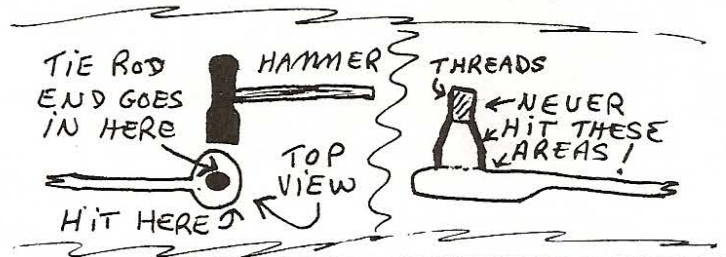


Removing Tapered Bolts on Tie Rod Ends and Shock Absorbers by O.P. Higbee

Several months ago I completed the last major mechanical repair planned on my 1936 C-10 Chrysler. I replaced the four "new" shock absorbers that Don Seeley had previously rebuilt for me.

The rear pair presented no problem during removal and replacement. The front two presented a problem to remove because of the location of the nuts and bolts holding the shock units to the frame. The going was very slow due to the close quarters and the very tight nuts! I believe they were installed in the factory prior to body installation.

The linkages have a tapered fit like that of a tie rod end. Some mechanics and restorers use a tapered fork tool to remove such fittings. I do not because I believe too much pressure is placed on the linkage ends. I use two hammers. Each hammer is about two pounds in weight. Placing one hammer aside the piece that the tapered rod or bolt fits into, I then hit the opposite side with a very hard blow thereby causing the tapered piece to "jump" out of its tight grip. Please refer to the drawing.



RUSSELL STICKLER
of Visalia, CA died
on March 31, 1989,
according to a note
from his daughter
Charlotte Weinberg.
Russ was a friend to
many - he is missed.
Best thoughts to his
family and friends...



**Glad
you
asked that**

A LIST OF PART NUMBERS THAT MAY BE HELPFUL IN RESTORING AND MAINTAINING OUR AIRFLOW CARS. It should be noted that I have a C-10 and therefore, in most cases the numbers are peculiar to Chryslers and in some cases do not apply to Chrysler Airflows of other models.

-- Harry Thomas

Clutch Plate - Borg & Beck	CD 575
Clutch Press Assem - Borg & Beck Model 871	Type 11A6
Universal Joint - Borg Warner '36 & '37	114-352
Brake hoses - Bendix (front)	8282
(rear)	8290
Wagner (front)	4497
(rear)	4000
Master Cylinder - Wagner	F 544
Master Cylinder Kit - Wagner	F 3613
Wheel Cylinder - Wagner (left front)	F 3747
(right front)	F 3748
Tie Rod Ends - Thompson or Moog	ES 49
Fuel Pump - AC	489
Roller bearing on rocker idler arm '36 & '37	-
Torrington	BH-1624
Water Pump Kit - Toledo	W-8038
Delco Shocks (right front)	1735CX
(left front)	1735DX
(right rear)	1733CX
(left rear)	1733DX
Fanbelt - Goodyear or Kelley	#50
Raybestos	563
Miller	V-14
Oil Filter - AC	P.21S
Overdrive Seal - National	6404

MOTOR PARTS

Timing Chain - Borg Warner	TC-405
Timing Chain Sprocket (for crankshaft)	Cloyes S-198
Valve Springs - Sealed Power	VS-305
Camshaft Bearings - Sealed Power (set)	1079-M
Rear Main Bearing - Federal Mogul	9973-SB
Front Main Bearing - Federal Mogul	9331-SB
Center Main Bearing - Federal Mogul	9332-SB
No. 2 & No. 4 Main Bearings - Federal Mogul	9333-SB
Rod Bearings - Federal Mogul	8645-SB
Valves, intake - Thompson	V-836
Toledo	V-945
Chrysler	623652
Valves, exhaust - Thompson	S-835
Toledo	S-944
APC -Nu Krome	839
Chrysler	670507
Exhaust Valve Seat Insert (same O.D. as Dodge)	-
Thompson	IS-207
Oil Pan Gasket - Victor	30405
Head Gasket - Victor	848
McCord	6212
Felpro	7282
Pistons - interchange with Dodge flat-head top ring groove is different from the original Airflow piston.	