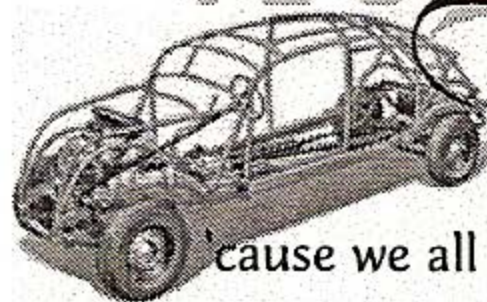


TECHNICAL



Tips

because we all have questions!

Sisson Automatic Choke Service

To make the adjustment, open the throttle about one-quarter. Remove the air cleaner from the carburetor so that you can watch the carburetor choke valve. Move the automatic choke lever until the hole in the brass shaft lines up with the slot in the bearing. To insert the test tool, remove the cover and slip it over the core so that its ends enter and line up the hole in the armature and the hole in the magnet core. The ends of the tool should enter these holes as far as they will go. Now move the flat bar of the adjusting tool so that it will lock the armature tight against the magnet core. Push the tool down so that it will engage in the slot in the base of the choke. Loosen the choke lever clamp screw and push the lever upward until the carburetor choke valve is closed tight. Hold the lever in that position and tighten the clamp screw. Then remove the tool and replace the air cleaner.

Continued on page 7

Automatic choke service, continued from page 4

In case the choke unit is not operating properly, open the hand throttle and see that the rod from the automatic choke to the carburetor is not bent or binding. See that there is no binding in the carburetor choke valve. If the valve is rough in any position, smooth the edge with a fine file. Check the carburetor fast idle rod and cam for excess friction. Remove any paint, dirt or oil from external moving parts that might cause binding. See that the clips on the end of the choke rod are not binding. Check the wire from the starter switch to the automatic choke to be sure that the electrical circuit is complete. There must also be a good ground connection between the choke and the manifold. A lock washer between the mounting nut and the automatic choke makes this connection. Check to see whether the circuit thought the choke is complete by holding a screw driver close to the magnet core while someone operates the starter. The screw driver should be drawn against the magnet core.

Do not lubricate the automatic choke or any of its linkage. Be sure that there is an insulating gasket between the exhaust manifold and the automatic choke.

 **Technical Articles! Yes!** 

I place this plea on the *Marketplace* page...since that is the "spot" where most of our members start reading the newsletter. I really appreciate all the articles you send on shows that your Airflow's have entered...but we have gotten quite a few requests over the last few months on how to get those cars *ready to show*.

So, if you are either into major or minor restorations of any nature, please document your "cure" and send it on with pictures, either by E-mail or "snail" mail...*Thanks, the editor*

Airflow NEWSLETTER

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 carberation 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.