AA TRUCK TALK - THE 185-A PLATFORM BODY

By Neil Wilson of Boulder, Colorado - April 2008



Figure A1 – 185-A Platform Rear View (showing Spare Wheel Carrier)

This article covers the 185-A platform body for the 1930 AA 157" wheel base chassis. It has taken years of on-and-off research trying to determine what this cargo body was actually like.

Originally, I had assumed that it would have been an extended version of the 88-A platform body produced for the AA 131-1/2" wheel base chassis and used from production beginning in 1927 through February 1931. However, information in the Indianapolis Service Letters has eliminated this idea from my thinking.

Over the last two years, a big percentage of the AA images have been acquired from the Benson Research Center archives. The photographs found were of a platform body with a much different construction than the 88-A.

One of the archive photographs is found on page E-1 of the Judging Standards and shown in Figure A2.

Another of the archive photographs is found on page 86 in the book "Ford Trucks Since 1905". The caption indicates that the truck has a non-Ford stake body. This originally led to my confusion since I assumed that the statement was correct. I now believe it is the Ford sold platform and stake racks.

Page 67 in the book "Model A/AA Ford Truck Owner" shows a third archive photograph modified into the form of an ad (presumably by the Ford advertising department).

All three of these archive photographs are different angles of the same truck. There are seven archive photographs of this truck taken from different angles. This group of photographs was taken in June 1930 which is prior to Ford's production release of this cargo body sometime after July 15, 1930. Figure A3 is another one of the seven photograph series.

Two additional archive photographs were found showing an AA157 on a hoist. Only the rear axle and some of the platform body can be seen. What can be seen of the cargo body shows the same body construction as all other photographs. The date of these photographs is currently not known.

The final two archive photographs found are dated 12/15/30 and they are of a truck with and without stake racks. This truck has the same platform and stake rack design as the prior

photographs. Figure A4 is one of these two photographs.

It should also be noted that the club's original founder, Bill Cilker, recalled finding an extended 88-A many years ago which he believed to be the Ford sold platform for the 1930 AA157. Unfortunately, Bill said that it was badly rusted away, could not be salvaged, and no longer exists.

Based on the archive photographs available, service letter information, and the body parts list, I have concluded that the 185-A platform and 186-A stake racks are the same as is shown in the picture on page E-1 of the Judging Standards. Therefore, this is the platform covered in this article.

I learned that club member Greg Clayton was restoring this particular platform truck. Greg had most of the platform metal parts plus one of the wooden cross members from which to build the body. Greg's truck was mostly completed when we made contact. I also made contact with club member Craig Edmonds who is also working on the restoration of this cargo body type.

Then, in July of 2007, I found one of these platform bodies setting on a 1932 BB chassis. It was located in Sheridan, WY. The wood floor, wood cross sills, and wood side sills were in poor condition. But, the metal parts were in good condition and the body did not appear to have ever been taken apart. I consider it to be close to 100 percent original from what I can tell. The owner (Blaine Murphy) was willing to part with it and it ended up in my back yard in September. The wooden rear cross member was quite broken up. So, I reconstructed it from the broken pieces so that the platform could be put back together for the photographs used in this article. Figure A1 above is a rear view of this 185-A platform. Thanks to Greg, Craig, and Blaine for their contributions to this article.

Also thanks to club member Al Peterson who provided me an excellent 1930 AA 157 frame. This frame now has a front and rear end installed as well as the platform (see Figure A1). This has allowed for pictures of the mounting hardware and wheel carrier shown in this article.





Above is photograph 55344 and is also shown in the Judging Standards. It is one of seven Ford archive photograph showing different views of the same truck (55342 - 55348). These photographs are not date identified as is the case for most Ford Archive

photographs. However, the Benson Research Center indicated that they were from a series taken in June 1930. If so, this would be a pre July 1930 production example. Some small differences can be observed as compared to the 12-15-30 photograph

shown in Figure A3. The placement of the angles holding the cross sills to the side sills is different (relative to which side of the side sills the angles are attached to). The side sills are most likely solid boards since there are no bolt heads showing to hold the a two board side sill assembly together as found in the 12-15-30 photograph. The spare

wheel carrier rear hinge and swivel bolt is placed on the back side of the platform rear cross sill (see Figure A3 - photograph 55348 below). In the 12-15-30 photograph, this part is located on the front side of the cross sill.

Figure A3 – 1930 AA Stake Truck – Closed Cab 82-B and Platform 185-A with Stake Racks 186-A on 157" wheel base AA chassis photo 55348 – from the collection of The Henry Ford, copy and usage restrictions apply





Figure A4 – 1930 AA Stake Truck – Closed Cab 82-B and Platform 185-A with Stake Racks 186-A on 157" wheel base AA chassis photo 8217 12-15-30 – from the collection of The Henry Ford, copy and usage restrictions apply

Figure A4 shows an end of production, 12/15/30, photograph of a 1930, tapered frame, 157" wheel base AA chassis, Stake Truck. Note the 10-3/16" long, AA-17745-C, mirror bracket and A-17728 mirror assembly (black paint). There is no tire on the spare wheel. The light color of the cab and hood is carried onto the platform and stake racks. There is no pin stripping on the cab and it does not appear to be a rubbed out finish which was the standard commercial finish.

Tires are U. S. Royal 6:00 x 20 (front and rear). Note the cadmium plated wheel flanges (lock rings), hub cabs, and wheel (lug) nuts. And, note the absence of cadmium plating showing anywhere on the cargo body and chassis.

Seen only via the high resolution, original, photograph, is a metal cap on the bottom end of the wood stakes. This cap extends up to just below the first rack board bolt. This prevents the stakes from ware while in service. **This is something to be found and documented – anyone have an example?** Unlike the 1931 stake racks, the center-side rack has two full length hinge rods. This allows either rod to be removed. So that the center rack can be lifted and swing forward of backward for unloading cargo.

Note the placement of the spare wheel rear hinge and swivel bolt assemble as well as the location of the cross sills to side sill angles.

The 185-A platform is the base for the 186-A stake racks. These racks are the first (for Ford) to be 42" high off the platform floor and have a hinged center rack on each side.

Unlike the prior and subsequent Ford sold platform bodies, the 185-A has wood cross sills and angle iron floor sides. The floor side and rear assemblies rest on the floor boards. They are bolted through the floor boards to the cross sill. These assemblies include the stake pockets riveted to heavy angle iron with a rail riveted to the outside face of the stake pockets.

Because this 185-A platform does not have stamped steel cross sills and floor side members, I believe that the manufacture of the prior and subsequent AA platform bodies ("Midland Steel Products Company") did not make the 185-A. It could be that there was a production scheduling problem and Ford had to use another company to insure that a cargo body could be provided for production.

From what I can calculate, the 158-A platform is 35%

heaver than the "Midland Steel Products Company" 1931, AA157 185-B platform. And the 186-A stake racks are about 25% heaver than the corresponding 42" high 1931 186-B stake racks.

Platform body 185-A did not begin production until after mid July of 1930. This is indicated in the July 15, 1930 Indianapolis, IND. service letter reproduced in Figure B1 below. It must have been that the AA157 was released as a cab and chassis before the 185-A platform and 186-A stake racks were ready for production. This service letter information defines the body size as 75" wide by 132" long. Ford used the *cargo area* when referring to the body size. The *cargo area* is the area inside of the stake racks. The 88-A platform had a cargo area width of 68". So, the new 185-A platform could not have been an extended version of the 88-A. Note that the lists of part numbers in the original service letter are omitted from wording below. A parts list is provided later in this article.

Figure B1 – From the Indianapolis, IN July 15, 1930 Service Letter

TRUCK BODIES:

We will soon be in a position to furnish a stake or platform body for trucks with 157" wheel base. For your information, we are listing below the numbers of the platform assembly and the various rack assemblies which will be used to build up a stake body. Price on the Stake Body is \$105.00; Platform less stakes - \$70.00; Discount 17 ½%; size of platform 75" wide, 132" long; stakes 42" high; weight 1182 lbs with stakes, 882 lbs less stakes; carries same freight rate as other type.

List of body and rack part numbers.....

We are also giving you additional numbers of new parts adopted for use with platform body, when used on AA-157" truck.

List of wheel carrier & mounting hardware part numbers.....

The following parts now being used with the platform body on Model AA-131 truck are also to be used on platform with Model AA-157 truck.

List of mounting hardware part numbers.....

TRUCK WHEEL CARRIER HINGE BOLT – AA-1468:

AA-1468 Spare Wheel Carrier rear hinge bolt and nut assembly is a new part assembly for use on the platform body on the 157" truck chassis. This assembly is the same as AA-1470-B except the hinge is 7" long where as the hinge on the AA1470-B is 3-1/4" long.

TRUCK WHEEL CARRIER ASSY – AA-1454:

AA-1454, Spare wheel carrier assembly is a new number and part for use on the AA-157" wheel base truck. The only difference in this carrier and the AA-1553C is the AA-1468 Bolt, which is longer.

The cargo floor had ten 5/4" thick floor boards connected by corrugated steel batten-strips bolted to angle iron strips attached to the wood cross sills.

Like other commercial cargo bodies, the 185-A was completely assembled before painting. The entire body was painted (top, bottom, and all hardware). The cargo body and cab were painted the same color.

The 185-A platform body was designed to fit the new 1930, AA 157" WB chassis. Like the AA131-1/2" frame, the new frame was tapered from front to rear. Consequently, the platform wooden side sills were also tapered (front to rear) so that they could rest on the chassis frame. The new chassis frame assembly was assigned part number AA-5006. The side members of this

frame were similar in design to the AA131-1/2" chassis frame but were 7" high and 210-5/8" long.

Using the 185-A platform body as a base, Ford offered a stake body for the 1930 157" WB chassis. The stake racks were assigned body model number 186-A. These racks had wooden, rather than stamped steel, stakes. From archive photographs, it appears that the stakes have metal caps on the bottom end which would prevent the stakes becoming loose from ware in the stake pockets.

The remainder of this article is a detailed description of the 185-B platform body. Details of the stake racks will be provided in a future article if some original racks can be found.

Based on the sample 185-A platform use for this article, the overall physical dimensions of the cargo floor are 133-11/16" long by 67-1/2" wide. These dimensions exclude side, front, and rear stake pockets.

Following is a detailed parts list for the 185-A platform body. Note that a few of the parts carry part numbers of the 88-A platform body. For those parts not listed in the Ford Body Parts list, the part number is given as AA-185xxx in the following table.

Floor Sill Assembly

| | | FIOOF SIII Assembly |
|----|-------------|--|
| 1 | AA-185030 | Sill (floor side) assembly RH (2-1/8 x 5-1/2 x 134-9/16) |
| 1 | AA-185031 | Sill (floor side) assembly LH (2-1/8 x 5-1/2 x 134-6/16) |
| | | Sill board to sill board - attachment |
| 12 | | $1/4-20 \ge 2$ (.6 head diameter) carriage bolt (6 per side sill) |
| 12 | | 1/4-20 (13/64 x 7/16) square nut (chamfered 1 side) |
| 12 | | 1/4 (1/16 x 7/16) lock washer |
| 12 | | 1/4 (1/16 x 3/4) flat washer |
| 2 | AA-185xxx | End Cap (floor side sill) |
| | | End caps to floor side sill assemblies - attachment |
| 4 | | 5/16-18 x 2-7/8 (.16 x 11/16 head) carriage bolt |
| 4 | | 5/16-18 (1/4 x 9/16) square nut (chamfered 1 side) |
| 4 | | 5/16 (3/32 x 19/32) lock washer |
| 8 | AA-185060-A | Plate (floor side sill to u-bolt) $(3/16 \times 1-3/4 \times 4-1/8)$ |
| | | Plate to floor side sill assemblies - attachment |
| 16 | | #12 x 1-1/4 flat head slotted wood screw (2 per plate) |
| 1 | AA-185091 | Sill (floor cross) #1 assembly |
| 1 | AA-185092 | Sill (floor cross) #2 assembly |
| 1 | AA-185093 | Sill (floor cross) #3 assembly |
| 1 | AA-185094 | Sill (floor cross) #4 assembly |
| 1 | AA-185095 | Sill (floor cross) #5 assembly |
| 1 | AA-185096 | Sill (floor cross) #6 assembly |
| 1 | AA-185097 | Sill (floor cross) #/ assembly Anala (array all #1 accombined floor) $1, 1/2 = 1, 1/2 = 62, 7/16$ |
| 1 | AA-185XXX | Angle (cross sill #1 assembly to lioor) 1-1/2 X 1-/12 X 02-1/10 |
| 2 | AA-165296 | Focket (closs sill #1 asseribly stake) itoli-center |
| 0 | | 1/4 20 x 2 1/4 (555 bood diameter) corriage holt |
| 0 | | $1/4-20 \times 2^{-1/4}$ (|
| 8 | | $1/4 - 20 (15/04 \times 7/16)$ square nut (chamleted 1 side) $1/4 (1/16 \times 7/16)$ lock washer |
| 2 | AA-185294 | Pocket (cross sill #1 assembly stake) front-side |
| 2 | AA-105274 | Front-side pockets to #1 cross sill - attachment |
| 8 | | $5/16.18 \times 2-1/2$ (16 x 1 head) sten bolt |
| 8 | | $5/16-18 (1/4 \times 9/16)$ square nut (chamfered 1 side) |
| 8 | | $5/16(3/32 \times 19/32)$ lock washer |
| 6 | AA-185xxx | Angle (cross sill $\#2-7$ assembly to floor) $1-1/2 \ge 1-1/12 \ge 62-7/16$ |
| Ŭ | 121100.000 | Cross sill to floor angles to cross sill - attachment |
| 2 | | $5/16-18 \times 2-1/4$ (.16 x 1 head) step bolt -#1 cross sill |
| 20 | | 5/16-18 x 2-1/4 (.16 x 1 head) step bolt #2-6 cross sills |
| 4 | | 5/16-18 x 1-1/2 (.16 x 11/16 head) carriage bolt #7 cross sills |
| 26 | | 5/16-18 (1/4 x 9/16) square nut (chamfered 1 side) |
| 26 | | 5/16 (3/32 x 19/32) lock washer |
| 7 | AA-185130 | Angle (side sill to cross sill) RH 1-3/4 x 1-3/4 x 10-9/16 |
| 7 | AA-185131 | Angle (side sill to cross sill) LH 1-3/4 x 1-3/4 x 10-9/16 |
| | | Side sill to cross sill angles to cross sills - attachment |
| 28 | | 5/16-18 x 2-3/8 (.16 x 1 head) step bolt (4 per cross sill) |
| 28 | | 5/16-18 (1/4 x 9/16) square nut (chamfered 1 side) |
| 28 | | 5/16 (3/32 x 19/32) lock washer |
| | | Side sill to cross sill angles to side sills - attachment |
| 28 | | 5/16-18 x 2-7/8 (.16 x 1 head) step bolt (4 per cross sill) |
| 28 | | 5/16-18 (1/4 x 9/16) square nut (chamfered 1 side) |
| 28 | | 5/16 (3/32 x 19/32) lock washer |
| ? | *S1-S2 | see illustration 185-A#3, 5, and 6 |
| | | ~ — |
| | 1 1 105 | Cargo Floor |
| 1 | AA-185xxx | Nember (floor side) assembly RH |
| 1 | AA-185xxx | Nember (floor side) assembly LH |
| | | Floor side members to cross sills – attachment through floor |

| 1 | AA-10JAAA | Wented (noor side) assentibly KIT |
|----|-----------|--|
| 1 | AA-185xxx | Member (floor side) assembly LH |
| | | Floor side members to cross sills – attachment through floor |
| 12 | | 3/8-16 x 4-1/8 flat head slotted machine screw (to floor & cross sill) |
| 2 | | 3/8-16 x 1-7/8 flat head slotted machine screw (to floor only) |
| 14 | | 3/8-16 (1/4 x 5/8) square nut (no chamfer) |
| 14 | | 3/8 (3/32 x 5/8) lock washer |
| | | |

| 14 | | 3/8 (1/16 x 7/8 flat washer |
|----------|------------|--|
| 28 | | Floor side members to cross sills - attachment through brackets 5/16 18 x 2 3/8 (16 x 1 head) step holt (4 per cross sill #1.6) |
| 20 4 | | $5/16-18 \times 1-3/4$ (16 x 11/16 head) carriage holt (cross sill #7) |
| 28 | | $5/16 \cdot 10 \times 1 \cdot 3/4 (.10 \times 11/10 \text{ lade})$ currence box (closs sin $\pi/7$) $5/16 \cdot 18 (1/4 \times 9/16)$ square nut (chamfered 1 side) |
| 28 | | $5/16(3/32 \times 19/32)$ lock washer |
| 1 | AA-185xxx | Angle (floor side member assembly) RH |
| 1 | AA-185xxx | Angle (floor side member assembly) LH |
| 14 | AA-185xxx | Bracket (floor side member assembly angle) |
| 1 | AA-185xxx | Rail (floor side member assembly) RH 3/8 x 1-1/2" strap metal |
| 1 | AA-185xxx | Rail (floor side member assembly) LH 3/8 x 1-1/2" strap metal |
| 1 | AA-185xxx | Member (floor rear) assembly |
| 1 | AA-185xxx | Angle (floor rear member assembly) $P_{rel}(A_{resume} = 1.1/2)^2$ stranges to A_{res} |
| 1 | AA-185XXX | Kall (100r rear member assembly) 3/8 X 1-1/2 strap metal |
| 2 | | 3/8-16 x /-1/8 flat head slotted machine screw |
| 2 | | $3/8-16(1/4 \times 5/8)$ bex nut (chamfered 1 side) |
| 2 | | 3/8 (3/32 x 5/8) lock washer |
| 2 | | 3/8 (1/16 x 78/8) flat washer |
| 10 | | $5/16-18 \times 1-7/8$ flat head machine screw |
| 10 | | 5/16-18 (1/4 x 9/16) square nut (chamfered 1 side) |
| 10 | | 5/16 (3/32 x 19/32) lock washer |
| 16 | AA-185294 | Pocket (stake) side & rear |
| | | Side & rear pockets to floor member assembly angle- attachment |
| 64 | | ???9/32 x ?/? round head rivet (15/32" head) 4 per pocket |
| ?? | AA-185xxx | Spacer (rail) ?? long x ??? OD |
| | | Rails to stake pockets & floor member assemblies angle - attachment |
| | | Side rails to rear rail, attachment |
| 4 | | 2220/32 x 2/2 round head rivet (15/32" head) A per pocket |
| * 8 | AA-185152 | Board (floor) intermediate $(5/4 \times 7-3/16 \times 133)$ |
| 1 | AA-185150 | Board (floor) interflectate $(5/4 \times 7-3/16 \times 133)$ |
| 1 | AA-185151 | Board (floor) side LH $(5/4 \times 7-3/16 \times 133)$ |
| 9 | AA-185145 | Strip (floor skid) 130 9/16" |
| | | Floor skid strip to floor boards and cross sill assemblies - attachment |
| 117 | *F1 | 5/16-18 x 1-25/32 (.16 x 11/16 head) carriage bolt (13 per strip) |
| 117 | | 5/16-18 (1/4 x 9/16) square nut (chamfered 1 side) |
| 117 | | 5/16 (3/32 x 19/32) lock washer |
| 63 | WP1 | $5/16 (1/8 \times 1 - 1/2)$ washer (7 per strip) |
| ? | *F1 | see illustration 185-A#/a and /c |
| | | Mounting Hardware |
| 2 | AA-88084-A | Bracket (body sill) to frame bracket |
| | | Bracket to sill - attachment |
| 4 | | $3/8-24 \times 3 (9/32 \times 9/16)$ hex read bolt $2/8 - 24 (5/16 \times 0/16)$ hex reat (characterized 1 aids) |
| 4 | | $3/8 - 24 (3/10 \times 9/10)$ flex hut (chamiered 1 side) $3/8 (5/64 \times 7/8)$ flet worker |
| 4 | | $3/8 (3/32 \times 21/32) \log washer$ |
| 1 | AA- 5077 | Bracket (frame) to body sill bracket |
| | 101 5077 | Bracket to bracket - attachment |
| 2 | A-21237-S1 | 1/2-20 x 1-1/2 (3/8 x 3/4) hex head bolt |
| 2 | A-21845-S1 | 1/2-20 (7/16 x 3/4) hex nut |
| 2 | A-22330 | 1/2 (1/8 x 7/8) lock washer |
| 4 | AA-185048 | Bolt (floor to chassis frame "U") long 14-3/8" |
| 2 | AA-185050 | Bolt (floor to chassis frame "U") short 9-3/8" |
| 2 | AA-185057 | Bolt (floor to chassis frame "U") medium 11-1/2" |
| 6 | AA-88052 | Bar (u-bolt) $\log(1/2 \times 1 - 1/8 \times 4 - 1/4)$ |
| 2 | AA-88054 | Bar (u-bolt) short $(1/2 \times 1 - 1/8 \times 3 - 7/8)$ |
| 16 | A 21940 S1 | Bar to u-bolt & frame - attachment $1/2$, |
| 10 16 | A-21840-51 | $1/2-13 (1/2 \times 1/8)$ nex nut (chamlered 1 side) (2 per u-bolt) $1/2 (1/8 \times 7/8)$ lock washer (2 per u-bolt) |
| 2010 | A-22330 | 1/2 (1/0 X //0) IOCK washer (2 pet 0-001) Frame Snacer (sleeve) use with A A-185050 (1-3/4") |
| 2 | AA- 5117-D | Frame Spacer (sleeve) use with $AA-185057(3-3/4")$ |
| 4 | AA- 5119 | Frame Spacer (sleeve) use with AA-185048 (6-9/16") |
| | | · · · · · · · · · · · · · · · · · · · |

Figure C1 provides a side sectional view of this cargo body showing the left side sill, cross sills 6 and 7, and floor board with skid strip design.

Figure C1 – 185-A Sectional View At left floor side sill between #6 and #7 cross sills



Floor Sill Assembly

The sill assembly consists of floor side sill and floor cross sill assemblies.

There are two floor side sills which rest on the tapered frame of the AA157 chassis and support the remainder of the platform body. Based on the series of June 1930, Ford archive photographs, these wooden sills were initially a solid 2-1/8" thick by 5-1/2" high board. These sills were most likely assigned part number AA-185030 (the same part number for each side).

At some point each floor side sill was changed to an assembly of two 1-1/16" thick boards held together with six 1/4" carriage bolts. The carriage bolt heads faced the outside of the body. Figure C2a shows that the carriage bolts were installed flush with the inside face of the sill. This change resulted in right and left sills with part numbers AA-185030 (right hand) and AA185031 (left hand). The pattern and location of the six carriage bolts is shown in figure C2b.

The 12/15/30, Ford archive photograph in figure A4 shows the second style of assembled side sills. The conversion date to the second style of side sill is not know currently. The original body used as reference for this article had both styles of side sills. Both were made of yellow pine (the left is a solid 2-1/8" thick board and the right is an assembly of two boards).





Figure C2b - Floor Side Sill Board to Board Carriage bolt attachment locations (six bolts per side sill)



A metal cap was bolted to the rear of each sill. This "u" shaped, 1/8" thick metal cap is shown in figure C2c. With this metal cap installed. The rear of the sill is flush with the back edge of the #7 cross sill. The sills are 134-9/16" long boards. They extended 1" forward of the #1 cross sill.

Figure C2c – Side Sill End Cap



Hidden groves would have been cut in the bottom of each floor side sill to provide clearance for the rivets holding the frame #3 cross member. The groves would be located between body cross sill #1 and #2.

Unlike other AA platform bodies, there were no saddle plates used between the side sills and the cross sills.

Saddle plates were used as supports for the u-bolt mounting hardware. Figure C2d shows details of the 3/16" thick steel AA-185060-A saddle plates (four per side). They attached to the tops of the floor side sill assemblies with two wood screws. Figure C1 shows one of these saddle plates installed.



There are seven wooden cross sill assemblies connected to the side sills with angles. Step bolts were used to attach the side sill to cross sill angles. Angles can be seen in figures C1 and C2c.

Angles were mounted to the inside or outside face of the side sills. There was a change to this mounting configuration at some point in production. The June 1930 archive photographs (figures A2 and A3) show the angles are mounted to the side sill inside face for the first five cross sills and mounted to the outside face for the back two cross sills. The 12/15/30 photograph (figure A4) as will as the example body used for this article has the angles mounted to the side sill outside face for cross sill two and four as well as six and seven.

Since the side sills rested on the tapered AA157 frame, each cross sill assembly carried a different parts number due to the location of the angles. However, cross sills #2 - #6 were, otherwise, the same assemblies. Figure C3a shows cross sill #4 attached to the side sills. The #1 (front) and #7 (rear) cross sills each had some unique features.

Each cross sill assembly had a 62-7/16" long strip of angle iron (1-1/2" by 1-1/2" by 1/8") attached along the upper edge with step bolts. These angle strips were used to bolt the floor onto the cross sills. Cross sill #2 - #7 each used the same cross sill to floor angle (see figure C3a).

Cross sill #1 used a cross sill to floor angle with a different bolt hole configuration which allowed attachment of the four front stake pockets. Figure C3b has four detail pictures which show the unique features of cross sill #1. These include four front stake pockets (two center and two outside pockets). Note in detail 2 the recessed step bolt which allowed clearance for the center stake.

AA-185094 Cross Sill #4 Assembly rear face (cross sill #2-7 to floor) AA-185130 Angle (side sill to cross sill) RH AA-185030 RH Side Sill AA-185031 LH Side Sill AA-185031 LH Side Sill

Figure C3a – Floor Cross Sill #4 Assembly







Cross sill #7 is unique in design from other cross sills. Figure A1, at the beginning of this article, shows the #7 cross sill with the floor side and rear member assemblies. Figure C3c has the floor rear member removed but the right and left floor side member angles are shown. Figure C3d is an enlarged left, side sectional view showing that both the cross sill to floor angle and the rear floor member angle are recessed flush with the inside and outside faces of the #7 cross sill. Note that the heads of the carriage bolts use to attach the cross sill to floor angle are counter sunk to provide clearance for the floor rear member angle.

Cargo Floor

Figure C4a is an overview picture of the cargo floor. It is made up of ten, 133" long floor boards, right and left floor side member assemblies, and a rear floor member assembly. Skid strips cover the 5/16" space between each floor board.

There are eight center floor boards all of the same design. And, there are right and left side floor boards. Figure C4b shows a cross section of a left side board, a center board, and a floor board side view at the rear of the body.



Figure C4a - Cargo Floor Board Overview



Figure C4b – Floor Board Details



the angle of the floor rear member assembly. This results in the floor member angles being flush with the top of the skid strips.

Figure C4c contains pictures of portions of the side and rear floor member assemblies. The assemblies are made up of a rail, stake pockets, rail spacers, and "L" brackets which are all riveted to a heavy angle.

Note the notching of the floor boards for the floor skid strips. The side floor board has a 1/4" deep notch on the outside-top edge to provide clearance for the angle of the floor side member assembly. The rear-top edge of each floor board has a 1/4" deep notch on to provide clearance for

Figure C4c - Floor Side and Rear Member Assemblies Detail



rear floor member assembly

The 185-A body to frame mounting hardware can be seen in figures A2, A3, and A4. The table below shows the hardware for each of the five mounting locations.

| Location | # | Part No. | Description |
|----------------|---|------------|-------------------------|
| Front | 2 | AA-88084 | Bracket (sill to frame) |
| | 2 | AA- 5077 | Bracket (frame to sill) |
| Center-Forward | 2 | AA-185048 | U-Bolt long - 14-3/8" |
| | 2 | AA- 5119 | Frame Spacer - 6-9/16" |
| Center | 2 | AA-185048 | U-Bolt long - 14-3/8" |
| | 2 | AA- 5119 | Frame Spacer - 6-9/16" |
| Center-Back | 2 | AA-185057 | U-Bolt medium - 11-1/2" |
| | 2 | AA- 5117-D | Frame Spacer - 3-3/4" |
| Rear | 2 | AA-185050 | U-Bolt short - 9-3/8" |
| | 2 | АА- 5115-В | Frame Spacer - 1-3/4" |

Body Sill & Frame Brackets

Figure D1 shows detailed installation of the brackets at the front mounting location. Frame brackets AA-5077 were riveted to the outside face of the frame side member and painted black with the frame. Body sill brackets AA-88084 were bolted to the outside face of the side sills and painted body color. When the body was mounted on the frame, the brackets were bolted together. These same brackets were used starting August 1928 for both the express and platform bodies. In late 1930 the design of the brackets was changed from forged steel to stamped steel. In figure A4, the frame bracket is the stamped steel design while the body sill bracket is the prior forged steel design.

Figure D1 - Body Sill & Frame Brackets forged steel design



U-Bolts & Frame Spacers

Figure D2 and D3 shows the u-bolts and frame spacers used for the remaining four mounting points. The u-bolts were forged steel and had a semi-circle or half round cross section at the top and down each leg. The lower sections of the legs were 1/2" round-bolts with 1/2-13 threads on the last 1-1/2" to 1-3/4".

The u-bolts used for the 185-A platform were the style "C" design used with the 88-A platform from 1929 through February 1931. These u-bolts contained no manufacturing identifications or Ford script. To fit the 185-A, 2-1/8" wide floor side sills, the throats of these u-bolts were 2-1/2" wide. U-bolts for the 88-A platform will not fit the wider 185-A side sills.

There were two 7/8" wrench size hex nuts and lock washers used to secure the bar to each u-bolt.

Frame spacers were mounted on the inside of the frame side members to prevent the compression of the frame when u-bolt nuts were tightened. They were a stamped steel, sleeve style and were held in place by the insertion of the inside leg of the u-bolt through the spacer as shown in figures D2 and D3.

U-bolt Identification Table

| U-Bolt Part No. | Style | Total Length | Throat Width | Semi Circle (half round) Width |
|--------------------|-------|-----------------|-----------------|--------------------------------------|
| AA-185048 | С | 14-3/8" | 2-1/2" | 11/16" |
| AA-185050 | С | 9-3/8" | 2-1/2" | 11/16" |
| AA-185057 | С | 11-1/2" | 2-1/2" | 11/16" |

Figure D2 – U-Bolt & Frame Spacer (center-back)



Illustration D3 - U-Bolts & Frame Spaces



Platform body 185-A used wheel carrier assembly AA-1454 as illustrated in figure E7. Parts were as follows for this assembly and corresponding wheel stops:

| 1 | A A 1454 | Comion occombly |
|---|-------------|--|
| 1 | AA- 1434 | Carner assertioly |
| 1 | AA- 1461-C | Carrier strap assembly |
| 2 | AA- 1458-B | Stud (3/4-13 threads) |
| 1 | AA- 1469 | Strap end (style B) |
| | | Strap end to carrier strap - attachment |
| 4 | A-23437 | 3/8 x 1-1/8 button head rivet |
| 2 | AA- 1472-B | Front hinge |
| | | Front hinge to frame left side - attachment |
| 4 | A-23372 | 5/16 x 7/8 round head rivet |
| | | Front hinge to carrier strap - attachment |
| 2 | A-23455 | 7/16 x 3-3/4 round head rivet |
| 1 | AA- 1468 | Rear hinge bolt & nut assembly (7" long hinge) |
| | | Rear hinge bolt & nut to platform #7 cross sill - attachment |
| 2 | ?A-20725-S2 | 5/16 -18 x 2-1/2 (.16 x 1 head) step bolt |
| 2 | A-20??-S2 | 5/16 -18 x ?2-1/2 hex bolt |
| 4 | A-21705-S2 | 5/16-18 (1/4 x 9/16) square nut (chamfered 1 side) |
| 4 | A-22217-S2 | 5/16 (3/32 x 37/64) lock washer |
| 1 | AA- 1483 | Spare wheel stop - RH |
| 1 | AA- 1484 | Spare wheel stop - LH |
| | | Wheel stop to $\#6$ cross sill - attachment |
| 4 | ?A-20812-S2 | 5/16 -18 x 2-5/8 (.16 x 1 head) step bolt |
| 4 | A-21705-S2 | 5/16-18 (1/4 x 9/16) square nut (chamfered 1 side) |
| 4 | A-22217-S2 | 5/16 (3/32 x 37/64) lock washer |
| | | Spare wheel to carrier - attachment (lug nuts) |
| 2 | AA- 1120-B | 3/4-16 (7/8 x 1-1/2) wheel nut RH thread (cadmium) |

This carrier placed the spare wheel under the rear of the body. At the platform's rear cross member, the rear of the carrier strap assembly could be disconnected from a swiveling bolt by loosing its jam-nut with the wheel wrench and swinging the bolt backwards to clear the strap assembly end. The strap assembly could then be lowered to the ground, exposing the attached spare wheel for removal. With the carrier in the closed position, the two wheel stops (attached to the #6 cross sill) fit into the wheel rim. The strap assembly end could be locked to the swiveling bolt with any type of non-Ford provide pad lock of the correct size.

Strap assembly AA-1461-C, shown in figure E7, is also used for the 88-A platform on the AA131-1/2 wheel base chassis.

Figure E1, E2, and E3 illustrate some of the AA-1461-C strap assembly parts. Figure E1 is a drawing of an AA-1492-B front hinge. Two of these hinges are riveted to the chassis frame rear cross member to allow the assembly to be lowered to the ground. Figure E2 and E3 illustrate close-up views of the strap end and a wheel stud.





Figure E2 Spare Wheel Carrier AA-1469 Strap End



Figure E3 - Spare Wheel Carrier AA-1458-B Stud



Figure E4 - Spare Wheel Carrier AA-1468 Rear Hinge Bolt & Nut Assembly



Figure E4 shows the rear hinge and bolt assembly attached to the front side of the #7 cross sill.

The right wheel stop is shown in figure E5. Note how it fits down the inside of the spare wheel rim. Figure E6 is a side and rear view of the 1/2" thick by 7/8" wide, AA-1483 right wheel stop. The mounting bolts are 2-7/8" long step bolts on the example platform observed (rather than 2-5/8" as per the parts list). There was green paint on the stops and bolt heads indicating that they were installed prior to painting.

Figure E5 - Spare Wheel Carrier AA-1483 RH Wheel Stop



Figure E6 - Spare Wheel Carrier AA-1483 RH Wheel Stop Detail



Figure E7 - Wheel Carrier AA-1454 1/30-12/30

