

ALL AIRFLOWS BOTH CHRYSLER AND DESOTO TAKE 28 # PRESSURE IN FRONT AND REAR TIRES WITH THE EXCEPTION OF THE 1934 and 1935 CW MODELS WHICH TAKE 40 AND 38 #'s RESPECTIVELY IN THEIR FRONT AND REAR TIRES.

ALL 1934 through 1937 CHRYSLERS AND 1934 through 1936 DESOTOS TAKE 6 QUARTS OF OIL IN THE ENGINE WITH THE EXCEPTION OF THE 1934 & 35 CW'S WHICH TAKE 8 QUARTS AND THE 1937 ROYAL WHICH TAKES 5 QUARTS.

THE 1934 CA AND CB MODEL CHRYSLERS TAKE A NUMBER 1116 HEADLAMP BULB. ALL OTHER 1934 and 1935 CHRYSLERS AND DESOTOS TAKE NUMBER 2320(2320). All 1936 and 1937 CHRYSLERS AND DESOTOS TAKE NUMBER 2331 BULB. BOTH BULBS ARE DOUBLE CONTACT, INDEXED, 6 VOLT JOBS. THE ~~X#~~ 2320 IS A 32/21 CANDLE-POWER AND THE 2331 IS A 32/32 CP. BULB. ANYONE HAVING TROUBLE SECURING 2331'S FOR HIS AIRFLOW SHOULD CONTACT THIS WRITER. I HAVE A VERY LIMITED NUMBER.

SERVICE TIP

Problem: Transmission extension housing seal leakage and unavailability of a replacement seal.

Vehicle: 1934 DeSoto equipped with 3 speed and free wheeling (others ??)

Solution: The writer understands that this problem is quite common. Quite by accident, I discovered a seal (#670752)* which has the same double seal configuration (leather lip & felt washer) and inside diameter as the original. Only problem was with the outside diameter. It is too small by about 1/16". Problem was resolved by cutting two strips of soft copper sheet (roof flashing) and wrapping these around the outside circumference making two concentric layers. Each strip was cemented individually to the outside of the seal with Epoxy. They can be clamped in place with a ring compressor or suitable hose clamp while the Epoxy cures. Any excess should be carefully filed away to leave a smooth, even circumference. I would suggest installation into the transmission housing using a coating of some type sealer which will harden. Thus far, this job has worked very well in my SE. I would definitely recommend checking the fit of the output shaft support bearings as any wobble in this would promote early seal leakage.

* Application: transm. rear brg seal - Plym, Dodge, DeSoto & Chry six, '40-'53, std. transm. without overdrive.

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All Airflows, both Chrysler and DeSoto call for 28 lb. pressure in front and rear tires with the exception of the Airflow Chrysler CW which uses 40 lb. & 38 lb. front and rear respectively.

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All Chrysler Airflows and DeSoto Airflows take 6 quarts of oil in the engine with the exception of the Model CWs which take 8 quarts.

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Don't neglect the maintenance of your car's shock absorbers! All Airflow shocks are refillable. The Chrysler shocks are also adjustable. Keeping the shocks filled will help preclude premature failure of the arm bushing. If necessary, remove the shocks from the car to fill. The knurled knob on the Chrysler shocks is the adjustment for hard or soft ride depending on your preference and the type of roads you expect to be driving on.