# FORD'S WAY

## SQUEAK, SQUEAK, SQUEAK…WHERE IS MY ANTI-SQUEAK?


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In reviewing the section, *Fenders, Running Boards and Shields* in the Ford Model A /AA Parts Price Lists and the Ford Body Parts Lists from 1928 through 1931, it was discovered that Ford produced many different designated types of anti-squeak "parts" and/or material for the 1928-1931 Model A/AA Ford.

Besides the front and rear "fender to body" anti-squeak material, and/or parts, there were several other types of anti-squeak material, and/or parts that were associated with the assembly of the Model A/AA Ford. Such as the reinforced rubber/cloth pads that were tacked to body blocks, the Front Splash Shield to Radiator Shell felt pads, and ¾ inch Friction Tape that was used in various areas on the Model A/AA vehicles, just to name a few.

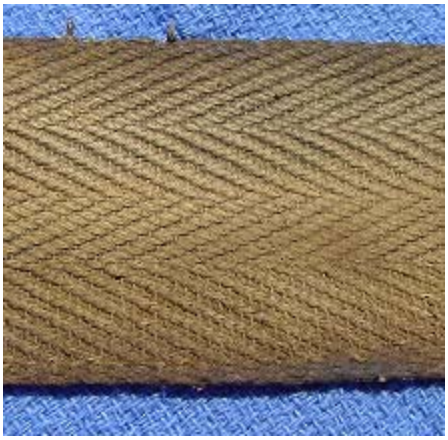
This article however, will deal with the evolution of the anti-squeak material that was placed between the top of the frame rails and associated brackets, and below the Front Fenders and Running Board Shields only.

The following photo's are several original samples of the "M-Webbing", named for it's weave pattern; and the "Broken Twill Weave Napped Cotton Cloth" anti-squeak material that have been viewed and/or removed from several originally assembled Model A's, thus showing the weave pattern of each.

The first sample **(Fig. 1)** is from a very early 1928 (December 1927) Tudor Sedan, which was assembled at the Kearny Assembly Plant showing the “M-Webbing”.

**(Fig. 1)**

The second sample **(Fig. 2)** is from an early January 1928 Open Cab Pick-up, which was assembled at the San Francisco Assembly Plant also showing the “M-Webbing”.



**(Fig. 2)**

The third sample **(Fig. 3)** is from an original A-16540 Running Board Shield to Frame Anti-Squeak strip showing the “Broken Twill Weave Napped Cotton Cloth”.

**(Fig. 3)**

The fourth sample **(Fig. 4)** is from a February-March 1929 Tudor Sedan which was assembled at the Seattle Assembly Plant showing the “Broken Twill Weave Napped Cotton Cloth”. This webbing has the same weave pattern as that which was also removed from a 1931 Victoria.

**(Fig. 4)**

**The Asphaltum Treatment of Ford's Anti-Squeak material.**

It was noted on the February/March 1929 Tudor Sedan that the Anti-Squeak material had some sort of blackish looking material on the strips themselves. Further investigation of the Part Releases (PR) and the Part Drawings indicated that this material was referred to as Asphaltum.

The Asphaltum, which is a black, tarish looking liquid in its own state, and according to the Part Drawings and Part Releases, was heated to 185 degrees and then the "Broken Twill Weave Napped Cotton Cloth" (not the "M-Webbing") was somehow coated with this material, and dried. Not sure of the order whether the anti-squeak strips were punched with holes before or after the treatment (my guess is that the holes were punched first then treated). Whatever the case, after drying, the strips were then laid between the frame top rail and the Front Fender and Running Board Shields and other frame brackets as further noted. This treatment of Asphaltum and Anti-Squeak material began about mid-June 1928 with the change from the "M-Webbing" to the "Broken Twill Weave Napped Cotton Cloth" and may have lasted all through the production of the Model A/AA Ford.

According to the drawings and Part Releases, the strips of anti-squeak material weighed 12 oz./square yard before the 185 degrees Asphaltum Treatment. After the treatment, the strips, when dried, weighed 18 oz./square yard.

In recreating this treatment, I ordered the "Frame Welting" from Bratton's which is 1/16 inch thick and 1-3/4 inch wide, however, unfortunately, the weave pattern is not the same as the original. I also ordered a quart of "Senefelder's Liquid Asphaltum" from Graphic Chemical and Ink Company, 728 N. Yale Ave., (P. O. Box 27) Villa Park, Illinois 60181.

I cut the "Frame Welting" to the correct lengths according to the Drawings of each strip and punched the ½ inch round holes where they needed to be according to the hole and rivet positions on the frame rails.

I then poured the Asphaltum into an old electric skillet and heated the liquid up to 185 degrees. I then immersed each strip into the Asphaltum, and then hung them to dry. The end product looked very much like that on the original anti-squeak strips that were on the February/March 1929 Tudor which had been protected over the years.

**CAUTION: If you do this, do it outside and wear rubber gloves to protect your fingers.**

The following are descriptions of those anti-squeak parts related to the frame rails and brackets, the front fenders and running board shield assemblies. Copies of the original drawings would have been great for the enhancement of

this article, but at $50.00 each ($20.00 to get and $30.00 more to publish them)…well, you will just have to go to the archives and check them out for yourselves.

**A-16540**: **Running Board Shield to Frame Anti-Rattler/Running Board Shield to Frame Anti-Squeak (Front)**. Two (2) were required per vehicle and there was no specific left or right side of this part.
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The part became a "*New part (A-16540), released for production*" on November 9, 1927 with PR No. 4523. The part, "M-Webbing", (**Fig. 1 and 2)**, as described on the Part Drawings and Part Releases, was 1/32 inches thick and 55-1/2 inches long on the first few assembled vehicles but the thickness of the material was changed on November 22, 1927, PR No. 5087, to 1/16 inch thick but was still 55-1/2 inches in length. The indicated width on the part drawings was 1-3/4 inches and each strip had seven (7) ½ inch holes for both bolt holes and rivet heads thus matching the hole position on the top frame rail.

All holes were centered down the strip except the first 3 on the front frame horns and they were ½ inch from the edge to the center of each hole. From the front edge to the center of the first hole was ¾ inches.

However, the original "M-Webbing" on the very early 1928 Tudor Sedan and the January 1928 Open Cab **(Fig. 1 and 2)** were 2 inches in width in both cases but was not noted as such on the Part Drawings or Part Releases.

It was also observed on the very early 1928 Tudor Sedan, that the anti-squeak strip extended a good 6 inches beyond the end of the A-5075 Body Bracket On Frame…Front and was not treated with Asphaltum.

It was also noted that the A-17265 Speedometer Cable Support was clipped over the anti-squeak and that the bolt came up from the bottom with the nut and lock washer on top of the clip.

On February 6, 1928, PR No. 7058, the length of the anti-squeak strip was shortened by 12 inches to 43-1/2 inches and was not treated with Asphaltum.

On June 14, 1928, PR No. 9151, the name of the part went from "Running Board Shield to Frame Anti-Rattler" to "Running Board Shield to Frame Anti-Squeak, (Front)".

The PR also specified that "*Changed material specifications note from M-Webbing **(Figs. 1 and 2)** to Broken Twill Weave Napped Cotton Cloth **(Figs. 3 and 4)***" and was to be treated with the Asphaltum treatment.

Up to this time, the part, or strip, was rectangular in shape from one end to the other but on July 20, 1928, PR No. 9655, indicated "*Cut off end on an angle for a distance of 7 inches and 1 inch wide at end*". The "end" would have been the very front of the part and placed with the angled end to the inside of the frame rails as seen on the original sample of A-16540 **(Fig. 5)**.

**(Fig. 5)**

An interesting note was that the original A-16540 that was on the February/March 1929 Tudor Sedan was the rectangular type and not the "cut" version as seen in **(Fig. 5)**.

On April 6, 1929, PR No. 12572, the holes were "*Relocated*". In viewing the difference of the placement of holes in the previous drawing, it shows that the first three (3) holes were slightly shifted toward the center so as the strip could cover the top of the frame rails more effectively and evenly.

On October 15, 1929, PR No. 14264, the shape of the seven holes within the strip itself were changed. The PR related the following: "*Changed seven holes from ½ round to ½ x ¾ elongated holes and added affected sizes*", which continued as such through the end of production **(Fig. 6 and 7)**.

To reproduce A-16540, whether it is the 55-1/2 inch long strip or the 43-1/2 inch long strip, angled at the front end or not, the center of the first forward hole on the strip was ¾ inches to the very front edge of the strip in both cases. Then punch the rest of the six (6) holes accordingly by the holes on top of the frame rails. Where there are rivet heads, holes were punched for these also for a total of seven (7) holes in the anti-squeak strip.

To differentiate between the two, the strips with the ½ inch round holes became A-16540-A **(Fig. 6)** and those with the ½ x ¾ inch elongated holes became A-16540-B **(Fig. 7)** and were used with the new 1930 and 1931 Model A/AA vehicles. This designation first showed up in the March 1, 1930 Parts Price List.

**(Fig. 6)**

**(Fig. 7)**

**A-16541**: **Running Board Shield to Frame Anti-Squeak (Rear)**. Two (2) were required per vehicle and there was no specific left or right side of this part.

On June 14, 1928, PR No. 9151, the part became a "*New number (A-16541), new drawing, adopted*" for use on the Model A /AA vehicles. This was due to the release of the "new" style Running Board Shields. Where the "old" style Running Board Shields were held up from the frame with body blocks, the "new" style Running Board Shields were in contact with the frame thus the new anti-squeak strips in-between.

The drawing indicated that it was "Broken Twill Weave Napped Cotton Cloth" and that it was treated with Asphaltum.

The initial part drawing indicated that the strip was 52 inches in length, 1-3/4 inches in width and 1/16 inches in thickness (this never changed throughout production). There were seven (7) ½ inch round holes that were punched in the center of the strip with the first hole being 2 inches from the front (center of hole to front end of strip) and where the last hole was 6-13/32 inches to the rear (center of hole to rear end of strip). With these measurements, one can then punch the other five (5) holes accordingly to the existing holes and rivet heads on the top of the frame rails.

It was noted on the February/March 1929 Tudor Sedan that there was a ¾ to 1 inch gap between the placement of A-16540 Running Board Shield to Frame Anti-Squeak (Front) and A-16541 Running Board Shield to Frame Anti-Squeak (Rear) when both strips were laid on the top of the frame rails, both left and right sides. **(Fig. 8)** shows the two strips with the Running Board Shield in place and **(Fig. 9)** with the Running Board Shield removed.

**(Fig. 8)**

**(Fig. 9)**

On October 15, 1929, PR No. 14264, it was specified that "*Changed holes from ½ round to ½ x ¾ elongated and added two ½ x ¾ slots, which changed number of slots from 7 to 9*" for the 1930-1931 vehicles.

This drawing was essentially the same as above except for the addition of two (2) holes that were added between holes number 6 and 7 toward the rear of the strip for a total of 9 elongated holes for both bolt holes and rivet heads. These were punched to ½ x ¾ elongated holes in place of the ½ inch round holes.

To reproduce A-16541, the center of the first forward hole on the strip was 2 inches to the very front edge. Then punch the rest of the eight (8) elongated holes accordingly, down the center of the strip, by the holes and rivet heads on top of the frame rails.

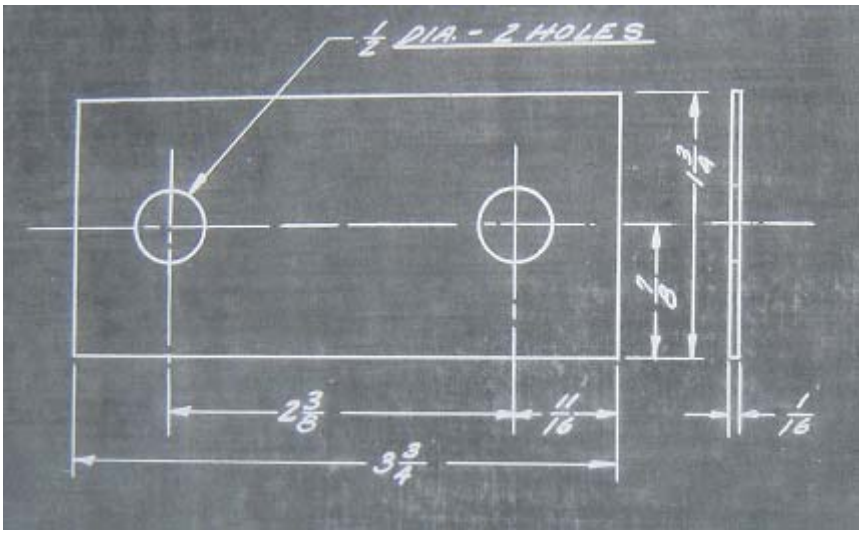
All elongated holes were centered down the strip except for hole number 8 which was not in line with the others.

**NOTE: There was no indication in the Ford data, anywhere, that indicated that the frame webbing was one continuous strip that went from the front of the frame horns to beyond the rear of the Running Board Shields. If this was so, please provide me with the Ford data that says so.**

**A-35418**: **Coupe Pillar Bracket to Body Bracket Anti-Squeak**; **A-16542**: **Running Board Shield to Front Body Bracket Anti-Squeak**. Two (2) were required per vehicle and there was no specific left or right side of this part.

On December 10, 1928, PR No. 11278, it became a "*New number (A-35418), adopted*" for use on the Model A and Model AA vehicles **(Fig. 10)**.

Initially, the part was made of solid Black Rubber and had a Tensile Strength of 400 pounds per square inch. It was not reinforced with cloth as with the body block rubber pads.




**(Fig. 10)**

**(Fig. 11)**

The above photo **(Fig. 11)** shows an original solid "Black Rubber" A-35418 Coupe Pillar Bracket to Body Bracket Anti-Squeak which was on the February-March 1929 Tudor Sedan. The specs were as recorded on the Ford drawing **(Fig. 10)**.

On January 9, 1929, PR No. 11604, indicated that the part "*Changed symbol number from A-35418 to A-16542*" thus "*Changed name from: Coupe Pillar Bracket to Body Bracket Anti-Squeak (A-35418) to: Running Board Shield to Front Body Bracket Anti-Squeak (A-16542)* ".

It was also at this time that the part "*Changed material from Black Rubber to Webbing*", and still retained the original dimensions as above which was also confirmed on a March/April 1929 Roadster and a 1931 Victoria Coupe.

The "webbing" construction was the same "Broken Twill Weave Napped Cotton Cloth" as used with A-16540 and A-16541 (see **Fig's 3 and 4** above).

The "*Body Bracket and/or the Front Body Bracket*" as indicated in the data, for which Ford refers to, is the A-5075: Body Bracket On Frame…Front, which is on both the A and AA frames (using Body Bolt holes numbers 2 and 3) and was used throughout production in this area.

This Black Rubber/Webbing part was placed on top of the Body Bracket On Frame…Front and below the Running Board Shield.

On January 18, 1929, PR No. 11706, the drawing also stipulated and added: "*Added to panel (of drawing): Floor Cross Sill Rear Filler Block Anti-Squeak, 2 required (left and right) on Closed Cab on AA Chassis*". The drawing indicated that A-16542 was to be "Fold Over Double Before Tacking to Block AA-82083-4" **(Fig. 12)**.

I asked Neil Wilson, who heads up the Ford Model AA Truck Club, about this. His response was *"The 82-A closed cab was initially only installed on the AA. So, the rear body blocks were unique to the AA and carried part id AA-82083-4 (left and right hand). The cab was modified for installation on the A starting May 1928. The modification included the addition of an additional rear body bolt hole on each side of the rear body cross sill (for the A frame). Body blocks A-82083-4 were used when the closed cab was installed on the A frame. Other than the bolt hole location in the blocks, I don't know if there were other differences. I didn't know that the A-16542 anti-squeak was doubled over and used on the AA installed closed cab".*


**(Fig. 12)**

It is not immediately known if the Asphaltum treatment of the webbing was done to this material and part.

**A-16070**: **Front Fender to Hood Clip Support Bracket Anti-Squeak**. Two (2) were required per vehicle and there was no specific left or right side of this part.

This part, apparently, was only applied to the very late 1929 and 30-31 Model A/AA vehicles according to the Parts Price Lists and the Part Releases and was placed on the Hood Shelf Support Bracket, A-5100.

The part was "*Adopted*" on October 17, 1929 with Part Release No. 14292 in accordance with the production of the new 1930 Model A's and Model AA's and continued throughout the production period.

The material used was "Broken Twill Weave Napped Cotton Cloth". It is unknown if this part was treated with Asphaltum.

The Anti-Squeak part was 2-7/8 inches long, 1-3/4 inches wide and 1/16 inches thick. There were two 5/8 inch punched holes in the part itself and the center of each hole was placed at 5/8 inch x 5/8 inch from each side and were 1-5/8 inch distant.

There was no sign of any type of anti-squeak material in this area on the very early 1928 or February/March 1929 Tudor Sedan above. Nor was there any known Ford data that supported the fact that there was any anti-squeak material put in this area from start of production to when it was "Adopted" on October 17, 1929.

**A-16543**: **Running Board Shield to Rear Body Bracket (A-5076: Frame Body Bracket No. 6 Body Bolt) Anti-Squeak.** Two (2) were required per vehicle and there was no specific left or right side of this part.

This part was brought about on September 19, 1930, PR No. 17649 when A-5076 Frame Body Bracket No. 6 Body Bolt was attached to the frame, but was specific to the following vehicles: Cabriolet (68-C); Standard Fordor Sedan (160-A); Town Sedan (160-B); De Luxe Fordor Sedan (160-C); Victoria Coupe (190-A); Town Car Delivery (295-A); and Convertible Sedan (400-A).

It was confirmed on a 1931 Victoria Coupe.

This material was the same type of webbing, “Broken Twill Weave Napped Cotton Cloth”, used with A-16540, A-16541 and A-16542.

The Anti-Squeak part was 1-3/4 inch x 1-3/4 inch x 1/16 inch thick with a ½ inch punched hole in the center.

It is not immediately known if the Asphaltum treatment of the webbing was done to this material and part.

I would like to thank Ken Ehrenhofer and Larry Sadoski for their assistance in acquiring the necessary part drawings at the Benson Ford Research Center. Also Arlyn Bieber, Mike Gooding, Gary Karr, Dudley Moordigian, Charles Reese, Ron Rude, Don Swofford, Mark Wetherbee and Neil Wilson for providing data on their Model A and AA Fords.