I talked to Dad about the oil flow to the camshaft. He said that a metering "gadget" was used to meter a small amount of oil to the cam. He thinks this item was a "Champ" item and purchased for this particular purpose. He remembers using them on the '35 models.....

In reference to the metering rods. One should not cut off the flow of oil to the camshaft, rather it should be metered. And the metering "gadget" referred to is an oil pressure rod with fittings. These rod are put into the oil line galleys. One should unscrew the plug and replace with these rods.

Lee B.

(And now, here is a slightly different approach to the same BRAIN TEASER which was sent by John McLean:

Dear Bob,

Would like to comment on Roy Bowser's letter to Marv Green. I happen to be looking for C-17 overdrive oil seals and checked out Roy's Victor Seal No. 49218. This seal is for a 1-3/4" shaft whereas the C-17 requires 1-7/8". The seal O.D. was not correct. Would sure appreciate info as to whereabouts of this particular seal. Mopar no longer lists it and none of the usual seal catalogs can match it. (I hope I didn't mistype that Number. Marv has Roy's letter...Ed)

I ~~happen~~ have rebuilt 5 Chrysler Airflow engines (C-10 & C-17) and all of them had hollow camshafts. Oil was supplied once each revolution to a small hole in the large front bearing journal and passed thru the camshaft to the cam bushings. Hence, this is probably not the source of low oil pressure. In the six cylinder engines things are different since the cam bushings receive oil via gallery pressure. Hence, loose bushings starve mains and rods and cause loss of oil pressure.

I have never seen a C-10 or C-17 lose oil pressure yet, but the DeSotos and 6-cyl. Chryslers sure do! Lubrication of C-10 and C-17 cam bushings is not primarily by splash. In fact, I think this is one of those numerous areas that show the real genius of Chrysler Engineering which is the principle source of my interest in these cars.

Another interesting observation - in examining possibly a dozen crank shafts, some from cars with well over 100,000 miles, every shaft so far has been standard, both rod and main journals, and round within original tolerances. This is quite impressive to me.

Well, enough for now. Must get my dues in or I'll be missing an issue of the Newsletter & I can't afford to take such a chance. You're doing a superb job in this department, for my money.

John McLean

(John, I wish space allowed for more comment. Suffice it to say that your words should be comforting to Chrysler Airflowers and to The Chrysler Corp., but not the DeSoto Airflowers. Suggest you try the below address for your seals: PARTS ORDER DEPARTMENT / PARTS DIVISION / CHRYSLER MOTORS CORP / BOX 1718 / DETROIT 31, MICH.