

A VERY interesting letter from member, Harry Thomas, needs no introduction other than to say that he obviously is interested in helping his fellow Airflow-ers:

Dear Bob:

It must be quite a chore to put out the Newsletter every month especially if we members do not pass on information freely and contribute what we can to make your job easier.

I will at this timetry to give a few helpful tips in duplicating some of the parts for the straight 8 motor. This knowledge I gained through reboring my own C-10 and I also had the experience of working for 7 years during the '30's for a wholesale auto parts store.

I purchased my car Jan. 1956 from the original owner. Present milage is about 180,000 miles. The car had its first overhaul job at 119,000 miles and the motor was never torn down again until about three years ago. About 5000 miles on the motor since overhauled. The job turned out wonderfully. I rebored to .040 oversize, installed .001 undersize main and rod bearings, shaft was in fine shape. Did not remove cam shaft.

The crankshaft bearings, timing chain and pistons of the  $3\frac{1}{4}$ " diameter are interchangeable on all straight eight Chryslers from 1931 to 1950, except for the larger motor of  $3\frac{1}{2}$ " bore which is easily identified at a glance. It has the distributor mounted on top of the head. The pistons from late model flat head  $3\frac{1}{4}$ " bore Plymouth and Dodge will also work in any of our Chrysler Airflows, the skirt being slightly shorter. The compression distance, which is the measurement from the center of the wrist pin to the top of the piston, is the same on all L-head Chrysler products. Also, the wrist pin and bushings are the same diameter.

The Thompson-Toledo No on valves to 1939 is S-835 for the exhaust and T-836 for the intake. The head gasket to 1939 is Victor 848. Some of the head gaskets listed for later models will work, but will stick out about  $\frac{1}{2}$ " on the left side of the motor. Any one using these gaskets should make sure the water passages match from block to head. Oil pan gaskets are the same to 1950. Since Roy Bowser gave a rather complete list on other gaskets, I won't try to duplicate.

I used a National oil seal #6404 on my overdrive which is for a 1-7/8 shaft; also used in Studebaker overdrive. National 50354 on the timing case. The clutch disc I used was a Borg & Beck CD-575. The pressure assembly can be found in most parts houses as it is used on late model Dodge trucks where an 11" disc is required. Also some parts used on late model Dodge truck is the front wheel cylinders, Wagoner FC-3595 and FC-3596 Master Cylinder kit FC-3613, front hoses FC-4774. I don't have the information on the rear wheels.

The "U" joint for the ~~2x2~~ C-10 and C-17 can be replaced with a Borg Warner #114-352 and I believe this number is good on earlier 128 wheelbase Airflows. The 123" wheelbase C-1 and C-9 uses a smaller joint perhaps the same as DeSoto.

I am trying to secure a list of part numbers for tie rod ends, shackles and kingpins. If I succeed, I will pass the information along. I am in need of a lower drag link end, which I am confident I can secure locally. Bob, if you find any of this information helpful to anyone, you may use it as you see fit. (Harry, any member who doesn't see fit to keep the above information mighty handy to use isn't worthy of being described as an Airflow enthusiast....Bob)

There is something I am very much indebted for, after the thank I received from Maury Apfel through the Newsletter. That is to express my appreciation through the Newsletter for the wonderful treatment I had from Joe Benkert in Monroe, Wis. last summer. Joe seemed to be overjoyed to be able to help a fellow club member and he sure is a great guy. So far, I haven't been able to repay him. I know he needs a fuel pump for his C-1 Airflow. Also, he would like to have a lithographed book or manual for 1935 Chrysler Airflows. These, I have for my '36 C-10. If any member knows where any of these ~~xxx~~ might be secured, please get in touch with Joe.

Sincerely, Harry W. Thomas

- IV. 2X26-3/4X26-7/8X1-13/32X1, both eyes up. Used on 1934 CV, CX, left and right. Late cars used spring 2X26-3/4X27-1/8X1-13/32X1. Should interchange if both springs changed.
- V. 2X26X30-1/4X1-13/32X31/32, short end eye up, long end eye down. Used on 1935 C1, 1936 C9, left and right.
- VI. 2X26-3/4X30-1/4X1-13/32X1, short end eye up, long end eye down. Used on 1935 C2, C3, 1936 C10, C11, 1937 C17 left and right.

Note: The most important thing when changing springs is to check the length of the fixed end to the centerbolt. This must be the same on both sides of the car or the axle will not be square with the frame. The length of the shackle end to the centerbolt can vary somewhat and still work properly. The number of leaves can be changed, and the length of the supporting leaves is not as critical as the length of the main leaf. All AIRFLOWS use rubber-encased bushings at the fixed end of the spring and threaded steel bushings at the shackle end.

DRIVE SHAFTS: Watch length- it should not vary over 1/2"

- I. Spicer. 72" length. Used on 1934 CX. Interchanges with complete shaft from following: Packard 1935-'36 1204 (3 types). Checker Taxi 1934 T. Packard 1933 1002 (2 types). Packard 1934 1101. Packard 1933 1004. Packard 1933 1006 (2 types). Packard 1934 1002, 1105. Packard 1935-'36 1205. Packard 1938-'39 Twelves. (above may all need to be lengthened). Chrysler 1935 C3 will interchange directly.
- II. Spicer, 50" length. Used on Chrysler Airflow CW. Interchanges with the following if sleeve adapter is also changed: Packard 1933 1003, 1934 1102.
- III. Spicer, with spline end normal position 8-7/8" from face of flange or yoke to the point of the stub weld. 57-1/4 length Chrysler 1934 CU, 58" length DeSoto 1934 SE and Chrysler 1935 CZ (Airstream). Also interchange with following: Spicer, spline end normal position 9-1/8 (see above). 56-3/4 length, Chrysler 1935 C1, 57-1/2 length, DeSoto 1935 SG w/o'drive.
- IV. Spicer 62" length. Chrysler 1935 C2.
- V. Spicer 71-1/2" length. Chrysler 1935 C3. Interchanges with '34 CX.
- VI. Detroit 56-1/8" length, Chrysler 1936 C9. 55-3/4" length Chrysler 1937 C14 w/o'drive.
- VII. Detroit 61-3/4" length, Chrysler 1936 C10. 62" length, Pierce-Arrow 1936-'37 1603-1703, 1936 1601, Chrysler 1937 C17. 62-1/2" length, Packard 1935-'37 1201, 1401, 1501. 71" length, Chrysler 1936 C11.

Note: there are other shafts that can be made to work by shortening or lengthening.

FRONT UNIVERSAL JOINTS:

- I. Spicer. Used on following cars: Chrysler 1933 CO, CT. 1934 CA, CB, CU. 1935 CZ, C6. Continental 1933 Ace. DeSoto 1934-'35 SE, SF. Dodge 1934 DO (late). Graham 1933 5/A, 64, 65. 1934 6-68, 8-67. 1935 72, 73. Hudson 1934 8-LT, LL without hillhold. 1935 6 and 8, (exc. custom). Hupp 1933 321, 321A. 1935 518-D. LaFayette 1934. LaSalle 1934. Mack 1934-'37 BG, IMA. Olds, 1934 Six (late) and Eight. Reo 1934 S3 (2 types). 1935-'36 6A, D. Terraplane, 1933 Six and Eight, 1935 Six, 1934 Biederman Terraplane Truck.
- II. Spicer. Used on following cars: Chrysler 1934-35-36 CW. Diamond T 1933-'34 225, 226, 240A, 241, 310, 311. 1933-'35 21, 211. 1934-'35 226, 242, 262. 1935 220, 227. Federal 1933-'36 DM ('35-'36 2 types). 1933-'34 15, 18, 20. 1935-'37 15, 18, 20 (2 types). GMC 1933-'35 T23, T33. 1934-'35 T16, T18. 1936 T16, T18. Gramm 1934-'35 AX, BX. 1934-'36 236, 265, 336, 365. 1936 40, 45, 50. 1936-'37 15, 25, 30. Indiana 1935 12X4, 14X4. 1935-'37 86, 87. 1936-'37 80, 84.

Packard 1933 1003 (2 types), 1001 (2 types), 1002 (2 types), 1004 (2 types).  
1934 1101-1, 1103-4. 1935-'36 1203-4. Paramount 1934 H25. Stewart 1933-'34 41X, XS, 42X, 43X, 44X, 45X. 1934 41H, 46H, 47H (2 types). White 1934-'35 704. 1934-'36 701-2, 707. 1937 700, 700K (2 types).

III. Front U-joint from following will also work on II by splitting universal: Packard 1932-'33 1006 (2 types) Packard 1934 1107-8.

IV. Spicer. Used on following: Chrysler 1934 CV, 1935 C1. DeSoto 1935 SG. Stewart 1935-'37 40H, 60H. Graham 1934 69, 1935 75. Also interchanges with Spicer used on following: Hudson 1935 HHU Custom, 1934 LL8 w/hillhold.

V. Spicer. Used on following: Chrysler 1934 CX, 1935 CZ, C3.

VI. Spicer. Used on Chrysler 1935 C2. Interchanges with following: Diamond T 1935 211A, 243, 220, 227 (2 types). 1936-'37 212, 221, 228, 244. 1937 80. Federal 1935-'36 DM (2 types). 1935-'37 15, 18, 20 (2 types). 1936-'37 10, 11. 1937 75, 80. GMC 1936 733. 1936-'37 T16, T18 (1936 uses 2 types). GMC 1936-'37 T16H, T18H. 1937 F16, F16H, F18, F18H. Gramm 1937 15, 25, 30 (2 types). 1937 40, 45, 50. Stewart 1935-'36 41H, 46H, 47H (2 types). 1937 45A, 45AS, 47A. White 1937 700, 700K. Following joint also works by splitting universal: Spicer, used on following: Chrysler 1933 CQ, Packard 1932-'33 1003 (3 types in '33) 1004-5 (2 types in '33). Pierce-Arrow 1933 1242, 1247.

VII. Detroit. Used in 1936 Chrysler C11.

VIII. Detroit. Used on following: Chrysler 1936-'37 C7, C8, C9, C14, 1939 C23 w/fluid drive, C23 w/o'drive after 6611802(NewYorker) 6673137 (Saratoga) 6747248 (Imperial). DeSoto 1936 S1, S2. Hupp 1934 417W, 421J, 1935 517W, 5210, 1936 621N. 1938-'39 825, 925. Reo 1933, 1934 S2, S3, S4 Std. truck, S3 used 2 types.

IX. Detroit. Used on following: Chrysler 1936-'39 C10, C15, C17, C20, C24. Packard 1935-'37 1200-1-2, 1400-1-2, 1500-1-2. 1936 Std. Eight. 1938 1603-4-5, Pierce-Arrow 1934-'35 all. 1936 Com. sedan, 1936-'37 all.

They make 70 wt. oil for turbo-charged engines now, cost \$1.80 a quart. I had to buy the case as there isn't that much call for it. Order part #527-7137 as Dave Askey suggested.

OIL FILTERS - Wix WF $\frac{1}{2}$  is a replacement for Fram PB $\frac{1}{2}$  and Purolator PER $\frac{1}{2}$  which fit our cars. Wix STILL MAKES their filter! Call (704) 864-6711 and ask who your local distributor is. Order # 51035, should cost \$13.84 each.

ROOF MATERIALS - The fine short grain pattern that runs the length of the car is available from LeBaron Bonney at \$12.95 the yard. Write them at 6 Chestnut St., Amesbury, MA or call (617) 388-3811.

AUTOMATIC CHOKES had an asbestos and wire gasket under them, if you can find one to put there.

SPOT LIGHTS are an appropriate dealer installed item.

FUEL PUMPS - Several people who drive their cars long distances have a backup electric fuel pump (AC makes a 6 volt pump). It also helps fight vapor lock that these cars are prone to. The preferred location for the pump is on the crossmember near the gas tank. You can get percolation without a pressure regulator (something else these cars are already prone to) but some run them without it.

IMPROVED CARBERATOR: A Stromberg 1938 AAV2 will solve the percolation problems and give you better carburation in general. You will need to make a leveling plate.

UNIVERSAL JOINTS - are available from NAPA and have a grease fitting. Order Precision #344 or a u-joint that fits a Triumph TR3, 1953-58.

MASTER BRAKE CYLINDERS for a 1936 Chrysler are the same as NAPA #544 for a 1952 Dodge truck.

INSTRUMENT GAGES on the Chrysler C1 are the same as the C6 or CZ (C Zed if you are Canadian!).

AIRFLOW TOYS AVAILABLE; Bricklin toy of a 1934 Airflow Chrysler from Model Expo of Fairfield, N J (800) 526-2598 at \$49.95 + \$5.00 shipping.

Except for the Wix filter I cannot take credit for this information. The rest was collected in conversations with the following people. Any mistakes are probably mine. Thank you Bob Milbrand, Ed Patterson, Ellis Claar, Jack Bryant, Joe Ferrell, Jack Hall, Duke Casaleiz and others.