

**EVOLUTION OF THE
1928-1929
MODEL A/AA FORD
GAS TANK
BY
STEVE PLUCKER
WALLA WALLA, WASHINGTON**

The following article is the 4th of 5 concerning the “Ford’s Way” articles about the Model A/AA Ford Gas Tank and related parts.

The dates listed in this article are those dates which were listed by Ford in their Part Releases (PR), also known as Engineering Information (E.I.), documented Ford Service Letters, Ford Service Bulletins and dated gas tanks and do not reflect the true release date of the subject. Please refer to the MARC/MAFCA Restoration Guidelines and Judging Standards* for those dates of actual release.

The Model A/AA Ford gas tank had a patent number of 1,629,493 for which Ford filed on August 18, 1926. This number is also on the A-35329 Patent Data Plate which was riveted with four split rivets, A-22900: 1/8 x 1/4 Oval Head Split Rivets (Japanned finish), to the lower right-hand corner of the A-35325 Dash Upper. The complete “assembly” of this part, consisting of the Patent Data Plate, D-nuts to attach the coil, and the two Radiator (Support) Rod Rear Brackets, is known as A-35327 Dash Upper Assembly.

The changes mentioned within this article are the more noticeable and significant changes on the tanks and some specific assemblies themselves. There were other minor and smaller changes mentioned within the Part Releases, but are not mentioned here.

The gas tank went through a series of name changes. Those were Gas Tank Assembly, Cowl and Tank Assembly, Cowl Assembly, and Cowl Tank Assembly. It received part number A-9002 for which there was 5 major types of gas tanks which were produced by the Ford Motor Company for the Model A/AA Ford from late 1927 through 1931.

A-9002: GAS TANK ASSEMBLY

The first tank was A-9002 Gas Tank Assembly. This tank was used from start of production through December 1929, was used in all vehicles, and had a 10 gallon capacity. However the tank did continue through June 1930 for use with the A commercial vehicles and AA cabs with only one major change to the tank until the new A and AA commercial cabs were introduced in mid 1930. That change was removing the “screw-on” filler flange and replacing it with the “easy-on” filler flange. It was during this time that Ford made the distinction between the two tanks as soon will be noted.

As the first Model A/AA Fords rolled off the assembly lines, there apparently were no “embossed ridges*” on the A-35327: Dash Upper Assembly of the tank or the firewall area. As a matter of fact, there is no proof that the Dash Upper Assembly was ever flat as there has been no tanks showing this feature that is known for documentation so therefore the only known configuration of the very early Dash Upper Assembly was the one with the “\ /” embossment (**Fig. 1**). Also seen in (**Fig. 1**) is the “closed” front of the Gas Tank Speedometer Cable Support. According to the initial assembly, A-9033 Gasoline Tank Filler Nipple, that part for which the gas cap is screwed on to, was to be “Nickel Plate—No Polish” as was the Radiator Filler Flange.



Fig. 1

Another aspect of this very early tank is A-16745 Hood Pad to Dash Clamp Bracket. This bracket was an “individual” part which was attached to the tank but was not (yet) spot welded on these very early first tanks. As a matter of fact, it is listed as an individual part in the January 1, 1928 Parts Price List within the “Hood” section. **(Fig. 2).**



(Fig. 2)

The tank also possessed A-3520 Steering Column Support—Upper which had a reinforcement rib on the middle back side of the part itself. **(Fig. 3).**



(Fig. 3)

The tank also had riveted to it a “flat type bracket”, A-9085 Carburetor Adjusting Rod Bracket, for which A-9086: Carburetor Adjusting Rod Anti-Rattler was inserted for the A-9700 Carburetor Adjusting Rod (short) Assembly (**Fig. 4**).



Fig. 4

THE EARLY WINDSHIELD WIPER WIRE ROUTING

Another feature of the first tank was the addition of a “notch” or stamped portion with a groove to accommodate the windshield wiper electrical wire on closed cars only (MARC/MAFCA Restoration Guidelines and Judging Standards, 6-3 Revised 1994 and A-8 Revised 1997) which entered the top of the instrument panel area in the upper left side above the upper left screw hole which fastens the dash to the tank (**Fig. 5, 6**). There was another “notch” on the upper lip of the gas tank just above the hole for the gas gauge, also in (**Fig. 5**). This “notch” was in relation to both the “top” and “bottom” sections of the tank and was utilized for the routing of the windshield wiper electrical wire. This tank was used on all the very early vehicles.



Fig. 5

As the wire exited the instrument panel area it traveled up through the notch on the upper lip of the tank and to the right towards the right windshield pillar, between the tank and the dash rail (**Fig. 6**).



Fig. 6

The wire was held in place by A-14586 Windshield Wiper Wire Clip (**Fig. 7**). Two clips were required according to the Part Release to hold the wire along the upper dash.



Fig. 7

Associated with this assembly was the use of A-14588 Windshield Wiper Wire Support Block. Its usage is not immediately known nor where it was located within the routing of the wire. This part number would have been in the section under "Wiring Clamps, Supports, Etc." in the Parts Price List as would the clip above. However, due to their early demise from the assembly of the car, they are not listed within the January 1, 1928 Parts Price List.

This "routing" of the windshield wiper wire plus the clip, was viewed and confirmed on Tudor A2157, a December 14, 1927 engine stamping date and was the 20th body (KY 20) out of the Kearny, New Jersey Ford Assembly Plant, which opened for production on December 12-15, 1927.

November 25, 1927 PR # 5164 the A-14586 Windshield Wiper Wire Clip became "Obsolete".

December 29, 1927 PR # 6192 stated "Removed notch from rear upper flange (tank bottom and top) at centerline, also 1" radius, 1-3/4 and 7/16 dimensions governing same". The depression for the Windshield Wiper Electrical Wire **may** have been removed on January 17, 1928 PR # 6635 or earlier.

It is unknown at this time just when the routing of the wire changed, although it **may** have been around late November/early December 1927 when the electric windshield wipers on the closed cars (Tudor, Fordor, Coupe and Sport Coupe) were redesigned (February 15, 1928, Indianapolis Ford Service Letter) thus the "routing" of the wire may have been relocated as seen on the diagram in the January 1928 Ford Service Bulletins. Therefore, there was no more need for the two "notches", the clip and the block.

Soon after the initial production, sometime in early November 1927, two more long vertical reinforcement ribs were added to the Dash Upper Assembly on either side of the coil D-nuts, “\ I I /” (**Fig. 8**). The tank still possessed the “unattached” (not yet spot welded) A-16745 Hood Pad To Dash Clamp Bracket, the A-3520 Steering Column Support—Upper with the reinforcement rib, the A-9085 Carburetor Adjusting Rod (flat) Bracket, and the “closed” Gas Tank Speedometer Support.



Fig. 8

In viewing the Part Release for A-16745 Hood Pad To Dash Clamp Bracket, it was specified on November 10, 1927 PR # 4545, the bracket was to be “spot welded to the gas tank flange” to help secure the A-16741 Hood Pad On Dash—Top and A-16735 Hood Hinge Rod Retainer to the tank (**Fig. 9**).



Fig. 9

In viewing photos of A745, a November 28, 1927 stamped engine and sent to the “final assembly line” in Dearborn on the same date, the tank on this Sport Coupe does possess the two vertical ribs on either side of the coil and the spot welded A-16745 Hood Pad to Dash Clamp Bracket.

On November 15, 1927 PR # 4767 there was a change in the “small end” of the A-9086 Carburetor Adjusting Rod Anti-Rattler for “easier assembly”.

November 21, 1927 PR # 5010 contained details of a “new” method of assembling the A-16741 Hood Pad on Dash—Top to the gas tank. This was related in the A-9060 Gas Tank Bottom Part Releases but did not go into detail just what the difference was between the “old” and the “new” method of attachment was. However, this may be in relation to the above paragraph showing **(Fig. 9)**. If not, just what the difference between the “old” and “new” method of assembling is not immediately known.

December 6, 1927 PR # 5518 saw A-9086 Carburetor Adjusting Rod Anti-Rattler “obsoleted” and a “New number, new part, adopted”. This was A-9717 Carburetor Adjusting Rod Anti-Rattler which was designed for the “new” A-9085-B Carburetor Adjusting Rod Bracket **(Fig. 10)**.

December 9, 1927 PR # 5378 added a 9/16 inch depression 1/16 inch deep around clinch on nut for fastening instrument panel.

December 13, 1927, PR #5740, saw the relocation of “two 13/64 inch holes for A-9085-B Carburetor Adjusting Rod Bracket to conform to the new design “long” forged bracket **(Fig. 10)**.



Fig. 10

Sometime during this time period, and again, for which was proven by many of you, the reinforcement rib on the A-3520 Steering Column Support—Upper was removed (**Fig. 11**) and remained as such through-out the production period of the 28-29 A-9002 tank. ***However, the bracket with the reinforcement rib has also been found on some later 1929 tanks (but not all).***



(Fig. 11)

The April 10, 1928 PR # 8135 indicated that the "Nickel Plate" on the A-9033 Gasoline Tank Filler Nipple, was to be "Removed". This also reflected the Radiator Filler Flange, which was also designated to be "Nickel Plated", but was also removed on the same date as the filler nipple on the gas tank. Therefore both items continued as a plain brass item.

On April 13, 1928 PR # 8223 indicated that the length of the bare wire at each end of the A-16741, Hood Pad to Dash---Top, changed from 1-1/4 inch to 1-1/2 inch in length. More than likely for better assembly purposes.

On April 28, 1928 PR # 8487, it was specified that A-20236, Hood Pad to Dash Clamp Screw, No. 10---32 U.S.F. x 1 Clamp Screw, **(Fig. 12)** was to be "Cadmium Plate". After March 1, 1930, the PPL's indicate it was Cadmium Plate and the size changed to No. 10—32 x 3/4 Clamp Screw. This is the special screw that has the "J" hook on the end.



(Fig. 12)

In May 1928, dates started to show up on the lower front, left-hand corner of the A-35327: Dash Upper Assembly of the firewall. What the exact purpose of these dates were is unknown at this time. Most are right side up while others are up side down. Sometimes they were not there; however those found, were about in the same position at every stamping. It is thought that they were stamped at the Ford factory in Dearborn after the testing of the tank sometime before assembling and/or painting of the body **(Fig. 13)**. The earliest date for which this is known is 05/28/28. Can you beat that date with an earlier dated tank? Although it was around this period of time that dates on the tanks started to show up, there have been some known instances of some very early dates also. Please review the January/February 2009 issue of Model A News.



Fig. 13

On June 25, 1928 PR # 9307, three (3) small holes or “embossing's” were added to the A-16745 Hood Pad to Dash Clamp Bracket to aid in the spot welding of the bracket to the gas tank upper flange. These small holes are in the shape of a small triangle on the bracket itself.

August 13, 1928, PR #9928, “Changed dimension locating two (2) 13/64 inch diameter punch holes for Carburetor Adjusting Rod Bracket from 4-31/32 inches to 1-1/2 inch”. This had to do with the change of the positioning and size of the “long” forged Carburetor Adjusting Rod Bracket (**Fig. 10**), which took the shorter choke rod, to the “short” forged Carburetor Adjusting Rod Bracket (**Fig. 14**) which was “relocated higher on the gas tank to accommodate the longer choke rod”*. This change took effect in October 1928. A dated tank of 10-5-28 has the “long” forged Carburetor Adjusting Rod Bracket and a dated tank of 10-8-28 has the “short” forged Carburetor Adjusting Rod Bracket. (This may be a case where a change was made but did not get implemented for almost 2 months later).



Fig. 14

September 14, 1928, PR #10274: The front end of the Gas Tank Speedometer Cable Support was redesigned thus changing the front section, which is nearest the firewall, from being "O" shape (closed) (**Fig. 1**) to being "U" shape (open) (**Fig. 15**). The latest known dated tank to have the "closed" cable support design is 9-18-28. The earliest known dated tank to have the "open" cable support design is 9-19-28. Interesting...if we assume that the dates are correct, it took 4 days to implement this change from a "closed" to a "open" Gas Tank Speedometer Cable Support! However the "closed" design continued for a few days later just to use up the parts as did with most all changes when changes were made. In other words, there is "overlap"!



Fig. 15

September 17, 1928, Part Release #10299, "Changed contour of flange where hood pad fastens".

September 18, 1928 dated gas tank with LONG Choke Rod Bracket and "O" shape Gas Tank Speedometer Cable Support.

September 19, 1928 dated gas tank with LONG Choke Rod Bracket and "U" shape Gas Tank Speedometer Cable Support.

October 5, 1928 dated gas tank with LONG Choke Rod Bracket and "U" shape Gas Tank Speedometer Cable Support.

October 8, 1928 dated gas tank with SHORT Choke Rod Bracket and "U" shape Gas Tank Speedometer Cable Support.

October 1928, saw a name change for the gas tank assembly to Cowl and Tank Assembly according to the Part's Price List.

On May 9, 1929, PR #12899, there was a small change in the angle of the "J" hook for A-20236 Hood Pad to Dash Clamp Screw.

June 1929, saw a name change for the gas tank assembly to Cowl Assembly according to the Part's Price List.

July 12, 1929, PR #12848, "Changed depression for instruments" within the front center section of the gas tank where instrument panel is located.

Dates on the gas tank supposedly came to an end during September 1929. As stated above, just what the exact reason was for these dates is not known at this time. The latest recorded date which is known is 09/20/29. Can you beat that date with a later dated tank?

September 9, 1929 PR #13876: Adopted the A-9002-A2 Gas Tank which was to be used on Early-Mid 1930 AA trucks and A Commercial Chassis, except 150-B Station Wagon. This tank was the 28-29 style gas tank including the NEW style filler flange with the "easy-on" (1930) style gas cap.

By mid 1929, the Ford Motor Company was already under way in developing the new models for 1930. This included an all new body style which took a different style of gas tank.

On October 12, 1929, PR #14228, A-9002-B Gas Tank Assembly was adopted for the 1930 Phaeton, Roadster, Tudor, Coupe, Sport Coupe, Cabriolet, Station Wagon, Town Sedan (Briggs and Murray), Standard Fordor (Briggs and Murray), and the Fordor 2-Window (Briggs).

November 9, 1929 PR #14489: Brought up to date the "Easy-on" filler flange details and assembly by adding 35/64 dimension from top of tank to top of filler flange on the A-9002-A2 Gas Tank. For more information on the evolution of the filler flange and related items, please review the July/August 2009 issue of Model A News.

On November 26, 1929, PR #14703, the A-9002-B Gas Tank Assembly was brought up to date with the new details. The new style gas tank took on an all new size and a slightly different shape to fit the more streamlined car bodies. The tanks were larger than the 1928-1929 gas tanks and had a capacity of about 11 gallons. The name was also changed from "Cowl Assembly" to the "Cowl Tank Assembly".

When the 1930 models made their appearance on December 31, 1929, the tanks changed with the exception that the 28-29 A-9002-A2 tank which was utilized with the AA Chassis and A commercial vehicles, including 76-A Open Cab; 79-A "A" Panel Delivery; 82-A Closed Cab; and 85-A "AA" Panel Delivery, except for the 150-B Station Wagon, through June 1930. Again, these tanks can be identified by the use of the 1930 "Easy-on" gas cap, filler flange along with the new style A-9020-B: Gasoline Tank Filler Screen Assembly with 3/8 inch wide tabs instead of screw threads. Ford also referred to the tank with the "Screw-on" gas cap as A-9002-A1.

August 5, 1930 PR #14228 (Supp #2): Gas Tank A-9002-A2 was now "obsolete". This tank was used on a percentage of AA trucks and A commercial jobs for 6 months (approx) previous to 100% production of high cowl and was replaced by Gas Tank A-9002-C with the introduction of the new A commercial and AA truck cabs about July 1930.

THE 1928-1929 A-9002-A1 AND A2 GAS TANKS

DATE	RIBS	SPEEDO CABLE SUPPORT BRACKET	CHOKE ROD BRACKET	FILLER FLANGE	NOTCH (1)	DATES ON TANK	HOOD PAD CLAMP BRACKET	STEERING COLUMN BRACKET
October 20, 1927 A-9002	\ /	Closed "O"	Flat	"Screw- on Type" Nickel Plate	Yes	No	Yes, But <u>not spot welded</u> to tank	Rib
Early November 1927	\ \ \ /	"	"	"	"	"	"	"
November 10, 1927 PR# 4545	"	"	"	"	"	"	Yes, And <u>spot welded</u> to tank	"
December 13, 1927 PR# 5740	"	"	Forged Long	"	"	"	"	"
December 29, 1927 PR # 6192	"	"	"	"	No	"	"	"
January 1928	"	"	"	"	"	"	"	No Rib
April 10, 1928 PR # 8135	"	"	"	Nickel Plate Removed	"	"	"	"
May 28, 1928 (2, 3)	"	"	"	"	"	Yes	"	"
June 25, 1928 PR# 9307	"	"	"	"	"	"	Addition of 3 small holes	"
Sept. 14, 1928 PR # 10274	"	Open "U"	"	"	"	"	"	"
September 19, 1928 (3)	"	"	"	"	"	"	"	"
October 5, 1928 (3)	"	"	"	"	"	"	"	"
October 8, 1928 (3)	"	"	Forged Short	"	"	"	"	"
Sept. 20, 1929 (2, 3)	"	"	"	"	"	"	"	"
October 1929	"	"	"	"	"	No	"	"
December 1929 A-9002-A2 (for 1930 Trucks and Com. Vehicles through July 1930)	"	"	"	"Easy-on Type" Copper Plate	"	"	"	"

1. NOTCH would be that on the upper middle part of the tank and the one for the Windshield Wiper Wire within the instrument panel area;

2. Confirmed gas tank dates: 05/28/28 through 09/20/29 (Dates may change with new found data);

3. Dated gas tank;

I would like to thank those of you who helped with this article: Jim Brand, Bill Brauch, Terry Burtz, Gary Carr, Doug Clayton, Steve Ciccalone, Bob Combs, Jeff Crummy, Buddy D., Dean Dresneck, Alvin Dube, Vince Falter, Kevin Fehr, Greg Fish, Jim Ford, Rod Gage, Michelle Gooding, Mike Gooding, John Hash, Phred Hollister, Jason Jarnagin, Glenn Johnson, P.J. Junkers, Tim Kelly, Hans "Doc" Kalinka, Dan Koppinger, Craig Lewis, Evan Lewis, David Lopes, Brian Martin, Pete Mendola, George Miller, Richard Miller, Thomas (TJ) Miller, Bradford Minners, Howard Minners, Tom Moniz, Dudley Moore, Jim Morris, Neil Mylar, Frank Nemo, Peter Noyes, Terry Oberer, Jim Parker, Jerry Parr, Kevin Penner, Larry Reeg, Charles Reese, Ron Rude, Vern Schwebke, Deron Shady, Denny Specher, Tom Spouse, John Stone, Marco Tahtaras, Don Turley, Tom Umholtz, Steve Wastler, Carl Wescott, Tom Wesenberg, John Wilkinson, Chet Wojcik, Mark Zacchio, MAFFI and the Benson Ford Research Center. Also Paul Plainville MA, Rich in Tucson, Harold from Sebastopol,