

Important Errors contained in the Les Andrews Books

We have compiled a list of published errors that are in the Les Andrews texts. If you own or reference any of these books it would be prudent to make the appropriate corrections on the pages listed. For anyone that finds additional errors or the same errors listed here on other pages feel free to post your findings on this thread.

Our corrections are approx values and remember the Model A was built without using Torque wrenches. Most of the things we have listed here can be done by using common sense and feel.

This is a link to the original thread for this project where the correct procedures were discussed.

<https://www.vintagefordforum.com/for...-andrews-books>

You may also refer to our Specifications page link where these corrections are also revised.

<https://www.vintagefordforum.com/for...-w-corrections>

Red Book Volume 1 errors & corrections:

Engine Oil Pan Bolts Torque

page 1-146 & 1-226

error: 20 ft. lbs

correction: approx 8 ft. lbs (read the above threads for more info)

Manifold to Engine Block Nuts Torque

page 1-134 table 1-5

error: 45 ft. lbs

correction: approx 25 ft. lbs

Valve Chamber Bolts Torque (valve cover)

page 1-134 table #1-5

error: 20 ft. lbs

correction: approx 8 ft. lbs (should be treated the same as the oil pan)

Cam Shaft Nut Torque

page 1-134 table #1-5

error: 100 ft lbs

correction: approx 50 ft lbs

Timing (setting the rotor position)

page 2-18 #10

error: The book states to set the rotor position opposite #1 contact.

correction:: Let's mention the timing section when the book says the rotor should point opposite the number one contact it means facing it. >1 the Arrow is opposite the number 1 not this way <1. If you time the engine with the rotor opposite number 1 (<1) your timing will be 180 degrees off.

note The picture does show the rotor in the correct position.

Rear Axle Nut Torque

error: The specifications card page #1 calls for 100 ft lbs. Page 1-100 calls out 125 ft lbs.

correction: Torque the axle nuts to no more than 75 ft lbs

Brake Rods

page 1-45

error: The book states to adjust all 4 brake rods to 51-7/16" to 51-1/2" in length from eye to eye centers.

correction: Service Bulletins page 202 says to adjust the brake rods by setting all the cross shaft and pedal adjustments first. then adjust the rods by removing the slack from each actuating lever until the clevis holes line up.

Emergency Brake Springs

page 1-43

error: Diagram in the red book shows only one emergency brake band spring

correction: There are actually two springs

Spindle Locking Pin Nut

page 1-34 #1 AND page 1-35 #9 and page 1-211 #1 & #2

error: The book states the wrench/ socket size is 9/16th

correction: The correct wrench size / socket to remove the spindle locking pin nut is 11/16th

Brake Actuating Arm Nut

page 1-35 #2 and page 1-211

error: The book states the wrench/ socket size is 9/16th

correction: The correct wrench size / socket to remove the brake actuating arm nut is 11/16th

Rear Motor Mount Rubber Pads

page 1-221

error: Trimming the motor mount rubber.

correction: It is no longer needed.

Rear backing plate nuts

page 1-40, para 3.

error: The 4 castle nuts inside the grease baffle requires a 9/16 socket

correction: It requires a 5/8 socket, not 9/16.

Capacities

page 1 Specification's Card

error: Transmission 1-1/2 pints

correction: Transmissionn 1 pint (service bulletins pg 375)

error: Differential 2-1/4 pints

correction: Differential 1-1/2 pints (service bulletins pg 375)

King Pins

page 1-209

error: The book does not mention about there being a Right and a [Left King Pin](#) when doing the services

correction: Take note that there is a R & L king pin

Front Spindle Nut

Page 1-361 Wheel Bearings Castle Nut

Error: Lists the spindle nut size as 7/8-14 and the wrench size needed as 1-1/4"

Correction: The spindle nut is 3/4-16 and the wrench size should be 1-1/8"

Leaf Spring

Page 1-278 Section 2

Error: Recommends to use a lock washer on the leaf spring center (tie) bolt

Correction: A lock washer can break causing the spring pack to loosen

Rear Leaf Spring

Page 1-282 Step 15

Error: Recommends to use a lock washer on the leaf spring center (tie) bolt

Correction: A lock washer can break causing the spring pack to loosen

Stewart Warner Horn

Page 1-195 step #6

Error: Remove the ratchet nut

Correction: The ratchet nut has a left handed thread

Front spring Perch Nut

Page 1-7 step #22

Error: Use a 3/4" socket on the perch nut

Correction: It takes a 15/16" socket

Throw Out Bearing

Page 1-341 Paragraph 17

Error: No mention of the throw out bearing being a pressed fit

Correction: Throw-out bearing should be a press fit. Press fit can be done in a bench-top vise using the old throw-out bearing on the face of the new throw-out bearing. Widest O.D. of throw-out bearing should face engine

Blue Book (trouble shooting & diagnostics) Errors & Corrections:

Brakes

page 4-62 2nd paragraph in right-hand column, second sentence

error: "In the rear wheel brakes,

correction: Should be front

Green Book Vol- II Errors and corrections:

page 3-11 step #27---- [See this thread](#)

Step 27 is wrong. The windlace is not tacked to the bottom edge of the side roof rails (aka "Door Header")

Windlace A-80362 (black) and A-73468 (brown) were notched to fit around the five wood screws of the windlace-retainer-strip (aka "windlace wood strip"). The retainer was installed loose. The windlace tail was slid in between the retainers and AA-83931/32 side roof rails. The retainers were then tightened.

There was no "metal header cover plate" for an 82-A. The 82-B had a metal windlace retainer held in place with six oval head wood screws.

FYI - page heading should be for the 82-A closed cab since a "1928/1929 Pickup" could have an 82-A closed cab or 76-A open cab.