

January 28, 1967

Dear Paul:

I am somewhat late in answering your letter — and somewhat put out at my job on my Airflow. Actual restoration of my 1936 S-2 has only progressed as far as the engine, and with this I am still having problems, as you will see.

As you know, I bought the car in about March, 1965, and until last July, the car has been in storage for a majority of the time. I found, that through carelessness, the water and fuel pump were both dried out when I tried to run it again.

Problems in restoring the engine mainly revolved around getting rod bearings. The part number for these rod bearings was quite easy to get—CB 31 W, Toledo, and 9205SB Federal Mogul—but the actual part proved completely elusive. A local machine shop finally solved the problem through the machining of the rods (moving the bearing tab over approximately  $\frac{1}{8}$  inch) so that they would take later model bearings. I actually did not want to use this process, if only for the sake of authenticity, not to mention stability. The main bearings for the S-2 engine were easily obtainable from the shelf of a local parts house. Both rods and mains were .010 under.

**Glad  
you  
asked that**

A LIST OF PART NUMBERS THAT MAY BE HELPFUL IN REPAIRING 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
Camschaft 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.	

The Club thanks Harry for the above contribution of numbers useful in searching for New Old-Stock parts. Harry says this listing of NOS parts is not intended to be all inclusive to include all other brands etc. But it can be useful to your local parts supplier as well as to you when you hit the flea market.

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.

From Member, A2c Richard Stone - Box 9629 - McConnell AFB, Kansas  
comes the following:

Dear Bob,

Right now I have my CU '34 in a basket and while putting it back together I'll pass along some information.

I found a head gasket set (this is, all the gaskets needed but the pan. The Part Number is HS7282C-1. However, it seems Felt Products Co., ~~was taken over~~ who made my set, was taken over by Victor, so the Part Number became Victor HS-848. My pan gasket is

Victor also - Number OS-30405, replacing Part Number 308309. This gasket will fit all Dodge and DeSoto 8's from '30-31 and Dodge thru '33 and Chrysler late '30 to '50. That head gasket set fits Chryslers from '34 to '41 with 3-1/4 in. bore. I found it in the back of a parts house owned by a fellow who saves such things. In case you're interested his address is:

Parts Supply  
206 So. Emporia  
Wichita, Kansas

Correspondence from member, Roy Bowser, was forwarded to me by member, Marv Green: Here are excerpts:

Dear Marv,

Apparently I misinterpreted your ad in the Airflow Newsletter. Sorry but I am going to hang tough in the quest for original lens. All of the following you may be well acquainted with, but you ask where I got the parts to restore the engine. Here goes!!

Hoffman's Auto Parts in Butler, Pa cleaned the block, rebabbit the water pump, starter and carb. They installed GI 60's in the pistons, and also wrist pins. They supplied cam, rod and main bearings. The cam shaft brings up an interesting sidelight. Low oil pressure usually originates here. The oil supply to the cam bearings can be blocked off thus raising pressure at the main bearings. The cam receives lubrication from the splash of the rods and crankshaft. However I elected to replace mine. The brand name is Federal Mogul No. 1079. A slight modification (drilling two additional holes in the front bearing) is necessary for installation. These folks turned the crankshaft ~~xxxxx~~.0010 and equipped it with Federal Mogul main bearings No. 9973 SB-10, 933 SB-10, 9333 SB-10, 9332 SB-10, 9331 SB-10. The SB-10 is of course, the over-size. The rod bearings are Federal Mogul No. 8645 SB-10.

Warshawsky & Co. 1900-24 So. State St., Chicago 16, Ill. supplied rings No. 33214 @ \$16.28, spark plug wires No. 45-1122 @ \$3.29, distributor cap No. A145498 @ \$.92, rotor No. 45463 @ \$.18. This is a good source for other parts.

The local Chrysler garage supplied the headgasket, head bolts (these are slightly shorter, but have the shoulder), valve cover gaskets Mopar No. 947-619, manifold gaskets Mopar No. 780463, timing chain, and starter gear. The timing cover gaskets are McCord No. ES-1124 and ES-1122. Differential pinion bearing is Victor No. 49151, overdrive oil seal is Victor No. 49218, and front crankshaft oil seal is Victor No. 49212.

This is a lot of mumbo jumbo, it seems, but I thought it would or might be helpful to someone and prevent indulgence in profanity.

Sincerely, Roy M. Bowser

(Ed... Thanks a lot, Roy, for the above info. It should help our members who are, or plan on, refurbishing their car engines. Seems Chrysler products of the Airflow era were somewhat plagued with problems of low oil pressure. Does blocking the oil flow to the camshaft have any detrimental effect on bearing life, or is splash sufficient in itself?)

Maury Apfel wrote and asked me to thank Harry Thomas in the Newsletter for helping him with his axle problem. He also sent a brochure describing the 11th Texas Tour of the Alamo City HCC Club. It will be held in Kerrville, Texas on May 7-10, 1964. He is secretary for the unit. I can do no better job of thanking Harry than to print Maury's letter:

Dear Bob:

Will you do me a favor - please write a note in the next newsletter any tell everyone what a swell guy HARRY W. THOMAS of Arnold, Pa. is. He answered my ad for the C-1 Axle Shaft.... said he wasn't in the antique auto business to make money and was ready to ship the axle to me to "keep the Airflows rolling". The Railway Express man delivered it all boxed up like a three-foot salami in perfect shape. Harry wouldn't take a cent! If anyone ever finds out that he is hunting for anything

## RESTORATION HINTS

The following is from member Harry Thomas and was printed in the January 1964 issue. Since some of us are getting our cars in first class condition for the meet this may help us. Member Charlie Russell says to have your brakes in good shape as the Virginia country is quite hilly!

Your editor rebuilt his master cylinder and used part No. 2964 in the Bendix line.

I will at this time try 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 mileage 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 3¼" diameter are interchangeable on all straight eight Chryslers from 1931 to 1950, except for the larger motor of 3½" 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 3¼" 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 ½" 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 No. 6404 on my over-

drive 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 C-10 and C-17 can be replaced with a Borg Warner No. 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.

## WHERE TO GET PARTS

There are hundreds of suppliers of new and used antique auto parts across the country. You'll find them listed in the old-time publications. Here are a few examples of the old parts suppliers.

**AXLES & SHAFTS**—Harry C. Fries, Fries Acres Estate, Prentice, Wisconsin.

**BALL BEARINGS**—Lyman E. Greenlee, Box 1036, Anderson, Indiana.

**BOILERS, STEAM**—Faber-Schneider Radiator Co., 2450 S. Wabash, Chicago 16, Illinois.

**BRAKE LINING**—Pompton Lakes Auto Wreckers, 122-40 Cannon Ball Road, Pompton Lakes, New Jersey.

**BUMPERS & BARS**—Ed Wright, 16 Carnavon Cir., Springfield, Massachusetts.

**CURTAIN BUTTONS**—North Forty Corporation, Alligerville, New York.

**DOOR HANDLES**—Tab, Box 6464, Corpus Christi, Texas.

**EMBLEMS** — Swigart Museum, Museum Park, Huntingdon, Pennsylvania.

**ENGINE PARTS**—A & M PARTS, 1814 S. Grand Avenue, Los Angeles, California.

**FAN BELTS**—Rod McKinnon, Tech. Dept. Gates Rubber Co., Denver, Colorado.

**FENDER WELT**—Burchill Antique Auto Parts, 4150—24th Ave. Port Huron, Michigan.

**FENDERS**—Howell's Antique Car Shop, 1090 Linberg Drive, Beaumont, Texas.

**FUEL PUMPS**—Frank's Muffler Shop, 133 N. Wooster Ave., Dover, Ohio.

**GASKETS**—Bennett's Antique Auto Parts, 3376 Early Avenue, Lima, Ohio.