



In a dilemma with your Battery or Fuel Pump?

I have help for a couple of old car problems. First, try the Optima 6 volt battery, model 6V-1050. It is half the width (10" long, 3-17/32" wide, and 7-13/16" high) of our old lead-acid batteries and has 800 cranking amps. It is sealed and leak proof and has a long life expectancy (72 month warranty). It is great for our under floor applications and makes starting much easier. They cost a little over \$100.00, but solve a lot of problems. Call 1-888-8OPTIMA for your nearest dealer.

Second, the noisy, failure prone electric fuel pumps we are using which often fail due to the new gasolines eating away the rubber parts inside. My local parts store no longer has the old style, but they had a Carter P-4259 6-volt electric pump. It has a rotary electric motor operation and is quieter and much more reliable. I paid about \$125.00 for mine. It has hardware for mounting and a really good instruction sheet.

submitted by Victor West

Airflow NEWSLETTER

Airflow Restoration Tips

by Jack Biickert

Here are some things I discovered restoring my 1935 Chrysler Airflow Model C-1. For future reference I noted the details in the appropriate section in my Airflow shop manual. I do the same each time an Airflow member submits an important tip in the newsletter because you never know when you will have to fix or replace the same thing down the road. Besides, it is a lot easier to reference your shop manual than it is to hunt through numerous back issues of the Airflow Newsletter for that tip you think you remembered seeing or bugging the Editor about something he can't remember either.

UNIVERSAL JOINTS: An exact fit is available made by Precision. The part number is 344 and a small code 1098050-B. Made in Chicago, Illinois 60618. The cardboard box also has printed on it COOPER Moog Automotive. The best thing about these universal joints is they have a grease nipple in the middle of the joint. Most original ones did not and that is why they wear out. Slopping U-Joints are very hard on the transmission and the rear end. Besides nobody likes that U-Joint "clunk clunk" when they start out.

BRAKE LINE HOSES: There are three on the Airflow. One to each front wheel cylinder and one in the rear which services both rear wheel cylinders. I found RAYBESTOS BH4497 brake hoses are identical to the original ones. The box also had a Bar Code 3099919823. Made in U.S.A. Please note that over time brake line rubber hoses will swell up so much the hole will be pin size and you will not get enough hydraulic brake fluid pressure to your wheel cylinders. This is an ultra-important item to replace on your Airflow.

BATTERY TENDER: Are you constantly recharging your 6-volt battery especially during and after winter storage? Buying a new battery every 3 to 5 years ?? WHY? Get a 6-volt Deltran Battery Tender from Halon Marketing, P.O. Box 72203, Thorndale, PA 19372. Their phone number is (800) 343-9763. Better yet bring up their Web Site <<www.halonmarketing.com>>. This Tender costs \$39.95 plus shipping. It operates on three stages...*initialization, bulk charge, and finally float/maintenance.* It comes with 3-amp fused pig-tail connecting lines and 3-amp fused connector lines to the battery terminal. I have permanently connected mine and when I park the Airflow I have a simple easy to reach connector just under the running board and plug in the Tender to the wall socket. I don't have to remove the front seat cushion, open the battery box and fool around with battery terminal clips any more. You can safely leave the tender hooked up for that extremely low amp float/maintenance charge for months on end. In addition to

having a fully charged battery all year you will extend the life of your battery from 2 to 3 times. No Kidding. How about your golf cart, snow mobile, SeaDo, "riddem" lawnmower, ATV... many are 6-Volt too.

COOLING SYSTEM: I noted all the articles about over heating. HUH ? I have personally had my '35 Airflow in a seriously hot July day parade where I idled through town for over 2-hours with absolutely no overheating. Hill climbed on hot days with no problem. Did you caustic dip your radiator? When you rebuilt the engine did you caustic dip the block and head to make sure every waterjacket gallery and oil gallery where super clean? Using a thermostat greater than 180°

Fahrenheit? Is your oil pressure adjusted correctly on the Adjustor located on left hand (driver side) of the block ? If you have done all of these things and still have over heating then I suggest you install a 6-volt electric pusher fan on the front of the radiator. There is lots of room to put in a really big one and it will blow a "hurricane" volume of air right through a lot of the radiator. These can also be thermostatically controlled to come on automatically.

TIRES: I see by advertisements that Coker Tire is now making 16-inch steel-belted radial ply wide white wall tires. Absolutely superior handling, cornering and soft ride and you won't follow ruts in the road anymore.

BODY INSULATION: I glued double sided aluminum blister insulation made by AIRFOYL throughout the entire inside of my Airflow body including inside the doors and trunk with a premium construction wood glue. The exception was I glued a 12-inch square piece of BROWN BREAD acoustical sound dampening material in the centre of each door and two pieces on the inside of the trunk just under the continental kit.

Brown Bread is available at stores that specialize in high quality sound systems for vehicles. My Airflow is very very quiet inside when I drive. The sound dampening material in the doors is marvelous. They close quietly with no real metal clunking. The roof edges inside around the tonneau opening will collect condensation and drip rust droplets onto the back of your headliner. The Airfoyl insulation stops this from happening.

Hope the above helps some of you still restoring your Airflow.

Jack Biickert
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