



## The 1935-1936 Ford Model 51 V-8 Trucks Book Changes and Corrections

The following is a list of changes and correction to the first edition of the book. Each is identified by one of four categories which are noted at the beginning of each change as follows:

- (F) – Factual error correction
- (C) – Clarification
- (N) – New information
- (T) – Typographical or compositional error

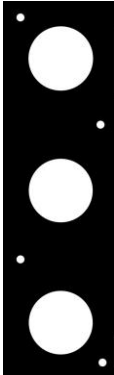
Page	Change, Edit, Comment or New Information
<b>Inside Front Cover</b>	
ii	(T) The correct ISBN number is 978-0-9886591-7-9
<b>About the Author</b>	
iv	(T) To correct a typographical error, the last paragraph on the left-hand column should read: “In 1999, he joined the Early Ford V8 Club of America, Northern Regional Group, and has held various board positions ...”
<b>Chapter 1 – Ford Trucks 1917 to 1936</b>	
6	(T) The correct term is “logo” not “logo-bug”. The second sentence in the first paragraph on the right-hand side under Starter and Generator Date Codes should read: “On generators, a script Ford logo and the date code were stamped on the top near the location of the cut-out.”
<b>Chapter 2 - Exterior</b>	
14	(T) A different version of Figure 2.3-4 with a lower white section background was inadvertently inserted in the final book copy. The correct version is as follows: <div style="float: right; text-align: center;">  </div>
14	(N) At the end of the first partial paragraph in the right column, add the following sentence and image to add new information:  “A 1936 demonstrator advertising stake panel was sold at auction in April 2023 painted in the 1935 demonstrator truck style. This adds evidence to support the speculation that at least some of the 1936 demonstrator stake trucks were painted in a style similar the 1935 demonstrator trucks. It’s likely the 1936 demonstrator trucks painted in the 1935 scheme are examples of trucks produced very early in the 1936 model year.” <div style="float: right; text-align: center;">  </div>

**Figure 2.3-4A – Early 1936 Demonstrator Truck Ad Panel**


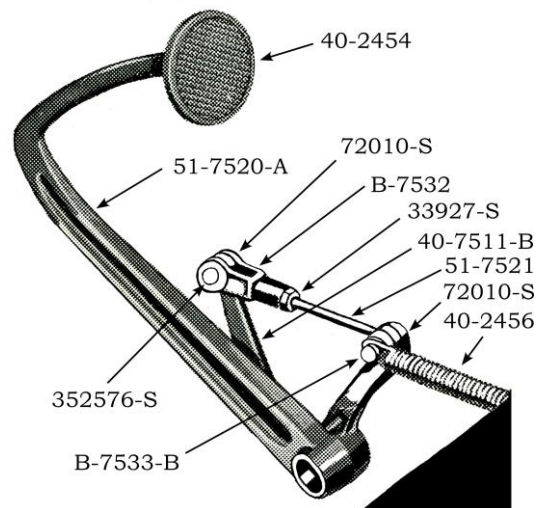
**The 1935-1936 Ford Model 51 V-8 Trucks Book Changes and Corrections**

<p>18</p>	<p>(F) Replace Figure 2.5-1 Firewall with new illustration correcting the throttle linkage support hole which was previously identified as a firewall interior insulation cover fastener hole.</p>
<p>19</p>	<p>(T) The logo dimensions were inadvertently swapped in the third paragraph of Section 2.7. The corrected text should read:          “Period Ford engineering drawings indicate the safety glass logo was 0.44” tall and 0.69” wide on the windshield and door glass and 1” wide and 0.56” tall on the back window ...”</p>
<p>20</p>	<p>(C) For clarity and consistency, change the caption for Figure 2.7-2 as follows:          “Panel Truck Back Window Safety Glass Logo Location”</p>
<p>24</p>	<p>(T) The part number in the first sentence of the first paragraph in the left-hand column is missing a digit. The corrected text is as follows:          “Two hinges (Part No. 50-811170) ...”</p>
<p>24</p>	<p>(T) The part number near the end of the first sentence in the first paragraph of the right-hand column is missing the prefix. The corrected text is as follows:          “...two sheet metal plates (Part No. 50-811260-A/B) ...”</p>
<p>25</p>	<p>(T) The second part number in the first paragraph of Section 2.11 Back Window is missing the prefix. The corrected part number and text is as follows:          “The back window glass for the closed cab (Part No. 50-813350) is mounted in a protective weather strip (Part No. 50-813770) and held ...”</p>
<p>27</p>	<p>(N) Additional information about the grille shell crank hole size was found. The following text should be added at the end of the first paragraph on the right-hand side of the page:          “The crank hole was enlarged from 2.74” tall in 1935 to 3.4” tall in 1936. Service replacement 1935 grille shells manufactured after September 1935 have a 3.4” tall crank hole instead of the 2.74” crank hole on 1935 production versions.”</p>

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29	(C) For clarity and completeness, the second sentence of Section 2.15 should be modified as follows: “... a continuous chromium-plated hinge ...”
29	(N) For completeness add the following to the third sentence of Section 2.15: “They are joined by a 35 3/8” long and 0.261” diameter rod forming ...”
30	(F) The number of screws described in the first sentence of the last paragraph in the left-hand column is incorrect. The correct number of binding head screws is 24.
34	(E) The part number at the end of the first paragraph of the right-hand side is incorrectly stated as 28311-S13. It should be 26456-S13. Change the end of the last sentence in this paragraph to the following: “ ... and two screw No. 6-32 x 5/16” oval head screws (Part No. 26456-S-13).” Also change the part number on the far left side of Figure 2.21-1 from 28311-S-13 to 26456-S13.
<b>Chapter 3 - Interior</b>	
44	(T) The figure number of the 1935 Truck Speedometer illustration is incorrect and should be changed to Figure 3.2.1 and likewise the Single Instrument Gauges figure title should be changed to Figure 3.2.2.
45	(C) For clarity, in the left-hand column, first full paragraph, final sentence, move the word “painted” to between “two” and clips” and delete the word “painted” as follows: “... with two black clips (Part No. 48-10882).”
45	(T) The figure number of the Dual Instrument Gauges illustrations is incorrect and should be changed from Figure 3.2-4 to Figure 3.2.3. Also, the Capillary Tube Clip illustration should be changed to from Figure 3.2-5 to Figure 3.2.4 and the Oil Pressure Sending Unit illustration from Figure 3.2-6 to Figure 3.2.5.
45	(C) For clarity, change the first sentence in the second to last paragraph on the right-hand side to read as follows: “The 1936 gauges are basically the same as 1935, however, in about May 1936, the bezel around the ....”
63	(N) The thickness of the seat support plywood was not included. It’s 5/8” thick. Modify the first sentence of the last paragraph in the right-hand column as follows: “ ... is fastened to a 5/8” thick plywood frame ...”
63	(N) There are two reinforcement plates attached to the plywood seat support which were not mentioned in the printed edition. Add a new figure 3.21.3 and add the following prior to the second to last sentence of the last paragraph in the right-hand column add a new Figure 3.21-3:  “Two 20-gauge steel sheet metal plates (Part No. 50-815376) 1 1/4” wide x 4 1/2” long with 3/4” diameter holes corresponding to the seat cushion plywood dowel adjustment holes (see Figure 3.21-3) are attached on the bottom face of the plywood with four tacks using four 3/32” diameter holes. The bottom of the plywood has a 3/4” wide x 1/8” deep rabbit along the bottom perimeter and the rabbit extends to the profile of the reinforcement plates and the seat bottom hinges. The rabbit allows space for attachment of the seat fabric and prevents the reinforcement plates and seat back hinge plates from contacting the top of the gas tank.”
	
	<b>Figure 3.21-3 – Seat Seat Cushion Frame Dowel Plate</b>
64-65	(C) Since there is an added new Figure 3.21-3, renumber the figures in Section 3.21 as follows: Figure 3.21-3 is now Figure 3.21-4, Figure 3.21-4 is now Figure 3.21-5, Figure 3.21-5 is now Figure 3.21-6, Figure 3.21-6 is now Figure 3.21-7, Figure 3.21-7 is now Figure 3.21-8, and Figure 3.21-8 is now Figure 3.21-9. Also change the figure number in the last full paragraph in the left-hand column on page 65 from Figure 3.21-7 to Figure 3.21-8.

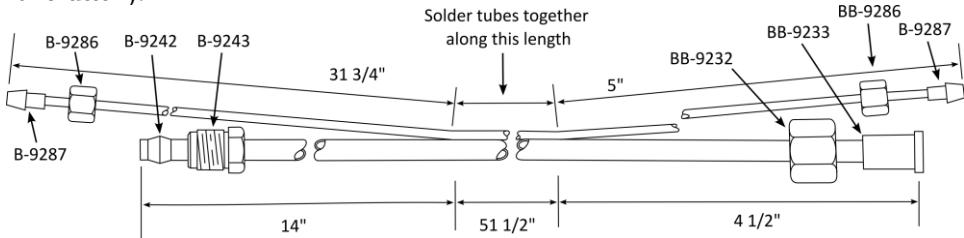
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<b>Chapter 4 - Chassis</b>	
76	(T) The caption for Figure 4.1.3 in the right-hand column is incorrectly stated. The correct caption should read: "Figure 4.1-3 - Standard 131 ½" Wheelbase Chassis (Top) and Dump Chassis Frame (Bottom)"
78	(C) At the end of the eighth line in the top of the left-hand column, the castle nut part number is incorrect. The correct Part No. is B-3036, not B-3032 as stated.
78	(C) The following additional information is added to the end of the second sentence of the first paragraph of Section 4.5: "... with a ¾"-18 castle nut (Part BB-3132) and 1/8" x 1 ¼" cotter pin (Part No. 72053-S)."
79	<p>(N) A detailed description and illustration of the front brake drum was omitted. The following should be added as a new paragraph and figure after the first paragraph of Section 4.6.</p> <p>"The brake drum has inner and outer bearing cone and roller assemblies (Part No. B-1201 and B-1216 respectively) and inner and outer bearing races (Part No. B-1202 and B-1217). The drum mounts onto the front axle spindle with a 7/8"-14 castle nut (Part No. 351152-S), grease retainer washer (Part No. BB-1195) and 5/32" x 1 ¼" cotter pin (Part No. 72054-S)."</p>  <p style="text-align: right;"><b>Figure 4.6-1 - Front Brake Drum</b></p>
79	(T) The figure number of Figure 4-6.1 is incorrect and should be changed to Figure 4.6-2.
84	(F) The description of the difference in the standard truck clutch and the bus clutch is incorrect. The end of the last sentence in the third paragraph of the left-hand column should be changed to the following: "... different woven molded facing material (Part No. 51-7549-A2) to provide smoother operation with heavy passenger loads."
84	<p>(C) The part number of the clutch release arm was omitted. The first sentence of the first paragraph in the right-hand column should start as follows: "The clutch release arm (Part No. 40-7511-B) is .....". Also, Figure 4.13-2 illustration should be changed as follows to include Part No. 40-7511-B:</p> 

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86	(F) In the second full paragraph in the right-hand column, the attachment hardware is incorrectly stated and there is no washer associated with the firewall clip use to retain the speedometer casing. Replace the middle of the sentence with the following: "... held in place with a No. 12-24 x 1" round head screw (Part No. 26546-S2) which screws into an integral "D" nut on the firewall (see location in Figure 2.5-1).
97	(T) An "s" is missing from the word "washers" in the first sentence of the second paragraph on the left-hand column. The text should be changed to as follows: "... No. 12 lock washers in raven finish."
98	(C) For clarity, the text of the last sentence at the bottom of the left-hand column should start: "The hand brake shoes operate independently ..."
100	(C) For clarity and added information, the first sentence of the last paragraph in the left-hand column should end as follows: "... special drilled end hex bolts (Part No. 350655-S), ½"-20 slotted hex nuts (Part No. 34032-S4) and cotter pins (Part No. 72016-S)."
100	(C) To include part numbers, the end of the first sentence of the first paragraph in the right-hand column should end as follows: "... drilled hex head bolts (Part No. BB-2216, slotted hex nuts (Part No. 34031-S), and cotter pins (Part No. 70216-S)."
103	(F) The information regarding the muffler clamp at the rear of the muffler is incomplete. The third sentence of the first paragraph on the right-hand side of the page should be changed as follows: "The rear of the muffler is supported by a bracket-clamp (Part No. 51-5260 for 131 ½" wheelbase and 51-5259 for the 157" wheelbase) mounted to ..."
103	(F) The prefix of the part number in the first sentence of the second paragraph in the right column is incorrect and should be changed to BB-5261.
103	(F) The muffler clamp information in the second sentence of the second paragraph in the right column is incorrect. This sentence should be replaced with the following: "The center muffler outlet pipe bracket (Part No. BB-5261) is attached to the underside of crossmember 4 with a raven finish 5/16" hex head bolt, nut, and lock washer."
103	(C) For correctness, the start of the third sentence of the second paragraph in the right column should be changed as follows: "Four raven finish 5/16" ...."
103	<p>(F) A revised Figure 4.26-1 updates the rear muffler outlet pipe bracket to BB-5261, correctly identifies the difference in the muffler outlet pipe brackets, and adds the correct center muffler outlet pipe bracket part number.</p> <p><b>Figure 4.26-1 Exhaust System Components</b></p>

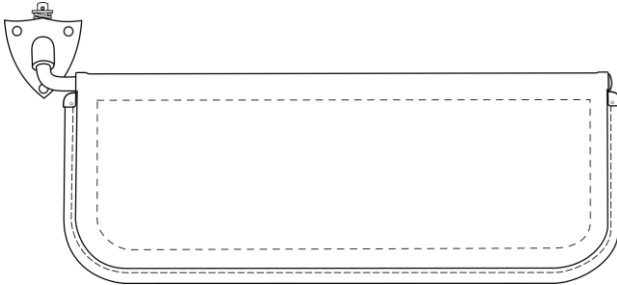
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105	(T) There is a missing inch mark in the third line of in top of the left-hand column. It should be as follows: “... coated 3/8”-24 hex nuts ...”
<b>Chapter 5 - Engine</b>	
108	(T) To correct a typographical error in the second sentence of the paragraph before Section 5.2, change “and” to an” as follows: “In late October 1935 an addition engine ...”
111	(T) Add quotation marks at the start of the second to last paragraph on the left-hand side as follows: “The “48” carburetor ...”
111	(T) Add quotation marks at the start of the third sentence on the right-hand column as follows: “The “97” carburetors ...”
115	(N) To provide additional information and to clarify the description, the first paragraph of Section 5.11 should be replaced with the following and a new Figure 5.11-1 be added.  “The fuel line assembly (Part No 51-9289-B) consists of a ¼” diameter copper plated steel tube connected to the gas tank shut off valve mounted on the bottom side of the tank with a special sweated end connector (Part No. BB-9233) and nut (Part No. BB-9232). The other end of the fuel line has a ferrule (Part No. B-2942) and nut (Part No. BB-9243) used to connect to a flexible hose (Part No. 18-9288-A) which is connected to the fuel pump. An 1/8” outside diameter copper-plated steel hydrostatic gas gauge air line running from the gas tank fuel level sensor to the hydrostatic fuel gauge on the dash is soldered to the fuel line along it’s length as shown in Figure 5.11-1 forming the gas and air line assembly. The air line is fitted with a special sweated fitting (Part No. B-9287) and nut (Part No. BB-9286 for the hydrostatic gas tank sender unit end and Part No. B-9286 at the other end for connecting to the gas gauge unit in the dash).   <p style="text-align: center;"><b>Figure 5.11-1 Fuel and Air Line Assembly</b></p>
	Also, Figure 5.11-1 should be renumbered to Figure 5.11-2 and Figure 5.11-2 should be renumbered to Figure 5.11-3.
115	(T) To correct a typographical error, the start of the final paragraph on the left-hand column should be changed as follows: “The gas and air line assembly along with ...”
115	(C) There is no washer for the clip screw as stated at the end of the first paragraph on the right-hand column. The last sentence should be changed to: “... round head screw (Part No. 26546-S2) which screws into an integral “D” nut on the firewall (see Figure 2.5-1).”
116	(C) For a more complete description of the decal shown in Figure 5.13-2 replace the last sentence of the second paragraph in the right-hand column with the following: “In April 1935 a decal reminder was added on top of the scoop. The decal has white lettering on a dark blue background and a thin white outer border.”
117	(F) At the bottom of the right-hand column, the part number of the optional 12-volt generator is incorrect. The correct part number is SE-BB-10000-B.

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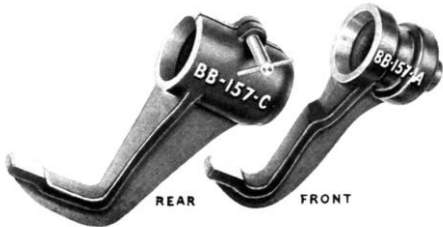
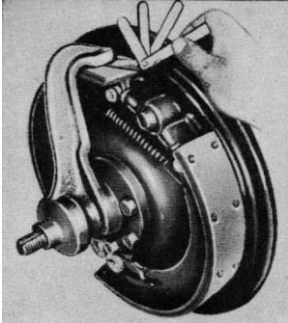
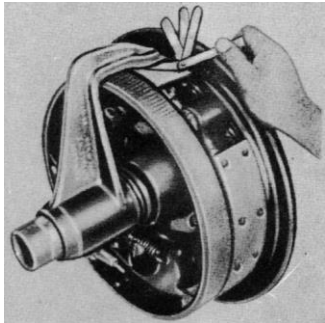
117	<p>(C) For clarity replace the first paragraph of Section 5.15 with the following:</p> <p><b>5.15 Generator</b>                  “All 1935 and 1936 trucks use a three-brush generator. The standard 1935 truck generator (Part No. BB-10000-D) has a 3.16” diameter single sheave pulley and the standard 1936 generator (Part No. 67-10000-A1/A2) has a 5.18” diameter pulley. For trucks equipped with the extra capacity cooling system, the generator (Part No. 51-10000-A1 in 1935 and 51-10000-A2 in 1936) with a 4.08” diameter dual sheave pulley is used (shown in Figure 5-15-1). For 1935 trucks with a 12-volt electrical system, a special generator (SE-51-10000-B) with a 3.9” diameter dual sheave pulley is used. For 1936 the generator (Part No. SE-67-10000) uses the same 12-volt generator body as in 1935 but with a 5.18” diameter pulley. Table 5.15-1 shows the various combinations for standard and extra capacity cooling systems. As described in Section 5.19 and shown on Table F.7, each generator type has a corresponding valve chamber cover intake manifold.”</p>																																																	
118	<p>(E) To correct an error and provide better clarity, replace Table 5.15-1 with the following:</p> <p style="text-align: center;"><b>Table 5.15-1 1935 and 1936 Generators and Pulleys</b></p> <table border="1" data-bbox="310 743 1416 1010"> <thead> <tr> <th rowspan="2">Generator Type</th> <th rowspan="2">Model Year</th> <th rowspan="2">Generator Part Number</th> <th rowspan="2">Generator Body Part No.</th> <th colspan="3">Pulley</th> </tr> <tr> <th>Part Number</th> <th>No. of Sheaves</th> <th>Pulley Dia.</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Standard</td> <td>1935</td> <td>BB-10000-D</td> <td>40-10000-B</td> <td>BB-10130-B</td> <td>1</td> <td>3.68”</td> </tr> <tr> <td>1936</td> <td>67-10000-A1/A2</td> <td>40-10000-B</td> <td>67-10130-A/B</td> <td>1</td> <td>5.18”</td> </tr> <tr> <td rowspan="2">Extra Cooling</td> <td>1935</td> <td>51-10000-A1</td> <td>40-10000-B</td> <td>51-10130-A</td> <td>2</td> <td>4.08”</td> </tr> <tr> <td>1936</td> <td>51-10000-A2</td> <td>40-10000-B</td> <td>51-10130-B</td> <td>2</td> <td>4.08”</td> </tr> <tr> <td rowspan="2">12-Volt</td> <td>1935</td> <td>SE-51-10000-B</td> <td>Bosch</td> <td>SE-51-10130</td> <td>2</td> <td>3.9”</td> </tr> <tr> <td>1936</td> <td>SE-67-10000</td> <td>Bosch</td> <td>67-10130</td> <td>2</td> <td>5.18”</td> </tr> </tbody> </table> <p>Note: the 12-Volt Generator requires dual sheave water pumps and crank pulley.</p>	Generator Type	Model Year	Generator Part Number	Generator Body Part No.	Pulley			Part Number	No. of Sheaves	Pulley Dia.	Standard	1935	BB-10000-D	40-10000-B	BB-10130-B	1	3.68”	1936	67-10000-A1/A2	40-10000-B	67-10130-A/B	1	5.18”	Extra Cooling	1935	51-10000-A1	40-10000-B	51-10130-A	2	4.08”	1936	51-10000-A2	40-10000-B	51-10130-B	2	4.08”	12-Volt	1935	SE-51-10000-B	Bosch	SE-51-10130	2	3.9”	1936	SE-67-10000	Bosch	67-10130	2	5.18”
Generator Type	Model Year					Generator Part Number	Generator Body Part No.	Pulley																																										
		Part Number	No. of Sheaves	Pulley Dia.																																														
Standard	1935	BB-10000-D	40-10000-B	BB-10130-B	1	3.68”																																												
	1936	67-10000-A1/A2	40-10000-B	67-10130-A/B	1	5.18”																																												
Extra Cooling	1935	51-10000-A1	40-10000-B	51-10130-A	2	4.08”																																												
	1936	51-10000-A2	40-10000-B	51-10130-B	2	4.08”																																												
12-Volt	1935	SE-51-10000-B	Bosch	SE-51-10130	2	3.9”																																												
	1936	SE-67-10000	Bosch	67-10130	2	5.18”																																												
119	<p>(F) The prefix of the part number in the second to last sentence of Section 5.17 is incorrect. It should be changed from “18-8507” to “40-8507”.</p>																																																	
119	<p>(F) The first sentence of the last paragraph on the right-hand side is incorrect. It should be changed to the following:                  “The valve cover for 1936 trucks (Part No. 67-6519) was re-designed with a lower front casing and generator mounting stud to lower the centerline of the generator pulley which has a larger diameter than the 1935 truck pulley.”</p>																																																	
120	<p>(T) To correct a typographical error, change the second line of the left-hand column from 2.16” to 2.06”.</p>																																																	
120	<p>(C) To clarify the application, change the last sentence in the first incomplete paragraph in the left-hand column to the following:                  “The 1936 manifold was used for all production trucks with the exception of the Bus chassis.”</p>																																																	
120	<p>(T) To correct a typographical error in the first sentence of the last paragraph of Section 5.19, change the word “blcock” to “block”.</p>																																																	
120	<p>(C) For completeness, add the following to the end of the first complete paragraph in the left-hand column:                  “Examples of 1935 intake manifolds with the 1936 style round rear baffle hole, as shown in Figure 5.19-3, have been observed.”</p>																																																	

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<b>Chapter 6 – Optional Equipment</b>	
135	(N) New information became available regarding the Special Equipment valve chamber cover used with the high capacity generator. Add the following sentence before the final sentence of Section 6.8:  “Installation of this generator requires a different valve chamber cover (Part No. SE-BB-6519) which has a generator mounting stud 2.84” high and a revised casting which provides a generator support cradle. The carburetor mounting tower location is moved two inches rearward to provide sufficient clearance for the larger generator. The generator includes a 3.9” diameter double sheave pulley (Part No. SE-51-10130).”
142	(T) To correct a typographical error, change the word “to” to “the” in the second full sentence at the top of the left-hand column as follows: “... the bars in the holes prevent the front legs from lifting upwards.”
142	(T) To correct a typographical error in the third sentence of the paragraph at the start of Section 6.22 should read: “In early 1935 a revised license plate bracket (Part No. SE-51-5034) was released ...”
<b>Chapter 7 – Accessories and Additional Optional Equipment</b>	
144	(T) To correct a typographical error in the first sentence of Restoration Notes, change the word “judge” to “judged” as follows: “... accessories are not necessary for concourse judged vehicles.”
148	(C) For a better visualization of the sun visor, replace the image and caption for Figure 7.8-1 to the following:  <div align="center">  </div> <p align="center"><b>Figure 7.8-1 - Drivers Side Sun Visor</b></p>
149	(T) The title of the figure in Section 7.10 is incorrect and should read: “Figure 7.10-1 Pull-Down Type Ash Tray”
149	(T) The title of the table in Section 7.11 is incorrect and should read: “Table 7.11-1 Oil Filter Kit 51-18658 Contents”
<b>Chapter 8 – Truck Body Styles</b>	
158	(T) To correct a typographical error, add the word “as” in the second paragraph, sixth line as follows: “... a forward side hinge and could be used as a door by lifting ...”
<b>Appendix A – Body Information</b>	
185	(T) To correct a typographical error, add the word “installation” in the second paragraph, sixth line as follows: “... and subsequent installation of the dump body.”



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<b>Appendix C – K. R. Wilson Tools</b>															
200	<p>(N) Additional K. R. Wilson truck tools were identified. Add front and rear brake shoe concentricity tool information as follows:                      BB-157-A Front Brake Shoe Concentricity Tool                      BB-157-C Rear Brake Shoe Concentricity Tool</p> <div style="display: flex; justify-content: space-around; align-items: center;">    </div> <p align="center"> <span style="margin-right: 100px;">Front</span> <span>Rear</span> </p>														
<b>Appendix D – Electrical and Wiring</b>															
204	<p>(C) For clarity, change the last sentence of the first paragraph in the right-hand column to the following:                      “It is held in place on crossmember 2 by two wire retaining clips (Part No. B-14565).”</p>														
206	<p>(T) In the first sentence of Section D.13 the part number is missing the prefix. Change the part number to B-14526.</p>														
<b>Appendix F – Informational Tables</b>															
220	<p>(N) As additional information, add the following table at the bottom of the page:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <caption align="center"><b>Table F.4-1 Correct Tire Pressures</b></caption> <thead> <tr> <th align="center">Tire Size</th> <th align="center">Pressure (PSI)</th> </tr> </thead> <tbody> <tr> <td align="center">6.00 x 20</td> <td align="center">45</td> </tr> <tr> <td align="center">6.50 x 20</td> <td align="center">50</td> </tr> <tr> <td align="center">7.00 x 20</td> <td align="center">55</td> </tr> <tr> <td align="center">32 x 6, 8 ply</td> <td align="center">80</td> </tr> <tr> <td align="center">32 x 6, 10 ply</td> <td align="center">90</td> </tr> <tr> <td align="center">32 x 7</td> <td align="center">100</td> </tr> </tbody> </table>	Tire Size	Pressure (PSI)	6.00 x 20	45	6.50 x 20	50	7.00 x 20	55	32 x 6, 8 ply	80	32 x 6, 10 ply	90	32 x 7	100
Tire Size	Pressure (PSI)														
6.00 x 20	45														
6.50 x 20	50														
7.00 x 20	55														
32 x 6, 8 ply	80														
32 x 6, 10 ply	90														
32 x 7	100														
222	<p>(T) To correct errors, revise Table F.7 to show the following changes:</p> <ol style="list-style-type: none"> <li>1. 1935 and 1936 Bus chassis have the Extra Capacity cooling system.</li> <li>2. The 1935 Model 51 and the 1935 Bus chassis fan hub length for the Extra Capacity cooling is 2.36”.</li> <li>3. The 1936 extra capacity cooling system fan hub length is 4.47”.</li> </ol>														
<b>Appendix G – Specialized Bodies</b>															
234	<p>(T) To correct a typographical error, change the caption of the image on the bottom right to Errol Flynn.</p>														
<b>Appendix H – Non-United States Truck Production Information</b>															
237	<p>(C) For completeness, add the part number to end of paragraph on top of right-hand column:                      “... changed to include the words “TWO TON” (Part No. 51-C-16606) (Figure H.1-2).”</p>														

**The 1935-1936 Ford Model 51 V-8 Trucks Book Changes and Corrections**

243 (N) Recently Cologne total production quantities for 1935 and 1936 were discovered. These do not delineate the chassis type and only show the total Model 51 production.

Revise Table H.6-1 to show Cologne truck production of 1,431 for 1935 and 2,872 for 1936 and revise the totals to 10,187 for 1935 and 12,081 for 1936. Add the following as a note below the table:  
 “\*Cologne production is calculated using the same ratios as the domestic 131 ½’ and 157” chassis production for 1935 and 1936.”

Also revise Table H.6-2 to show Cologne production of 2,779 for 1935 and 4,891 for 1936 and revise the total to 16,800 for 1935 and 16,624 for 1936 and add the following as a note below the table:  
 “\*Cologne production is calculated using the same ratio as the domestic 131 ½’ and 157” chassis production for 1935 and 1936.

Change the last paragraph in Section H.6 to the following:  
 “Model 51 Truck production at the Cologne, Germany assembly plant is not included in Ford corporate records, however, recently Cologne truck production totals were discovered. These records do not include production by chassis type, so Tables H.6-1 and H.6-2 show annual chassis production figures calculated using the domestic production ratio percentages.”

243 (N) In order to include the Cologne production, add a new table and corresponding note in Appendix H at the end of the text.

**Table H.6-4 –Rest of World Total Model 51 Truck Production**

<b>Production</b>	<b>1935</b>	<b>1936</b>
131 1/2"	8,756	9,209
157"	14,021	11,743
157" Bus	0	4
185" Bus	0	241
Cologne+	4,210	7,763
<b>Total</b>	<b>26,987</b>	<b>28,960</b>

+ Chassis types are not specified and only total truck production information is available.

**Appendix I – 1935 and 1936 Model 51 Production Data**

248 (N) In order to add the Cologne, Germany truck production, add a row to the bottom of Table I-3 to update the total production summary data as follows:

Total Cologne Truck Production**		4,210	7,763	11,963
<b>Total Production</b>		<b>141,012</b>	<b>119,284</b>	<b>260,286</b>

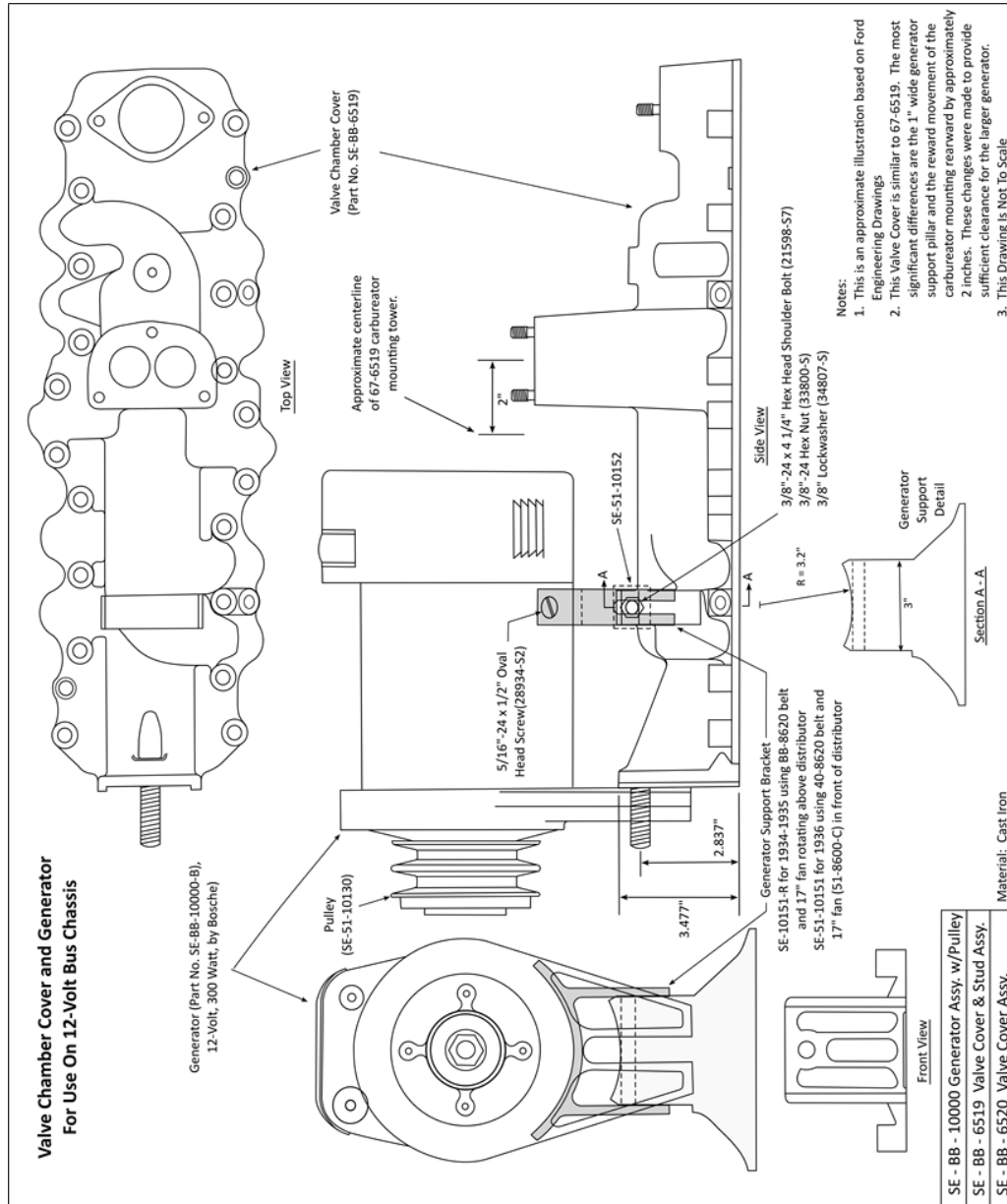
249 (T) In Table I-4, the correct spelling for the Domestic Branch Plant is Somerville, Massachusetts.

249 (T) In the notes for Table I-4 related to the Canada assembly plant locations, the facility listed should be shown as Winnipeg, Manitoba.

## The 1935-1936 Ford Model 51 V-8 Trucks Book Changes and Corrections

<b>Appendix J – 12-Volt Bus Chassis Components</b>	
252	<p>(N) To include additional information, add the following paragraph to the end of Section J.1:</p> <p>“The 12-volt battery was initially supplied only on Detroit Street Railway bus chassis and came with a 6-volt terminal to supply power to the ignition system. The 6-volt terminal was eliminated around July 1935 with the replacement of the resistor unit (see Section J.8). In July 1935 availability of the 12-volt battery and electrical system as Special Equipment was expanded to all Model 51 chassis by request of the sales department.”</p>
252	<p>(N) Information regarding the 12-volt generator and corresponding Valve Chamber Cover was discovered. To include this information, replace Section J.2- Generator with the following:</p> <p><b>“J.2 – Generator and Valve Chamber Cover</b></p> <p>A 300 watt 12-volt generator (described in Section 6.8) replaced the regular truck generator. It uses a 3.9” diameter double sheave pulley (Part No. SE-51-10130). The generator (Part No. SE-10000-A) and a cast iron valve chamber cover (Part No. SE-6520) were released in May 1934 for use on Detroit Street Railway buses.</p> <p>The valve chamber cover is capable of supporting the larger and heavier 12-volt generator and has a generator mounting stud 2.84” high and a revised casting which provides a support cradle for the generator and moves the carburetor rearward by 2 inches as described in Section 6.8.</p> <p>The part numbers were changed in February 1936 to SE-BB-10000-A and SE-BB-6520 as standard equipment on the newly introduced Ford Bus Chassis. In July 1936, the 12-volt generator and valve chamber cover were released for all Model 51 chassis as Special Equipment while remaining standard equipment on the Bus Chassis.</p> <p>To handle the greater current of this generator, the generator to fuse block wire was replaced with a larger diameter wire inside the spark plug wire conduit assembly (Part No. SE-51-12281-C).”</p>

**Figure J.2-1 - 12-Volt Valve Chamber Cover Diagram**



252

(T) In Section J.3, the part number for the starter is incorrect. The correct part number is SE-51-11002.

**The 1935-1936 Ford Model 51 V-8 Trucks Book Changes and Corrections**

252	<p>(N) Additional information regarding the 12-volt bulbs was discovered. To include this information, replace Section J.7 – Light bulbs with the following:  <b>“J.7 – Light Bulbs</b>                  The 6-volts light bulbs were replaced with the equivalent 12-volt bulbs as shown in Table J.7-1.”</p> <p align="center"><b>Table J.7-1 - 12-Volt Light Bulbs</b></p> <table border="1" data-bbox="298 394 1425 558"> <thead> <tr> <th><b>Bulb</b></th> <th><b>Part Number</b></th> </tr> </thead> <tbody> <tr> <td>Headlight</td> <td>SE-51-13007</td> </tr> <tr> <td>Tail light, Warning and Clearance Light, Parking Light</td> <td>SE-BB-13466</td> </tr> <tr> <td>Instrument and Dome Light</td> <td>SE-51-13464</td> </tr> <tr> <td>Stop light and Sign Light</td> <td>SE-51-13465</td> </tr> </tbody> </table>	<b>Bulb</b>	<b>Part Number</b>	Headlight	SE-51-13007	Tail light, Warning and Clearance Light, Parking Light	SE-BB-13466	Instrument and Dome Light	SE-51-13464	Stop light and Sign Light	SE-51-13465
<b>Bulb</b>	<b>Part Number</b>										
Headlight	SE-51-13007										
Tail light, Warning and Clearance Light, Parking Light	SE-BB-13466										
Instrument and Dome Light	SE-51-13464										
Stop light and Sign Light	SE-51-13465										
252	<p>(N) New information regarding the 12-volt electrical system was discovered. To include this information, add new section J.8 and modify old section J-8 as below:  <b>“J.8 – Resistor Unit</b>                  In about July 1935, a new 60-amp resister (Part No. SE-61-14526) and fuse block assembly (Part No. SE-51-12250) was installed in the fuse block and resistor assembly in place of the standard resistor unit (Part No. 40-12250). This allowed for the correct drop in voltage from 12 volts to provide the appropriate voltage to the coil. The need for a separate 6-volt terminal on the 12-volt battery was eliminated.”</p>										
252	<p>(N) New information regarding the 12-volt electrical system was discovered. To include this information, delete Section J.9 and replace with a new Section J.9 as follows:  <b>“J.9 - Fused Electrical Circuits</b>                  An additional 20-amp fuse (Part No. B-14526) and fuse holder (Part No. SE-51-14525) was added to provide a separate power circuit for all chassis classification marking lights, identification sign lighting, headlights and tail lights. A separate fused power circuit starting at the fuse and resister block assembly was used for dome lights, buzzer components and a heater motor.”</p>										
<b>Index</b>											
256	<p>(T) To correct a typographical error, add the word “Arm” to the second “Clutch” entry:                  Clutch ..... 84                  Clutch Arm ..... 84</p>										
258 & 259	<p>(T) To correct typographical errors such as correct commas and spacing, change the index test for the following reference topic pages as follows:                  Patent Plate Number Information ..... 18, 19, 219                  Rear Fenders ..... 33, 132, 224                  Rear View Mirror ..... 55, 56, 139                  Running Board Extension, 157: Wheelbase ..... 132, 133, 224                  Throttle Rod ..... 111, 113</p>										
<p>A revised index incorporating these changes and with first letter separation headers added for ease in searching is provided at the end of this document as a supplement.</p>											

## The 1935-1936 Ford Model 51 V-8 Trucks Book Changes and Corrections

### Hardware note:

The terms "Castle Nuts" and "Slotted Nuts" are included in this book in the same manner as they are described in Ford chassis parts books. Castle nuts were phased out of Ford production in most instances in the early 1930's however, this term continued to be applied in the period Ford chassis books. This terminology was carried into this book as listed in period Ford parts books, however, some castle nuts may have been changed to slotted hex nuts. For this book both terms are used interchangeably. One example of a castle nut is the  $\frac{3}{4}$ "-18 front spindle arm castle nut for 1935 model year only (Part No. BB-3132).

The castle nut is designed as a locking type nut and is often used in conjunction with a cotter pin for locking bolts into place to prevent loosening and loss. The main difference between castle and slotted nuts is found on the turret end section. The castle nut end section is turned down slightly, enabling the split cotter pin to be wound round and pinned against the turret so that the pin does not protrude past the flats of the nut. A slotted nut has flat sides.



Castle Nut



Slotted Hex Nut



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