



Airflowers (taken from Yahoo forum):

I need a rim to use for a spare on my 1936 DeSoto Airflow. Anyone have one or is there any other wheel (rim) I can use?

Frank Calise,
Inverness, Florida

Frank,

The '36 S-2 Desoto rim is a totally different rim from that which was on the '34 SE or the '35 SG DeSoto. Not only did it employ a different system to mount the hub cap onto the wheel but it also had 5 lug bolt holes plus an additional 5 holes equally spaced between the bolt holes. These additional holes in the rims were used to line up on a special spigot that protrudes off the side of the brake drum and hub assembly. The spigot concept was introduced on the SG DeSoto after serial number 5084025 and was carried into the S-2 model. The offset in the '34 SE rim was different from that on the SG '35 and '36 S-2 rims and if an SE rim were to be installed onto an SG or an S-2, the rear track would end up being a lot wider and the hubcaps would hit the fender skirts. The only place that the '34 SE rim would work without any modification is on the front of an SG up to serial number 5084025. as after that serial number the SG used the same front hub and brake drum assembly as that on your S-2.

None of the Chrysler rims will mount to your brake drums or to the rear carrier mount on the Chrysler Airflow range nor will they fit under the DeSoto tire cover as the DeSoto covers are smaller in diameter than the Chrysler ones because the DeSoto has 6.50 x 16 tires and the Chrysler has either 7.00 or 7.50 tires, depending on the model. If you were to opt for an SE rim, then you would need to either drill an additional set of 5 holes in the rim for the spigot or you have to cut the spigot off the hubs and then be prepared to use it without a hub cap on the rear of your S-2.

The SG rim would work as a spare, but you would have to carry a dedicated hub cap.

Cheers,
John Spinks
Pakenham, Victoria, Australia