL SCREEN - Snaps in place. Flat screen with wire ring E.A. Lab. used till May '28. Sparton used till Dec. 1928.
FLAT SCREEN WITH WIRE RING
20000 1928 \$6.30ea.
DOMED SCREEN
20010 1928-1932 \$2.50ea.



HORN BRUSH AND SPRING SET - 2 brushes and 2 springs.
20020 1928-1932 \$4.75set



HORN TERMINAL CONNECTORS - The pair of clips that receive the wires from the main wire harness. Die-stamped copper material, plated, nice repro.
20030 1928-1931 \$5.80pair



HORN RELAY - Electrical relay provides maximum power from battery to horn. Eliminates horn drag and failure. Mounts inside horn cover. Instructions included.
20040 1928-1931 \$27.95ea.



HORN RESISTOR - This little unit will make your 6 volt horn operate with a 12 volt battery. This resistor has been tuned for the Model A Ford horn. Place it inside the horn cover. Instructions are included.
20050 1928-1931 \$26.50ea.



HORN ADJUSTING BAR SPRING - The adjusting screw applies tension to the bridge (20080/20090) which maintains pressure by the spring. Used on all horns.
20060 1928-1931 \$0.55ea.



HORN ADJUSTING BAR SERRATED CUP - For Sparton horns.
20070 1928-1931 \$2.80ea.



HORN ADJUSTING SCREW BRIDGE - This bar is located under the sound adjustment screw head. The bridge controls the tension against the end of the armature.

STEWART WARNER 1 7/16 LONG

20080 1928-1931 \$4.15ea.

SPARTON 1 11/16 LONG

20090 1928-1931 \$4.40ea.



HORN MOTOR DIAPHRAGM RATCHET - The round serrated washer that rubs against the diaphragm metal tip that generates the vibration. Located at the end of the armature and secured by a nut (Stewart Warner used a left hand thread, all others used a right hand thread). Used on Sparton horns; for Stewart Warner horns a notch must be cut into the hole. Heat treated.

20100 1928-1931 \$1.90ea.



HORN RATCHET SPECIAL WIDE LOCK WASHER - Holds the round ratchet to the motor base. Hardened steel.

20110 1928-1931 \$0.90ea.



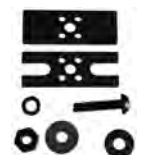
HORN RATCHET TENSION SPRING - Located at the diaphragm end of the armature to maintain tension on the armature against the diaphragm.

20120 1928-1931 \$3.00ea.



HORN BRUSH HOLDER - The brass rectangular tube that secures the spring and brush. Set includes one holder, one tension bus bar, one flat and one cupped insulating washer and one screw. Need two sets per horn. Fits Sparton horns.

20130 1928-1931 \$6.50set



HORN TERMINAL INSULATING BLOCK ASSEMBLY - Two phenolic brackets, 2 washers, screws, lock washers, and nuts.

20140 1928-1931 \$5.10set



1928 HEADLIGHT AND HORN CONDUIT SET FOR 1/2 SOCKET - 2 headlight, 2 ferrules, 1 horn conduit made from stainless steel. Used in 1928 with smaller 1/2 socket.

20740 1928 \$22.95set



ORIGINAL 9/16 SIZE HEADLIGHT AND HORN CONDUIT SET - 2 headlight conduits, 2 ferrules, and one 1/2 diameter horn conduit. These are an exact copy of originals. All stainless steel parts.

20770 1929-1934 \$36.35set



HORN CONDUIT - Stainless steel.

20780 1928-1931 \$8.25ea.

WIRING



MAIN WIRE HARNESS - One bulb set is used with cowl lights. Original color coded wires. Wire ends are soldered to terminal disc. Yellow and blue with yellow tracer go to horn. Yellow wire inside black loom to cut out. This harness has the correct brass bullet ends to the headlight socket. Best quality available. Can be used for 1928 if the repro (16690) switch body is used. 1929 harness has the stop light wires braided inside a loom.

One bulb

20360 1930-1931 \$91.40ea.

20370 1928-1929 \$91.40ea.

Two bulb

20380 1928-1929 \$91.40ea.

20390 1930-1931 \$91.40ea.



NEW MAIN WIRING HARNESS WITH TURN SIGNAL - New complete wire harness for Headlights, Tail Lights and Turn Signals. Set includes the turn signal unit, internally changed to work with stock Model A lights, flasher, and fuse. This factory wire harness will look better than the 8 different colored wires going to the lights in the above kit. Complete light switch body is no longer included. Fits all years.

USING COWL LIGHTS & TWO TAIL LIGHTS 6 volt

20400 1928-1931 \$359.95set

USING COWL LIGHTS & TWO TAIL LIGHTS 12 volt

20401 1928-1931 \$362.95set

USING PARKING LIGHT & TWO TAIL LIGHTS 6 volt

20410 1928-1931 \$329.95set

USING PARKING LIGHT & TWO TAIL LIGHTS 12 volt

20411 1928-1931 \$348.25set

USING FRONT BUMPER AND REAR TAIL LIGHTS 6 volt

20420 1928-1931 \$339.95set



NEW MAIN WIRING HARNESS WITH TURN SIGNAL (Cont.)

USING FRONT BUMPER AND REAR TAIL LIGHTS 12 volt

20422 1928-1931 \$339.95set



ADD ON TURN SIGNAL KIT -

This unit is added to your main wiring harness. The kit includes a directional signal unit which has a band that attaches to your steering column, flasher unit, connecting socket, wire terminals, wire connectors, and 50 feet of pre-cut wire. Wiring diagram and full instructions. We have rewired the circuit and added wiring inside the switch for this to work on the stock light bulbs. Used on cars having cowl lights & two tail lights.

6 volt

18730 1928-1931 \$199.95set

12 volt

18740 1928-1931 \$199.95set



COWL LIGHT WIRE, VACUUM LINE SUPPORT BRACKET & GROMMET -

This 'L' shaped bracket is used to support the cowl light wire on all cars and vacuum line for open cars. In closed cars, 3 are used, one at each inside top corner of the cowl, secured by the cowl welting screw and inside top left terminal box screw. Open Cars used 2 brackets for cowl light wires at each inside top corner of the cowl, secured by the top rivet of the cowl brace. Also 3 brackets for the vacuum line. One at top left terminal box screw, left cowl welt screw and the third on the rear most gas tank clamp. Set includes one bracket and grommet.

1928-1929

18700 1928-1929 \$2.20ea.

1930-1931

18710 1930-1931 \$2.20ea.

FLASHER FOR TURN SIGNAL - Flasher for turn signal.

6 volt

18750 1928-1931 \$6.25ea.

12 volt

18760 1928-1931 \$5.70ea.

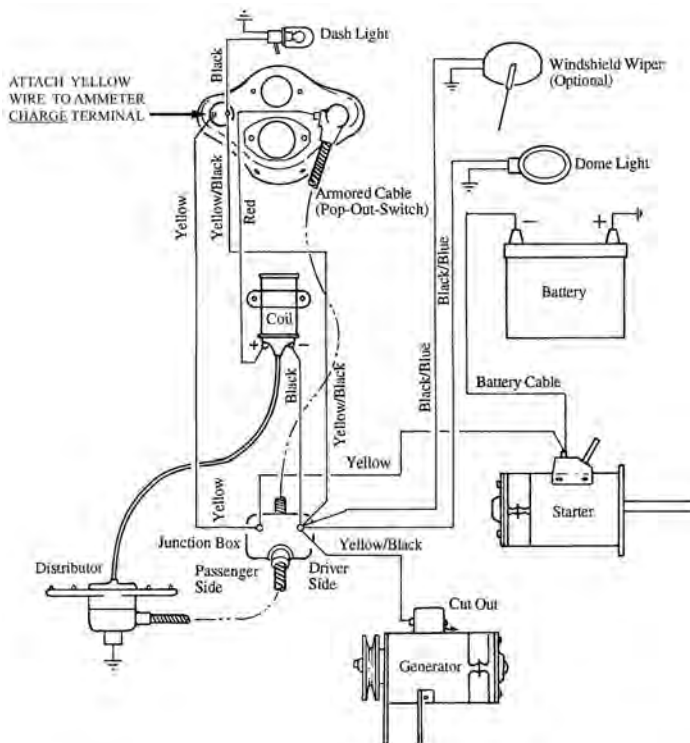


FLASHER FOR LED LIGHTS - 6 Volt Positive Ground 3 Terminal for 6 Volt positive chassis. This flasher is LED compatible so you can use led's or incandescent bulbs or a combination of both. The flasher creates real clicking sounds like an old flasher. No separate resistors required. Make sure to ground each LED bulb, as well as the flasher assembly

6 Volt

18761

\$29.30ea.

WIRING

NOTES

The "L" shaped generator post connector to the cutout terminal was located on the cutout near the generator pulley during October 1928 thru April 1930. After April 1930, the configuration was reversed.

In Nov. 1929 the black coil wire was moved from the "passenger side" to the "driver side" of the coil and terminal box. The red wire from the driver side to the passenger side of the coil.

FLASHER FOR LED LIGHTS (Cont.)

12 Volt

18762 1928-1931 \$15.95ea.

HEADLIGHT WIRE BRASS TERMINAL ENDS

This is the original blunt terminal ends on the main wire harness that matches with the head light wire socket, which is located in the wire plug (20810). Solder the wire into the terminal ends. Six terminals per set.

20421 1928-1931 \$3.30set

STARTER OR GROUND CABLE BOLT AND SQUARE NUT - 5/16-18 x 1 1/4 square nut. Used to tighten the end of the cable to the battery post, included with new cable.

20200 1928-1931 \$0.70set

28 - NOV 29 CABLE SUPPORT FOR BATTERY CABLE

Battery cable is kept in place away from the pedals and secured to the bell housing. Includes grommet. The bracket was changed in November of 1929. Paint bracket black.

20560 1928-1929 \$4.75ea.

NOV 29 - 31CABLE SUPPORT FOR BATTERY CABLE

Battery cable is kept in place away from the pedals and secured to the bell housing. Includes grommet. The bracket was changed in November of 1929. Paint bracket black.

20570 1929-1931 \$5.70ea.

TERMINAL BOX REPLACEMENT RUBBER GROMMET

The pop-out switch cable passes through this at the terminal box. Also used with the battery cable clamp.

20580 1928-1931 \$1.85ea.

ORIGINAL STYLE CABLE BATTERY SUPPORT WIRE GROMMET

This ORIGINAL shaped grommet has an elongated hole and tapered ends to allow the cable end to pass through.

20590 1928-1931 \$24.95ea.

ORIGINAL BATTERY TO STARTER SWITCH CABLE

With braided covering. Heavy gauge copper wire with bolt and nut at battery post end. 19" long.

20160 1928-1931 \$29.95ea.


ELECTRICAL DISCONNECT SWITCH BRACKET - Attach this bracket to the lower starter motor to flywheel bolt.

20170 1928-1931 \$7.95ea.


ELECTRICAL DISCONNECT SWITCH CABLE - This heavy #1 gauge wire has an eye on each end. One end goes on the disconnect switch, the other to the starter switch. Cable is 16" long. Remove the existing cable from the starter switch, attach it to one lug on the disconnect switch. Attach this cable from the disconnect switch to the starter switch.

20180 1928-1931 \$18.95ea.


ELECTRICAL DISCONNECT SWITCH - Run negative cable from battery to disconnect switch. Then run (20180) from the disconnect switch to the starter switch. Throw this switch and all current is off. Order 20170 mounting bracket and 20180 switch cable. A new 20160 cable may also be needed. Rated 40 amp for 6 volt, and 20 amp for 12 volt.

20190 1928-1931 \$38.95ea.

BATTERY MOUNTED DISCONNECT SWITCH

This style of disconnect switch mounts directly to the negative post of the battery, and your cable attaches to the stud on the switch. Fits under the floorboards.

20191 1928-1931 \$9.10ea.

TURN SIGNAL LIGHT

Includes a special backing plate to hold on the front or rear bumper. Light comes with a 12 volt bulb installed. We have included a 6 volt bulb for your convenience.

Amber lens. Our brand uses the spade bulb

20430 1928-1931 \$21.95ea.

Red lens. Our brand uses the bayonet bulb

20440 1928-1931 \$21.95ea.

LED BUMPER DIRECTIONAL LIGHTS

This is a fully functioning LED light that mounts between your bumper bars with no alterations needed to your car, for your turn signals. The 6 volt version has a pre-loaded resistor built in so it will work with a thermal flasher. The 12 volt units will need part #18762 12V electronic flasher to work.

6V Amber

20431 1928-1931 \$54.95ea.

12V Amber

20432 1928-1931 \$54.95ea.

6V Red

20441 1928-1931 \$54.95ea.

WIRING

**LED BUMPER DIRECTIONAL LIGHTS (Cont.)**

12V Red

20442 1928-1931 \$54.95ea.**BULB FOR TURN SIGNAL -**
Bayonet style socket (two nubs 180 degrees across on socket); used in our #20440.

6 VOLT - BAYONET

20470 1928-1931 \$1.40ea.

12 VOLT - BAYONET

20480 1928-1931 \$1.40ea.

6 VOLT - SPADE

20481 1928-1931 \$1.40ea.

12 VOLT - SPADE

20482 1928-1931 \$1.40ea.**BATTERY GROUND STRAP -**
Flat copper strap as originally used. Includes bolt and nut (20200). Copper straps should be lead coated to be more original. This can be done by melting solder on the copper strap.

Copper Strap

20210 1928-1931 \$21.45ea.

Braided 7 wire cable

20230 1928-1931 \$17.05ea.**BATTERY GROUND BOLT 28-30 -** Special headed bolt used 1928 thru March '30. Cadmium plated. Bolt head is located on the battery side of the cross member.**20220** 1928-1930 \$3.50ea.**BATTERY GROUND CABLE TO FRAME BOLT -** Regular 3/8-24 x 3/4 hex bolt.**20240** 1930-1931 \$0.75set**COIL WIRE TO DISTRIBUTOR CAP -** Original 11 3/4 thick black lacquered wire with brass tips soldered to wire as original. Ford never used a rubber boot on the ends of this wire.**20250** 1928-1931 \$3.95ea.**MODERN COIL TO DISTRIBUTOR WIRE -** modern style coil to distributor wire with the ends crimped on and boots to protect from moisture. The wire measures 18 in. long**20251** 1928-1931 \$5.50ea.**COIL WIRE TO TERMINAL BOX -** Wire connects from passenger side (+) of coil to passenger side of terminal box and red wire to the driver side (-) coil until Nov. 1929, then changed the coil wire to driver side of the coil to driver side of the terminal box and the red dash wire to the passenger side of the coil. Black 16 gauge wire as originally used with soldered flags on ends.**20260** 1928-1931 \$3.40ea.**COWL LIGHT WIRE PIGTAILS -** Wire that goes from the socket through the arm and extends out of the arm about 2 inches.**20340** 1928-1934 \$5.10pair**DASH WIRE -** Three wires, 1 for the ignition and 2 for the ammeter correct color coded. Red wire from ignition switch to driver side (-) of coil until Nov. '29 then changed to passenger side (+) of coil. Attach yellow wire to ammeter discharge post, the yellow/black wire and dash lamp wire to the charge post of the ammeter. This is an extra heavy 12 gauge wire as original.**20350** 1928-1931 \$16.50set**CUT OUT TO TERMINAL BOX WIRE -** This wiring was placed in a black metal tubing through Feb. 1930 (tube is supplied in primer) and later covered with a black flexible loom. Correct color coded wiring. Yellow with black tracer from driver side of terminal box to the cut out on the generator.The yellow wire runs from the passenger side of the terminal box to the starter switch. This is heavy 12 gauge wire as originally used. See part #20680 & 20690 for clips, and #20710 & 20720 for fasteners.
METAL TUBE WITH WIRES INSTALLED**20490**

1928-E1930 \$26.25ea.

Wire in loom

20500 1930-1931 \$18.95ea.**28-E30 CUT OUT TO TERMINAL BOX REPLACEMENT WIRES ONLY -** This kit is just the wires and ends to rebuild YOUR original 28-E30 cut out to terminal tube (#20490).**20491**

1928-E1930 \$8.45ea.

**TAIL LIGHT CROSS OVER WIRES -** Connects the two tail light wires to the main wire harness.**20510** 1928-1931 \$28.95ea.**COWL LIGHT CROSS OVER WIRE -** Connects the two cowl lights to the main wiring harness.**20520** 1928-1934 \$19.95set**COWL LIGHT CROSS OVER WIRE LOOM -** Black lacquered loom to protect wire. Used from one cowl arm across fire wall to other arm. 4 feet per roll. 1929 used a grommet in the support bracket (18700), but grommet was dropped from the bracket in 1930-31 and a loom was added to protect the wire.**20530** 1930-1931 \$4.50roll**WIRE CONNECTORS -** A steel sleeve inside a rubber tube. Connects one pig tail wire to the wiring harness. Set of 4.**20540** 1928-1934 \$3.95set**WIRE BULLET ENDS -** The metal end that is crimped to the wire to insert into (20540) wire connectors. Solder for better electrical contact. Five per set.**20550** 1928-1934 \$2.75set**BRASS WIRE TERMINAL FLAG -** This is the authentic style brass tinned flag terminal used in the wiring harness.**20551** 1928-1931 \$0.75ea.**TERMINAL BOX AND LID -** With screws and nuts and 2 brass plated wing nuts. Plain cover, no script. 2 of the holes are 1/16" off, so your firewall holes must be enlarged.**20600** 1928-1931 \$13.60ea.**TERMINAL BOX TO FIREWALL SCREWS -** Four 10/32 x 3/8 screws and lock washers to mount the box on the fire wall. Included with (20600) box.**20610** 1928-1931 \$1.05set**TERMINAL BOX LID -** Plain cover.**20620** 1928-1931 \$2.65ea.**WING NUTS FOR THE TERMINAL BOX -** Two 10/32 brass-plated nuts.**20630** 1928-1931 \$2.50pair**28 - 29 COWL WIRE CONNECTOR -** Original type connection of the cross over wire to the wiring harness located at the base of the steering column. Use in lieu of the bullet connectors #20540.**20640** 1928-1929 \$8.50set**30 - 31 COWL WIRE CONNECTOR -** Original type connection of the cross over wire to the wiring harness located at the base of the steering column. Use in lieu of the bullet connectors #20540.**20650** 1930-1931 \$8.35set

WIRING



TAIL LIGHT WIRE CLIP ON REAR FENDER BRACKET - Holds tail light wires inside wire loom to rear fender bracket for tea cup style, used 1929-31. Clip to the rear edge of the brace approximately 3" up from the bottom edge.

20660 1929-1931 \$2.15ea.



SPEEDOMETER CABLE GROMMET - Located at the fire wall below the choke rod. Do not paint.

20670 1928-1934 \$1.40ea.



28 - FEB 30 CLIP FOR STEEL TUBE - Cut out wire on fire wall 1928 thru Feb. 1930.

20680 1928-1930 \$1.75ea.



FEB 30 - 31 CUTOUT AND SPEEDOMETER CABLE WIRE CLIP - One top of water inlet pipe, and one on the firewall. Need 2 per car.

20690 1928-1931 \$1.05ea.



MID 30 - 31 SPEEDOMETER CABLE CLIP - Located on inside of the firewall.

20700 1930-1931 \$1.65ea.



SPEEDOMETER CLIP SCREW AND LOCK WASHER - For cut out wire clip and speedometer cable clip on fire wall. Paint black. Need 2 per car.

20710 1928-1931 \$0.45set



CUT OUT WIRE CLIP ON WATER INLET HEX BOLT & LOCK W - Stainless bolt and lock washer With original thick head.

STAINLESS STEEL with original thick head bolt

20720 1928-1931 \$3.15set

Zinc Plated

20730 1928-1931 \$0.45set



1928 HEADLIGHT AND HORN CONDUIT SET FOR 1/2 SOCKET - 2 headlight, 2 ferrules, 1 horn conduit made from stainless steel. Used in 1928 with smaller 1/2 socket.

20740 1928 \$22.95set



ORIGINAL 9/16 SIZE HEADLIGHT AND HORN CONDUIT SET - 2 headlight conduits, 2 ferrules, and one 1/2 diameter horn conduit. These are an exact copy of originals. All stainless steel parts.

20770 1929-1934 \$36.35set



HEADLIGHT CONDUIT FERRULE ONLY - This is the stainless steel ferrule that holds the headlight conduit onto the headlight socket. Included with all of our headlight & horn conduit sets. Need two per car. Cannot be used with smaller 28 conduits 20740.

20771 1928-1931 \$3.50ea.



HORN CONDUIT - Stainless steel.

20780 1928-1931 \$8.25ea.



1928 HEADLIGHT WIRE PLUGS - When the wires come out of the conduit, separate them into the plug. This will align the wires with the socket in the headlight. The 1928 uses a 2 hole plug. Set includes 2 plugs, 4 special brass terminals and screws.

1928 PLUGS & BRASS TERMINALS

20790 1928 \$12.50set

1928 PLUGS ONLY

20800 1928 \$1.75pair



29-31 HEADLIGHT WIRE PLUGS - 29-31 Uses a three hole plug. Having the correct flat ends on the wiring harness and the correct depth of the plug will help keep the springs in the headlight sockets from compressing and bending too much and shorting the electrical system out. Lettering inserts into the socket first. Sold as a pair.

20810 1929-1931 \$2.60pair



WIRE CLIPS ON FRAME - 3 clips to hold the tail light wire on the frame and 2 clips for the tail light cross over wire to the second tail light.

20820 1928-1948 \$2.05set



TAIL LIGHT WIRE CLIP - Holds wire to bottom side of wood subrail. Set includes one clip and wood screw. Used on 1928-31 Fords and 1928-31 Station Wagons

20830 1928-1931 \$2.05set



TOP KICK PANEL RETAINING CLIP & DOME LIGHT WIRE CL - Located at the front top edge of the cowl kick panel. Rubber grommet is included.

Clip & Grommet

20840 1928-1929 \$4.80set

GROMMET ONLY

20850 1928-1929 \$1.35ea.



DRUM TAIL LIGHT WIRE CLIP - Clips wires to tail light arm bracket. Need two clips per tail light.

20860 1928-1929 \$1.40ea.



ELECTRIC WIPER WIRE CLIP - Clip secures electric wiper wire to top of the open car windshield frame. Black finish. Need 2 clips per car.

20870 1928-1930 \$3.00ea.



HEADLIGHT WIRE CLIP - This clip is located under the left front hood latch by the rear screw to hold the wires to the headlight in place. Used April 1929 till end. See page 336 of the Service Bulletins.

20890 1929-1931 \$1.75ea.



FIREWALL GROMMET SET - Six piece set. Two styles offered for starter rod, 2 for the choke rod, 1 for the ignition cable at the terminal box, and one for the speedometer cable at fire wall.

Non-Indented firewall

20900 1928-1931 \$7.95set

Indented firewall includes 13190

20901 L1931 \$9.90set



A-PLATE ACCESSORY BRACKET FUSE PANEL -

This unit has dual 1.25 amp USB charging ports to power cell phones, GPS, or tablets. It is designed to turn on/off automatically with engine, it also has a manual override. Works on 6 or 12-volt systems, not ground specific. For easy installation purchase our #20511B "A-Plate" Fuse Panel. U.S.A.

20511A

1928-1931 \$99.95ea.

A-PLATE ACCESSORY BRACKET FUSE PANEL FOR 30-31

20511B

1930-1931 \$97.95ea.

A-PLATE ACCESSORY BRACKET FUSE PANEL FOR 28-29

20511C

1930-1931 \$97.95ea.



IMPORT LIGHT SWITCH BODY - All the wires join inside this housing at the end of the steering column. Zinc plated. This is the shorter body used 1928 to April 1930. The lower half has a large flat area on the bottom which is the 1932 style, but will work on all Model A's.

16690 1929-1937 \$29.95ea.

WIRING • FENDERS



LOWER LIGHT SWITCH BODY ONLY - This is the correct round shaped bottom for the Model A. It will only fit the original bodies. Zinc plated. April 1930 thru 1937 long body, about 2 1/8 long

16710 1930-1937 \$10.90ea.



FIRE WALL HARDWARE - Set includes stainless screws (where applicable) for the coil bracket, starter switch rod grommet, generator loom tube clamp, speedometer cable clamp, junction box and patent date plate rivets.

24 Stainless pieces

13500 1928-1929 \$8.10set

17 Stainless pieces

13510 1930-1931 \$4.25set



DOMELIGHT WIRE - The correct black with blue tracer 16 gauge cloth wire. Wire starts at driver side of terminal box, up windshield post, half way across header, and back to light. Then run a ground wire from the light to the side of the body. Order per foot.

19750 1928-1931 \$1.25ft



ELECTRIC WIPER WIRE - From terminal box to electric wiper motor for all closed cars. Black with blue tracer wire. Flag on one end. 86" long. Closed Car wire goes up the passenger side of windshield post.

20270 1928-1931 \$8.75ea.



ORIGINAL CLOTH COVERED WIRE - Cloth covered wire. Sold per foot. NOT RETURNABLE.

BLACK 16 GAUGE

20280 1928-1931 \$1.10ft

RED 12ga

20282 1928-1931 \$0.95ft

BLUE 16 GAUGE

20284 1928-1931 \$0.95ft

YELLOW 12 gauge

20286 1928-1931 \$0.95ft

GREEN 16 gauge

20290 1928-1931 \$0.95ft

BLACK W/ YELLOW TRACER 12 GAUGE

20300 1928-1931 \$0.95ft

BLACK W/ GREEN TRACER 16 GAUGE

20302 1928-1931 \$0.95ft

BLACK W/ RED TRACER 16 GAUGE

20304 1928-1931 \$0.95ft

YELLOW W/ BLACK TRACER 12 gas

20305 1928-1931 \$1.25ft

BLUE W/ BLACK TRACER 16 GA

20310 1928-1931 \$0.95ft



WIRE LOOM - Black fabric loom with a water resistant sealer. Used to protect the above wires. This is cut to the length you request and is NOT RETURNABLE.

3/16 ID loom size for one wire

20320 1928-1931 \$1.15ft

3/8 ID loom size for two wires

20330 1928-1931 \$1.65ft

FENDERS



FRONT FENDER WELL - To replace rust-outs or for making a welled fender. Heavy gauge steel, installation instructions included.

28-29 REPLACEMENT WELL ONLY

20920 1928-1929 \$52.95ea.

30-31 REPLACEMENT WELL ONLY

20940 1930-1931 \$49.95ea.



FRONT FENDER - Original gauge STEEL with serrated wire bead edge. The area where the running board splash apron meet the fender is off. You will have to rework the metal. This is for the 1930-31 fenders only.

28-29 NON-WELLED RIGHT

20960 1928-1929 \$525.00ea.

30-31 NON-WELLED RIGHT

20980 1930-1931 \$525.00ea.

28-29 NON-WELLED LEFT

21000 1928-1929 \$525.00ea.

30-31 NON-WELLED LEFT

21020 1930-1931 \$525.00ea.



WELLED FRONT FENDER - Original gauge STEEL with serrated wire bead edge. The area where the running board splash apron meet the fender is off. You will have to rework the metal. This is for the 1930-31 fenders only.

28-29 WELLED RIGHT SIDE

20970 1928-1929 \$675.00ea.

30-31 WELLED RIGHT SIDE

20990 1930-1931 \$675.00ea.

28-29 WELLED LEFT

21010 1928-1929 \$675.00ea.

30-31 WELLED LEFT

21030 1930-1931 \$675.00ea.



30-31 SEDAN REAR FENDER WEB REPAIR NO DIMPLE - This is the triangular shaped piece of metal on the inside of the 30-31 Sedan Fenders where the fender mounts to the body. The dimple was added with the introduction of the slant window cars to allow clearance.

Right Side

21573 1930-1931 \$135.00ea.

Left Side

21574 1930-1931 \$135.00ea.



STEEL REAR FENDERS - There are two manufactures of rear Steel fenders. We sell the better brand made by Albrecht. Made from original gauge steel with original serrated wire beaded edge. Reinforcement bead plate (21580) is not included with fenders.

28-29 RIGHT SIDE STEEL PICKUP REAR FENDER - COUPE, ROADSTER, CABRIOLET, NARROW BED PICKUP

21380 1928-1929 \$400.00ea.

30-31 RIGHT SIDE REAR STEEL FENDER FOR : COUPES, ROADSTERS, CABRIOLET & NARROW BED PICKUP

21390 1930-1931 \$400.00ea.

28-29 LEFT SIDE STEEL COUPES, ROADSTERS & CABRIOLET REAR FENDER

21470 1928-1929 \$400.00ea.

30-31 LEFT SIDE STEEL COUPES, ROADSTERS & CABRIOLET REAR FENDER

21480 1930-1931 \$400.00ea.

28-29 LEFT SIDE PICKUP NARROW BOX REAR FENDERS

21420 1928-1929 \$400.00ea.

30-31 LEFT SIDE PICKUP NARROW BOX REAR FENDERS

21510 1930-1931 \$400.00ea.

DELUXE TWO DOOR PHAETON RIGHT SIDE REAR FENDER

21400 1930-1931 \$550.00ea.

DELUXE TWO DOOR PHAETON LEFT SIDE REAR FENDER

21490 1930-1931 \$550.00ea.

FENDER BRACES

FENDER BRACES

FRONT FENDER BRACE - Stamped Steel used in 1929-31. Originally 1928 to early 30 used forged braces, but the stamped steel (21200) will fit on 1928 thru 1929. The late 1931 original brace had a reinforced area at the lower bolt hole, but the repro is a copy of the 30 to late 31 style brace. Use part #21240 mounting bolts for both repro braces.

1928-1929 STAMPED STEEL
21200 1928-1929 \$54.75ea.
30-31

21210 1930-1931 \$52.95ea.

FRONT FENDER BRACKET TO FRAME BOLTS - Set for both braces, 6 bolts, nuts and lock washers.

1928-1929 CAST STYLE BRACES

21220 1928-1929 \$4.15set

EARLY 1930 CAST BRACES

21230 1930 \$3.95set

30-31 STAMPED BRACES

21240 1928-1931 \$3.30set

1931 STAMPED BRACE WITH REINFORCING RIB

21250 1931 \$3.95set

FRONT FENDER TO FRAME SCREWS - Above the front splash apron to hold the front inside edge of the fender to the frame. Paint black enamel.

Four stainless screws, lock washers, nuts. Jan. '30 till about April '30. The area around hole is flat. Set includes four 1/4-20 x 7/8 round head screw, lock washers and nut.

4 ROUND HEAD SCREWS, LOCK WASHERS, & NUTS

21260 1930 \$2.00set

4 OVAL HEAD SCREWS, LOCK WASHERS, & NUTS

21270 1930-1932 \$2.55set

30 - 31 FRONT FENDER SCREW DIMPLE PATCH - If the raised dimple area around the fender to frame screw is worn out, then this patch will repair the area. Used April 1930-31. Four patches per set.

21280 1930-1931 \$7.00set



30-31 FRONT FENDER REPAIR RINGS - Use these rings to repair the raised dimple area around the front fender to frame screw holes. If your fender is not ripped or torn then this is an inexpensive alternative for you. This is a set of 4 plain steel rings.

21281 1930-1931 \$2.60set



FENDER BEAD EDGE BOLT - Edge to end of fender brace. Four 1/4-20 carriage bolts, 4 lock washers and nuts per set. Paint black.

Stainless

21290 1928-1929 \$3.00set

28-E30 uses 1/4 x 1 carriage bolt - ZINC PLATED

21300 1928-1929 \$2.00set

Stainless

21310 1930-1931 \$3.00set

E30-31 uses 1/4 x 3/4 carriage bolt - ZINC PLATED

21320 1930-1931 \$2.00set



FENDER & RUNNING BOARD BOLT SET - All bolts, washers, lock washers, and nuts to mount all 4 fenders to the brackets, body and ends of running boards. NOT included in this set is (21830) and (21260/21270).

1928-29 fasteners; also for E30 with cast iron fender braces. 152 pieces

21330 1928-1929 \$26.95set

1930 has 154 pieces where apron nose section is welded to front fender. For stamped steel fender braces

21340 1930 \$23.35set

1931 USED WHEN NOSE SECTION OF SPLASH APRON IS NOT SPOT WELDED TO THE FENDER.

21350 1931 \$19.95set



FENDER BRACE REINFORCEMENT PLATE - Small support plate located on the inside of the fender bead at the fender brace hole. Used on all fenders, not included with the new fenders. Should be tack welded in place.

21580 1928-1931 \$5.65ea.



REAR FENDER BRACE 1928 COUPE, ROADSTER, PICKUP - Cast iron for 1928 Coupes, Roadsters and Pickups.

21600 1928 \$56.70ea.



REAR FENDER BRACES - Stamped steel.

Coupes, Roadsters and Pickups

21610 1929-1931 \$18.55ea.

Tudor, Fordor & Phaeton

21630 1928-1931 \$18.55ea.

Pickup: Wide Bed

21640 1931 \$25.85ea.



28-29 CAST IRON REAR FENDER BRACE TO BODY BOLTS - Bolts, washers and nuts for both braces. Cast iron brace (except Pickup's) bolt set includes four 5/16-24 x 1 1/4 bolts, two 5/16-24 x 3/4 bolts with six nuts and lock washers.

21660 1928-1929 \$3.30set



PICKUP REAR CAST BRACE BOLTS - Two 5/16-24 x 5" hex bolts, flat washers, lock washers, and nuts.

21661 1928 \$3.50set



29 - 31 REAR FENDER BRACE TO BODY BOLTS - Stamped steel brace bolt set includes six 5/16-24 x 1" bolts, lock washers and nuts. Not for Pickup.

21670 1929-1931 \$6.95set



29 - 31 REAR FENDER BRACE TO BODY BOLTS - For 1929 to May 1931 Closed Cab Pickup with narrow box, fender brace bolts. Four 5/16-24 x 4 1/2" bolts, flat washers, lock washers, and nuts.

21680 1928-1931 \$3.20set



REAR FENDER STUD - These are the 4 studs protruding around the top edge of the rear fender area on the body for the fender to mount to. The studs have extra-large carriage type heads to be brazed to the body. Four 5/16-18 X 15/16 studs per set. Need two sets per car.

21690 1928-1931 \$2.00set



REAR FENDER WASHERS AND NUTS - Set contains the 8 flat washers, lock washers and 5/16-18 nuts to mount both rear fenders to the body. Included in (21330, 21340, 21350).

21700 1928-1931 \$2.65set



16 FT FENDER WELTING - Black vinyl with correct 3/16" size bead. Enough for all four fenders to body. 16 feet. Paint black. Does not get installed between the ends of the running boards and the fender's.

37200 1928-1931 \$14.00roll

RUNNING BOARDS • SPLASH SHIELDS

RUNNING BOARDS

RUNNING BOARDS - Black matting with stainless molding on the edges
28-29 with black ribbed matting and stainless moldings
21710

1928-1929 \$350.00pair

Black pyramid matting with stainless molding for 1930 to Sept. 30.

21720 1930 \$350.00pair
Black pyramid matting with stainless molding on outside edge and rubber half round molded into the rubber on other three sides. This style used in Sept. 1930 till the end.

21740 1931 \$350.00pair

1930 RUNNING BOARD WITH SPLASH APRON - Black pyramid matting with stainless molding for 1930 to Sept. 30, with splash apron spot welded to it.

21730 1930 \$455.00pair

RUNNING BOARD BRACKET ANTI-SQUEAK WELT - Ford placed a thin 1/16" anti-squeak material on top of each brace before setting on the running boards. A four foot roll of 1/16" X 3/4" woven treated fabric.

6730 1928-1931 \$5.60roll

RUNNING BOARD 'BELL' SHAPED BOLTS - Original style bolts in raven finish with lock washers and nuts for both boards.

1928 to March 1929 forged braces used four 5/16-18 x 1 3/16 and four 5/16-18 x 3/4 bolts

21800 1928-1929 \$8.75set
April 1929 till end stamped steel braces used eight 5/16-18 x 3/4 bolts

21830 1929-1931 \$8.75set

PICKUP TRUCK RUNNING BOARDS - Diamond design steel board made from original 16 gauge steel. Ford Script for 1928-29 boards.

28-29 Diamond design with Ford Script

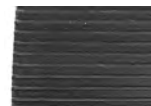
21760

1928-1929 \$395.95pair

30-31 Diamond Design

21790

1930-1931 \$334.95pair



RUNNING BOARD INSIDE TRIM BOLTS - Used on Jan. 1930 thru Sept. 1930 one piece running boards and aprons to hold the inside trim to the board. Set includes 10 small carriage bolts, lock washers and nuts.

21900 1930 \$5.95set

RUNNING BOARD TRIM RIVETS - These are the special rivets that were used to secure the running board trim to each end of the running boards. Drill a 9/64" hole centered one inch from the outside edge of the running board. The rivet head is on the inside of the board. Set of 8 oval head tubular rivets.

21901 1928-1931 \$1.20set

RUNNING BOARD MAT - For both boards. Pre-cut and pre-glued.

RIBBED design

21910 1928-1929 \$56.25pair

PYRAMID design

21920 1930-1931 \$56.25pair

PYRAMID design with half round rubber trim molded into rubber

21930 1931 \$139.95pair

RUNNING BOARD STEP PLATES - Aluminum plate with diamond pattern and FORD inside an oval ring. 8" x 6 1/4".

21950 1928-1931 \$49.95pair

STEP PLATE SCREWS - Eight stainless steel oval head screws with eight nuts.

21960 1928-1931 \$2.75set

SPLASH SHIELDS



RADIATOR SPLASH APRON - Steel part below radiator and between front fenders. Reinforcement bracket behind holes, correct contours in corners and under radiator. Imported and fair fit.

28-29

21970 1928-1929 \$79.00ea.

1930-1931

21990 1930-1931 \$79.00ea.



28-29 RADIATOR SPLASH SHIELD SCREWS - In stainless. For 1928-29 the screws pass thru the hood shelf and frame to a 'D' nut on the splash shield. Four 1/4-20 x 1 1/4 oval head screws.

22000 1928-1929 \$2.25set

30-31 RADIATOR SPLASH SHIELD SCREWS - In stainless. In 1930-31 the screws pass thru the apron into the mounting studs. Four 1/4-28 x 1/2 round head screws.

22010 1930-1931 \$2.40set

SEE PART NUMBER 21260 OR 21270 FOR FRONT FENDER SCREWS TO FRAME ABOVE THE RADIATOR SPLASH APRON



RADIATOR SPLASH SHIELD MOUNTING STUDS - 2 long and 2 short studs with lock washers and nuts for frame. There were 2 types used. Round and hex shape studs. (For screws order 22000 or 22010.).

HEX STYLE

22020 1930-1931 \$25.50set

ROUND STYLE

22030 1930-1931 \$18.50set

28 - 29 RADIATOR SPLASH SHIELD FELT PAD - The 28-29's used 2 pads. The pad prevents rattles from the shield and the radiator shell. Rivets included.

22040 1928-1929 \$1.25set

30 - 31 RADIATOR SPLASH SHIELD FELT PAD - The 28-29's used 2 pads. The pad prevents rattles from the shield and the radiator shell. Rivets included.

22050 1930-1931 \$0.75ea.

RUNNING BOARD SPLASH SHIELDS - NO hump at end of shield. This was used in 1928 until July-Sept 1928 when the hump was added to give better clearance for the emergency brake rod. All splash shields are made of original gauge steel.

1928-July 28 Plain Shield

22070

1928-1929 \$275.00pair

July 28-29 Hump Shield

22110

1928-1929 \$275.00pair

1930-Sept 1930; apron is the length of the running board

22120 1930 \$240.00pair

SPLASH SHIELDS • HOOD

1930 RUNNING BOARD WITH SPLASH APRON - Black pyramid matting with stainless molding for 1930 to Sept. 30, with splash apron spot welded to it.

21730 1930 \$455.00pair



1930 RUNNING BOARD NOSE SECTIONS - In front of 1930 running board splash shields; die stamped.

22060 1930 \$187.00pair

NOTE: SPLASH SHIELDS FOR RUNNING BOARDS - The 1930 splash shields were in two pieces. One piece the same length as the running board and the "nose" piece which was spot welded to the front fender. The two piece splash shield was used from Jan. 1930 till Sep. 1930.



ONE PIECE RUNNING BOARD SPLASH SHIELDS - One piece die stamped for Sept 30-31. Side mount hole is not in apron. 59 3/8" long.

22130 1930-1931 \$279.95pair



RUNNING BOARD SPLASH SHIELD TO FRAME BOLTS - Holds splash shield to frame. Four 1/4-20 x 3/4 step bolts, lock washers and nuts for both shields. Included in fender bolt kits (21330, 21340, 21350).

22160 1928-1931 \$2.40set

HOOD



HOOD - This is a very good quality hood made by ROOTLIEB CO. Best of two made. Includes steel hinge rods, handles and latch clips.

1928 BRIGGS FORDOR CARS

22170 1928 \$550.00ea.
1929 Briggs Fordor 60-A,B,C, 155-B; 1929 Murray Fordor 155A, 165A; 1929 Cabriolet 68-A

22180 1929 \$550.00ea.

ALL EARLY 1928 CARS

22190 E1928 \$550.00ea.

ALL OTHER 1928-29 CARS (except #22170, 22180, 22190)

22200 1928-1929 \$550.00ea.

ALL 1930-31 CARS

22210 1930-1931 \$620.00ea.



HOOD CORNER PADS - Two black leather triangular shape pads with 9/64 x 5/16 tubular rivets. Made from original spec. These are installed only on the rear corners. Rivets should be painted black.

22220 1928-1931 \$3.80pair



STAINLESS HOOD HINGE RODS - Three long solid stainless rods to hinge the four hood sections. This will prevent rust stains in the hinge area.

1928-1929

22230 1928-1929 \$20.85set

1930-1931

22240 1930-1931 \$22.75set

NOTE: TO REMOVE OLD RODS - Use a drift punch to tap the rod out of the hood about 1/2". Using a variable speed drill, chuck it to the old rod. Slowly spin the rod as you pull it out of the hood. To install, reverse procedure.



HOOD PROP SET UP -

Attaches to the radiator brace rods. Rods are rubber coated at the ends and fold out to support the hood sides. Made of Stainless Steel.

22250 1928-1931 \$39.65set



HOOD SAFETY SUPPORTS -

Mounts on hood rods and hooks to hood rod bracket on firewall. The 5" arm extends off the hood rods next to the firewall. When you raise your hood, set the bottom edge of the hood on the hooked end of the arm. Made from steel with a protective plastic tube over the wire. Set includes left and right arms.

28-29

22270 1928-1929 \$24.75set

30-31

22280 1930-1931 \$24.75set



28 - 29 HOOD SHELVES - The metal strip that runs the length of the hood to front edge of the fender. The hood latches rest on top of these. The front holes may need to be moved forward 1/4" Original holes are 5 3/4" apart.

22260

1928-1929 \$85.45pair



HOOD SHELF BLOCKS - The four small wooden blocks located under the hood shelf to support the hood latches.

22290 1928-1929 \$11.45set



HOOD BRACES - Located at the center bottom edge of the hood sides and secured to the frame. The rubber bumper presses against the hood to prevent it from rattling. Includes two braces, two original size rubber bumpers, two 1/4-20 x 3/4 tall head bolts, lock washers and nuts. For rivet tool, see part (2711).

22300 1930-1931 \$7.95set



HOOD RETAINER - The center hood rod secures to this on the cowl. Paint body color.

1928-1929

22310 1928-1929 \$8.35ea.

1930-1931

22340 1930-1931 \$8.35ea.



30 - 31 CHROME HOOD RETAINER - With cowl band clamp. This is the same retainer as (22340) but has a finger that clamps over the cowl band. This was used on some deluxe 1930-31 models. Chrome plated

22380 1930-1931 \$9.00ea.



HOOD RETAINER SHIM - If the back corner of your hood is hitting you cowl, then use this .015" shim under your hood retainer to help realign it.

28-29

22311 1928-1929 \$0.95ea.

1930-1931

22391 1930-1931 \$0.95ea.



HOOD RETAINER SCREWS - Two 12/24 x 5/8 round head screws, lock washers and square nuts for 1928-29.

28-29 **STAINLESS STEEL**

22320 1928-1929 \$3.00set

28-29 **ZINC PLATED**

22330 1928-1929 \$1.75set

30-31 **CHROME PLATED**

22350 1930-1931 \$1.65pair

30-31 **STAINLESS STEEL**

22360 1930-1931 \$1.95set

30-31 **ZINC PLATED**

22370 1930-1931 \$1.00set



REAR HOOD HINGE RETAINER CAGE NUT REPAIR KIT - Use this kit to replace damaged rear hood retainer cage nuts. This kit comes with two nuts, cage, rivets, and mounting instructions. This can either be riveted in place or spot welded in place.

22392 1930-1931 \$13.55set



28 - 31 RADIATOR SHELL LACING & RIVETS - Correct style lacing with original raven rivets. Head of rivet faces outward. Includes 26 rivets. 5/8" wide & 67" long.

11940 1928-1931 \$11.95set

HOOD • SPEEDOMETER CABLE & GEAR BOX



COWL BAND CLIPS - These clips are used under the top screw of the cowl panel to firewall bolt. Then slip under the cowl band to help hold it in position. Used on Jan to Feb 1930 Briggs Fordor Sedans.
22401 1930-1931 \$3.15pair



28 - 29 HOOD COWL LACING - 1928-29 lacing has original flat lacing with internal wire across gas tank and beaded edge lacing with fourteen 5/32 x 7/16 oval head split rivets for cowl sides (heads of rivets face inward). 1928-29 includes lacing hook. The 1930-31 uses the original oval brown lacing. Includes 2 clips, 4 rivets and 3 pan head screws. Tubular rivets; the head was on the outside.
22410 1928-1929 \$17.95set



30 - 31 HOOD COWL LACING - 1928-29 lacing has original flat lacing with internal wire across gas tank and beaded edge lacing with fourteen 5/32 x 7/16 oval head split rivets for cowl sides (heads of rivets face inward). 1928-29 includes lacing hook. The 1930-31 uses the original oval brown lacing. Includes 2 clips, 4 rivets and 3 pan head screws. Tubular rivets; the head was on the outside.
22420 1930-1931 \$43.95set



28 - 29 HOOD COWL LACING HOOK - Used on the 1928-29 cowl welting to draw it tighter to the gas tank lacing. Includes 10/32 x 3/4 special clamp screw, lock washer and square nut. Located next to the cowl hood retainer. Included in above kit. Paint black.
22430 1928-1929 \$3.50ea.



28 - 29 COWL LACING HOOK BRACKET - Used on 28-29 cars. This bracket is what the cowl lacing hook (22430) pulls against.
22431 1928-1929 \$8.75ea.



HOOD COWL WELTING SCREWS - Three 12/24 X 1 pan head screws. One for each side and the 3rd top center. Included in above kit.
22440 1930-1931 \$0.95set



HOOD LATCHES - The 4 latches that hold the hood in place. Steel powder coated black.
 28-29 use 3 hole base
22450 1928-1929 \$10.50ea.
 30-31 use 2 hole base
22480 1930-1931 \$11.60ea.



STAINLESS STEEL HOOD LATCHES - Nicely polished latches. 1928-29 use 3 hole base. Original latches were black painted steel.
 28-29 use 3 hole base
22460 1928-1929 \$13.60ea.
 30-31 use 2 hole base
22490 1930-1931 \$13.60ea.



HOOD LATCH SCREWS - Stainless screws, lock washers and square nuts for four latches. Paint black.
 1928-1929
22470 1928-1929 \$4.85set
 30-31
22500 1930-1931 \$5.25set



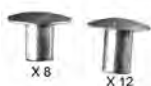
HOOD LATCH REPAIR KIT - Set includes 4 stainless steel springs, 4 small roll pins and 4 tubular rivets.
22510 1928-1931 \$15.75set



HOOD LATCH CLIP ON HOOD - The clip that is riveted to the hood for the latch to hook in place. Includes 3 tubular rivets. Need 4 sets.
22520 1928-1932 \$2.45set



HOOD HANDLE - Stamped steel handles. Includes 4 tubular rivets. Order 2 sets.
22530 1928-1931 \$20.95set



RIVETS FOR HOOD HANDLES - Eight 9/64 x 3/16 tubular rivet for 2 handles and twelve 9/64 x 7/32 tubular rivet for 4 latch clips with 5/16 truss head. 20 rivets per set. For rivet tool, see part (2700) in Tool Section of catalog.
22540 1928-1931 \$2.25set



HOOD LATCH BUMPERS - Slide rubber bumper down latch stem. Rubber pushes against hood to prevent latch from rattling. 4 per set. This is an aftermarket product.
22560 1928-1931 \$4.75set



HOOD LATCH CAPS - 2 small caps for each latch to protect the paint. 8 piece set. An aftermarket product. You might need to glue these in place.
22570 1928-1931 \$2.40set



HOOD LATCH BUMPERS - 6 round, original, cone shaped rubber bumpers with original black tubular rivets. Used 1928 until May '31. In May '31 the round shape was changed to triangle. The round will work on all years. These are the correct small bumpers the judges will look for. Four for the hood and two for the center hood brace.
 28- MAY 31 ROUND STYLE
22580 1928-1931 \$9.65set
 MAY 1931 TRIANGULAR STYLE
22590 1931 \$12.25set



SPEEDOMETER CABLE & GEAR BOX



SPEEDOMETER GEAR & CAP ASSEMBLY - Complete, all-new gearbox made from the FORD blue print. Cap includes gear, shaft and retainer. Threaded 7/8-18 for the speedometer cable.

Standard gear ring and pinion with round hole shaft for 21 Inch tires

23150 1928-1929 \$64.75ea.

Standard gear ring and pinion with round hole shaft for 19 Inch tires

23151 1930-M1930 \$64.75ea.

High gear ring and pinion with square hole shaft for 19 Inch tires

23170 M1930-1931 \$64.75ea.

Standard gear ring and pinion with square hole shaft for 19 Inch tires

23180 M1930-1931 \$64.75ea.



SPEEDOMETER CAP HOUSING ONLY - Replace your bad housing with this new one. Gear, shaft and retainer are not included.

23160 1928-1931 \$34.95ea.



SPEEDOMETER DRIVE GEAR - Nylon gear with molybdenum powder embedded so no grease is needed on gear. This will outlast a hardened steel gear 6 to 1.

17 Tooth Gear for 3:54 high speed ring & pinion used with 21 Inch tires - for proper gear mesh this gear should only be used on gear boxes marked 11-39

23130 1928-1931 \$16.15ea.

SPEEDOMETER CABLE & GEAR BOX • SPEEDOMETER - OVAL

SPEEDOMETER DRIVE GEAR (Cont.)

18 Tooth Gear for 3:54 high speed ring & pinion used with 19 Inch tires

23190 1928-1931 \$16.15ea.

19 Tooth Gear for 3:78 standard ring & pinion used with 21 and 19 tires

23210 1928-1931 \$16.15ea.


SPEEDOMETER CASING SHAFT

- This is the shaft inside the case which holds the speedometer gear in place. Shaft only. Made from FORD print.

Round Hole with Key Slot

23220 1928-1930 \$11.95ea.

Square Hole

23230 1930-1948 \$11.95ea.


SPEEDOMETER HOUSING SHAFT RETAINER FOR KEYED SHAFT

- This is the shorter retainer for the 1928 to mid-1930 round shaft with key.

23240 1928-1930 \$2.40ea.


SPEEDOMETER HOUSING SHAFT RETAINER FOR SQUARE SHAFT

- This is the longer retainer for the mid 1930 thru 1948 square shaft.

23250 1930-1948 \$3.05ea.


SPEEDOMETER GEAR HOUSING GASKET

- To torque tube.

23260 1928-1948 \$0.45ea.


SPEEDOMETER CAP BOLTS

- Two 1/4-28 x 1" bolts and lock washers to hold housing to torque tube.

23200 1928-1931 \$0.95set


28 - M30 SPEEDOMETER CABLE SUPPORT CLAMP

- Clamp will hold the cable to the frame. Black clamp with 5/16-24 x 11/16 bolt, lock washers and nut.

23050 1928-1930 \$3.85ea.


M30 - 31 SPEEDOMETER CABLE SUPPORT CLAMP

- Clamp will hold the cable to the frame. Black clamp with 5/16-24 x 11/16 bolt, lock washers and nut.

23060 1930-1931 \$3.75ea.


SPEEDOMETER CABLE GREASE

- This lubricant will keep the internal cable greased to prevent excessive wear to cables and noise. 1/2 oz. tube.

23040 1928-1931 \$4.25ea.


SPEEDOMETER CABLE

- The cable used with the oval speedometer 1928 until June 30 is the larger diameter outer casing with keyed end at drive shaft. The round speedometer used a 1/4" diameter with square end at the drive shaft end. Both cables are cad. plated but should be painted flat black to simulate raven finish for all years. This is a complete inner and outer cable. Will not fit oval Northeast Speedometer.

KEYED END

22950 1928-1930 \$42.95ea.

SQUARE ENDS

22980 1930-1931 \$29.95ea.


SPEEDOMETER UNIT TO DASH SCREW

- Two screws, lock washers, square nuts.

Original Style Thick Nut

22900 1928-1931 \$4.95set

NON AUTHENTIC

22903 1929-1931 \$1.65set


SPEEDOMETER CLIP SCREW AND LOCK WASHER

- For cut out wire clip and speedometer cable clip on fire wall. Paint black. Need 2 per car.

20710 1928-1931 \$0.45set


MID 30 - 31 SPEEDOMETER CABLE CLIP

- Located on inside of the firewall.

20700 1930-1931 \$1.65ea.


FEB 30 - 31 CUTOUT AND SPEEDOMETER CABLE WIRE CLIP

- One top of water inlet pipe, and one on the firewall. Need 2 per car.

20690 1928-1931 \$1.05ea.


SPEEDOMETER CABLE GROMMET

- Located at the fire wall below the choke rod. Do not paint.

20670 1928-1934 \$1.40ea.


SPEEDOMETER GEAR SNAP RING

- Holds the drive shaft gear in place.

23270 1928-1948 \$0.70ea.


SPEEDOMETER THRUST WASHER

- Fits on drive shaft against the gear. This is hardened.

23280 1928-1948 \$2.15ea.



GAS TANK SPEEDOMETER CABLE GROMMET - The 1928-29 speedometer cable comes across the firewall then enters a hole in the tunnel to the speedometer. This grommet keeps the cable from rubbing on the edge of the hole of the metal tunnel under the gas tank.

12980 1928-1929 \$4.00ea.

SPEEDOMETER - OVAL



REBUILT SPEEDOMETER - Rebuilt and re-calibrated professionally, rim nickel plated. NOTE: at this time we are only able to rebuild Stewart Warner round & oval speedometers. We no long accept Northeast or Waltham as rebuildable cores. A core is required before a rebuilt unit is sent out.

Stewart Warner oval

22810 1928-1930 \$225.00ea.


OVAL SPEEDOMETER LENS AND GASKET

- Oval lens & gasket from 1928 till June 30

22880 1928-1930 \$2.40ea.


STEWART WARNER OVAL GEAR GREASE CAP

- This is the thin metal cap that covers the speedometer drive gear on Stewart Warner oval speedometers.

22902 1928-1930 \$2.00ea.


SPEEDOMETER BEZEL (RIM)

- This is the nickel plated cover that holds the lens in place.

Oval bezel, 1928-June 30

22920 1928-1930 \$21.95ea.


SPEEDOMETER TRIP STEM

- The knurled stem that's pulled out on the oval speedometer to set the odometer. Complete stem assembly with gear and retaining washer, nickel plated.

23080

1928-M1930 \$26.95set


OVAL STEWART WARNER MAIN SPRING

- This is the main spring. This spring can be used in all Stewart Warner round and ovals.

23081 1928-1931 \$6.40ea.

SPEEDOMETER - OVAL • SPEEDOMETER - ROUND • WIPER - VACUUM MOTOR PARTS

**OVAL STEWART WARNER SPEEDOMETER FACEPLATE**

- The black steel plate with cut outs for the numbers.

23090 1928-1930 \$6.80ea.

**SPEEDOMETER DECAL SET**

- Mark reference point, remove old numbers, cut out decal. Soak in water and slide off decal to wheel. Trim after decal is dry. THESE ARE VERY DIFFICULT TO INSTALL.

Stewart Warner oval speedometer used 1928 to June 1930

22740 1928-1930 \$2.30ea.

Waltham oval speedometer used 1928 to June 1930

22750 1928-1930 \$2.50ea.

SPEEDOMETER - ROUND

**ROUND SPEEDOMETER LENS AND GASKET** - Lens & Gasket

22890 1930-1931 \$2.40ea.

**30 - 31 SPEEDOMETER LENS RETAINER** - The metal ring around the inside of the rim to hold the glass in place. For ROUND speedometers.

22910 1930-1931 \$2.85ea.

**NORTH EAST GEAR COVER PLATE** - Gear cover plate with tension spring for Northeast round speedometers. This cover is often missing and is required for proper calibration and function of the speedometer.

22901 1930-1931 \$6.95ea.

**WALTHAM ROUND MAINSPRING** - This is the mainspring and collet for 30-31 round Waltham Round Speedometers.

23082 1930-1931 \$7.50ea.

**STEWART WARNER MAIN SPRING FOR ROUND SPEEDOMETER** - This is the main spring speedometer spring. This spring can be used in all Stewart Warner round speedometers.

23083 1930-1931 \$6.65ea.

**ROUND SPEEDOMETER FACE PLATE**

- The black steel plate with cut outs for the numbers.

Round Stewart Warner, June 30-31

23100 1930-1931 \$6.95ea.

Round Waltham, June 30-31

23110 1930-1931 \$8.55ea.

Round Northeast, June 30-31

23120 1930-1931 \$8.25ea.

**SPEEDOMETER DECAL SET**

- Mark reference point, remove old numbers, cut out decal. Soak in water and slide off decal to wheel. Trim after decal is dry. THESE ARE VERY DIFFICULT TO INSTALL.

Stewart Warner 7/8 wheel round speedometer used M30-1931

22760 1930-1931 \$2.50set
Waltham 3/4 wheel round speedometer

22780 1930-1931 \$2.80set

Northeast round speedometer

22790 1930-1931 \$3.15set

**REBUILT SPEEDOMETER** - Rebuilt and recalibrated professionally. Rim is replated new numbers are installed. This is a rebuild we must have your core before we ship the rebuilt unit.

Waltham Round

22830

M1930-1931 \$259.95ea.

Northeast Round

22840 1930-1931 \$259.95ea.

Stewart Warner Round

22850 1930-1931 \$225.00ea.

**SPEEDOMETER BEZEL (RIM)** - This is the nickel plated cover that holds the lens in place.

Round bezel Stewart Warner

22930 1930-1931 \$20.75ea.

Round bezel Northeast

22941 1930-1931 \$24.95ea.

WIPER - VACUUM MOTOR PARTS

**WIPER MOTOR PADDLE REBUILD KIT** - This is the kit to replace the worn or dried out paddle material. Gaskets included.

23340 1929-1931 \$9.50set

**TRICO VACUUM WIPER SCREW BIT**

- This special made 1/4" hex x 1" long socket is used to remove the flat sided screws that hold the vacuum wiper together. This is for the KCX, KSB, & KSL replacement style wiper that can be identified by the snap on cover. USA

23341 1928-1931 \$2.40ea.

**VACUUM MOTOR GASKET KIT**

- Two motor cover gaskets.

23370 1929-1931 \$2.40set

**A-400 WIPER MOTOR BRACKET**

- This bracket gets attached to the window frame for the wiper motor to mount onto. Used only on the A-400. USA

23901 1931 \$15.95ea.

**WIPER STANCHION VACUUM LINE**

- The stainless line attached to the left windshield stanchion post for 193032 Roadsters and Phaetons. Order standard 9 1/2 or deluxe 9 windshield length tube. Originally the tube was chrome plated for deluxe and black on standard cars and pick-ups. Chrome clips included.

Standard - 9 1/2 long

23410 1929-1931 \$8.50ea.

Deluxe - 9 long

23420 1930-1931 \$8.35ea.

**WIPER ON-OFF CONTROL ARM**

- For outside mounted vacuum wipers.

23600 1929-1931 \$5.65ea.

**WIPER ON-OFF KNOB**

- Chrome plated brass. 8/32 thread.

23380 1929-1931 \$1.75ea.

**WIPER KNOB WITH TRICO NAME**

- And info stamped on the end. Chrome plated. Used on all open cars & pickups. 10/32 thread.

23390 1929-1931 \$5.05ea.

**TRICO WIPER MOTOR TAG**

- Triangular shaped TRICO embossed tag with screws used on some TRICO motors.

23400 1929-1931 \$3.50ea.

**VACUUM FITTING FOR MANIFOLD**

- The brass fitting that screws into your intake manifold. Used in Aug. 29 till end. Manifold hole size is 1/8-27 pipe thread.

23610 1929-1931 \$1.25ea.

WIPER - VACUUM MOTOR PARTS • WIPER - VACUUM REPLACEMENT ARMS & BLADES


VACUUM FITTING FOR FIREWALL - The brass double fitting mounted to the fire wall to connect both inside and outside vacuum lines. Includes 1/2-20 cadmium nut located on inside of firewall.

23620 1929-1931 \$5.65ea.



VACUUM LINE FROM MANIFOLD TO FIREWALL - The steel line with brass fittings on both ends to connect the manifold to the fire wall. When installing a compression fitting, be sure the steel tubing extends out of the brass fitting half the diameter of the tubing so the tubing will upset.

23630 1929-1931 \$6.75ea.



VACUUM WIPER RUBBER HOSE - Vacuum wiper rubber hose.

Closed Car: 3 foot hose from wiper motor to metal line

23650 1929-1931 \$3.15ea.

Open Car: from wiper motor to the stanchion tube. 13 1/2 Inch long

23660 1929-1931 \$1.75ea.

Open Car: from bottom of the stanchion tube, behind the kick panel to the steel vacuum tube. 20 1/2 Inch long

23670 1929-1931 \$2.25ea.



STEEL VACUUM LINE - The steel vacuum line that goes from the fire wall, under the gas tank and up the windshield stanchion on closed cars. 36" long, fabric covered at stanchion with brass fittings. This can also be used for open cars from fire wall fitting across fire wall to cowl panel. When installing a compression fitting, be sure the steel tubing extends out of the brass fitting half the diameter of the tubing so the tubing will upset.

23690 1929-1931 \$11.85ea.



WIPER SHAFT NUT - Late '31 inside mounted wipers used a special brass, nickel plated, nut on the shaft to secure the wiper to the windshield.

23320 1931 \$1.25ea.



WINDSHIELD WIPER HOSE GROMMET - This is the grommet that goes in the closed car windshield frames to protect the vacuum hose.

23321 1929-1931 \$1.40ea.



OPEN CAR WIPER CLAMPS - April 1930 to end on windshield. Two clamps and bolts per set.

Steel

23890 1928-1931 \$6.10set

Stainless Steel

23900 1930-1931 \$11.00set



VACUUM WIPER HOSE CLIP - located across windshield for closed cars holds vacuum hose to windshield header need 2

23390 1929-1931 \$1.10ea.



VACUUM WIPER HOSE CLIP - On windshield for open cars. 1928-30 used part (20870), 193031 used (24010/24020). Need 2 sets.

Deluxe Roadster & Deluxe Phaeton use chrome clip and stainless screw. Order 2 per car

24010 1930-1931 \$1.50set

Standard Roadster & Standard Phaeton use black clip and screw. Order 2 per car

24020 1930-1931 \$1.55set



OIL PUMP HOLE OR INTAKE MANIFOLD VACUUM HOLE PLUG - The special screw on the right side of the engine block near the bottom to plug the oil pump access hole. Also used to plug the vacuum hole on the intake manifold when a vacuum wiper motor is not used.. Paint green. 1/8 pipe thread x 5/16 long plug.

9900 1928-1931 \$0.75ea.



COWL LIGHT WIRE, VACUUM LINE SUPPORT BRACKET & GROMMET - This 'L' shaped bracket is used to support the cowl light wire on all cars and vacuum line for open cars. In closed cars, 3 are used, one at each inside top corner of the cowl, secured by the cowl welting screw and inside top left terminal box screw. Open Cars used 2 brackets for cowl light wires at each inside top corner of the cowl, secured by the top rivet of the cowl brace. Also 3 brackets for the vacuum line. One at top left terminal box screw, left cowl welt screw and the third on the rear most gas tank clamp. Set includes one bracket and grommet.

1928-1929

18700 1928-1929 \$2.20ea.

1930-1931

18710 1930-1931 \$2.20ea.



VACUUM WIPER MOTOR MOUNTING SCREWS - Two 10/32 x 1" round screws.

Zinc plated for closed car

23300 1929-1931 \$1.15set

STAINLESS screws with nuts for open car

23310 1928-1931 \$1.15set



HAND OPERATED WIPER - Complete with wiper knob, arm and blade. Used on all cars from beginning to Oct. '28.

24000 1928-1929 \$28.00ea.

WIPER - VACUUM REPLACEMENT ARMS & BLADES


WIPER BLADE REPLACEMENT - The metal frame is cad plated but should be painted black for closed cars and chrome plated for open cars. 8 1/4" long as original.

23450 1929-1931 \$4.70ea.



VACUUM WIPER ARM REPLACEMENT - for outside mounted wiper motors on all closed cars except 1931 slant W/S sedans. Black.

23510 1929-1931 \$5.95ea.



VACUUM WIPER ARM REPLACEMENT - For inside mounted wiper motors. Stainless Steel. Used May '31 thru 1931 on S/W Cabriolet & A 400 cars.

23520 1929-1931 \$15.75ea.

NOTE: The connection from arm to blade is different between replacement and original parts, therefore you must order arm and blade show or arm and blade replacement.

WIPER - VACUUM SHOW QUALITY ARMS & BLADES • WIPER - ELECTRIC MOTOR PARTS

WIPER - VACUUM SHOW QUALITY ARMS & BLADES



WIPER BLADES - Blades were single ply rubber through March 1929; then 5-ply rubber multi-colored (black/gray/red) blades were introduced. Metal parts are painted black or chrome plated. All have the original lettering embossed (TRICO & Pat. Numbers). Arm clip is riveted to blade for vacuum style arms. FOR: April '29 thru 1931 for Closed cars and June '30 thru 1931 for Standard Open cars and 1931 Slant Windshield Fordor. 8-1/4" black blade with single rivet arm clip. Five ply rubber.

April 29-1931 Closed Cars, June 30-31 Standard Open Cars & 31 S/W Fordor. Black blade 8 1/4 Inch long 5 ply rubber.

23490 1929-1931 \$15.20ea.

June 30-31 Deluxe Open Cars, Victoria, & Cabriolet. Chrome Blade with rivet 8 1/4 Inch long 5 ply rubber

23500 1930-1931 \$15.15ea.



VACUUM WIPER MOTOR ARMS - Spring tension clip is stamped with TRICO. Made in USA and Pat. numbers. Arms are painted black or chrome.

June 1929-31 Closed cars, June 1930-31 Standard open: 6 3/4 Inch Black arm, clip type

23550 1928-1931 \$13.40ea.

1930-31 Deluxe open, 1930-31 Cabriolet (68-B): 6 3/4 Inch Chrome arm, clip type. Used June 1930 thru 1931

23560 1930-1931 \$15.05ea.

May '31 thru 1931 A-400 and 1931 S/W Cabriolet: 7 1/4 Inch Chrome arm with cover

23570 1931 \$19.95ea.

April 1931 thru 1931 for S/W Standard Fordor: 8 1/4 Inch Black arm, clip type

23580 1931 \$13.60ea.

Oct. 1930 thru 1931 for Victoria and 1931 S/W Town Sedan: 8 1/4 Inch Chrome arm, clip type

23590 1930-1931 \$14.95ea.

WIPER - ELECTRIC MOTOR PARTS



REPLACEMENT ELECTRIC WIPER MOTOR - This is a replacement electric wiper motor. It will replace either an electric or vacuum wiper motor that mounts on the outside of the closed car window frames. The windshield still has the ability to be opened to allow air to circulate. The motor will fit frames with mounting hole spacing of 4 1/2" to 5 1/8". The wiper motor will stick out 4 1/8" from the frame. This kit includes a motor, wiper arm, blade, wiring, switch and installation instructions. The switch is mounted behind the dash rail.

6 volt

23818 1928-1931 \$305.95ea.

12 volt

23819 1928-1931 \$309.00ea.



WIPER MOTOR COVER - This cover fits Owen-Dyneto wiper motor. This is the cover ONLY.

#OD-01

23830 1928-1929 \$70.00ea.

#OD-02 and 03

23840 1928-1929 \$85.80ea.



ELECTRIC WIPER BLADE ARM SUPPORT - Electric wiper blade arm support.

Open Car: black finish

23710 1928 \$28.30ea.

Open Car: nickel plated

23720 1929-1930 \$36.40ea.

Closed Car: nickel plated

23730 1928 \$30.95ea.

Closed Car: nickel plated.

Used with 23540 arm

23740 1929-1930 \$39.95ea.



ELECTRIC WIPER TENSION ARM HARDWARE SET - A special head bolt and nut used to attach the wiper support arm to the wiper blade for electric wiper motors. Tighten the nut to adjust the tension.

23700 1928-1929 \$5.15ea.



ELECTRIC WIPER HAND CONTROL LEVER - Electric wiper hand control lever.

Closed Car: nickel plated

23750 1928-1930 \$47.50ea.

Open Car: nickel plated

23770 1929-1930 \$49.00ea.



ELECTRIC WIPER ON/OFF LEVER - Electric wiper on/off lever.

Open Car: unfinished but should be painted black

23790 1928 \$20.00ea.

Open Car: nickel plated

23800 1929-1930 \$27.95ea.



29-30 ELECTRIC WIPER MOTOR MOUNTING BRACKETS - Electric wiper motor mounting brackets.

23940 1929-1930 \$5.60pair



ELECTRIC WIPER MOTOR MOUNTING BOOTS ONLY - Used on original motors for closed cars.

Rubber boot is open on one end

23950 1928-1929 \$15.60pair



28-J29 ELECTRIC WIPER MOTOR BRACKET PLATES - Electric wiper motor mounting brackets.

23960 1928-1929 \$4.40pair



ELECTRIC WIPER MOTOR WEATHER STRIP - A black felt pad was used between the base of the wiper body and the windshield frame. 3" by 5/8", holes are pre-punched.

23970 1928-1930 \$1.70ea.



ELECTRIC WIPER WIRE CLIP - Clip secures electric wiper wire to top of the open car windshield frame. Black finish. Need 2 clips per car.

20870 1928-1930 \$3.00ea.



ELECTRIC WIPER WIRE CLIP - Clip secures electric wire to top of windshield frame. Black finish. Need two per car. *SEDANS*

23980 1928-1930 \$1.60ea.



ELECTRIC WIPER MOTOR ELECTRICAL CONNECTOR - Electric wiper motor electrical connector.

24030 1928-1930 \$12.70ea.

WIPER - ELECTRIC SHOW QUALITY ARMS & BLADES • MIRRORS

WIPER - ELECTRIC SHOW QUALITY ARMS & BLADES

ELECTRIC WIPER MOTOR BLADES - Blades were single ply rubber through March 1929; then 5 ply rubber, multi-colored (black/gray/red) was introduced. Metal parts are painted black or chrome plated. All have the original lettering embossed (TRICO & Pat. Numbers). Arm clip is riveted to blade for vacuum style arms. 1928-April '29 closed cars. 8 1/4" Nickered blade with cotter hole. Single ply rubber.

1928-April '29 closed cars. 8 1/4 Inch Nickel plated blade with cotter hole. Single ply rubber.

23460 1928-1929 \$16.95ea.

1928-March '29 open cars. 8 Inch Nickel plated blade with cotter hole. Single ply rubber.

23470 1928-1929 \$17.50ea.

April 1929 thru June 1930 open and closed cars. 8 1/4 Inch Chrome blade with cotter pin hole. Five ply (gray-black-red-black-gray).

23480 1929-1931 \$16.95ea.

WIPER ARM - ORIGINAL STYLE - 1928 to June 1929 ALL CARS. 6 1/2" cadmium plated electric wiper arm with square head bolt and knurl knob. The electric arm was not stamped with TRICO.

23540 1928-1929 \$20.35ea.

MIRRORS

28 - 29 OPEN CAR REAR VIEW MIRROR - With black bracket frame for 1928-29.

24040 1928-1929 \$69.95ea.

30 - 31 OPEN CAR REAR VIEW MIRROR - With stainless steel bracket for 1930-31.

24050 1930-1931 \$54.95ea.

28 - 29 CLOSED CAR REAR VIEW MIRROR - With black bracket for 1928-29.

24060 1928-1929 \$54.95ea.

30 - 31 CLOSED CAR REAR VIEW MIRROR - With black bracket for 1930-31. Now US Made

24070 1930-1931 \$47.25ea.

MIRROR BRACKET TO HEADER - Screws for closed cars. Chrome plated; 3 screws per set.

28-29 Closed Car: Three 10/32 x 5/8 oval head screws

24080 1928-1929 \$0.80set

30-31 Closed Car: Three #10 X 1 oval head screws

24090 1930-1931 \$2.35set

MIRROR GLASS - With beveled edges as original. This is the original glass size. 2 1/2" x 4 1/2".

24110 1928-1931 \$11.50ea.

DELUXE OPEN CAR POST MIRROR - For mounting on windshield stanchion. Chrome plated brass. Comes with four inch mirror glass

1928-29 uses 5/16-24 thread to post

24140 1928-1929 \$61.25ea.

1930-31 uses 7/16-20 thread to post

24150 1930-1931 \$61.25ea.

STRAIGHT ARM CLIP ON PEEP MIRROR - Clips on edge of door next to hinge.

Chrome plated. Four inch mirror glass. Can be mounted on either side of car.

24160 1928-1931 \$25.95ea.

CURVED ARM PEEP MIRROR - Peep Mirror with a curved arm to mount to the top of the door frame. A nice chrome plated pieces with a 3" mirror. It is held in place by two set screws that are included.

24162 1928-1931 \$24.25ea.

CHROME PEEP MIRROR EXTENSION FOR 24162

MIRROR - This is a chrome plated 1 1/2" extension for the curved arm peep mirror. Fits our #24162 with no modifications, but for Non United Pacific (Our #24162) brands some fitting might be needed.

24163 1928-1929 \$13.25ea.

MIRROR HEAD ONLY FOR PEEP - Replacement mirror head with a stainless back. Used on the peep mirrors only (24160). 4" Diameter.

24190 1928-1931 \$22.75ea.

28 - 29 HINGE MIRROR - For all Coupes and Sedans. Four inch mirror glass. Chrome plated. The 1928-29 used the same mirror for both sides. Includes hinge pin and nut. See part #32300 for hinge pin removal tool.

24200 1928-1929 \$48.45ea.

30-31 HINGE MIRROR - Includes hinge pin and nut. All 30-31 closed cars except the Slant Window cars. See part #32300 for hinge pin removal tool.

LEFT

24230 1930-1931 \$65.65ea.

RIGHT

24250 1930-1931 \$65.65ea.

HINGE PIN ONLY FOR THE HINGE MIRROR - A chrome 2 1/2" pin with a chrome acorn nut. Included with all of our hinge mirrors.

24240 1928-1931 \$3.55ea.

MIRROR HEAD ONLY - Replacement mirror with stainless back, ball with stud and nut. 4" Diameter. Used on hinge, post, leather strap side mount mirrors.

24260 1928-1931 \$26.25ea.

REPLACEMENT MIRROR HEAD ONLY-TRUCK - For truck side mirrors. 5" diameter with black back.

24270 1928-1931 \$10.25ea.

28 - E29 AUTHENTIC PICK UP & AA MIRROR HEAD ONLY - This is a good quality replacement for the 28-early 29 pick ups and AA Trucks. Comes with the mirror head glass and a brass swivel ball.

24271 1928-1929 \$97.35ea.

BRASS SWIVEL BALL - This is the brass ball that the 28-early 29 outside mirror (desing #1, design #2) mounts onto. This ball is peened onto the cast arms.

24274 1928-1929 \$16.10ea.

29- FEB 31 AUTHENTIC PICK UP & AA MIRROR HEAD ONLY - This is a good quality replacement for the 29-Feb. 31 pickups and AA Trucks. Include the mounting stud.

24272 1929-1931 \$87.45ea.

WINDWING MIRROR - clamps on wind wings. 3 1/2" mirror glass.

24280 1928-1931 \$44.95ea.

MIRRORS • BUMPERS



28 - M30 TRUCK WINDSHIELD POST MIRROR - 7" arm for closed cab pickups and AA trucks. 5" mirror glass. 1928-M30 bolt-on style.
24290
1928-M1930 \$35.00ea.



28 - M 30 CLOSED CAB MIRROR BRACKET PAD - This is the pad that goes between part #24290 and the cab to help protect the paint.
24291
1928-M1930 \$2.65ea.



30 - 31 TRUCK WINDSHIELD HINGE MIRROR - 6 1/4 inch arm with a 5 inch mirror glass. For correct fitting pin order #24240.
24300 1930-1931 \$46.40ea.



SPARE TIRE MOUNT MIRROR - Stainless mirror back, post and base. Strap is heavy cowhide or chain with lock. All years and cars.
Strap
24310 1928-1931 \$59.95ea.
Chain
24320 1928-1931 \$73.50ea.

BUMPERS



STAINLESS STEEL FRONT BUMPER BARS - These bars are polished to a bright finish and will last forever. Two bars only. The backside is not polished.
28-29 FRONT BARS ONLY
24330
1928-1929 \$434.95pair
30-31 FRONT BARS ONLY
24340
1930-1931 \$434.95pair



STAINLESS STEEL REAR BARS - 28-29 bars are riveted together on the inside edge. Pickup Trucks did not have a rear bumper. The backside is not polished.
28-29
24350 1928-1929 \$439.95set
30-31
24360 1930-1931 \$434.95set
1931 Slant Window Fordor
24361 1931 \$434.95set
1931 Slant Window Victoria
24362 1930-1931 \$434.95set



REAR SPARE TIRE BUMPER BAR - A stainless bar and brackets that fits between the rear bumpers to protect the rear spare tire, brackets should be painted black. Made in the US of the same thickness stainless as our rear bumper bars
Bumper & Brackets
24750 1930-1931 \$159.95set
Replacement Brackets Only
24751 1928-1931 \$31.30pair



28-29 REAR BUMPERETTE REPAIR PLATES - These are the two plates that are attached to the inside edge of the 28-29 rear bumpers. Set includes 2 plates with original C mark and rounded corners and 8 rivets.
24351 1928-1929 \$11.75set



FRONT BUMPER BRACES - The 'L' shape spring steel from the frame to the bumpers.
Extended length 15 3/4
24400 1928-1929 \$84.95pair
Extended length 14 1/2
24410 1930-1931 \$89.95pair



28-29 FRONT BUMPER BRACE BOLTS - Four 1/2-20 x 1 1/4 bolts, lock washers and nuts.
24420 1928-1929 \$3.50set

SEE (22010) for 30-31 bolts.

NOTE: BUMPER CLAMPS - There are 3 manufacturers of clamps. We supply the best manufactured. Each clamp is the correct size and thickness including lock washer and nut. The clamps are sanded, then polished to a mirror finish. Customer must paint inserts or apply stickers.



28-30 CHROME PLATED SOLID STEEL CLAMP - (no script) used from beginning thru April 30. Some other clamps are cheaper but are die cast and will break very easily. Recessed areas are now painted blue.
24460 1928-1930 \$39.95ea.



1928 - 1930 SMOOTH FACED CANADIAN LARGE BUMPER CLAMP - Use June 28-Aug 30. This is the smooth faced chrome plated clamp.
24471 1928-1930 \$49.00ea.



AUG 30 - 31 2 PIECE CANADIAN BUMPER CLAMP - This clamp was used on Canadian cars from Aug 1930 to the end of production. It is a flat chrome plated clamp with a separate chrome plated bolt that is used to attach the bumpers to the brackets.
24472 1930-1931 \$29.95ea.



30-31 STAINLESS STEEL COVERED CLAMP - This is a 3 piece die formed cadmium clamp with a polished stainless cover which wraps to the back of the clamp all around the edge. This is not the cheaper type with tabs. A perfect duplicate of the original. No other repro clamps come close to the quality of these. Used May 1930 till end. Recessed area not painted.
24490 1930-1931 \$32.95ea.



30-31 STAINLESS STEEL COVERED CLAMP - This is a very nice clamp. The center is flatter than the original looking (24490). The blue insert area is nicely painted. Used May 1930 till end.
24510 1930-1931 \$29.95ea.



28-29 FORGED BUMPER CLAMP BACKING PLATE - 1928 thru early 1930 are steel with correct forged ends.
24430 1928-1929 \$6.50ea.



30-31 STAMPED BUMPER CLAMP BACKING PLATE - Early 1930 thru 1931 are stamped steel with diamond shape center.
24440 1930-1931 \$2.75ea.



BUMPER CLAMP STICKER - For one small oval bumper clamp.
Center Clamp
24520 1929-1931 \$1.25ea.
Large Clamp Sticker's - one set will do 4 clamps.
24530 1928-1931 \$3.30set



BUMPER CLAMP NUT AND LOCK WASHER - For the 4 large clamps. Four 9/16-18 nuts & lock washers. Should be painted black.
24640 1928-1931 \$1.95set



BUMPER BAR SPACERS - The round spacer that separates the bars should be painted black. Need 4 spacers per car.
Spacer with vertical seam used 1928 till August 1930
24540 1928-1930 \$1.10ea.
Barrel shape with horizontal seam used August '30 till end
24550 1930-1931 \$.95ea.
Stainless Steel Spacer - No Seam
24560 1928-1931 \$5.50ea.

BUMPERS



28 - APRIL 28 CENTER BUMPER CLAMP - Round clamp with 'FORD made in USA.' Originally nickel plated, but these are stainless steel, used beginning to April 1928.
24570 1928 \$13.60ea.



28 - MAY 29 CENTER BUMPER CLAMP - Round clamp with 'FORD' in raised letters. Originally nickel plated, but these are stainless steel, used Feb. '28 through May '29.
24580 1928-1929 \$13.95ea.



30-31 CENTER BUMPER CLAMP - Stainless steel covered clamp used all through 1930 till end. Nice repro, but for extra nice clamp order (24610).
24600 1930-1931 \$15.75ea.



30-31 CENTER BUMPER CLAMP - Stainless steel covered clamp with nut. Best one made. Excellent repro. You must paint recessed areas.
24610 1930-1931 \$14.05ea.



30-31 CANADIAN CENTER BUMPER CLAMP - This style of clamp was used from August of 1930 until the end of production. Chrome plated steel with a spacer between the two bumper bars. The spacer needs to be painted black. Canadian built A's only.
24511 1930-1931 \$53.20ea.



CENTER BUMPER CLAMP BACKING PLATE - Wider plate used with round clamp thru May 1929.
1928-MAY 1929
24620 1928-1929 \$1.25ea.
MAY 1929-1931
24630 1929-1930 \$1.15ea.



REAR BUMPER BRACKETS - The heavy steel arms from under the rear of the car which support the bumpers. Support brackets (24680), are riveted to these brackets. The end of this bracket is bolted under the top of the frame rail about 6 inches in front of the rear cross member.
1928-29 Sedans & 28-31 Phaeton
24650 1928-1931 \$342.00pair
1930-31 Sedans, except S/W Fordors and Victorias
24660 1930-1931 \$342.00pair
1928-31 Coupes & Roadsters
24670 1928-1931 \$342.00pair



REAR BUMPER BRACE TO FRAME BOLTS - Two 7/16-20 x 1, four 3/8-24 x 1 and four 5/16-18 x 3/4 bolts, lock washers and nuts. Install the front bolt for the brace with the nut on top of the frame rail. The end of this bracket is bolted under the top of the frame rail about 6" in front of the rear cross member.
24720 1928-1931 \$10.25set



REAR BUMPER ARM TO REAR BODY CROSS SILL BRACKET - The 'T' shape bracket that secures the bumper arm to the body. Includes one 3/8 x 1 round head rivet to fasten to arm. Need two per car.
1928-29 Tudor & Fordor Sedan, 30-31 Phaetons: 3 tall
24680 1928-1931 \$39.95ea.
1928-31 Coupe, 1928-31 Roadsters: 5 tall
24700 1928-1931 \$25.20ea.



SUB-FRAME- REAR BUMPER SUPPORT - The rear bumper arm to rear body cross sill bracket (24680, 24690, 24700) attaches to this "C" bracket to make a secure mounting to the wood cross member. This is one bracket & 4 carriage bolts, lock wings and nuts. Used on 28-31 Briggs Fordors with wood subrails, but can be used on all cars with wood subrails.
24701 1928-1931 \$15.85ea.



SUB-FRAME TO REAR BUMPER SUPPORT BOLTS. - Bolts only for part #24701.
24702 1928-1931 \$3.00set



REAR BUMPER CROSS BRACE - Bolts between the two bumper braces.
The 1928-29 is a steel tube with end brackets welded in place and powder coated
24730 1928-1929 \$78.95ea.
1930-31 is a die stamped steel brace, not painted
24740 1930-1931 \$54.00ea.



28-29 REAR BUMPER CROSS BRACE BOLTS - Four 7/16-20 x 1 7/16 dome bolts with lock washers and nuts. Also two 7/16-20 x 1 1/32 hex bolts and lock washer for end of tubular brace. Dome head faces inward. Domed head bolts were dropped in July 1930 and replaced with regular hex head bolts.
24760 1928-1929 \$9.05set



REAR BUMPER CROSS BRACE BOLTS - Four 7/16-20 x 1 7/16 dome bolts with lock washers and nuts. Also two 7/16-20 x 1 1/32 hex bolts and lock washer for end of tubular brace. Dome head faces inward. Domed head bolts were dropped in July 1930 and replaced with regular hex head bolts.
Jan. 30 till July 30 used four 7/16-20 x 1 7/16 domed bolts, lock washers and nuts
24770 1930-1931 \$8.95set



REAR BUMPER BRACKET EXTENDER - About 6" long with eyelet on one end for bumper to fasten. Cut end bolt eye off when you have a luggage rack and a full bumper. You need a spacer to take place of (24790). The loop side to outside of car.
24790 1930-1931 \$19.95ea.



BUMPER END BOLTS - With lock washers and nuts. Plated but should be painted black as original. 28-29 use 2 pair and 30-31 use 3 pair of 7/16-20 x 5 1/8 bolts.
Zinc Plated
24810 1928-1931 \$7.50pair
Stainless steel bolts, lock washers, and nuts
24820 1928-1931 \$18.95pair



FOG LIGHT BUMPER MOUNTED BRACKETS - You can use these brackets to mount the fog lights that we sell on either your bumper bars, or the bumper brackets. If you chose to mount to the bumper brackets the clamping slots will need to be enlarged to fit. The top of the brackets has a 360 degree swivel so you can aim the lights where you desire. These are sold as a pair and are painted gray.
25083 1928-1931 \$99.95pair



Vintage Style Fog Lamp - Vintage Style Fog Lamps with clear bulb. This chrome plated light assembly has a universal style mount so you can put it where ever you want. They look great with the Bumper Fog Light Bracket #25803. Quartz Halogen With a replaceable H3 bulb 35 watts. Sold each need two per car.

6 Volt with Clear Lens
25084A 1928-1931 \$44.95ea.
6 Volt with Amber Lens
25084B 1928-1931 \$45.70ea.
12 Volt with Clear Lens
25084C 1928-1931 \$41.50ea.
12 Volt with Amber Lens
25084D 1928-1931 \$42.80ea.

BUMPERS • SHOCKS



FOG LIGHT REPLACEMENT BULB - 6 VOLT FOG LIGHT REPLACEMENT AMBER LENS BULB FOR THE FOG LIGHTS WE SELL
25085B

1928-1931 \$24.00ea.

12 VOLT CLEAR LENS
25085C

1928-1931 \$25.50ea.

12 VOLT AMBER LENS
25085D

1928-1931 \$26.80ea.

SHOCKS

NOTE: Shock rebuilding articles are located in "How to Restore Your Model A" Vol 2 (37440) & Model A Mechanics Handbook Vol 1 (37580)
 Also order the video on rebuilding shocks p/n 38115G.



MODERN SHOCK & MOUNTING KIT - This is a complete modern upgraded shock set. You will need to drill one extra holes into the rear cross member, otherwise no other modifications are needed. The front lower mount clamps to the axles. This set includes 4 MODERN STYLE shocks, all of the mounting hardware, and mounting brackets.

MODERN SHOCK & MOUNTING KIT W/ DRILLING REQUIRED - This kit requires one hole to be drilled into the rear cross member.

24862

1928-1931 \$355.50set

NO DRILLING REAR SETS ONLY

24862NDRO \$269.50set



MODERN SHOCK & MOUNTING SET - This is a complete modern upgraded shock set. No extra holes are required. The upper shock brackets use the original shock mounting holes on the frame, and the lower brackets clamp on the front axles and the rear axle. No other modifications are needed, and do not require the rear backing plate to be removed for installation. This set includes 4 modern shocks, all of the mounting hardware, and mounting brackets.

COMPLETE SET FRONT AND REAR

24862ND

\$449.95set



USA BILLET SHOCK UNIT ONLY - Unit only. A HIGH quality USA made reproduction of one of the original four shocks manufactured for the Model 'A' with stamping and patent numbers, filled with hydraulic oil with needle valve adjusted. These shocks are made by Bratton's to our specifications. We make each of the pieces with solid billet steel for strength and to control the tolerances. Square head needle valve was used till Nov. 1930, then hex head till end. Shocks are factory SEALED. They will not accept any new oil. The outer chamber is DRY. DO NOT ADD OIL TO SHOCK. Each shock comes with a 1 year warranty.

RIGHT FRONT/LEFT REAR WITH HEX NEEDLE VALVE

24870 1930-1932 \$255.00ea.

RIGHT FRONT/LEFT REAR WITH SQUARE NEEDLE VALVE

24880 1928-1930 \$255.00ea.

LEFT FRONT/RIGHT REAR WITH HEX NEEDLE VALVE

24890 1930-1932 \$255.00ea.

LEFT FRONT/RIGHT REAR WITH SQUARE NEEDLE VALVE

24900 1928-1930 \$255.00ea.



ROTOFLO A2 STYLE BILLET SHOCK - Billet aluminum reproduction of the old A2 Style roto flow shocks. These are all new units with all components machined. These shocks were popular on fender less cars and speedsters. These units can be polished to a mirror shine; bead blasted to make them dull or left as they are. Uses the original frame mounting holes and Model A Shock arms.

24901RT \$314.95ea.

MODEL A FORD HOUDAILLE HYDRAULIC SUSPENSION - This 40 page book show the complete removal, disassembly, inspection & repair of the Model A shocks. Lots of good Technical data and lots of detailed close up photos.

37323 1928-1931 \$52.45ea.

SHOCK REBUILD PRO PACK - Here is everything you will need to rebuild your shocks. Needle valves, seals, and an instructional DVD.

HEX STYLE

24955H

1929-1930 \$99.95set

1928 POINTER STYLE

24955P 1929 \$109.95set

SQUARE STYLE

24955S

1930-1934 \$104.95set



NEEDLE VALVE - This is the pointer style needle valve that was used on May- October 1928 cars. This is a set of 4 needle valves only must order #24910 for the packing.

1928 POINTER STYLE Used May - October 1928

24939 1928 \$79.95set

Hex Head used Nov'30 till end

24940 1930-1932 \$62.95set

Square head used 1928-Oct'30

24950 1928-1930 \$62.95set

SHOCK ARMS - Fronts are shorter than the rears. There were four changes made in the front arms. We sell the arm used in 1930 thru late 1931, but, this arm will fit all years. Excellent quality.

FRONT ARM

24960 1928-1932 \$53.95ea.

REAR ARM

24980 1928-1932 \$53.95ea.

SHOCK ARM BOLTS - Four 3/8-24 x 1 7/8" bolts and castle nuts to hold arm to shock. Bolts are cross drilled with original thick head, no marks, made from FORD blue print. Raven finish. Nut down.

24970 1928-1931 \$11.25set

SHOCK SEAL SET - Includes shaft seals, 'O' rings, check balls, caulking and stem packing for all 4 shocks.

24910 1928-1932 \$27.95set

SHOCK FILL PLUG - This is the fill plug for your shock. Need four per car

24911 1928-1931 \$2.50ea.

SHOCK TO FRAME BOLTS - Eight 7/16-20 x 1 1/8" bolts with original elongated forged heads with one side trimmed, lock washers and nuts for all 4 shocks.

24930 1928-1931 \$7.50set

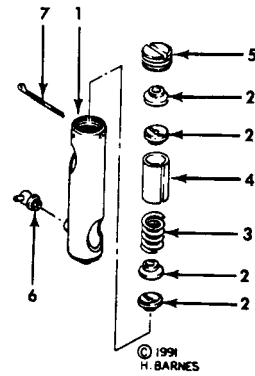
SHOCK GREASE SEALS - The rubber grease seal for the tubular shock link. Set of 8.

24990 1928-1934 \$10.25set

SHOCK METAL CAPS - Holds the above seal in place. Set of 8.

25000 1928-1934 \$6.20set

SHOCKS • LUGGAGE RACKS



MODEL A SHOCK ABSORBER LINK TUBE ASSEMBLY
1928-1931

Index #	Our #	Ford #	Nomenclature	No. Req.
1	25060	A18063B	Shock LinkTube, Tubular	4
2	25010	A18060A	Seat, Ball (Brass)	16
3	25050	A18062B	Spring, Link	4
4	25070	A18064	Spacer, Spring Link	4
5	25040	A18061	Plug, Shock Link	4
6	36780	A24409	Fitting, lubrication (67 1/2 deg. ball	4
7	36580	A23552	Cotter Pin (1/8 x 1 1/4)	4

(Included in Cotter Pin Set (36580))



TUBULAR SHOCK LINK, MADE BY A & L PARTS - Complete with all internal parts. This is a top quality U.S. made link. Grease fitting is included. Grease fitting is at the bottom and faces down.
25060 1928-1934 \$23.30ea.



SHOCK BALL SEAT - Brass seat against both sides of the ball. Use 4 per link.
25010 1928-1934 \$1.40ea.



SHOCK BALL SEAT - Brass seat against both sides of the ball. Use 4 per link. Set of 16 brass seats
25020 1928-1934 \$21.95set



WEAR RESISTANT SHOCK BALL SEAT SET - Made from a wear resistant material for easy ball to link action. Never needs greasing. It is hard to get grease to each end of the link to grease the original brass seats. Tested for 25,000 miles with no wear. Set of 16 seats for FOUR links.
25030 1928-1931 \$32.95set



67 1/2 DEGREE BALL THREAD FITTING - For shock links, has internal ball check valve as original. Cadmium plated. Need 4.
36780 1928-1931 \$1.75ea.



SHOCK LINK PLUG - Screws into the top of the link. The cotter pin passes thru the slot of the plug.
25040 1928-1934 \$1.40ea.



SHOCK LINK SPRING - Install after the first two brass seats.
25050 1928-1934 \$0.70ea.



DOG BONE SHOCK LINK - This is the style of link that Ford changed to later in the 30's. This link is easier to install than #25060. Not for the show car, but good for the car on the go. Rubber bushings included.
25061 1928-1932 \$15.20ea.



DOG BONE RUBBER BUSHING - This is a set of 8 rubber bushings for the Dog bone type shock link (25061).
25062 1928-1932 \$5.50set



SHOCK LINK SPACER - Install after the spring.
25070 1928-1934 \$0.90ea.



DIABLO A'S HOW TO DVD SERIES - These DVDs are all recordings from the Diabolo A's Tech Seminars. Since these are done during club tech talks their might be some background noise, but all of the information and step by step assembly and disassembly is shown on your screen. Each DVD lasts 25-75 minutes depending on the topic.
REBUILDING SHOCKS 38115G
1928-1931 \$24.95ea.

LUGGAGE RACKS



LUGGAGE RACK - Rack for trunk size 13" x 34 1/2". The brackets on the rack are mounted to the outside of the bumper arms (#24650). Ford first began supplying the luggage rack in June 1929, includes braces.
Chrome Rack 25110
1928-1931 \$264.95ea.



TRUNK RACK BRACKETS - These are made from FORD Blue Prints, die formed.
1928-31 Coupes, 1928-31 Roadsters, 1928-31 Sedans
25130 1928-1931 \$29.75set
1930-31 A-400, 1930-31 Victoria's
25140 1930-1931 \$50.75set
1931 Deluxe Phaeton
25150 1931 \$59.50set



TRUNK RACK SUPPORT BRACKETS, MADE BY A & L PARTS - To help hold the load. Used on Coupes Tudors, & Roadsters.
25160 1928-1931 \$22.75set



LUGGAGE RACK ADAPTER BRACKETS - Used when you have a rear spare tire. U.S. made from 1/4" thick steel. A one piece bracket and extension, copied from an old accessory. This can only be used on the chrome & stainless racks, and replaces the black brackets that come on the rack. The brackets on the rack are mounted to the outside of the bumper arms (#24650).
28-31 Coupes & open cars
25170 1928-1931 \$54.25pair
28-31 Sedans only
25171 1928-1931 \$109.25pair



LUGGAGE RACK REPLACEMENT HARDWARE - This is replacement hardware for either the stainless or chrome luggage rack. Made from Stainless Steel for durability. The acorn nuts are taller but will work fine.
1/4 - 20 Stainless Acorn Nut
25120A
1928-1931 \$0.40ea.



3/8-16 Stainless Acorn Nut
25120B
1928-1931 \$0.60ea.
Stainless wood mounting carriage bolt
25120C
1928-1931 \$0.60ea.



Stainless hex bolt for mounting bracket
25120E
1928-1931 \$0.55ea.



Stainless Steel carriage bolt for mounting bracket - This is a replacement carriage bolt to hold the mounting bracket onto either the stainless or chrome luggage rack. Made from Stainless Steel for durability.
Stainless Steel carriage bolt for mounting bracket
25120D
1928-1931 \$0.75ea.

TRUNKS



TRUNKS - Curved back to follow the body line. Used with chrome rack (25110 & 25120). Complete vinyl trunk with all the hardware and leather straps to mount it to the rack. Chrome decorative nails to hold down the corners. Felt lined. Base measurement is 13" x 34", height is 19". Trunks to fit a CHROME or Stainless rack. Domestic Ground Shipping will be \$100.00 for each trunk.

Black Curved Back

25210

1928-1931 \$679.95ea.

Tan Curved Back

25220

1928-1931 \$679.95ea.

Black Straight Back

25230

1928-1931 \$679.95ea.

Tan Straight Back

25240

1928-1931 \$679.95ea.

WIND WINGS



WINDWING CLAMPS - All the parts for both wind wings except the glass. Glass template and rubber seal included.

Open cars chrome: 28-29

25370 1928-1929 \$81.95set

Open cars chrome: 30-31

25380 1930-1931 \$81.95set

Closed cars chrome: 28-31

25390 1928-1931 \$82.70set



WINDWING CLAMP RUBBER PADS - This is the preformed rubber between the glass and the clamp. Fits 1928-29 open car original clamps or will fit repro clamp if the raised bump is cut off the rubber. Glue both sides of the gasket to help hold the glass in place. New clamps will include a glass setting material.

25400 1928-1929 \$4.25set



WINDWING CLAMP SCREW TENSION SPRING WASHERS

- Set of four original angular ring design stainless washers to prevent clamp screw from loosening. Not included with above clamp set. Used on open cars only.

25410 1928-1931 \$2.95set



PLAIN WINDWING GLASS

- This is tempered safety glass with the edges satin ground as original. Available in plain clear glass or with a floral leaf design screened and fired on three edges. To keep the glass from falling out glue the rubber to the glass, and then glue the rubber to the bracket.

28-29 OPEN CAR plain glass, 16 tall

25420 1928-1929 \$42.85pair

30-31 STANDARD OPEN CAR plain glass, 14-1/2 tall

25440 1930-1931 \$47.50pair

30-31 DELUXE OPEN CAR plain glass, 13 tall

25460 1930-1931 \$47.50pair

28-29 COUPE & SEDAN plain glass, 16 1/4 tall

25480 1928-1929 \$69.95pair

30-31 Coupe, Sedan & Cabriolet 15 3/8 tall

25500 1930-1931 \$45.85pair

30-31 COUPE, SEDAN & CABRIOLET plain glass, 15 3/8 Inch tall

25520 1930-1931 \$70.00pair

1931 S/W Fordor plain glass, 15 tall

25530 1931 \$74.95pair



FLORAL LEAF DESIGN WINDWING GLASS

- This is tempered safety glass with the edges satin ground as original. Available in plain clear glass or with a floral leaf design screened and fired on three edges. To keep the glass from falling out glue the rubber to the glass, and then glue the rubber to the bracket.

28-29 OPEN CAR Floral leaf design glass 16 Tall

25430 1928-1929 \$67.20pair

30-31 DELUXE OPEN CAR Floral leaf design glass 13 Tall

25470 1930-1931 \$65.45pair

28-29 COUPE & SEDAN Floral leaf design glass 16 1/4 Tall

25490 1928-1929 \$67.95pair

30-31 COUPE, SEDAN & CABRIOLET Floral leaf design glass 15 3/8 Tall

25510 1930-1931 \$66.85pair

MOTOR METER



COMPLETE MOTO-METER - The thermometer with chrome wreath rim as original. Mounted on locking radiator cap.

1928-1929

25590 1928-1929 \$215.00ea.

1930-1931

25600 1930-1931 \$215.00ea.



COMPLETE MOTOR METER WITH AIRPLANE ENGINE ACCESSORY

- A complete motor meter unit along with the airplane engine accessory. Accessory is not shipped installed on the motor meter.

1928-1929

25591 \$339.95set

1930-1931

25601 \$339.95set



MOTO-METER AIRPLANE ENGINE

- With rotating propeller. Made from aircraft grade aluminum with a black plastic propeller. Mounts between the motor meter and the cap.

25720 \$164.95ea.



MOTO-METER WINGS - Can be mounted between the moto-meter and the cap. Brass chrome plated.

25730 1928-1931 \$31.50ea.



28-31 MOTO-METER ONLY - The thermometer with chrome wreath rim. Radiator cap not included.

25610 1928-1931 \$131.25ea.



MOTO-METER CAP ONLY - Replacement moto-meter cap. To prevent loss, cap cannot be removed from radiator without tools. Same cap as (25590/25600); chrome plated.

28-29

25700 1928-1929 \$96.25ea.

30-31

25710 1930-1931 \$96.25ea.



MOTO-METER LENS GASKETS

- Two paper gaskets located between the rim and glass.

25630 1928-1931 \$1.65pair



MOTO-METER REPAIR KIT - Includes two lenses, two plastic gaskets and 8 screws.

25640 1928-1931 \$19.95set

MOTOR METER • BODY & SOUND INSULATION • AFTER MARKET ACCESSORIES


MOTO-METER OR QUAIL INNER CAP GASKET - The neoprene gasket located between the locking lid and the top of the cap.
25660 1928-1931 \$2.95ea.



LOCKING REPLACEMENT O RING GASKET - If the hinge on your motor meter or quail is worn use this thicker replacement "O" ring to seal the motor meter or quail to the cap.
25661 1928-1931 \$1.25ea.



MOTO-METER OR QUAIL CAP GASKET - Black rubber gasket that seals cap to radiator neck.
25670 1928-1931 \$1.75ea.



MOTO-METER STEM GASKET - A black rubber gasket located between the base of the meter and the top of the cap.
25680 1928-1931 \$1.85ea.



MOTO-METER STEM NUT - A thin brass nut that holds the meter to the cap.
25690 1928-1931 \$1.05ea.



QUAIL RADIATOR CAP - An original accessory mounted on a locking radiator cap. Chrome.
25740 1928-1929 \$131.25ea.
30-31
25750 1930-1931 \$161.45ea.



THERMO QUAIL RADIATOR CAP - The same quail as above but with the thermometer in the middle. Chrome plated.
28-29
25760 1928-1929 \$199.95ea.
30-31
25770 1930-1931 \$199.50ea.



QUAIL THERMOMETER REPAIR KIT - The mercury filled vial with a brass base and nut to replace the broken one in your thermo quail cap. Will not work on moto-meters.
25780 1928-1931 \$27.95ea.



30-31 LOCKING RADIATOR CAP REPAIR KIT - Set includes both gaskets (25660,25670), two brass tabs and two Allen screws.
25790 1930-1931 \$10.50set

BODY & SOUND INSULATION

To see our complete line of top and body sound insulation kits, please visit our website at www.brattons.com



FIREWALL INSULATORS - Installs on the inside of the fire wall. A black plastic molded panel that resembles the fire wall panel with insulation side against fire wall.
1928-1929
26600 1928-1929 \$224.95ea.
1930 to May 1931
26610 1930-1931 \$224.95ea.
May 31-End 31 with Indented firewall
26620 M1931 \$224.95ea.

AFTER MARKET ACCESSORIES



SPARE TIRE COVERS - With Ford Script; naugahyde material for easy cleaning.
21 tan
1940 1928-1929 \$61.95ea.



19 TAN SPARE TIRE COVER - With Ford Script; naugahyde material for easy cleaning.
1960 1930-1931 \$61.95ea.



SPARE TIRE LOCK LUG NUT - This is the special lug nut that is used for aftermarket spare tire locks. This is the lug nut only.
25580 1928-1931 \$10.35ea.



TRANSMISSION DIPSTICK SET UP - Use this kit to help you determine where the fluid level is in your transmission. Low fluid level can lead to difficult shifting, and premature wear on gears & bearings. This kit comes with everything you need. Remove the old filler plug and screw in the special adapter tube with dipstick. The only modification you need is to cut a new hole in your floorboard (instructions included) and install the new metal floor board cover.
10083 1928-1931 \$74.50set



WATER PUMP COVER - A leather cover which snaps into place to prevent water and grease from splashing into the engine compartment.
Black
12370 1928-1931 \$11.50ea.
Green
12380 1928-1931 \$11.50ea.



METAL TOOL BOX - This box is complete with locking hinged sealed lid and mounting bracket. The bracket mounts between the frame horn and bumper brace using the existing four studs. NO altering to original car. Easy to install between the front fenders and in front of the radiator splash apron. Measures 17-1/2" wide, 12" back and 11-1/2" deep. Great place to store oil, water, tools and extra parts. Black powder coated finish. If you have a stone guard mounted on the radiator, then you might have to drill new holes through the box and support plates to allow enough space for the stone guard.
25080 1928-1931 \$219.95ea.



MANIFOLD HEATER DOOR - Cast aluminum, door cover and screws. Flange is flat for firewall. Included with (13660).
13680 1928-1931 \$17.50ea.



DELUXE TRAFFIC LIGHT FINDER WITH MAGNETIC BASE - Buy the traffic light finder #25551 & the magnetic base #25552 together and enjoy a savings.
25551S
 1928-1931 \$30.50set



MAGNETIC BASE FOR #25551 TRAFFIC LIGHT FINDER - This is a strong magnet that can be used to hold the Deluxe Traffic Finder #25551 to any metal surface in your model A.
25552 1928-1931 \$6.25ea.



DELUXE TRAFFIC LIGHT VIEWER - Classic accessory designed to improve viewing of traffic lights on car's with sun visors. Can either be attached using the threaded stud and nut included or by using the magnetic mounting base (#21552 sold separately).
25551 1928-1931 \$27.65ea.



STOP LIGHT FINDER - Authentic reproduction of an original accessory of the 20's and 30's. Suction cup affixes a 2 1/4 x 2 3/4 Prism to the windshield so you can see the stop light.
25550 1928-1931 \$5.95ea.

AFTER MARKET ACCESSORIES



VINTAGE FLASHLIGHT & HOLDER COMBINATION - Buy both the vintage flashlight #25081 & the holder #25082 at the same time and enjoy a savings.
25081S

1928-1931 \$21.05set



CHROME VINTAGE FLASHLIGHT - A vintage style chrome flashlight that was popular in the 40's & 50's. Requires 2 "D" size batteries that are not included. Order part # 25082 for a steering column mounting bracket.

25081 1928-1931 \$9.95ea.



STEERING COLUMN HOLDER FOR FLASHLIGHT #25081 - This is the special bracket that clips to the steering column to hold the vintage style flash light #25081. Will fit most steering columns up to about 2" in diameter.

25082 1928-1931 \$14.05ea.



SPRING COVERS - Cushioned material with black vinyl covering. Set includes a pair for the front and rear springs.

25800 1928-1931 \$64.75set



CUP HOLDER - All steel unpainted one piece cup holder. Mounts to the back side of the dash rail on all Model A's except 28-29 Fordor Sedans, & 29 Cabriolets without drilling any extra holes. This can hold 2 cans of soda, water bottles, 16 oz. bottles, and insulated coffee mugs.

26261 1928-1931 \$61.95ea.



REGISTRATION HOLDER - Excellent reproduction of an era accessory. This holder is wrapped around the steering column and held in place by springs.

26332 1928-1931 \$11.95ea.



FLAG HOLDER AT RADIATOR CAP - The bracket is located under the hood behind the radiator cap. Includes three 10 inch flags.

26560 1928-1931 \$9.40set



BUMPER FLAG HOLDER WITH BLACK HOLDER - Hook top of spring over top of bumper, push spring down to hook to the bottom of the bumper bar. The flag pole is 31" long. One set includes one flag and black powder coated holder.

26571 1928-1931 \$39.95set



8 X 12 REPLACEMENT AMERICAN FLAG - This is a single new flag to replace one that has worn out. This is a quality 8x12 American flag. Will fit the following part #26571, 26580, 26581.

26582 1928-1931 \$1.95ea.



FULTON ACCELERATOR PEDAL ACCESSORY - This is an era accessory that will screw to the floorboards and give you a larger gas pedal. The base is polished stainless steel.

26258 1928-1931 \$38.95ea.



FULTON CLUTCH & BRAKE PEDAL PADS - This is an era accessory in the style made by the Fulton company. This set of chrome ringed rubber pads have tabs that bend around your clutch & brake pedal. The rubber has a waffle design.

26259 1928-1931 \$35.00pair



BLACK PEDAL PADS - Ribbed black rubber pads.

26260 1928-1931 \$4.25pair



BLACK SEAT BELT - This is a HIGH QUALITY seat belt made by an OEM manufacturer. It exceeds the FMVs standards. 74" long. For instillation instructions, please see "How To Restore Your Model A", vol. 6 (37840) or "The Model A Mechanics Handbook", vol. 2 (37590). One set is for one person.

26670 1928-1931 \$23.95ea.



REAR LICENSE PLATE SPECIAL BOLTS - 2 nickel plated special original bullet type bolts with screws for mounting the license plate to the rear license bracket. If you are using a license plate frame you will need to provide longer screws.

18930 1929-1931 \$5.20set



LICENSE PLATE REFLECTORS - A 3/4 inch diameter reflector with a stud and wing nut. Holds the license plate to the bracket. A nice accessory of the era, 2 reflectors per set.

Blue reflectors

18810 1928-1934 \$1.25pair

Green reflectors

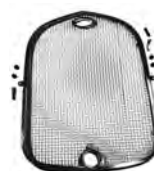
18860 1934-1938 \$1.25pair

Red reflectors

18910 1928-1934 \$1.25pair

Yellow reflectors

18940 1928-1934 \$1.25pair



RADIATOR STONE GUARD - A good stainless steel guard with brackets for mounting.

28-29

26790

1928-1929 \$259.95ea.

1930

26800

1930 \$259.95ea.

1931

26810

1931 \$259.95ea.



STONE GUARD MOUNTING KIT - Includes four rubber bumpers and two clips to hold stone guard on shell. This kit is included with a new stone guard.

26820 1928-1931 \$12.80set



ACCESSORY STYLE SWING ARMS - This is a non-original style swing arm with multiple notches in the slide area so your windshield will stay where you want it.

30091A

1928-1931 \$29.95pair



LOCKING CAP REPLACEMENT O RING GASKET - If the hinge on your motor meter or quail is worn use this thicker replacement "O" ring to seal the motor meter or quail to the cap.

25661 1928-1931 \$1.25ea.



GAS TANK PROTECTOR - This lays across the gas tank to protect your paint when filling the gas tank.

26331 1928-1931 \$13.75ea.



SPORT LIGHT BULB - 50 candle power.

6 volt

26640 1928-1931 \$2.05ea.

12 volt

26650 1928-1931 \$2.00ea.



FOG LIGHT BUMPER MOUNTED BRACKETS - You

can use these brackets to mount the fog lights that we sell on either your bumper bars, or the bumper brackets. If you chose to mount to the bumper brackets the clamping slots will need to be enlarged to fit. The top of the brackets has a 360 degree swivel so you can aim the lights where you desire. These are sold as a pair and are painted gray.

25083 1928-1931 \$99.95pair

AFTER MARKET ACCESSORIES • DATA PLATES • FLOOR BOARDS



Vintage Style Fog Lamp -
Vintage Style Fog Lamps with clear bulb. This chrome plated light assembly has a universal style mount so you can put it where ever you want. They look great with the Bumper Fog Light Bracket #25803. Quartz Halogen With a replaceable H3 bulb 35 watts. Sold each need two per car.

6 Volt with Clear Lens

25084A

1928-1931 \$44.95ea.

6 Volt with Amber Lens

25084B

1928-1931 \$45.70ea.

12 Volt with Clear Lens

25084C

1928-1931 \$41.50ea.

12 Volt with Amber Lens

25084D

1928-1931 \$42.80ea.



FOG LIGHT REPLACEMENT BULB - 6 VOLT FOG LIGHT REPLACEMENT AMBER LENS BULB FOR THE FOG LIGHTS WE SELL

6 VOLT AMBER LENS

25085B

1928-1931 \$24.00ea.

12 VOLT CLEAR LENS

25085C

1928-1931 \$25.50ea.

12 VOLT AMBER LENS

25085D

1928-1931 \$26.80ea.

DATA PLATES



FIRE WALL PATENT PLATE -
With rivets. Used on all cars.

26690 1928-1931 \$7.00ea.



FORDOR & CABRIOLET BODY PLATE - Fordor and cabriolet body plate.

Briggs Body Plate: Brass plate with rivets

26710 1928-1931 \$4.85ea.

Briggs Body Plate: Zinc material, 100% authentic, including two rivets

26720 1928-1931 \$4.55ea.

Murray Body Plate: Brass plate with rivets

26730 1928-1931 \$4.40ea.

Murray Body Plate: Zinc material as original with two rivets

26740 1928-1931 \$6.60ea.



MURRAY BODY PLATE -
Data plate is located on the lower part of the cowl panel on Fordor Murray bodies only. Brass plated.

26760 1928-1929 \$5.95ea.



RIVETS FOR DATA PLATE -
four 6-32 x 5/16 Stainless steel screw rivets with lock washers & nuts.

26770 1928-1931 \$2.50set



DRIVE-IN RIVETS - Round head rivet with spiral shank to hold data plate on fire wall. Four stainless rivets.

26780 1928-1931 \$1.85set



RADIATOR PLAQUE MOUNTING SCREWS - Four small diameter 2 1/4" long stainless screws, washers, and nuts to pass through the radiator core to mount a plaque or emblem.

26750 1928-1931 \$4.00set

FLOOR BOARDS



FLOOR BOARD PEDAL PLATE - The plate around the steering column and pedals to keep the air and dirt out.

Dec. 1928-1931 steel plate. Can also be used on all 1928 cars. Order felt pad (27890) to accompany this

27860 1928-1931 \$8.95set

1928 thru Nov. 1928 used a diamond patterned 6 x 8 rubber plate

27870 1928 \$85.00ea.

1931 Slant Window Victoria, A400 & Deluxe Phaeton with drop steering column used a steel plate. Order (27890) felt pad to accompany this

27880 1931 \$19.95set



FELT FLOORBOARD PEDAL PLATE PAD - Seals the steering column and pedals at the floor board.

27890 1928-1931 \$3.50ea.



FLOORBOARD PEDAL PLATE SCREWS - Two 12/24 x 1/2 inch oval head machine screws, one #10 x 3/4 oval head wood screw, and 3 cup washers. These should be a nickel or raven finish.

27900 1928-1931 \$1.85set



FLOORBOARD ACCELERATOR ROD GASKET -

Round rubber gasket tacked to floor board around accelerator rod. Keeps dust and noise out. Includes 4 tacks.

28190 1928-1931 \$0.95set



FRONT FLOORBOARD SET -

All boards are 7 ply 23/32" thick Birch hardwood plywood, desk top finish on both top and bottom. The hand brake handle was moved to the right side of the gear shift in July '29. If the hand brake handle is on the right side, order the (27920) boards. Set includes two front boards. Holes drilled for screws. Boards should be stained with a black or ebony wood stain.

28-29

27910

1928-1929 \$76.95set

30-31

27920

1930-1931 \$76.95set



FLOORBOARD SEAL KIT -
Correct 1/32 x 1 1/4" dark brown welting to go around edge of boards, tacks and instructions.

FRONT - dark brown welting to go around edge of both front boards

28070 1928-1931 \$14.45set

REAR - dark brown welting for Tudor center and rear boards

28080 1928-1931 \$18.95set



FLOOR BOARD SCREWS & CUP WASHERS - Twelve 12/24 x 1 1/4 flat head screws and cup washers for both front boards.

FRONT STEEL

28090 1928-1931 \$4.20set

FRONT STAINLESS

28100 1928-1931 \$9.55set

REAR STEEL

28110 1928-1931 \$4.75set

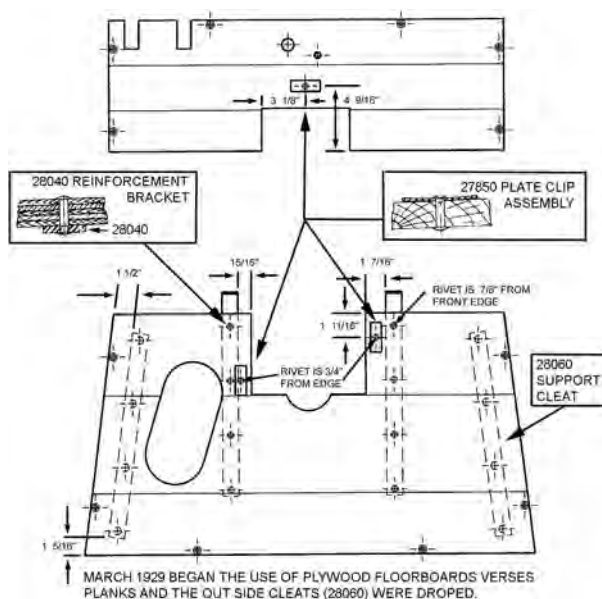


FLOOR BOARD REINFORCEMENT BRACKETS -

2 brackets riveted to the front floor boards to support the front diagonal fire wall floor board. Includes 2 brackets and 8 tubular rivets. Rivet head on top of floor board. See #28050 for original large head rivets.

28040 1928-1931 \$13.70set

FLOOR BOARDS • FLOOR MATS



FLOOR BOARD REINFORCEMENT BRACKET RIVETS ONLY - Eight 3/16 x 1 1/16 large 3/8" diameter head tubular rivets per set. Rivet head on top of floor board.

28050 1928-1931 \$1.00set

FLOORBOARD SUPPORT STRAPS - Used in 1928 till March 1929 when the planked boards were used as floor boards. Locate straps 1 5/16" from back edge of board and 1 1/2" off the outer edge. Set of 2 straps and eight #12 x 3/4" flat head wood screws. (Use part #2711 topeen the rivets over).

28060

1928-M1929 \$43.75set

TUDOR SEDAN CENTER FLOOR BOARD - Pre-drilled. Boards are 7 ply 23/32 thick birch hardwood. Center board under the front seat.

27960

1928-1931 \$52.25ea.

TUDOR SEDAN REAR FLOOR BOARDS - Pre-drilled. Boards are 7 ply 23/32 thick birch hardwood.

28-29 REAR board under rear seat feet

27970

1928-1929 \$52.25ea.

30-31 REAR board under rear seat feet

27980

1930-1931 \$52.25ea.

1928 CLUTCH INSPECTION COVER - For early 1928.

28010 1928 \$29.95ea.

BATTERY COVER PLATE -

The steel plate that snaps over the battery hole in the floor board. These plates have been made from the FORD blue print. This is an exact copy which includes the two holes (used in E29-31 plates) for hooking the plates end to end for painting during manufacturing. There is also a 1/8" bow in the plate as per print to force the corners to lay flat on the wood. A BLACK gloss powder coated finish has been baked on the cover. This finish will resist gas, oil and battery acid.

1928 till March '29 used a 4 1/8 wide plate

28000 1928-1929 \$11.50ea.

March '29 till end used a 5 1/4 wide plate

28030 1929-1931 \$11.50ea.

SHIFT LEVER PLATE - Steel plate located around gear shift lever. Brake handle in front of gear shift was used June '28 to July '29; to right side from July '29 till end. The side plate style cover is made from the Ford blueprint, an excellent copy, including the small hole at the corner so the plate could be hung for painting on the assembly line.

Front

28200 1928-1929 \$7.00ea.

Side

28210 1929-1931 \$7.95ea.



SHIFT LEVER PLATE CLIPS - Three clips with three 3/16 x 15/16 tubular rivets with a truss head to secure the gear shift plate to the floor board. See large drawing for location. Rivet head on bottom of floor board. For rivet tool, see part (2711) in Tool Section of catalog.

27850 1928-1931 \$3.95set



KICK PANEL RETAINING CLIPS - The U shape clip secured on the sub frame for the lower edge of the cowl kick panel to clip.

28230 1930-1931 \$7.25pair

FLOOR MATS



FLOOR MATS - FRONT - Original design rubber mat. These are U.S. made. Excellent quality.

June '28 thru June '29 hand brake lever in front of gear shift

28140 1928-1929 \$74.95ea.

July '29 till end hand brake to right of shift lever

28150 1930-1931 \$74.95ea.



TUDOR REAR FLOOR MAT - Rubber for Tudor Sedans. We have also seen this mat used in narrow bed pick-up boxes.

28160 1928-1931 \$66.95ea.



RUMBLE SEAT FLOOR MAT - Rubber for Coupes and Roadsters. 19 5/8 x 37 1/8 wide.

28180 1928-1931 \$49.95ea.



FIREWALL AND RUMBLE FLOOR MAT SNAP STUDS - Threaded studs for fire wall or floor with nuts, to secure the mat. Use 4 on fire wall and 4 for rumble. 4 per set.

28120 1928-1931 \$8.05set



FLOOR MAT SNAP STUD - A set of 4 threaded studs and keep nuts. Used on the firewall or the floor, and the rumble. These are what keep the floor mats in place

28130 \$12.25ea.



FEMALE CARPET SNAP - This is the grommet that is used on carpets to prevent the floor mat studs from destroying your carpet.

28131 1928-1931 \$3.95ea.

WINDSHIELD - OPEN CAR

WINDSHIELD - OPEN CAR

STEEL OPEN WINDSHIELD FRAME - Original round tubing. The frame is drilled and taped for the six 10/32 thread for the windshield snaps (28610). The thread snap will be easier to install than the original press in style. The 45 degree corner angles can vary as much as 1/16" leaving a gap at the corners. Roadster or Phaeton, height at vertical end: 1928-29 14-5/8", 1930-31 Standard 15-1/4", 1930-31 Deluxe 13-1/2". The windshield frames are oversize for UPS and will be charged as a 70-pound box.

1930-31 *Standard CHROME frame*

28280

1930-1931 \$575.00ea.

1930-31 *Standard steel frame*

28300

1930-1931 \$310.00ea.

WINDSHIELD GLASS SETTING MATERIAL - Eleven foot roll of 3/64" thick rubber to set glass in windshield frame.

30250 1928-1931 \$10.50roll

30-31 OPEN CAR RAMS HORNS - These cast brackets are used on all 30-31 open cars (Roadsters, Roadster Pickup, & Phaetons). They are installed at the top of the cowl for the lower stanchion to attach. No holes are drilled.

28395 1930-1931 \$274.00pair

30-31 STEEL LOWER POST STANCHIONS - Die formed pressed steel in plain steel for 1930-31.

28400 1930-1931 \$235.00pair

30-31 LOWER POST STANCHION STUD - This is a replacement stud only for the 30-31 lower post stanchion.

28401 1930-1931 \$0.80ea.

STANCHION LEAD SPACER - Fits between the lower stanchion and the belt rail to protect the paint.

28420 1930-1931 \$7.75pair

STANCHION SCREWS - Set of 4 screws. Both sizes were used 1928-30.

5/16-18 x 1/2 oval head screws

28430 1928-1930 \$3.75set

5/16-24 x 13/16 oval head screw

28440 1928-1930 \$3.75set

5/16-24x11/16 HEX HEAD SCREW

28450 1931 \$5.15set

28-29 OPEN CAR WINDSHIELD STANCHION - Die stamped.

STAINLESS STEEL

28470 1928-1929 \$325.00pair

30-31 OPEN CAR WINDSHIELD STANCHION STAINLESS STEEL -

DELUXE Stainless Steel, not tapped for mirror holes

DELUXE, no mirror holes

28489 1930-1931 \$289.95pair

DELUXE, left side tapped for mirror

28490 1930-1931 \$236.95pair

DELUXE, Left & RIGHT side tapped for mirror

28500 1930-1931 \$299.95pair

STANCHION POST LINERS - Liner is spot welded to the stanchion. Included in new stanchions.

1928-29 *Steel Liners*

28510 1928-1929 \$59.95pair

1930-31 *Deluxe Stainless Liner*

28521 1930-1931 \$12.80ea.

OPEN CAR WINDSHIELD STANCHION POST CUPS - Stainless cup that is spot welded to the stanchion for the windshield frame cone for 1928-31. One each per stanchion. Included in new stanchions.

Small Cup

28540 1928-1931 \$6.75ea.

Large Cup For 30-31 only

28550 1930-1931 \$6.60ea.

FRAME CONE - Allows the open car windshield frame to pivot. Need 2.

Standard Windshield, Black

28560 1928-1931 \$6.40ea.

Deluxe Windshield, Chrome

28570 1930-1931 \$5.65ea.

WINDSHIELD PIVOT STUD AND SPECIAL CONE NUT - For open car windshields Two 3/8-24 studs and nuts per set.

28580 1928-1932 \$13.25set

WINDSHIELD POST CURTAIN STUDS - For open car. 12 original type studs made from brass. Nickel plated 10/32 threads. The long stud is located at the top of the stanchion.

28590 1928-1935 \$36.90set

WINDSHIELD SNAP - Used on original windshield frames. Need 6 per windshield.

Original Press-in Style

28600 1928-1931 \$8.05ea.

10-32 Screw In Snap

28610 1928-1931 \$1.65ea.

OPEN CAR WINDSHIELD GASKET - The rubber that seals the frame to the body.

5/8" x 31" long for the windshield stanchions and 1" x 41" long for the bottom of the windshield frame. Due to variances in the frames the side gaskets may need to be glued into the frame.

28-29 *Gasket - 5/8x31 long for the stanchions and 1 x 41 for the bottom of the frame.*

28620 1928-1929 \$12.15ea.

1930-31 3 feet of 3/4" T rubber for the sides and 4 feet of 1" T rubber for the bottom

28630 1930-1931 \$9.45ea.

OPEN CAR WINDSHIELD FRAME SCREWS - This is a set of four screws to hold the "L" bracket into the top of the open car windshield frame.

28831 1928-1931 \$1.65set

WING NUT - Order 2 nuts for 1928-29 and 4 nuts for 1930-31. Chrome plated.

28360 1926-1936 \$6.95ea.

WING NUT WASHERS - These stainless washers go between the stanchion and the wing nut. 4 per set.

28370 1928-1931 \$1.95set

FINGER PULL - Used to pull the windshield closed. Chrome plated. Includes correct length stainless screw. Paint black for 1928-29 and leave chrome for 1930-31.

ONE PULL & STAINLESS SCREW

28380 1928-1936 \$7.35ea.

SCREWS ONLY - 2 of the 10-32 x 1 stainless screw with a #8 slotted oval head.

28390 1928-1936 \$1.00pair

TOP PARTS - OPEN



TOP BOW SCREWS - Twelve #10 x 3/4 oval head stainless screws.

28640 1928-1931 \$3.30set



OPEN CAR TOP IRON MOUNTING BRACKET - This is the bracket that mounts on the body behind the door pillar for the top irons to fasten onto. The 28-29 has a bend in it. You will need two per car.

28-29 With Bend

28871 1928-1929 \$17.50ea.

30-31 Flat Bracket

28872 1930-1931 \$17.00ea.



TACK RAIL FASTENER SET - Attach the rear curtain and back of top to the body tack rail.

1928-32 Roadster

28890 1928-1932 \$64.95set

1928-31 Sport Coupe & 1929-31 Cabriolet

28900 1928-1931 \$27.15set

1930-31 Open Cab Pick-up

28910 1930-1931 \$47.45set



PROP KNOB - Die formed with backing nut as original.

Black painted for Standard cars

28929 1928-1931 \$6.00ea.

Sport Coupe: 1 1/2 knob with 3/8-24 hex nut, stainless capped knob

28930 1928-1931 \$8.50ea.

Deluxe Roadster: 1 1/2 knob with 7/16-14 square nut

28940 1928-1931 \$9.10ea.



CABRIOLET & DELUXE PHAETON PROP KNOB - 1 7/8 knob with a 7/16-14 hex nut

28950 \$19.95ea.



PROP NUT DOUBLE LOCK WASHER - Stainless. Need 2.

28970 1926-1934 \$1.65ea.



TOP BRACKET HOLD DOWN WING NUT SCREWS - Chrome plated. The threaded stud is too long; cut so total length of threads is 11/16.

5/16- 24 Thread

28980 1928-1929 \$6.75ea.

5/16-18 Thread

28990 1930-1931 \$6.95ea.



TOP LOOP STRAP BRACKET - Screws into front corners of top header bow. Two chrome brackets and four #10 x 5/8 oval head chrome screws.

29000 1928-1931 \$3.50set



TOP BOOT CLIPS ON THE BODY - These are the two slotted clips and four screws that mount to the body on the deluxe open cars.

29001 1930-1931 \$3.50set



WINDOW TAB TOP BOOT CLIP - These are the clips that attach to the top of the car.

Most cars used only two, but some did use three of these. Used only on deluxe open cars to secure the top when folded down.

29002 1930-1931 \$3.15ea.



TOP BOW T BOLTS - For 1930-31 Roadsters. Chrome plated brass. Four pieces.

29010 1930-1931 \$12.85pair



LIFT THE DOT FASTENER - These studs are normally mounted on the windshield stanchion to hold the side curtain to the car. The length is the overall length less the threads. 10-32 thread.

3/8 LONG 10/32 THREAD SINGLE MALE

28733 1928-1931 \$3.00ea.

5/8 LONG 10/32 THREAD DOUBLE MALE

28734 1928-1931 \$2.80ea.

FEMALE LIFT THE DOT FASTENER

28735 1928-1931 \$1.75ea.



28-29 LANDAU MOUNTING BRACKETS - Secured to the top of the belt rail inside the car. Made of aluminum drilled and tapped.

29100 1928-1929 \$69.95pair



30-31 LANDAU MOUNTING BRACKETS - Secured to the top of the belt rail inside the car. Made of aluminum drilled and tapped.

29110 1930-1931 \$62.70pair



LANDAU SPACERS - Made from hard rubber. 4 per set.

1930-31 68-A/B Cabriolet

29120 1930-1931 \$68.25set

1928-31 Sport Coupe

29130 1928-1931 \$74.95set



CABRIOLET DOOR POST CAP - This unpolished Stainless cap screws to the bottom of the folding door pillar and it holds the dress plate seal in place. The holes are drilled, but not counter sunk so it can be used on either side of the car.

29141 1929-1931 \$24.95ea.



A-400 SEAL RETAINER - This is the seal retainer for the quarter window to the top. This is unpolished stainless steel.

29142 1931 \$29.80ea.



1931 CABRIOLET 68-C & A-400 TOP BUMPER SET - These are the three rubber bumpers that fit into the wood header on the 68-C & A-400. Three bumpers per set.

29143 1931 \$13.15set



CABRIOLET LOWER LANDAU IRON BRACKETS - This is a machined bronze castings. Fits the 68-A & B 1929-30 Cabriolets.

LEFT

29150 1929-1930 \$163.35ea.

RIGHT

29160 1929-1930 \$163.95ea.



CABRIOLET UPPER LANDAU IRON RUBBER SPACER - Rubber spacer for part (29140) that mounts at the upper landau iron for Cabriolet. Need 2 per car.

29170 1929-1930 \$7.90ea.



LANDAU IRON MOUNTING STUDS - Set of 4 studs and 2 inside trim acorn nuts for the Sport Coupe.

29180 1928-1931 \$12.25set



DOOR POST DRESS PLATE SEAL - DOOR POST dress plate SEAL - Rubber seal at the base of the rear pillar post. 1929-30 68-A,B Cabriolet:

29190 L1928-1931 \$7.50ea.



PHAETON TOP SADDLE STUD - Two chrome studs used to hold the saddle in place on the body for 1931 Deluxe Phaeton.

1931 TUDOR DELUX

PHAETON CHROMS PLATED

29220 1931 \$24.95set

28-29 FORDOR PHEATON

29221 1928-1929 \$13.95ea.

30-31 FORDOR PHAETON

29222 1930-1931 \$13.95ea.

TOP PARTS - OPEN • OPEN CAR SIDE CURTAIN PARTS


FORDOR PHAETON TOP IRON TO BODY PIVOT STUD

- This is the stud that screws into the 4 door phaeton body and the top irons attach to them. Once installed the top irons will pivot on this stud.

28-29

29223 1928-1929 \$27.35ea.

30-31

29224 1930-1931 \$25.95ea.



28-31 FORDOR PHAETON TOP SADDLE - These are what the top rests on when it is folded down. Fits the 28-31 4 door Phaeton powder coated black.

29226 1928-1931 \$34.95pair



CABRIOLET UPPER LANDAU IRON BRACKETS - This is a machined bronze castings. Fits the 68-A & B 1929-30 Cabriolets.

LEFT

29290 1929-1930 \$189.75ea.

RIGHT

29300 1929-1930 \$189.75ea.



CABRIOLET REAR BOW BRACE - This brace fits on the inside of the end of the bow. Fits 68-A & B, made from bronze.

29305

1929-E1931 \$78.75ea.



CABRIOLET REAR BOW BRACE STEEL SUPPORT - This steel support fits into the groove of the bow and is attached with three 12/24 screws to the brace #29305.

Fits 68-A & B.

29306

1929-E1931 \$9.85ea.



CABRIOLET TRIPLE HINGE PARTS - BASE - This is a fully machined cast bronze piece. Attaches to the belt rail and provides the anchor and pivot points for the rear and middle bows. Fits 68-A, and 69-B.

Left

29310 1929-1930 \$120.45ea.

Right

29320 1929-1930 \$120.45ea.

Center bow brace

29330 1929-1930 \$85.00ea.

Rear bow brace

29340 1929-1930 \$79.95ea.



REAR WINDOW FRAME & GLASS - Original one piece style. Die formed. Includes frame, plain glass, and screws. Stainless Steel outside frame and steel inside frame. Outside dimensions 16 5/8" x 7". For: 28-31 Roadster, Phaeton; 29-31 Cabriolet 68-A,B,C; 1931 400-A.

29020 1928-1931 \$219.95set


PIN ONLY FOR TRIPLE HINGE - Pin only for the hinge.

29350 1929-1930 \$5.95ea.


29-30 68 A&B CABRIOLET DOOR PILLAR - SUBRAIL SUPPORT BRKTS

- These are the brackets that attach to the subrails and go up to the door pillar. This is the earlier style with a hex nut adjustment. These brackets are used to help align the doors & body. This is a set for the left and right sides. Mounting hardware is included.

29351 1929-1930 \$297.00set



REAR BOW SLEEVE NUT - Machined steel sleeve nut used on all 1928-31 Sport Coupes to fasten the rear bow to the rear bow support straps.

29360 1928-1931 \$14.90ea.



OPEN CAR REAR WINDOW SCREWS - Includes 12 5/40 stainless screws to hold the inner and outer window frames together.

29023 1928-1931 \$1.40set


REAR WINDOW RUBBER SUPPORT BUMPERS

- Located on deck for open cars. Four rubber bumpers with original domed shape, 4 screws. Supports the rear window when the top is down. Paint body color.

29080 1928-1931 \$4.95set

OPEN CAR SIDE CURTAIN PARTS



DOOR CURTAIN RODS - Original style steel rod that holds the vinyl curtain in the door. Will not fit Shay reproduction bodies.

1928-29 Roadster

29230 1928-1929 \$42.90pair

1928-29 Phaeton & 1928-M30 Open Pick-up

29240

1928-M1930 \$42.90pair

1930-31 Standard Roadster,

1930-31 Standard Phaeton &

M1930-31 Open Pick-up

29250

M1930-1931 \$42.90pair

1930-31 Deluxe Roadster

29260 1930-1931 \$42.90pair

1930-31 Deluxe Phaeton

29270 1930-1931 \$59.50pair


CURTAIN ROD SUPPORT FOR DELUXE PHAETON

- These brass nickel plated supports attaches over the upper edge of the side curtain.

29271 1930-1931 \$13.95pair


CURTAIN ROD SOCKET

- This chrome socket was used on Deluxe Phaetons to protect the paint where the curtain rods go into the door.

29272 1930-1931 \$12.75ea.


BODY SOCKET INSTALLATION TOOL

- Use this tool to correctly set the body socket into the body.

28879 1928-1931 \$2.40ea.



BODY SOCKET - Original style. Nickel plated. U.S. Made. Install using a 1/4" dowel. Place dowel in center and hit the dowel. This will expand the back side to hold it in place. Need 6.

28880 1928-1931 \$6.00ea.


GROMMET STYLE CURTAIN STUD & WASHER

- This is the male snap that attaches to the side curtain, and snaps into the body socket (22880). This style requires the use of the setting punch & anvil (22883 not included). One grommet & washer per set.

28881 1928-1931 \$13.15ea.


PRONG STYLE CURTAIN STUD & WASHER

- This is the male snap that attaches to the side curtain and snaps into the body socket (#23880). This fastens to the curtain by bending three prongs over a backing plate. One grommet & washer per set.

28882 1928-1931 \$14.20ea.


GROMMET STYLE SETTING PUNCH & ANVIL

- These are the special tools needed to install the curtain stud (#28881) on the side curtains.

28883 1928-1931 \$15.00set

TOP PARTS - CLOSED

TOP PARTS - CLOSED



SPORT COUPE SIDE ROOF SUPPORT BRACKETS -

Located at the top of the rear door post connecting the main bow and post. These are one piece steel construction used late 1928- 1931. One set contains a left and a right. Sold only as pairs.

29181 1928-1931 \$27.95pair



SPORT COUPE REAR BOW SUPPORT BRACKET -

Located at the back of the main bow, it drops down to bolt into the belt rail. Includes a left and a right bracket.

30-31

29182 1930-1931 \$37.95pair

28-29

29183 1928-1929 \$46.55pair



28-31 TUDOR SEDAN HEADLINER TACK STRIP -

These are the wooden strips that go into the metal channels at the upper rear corner of the body. Hardware is included. This is just the wood not the metal brackets. If your mounting brackets are lost or damaged order part #29301C.

29301 1928-1931 \$22.95set



28-31 TUDOR SEDAN REAR UPHOLSTERY TACK STRIP TO BODY BRACKET - This is a pair of left and right mounting brackets. One end gets riveted to the sedan headliner tack strip holder, and the other end goes through the bolts on the body. The rivets to attach these brackets to the holder are included in part #29301.

29301C

1928-1931 \$13.95pair



TOP MATERIAL - Black long grain style as original 66" wide Coupe & Closed Cab Pickup: 4 foot roll

29370

1928-1931 \$43.70roll

Tudor and Fordor: 7 foot roll

29380

1928-1931 \$74.40roll



TOP PADDING - Under top material. 40" wide.

Coupe & Closed Cab Pickup: 4 foot roll

29410 1928-1931 \$15.95roll

Tudor and Fordor: 7 foot roll

29420

1928-1931 \$19.95roll



ROOF TACKS - Set of 100 tacks for securing the black vinyl to the wood. Top molding will cover these tacks. After nailing, put a dab of silicone sealant on each nail head.

29490 1928-1931 \$3.95set



TOP BOW SOUND DEADENING MATERIAL -

This will prevent the chicken wire from squeaking on the bows. 1/16th thick treated fabric. Tack material at end of the bow on the top side and pull tight, then tack the other end of the material on the top of the bow.

16 feet for 4 bows

29430 1928-1931 \$16.95roll

30 feet for 7 bows

29440 1928-1931 \$27.95roll



CROWN VINYL MOLDING -

Hinge type. Nail, then bend crown shape over to hide nails. This is to trim out the edge of the top material.

29450 1928-1931 \$1.75ft



HIDUM WELT - Black 5/8" wide vinyl that is used at the edge of the top material to hide the nails. Used on 1928-M30 Closed Cab Pickup.

29460

1928-M1930 \$0.95ft



28-31 SEDANS & 28-29 COUPE RAIN GUTTER -

Two piece original type made of aluminum for both sides. These are straight. Instructions included for bending end. 90" long. Style D1. Set includes 4 pcs.

29470

1928-1931 \$28.95set



30-31 COUPE RAIN GUTTERS -

These are 2 straight sticks that must be formed to the roof. The outer lip is not folded down like the original.

29471

1930-1931 \$95.00pair



TOP MOLDING OVER THE SUN VISOR - "Style F3" The top molding is aluminum. Nail to roof, then close by tapping edge lips inward to meet hiding the nails. A block of wood with a 'V' wedge works well. A good article about top molding may be found in "How to Restore Your Model A" Vol. 4 part (37680). Top Molding, used over the sun visor for the following: 1929 Briggs Fordor 60-C 1930-31 Coupe 45B 1929-31 Fordor 155/165 ABCD 1929-30 Standard Fordor 170AB 1930-31 Victoria 190-A (used Until March of '31)". 5' long x 5/8" wide.

29480

1929-1931 \$16.00ea.



TOP MOLDING OVER THE SUN VISOR -

Style F5, 1/2" wide used over the sun visor for the following: 1928-31 Tudor 55-A&B; 1930-31 Closed Pickup 82-B & 1930-31 Deluxe Delivery 130-B. 1/2" WIDE 5' LONG

29500

1928-1931 \$16.00ea.



TOP MOLDING FOR SIDES & BACK -

Style R3, 5/8" wide used down the side, around the back and up the other side. This molding has an open seam in the middle and rib on the bottom. For the following: 1930-31 Coupe 45-B; 1929-31 Town Sedan 155-B,D; 1929-31 Fordor Sedan 165-B,D & 1929-31 Fordor Sedan 170AB. Fordor cars needs 2 sets per car. Now sold in two in five foot lengths.

29510

1928-1931 \$31.50ea.

EXPOSED NAIL WITH RIB - 10' roll of top molding. This is the exposed nail variation of molding. This molding has a rib on the bottom to fit into the recess area on your car. Nail holes are not drilled. Not For Slant Window cars. Fordor cars need 2 strip

29511

1929-1931 \$31.50ea.

EXPOSED NAIL MOLDING WITH NO BOTTOM RIB - This molding is flat on the bottom to fit into the recess area on your car. Nail holes are not drilled. Fordor cars require 2 per car. Not For Slant Window cars. Used on: 155-A/C & 165-A/C; and across the front

29512

1929-1931 \$31.50ea.

TOP PARTS - CLOSED • ROOF DRIP RAIL MOLDING TIPS • TIPS - FRONT END • TIPS - REAR END • WELT TIP ENDS • ROOF PANELS



TOP MOLDING OVER THE SUN VISOR - Style R4, 3/4" wide used over the sun visor. Used on: 1931 S/W Fordor 160-A,B,C and 1931 Victoria 190-A began Feb. 1931 to end. 5' long and 3/4" wide.

29520 1931 \$16.00ea.



TOP MOLDING ACROSS THE BACK - This is 1/2" wide, 6' long. This is NOT the original style but can be used very nicely. (Order 29550 for correct molding, but harder to install.) used on: 28-29 Coupe 45-A, 28-29 Special Coupe 49-A, 28-31 Tudor Sedan 55-A&B and across back of 1930-31 Pickup.

29540 1928-1931 \$18.95ea.



2 PIECE STEEL TOP MOLDING - Style R1. Two piece steel construction. Nail 1/2" wide tack strip down, then snap molding over nails. Used over the sun visor for the following: 28-29 Coupe 45-A, 28-29 Special Coupe 49-A, 30-31 Pick-up 82-B; and across BACK of 28-29 Coupe 45-A, 28-31 Tudor Sedans 55-A&B and 30-31 Pickup 82-B. Six feet long.

29550 1928-1931 \$19.95ea.



TOP MOLDING RUBBER INSERT - Rubber Insert for (29560), style R4, 1/4" wide, 1/2 round rubber, 19 feet long to insert in molding. This is the rubber only. Used on: May 1931 Coupe thru end, 1931 Sedan 160ABC and 1930-31 Victoria 190-A.

29570 1930-1931 \$10.75roll



ROOF NAILS - For top moldings and rain gutters. .085 diameter x 7/8" long, .165 diameter head. Spiral shank. 100 nails per set. Put a dab of silicone sealant on the head of each nail head to keep the water out.

36610 1928-1931 \$4.45set



RAIN GUTTERS FOR 1928-MID 30 CLOSED CAB PICKUP - Includes two die-stamped steel gutters, two steel liners to cover the nails and fasteners. Style D2.

34340 1928-M1930 \$43.80set



RAIN GUTTERS FOR MID 30 - AUGUST 1931 CLOSED CAB PICKUP - Exact duplicate of original. Includes two die stamped steel gutters, two original style fabric inserts to cover the nails and the fasteners. Not used on solid steel topped cabs after Aug. '31. Style D2.

34350 M1930-1931 \$47.25set



DIABLO A'S HOW TO DVD SERIES - These DVDs are all recordings from the Diabolo A's Tech Seminars. Since these are done during club tech talks their might be some background noise, but all of the information and step by step assembly and disassembly is shown on your screen. Each DVD lasts 25-75 minutes depending on the topic.

1931 S/W FORDOR TOP INSTALLATION
381150 1931 \$24.95ea.
1930 COUPE ROOF INSTALLATION
381155 1930-1931 \$24.95ea.

ROOF DRIP RAIL MOLDING TIPS



ROOF DRIP RAIL MOLDING TIPS - Welt tips ends for 28-31 Roadster and Phaeton. Nickel Plated, includes nickeled nails. Need 4.

29650 1928-1931 \$1.30ea.

TIPS - FRONT END



ROOF DRIP RAIL MOLDING - FRONT END TIPS - Includes nickeled nails.

28-29 Tudor, Coupes & Special Coupes, nickel plated

29580 1928-1929 \$5.25pair
28-29 Briggs Fordor, nickel plated

29590 1928-1929 \$5.70pair
28-29 Sport Coupe, 28-29 Business Coupe & 28-29 Taxi, nickel plated

29600 1928-1929 \$5.25pair



TIPS - REAR END



ROOF DRIP RAIL MOLDING - REAR END TIPS - Includes nickeled nails.

28-31 Tudor Sedans, nickel plated

29610 1928-1931 \$5.25pair
1928-29 Coupe & Special Coupe, nickel plated

29620 1928-1929 \$5.25pair
1928-29 Fordor Leather Back Briggs Body 60-A and 60-B, nickel plated

29630 1928-1929 \$5.95pair
1928-29 Business Coupe, 1928-31 Sport Coupe, nickel plated

29640 1928-1931 \$5.25pair



WELT TIP ENDS



30-31 VICTORIA WELT TIP END - Includes nickeled nails.

29660 1930-1931 \$1.40ea.

ROOF PANELS



FRONT ROOF PANELS - Steel curved panel above the door. 28-29 Tudor Left

28-29 TUDOR SEDAN LEFT
29670 1928-1929 \$179.95ea.

28-29 TUDOR SEDAN RIGHT
29680 1928-1929 \$179.95ea.

30-31 TUDOR SEDAN LEFT
29690 1930-1931 \$269.95ea.

30-31 TUDOR SEDAN RIGHT
29700 1930-1931 \$269.95ea.

M30-31 PICKUP LEFT
29710

M1930-1931 \$294.95ea.
M30-31 PICKUP RIGHT

29720 M1930-1931 \$294.95ea.

ROOF BRACKETS • RUMBLE

ROOF BRACKETS



COUPE LOWER REAR WINDOW SUPPORT BRACKET

- Used on 30-31 Coupes. This bracket attaches to the bottom of the horizontal rear window wood. The left and the right are the same.

29401 1930-1931 \$9.20ea.

29401A 1928-1929 \$8.25ea.



30-31 1/4 WINDOW-SIDE HEADER STRAP

- Used on 30-1 Coupes. This bracket attached to the top piece of wood over the quarter window and then screws into the main roof rail on the top. Left and right are the same.

29402 1930-1931 \$14.45ea.



COUPE QUARTER WINDOW-CORNER WOOD BRACKET - RIGHT SIDE

- This bracket attaches the upper quarter window wood to the corner block.

29403 1930-1931 \$14.45ea.

29404 1930-1931 \$14.45ea.

29403A 1928-1929 \$11.55ea.

29404A 1928-1929 \$11.55ea.



30-31 COUPE MIDWAY SUPPORT STRAPS

- Used on 30-1 Coupe. This bracket goes in front of the rear edge of the door jamb. And attaches the wood over the door to the roof rib.

29405 1930-1931 \$14.95ea.

29406 1930-1931 \$14.95ea.



COUPE UPPER REAR WINDOW WOOD BRACKET - LEFT SIDE

- This is the bracket that ties the rear corner block to the rear window top rail support bracket. Left Side

29407 1930-1931 \$13.50ea.

29408 1930-1931 \$13.50ea.

29407A 1928-1929 \$13.25ea.

29408A 1928-1929 \$25.80ea.



COUPE REAR HEADER TO SIDE RAIL BRACKET - RIGHT SIDE

- This is the bracket that ties the heavy roof rear bow to the side rails.

29409 1930-1931 \$109.00ea.

29411 1930-1931 \$109.00ea.

29409A 1928-1929 \$12.40ea.

29411A 1928-1929 \$12.40ea.



28-29 COUPE CENTER BOW TO DOOR POST BRACKET

- This is the bracket that attaches to the side rail above the door opening & the door post wood. Sold each

29412 1928-1929 \$75.00ea.



28-29 COUPE & TUDOR UPPER COWL PILLAR CORNER SUPPORT BRKT

- These brackets mount to the top of the cowl post, and ties the metal above the doors to the braces running across the windshield. Sold as pairs.

29413 1928-1929 \$71.00pair



28-29 COUPE UPPER SIDE SUPPORT BRACKET

- This is the bracket that ties the rear wood header to the side rails. Sold Each

29414 1928-1929 \$17.00ea.



30-31 TUDOR & M30-31 CLOSED CAB WINDSHIELD HEADER BRACKETS

- This metal bracket connects the wood header to the side wood body rail. Used on: 1930-31 Tudor & Mid 30-31 closed cab pickup. For screws use #40130.

30270 1930-1931 \$79.95pair



30-31 SPORT COUPE TOP BRACKET

- Sport Coupe top wood header bracket.

30271 1930-1931 \$39.95pair



30-31 STANDARD & DELUXE COUPE WINDSHIELD HEADE

- These are the bracket's that connects the wood header to the side wood body rail.

30272 1930-1931 \$69.95pair



FORDOR HEADER BRACKETS AND PLATES

- This is a pair of brackets and plates that tie the wood header to the heavy roof rails on the 30-31 Briggs Fordor Sedans. Not for Slant Window Fordor cars.

30273 1930-1931 \$30.65set



28-29 COUPE & TUDOR SEDAN HEADER BRACKET

- This is the bracket that attaches the header to the side roof rib rails on 28-29 Coupe & Tudor Sedans. This is sold as a pair.

30274 1928-1929 \$39.95pair



WINDSHIELD HEADER BRACKET SCREWS

- Eight 5/16-18 x 2" flat head screws. Two screws go forward into the header and two at a right angle, into the wood side rail. Also six 12/24 x 5/8 flat head screws and six 1/4 external, counter sunk lock washers to mount the brace to the vertical cowl post.

40130 1928-1931 \$2.15set



28-31 MURRAY DOOR PILLER TO SIDE RAIL BRACKET

- This is the bracket at the top of the B pillar to tie the pillar to the roof rail above. Only used on straight window Murray Fordor Sedans. Mounting wood screws are included.

30275L 1928-1931 \$13.00ea.

30275R 1928-1931 \$13.00ea.

RUMBLE



RUMBLE SEAT FLOOR MAT

- Rubber for Coupes and Roadsters. 19 5/8 x 37 1/8 wide.

28180 1928-1931 \$49.95ea.



RUMBLE LID BUMPER SET

- 2 round rubber top bumpers and 2 rubber stops for the lid.

29750 1928-1932 \$7.25set



RUMBLE STOP BRACES

- This support brace is located in the rear corner on the underside of rumble platform (35110/35120). This supports the rumble seat stops (29760/29770). These are needed on original panels when converting from a trunk to rumble lid.

29780 1928-1931 \$11.55pair

RUMBLE • TRUNK LID PARTS

TOP REST RAIL OR RUMBLE GRAB RAILS - Used to rest the folded top on so it does not scratch the paint. Stainless clad rails as original, chrome cone spacers and screws. Install the base of the cone 1/8" off the body bead and middle of handle is at the top of the lid opening.

29790 1928-1932 \$45.50pair

TOP REST SPACER PADS - Four thin rubber gaskets located on the bottom of the spacer to protect the paint.

29810 1928-1932 \$3.15set

TOP REST SPACERS - Set of 4 polished aluminum cones, 4 stainless screws, lock washers and nuts.

29800 1928-1931 \$17.00set

GRAB HANDLE REINFORCEMENT BRACES - These are stamped steel braces that go under the lip of the quarter panel to give the grab handles more strength and support.

29791 1930-1931 \$55.10pair

TRUNK OR RUMBLE GUTTER CORNER BRACKET - This is the stamped steel bracket at the corner of the rumble & truck rain gutter. The cone shape bumpers (#29850) press into this piece.

29851 1928-1931 \$18.70ea.

28 - 29 RUMBLE SUPPORT BRACKETS - These are two 16" long strips of metal that attach to the rumble rain gutter to help support the rumble trim panel and provide a spot for the mounting screw to attach. Used on 28-29 Coupes & Roadsters.

35401 1928-1929 \$24.25set

RUMBLE LID ALIGNING PLATES - Two aluminum wedge plates located about 4 inches from the top corner on the side rain gutters of the body. Two 1/4-20 x 1 flat head screws, lock washers and nuts are included.

29820 1928-1931 \$6.40pair

RUMBLE OR DECK LID RUBBER BUMPERS - Two bumpers for the upper corners on the rumble lid or two bumpers at the lower corners for the trunk lid. Included in (29750/29850).

29850 1928-1932 \$3.55set

RUMBLE SEAT HINGE KIT - Contains both hinges, brackets and all the bolts and screws to convert your trunk lid to a rumble lid. U.S. made.

29870 1928-1931 \$77.95set

RUMBLE HINGE FASTENER KIT - Two special shoulder bolts, square washers, screws and nuts. Don't be fooled by cheaper set that don't include all 44 pcs. (Included in 29870.)

29880 1928-1932 \$17.50set

28-29 SQUARE STEP PLATE - The square type used on 1928 to mid-29. Die cast aluminum with mounting bolt as original for fender or bumper bracket.

29890 1928-1929 \$10.95ea.

30-31 ROUND STEP PLATE - Round type used from mid-29 to 31. Die cast aluminum as original for fender or bumper. Bolt included.

29900 M1929-1931 \$15.25ea.

STEP PLATE RUBBER PAD - Used under the square step plate to protect the fender.

Square Pad
29910 1928-1929 \$4.20ea.

ROUND STEP PLATE RUBBER PAD - Used under the round type step plate to protect the fender.

29920 M1929-1931 \$4.20ea.

30-31 ORIGINAL STYLE STEP PAD - This step pad is made of a material similar to the original material. Use this instead of 29920.

29921 1930-1931 \$5.70ea.

30-31 ROUND STEP PLATE ORIGINAL STYLE MOUN - This is the correct hardware to mount the round step plate onto the rear fender. This set consists of a carriage bolt with no marks on the head, lock washer, large concave washer & nut.

29931 1930-1931 \$2.75set

STEP PLATE BRACKET - Cast iron bracket that fits on the bumper brace to hold the step plate.

29930 1928-1931 \$12.75ea.

RUMBLE LATCH STRIKER PLATE - The part the latch secures to. Includes screws, lock washers and nuts. U.S. made.

29940 1928-1932 \$3.30set

LID LOCK - New tooling for better fit & function. For 1928-29 rumble lid & 1928-31 trunk lid.

1928-29 rumble lid & 1928-31 trunk lid

29960 1928-1931 \$37.65ea.

1930-34 Rumble lid lock

29970 1930-1934 \$36.75ea.

LOCKING DECK LID HANDLE - Locking handle for the rumble or deck lid. Die cast, chrome plated with 2 keys. If using this handle for a trunk, you will have to shorten and re-thread the shank. Used on rumble or trunk lid for Roadster and Coupe.

30500 1928-1931 \$53.20ea.

CABRIOLET RUMBLE LID LOCKING HANDLE - Die cast chrome plated.

30510 1930-1931 \$40.00ea.

RUMBLE AND TRUNK LID HANDLE NUT & LOCK WASHER - Special 3/8-24 acorn nut and square hole lock washer to secure handle.

30520 1928-1931 \$2.25set

DOOR HANDLE PADS - The thin pad between the outside door handle and the paint. Original 3/64" thick black, water proof paper.

Rumble Handle
30600 1928-1933 \$1.10ea.

TRUNK LID PARTS

LOCKING DECK LID HANDLE - Locking handle for the rumble or deck lid. Die cast, chrome plated with 2 keys. If using this handle for a trunk, you will have to shorten and re-thread the shank. Used on rumble or trunk lid for Roadster and Coupe.

30500 1928-1931 \$53.20ea.

CABRIOLET RUMBLE LID LOCKING HANDLE - Die cast chrome plated.

30510 1930-1931 \$40.00ea.

TRUNK LID PARTS • WINDSHIELD - CLOSED CAR



RUMBLE AND TRUNK LID HANDLE NUT & LOCK WASHER - Special 3/8-24 acorn nut and square hole lock washer to secure handle.
30520 1928-1931 \$2.25set



TRUNK LID SUPPORT ARM - The side arm used to hold the trunk lid open. (Non-rumble seat). This is a high quality USA made part THAT FITS CORRECTLY. Don't be fooled by the cheap imports that don't fit correctly and have to be modified. The bottom hole is located 9 1/2" down from the rear most edge of the front gutter. Order #29861 for the support bolt.
29860 1928-1931 \$24.05ea.



TRUNK LID SUPPORT BOLT SET - This is the bolt that part #29860 slides on. This kit includes a special shoulder bolt washers, lock washers and nut.
29861 1928-1931 \$4.55set



TRUNK LID STRIKER PLATE - The lock latches to this for trunk lids. Screws included.
29950 1928-1931 \$12.15set



LID LOCK - New tooling for better fit & function. For 1928-29 rumble lid & 1928-31 trunk lid.
 1928-29 rumble lid & 1928-31 trunk lid
29960 1928-1931 \$37.65ea.



TRUNK OR RUMBLE GUTTER CORNER BRACKET - This is the stamped steel bracket at the corner of the rumble & truck rain gutter. The cone shape bumpers (#29850) press into this piece.
29851 1928-1931 \$18.70ea.



RUMBLE OR DECK LID RUBBER BUMPERS - Two bumpers for the upper corners on the rumble lid or two bumpers at the lower corners for the trunk lid. Included in (29750/29850).
29850 1928-1932 \$3.55set



TRUNK HINGE PIVOT PIN ONLY - This is a replacement pivot pin for the trunk hinges (#29840)
29841 1928-1931 \$5.95ea.



TRUNK LID HINGES - For non-rumble seat configuration. The brackets for the trunk lid pin to pivot. Two steel brackets for each side of the body, two steel brackets for the inside edge of the trunk lid. Two special shouldered pivot bolts and screws to fasten the four brackets. The brackets in this kit are machined from strong steel bar stock. The cheaper kits only include the brackets for the body and are made from cast iron which can break. USA MADE
29840 1928-1931 \$36.95set



TRUNK LID ALIGNING WEDGES - These wedges center the TRUNK lid when it is closed. Screws included.
29830 1928-1931 \$5.75set



DOOR HANDLE PADS - The thin pad between the outside door handle and the paint. Original 3/64" thick black, water proof paper.
 Rumble Handle
30600 1928-1933 \$1.10ea.

WINDSHIELD - CLOSED CAR



ALUMINUM WINDSHIELD FRAME FOR CLOSED CARS - This frame used on Tudor's, Coupes, Pickup & Fordor (except 1928 60 A&B). The frame includes the swing arm brackets, hinge, and outside rubber gasket for the sides and bottom. Not for show cars, welds at the bottom corners will need to be ground down level with the frame.
 28-29
30030 1928-1929 \$339.95ea.
 30-31 (except Slant Window Cars)
30050 1930-1931 \$339.95ea.
 31 Slant Window Cars
30070 1931 \$314.95ea.



ALUMINUM WINDSHIELD HINGE - Made from aluminum.
 28-29
30081 1928-1929 \$16.95ea.
 30-31
30082 1930-1931 \$16.95ea.



WINDSHIELD BRACKET - The steel bracket that is attached to the frame for the swing arms to mount. Includes 2 rivets. Need 2 per car.
 28-29 Closed Car - Includes 2 rivets
30091 1928-1929 \$9.95ea.
 30-31 Closed Car (Except Slant Windshield) Includes 2 rivets
30092 1930-1931 \$10.50ea.



SLANT WINDOW Includes 2 rivets
30093 1931 \$14.95ea.
 28-29 Briggs Leather Back 60-A/B, 8/32 screw and sleeve nut not included
30091AR 1928-1929 \$12.95ea.



30-34 WINDSHIELD FRAME PRESS IN NUT - Special nut pressed in windshield frame swing arm brackets (included with new frame's and new brackets) for (30120) screws to hold arms (30090). Need 2.
30100 1930-1934 \$1.65ea.



28-29 SWING ARM PIVOT BOLT AND NUTS - 1928-29 use two special sleeve nuts and screws to hold swing arm to windshield frame. Chrome plated.
30110 1928-1929 \$2.50set



30-31 SWING ARM PIVOT SCREW & LOCK WASHER - 30-31 windshields. Sleeve nuts are not needed; use (30100) for nuts.
30120 1930-1931 \$1.10pair



SWING ARM PIVOT SPRING WASHER - Two cupped, thin washers. To assemble: Flat washer (30140), swing arm (30140), rubber (30140), cupped washer (30140), spring washer (30130), large nut (30150).
30130 1928-1931 \$1.65set



SWING ARM NUT WASHERS - Chrome plated brass cup washers with rubber insert to secure windshield in place and 2 chrome plated steel flat washers. To assemble: Flat washer (30140), swing arm (30140), rubber (30140), cupped washer (30140), spring washer (30130), large nut (30150).
30140 1928-1931 \$3.50pair

WINDSHIELD - CLOSED CAR • DOOR - EXTERIOR PARTS


SWING ARM NUTS - 2 large chrome plated brass 5/16-18 nuts to secure closed car windshield in place. To assemble: Flat washer (30140), swing arm (30140), rubber (30140), cupped washer (30140), spring washer (30130), large nut (30150).
30150 1928-1931 \$13.95set



CLOSED CAR WINDSHIELD SWING ARM STUD - This is the stud that is riveted to the A pillar of some closed car bodies. This bracket has been drilled and tapped for a 10-32 screw. Drill the rivets out of the damaged stud, insert the new one, use Loctite to make sure the screws don't work their way loose.

30150A
 1928-1931 \$16.25ea.



CLOSED CAR WINDSHIELD CORNER BRACKET - This is the bracket that the frame screws (30240 & 30230) go into. One leg slips into the top of the frame and the other leg goes into the sides.

30094 1928-1931 \$15.95ea.



WINDSHIELD SWING ARMS - Good quality chrome plated arms. Best of 2 available. 1928 did not have notch, but will work on 1928.

30090 1929-1931 \$16.35pair



ACCESSORY STYLE SWING ARMS - This is a non-original style swing arm with multiple notches in the slide area so your windshield will stay where you want it.

30091A
 1928-1931 \$29.95pair



#N/A - This is threaded stud is fastened to the A pillar, and the windshiled swing arm nuts (30150) thread onto. Used on 28-M30 Closed Cab Pickup & 28-29 Panel Delivery.

#N/A
30150B
 1928-M30 \$15.50ea.



STEEL WINDSHIELD FRAME GASKET - For the bottom and two sides for closed cars. Insert bottom, wait a day for the rubber to shrink then insert sides. Not for S/W cars. Spray WD-40 on rubber. Elongate rubber with vice grips on one end while pulling opposite way on the other end and insert rubber into frame. Cut corner of rubber at 45 degree angle. Super glue the mitered corners.

30160 1928-1931 \$6.95ea.



ALUMINUM WINDSHIELD FRAME GASKET - For repro aluminum frame.

30170 1928-1931 \$9.25ea.



SLANT WINDSHIELD FRAME & HINGE GASKET - The S/W has a heavier profile versus others, therefore, this special gasket was made. Special hinge, 2 sides and bottom included.

30180 1931 \$41.95set



WINDSHIELD HINGE GASKET - Located on top of the windshield hinge. Not for S/W cars. The small round edge is exposed to the outside.

30190 1928-1931 \$7.45ea.



WINDSHIELD HINGE TO HEADER SCREWS - Windshield hinge to header screws.

1928-29 uses six 1/4-20 x 1/2 round head screws, lock washers and nuts

30200 1928-1929 \$3.45set

1930-31 set contains ten # 10 X 1 round head wood screws

30210 1930-1931 \$2.95set



WINDSHIELD PILLAR GARNISH MOLDING - The vertical molding on the inside of the windshield pillar die stamped steel for closed cars. . See Part #31710 for screws.

Used for: 1928-1929 Coupes & 1928-1929 Tudor Sedans

29990 1928-1929 \$77.00pair

28-M30 CLOSED CAB PICK UP

29991

1928-M1930 \$63.55pair

Used for: 1930-1931 Coupes, 1930-1931 Tudor Sedans & Mid 1930-1931 CC Pickup

30000 1930-1931 \$77.00pair

Used for: 160-A Standard Fordor, A400 Convertible, 160-B Town Sedan, 160-C Deluxe Fordor, 190-A Victoria & 68-C Cabriolet

30001 1931 \$69.95pair



28-29 WINDSHIELD HEADER SCREWS - Six #10 x 1 round head wood screw, two #10 x 3/4 flat head wood screws, two 1/4 x 3" carriage bolts.

30219 1928-1929 \$2.60set



30-31 WINDSHIELD HEADER SCREWS - Five #10x3/4 flat head wood screws to secure header panel (36440, 36450, 36460) to header.

30220 1930-1931 \$0.70set



STAINLESS WINDSHIELD FRAME SCREWS - For closed car. When dismantling windshield frame to replace glass, these screws should be replaced. Four screws and two screws with nuts.

30230 1928-1931 \$6.65set



WINDSHIELD GLASS SETTING MATERIAL - Eleven foot roll of 3/64" thick rubber to set glass in windshield frame.

30250 1928-1931 \$10.50roll



30 - 31 BELT RAIL SIDE SCREWS - Two very thin 12/24 x 19/32 head screws and lock washers located at the lower corner of the dash (30260) rail to door post.

16830 1930-1931 \$0.95set



28-29 SUN VISOR SCREW SET - 1928-29 Contains Four 10/32 x 5/8 oval head machine screws, ten #10 x 3/4 oval wood screws and fourteen #10 cup washers. Chrome plated.

30010 1928-1929 \$2.60set



REPRO SUN VISOR COVER CORNER BRACKETS - When using a reproduction sun visor these brackets are needed to hold the cover onto the frame. Not used with original sun visors.

30011 1928-1929 \$17.95pair



30-31 SUN VISOR SCREW SET - 1930-31 Two 10/32 x 1/4 flat head machine screws, zinc plated.

30020 1930-1931 \$0.75set



1931 SLANT WINDOW SUN VISOR BRACKETS - Here is a pair of visor brackets only for the Slant Window cars. Can be used on Vicotria, and Fordoor cars. Sold as a pairs.

30025 \$250.00pair

DOOR - EXTERIOR PARTS



30-31 FORDOR, VICTORIA, 31 CABRIOLET LOCKING DOOR HANDLE - Die cast; chrome plated. Two keys included. For tips on removing door handles see part #37843 "How to Restore Your Model A", vol. 9, p.41.

30380 1930-1931 \$52.10ea.

DOOR - EXTERIOR PARTS • DOOR - INTERIOR PARTS



28-M30 CC PICK UP & PANEL DELIVERY NON-LOCKING DOOR HANDLE - Non-locking. Die cast. Chrome plated. For tips on removing door handles see part #37843 "How to Restore Your Model A", vol. 9, p.41.

30410

1928-M1930 \$35.95ea.



STAINLESS DOOR HANDLE MACHINE SCREWS - For metal framed doors. Four stainless 10/32 x 11/16 oval head screws to secure 2 outside door handles.

30610 1928-1936 \$1.35set



1928-29 FORDORS & 1929 CABRIOLET - Die Cast. Chrome plated. Handle shaft is extra-long to fit early V-8 cars, therefore it must be cut to fit. For tips on removing door handles see part #37843 "How to Restore Your Model A", vol. 9, p.41.

Right Front or Left Rear

30420 1928-1929 \$33.95ea.

Left Front or Right Rear

30430 1928-1929 \$33.95ea.



1930-31 FORDORS & CABRIOLET - Die cast. Chrome plated. Handle shaft is extra-long to fit early V-8 cars, therefore it must be cut to fit. For tips on removing door handles see part #37843 "How to Restore Your Model A", vol. 9, p.41.

Right Front or Left Rear

30440 1930-1931 \$32.50ea.

Left Front or Right Rear

30450 1930-1931 \$32.50ea.



STAINLESS DOOR HANDLE WOOD SCREWS - For the wood framed doors. Four stainless screws for 2 doors. Need 2 sets.

30620 1928-1938 \$1.75set



FORDOR DOOR LOCK - Round cylinder lock with a long shaft used where the lock is separate from the handle. Includes two keys.

30460 1928-1931 \$19.95ea.



FORDOR DOOR LOCK SET SCREW - This is the set screw that holds #30460 in the door.

30461 1928-1931 \$0.75ea.



OPEN CAR DOOR HANDLE - Used Oct. 1928 thru 1931. Stainless steel handle. The square shaft is extra-long to fit 1932-33. Therefore the shaft will have to be shortened, drilled and tapped for the Model A. Used on: 1928-33 Roadster, 1928-33 Phaeton & 1929-31 Open Cab Pickup.

30470 1928-1933 \$32.95ea.



LOCKING DECK LID HANDLE - Locking handle for the rumble or deck lid. Die cast, chrome plated with 2 keys. If using this handle for a trunk, you will have to shorten and re-thread the shank. Used on rumble or trunk lid for Roadster and Coupe.

30500 1928-1931 \$53.20ea.



LOCKING OUTSIDE DOOR HANDLES - Die cast; chrome plated. Two keys included. For tips on removing door handles see part #37843 "How to Restore Your Model A", vol. 9, p.41.

1928-29 Tudor & 1928-29 Coupe

30360 1928-1929 \$52.50ea.

1930-31 Tudor, 1930-31 Coupe & 1930-31 Closed Cap Pickup

30370 1930-1931 \$52.50ea.



CABRIOLET RUMBLE LID LOCKING HANDLE - Die cast chrome plated.

30510 1930-1931 \$40.00ea.



RUMBLE AND TRUNK LID HANDLE NUT & LOCK WASHER - Special 3/8-24 acorn nut and square hole lock washer to secure handle.

30520 1928-1931 \$2.25set



NON-LOCKING OUTSIDE DOOR HANDLES - Non-locking. Die cast. Chrome plated. For tips on removing door handles see part #37843 "How to Restore Your Model A", vol. 9, p.41.

1928-29 Coupe & 1928-29 Tudor

30390 1928-1929 \$36.75ea.

1930-31 Coupe, 1930-31 Tudor & 1930-31 Closed Cab Pickup

30400 1930-1931 \$36.75ea.



DOOR HANDLE CUP AND SPRING - Replace broken spring under handle escutcheon for original handles. Need to drill a 1/16" hole through the square shaft to hold a roll pin (not included) in place.

30530 1928-1931 \$1.75set



DOOR HANDLE PADS - The thin pad between the outside door handle and the paint. Original 3/64" thick black, water proof paper.

1928-29 Coupe & Tudor

30540 1928-1929 \$1.65pair

1930-31 Coupe, Tudor, Truck

30550 1930-1931 \$1.35pair

1928-31 Phaeton

30560 1928-1931 \$2.85set

1928-31 Roadsters & 1928-29 Truck

30570 1928-1931 \$1.55pair

1928-29 Fodors, Station Wagons

30580 1928-1929 \$2.85set

1930-31 Fordor Sedans

30590 1930-1931 \$2.85set

Rumble Handle

30600 1928-1933 \$1.10ea.

DOOR - INTERIOR PARTS



INSIDE CHROME SCROLL DOOR HANDLE - Chrome plated. Die cast. Scroll type used after March 30 thru 1931 except Fordor sedans. Used on: 1930-31 Standard & Deluxe Coupes, 1930-31 Sport Coupe, 1930-31 Tudors, 1930-31 Pickups, 1929-31 Murray Fordor, 1929-31 Town Sedan, 1930-31 Briggs Fordor & 1930-Mid 1930 Cabriolet.

30650 1929-1931 \$13.75ea.



PLAIN STYLE INSIDE DOOR HANDLE - Plain style used 1928 till May 1930. Used on: 1928-30 Standard & Deluxe Coupes, 1928-29 Special Coupe, 1928-30 Sport Coupe, 1928-29 Business Coupe & 1928-30 Tudor.

Chrome Plated

30660 1928-1930 \$10.10ea.

Nickel Plated

30670 1928-1930 \$10.10ea.



INSIDE CHROME SCROLL DOOR HANDLE - Chrome plated. Scroll type with pointed end. Used on: 1928-31 Briggs Fodors, 1929 Town Sedan & 1929 Cabriolet.

30690 1928-1931 \$14.95ea.



DOOR HANDLE SLEEVE NUT AND LOCK WASHER - Holds (30650, 30660, 30670, 30690) to door. Chrome plated. ONE 5/16-24 nut and lock washer per set.

30730 1928-1931 \$2.25set

DOOR - INTERIOR PARTS • DOOR DOVE TAIL



INSIDE OPEN CAR DOOR HANDLE - Die cast, chrome plated. Includes one 10/32 x 1/2 oval head stainless screw. Used on open cars: Oct. 1928-31 Phaeton, Oct. 1928-31 Roadsters, June 30-31 Open Pickup & 1929-31 Station Wagons.
30700 1928-1931 \$13.50ea.



1931 INSIDE DOOR HANDLE - Die cast, chrome plated. Used on: Late 1930-31 Cabriolet, 1931 S/W Town Sedan, 1931 S/W Fordor Deluxe, 1930-31 Victoria & 1931 A-400.
30710 1930-1931 \$14.95ea.



SCROLL TYPE WINDOW RISER HANDLE - Die cast. Chrome plated. Scroll type. Order (30780) pin to secure handle. Used on: 1928-31 Fordor and March 30-31 Coupes, March 30-31 Tudors, 1931 Standard S/W Fordor, June 30-31 C.C. Pickups & 1929 Cabriolet.
30740 1930-1931 \$16.75ea.



PLAIN TYPE WINDOW RISER HANDLE - Die cast. Chrome plated. Shaft has set screw and hole for pin. Used on: 1928 till May 1930 Coupes, 1928 till May 1930 Tudors & 1928 till May 1930 Pickups.
30750 1928-M1930 \$9.75ea.



DELUXE WINDOW RISER HANDLE - Die cast. Chrome plated. Order (30780) pin to secure handle. Used on: 1930-31 Cabriolet, 1931 S/W Town Sedan, 1931 S/W Fordor Deluxe, 1930-31 Victoria & 1931 Convertible Sedan.
30760 1930-1931 \$15.95ea.



WINDOW & DOOR HANDLE PINS - Holds inside handle to winder, and Slant Window door handle to the latch. 4 pins per set.
30780 1928-1931 \$1.00set



T WINDOW HANDLE - For rear quarter windows for 1931 Slant Window Fordor Sedans (160-A,B,C), and used on the 1931 Coupe rear roll down window. Die cast. Chrome plated with 10/32 x 1/2 fillister screw.
30770 1931 \$10.50ea.

DOOR DOVE TAIL



4 HOLE DOVE TAIL - Chrome plated. Located on door to align door. 4 hole for 1928 to June 30 closed cab pickup.
30800 1928-1930 \$4.80ea.



DOVE TAIL SCREWS - 1928 thru early 1930. Pickups only. Four 10/32 x 1/2 oval screws with #8 head per set. Order 2 sets.
30810 1928-1930 \$1.95set



2 HOLE DOVE TAIL - Chrome plated. Two hole for all open and closed cars except 1928 to June 30 closed Pickup and Fordor Sedans.
30820 1928-1931 \$4.10ea.



DOVETAIL BACKING PLATE - This plate screws into the door post wood with a wood screw, then the mounting screws #30830 go into the threaded holes to hold the dovetail tight to the pillar. Used on 28-early 30 Roadsters, Roadster P/U, 4 Door Phaetons & M30-31 Closed Cab Pickup.
30822 1928-E1930 \$9.95ea.



DOVE TAIL SCREWS - 2 Nickel plated, 12/24 x 1 3/4" screws for above (30820).
30830 1928-1931 \$2.45pair



1931 SLANT WINDOW REAR DOOR DOVE TAIL - Rear door for all 1931 slant windshield Fordor cars.



Stainless Steel
30840 1931 \$7.25ea.



Cadmium Plated
30850 1931 \$13.45ea.



1931 SLANT WINDOW FRONT DOOR DOVE TAIL - Front Door for: 1931 slant windshield; 1931 Fordor 160-A,B,C; 1931 Cabriolet 68-C & 1931 Victoria 190-A. Cadmium plated.



LEFT
30860 1931 \$14.00ea.



RIGHT
30870 1931 \$14.00ea.



SLANT WINDSHIELD STRIKER NUT PLATE - This bracket has the captured nuts that hold the dove tail in place. For 160-A,B,C.
30871 1931 \$13.95ea.



DOVE TAIL SCREWS - Four 10/32 x 1/2 with #8 oval head stainless steel screws. Used on the Slant Windshield cars: 1931 Fordor 160-A,B,C; 1931 Cabriolet 68-C & 1931 Victoria 190-A.
30880 1931 \$0.85set



6 HOLE NICKEL PLATED DOVE TAIL - 6 hole style, nickel plated. For screws order (30910). Used on: 1928-29 Briggs Fordor 60-A,B,C; 1929-Early 31 Cabriolet 68-A,B; 1929-31 All Town Sedans 155-A,B,C,D; 1929-31 All Standard Fordors 165-A,B,C,D; 1929-30 2 Window Briggs Fordor 170-A,B & 1931 AA Delivery 210A & 300A.
30890 1928-1931 \$11.50ea.



6 HOLE CHROME PLATES DOVE TAIL - 6 hole style, chrome plated. Used on: 1930-31 Deluxe Phaeton & 1930-31 Panel Delivery.
30900 1930-1931 \$15.75ea.



DOVE TAIL WOOD SCREWS - Six #8 x 1 oval head nickel wood screws. (30890 and 30900).
30910 1928-1931 \$3.50set



FEMALE DOVE TAIL - 3 1/4" tall female style for: 1931 Fordor 160 A,B,C; 1931 Cabriolet 68-C; 1930-31 Victoria 190-A; 1931 Convertible Sedan 400-A; 1930-31 Murray Town Sedan 155-C & 1930-31 Murray Standard Fordor Sedan 165-C. Includes the dovetail guides 30970 & screws 30950. 3 1/4" long.
30920 1931 \$40.25ea.



PICKUP FEMALE DOVETAIL - For 28-mid 30 closed cabs. Inside rubber and screws included.
34200 1928-M1930 \$11.95ea.



30-31 150-B WOODY WAGON FEMALE DOVETAIL ASSEMBLY - This is the complete female dovetail for the 150-B Woody Wagon. This includes the stamped case, bronze spring, 4 molded rubber inserts, and two mounting screws.
34201 1930-1931 \$61.95ea.

DOOR DOVE TAIL • DOOR ESCUTCHEONS



30-31 150-B WOODY WAGON FEMALE DOVETAIL REPAIR KIT - This is the special bronze spring and 4 molded rubber inserts for the 150-B Woody Wagon female dovetail. One kit does one dovetail.

34202 1930-1931 \$12.95set



FEMALE DOVE TAIL - 3" tall for all 28-29 Briggs Fordor (60-A & 60-B), 29-31 Briggs Town Sedans (155-B,D & 165-B,D) Briggs Standard Fordor (170-A&B), 29-30 Cabriolet (68-A&B). Includes the internal rubber.

30940 1928-1931 \$14.90ea.



DOVE TAIL SCREWS - Four wood screws per set.

30950 1928-1931 \$2.35set



DOVE TAIL RUBBER FOR 30940 - The rubber inside dove tail for (30940). Need 2 per unit.

30960 1928-1931 \$0.90ea.



DOVE TAIL GUIDE INSERT - A zinc guide and spring used in 1931 Slant Windshield car dovetails. One guide and spring per set. Need 2 sets per door.

30970 1931 \$7.35set



30 - 31 ROADSTER DOOR GUIDE CLIP - A brass U shaped part to keep the rubber in place, for the door guide on the 1930-31 Roadster. Included in (33270).

30790 1930-1931 \$1.65ea.

DOOR ESCUTCHEONS



CHROME SCROLL DOOR HANDLE ESCUTCHEON - For inside closed car handles. Chrome plated. Scroll style. Includes large washer. Used on 1928 to early 1931 Fodors & 1929 to mid-1930 Cabriolets, as well as the following (after March 1930): 1930-31 Coupe, 1930-31 Tudor & 1930-31 Closed Cab Pickup.

30980 1928-1931 \$6.80ea.



SHOW QUALITY NICKEL DOOR HANDLE ESCUTCHEON

- This is a high quality escutcheon with nice crisp details and NICKEL plated just like the originals. Made in the USA. Scroll style. Includes large washer. For 1928 to early 1931 Fodors & 1929 to mid-1930 Cabriolets, as well as the following (after March 1930): 1930-31 Coupe, 1930-31 Tudor & 1930-31 Closed Cab Pickup.

30981 1928-1931 \$5.45ea.



NICKEL PLAIN DOOR HANDLE ESCUTCHEON - Plain style. Nickel plated as original. Includes large washer. U.S. made. For 1928 till May 1930 Coupes & 1928 till May 1930 Tudors.

30990 1928-1930 \$6.95ea.



ESCUTCHEON HANDLE BACKING PLATE - This goes behind the escutcheon to help secure it to the door panel. It can be used on all escutcheon's except the slide lock #31020, 31021, 31030.

30991 1928-1931 \$1.05ea.



OPEN CAR DOOR HANDLE ESCUTCHEON WASHER - Original size, Brass, nickel plated, with rubber anti-rattle washer. Used on: Oct. 1928-31 Phaeton, Oct. 1928-31 Roadsters, June 1930-31 Open Pickup & 1929-31 Station Wagons.

31000 1928-1931 \$3.15set



DELUXE PHAETON DOOR HANDLE ESCUTCHEON - Chrome plated. Late 30-1931 Deluxe Phaeton.

31010 1930-1931 \$6.15ea.



CHROME SCROLL SLIDE LOCK ESCUTCHEON - Located on the inside driver door. Chrome plated. Scroll style. Includes large washer. Used after March 1930 till end. For 1930-31 Coupes, 1930-31 Tudors & 1930-31 Closed Cab Pickups.

31020 1928-1931 \$3.05ea.



SHOW QUALITY NICKEL SLIDE LOCK ESCUTCHEON - This is a high quality escutcheon with nice crisp details and NICKEL plated just like the originals. Made in the USA. Located on the inside driver door. Scroll style. Includes large washer. Used after March 1930 till end. For 1930-31 Coupes, 1930-31 Tudor & 1930-31 Closed Cab Pickup.

31021 1930-1931 \$5.05ea.



PLAIN NICKEL SLIDE LOCK ESCUTCHEON - Plain style. Nickel plated as original. Includes large washer. Used 1928 till May 1930 for all types of Coupes & Tudors.

31030 1928-1931 \$6.15ea.



ESCUTCHEON SLIDE LOCK BACKING PLATE - This plate goes behind the escutcheon to help secure it to the door. This ring can only be used on part #31030, 30121, 31030.

30992 1928-1931 \$1.10ea.



CHROME SCROLL WINDOW REGULATOR ESCUTCHEON - Scroll type. Chrome plated. For 1928 to early 1931 Fodors & 1929 to mid-1930 Cabriolets, as well as the following after March 1930: 1930-31 Coupe, 1930-31 Tudor & 1930-31 Closed Cab Pickup.

31040 1928-1931 \$4.95ea.



SHOW QUALITY NICKEL WINDOW RISER ESCUTCHEON - Scroll type. Chrome plated. For 1928 to early 1931 Fodors & 1929 to mid-1930 Cabriolets, as well as the following after March 1930: 1930-31 Coupe, 1930-31 Tudor & 1930-31 Closed Cab Pickup. Will only work with original handles. Current reproductions are too large to fit into this escutcheon.

31041 1928-1931 \$5.20ea.



PLAIN ROUND WINDOW REGULATOR ESCUTCHEON - Plain round 1 5/8" diameter. 1928 till May 1930 for 1928-M30 Closed Cab Pickup, 1928-30 Coupes & 1928-30 Tudors.

31050 1928-1930 \$3.50ea.

Nickel

Chrome

31060 1928-1930 \$3.60ea.



SPRING LOADED WINDOW ESCUTCHEON - This is a replacement style escutcheon that can collapse (to 15/32") and then expands (5/8") to retain the pin. No more fighting with the spring behind the door panel to install the window handle pin. It can be used in place of either the round or scroll style.

31061 1928-1931 \$8.80ea.



GROOVED ROUND WINDOW REGULATOR & DOOR HANDLE ESCUT - Plain round with one grooved ring. Used on: 1930-31 Cabriolet, 1931 Town Sedan, 1931 Fordor Deluxe, 1930-31 Victoria & 1931 Convertible Sedan.

Nickel

31070 1930-1931 \$3.50ea.

DOOR ESCUTCHEONS • WINDOW REGULATORS & WINDOW PARTS


GROOVED ROUND WINDOW REGULATOR & DOOR HANDLE ESCUT (Cont.)
Chrome
31080 1930-1931 \$3.50ea.


DOOR BEZEL - Chrome plated. Located on edge of door upholstery to protect the Upholstery from the dovetail. Pickup were painted black. For 1928-31 closed cars & 1930-31 open cars.

31090 1928-1931 \$4.25pair


WINDOW REGULATOR ESCUTCHEON SPRING - Located behind door panel at window riser to keep upholstery tight against window riser handle. Large end of spring against upholstery. You may need to trim a coil from the small end to ease installation of the window crank handle.

31100 1928-1931 \$1.25ea.

WINDOW REGULATORS & WINDOW PARTS



3 HOLE WINDOW REGULATOR - Three screw hole type for 1928-31 Coupes, 1928-31 Tudors & 1928-31 Trucks. Screws and washers included. To use in the roll down rear window the shaft must be drilled & tapped for the "T" handle.

Right Side
31150 1928-1931 \$58.65ea.

Left Side
31160 1928-1931 \$58.65ea.


WINDOW REGULATOR SPRING - Large coil spring. Used on: 1929 Murray Fordor, 1928-31 Coupe, 1928-31 Tudor & 1928-31 CC Pickup.

31190 1928-1931 \$8.65ea.


3 HOLE WINDOW REGULATOR MOUNTING SCREWS - Three 1/4-20x5/8 flat head screws and counter sunk star lock washer to hold one regulator in place. For: 1928-31 Coupe, 1928-31 Tudor & 1928-31 Closed Cab Pickup.

31200 1928-1931 \$1.70set


4 HOLE WINDOW REGULATOR - Includes screws & washers. 4 screw hole type for 1928-31 Fodors & 1929-31 Cabriolets. Front doors; for REAR doors on Fordor Sedans only order the opposite side.

Right side
31170 1928-1931 \$51.00ea.

Left side
31180 1928-1931 \$51.00ea.


FORDOR REGULATOR SCREWS - Four 10/32 x 1/2 flat head screws, lock washers and square nuts for one regulator.

31210 1928-1931 \$1.05set


METAL GLASS CHANNEL - The bottom of the window glass fits in and the window regulator is connected to it. Order (31320) glass setting material to keep the glass in place. Fits either side. Fits 28-31 Coupes, M30-31 Closed Cap Pickup, 28-31 Tudor sedan doors.

NON-AUTHENTIC - A thinner gauge metal will work but not as nice

31220 1928-1931 \$10.75ea.

AUTHENTIC METAL CHANNEL - Correct gauge steel and has the correctly shaped channel.

31221 1928-1931 \$24.50ea.


28 - M30 PICKUP METAL GLASS CHANNEL - The bottom of the window glass fits in and the window regulator is connected to it. Order (31320) glass setting material to keep the glass in place. Fits either side.

31230 1928-1930 \$34.95ea.


TUDOR REAR SIDE METAL GLASS CHANNEL - The bottom of the window glass fits in and the window regulator is connected to it. Order (31320) glass setting material to keep the glass in place. Fits either side.

NON-AUTHENTIC

31240 1928-1931 \$13.75ea.

AUTHENTIC STYLE

31241 1928-1931 \$26.95ea.


AUTHENTIC 28-31 BRIGGS FORDOR SEDAN AND 29-30 CABRIOLET - This is the metal channel that mounts to the bottom of the glass. These channels are made more authentic for fit and construction then the lower priced ones.

Right Front Left Rear

31261 1928-1931 \$59.95ea.

Left front or right rear

31271 1928-1931 \$59.95ea.


1931 SLANT WINDOW METAL GLASS CHANNEL - For 1931 S/W FORDOR Model 160-A,B,C. This is for the two arm regulator.

Right front

31280 1931 \$49.95ea.

Left front

31290 1931 \$49.95ea.


AUTHENTIC 29-31 MURRAY FORDOR METAL GLASS CHANNEL - These channels are more authentic than the economy style. These are patterned off of original channels for better fit and construction. 1929 to May 1931 Murray Fordor Sedan.

Left front or right rear

31300 1929-1931 \$66.00ea.

Right front or left rear

31310 1929-1931 \$69.95ea.


GLASS SETTING MATERIAL - A rubber material used in metal channel to secure glass. Sold by the foot. 3/64" thick.

31320 1928-1931 \$0.95ft


SIDE GLASS SETTING RUBBER - With lip for all slant window cars 6 feet long. U.S. made. For 1931 Fodors & 1931 Cabriolet 68-C, as well as 1931 Victoria, which needs 2 rolls.

31330 1931 \$8.50ea.


DOUBLE ARM REGULATOR WINDOW REGULATOR GEAR MOUNTING CUP - Holds (31110) in place.

31130 1930-1931 \$43.95ea.


DOUBLE ARM REGULATOR WINDOW REGULATOR DRIVE GEAR - This gear is located under the cover. Used on: 1931 Fordor Sedan 160-A,B,C; 1931 Cabriolet 68-C; 1930-31 Victoria 190-A; 1931 Town Car 295-A & 1931 A-400.

31110 1930-1931 \$27.70ea.


DOUBLE ARM REGULATOR SPRING - This is the spring only for the double arm style window regulator.

LEFT

31121 1930-1931 \$21.00ea.

RIGHT

31122 1930-1931 \$21.00ea.


DOUBLE ARM REGULATOR WINDOW REGULATOR SHAFT - Used with (31110). There is a small center punch on the shaft below the pin hole to be used to align hole for pin.

31120 1930-1931 \$41.35ea.

WINDOW REGULATORS & WINDOW PARTS • ROLL DOWN REAR WINDOW PARTS • DOOR FELT & METAL CHANNELS



DOUBLE ARM WINDOW REGULATOR SHAFT CUP - Only used on the double arm window regulators for Slant Window 4 door sedans, 68-C Cabriolet, Victoria, and A-400. This mounts inside the regulator cover (21123), and gets pinned to the regulator shaft (31120) by the special roll pin (31125). This is only the shaft cup all other parts sold separately.

31124 1930-1931 \$59.95ea.



DOUBLE ARM WINDOW REGULATOR SHAFT PIN - This pin is used on the double arm regulators only. It attaches retaining cup (31124) to the shaft (31120). This is one pin only.

31125 1930-1931 \$0.80ea.



DOUBLE ARM WINDOW REGULATOR COVER - This cover houses the regulator shaft (31120). Used only with the double arm window regulator used in Slant Window Sedans, A-400, Victoria, 68C Cabriolet. Cover only no other pieces are included.

31123 1930-1931 \$66.00ea.



DOUBLE ARM WINDOW REGULATOR RIVETS - This is a set of 3 semi tubular rivets used to attach the regulator cover to the window regulator.

31126 1930-1931 \$6.10ea.



DOUBLE ARM WINDOW REGULATOR MOUNTING SCREWS - Six flat head machine screws and counter sunk star lock washers to hold one double arm regulator in place. One set mounts one regulator.

31119 1930-1931 \$1.65set



WINDOW REGULATOR MOUNTING CUP WASHER - These washers are used to mount the regulator & the door latch on cars with wood door frames. Used on 1928-29 60-A,B,C Briggs 4-door and the 68-A Cabriolet. Used for rear window regulators only of the 1930-31 Victoria, and 400A Convertible Sedans. 60-A/B Briggs 4-door used 7 thick and 4 thin on each door, Cabriolet used either 4 or 7 of each and Victoria used 3 of each in the rear only on each side. This is the thicker of the two washers.

.300 Thick Washer
31181 1928-1931 \$9.25ea.

.150 Thick Washer
31182 1928-1931 \$9.25ea.



28-31 BRIGGS METAL GLASS CHANNEL -
31260 \$48.90ea.



28 - 31 BRIGGS METAL GLASS CHANNEL -
31270 1928-1931 \$48.90ea.

ROLL DOWN REAR WINDOW PARTS



ROLL DOWN REAR WINDOW - Install this authentic Ford option in your 1930-31 Model A Coupe. We are offering a 24-piece complete kit to convert your rear window. Items sold individually or in a complete kit. *Complete roll down window kit less glass. Instructions included*

38120

1930-1931 \$459.95ea.

NOTE: The Following Parts are included in #38120 Kit but listed for separate purchase below.



Separate steel window frame

38130

1930-1931 \$99.95ea.

Separate wood window frame

38140

1930-1931 \$215.60ea.



Separate drip pan

38150

1930-1931 \$99.95ea.

Separate 2 metal brackets

38160

1930-1931 \$11.95pair

Separate complete bolt set

38170

1930-1931 \$9.95ea.



CHROME SCROLL WINDOW REGULATOR ESCUTCHEON - Scroll type. Chrome plated.

For 1928 to early 1931 Fords & 1929 to mid-1930 Cabriolets, as well as the following after March 1930: 1930-31 Coupe, 1930-31 Tudor & 1930-31 Closed Cab Pickup.

31040 1928-1931 \$4.95ea.



WINDOW REGULATOR ESCUTCHEON SPRING -

Located behind door panel at window riser to keep upholstery tight against window riser handle. Large end of spring against upholstery. You may need to trim a coil from the small end to ease installation of the window crank handle.

31100 1928-1931 \$1.25ea.



RIGHT

3 HOLE WINDOW REGULATOR - Three screw hole type for 1928-31 Coupes, 1928-31 Tudors & 1928-31 Trucks. Screws and washers included. To use in the roll down rear window the shaft must be drilled & tapped for the "T" handle.

Right Side

31150 1928-1931 \$58.65ea.



METAL GLASS CHANNEL - The bottom of the window glass fits in and the window regulator is connected to it. Order (31320) glass setting material to keep the glass in place. Fits either side. Fits 28-31 Coupes, M30-31 Closed Cap Pickup, 28-31 Tudor sedan doors.

NON-AUTHENTIC - A thinner gauge metal will work but not as nice

31220 1928-1931 \$10.75ea.



GLASS SETTING MATERIAL -

A rubber material used in metal channel to secure glass. Sold by the foot. 3/64" thick.

31320 1928-1931 \$0.95ft



WINDOW SPONGE TOP CHANNEL -

Install Rubber U-shaped piece that is cemented in place with (#31940) adhesive to seal glass. Need one for each side window.

31890 1928-1931 \$3.35ea.

DOOR FELT & METAL CHANNELS



SIDE GLASS SETTING RUBBER - With lip for all slant window cars 6 feet long. U.S. made. For 1931 Fords & 1931 Cabriolet 68-C, as well as 1931 Victoria, which needs 2 rolls.

31330 1931 \$8.50ea.



DOOR WINDOW FELT METAL RETAINER -

This metal "U" channel is spot welded to the edge of the door to hold the glass felt in place. One tubular rivet is included to attach the bottom. 16 1/2" long. For 1928-29 Coupe, 1928-29 Sport Coupe, 1928-29 Special Coupe, 1928-29 Business Coupe, 1928-29 Tudor Sedan & 1928-29 Deluxe Delivery, hinge side right door or lock side left door

30280 1928-1929 \$11.00ea.

DOOR FELT & METAL CHANNELS • DOOR & WINDOW GARNISH PARTS

DOOR WINDOW FELT METAL RETAINER (Cont.)

For 1928-29 Coupe, 1928-29 Sport Coupe, 1928-29 Special Coupe, 1928-29 Business Coupe, 1928-29 Tudor Sedan & 1928-29 Deluxe Delivery, hinge side left door or lock side right door

30290 1928-1929 \$11.00ea.

For 1930-31 Coupe & 1930-31 Sport Coupe, lock side right door

30300 1930-1931 \$11.00ea.

For 1930-31 Coupe & 1930-31 Sport Coupe, lock side left door

30310 1930-1931 \$11.00ea.

For 1930-31 Coupe & 1930-31 Sport Coupe, hinge side right side

30340 1930-1931 \$11.00ea.

For 1930-31 Coupe & 1930-31 Sport Coupe, hinge side left side

30350 1930-1931 \$11.00ea.

For 1930-31 Tudor & M1930-31 Pick-up, hinge side (same on both doors)

33400 1930-1931 \$11.00ea.

For 1930-31 Tudor & M1930-31 Pick-up, lock side right door

33410 1930-1931 \$11.00ea.

For 1930-31 Tudor & M1930-31 Pick-up, lock side left door

33420 1930-1931 \$11.00ea.

FORDOR WINDOW FELT METAL RETAINER - For

Fordor, Briggs Murray Town Sedan.

FRONT Door

30320

1928-M1931 \$16.95ea.

REAR Door

30330

1928-M1931 \$15.95ea.

SLANT WINDOW DOOR MOLDING INSERTS -

Attaches to the front of the front door frame, used as a filler behind door window molding. The window molding & windlace attach to this insert. Used on all Slant Window Body Styles

LEFT

31701 1931 \$125.00ea.

RIGHT

31702 1931 \$125.00ea.

WINDOW CHANNEL KITS - FRONT DOOR KIT - Kit

contains all the parts for the two front doors. Kit includes: 4 felts with clips (clips are not required for Fodors) installed at top and bottom, 2 top rubbers, 2 glass bumpers (31340) and adhesive.

For 1928-31 Tudor, 1928-29 Coupe & Sport Coupe, Mid 1930-31 Pickup

31770 1928-1931 \$139.95set

WINDOW CHANNEL KITS - FRONT DOOR KIT (Cont.)

For 1930-31 Coupe & Sport Coupe

31780 1930-1931 \$140.00set

For 1928-31 Fordor Sedan

31790 1928-1931 \$124.95set

For 1931 Slant Window Fordor & 1931 Slant Window Victoria

31800 1931 \$114.95set

For 1928-Mid 30 Pickup

31810 1928-M1930 \$139.95set

WINDOW CHANNEL KITS - SIDE WINDOWS & REAR WINDOWS - Window channel

kits - side windows & roll down quarter windows.

For 1928-31 Tudor Sedan, Rear Side

31820 1928-1931 \$129.95set

For 1928-31 Straight windshield Fordor Sedan, Rear

31830 1928-1931 \$127.50set

For 1931 Slant Window Fordor & 1931 Slant Window Victoria, rear doors & quarter windows

31840 1931 \$169.95set

WINDOW FELT CHANNEL ONLY - 32 Long for all Closed

Cars except 28-29 Pickup, 31 Slant window front doors, & 68-A/B/C Cabriolet.

32 Inch Long for all Closed Cars except 28-29 Pickup, 31 Slant window front doors, & 68-A/B/C Cabriolet.

31850 1928-1931 \$26.95ea.

39 Inch Long

31860 1928-1929 \$37.95ea.

20 Inch Long For 68 A&B Cabriolet

31870 1929-1930 \$20.30ea.

WINDOW CHANNEL CLIPS - 2 metal clips with rivets to

secure the top and bottom of one channel. Order 2 sets per window.

31880 1928-1931 \$0.85set

GLASS BUMPER - This rubber stop, on closed cars, cushions the window when rolled down. These bumpers are included in the glass channel kits.

31340 1928-1931 \$1.10ea.

FIXED WINDOW GLASS SETTING RUBBER - Eliminate

puckers in rubber at the corners by pulling rubber extra tight. Mark the rubber to length and cut off excess. Take rubber off glass and use super glue to glue the ends together. After glue has set for an hour or so, take the band and stretch it around the glass. For quarter and rear window glass. Quarter window rubber U-rubber for 2 windows. 28-31 Fordor: 9 feet

31910 1928-1931 \$15.95set

ADHESIVE FOR WINDOW FELT CHANNEL - A black,

fast drying, high strength, waterproof adhesive for attaching rubber or cloth to metal. Also used with floor mats and carpeting. Permatex brand; 5 oz. tube.

31940 1928-1931 \$14.75ea.

WINDOW SPONGE TOP CHANNEL - Install Rubber

U-shaped piece that is cemented in place with (# 31940) adhesive to seal glass. Need one for each side window.

31890 1928-1931 \$3.35ea.

DOOR & WINDOW GARNISH PARTS

DOOR PULL HANDLE - On window garnish for Cabriolet and Fordor. Chrome plated.

31350 1928-1931 \$12.15ea.

STAINLESS GARNISH MOLDING SCREWS - For

vertical windshield moldings and horizontal window moldings. Stainless Steel plated; 10/32 x 1/2" with No. 8 head.

31710 1928-1931 \$0.20ea.

DOOR GARNISH MOLDING for 1930-31 VICTORIAs - This

steel molding goes under the window frame at the bottom of the window opening.

1930-31 VICTORIA: left door 30 5/8 Inch

31650 1930-1931 \$116.85ea.

1930-31 VICTORIA: quarter window 19 3/4 Inch

31670 1930-1931 \$101.65ea.

DOOR GARNISH MOLDING - The 1 1/4 wide molding with

the finger pull in the middle and counter sunk screw holes. Exact duplicate. Steel; die stamped.

1928-29 Coupe & 1928-29 Tudor: 26 15/16 Inch long

31600 1928-1929 \$155.00pair

1930-31 Coupe: 26 long

31610 1930-1931 \$155.00pair

28-M30 Closed Cab Pickup

31620

1928-M1930 \$160.00pair

1930-31 Tudor & M30-31 Closed Cab Pickup: 27 7/16 long

31630 1930-1931 \$155.00pair

1928-31 Tudor rear side: 37 Inch long

31640 1928-1931 \$170.00pair

DOOR & WINDOW GARNISH PARTS • DOOR SEALS & SILL PLATES



TUDOR SEDAN QUARTER WINDOW RETAINER CLIP - This clip is located at the rear vertical edge of the rear side window molding on Tudor Sedans to keep it in place. Need 2 per car.

33430 1928-1931 \$9.50ea.



FIBERGLASS COUPE QUARTER MOLDING - This is the molding on the inside of the quarter windows in the coupes. This is a fiberglass reproduction, made from an original sample.

1930-31 LEFT

29050 1930-1931 \$90.00ea.

1930-31 RIGHT

29060 1930-1931 \$90.00ea.



SIDE GLASS SETTING RUBBER - With lip for all slant window cars 6 feet long. U.S. made. For 1931 Fodors & 1931 Cabriolet 68-C, as well as 1931 Victoria, which needs 2 rolls.

31330 1931 \$8.50ea.



FIXED WINDOW GLASS SETTING RUBBER - Eliminate puckers in rubber at the corners by pulling rubber extra tight. Mark the rubber to length and cut off excess. Take rubber off glass and use super glue to glue the ends together. After glue has set for an hour or so, take the band and stretch it around the glass. For quarter and rear window glass. *Quarter window rubber U-rubber for 2 windows. 28-31 Fordor: 9 feet*

31910 1928-1931 \$15.95set



ADHESIVE FOR WINDOW FELT CHANNEL - A black, fast drying, high strength, waterproof adhesive for attaching rubber or cloth to metal. Also used with floor mats and carpeting. Permatex brand; 5 oz. tube.

31940 1928-1931 \$14.75ea.



31 SLANT WINDOW DOOR GARNISH TACK STRIP - This is the piece of wood that goes into the inside door on some slant window cars for the door garnish molding to fasten to. This piece is about 21 3/4" long and made from oak.

31402 1931 \$11.50ea.



WINDOW ANTI-RATTLE - A metal strip under the window garnish with a strip of rubber that rests against the glass to prevent rattles. Sold in pairs. 25 1/4" long.

1928-29 Coupes, 1928-31 Tudors & 1930-31 Trucks 25 1/4 long

31360 1928-1931 \$17.95pair

1930-31 Coupes: 23 1/2 long

31370 1930-1931 \$17.95pair



WINDOW ANTI-RATTLE (Cont.)

1928-31 Tudor rear side: 30 long

31380 1928-1931 \$17.95pair



FORDOR DOOR WEATHER SEAL & RETAINER - The rubber strip is installed in a metal channel that is screwed to the wood door frame at the bottom of the window opening. Retainer helps keep rain and dirt from going inside door. 23 long, need one for each door. Used on front door for all 28-31 Briggs Fordor, and on Front and back for 28-31 Murray Fordor. Will not fit 31 slant window cars

FRONT DOOR 23 Inch LONG
31390 1928-1931 \$14.00ea.

REAR DOOR 21 1/8 Inch LONG
31400 1928-1931 \$14.00ea.



SCREWS ONLY FOR 31390 & 31400 - This set consists of four #10 x 3/4 oval head wood screw.

31401 1928-1931 \$2.00set



8/32 TUBE NUTS - For slant windshield closed cars used on the front door window molding (included in trim kit). 10 male and female screws. Chrome plated. Nuts for one door.

31730 1931 \$8.25set



6/32 TUBE NUTS - For Briggs straight windshield, Fordor bodies and Cabriolet. 6 male and female screws used on the front door window molding (included in trim kit). Chrome plated.

31740 1928-1932 \$8.00set



REAR WINDOW FRAME - This STEEL frame is an exact copy of FORDS from the FORD blue print. Fits: 1928-31 Tudor Sedan, 1928-31 Coupe, 1928-29 Special Coupe, 1929-31 Fordor Sedan, 1929-31 Town Sedan Briggs 155-B/D, 1929-31 Standard Fordor Briggs 154-B/D, 1929-31 Standard Fordor Briggs 170-A/B, 1929 Fordor Briggs 60-C, 1928-29 Taxi Cab 135-A & 1928-30 Deluxe Delivery 130-A.

30680 1928-1931 \$109.95ea.



REAR WINDOW SCREWS - Twelve #10 x 1 oval chrome plated wood screws to hold the window frame in place.

31930 1928-1931 \$2.35set



DOOR GARNISH MOLDING FOR 1931 SLANT WINDSHIELD - Door garnish molding for 1931 slant windshield.

Front doors 25 Inch
31680 1931 \$101.65ea.

Rear doors 25 Inch
31690 1931 \$101.65ea.

Quarter windows 15 3/4 Inch
31700 1931 \$91.20ea.



REAR WINDOW FRAME & GLASS - Original one piece style. Die formed. Includes frame, plain glass, and screws. Stainless steel outside frame and steel inside frame. Outside dimensions 16 5/8" x 7". For: 28-31 Roadster, Phaeton; 29-31 Cabriolet 68-A,B,C; 1931 400-A.

29020 1928-1931 \$219.95set



SLANT WINDOW DOOR MOLDING INSERTS - Attaches to the front of the front door frame, used as a filler behind door window molding. The window molding & windlace attach to this insert. Used on all Slant Window Body Styles

LEFT

31701 1931 \$125.00ea.

RIGHT

31702 1931 \$125.00ea.



ROLL DOWN REAR WINDOW - Install this authentic Ford option in your 1930-31 Model A Coupe. We are offering a 24-piece complete kit #38120 to convert your rear window. Items sold individually or in a complete kit.

Separate steel window frame

38130 1930-1931 \$99.95ea.

DOOR SEALS & SILL PLATES



DOOR SILL - For 1928-29 Roadster, Roadster Pickup and Phaeton. Die formed from 22 gauge steel. Script Ford in raised letters and 4 mounting holes correctly dimpled. Need to order (32530) for screws.

1928-29 Roadster and Front Phaeton Door

32490 1928-1929 \$220.00pair

1928-29 Roadster Pickup

32500 1928-1929 \$220.00pair

1928-29 Rear Phaeton Door. Trimming will be required

32510 1928-1929 \$205.00pair



DOOR SEALS & SILL PLATES

DOOR SILL PLATE EXTENSION - Located between the rear seat riser and the door sill. The door upholstery panel sits into this. Phaeton.

32520 1928-1929 \$41.95pair

DOOR SILL SCREWS FOR OPEN CAR - Eight #10 x 3/4 oval head sheet metal screws.

32530 1928-1931 \$1.35set

DOOR SILL BRACKETS - Fastens on frame at door for door sill plates (32490 & 32500) to fasten to. Phaeton uses 1 1/2 set.

36350 1928-1929 \$55.15pair

DOOR SILL PLATES - Originals were 100% zinc. The zinc sills are U.S. made. Good replacements are Aluminum. Both are Ford script.

Coupe: 8 Inch ALUMINUM

32540 1928-1931 \$14.50pair

Coupe: 8 Inch 100 % ZINC

32550 1928-1931 \$21.45pair

Tudor Sedan: 19 5/8 Inch ALUMINUM

32560 1928-1931 \$18.95pair

Tudor Sedans: 19 5/8 Inch 100% ZINC

32570 1928-1931 \$33.70pair

DOOR SILL PLATE SCREW - Four #10 X 1/2 screws to secure the door sill for Coupe & Tudor. Order two sets for the Tudor.

32580 1928-1931 \$1.55set

BRIGGS FORDOR DOOR SILLS - Set of four. These are USA made. Excellent reproductions that fit, not the cheaper foreign brand.

Plain finish sills for 1928-29

32590 1928-1929 \$123.95set

Script sills for 1930-31

32600 1930-1931 \$187.95set

MURRAY STANDARD & TOWN SEDAN DOOR SILLS - Set of 4.

Plain sills for 1928-E29

32650 1928-1929 \$181.50set

Script sills. 4 per set (155/165-A,B,C)

32660 1929-1931 \$144.25set

CABRIOLET DOOR SILLS - Two plain sills. 26 13/16" is the maximum length. One end is squared off and the other with two step cuts.

Early 68-A models used plain sills. 26 13/16 Inch

32670 1929 \$70.00set

CABRIOLET DOOR SILLS (Cont.)

Mid 1929-30 script sills. Trimmed to fit with all fastener holes punched out. 1929 Cabriolet 68-A & 1930 Cabriolet 68-B

32680 1929-1930 \$142.80pair

1931 Slant Widow 68-C

32690 1931 \$87.40set

SLANT WINDOW FORDOR SEDAN DOOR SILLS, MADE BY A & L PARTS - Plain finish with satin brush. Includes 2 front & 2 rear.

32700 1931 \$129.20set

DOOR SILL PLATE SCREWS - 36 #8 X 3/8 Pan head screws to secure the sills to all slant windshield cars. Zinc plated.

32710 1931 \$3.15set

31 VICTORIA & A-400 DOOR SILLS, MADE BY A & L PARTS - Two script sills.

32730 1931 \$144.95set

DOOR SILL PLATE WOOD SCREWS - 38 oval head screws to secure the sills to the wood sub-rails. Zinc plated.

Original sills used #8x3/4

32620 1929-1931 \$7.95set

Repro sills use #6 x 3/4

32630 1928-1931 \$7.95set

DOOR SILL PANEL - This is the beaded metal strip that is nailed to the wood sub-rails for the Fordor Sedans and Cabriolets below the door.

32740 1930-1931 \$74.95ea.

ONE WINDLACE MOLDING STRIP - The vertical metal molding that holds the door wind lace to the cowl pillar. Includes seven split rivets. Need two sets per car.

32960 1928-1929 \$23.95set

WINDLACE MOLDING RIVETS - Set includes fourteen 9/64" x 7/16" split rivets.

32961 1928-1929 \$1.95set

BODY NAILS - Original small round head (.165 diameter round head) 11/16" long, used at door post and other places to secure sheet metal to wood. Approx. 100 nails per set.

STEEL NAILS

36590 1928-1931 \$1.80set

STAINLESS NAILS

36600 1928-1931 \$3.55set

28-31 TUDOR SEDAN DOOR/BODY HEADER METAL BRACE - Located from the front door post, across the door opening below the wood side rail, to the rear door post.

Left Side

31461B \$31.95ea.

Right Side

31462B

1928-1931 \$31.95ea.

30-31 COUPE & SPORT COUPE DOOR/BODY HEADER BRACE - Located from the front door post, across the door opening below the wood side rail, to the rear door post. For 30-31 Coupe & Sport Coupe only.

LEFT SIDE

31461 1930-1931 \$41.50ea.

RIGHT SIDE

31462 1930-1931 \$41.50ea.

WINDOW ANTI-RATTLE - A metal strip under the window garnish with a strip of rubber that rests against the glass to prevent rattles. Sold in pairs. 25 1/4" long.

1928-29 Coupes, 1928-31 Tudors & 1930-31 Trucks 25 1/4 long

31360 1928-1931 \$17.95pair

1930-31 Coupes: 23 1/2 long

31370 1930-1931 \$17.95pair

1928-31 Tudor rear side: 30 long

31380 1928-1931 \$17.95pair

FORDOR DOOR WEATHER SEAL & RETAINER - The rubber strip is installed in a metal channel that is screwed to the wood door frame at the bottom of the window opening. Retainer helps keep rain and dirt from going inside door. 23 long, need one for each door. Used on :front door for all 28-31 Briggs Fordor, and on Front and back for 28-31 Murray Fordor. Will not fit 31 slant window cars

FRONT DOOR 23 Inch LONG

31390 1928-1931 \$14.00ea.

REAR DOOR 21 1/8 Inch LONG

31400 1928-1931 \$14.00ea.

GLASS BUMPER - This rubber stop, on closed cars, cushions the window when rolled down. These bumpers are included in the glass channel kits.

31340 1928-1931 \$1.10ea.

SCREWS ONLY FOR 31390 & 31400 - This set consists of four #10 x 3/4 oval head wood screw.

31401 1928-1931 \$2.00set

DOOR SEALS & SILL PLATES



WINDOW SEAL RUBBER ONLY - 'T' rubber to insert in the metal strip. 32 inches long. For: 1928-31 Coupe, 1928-31 Tudor, and 1930-31 Pickup. Only fits aluminum reproduction strips, and is difficult to install.

31410 1928-1931 \$2.10ea.



CABRIOLET QUARTER PILLAR UPPER WINDLACE RETAINER - This is the pair of polished stainless steel moldings located along the vertical rear edge of the door window. A piece of windlace (not included) must be installed into this molding to seal the door window to the body. Includes ten #10x3/4 stainless screws.

1929-30 68-A, 68-B

31420 1929-1930 \$85.00pair

1931 68-C

31430 1931 \$75.00pair



CABRIOLET QUARTER PILLAR RETAINER SCREWS

- Ten #10x 3/4 flat head wood screws in stainless steel.

31440 1929-1931 \$1.30set



30-31 SPORT COUPE UPPER DOOR JAM MOLDING - This molding is used on 30-31 Sport Coupes in the area above the belt rail between the door opening & the top. This is the right hand side.

Right Side

31441 1930-1931 \$41.00ea.

Left Side

31442 1930-1931 \$41.00ea.



UPPER DOOR HEADER STRIP - This is the right side door frame header plate for the 30-31 Steel Back Victoria. This plate is located at the top of the door jam, and holds the wind lace in place and this style is held in with screws.

30-31 STEELBACK VICTORIA Right Side

31445 1930-1931 \$91.50ea.

30-31 LEATHERBACK VICTORIA Left Side

31448 1930-1931 \$195.00ea.



DOOR TOP STEEL FRAME - You remove the 3 screws on the frame to lift out the door glass. Fits both left and right doors.

30-31 Coupe: 26 1/8 Inch long

31450 1930-1931 \$74.95ea.

28-29 Coupes, 28-31 Tudor Sedan, M30-31 Close Cab Pickup : 27 5/8 Inch long

31460 1928-1931 \$72.65ea.



DOOR FRAME HEADER PLATE - Located at the top of the door jam. This plate holds the door lacing in place with screws; square hole at rear end for rubber bumper.

1928-29 Coupes, 1928-31 Tudors & 1930-31 Pickups

31470 1928-1931 \$36.75pair

1930-31 Coupes

31480 1930-1931 \$36.75pair



X 14



DOOR TOP COVER PLATE SCREWS - 3 small screws that hold the cover plate (31450/31460) on top of the door. Must be removed to remove glass. Six 10/32 x 3/8 flat head screws per set for 2 doors.

SIX CLEAR ZINC FLAT HEAD SCREWS

31750 1928-1931 \$1.40set

Stainless screws SIX flat head screws

31760 1928-1931 \$1.95set



M30 - 31 PICKUP DOOR HEADER STRIP - Located under the door frame header plate (31470). Used mid 1930-31 pickup. Lip faces down. Need 2 per pickup.

31500

M1930-1931 \$21.55ea.



BOTTOM DOOR SEAL - Rubber seal located at the bottom edge of the door panel. Door panel clips hold rubber in place for closed cars. Channel holds rubber in place on open cars.

Closed Car Doors: two 32 Inch seals

31510 1928-1931 \$8.50pair

1931 Slant Window Cars: two 40 Inch seals

31520 1931 \$16.50pair

Open Car Doors. Mid 1930 thru 1931: two 48 Inch seals

31530 1930-1931 \$7.00pair



X 10

DOOR UPHOLSTERY SPRING CLIP - Ten clips per set.

32170 1928-1931 \$2.00set



DOOR FRAME INNER BOTTOM - This is the steel frame on the bottom of the door. Contains holes for door upholstery.

1930-31 Coupe: 23 5/8 Inch long

31540 1930-1931 \$42.00pair



DOOR FRAME INNER BOTTOM (Cont.)

1928-29 Tudor & Coupe: 25 3/8 Inch long

31550 1928-1929 \$42.00pair

1928-Mid30 Closed Cab Pickup

31560 1928-1930 \$86.35pair

30-31 TUDOR SEDAN & M30-31 CLOSED CAB PICKUP

31570 1930-1931 \$95.00pair



28 - 31 COUPE, TUDOR & M30-31 CLOSED CAB DOOR BUMPER CLIP - The three sided clip to hold the rubber door bumper in place. Spot welded to the bottom of door 3 inches from the latch side. One per door. For 1928-31 ALL Coupes, 1928-31 Tudor sedans and M30-31 Closed Cab Pickup.

30630 1928-1931 \$4.50ea.



28 - E31 FORDOR, CABRIOLET & VICTORIA DOOR BUMPER CLIP - Need two clips on each side of the door post, includes one #8 x 7/8" flat head wood screw. Need eight clips per Fordor. For 1928-E31 Fordor Sedans, 1928-E31 Cabriolet & 1930-E31 Victoria.

30640 1928-1931 \$4.50ea.



DOOR VERTICAL INNER BRACE - Has bracket for (31340) bumper.

31580 1928-1931 \$20.95ea.



SEDAN REAR SIDE WINDOW VERTICAL INNER BRACE - Sedan rear side window brace.

31590 1928-1931 \$20.95ea.



28-31 TUDOR LOWER QUARTER UPHOLSTERY CHANNEL - This is the upholstery bracket on Tudor sedans that the side window brace #31590 rivets to and it holds the lower edge of the upholstery.

31592 1928-1931 \$115.95pair



BRIGGS DOOR POST TO SUBRAIL BRACKET - This is the bracket that was used on all Briggs Fordors to tie the door pillar to the wood subrail. Mounting hardware included.

31766 1928-1931 \$23.50ea.

DOOR SEALS & SILL PLATES • DOOR CHECK PARTS • DOOR LATCHES & STRIKER PARTS



29-30 68 A&B CABRIOLET DOOR PILLAR - SUBRAIL SUPPORT BRKTS - These are the brackets that attach to the subrails and go up to the door pillar. This is the earlier style with a hex nut adjustment. These brackets are used to help align the doors & body. This is a set for the left and right sides. Mounting hardware is included.

29351 1929-1930 \$297.00set

DOOR CHECK PARTS



DOOR CHECK STRAP - With rubber loop on each end. Used on 28-29 Closed Cars. Most cars used 8 long straps except when a wheel well is used. Then the strap will be shorter.

8 Inch strap

32760 1928-1929 \$5.25ea.

7 Inch strap

32770 1928-1929 \$5.25ea.

6 Inch strap

32780 1928-1929 \$5.25ea.



FORDOR REAR DOOR CHECK STRAP - A flat strap with a 'T' end for Slant Window Fordor rear doors. Narrow end is anchored to the door with part 32800. The 'T' end is inside the body behind the upholstery. 10 1/4" long.

32790 1928-1931 \$6.95ea.



DOOR CHECK STRAP RETAINER - This will hold (32790) 'T' door strap to the door post. Used on Slant Window Fordor rear doors.

32800 1931 \$4.50ea.



DOOR CHECK STRAP BRACKET - Chrome plated. Need 2 per strap. Used on 28-29 Closed Cars.

32810 1928-1929 \$1.75ea.



LEATHER DOOR CHECK STRAPS - For open cars Brown leather straps with chrome bracket and screws for 2 doors.

32920 1928-1931 \$39.85pair



DOOR CHECK STRAP BRACKET SCREWS - Door check strap bracket screws. 1928-29 Closed Car: Eight 12/24 x 3/4 oval head machine screws. Chrome. Included in interior trim kits

32820 1928-1929 \$2.90set



DOOR CHECK STRAP BRACKET SCREWS (Cont.)

1928-31 Open Car: Eight 10/32 x 3/4 oval head machine screws. Stainless. Included in interior trim kits

32830 1928-1931 \$2.50set



FRONT DOOR CHECK ARM -

This is the correctly shaped arm with the original 3 slots for door opening adjustments. Includes 2 arms, 2 stop washers, 2 tabbed washers, 2 rubber bumpers (32900), and 2 tubular rivets as originally used. The metal parts should be painted the color of the body.

32840 1930-1931 \$26.95set



REAR DOOR CHECK ARM -

Same as (32840) but the arm is bent a little sharper. Used on all Fordor Sedans except 1931 Slant Window.

32850 1930-1931 \$29.95set



DOOR CHECK ARM U CLIP -

Included in set #32850.

32860 1930-1931 \$1.65ea.



DOOR CHECK ARM CUP -

Included in set #32850.

32870 1930-1931 \$1.65ea.



DOOR CHECK ARM RUBBER

- For the Door check arm (included in 32840 set).

32900 1928-1931 \$3.95pair



DOOR CHECK ARM PAD -

Square rubber pad with two screw holes and one hole in center for arm (32840) to pass through. This pad screws to the inside of the door post to cushion the rubber bumper on the door check arm. 2 pads and 4 screws per set for all closed cars.

32910 1928-1931 \$4.45set



30-31 DOOR CHECK ARM BRACKETS -

The top and bottom bracket is spot welded to the inside of the door post to receive the door arm (32840). Two piece bracket for each arm. Order one set per door.

32880 1930-1931 \$6.25set



28-31 FORDOR REAR DOOR CHECK ARM BRACKET - Used on FORDOR sedans. Set for one door.

32890 1928-1931 \$14.85pair

DOOR LATCHES & STRIKER PARTS



OPEN CAR DOOR LATCH -

Complete latch. The latch was changed in Oct. 1928 to accept an outside door handle. Paint the latch the color of the body. Sold in pairs. For the 28's you will need to order 2 knobs #32230.

1928

31950 1929 \$62.15pair

28-31

31960 1929-1931 \$41.00pair



ROADSTER DOOR LATCH SCREWS -

Eight 10/32 x 1/2" flat head screws for two latches. Paint them body color.

31970 1928-1931 \$1.40set



DOOR LOCK KNOB - Die cast, Chrome plated. For 1928 Roadster & Phaeton & 1928 to mid-1930 open & closed cab pickup.

32230 1928-1929 \$10.50ea.



CLOSED CAR DOOR LATCHES -

Made in the USA The driver's side has the locking mechanism installed on it. The U-shape spring goes behind the door frame. For 1928-31 Coupe, 1928-31 Tudor & 1930-31 Pickup.

28-29 right

31961 1928-1929 \$44.65ea.

28-29 left

31962 1928-1929 \$55.55ea.

30-31 right

31963 1930-1931 \$44.65ea.

30-31 left

31964 1930-1931 \$55.55ea.



DOOR LATCH ASSEMBLY SCREWS -

Set of eight 10/32 X 1/2 oval machine screws to hold both latches on each door. For 1928-31 Coupe, 1928-31 Tudor & 1930-31 Pickup.

32020 1928-1931 \$0.90set



28 - M30 CLOSED CAB PICK UP DOOR LATCH SET -

This is a pair of latches for 28- mid 30 closed cab pickup trucks. These die stamped latches will fit original doors. Sold as pairs only.

31529

1928-M1930 \$231.00pair

DOOR LATCHES & STRIKER PARTS



DOOR LATCH SCREWS - For 1928-mid 30 Closed Cab Pickup. Set for both doors includes: four 10/32 x 5/8 oval head screws on the edge, four 10/32 x 1/4 flat head screws on the face of the door latch.

32030

1928-M1930 \$0.85set



1931 SLANT WINDOW DOOR LATCHES - These latches can be made to fit the front doors of the slant window cars with slight modification.

LEFT

31527 1931 \$289.95ea.

RIGHT

31528 1931 \$289.95ea.



OPEN CAR DOOR LOCK STRIKER PLATE - Located on the door post. For 1928-32 Standard Phaeton, 1928-32 Roadster & 1928-32 Roadster Pickup.

32040 1928-1932 \$11.40ea.



OPEN CAR STRIKER PLATE SCREWS - Four 1/4-28 x 3/4 flat head screws for open car.

32050 1928-1932 \$1.65set



DOOR LATCH SPRING SET - Seven piece spring set for both doors: You must order two rivets (#32080) to complete the set.

1928-31 Coupe, 1928-31 Tudor & 1930-31 Trucks

32060 1928-1931 \$14.95set

1928 to mid-1930 Closed Cab Pickup

32070

1928-M1930 \$26.95set



DOOR LATCH RIVET - The long tubular rivet that holds the flipper to the latch assembly. For 1928-31 Coupe, 1928-31 Tudor & 1930-31 Pickup.

32080 1928-1931 \$0.50ea.



FORDOR SEDAN DOOR LATCH SPRING KIT - For Fordor Sedans. Set includes 1 coil spring, 2 wire springs and rivets. There were two manufactures of latches, each one stamped their name on the latch. 'Swiss Toledo Ohio' and 'Terro'. Both manufactures were used for each body manufacture during production. Order your latch set by name on latch. Most Murray cars used 'Swiss Toledo Ohio' and Briggs used 'Terro'. But during production, they could have changed suppliers. Order one set per door.

1928-E31 Murray Fordor & Town Sedan: passenger front door or driver rear door (for 'Swiss Toledo Ohio' brand)

32062 1928-1931 \$75.00set



RIVETS ONLY - Fits all Fordor sedans.

Murray door with 3 rivets for 'Swiss Toledo Ohio' brand

32065 1928-1931 \$24.25set

Briggs door with 1 rivet for 'Terro' brand

32066 1928-1931 \$9.95set



INSIDE DOOR LATCH RODS

- This rod runs across the door from the inside door handle to the latch on the edge of the door. Set includes 2 rods, 2 rod return springs, 4 rod retainer clips and screws for two doors.

11 7/8 Inch long: 1930-31 Coupe

32090 1930-1931 \$31.50set

12 3/4 Inch long: 1928-31 Tudor, 1928-29 Coupe & 1930-31 Closed Cab Pickup

32100 1928-1931 \$31.50set



INSIDE DOOR ROD MOUNTING PLATES - Set includes 4 plates and 4 screws.

Fits 28-31 Coupe and Tudor, and Mid 30-31 CC Pick-up.

32110 1928-1931 \$11.25set



28-31 TUDOR, COUPE & M30-31 CLOSED CAB DOOR STRIKER PLATE - New tooling now made with the correct height per the original print.

Includes two 1/4-20 x 1/2 round head screws and washers. For 1928-31 Coupes, 1928-31 Tudors and Mid 1930-31 Pickups.

32120 1928-1931 \$5.95ea.



STRIKER PLATE SCREWS - Two 1/4-20 x 1/2 round head screws and two internal lock washers. Used on (32120).

32130 1928-1931 \$1.90set



S/W FORDOR & 29 CABRIOLET DOOR LOCK STRIKER PLATE - One plate and two 12/24 x 1/2 FHMs. Used on 1931 S/W Fodors 160-A,B,C and 1929 Cabriolet 68-A.

STEEL

32140 1929-1931 \$16.65ea.

STAINLESS

32142 1929-1934 \$14.95ea.



DOOR LOCK STRIKER PLATE SCREWS ONLY - 2 12/24 x 5/8 FHMs to attach the striker to the body.

32141 1930-1931 \$0.85set

29-31 MURRAY FORDOR, A-400 STRIKER PLATE - Originally painted but these are supplied with zinc plating. Will not fit the 31 Slant Window 4-door.

32143 \$16.45ea.



29-30 CABRIOLET 68-A & B DOOR STRIKER PLATE - This is a nickel plated striker plate. Need two per car.

32145 1929-1930 \$21.95ea.



31 DELUXE PHAETON DOOR LOCK STRIKER PLATE - This striker is only used on the 1931 Tudor Deluxe Phaeton's. This kit contains two striker plates and mounting hardware.

32150 1931 \$55.90pair



STRIKER PLATE SCREWS - Two #14 x 1 flat head wood screws per set. Used on (32150).

32160 1928-1931 \$0.60set



BRIGGS FORDOR STRIKER PLATE - This is the striker that mounts onto the door jamb and catches your door latch to keep the door closed. Used on the following 28-31 Briggs Fords. 60-A,B,&C, 155B & D, 165-B & D, 170-A & B. Not for the slant window cars.

32165 1928-1931 \$18.95ea.



SLIDE DOOR LOCK ASSEMBLY - The inside slide lock on driver door is used on 1928-31 Coupe, 1928-31 Tudor & Mid 1930-31 Pickup.

32190 1928-1931 \$7.55ea.



DOOR LOCK SCREWS - Two 10/32x1/2 flat head screws to secure above door lock to door.

32200 1928-1931 \$0.75set

DOOR LATCHES & STRIKER PARTS • DOOR HINGES



DOOR LOCK KNOB - Screw this nickel plated knob on door lock (32190). 10/32 thread.
32210 1928-1931 \$7.35ea.



FORDOR LOCK KNOB - Die cast Chrome plated. 6/32 x 1/2 oval head screw included. For 1928-31 Fodors, 1929-30 Cabriolet & 1929-31 Town Sedan.
32220 1928-1931 \$8.75ea.



LATCH LOCK TAB - This is used on the turn style lock #32220. This is the internal part that twists and locks the door.
32221 1928-1931 \$7.55ea.



LATCH LOCK TAB SHAFT - This is the shaft that #32221 mounts onto. This is the part that is most often damaged.
32222 1928-1931 \$35.65ea.



DOOR POST LATCH COVERS - The 6" wood block that connects the upper and lower door post together.
40150 1928-1931 \$35.95pair



28-M30 PICKUP DOOR LATCH PLATE WOOD - This is the wood that goes into the door area for the latches. Sold as a pair.
40151A
1928-1929 \$35.50pair



FORDOR POST STIFFENER - This stiffener is secured to the door pillar over the latch area to strengthen it. Fits 28-29 Briggs Fordor Sedans.
31765 1928-1929 \$8.95ea.

DOOR HINGES



DOOR HINGE PINS - Hardened steel with knurl under head. Duplicate of original. Do not use for '31 slant windshield and open cars. *Original size .233/.236 diameter pin*
32240 1928-1931 \$0.40ea.
Oversize .244 diameter pin
32250 1928-1931 \$0.50ea.



STAINLESS DOOR HINGE PIN W/O KNURL - Does NOT have knurl under head. This is the oversize .245.
32260 1928-1931 \$2.35ea.



STAINLESS DOOR HINGE PIN W/ KNURL - With knurl under head. The head is polished with a .245 shank, 1-13/16 inches long.
32270 1928-1931 \$3.55ea.



31 SLANT WINDOW DOOR HINGE PIN - With knurl under head. With a .245 shank, 1-13/16 inches long.
32280 1931-1932 \$1.40ea.



STAINLESS PIN - With knurl under head. The head is polished with a .245 shank, 1-13/16 inches long.
1928-31 Roadster & Phaeton
Hardened steel with original large head pin (.245 diameter)
32290 1928-1931 \$1.60ea.



DOOR HINGE PIN REMOVAL TOOL - This drop forged tool with three graduating hardened push pins will push your old hinge pins up and out of the hinge. As the bolt is screwed in, it will push the dowel and the old pin out. Three different length push pins are used to remove pins. Start with the short pin and work your way up to the long pin. Not for 31 slant windshield, or open cars. For slant window Fords and Cabriolets you must order the larger pins #32301 to complete this set.
32300 1928-1931 \$30.65set



PINS ONLY FOR 32300 TOOL - use these pins in the hinge pin removal tool 32300.
31 s/w
32301 1931-1932 \$5.00set



DOOR HINGE SCREWS & INTERNAL LOCK WASHERS - 3 5/16"24 x 1/2" screws, internal lock washers and cup washers. Will not fit 28-29 Closed Cab Pickup.
Stainless
32310 1928-1934 \$6.45set



DOOR HINGE SCREWS, AND INTERNAL LOCK WASHERS - 3 5/16"24 x 1/2" screws, internal lock washers and cup washers. Will not fit 28-29 Closed Cab Pickup.
32320 1928-1934 \$1.95set



DOOR HINGE CUP WASHERS - 3 per set.
32330 1928-1931 \$0.70set



OPEN CAR DOOR HINGE TO POST SCREWS - For one door. For 1928-29 Roadster and 1928-29 Phaeton.
1928-29 used four 1/4-28 x 3/4 flat head screws, internal lock washers & nuts
32410 1928-1929 \$2.25set
1930-31 used six 5/16-24 x 1/2 flat head screws, internal lock washers, cup washers & nuts
32420 1930-1931 \$2.15set



DOOR HINGE TO POST SCREWS - For 1928 thru June 1930 Closed Cab Pickup. Set includes four 12/24 x 3/4 flat head screws, l/w & square nuts.
32430
1928-M1930 \$1.95set



DOOR HINGE TO DOOR SCREWS - Four 1/4-28 x 3/4" flat head screws, cupped washers, lock washers and nuts. For one door. 1928-31 Roadsters and 1928-31 Standard Phaetons.
32440 1928-1931 \$2.15set



4 DR SEDAN REAR DOOR SHIM - Use this shim to help align the rear door. This shim measures .034" thick and has the three mounting holes drilled.
32449 1928-1931 \$6.05ea.



DOOR HINGE OPEN CARS - Four hinges per set for two doors. Hinge pin included but no screws. See (32410, 32440) for screws. Beginning in Aug. 1930 thru 1931, the bottom door hinge was changed from two mounting holes to three mounting holes on the cowl post only.
32460 1930-1931 \$71.95set



28-M30 CLOSED CAB PICKUP HINGE SET - This is a set of 6 hinges for the 28-M30 Close Cab Pickups. These are steel hinges assembled with stainless steel pins. These are not drilled or tapped for the mounting screws.
32461
1928-M1930 \$375.00set

WINDOW SHADES & ASSIST STRAPS • INTERIOR TRIM SCREW KITS • RUBBER DOOR BUMPER SETS

WINDOW SHADES & ASSIST STRAPS



ROPE ASSIST STRAP BRACKETS - Brass, Nickel plated. Exact duplicate. Includes screws. Horizontal screw holes were used on 1928-31 Deluxe Fordor Sedans. Some late 1931 cars used vertical screw holes. Set includes 1 bracket and 2 screws.

HORIZONTAL HOLE

32930 1928-1931 \$8.70set

VERTICAL HOLE

32940 1931 \$8.70set



ROPE ASSIST STRAP SCREWS - 4 chrome screws.

32950 1928-1931 \$2.35set



REAR WINDOW SHADE BRACKETS - These are nice chrome plated brackets to mount the shade in the rear window. One pair will mount one shade.

32941 1928-1931 \$22.75pair

INTERIOR TRIM SCREW KITS



INTERIOR TRIM SCREW SET

- U.S. made kits include all screws necessary for complete interior of car, including windshield garnish, window garnish, dash rail, instrument panel, cowl kick panel, door sill plates and dovetail screws. Also when required, the tube nuts for the windshield, coupe quarter window screws and coupe/Tudor rear window screws, and convertible rear window frame screws are supplied. The information for these kits was taken from original cars and they are guaranteed to be correct. There are several kits on the market today which have either the wrong type or quantity of screws or are of a cheap inferior quality commonly seen in imports. Our kits are not a general mixture of screws and washers, but are the exact pieces for that particular year and body style. NOT INCLUDED in these kits are 16810 belt rail rubber washers & 16830 belt rail screws.

Fordor Briggs without quarter windows

32970 1928-1929 \$38.95ea.

Fordor Briggs with quarter windows

32980 1928-1929 \$38.95ea.

Fordor Murray with quarter windows

32990 1928-1929 \$53.95ea.

Roadster

33000 1928-1929 \$9.95ea.

Open Cab Pickup

33010 1928-1929 \$9.95ea.

Sport Coupe

33020 1928-1929 \$12.00ea.

Standard & Special Coupe

33030 1928-1929 \$14.50ea.

Tudor Sedan

33040 1928-1929 \$18.00ea.

Closed Cab Pickup

33050 1928-M1930 \$15.70ea.

Cabriolet

33060 1929 \$26.00ea.

Phaeton

33070 1928-1929 \$14.00ea.

Fordor Briggs

33080 1930-1931 \$54.00ea.

Fordor Murray

33090 1930-1931 \$56.00ea.



INTERIOR TRIM SCREW SET (Cont.)

Fordor Slant Windshield

33100 1931 \$29.95ea.

Roadster

33110 1930-1931 \$7.95ea.

Open Cab Pickup

33120 1930-1931 \$11.95ea.

Fordor Phaeton

33130 1930-1931 \$11.50ea.

Tudor Phaeton

33140 1931 \$12.50ea.

Sport Coupe

33150 1930-1931 \$9.75ea.

Coupe

33160 1930-1931 \$23.50ea.

Tudor

33170 1930-1931 \$22.00ea.

Cabriolet Slant Windshield

33180 1931 \$31.00ea.

Victoria

33190 1930-1931 \$29.95ea.

A-400

33200 1931 \$21.00ea.

Cabriolet Straight Windshield

33210 1930-1931 \$19.25ea.

Closed Cab Pickup

33220 1930-1931 \$15.25ea.

RUBBER DOOR BUMPER SETS



28 - 31 COUPE, TUDOR & M30-31 CLOSED CAB DOOR BUMPER CLIP - The three sided clip to hold the rubber door bumper in place. Spot welded to the bottom of door 3 inches from the latch side. One per door. For 1928-31 ALL Coupes, 1928-31 Tudor sedans and M30-31 Closed Cab Pickup.

30630 1928-1931 \$4.50ea.



28 - E31 FORDOR, CABRIOLET & VICTORIA DOOR BUMPER CLIP - Need two clips on each side of the door post, includes one #8 x 7/8" flat head wood screw. Need eight clips per Fordor. For 1928-E31 Fordor Sedans, 1928-E31 Cabriolet & 1930-E31 Victoria.

30640 1928-1931 \$4.50ea.

RUBBER DOOR BUMPER SETS • PICKUP - CAB PARTS



DOOR BUMPER SETS - All the rubber bumpers and metal clips for one car. Rubber may need trimming. NOTE: For the correct Dove tail insert for 33340, 33360, or 33370 you must order 2 of part number 30970 per door, or grind off the pointed end of the included rubber pieces.

All Coupes & Tudor: 28-29

33230 1928-1929 \$18.00set

All 30-31 Coupes & Tudor Sedans, & M30-31 CC Pickup

33240 1930-1931 \$18.00set

Fordor Sedan

33250 1928-1931 \$16.95set

Roadster & Roadster Pickup

33260 1928-1929 \$13.25set

Roadster, Roadster Pickup & Deluxe Phaeton

33270 1930-1931 \$18.95set

Cabriolet, 1929 to May 1931

33280 1929-1931 \$9.85set

Phaeton 24 pieces

33300 1928-1929 \$18.95set

Phaeton (Inside Fuel valve)

33310 1930-1931 \$26.55set

Phaeton (Outside Fuel valve)

33320 1930-1931 \$26.55set

Closed cab pickup 28-29

33330 1928-M1930 \$9.60set

Slant W/S Fordor

33340 1930-1931 \$27.50set

Cabriolet Slant W/S

33360 1931 \$14.70set

Victoria and A-400

33370 1930-1931 \$15.95set

DOOR BUMPER

MUSHROOM - The mushroom shaped door rubber in the open car kits has a very high dome. We have found a rubber company to supply the correct flat, dome shaped rubber. Most open cars have one door rubber a few inches below the top of the rear door post, but there are a few bodies that have two per post.

33380 1928-1931 \$1.65ea.

29-30 CABRIOLET UPPER DOOR BUMPER - This is the square upper door bumper used on straight windshield cabriolets 68-A, & 68-B. This bumper mounts inside the door jamb just above the door striker plate. This is not included in the door bumper set #33280.

33381 1929-1930 \$3.95ea.

PICKUP - CAB PARTS



28-M30 CLOSED CAB PICKUP UNDER FRONT SEAT FLOOR PAN - 1928 to mid-1930 Closed Cab Pickup. This panel is not die-stamped but is good.

35650

1928-M1930 \$99.95ea.



BODY CROSS CHANNELS - Metal cross channel to secure the sub-rails and body together and hold the floor panels in place. End of channel must be trimmed to fit Comes as a set of three but only one will be used if you are restoring a Pickup.

FOR ALL 30-31 CLOSED CARS & PICKUP TRUCKS EXCEPT 30-31 COUPES

36080

1928-1931 \$96.95set



ROADSTER PICK UP CAB LOWER BRACKETS - These are the lower brackets on Roadster Pickup that tie the subrail (36300), quarter panel (34040 or 34050) & the cab back panel (34000) together

28-29

34001 1928-1929 \$129.95pair

34011 1930-1931 \$240.00pair



PICKUP CAB QUARTER PANEL - Rear quarter side panels for 2829 Roadster P.U. Die stamped sides from edge of door to back of cab. Skins only.

Left Side (driver side)

34020

1928-1929 \$265.00ea.

Right side (passenger side)

34030

1930-1931 \$265.00ea.



PICKUP CAB QUARTER PANEL WITH FRAME BRACES - SAME QUARTER PANELS AS (34020 and 34030) but includes frame braces. 4 pieces for each panel. One panel to sub frame brace, one front edge brace, one top panel brace and brace for top irons.

Left side (driver side)

34040

1928-1929 \$340.00ea.

Right side (passenger side)

34050

1928-1929 \$330.00ea.



28-M30 CLOSED CAB REAR FLOOR CROSS SILL - This is the rear floor cross sill on 28-mid 30 Closed Cab Pickups. The subrails attach on the ends and the bottom of the lower cab panel attaches to this sill.

36479

1928-M1930 \$64.95ea.



28-M30 PICK UP CLOSED CAB BACK PANEL CLAMP STRIP - This connects the upper and lower panels. Our own tooling using the correct gauge metal and angles for proper fit.

34070

1928-M1930 \$28.95ea.



28-M30 PANEL FINISHING BEAD - This is the metal "T" strip that runs vertically down the cab between the corner panel and panels on the back of the cab to finish off the seam. Used on 1928-mid 30 closed cab pickups or trucks.

34090

1928-M1930 \$84.95ea.



28-M30 PICK UP CAB BACK TOP BRACE AND CORNER BRACKETS - The steel brace across the top back panel to support the top of back panel. One left and right corner bracket to tie back panel brace to the door post.

34110

1928-M1930 \$74.95set



28-M30 PICK UP CAB COMPLETE CORNERS - Complete corner of 1928 to June 30 Closed cab from door edge to center of cab panels. Map pocket is not included. Order (34330) if needed.

34100

1928-M1930 \$375.00pair



28-M30 CLOSED CAB PICKUP CORNER PATCH PANELS - This is an 8" tall corner patch panel for the 28-M30 Closed Cab Pickup trucks. Sold as a pair

34959 1928-1930 \$86.30pair



28-M30 P/U CAB BOTTOM BRACE - These are the braces that tie the door post to the sub rails, and the seat riser also rivets to this bracket. This is a set of two brackets for the left and the right side. Used on 28-M30 Closed Cab Pickup Trucks.

34111

1928-M1930 \$86.60ea.

PICKUP - CAB PARTS



M30 - 31 PICKUP DOOR HEADER STRIP - Located under the door frame header plate (31470). Used mid 1930-31 pickup. Lip faces down. Need 2 per pickup.
31500

M1930-1931 \$21.55ea.



28-M30 OPEN CAB PICKUP UPHOLSTERY CHANNEL - Holds the upper and forward edges of the hip panel for 28-29 open cabs.
34120

1928-M1930 \$38.95pair



28-M30 PICK UP REAR WINDOW FRAME - Die stamped STEEL for closed cab. Mounting hardware included.
34130

1928-M1930 \$36.75ea.



28-M30 PICK UP REAR WINDOW FRAME SCREW - 1928-29 includes ten 10/32 x 1/2 oval head screws, lock washers and square nuts.
34160

1928-M1930 \$2.85set



M30-34 PICK UP REAR WINDOW FRAME - The June 1930-34 STEEL frame is made from the FORD print.
34140

M1930-1934 \$105.00ea.



M30-31 PICK UP REAR WINDOW FRAME SCREW - Includes twenty two 10/32 x 3/8 round head screws, lock washers and nuts.
34170

M1930-1934 \$3.75set



M30-34 PICK UP REAR WINDOW REINFORCEMENT BRACES - The steel 'L' brace at each corner of the mid 1930-31 Closed Cab Pick-up rear window. 4 per set.
34150

M1930-1934 \$19.95set



30-34 PICK UP CAB SEAT BRACE CARRIAGE BOLTS - Set includes three 1/4-20 x 3/4 carriage bolts with flat washer, lock washer, and special 1/4" thick, 1/2" wide square nut. 12 piece set.
34180

M1930-1934 \$1.65set



30-34 PICK UP BELT RAIL SPECIAL BOLT - 1/4-20 x 1 1/2" special 13/16 wide carriage head that is used to secure the belt rail wood to the pickup cab. Set includes one bolt, flat washer, lock washer and original 3/16 thick, 1/2" wide square nut. Need 5 sets per cab.
34190

M1930-1934 \$2.50set



DOOR WINDOW FRAME - The steel inside frame with brackets and fasteners for one door. For 1928 to mid-1930 closed pickups.

LEFT
34250

1928-M1930 \$114.00ea.

RIGHT
34260

1928-M1930 \$114.00ea.



PICK UP DOOR WINDOW FRAME SCREWS - Six 10/32 x 3/8 round head and three 10/32 x 3/8 oval head screws for one window frame.
34280

1928-M1930 \$0.85set



DOOR GARNISH MOLDING CLIP - Screws the molding to the door. 1928-June 1930 Closed cab pick-up.
34240

1928-M1930 \$14.45ea.

Rear door edge

34270 1930-1931 \$13.65ea.



28-34 PICK UP SEAT SPRING HOOK - Secure hooks to vertical wood of seat support to hold bottom of back seat to frame. Need 2.

34310 1928-1934 \$6.20ea.



M30-34 PICK UP DISPATCH POCKET & MOUNTING STRIPS - On kick panel with mounting hardware. Located on the kick panel. For June 1930 to 1934.
34320

M1930-1934 \$42.95ea.



PICKUP DISPATCH POCKET - At back corner of cab. This pocket is located at the upper side corner of the cab.

28-M30 PICKUP DISPATCH POCKETS PAIR
34330

1928-M1930 \$21.00pair



PICKUP DISPATCH POCKET WOOD MOUNTING - A pair of mounting blocks for 34330.
34331

1928-M1930 \$16.95pair



PICKUP DISPATCH POCKET WOOD MOUNTING BLOCKS SCREWS - Set of screw, nuts, lock washers & flat washers for both pockets.
34332

1928-M1930 \$1.95set



RAIN GUTTERS FOR 1928-MID 30 CLOSED CAB PICKUP - Includes two die-stamped steel gutters, two steel liners to cover the nails and fasteners. Style D2.
34340

1928-M1930 \$43.80set



RAIN GUTTERS FOR MID 30 - AUGUST 1931 CLOSED CAB PICKUP - Exact duplicate of original. Includes two die stamped steel gutters, two original style fabric inserts to cover the nails and the fasteners. Not used on solid steel topped cabs after Aug. '31. Style D2.
34350

M1930-1931 \$47.25set



LATE 31 STEEL TOP ROOF RIB TO TOP CUSHION - This is the rope that goes on the steel ribs for the steel top pick up cabs. This rope cushions between the stamped steel roof ribs and the metal top. One kit does all the ribs.
34351

1931 \$39.15ea.



28-M30 CLOSED CAB PICKUP SEAT CLIP - Holds the seat back spring to the cab. Set includes one clip and special nut. Need 2 sets per truck.
35590

1928-M1930 \$24.30set



M30-31 CLOSED CAB PICKUP SEAT CLIPS - For the mid 1930-31 Closed cab Pick-up. Four piece set.
35600

M1930-1931 \$26.95set



LATE 31 CLOSED CAB SEAT BACK CLIPS - For the late 1931 Closed cab Pick-up. Six piece set.
35610

1931 \$20.65set



M30-31 PICKUP REAR ROOF WOOD BRACKET - This STEEL 'T' bracket connects the side wood rail above the door to the door post. Made from FORD blue print. Need two per truck.
35730

M1930-1931 \$14.35ea.



PICKUP REAR ROOF WOOD BRACKET BOLTS - Four 1/4-20 x 1 3/4" carriage bolts, lock washers and nuts. One #12 x 3/4 flat head wood screw.
35740

M1930-1931 \$2.20ea.

PICKUP - CAB PARTS


28-M30 PICKUP DOOR LATCH PLATE WOOD - This is the wood that goes into the door area for the latches. Sold as a pair.
40151A
1928-1929 \$35.50pair



28 - M30 PICKUP METAL GLASS CHANNEL - The bottom of the window glass fits in and the window regulator is connected to it. Order (31320) glass setting material to keep the glass in place. Fits either side.
31230 1928-1930 \$34.95ea.



PICKUP FEMALE DOVETAIL - For 28-mid 30 closed cabs. Inside rubber and screws included.
34200
1928-M1930 \$11.95ea.



PICK UP DOOR RUBBER BUMPER HOLDER - Stamped steel for 28-29 closed cab. Fasteners included.
34210
1928-M1930 \$6.25ea.



28-M30 PICK UP DOOR STRIKER - Stamped steel for 28-29 closed cabs. Fasteners included.
34220
1928-M1930 \$11.95ea.



PICK UP RUBBER DOOR LATCH - Lever anti-rattler.
34230 1928-1930 \$2.80ea.



28-M30 PICK UP DOOR STRIKER SHIELD - Stamped steel for 28-29 closed cabs. Mounts to the door jam, inside the above striker to shield and support the weather strip. Includes fasteners.
34290
1928-M1930 \$5.95ea.



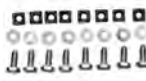
PICK UP DOOR PLUG - Rubber plug used above door handle on 1928 to June 1930 doors. Outside door lock cylinder was never used on Pickups
34300
1928-M1930 \$10.50ea.



PICKUP DOOR PANEL NAIL - Special nail to hold the door panel onto the door, with the plastic retainer. The retainer is thicker than the original stamped brass so the panel will not sit snugly against the doorframe.
32180 \$1.50ea.



28 - 29 GAS TANK TO FIREWALL BOLTS - Paint lower body color. 1928-29 sets includes eight 1/4-20 x 5/8 bolts, lock washers and square nuts. Order two sets for Fordor and Cabriolet cars.
12820 1928-1929 \$14.95set



NON-AUTHENTIC 28-29 GAS TANK TO FIREWALL BOLTS - Includes 8 bolts, lock washers, & square nuts. Not for the show car, but just fine for the daily drivers.
12821 1928-1929 \$3.50set



PICKUP TRUCK RUNNING BOARDS - Diamond design steel board made from original 16 gauge steel. Ford Script for 1928-29 boards.
28-29 Diamond design with Ford Script
21760

1928-1929 \$395.95pair
30-31 Diamond Design
21790
1930-1931 \$334.95pair



REPLACEMENT MIRROR HEAD ONLY-TRUCK - For truck side mirrors. 5" diameter with black back.
24270 1928-1931 \$10.25ea.



28 - E29 AUTHENTIC PICK UP & AA MIRROR HEAD ONLY - This is a good quality replacement for the 28-early 29 pick ups and AA Trucks. Comes with the mirror head glass and a brass swivel ball.
24271 1928-1929 \$97.35ea.



29-FEB 31 AUTHENTIC PICK UP & AA MIRROR HEAD ONLY - This is a good quality replacement for the 29-Feb. 31 pickups and AA Trucks. Include the mounting stud.
24272 1929-1931 \$87.45ea.



BRASS SWIVEL BALL - This is the brass ball that the 28-early 29 outside mirror (design #1, design #2) mounts onto. This ball is peened onto the cast arms.
24274 1928-1929 \$16.10ea.



WINDWING MIRROR - clamps on wind wings. 3 1/2" mirror glass.
24280 1928-1931 \$44.95ea.



28 - M30 TRUCK WINDSHIELD POST MIRROR - 7" arm for closed cab pickups and AA trucks. 5" mirror glass. 1928-M30 bolt-on style.
24290
1928-M1930 \$35.00ea.



28 - M 30 CLOSED CAB MIRROR BRACKET PAD - This is the pad that goes between part #24290 and the cab to help protect the paint.
24291
1928-M1930 \$2.65ea.



30 - 31 TRUCK WINDSHIELD HINGE MIRROR - 6 1/4 inch arm with a 5 inch mirror glass. For correct fitting pin order #24240.
24300 1930-1931 \$46.40ea.



METAL GLASS CHANNEL - This is the metal channel the mounts to the bottom of the glass. These channels are made more authentic for fit and construction then the lower priced ones.
AUTHENTIC METAL CHANNEL - Correct gauge steel and has the correctly shaped channel.
31221 1928-1931 \$24.50ea.



REAR BODY CROSS MEMBER - Connects the ends of the sub rails to this with rivets. Clinch nuts are installed.
Pickup, Closed Cab
36480
M1930-1931 \$110.00ea.
Pickup, Open Cab
36490
1930-1931 \$150.00ea.



DIABLO A'S HOW TO DVD SERIES - These DVDs are all recordings from the Diablo A's Tech Seminars. Since these are done during club tech talks their might be some background noise, but all of the information and step by step assembly and disassembly is shown on your screen. Each DVD lasts 25-75 minutes depending on the topic.
1930 CLOSED CAP PICKUP ROOF INSTALL
38115B 1930 \$24.95ea.

PICKUP - NARROW BED PARTS

PICKUP - NARROW BED PARTS

For pickup tail lights see the TAIL LIGHTS -
TEA CUP or TAIL LIGHTS - DRUM section



ASSEMBLED NARROW BED PICK UP BOX - Complete 1928-May 1931. This is the box only no tailgate. Must be shipped via tractor trailer, freight collect. CRATING CHARGE OF \$300.00.

33470 1928-1931 \$1,795.00ea.



NARROW BED TAIL GATE - Die stamped with all the mounting hardware. Ford Script 1928 to May '31 for narrow bed measures 41 1/2" outer lip to outer lip.

33490 1928-1931 \$325.00ea.



NARROW BED PICK UP BED SIDES -

33540 1928-1931 \$699.95pair



NARROW BED STEEL SUB RAILS - Supports bed to frame. For narrow bed.

33570 1928-1931 \$299.95pair



NARROW BED FRONT STAKE POCKETS - Stamped and die formed steel. Narrow box, front.

33592 1928-1931 \$119.95pair



NARROW BOX FENDER TO BED SPACER - Requires 5 rivets (33830) per side. Not for wide bed.

33620 1928-1931 \$182.00pair



28-E31 PICKUP REAR FENDER MOUNTING BOLTS - Six 5/16-18 x 1/2 carriage bolts, flat washers, lock washers and hex nuts for both fenders. Used only on the 28-May 31 narrow bed. The bed spacer #33620 must be removed to install these bolts.

33622 1928-1931 \$3.30ea.



NARROW BED STAKE POCKET REINFORCEMENT PLATES - 4 per set.

33630 1928-1931 \$26.95set



NARROW BED REAR CROSSMEMBER U CHANNEL - And pocket assembly. Narrow box.

33640 1928-1931 \$279.95ea.



NARROW BED U CHANNEL REPAIR KIT - This is the center part of part #33640 U Channel. Often just this center part is rusted out. This is a weld in replacement with the Z plate (#33660) already installed.

33641 1928-1931 \$79.95ea.



PICK UP BED REAR CROSSMEMBER Z PLATE - End of wood secures to this.

33660 1928-1931 \$27.95ea.



NARROW BED FRONT PANEL - With corner brackets spot welded. Narrow box 40 5/8" wide.

33670 1928-1931 \$199.95ea.



NARROW BED CROSS CHANNELS - One at the front of the box and one in the middle.

33690 1928-1931 \$124.95pair



PICK UP BED Z BRACKETS - Holds the wood sub frame to the box.

33700 1928-1931 \$75.95pair



NARROW BED PICK UP TAIL GATE CHAIN - Narrow box (16 Links).

33720 1926-1931 \$9.95ea.



PICK UP TAIL GATE CHAIN COVER - Black vinyl same as the top material.

33740 1926-1937 \$5.50ea.



PICK UP TAIL GATE CHAIN HOOK - Tail gate chain hook.

33750 1926-1937 \$10.10ea.



PICK UP TAIL GATE CHAIN LINK - Open link to connect the chain to the hook; must then be welded closed.

33760 1926-1937 \$5.60ea.



NARROW BED TAIL GATE CHAIN BRACKET - Rivets to corner of box. Rivets not included. Order (33820) rivets.

33780 1926-1931 \$9.65ea.



NARROW BED RIVET KIT - All the rivets to assemble the pickup box. Narrow box.

33800 1926-1931 \$73.50set



PICK UP BOX WAGON BOX RIVETS - 2 for each chain bracket, 3 for each stake pockets and 4 for each tailgate hinge. Twenty four 1/4 x 1/2" rivets per set. Included in 33810.

33820 1926-1939 \$10.25set



PICK UP BOX ROUND HEAD RIVETS - 5 used to secure the spacer between each fender and box; 2 rivets for bed strips to center pan. Twelve 3/16 x 3/8" rivets per set. Included in 33800.

33830 1928-1931 \$4.25set



NARROW BED TAIL GATE HINGE - Holes drilled but requires 4 universal rivets each. (33820) 2 pieces. Narrow box; order 2 pair per tail gate.

33840 1926-1931 \$15.95pair



NARROW BED TAIL GATE HINGE BOLT - Cross drilled bolt, castle nut and cotter pin. Not for wide bed.

33860 1926-1931 \$7.30ea.



NARROW BED METAL BED STRIPS - Holds floor board in box together. 4 strips per set. Not for wide bed. Paint body color.

33870 1928-1931 \$104.95set



NARROW BED METAL STRIP MOUNTING BOLTS AND WASHERS - Special bolts and square nuts to secure the metal strip and wood to box. Also square washers with one corner bent to grip wood. Not for wide bed. The square nuts are the modern small nut 7/16" wide, thin nut.

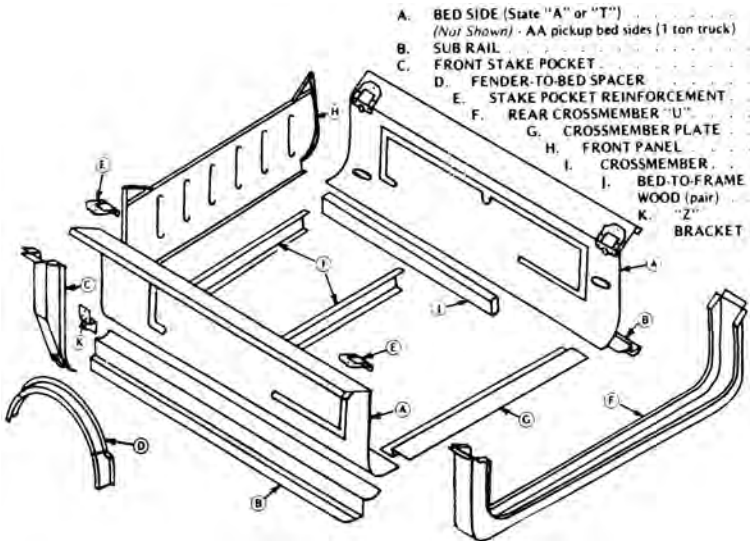
33880 1928-1931 \$13.95set



NARROW BED CENTER PLATE - Located above the rear spring in the floor of the box. Paint body color.

33900 1928-1931 \$49.50ea.

PICKUP - NARROW BED PARTS • PICKUP - WIDE BED PARTS



NARROW BED FLOOR BOARDS - Wood is precut and grooved for bed strips. Top of wood should be painted the color of the steel sides. The bottom side of the wood should be coated with a black wood preservative. Narrow box.
33920

1928-1931 \$425.04set



NARROW BED PICK UP BOX BED SILLS - This wood sill rests on top of the frame and the box on top of it.
33940

1928-1931 \$105.95pair



PICK UP FRONT BUMPER STRIPS - Some front box panels have these. Need 2 pieces. Made from oak.
33970 1928-1931 \$8.25ea.



PICKUP CAB TO BOX PANEL - A divider panel between the cab and box to deflect dirt. Bottom panel extends under cab.

Narrow box
33980 1928-1931 \$66.00ea.



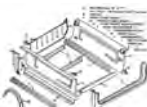
NARROW BED PICKUP BOX TO FRAME BOLT - Correct bolts to secure box to frame. 22 pieces.
37070 1928-1931 \$8.95set



28-E30 WOOD SILLS TO BOX BOLTS - Four 7/16-20 x 2" bolt, two 3/8 x 2 carriage bolts, flat washers, lock washers and nuts.
37072 1928-1930 \$8.35set



PICKUP BOX WOOD SIDE BOARDS - These are the two horizontal boards that run down the side of the box with the vertical stakes in the pockets. Hardware is included. For narrow bed.
40370 1928-1931 \$221.76set



UNASSEMBLED NARROW BED PICK UP BOX -

33450 1928-1931 \$1,675.00ea.



RIVET TOOL - Rounds end of rivet to secure it to the frame.
AIR HAMMER TOOL - .401 diameter shank, hardened.
1/4 Inch Rivets

36690 1928-1931 \$31.50ea.



BODY BOLT SET - NARROW BED PICKUP BOX TO WOOD SILL BOLT
37022

1928-E1931 \$9.50set

PICKUP - WIDE BED PARTS

For pickup tail lights see the TAIL LIGHTS - TEA CUP or TAIL LIGHTS - DRUM section



ASSEMBLED WIDE BED PICK UP BOX - Complete bed kit assembled with all pieces shown plus floor wood, pan, hooks, chains, tailgate, etc. May 1931 to end WIDE BOX - ASSEMBLED: Must be shipped via tractor trailer, freight collect. Crating charge on this box is \$150.00.
33480 1931 \$3,195.00ea.



WIDE BED RIVET KIT - All the rivets to assemble the pickup box. Wide box.

33810 1931 \$74.95set



WIDE BED TAIL GATE - Measures 46 3/4" outer lip to outer lip.
33500

1931-1934 \$305.00ea.



WIDE BED TAIL GATE HINGE ROD - Used on wide box.
33510

1931-1936 \$23.95ea.



TAIL GATE CORNER BRACE - Tail gate corner brace.

Wide box, Left side
33520 1931-1937 \$14.00ea.

Wide box, Right side
33530 1931-1937 \$14.00ea.



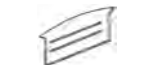
PICKUP BED STAKE POCKET - Stamped and die formed steel.

Wide box front pocket
33580 1931 \$44.95ea.

Wide box rear pocket
33610 1931 \$44.95ea.



WIDE BED REAR CROSSMEMBER U CHANNEL - And pocket assembly. Wide box.
33650 1931 \$90.95ea.



WIDE BED FRONT PANEL - With corner brackets spot welded. Wide box 46" wide.
33680 1931 \$239.95ea.



WIDE BOX CROSS CHANNEL - Need three per box.
33691 1931 \$113.85ea.



WIDE BED PICK UP TAIL GATE CHAIN - Wide box (18 Links).
33730 1931-1937 \$12.95ea.



PICK UP TAIL GATE CHAIN COVER - Black vinyl same as the top material.
33740 1926-1937 \$5.50ea.



PICK UP TAIL GATE CHAIN HOOK - Tail gate chain hook.
33750 1926-1937 \$10.10ea.



PICK UP TAIL GATE CHAIN LINK - Open link to connect the chain to the hook; must then be welded closed.
33760 1926-1937 \$5.60ea.

PICKUP - WIDE BED PARTS • 1932-34 FORD FOUR CYLINDER ENGINE PARTS



WIDE BED TAIL GATE CHAIN BRACKET - Rivets to corner of box. Rivets not included. Order (33820) rivets. Wide box.

33790 1931-1937 \$9.95ea.



PICK UP BOX WAGON BOX RIVETS - 2 for each chain bracket, 3 for each stake pockets and 4 for each tailgate hinge. Twenty four 1/4 x 1/2" rivets per set. Included in 33810.

33820 1926-1939 \$10.25set



WIDE BED TAIL GATE HINGE - Holes drilled but requires 2 universal rivets each. (33820) Wide box: order 3 pcs per tail gate.

33850 1931-1937 \$7.00ea.



1931 WIDE BED TAILGATE FASTENER SET - These are the six bolts that hold the tailgate hinge to the rear cross member on 1931 Wide Bed pickup trucks. Each kit contains 6 hex bolts, lock washers, & nuts. Need one set will do all three hinges.

33851 1931 \$1.65set

WIDE BED FLOOR BOARDS - Wood is precut top and bottom side of the wood should be coated with a black wood preservative. Wide box.

33930 1931 \$265.00set



WIDE BED PICK UP BOX BED SILLS - This wood sill rests on top of the frame and the box on top of it. Wide box.

33950 1928-1931 \$327.71set



END CAP FOR WOOD BOX SILLS - Use this cap to cover the end of the wood sill for the wide box. Need 2 per truck.

33951 1928-1931 \$13.95ea.



WIDE BOX BED STEEL FLOOR - Used may 1931 to end. Add \$125.00 for boxing. Too large for UPS. Must be shipped via tractor trailer & freight collect.

33960 1931 \$425.00ea.



31 WIDE BOX TO FRAME BOLT SET - This kit contains the following bolts: Box to sill, wood sill to metal cross member, wood sill to rear fender brace, wood sill to taillight bracket, tailgate hinge to cross member, and the box to rear cross member bolts.

37071 1931 \$26.95set



UNASSEMBLED WIDE BED PICK UP BOX -

33460 1931 \$2,200.00ea.



PICKUP CAB TO BOX PANEL - A divider panel between the cab and box to deflect dirt. Bottom panel extends under cab.

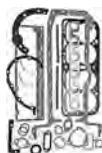
Wide box, May 1931 till end
33990 1931 \$55.25ea.



RIVET TOOL - Rounds end of rivet to secure it to the frame. **AIR HAMMER TOOL** - .401 diameter shank, hardened.

1/4 Inch Rivets
36690 1928-1931 \$31.50ea.

1932-34 FORD FOUR CYLINDER ENGINE PARTS



32 - 34 ENGINE GASKET SET - Complete set for 1932-34. #8091 head gasket included.

7750 1932-1934 \$74.95set



1932 4CYLINDER ENGINE STUD SET - Fourteen Grade 8 hardened studs with correct domed head end. Torque to 65 foot pounds. These will not stretch. These stronger studs are suggested to be used with high compression heads that require a higher torque. This set is for the 32-34 4 cylinder engines.

8141 1932 \$43.90set



32-34 B ZENITH CHOKE SHAFT - Standard size for the 32-34 Zenith Carburetor. USA

14131 1932-1934 \$25.15ea.



MODEL B MAIN BEARING INSERTS - Main bearing sets for your 32-34 4 cylinder engines. Your engine block and bearing caps will need to be machined to accept these insert bearings. Instruction's included. Three thrust washers (8946B) must be used, but are not included. Standard journal size is 1.990"-1.9985".

Standard Size

8932 1932-1934 \$129.95set

.010 OVER

8934 1932-1934 \$129.95set

.020 OVER

8935 1932-1934 \$129.95set



MODEL B MAIN BEARING INSERTS (Cont.)

.040 OVER

8936 1932-1934 \$129.95set

.030 OVER

8937 1932-1934 \$129.95set



THRUST WASHER FOR B INSERT MAIN BEARINGS -

These half circle brass thrust washers must be used when you convert from Babbitt main bearings to the new insert bearings. Need 3 per engine.

8946B 1932-1934 \$15.40ea.



1932 - 34 OIL DRAIN TUBE - 3/8" drain tube that screws into the rear bearing caps on 32-34 engines.

8947 1932-1934 \$16.65ea.



1932 - 1934 MAIN BEARING SHIM SET - Each shim stack has three .003 and one .005 shims stuck together.

9010 1932-1934 \$16.60set



32 - 34 VALVE COVER GASKET - Includes the front packing and rear cork seals.

9350 1932-1934 \$5.25ea.



32 - 34 OIL PAN GASKET SET - Includes front packing #9770, both sides, and rear cork seal.

9990 1932-1934 \$15.35set



32-34 THREE BOLT WATER PUMP GASKET - Water pump gasket.

12410 1932-1934 \$0.75ea.



MODEL B WATER PUMP SHAFT ONLY - A stainless steel shaft with a polished mirror surface made for us to the original Ford prints. This is the shaft only no impeller. USA

12431 1932 \$19.95ea.



1932 ZENITH CARBURETOR GASKET KIT - For 1932 'B' Zenith.

13800 1932-1934 \$2.40set



32-34 MODEL B GAS ADJUSTMENT NEEDLE HOUSING - This is the correct needle housing for the 32-34 Model B carb. It is the press in style of needle housing.

14001 1932-1934 \$19.50ea.

1932-34 FORD FOUR CYLINDER ENGINE PARTS • AA TRUCK PARTS


32-34 MODEL B CHOKE PLATE - This is the zinc plated steel plate that goes into the lower half of the 32-34 carbs. Our plate has the correct bevel edges for the correct fit and function. Made using the original Ford prints. USA
14201 \$14.50ea.



.015 OVERSIZED 32-34 THROTTLE SHAFT -
14492 \$27.95ea.



32-34 MODEL B THROTTLE PLATE - This is the brass plate that goes into the upper half of the 32-34 carbs. Our plate has the correct bevel edges for the correct fit and function. Made using the original Ford prints. USA
14551 \$12.80ea.



32 - 34 FLOAT VALVE 1932-34 - This is the valve that the float pushes against to cut the flow of gas.
14301 1932-1934 \$26.95ea.



32-34 MODEL B ZENITH FLOAT VALVE SHIM KIT - Shims to help adjust the height of the float valve without having to bend the float arm. USA
14305 1928-1931 \$1.50set



MODEL B CARB. FLOAT BAFFLE - Some Model "B" carburetors used this special baffle to prevent the fuel from sloshing around in the bowl. This baffle is accurately reproduced of the original Ford blueprint.
14302 1932-1934 \$31.50ea.



32-34 MODEL B CARBURETOR FLOAT - Used in the later B-2 style 32-34 Zenith carburetor.
14303 1932-1934 \$24.95ea.



32-34 MODEL B CARBURETOR ASSIST SPRING - This is the float assist spring for the 32-34 B-2 style carburetor
14304 1932-1934 \$12.25ea.



32-34 MODEL B THROTTLE SHAFT ONLY - This is the brass throttle shaft only for the 32-34 Zenith Carburetor's. The end of this shaft is drilled and tapped for a screw to mount your original throttle arm to the shaft.
14491 1932-1934 \$26.75ea.



32-34 ZENITH VENTURI - Venturi for the 32-34 Zenith carburetor.
14572 1932-1934 \$8.75ea.



32-34 MODEL B ZENITH CARB BODY BOLT - Zinc plated, 5/16-24 X 3" bolt & l/w. Holds the bowl to the upper half of the Zenith carburetor.
13971 \$1.95set



32 - 34 ZENITH CARBURETOR BOWL GASKET - Thick tan paper
14620 1932-1934 \$1.65ea.



32 - 34 ZENITH CARBURETOR REBUILD KIT - DOES NOT INCLUDE THE FLOAT VALVE #14301.
14660 1932-1934 \$74.95set



32-34 MODEL B ZENITH ADJUSTING NEEDLE - Inserts into #14001 adjusting needle housing. USA
13981 1932-1934 \$9.95ea.



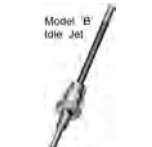
32-34 MODEL B ZENITH POWER JET - The Power Jet only for 32-34 Zeniths. Made in brass from the original spec's in the USA
14021 1932-1934 \$7.25ea.



32-34 MODEL B ZENITH MAIN JET - FOR 32-34 ZENITH. Made in the USA
14041 1932-1934 \$12.35ea.



32-34 MODEL B ZENITH CAP JET - 32-34 MODEL B ZENITH CAP JET. Made in the USA
14061 1932-1934 \$14.95ea.



32-34 MODEL B ZENITH IDLE JET - 32-34 MODEL B ZENITH IDLE JET. Made in USA
14071 1932-1934 \$19.50ea.



32-34 MODEL B ZENITH FLOAT PIN - Float pin only for 32-34 Zenith carb. USA
14251 1932-1934 \$3.05ea.



32-34 ZENITH PASSAGE PLUGS - 10 Brass plugs with detailed instructions. Used only in the 32-34 Zenith Carburetor's
14641 1932-1934 \$9.95set



HEAD GASKET BY BEST GASKET COMPANY - Consists of Kevlar reinforced graphite facing material mechanically bonded to both sides of a perforated steel core. This modern engineered, high-performance material is rated to a temperature of 1400 degrees-F. Steel fire rings are installed in the combustion chamber areas of the gasket. GraphTite head gaskets have superb sealing characteristics, excellent torque retention, and hold up to the punishment dished out by high-performance engines; high quality all the way. Install GraphTite head gaskets using a spray-on sealant like K & W Copper Coat or Permatex Copper Spray-A-Gasket. Always re-torque, no short-cuts. **MADE BY BEST GASKET IN THE USA**
32-34 Model B Head Gasket
8091 1932-1934 \$58.95ea.



32-34 MODERN REAR MAIN SEAL -
8971 \$25.95ea.

AA TRUCK PARTS

NOTE: Front AA Truck original drums are 11.000 +/- .005. Rear AA Truck original drums are 14.000 +/- .005.



FRONT WHEEL NUT - 3/4-16 threads.
Right Hand Threads
1320 1928-1929 \$7.00ea.
1330 1930-1960 \$4.60ea.
Left Hand Threads
1340 1928-1929 \$7.00ea.
1350 1930-1960 \$4.60ea.



REAR WHEEL INNER NUT - 1930-60 AA Trucks. 3/4-16 thread.
Right Hand Threads
1500 1930-1960 \$3.85ea.
Left Hand Threads
1510 1930-1960 \$4.15ea.



REAR WHEEL OUTER NUT - 1930-60 AA Trucks. 1 1/8-16 thread.
Right Hand Threads
1520 1930-1960 \$3.10ea.
Left Hand Threads
1530 1930-1960 \$3.25ea.

AA TRUCK PARTS



O.D. 3 7/8

REAR WHEEL HUB GREASE SEAL - Rear wheel hub grease seal.

1928-29 AA truck seal. OD is 3 7/8 inch

1570 1928-1929 \$21.45ea.

1930-31 AA truck seal. OD is 4.013

1580 1930-1934 \$18.50ea.

**FRONT WHEEL BEARING & RACE** - Front wheel bearing & race.

1928-29 AA Trucks: Inner Bearing

1650 1928-1929 \$98.60ea.

1930-37 AA Trucks: Inner Bearing

1660 1930-1937 \$22.80ea.

1928-29 AA Trucks: Inner Race

1680 1928-1929 \$75.25ea.

1930-37 AA Trucks: Inner Race

1690 1930-1937 \$75.00ea.

1928-29 AA Trucks: Outer Bearing

1720 1928-1929 \$27.45ea.

1930-37 AA Trucks: Outer Bearing

1730 1930-1937 \$64.95ea.

1928-29 AA Trucks: Outer Race

1750 1928-1929 \$20.50ea.

1930-37 AA Trucks: Outer Race

1760 1930-1937 \$20.75ea.

**28 - 31 AA TRUCK BRAKE SPRINGS** - Set includes two long and two short springs for the AA service shoes on 14" drums. Set is for two wheels.

2760 1928-1931 \$28.50set

**28-31 AA TRUCK BRAKE ADJUSTING WEDGE** - This wedge stud is made in the USA. Made from the print and heat treated & zinc plated for durability.

2781 1928-1936 \$57.65ea.

**AA TRUCK BRAKE ADJUSTING WEDGE TOOL** - A special wrench with a square hole to fit the end of the brake adjusting wedge for the AA trucks.

2801 1928-1931 \$12.50ea.

**30-34 AA TRUCK FRONT BRAKE OPERATING WEDGE STUD** - This stud is used on 30-31 AA trucks for the operating wedge to slide up and down. Need 2 per truck

2861 1930-1934 \$28.95ea.

**AA REAR BRAKE CAM SHAFT BUSHINGS** - Set of 2 bushings

3110 1928-1931 \$49.95pair

**AA REAR BRAKE CAMSHAFT SPRINGS** - Two springs for the AA truck rear brake camshaft.

3170 1928-1931 \$7.90pair

**AA REAR BRAKE CAMSHAFT DUST FELT RINGS** - The felt seals for the rear brake camshaft on AA trucks.

3180 1928-1931 \$8.75pair

**AA REAR BRAKE ROCKER ARM RETRACTING SPRING** - Latest of the 3 styles of spring used in 28-29

3530 1928-1929 \$19.80pair

**AA TRUCK EMERGENCY BRAKE LINING** - Two 3/16" x 1 1/2" x 42" pieces with 40 rivets for AA Trucks. Holes are NOT drilled.

3700 1928-1931 \$75.00set

**AA TRUCK EMERGENCY BRAKE SPRINGS** - Six springs per set.

3760 1928-1931 \$66.50set

**AA TRUCK EMERGENCY BRAKE TOGGLE LEVER BUSHINGS** - Set of four bushings

3810 1928-1931 \$37.95set

**AA TRUCK EMERGENCY BRAKE LEVER BUSHINGS SET OF 4** - Set of 4 bushings for both levers.

3850 1928-1931 \$47.95set

**AA TRUCK BRAKE RODS** - One piece rod with eye flash welded on end. The disc on the rod for the anti-rattle springs is created by an 'upset'. The rod is heated, then secured at two points and compressed using a die to form the disc on the rod. U.S. made.

AA Truck Em. Rod 63 7/8 inch

4240 1930-1931 \$18.50ea.

AA Truck Em. Rod 59 7/8 inch

4242 1928-1929 \$18.50ea.

**AA SERVICE BRAKE LINING** - Four 1/4 x 2 3/8"x20" This is enough lining for 2 drums lining with 60 rivets. Holes are NOT drilled.

2620 1928-1931 \$115.00set

**REAR END GASKET SET** - This set fits the 28-29 worm drive rear end.

This set fits the 28-29 worm drive rear end

5940 1928-1929 \$24.25set

**RIVETS ONLY FOR AA TRUCK SERVICE LINING 60 PCS** - 60 rivets per set. Diameter is .184"; length by .365".

2670 1928-1931 \$6.65set

**30 - 31 AA TRUCK REAR END GASKET SET** - For the bevel gear differential.

5950 1930-1931 \$24.35set

**AA TRUCK REAR AXLE HOUSING CAP GASKET** - Used 1928-29 on the worm drive differential.

6020 1928-1929 \$3.25ea.

**30 - 31 AA TIMKEN DIFFERENTIAL BEARING** - For 1930-34 AA Trucks. Need 2.

6080 1930-1934 \$32.00ea.

**30 31 AA DIFFERENTIAL RACE** - For 1930-47 Trucks. Need 2.

6100 1930-1947 \$11.50ea.

**AA REAR AXLE NUT** - Worm drive.

6180 1928-1929 \$7.50ea.

**AA TRUCK REAR HUB KEY** - 4 1/16 inches long. (bevel gear)

6220 1930-1931 \$13.25pair

**AA INNER AXLE SEAL** -

6241 1928-1929 \$16.55ea.

**AA REAR AXLE TORQUE TUBE GASKET** - Used 1928-29 on the worm drive differential.

6300 1928-1929 \$4.05ea.

**30 - 31 AA DIFFERENTIAL PINION BEARING RACE** - For AA Trucks.

6340 1930-1931 \$23.75ea.

AA TRUCK PARTS


30 - 31 AA DIFFERENTIAL PINION PILOT BEARING AND RACE - Differential pinion pilot bearing & race.
6360 1930-1949 \$60.00ea.



AA DRIVE SHAFT COUPLING PIN - Bevel drive.
6520 1930-1931 \$2.50ea.



AA COUPLING SHAFT HOUSING PACKING - These are the two felt rings that go on the coupling shaft housing on AA Trucks. Used late 1929 to Early 1931
6550 L1929-E1931 \$11.15pair



COUPLING SHAFT HOUSING SEAL KIT - These are the two felt rings that go on the coupling shaft housing on AA Trucks. Used late 1931
6560 L1931 \$14.50ea.



28-29 AA COUPLING SHAFT BEARING RETAINER - Used on 28-29 AA trucks.
6561 1928-1939 \$10.75ea.



AA COUPLING SHAFT STATIONARY THRUST WASHER - For 1928-29.
6580 1928-1929 \$11.90ea.



30 - 31 AA DIFFERENTIAL PINION BEARING - For AA Trucks.
6350 1930-1934 \$35.05ea.



AA DUAL HIGH TO COVER GASKET - Dual high to cover gasket.
6590 1928-1929 \$5.25ea.



AA REAR SPRING TIE BOLTS - Rear spring tie bolts.
7410 1928-1931 \$11.40pair



AA REAR SPRING SHACKLE BOLT - This is the hex head shackle bolt for the rear spring. Heat Treated and US made
7580 1928-1931 \$39.00ea.



AA REAR SHACKLE BOLT SPECIAL CASTLE NUT -
7590 1928-1931 \$5.00ea.



AA REAR SPRING PIVOT BRACKET MOUNTING RIVETS - Eight 3/8 x 1 and two 3/8 x 1 1/8 rivets for two brackets.
7630 1928-E1929 \$12.90set



AA REAR SPRING PIVOT SEAT BUSHING PAIR - A pair of bronze bushings with a groove and oil hole.
7680 1928-1931 \$69.95pair



AA REAR SPRING SHACKLE BUSHING - A bronze bushing with a groove.
7690 1928-1931 \$22.60ea.



AA REAR SPRING SEAT LOCKING PIN - With lock washer and nut for late 1928 thru 1931.
7700 1928-1931 \$10.25ea.



AA REAR SPRING SEAT PIN - For late 1928 thru 1931.
7710 1928-1931 \$19.65ea.



AA TRANSMISSION MAIN DRIVE BEARING - This is the front ball bearing and is larger than the rear.
10120 1929-1950 \$27.10ea.



AA TRANSMISSION MAIN SHAFT BALL BEARING - This is the rear smaller bearing.
10280 1929-1950 \$39.95ea.



UNIVERSAL GASKET SET - 2 round & 2 felt gaskets.
10400 1928-1931 \$3.90set



AA TRANSMISSION COUNTERSHAFT GEAR BEARING SPACER - Transmission countershaft gear bearing spacer.
10540 1929-1950 \$5.35ea.



AA TRANSMISSION COUNTERSHAFT GEAR NEEDLE BEARING - Transmission countershaft gear needle bearing. This is the larger bearing.
10560 1928-1948 \$26.95ea.



AA TRANSMISSION MAIN SHAFT PILOT NEEDLE BEARING - Transmission main shaft pilot needle bearing. This is the smaller bearing.
10590 1929-1950 \$19.25ea.



AA TRANSMISSION REVERSE IDLER GEAR SHAFT - Transmission reverse idle gear shaft.
10630 1928-1929 \$8.20ea.



AA TRANSMISSION REVERSE IDLER GEAR SHAFT - Transmission reverse idle gear shaft.
10640 1930-1950 \$14.85ea.



AA TRUCK TRANSMISSION GASKET SET - For the four speed transmission, late 1928 through 1931. 10-piece set.
10690 1929-1931 \$28.90ea.



AA GEAR SHIFT LEVER ROD NUT - For four speed transmissions. Late 1929-31
10800 L1929-1931 \$5.50ea.



AA GEAR SHIFT LEVER HOUSING TRUNION PIN - 1928-30 contains one long and one short case hardened pin with a groove.
10830 1928-1930 \$5.95ea.



AA GEAR SHIFT LEVER TRUNION PIN - 1931-50 pin does not have the groove. Sold separately
10840 1930-1950 \$1.95ea.



AA CLUTCH & BRAKE PEDAL SHAFT - For the four speed transmission, late 1928 through 1931.
11110 1929-1931 \$15.50ea.



AA CLUTCH RELEASE SHAFT -
11220 1929-1931 \$16.50ea.



EARLY 1928 & AA CLUTCH PEDAL SPRING - Used on multi-disk clutch from beginning to Nov. 1928 .
11390 1928-1931 \$15.95ea.



AA THROW-OUT BEARING SPRING - For the four speed transmissions, late 1928 through 1931.
11440 1929-1931 \$4.95ea.

AA TRUCK PARTS • SHEET METAL - COWL & FIREWALL • DOORS



AA TRUCK RADIATOR FOR 1930-31 - AA TRUCK RADIATOR - Heavy duty with four rows of tubes. You must have the extra deep radiator shell the trucks used for this to fit. This is made to order and can take 3-4 months for delivery.

11580

1930-1931 \$1,195.00ea.



AA TRUCK HEAD LAMP AND HORN CONDUITS - Original black lacquered woven fabric with stainless ends. 2 headlight & 1 horn per set.

20750 1930-1932 \$43.75set



TRUCK MIRROR HEAD BOLT - Special domed head bolt that holds the mirror head to the arm. Outside style mirror used mid 28- early 30

24100 1928-1930 \$4.95ea.



28-30 AA FRONT BUMPER - These bumper bars are made of stainless steel. Same quality as the bumpers for the cars.

24341

1928-1930 \$434.95ea.



AA TRUCK BOOK - A good restoration guide for the AA Truck. Written by Jim Schild who is also the author of the 'Model A Shop Manual'. 92 pages.

37510 1928-1931 \$27.75ea.



AA SPEEDOMETER CABLES - 89in long for 131in wheel base.

Keyed End 89 Long

22960 1928-1930 \$123.45ea.

Square End 89 Inch Long

22970 1930-1931 \$86.50ea.

Keyed End 113 Inch Long

22990

1928-M1930 \$98.95ea.

Square End 113 Inch Long

23000

M1930-1931 \$116.95ea.



AA TRUCK RIM LINER -

1130 1928-1931 \$56.00ea.



30-31 AA TRUCK FRONT RODS 61 5/8in -

3490 1930-1931 \$18.00ea.



AA REAR AXLE SHAFT GREASE RETAINER -

6250 1928-1929 \$14.85ea.



SPRING SHACKLES - One for each end of the spring. Includes bushings, two bars, but not the original shape, and castle nuts. Fits 1928-31. Tighten castle nuts tight, then back off half turn to allow spring to pivot. Foreign, but good. New tooling. Grease fitting not included order #36740 for stock, or 36840 for modern fittings.

Rear on cars Front on AA trucks.

7220 1928-1931 \$59.95set

SHEET METAL - COWL & FIREWALL



28-29 COMPLETE COWL PANEL SET - Complete side for all 28-29's except Briggs and Murray Sedans. Die stamped.

34360 1928-1929 \$229.95pair



30-31 COWL PATCH PANEL SET - High quality die stamped panels. Correct beading and full compound curves to match original contour. This panel is 8" tall. This can be used on Slant Window cars if the length is shortened by about 1/2".

34400 1930-1931 \$62.70pair



ROADSTER COWL PANEL - Complete side panel, die stamped. Panel from the side of the gas tank to sub rail. Can be used on all 1930-31 cowl except 1931 slant windshield cars, but the hinge slots will need to be changed. The top bead is not included on this panel as it was made for Roadsters.

LEFT

34420

1930-1931 \$200.00ea.

RIGHT

34430

1930-1931 \$200.00ea.



30-31 COWL INNER SUPPORT PANEL - This support panel mounts to the subrail, and the lower bead of the cowl panel mounts to it.

39395 1930-1931 \$29.95ea.



28-29 FIREWALL - Die stamped with holes drilled.

34440

1928-1929 \$340.00ea.



30-31 FIREWALL - Die stamped with holes drilled.

34450

1930-1931 \$385.00ea.



28-29 OPEN CAR DASH RAIL - Die stamped steel. Open Car.

34460

1928-1929 \$262.35ea.



28-29 OPEN CAR DASH RAIL END BRACKETS - These are the brackets that go on each end of the dash reinforcement bar (#34461), and the ends of the dash rail fasten to them. Used on open cars only. Sold as a pair only.

34479 1928-1929 \$95.00pair



OPEN CAR BELT RAIL CENTER BRACE - This bracket holds the belt rail in place above the dash panel. 'L' shape bracket with a 1/4-20 D-nut installed. Need 2 brackets. Used on: 1928-29 Roadster, 1928-29 Open Cab Pick-up & 1928-29 Phaeton.

34480 1928-1929 \$11.95ea.

OPEN CAR DASH SUPPORT BAR - This is the reinforcement bar that ties the two cowl posts together. The Dash rail covers this. Used on the open cars only.

28-29

34461 1928-1929 \$225.00pair

30-31

34471 1930-1931 \$225.00ea.



30-31 OPEN CAR DASH RAIL - Die stamped steel. Open Car.

34470

1930-1931 \$335.00ea.

DOORS



COMPLETE OPEN CAR DOOR - Complete inner and outer steel OPEN CAR door. Die stamped. Hinges installed. Latches not included. When ordering, please indicate whether or not you want a door handle hole. Before Oct. '28 a door handle hole was not installed. After Oct. '28 till end door handle was installed.

1928-29 22 1/4 wide at bottom.

No door handle 1928 - Left

34530 1928 \$650.00ea.

DOORS • SHEET METAL - DOOR
COMPLETE OPEN CAR DOOR (Cont.)

1928-29 22 1/4 wide at bottom.
Door handle hole installed
1929 - Left

34531 1929 \$650.00ea.

1928-29 22 1/4 wide at bottom.
No door handle 1928 - Right

34540 1928 \$650.00ea.

1928-29 22 1/4 wide at bottom.
Door handle hole installed
1929 - Right

34541 1929 \$650.00ea.

1930-31 23 1/2 wide at bottom
- Left

34550 1930-1931 \$650.00ea.

34560 1930-1931 \$650.00ea.

SHEET METAL - DOOR

ROADSTER CAR & ROADSTER PICKUP DOOR SKINS - This is the complete outer door skin only. Will fit all 28-29 Roadster's, Roadster Pickup, and Phaeton front doors.

28-29 left side (driver)

34490 1928-1929 \$219.95ea.

34500 1930-1931 \$235.95ea.

28-29 right side (passenger)

34510 1928-1929 \$219.95ea.

30-31 right side (passenger)

34520 1930-1931 \$235.95ea.

DOOR BOTTOM PATCH PANELS - Curved to fit contour of car. These panels have a slight bow from the front to the rear edge to match the bow in the original door.

1928-29 Roadster & Roadster Pickup: 22 1/4 long no bead

34570 1928-1929 \$81.70pair

1930-31 Roadster & Roadster Pickup: 23 7/16 long with bead

34580 1930-1931 \$81.70pair

1928-29 Coupe & Tudor Sedan: 29 5/16 long, no bead

34590 1928-1929 \$86.00pair

1930-31 Coupe & M30-31 Closed Cab Pickup: 27 5/16 long with bead

34600 1930-1931 \$86.00pair

28-29 Phaeton 4 panels - Front Door: 22 3/16 long no bead;

Rear Door: 13 1/2 long no bead

34620 1928-1929 \$99.00set

DOOR BOTTOM PATCH PANELS (Cont.)

28-29 Fordor Sedan Set of 4 panels - Front Door: 27 3/4 long with no bead; Rear Door: 12 long with no bead

34660 1928-1929 \$79.95set

30-31 Murray Fordor Sedan set of 4 panels - Front Door: 27 long with bead; Rear Door: 11 3/4 long with bead

34680 1928-1929 \$86.35set

30-31 Briggs Fordor Sedan set of 4 panels - Front Door: 28 long with no bead; Rear Door: 11 3/4 long with no bead-

Briggs

34700 1930-1931 \$99.00set

1928-Mid30 Pickup: 29 1/8 long with bead

34730 1928-M1930 \$93.00pair

HALF DOOR PATCH PANEL -

This door skin covers just below the bead under the door handle to the bottom. Will fit either door. 22" tall.

1928-29 Coupe & 1928-29 Tudor Sedan Will fit either side.

34750 1928-1929 \$84.95ea.

1928-June 30 CLOSED CAB PICKUP: left side

34761 1928-M1930 \$149.95ea.

1928-June 30 CLOSED CAB PICKUP: right side

34762 1928-M1930 \$149.95ea.

30-31 COUPE DOOR SKIN: left side

34763 1930-1931 \$106.00ea.

30-31 COUPE DOOR SKIN: right side

34764 1930-1931 \$106.00ea.

30-31 TUDOR & PICKUP: left side

34765 1930-1931 \$95.00ea.

30-31 TUDOR & PICKUP: right side

34766 1930-1931 \$95.00ea.

30-31 TUDOR SEDAN & PICKUP LEFT SIDE HALF DOOR SKIN - for 30-31 Tudor,

Pickups. Can fit 30-31 Coupes by trimming one side. Has 1" bead on the bottom.

34760 1928-M1930 \$80.00ea.

DOOR BOTTOM PATCH PANEL MID 30-31 TUDOR & 30-31 CLOSED CAB P -

34610 \$79.00pair

30-31 PHAETON DOOR BOTTOM PATCH PANEL SET OF 4 -

Curved to fit contour of car. These panels have a slight bow from the front to the rear edge to match the bow in the original door.

34640 1930-1931 \$86.95set

Victoria 1931: 33 3/4" long with bead -

Curved to fit contour of car. These panels have a slight bow from the front to the rear edge to match the bow in the original door.

DOOR BOTTOM PATCH PANELS

34720 1931 \$55.75pair

DOOR FRAME INNER BOTTOM -

This is the steel frame on the bottom of the door. Contains holes for door upholstery.

1930-31 Coupe: 23 5/8 Inch long

31540 1930-1931 \$42.00pair

1928-29 Tudor & Coupe: 25 3/8 Inch long

31550 1928-1929 \$42.00pair

1928-Mid30 Closed Cab Pickup

31560 1928-1930 \$86.35pair

30-31 TUDOR SEDAN & M30-31 CLOSED CAB PICKUP

31570 1930-1931 \$95.00pair

28 - E31 FORDOR, CABRIOLET & VICTORIA DOOR BUMPER CLIP -

Need two clips on each side of the door post, includes one #8 x 7/8" flat head wood screw. Need eight clips per Fordor. For 1928-E31 Fordor Sedans, 1928-E31 Cabriolet & 1930-E31 Victoria.

30640 1928-1931 \$4.50ea.

28 - 31 COUPE, TUDOR & M30-31 CLOSED CAB DOOR BUMPER CLIP -

The three sided clip to hold the rubber door bumper in place. Spot welded to the bottom of door 3 inches from the latch side. One per door. For 1928-31 ALL Coupes, 1928-31 Tudor sedans and M30-31 Closed Cab Pickup.

30630 1928-1931 \$4.50ea.

DOOR VERTICAL INNER BRACE -

Has bracket for (31340) bumper.

31580 1928-1931 \$20.95ea.

SEDAN REAR SIDE WINDOW VERTICAL INNER BRACE -

Sedan rear side window brace.

31590 1928-1931 \$20.95ea.

REAR QUARTER PANELS • REAR FENDER INNER PANELS • SHEET METAL - RUMBLE & TRUNK

REAR QUARTER PANELS



REAR QUARTER PATCH PANELS - Between door and rear fender. Quality panel. 5 Inch tall.

1928-29 Coupe: 15 Inch across bottom

34770 1928-1929 \$114.95pair
1928-29 Tudor Sedan: 14 1/4 Inch across bottom

34780 1928-1929 \$59.95pair
1928-29 Roadster: 20 1/4 Inch across bottom



34790 1928-1929 \$89.95pair

1930-31 Coupe & Sport Coupe: 14 Inch across bottom

34800 1930-1931 \$64.60pair
1930-31 Tudor Sedan: 12 1/4 Inch across bottom

34810 1930-1931 \$104.95pair
1930-31 Roadster: 17 3/8 across bottom

34820 1930-1931 \$59.95pair



QUARTER PANEL 'T' MOLDING - This is the finish strip of metal that hides the seam between the quarter and back panel. 53" long. Will require bending. made from aluminum.

Pre-bent for 1928-31 Roadster

35000 1928-1931 \$97.00ea.

REAR FENDER INNER PANELS



PHAETON REAR INNER FENDER PANEL - Die stamped. This is the panel only.

30-31
34872 1930-1931 \$95.10set



COUPE & ROADSTER REAR BODY CORNER PATCH PANELS - Die stamped. Correct gauge 5" high. Sold in pairs. The 1930-31 vertical bead was mistakenly made off-line near the top. Coupe and Roadster.

28-29
34930 1928-1929 \$59.95pair



30-31 COUPE & ROADSTER REAR BODY CORNER PATCH PANEL - Die stamped. Correct gauge 5" high. Sold in pairs. The 1930-31 vertical bead was mistakenly made off-line near the top. Coupe and Roadster.

34940 1930-1931 \$61.00pair



28-29 TUDOR SEDAN CORNER PATCH PANELS - This will replace the corner of the 28-29 Tudor sedan from the fender area to the center of the panel seam.

34949 1928-1929 \$57.95pair



30-31 SEDAN REAR BODY CORNER PATCH PANEL - 7" tall, from fender around corner to center panel seam.

34950 1930-1931 \$59.95pair



SOLD IN PAIRS



28-M30 CLOSED CAB PICKUP CORNER PATCH PANELS - This is an 8" tall corner patch panel for the 28-M30 Closed Cab Pickup trucks. Sold as a pair

34959 1928-1930 \$86.30pair



M30-31 CLOSED CAB PICKUP REAR CORNER PATCH PANEL - Rear corner from door around to back. Correct bead. Used on mid-1930 to 1931 closed cab pickup.

34960

M1930-1931 \$58.50pair



REAR BODY PATCH PANEL - 5" tall panel across bottom of body. 1930-31 have bead at bottom edge. This has the correct radius from end to end.

28-29 Tudor sedan

34970 1928-1929 \$86.00ea.

30-31 Tudor sedans & M30-31 Closed cab pickups

34980 1930-1931 \$86.00ea.



QUARTER PANEL 'T' MOLDING - This is the finish strip of metal that hides the seam between the quarter and back panel. 53" long. Will require bending. made from aluminum.

1928-31 Coupe & 1928-31 Tudor

34990 1928-1931 \$79.95ea.

SHEET METAL - RUMBLE & TRUNK



CABRIOLET 68-C RUMBLE SEAT FLOOR PAN - Cabriolet 68-C Slant Window; 5 sided pan with 5 edges turned up. Ribbing bead faces down.

35100 1931 \$74.95ea.



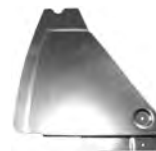
28-31 RUMBLE SEAT PLATFORM OR TRUNK FLOOR - Die stamped, but missing zigzag on edges. This is under the rumble seat cushion for Coupe or Roadster.

35110 1928-1931 \$139.95ea.



28-31 RUMBLE SEAT PLATFORM OR TRUNK FLOOR W/ ZIG ZAG RIBS - Same panel as (35110) but more authentic. This has zigzag ribs on front edge and rib on sides. Hand rolled lines which are not as sharp as the die stamped lines on (35110).

35120 1928-1931 \$174.95ea.



TRIANGULAR BRACES - Triangular pieces that fit on each side of the rear rumble or trunk compartment. The curved inner panel (35140, 35150, 35160) fastens to these pieces.

35130 1928-1931 \$120.00pair



CURVED INNER PANEL BELOW RUMBLE LID - The four drain holes and the top and bottom edges are pre-drilled. The radius edges are formed smooth for a better fit.

1928-31 Roadster & 1930-31 Coupe

35140 1928-1931 \$115.00ea.

1928-29 Coupe & 1929-31 Cabriolet

35160 1928-1931 \$115.00ea.



CURVED INNER PANEL FOR CARS W/ TRUNKS - The four drain holes and the top and bottom edges are pre-drilled. The radius edges are formed smooth for a better fit.

35150 1928-1931 \$131.95ea.



SCREWS FOR OUTER PANEL - Set of eight 12/24 x 5/8 pan head screws and lock washers.

35260 1928-1931 \$3.30set

SHEET METAL - RUMBLE & TRUNK • SHEET METAL - FRONT SEAT



CURVED INNER PANEL SCREWS - Six 10/32 x 5/8 oval head screws for the top edge and eight 1/4-20 x 1/2 oval head screws, lock washers and square nuts for the bottom. 30 piece set.

Repro panel screw set uses round head screws

35170 1928-1931 \$2.25set

Original oval head screw set.

35180 1928-1931 \$3.60set



RUMBLE HINGE BRACE - Two vertical braces that the rumble hinge bolts to. Also used in cars with trunks.

1928-29 Coupes & 1928-29 Roadsters: 17 1/4 to floor

35190 1928-1929 \$99.00pair

30-31 Coupe & 30-31 Roadster: 18 1/4 to floor

35200 1930-1931 \$99.00pair



OUTER PANEL BELOW DECK LID - Reinforcement panel included.

Roadster 1928-29: 9 1/2 Inch tall, no bottom bead

35210 1928-1929 \$93.00ea.

Roadster or Coupe 1930-31: across top 35 5/8, across bottom 35 3/8, 9 7/16 tall with bottom bead

35220 1930-1931 \$93.00ea.

Coupe 1928-29 & Cabriolet 1929-31: 7 1/2 tall, no bottom bead

35230 1928-1929 \$93.00ea.



30-31 OUTER PANEL SPARE TIRE BRACE - This stamped steel brace supports the inside of the outer panel (35220) for the spare tire bracket. Can be used on 1928-29 panels but it must be shortened to fit.

35250 1930-1931 \$69.30ea.



RUMBLE OR TRUNK LID - Complete inner and outer panel, die stamped steel lid. This is a complete lid, not just the skin. Indicate rumble or deck lid. Shipped via UPS or Fed-Ex.

28-29 Rumble lid

35270 1928-1929 \$689.95ea.

28-29 Trunk lid

35280 1928-1929 \$689.95ea.

30-31 Rumble lid

35290 1930-1931 \$689.95ea.

30-31 Trunk lid

35300 1930-1931 \$689.95ea.



28-31 RUMBLE LID SKIN - Die stamped steel. Shipped UPS.

35310 1928-1931 \$335.00ea.



RUMBLE OR TRUNK INNER SKIN - 28-29 Rumble lid inner skin

28-29 Rumble lid inner skin

35320 1928-1929 \$395.00ea.

28-29 Trunk lid inner skin

35321 1928-1929 \$395.00ea.

30-31 Rumble lid inner skin

35330 1930-1931 \$395.00ea.

30-31 Trunk lid inner skin

35331 1930-1931 \$395.00ea.



RUMBLE OR TRUNK COMPARTMENT FRONT BRACES - Two vertical support brackets for the front corners of the deck rain gutter to the rear fender well.

1928-29 Roadster: 22 1/2 long to floor

35340 1928-1929 \$99.00pair

1930-31 Roadster & Coupe: 17 1/4 long

35350 1930-1931 \$99.00pair

1928-29 Coupe: 23 1/2 long

35360 1928-1929 \$99.00pair



ROADSTER ABOVE DECK LID PANEL - Above deck lid Die stamped with reinforcing braces spot welded inside.

28-29 Roadster

35370 1928-1929 \$299.95ea.

30-31 Roadster

35380 1930-1931 \$299.95ea.



28-29 RUMBLE OR TRUNK LID RAIN GUTTER - U Channel that goes around lid opening for Coupe and Roadster. 3 'U' channels and 2 corner bumper brackets. Must weld 3 sides together. This is the correct gauge steel as original.

35390 1928-1929 \$339.95ea.



30-31 RUMBLE OR TRUNK LID RAIN GUTTER - U Channel that goes around lid opening for Coupe and Roadster. 3 'U' channels and 2 corner bumper brackets. Must weld 3 sides together. This is the correct gauge steel as original.

35400 1930-1931 \$339.95ea.



TRUNK OR RUMBLE GUTTER CORNER BRACKET - This is the stamped steel bracket at the corner of the rumble & truck rain gutter. The cone shape bumpers (#29850) press into this piece.

29851 1928-1931 \$18.70ea.



28 - 29 RUMBLE SUPPORT BRACKETS - These are two 16" long strips of metal that attach to the rumble rain gutter to help support the rumble trim panel and provide a spot for the mounting screw to attach. Used on 28-29 Coupes & Roadsters.

35401 1928-1929 \$24.25set



ANGLED RUMBLE SEAT FLOOR PAN - Where you put your feet. Angled pan. Also used in trunks. 1928-29 Coupe & 1928-31 Roadster.

35070 1928-1931 \$125.95ea.



FLAT RUMBLE SEAT FLOOR PAN - 1930-31 Coupe Flat rumble seat floor pan for die stamped. Ribbing bead faces up. Also used in trunks.

35080 1930-1931 \$119.95ea.

SHEET METAL - FRONT SEAT



30-31 ROADSTER SEAT ADJUSTER - Bolts to the package tray.

35050 1930-1931 \$89.95ea.



30-31 ROADSTER PACKAGE TRAY MOUNTING FRAME - Holds the rear section of the package tray in place for Roadsters.

35060 1930-1931 \$110.00ea.



FRONT SEAT RISER - Back edge of front seat rests on this. *Coupes & Roadsters*

35410 1928-1929 \$135.00ea.

Roadsters

35420 1930-1931 \$135.00ea.

Cabriolet

35430 1930-1931 \$100.95ea.



FRONT SEAT FRAME - Front edge of seat rests on. *Roadsters and Phaetons*

35460 1928-1929 \$135.00ea.

35470 1930-1931 \$145.00ea.

1928-29 Coupes & 1930 Cabriolets

35480 1928-1930 \$135.00ea.

1930-31 Coupes

35500 1930-1931 \$125.00ea.

SHEET METAL - FRONT SEAT • FLOOR PAN UNDER FRONT SEAT • SEAT HARDWARE - FRONT



30-31 COUPE FRONT SEAT PLATFORM - 30-31 Coupes. 2 metal ends, wood center section, metal front toe panel with nuts and bolts.
35490

1930-1931 \$495.00set



28-M30 CLOSED CAB PICKUP SEAT FRAME - Closed cab pickup seat frame.
35510

1928-M1930 \$129.95ea.



M30-31 CLOSED CAB PICKUP SEAT FRAME - Closed cab pickup seat frame.
35520

M1930-1931 \$125.00ea.



CLOSED CAB PICKUP SEAT FRAME - Set back 2 3/4" further than (35520). This seat frame has a 2 3/4" front lip for riveting to cross members.
M30-31
35530

1931 \$114.95ea.



28-29 ROADSTER PICKUP FRONT SEAT FRAME - Front seat frame - roadster pick up.
35540

1928-1929 \$125.00ea.



30-31 ROADSTER PICKUP FRONT SEAT FRAME - For 1930-31 Roadster Pickup.
35550

1930-1931 \$125.00ea.



28-29 ROADSTER SEAT STIFFENER - Located on the back of the seat frame for 1928-29 Roadsters. Clips are purchased separately.
35560

1928-1929 \$110.00ea.



CLIPS FOR ROADSTER SEAT STIFFENER -
35561

1928-1929 \$59.00set

FLOOR PAN UNDER FRONT SEAT



FLOOR PAN UNDER FRONT SEAT - For 1928-29 Coupe, 1928-31 Open Cab Pickup, 1930-31 Closed Cab Pickup & 1928 Fordor Phaeton.
35630

1928-1931 \$89.95ea.



30-31 COUPE FLOOR PAN UNDER FRONT SEAT - 1930-31 Coupe. This pan measures 31 3/4" across the front, 35" across the back, 13" front to back including the 1" lip.
35640

1930-1931 \$129.95ea.



28-M30 CLOSED CAB PICKUP UNDER FRONT SEAT FLOOR PAN - 1928 to mid-1930 Closed Cab Pickup. This panel is not die-stamped but is good.
35650

1928-M1930 \$99.95ea.



CURTAIN PANS - Fits under front seat.

1928-31 Roadster & Phaeton
35710

1928-1929 \$139.95ea.

Early 28 Phaeton
35720

1930-1931 \$129.95ea.

SEAT HARDWARE - FRONT



28-29 COUPE SEAT BACK ALIGNMENT SEAT BRACKET - Screws to the back of the seat wood frame to hook into the slats in the package tray. Need 2 per car.
33440

1928-1929 \$9.50ea.



28-29 ROADSTER SEAT CLIPS - These clips are located on the vertical back seat brace to hold the back seat in place. Set includes 3 clips across bottom and 2 clips at top. One set per car.
35570

1928-1929 \$59.00set



28-M30 CLOSED CAB PICKUP SEAT CLIP - Holds the seat back spring to the cab. Set includes one clip and special nut. Need 2 sets per truck.
35590

1928-M1930 \$24.30set



M30-31 CLOSED CAB PICKUP SEAT CLIPS - For the mid 1930-31 Closed cab Pick-up. Four piece set.
35600

M1930-1931 \$26.95set



LATE 31 CLOSED CAB SEAT BACK CLIPS - For the late 1931 Closed cab Pick-up. Six piece set.
35610

1931 \$20.65set



SEAT ADJUSTING KNOB SCREW - 1/4-20 x 5/8 fillister screw. Holds (35750) knob to (35810) screw.
35760

1929-1931 \$0.55ea.



SEAT ADJUSTING KNOB WASHER - Use with (35750) Handle.
35770

1929-1931 \$1.40ea.



SEAT ADJUSTING NUT - This special nut located in the cage on the front of the seat frame to accept the long 5 1/2" adjusting screw (35810). Used on: 1930-31 Coupe & Cabriolet and 1929-31 Fordor & Town Sedan.
35800

1929-1931 \$12.30ea.



SEAT ADJUSTING SCREW - This special 5 1/2" screw moves the front seat back and forth on 1930-31 Coupe, Cabriolet and 1929-31 Fordor and Town Sedan. Our has been made to fit both the original & repro style nut.
35810

1929-1931 \$28.95ea.



SEAT ADJUSTMENT BRACKET - Mounts on the bottom of the wood seat frame. Holds the seat adjusting screw in place so the seat can move back and forth. Includes fasteners. Used on 1930 to mid-31 Coupe, Sport Coupe, Cabriolet, some Town Sedans and Fordors.
35820

1928-1931 \$25.10set



SEAT ADJUSTMENT BRACKET WITH NUT (35800) - This 'L' shaped bracket is located on the body cross member and extends up the front seat frame with the special nut for the long screw. Used on 1930 to mid-1931 Coupes, Sport Coupes, Cabriolets and some Fordors.
35830

1930-1931 \$71.75ea.



MURRAY SEAT ADJUSTING GUIDE - Murray seat adjusting guide.
35821

1930-1931 \$21.90ea.



30-31 COUPE & CABRIOLET SEAT TRACKS - Sliding track with bolts and spacers. 38 pieces for 30-31 Coupe and 30-31 Cabriolet. Mounts on top of seat frame.
35840

1930-1931 \$135.00set

SEAT HARDWARE - FRONT • SHEET METAL - REAR SEAT


3 STUD SLIDE TRACK - For 30-31 Deluxe Tudor and Fordor Sedan, Victoria, Tudor Phaeton and A-400. These are not 100% correct, but they do work.

35860 1930-1931 \$149.00set



SEAT ADJUSTMENT RATCHET ASSEMBLY - Saw tooth type for locking seat in position for: 1930-31 Fordor, Late 1931-34 Coupe, 1931 Deluxe Tudor, 1931 Victoria, 1931 A-400 & 1931 68-C Cabriolet.

35870 1930-1934 \$79.95set



SEAT ADJUSTMENT RATCHET RETURN SPRING - Used with (35870).

35880 1930-1934 \$10.65ea.



SEAT ADJUSTMENT HANDLE - Brass, chrome plated. Used for 1931 Slant Window Fordor, Mid 1931-34 Coupe, 1931 Deluxe Tudor, 1931 Victoria, 1931 A-400, 1931 Deluxe Phaeton & 1931 68C Cabriolet.

35780 1930-1934 \$16.25ea.



RATCHET STYLE ROTATING RETURN SPRING - This is the small spring on the seat adjustment ratchet assembly (35870). This spring attaches to the adjuster rod and the base so when you release the handle the ratchet locks the seat in place

35871 \$4.95ea.



SEAT CLIP - On wood seat for '31 Tudor, '31 Victoria and 1931 A-400. Located at back edge of seat frame. Used with #35870.

35890 1931 \$8.25ea.



SEAT ADJUSTMENT LATCH - Bracket on center body cross channel for seat adjustment to catch. Used with part #35870.

Pointed end

35910 1930-1934 \$18.00ea.

Blunt end

35920 1930-1934 \$33.95ea.



TUDOR SEAT BOTTOM REST & PIVOT BRACKETS - The front has 2 modern 'T' hinge brackets with bolts and nuts. Also 2 rear seat rest cones. Set for one seat. This is a replacement set. See (37280) for original style.

37270 1928-1931 \$12.95set



TUDOR SEDAN SEAT UPHOLSTERY TACK STRIP - This is the piece of wood that attaches to the Tudor sedan front seat frame. The back seat upholstery attaches to this strip. Set includes one wood tack strip ONLY.

37271 1928-1931 \$11.95ea.



2 IN SETBACK SEAT PIVOT STUDS - These studs are the same as 37280, except they have a 2in offset to allow for more leg room. The seat will still flip up as the original.

37281 1928-1931 \$57.75pair



VICTORIA FRONT SEAT SUPPORT STUD - This is the front seat support stud for the passenger side with the pivot bolt and hardware. Made from machined steel. Fits 31 Victoria A-400, & Deluxe 1931 Tudor Sedans.

37282 1931 \$21.75ea.



VICTORIA FRONT SEAT HINGE & RETAINER STRIP - This is the long hinge that mounts to the underside of the front seat, reinforcement plate and mounting bolts.

37283 1931 \$62.50ea.



VICTORIA FRONT SEAT BRACKET - This 'L' bracket is mounted to the floor. The hinge (37283) inserts into one of the three seat adjustment holes allowing for a 2 inch adjustment. Need 2 per driver's seat.

37284 1931 \$29.95ea.



SEAT BOTTOM COVER - This cover is used on A-400s and 31 Tudor Sedans. It runs from the front of the seat to the back to cover the seat adjuster and the spring. This gets nailed to the bottom of the wood seat frame.

37285 1931 \$54.25ea.



FRONT SEAT ADJUSTING SUPPORT STUD - This is the stud that the front bucket seats rest on for A-400, 180-A, & Victoria's. Sold Each.

37286 1931 \$7.45ea.



30-31 VICTORIA & DELUXE PHAETON BUCKET SEAT HINGE ROD & NUT - This is the hinge rod and nut used on Victoria's & Deluxe Phaetons. This rod goes through the brackets on the floor and the seat hinge. To move the position of the seat this rod is removed.

37287 1930-1931 \$34.95ea.



SEAT VENT GROMMET FOR BUCKET SEAT BOTTOM PANEL - This is the grommet that goes on the bottom seat panel for A-400, Deluxe Phaetons, & Victoria. One grommet & installation instructions per set.

37289 1931 \$2.95ea.



REAR CUP LEG-NEED 2 PER SEAT - This cup spaces the rear of the front seat off the floor. Set includes one cup and one 5/16-24 x 3" flat head screw. Oval head was originally used but flat head is all that is available. Need two per seat.

37290 1928-1931 \$3.25set



28-31 TUDOR SEDAN SEAT PIVOT PIN - This pin connects the seat to the pivot stud. Includes cotter pin. This is a replacement part and is not like the original. Need two sets per seat.

37300 1928-1931 \$1.25set



SEAT CUSHION DOWEL - Holds the seat cushion onto the seat frame so the cushion will stay in place. Fordor front seat frame and some other bodies. Need two per seat.

37310 1928-1931 \$24.50ea.



28-34 PICK UP SEAT SPRING HOOK - Secure hooks to vertical wood of seat support to hold bottom of back seat to frame. Need 2.

34310 1928-1934 \$6.20ea.

SHEET METAL - REAR SEAT



28-31 PHAETON REAR FLOOR PAN - Under rear seat frame. Hump not included. For Phaetons.

35930 1928-1931 \$104.95ea.



REAR FLOOR PAN - Under rear seat frame. Hump not included. For Tudor Sedans.

1928-29 measures 21 3/4 x 39 35940

1928-1929 \$115.00ea.

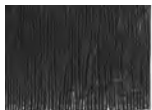
1930-31 measures 23 1/4 x 39 35950

1930-1931 \$115.00ea.



REAR FLOOR PAN SPRING HUMP - Die stamped for Tudor and Fordor, used in (35990, 36000) and (35930, 35940, 35950). Hole size 20 1/2" x 7 1/4". Must be spot welded in place.

35960 1928-1931 \$129.95ea.



REAR FLOOR PAN SPRING HUMP COVER - FORD used the roof material to cover the hump. Used on: 1931 Town Sedan, 1931 Victoria, 1931 Deluxe Phaeton & 1931 A-400. 11" x 25" The black side down. Used with straps (35980).

35970 1931 \$4.95ea.



REAR FLOOR PAN SPRING HUMP STRAPS - These metal straps hold the cover in place over the spring hump. Set includes 4 straps. Used on: 1931 Town Sedan, 1931 Victoria, 1931 Deluxe Phaeton & 1931 A-400.

35980 1931 \$25.95set



REAR SEAT FRAME WITH FLOOR PAN - Welded. Hump not included.

Tudor

35990 1928-1929 \$325.00ea.

36000

1930-1931 \$315.00ea.

Phaeton

36040

1928-1931 \$350.00ea.



28-31 TUDOR SEDAN REAR SEAT FRAME WITH FLOOR PAN NO HUMP - Tudor Sedan rear seat frame.

36010

1928-1931 \$235.00ea.



28-29 TUDOR SEDAN REAR SEAT FRAME WITH FLOOR PAN AND HUMP - For Tudor Sedans.

36020

1928-1929 \$385.00ea.



30-31 TUDOR SEDAN REAR SEAT FRAME WITH FLOOR PAN AND HUMP - For Tudor Sedans.

36030

1930-1931 \$385.00ea.

SEAT HARDWARE - REAR



31 SLANT WINDOW SEDAN REAR SEAT CUSHION BRACKETS - This 'L' bracket fastens to the back of the body for the rear seat back cushion to attach. Used on 1931 Slant Window Town Sedans.

35580 1931 \$29.35pair



31 SLANT WINDOW REAR SEAT SPRING CLIPS - Four piece set.

35620 1931 \$33.95set



28-29 TUDOR REAR TOP CUSHION CLIP - This is the metal clip that is riveted to the top of the rear seat backrest wood frame. This clip keeps the backrest in place. Need two clips per car.

35701 1928-1929 \$11.95ea.



30-31 TUDOR REAR CUSHION CLIP - This is the metal clip that is riveted to the top of the rear seat backrest wood frame. This clip keeps the backrest in place. Need two clips per car.

35702 1930-1931 \$10.95ea.



28-31 TUDOR SEDAN REAR LOWER SEAT BACKREST SUPPORT - This is the pair of brackets that attach to the back of the body. The lower seat spring bolt onto these for support. Sold as a set of 2 pieces.

35703 1928-1931 \$18.20pair



FRONT SEAT CUSHION STOP BRACKET - Bracket is riveted to the front edge of the wood seat frame to stop the seat from sliding. Need two brackets per seat. For the following front seats: 1928-29 Coupe, 1928-29 Special Coupe, 1928-29 Sport Coupe, 1928-29 Business Coupe & 1931 Slant Window. Also for the following rear seats: 1928-31 Tudor Sedan & 1931 Slant Window. For mounting rivets order part #36071.

PLACEMENT LOCATION FOR COUPES - Original wood frame, place clip 2 1/2" from front. Repro wood is 4" wide, place clip 2" from front. The high edge of the clip is at the front. Front Seat: 1928-29 Coupe 1928-29 Special Coupe 1928-29 Sport Coupe 1928-29 Business Coupe **PLACEMENT LOCATION FOR: TUDOR SEDAN REAR SEAT** - Locate front edge, 1 3/8" from front and 2 1/4" from side. The high edge of the clip is to front. Need 2 clips per seat. Rear Seat: 1928-31 Tudor Sedan **PLACEMENT LOCATION FOR SLANT WINDOW 4 DOORS** - The edge of clip is located 2 5/16 from front of wood frame and 4 5/8" from back edge of clip and side of wood frame. 1931 Slant Window 4 door

36070 1928-1931 \$14.70ea.



SEAT CUSHION STOP RIVETS - Four 3/16 x 15/16 tubular rivets for the above bracket.

36071 1928-1931 \$0.85set



WOODY WAGON SEAT LEG TO SEAT FRAME BOLTS - These are the special knurled neck carriage bolts that attach the seat legs to the wood seat frame on 29-31 Woody Wagons. The bolt goes through the leg into the wood frame and the nut, flat washer, & lock washer are not seen. Must be installed before you upholster your seats. 48 sets needed per car. One set is special bolt, square nut, flat washer, & lock washer.

36072 1929-1931 \$3.00set



SLANT WINDOW REAR CUSHION LOWER BRACKET

35581 1931 \$4.00pair

BODY CHANNELS • SUBRAILS FULL & HALF SETS • SUNVISOR & HEADER PANELS

BODY CHANNELS

28-M30 CLOSED CAB REAR FLOOR CROSS SILL - This is the rear floor cross sill on 28-mid 30 Closed Cab Pickups. The subrails attach on the ends and the bottom of the lower cab panel attaches to this sill.
36479

1928-M1930 \$64.95ea.

OPEN CAB PICK-UP BODY CHANNELS - Metal cross channel to secure the sub-rails and body together and hold the floor panels in place. End of channel must be trimmed to fit. Pickups will only use 2 channels. 1928-M30 Open Cab Pick-up set includes one pre-cut and formed cross channel and rear cross member.
28-M30 OPEN CAB PICKUP BODY CHANNELS
36141

1928-M1930 \$150.00pair

M30-31 OPEN PICKUP BODY CHANNEL - Metal cross channel to secure the sub-rails and body together and hold the floor panels in place. End of channel must be trimmed to fit. Pickups will only use 2 channels. M30-31 Open Cab Pick-Up set includes one wide & one narrow cross channel, both pre-cut to fit.
OPEN CAB PICK-UP BODY CHANNELS
36160

M1930-1931 \$195.00set

REAR BODY CROSS MEMBER - Connects the ends of the sub rails to this with rivets. Clinch nuts are installed.
Coupe & Roadster
36360

1928-1931 \$269.95ea.

Tudor
36380

1928-1931 \$265.00ea.

Pickup, Closed Cab
36480

M1930-1931 \$110.00ea.

Pickup, Open Cab
36490

1930-1931 \$150.00ea.



BODY CROSS CHANNELS - Metal cross channel to secure the sub-rails and body together and hold the floor panels in place. End of channel must be trimmed to fit. Comes as a set of three but only one will be used if you are restoring a Pickup.

FOR ALL 30-31 CLOSED CARS & PICKUP TRUCKS EXCEPT 30-31 COUPES
36080

1928-1931 \$96.95set

30-31 COUPE ONLY
36100

1930-1931 \$99.95set

SUBRAILS FULL & HALF SETS



FULL LENGTH SUB RAILS - Die stamped like originals. There is a short sub rail beginning at the door post to fire wall, not included. Order (36320 or 36330) if you need that part. Full length subrails will be shipped by FedEx or UPS. Additional oversize shipping charges will be applied; please call for shipping amount.

Roadster: full length

36170

1928-1929 \$395.00pair

36190

1930-1931 \$395.00pair

Coupe: full length

36210

1928-1929 \$395.00pair

36230

1930-1931 \$395.00pair

Tudor: full length

36250

1928-1929 \$395.00pair

36270

1930-1931 \$395.00pair

Closed Cab Pickup: full length

36290

1928-M1930 \$395.00pair

Roadster Pickup: full length

36300

1928-1929 \$395.00pair

36310

1930-1931 \$395.00pair

REAR HALF SUB RAILS - From rear of door opening to back end. About 40 Inch long.
Roadster: 48 Inch long

36180

1928-1929 \$300.00pair

Roadster: 45 1/4 Inch long

36200

1930-1931 \$300.00pair

Coupe: 48 Inch long

36220

1928-1929 \$300.00pair



REAR HALF SUB RAILS (Cont.)

Coupe: 48 1/8 Inch long

36240

1930-1931 \$300.00pair

28-29 Tudor Sedan & Phaeton: 43 1/8 Inch long

36260

1928-1929 \$300.00pair

Tudor: 45 1/4 Inch long

36280

1930-1931 \$300.00pair



30-31 COUPE REAR BODY MOUNTING BOLT-SUBRAIL REINFORCEMENT - This plate is spot welded over the rear body bolt hole on the subrails in the rumble area. This plate was used on 30-31 Coupes but it can be used on other body styles with metal subrails. 2 are needed per car.

37197 1930-1931 \$2.60ea.



28-29 SUB RAIL EXTENSION

- The sub rail from the front door post to the fire wall. Both the horizontal and diagonal pieces. The diagonal has the clinch nuts for the floor board screws. 4 piece set.
36320

1928-1929 \$295.00set



30-31 SUB RAIL EXTENSION

- The sub rail from the front door post to the fire wall. Both the horizontal and diagonal pieces. The diagonal has the clinch nuts for the floor board screws. 4 piece set.
36330

1930-1931 \$345.00set



SUB RAIL EXTENSION RIVETS - Rivets sub rail extensions to fire wall and subrail. Set includes 12 3/16 x 1/4 truss rivets, and 8 3/16 x 3/8 truss head rivets.

36340 1928-1931 \$3.25set

SUNVISOR & HEADER PANELS



SUN VISOR - 28-29 Coupe & Sedan Steel Visor (43470). Coupe and Sedan, steel

36370

1928-1929 \$99.95ea.

1928-June 1930 Closed Cab Pickup & 29 Station wagon, steel skeleton frame only.

Order vinyl cover below (43470)

36390

1928-M1930 \$139.95ea.



REPRO SUN VISOR COVER CORNER BRACKETS - When using a reproduction sun visor these brackets are needed to hold the cover onto the frame. Not used with original sun visors.

30011 1928-1929 \$17.95pair



BLACK VINYL SUN VISOR COVER - Sun visor cover.

1928 to June 1930 **PICKUP Closed Cab (original frame)**

43460 1928-1929 \$84.95ea.

1928 to June 1930 **PICKUP Closed Cab (repro frame)**

43470 1928-1929 \$70.95ea.

1928-29 **COUPE ,Special COUPE Sport (Vinyl)& Tudor Sedan**

43480 1928-1929 \$84.95ea.



28-29 SUN VISOR SCREW SET - 1928-29 Contains Four

10/32 x 5/8 oval head machine screws, ten #10 x 3/4 oval wood screws and fourteen #10 cup washers. Chrome plated.

30010 1928-1929 \$2.60set



30-31 SUN VISOR SCREW SET - 1930-31 Two 10/32 x 1/4

flat head machine screws, zinc plated.

30020 1930-1931 \$0.75set



28-29 ROOF HEADER CAP MOLDING - This is a steel trim located on top of the wood header for 1928-29.

36410 1928-1929 \$299.95ea.



WINDSHIELD HEADER PANEL - Located above windshield hinge and under sun visor. Steel panel.

1928-29 **Closed Cab Pickup**

36420

1928-M1930 \$99.00ea.

1928-29 **Coupe & 1928-29 Tudor Sedan. Inside D Nuts for the mirror are not included**

36430 1928-1929 \$97.85ea.

1928-29 **Fordor**

36440 1928-1929 \$105.00ea.

1930-31 **Coupe & Sport Coupe & 1930-31 Fordor except S/W**

36450 1930-1931 \$86.95ea.

1930-31 **Tudor Sedan & June 1930-31 Pick-up**

36460 1930-1931 \$86.95ea.



30-31 VICTORIA & 31 SLANT WINDSHIELD INSIDE TRIM - To hold upholstery panel in place. 41 5/8" long. 1930-31 Victoria & 1931 Slant windshield.

36470 1930-1931 \$135.00ea.

SPECIAL HARDWARE



CLINCH NUTS - These are D-shaped nuts that are peened in place to hold a machine screw. They can also be tack welded in place.

12/24 **Brass nuts for 1928-31 floorboard, 1930-31 gas tank, generator cutout wire clip on fire wall & speedometer cable to fire wall clip**

36500 1928-1931 \$1.35ea.

10/32 **Steel nuts for fire wall and 1928-29 sun visor, door garnish molding, door top frame**

36510 1928-1931 \$0.95ea.

1/4-20 **Steel nuts for the dash rail**

36520 1928-1931 \$1.55ea.

3/8-24 **For rear spare tire mount, located in the rear body sill. Need 2 per car.**

36530 1928-1931 \$2.75ea.

5/16-24 **Steel nuts for rear fender brace to wheel housing on sedans and Phaetons, also tail light bracket nuts on body for 1928 Phaeton, Tudor & Coupe**

36540 1928-1931 \$3.15ea.

7/16-20 **Steel nuts for rear spare tire carrier for 2829 Fordor Briggs with 4 bolt pattern and top support bar on 4 door Phaeton**

36550 1928-1931 \$2.95ea.



COTTER PIN SET - 160 pieces for complete car. Bend long side of pin over end of bolt, the other side down the side of the castle nut. List of each location included.

Zinc plated Pins

36570 1928-1931 \$10.95set

Stainless Steel Pins

36580 1928-1931 \$14.95set



BODY NAILS - Original small round head (.165 diameter round head) 11/16" long, used at door post and other places to secure sheet metal to wood. Approx. 100 nails per set.

STEEL NAILS

36590 1928-1931 \$1.80set

STAINLESS NAILS

36600 1928-1931 \$3.55set

100 NAILS
PER SET



ROOF TACKS - Set of 100 tacks for securing the black vinyl to the wood. Top molding will cover these tacks. After nailing, put a dab of silicone sealant on each nail head.

29490 1928-1931 \$3.95set



ROOF NAILS - For top moldings and rain gutters. .085 diameter x 7/8" long, .165 diameter head. Spiral shank. 100 nails per set. Put a dab of silicone sealant on the head of each nail head to keep the water out.

36610 1928-1931 \$4.45set



SAFETY WIRE - Soft, annealed .040" O.D. stainless wire used for the bolt heads that are cross drilled as on the differential, torque tube, flywheel and rear engine mount bolts.

36560 1928-1931 \$0.85ft

RIVETS



RIVETS FOR DATA PLATE - four 6-32 x 5/16 Stainless steel screw rivets with lock washers & nuts.

26770 1928-1931 \$2.50set



DRIVE-IN RIVETS - Round head rivet with spiral shank to hold data plate on fire wall. Four stainless rivets.

26780 1928-1931 \$1.85set



SUB RAIL EXTENSION RIVETS - Rivets sub rail extensions to fire wall and subrail. Set includes 12 3/16 x 1/4 truss rivets, and 8 3/16 x 3/8 truss head rivets.

36340 1928-1931 \$3.25set



FLOOR PAN RIVETS - 3/16 x 3/8 solid rivets with a 7/16" wide truss head. 10 rivets per set. NOTE: The length of the rivet should extend through the material the diameter of the rivet.

36620 1928-1931 \$2.25set



FRAME AND BODY CHANNEL RIVETS - 1/4 x 3/8 round head solid rivet used on frame. Ten rivets per set to secure the body cross channels to the sub rail. Install HOT. NOTE: The length of the rivet should extend through the material the diameter of the rivet.

36630 1928-1931 \$2.75set

RIVETS • GREASE FITTINGS • CASTLE NUTS



FRONT CROSS MEMBER RIVETS - Fourteen 1/4 x 5/8 round head rivets. Flat head counter sunk rivets are not included as it is much easier to install the round head rivet from the bottom up. Place a bucking bar on the round head to back it up. Then heat the rivet shank red hot and flatten the rivet flat onto the frame rail. Install HOT.

Standard Size

36640 1928-1931 \$5.50set



RUNNING BOARD BRACKET MOUNTING HARDWARE - When installing a new bracket use these rivets to secure the bracket to the frame; Ten 5/16 x 5/8 round head solid rivets and two 5/16 x 3/4 rivets per set. Heat red hot and peen. Only for stamped style brackets.

12 SOLID RIVETS

36650 1928-1931 \$5.50set



REAR CROSS MEMBER RIVETS - 25 1/4" X 3/4" round head rivets. Install HOT. NOTE: The length of the rivet should extend through the material the diameter of the rivet.

36660 1928-1931 \$9.00set



RIVET TOOL - Rounds end of rivet to secure it to the frame. Air Hammer Tool; hardened with .401 shank.

3/16 Rivet

36680 1928-1931 \$33.20ea.

1/4 Inch Rivets

36690 1928-1931 \$31.50ea.

5/16 Inch rivets

36700 1928-1931 \$29.90ea.



WAFFLE TOOL - For setting body rivets, makes an # pattern. Install rivet cold. This tool is used with an air hammer, and has a .401 shank.

36710 1928-1931 \$28.90ea.

GREASE FITTINGS



COMPLETE GREASE FITTING SET - Original grease fitting set includes: 18 of (36740), 10 of (36750), 2 of (36770), 4 of (36780) & 1 of (36800).

Set of 35 fittings for 1930-31

36720 1930-1931 \$29.95set



COMPLETE GREASE FITTING SET (Cont.)

For 1928-29, we have added 1 more of (36750) and 2 more of (36770)

36730 1928-1929 \$29.95set



GREASE GUN ADAPTER - Threaded to fit any modern grease gun to be used with original style grease fittings as listed above.

36820 1928-1931 \$4.95ea.



DRIVE IN TYPE GREASE FITTING - Cadmium plated. Need eighteen per car: two front brake shaft; two drag link; two tie rod (used after Sept '30); two front spindles (lower); two rear brake camshaft; eight spring shackles. To remove an old drive in fitting, use a cold chisel near the tip at the side and hit the chisel.

36740 1928-1931 \$0.65ea.



1/8 PIPE THREAD TYPE GREASE FITTING - 1/8" pipe thread with ball check.

36750 1928-1931 \$1.60ea.



HEX DRIVE IN STYLE GREASE FITTING

- Cadmium plated. need two for front spindle top fitting and 1928 to early 30 emergency brake cross shaft.

36770 1928-1931 \$1.00ea.



67 1/2 DEGREE BALL THREAD FITTING - For shock links, has internal ball check valve as original. Cadmium plated. Need 4.

36780 1928-1931 \$1.75ea.



SCREW IN TYPE GREASE FITTING - With cap for rear pump fitting, original type. Originally Ford used a leather gasket inside the cap; this is not included.

36800 1928-1936 \$2.70ea.



MODERN GREASE FITTING SET - A complete set of fittings for your car. Our Kit includes a specially made brass grease fitting with cap for the water pump, other kits on the market do not include this special fitting. Set includes: 18 drive in style, ten 1/8 pipe threaded, four 67 1/2 for shock links, one with a cap for the water pump. These fittings will fit the regular modern grease gun.

36830 1928-1931 \$21.85set



DRIVE IN MODERN GREASE FITTING - 5/16" Drive-in grease fitting. Round shoulder

36840 1928-1931 \$0.35ea.



1/8 PIPE THREAD MODERN GREASE FITTING - 1/8 Pipe straight grease fitting. Hex shoulder

36850 1928-1931 \$1.50ea.



ANGLED 1/8 PIPE THREAD MODERN GREASE FITTING - 1/8 pipe 65 deg. grease fitting

36860 1928-1931 \$1.60ea.



BRASS WATER PUMP MODERN GREASE FITTING

- Modern Grease fitting. Brass

36870 1928-1931 \$8.70ea.



GREASE FITTING DRIVER - Use this special tapered tool to drive (36740) drive-in fitting into hole without damaging tip. For the stock style grease fitting only.

36810 1928-1931 \$2.95ea.



67 1/2 DEGREE BALL THREAD FITTING W/O BALL CHECK -

36790 1928-1931 \$1.30ea.

CASTLE NUTS



CASTLE NUTS - Castle nuts. 5/16-24

36890 1928-1931 \$0.70ea.

5/16-24 Grade 5

36900 1928-1931 \$0.80ea.

7/16-20 Grade 5

36910 1928-1931 \$0.95ea.

1/2-20 Grade 5

36920 1928-1931 \$1.20ea.

9/16-18 Grade 5

36930 1928-1931 \$1.30ea.

5/8-18 Grade 5

36940 1928-1931 \$1.50ea.

3/4-16 Grade 5

36950 1928-1931 \$1.65ea.

BODY BOLTS



NARROW BED PICKUP BOX TO FRAME BOLT - Correct bolts to secure box to frame. 22 pieces.

37070 1928-1931 \$8.95set



28-E30 WOOD SILLS TO BOX BOLTS - Four 7/16-20 x 2" bolt, two 3/8 x 2 carriage bolts, flat washers, lock washers and nuts.

37072 1928-1930 \$8.35set



31 WIDE BOX TO FRAME BOLT SET - This kit contains the following bolts: Box to sill, wood sill to metal cross member, wood sill to rear fender brace, wood sill to taillight bracket, tailgate hinge to cross member, and the box to rear cross member bolts.

37071 1931 \$26.95set



BODY BOLT SET - Despite the fact that most dealers offer only one general set, the body to frame bolts were different for each year and body style. The proper length, size and type bolt are included in the following kits, along with instructions to show where each one belongs. Special "D" Washers are not included with any of these sets. Please see #37196 & 37195 for those washers.

1928-29 Tudor 42 pieces

36960 1928-1929 \$9.25set

30-31 Tudor 34 pieces

36970 1930-1931 \$8.95set

28-29 Coupe 42 pieces

36980 1928-1929 \$11.25set

30-31 Coupe 34 pieces

36990 1930-1931 \$11.25set

28-29 Fordor & Town Sedan 54 pieces

37000 1928-1929 \$8.95set

30-31 Deluxe Fordor and S/W Fordor 50 pieces

37010 1930-1931 \$21.00set

30-31 Standard Fordor & Town Sedan 48 pieces

37020 1930-1931 \$9.95set

28-29 Roadster 48 pieces

37030 1928-1929 \$8.95set

30-31 Roadster 40 pieces

37040 1930-1931 \$14.60set

28-M30 PICKUP CAB TO FRAME BOLTS

37050 1928-1929 \$17.95set



BODY BOLT SET (Cont.)
M30-31 PICKUP CAB TO FRAME BOLTS

37060 1930-1931 \$20.50set

A-400

37090 1931 \$8.95set

28-29 Phaeton 25 pieces

37100 1928-1929 \$8.95set

30-31 Phaeton 25 pieces

37110 1930-1931 \$19.10set

1929 Cabriolet 68-A 29 pieces

37120 1929 \$8.95set

Cabriolet 68-B 29 pieces

37130 1930-1931 \$21.00set

1931 S/W Cabriolet 68-C 31 pieces

37140 1931 \$8.95set

30-31 Victoria 33 pieces

37170 1930-1931 \$8.95set

28-29 Station Wagon

37180 1928-1929 \$8.95set

30-31 Station Wagon

37190 1930-1931 \$8.95set



D WASHER WITH ROUND HOLE - These are the correct

style washers to be used with the body bolts. Not included with the body bolt kits. These washers are sold individually. The following need 2 washers: 150-B 30-31 Wagon, 160-A 30-31 4 Door, 160-B 30-31 Town Sedan, 160-C 30-31 Deluxe 4 Door. The following need 4 washers: 68-A 29 Cabriolet, 68-B 30-31 Cabriolet, 68-C 31 Cabriolet. The following need 6 washers: 60-A/B 28-29 Fordor, 60-C 28-29 Fordor, 400-A 31 Convertible. The following need 8 washers: 155-A 28-29 Town Sedan, 165-A 28-29 Standard, 170-A 28-29 2 Window, 180-A 31 Deluxe Phaeton, 190-A 31 Victoria.

37195 1928-1931 \$4.10ea.



D WASHER WITH SQUARE HOLE - These are the correct

style washers to be used with the body bolts. Not included with the body bolt kits. These washers are sold individually and are used on the following: 150-A 28-29 wagon (need 6) & 150-B 30-31 wagon (need 6).

37196 1928-1931 \$6.25ea.



30-31 COUPE REAR BODY MOUNTING BOLT-SUBRAIL REINFORCEMENT - This plate

is spot welded over the rear body bolt hole on the subrails in the rumble area. This plate was used on 30-31 Coupes but it can be used on other body styles with metal subrails. 2 are needed per car.

37197 1930-1931 \$2.60ea.

BODY BLOCK PADS & WELTING



TOP BOW SOUND DEADENING MATERIAL -

This will prevent the chicken wire from squeaking on the bows. 1/16th thick treated fabric. Tack material at end of the bow on the top side and pull tight, then tack the other end of the material on the top of the bow.

16 feet for 4 bows

29430 1928-1931 \$16.95roll

30 feet for 7 bows

29440 1928-1931 \$27.95roll



REAR SPRING ANTI-SQUEAK - Fits on the bottom

of the rear floor pan with two 1/8 x 3/8 split rivets. Keeps the floor pan from rubbing the top of the rear cross member. 2" X 15" welt and 2 rivets.

7460 1928-1931 \$5.25ea.



GAS TANK ANTI-SQUEAK WELT - A thin 1/32" x 3/4"

woven treated fabric. This strip is laid on the front edge of the tank at the firewall and on top of belt rail framing just below windshield for gas tank to set on. For 1928-29 additional welt for the sides of tank to cowl panel.

28-29

12880 1928-1929 \$13.75roll

30-31

12890 1930-1931 \$8.95roll



18' FRAME WELTING -

Correct 1/16 x 1 3/4" dark brown welting that is treated to prevent rot. 18 feet for complete body to frame. The frame welting should be extended from the front of the frame horns and continue back to about a half inch beyond the running board splash apron.

37220 1928-1931 \$24.95ea.



16 FT FENDER WELTING -

Black vinyl with correct 3/16" size bead. Enough for all four fenders to body. 16 feet. Paint black. Does not get installed between the ends of the running boards and the fender's.

37200 1928-1931 \$14.00roll

BODY BLOCK PADS & WELTING • BOOKS



10' COWL WELTING - Across top edge of gas tank and down sides of cowl for 28-29 and around top edge and sides for 30-31 gas tank. 10 feet long. Paint lower body color.
37210 1928-1931 \$7.50ea.

NOTE: Cut the flat part of welting about every 1" apart, up to the bead as you round the corners for a better fit. Staple a 1" x 8" strip of cloth on the flat part of the welt for a handle to pull the welt down tight after the gas tank is set in place, but before the tank is secured.



4' WELTING UNDER VISOR 4 - This is a 4 foot piece of fender welt that FORD placed at the top diagonal location of the wood header to keep the weather off the header. Paint upper body color.
37230 1928-1931 \$2.50roll



RUNNING BOARD BRACKET ANTI-SQUEAK WELT - Ford placed a thin 1/16" anti-squeak material on top of each brace before setting on the running boards. A four foot roll of 1/16" X 3/4" woven treated fabric.
6730 1928-1931 \$5.60roll



28-29 BODY BLOCK RUBBER PADS - Rubber pads with bolt hole to place on bottom of body blocks. 10 pads per set. Not used on cars with wood sub rails.
37240 1928-1929 \$16.95set



30-31 BODY BLOCK RUBBER PADS - Rubber pads with bolt hole to place on bottom of body blocks. 10 pads per set. Not used on cars with wood sub rails.
37250 1930-1931 \$8.95set



28-31 ROUND BODY TO FRAME PADS - 6 rubber shims used under cowl to align hood and doors.
37260 1928-1931 \$3.50set

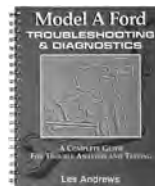
BOOKS



MODEL A MECHANICS HANDBOOK - VOL. 1 - This is an excellent book covering instruction for maintenance, disassembly, repair and installation of the mechanical components. Step by step instructions are given for each process. 500 illustrations. Over 400 pages. By Les Andrews.
37580 1928-1931 \$54.25ea.



MODEL A MECHANICS HANDBOOK - VOL. 2 - Installation instructions for over 60 accessories and aftermarket products that include: fender wells, electronic ignition, turn signals, 12 volt conversion, front brake floaters, halogen headlights, seal beam headlights, alternator, water temperature gauge, tachometer, seat belts, Mitchell Overdrive, CB radio, AM/FM radio, manifold heater, roof top material installation, wind wing installation, rumble seat conversion, hood alignment, door alignment and MUCH MORE! Also good information on installing wood in 28-31 Pickup, 28-31 Tudor, and 30-31 Coupe.
37590 1928-1931 \$38.50ea.



MODEL A FORD TROUBLE SHOOTING & DIAGNOSTICS - The first section is about quick and easy diagnostic tests that you perform on the road. The second section provides a comprehensive test that you perform in the shop. The third section lists 1000 symptoms, causes and fixes. The fourth section discusses how each major operating system works. The fifth section lists special tools and instruments used in testing. 200 pages, 100 illustrations. By Les Andrews.
37800 1928-1931 \$31.50ea.



THE BEGINNERS GUIDE TO THE MODEL A FORD - This book was written for the beginner and will show all that you want to know plus much more. Some topics covered in this book are how to identify the year and body style of my car, how to start the car, descriptions of how to correctly use the gas and spark rods.. plus lots more over 80 pages of great information.
37322 1928-1931 \$64.95ea.



MODEL A FORD HOUDAILLE HYDRAULIC SUSPENSION - This 40 page book show the complete removal, disassembly, inspection & repair of the Model A shocks. Lots of good Technical data and lots of detailed close up photos.
37323 1928-1931 \$52.45ea.



MODEL A FORD SERVICE BULLETINS - 319 illustrated pages. Each month Ford sent his dealers a 6 page update on the 'A', new items and changes made. 6 1/4" x 9 1/4" pages.
37330 1928-1931 \$36.95ea.



PAPERBACK MODEL A FORD SERVICE BULLETINS - Same as part # (37330), but in paperback and with the original size print on 8 1/2 x 11 paper.
37340 1928-1931 \$22.25ea.



SERVICE LETTERS - There were 35 Branch/Assembly locations in the U.S. Each branch mailed letters to the dealers in their territory with assembly changes and info on parts. This info may be in more detail than the Service Bulletins (37330).
Fargo, ND Branch letters covering 1928. 238 pages
37360 1928-1931 \$16.95ea.



V-8 FORD SERVICE BULLETINS 1932-37 - Same format as the Model A Bulletins. Contains many updates for the Model A.
37770 1928-1931 \$43.75ea.



28-32 PARTS PRICE LIST - For 1928-32 Ford. Helps to identify parts and their part number. Illustrated.
37370 1928-1932 \$13.20ea.



28-31 PARTS PRICE LIST - Printed July 1, 1931. This book lists only Model 'A' part numbers. The (37370) Price List printed in 1932 lists 'A' and 'B' part numbers. 84 pages, illustrated. This one is easier to read as it only contains Model A parts.
37380 1928-1931 \$13.75ea.



INSTRUCTION BOOKS - Reprint of owner's manual that came with Model 'A'. Gives basic operating instructions. How to time engine, when and where to grease.
1928 Cars
37390 1928 \$17.00ea.
1929 Cars
37400 1929 \$17.00ea.
1930 Cars
37410 1930 \$17.00ea.

**INSTRUCTION BOOKS (Cont.)**

1931 Cars with side bowl carburetor

37420 1931 \$17.00ea.



THE RIGHT HAND DRIVE MODEL A FORD - This is a great 42 page book with color pictures that will show the many differences between the left hand & right hand drive cars. There is also quite a bit of information on Canadian cars as well.

37320 1928-1931 \$29.95ea.



HOW TO RESTORE YOUR MODEL A SERIES - Reprint of excellent "Restorer" articles from the Model A Ford Club of America magazines. For a complete index of what is in each book, go to www.mafca.com.

37710 1928-1931 \$149.95set

Volume 1

37430 1928-1931 \$16.00ea.

Volume 2

37440 1928-1931 \$16.00ea.

Volume 3

37570 1928-1931 \$16.00ea.

Volume 4

37680 1928-1931 \$16.00ea.

Volume 5

37700 1928-1931 \$16.00ea.

Volume 6

37840 1928-1931 \$16.00ea.

Volume 7

37841 1928-1931 \$16.00ea.

Volume 8

37842 1928-1931 \$16.00ea.

Volume 9

37843 1928-1931 \$16.00ea.



TECHNICALLY SPEAKING BOOK SERIES - Reprint of excellent "Model A News" articles from the Model A Restorer's Club (www.modelarestorers.com).

Volume 1: 1965 into 1967

37860 1928-1931 \$12.50ea.

Volume 2: 1968 into 1971

37870 1928-1931 \$12.50ea.

Volume 3: 1971 into 1975

37940 1928-1931 \$12.50ea.

Volume 4: 1976 into 1979

37941 1928-1931 \$12.50ea.

Volume 5: 1980 into 1983

37943 1928-1931 \$12.50ea.

Volume 6: 1984 into 1987

37944 1928-1931 \$12.50ea.

Volume 7: 1988 into 1992

37945 1928-1931 \$12.50ea.

Volume 8: 1993 into 1996

37946 1928-1931 \$12.50ea.

Volume 9: 1996 into 2000

37947 1928-1931 \$12.50ea.

Volume 10: 2000 into 2004

37948 1928-1931 \$12.50ea.

Volume 11: 2005 into 2008

37949 1928-1931 \$12.50ea.

**TECHNICALLY SPEAKING BOOK SERIES (Cont.)**

Volume 12: 2009 into 2011

37942B

1928-1931 \$12.50ea.

Volume 13: 2012 into 2014

37942C

1928-1931 \$12.50ea.

All Current Volumes

37942 1928-1931 \$148.00set



HENRY'S LADY - By Ray Miller. 320 page book with over 1000 close up pictures. These are pictures of restored cars.

37450 1928-1931 \$59.40ea.



MODEL A CARBURETOR BOOK - BY Paul Moller, 58 page book, illustrated for Zenith and Holly carburetors. 5th edition includes how to disassemble, restore and assemble the Zenith carburetor plus 15 pages on the Tillotson carburetor.

37460 1928-1931 \$13.95ea.



TILLOTSON CARB REBUILDING BOOK - 36 pages of exploded diagrams and parts list. Tells how to test and make final adjustments.

37461 1928-1931 \$24.75ea.



RESTORING MODEL A PICKUP - Includes 50 pages and 80 pictures. This book contains close up pictures of many different locations on both the standard and wide bed pickups. Mostly a picture book.

37500 1928-1931 \$29.75ea.



AA TRUCK BOOK - A good restoration guide for the AA Truck. Written by Jim Schild who is also the author of the 'Model A Shop Manual'. 92 pages.

37510 1928-1931 \$27.75ea.



MODEL A FORD PAINT AND FINISH GUIDE - Compiled by the National Model A Clubs. This paint book gives detail information on how the cars and parts were painted. All color chips are included.

37530 1928-1931 \$55.95ea.



ROADSTER BOOK - This book has 72 pages with 8 pages in color. It is a picture book of detailed photos of open cars.

37540 1928-1931 \$26.40ea.



REST & MAINTENANCE BOOK - VOL 1 - By Paul Moller. Contains subjects: inspection, starter, distributor, vacuum gauge, battery, ammeter, carburetor, brakes, front spindles and water pump. 58 pages.

37550 1928-1931 \$16.95ea.



REST & MAINTENANCE BOOK - VOL 2 - By Paul Moller. Contains subjects on rebuilding ammeter, cutout, powerhouse generator, carburetor, fuel level, rebuilding steering (2 tooth), (7 tooth), transmission changes and repairs, Model 'B' carburetor.

37610 1928-1931 \$16.95ea.



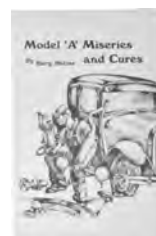
LUBRICATION CHART - This color chart identifies all lubrication points, including recommended maintenance intervals. Chart measures 22" x 17" and is printed on glossy paper.

37780 1928-1931 \$8.50ea.

**THOSE WONDERFUL UNAUTHORIZED ACCESSORIES**

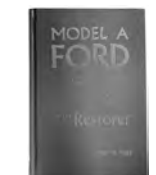
- Hardback book containing parts advertisements from the 30's.

37560 1928-1931 \$25.75ea.



MODEL A MISERIES & CURES - By Mary Moline. This book contains 60 subjects, each with many helpful cures to problems that can happen to your 'A'. Answers to hot ammeter, squeaking brakes, carburetor problems, clutch chatter, testing coil, etc. 229 pages.

37790 1928-1931 \$33.00ea.



MODEL A CONSTRUCTION, OPERATION AND REPAIR - Explains the theory of operation of the Model A. Details many repair operations. Written in the 1930s.

37600 1928-1931 \$38.95ea.



MODEL A SHOP MANUAL - By Jim Schild. This is a very complete book on Model A Restoration. Many pictures with 220 pages by Jim Schild.

37630 1928-1931 \$49.50ea.



MODEL A QUESTION & ANSWER WORKSHOP MANUAL - By Fred Serfass. Over 100 of the most commonly asked restoration questions. 115 pages.

37810 1928-1931 \$13.20ea.

BOOKS • DVDS • TOOLS



THE MODEL A GENERATOR AND STARTER - By Paul & William Mcree. Describes the different changes and how the unit works. How to disassemble, restore and reassemble unit in great detail. How to test and troubleshoot. New addition is early AR starter. This is a very complete book on rebuilding. 56 pages with over 50 pictures.
37830 1928-1931 \$22.95ea.



MODEL A ENGINE - A 'How To' on engine rebuilding by William & Paul Mcree. This book will start off by explaining how the Model A engine works. Each component in the engine will be covered on disassembly and assembly. Over 100 pictures and drawings on 110 pages.
37850 1928-1931 \$26.95ea.



FORD MODEL A STANDARD HARDWARE - List most bolts, nuts & screws and their sizes used on the Model A and their location.
37670 1928-1931 \$12.95ea.



AUTOMOTIVE HARDWARE AND TRIM SUPPLIES - Printed by Ford in 1934 showing all door bumpers, striker plates, dovetails, escutcheons, buttons, fasteners, pins, handles, bolts, screws, and washers, by picture, part number and body number. This will help you identify these parts to your body number. An invaluable flea market shopping aid. 8 1/2" x 11". 68 pages, illustrated.
37690 1928-1931 \$13.95ea.



PRACTICAL INFORMATION ABOUT 1930-31 COUPES - A great 'How To' book for 1930-31 COUPE owners. Details of what each part looks like, what goes wrong and how to fix it. Hundreds of illustrations in this 175 page book.
37760 1928-1931 \$29.70ea.



THE TUDOR BOOK - In response to many members seeking a book devoted to a particular body style, MAFA is proud to introduce the Tudor Book. Developed from articles appearing in The Restorer, this new book focuses on the Model A Tudor from 1928 through 1931. The emphasis is on the body and the interior to help the owner / restorer of a Tudor Sedan. This book is the first in what will be a series of "How To" type books focusing on a single body style. This highly anticipated book is a must have for your library on the Model A Ford.
37761 1928-1931 \$24.95ea.



DIABLO A'S HOW TO DVD SERIES - These DVDs are all recordings from the Diablo A's Tech Seminars. Since these are done during club tech talks their might be some background noise, but all of the information and step by step assembly and disassembly is shown on your screen. Each DVD lasts 25-75 minutes depending on the topic.
CHANGING THE TIMING GEAR
38115A

1928-1931 \$24.95ea.
1930 CLOSED CAP PICKUP ROOF INSTALL
38115B 1930 \$24.95ea.
TRANSMISSION REBUILDING
38115C

1928-1931 \$24.95ea.
TIMING & DISTRIBUTOR REPAIR
38115D

1928-1931 \$24.95ea.
BRAKE DRUMS & SHOES
38115E

1928-1931 \$24.95ea.
SETTING ENGINE BEARING CLEARANCE
38115F

1928-1931 \$24.95ea.
REBUILDING SHOCKS
38115G

1928-1931 \$24.95ea.
REBUILDING 2 TOOTH STEERING BOX
38115H

1928-1931 \$24.95ea.
INSTALLING BRAKE FLOATERS
38115I 1928-1931 \$24.95ea.

REBUILDING THE LEAF SPRINGS
38115J

1928-1931 \$24.95ea.



DIABLO A'S HOW TO DVD SERIES (Cont.)
REBUILDING THE WATER PUMP
38115K

1928-1931 \$24.95ea.
INSTALLING AN OVERDRIVE
38115L

1928-1931 \$24.95ea.
ANNUAL TOUR PREP
38115M

1928-1931 \$24.95ea.
TIRE & TUBE INSTALLATION
38115N

1928-1931 \$24.95ea.
1931 S/W FORDOR TOP INSTALLATION
38115O 1931 \$24.95ea.

REBUILDING THE STARTER
38115P

1928-1931 \$24.95ea.
REPLACING THE CYLINDER HEAD & HEAD GASKET
38115Q

1928-1931 \$24.95ea.
REBUILDING THE FRONT END
38115R

1928-1931 \$24.95ea.
1930 COUPE ROOF INSTALLATION
38115S

1930-1931 \$24.95ea.
REBUILDING THE GENERATOR
38115T

1928-1931 \$24.95ea.
REPLACING THE ENGINE
38115U

1928-1931 \$24.95ea.
REBUILDING THE DIFFERENTIAL
38115V

1928-1931 \$24.95ea.

TOOLS



SPRING & PERCH BUSHING DRIVER - Use this handy tool to help remove and install new bushing in the following parts: Front & Rear Spring Bushings, Front & Rear Spring Perch Bushings, Rear Brake and Camshaft Bushings.
5881 1928-1934 \$9.90ea.



SPOKE WHEEL CLEANING BRUSH - Very effective in cleaning road dirt from between spokes.
1090 1928-1931 \$10.10ea.



HUB STUD BOLT SWEDGING TOOL - After placing the hub bolt through the drum, this tool must be used to swedge the shoulder of the stud to the drum. A tapered ball joint forked tool is handy to help remove stud tool from new stud after swedging stud. A 30 ton press must be used with this tool.

1300 1928-1931 \$7.95ea.



REAR HUB SEAL DRIVER - Use this tool to help you install the grease seal #1560 to the correct depth for the snap ring installation. Tool only no seal.

1560T 1928-1938 \$27.50ea.



FRONT HUB INNER & OUTER RACE INSTALLATION TOOL - Use this tool to easily install both the inner and outer race into the front hub without damaging the race surface. Tightening the nut will draw both of the races into place. Hub and races are sold separately.

1771 1928-1938 \$40.95ea.



FRONT HUB INNER & OUTER RACE REMOVAL TOOL - This tool is a copy of an original tool made by KR Wilson to remove the races from the front hubs. We have improved on the original KR Wilson Design by making this tool work on both the inner & the outer races instead of having two separate tools. This comes with two specially designed pullers, and receiving caps so it can be used to pull both races.

1772 1928-1938 \$59.95ea.



SPOKE STRAIGHTENING TOOL - Use this tool to help straighten the bent spokes on your wheels.

2360 1928-1931 \$89.95ea.



ROLLER TRACK RIVET TOOL - Secure tool in vise, insert head of rivet in tool for support. Place track on rivet followed by backing plate. Upset red hot rivet with hammer or air tool. Included with (2420 & 2440).

2540 1928-1931 \$2.65ea.



BRAKE SHOE INSTALLATION TOOL - This is the easy way to stretch the brake spring on the backing plate for installing or removing the brake shoes. Hook the tool to the end of the brake shoe. The handle provides leverage to rock the shoe in or out of the brake wedge.

2595 1928-1931 \$18.25ea.



BRAKE SHOE CENTERING TOOL - Mount this tool on either the front spindle or the rear axle to see if the brake shoes are centered on the backing plate. By centering the shoes on the backing plate you assure complete contact of the shoe to the drum. Detailed instructions included.

2695 1928-1931 \$44.95ea.



BRAKE LINING RIVET TOOL - Enables you to remove old rivets and install new rivets in brake lining. Tool clamps in your vise. These tools are hardened to last longer.

2710 1928-1948 \$27.15ea.



TOOLS ONLY FOR 2710 BRAKE LINING RIVET TOOL - These are the FOUR hardened tools sold separate from the holder(#2710).

2711 1928-1948 \$13.85set



BRAKE ADJUSTING WEDGE TOOL - A special wrench with a square hole to fit the end of the brake adjusting wedge. When fine tuning the brake adjustment, this tool will make it easy to turn the wedge.

2800 1928-1934 \$15.75ea.



AA TRUCK BRAKE ADJUSTING WEDGE TOOL - A special wrench with a square hole to fit the end of the brake adjusting wedge for the AA trucks.

2801 1928-1931 \$12.50ea.



FRONT BRAKE LEVER SHAFT BUSHING REAMER - This .559 reamer is fluted 13 inches long to reach both bushings in one operation. Custom made for the Brake Shaft for us in Canada.

3050 1928-1934 \$133.00ea.



COTTER PIN HOLDER TOOL - Use this handy tool to help hold the looped end of the cotter pin while you bend the legs over.

3281 1928-1931 \$9.50ea.



DRILL BIT TO REAM SPRING SHACKLE BUSHINGS - This is a 14.5 millimeter drill bit with a 1/2 in. shank. Bushings included with shackle kits do NOT need to be reamed, but other suppliers may.

4280 1928-1931 \$23.85ea.



FRONT AXLE TOE IN TOOL - Ford originally specified a toe in of 1/16" +/- 1/32" to help maintain proper tire wear. Using this tool will easily allow you to correctly set the toe-in on your car. Instructions are included.

4511 1928-1931 \$49.95ea.



TIE ROD AND DRAG LINK PLUG TOOL - A large screw driver blade tool to be used on the tie rod or drag link plug. Heat treated. Use 7/8" wrench or socket.

4590 1928-1934 \$5.25ea.



STEERING SECTOR BUSHING DRIVER - Use this handy tool to help remove and install the sector bushings in both 7 and 2 tooth steering boxes.

5371 1928-1931 \$16.95ea.



STEERING WHEEL REMOVAL TOOL - This tool has two plates so it can be used on 28-29 & 30-31 steering wheels. Removes the wheel from the shaft without damaging it.

5705 1928-1931 \$52.95ea.



LIGHT SWITCH SPIDER TOOL - Use this handy little tool to hold the light switch spider so you can easily compress the spring and install the retainer.

5821 1928-1939 \$9.25ea.



HEAD NUT TORQUE TOOL - Use this tool to eliminate the need to remove the distributor when you torque the head nuts.

6082 1928-1934 \$26.05ea.



REAR AXLE HOUSING RACE REMOVAL & INSTALLATION TOOL - This is a modern tool based off the original KR Wilson designs. This tool is to help you remove the race from the rear axle housing. Also include is a driver that will help you install the new race into the axle housing. Made in the USA

6091 \$64.95ea.



KNOCK OFF WHEEL PULLER - Remove nut and replace it temporarily with this long one. Hit the end of the puller nut with a big hammer. This will not loosen the very tight steering wheels or rear hubs. U.S. made Heat treated.

6130 1928-1948 \$3.50ea.

TOOLS



UNIVERSAL REAR HUB PULLER - This puller is designed to pull both style of rear hubs used on the Model A, in fact it can be used on hubs up to 1948. This is accomplished by using different sets of split rings to mount up to your specific hub. This puller is made of high quality steel for long life yet small enough to fit easily in your car for tours. USA
6141 1928-1948 \$134.95ea.

PROTRUDING RING STYLE

RECESS RING STYLE



REAR WHEEL HUB PULLER - Opening in base of puller hooks into or around the groove or ring on hub. One inch thick bolt at end of puller must be tightened down against axle. made form strong ductile iron. A copy of an early aftermarket puller.
Protruding hub ring style
6150 1928-1931 \$55.05ea.
Recess hub ring style
6160 1928-1931 \$55.05ea.

REPLACEMENT BOLT ONLY FOR 6150 OR 6160 HUB PULLER - This is a replacement bolt only for the 6150 or 6160 hub pullers.
6151 \$7.95ea.

REAR AXLE & DRIVE SHAFT SEAL DRIVER - Slide new seal on tool, screw YOUR pipe into other end of tool. Insert tool with pipe into your axle tube. Seal will be placed in correct position, then hit end of pipe to set seal. 1/2" pipe thread.
6270 1928-1948 \$8.95ea.

DELUXE PINION PULLER KIT - This kit is used to remove & install the pinion gear off the drive shaft. Especially useful when adding an overdrive to your car.
6336 1928-1931 \$139.95set

PINION BEARING NUT WRENCH - A large thin steel wrench to install or remove the pinion nuts. Need two wrenches to hold both nuts.
6400 1928-1932 \$21.95ea.



TORQUE TUBE BEARING & RACE REMOVAL TOOL - Screw this tool onto a 5' length of pipe with a 1/2" pipe thread (not included) and then you have a tool to remove the seal, roller bearing, and sleeve. Seat the tool into the seal from the banjo end and tap the pipe with a hammer. The seal, roller bearing, and race will all easily come out on the floor.
6451 1928-1948 \$7.50ea.



EASY TIMING PIN KEY RING - Slide this stainless pin into the hole on the front timing cover. Turn the engine over while you watch for the groove on the pin to disappear into the timing cover. This has a modified tip for easier use than the stock timing pins.
7891 1928-1934 \$4.25ea.



TIMING CALIBRATION TOOL - This tool is the easiest tool we've seen to find that dimple in the timing gear. Simply remove the stock pin, screw this tool into the timing cover until the ring at the end hangs loosely. Then start turning the engine over once the ring stands you have found top dead center on #1.
7893 1928-1931 \$26.50ea.



ENGINE EYE BOLT - This strong forged eyelet will screw into your spark plug hole to lift the engine. Order 2 for better balance.
8020 1928-1931 \$12.60ea.



ENGINE OR HEAD PULLER - Includes studs to screw into the spark plug holes on the head and nuts.
8040 1928-1934 \$108.50ea.



ENGINE STAND ADAPTER - This is made to mount to a modern engine stand. The engine is held on by the water inlet bolts and two of the oil pan bolts.
8041 1928-1931 \$109.95ea.



OVERSIZED STUD DRILL BIT AND TAP - This is the drill bit you will need if you are going to use the oversized studs.
27/64 Inch DRILL BIT
8212 1928-1931 \$10.95ea.
1/2-13 TAP ONLY
8213 1928-1931 \$21.95ea.



COMPRESSION TESTER - Allows you to adapt a modern compression tester to use in the stock Model A spark plug hole. Correct compression is 55 to 70 lbs. psi. There should be no more than 6 lbs. variation between cylinders.
8471 1928-1934 \$6.50ea.



STOCK CAMSHAFT NUT WRENCH - Use this special steel tool to remove or tighten the cam nut #8790. Use a 1/2" socket wrench to remove or install nut. Be sure the nut is on tight when you finish. Retighten to 100 foot pounds after turning engine over a few revolutions. Keep with car on long trips.
8790 1928-1934 \$18.95ea.



IGNITION TIMING TOOLS - This timing kit will enable you to accurately set your timing. The kit includes a crank degree scale, cut away distributor cap, cam wrench and instructions. With YOUR timing light and this kit you can adjust your distributor cam setting for best results. With spark up, set timing to 5 degrees RETARD. Made by Nu-Rex.
8890 1928-1931 \$31.95set



IGNITION INDICATOR ONLY - Included with 8890.
8900 1928-1931 \$15.10ea.



RATCHET NUT WRENCH - Use this wrench on the ratchet nut to help you turn the engine over. A great help when you are looking for top dead center for timing.
8922 1928-1938 \$42.95ea.



FLYWHEEL ALIGNMENT CHECKER - The small bracket in this kit is used to determine if the flywheel is seated properly on the crankshaft. The large bracket bolts to the flywheel, then turn the flywheel so that you can be sure that the flywheel housing is correctly shimmed against the block. This is a big source of vibration in the engine.
9041 1928-1931 \$25.95ea.



VALVE GUIDE TOOL - Used to remove guides. Duplicate of the K.R. Wilson tool used for the Model A engine. This is the best. Using the bent rod type is very risky to valve stems.
9270 1928-1931 \$21.30ea.



OIL PUMP HOLDER TOOL - Use this tool to temporarily hold the oil pump in the block when you drop the oil pan, by extending the screw on this tool into the groove on the oil pump.
9895 1928-1934 \$5.95ea.

**OIL PAN SNAP UP INSTALLATION CLIPS -**

These plastic guides are threaded on one end and a spring clip on the other. Screw the threaded end into the four corners of the block. Then slide the gasket up over the guide and then follow it with the oil pan. The snap on the end will hold the oil pan and gasket in place while you tighten up the mounting bolts. Set of 4 pieces.

9896 1928-1931 \$13.70set



BRAKE & CLUTCH PEDAL BUSHING DRIVER - Use this handy tool to help remove and install the bushings in both the brake and the clutch pedals.

11191 1928-1931 \$13.75ea.



ADJUSTABLE PEDAL BUSHING REAMER - This reamer will ream both bushings in each pedal or the bushings in the bell housing. Customer must set the reamer to .874 before using. Can be set from .42" to .94"

11200 1928-1934 \$54.95ea.



CLUTCH DISC ALIGNMENT TOOL - Use this tool to align the clutch disc during assembly; Place correct side of disc (shortest side of hub) against the flywheel. Install the pressure plate with the twelve bolts. Do not tighten bolts. Using the alignment tool, center the disc on the pressure plate and insert end of tool into center of pilot bearing. Torque the bolts to 25 foot pounds and remove tool.

11410 1928-1931 \$4.10ea.



CLUTCH FINGER ADJUSTMENT TOOL - Once the pressure plate & clutch disk are bolted to the flywheel, use this handy tool to help you make sure the all of the clutch fingers are adjusted to the same height.

11452 1928-1931 \$6.80ea.



WATER PUMP WRENCH - Special wrench to tighten the large packing nut.

12260 1928-1934 \$1.65ea.



WATER PUMP GREASE - If pump is over-greased, this extra grease gets into the radiator and "balls up", which can clog the tubes. If the brass fitting is unscrewed, the grease can be packed by hand to prevent over greasing. Grease pump every 500 miles. 14 oz. tube.

12270 1928-1934 \$17.75ea.



FAN KNOCK OFF TOOL - Remove the water pump housing from the head. Remove the nut & cotter pin from the shaft. Screw this tool onto the shaft. One person will hold the fan blades with the tool pointing up. Hit the tool with a hammer several times to vibrate the fan from the shaft.

12495 1928-1931 \$2.95ea.



GAS TANK FILLER SCREEN TOOL - Set this tool in the top of the filler neck notches and with your socket wrench and extension you can install or remove the screen. Used on original threaded screw necks. Used in the beginning, changed to tab design, then in 1931 back to threaded neck.

12930 1928-1931 \$4.50ea.



GAS TANK NECK EXTENSION - Makes refueling a Model A Ford easy! No more hassle with the new nozzle technology and the vapor recovery systems Easy to install and remove.

1928-1929

12931 1928-1929 \$34.95ea.

1930-1931

12932 1930-1931 \$39.95ea.



GAS GAUGE TOOL - Two special tools to remove the inner and outer nuts. Steel tools for better fit and strength.

13520 1928-1931 \$18.95set

**K. R. WILSON ZENITH SOCKET WRENCH NO. 359 -**

This copy of the original tool has a 5/16" deep socket on one end used for the Cap jet and a 9/32" deep socket on the other end used for the Idle jet.

14080 1928-1931 \$13.95ea.



SPECIAL JET TAP - For Model 'A' and 'B' Zenith Carburetor. Cleans the threads for all jets and idle adjustment threads. This is a quality high speed tap, another one available on the market is a 10/32 tap, which is close, but not the correct size. This is a 5 MM, 75 pitch tap which is the correct size the French company, Zenith, used when making Ford's carburetors.

14090 1928-1934 \$9.15ea.



CARBURETOR VENTURI PULLER - Use this tool to help remove the stuck venturi from the lower casting. The jets must be removed before this tool can be used. Will not work on early 28 carburetors with the double venturi.

14571 1928-1931 \$26.95ea.

**CARBURETOR FUEL LEVEL GAUGE -**

Turn fuel valve off, drain gas from carburetor bowl as you remove drain plug. Screw test sight tube into drain hole. Turn fuel valve on. As gas fills carburetor bowl it will fill sight tube to the same elevation as inside the bowl. The fuel level should be 5/8" below the seam of the halves of the Zenith carburetor. Adjust float level by adding gaskets under float valve (14340 or 14341). On Tillotson set the float level at 1" above the machined surface of the carb top when the top is held upside down in your hand.

14680 1928-1931 \$8.95ea.



MODERN BENDIX INSTALLATION TOOL - Use this tool to help compress the retainer spring when installing or removing the modern Bendix from your starter.

15962 1928-1931 \$26.20ea.

**EMERGENCY IGNITION JUMPER CABLE -**

Screw one end into the distributor, remove the red wire from the coil and clip the other end of this jumper to where the red wire goes on the coil. This will bypass the ignition switch so to turn off the engine you will have to unhook this from the coil.

16360 1928-1931 \$18.35ea.

**IGNITION SPARK AND COIL TESTER -**

This device uniquely shows ignition spark presence and coil polarity while engine is running. It shows by high intensity flashing lights that spark is present, or spark is not present, or polarity is "right", or polarity is reversed. The Sparklite works with ALL types of spark ignition systems: points or transistor. It indicates properly with 6 or 12 volt, positive or negative battery systems. Instructions for use are included. Genuine NUREX.

17140 1928-1934 \$28.95ea.

**SPARK VOLTAGE TESTER -**

A simple test device to determine the spark voltage and ignition system condition. This tool indicates problems in the ignition system; low battery, defective coil, bad condenser, resistive points, wiring, etc. An additional use of the Voltage Tester is to clear and start engines that are flooded with gasoline. Instructions included.

17150 1928-1934 \$20.25ea.

TOOLS


DISTRIBUTOR BUSHING DRIVER - Use this handy tool to help remove and install the bushings in the distributor. Start at the bottom bushing and drive both of them out as the same time.

17201 1928-1931 \$9.90ea.



DISTRIBUTOR CAM WRENCH - An indispensable timing tool used to hold the cam in place while tightening the cam screw.

17500 1928-1932 \$1.95ea.



Z DISTRIBUTOR CAM WRENCH - This wrench has two bends in it so there is no need to remove the distributor body. Fits directly onto the cam for adjusting.

17501 1928-1932 \$2.75ea.



TIMING CAM WRENCH TOOL - This tool takes all the guess work out of timing your Model A. Find top dead center on #1 cylinder, then follow the directions on this handy tool.

17502 1928-1931 \$11.95ea.



QUICK SET POINT SETTING TOOL - Use this handy tool to easily adjust the points on your car. This special made tool slips over the distributor cam and allows you to set the points without turning the engine over to find the high lobe. A great time saver for when you are on tour or just want to double check the point gap quickly.

17503 1928-1931 \$31.95ea.



DISTRIBUTOR PULLER - Remove the distributor cam screw. Thread the puller shaft into the distributor shaft. Set the "U" bracket over distributor and tighten the nut to lift distributor out. Be sure to remove lock screw from side of head.

COMPLETE FRAME AND STUD

17680 1928-1931 \$53.95set

PULLER STUD ONLY

17681 1928-1931 \$18.00ea.



COWL LIGHT INSTALLATION TOOL - Dowel will fit pre-drilled hole on inside cowl support with case hardened center punch pin. Locates the exact point for the cowl light arm hole to be drilled.

18430 1930-1931 \$4.45set



COWL LIGHT ARM HOLE PUNCH - After finding the center of the hole with part #18430. Drill a 3/8" hole at the center punch mark. Use this tool to cut a perfect 3/4" hole for the cowl light arms. 28-29 Will require some additional filing to get the correct diameter hole.

18431 1930-1931 \$112.95ea.



TOOL BAG - This is the pouch that contained all the tools, except the jack handle, from the factory; pouch only.

22600 1928-1931 \$11.95ea.



TIRE IRONS - All three tire irons are tempered for strength.

Beginning till July 1928 was blunt on one end

22610 1928 \$28.95ea.

July 1928 thru Nov. 1928 has a screw driver point on one end

22620 1928-L1929 \$28.95ea.

Dec. 1928 thru end has a spoon on one end

22630 1929-1931 \$28.95ea.



ENGINE HAND CRANK - With lug socket on other end. Plated.

22660 1928-1931 \$18.00ea.



TIRE PUMP HOSE - Cloth simulated finish on rubber. Original was cloth covered. This hose is not as per original.

22710 1928-1931 \$9.10ea.



TIRE PUMP HOSE ENDS & CLIPS - One brass fitting for hose with two cad. plated clips. Original style hole thru fitting. No valve inside just like the originals.

22720 1928-1931 \$7.95set



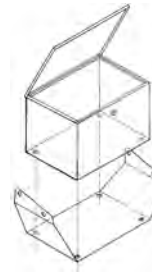
TIRE PUMP HOSE CLIPS - 2 - Two cad. plated clips for the hose ends.

22730 1928-1931 \$1.95pair

TRICO VACUUM WIPER

SCREW BIT - This special made 1/4" hex x 1" long socket is used to remove the flat sided screws that hold the vacuum wiper together. This is for the KCX, KSB, & KSL replacement style wiper that can be identified by the snap on cover. USA

23341 1928-1931 \$2.40ea.



METAL TOOL BOX - This box is complete with locking hinged sealed lid and mounting bracket. The bracket mounts between the frame horn and bumper brace using the existing four studs. NO altering to original car. Easy to install between the front fenders and in front of the radiator splash apron. Measures 17-1/2" wide, 12" back and 11-1/2" deep. Great place to store oil, water, tools and extra parts. Black powder coated finish. If you have a stone guard mounted on the radiator, then you might have to drill new holes through the box and support plates to allow enough space for the stone guard.

25080

1928-1931 \$219.95ea.



TIRE GAUGE FACE PLATE - Three-colored plate as original. Includes screws and stop pin.

25910 1928-1931 \$7.20ea.



TIRE GAUGE NEEDLE W/ HUB - Replacement tire pressure needle and hub. Made from brass with a satin black finish.

25911 1928-1931 \$5.95ea.



TIRE GAUGE LENS - Replace the old yellowed lens with a new acrylic lens. Easy to install.

25920 1928-1931 \$7.50ea.



TIRE GAUGE STEM - Brass, chrome plated.

25940 1928-1931 \$15.75ea.



GAS TANK PROTECTOR - This lays across the gas tank to protect your paint when filling the gas tank.

26331 1928-1931 \$13.75ea.



BODY SOCKET INSTALLATION TOOL - Use this tool to correctly set the body socket into the body.

28879 1928-1931 \$2.40ea.



GROMMET STYLE SETTING PUNCH & ANVIL - These are the special tools needed to install the curtain stud (#28881) on the side curtains.

28883 1928-1931 \$15.00set

TOOLS • WOOD - TOP KITS • TOP & BODY WOOD BOLT KITS • WOOD - BODY KITS



DOOR HINGE PIN REMOVAL TOOL - This drop forged tool with three graduating hardened push pins will push your old hinge pins up and out of the hinge. As the bolt is screwed in, it will push the dowel and the old pin out. Three different length push pins are used to remove pins. Start with the short pin and work your way up to the long pin. Not for 31 slant windshield, or open cars. For slant window Fords and Cabriolets you must order the larger pins #32301 to complete this set.

32300 1928-1931 \$30.65set



RIVET TOOL - Rounds end of rivet to secure it to the frame. Air Hammer Tool; hardened with .401 shank.

3/16 Rivet

36680 1928-1931 \$33.20ea.

1/4 Inch Rivets

36690 1928-1931 \$31.50ea.

5/16 Inch rivets

36700 1928-1931 \$29.90ea.



WAFFLE TOOL - For setting body rivets, makes an # pattern. Install rivet cold. This tool is used with an air hammer, and has a .401 shank.

36710 1928-1931 \$28.90ea.

WOOD - TOP KITS

Includes the header & all wood above the door opening. All body framing parts are made of ASH. The parts are shaped as per the original manufactured part, mortised, relieved, rounded, with most holes drilled, etc. Some filing may be required.

In order to help control the cost of the wood kits, these are all drop shipped from the factory and it might take extra time for delivery



TOP WOOD KITS -

39090 1928-29 \$619.70set
Standard Coupe

39100 1928-29 \$628.32set
Special Coupe

39110 1930-31 \$619.70set
Standard & Deluxe Coupe

39120 1928-29 \$847.62set
Sport Coupe (50-A)

39130 1930-31 \$851.31set
Sport Coupe (50-B)

39140 1928-29 \$794.64set
Business Coupe

39150 1928-29 \$768.77set
Tudor Sedan



TOP WOOD KITS (Cont.)

39160 1930-31 \$818.05set
Tudor Sedan

39170 1928-29 \$619.70set
Closed Cab Pickup

39180 1930-31 \$526.06set
Closed Cab Pickup

39190 Late 1931 \$431.20set
Closed Cab Pickup

39250 1929-30 \$873.49set
Cabriolet 68 A & B

39260 1931 \$873.49set
Cabriolet 68-C

39270 1928-29 \$2,163.39set
Fordor Briggs 60 A,B

39280 1929 \$1,804.88set
Briggs Fordor Sedan 60 C

39290 1929 \$1,804.88set
Murray Fordor Sedan 155-A/165-A

39300 1929 \$1,804.88set
Briggs Town Sedan 155/165B, 170A

39310 1930-31 \$1,804.88set
Murray Fordor Sedan 155-C/165-C

39320 1930-31 \$1,804.88set
Briggs Town Sedan 155&165-D, 170-B

39330 1931 \$1,797.49set
Victoria 190A Steel Back

39340 1931 \$1,881.26set
Victoria 190A Leather Back

39350 1931 \$1,112.50set
Convertible Sedan A-400

39360 1930-31 \$1,453.76set
Sedan Delivery (130-B)

39370 1931 \$885.81set
Slant Windshield Fordor Sedan

39470 1931 \$1,783.94set
A-400 Convertible Sedan

TOP & BODY WOOD BOLT KITS



TOP WOOD BOLT KITS - Top and body wood bolt & screw kits contain all the bolts, washers, nuts, screws and nails to install the either the top wood or body wood. An excellent 20-page illustrated info article is located in the book "Model A FORD Mechanics Handbook" Vol. 2 (37590).

30-31 Coupe

39200 1930-1931 \$27.50set



TOP WOOD BOLT KITS (Cont.)

28-M 30Closed Cab Pick-Up
39220 1928-M1930 \$16.30set

M30-31 Closed Cab Pick-up

39230 M1930-1931 \$15.50set

28-29 Tudor Sedan

39380 1928-1929 \$32.25set

30-31 Tudor Sedan

39390 1930-1931 \$30.50set



BODY WOOD BOLT KITS - Top and body wood bolt & screw kits contain all the bolts, washers, nuts, screws and nails to install the either the top wood or body wood. An excellent 20-page illustrated info article is located in the book "Model A FORD Mechanics Handbook" Vol. 2 (37590). Roadster (not included in vol. 2).

30-31 Coupe

39210 1930-1931 \$27.50set

30-31 Roadster

39212 1931 \$15.50set

WOOD - BODY KITS

Includes all the wood below the top and above the subrails except body blocks, floor boards, and cowl light blocks. Does not include subrails or door wood for Fordor sedan, Cabriolet & Deluxe Phaeton.

In order to help control the cost of the wood kits, these are all drop shipped from the factory and it might take extra time for delivery



BODY WOOD KITS -

39400 1928-29 \$291.98set
Roadster

39410 1930-31 \$291.98set
Roadster

39420 1928-29 \$538.38set
Phaeton

39430 1930-31 \$559.33set
4 door Phaeton(35-B)

39440 Mid 1930-31 \$1,167.94set
Deluxe Phaeton

39450 1928-29 \$264.88set
Roadster Pickup

39460 1930-31 \$115.81set
Roadster Pickup

39480 1928-29 \$535.92set
Tudor

39490 1930-31 \$535.92set
Tudor

39500 1928-29 \$340.03set
Closed Pickup

39510 1930-31 \$291.98set
Closed Pickup

39520 1930-31 \$2,094.40set
Victoria Steel Back

39530 1930-31 \$2,192.96set
Victoria Leather Back

WOOD - BODY KITS • BODY BLOCK KITS • WOOD - SUBRAILS & CROSS MEMBERS • WOOD - DOOR KITS • WOOD - HEADER ONLY



BODY WOOD KITS (Cont.)		
39550	1928-29 <i>Sport & Bus Coupe</i>	\$519.90set
39560	1930-31 <i>Sport Coupe</i>	\$591.36set
39570	1928-29 <i>Special Coupe</i>	\$1,163.01set
39580	1928-29 <i>Standard Coupe</i>	\$624.62set
39590	1930-31 <i>Standard Coupe</i>	\$624.62set
39600	1929-31 <i>Cabriolet 68-A,B</i>	\$632.02set
39610	1931 <i>Cabriolet 68-C</i>	\$645.57set
39620	1930-31 <i>Sedan Delivery(130-B)</i>	\$1,483.33set
39630	1931 <i>S/W Fordor 160A,B,C</i>	\$632.02set
39640	1928-29 <i>Briggs Fordor 60 A,B</i>	\$3,810.58set
39650	1928-29 <i>Briggs Fordor 155B, 165B, 170A</i>	\$2,930.93set
39660	1929-31 <i>Murray Fordor Sedan 155A, 165A, 155C, 165C</i>	\$3,004.85set
39670	1930-31 <i>Briggs Fordor 155D,165D, 170B</i>	\$2,930.93set
39680	1929 <i>Briggs Fordor 60C</i>	\$2,930.93set

BODY BLOCK KITS



BODY BLOCK KITS - Body wood blocks.		
39690	1928-29 Coupe	\$73.30set
39700	1928-29 Tudor	\$92.71set
39710	1928-29 Roadster	\$81.93set
39720	1928-29 Phaeton	\$85.43set
39730	1928-29 Pickup	\$64.68set
39740	1930-31 Coupe	\$73.30set
39750	1930-31 Tudor	\$92.71set
39760	1930-31 Roadster	\$81.93set
39770	1930-31 Phaeton	\$81.93set
39780	1930-31 Pickup	\$64.68set
39790	1931 S/W Fordor	\$99.17set

WOOD - SUBRAILS & CROSS MEMBERS

In order to help control the cost of the wood kits, these are all drop shipped from the factory and it might take extra time for delivery

WOOD SUBRAILS AND CROSS MEMBERS - WOOD SIDE AND CROSS RAILS		
30-31 VICTORIA		
39800	1930-1931	\$1,540.00set
1931 A-400		
39810	1931	\$1,453.76set
29-E30 CABRIOLET 68-A 68-B		
39820	1929-E1930	\$1,453.76set
L30-31 STRIAIGHT WINDOW CABRIOLET		
39830	1930-1931	\$1,453.76set
31 68-C CABRIOLET		
39840	1931	\$1,453.76set
1929 MURRAY FORDOR		
39850	1929	\$1,453.76set
30-31 MURRAY FORDOR		
39860	1930-1931	\$1,453.76set
1928-1929 BRIGGS FORDOR 60-A & 60-B		
39870	1928-1929	\$1,453.76set
1929 BRIGGS FORDOR SEDAN 60-C		
39880	1929	\$1,453.76set
1929 BRIGGS FORDOR		
39890	1929	\$1,453.76set
30-31 BRIGGS FORDOR		
39900	1930-1931	\$1,453.76set
M30-31 DELUXE PHAETON		
39910	M1930-1931	\$1,453.76set

WOOD - DOOR KITS

In order to help control the cost of the wood kits, these are all drop shipped from the factory and it might take extra time for delivery

DOOR WOOD - Structural wood for doors.		
30-31 CABRIOLET WITH WOOD RISER BOARD		
39920	1928-1929	\$1,238.16set
30-31 CABRIOLET WITH METAL RISER		
39930	1930-1931	\$1,238.16set
28-29 BRIGGS FORDOR 60A & 60B		
39940	1928-1929	\$2,877.95set

DOOR WOOD (Cont.)		
30-31 BRIGGS FORDOR		
39950	1930-1931	\$2,223.76set
29-31 MURRAY FORDOR		
39960	1928-1931	\$2,223.76set
M30-31 DELUXE PHAETON		
39970	M1930-1931	\$1,275.12set

WOOD - HEADER ONLY

In order to help control the cost of the wood kits, these are all drop shipped from the factory and it might take extra time for delivery

WOOD HEADER INCLUDED IN COMPLETE TOP WOOD KIT - Included in top wood kit.		
28-29 Coupe or Tudor Sedan		
39980	1928-1929	\$151.54ea.
30-31 Tudor or Closed Cab Pickup		
39990	1930-1931	\$200.82ea.
30-31 Coupe or Sport Coupe		
40000	1930-1931	\$200.82ea.
28-29 Closed Cab Pickup		
40010	1928-1929	\$151.54ea.
30-31 Victoria or S/W Fordor 160-A,B,C		
40020	1930-1931	\$200.82ea.
1931 Convertible Sedan (400-A)		
40030	1931	\$200.82ea.
1929 Briggs Fordor (60-C)		
40040	1929	\$224.22ea.
1929 Briggs Fordor 155-B, 165-B, 170-A		
40050	1929	\$224.22ea.
28-29 Briggs Fordor 60-A,B		
40060	1928-1929	\$290.75ea.
30-31 Murray Fordor 165-C, 155-C		
40070	1930-1931	\$255.02ea.
30-31 Briggs Fordor 155-D, 165-D, 170-B		
40080	1930-1931	\$214.37ea.
1931 Cabriolet 68-C		
40090	1931	\$200.82ea.
30-31 Cabriolet 68-B		
40100	1930-1931	\$200.82ea.
1929 Murray Town Sedan 155-A, 165-A		
40110	1929	\$198.56ea.
30-31 Roadster		
40120	1930-1931	\$109.65ea.

WOOD - SEAT FRAMES • SEAT SPRINGS

WOOD - SEAT FRAMES

In order to help control the cost of the wood kits, these are all drop shipped from the factory and it might take extra time for delivery

WOOD FRAMES FOR SEAT SPRINGS - Wood frames for seat springs.

ROADSTER, BACKREST

40160 🐾 1930-1931 \$94.86ea.

COUPES, SPORT, SPECIAL, BUSINESS CUSHION

40170 🐾 1928-1929 \$171.25ea.

40180 🐾 1930-1931 \$171.25ea.

COUPES, SPORT, SPECIAL, BUSINESS CUSHION: Seat carriage bottom wood

40181 🐾 1930-1931 \$171.25ea.

COUPES, SPORT, SPECIAL, BUSINESS BACKREST

40190 🐾 1928-1929 \$171.25ea.

40200 🐾 1930-1931 \$178.64ea.

TUDOR, FRONT CUSHION

40210 🐾 1928-1931 \$84.95ea.

TUDOR, REAR CUSHION

40220 🐾 1928-1931 \$178.64ea.

TUDOR, REAR BACKREST

40230 🐾 1928-1931 \$178.64ea.

FORDOR 3 WINDOW, REAR CUSHIONS: 1929 Briggs

40350 🐾 1929 \$171.25ea.

FORDOR SLANT WINDSHIELD, FRONT CUSHION

40470 🐾 1931 \$171.25ea.

VICTORIA, DRIVER SIDE FRONT CUSHIONS

40500 🐾 1930-1931 \$91.17ea.

40510 🐾 1931 \$96.95ea.

VICTORIA, PASSENGER SIDE FRONT CUSHIONS

40520 🐾 1930-1931 \$105.95ea.

40530 🐾 1931 \$119.50ea.

VICTORIA, REAR CUSHIONS

40540 🐾 1930-1931 \$213.14ea.

SEAT SPRINGS

All springs are unpainted and are packed in cardboard wrappers. Some springs require a wood frame around the spring. See wood section for frame support wood. Springs are shipped by FedEx and are charged as a 50 pound box because they are oversize. Add extra money for shipping charges. All springs are shipped directly from manufacturer upon receipt of order.



1928-29 ROADSTER -

40610 🐾 Front \$370.00ea.

Cushion

40620 🐾 Front \$214.00ea.

Backrest

40630 🐾 Rumble \$186.00ea.

Cushion

40640 🐾 Rumble \$229.00ea.

Backrest



1930-31 ROADSTER -

40650 🐾 Front \$336.00ea.

Cushion

40660 🐾 Front \$235.00ea.

Backrest

40670 🐾 Rumble \$186.00ea.

Cushion

40680 🐾 Rumble \$229.00ea.

Backrest



1928-29 COUPE -

40690 🐾 Front \$288.00ea.

Cushion

40700 🐾 Front \$220.00ea.

Backrest

40710 🐾 Rumble \$186.00ea.

Cushion

40720 🐾 Rumble \$229.00ea.

Backrest



1930-31 COUPE -

40730 🐾 Front \$214.00ea.

Cushion

40740 🐾 Front \$194.00ea.

Backrest

40741 🐾 Late 31 \$141.00ea.

Backrest

40750 🐾 Rumble \$186.00ea.

Cushion

40760 🐾 Rumble \$229.00ea.

Backrest



1928-31 TUDOR SEDAN -

40770 🐾 Front \$170.00ea.

Cushion

40780 🐾 Front \$82.00ea.

Backrest

40790 🐾 Rear \$328.00ea.

Cushion

40800 🐾 Rear \$243.00ea.

Backrest



1928-29 BRIGGS 2 WINDOW FORDOR -

40810 🐾 Front \$214.00ea.

Cushion (call to verify correct size to order)

40820 🐾 Front \$226.00ea.

Backrest (call to verify correct size to order)

40830 🐾 Rear \$331.00ea.

Cushion

40840 🐾 Rear \$232.00ea.

Backrest



1929 BRIGGS & MURRAY 3 WINDOW -

40810 🐾 Front \$214.00ea.

Cushion (call to verify correct size to order)

40820 🐾 Front \$226.00ea.

Backrest (call to verify correct size to order)

40850 🐾 Rear \$390.00ea.

Cushion

40860 🐾 \$247.00ea.



1930-31 STD. MURRAY & BRIGGS FORDOR -

40870 🐾 Front \$327.00ea.

Cushion (call to verify correct size to order)

40880 🐾 Front \$205.00ea.

Backrest (call to verify correct size to order)

40890 🐾 \$298.00ea.

40910 🐾 Rear \$281.00ea.

backrest (1pc.)



1929-31 MURRAY & BRIGGS FORDOR TOWN SEDAN -

40870 🐾 Front \$327.00ea.

Cushion (call to verify correct size to order)

40880 🐾 Front \$205.00ea.

Backrest (call to verify correct size to order)

40890 🐾 \$298.00ea.

40900 🐾 Rear \$188.00ea.

Backrest (3pc.)



1931 SLANT WINDSHIELD FORDOR -

40920 🐾 Front \$308.00ea.

Cushion

40930 🐾 Front \$194.00ea.

Backrest

40940 🐾 Rear \$384.00ea.

Cushion

40950 🐾 Rear \$243.00ea.

Backrest



1929 CABRIOLET -

40960 🐾 Front \$288.00ea.

Cushion

40970 🐾 Front \$220.00ea.

Backrest

40980 🐾 Rumble \$186.00ea.

Cushion

40990 🐾 Rumble \$229.00ea.

Backrest



1930-31 CABRIOLET -

41000 🐾 Front \$214.00ea.

Cushion

41010 🐾 Front \$194.00ea.

Backrest 68-B

41020 🐾 Front \$141.00ea.

Backrest 68-C

41030 🐾 Rumble \$186.00ea.

Cushion

41040 🐾 Rumble \$229.00ea.

Backrest



1928-29 PHAETON WITH PLEAT -

41050 🐾 Front \$370.00ea.

Cushion

41060 🐾 Front \$227.00ea.

Backrest

41070 🐾 Rear \$255.00ea.

Cushion

41080 🐾 Rear \$227.00ea.

Backrest



1930-31 STD 4 DOOR PHAETON -

41090 🐾 Front \$336.00ea.

Cushion

41100 🐾 Front \$179.00ea.

Backrest

SEAT SPRINGS • GLASS - WINDSHIELD • GLASS - FRONT DOOR • GLASS - REAR DOOR • GLASS - REAR WINDOW • GLASS - QUARTER



- 1930-31 STD 4 DOOR PHAETON (Cont.)**
- 41110** 🐾 Rear Cushion \$227.00ea.
 - 41120** 🐾 Rear Backrest \$156.00ea.



- 1930-31 DELUXE TUDOR PHAETON -**
- 41130** 🐾 Driver \$165.00ea. Front Cushion
 - 41140** 🐾 Passenger \$165.00ea. Front Cushion
 - 41150** 🐾 Driver \$82.00ea. Front Backrest
 - 41160** 🐾 Passenger \$82.00ea. Front Backrest
 - 41170** 🐾 Rear Cushion \$492.00ea.
 - 41180** 🐾 Rear Backrest \$198.00ea.



- 1928-29 TRUCK CLOSED/OPEN CAB -**
- 41190** 🐾 Stock Cushion \$236.00ea.
 - 41200** 🐾 Stock Backrest \$242.00ea.
 - 41212** 🐾 2 Inch Lower Cushion \$334.00ea.
 - 41213** 🐾 2 Inch Taller Backrest \$250.00ea.



- 1930-31 TRUCK CLOSED/OPEN CAB -**
- 41190** 🐾 Stock Cushion \$236.00ea.
 - 41220** 🐾 Stock Backrest \$218.00ea.
 - 41214** 🐾 2 Inch Taller Backrest \$217.00ea.
 - 41212** 🐾 2 Inch Lower Cushion \$334.00ea.



- 1931 OPEN CAB TRUCK W/ INDENTED FIRE WALL -**
- 41190** 🐾 Stock Cushion \$236.00ea.
 - 41211** 🐾 Stock Backrest \$218.00ea.
 - 41212** 🐾 2 Inch Lower Cushion \$334.00ea.
 - 41214** 🐾 2 Inch Taller Backrest \$217.00ea.



- 1931 CLOSED CAB TRUCK W/ INDENTED FIRE WALL -**
- 41240** 🐾 Cushion \$328.00ea.
 - 41250** 🐾 Backrest \$218.00ea.

1930-31 VICTORIA - THE VICTORIA IS BROKEN INTO TWO GROUPS: EARLY WHICH IS FROM JAN. 1930 TO JUNE 1931, AND LATE WHICH IS JUNE 1931 TO THE END OF PRODUCTION.



- EARLY STYLE JAN 1930 - JUNE 1931 -**
- 42311** 🐾 Driver \$135.00ea. Front Cushion
 - 42312** 🐾 Driver \$102.00ea. Front Backrest
 - 42313** 🐾 Passenger \$126.00ea. Front Cushion
 - 42314** 🐾 Passenger \$84.00ea. Front Backrest
 - 42315** 🐾 Rear Cushion \$299.00ea.
 - 42316** 🐾 Rear Backrest \$267.00ea.



- LATE STYLE JUNE 1931 TO THE END -**
- 42321** 🐾 Driver \$182.00ea. Front Cushion
 - 42312** 🐾 Driver \$102.00ea. Front Backrest
 - 42313** 🐾 Passenger \$126.00ea. Front Cushion
 - 42314** 🐾 Passenger \$84.00ea. Front Backrest
 - 42315** 🐾 Rear Cushion \$299.00ea.
 - 42316** 🐾 Rear Backrest \$267.00ea.



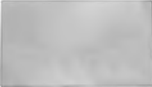
- 1928-31 STATION WAGON -**
- 41260** 🐾 Front Cushion \$300.00ea.
 - 41270** 🐾 Front Backrest \$192.00ea.
 - 41280** 🐾 Jump Cushion \$117.00ea.
 - 41290** 🐾 Jump Backrest \$84.00ea.
 - 41300** 🐾 Rear Cushion \$314.00ea.
 - 41310** 🐾 Rear Backrest \$186.00ea.

GLASS - WINDSHIELD



- FRONT WINDSHIELD GLASS -**
For 1930-31 Deluxe Roadster 40-B & 1930-31 Deluxe Phaeton 180-A
- 41330** 🐾 1930-1931 \$174.95ea.
- 1931 Slant Windshield Fordor 160 A,B,C; 1931 Slant Windshield Victoria 190-A & 1931 Slant Windshield Cabriolet 68-C*
- 41350** 🐾 1931 \$174.95ea.

GLASS - FRONT DOOR



- FRONT DOOR GLASS -**
For 1930-31 Coupe 45-B & 1930-31 Sport Coupe 50-B
- 41390** 🐾 1930-1931 \$79.95ea.
- For 1930-early 31 Cabriolet 68A,B*
- 41430** 🐾 1930-1931 \$79.95ea.
- For 1931 Slant Windshield Cabriolet 68-C*
- 41440** 🐾 1931 \$79.95ea.

GLASS - REAR DOOR



- REAR DOOR GLASS -**
For 1928 60A,B,C Briggs Standard Fordor; 1929-31 155B,D Briggs Town Sedan; 1929-31 165B,D Briggs Standard Fordor & 1929-30 170-A,B Briggs Standard Fordor
- 41470** 🐾 1928-1931 \$79.95ea.

GLASS - REAR WINDOW



- REAR WINDOW GLASS -**
For 1929 Business Coupe.
- 41590** 🐾 1928-1931 \$69.95ea.
- For 1930-31 Coupe 45-B, 1928-29 Special Coupe 49-A, 1930-31 Tudor 55-B, 1928-29 60A,B Briggs Fordor leather back, 1929-31 155B,D Briggs Town Sedan, 1929-31 165B,D Briggs Standard Fordor & 1929-30 170A,B Briggs Standard Fordor. Glass Size 23 1/2 x 10 1/2*
- 41600** 🐾 1928-1931 \$69.95ea.
- For 1929-31 155A,C Murray Town Sedan & 1929-31 165A,C Murray Standard Fordor*
- 41620** 🐾 1929-1931 \$69.95ea.
- For 1931 160-A,B,C Slant Fordor & 1930-31 Victoria 190-A*
- 41650** 🐾 1930-1931 \$69.95ea.
- For 1929 60-C Briggs Fordor steel back*
- 41670** 🐾 1929 \$69.95ea.

GLASS - QUARTER



- QUARTER WINDOW GLASS -**
For 1928-31 Tudor Sedan 55-A,B
- 41500** 🐾 1928-1931 \$92.75ea.
- For 1930-31 Coupe 45-B*
- 41520** 🐾 1930-1931 \$79.95ea.
- For 1929-31 155 B&D Briggs Town Sedan & 1929-31 165 B&D Briggs Standard Fordor*
- 41530** 🐾 1929-1931 \$69.95ea.
- For 1929-31 155A,C Murray Town Sedan & 1929-31 165A,C Murray Standard Fordor. Style 1 with rounded bottom corners*
- 41540** 🐾 1929-1931 \$69.95ea.

1606 BACK ACRE CIRCLE

MOUNT AIRY, MD 21771

PHONE: 800-255-1929

GLASS - QUARTER



QUARTER WINDOW GLASS
(Cont.)

For 1929-31 155A,C Murray Town
Sedan & 1929-31 165A,C Murray
Standard Fordor. Style 2 with
square bottom corners

41541 1931 \$69.95ea.

For 1931 160-A,B,C Slant Fordor

41550 1931 \$69.95ea.



* The government requires us to collect state sales tax from the following states: OH, FL, NC, OK, MD, IL, PA, IN, VA, MN, GA, MI, NJ, KS, WI

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