

1941, 1946-1948 Fords...



...a few different things

By Mark Kicsak

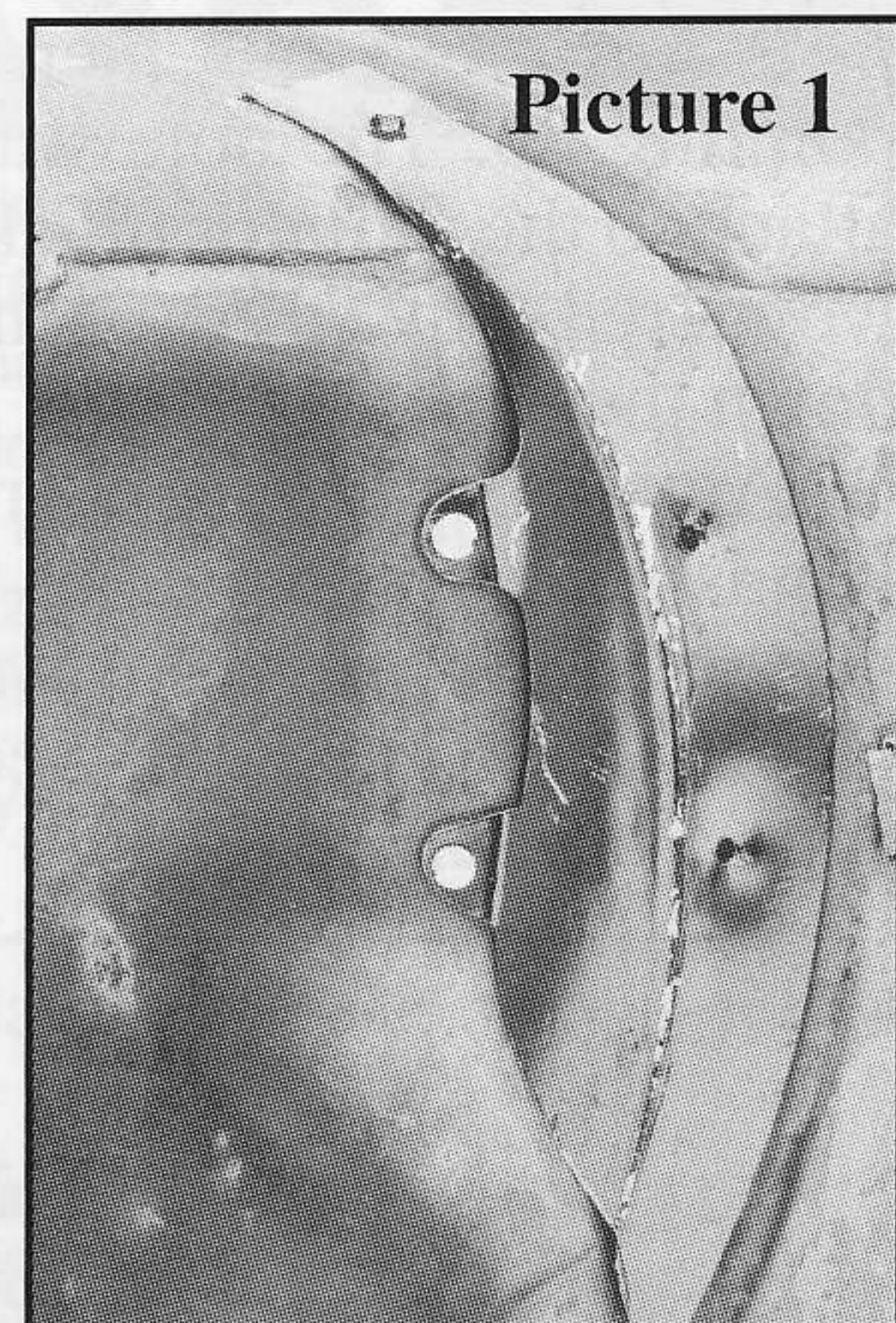
I would like to begin by thanking all those who called or wrote to compliment me on the article that appeared in the July/August 2007 V-8 TIMES concerning differences among 1941 Fords. I appreciate your kind words.

I recently purchased a 1941 Ford Tudor which has the cowl extensions referred to in the previous article.

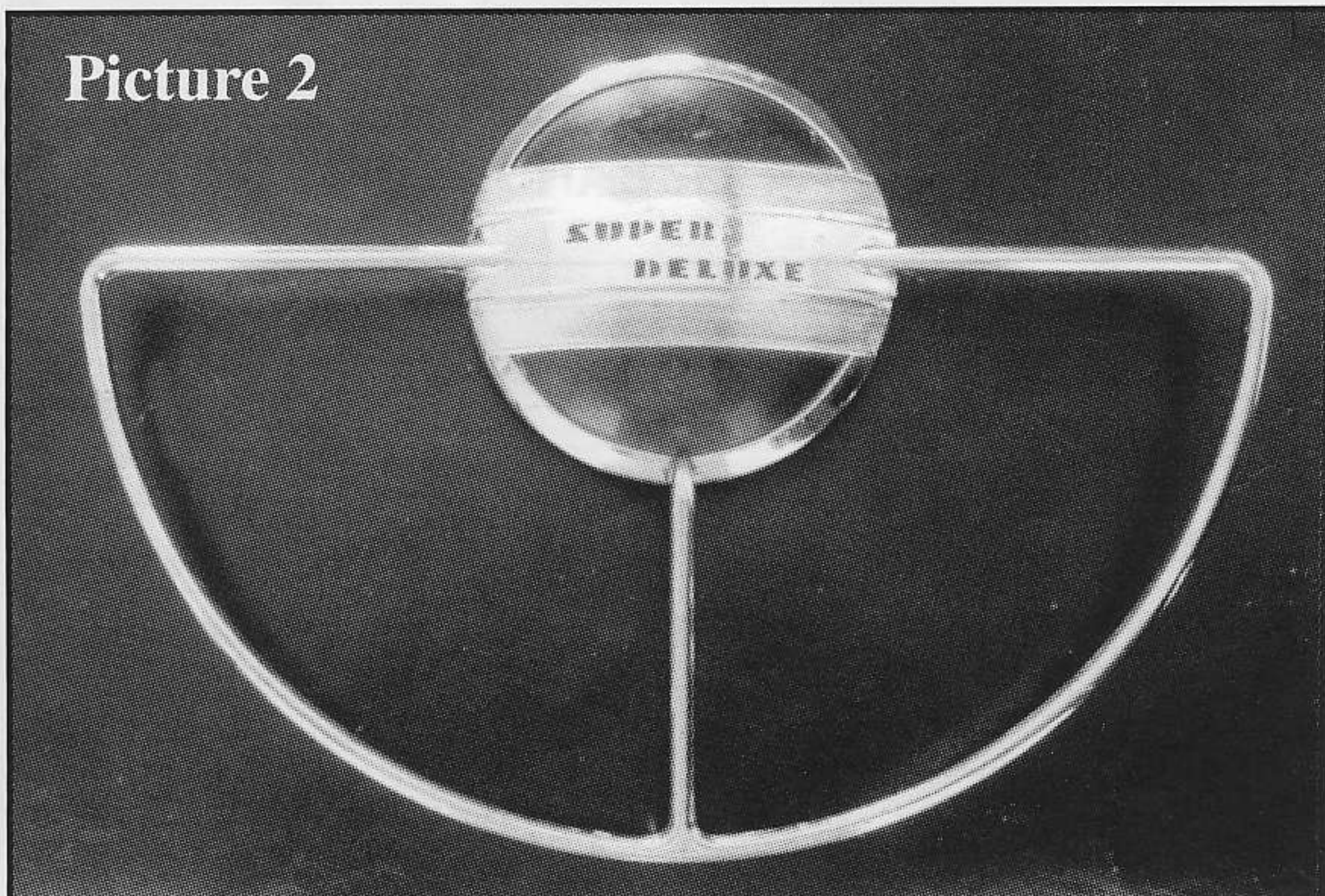
Picture #1 of the left side shows the three screws that attach it to the car. The upper screw is also used to hold the cowl lace.

Picture #2 shows a Super Deluxe horn ring. Notice the middle spoke and compare it to the one in **Picture #2A**. Looks like Ford attempted to remedy a problem with broken spokes by strengthening the area at the base.

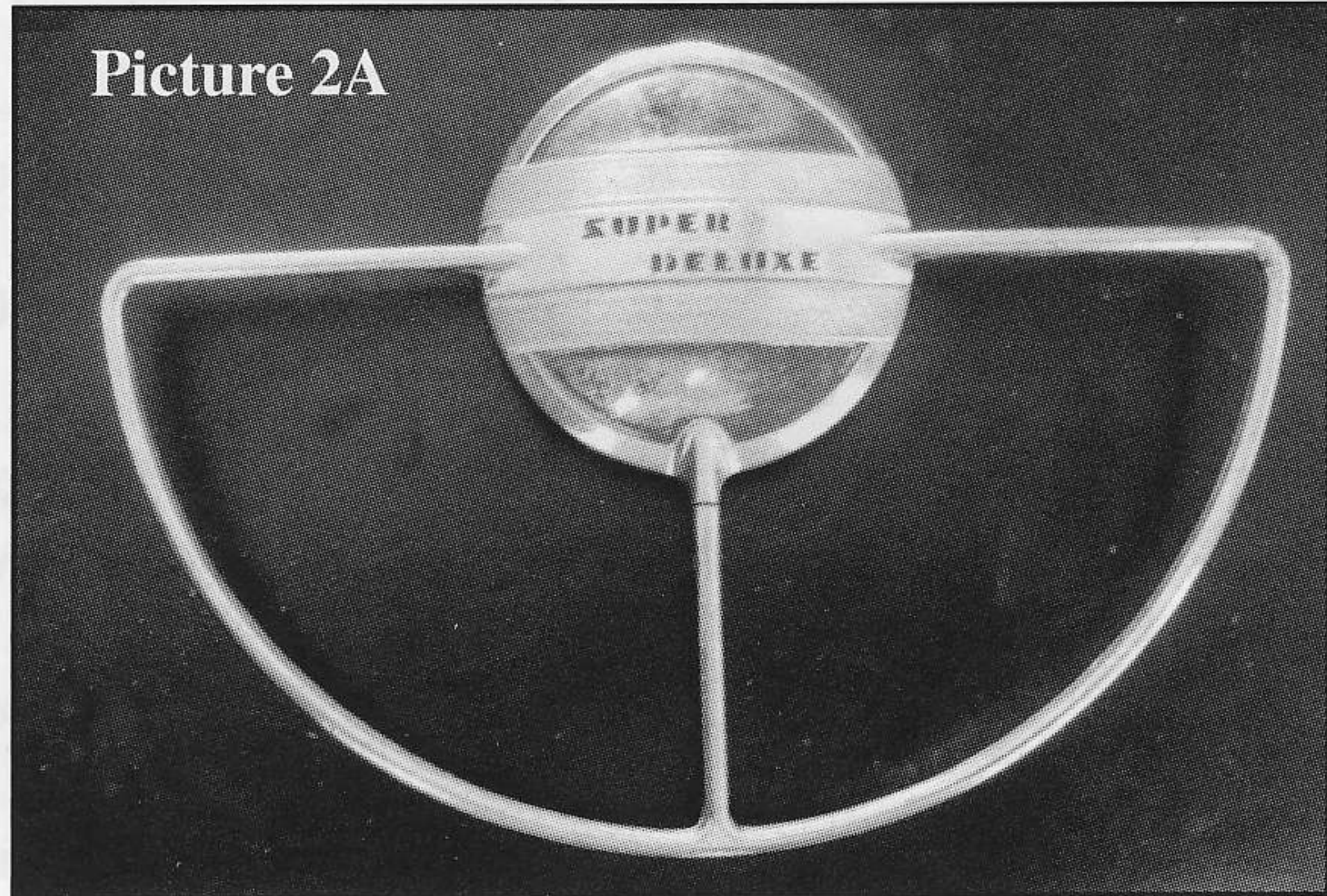
Both of these rings have cracked center spokes. It is easier to spot on the improved version.

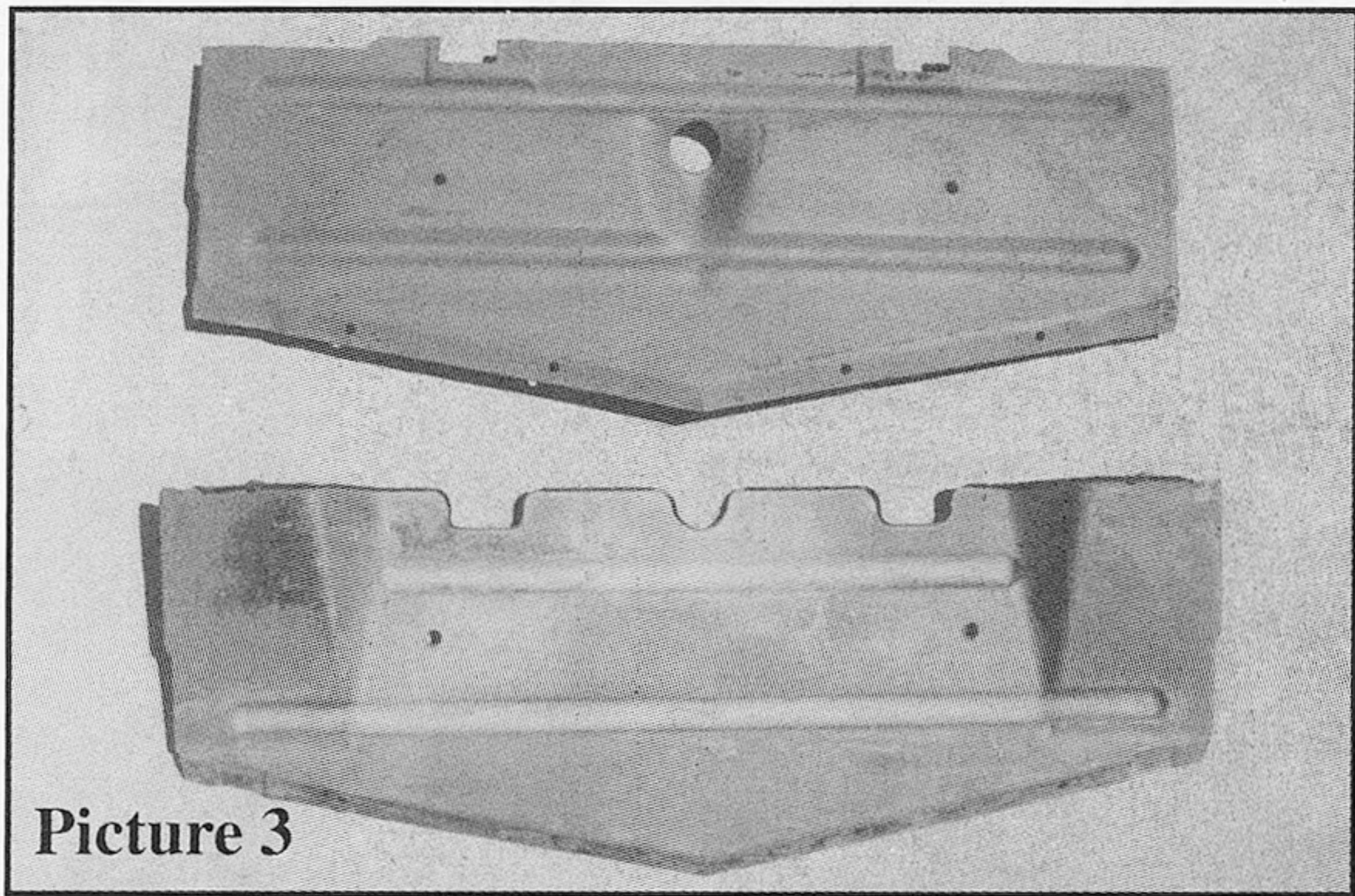


Picture 2



Picture 2A





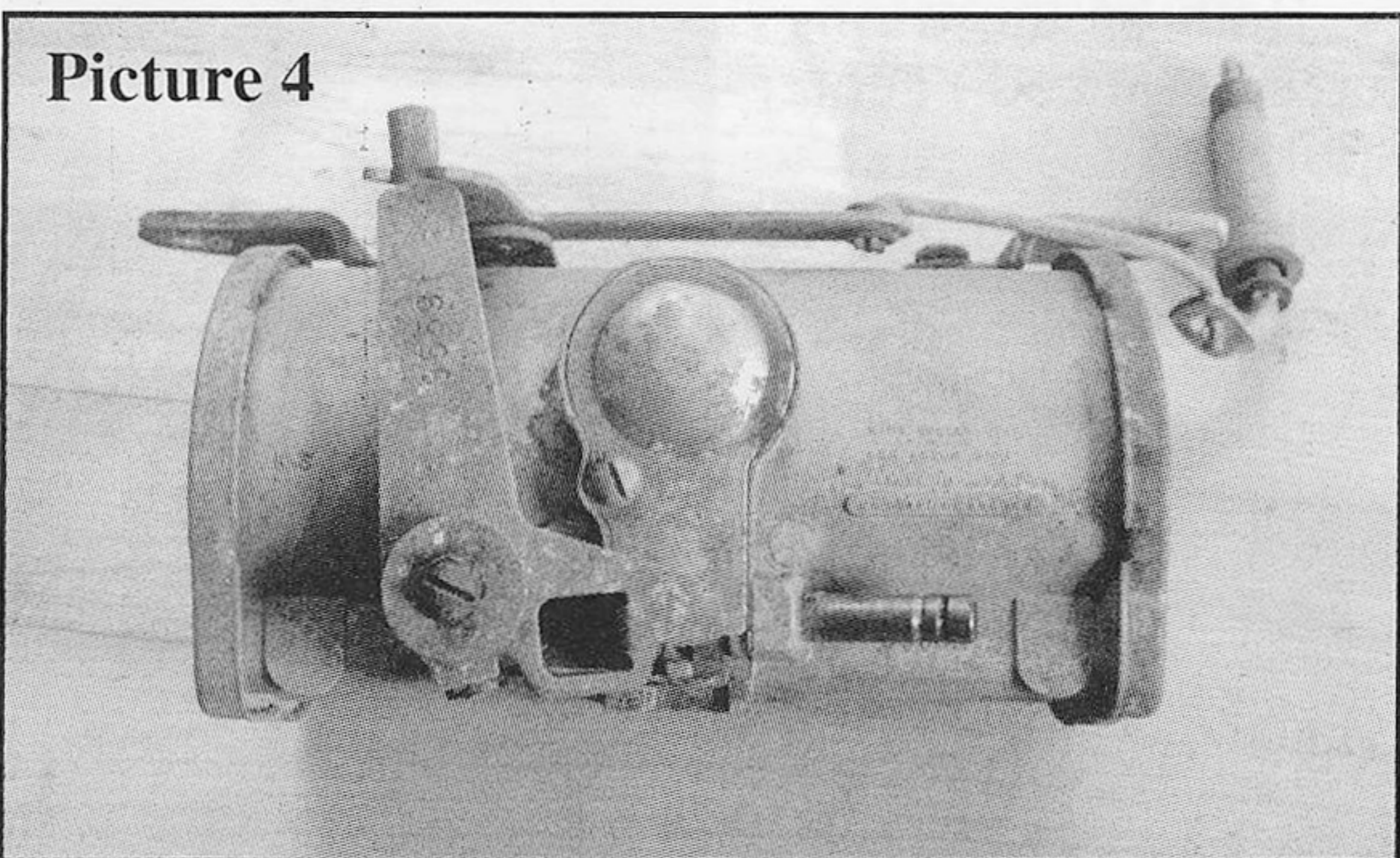
Picture 3

My knowledge base comes mostly from the disassembly of 1941-1948 Fords over the last 30 years. Woodies and Convertibles are seldom offered as parts cars, consequently my experience with them is limited. I have not had enough 1942 Fords to base sound opinions except to say that some early 1942s came with 1941 Super DeLuxe bumpers.

Picture #3 shows two radiator to grill shields, 51A-8208. The one at the top is common to all 1946-48 V-8s. The one at the bottom is for a V-8 as the length and width are the same as the one above. **Picture #3A** shows the uncommon pan mounted in a 1946, Tudor.

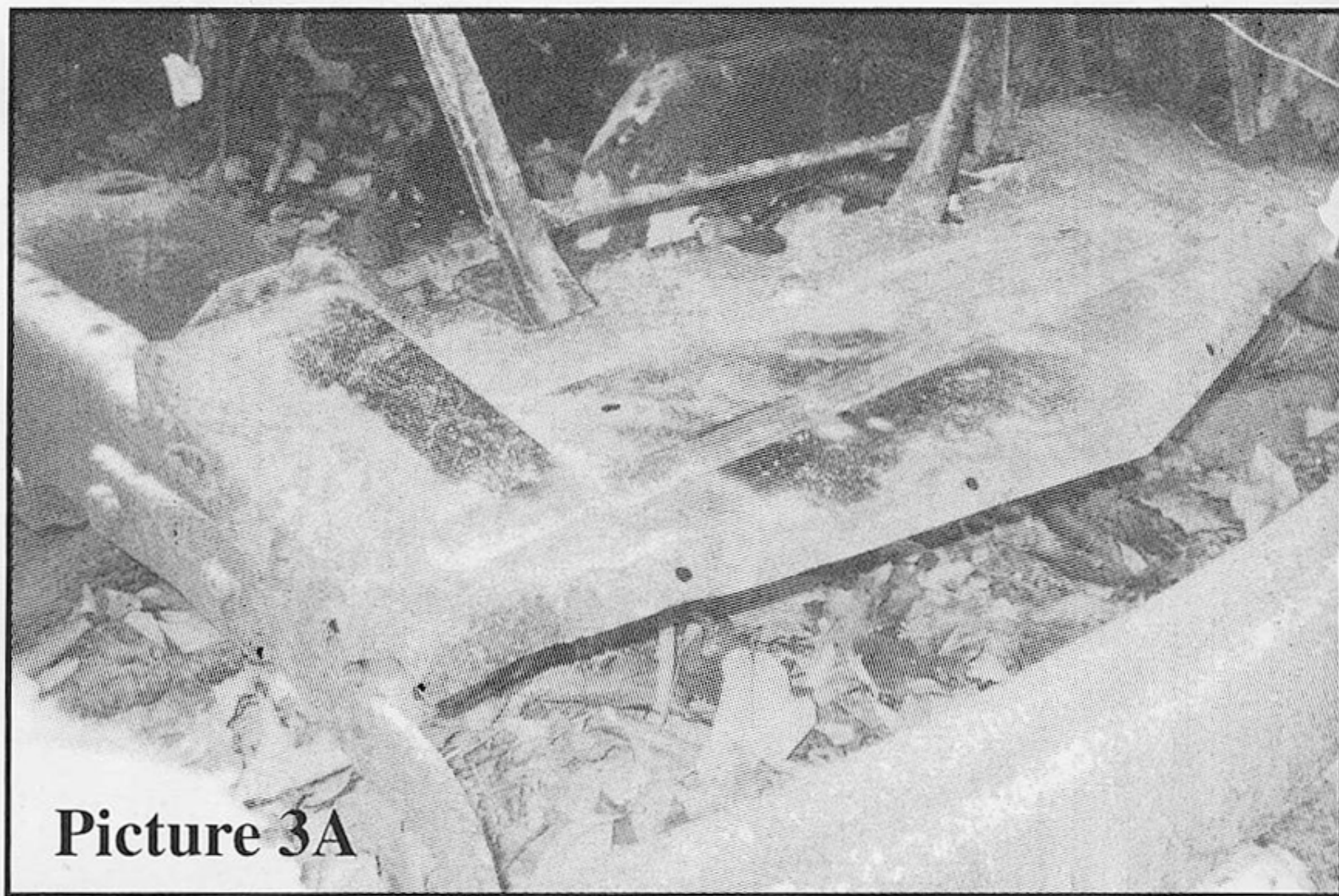
The part that puzzles me is this is not an early car as there is no toolbox in the trunk and the front stone deflector was a one-piece design. The part looks too well made to be aftermarket. Notice also in **Picture #3A** that there is a tab at 90 degrees, pointing up. The hole was to allow for a bolt to attach to the radiator bracket, 51A-16141-B. I had wondered why some of these brackets had a hole down there.

Anyone who has ever worked on 1946 Ford windshield wipers knows they used Trico vacuum motors. Another motor was used as well but it is rare to find one. King-Seeley made it and one is shown in **Picture #4**.

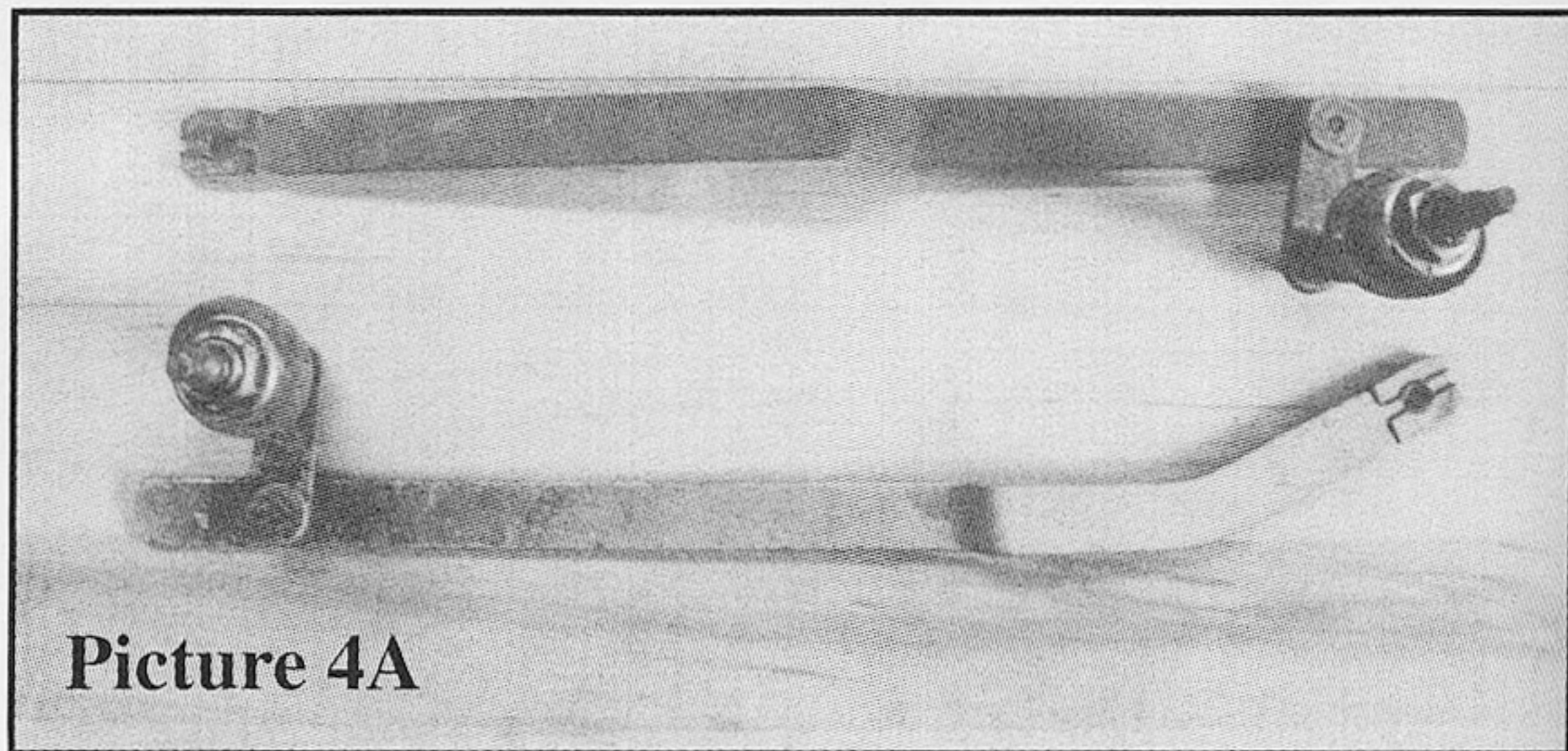


Picture 4

The power is transmitted through arms that are different than Trico and attach to the motor with individual clips rather than one. **Picture #4A** is of the arms. There is an illustration of both the Trico and King-Seeley assemblies on page 437 of the FORD AND MERCURY PARTS BOOK of Janu-



Picture 3A



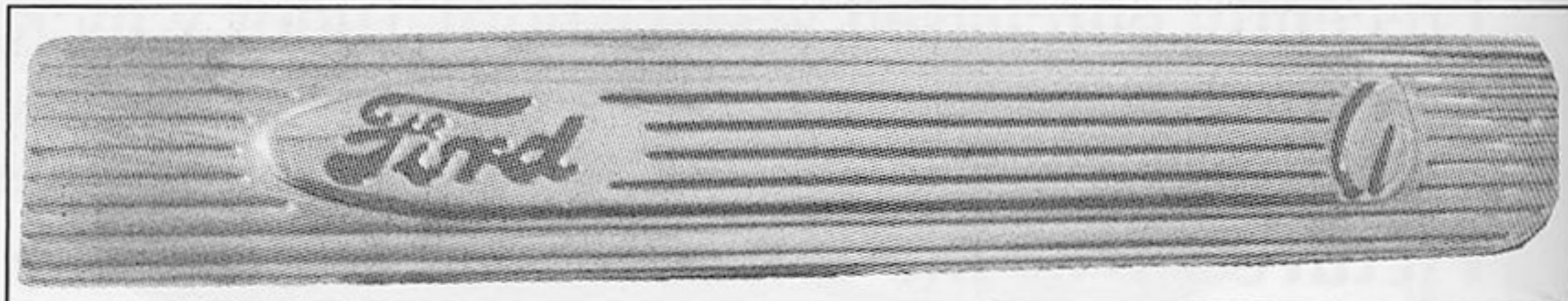
Picture 4A

ary 1946. The GREEN BIBLE as it has come to be known only shows the Trico.

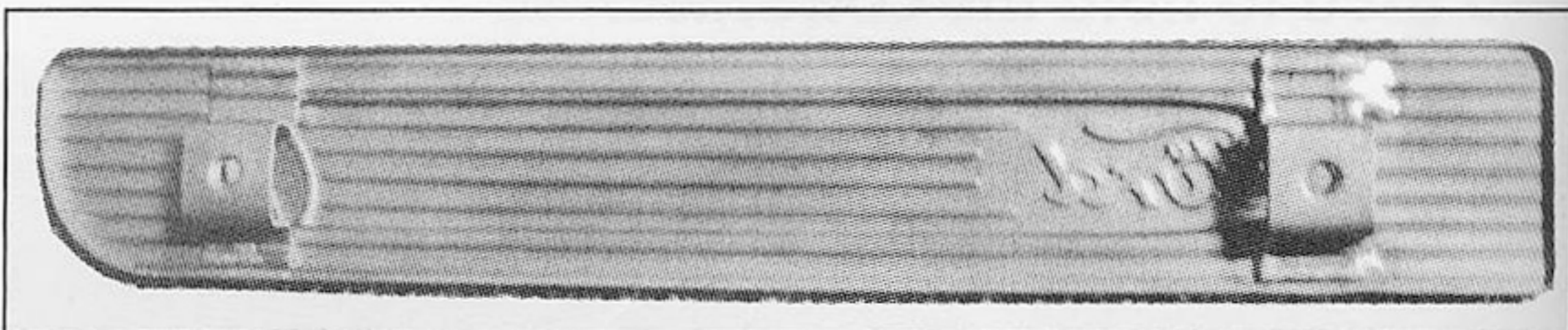
Several years ago I had a 1946 Five-Passenger Coupe, which had many unusual features. Among them was the trim on the glove box door. The commonly seen part was stamped of stainless steel with Ford script and either a "6" or an "8" to denote what engine was in the car. **Picture #5** and **Picture #5A** show front and back of the more common variety.

Picture #6 is the front of an 8-cylinder piece. **Picture #6A** is the back. Observe that the trim is not stamped with the Ford script or the "8."

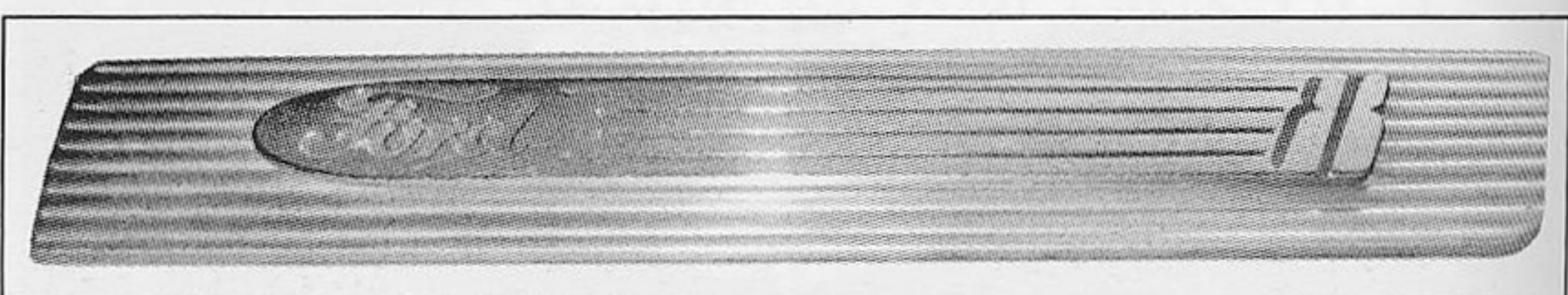
Picture #7 shows the same thing only for a 6-cylinder. **Picture #7A** is the reverse side. The clips, which allowed attachment to the glove box



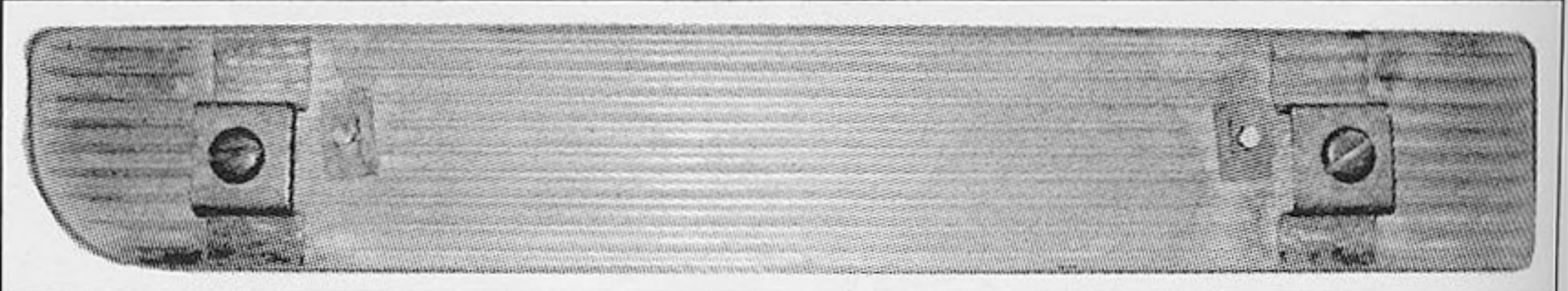
Picture 5



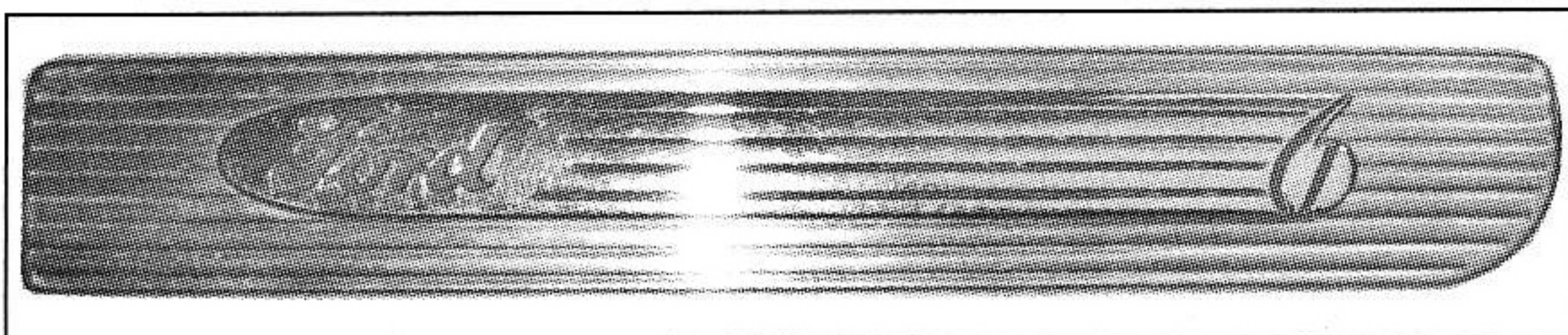
Picture 5A



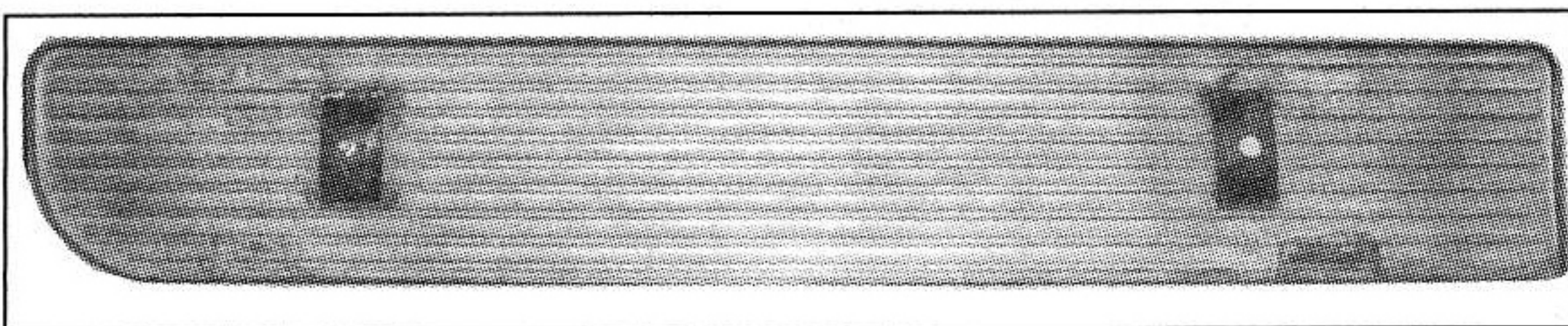
Picture 6



Picture 6A



Picture 7



Picture 7A

door, are gone. For the sake of this discussion it serves better to illustrate the two push clips, which hold the separate piece to the front. That distinct part of the trim in both **Pictures #6 and #7** is made of zinc die-cast (commonly known as pot metal) and was chrome plated.

The trim on my '46 was like the one in **Picture #6**. I suspect that a bean counter got after engineering at Ford to make the change as a cost reduction. Small as it may seem, even fractions of pennies add up to lots of money when hundreds of thousands of parts are being produced.

At a previous place of employment, one of my assignments was to instruct Industrial Pneumatics. I recall at one point telling my students to save the cost of sleep aids if they were having problems.

I would be glad to give a dissertation on solenoid operated, five-ported, four-way control valves and their applications.

I sincerely hope this text did not have the same effect on my fellow V-8ers.

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