

# Early Ford Serial Numbers

For Cars and Trucks Manufactured for the USA Market from 1932 to 1953

Model Year	Make and Engine	Passenger Car Model <small>(note a)</small>	First Serial Number <small>(See note B below)</small>
1932	V8	18	18- 001 to 18- 203,126
1933	V8	40	18- 203,127 to 18- 457,477
1934	V8	40	18- 457,478 to 18-1,234,356
1935	V8	48	18-1,234,357 to 18-2,207,110
1936	Ford V8 Linc-Zephyr V12	68 901	18-2,207,111 to 18-3,331,856 H-1 to H-15,549
1937	Ford V8 - 60hp Ford V8 - 85hp Linc-Zephyr V12	74 78 HB	54- 6,602 to 54- 358,334 18-3,331,857 to 18-4,186,446 H-15,550 to H-45,529
1938	Ford V8 - 60hp Ford V8 - 85hp Linc-Zephyr V12	82A 81A 86H	54- 358,335 18-4,186,447 to 18-4,661,000 <sup>(f)</sup> H-45,530 to H-64,640
1939	Ford V8 - 60hp Ford V8 - 85hp Mercury V8 - 90hp Linc-Zephyr V12	922A 91A 99A 96H	Continued from 1938 to 54-506,500 <sup>(d)</sup> 18-4,661,001 to 18-5,210,700 <sup>(e)</sup> 99- 001 to 99-101,700 H-64,641 to H-85,640
1940	Ford V8 - 60hp Ford V8 - 85hp Mercury V8 - 90hp Linc-Zephyr V12	022A 01A 09A 06H	54-0,506,501 to end <sup>(g)</sup> 18-5,210,701 to 18-5,896,294 99A-101,701 to 99A-257,100 H-85,641 to H-107,687
1941	Ford V8 - 90hp Ford 6 - 90hp Mercury V8 - 95hp Linc-Zephyr V12	11A 1GA 19A 16H	18-5,896,295 to 18-6,769,035 1GA-000,001 to 1GA-034,800 99A-257,101 to 99A-466,700 H-107,688 to H-129,690
1942	Ford V8 - 90hp Ford 6 - 90hp Mercury V8 - 100hp Linc-Zephyr V12	21A 2GA 29A 26H	18-6,769,036 to 18-6,925,898 1GA-034,801 to 1GA-227,523 99A-466,701 to 99A- H-129,691 to H-136,254
1946	Ford V8 - 100hp Ford 6 - 90hp Mercury V8 - 100hp Lincoln V12	69A 6GA 69M 66H	99A-650,280 to 99A-1,412,709 1GA-227,524 to 1GA- 326,417 99A-650,280 to 99A-1,412,709 H-136,255 to H-152,839 <sup>(k)</sup>

1947	Ford <b>V8</b> - 100hp Mercury <b>V8</b> - 100hp Ford <b>6</b> - 90hp (G) Ford <b>6</b> - 90hp (H) Lincoln <b>V12</b>	79A 79M 7GA ---- 76H	799A-1,412,708 to 799A-2,071,117 (i) 799A-1,412,708 to 799A-2,071,117 71GA- 326,418 to 71GA- 414,366 77HA- 0,512 to 77HA- 9,038 (c) 7H-152,840 to 7H-174,289
1948	Ford <b>V8</b> - 100hp Ford <b>6</b> - 90hp Mercury <b>V8</b> - 100hp Lincoln <b>V12</b>	89A 8GA 89M	899A-2,071,118 to 899A-2,374,315 87HA- 0,536 to 87HA- 073,901 (i) 899A-2,005,028 to 899A-2,374,315 8H-174,290 to 8H-
1949	Ford <b>V8</b> - 100hp Ford <b>6</b> - 95hp Mercury <b>V8</b> - 110hp	8BA 8HA 9CM	98BA-101 98HA-101 9CM -101
1950	Ford <b>V8</b> - 100hp Ford <b>6</b> - 95hp Mercury <b>V8</b> -	0BA 0HA 0CM	B0-100,001 (j) H0-100,001 50-100,001M
1951	Ford <b>V8</b> - 100hp Ford <b>6</b> - 95hp Mercury <b>V8</b> -	1BA 1HA 1CM	B1-100,001 (j) H1-100,001 51-100,001M
1952	Ford <b>V8</b> - 110hp Ford <b>6</b> - 101hp Mercury <b>V8</b> -	B2 A2 (All)	A2-100,001 (j) B2-100,001 52-100,001M
1953	Ford <b>V8</b> - 110hp Ford <b>6</b> - 101hp Mercury <b>V8</b> -	B3 A3 (All)	A3-100,001 (j) B3-100,001 53- 5,001H

37 184081189 coupe  
32 1800872 ebay

- 30 A-109744 cpe
- 31 A-397632 pickup
- 32 18-1845534 2 dr FL
- 32 18-1800765 2 dr deluxe 3 window coupe
- 32 18-1800872 2 dr
- 32 18-1746588 rdst
- 33 18-342889
- 34 18-127665 rdst
- 35 18-2012114 rdst

<b>Make:</b>	Ford
<b>Model:</b>	40
<b>Body Type:</b>	Roadster
<b>Year:</b>	1933
<b>Vehicle Ident. No. (VIN):</b>	18-342889

(a) The serialization applied to trucks and commercial vehicles using these Ford engines. They may have different serial prefixes, but would be inclusive within the serial ranges shown. In other words, passenger car totals must be combined with truck and commercial vehicles to arrive at total usage of the engine production numbers shown.

(b) The serial numbers were stamped on the vehicles without any commas or superfluous 0's (zeros). They have been shown here to help identify the general starting number. For instance, the first 1939 Mercury would have a "99-1" stamped as its serial number (rather than 99-001 as shown above).

(c) Ford changed production on October 3, 1947 from the G series to the new H series six cylinder engine. They started new serial numbers for the new engine.

(d) The available records do not show the beginning number for 1939 models with the 60hp V8 engine. According to the Early Ford V8 Club 1938-39 Ford reference book, Ford held up production of the 60hp engine for awhile due to overstock. They stopped building the engine at #54-468,967 on December 23, 1937 and did not resume production until April 20, 1939 with #54-476,288. "The Standard Catalog of Ford 1903-2003" gives production numbers of 38,197 coupes, 124,866 Tudors, unknown # of Fordors, and 3,277 Station Wagons with the 60hp V8 engines. No data for trucks and commercial vehicles with 60hp V8's is given, so the total number for 1939 is unknown.

(e) According to the same EFV8 Club reference book, the first model year 1939 production V8 (85hp) was #18-4,657,660 which was built Sept. 6, 1938. This conflicts with the "first" number listed above (a difference of 3,341 units).

(f) In the 1938 model year Ford changed from the 21 stud 85hp V8 to the 24 stud engine. The change occurred with #18-4,380,120 on November 24, 1937.

(g) Per "The Standard Catalog of Ford 1903-2003" total production of 1940 passenger vehicles with the 60hp V8 is 231,425 units (including coupes, Tudors, Fordors, & station wagons). This does not include additional totals of 60hp engines used in trucks and commercial vehicles.

(h) For more complete Data Plate decoding information on 1949 thru 1953 Ford cars, refer to the decoding chart. Additional letters between the beginning two digits (letter/number) and the rest of the serial number indicate the assembly plant location. Refer to the decoding chart.

(i) Letter from the Ford Motor Company to all Ford offices (dated Nov. 4, 1947): "Engine and model numbers for 1948 (Ford) cars - the lowest number used with 1948 prefixes for six-cylinder passenger car engines is 87HA-0536. Lowest number used with 1948 prefixes for V-8 passenger car engines is 899A-1984859. Due to inventory of engines at various assembly plants, some 1947 models will have higher numbers than the above. However, the prefix changes will definitely identify the 1948 models from the 1947 models." The serial numbering shown in the chart above reflects this numbering variance.

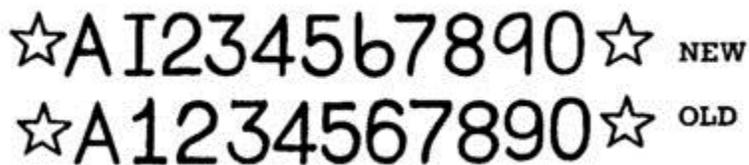
(j) On 1950 thru 1953 models (and beyond) any additional letters between the basic model letters and serial numbers denote the assembly plant.

(k) Production on L-Z prior to January 10, 1946 used the 1942 engines.

**Other:** From 1932 through 1948 vehicles, Ford Motor Company stamped the serial number into the top of the driver's side frame rail in three locations.

This same number was also stamped into the top of the transmission-to-engine housing portion of the transmission. This location was visible when the floorboard and transmission cover plate were removed ([click here for a picture example](#)). Of the frame-stamped serial numbers, only the forward-most stamping was visible when looking down into the engine compartment (located between the front crossmember and the dash (firewall)). The two other frame locations are visible only when the body is removed from the frame. The serial numbers were metal stamped with numbers/letters approximately 1/4" in height.

The number (including the prefixes shown) was always preceded by (and followed by) a stamped "star" similar to an asterisk. It is believed that this was done to prevent someone from fraudulently adding a digit to the beginning or ending of a serial number in order to alter its identification. From the [Ford Service Bulletins](#) there is a bulletin dated April 15, 1938 that refers to "Engine Numbers". The subject covers the use of the correct stamps when reconditioned cylinder assemblies are stamped by dealers. The bulletin goes on to say that the dealers should use the K.R. Wilson number A404B stamp set. The 1940 K.R. Wilson tool catalog shows the A404B stamp set of 11 stamps (numbers 0 thru 9 plus the "star"). The same catalog shows a new number A404 stamp set of three (just the **6** stamp, the **9** stamp, and the **I** stamp). The K.R. Wilson catalog states that "*The design of engine numbers has been changed to lessen the possibility of outside individuals attempting to change engine numbers. The figures I-6-9 have been changed. Dealers should immediately provide themselves with the new figures - One-Six-Nine. See Ford Service Bulletin, Subject No. 6000 (Engine) Page 22.*"



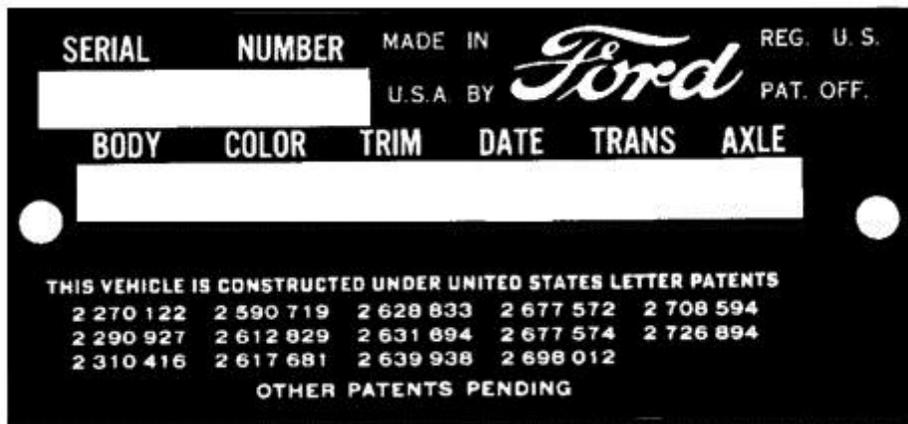
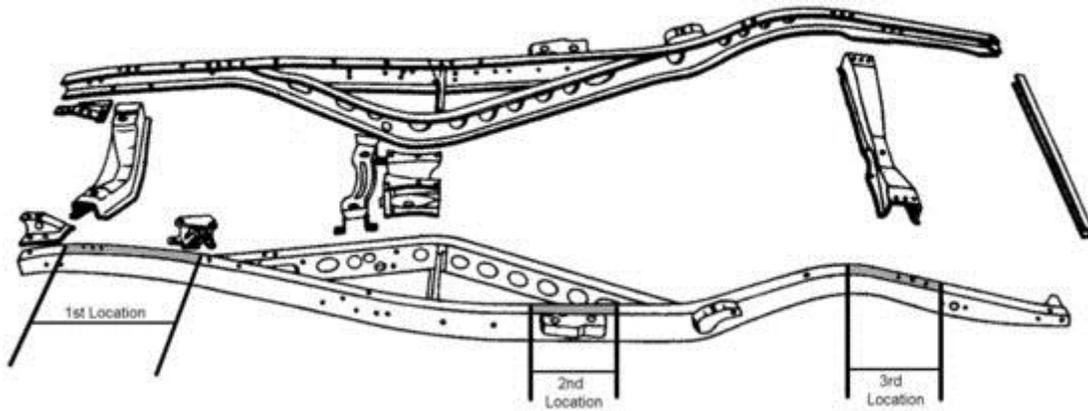
The diagram above is from the 1940 K.R. Wilson Catalog of Service Tools & Garage Equipment, and was included with the notes about the change in stamps. The primary differences were the numbers **6** and **9**, and the number **1** becoming more like a capital "i" in appearance.

On 1949 cars had a metal tag riveted to the firewall on the right (passenger side) side, very close to the right hood hinge. The serial number was also stamped into the right-front frame rail, just back of the radiator support. On 1950 cars the number was stamped on the dash panel (firewall) under the hood, just below the cowl, in fairly large digits. Also, in some assembly plants, the 49 style VIN tag was also riveted in the same as the 1949 cars. In 1951 the number was stamped in a plate which was mounted on the dash panel (firewall) under the hood. For early 1952 models the number was on a plate mounted on the right front door pillar post. The late '52 through '55 models (except '55 T-Bird) had the number on a plate on the left front door pillar post.

**Resources:** The information given in this chart is based on the data given in "MOTOR'S AUTO REPAIR MANUAL". Two versions were referenced: the 1935 to 48 book and the 1946 to 56 book. Also, "The 1938-39 Ford Book" published by the Early Ford V8 Club of America. Also, "The Standard Catalog of Ford 1903-2003" published by Krause Publications. Also, the reprinted "Ford V-8 Service Bulletins (1938-1940 Complete)" published by Post Motor Books. Also, the K. R. Wilson 1940 Catalog of Service Tools and Garage Equipment. We have found some conflicting information on serial numbers (surprised?) but have generally used the data from the Early Ford V8 Club Album when statistics from other sources was different.

**Caveat!** In reviewing the various source of serial number information (and we have not even researched them all) we find that there are some discrepancies. Sometimes, the Ford record keeping was not entirely correct. Some serial numbers within a sequence were simply never assigned to a vehicle. Other details that don't make sense prevent us some assuming 100% reliability in these statistics. As confirmed details become available to us, we will add reference notes or make corrections as necessary.

Frame Serial Number Locations - Typical 1938-39 Ford Frame



For more information on Patent Plate Decoding click on this sample plate

[1939 Ford Project Page Showing VIN Locations](#)

[Return to The Ford Flathead V8 Engine homepage](#)

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## Ford Patent Plate Decoding Chart 1949-1959 Passenger Cars

# Ford Patent Plate Decoding Chart - Part A (1949 to 1959 cars)

REAR AXLE RATIO CODES					
REAR AXLE RATIO	REGULAR 1955/59	LOCKING DIFF. 1959	REAR AXLE RATIO	REGULAR 1955/59	LOCKING DIFF. 1959
2.69 to 1	6	F	3.70 to 1	3	C
2.91 to 1	5	F	3.89 to 1	4	D
3.10 to 1	1	A	4.11 to 1	0	
3.58 to 1	2	B			

MODEL YEAR CODES							
CODE	YEAR	CODE	YEAR	CODE	YEAR	CODE	YEAR
3	1953	5	1955	7	1957	9	1959
4	1954	6	1956	8	1958		

ASSEMBLY PLANT CODES					
CODE	ASSEMBLY PLANT	CODE	ASSEMBLY PLANT	CODE	ASSEMBLY PLANT
A	Atlanta	G	Chicago	M	Memphis
C	Chester	H	Lorain	N	Norfolk
D	Dallas	J	Los Angeles	P	Twin Cities
E	Mahwah	K	Kansas City	R	San Jose
F	Dearborn	L	Long Beach	S	Pilot Plant
				T	Metuchen
				U	Louisville
				W	Wayne
				Y	Wixom
				Z	St. Louis

TRANSMISSION TYPE CODES			
CODE	TRANSMISSION	CODE	TRANSMISSION
1	3 Speed Manual Shift	C	Fordomatic (3-speed)
2	Overdrive	5	4 Speed Manual Shift
3	Fordomatic (2-speed)	6	Cruise-O-Matic
4	Cruise-O-Matic		(3-speed dual range)

MONTHS OF THE YEAR CODES					
MONTH	YEAR First Second	MONTH	YEAR First Second	MONTH	YEAR First Second
January	A N	May	E S	September	J W
February	B P	June	F T	October	K X
March	C Q	July	G U	November	L Y
April	D R	August	H V	December	M Z

### DISTRICT CODES

CODE	DISTRICT	CODE	DISTRICT	CODE	DISTRICT
11	Boston	23	Philadelphia	34	Indianapolis
12	Buffalo	24	Jacksonville	35	Lansing
13	New York	25	Richmond	36	Louisville
14	Pittsburgh	26	Washington	41	Chicago
15	Newark	31	Cincinnati	42	Fargo
21	Atlanta	32	Cleveland	43	Rockford
22	Charlotte	33	Detroit	44	Twin Cities

CODE	DISTRICT	CODE	DISTRICT	CODE	DISTRICT
45	Davenport	62	Houston	74	Seattle
51	Denver	63	Memphis	81	Ford of Canada
52	Des Moines	64	New Orleans	83	Government
53	Kansas City	65	Oklahoma City	84	HOME OFFICE RESERVE
54	Omaha	71	Los Angeles	85	AMERICAN RED CROSS
55	St. Louis	72	San Jose	89	TRANSPORTATION SERVICES
61	Dallas	73	Salt Lake City	90	's Export

### ENGINE CODES and HORSEPOWER RATINGS

ENGINE Cyl.	C.I.D.	TYPE	1952/53		1954		1955		1956		1957		1958		1959	
			CODE	H.P.	CODE	H.P.	CODE	H.P.	CODE	H.P.	CODE	H.P.	CODE	H.P.	CODE	H.P.
6	215	OHV	A	101												
8	239	L-HEAD (Flathead V8)	P	110												
8	239	L-HEAD (Flathead V8)	B													
6	223	OHV			A	115	A	120	A	137	A	144				
8	239	OHV			U	130										
8	258	OHV			P	161										
8	272	OHV-2V, Carb. -Standard					U	162	U	173	B	190				
8	272	OHV-2V, Carb. -Automatic					U	162	U	176	B	190				
8	272	OHV-4V, Carb. -Automatic					M	182								
8	292	OHV-2V, Carb. -Standard									C	206				
8	292	OHV-2V, Carb. -Automatic									C	212				
8	292	OHV-4V, Carb. -Standard					P	193	M	200						
8	292	OHV-4V, Carb. -Automatic					P	198	M	202						
8	312	OHV-4V, Carb. -Standard							P	215	D	245				
8	312	OHV-4V, Carb. -Automatic							P	225	D	245				
8	312	OHV-4V, Carb. (Supercharger)									F	300				
8	312	OHV-8V, Carb. (Hi-Performance Special)									E	270				
8	312	OHV-8V, Carb. (Racing)									E	285				
6	223	OHV-1V.											A	145	A	145
8	292	OHV-2V, Carb. -Standard											C	205	C	200
8	292	OHV-2V, Carb. -Automatic											C	205		
8	332	OHV-2V, Carb.											B	240	B	225
8	332	OHV-4V, Carb. (Special)											G	265		
8	352	OHV-4V, Carb. (Power option)											H	300	H	300
8	361	OHV-4V, Carb. (Police)												303		
8	430	OHV-4V, Carb. -Automatic											J	375	J	375

## Ford Patent Plate Decoding Chart - Part B (1949 to 1959 cars)

CODE		BODY TYPE	MODEL YEARS	CODE		BODY TYPE	MODEL YEARS
BODY TYPE	SERIES			BODY TYPE	SERIES		
<b>FORD 1949 thru 1959</b>							
51A		Fairlane "500" Hide-Away Hardtop	1957/58	71F		Station Wagon "Country Sedan" (6 passenger)	1959
51A		Galaxie Hide-Away Hardtop	1959	71G		Station Wagon "Country Squire" (9 passenger)	1959
54A		Galaxie Town Sedan	1959	71H		Fordor Ranch Wagon	1959
57A		Fairlane Fordor Victoria	1956	72A		Ford Club Coupe	1949
57A		Fairlane "500" Town Victoria	1957/59	72B		Ford Custom Club Coupe	1949
57B		Fairlane Town Victoria	1957/58	72B		Custom Deluxe Club Coupe	1950
58A		Fairlane Town Sedan	1957/59	72B		Custom Club Coupe	1951
58B		Fairlane "500" Town Sedan	1957/59	72B		Customline Club Coupe	1952/54
58E		Custom "300" Fordor Sedan	1959	72C		Ford Business Coupe	1949
59A		Mainline Ranch Wagon	1952/56	72C		Deluxe Business Coupe	1950/51
59A		Tudor Ranch Wagon	1957/58	72C		Mainline Business Coupe	1952/54
59B		Customline Ranch Wagon	1954/56	73A		Ford Fordor Sedan	1949
59B		Tudor Ranch Wagon "Del Rio"	1957/58	73A		Deluxe Fordor Sedan	1950/51
59C		Fairlane Ranch Wagon	1956	73A		Mainline Fordor Sedan	1952/56
59C		Tudor Ranch Wagon	1959	73A		Custom Fordor Sedan	1957
59D		Tudor Ranch Wagon "Country Sedan"	1959	73A		Custom "300" Fordor Sedan	1958
59E		Tudor Commercial Ranch Wagon "Courier"	1959	73A		Ford Custom Fordor Sedan	1949
60		Victoria	1950	73B		Custom Deluxe Fordor Sedan	1950
60B		Crestline Victoria	1952/54	73B		Custom Fordor Sedan	1951
60B		Fairlane Victoria	1955	73B		Customline Fordor Sedan	1952/56
60F		Crestline Skyliner	1954	73B		Custom "300" Fordor Sedan	1957
63A		Fairlane "500" Club Victoria	1957/59	73B		Custom "300" Fordor Sedan (optional Interior Trim)	1958
63B		Fairlane Club Victoria	1957/58	73C		Crestline Fordor Sedan	1954
64A		Fairlane Crown Victoria-Solid Top	1955/56	73C		Fairlane Town Sedan	1955/56
64A		Fairlane Club Sedan	1957/59	75A		Galaxie Town Victoria	1959
64B		Fairlane Crown Victoria-Transparent Top	1955/56	76B		Ford Custom Convertible Coupe	1949
64B		Fairlane "500" Club Sedan	1957/59	76B		Custom Deluxe Convertible Coupe	1950
64C		Fairlane Victoria	1956	76B		Custom Convertible Coupe	1951
64D		Customline Victoria	1956	76B		Crestline Convertible Coupe	1952/54
64F		Custom "300" Tudor Sedan	1959	76B		Fairlane Convertible Coupe	1955/56
64G		Custom "300" Business Tudor	1959	76B		Fairlane "500" Convertible Coupe	1957/58
64H		Galaxie Club Sedan	1959	76B		Galaxie Convertible Coupe (Sunliner)	1959
65A		Galaxie Club Victoria	1959	78A		Sedan Delivery	1952/58
66A		Ranchero	1957/59	79		Ford Custom Station Wagon	1949
66B		Ranchero	1957/58	79		Custom Deluxe Station Wagon	1950
66C		Ranchero	1959	79		Custom Station Wagon "Country Squire"	1950/51
70A		Ford Tudor Sedan	1949	79A		Fordor Ranch Wagon	1958
70A		Deluxe Tudor Sedan	1950/51	79B		Customline Station Wagon "Country Sedan"	1952/55
70A		Mainline Tudor Sedan	1952/56	79B		Customline Station Wagon "Country Sedan" (6 passenger)	1955
70A		Custom Tudor Sedan	1957	79B		Fairlane Station Wagon "Country Sedan" (8 passenger)	1955/56
70A		Custom "300" Tudor Sedan	1958	79C		Crestline Station Wagon "Country Squire"	1952/55
70B		Ford Custom Tudor Sedan	1949	79C		Fairlane Station Wagon "Country Squire" (8 passenger)	1955/56
70B		Custom Deluxe Tudor Sedan	1950	79D		Customline Station Wagon "Country Sedan" (6 passenger)	1956
70B		Custom Tudor Sedan	1951	79D		Station Wagon "Country Sedan" (6 passenger)	1957/58
70B		Customline Tudor Sedan	1952/56	79E		Station Wagon "Country Squire" (9 passenger)	1957/58
70B		Custom "300" Tudor Sedan	1957				
70B		Custom "300" Tudor Sedan (optional Interior Trim)	1958				
70C		Fairlane Club Sedan	1955/56				
70D		Mainline Business Tudor	1955/56				
70D		Custom Business Tudor	1957				
70D		Custom "300" Business Tudor	1958				
71E		Station Wagon "Country Sedan" (9 passenger)	1959				

### THUNDERBIRD 1955/59

40		Thunderbird Convertible	1955/57	S(76A)		Thunderbird Convertible	1958
S(63A)		Thunderbird Hard Top	1958	S(76A)	J	Thunderbird Convertible	1959
S(63A)	H	Thunderbird Hard Top	1959				

