

Overview of Attached Nut/Bolt/Screw Installation

Please use these cover documents as a guide to use pages 1 to 8 of the drawings. Please use this and the drawings to check the different plastic bagged kits. I tried to count correctly, but I had a lot of bags to fill.

Finishes: I tried to get original finishes whenever possible, but with the size, look, and thread the priorities I had to compromise.

Low Carbon...clear lacquer will make them rustless. ... Assume this is what is called plain or Raven by Ford ... lacking any more info like a stainless or nickel specification I assume Ford would have done the lowest cost part .

Stainless for replacement of low carbon ... the large flathead slotted screws in the correct thread for the A and B pillar could only be found at a marine fastener company in RI.... the extra thick 5/16 lock washers are in SS because only material with the correct dimensions ... so paint black to look like oiled low carbon.

Stainless to replace nickel ... In the long oval head bolt for the door latch a couple of other parts ... only available in SS so buff and perhaps coat with clear lacquer make them look like nickel.

Nickel plated...when ever possible got them in nickel on steel ... I think I avoided nickel on brass.

Chrome plated ... could only find the right size in England ... they are chrome on brass.

[In the text below a bracket bold type entry are parts on order and will be sent by me once I receive them...so they are not in this bulk shipment)

Circle Numbers: 1-2-3-4 Page 1 of 8

All parts correct low carbon 5/16-25 hex bolts and steel correct TEEs. I have an original cast assembly for the windshield mount, thus the square bar measurements are off my original piece.

My original windshield mount 5/8-18 had a 7/8 hex head and not the standard 15/16 inch. I have inputs from two 34 roadster owners that theirs are 15/16. SOOOO... mine must be a start of or end of production "use up the stock". Fordbolt.com has the 5/8-18 and lock washer with a 15/16 inch hex head. I enclosed a correct thin flat washer if yours is 7/8 inch hex but not the bolt or washer. Flat washer not used with the 15/16 inch hex head.

Compromise is the lock washers for the 5/16-24 bolts... to get correct OEM dimensions had to use stainless steel washers.

The 3 inch long screws that anchor the door latch to the windshield casting... some say oval head, some say flat head. I supplied both so you can select ... my best guess is oval. I could not get nickel but could get stainless steel oval head. The flat head is zinc... if you want a flathead in stainless contact me.

The length of all bolts and screws off an original sample with one exception: circle 2 which is based on my repro wood thickness, so it is my best guess

Circle Numbers: 5-12-13-14 Page 2 of 8

All parts correct low carbon 5/16-24 hex bolts and steel correct TEEs. The 5/16-24 flat head machine screws are impossible to find...could only get them in stainless steel.

Note... two sources of 34 roadsters indicate that NO nails used on the TEEs to anchor to A pillar in the wood. In that wood shrinks the small bumps on the TEE to dig into the wood will eventually allow the TEEs to spin. So I will use nails to anchor.

The length of all bolts and screws off an original sample.

Circle Numbers: 8-9-10-11 Page 2 of 8

The 5/16-24 flat head machine screws are impossible to find...could only get them in stainless steel. The TEEs are correct steel.

The length of all bolts and screws off an original sample. My repro wood indicated the 8-9-10 being 1 ½ inches long may be a little short. The original was 1 ½ inches, so I supplied enough to cover. I included some additional longer flathead screws just in case you need them.

Note... One source of 34 roadster indicate that nails WERE used on the TEEs to anchor cashing to B pillar wood. In that wood shrinks the small bumps on the TEE to dig into the wood will eventually allow the TEEs to spin without the nails. Two nails per TEE.

Circle Numbers: 15-16-17-18 Page 3 of 8

All bolt parts correct low carbon 5/16-24 hex.

Compromise is the lock washers for the 5/16-24 bolts... to get correct OEM dimensions had to use stainless steel washers.

Flat washers and nuts for 5/16 could only be found in zinc.

The lengths of the bolts are a guessimate on my part.

Length of $\frac{3}{4}$ inch for the round head 10-24 for the check strap (circle 18) is correct OEM but I could only find in zinc and not in steel. NOTE.... closed cars are $\frac{7}{8}$ inches in 10-32.

Note: The two 5/16-24 bolts on the side that screws into the tapped holes of the B pillar casting. One source of 34 roadster indicates that only one bolt installed due to interference with wood. So incase you notch the wood to install two on each side four were enclosed.

Circle Numbers: 19-20-21-22-23-24 Page 4 of 8

All $\frac{1}{4}$ -20 oval head machine screw parts correct OEM thread nickel plated and correct steel TEEs. The repro kits provide nickel but are the wrong thread size. The round TEEs in repro kits are the wrong bayonet style with wrong thread. The round TEE from Fordbolt.com is correct thread BUT the TEE does not have the three small bumps, they only have the three holes. The round TEEs found are correct all respects, thread, holes, and small bumps.

The TEEs used on the middle and rear bows are not the round TEE style that Fordbolt.com and the repro provide. The correct TEE is $\frac{1}{4}$ -20 that is straight on each side (called a slab TEE). Enclosed are the correct style and thread size in steel ... of course.

Note... A couple of s source of 34 roadster indicate that nails WERE used on the TEEs to anchor in the wood. In that wood shrinks the small bumps on the TEE to dig into the wood will eventually allow the TEEs to spin without the nails. Two nails per TEE.

The nickel plated #12 wood screws are nickel plated steel. The 1 inch length is per OEM, but on my repo bow it appears than a longer one can be used on the middle bow, so I also included some 1 $\frac{1}{4}$ inch longs screws if needed.

Circle Numbers: 25-26-31-35-30-29 Page 5 of 8

All wood screw parts correct OEM nickel plated.

Circle 30 & 27 is in zinc because I had a supply.

Note: the #10 screws provided are nickel on steel. I also have a box of nickel plated on brass if you are interested ... let me know.

The 10-32 machine screws (Circle 29) could only be found in stainless steel and not nickel plated.

The lengths and sizes of the screw are all OEM correct from a 34 roadster.

Circle Numbers: 32-34-38 Page 6 of 8

Circle 32 wood screw parts zinc plated ... I assume the OEM may have been just steel but I had a supply of zinc.

Circle 34 is assumed to be nickel as a guess because all other roadster seems to be nickel.

Circle 38 enclosed is nickel plated 10-32... the length is my guessimate but I think I am 99% correct. This part may have been in chrome (the windshield and wiper is in chrome). **[I have chrome pieces on order will send later]**

Metal plate in Door Page 6 of 8

There is a 19 gauge metal plate installed on the bottom door wood (between the wood and other skin. The dimensions and the mounting holes are listed on this page. It is used to provide a structure for the bottom door skin edge can be crimped around. I do not know the size and type of screw used to attach to the wood. The dimensions are off of an original rusted part. The two "not sure" notes are because a mounting holes would make sense BUT the rust was to extensive to give a clear confirmation.

Except as noted above: The lengths and sizes of the screw are all OEM correct from a 34 roadster.

Circle Numbers 33-37-39 Page 7 of 8

All parts correct low carbon 1/4-20 carriage bolts, and steel correct lock washers and steel square nuts. The length of all bolts off an original OEM 34 roadster.

The length of the brackets attached to floor pan (here and circle 39 page 8) are round head machine screw of 1/4-20 1/2 inch is per Bill Monzo (Circle 39) ... found in zinc. I have pixs that these may be in hex cap **[Hex on order will ship later].**

The wood screws used in the center of the package tray could be either #10 or #12 to fit the counter sunk pattern in the metal package straps. I enclosed both in

zinc. The #10 - 3/4 inch long screw may be two long, BUT could not find 5/8 inch ...so you will have to cut.

Fordbolt.com provides two kits that supply what they claim is correct truss head slotted instead of carriage bolts. The truss thread size, screw length, lock washers, square nuts are the same as the carriage bolts. BUT my best info is that they were carriage bolts. If you want the truss headed screw the Fordbolt.com part number is R96-08 and R96-09, see note on drawing page..

Circle Numbers 36-37-38-39 Page 8 of 8

For the front trim piece (actual two ...on each side of the wiper shaft) no wood screws supplied in this shipment (Circle 37). **[I have #8 - 1 1/4 inches in chrome and nickel on order...will ship later]**

The size and length of the carriage bolts (Circle 36) used on the wood riser is my quessimate. I assume that the carriage bolt style was used because the package tray and wood front seat frame was all carriage bolts. The length is reflected of my repro wood, so I sent 2 2/12 inch long in low carbon and you cut to use. The lock washer and square nut are in steel and mimic was used on the package tray and wood front seat frame. The use of a flat washer is also a guess on my part.

The 1/4-20 round head slotted machine screw, lock washer, and nut used on the front "L" bracket on the front seat riser wood (Circle 39) is a guess on my part. I assumed that if the center iron on the bracket for the front seat back frame used this size and style so it makes sense that also the front riser. The use of a flat washer is also a guess on my part. The screw that goes into the wood riser is my guess of #12 – 1 inch steel which is not included..... **[I have #12 – 1 inch in steel on order...will ship later]**

For seat reinforcement plates on the backside of the wood frame (Circle 38) no wood screws supplied. **[I have #10 – 3/4 inches in steel on order...will ship later]**

The half moon trim (Circle 38) that hold the rubber that surround the wiper shaft. I enclosed #6 5/8 inches and # 5 -1 inches slotted roundhead nickel plated enclosed as my guess. I believe these slotted roundhead may be correct BUT just in case **[I have #6 – 1 inch in chrome and nickel on order...will ship later]...Update It appears that #5 1/2 inch is OEM.**

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Nickel Versus Chrome... I could never get an OEM part confirmation for the plating for the items listed below. The top irons are chrome and the screws are nickel I was able to confirm this. So I have history that nickel screws are used with chrome ... I have confirmation that on the roadster other trim screws are in nickel. But for the following screws used to attach items that are chrome (wiper motor, wiper half moon trim, and front trim pieces along the front wood header) I have no confirmation. So listed below are the nickel plated screws and chrome plated screws I have sent or are enclosed with this letter. If you find more detailed info than below...please let me know.

Update to: Circle Numbers: 32-34-38 Page 6 of 8

Circle 38 sent before is nickel plated 10-32 to mount the wiper motor... the length is my guessimate but I think I am 99% correct. **Enclosed is the chrome version**

Update to: Circle Numbers 33-37-39 Page 7 of 8 and Circle 39 page 8 of 8

Circle 39 sent were round head machine screw of 1/4-20 1/2 inch per Bill Monzo (Circle 39). I have seen some pixs that it may be hex cap. **So enclosed is 1/4-20 hex cap. In the original shipment I sent round head screw with lock washers, and square nuts (the square nuts were sent because the adjacent carriage bolts use square nut). As noted below the mounting for the rumble seat latch is the round head machine screw of 1/4-20 1/2 inch AND hex nuts are used. So my concern is the nuts for the front seat mounts use hex nuts like the rumble latch. So enclosed are hex bolts and hex nuts for the seat mounts. I was able to get them on black oxide to match OEM parts.**

Update to: Circle Numbers 36-37-38-39 Page 8 of 8

For the front trim piece **Circle 37** (actual two ...on each side of the wiper shaft)...enclosed are **oval slotted #8 - 1 1/4 inches in chrome and nickel. The length is my guess ...could not find a good top source with original screws.**

The screw **Circle 39** that goes into the wood riser is my guess of #12 – 1 inch could not find an OEM floor.. **Encloses is Round head slotted #12 – 1 inch in steel wood screw.**

The screws **Circle 38** that attach seat reinforcement plates on the backside of the wood frame are my guess. The wood I have from Brad is thick enough for the

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$\frac{3}{4}$ inch length and I believe the repro wood is correct duplicate of original no wood screws supplied. The repro plates from Bob Monzo indicated the screw shaft diameter to be #10. **So enclosed is slotted flathead #10 – $\frac{3}{4}$ inches in steel which is the best information and guess I have on hand. BUT that is my best information, I would think that round head is more appropriate, but only info I had was that they are flathead.**

Circle 38 for the half moon trim that holds the rubber to cover wiper shaft. I. I had to rely on sizing the head from pictures. I could not find out the OEM length. So the sizes provided are my best guess AND in some cases the only lengths I could find. I sent a #6 $\frac{5}{8}$ inch nickel plated in the first batch. After thinking about it I decided to get one additional nickel size which is **enclosed is round headed slotted #5 x1 in nickel. I also finally found some chrome, so enclosed # 6 x $\frac{3}{4}$ inch and #5 x 1 $\frac{1}{4}$ inch in chrome (only length available for the screw size. As I mentioned I do not know OEM screw length so do harm no foul). These are US sourced... if you find the OEM size that is not these let me know...I have couple of EXPENSIVE chrome sources in England that I can try if the chrome one set are the wrong size.**

NEW NUMBER Circle 40

This is the mounting for the latch for the rumble seat lid. The mounting is round head slotted $\frac{1}{4}$ -20 $\frac{1}{2}$ screw and lock washer and hex nut. I could only get the screw in zinc, but I was able to get the lock washer and nut in black.

See drawing on next page marked

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Picture