YEAR	1934	1935
MAKE	DeSoto	DeSoto
OFFICIAL NAME	AIRFLOW MODEL SE	AIRSTREAM SIX
MODEL SERIES	SE	SF
FIRST ENGINE NUMBER	SE* 1001	SF- 1001
FIRST SER. NO. DET. CAN.	5068501 none	6023501 9664001
NUMBER OF CYLINDERS	6	6
BORE & STROKE	3-3/8 by 4-1/2	3-3/8 by 4-1/2
DISPLACEMENT	241.5 cu. in.	241.5 cu. in.
RATED HP. (AMA)	27.34	27.34
COMPRESSION RATIO	6.2 - 1 w/ std. AL head	6.0 - 1 w/ std C.I. hea
DEVELOPED HP.	100 @ 3400 RPM	91 @ 3400 RPM
OPT. COMP. RATIO	none	6.5 - 1 w/ AL head
OPT. DEVELOPED HP.	none	

YEAR	1935	1936
MAKE	DeSoto	DeSoto
OFFICIAL NAME	AIRFLOW SIX	AIRSTREAM SIX
MODEL SERIES	SG	Custom S-1
FIRST ENGINE NUMBER	SG- 1001	S1- 1001
FIRST SER. NO. DET. (1) CAN.	5082501 9603436	6043001 9664641
NUMBER OF CYLINDERS	6	6
BORE & STROKE	3-3/8 by 4-1/2	3-3/8 by 4-1/2
DISPLACEMENT	241.5 cu. in.	241.5 cu in.
RATED HP. (AMA)	27.34	27.34
COMPRESSION RATIO	6.5 - 1 w/ std. AL head	6.0 - 1 w/ std. C.I. he
DEVELOPED HP.	100 @ 3400 RPM	93 @ 3400 RPM
OPT. COMP. RATIO	7.0 - 1	6.5 - 1 w/ AL head
OPT. DEVELOPED HP.		

YEAR	1936	1936
MAKE	DeSoto	DeSoto
OFFICIAL NAME	AIRSTREAM SIX	AIRFLOW SIX
MODEL SERIES	S-1 (Deluxe)	S-2
FIRST ENG. NO.	S1- 1001	S2- 1001
FIRST SER. NO. DET. CAN.	5500001 5089001	9664641 9603551
NUMBER OF CYLINDERS	6	6
BORE & STROKE	3-3/8 by 4-1/2	3-3/8 by 4-1/2
DISPLACEMENT	241.5 cu. in.	241.5 cu. in.
RATED HP. (AMA)	27.34	27.34
COMPRESSION RATIO	6.0 - 1 w/ std C.I. head	6.5 - 1 w/ std AL head
DEVELOPED HP.	93 @ 3400 RPM	100 @ 3400 RPM
OPT. COMP. RATIO	6.5 - 1 w/ opt. AL head	7.0 - 1 w/ opt AL head
OPT. DEVELOPED HP.	100 @ 3400 RPM	105 @ 3400 RPM

YEAR	1934	1934
MAKE	Chrysler	Chrysler
OFFICIAL NAME	SIX CYLINDER	SIX CYLINDER
MODEL SERIES	CA	CB
FIRST ENG. NUMBER	CA- 1001	CB- 1001
FIRST SER. NO. DET. CAN.	6650001 none	6700001 none
NUMBER OF CYLINDERS	6	6
BORE & STROKE	3-3/8 by 4-1/2	3-3/8 by 4-1/2
DISPLACEMENT	241.5 cu. in.	241.5 cu. in.
RATED HP. (AMA)	27.34	27.34
COMPRESSION RATIO	5.4 - 1 w/ std. C.I. head	5.4 - 1 w/ std C.I. head
DEVELOPED HP.	93 @ 3400 RPM	93 @ 3400 RPM
OPT. COMP. RATIO	6.2 - 1 w/ opt. AL head	6.2 - 1 w/ opt. AL head
OPT. DEVELOPED HP.	100 @ 3400 RPM	100 @ 3400 RPM

SPECIFICATIONS

ENGINE	DeSoto; L-head; floating power; 4 main bearings; integra counterweights; 4 camshaft bearings; water cooled
CYLINDERS	Six; individual; in line
FIRING ORDER	1-5-3-6-2-4
BORE & STROKE	3-3/8 in. by 4-1/2 in.
DISPLACEMENT	241.5 cu. in.
CYLINDER HEAD	Aluminum as standard
CYLINDER BLOCK	Grey iron, with cylinder walls brought to mirror-like finish
PISTONS	Aluminum alloy; T-slot; cam ground; four ring
COMPRESSION RATIO	6.2 : 1 with standard aluminum head; 105# pressure at cranking speed; 130 # at 1000 RPM
SPARK PLUGS	14 mm
TAXABLE HP NACC (SAE) RATING	27.34 HP
DEVELOPED HP	100 HP at 3400 RPM with st. aluminum head
MAX. TORQUE	185 ft. lbs. at 1200 RPM
AXLE RATIO	4.12 : 1
WHEELBASE	115-1/2 in.
LENGTH	196 in.
WIDTH	70-1/4 in. max.
HEIGHT	68 in.
GEAR RATIOS	Low, 2.81 : 1; Second, 1.55 : 1; High, 1.0 : 1; Reverse, 3.61 : 1
FRAME	Integral with body, ie., unitized construction
FRONT SUSPENSION	10 leaves, 43-1/2 by 2"; left front has kick shackle or shock eliminator
REAR SUSPENSION	9 leaves, 52-1/2 by 1-3/4 in.
TREAD	Front, 57 in.; rear, 56-1/4 in.
WHEELS	Five steel spoke or disc wheels as standard equipment; 6.50 x 16 Airwheel tires; 26 # pressure
GROUND CLEARANCE	Front axle, 7-1/2 in.; rear axle, 8-1/2 in.

De Soto Model, Airflow SE 6-Cylinder Year 1934

Battery Willard Type WS-4-17 Volts 6 Amps. 115
Frame Connection Positive

Lighting Mazda 2320-C Head Lights 6-8, 32-21 C.P.
Mazda 63, 1158 Dash, Tail and Stop 6-8, 3-2-21 C.P.
Mazda 63 Side Lights 6-8, 3 C.P.

Starter and Generator Delco-Remy

Generator Hot Max. Chg. Rate 12-15 Amps. Speed 2900 R.P.M.
Regulation 3rd Brush Cut-in 6.6-6.8 Volts
Relay Air Gap .012"-.017" Contact Gap .015"-.025"

Ignition Contact Breaker Gap .018"-.024"
Spark Plug—Size 14 MM. Gap .025"
Firing Order 1-5-3-6-2-4
Timing 3° A.T.C.

Engine Bore 3⅜" Stroke 4½" Taxable H.P. 27.34
Piston Ring—Width Oil 1—3/16" Comp. 3—⅛"
Diam. 3⅜" Gap .007" on All
Oiling—Type Pump Capacity 6 Qts.

Valves Intake Timing—Open T.D.C. Close 50° A.B.C.
Intake Clearance .005" Hot
Exhaust Timing—Open 40° B.B.C. Close 2° A.T.C.
Exhaust Clearance .007" Hot

Carburetor Ball & Ball

Cooling System Centrifugal Type Pump Capacity

Clutch Borg & Beck Facings Moulded 6⅛" x 9⅞" x .133" 2 Required

Gear Ratio Ring Gear 37 Pinion 9 Spiral Gears

Axle Own Semi-Floating

Brakes Lockheed Hydraulic
- Front 22 5/32" x 2" x 3/16" Clearance Heel .006" Toe .012"
- Rear 22 5/32" x 2" x 3/16" Clearance Heel .006" Toe .012"
- Hand Transmission 18¼" x 2½" x ¼" Clearance ⅛"

Lining Moulded

De Soto Model SD Year 1933

Battery Willard Type WT-1-15 Volts 6 Amps. 90
Frame Connection Positive

Lighting Double Contact Head Lights 6-8, 32-21 C.P.
Single Contact Dash & Tail 6-8, 3-2 C.P. Stop 21 C.P.
Single Contact Side Lights 6-8, 3 C.P.

Starter and Generator Delco-Remy

Generator Hot Max. Chg. Rate 12-14 Amps. Speed 2800-3000 R.P.M.
Regulation 3rd Brush, Thermo. Cut-in 6.75-7.5 Volts
Relay Air Gap .012"-.017" Contact Gap .015"-.025"

Ignition Contact Breaker Gap .018"-.024"
Spark Plug—Size 14 M.M. Gap .025"
Firing Order—1-5-3-6-2-4
Timing Silver Dome 622-C 9° B.T.D.C.
Red Head 622-C 7° B.T.D.C.
Silver Dome 644-J At T.D.C.
Red Head 644-J 6° A.T.D.C.

Engine Bore 3-1/4" Stroke 4-3/8" Taxable H.P. 25.35
Piston Ring—Width 1-1/8", 1-5/32", 2-9/64" Diam. 3-1/4" Gap All Rings .007"
Oiling—Type Pump Capacity 6 Qts.

Valves Intake Timing—Open 6° A.T.C. Close 46° A.B.C.
Intake Clearance .005" Hot
Exhaust Timing—Open 42° B.B.C. Close 8° A.T.C.
Exhaust Clearance .007" Hot

Carburetor Ball & Ball

Cooling System—Centrifugal Type Pump Capacity 4 Gals.

Clutch Borg & Beck Facing—Moulded 9-7/8" x 6-3/4" x 1/3"

Gear Ratio Ring Gear 35 Pinion 8 Spiral Gears

Axle Own Semi-Floating

Brakes Lockheed Hydraulic

			Heel	Toe
Front	20-7/32" x 1-1/2" x 3/16"	Clearance	.006"	.012"
Rear	20-7/32" x 1-1/2" x 3/16"	Clearance	.006"	.012"
Hand	Trans. 21-13/32" x 2" x 5/32"	Clearance 1/16"		

Lining—Moulded

The following four pages are from Joe Cozine

ENGINE NUMBER:—Stamped on left side of cylinder block between #1 and 2 cylinders. Letter 'A' following number indicates that bore is .020" larger than standard. Letter 'B' indicates that main and connecting rod bearings are .010" smaller than standard. Letter 'AB' indicates that bore and bearing sizes are as above.

SERIAL NUMBER:—First number (SE) 5,068,501; (SG) 5,082,501 (Detroit), 9,603,436 (Windsor, Canada). Located on right front door hinge pillar post.

ENGINE:—Own. 6 cylinder, 'L' head. Floating power.
Bore—3⅜". Stroke—4½".
Piston Displacement—241.5 cubic inches.
Rated Horsepower—27.34 A.M.A.
Developed Horsepower—100 at 3400 R.P.M. with standard heads.
Compression Ratio—(SE) 6.2-1 Std. aluminum hd. No Optl. (SG) 6.5-1 Std. aluminum head, 7.0-1 optl.
Compression Pressure—Approximately 105 lbs. (6.2-1 hd.), 110 lbs. (6.5-1 hd.), 117 lbs. (7.0-1 hd.) at cranking speed.
Vacuum Reading—Gauge should show steady reading of 16-18" with engine idling.
NOTE—Aluminum heads should be tightened cold.

Pistons:—Aluminum alloy, 'T' slot, cam ground type. Semi-finished pistons (head and ring grooves completely finished, skirt semi-finished) furnished for service where 'cam' grinding equipment is available in two sizes: (1) standard to .023" oversize, (2) .025" to .050" oversize. If cam grinding equipment is not available, use finished replacement pistons furnished .003", .005", .010", .015", .020", .023", .025", .030", .040", .050", .060" oversize and finish cylinder bores to provide correct clearance. Piston length 3⅞".
Removal—Pistons and rods removed from above.
Weight—Held to 7 grams or ¼ oz. variation.
Clearance—Top .022". Skirt .002".
Fitting New Pistons—Use micrometer gauges to check cylinder bore and piston diameter.
Installing Pistons—Slot at left (away from valves).

Piston Rings:—Two compression, one undercut oil wiper, ring (#3), one oil control ring per piston, all above pin. Lower ring grooves drilled radially with oil drain holes. Rings furnished in same oversizes as pistons (except .023").

Ring	Width	End Gap	Side Clearance
Comp. All	⅛"	.007-.015"	.003"
Oil Cont. All	5/32"	.007-.015"	.003"

Piston Pin:—Diameter 55/64". Length 2⅞". Pin floats in piston and rod. Held by retaining rings. Piston should be heated in boiling water to remove or install pins. Pins furnished .003", .005", .008" oversize.
Pin Fit in Piston—Tight thumb push fit with piston heated to 120°F.
Pin Fit in Rod Bushing—Light thumb push fit with piston at room temperature (70°F).

Connecting Rod:—Weight, maximum variation held to 7 grams or ¼ oz. Length 8¾".
Crankpin Journal Diameter—2⅛".
Lower Bearing—Removable steel-backed, babbitt-lined type. No shims.
Clearance—.001-.00275". Sideplay .003-.009".
Adjustment—None (no shims). Replace bearings. Do not file rods or caps. Install new bearings with small boss registering with groove (both halves). Furnished .010" undersize and standard.
Installing Rods:—Lower bearings are offset. Install rods with widest half of bearing toward rear of engine (#1, 3, 5), or toward front of engine (#2, 4, 6). Oil hole in upper half of bearing must be toward valve side on all rods.

Crankshaft:—Four bearing. Integral counterwgts.
Journal Diameter—2½" all bearings.
Bearing Type—Removable steel-backed, babbitt-lined type. No shims.
Clearance—.001-.002".
Adjustment—None (no shims). Replace bearings. Do not file caps. Bearings furnished .010" undersize and standard size for service.
End Thrust—Taken by rear bearing. Endplay .003-.007".

Camshaft:—4 bearing. Non-adjustable chain drive.
Bearing Type—Removable steel-backed, babbitt-lined type (except #4, machined in crankcase).
Clearance—.0015-.0025" radial, .003-.005" endplay.
End Thrust—Taken by thrust plate at rear of sprocket hub.
Timing Chain—Morse. Width 1". Pitch .500". Length 24" or 48 links.
Camshaft Setting—Sprockets are marked. Mesh chain with sprockets turned so that marks are adjacent and in line with a straightedge across the shaft centers.

Valves:—	Head Diameter	Stem Diameter	Length
Intake	1 17/32"	.340-.341"	5 5/16"
Exhaust	1 15/32"	.340-.341"	5 5/16"

	Seat Angle	Lift	Stem Clearance
Intake	45°	11/32"	.001-.003"
Exhaust	45°	11/32"	.003-.005"

Installing New Guides—Use special tool to remove and install guides. Intake guides installed with taper end up, exhaust guides with taper end down. Top of guide must be 13/16" below top of block. Finish ream new guides to inside diameter of .342-.343" intake, .344-.345" exhaust after installing.
Tappet Clearance—.006" Int., .008" Exh. with engine hot. Set exhaust clearance at .010" for sustained high speed driving. Tappet adjustment accessible by removing right front wheel and cover plate under front fender.
Valve Springs—Variable pitch type. Install springs with closer spaced coils at top. Do not compress springs to over-all length of less than 1 11/16".

	Spring Pressure	Spring Length
Valve Closed	46-50 lbs.	2 1/32"
Valve Open	104-110 lbs.	1 11/16"

Valve Timing:—See Camshaft Seting above.
Intake Valves—Open at TDC. Close 50° ALDC.
Exhaust Valves—Open 48° BLDC. Close 2° ATDC.
To Check Valve Timing—Set tappet clearance #1 intake and exhaust valves at .010". Intake valve should open at top dead center when 'O' mark on impulse neutralizer at front of engine lines up with pointer on chain case. Reset tappet clearance at .006" Int., .008" Exh. (engine hot).

Lubrication:—Pressure. Gear type oil pump located at right of crankcase.
Normal Oil Pressure—30-40 lbs. at 30 M.P.H.
Oil Pressure Relief Valve—Under plug on left hand side of crankcase. Operates at 40-45 lbs. Adjustable by changing spring. Standard spring unpainted. Heavy spring (to increase pressure) painted green. Lighter spring (to decrease pressure) painted red.
Capacity & Oil—6 qts. Use SAE. #30 (summer—#40 for high speed driving or temperatures above 100°F), #20-W (winter 32° to 0°F), #10-W (winter 0° to —15°F).

CLUTCH:—Borg & Beck Model 10A3 (SE), 10A6 (SG). Model No. stamped on cover (SE) 855, (SG) 883. Single plate, dry disc type. No adjustment required for wear. See article in Clutch Section for relining and assembly directions.
Clutch Pedal Adjustment—Clutch pedal should just clear underside of toeboard with clutch engaged. To adjust, turn stopscrew located just above clutch pedal shaft. Free movement of pedal should be 1" (SE), 1 1/16" (SG). To adjust, SE—turn clutch release fork lever adjusting screw (with locknut released) at left end of clutch release fork lever; (SG)—turn clutch shaft adjusting screw at right hand end of clutch pedal shaft.
Clutch Facings—Woven asbestos, 2 required, 6⅛" I.D., 9⅞" O.D., .133" thick.
NOTE—To remove clutch first remove clutch fork and pivot by taking out pivot capscrew. Mark clutch cover and flywheel before disassembling and install in same position. Install driven plate assembly with mark 'Flywheel Side' toward flywheel (hub is offset). Use special gauge plate and adaptor to set up release levers when reassembling clutch. Release lever heights must be equal with in .005".

STEERING:—Front Suspension—Conventional tubular section front axle with Reverse-Elliott ends and semi-elliptic springs.
Kingpin Inclination—9° (SE), 4° (SG) crosswise.
Caster—2° plus or minus 1°. Adjust by wedge shims inserted betwen springs and spring pad on axle. Shims or angle plates furnished ½, 1, 2°.
Camber—½° plus or minus ¼°. No adjustment provided. Manufacturer recommends that no attempt be made to correct camber by bending tubular axle centers.
Toe In—1/16-⅛" measured at hub height. Adjust as usual by changing length of tie rod.

Steering Gear:—Gemmer Model, Worm-and-Roller type. See article in Steering Section for adjustmts.

BRAKES:—Service—Lockheed hydraulic, double anchor type. Hand lever applies brakes at rear of transmission. See article in Brake Section for relining and complete adjustment procedure.
Wheel Cylinders—Diameters—Front Wheel (front shoe 1¼", rear shoe 1⅜"); Rear Wheel (SE—front shoe 1⅛", rear shoe 1¼"), (SG—front shoe 1", rear shoe 1⅛").
NOTE—Wheel cylinders marked 'R' right side of car, 'L' left side of car, and are not interchangeable.
Drum Diameter—11".
Lining—Moulded type. Width 2". Thickness 3/16". Length per wheel 22 5/32".
Clearance—.012" toe, .006" heel, for each shoe.

Hand Brake:—External type at rear of transmission.
Adjustment—With lever in released position remove anchor screw locking wire, turn anchor screw so that clearance between lining and drum is 1/32", lock anchor screw with wire. Turn adjusting nut at top of adjusting bolt so that clearance around drum is 1/32". Loosen locknut and turn guide bolt, if necessary, to secure uniform clearance around drum.
Drum Diameter—6" (SE), 7" (SG).
Lining—Woven type. Width 2½". Thickness ¼" (SE), 3/16" (SG). Length 18¼" (SE), 21 13/32" (SG).
NOTE—When relining, cut out lining adjacent to anchor and chamfer ends. Clearance between anchor and sides of anchor saddle .005" maximum.

CARBURETOR	Carter (B&B) downdraft; 1-1/2 in. throat; Sisson automatic electric magnetic choke
CRANKCASE CAPACITY	6 quarts; 35 # pressure at 30 MPH
COOLING SYSTEM	5 gallons; cross-flow; cellular type
FUEL CAPACITY	16 gallons
TRANSMISSION	2-3/4 pints; constant mesh type; silent helical gears throughout
BATTERY	Willard; three cell; 17 plate; 155 amp. hr.; 6 volt
BRAKES	Centrifuse type; steel shell with cast iron braking surface; 11 in. diameter; Lockheed; double anchor
BEARINGS, ENG.	2-1/2 in. dia.; 6-1/4 in. length; 48.74 sq. in. area
SHOCK ABSORBERS	Hydraulic; front and rear
STARTER	Positive shift type
CLUTCH	Borg & Beck; Model 10A3; single plate; dry disc
STEERING	Gemmer model; worm and roller

It is your editor's feeling that a list of specifications for all of the Airflow models would be appreciated by the Airflow Club members. Therefore, if some of you enterprising fellows who have the information about your particular models would copy the above CAPITALIZED portion, fill it out with respect to your model, and submit it to me, I would be glad to print same.

Chrysler Models 6-Cylinder, CA and CB Year 1934

Battery Willard Type WH-2-15 Volts 6 Amps. 119
Frame Connection Positive

Lighting
Mazda A-1116	Head Lights	6-8, 32-21 C.P.
Mazda 63-1158	Dash, Tail and Stop	6-8, 3-2-21 C.P.
Mazda 63	Side Lights	6-8, 3 C.P.

Starter and Generator Delco-Remy

Generator Hot Max. Chg. Rate 12-15 Amps. Speed 2900 R.P.M.
Regulation 3rd Brush Cut-in 6.6-6.8 Volts
Relay Air Gap .012"-.017" Contact Gap .015"-.025"

Ignition Contact Breaker Gap .020"
Spark Plug—Size 14 MM. Gap .025"
Firing Order 1-5-3-6-2-4
Timing Standard Head T.D.C. H.C. Head 3° A.T.C.

Engine Bore 3⅜" Stroke 4½" Taxable H.P. 27.34
Piston Ring—Width Oil 1—⅜" Comp. 3—⅛"
Diam. 3⅜" Gap Oil .007"
Oiling—Type Pump Capacity 6 Qts.

Valves Intake Timing—Open T.D.C. Close 50° A.B.C.
Intake Clearance .005" Hot
Exhaust Timing—Open 48° B.B.C. Close 2° A.T.C.
Exhaust Clearance .007" Hot

Carburetor Stromberg Ball & Ball

Cooling System Centrifugal Type Pump Capacity

Clutch Borg & Beck Facings Moulded 6⅛" x 9⅞" x .133" 2 Required

Gear Ratio Ring Gear 37 Pinion 9 Spiral Gears

Axle Own Semi-Floating

Brakes Lockheed Hydraulic
Front	22⅝" x 2" x ⅜"	Clearance Heel .006"	Toe .012"
Rear	22⅝" x 2" x ⅜"	Clearance Heel .006"	Toe .012"
Hand	Transmission 18 13/32" x 2" x 5/32"	Clearance 1/16"	

Lining Moulded

Page 9-13

Chrysler Models 8-Cylinder, Airflow CU and Imperial CV Year 1934

Battery Willard Type WH-4-17 Volts 6 Amps. 136
Frame Connection Positive

Lighting
Mazda 2320-C	Head Lights	6-8, 32-21 C.P.
Mazda 63, 87	Dash, Tail and Stop	6-8, 3-2-21 C.P.
Mazda 63	Side Lights	6-8, 3 C.P.

Starter and Generator Delco-Remy

Generator Hot Max. Chg. Rate 12-15 Amps. Speed 2900 R.P.M.
Regulation 3rd Brush Cut-in 6.6-6.8 Volts
Relay Air Gap .012"-.017" Contact Gap .015"-.025"

Ignition Contact Breaker Gap .018"
Spark Plug—Size 14 MM. Gap .025"
Firing Order 1-6-2-5-8-3-7-4
Timing T.D.C., 3¼" 4 7/8"

Engine Bore CU, 3¼"; CV, 3½"; Stroke CU, 4½"; CV, 5" Taxable H.P. 33.80
Piston Ring—Width Oil 1—⅜" Comp. 3—⅛" and 4—5/32"
Diam. as Bore Gap .007" on All
Oiling—Type Pump Capacity 6 Qts.

Valves Intake Timing—Open 2° A.T.C. Close 44° A.B.C.
Intake Clearance .005"
Exhaust Timing—Open 46° B.B.C. Close 4° A.T.C.
Exhaust Clearance .007"

Carburetor Stromberg

Cooling System Centrifugal Type Pump Capacity

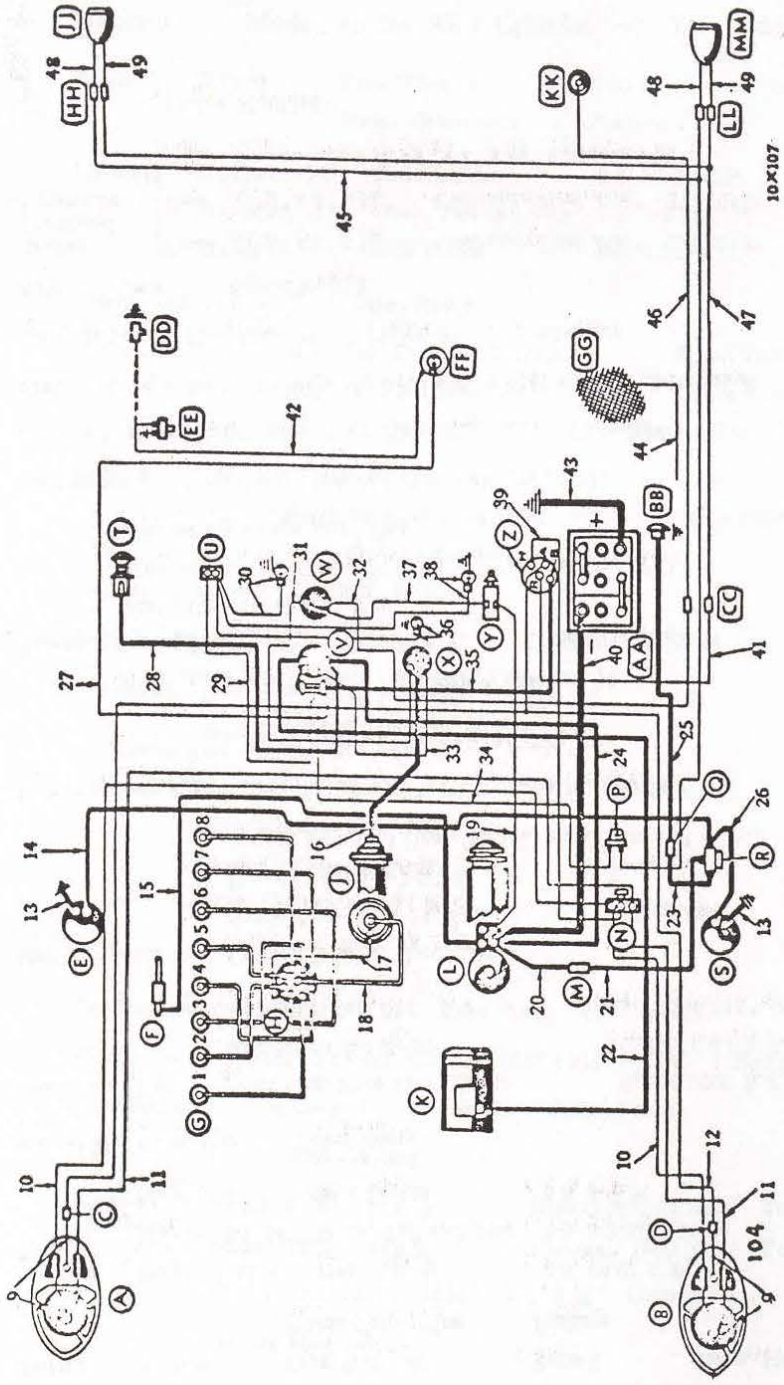
Clutch Borg & Beck Facings Moulded 6⅛" x 9⅞" x .133" 2 Required

Gear Ratio Ring Gear 41 Pinion 10 Spiral Gears

Axle Own Semi-Floating

Brakes Lockheed Hydraulic
Front	CU, 22 13/16" x 2" x ¼" CV, 24 21/32" x 2" x ¼"	Clearance Heel .006" Clearance Heel .006"	Toe .012" Toe .012"
Rear	Same as Front		
Hand	Transmission 18¼" x 2½" x ¼"	Clearance 1/16"	

Lining Moulded



CHRYSLER WIRING DIAGRAM, 1935, MODEL AIRFLOW 8
Courtesy of Chrysler Corporation

Chrysler Model Airflow 8 Year 1935

Battery Willard — Type — Volts 6 — Amps. 136
Frame Connection

Lighting

Mazda 2320-C	Head Lights	6-8, 21-32 C.P.
Mazda 63, 1158	Dash, Tail and Stop	6-8, 3-3-21 C.P.
Mazda 55	Side Lights	6-8, 1½ C.P.

Starter and Generator Auto-Lite

Generator
Max. Chg. Rate 21 Amps. — Speed
Regulation 3rd Brush — Cut-in 6.5-7.3 Volts
Relay Air Gap — Contact Gap .015″-.025″

Ignition
Contact Breaker Gap .018″
Spark Plug—Size 14 M.M. — Gap .025″
Firing Order 1-6-2-5-8-3-7-4
Timing

Engine Bore 3¼″ — Stroke 4⅞″ — Taxable H.P. 33.80
Piston Ring—Width Oil 2—5/32″ Comp. 2—⅛″
Diam. 3¼″ — Gap .007″ on All
Oiling—Type Pump — Capacity 6 Qts.

Valves
Intake Timing—Open 2° B.T.C. — Close 44° A.B.C.
Intake Clearance .006″ Hot
Exhaust Timing—Open 46° B.B.C. — Close 4° A.T.C.
Exhaust Clearance .008″ Hot

Carburetor Stromberg

Steering Caster ½° Camber 2° Toe-in 1/16″

Cooling System Centrifugal — Type Pump — Capacity 4¾ Gals.

Clutch Borg & Beck — Facings 6⅛″ x 11″ x .133″ 2 Required

Gear Ratio Ring Gear 41 — Pinion 10 — Spiral Gears

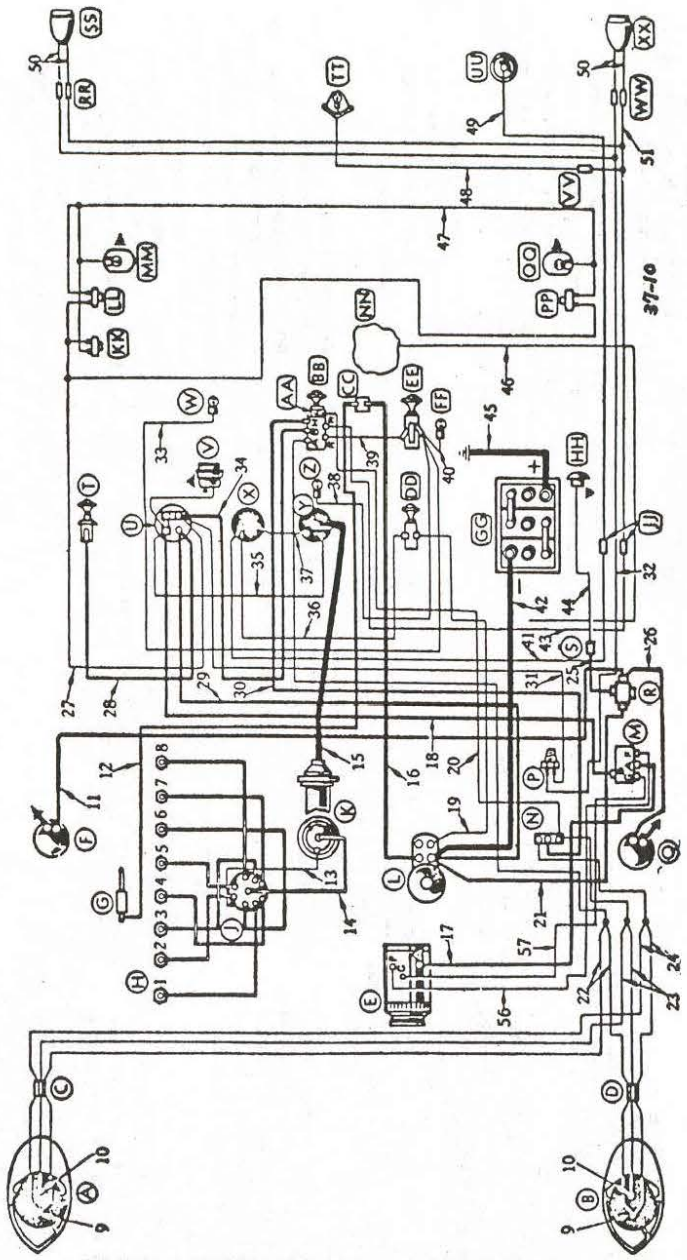
Axle Own — Semi-Floating

Brakes Hydraulic Lockheed

Front	24 7/32″ x 2″ x ¼″	Clearance Heel .006″, Toe .012″
Rear	24 7/32″ x 2″ x ¼″	Clearance Heel .006″, Toe .012″
Hand	Transmission 21 13/16″ x 2½″ x 3/16″	Clearance 1/16″

Lining Woven

Diagram 104



CHRYSLER WIRING DIAGRAM, 1937, MODEL AIRFLOW 8
Courtesy of Chrysler Corporation

Chrysler Model Airflow 8 Year 1937

Battery Willard Type Volts 6-8 Amps. 136
Frame Connection Positive

Lighting
Head Lights 6-8 Volts
Stop Light 6-8 Volts Tail 6-8 Volts
Parking Lights 6-8 Volts

Starter and Generator Auto-Lite

Generator Auto-Lite
Max. Chg. Rate 28 Amps. Hot Speed 1700 R.P.M., Arm.
Regulation Voltage and Current Cut-in 7 Volts, 820 R.P.M.
Relay Air Gap Contact Gap

Ignition Auto-Lite
Contact Breaker Gap .013″
Spark Plug—Size 14 M.M. Gap .025″
Firing Order 1-6-2-5-8-3-7-4
Timing

Engine Bore 3¼″ Stroke 4⅞″ Taxable H.P. 33.80
Piston Ring—Width Oil 2—3/32″ Comp. 2—⅛″
Diam. 3¼″ Gap Oil .007″ Comp. .007″
Oiling—Type Gear Pump Capacity 6 Qts.

Valves Intake Timing—Open 2° B.T.C. Close 44° A.B.C.
Intake Clearance Hot .006″ Operating, .011″ Timing
Exhaust Timing—Open 46° B.B.C. Close 4° A.T.C.
Exhaust Clearance Hot .010″ Operating, .014″ Timing

Carburetor Stromberg

Steering Caster 2° Camber ½° Toe-in 1/16″

Cooling System Centrifugal Type Pump, Belt Capacity 17 Qts.

Clutch Borg & Beck Facings Woven 6⅛″ x 11″ x ⅛″ 2 Required

Gear Ratio Ring Gear 33 Pinion 10 Spiral Gears

Axle Own Semi-Floating

Brakes Lockheed Hydraulic
Front 24 7/32″ x 2″ x ¼″ Clearance .006″ Heel, .012″ Toe
Rear 24 7/32″ x 2″ x ¼″ Clearance .006″ Heel, .012″ Toe
Hand Transmission 21½″ x 2½″ x 3/16″ Clearance .025″
Lining Moulded Dingram 37-10