

VOLUME ONE

- Introduction** Page ii To underscore just how slow the launch of the 1932 models was, Dearborn was the only U.S. assembly plant producing vehicles from March 10th until Job# 1 at the Edgewater, New Jersey for Model B vehicles on April 21st and for V-8 passenger cars on April 25th. The remaining assembly plants launched production shortly thereafter, but the slow ramp-up of V-8 engine production and the long pipeline meant that the last of them, Long Beach, California, did not launch V-8 passenger car production until May 11th.
- Chapter 4** Page 6 Additional information from recently read engineering documents indicate that because 5.25 x 18 tires were a new size, four tires and tubes were furnished as standard equipment and a fifth tire and tube was furnished as a mandatory option at extra cost until May 6th when the dealers could furnish the fifth tire and tube purchased locally or continue to have them provided by Ford through production at extra cost or let the buyer furnish his own.
- Page 21 The B-4000 rear axle drive shaft and torque tube measure 58.56” and 54.87” in length, respectively, while those for 18-4000-B (the late axle with the straddle-mounted pinion gear) measure 52.318” and 54.89” respectively.
- Page 40 The B-5310-B twelve-leaf front spring was released nearly three weeks before Job #1, hence it is highly unlikely that any V-8 chassis was equipped with the B-5310-A ten-leaf front spring released previously (and designated obsolete when B-5310-B was released). The free height of the B-suffix spring was 6 3/8” to 6 1/2” measured from the centerline of the eyes to the top of the spring.
- Chapter 5** Page 4 The date of the engineering release that added the Ford script to Model B cylinder heads was August 13, 1934, hence the last paragraph in the first column is in error in this regard.

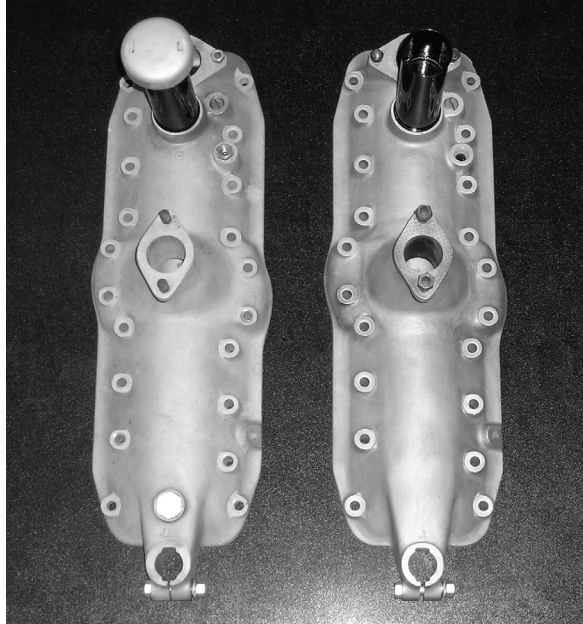
Chapter 5 Page 7 Four-cylinder BB trucks used the B-6775 engine splash pan on the right side on LHD chassis. A unique BB-6776 splash pan was used on the left side, but it was identical to the B-6776 splash pan except for the depth of the depression in the pan to clear the bottom of the light switch housing at the bottom of the steering column. In the B version that depth was 1" and in the BB version it was 2". As a result, the depression in the BB version is both wider and longer.

Page 9 The caption under the photo in the first column is incorrect. The clutch release arm shown in the photo is B-7511, the initial arm used on both four-cylinder and V-8 engines in passenger and commercial chassis until the engine steady rods used on V-8s were moved inboard.

The familiar "dog-leg" arm, 18-5211 (shown below on the left), was released on May 12th to be used subsequently on B, BB, and V-8 transmissions, but in the interim, the BB-7511 arm (shown below on the right) was used on V-8 transmissions and the B-7511 arm on four-cylinder passenger and commercial chassis until the inventory of B-7511 and BB-7511 arms was exhausted. (See also the text in the first full paragraph on page 5-29.)



Chapter 5 Page 12 The initial version of the 18-6520 V-8 intake manifold lacked the hole directly behind the generator mounting hole for access to the manually- adjustable oil pressure relief valve underneath the manifold. An engineering release dated April 7th added a raised boss, a $\frac{3}{4}$ " tapped hole, and a special large thin hex- head plug was added to the manifold to provide that access.



Page 14 The date of the engineering release for the 18-6675-B steel oil pan was September 12th.

The text in the last paragraph on this page stating that the distance between the 'F' and 'L' marks on a 18-670-A oil level indicator is $1 \frac{3}{4}$ " is incorrect. That dimension was $2 \frac{3}{4}$ " which is shown correctly in the illustration above the paragraph.

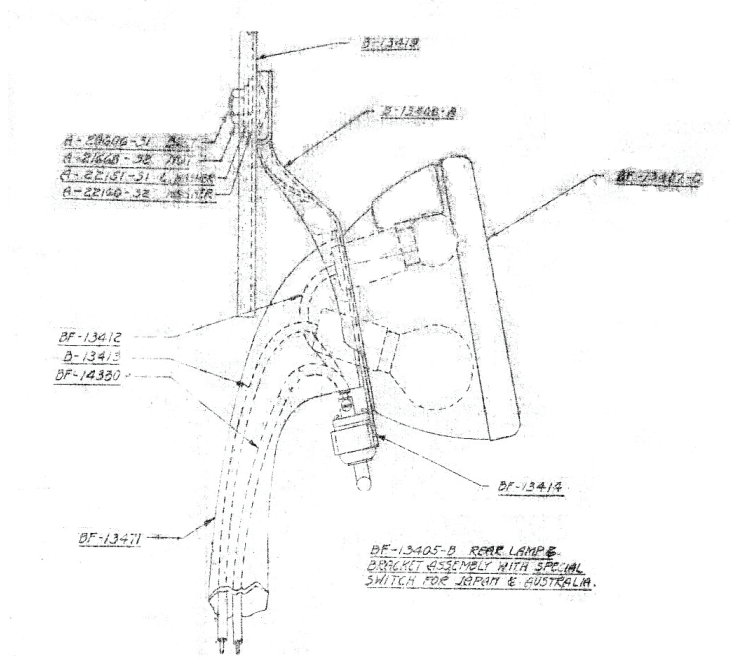
Page 25 Regarding the first full paragraph in the second column, the addition of an clutch inspection hole in the V-8 transmission case was released on August 11th on a 'ASAP' basis.

Page 28 The passenger car gear shift lever with a gentle curve was released November 30, 1931, hence both it and the abruptly-bent 'dog-leg, version were used from Job #1.

- Chapter 5** Page 32 According to the engineering releases the initial grill color of M-1283 Sea Gull gray enamel was changed to M-1288 Sea Gull gray baking enamel prior to Job #1. *There is no reference in the engineering releases to “French gray” being used as a paint color for the B-8150 passenger car grill at any time during the 1932 model year.*
- Page 43 The partial release of the 18-9350-A2 “tall” fuel pump in October as stated in some archival material is evidently in error as the engineering release for use of this pump (optionally with 18-9350-A1) was dated August 16th.
- Page 45 The round four-cylinder carburetor float shown in the illustration on the bottom of the page is correct for all 1932 fours. The rectangular float and accompanying baffle, baffle spring, and float bowl casting revisions were not released until April 10, 1934.
- Page 50 According to the engineering drawing for the 18-9600-B1 air cleaner/silencer shown in the photo on this page, the oval decal measured 1 1/8” x 5/8” and contained the following words on four lines: “clean screen in gasoline every 4000 miles”. The colors of the decal are not noted on the drawing, but the contrasts in the photo suggest white lettering on a medium blue background. The same decal was also used on the B-9600 air cleaner/silencer.
- Chapter 6** Page 9 While the initial color of the painted instrument panels B and BF-11804 was black, a release dated March 9th changed it to Thorn Brown before all painted instrument panels were designated as obsolete on April 27th when the engine-turned, chrome-plated face used on 18-11804 was adopted for these panels.
- Page 21 In the first full paragraph of the second column, an example of a local lighting requirement was for the unique-to-Argentina right side cowl lamp assemblies, BF-13302-A and B, which contained green light bulbs. (The left side cowl lamp had the standard clear 3 c.p. bulb.)

Chapter 6 Page 24

The prize for “most unusual” local lighting requirement goes to BF-13405-B, an Australia and Japan-only tail lamp assembly which incorporates a toggle switch and unique wiring components in response to a local lighting requirement that the tail-lamp/license plate bulb be turned on when the rest of the lights are off when the vehicle is parked on a public street at night.



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In the second paragraph in the second column, evidently Ford did not bother relocating the dome lamp switch to the passenger side of the car in RHD bodies so equipped.

Chapter 11 Page 10

The standard phaeton/roadster door trim panel shown in the photos on this page is missing the brown-painted B-35734 semi-circular u-shaped channel that was originally installed on the notch in the panel to prevent fraying of the trim panel by the latch catch on the door pillar(s). This part was carried over from Model A production.

Page 46

The B-520 rear window finish strip with eight attachment holes was released on June 3rd.

- Chapter 11** Page 48 The date of the engineering release for the change from walnut straight grain to mahogany straight grain on the non-raised portion of the B-520 front belt rail finish panel (dash) and window mouldings was June 22nd which indicates that this change did not take place in late May as written in the first paragraph in the second column.
- Page 50 In the first set of additions and corrections dated November 22, 2011, it was stated that the B-79713 commercial/truck front belt rail finish panels (dashes) were painted body color. According to the engineering releases, however, they were all painted black with the exception of those used in station wagons, which were painted Winter-leaf brown-light effective on May 6th.
- Chapter 12** Page 4 Female door dovetails were initially all painted black and installed after the bodies were painted. Effective with an engineering release dated May 2nd, these dovetails were to be installed in the bodies before painting and thereafter they would be the same color as the body.
- Chapter 14** Page 2 The standard phaeton and roadster cowl panels were covered with the same black/brown colonial grain artificial leather material as used on the door trim panels, etc. and were not 'chicken-track' pattern pressed cardboard as stated in the first paragraph.

Chapter 14 Page 3 The brown tapestry carpet used on the bottom of the door and quarter trim panels on deluxe sedans, Victoria, and convertible sedan was 5" high.

In addition to the covering on the front seat back cited in the third paragraph for deluxe coupes, etc., the inner seat sides of a B-520 were also covered with textured cardboard panels (black for both non-rumble seat bodies and for rumble seat-equipped bodies) as shown in the photo below of a restored trunk compartment and confirmed in an original, un-restored rumble compartment.



Chapter 14 Page 5

A very recent review of the source materials used in the development of the DeAngelis/Francis book, “The Early Ford V-8 as Henry Built It” validates the availability of Copra Drab leather upholstery for the B-45, deluxe B-55, deluxe B-160, and B-520 in the U.S.A. The leather upholstery was a no-extra cost alternative released from June 26th until July 22nd at which time it became a special equipment option at extra cost. (Only the seat surfaces and structural sides [where so equipped] and arm rest upper surfaces were leather with all other upholstery pieces, including the headlining, being artificial leather.)

An all-artificial Copra Drab leather upholstery special equipment extra-cost option for the B-45 and standard versions of B-55 and B-160 was released on August 13th.

Nearly all of the surviving engineering drawings make no reference to the leather and artificial leather upholstery alternatives, but the engineering release form references to these alternatives are extensive and consistent for the full range of the individual components that make up the upholstery for each of the body types in which they were available. Equally extensive and consistent in those forms is that neither of these upholstery options was released for the B-50 and B-190 body types.

There still remains to be found any price list or sales material reference to the availability of these leather and artificial leather upholstery alternatives (or an original survivor vehicle so equipped), but I find the engineering release form references to be convincing.

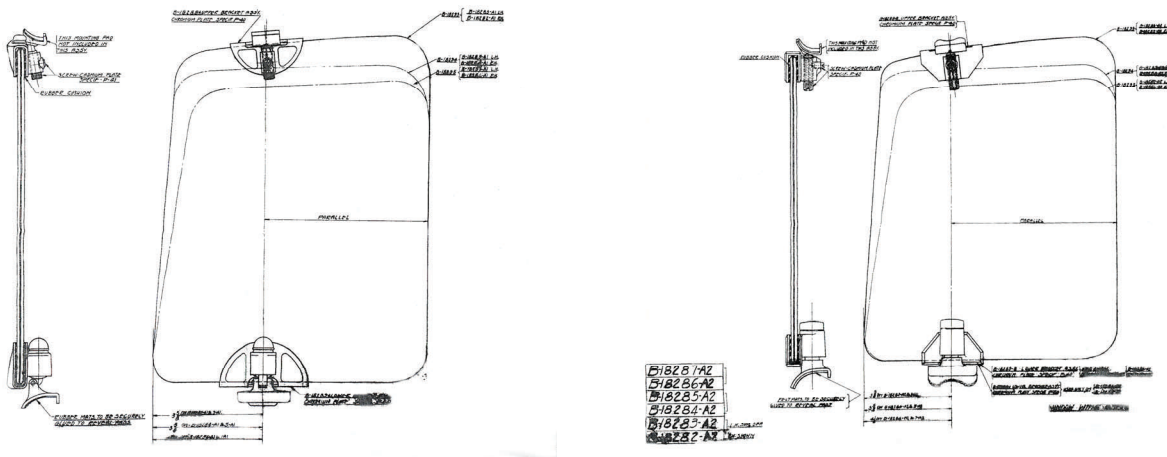
The engineering release forms also confirm that the small brown check upholstery option for the standard closed body types was replaced in July with a brown stripe alternative. As with the early striped material alternative, only the seat surfaces and structural sides were upholstered in striped material with the balance being plain brown cloth.

Chapter 16 Page 6

The use of the die cast wind wing clamp bracket (B-18254) carried over from the Model A in the upper right corner of the photo in the second column was short lived. In early April, a stud and hex lock nut took the place of the hex head bolt previously used to attach this bracket to the swivel stud on the windshield posts of phaetons and roadsters. This method of attachment is usually associated with '33-'38 wind wing brackets.

Contrary to what is stated in the penultimate paragraph, draft deflectors from two different suppliers (Dole and Oakes) were released as extra-cost special equipment for dealer installation on the B-45, B-50, B-55, B-160, B-190, B-400, and B-520 in early June. Because of the differing heights of the window openings in the doors, there were three different glass sizes utilized with common bracket hardware. The part numbers were B-18282/3-A1 (right and left side assemblies for the Dole design shown below on the left) and A2 (for the Oakes design) for B-45, B-50, B-55, and B-160, B-18284/5-A1 and A2 for B-190 and B-400, and B-18286/7-A1 and A2 for B-520. The engineering drawings did not provide for a trademark on the safety glass furnished with these draft deflectors.

Despite the mid-year release of this authorized accessory, no mention is made of them in the December parts catalogue or any other earlier or later catalogue. These draft deflectors should be added to the list of authorized accessories and special equipment on page 19-3.



Chapter 19 Page 4 The combination fuel and temperature gauge was released in late May rather than in mid June.

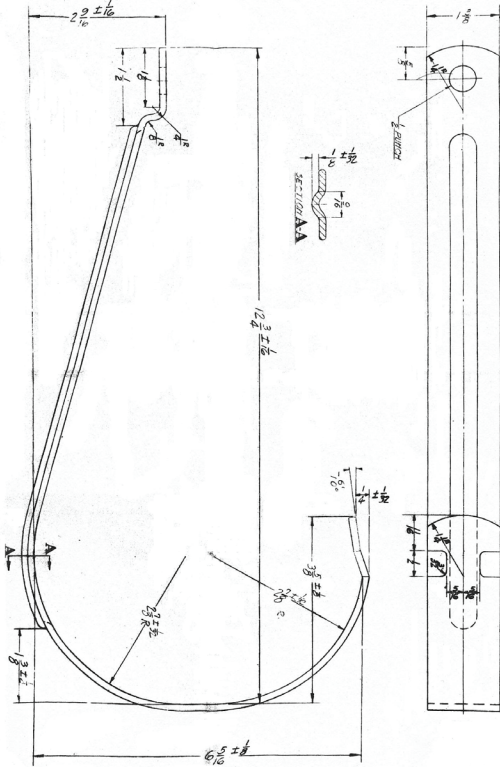
Page 8 In the second paragraph in the second column, it turns out that the B-18305-B and 18-18305 locking hub caps were released much earlier than previously understood, namely in mid-May. At the same time, the B-18305-A locking spare wheel and tire band was designated as “obsolete”. The new locking hubcaps must have been slow sellers as both versions were carried over into the 1933 model year (the four-cylinder version for the entire 1933 model year and the V-8 version until mid-1933 when a unique 1933 V-8 locking cap was released). The unique-to-1932 B-18309 lock cylinder where the smaller diameter end extends further up the cylinder (compared to the 1933-1935 lock cylinders) became obsolete in January, 1933 and the cap bases were modified to accommodate the revised lock cylinder. (The key code prefix for B-18309 lock cylinders, which were all sourced to Hurd, was FT.)

The 1932 locking caps were initially released with a notch and attachment point on the back of the base at the bottom to accommodate a strap to encircle the tire on a rear-mounted spare like the B-18305-A band lock, but evidence of the existence of such a strap has been elusive until now.

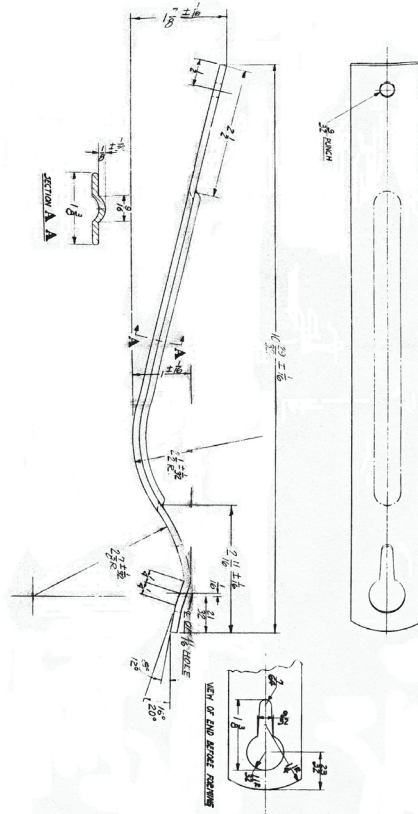
Both an engineering release and drawing of such a band have been found in the material at the Benson Ford Research Center. The part numbers for the two pieces are B-18307-B for the short strap attached to the cap and B-18308-B for the long strap that attached to the rear spare wheel carrier on passenger cars. These two strap components were released at the same time as the locking hubcaps, but as separate service-only parts. Many surviving locking hubcaps have a filler plate attached to the back to fill the notch at the bottom of the cap indicating that they were used without the bands.

Chapter 19 Page 8 continued

B-18307-B

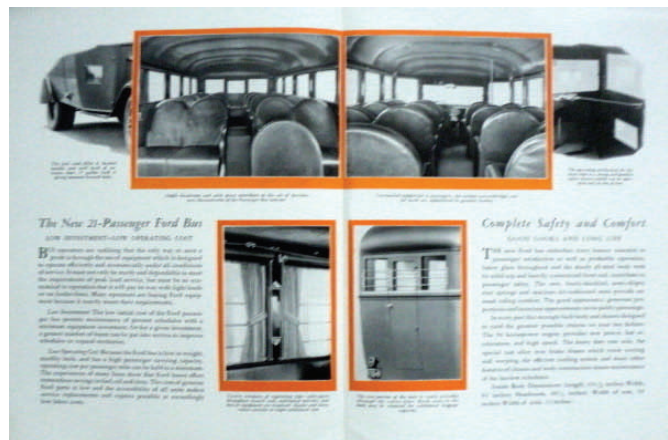


B-18308-B

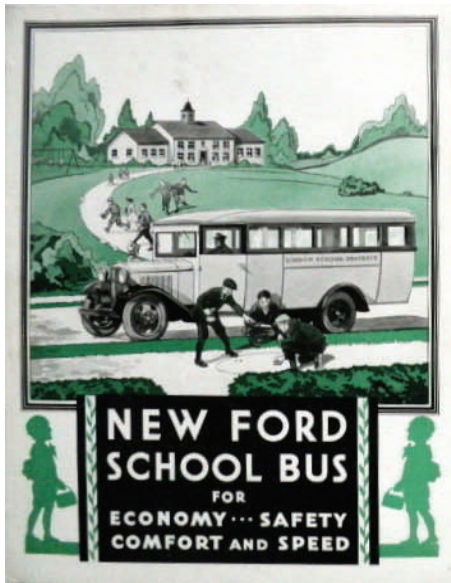


VOLUME TWO

Appendix 10 Page 10



Appendix 10 Page 10 continued



Appendix 11 Page 15 The length of the shanks (from the threaded end to the escutcheon) was 1 3/16" for B-41605-A (standard coupes and standard roadsters without a rumble seat) deck lid handles and 1 27/32" for B-41605-B (all rumble lid and B-520 deck lid) handles.

Appendix 12 Page 8 The December, 1932 chassis parts catalogue is in error with regard to the size of the hex nuts shown in item 5 on this page. According to the engineering drawings for the entire rear spare wheel carrier assembly, the forward nut on each side should be 5/16" thick (33943-S2), not 7/16" thick (33846-S4). If you've ever struggled with this attachment, you'll know that the gas tank is too close to start a 7/16" thick nut on the bolt threads with a lock washer in place at those two locations.

June 17, 2012

END