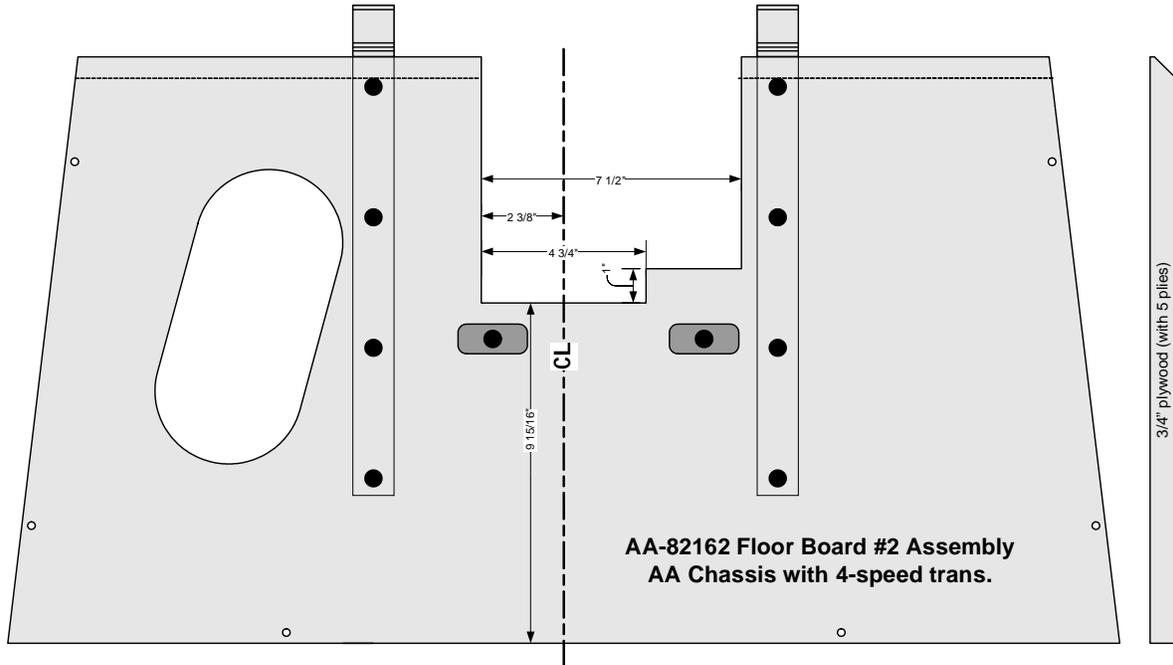


fix AA-82160?? AA TRUCK TALK – AA FLOOR BOARDS & MATS

By Neil Wilson of Boulder, Colorado – April 2007



This article covers the #1 and #2 floor boards and floor mats used for the AA trucks with left hand drive. Until the release of the 4-speed transmission in late 1929 (as early as September 1929) the AA trucks used the A car floor mat and the #1 and #2 floor boards except for AA's equipped with the optional Ford sold dual high transmission.

For AA's equipped with a dual high transmission the A car #1 floor board was used and an AA #2 floor board was used which has two holes cut out for the dual high transmission shifter pedal.

There were different AA #2 floor boards depending on the location of the hand brake lever.

#2 Floor Board – AA Chassis with Dual High

- AA-82162 (no cutout for clutch plate) – brake lever on the left side of steering column – start of production through April 1928
- AA-82162 (with cutout for clutch plate) – brake lever on the left side of steering column – May 1928 until brake lever moved to center (then became AA-82162-AR)
- AA-82162-B – brake lever in front of shift lever (then became AA-82162-BR)
- AA-82162-C – brake lever on the side of shift lever

All 1928 AA's that I have seen thus far (even a December 1928 AA frame) have the brake lever on the left side of the steering column. So, the AA-82162 #2 floor board was used much longer than the A counter part. Figure 1 shows the cutout for the clutch plate from the May 1928 Ford Service Bulletins indicating the conversion time period for the two versions of AA-82162.

Figure 1 - May 1928 (page 248) Ford Service Bulletins

FLOOR BOARD CLUTCH PLATE

To facilitate lubricating clutch release bearing all cars and trucks are now equipped with a floor board clutch plate A-35220. This plate provides easy access to bearing.

A floor board clutch plate can be easily installed in cars not so equipped by sawing an opening in the floor boards to the dimensions shown in Fig. 507.

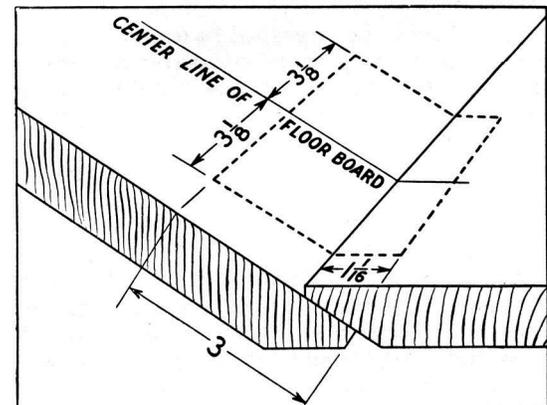


Fig. 507

These 1928/1929 AA #2 floor boards would have had the same component changes as described in the Judging Standards regarding board materials (hardwood-plywood), support straps, battery cover plates, column-pedal weather covers, foot rest bases, and starter pedals.

These #2 AA floor boards were eliminated for service in late 1929 (probably September). Customers had to order corresponding A car #2 floor boards and cut the dual high shifter pedal holes. Figure 2 shows the announcement of the obsolete floor boards (note the typo indicated).

Figure 2 – Nov. 1929 (page 392) Ford Service Bulletins

OLD STYLE TRUCK FLOOR BOARDS OBSOLETE

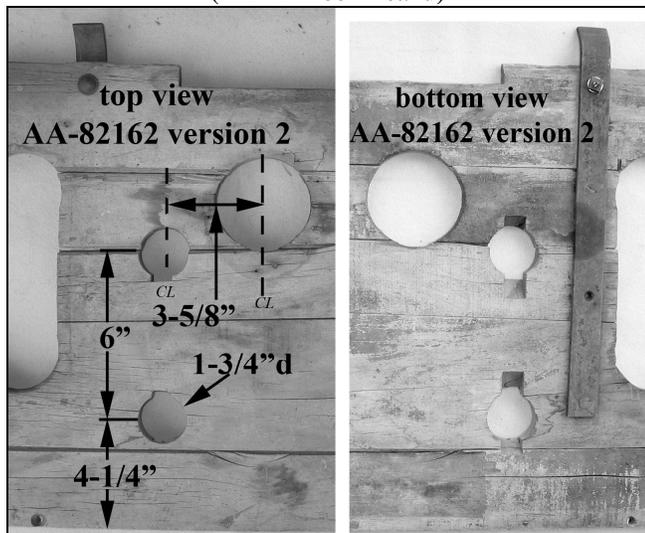
The AA-82162-AR floorboard No. 2, which was used in trucks equipped with dual high and which had the hand brake lever at the side, has been obsolete. When present stocks are exhausted, use A-35146-BR and cut necessary holes for dual high shifter pedal.

AA-82162-BR floorboard No. 2, which was used in trucks with dual high and in which the emergency brake lever was located in front of the gear shift lever, has been obsolete.

For service, use A-35146-BR and cut necessary holes for dual high shifter pedal. Where AA-82162-BR was used in trucks with the emergency brake to the right of the gear shifter lever, use A-35146-C for service and cut holes for dual high shifter pedal.

← **typo? - should be AA-82162-C**

Figure 3 – Dual High Shifter Pedal Holes (AA #2 Floor Board)



AA's with the dual high transmission had AA floor mats with holes for the shifter pedal.

There were three different mats used depending on the location of the brake lever:

- AA-82161 – brake lever on the left side of steering column – start of production until brake lever moved to center (then became AA-82161-AR)
- AA-82161-B – brake lever in front of shift lever (then became AA-82161-BR)
- AA-82161-C – brake lever on side of shift lever

These AA floor mats became obsolete for service in late 1929 (probably September). Customers had to order corresponding A car mats and cut the dual high shifter pedal holes. Figure 4 shows the announcement of the obsolete floor mats. Note that the dimensions provided are wrong (see Figure 3).

Figure 4 Nov. 1929 (page 392) Ford Service Bulletins

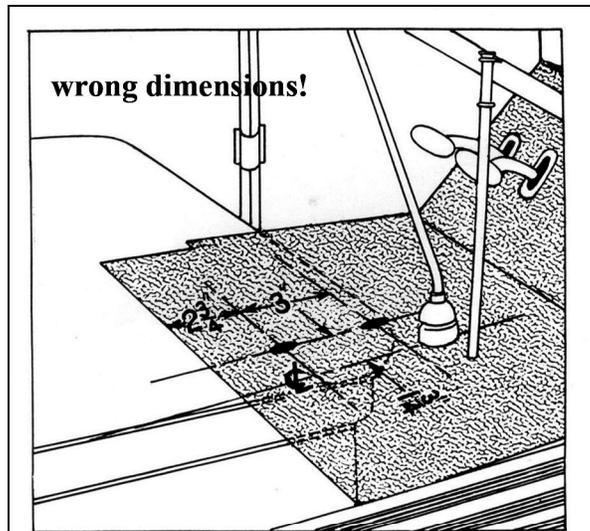


Fig. 788

AA-82161-C FLOOR MAT OBSOLETE

The AA-82161-AR-BR and C floor mat used in trucks equipped with the dual high, has been obsolete, and when present stocks are exhausted will no longer be carried.

If calls are received for AA-82161-AR or BR mats after present stocks are exhausted, supply A-35230-AR-BR and C, cutting holes in the mat for the dual high shifter pedal in accordance with sketch shown at Fig. 788.

Floor Boards used with the 4-speed Transmission:

In late 1929, the AA chassis was changed from having the standard A three speed transmission to having a four speed transmission. This conversion occurred as early as September, 1929. And, it is announced in the October 1929 Ford Service Bulletin.

The conversion to a 4-speed transmission required a new AA #2 floor board and an AA emergency lever plate.

Since prior AA #2 floor boards had been eliminated from service, the new #2 floor board was re-assigned part number AA-82162 with no prefix letter. This AA part is the same design as the A #2 floor board except for the location of the turn buttons to hold the AA emergency lever plate and the area cut out for the four speed transmission shifter housing.

Figure #5 is a drawing based on two original #2 AA floor boards found in a February 1930, 82-A Closed Cab AA and a September 1930, 82-B Closed Cab AA. The only difference in the two original #2 floor boards is the location of the two side/front holes for the board hold down screws. The drawing shows the two different locations.

Notes – Figure 5

Finding five ply, 3/4" plywood with a good surface on both sides is not likely (at least not where I live). I found seven ply, AB plywood at a local lumber yard. They also had seven ply, Birch plywood available. I feel this is less original than plain plywood.

The location of the two turn button rivet holes from the rear edge of the board should be determined with both the two floor boards and the emergency lever plate installed.

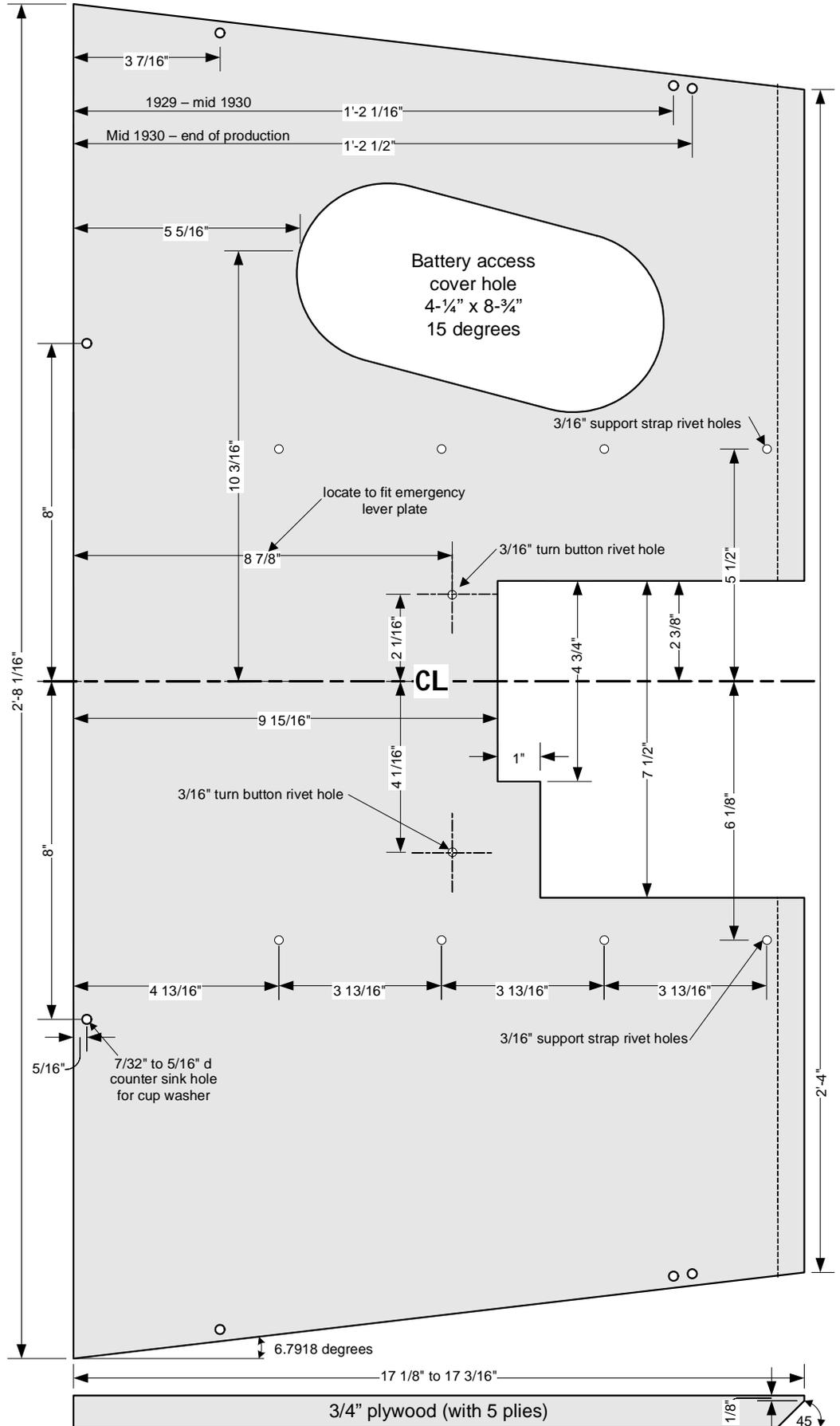
The plate must be positioned so that the plate's emergency lever hole allows the lever to moved its full range without hitting the plate.

For some unknown reason, this does not allow the shifter housing to be centered in the plate's shifter housing hole.

It is best to fit the two support straps to the #1 and #2 floor boards before drilling these holes.

After making a few of these floor boards, it has been found that there are slight differences in cabs requiring slight trimming of the side edges for good fit.

Figure 5 – AA-82162 Floor Board #2 Assembly – AA with 4-speed



Start with a blank floor board with only the transmission opening cut out. Fit this board to the cab with pieces of weather stripping at each side and the rear. Once the board is fit, the remaining holes can be drilled.

As per the Judging Standards, floor boards were treated with a dull black wood preservative. So, a flat black paint or black stain seems appropriate. This should be applied to the machined floor boards before any attachments to allow edges and holes to be covered.

The brownish fabric anti-squeak edge webbing should be notched or punched at each attachment screw hole. Any interference here makes board installation too hard.

From the Ford Engineering Release records, it does not appear the a new part number was assigned to the #2 AA floor board used with the '30/'31 body styles. So, for service, the customer would have drill the old hole locations.

The release records also show part AA-82160-C as the **Floor Board #2 Assembly Complete** which includes the #2 floor board with anti-squeak around three edges.

The emergency lever plate was most likely part number **AA-82245**. But, it is listed in the August 15, 1930 Ford Body Parts List as **A-82245** (probably a typo). Figure 6 shows this stamped steel part with a raised section around the shift housing and emergency lever openings.

Figure 6 – AA-82245 Emergency Lever Plate

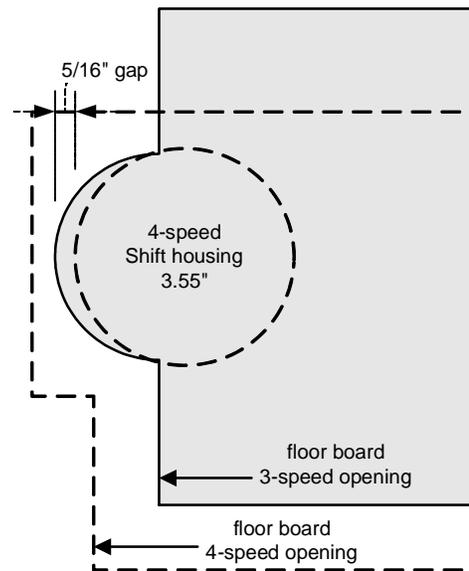


With the introduction of the 4-speed transmission a new floor mat design was required due to the location and size of the shifter housing and the location of the brake lever. The part number for this mat is probably AA-76230. However, the August 15, 1930 Ford Body Parts List has part number A-76230-B for the 76-B and 82-B cabs with a 4-speed transmission. In addition, floor mat AA-85230 is listed for the 85-B Panel Delivery.

Currently there is no AA floor mat being reproduced and, unfortunately, the 4-speed shift housing is located slightly

forward of the 3-speed shift housing (see figure 8). Therefore, the floor mat for the 3-speed shift housing needs to be used. After enlarging the hole for the 4-speed shift housing, there is a moon shaped gap at the rear.

Figure 8 Overlay – 3-Speed/4-Speed Floor Board Openings



In January 1930, a new heavy duty AA-2455 brake pedal was released for the new AA chassis. This pedal is larger where the pedal goes through the #1 floor board assembly. Consequently, AA-35145 #1 Floor Board Assembly was released. It is identical to the A car counterpart but with a slightly larger brake pedal slot. AA-35130 is the part number for the **Floor Board Assembly Complete** (which included the anti-squeak around the three outer edges). Figure 9 is a drawing of a #1 floor board which has been tested to fit an early 1930 AA with the heavier brake pedal.

In September 1930, Ford began selling complete dump trucks. Most of these units required an additional handle coming up through the floor. Figure 10 shows information regarding the requirement for these additional handles since no special #2 floor board was released for dump bodies. Both the floor board and the emergency lever plate had to be cut to allow room for handles.

Figure 11 describes the requirements for modifying the AA-76230 floor mat for the additional dump body control handles.

Tip – Cab Preparation for floor boards:

All of the d-nut threads should be rethreaded as needed. It is important to insure that the d-nuts are not twisted (tilted) in the body channel. Twisted d-nuts will not allow the hold down screws to fit through the floor board holes and then be threaded into the d-nuts.

Each d-nut can be tested before the floor board is installed by screwing in a long screw and viewing its angle. I have used a crescent wrench fit onto the top/bottom of the d-nut to use as a lever for straightening.

Figure 9 – AA-13541 #1 Floor Board Assembly

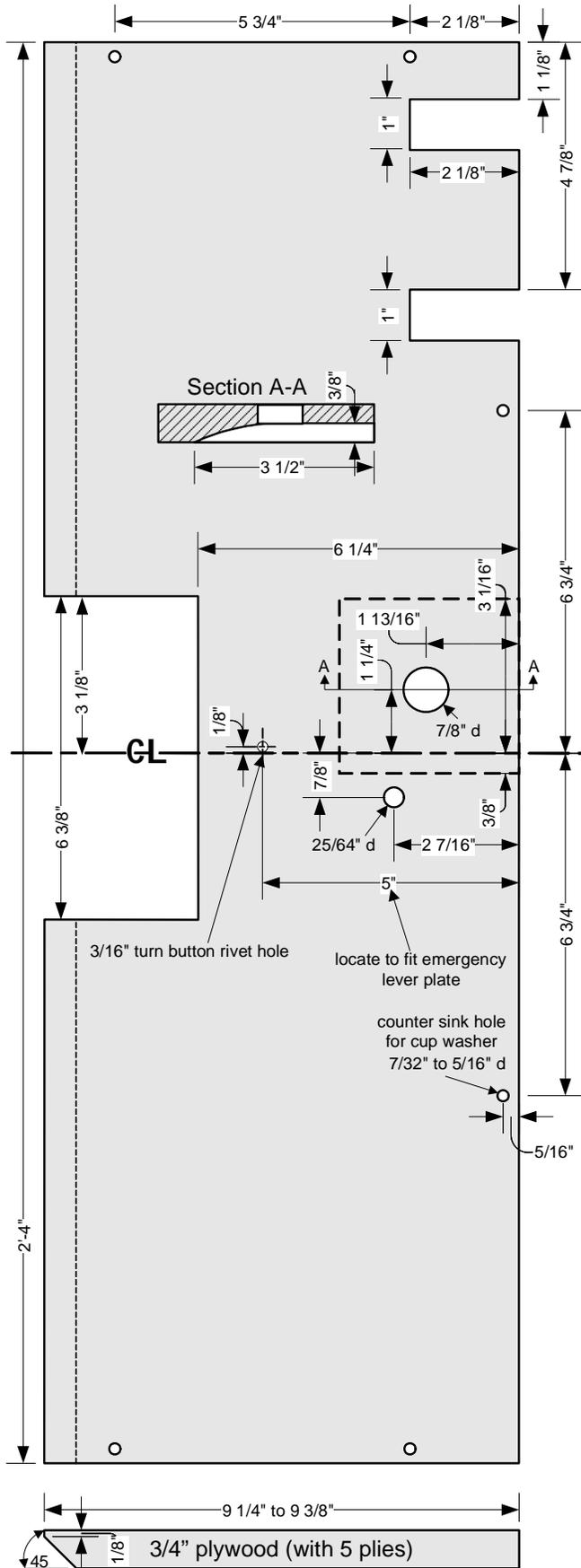


Figure 10 – Sept. 1930 (page 493) Ford Service Bulletins

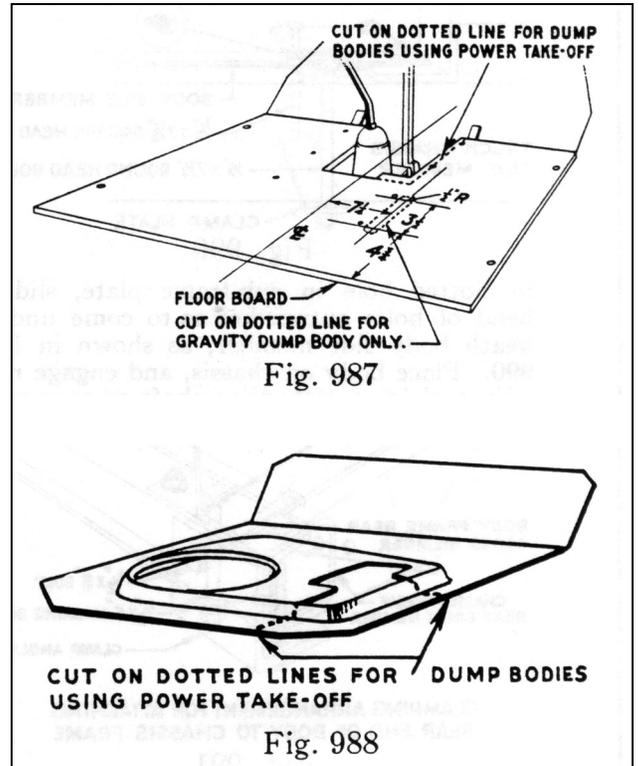
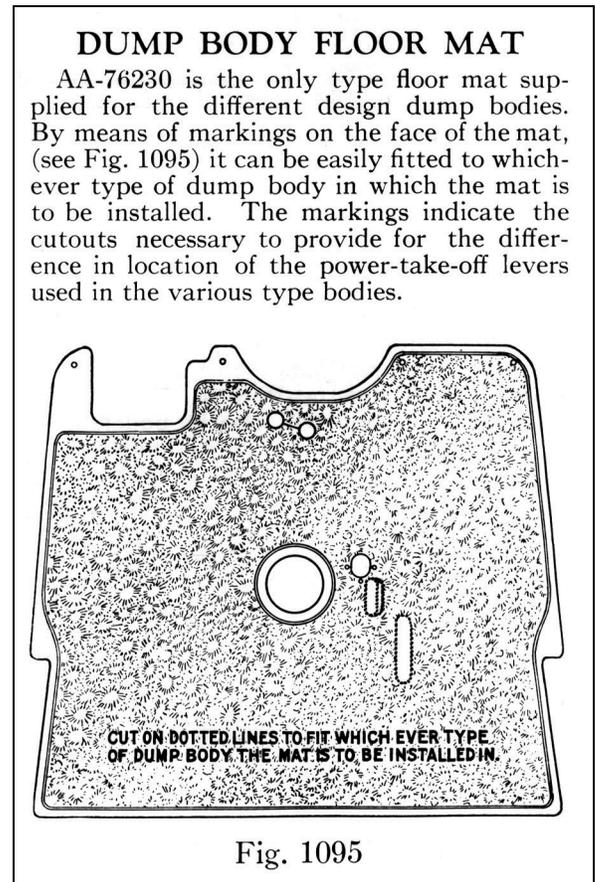


Figure 11 – January 1931 (page 534) Ford Service Bulletins



	B1	AA-35145			Board (floor) #1 assembly
	B2	A-35146			Board (floor) #2 assembly w/e brake on left side
	B	A-35130	1/01/28	PPL	Board (floor) #1 assembly
	B	A-35130	10/01/28	PPL	Board (floor) #1 assembly
x	B1	A-35145	12/01/28		Board (floor) #1 assembly
x	B2	A-35146-B	12/01/28		Board (floor) #2 assembly w/e brake in center
x	O	A-35120	12/01/28		Button (floor board turn)
x	M	AA-82161-B	12/01/28	392	Mat (floor) - AA w/dual high; w/e brake in center
x	M	AA-82161-AR	12/01/28	392	Mat (floor) - AA w/dual high; w/e brake on left
x	M	A-35230-B	12/01/28	392	Mat (floor) - w/e brake in center; wo/dual high
x	M	A-35230-AR	12/01/28	392	Mat (floor) - w/e brake on left; wo/dual high
x	S1	A-35246-R	12/01/28		Pad (floor mat weather)
x	S1	A-35121	12/01/28		Pad (floor weather) assembly - lower
x	S1	A-35123	12/01/28		Pad (floor weather) assembly - upper
x	P1	A-35226	12/01/28		Pad (gear shift and emergency brake lever weather) and plate assembly
x	P	A-35239-R	12/01/28		Pad (weather) for hand brake lever
x	X1	A-35150	12/01/28		Plate (floor board battery) assembly – 4-1/8” wide
x	P3	A-35220-R	12/01/28		Plate (floor board clutch) assembly
x	P3	A-35245-B	12/01/28		Plate (floor board emergency lever) – w/center lever – 7-5/8” wide
x	O	A-35170	12/01/28		Strip (floor board weather)
x	O	A-35244	12/01/28		Washer (floor board #1 accelerator)
x	O	A-35148-R	12/01/28		Washer (floor board #2 gear shift)
	B1	AA-35145	11/15/29		Board (floor) #1 assembly
	B2	AA-82162	11/15/29		Board (floor) #2 assembly w/4-speed
	B2	A-35146-C	11/15/29		Board (floor) #2 assembly w/e brake on right side
x	O	A-35120	11/15/29		Button (floor board turn)
x	M	A-35230-C	11/15/29		Mat (floor)
x	M	A-35230-BR	11/15/29		Mat (floor) - w/e brake in center; wo/dual high
x	M	A-35230-AR	11/15/29		Mat (floor) - w/e brake on left; wo/dual high
x	S1	A-35246-R	11/15/29		Pad (floor mat weather)
x	S1	A-35121	11/15/29		Pad (floor weather) assembly - lower
x	S1	A-35123	11/15/29		Pad (floor weather) assembly - upper
x	P	A-35239-R	11/15/29		Pad (weather) for hand brake lever
	X2	A-35150-B	11/15/29		Plate (floor battery) assembly – 5-1/4” wide
x	X1	A-35150-AR	11/15/29		Plate (floor board battery) assembly – 4-1/8” wide
x	P3	A-35220-R	11/15/29		Plate (floor board clutch) assembly
	P4	A-35245-C	11/15/29		Plate (floor board emergency lever plate – w/right lever – 8-5/8” wide
x	P3	A-35245-BR	11/15/29		Plate (floor board emergency lever) – w/center lever – 7-5/8” wide
x	O	A-35170	11/15/29		Strip (floor board weather)
x	O	A-35244	11/15/29		Washer (floor board #1 accelerator)
x	O	A-35148-R	11/15/29		Washer (floor board #2 gear shift)
	B1	A-35145	08/30		Board (floor) #1 assembly all A
	B2	A-82162	08/30		Floor board #2 assembly w/4-speed
	P6	A-82245	08/30		Floor board emergency lever plate – A & AA w/4-speed
	B1	AA-35145	08/30		Floor board #1 assembly all AA
	B1	A-35130-A	04/32		Floor board #1 assembly all A
	B2	A-35131-D	04/32		Floor board #2 assembly all A
	B1	AA-35130	04/32		Floor board #1 assembly all AA

B2	AA-82160-C	04/32		Floor board #2 assembly all AA
F1				Foot rest base – 4 screws
F2				Foot rest base – 3 screws
P2	?-35245-B		281	Floor board emergency lever plate (service only)
P1	A-35220		248	Floor board clutch plate
M	A-35230-C		392	Floor mat - w/e brake on right
M	A-35230-D		569	Floor mat ???
M	A-35230-ER		569	Floor mat – service replacement
M	A-55230-C		569	Floor mat ???
M	AA-76230		534	Floor mat -
M	AA-82161-C		392	Floor mat - AA w/dual high; w/e brake on right
B2	AA-82162-AR		392	Floor board #2 assembly w/dual high w/hand brake on left side
B2	AA-82162-BR		392	Floor board #2 assembly w/dual high w/hand brake in center
P5	AA-82245??			Floor board emergency lever plate – AA w/4-speed