

## JOURNEY THROUGH AIRFLOWLAND

HERE IT IS- the last installment of member JIM HINES' big CHRYSLER AIRFLOW interchange list. Jim took it all from the 1940 HOLLANDERS INTERCHANGE MANUAL. Earlier installments appeared in the NEWSLETTER for October and December, 1970, and June and July, 1971. Those who missed them might be able to secure back issues from editors Herman and June Spacek, or I'll be happy to mail Xerox copies at 10¢ a page (8pages) plus postage. -Ross

### AIRFLOW CHRYSLER Interchange list (cont.)

FRONT SPRINGS: Note- Measurements, in the order given, are: (1) Width, (2) Short end length, (3) Long end length, (4) Front eye inside diameter, (5) Rear eye inside diameter. Length measurements are from center of eye to center of center-bolt hole.

- I. 2X21-11/16X22-5/16X15/16X31/32, both eyes up. Used on 1934 CU, right.
- II. 2X21-15/16X22-5/16X15/16X31/32, short end eye down, long end eye up. Used on 1934 CU, left side. Interchanges with III.
- III. 2X21-15/16X22-3/8X15/16X31/32, short end eye down, long end eye up. Used on 1935 C1, left side. Interchanges with II.
- IV. 2-1/4X21-5/8X22-3/8X1X1, both eyes up. Used on '34 CV, CX, right. Should interchange with VI(a).
- V.(a) 2-1/4X21-7/8X22-3/8X1X1, short end eye down, long end eye up. Used on 1934 CV, left. Interchanges with V(b) and VI(b).
- V.(b) 2-1/4X21-15/16X22-3/8X1X1, short end eye down, long end eye up. Used on 1934 CX left. Should interchange with V(a) and VI(b)
- VI.(a) 2-1/4X21-3/4X22-3/8X1X1, both eyes up. Used on 1935-'37 C2, C3, C10, C11, C17, right. Should interchange with IV.
- VI.(b) 2-1/4X21-15/16X22-3/8X1X1, short end eye down, long end eye up. Used on C2 to 7013321 and C3 to 7528599, left. Should interchange with V(a) and V(b)
- VII. 2-1/2X22-7/16X26X1-1/8X1-1/8, both eyes up. Used on all years CW, right side. Apparently no interchange.
- VIII. 2-1/2X22-13/16X26X1-1/8X1-1/8, Short end eye down, long end eye up. Used on all years CW, left side. Apparently no interchange.
- IX. 2X20-3/4X22-3/4X15/16X31/32, short end eye up, long end eye down. Used on 1934 CY (Canadian) and 1935 C6 (Airstream), also 1934 DeSoto SE, right side. Interchanges with right front spring from DeSoto '35SG, '36 S2 Airflows.
- IX. (b) 2X20-15/16X22-3/4X15/16X31/32, Short end eye up, long end eye down. Used on 1934 CY (Canadian) and 1935 C6 (Airstream), also 1934 DeSoto SE.
- X. 2X21-3/4X22-3/8X15/16X31/32, both eyes up. Used on 1935 C1, 1936 C9, right side.
- XI. 2X22-3/16X22-3/8X15/16X31/32, short end eye down, long end eye up. Used on 1935 C1 (late) and 1936 C9, left side.
- XII. 2-1/4X22-3/16X22-3/8X1X1, short end eye down, long end eye up. Used on 1935 C2 after 7013321, C3 after 7528599, 1936-'37 C10, C11, C17, left.

### REAR SPRINGS:

- I. 1-3/4X26X26-1/2X1-9/32X7/8, both eyes up. Used on 1934 CY (Canadian) and 1934 DeSoto SE, both right and left.
- II. 2-1/2X30X30-1/8X1-9/16X1-1/8, both eyes up. Used on all years CW, right and left. Apparently no interchange.
- III. (a) 2X26X26-1/2X1-13/32X31/32, both eyes up. Used on 1934 CU coupe to 6595958, right and left.
- III. (b) 2X26X27X1-13/32X31/32, both eyes up. Used on all CU sedans, CU coupes after 6595958, right and left.



- IV. 2X26-3/4X26-7/8X1-13/32X1, both eyes up. Used on 1934 CV, CX, left and right. Late cars used spring 2X26-3/4X27-1/8X1-13/32X1. Should interchange if both springs changed.
- V. 2X26X30-1/4X1-13/32X31/32, short end eye up, long end eye down. Used on 1935 C1, 1936 C9, left and right.
- VI. 2X26-3/4X30-1/4X1-13/32X1, short end eye up, long end eye down. Used on 1935 C2, C3, 1936 C10, C11, 1937 C17 left and right.

Note: The most important thing when changing springs is to check the length of the fixed end to the centerbolt. This must be the same on both sides of the car or the axle will not be square with the frame. The length of the shackle end to the centerbolt can vary somewhat and still work properly. The number of leaves can be changed, and the length of the supporting leaves is not as critical as the length of the main leaf. All AIRFLOWS use rubber-encased bushings at the fixed end of the spring and threaded steel bushings at the shackle end.

DRIVE SHAFTS: Watch length- it should not vary over 1/2"

- I. Spicer. 72" length. Used on 1934 CX. Interchanges with complete shaft from following: Packard 1935-'36 1204 (3 types). Checker Taxi 1934 T. Packard 1933 1002 (2 types). Packard 1934 1101. Packard 1933 1004. Packard 1933 1006 (2 types). Packard 1934 1002, 1105. Packard 1935-'36 1205. Packard 1938-'39 Twelves. (above may all need to be lengthened). Chrysler 1935 C3 will interchange directly.
- II. Spicer, 50" length. Used on Chrysler Airflow CW. Interchanges with the following if sleeve adapter is also changed: Packard 1933 1003, 1934 1102.
- III. Spicer, with spline end normal position 8-7/8" from face of flange or yoke to the point of the stub weld. 57-1/4 length Chrysler 1934 CU, 58" length DeSoto 1934 SE and Chrysler 1935 CZ (Airstream). Also interchange with following: Spicer, spline end normal position 9-1/8 (see above). 56-3/4 length, Chrysler 1935 C1, 57-1/2 length, DeSoto 1935 SG w/o'drive.
- IV. Spicer 62" length. Chrysler 1935 C2.
- V. Spicer 71-1/2" length. Chrysler 1935 C3. Interchanges with '34 CX.
- VI. Detroit 56-1/8" length, Chrysler 1936 C9. 55-3/4" length Chrysler 1937 C14 w/o'drive.
- VII. Detroit 61-3/4" length, Chrysler 1936 C10. 62" length, Pierce-Arrow 1936-'37 1603-1703, 1936 1601, Chrysler 1937 C17. 62-1/2" length, Packard 1935-'37 1201, 1401, 1501. 71" length, Chrysler 1936 C11.

Note: there are other shafts that can be made to work by shortening or lengthening.

FRONT UNIVERSAL JOINTS:

- I. Spicer. Used on following cars: Chrysler 1933 CO, CT. 1934 CA, CB, CU. 1935 CZ, C6. Continental 1933 Ace. DeSoto 1934-'35 SE, SF. Dodge 1934 DO (late). Graham 1933 5/A, 64, 65. 1934 6-68, 8-67. 1935 72, 73. Hudson 1934 8-LT, LL without hillhold. 1935 6 and 8, (exc. custom). Hupp 1933 321, 321A. 1935 518-D. LaFayette 1934. LaSalle 1934. Mack 1934-'37 BG, IMA. Olds, 1934 Six (late) and Eight. Reo 1934 S3 (2 types). 1935-'36 6A, D. Terraplane, 1933 Six and Eight, 1935 Six, 1934 Biederman Terraplane Truck.
- II. Spicer. Used on following cars: Chrysler 1934-35-36 CW. Diamond T 1933-'34 225, 226, 240A, 241, 310, 311. 1933-'35 21, 211. 1934-'35 226, 242, 262. 1935 220, 227. Federal 1933-'36 DM ('35-'36 2 types). 1933-'34 15, 18, 20. 1935-'37 15, 18, 20 (2 types). GMC 1933-'35 T23, T33. 1934-'35 T16, T18. 1936 T16, T18. Gramm 1934-'35 AX, BX. 1934-'36 236, 265, 336, 365. 1936 40, 45, 50. 1936-'37 15, 25, 30. Indiana 1935 12X4, 14X4. 1935-'37 86, 87. 1936-'37 80, 84.



Packard 1933 1003 (2 types), 1001 (2 types), 1002 (2 types), 1004 (2 types).  
1934 1101-1, 1103-4. 1935-'36 1203-4. Paramount 1934 H25. Stewart 1933-  
'34 41X, XS, 42X, 43X, 44X, 45X. 1934 41H, 46H, 47H (2 types). White  
1934-'35 704. 1934-'36 701-2, 707. 1937 700, 700K (2 types).

III. Front U-joint from following will also work on II by splitting univ-  
ersal: Packard 1932-'33 1006 (2 types) Packard 1934 1107-8.

IV. Spicer. Used on following: Chrysler 1934 CV, 1935 C1. DeSoto 1935  
SG. Stewart 1935-'37 40H, 60H. Graham 1934 69, 1935 75. Also interchanges  
with Spicer used on following: Hudson 1935 HHU Custom, 1934 LL8 w/hillhold.

V. Spicer. Used on following: Chrysler 1934 CX, 1935 CZ, C3.

VI. Spicer. Used on Chrysler 1935 C2. Interchanges with following: Dia-  
mond T 1935 211A, 243, 220, 227 (2 types). 1936-'37 212, 221, 228, 244.  
1937 80. Federal 1935-'36 DM (2 types). 1935-'37 15, 18, 20 (2 types).  
1936-'37 10, 11. 1937 75, 80. GMC 1936 733. 1936-'37 T16, T18 (1936 uses  
2 types). GMC 1936-'37 T16H, T18H. 1937 F16, F16H, F18, F18H. Gramm  
1937 15, 25, 30 (2 types). 1937 40, 45, 50. Stewart 1935-'36 41H, 46H,  
47H (2 types). 1937 45A, 45AS, 47A. White 1937 700, 700K. Following joint  
also works by splitting universal: Spicer, used on following: Chrysler  
1933 CQ, Packard 1932-'33 1003 (3 types in '33) 1004-5 (2 types in '33).  
Pierce-Arrow 1933 1242, 1247.

VII. Detroit. Used in 1936 Chrysler C11.

VIII. Detroit. Used on following: Chrysler 1936-'37 C7, C8, C9, C14, 1939  
C23 w/fluid drive, C23 w/o'drive after 6611802(NewYorker) 6673137 (Saratoga)  
6747248 (Imperial). DeSoto 1936 S1, S2. Hupp 1934 417W, 421J, 1935 517W,  
5210, 1936 621N. 1938-'39 825, 925. Reo 1933, 1934 S2, S3, S4 Std. truck,  
S3 used 2 types.

IX. Detroit. Used on following: Chrysler 1936-'39 C10, C15, C17, C20, C24.  
Packard 1935-'37 1200-1-2, 1400-1-2, 1500-1-2. 1936 Std. Eight. 1938  
1603-4-5, Pierce-Arrow 1934-'35 all. 1936 Com. sedan, 1936-'37 all.